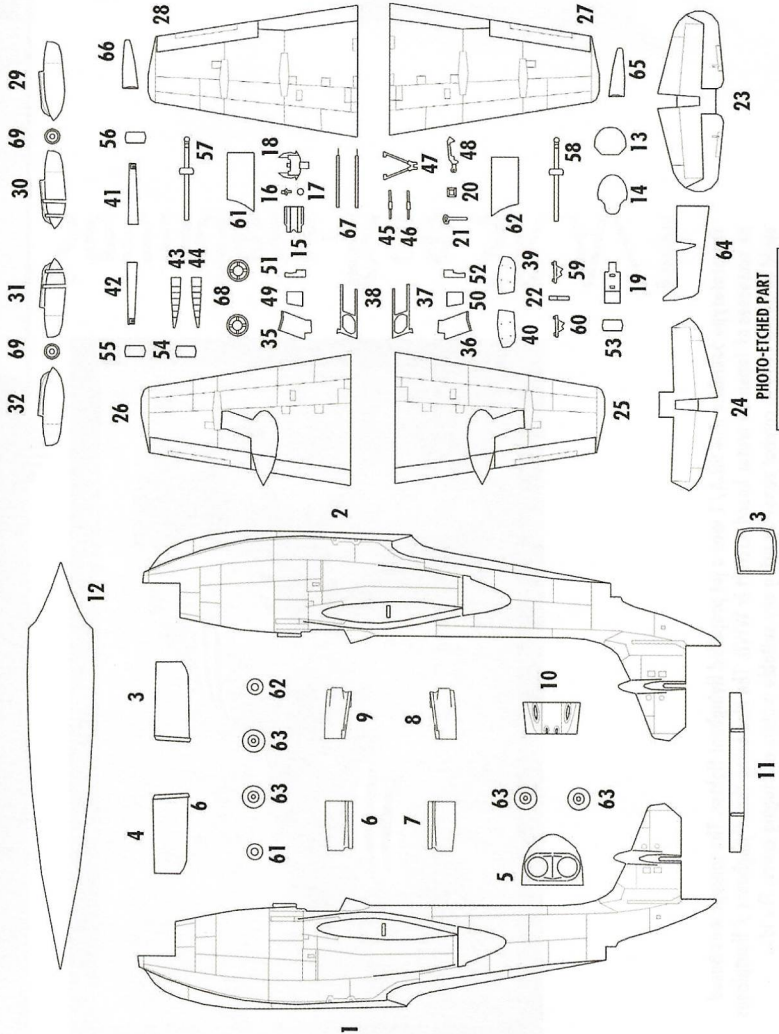


# Saunders-Roe SR.A/1



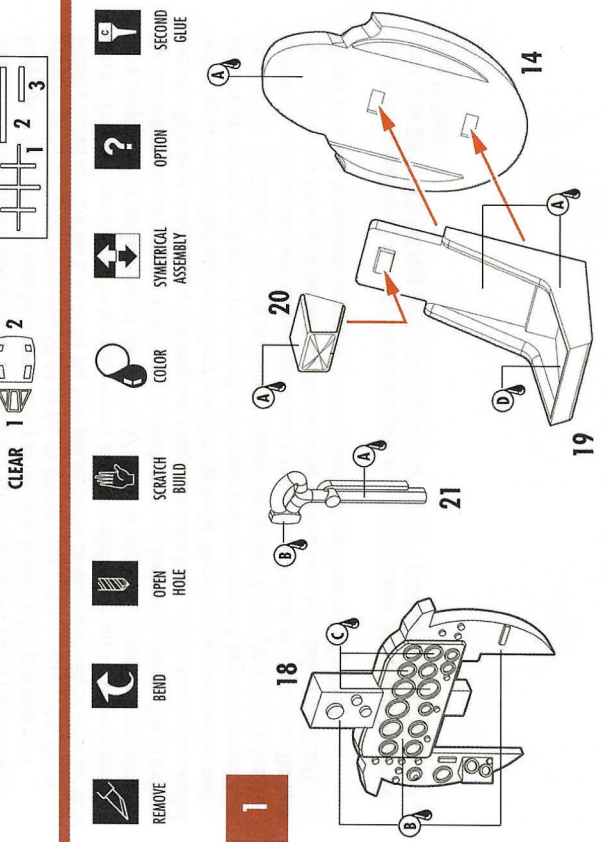
The prototype Saunders-Roe SR.A/1 was a jet propelled flyingboat fighter. The concept was based on successes of Japanese water based aircraft in WWII. The idea being that flyingboats / floatplanes could be based close to combat zones by using any suitable waters as staging areas. The idea was not new as there had been plans for Hurricane and Spitfire floatplanes during the Norwegian Campaign in WWII, but curtailed by German victory at the time. Saunders-Roe proposed a jet powered seaplane fighter, designated SR.44 to the Air Ministry mid 1943. In April 1944, the Air Ministry issued specification E. 6/44 for the type and supported development with an order for three aircraft. Progress was slowed due to other projects and was ended before any of the prototypes were completed. The maiden flight of the first SR.A/1 was 16 July 1947. It was then evaluated by the RAF but considered incapable of matching the performance of land based designs. The aircraft was of a flyingboat design with a high wing and using retractable floats. A high nose intake avoided water ingestion. Two Metropolitan-Vickers axial-flow turbo-jet 'Beryl' engines powered the craft with the jet exhausts exiting the fuselage aft of the wing roots and angled 5 degrees outward from the fuselage. The Canopy was small and heavily framed, not the best for a fighter aircraft, but the cockpit was spacious and could have accommodated a second crew member as an observer. The first two aircraft were fitted with the first two Martin-Baker ejection seats to be built. Two SR.A/1 aircraft were lost to accidents, leaving only one survivor. The type was retired in 1951.

The SR.A/1 would have had 4 x 20mm hispano guns mounted just above the nose intake, with 8 rockets, or 2 x 1000lb (455kg) bombs. Max speed was 512mp/h (824km/h). Workers called the SR.A/1 'Squirt'.



Xtracrylic/Xtracolor

COLOR	
(A)	Interior Green XA1010/X010
(B)	Black XA1012/X012
(C)	Silver X501
(D)	Duraluminum X500
(E)	Chrome
(F)	Grey XA1006/X006
(G)	Gun metal X506
(H)	Tyres Black X505
(I)	Natural steel X502



- REMOVE
- BEND
- OPEN HOLE
- SCRATCH BUILD
- COLOR
- SYMMETRICAL ASSEMBLY
- OPTION
- SECOND GLUE

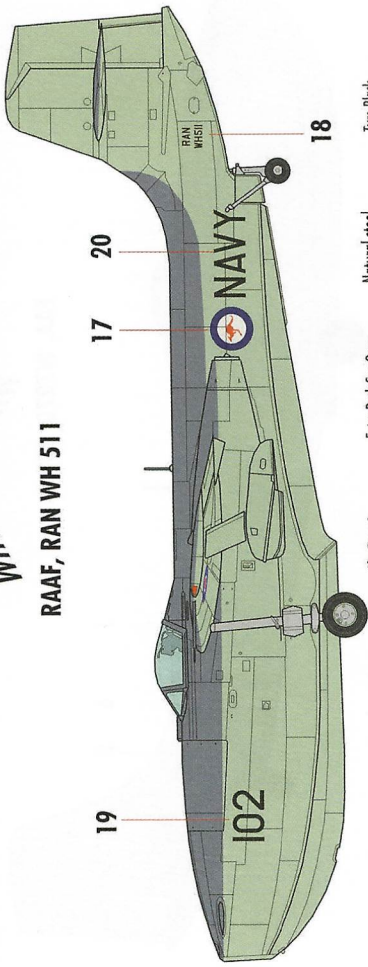
CLEAR 1 2 3

PHOTO-ETCHED PART

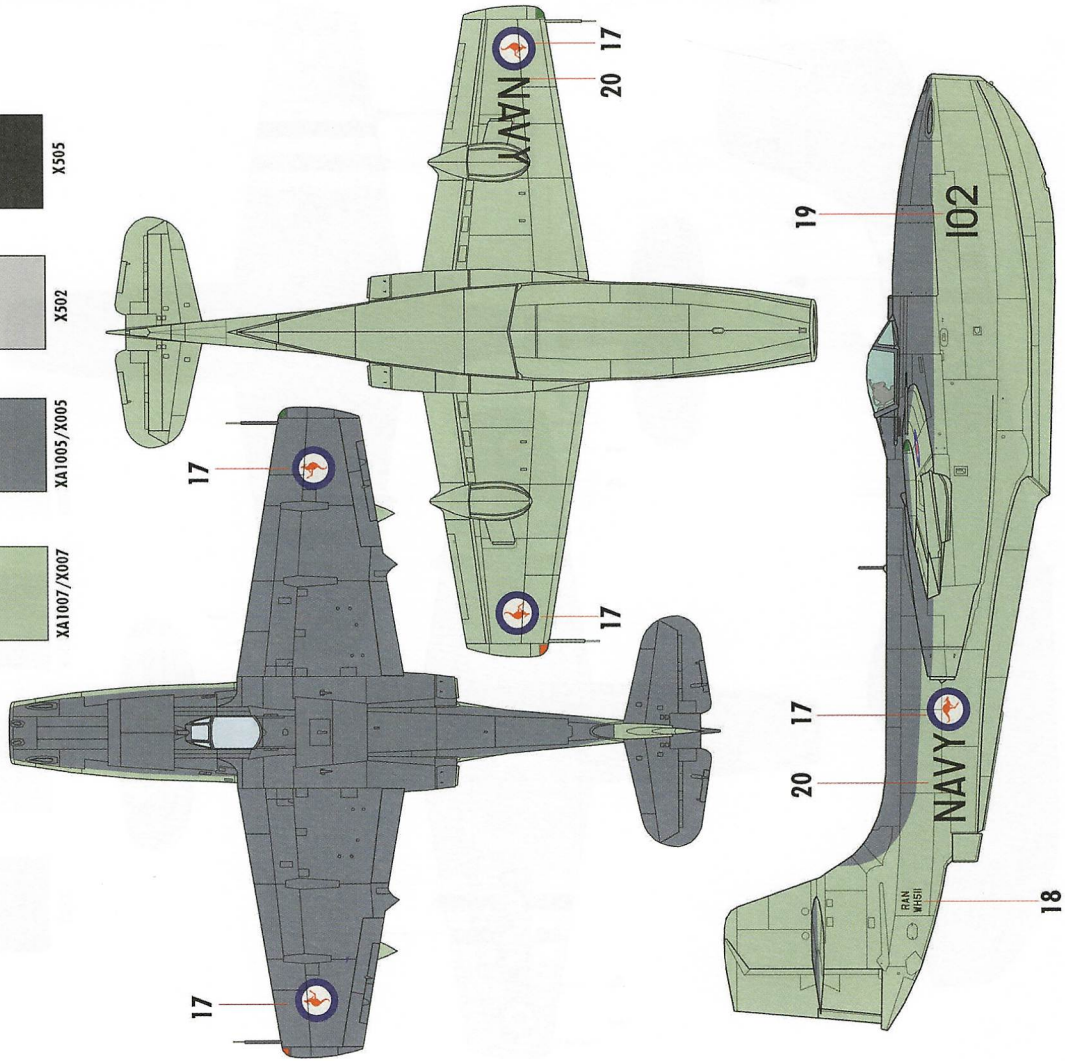
11

1

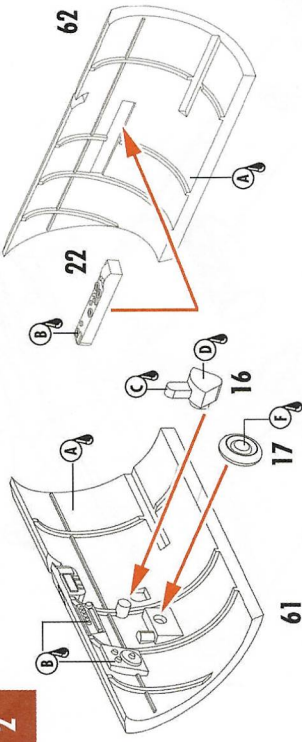
RAAF, RAN WH 511



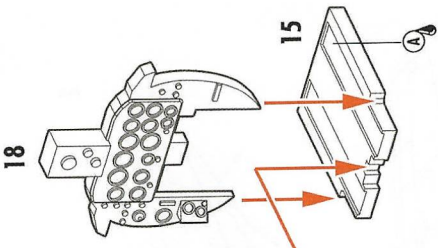
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- Extra Dark Sea Grey XA1005/X005
- Natural steel X502
- Tyre Black X505



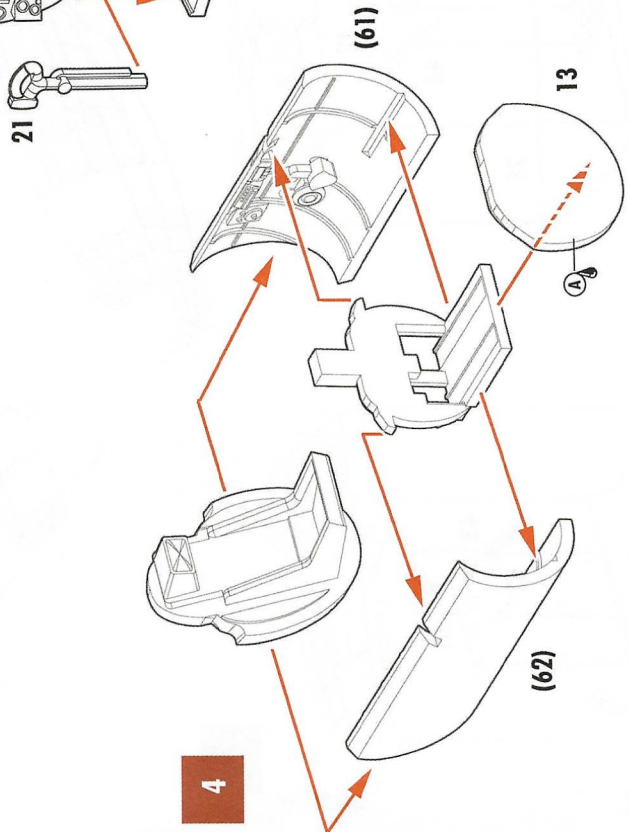
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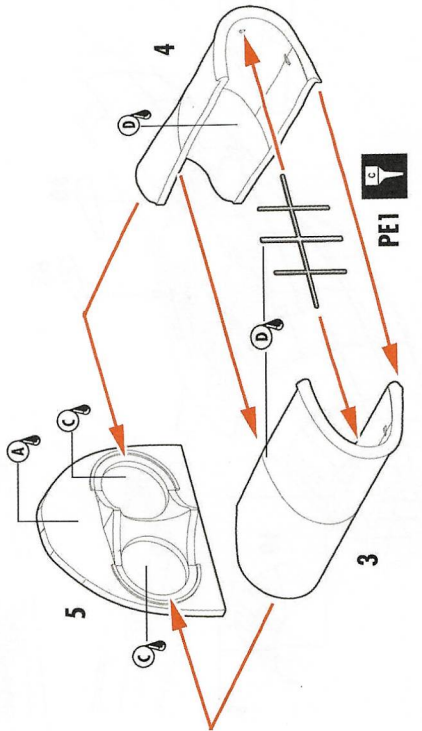
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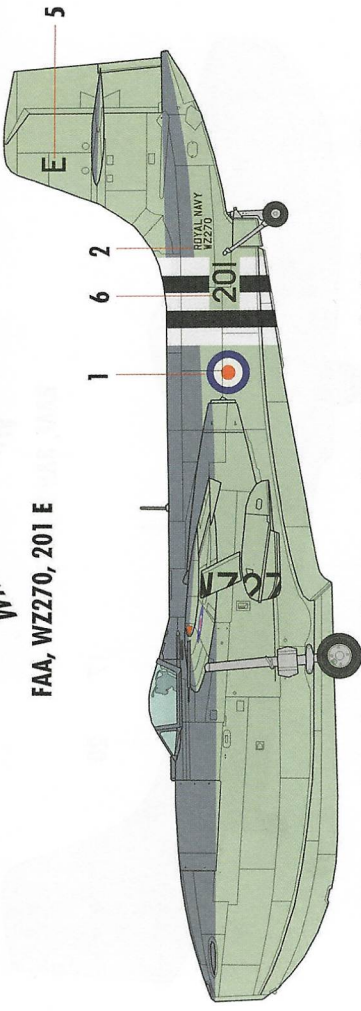
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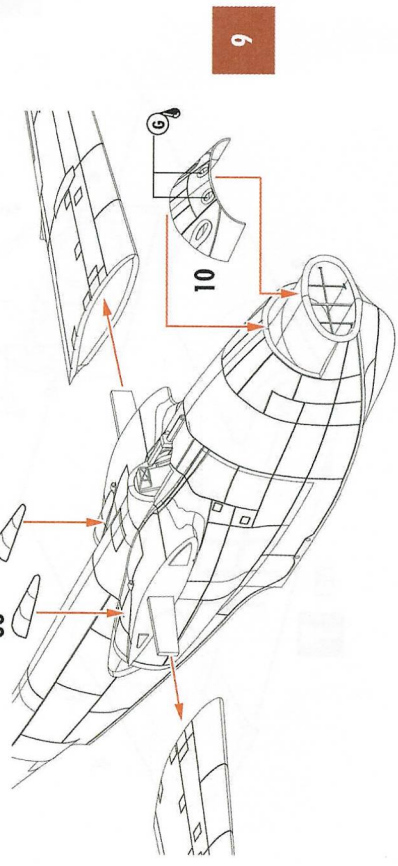
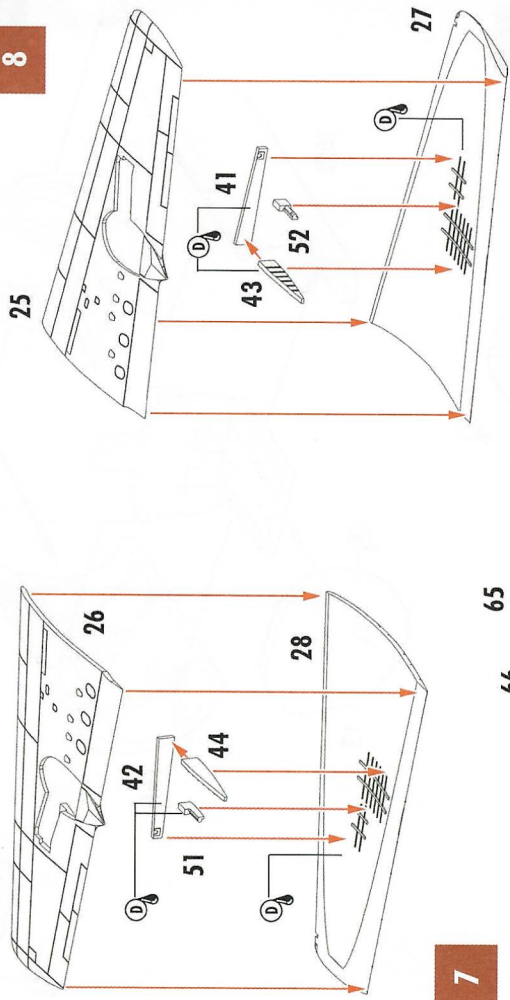
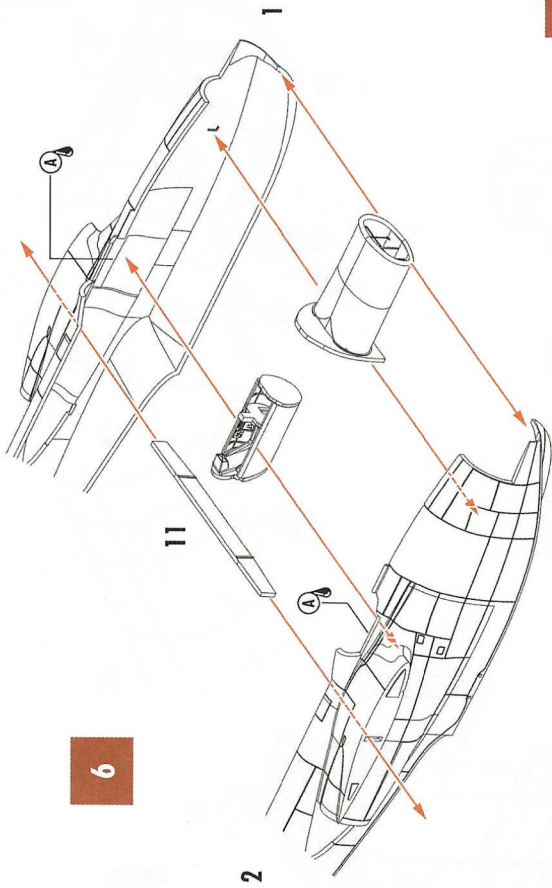
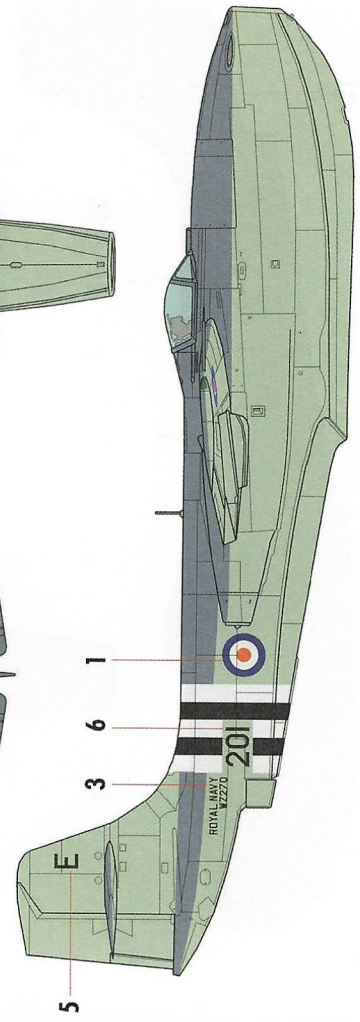
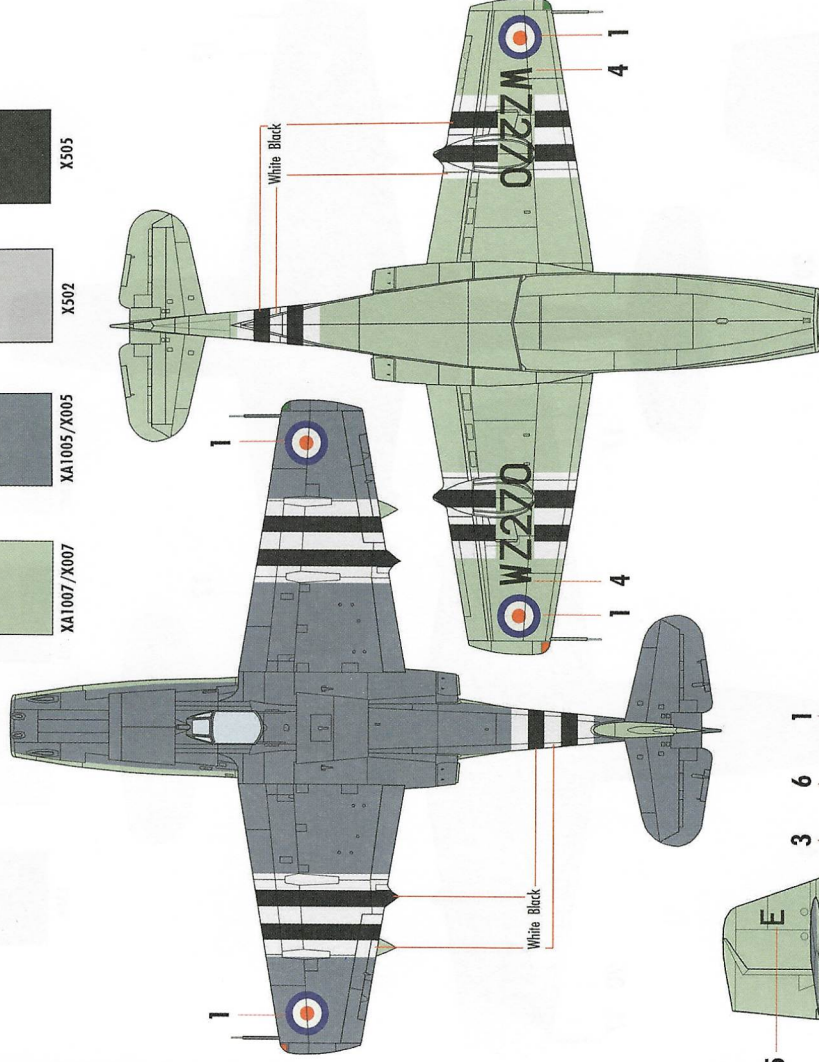
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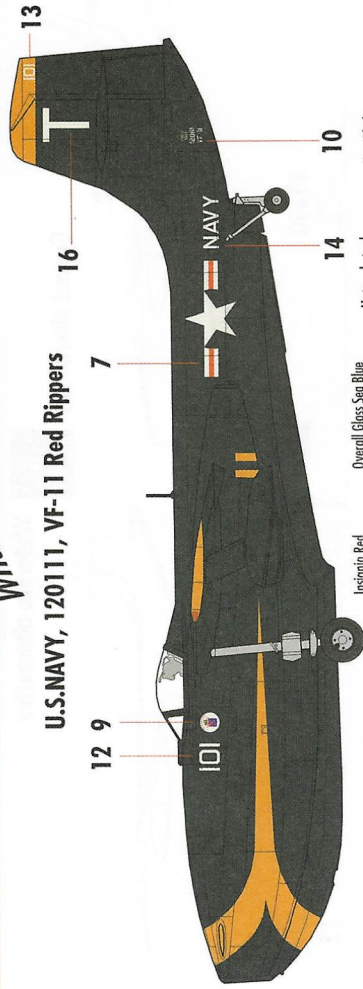
FAA, WZ270, 201 E



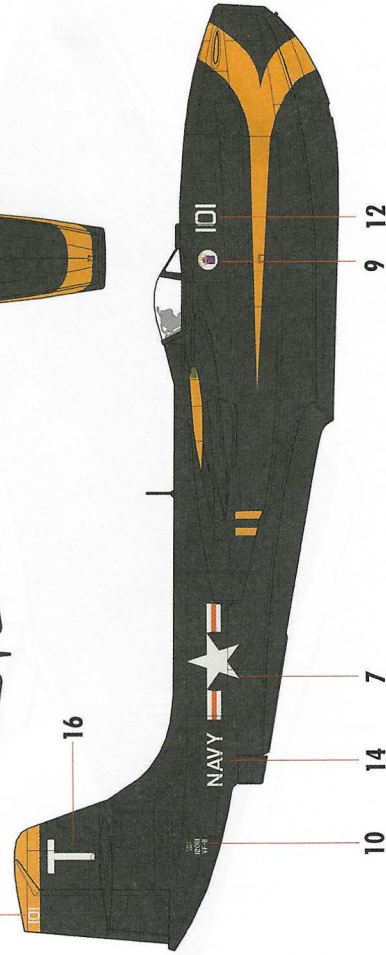
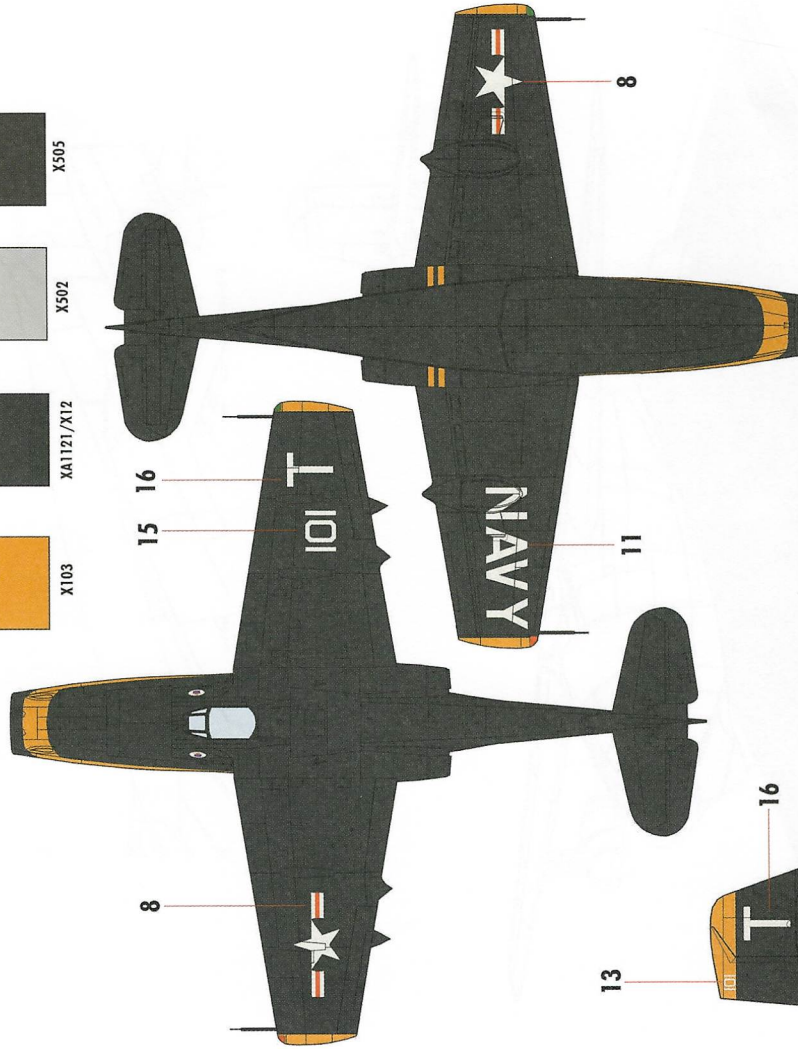
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- Extra Dark Sea Grey XA1005/X005
- Natural Steel X502
- Tyre Black X505



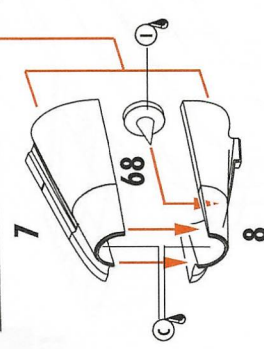
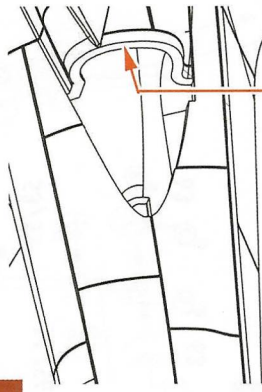
U.S. NAVY, 120111, VF-11 Red Rippers



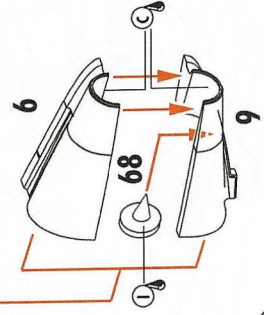
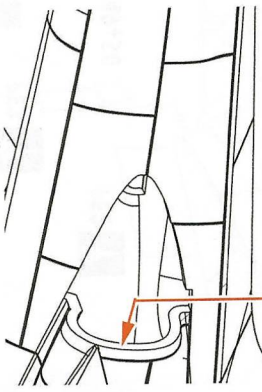
- Insignia Red FS11136  X103
- Overall Gloss Sea Blue FS15042  XA1121/X12
- Natural steel  X502
- Tyre Black  X505



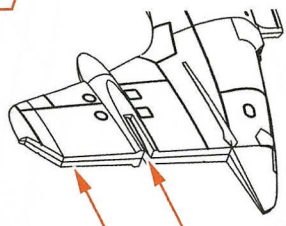
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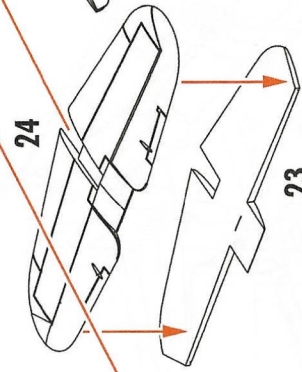
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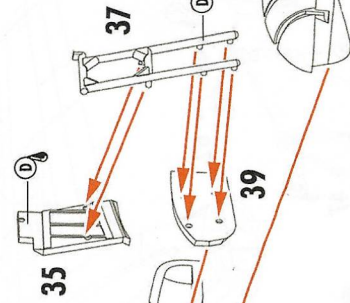
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PE4

64

13

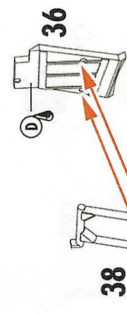


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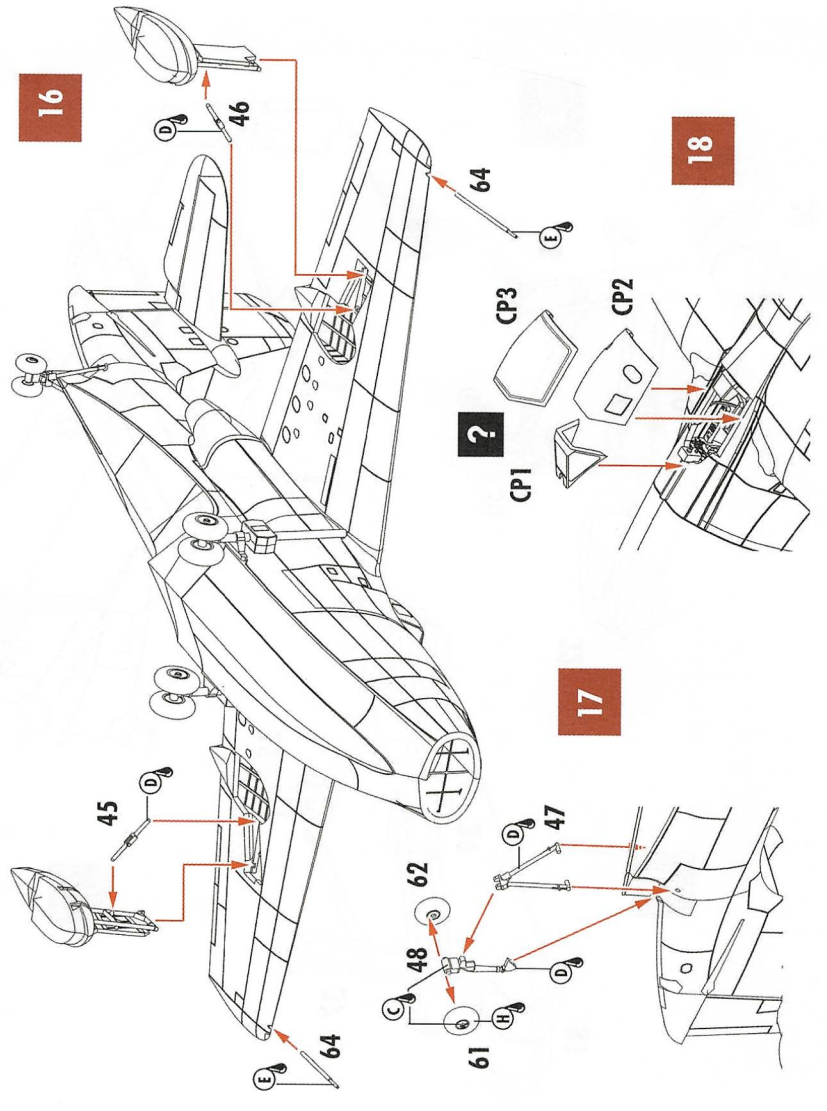
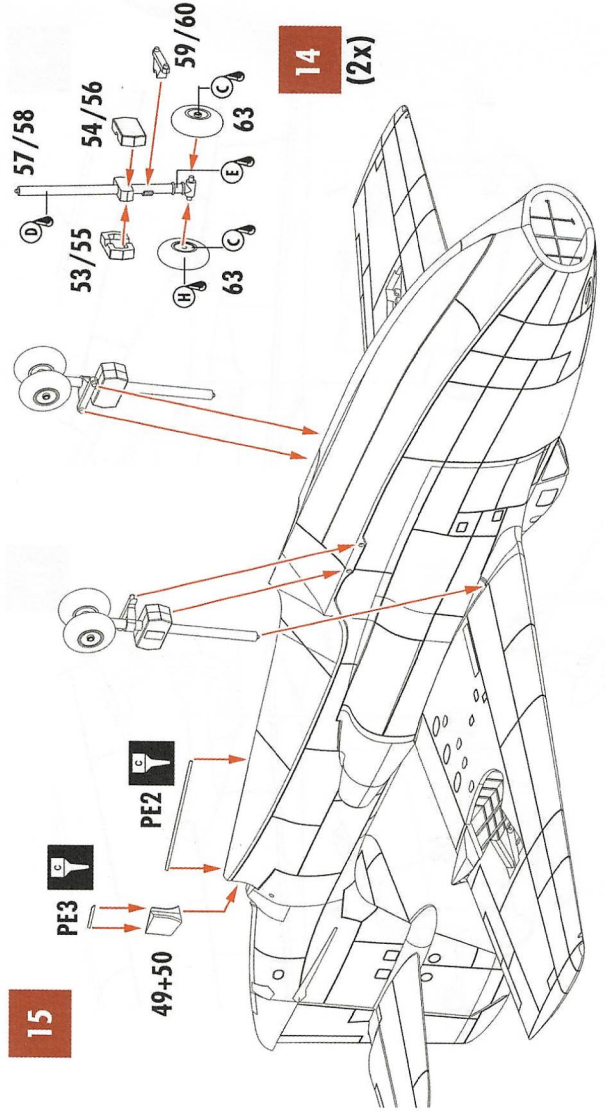
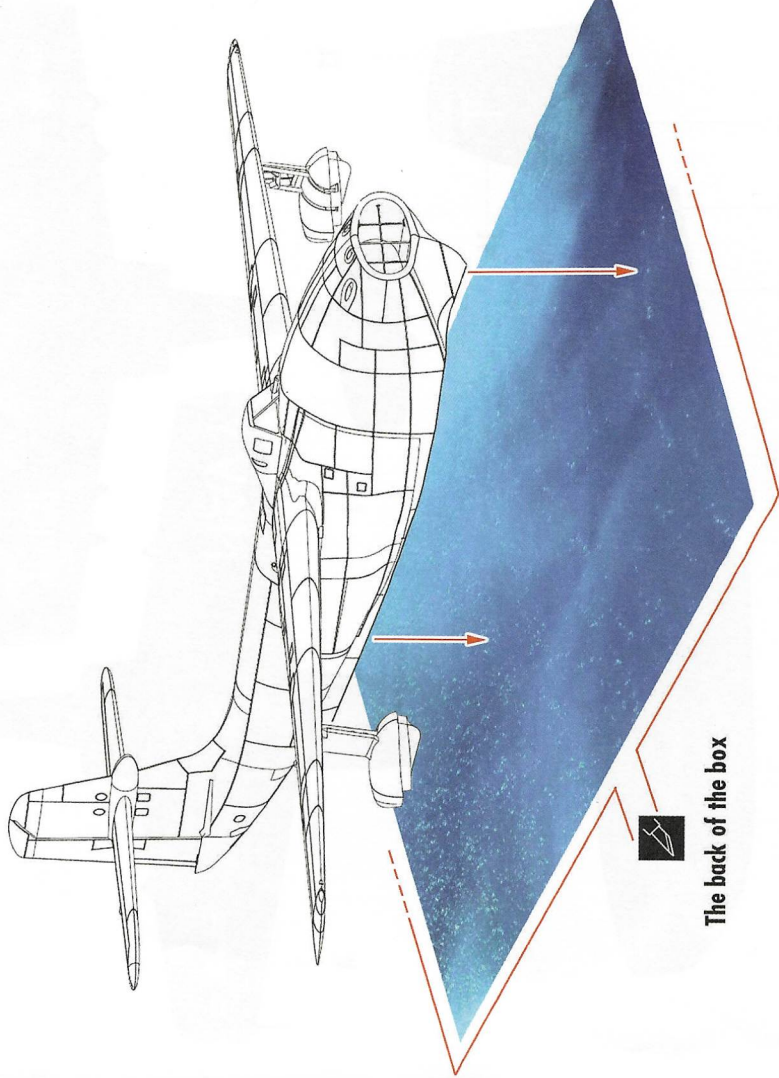
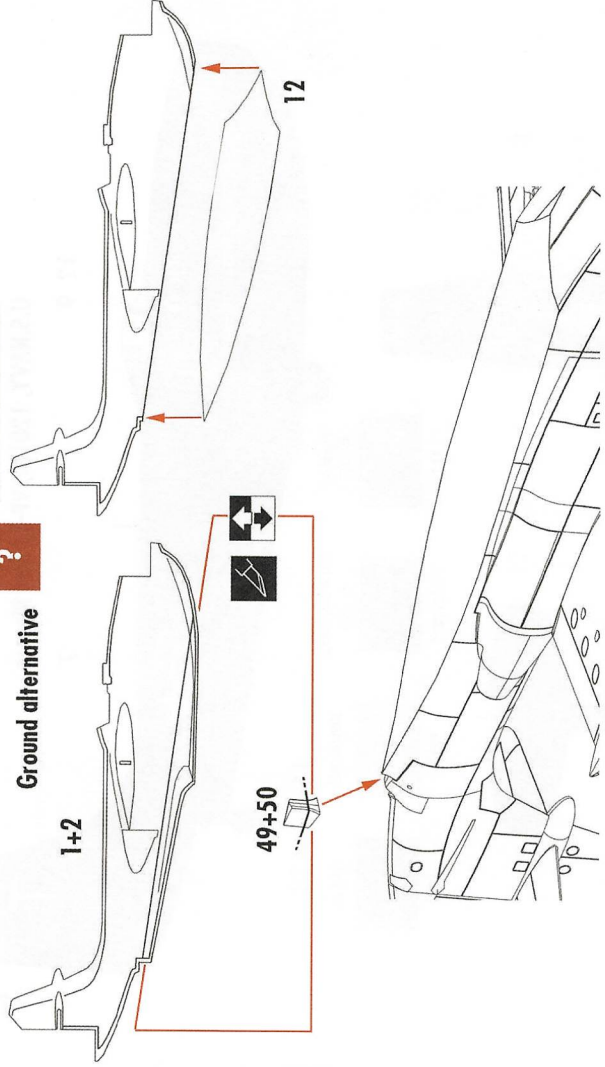
40

30

30

30

Waterline alternative



14 (2x)

18

17

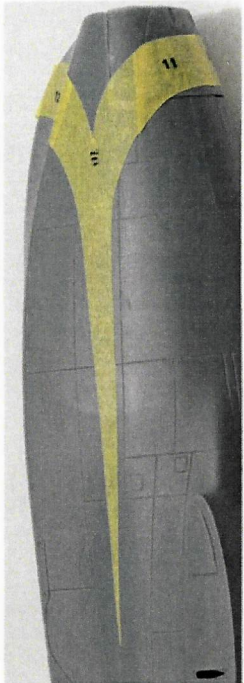
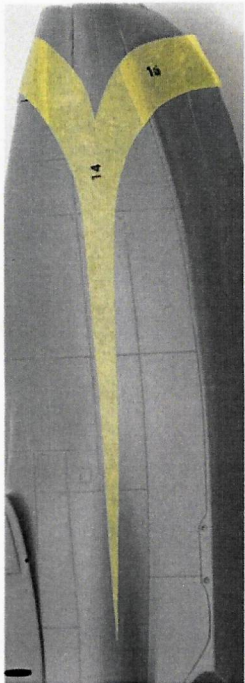
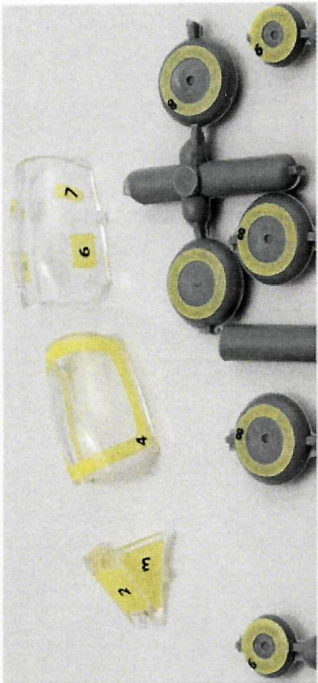
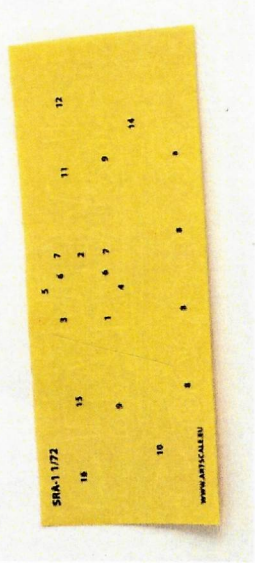
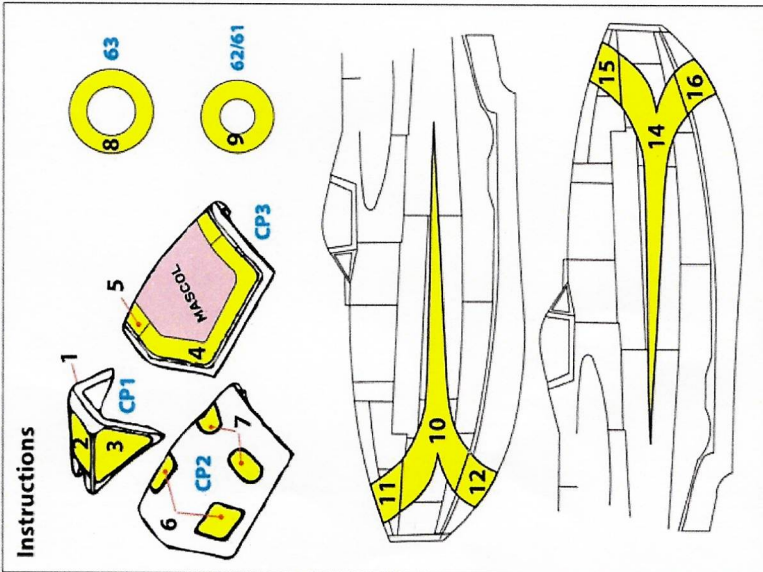
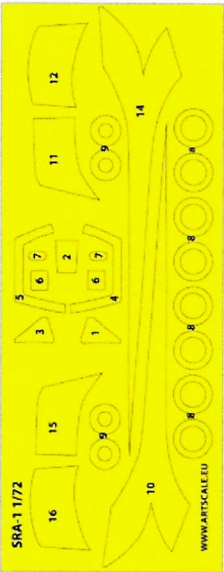
16

15

Ground alternative

?

The back of the box



**XK72018**