



1:48 Blackburn Buccaneer S.2B

A12014 SCALE MODEL CONSTRUCTION KIT | Wingspan: 280mm Fuselage Length: 402mm | Four Decal Schemes Included | Two Build Options

EN A mighty naval strike aircraft which can trace its origins back to Britain's response to a massive naval expansion programme by the Soviet Navy in the 1950s and the introduction of their Sverdlov Class Cruisers, the Blackburn Buccaneer was designed to have exceptional low altitude performance and the ability to effectively neutralise this new naval threat. Required to operate from the relatively confined space aboard one of Britain's aircraft carriers, this subsonic strike jet was the most capable aircraft of its kind in the world and a real triumph for Britain's aviation industry - it also happened to be the heaviest aircraft ever operated by the Royal Navy. In order to allow its effective operation at sea, the Buccaneers design not only included the ability to fold its wings, but also the nose (radar housing) and rear speed brake could be folded back and split open respectively, allowing for more effective carrier stowage, whilst maintaining the aerodynamic integrity of the aircraft. Entering Royal Navy service in July 1962, there were no two seat trainer versions of the Buccaneer, so even though the pilot would have had the benefit of several flights as a back seat observer in the new aircraft, his first flight as pilot would therefore be his Buccaneer solo.

The introduction of the S.2 variant of the aircraft in late 1965 saw a major upgrade of the Buccaneer's capabilities, but centred around the adoption of a new powerplant, the famous Rolls Royce Spey turbofan. Possessing greater thrust and increased range, the Buccaneer S.2 was an even more capable naval strike aircraft and one which must have struck fear into the hearts of every Soviet naval commander. With its in-

FR Puissant avion d'attaque navale dont les origines remontent à la réponse de la Grande-Bretagne au programme d'expansion navale massive de la marine soviétique dans les années 1950 et à l'introduction de ses croiseurs de classe Sverdlov, le Blackburn Buccaneer a été conçu pour offrir des performances exceptionnelles à basse altitude et être capable de neutraliser efficacement cette nouvelle menace navale. Appelé à opérer depuis l'espace relativement confiné d'un porte-avions britannique, ce jet d'attaque subsonique était l'appareil le plus performant de sa catégorie au monde et un véritable triomphe pour l'industrie aéronautique britannique. C'était aussi l'appareil le plus lourd jamais utilisé par la Royal Navy. Conçu pour opérer efficacement en mer, le Buccaneer pouvait non seulement replier et déployer ses ailes, mais également son nez (logement du radar) et son aérofrein de queue, ce qui permettait un parage plus efficace sur le porte-avions, tout en préservant l'intégrité aérodynamique de l'appareil. Entré en service dans la Royal Navy en juillet 1962, le Buccaneer n'existait pas en version d'entraînement biplace. Ainsi, même si le pilote avait pu effectuer plusieurs vols en tant qu'observateur sur le siège arrière dans le nouvel appareil, son premier vol aux commandes du Buccaneer en tant que pilote s'effectuait donc en solo.

L'introduction de la version S.2 à la fin de l'année 1965 a vu une amélioration majeure des capacités du Buccaneer, principalement centrée sur l'adoption d'un nouveau moteur, le célèbre turboréacteur Spey de Rolls Royce. Doté d'une poussée supérieure et d'un rayon d'action accru, le Buccaneer S.2 est devenu un avion d'attaque navale encore plus performant, qui a dû semer la terreur parmi les commandants de la

DE Der Entwurf dieses äußerst leistungsstarken Marine-Kampfflugzeugs kann als britische Antwort auf das enorme Erweiterungsprogramm der sowjetischen Marine in den frühen 1950er Jahren zurückgeführt werden, als die leichten Kreuzer der Sverdlov-Klasse in den Dienst gestellt wurden. Die Blackburn Buccaneer wurde im Hinblick auf ein Flugzeug konzipiert, das mit hervorragenden Tiefflugleistungen der zunehmenden Bedrohung durch die sowjetische Marine effektive Gegenwehr bieten konnte. Der neue Unterschall-Kampffluger musste imstande sein, vom relativen beengten Raum aus eingesetzt zu werden, der auf britischen Flugzeugträgern verfügbar war. In diesem Sinn war er weltweit das leistungsfähigste Flugzeug seiner Art und kann als echter Erfolg der britischen Flugzeugindustrie gelten; es war aber auch das schwerste Flugzeug, das je von der Royal Navy verwendet wurde. Um effektiv auf hoher See einsatzfähig zu sein, wies die Buccaneer faltbare Flügel auf. Außerdem konnten die Nase mit ihrem darin angeordneten Radar abgeklappt wie auch die hintere Luftbremse aufgespreizt werden. Damit konnte sie raumsparender auf dem Flugzeugträger untergebracht werden, wobei die aerodynamische Integrität des Flugzeugs voll erhalten blieb. Als die Buccaneer im Juli 1962 von der Royal Navy in den Dienst genommen wurde, waren davon keine zweiseitigen Trainingsversionen verfügbar. Piloten konnten vor ihrem Erstflug zwar mehrere Flüge als Beobachter auf dem Rücksitz absolvieren, doch waren sie beim ersten selbst gesteuerten Flug auf sich allein gestellt.

Die Einführung der Variante S.2 gegen Ende 1965 ging mit einer bedeutenden Leistungsverbesserung der Buccaneer einher, ganz besonders durch den Einsatz eines neuen Triebwerks, nämlich des so bekannt gewordenen Rolls Royce Spey Turbofans. Die Buccaneer S.2 war nun mit erhöhter Schubkraft und Reichweite

increased power, the S.2 was now able to land back on its home carrier with one engine shut down if required, but still having enough thrust to safely go around again, should the aircraft fail to catch the arrestor hook. As the Royal Navy retired their larger carriers in 1978, their much-loved Buccaneers were transferred to the care of the Royal Air Force, who were already admirers of the many qualities possessed by this aircraft and grateful for this increase in their inventory. At its peak strength in the early 1970s, the Buccaneer equipped no fewer than six Royal Air Force Squadrons.

Specification

Maximum Speed: 667 mph (1,074km/h)

Wingspan: 44 ft 0 in (13.41m)

Length: 63 ft 5.0 in (19.33 m)

Armament: Various combinations of unguided bombs, laser-guided bombs and Red Beard or WE.177 tactical nuclear bombs up to 4,000 lb (1,814 kg) on wing pylons and up to 12,000 lb (5,443 kg) in internal bomb bay. 2 x AIM-9 Sidewinders or, 4 x Sea Eagle missiles.

marine soviétique. Grâce à sa puissance accrue, le S.2 était désormais capable d'atterrir sur son porte-avions d'origine avec un des deux moteurs coupé si nécessaire, tout en ayant suffisamment de poussée pour faire une nouvelle approche en toute sécurité, s'il n'avait pas réussi à attraper le crochet d'apportage. Lorsque le Royal Navy s'est séparé de ses plus gros porte-avions en 1978, leurs très populaires Buccaneer ont été reversés à la Royal Air Force, déjà admiratrice des nombreux atouts de cet appareil et reconnaissante de l'augmentation de leur flotte. Lors de son pic de production atteint au commencement des années 1970, le Buccaneer a équipé pas moins de six escadilles de la Royal Air Force.

Spécification:

Vitesse maximale: 1.074 km/h

Envergure: 13,41 m

Longueur: 19,33 m

Armement: Diverses combinaisons de bombes non guidées et guidées laser, et de bombes nucléaires tactiques Red Beard ou WE.177, jusqu'à 1.814 kg fixées aux mâts d'ailes et jusqu'à 5.443 kg dans la soute à bombes interne. Deux missiles AIM-9 Sidewinder, ou quatre missiles Sea Eagle.

ein noch schlagkräftigeres Marinekampfflugzeug geworden. Sie muss jeden sowjetischen Seekommandanten in Angst und Schrecken versetzt haben. Mit ihrer höheren Schubleistung konnte die S.2 nun auf ihrem Mutter-schiff auch mit einem abgeschalteten Triebwerk landen, falls erforderlich. Dabei stand weiterhin ausreichend Schub für eine neuerliche Runde zur Verfügung, sollte die Fangvorrichtung nicht einhaken. Als die Royal Navy ihre großen Flugzeugträger in 1978 ausmusterte, wurden ihre geliebten Buccaneer in die Obhut der Royal Air Force übergeben. Diese hatte schon immer die vielen Qualitäten dieses Flugzeugs bewundert und war dankbar für diesen Zugang zu ihrer Ausrüstung. Auf der Höhe ihres Einsatzes Anfang der 1970er Jahre war die Buccaneer in nicht weniger als sechs Royal Air Force Squadrons eingesetzt.

Spezifikation:

Höchstgeschwindigkeit: 1074 km/h

Spannweite: 13,41 m

Länge: 19,33 m

Bewaffnung: Unterschiedliche Kombinationen von ungelenkten Bomben, lasergelenkten Bomben und Red Beard oder WE.177 taktische Nuklearbomben von bis zu 1814 kg auf Rumpfpylonen und von bis zu 5443 kg im internen Waffenschacht. 2 x AIM-9 Sidewinders, oder 4 x Sea Eagle Lenkflugkörper.

Airfix would like to thank:

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HOBBIES**

FOR BEST RESULTS:

Surfaces to be painted should be clean — before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

PLEASE NOTE:

Some parts in the kit may not be required to build the model specified.



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ES El Blackburn Buccaneer, un potente aparato de ataque aéreo cuyos orígenes se remontan a la respuesta británica al masivo programa de expansión naval por parte de la armada de la Unión Soviética en la década de 1950 y a la introducción de sus cruceros Sverlov, se diseñó buscando un excepcional rendimiento a baja altura y la capacidad de neutralizar eficazmente esta nueva amenaza naval. Obligados a operar desde un espacio relativamente reducido a bordo de los portaaviones británicos, este reactor subsónico de ataque fue el aparato con mayor capacidad del mundo dentro de su tipo y constituyó todo un triunfo de la industria de la aviación británica; también resultó ser el avión más pesado jamás operado por la Royal Navy. Para poder operar eficazmente en el mar, el diseño del Buccaneer no solo permitía plegar sus alas, sino también, el morro (carcasa del radar) y el freno posterior podían replegarse y abrirse respectivamente, lo que permitió aumentar la capacidad de carga sin perjudicar la integridad aerodinámica del aparato. Entró en servicio en la Royal Navy en julio de 1962 y no existieron versiones biplaza para entrenamiento: aunque el piloto contase con varios vuelos de experiencia como observador desde el asiento posterior en el nuevo aparato, su primer vuelo como piloto sería también el primero en solitario.

La introducción de la variante S.2 a finales de 1965 supuso una importante mejora en las capacidades del Buccaneer, pero se centró en la adopción de un nuevo motor, el famoso turboreactor de doble flujo Rolls Royce Spey. Gracias a su propulsión y autonomía mejoradas, el Buccaneer S.2 era un avión con capacidad mejorada para el ataque, que sin duda podría amedrentar a cualquier comandante naval soviético. Con su

SV Detta kraftfulla attackflygplan var avsett för användning till havs och utvecklades som Storbritanniens svar på en massiv expansion av den sovjetiska flottan under 1950-talet. Särskilt efter utvecklingen av kryssare i Sverlov-klassen ansågs det nödvändigt att ta fram ett flygplan med bra prestanda även på extremt låg höjd, för att på så sätt kunna nedkämpa detta nya hot på havet. Blackburn Buccaneer behövde kunna användas från det relativt begränsade utrymmet på den britiska flottans hangarfartyg, och detta subsoniska jetflygplan blev världens mest dugliga flygplan i sin klass och en stor triumf för Storbritanniens flygindustri – det råkade även bli det tyngsta flygplan som någonsin hade varit i tjänst för Royal Navy. För att garantera effektiv användning till havs inkluderade utformningen av Buccaneer inte bara möjligheten att fälla vingarna, men även nospartiet (radarhuset) kunde fällas tillbaka och den bakre luftbromsen delas, vilket gjorde det möjligt att förvara flygplanet mer effektivt ombord utan att påverka den aerodynamiska prestandan. Det togs i tjänst hos Royal Navy i juli 1962 och det fanns ingen tvåsitsig skolverversion av Buccaneer, så även om en pilot kunde följa med som observatör i den bakre sitsen på det nya flygplanet var den första flygningen som pilot alltid en soloflygning.

När S.2-varianten infördes 1965 ökades Buccaneer-flygplanens kapacitet markant, men den största förändringen var en ny motor – den berömda turbofäktmotorn Rolls Royce Spey. Med en större drivkraft och en utökad räckvidd var Buccaneer S.2 ett ännu mer kapabelt attackflygplan för användning till havs, och måste ha varit en mardröm för alla kommandörer i Sovjetunionens flotta. Med den ökade motorkraften kunde S.2

mayor potencia, el S.2 podía aterrizar en su nave con un motor apagado si era preciso, pero con propulsión suficiente para hacer una segunda pasada si no conseguía enganchar a la primera.

Als die Royal Navy ihre großen Flugzeugträger in 1978 ausmusterte, wurden ihre geliebten Buccaneer in die Obhut der Royal Air Force übergeben. Diese hatte schon immer die vielen Qualitäten dieses Flugzeugs bewundert und war dankbar für diesen Zugang zu ihrer Ausrüstung. Auf der Höhe ihres Einsatzes Anfang der 1970er Jahre war die Buccaneer in nicht weniger als sechs Royal Air Force Squadrons eingesetzt.

Especificación:

Velocidad máxima: 1074 km/h

Envergadura: 13,41 m

Longitud: 19,33 m

Armamento: Distintas combinaciones de bombas no dirigidas, bombas dirigidas por láser y bombas nucleares tácticas Red Beard o WE.177, hasta 1814 kg en pilones en las alas y hasta 5443 kg en el compartimento interno. 2 misiles AIM-9 Sidewinder, o bien 4 misiles Sea Eagle.

vid behov nu landa på sitt hangarfartyg med en av motorena ur drift, och ändå ha nog med kraft för att flyga runt och försöka igen om flygplanet inte lyckades fästa sin krok i bromsvajrarna.

När Royal Navy pensionerade sina större hangarfartyg 1978 överfördes de åtråvärda Buccaneer-planen till Royal Air Force, som länge hade beundrat flygplanets kvalitativa funktioner och tacksamt tog emot det senaste tillskottet i sin arsenal. Vid planetes storhetstid i början på 1970-talet försågs inte mindre än sex Royal Air Force-divisioner med Buccaneer.

Spesifikation:

Maximal hastighet: 1 074 km/h

Spännvidd: 13,41 m

Längd: 19,33 m

Bestyckning: Olika kombinationer av icke styrda bomber, laserstyrda bomber och taktiska Red Beard- eller WE.177-atombomber upp till 1 814 kg på vingbalkar och upp till 5 443 kg i flygplanets bombtrum, fyra Matra-robotar, två AIM-9 Sidewinder eller fyra Sea Eagle-robotar.

ASSEMBLY INSTRUCTIONS

EN Study drawings and practise assembly before cementing parts together. Carefully scrape paint from cementing surfaces. All parts are numbered. Paint small parts before assembly. To apply decals cut sheet as required, dip in warm water for a few seconds, slide off backing into position shown. Use in conjunction with box artwork. Not appropriate for children under 36 months of age, due to the presence of small detachable parts.

FR Étudier attentivement les dessins et simuler l'assemblage avant de coller les pièces. Gratter soigneusement toute peinture sur les surfaces à coller. Toutes les pièces sont numérotées. Peindre les petites pièces avant l'assemblage. Pour coller les décalcomanies, découper le motif, le plonger quelques secondes dans de l'eau chaude puis le poser à l'endroit indiqué en décollant le support papier. Utiliser conjointement avec les illustrations sur la boîte. Ne convient pas aux enfants de moins de 36 mois – présence de petits éléments détachables.

DE Vor dem Zusammenkleben der Teile die Zeichnungen sorgfältig ansehen und die zu verklebenden Teile zur Vermeidung möglicher Fehler versuchsweise zusammenfügen. Dann an den Klebeflächen vorsichtig abkratzen. Alle Bestandteile sind mit Nummern versehen. Kleine Teile vor dem Zusammenbau bemalen. Abziehbilder wie gewünscht ausschneiden. Vor dem Anbringen einige Sekunden in warmes Wasser tauchen und dann vom Trägerpapier in ihre vorgesehene Position schieben. Dabei die Abbildungen auf der Schachtel beachten. Nicht für Kinder unter 36 Monaten geeignet, da abnehmbare bzw. lose angebrachte Kleinteile enthalten sind.

ES Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspar cuidadosamente la pintura en las superficies de contacto antes de pegar las piezas. Todas las piezas están numeradas. Es conveniente pintar las piezas pequeñas antes de su montaje. Para aplicar las calcomanías, cortarlas de la hoja, sumergirlas en agua tibia durante unos segundos y deslizarlas a la posición indicada. Utilizar en conjunción con la ilustración de la caja. No es adecuado para niños menores de 36 meses, ya que contiene piezas pequeñas que podrían soltarse.

SV Studera bilderna noggrant och sätt ihop delarna innan du limmar ihop dem. Skrapa försiktigt bort färg från limmade delar. Alla delarna är numrerade. Måla smådelarna före ihopsättning. Sätt fast dekalerna genom att klippa arklet, doppa i varmt vatten några sekunder och låta baksidan glida på plats som bilden visar. Använd enligt bildanvisningarna på kartongen. Rekommenderas ej för barn under 3 år. Innehåller löstagbara smådelar.

NL Tekeningen bestuderen en delen in elkaar zetten alvorens deze te lijmen. Lak voorzichtig van lijmvlakken afschrapen. Alle delen zijn genummerd. Kleine delen vóór montage verven. Voor aanbrengen van stickers, gewenste stickers uit het vel knippen, een paar seconden in warm water dompelen en dan van het schutblad af op afgebeelde plaats schuiven. Hierbij afbeelding op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine deeltjes gemakkelijk kunnen losraken.

PO Przed przystąpieniem do sklejania przestuduj uważnie rysunki i przeoczy składowanie części. Ostrożnie zeskrob ze sklejalnych powierzchni farbę. Wszystkie części są ponumerowane. Drobnie części pomaluj przed ich złożeniem. Celem przeniesienia kalkomanii wytnij ją z arkusza, zanurz na kilka sekund w letniej wodzie i zsuń z podłoża na wymagane miejsce. Użyj w połączeniu ze wzorami na pudełku. W związku z obecnością wielu drobnych, rozbielanych części, nieodpowiednie dla dzieci poniżej 3 lat.

IT Studiare i disegni ed esercitarsi a montare i vari pezzi prima di fissarli con la colla. Raschiare con cura le tracce di vernice dalle superfici da incollare. Tutti i pezzi sono numerati. Verniciare i pezzi di piccole dimensioni prima di montarli. Per applicare le decalcomanie, ritagliare il foglio nel modo richiesto, immergere in acqua calda per alcuni secondi, quindi staccare la decalcomania dalla carta di supporto e posizionarla nel punto desiderato. Usare le decalcomanie come indicato nell'illustrazione riportata sulla confezione. Non adatto a bambini di età inferiore a 36 mesi per la presenza di componenti di piccole dimensioni che potrebbero staccarsi.

PT Estudar atentamente os desenhos e experimentar a montagem. Raspar cuidadosamente as superfícies de modo a eliminar pintura antes de colar. Todas as peças estão numeradas. Pintar as pequenas peças antes de colar. Para aplicar as decalcomanias, cortar as folhas e mergulhar em água morna por alguns segundos, depois deslizar e aplicar no respectivo lugar, como indicado nas ilustrações na caixa. Não convém a uma criança de menos de 36 meses devido à presença de pequenos elementos destacáveis.

EL Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά το κομμάτι χωρίς να το συγκολλήσετε. Αφαιρέστε επιμελώς την πίσω μεμβράνη από τις επιφάνειες τις οποίες θα συγκολλήσετε. Όλες τα κομμάτια είναι αριθμημένα. Χρωματίστε τα μικρά κομμάτια πριν από τη συναρμολόγηση. Για να κολλήσετε τις χαλκομανίες κόψτε πρώτα από το σχέδιο όπως απαιτείται, βυθίστε το μερικά δευτερόλεπτα σε χλιαρό νερό και μετά τοποθετήστε το στη θέση που υποδεικνύεται, απορμίνοντας τη μεμβράνη που το καλύπτει. Αξίζει επίσης στις ταυτόχρονα την οικονομία της του κομμάτι. Αποβλήτο για παιδιά ηλικίας κάτω των 36 μηνών λόγω ύπαρξης μικρών κομματιών που αποσπώνται.

FI Tutustu piirroksiin ja harjoittele kokoamista, ennen kuin liimaat osat yhteen. Raaputa maali varovasti pois limattavilta pinnolta. Kaikki osat on numeroidu. Maalaa pienet osat ennen kokoamista. Siirtokuvien kiinnittämisessä leikkaa ne arkista tarpeen mukaan. Kasta kuva limpäämään veteen muutamaa sekunnin ajaksi, anna takapuolen liukua kuvalle osoitettua kohtaan. Käytetään yhdessä laatikon kuvituksen kanssa. Ei sovelleta alle kolmivuotiaille lapsille. Pajon irroteltavia osia.

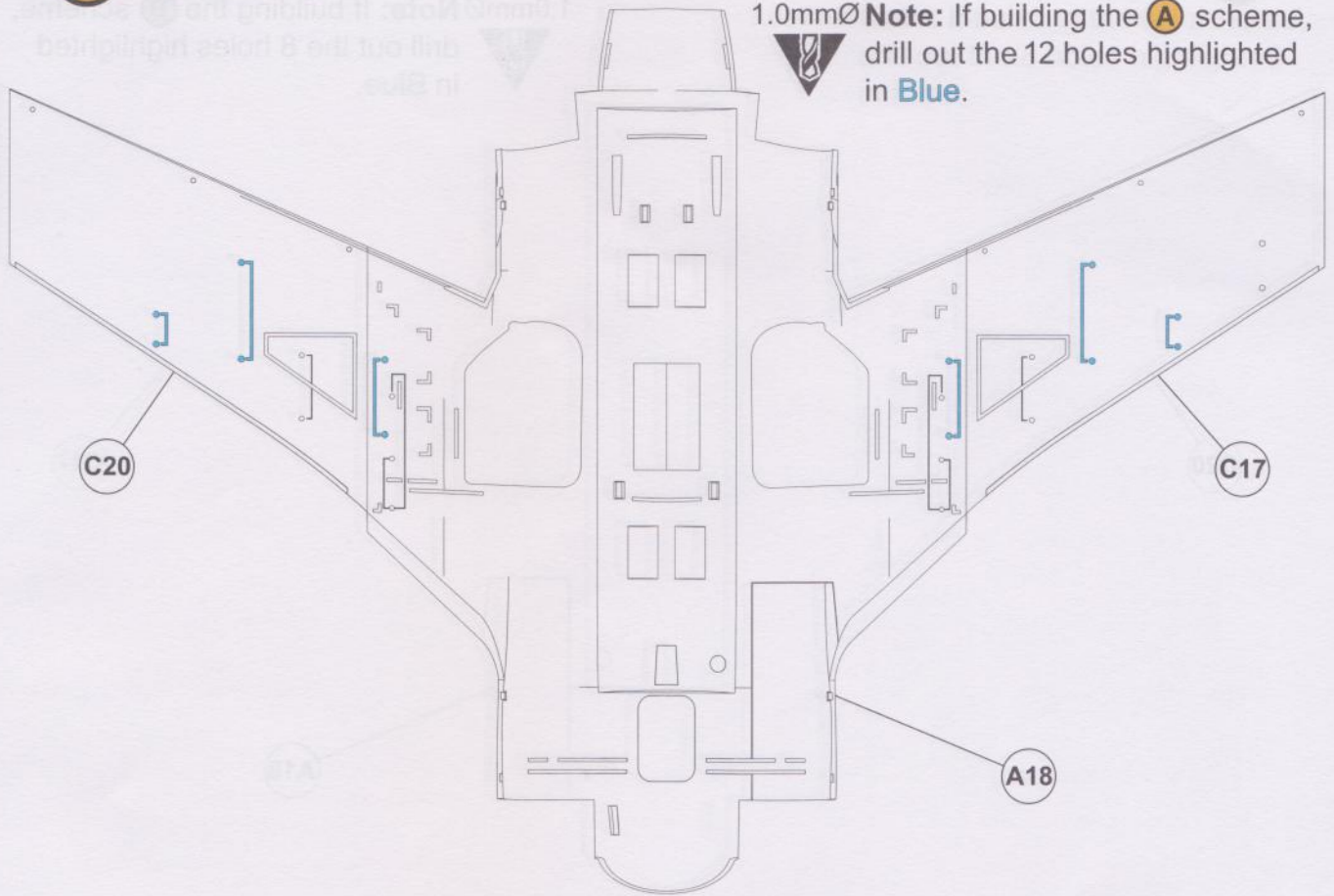
DA Studér tegningerne nøje og forsøg at sætte delene sammen, inden de klæbes sammen. Skrab forsigtigt malingen af de overflader, der skal klæbes sammen. Alle dele er nummererede. Små dele skal males, før de monteres. Overføringsbillederne påføres ved at klippe dem ud af arket, som påkrævet, dype dem i varmt vand i nogle få sekunder, hvorefter underlaget glides af i de viste positioner. Påføres ifølge illustrationerne på æsken. Ikke egnet til børn under 3 år på grund af tilstedeværelse af små aftagelige dele.

ASSEMBLY ICON INSTRUCTIONS

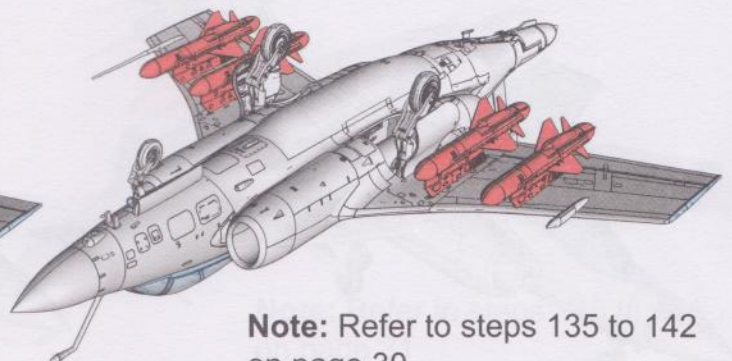
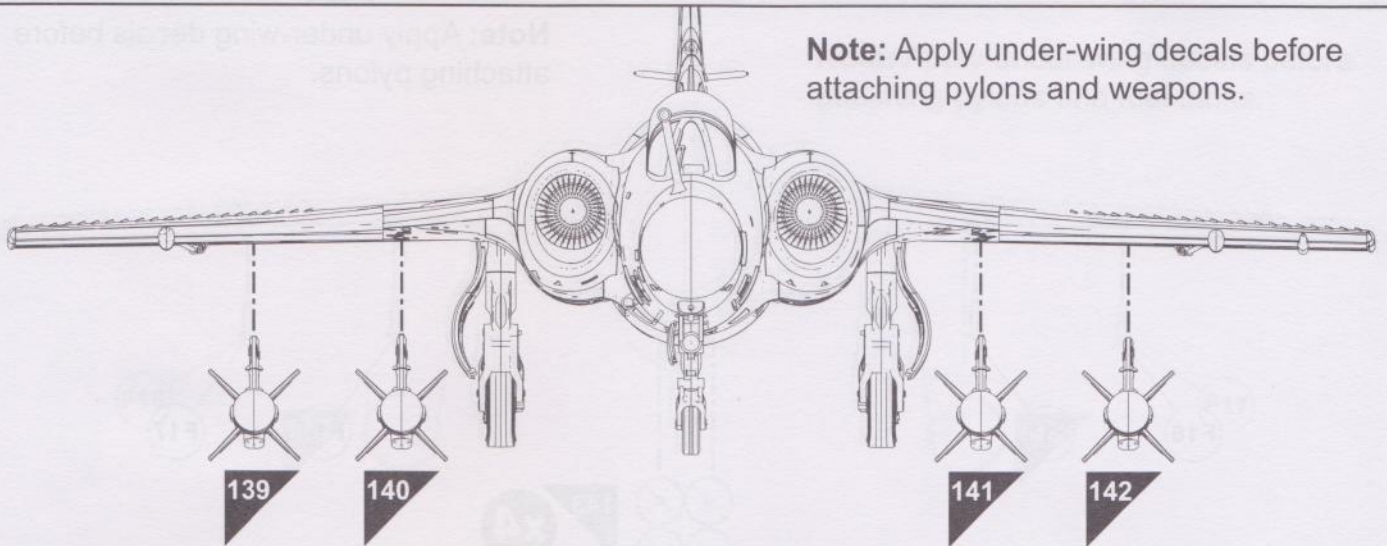
<p>1</p> <p>Assembly phase Phase de montage Montagephase Fase de montaje Montieringsfasen Fase di montaggio Montagefase Fase de montagem Montieringsfase Kokoamisyvaihe Faza składowania Φάση συναρμολόγησης</p>	<p>A1</p> <p>Cement Coller Kleben Pegar Limma Incollare Lijmen Colar Klebes Limaa Kleić Συγκολλήστε</p>	<p>Do not cement together No pas coller Nicht kleben No pegar Limma inte Non incollare Niet lijmen Não colar Skal ikke klæbes Älä limaa Nie kleić Μη συγκολλήσετε</p>	<p>Indicates final location Indique l'emplacement final Zeigt Endposition Indica la ubicación definitiva Anger sluttmonteringsplats Sede di montaggio finale Geeft uiteindelijke locatie aan Indica localização final Viser endelig placering Osoittaa lopullisen sijainnin Oznacza miejsce docelowe Υποδεικνύει τελική τοποθεσία</p>	<p>Alternative part(s) provided Autre(s) pièce(s) fournie(s) Ersatzteil(e) mitgeliefert Se include(n) pieza(s) alternativa(s) Alternativ(a) del(ar) ingår Uno o più componenti alternativi forniti Alternatieve onderdelen meegeleverd Peça(s) alternativa(s) fornecida(s) Alternativ(e) del(e) medfølger Valitkohtoiset osat pakkauskassa Dostępe części zamiennych Παρέχονται εναλλακτικά κομμάτια</p>	<p>Repeat this operation Répéter l'opération Vorgang wiederholen Repètir la operación Upprepa åtgärden Ripetere l'operazione De verrichting herhalen Repètir a operação Manövern gentagas Toista toimenpiteitä Powtórzć operację Επαναλάβετε τη διαδικασία</p>
<p>1</p> <p>Decals Décalcomanies Abziehbild Calcomanias Dekaler Decalcomanie Billedoverføring Siirtokuvat Kalkomanias Χαλκομανίες</p>	<p>A1</p> <p>Crystal part Pièce cristal Kristallteil Pieza de cristal Kristalideli Pezzo cristallo Kristallen onderdeel Peça de cristal Kryсталлы́йке Kryształosa Część kryształowa Κομμάτι κρυστάλλου</p>	<p>Weight Laster Beschweren Lastar Belasta Applicare un peso Verzwaren Lastrar Påfør vægt Aseta vastapaino Obci ciężkość balastem Επιβέστε βάρος</p>	<p>Remove by filing Enlever avec une lime Abfeilen Eliminar Ta bort genom att fila Rimuovere con la lima Verwijderen door afvijlen Remove limando Fjern ved at file væk Poista viilaamalla Usunąć przy użyciu pilnika Αφαιρέσετε λιμάροντας με λίμα</p>	<p>Drill or pierce Perfor Durchbohren Perforar Borra Trapanare o forare Boren of doorboren Furar Gennembor Poraa tai puhkaise Wywierćć lub przedziurawić Τρυπήηστε</p>	<p>Cut Découper Durchschneiden Cortar Skär Tagliare Snijden Skær Leikkaa Przeziąć Κόψτε</p>
					<p>Humbrol paint number No peinture Humbrol Humbrol-Farbenummer No de pintura Humbrol Humbrol färg nummer No venice Humbrol Humbrol värfnummer No de pintura Humbrol Humbrol målingnummer Humbrol-maali numero No de tinta Humbrol Nouătoare vopseazătoare Humbrol</p>

A Scheme

1.0mmØ **Note:** If building the **A** scheme, drill out the 12 holes highlighted in **Blue**.



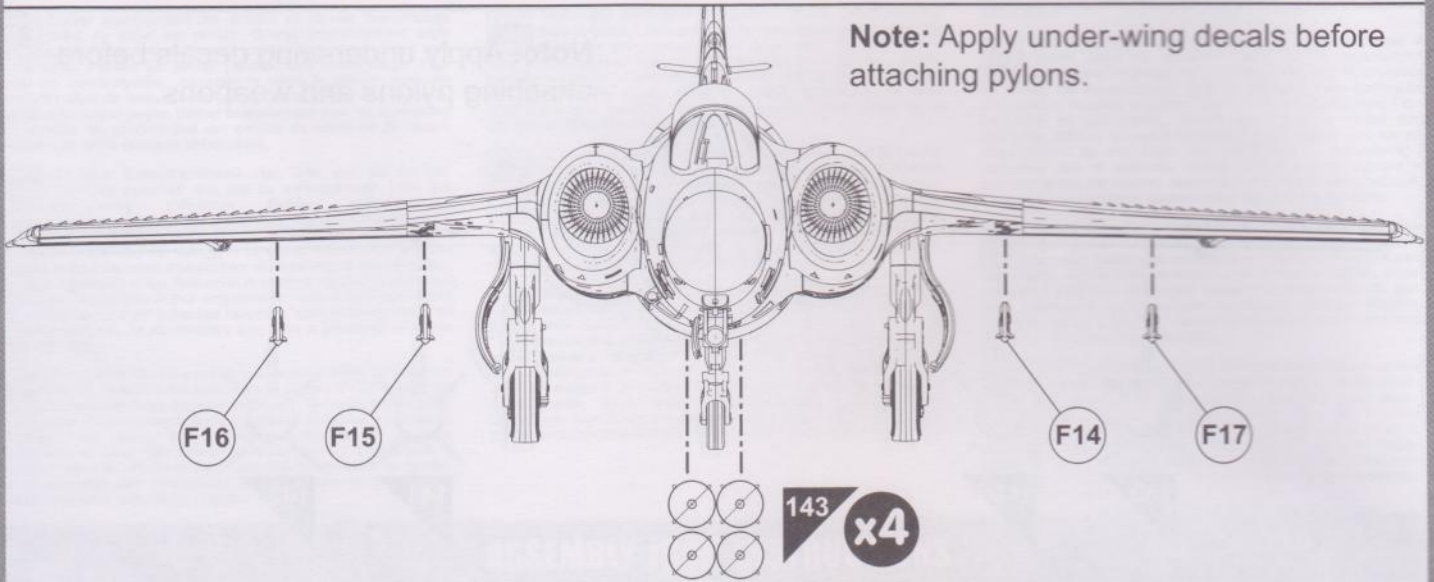
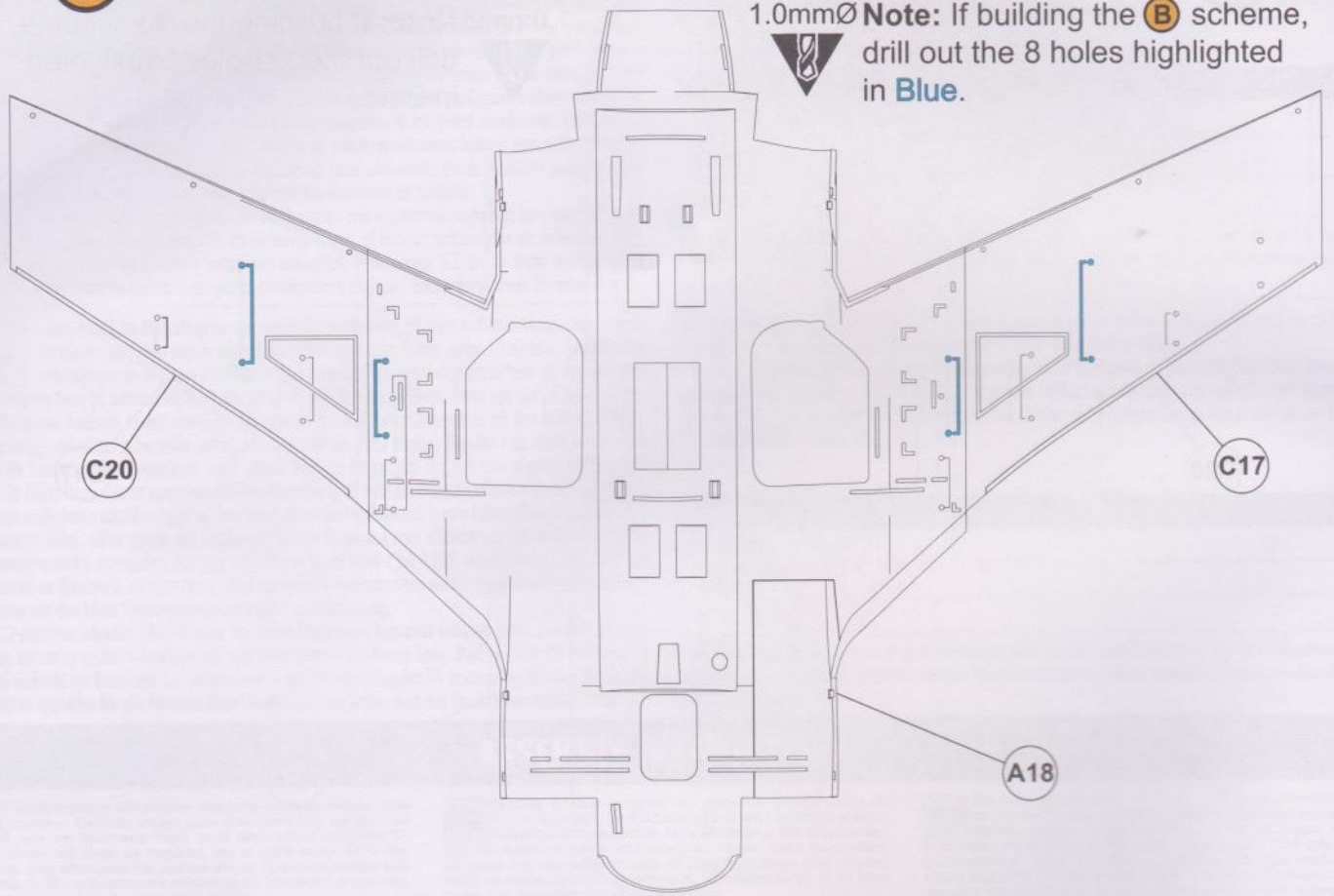
Note: Apply under-wing decals before attaching pylons and weapons.



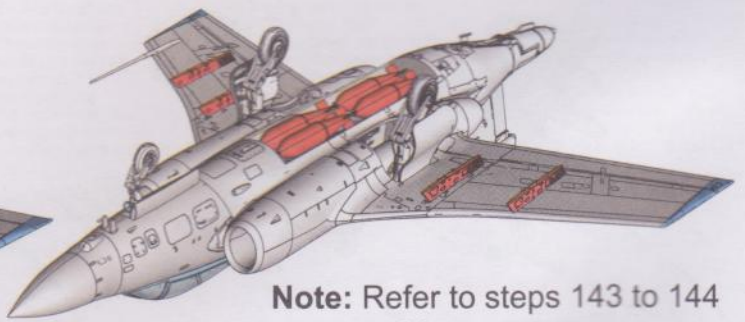
Note: Refer to steps 135 to 142 on page 30

B Scheme

1.0mmØ **Note:** If building the **B** scheme, drill out the 8 holes highlighted in **Blue**.



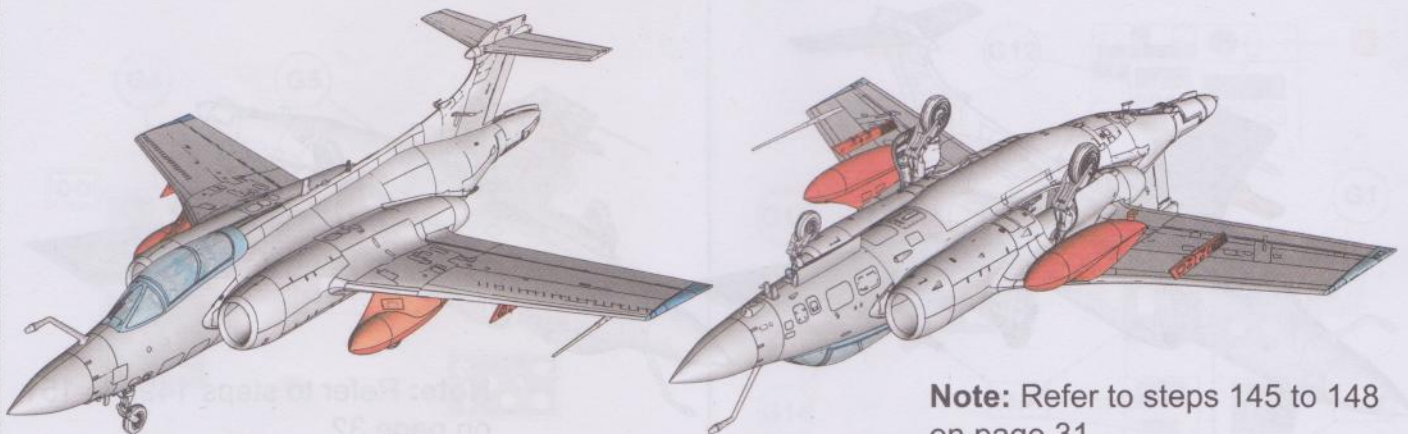
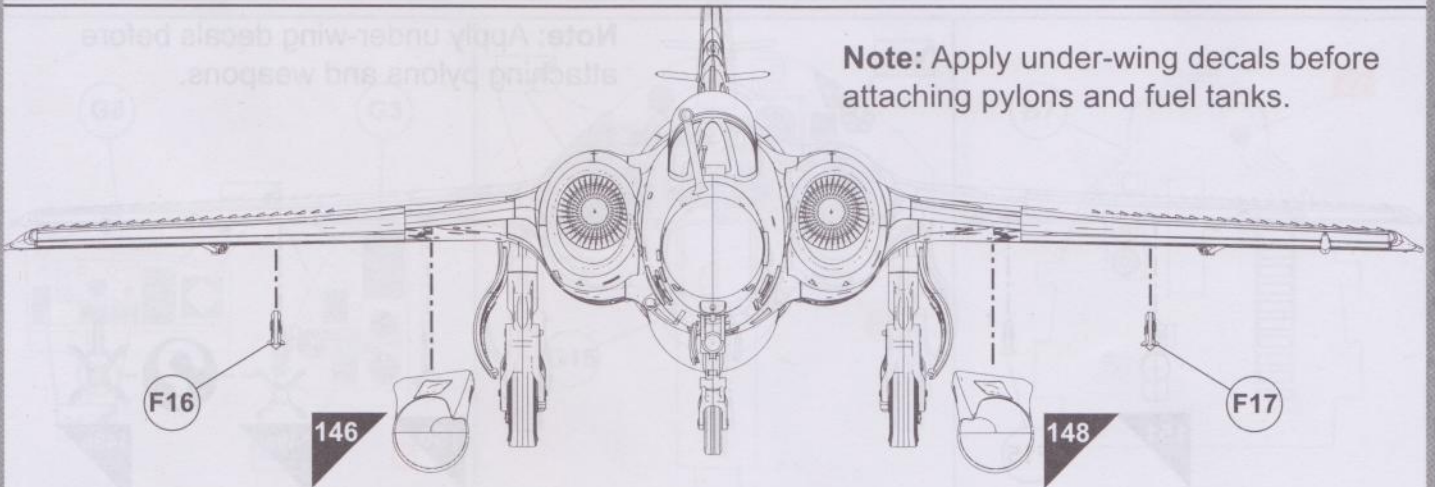
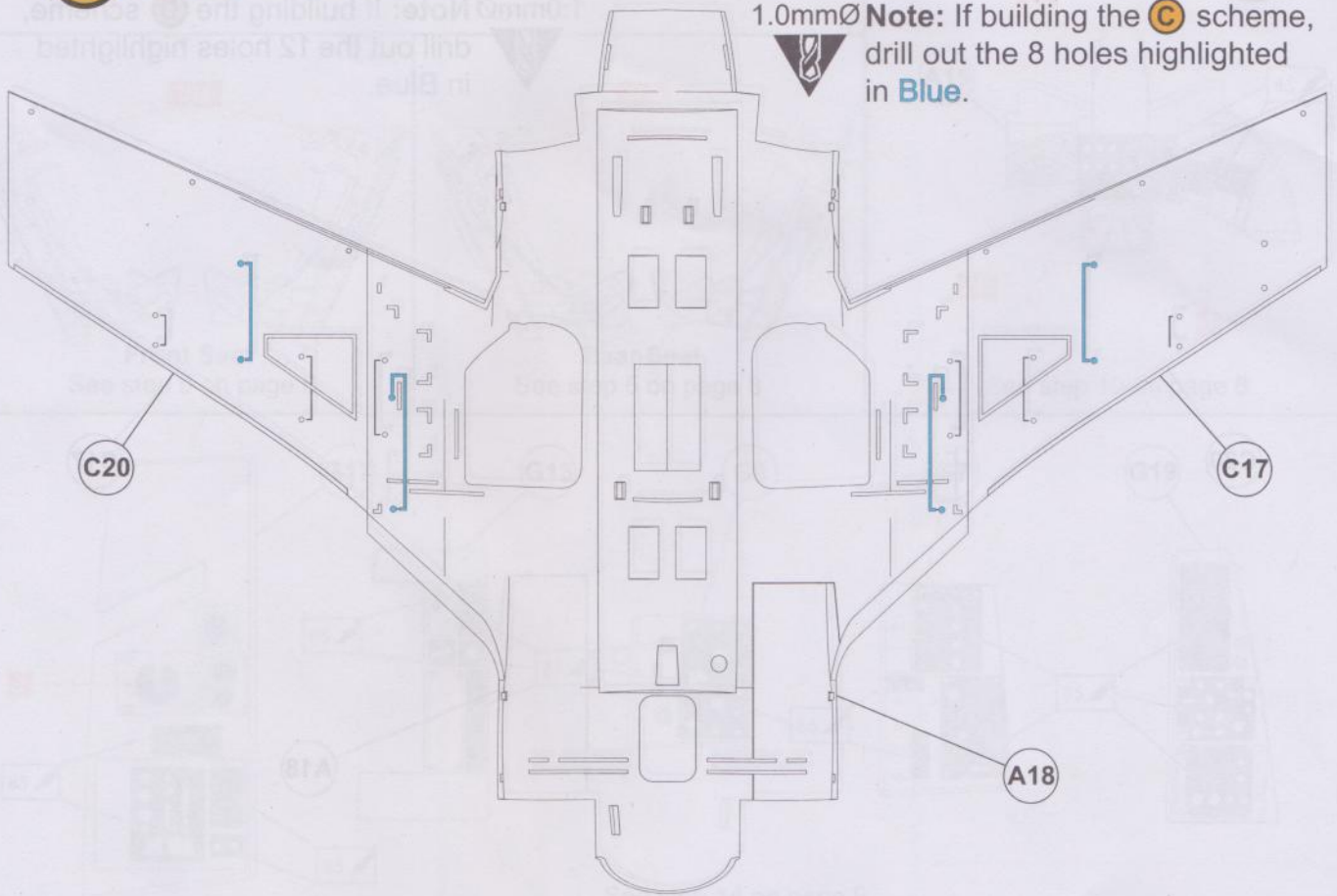
Note: Apply under-wing decals before attaching pylons.



Note: Refer to steps 143 to 144 on page 31

C Scheme

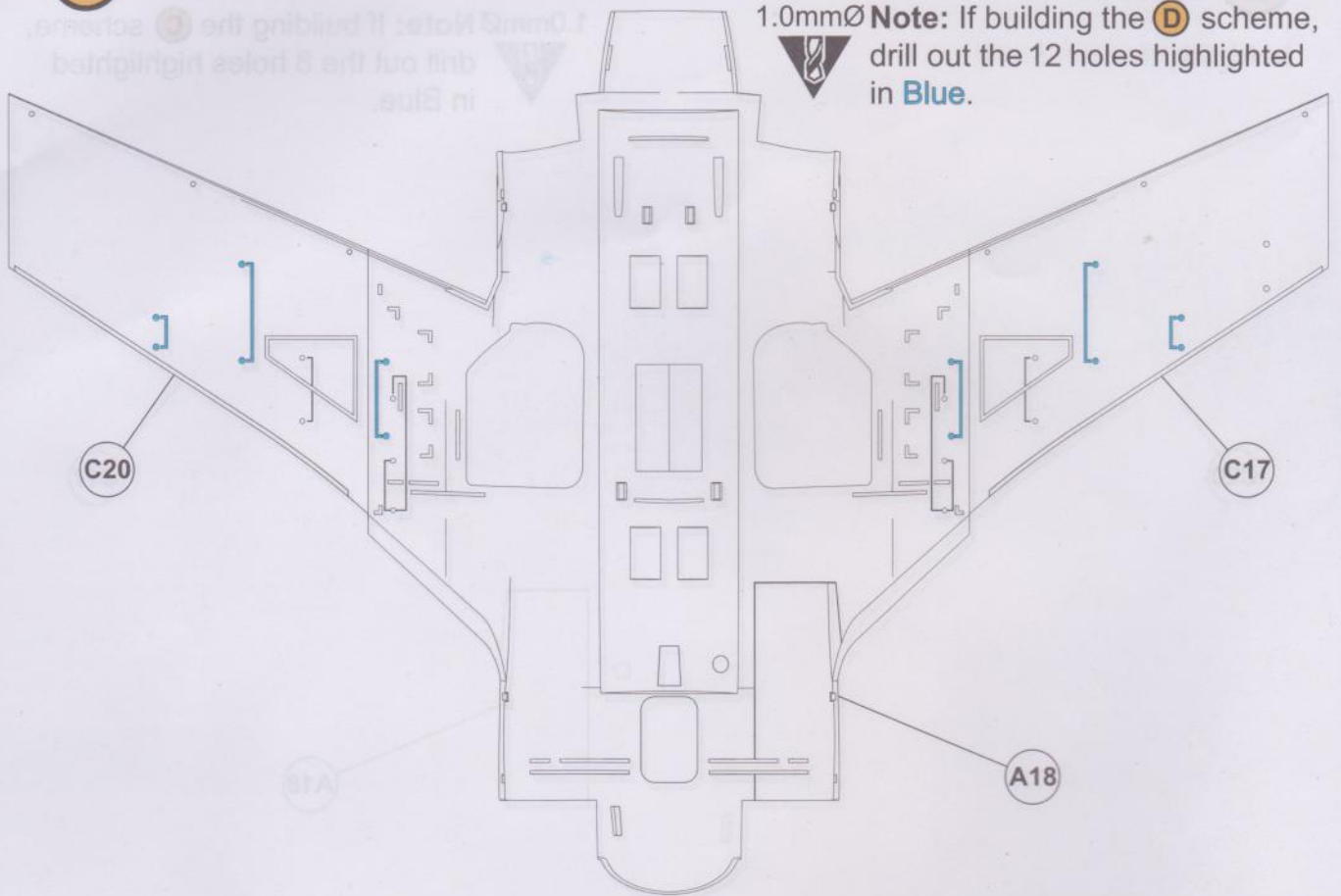
1.0mmØ **Note:** If building the **C** scheme, drill out the 8 holes highlighted in **Blue**.



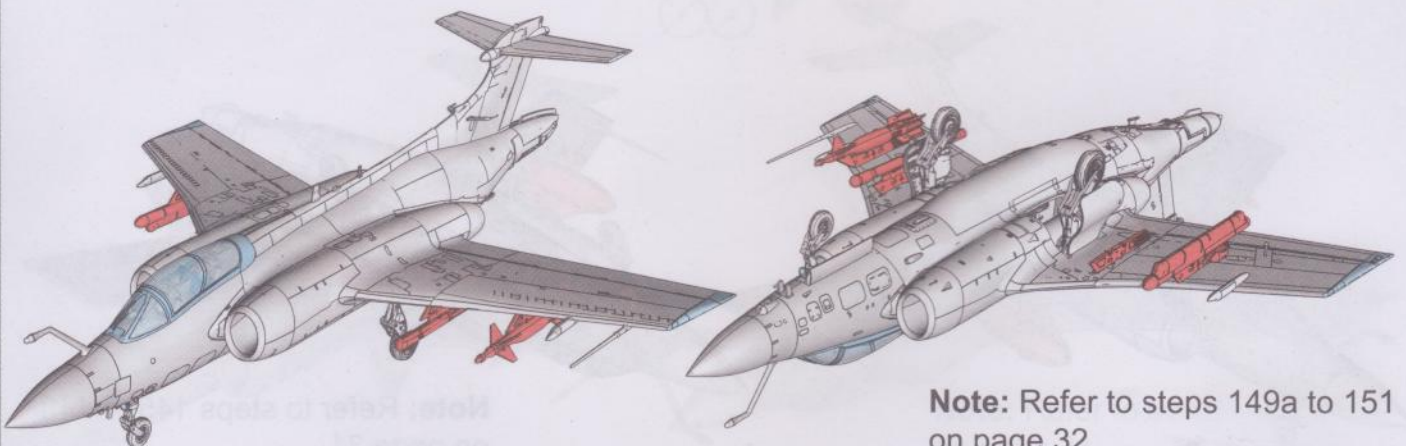
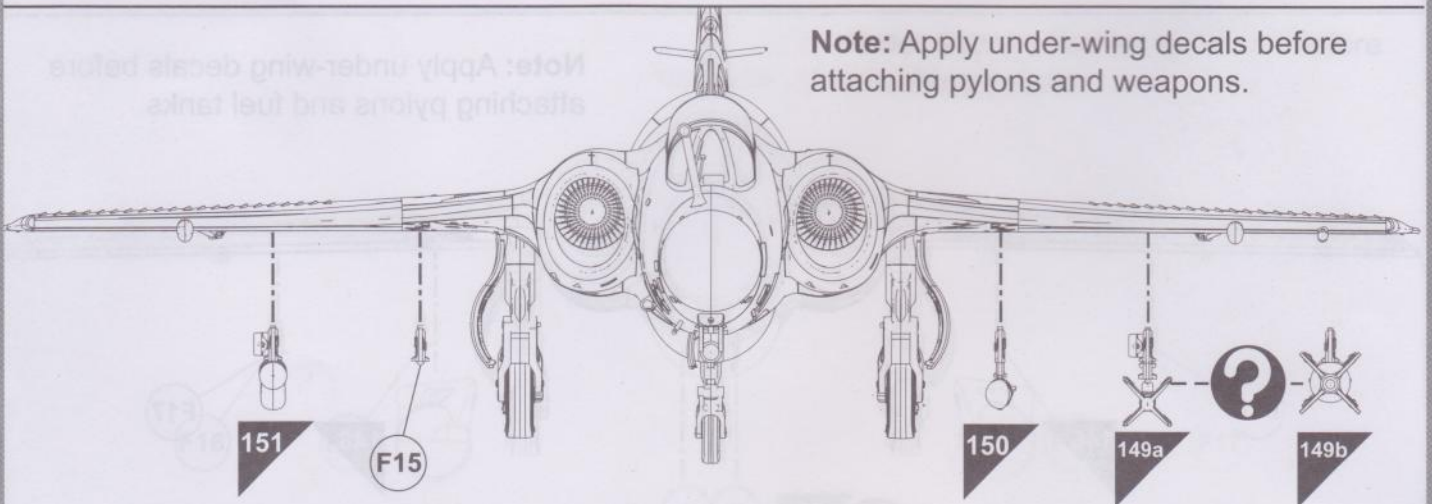
Note: Refer to steps 145 to 148 on page 31

D Scheme

1.0mmØ **Note:** If building the **D** scheme, drill out the 12 holes highlighted in **Blue**.



Note: Apply under-wing decals before attaching pylons and fuel tanks.



Note: Refer to steps 149a to 151 on page 32

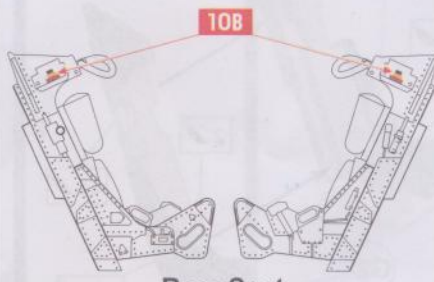
Position of internal decals



10A

Front Seat

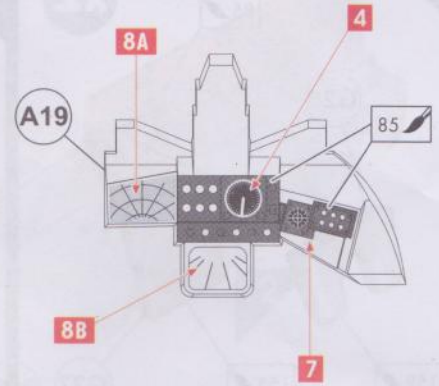
See step 9 on page 8



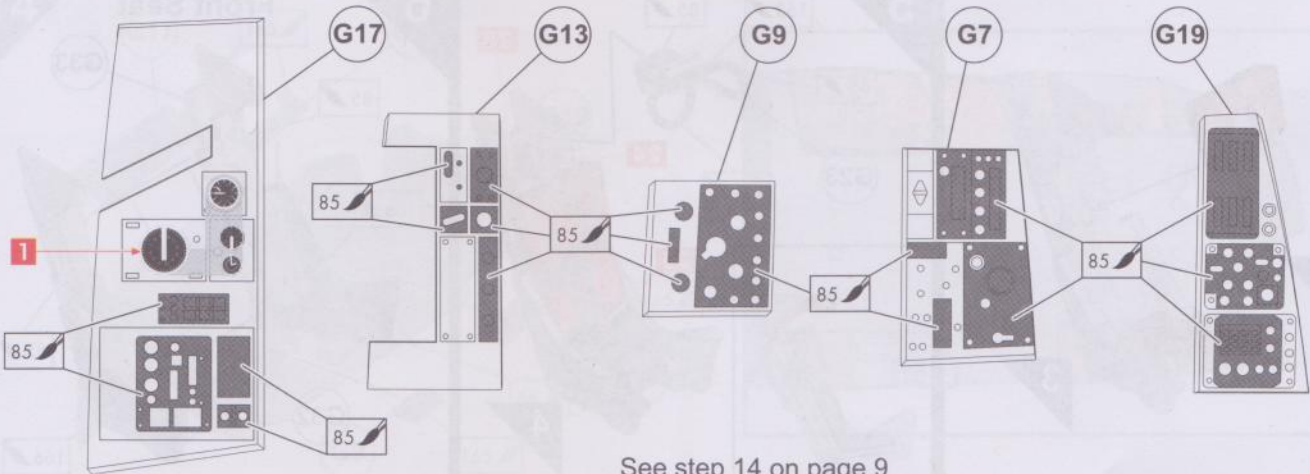
10B

Rear Seat

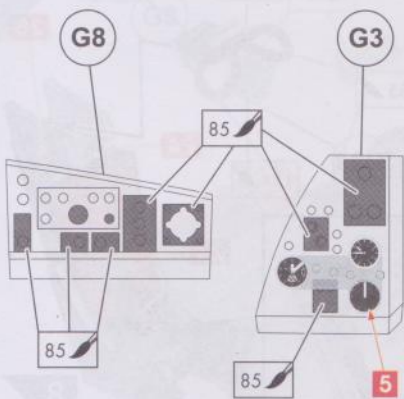
See step 5 on page 8



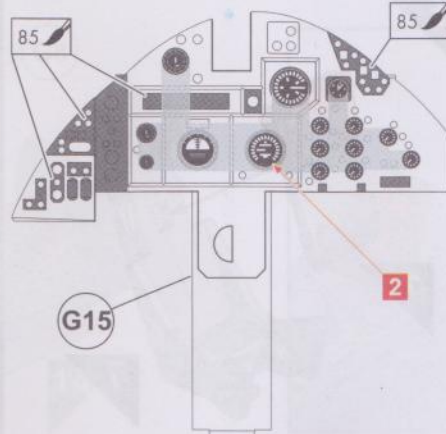
See step 10 on page 8



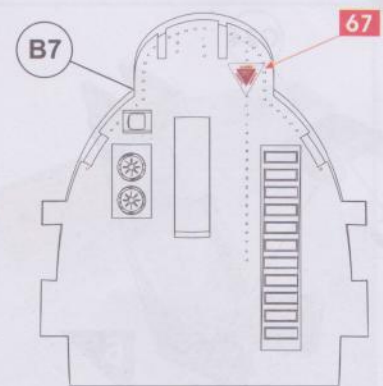
See step 14 on page 9



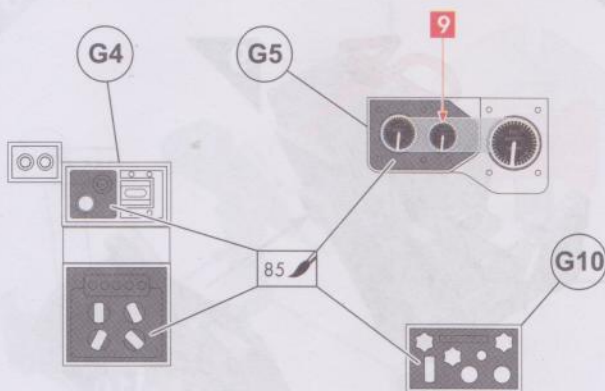
See step 15 on page 9



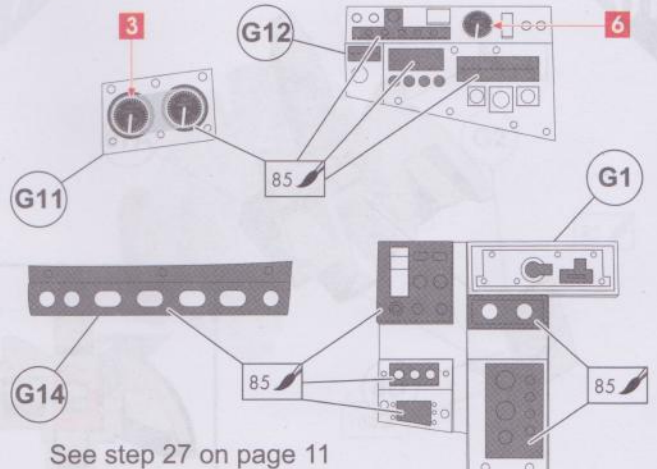
See step 17 on page 9



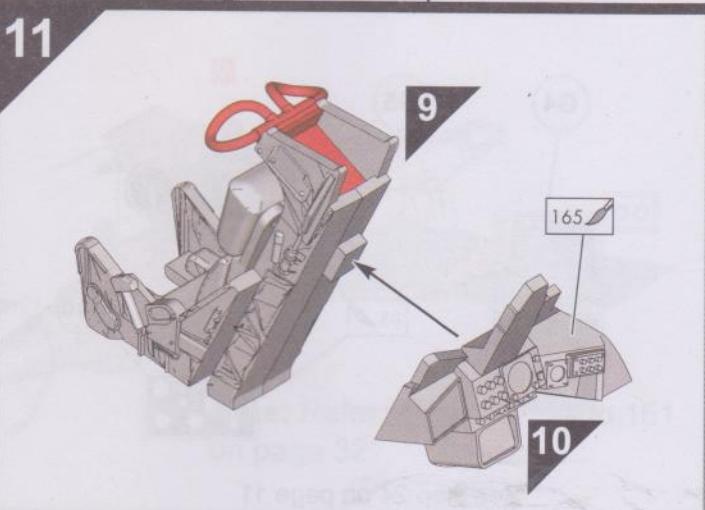
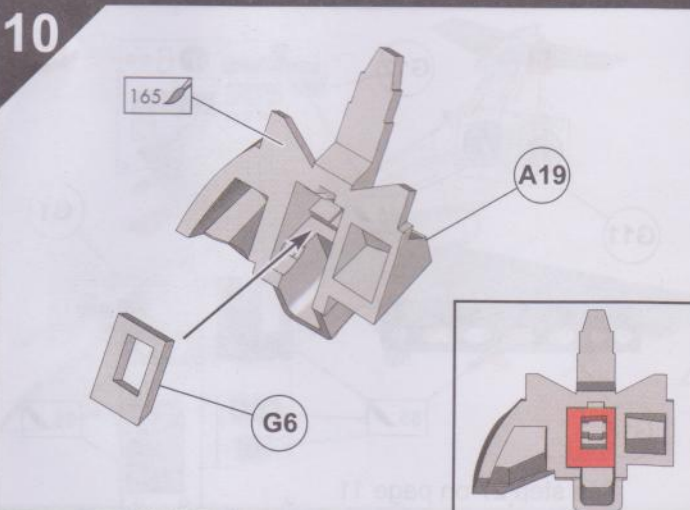
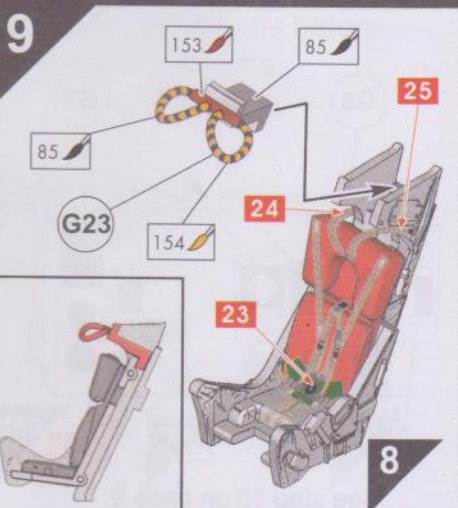
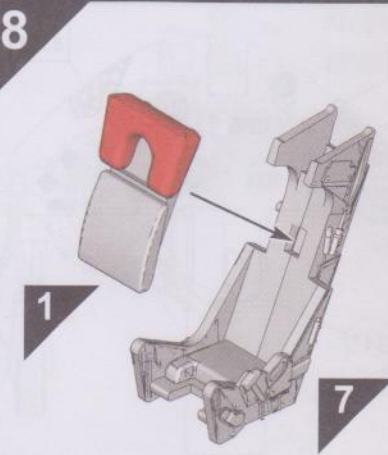
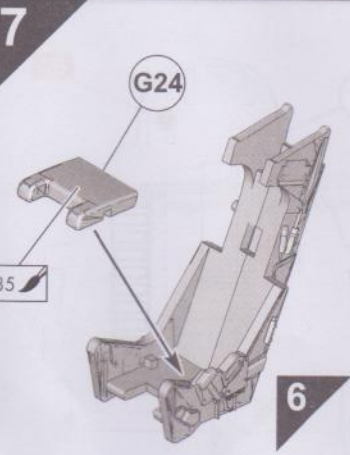
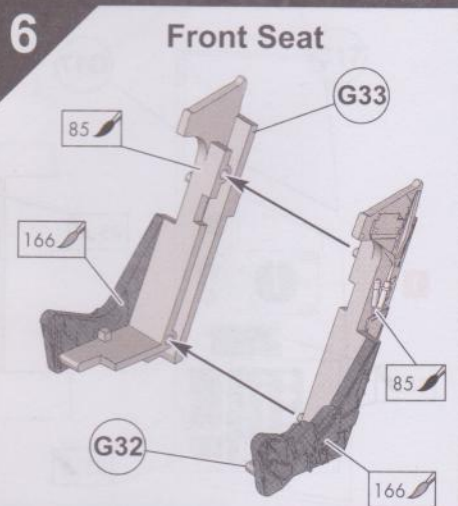
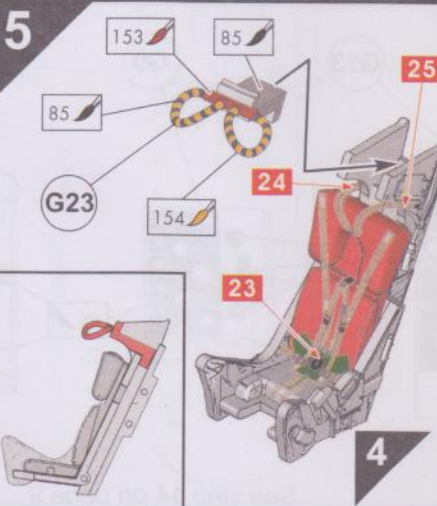
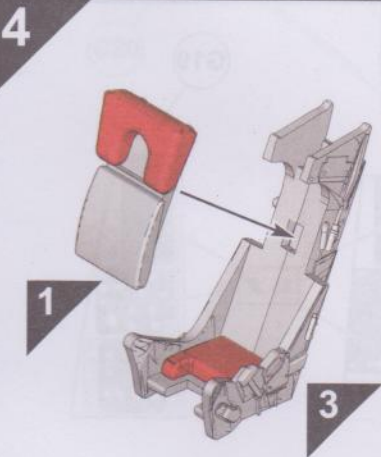
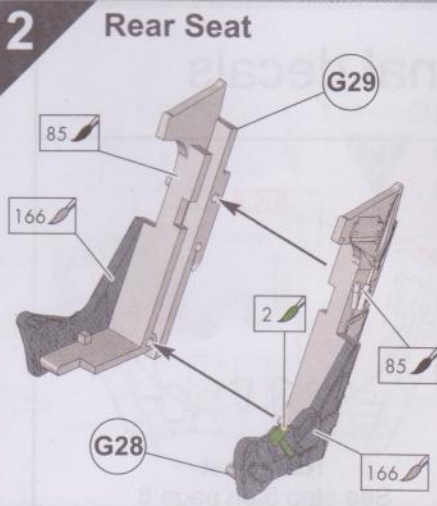
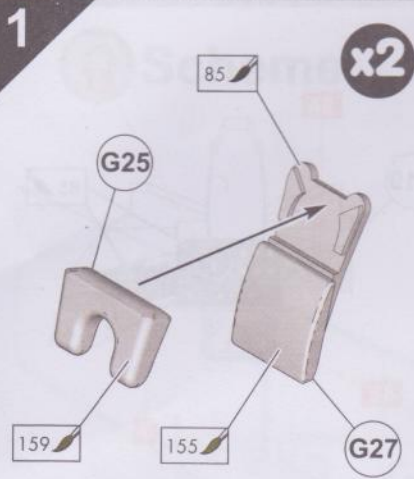
See step 18 on page 10

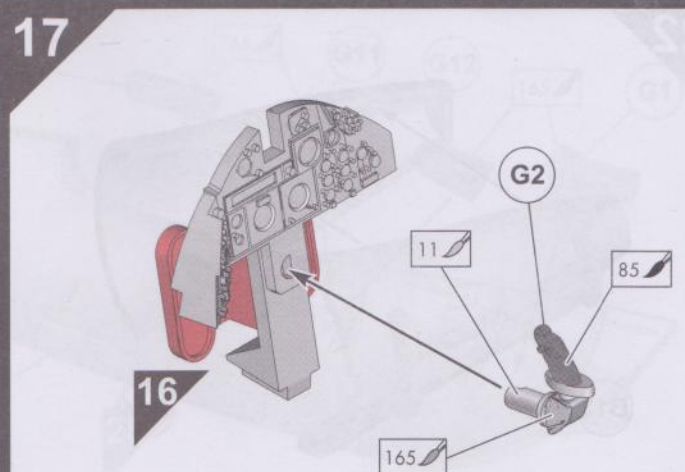
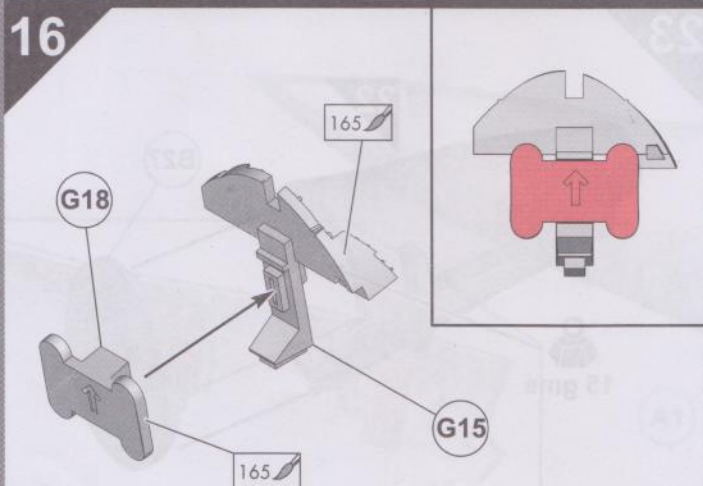
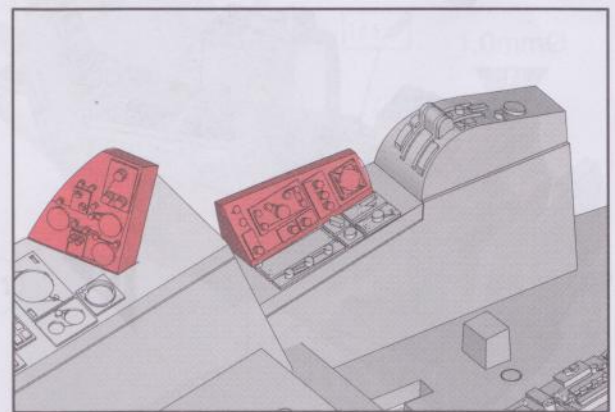
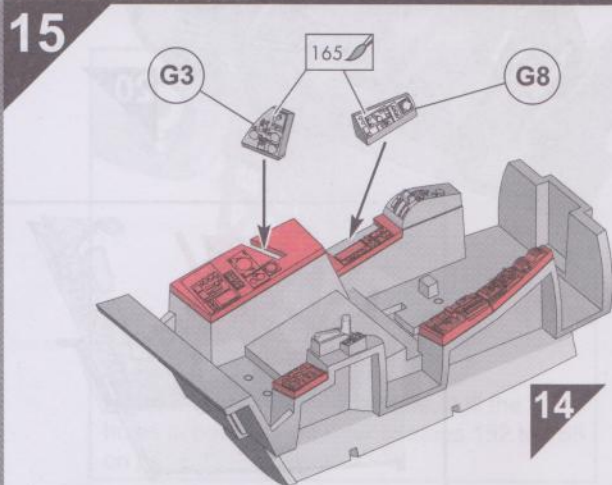
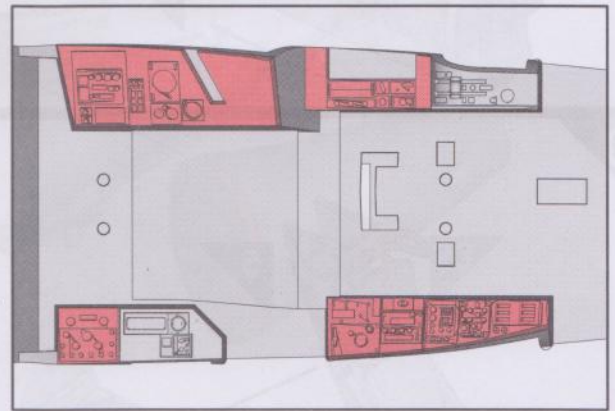
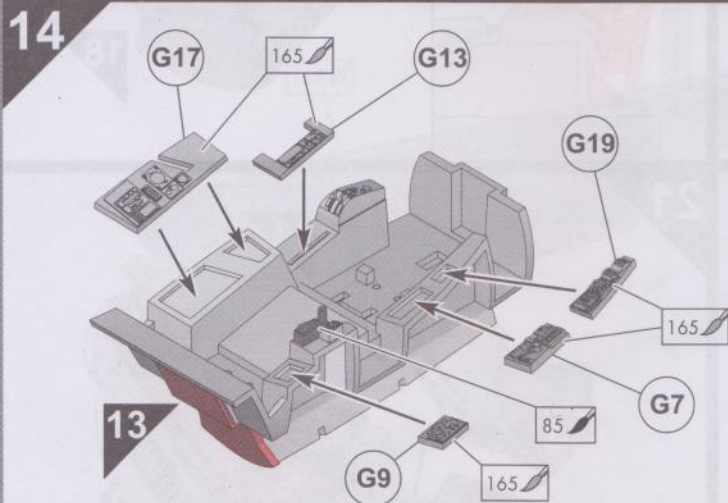
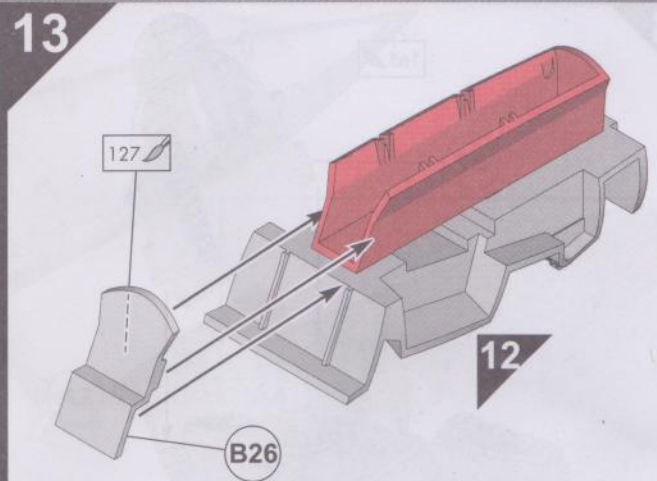
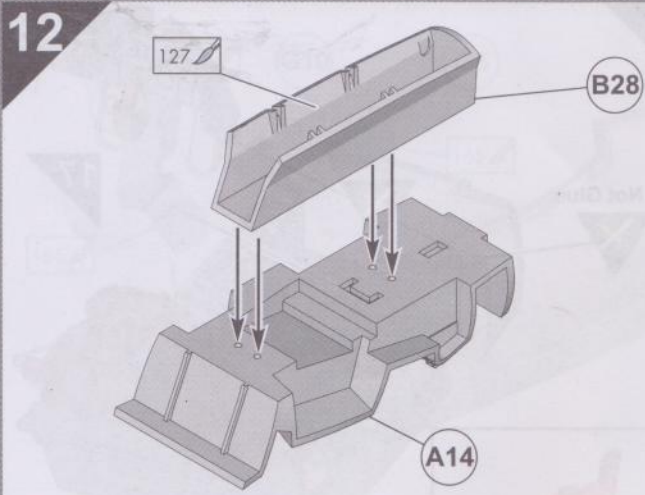


See step 24 on page 11

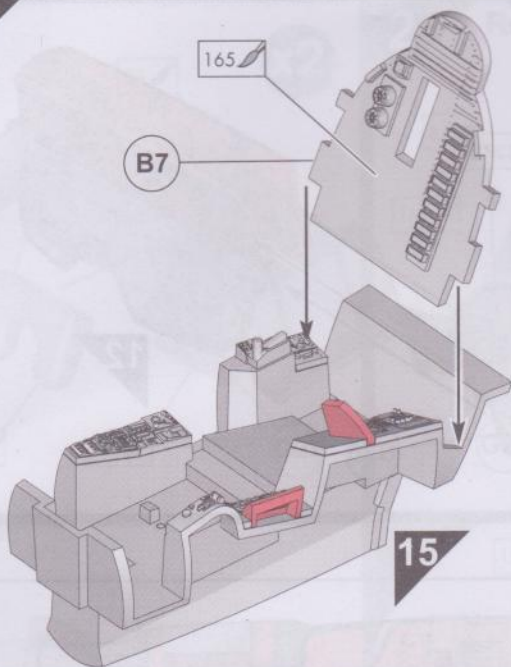


See step 27 on page 11

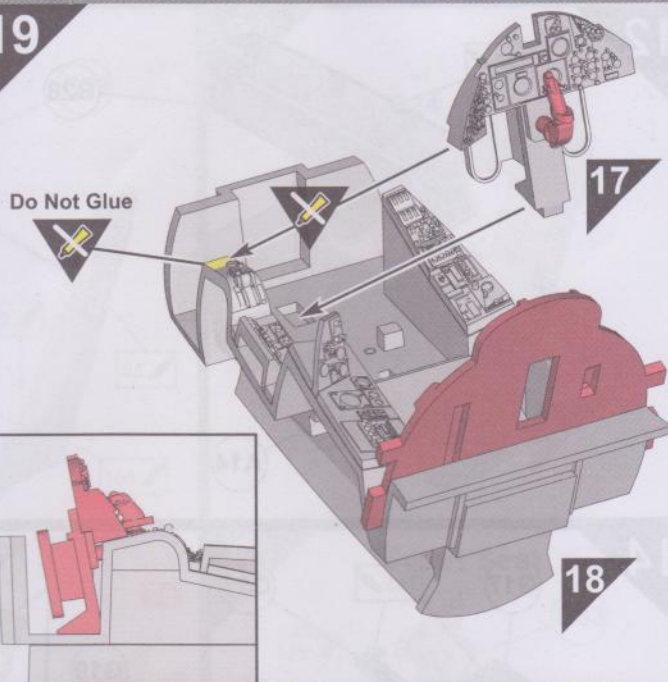




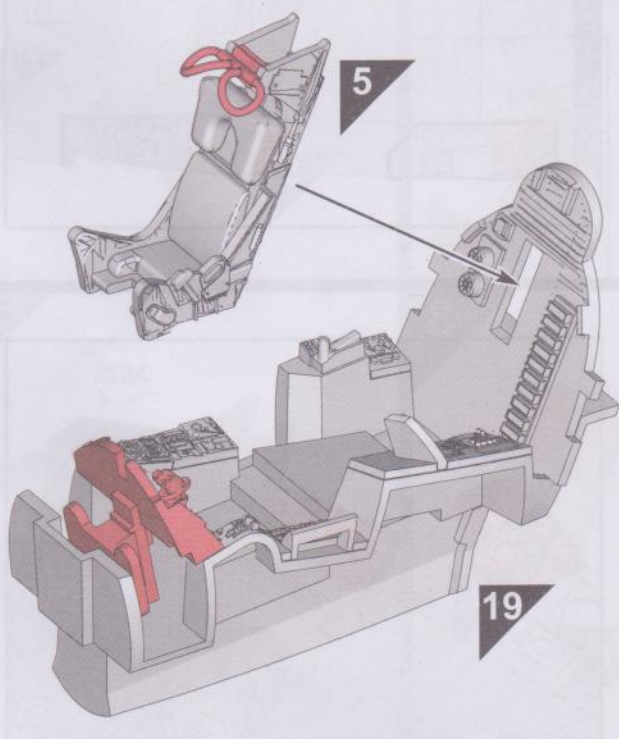
18



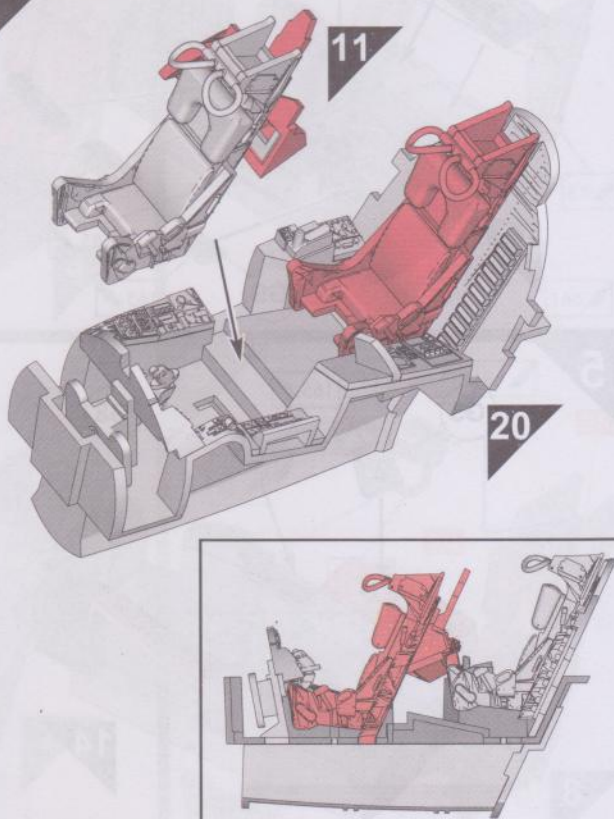
19



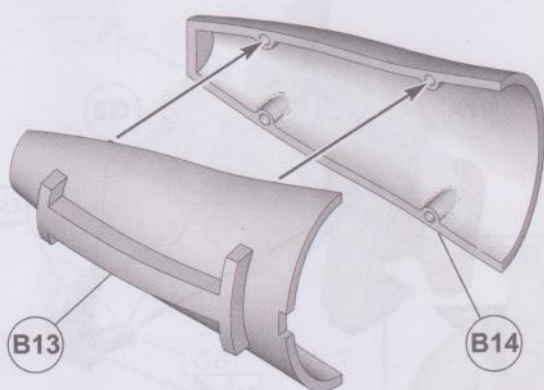
20



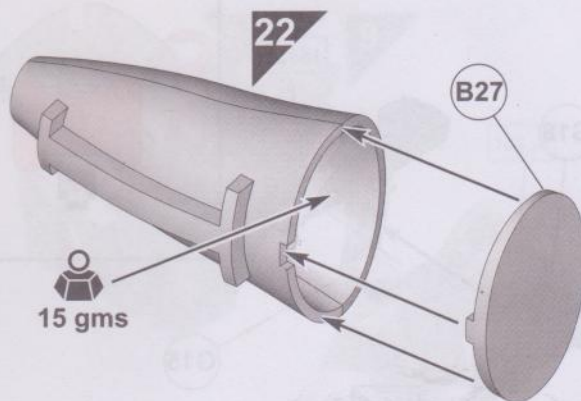
21



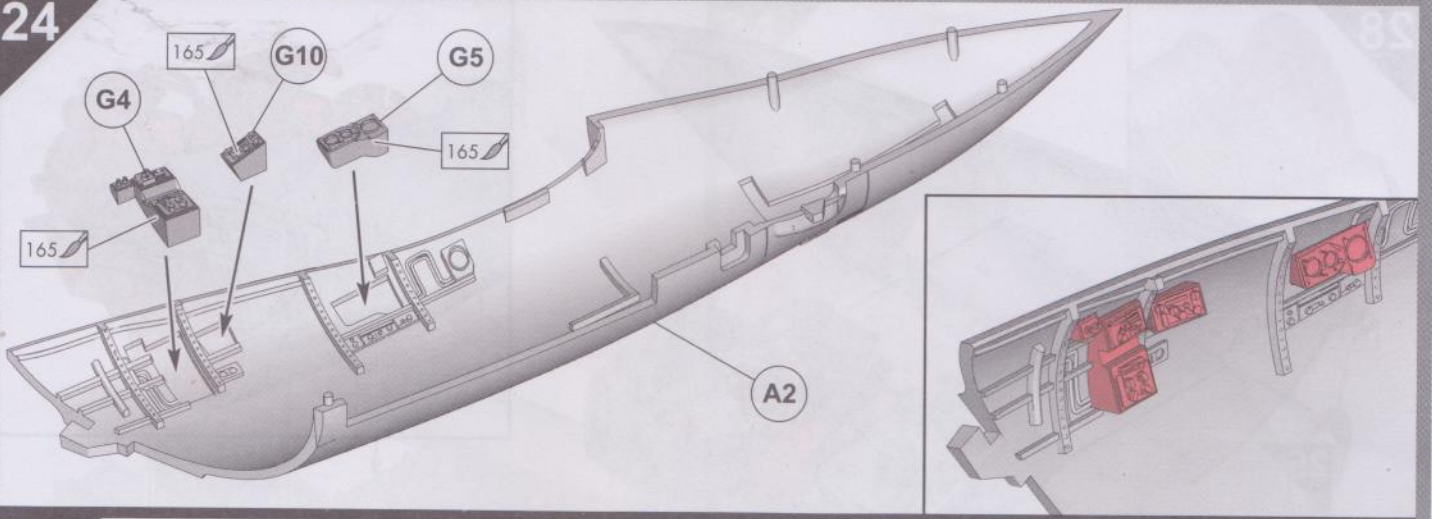
22



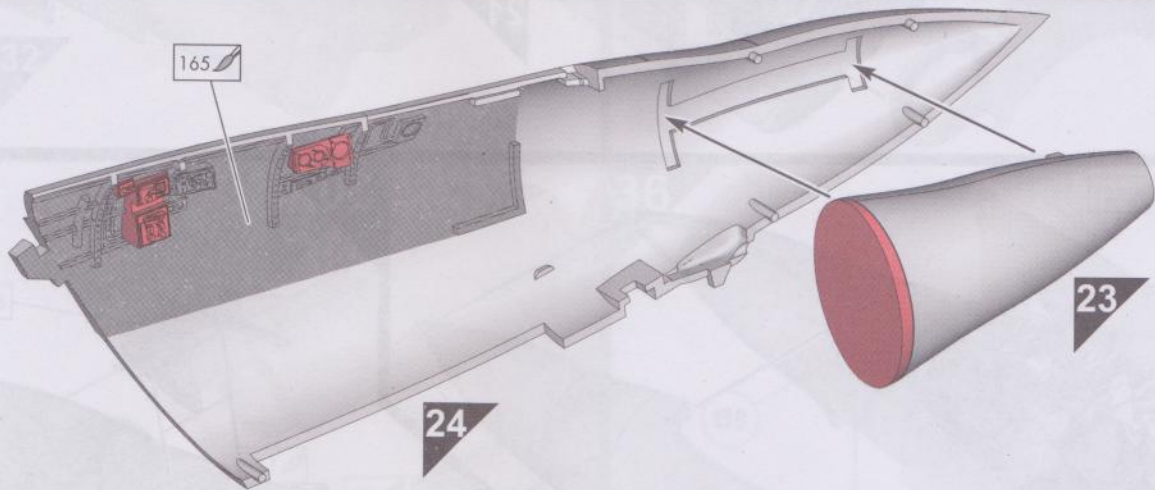
23



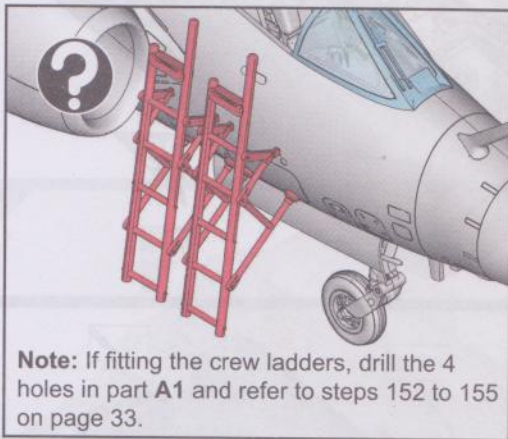
24



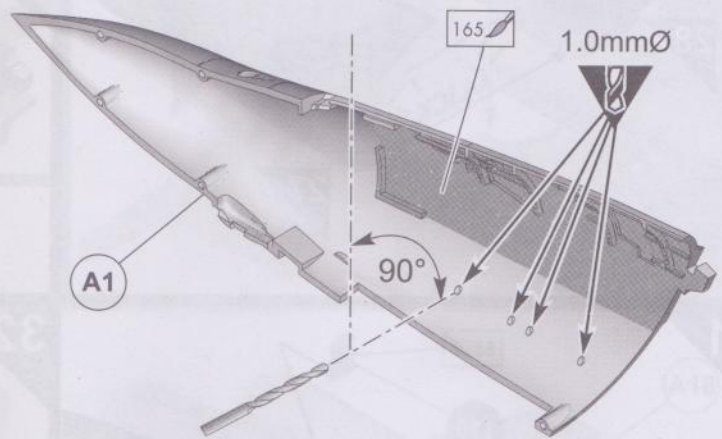
25



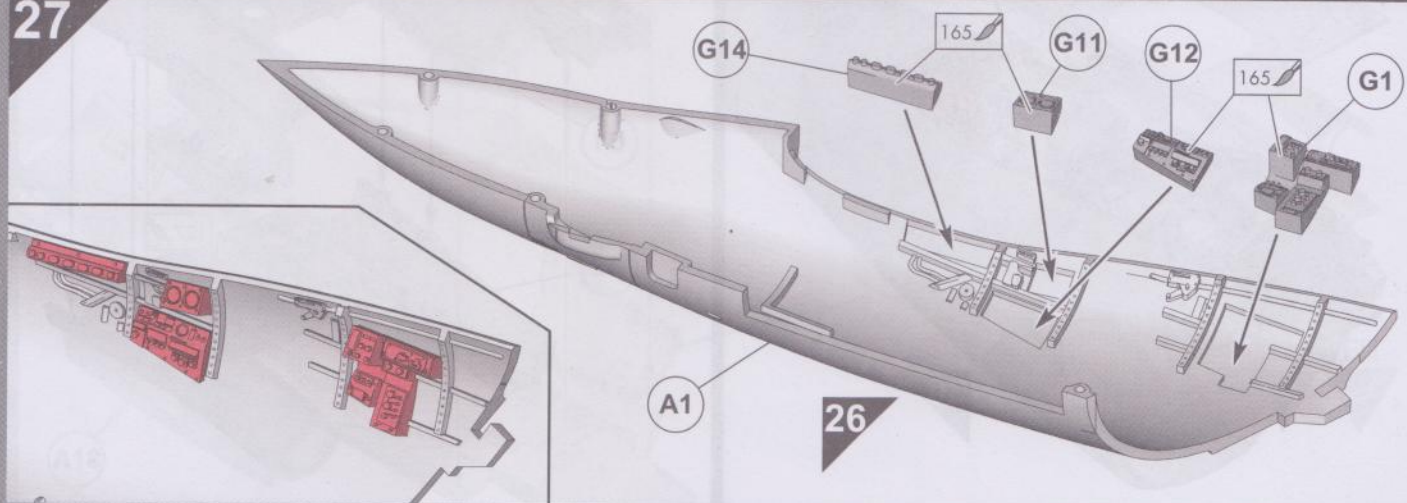
26



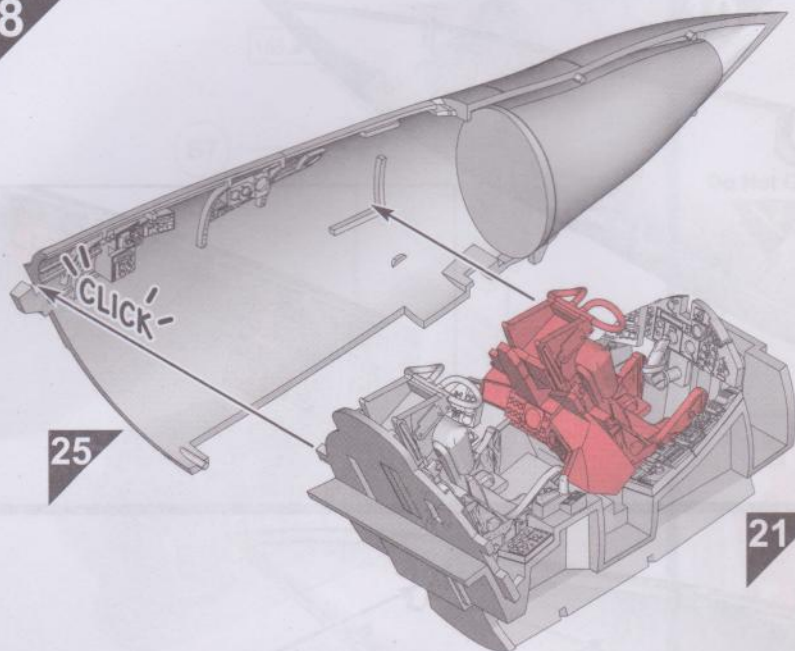
Note: If fitting the crew ladders, drill the 4 holes in part A1 and refer to steps 152 to 155 on page 33.



27



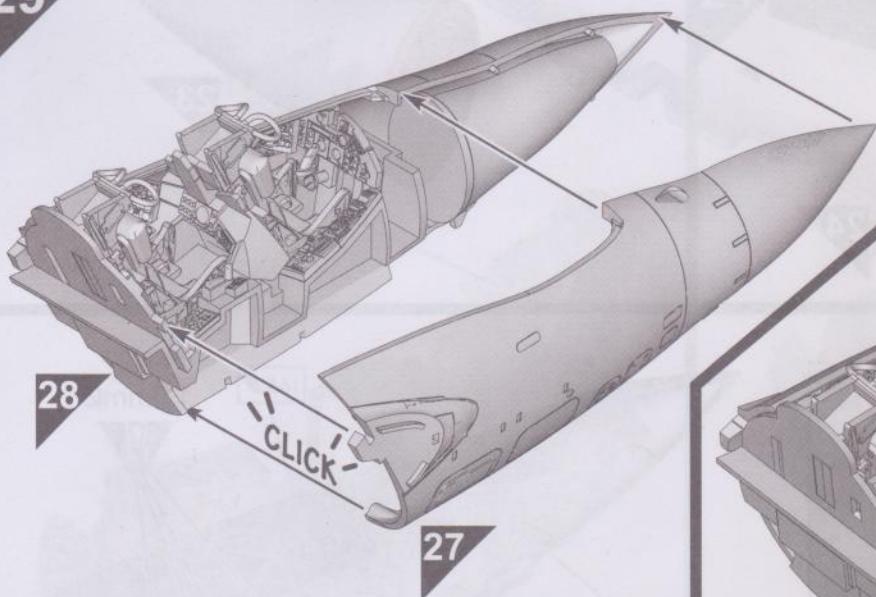
28



25

21

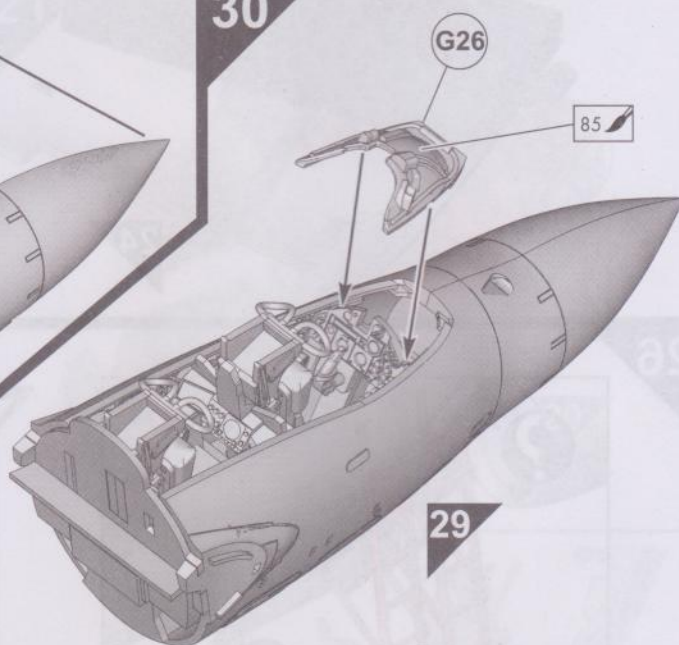
29



28

27

30

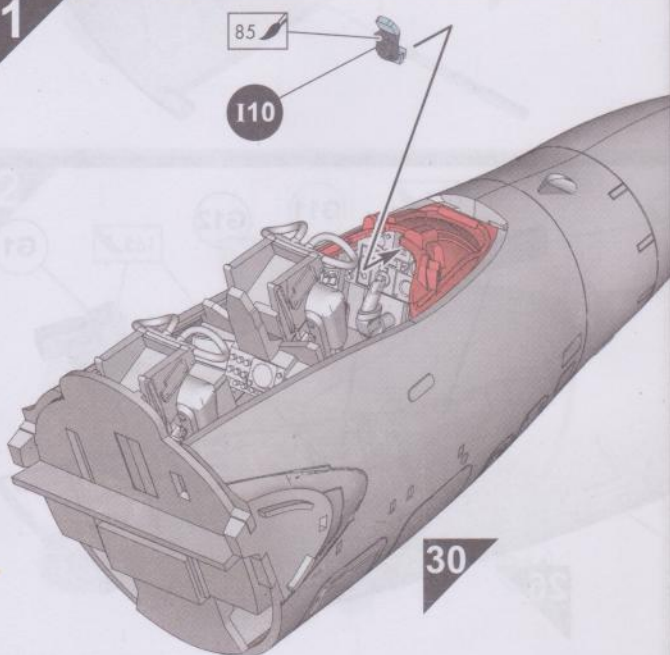


G26

85

29

31

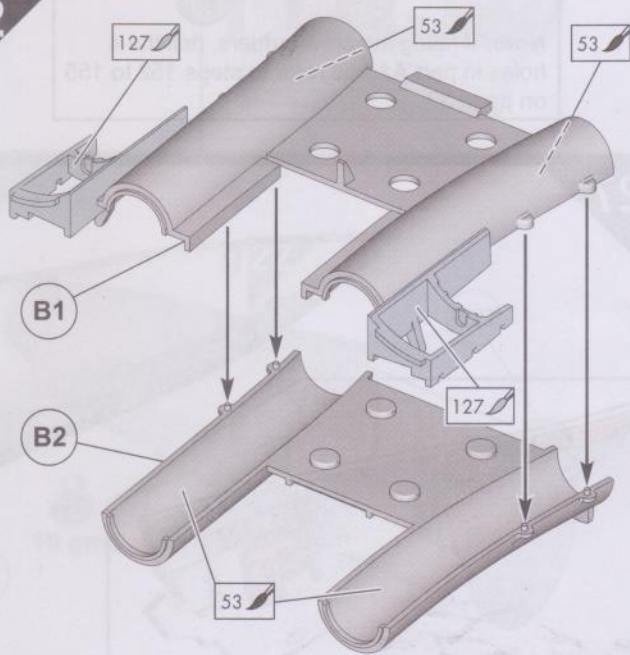


85

I10

30

32



127

53

53

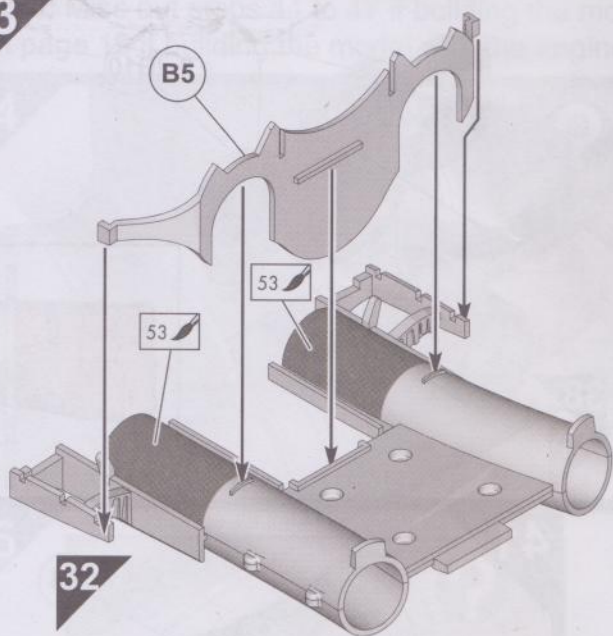
B1

B2

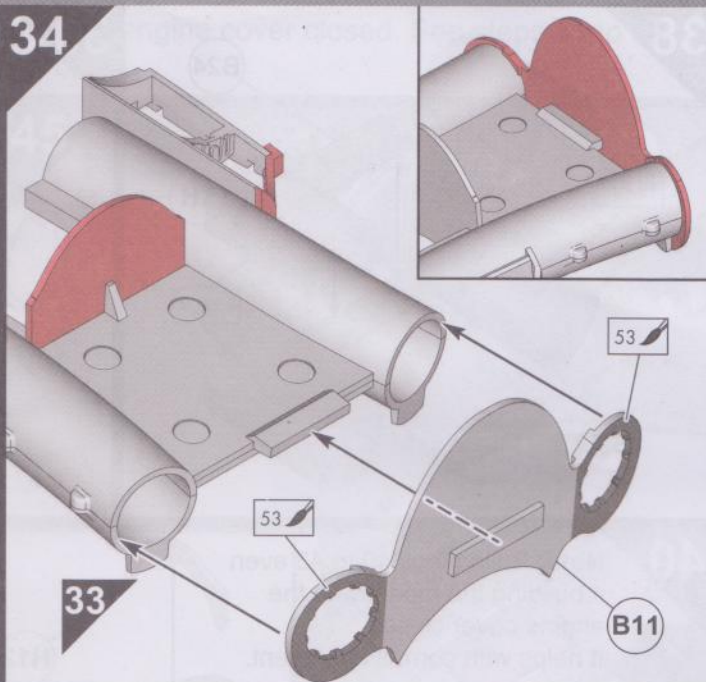
127

53

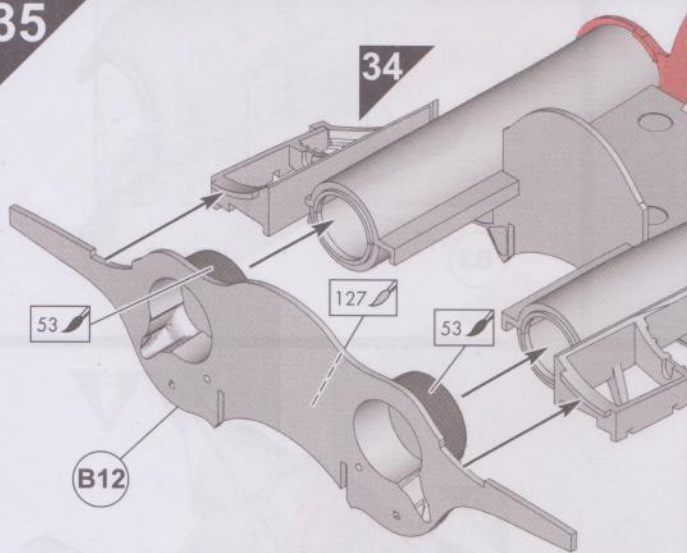
33



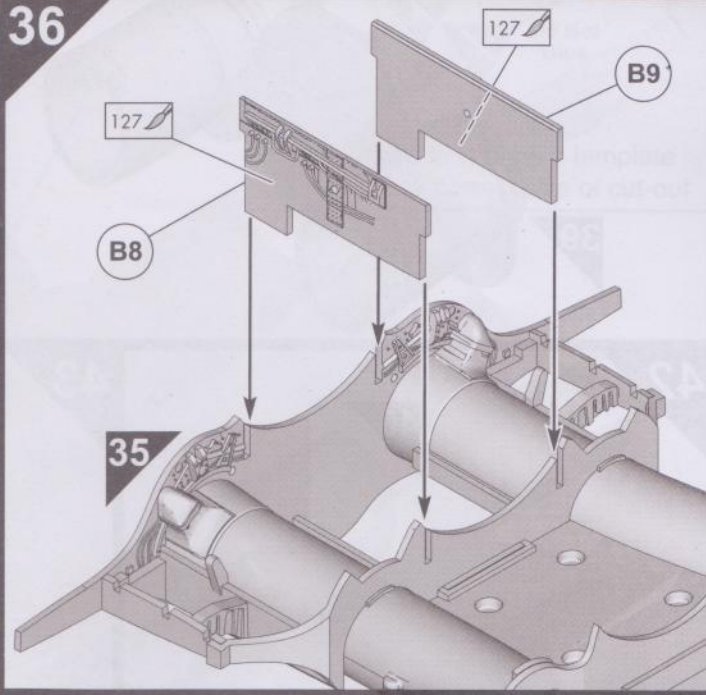
34



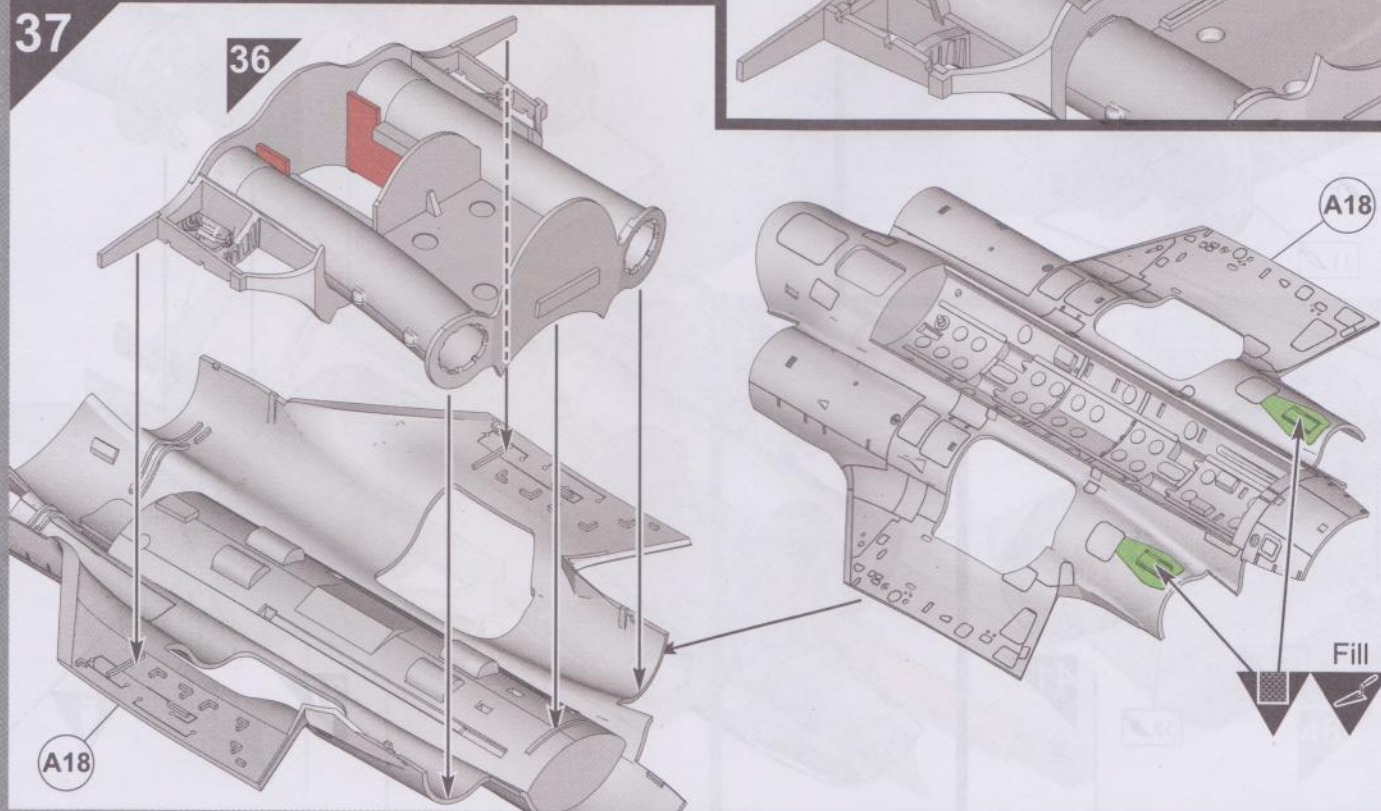
35



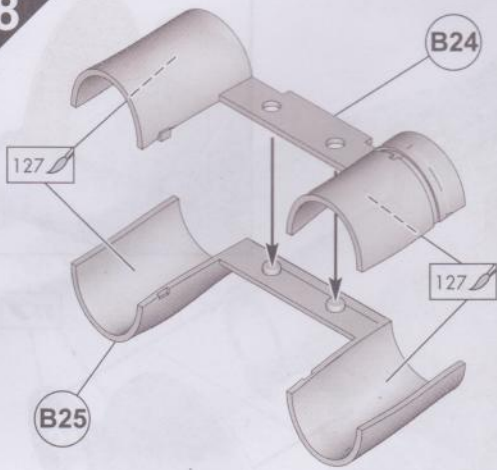
36



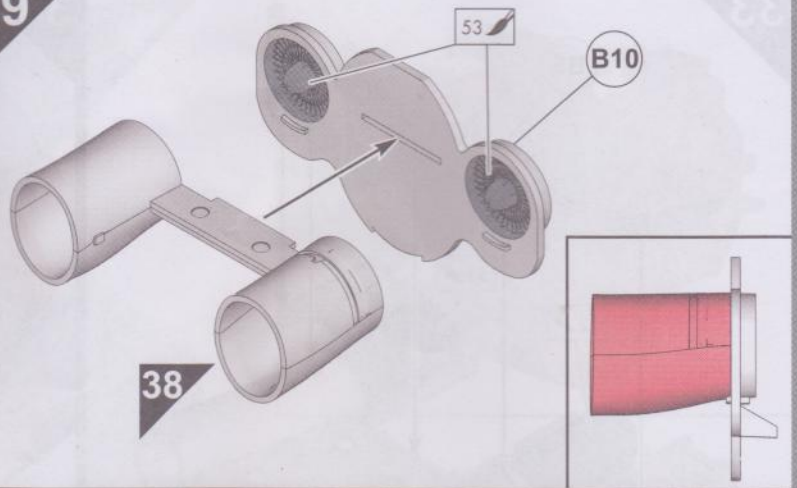
37



38



39

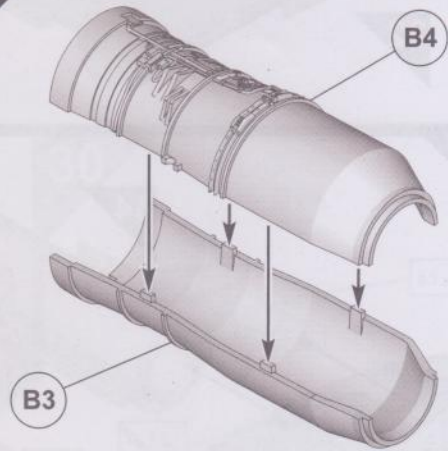


40

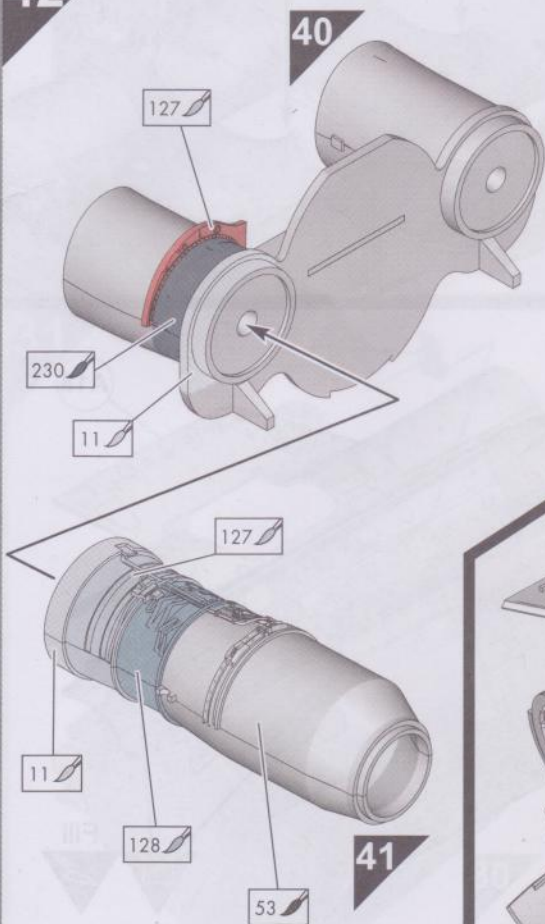
Note: Build steps 40 to 43 even if building the model with the engine cover closed. It helps with correct alignment.



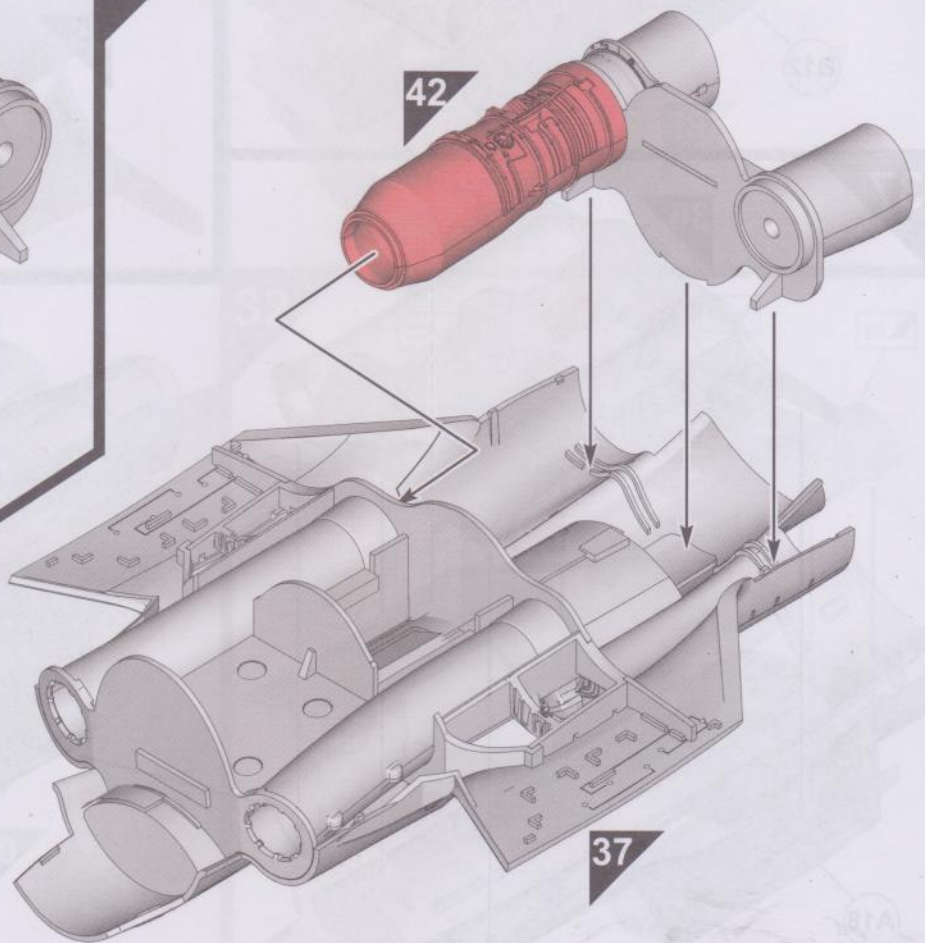
41



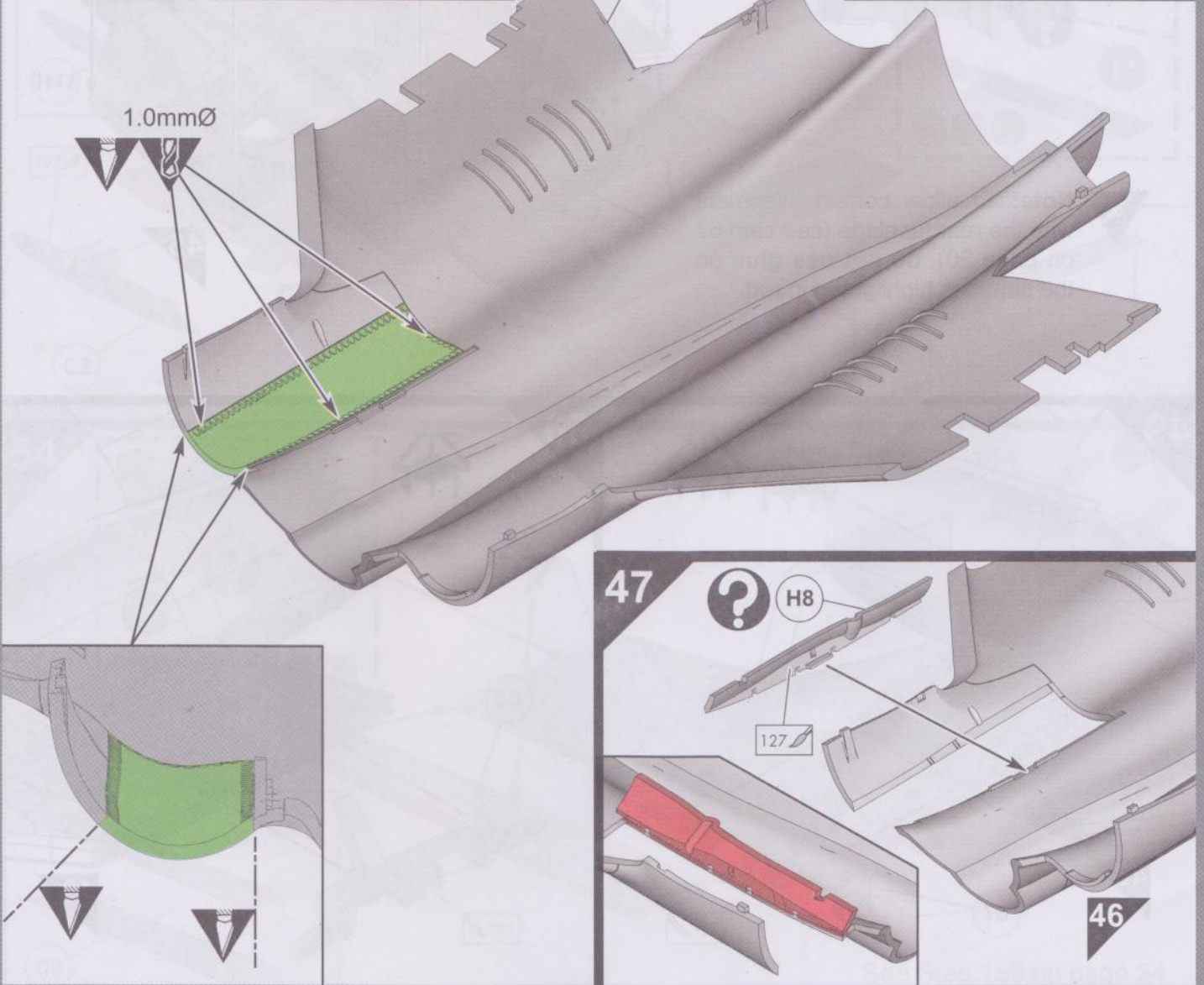
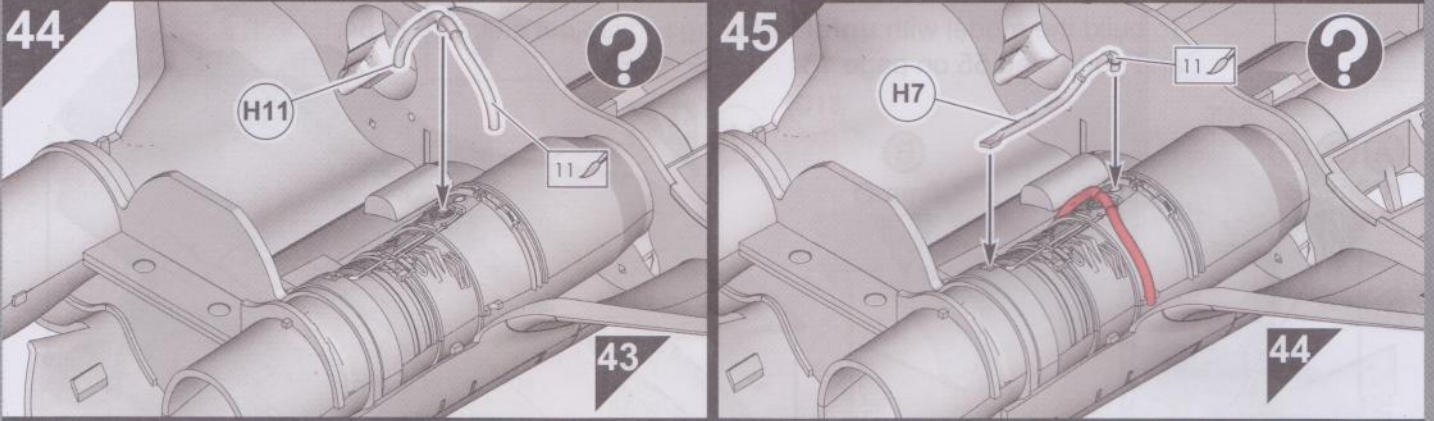
42



43



Note: Miss out steps 44 to 47 if building the model with the engine cover closed. See steps 61 to 64 on page 19 if building the model with the engine cover open.

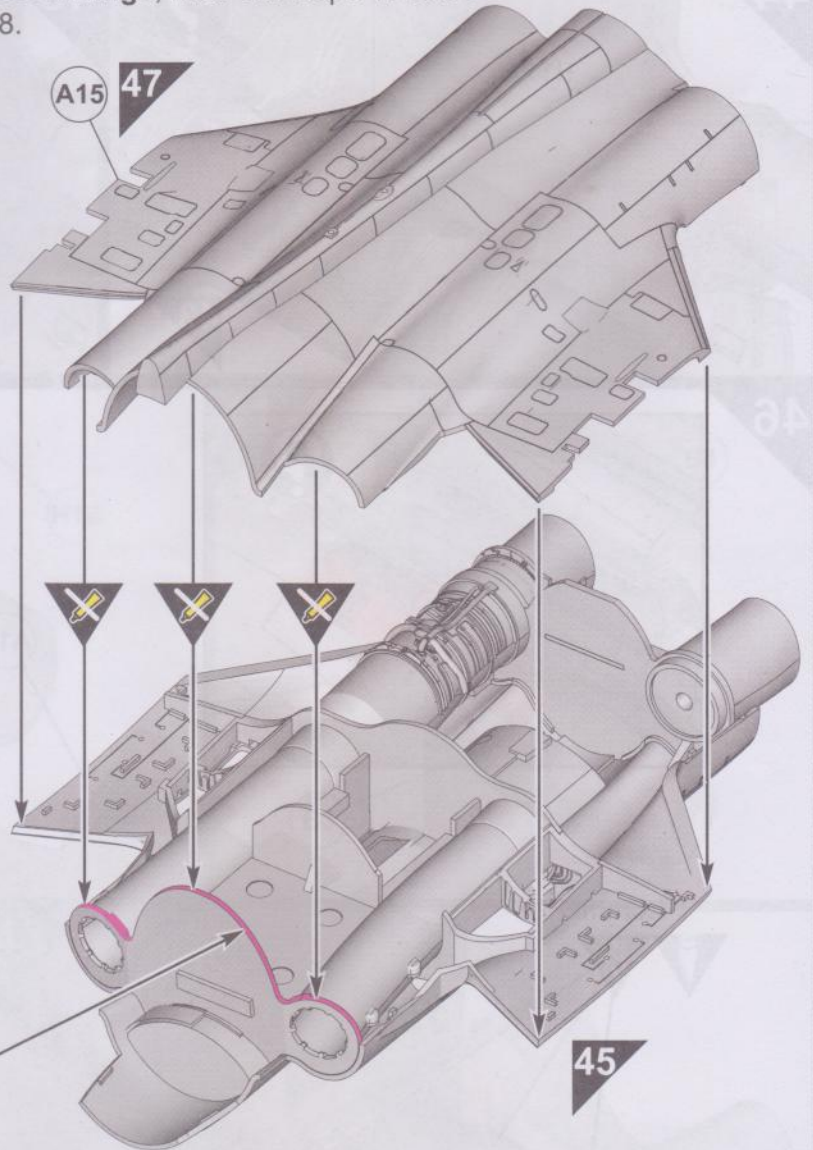
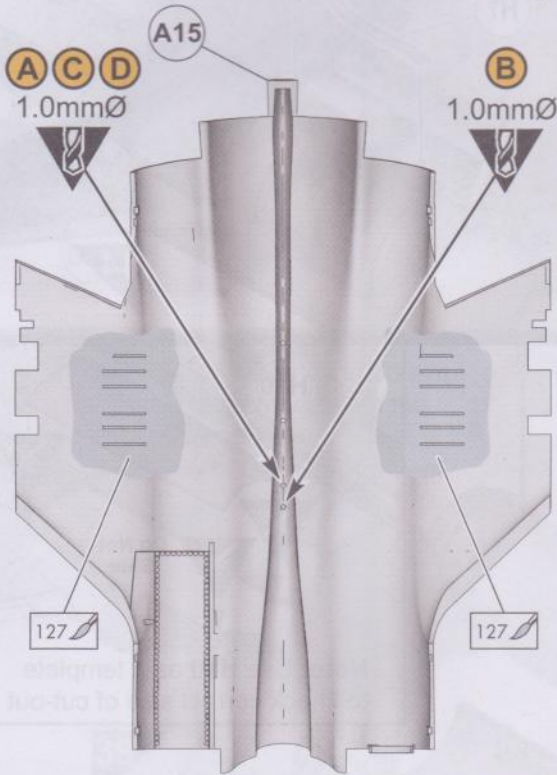


48



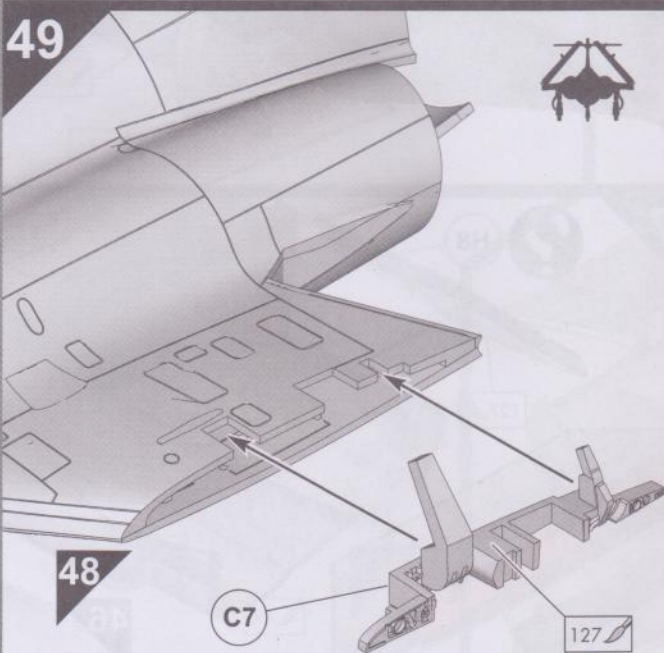
Note: To build the model with **folded wings**, follow steps 48 to 54 on pages 16 & 17 and miss out steps 55 to 60 on pages 18 & 19.

To build the model with **unfolded wings**, miss-out steps 48 to 54 and go to step 55 on page 18.

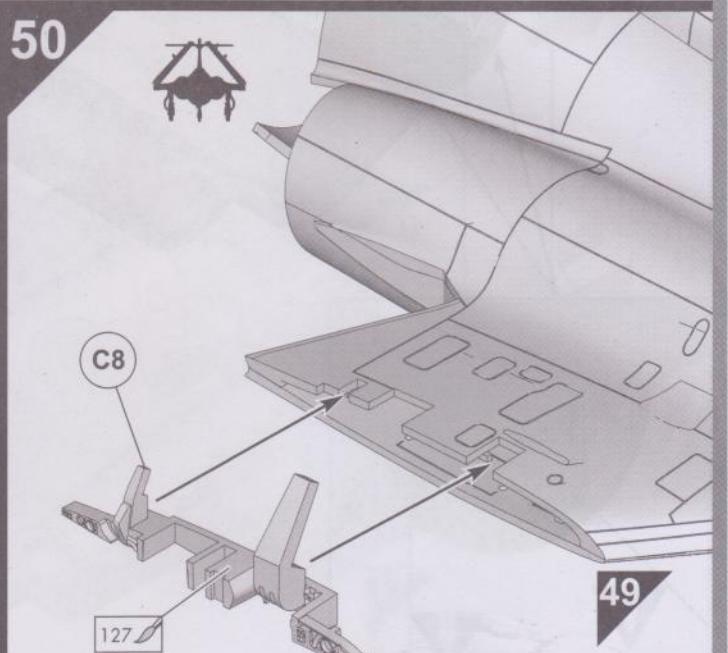


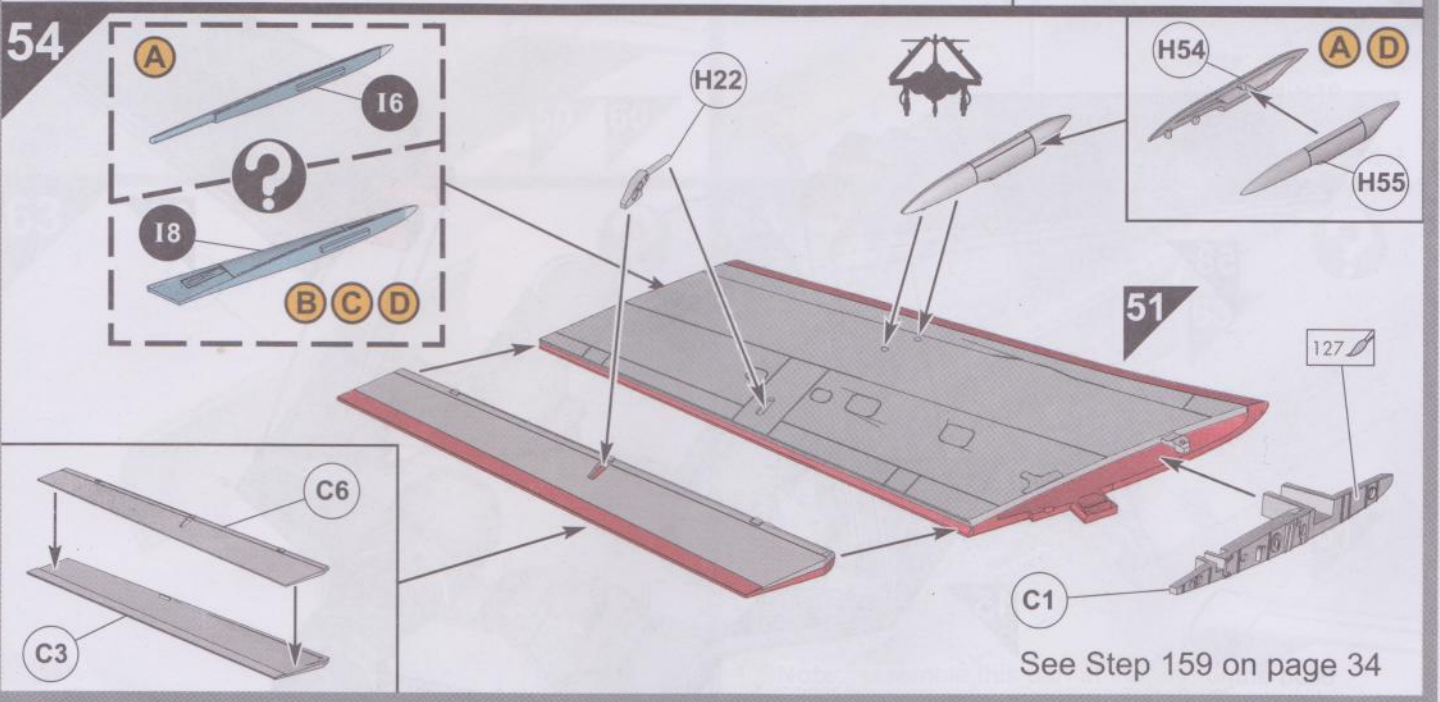
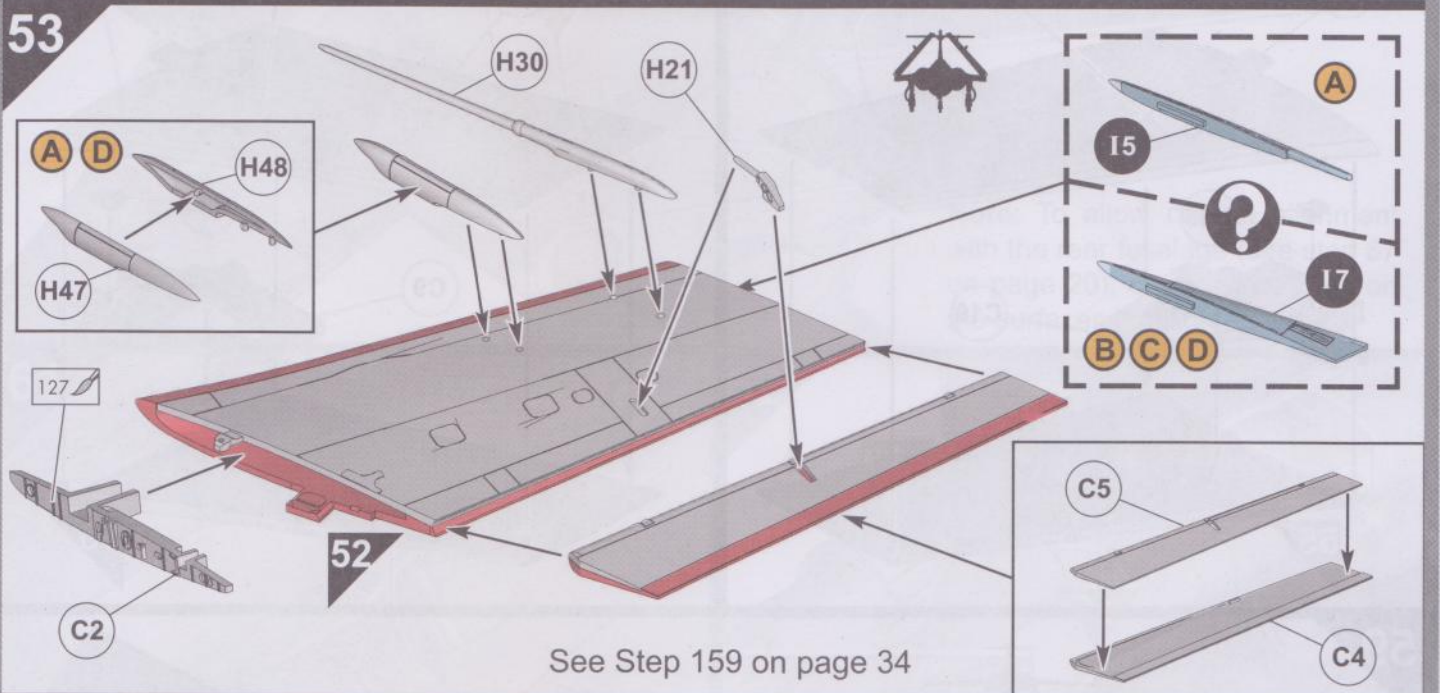
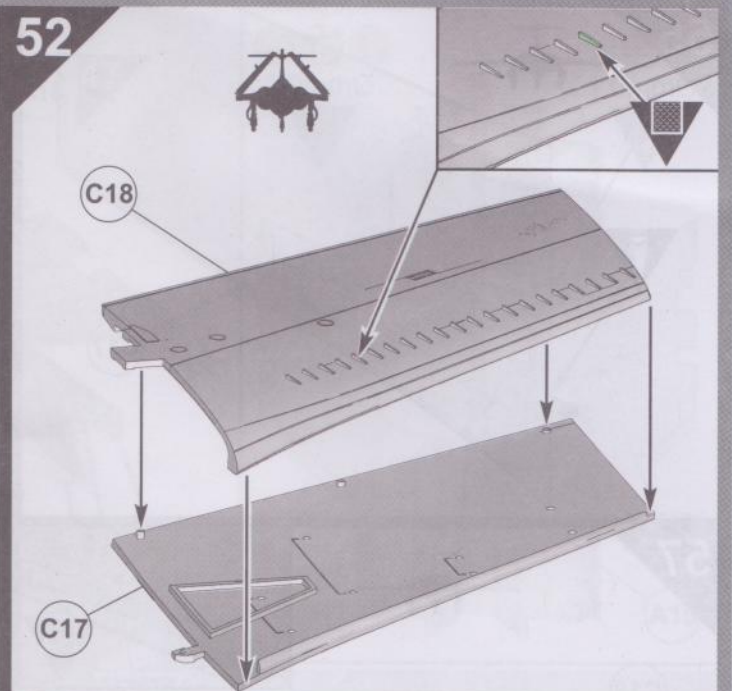
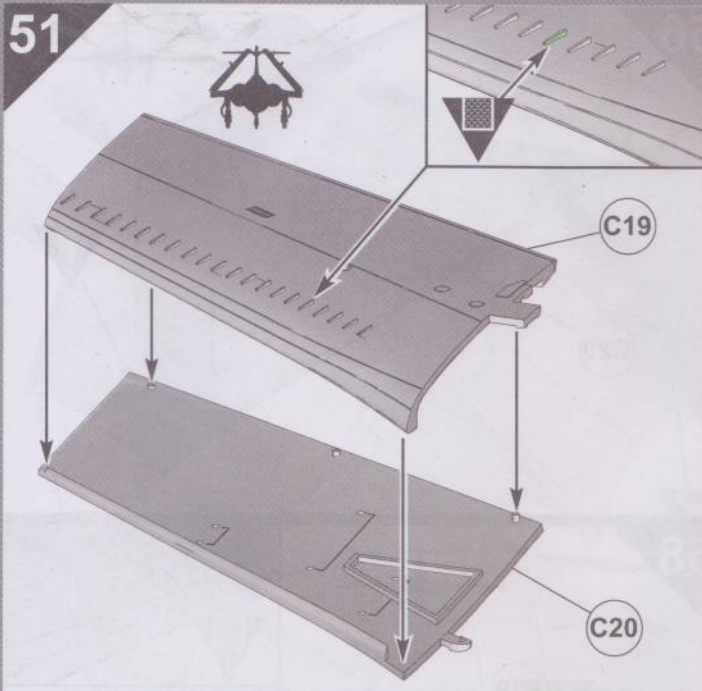
Note: To allow correct alignment with the rear fuselage (see step 67 on page 20), **do not use glue** on the surfaces highlighted in red.

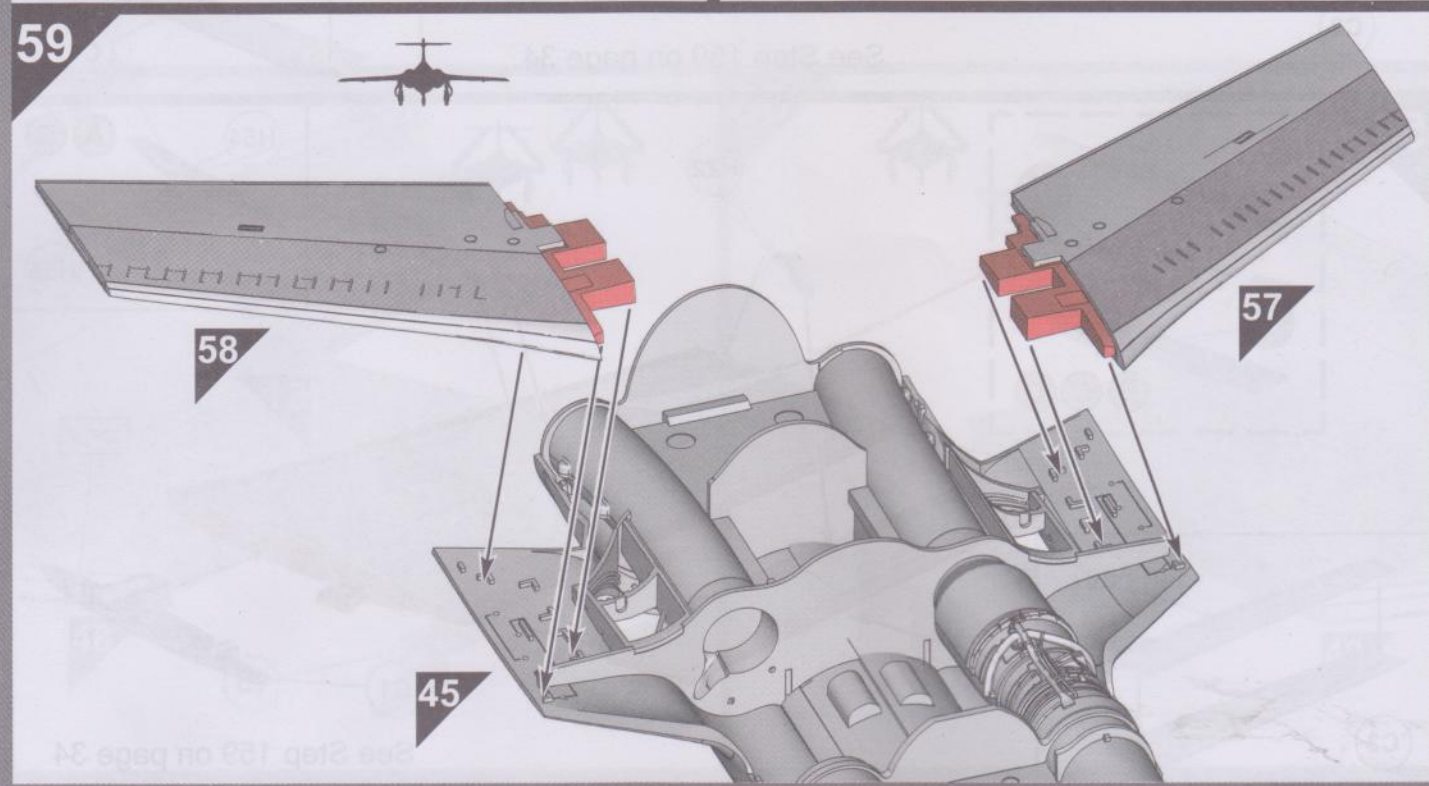
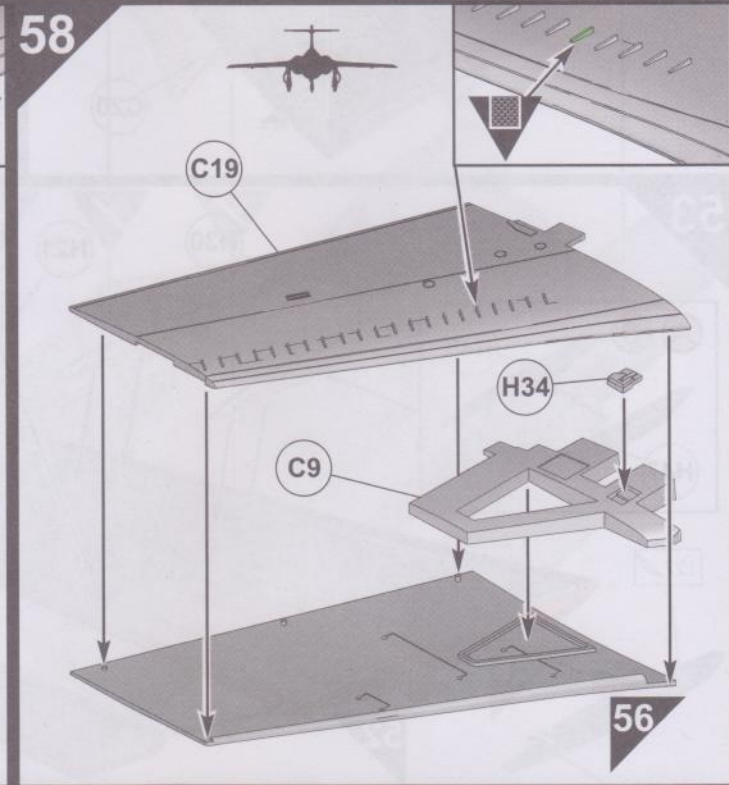
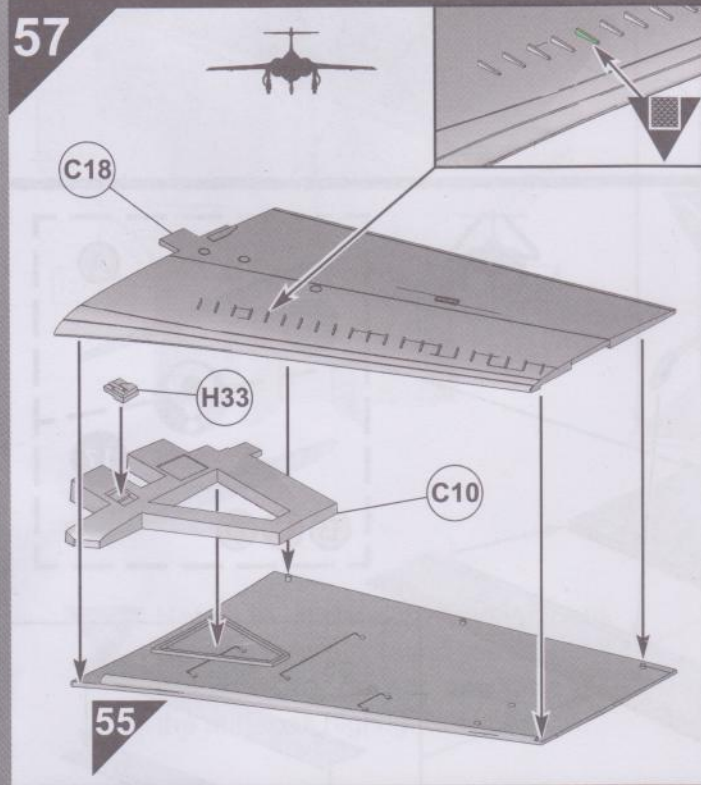
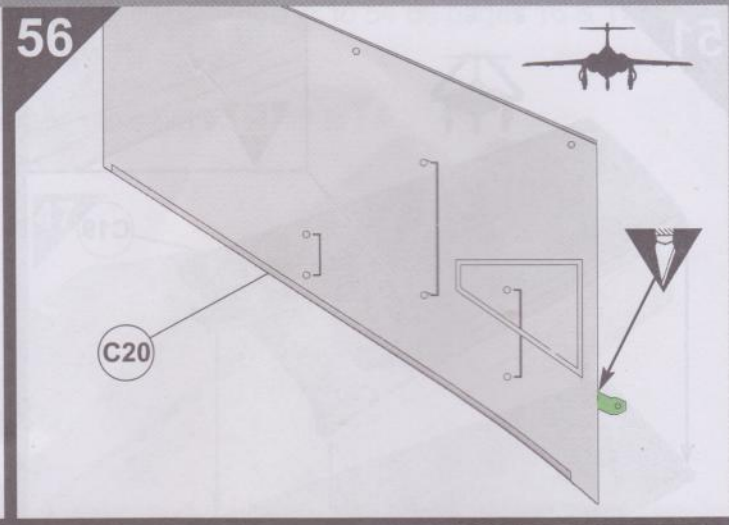
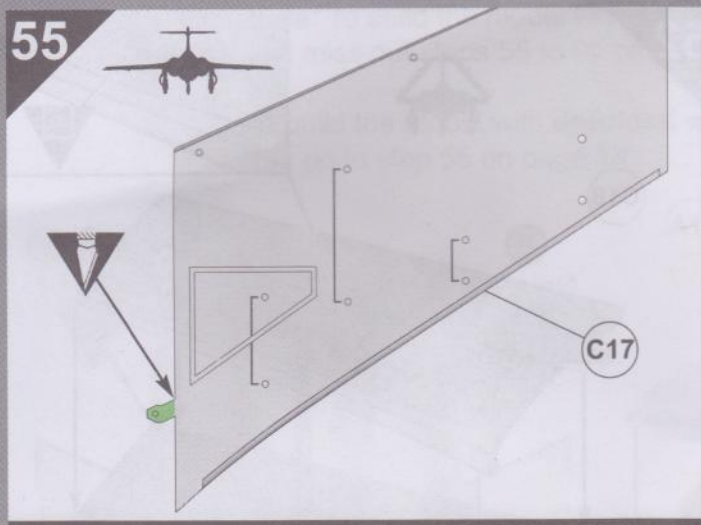
49

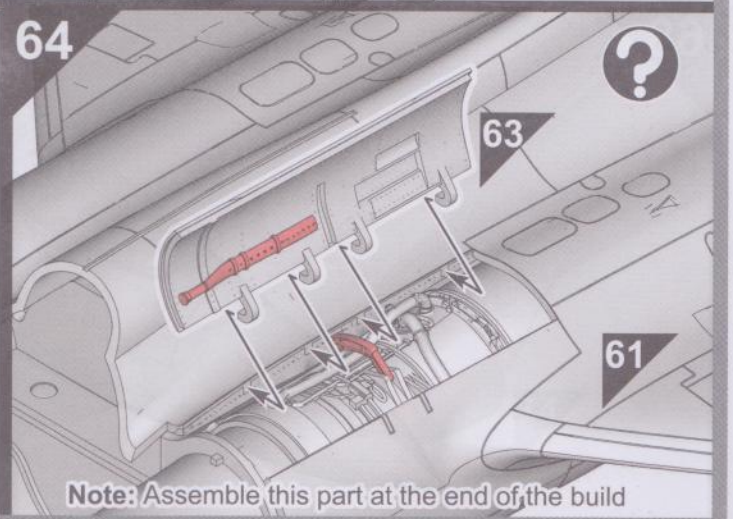
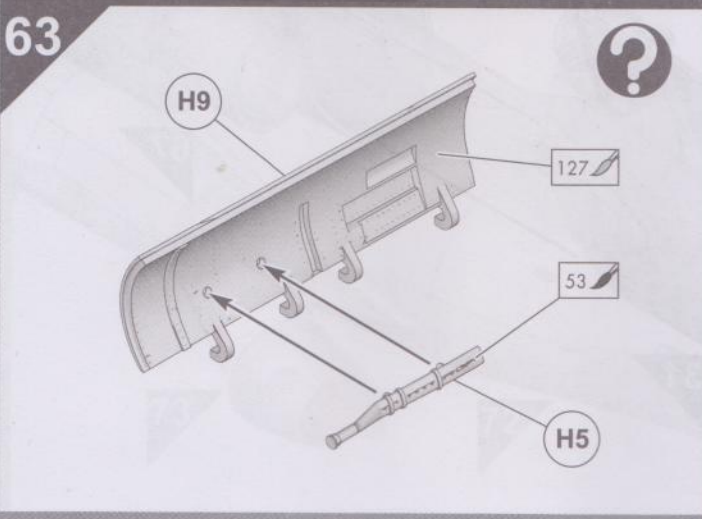
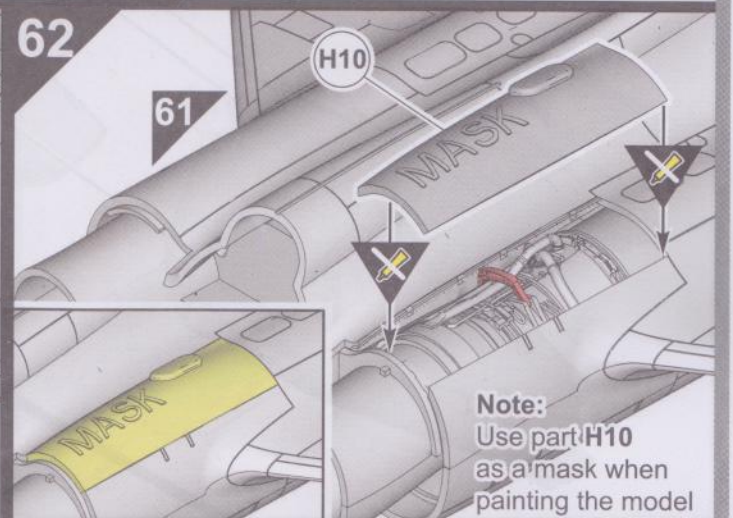
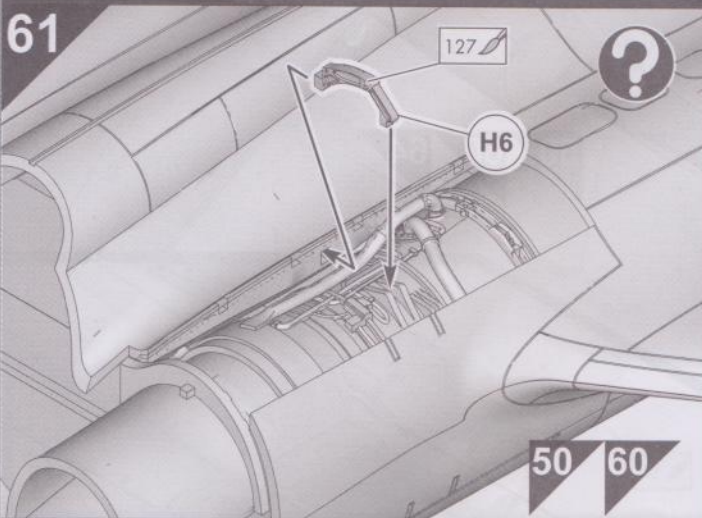
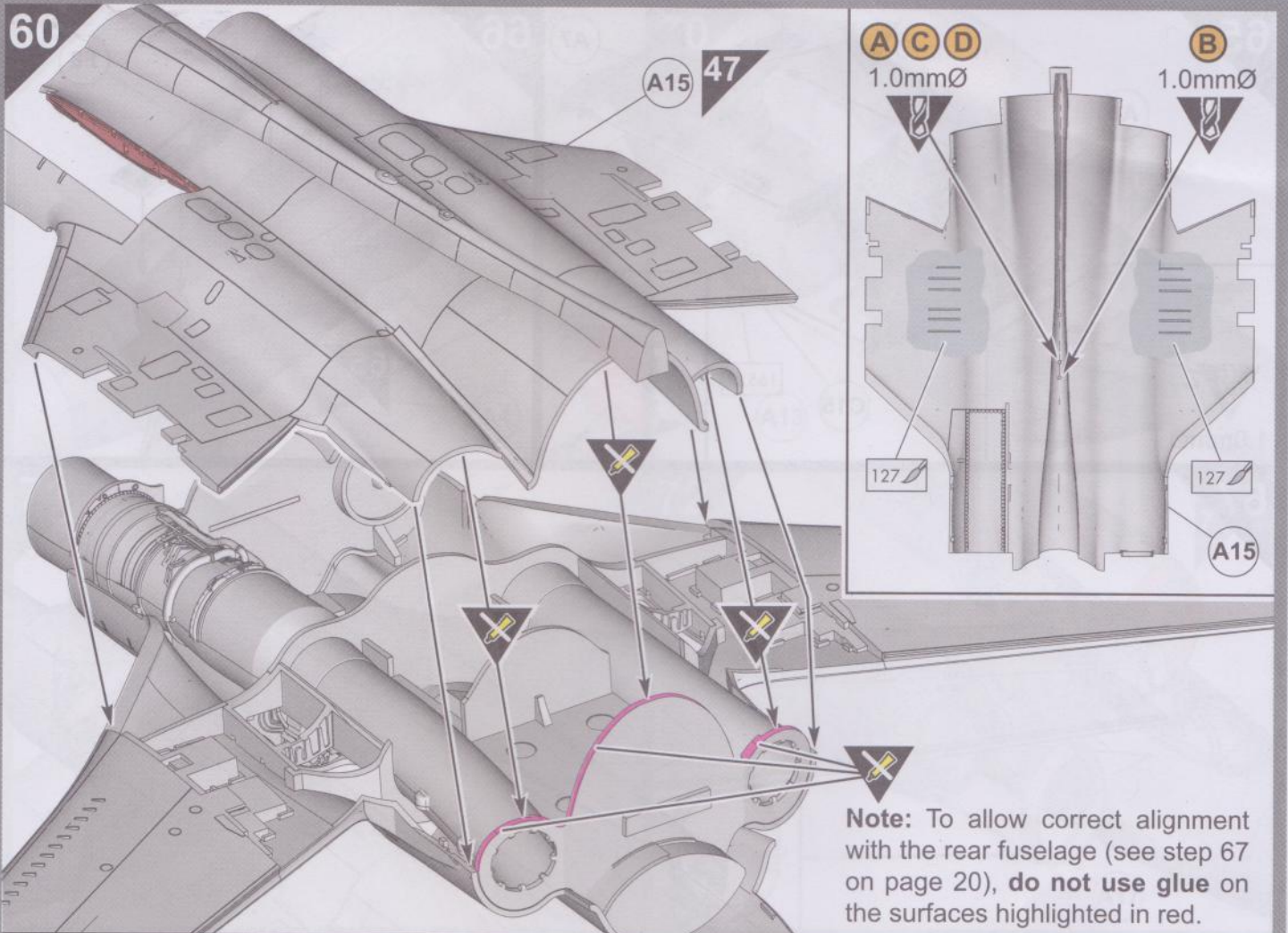


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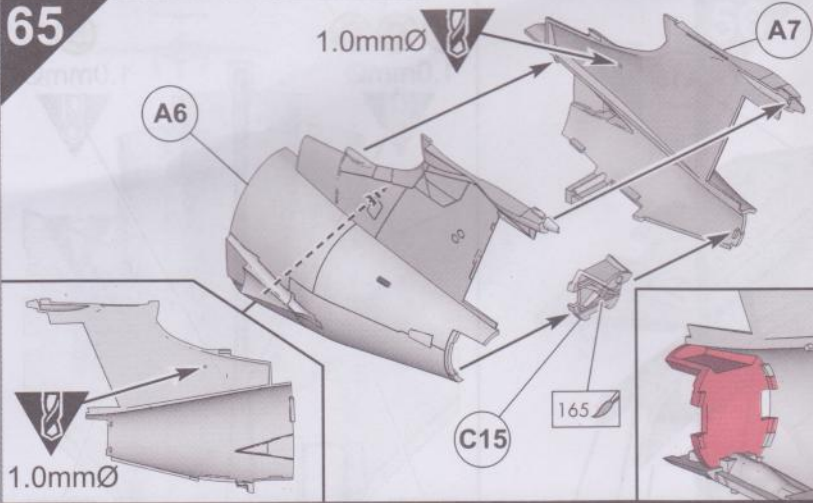




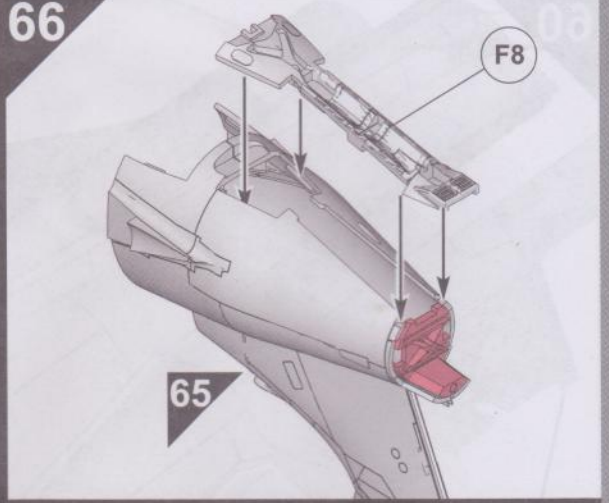




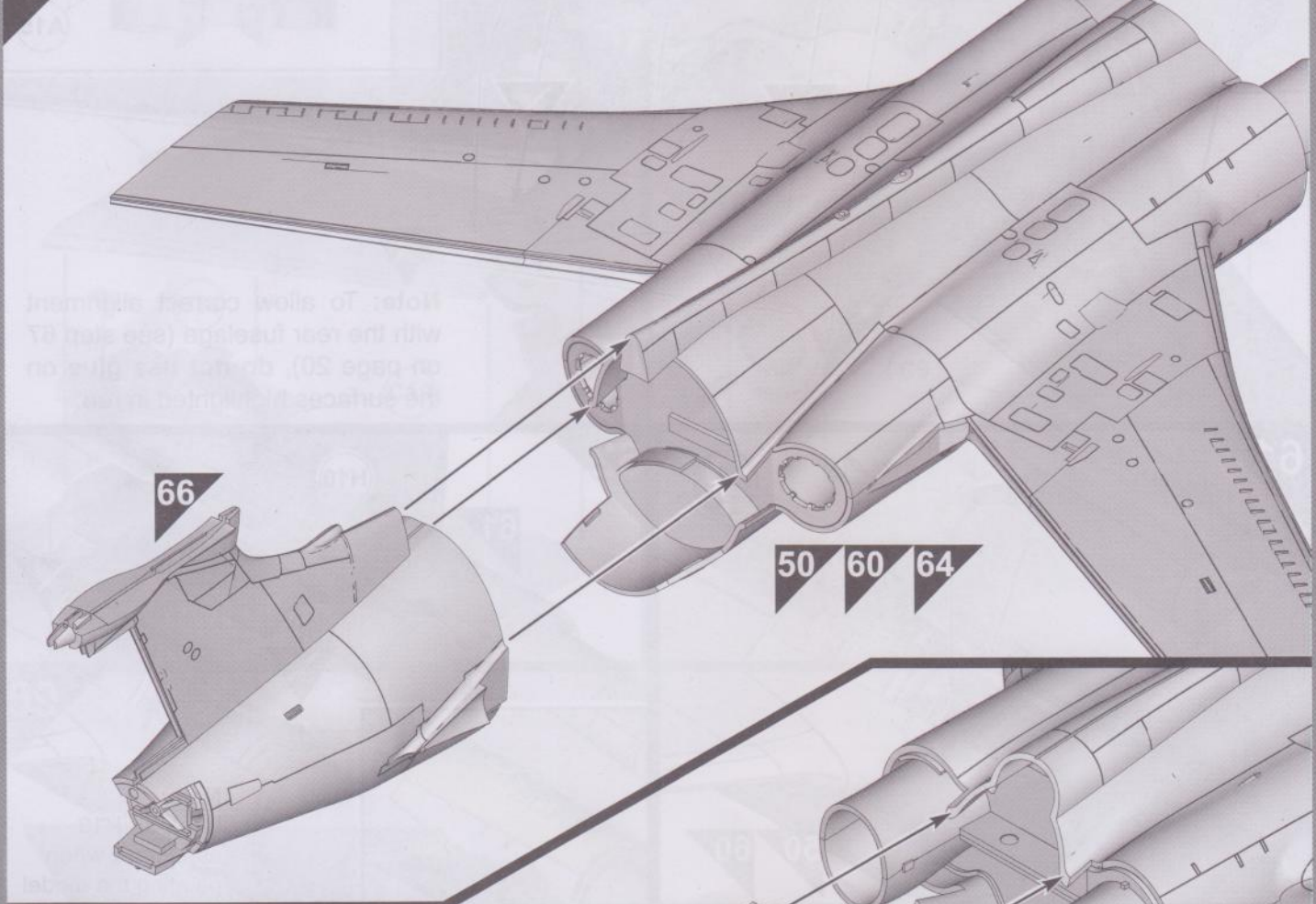
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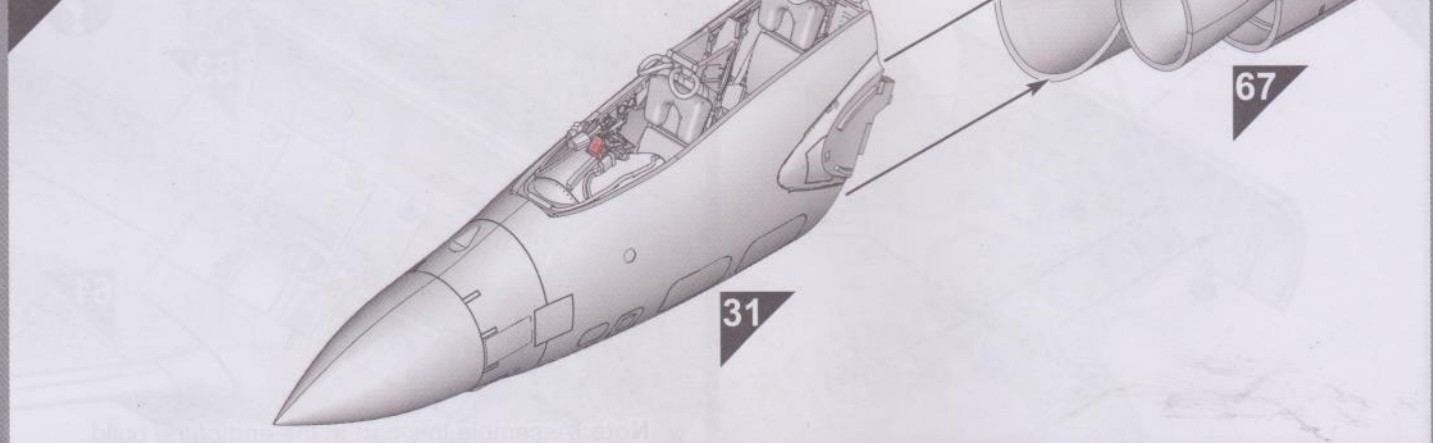
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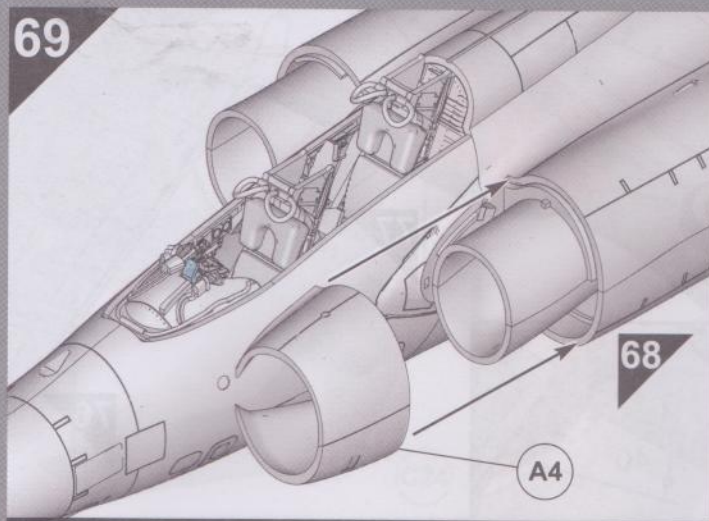
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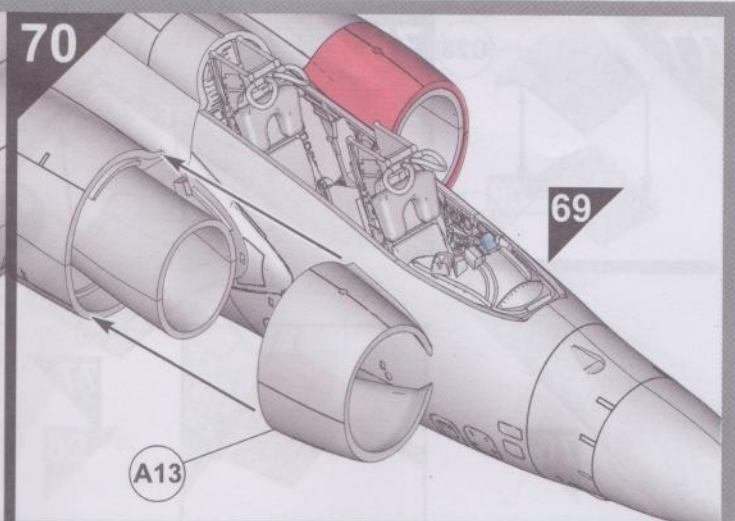
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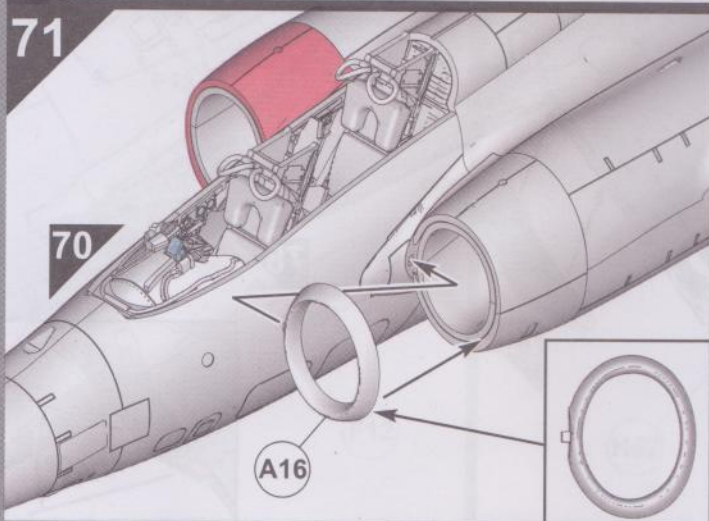
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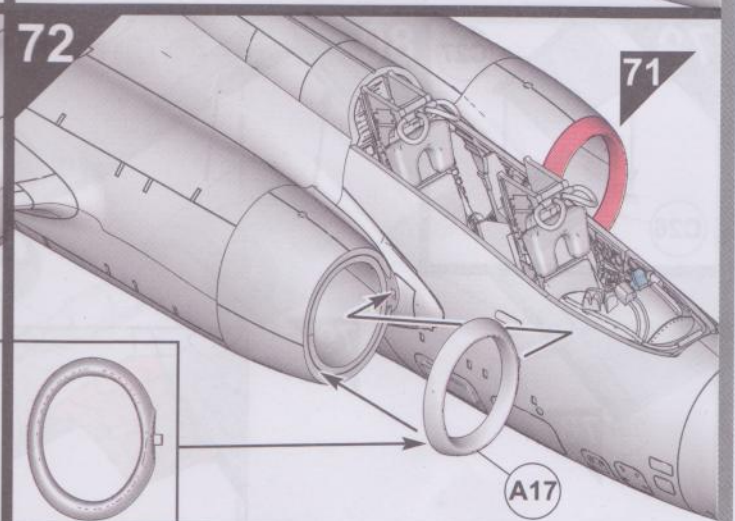
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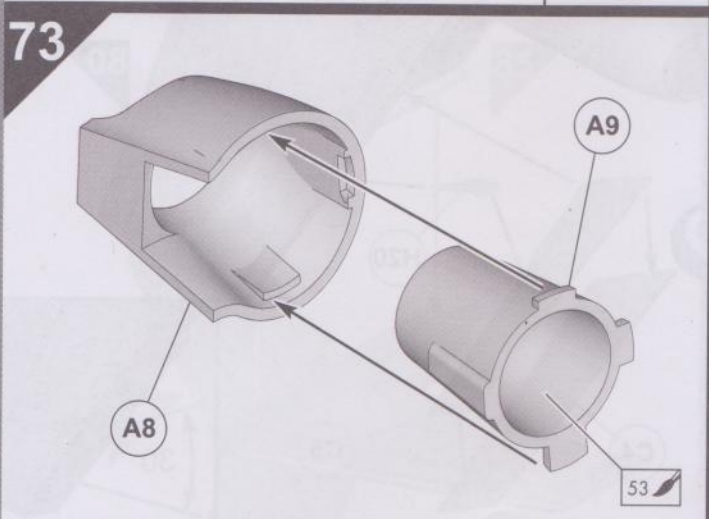
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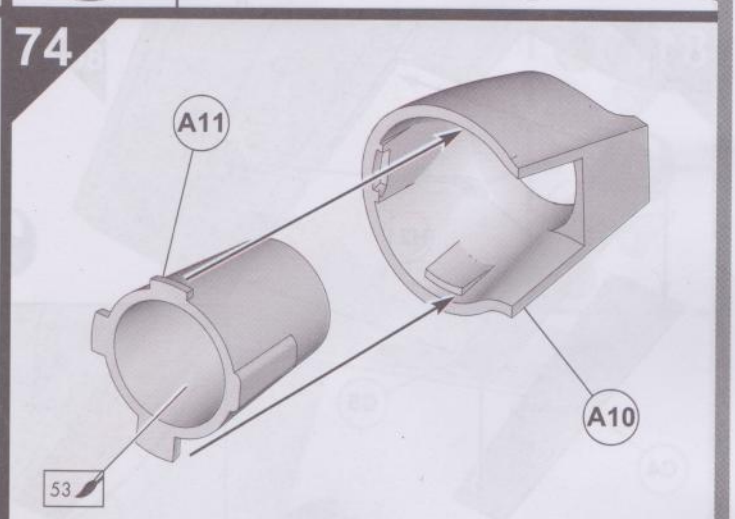
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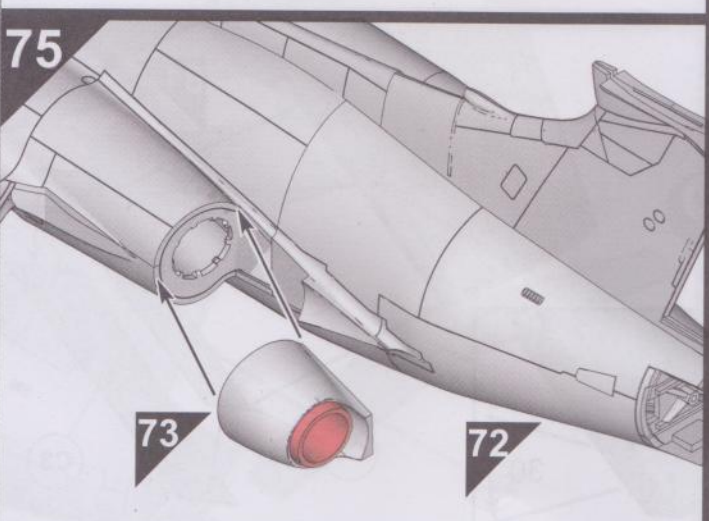
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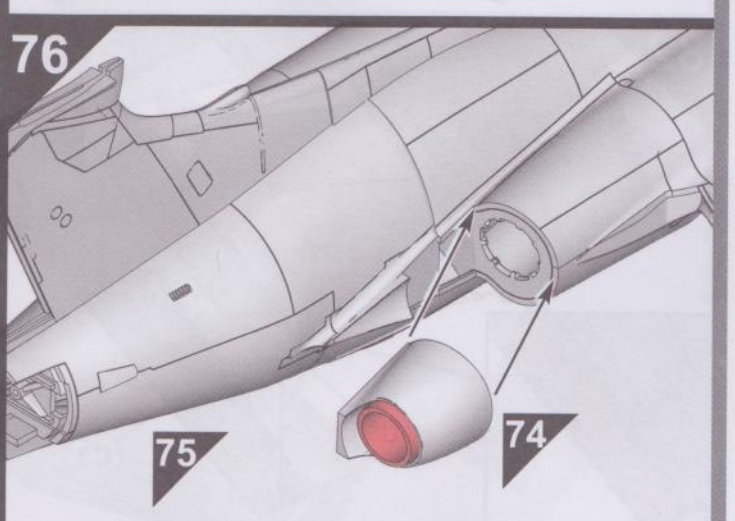
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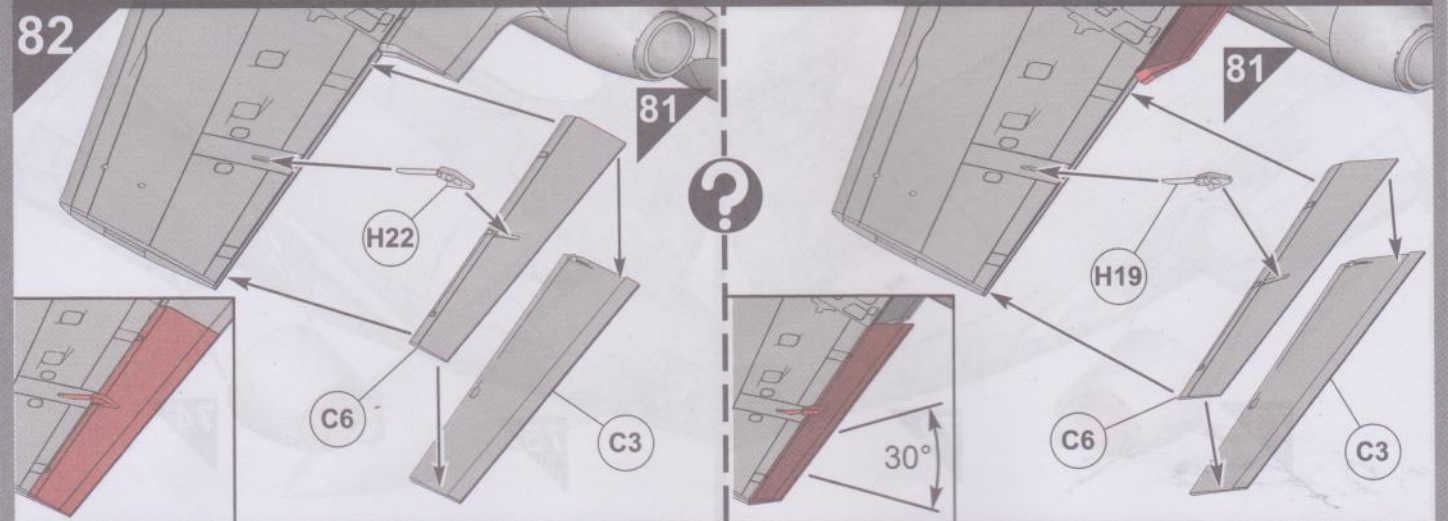
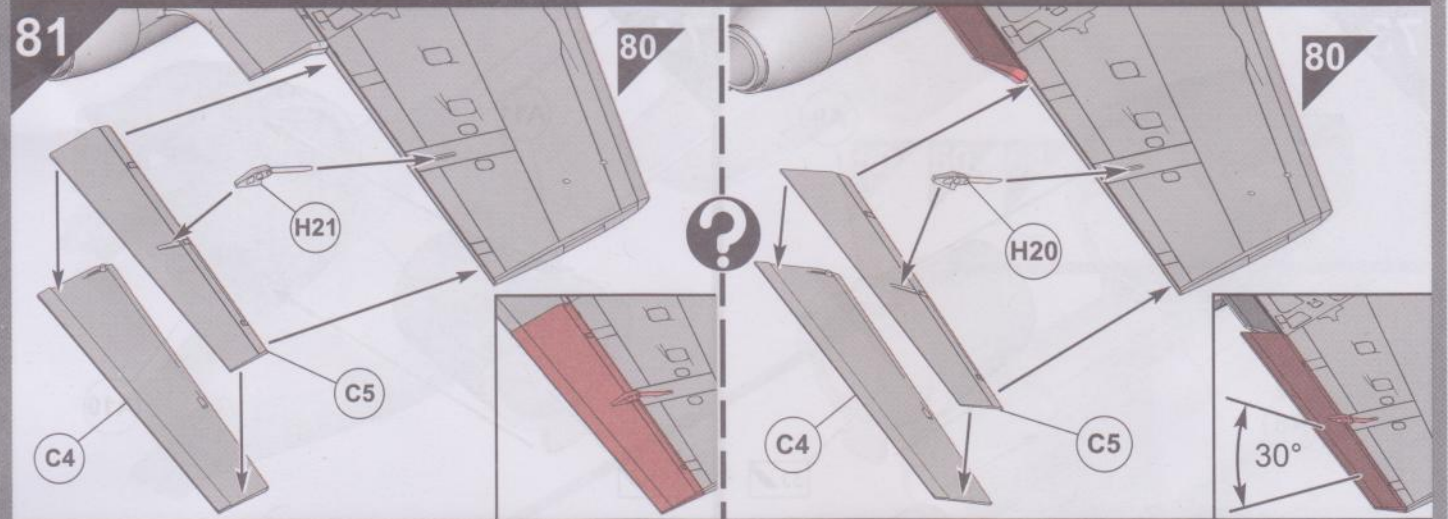
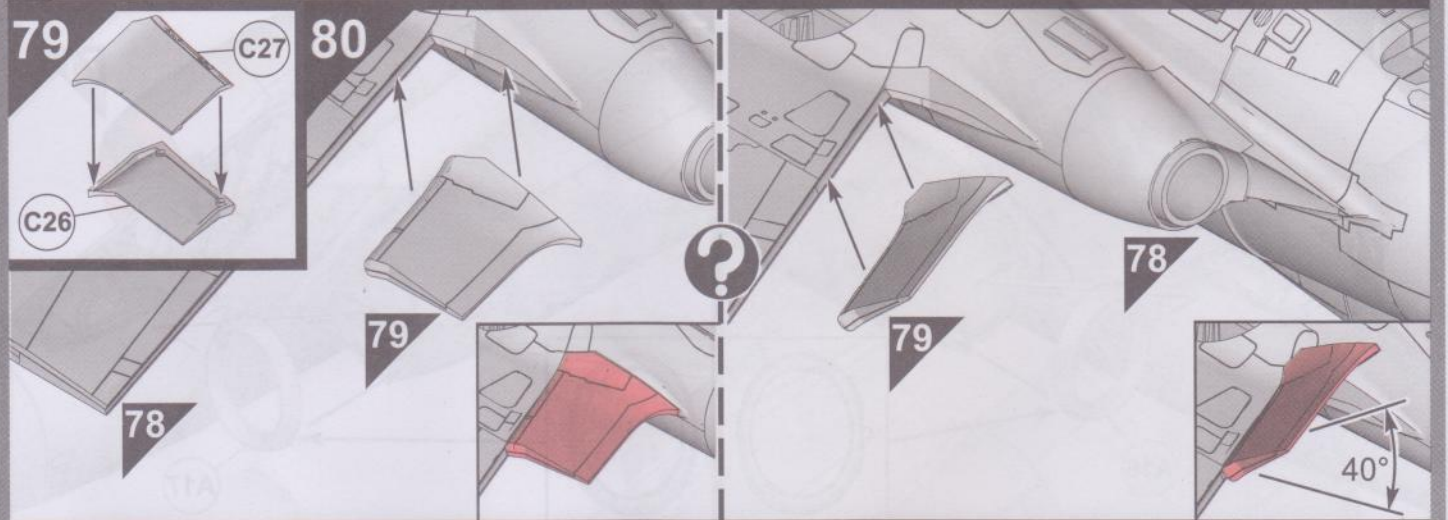
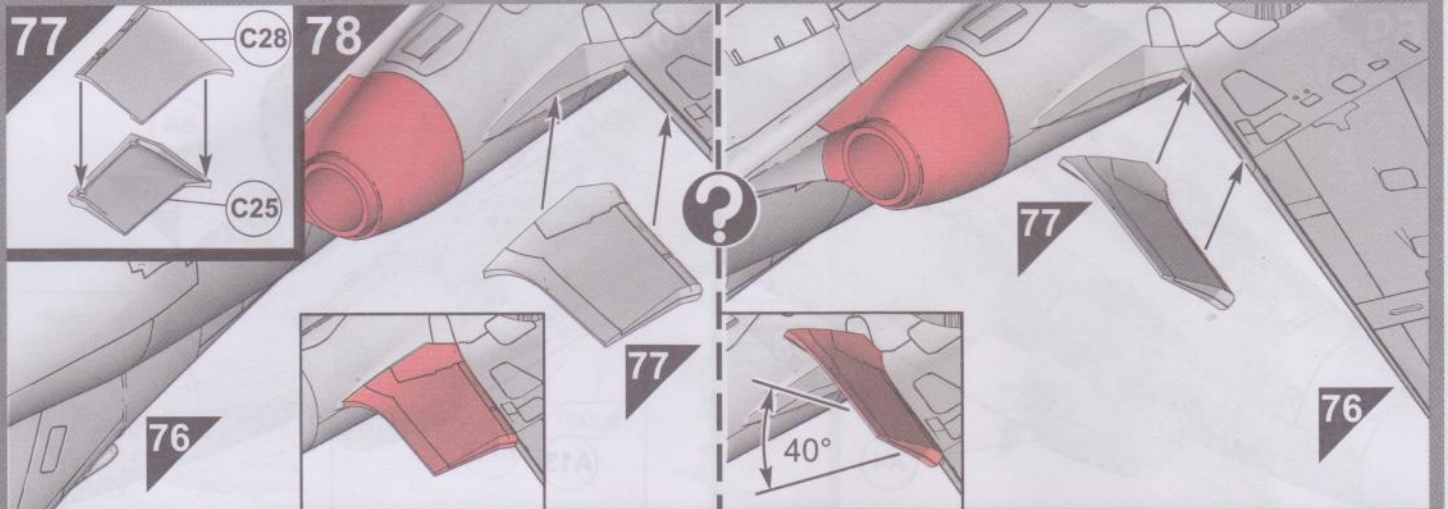


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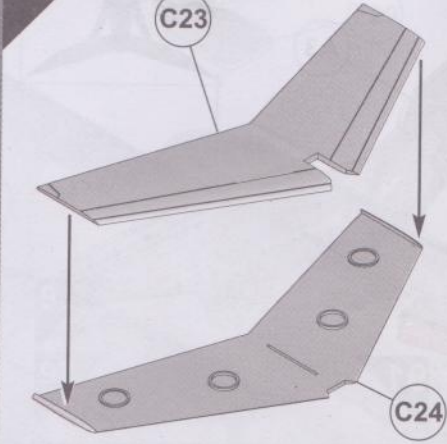


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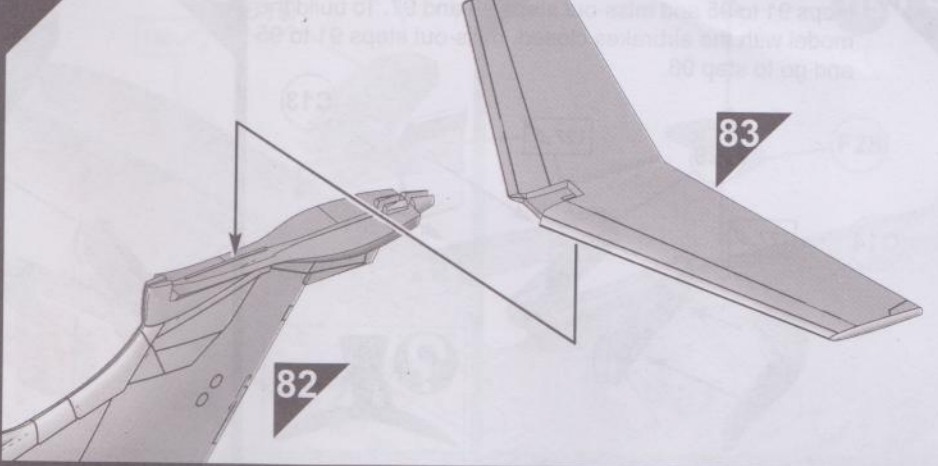




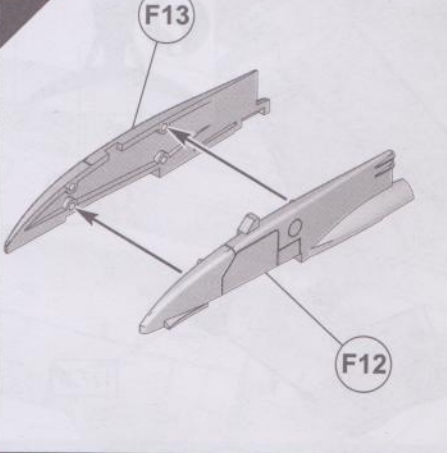
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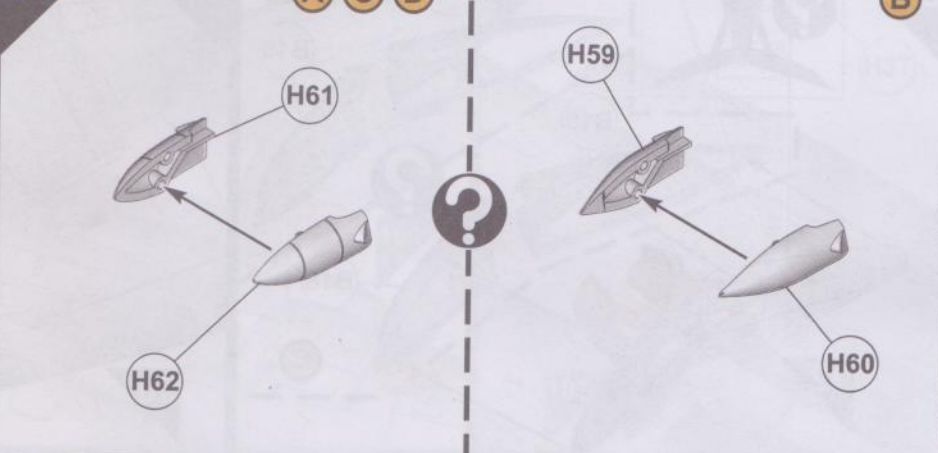
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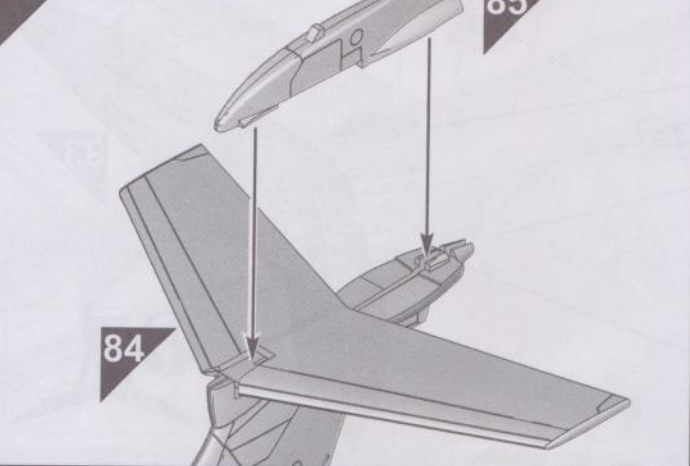
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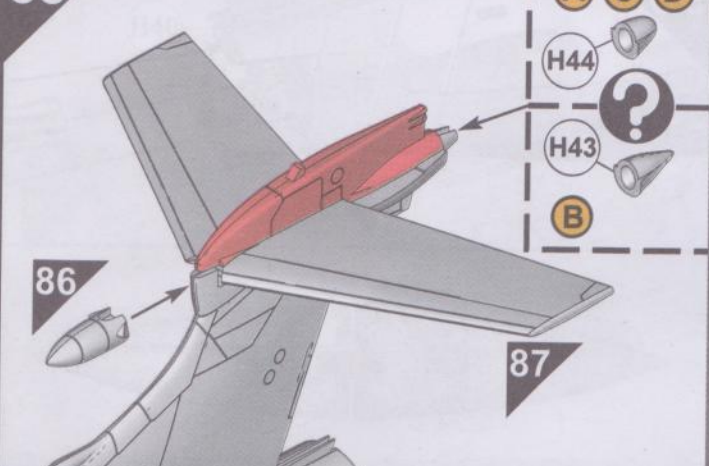
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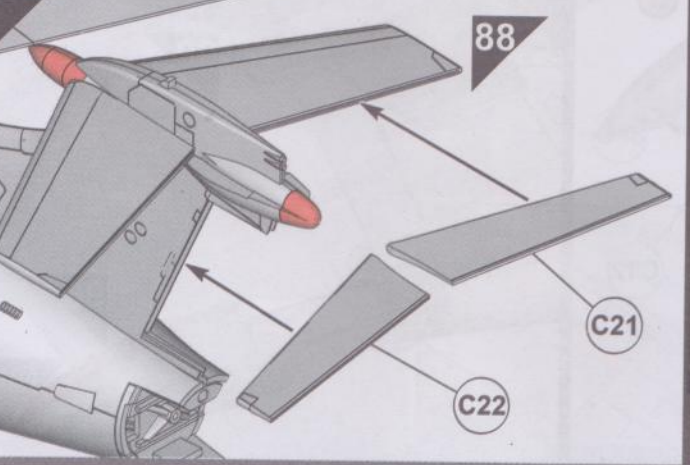
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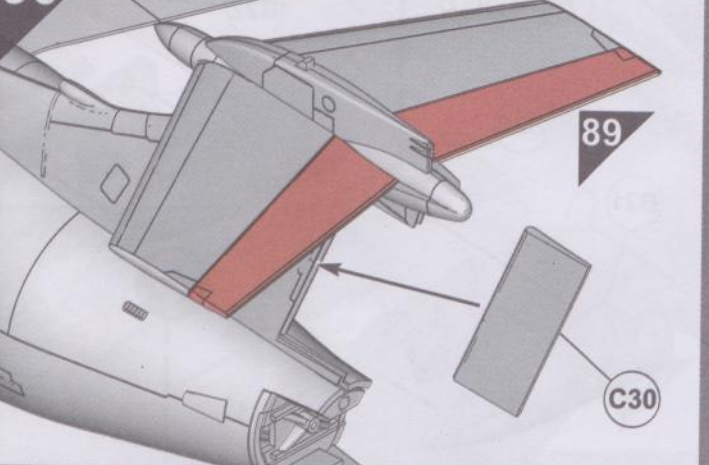
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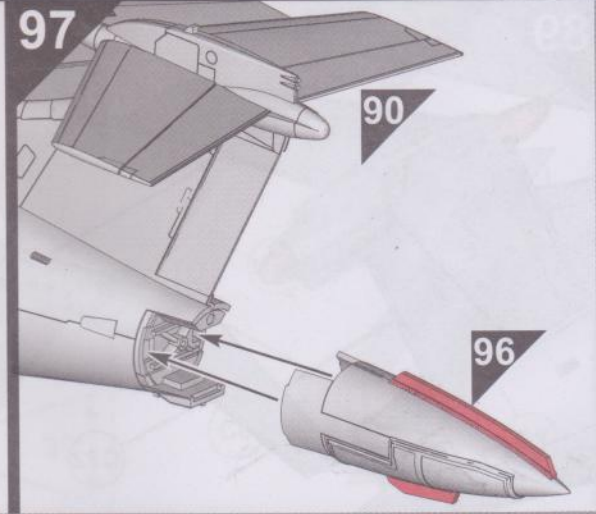
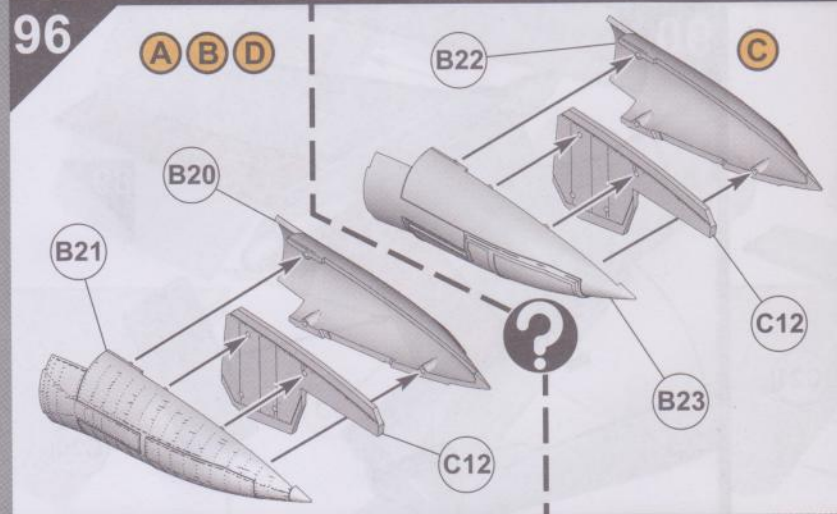
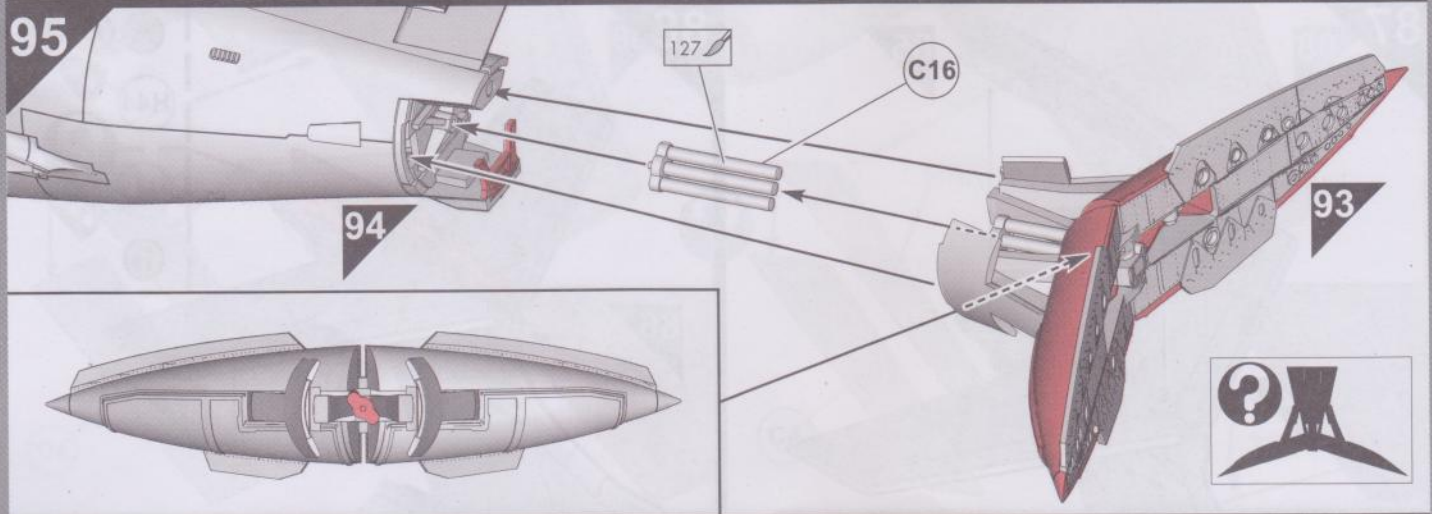
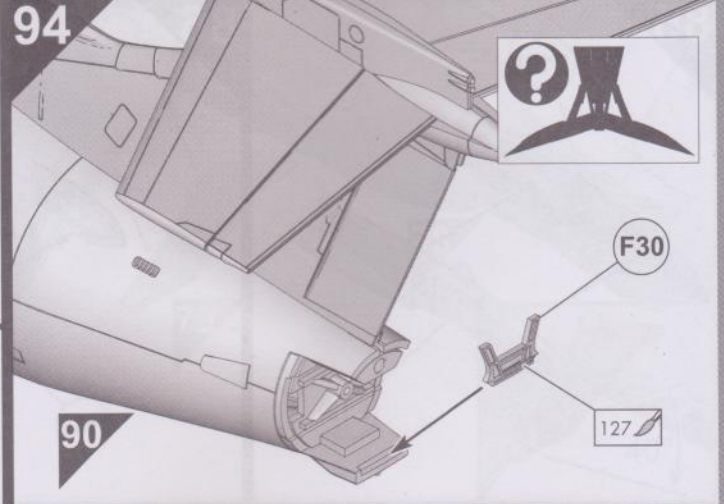
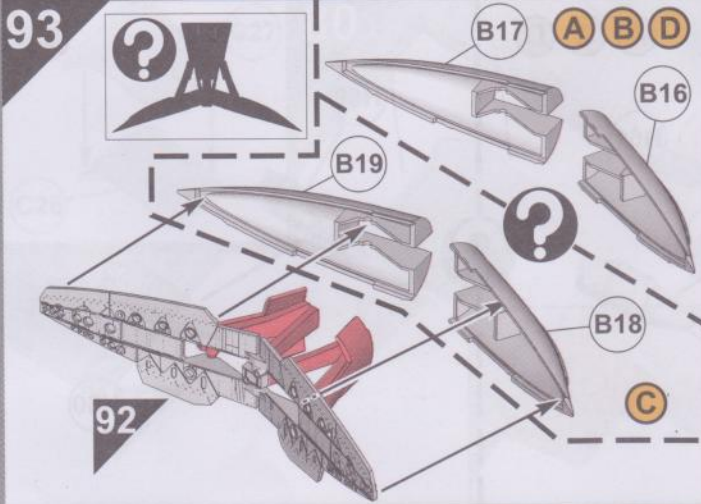
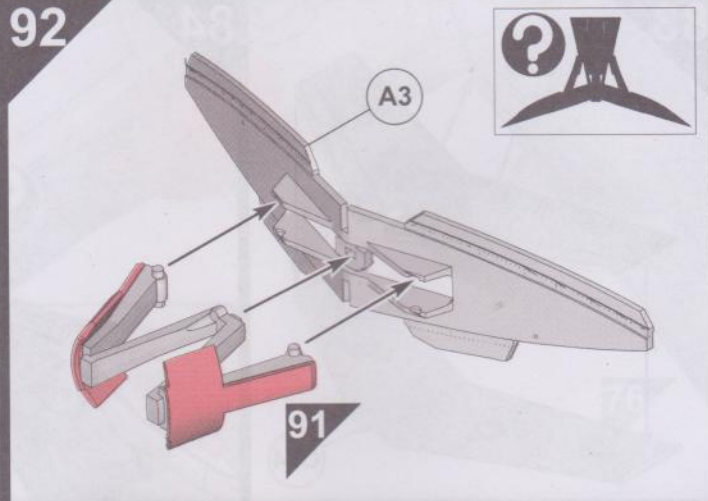
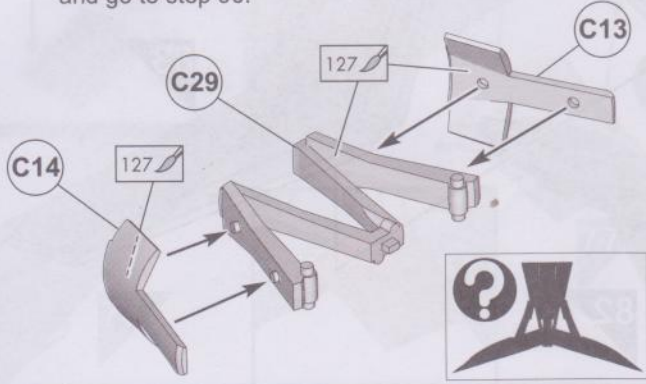
89



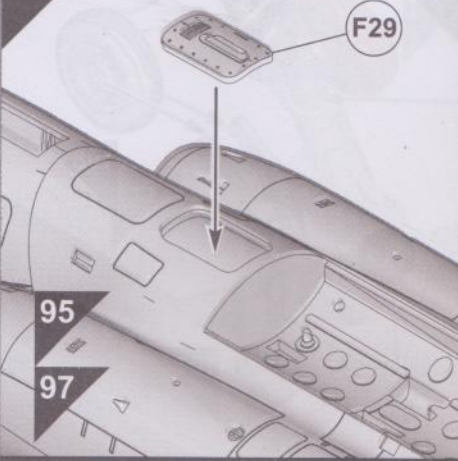
90



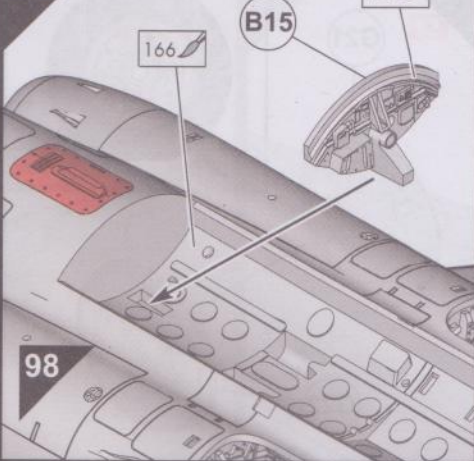
91 **Note:** To build the model with the airbrakes open, follow steps 91 to 95 and miss-out steps 96 and 97. To build the model with the airbrakes closed, miss-out steps 91 to 95 and go to step 96.



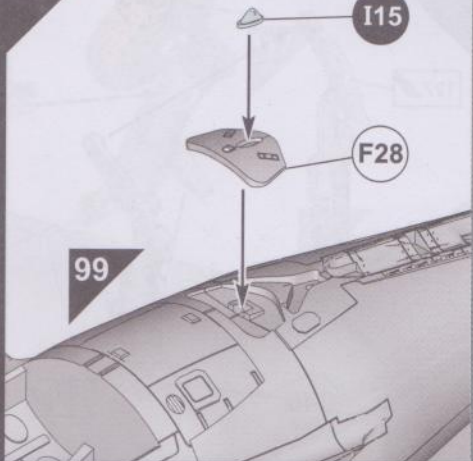
98



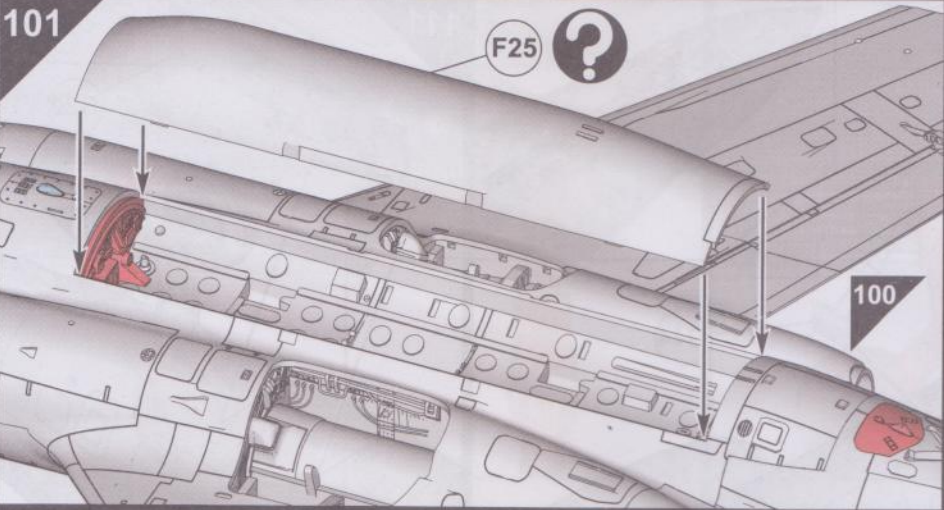
99



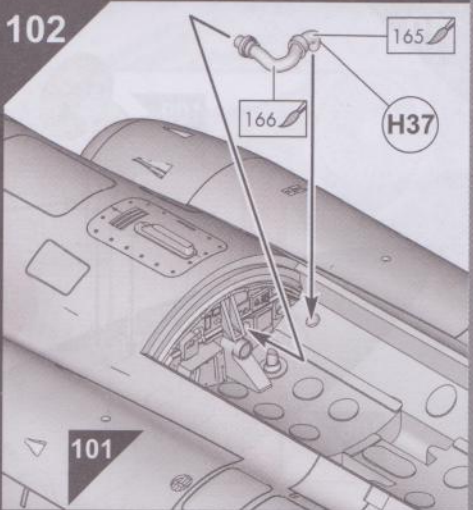
100



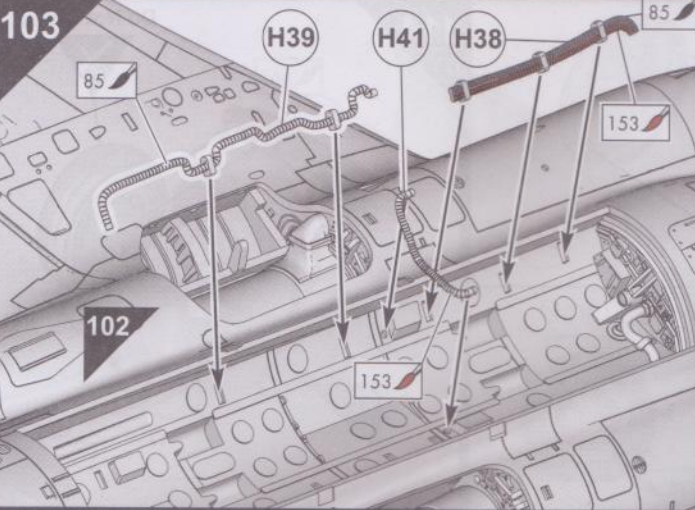
101



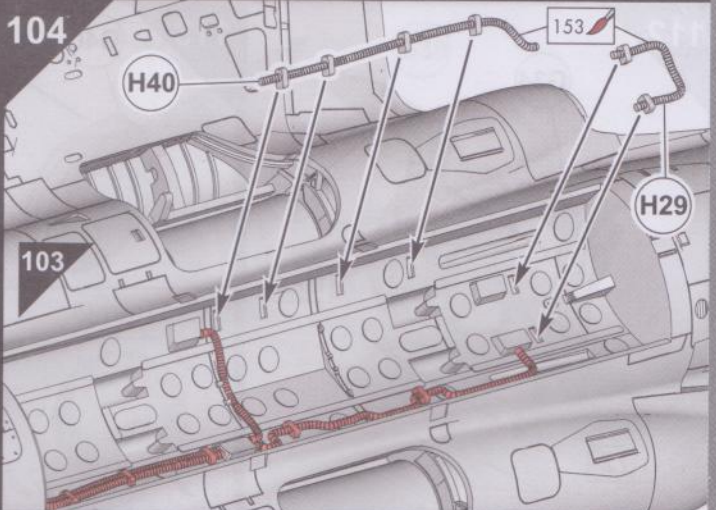
102



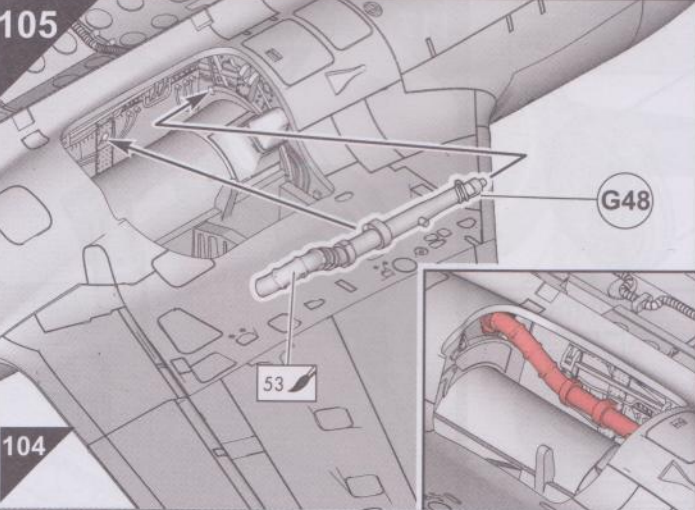
103



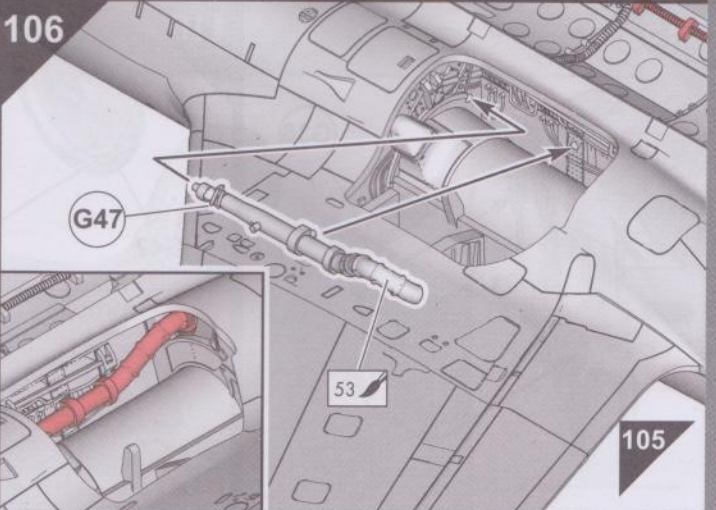
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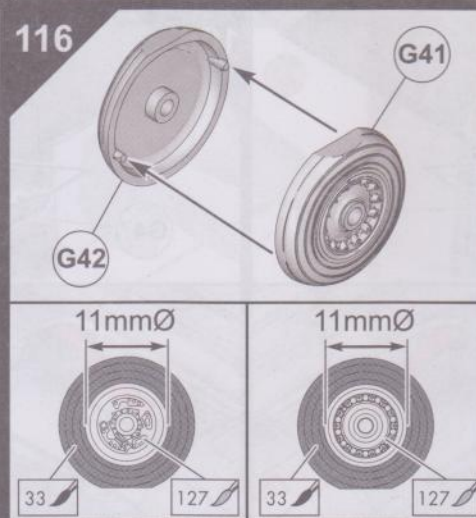
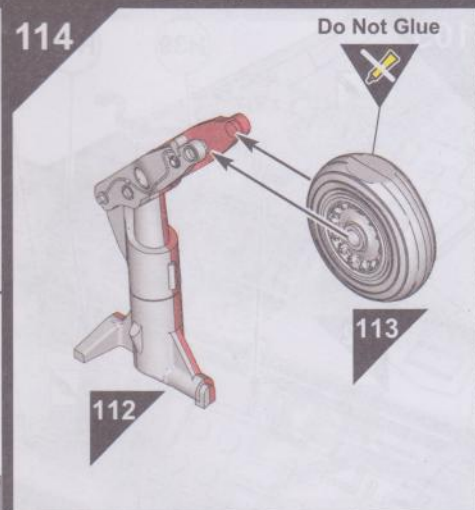
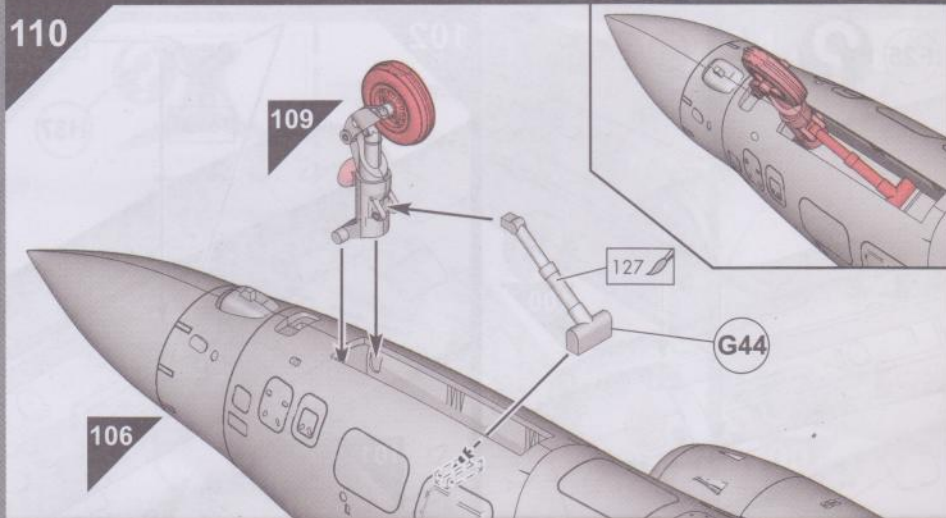
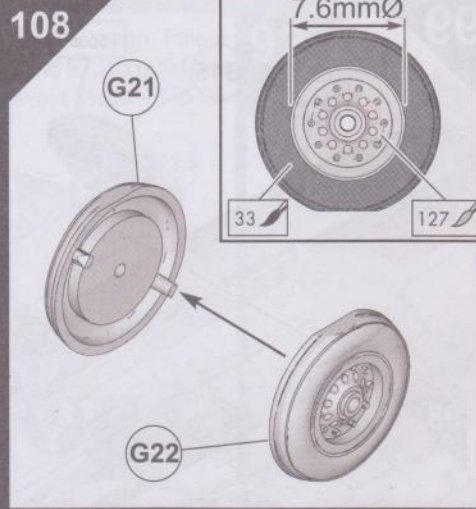
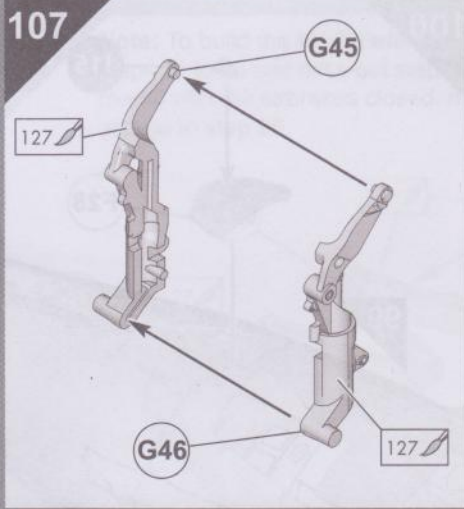


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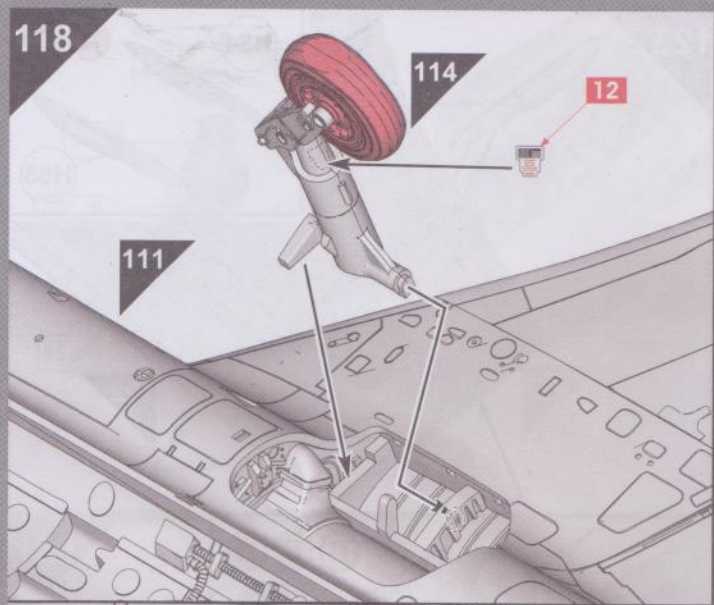


106

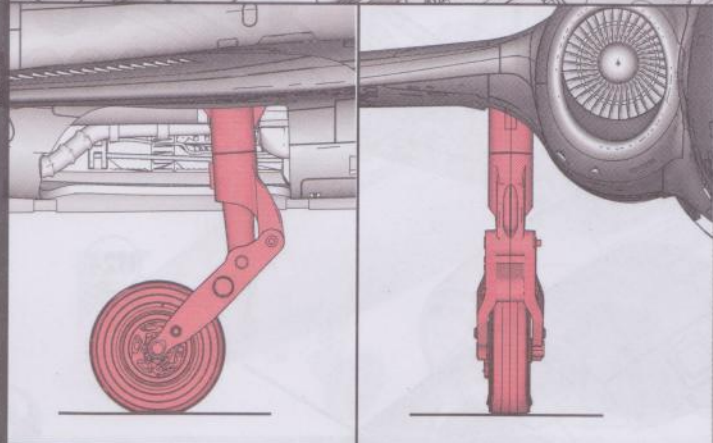
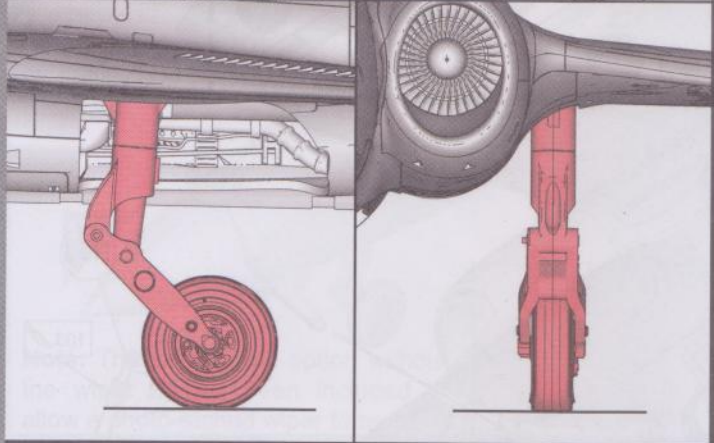
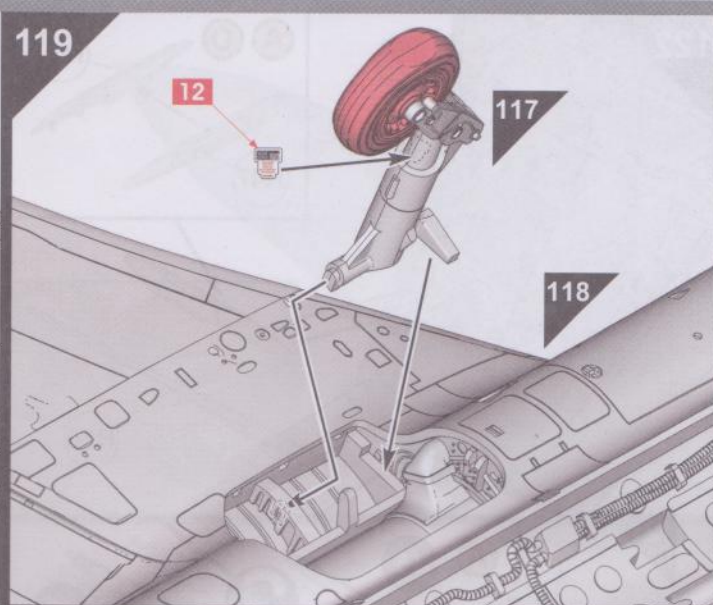




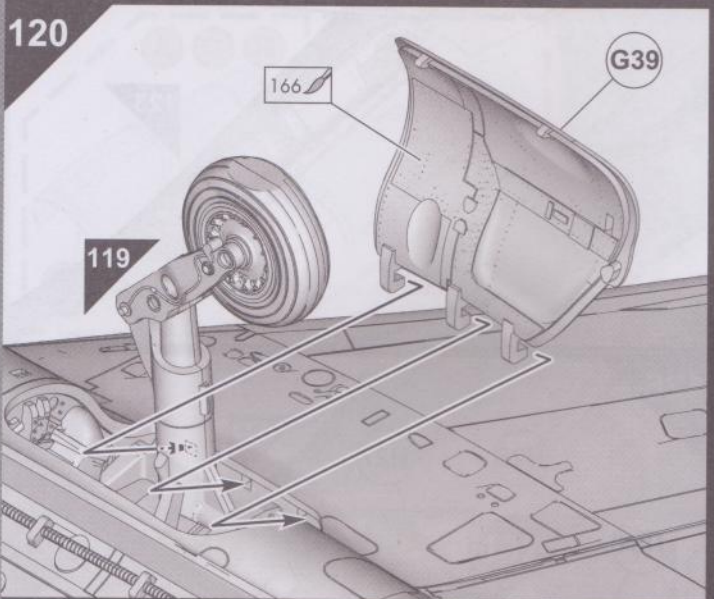
118



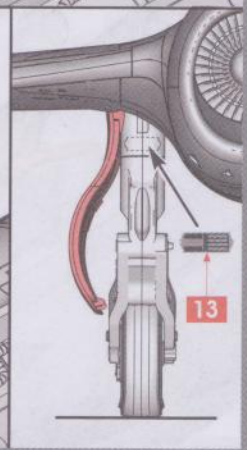
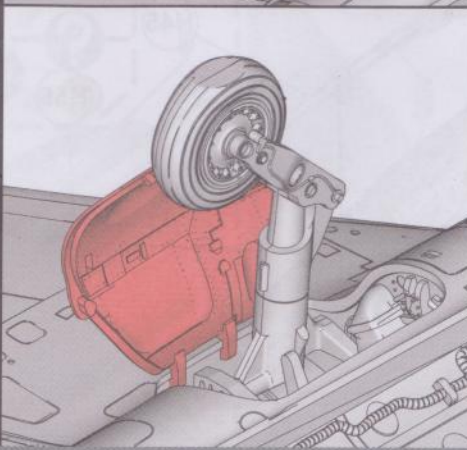
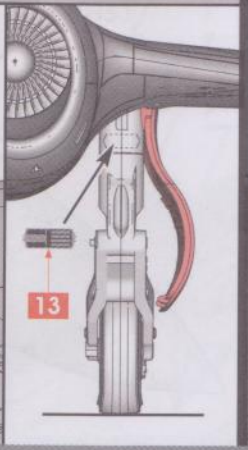
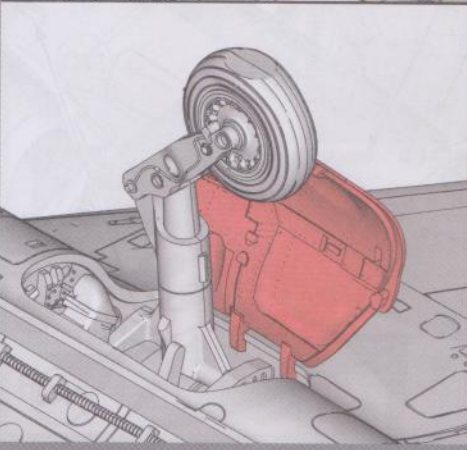
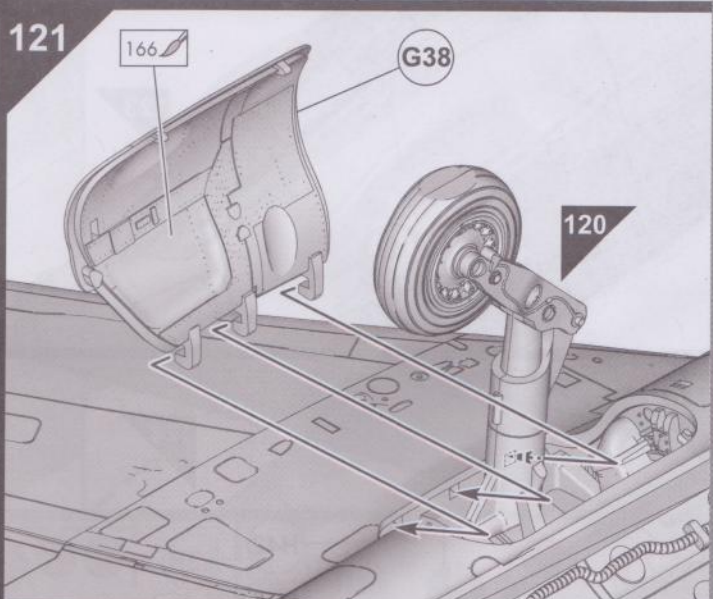
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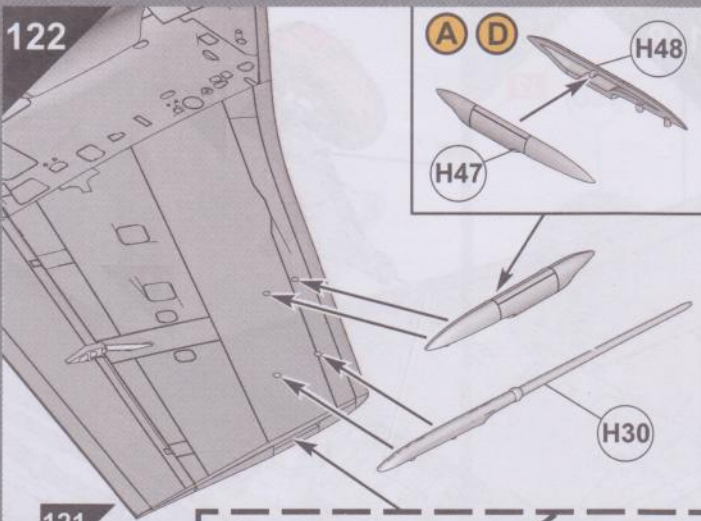
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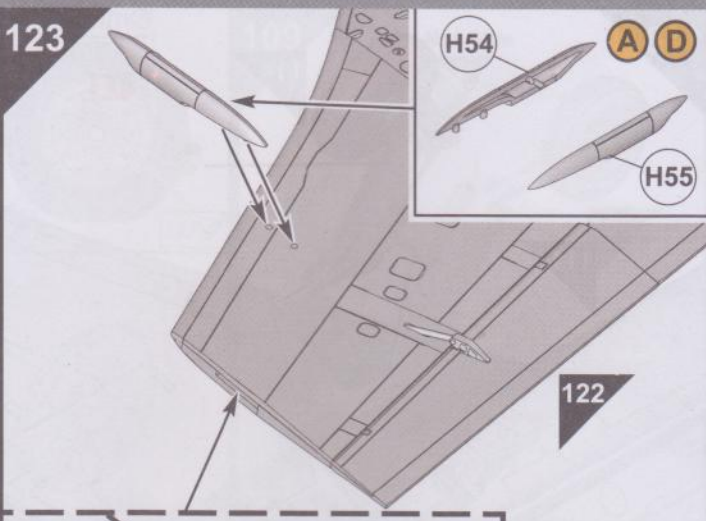
121



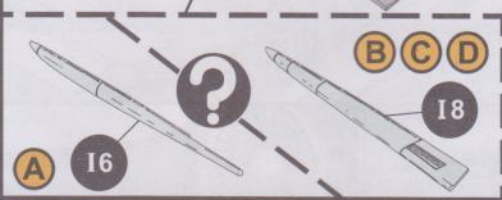
122



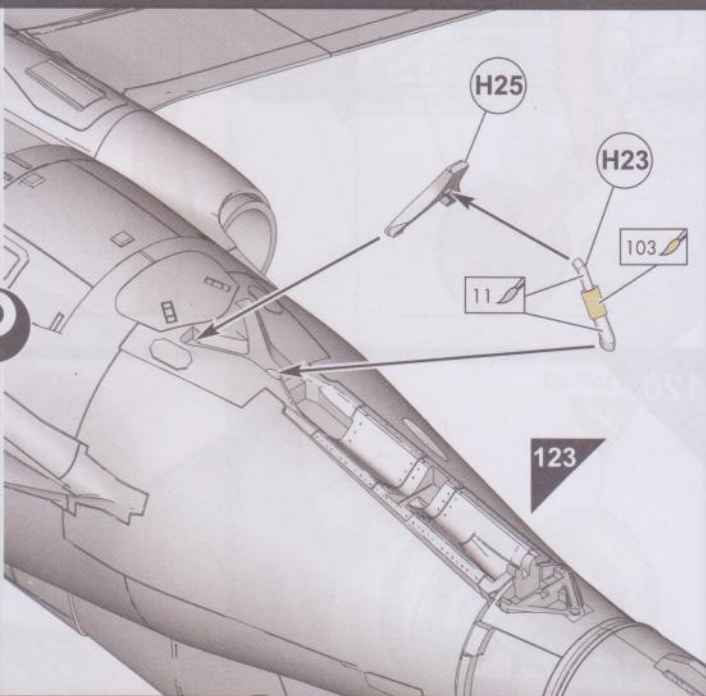
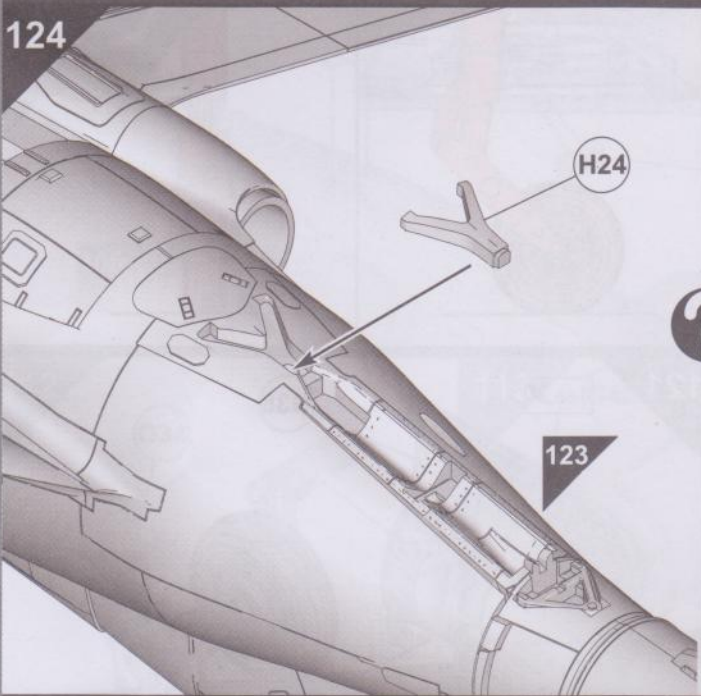
123



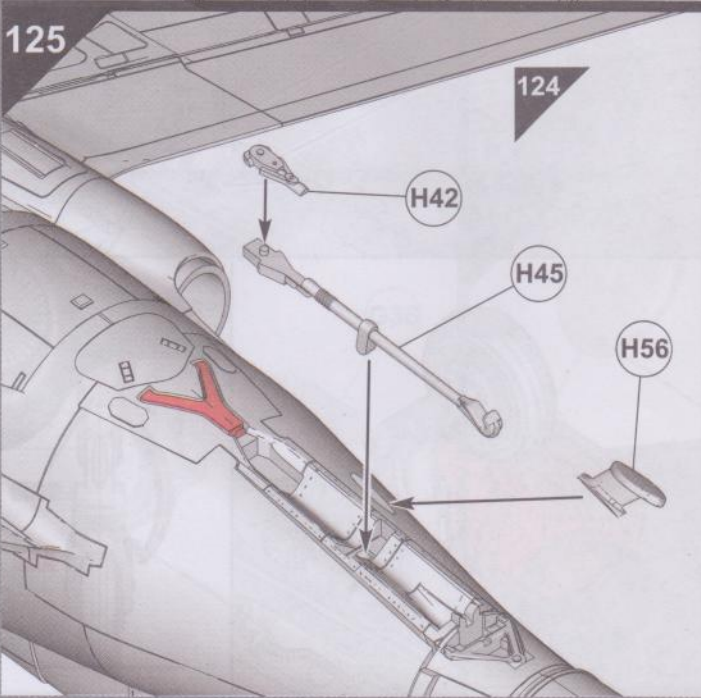
121



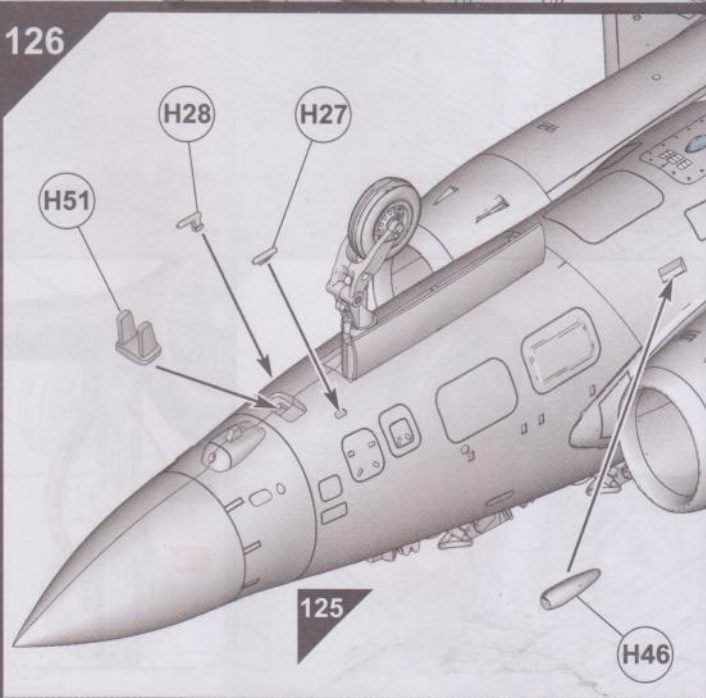
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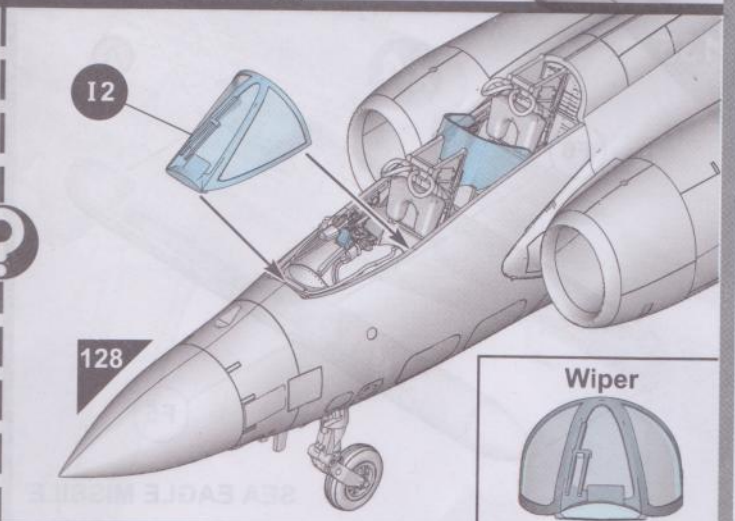
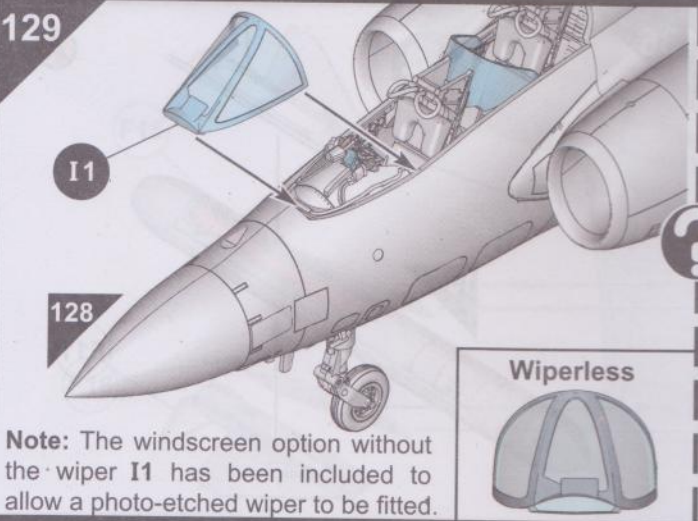
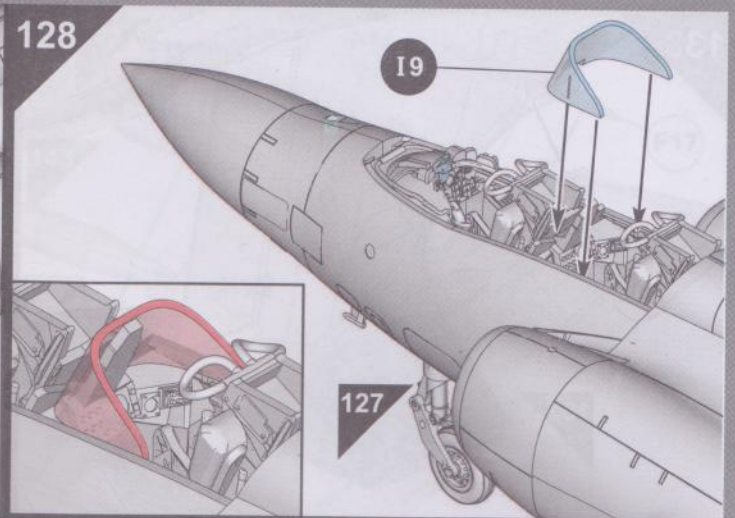
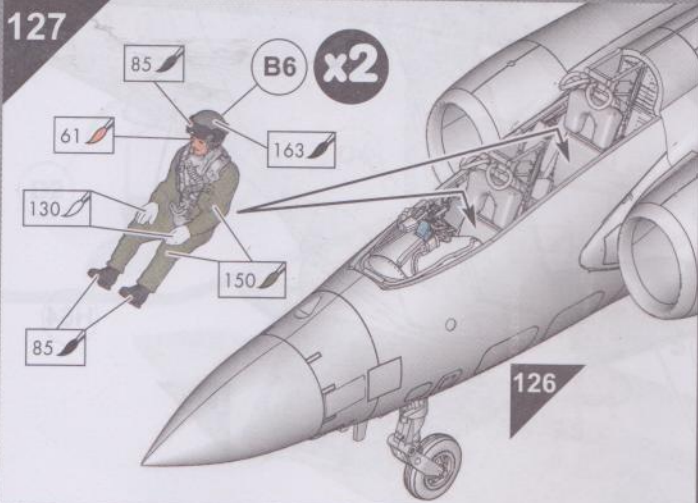


125

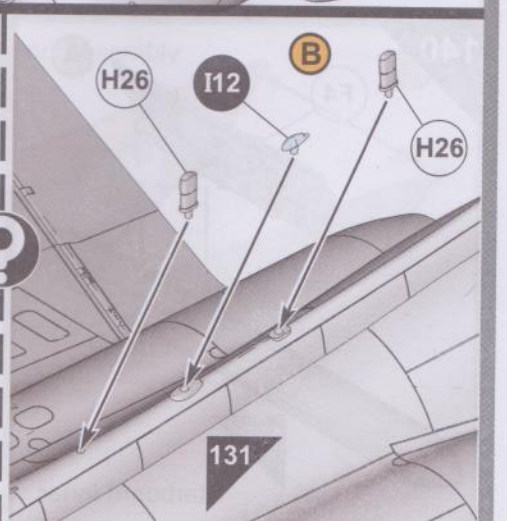
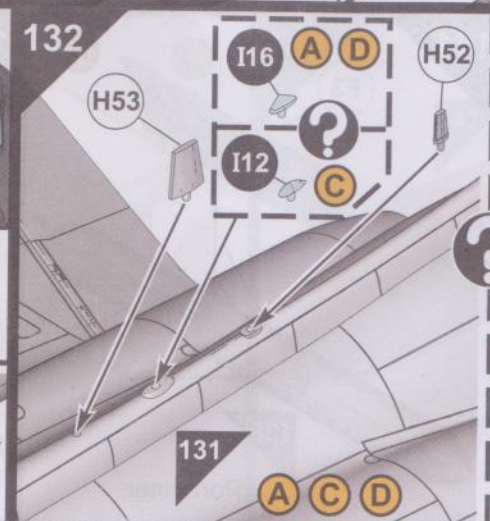
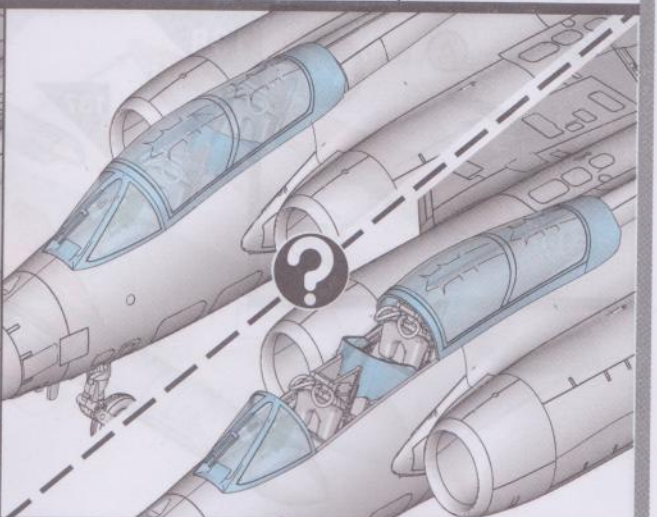
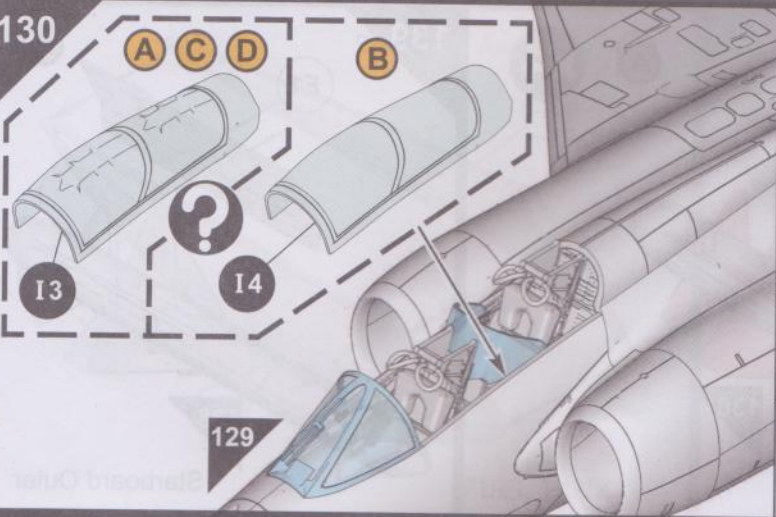


126





Note: The windscreen option without the wiper I1 has been included to allow a photo-etched wiper to be fitted.



133

H63

132

134

H64

133

135

x4

A

F6

F5

SEA EAGLE MISSILE

136

x4

A

F7

135

F11

137

A

x4

F10

F9

138

A

x4

137

136

139

A

F1

138

Starboard Outer

140

A

F4

138

Starboard Inner

141

A

F3

138

Port Inner

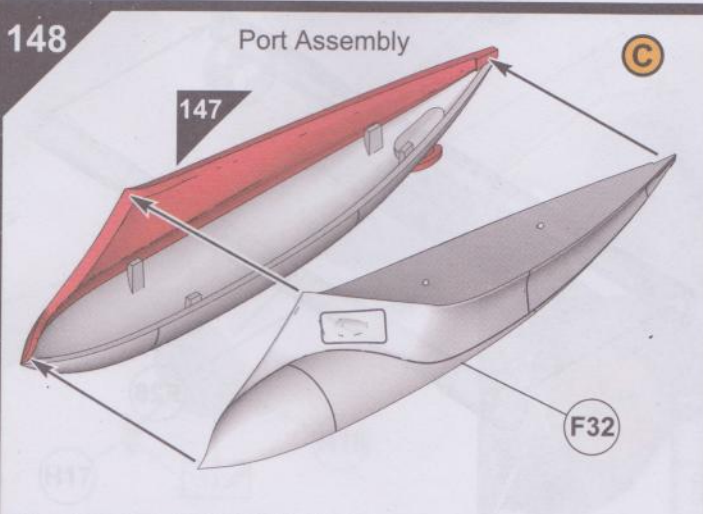
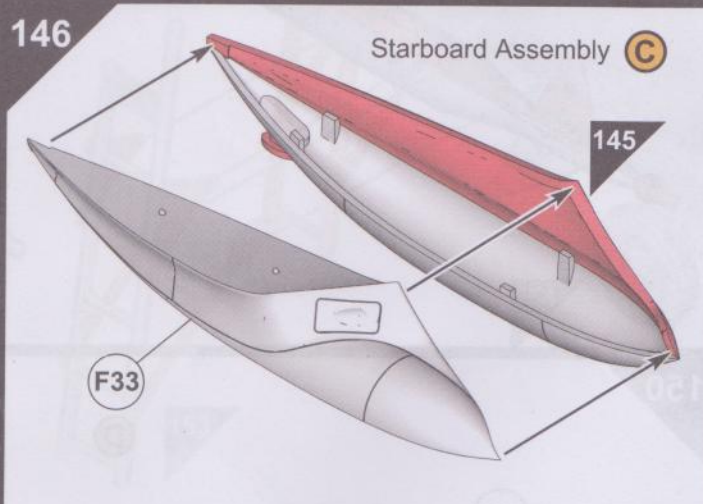
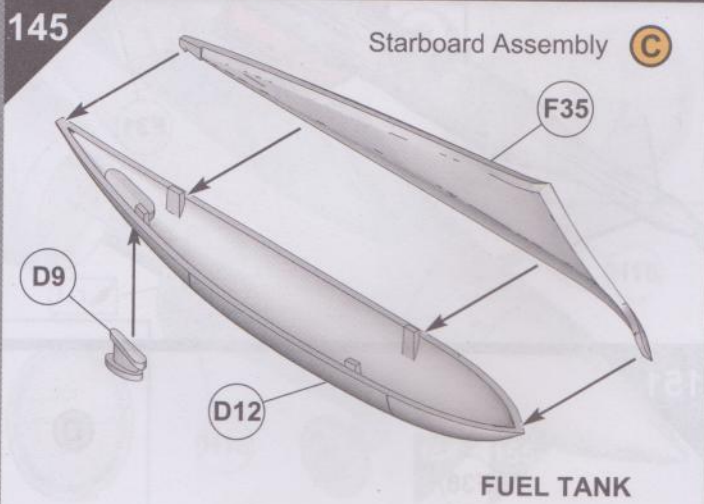
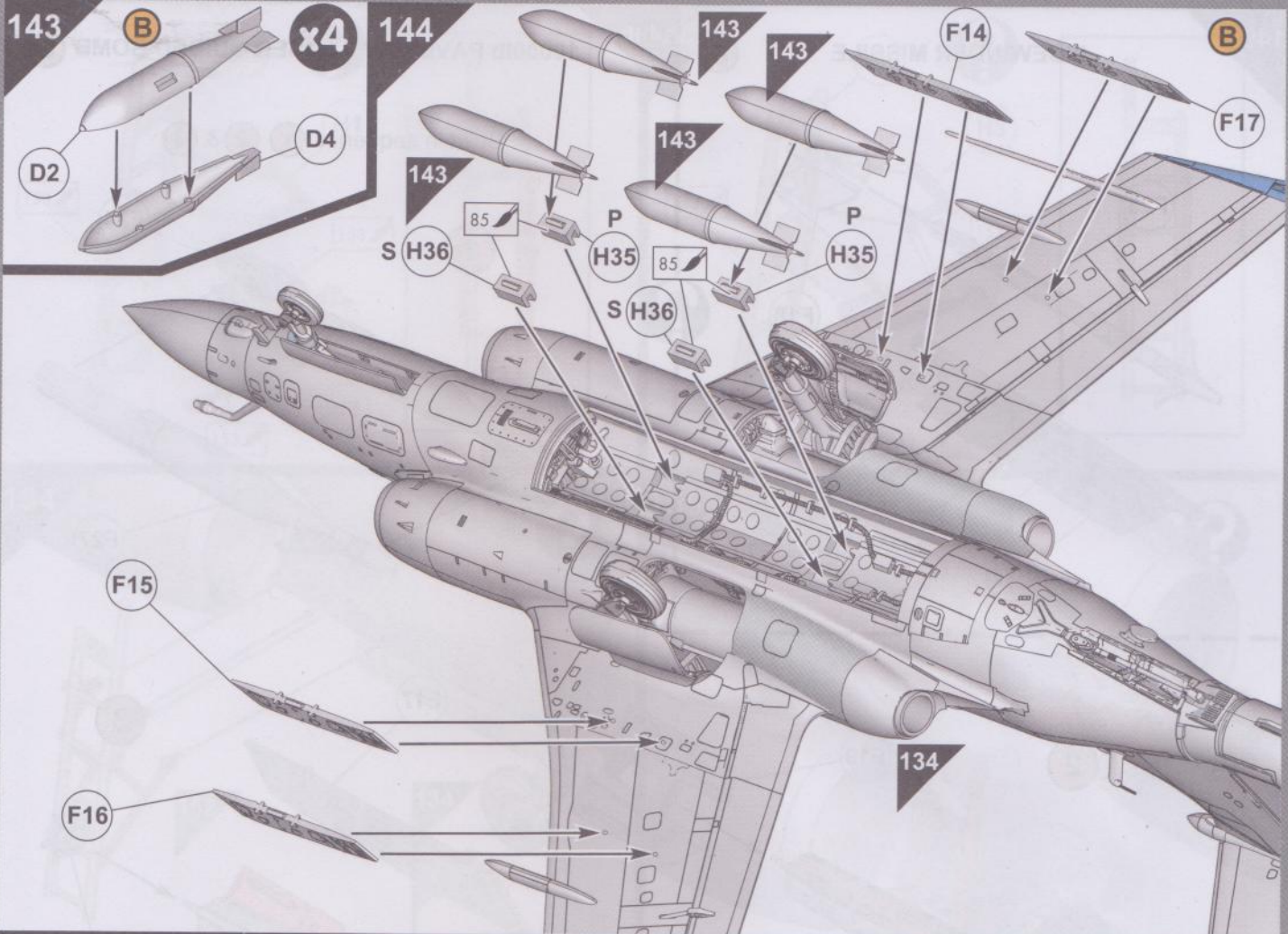
142

A

F2

138

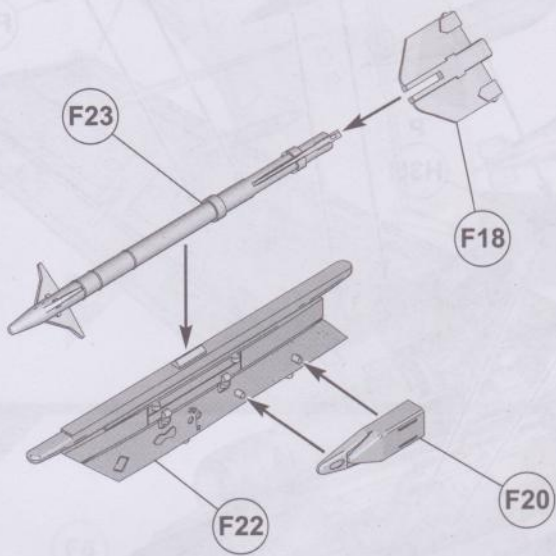
Port Outer



149a

SIDEWINDER MISSILE

D



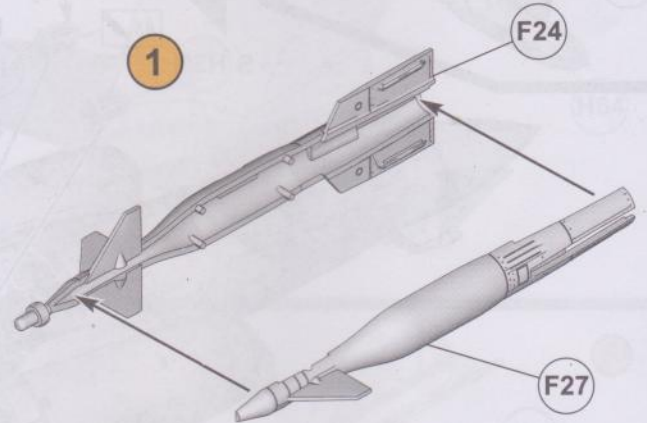
149b

10000lb PAVEWAY II LASER GUIDED BOMB

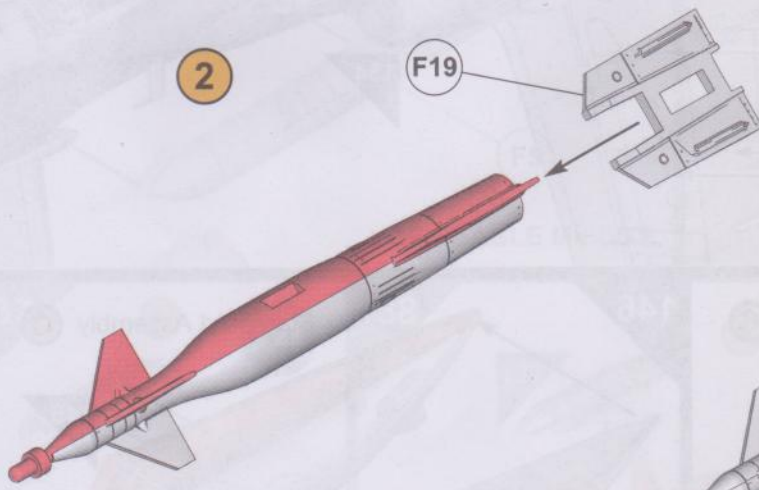
D

Build in sequence 1 2 & 3

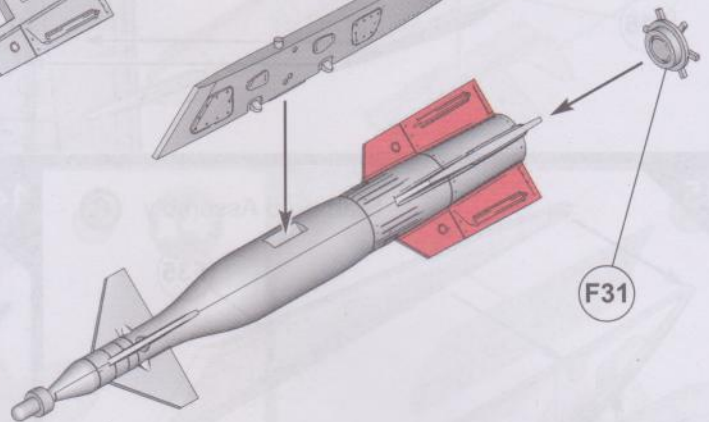
1



2

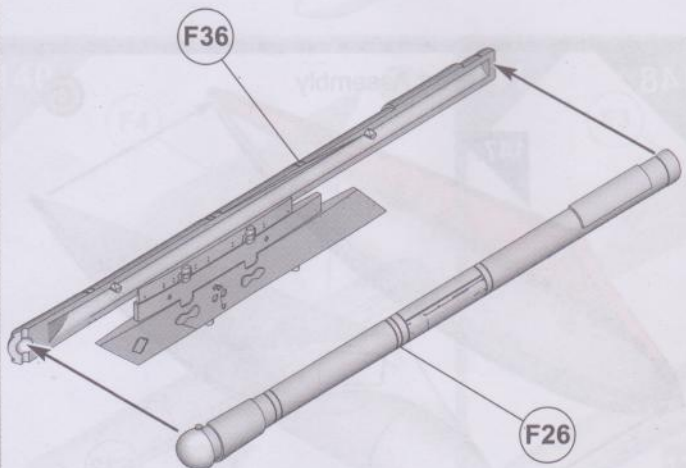


3



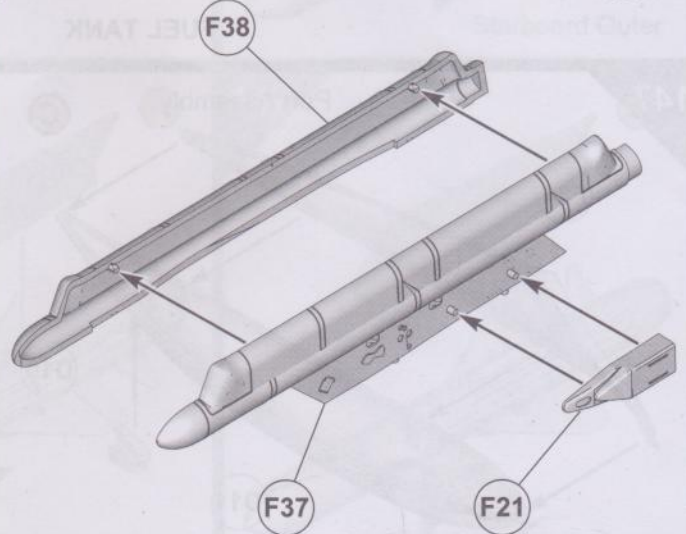
150

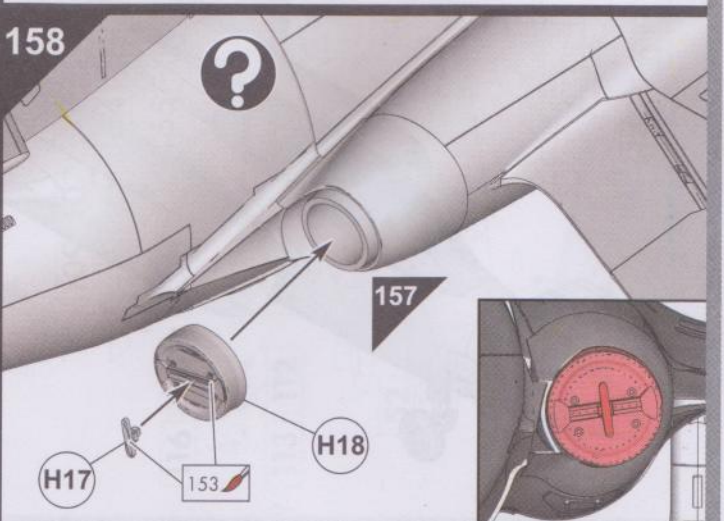
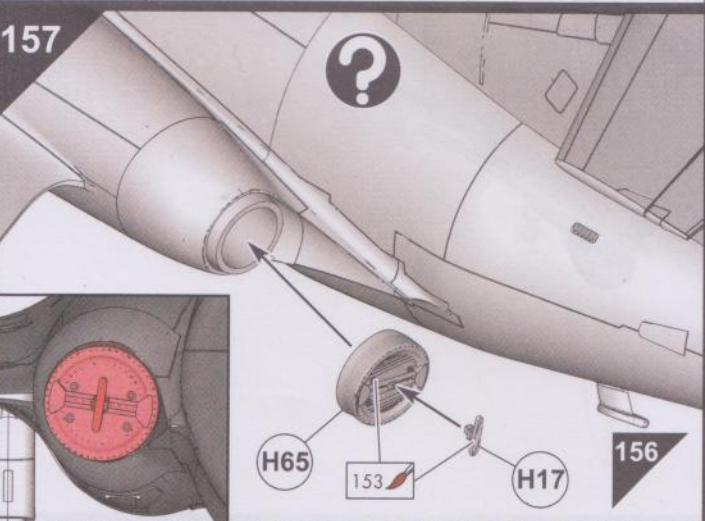
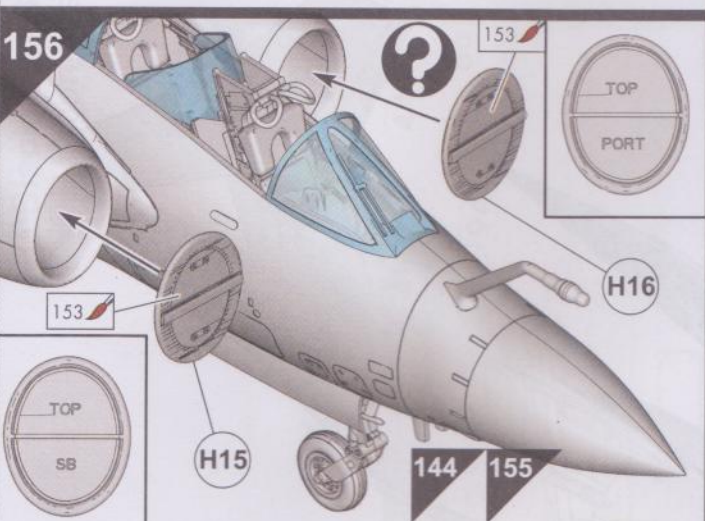
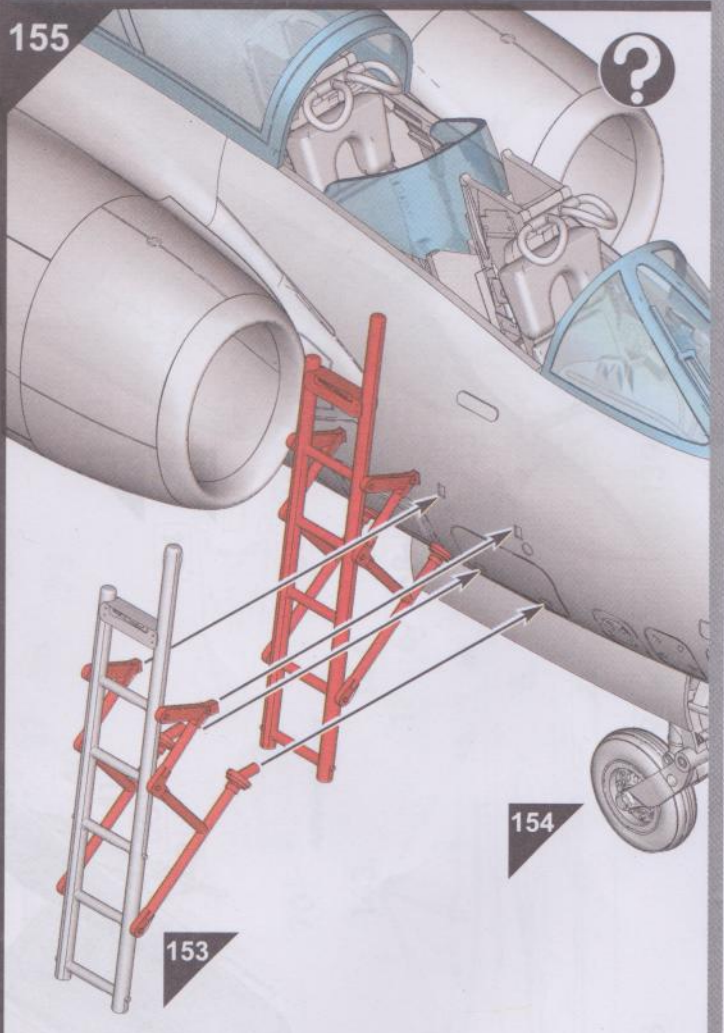
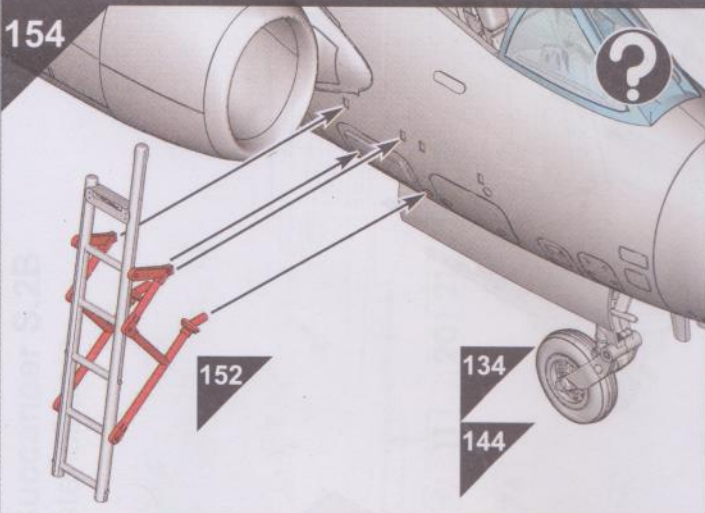
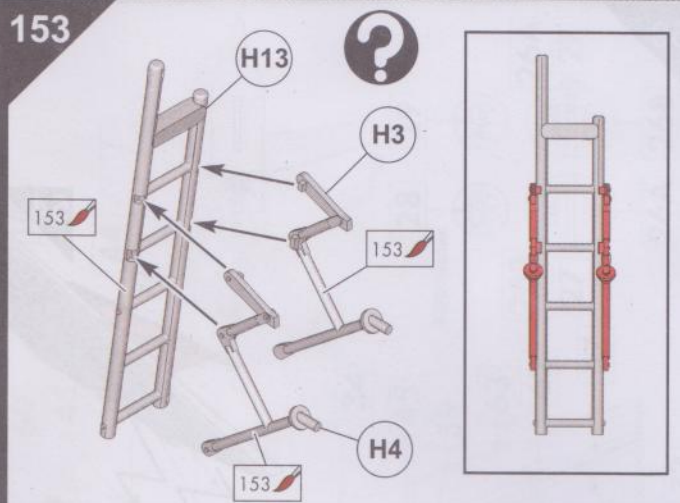
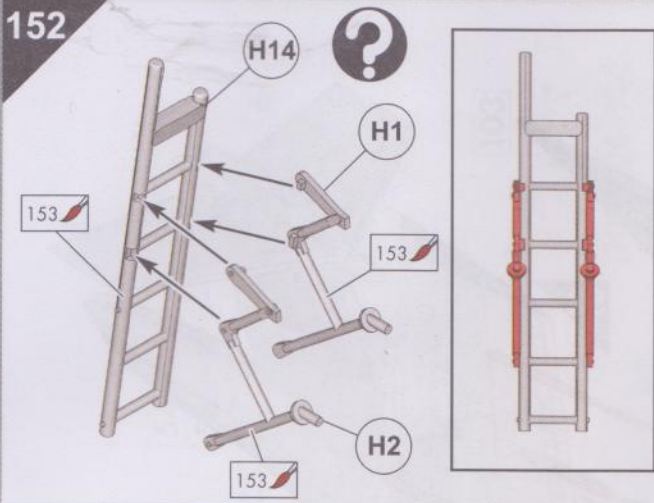
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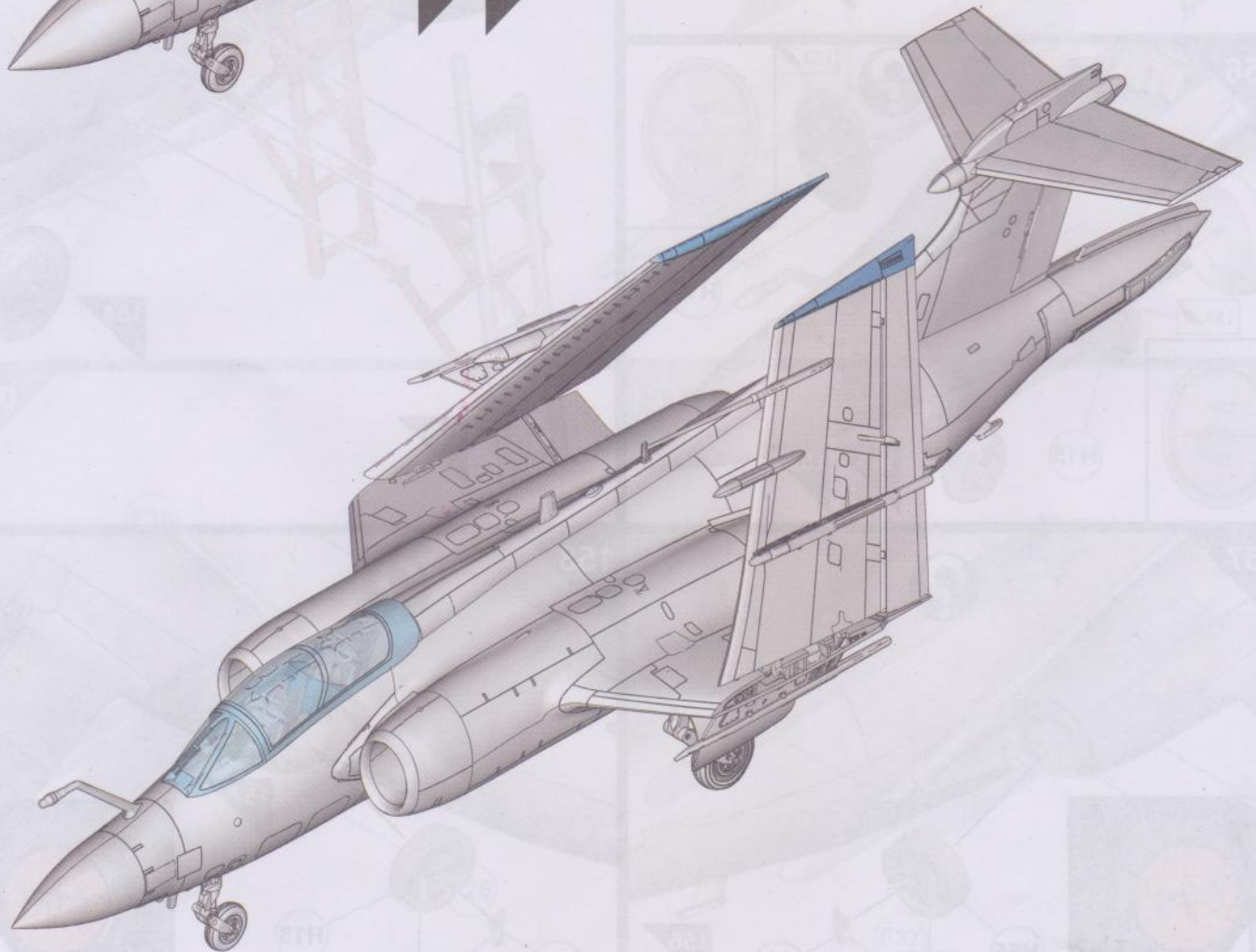
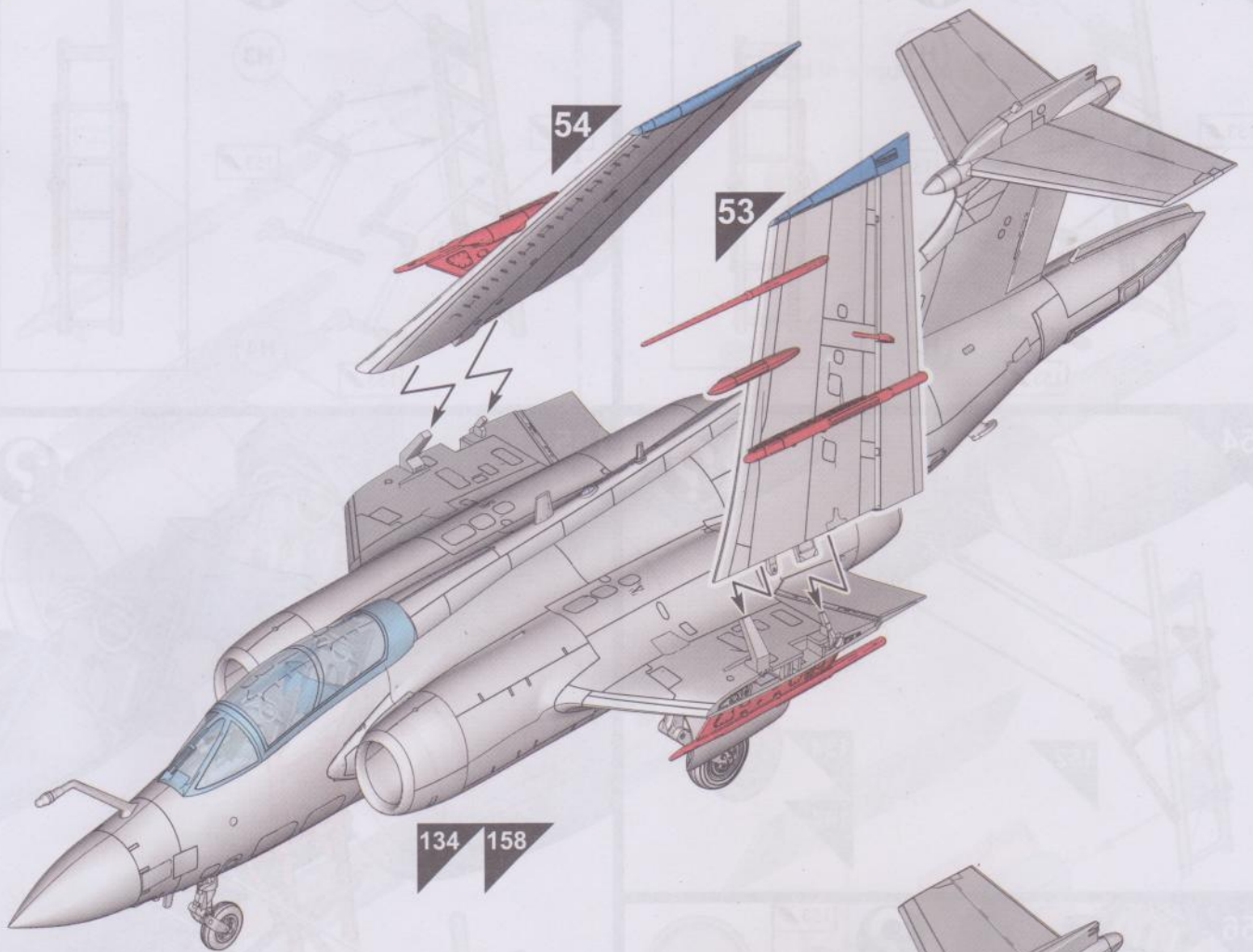


151

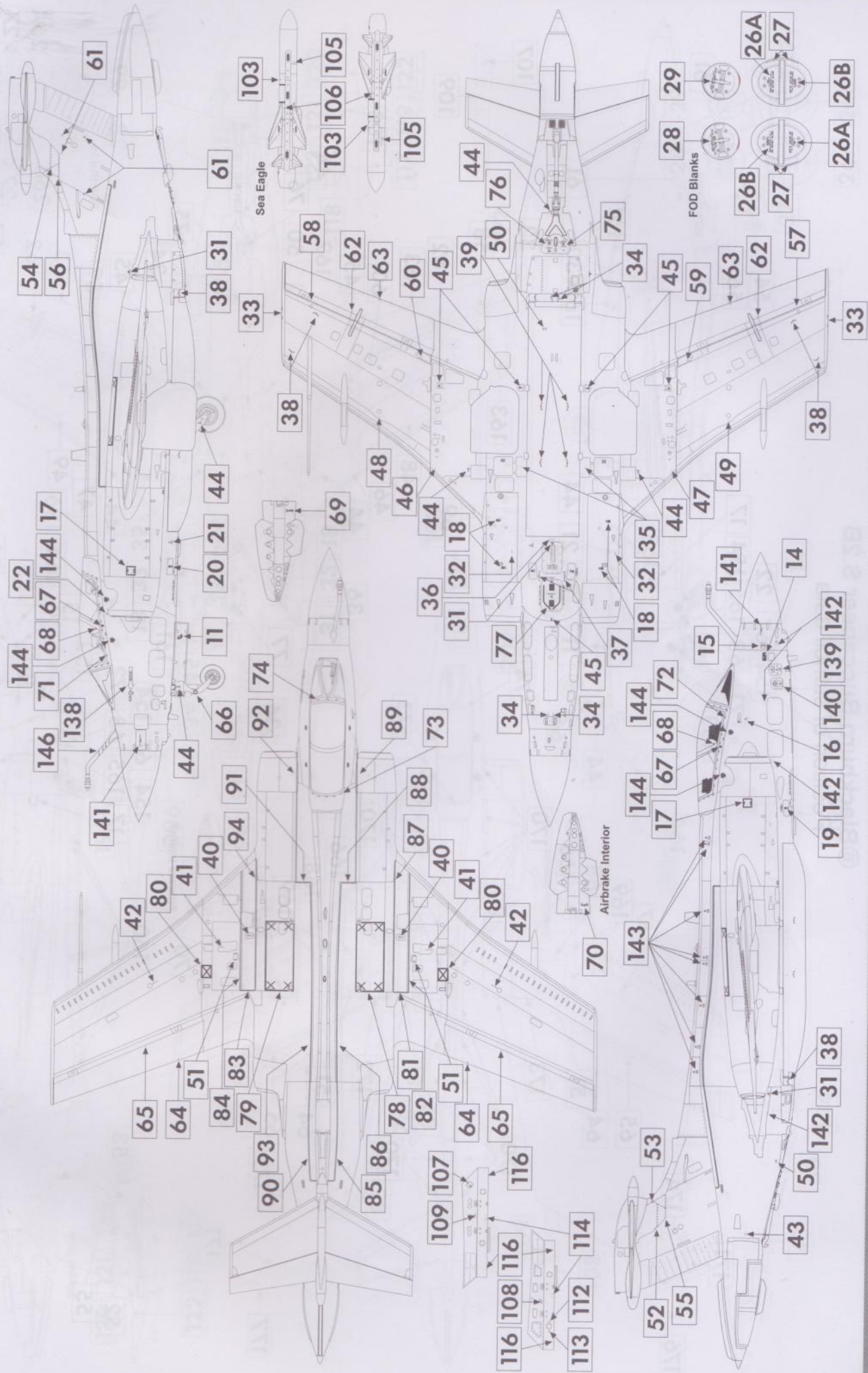
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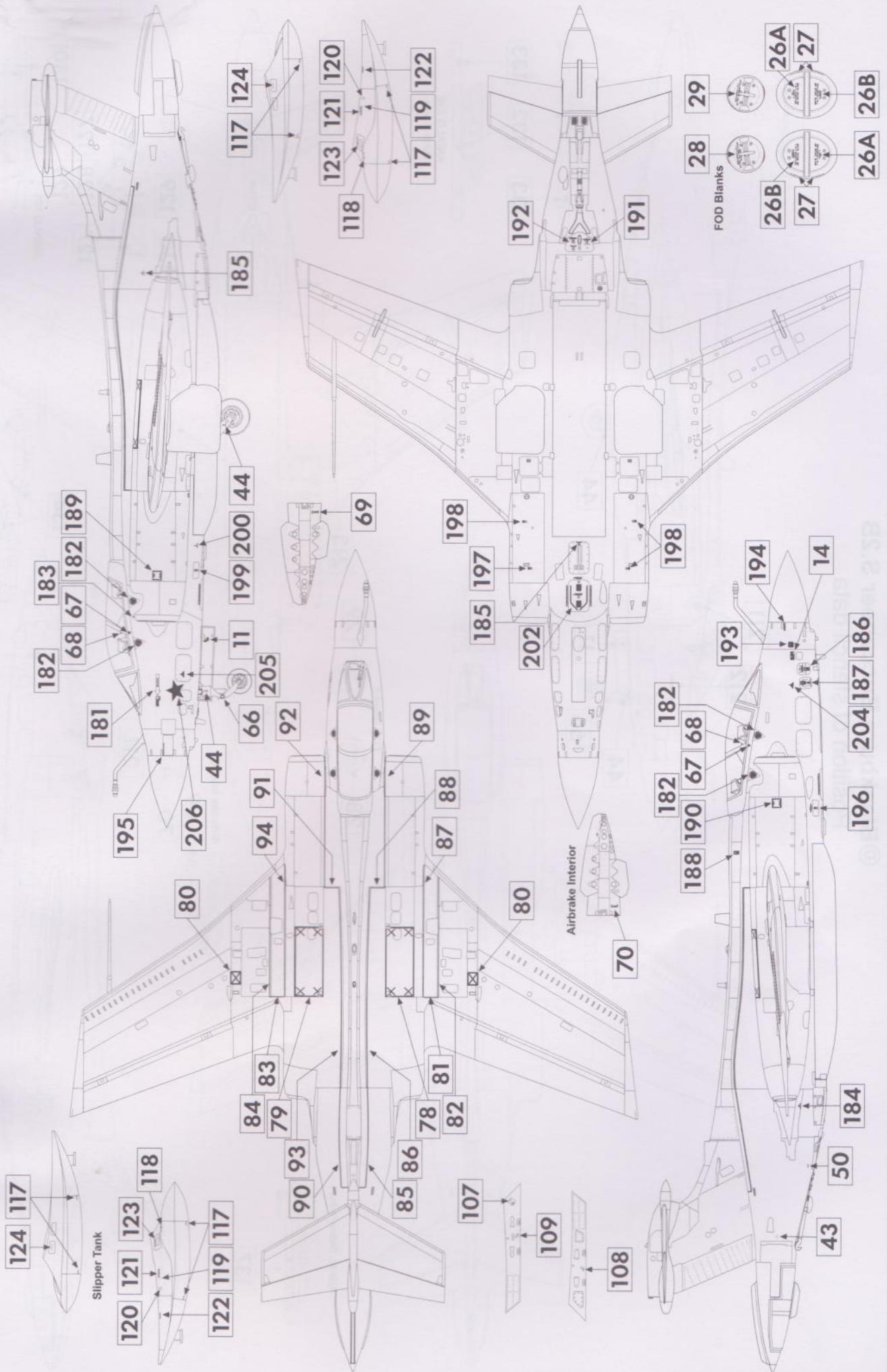




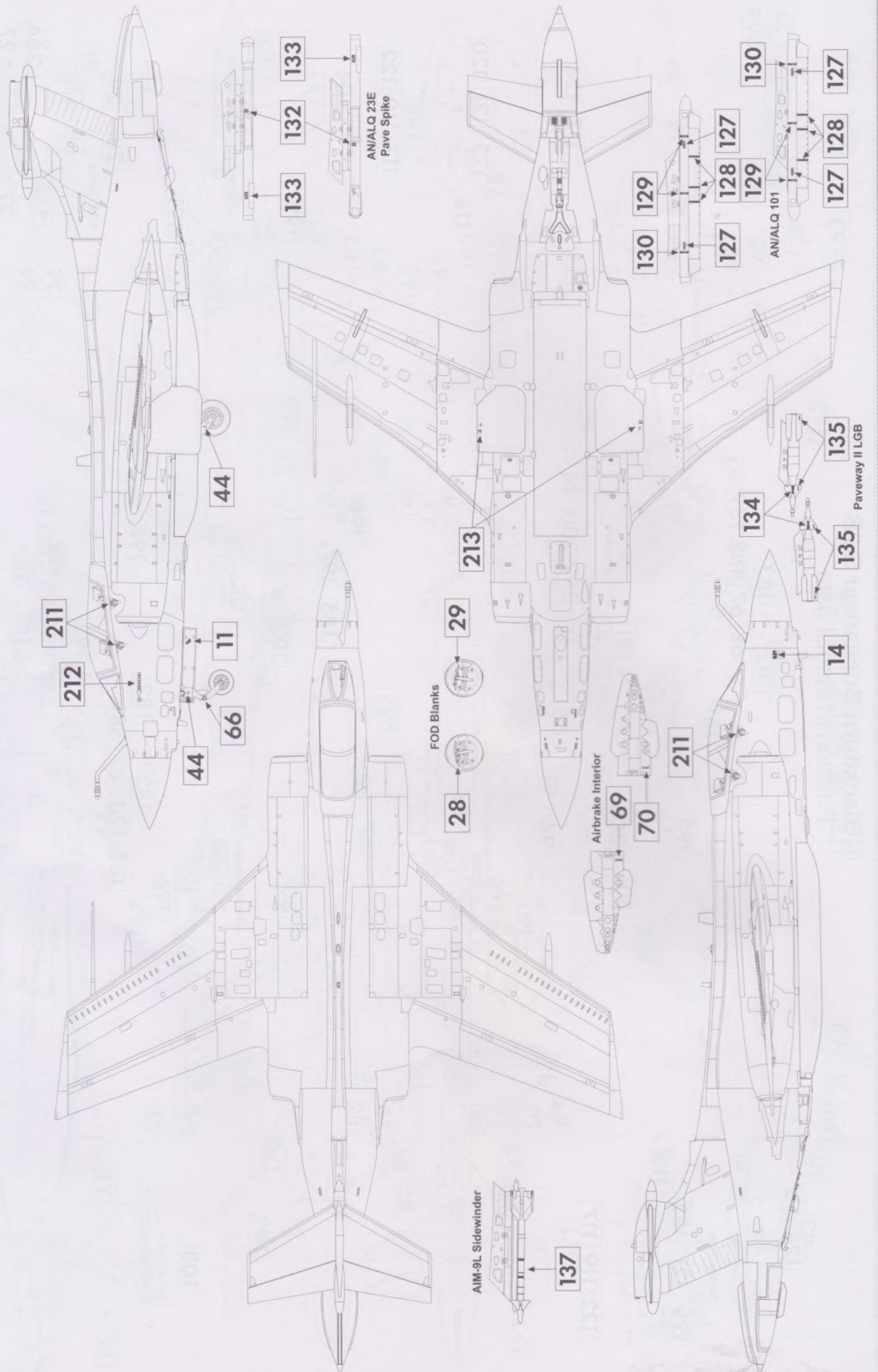
Ⓐ Blackburn Buccaneer S.2B
Position of stencil data



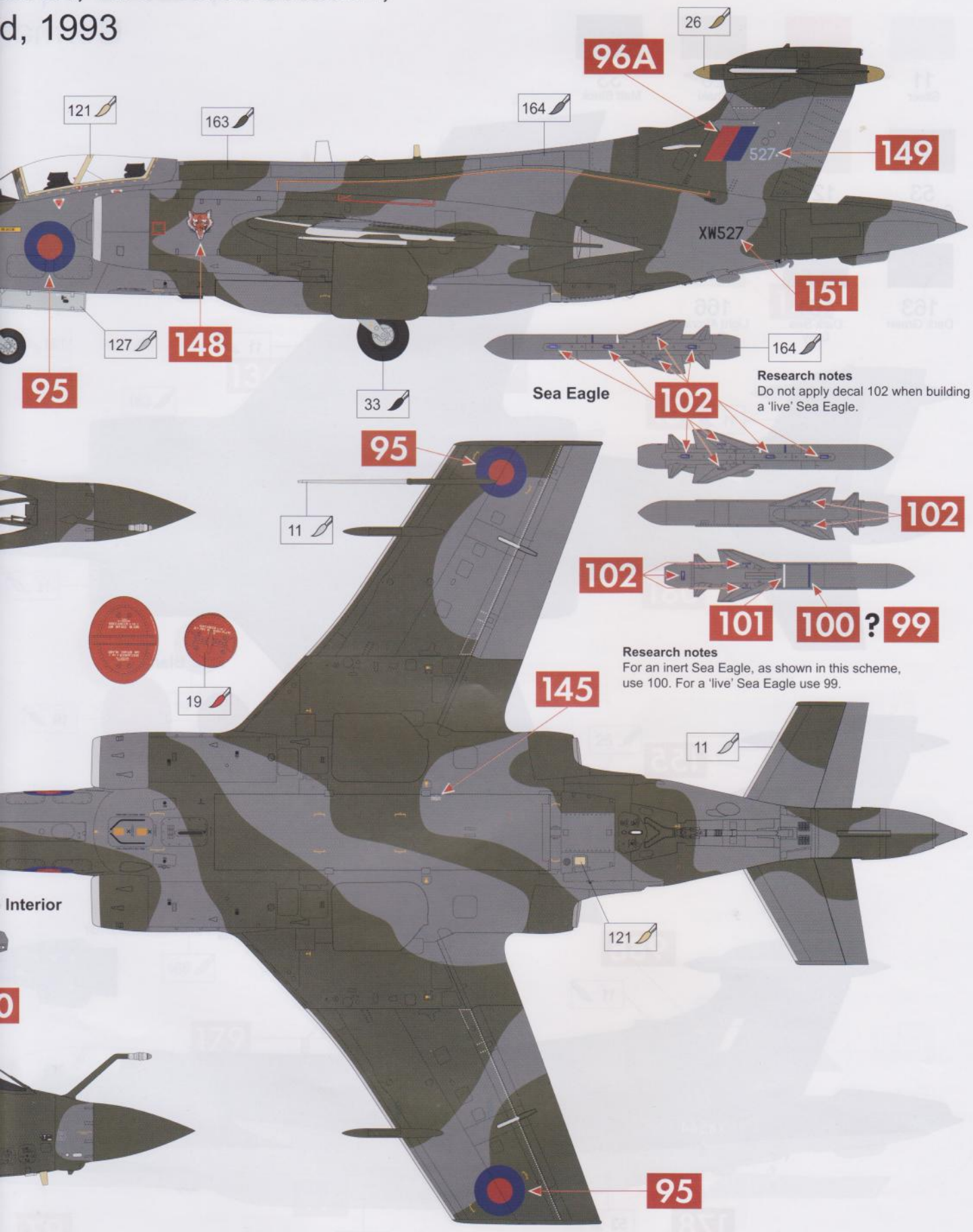
©Blackburn Buccaneer S.2B
Position of stencil data



©Blackburn Buccaneer S.2B
Position of stencil data



Succaneer S.2B
 Squadron, RAF Lossiemouth,
 d, 1993



Research notes
 Do not apply decal 102 when building a 'live' Sea Eagle.

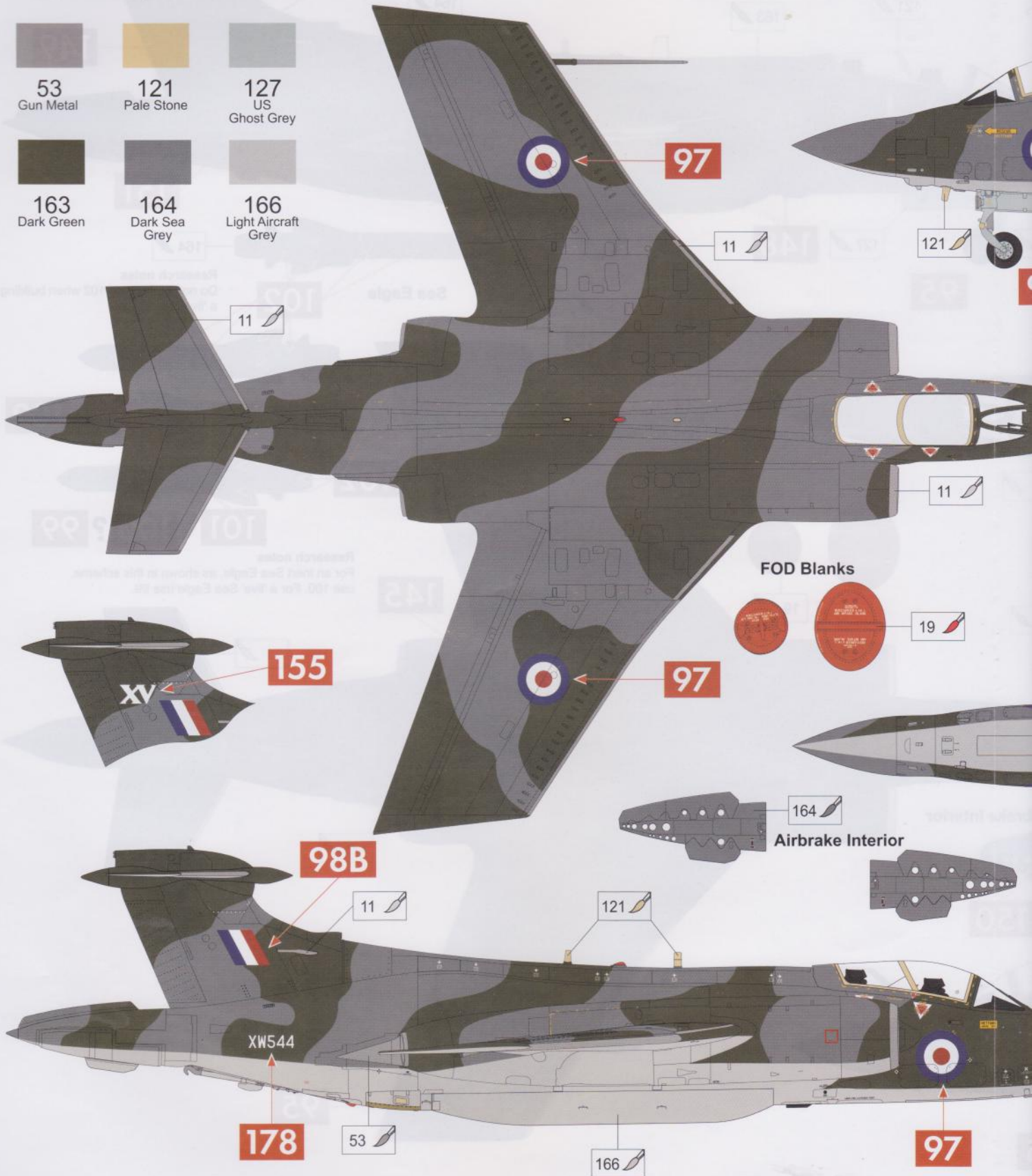
Research notes
 For an inert Sea Eagle, as shown in this scheme, use 100. For a 'live' Sea Eagle use 99.

B Blackburn Buccaneer
 XW544, No. 15 Squadron
 Germany,

			
11 Silver	19 Bright Red	26 Khaki	33 Matt Black

		
53 Gun Metal	121 Pale Stone	127 US Ghost Grey

		
163 Dark Green	164 Dark Sea Grey	166 Light Aircraft Grey



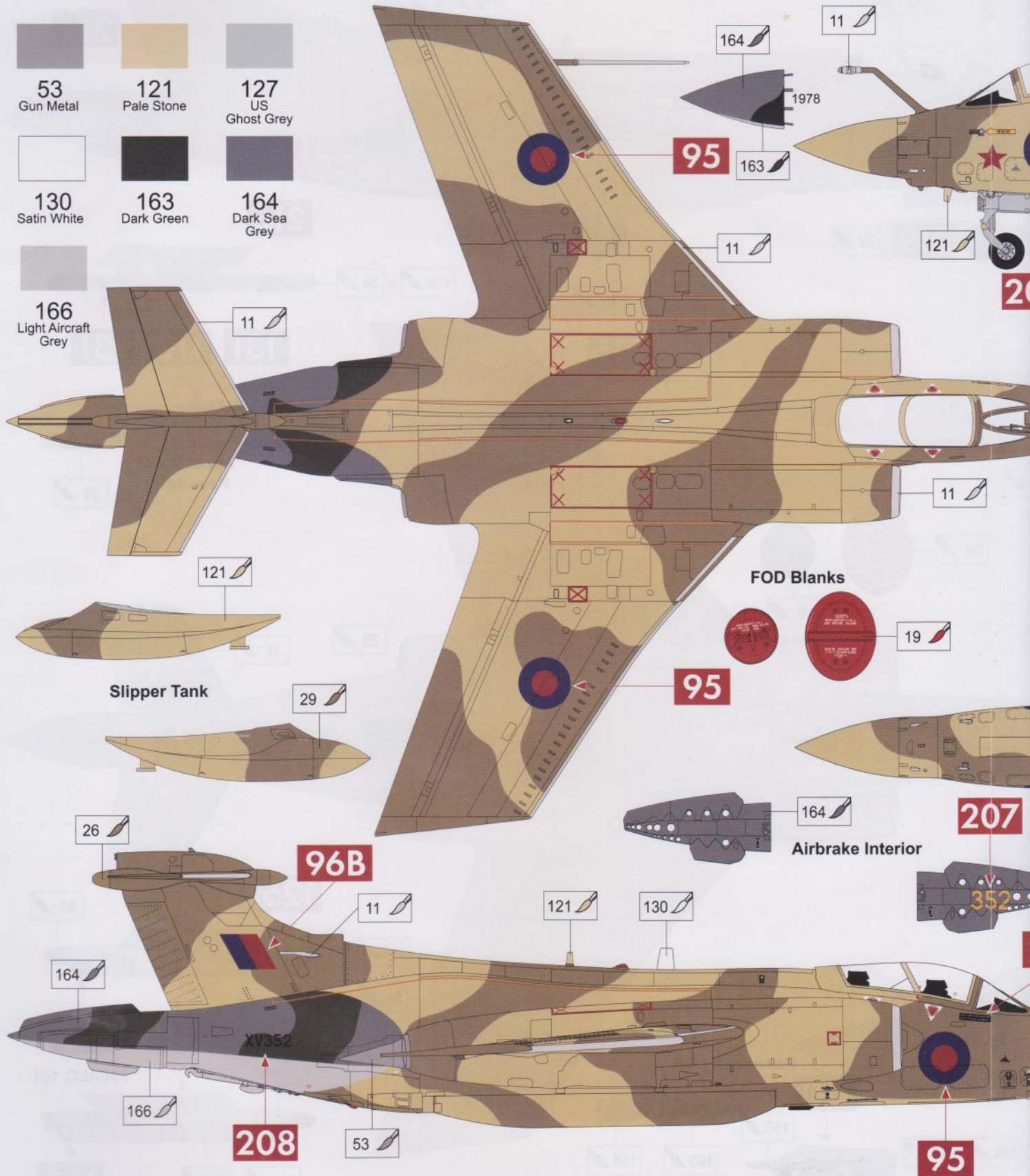
Buccaneer S.2B
Squadron, RAF Laarbruch
Germany, 1971.



Research notes
 Later in service, 'XV' was applied to the tail.

© Blackburn Buccaneer
 XV352, No. 208 Squadron

11 Silver	19 Bright Red	26 Khaki	29 Dark Earth	33 Matt Black
53 Gun Metal	121 Pale Stone	127 US Ghost Grey		
130 Satin White	163 Dark Green	164 Dark Sea Grey		
166 Light Aircraft Grey				





Blackburn Buccaneer XW547/R, Guinness Girl/Pauline Muharraq Airport,

- 
11
 Silver
- 
19
 Bright Red
- 
24
 Trainer
 Yellow
- 
26
 Khaki

- 
33
 Matt Black
- 
53
 Gun Metal
- 
118 + 34
 Matt Desert Sand
 4 Parts + 3 Parts
118 **34**

- 
121
 Pale Stone
- 
127
 US
 Ghost Grey
- 
130
 Satin White

- 
163
 Dark Green
- 
155
 Olive Drab



