

Supermarine Sea Otter Mk.I / ASR Mk.II „Foreign Service“

EN

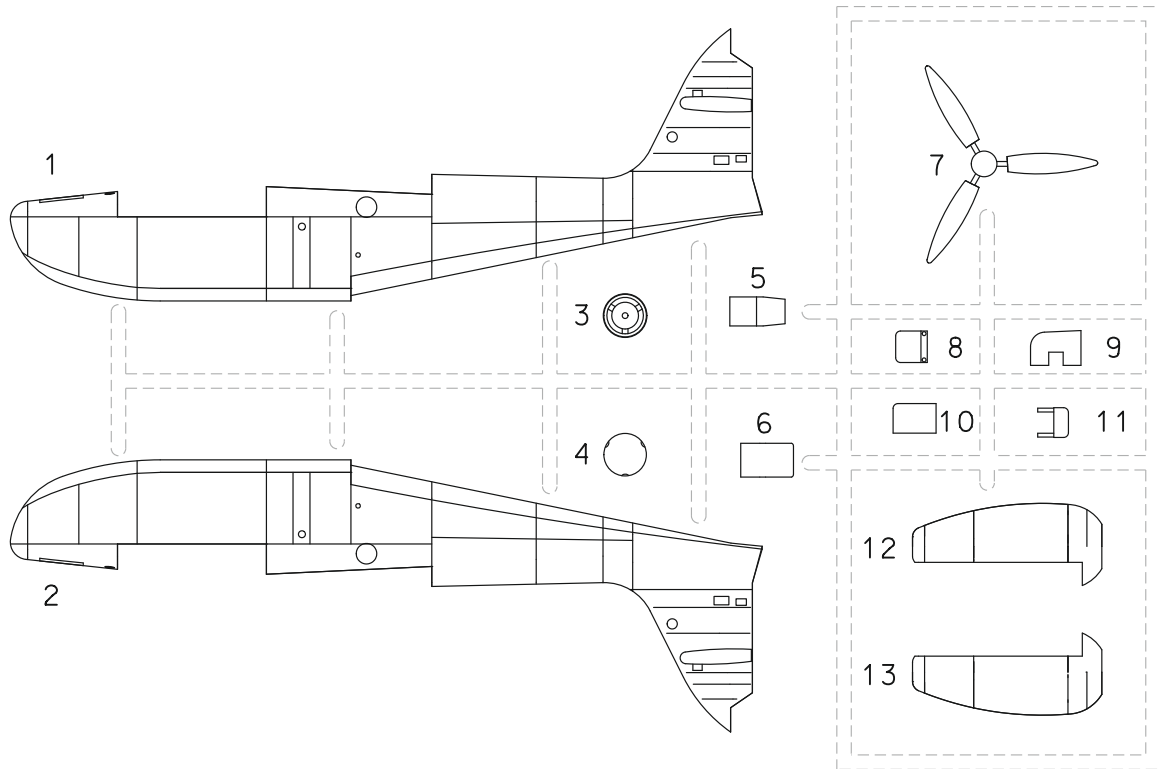
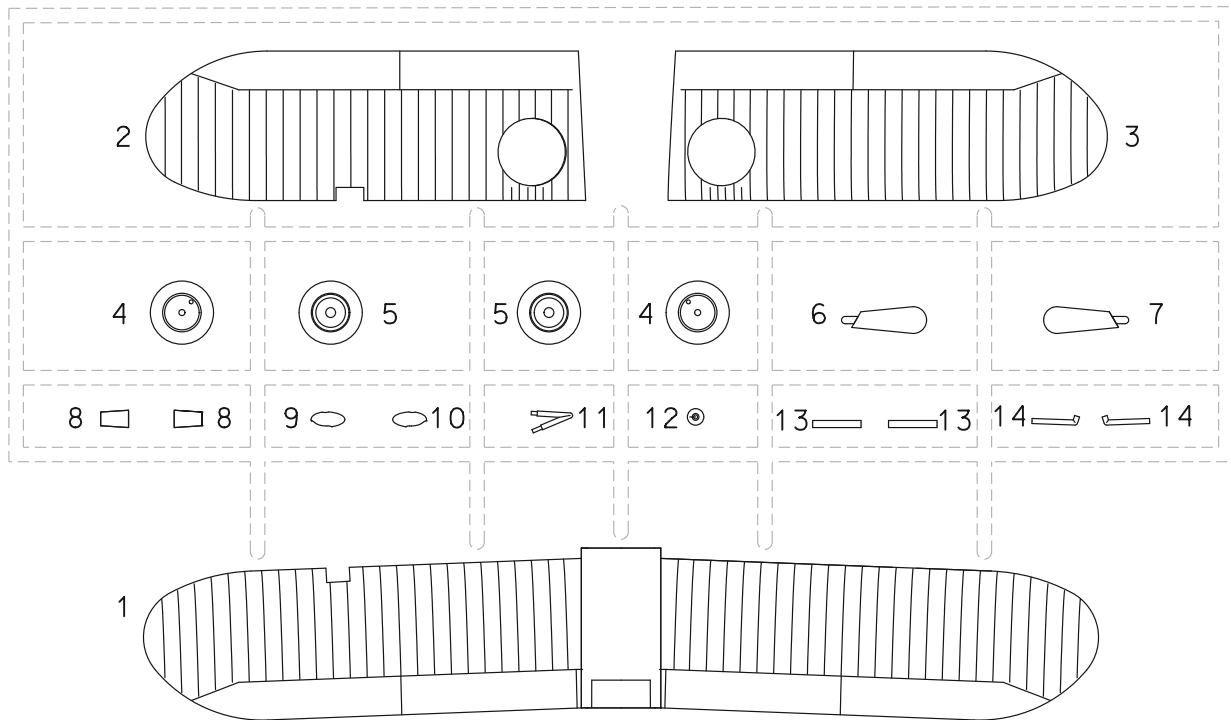
Supermarine Sea Otter is in a shadow of its famous predecessor Walrus. The development of Sea Otter was prolonged and influenced by the 2nd World War. In 1935 the Chief designer of Supermarine R. Mitchell presented his project Supermarine 309 to the Air Ministry. The latter design promised better performances and longer range even with shorter span, carrier landing capability and gradual dive bombing. Sea Otter as the Walrus was to be carried aboard capital warships and launched by catapults. The service purposes were reconnaissance, anti submarine and sea rescue. The project was accepted and subsequent order called for two prototypes to be built. Since Supermarine was used to full capacity with preparation of Spitfire production, the manufacture of the two prototypes was prolonged. The first attempt for trial flight took place on September 9, 1938. The two blade propeller powered by Perseus engine was not able to give Sea Otter sufficient thrust for take off. Sea Otter took off for the first time on September 29, 1938, this time with two-position three blade propeller. The four blade wooden propeller was also tested. Eventually the installation of Mercury XX engine driving the three blade automatic pitch propeller in May 1941 resolved the problems. Sea Otters were to be originally produced by Blackburn Company the production eventually started at Saunders-Roe in January 1942. The production machines were powered by Bristol Mercury XXX engines and were delivered both to RAF ASR squadrons and FAA squadrons. Version ASR Mk.II modified for air sea rescue differed in accommodation of landing hook mounted below the tail planes. FAA Sea Otters service career lasted to the 1950s. Several machines even participated during the Korean War. Except of the British RAF and FAA squadrons, after the war Sea Otters served with other armed forces. French Aéronavale deployed their Sea Otters to French Indo-China. Sea Otters were also used by Danish Navy, Australian Navy and Marine-Luchtvaartdienst (Netherlands Naval Aviation Service). The surplus machines were after the war modified for civil purposes and served for passenger transport in Great Britain and Australia. In total 592 Sea Otters were produced of which 292 during the 2nd World War.

Wingspan: 14 m, length: 12.20 m, max. speed: 262 kmh, range: 1,480 km, service ceiling: 5,180 m.

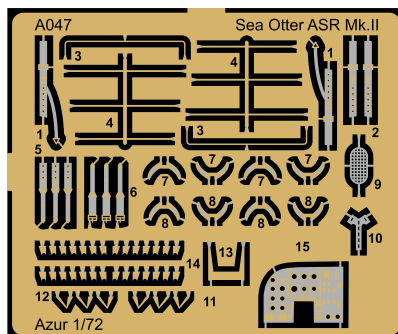
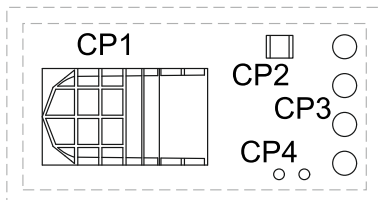
CZ

Supermarine Sea Otter stojí poněkud ve stínu svého slavného předka, hydroplánu Walrus. Jeho vývoj byl velmi dlouhý a ovlivněný druhou světovou válkou. V roce 1935 předložil šéfkonstruktér firmy Supermarine R. Mitchell ministerstvu letectví projekt Supermarine 309. Ten sliboval při menších rozměrech vyšší výkony včetně doletu, možnost přistávat na letadlových lodích a schopnost bombardování v mírném střemhlavém letu. Tak jako Walrus měl sloužit na katapultech válečných lodí, počítalo se s ním jako s průzkumným, protiponorkovým a záchranným letounem. Projekt byl přijat a byla objednána stavba dvou prototypů. Firma Supermarine byla plně vytížena přípravou a výrobou Spitfirů, proto stavba prototypů trvala velmi dlouho. K pokusu o zalétání prvního prototypu došlo až 23.9.1938. Dvoulistá vrtule společně s motorem Perseus nedokázaly dát Sea Otteru dostatečnou rychlost ke vzletu. Testovány byly ještě třílistá dvouplošková vrtule, se kterou Sea Otter poprvé vzlétl dne 29.9.1938 a čtyřlístá dřevěná vrtule. Nakonec až v květnu 1941 vše vyřešila montáž motoru Mercury XX a třílísté automaticky stavitelné vrtule. Původně měla Sea Ottery vyrábět továrna Blackburn, nakonec se ale výroba rozeběhla až v lednu 1942 u Saunders-Roe. Sériové stroje, vyráběné s motory Mercure XXX, dostávaly jak ASR squadrony RAF, tak squadrony FAA. Od května 1945 byla vyráběna verze ASR Mk.II upravená pro záchrannou službu a lišící se přistávacím hákem pod upravenými ocasními plochami. Sea Ottery sloužily u FAA do padesátých let minulého století. Některé stroje se zúčastnily i Korejské války. Kromě britských RAF a FAA se Sea Ottery po válce dostaly do výzbroje dalších ozbrojených sil. Francouzská Aéronavale nasadila své Sea Ottery ve francouzské Indočíně. Sea Ottery dostalo i dánské námořnictvo, Australské námořnictvo a Marine-Luchtvaartdienst (letecká složka Nizozemského Královského námořnictva). Přebytečné Sea Ottery byly po válce přestavovány na civilní a sloužily k dopravě cestujících jak ve Velké Británii, tak v Austrálii. Celkem bylo vyrobeno 592 kusů Sea Otterů, z toho 292 během druhé světové války.

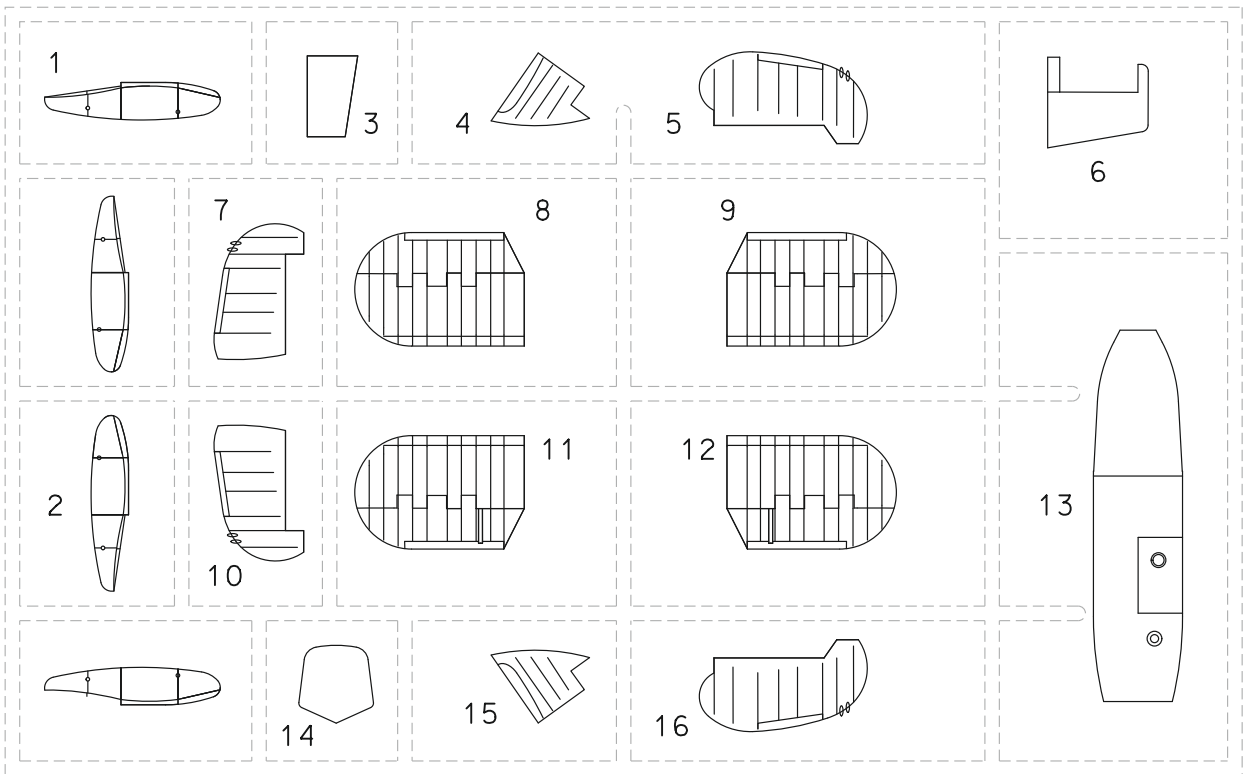
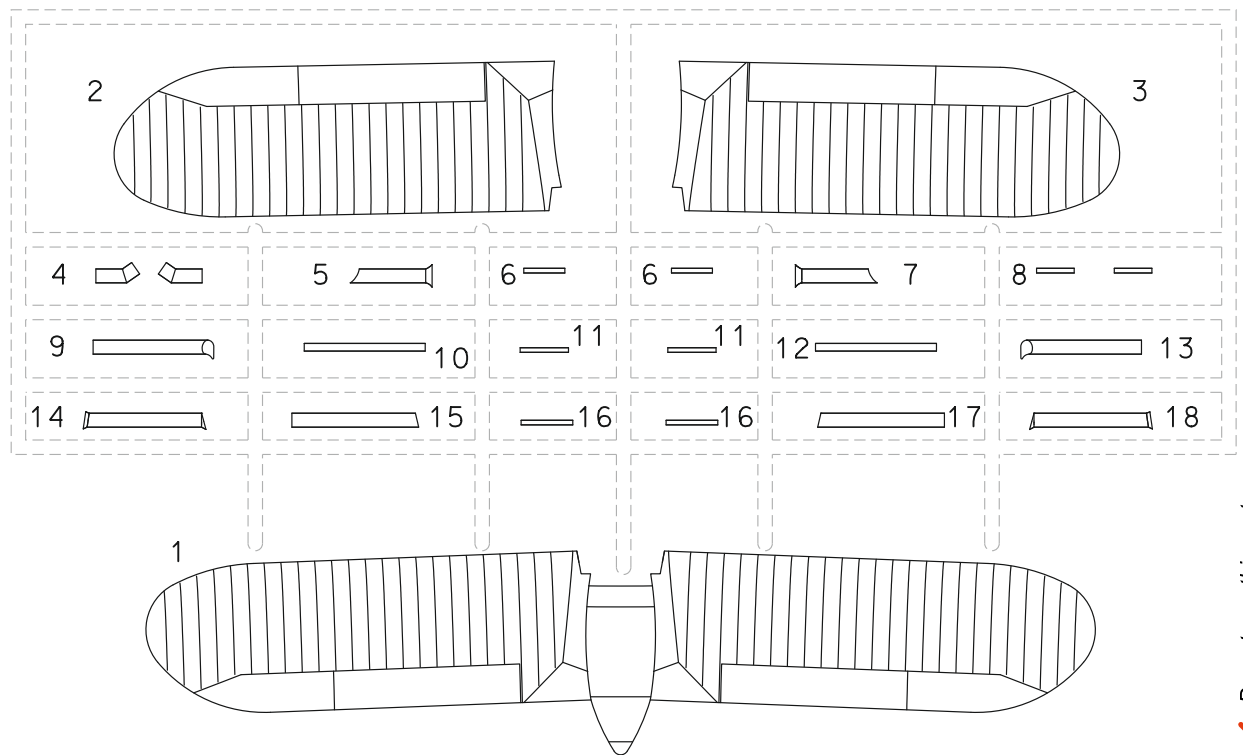
Rozpětí: 14 m, délka: 12,20 m, max. rychlost: 262 km/h, dolet: 1 480 km, dostup: 5 180 m.

A**B**

Do not use this part
Tento díl nepoužít

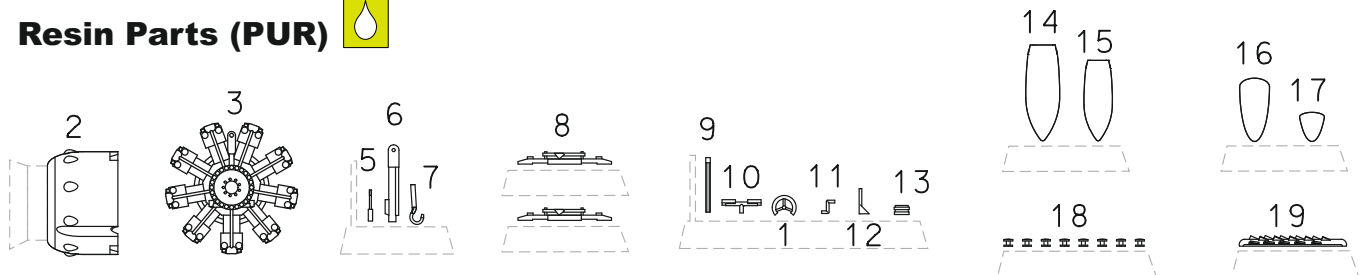
**Film****Photo-Etched Parts (L)****Clear Parts (CP)****Barvy GUNZE/ GUNZE Colour No.**

A	Aluminium / hliník	H8/C8
B	Linen / plátno	H27/C44
C	Flat Black / černá matná	H12/C33
D	Burnt Iron / opálený kov	H76/C61
E	Tire Black / barva pneu	H77/C137
F	Gloss Black / černá lesklá	H2/C2
G	Interior Grey Green / int. šedozelená	C364
H	Neutral Grey / neutrální šedá	H306/C306

C**D**

Do not use this part
Tento díl nepoužít

Resin Parts (PUR)



SYMBOLS



OPTIONAL
MOŽNOST VOLBY
NACH BELIEBEN
OPTION



INSTANT CYANOACRYLATE GLUE
POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
ZYANOAKRYLÁTKLEBER
ADHÉSIF CYANOACRYLAT



BEND
OHNOUT
BIEGEN
COURBER



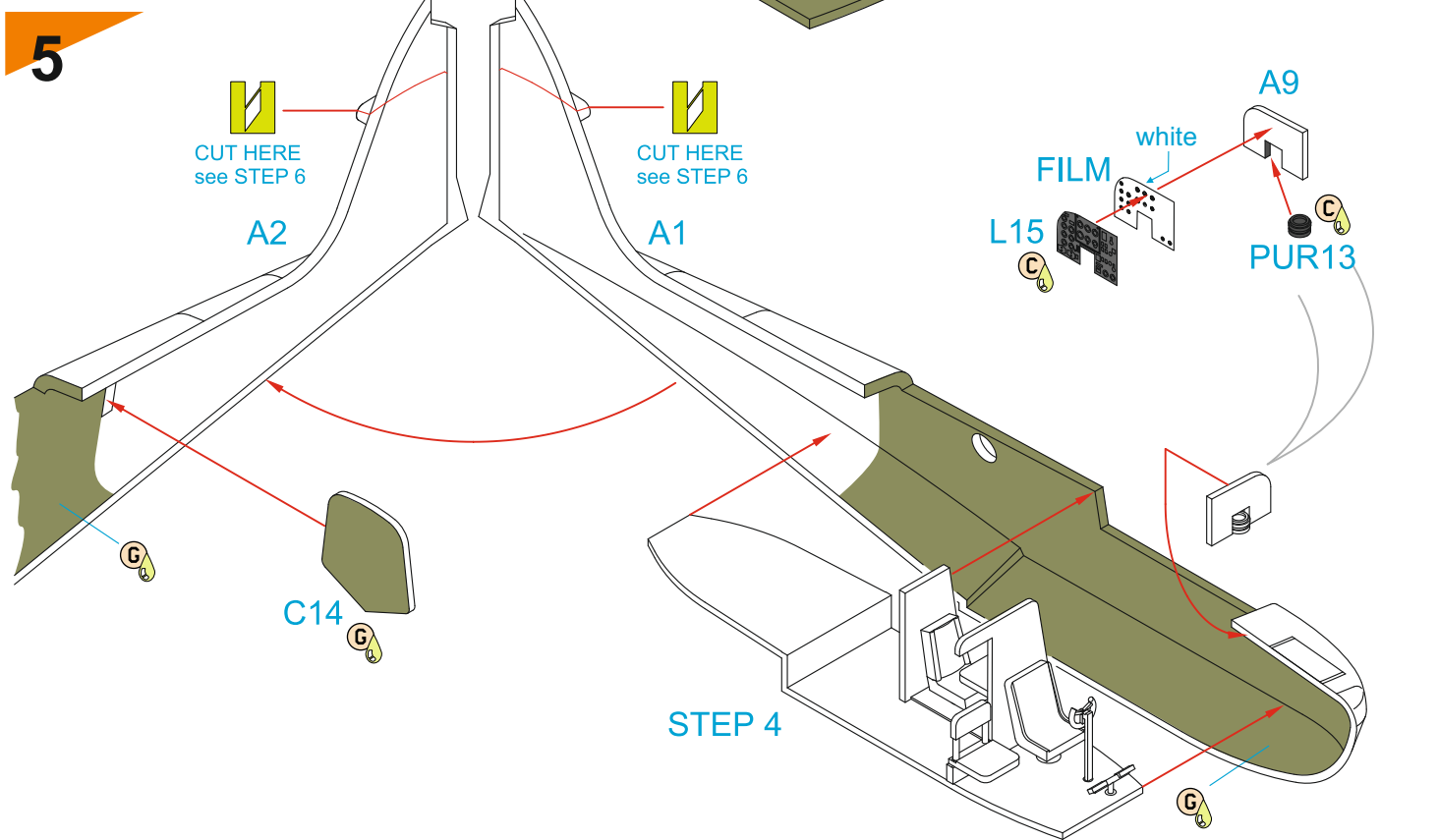
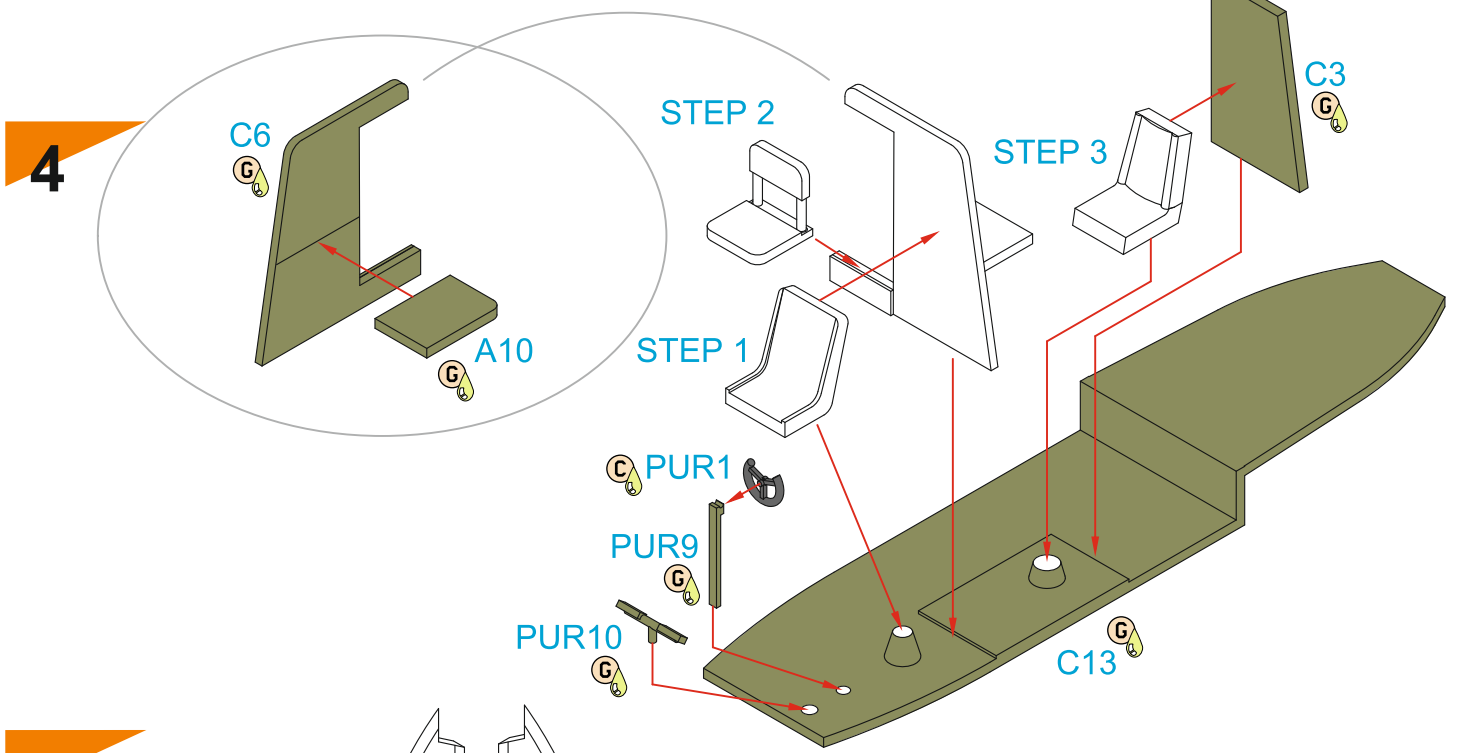
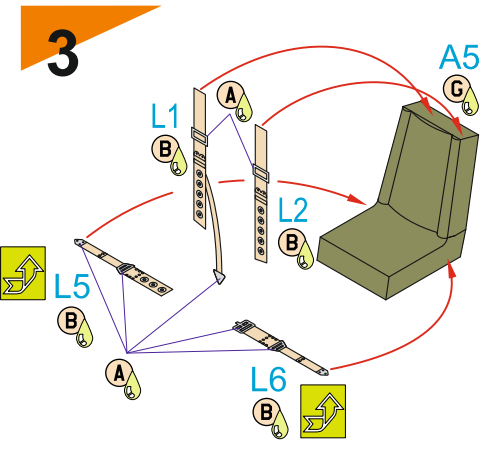
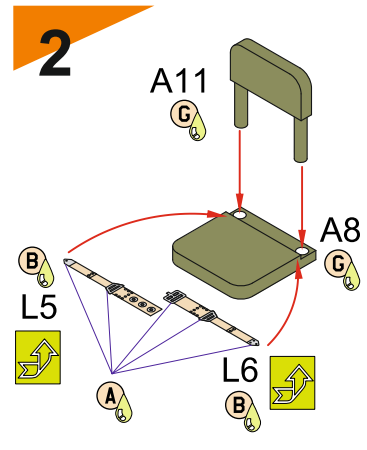
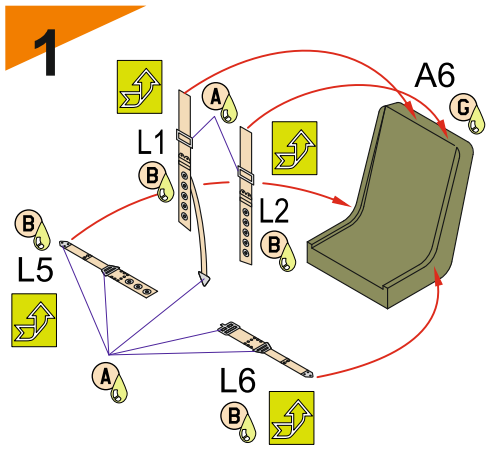
SCRATCH BUILD
ZHOTOVIT NOVÉ
FERTIGSTELLEN
ACHEVER



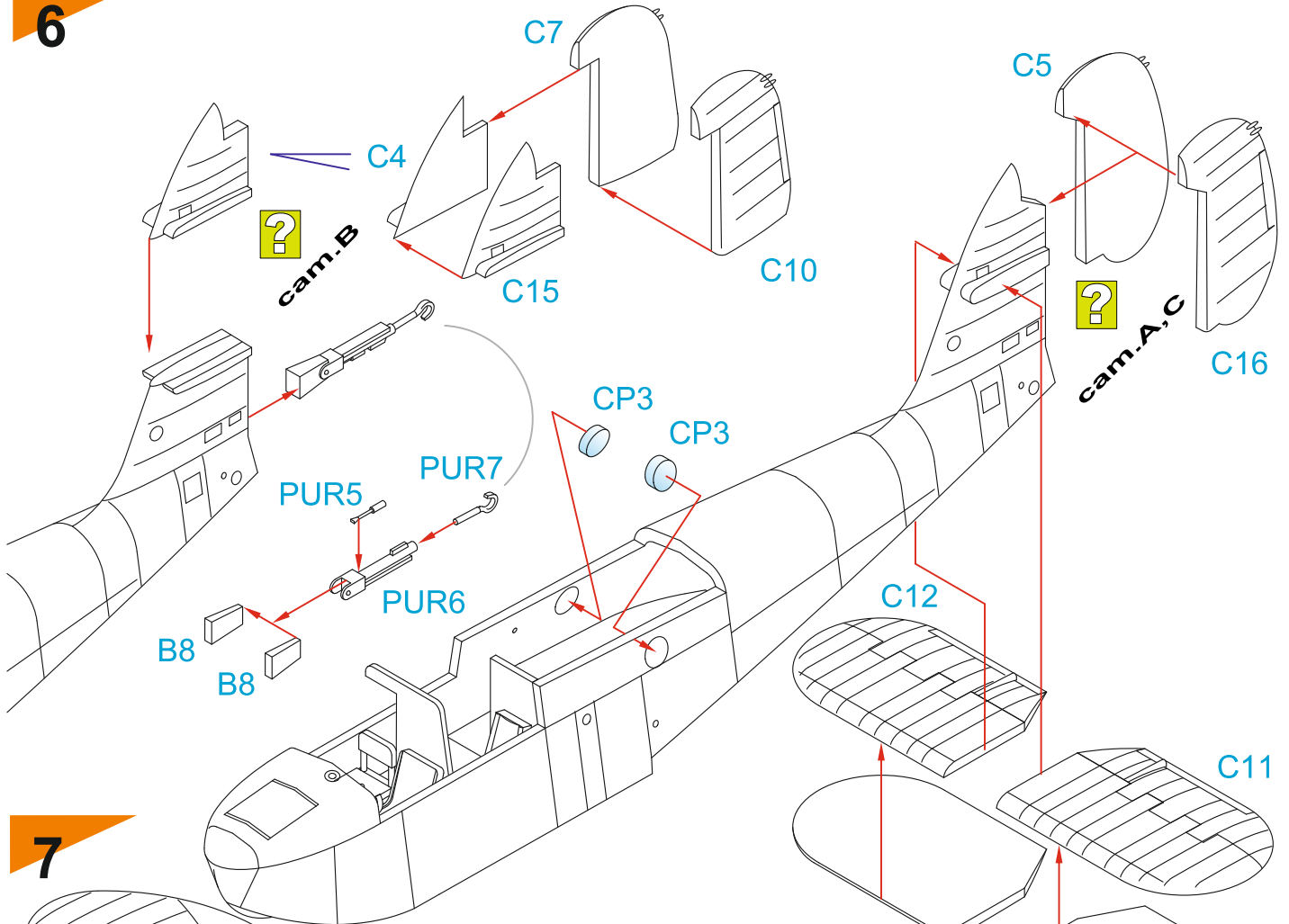
CUT OFF/DRILL
ŘEZAT/VRTAT
ENTFERNEN
DETACHER



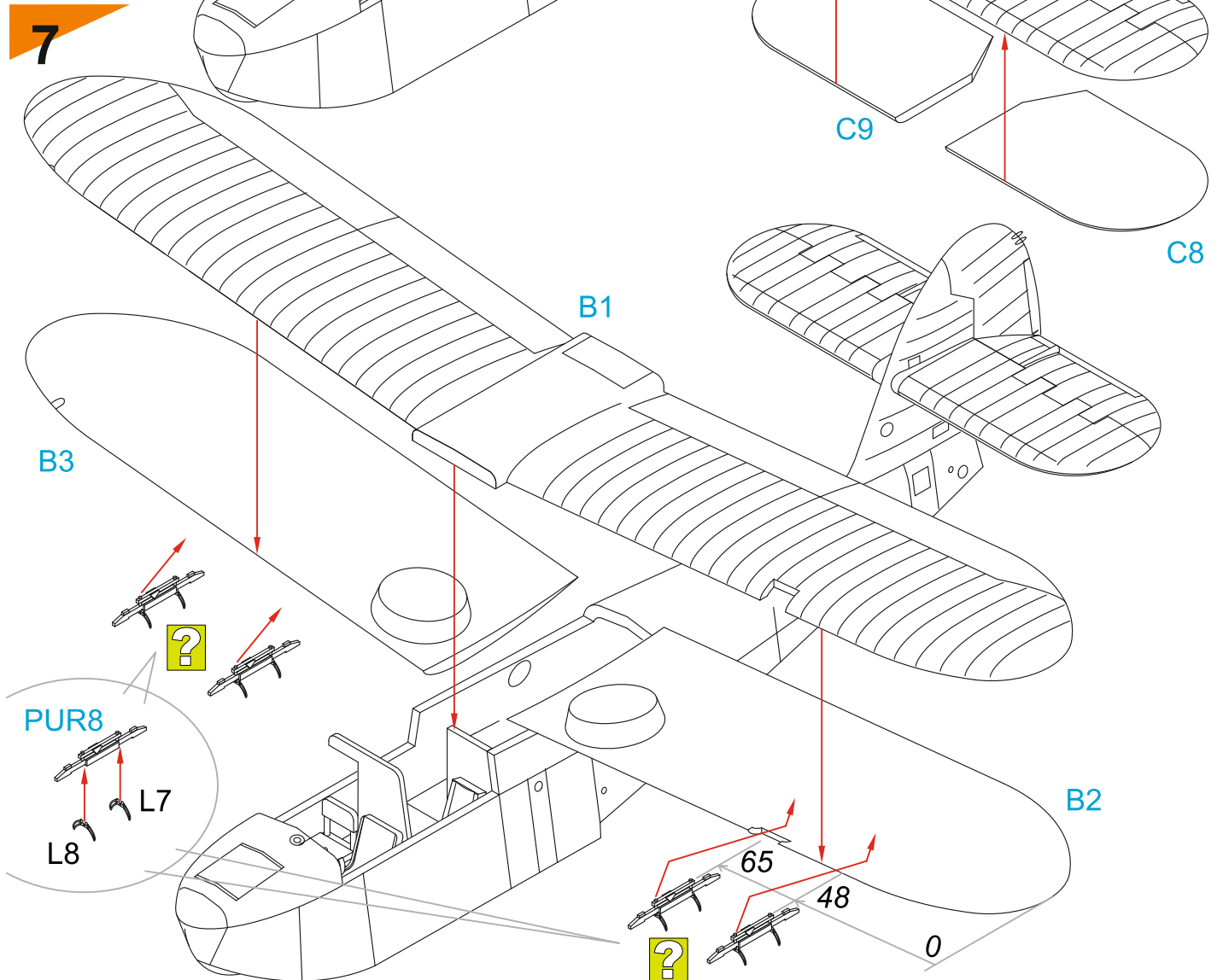
GSI
colours code
COLOUR
NATRÍT
FARBEN
PEINDRE



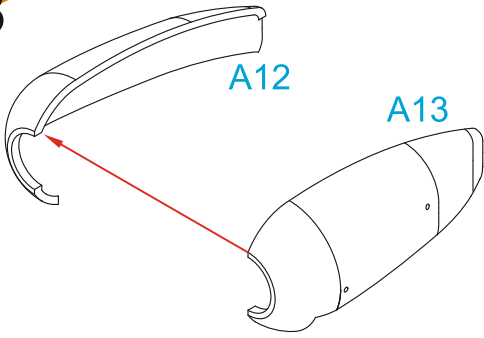
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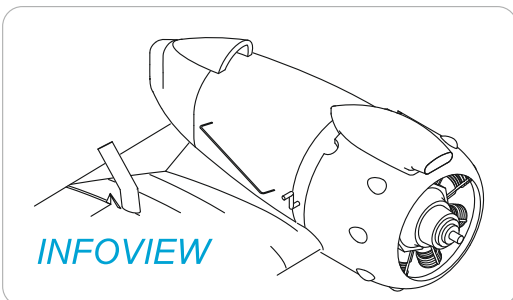
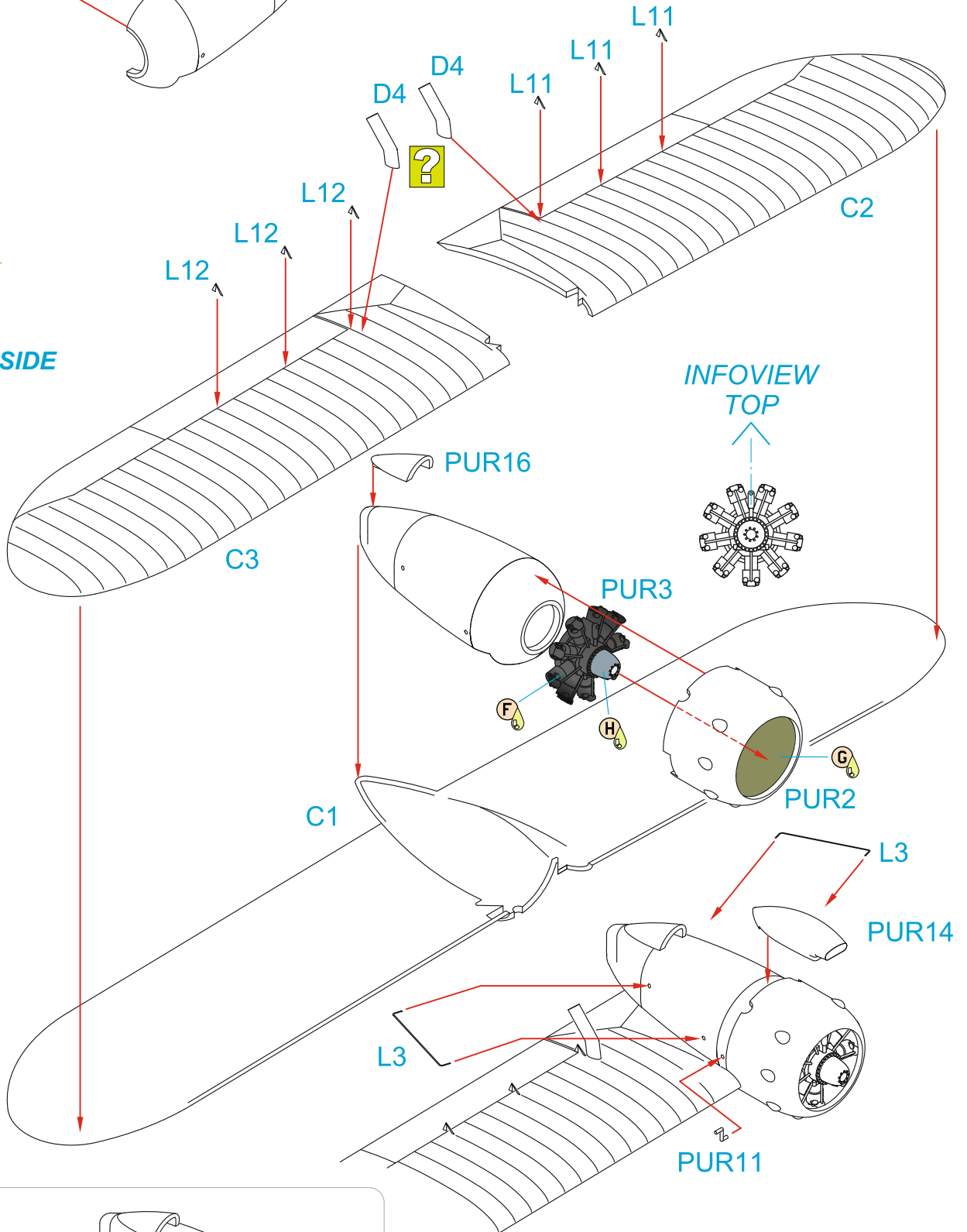


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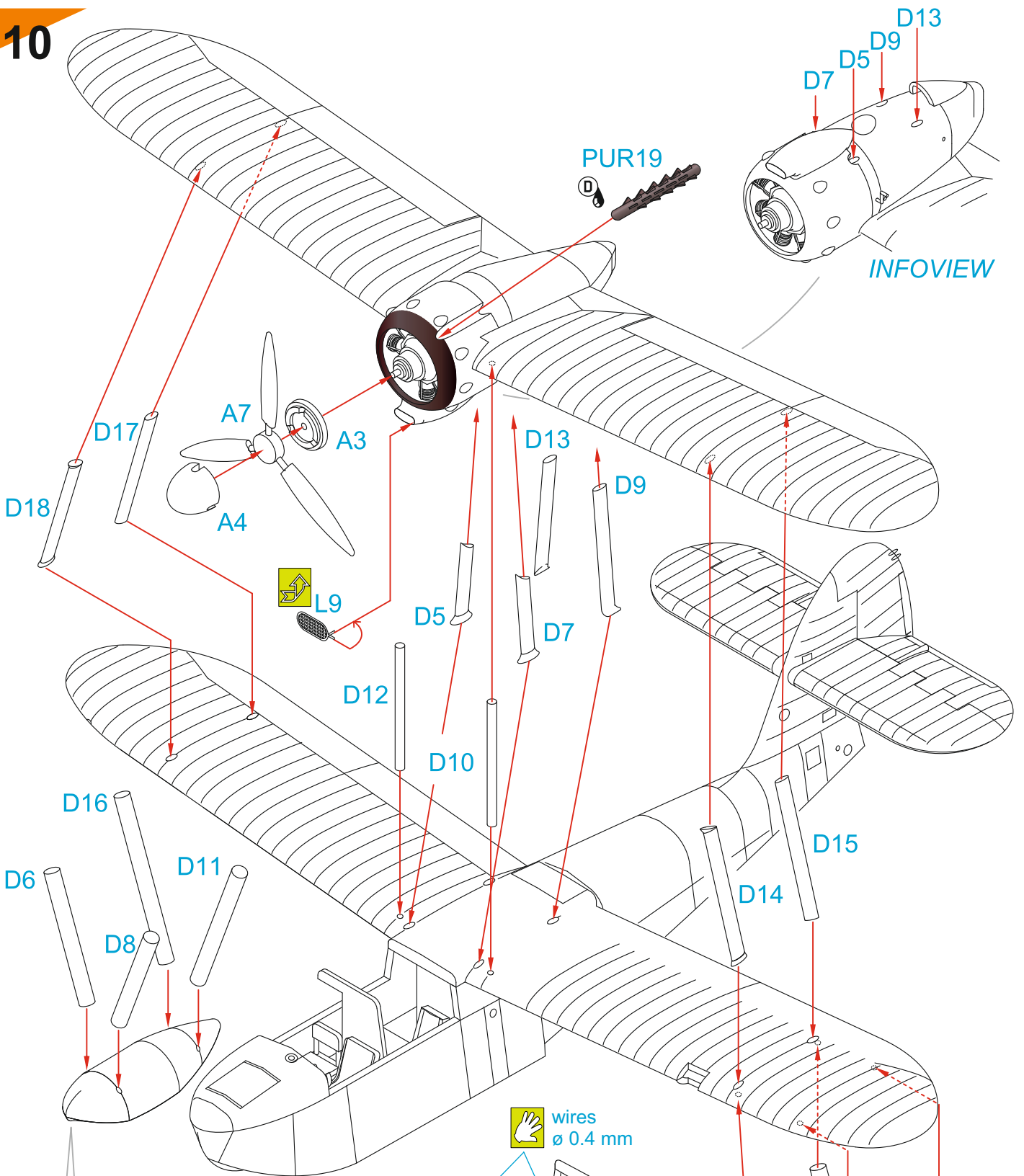


9

UNDERSIDE

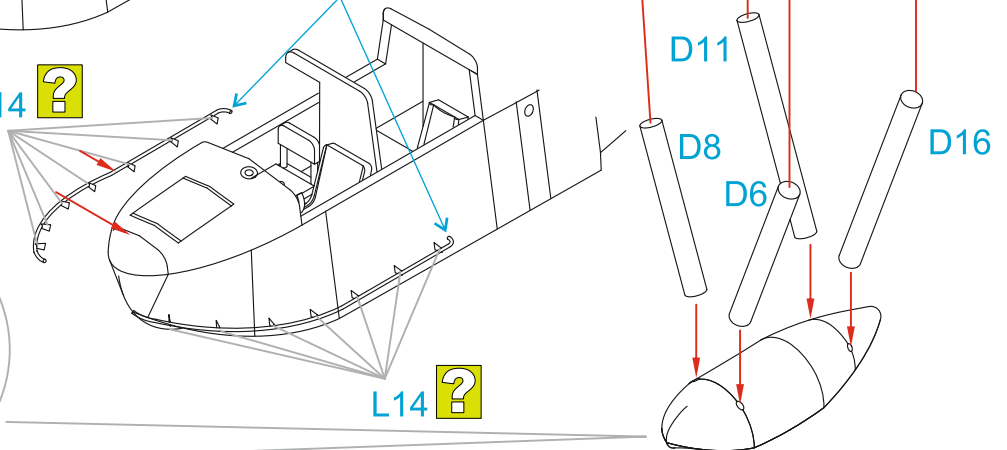


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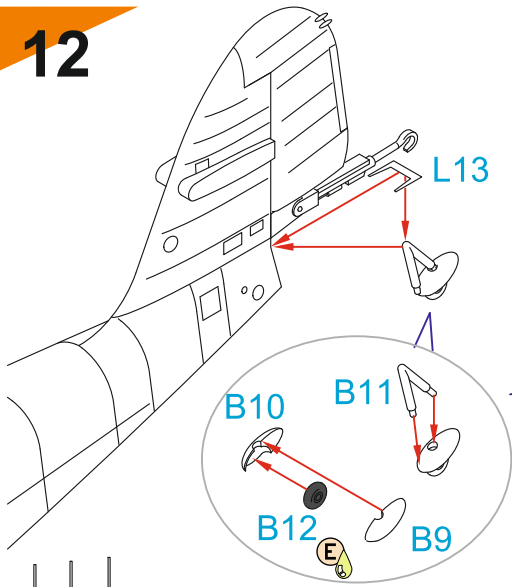


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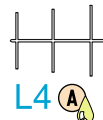
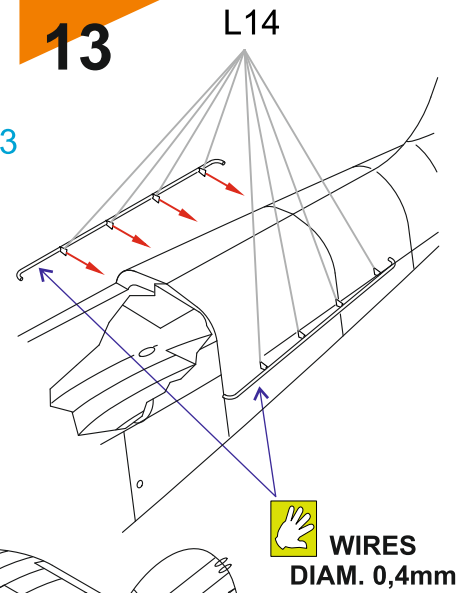
L14 ?



12



13



WIRES DIAM. 0,2mm

PUR18



PUR18

CP4

14

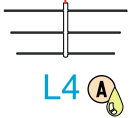


WIRES DIAM. 0,2mm

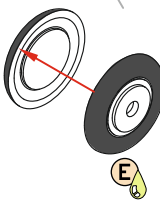
PUR18



PUR18



B4



B5

B14

B6

B5

B5

B4

B4

B7

B7

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B7

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PUR12

B14

B14

B14

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B14

CP2

CP4

CP4

CP4

CP4

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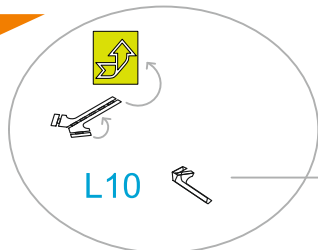
B13

B13

B13

CP1

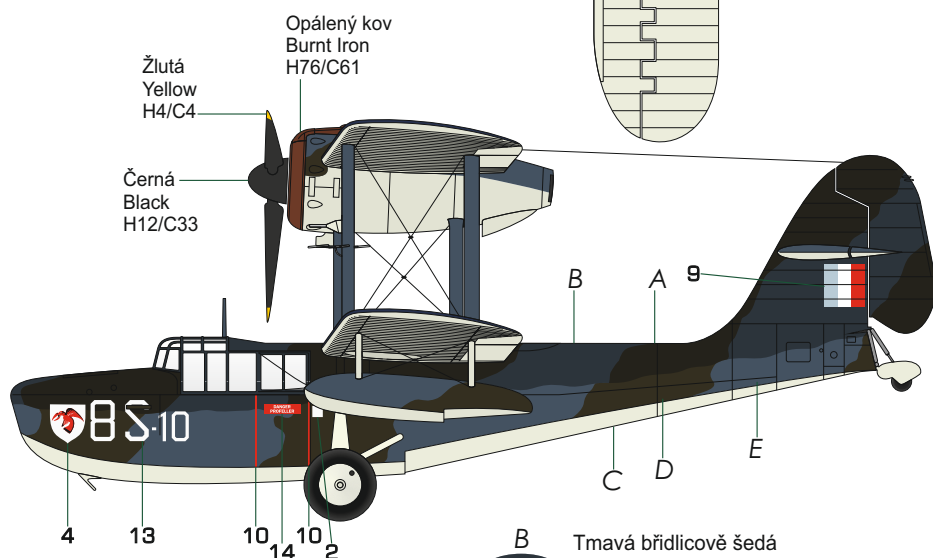
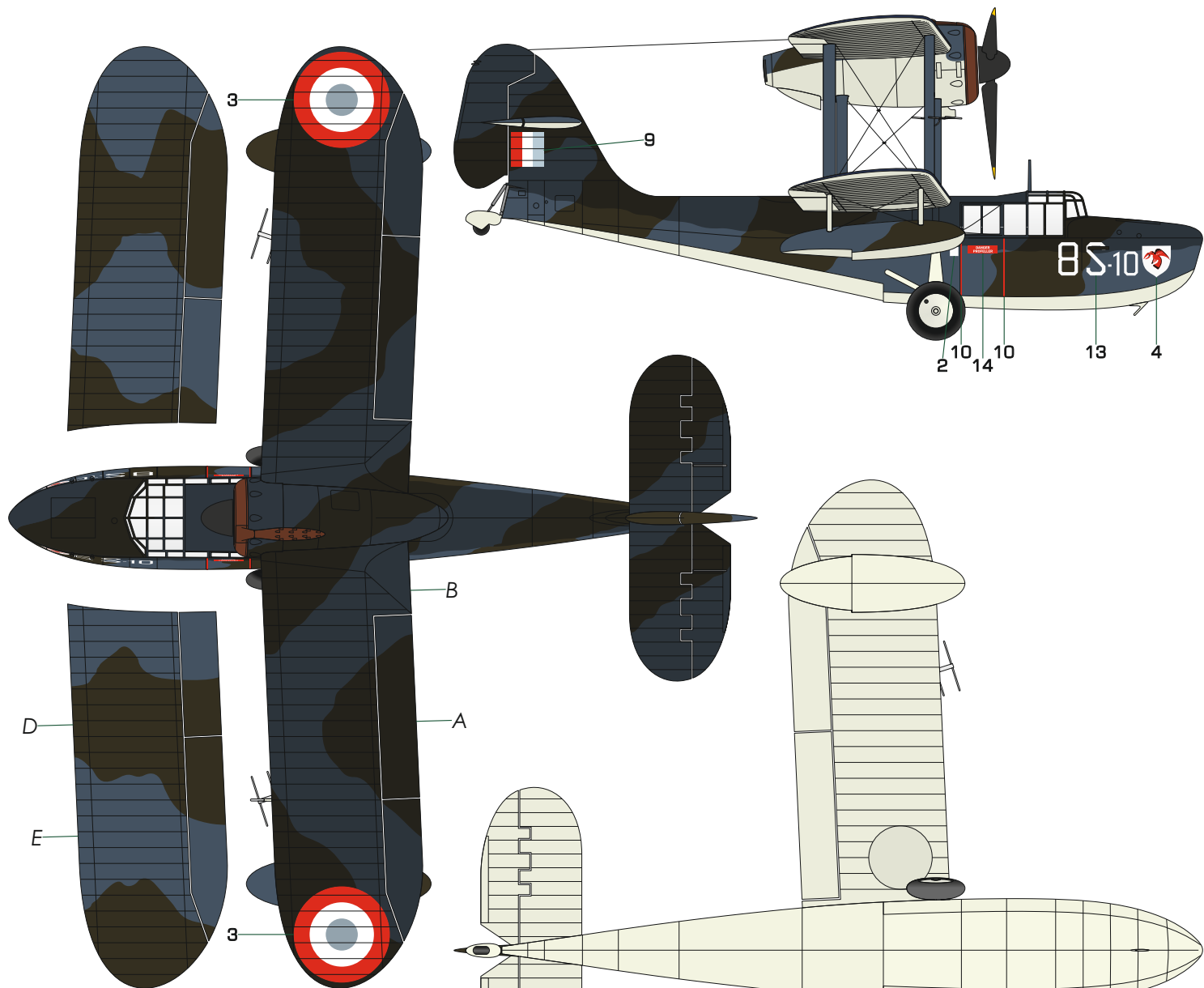
15



L10

L10

CAM. A



- A Velmi tmavá mořská šedá
Extra Dark Sea Grey
H333/C333
- D Tmavá mořská šedá
Dark Sea Grey
H333/C333 90% + H338/C338 10%

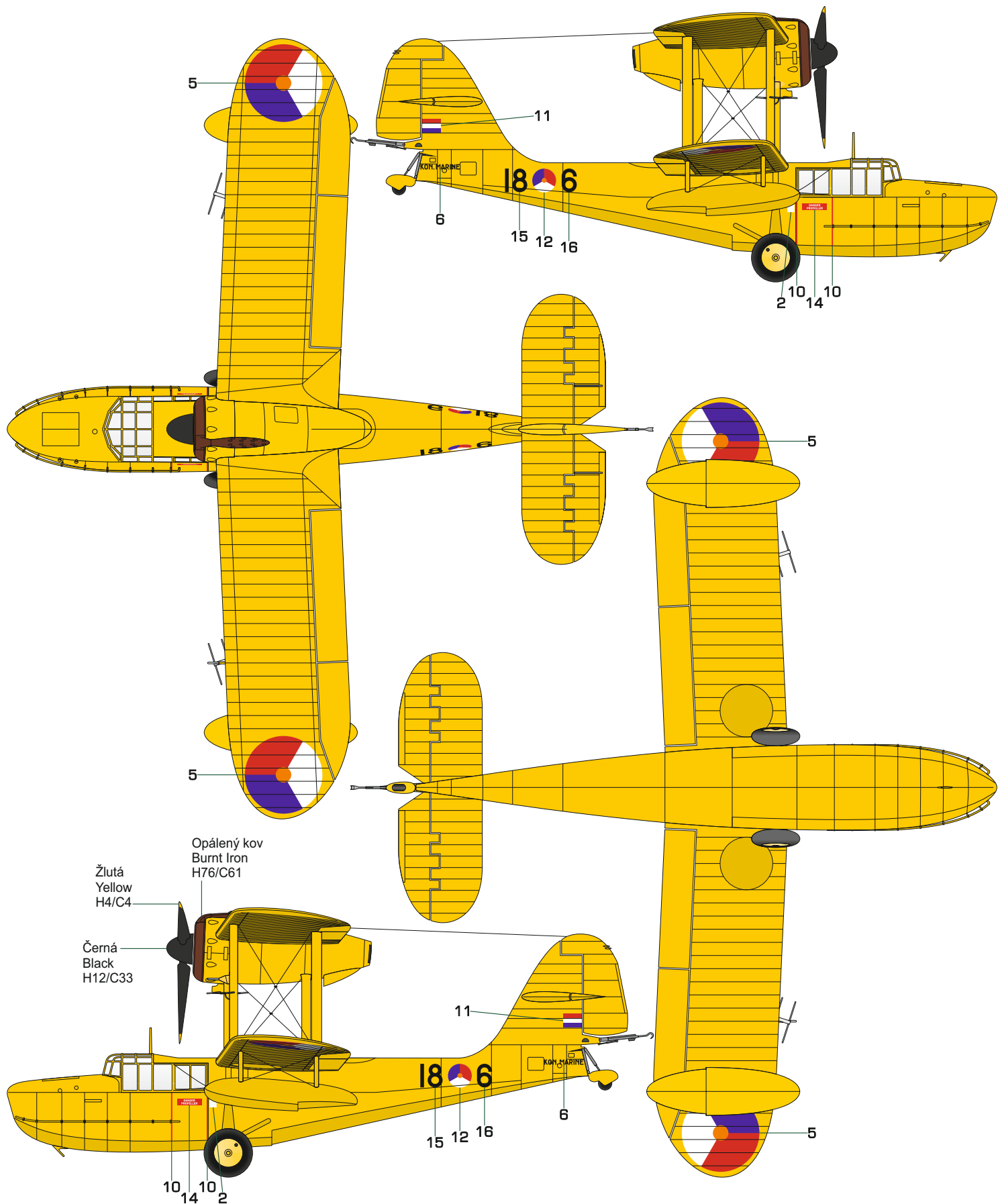
- B Tmavá břidlicově šedá
Dark Slate Grey
H78/C38 50%
H32/C40 50%

- E Světlá břidlicově šedá
Light Slate Grey
H78/C38 45%
H32/C40 45% + H331/C311 10%

- C Nebeská modrá
Sky
H74/C26

- Opálený kov
Burnt Iron
H76/C61
- Žlutá
Yellow
H4/C4
- Černá
Black
H12/C33

CAM. B



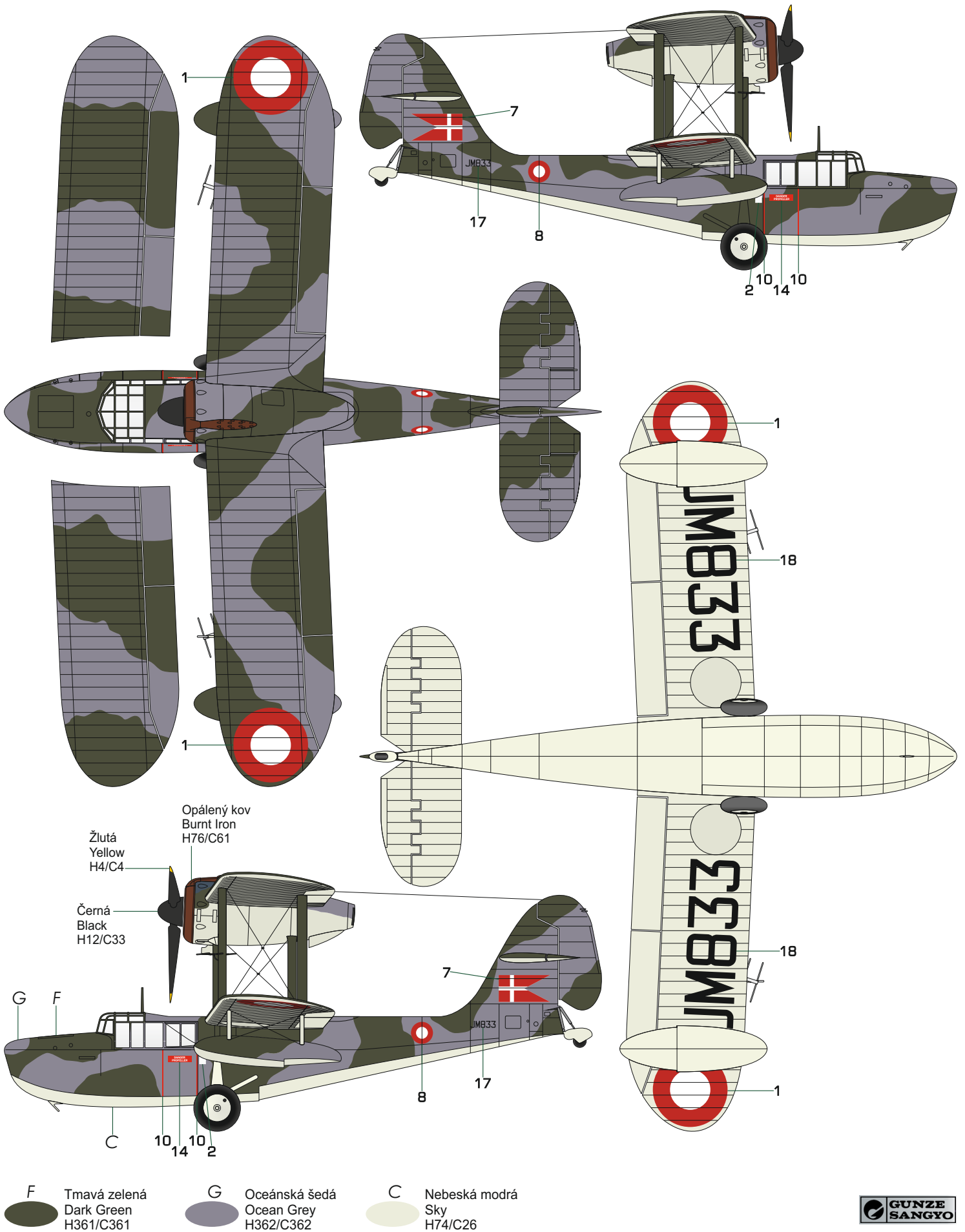
Opálený kov
Burnt Iron
H76/C61

Žlutá
Yellow
H4/C4

Černá
Black
H12/C33

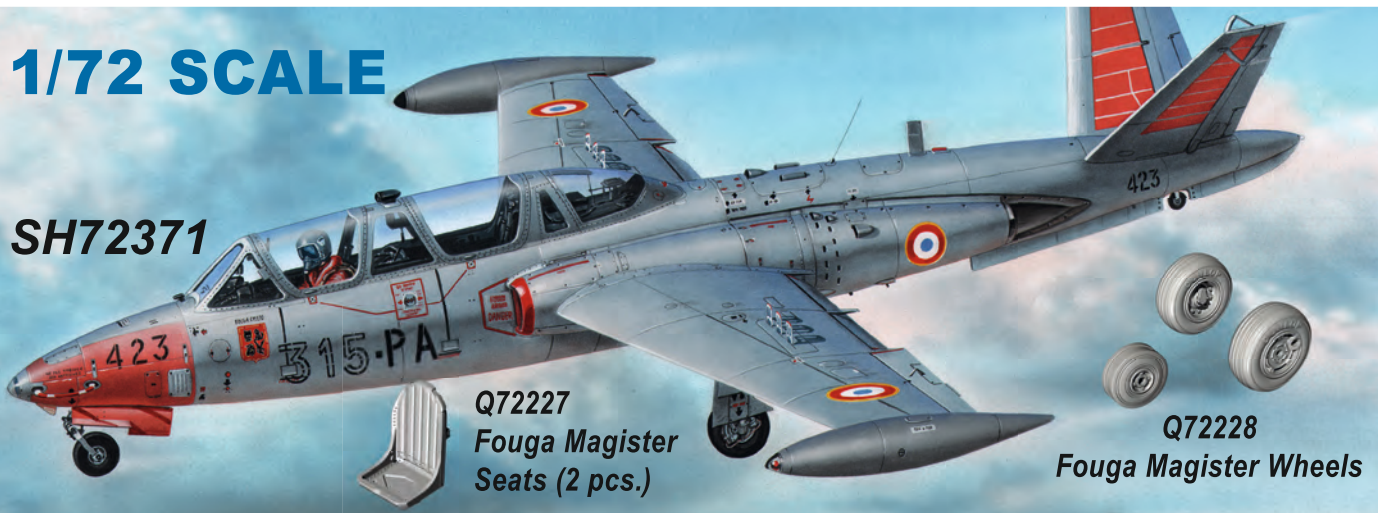
Žlutá
Yellow
H4C4

CAM. C



1/72 SCALE

SH72371



Q72227
Fouga Magister
Seats (2 pcs.)

Q72228
Fouga Magister
Wheels

Fouga CM.170 Magister 'French, Belgian and Irish Service'

SH72358

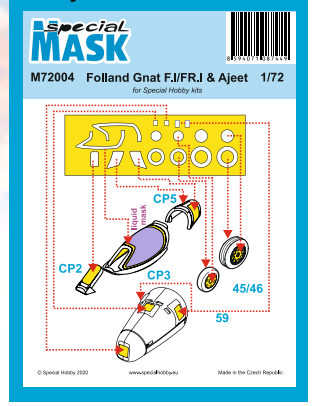
A.W. Meteor NF Mk.11 'NATO Users'



SH72419



M72004
Folland Gnat F.1/FR.1
& Ajeet for Special Hobby kits

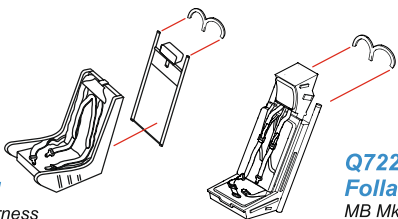


Folland Gnat FR.1 'Finnish Recce Fighter'



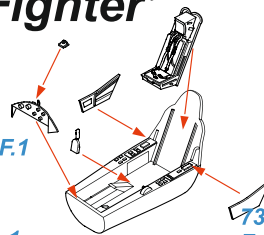
We also offer:

Q72236
Folland Gnat F.1
Ejection Seat with Harness

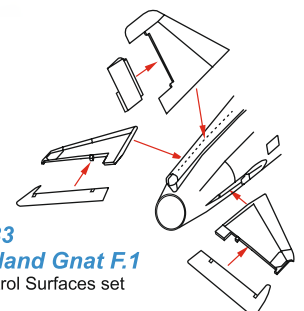


7332
Folland Gnat F.1
Interior set

Q72237
Folland Gnat F.1/Ajeet Mk.1
MB Mk.GF4 Ejection Seat with Harness



7333
Folland Gnat F.1
Control Surfaces set



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