

NÁVOD / INSTRUCTION
CAC-19 Boomerang 'Jungle Scouts'

1/48

CZ - Historie

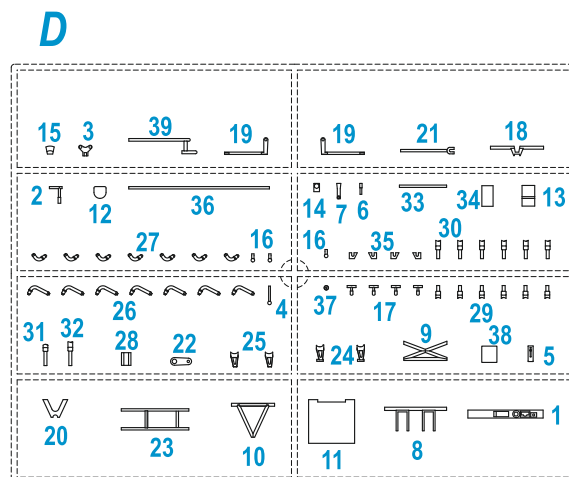
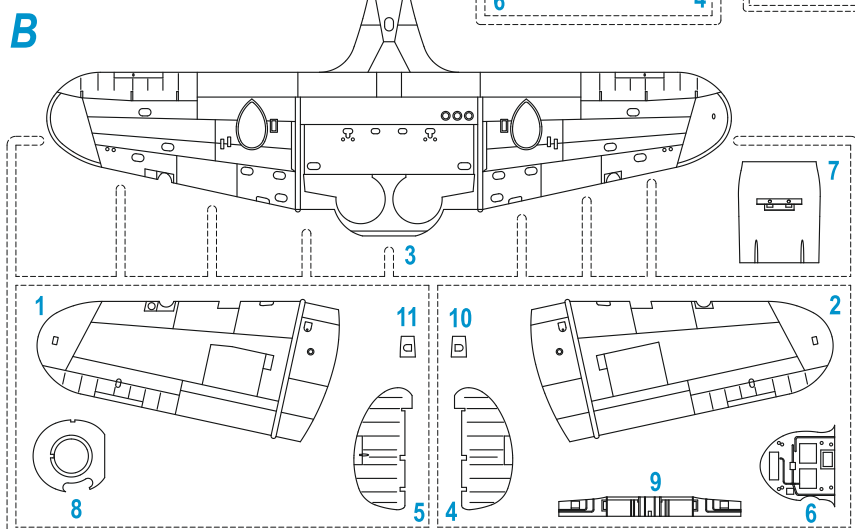
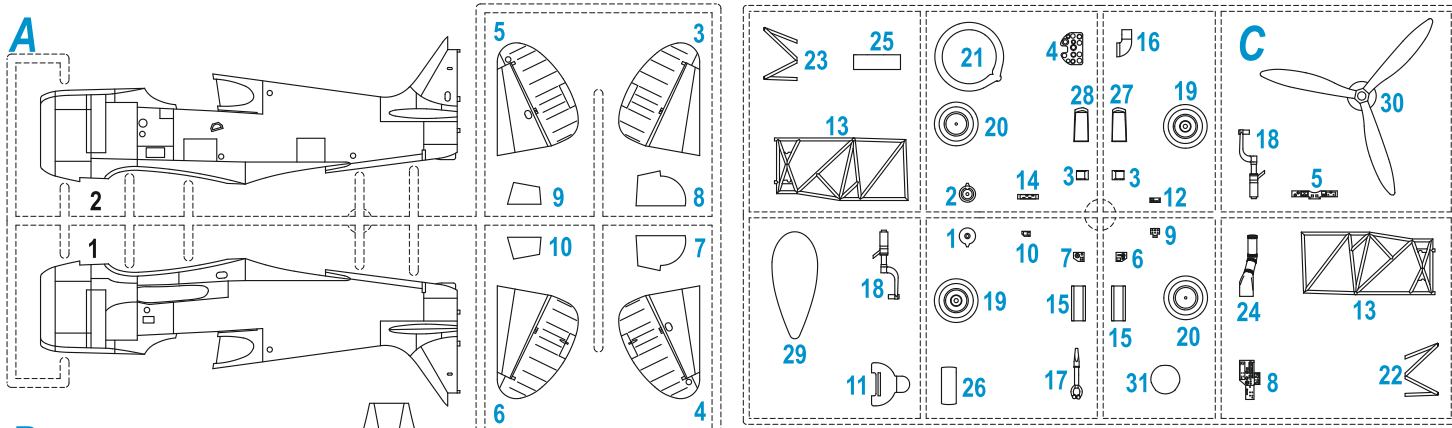
V roce 1936 byla založena z popudu australské vlády letecká a motorářská firma Commonwealth Aircraft Corporation Pty, Ltd. Jasně vyvstávalo nebezpečí dalšího světového konfliktu a hrozilo, že při odříznutí od zásobovacích tras by nebyl možný dovoz letadel. Samostatnost tak měla zajistit výroba vlastních nebo licenčních letadel. Šéfkonstruktérem se stal L. Wackett. Prvním typem byl na základě licence amerického NA-33 (předchůdce AT-Texanu) vyvinutý cvičný a bitevní A-20 Wirraway. Dalším typem stavěným v sérii byl letoun pro základní výcvik CA-6 Wackett. Když 7. 12. 1941 vypukla válka v Pacifiku, ocitla se Austrálie v přímém ohrožení, zejména, když prvotní japonské úspěchy byly velmi pronikavé. Z Japonci obsazených ostrovů byl několikrát bombardován sever Austrálie. V únoru 1942 australská vláda zadává firmě CAC urychlený vývoj stíhacího letadla a zároveň objednáva výrobu série. Za šestnáct týdnů tým L. Wacketta zkonstruoval na základě Wirrawae stíhací letoun poháněný jediným dostupným motorem, v Austrálii licenčně vyráběným R-1830 a vyzbrojený dvěma kanony a čtyřmi kulomety. První prototyp zalétaný 29. května 1942 dostal označení CA-12 a jméno Boomerang. Konstrukce byla smíšená. Trup měl trubkovou konstrukci, potah trupu na přední byl z duralu, za kabinou z překližky. Křídlo mělo duralovou konstrukci i potah. Jen křídélka byla potažena plátnem. Testy ukázaly, že za jinými stíhačkami Boomerang zaostává v rychlosti jak ve vodorovném tak střemhlavém letu, ale překonává je obratností. Sériová výroba začala ihned a dal a 105 objednaných strojů. Na ně navázala série mírně zlepšených CA-13, poslední sériovou verzí byla CA-19. Většina CA-19 byla postavena v průzkumné verzi s kamerou v trupu. V prototypu zůstala verze CA-14/14a s turbokompresorem. Boomerangy byly urychleně dodány squadronám RAAF čísel 83, 84 a 85, které hájily sever Austrálie. Dále je obdržely squadrony č. 4. na Nové Guinei a č. 5. na Bougainvillu. Protože ve vzduchu se protivníci příliš nevyskytovali, začali „Boomer Boys“ sloužit v roli přímé podpory pozemních jednotek, průzkumu a vyhledávání cílů pro stíhací bombardéry. Tato činnost je proslavila. Mimo to samozřejmě sloužily k výcviku v jednotkách OTU. V roce 1946 byly Boomerangy vyřazeny ze služby v RAAF. Do dnešních dnů se zachovalo několik strojů, zrekonstruovaných z trosk díky nezměrnému úsilí nadšenců pro tyto krásné letouny. Díky jejich pomoci jsme mohli připravit i tento model.

Technické údaje: Rozpětí: 10,97, délka: 7,77 m, max. rychlost ve výšce 4 724m: 491 km/h, stoupavost u země: 14,9 m/s, dostup: 10 363 m, dolet/dolet s přídavnou nádrží: 1 497 km/3 050 km

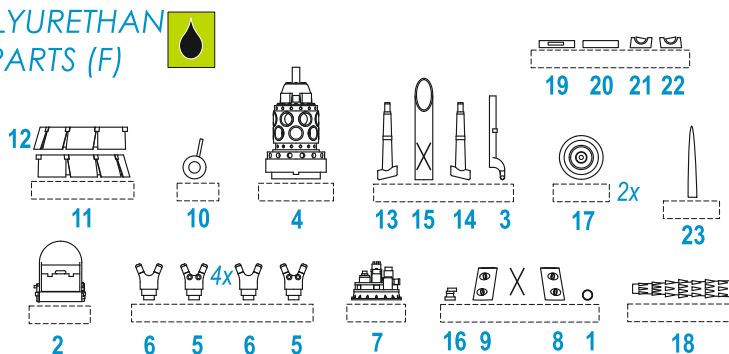
EN - History

By the impulse from Australian government the Commonwealth Aircraft Corporation Pty, Ltd. aircraft and engine company was founded in 1936. The danger of new World conflict was obvious and the threat of supply routes being cut off would signify that no aircraft could have been imported anymore. The production of domestic designs or license built aircraft could ensure the independence. The Chief designer became L. Wackett. The first type to be produced was training and ground support A-20 Wirraway. It was developed using license built US NA-33 (Texan predecessor). The next series built aircraft was CA-6 Wackett intended for basic training. When the war had broken out in Pacific on December 7, 1941 Australia was in direct exposure, especially when the initial Japanese successes were stunning. The North Australia was several times bombed by Japanese aircraft based at captured islands. In February 1942 Australian government had ordered CAC to quick development and series production at a time of a new fighter aircraft. Design team of L. Wackett designed new fighter aircraft in sixteen weeks. The new aircraft was based on Wirraway and it was powered by the only available engine, license built R-1830, and its armament consisted of two cannons and four machine guns. The first prototype designated CA-12 was test flown on May 29, 1942 and was named Boomerang. The design of the aircraft was of mixed construction. The fuselage featured tube structure; nose and cowling had duralumin skin, behind the cockpit it was covered by plywood. The wing featured both duralumin structure and skin with ailerons being cloth covered. The Boomerang trials proved the compared to other fighters it's slower in both level and dive flight but it succeeds them in maneuverability. The series production had started immediately and 105 ordered aircraft were delivered. Slightly improved CA-13 followed the first series and the last mass produced version was CA-19. Most of the CA-19s were produced as reconnaissance version with fuselage built photo camera. CA-14/ 14a equipped with supercharger stayed in the prototype design only. Boomerangs were promptly delivered to RAAF No. 83, 84 and 85 squadrons that protected the North Australia. Further they were assigned to No. 4 Squadron based in New Guinea and No. 5 based in Bougainville. Since enemy air actions were limited the "Boomer Boys" started with support of ground units, reconnaissance and target locating for fighter bombers. And it was these actions that Boomerangs became famous for. Boomerangs also served with OTU units for training. RAAF Boomerangs were withdrawn from active duty in 1946. Only a few Boomerangs survived to the present days. They were reconstructed using salvaged aircraft and wrecks by the enormous efforts of the enthusiasts that love these aircraft. Thanks to their help we were able to produce this kit.

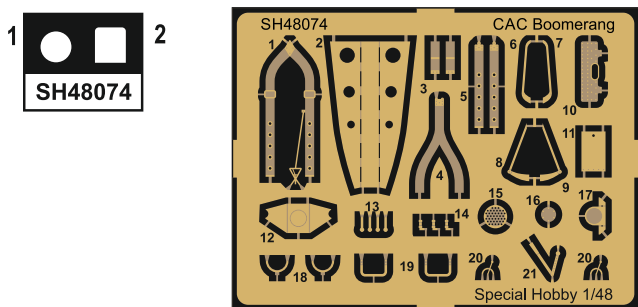
Technical data: Wingspan: 10.97 m, Length: 7.77 m, Max. Speed at 4,724 m: 491 Kmh, Climb Rate: 14.9 m/s, Ceiling: 10,363 m, Range/ with external fuel tank: 1,497 km/ 3,050 km



POLYURETHAN PARTS (F)



FILM PARTS (FP) PHOTOETCHED PARTS (PP)

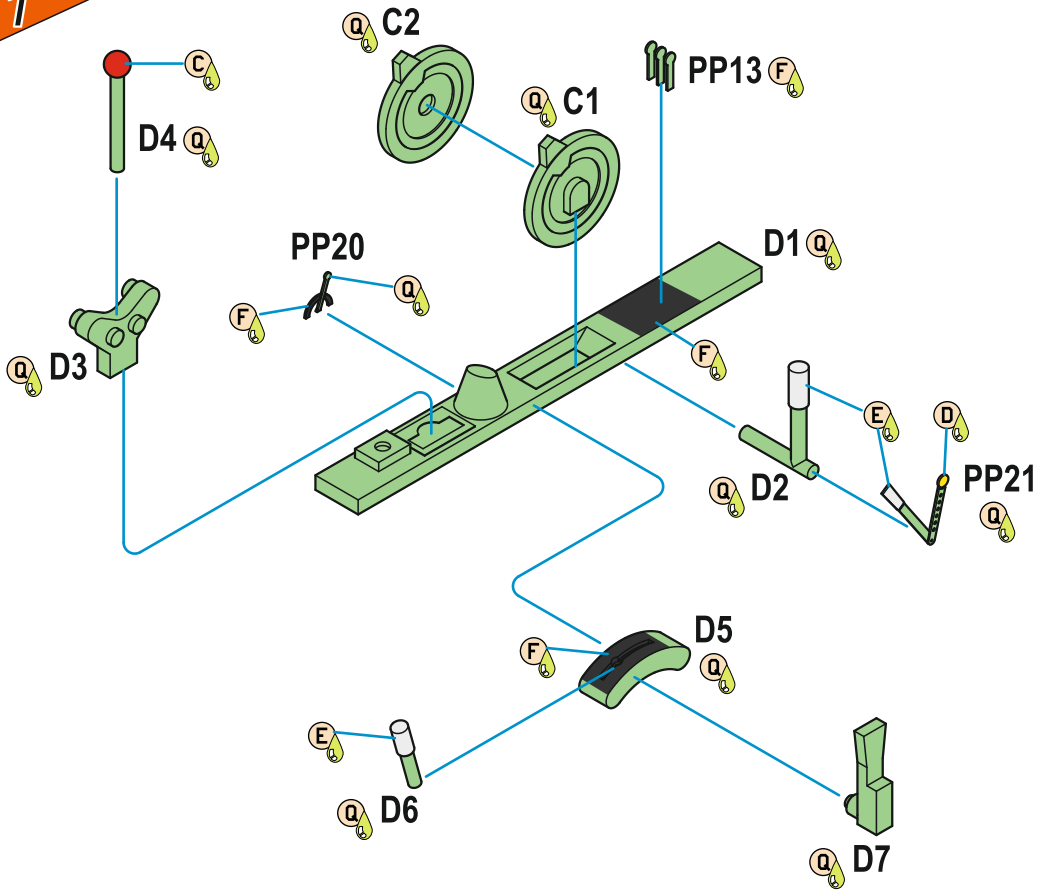


A	H1 / C1	White / Bílá
B	H2 / C2	Black / Černá
C	H3 / C3	Red / Červená
D	H4 / C4	Yellow / Žlutá
E	H8 / C8	Aluminium / Hliník
F	H12 / C33	Matt Black / Matná černá
G	H18 / C28	Steel / Ocel
H	H28 / C78	Metal Black / Kovová černá
I	H53 / C13	Neutral Grey / Šedá
J	H72 / C22 90% +	Earth Brown / Zemité hnědá
K	H47 / C41 10%	Super Chrome / Chrom
L	H76 / C61	Burnt Iron / Opálený kov
M	H77 / C137	Tire Black / Černá na pneumatiky
N	H85 / C45	Sail / Plátno
O	H90 / C47	Clear Red / Červený lak
P	H93 / C50	Clear Blue / Modrý lak
Q	C364	Interior Grey-Green / Interiérová
R	H94 / C138	Clear Green / Zelený lak

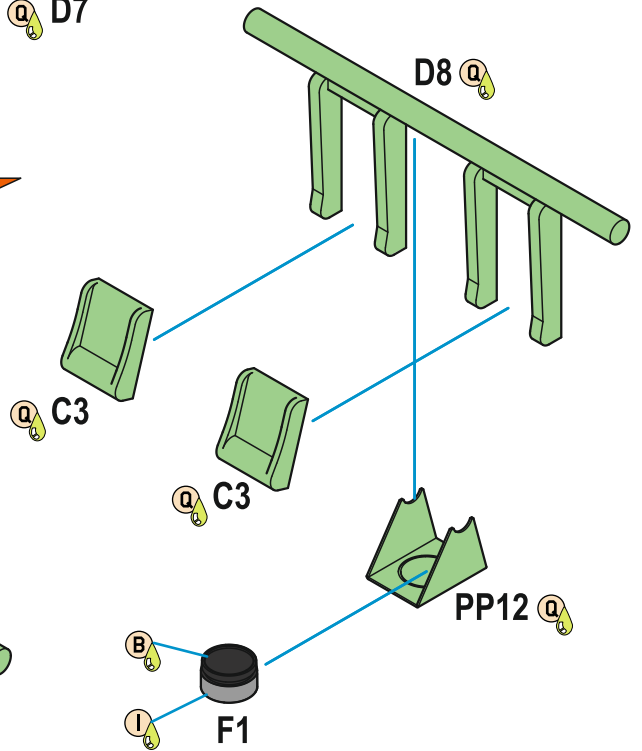
SYMBOLS

MOŽNOST VOLBY OPTIONAL NACH BELIEBEN OPTION	POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO INSTANT CYANOACRYLATE GLUE ZYANOAKRYLÁTKLEBER COLLE CYANOACRYLAT	OHNOUT BEND BIEGEN COURBER	ZHOTOVIT NOVÉ SCRATCH BUILD FERTIGSTELLEN ACHEVER	ŘEZAT/VRTAT CUT OFF/DRILL ENTFERNEN DETACHER	GSI colours code	NATŘÍT COLOUR FARBEN PEINDRE
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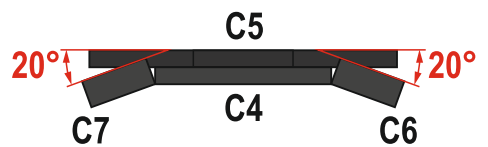
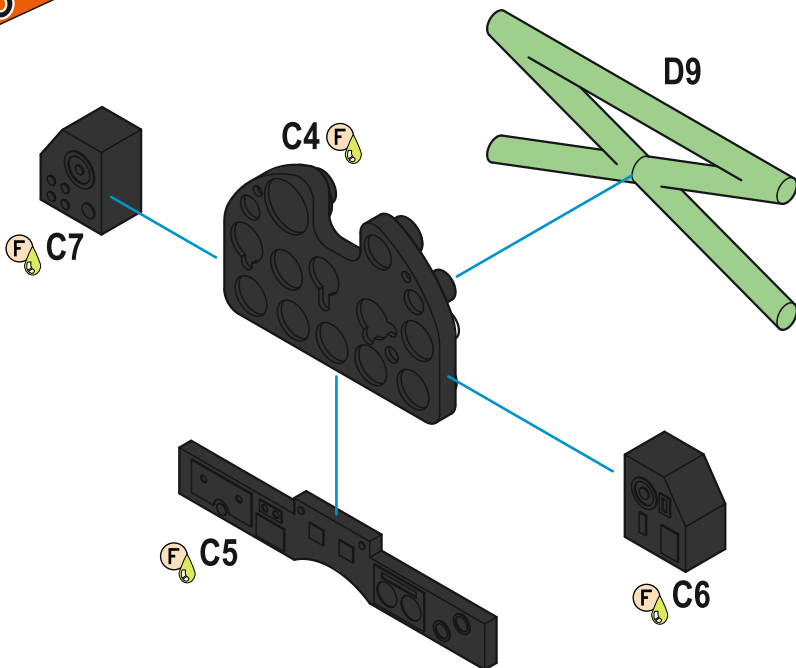
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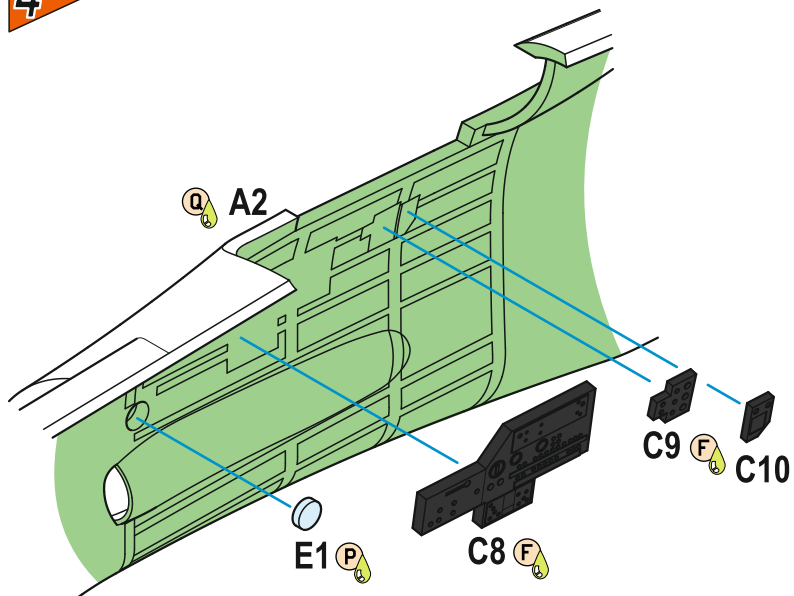
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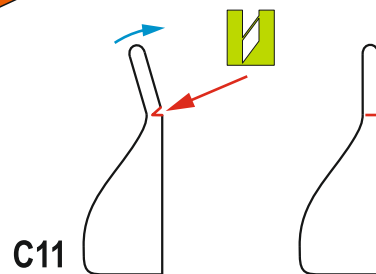
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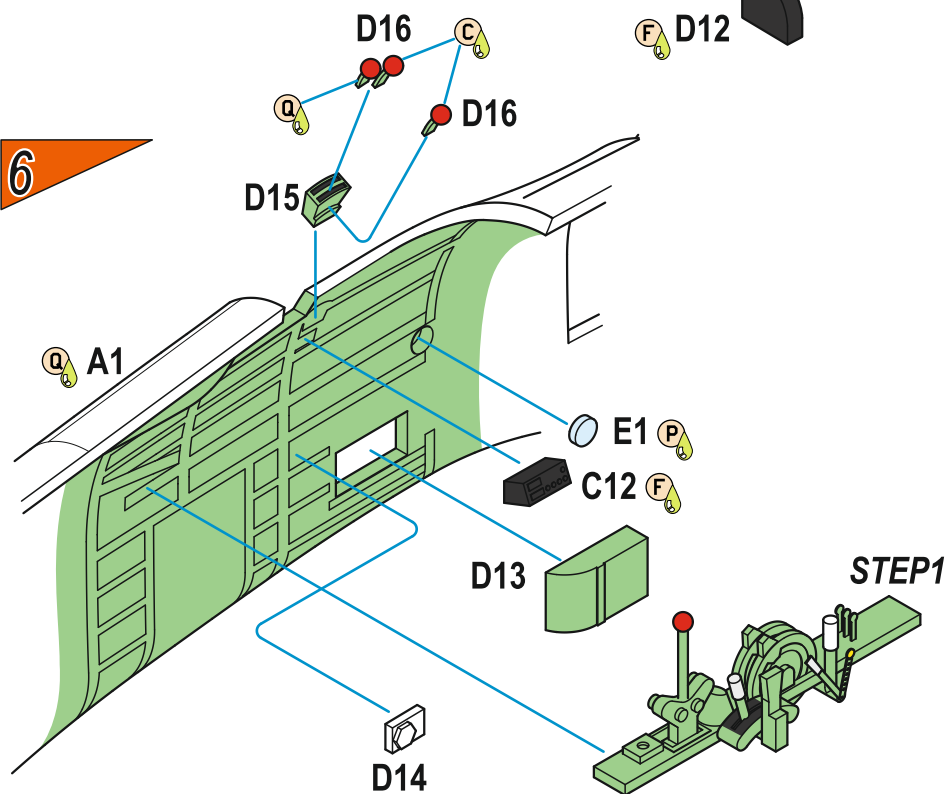


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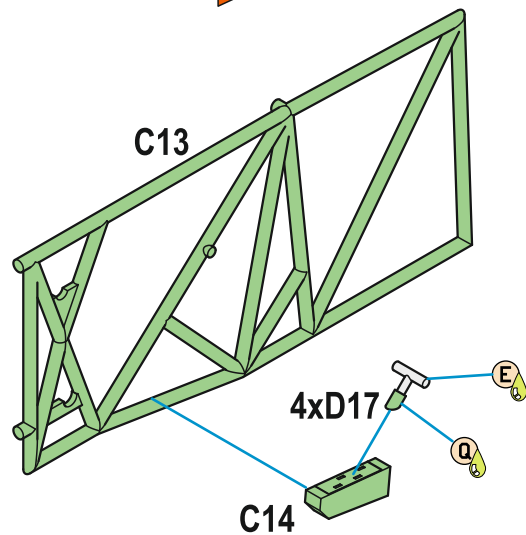


Narovnejte horní část opěrky hlavy
 Straighten the upper head rest area

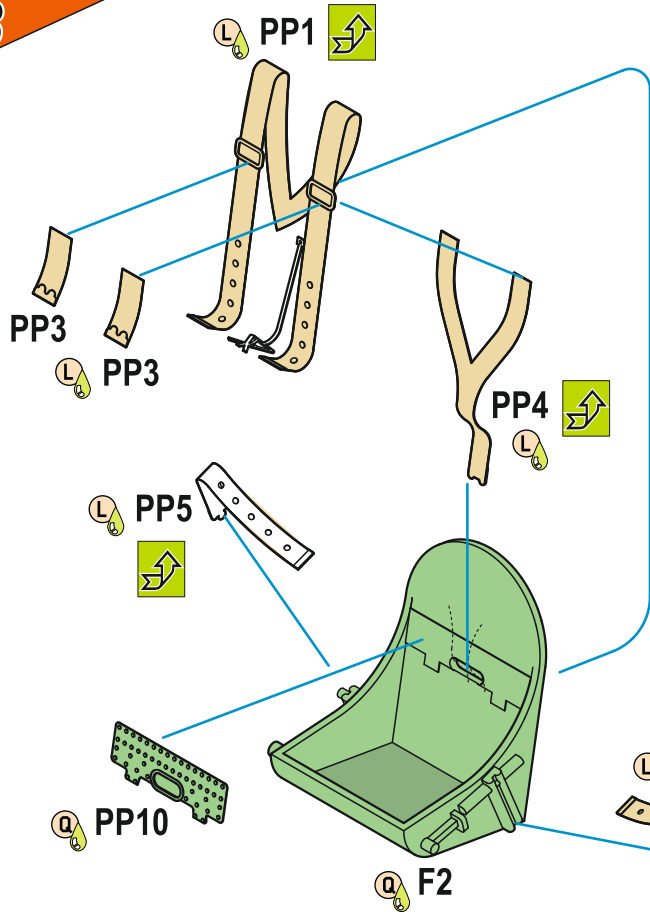
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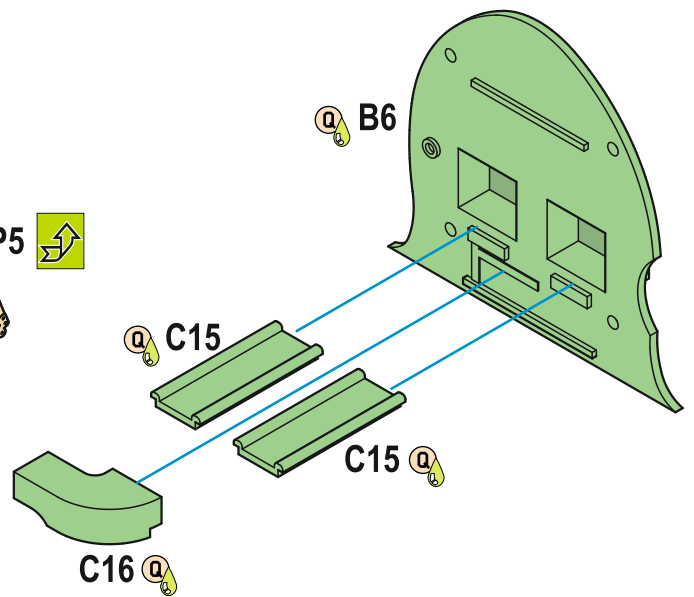
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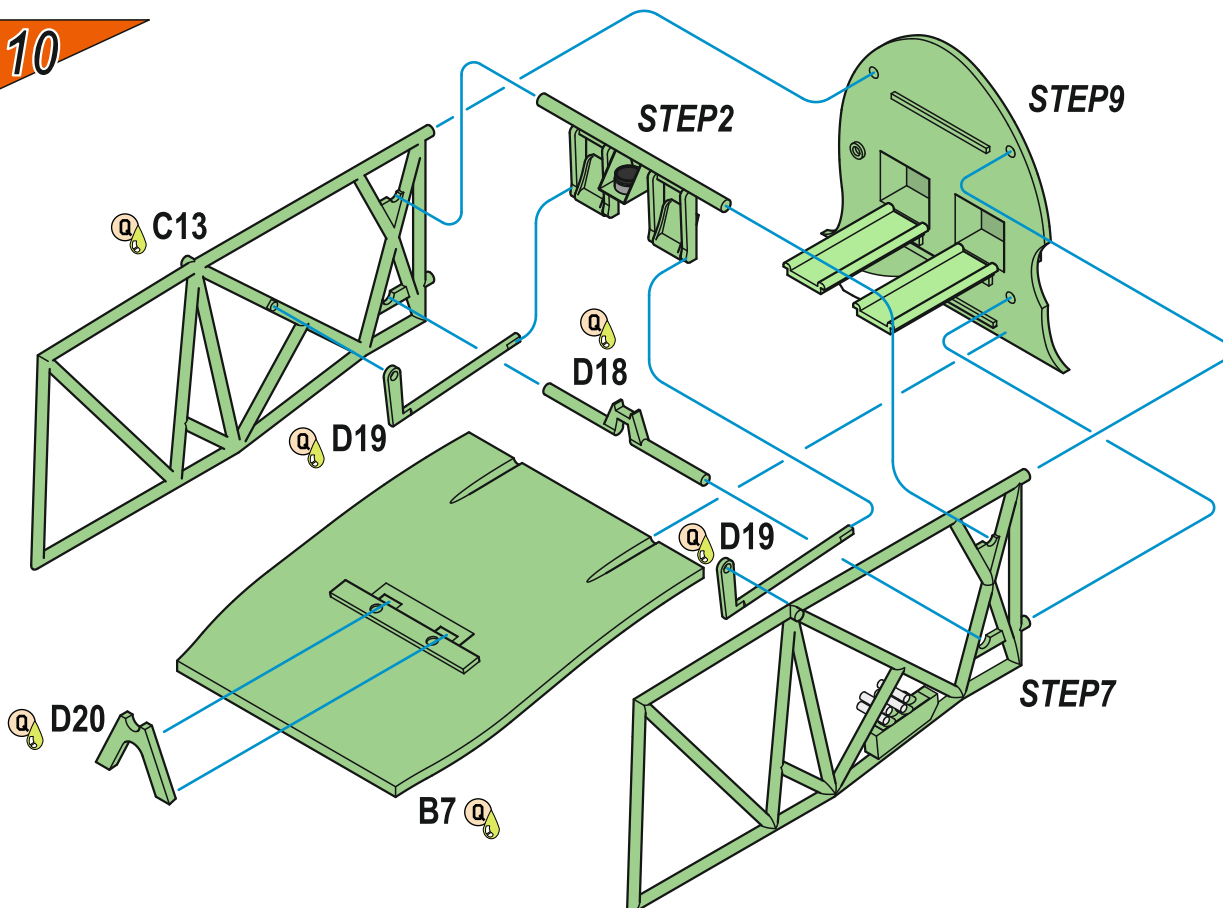
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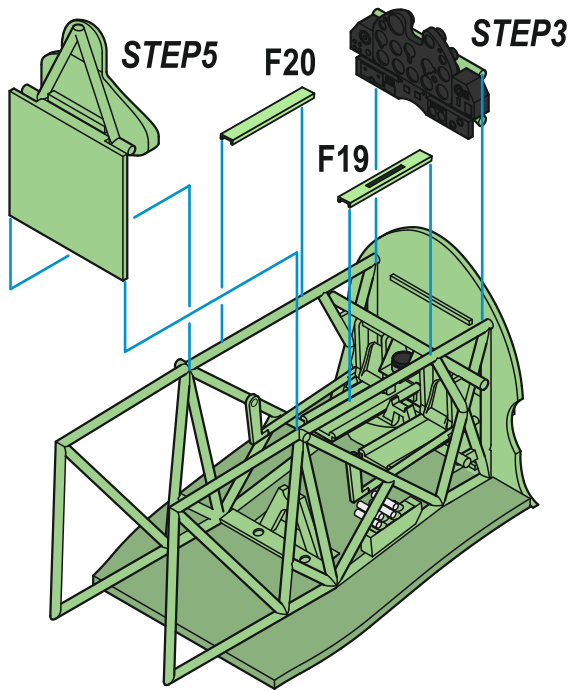
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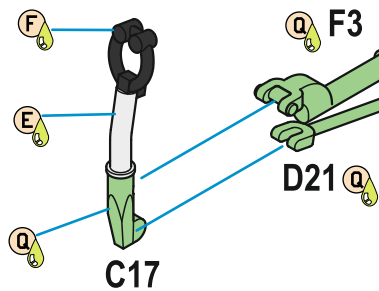


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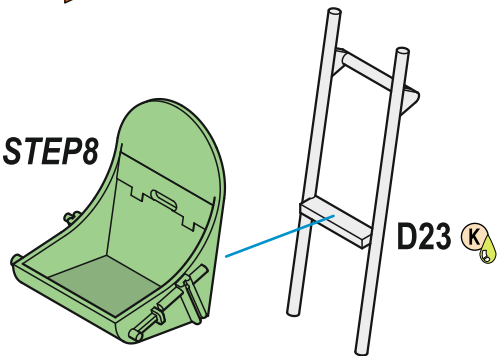


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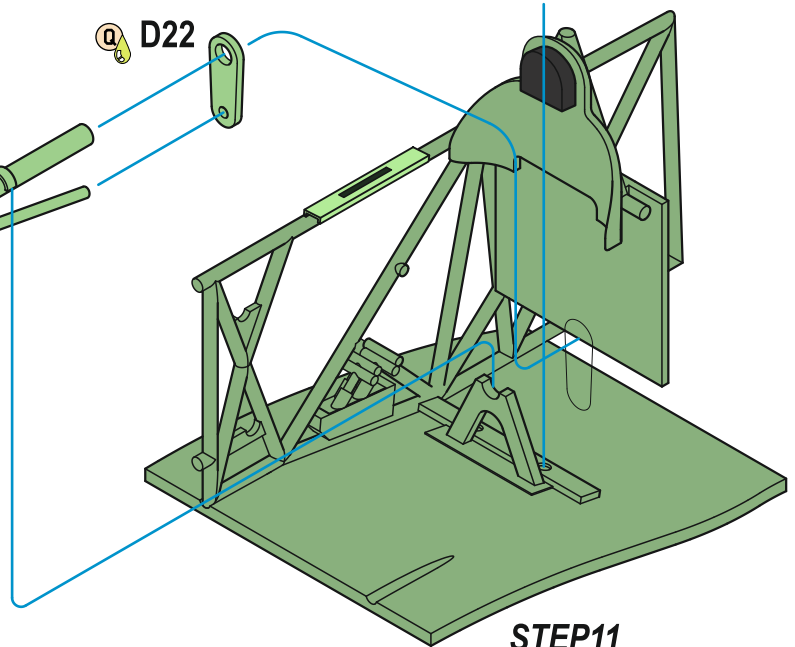
STEP10



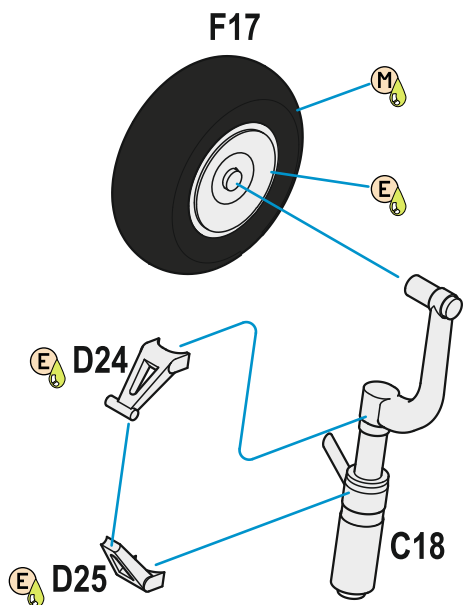
STEP8



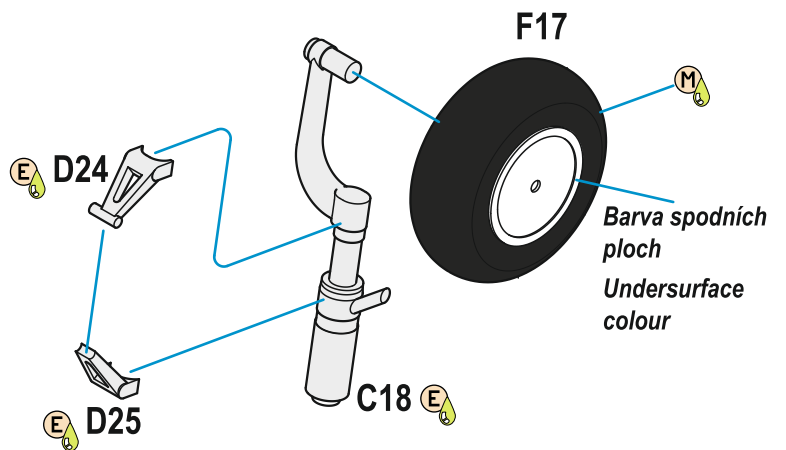
Q D22



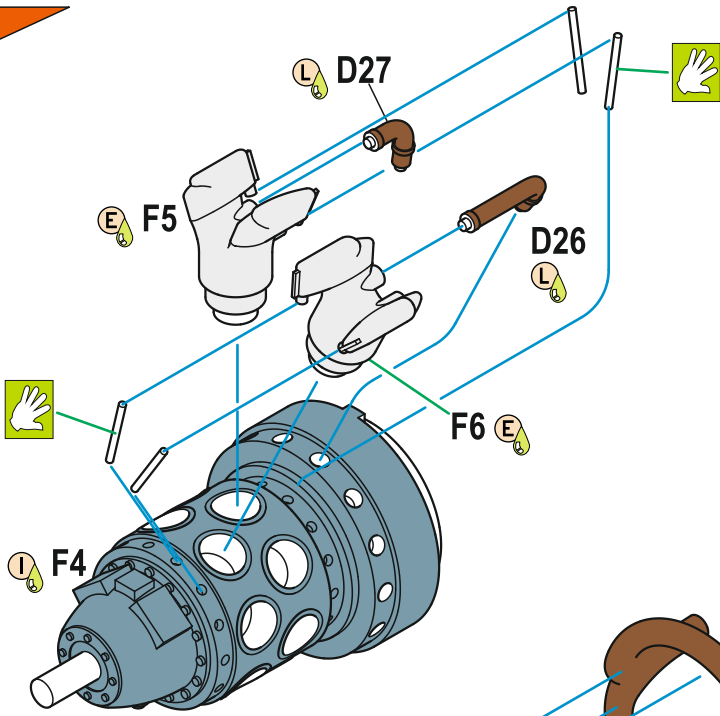
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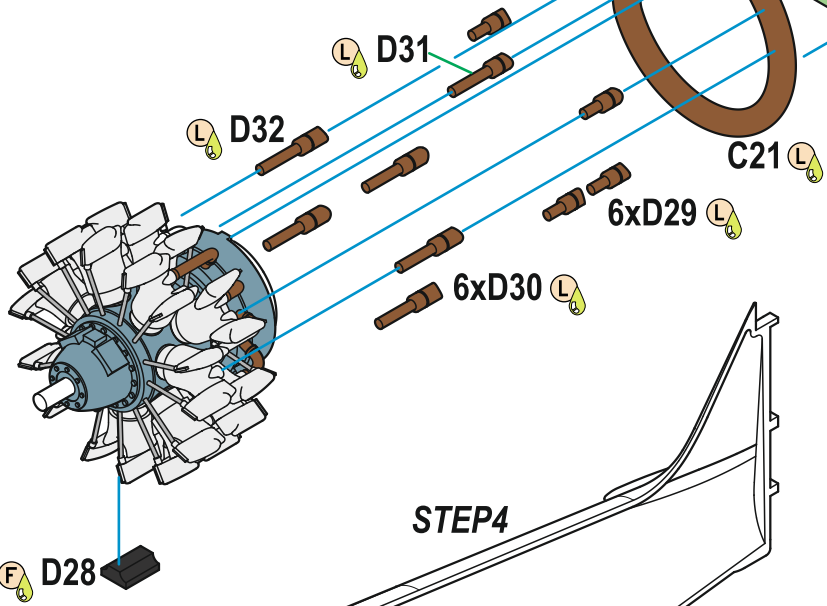
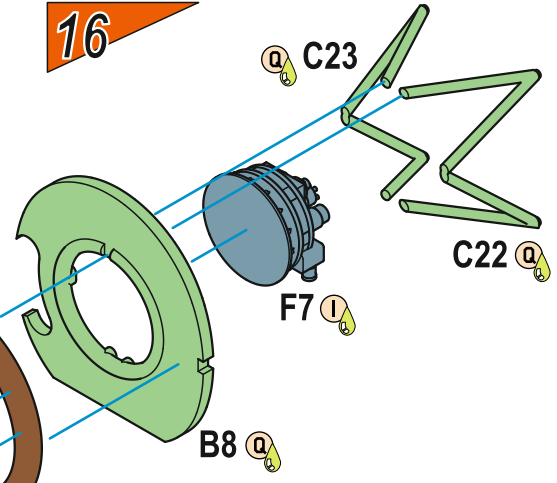
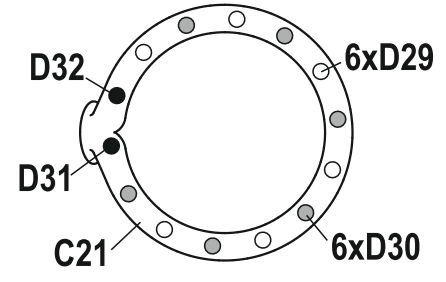
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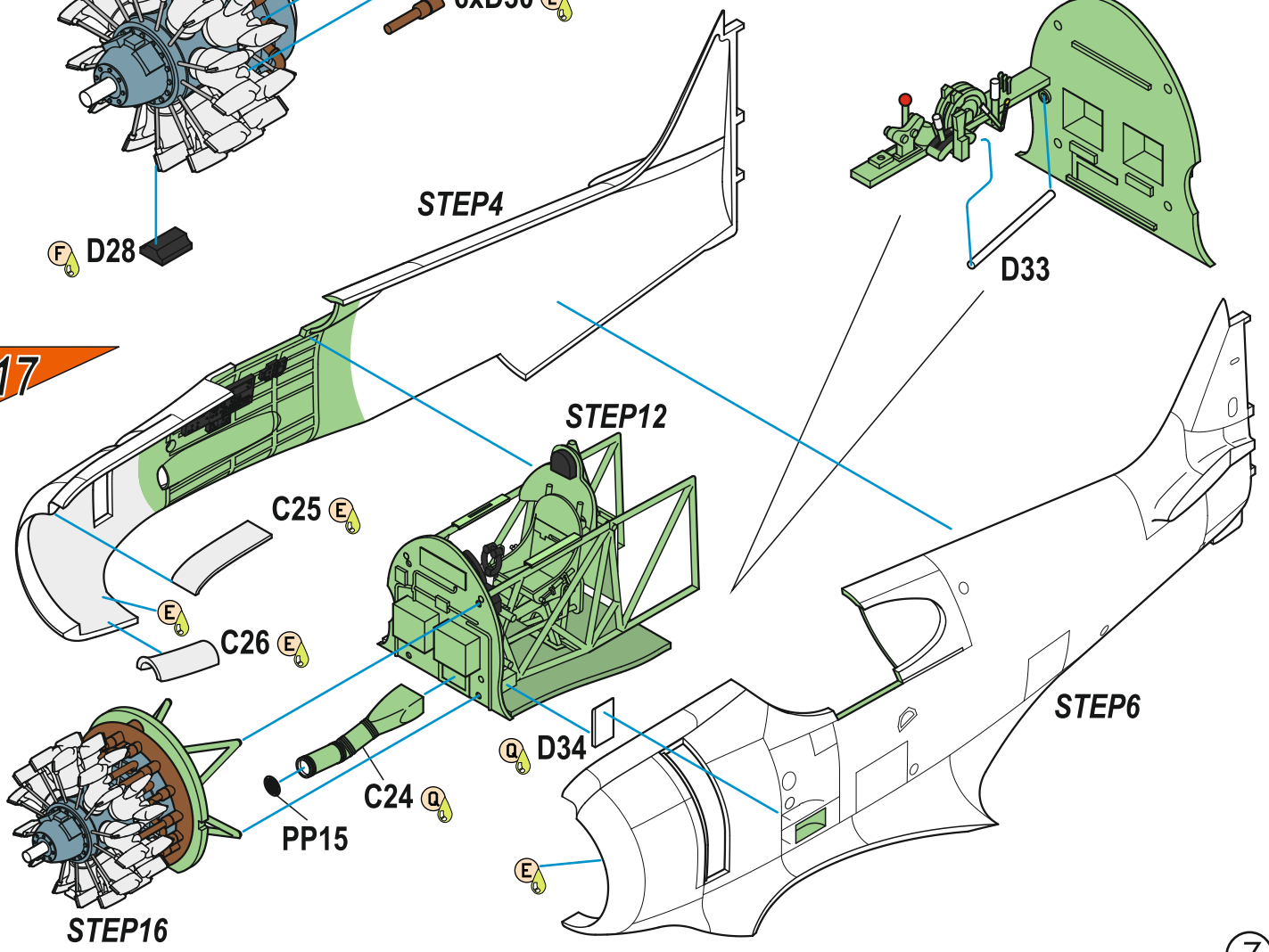


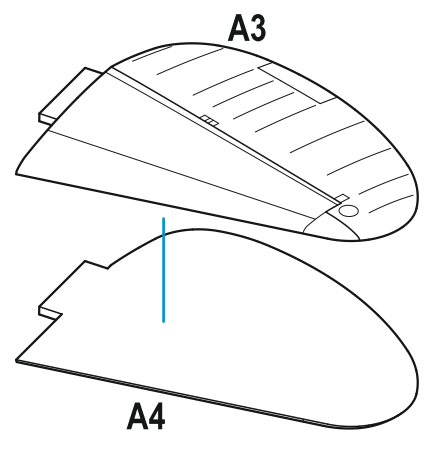
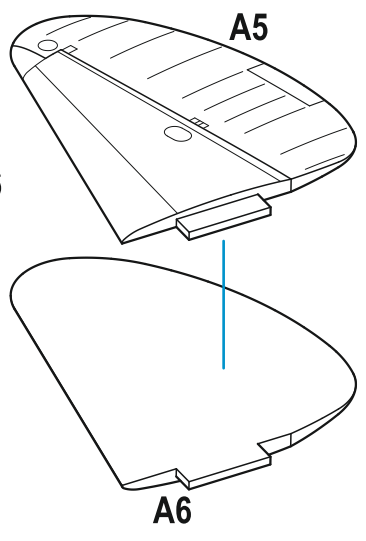
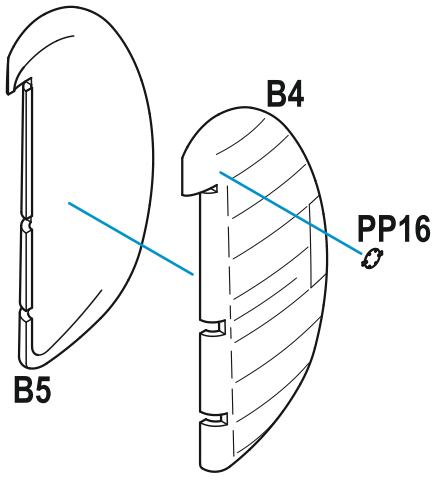
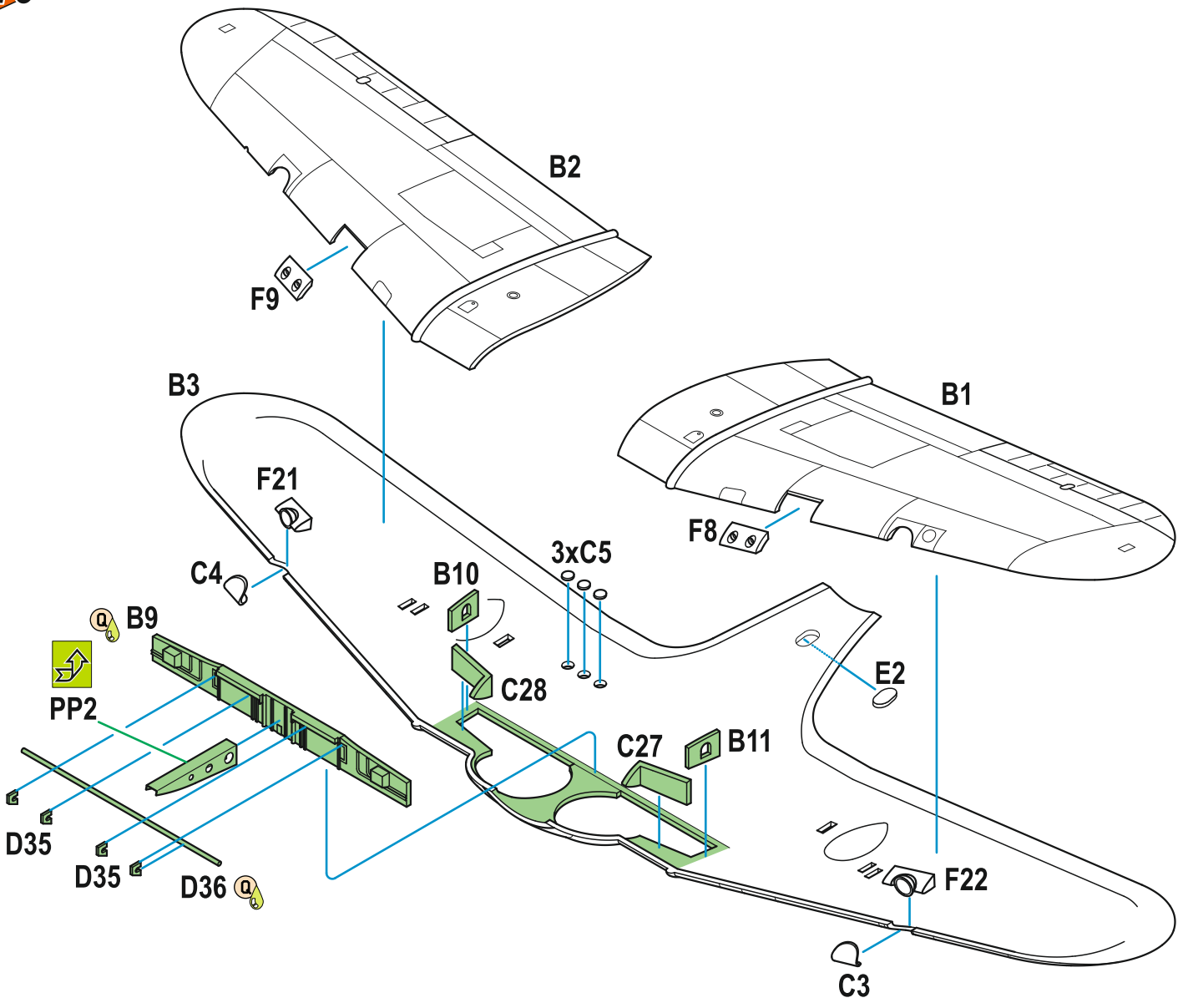
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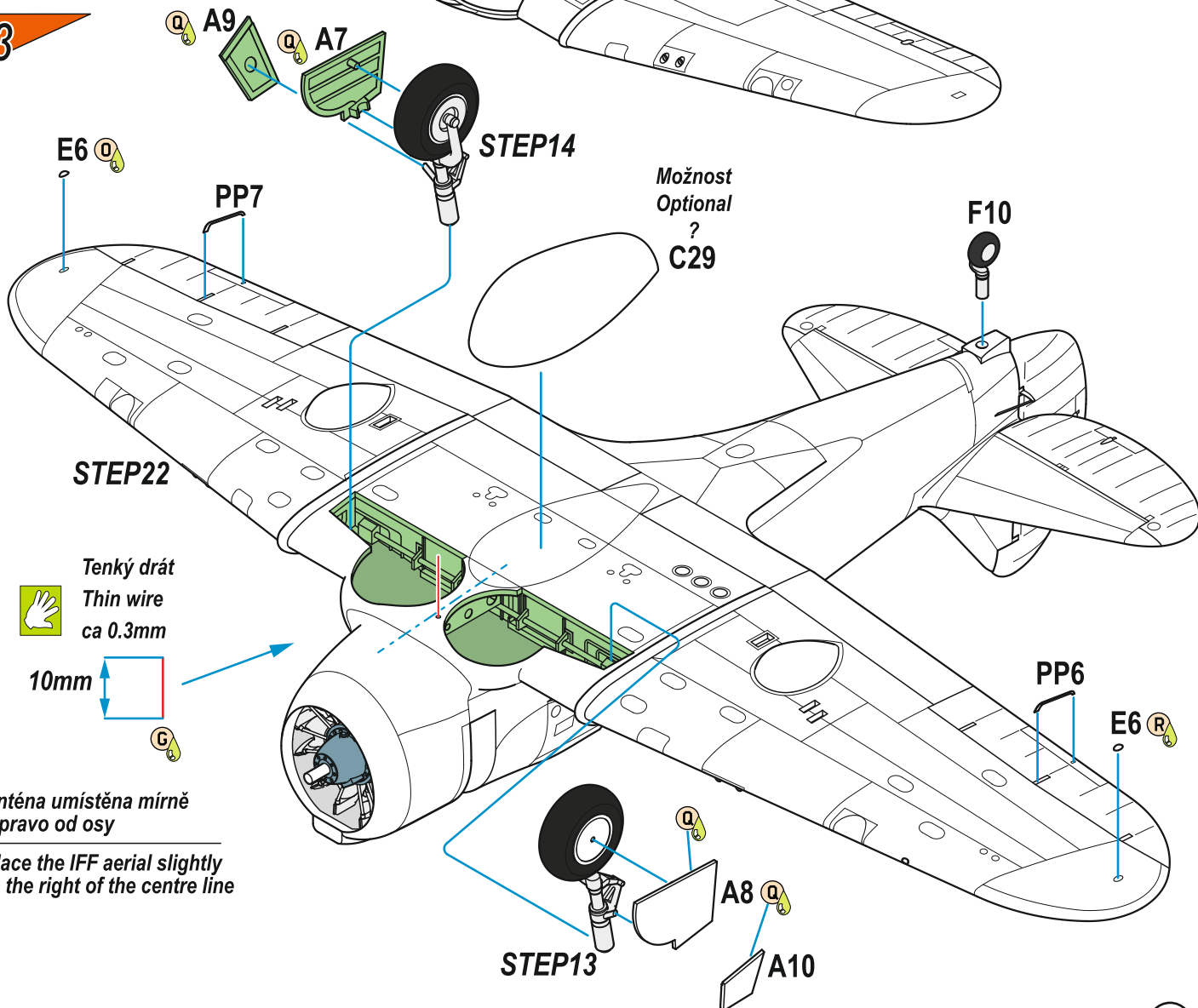
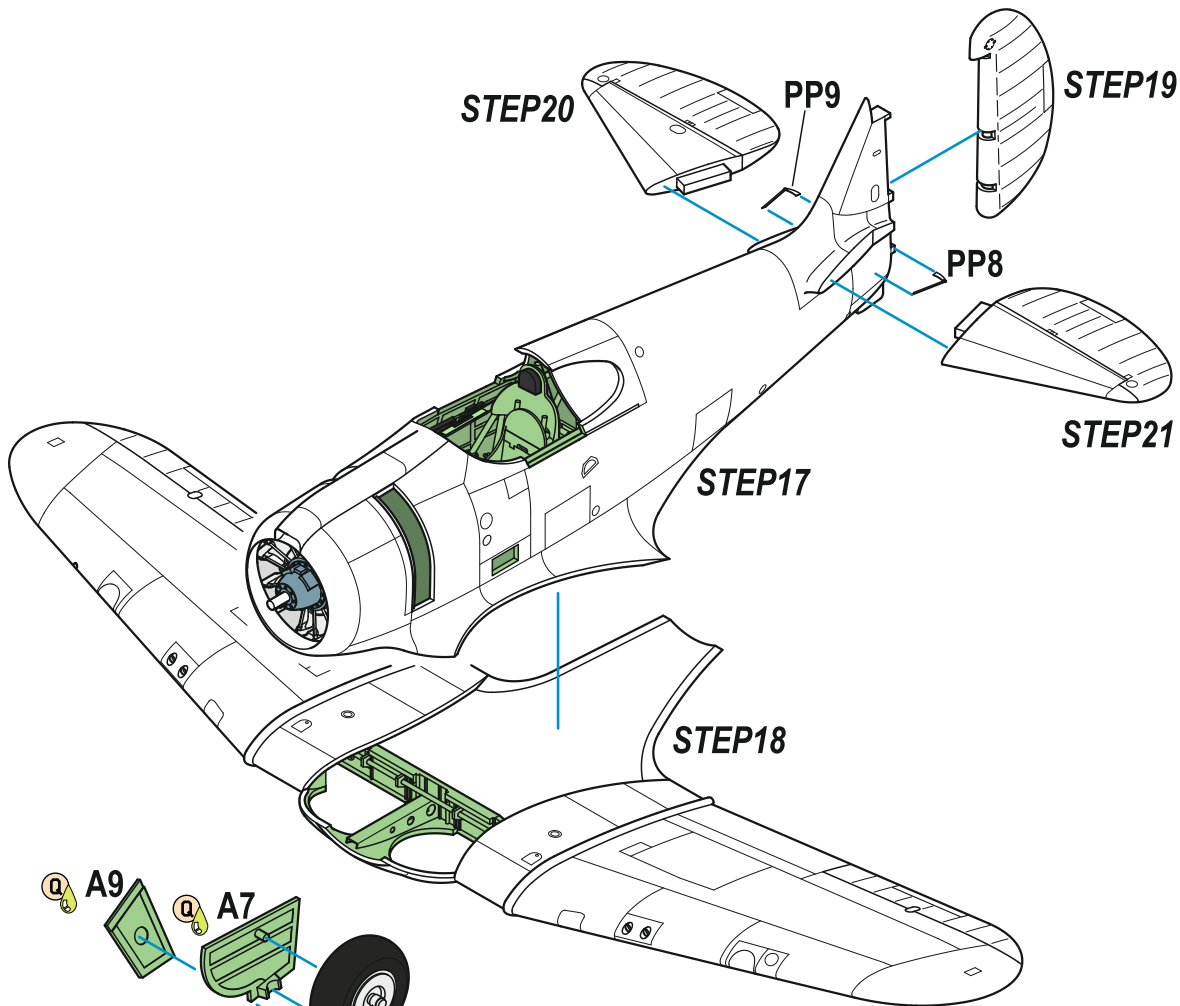


Díly D33 a D34 nalepte před slepením polovin trupu
 Before putting fuselage parts together paste D33 and D34 parts.

17



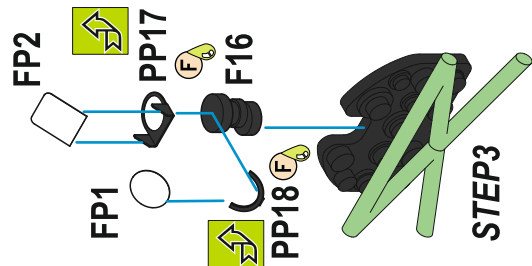




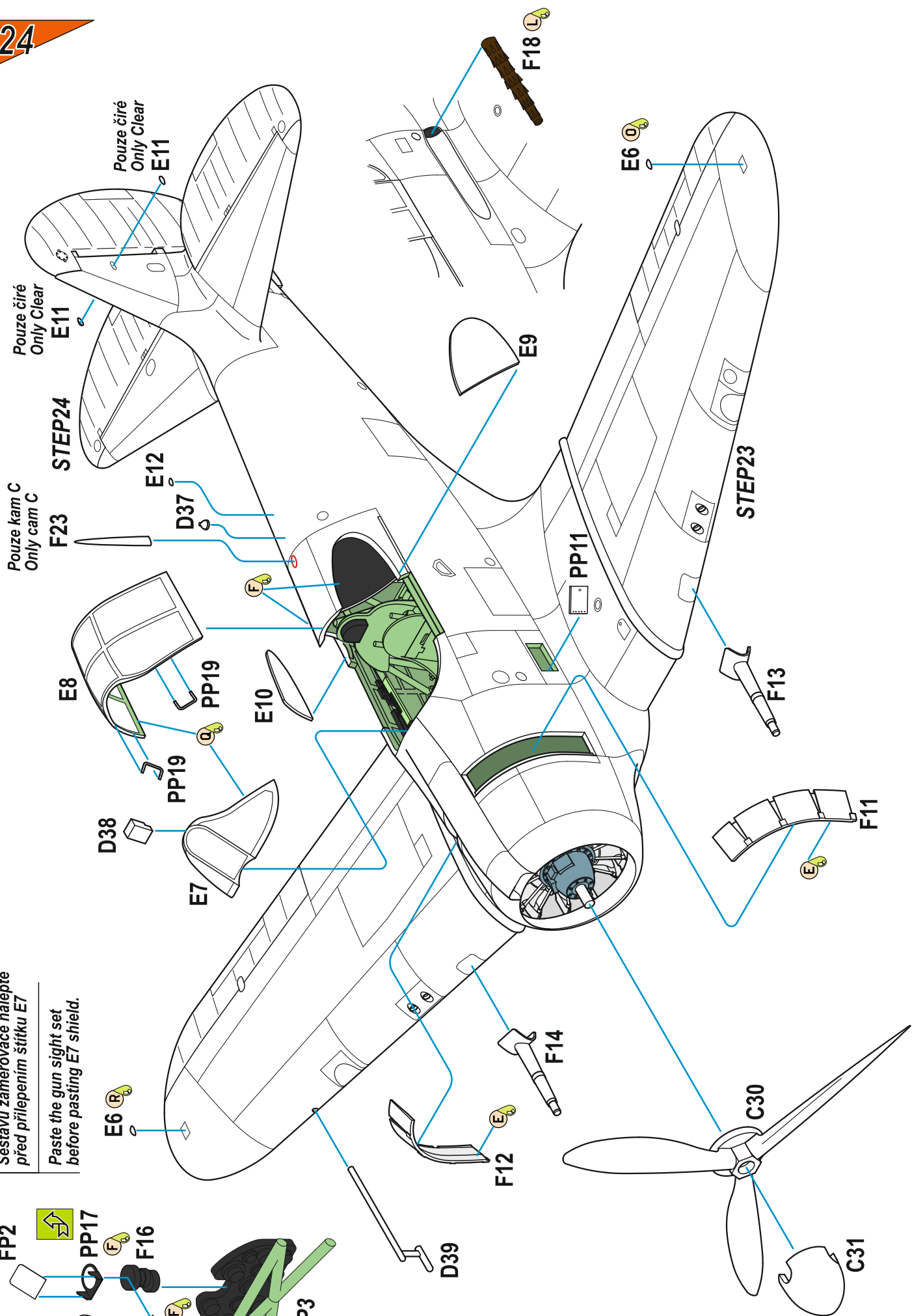
Anténa umiestená mierne v pravo od osy
Place the IFF aerial slightly to the right of the centre line

Sestavu zaměřovače nalepte před přilepením štítu E7

Paste the gun sight set before pasting E7 shield.



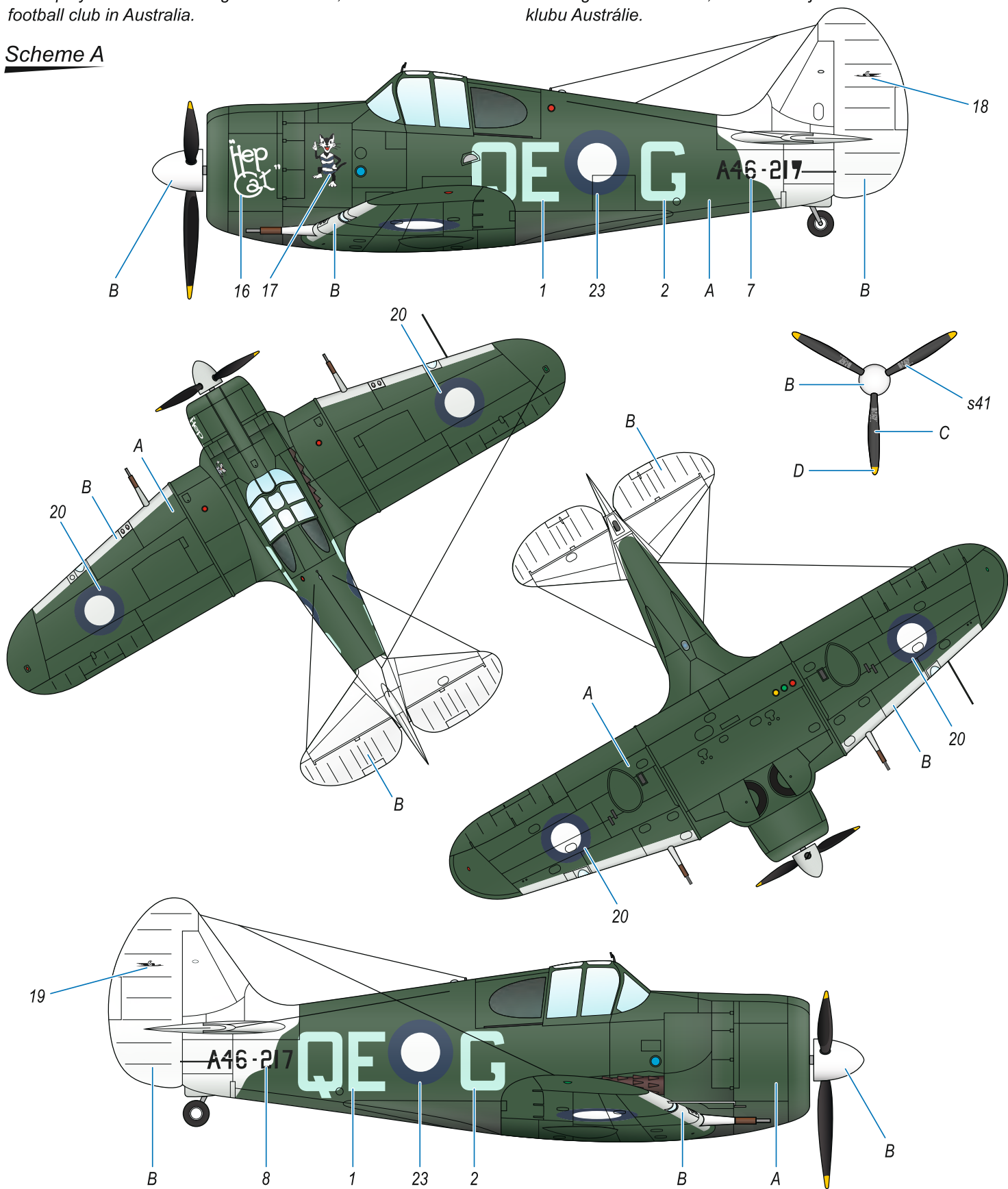
STEP3



CAC CA-19 Boomerang Mk.II, A46-217, QE-G, named "Hep Cat", pilot Fl/L L. Burghard, No.4 Sqn. RAAF, Cape Hoskins, New Britain, February 1945. On 11 February 1945 the machine suffered brake failure, overran the runway and her undercarriage collapsed. The cat cartoon possibly refers to the players of the Geelong Football Club, the second oldest football club in Australia.

CAC CA-19 Boomerang Mk.II, A46-217, QE-G, pojmenovaný "Hep Cat", pilot Fl/L L. Burghard, No.4 Sqn. RAAF, Cape Hoskins, Nová Británie, únor 1945. Stroj po selhání brzd přešel 11. února 1945 dráhu a vylomil podvozek. Karikatura kočky odkazuje pravděpodobně ke Geelong Cat. Tak se říká hráčům Geelong Football Clubu, druhému nejstaršímu fotbalovému klubu Austrálie.

Scheme A



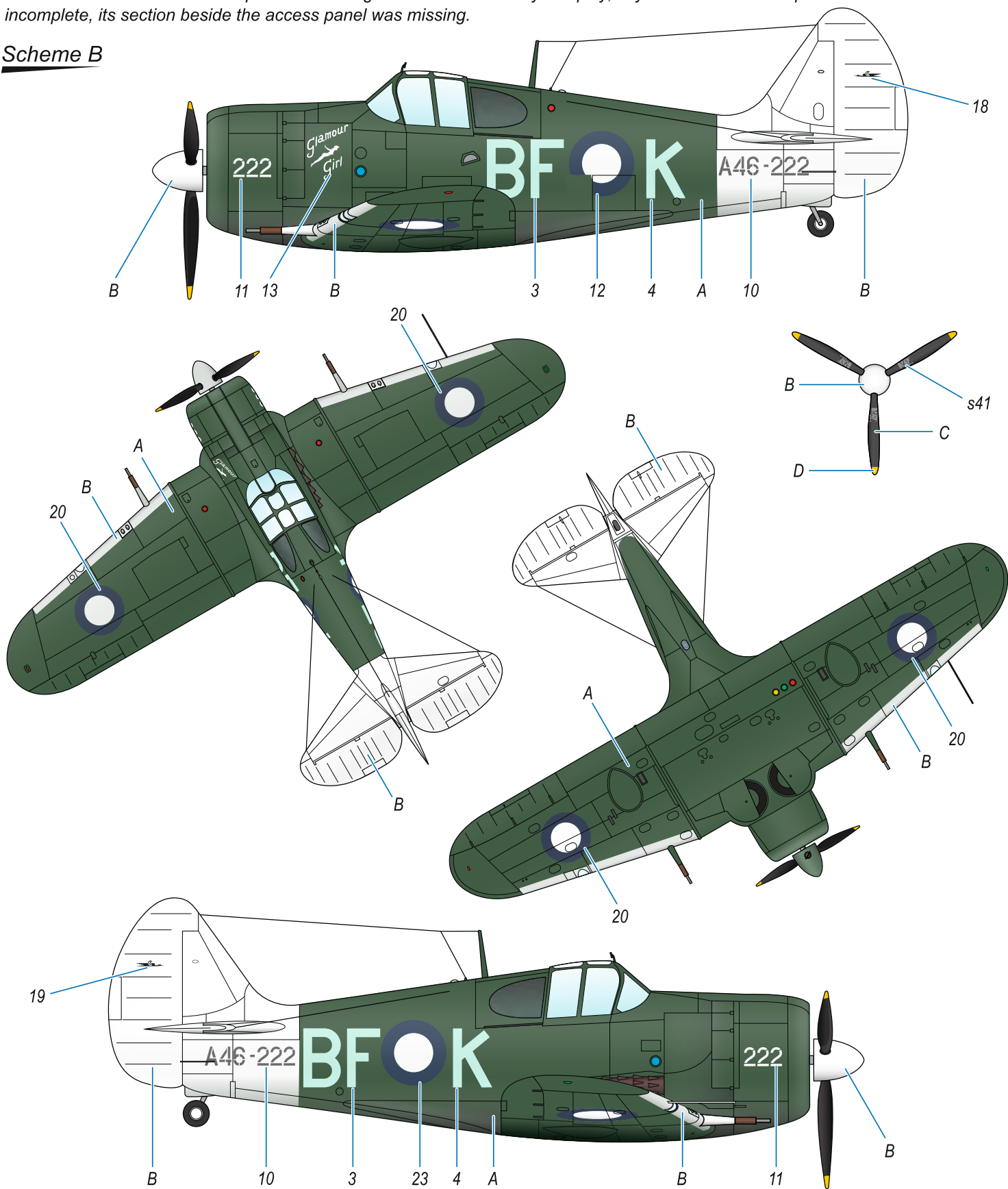
- | | | | |
|--|--------------------------------|------------------------------------|------------------------------------|
| A Foliage Green
Listově zelená
H/C302 | B White
Bílá
H/C1 | C Black
Černá
H12/C33 | D Yellow
Žlutá
H/C329 |
|--|--------------------------------|------------------------------------|------------------------------------|



CAC CA-19 Boomerang Mk.II, A46-222, BF-K, dubbed 'Glamour Girl', pilot F/L I. C. Curtis, No.5 Sqn. RAAF, Bougainville, early 1945. Although the Glamour Girl had been most often flown by F/L Curtis, it was the No.5 Sqn Commanding Officer N.S.Barry who brought her to her sad end during an unsuccessful attempt to land on 15 March 1945. The port side fuselage roundel was incomplete, its section beside the access panel was missing.

CAC CA-19 Boomerang Mk.II, A46-222, BF-K, pojmenovaný Glamour Girl, pilot F/L I. C. Curtis, No.5 Sqn. RAAF, Bougainville, začátek roku 1945. I když s „půvabnou slečnou“ létal F/L Curtis nejčastěji, nakonec ji 15. března 1945 při nezdařeném přistání rozbil velitel No.5 Sqn. N.S. Barry. Trupový znak na levé straně byl neúplný, chyběla část u dveří inpekčního otvoru.

Scheme B



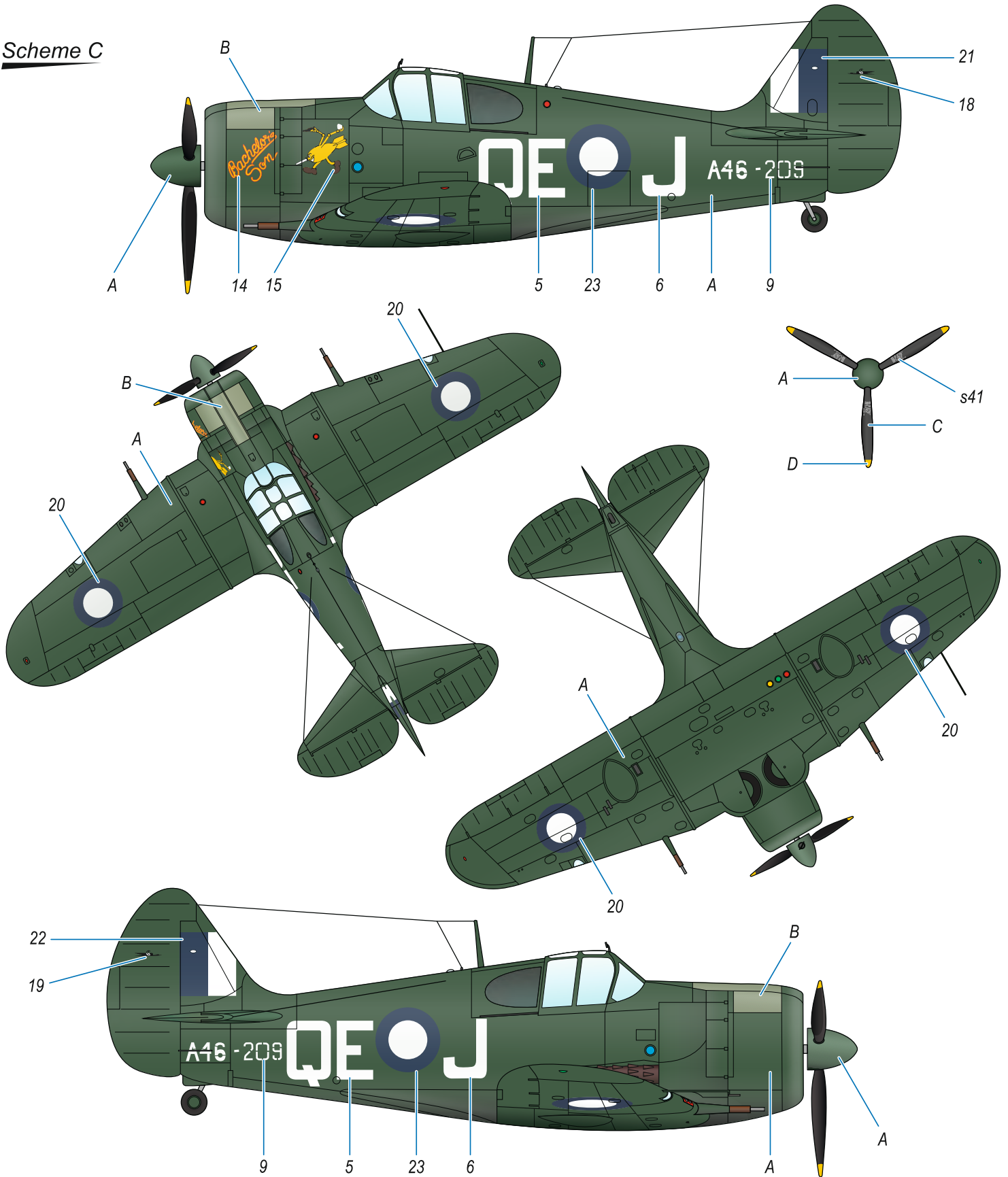
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|--|--------------------------------|------------------------------------|------------------------------------|
| A Foliage Green
Listově zelená
H/C302 | B White
Bílá
H/C1 | C Black
Černá
H12/C33 | D Yellow
Žlutá
H/C329 |
|--|--------------------------------|------------------------------------|------------------------------------|



CAC CA-19 Boomerang Mk.II, A46-209, QE-J, dubbed 'Bachelor's Son', No.4 Sqn. RAAF,F/O I. Federson, Labuan, North Borneo, August 1945. F/O Federson turned A46-209 on her back in the mud of the airfield. Note the upper engine cowling panel left in primer.

CAC CA-19 Boomerang Mk.II, A46-209, QE-J, pojmenovaný Bachelor's Son, No.4 Sqn. RAAF,F/O I. Federson, Labuan, Severní Borneo, srpen 1945. Stroj byl zajímavý panelem krytu motoru v základním nátěru. F/O Federson obrátil v bahnitěm terénu letiště A46-209 na záda.

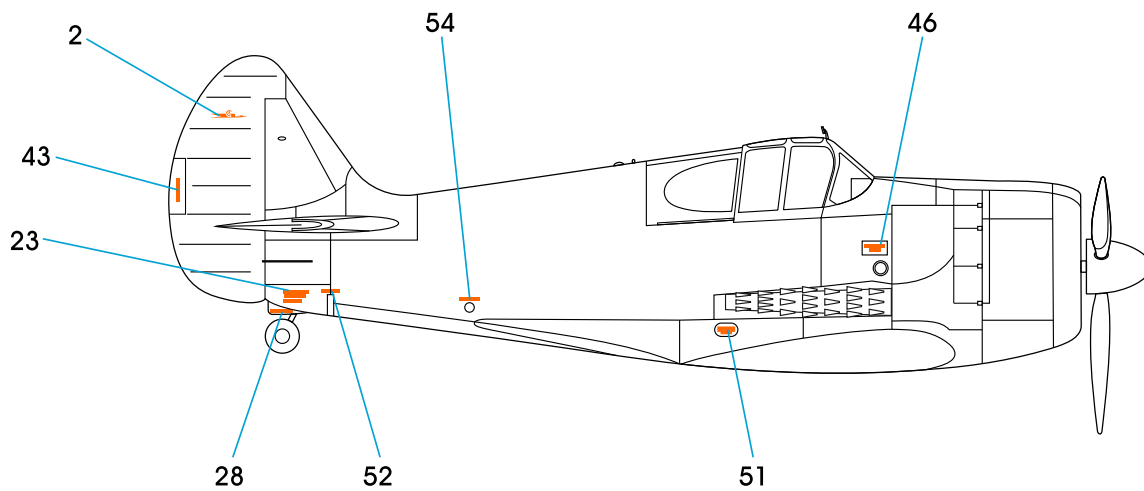
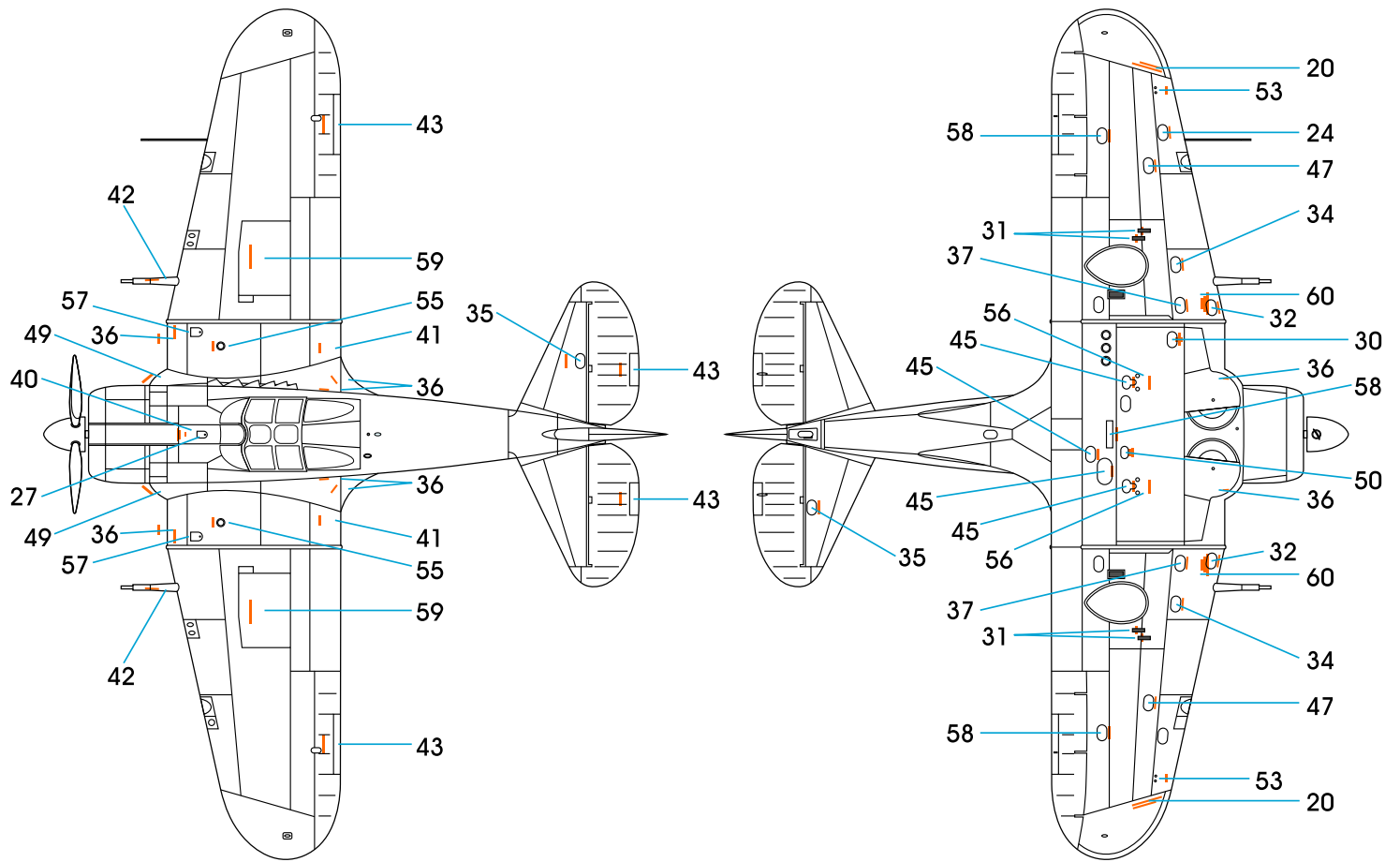
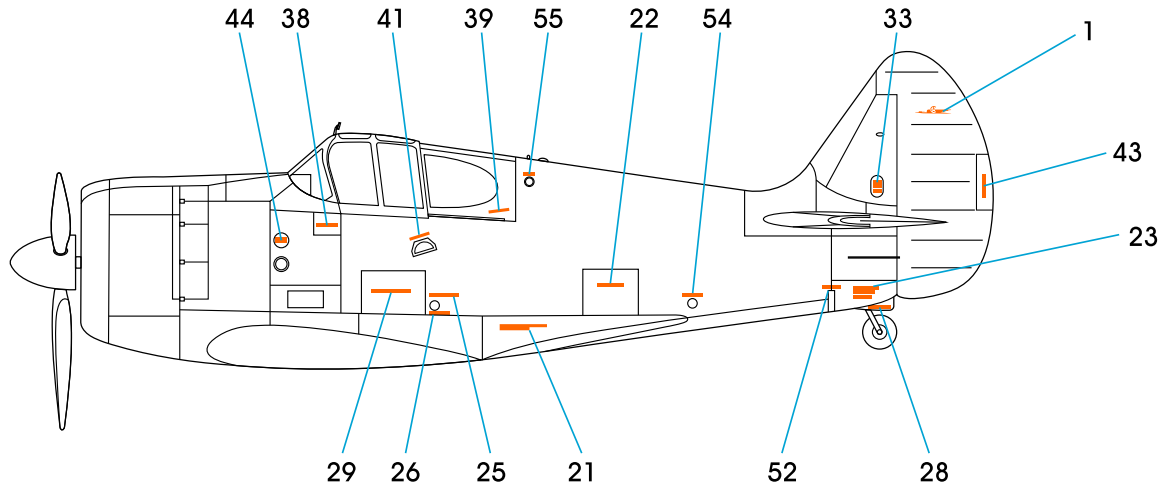
Scheme C



- | | | | |
|--|---|------------------------------------|------------------------------------|
| A Foliage Green
Listově zelená
H/C302 | B Grey-green primer
Šedo-zelená základová
C364 | C Black
Černá
H12/C33 | D Yellow
Žlutá
H/C329 |
|--|---|------------------------------------|------------------------------------|



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for Revell and Academy kits

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B-25D Late/G/H/J Mitchell
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3D-Printed Parts

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B-25B/C/D/G Mitchell
Wings Air Intakes
Correction Set

for Acc. Miniatures, Italeri, Revell and Academy kits

3D Printed Parts

P1 P2 P3 P4

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F48 278
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RAAF WW II Pilot
(Pacific 1944/45)

PUR - Polyurethane parts

Need variations!
Flying Helmet / RAAF Hat

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CAC CA-6 Wackett
'RAAF Basic Trainer'

Resinový model
Resin kit

No. 148
1:48

Made in Czech Republic

Commonwealth Ca-15
'Kangaroo'

Model obsahuje podvozkové nohy odlité z bílého kovu
Kit contains white metall undercarriage legs

No. 232
1:48

Made in Czech Republic

ATTRACTIVE 1/48 SCALE MODELS



SH48195



'Overseas Jockeys'
Supermarine Spitfire Mk.VC



SH48227



'Gunner Trainer'
Airspeed Oxford Mk.I



SH48239



'Pacific Warriors'
L-4/NE-1 Grasshopper

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