

Convair

XFY-1 POGO

Historie

Convair XFY-1 Pogo byl jednosedadlový experimentální svisele startující stíhací letoun, vyvinutý v 50. letech 20. století firmou Convair. Americké námořnictvo tímto programem chtělo získat stíhací letoun s charakteristikou VTOL (Vertical Take off and landing – svislý vzlet i přistání), schopný operovat z malých plavidel. Vývoj XFY byl objednán v roce 1951. Convair XFY byl vybaven ve své době nejvýkonnějším turbovrtulovým motorem Allison YT-40-A6, který poháněl dvě protiběžné třílísté vrtule. Křídlo a kýlové plochy byly uspořádány ve tvaru písmene X. Letoun nejprve vzletal upoutaný v hangáru – první takový let proběhl 29. dubna 1954. Do horizontálního letu Pogo poprvé přešel 2. listopadu 1954. Program byl zrušen v srpnu 1956. Nejevila se totiž reálná možnost, že by tento typ vrtulového letadla dosáhl výkonu tehdejších proudových strojů.

History

The Convair XFY Pogo was an experiment in vertical takeoff and landing (VTOL) tail-sitter. The Pogo had delta wings and three-bladed contra-rotating propellers powered by a turboprop engine. It was intended to be a high-performance fighter aircraft capable of operating from small warships. Landing the XFY-1 was difficult, as the pilot had to look over his shoulder while carefully working the throttle to land. The XFY-1 was designed for the Allison XT40-A-14 turboprop, which was expected to deliver 7,100 shp (5,295 kW). The production aircraft were intended to use the even more powerful Allison T54 which was never built. It was one of the few propeller-driven aircraft with delta wings, swept at 52 degrees, and a fin with a span of 21 ft 8 in (6.5 m). The pilot's seat was mounted on gimbals allowing for movement from 45 degrees in vertical flight to 90 degrees in horizontal flight. The Curtiss-Wright turbo-electric three-bladed contra-rotating propellers were 16 feet (4.88 m) in diameter. Although a test flight was made on 19 May 1955, it again ended with failure, and on 1 August 1955 the project was formally concluded. The last flight of the XFY-1 Pogo took place in November 1956.

Používejte pouze vhodné nářadí, lepidlo a barvy. Během práce nejezte a nepijte.
 POZOR - obsahuje malé součásti, které mohou mít ostré hrany. Není vhodné pro děti.

Use proper tools, glue and paints. Do not eat and drink during the work.
 WARNING - contains small parts with possible sharp edges. Not suitable for children.


VOLITELNĚ
OPTIONAL

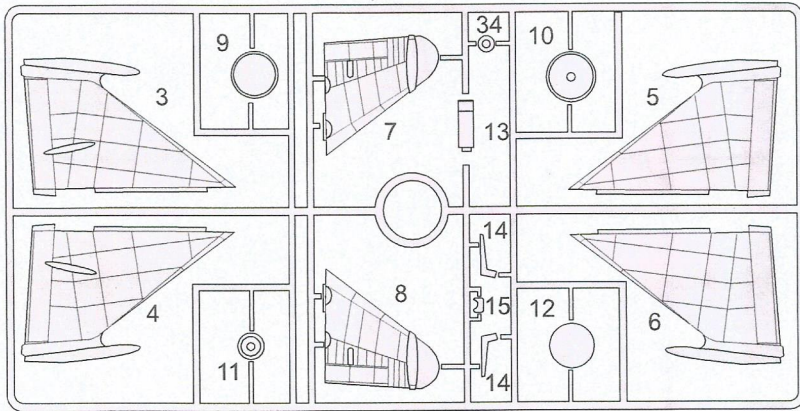
VYVRTAT
DRILL HOLE

ZBROUSIT
REDUCE

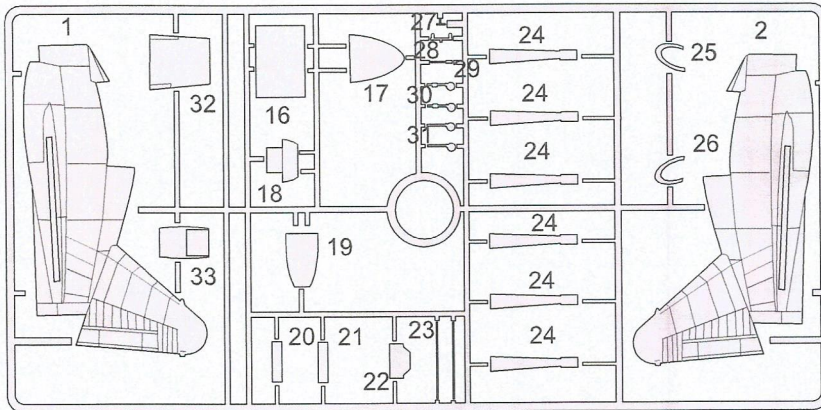
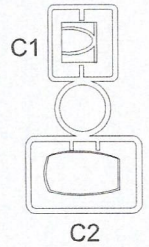
ODSTRANIT
REMOVE

	Colour name	Humbrol		Colour name	Humbrol
A	Black	H33	G	Aluminium	H56
B	White	H34	H	Silver	H11
C	Light Grey	H64	I	Linen	H74
D	Gunmetal	H53	J	Red	H132
E	Zinc Chromate	H81	K	Tyre	H85
F	Yellow	H24	L	Rust	H113

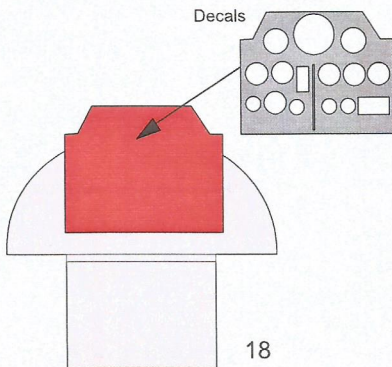
PLASTIC PARTS



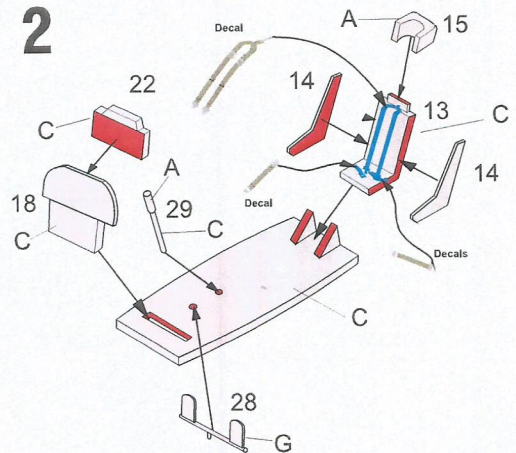
TRANSPARENT PARTS



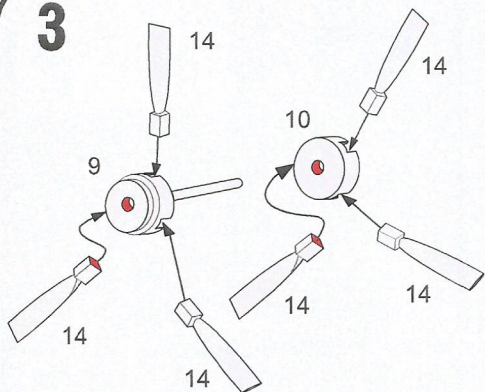
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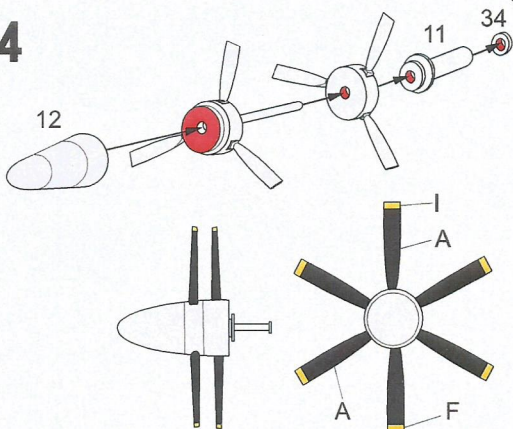
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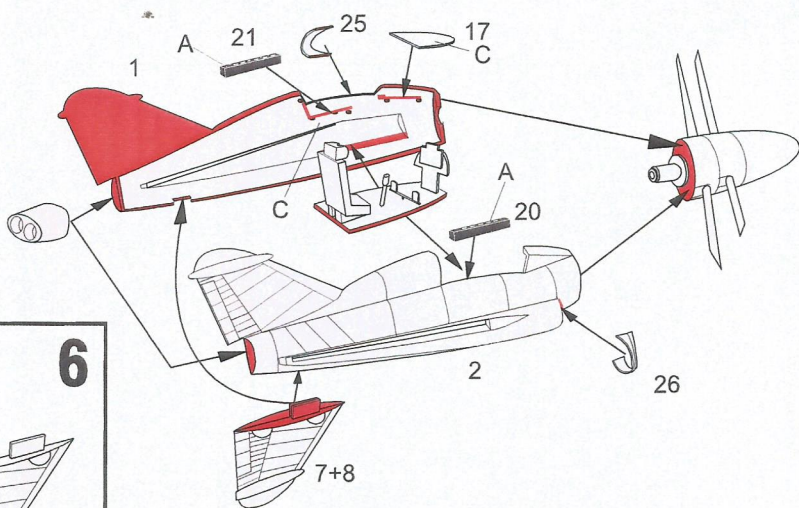
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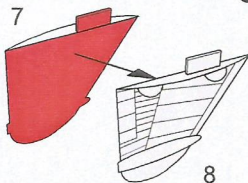
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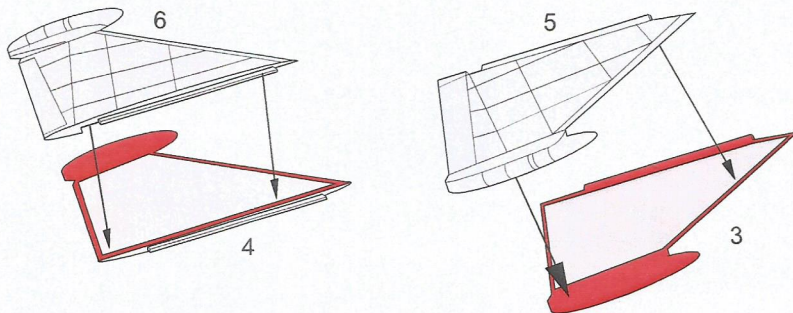
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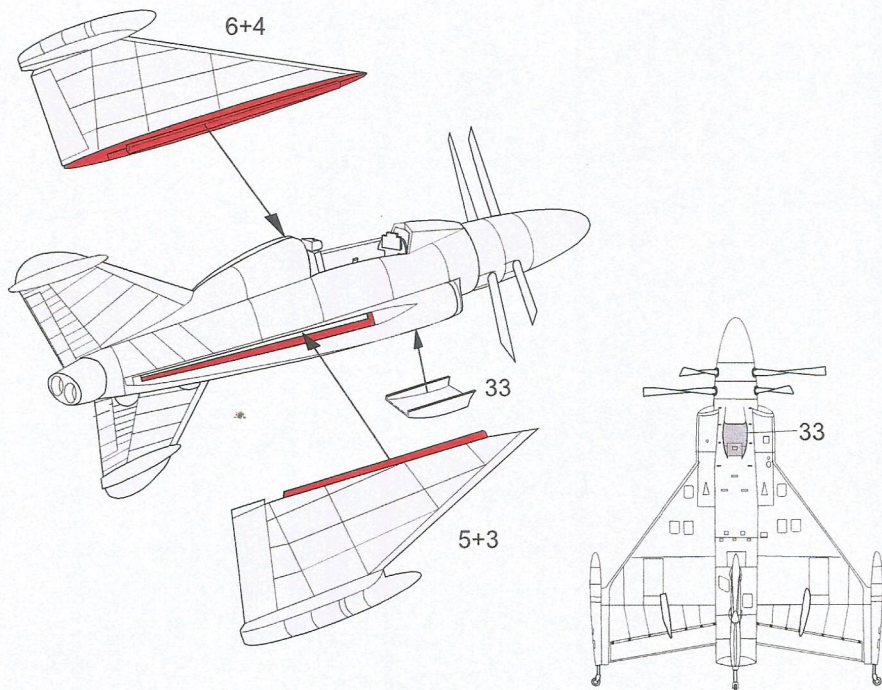
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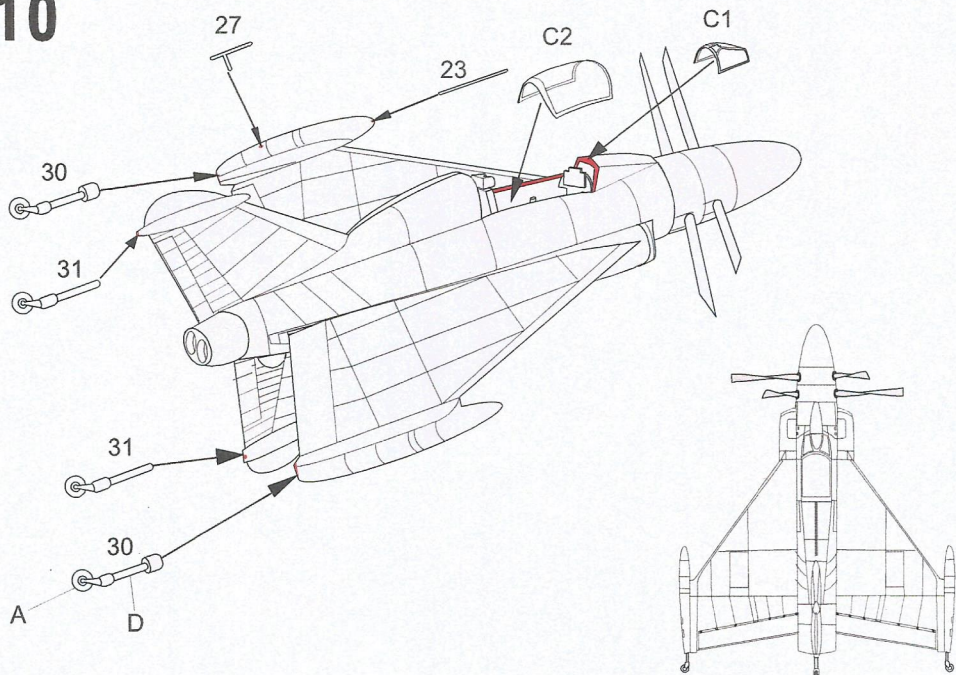
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4 NAVY

4 NAVY

NAVY 5

NAVY 5



7 CONVAIR

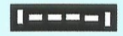
7 CONVAIR



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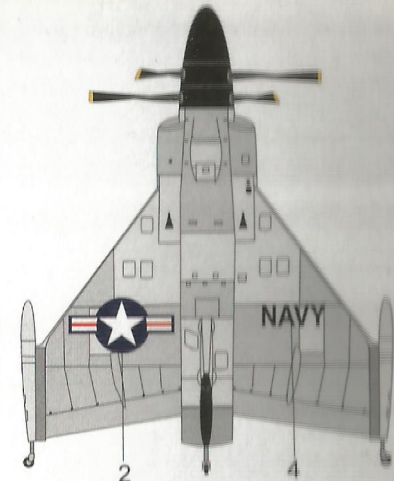
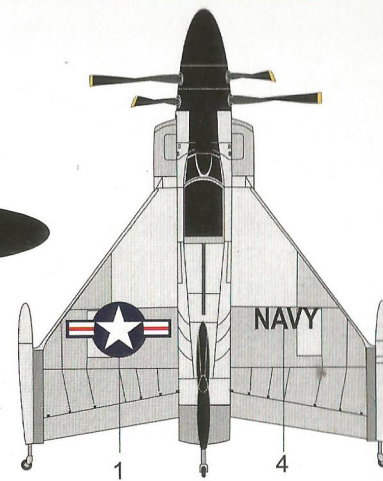
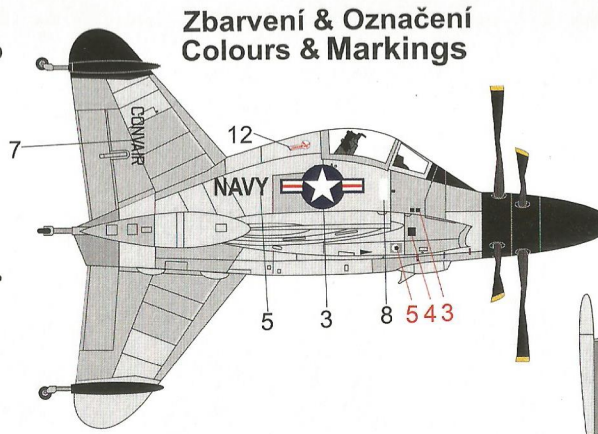
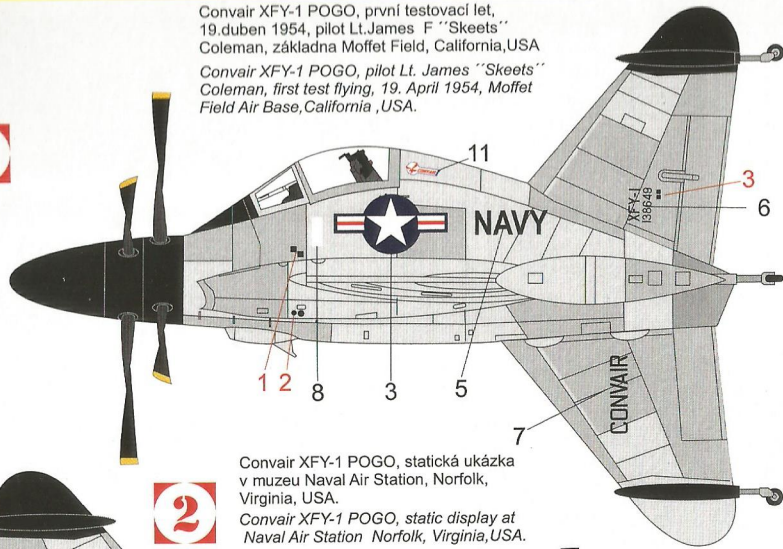


Convair XFY-1 POGO prototype KPM 0258

Convair XFY-1 POGO, první testovací let,
19. duben 1954, pilot Lt. James F. "Skeets"
Coleman, základna Moffet Field, California, USA
Convair XFY-1 POGO, pilot Lt. James "Skeets"
Coleman, first test flying, 19. April 1954, Moffet
Field Air Base, California, USA.

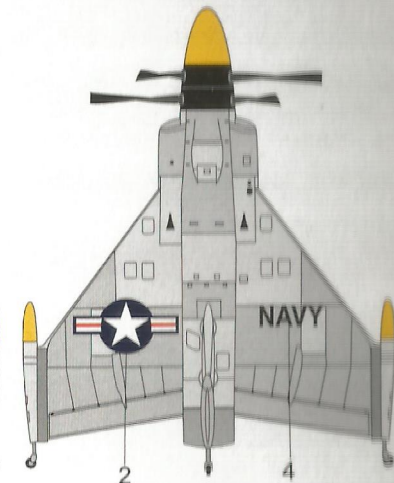
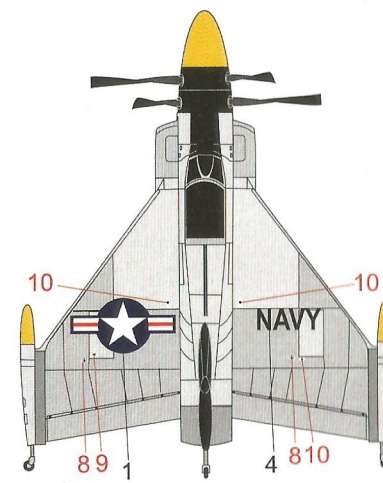
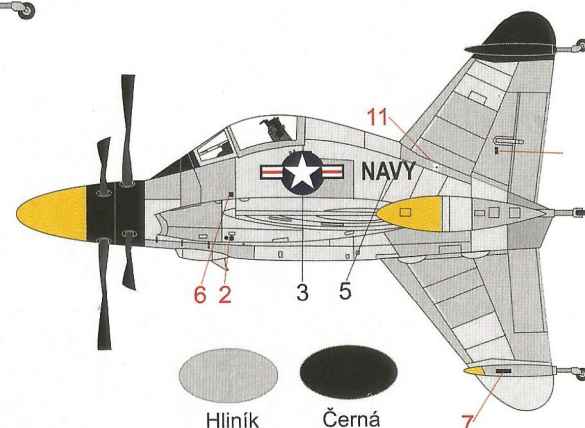
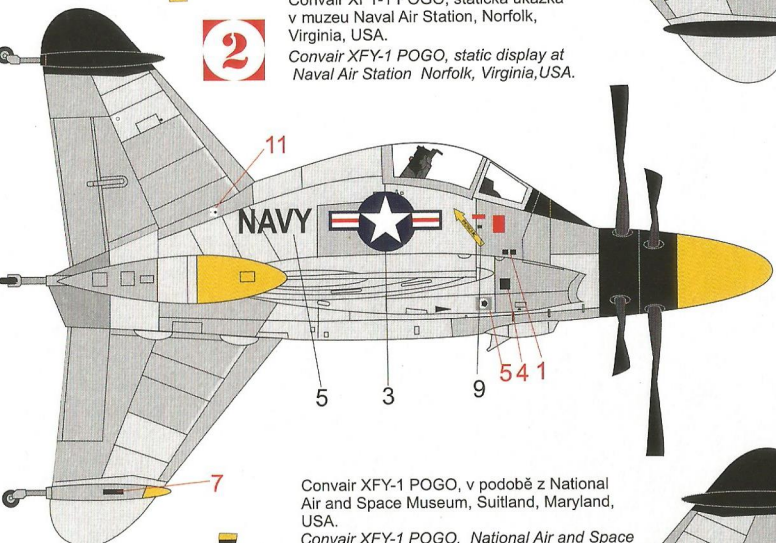
Zbarvení & Označení Colours & Markings

1



Convair XFY-1 POGO, statická ukázka
v muzeu Naval Air Station, Norfolk,
Virginia, USA.
Convair XFY-1 POGO, static display at
Naval Air Station Norfolk, Virginia, USA.

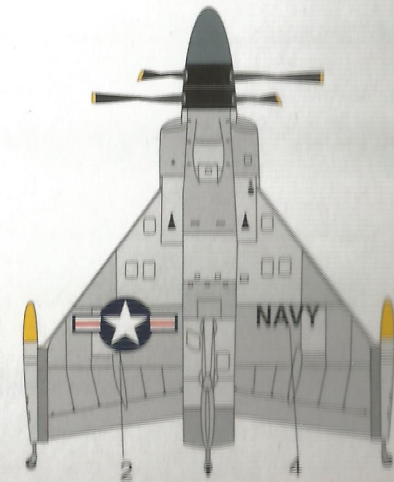
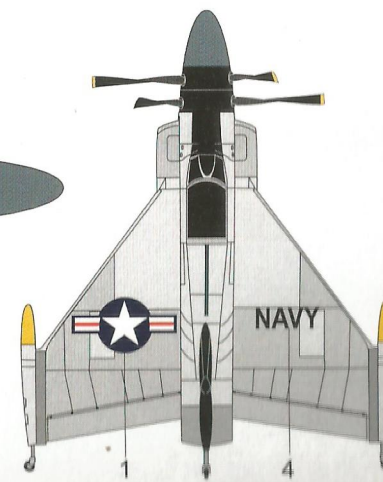
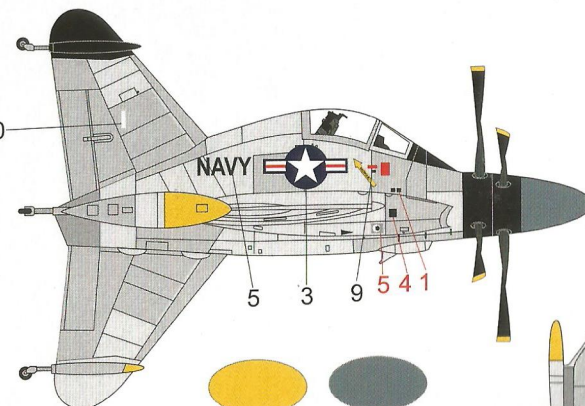
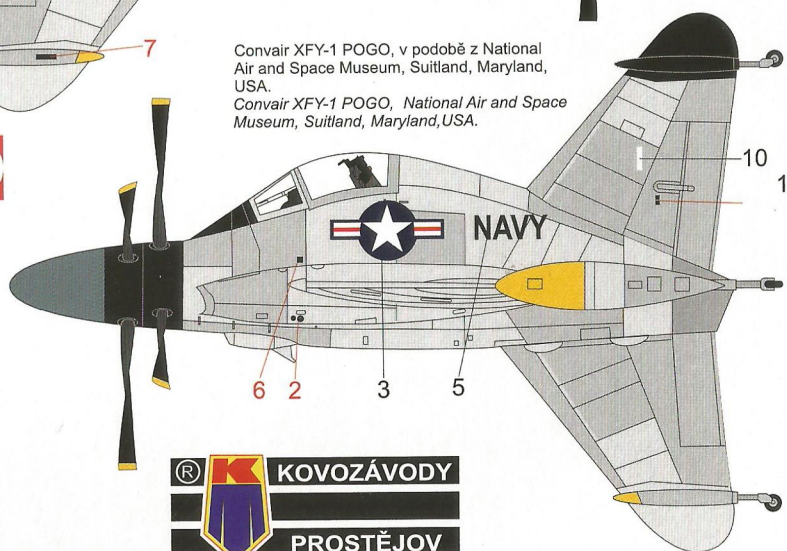
2



Hliník Aluminium
Černá Black

Convair XFY-1 POGO, v podobě z National
Air and Space Museum, Suitland, Maryland,
USA.
Convair XFY-1 POGO, National Air and Space
Museum, Suitland, Maryland, USA.

3



Žlutá Yellow
Šedo modrá Blue Grey