U-2A DRAGON LADY HIGH-ALTITUDE RECONNAISSANCE AIRCRAFT

SCALE 1/48 AR48112 U2A型Dragon Lary 超高空偵察機

At the end of WWII, large areas of Europe were annexed or occupied by the Soviet Union. Soviet governing policies restricted the movement of civilians and communication networks in these areas. The Soviet Unions' aggressive stance and expansionist policies moved toward Latin America and the Far East. Prime Minister Churchill described the division of the world into two major, opposing, forces in terms of political and economic differences, as "The Iron Curtain" during a speech in 1946.

In 1949, the Soviet Union successfully conducted its first nuclear weapons test demonstrating its grasp of nuclear technology and ending the monopoly on such technology by the United States. Due to the devastating nature of nuclear warfare, the collection of intelligence became imperative to both sides: the "West" and the Soviet Union. One form of intelligence, aerial reconnaissance, started to be conducted prior to the start of any conflict, not just during wartime.

In 1953 the United States Air Force proposed a design competition among three aircraft companies for a new reconnaissance aircraft. The RB-57, derived from the B-57 produced by the Glenn L. Martin Company, won the competition entering service in 1956. The RB-57 could cruise at altitudes beyond the capability of the MiG-17, the best Soviet interceptor at the time. This fact, combined with the false belief that the Soviet radar equipment then in use was antiquated technology produced by the United States during WWII, convinced the West that aircraft penetrating into Soviet airspace wouldn't be detected.

In December of the same year, a diplomat objection was raised by the Soviet Union regarding reconnaissance flights into the Far East Soviet zone. This proved that Western reconnaissance aircraft, as well as bombers, were no longer able to evade Soviet radar systems.

The Lockheed Corporation, which was not included in the initial design competition, took the initiative of developing a design that they proposed to the USAF. The design, called the CL-282, was comprised of a fuselage adopted from the F-104 Star Fighter (then in the experimental stage) and a pair of high aspect ratio wings. In order to cruise at or above 70000ft and penetrate deep into Soviet airspace,
much of the structural strength had to be sacrificed to weight reduction measures. The resulting airframe had a maximum G-load less than desired by military standards being essentially a single seat, single engine, jet-powered glider.

The U.S. Air Force showed little interest in the CL-282 however the design attracted the attention of the Central Intelligence Agency (CIA). Due to the focus on reconnaissance (as opposed to military) the CIA deemed that an unarmed reconnaissance plane penetrating into enemy territory would be less provocative than an armed, military aircraft. This was prudent considering such an incident, occurring at the height of the Cold War, could have instigated a nuclear exchange between the opposing nations. In November of 1954, construction of the CL-282 prototype was begun with the approval of

President Eisenhower.

The final version of the CL-282 utilized the Pratt & Whitney J57 engine (due to its excellent high altitude performance) and a wing with higher aspect ratio than was originally planned. In addition, the design allowed for more fuel capacity and incorporated a conventional empennage. The twin-wheel, tandem landing gear were situated under the fuselage center line with two detachable "pogo" gears fitted under each wing that detached upon takeoff.

In July of 1955 the designation U-2 was officially assigned to the CL-282 with the nickname "Dragon Lady". The prefix " U"(utility) was used to disguise the planes actual purpose. Inaugural test flights were conducted in August of the same year. Due to its normal operational environment of 70,000ft, pilots were required to wear a partial pressure suit.

In January of 1956, United States Air Force pilots began transitioning into the U-2. By May, the U-2 was unveiled as a new, high altitude weather observation aircraft as a cover for its intended mission. AT the same time, deployment to bases in Europe commenced. The U-2s were also deployed to bases in Turkey and Japan: all targeted at gathering intelligence on the Soviet Union.

A total of 55 U-2A airframes were produced. Airframes retained after losses through training and combat were subsequently converted into different variants according to operational requirements and served well into the mid sixties.

第二次世界大戦終結後、ヨーロッパの大半はソ連の支配下におかれ、民間人の移動とその地域における情報の伝達は制限されていた。そして徐々にその影響力は拡大し、極東やラテンアメリカにも及んでいたのである。英国首相チャーチルは1946年米国での演説の中で、第二次世界大戦後に世界が、政治や経済のシステムの違いによって、互いに対立しあう2つの陣営に分かれた状況を「鉄のカーテン」という言葉を用いて表現した。

ソ連は1949年に初めての核実験に成功した。それ以降、核兵器技術を習得し、米国による核兵器の独占を終わらせた。核兵器を使用する戦争は攻撃を受けた側に壊滅的な被害を与えるため、それを防ぐ技術が成熟しない限り、"西側"もソ連も、あらゆる軍事偵察手段を頼り、敵が攻撃を開始する可能性のある情報を収集しなければならない。つまり通常時でも敵陣営を空中偵察する必要があるなど、戦争期間中に限定される事ではなくなった。

1953年、米空軍は航空会社3社に新しい偵察機の設計を依頼した。グレン・L・マーティン・カンパニーがB-57爆撃機をベースに開発したMode 294は最も目立っており、後にRB-57Dとして、1956年に米軍に配備された。RB-57Dの飛行高度はソ連のMiG-17の飛行高度を上回っており、加えて当時の米国はソ連のレーダー探査能力を正しく認識していなかったため、ソ連空域に進入してもRB-57Dは発見されないと考えられた。同年12月に、ソ連の極東を飛行したことが外交の場で抗議された事により、爆撃機をベースに開発された偵察機はソ連防空システムに探知されてしまうことが判明した。

ロッキード・コーポレーションは当初、新しい偵察機の設計に参加するよう求められていなかったが、自らデザインし提案を行なった。CL-282というコードネームの飛行機は、当時まだ実験段階にあったF-104の胴体を使用し、さらに大きなアスペクト比の翼を採用した。 しかし、ソ連の空域を70,000フィート以上の高さで飛ぶことができるようにするために、機体の重量を極限までに減らした結果、胴体が耐えられるGは一般軍用機の基準を満たすことができなかった。ロッキード社が軍に設計を提出したとき、空軍はmode294を選択した。長距離飛行を可能とするための単一エンジン、単座、ジェット推進のグライダーともいうべきCL-282偵察機には興味を示さなかったのである。しかし、CL-282は空軍と同様に情報収集を必要とするCIAの関心を惹いた。冷戦時に軍用機が敵の空域に侵入する事によって、戦争を引き起こす危険があったため、非武装の偵察機を運用するにはCIAの方が空軍より適していた。アイゼンハワー大統領の承認後、1954年11月にCL-282の試作方の生産が開始された。

CL-282の高空飛行性能を向上させるため、プラット・アンド・ホイットニーJ57エンジンを選択し、初期の提案と比較して、多くの燃料を収容するために、より大きな翼を採用した。尾翼は高い垂直尾翼に戻し、降着装置が胴体前部と後部の2箇所にしかないタンデム式となり、翼の両端の補助輪は離陸時に外れて放棄される。本当の使用目的を隠すため、Uというコードを使い、1955年7月CL-282は正式にU-2の型番を与えられ、「ドラゴンレディ」というニックネームを得たのだった。最初のテスト飛行は8月に行われ、操縦士は70,000フィートで任務を遂行するため、宇宙飛行士のような与圧服を着用しなければならなかった。プロトタイプの欠陥部分を修正した後、1956年1月に空軍パイロットの訓練が始まり、5月にはメディアを通してU-2は気象研究目的の航空機と公開された。しかし、同時にU-2はヨーロッパに展開を拡大しており、その後U-2はトルコや日本の米軍基地にも配備され、目標は全てソ連圏に対する情報収集であった。合計55機生産されたU-2Aは訓練や作戦中に損失したものを除き、残りの機体は全て後続型に改修され、1960年代半ばまで配備されたのだった。

二戰結束之後，大半的歐洲納入了蘇聯的控制之下，區域內平民的移動與信息的流通均受到限制。並逐步的對遠東、拉美地區輸出革命，以擴張其影響力。1946年英國首相邱吉爾在美國的演說當中，以「鐵幕」一詞稱呼這一狀態。在政治與經濟體制分岐的情況下，世界被劃分為彼此對立的兩個陣營，成為二次大戰後所呈現的世界格局。

蘇聯在1949年進行了自己的第一次核子試爆，自此掌握了核武技術，也終結了由美國壟斷核子武器的局面。由於核戰爆發將會造成受攻擊的一方無法承受的後果，在攔截技術未臻成熟之前，必須仰賴各種軍事偵察手段來蒐集敵方可能發動攻擊的情報。這也使得承平時期便需要對敵對陣營進行空中偵察，而不再如過往僅限於在戰爭期間實施。

1953年美國空軍邀集了三家飛機公司進行新偵察機的設計提案，由格倫・馬汀公司 (Glenn L Martin Company) 由 B-57 轟炸機發展而來的 Mode294 脫穎而出，成為後來的 RB-57D ，1956年進入美軍中服役。由於 RB-57D 的飛行高度超過了蘇聯的米格十七，再加上美國當時並不清楚蘇聯的雷達搜索能力，一度認為 RB-57D 在進入蘇聯領空後並不會被發現，直到同年12月飛越蘇聯遠東地區的行動遭到了外交上的抗議，證明了以轟炸機為基礎所發展的偵察機，將無法避免受到蘇聯防空系統的偵知。

洛克希德公司 (Lockheed Corporation) 最初並未受邀參與新偵察機的設計提案，但由內部自行摸索可行性。一架代號 CL-282 的飛機，採用了當時尚處於實驗階段的 F-104 戰機的機身，裝上大展弦比的機翼。但為了能夠飛行到七萬英尺以上的高度，深入蘇聯領空，在極度的降低飛機重量的結果，造成機身結構所能承受的G力未能達到一般軍用機的標準。洛克希德將此一設計提交與軍方時，空軍選擇了 Mode294 ，而對 CL-282 這種需要長時間飛行但卻採用單發動機，單人操作，結構又脆弱的偵察機並不感到興趣。

但 CL-282 卻引來了同樣有情報搜集需求的中央情報局的注意，由於軍方的飛機闖入敵對方領空，在冷戰時期有挑起戰爭的風險，因此中情局的屬性讓無武裝的偵察機在運用上要比軍方更為合適。在得到艾森豪總統的批准後，1954年11月展開了對 CL-282 的原型製作。

CL-282 選擇了在高空性能良好的惠普 J57 發動機，與最初的提案相較，採用了更大的機翼以容納更多的燃料，尾翼改回傳統的設計，機腹下採用前後縱列的起落架，機翼下的支撐輪在起飛後即行拋棄。為了隱藏它的真實用途，選擇了 U (Utility，多用途) 這個用途代碼，在1955年7月 CL-282 被正式賦與了 U-2 的型號，並得到了一個「蛟龍夫人」(Dragon Lady)的暱稱。8月份進行了首次試飛，由於將在70000英尺高度下執行任務，飛行員必須穿著類似太空人的壓力衣。在修正部分原型機的缺陷後，1956年1月開始進行來自空軍轉任的飛行員訓練，5月份開始透過媒體公開 U-2 是一種做為氣象研究為目的飛機。但同時U-2即已向歐洲展開布署，日後 U-2 更進駐位於土耳其及日本的基地，目標都是針對蘇聯集團的情報蒐集。最初共生產55架 U-2A，扣除在訓練及作戰中的損失後，剩餘的飛機陸續被修改成其他後續的型號，服役至1960年代中期。

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Color list: 塗料表

Color \ Brand		GSI Creos			Humbrol	Revell	Lifecolor
		Hobby Color	Mr.Color	Mr.Color Spray			
Aircraft gray	飛機灰	H57	C73		147		UA41
Dark gull gray FS36231	深鷗灰	H317	C317		140		UA33
Flat black	消光黑	H12	C33	S33	33	8	LC02
Flat red	消光紅	H13			73		LC06
Flat white	消光白	H11	C62	S62	34	05	LC01
Interior green	機艙綠	H58	C27		151		UA134
Gray FS36622	灰	H311	C311		28		UA21
Light gray FS36473	淺灰	H324	C324		175		UA74
Metallic black	金屬黑	H28	C78	S78	201		LC76
Orange	橘	H14	C59		18	30	LC55
Silver	銀	H8	C8	S8	11	90	LC74
Tire black	輪胎黑	H77	C137		85	302	LC02
Yellow	黃	H4	C4	S4	69	12	LC53
Clear green	透明綠	H94					
Clear red	透明紅	H90	C47	J47	1321		

圖示說明 Illustration:

Optional 選擇使用

Open Hole 鑽孔

Cut Off 切除

Symmetrical part 對稱

Make 2 Sets 二組製作

Be Careful 注意

Method For Applying Decals:

1. Clean Model Surface With Wet Cloth.
2. Cut Out Of Decal Sheet And Dip Them In Warm Water For 15 Seconds.
3. Place it on proper position on model.
4. Slide off base paper leaving decals On Model With Wet Finger Tip.
5. Move Decals To Exact Position, Push Out Excess Water Under Decal With Soft Cotton Cloth.
6. When Decals Get Dry Then Complete.

水貼紙使用說明：

1.將模型表面擦乾淨。

2.將貼紙剪下泡入溫水中浸泡約15秒。

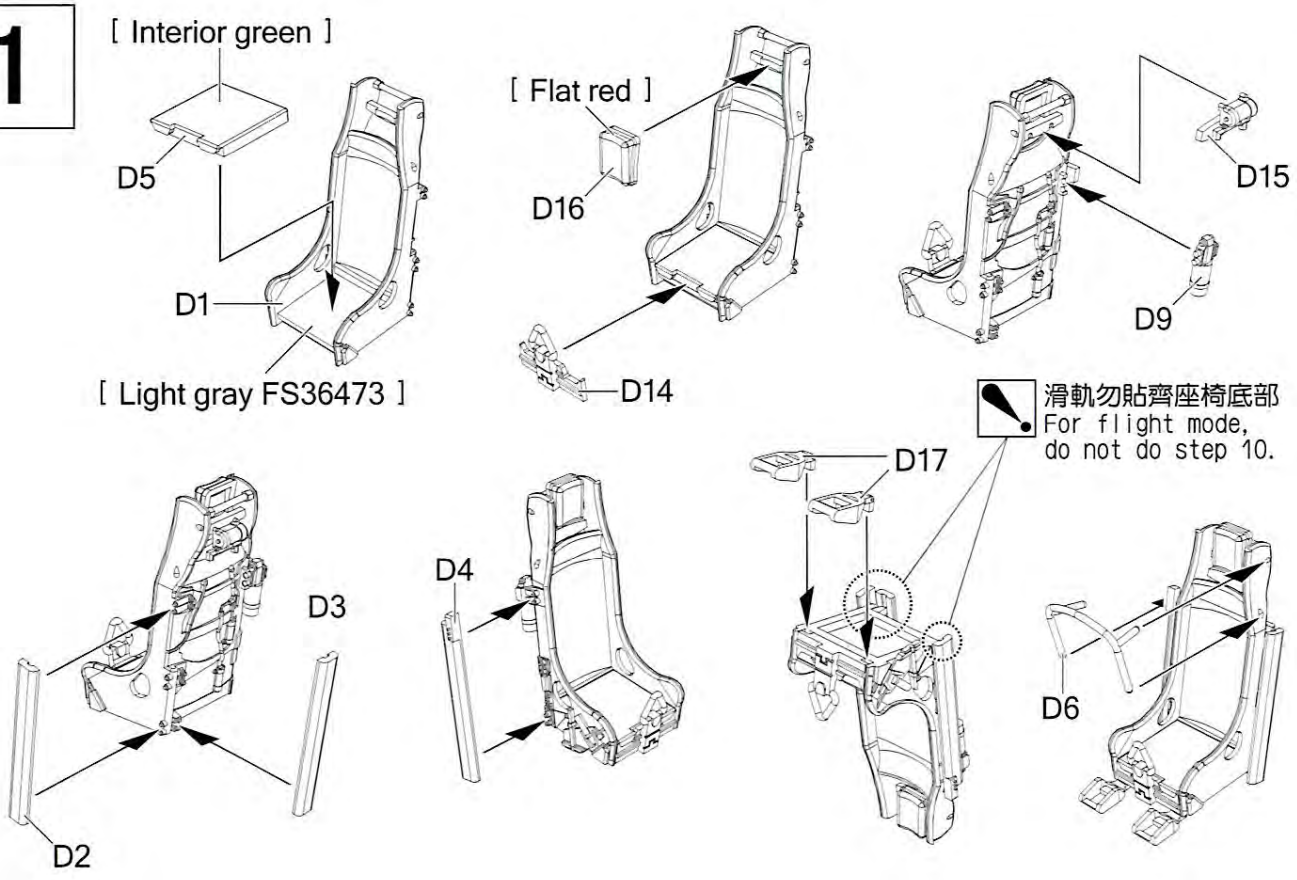
3.將泡濕之貼紙取出置於欲貼處旁。

4.用指尖輕推貼紙表面使其滑出底紙。

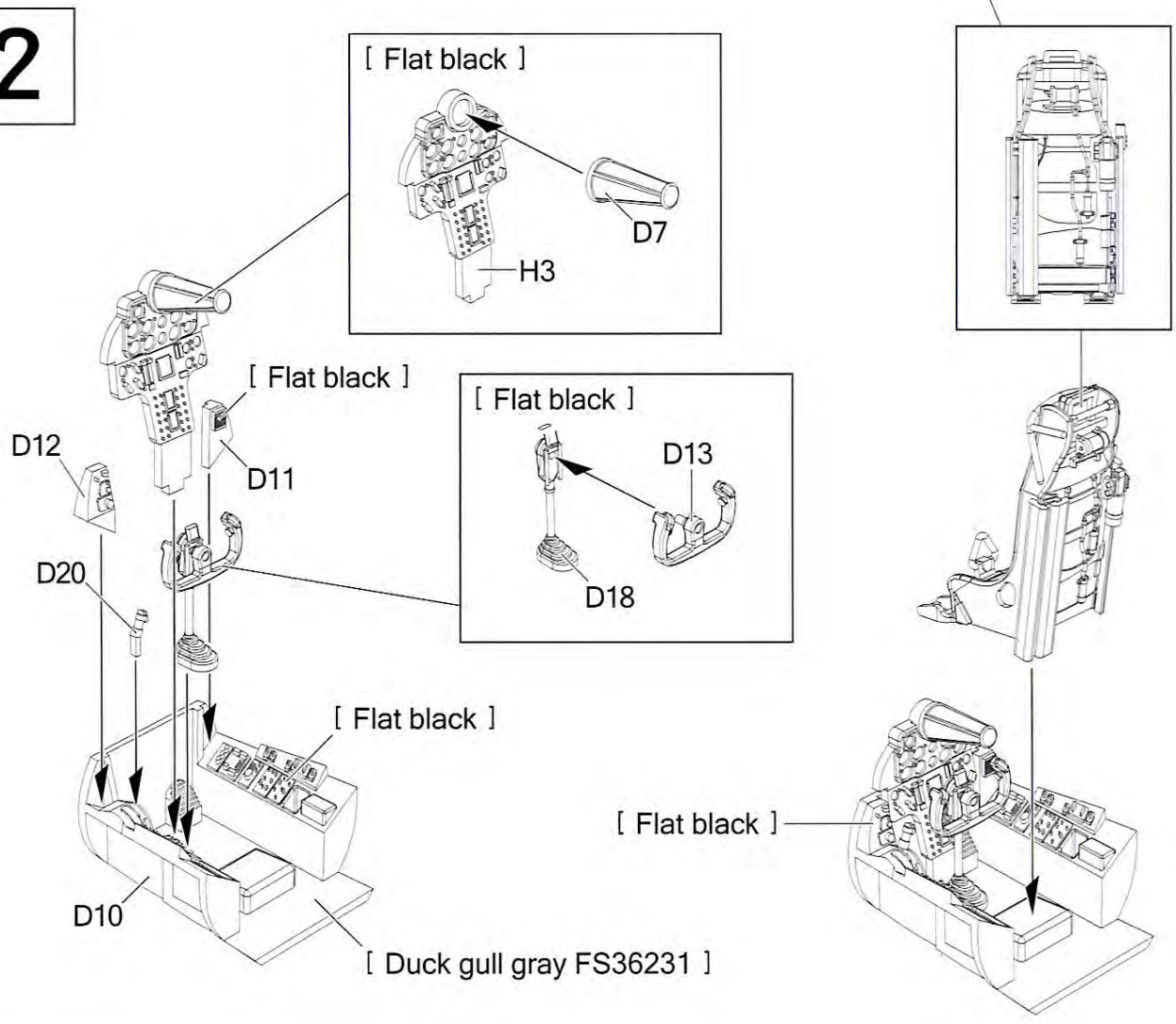
5.將貼紙調整至適當位置並輕擦拭水分。

6.待其自然乾燥後即完成。

1


[Interior green]
D5
D1
[Light gray FS36473]
[Flat red]
D16
D14
D15
D9
滑軌勿貼齊座椅底部
For flight mode,
do not do step 10.
D17
D4
D3
D2
D6

2


[Flat black]
D7
H3
[Flat black]
D12
D11
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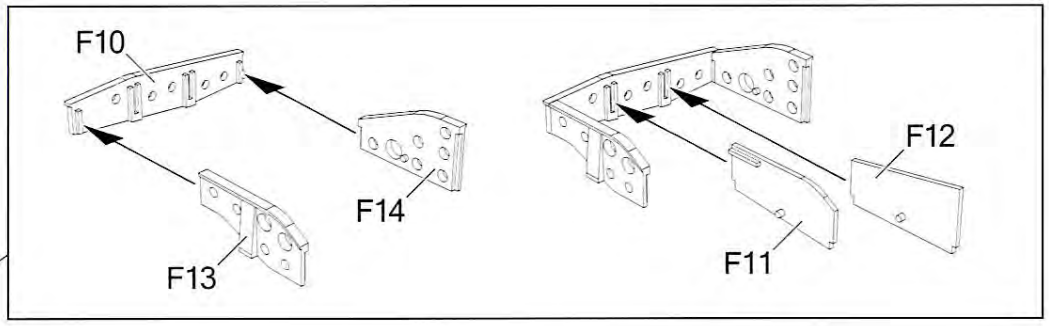
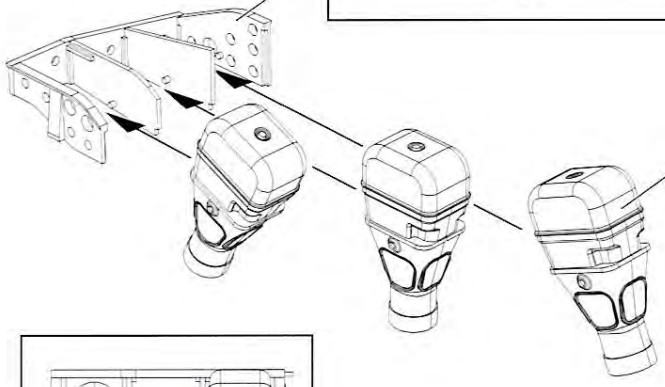
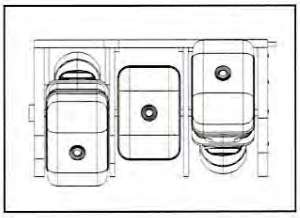
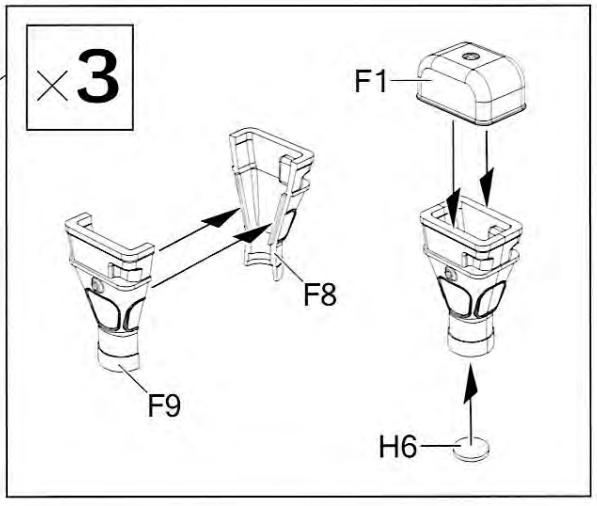
D13
D18
D20
[Flat black]
D10
[Duck gull gray FS36231]
[Flat black]

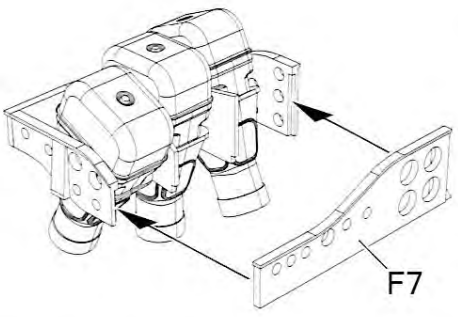
3

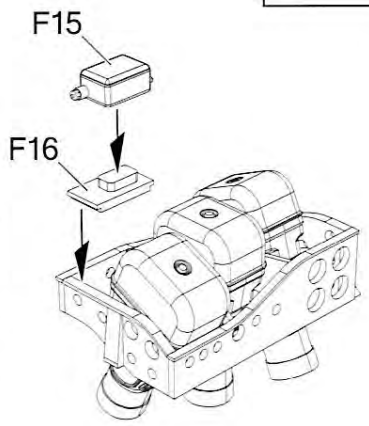


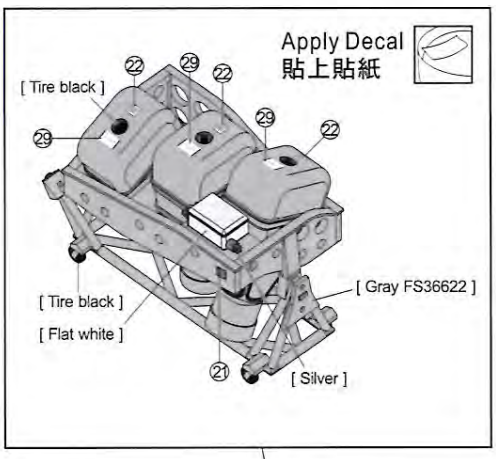




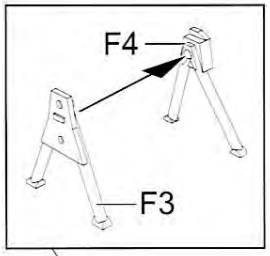


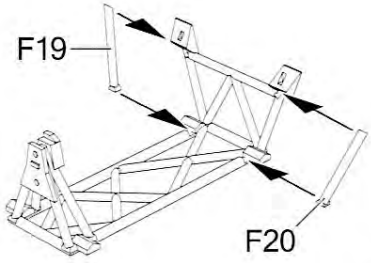


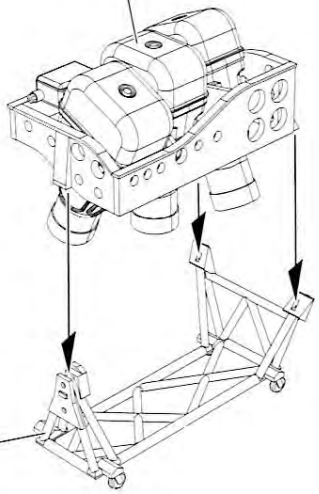


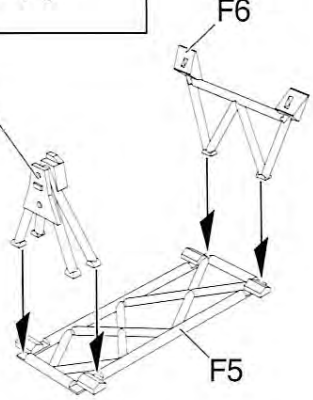


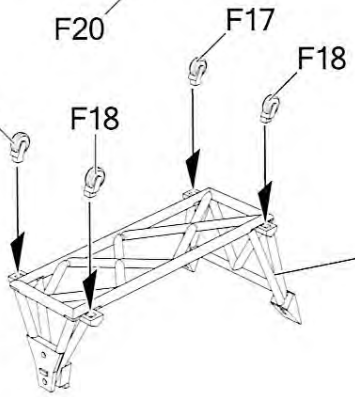
A-2型相機 展示狀態
"TYPE A-2" camera independent display mode





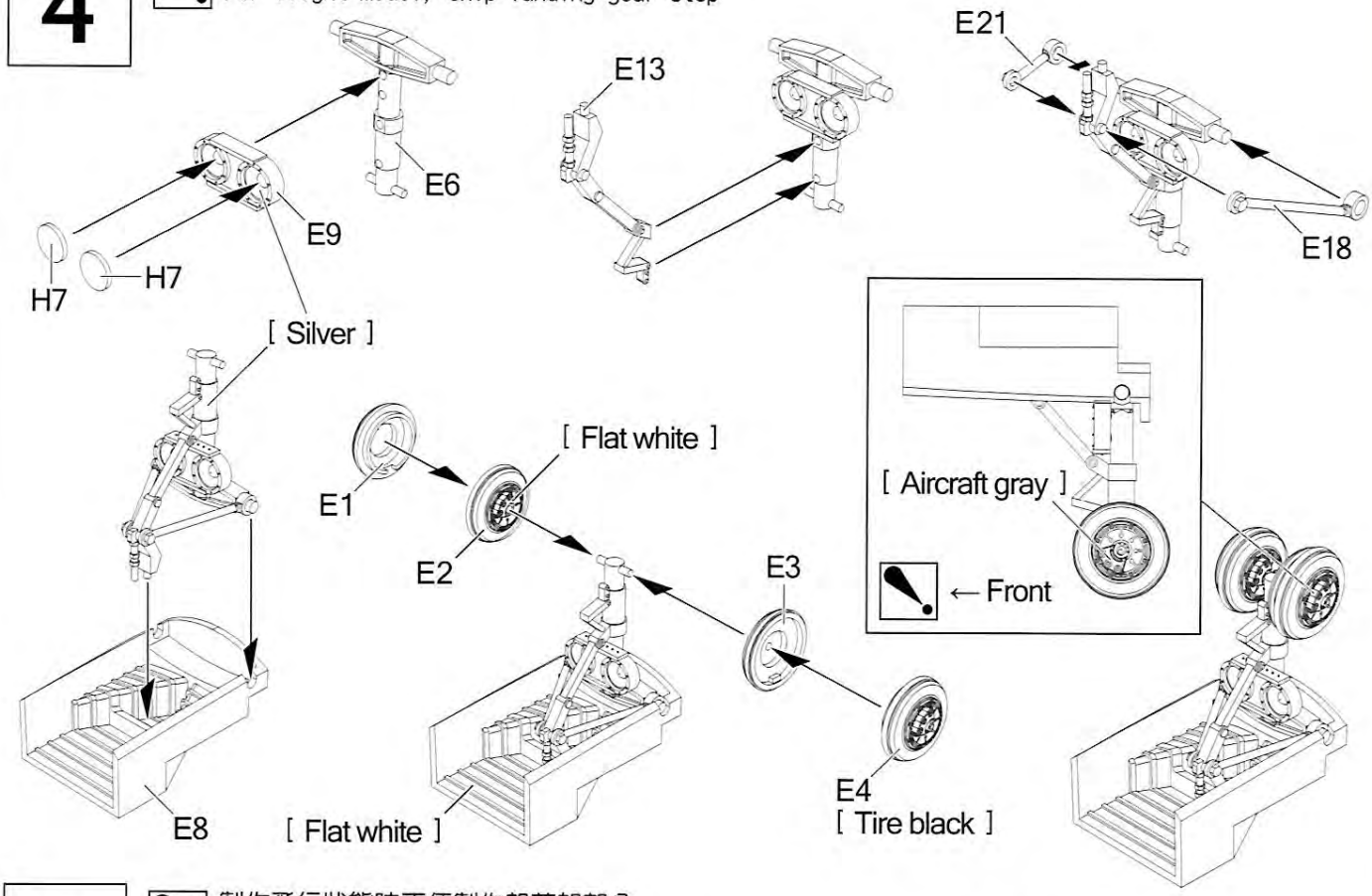






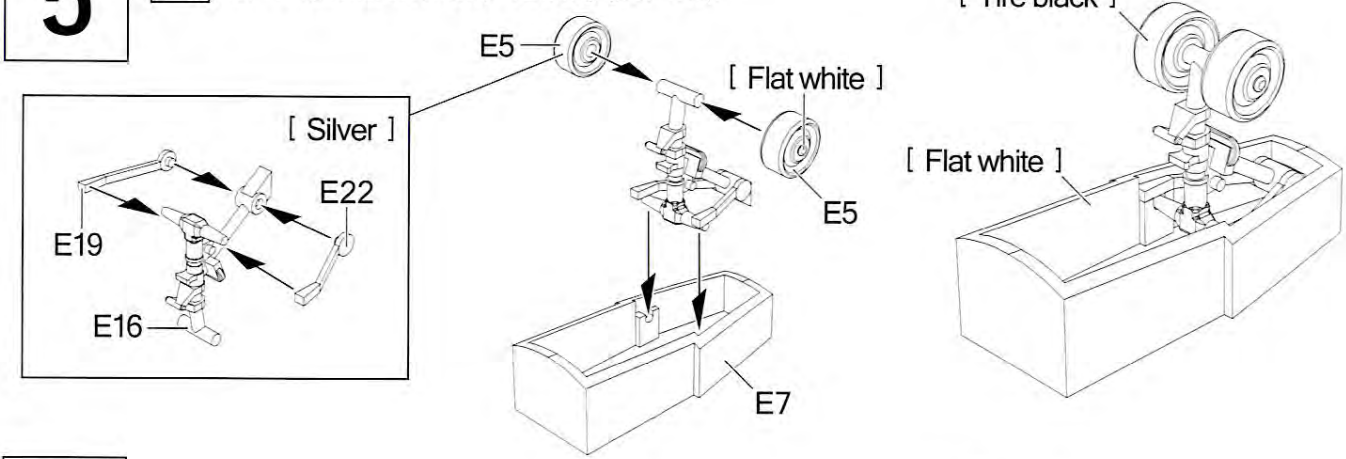
4

製作飛行狀態時不須製作起落架部分
For flight model, skip landing gear step



5

製作飛行狀態時不須製作起落架部分
For flight model, skip landing gear step



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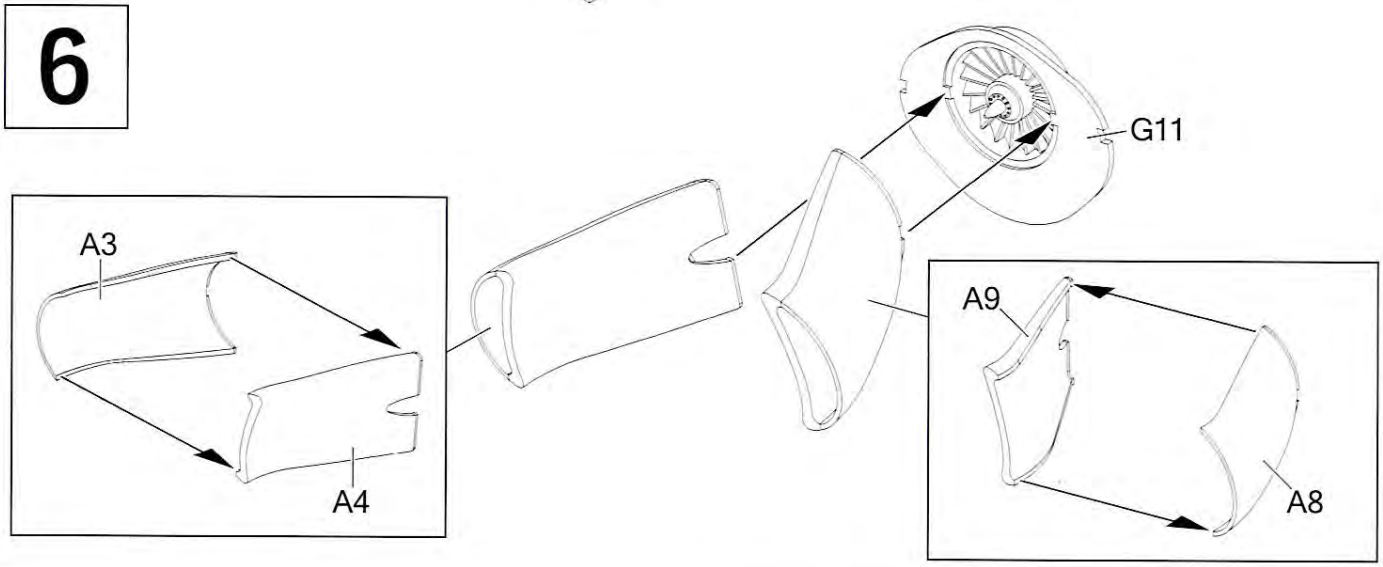
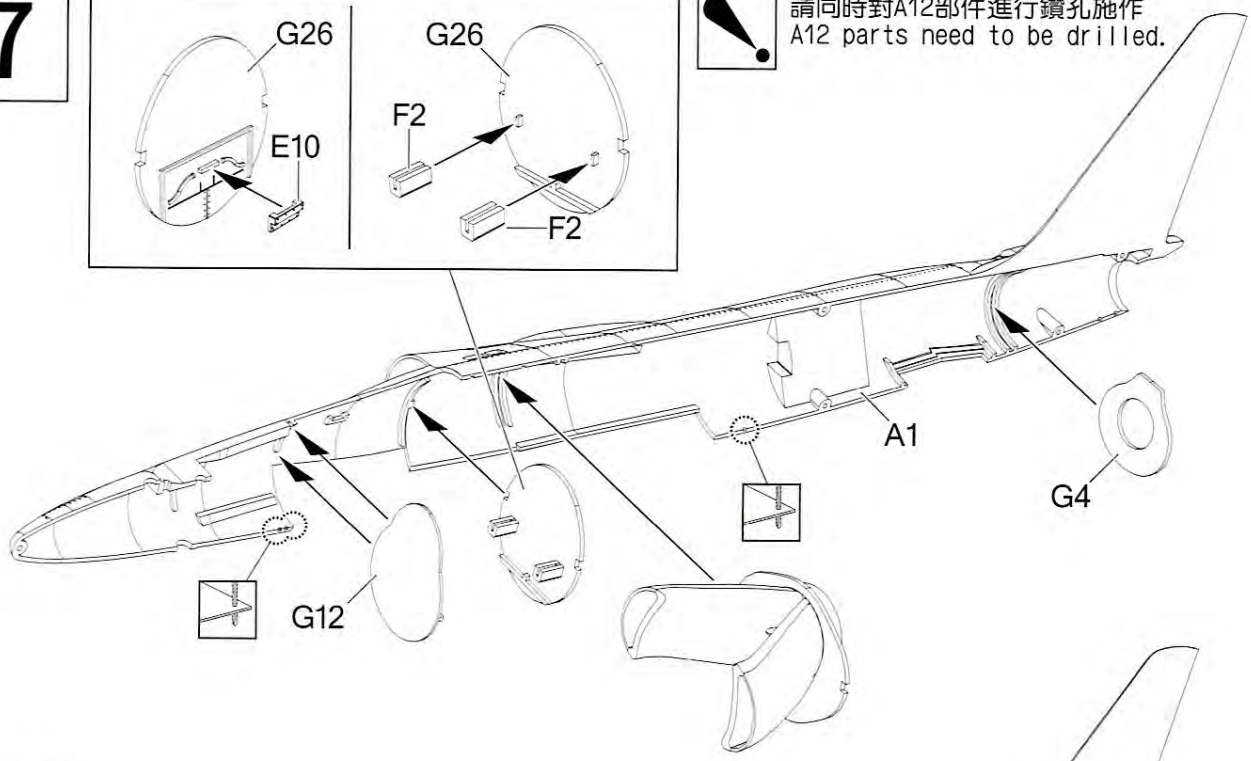


7

請同時對A12部件進行鑽孔施作
A12 parts need to be drilled.



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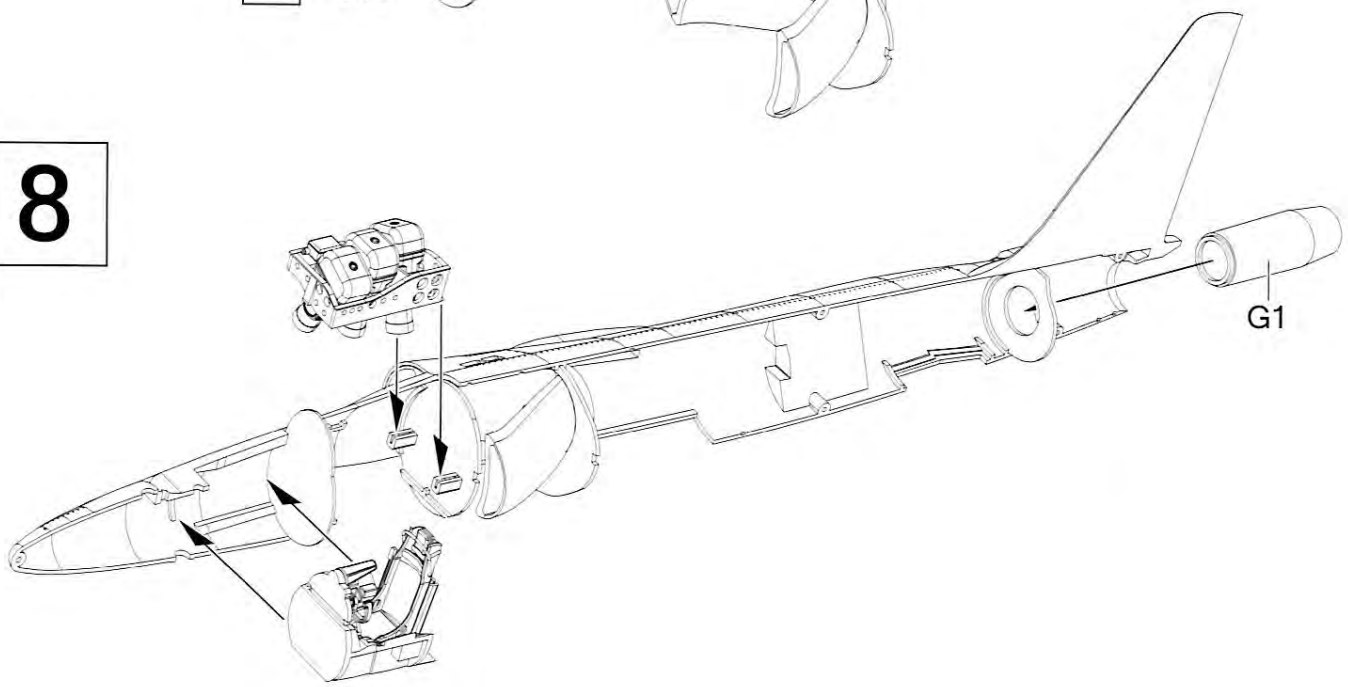

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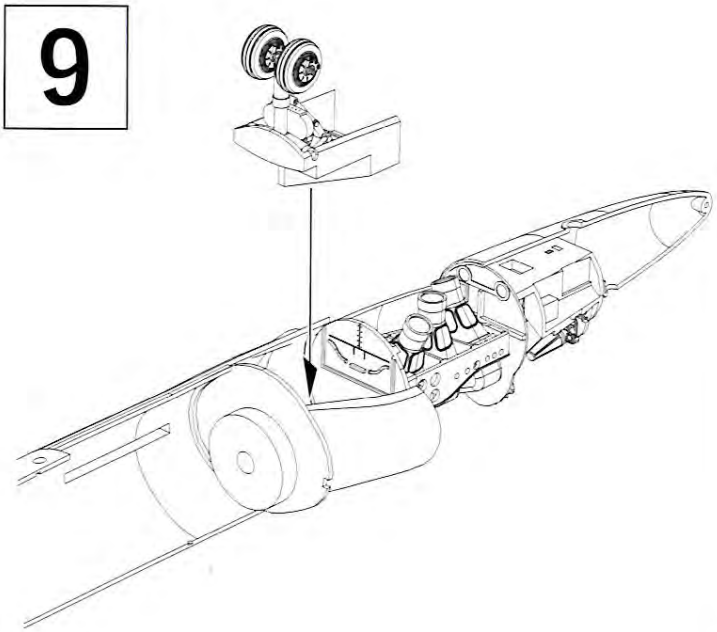
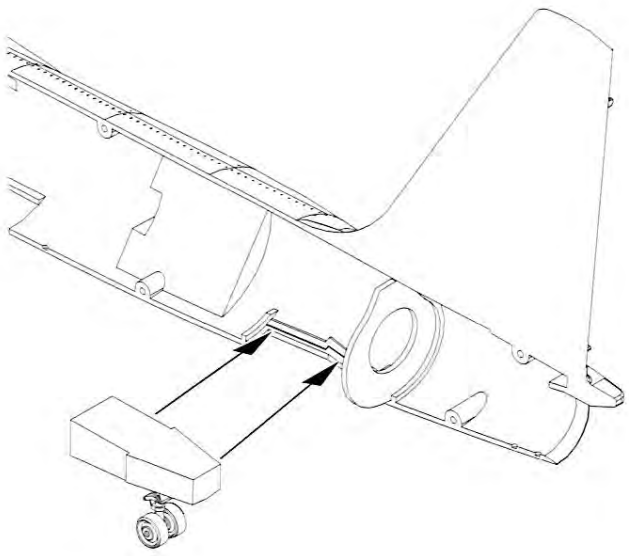
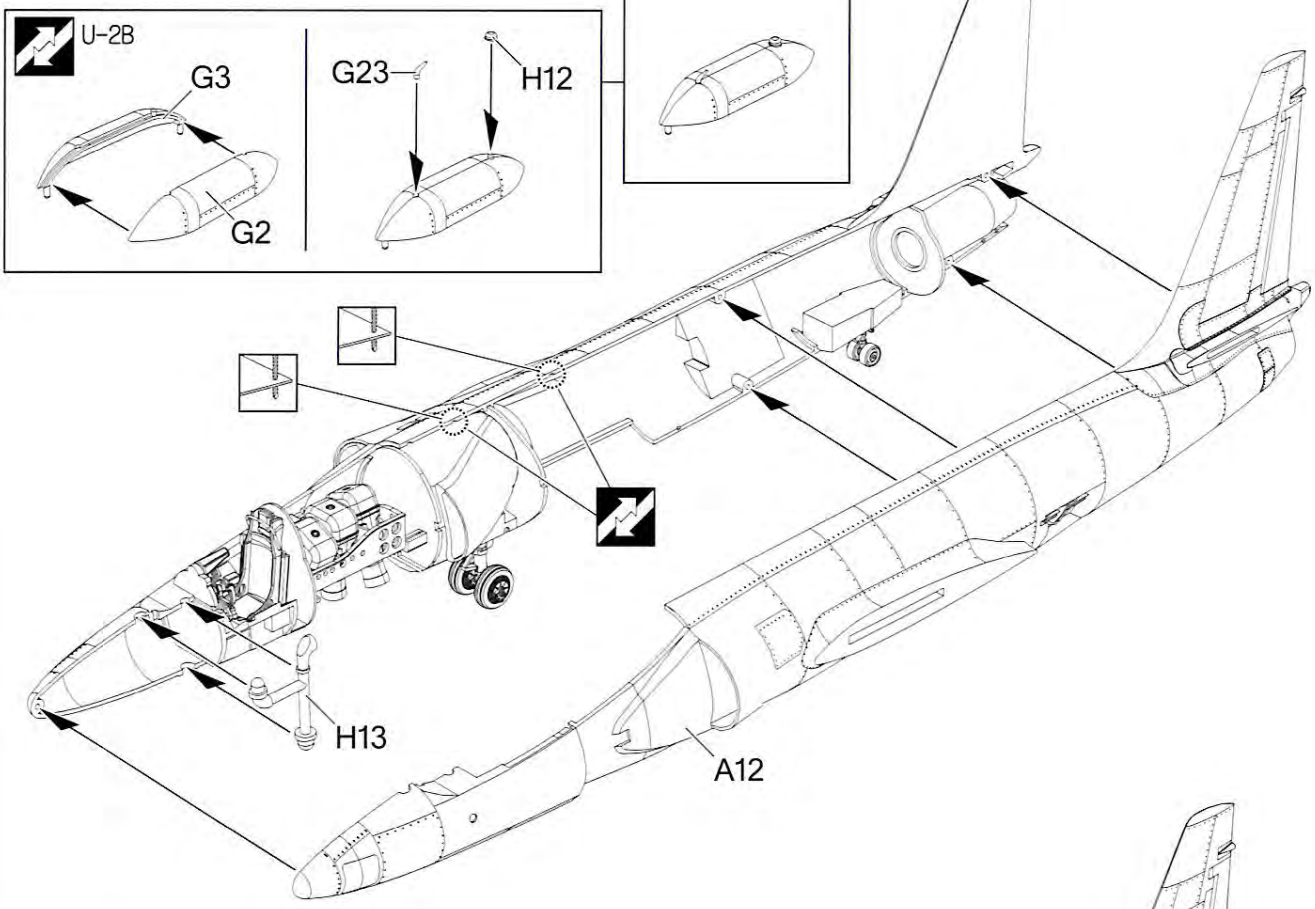




10

請同時對A12部件進行鑽孔施作
A12 parts need to be drilled.



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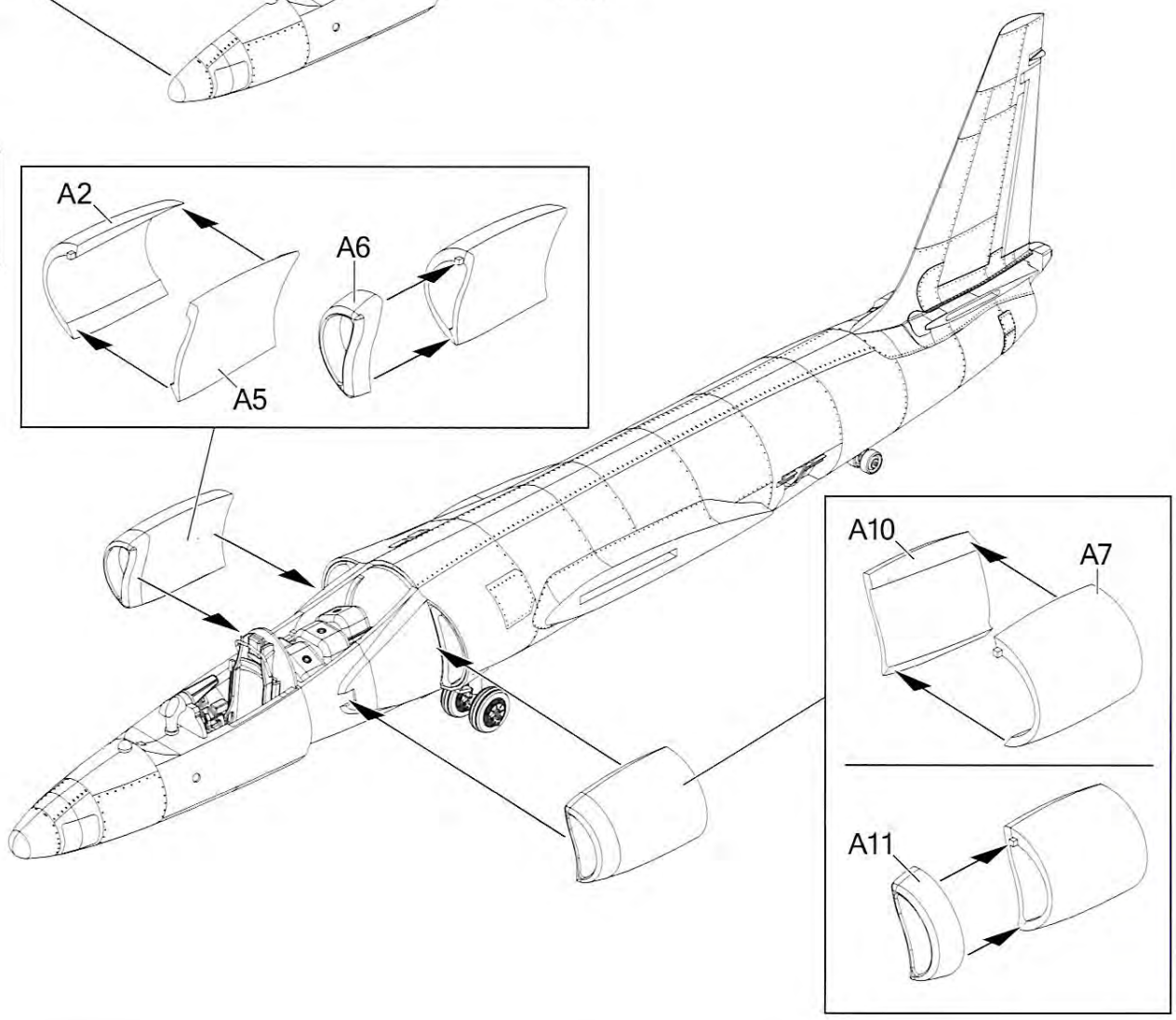

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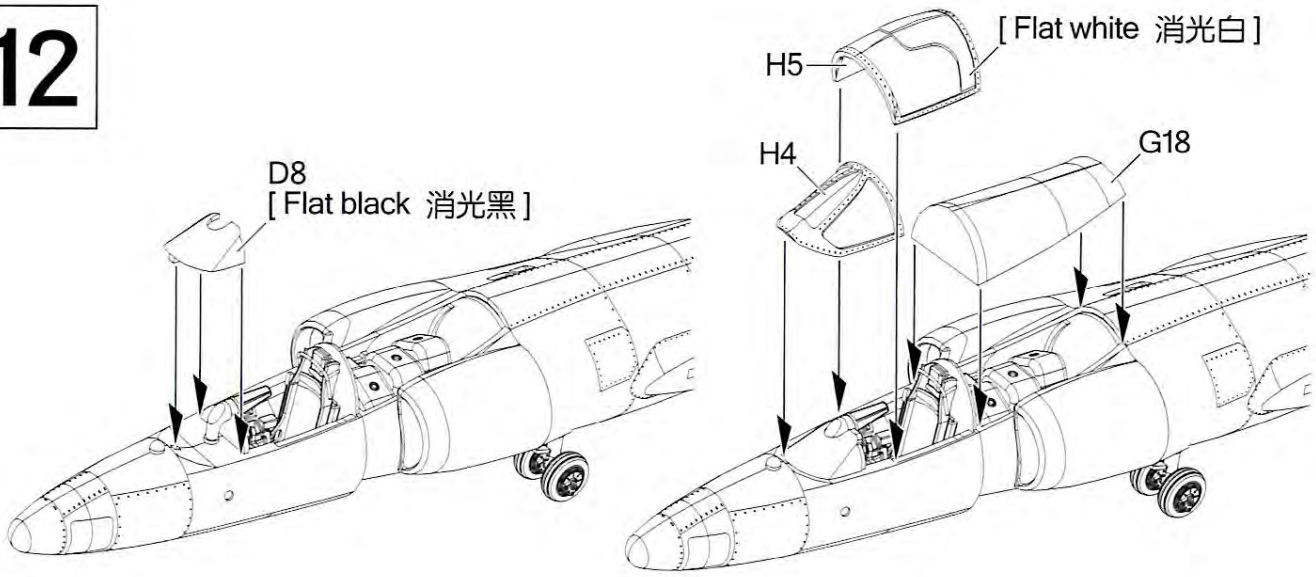
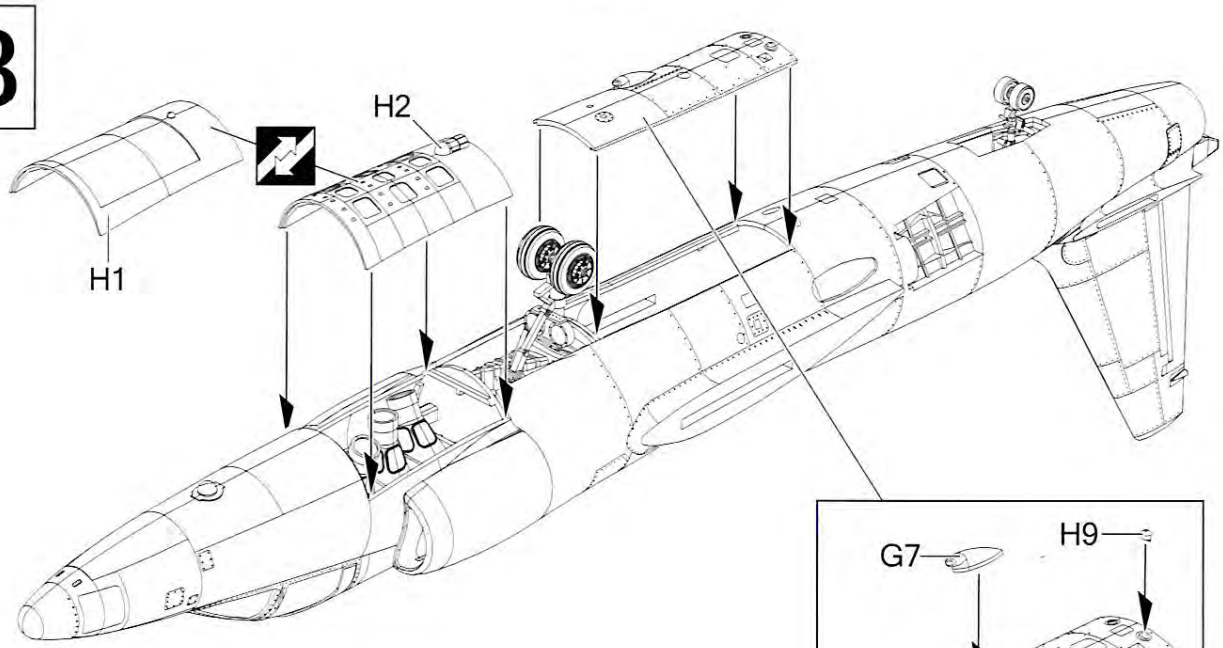
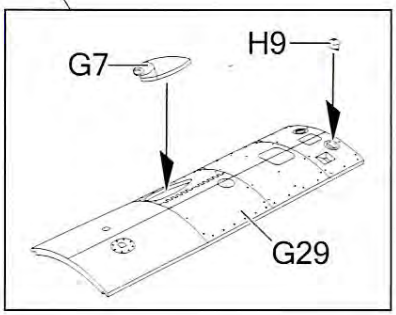
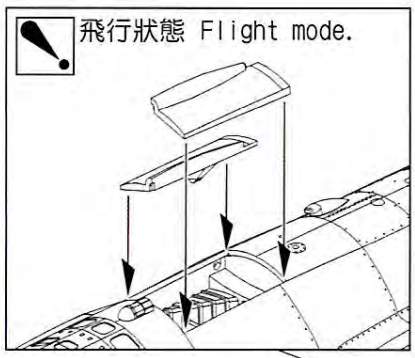

D8
[Flat black 消光黑]
H5
[Flat white 消光白]
H4
G18

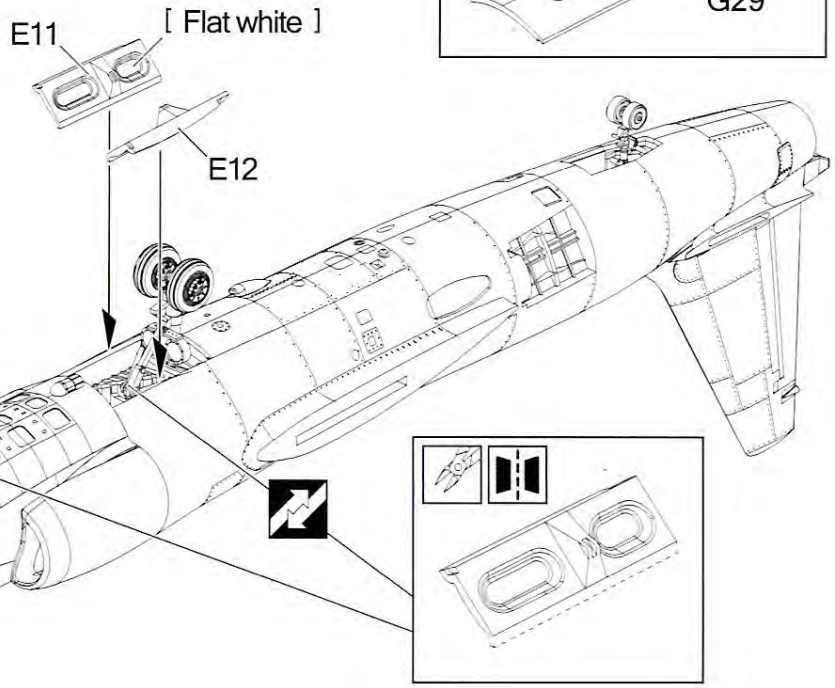
13


H2
H1


G7
H9
G29

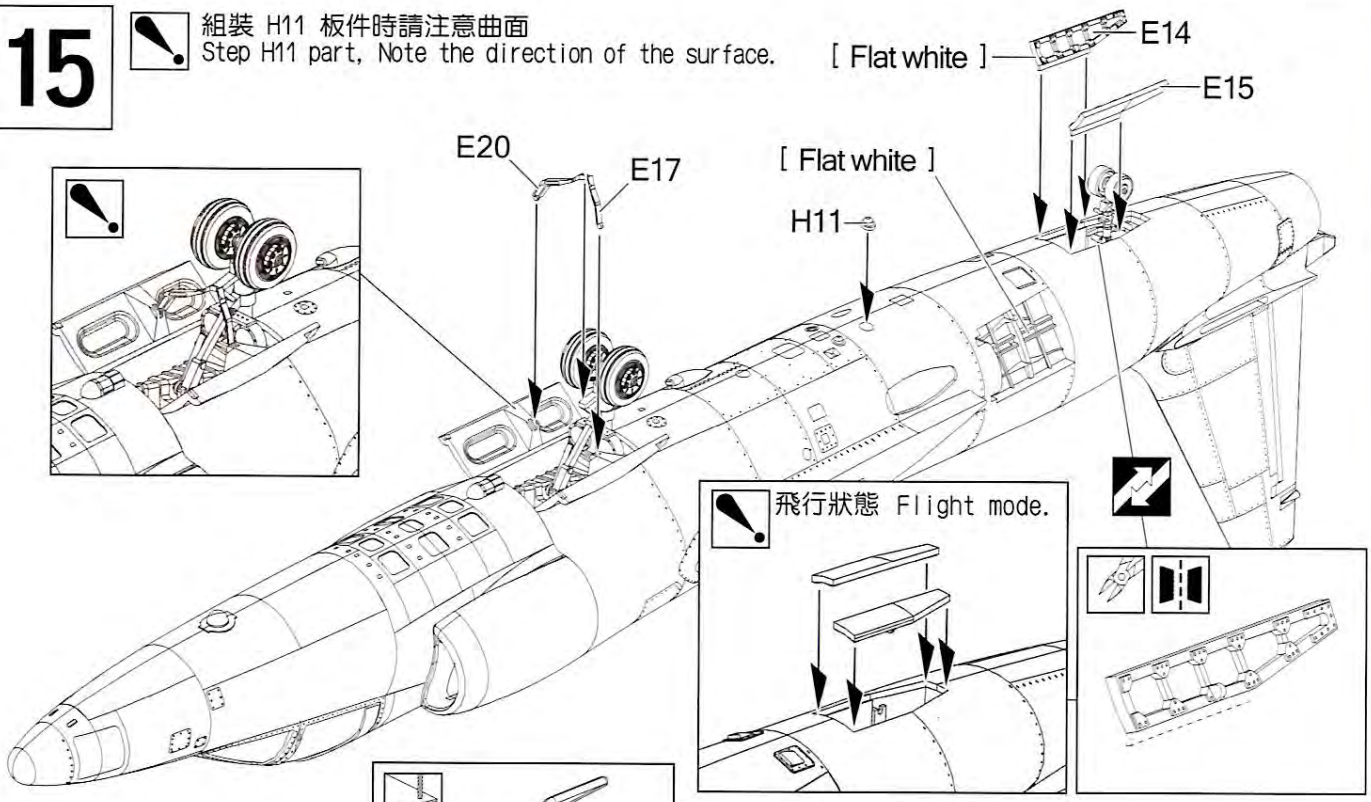
14


飛行狀態 Flight mode.

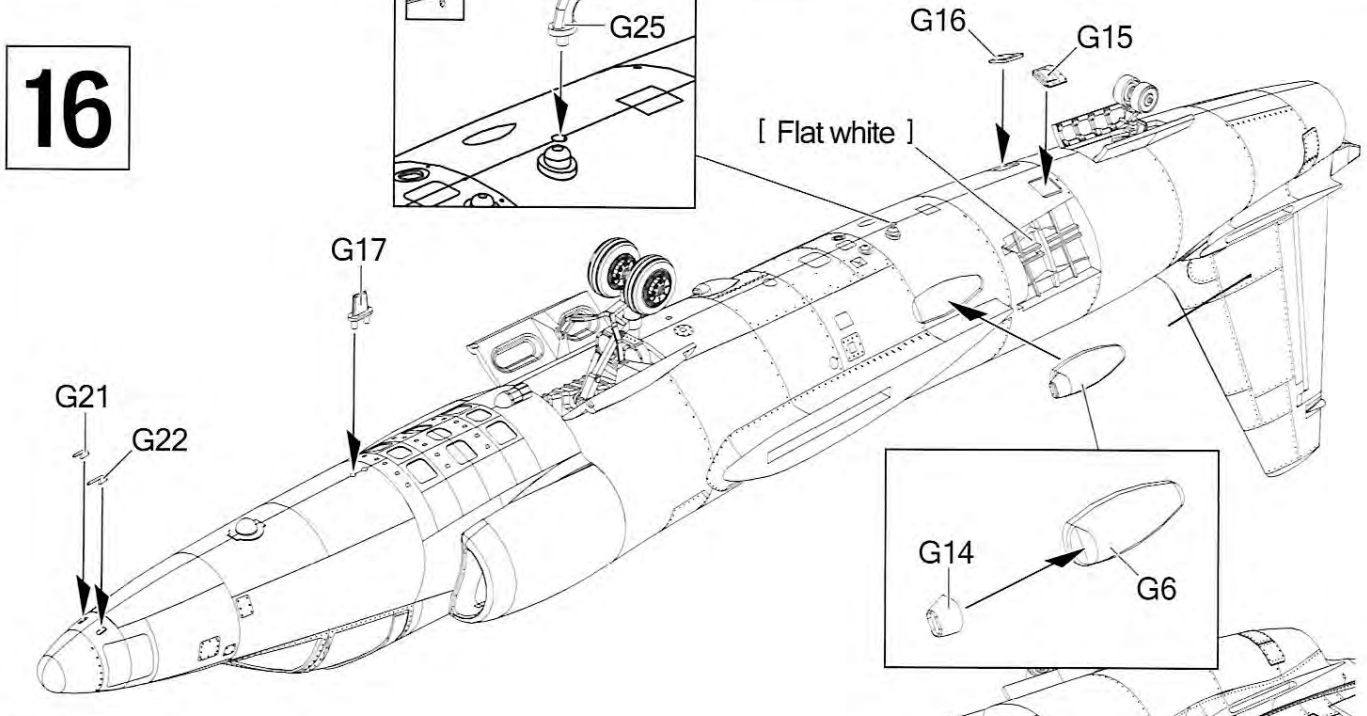

E11
[Flat white]
E12

15

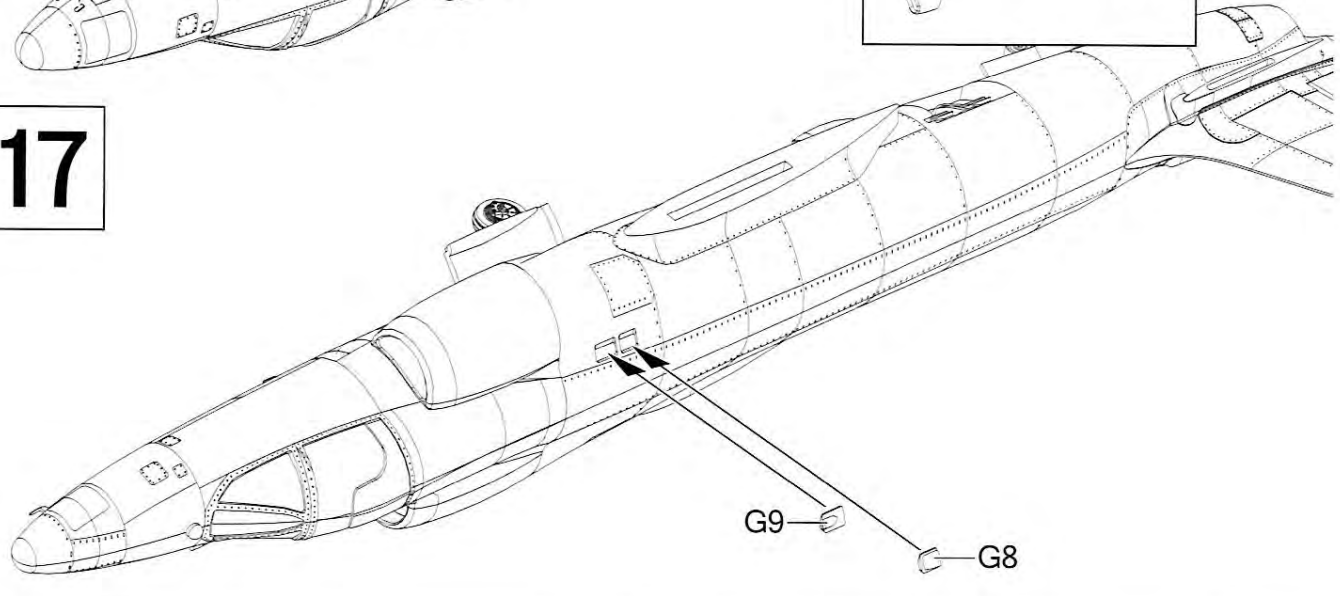
組装 H11 板件時請注意曲面
Step H11 part, Note the direction of the surface.



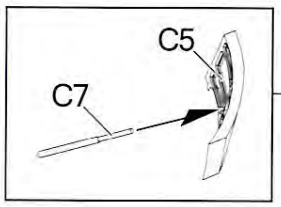
16

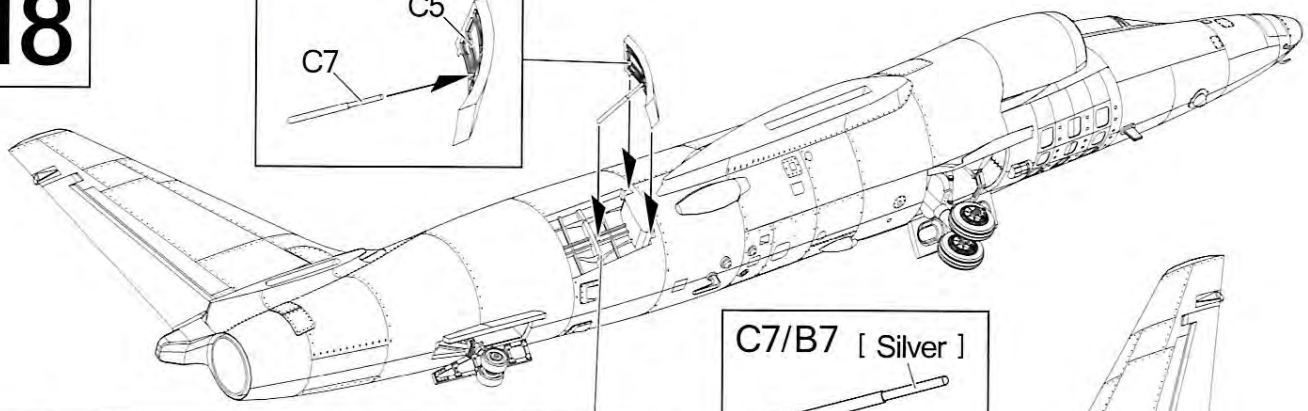


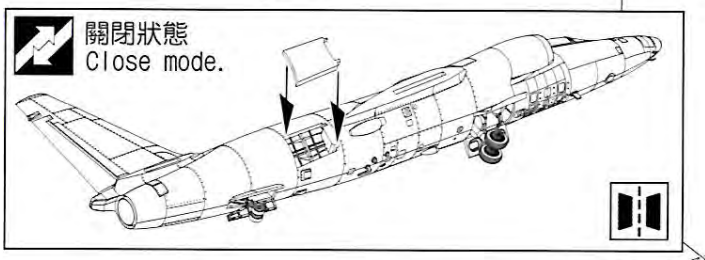
17



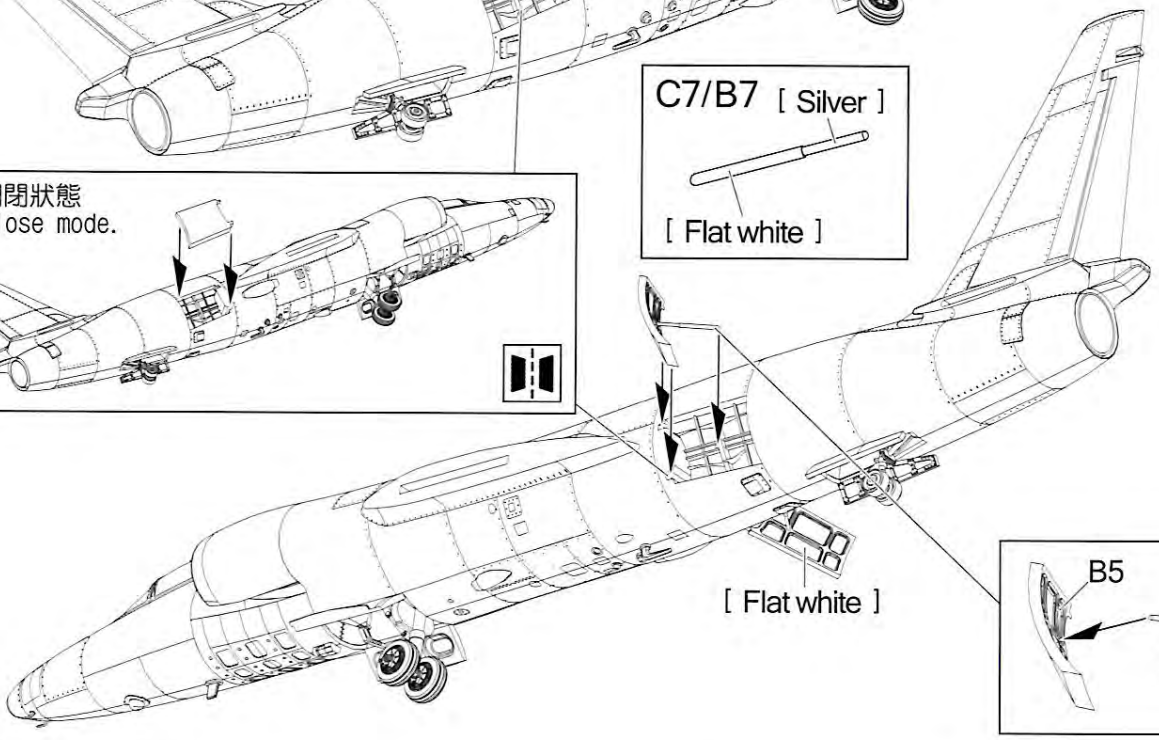
18

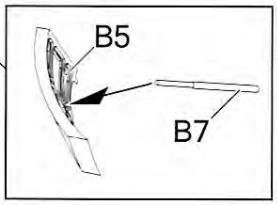

C5
C7



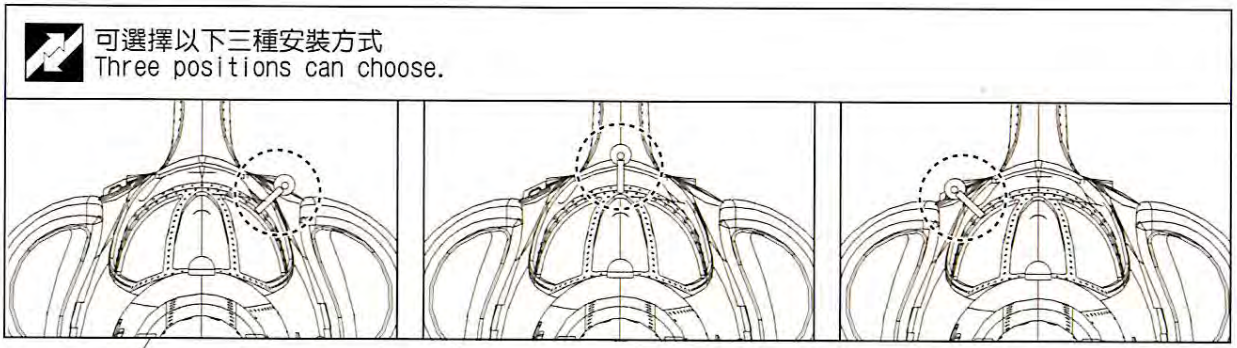

關閉狀態
Close mode.

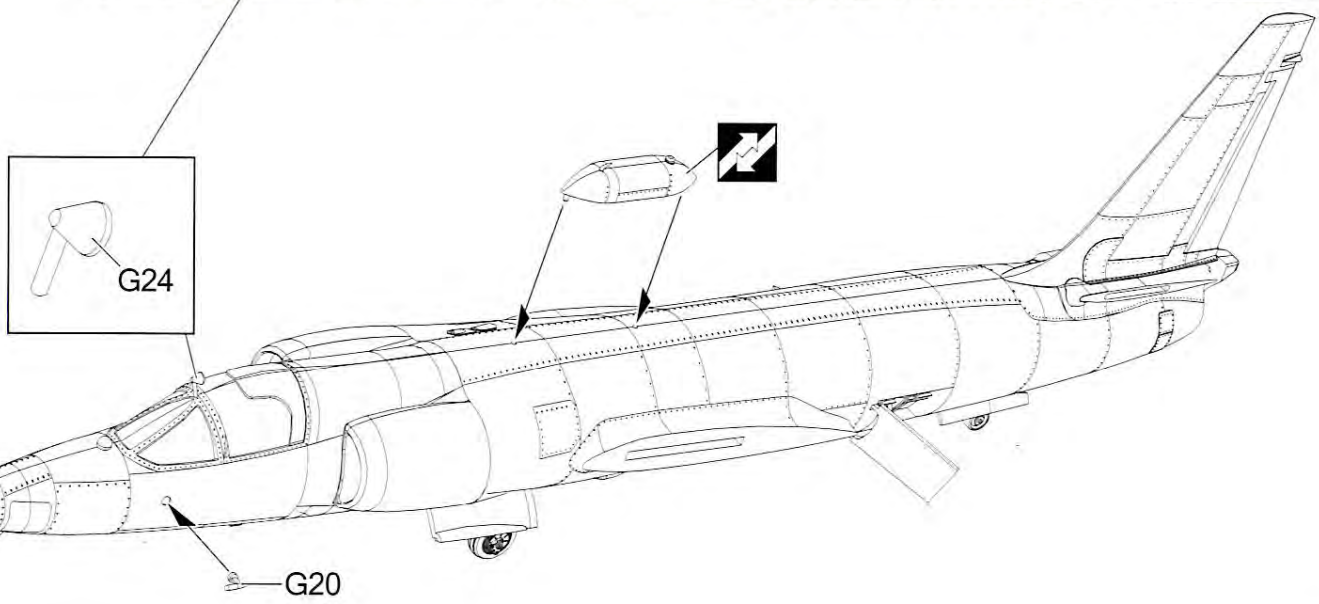
C7/B7 [Silver]
[Flat white]


[Flat white]

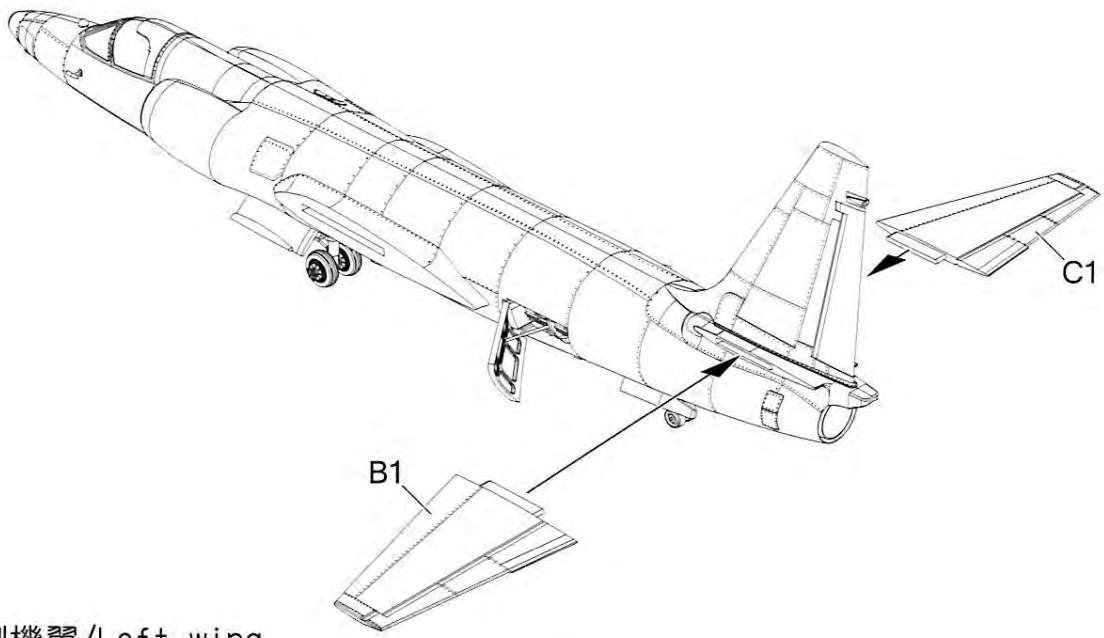

B5
B7

19

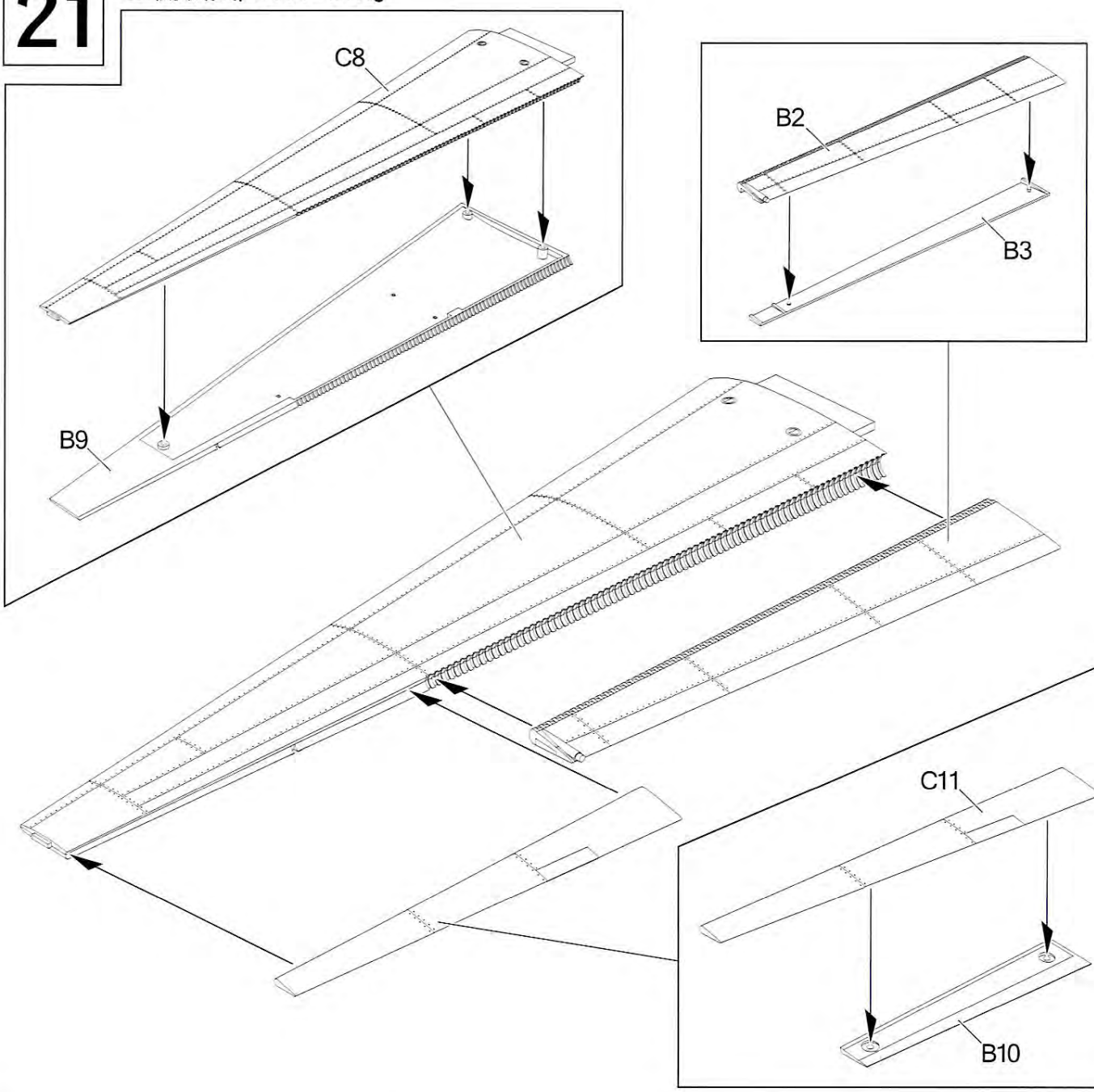

可選擇以下三種安裝方式
Three positions can choose.


G24
G20

20



21 左側機翼/Left wing



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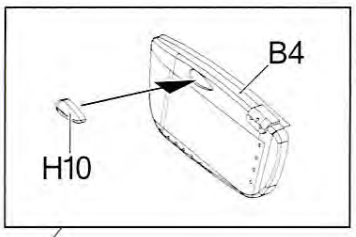
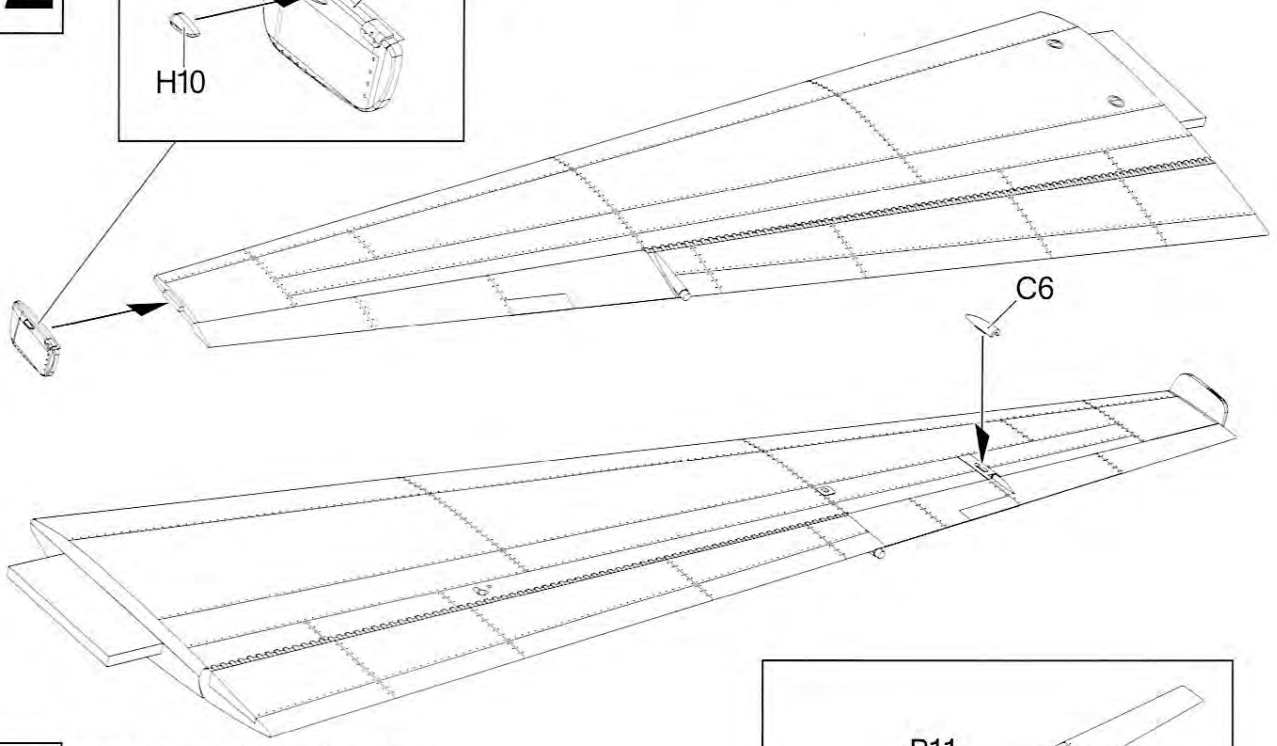
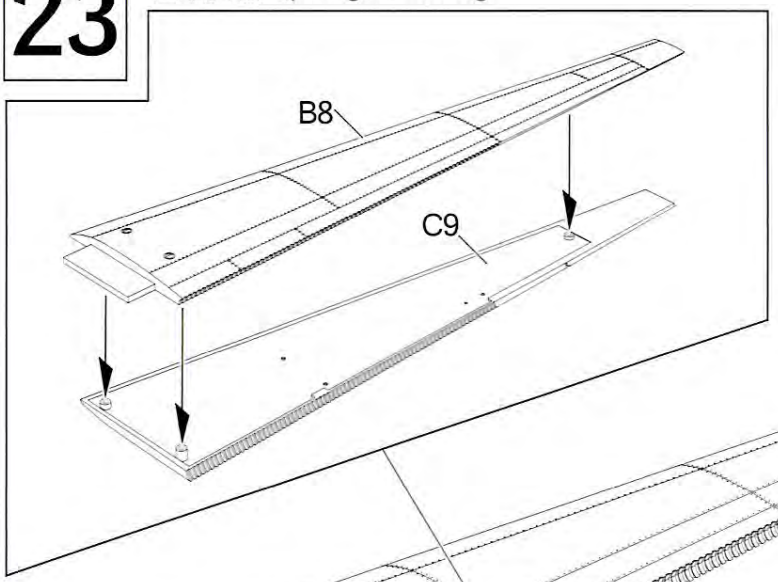


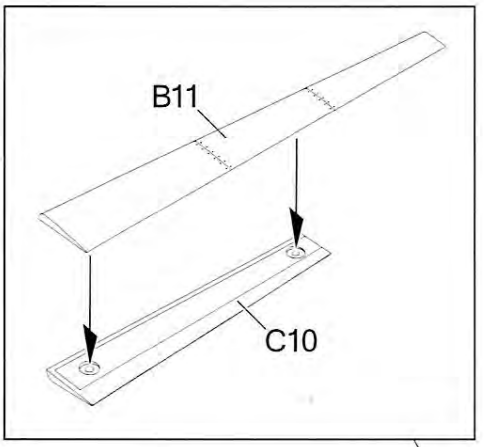
H10 [Clear red 透明紅]

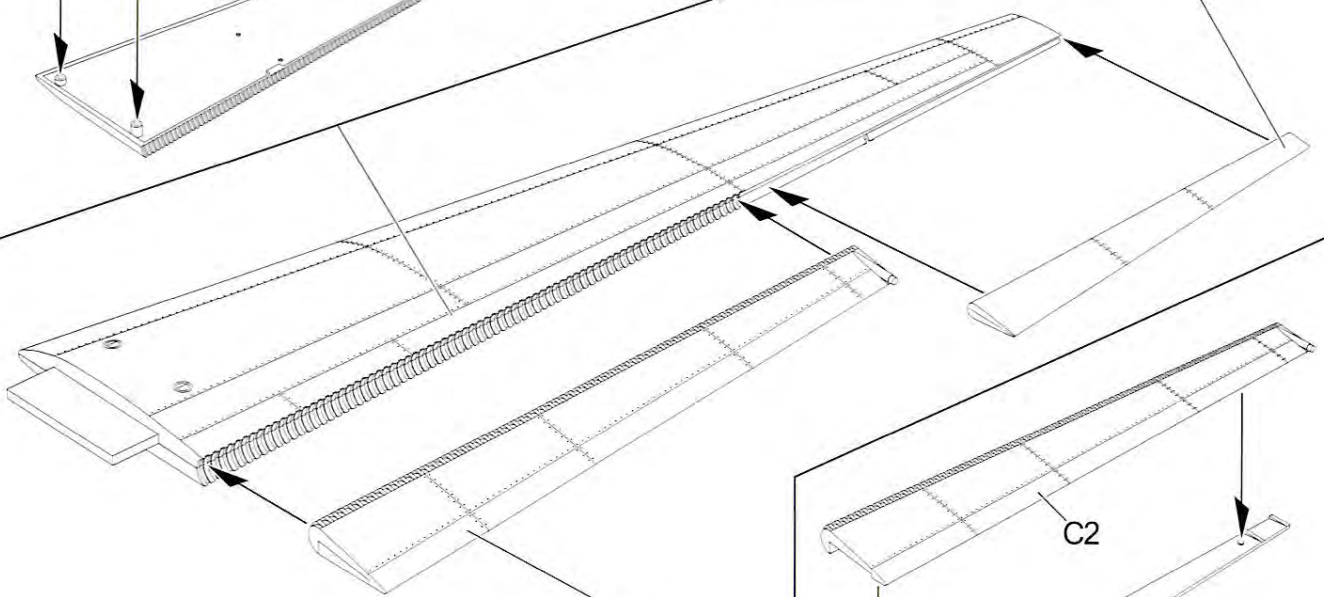


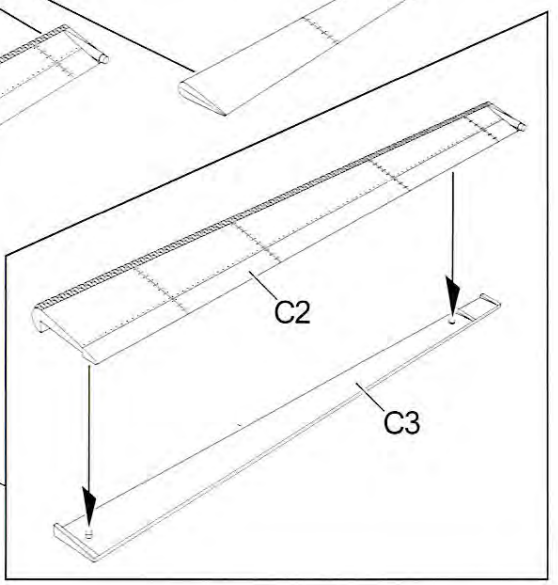
23

右側機翼/Right wing

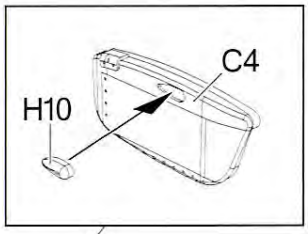




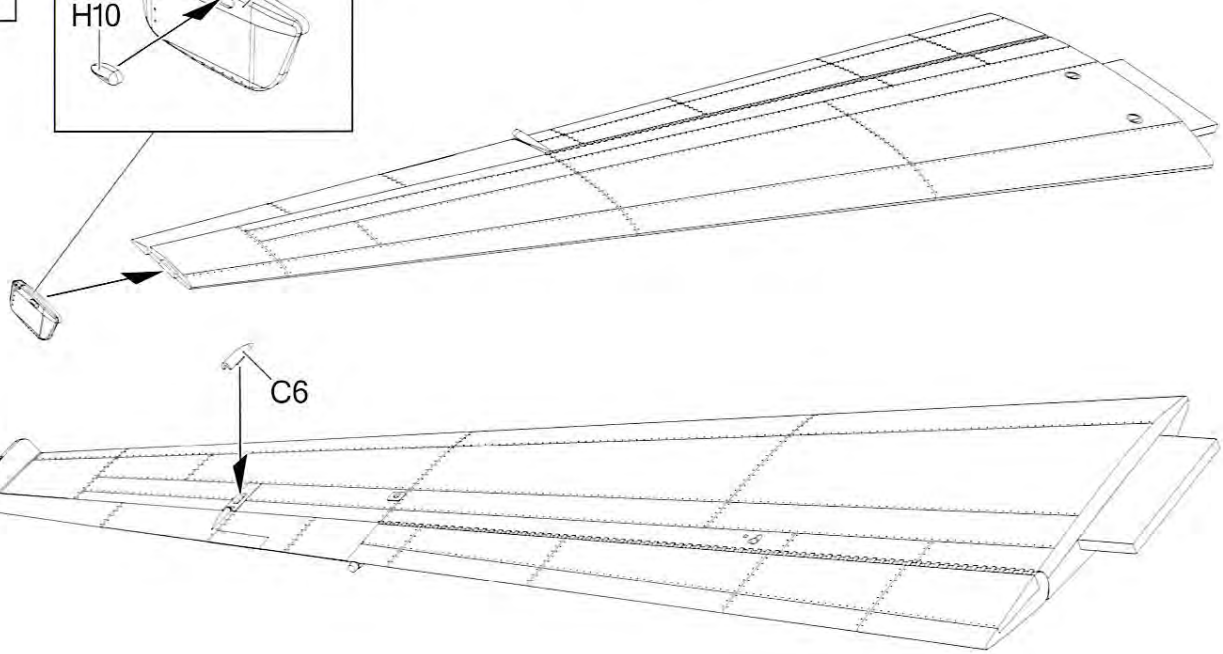




24



H10 [Clear green 透明綠]



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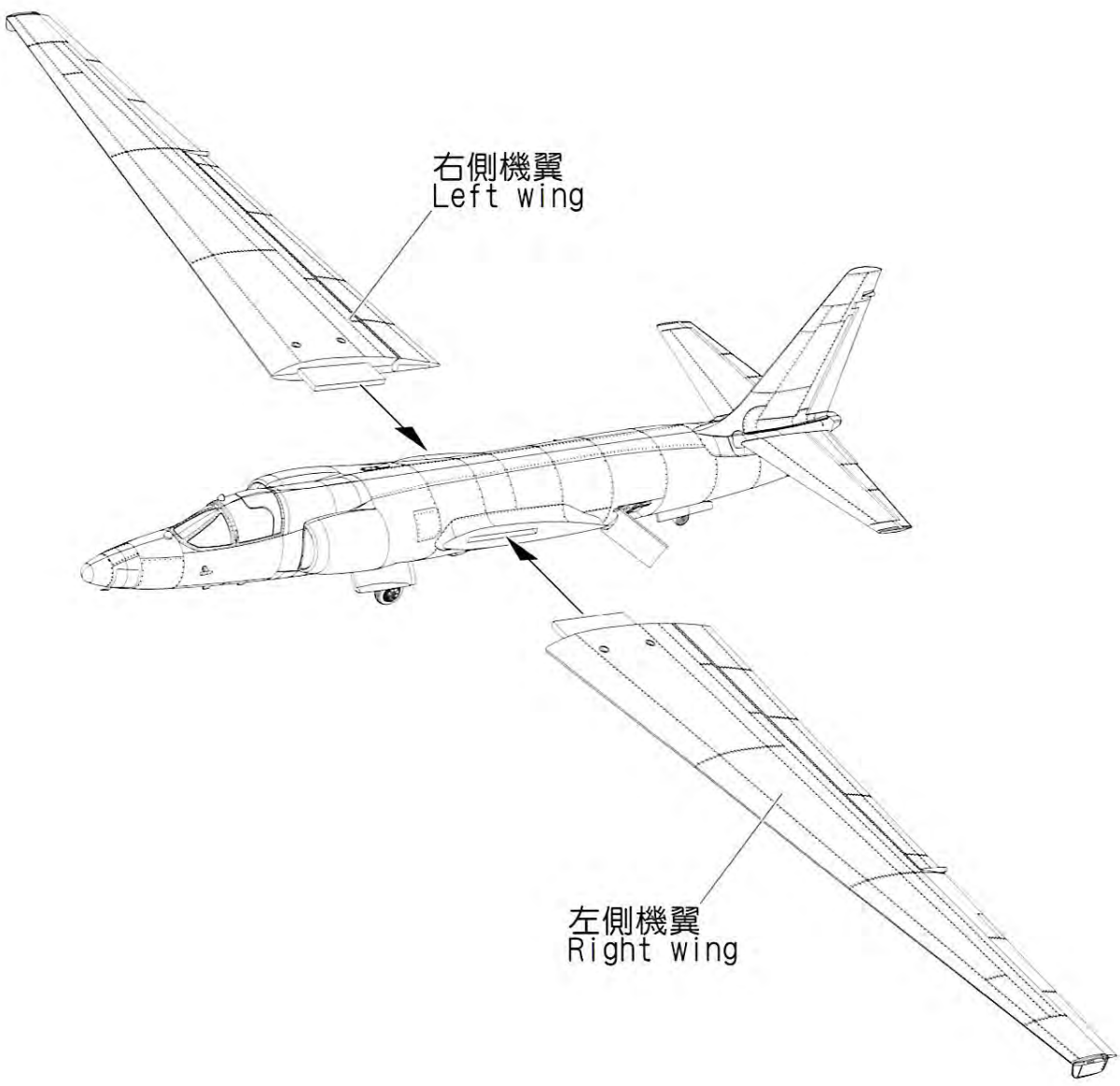

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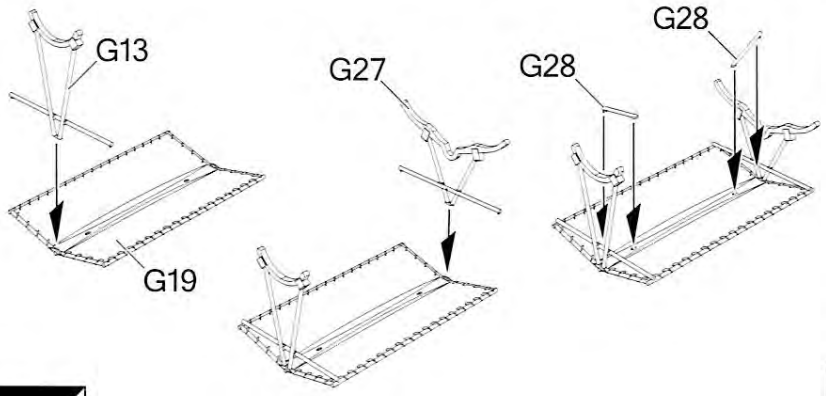

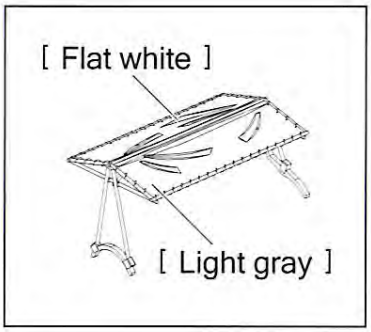

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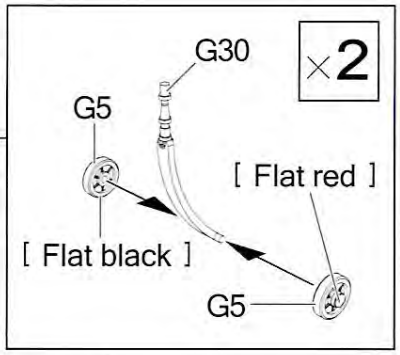
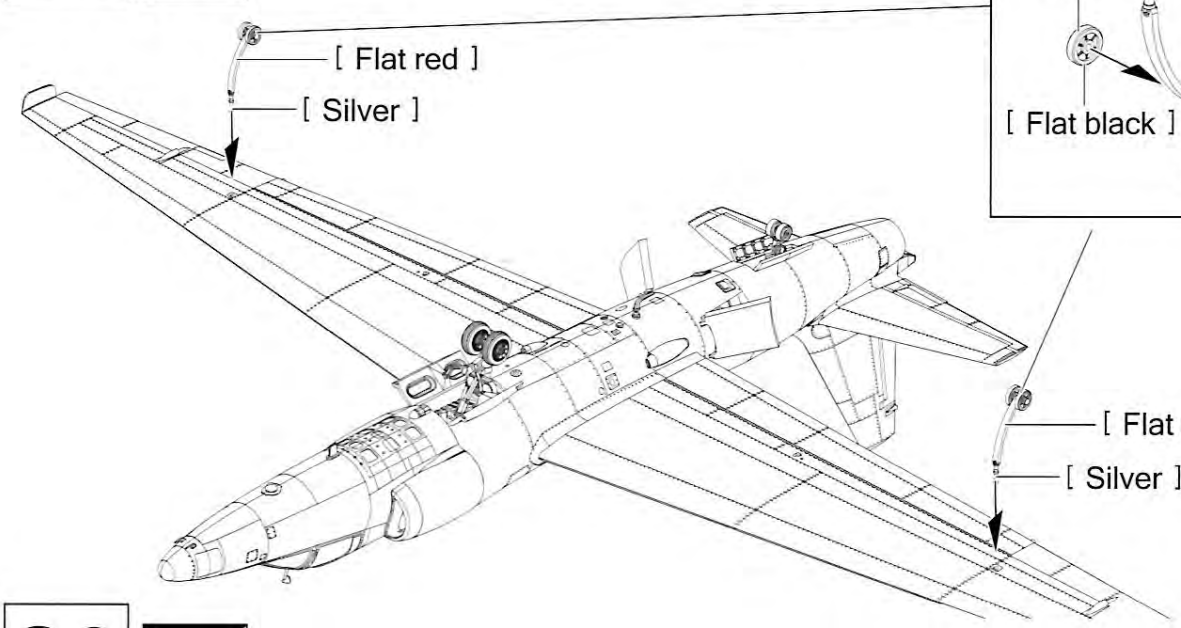
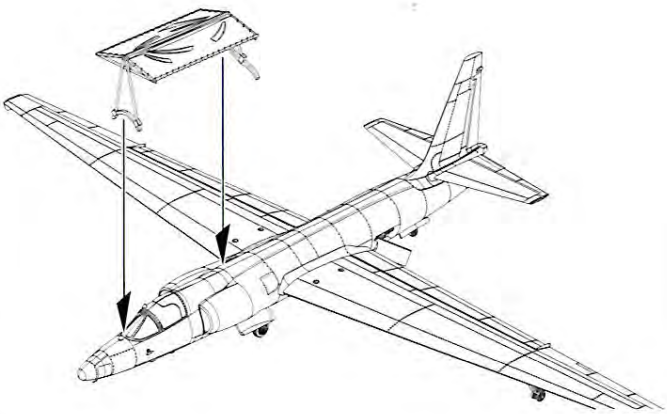
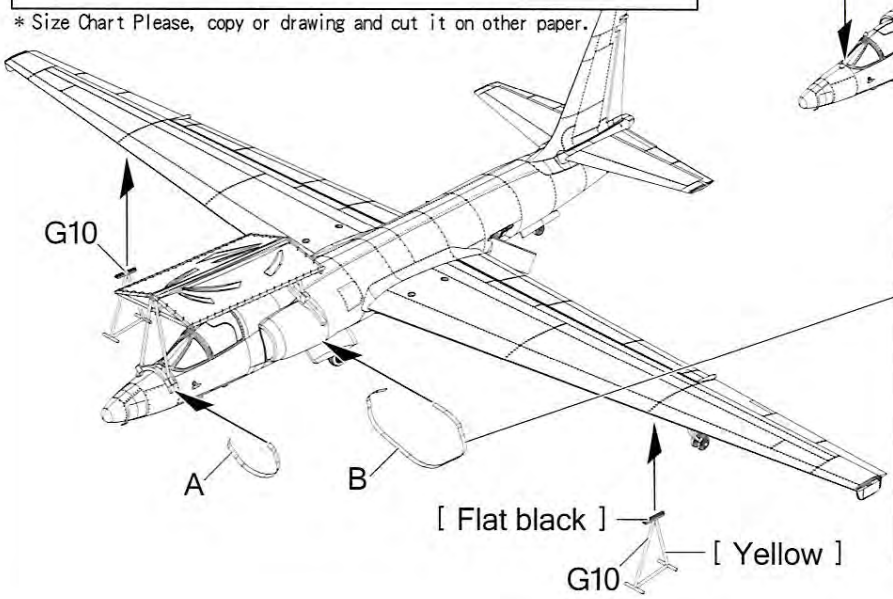


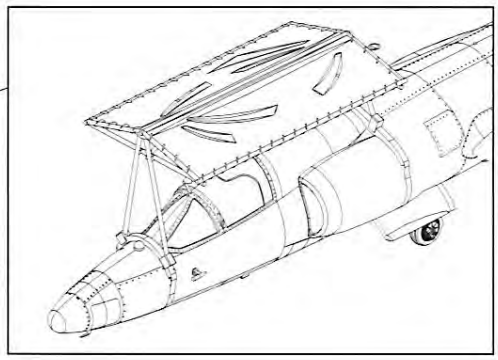


28

* Size Chart Please, copy or drawing and cut it on other paper.



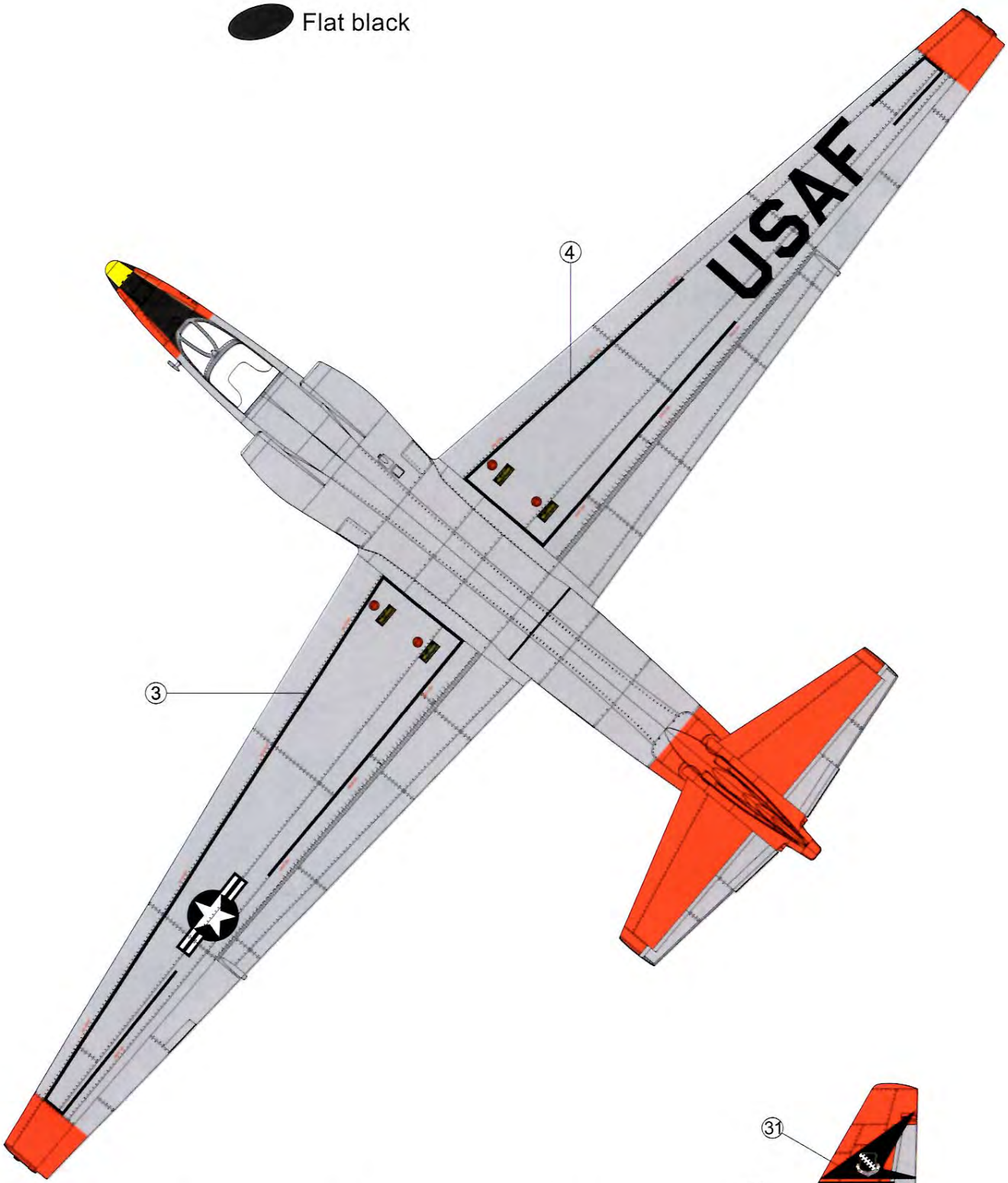


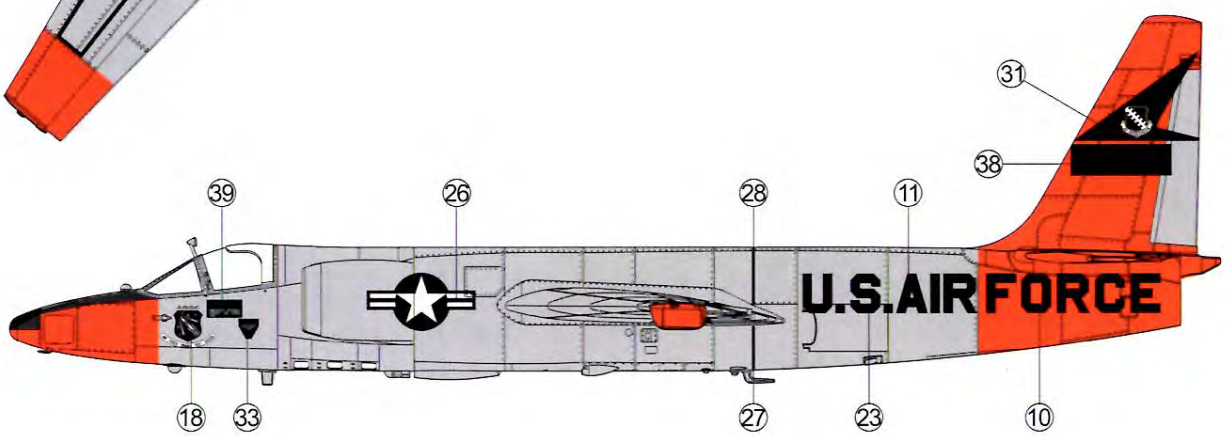


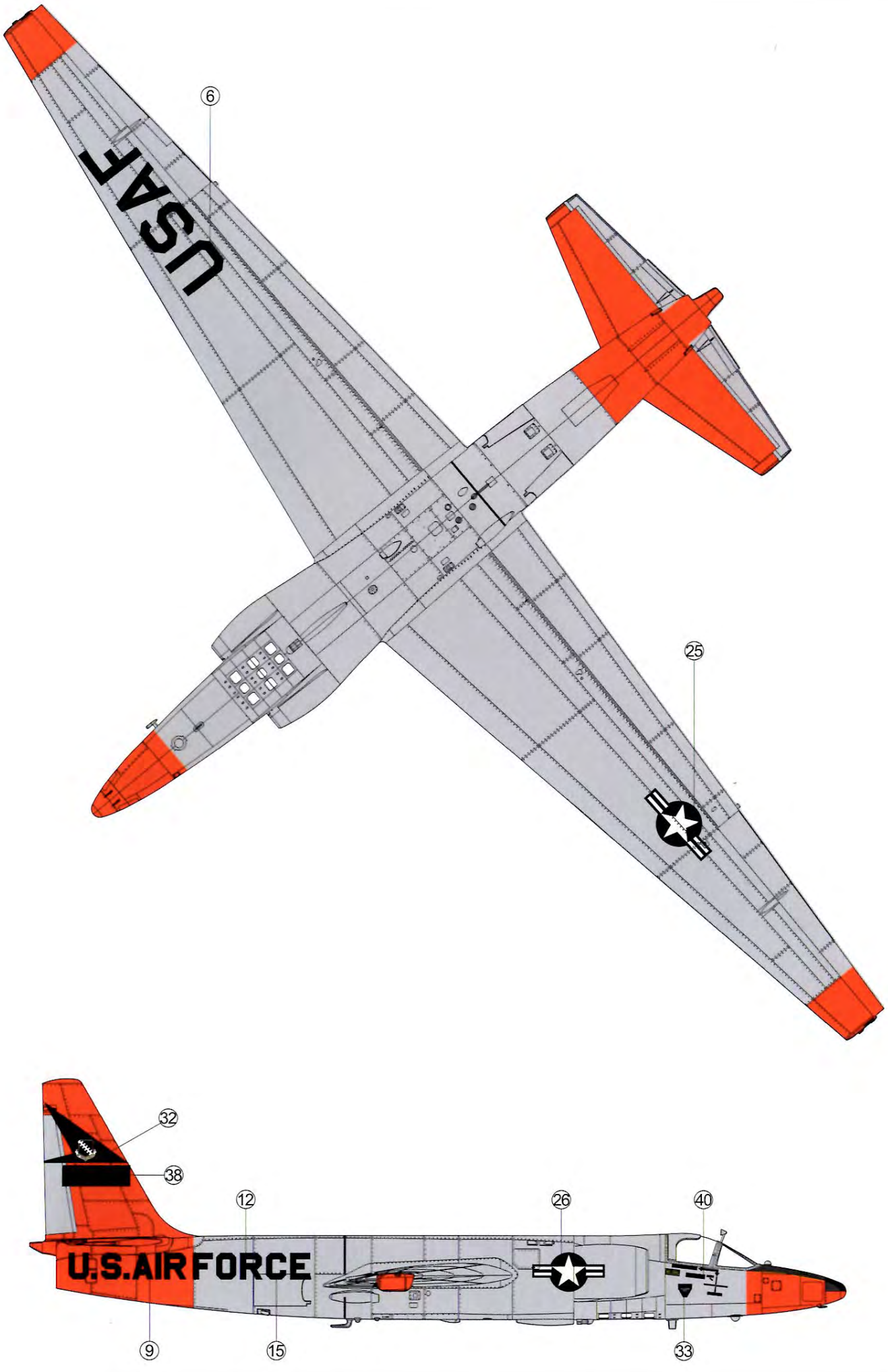
Ⓐ Air Force Flight Test Center, Edwards AFB, 1960.
美國空軍飛行試驗中心，愛德華空軍基地，1960年。

Body Color: Silver Yellow Red:Orange 1:1 FS28913

Flat black






6
USAF
25
32
38
12
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40
U.S.AIR FORCE
9
15
33

B National Advisory Committee for Aeronautics,1958.
美國國家航空諮詢委員會，1958年。

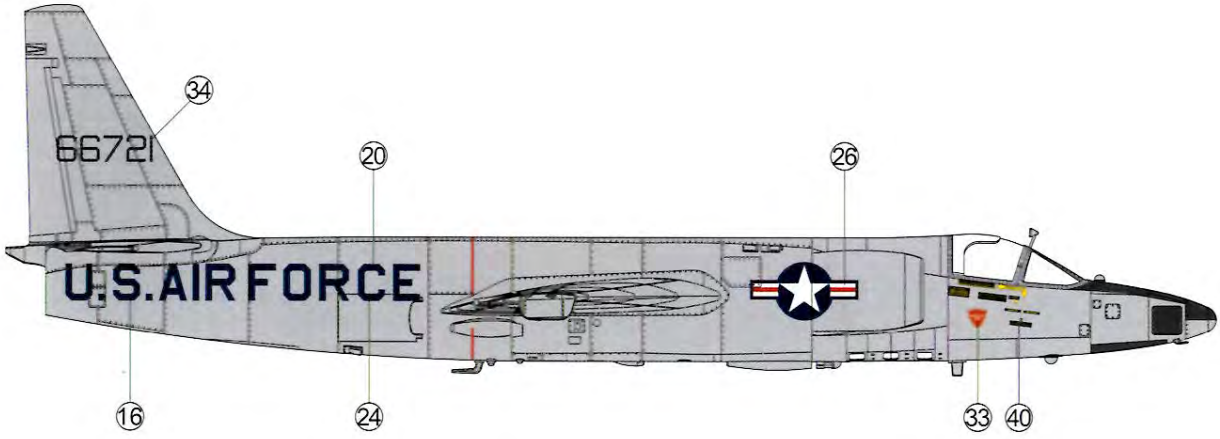
Body Color: Silver Flat black

NACA 368
5
27
37
36
NACA
NACA 368

Ⓒ 4080th Strategic Reconnaissance Wing, Laughlin AFB, 1959.
第4080戰略偵察聯隊，拉弗林空軍基地，1959年。

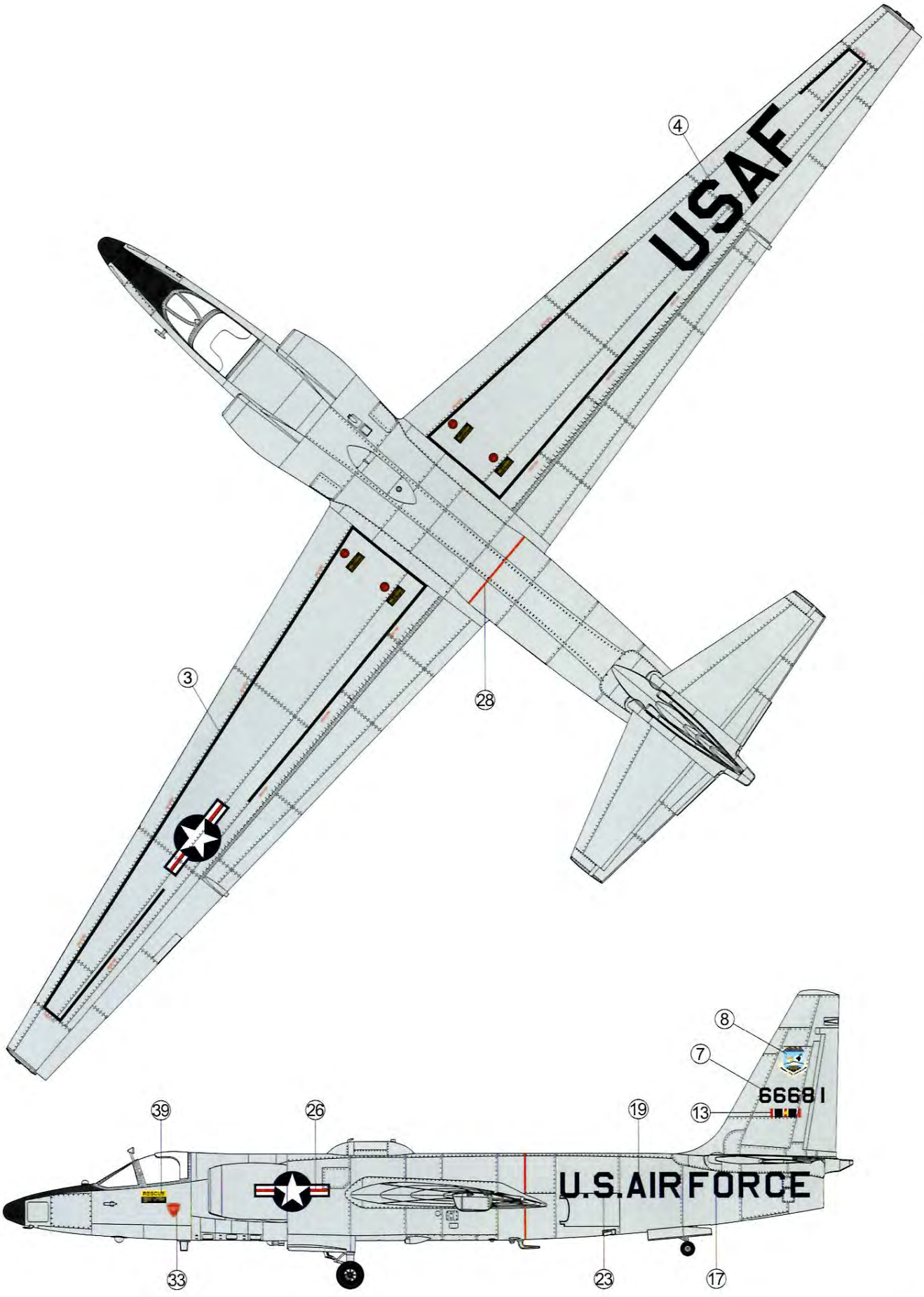
Body Color: Silver Flat black

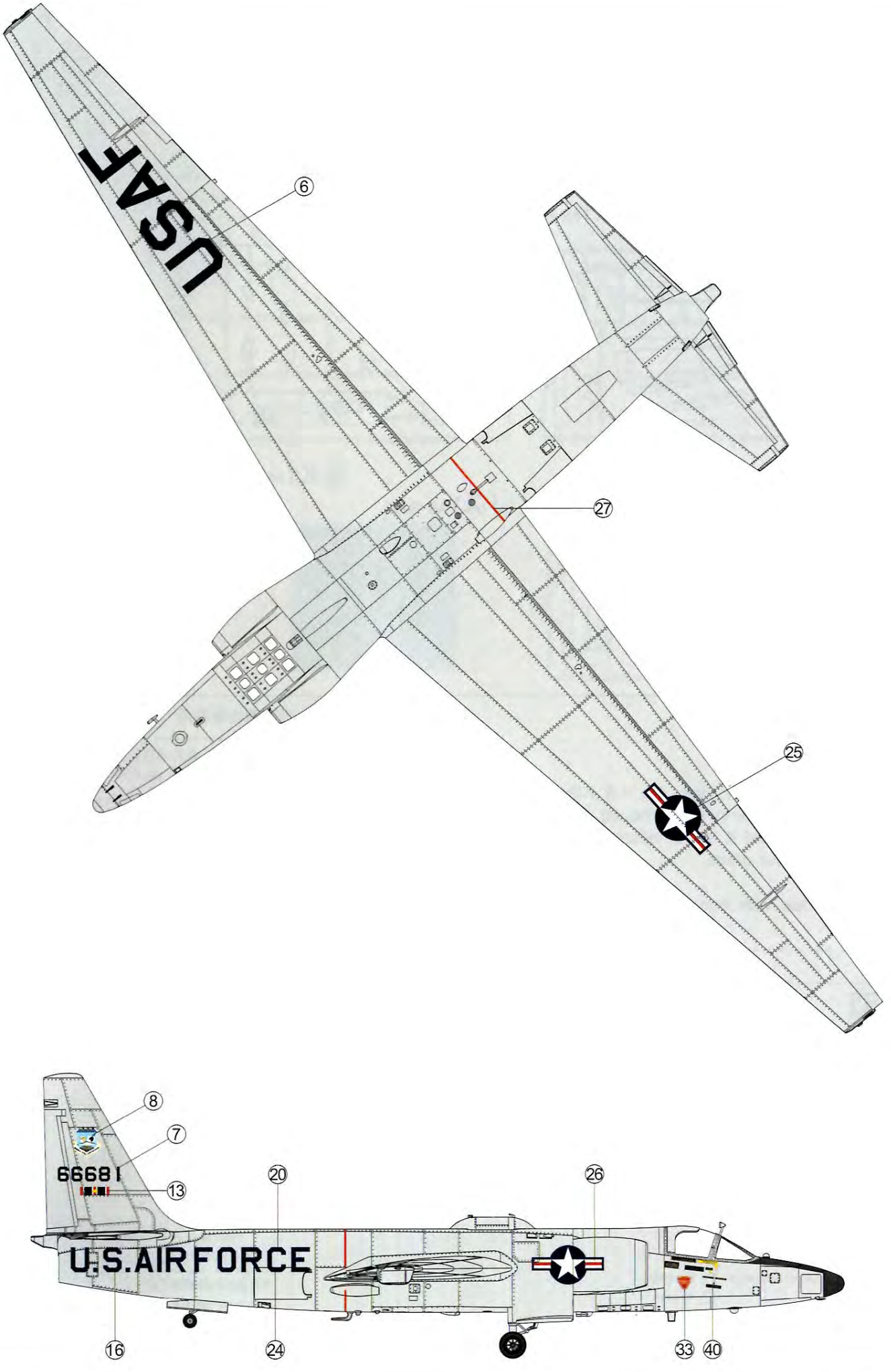
USAF
6
27
25


34
66721
20
26
U.S.AIR FORCE
16
24
33
40

D 4080th Strategic Reconnaissance Wing, Laughlin AFB.
第4080戰略偵察聯隊，拉弗林空軍基地。

Body Color: Light blue FS36473 Flat black




USAF
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27
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8
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66681
13
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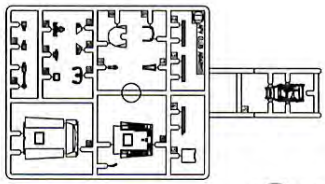
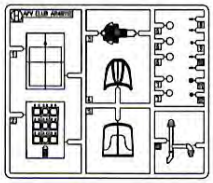
26
U.S.AIR FORCE
16
24
33
40

PARTS LIST 零件表

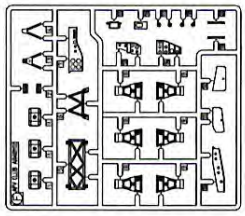
Ⓓ X1 AR 48112



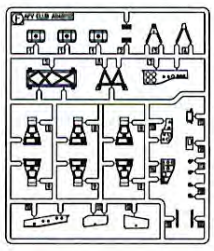
Ⓗ X1 AR 48112



Ⓕ X1 AR 48112



Ⓕ X1 AR 48112



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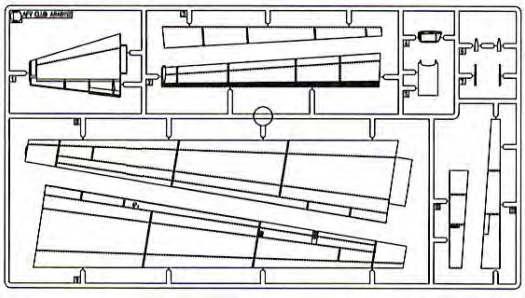

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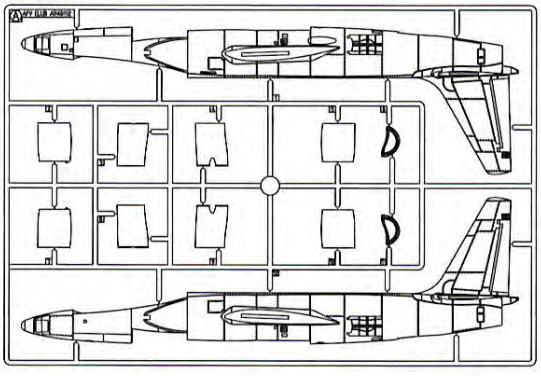

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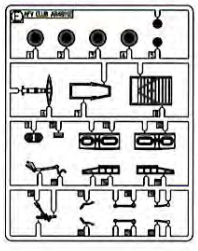

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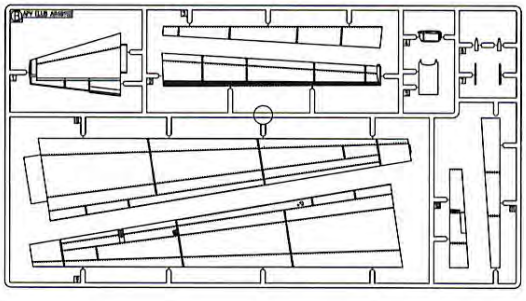
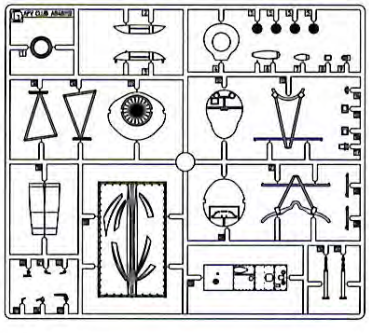


Ⓙ X1 AR 48112

Ⓖ X1 AR 48112



Instructions:

If for some reason, you are not fully satisfied or have questions concerning our product; Please use the form provide, and send it to our nearest representative or mail it directly to our office.

We will deal with that A.S.A.P.

AFV CLUB

AR 48112
Parts Replacement Form

- ☐ AR 48112-A
- ☐ AR 48112-B
- ☐ AR 48112-C
- ☐ AR 48112-D
- ☐ AR 48112-E
- ☐ AR 48112-F
- ☐ AR 48112-G
- ☐ AR 48112-H
- ☐ AR 48112- J

Reason for replacement: ☐ Missing ☐ Broken

Signature: _____

總代理戰鷹企業有限公司收本公司將儘速為您處理。
請將本表與該部品相同金額之郵政匯票一同寄至

限臺灣地區使用 For Taiwanese use only!

AFV CLUB

AR 48112
零件補充申請表

申請人
姓名 地址 電話

- ☐ AR 48112-A —— NT$ 340
- ☐ AR 48112-B —— NT$ 260
- ☐ AR 48112-C —— NT$ 260
- ☐ AR 48112-D —— NT$ 280
- ☐ AR 48112-E —— NT$ 180
- ☐ AR 48112-F —— NT$ 180
- ☐ AR 48112-G —— NT$ 320
- ☐ AR 48112-H —— NT$ 180
- ☐ AR 48112- J —— NT$ 350

+郵寄費 —— NT$ 80

(請填)總計NT$ _____

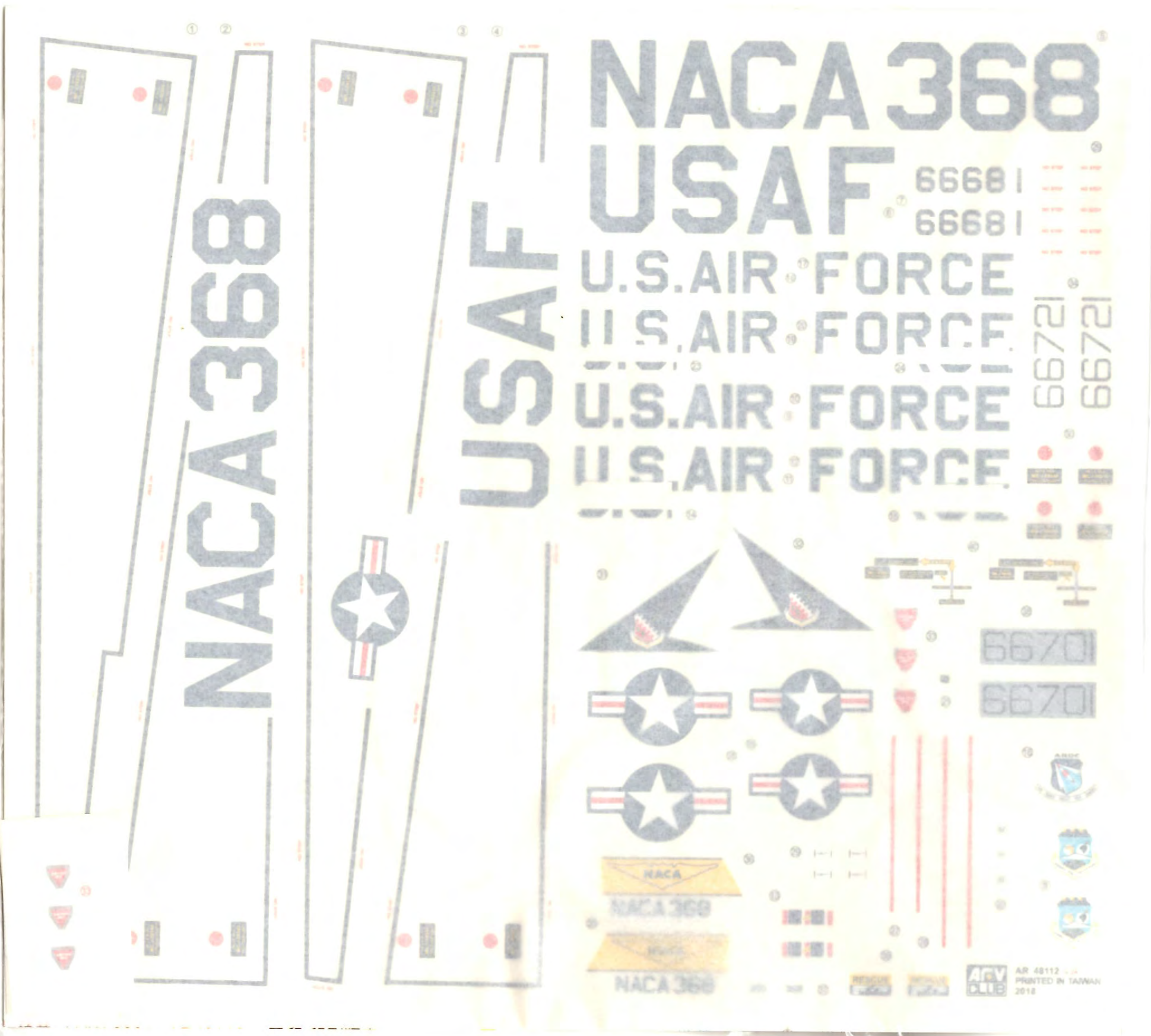
零件補充原因:(請於☐打ˇ)

原包裝即☐遺失或☐毀損,

製作途中☐遺失或☐毀損,

其他原因 _____

BOX ART U-2 NO.106 U-2A DRAGON LADY AR48112


NACA 368
USAF
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U.S. AIR FORCE
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66701
NACA
NACA 368
NACA 368
AR 48112
PRINTED IN TAIWAN
2018