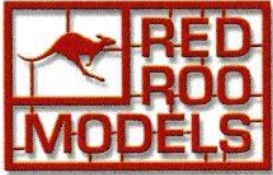
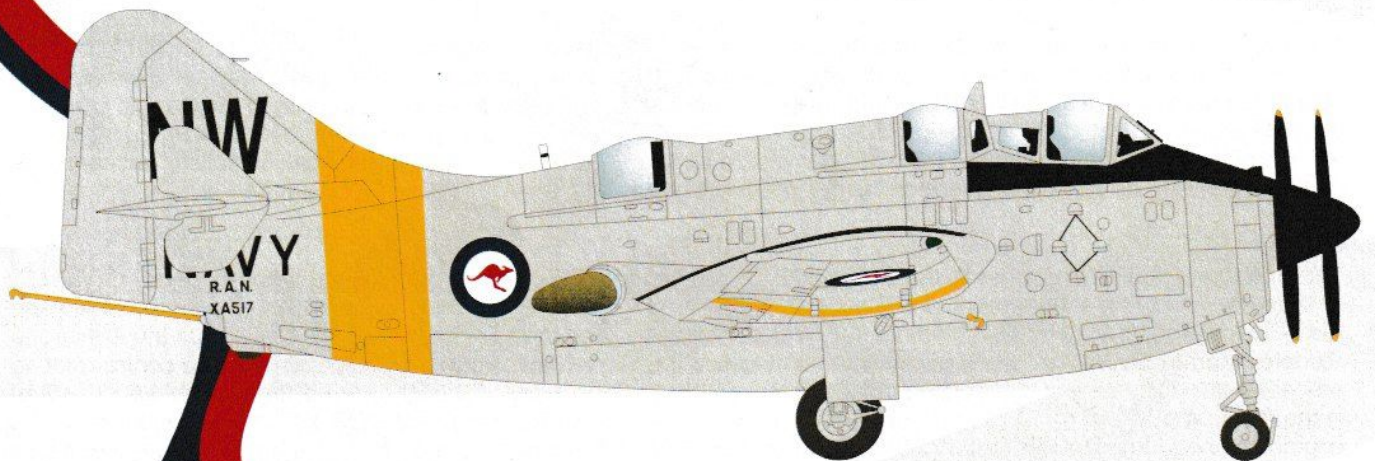
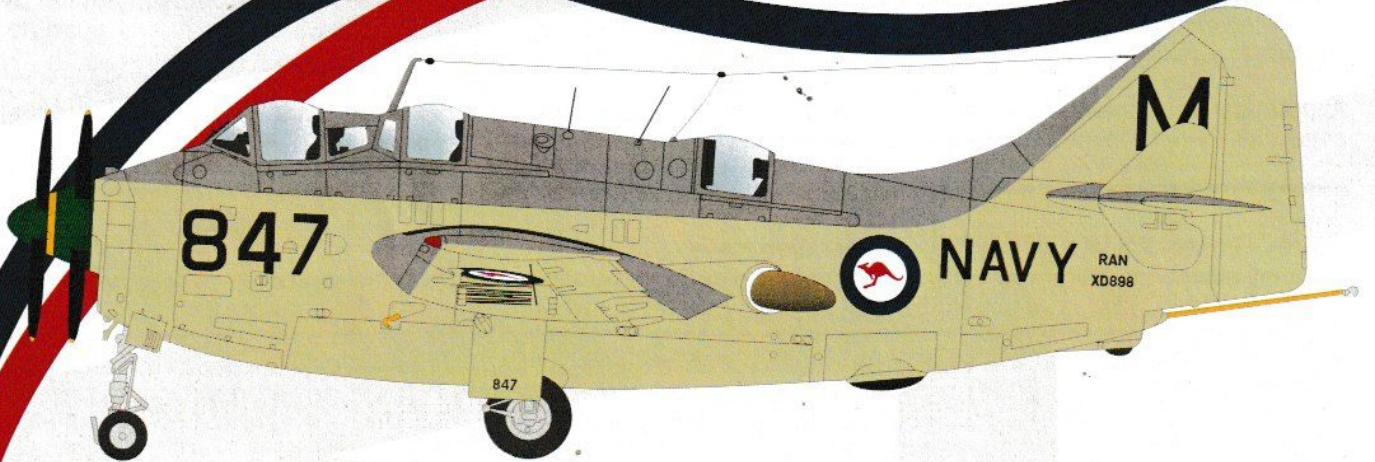


RRD7248



RAN Fairey Gannet, AS Mk1 and T Mk 2

HMAS Melbourne and RANAS Nowra, 1960s
1/72 Scale



DECAL APPLICATION

Thin Film Decals Please Use Care

Ensure model has received a suitable coat of gloss varnish before applying these decals. Cut around the required decal. Do not excessively trim carrier film, it is this film that protects the decal edge and prevents it from chipping. Soak the decal in water for about 1-2 minutes, then remove the decal from the water and stand on glass or plastic surface.

Moisten the application site with your favourite settling solution. Remember, the carrier film on these decals is very thin, test the effect of your settling solution on an unwanted decal if in doubt. Apply decal carefully by sliding off backing paper with a soft, long bristle brush. Position carefully and use tissue paper to absorb excess moisture.

Use decal-settling solution to draw the decal down over surface detail. If air bubbles or "silvering" form during drying phase wait till decal is thoroughly dry, then pierce affected area with a pin and re-apply settling solution. Do not try to force decals to conform to surface or express air bubbles doing this will tear the decals.

Apply a coat of gloss varnish over the entire model once the decals are thoroughly dry. Apply a coat of matt varnish over the entire model when the previously applied gloss varnish is thoroughly dry to hide the carrier film.

Fairey Gannet AS Mk1 of the Royal Australian Navy

This Anti-submarine warfare aircraft was manufactured by Fairey Aviation of the UK and undertook its maiden flight on 19 September 1949. The Gannet entered RAN service May 1956 when the Royal Australian Navy purchased the Gannet (AS 1 - 36 aircraft). The aircraft operated from the aircraft carriers HMAS Melbourne, HMAS Sydney and the shore base HMAS Albatross near Nowra, New South Wales. Although Gannets were gradually withdrawn as first-line anti-submarine aircraft in the Royal Navy from 1958, the RAN aircraft continued in service until 1967. Three T Mk2 aircraft were purchased and one of the AS Mk1s (XA333) was converted to T Mk2 standard. A further three RAN Gannets were converted to T Mk5 configuration and another thirteen were modified to AS Mk4 standard to extend the type's service life. One Gannet, XA434, is preserved in the Naval Aviation Museum at Nowra (now known as Australia's Museum of Flight). Other Gannets exist in the Australian National Aviation Museum at Moorabbin Airport (XA334) and the Queensland Air Museum at Caboolture (XA-331). Former RAN T Mk2 (XG888) was purchased back from the Royal Navy and is now on display at Australia's Museum of Flight.

Development

The British Fairey Gannet was a carrier-borne Anti-submarine warfare and Airborne Early Warning aircraft of the immediate post World War II-era developed for the Royal Navy Fleet Air Arm. It has a conventional monoplane mid-wing and tricycle undercarriage. The pilot sat atop the fuselage (over the gas turbine engines) and behind the double, co-axial, counter-rotating propellers; the one (or two) crew sat in additional cockpit stations behind the pilot. The third crew member sat in a separate fuselage "bubble" facing the tail.

The Gannet's wings folded in two places to form a distinctive "Z"- shape on each side. The first fold is at about 1/3 of the wing length where the inboard anhedral (down-sweep) changed to the outboard dihedral (up-sweep) of the wing. The second wing fold was at about 2/3 of the wing length. The length of the nose wheel oleo strut caused the Gannet to have a distinctive nose-high attitude, a common characteristic of carrier aircraft. The Gannet has been called "the ugliest aircraft in the world" by far too many people in the world to mention by name. However, its appearance can be called "endearing" to others, especially the crews that operated the dependable aircraft.

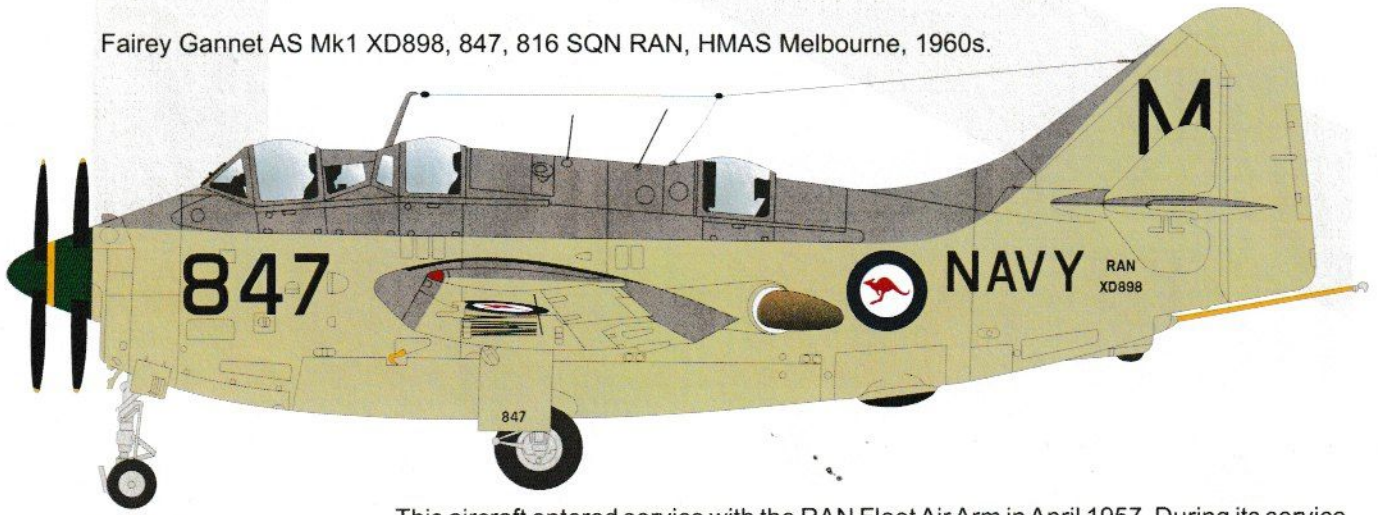
Design

The Gannet was built in response to the 1945 Admiralty requirement GR.17/45, for which prototypes by Fairey ("Type Q") or "Fairey 17" after the requirement, and Blackburn B-54 / B-88 ("YB 1") were built. After considering and discounting the Rolls-Royce Merlin (actually, twin Merlins) due to size, Fairey decided to install an engine plant based on the Armstrong Siddeley Mamba. A Double Mamba (also commonly called the "Twin Mamba") was selected, driving two contra-rotating propellers through a common gearbox. The ASMD.1 engines (2,950hp) were used in the AS.1, ASMD.3 engines (3,145hp) in the AS 4, and ASMD.4 (3,875hp) in the AEW 3 variant. The Double Mamba engine could be cruised with one of the engines stopped to conserve fuel and extend endurance. It has been said by pilots that, while this was possible, it was inadvisable at low altitude - in case the operating engine stopped for some reason. This happened frequently enough to be a "known fault," and created considerable disquiet for the crew while that engine or the other engine was restarted. The engines could run on kerosene, "wide-cut" turbine fuel or naval diesel fuel which allowed the Admiralty to eliminate petrol from carrier operation. A secondary advantage of the contra-rotating propellers was that when using only one engine for long-range cruise, no asymmetric problems were encountered.

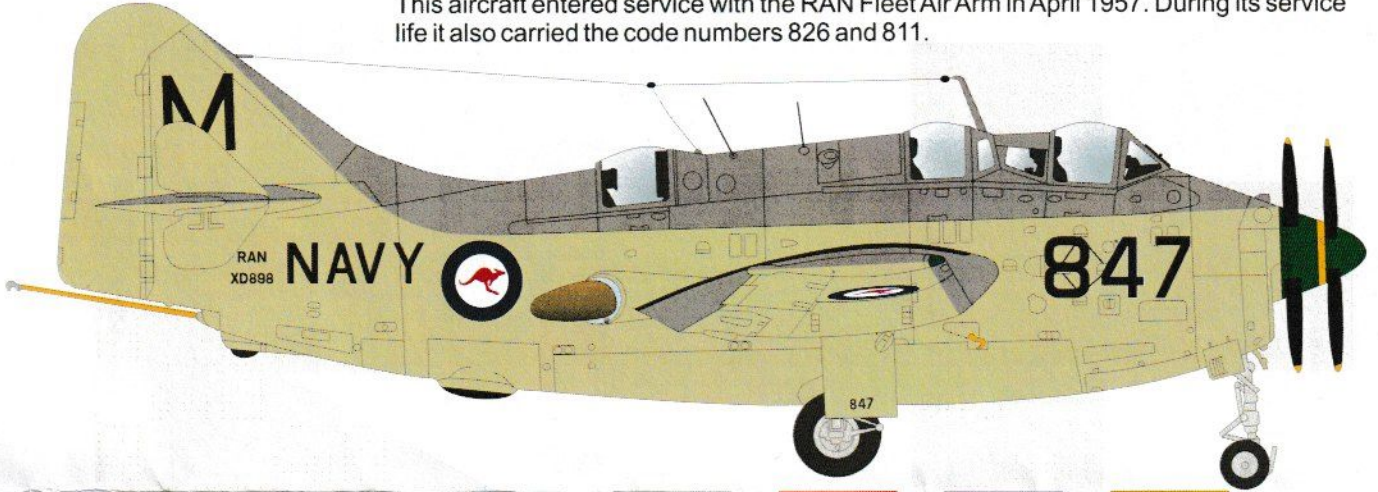
Royal Australian Navy, Fleet Air Arm (RAN) Squadrons, That Operated the Fairey Gannet

No. 724 Squadron RAN
No. 725 Squadron RAN
No. 816 Squadron RAN
No. 817 Squadron RAN

Fairey Gannet AS Mk1 XD898, 847, 816 SQN RAN, HMAS Melbourne, 1960s.



This aircraft entered service with the RAN Fleet Air Arm in April 1957. During its service life it also carried the code numbers 826 and 811.

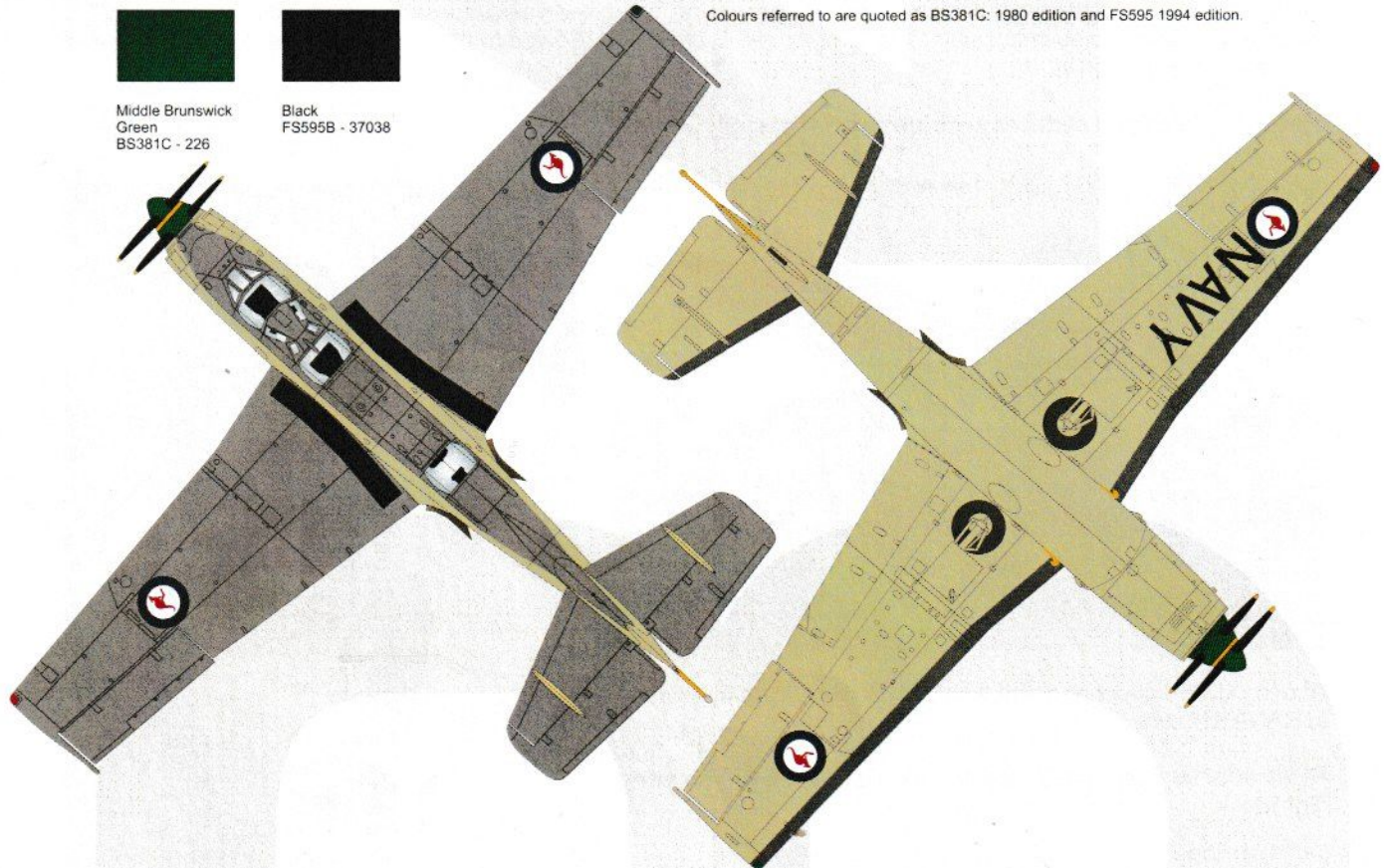


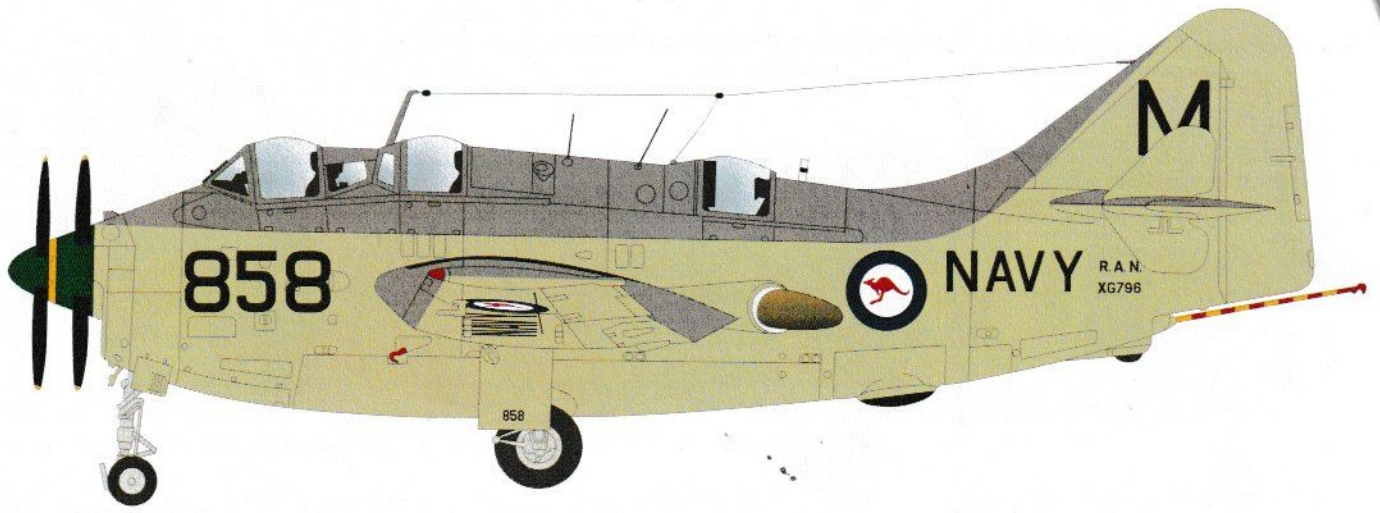
Sky Type S BS381C - 210 Extra Dark Sea Grey BS381C - 640 Aluminium Lacquer FS 595B - 17178 Oxford Blue BS381C - 105 Post Office Red BS381C - 538 White FS595B - 17925 Golden Yellow BS381C - 356



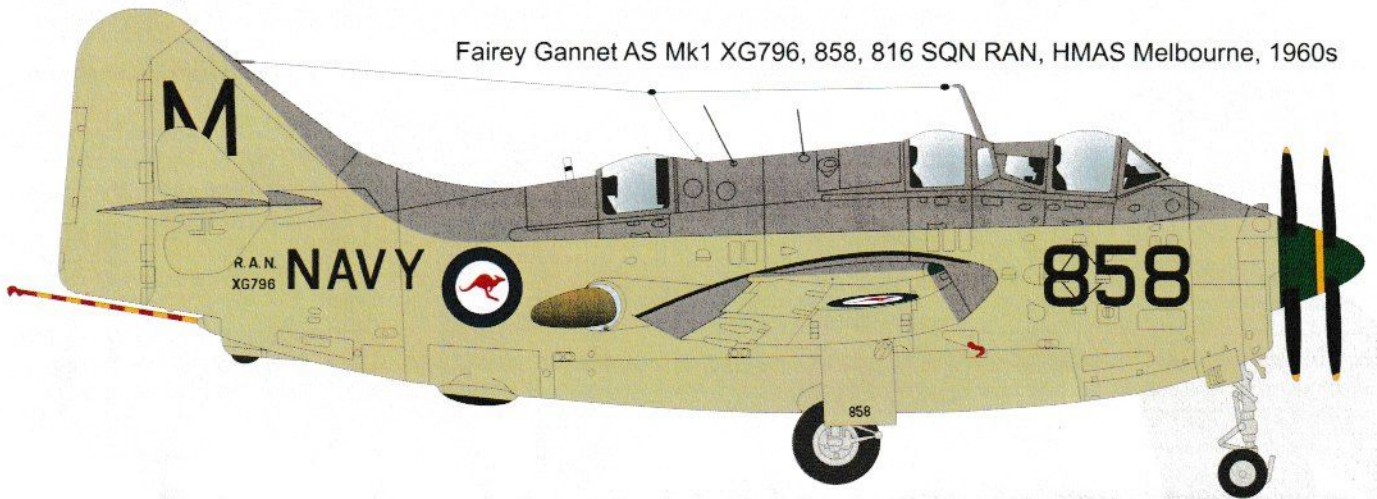
Middle Brunswick Green BS381C - 226 Black FS595B - 37038

Colours referred to are quoted as BS381C: 1980 edition and FS595 1994 edition.





Fairey Gannet AS Mk1 XG796, 858, 816 SQN RAN, HMAS Melbourne, 1960s

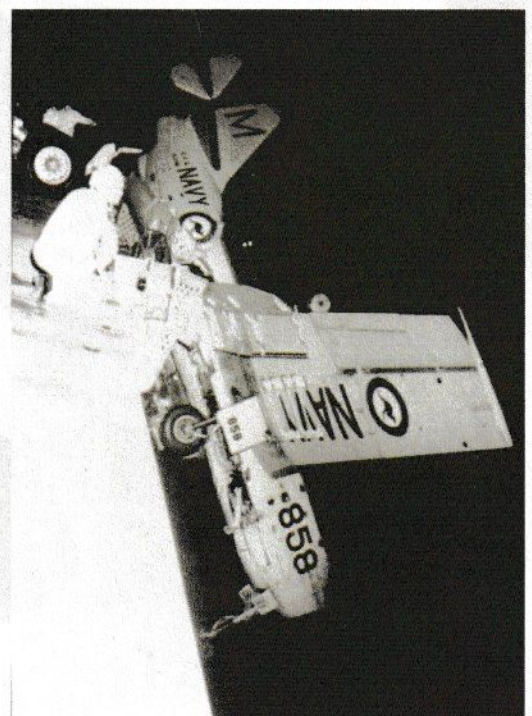


This aircraft entered service with the RAN in September 1958. While being operated by 816 Squadron the aircraft crashed on 24 February 1966. The pilot (Lieutenant Fyfe) was attempting his first night deck arrested landing on HMAS Melbourne and took his "wave off" too late, catching the number six wire. The aircraft came to a stop hanging over the port side of the flight deck, restrained by the wire. The crew was successfully rescued but any attempt to recover the aircraft was impossible. The aircraft was cut free and allowed to drop off the side of the carrier into the sea in Jervis Bay (NSW).

The upper and lower surfaces were identical to those of XD898.

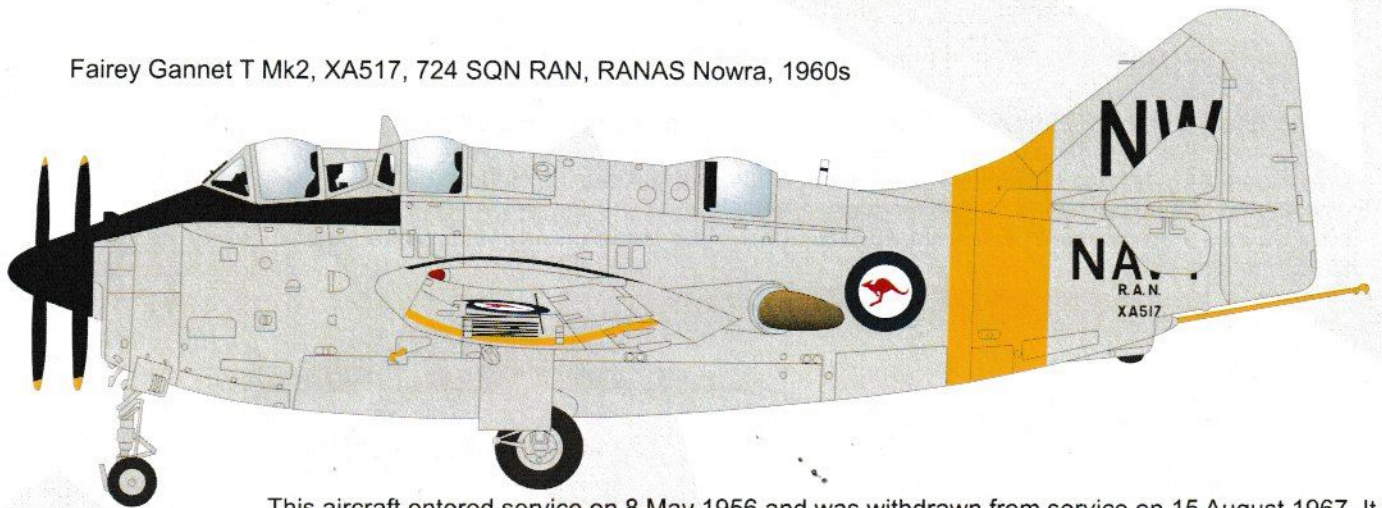


Above: XD898 cocooned and awaiting its fate on the Fire Dump at RANAS Nowra.

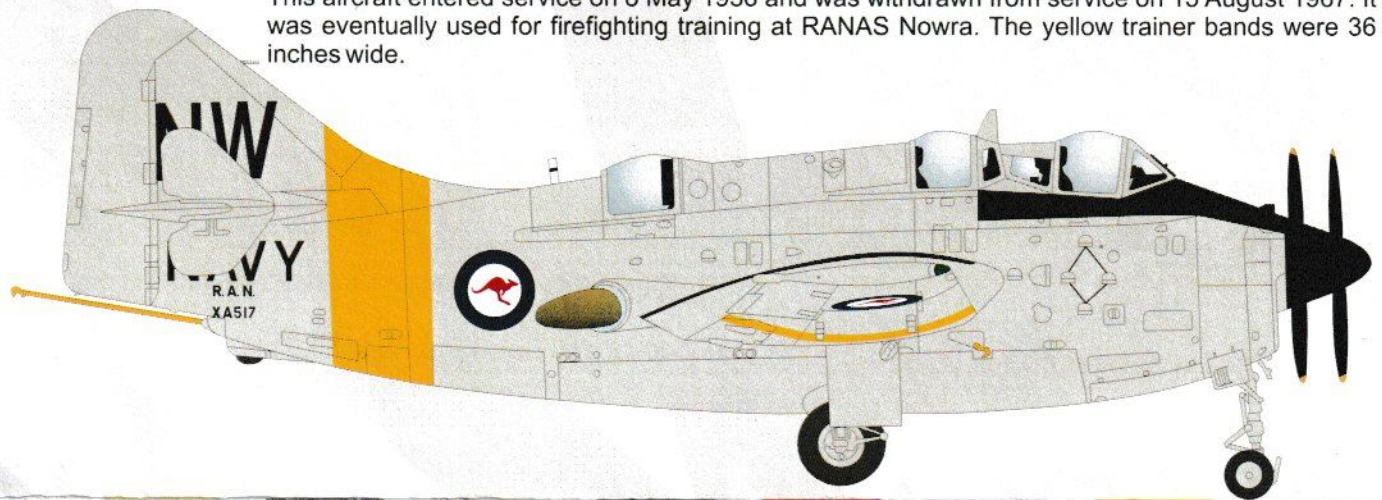


Right: XG796 suspended over the side of HMAS Melbourne's flight deck.

Fairey Gannet T Mk2, XA517, 724 SQN RAN, RANAS Nowra, 1960s



This aircraft entered service on 8 May 1956 and was withdrawn from service on 15 August 1967. It was eventually used for firefighting training at RANAS Nowra. The yellow trainer bands were 36 inches wide.



						
Sky Type S BS381C - 210	Extra Dark Sea Grey BS381C - 640	Aluminium Lacquer FS 595B - 17178	Oxford Blue BS381C - 105	Post Office Red BS381C - 538	White FS595B - 17925	Golden Yellow BS381C - 356

	
Middle Brunswick Green BS381C - 226	Black FS595B - 37038

Colours referred to are quoted as BS381C: 1980 edition and FS595 1994 edition.



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CAST AND CREW

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Research, Historical Data and Photographs,
Camouflage and Markings -
Richard Hourigan

Photographs, Camouflage and Markings References - Don Halls

Decal Artwork Creation - Dave Coupe

Concept and Decal Realisation - Chris Nally

**RED ROO MODELS
PO BOX 113
GLEN WAVERLEY, VICTORIA 3150
AUSTRALIA**

Email to: redroo@redroomodels.com
Website: <http://www.redroomodels.com>
<http://www.redroomodels.com.au>

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