

1872

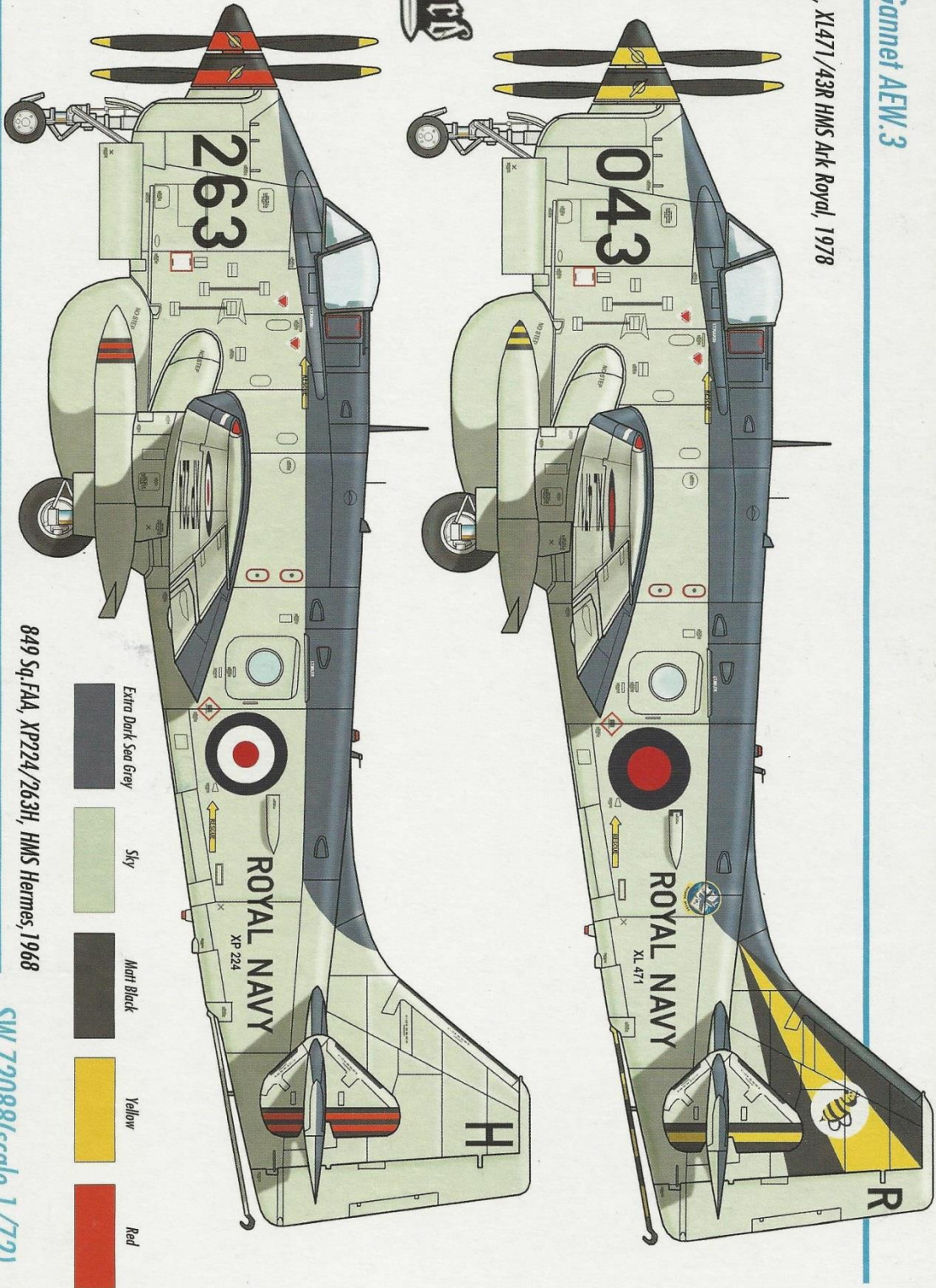
Fairrey Gannet AEW.3



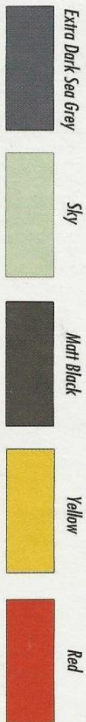
Shoeb
Sword

Fairey Gannet AEW.3

849 Sq, FAA, XL471/43R HMS Ark Royal, 1978



849 Sq, FAA, XP224/263H, HMS Hermes, 1968



SW 72088 (scale 1/72)

R R 5 7 9 XL471 6 8 10 XL471 11 043 043 12 XL471 13 14 20 21 63 63 22 23 24 XP224 XP224 263 263 ROYAL NAVY ROYAL NAVY

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SW 72088 Fairey Gannet AEW.3

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Fairey Gannet AEW.3



Britain's near-catastrophic experiences with German U-boats during WWII taught the lesson that there is a need for a carrier-based anti-submarine aircraft to detect a submarine, destroy the target, have a good combat range and speed enough to perform an attack before submarine could submerge.

In 1945 the Admiralty issued a specification GR.1/45 for a carrier-based anti-submarine aircraft. Fairey Aviation, as one of the main providers of aircraft to the FAA, was already thinking of what could be called an "Avenger replacement".

Looking at the specifications the design staff at Fairey decided to rework one of their other projects - originally an observation aircraft with twin Merlins - to be developed into a suitable airframe for carrying the new electronic equipment and to use turboprops.

While Fairey worked on what was now called the "Type Q," Blackburn submitted the YB.1 design (also known as the B.54/B.88). With typically-British bureaucratic decisiveness, approval was given in August 1946 for two prototypes to be built - one from Blackburn and one from Fairey. Later Short took part also with Shorts SB.3.

Fairey picked a diesel powered Armstrong-Siddeley Mamba turboprop, which meant that no special-gas was necessary and the airplane could use diesel-fuel just from the carrier's own fuel tanks. The prototype, VR546, named "Gannet", first flew on September 19, 1949 in Aldermanston and made the first deck landing by a turboprop aircraft on an aircraft carrier on 19th June, 1950, when Lt.Cdr. G. Callingham landed aboard HMS Illustrious flying VR546. All the test pilots were satisfied with excellent flying characteristics. The airplane was originally designed as two men aircraft, with pilot and observer seated under separate canopies behind each other. After initial test, the Admiralty asked for large weapon bay to accommodate torpedoes and the additional cockpit for the radar operator (his canopy was placed over trailing edge). Due to disturbed airflow after this change, small inlets had to be incorporated on the stabilizers. A large internal weapons bay was included, with a retractable radome immediately aft of the bomb bay. Wings had to be folded in its distinctive Z-shape for each wing to fit into carriers' hangars. Landing gear was tricycle type.

The Gannet entered production in 1953 with an order for 100 as the Gannet AS Mk.1. The first aircraft were delivered to RNAS Ford in April 1954, and after trials with 703X Flight (not easy task without trainer version), the first Royal Navy operational squadron (826 NAS) embarked on HMS Eagle and sailed to Mediterranean Sea. The need for a trainer had also been recognised and the first T.2 flew in August 1954, with deliveries to the FAA beginning in early 1955.

In 1956, the first of 255 engine up-rated Gannet AS Mk.4 arrived, which allowed for complete replacement of the aging Fireflies and Avengers in their anti-submarine role.

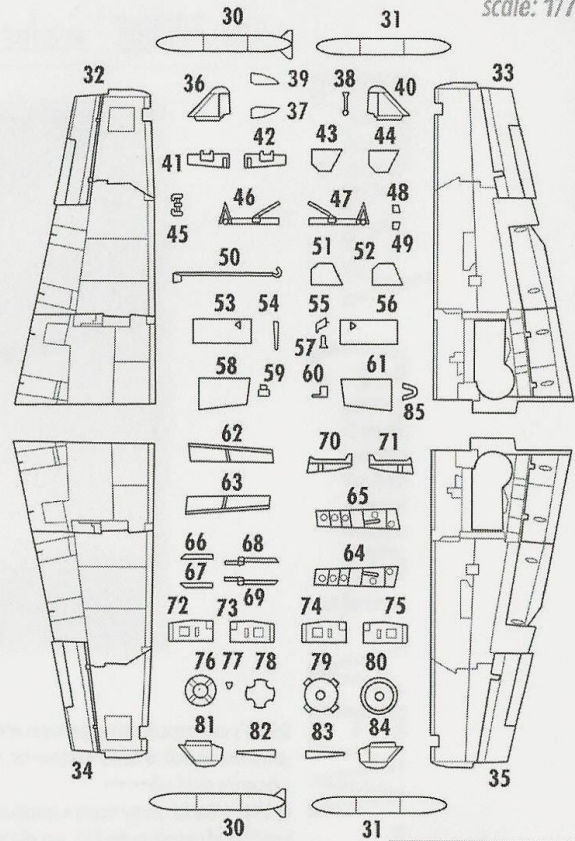
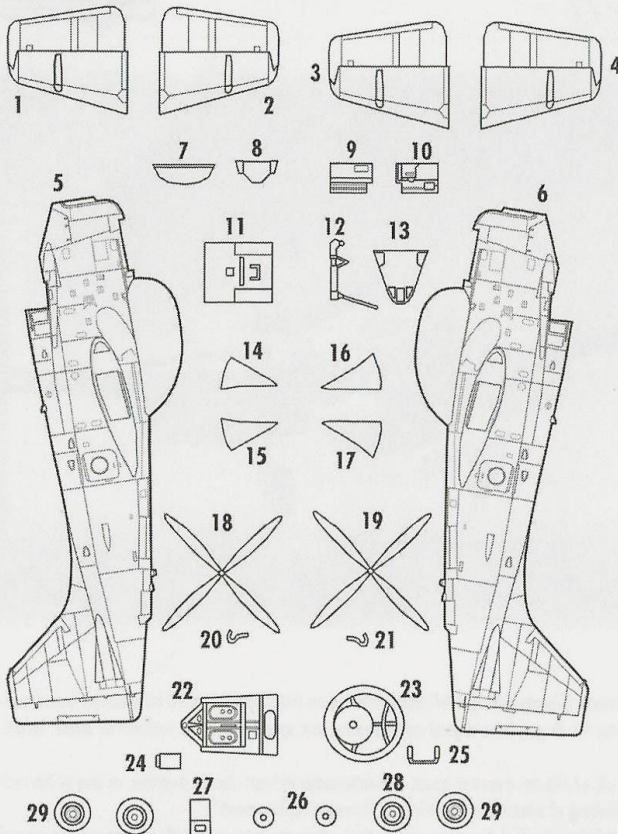
The first prototype of the Gannet AEW Mk3, airborne early variant, which is represented by our model kit, flew in August 1958, filling the need for an airborne early warning aircraft to replace the Douglas Skyraider AEW Mk.1.

The Mk.3 involved a major re-design that included a new fuselage and longer undercarriage to allow for an American radar from AEW Skyriaders. 44 AEW 3 Gannets were built. Trials were carried out with HMS Centaur in November and in December 1958 the first production AEW.3 were supplied.

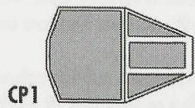
By mid 1960 the anti-submarine Gannets were all replaced by the Westland Whirlwind in RN service, but some AS.4s survived to carry out other duties.

The Gannet operated not only with FAA, but also with the Royal Australian Navy, which operated their 36 Gannet AS.1s from the aircraft carrier HMAS Melbourne and the shore base HMAS Albatross, New South Wales

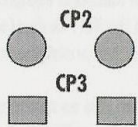
The German Navy bought 40 AS.4 and eight T.5s rebuilt from T.2s and Indonesia bought a number of AS.4s and T.5s that were rebuilt AS.1s and T.2s in 1959.



CLEAR



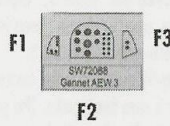
CP1



CP2

CP3

FILM

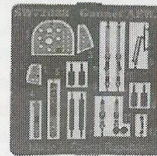


F1

F2

F3

PHOTO-ETCHED PARTS



BARVA/COLOR

- A** Interiérová černá
Interior Black
- B** Černá/Black
- C** Stříbrná/Silver
- D** Hliníková
Aluminium
- E** Chromová
Chrome
- F** Kůže
Leather
- G** Červená
Red
- H** Bílá
White
- I** Kovová
Gun metal
- J** Barva pneu
Tyres Black
- K** Střední šedá
Medium Grey
- L** Tmavá šedá
Dark Grey



REMOVE



BEND



OPEN
HOLE



SCRATCH
BUILD



COLOR



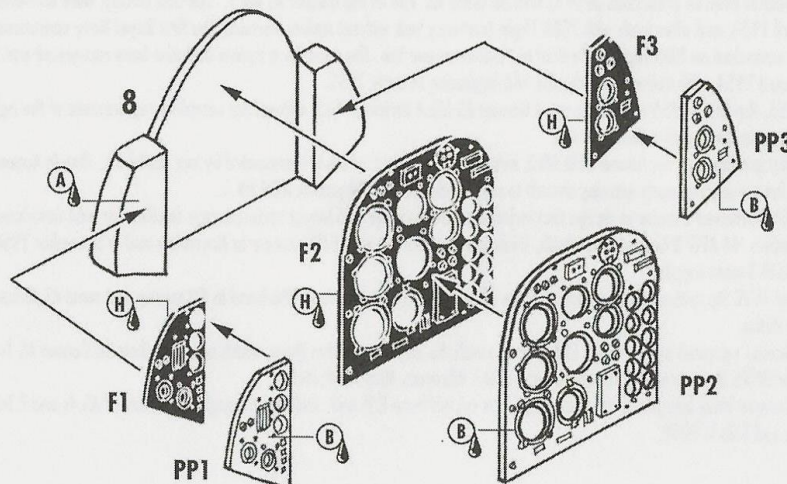
SYMETRICAL
ASSEMBLY



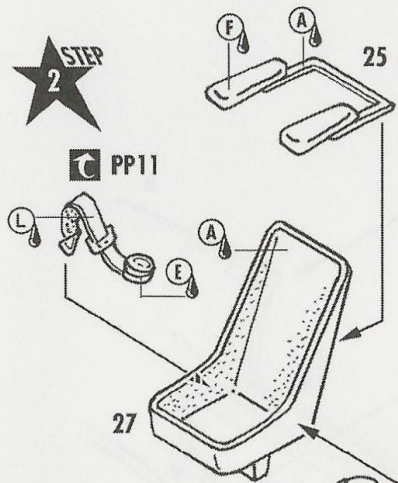
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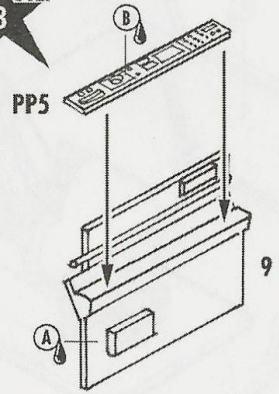
SECOND
GLUE



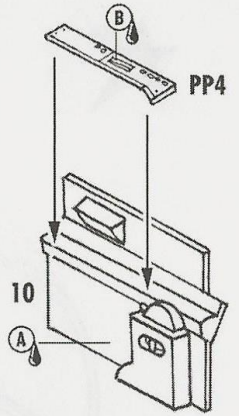
STEP 2



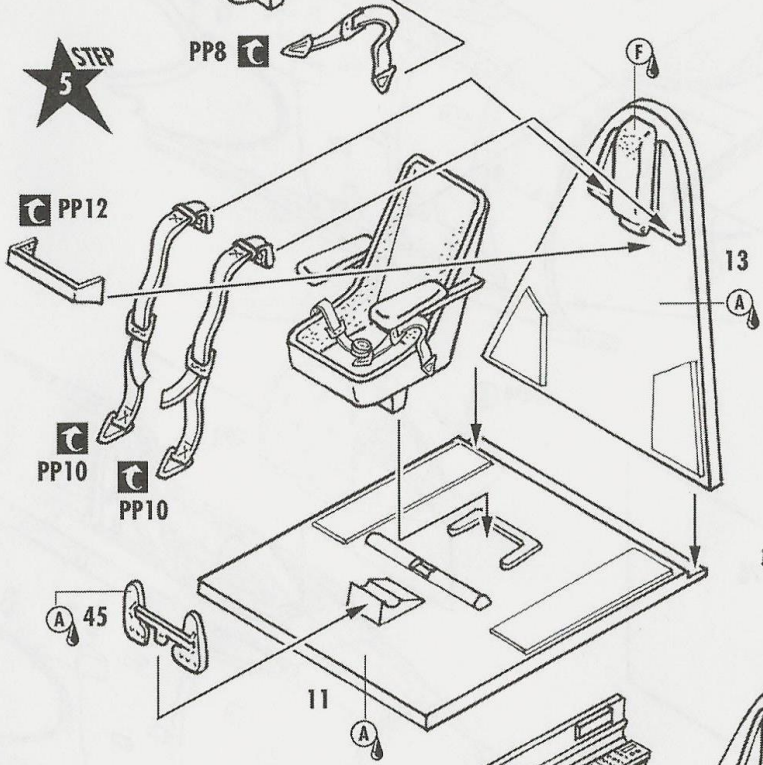
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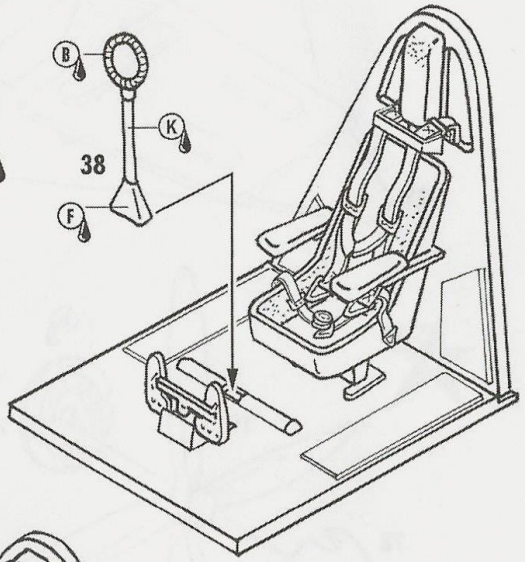
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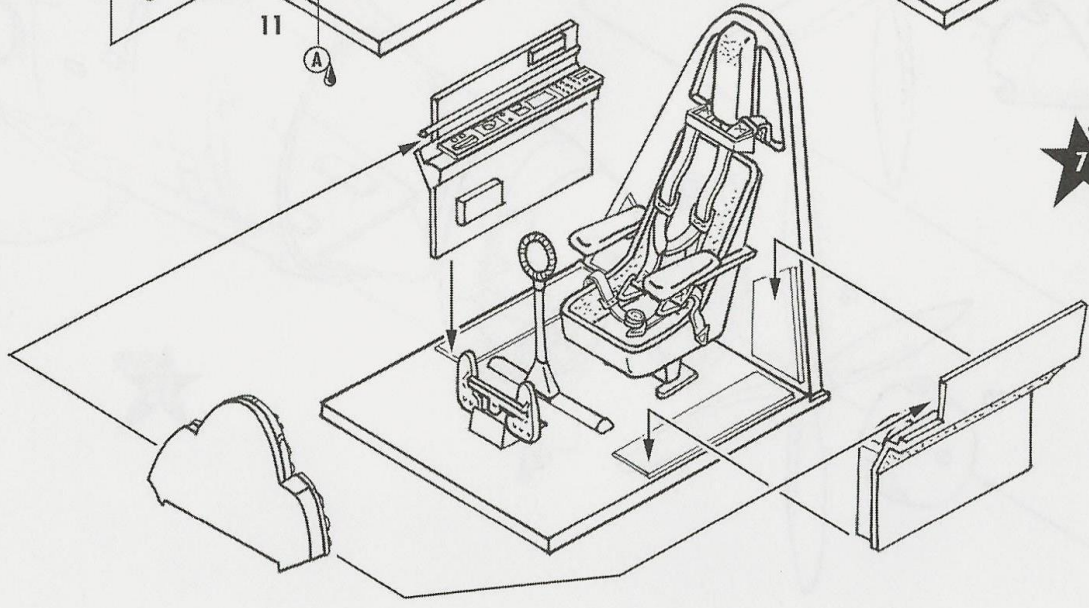
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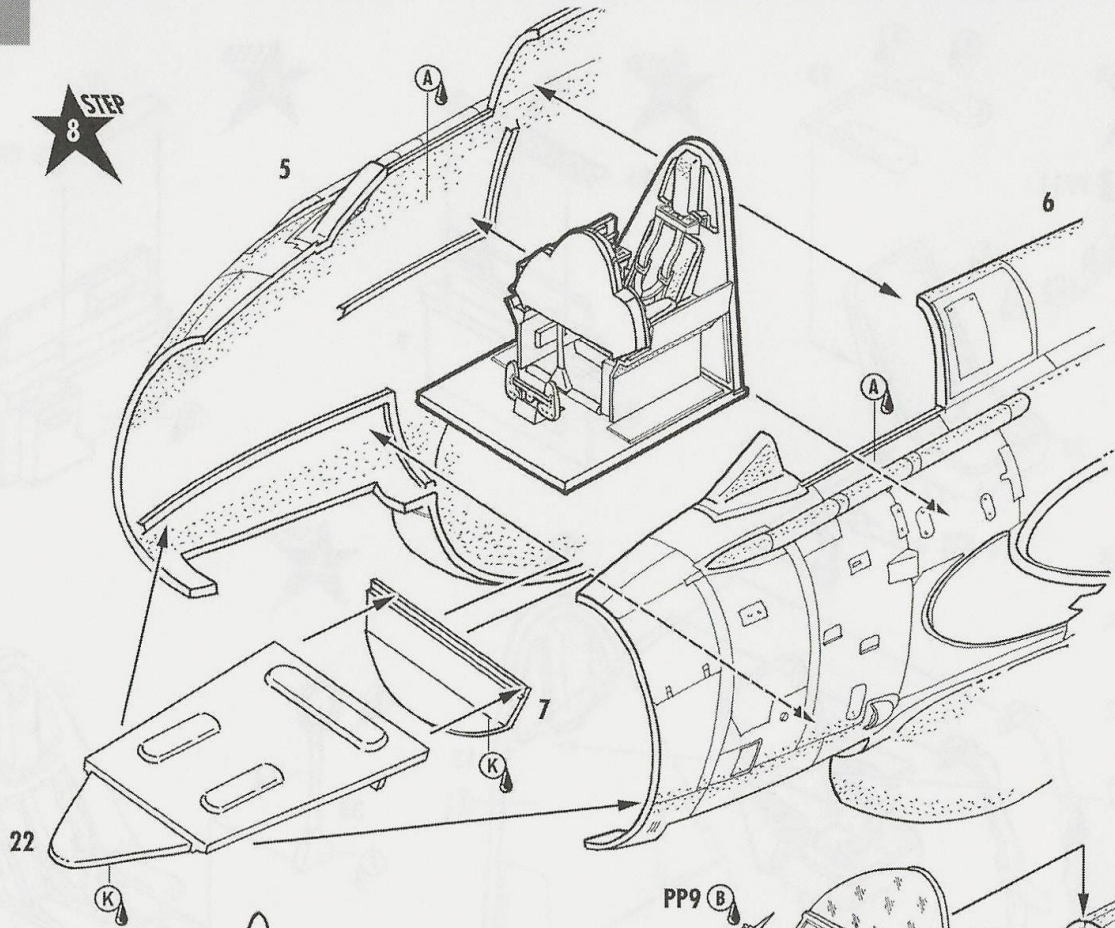
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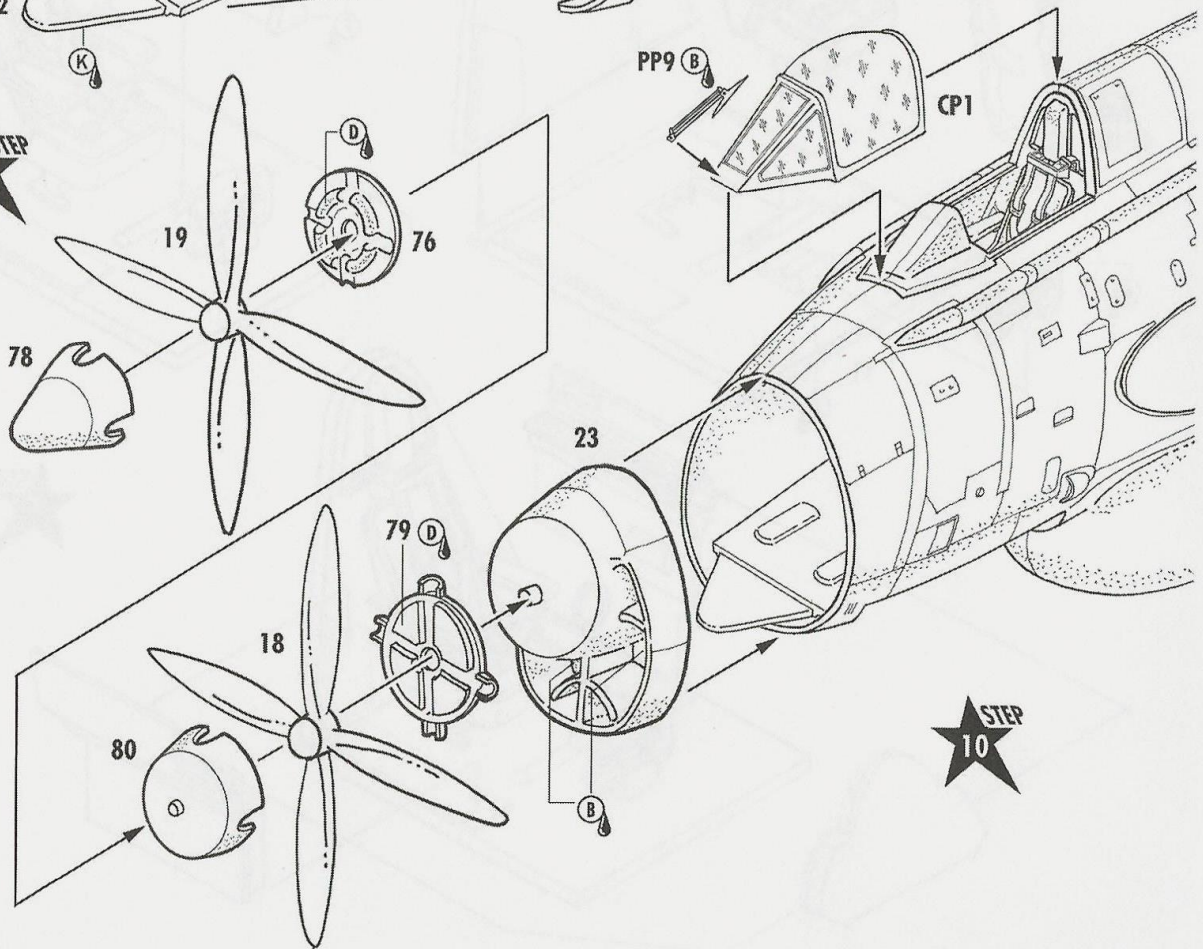
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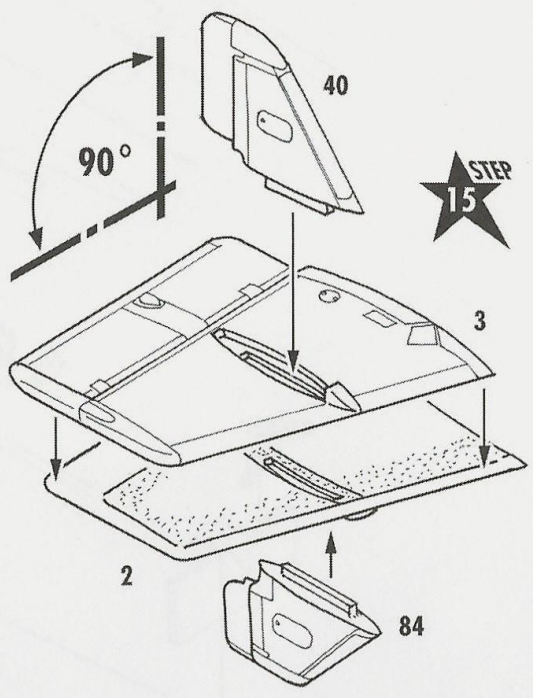
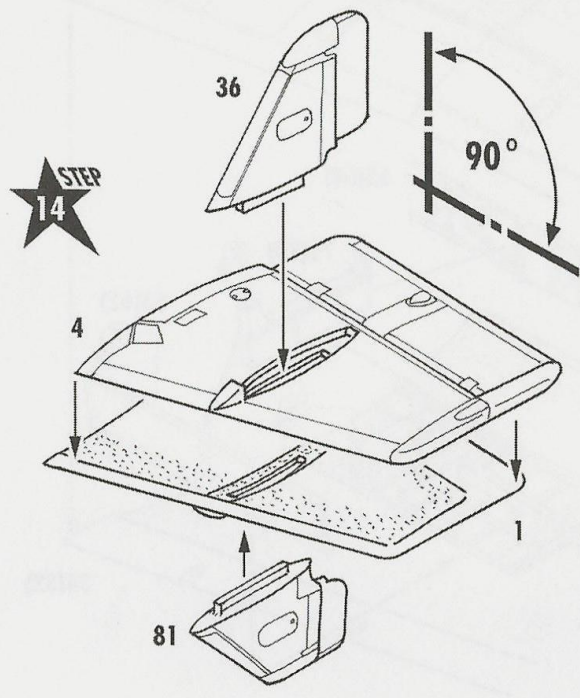
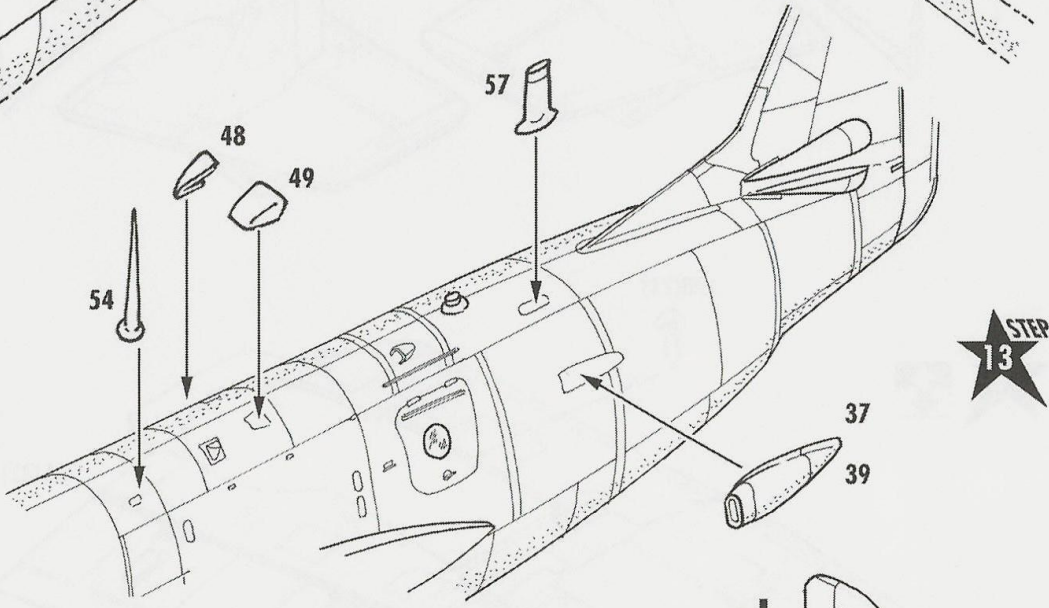
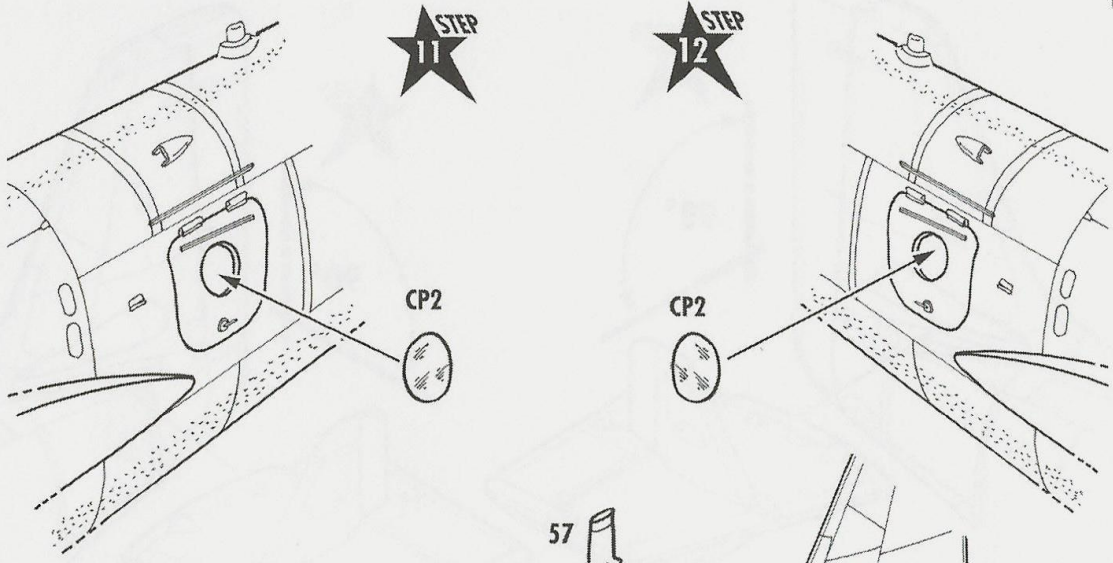
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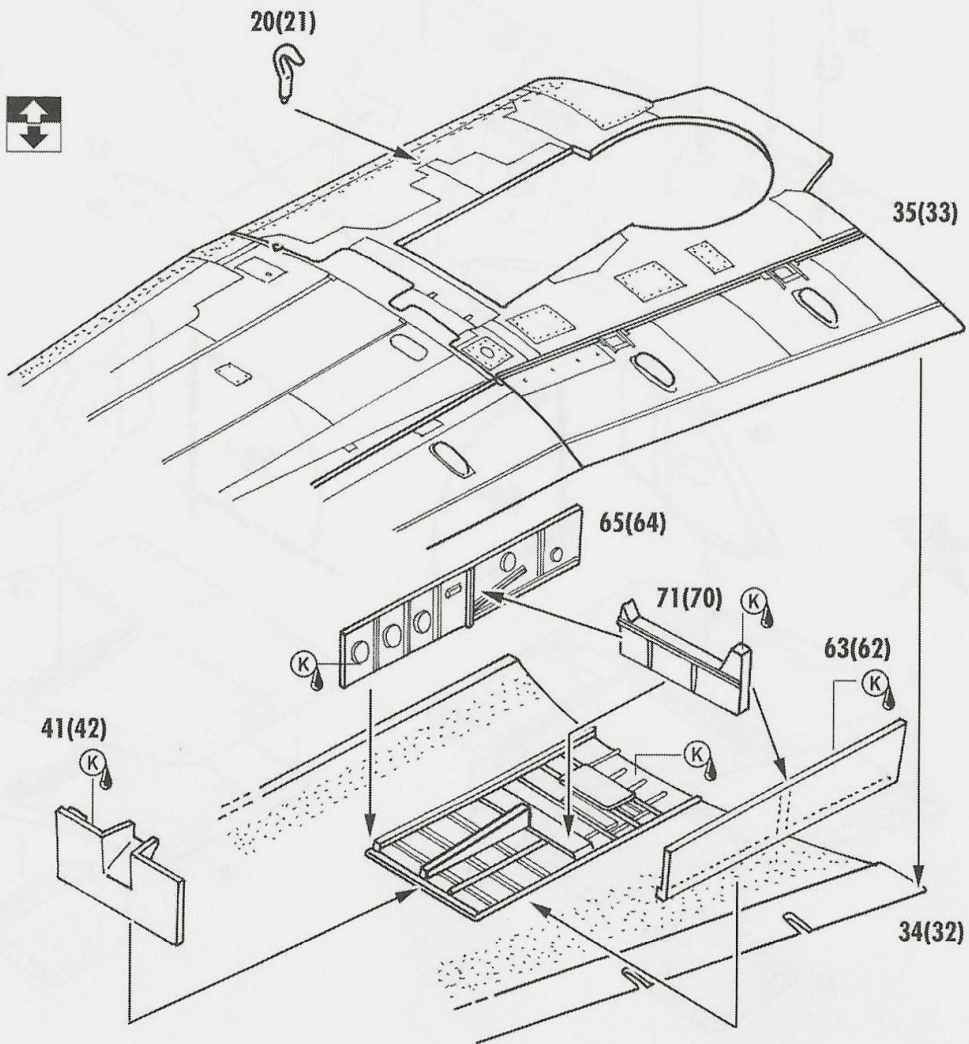
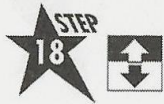
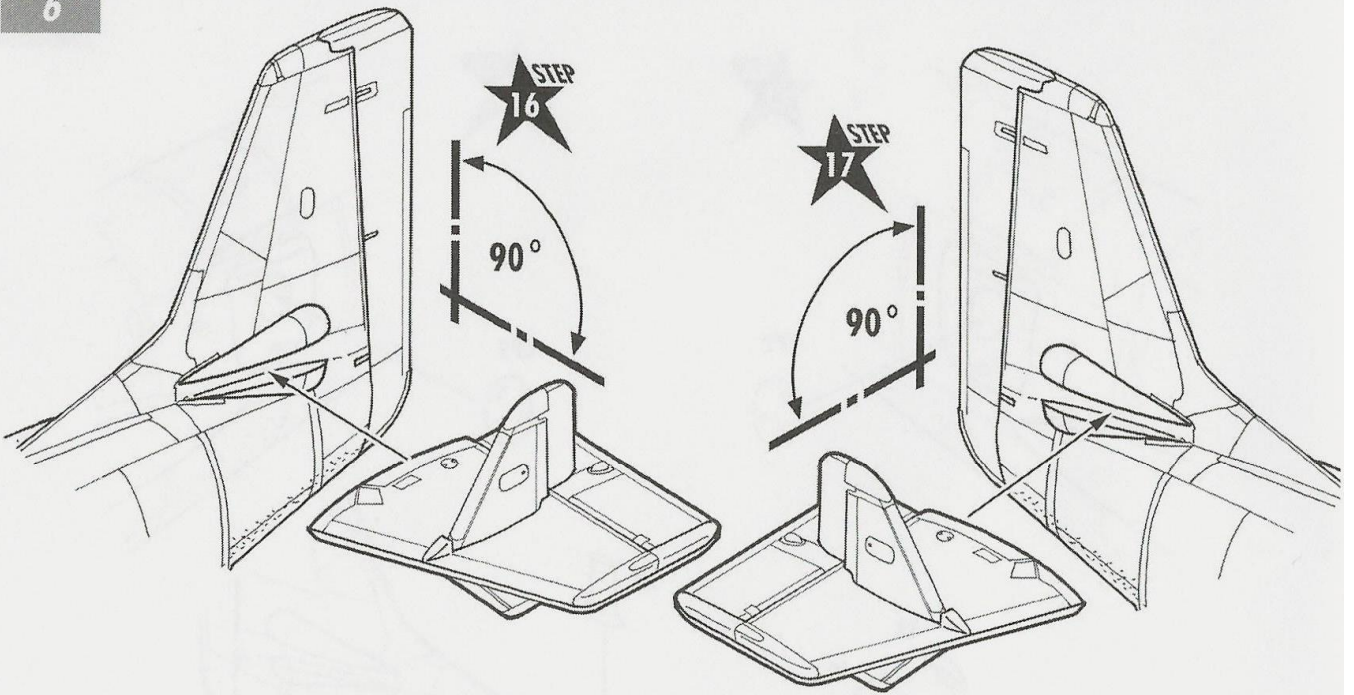


STEP
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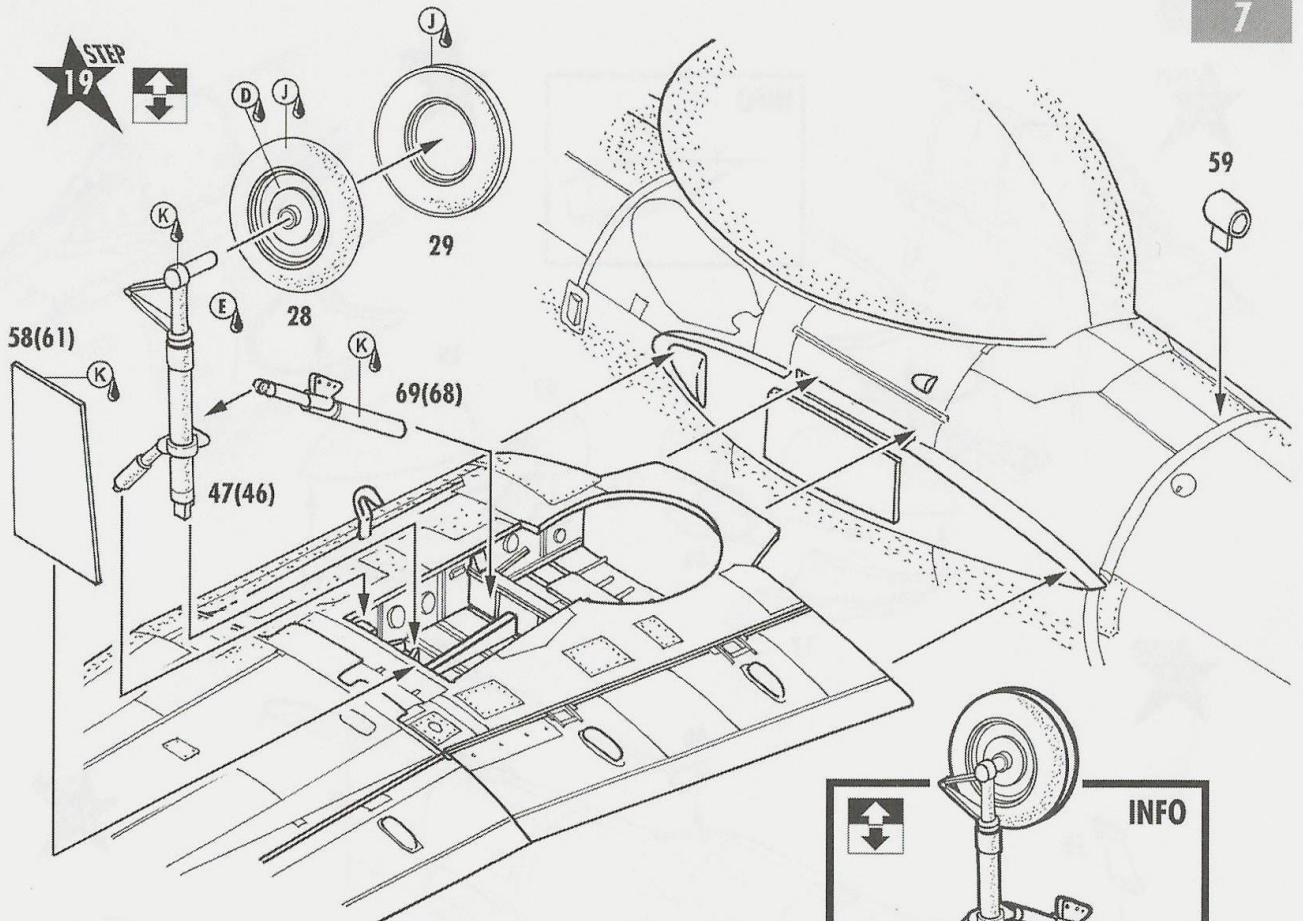


STEP
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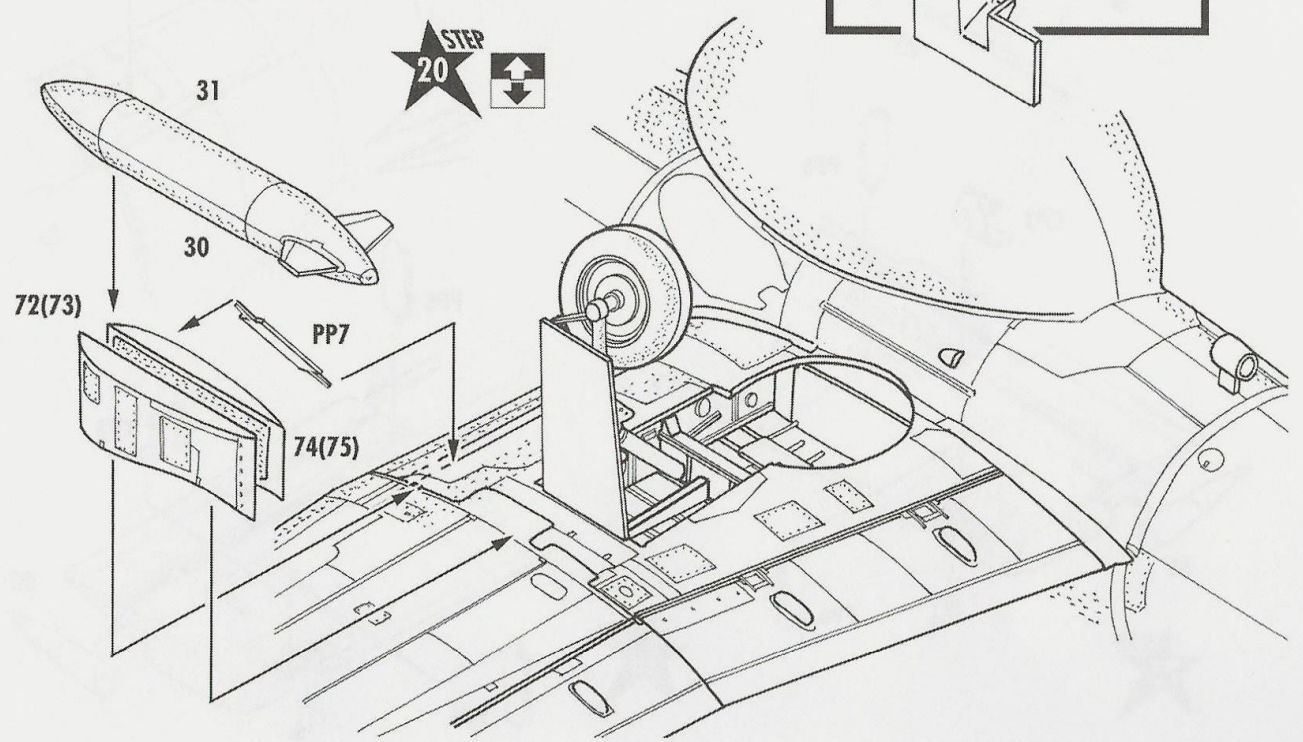




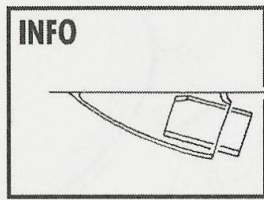
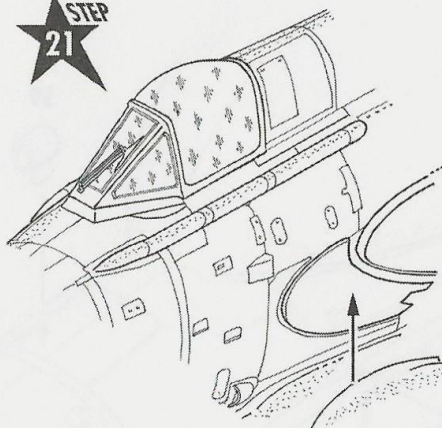
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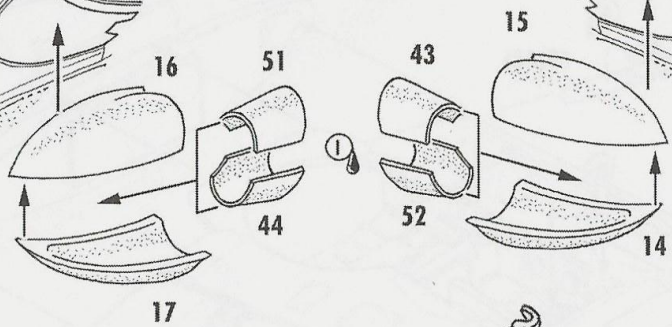
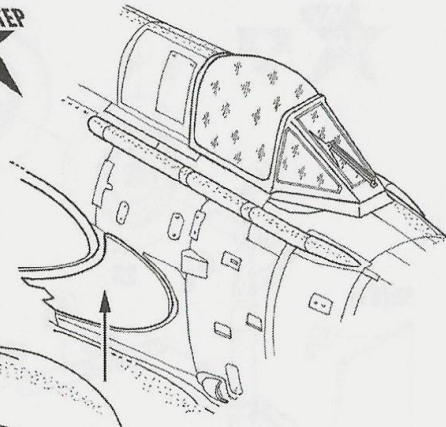
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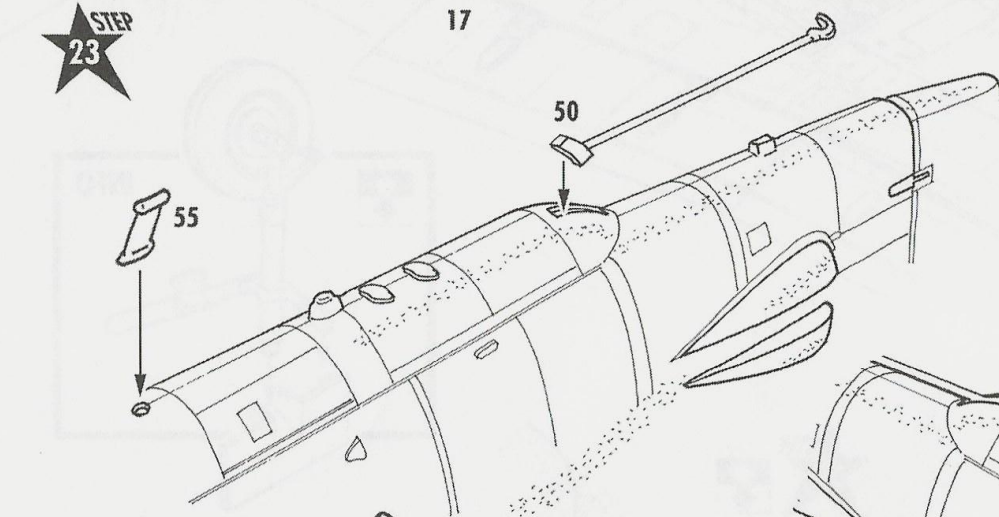
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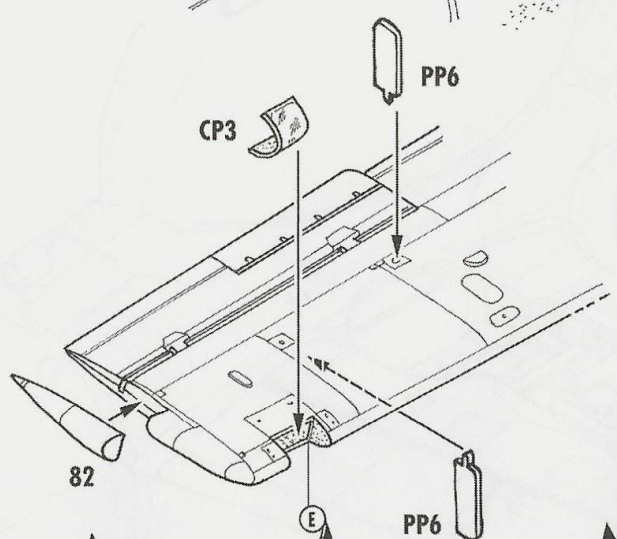
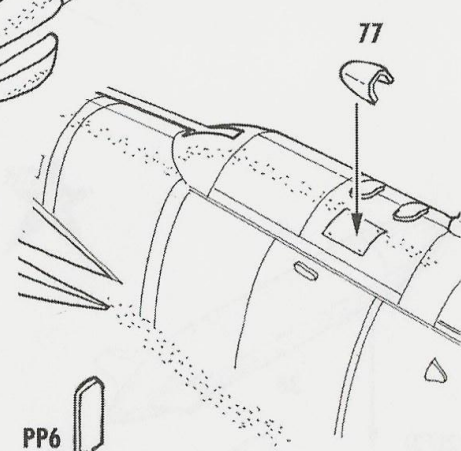
STEP 22



STEP 23

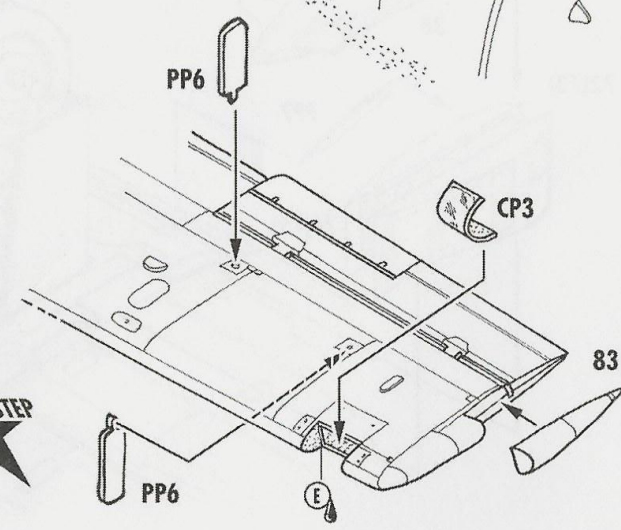


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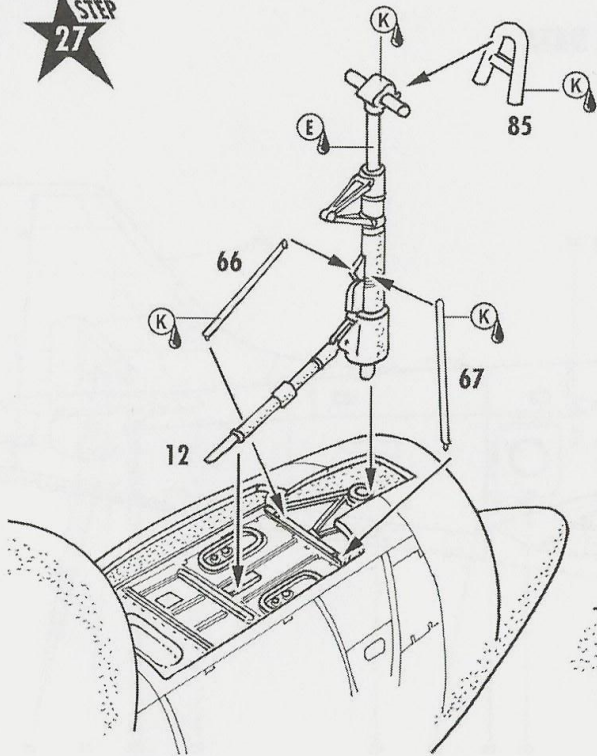


STEP 25

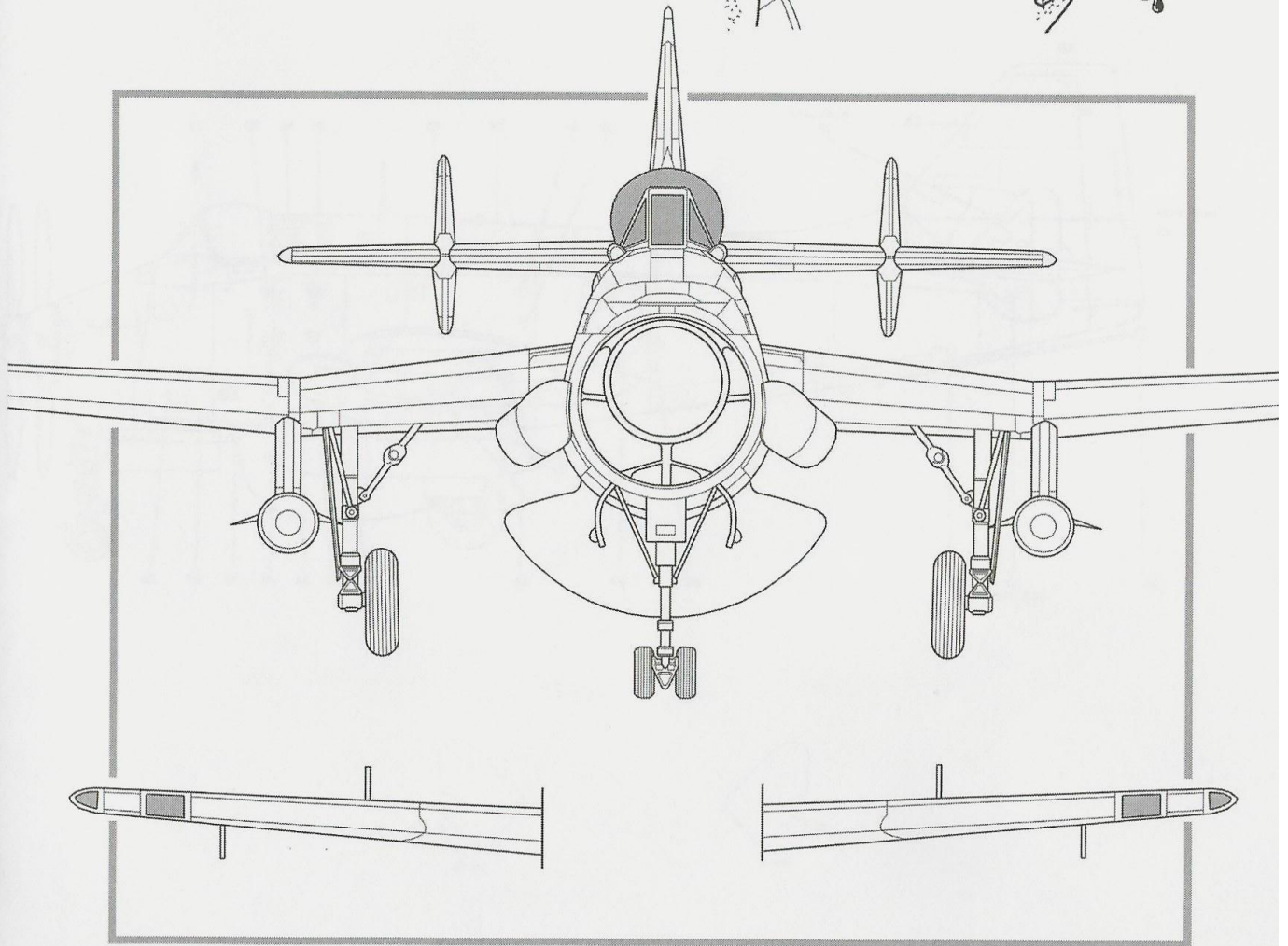
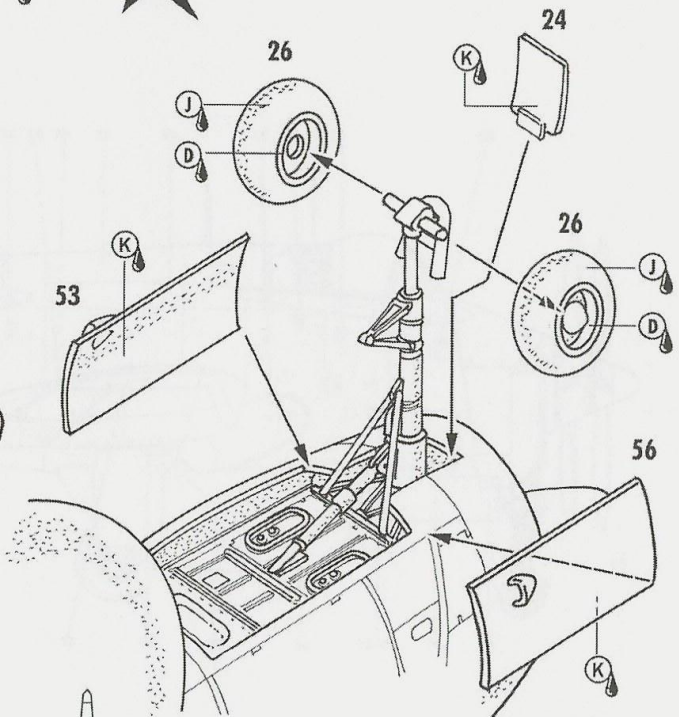
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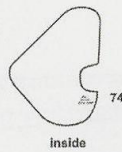
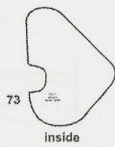
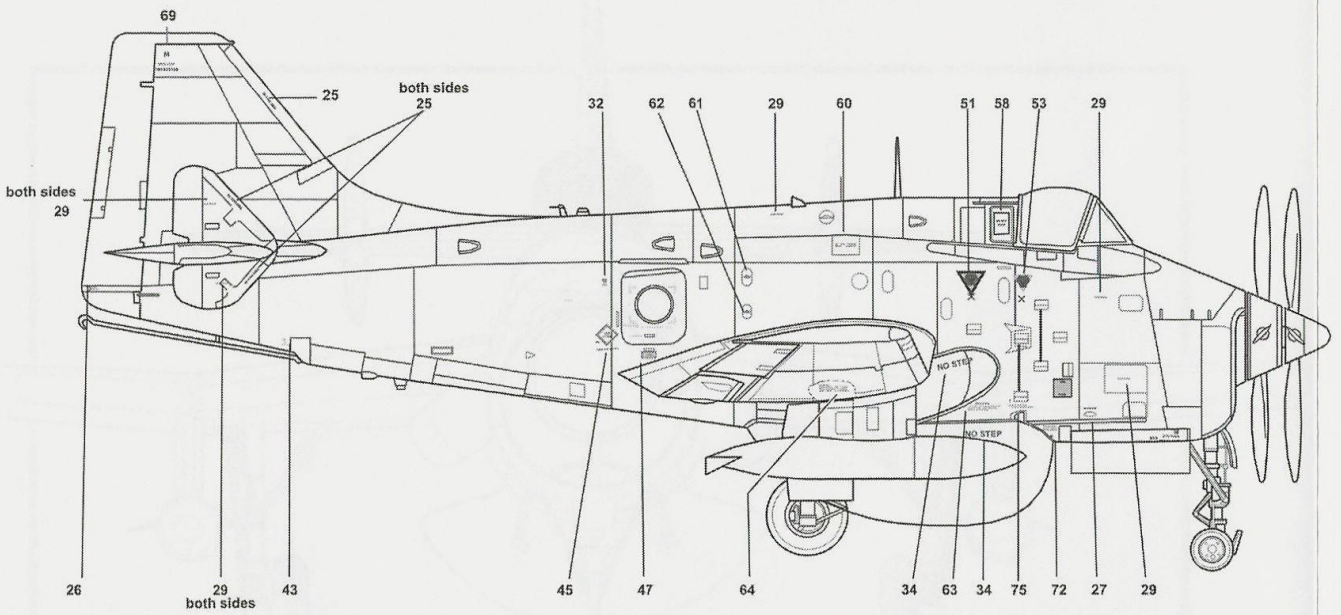
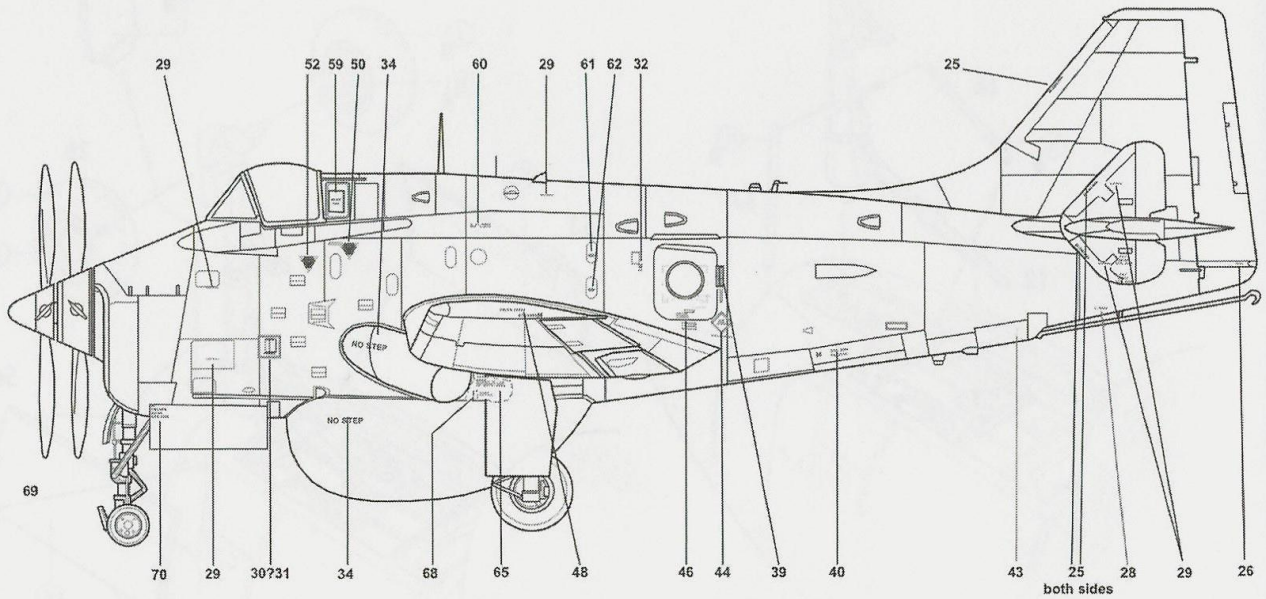
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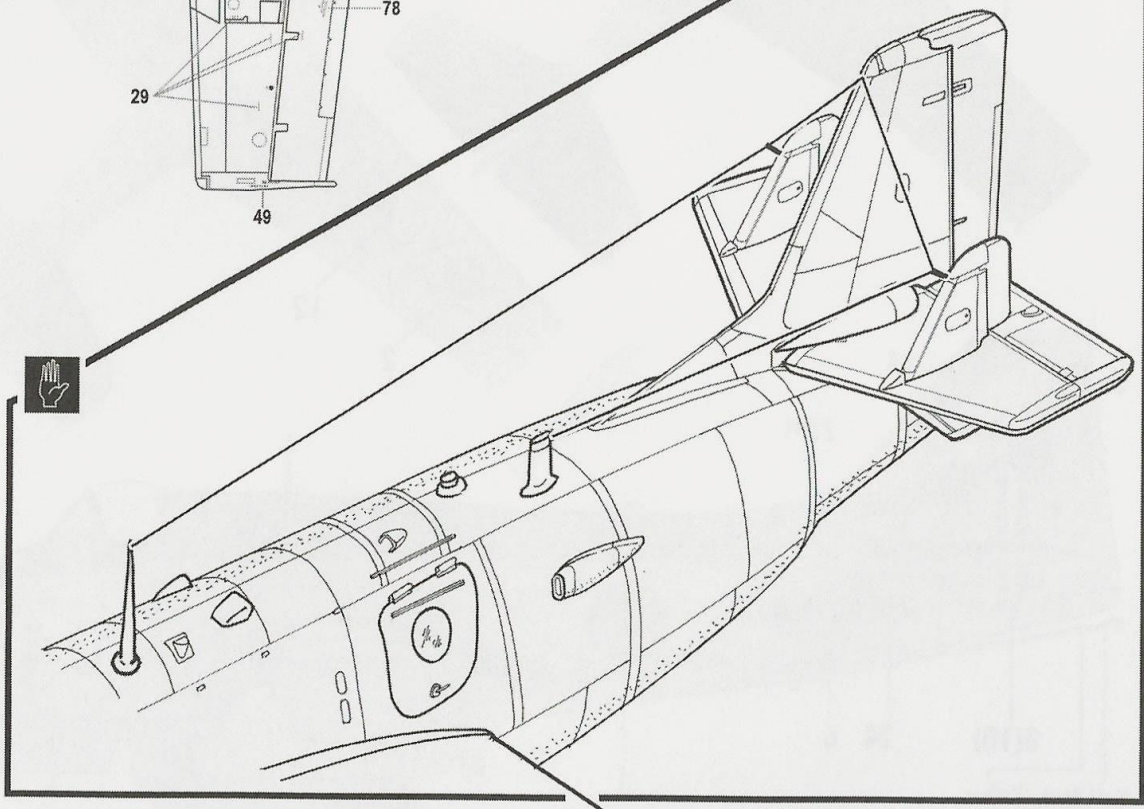
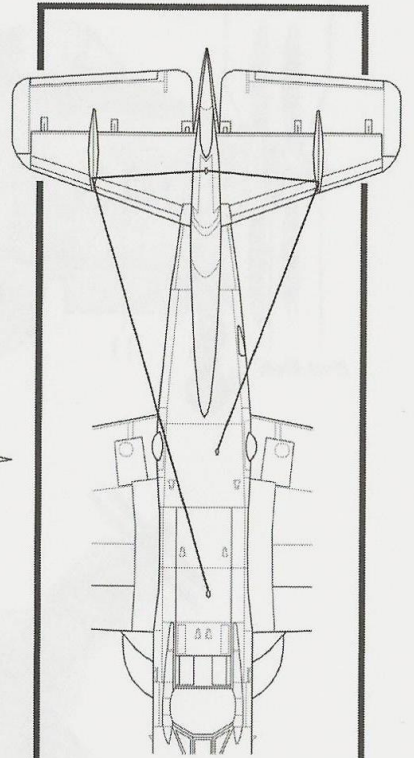
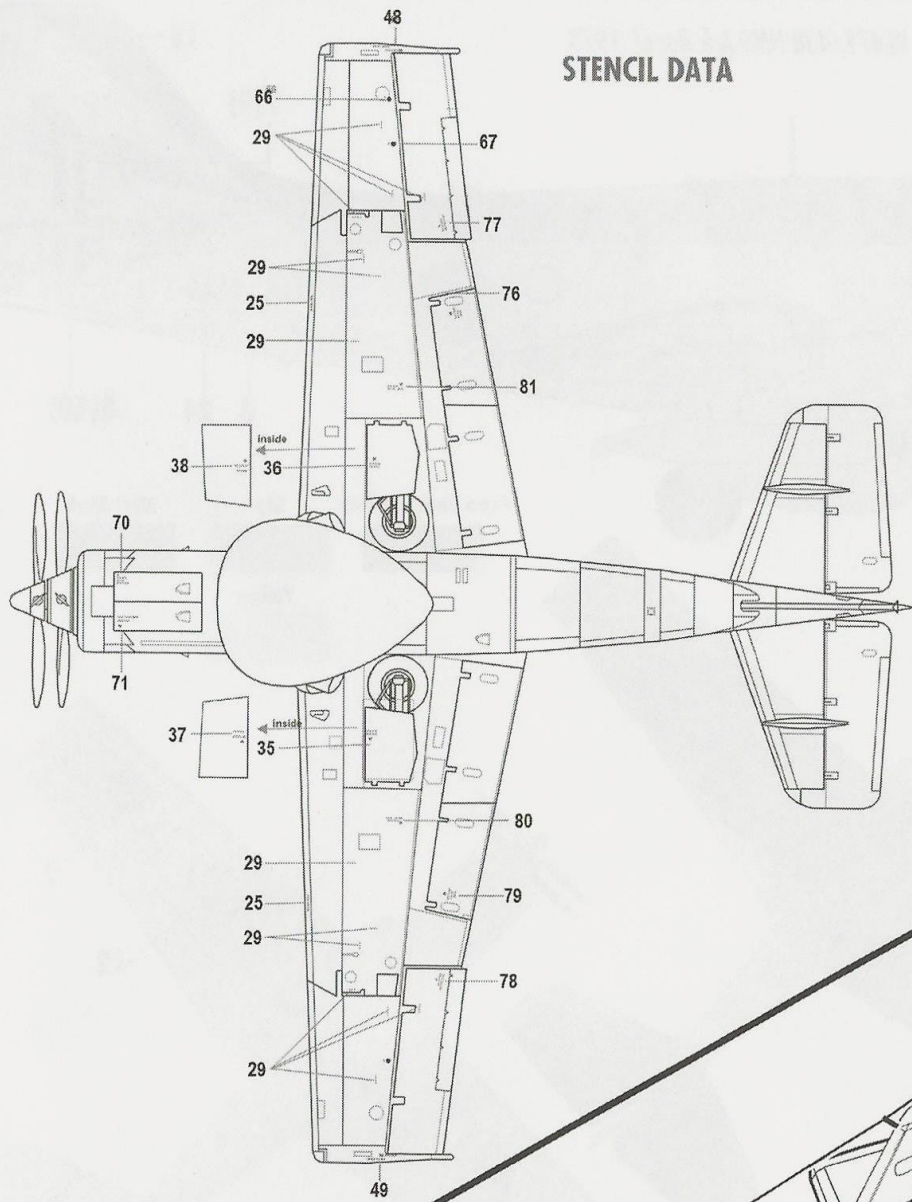
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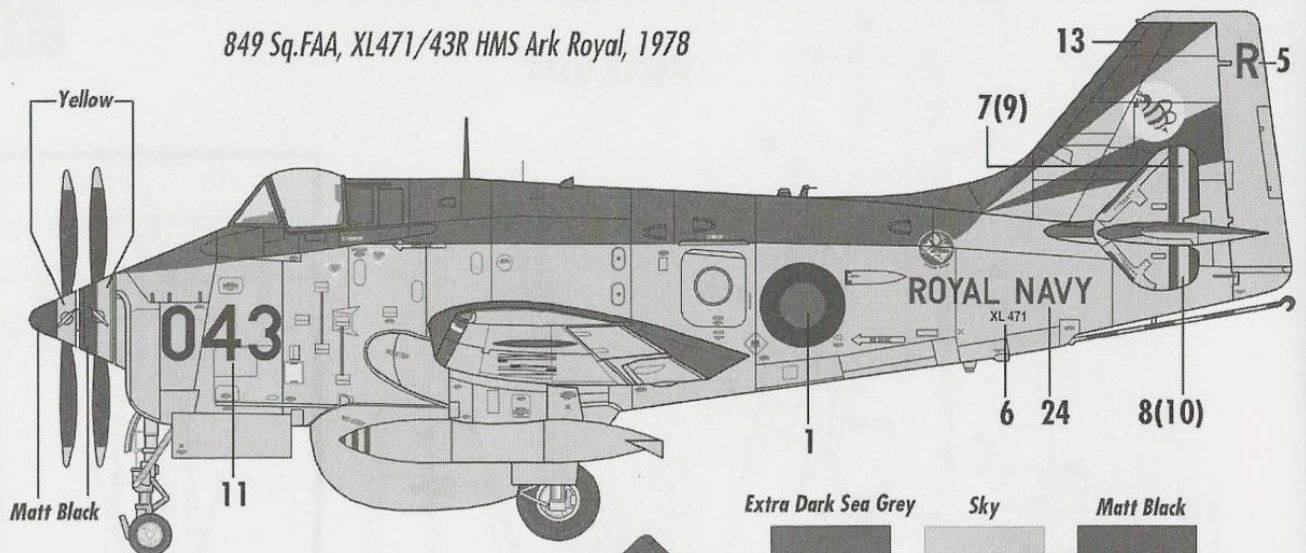
STENCIL DATA



STENCIL DATA



849 Sq.FAA, XL471/43R HMS Ark Royal, 1978



Matt Black

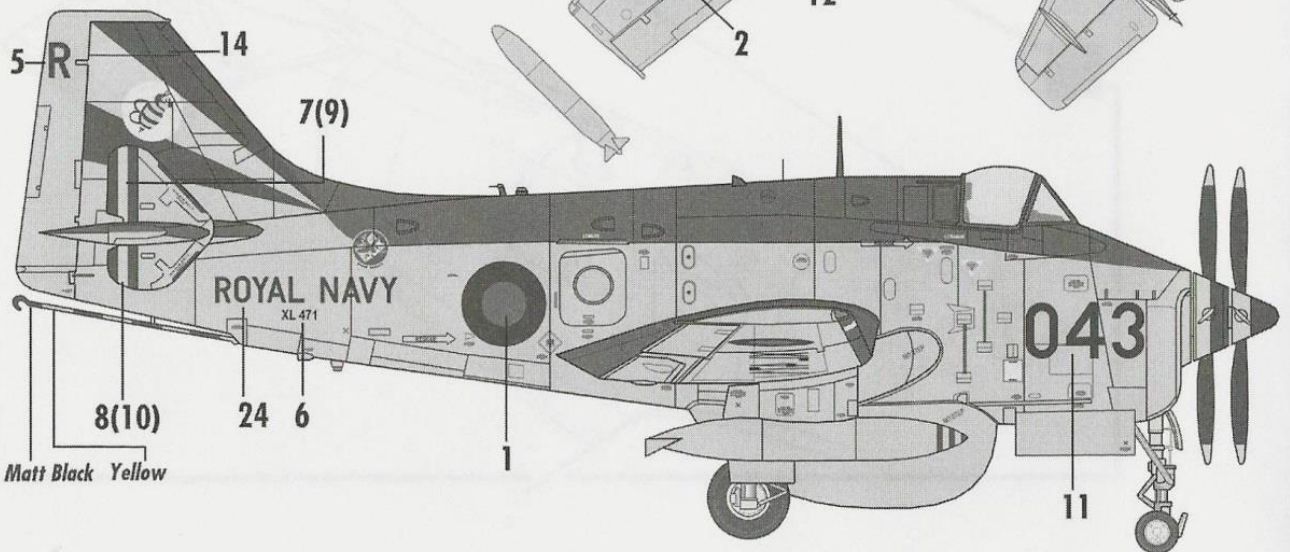
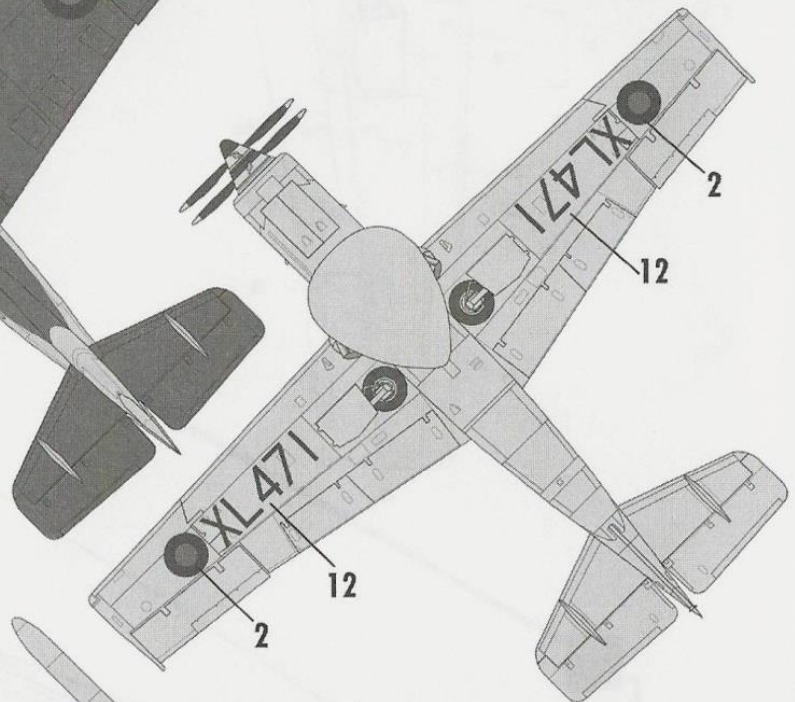
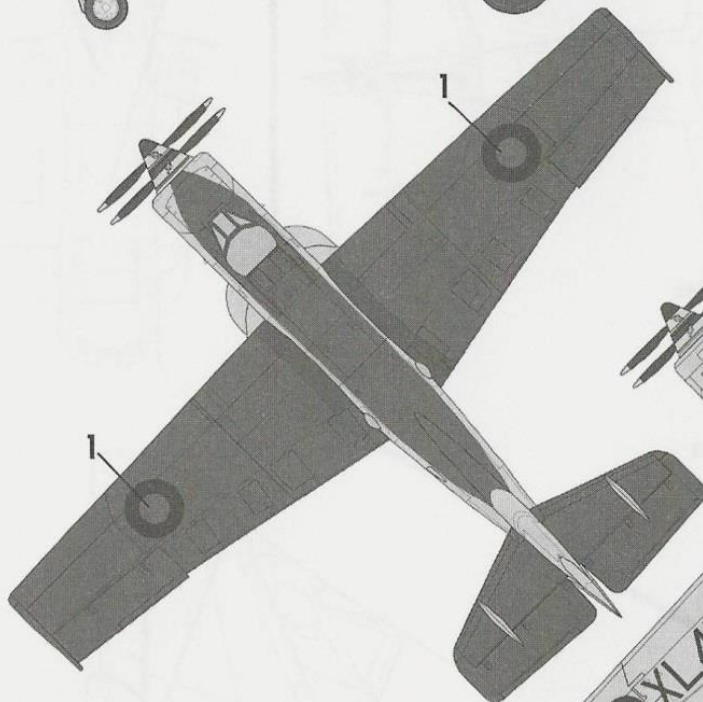
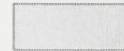
Extra Dark Sea Grey

Sky

Matt Black

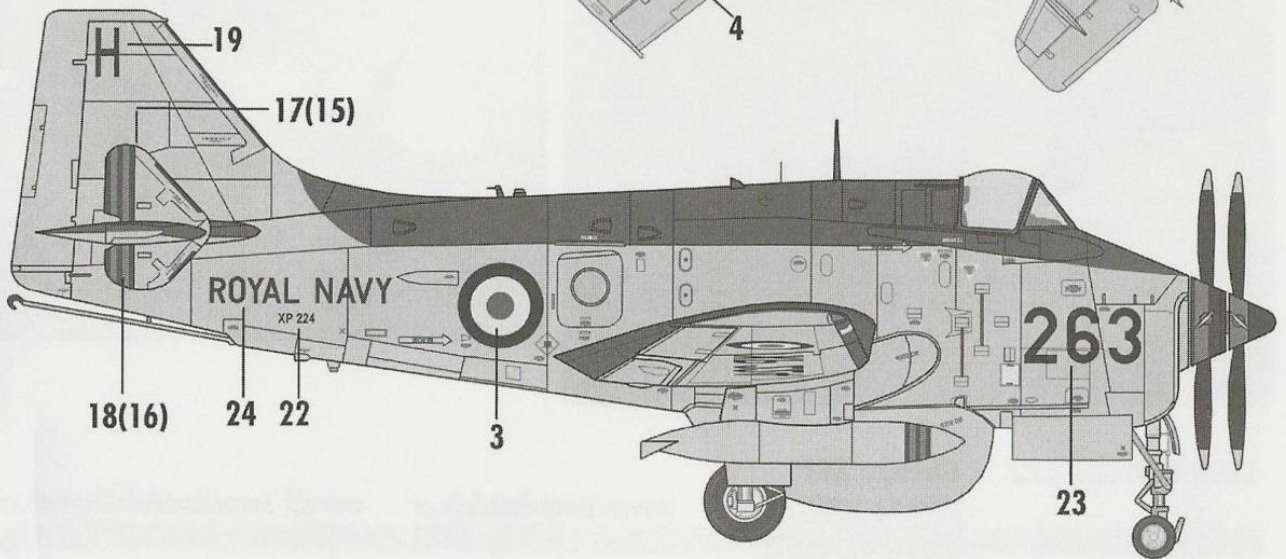
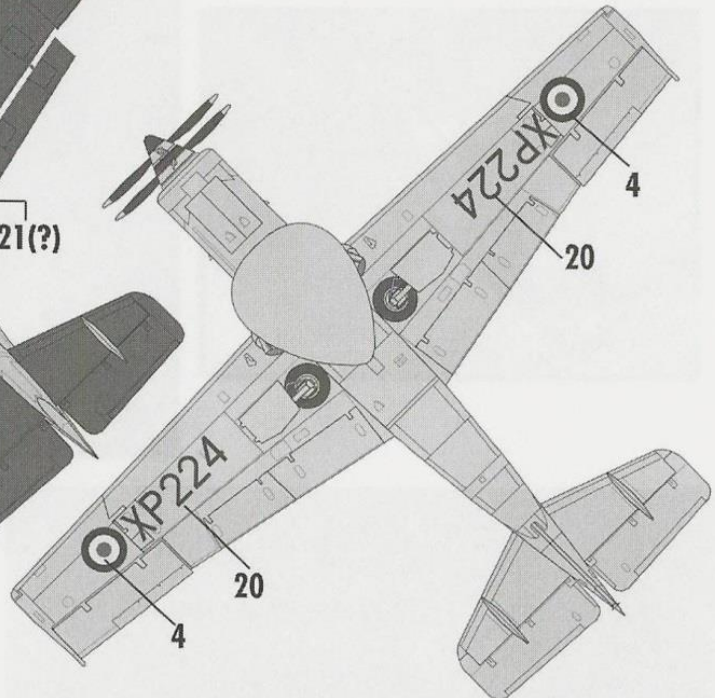
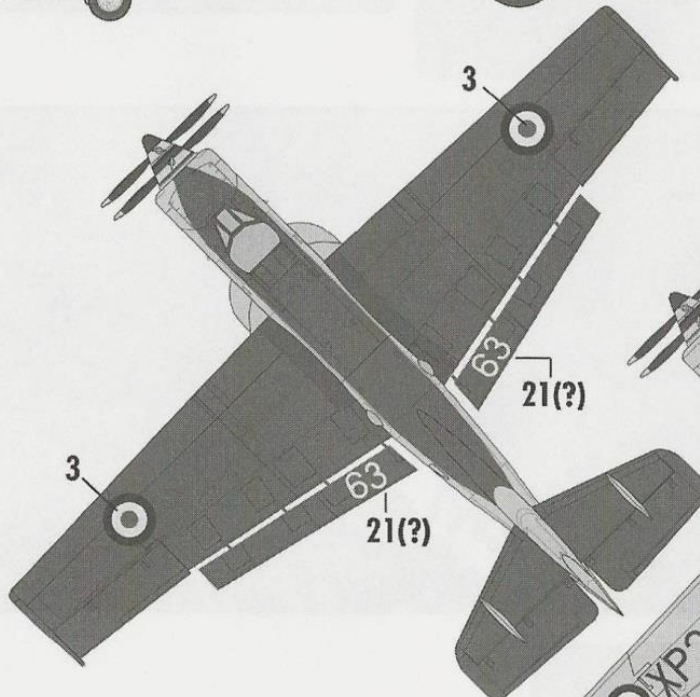
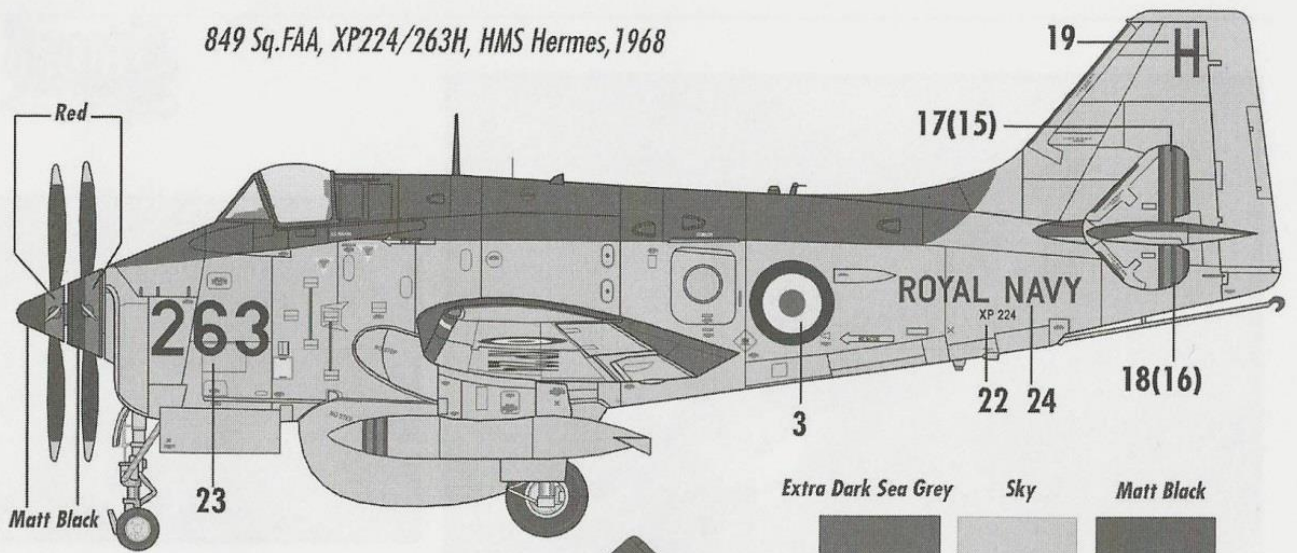


Yellow

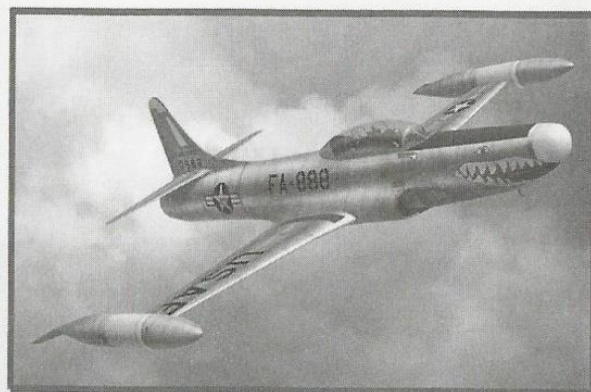
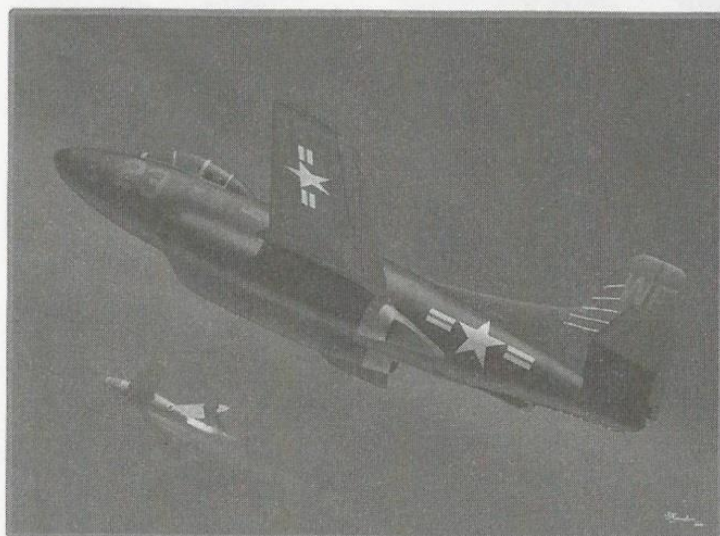
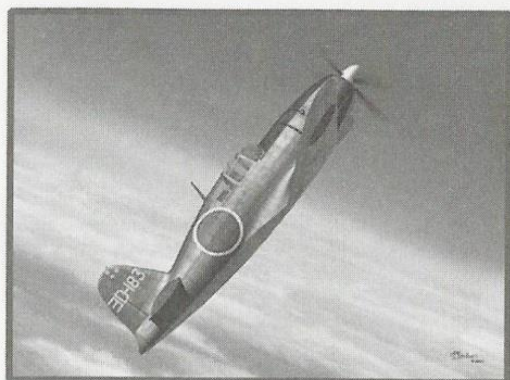
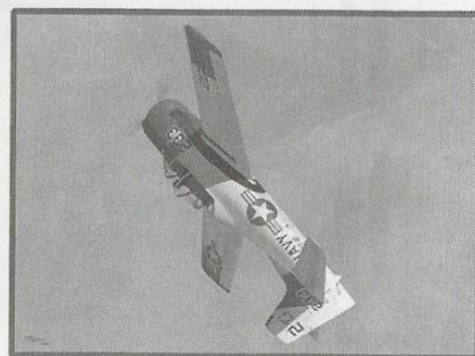


Matt Black Yellow

849 Sq.FAA, XP224/263H, HMS Hermes, 1968



Sword



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CZECH REPUBLIC

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