

FAIREY FULMAR Mk.II / NF Mk.II

NÁVOD / INSTRUCTIONS

CZ – Historie

24. května 1939 se Britské námořní letectvo stalo nezávislým na RAF, kterému bylo dlouhou dobu podřízeno. Ještě pod patronací RAF byly vydány specifikace O.8/38, které pro námořní letectvo požadovaly stíhací-průzkumný letoun s dlouhým doletem a se silnou (v měřítku roku 1938) výzbrojí osmi kulometů ráže 7,7 mm. Letoun měl být dvoumístný, ovšem druhý člen osádky neměl mít k dispozici zbraň na ochranu zadní polosféry. Jeho úkolem byla navigace nad oceánem, kterou by podle mínění Admirality pilot nezvládl.

Podle těchto specifikací firma Fairey upravila druhý prototyp lehkého bombardéru P.4/34, který navrhla podle později zrušených specifikací P.4/34. Vznikl tak létající demonstrátor (sériové číslo K7555) nové stíhačky. Díky tomu se nestavěl prototyp, ale již rovnou první sériový letoun N1854 z prvotní objednávky na 127 kusů. N1854 vzlétl poprvé v prosinci 1939. Další objednávky na stíhačku, pojmenovanou Fulmar Mk.I následovaly. Sériové stroje Fulmar Mk.I poháněly motory R&R Merlin Mk.VIII. Do přechodu výroby na výkonnější verzi Fulmar Mk.II bylo postaveno 250 ks Fulmarů. Fulmarů Mk.II bylo postaveno 350 ks, část z nich v noční stíhací verzi NF Mk.II. Ty dostaly motory R&R Merlin Mk.30 o vyšším výkonu, upravený systém chladičů a další drobná vylepšení. Alternativně byla montována výzbroj čtyř kulometů ráže 12,7 mm.

Fulmary měly jako stíhačky nízké výkony, hlavně byly pomalé. V roce 1940, kdy byly poprvé bojově nasazeny, představovaly značný pokrok proti letounům Skua nebo Sea Gladiator. Zejména v těžkých bojích ve Středomoří dosáhly mnoha vítězství. Bojovaly ale i nad Atlantikem, v Indickém oceánu, na Cejlonu i jinde. V roce 1942 je začaly postupně nahrazovat jednomístné stíhačky Sea Hurricane, Seafire a Martlet. Noční stíhačky Fulmar NF Mk.II byly nasazeny v roce 1943 a v roce 1944 vyřazeny z první linie. Přes svou zastaralost drží Fulmar jeden primát, jde o britskou námořní stíhačku s nejvyšším počtem sestřelů během druhé světové války.

Technická data:

Délka: 12,29 m, rozpětí: 14,02 m, výška: 3,54 m, prázdná váha: 3 960 kg, max. rychlost: 415 km/h ve 2 740 m, dolet: 1 340 km, dostup: 4 880 m, výzbroj: 8× 7,7 mm kulomet Browning v křídle, 2× 100 lb (45 kg) nebo 250 lb (110 kg) pumy.

EN – History

Following the findings of the Inskip Report on 24th May, 1939, British shipborne naval aviation reverted back to Royal Navy control having been lost to RAF control since 1918 and operated as the Fleet Air Arm of the Royal Air Force. Before "Inskip" new naval aircraft had been ordered during the inter war period by the Air Ministry who issued specification O.8/38 in 1938 calling for a long range naval fighter-reconnaissance aircraft able to carry a large (for 1938 standards) offensive armament consisting of eight .303/7.7 mm machine guns. The aircraft was to have a crew of two as the rear crew station was to house an Observer or Telegraphist Air Gunner who was not equipped with any "official" defensive armament, although a Tommy Gun was often carried and naval toilet paper was also thrown out into the slipstream to put off enemy pursuers! The task of the rear seater was to operate the radio and navigate the pilot over the ocean and the inclusion of this extra crew member was actually an Admiralty requirement as they assumed that a pilot on his own would not be able to navigate himself over the sea while also flying the aeroplane! Unfortunately this just made the resulting design heavier than contemporary land based fighters, although admittedly it was not expected to encounter anything other than long ranged reconnaissance or bomber aircraft flying near the fleet far out to sea.

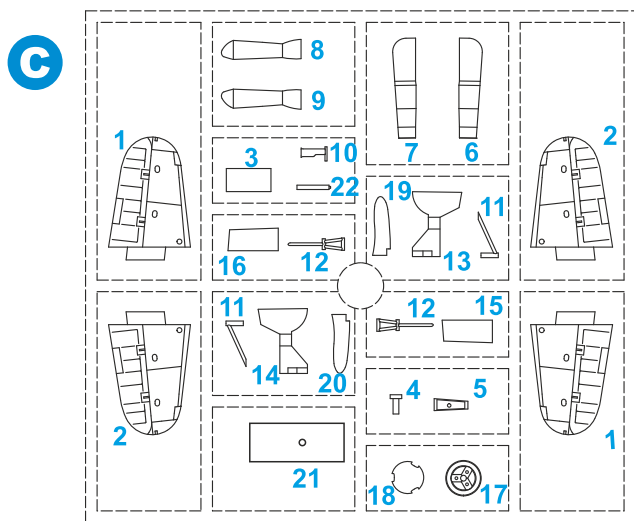
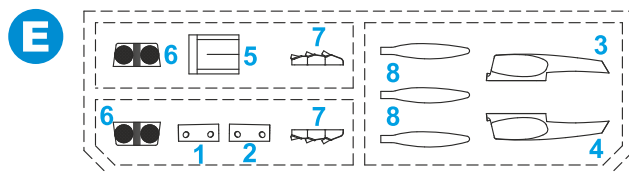
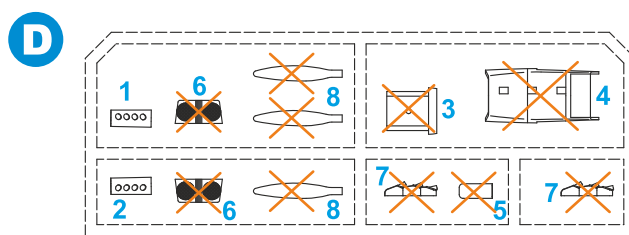
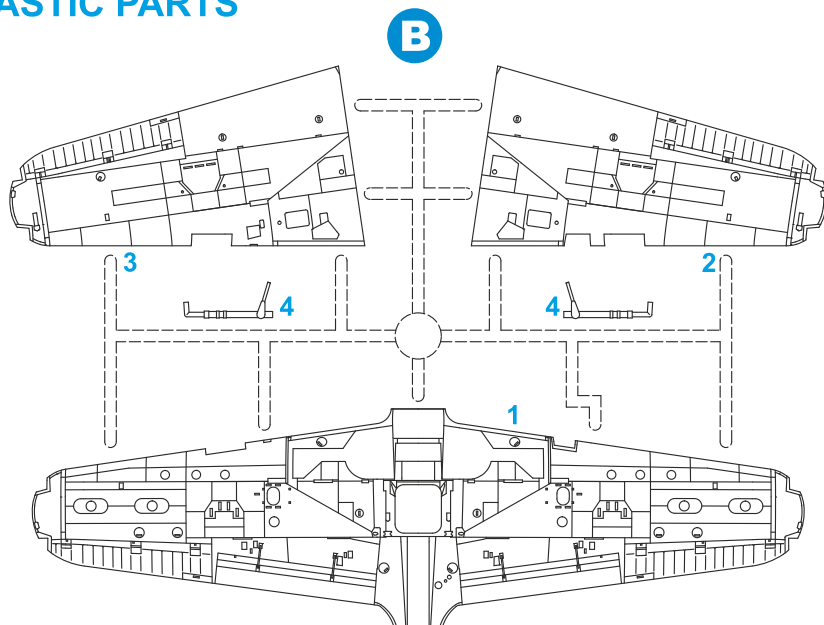
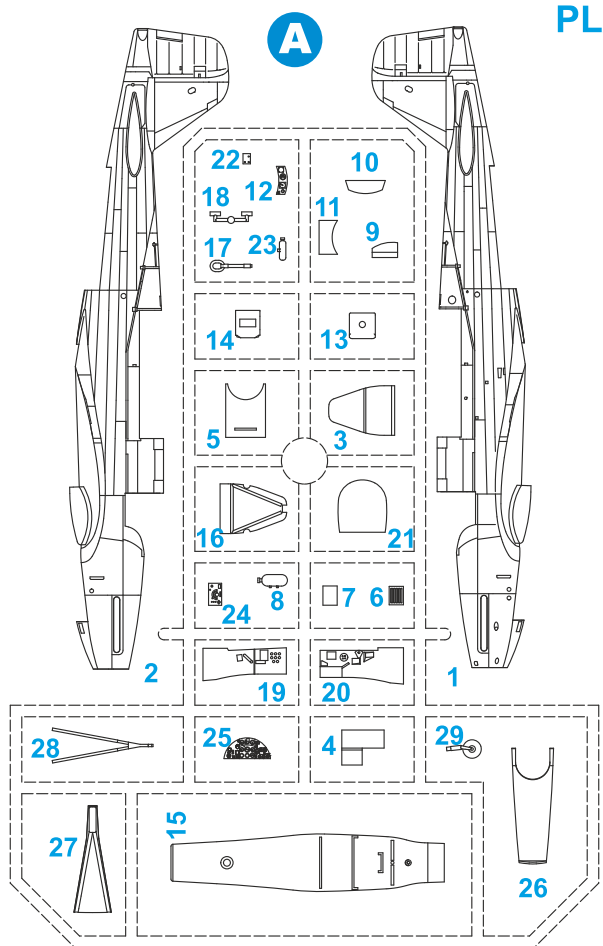
Fairey's P.4/34 light bomber which was similar to the Fairey Battle but smaller had failed to meet an Air Ministry requirement for a dive bomber but the second prototype was converted to meet the O.8/38 naval fighter requirement. Following modifications the serial K7555 was allocated and this flying demonstrator of the new fighter literally became the Fulmar's first prototype. Production of the type began with an initial batch of 127 Fulmar Mk.I aircraft which were powered by a Rolls Royce Merlin Mk.VIII engine and the first production aircraft was serialised N1854 which first flew during December 1939. Further orders for the new naval fighter followed and a total of 250 Fulmar Mk.Is were built before production switched to the Mk.II version which was powered by a more powerful Merlin Mk.30 engine and equipped with improved radiators and other more minor improvements. A total of 350 Mk.IIs were built and among these were the Fulmar N.F. Mk.II night fighter version equipped with radar and usually armed with a more powerful armament of four .5/12,7mm machine guns.

Although it was a modern monoplane design the two seater Fulmar was always going to be heavier and slower than a single seat land based fighter and as it had the same engine and 8 gun armament as the Spitfire or Hurricane but with additional ammunition and fuel. Nevertheless it was still a quantum leap over the Blackburn Skua and Gloster Sea Gladiator fighters which it began to replace from 1940 onwards and it would actually go on to become the top scoring Royal Navy fighter of WW2 with most victories being scored over the Mediterranean against Italian opposition. The Fulmar took part in Battle of Britain, it fought over the Atlantic, N. Africa, Malta, Arctic convoys, Norway and flew in defence of Ceylon against the Japanese in the hands of RAF & RN crews. From 1942 onwards the Fulmar gradually gave way to single seat Sea Hurricane, Seafire and Martlet fighters but the N.F. Mk.II night fighter version remained in front line service until 1945.

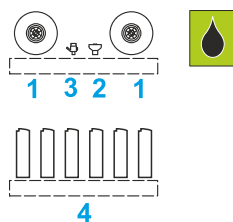
Performance:

Length: 12.29 m, wingspan: 14.02 m, height: 3.54 m, empty weight: 3,960 kg, max. speed: 415 km/h at 2,740 m, range: 1,340 km, ceiling: 4,880 m, armament: 8× 7.7mm Browning machine gun in wings, 2× 100 lb (45 kg) or 250 lb (110 kg) bombs.

PLASTIC PARTS



PUR PARTS (PUR)



CLEAR PARTS (CP)

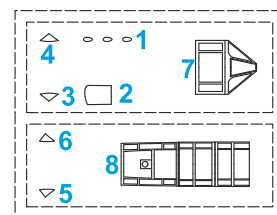
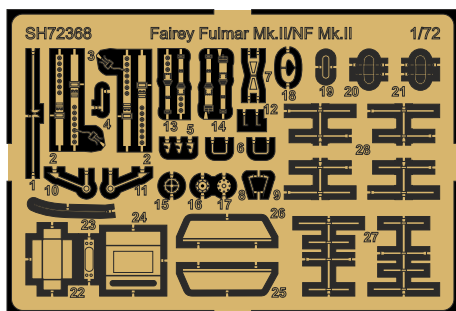


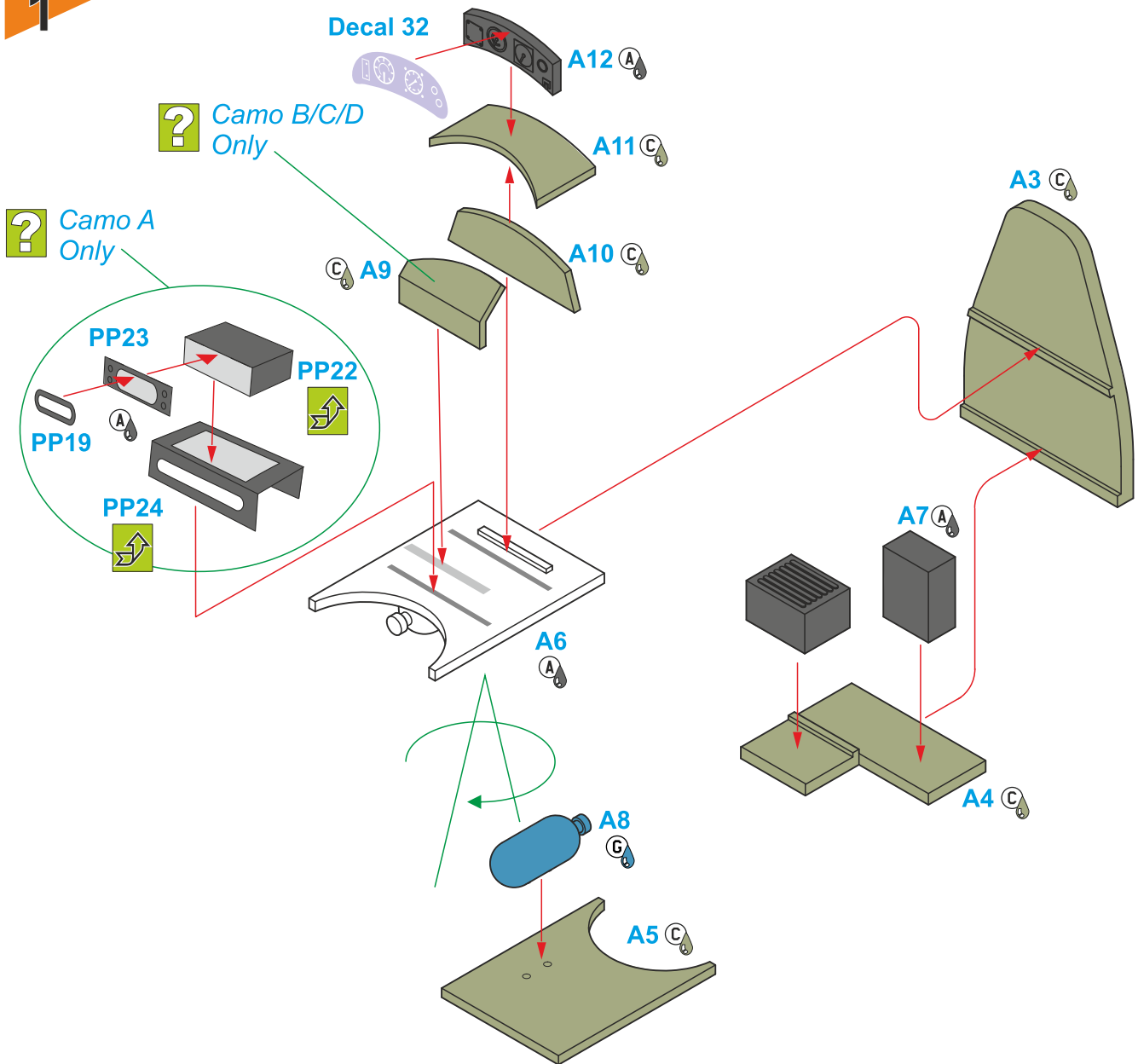
PHOTO-ETCHED PARTS (PE)



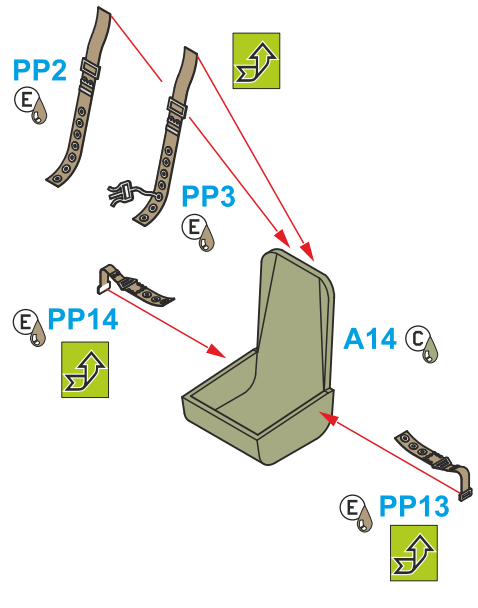
X
Tento díl nepoužít
Do not use this part

Barvy GUNZE / GUNZE Colour No.		
A	Matná černá / Flat Black	H12 / C33
B	Hliníková / Aluminium	H8 / C8
C	Šedozelená / Gray Green	C364
D	Černá pneu / Tire Black	H77 / C137
E	Plátno / Linen (Tan)	H27 / C44
F	Hnědá / Brown	H7 / C7
G	Modrá / Blue	H5 / C5
H	Burnt Iron / Opálený kov	H76 / C61
I	Čirá červená / Clear Red	H90 / C47
J	Čirá zelená / Clear Green	H94 / C138
K	Čirá žlutá / Clear Yellow	H91 / C48

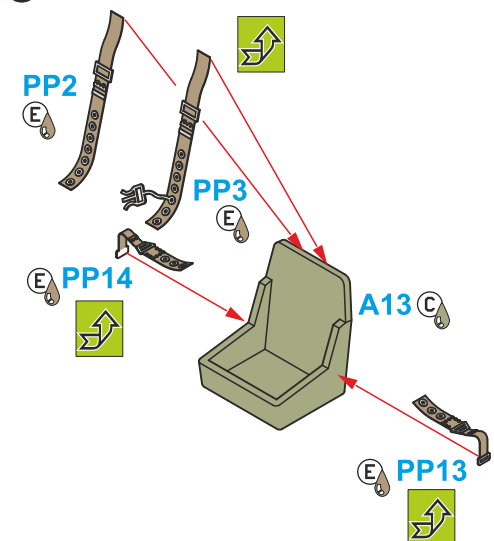
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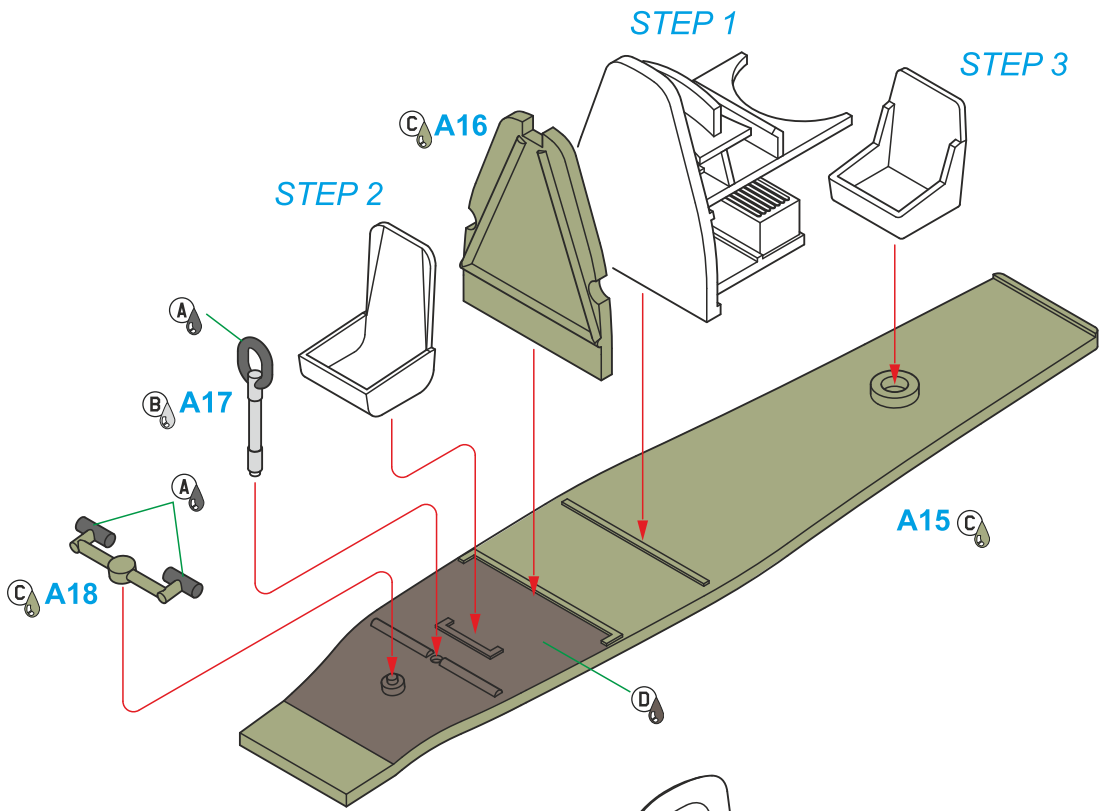
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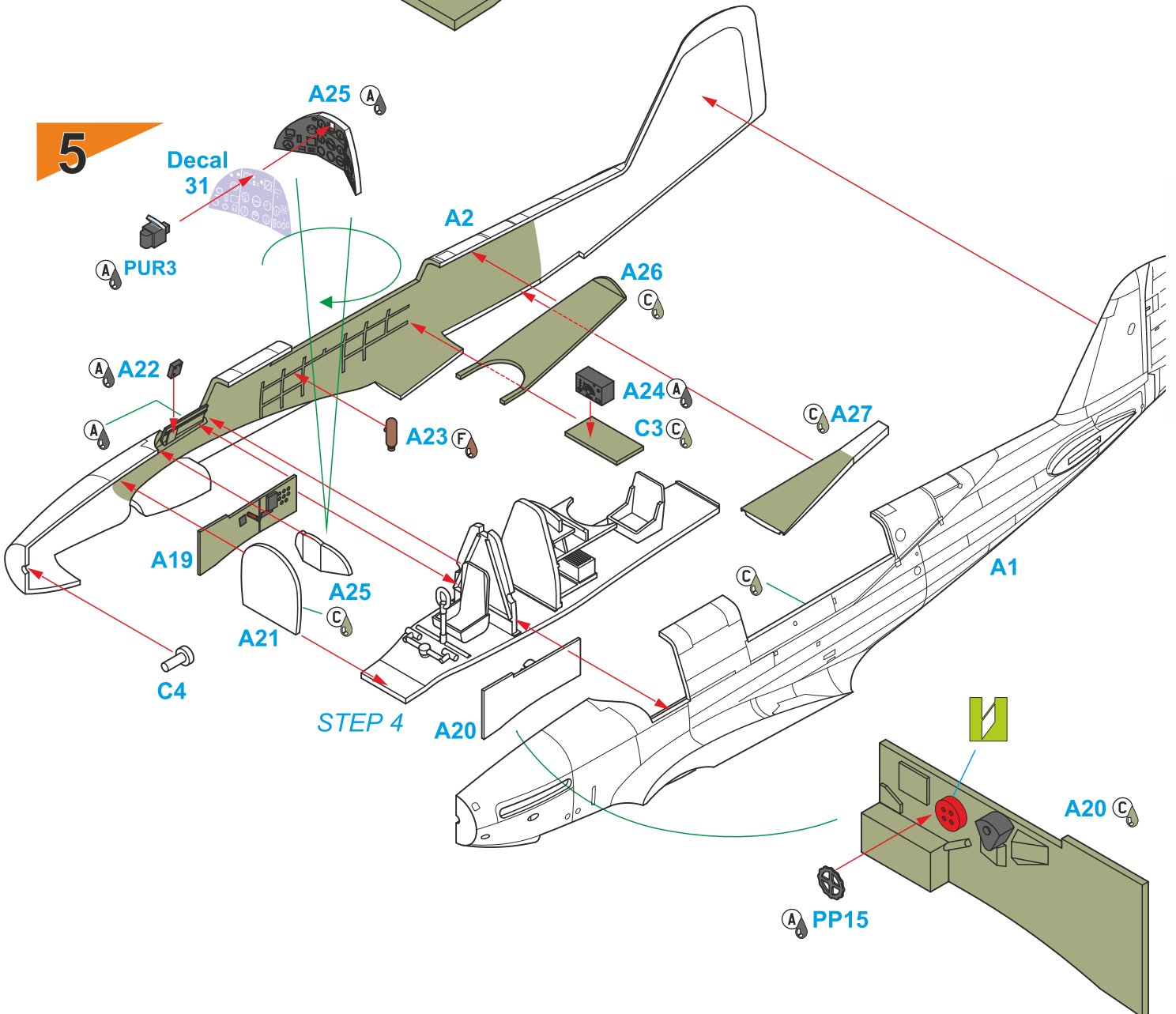
SYMBOLS

<p>? MOŽNOST VOLBY OPTIONAL NACH BELIEBEN OPTION</p>	<p>👉 POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO INSTANT CYANOACRYLATE GLUE ZYANOAKRYLÁTKLEBER COLLE CYANOACRYLAT</p>	<p>↺ OHNOUT BEND BIEGEN COURBER</p>	<p>👉 ZHOTOVIT NOVÉ SCRATCH BUILD FERTIGSTELLEN ACHEVER</p>	<p>👉 ŘEZAT/VRTAT CUT OFF/DRILL ENTFERNEN DETACHER</p>	<p>GSI (A) NATŘÍT COLOUR FARBEN PEINDRE colours code</p>
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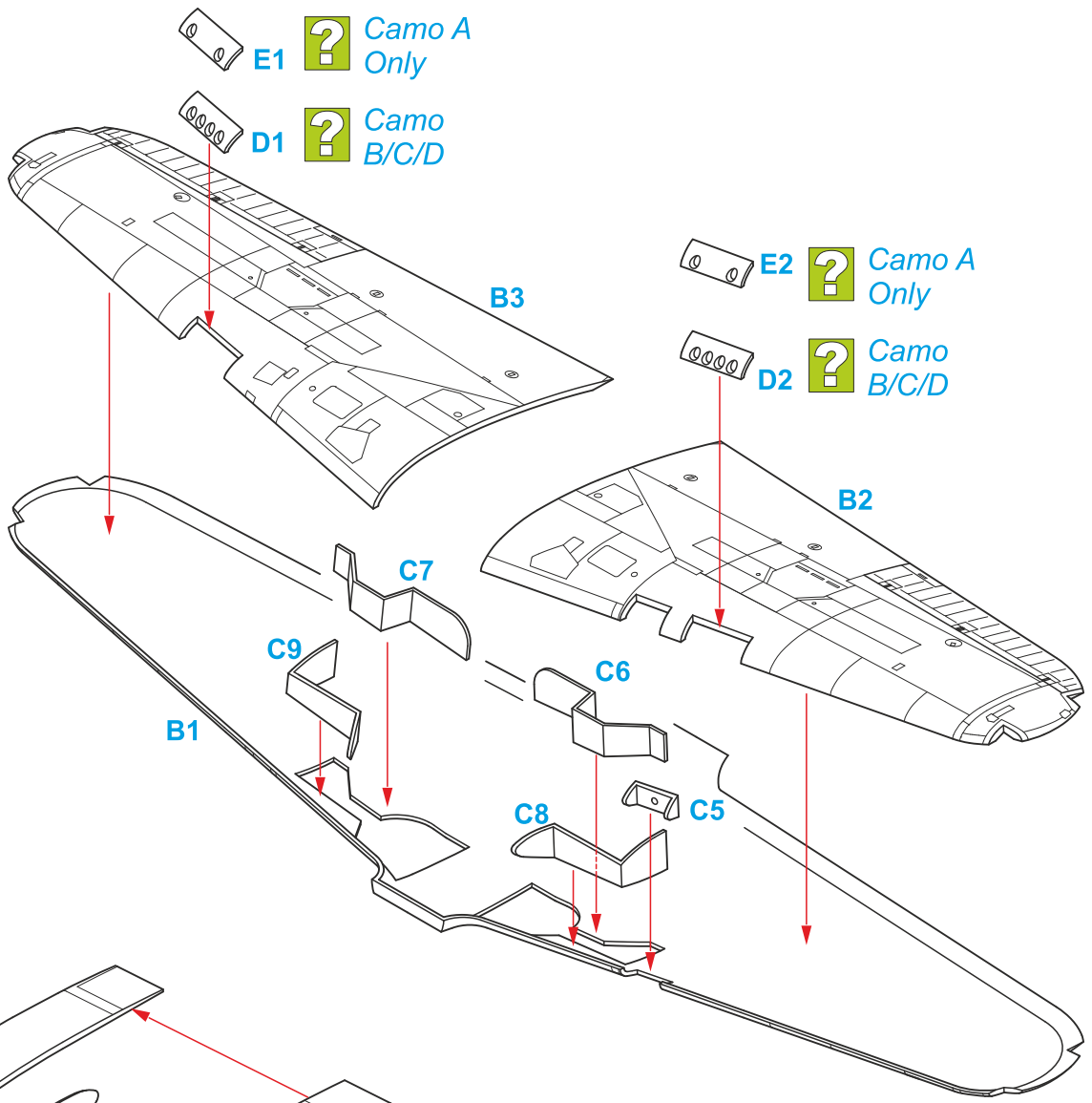
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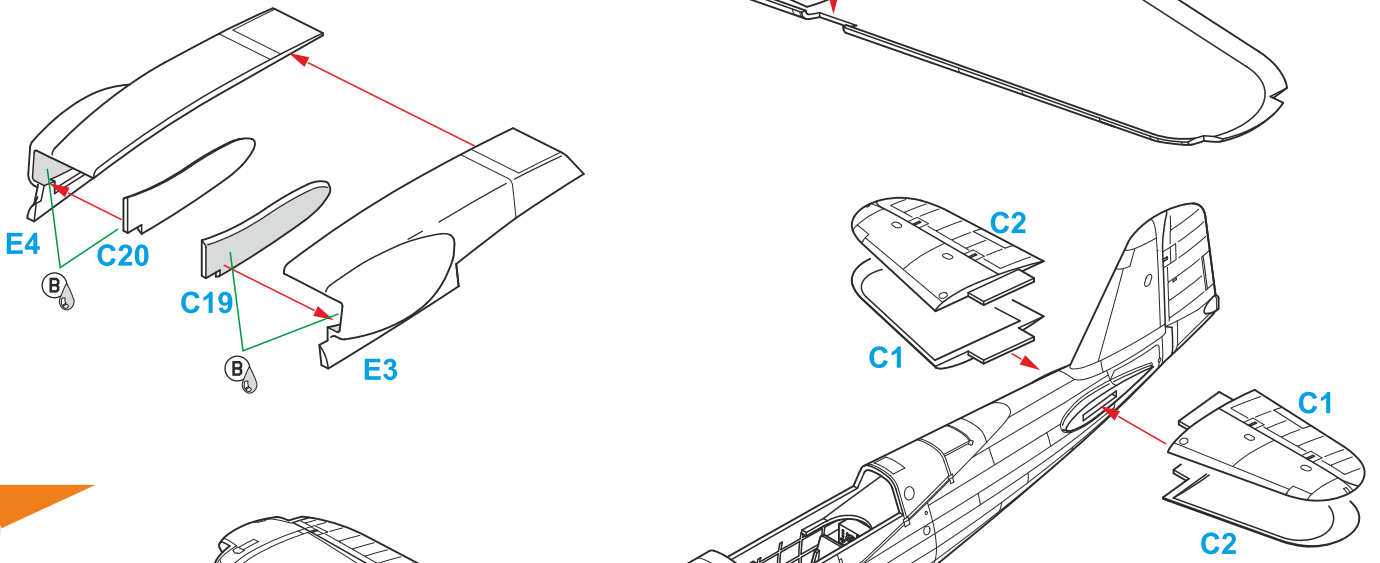
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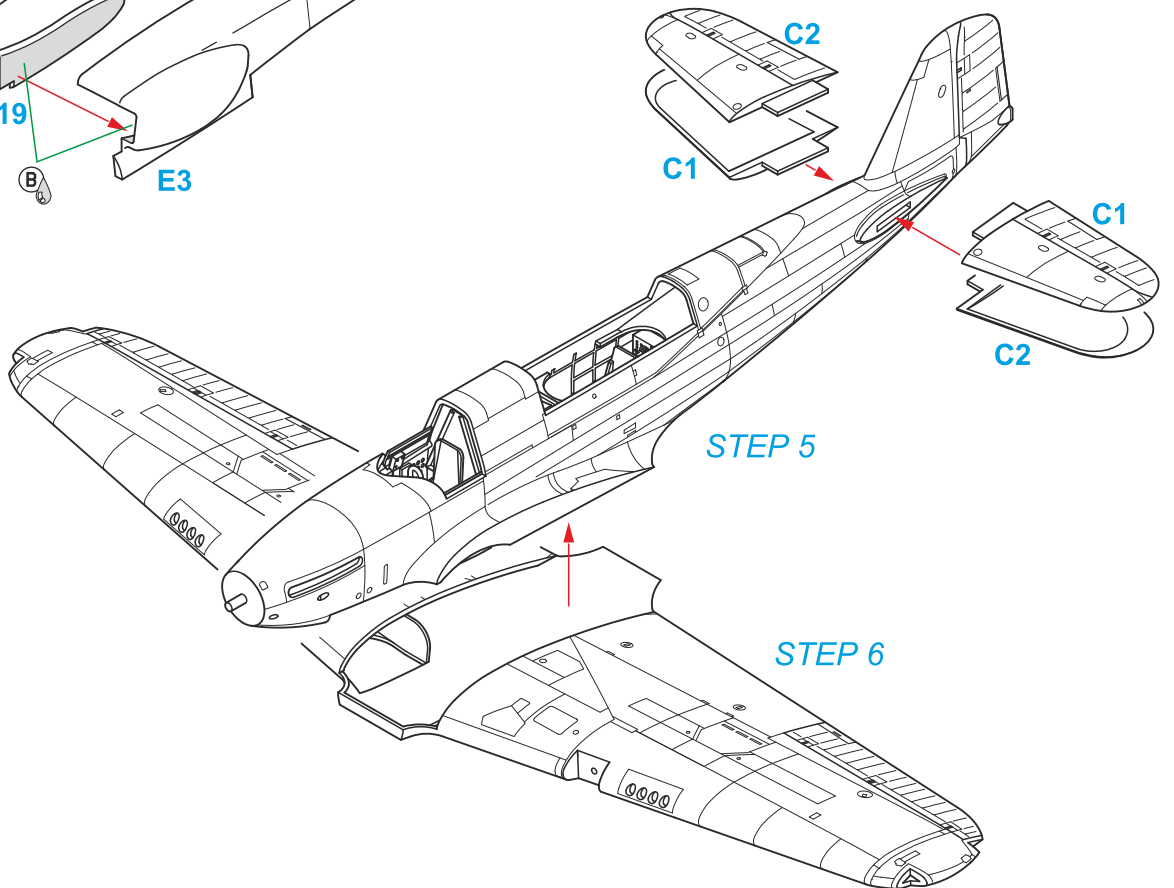
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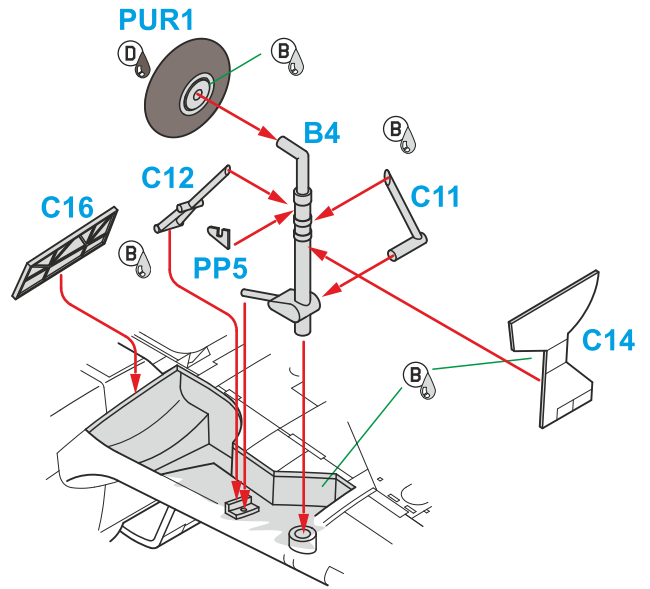
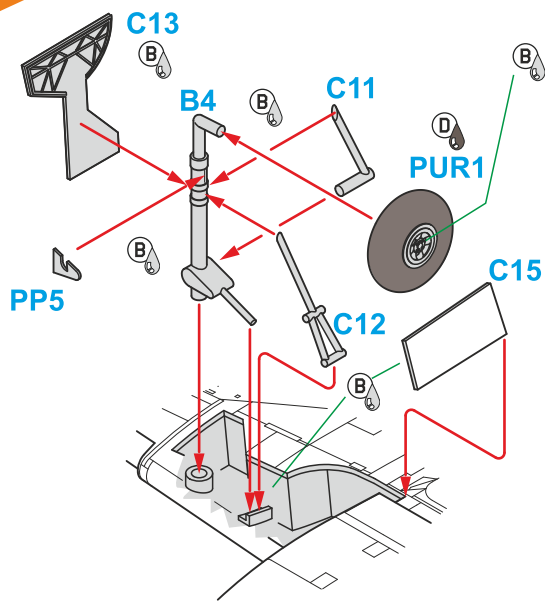
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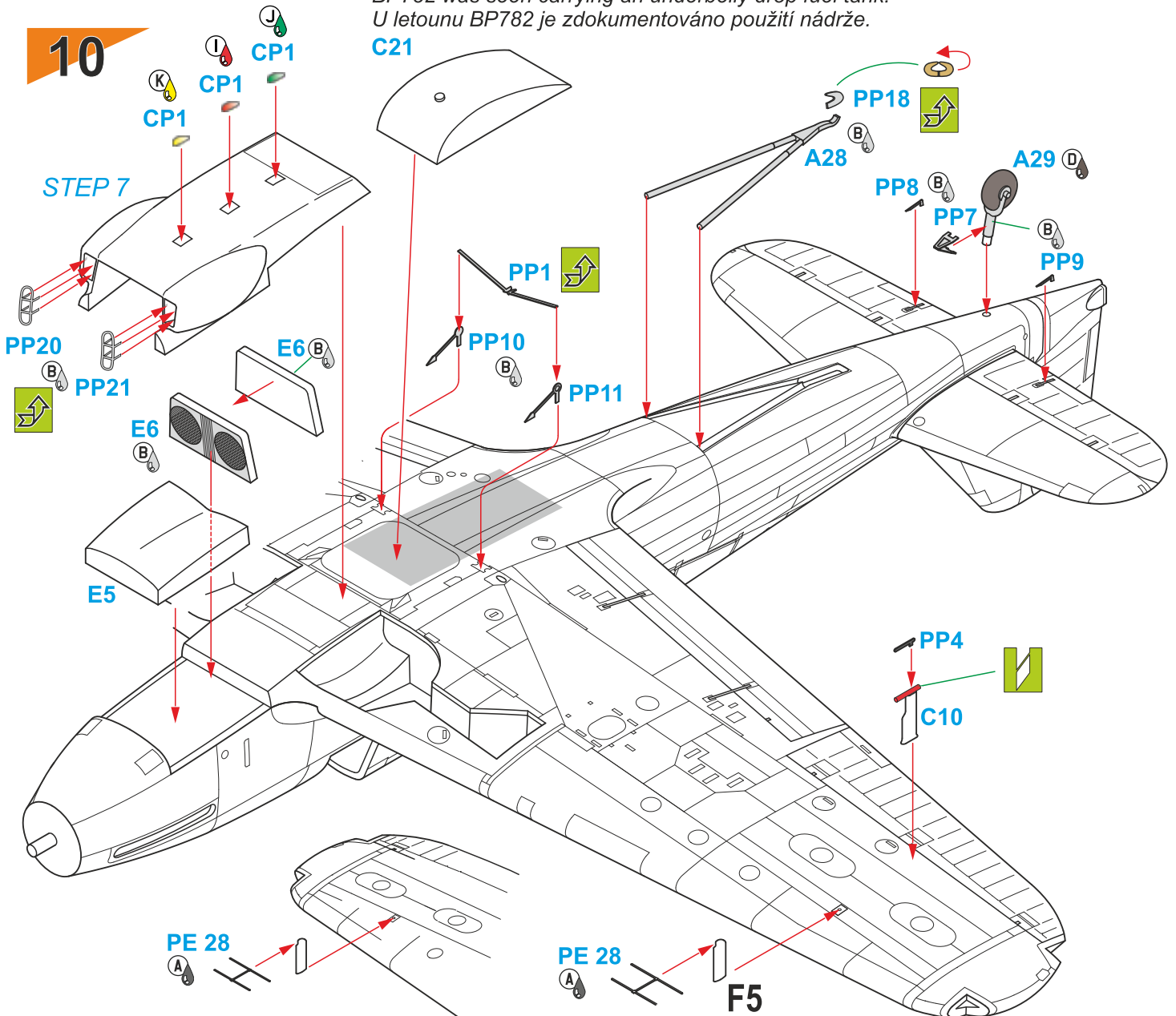
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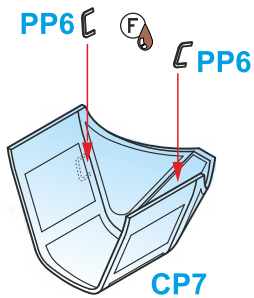
? Camo B Only

BP782 was seen carrying an underbelly drop fuel tank.
U letounu BP782 je zdokumentováno použití nádrže.
C21

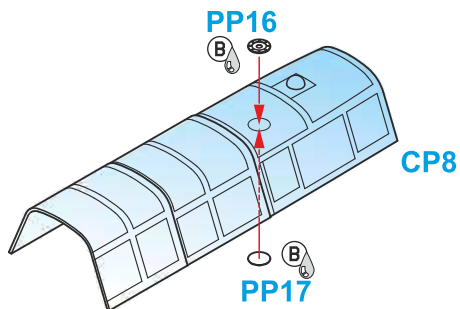
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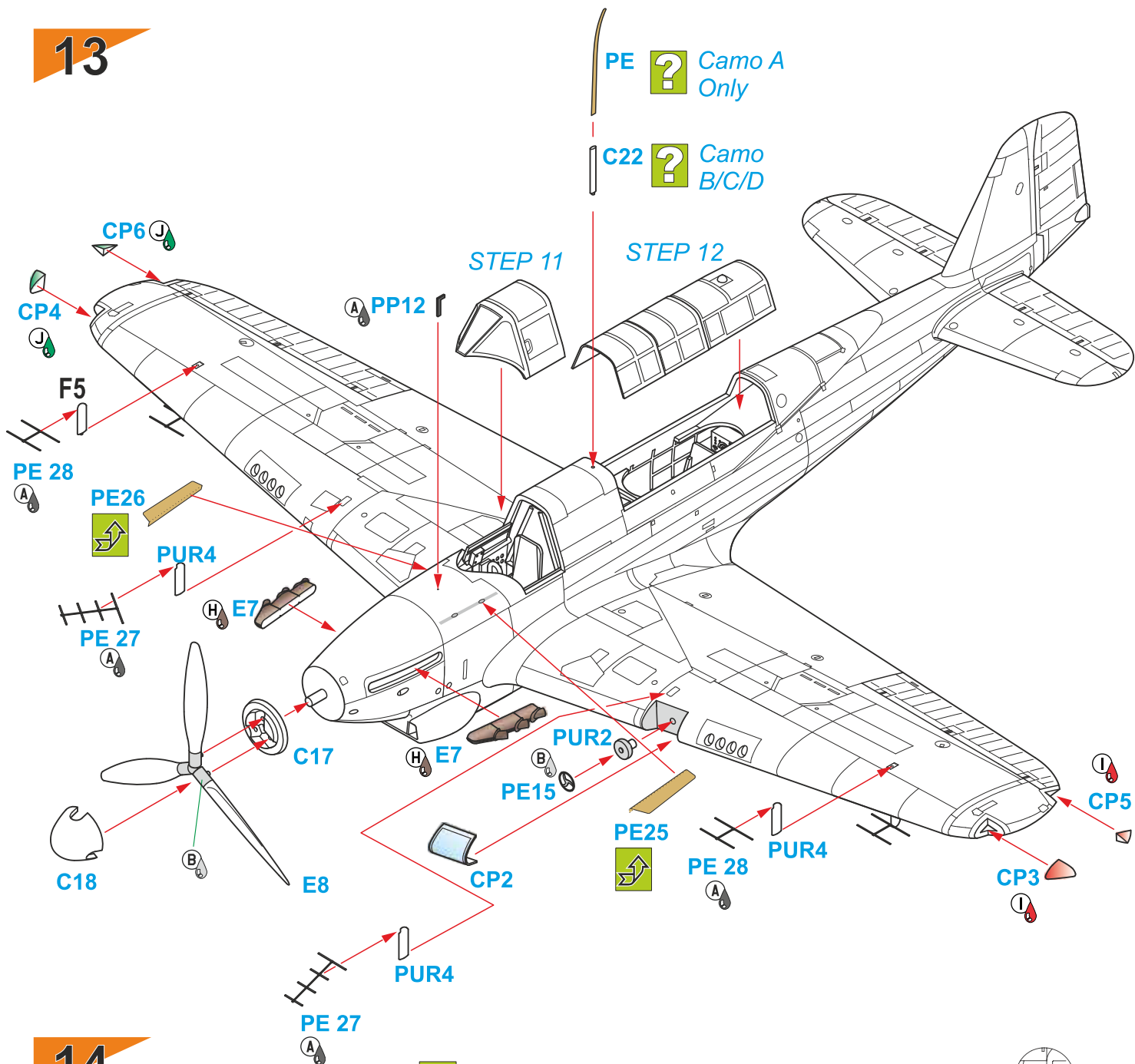
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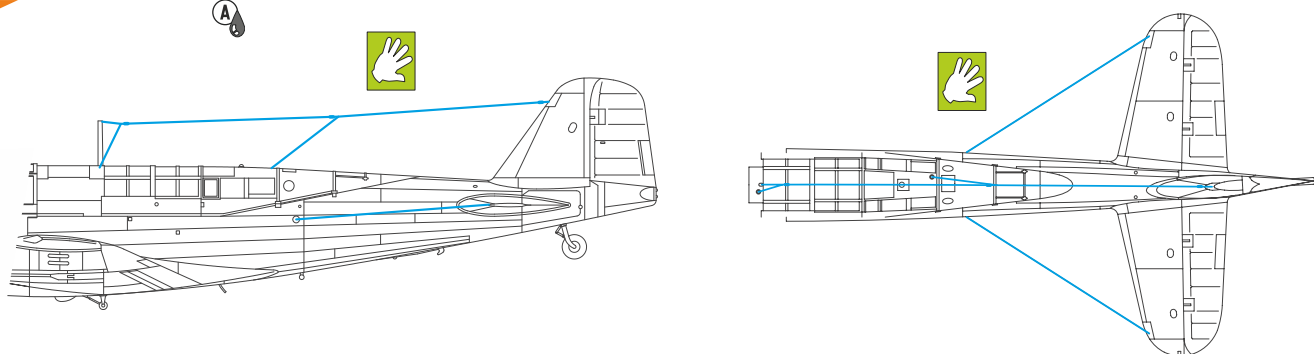
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14

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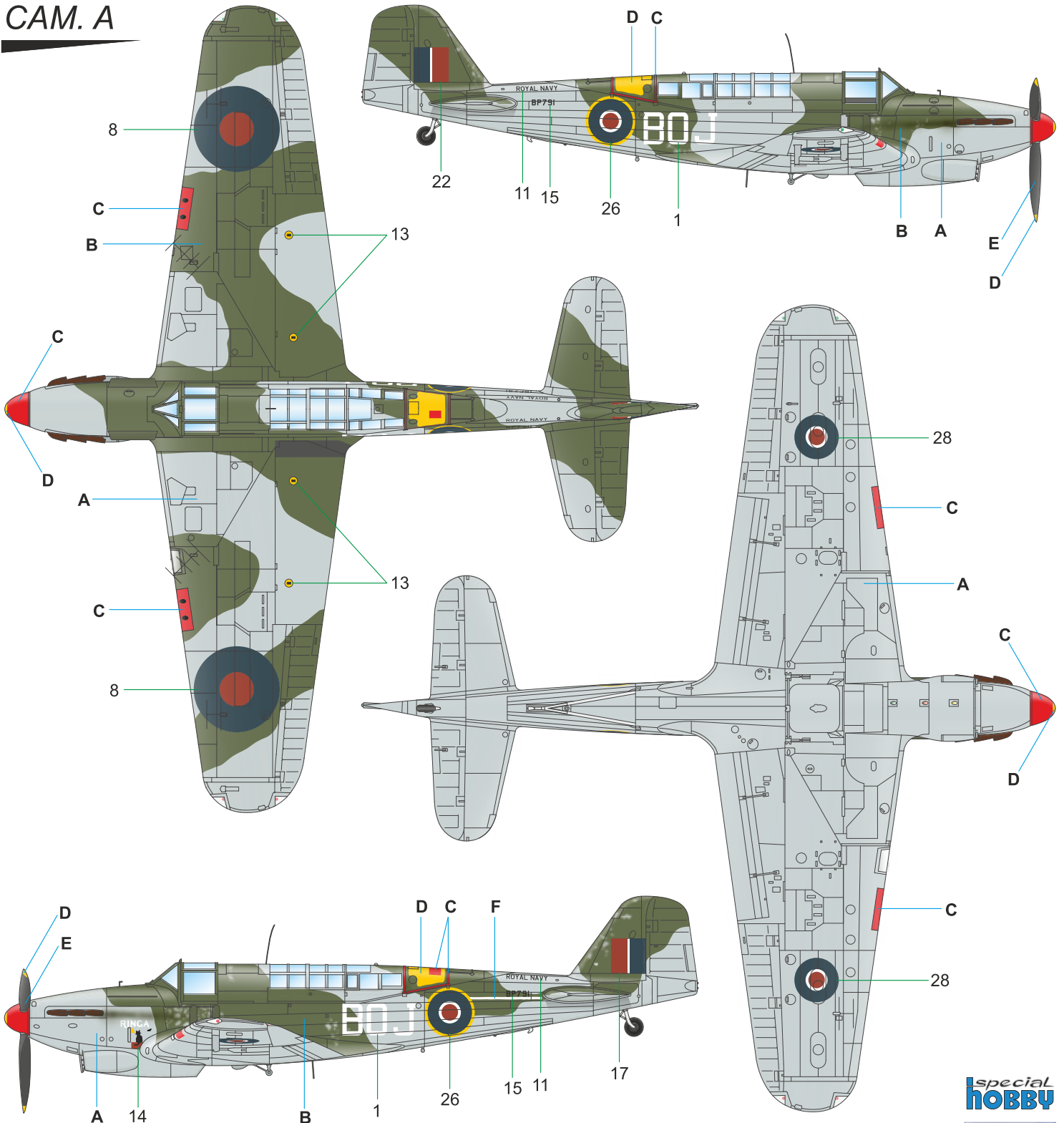
Camo B/C/D Only



Fairey Fulmar NF Mk.II, BP791/ B0J, No. 784 NAS,
 Základna RAF Drem, Lothian. Letoun létal
 v nestandardní kamufláži, navíc byl značně olétaný
 se stopami oprav. Jednotka používala tento Fulmar
 v období září 1943 až únor 1944.

Fairey Fulmar NF Mk.II, BP791/ B0J, No 784 NAS,
 RAF Drem, Lothian. The aircraft wore non standard
 camouflage and moreover it was heavily weathered
 and bore traces of repairs. The unit used this Fulmar
 from September 1943 to February 1944.

CAM. A



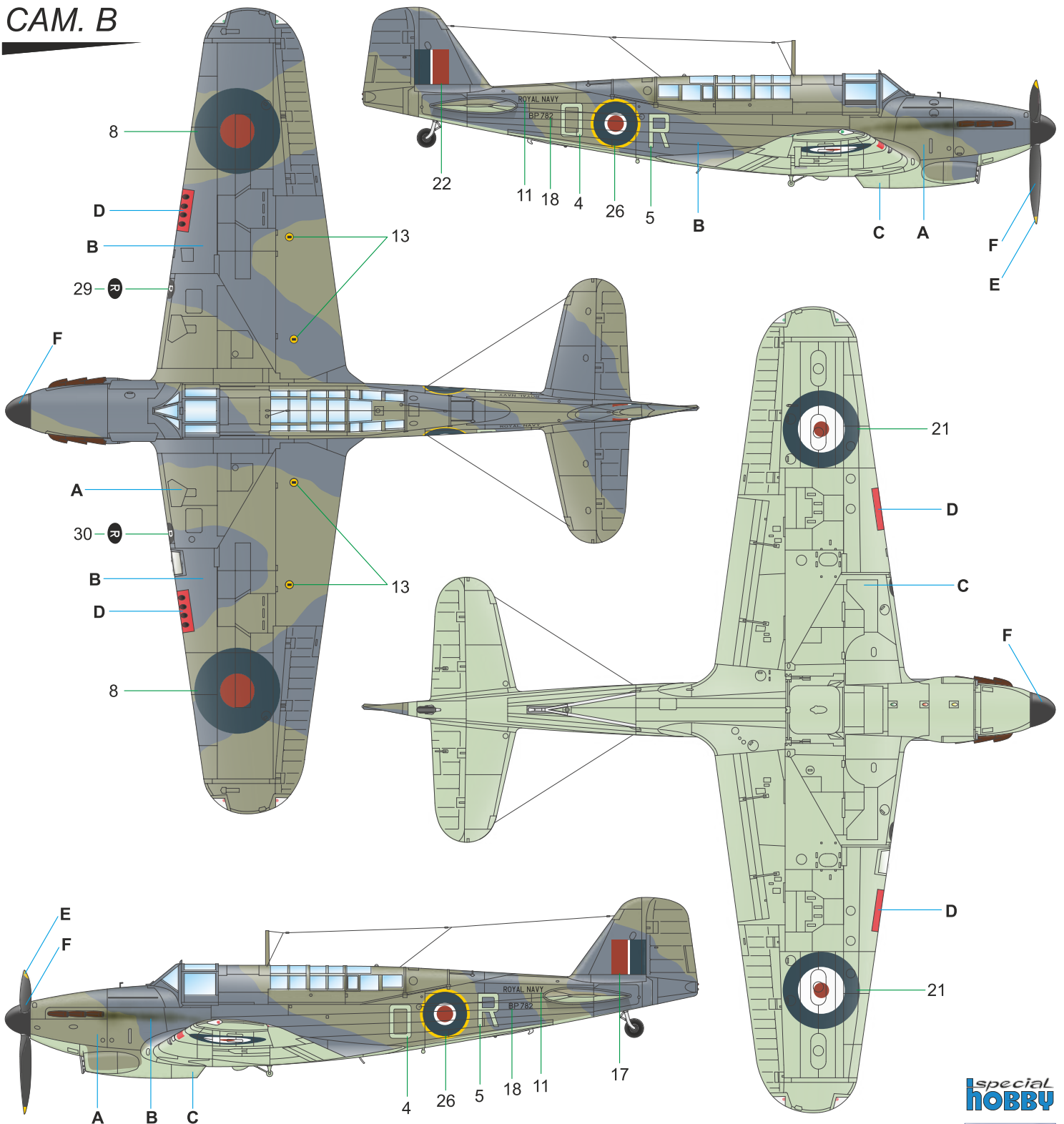
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|---|---|-----------------------------------|------------------------------------|--|----------------------------------|
| A Střední mořská šedá
Medium Sea Grey
C363 | B Tmavě zelená
Dark Green
C361 | C Červená
Red
H3/ C3 | D Žlutá
Yellow
H4/ C4 | E Černá matná
Flat Black
H12/ C33 | F Bílá
White
H1/ C1 |
|---|---|-----------------------------------|------------------------------------|--|----------------------------------|

Special HOBBY
GUNZE SANGYO

Fairey Fulmar Mk.II, BP782/OR, No 806. NAS,
HMS Illustrious, pobřeží Cejlonu, Indický oceán,
léto 1942.

Fairey Fulmar Mk.II, BP782/OR, No 806 NAS,
HMS Illustrious, off Ceylon, Indian Ocean,
Summer 1942.

CAM. B



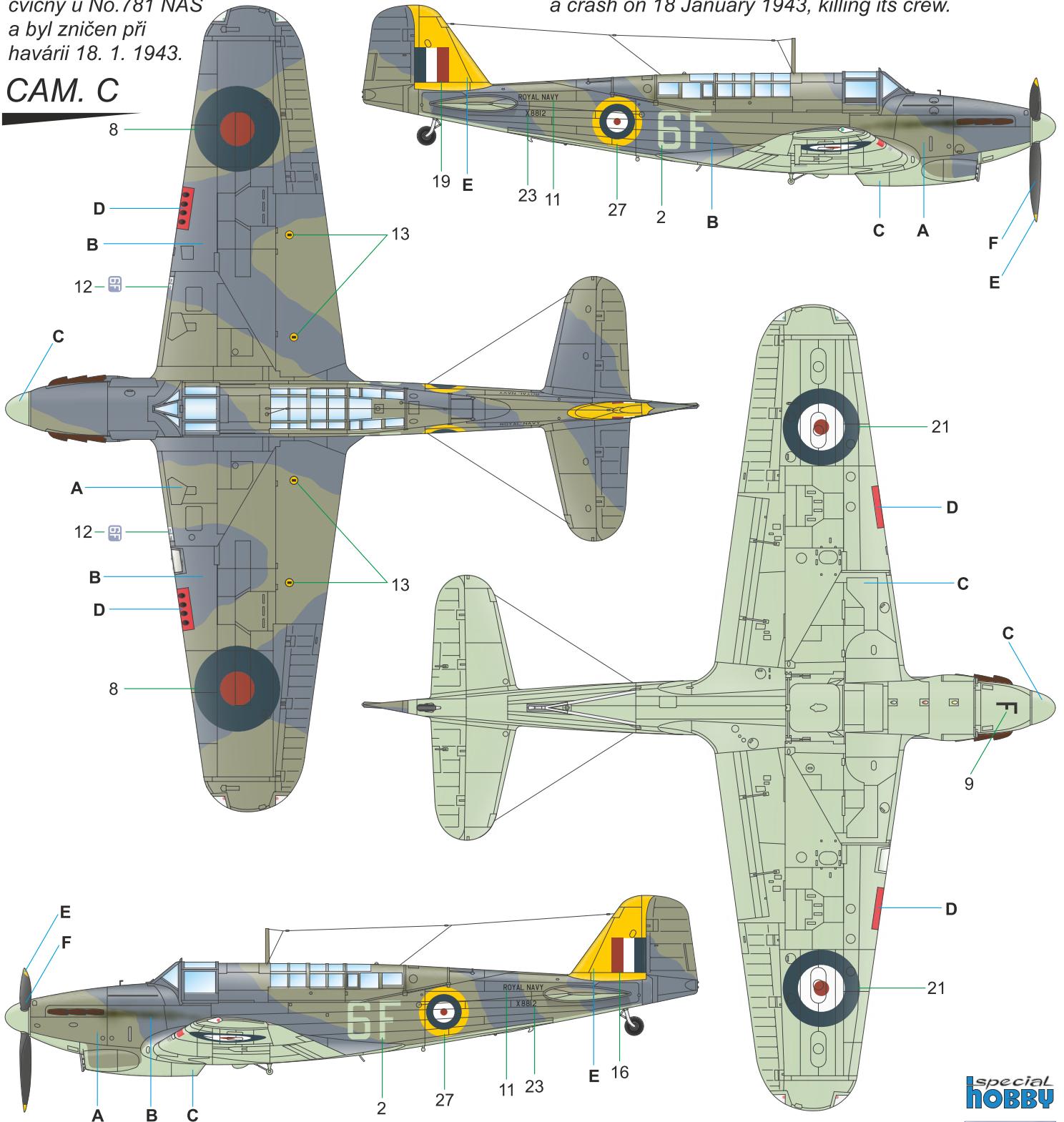
- | | | | | | |
|--|--|---------------------------------|------------------------------------|-------------------------------------|---|
| A Tmavá
břidlicově šedá
Dark Slate Grey
H78 / C38 50 %
H32 / C40 50 % | B Velmi tmavá
mořská šedá
Extra Dark
Sea Grey
H333 / C333 | C Nebeská
Sky
C368 | D Červená
Red
H3 / C3 | E Žlutá
Yellow
H4 / C4 | F Černá matná
Flat Black
H12 / C33 |
|--|--|---------------------------------|------------------------------------|-------------------------------------|---|

special
HOBBY
GUNZE
SANGYO

Fairey Fulmar Mk.II, X8812/6F, No 809. NAS, HMS Victorious, operace Pedestal, léto 1942. Během bojů v létě 1942 byl tento letoun přesunut na letadlovou loď HMS Indomitable, v červnu 1942 má na kontě poškození Ju88. Další Ju 88 sestřelil pravděpodobně v kabině tohoto stroje S/L RJH Grose 12. 8. 1942. V tomto boji byl letoun zasažen do křídla ze slunce útočícími stíhači nepřítele. Později sloužil jako cvičný u No.781 NAS a byl zničen při havárii 18. 1. 1943.

Fairey Fulmar Mk.II, X8812/6F, No 809 NAS, HMS Victorious, Operation Pedestal, Summer 1942. In June 1942 S/L RJH Grose damaged a Ju88 and on 12 August, operating from HMS Indomitable, the same pilot claimed another Ju88 as probable and was also hit into the wing by enemy fighters diving out of the sun. X8812 served later in training role with No 781 NAS and was destroyed in a crash on 18 January 1943, killing its crew.

CAM. C



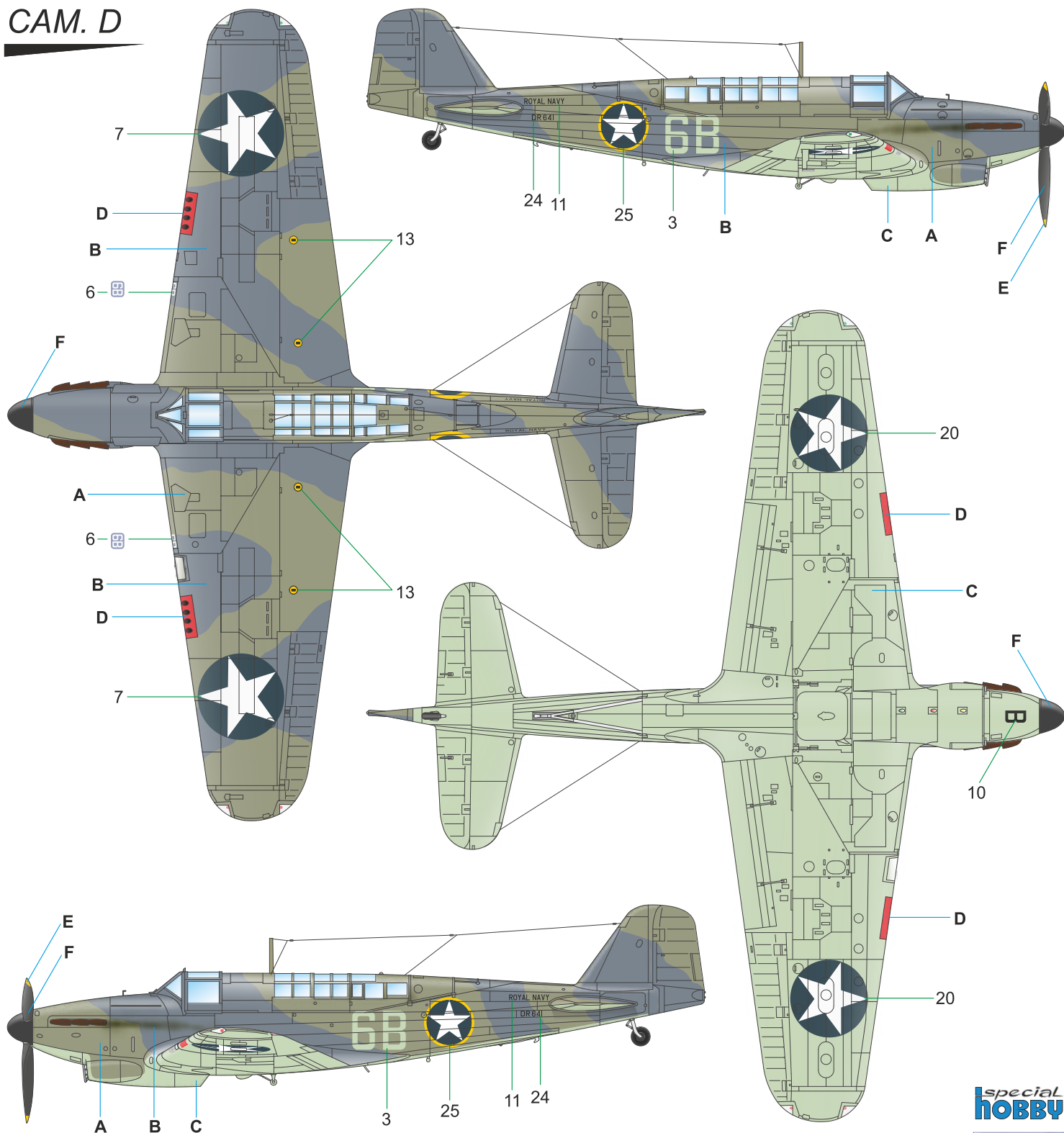
- | | | | | | |
|--|--|---------------------------------|------------------------------------|-------------------------------------|---|
| A Tmavá
břidlicově šedá
Dark Slate Grey
H78 / C38 50 %
H32 / C40 50 % | B Velmi tmavá
mořská šedá
Extra Dark
Sea Grey
H333 / C333 | C Nebeská
Sky
C368 | D Červená
Red
H3 / C3 | E Žlutá
Yellow
H4 / C4 | F Černá matná
Flat Black
H12 / C33 |
|--|--|---------------------------------|------------------------------------|-------------------------------------|---|

special
HOBBY
GUNZE
SANGYO

Fairey Fulmar Mk.II, DR641/6B, No 809. NAS, HMS Victorious, operace Torch, listopad 1942.
 Během operace Torch nesly Fulmary americké znaky. Mělo se tak zabránit možné záměně s francouzskými kokardami.

Fairey Fulmar Mk.II, DR641/6B, No 809 NAS, HMS Victorious, Operation Torch, November 1942.
 The FAA Fulmars taking part in Operation Torch had white stars applied over their national markings to avoid any possible confusion with French roundels.

CAM. D



- | | | | | | |
|--|--|---------------------------------|------------------------------------|-------------------------------------|---|
| A Tmavá
břidlicově šedá
Dark Slate Grey
H78 / C38 50 %
H32 / C40 50 % | B Velmi tmavá
mořská šedá
Extra Dark
Sea Grey
H333 / C333 | C Nebeská
Sky
C368 | D Červená
Red
H3 / C3 | E Žlutá
Yellow
H4 / C4 | F Černá matná
Flat Black
H12 / C33 |
|--|--|---------------------------------|------------------------------------|-------------------------------------|---|

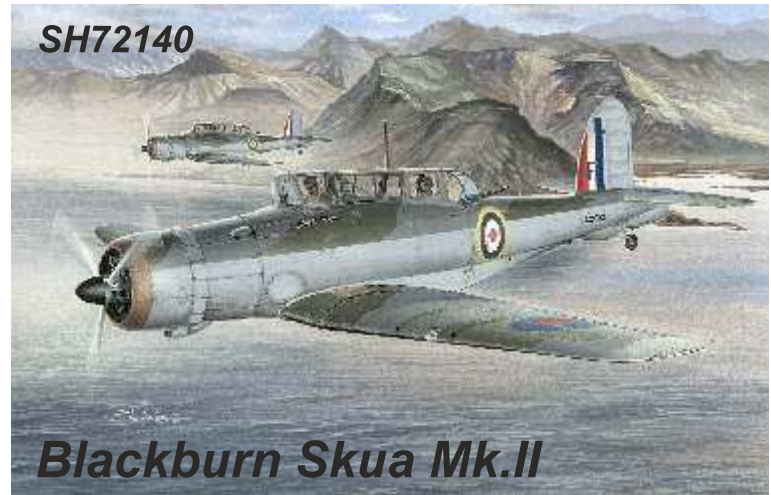
special
HOBBY
GUNZE
SANGYO

SH72099



Supermarine Seafire FR.Mk.47

SH72140



Blackburn Skua Mk.II

SH72154



**"Hi-tech reissue"
Sea Harrier FA.2**

SH72229



Supermarine Seafire Mk.45

SH72306



**"Home Fleet"
Barracuda Barracuda Mk.II**

A104



Sea Otter Mk. I

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/3 figures/

WWII Royal Navy Pilots and Mechanic

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/3 figures/

Barracuda Crew Members-Standing