

Boulton Paul Sea Balliol T.2

1/72

CZ

Britské Air Ministry vydalo po druhé světové válce specifikace T.7/45 na třímístný pokračovací cvičný letoun, který by nahradil v systému výcviku RAF i FAA americké stroje Harvard (Texan). Původně požadovalo turboprtulový motor Armstrong Siddeley Mamba, Pilot a cvičený žák měli sedět vedle sebe, pozorovatel za nimi. Projekt pojmenovaný Balliol soutěžil s projektem firmy Avro (Avro Athena). První prototyp vzletl 30.5. 1947, poháněný ale hvězdicovým motorem Bristol Mercury. Druhý prototyp, zalétaný 17.5. 1948, dostal turboprop Armstrong Siddeley Mamba. Stal se tak prvním jednomotorovým letounem poháněným turboprtulovým motorem. Air Ministry ale změnilo názor na to, jak by měl moderní cvičný letoun vypadat. Vydalo upravené specifikace T.14/47. Ty požadovaly motor Merlin Mk. 35 a pouze dvómístnou kabinu. Na základě těchto specifikací vznikl Balliol T.2/Sea Balliol T.21. Balliol byl velmi zajímavý stroj s křídlem o laminárním profilu, piloti seděli vedle sebe pod rozměrným překrytem. V soutěži proti Avro Athena firma Boulton&Paul uspěla. Pro RAF byla vyráběna verze Balliol T.2. Ta byla exportována na Srí Lanku (tehdy Ceylon). FAA byla dodávána verze T.21 s námořním vybavením, přistávacím hákem a sklopnými křídly. Celkem bylo vyrobeno 196 kusů pozemní verze T.2 a 30 kusů námořní verze T.21. Ve službě vydržely Ballioly/Sea Ballioly do začátku šedesátých let, kdy byly nahrazeny proudovou technikou.

TTD:

Rozpětí: 11.99 m, délka: 10.71 m, max. rychlost: 464 km/h, dolet: 1 063 km, dostup: 9 909 m.

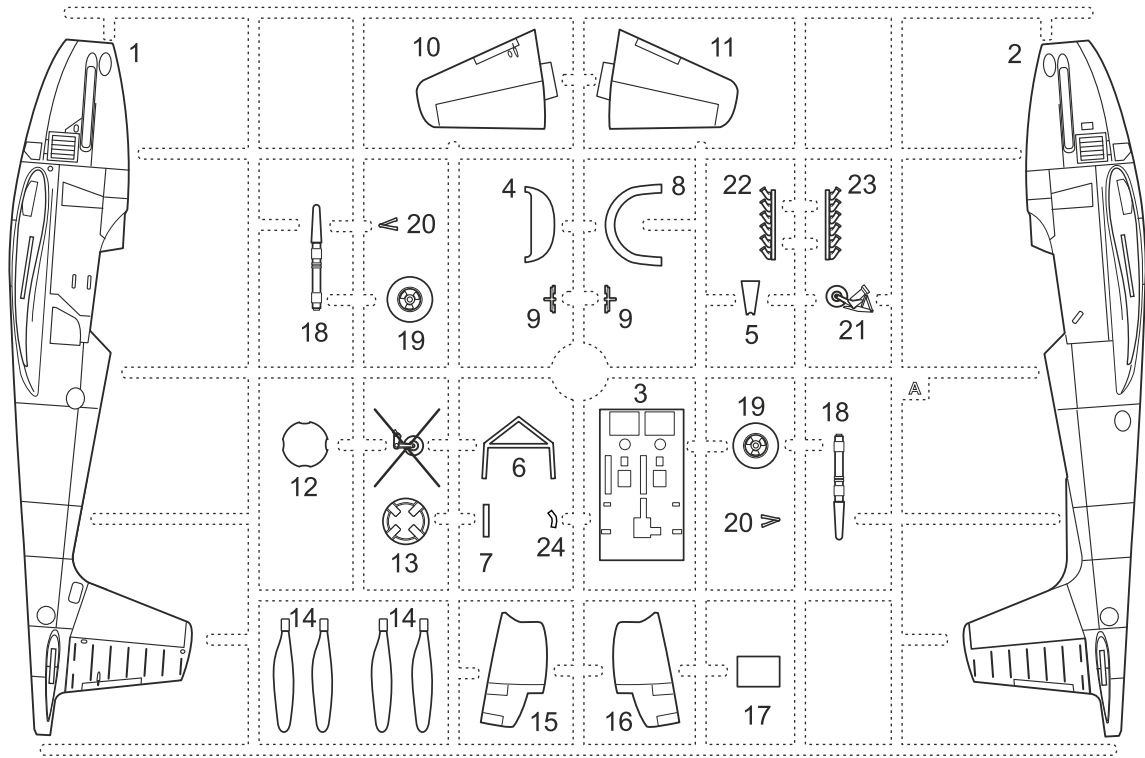
GB

After the end of World War 2 British Air Ministry issued specifications calling for advanced three-seat trainer aircraft that should replace the obsolete US Harvards (Texan) in both RAF and FAA service. The original specifications called for Armstrong Siddeley Mamba turbo-prop engine. The instructor with trainee was to be seated side by side with the observer occupying the rear seat. The project was called Balliol went into competition with Avro Company's project (Avro Athena). The first prototype took off on May 30, 1947 this time powered by Bristol Mercury radial engine. The second prototype test flown on May 17, 1948 was eventually powered by Armstrong Siddeley Mamba turbo-prop engine. It became the first single-engined aircraft to be powered by turbo-prop engine. Then the Air Ministry changed the point of view on how the trainer aircraft should look. Amended specifications T.14/47 were issued calling for Merlin Mk.35 engine and cockpit for crew of two. Based on these specifications Balliol T.2/ Sea Balliol T.21 originated. The Balliol aircraft was of interesting design featuring laminar wing, pilots were seating side by side under huge canopy. The competition was won by Baulton&Paul Company with their Balliol/ Sea Balliol aircraft and Avro Athena was rejected. Balliol T.2 was produced for RAF. This version was also exported to Sri Lanka (Ceylon). Version T.21 with naval equipment, arrestor hook and foldable wings was produced for FAA. In total, 196 machines of the land version T.2 and 30 naval T.21 machines were produced. Balliols/ Sea Balliols served until the beginning of 1960s when they were replaced by jet machines.

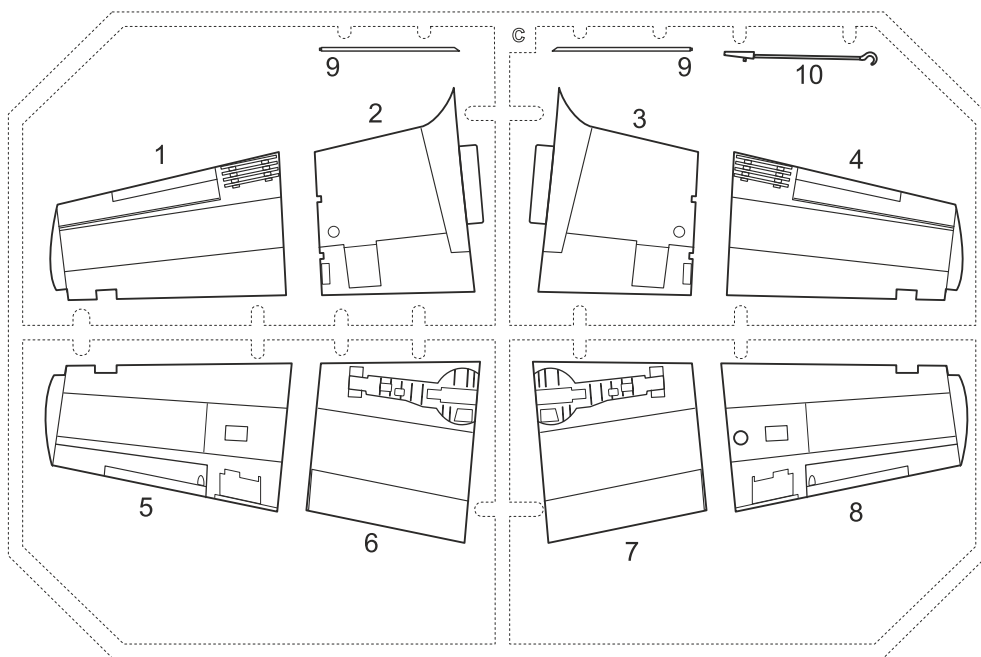
TTD:

Wing Span: 11.99 m, Length: 10.71 m, Max. Speed: 464 kmh, Range: 1,063 km, Service Ceiling: 9,909 m.

A



C



CLEAR PARTS (CP)

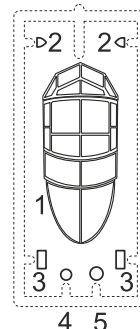
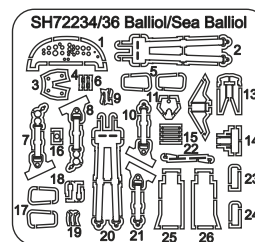
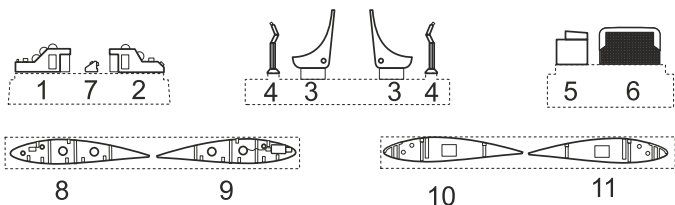


PHOTO-ETCHED PARTS (PP)



POLYURETHAN PARTS (PUR)



FILM (F)



SYMBOLS



Ohnout
Bend
Beigen
Courber



Volba
Optional
Nach belieben
Option



Lepidlo na kov
Glue for metal
Metallkleber
Colle a metal



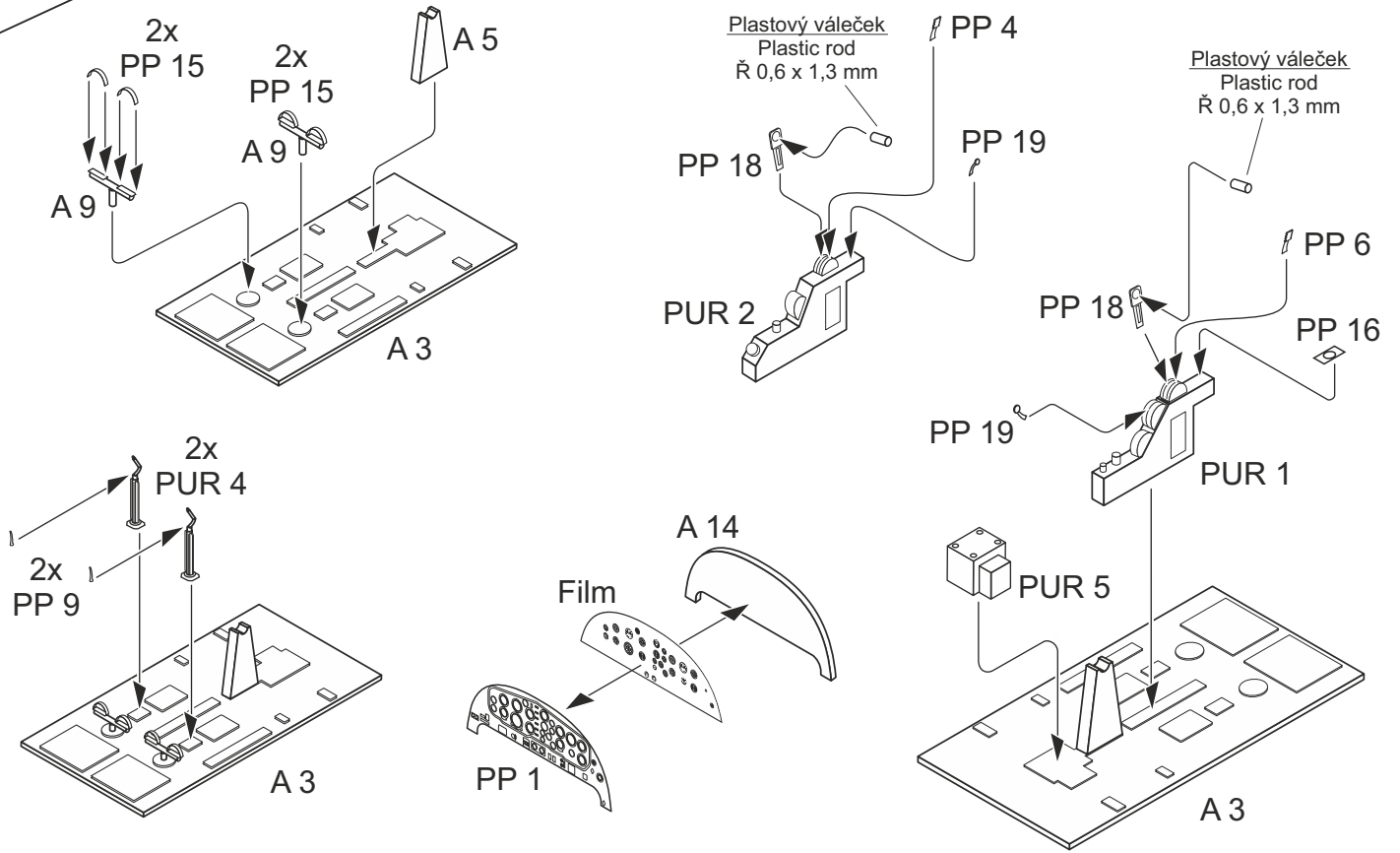
Barva
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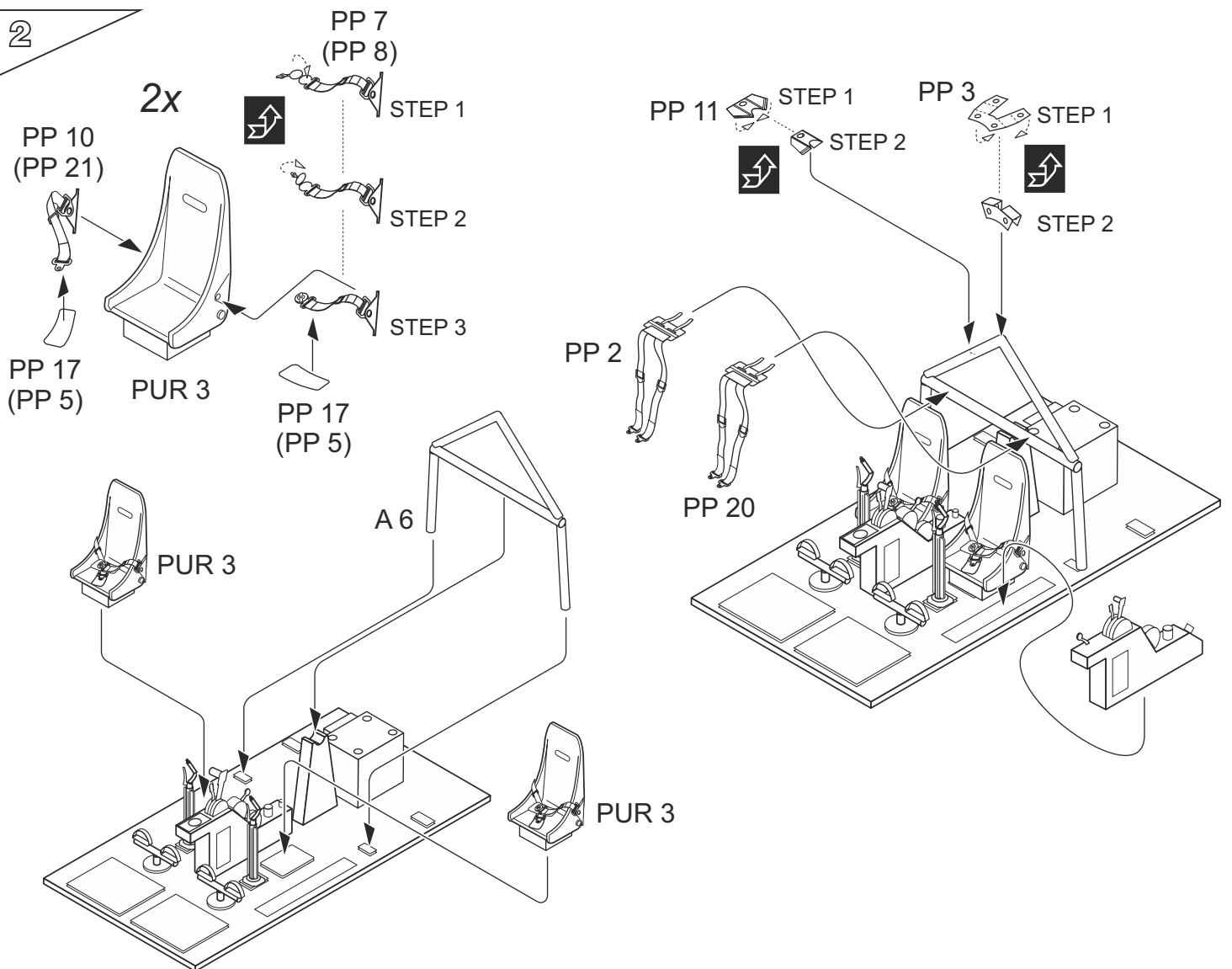
Clear fix

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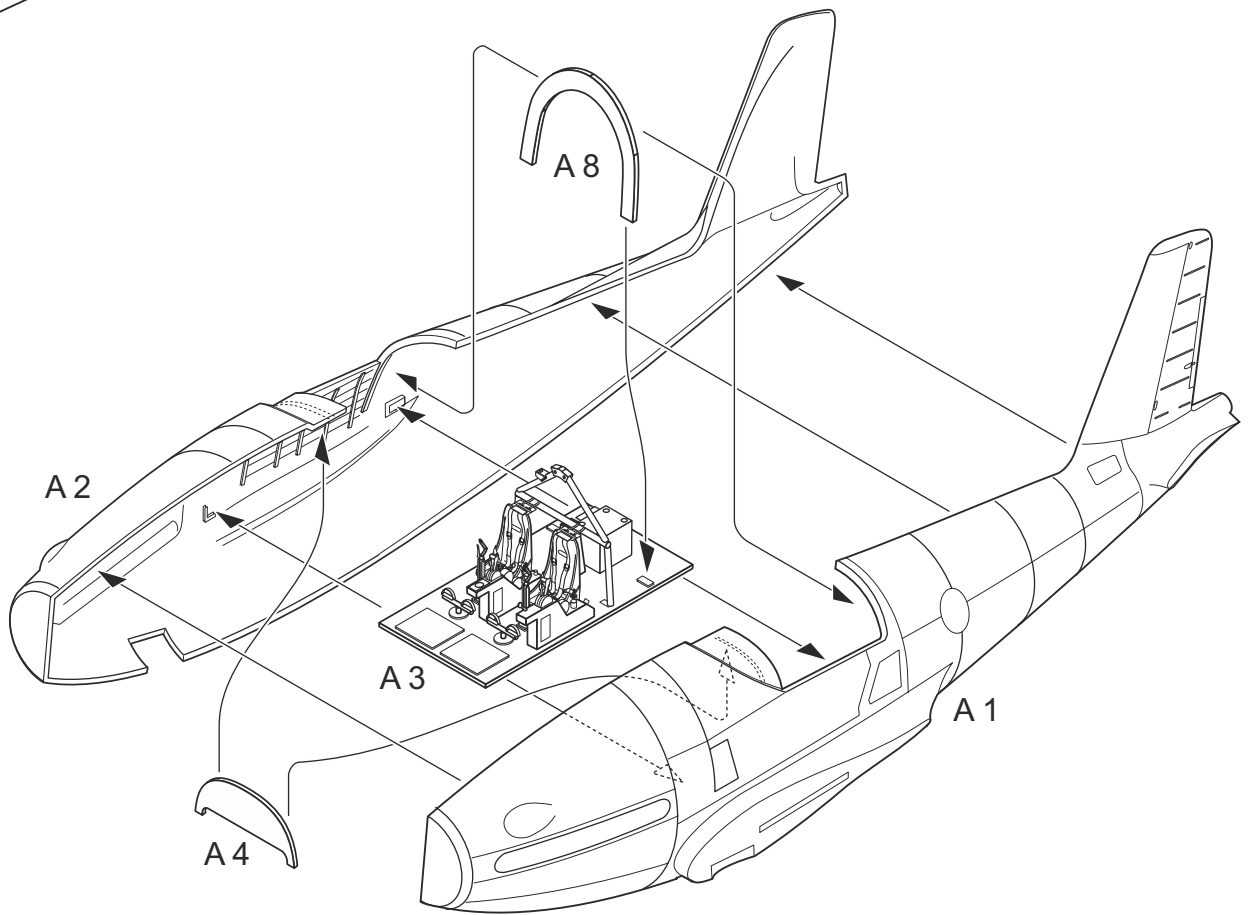
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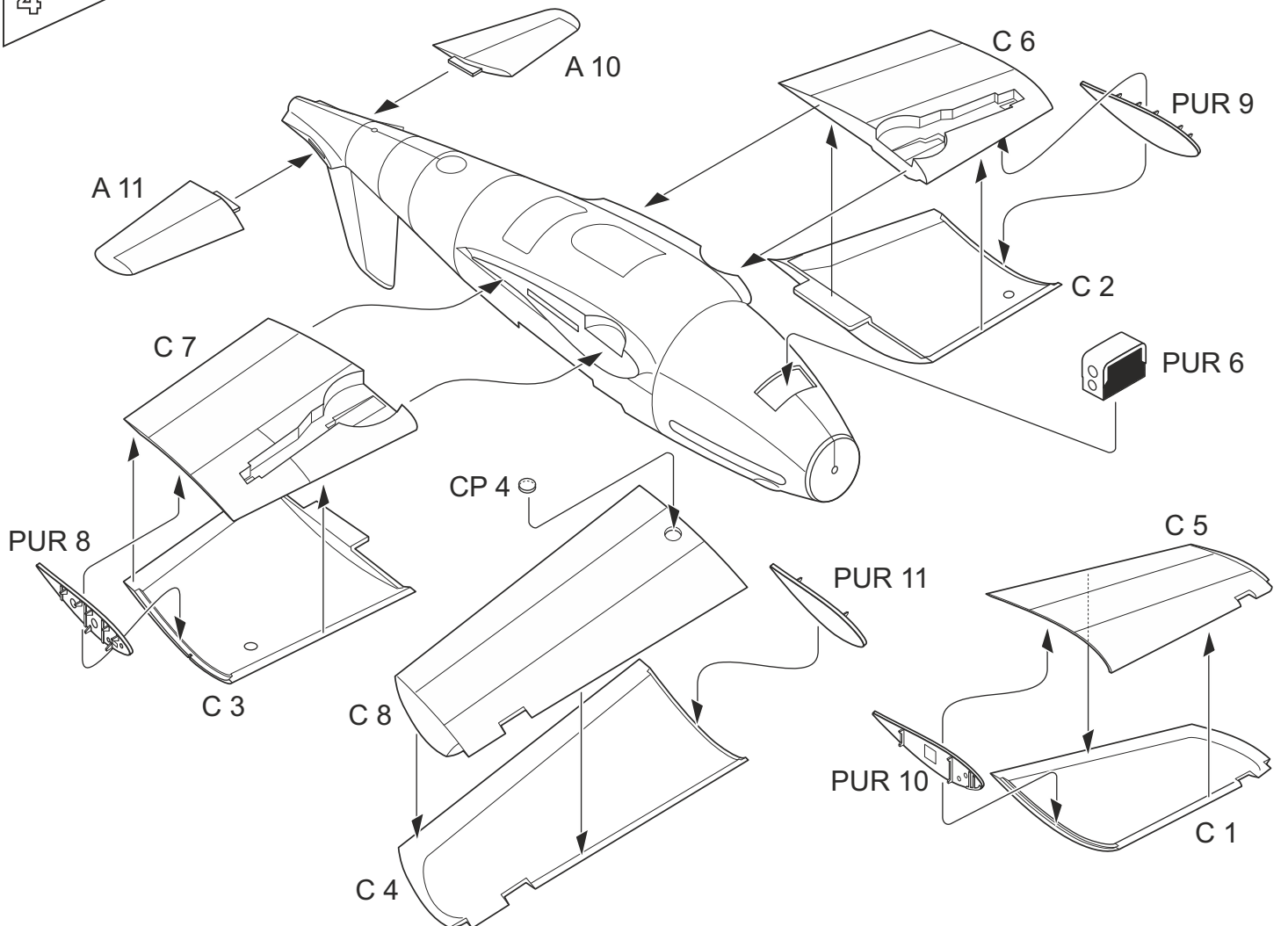
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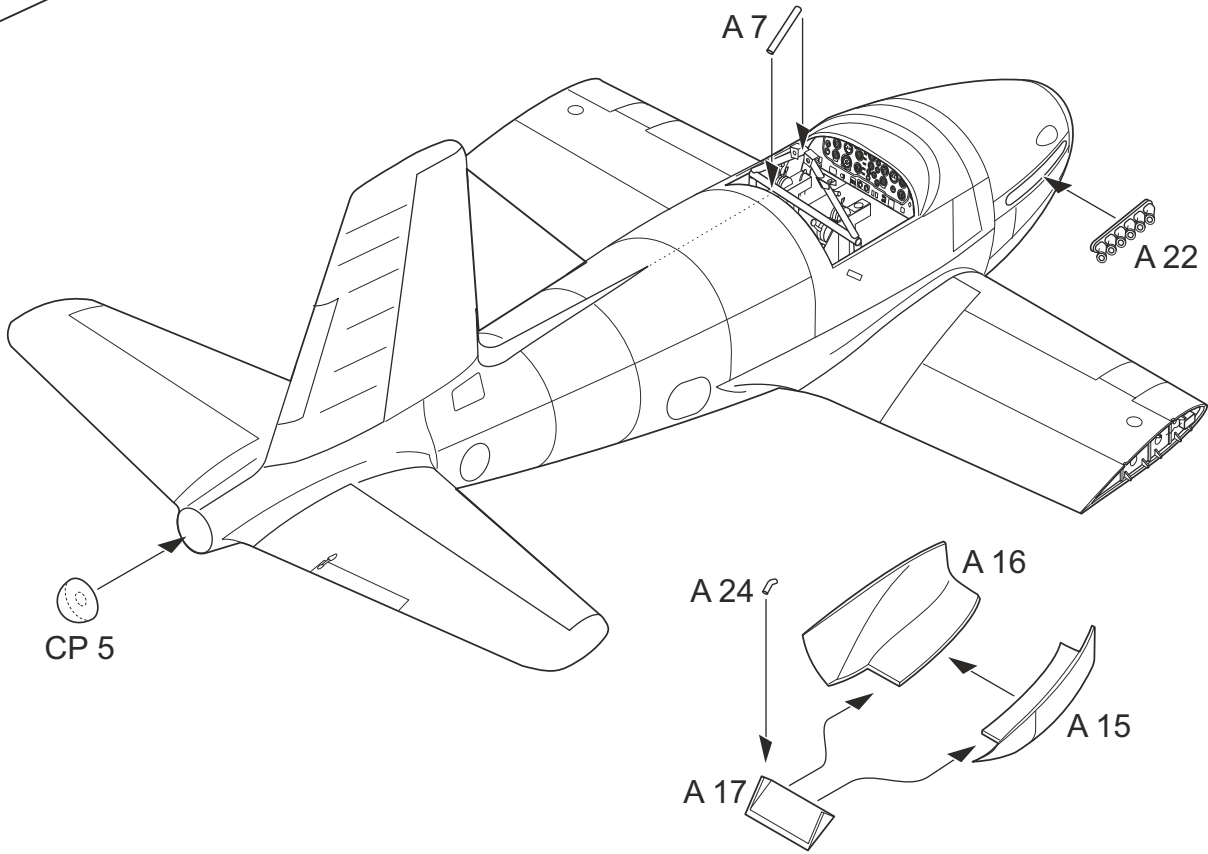
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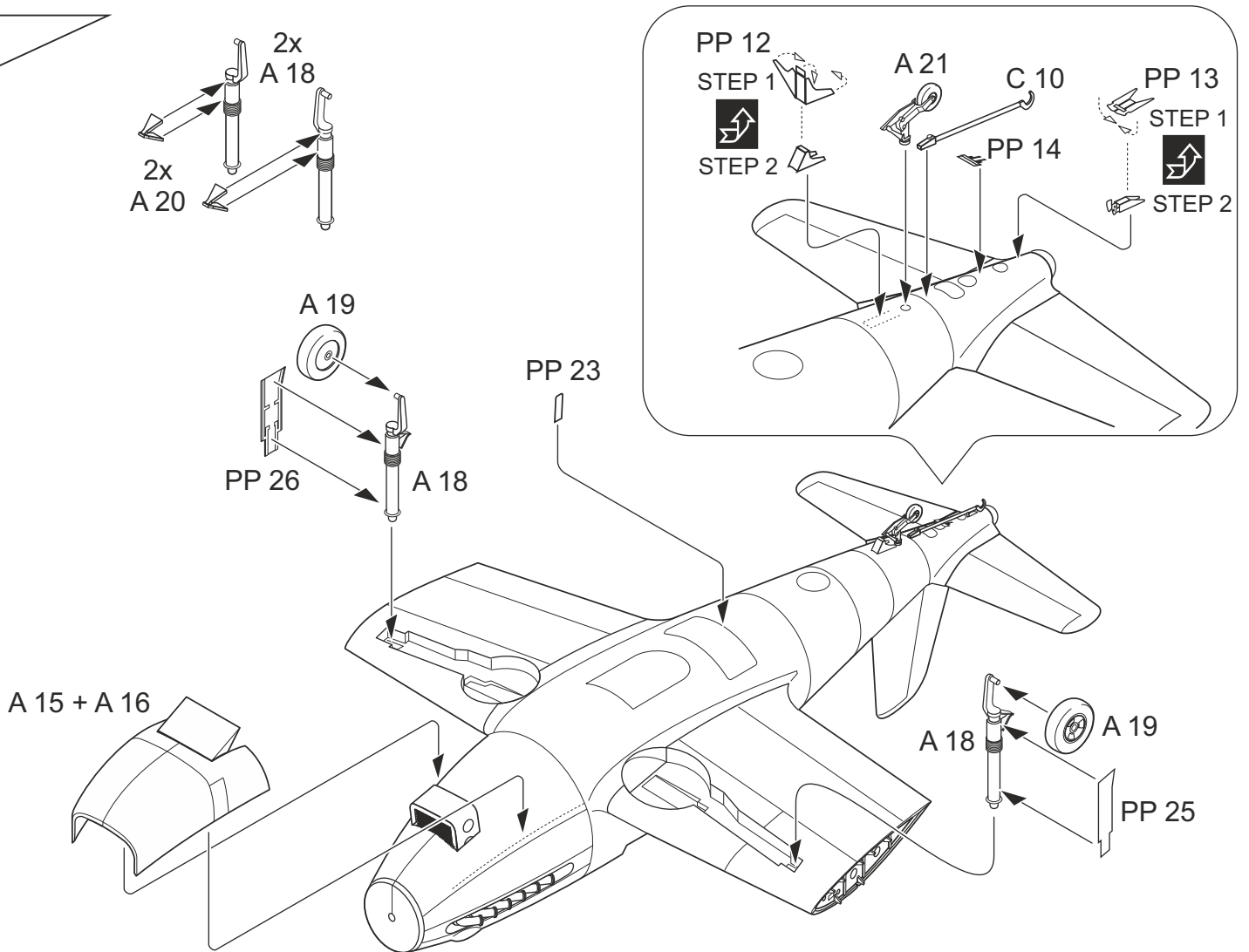
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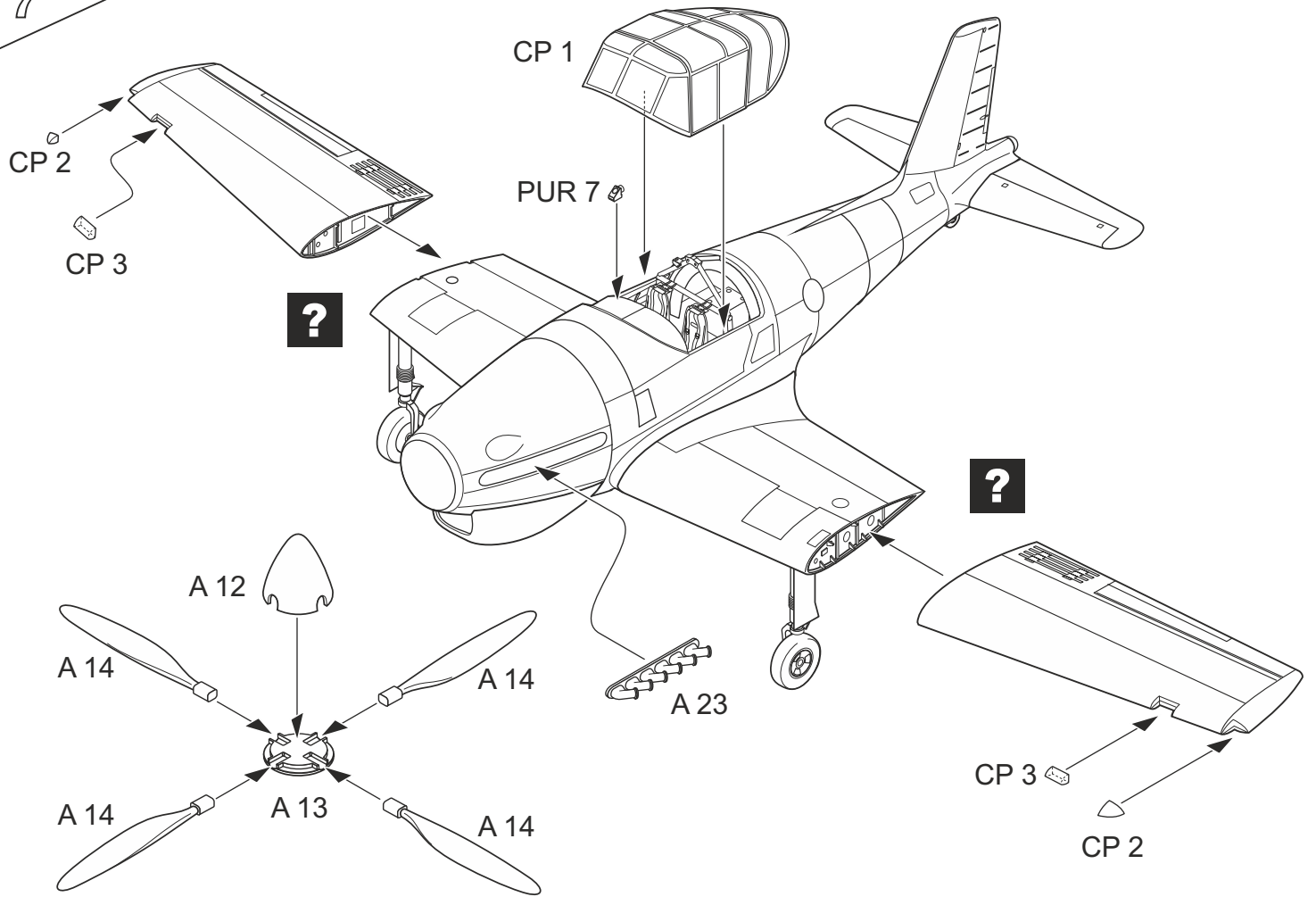
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