

VESPA MODEL KITS



TUMANSKY - ENGINED 'FITTERS' VOL.1





Grass Green Dark Green Brown Light Blue Grey

Sukhoi Su-22M-3K "01"

The Hungarian People's Army Air Force took delivery of 12 Su-22M-3K and three Su-22UM-3K in 1983. The first Su-22M-3K fighter-bombers arrived in Hungary unassembled in 1983 and were assigned to the 101 Scout Airborne Company based in Taszár AFB. After the fall of the Soviet Union and the disbandment of the Warsaw Pact, the renamed Hungarian Air Force continued to operate the "Fitter J" which flew with the 31st Kapos Tactical Fighter Regiment – Taszár, a mixed Su-22/MiG-21Bis squadron assigned to the air defense of the Hungarian southwestern sector. Colours: Grass Green (Humbrol 80/Gunze 360/Tamiya X 28) and Dark Green (FS 14064/Gunze H 309/Tamiya XF 65) Brown (FS 30219/Gunze H310) over Light Blue Grey (FS 25352).



Light Grey

Sukhoi Su-22M-3K "5814"

At the end of 1979, Vietnam requested the USSR the sale of a batch of Su-22M interdictors as a replacement for the aging fleet of MiG-17 and MiG-19 fighter-bombers, receiving an unspecified number of Sukhoi Su-22M3Ks equipped with Tumansky R-29-300 engines, entering service with the 937th Airborne Regiment at Hanoi - Noi Bai. As of 1989 this unit received at least fifty Su-22M4s with significant improvements in avionics. The total number of Fitters delivered by the USSR to the Vietnamese People's Air Force (Không Quân Nhân Dân Việt Nam) remains unknown, however, by 2006, at least 67 Su-22M/Ks were still in service in Vietnam. Vietnamese Su-22M-3K received a number of modifications and upgrades recently, including the fitting of four chaff/flare dispensers in the rear ventral area, including the removal of the ventral fin. Colours: Light Grey (FS 16515) overall



Brown Special Pale Green Green Light Gray Radome Green

Sukhoi Su-22UM-3K serial 15-2463

During the late seventies and first half of the eighties, the Iraq Air force took delivery of over a hundred Su-22 "Fitter" interdictors, which saw service during the First and Second Gulf Wars. However, during operation Desert Storm in 1990 at least 40 IrAF Sukhoi Su-22s were flown to Iran seeking shelter against the onslaught launched by the US-led coalition forces, and were never returned by Iran, which in turn assigned most of them to the Islamic Revolutionary Guards Corps Air Force (IRGCAF). These, however, remained grounded until the year 2013 when an overhauling program was launched. Two years later, 10 of these ex-IrAF Su-22 were transferred to the Syrian Arab Air Force to fight in the ongoing Civil War. In 2018 10 additional Su-22s were overhauled and upgraded by the IRCC Parts Aviation Service Company in Mehrabad, Teheran, giving them improved air-to-ground and air-to-air capabilities,

assumed to be the ability to carry a wider range of higher precision weapons as smart bombs, precision-guided munitions, transfer data from UAVs and –possibly- air-launched cruise missiles with a range of 1500 km. Colours: Brown Special (FS 10140), Pale Green (FS 34227), Green (FS 34108) over Light Gray (FS 35622). Rudder tip and sensors in Radome Green (FS 14090)



Dark Brown Dark Olive Green Light Sky Blue

Su-22M-3K s/n "22615"

After flying the Sukhoi Su-7 during nearly a decade, the Iraqi Air Force or Al Quwwa al Jawwiya al Iraqiyia (القوة الجوية العراقية) issued substantial orders to the URSS for the sale of "swing wing" Su-17M2, M-3K and M4 "Fitter" interdictors, known as the Su-22 "Fitter F", Su-22M-3K "Fitter J" and Su-22M4 "Fitter K" as well as trainer versions, taking delivery of at least 150 "Fitters" between 1977 and 1988. These saw extensive service early during the First Persian Gulf war against Iran, and the Second Gulf War, against the US-led coalition. This particular aircraft, identified with serial '22615', was carrying an attack mission on 12 February 1986 when it was shot down by an Iranian fighter near al-Faw, in southern Iraq. Colours: Dark Brown (FS 30099) and Dark Olive Green (FS 34094) over Light Sky Blue (FS 35526)



Light Stone Dark Olive Green Sky Blue

Sukhoi Su-22M-3K "2007"

After the defeat by vastly superior Israeli forces in 1982, Syrian government persuaded the Soviet Union to deliver around 40 MiG-23ML and 20 MiG-25PDS jets, plus almost 100 Su-22M-3K and Su-22M-4K, which were delivered between 1982-1986. Most of the "Fitter Js" were placed under the command of the 827 Squadron based in T.4/Tiyas AFB. After the successful offensive on Aleppo IAP, the air force maintenance and repair station, between 40-50 Su-22 fighter bombers were overhauled. Colours: very worn-out scheme of Light Stone (FS 33448) and Dark Olive Green (FS 34094) over Sky Blue (FS 15200)



Light Stone Dark Green Sky Blue

Sukhoi Su-22M-3K "6017"

Most of the Syrian Arab Republic Air Force "Fitter Js" were operated by the 827 Squadron, with base in T.4/Tiyas AFB. After the successful offensive on Aleppo IAP, the air force maintenance and repair station overhauled and recovered between 40-50 Su-22 fighter bombers. Colours: very worn-out scheme of Light Stone (FS 33448) and Dark Green (FS 14064) over Sky Blue (FS 15200)



Ocean Grey Tan Underside Blue

Sukhoi Su-22M-3K FAP 176

During the early nineties the Peruvian Air Force combat effectiveness had been greatly diminished by years of economic crisis and the war against Sendero Luminoso terror organization. By early January 1995, on the eve of the conflict with Ecuador, EA 111 available aircraft had been reduced to 4 aircraft, with only one of these in airworthy condition. By the time the conflict started, however, and after 2 weeks of intense work launched by the maintenance personnel from El Pato AFB, nearly 17 aircraft had been brought back to airworthiness by repairing, manufacturing - and also through cannibalizing - the required spare parts. FAP 176 was one of these recovered aircraft, receiving a new camouflage scheme of Ocean Grey (closest match Gunze 362) and Tan (FS 34201) over Russian Underside Blue (FS 35450).



Desert Sand Tan Underside Blue

Sukhoi Su-22M-3K FAP 180

Peruvian Air Force ordered 36 Sukhoi Su-22 (export denomination of the Su-17M2 aircraft) in May of 1977 and assigned to 11 Escuadrón de Aviación in Talara. Two years later, another order followed for a batch of 16 improved Su-22M-3K "Fitter J" (16) and 3 Su-22UM-3K "Fitter C", which were delivered the next year and assigned under the command of Escuadrón de Aviación 411 based in La Joya AFB, Arequipa. Peruvian "Fitter Js" wore at least 3 different base "beige/sand" base tones and a similar quantity of "Browns". This particular aircraft was painted in Desert Sand (FS 32648) and Tan (FS 34201) over Russian Underside Blue (FS 35450)



Dark Green Green

Sukhoi Su-22M-3K FAP 181

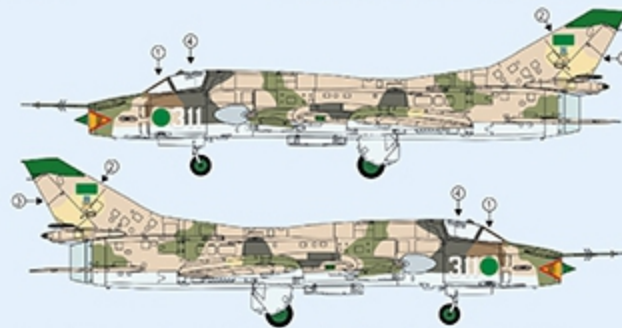
After the 1995 war with Ecuador, Peruvian Air Force launched a modernization program aimed to increase the survivability and combat capabilities of its front-line aircraft, which included the aging Sukhoi 22 fleet. As part of this program the Su-22 fleet aircraft received Israeli-made Radar Warning Receivers and Chaff/Flare dispensers as well as navigation and communication upgrades. All of the upgraded Fitters received a new paint schemes, with some of them wearing a paint finish similar to that worn by the newly acquired Sukhoi Su-25, consisting of Dark Green (FS 34092) overall with Green (FS 34102) blotches.



Light Green Middle Stone Dark Earth Light Blue
Green Tan

Sukhoi Su-22M-3K

Between 1982 and 1984 the Libyan Arab Republic Air Force took delivery of not less than 36 Su-17M2 "Fitter F", and 60 of the slightly improved Su-22M3K "Fitter H" with the latter being distributed between the No. 1022 Squadron at Ghurdabiyah AFB, and No.1032 Squadron, based at Tobruk - Okba bin Nafi AFB. After losing a number of aircraft in clashes with US Navy aircraft in the eighties as well as in operations against Chad and operational accidents, most of them became grounded due to the lack of spares caused by the United Nations embargo. Colours: Libyan Su-22M3Ks were delivered from the factory in a basic two-tone desert scheme of Middle Stone FS 30266 and Dark Earth FS 30118 over Light Blue (FS 36473). After delivery, however, this scheme was partially covered in Tan (FS 20450), Light Green (FS 34128) and Green (FS 34079). Tail tip and dorsal antennas painted in Soviet Radome Green (FS 14090).

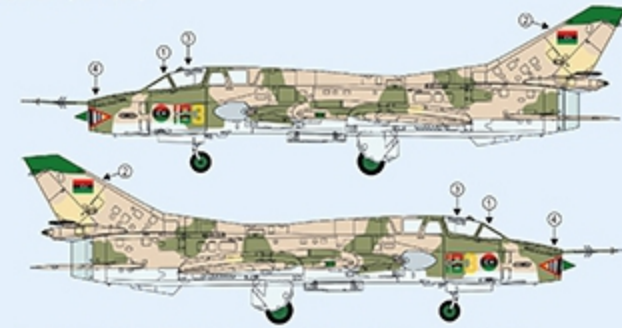


Light Green Middle Stone Dark Earth Light Blue
Green Tan

Sukhoi Su-22M-3K serial 311

Between 1982 and 1984 the Libyan Arab Republic Air Force took delivery of not less than 36 Su-17M2 "Fitter F", and 60 of the slightly improved Su-22M3K "Fitter H" with the latter being distributed between the No. 1022 Squadron at Ghurdabiyah AFB, and No.1032 Squadron, based at Tobruk - Okba bin Nafi AFB. After losing a number of aircraft in clashes with US Navy aircraft in the eighties as well as in operations against Chad and operational accidents, most of them became grounded due to the lack of spares caused by the United Nations embargo. After it was lifted in September 2003, the LARAF launched a capabilities recovery program for its existing inventory backed by money from its oil reserves, managing to bring a number of "Fitters" back to airworthiness,

one of these being "311", an aircraft assigned to No. 1022 Squadron at Ghurdabiyah AFB, Libya, 2009. Libyan Su-22M3Ks were delivered from the factory in a basic two-tone desert scheme of Middle Stone FS 30266 and Dark Earth FS 30118 over Light Blue (FS 36473). After delivery, however, this scheme was partially covered in Tan (FS 20450), Light Green (FS 34128) and Green (FS 34079). Tail tip and dorsal antennas painted in Soviet Radome Green (FS 14090).



Light Green Middle Stone Tan Light Blue

Sukhoi Su-22UM-3K "163"

In early 2011, a civil war broke out in the context of the wider "Arab Spring". The anti-Gaddafi forces formed a committee named the National Transitional Council, on 27 February 2011. On 13 March 2011, Ali Atiyya, a colonel of the Libyan Air Force at the Mitiga military airport, near Tripoli defected and joined the revolution, and with him the first aircraft for the Free Libyan Air Force, including a number of Sukhoi Su-22 Fitters. One of these aircraft was Sukhoi Su-22UM-3K serial "16" which had its former national markings replaced by the NTC flag and roundels. Paint scheme: Tan (FS 20450) and Light Green (FS 34128) over Light Blue (FS 36473). Tail tip and dorsal antennas painted in Soviet Radome Green (FS 14090).