

Antonov An-2 in Yugoslavia

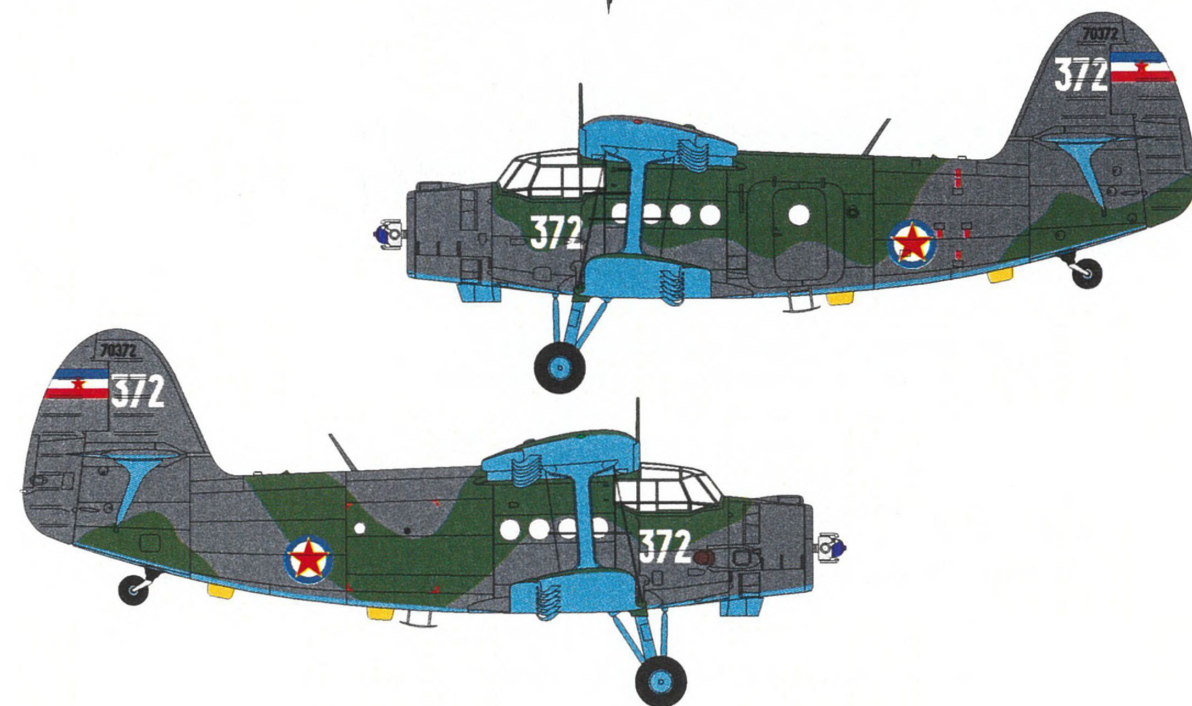
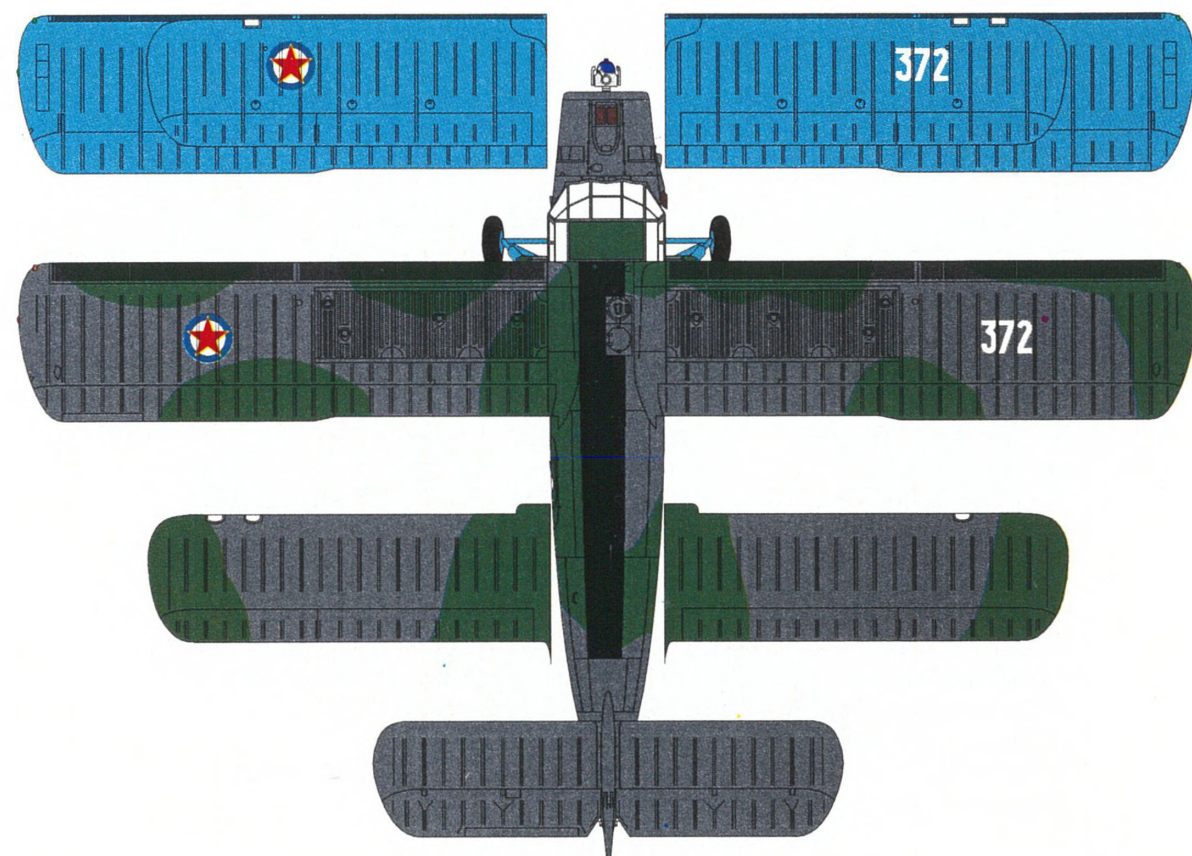
This large and almost vintage biplane is common sight in skies of many eastern European, Asian and African countries. It is extremely durable and has extraordinary slow-speed handling (even at 30mph!) and short-take-off-and-landing (STOL) characteristics. Such a low stall-speed of mere 25mph enables this aircraft to slowly fly even backwards if pointed into headwind! It is still the largest single-engine biplane ever produced. Some 5,000 units of this versatile aircraft had been built in Soviet Union by 1960s, and later the factory in Mielec, Poland took its production over.

In former Yugoslav Air Force, the An-2 (NATO code name "Colt") was used only in small numbers, namely seven planes were in Service for light transport and paratroopers training. Five wore military codes (70371-375) and insignia, and two were in civil livery at first, but later all were camouflaged (including two newly coded 70301 and 70302). They had, more or less, the same camouflage and standard placement of the YAF markings but with minor changes in squadron number-style and position after the occasional overhauls. The national roundels were placed on rear-fuselage and on the upper left and lower right wing surfaces, opposite of wing numerals. The roundels had standard 750mm diameter. The national flag was 450mm high and it was placed in the upper part of tail.

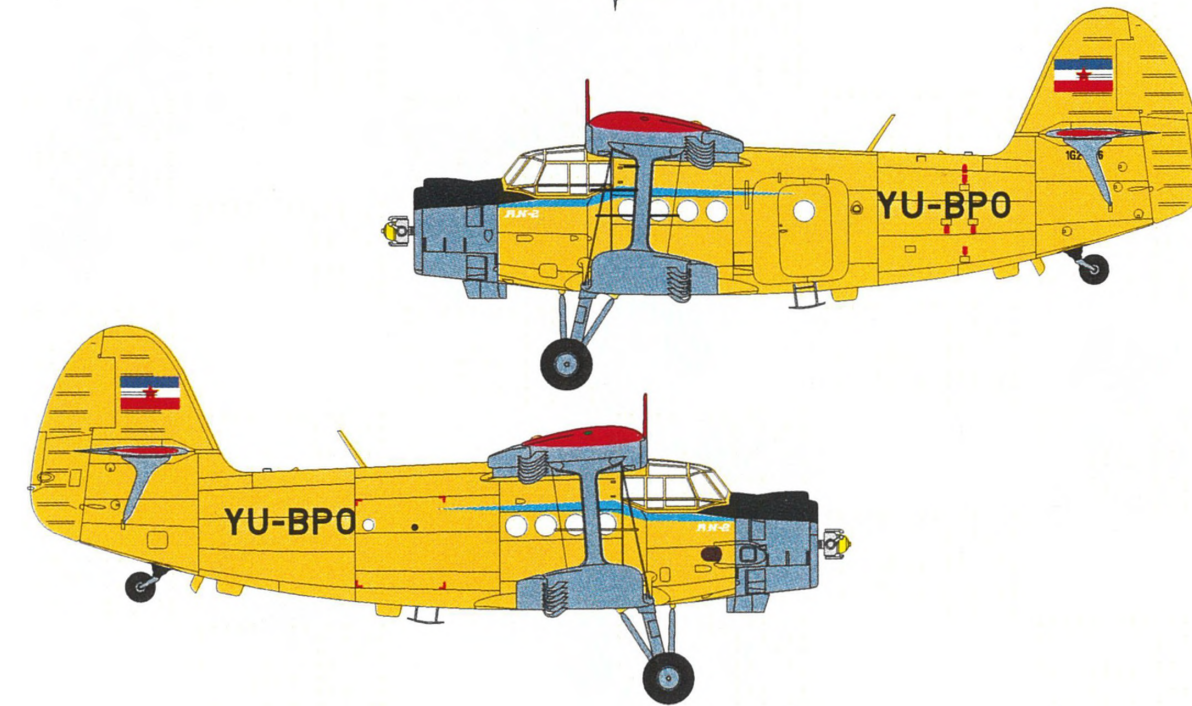
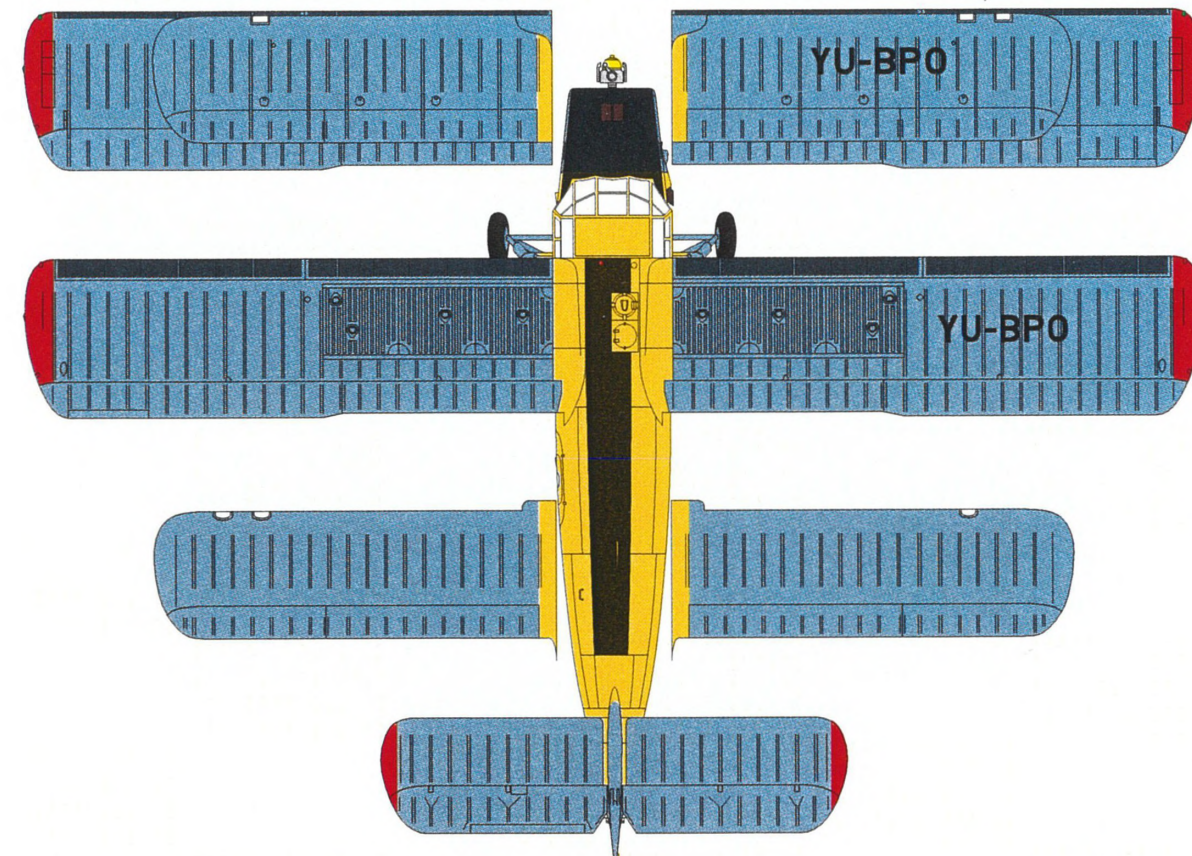
After the break-up of former country, the new state's Air Force introduced different markings. The new roundels were smaller, about 500mm, but they were at similar positions as old ones. The squadron numerals were blanked off.

There was, and still is, a completely different story in civil sector. Numerous An-2s were employed in aero clubs for parachute drops, as well as capable crop-dusters, mosquito-control dusters or even small passenger planes for panoramic flights.

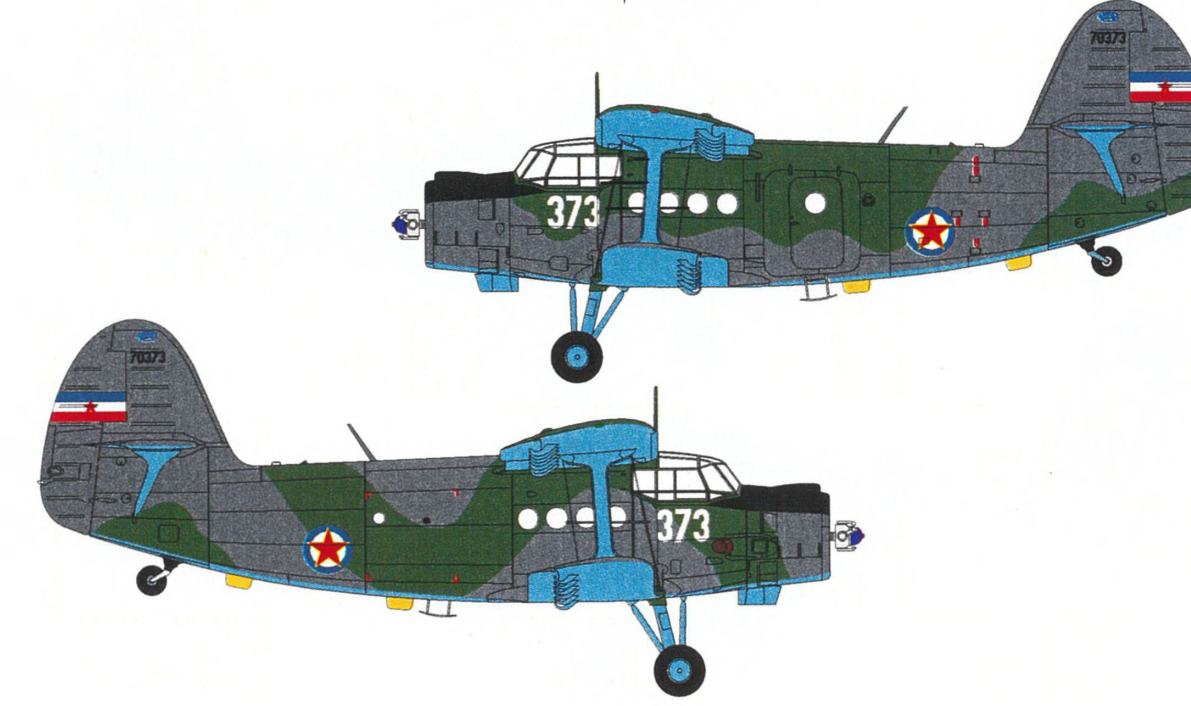
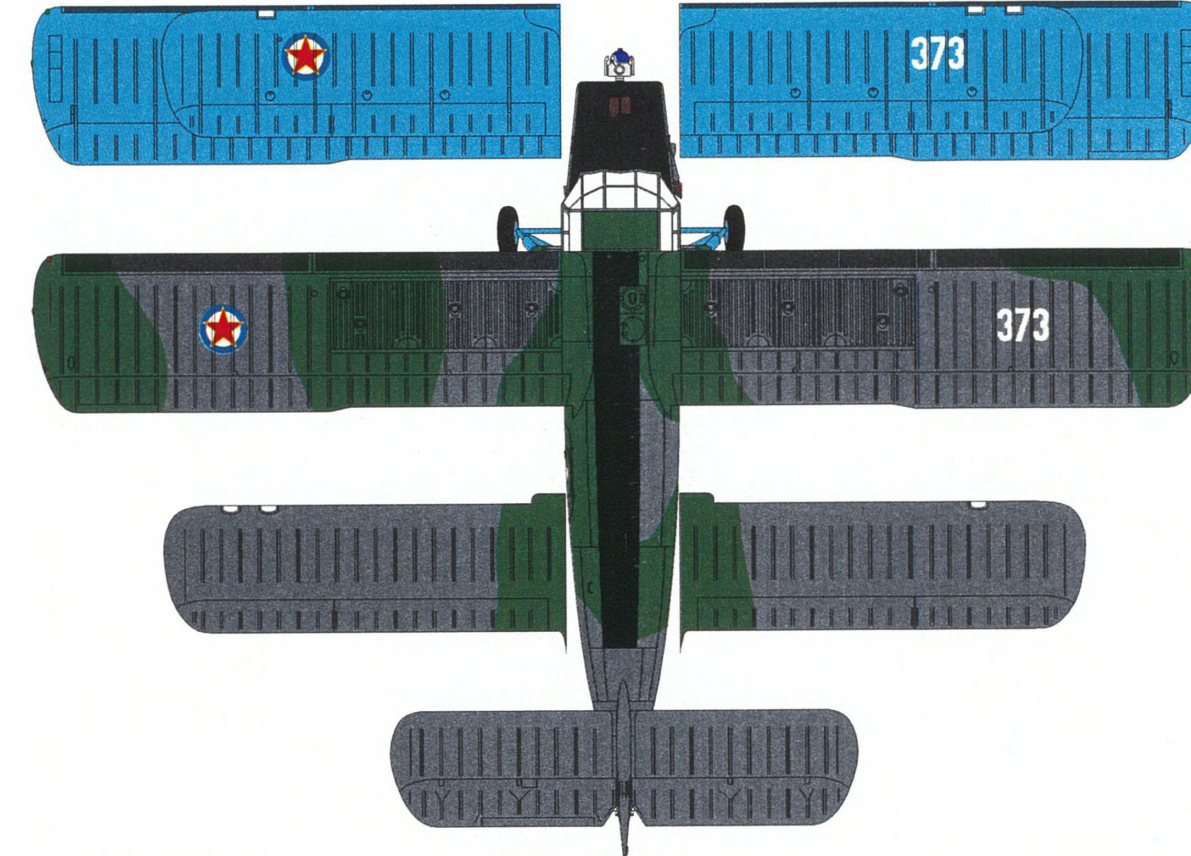
We hope that the noisy engines of An-2s will rumble in low passes for many, many years.



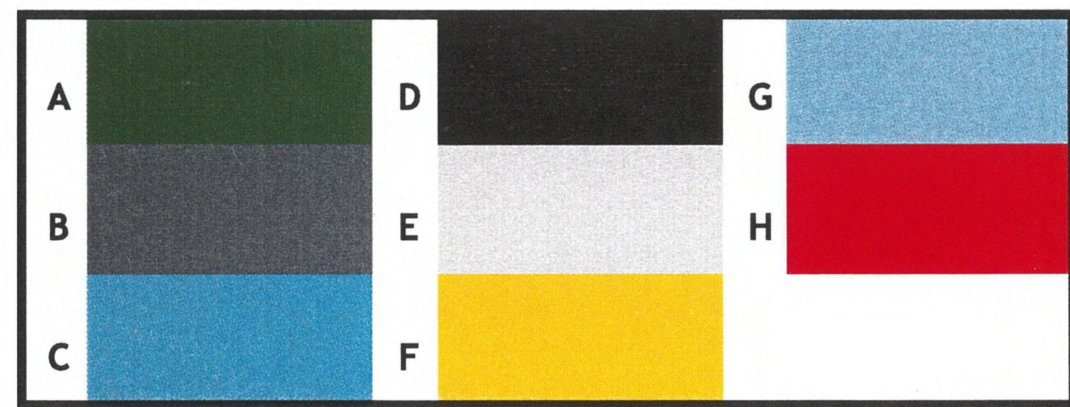
✈ No. 70372 / 372, RV i PVO, C.No. 1G-17102, 1977

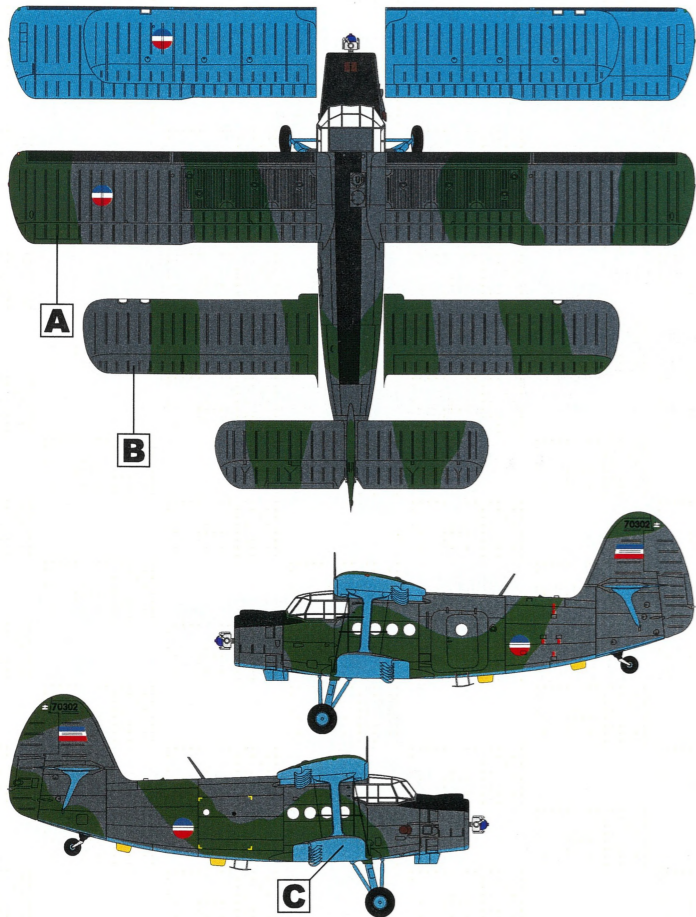


✈ YU-BPO, Aeroklub Novi Sad, C.No. 1G-23156, 1990

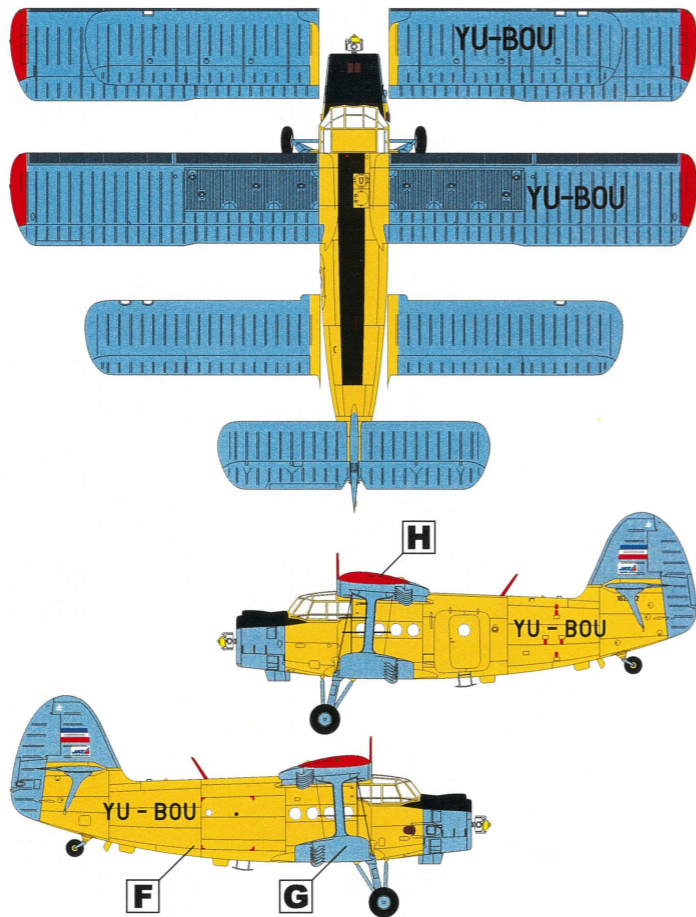


✈ No. 70373 / 373, RV i PVO, C.No. 1G-17103, 1990





✈ No. 70302, RVSCG, C.No. 1G-16727, exYU-BKF, 2005



✈ YU-BOU, JAT Privredna avijacija, C.No. 1G-22312, 2005

COLOUR GUIDE

COLOUR	FS	HU	MM
♦A Dark Green	34092	149	1764
♦B Dark Grey	36118	125	1723
♦C Blue Grey	35237	145	1721
♦D Black	37038	33	1749
♦E Si Iver	17178	191	1790
♦F Cream Yellow	33697	74	-
♦G Light Blue	35526	65	1562
♦H Red	31136	60	1550

- All aircraft are produced in Poland, at PZL Mielec plant.
- Propeller blades are painted matt dark blue (Humbrol 15) on military An-2s and matt black (Humbrol 33) on civil aircraft.
- Blade tips are painted yellow (Humbrol 154) on all An-2s.
- Propeller caps are painted dark blue (Humbrol 15) on military An-2s and yellow (Humbrol 154) on civil aircraft.

• All plans are in 1/200th scale.



- Apply decals only on smooth and glossy surfaces.
- Carefully cut the decal that you need from the sheet.
- Dip in clean water for about 10s.
- After that lay it over absorbent paper towel for 30s.
- Apply the setting solution to the desired area.
- Slide the decal from the paper using a soft paintbrush.
- After 5min apply the solvent solution and wait overnight.
- Wash the kit and later apply the final coat.

Sources: Lift Here! Team Archive ©2006-10 Lift Here! Decals

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 For more informations visit: <http://lifthereserbia.wordpress.com>



big bipes

YUGOSLAV ANTONOV AN-2 "COLTS", PART ONE

713-LH



made in serbia



LIMITED
1/72
EDITION