

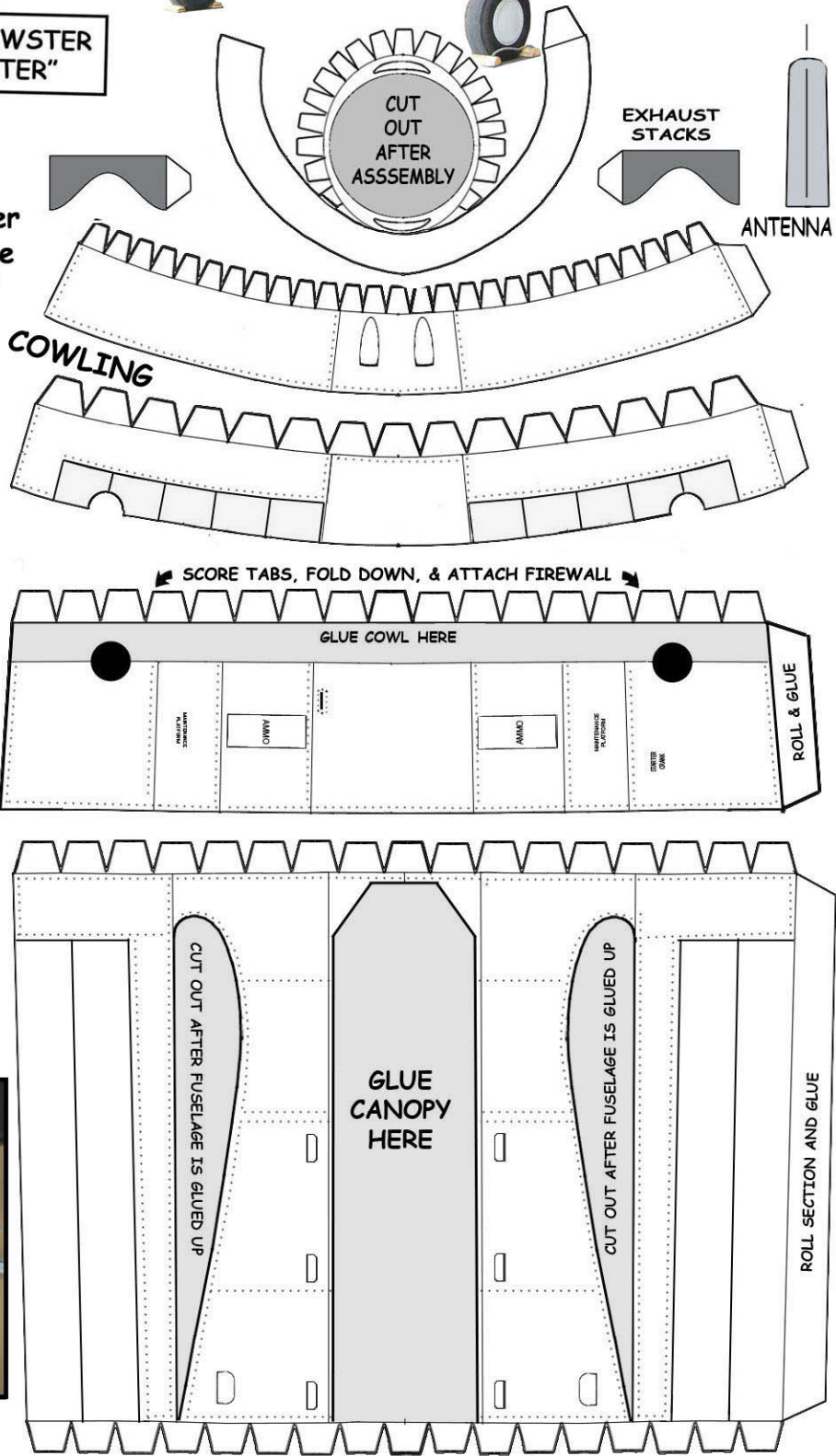
BREWSTER SB2A BUCCANEER

THE LEAST
SUCCESSFUL ALLIED
AIRCRAFT OF WWII!

THE BREWSTER
"BLASTER"



The Brewster Bermuda or Buccaneer as it was known in the US, has the dubious distinction of being one of the least successful US combat aircraft put into production during the Second World War. The US Navy ordered a prototype of the new Brewster Model-340 design in 04 April 1939. The midwing, inward retracting undercarriage & internal weapon bay features were all very similar to the previous Brewster product for the Navy. The aircraft made its first flight on 17 June 1941. Desperate for modern aircraft designs, the British Purchasing Commission then ordered 750 aircraft of the type, known as Bermudas. But mediocre performance quickly relegated the aircraft type to only training duties.



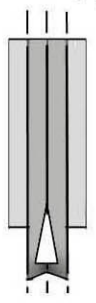
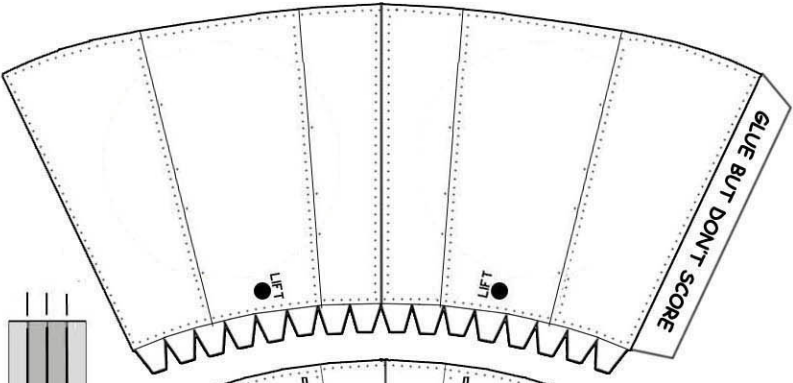
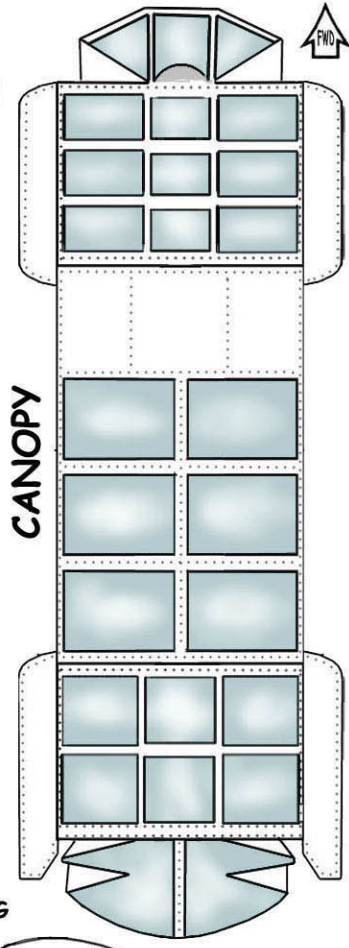
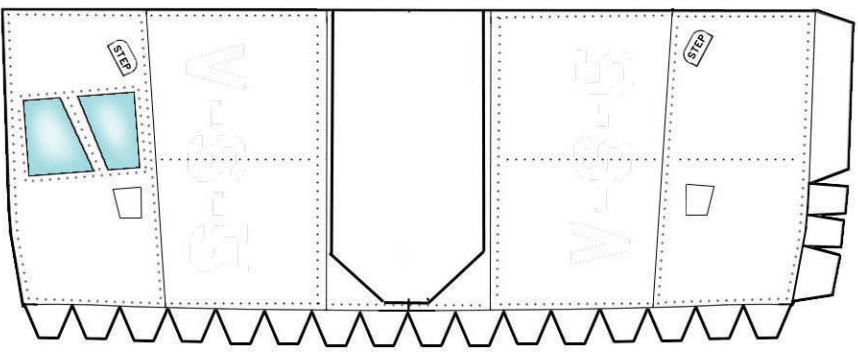
MODEL THANKS
TO
ROB CARLEEN

THIS IS ROB'S US NAVY VERSION

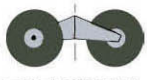
SHEET 2

The SB2A Buccaneer is a prime example of how a design that looked good on paper in 1939 can be woefully lacking

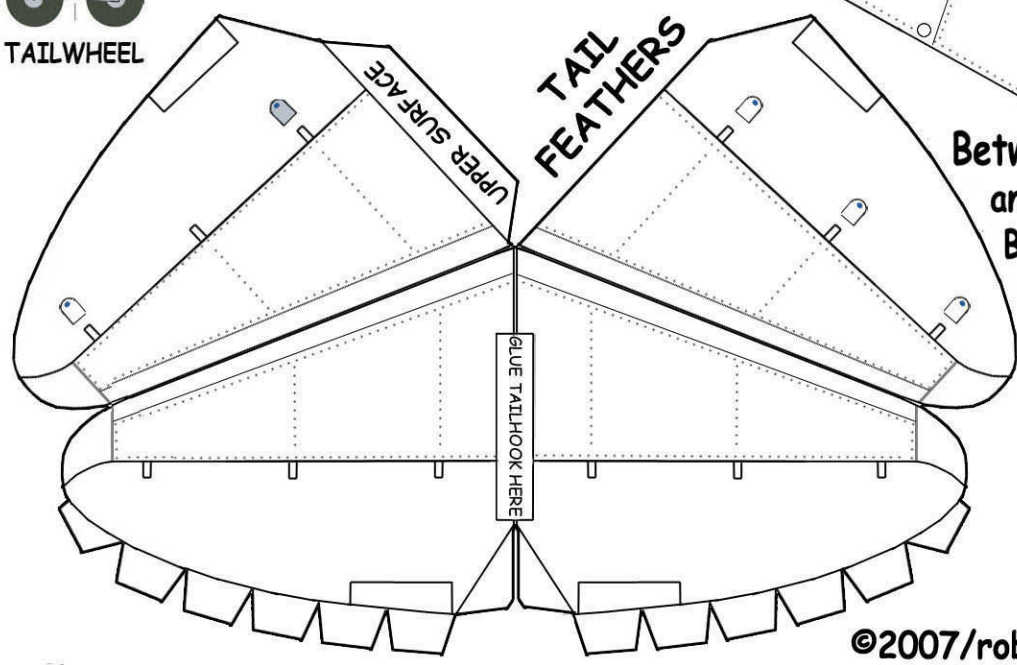
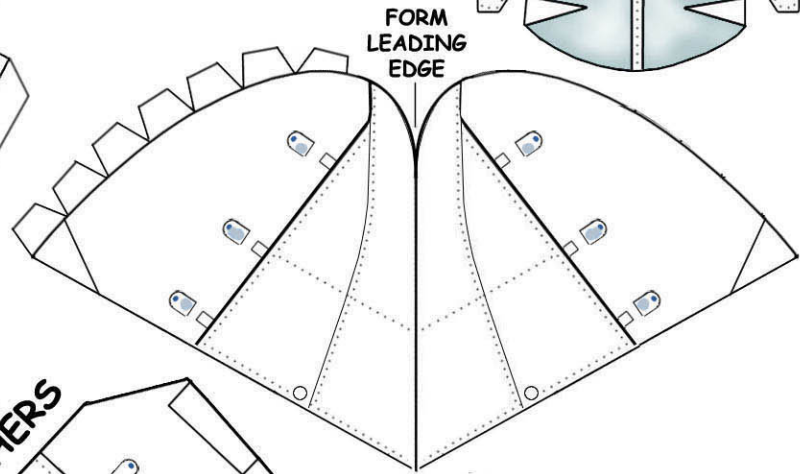
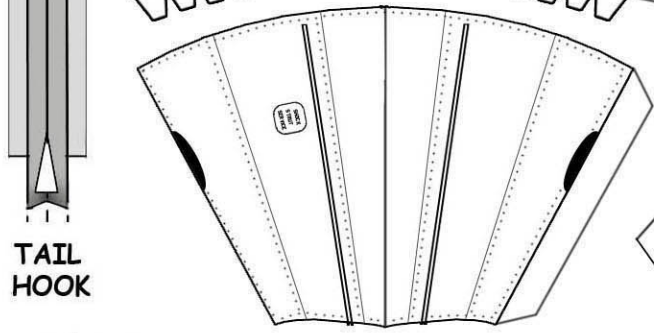
by 1941.
by 1941!



TAIL HOOK



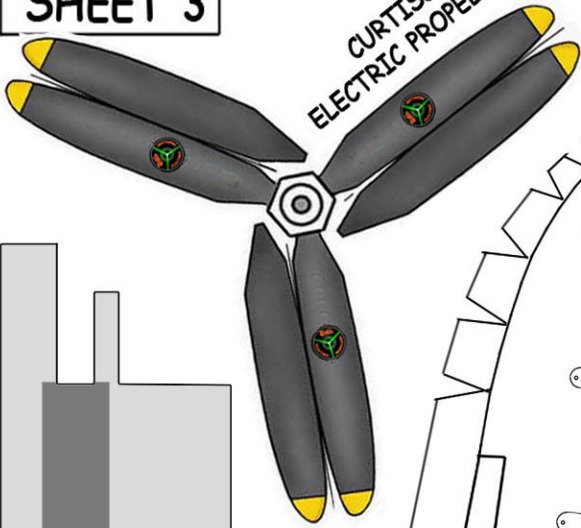
TAILWHEEL



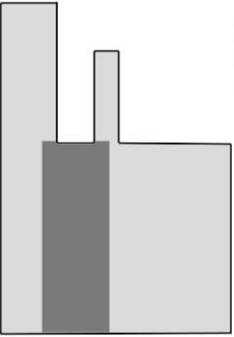
Between the drawing board and the production line, the Buccaneer gained substantial additional weight that overwhelmed her 1,700 horse power engine & out dated air frame, resulting in a ship that proved to be, slow, sluggish, and with unpleasant handling qwerks

SHEET 3

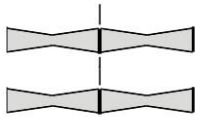
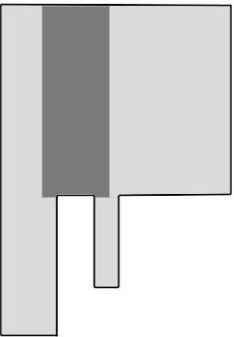
CURTISS
ELECTRIC PROPELLER



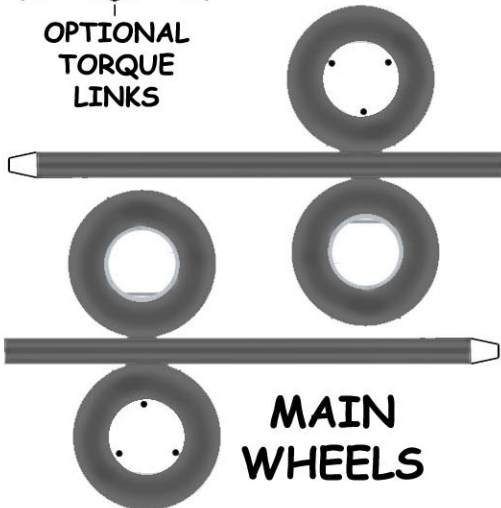
PROPELLER HUB (ROLL AND GLUE)



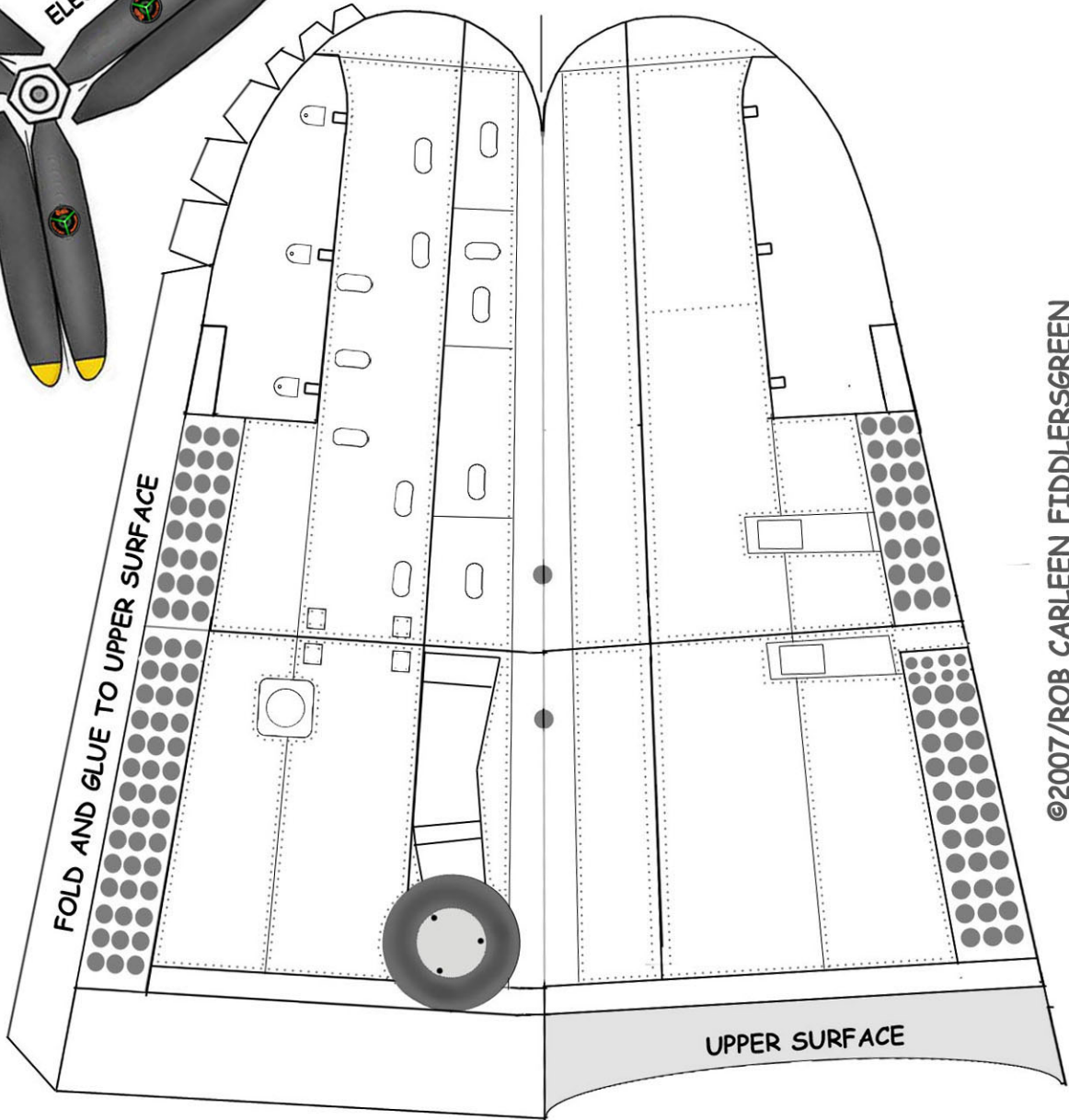
MAIN
LANDING GEAR
STRUTS
(ROLL OVER
STRAIGHTENED
PAPER CLIP)



OPTIONAL
TORQUE
LINKS



MAIN
WHEELS

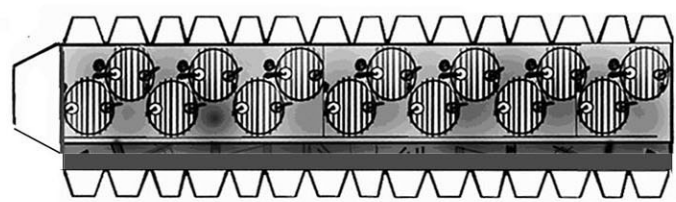


CURTISS-WRIGHT
R-2600 RADIAL
ENGINE



GEARBOX

ENGINE FRONT

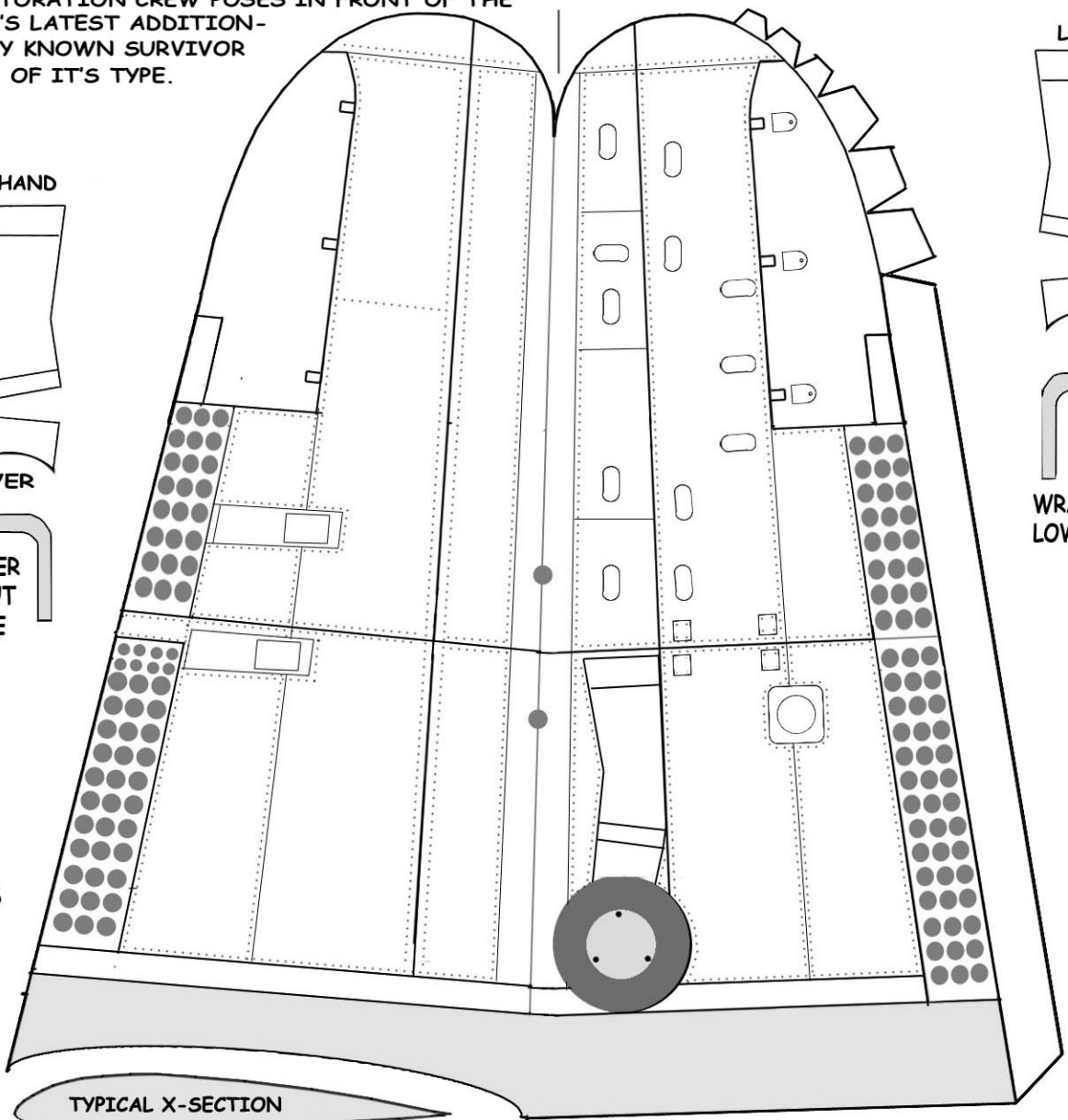
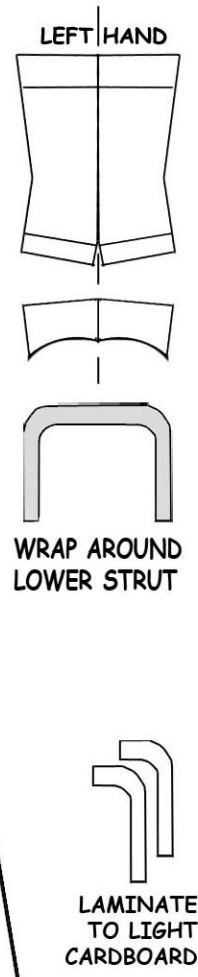
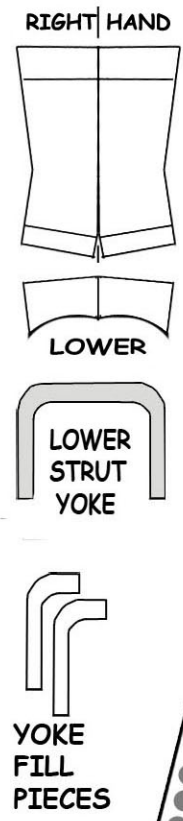


SHEET 4



PENSACOLA NEWS JOURNAL PHOTO
 THE RESTORATION CREW POSES IN FRONT OF THE MUSEUM'S LATEST ADDITION - THE ONLY KNOWN SURVIVOR OF IT'S TYPE.

CENTER SECTIONS



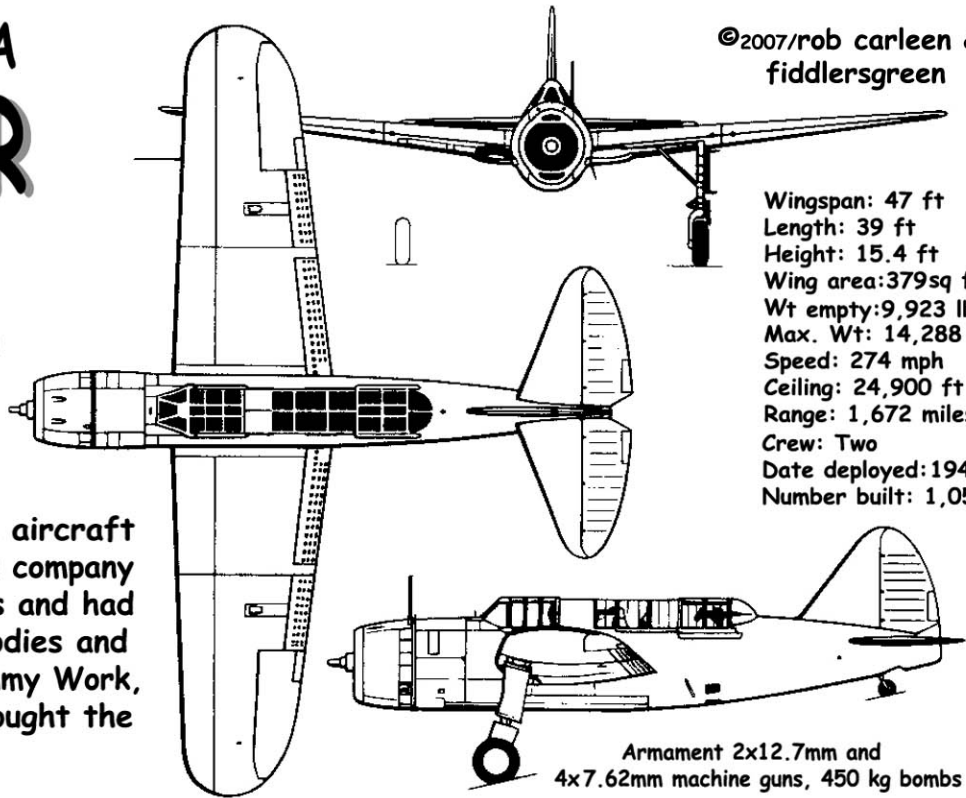
A LITTLE TISSUE STUFFED INTO THE WINGS WILL ADD STRENGTH AND HELP HOLD THE SHAPE

BREWSTER SB2A BUCCANEER

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The Brewster Aeronautical Corporation was a US defense contractor that operated from the 1930s until the end of WWII. It remains controversial to this day.

It started existence as an aircraft division of Brewster & Co., a company that originally sold carriages and had branched into automobile bodies and airplane parts. In 1932, Jimmy Work, an aeronautical engineer, bought the division for \$30,000.



Wingspan: 47 ft
Length: 39 ft
Height: 15.4 ft
Wing area: 379sq ft
Wt empty: 9,923 lb
Max. Wt: 14,288 lb
Speed: 274 mph
Ceiling: 24,900 ft
Range: 1,672 miles
Crew: Two
Date deployed: 1940
Number built: 1,052

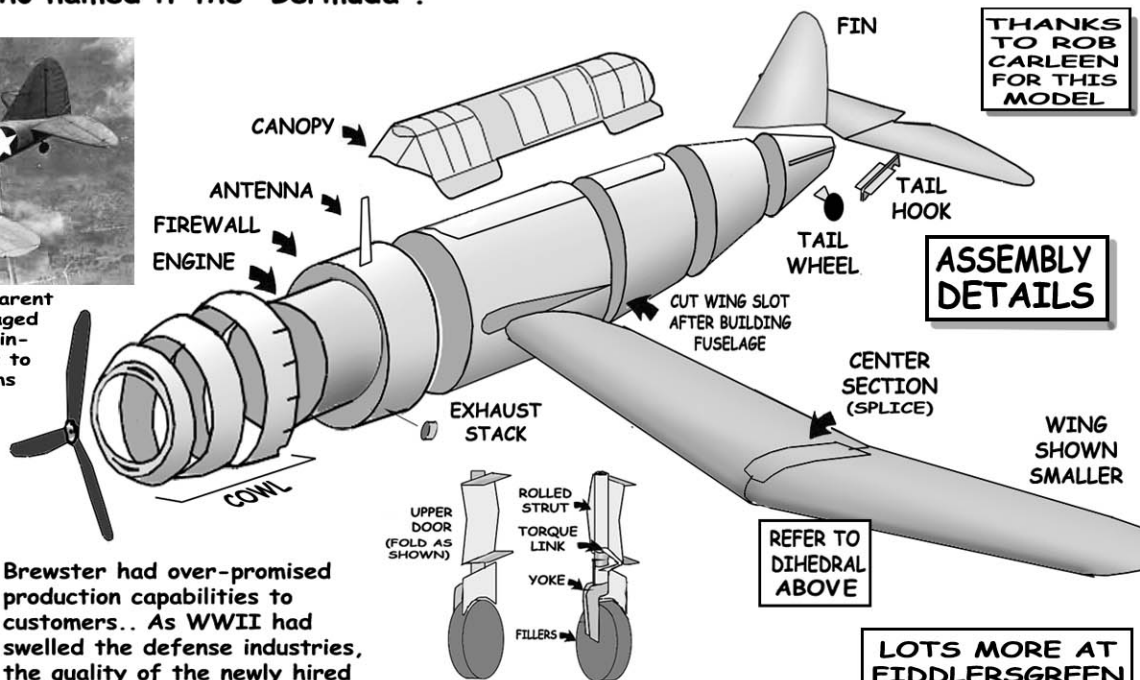
Armament 2x12.7mm and 4x7.62mm machine guns, 450 kg bombs

Brewster started out making seaplane floats and wing panels, but with the hire of chief engineer Dayton Brown, it embarked on its own designs. It operated three aircraft plants, in Queens, New York, Newark, New Jersey, and Warminster Township, Pennsylvania.

Brown's first, in 1934, was a two-seat scout-bomber, the Brewster SBA, which first flew in 1936, but subsequently the Naval Aircraft Factory built them, with the designation SBN-1. The SB2A Buccaneer was a follow-on design that first flew in 1941 and was also used by the Royal Air Force, who named it the "Bermuda".



During WWII it became apparent that Brewster was mismanaged. The sales staff had been involved in frauds, and went to prison for selling illicit arms to Bolivia.



THANKS TO ROB CARLEEN FOR THIS MODEL

ASSEMBLY DETAILS

REFER TO DIHEDRAL ABOVE

LOTS MORE AT FIDDLERSGREEN

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Brewster had over-promised production capabilities to customers.. As WWII had swelled the defense industries, the quality of the newly hired

work force was inferior in skills and often motivation, and the work was plagued by illicit strikes and even outright sabotage was suspected. When the Navy cancelled Brewster's last contract, for assembly of the F3A-1 Corsair, the company was in serious trouble. In October, after reporting a large loss, the management decided to shut down the company, and on April 5, 1946, the Brewster Aeronautical Corporation was dissolved by its shareholders.