

BELL X-1E

(GB) Bell X-1 (originally XS-1) was a very successful test aircraft and the first aircraft to exceed the speed of sound in controlled level flight on 14th October 1947. The first version was manufactured in three pieces of serial numbers 46-062, 46-063 and 46-064. The first one, the famous Glamorous Glenis, was after ending all test flights (82 flights) handed over to the Smithsonian Institute to be exhibited. The second aircraft was in 1951 displaced after 74 flights due to the liquid nitrogen tanks conditions. The third exploded before the second flight while still mounted below B-29 and subsequently burned out after landing on 9th November 1951.

USAAF High Command and NACA organization ordered Bell Company to produce the so-called second generation of X-1. These subsequent successors were represented by X-1D, serial no. 48-1386 (it exploded before the first powered flight on 22nd August 1951, mounted below B-50), X-1A of serial no. 48-1384 (26 flights, on 8th August 1955 exploded mounted below B-50) and X-1B (27 flights, on 23rd January 1958 displaced due to oxidant tank breach).

Since the second generation aircraft had not been particularly successful, didn't fulfill the expectations, and moreover two aircraft were displaced by accidents, NACA decided to modify the second prototype X-1 serial number 46-063 to X-1E version. The aircraft got new, slimmer wings, ejection seat and new engine RML LR8-RM-5. X-1E was flown by Joseph A. „Joe“ Walker and John B. McKay. Both were the most experienced pilots in USA and except of X-1 program both later participated in X-15 program. Joe Walker flew D-558-1, D-558-2, X-3, X-4 and participated on the development of F-100, F-101, F-102, F-104 and B-47. He died in the cockpit of his F-104 on 8th June 1966 during collision with tail planes of XB-70. John B. McKay participated on F-100, F-102, F-104 and F-107 programs but also flew both record aircraft D-558-1 Skyrocket a D-558-2 Skyrocket.

Joe Walker's first gliding flight appeared on 12th December 1955 and during the seventeenth flight he set a top speed record for X-1E aircraft at Mach 2.24. John B. McKay piloted X-1E from 22nd flight. He mostly tested improved engine and new fuel U-deca. Aircraft was gradually prepared for breaking the Mach 3 using this fuel system. After 26th flight fuel tank breaches occurred and following flights were cancelled. The aircraft is preserved as a memorial in front of the NASA building at Edwards AFB.

Technical data:

Wingspan: 6.92m, Length: 9.45m, Max. Speed: Mach 2.24, Service ceiling: 22 800m, Endurance at full throttle: 4.7 min.

(CZ) Bell X-1 (původně XS-1) byl velmi úspěšný pokusný letoun. Do historie se zapsal úspěšným překonáním rychlosti zvuku 14. října 1947. Původní varianty byly postaveny tři kusy sériových čísel 46-062, 46-063 a 46-064. První, slavná Glamorous Glenis, byl předán po skončení letů (82 letů) k vystavení Smithsonianova Institutu, druhý kus byl odstaven po sedmdesáti čtyřech letech pro špatný stav nádrží kapalného dusíku v roce 1951. Třetí kus explodoval před druhým letem v podvěsu pod B-29 a srošel po přistání spojených letounů 9. listopadu 1951.

Velení USAAF a organizace NACA objednal u firmy Bell takzvanou druhou generaci X-1. Tu představovaly v časové posloupnosti vyrobené stroje verze X-1D sériového čísla 48-1386 (explodoval před prvním motorovým letem v podvěsu pod B-50 22. srpna 1951), X-1A sériového čísla 48-1384 (26 letů, 8. srpna 1955 explodoval v podvěsu pod B-50) a X-1B (27 letů, 23. ledna 1958 byl vyřazen pro trhliny v nádrži kyslíčového nádrže).

Protože letouny druhé generace nebyly úplně úspěšné, nesplnily všechna očekávání a navíc byly dva stroje postupně vyřazeny nehodami, NACA modifikovalo vyřazený druhý prototyp původní verze X-1 46-063 na verzi X-1E. Stroj dostal nová štihlejší křídla, nový typ překlápní kabiny, vyřetelovací sedáček a nový motor RML LR8-RM-5. Na letounu X-1E létali piloti Joseph A. „Joe“ Walker a John B. McKay. Oba patřili k nejzkušenějším pilotům v USA, mimo program X-1 se později oba podíleli na programu X-15.

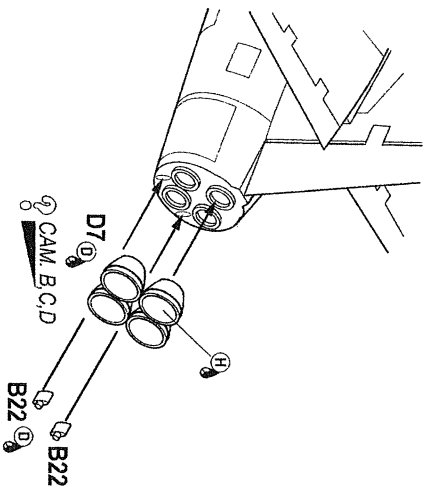
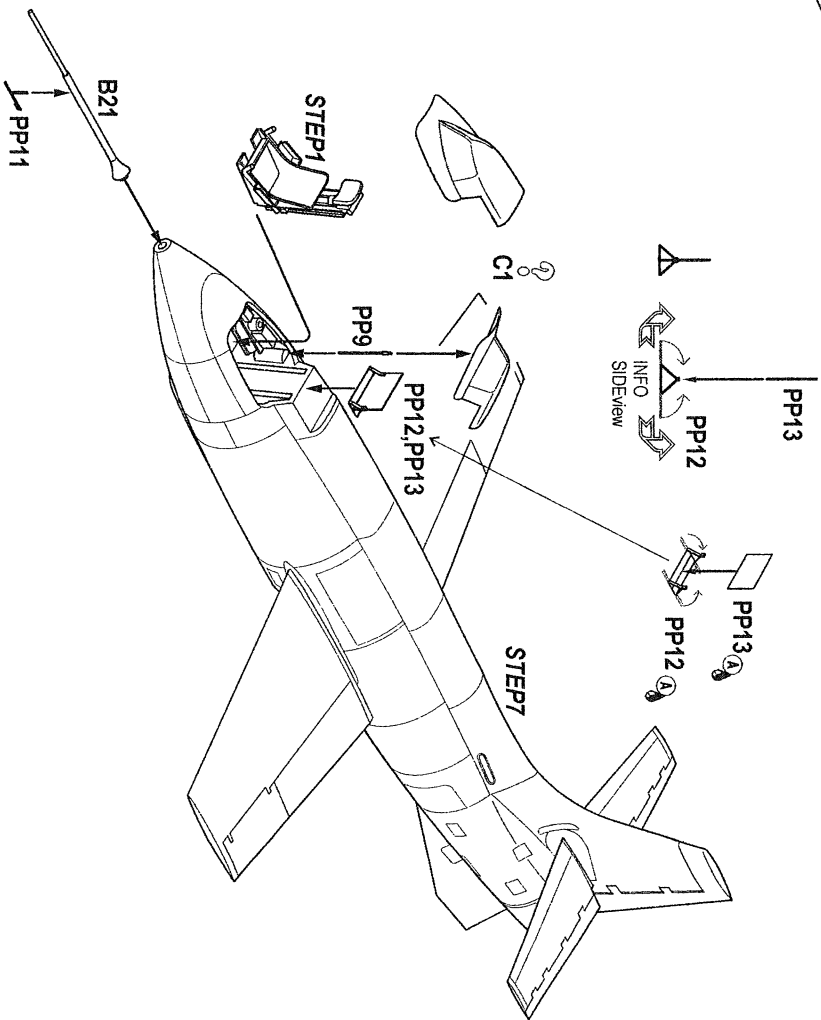
Joe Walker létal mimo jiné na D-558-1, D-558-2, X-3, X-4, podílel se na vývoji F-100, F-101, F-102, F-104 a B-47. Zahrnul při návrzu své F-104 do ocasních ploch XB-70 8. června 1966. John B. McKay se podílel na programech vývoje typu F-100, F-102, F-104 a F-107, létal i na rekordních D-558-1 Skyrocket a D-558-2 Skyrocket.

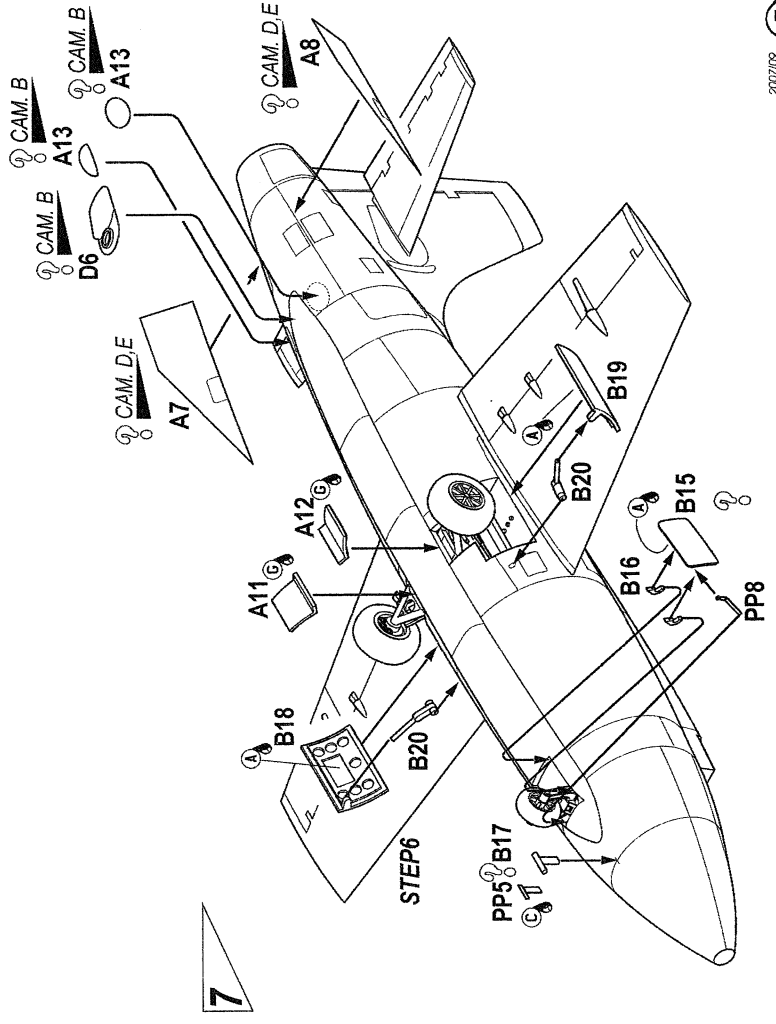
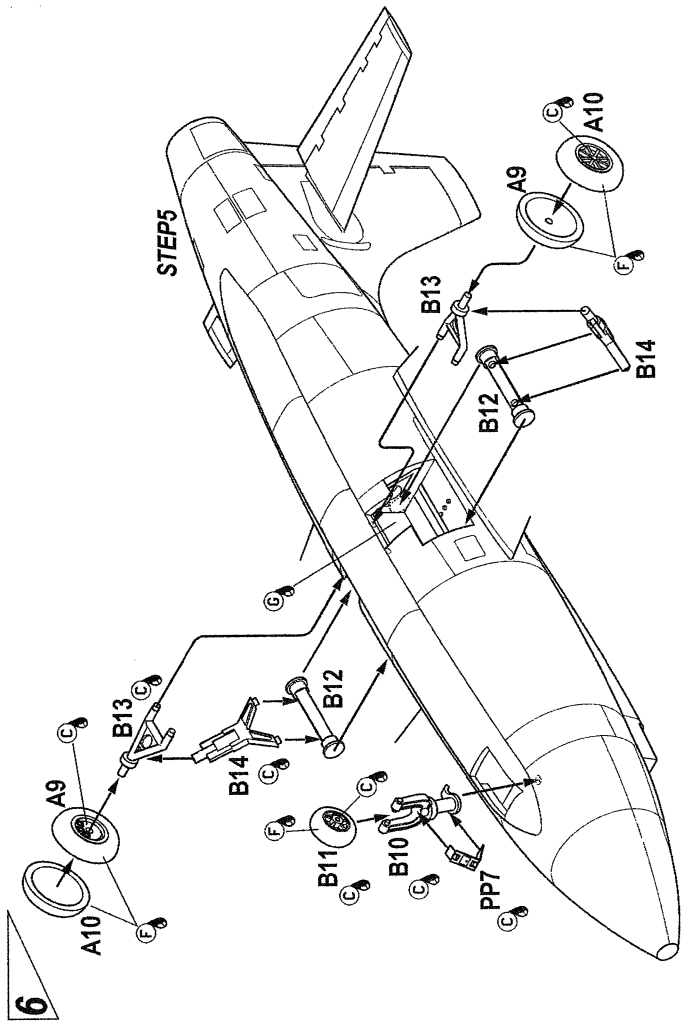
První, bezmotorový, let vykonal Joe Walker 12. prosince 1955; při sedmáctém letu dosáhl nejvyšší rychlosti dosažené na letounech X-1E, a to Mach 2.24. Od dvacátáctého letu pilotoval X-1E John B. McKay. Testoval zejména upravený motor a nové palivo U-deca. Stroj byl připravován za použití nového paliva k překonání rychlosti Mach 3. Po dvacátém šestém letu však byly objeveny trhliny v nádrži paliva a další lety byly zastaveny. Stroj se zachoval dodnes jako pomník před budovou NASA na Edwards AFB.

Tech. data:

Rozpětí: 6,92 m, délka: 9,45 m, max. rychlost: Mach 2,24, dostup: 22 800 m, vytrvalost při max. tahu motoru 4,7 min.

We would like to thank to Mr. Tony Landis for his invaluable help during the preparation of this kit.

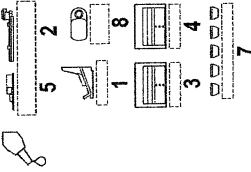




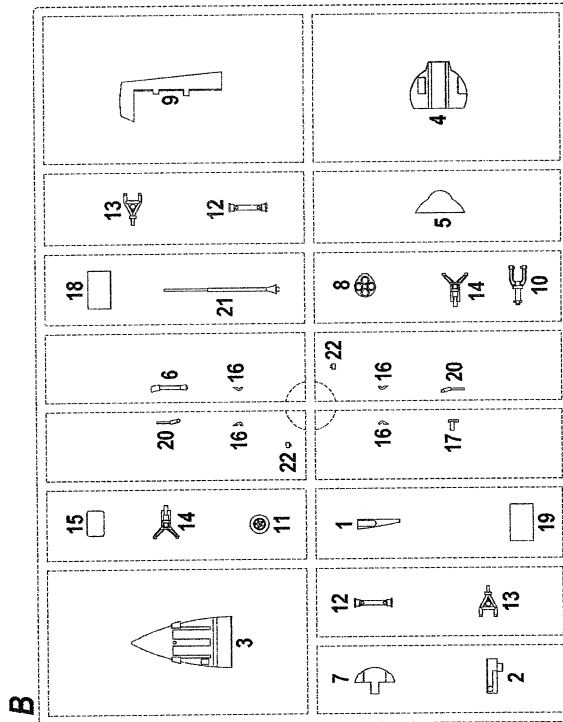
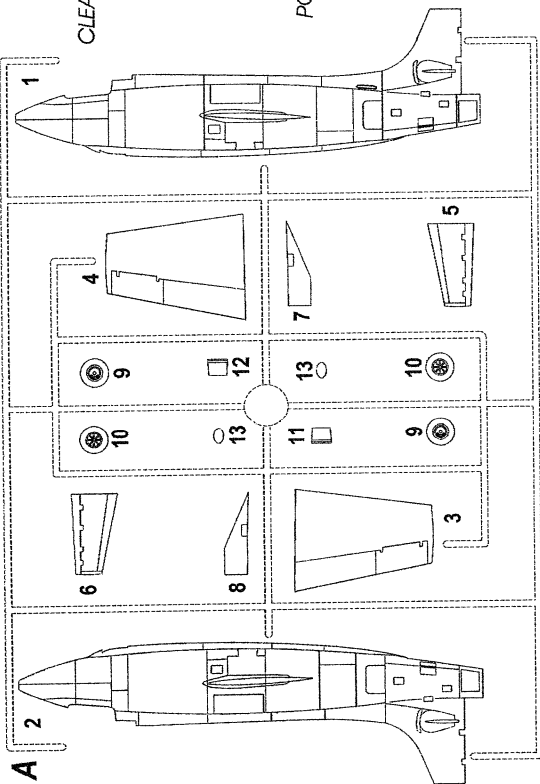
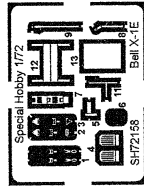
CLEAR INJECTED PART (C)



POLYURETHAN PARTS (D)



PHOTOETCHED PARTS (PP)



GUNZE SANGYO	
COLOR	Xtracolor
White/bílá	XA1141
Black/černá	X405
Aluminum/hliníková	H1 / C1
Steel/ocelová	H12 / C33
Tan/zlutohnědá	H8 / C8
Tire Black/šedá pneumatiky	H18 / C28
Interior Green/zelená interiér	X102
Burnt Iron/ ocel opálená	H77 / C17
	X505
	X117
	XA1117
	X504

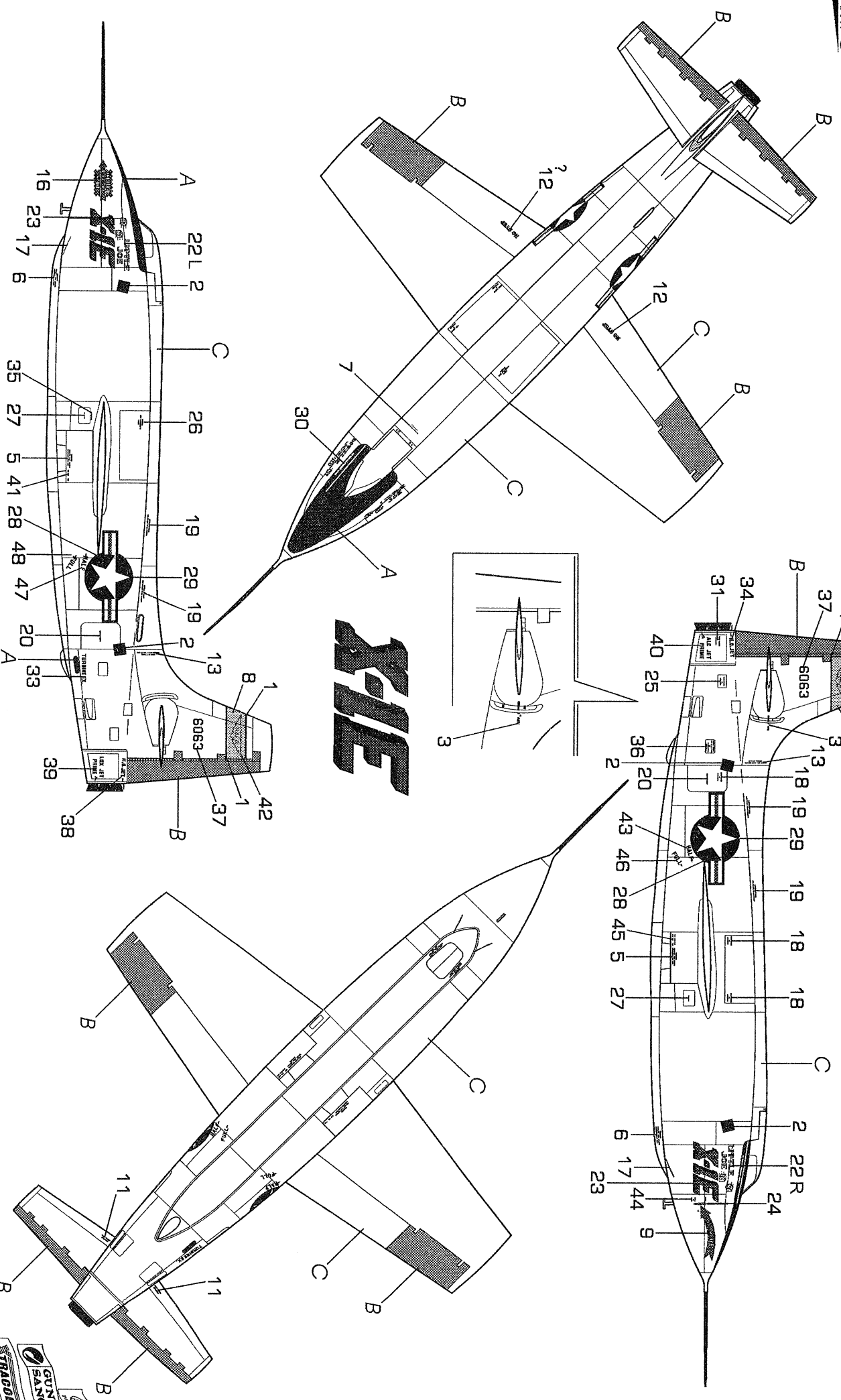
Lepidlo na kov / Glue for metal / Metallkleber / Colle a metal

 Odnout / Bend / Biegen / Courber

X-1E 46-063 po pojmenování „Little Joe“, jméno Little Joe dostal X-1E díky Joe Walkerovi. Little Joe je slangový termín při hře v kostky.

X-1E 46-063 after renaming to „Little Joe“. The X-1E was named after Joe Walker. Little Joe is a slang term in dice game.

CAM. C

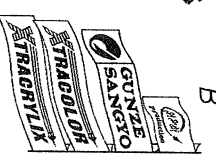


A MATNÁ ČERNÁ
MATT BLACK
H12/C33, X 404

B HLINÍKOVÁ
ALUMINIUM
H8/C8, X 501

C BÍLÁ
WHITE
H1/C1, X 405 gloss XA 1141

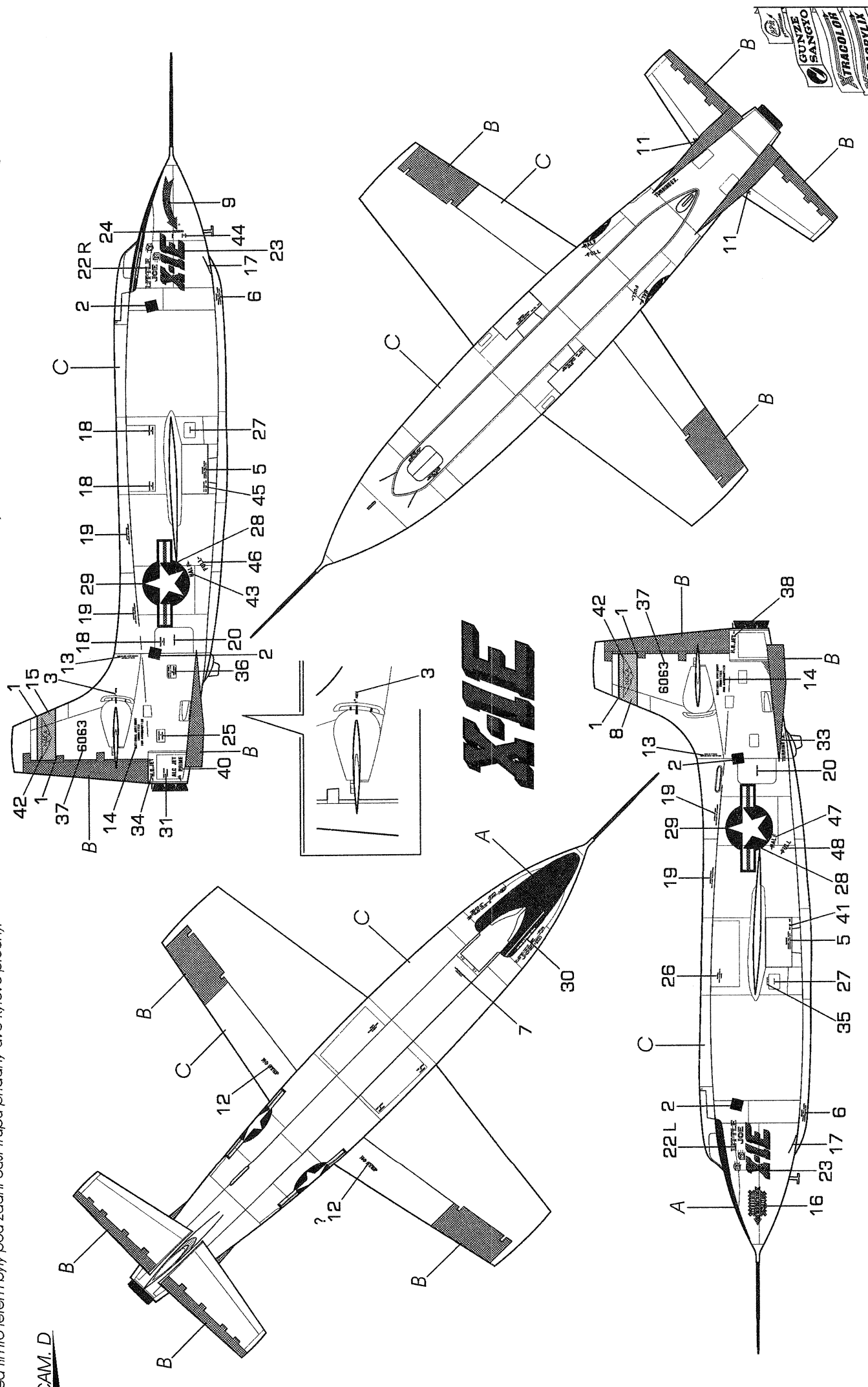
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X-1E 46-063 „Little Joe“, střední částí letových testů, osmnáctý let 14.5.1958. Před tímto letem byly pod zadní část trupu přidány dvě kýlové plochy.

X-1E 46-063 „Little Joe“, mid stage of flight tests, the eighteenth flight on 14th May 1958. The two ventral fins were added prior this flight.

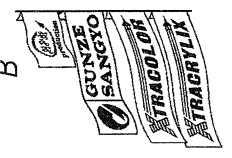
CAM. D



A MATNÁ ČERNÁ
MATT BLACK
H12/C33, X 404

B HLINÍKOVÁ
ALUMINIUM
H8/C8, X 501

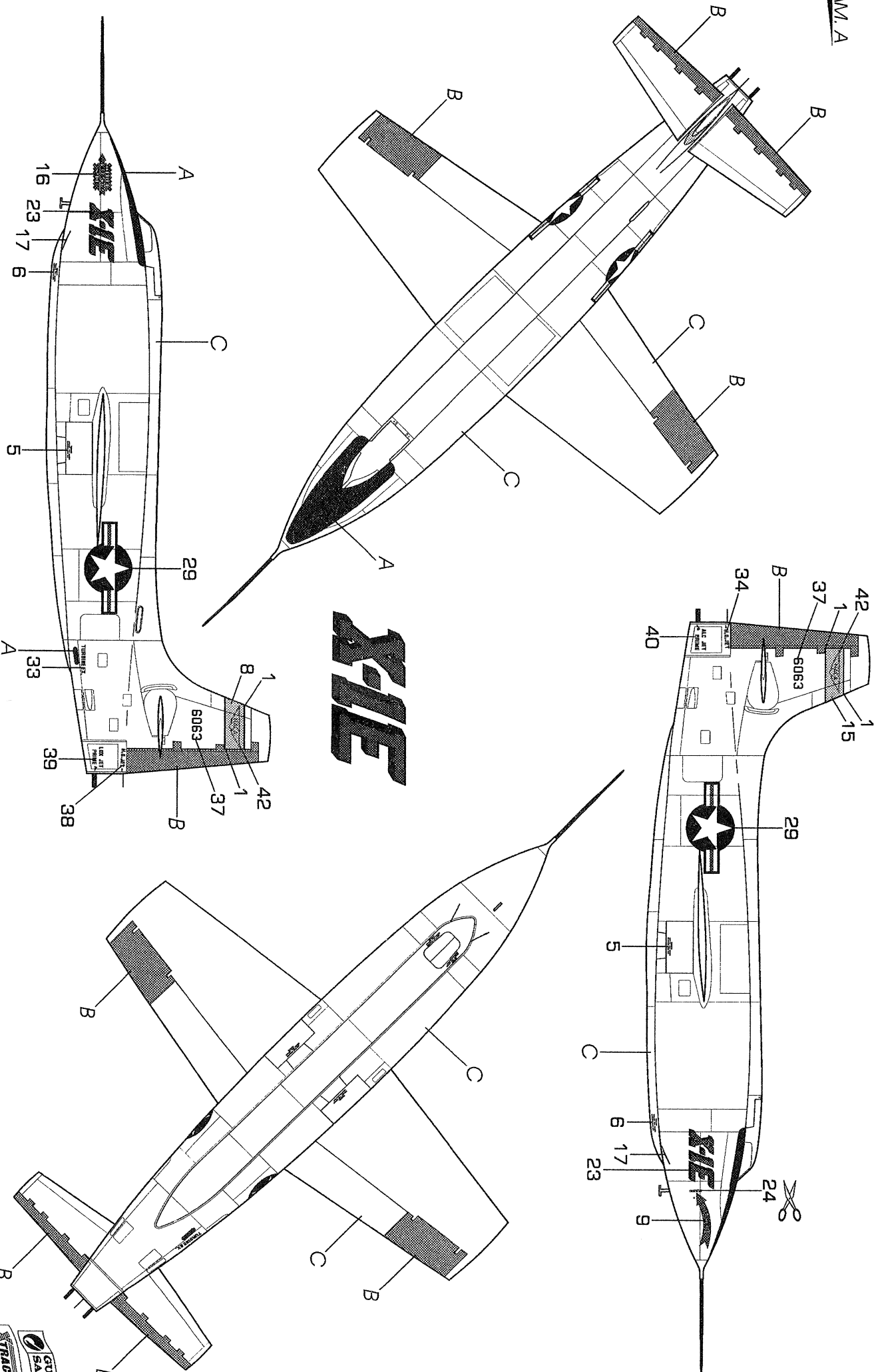
C BÍLÁ
WHITE
H1/C1, X 405 gloss, XA 1141



X-1E 46-063, ranná podoba v úvodu letových testů bez zážehu motoru,
pilot Joseph A. „Joe“ Walker, 12. prosince 1955.

X-1E 46-063, early appearance during the flight tests without running engine,
pilot Joseph A. „Joe“ Walker, 12th December 1955.

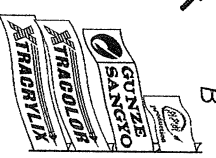
CAM. A



A MATNÁ ČERNÁ
MATT BLACK
H12/C33, X 404

B HLINÍKOVÁ
ALUMINIUM
H8/C8, X 501

C BÍLÁ
WHITE
H1/C1, X 405 gloss, XA 1141



2007/09

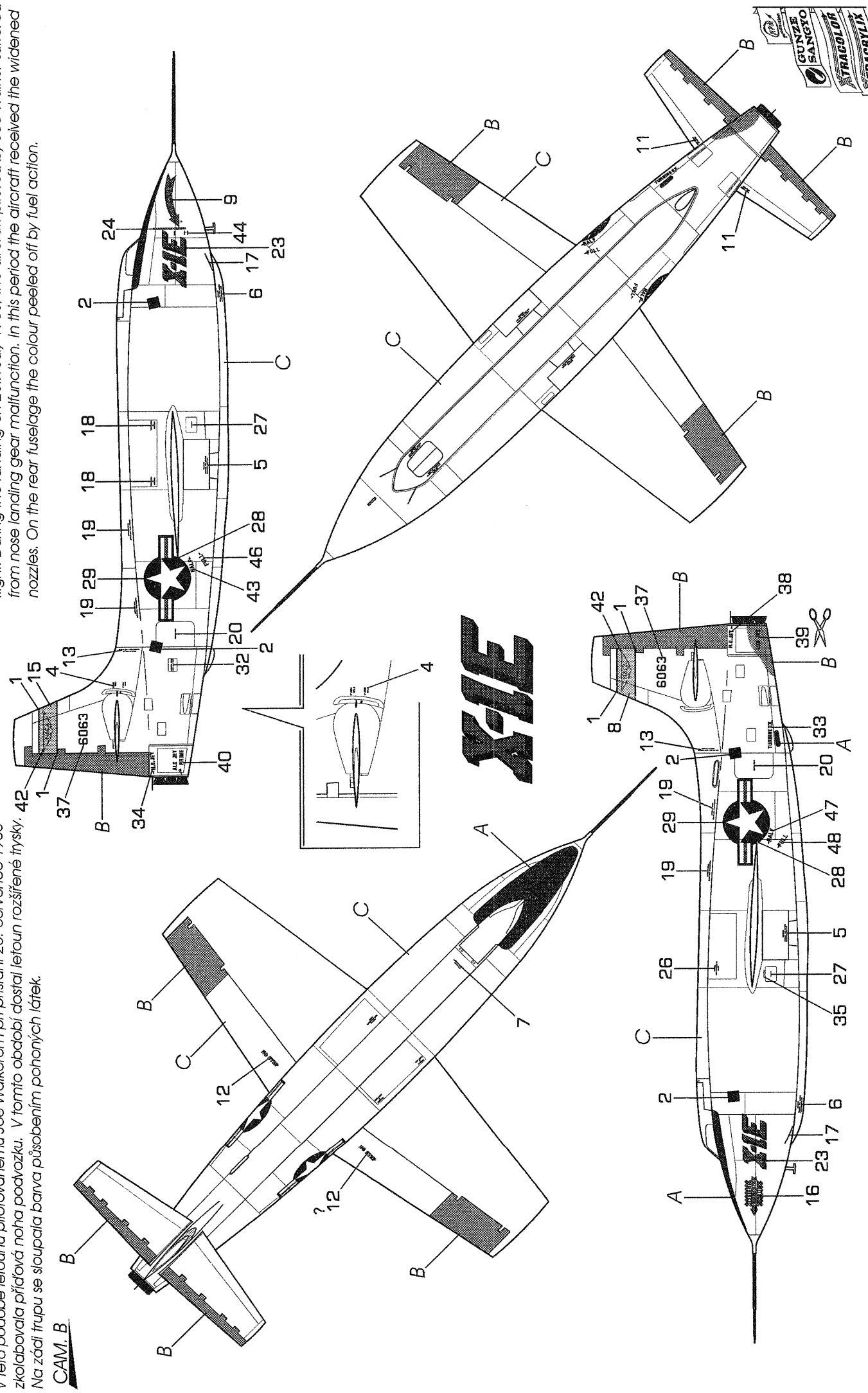
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X-1E 46-063, raná podoba v úvodu leteckých testů se spuštěným motorem, osmý let. V této podobě letounu pilotovanému Joe Walkerem při přistání 26. července 1956 zkolabovala příďová noha podvozku. V tomto období dostal letoun rozšířené trysky. 42. Na zádi trupu se stoupala barva působením pohonných látek.

X-1E 46-063, early appearance during the flight tests with running engine, the eighth flight. During the landing on 26th July 1956, the aircraft piloted by Joe Walker suffered from nose landing gear malfunction. In this period the aircraft received the widened nozzles. On the rear fuselage the colour peeled off by fuel action.

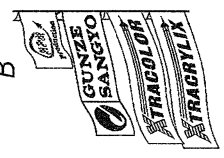
CAM. B



A MATNÁ ČERNÁ
MATT BLACK
H12/C33, X 404

B HLINÍKOVÁ
ALUMINIUM
H8/C8, X 501

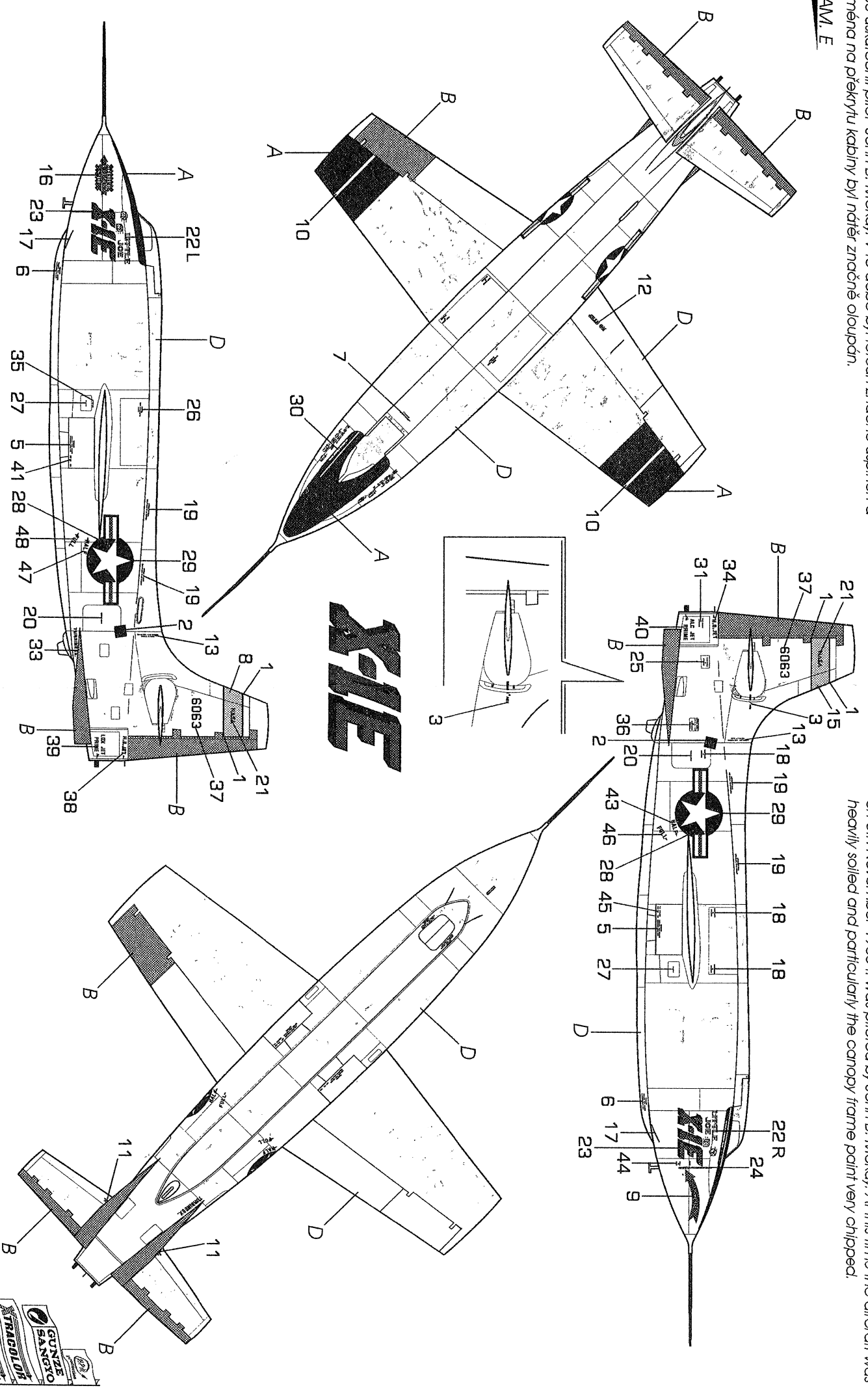
C BÍLÁ
WHITE
H1/C1, X 405 gloss, XA 1141



X-1E 46-063 „Little Joe“, podoba při posledních třech letech. Závěrečný let 6. 11. 1958 uskutečnil pilot John B. McKay. V té době byl letoun značně ušpiněn a zejména na překrytí kabiny byl nátěr značně oloupan.

CAM. E

X-1E 46-063 „Little Joe“, late appearance for last three flights. During the last flight on 6th November 1958 it was piloted by John B. McKay. At this time the aircraft was heavily soiled and particularly the canopy frame paint very chipped.

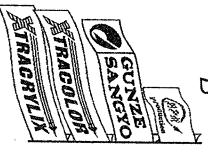


A
MATNÁ ČERNÁ
MATT BLACK
H12/C33, X 404

B
HLINÍKOVÁ
ALUMINIUM
H8/C8, X 501

D
STARÁ BÍLÁ
OLD WHITE
H21/C69

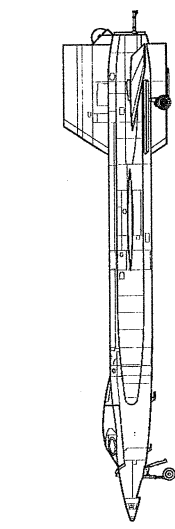
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SH72158 X-1E
E



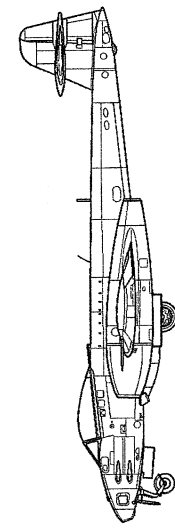
MPM Production

Special limited run plastic kits

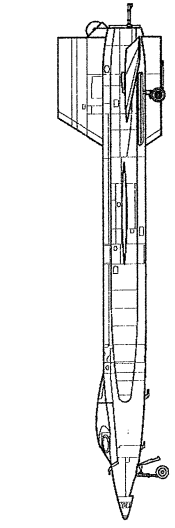
High quality injected plastic kits - short run/ Vstřikované modely - limitovaná série



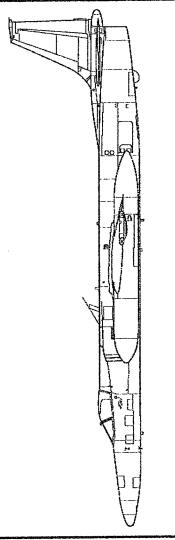
SH72532 North American X-15A-2



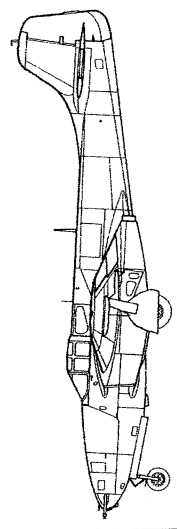
SH72534 Gloster Meteor FR. Mk. 9



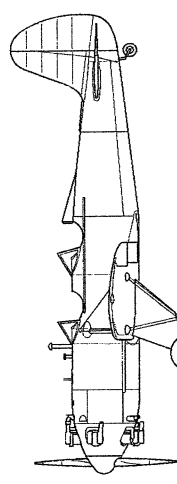
SH72537 North American X-15A-2



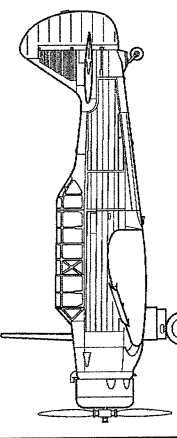
SH72024 TR - 1 A



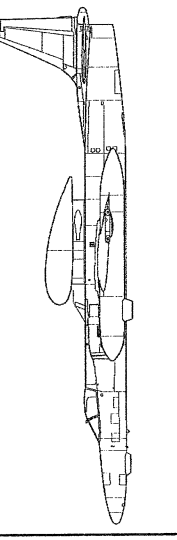
SH72058 Bell P-59A/B AIRACOMET



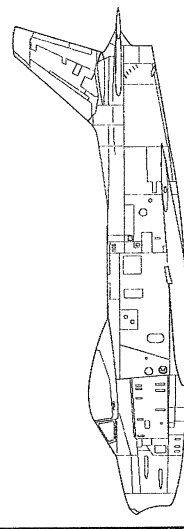
SH72064 RYAN PT-22



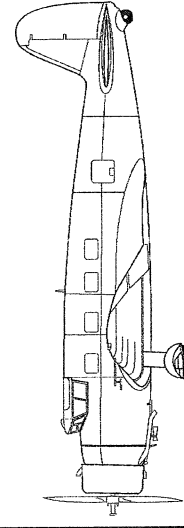
SH72069 BT-9/ NJ-1/ SK 14



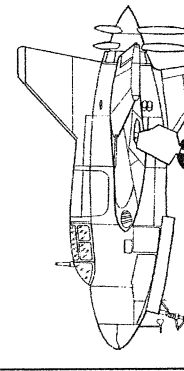
SH72070 Lockheed U-2S/ER-2



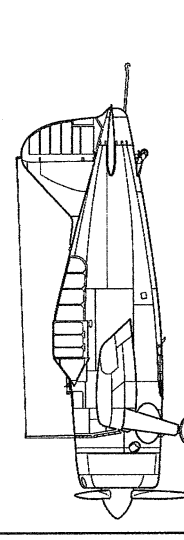
SH72120 F-86H Sabre Hog



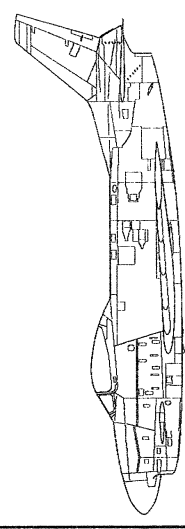
SH72130 Vultee V-1a "Civilian Version"



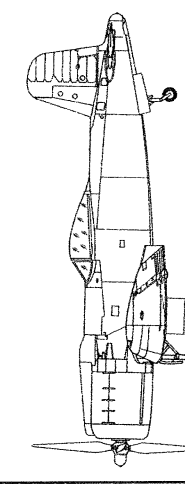
SH72132 Northrop XP-56 II



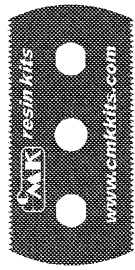
SH72133 F2A-2 Buffalo "Yellow Wing"



SH72164 F-86K "NATO All Weather Fighter"



SH72166 F2G-1/2 Super Corsair



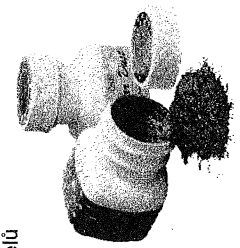
- H1000 Ultra smooth and extra smooth saw 1p
- H1001 Ultra smooth saw (both sides) 1p
- H1002 Very smooth saw (both sides) 1p
- H1003 Smooth saw (both sides) 1p
- H1004 Ultra smooth and extra smooth saw (2 sides) 5p
- H1005 Ultra smooth saw (both sides) 5p
- H1006 Very smooth saw (both sides) 5p
- H1007 Smooth saw (both sides) 5p



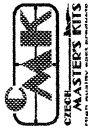
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