



# 1:72 Blackburn Buccaneer S.2B

A06022 SCALE MODEL CONSTRUCTION KIT | Wingspan: 186mm Fuselage Length: 268mm | Two Decal Schemes Included | Two Build Options

EN

The mighty Buccaneer was one of the most capable low-level strike aircraft of the Cold War period, originally entering Royal Navy service in 1962 to counter the significant threat of a massive Soviet Naval expansion programme. British thinking at the time was to use their new strike jet to destroy the Soviet ships with a combination of conventional and nuclear weapons. Capable of extremely high speeds at low level, the Buccaneer proved to be ideal even though the performance of the first Buccaneers to enter service was affected by a lack of power from their two de Havilland Gyron Junior engines. Addressing most of the issues which prevented the early aircraft from realizing their full potential, the Buccaneer S.2 was a much improved platform, boasting a modified wing, increased fuel capacity and a pair of powerful Rolls Royce Spey engines. This new variant provided the Fleet Air Arm with a truly exceptional strike aircraft, which excelled in the low-level environment. As the Royal Navy retired their larger carriers in 1978, their much-loved Buccaneers were transferred to the care of the Royal Air Force, who were already admirers of the many qualities possessed by this aircraft and grateful for

FR

Pendant la période de la guerre froide, le formidable Buccaneer était l'un des appareils d'attaque à basse altitude les plus performants. Il entra en service au sein de la Royal Navy en 1962 afin de faire face à la menace considérable d'un vaste programme d'expansion de la marine soviétique. A cette époque, l'approche britannique était d'utiliser le nouvel avion d'attaque pour détruire les navires soviétiques avec les armes conventionnelles ainsi que nucléaires. Capable d'atteindre des vitesses extrêmement élevées à basse altitude, le Buccaneer s'est avéré être idéal même si les performances des premiers Buccaneer mis en service ont été affaiblies par le manque de puissance de leurs deux moteurs de Havilland Gyron Junior. Tout en réglant la plupart des problèmes qui empêchaient les premiers avions de réaliser leur plein potentiel, le Buccaneer S.2 était une plateforme nettement améliorée, dotée d'une voilure modifiée, d'une capacité de carburant accrue et de deux puissants moteurs Rolls Royce Spey. Cette nouvelle variante a fourni à l'Aéronavale britannique un avion de frappe vraiment exceptionnel qui excellait dans des environnements à basse altitude. Lorsque le Royal Navy s'est séparé de ses plus gros porte-avions en 1978,

DE

Die beeindruckende Buccaneer war eines der leistungsfähigsten Tieftangriffflugzeuge im Kalten Krieg. Sie wurde zum ersten Mal 1962 in der Royal Navy in Dienst gestellt, um der großen Gefahr, die das massive Erweiterungsprogramm der sowjetischen Marine darstellte, entgegenzuwirken. Nach den damaligen Vorstellungen der Briten sollte ihr neuer Angriffsjet dazu verwendet werden, sowjetische Schiffe mit einer Kombination aus konventionellen und Nuklearwaffen zu zerstören. Die Buccaneer konnte sehr hohe Geschwindigkeit im Tiefflug erreichen und erwies sich so als ideal, auch wenn die Leistung der ersten Buccaneer, die in Dienst gestellt wurden, unter den beiden schwachen de Havilland Gyron Junior-Triebwerken litt. Nach Behebung der Probleme, aufgrund derer die erste Version des Flugzeug ihr volles Potential nicht ausschöpfen konnte, stellte die Buccaneer S.2 eine stark verbesserte Plattform dar. Sie verfügte über modifizierte Flügel, verminderten Treibstoffverbrauch und zwei leistungsfähige Rolls Royce Spey-Triebwerke. Diese neue Version bot der Marine Luftwaffe ein wahrlich außergewöhnliches Kampfflugzeug, das im Tiefflug Herausragendes leistete. Als die Royal Navy ihre großen Flugzeugträger in 1978 ausmusterte, wurden ihre geliebten Buccaneer in die Obhut der Royal Air Force übergeben. Die britische Marine immer die vielen Qualitäten dieses Flugzeugs bewundert und war dankbar für diesen Zugang zu

ES

El potente Buccaneer fue uno de los más capaces aviones de ataque a baja altura de la época de la Guerra Fría y entró en servicio en la Royal Navy en 1962 en respuesta a la amenaza de un masivo programa soviético de expansión naval. En aquel momento, la idea británica era utilizar el nuevo reactor de ataque para destruir navíos soviéticos con un combinación de armas convencionales y nucleares. Capaz de alcanzar velocidades extremadamente elevadas a baja altura, el Buccaneer demostró ser ideal, incluso aunque las prestaciones de los primeros aparatos en servicio se vieron afectadas por la insuficiente potencia de los dos motores de Havilland Gyron Junior. El Buccaneer S.2 solventó muchos de los problemas que impedían a la primera versión alcanzar todo su potencial y era una plataforma muy mejorada, con modificaciones en las alas, mayor capacidad de combustible y dos potentes motores Rolls Royce Spey. Esta nueva variante proporcionó al Fleet Air Arm un avión de ataque verdaderamente excepcional, que sobresalía en bajas alturas. Cuando la Royal Navy retiró en 1978 sus portaaviones más grandes, sus venerados Buccaneer pasaron al cuidado de la Royal Air Force, que ya conocía y admiraba las muchas cualidades de este aparato y aceptó de muy buen grado este nuevo elemento en su inventario. En

SV

Buccaneer var ett av de mest kapabla och robusta attackflygplanen på hög höjd under det kalla kriget. Det sattes in i brittiska Royal Navy 1962 i syfte att möta det signifikativa hot som den sovjetiska flottexpansionen utgjorde. Britterna avsåg vid denna tid att använda sitt nya attackflygplan till att sänka ryska skepp med en kombination av konventionella vapen och kärnvapen. Buccaneer flög med hög hastighet på låg nivå och visade sig vara idealisk för sin uppgift, trots att de första Buccaneer-planen som insattes hämmades av låg effekt i de två de Havilland Gyron Junior-motorerna. De flesta problem som förhindrade den tidiga varianten att nå full potential åtgärdades i och med Buccaneer S.2, en mer avancerad plattform med en modifierad vinge, ökad bränslekapacitet och två kraftiga Rolls Royce Spey-motorer. Denna nya variant försåg Fleet Air Arm med ett kapabelt attackflygplan som uppvisade imponerande resultat på låg nivå. När Royal Navy pensionerade sina större hangarartaryg 1978 överfördes de återstående Buccaneer-planen till Royal Air Force, som länge hade beundrat flygplanets kvalitativa funktioner

this increase in their inventory. At its peak strength in the early 1970s, the Buccaneer equipped no fewer than six Royal Air Force Squadrons.

**Specification**  
Maximum Speed: 667 mph (1,074 km/h)  
Wingspan: 44 ft 0 in (13.41m)  
Length: 63 ft 5.0 in (19.33 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 Matra rocket pods. 2 x AIM-9 Sidewinders or 2 x AS-37 Martel missiles, or 4 x Sea Eagle missiles.

leurs très populaires Buccaneer ont été reversés à la Royal Air Force, déjà admiratrice des nombreux atouts de cet appareil et reconnaissante de l'augmentation de leur flotte. Lors de son pic de production atteint au commencement des années 1970, le Buccaneer a équipé pas moins de six escadilles de la Royal Air Force.

**Spécification**  
Vitesse maximale: 1.074 km/h  
Envergure: 13,41 m  
Longueur: 19,33 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 fixés sur des pylônes et jusqu'à 5.443 kg dans la soute à bombes interne. Quatre nacelles lance-roquettes Matra. Deux missiles AIM-9 Sidewinder ou deux missiles AS-37 Martel ou quatre missiles Sea Eagle.

Ausrüstung: Auf der Höhe ihres Einsatzes Anfang der 1970er Jahre war die Buccaneer in nicht weniger als sechs Royal Air Force Squadrons eingesetzt.

**Spezifikation**  
Höchstgeschwindigkeit: 1074 km/h  
Spannweite: 13,41 m  
Länge: 19,33 m  
Waffen: Unterschiedliche Kombinationen von ungelenkten Bomben, lasergelenkten Bomben und Red Beard oder WE 177 taktische Nuklearbomben von bis zu 1814 kg auf Rumpfpylonen und von bis zu 5443 kg im internen Bombenbucht. 4 x Matra Rohrstarbehälter. 2 x AIM-9 Sidewinders oder 2 x AS-37 Martel Lenkflugkörper, oder 4 x Sea Eagle Lenkflugkörper.

su momento de mayor esplendor, a comienzos de la década de 1970, el Buccaneer equipaba no menos de seis escuadrones de la Royal Air Force.

**Especificación**  
Velocidad máxima: 1074 km/h  
Envergadura: 13,41 m  
Longitud: 19,33 m  
Armamento: Distintas combinaciones de bombas no dirigidas, bombas dirigidas por láser y bombas nucleares tácticas Red Beard o WE 177, hasta 1814 kg en pilones en las alas y hasta 5443 kg en el compartimento interno. 4 lanzacohetes Matra. 2 misiles AIM-9 Sidewinder o 2 AS-37 Martel, o bien 4 misiles Sea Eagle.

och tacksamt tog emot det senaste tillskottet i sin arsenal. Vid planetas storhetstid i början på 1970-talet försågs inte mindre än sex Royal Air Force-divisioner med Buccaneer.

**Spezifikation**  
Maximal hastighet: 1 074 km/h  
Spännvidd: 13,41 m  
Längd: 19,33 m  
Bestyckning: Olika kombinationer av icke styrda bomber, laserstyrda bomber och taktiska Red Beard- eller WE 177-atombomber upp till 1 814 kg på vingbalkar och upp till 5 443 kg i flygplanets bombtrum, fyra Matra-raketpodar, två AIM-9 Sidewinder eller två AS-37 Martel-robotar eller fyra Sea Eagle-robotar.

## 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.

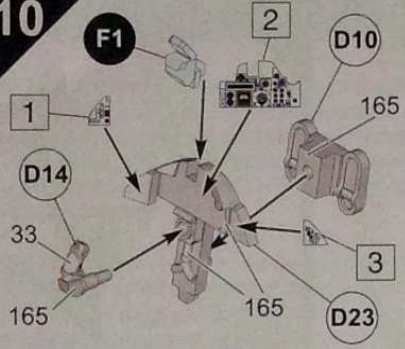


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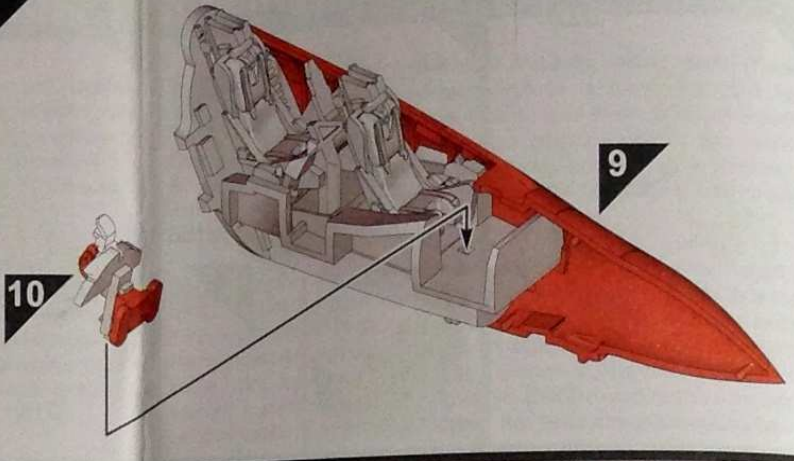
Manufactured by: Hornby Hobbies Ltd Westwood, Margate, Kent, CT9 4JX, UK +44(0)1843 233525 customerservices.uk@hornby.com

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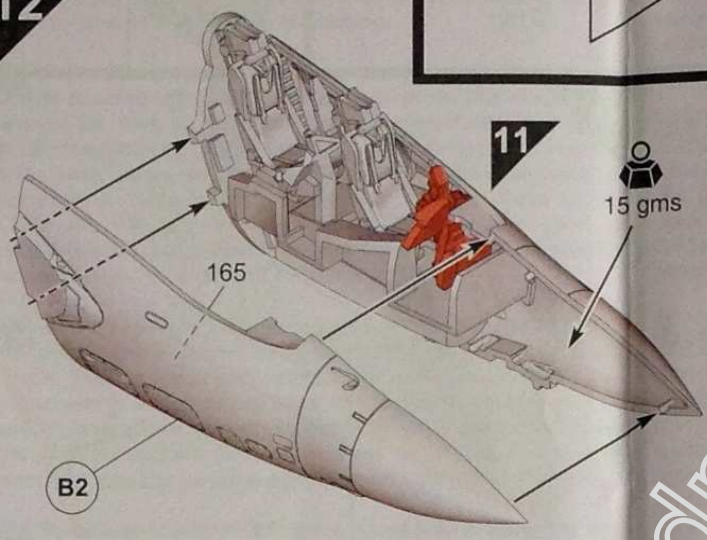
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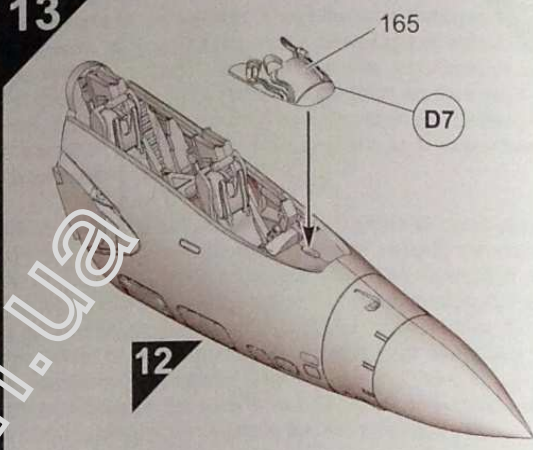
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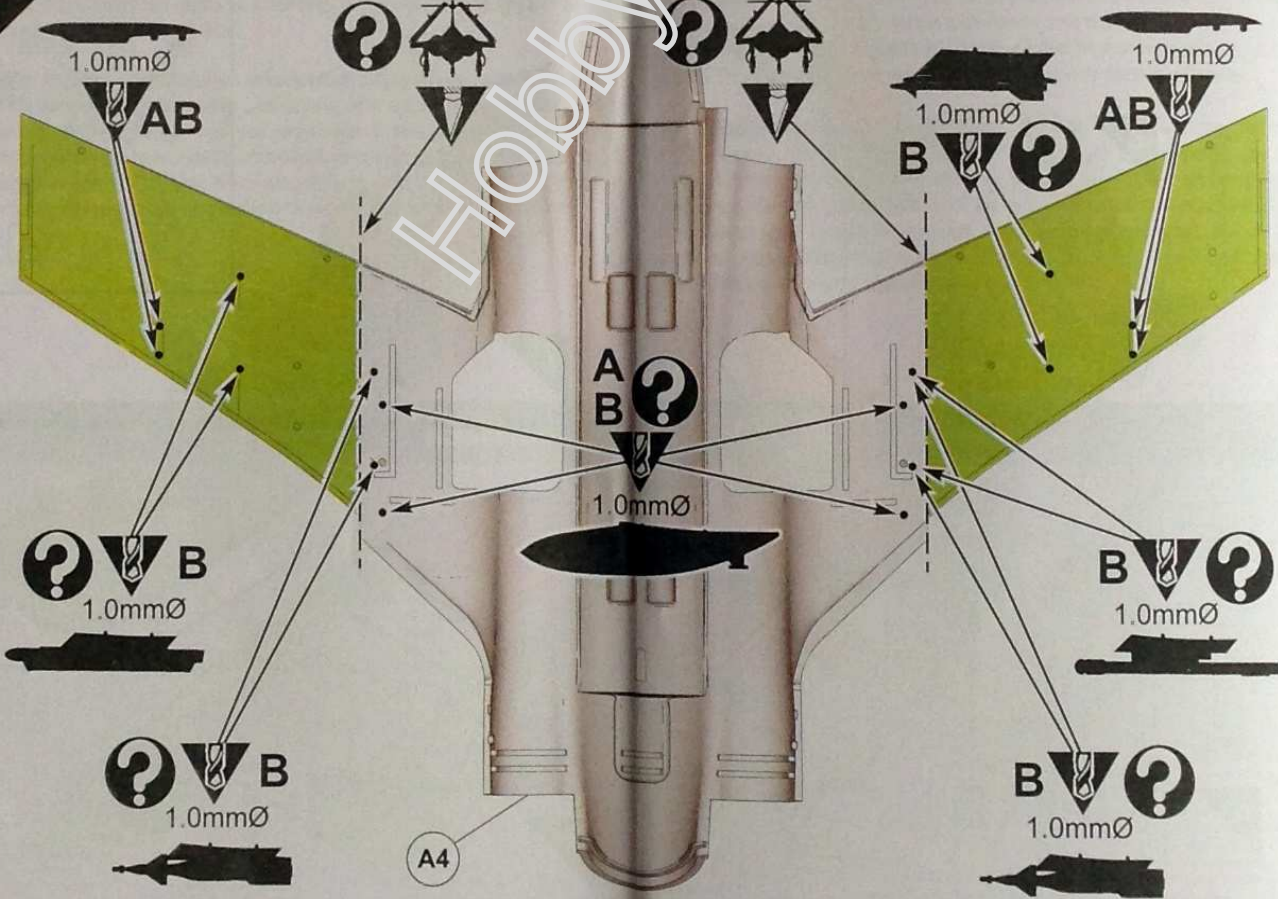
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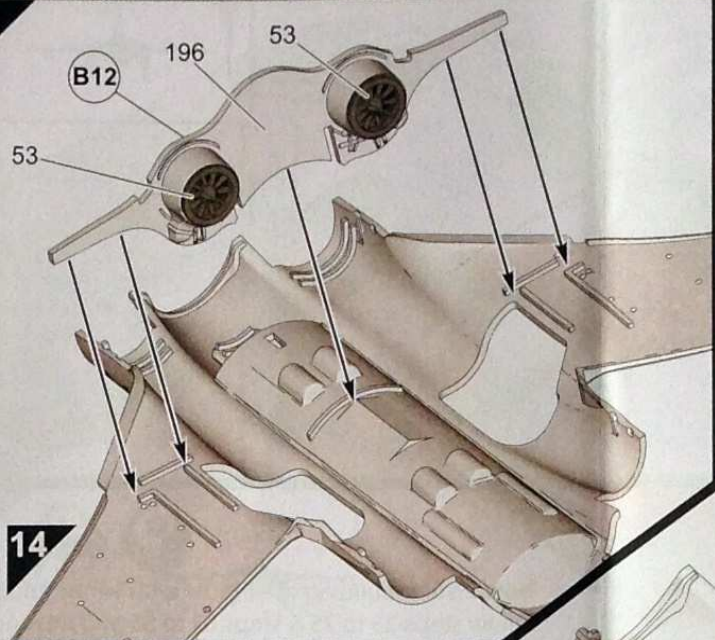


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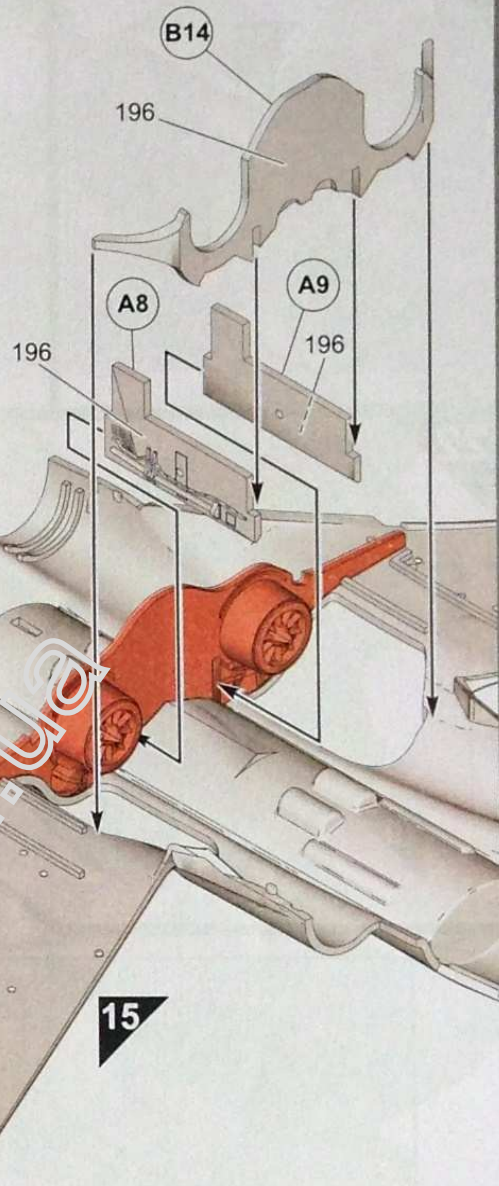


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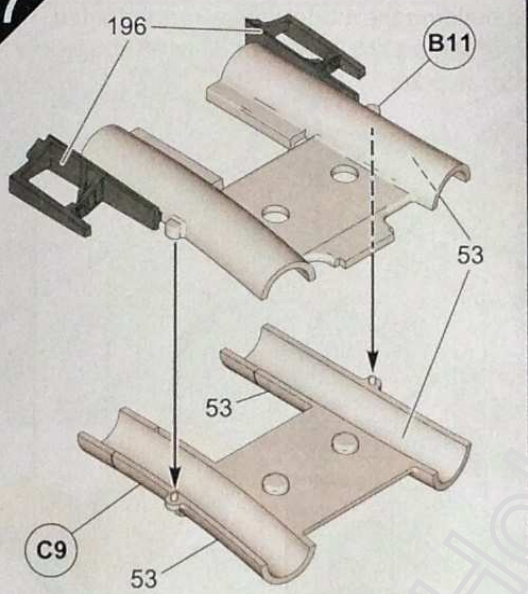
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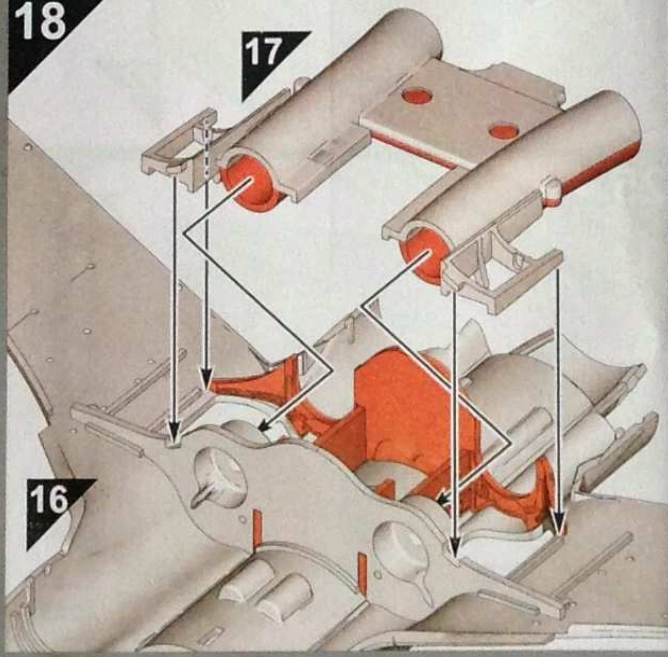
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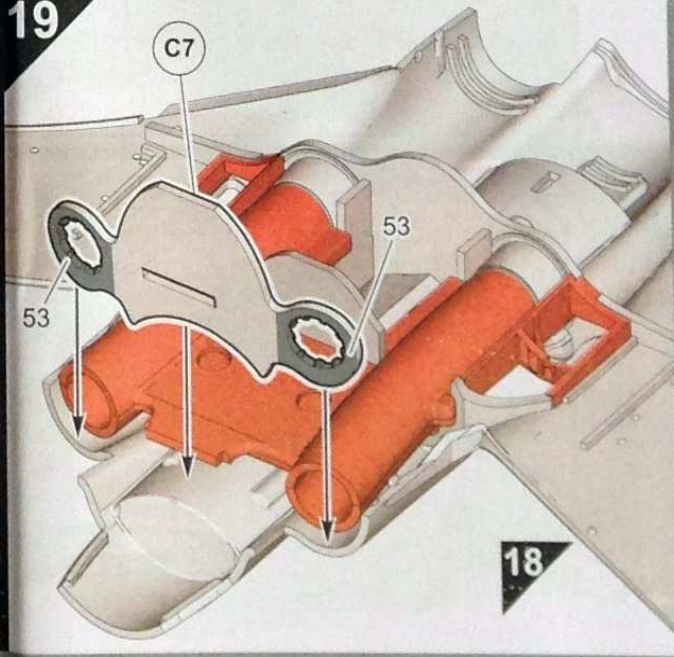
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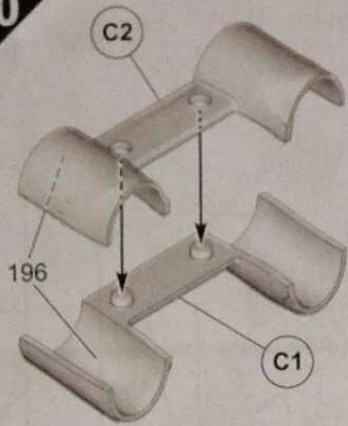
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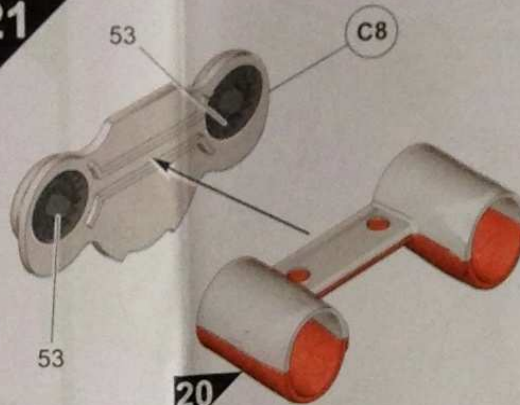
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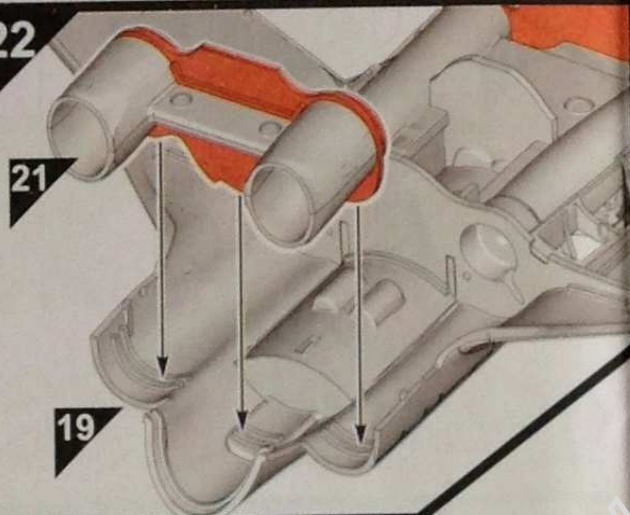
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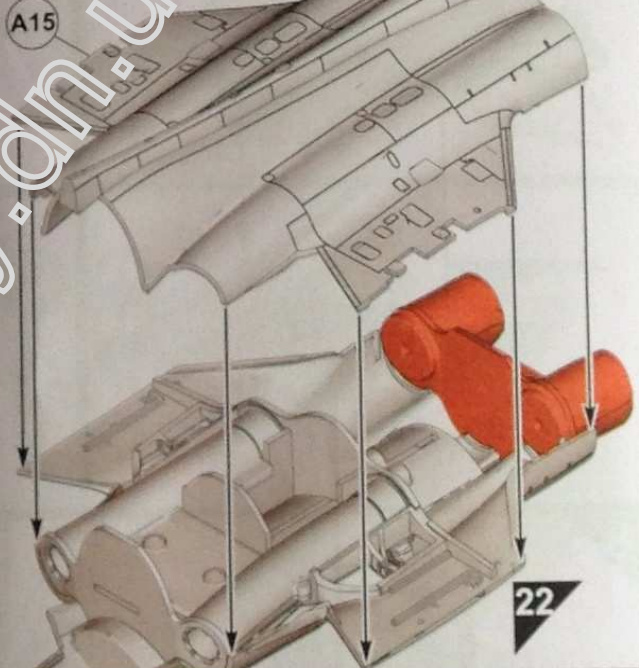
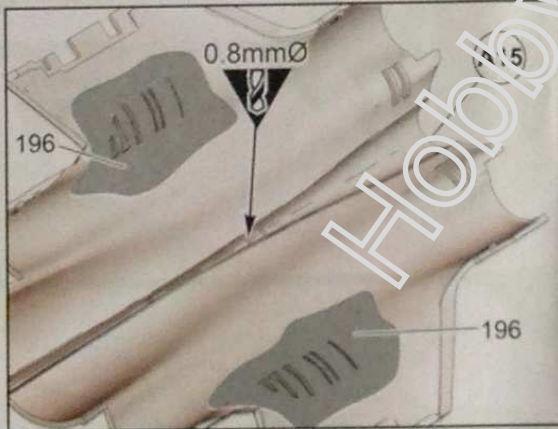
**Note:** When building the model with wings folded, follow steps 23 to 25 & steps 83 to 85 and miss out steps 26 to 30.

When building the model with wings unfolded, miss out steps 23 to 25 & steps 83 to 85 and follow on from step 75.

21

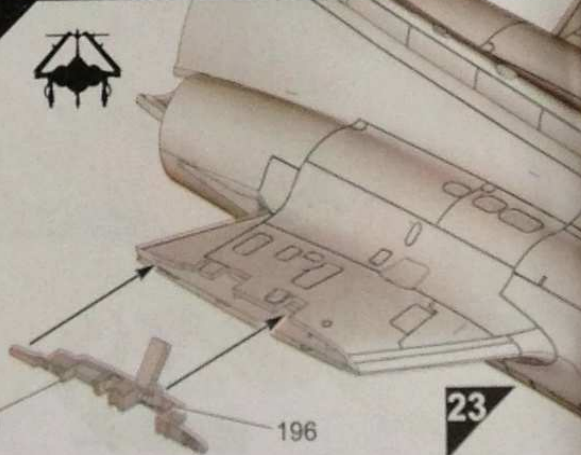
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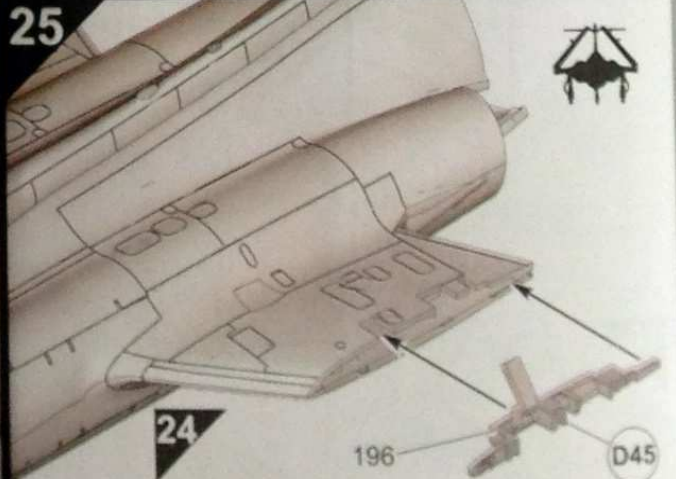


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25



D46

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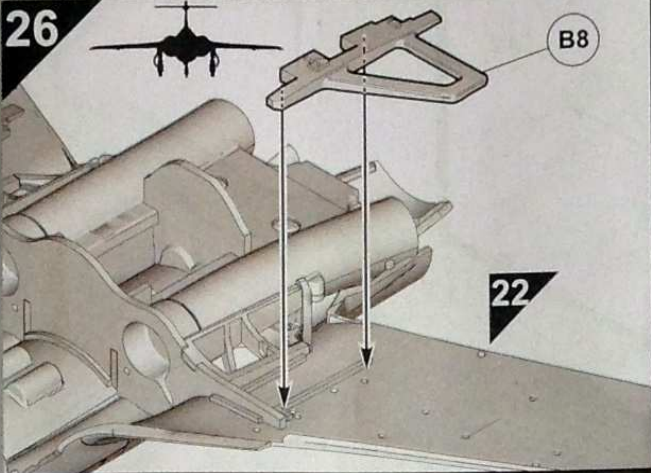
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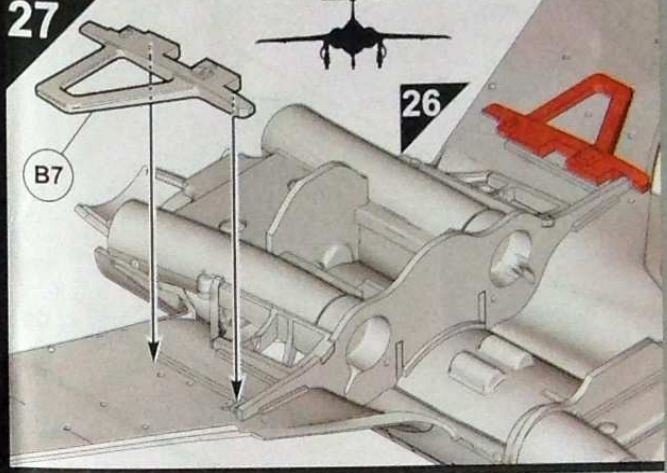
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D45

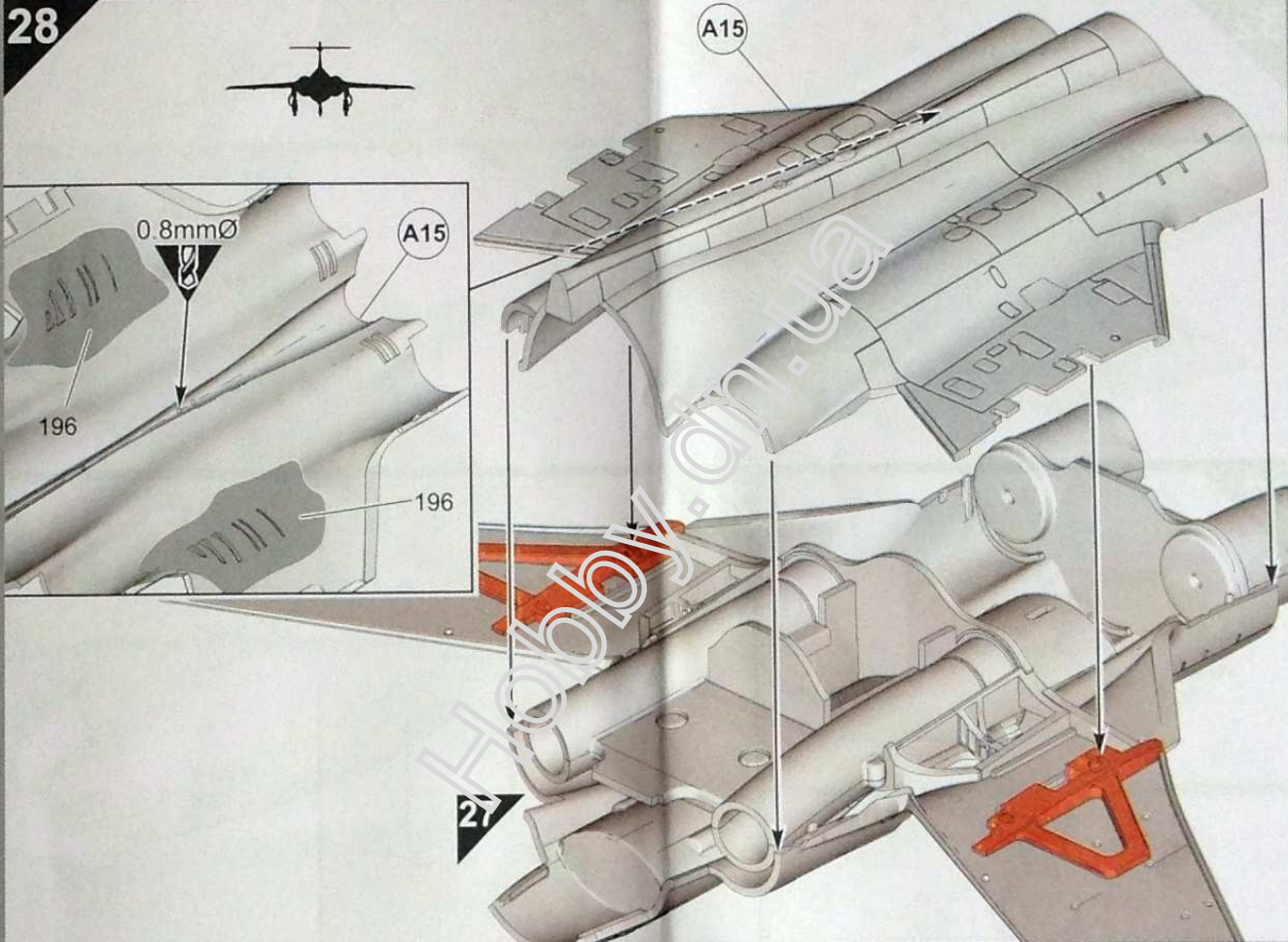
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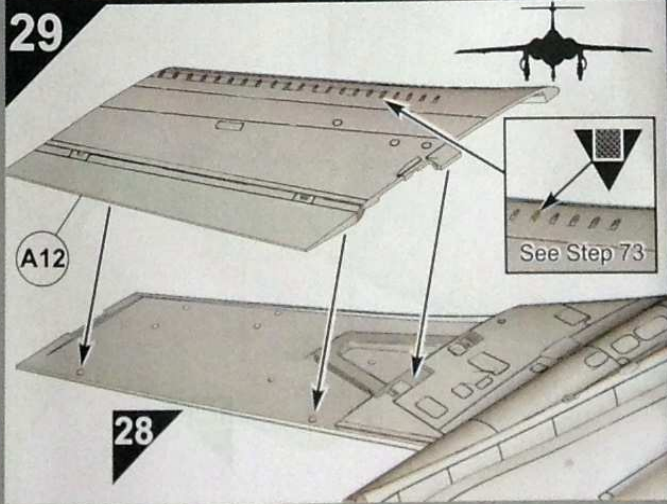
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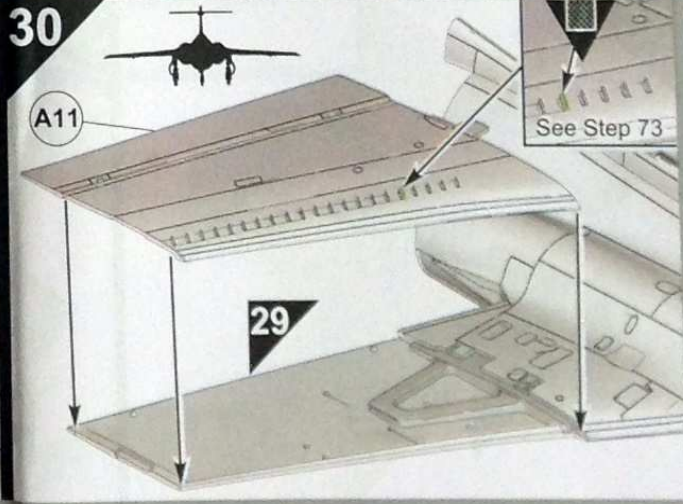
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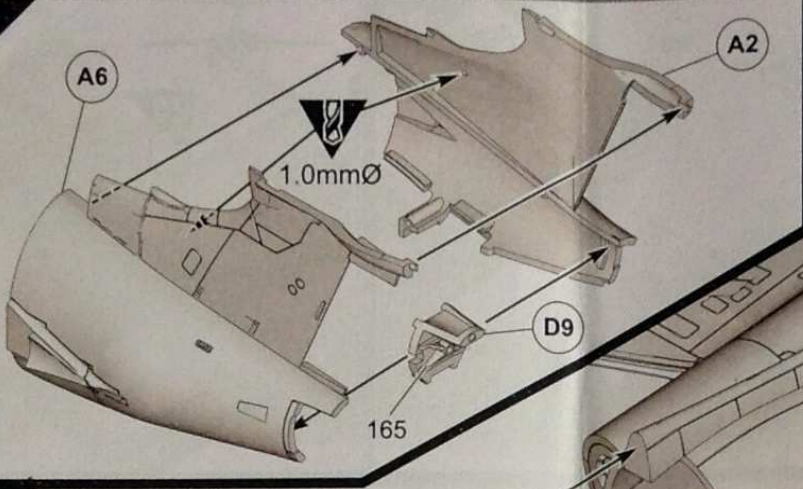
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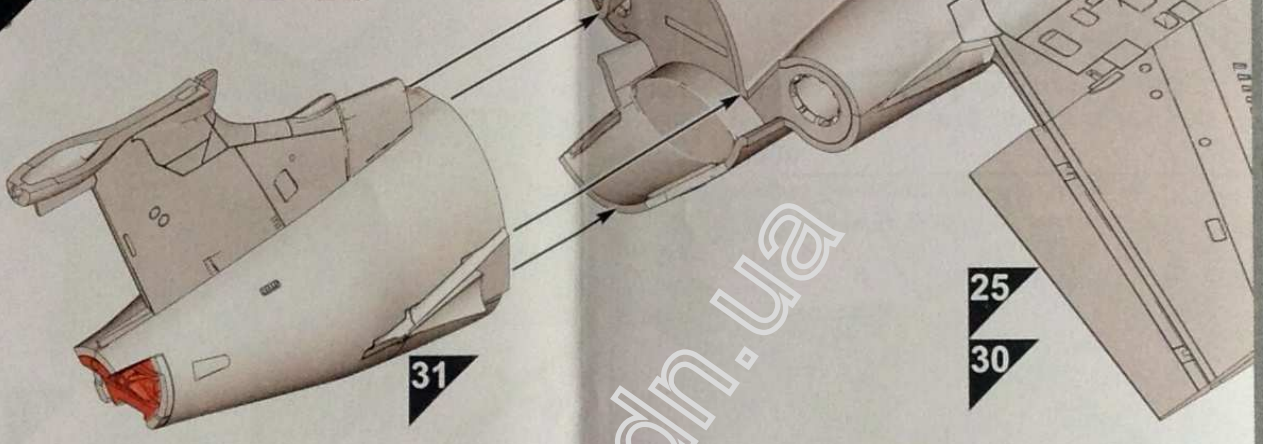
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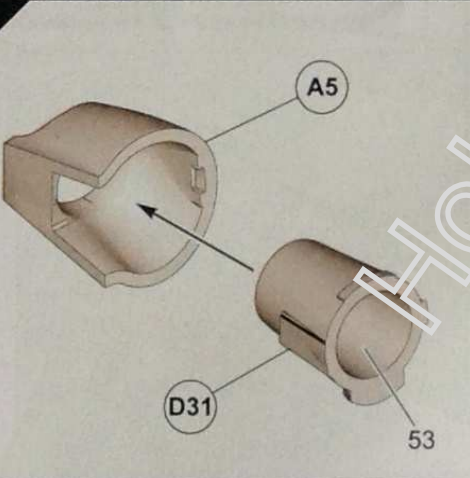
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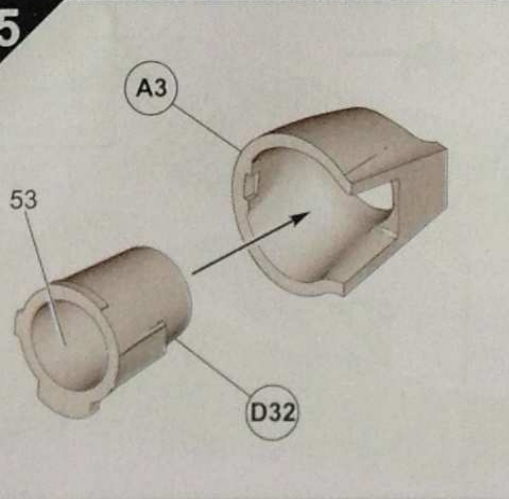
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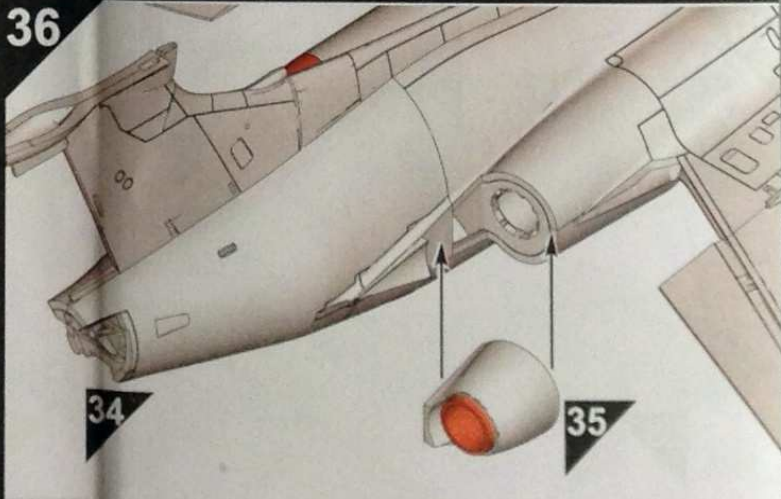
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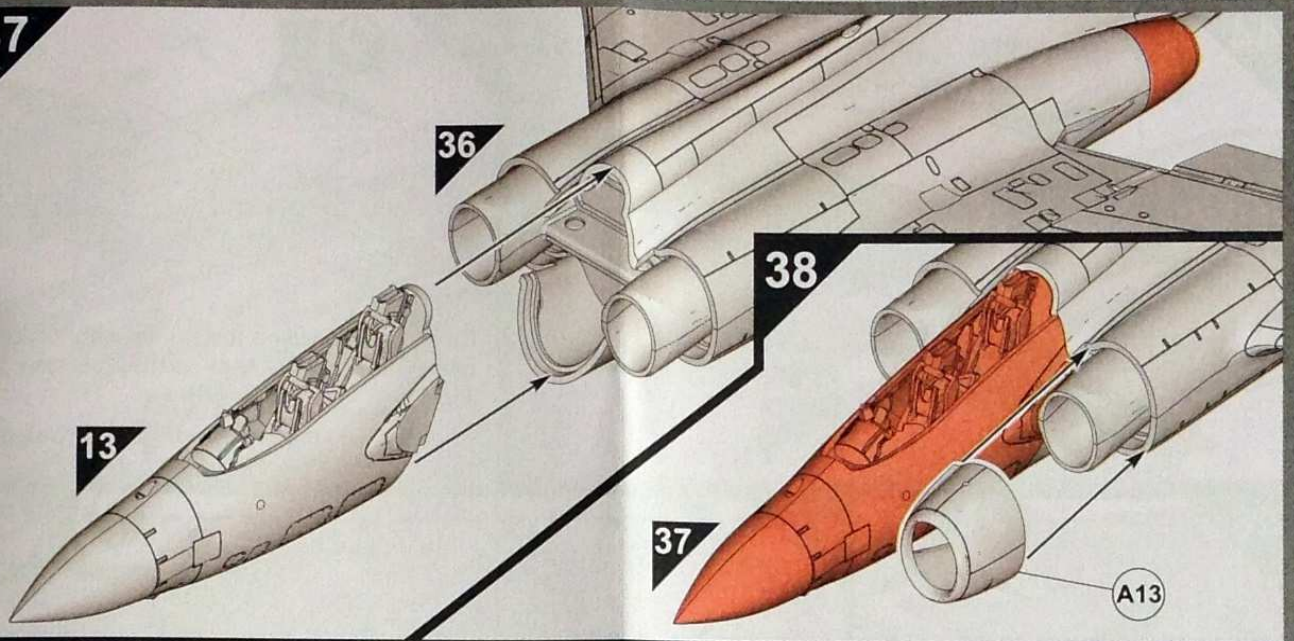


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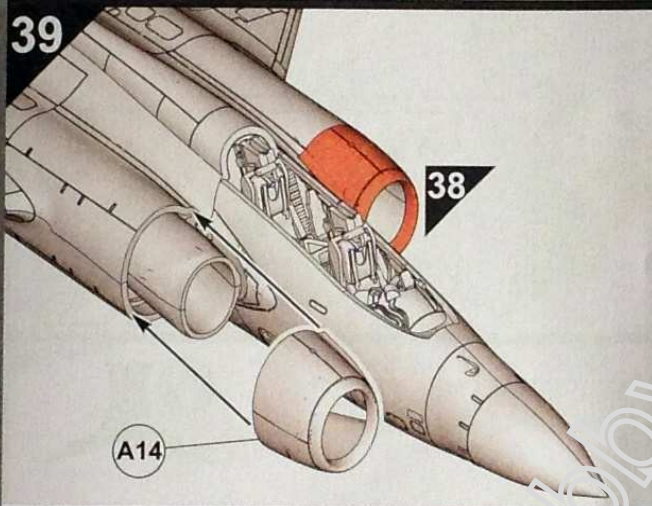


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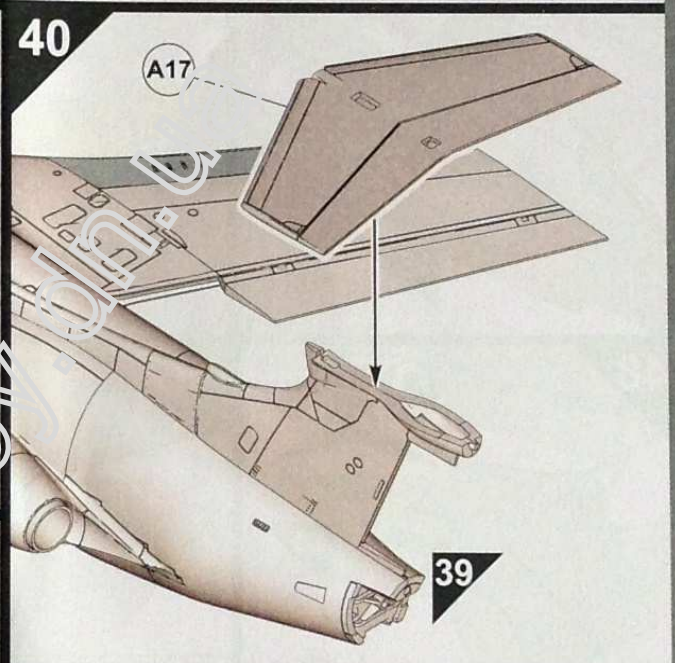
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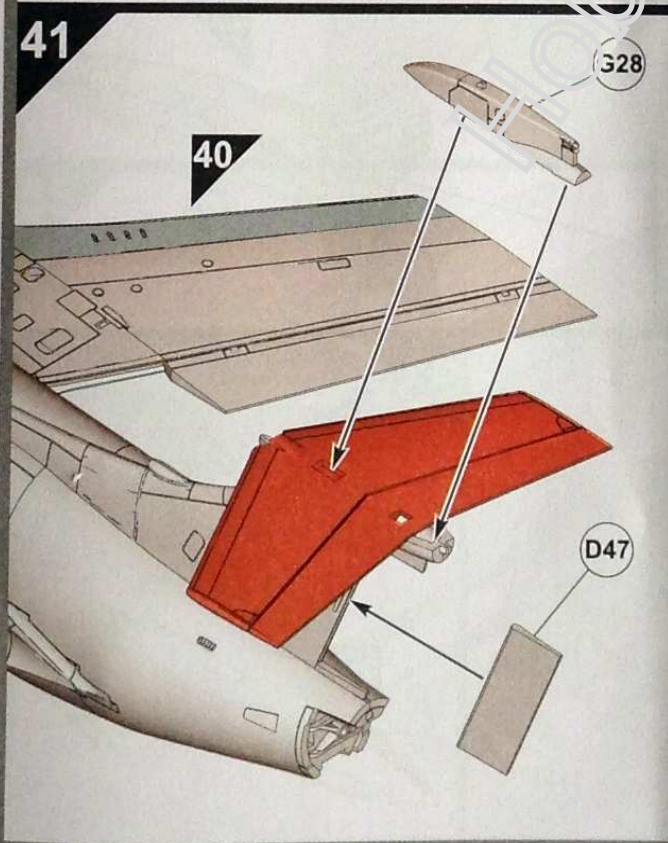
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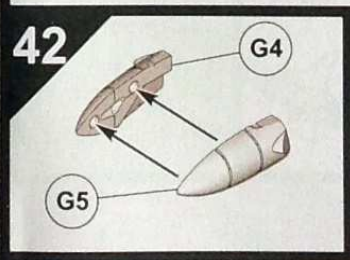
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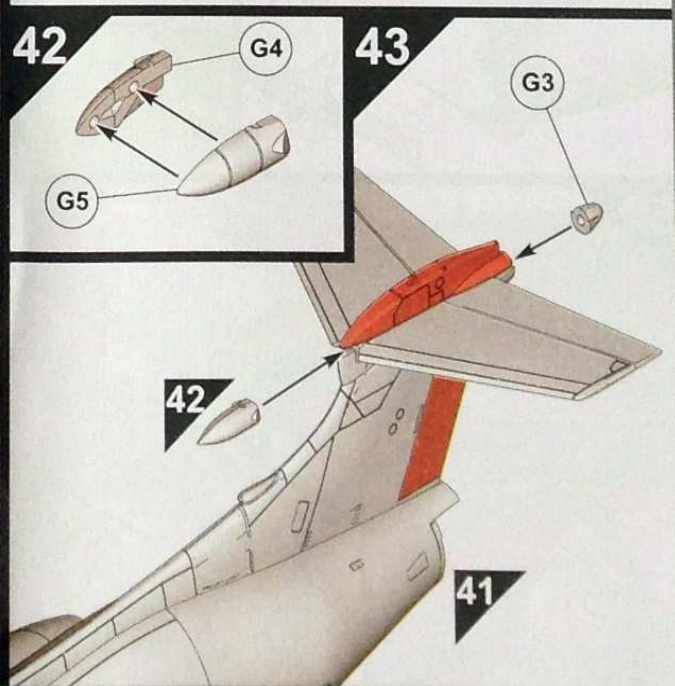
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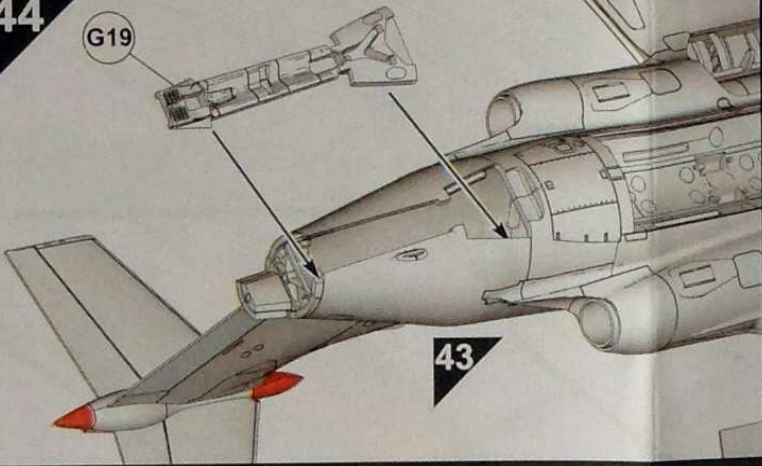


43



44

G19



45



D18

D17

D37

**Note:** When building this model with airbrake open, follow steps 45 to 49 and miss out steps 50 and 51.  
When building this model with airbrake closed, miss out steps 45 to 49 and go to step 50.

46



165

B13

196

45

165

47

C15

B



165

G6

46

A

B

165

G7

48



44

165

G26

49



D24

165

47

50

A

B6

A10



B5

G1

B

G2

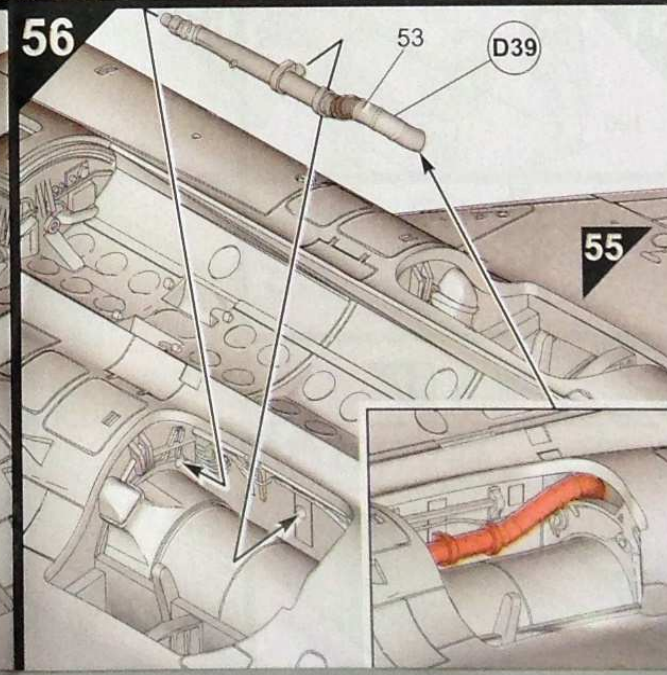
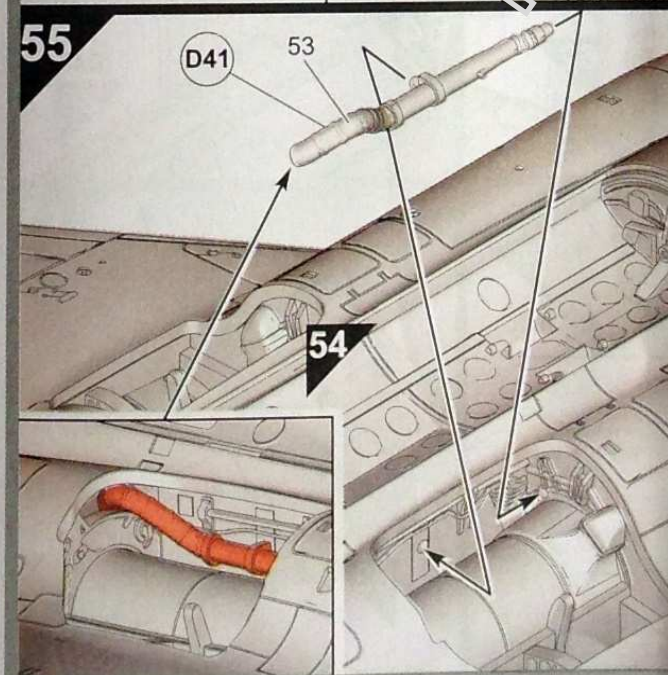
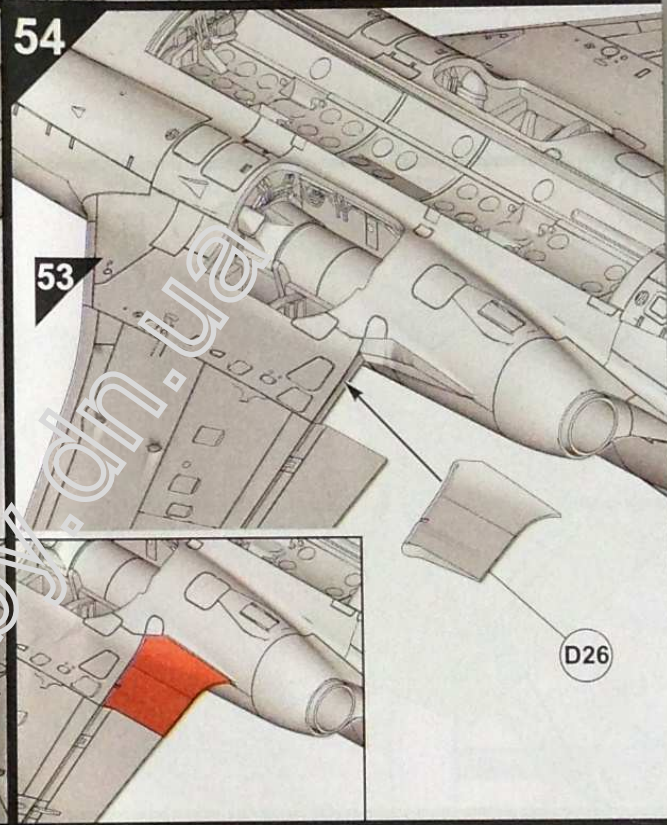
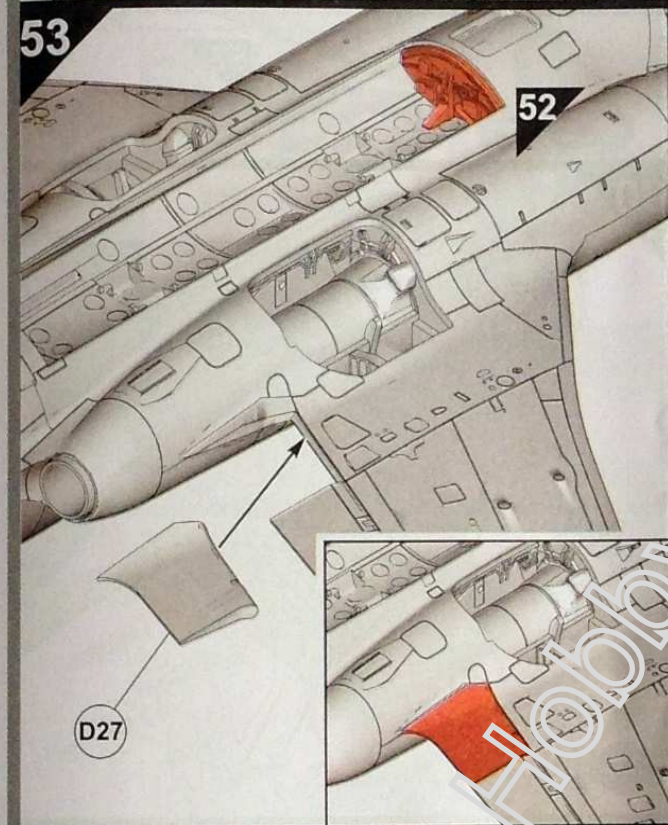
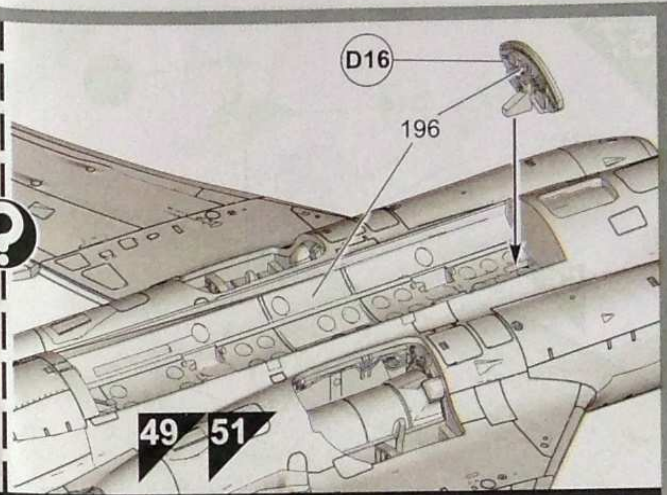
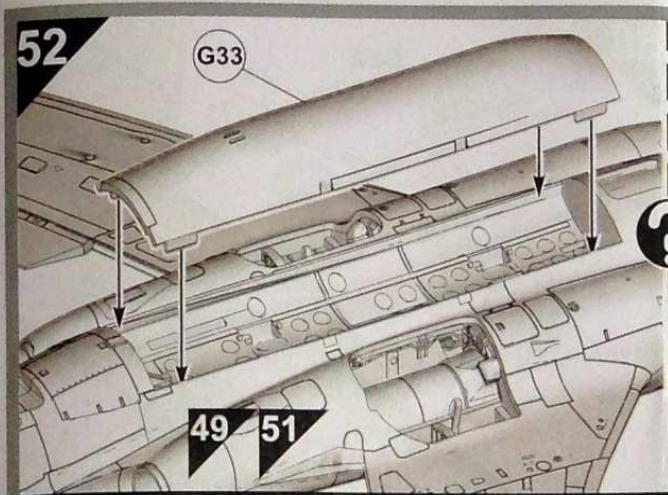
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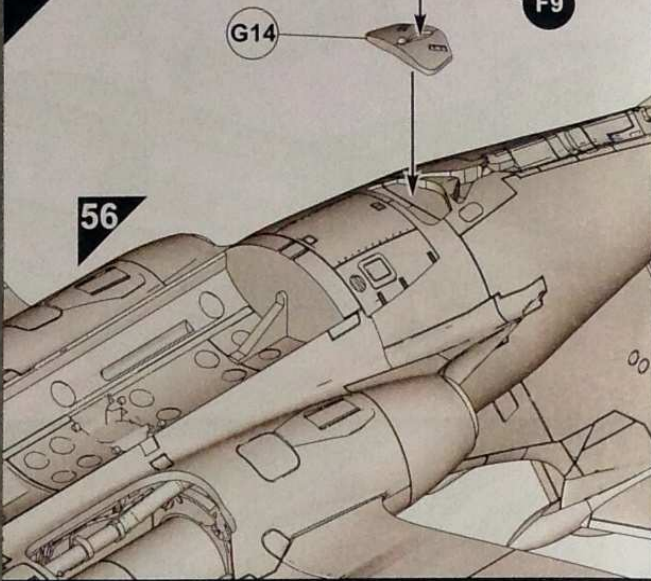
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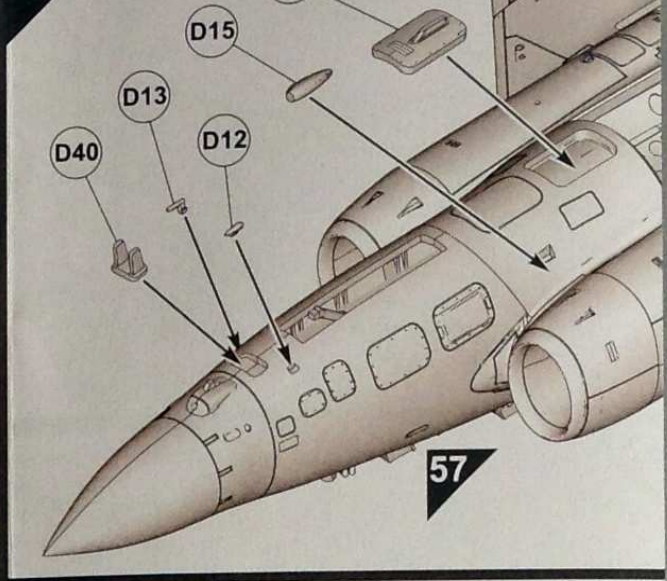




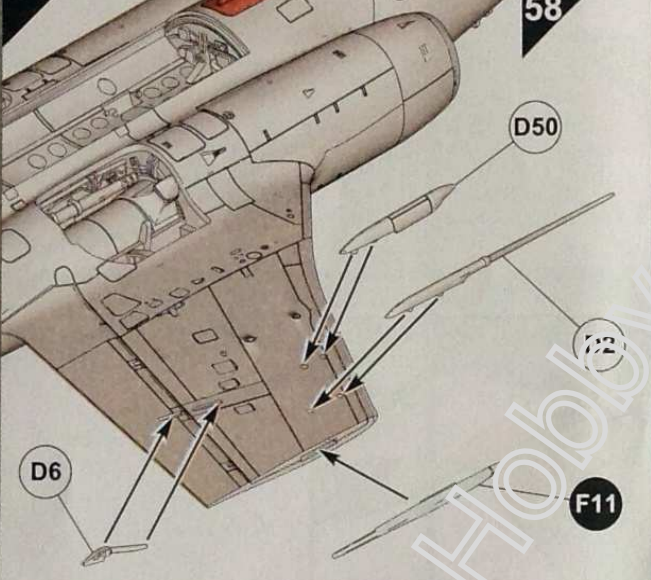
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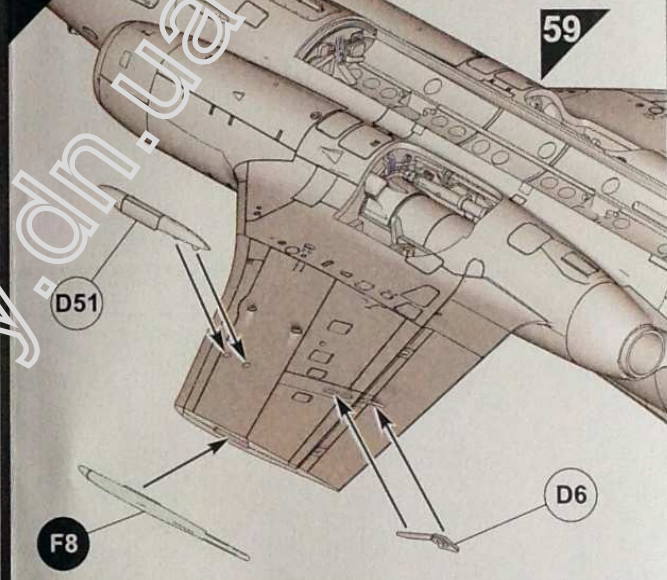
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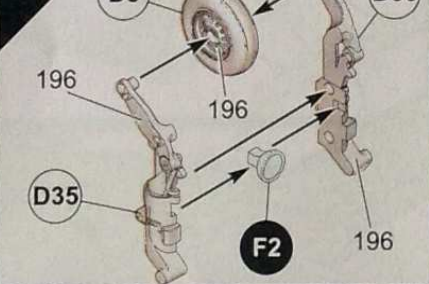
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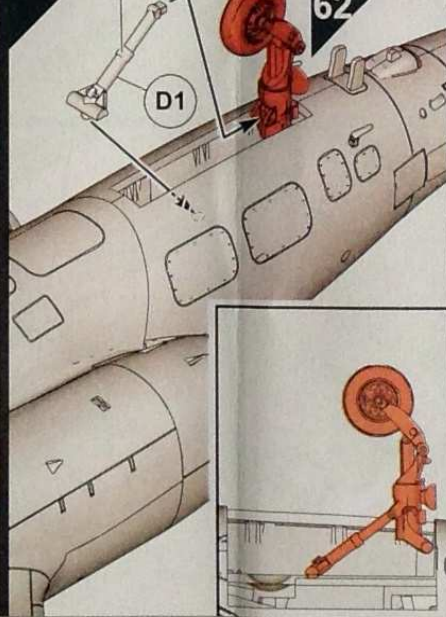
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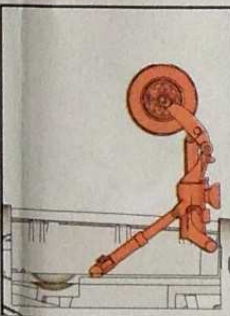
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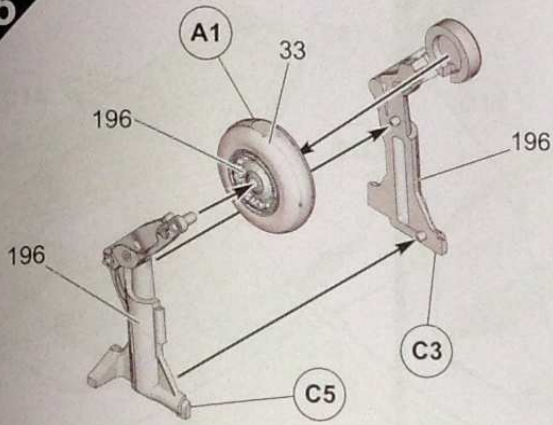
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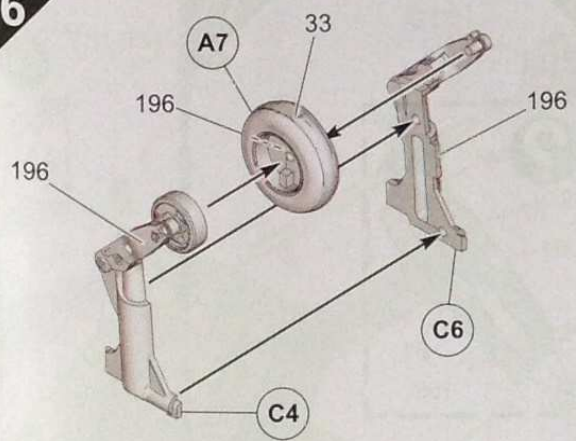
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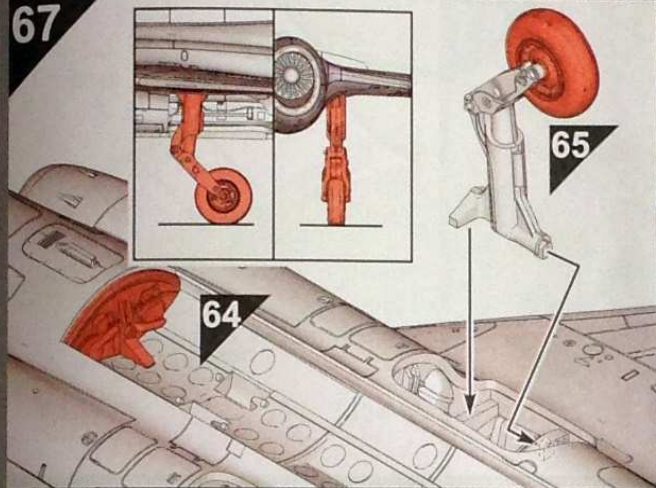
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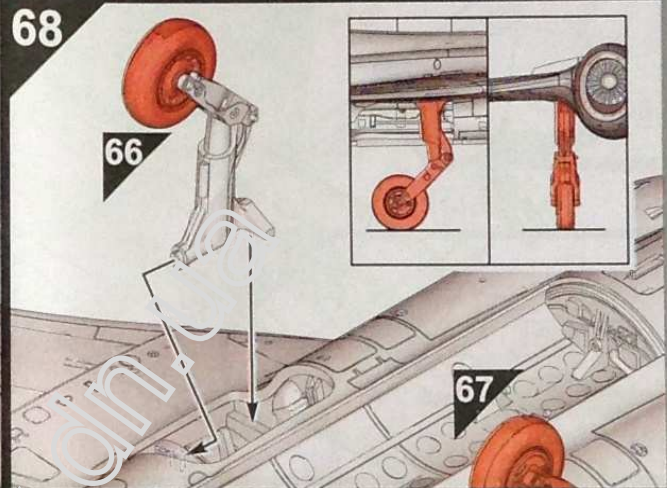
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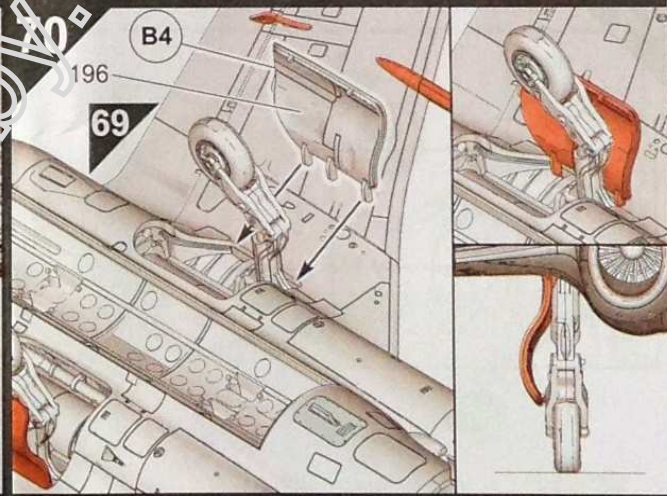
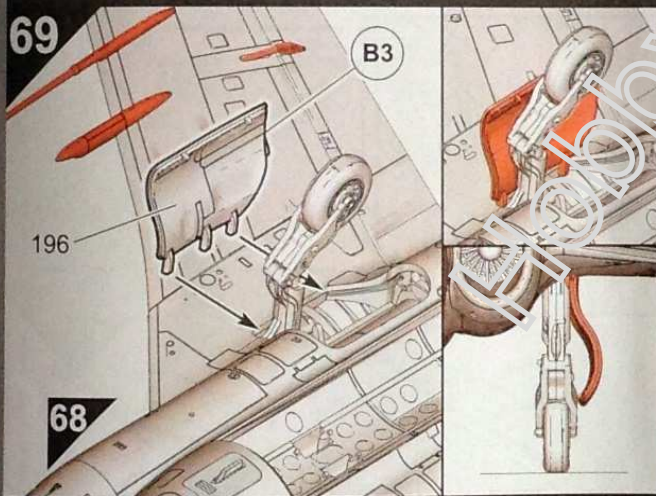
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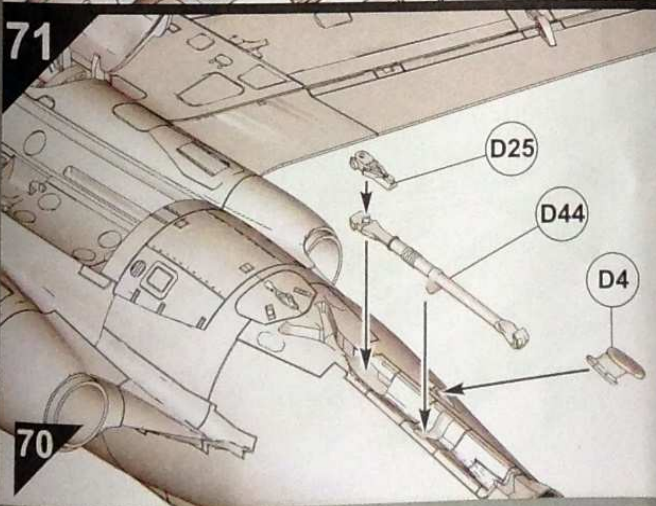
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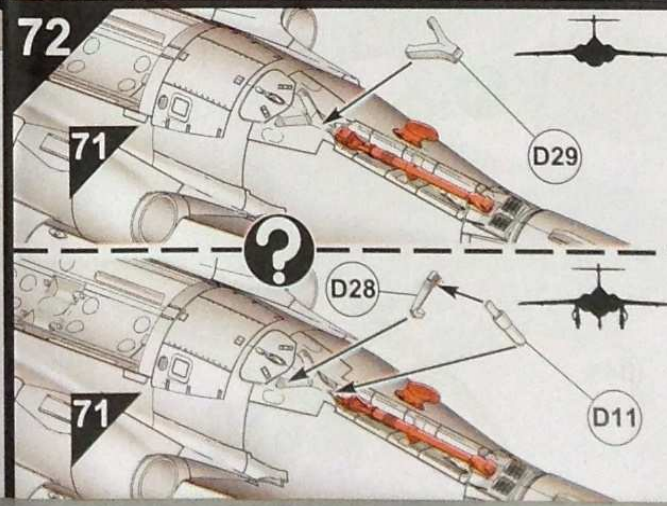
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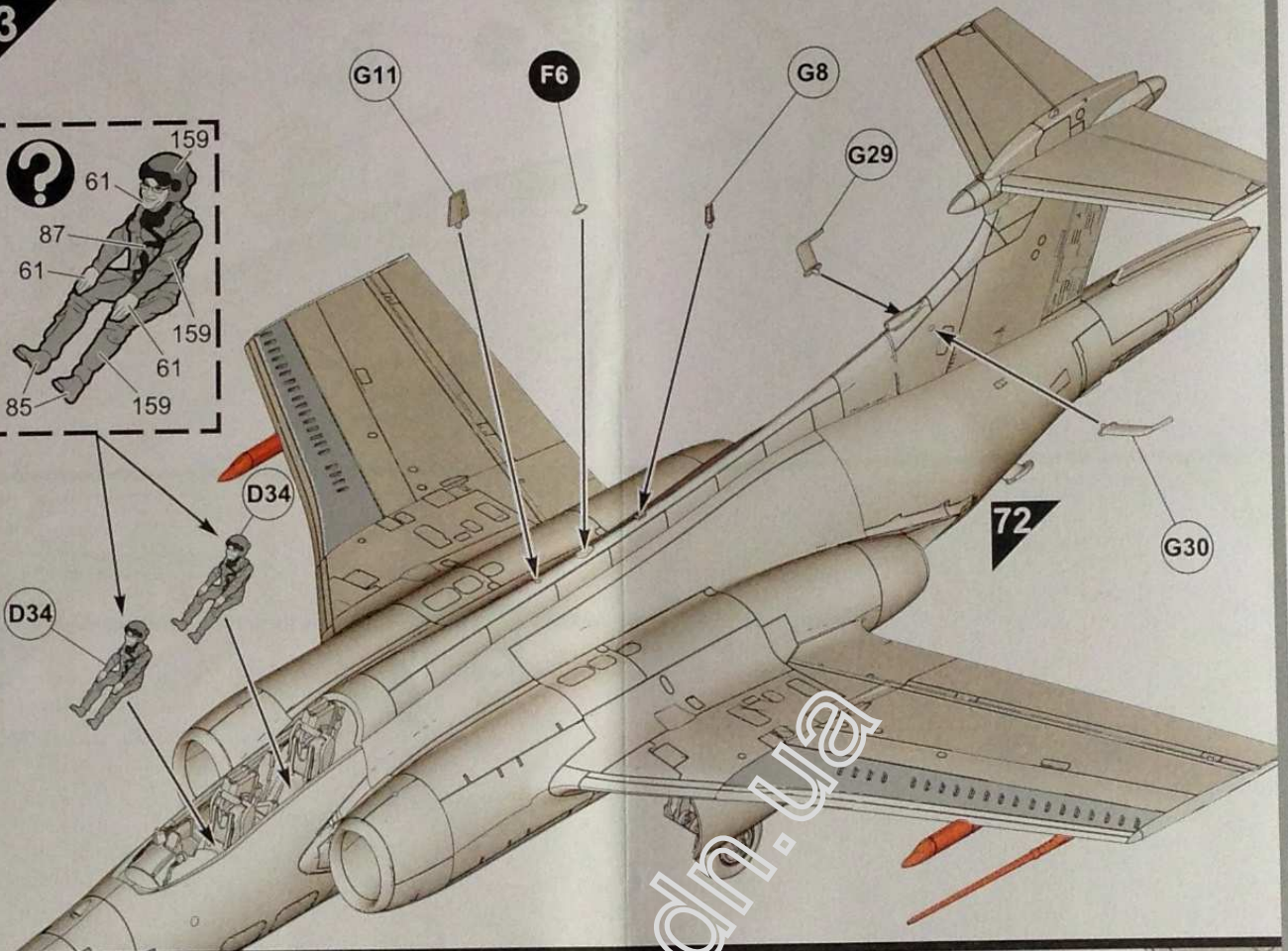
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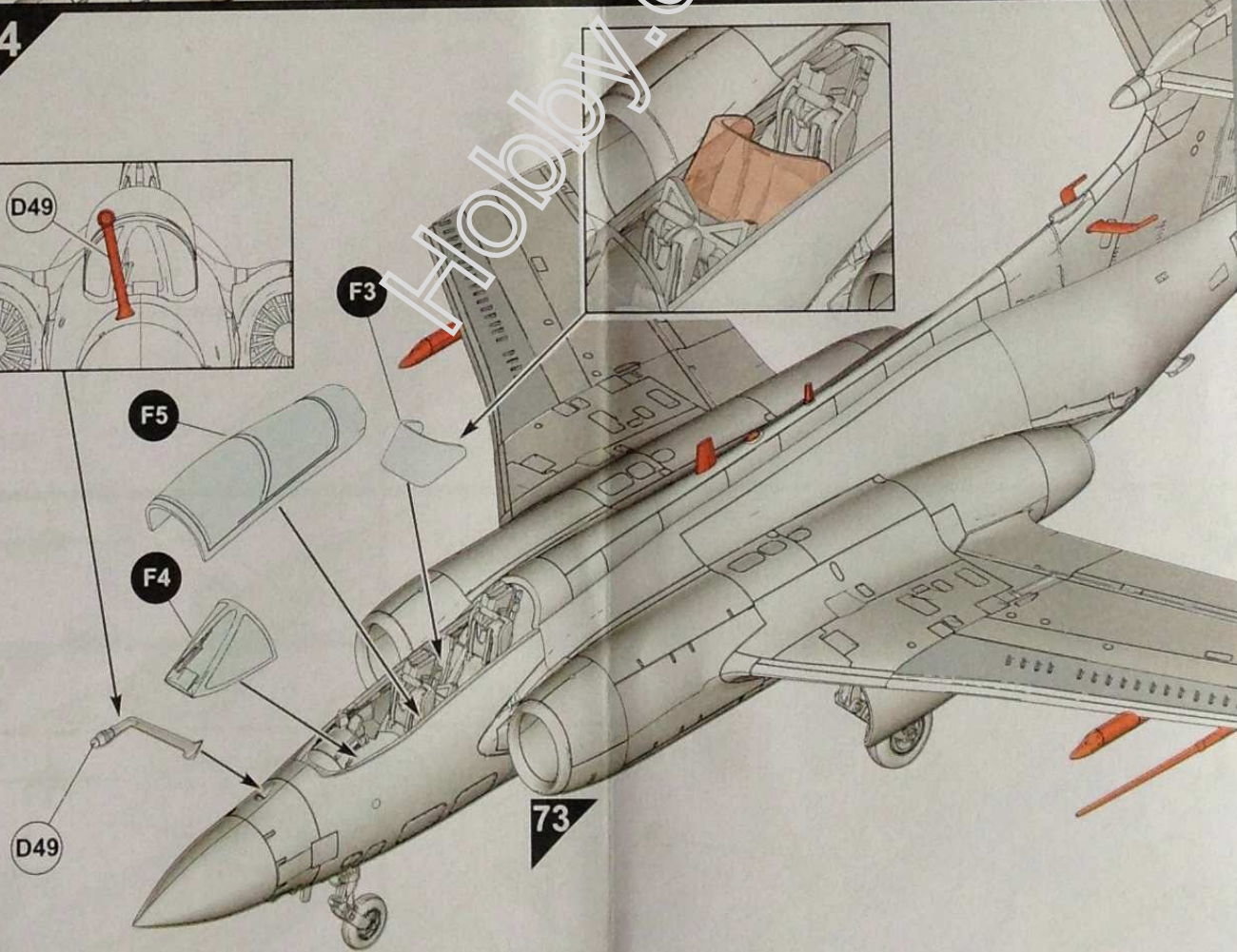
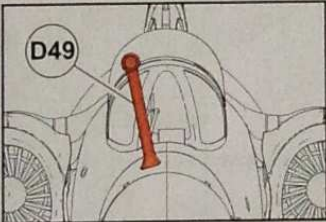
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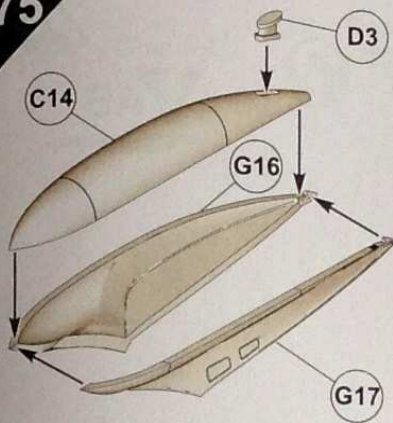
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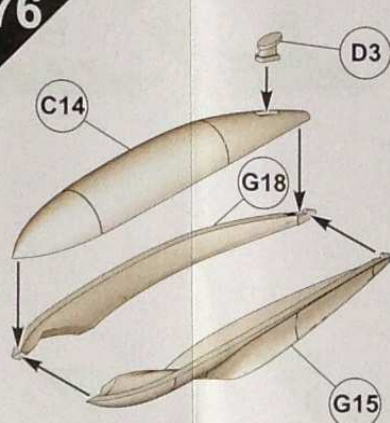
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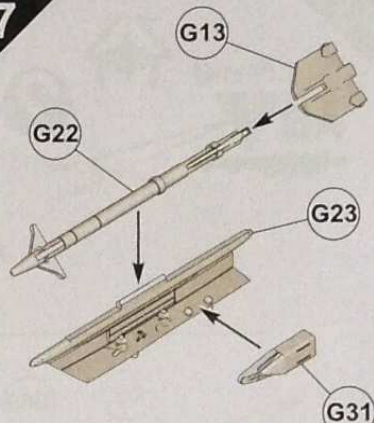
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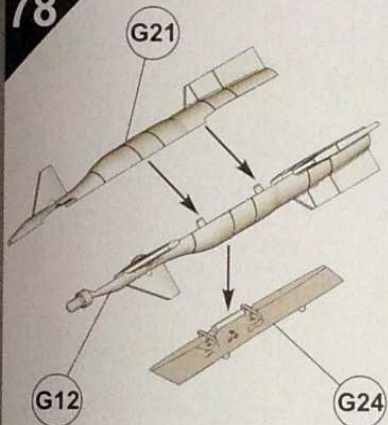
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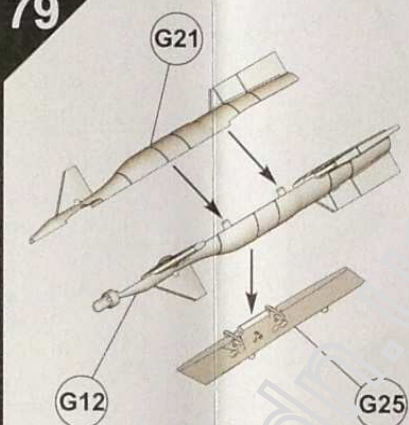
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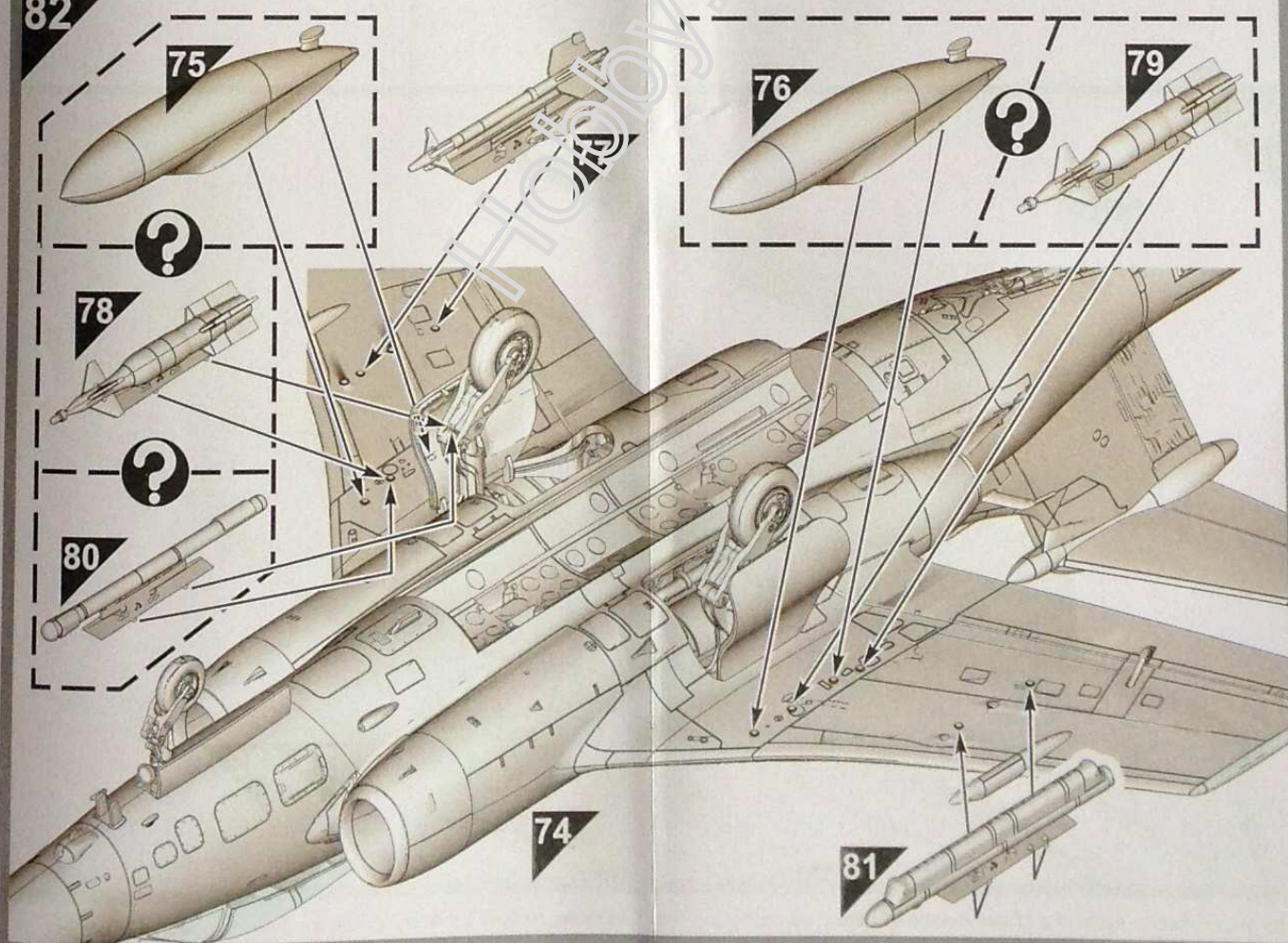
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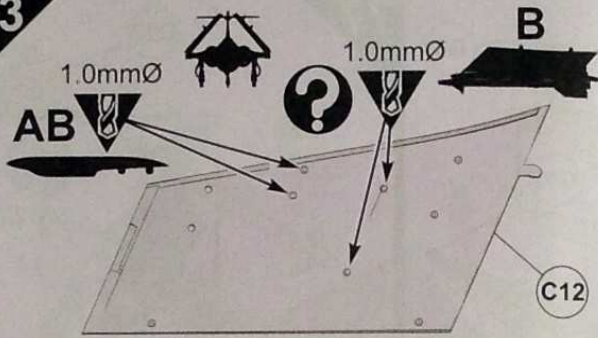
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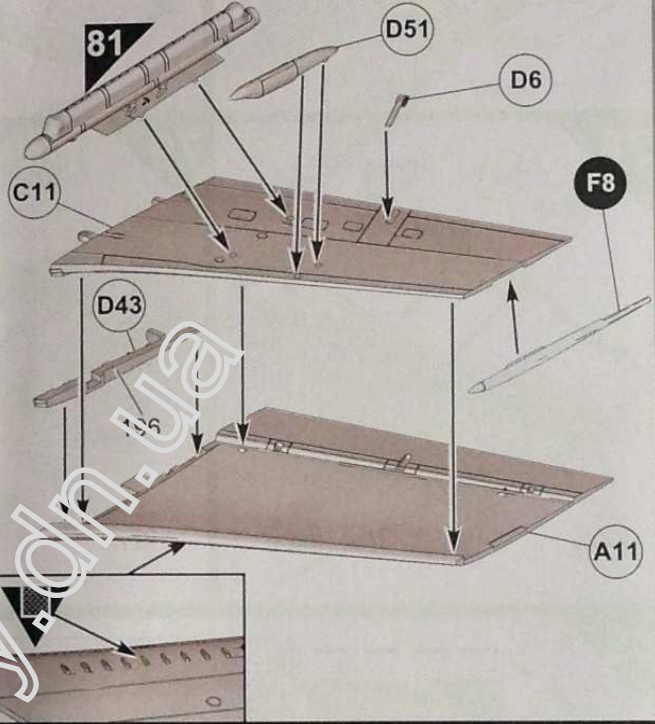
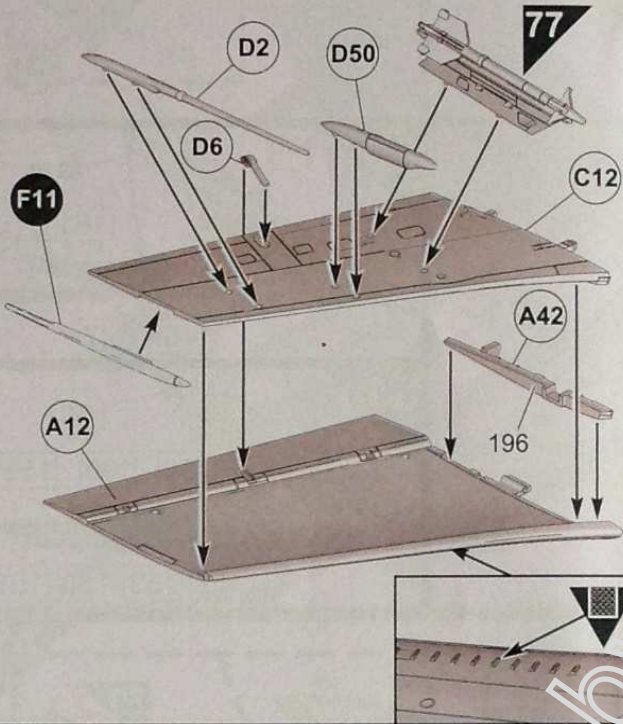
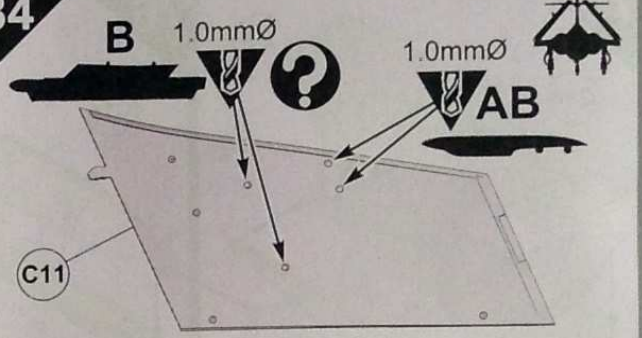
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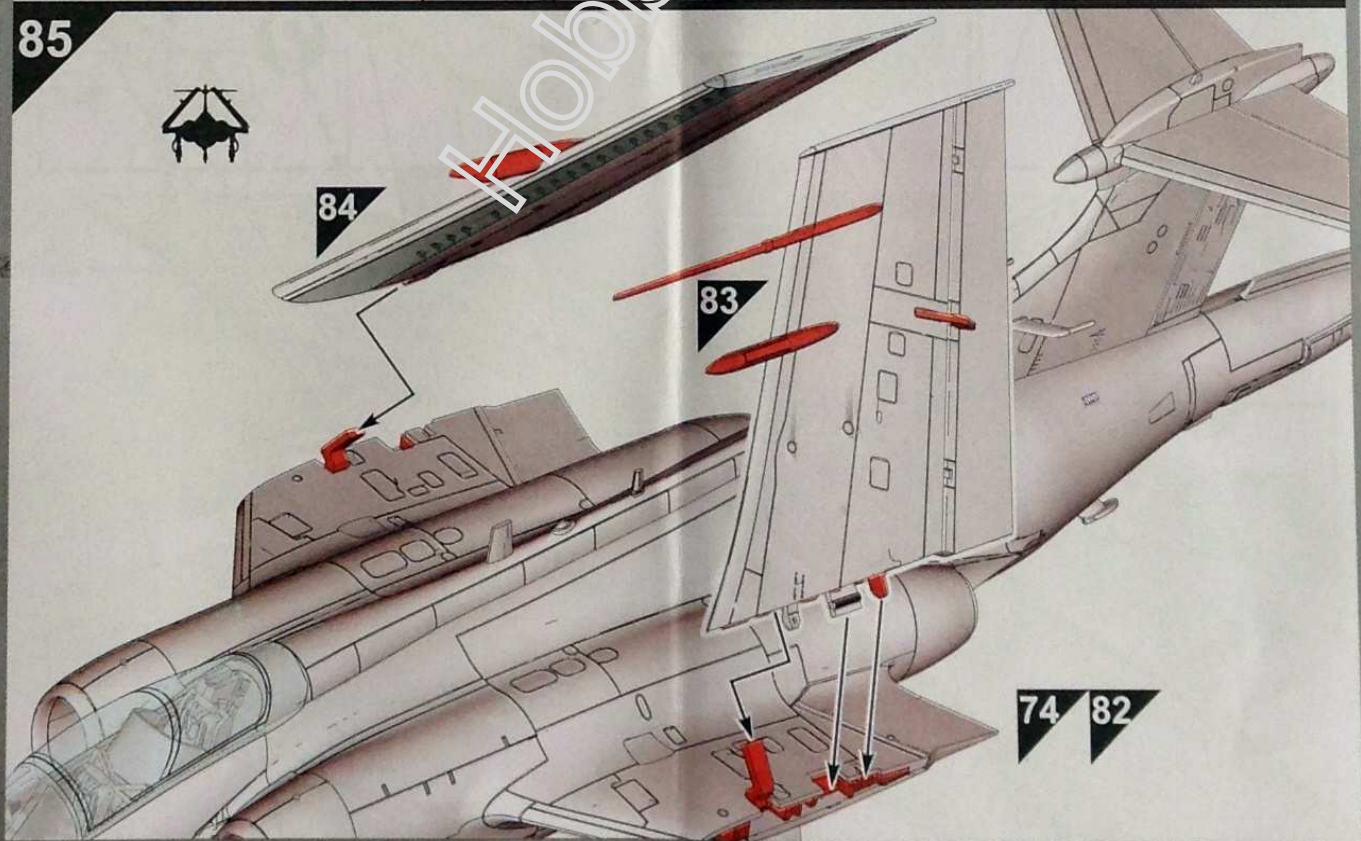
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84

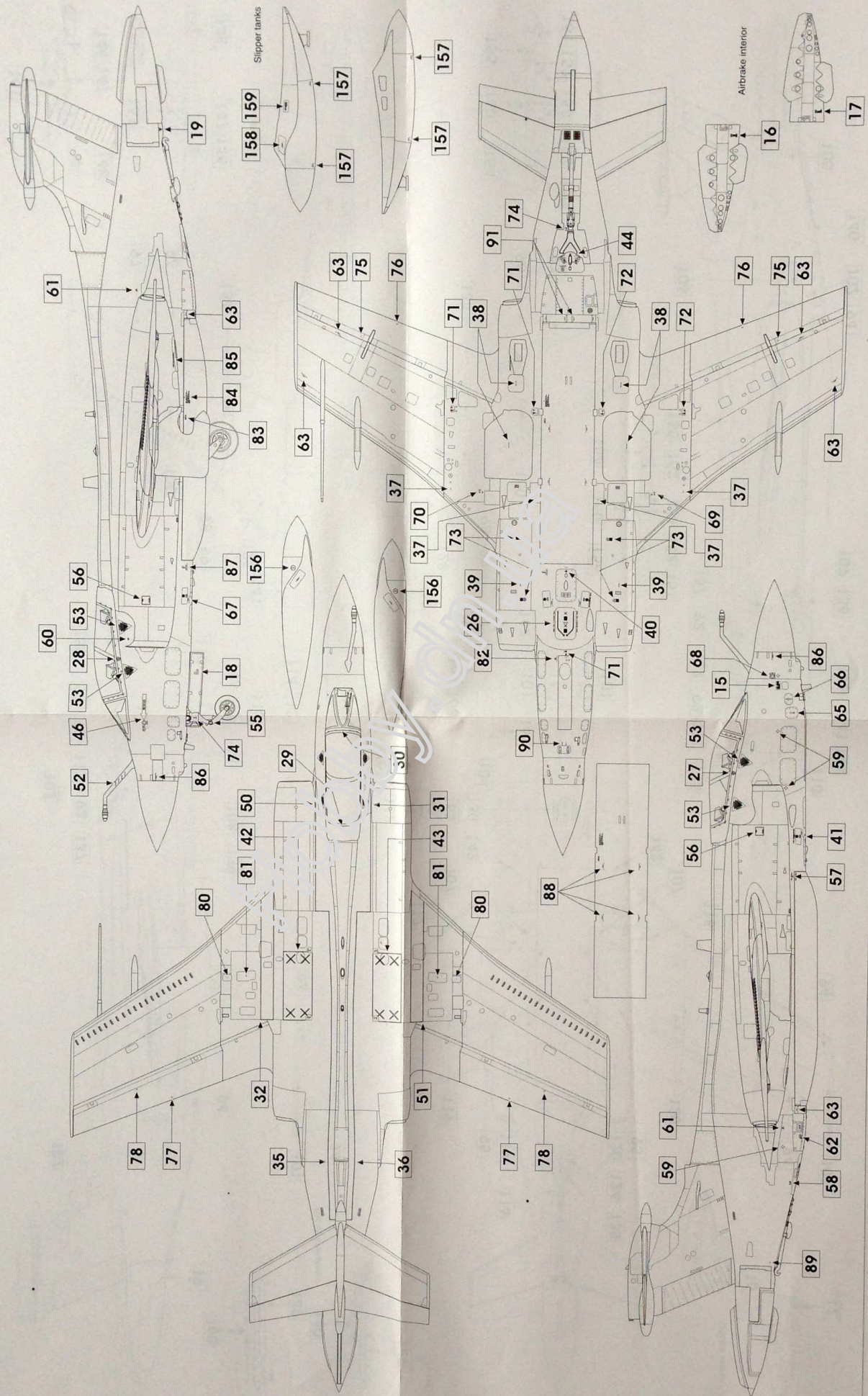


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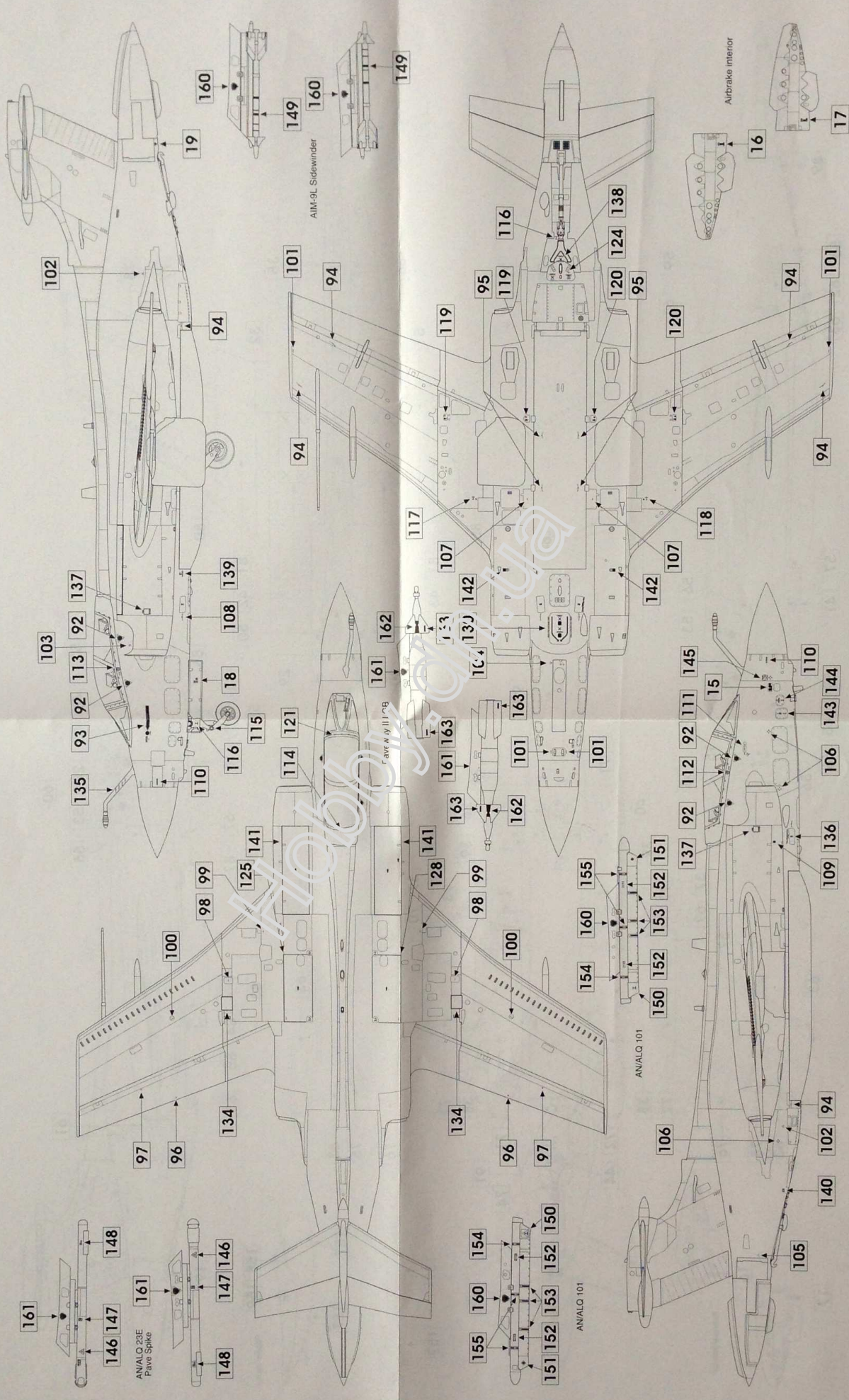
Airfix would like to thank the Ulster Aviation Society, in particular Tony Osborne, as well as Andy White for their help with this project.

**A) Blackburn Buccaneer S.2B**  
Position of stencil data



# Blackburn Buccaneer S.2B

## Position of stencil data

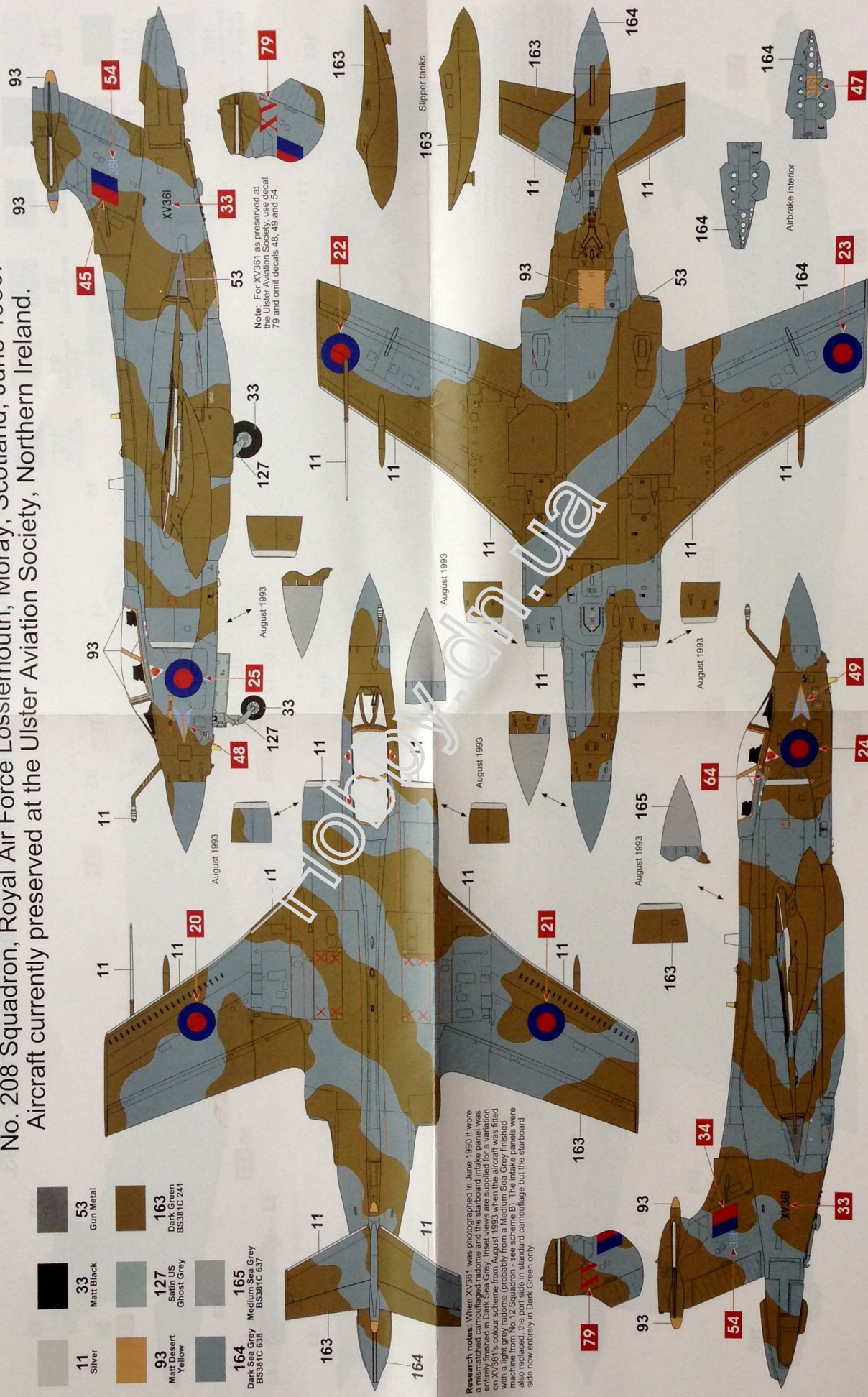




# Blackburn Buccaneer S.2B

No. 208 Squadron, Royal Air Force Lossiemouth, Moray, Scotland, June 1990.  
Aircraft currently preserved at the Ulster Aviation Society, Northern Ireland.

- 11 Silver
- 33 Matt Black
- 53 Gun Metal
- 93 Matt Desert Yellow
- 127 Satin US Ghost Grey
- 163 Dark Green BS381C 241
- 164 Dark Sea Grey BS381C 638
- 165 Medium Sea Grey BS381C 637

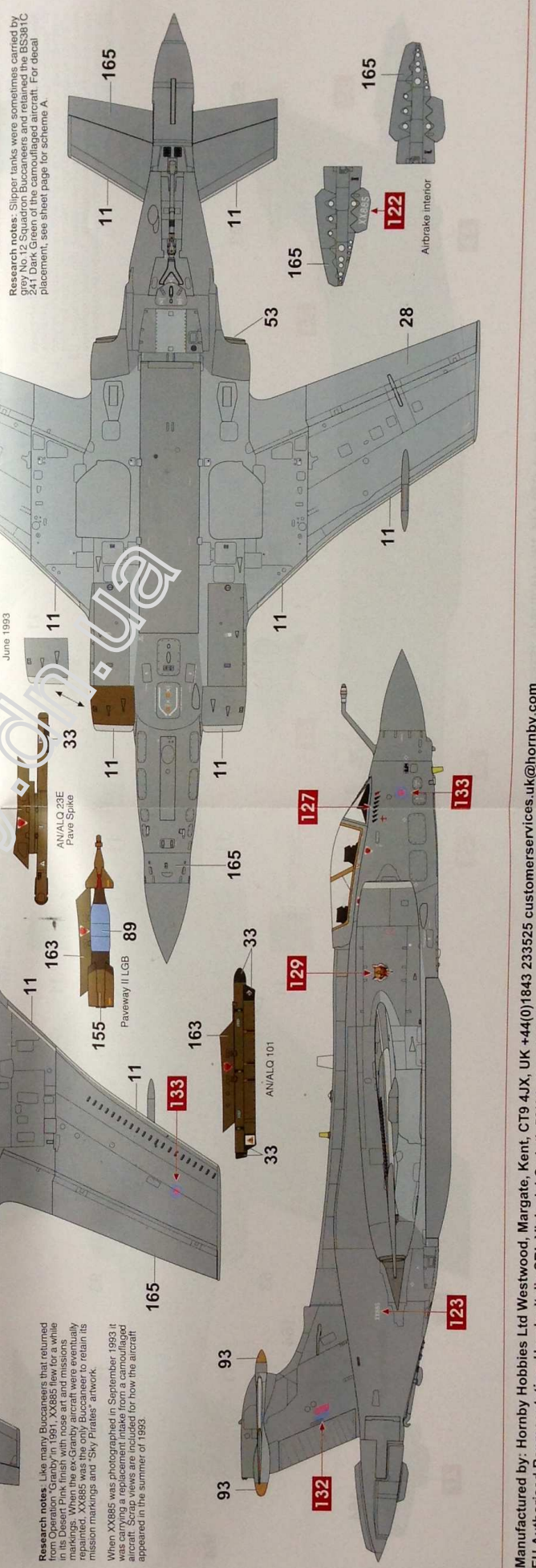
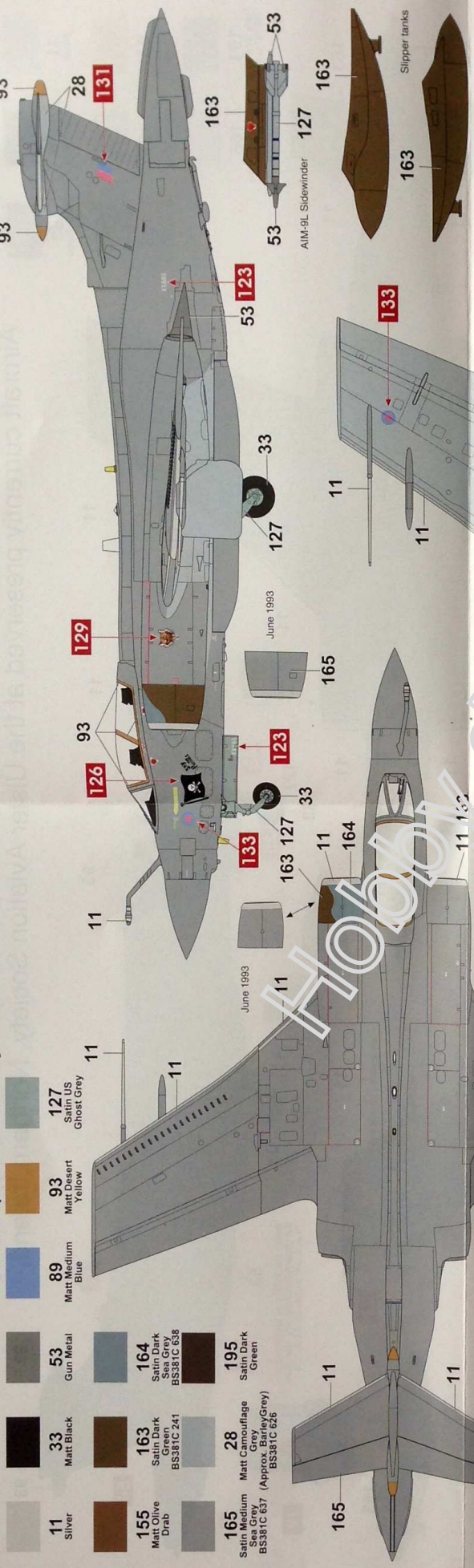


Note: For XV361 as presented at the Ulster Aviation Society, use decal 79 and omit decals 48, 49 and 54.

Research notes: When XV361 was photographed in June 1990 it wore a mismatched camouflaged radome and the starboard intake panel was painted in a light grey scheme from August 1983 when the aircraft was fitted with a light grey radome (probably from a Medium Sea Grey finished machine from No. 12 Squadron - see scheme B). The intake panels were replaced, the port in standard camouflage but the starboard side new entity in Dark Green only.

# B Blackburn Buccaneer S.2B

No. 12 Squadron, Royal Air Force Lossiemouth, Moray, Scotland, September 1993.



- 11 Silver
- 33 Matt Black
- 53 Gun Metal
- 89 Matt Medium Blue
- 93 Matt Desert Yellow
- 111 Satin US Ghost Grey
- 127 Satin US Ghost Grey
- 155 Matt Olive Drab
- 163 Satin Dark Green BS381C 241
- 164 Satin Dark Sea Grey BS381C 838
- 165 Satin Dark Green
- 28 Matt Camouflage BS381C 637 (Approx. Blue/Grey)
- 33 Matt Black
- 53 Gun Metal
- 89 Matt Medium Blue
- 93 Matt Desert Yellow
- 111 Satin US Ghost Grey
- 127 Satin US Ghost Grey
- 155 Matt Olive Drab
- 163 Satin Dark Green BS381C 241
- 164 Satin Dark Sea Grey BS381C 838
- 165 Satin Dark Green
- 28 Matt Camouflage BS381C 637 (Approx. Blue/Grey)

**Research notes:** Like many Buccaneers that returned from Operation Granby in 1991, XX885 flew for a while in its Desert Pink finish with nose art and mission markings. As the aircraft was eventually returned to the RAF, it was repainted in its standard RAF grey and returned to the 'Sky Pirates' artwork.

When XX885 was photographed in September 1993 it was carrying a variety of weapons, including the 'Sky Pirate' aircraft. Scrap views are included for how the aircraft appeared in the summer of 1993.

**Research notes:** Slipper tanks were sometimes carried by grey No. 12 Squadron Buccaneers and retained the BS381C 241 finish. The aircraft was eventually repainted in its standard RAF grey and returned to the 'Sky Pirates' artwork. For detail placement, see sheet page for scheme A.