



# 1:48 Blackburn Buccaneer S.2C/D

A12012 SCALE MODEL CONSTRUCTION KIT | Wingspan: 280mm Fuselage Length: 402mm | Four Decal Schemes Included | Two Build Options

**EN** A mighty naval strike aircraft which can trace its origins back to Britain's response to a massive naval expansion programme by the Soviet Navy in the 1950s and the introduction of their Sverdlov Class Cruisers, the Blackburn Buccaneer was designed to have exceptional low altitude performance and the ability to effectively neutralise this new naval threat. Required to operate from the relatively confined space aboard one of Britain's aircraft carriers, this subsonic strike jet was the most capable aircraft of its kind in the world and a real triumph for Britain's aviation industry - it also happened to be the heaviest aircraft ever operated by the Royal Navy. In order to allow its effective operation at sea, the Buccaneers were not only included the ability to fold its wings, but also the nose (radar housing) and rear speed brake could be folded back and split open respectively, allowing for more effective carrier storage, whilst maintaining the aerodynamic integrity of the aircraft. Entering Royal Navy service in July 1962, there were no two seat trainer versions of the Buccaneer, so even though the pilot would have had the benefit of several flights as a back seat observer in the new aircraft, his first flight as pilot would therefore be his Buccaneer solo.

The introduction of the S.2 variant of the aircraft in late 1965 saw a major upgrade of the Buccaneer's capabilities, but centred around the adoption of a new powerplant, the famous Rolls Royce Spey turbos. Possessing greater thrust and increased range, the Buccaneer S.2 was an even more capable naval strike aircraft and one which must have struck fear into the hearts of every Soviet naval commander. With its

**FR** Puissant avion d'attaque navale dont les origines remontent à la réponse de la Grande-Bretagne au programme d'expansion navale massive de la marine soviétique dans les années 1950 et à l'introduction de ses croiseurs de classe Sverdlov, le Blackburn Buccaneer a été conçu pour offrir des performances exceptionnelles à basse altitude et être capable de neutraliser efficacement cette nouvelle menace navale. Appelé à opérer depuis l'espace relativement confiné d'un porte-avions britannique, ce jet d'attaque subsonique était l'appareil le plus performant de sa catégorie au monde et un véritable trésor pour l'industrie aéronautique britannique. C'était aussi l'appareil le plus lourd jamais utilisé par la Royal Navy. Conçu pour opérer efficacement au large, le Buccaneer pouvait non seulement replier et déployer ses ailes, mais également son nez (logement du radar) et son empennage de queue, ce qui permettait un stockage plus efficace sur les porte-avions, tout en préservant l'intégrité aérodynamique de l'appareil. Entré en service dans la Royal Navy en juillet 1962, le Buccaneer n'existait pas en version d'entraînement biplace. Ainsi, même si le pilote avait pu effectuer plusieurs vols en tant qu'observateur sur le siège arrière dans le nouvel appareil, son premier vol aux commandes du Buccaneer en tant que pilote s'effectuait donc en solo.

L'introduction de la version S.2 à la fin de l'année 1965 a vu une amélioration majeure des capacités du Buccaneer, principalement centrée sur l'adoption d'un nouveau moteur, le célèbre turboréacteur Spey de Rolls Royce. Doté d'une poussée supérieure et d'un rayon d'action accru, le Buccaneer S.2 est devenu un avion d'attaque navale encore plus performant, qui a dû semer la terreur parmi les commandants de la

**DE** Der Entwurf dieses äußerst leistungsstarken Marine-Kampfflugzeugs kam als britische Antwort auf das enorme Erweiterungsprogramm der sowjetischen Marine in den frühen 1950er Jahren zurückgeführt werden, als die leichte Kreuzer der Sverdlov-Klasse in den Dienst gestellt wurden. Die Blackburn Buccaneer wurde im Hinblick auf ein Flugzeug konzipiert, das mit hervorragenden Tiefflugeigenschaften der zunehmenden Bedrohung durch die sowjetische Marine effektive Gegenwehr bieten konnte. Der neue Unterschall-Kampfler musste instande sein, vom relativen beengten Raum aus eingesetzt zu werden, der auf britischen Flugzeugträgern verfügbar war. In diesem Sinn war er weltweit das leistungsfähigste Flugzeug seiner Art und kann als echter Erfolg der britischen Flugzeugindustrie gelten; es war aber auch das schwerste Flugzeug, das je von der Royal Navy verwendet wurde. Um effektiv auf hoher See einsatzfähig zu sein, wies die Buccaneer faltbare Flügel auf. Außerdem konnten die Nase mit ihrem darin angeordneten Radar abgeklappt wie auch die hintere Luftbremse aufgespreizt werden. Damit konnte sie raumparend auf dem Flugzeugträger untergebracht werden, wobei die aerodynamische Integrität des Flugzeugs voll erhalten blieb. Als die Buccaneer im Juli 1962 von der Royal Navy in den Dienst genommen wurde, waren davon keine zweisitzigen Trainingsversionen verfügbar. Piloten konnten vor ihrem Erstflug zwar mehrere Flüge als Beobachter auf dem Rücksitz absolvieren, doch waren sie beim ersten selbst gesteuerten Flug auf sich allein gestellt.

Die Einführung der Variante S.2 gegen Ende 1965 ging mit einer bedeutenden Leistungsverbesserung der Buccaneer einher, ganz besonders durch den Einsatz eines neuen Triebwerks, nämlich des so bekannt gewordenen Rolls Royce Spey Turbokrafts. Die Buccaneer S.2 war nun mit erhöhter Schubkraft und Reichweite ein noch schlagkräftigeres Marinekampfflugzeug geworden. Sie muss jeden sowjetischen Seekommandanten

increased power, the S.2 was now able to land back on its home carrier with one engine shut down if required, but still having enough thrust to safely go around again, should the aircraft fail to catch the arrestor hook.

The Buccaneers of No.800 Naval Air Squadron were famously involved in the destruction of the stricken oil tanker Torrey Canyon, off Land's End in March 1967, as the government attempted to avert an environmental catastrophe by breaking open the vessel and burning its flammable cargo. Operating from RAF Brawdy, eight Buccaneers from No.800 NAS dropped 42,000 lbs of high explosive bombs on the tanker, achieving an impressive 75% success rate.

#### Specification

Maximum Speed: 667 mph (1,074km/h)

Wingspan: 44 ft 0 in (13.41m)

Length: 43 ft 5.0 in (13.23 m)

Armament: Various combinations of unguided bombs, laser-guided bombs and Red Beard or WE.177 tactical nuclear bombs up to 4,000 lb (1,814 kg) on wing pylons and up to 12,000 lb (5,443 kg) in internal bomb bay. 4 x Metro rocket pods. 2 x AIM-9 Sidewinders or 2 x AS-37 Martel missiles, or 4 x Sea Eagle missiles.

marine soviétique. Grâce à sa puissance accrue, le S.2 était désormais capable d'atterrir sur son porte-avions d'origine avec un des deux moteurs coupé si nécessaire, tout en ayant suffisamment de poussée pour faire une nouvelle approche en toute sécurité, s'il n'avait pas réussi à attraper le crochet d'arrêtage.

Les Buccaneers de l'escadron 800 de l'aéronavale ont participé à la destruction du pétrolier Torrey Canyon, au large de Land's End, en mars 1967, alors que le gouvernement tentait d'éviter une catastrophe écologique en démantelant le navire pour brûler sa cargaison inflammable. Décollant de la base RAF Brawdy, huit Buccaneers de l'escadron aéronaval 800 ont largué plus de 19 000 kg de bombes explosives sur le pétrolier avec un taux de précision impressionnant de 75 %.

#### Specification

Vitesse maximale: 1,074 km/h

Envergure: 13,41 m

Longueur: 13,23 m

Armement: Diverses combinaisons de bombes non guidées et guidées laser, et de bombes nucléaires tactiques Red Beard ou WE.177, jusqu'à 1.814 kg fixées aux rails d'ailes et jusqu'à 5.443 kg dans le soute à bombes interne. Quatre missiles lance-roquettes Metro. Deux missiles AIM-9 Sidewinder ou deux missiles AS-37 Martel ou quatre missiles Sea Eagle.

in Angst und Schrecken versetzt haben. Mit ihrer höheren Schubleistung konnte die S.2 nun auf ihrem Mutterschiff auch mit einem abgeschalteten Triebwerk landen, falls erforderlich. Dabei stand weiterhin ausreichend Schub für eine neuerliche Runde zur Verfügung, sollte die Fangvorrichtung nicht einhaken.

Die Buccaneers der Naval Air Squadron Nr. 800 sind übrigens für ihre Teilnahme an der Zerstörung des vor dem englischen Land's End havarierten Öltankers Torrey Canyon im März 1967 bekannt geworden. Die britischen Staatsbehörden hatten damals versucht, eine zunehmende Umweltkatastrophe durch Aufbrechen des Schiffes und Abbrennen seiner entzündlichen Fracht abzuwenden. Von der RAF-Station Brawdy aus warfen damals acht Buccaneers der Naval Air Squadron Nr. 800 über 19 Tonnen Sprengbomben auf den Tanker, wobei über 75 % ihr Ziel trafen.

#### Spezifikation

Höchstgeschwindigkeit: 1074 km/h

Spannweite: 13,41 m

Länge: 13,23 m

Bewaffnung: Unterschiedliche Kombinationen von ungesicherten Bomben, lasergeführten Bomben und Red Beard oder WE.177 taktische Nuklearbomben von bis zu 1814 kg auf Rumpfpylons und von bis zu 5443 kg im internen Waffenzucht. 4 x Metro Raketenbehälter. 2 x AIM-9 Sidewinders oder 2 x AS-37 Martel Luftflügelkörper, oder 4 x Sea Eagle Luftflügelkörper.

Airfix would like to thank:

The Buccaneer Aviation Group, Ulster Aviation Society, Tony Osborne, Andy White and Craig Scott for their help with the development of this model.

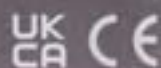
#### FOR BEST RESULTS:

Surfaces to be painted should be clean — before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

#### PLEASE NOTE:

Some parts in the kit may not be required to build the model specified.

**HORNBY  
HOBBIES**



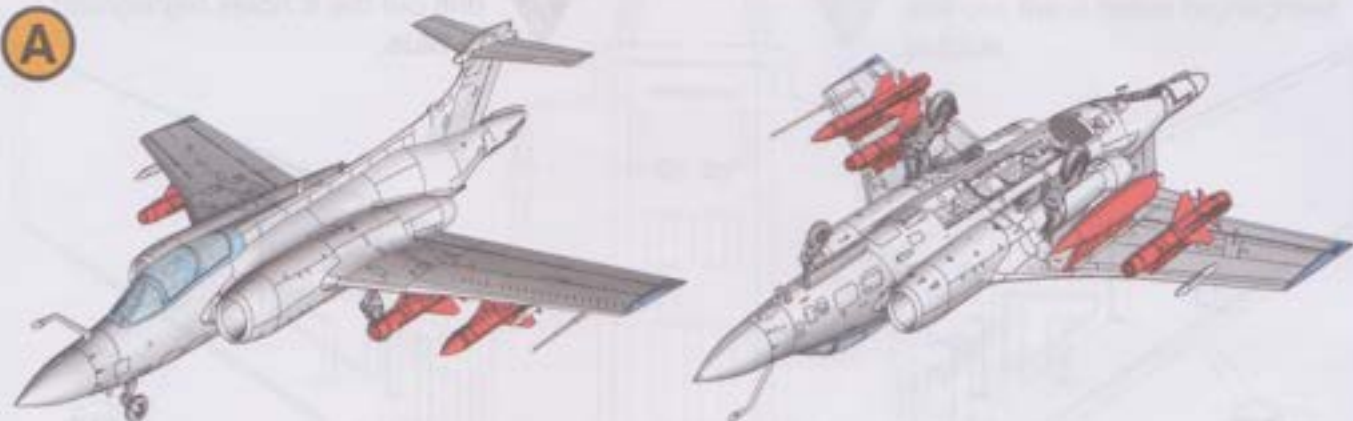
Manufactured by: Hornby Hobbies Ltd Westwood, Margate, Kent, CT9 4JX, UK +44(0)1843 233525 customerservices.uk@hornby.com

EU Authorised Representative: Hornby Italia SRL Viale dei Caduti, 52/A6, Castel Mella (BS), Italy, 25030 +39 0687501292 customerservices.it@hornby.com

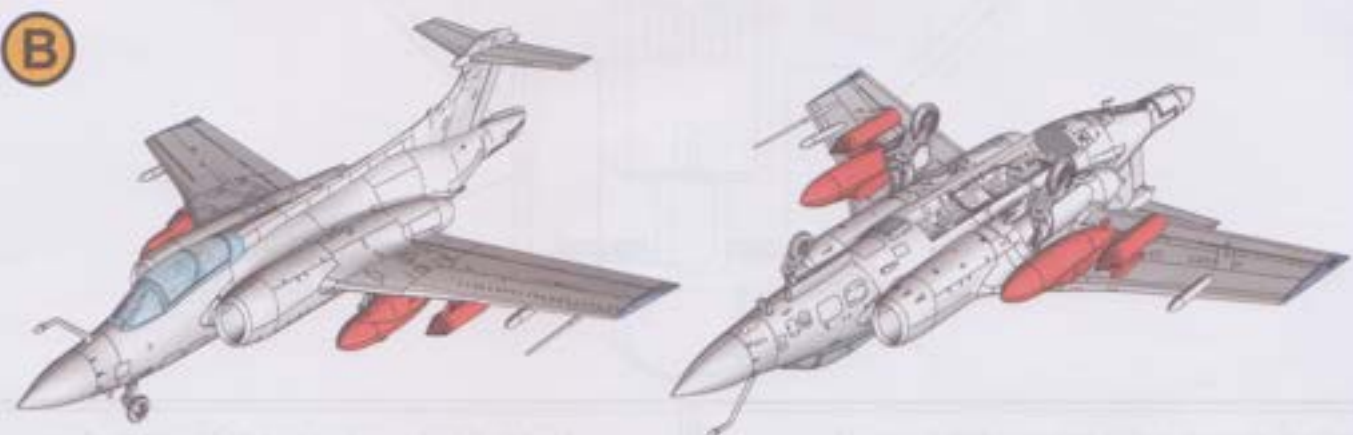


**Note:** Before you start, refer to pages 4 to 7 and the separate Scheme Layouts **A B C D** then choose which scheme and weapons option to build.

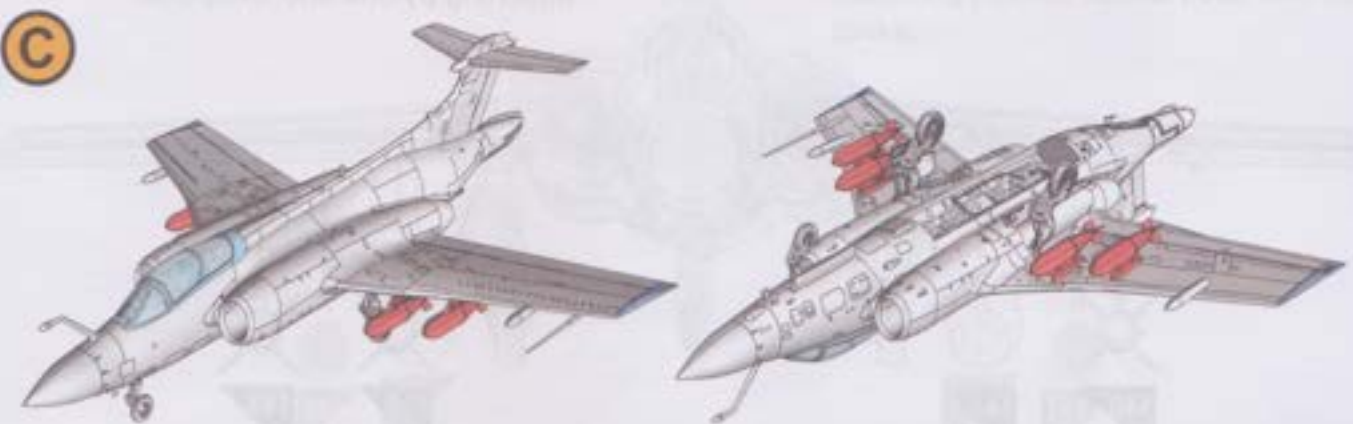
**A**



**B**



**C**

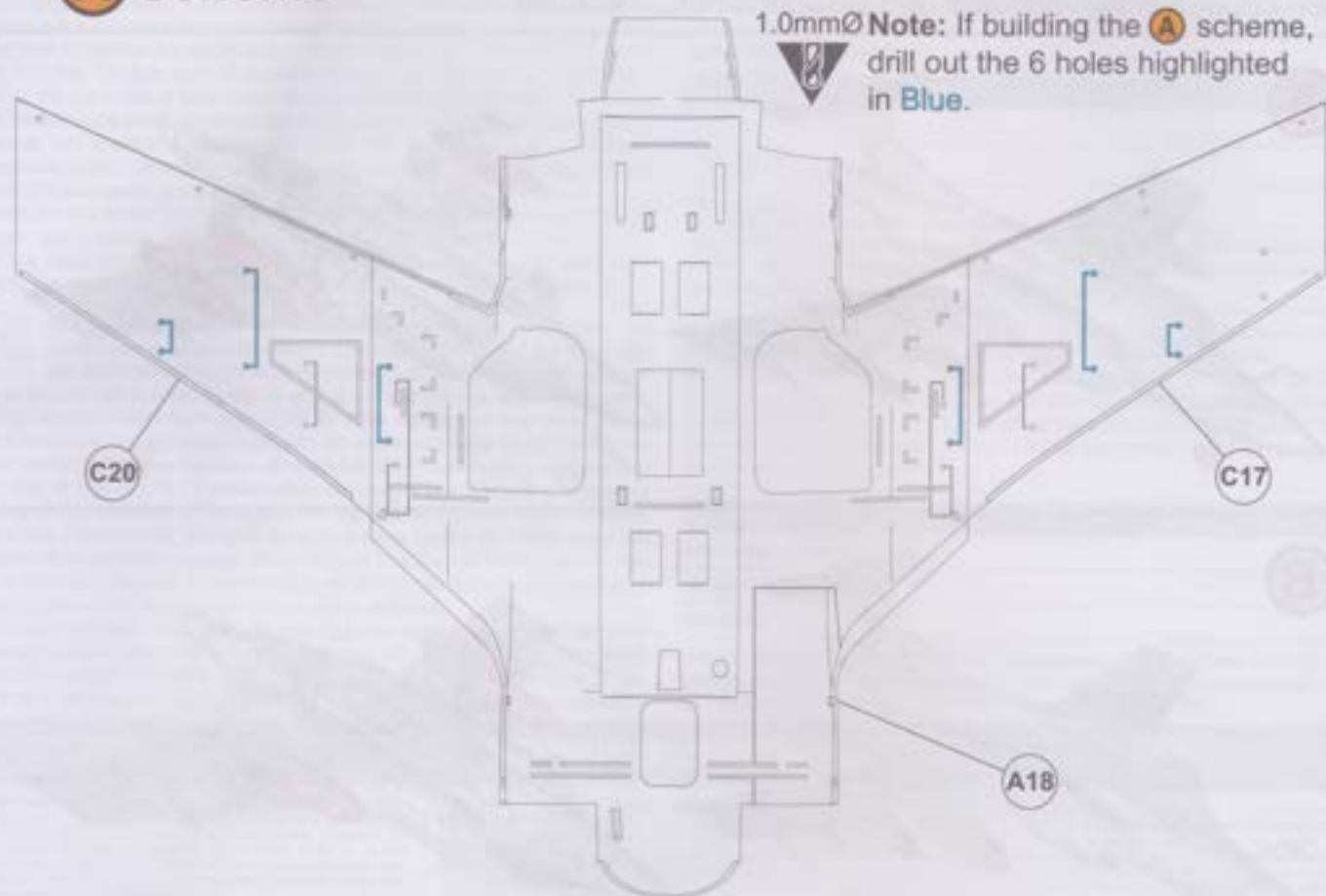


**D**

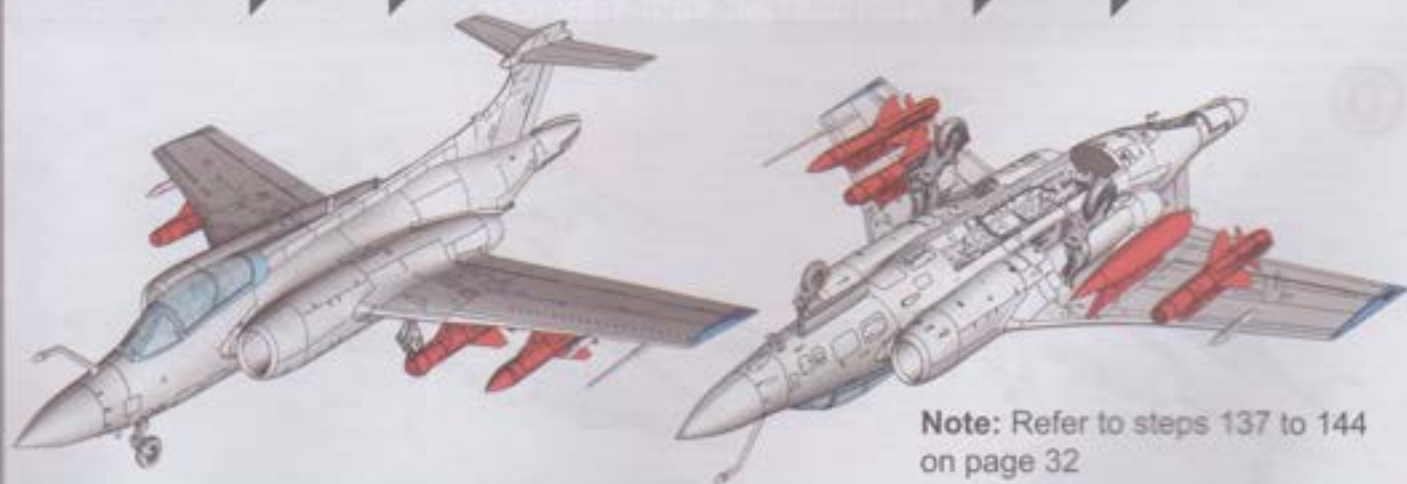
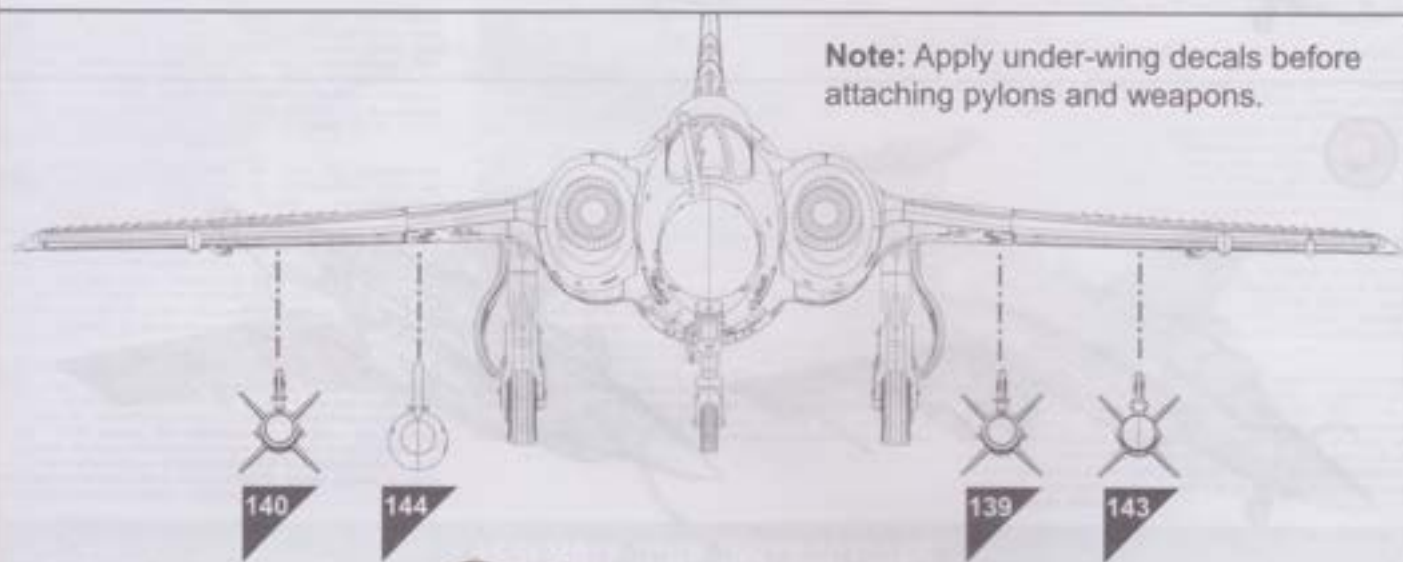


## A Scheme

1.0mmØ **Note:** If building the **A** scheme, drill out the 6 holes highlighted in **Blue**.

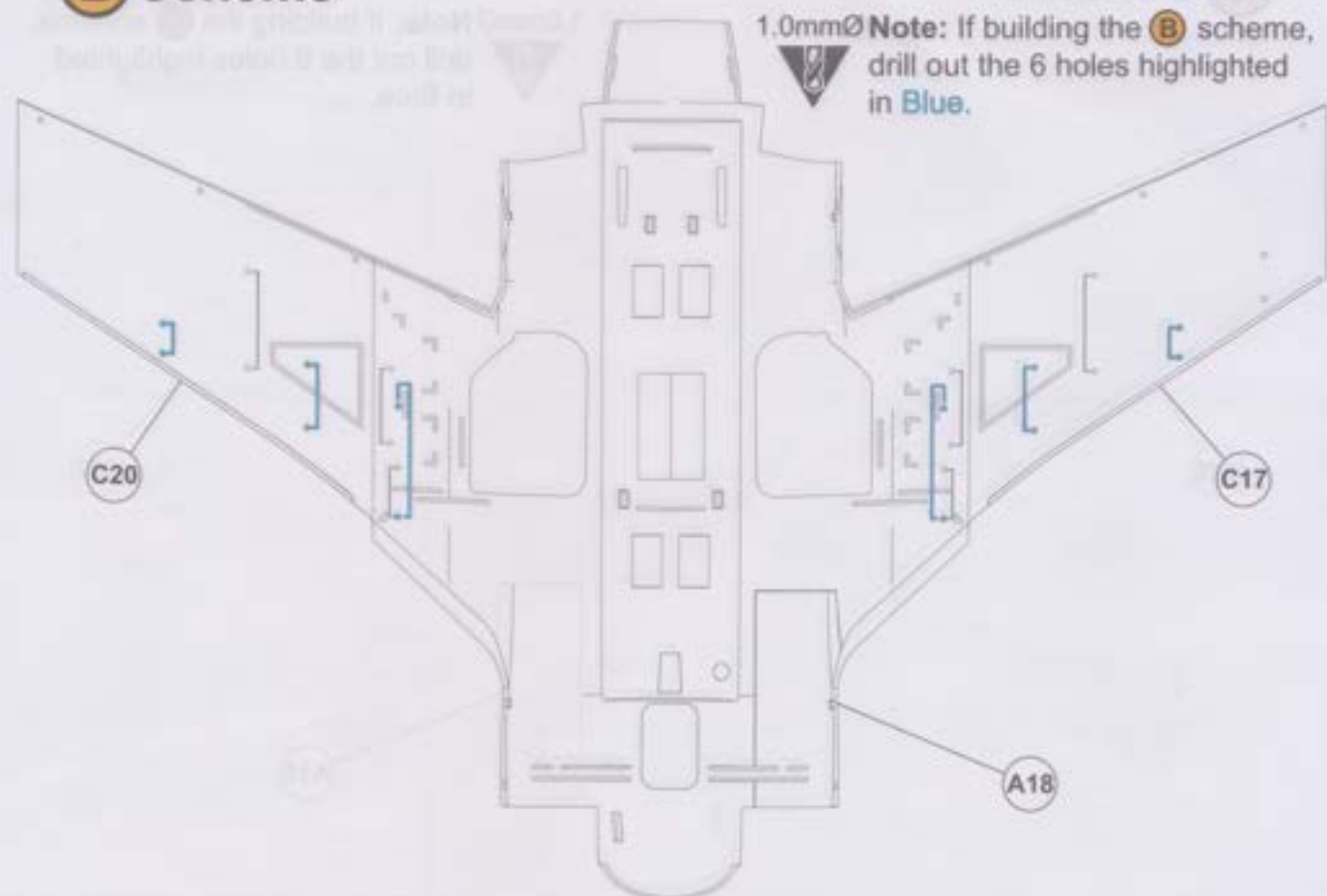


**Note:** Apply under-wing decals before attaching pylons and weapons.

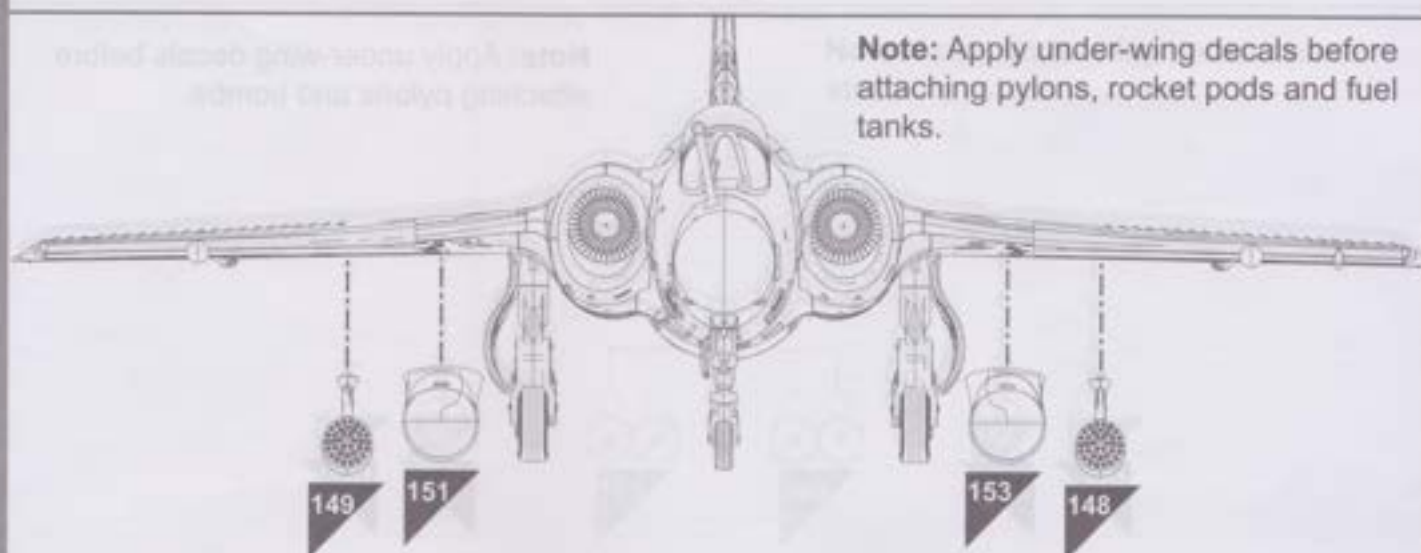


**Note:** Refer to steps 137 to 144 on page 32

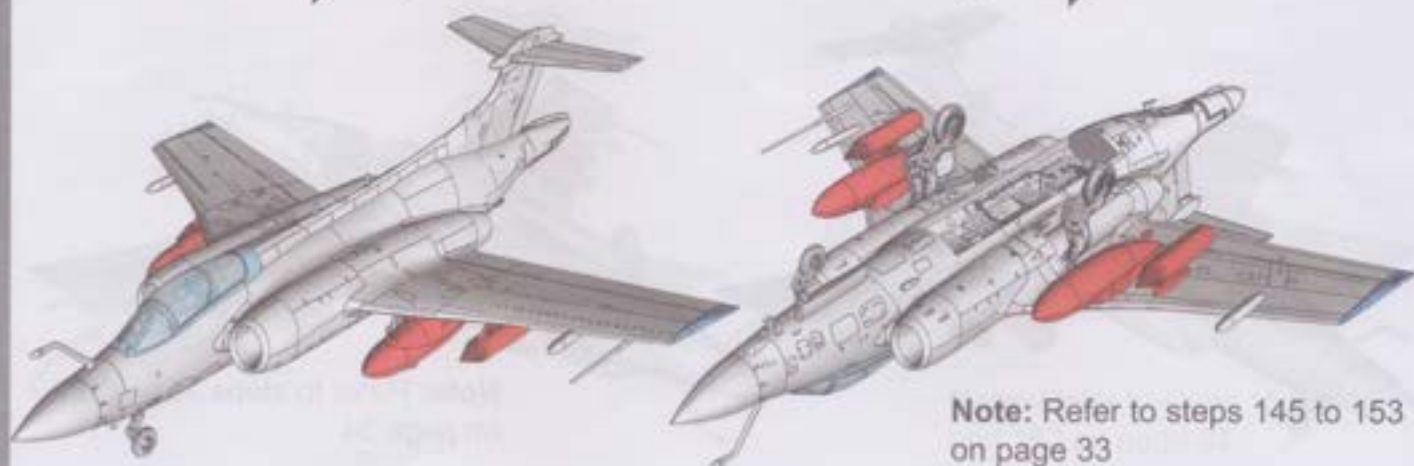
## B Scheme



1.0mmØ **Note:** If building the **B** scheme, drill out the 6 holes highlighted in **Blue**.



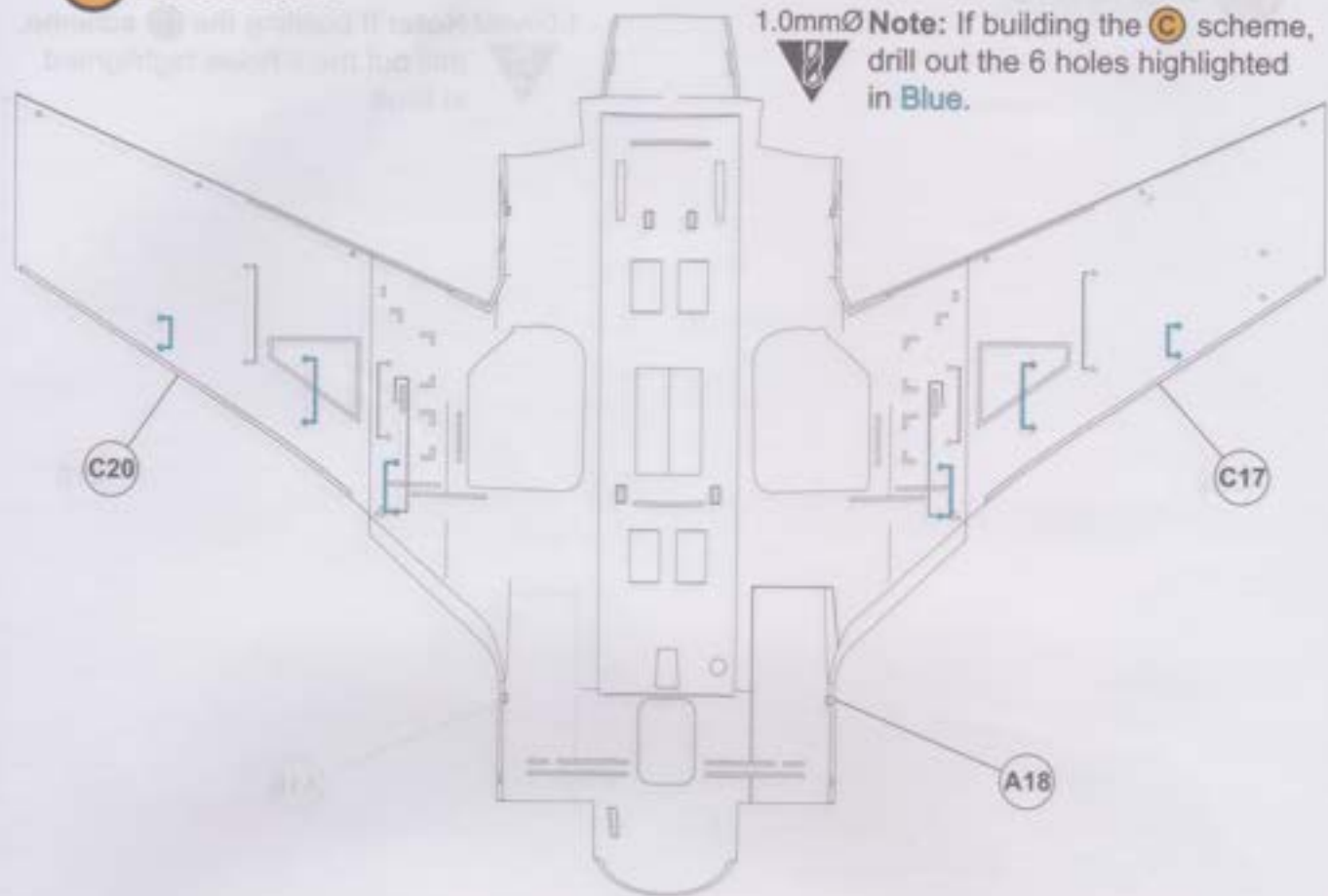
**Note:** Apply under-wing decals before attaching pylons, rocket pods and fuel tanks.



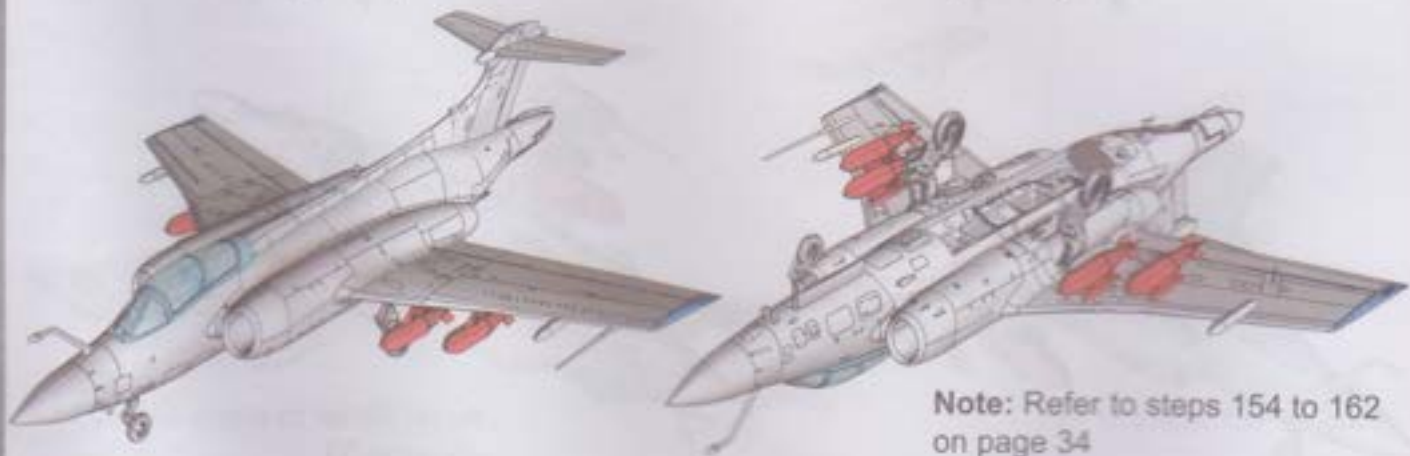
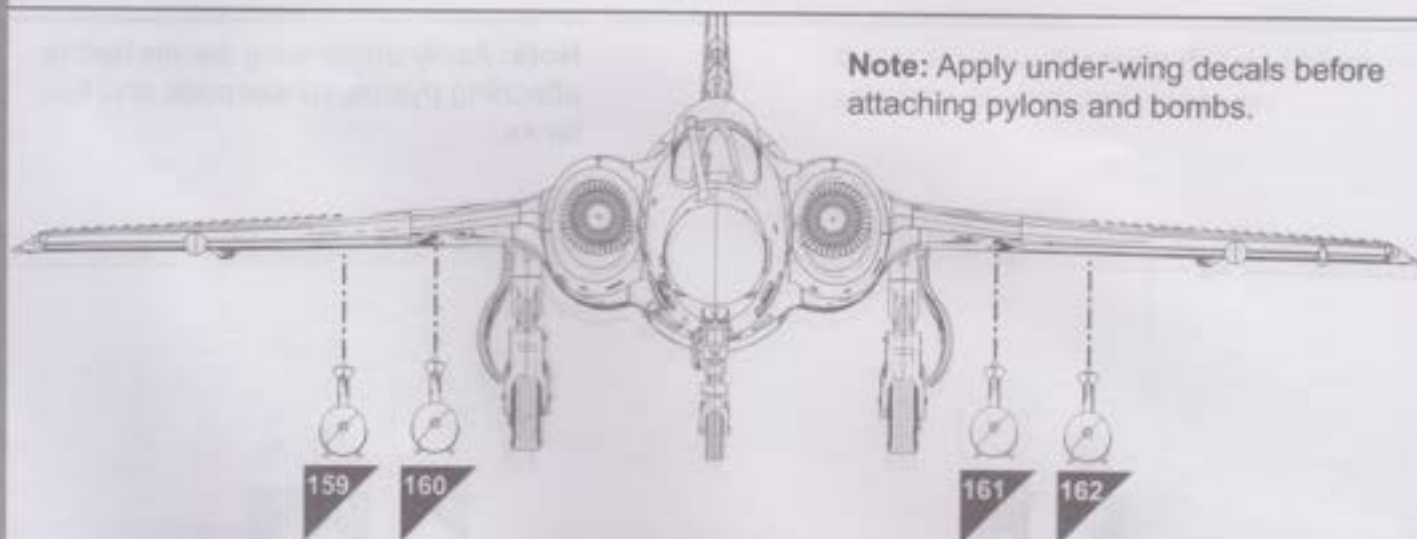
**Note:** Refer to steps 145 to 153 on page 33

## C Scheme

1.0mmØ **Note:** If building the C scheme, drill out the 6 holes highlighted in Blue.



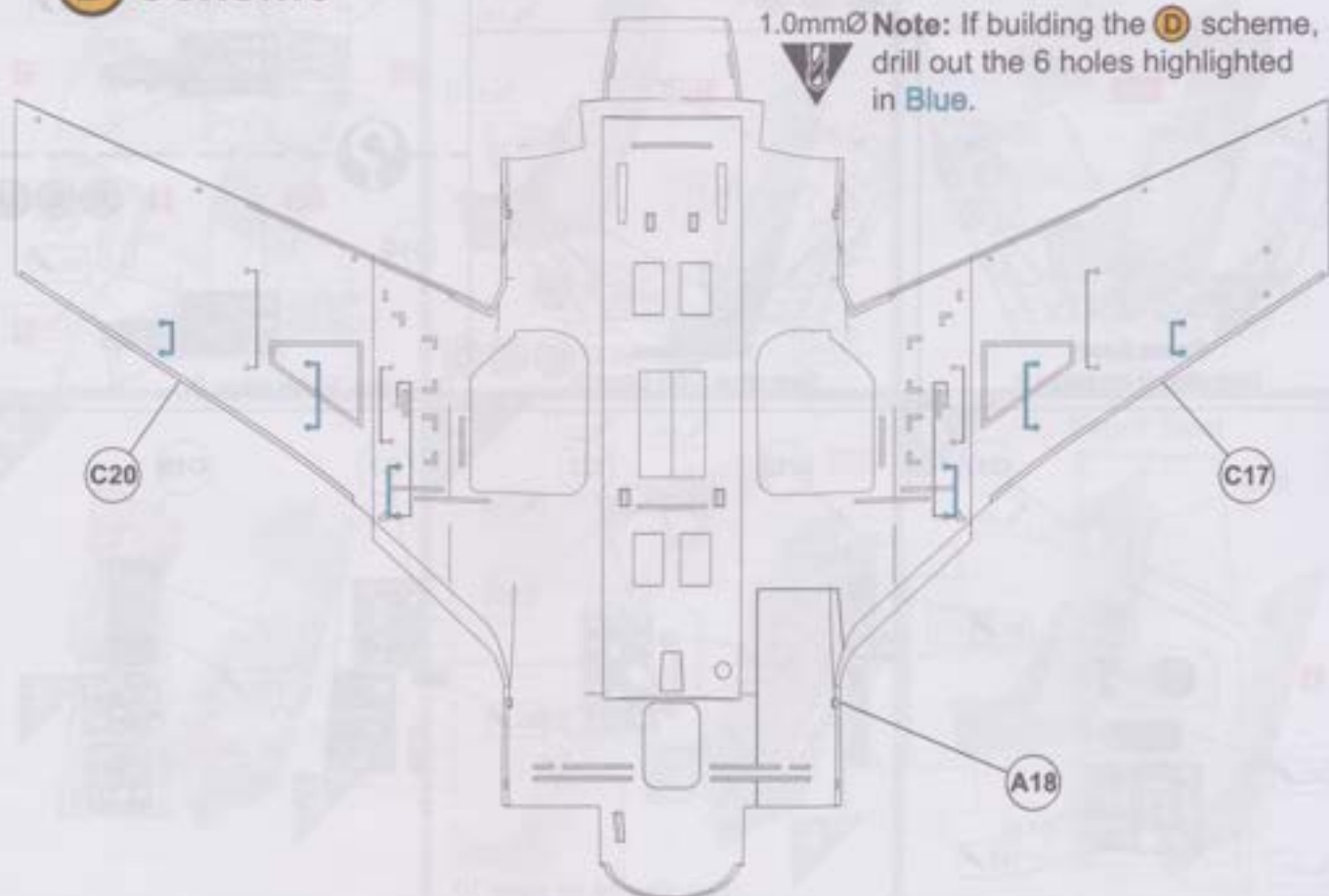
**Note:** Apply under-wing decals before attaching pylons and bombs.



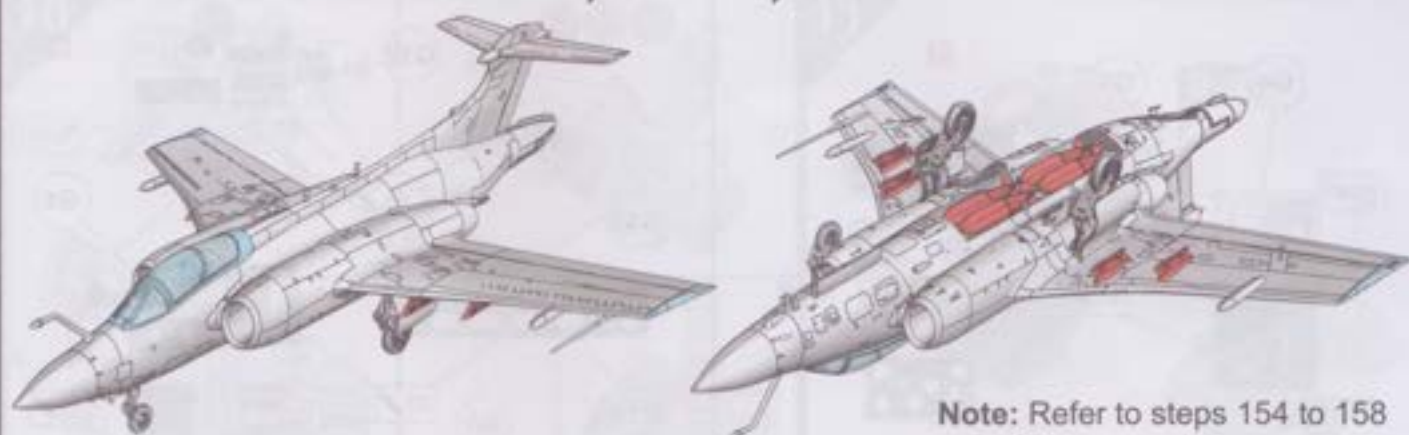
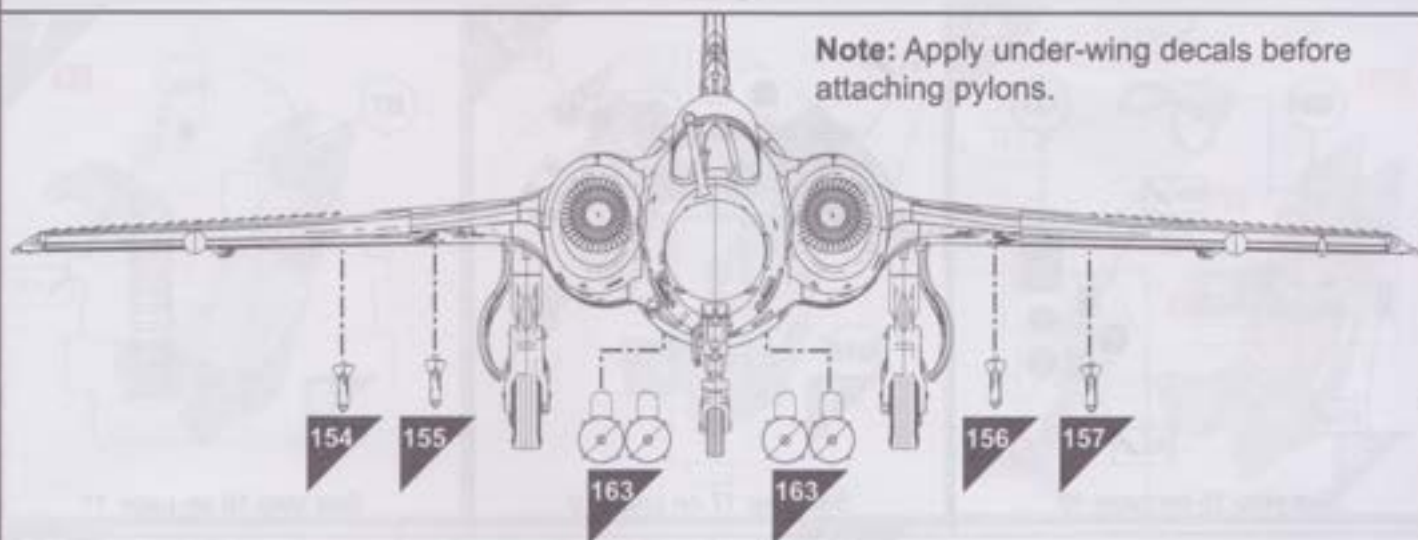
**Note:** Refer to steps 154 to 162 on page 34

## D Scheme

1.0mmØ **Note:** If building the **D** scheme, drill out the 6 holes highlighted in **Blue**.



**Note:** Apply under-wing decals before attaching pylons.



**Note:** Refer to steps 154 to 158 and 163 on page 34

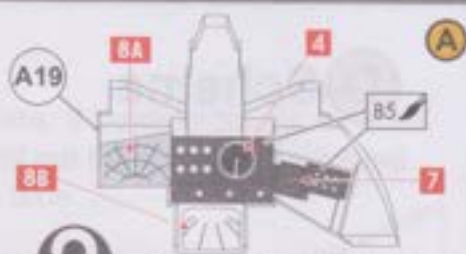
# Position of internal decals



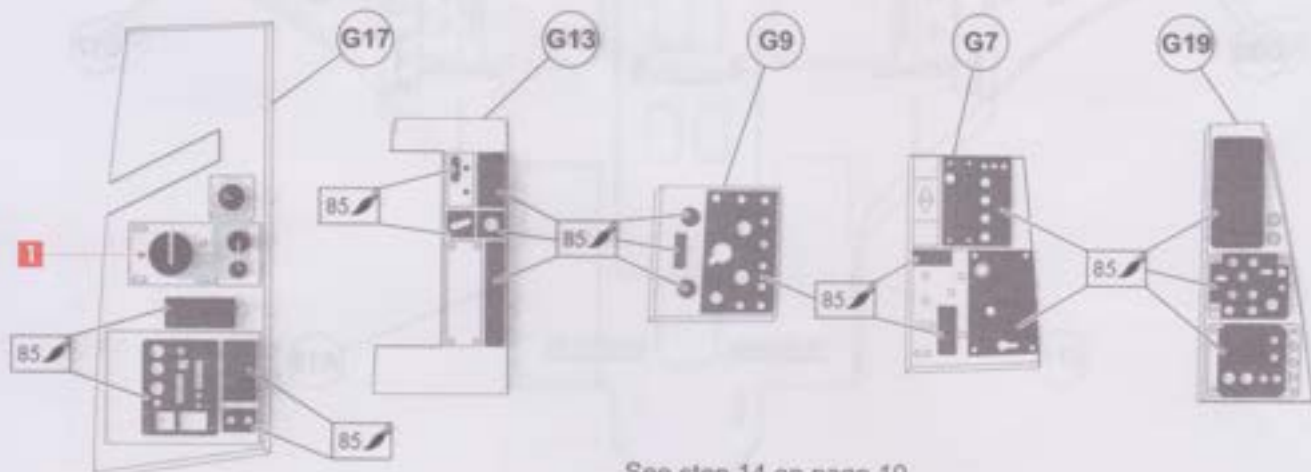
**10A**  
Front Seat  
See step 9 on page 9



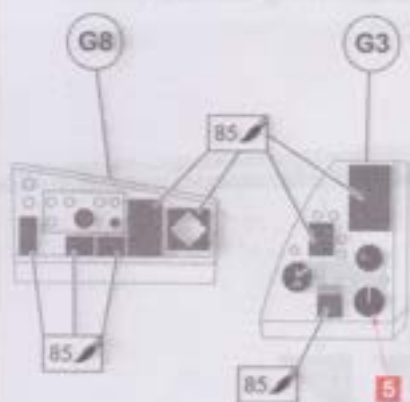
**10B**  
Rear Seat  
See step 5 on page 9



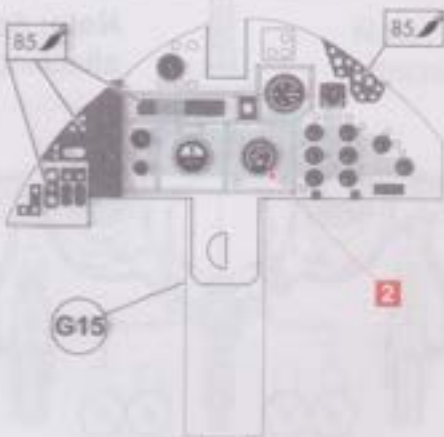
**8A** **8B** **7** **4** **A19** **A**  
**?**  
**8A** **4** **B** **C** **D** **G16** **B5** **7**  
See step 10 on page 9



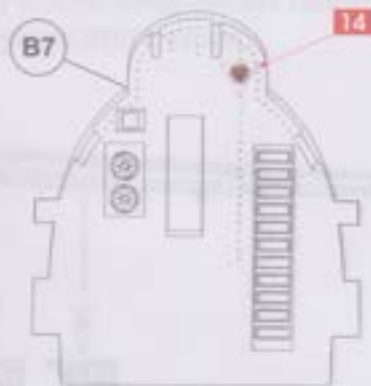
See step 14 on page 10



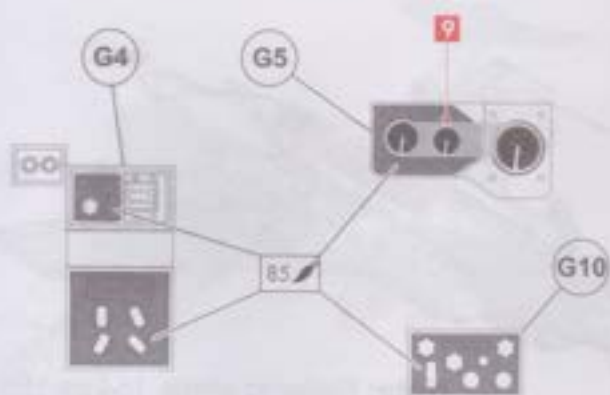
See step 15 on page 10



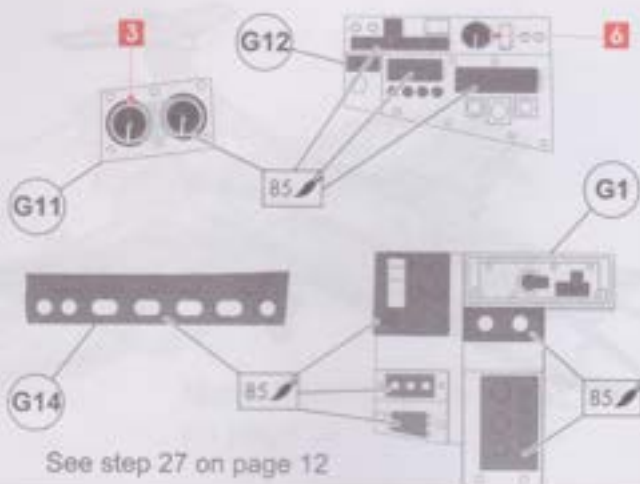
See step 17 on page 10



See step 18 on page 11

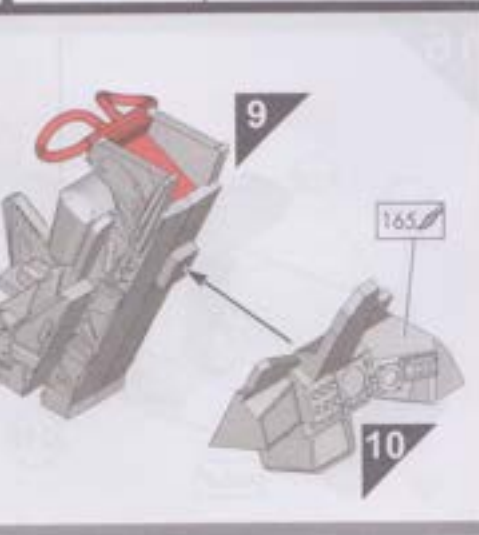
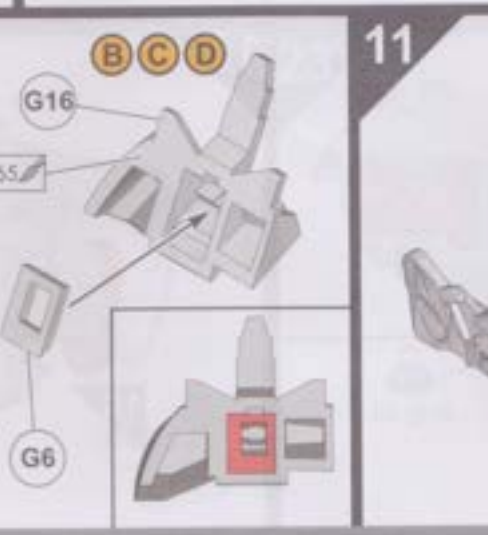
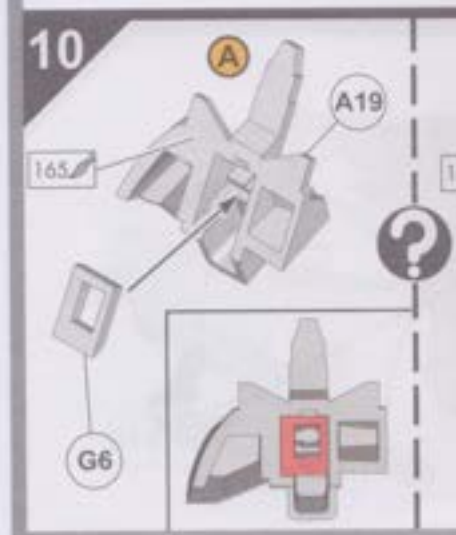
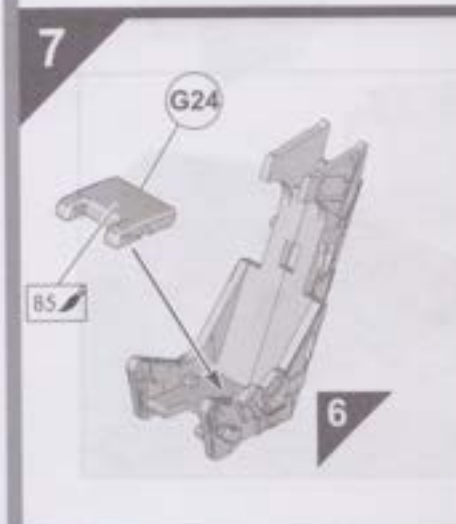
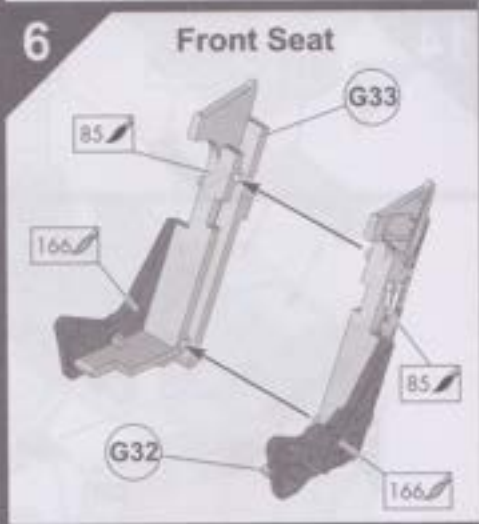
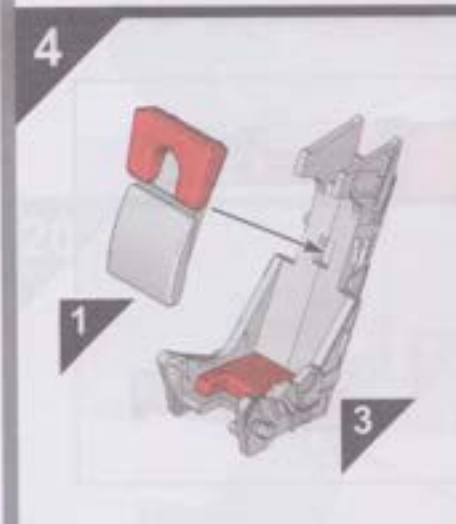
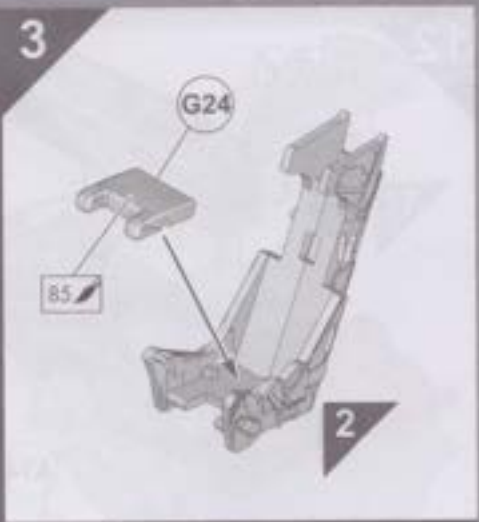
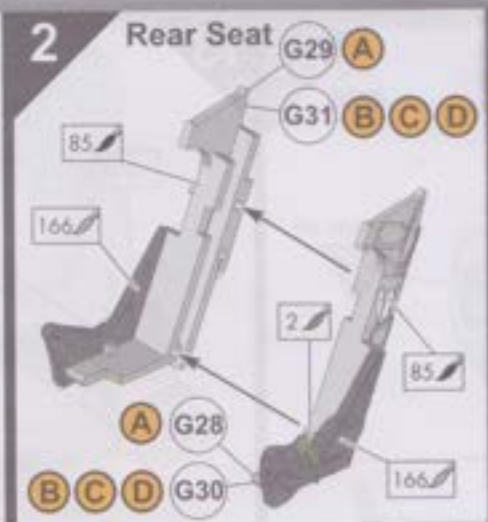
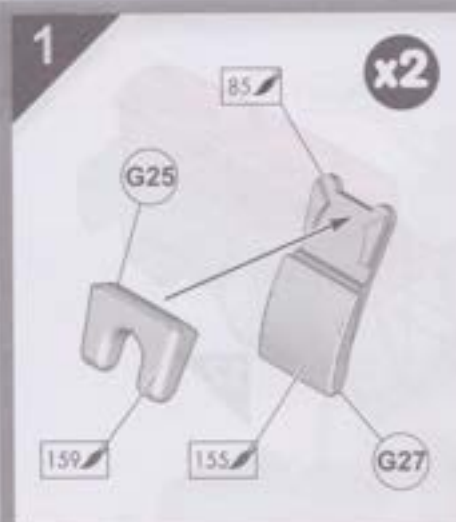


See step 24 on page 12

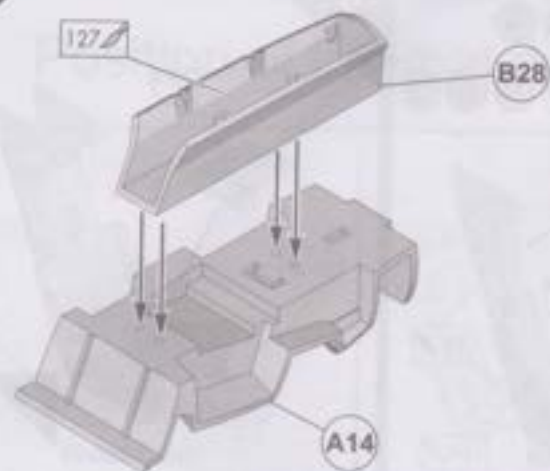


See step 27 on page 12

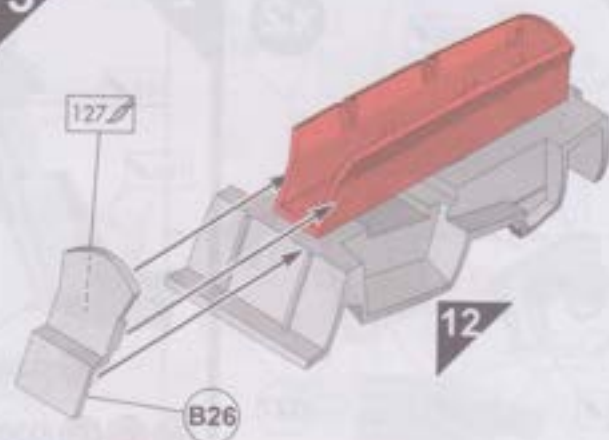




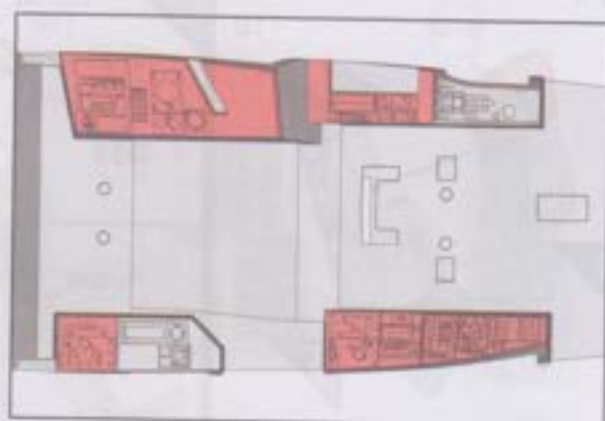
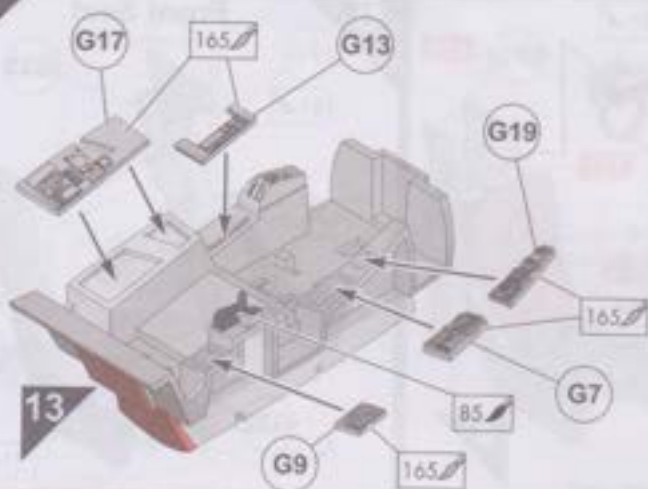
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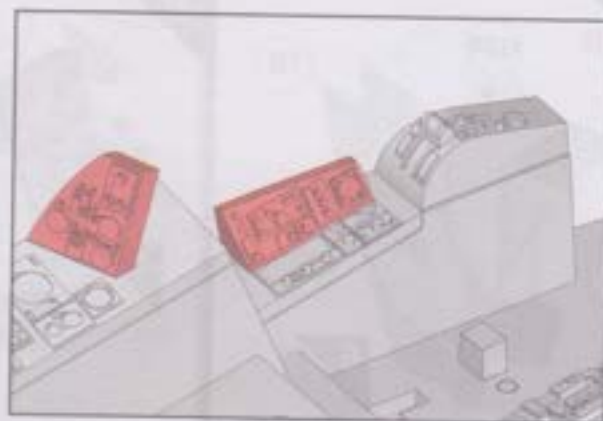
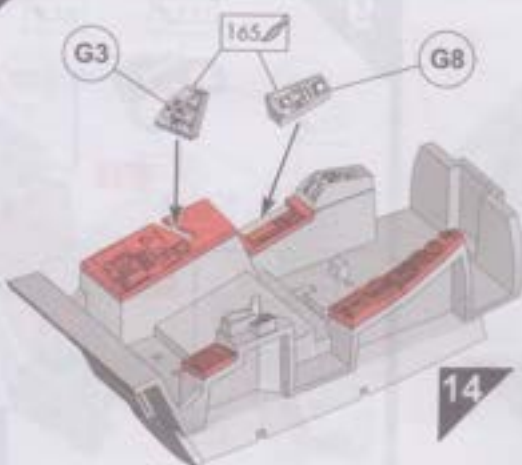
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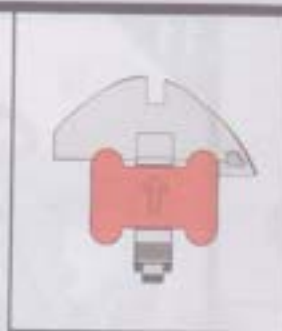
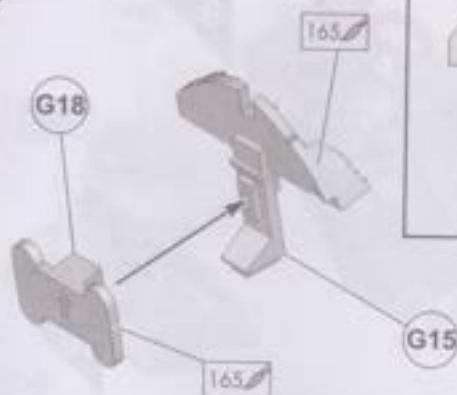
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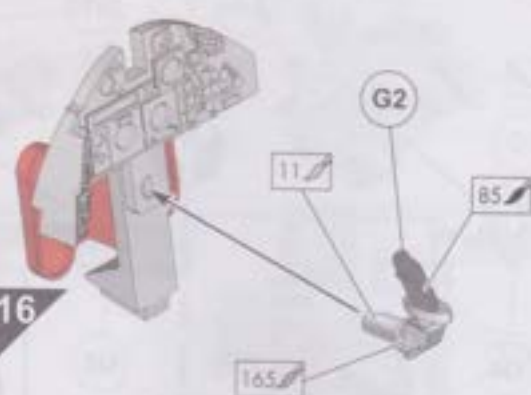
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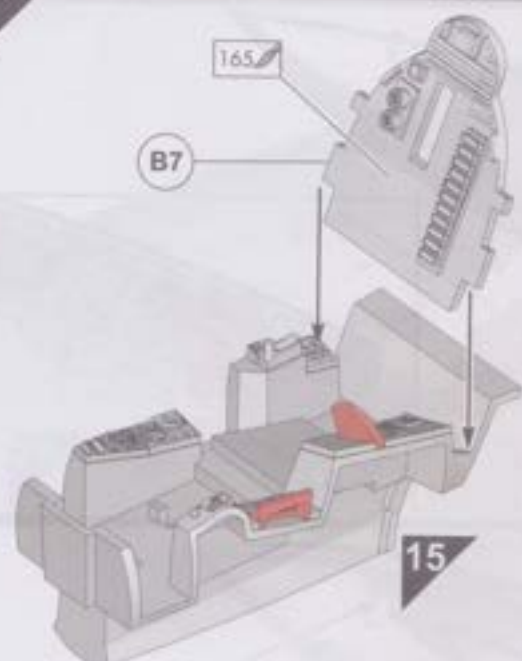
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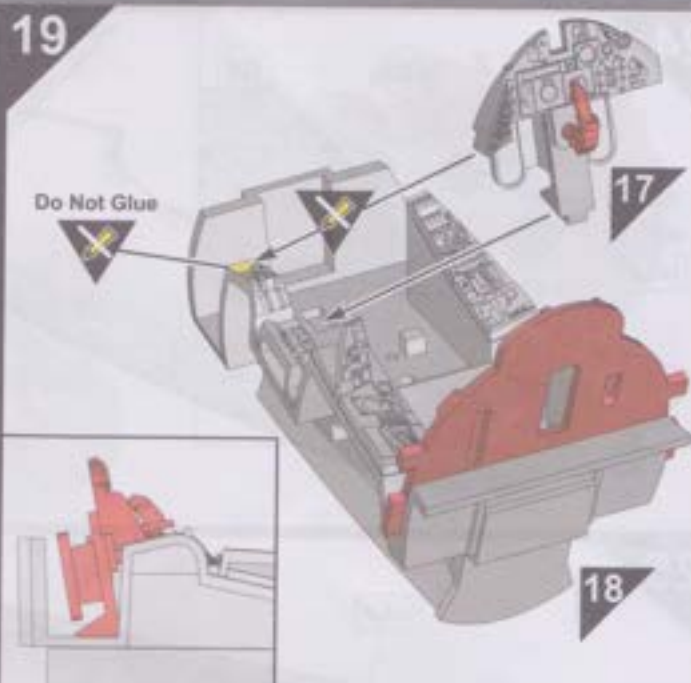
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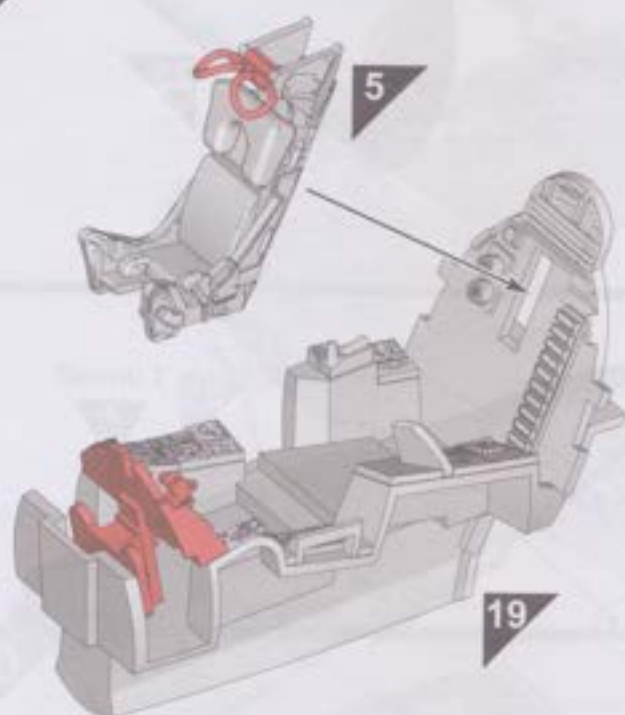
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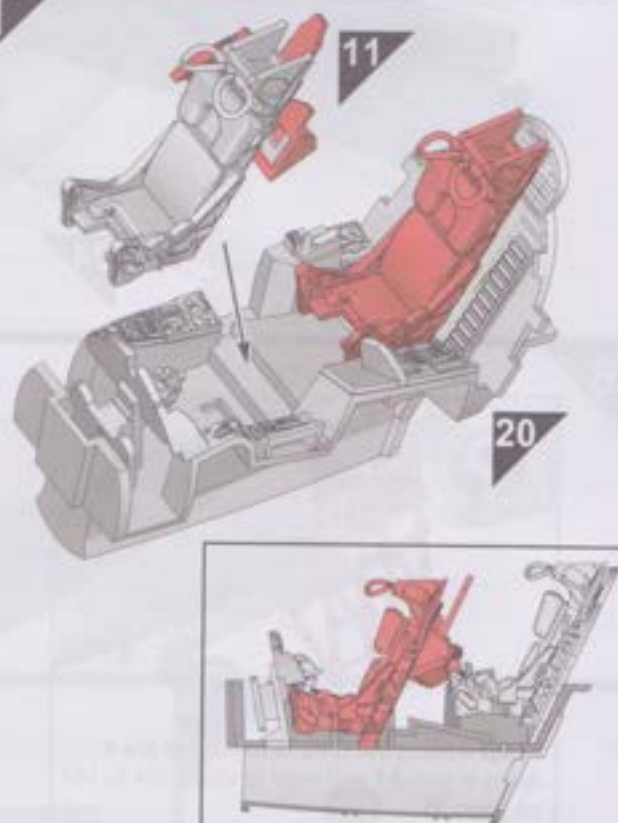
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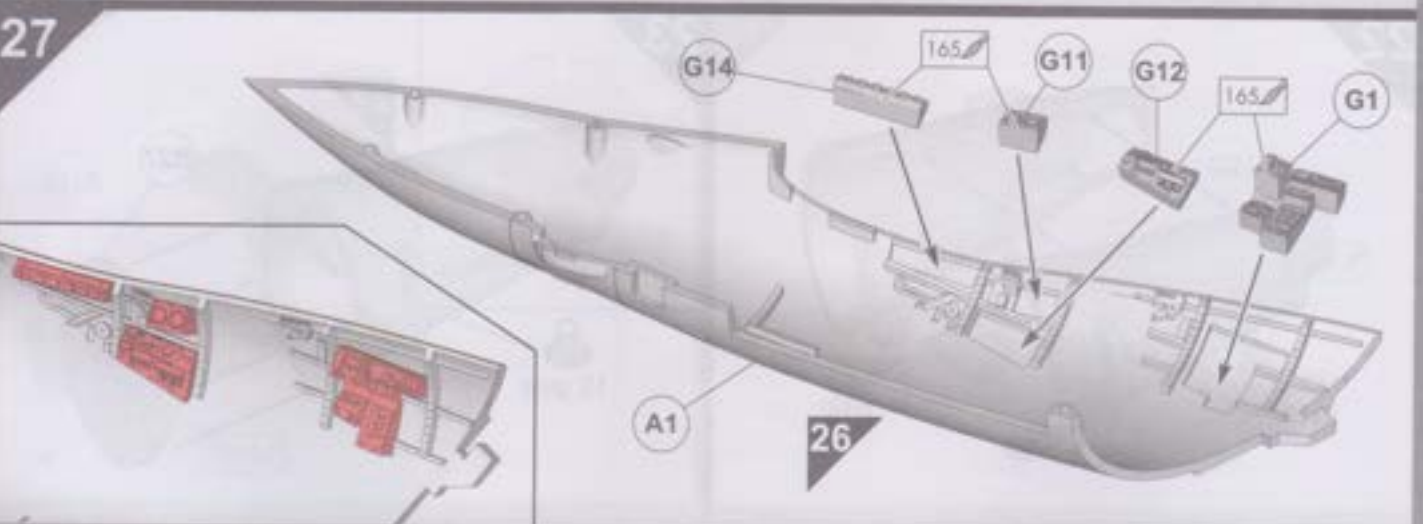
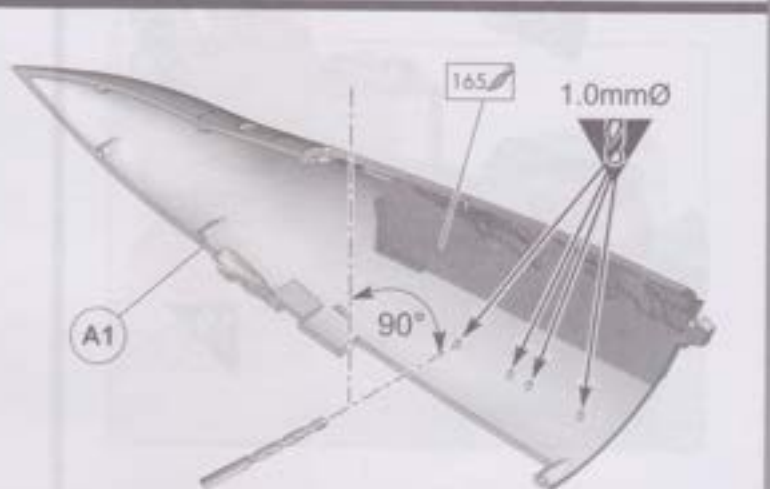
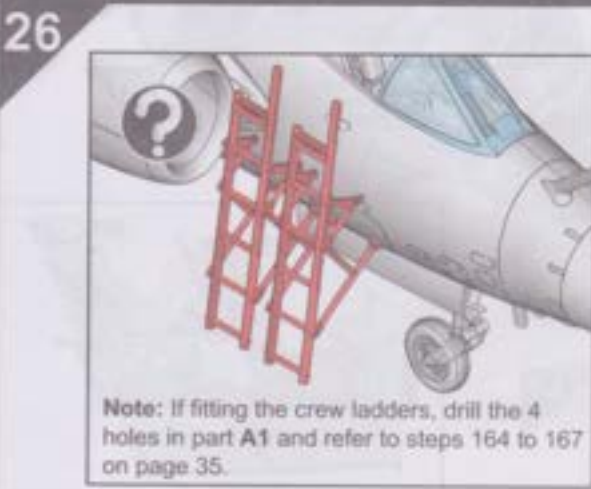
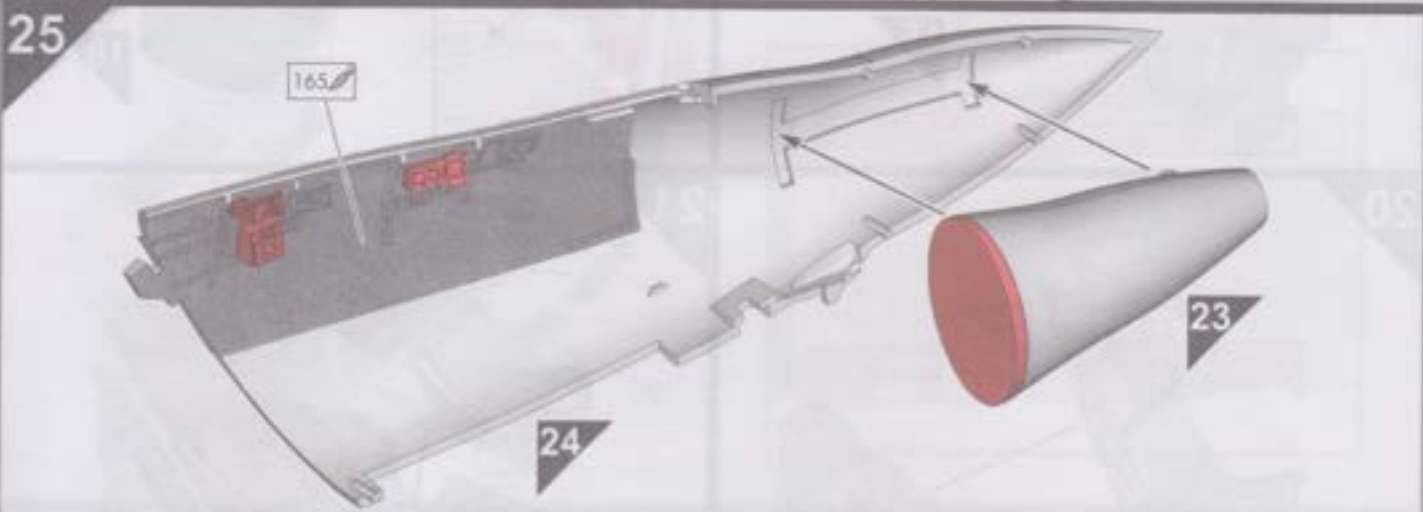
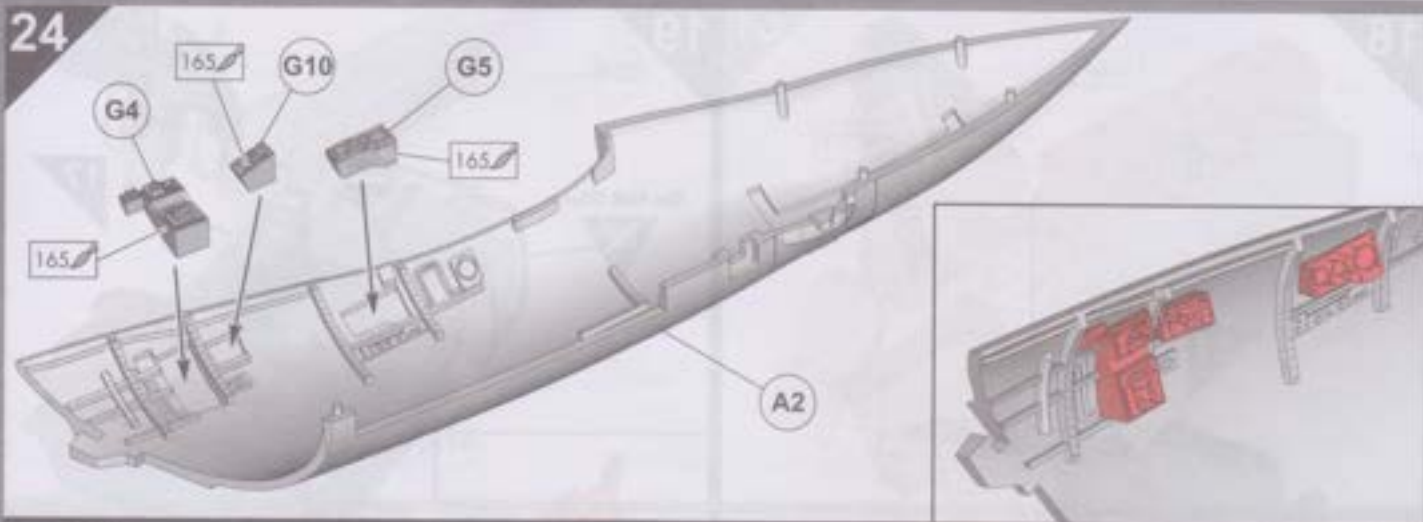


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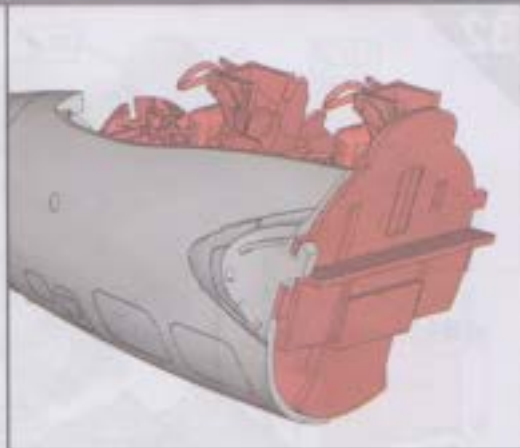
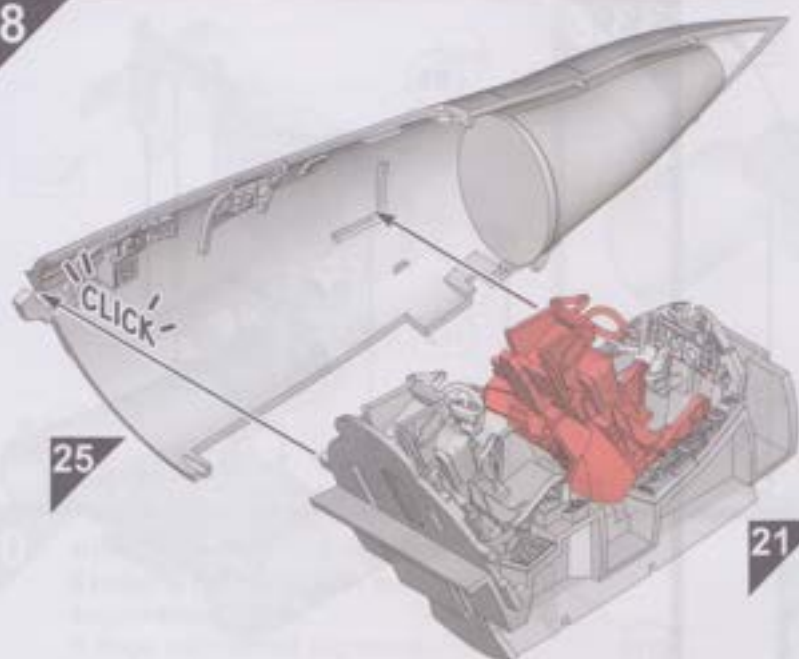


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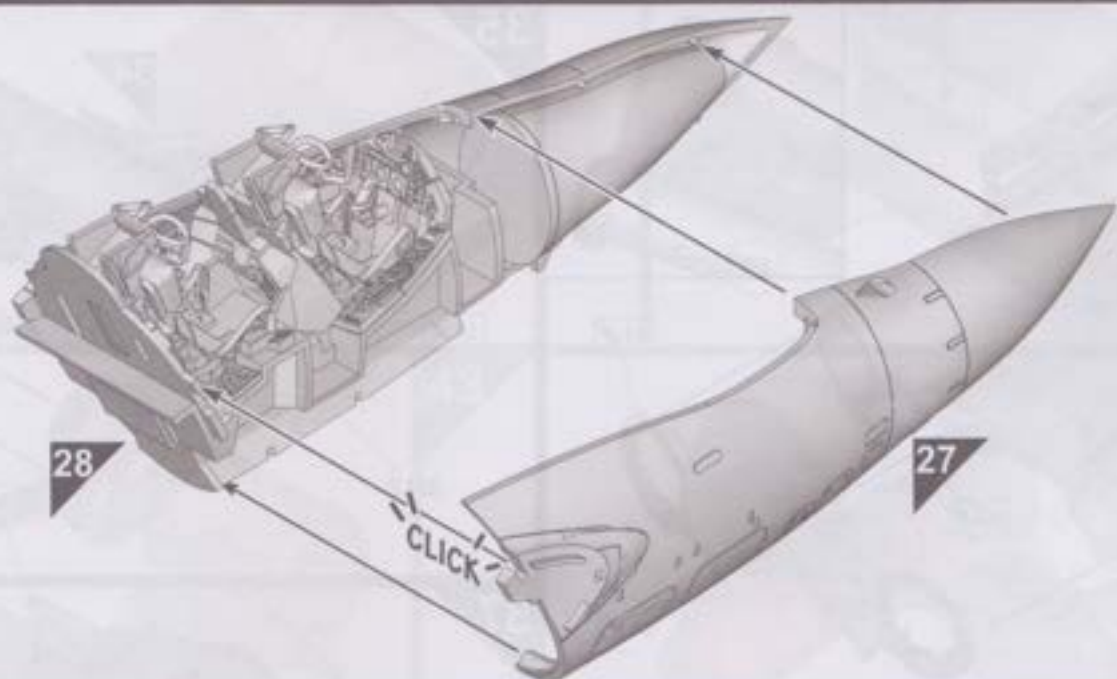




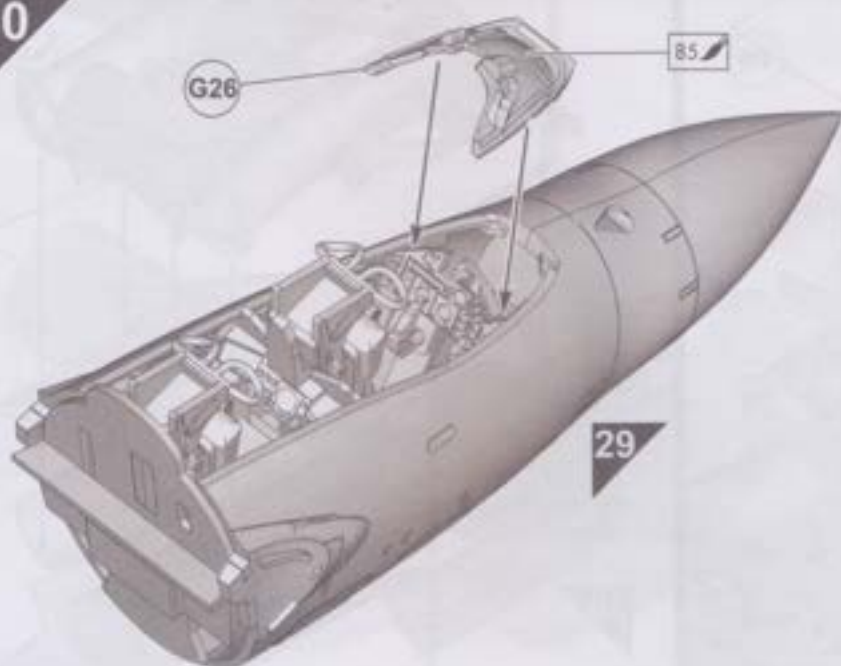
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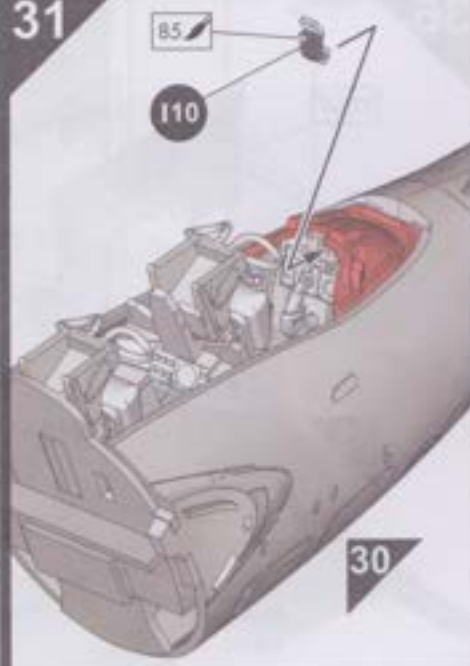
29

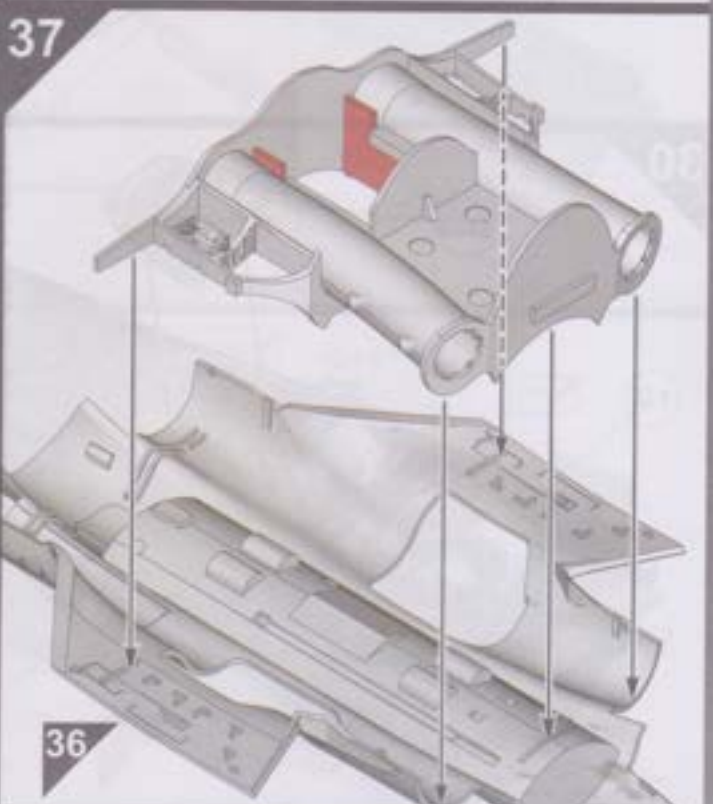
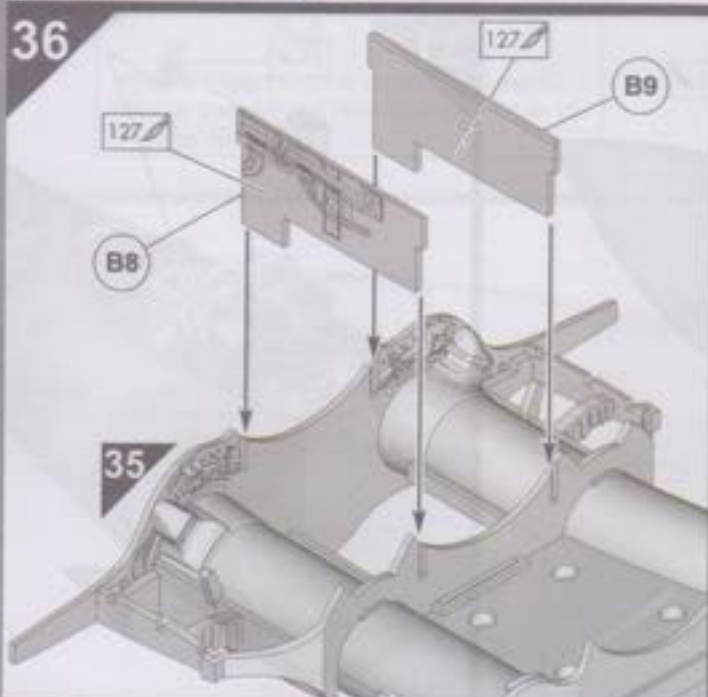
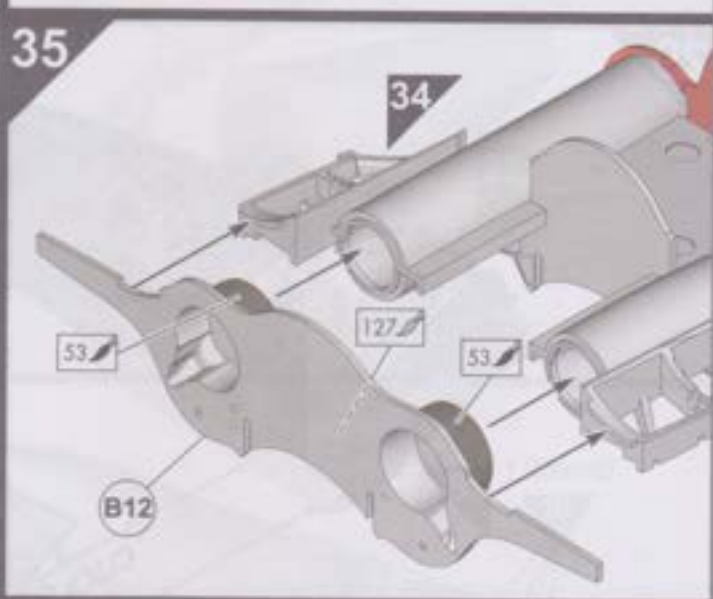
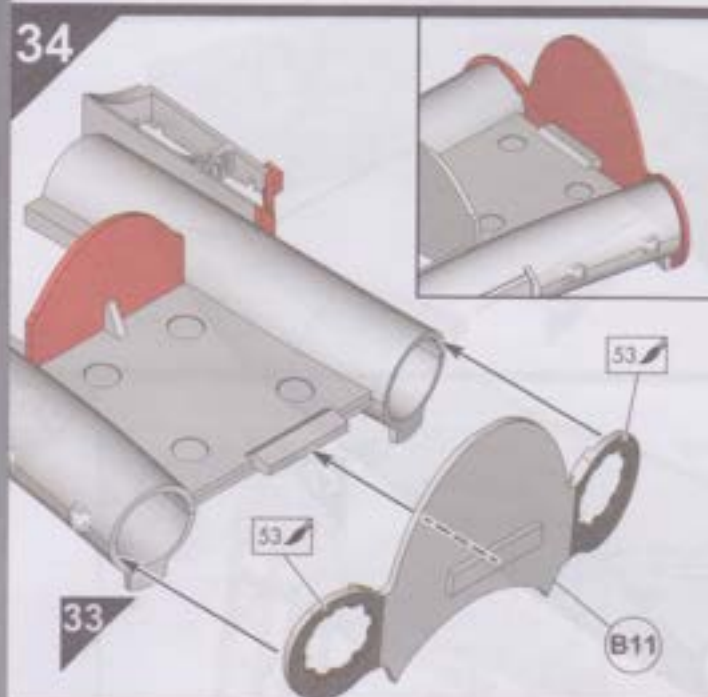
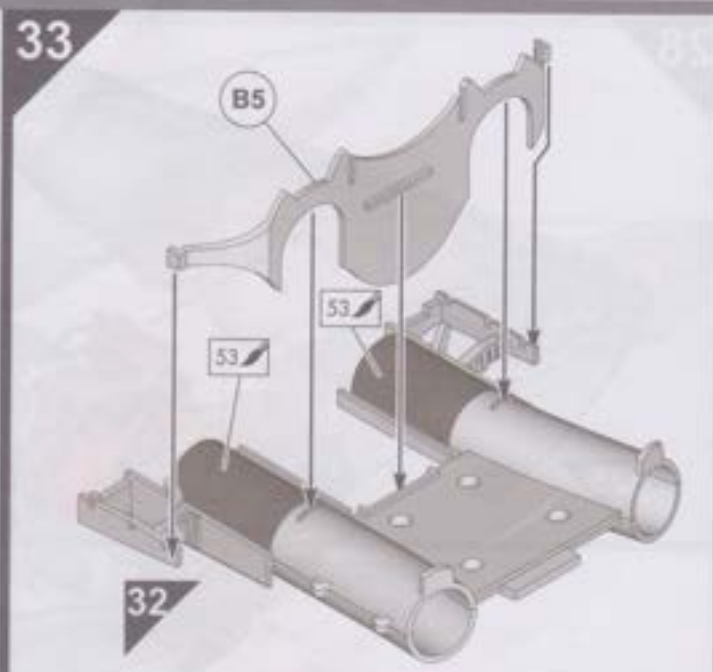
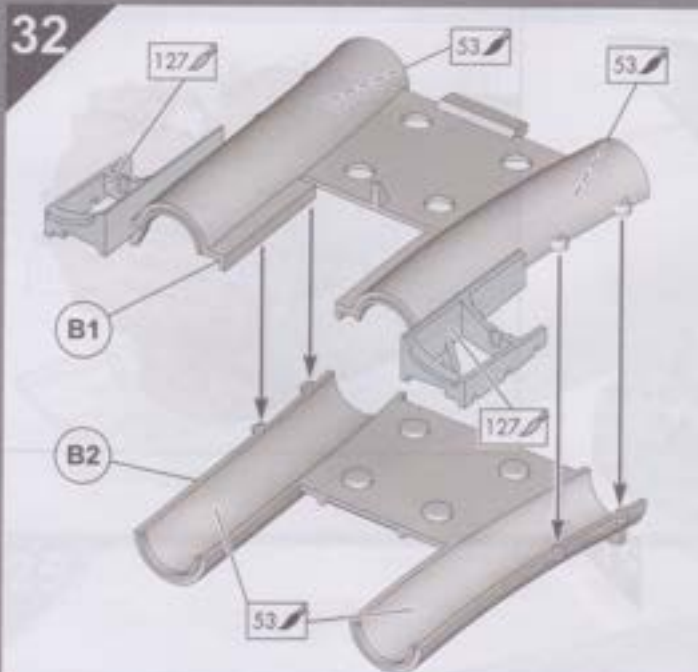


30



31

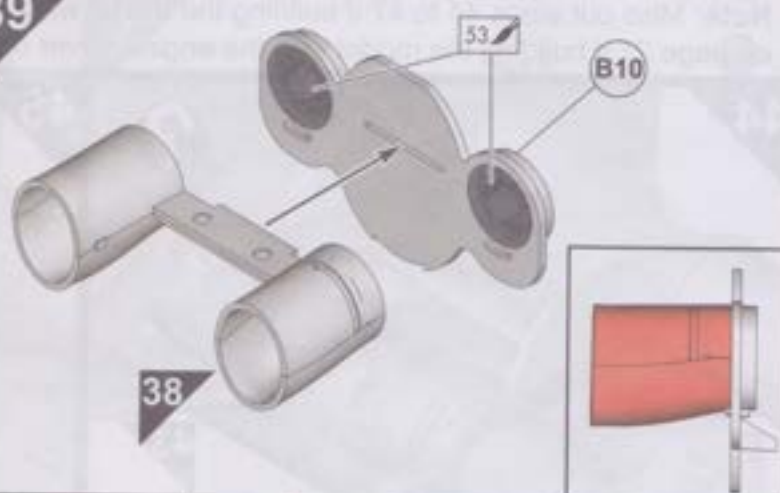




38



39

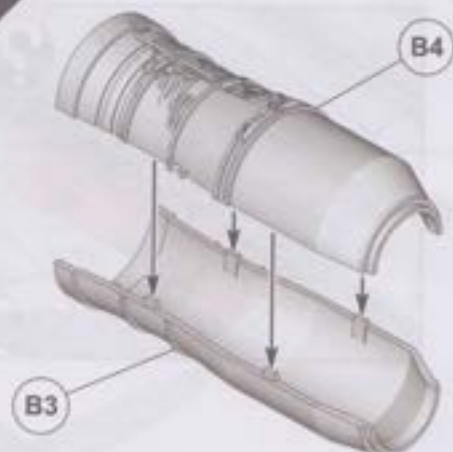


40

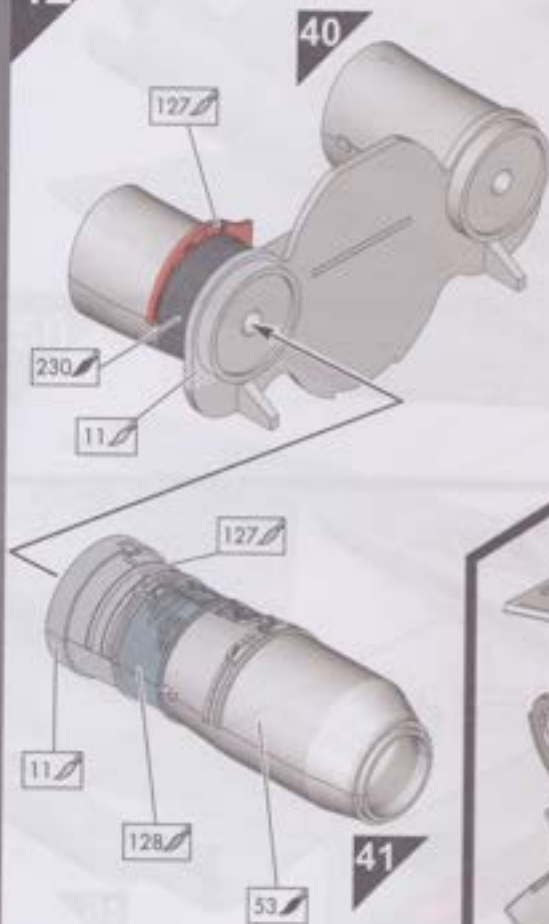
**Note:** Build steps 40 to 43 even if building the model with the engine cover closed. It helps with correct alignment.



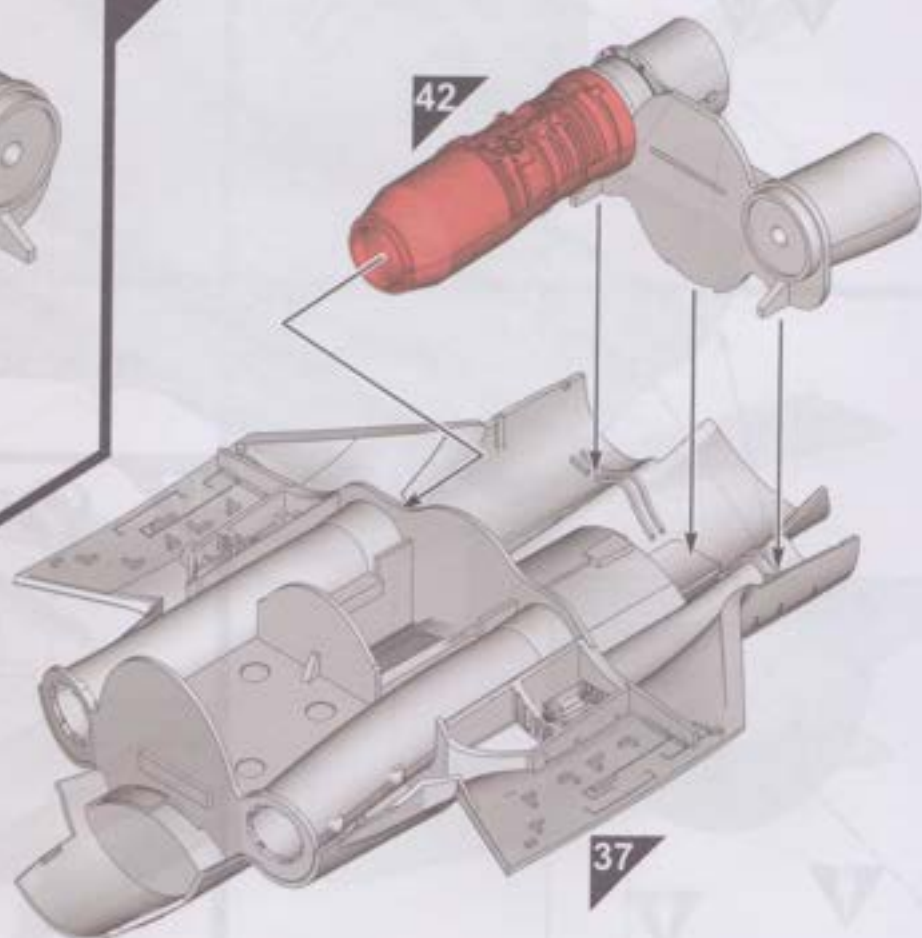
41



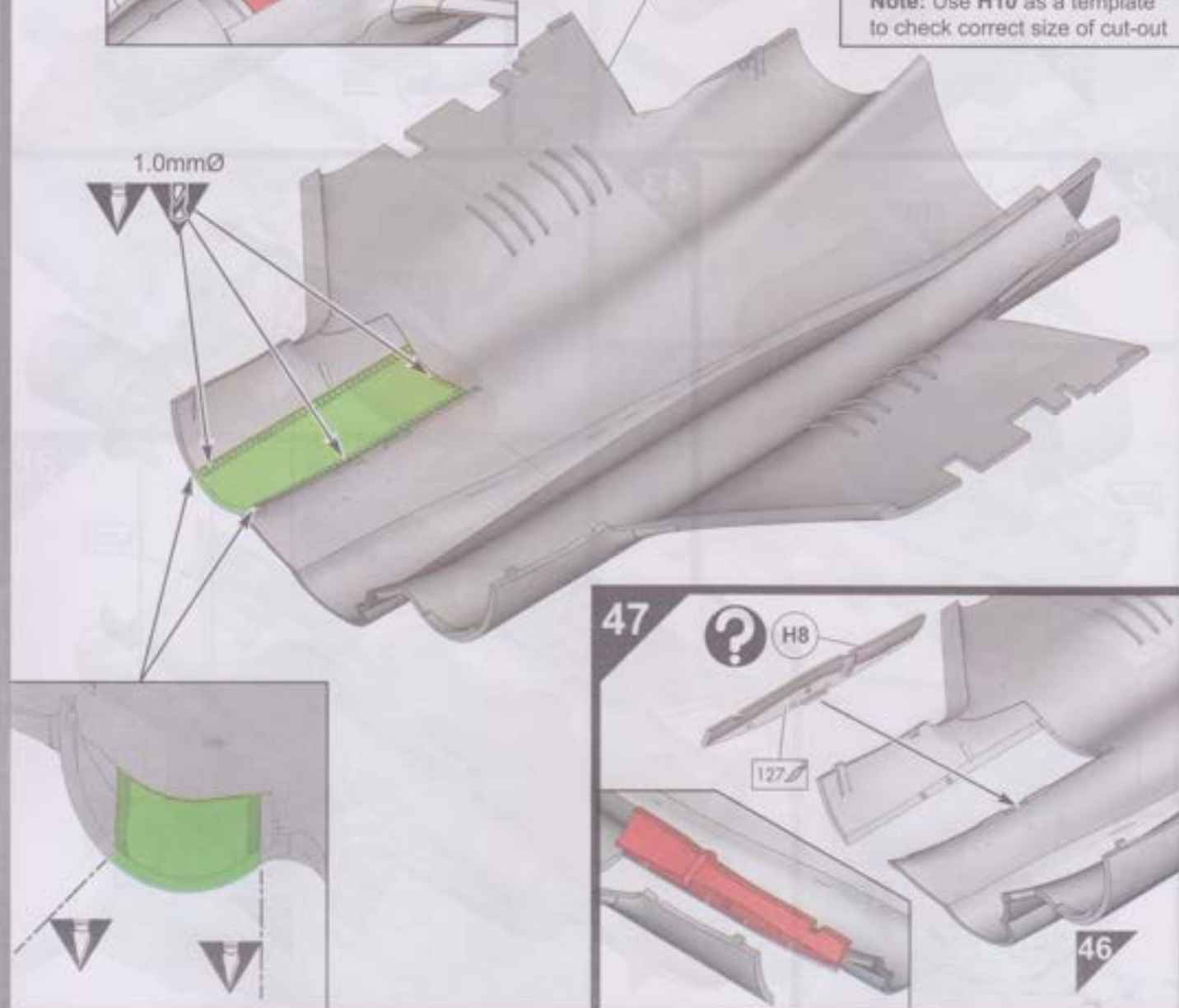
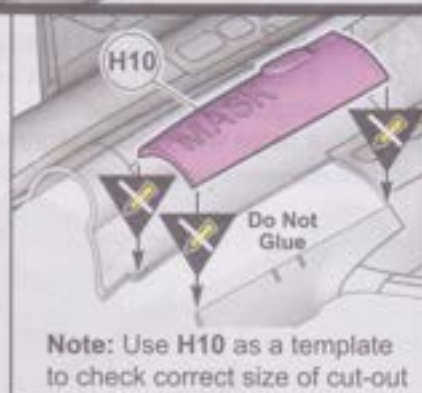
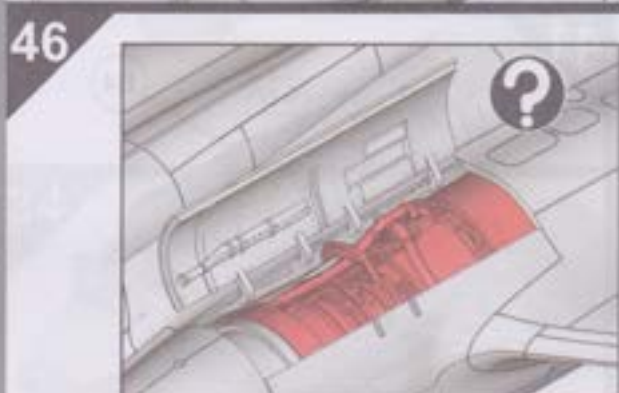
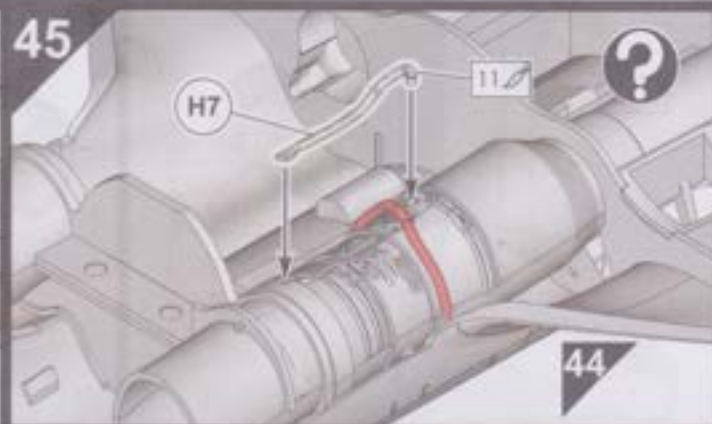
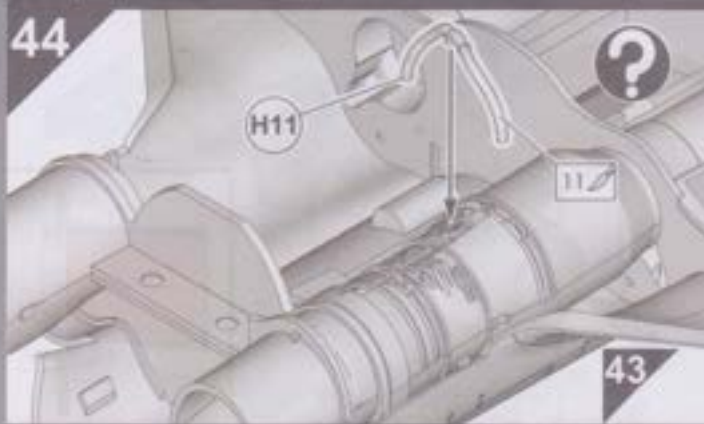
42



43



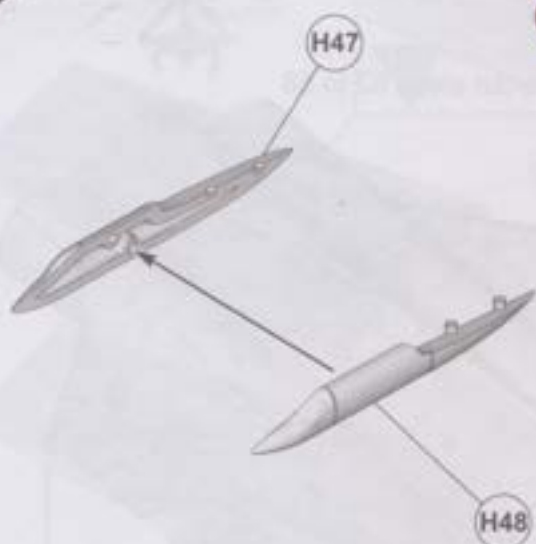
**Note:** Miss out steps 44 to 47 if building the model with the engine cover closed. See steps 65 to 68 on page 21 if building the model with the engine cover open.





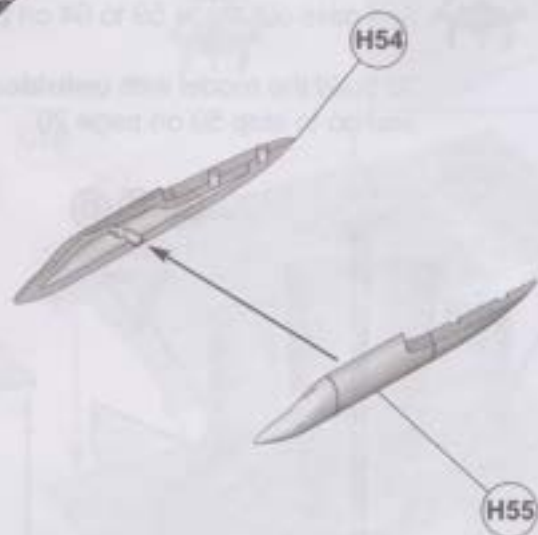
48a

A



49a

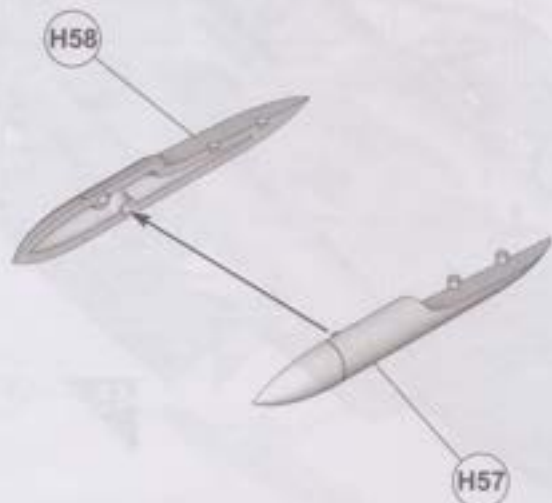
A



?

48b

B C D



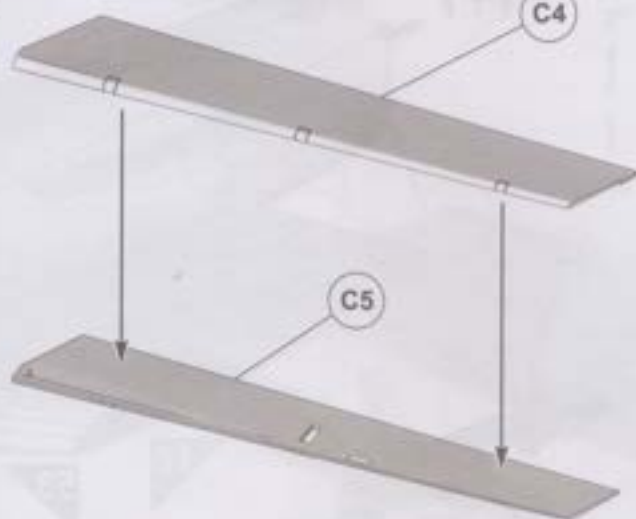
49b

B C D



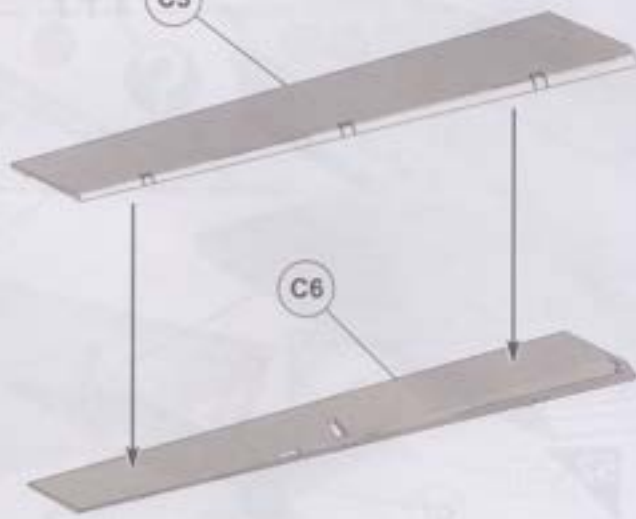
50

C4



51

C3

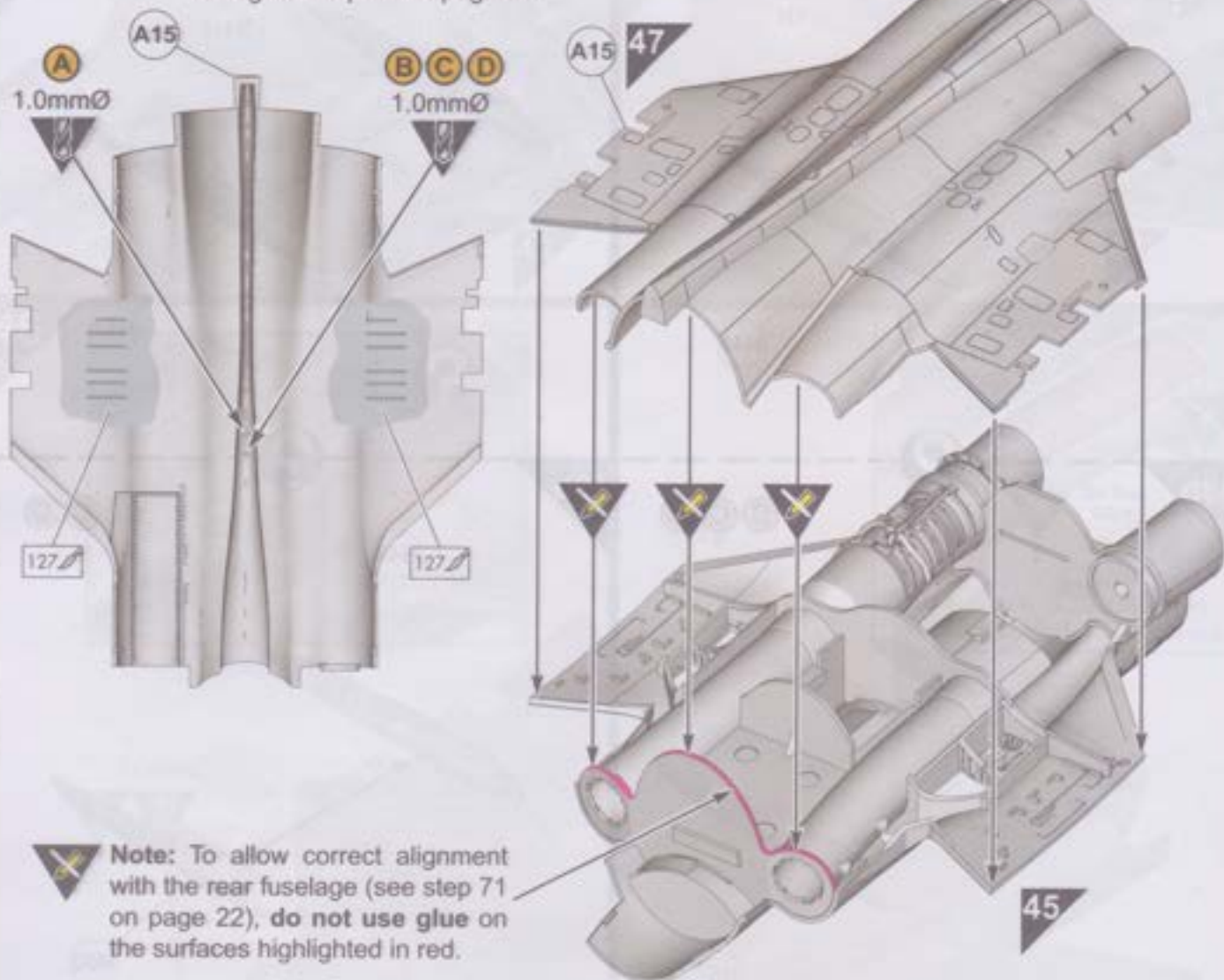


52



**Note:** To build the model with **folded wings**, follow steps 52 to 58 on pages 18 & 19 and miss out steps 59 to 64 on pages 20 & 21.

To build the model with **unfolded wings**, miss-out steps 52 to 58 and go to step 59 on page 20.



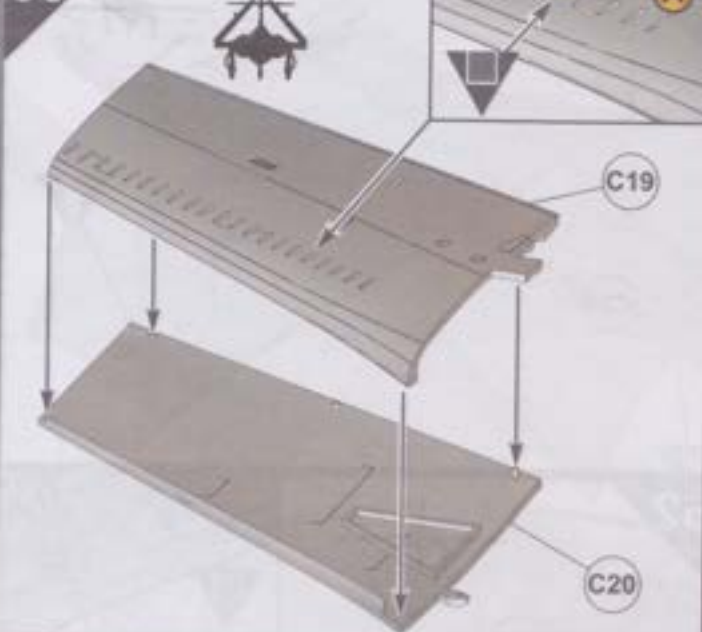
53



54



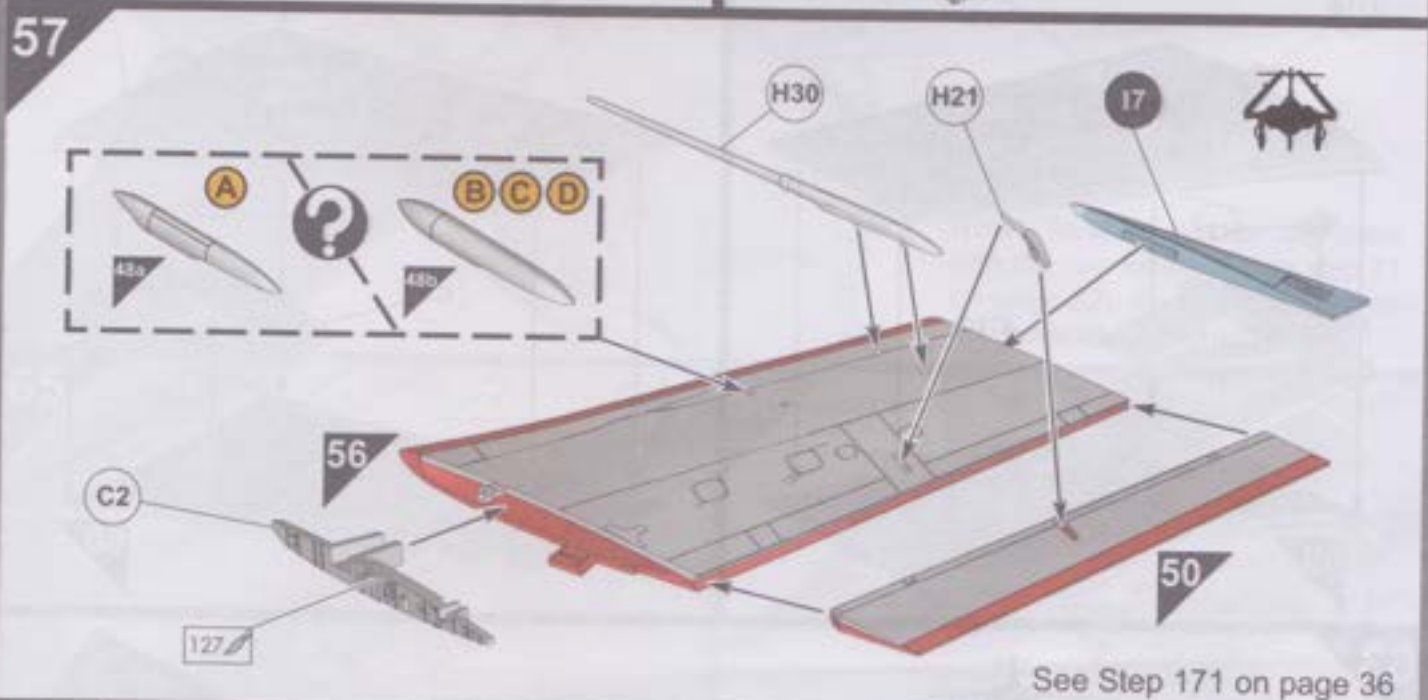
55



56

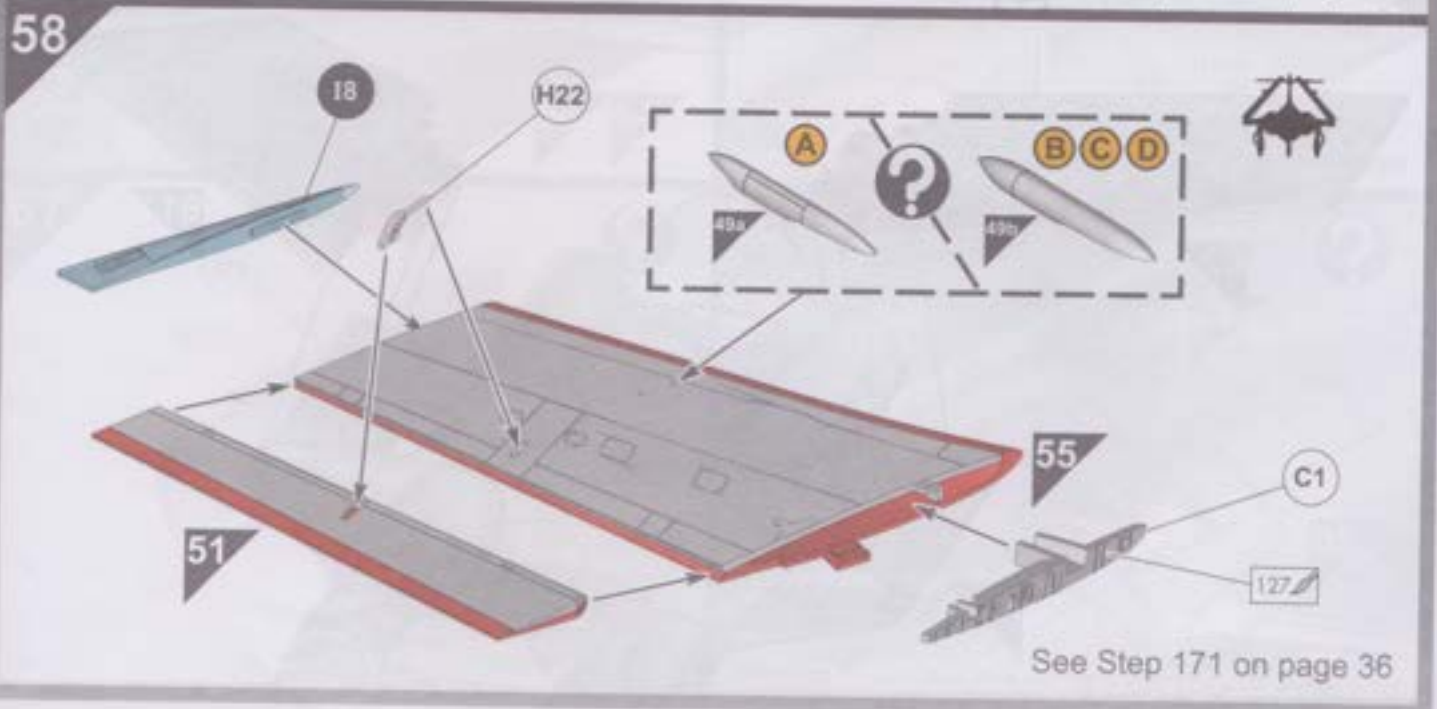


57

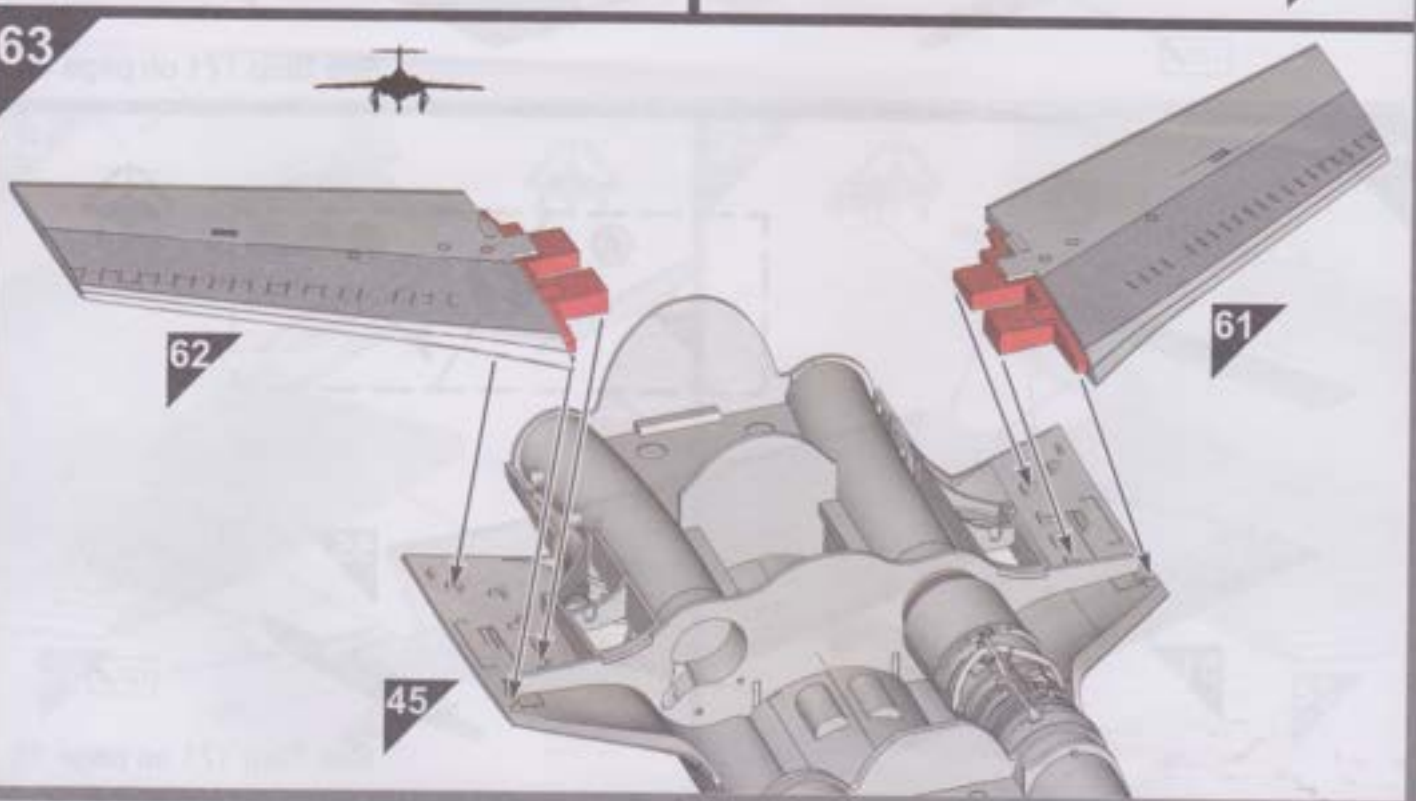
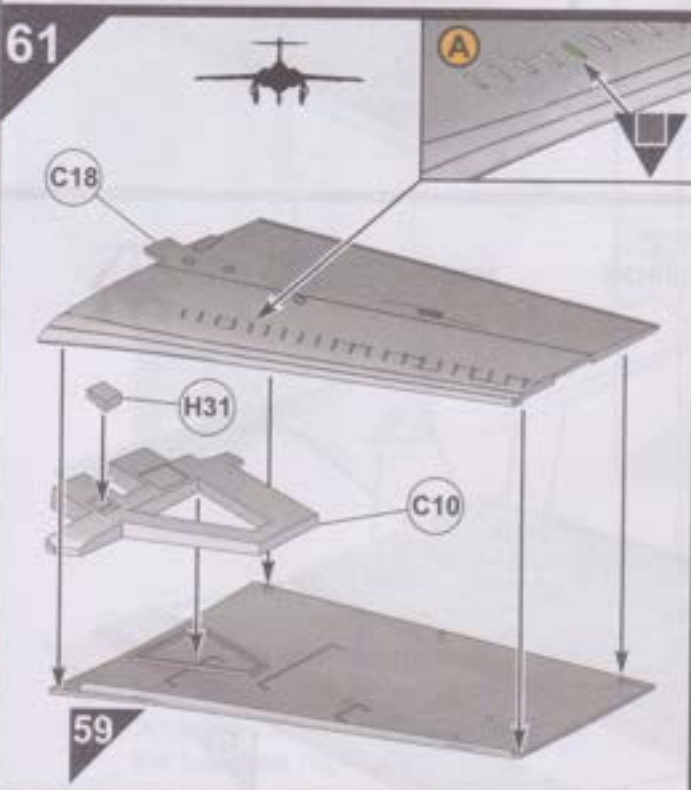
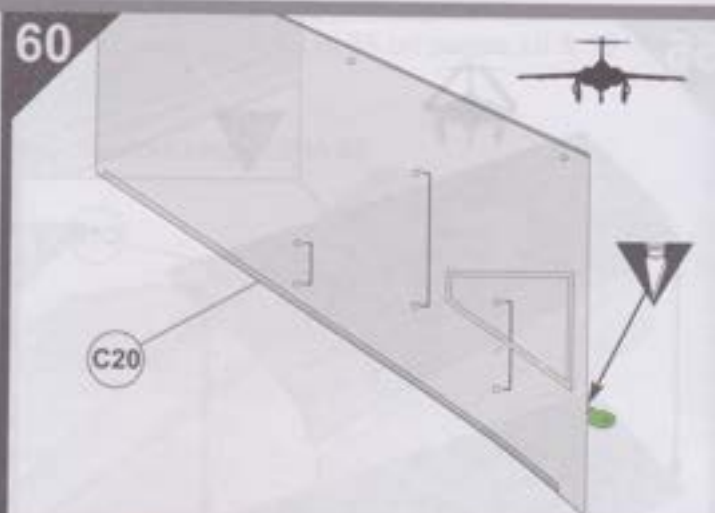
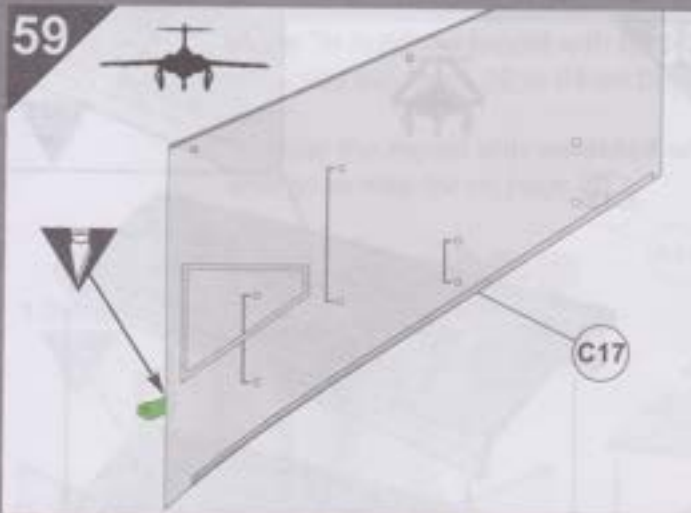


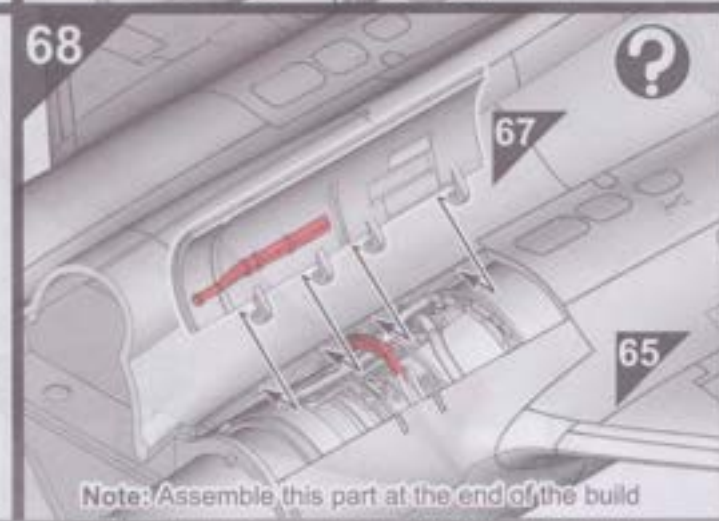
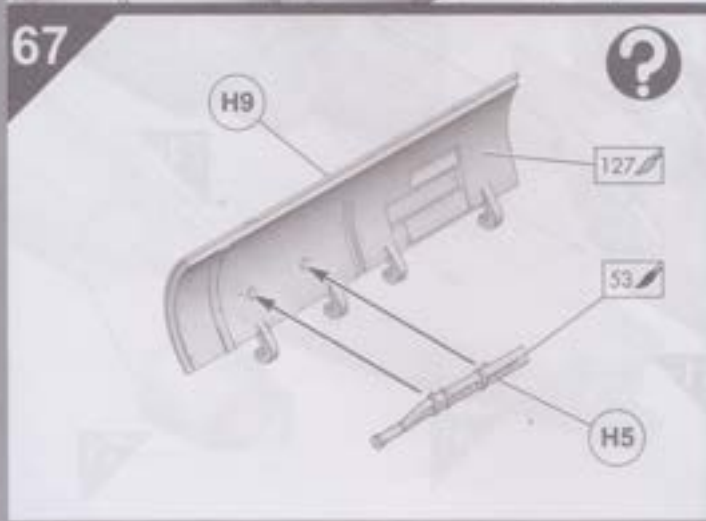
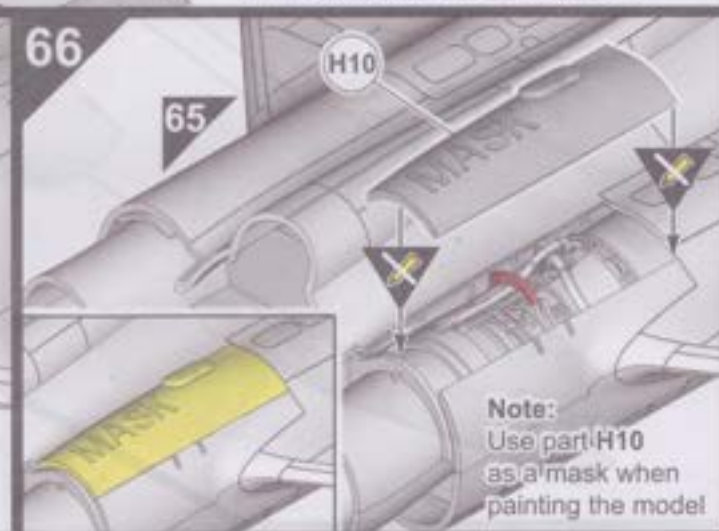
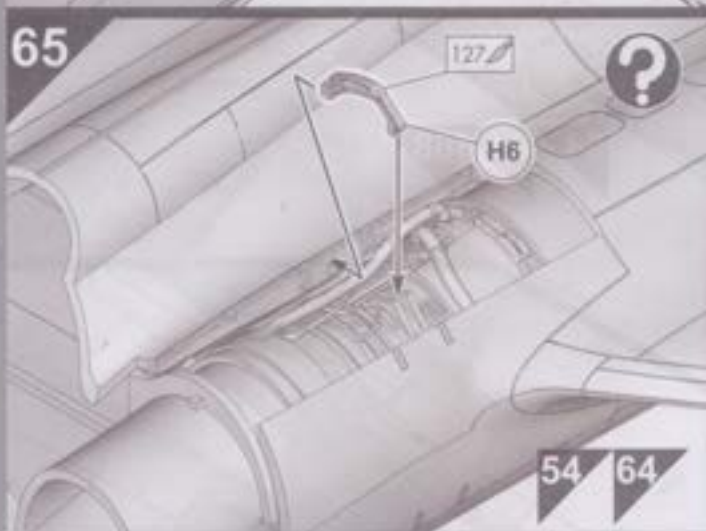
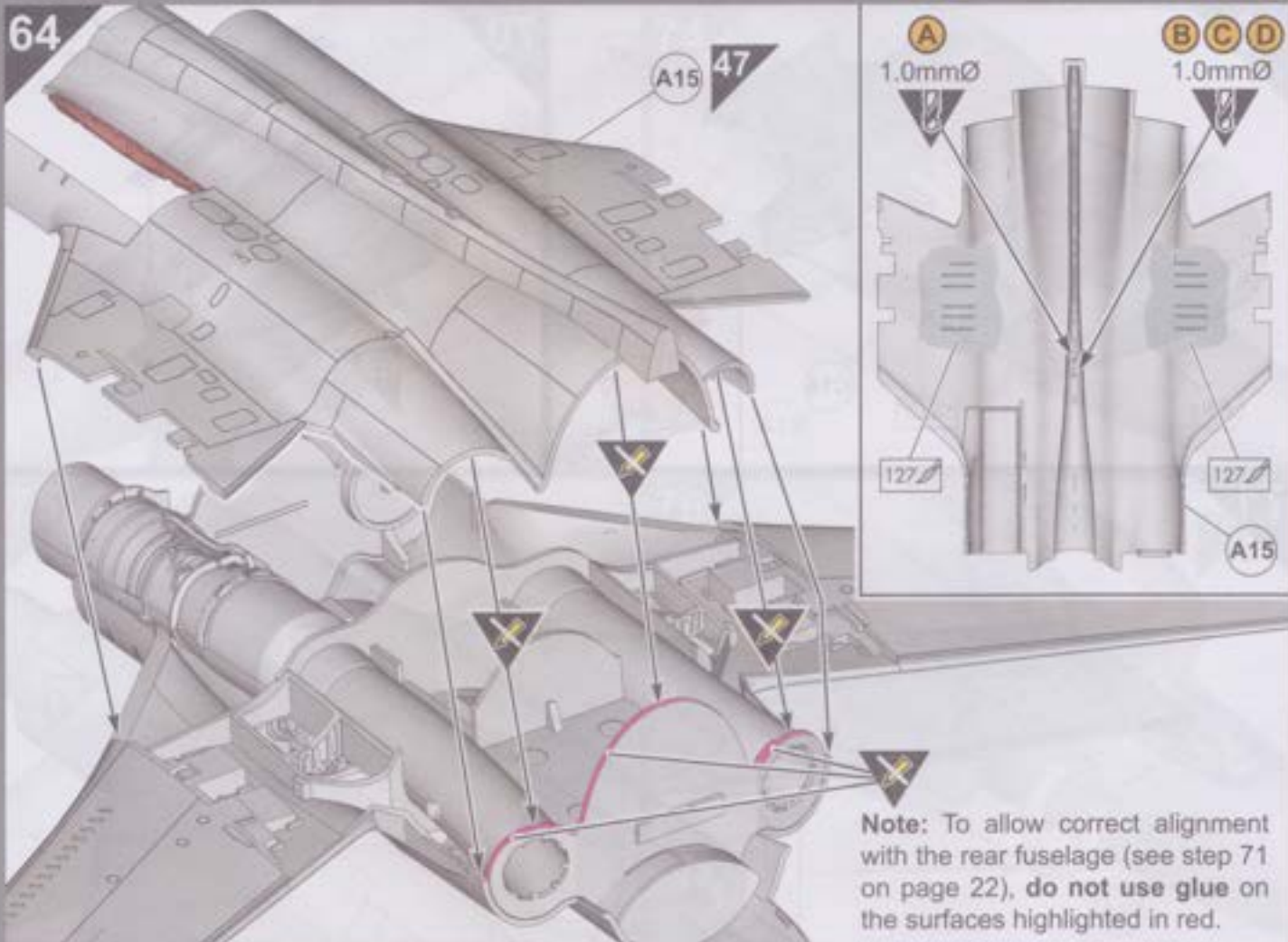
See Step 171 on page 36

58

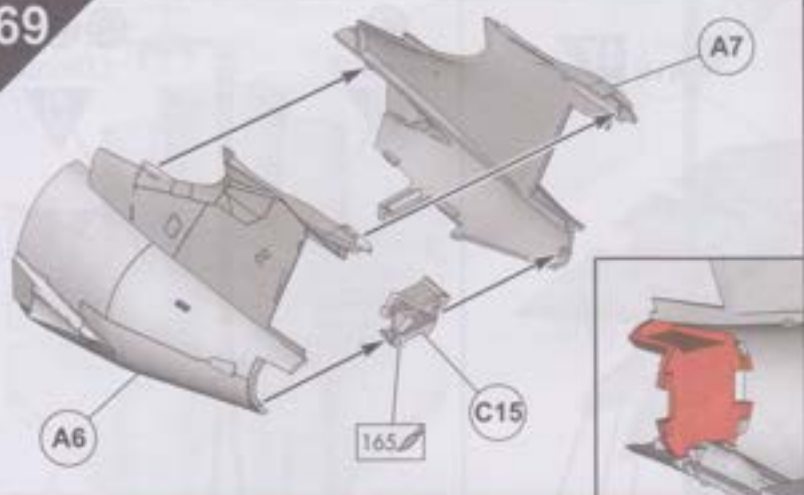


See Step 171 on page 36

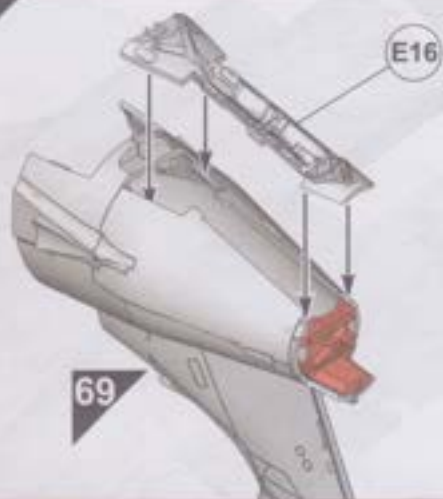




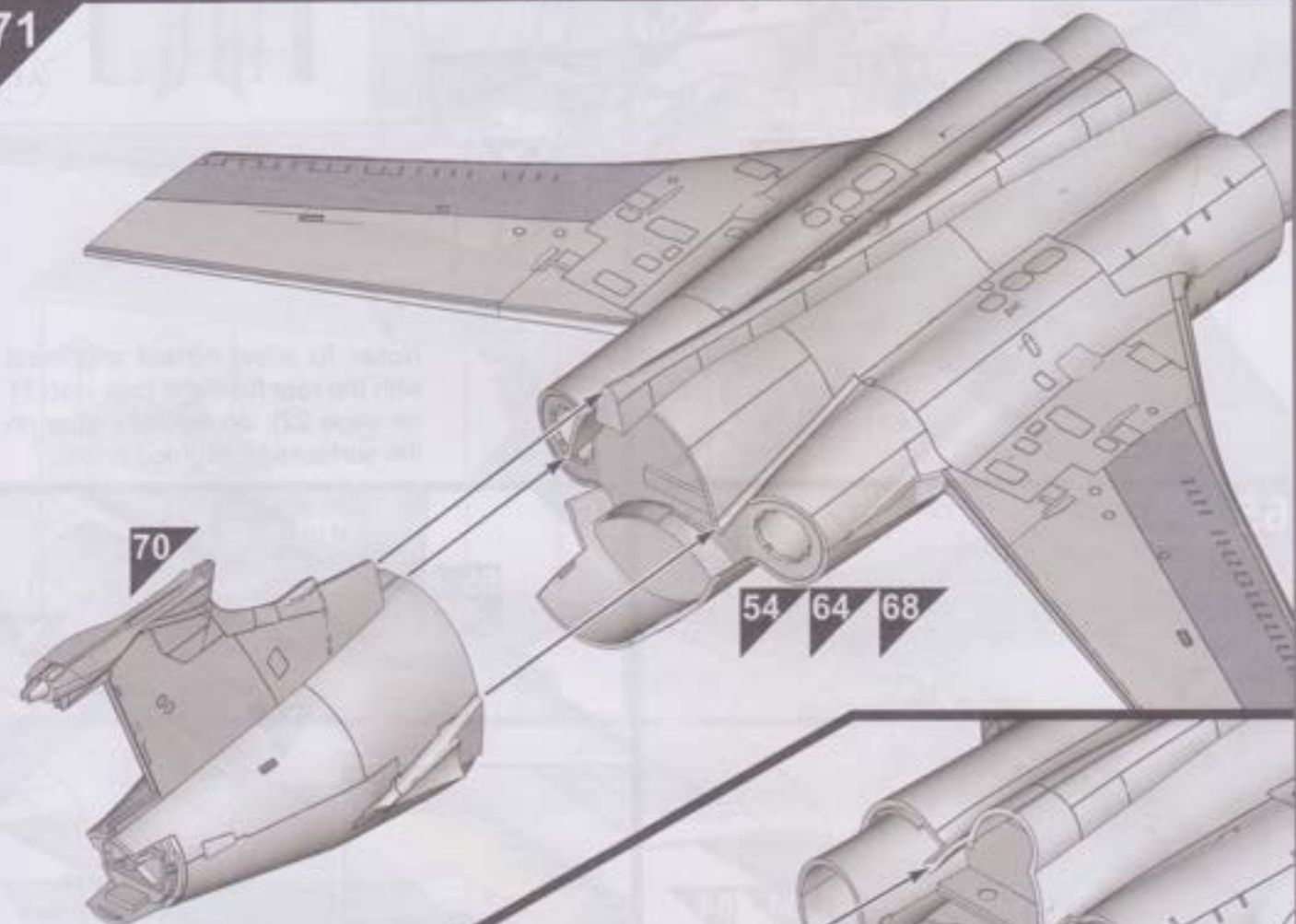
69



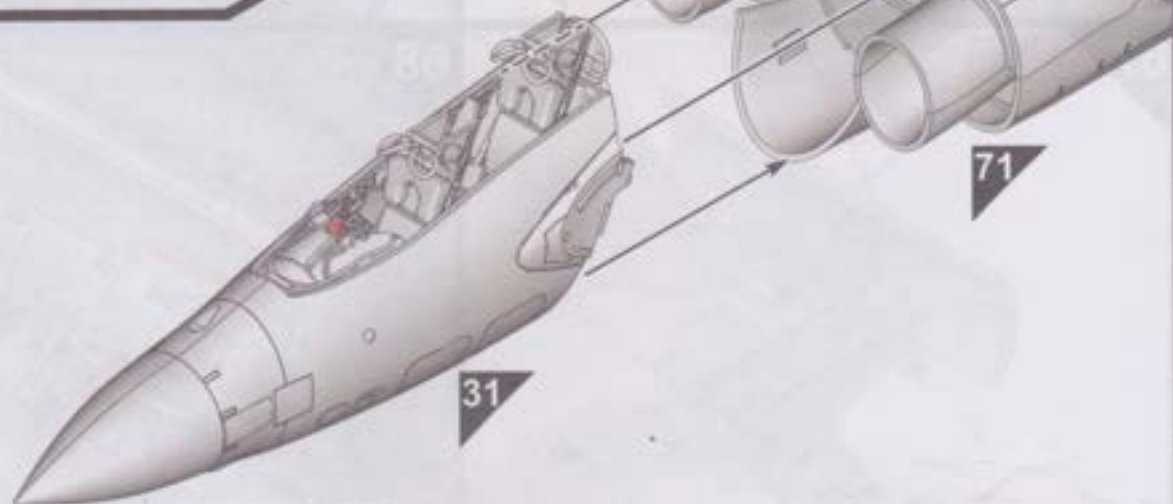
70

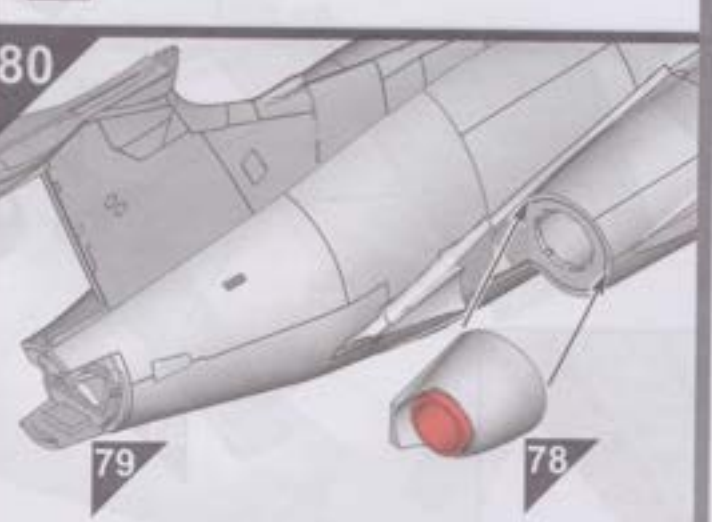
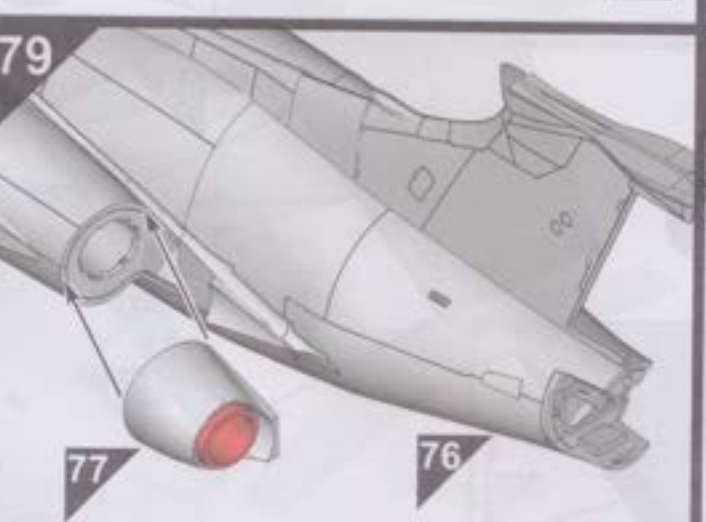
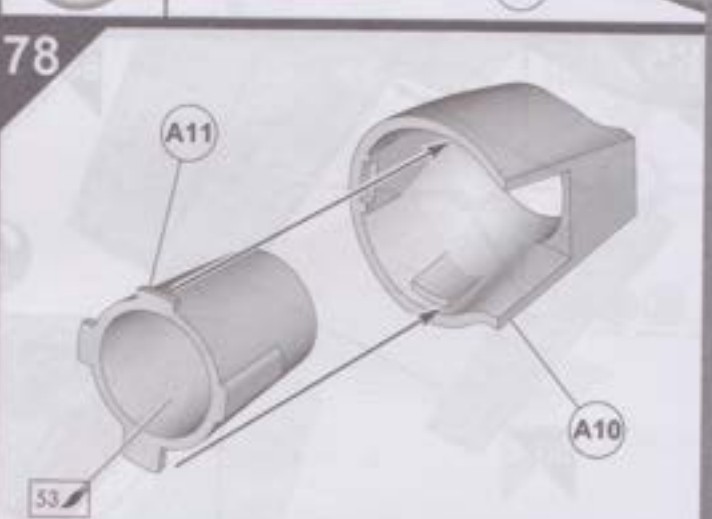
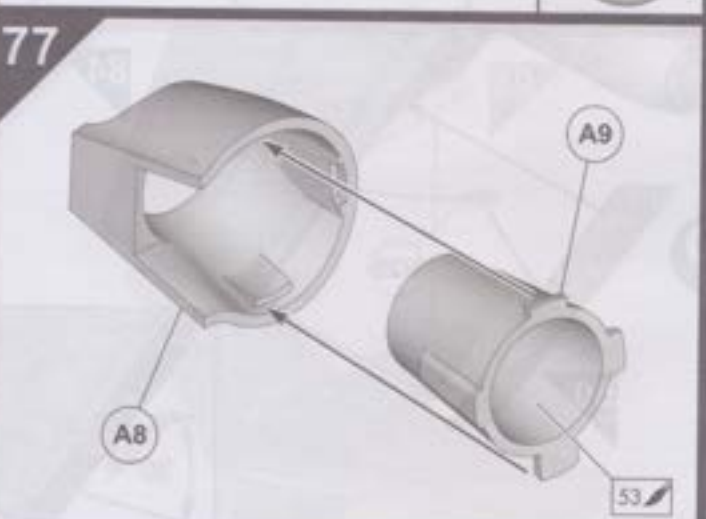
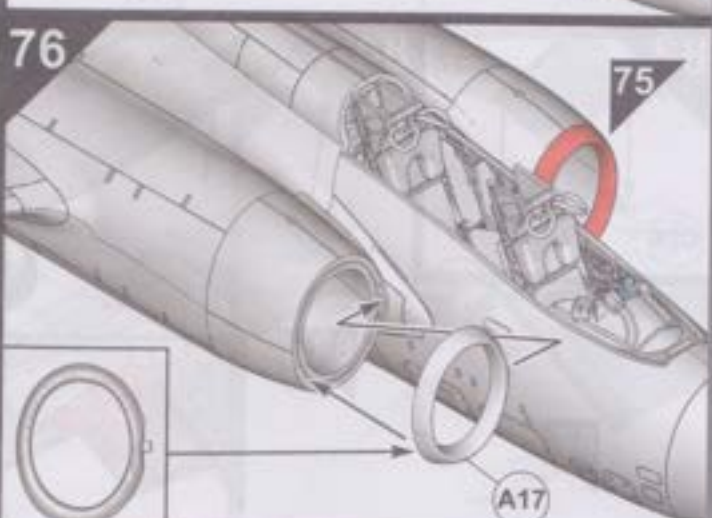
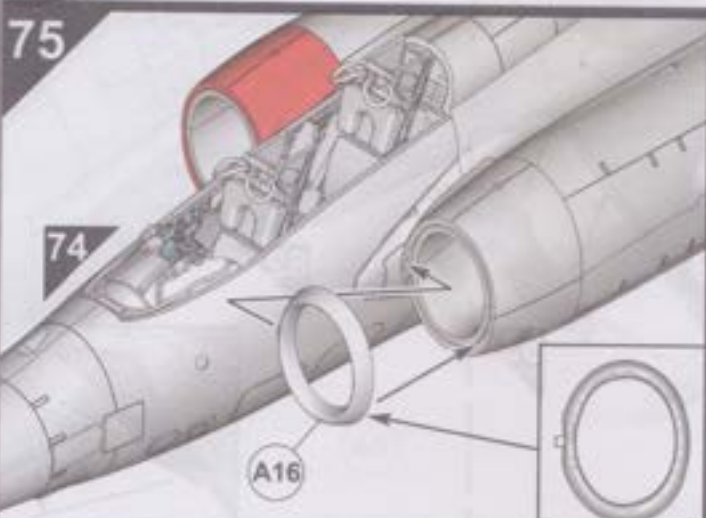
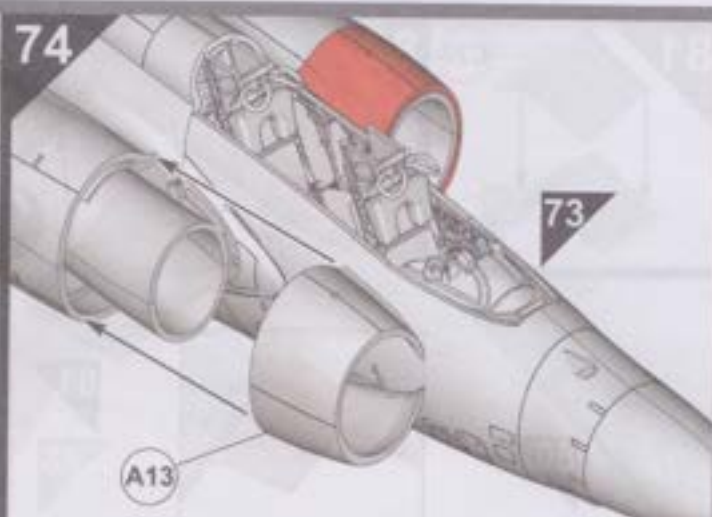
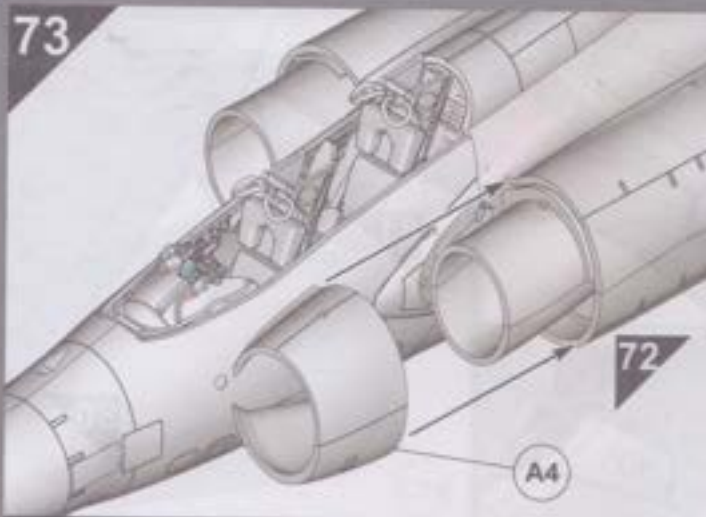


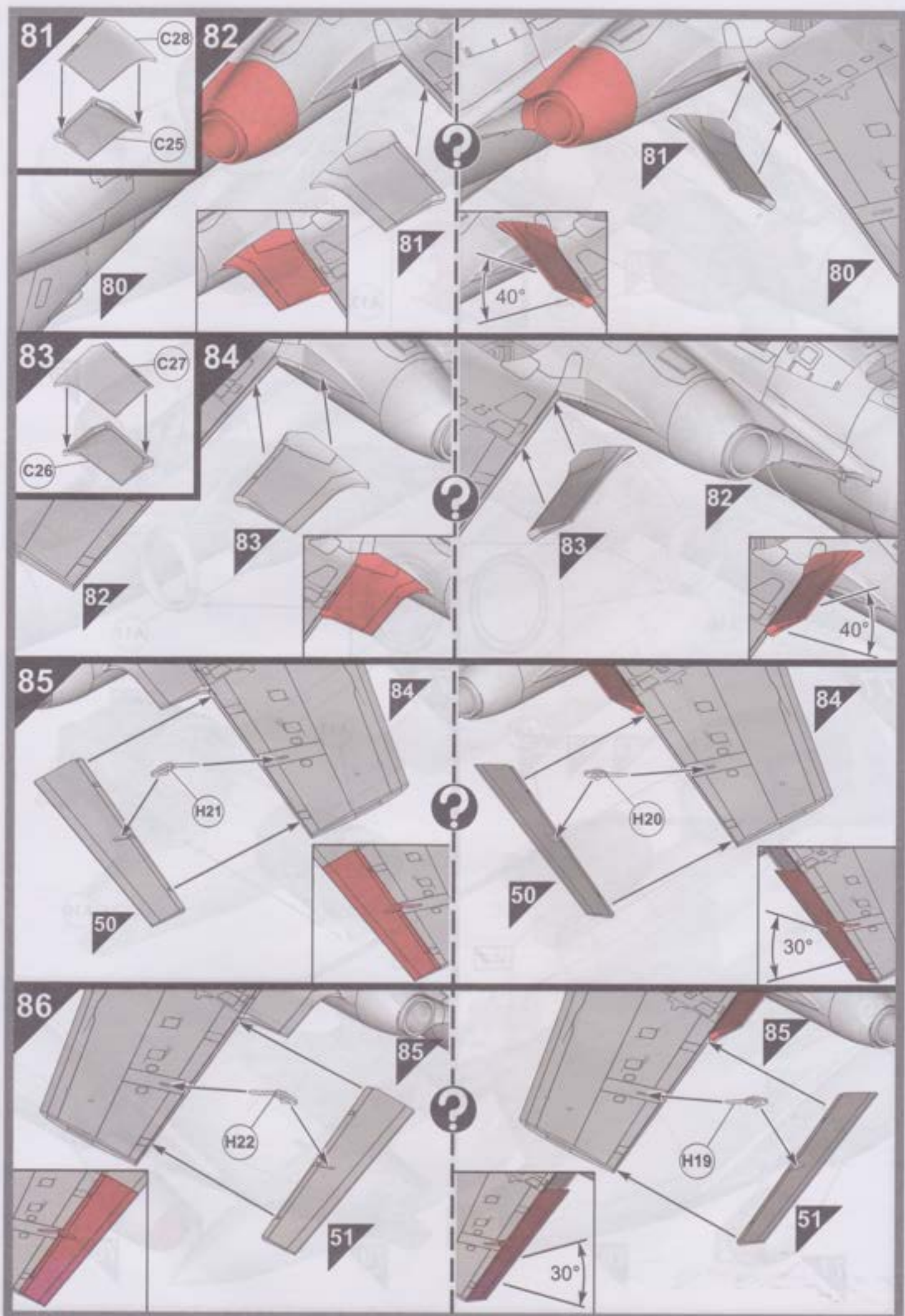
71



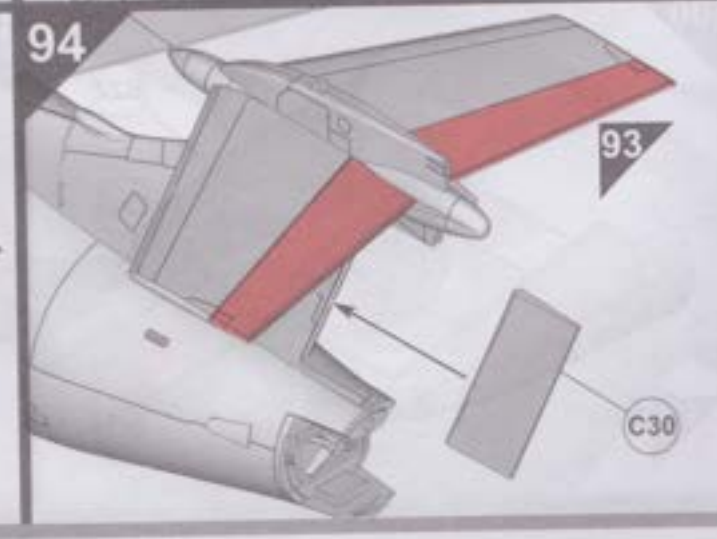
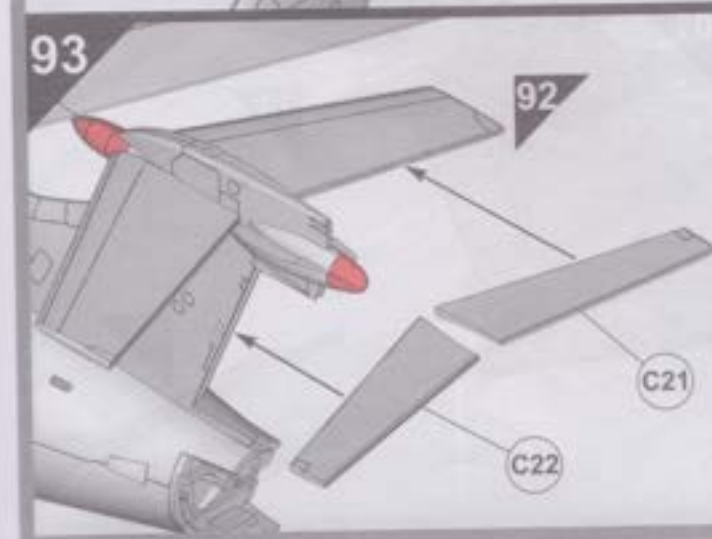
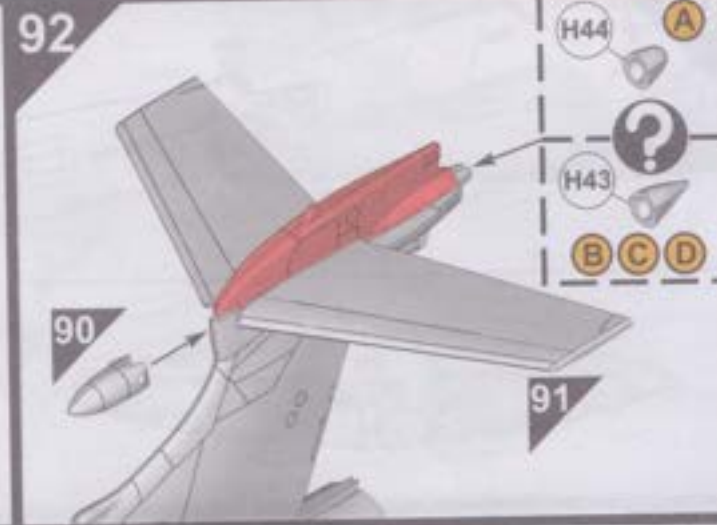
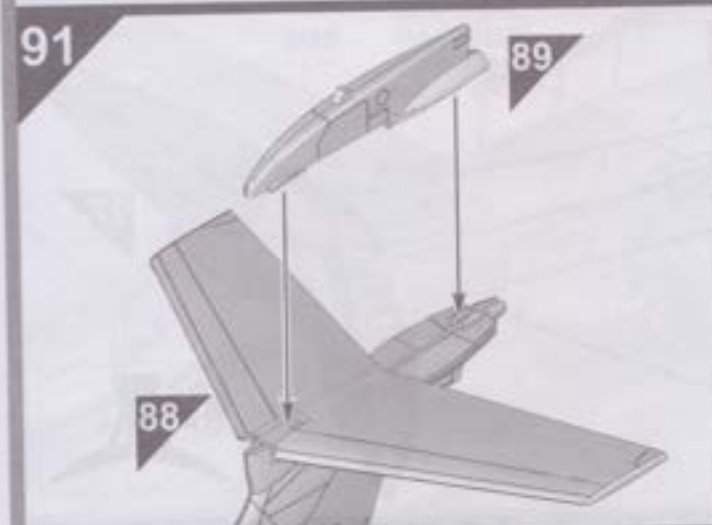
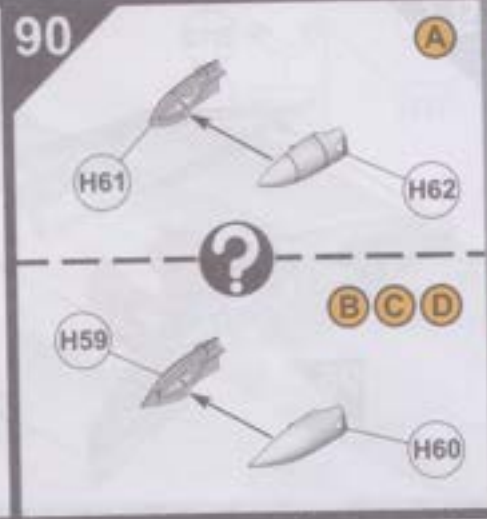
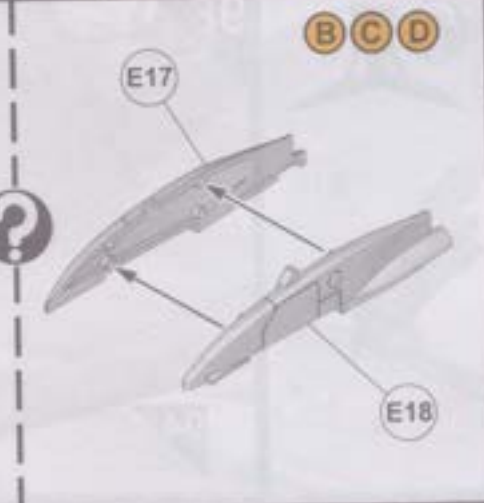
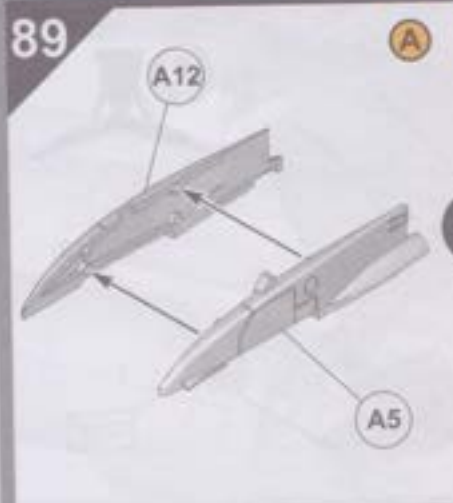
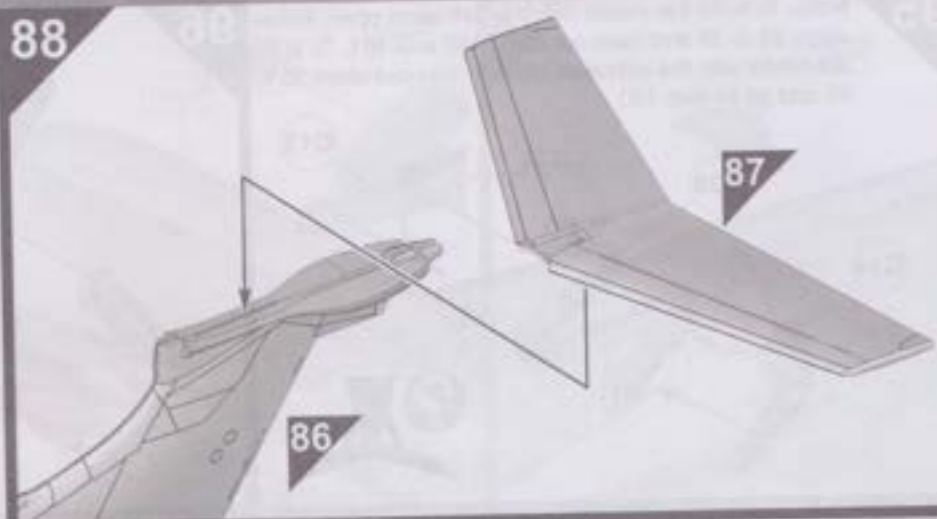
72



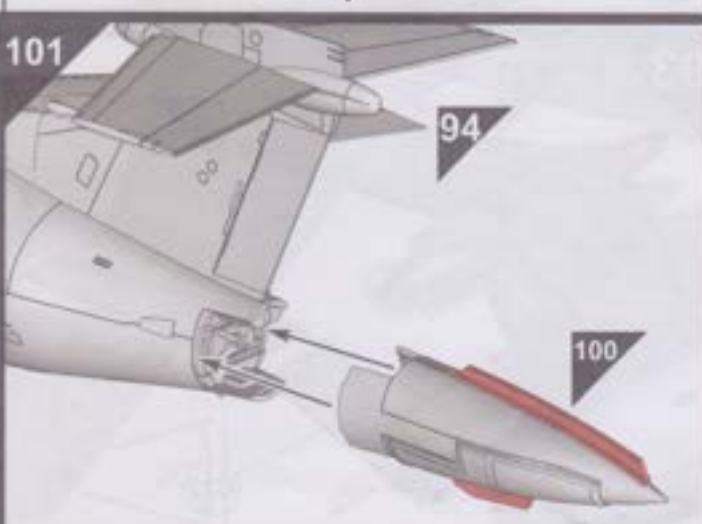
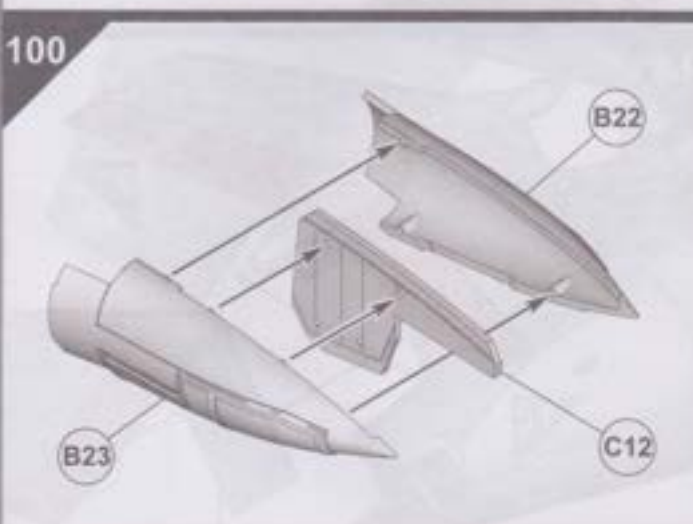
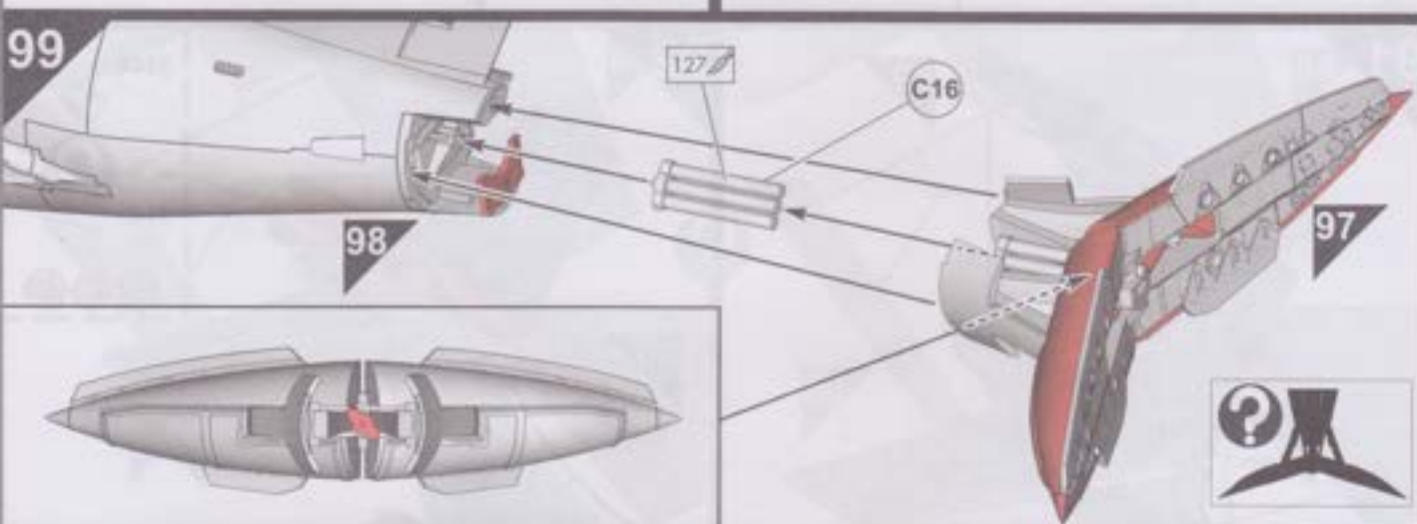
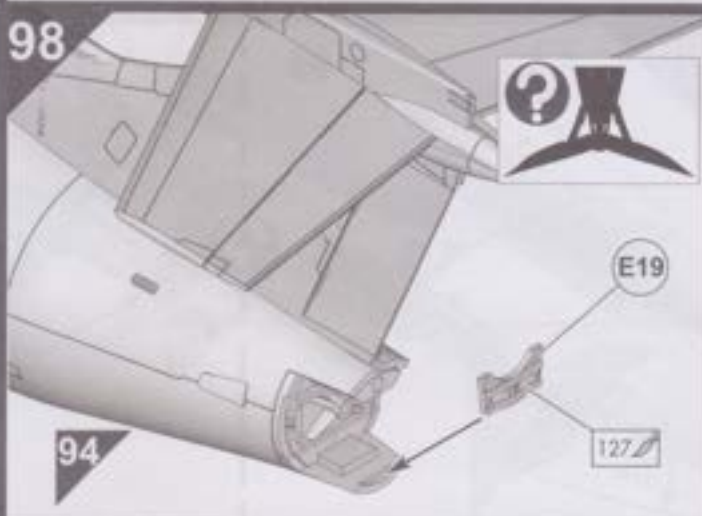
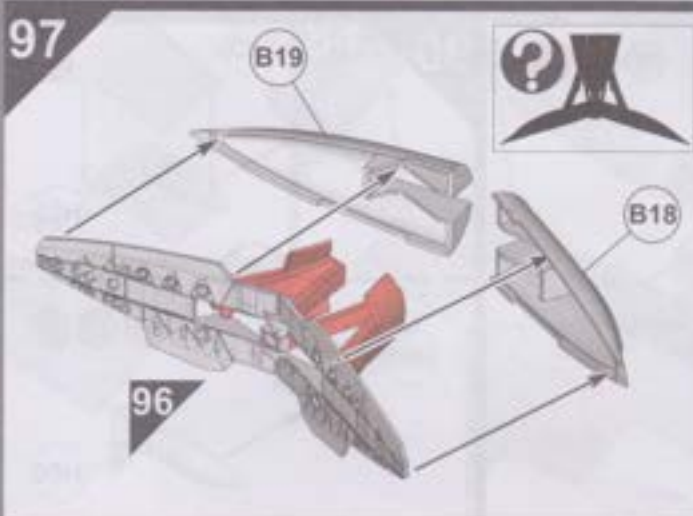
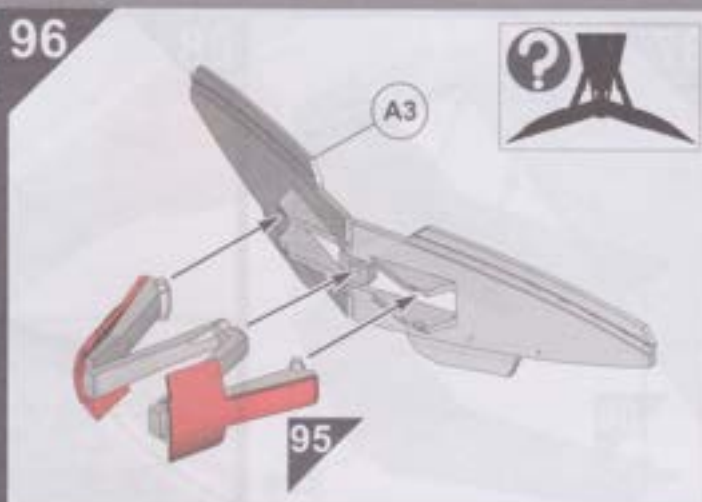


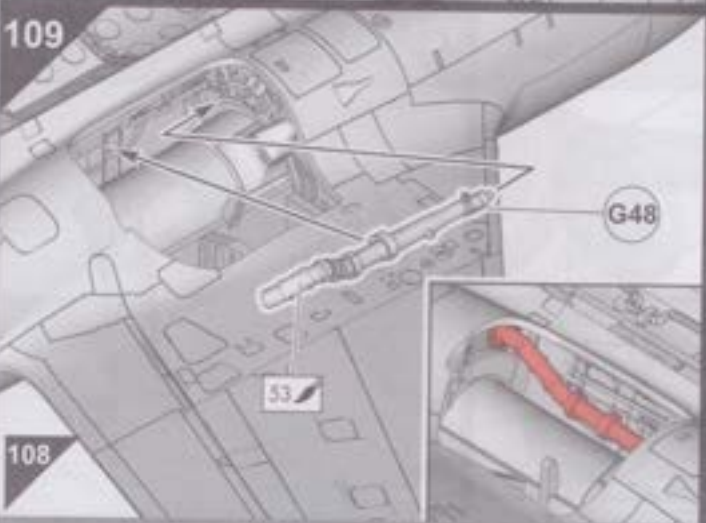
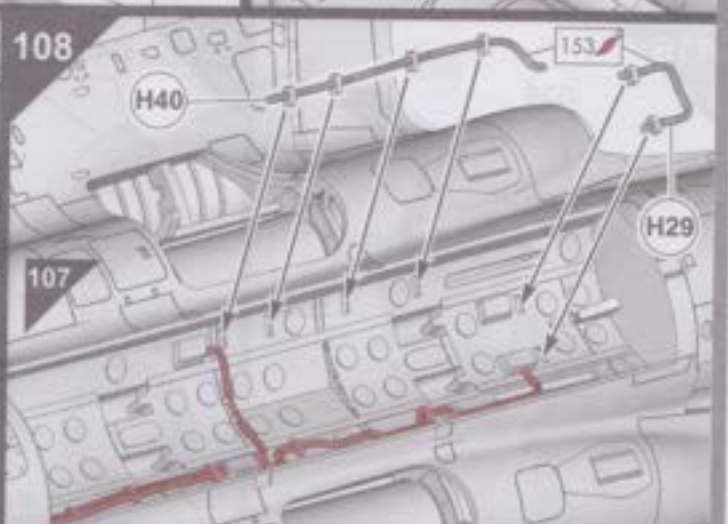
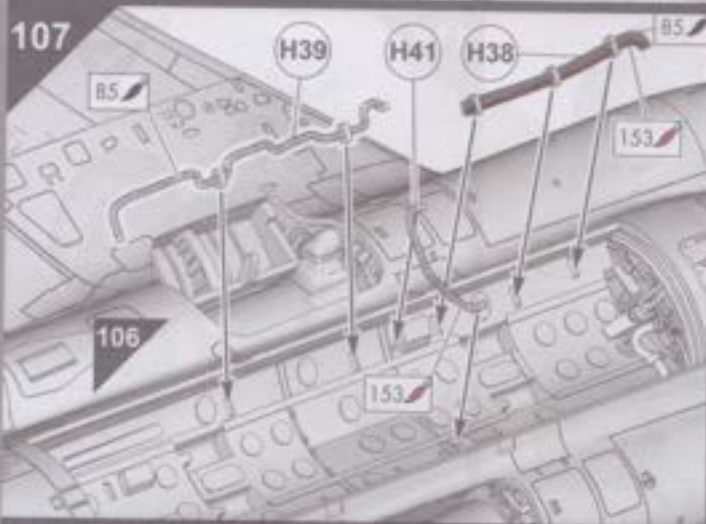
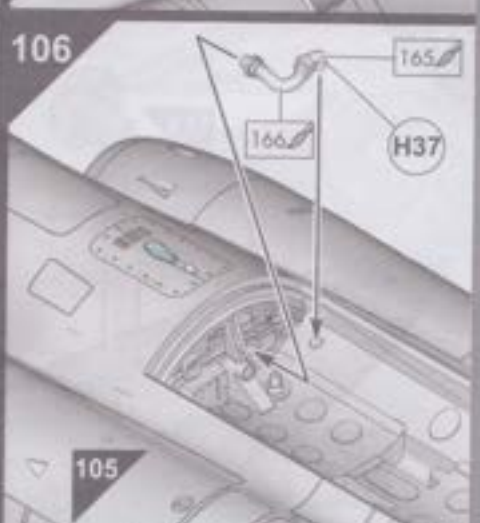
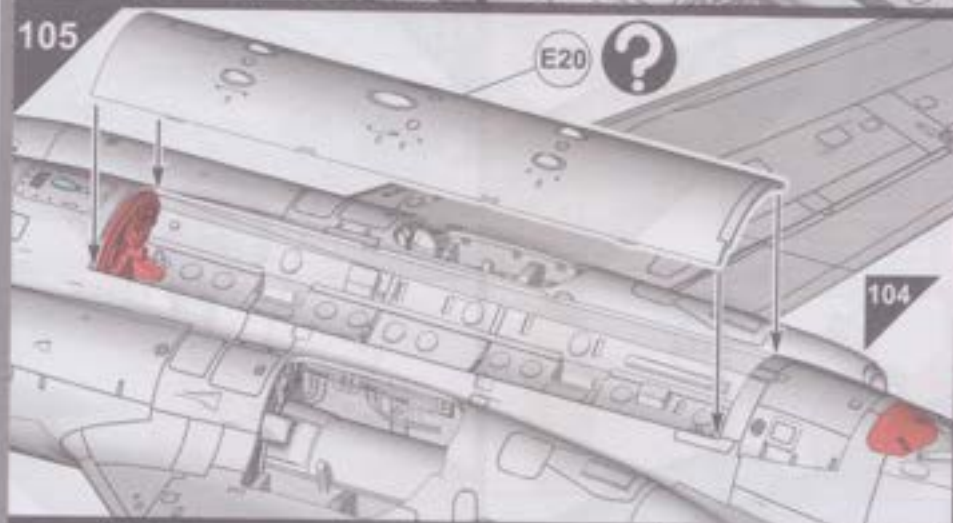
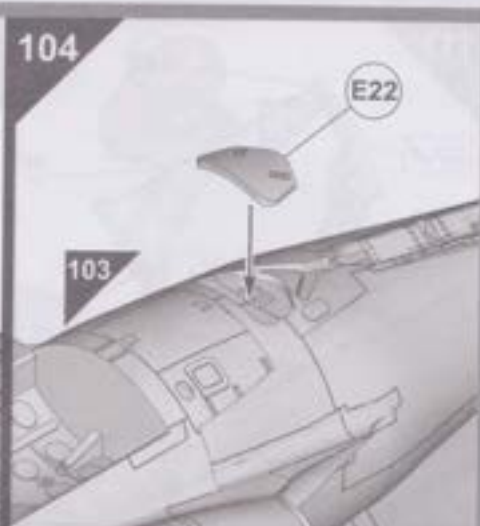
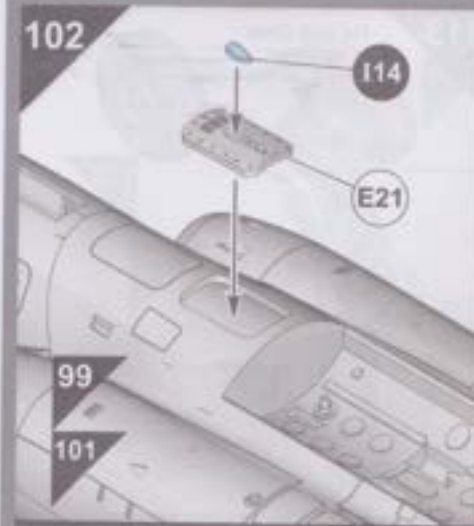


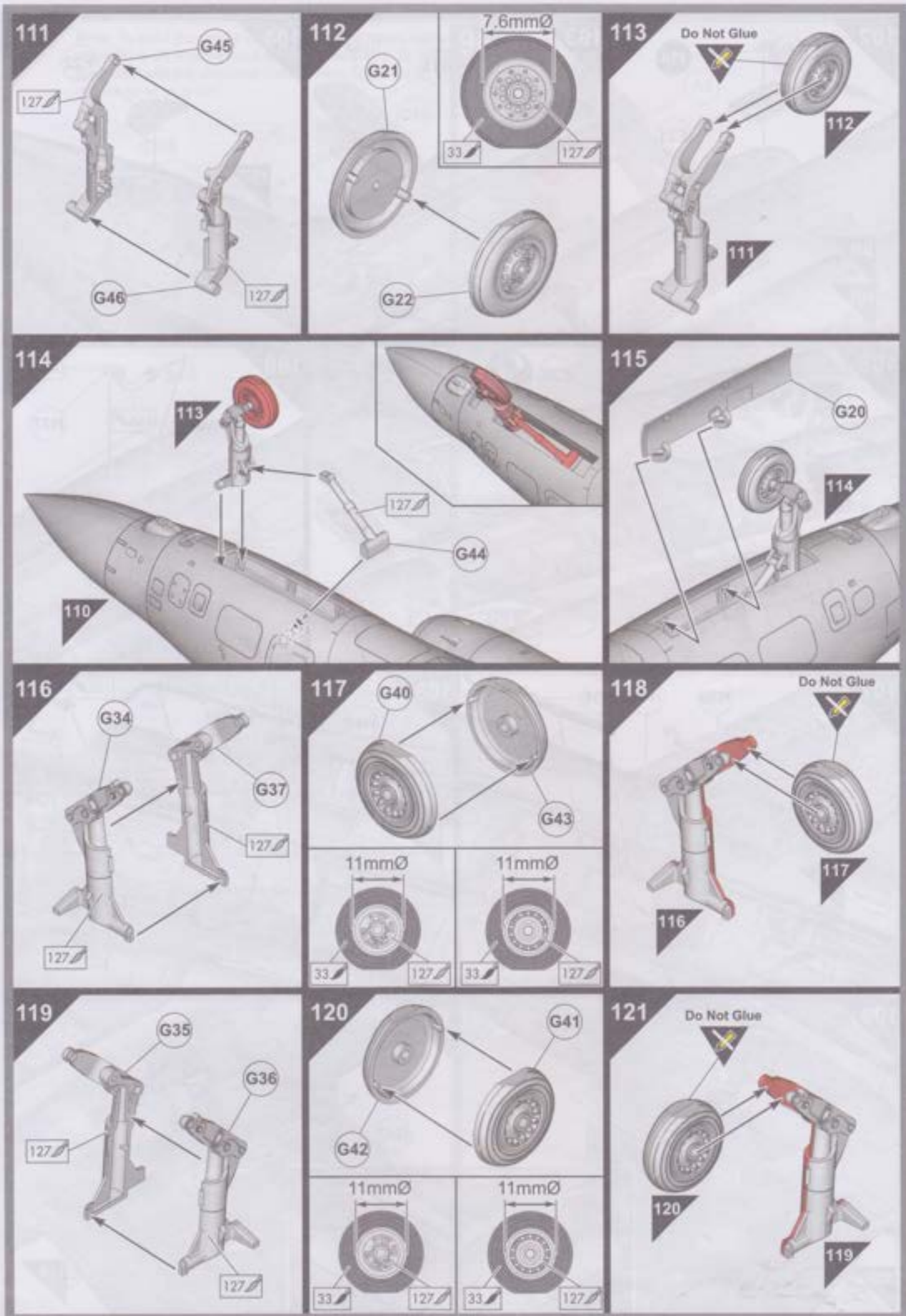


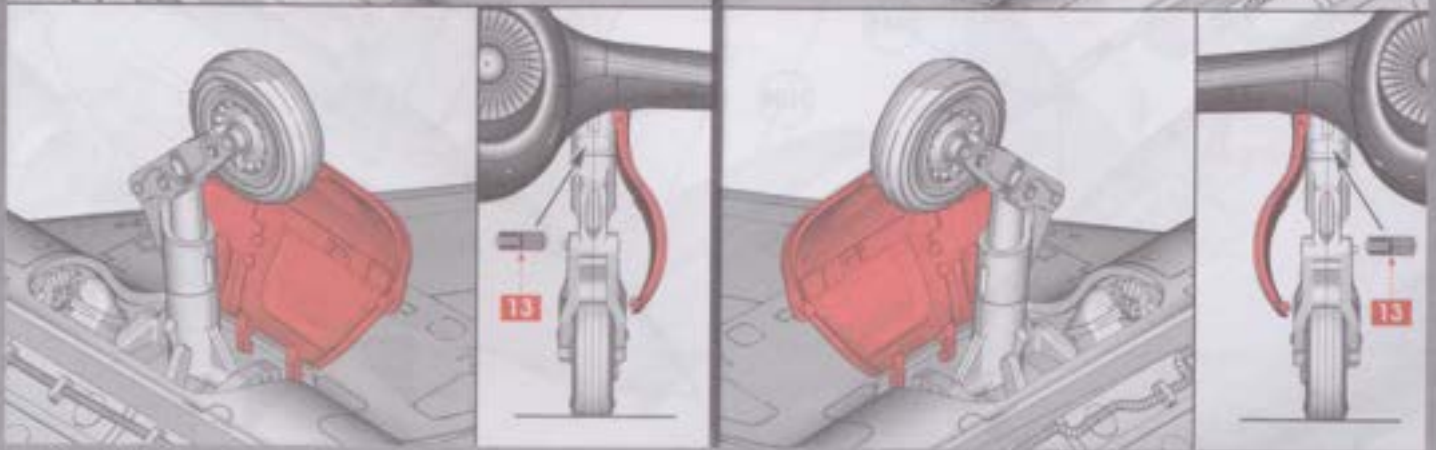
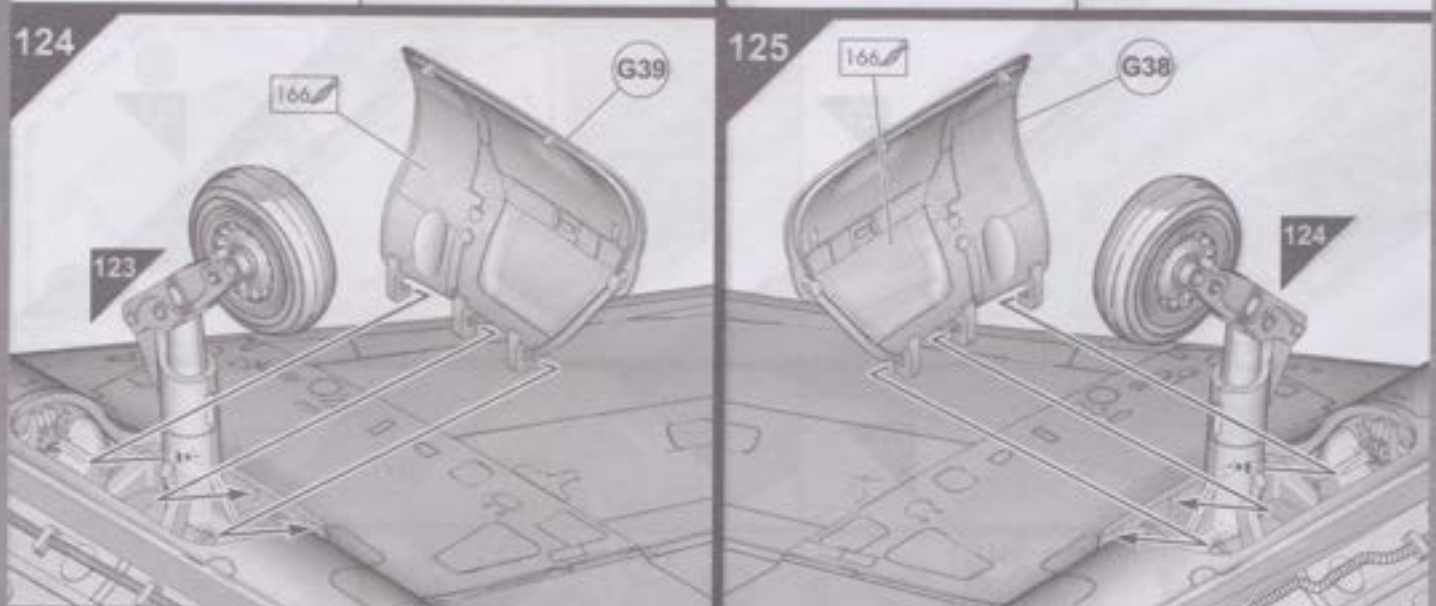
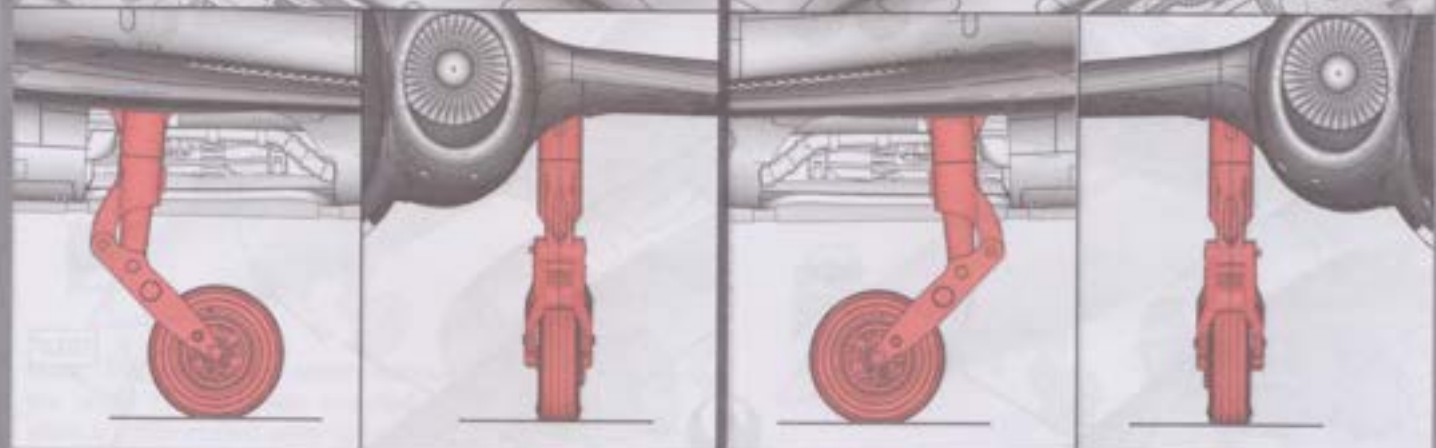
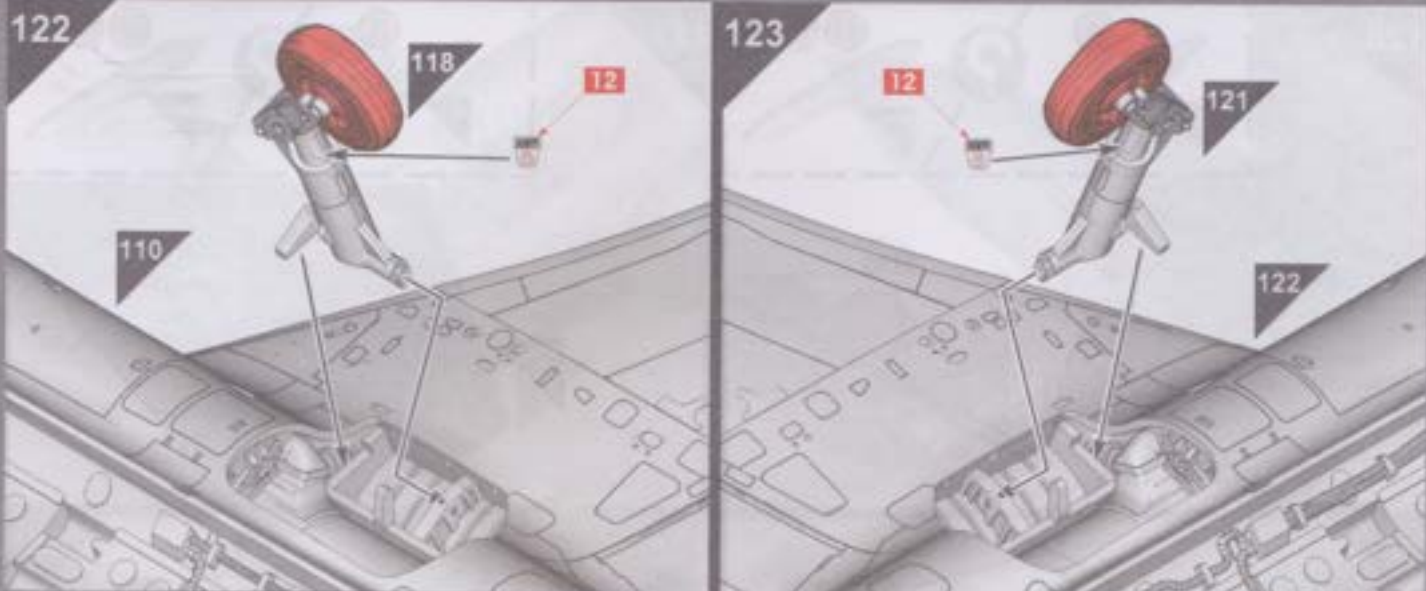


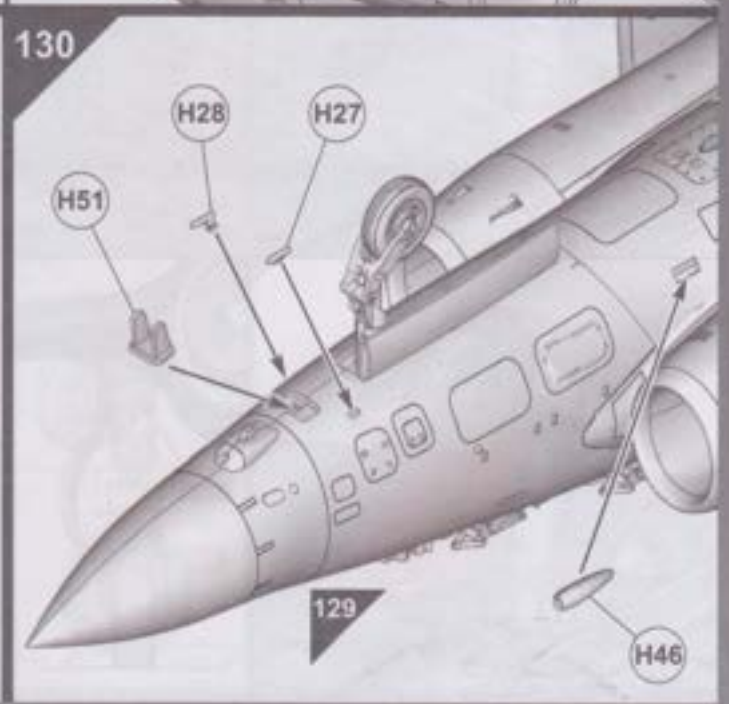
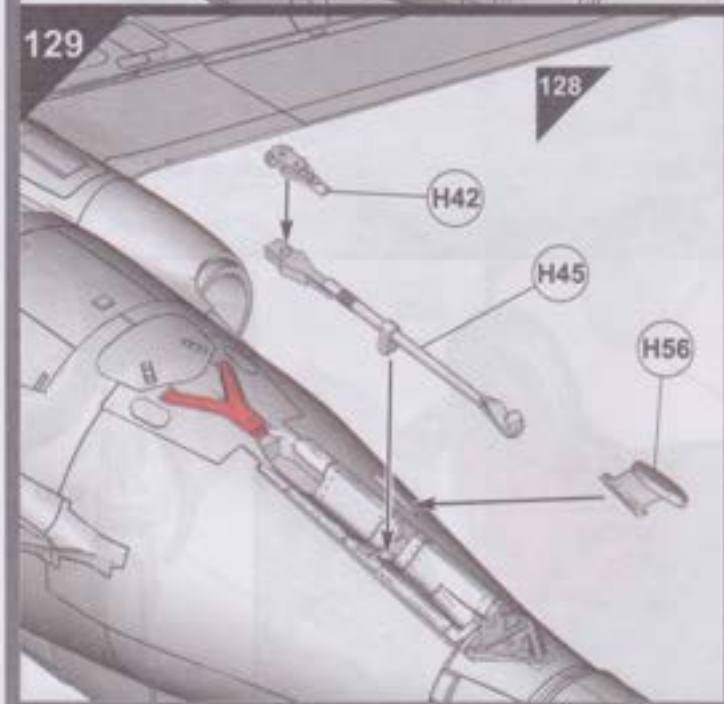
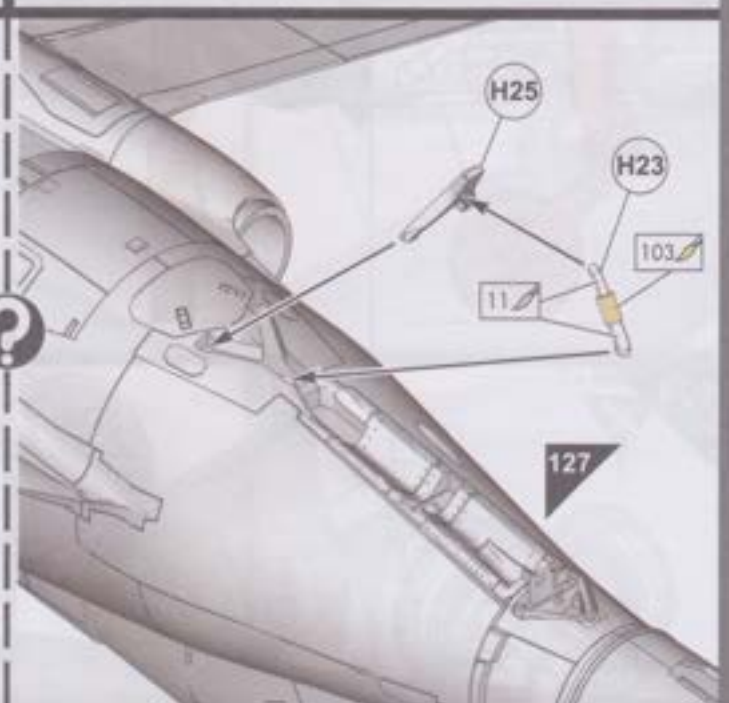
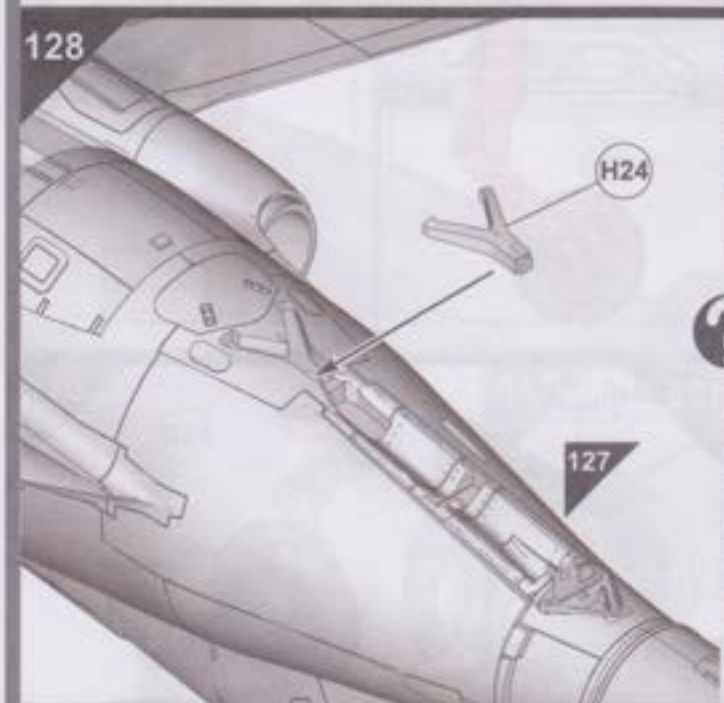
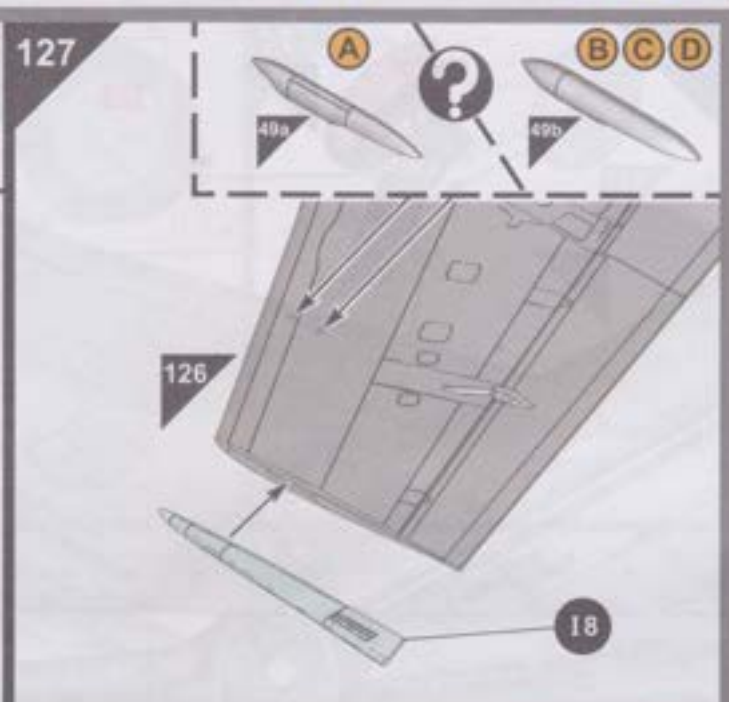
**95** **Note:** To build the model with the airbrakes open, follow steps 95 to 99 and miss-out steps 100 and 101. To build the model with the airbrakes closed, miss-out steps 95 to 99 and go to step 100.







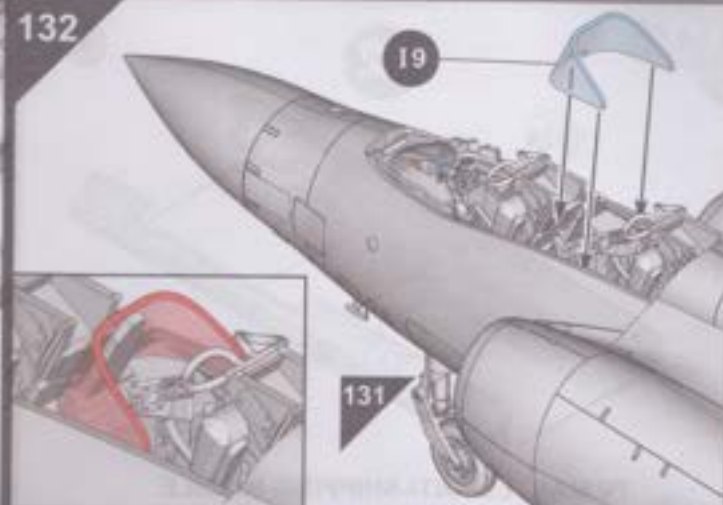




131



132

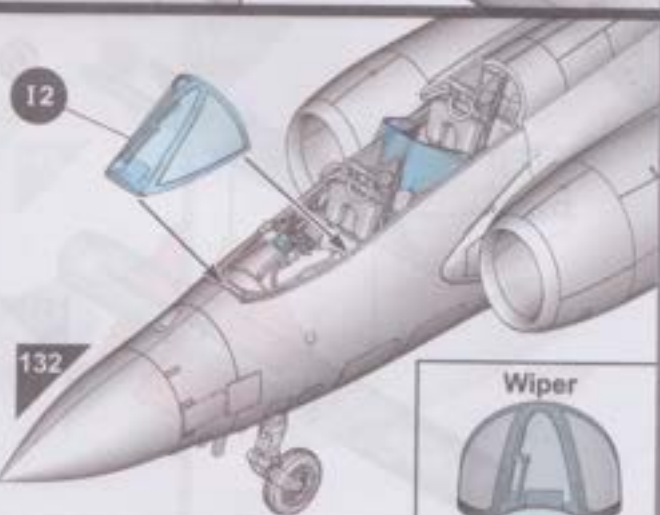


133



Note: The windscreen option without the wiper I1 has been included to allow a photo-etched wiper to be fitted.

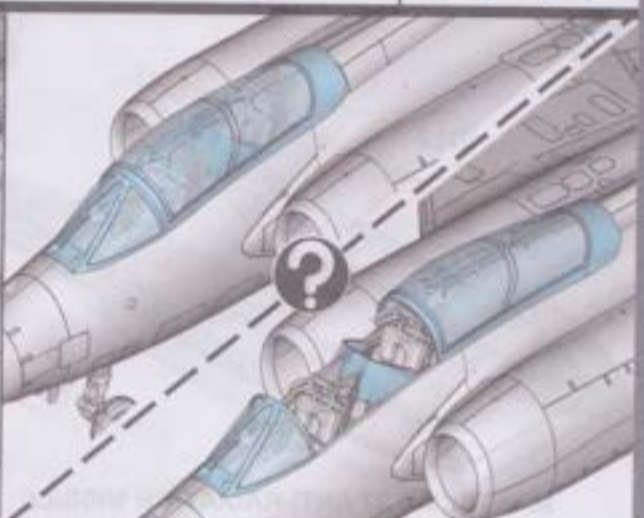
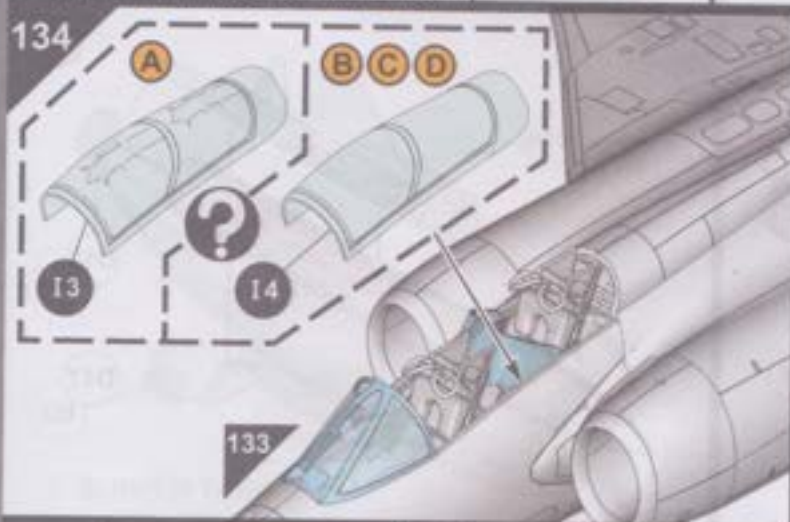
Wiperless



Wiper



134



135



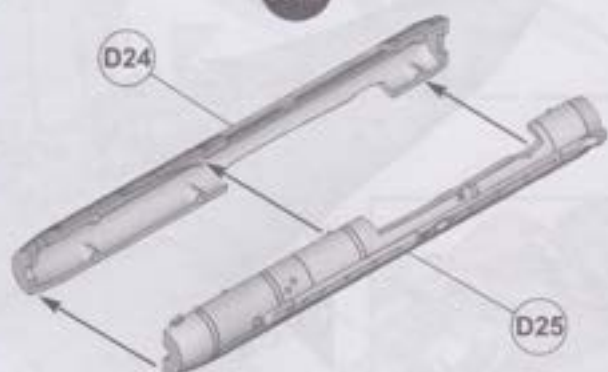
136



137

x2

A

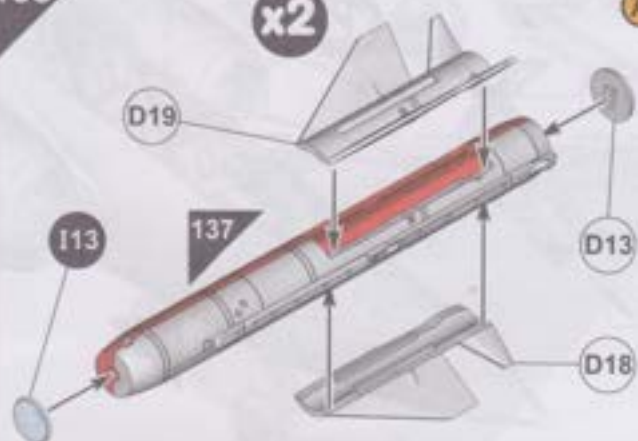


TV MARTEL ANTI-SHIPING MISSILE

138

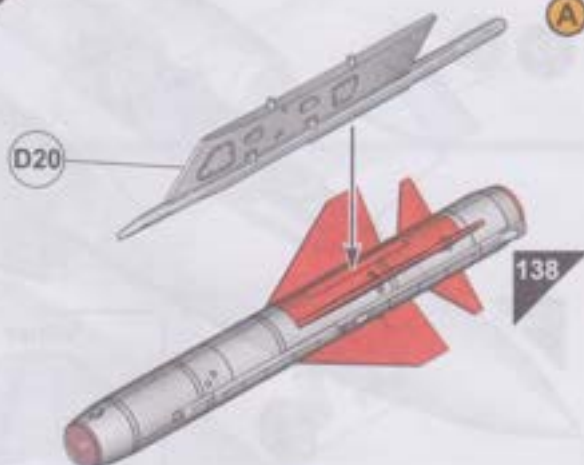
x2

A



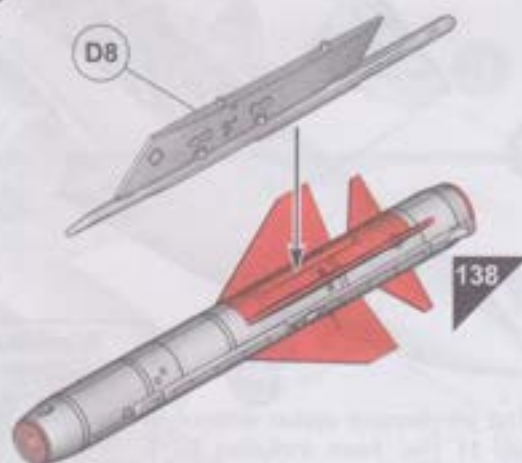
139

A



140

A



141

A



MARTEL AS.37 ANTI-RADIATION MISSILE

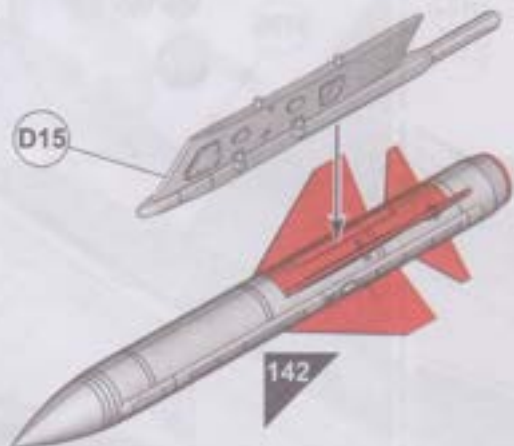
142

A



143

A



144

A



MARTEL TV-GUIDANCE DATA LINK POD



145

B



146

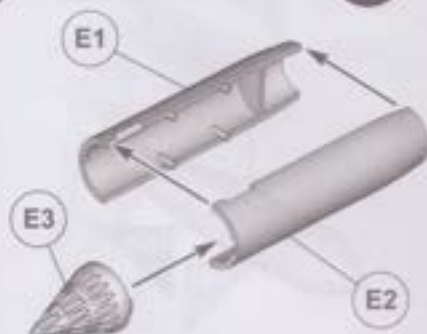
B



147

B

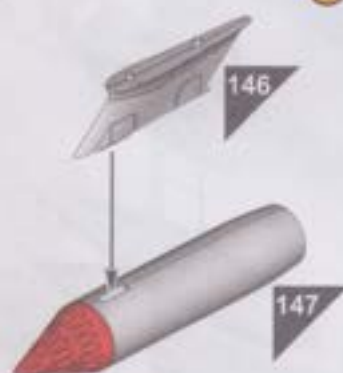
x2



MATRA ROCKET LAUNCHER

148

B



149

B



150

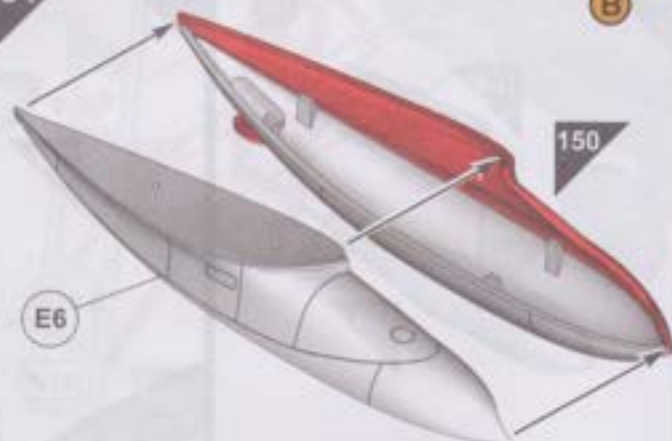
B



SLIPPER TANK

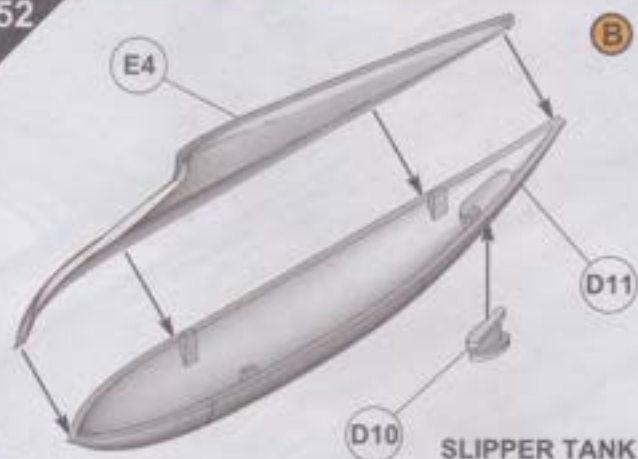
151

B



152

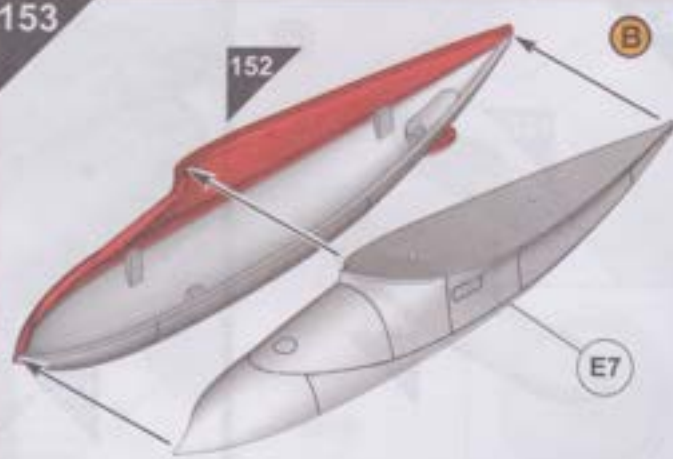
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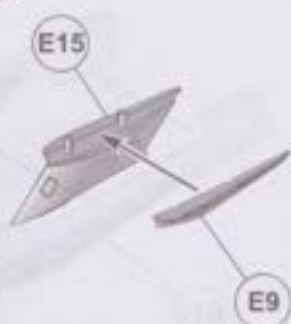
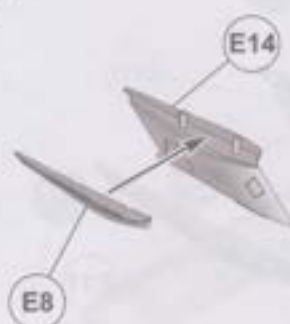
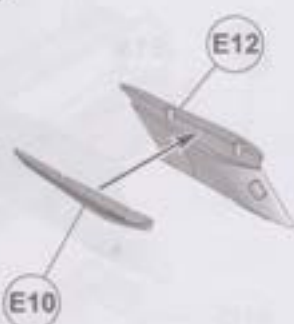


SLIPPER TANK

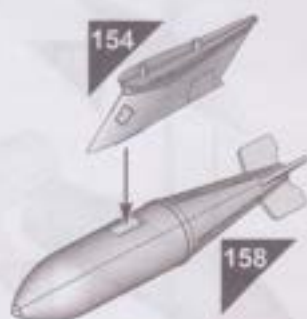
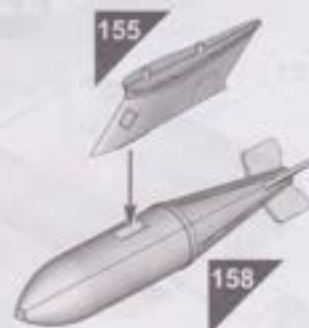
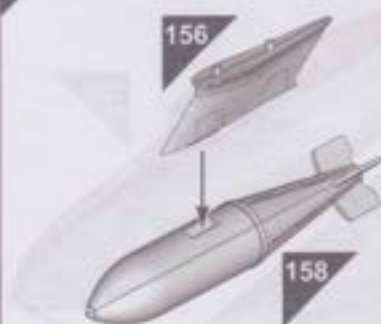
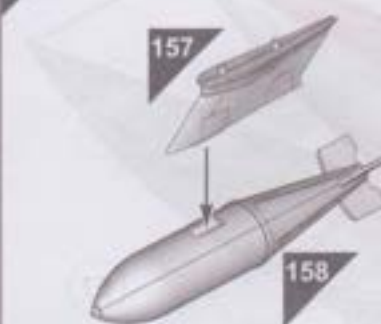
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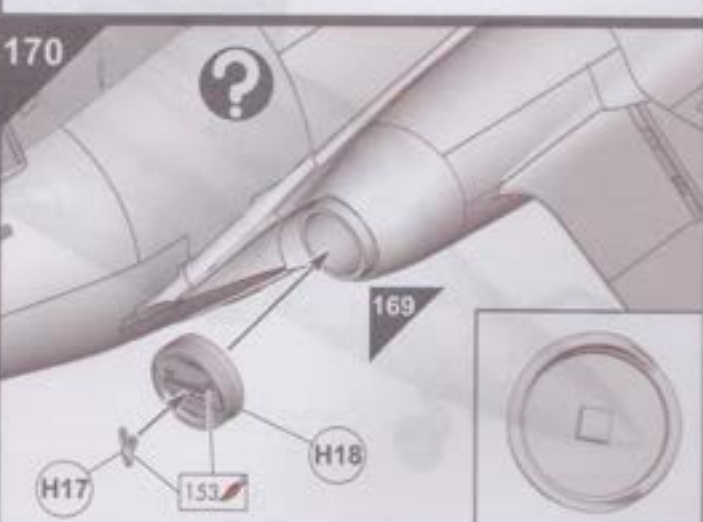
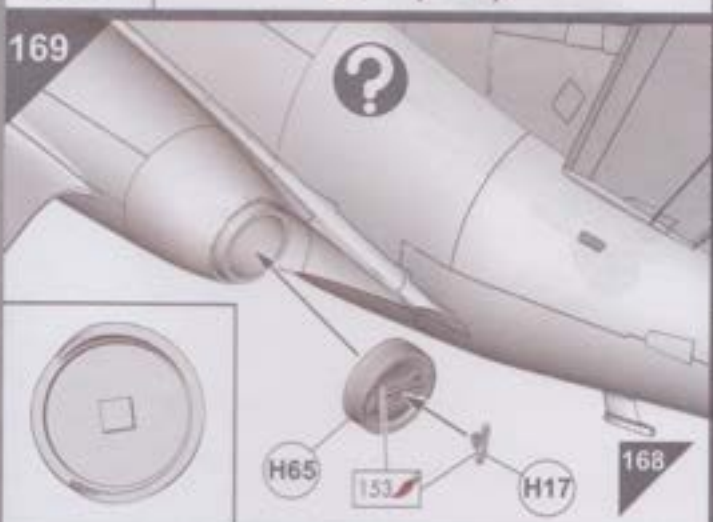
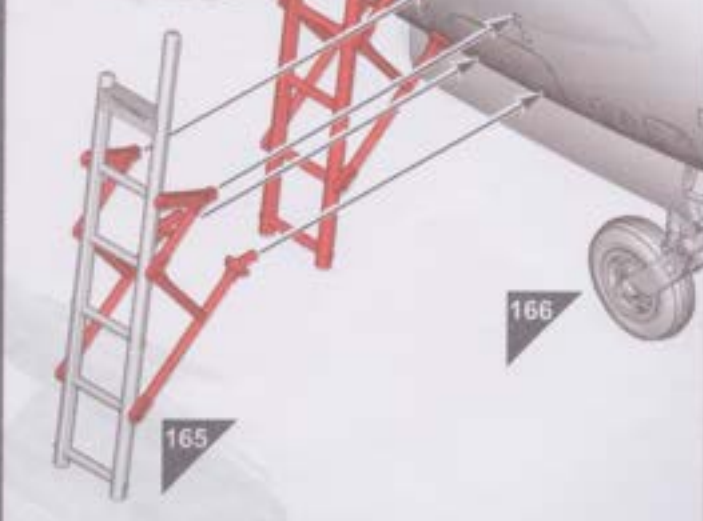
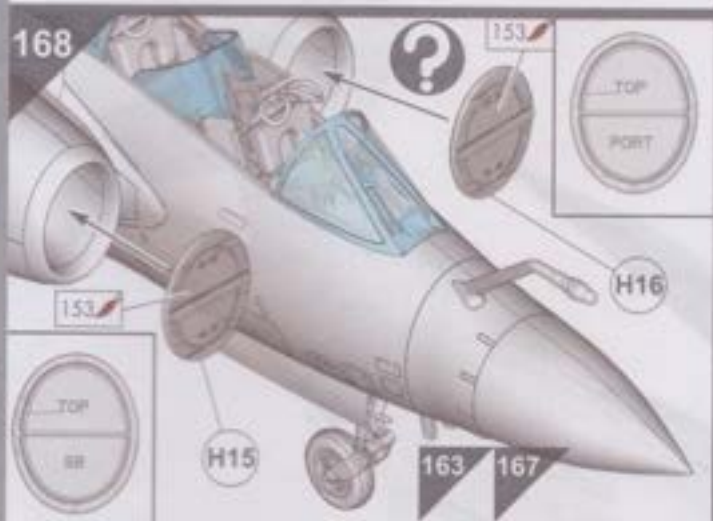
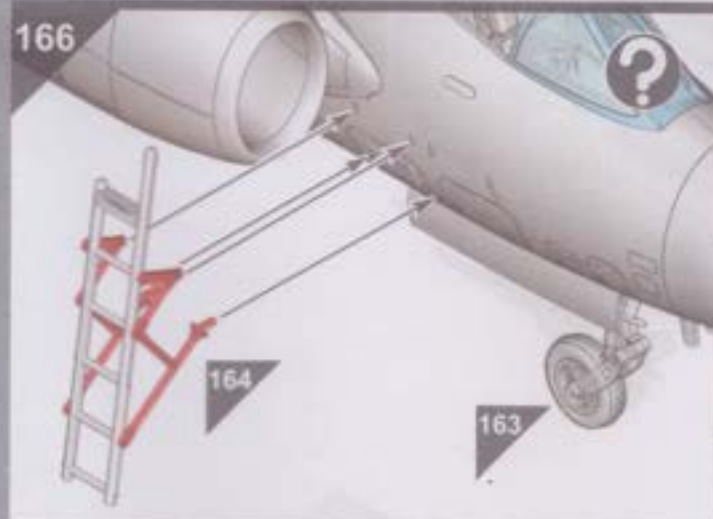
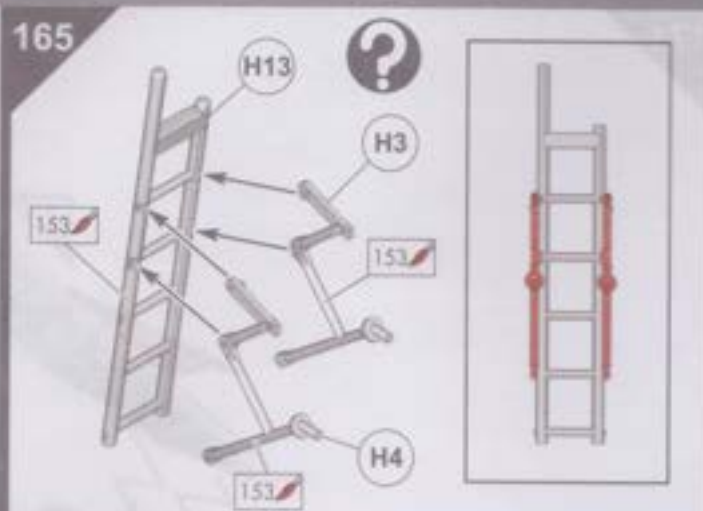
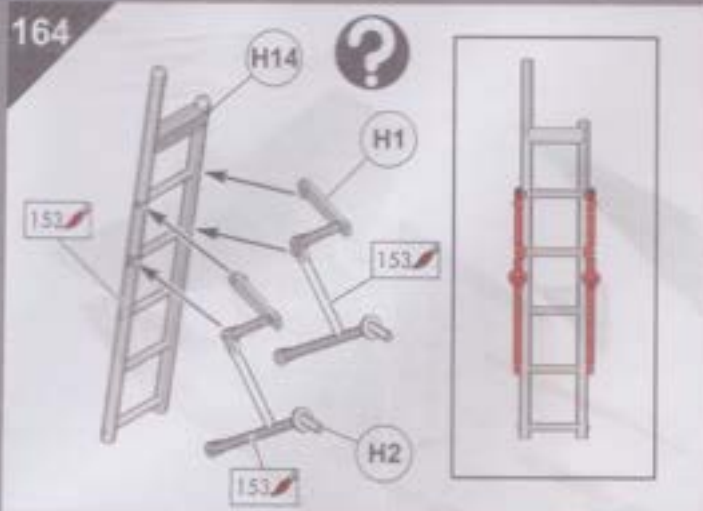
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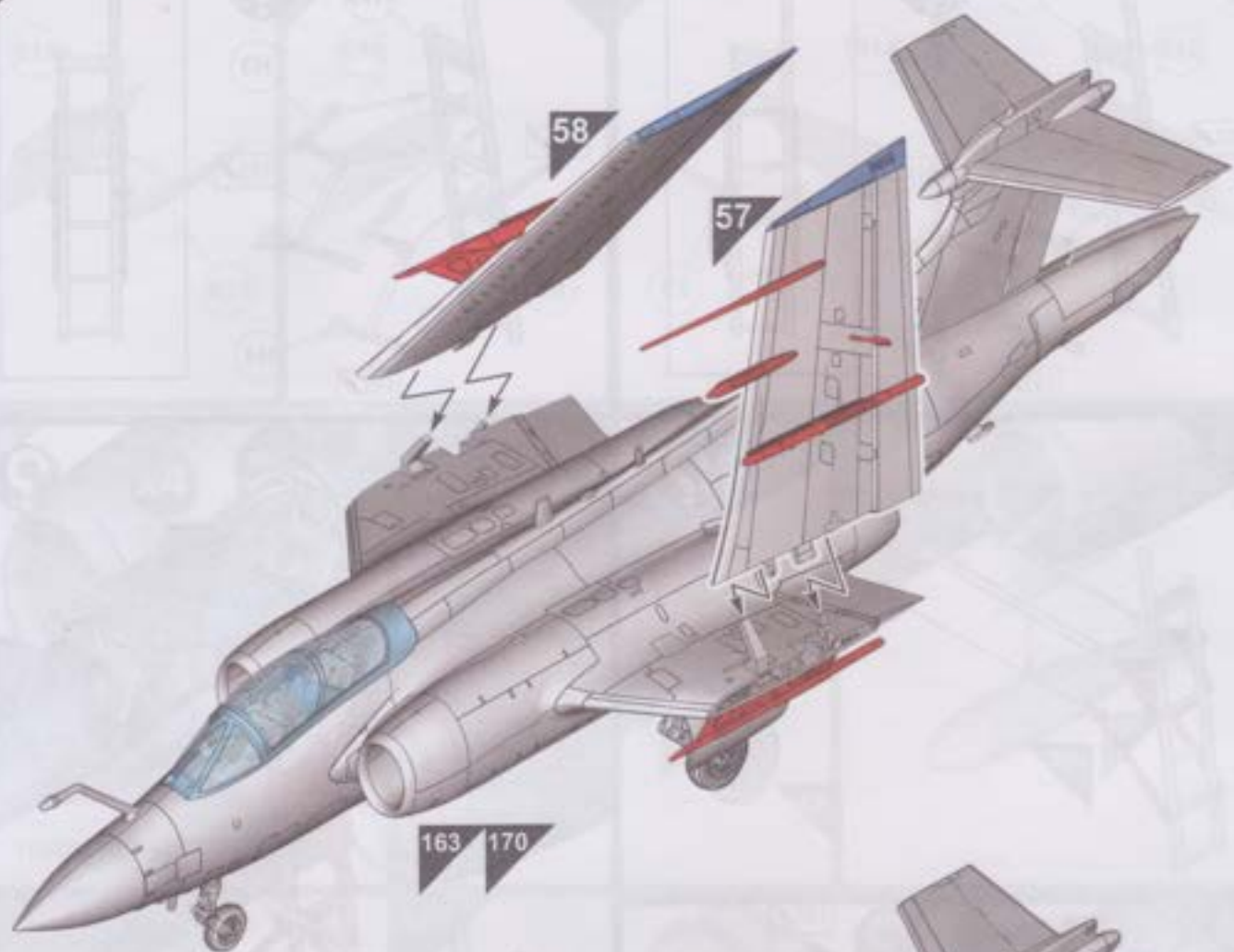


154 **C D**155 **C D**156 **C D**157 **C D**158 **C D**

1000lb RETARDED BOMB

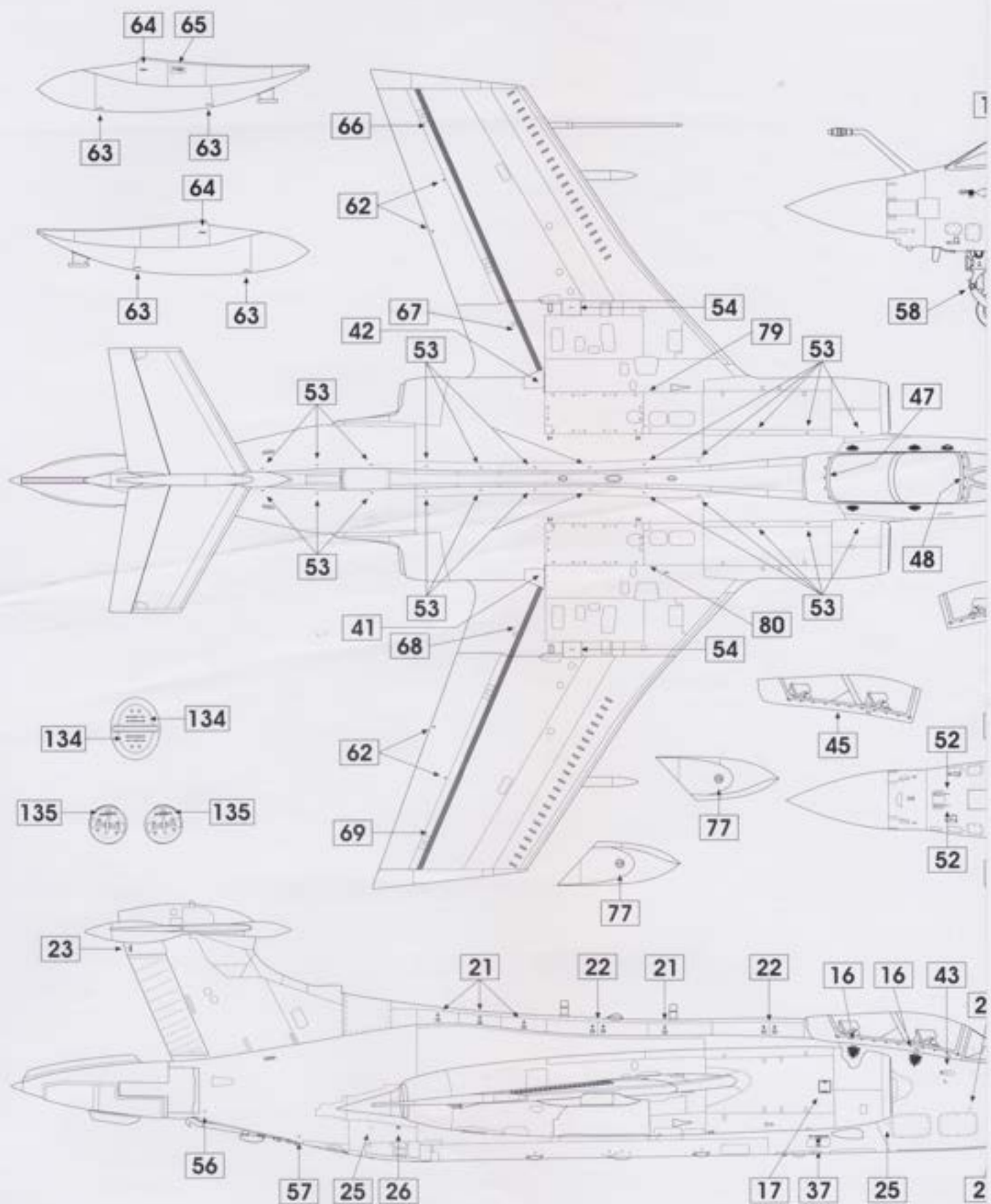
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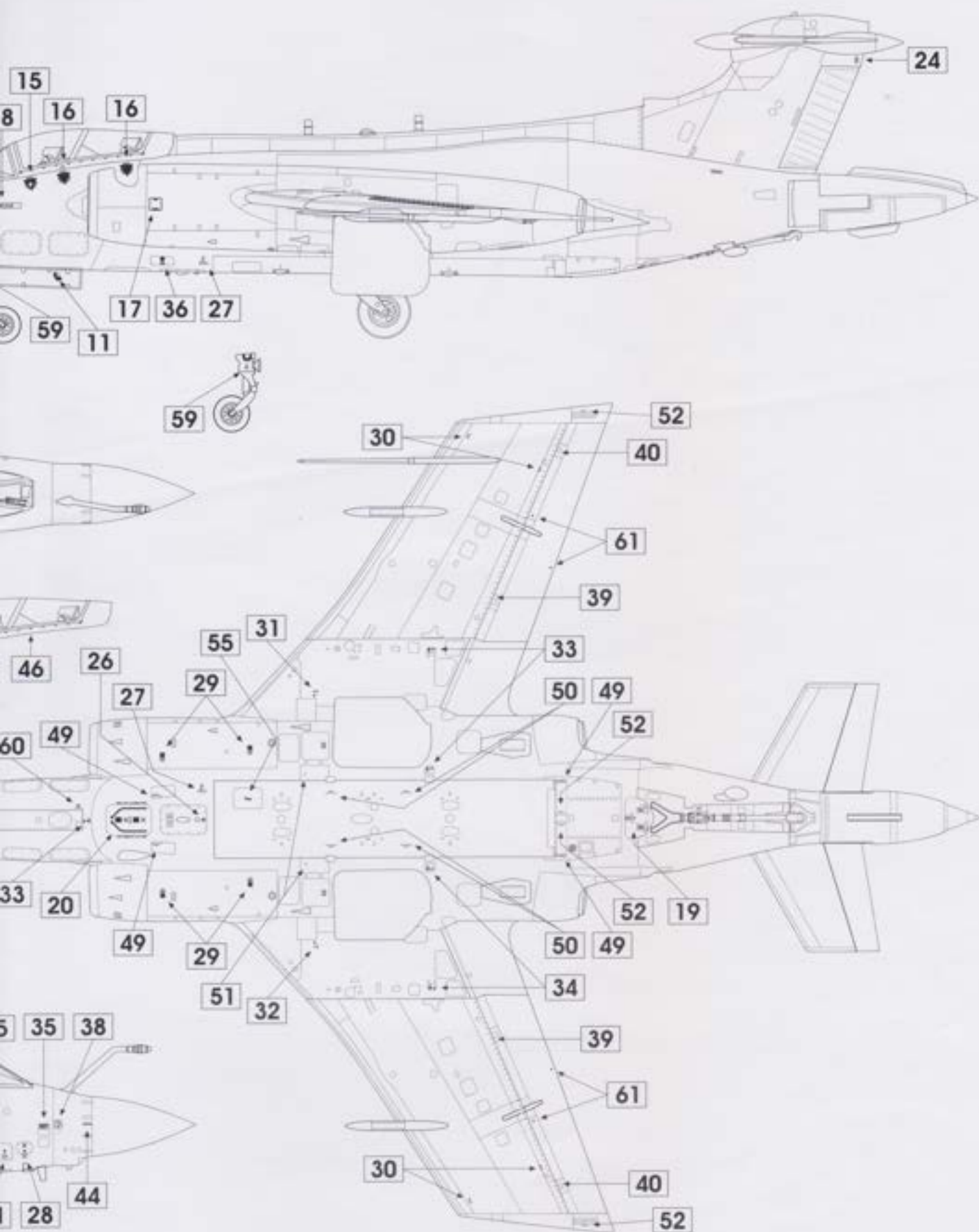


# Blackburn Buc

## Position of comr






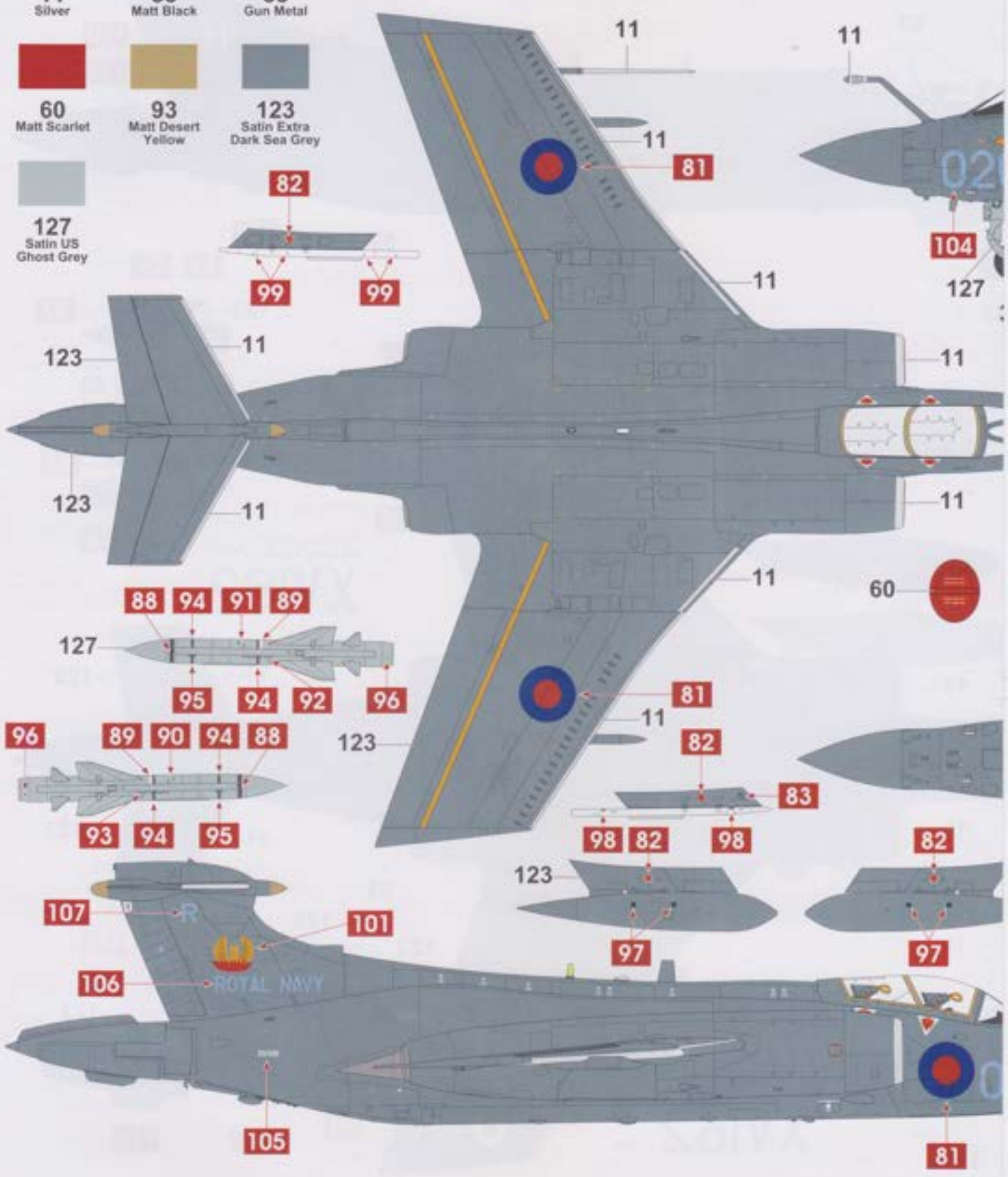
caner S.2C/D  
non stencil data



# Blackburn B

## No. 809 Naval Air Squadron, I

- |   |   |   |
|---|---|---|
|  |  |  |
| <b>11</b><br>Silver   | <b>33</b><br>Matt Black   | <b>53</b><br>Gun Metal  |
|  |  |  |
| <b>60</b><br>Matt Scarlet   | <b>93</b><br>Matt Desert Yellow   | <b>123</b><br>Satin Extra Dark Sea Grey   |
|  |   |   |
| <b>127</b><br>Satin US Ghost Grey   |   |   |



# Sukhoi Su-26

HMS Ark Royal, August 1978.

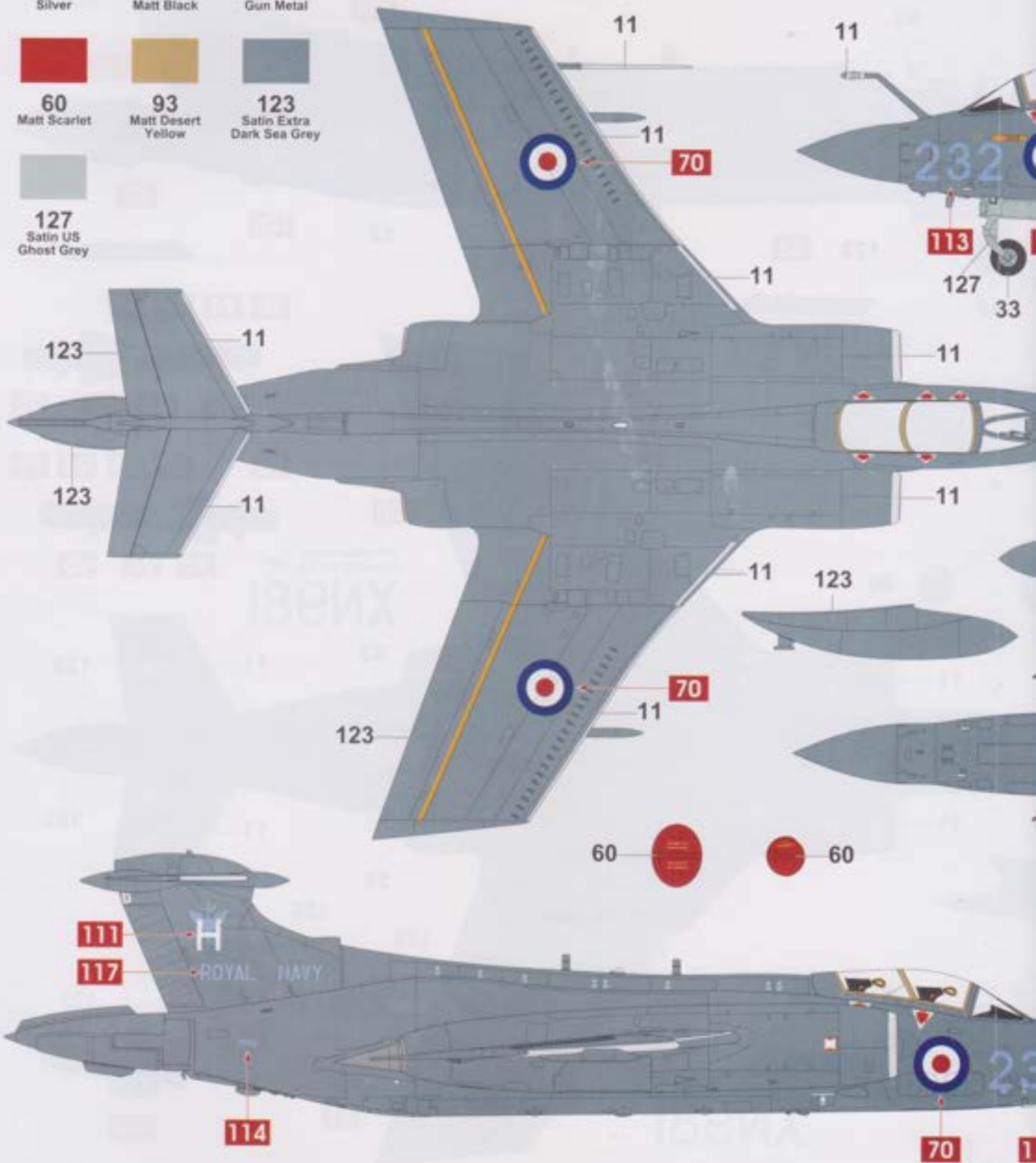




# Blackburn Buccaneer

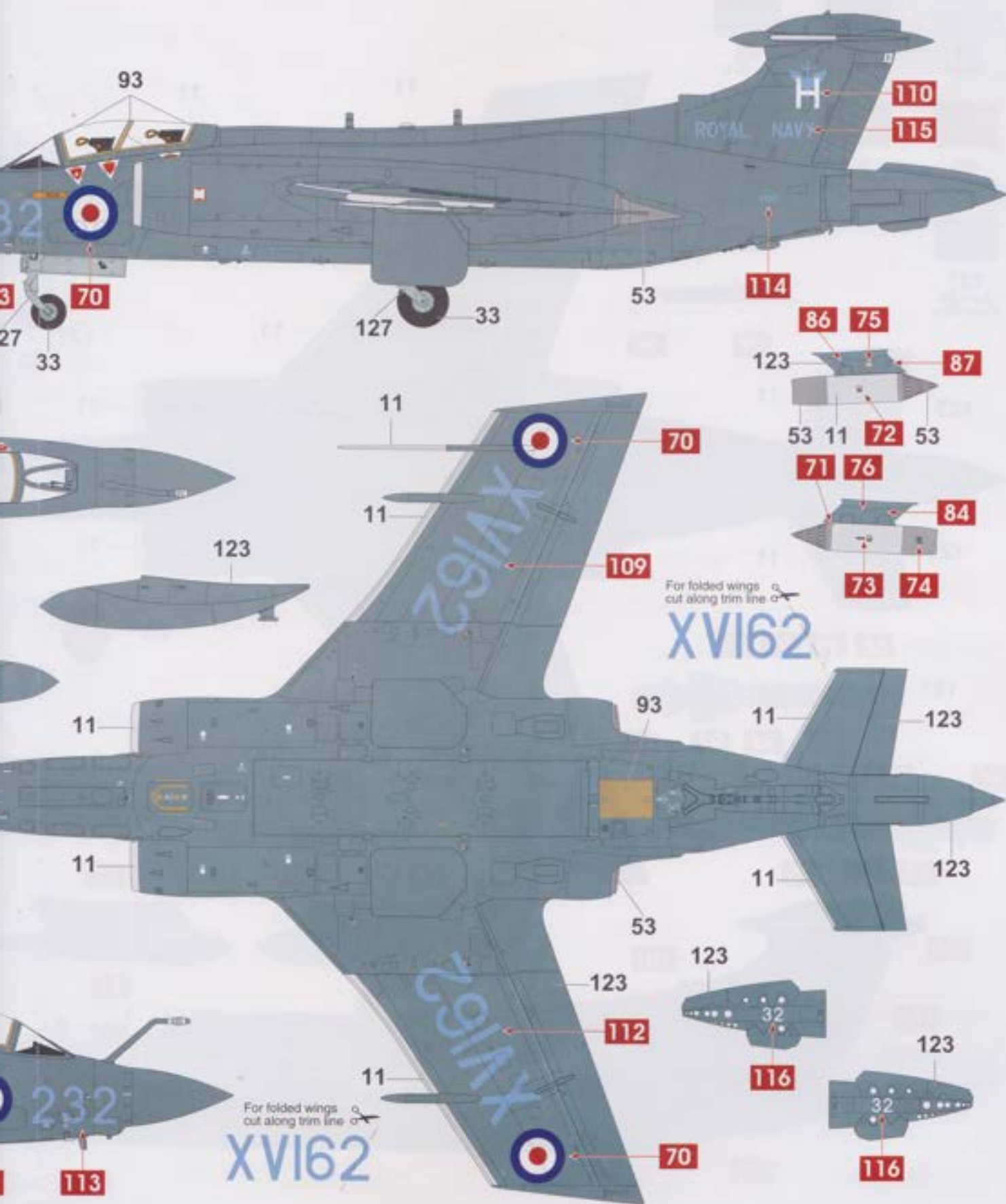
## No. 801 Naval Air Squadron

		
<b>11</b> Silver	<b>33</b> Matt Black	<b>53</b> Gun Metal
		
<b>60</b> Matt Scarlet	<b>93</b> Matt Desert Yellow	<b>123</b> Satin Extra Dark Sea Grey
		
<b>127</b> Satin US Ghost Grey		



# Buccaneer S.2C

adron, HMS Hermes, 1969.



No. 809 Naval Air Squadron, Royal Naval

		
<b>11</b> Silver	<b>33</b> Matt Black	<b>53</b> Gun Metal
		
<b>60</b> Matt Scarlet	<b>93</b> Matt Desert Yellow	<b>123</b> Satin Extra Dark Sea Grey
		
<b>127</b> Satin US Ghost Grey	<b>163</b> Dark Green BS381C 241	

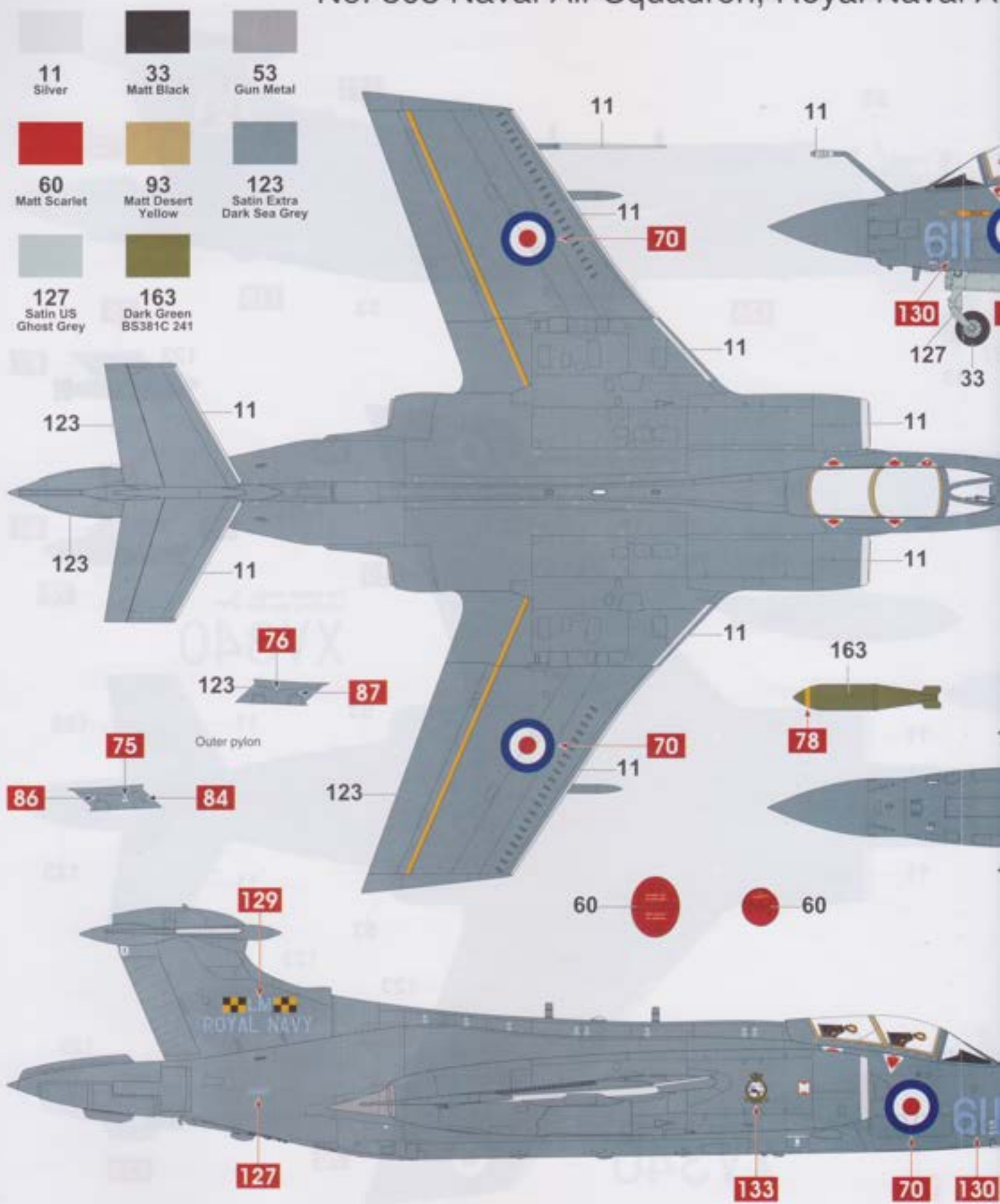


**Succaneer S.2C**  
 Air Station Lossiemouth, Scotland, 1970.



# Blackburn Buccaneer

No. 803 Naval Air Squadron, Royal Naval Air Station



# Succaneer S.2C

RAF Lossiemouth, Scotland, 1969.

