

Vickers-Supermarine Seafire Mk.45



1:48
PLT 134

V roce 1943, když byl zahájen vývoj Spitfíru Mk.21, projevila Admiralita zájem o navalizovanou verzi. Pro urychlení vývoje měla mít tato verze minimum úprav, včetně zachování pevného křídla. V roce 1944 Air Ministry upřesnilo požadavky na novou verzi. Ta dostala označení Seafire Mk.45. Tři kusy Spitfíru Mk.21 byly předány firmě Cunliffe Owen k přestavbě na Seafire. Koncem října 1944 byl první přestavěný kus Spitfíru Mk.21 (sériového čísla TM379) hotov a předán ke zkouškám jako první prototyp Seafire Mk.45. Na přelomu roků 1944 a 1945 prošel palubními zkouškami na palubě HMS Pretoria Castle. Testován byl i s protiběžnou vrtulí.

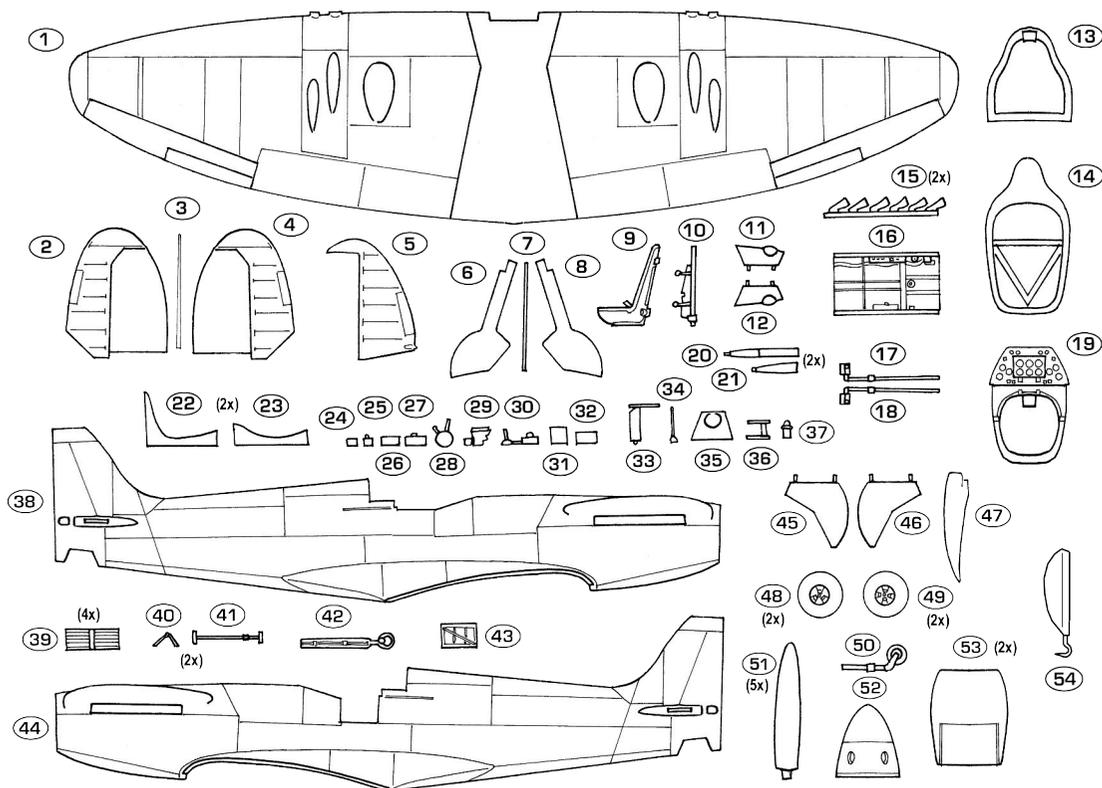
Celkem bylo vyrobeno 50 kusů Seafire Mk.45. Žádný z nich nesloužil u bojové jednotky z paluby letadlové lodi. Většina sloužila k testům a různým zkouškám a u druholiniových squadron. Výkonově byl Seafire Mk.45 prakticky srovnatelný se Spitfírem Mk.21, výkony ovlivnilo jen těžší námořní vybavení. Byl však náročný na obsluhu a projevovaly se u něj problémy se stabilitou, podobě jako u Spitfíru Mk.21.

Rozpětí: 11,25 m, délka: 9,96 m, max. rychlost: 731 km/h ve výšce 7925 m, výstup do 6100 m: 8,5 min., dostup: 12 000 m

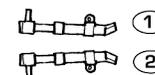
When the development of the Spitfire Mk.21 had begun in 1943, the Admiralty expressed its interest in naval version of the aircraft. To speed up the development this version should retain its fixed wing and only a few modifications were to be done. In 1944 Air Ministry specified the requirements for the new version, which got the designation Seafire Mk.45. Three Spitfire Mk.21 aircraft were handed over to Cunliffe Owen for conversion into Seafire. The first converted aircraft, originally Spitfire Mk.21 (serial no. TM379), was ready in the end of October 1944 and it was handed over for the trials as the first prototype of Seafire Mk.45. During the end of 1944 and the beginning of 1945 it went through aircraft carrier trials on board of HMS Pretoria Castle. The trials also involved modified aircraft with contra rotating propellers. In sum, 50 aircraft of the Seafire Mk.45 version were produced. None of them was assigned to the combat unit stationed aboard aircraft carrier. Most of the aircraft served for trials and testing purposes or were assigned to the second line units. The performances of the Seafire Mk.45 were very similar to the Spitfire Mk.21, only the heavier naval equipment affected the overall performances. The aircraft was difficult to maintain and it suffered from stability troubles similar problem as Spitfire Mk.21.

Wingspan: 11.25m, Length: 9.96m, Max Speed: 731 Kmh at 7925m, Climb to 6100m: 8,5 min., Service Ceiling: 12 000m

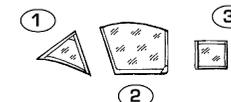
PARTS



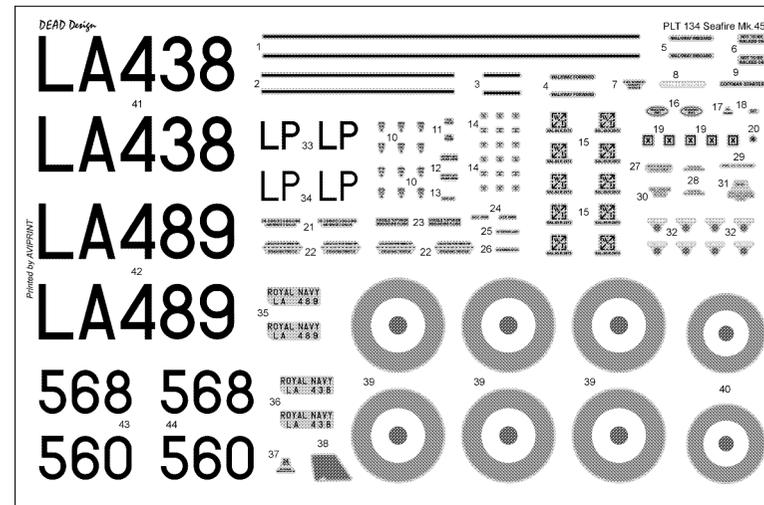
WHITE METAL



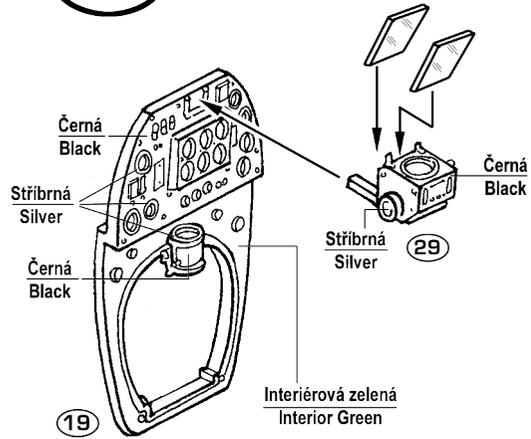
Clear



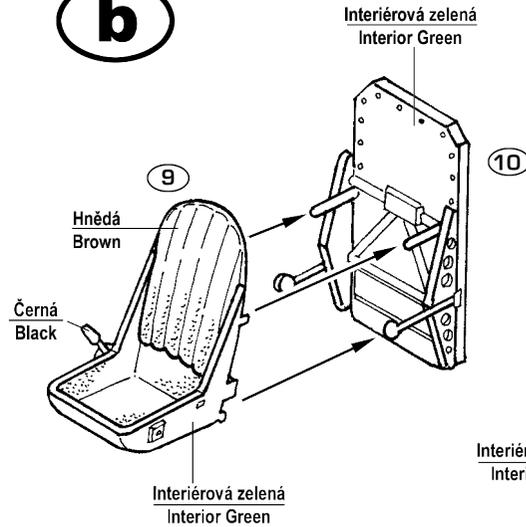
Decals 1 - 44



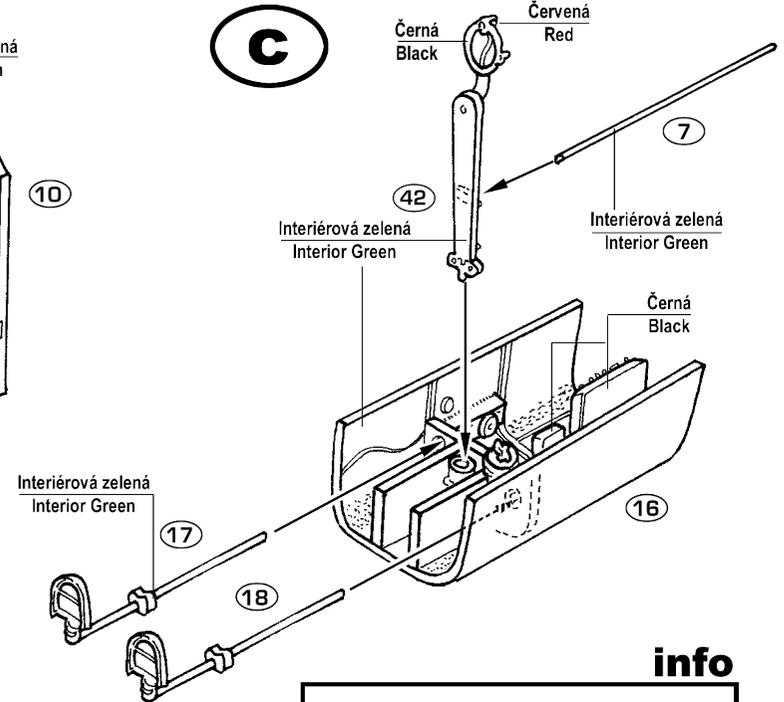
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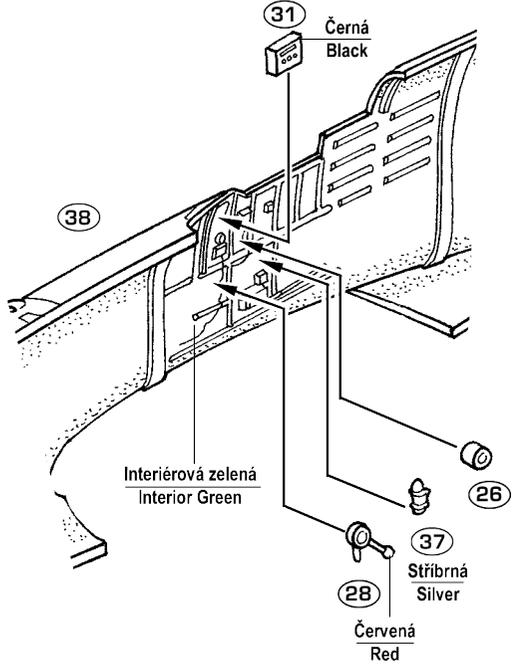
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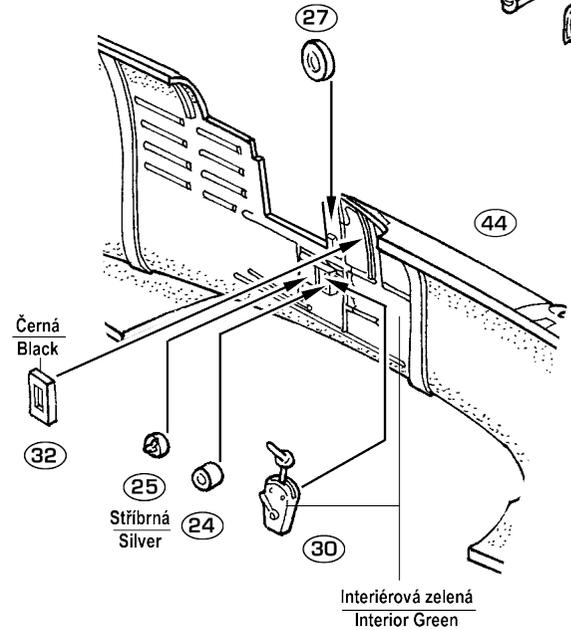
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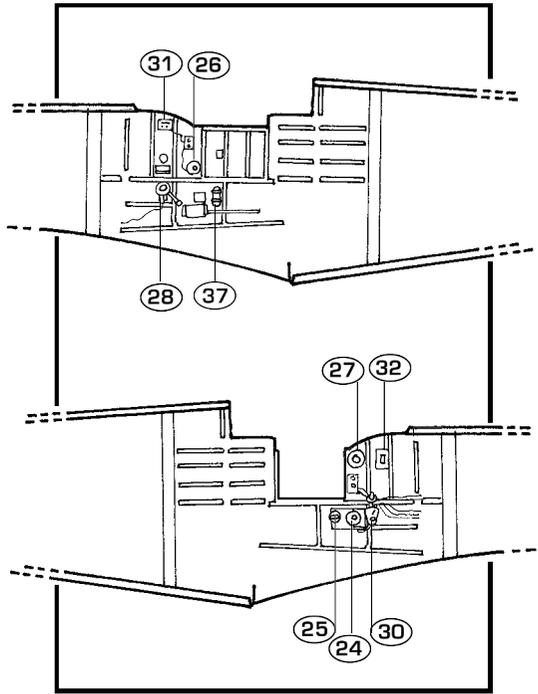
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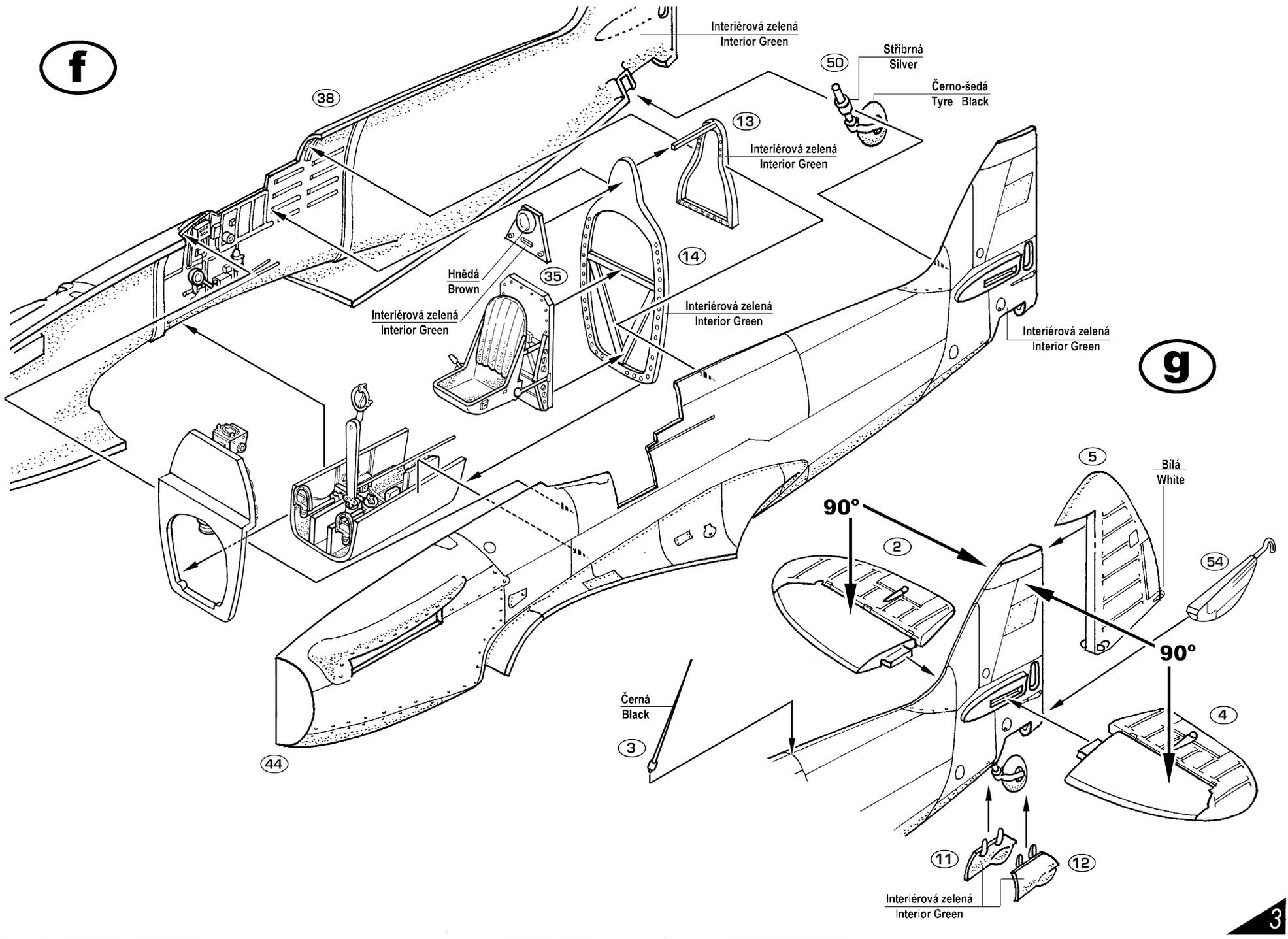


info



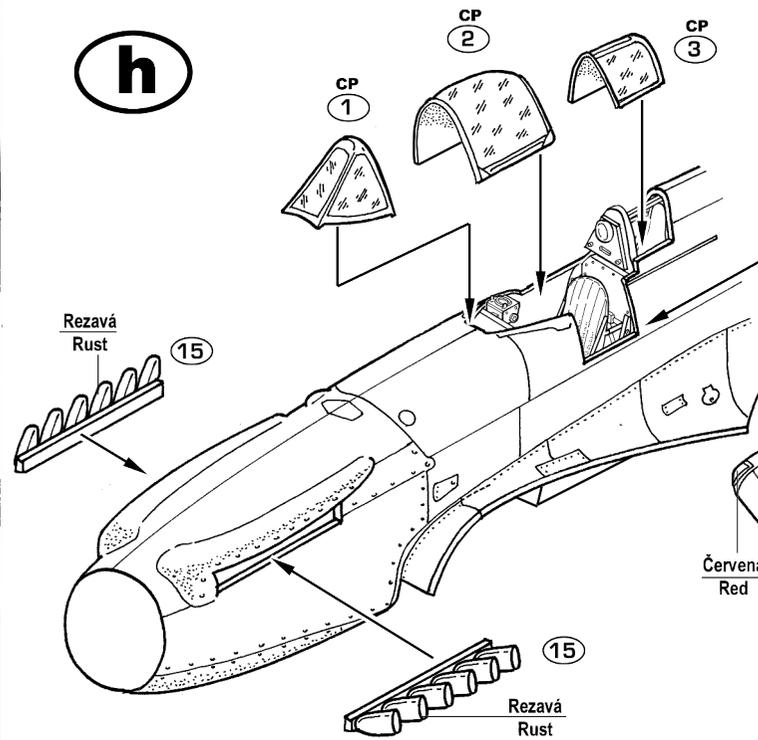
(skutečná velikost - actual scale)

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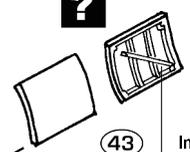


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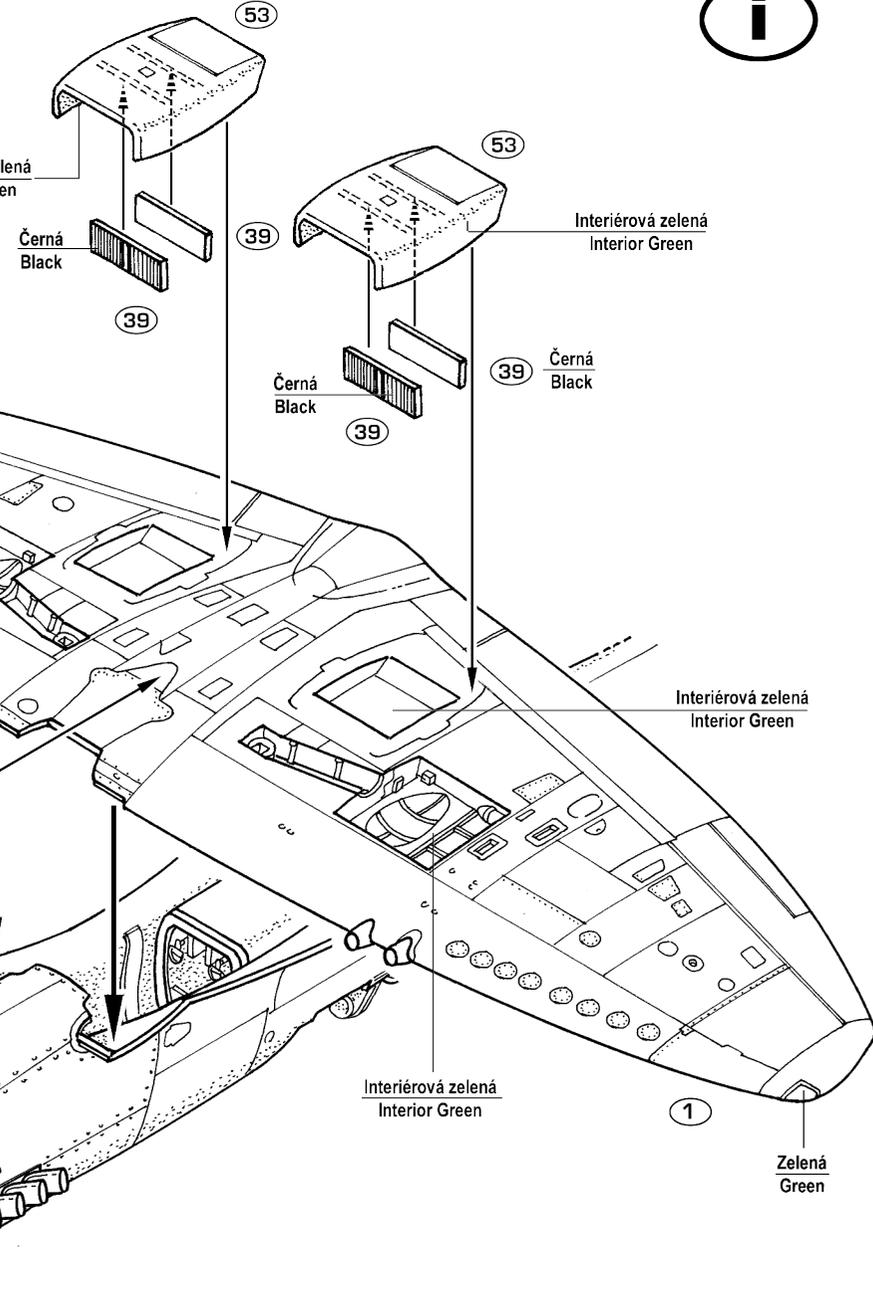


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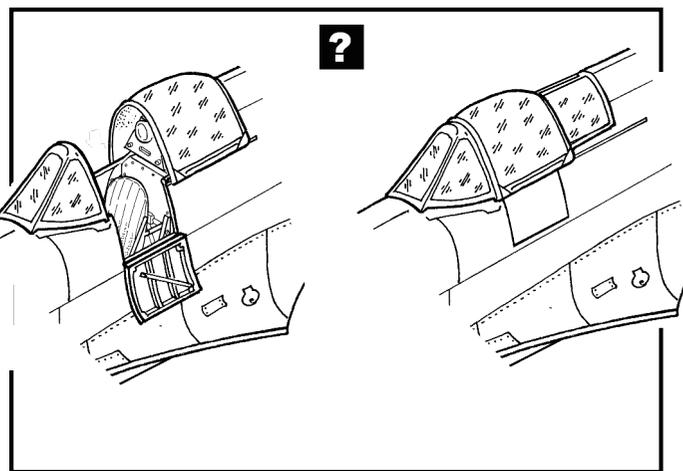


Interiérová zelená
Interior Green

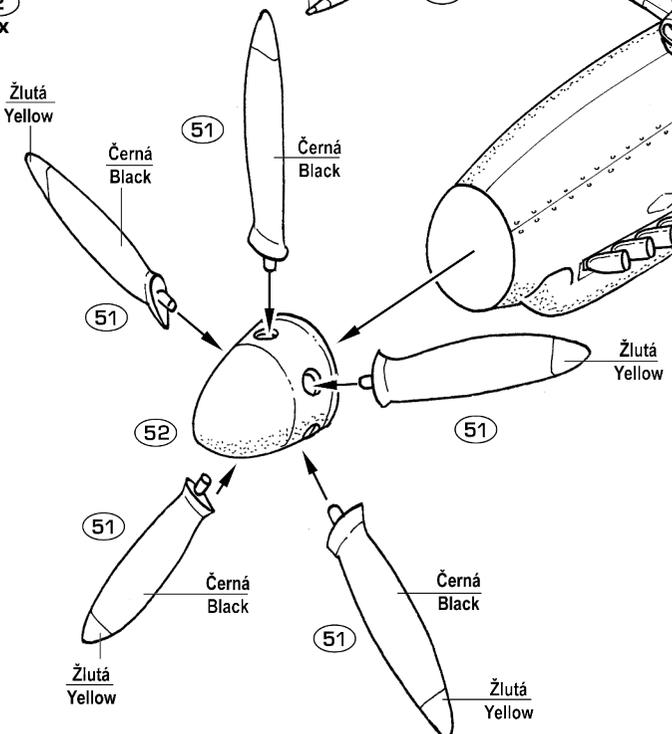
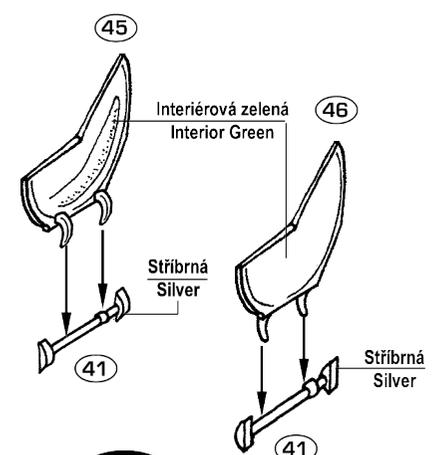
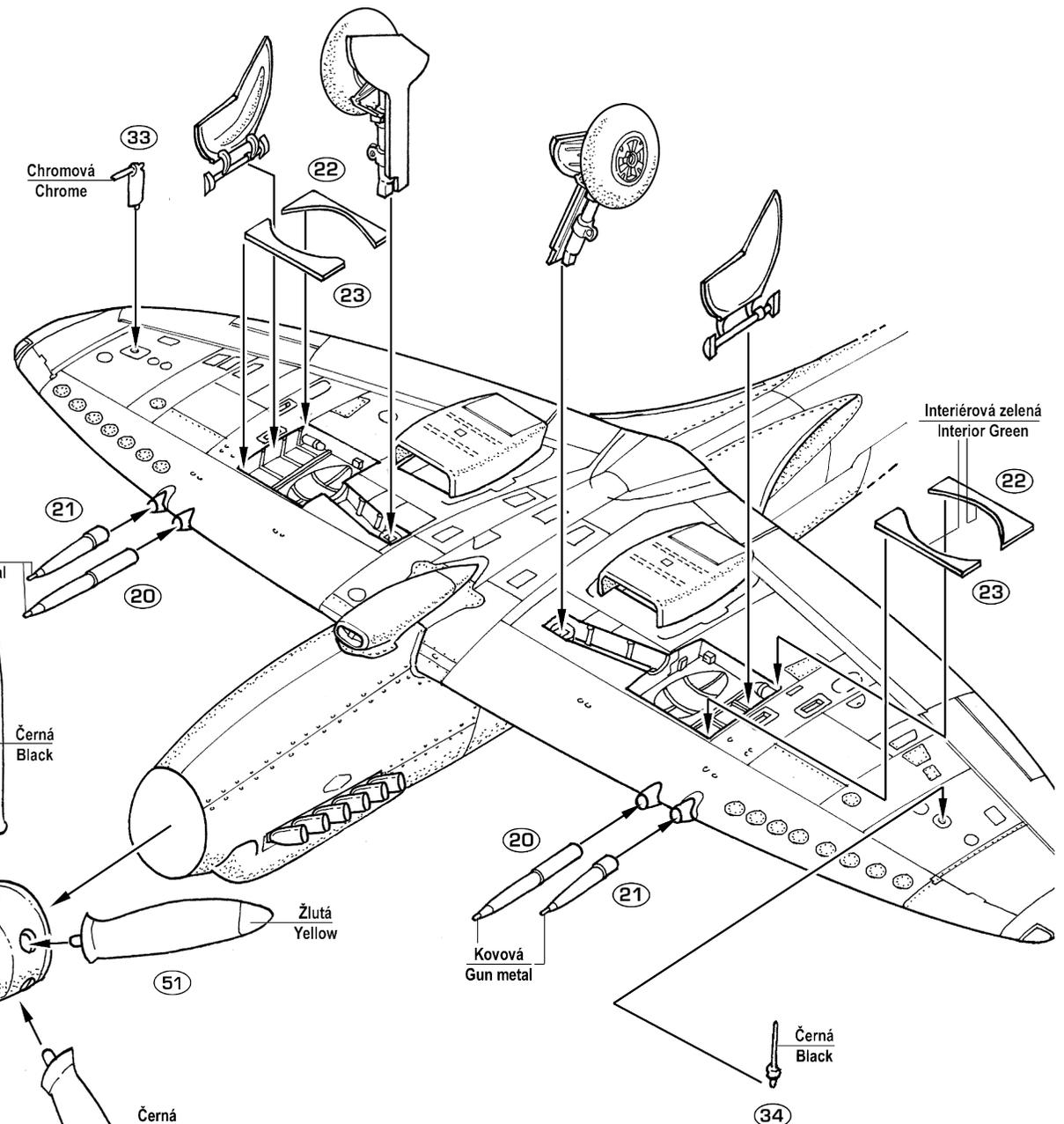
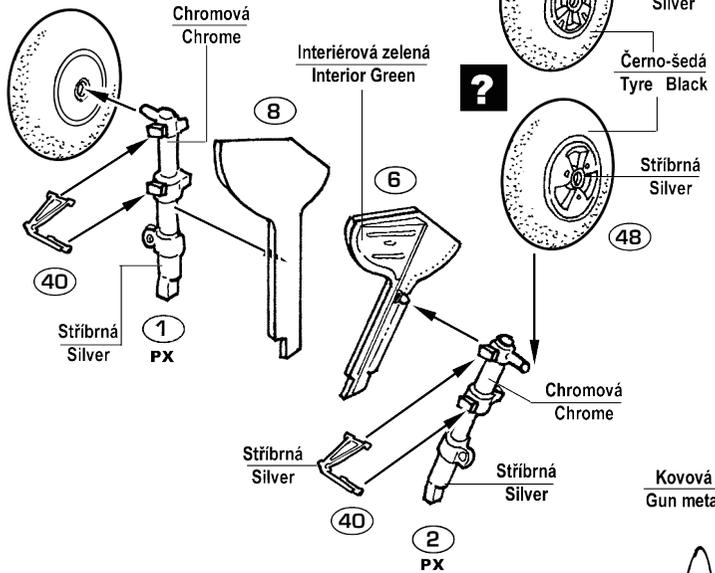
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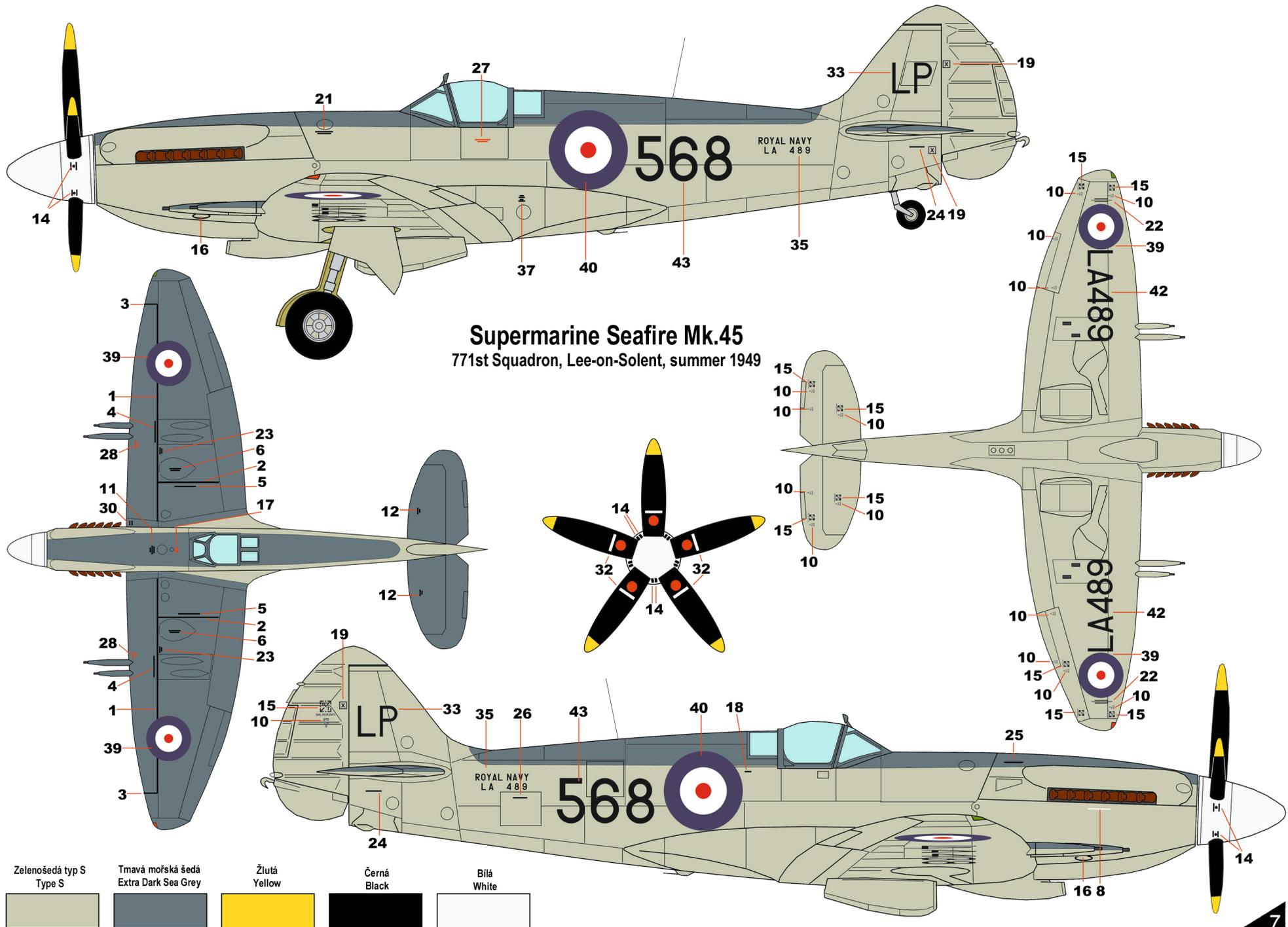


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Supermarine Seafire Mk.45
 771st Squadron, Lee-on-Solent, summer 1949

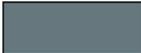
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Type S

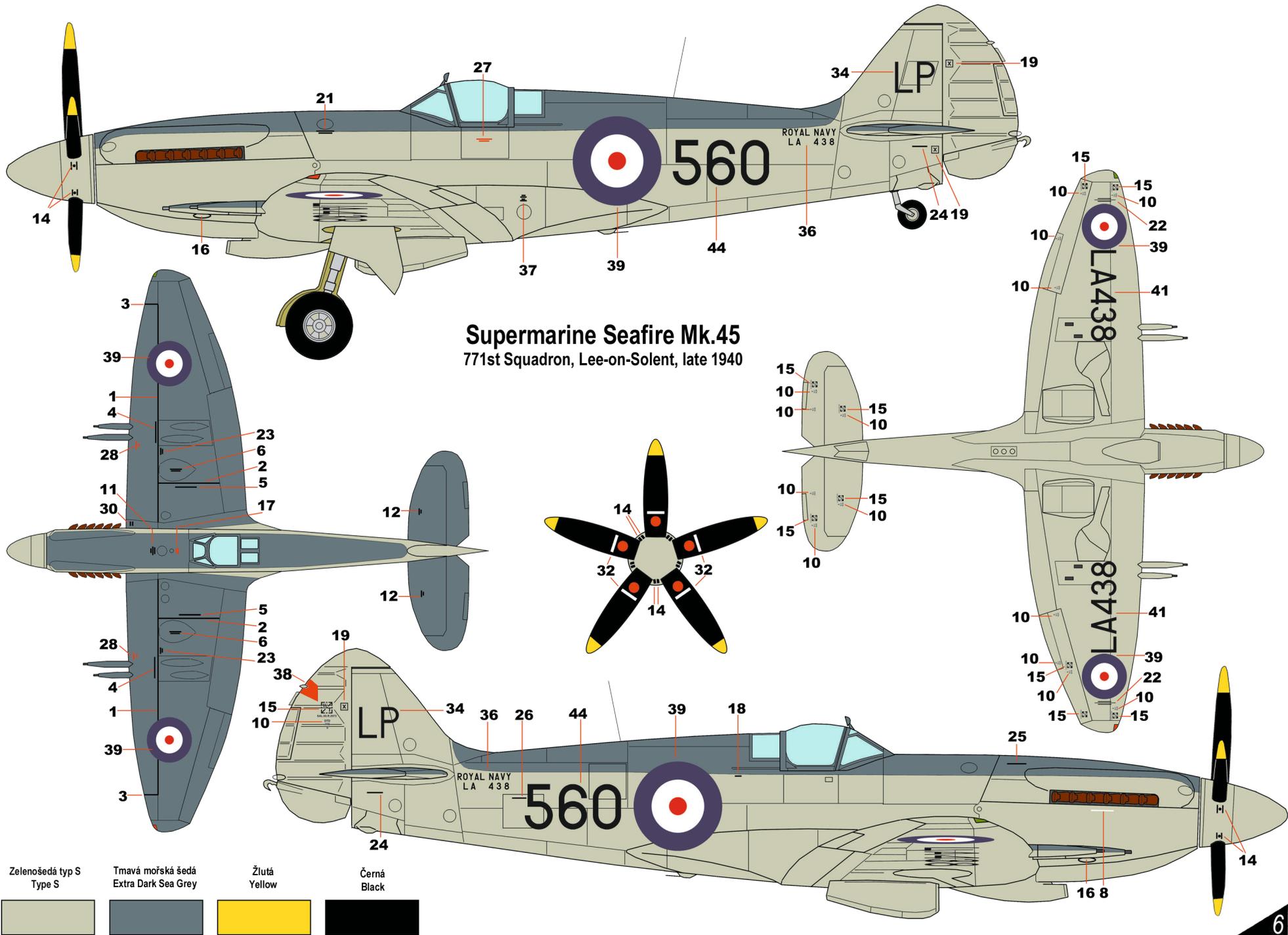
Tmavá mořská šedá
Extra Dark Sea Grey

Žlutá
Yellow

Černá
Black

Bílá
White





Supermarine Seafire Mk.45
771st Squadron, Lee-on-Solent, late 1940

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|---|---|---|---|
| Zelenošedá typ S
Type S | Tmavá mořská šedá
Extra Dark Sea Grey | Žlutá
Yellow | Černá
Black |
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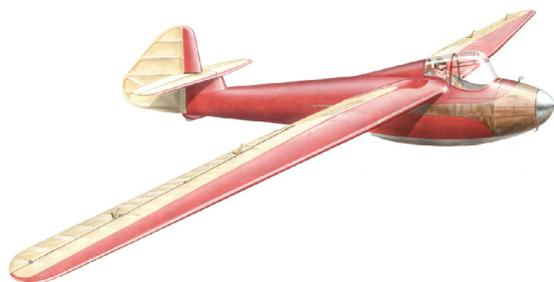
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