

US SUPERSONIC FIGHTER 1:48 SCALE PLASTIC KIT



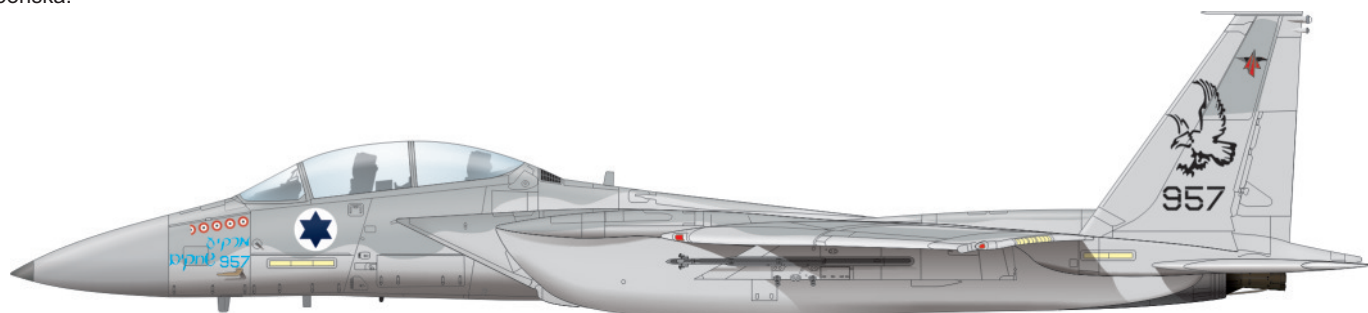
eduard

intro

In October 1965 the requirements for air superiority fighter were issued by U. S. Air Force. These were followed by the request for proposals that called for the new aircraft with both air-to-air and air-to-ground capabilities. Many studies were elaborated but none of them was accepted by the Air Force. In 1967 two-engined MiG-25 was put into the service by Soviet Union. U.S. representative considered this aircraft an air superiority fighter and they realized that only F-4 Phantom is able to deal with the new Soviet fighter. Moreover the visual contact with the MiG-25 was necessary as Phantoms couldn't engage targets at long range. Early F-4 produced prior to the Vietnam war didn't have any internal guns or cannons. It was clear that the new fighter has to be developed. So U.S. Air Force was looking for the successor of Phantom and the requirements for the F-X air superiority fighter were issued. Four companies joined the competition. The result of the competition were announced on December 23, 1969. The winner of the USAF's Fighter-Experiment (F-X) study was the McDonnell Douglas design. As required the new aircraft was designed to gain and maintain superiority in aerial combat through a mixture of maneuverability, acceleration, range, weapons and advanced avionics. Flight test program started on July 27, 1972 when the prototype made its maiden flight from Edwards AFB, CA. Two-seat version followed in July, 1973. The test were a success and McDonnell Douglas fighter was accepted by USAF under designation F-15 Eagle. The deliveries of production F-15s begun on November 4, 1974 when the 555th Tactical Fighter Training Squadron / 58th Tactical Training Wing at Luke AFB, AZ obtained very first Eagle. The 27th Tactical Fighter Squadron Langley AFB, VA became the first operational user of the F-15. First aircraft was delivered to this unit on January 9, 1976. The former designation F-15 for single-seater and TF-15 for two-seater was changed to F-15A and F-15B when F-15C arrived in 1979. The typical armament was a M61 Vulcan 20 mm gun and four AIM-7 Sparrow missiles. The first flight of the F-15C model was Feb. 27, 1979. The F-15D, a combat-capable two-seat trainer version, first flew on June 19, 1979. F-15E is an all-weather multirole fighter. It was developed in the 1980s by McDonnell Douglas at its own cost. Is intended for long-range, high speed interdiction without relying on escort or electronic warfare aircraft. The second cockpit occupied by Weapon Systems Officer was added behind the pilot's seat. The armament consists of a M61 Vulcan mounted in the starboard wing root. Various missiles, bombs and pods can be attached to the hardpoints on the wings and fuselage. The USAF deployed F-15Cs, Ds and Es to the Persian Gulf in 1991 to participate in Operation Desert Storm. The single-seat F-15C was used as an air superiority fighter while F-15E conducted air-to-ground attacks and flew mainly at night. Their target were modified SCUD missile launchers and artillery sites usually found using the LANTIRN system. During Operation Desert Storm F-15Cs achieved 34 confirmed kills of Iraqi aircraft. These were destroyed mostly by missiles. The F-15 jockeys are credited with five MiG-29 Fulcrums, two MiG-25 Foxbats, eight MiG-23 Floggers, two MiG-21 Fishbeds, two Su-25 Frogfoots, four Su-22 Fitters, one Su-7, six Mirage F1s, one Il-76 cargo plane, one Pilatus PC-9 trainer, and two Mi-8 helicopters. Apart of the U.S. forces only Royal Saudi Air Force flew F-15Cs. RSAF pilots achieved two more kills. F-15s also participated in NATO military operation against the Federal Republic of Yugoslavia during the Kosovo War. F-15Cs shot down four Yugoslav MiG-29s using AIM-120 AMRAAM missiles. No other fact tells more about the F-15 quality than that none F-15 has been lost in any air to air combat. In addition to the USAF and Saudi Arabia, the F-15 is flown by Israel and Japan.

úvodem

V roce 1965 vydalo U.S. Air Force požadavky na letoun k vybojování vzdušné převahy. Následovány byly poptávkou na letoun, který byl vhodný jak pro vzdušný souboje, tak pro útoky proti pozemním cílům. Vypracována byla řada konceptů, ale ani jeden z nich nebyl USAF přijat. V roce 1967 se v sovětské výzbroji objevil dvoumotorový typ MiG-25. Představitel USAF se domnívali, že jde o taktický stíhací letoun. Zároveň vyšlo najevo, že MiGu-25 se může postavit pouze F-4 Phantom, ovšem pouze za předpokladu vizuálního kontaktu mezi oběma stroji. Phantomy totiž nedokázaly bojovat na delší vzdálenosti. Rané F-4 vyrobené před válkou ve Vietnamu navíc nenesly žádnou pevnou hlavníovou výzbroj. Vyvstala tedy potřeba vyvinout nový stíhací letoun. U.S. Air Force tedy začala hledat nástupce Phantomu a vydala specifikace na taktický stíhací letoun F-X. Do soutěže se zapojily čtyři společnosti. Výsledky soutěže byly vyhlášeny 23. prosince 1969. Vítězem na provedení studie F-X se stala společnost McDonnell Douglas se svým projektem. Jak bylo požadováno, nový letoun měl vybojovat a udržet vzdušnou převahu ve vzdušných soubojích s využitím obratnosti, výkonu motorů, doletu, výzbroje a pokročilých avioniky. Program letových testů byl zahájen 27. července 1972, kdy se na základně Edwards AFB do vzduchu poprvé dostal prototyp letounu. V červenci 1973 následovala dvoumístná verze. Testy proběhly úspěšně a stíhačka byla přijata do služby u USAF pod označením F-15 Eagle. Dodávky sériových F-15 začaly 4. listopadu 1974, kdy 555th Tactical Fighter Training Squadron / 58th Tactical Training Wing ze základny Luke AFB dostala svůj první Eagle. První operační jednotkou se stala 27th Tactical Fighter Squadron ze základny Langley AFB. Ta své F-15 dostala počínaje 9. lednem 1976. Původní označení F-15 pro jednomístné a TF-15 pro dvoumístné stroje se změnilo na F-15A, respektive F-15B v roce 1979, společně s příchodem pokročilejší verze F-15C. Typickou výzbrojí těchto F-15 byl 20mm kanon M61 Vulcan a čtveřice řízených střel AIM-7 Sparrow. První let verze F-15C proběhl 27. února 1979. F-15D byla dvoumístnou cvičnou verzí, případně plně využitelnou v boji. Do vzduchu se poprvé dostala 19. června 1979. F-15E je víceúčelovým stíhacím letounem použitelným za nepříznivých povětrnostních podmínek. McDonnell Douglas jej vyvinul na vlastní náklady v roce 1980. Je určen k rychlým úderům na delší vzdálenosti bez nutnosti asistence ze strany doprovodných stíhačů či letounů pro elektronický boj. Za pilotovým kokpitem se objevil pracoviště operátora zbraňových systémů. Výzbroj představuje 20mm kanon M61 Vulcan v kořeni křídla. Na závěsníky pod křídlem a trupem lze podvěsit pestrou směs raket, pum či kontejnerů. V roce 1991 USAF nasadilo své F-15C, D a E v operaci Pouštní bouře v Perském zálivu. Jednomístné F-15C létaly v roli taktického stíhače, F-15E pak podnikaly útoky na pozemní cíle, zejména pod rouškou tmy. Jejich cíli byly vypouštěcí zařízení pro rakety SCUD a dělostřelecká postavení. Vyhledávány byly pomocí kontejneru se systémem LANTIRN. Během operace Pouštní bouře dosáhly F-15C celkem 34 potvrzených sestřelů iráckých letounů. Zničeny byly především prostřednictvím řízených střel. Piloti F-15 si připsali pět MiGů-29, dva MiGy-25, osm MiGů-23, dva MiGy-21, dva Su-25, jeden Su-7, šest Mirage F1, jeden dopravní Il-76, jeden cvičný Pilatus PC-9 a dva vrtulníky Mi-8. Kromě USAF zde s F-15 operovalo ještě Royal Saudi Air Force, jehož piloti mají přízný další dva sestřely. F-15 se též podílely na vojenských operacích NATO nad bývalou Jugoslávií během války v Kosovu. Zde F-15 sestřelily dva jugoslávské MiGy-29 za použití střel AIM-120 AMRAAM. Nic nehovoří o kvalitě F-15 Eagle natolik jako fakt, že ani jeden stroj tohoto typu nebyl ztracen ve vzdušném souboji s nepřítelem. Vedle USA a Saúdské Arábie létají F-15 ve výzbroji Izraele a Japonska.





Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOUT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



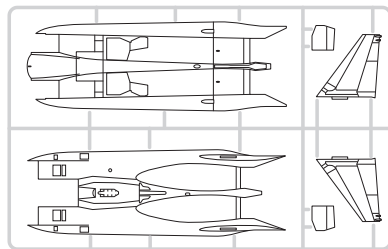
PIÈCES



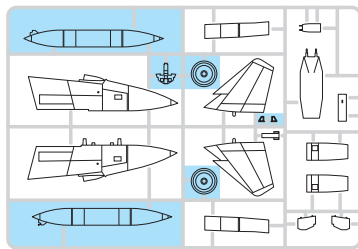
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PLASTIC PARTS

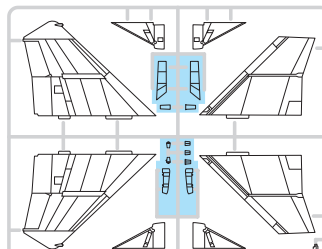
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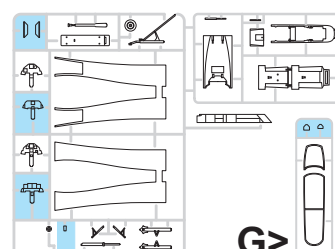
B>



C>

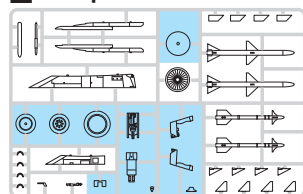


D>

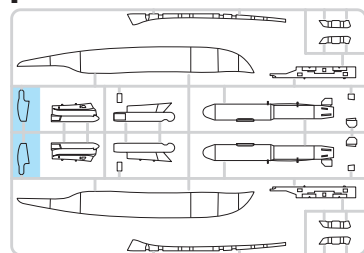


G>

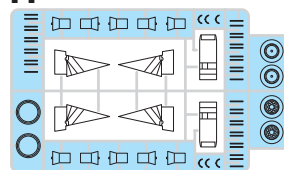
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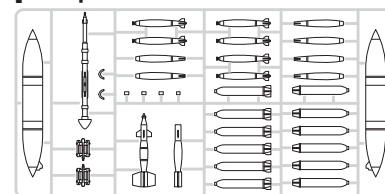
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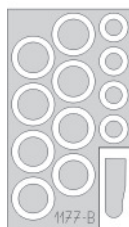
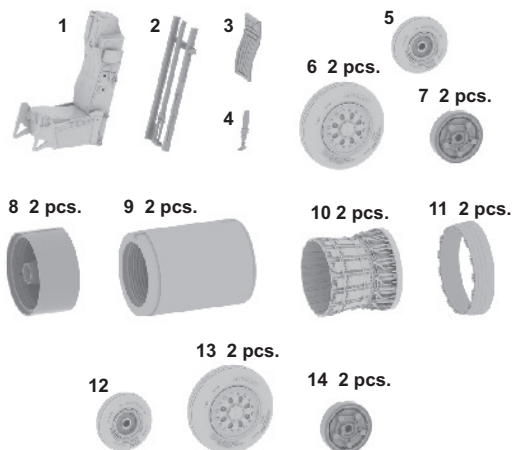
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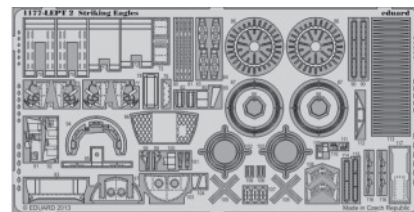
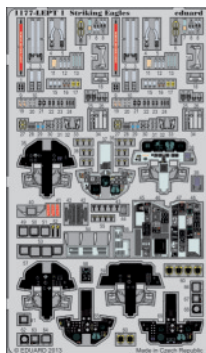
I> 2 pcs.



RP - RESIN PARTS



PE - PHOTO ETCHED DETAIL PARTS



FILM



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE

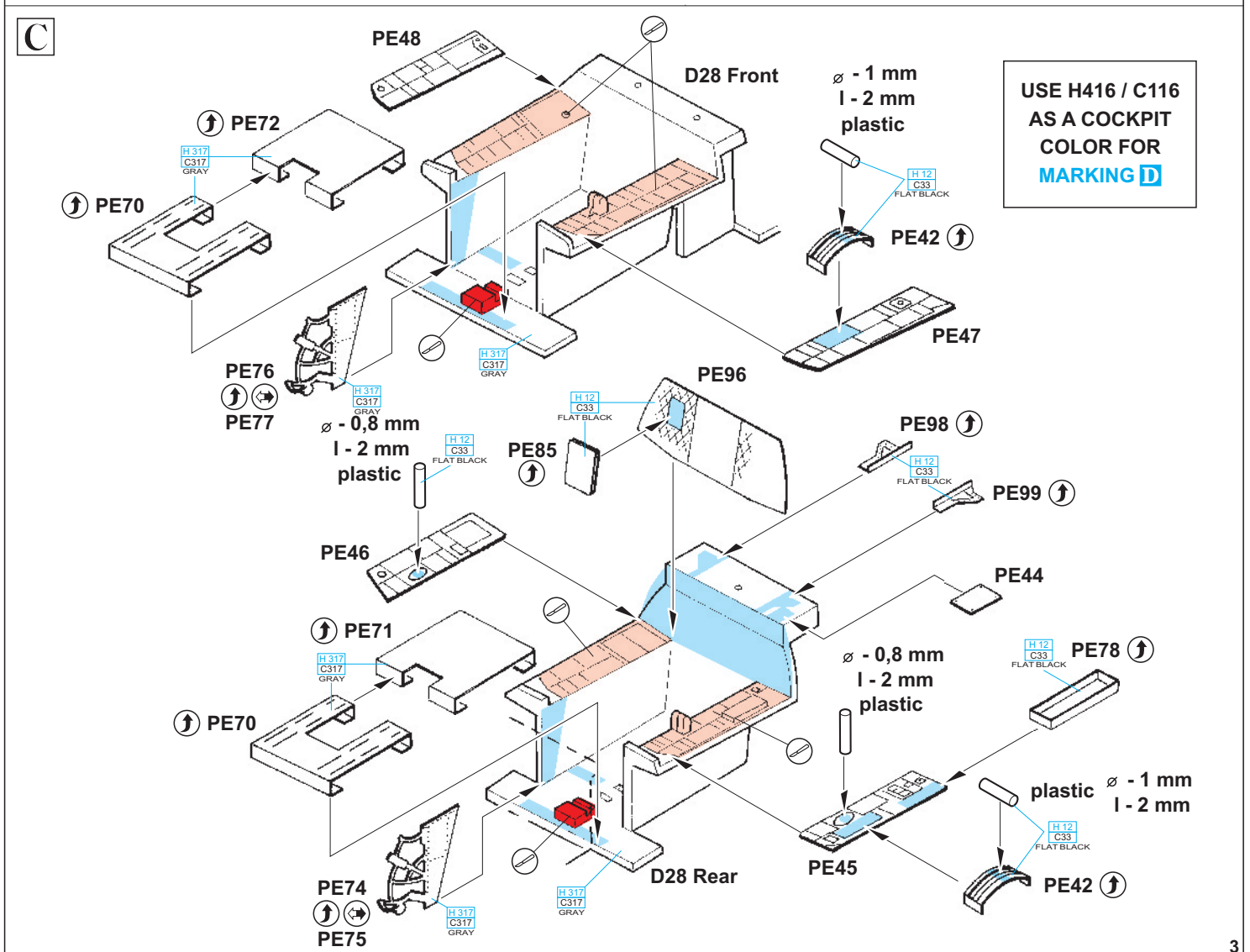
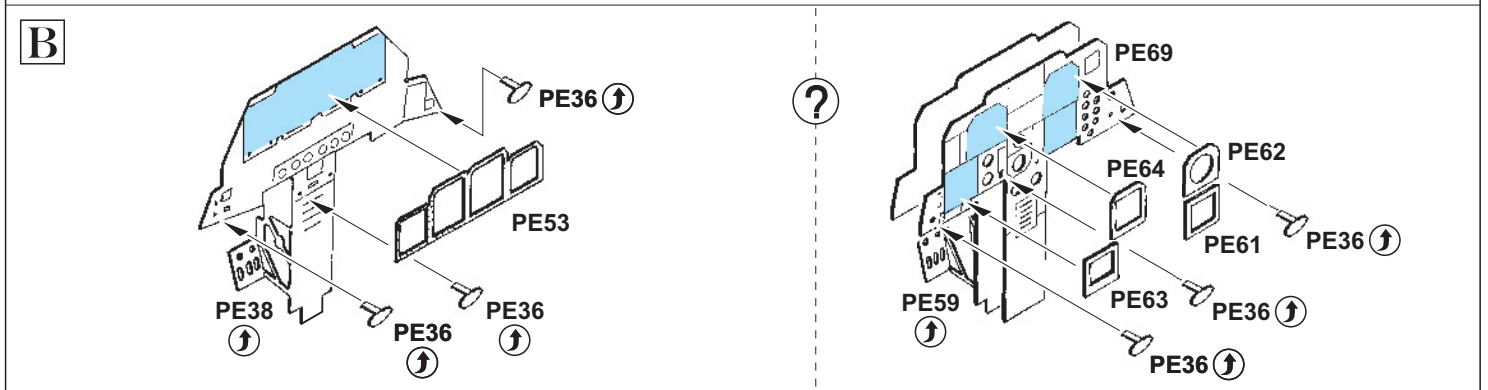
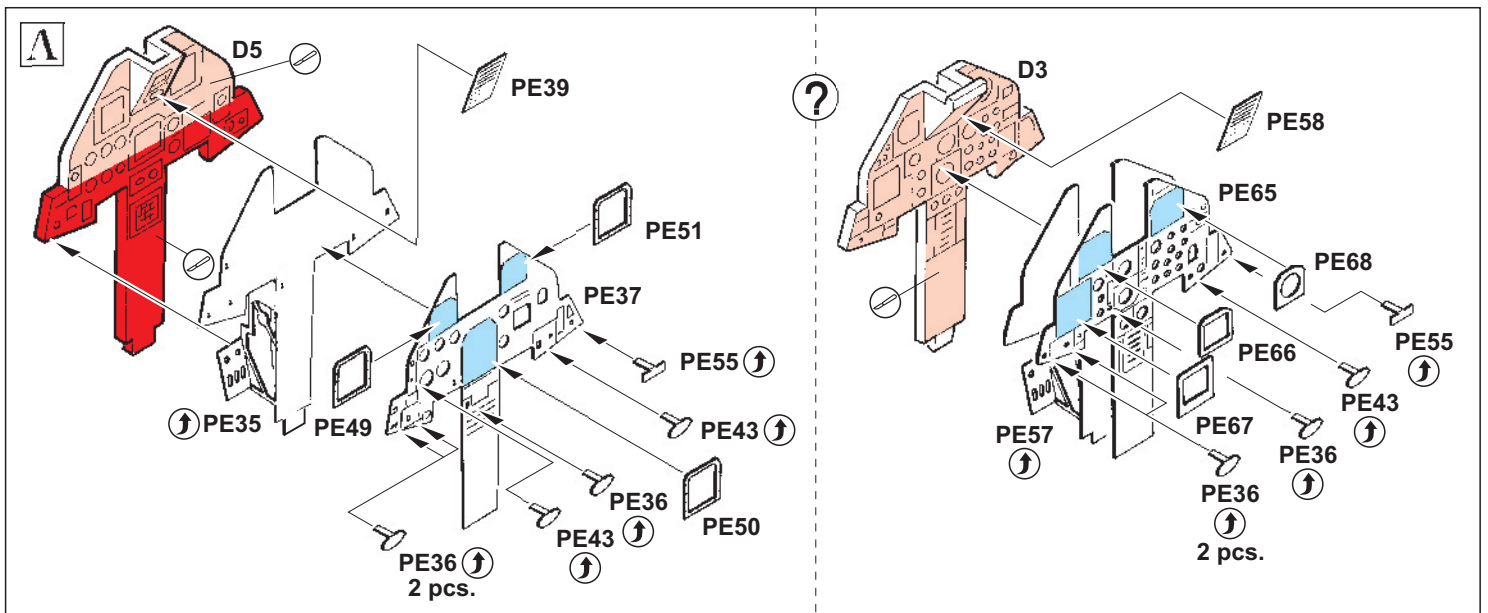


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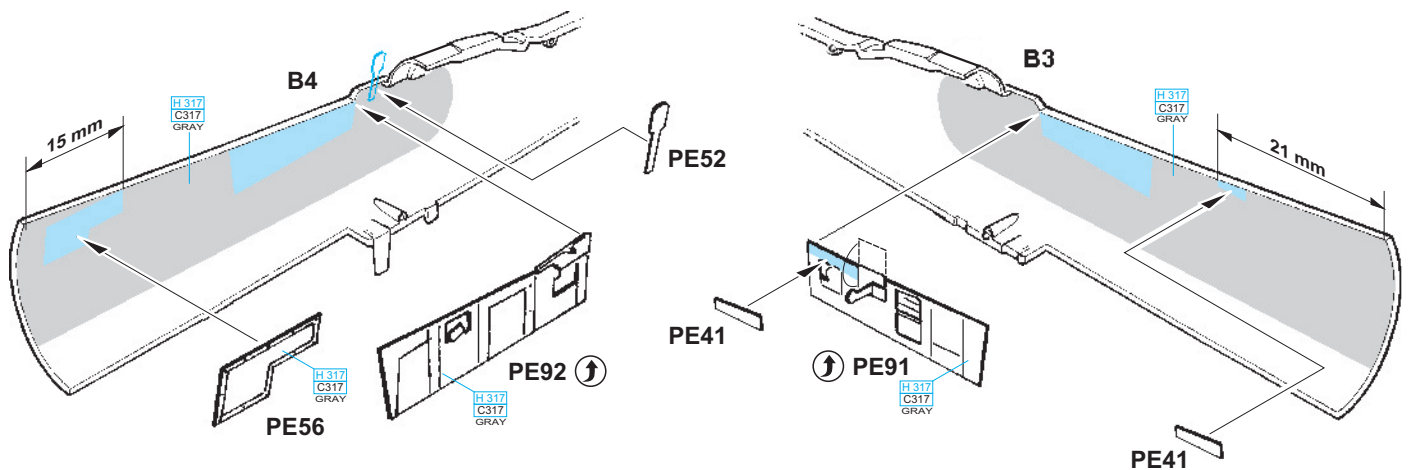
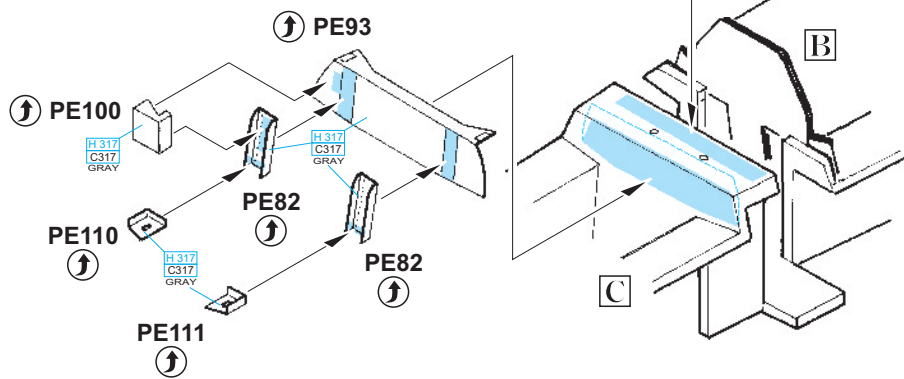
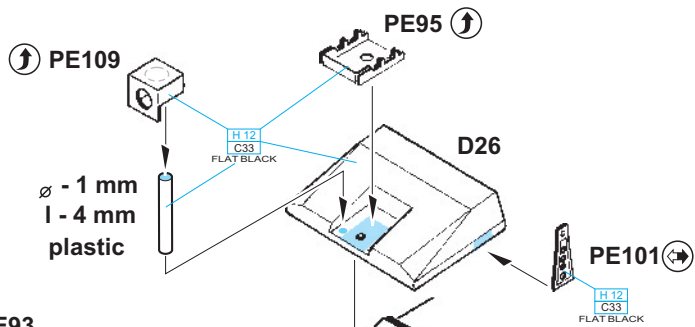
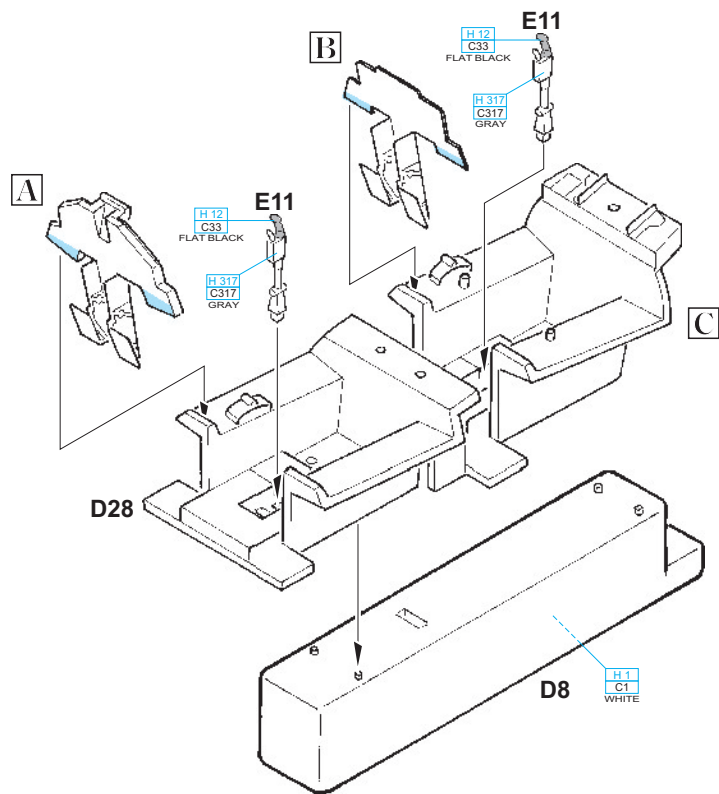
| GSI Creos (GUNZE) | | |
|----------------------|---------------------|--------------|
| AQUEOUS | Mr.COLOR | |
| H 1 | C1 | WHITE |
| H 3 | C3 | RED |
| H 4 | C4 | YELLOW |
| H 12 | C33 | FLAT BLACK |
| H 26 | C66 | BRIGHT GREEN |
| H 28 | C61 | METAL BLACK |
| H 52 | C38 | OLIVE DRAB |

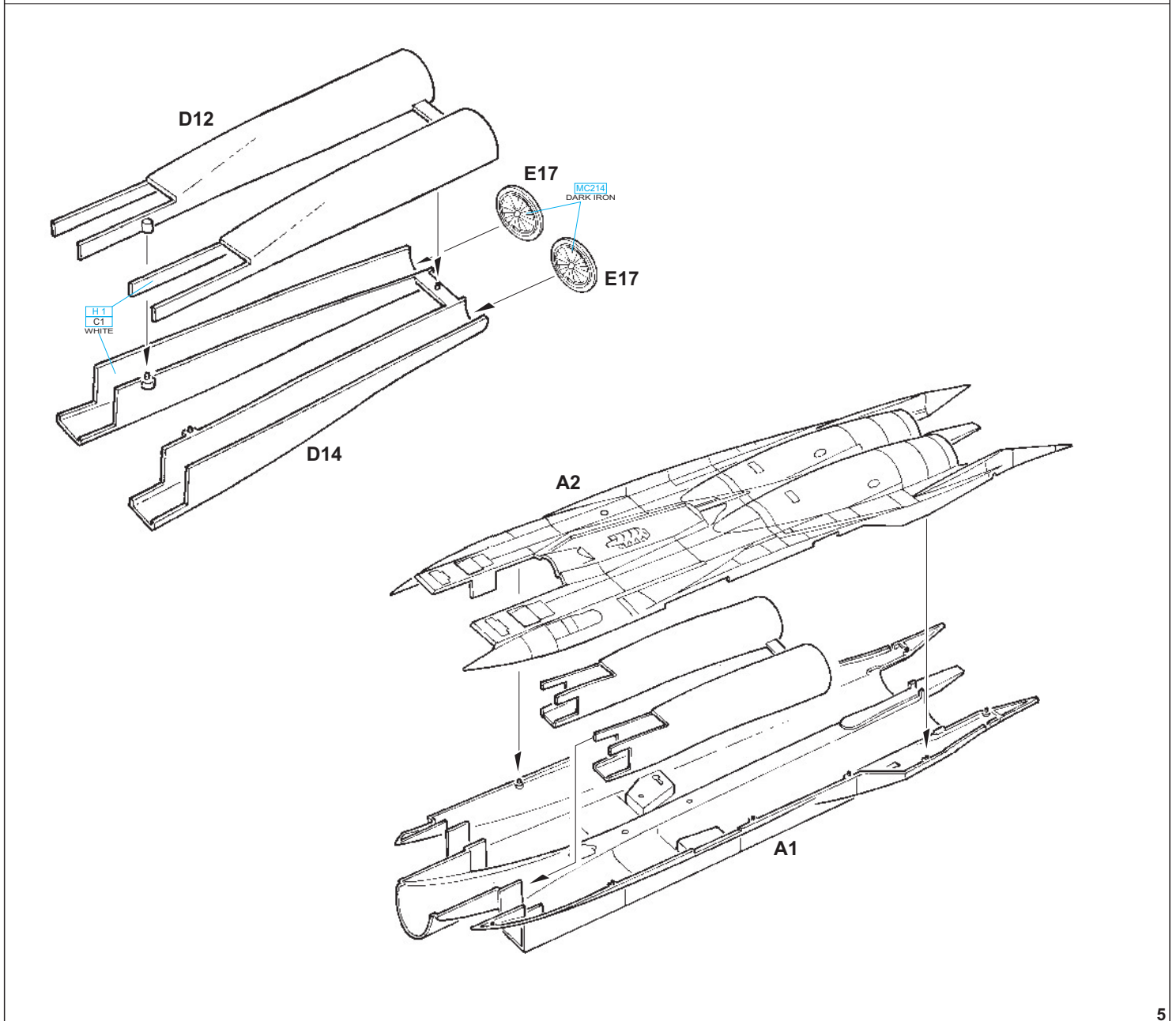
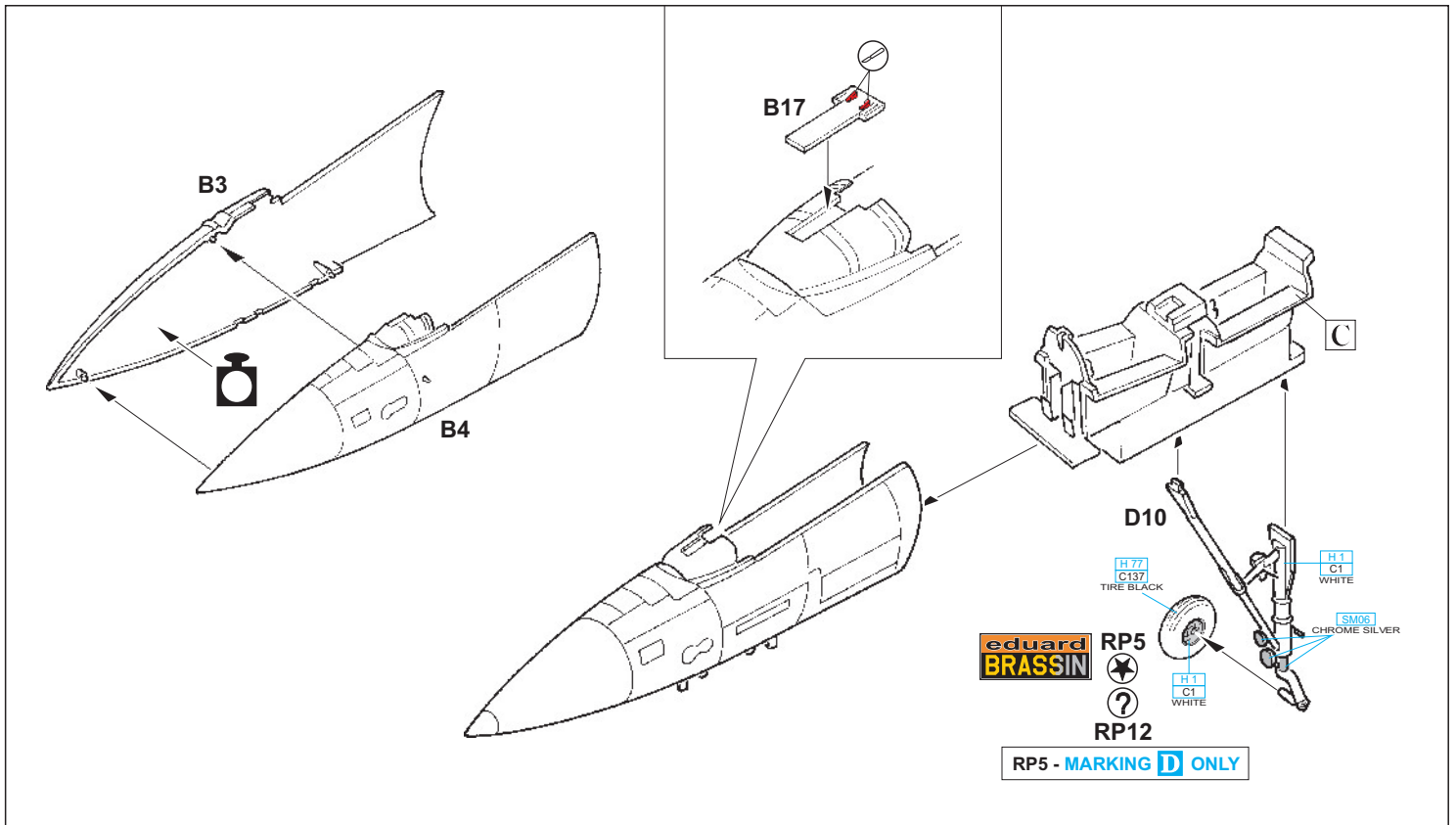
| AQUEOUS | Mr.COLOR | |
|-----------------------|----------------------|------------|
| H 77 | C137 | TIRE BLACK |
| H 81 | C55 | KHAKI |
| H 305 | C305 | GRAY |
| H 307 | C307 | GRAY |
| H 308 | C308 | GRAY |
| H 316 | C316 | WHITE |
| H 317 | C317 | GRAY |
| H 416 | C116 | BLACK GRAY |

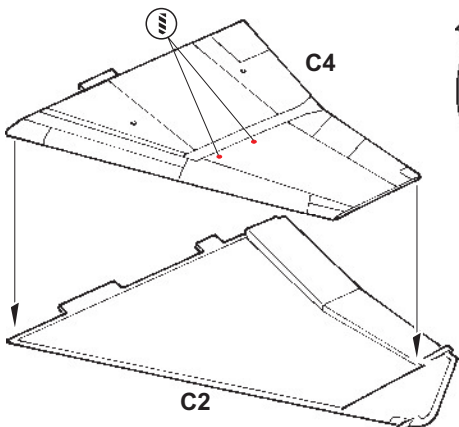
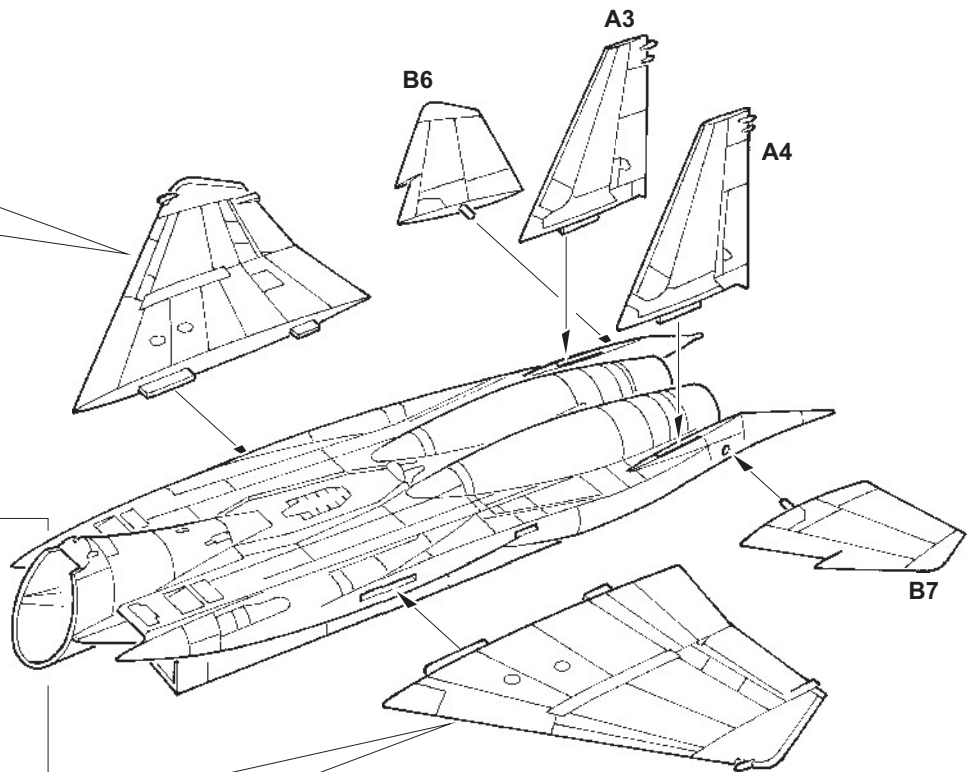
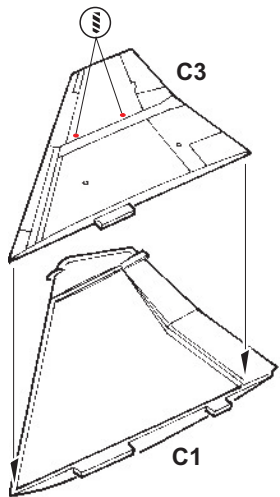
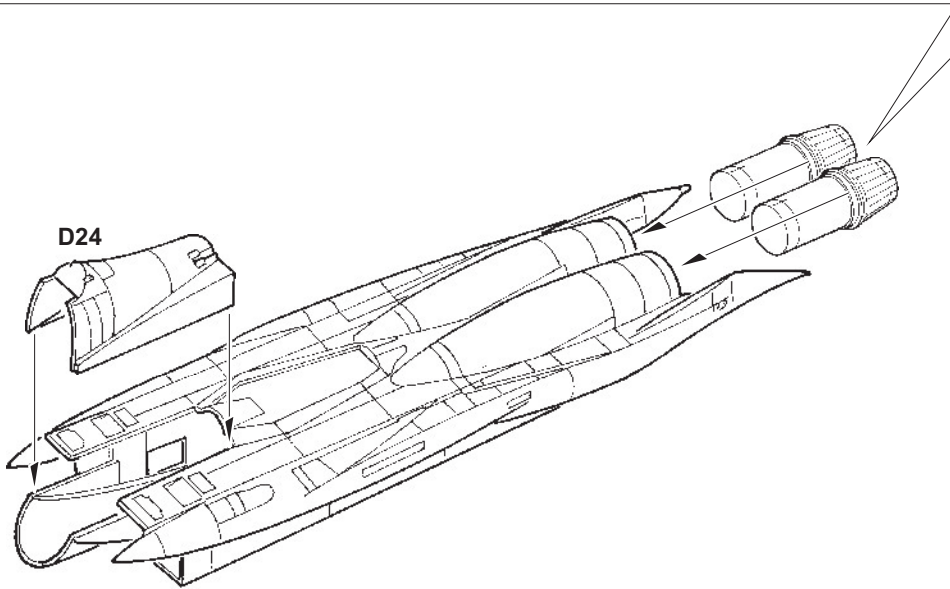
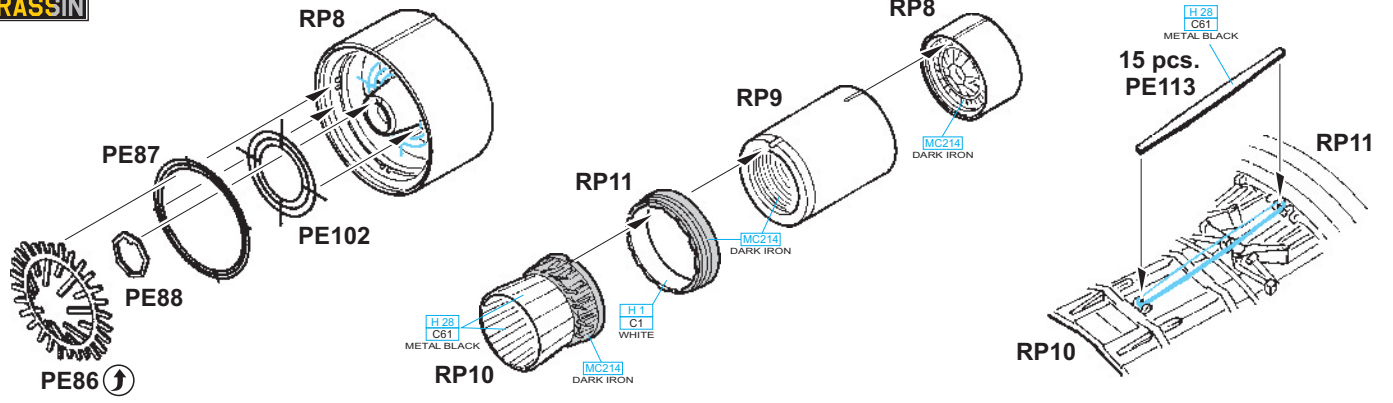
| Mr.METAL COLOR | |
|-------------------------|---------------|
| MC214 | DARK IRON |
| Mr.COLOR SUPER METALLIC | |
| SM04 | STAINLESS |
| SM06 | CHROME SILVER |



USE H416 / C116
AS A COCKPIT
COLOR FOR
MARKING **D**



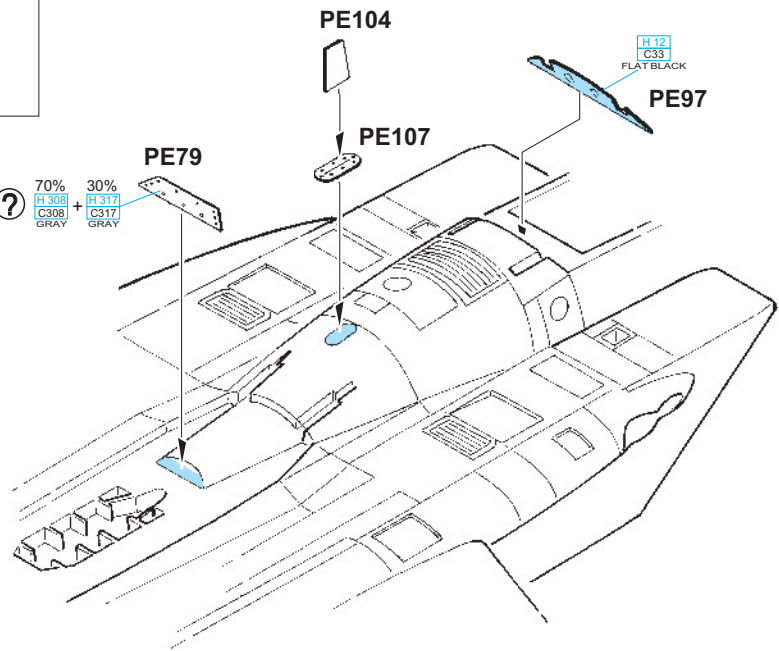
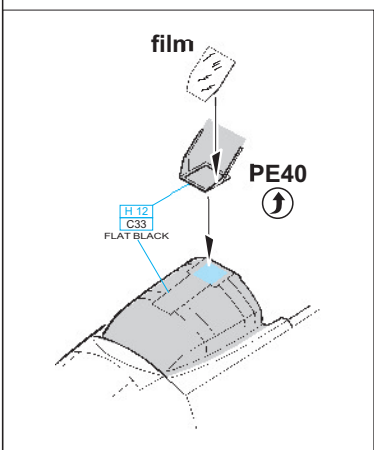
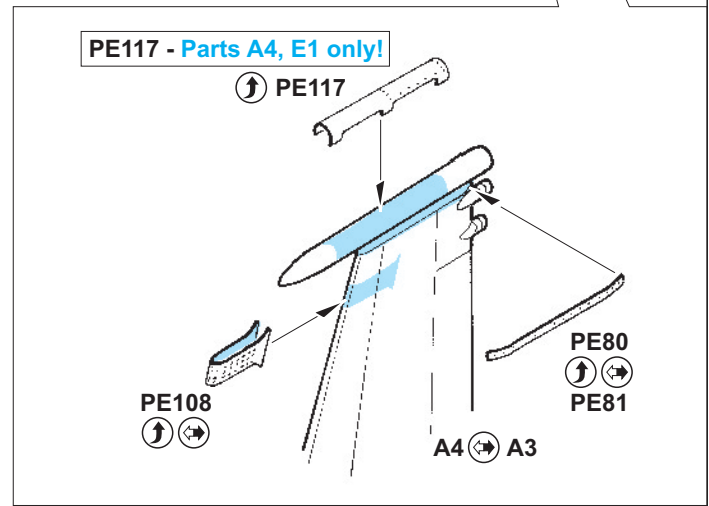
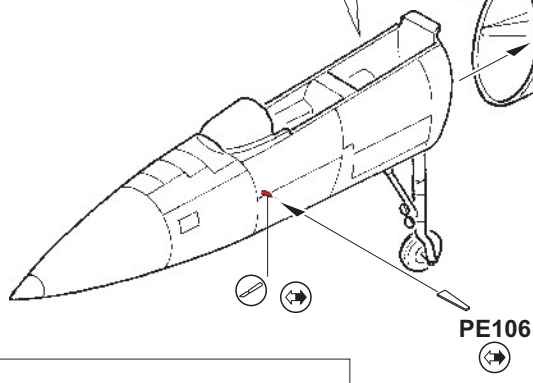
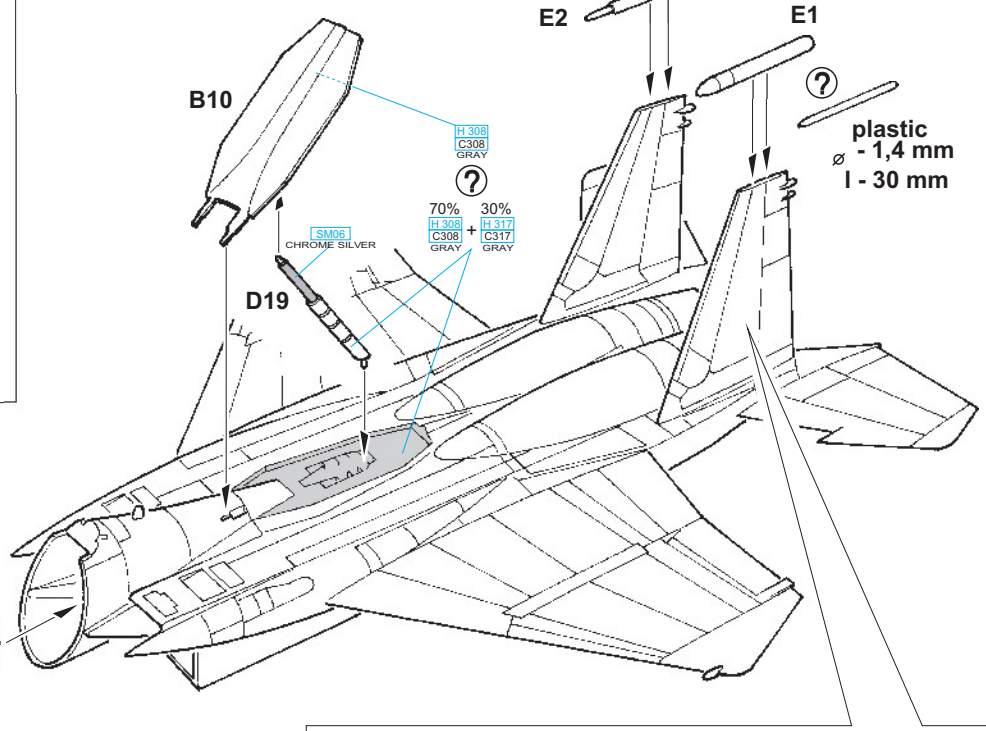
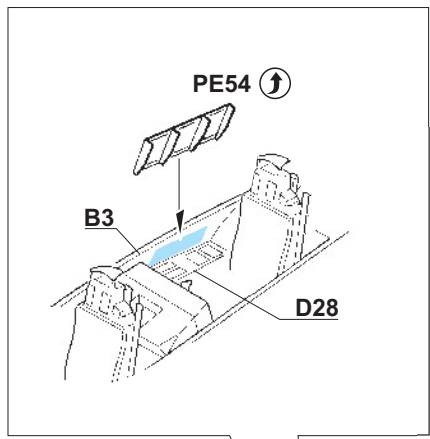


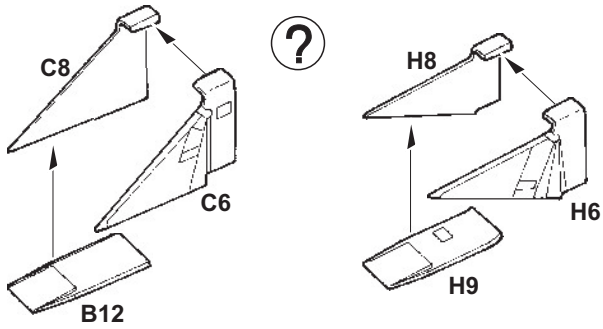
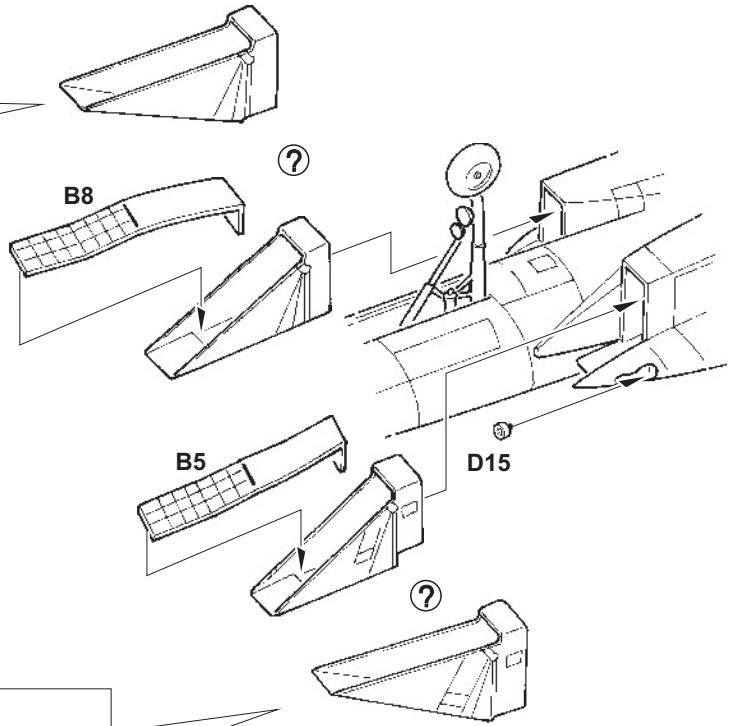
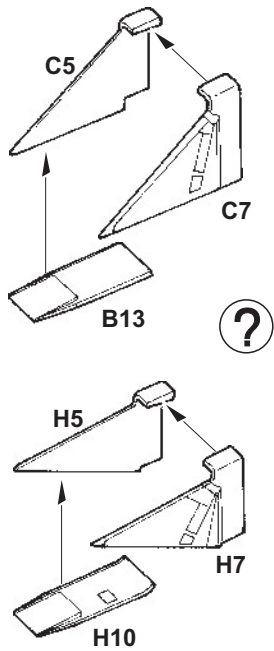


∅ - 1,4 mm
l - 30 mm

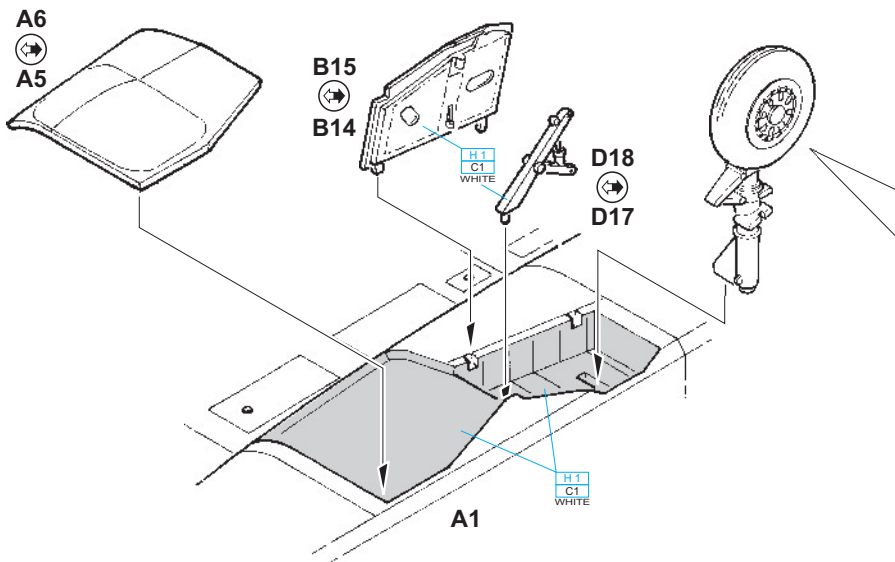
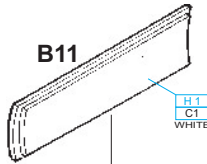
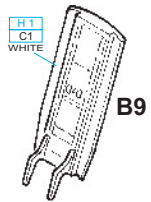
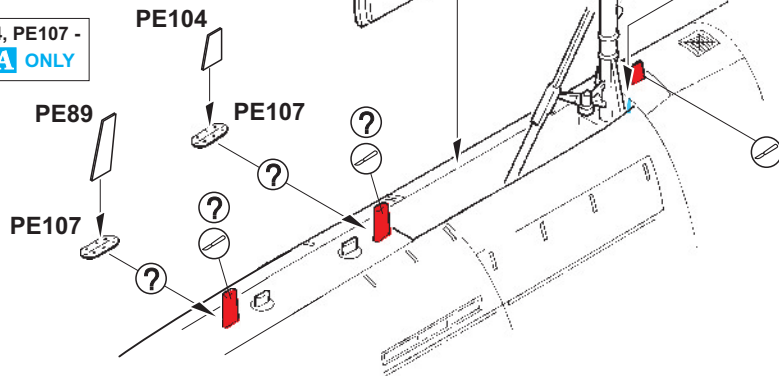
plastic

plastic - MARKING **D** ONLY

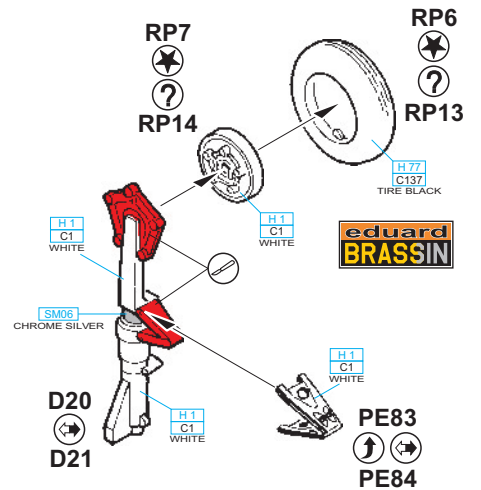




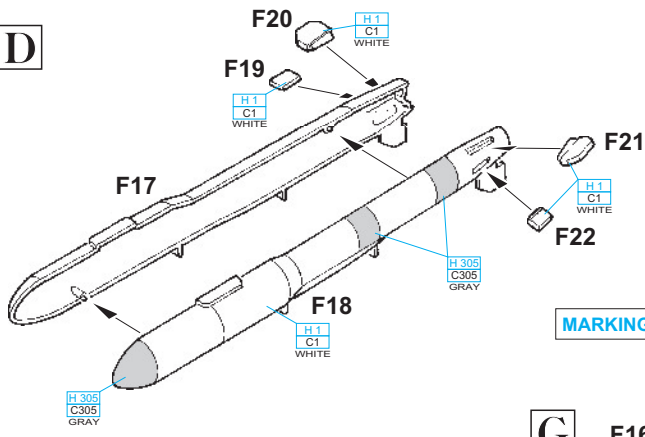
PE89, PE104, PE107 - MARKING A ONLY



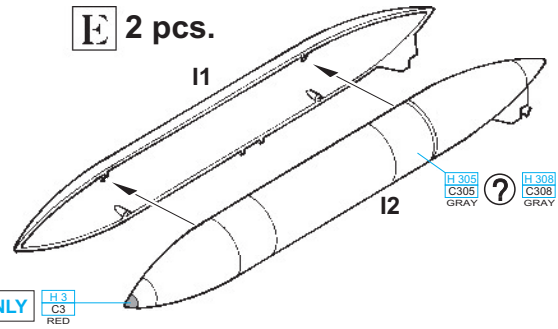
RP6, RP7 - MARKING D ONLY



D



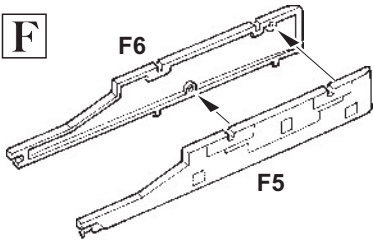
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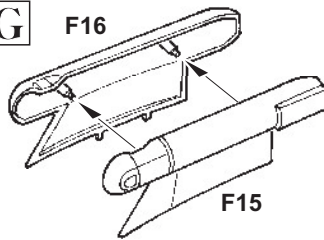
MARKING **D** ONLY

H 3 C3 RED

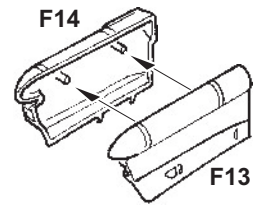
F



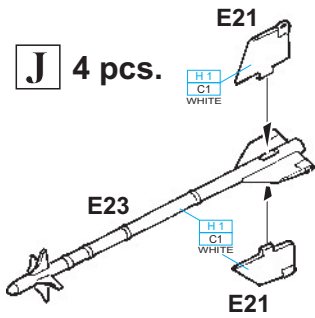
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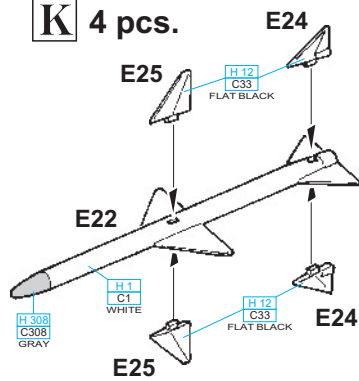
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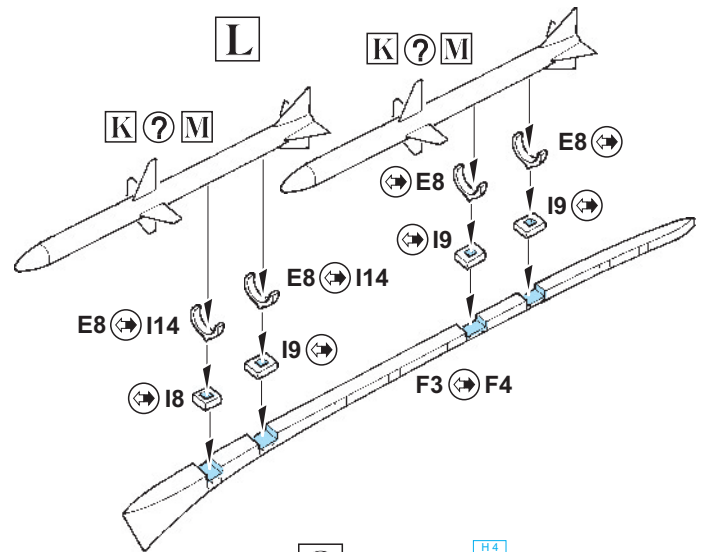
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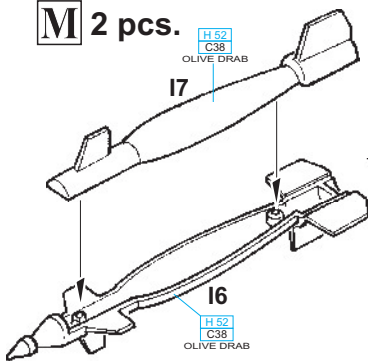
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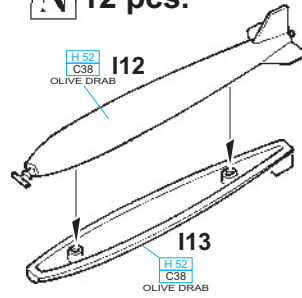
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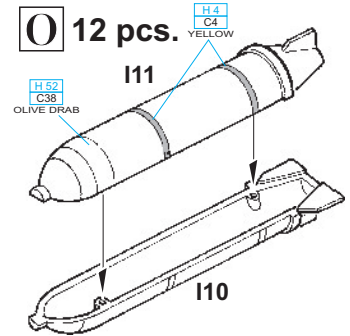
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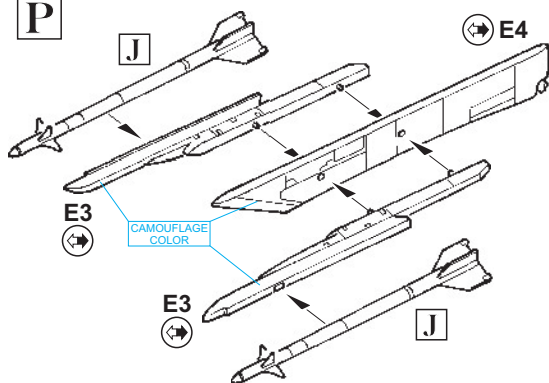
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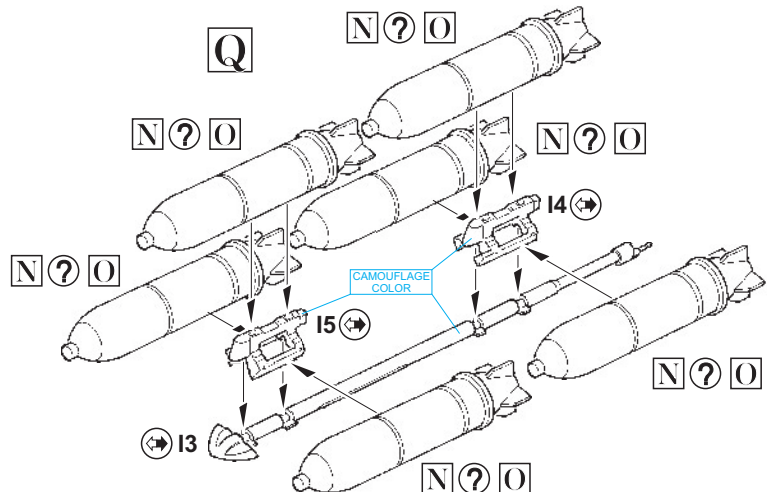
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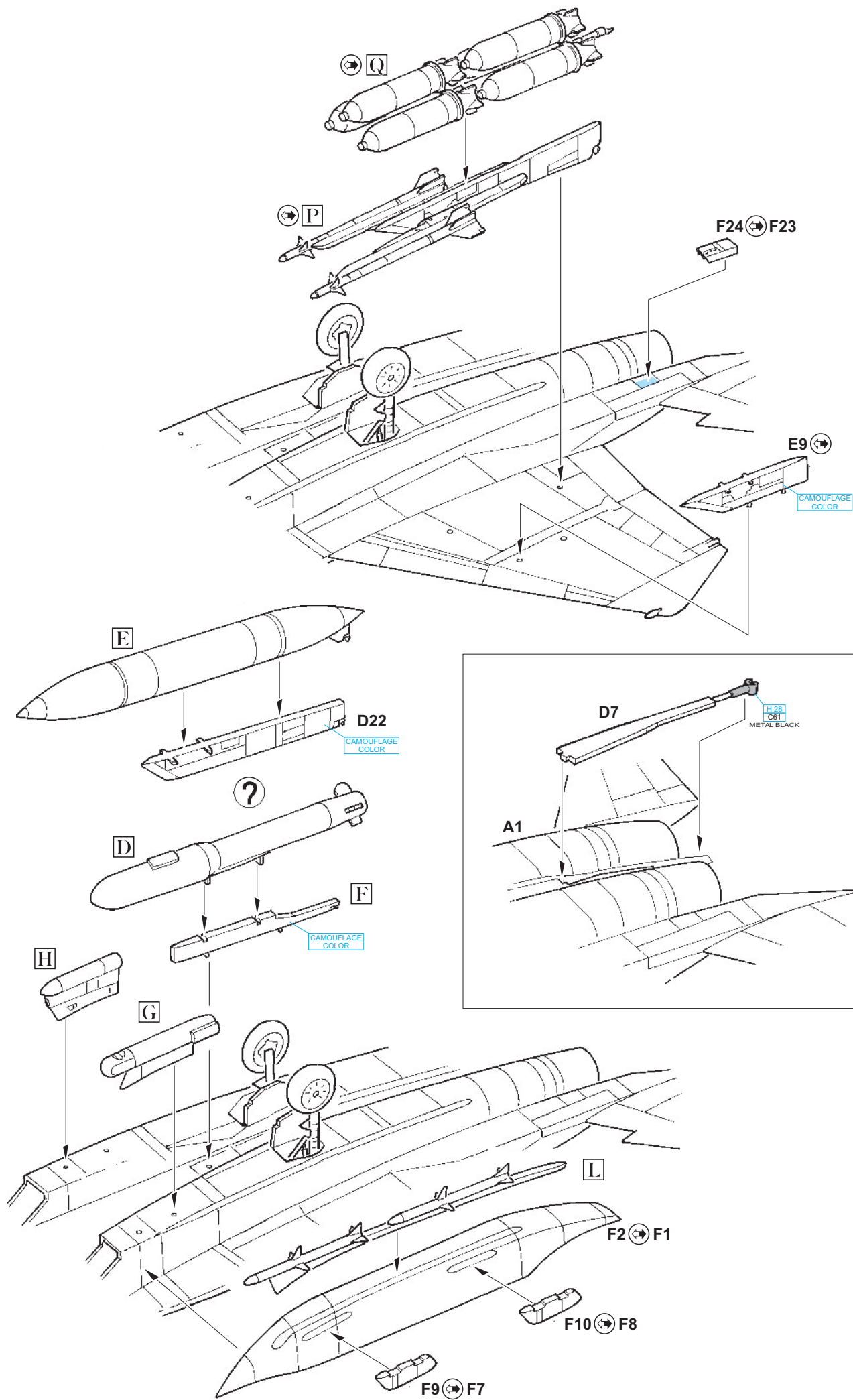


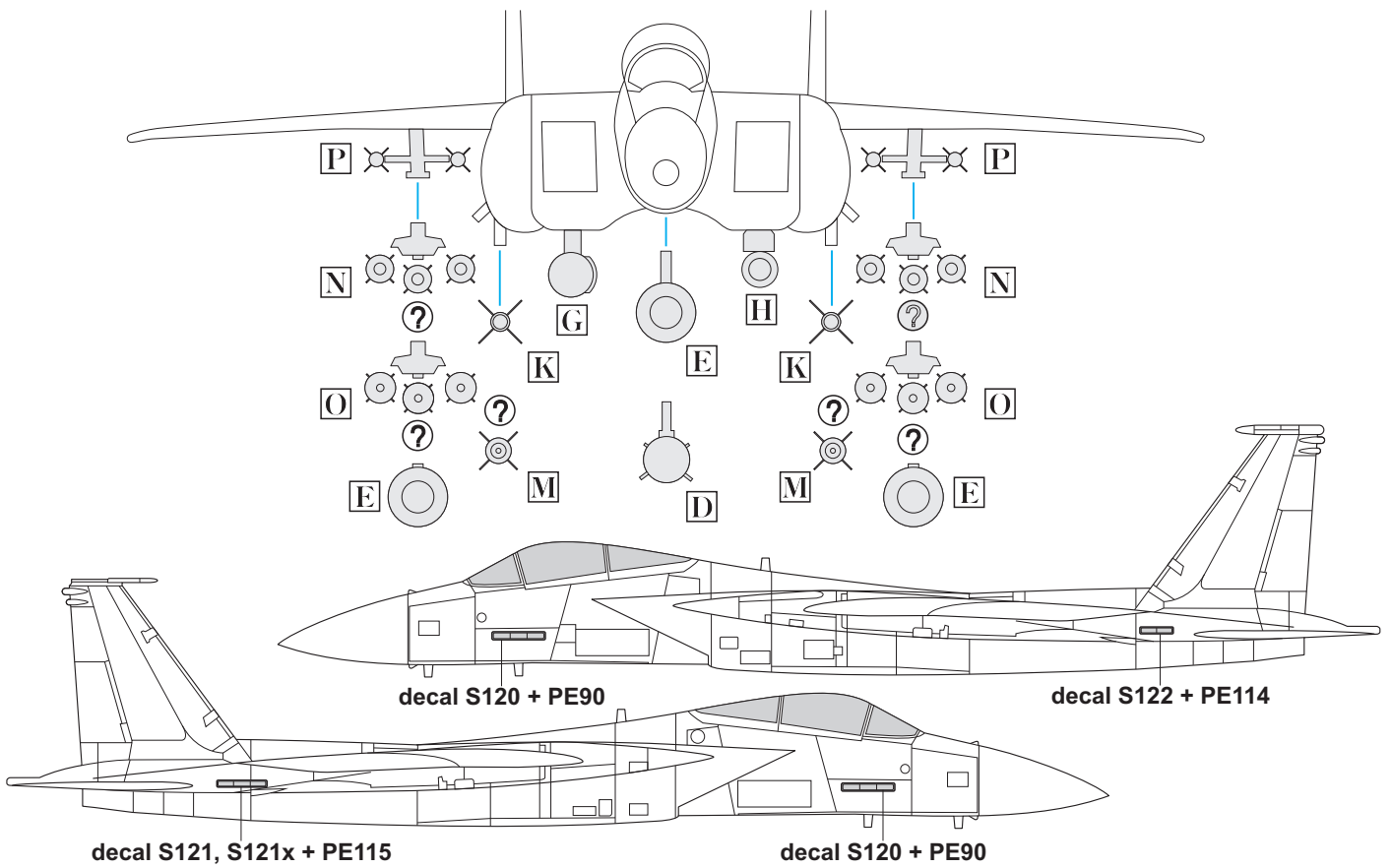
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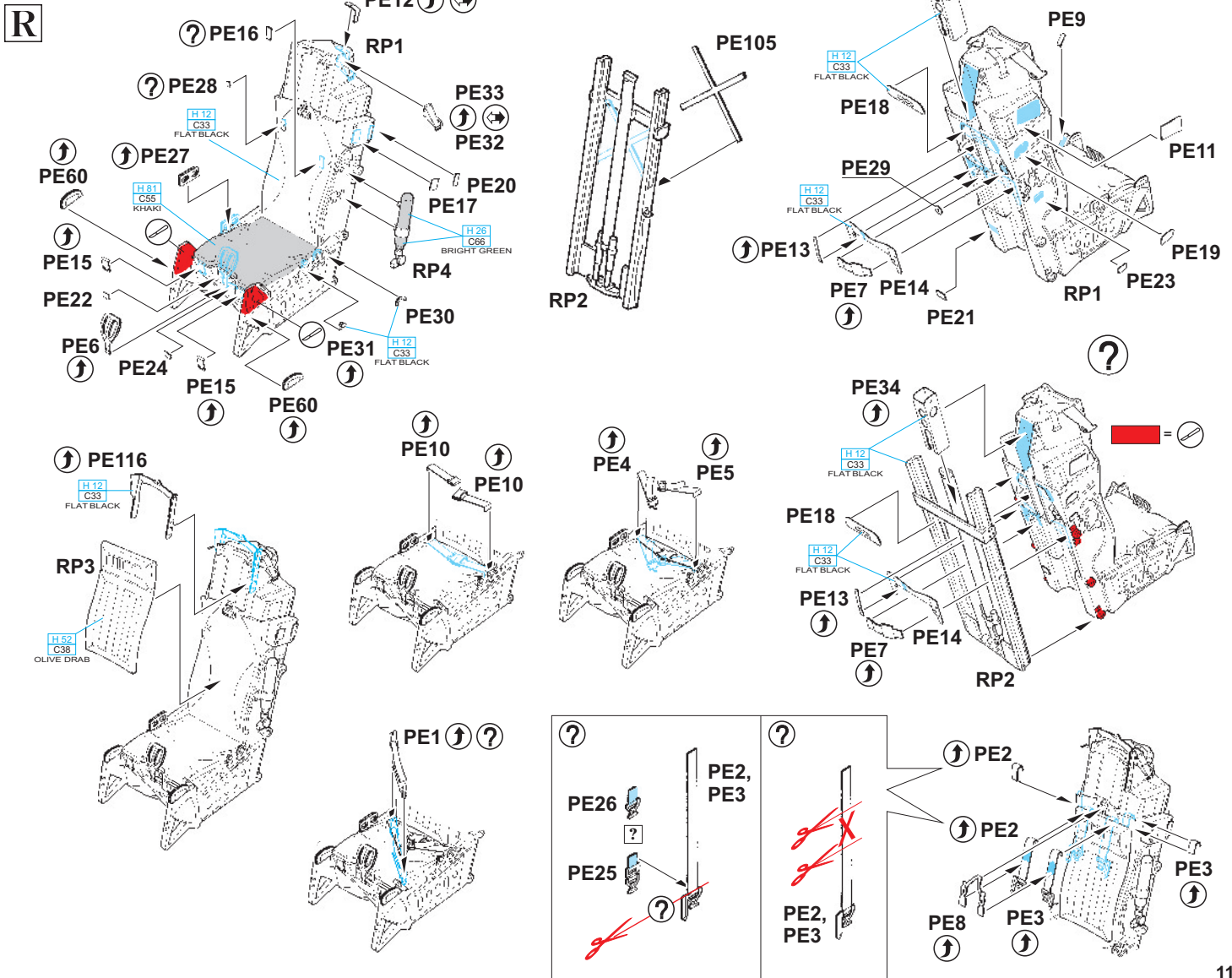
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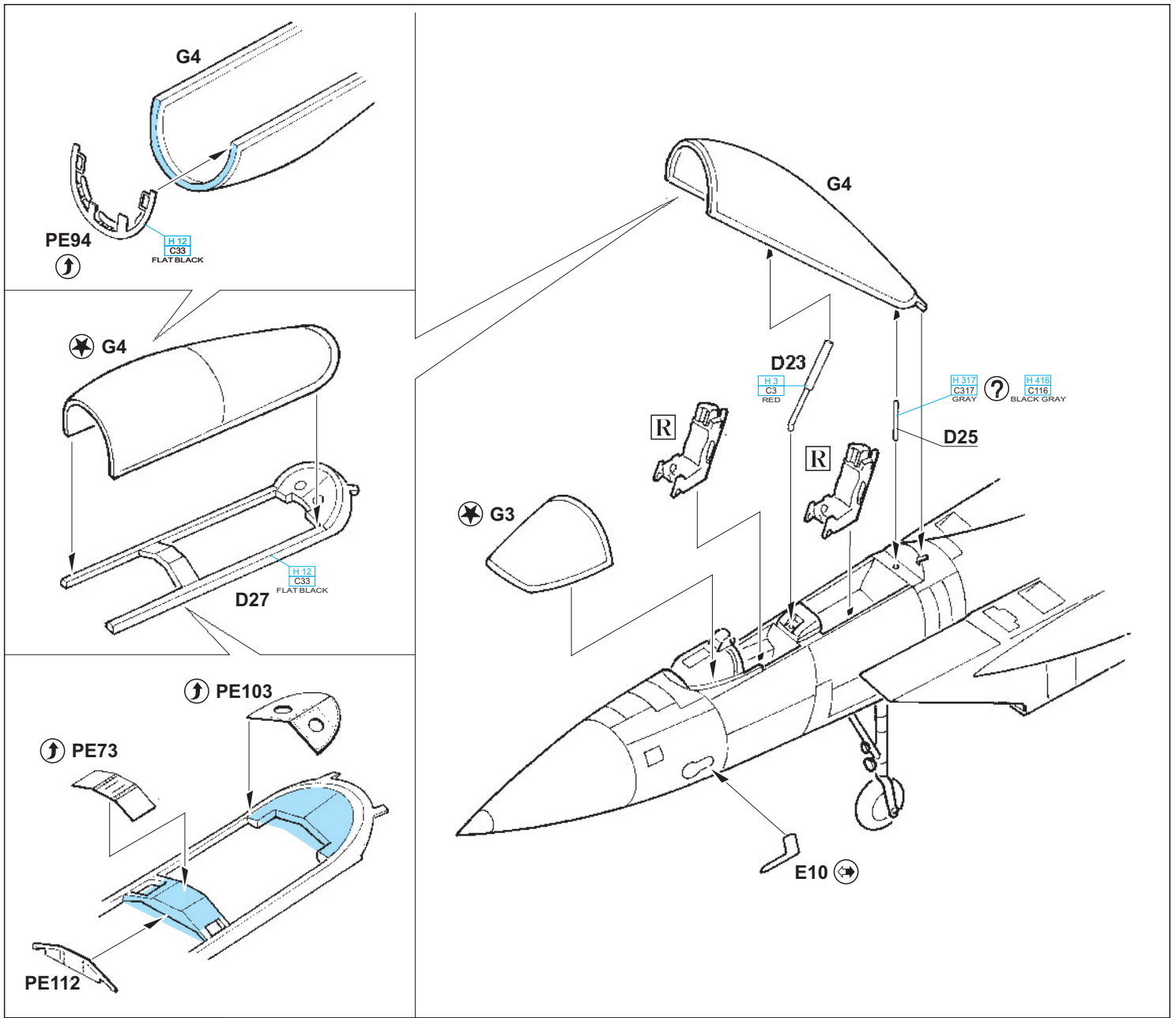




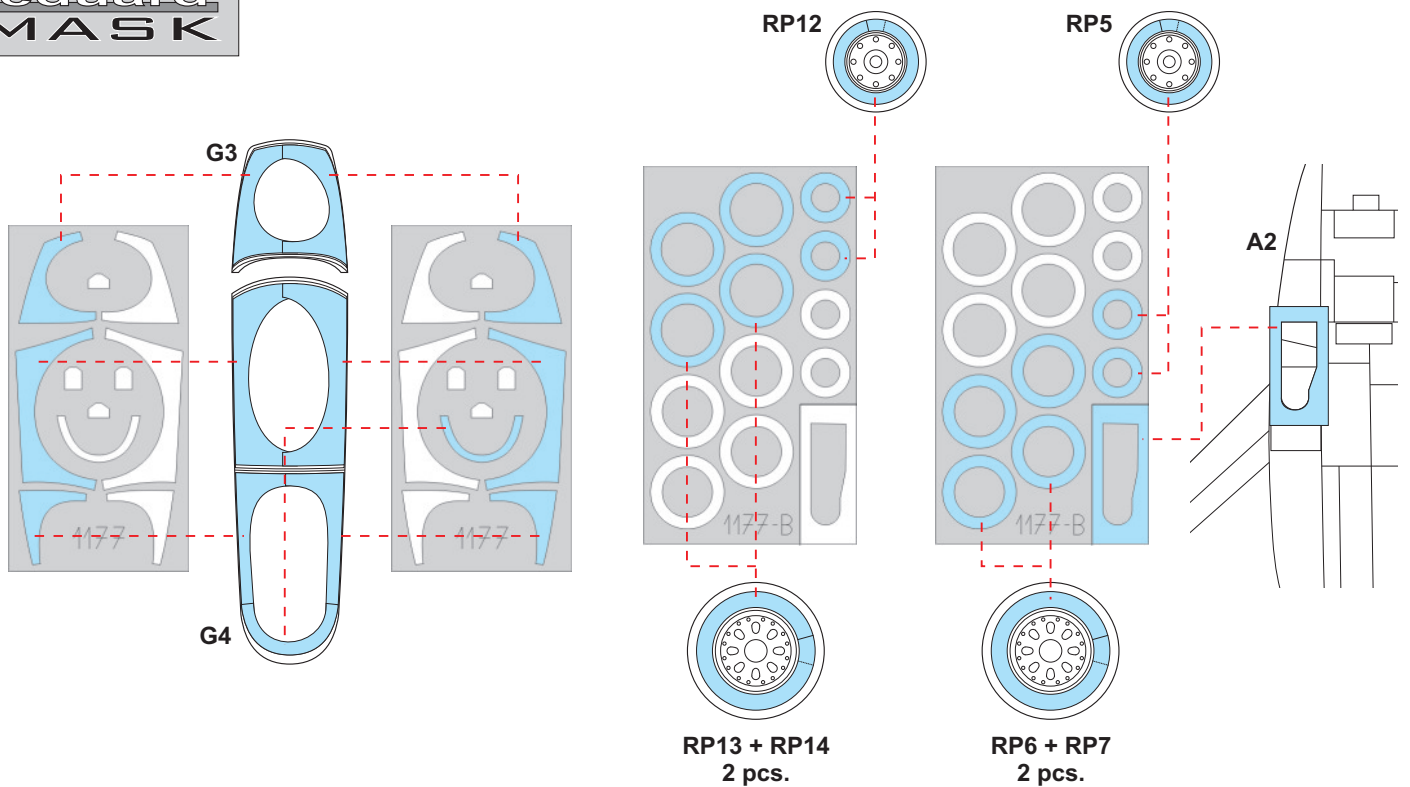


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BRASSIN 2 pcs.





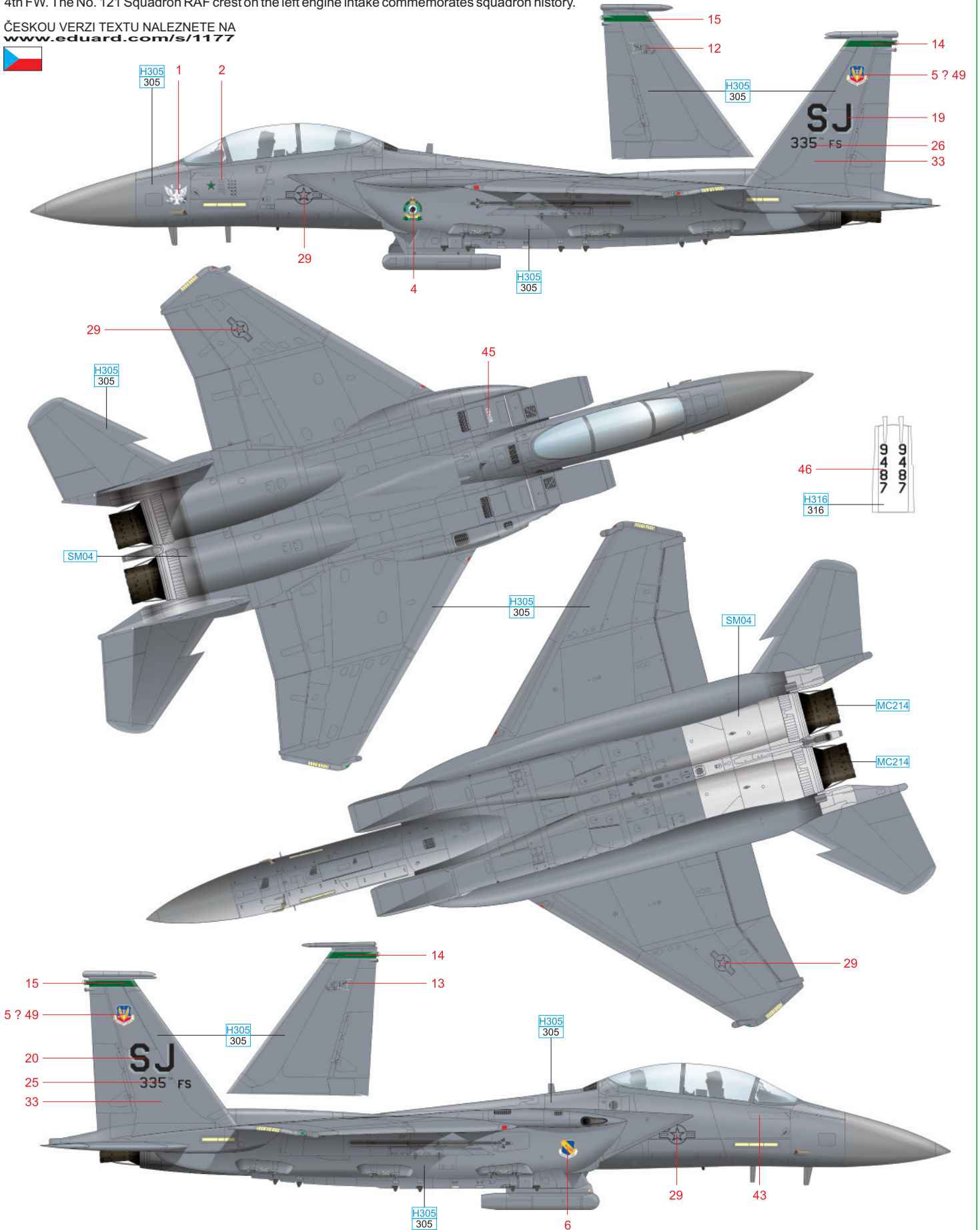
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A F-15E s/n 89-0487, 4th Fighter Wing, 335th Fighter Squadron, Bagram AFB, Afghanistan, January 13, 2012

On January 13, 2012, 89-0487 took off from Bagram AFB, Afghanistan, to reach the milestone of 10.000 flight hours. Capt. Ryan Bodenheimer and Capt. Erin Short were in the cockpit. This F-15 became the very first Eagle to hit this milestone. Its history is quite interesting. The crew of Capt. Tim Bennett and Capt. Dan Bakke destroyed an Iraqi Mi-24 helicopter during Operation Desert Storm on February 14, 1991. The hovering chopper was downed with a laser-guided GBU-10 bomb. In 2002 the nose art 'Lucky Strike' from the well known series denoting the September 11, 2001 attacks, appeared on the nose. The SJ characters symbolize the home base of this aircraft – Seymour Johnson. The green band on the vertical stabilizer signifies the 335th Fighter Squadron. The badge on the right engine intake belongs to the 4th FW. The No. 121 Squadron RAF crest on the left engine intake commemorates squadron history.

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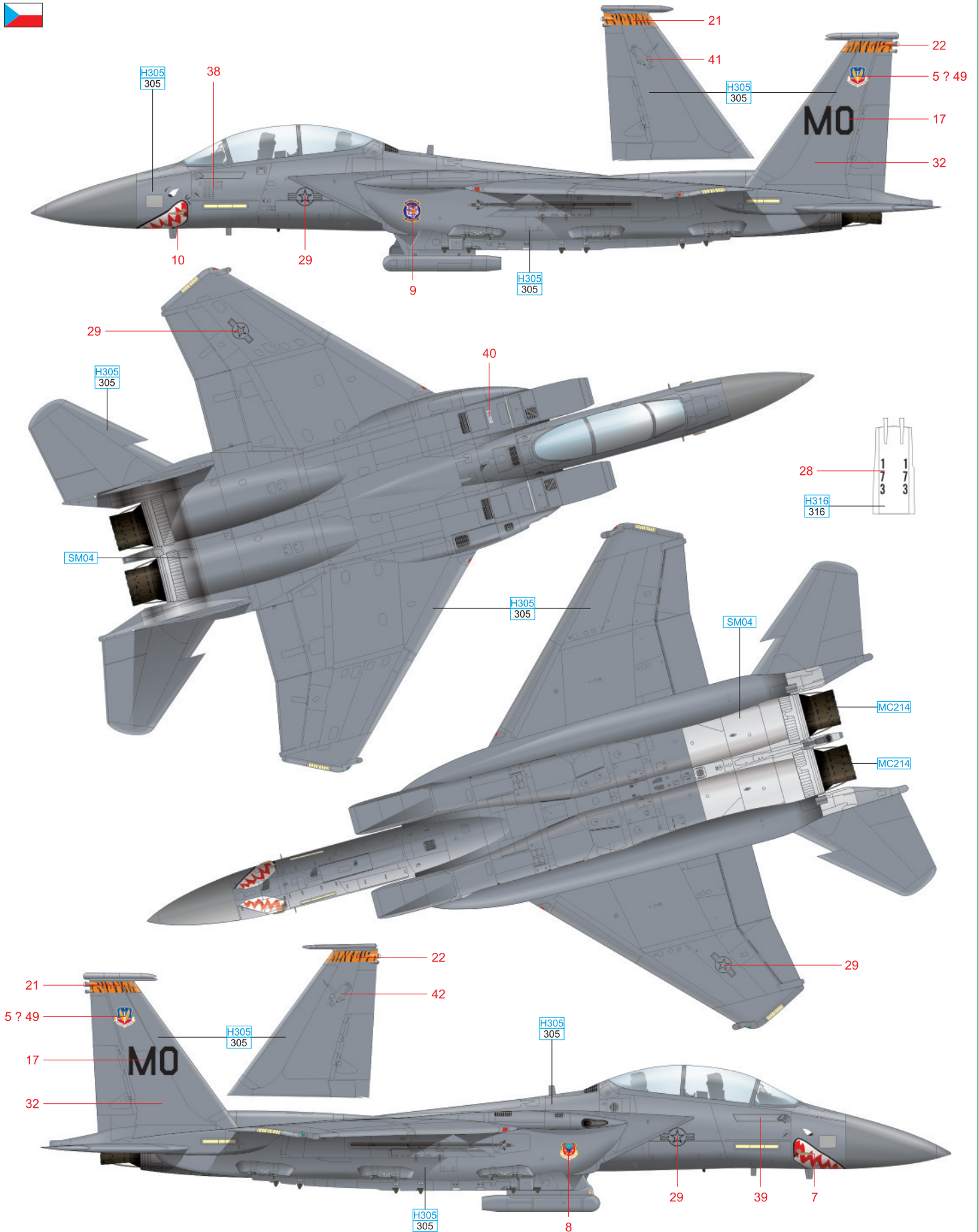
STAINLESS SM04 DARK IRON MC214 WHITE FS 17875 H316 316 FS 36118 H305 305

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B F-15E, s/n 87-0173, 366th Fighter Wing, 391st Fighter Squadron, Mountain Home AFB, ID, 2002

The shark mouth was painted on the aircraft nose in 2002, during Operation Enduring Freedom. It is evident from photos that the nose art was hand painted, as brush strokes are very visible, and minor differences between the left and right sides are recognizable. The black-yellow band on the vertical stabilizer and the unit badge on the left engine intake refers to the 391st Fighter Squadron name – 'Bold Tigers'. The right engine intake sports the 366th Fighter Wing badge.

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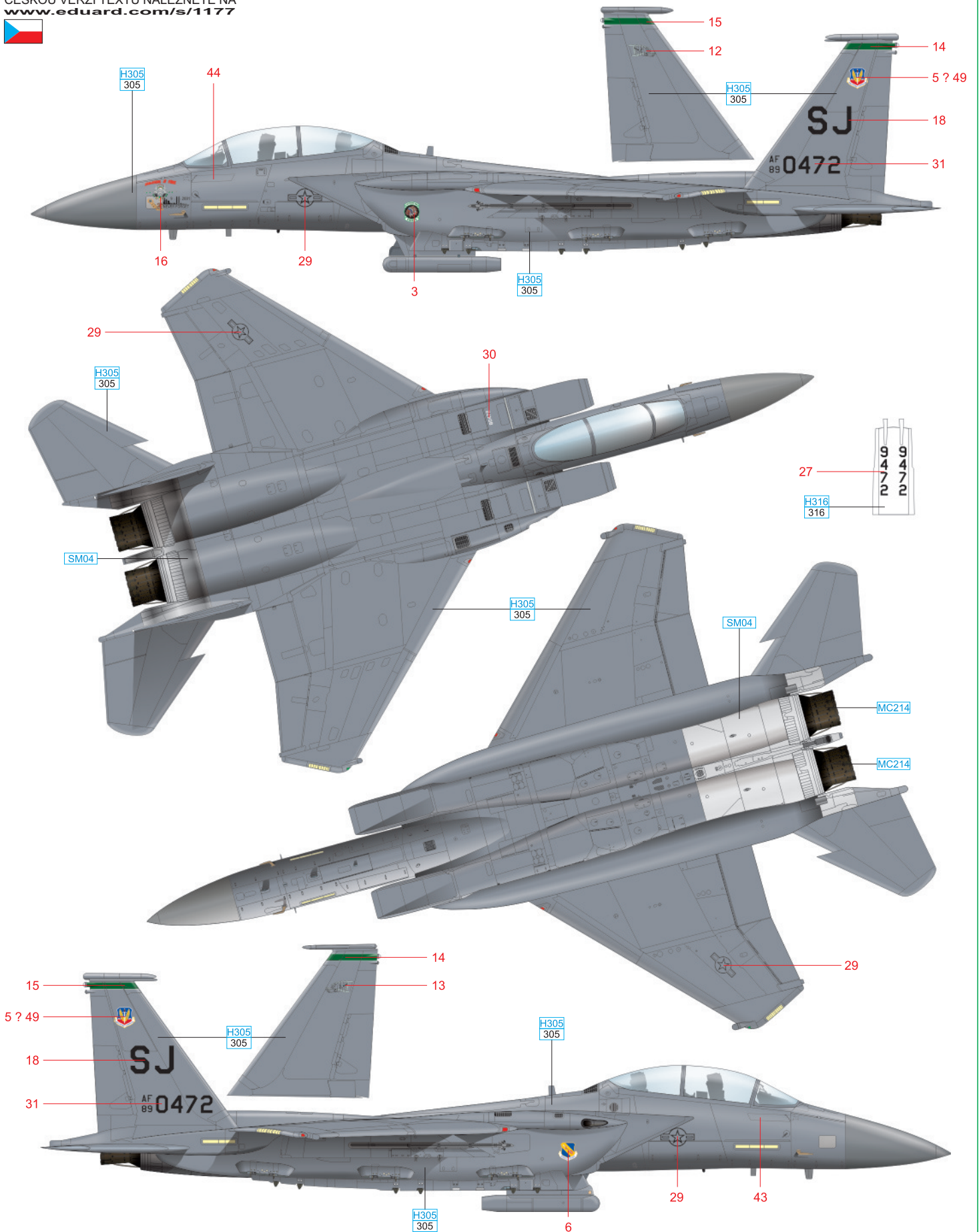
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C F-15E, s/n 89-0472, 335th Fighter Squadron, Seymour Johnson AFB, NC, 2002

'Nowhere 2 hide' is one of the more famous nose-arts painted on 335th Fighter Squadron F-15s. As can be seen from the date incorporated into the nose art, these are to commemorate the September 11 terrorist attacks. In the rendition, the tribal chief is chasing the mujahideen with a familiar face away from the Tora Bora cave complex. His fate is well known... The green band on the vertical stabilizer was used by 355th FS 'Chiefs'. The squadron badge is again situated on the left engine intake. The 335th Fighter Squadron took part in Operation Desert Storm. Based in Al Kharj, Saudi Arabia, it flew its first combat mission against Iraqi targets on January 17, 1991.

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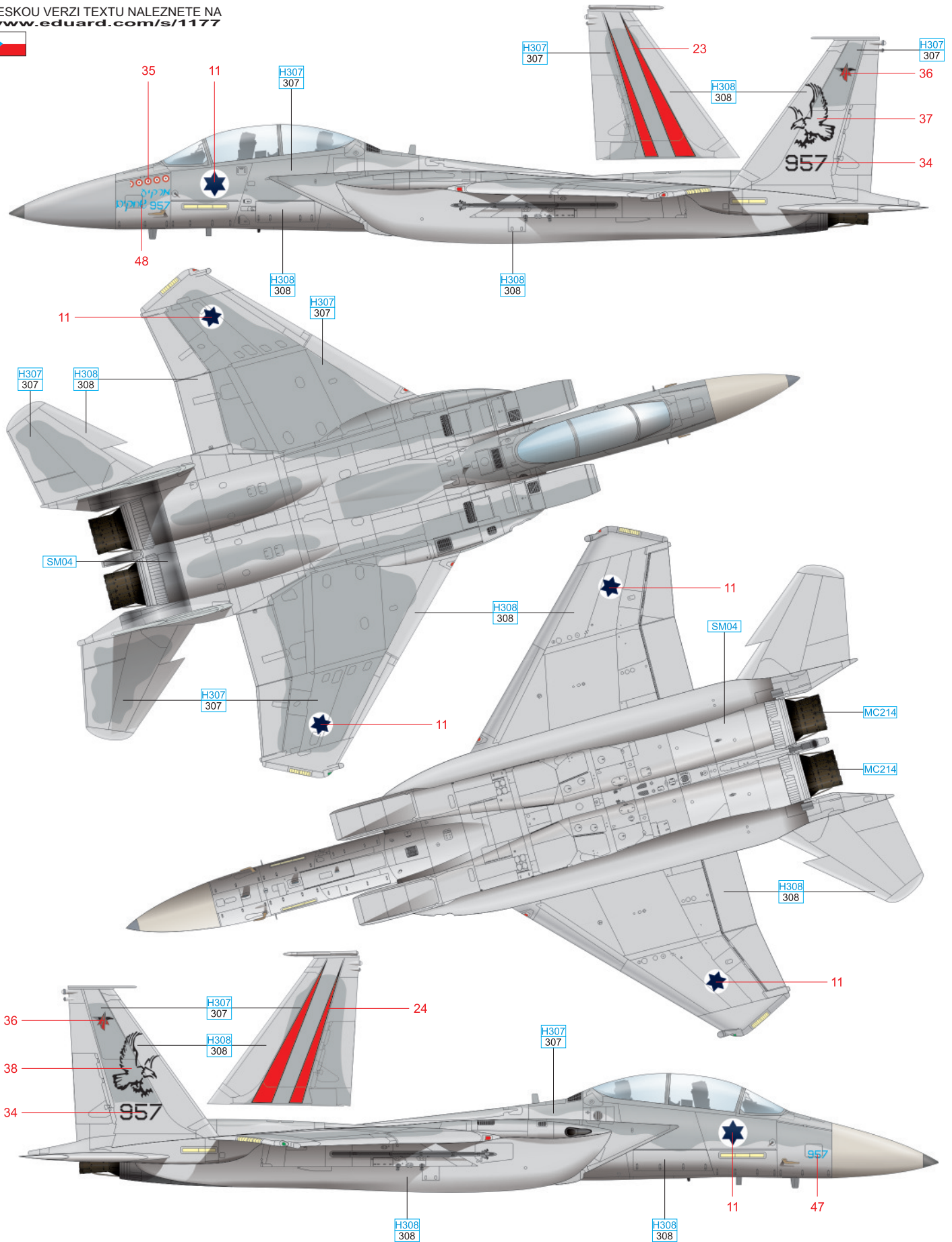
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- FS 36118 H305 305



D F-15D, s/n 80-0133, 106th Tayeset, Tel Nov airbase, Israel

One of the F-15Ds flown by the IAF is Aircraft No. 957. The combat deployment of No. 957 is clear at the first look thanks to the kill marking on the nose. The biggest successes of this A/C were in its 133rd Tayeset days. The first kill was achieved by Shaul Schwartz and Reuven Solan. They shot down a Syrian MiG-21 on June 8, 1982. Two days later the crew of Avner Naveh / Michael Cohen destroyed three Syrian MiGs in a single day, two MiG-23s and a MiG-21. The last Syrian roundel, a half roundel, actually, on the aircraft nose is another Syrian MiG-21 downed by Juval Ben-Dor and Ofer Paz, members of the 106th Tayeset. This kill is listed as shared and was achieved on November 19, 1985.

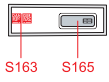
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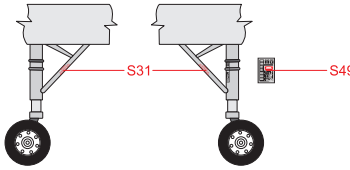
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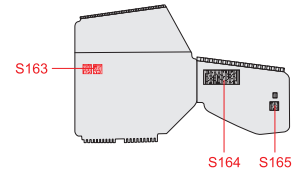
Main landing gear Cover -inside



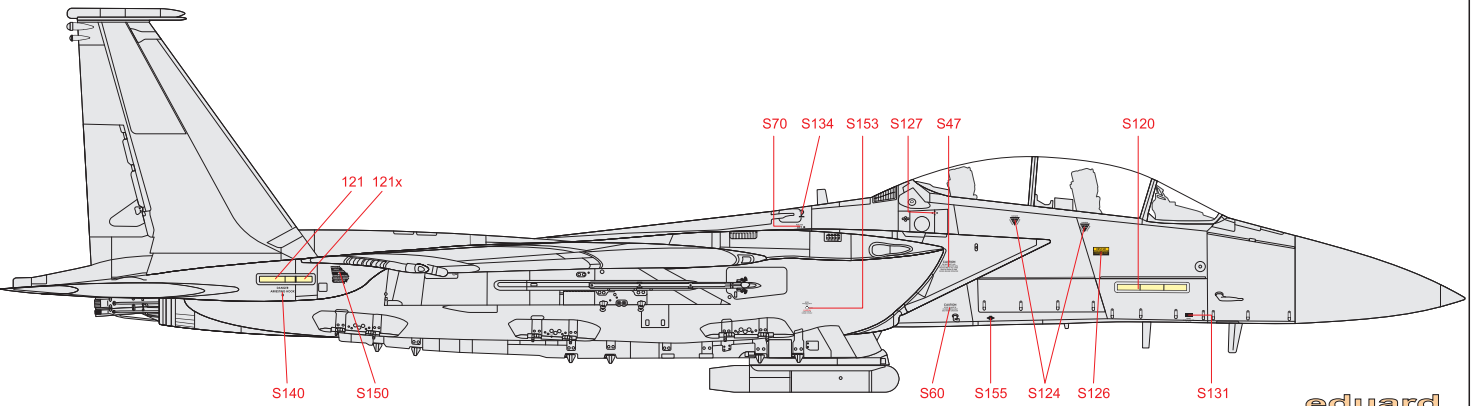
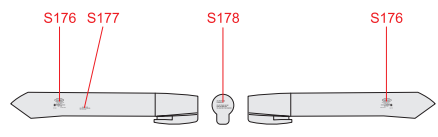
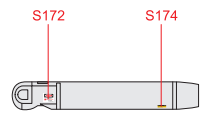
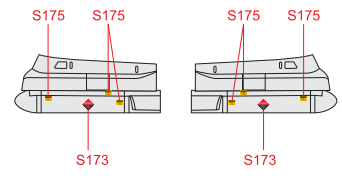
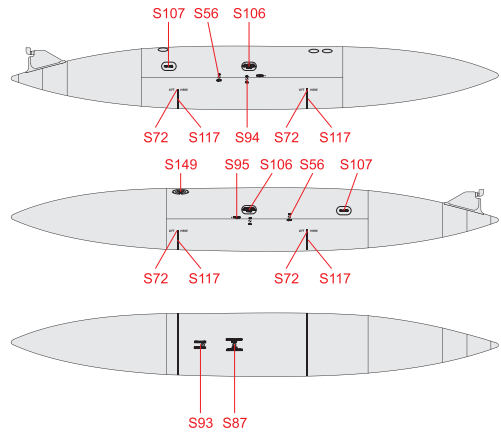
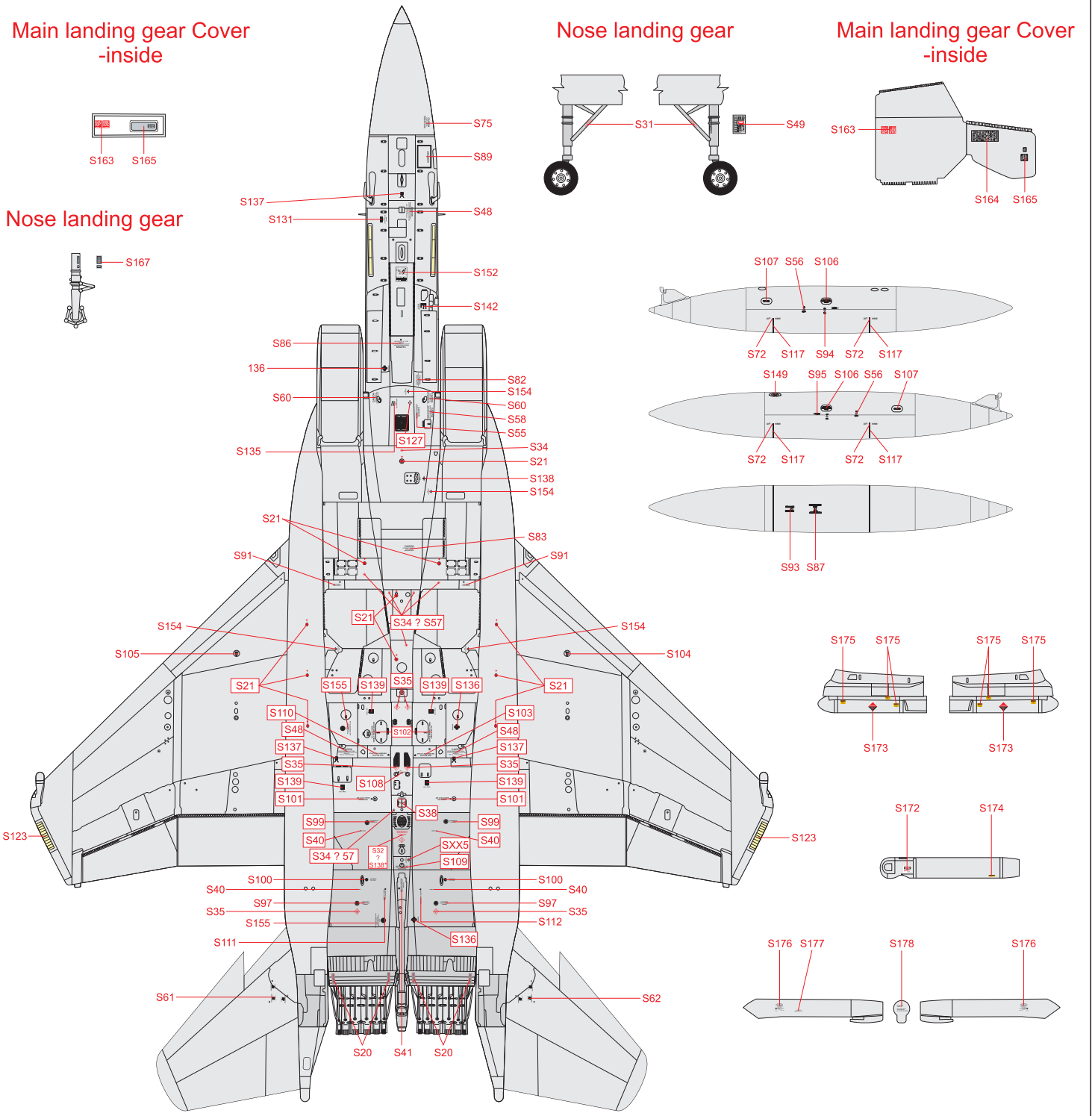
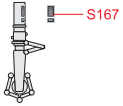
Nose landing gear



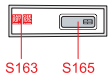
Main landing gear Cover -inside



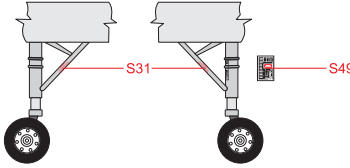
Nose landing gear



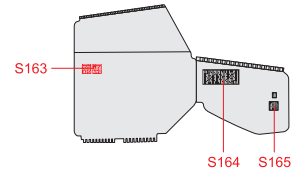
Main landing gear Cover -inside



Nose landing gear



Main landing gear Cover -inside



Nose landing gear

