

SOVIET WWII FIGHTER 1:48 SCALE PLASTIC KIT



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intro

The Lavochkin La-5 fighter was developed from the preceding LaGG-3. This fighter aircraft designed by the trio comprising Lavochkin, Gorbunov, Gudkov was accepted by the Soviet armed forces in early 1941. The Klimov M-106 engine was supposed to be the powerplant for the LaGG-3 but its development had not yet been completed and the less powerful M-105P had to be installed instead. This change influenced the aircraft performance so badly that the LaGG-3 was replaced by the Yak-1 and Yak-7 on the production line.

Lavochkin and Gorbunov tried to improve the aircraft's performance using a more powerful engine. One of the engines available was the double row 14 cylinder radial Shvetsov ASh-82. This engine, developed from the Wright R-1820 Cyclone and was designated for use in light bomber aircraft. The installation into the LaGG-3 airframe was finished in the winter of 1941/42.

This improved aircraft made its maiden flight in April 1942 and aerial trials confirmed its superiority in comparison to the Yak-7. Apart from the engine, slats were installed and the tail was redesigned. The decision to launch serial production was made in May, and the new aircraft was known under the designation LaGG-5. The first airplanes were completed in May, and all unfinished LaGG-3 airframes were equipped with the ASh-82 engine. Eventually, production aircraft were designated La-5, following the departure of Gudkov and Gorbunov from the design team.

First production La-5s were accepted by the 49th KIAP on August 13, 1942. The second unit to use the new fighter was the 287th IAD that received it on August 20. The opponents of the La-5 were typically the Bf 109 F-4 and Bf 109 G-2 and the Russian airplane was inferior to them. German fighters were more maneuverable and poor manufacturing processes influenced the La-5's performance as well.

Aircraft development continued. The windscreen was redesigned, and the La-5F was powered by ASh-82F with improved lubrication and cooling that helped to increase aircraft performance during take-off. Later, during August, 1943, the production of the aircraft with a cut down spine was launched. Three factories were involved in its serial production - Zavod No. 21 in Gorky, Zavod No. 381 in Nizhny Taghil and Zavod No. 99 in Ulan Ude.

The most powerful version was the La-5FN. It was powered by the ASh-82FN with fuel injection and offered 1560 hp. The La-5FN was equal to its German opponents while flying below 3000 metres and inferior to the Bf 109 G and Fw 190 at altitudes over 3000 metres.

The armament was the same for the La-5, La-5F and La-5FN, and consisted of two 20mm ShVAK cannon, each with 200 rounds. Underwing racks could carry two bombs of up to 100 kg. The direct successor of La-5FN was the La-7 that entered service in September, 1944.

úvodem

Za předchůdce La-5 je považován stíhací letoun LaGG-3. Tato stíhačka z konstrukční kanceláře vedené trojicí Lavočkin, Gorbunov, Gudkov se do výzbroje Sovětského svazu dostala na počátku roku 1941. Původně byla konstruována pro motor Klimov M-106. Ten však nebyl k dispozici a konstruktéři se museli spokojit s méně výkonným M-105P. Změna se samozřejmě projevila na výkonech letounu, a to natolik negativně, že přednost ve výrobě dostaly typy Jak-1 a Jak-7.

Lavočkin s Gorbunovem se pokusili vše napravit zástavbou výkonnější pohonné jednotky. Nabízel se hvězdicový, vzduchem chlazený hvouhvězdicový čtrnáctiválec Švecov AŠ-82. Tento motor, odvozený od amerického Wright R-1820 Cyclone a původně zamýšlený pro lehké bombardéry, byl do draku LaGGu-3 zastavěn během zimy 1941 / 1942.

Přepracovaný letoun se dostal do vzduchu v dubnu 1942 a testy ukázaly jeho převahu nad Jakem-7. Kromě jiného motoru dostal také sloty, přepracovány byly ocasní plochy. V květnu padlo rozhodnutí o sériové výrobě, stroj nesl označení LaGG-5. Měla začít již v červenci, přičemž všechny dosud nekompletní draky LaGGů-3 měly dostat motory AŠ-82. Sériové stroje již nesly označení La-5, protože z konstrukční kanceláře odešel po Gudkovovi také Gorbunov.

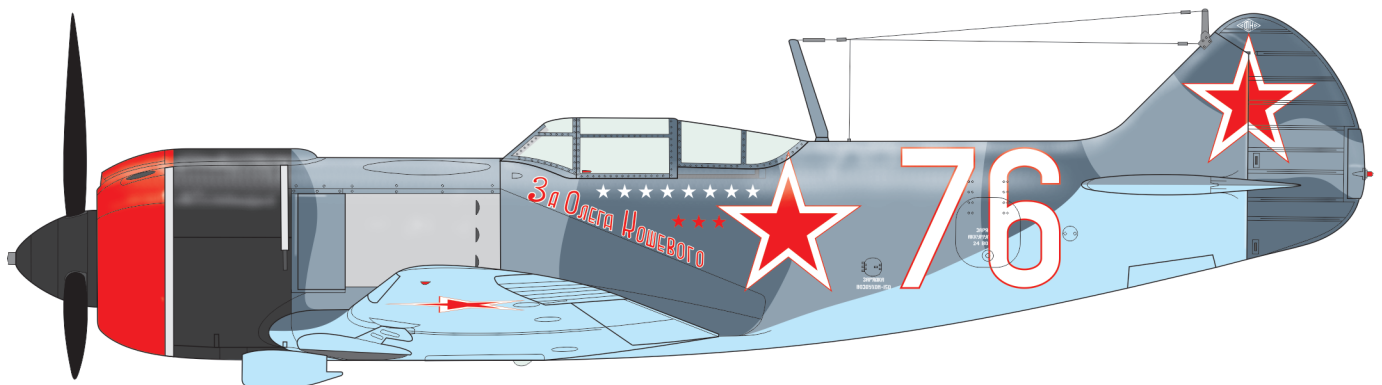
První stroje dostal 13. srpna 1942 49. KIAP, který působil v rámci 1. letecké armády, a 20. srpna také 287. IAD. Na konkurenci v podobě Bf 109 F-4 a Bf 109 G-2 nestačily. Zaostávaly v obratnosti, nekvalitní dílenské zpracování navíc ubíralo na výkonech.

Vývoj letounu pokračoval i nadále. Pro zlepšení výhledu z letounu byl přepracován čelní štítek překrytu kabiny. Verze La-5F dostala motor AŠ-82F se zlepšeným mazáním a chlazením, čímž byla odstraněna výkonová omezení během startu. Později, během srpna 1943 se do výroby dostal nový trup se sníženým hřbetem za kabinou. Sériová výroba probíhala ve všech třech továrnách, kde se La-5 montovaly – závod č. 21 (Gorkij), závod č. 381 (Nižnyj Taghil) a závod č. 99 (Ulan Ude).

Nejvýkonnější verzí byla La-5FN. Poháněl ji motor AŠ-82FN s přímým vstřikováním paliva, který dával až 1650 k. Až tato verze dokázala být rovnocenným protivníkem německým stíhačkám. Tedy alespoň v letových hladinách do 3000 m. Ve větších výškách pak měly Bf 109 G a Fw 190 převahu.

Všechny verze nesly stejnou výzbroj. Tvořila ji dvojice kanonů ŠVAK ráže 20 mm se zásobou 200 ran pro každý. Pod křídlo bylo možné zavěsit dvě pumy až do hmotnosti 100 kg.

Přímým pokračovatelem byl stíhací letoun La-7, který se do výzbroje začal dostávat v září 1944.





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



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



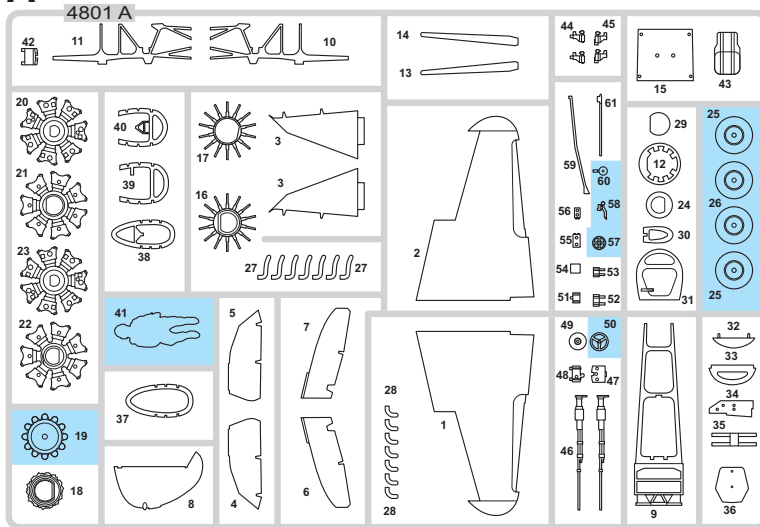
PIÈCES



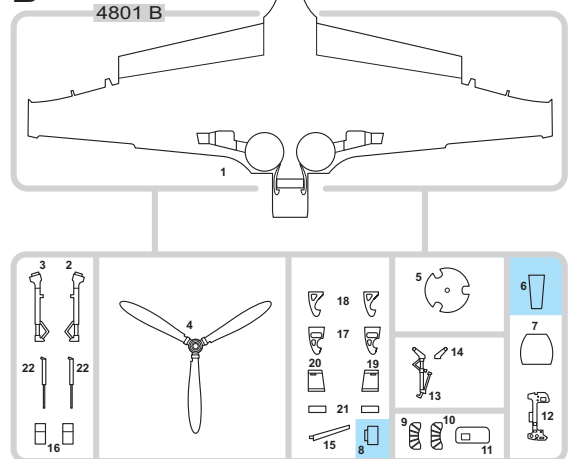
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PLASTIC PARTS

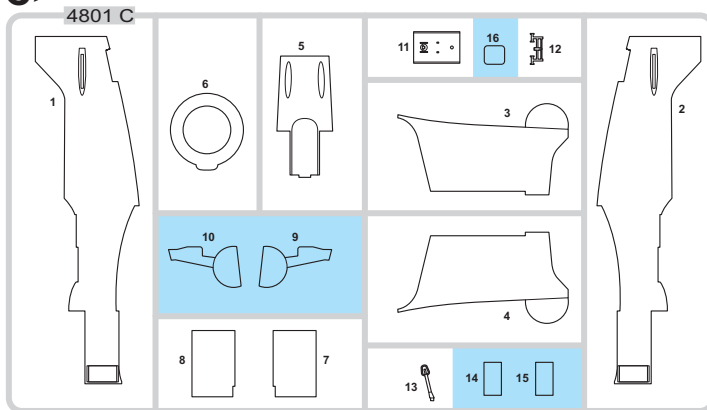
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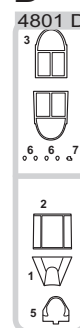
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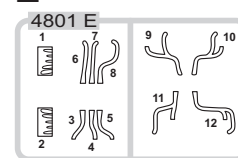
C>



D>



E>



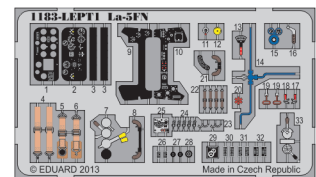
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BRASSIN

RP - RESIN PARTS

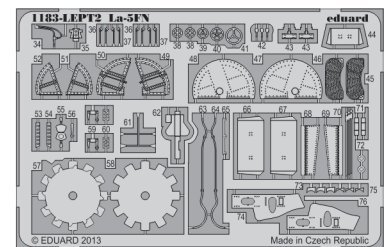
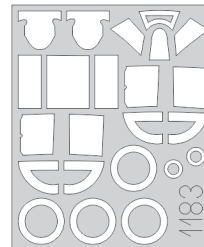
R1
2 pcs.



PE - PHOTO ETCHED DETAIL PARTS



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MASK



-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

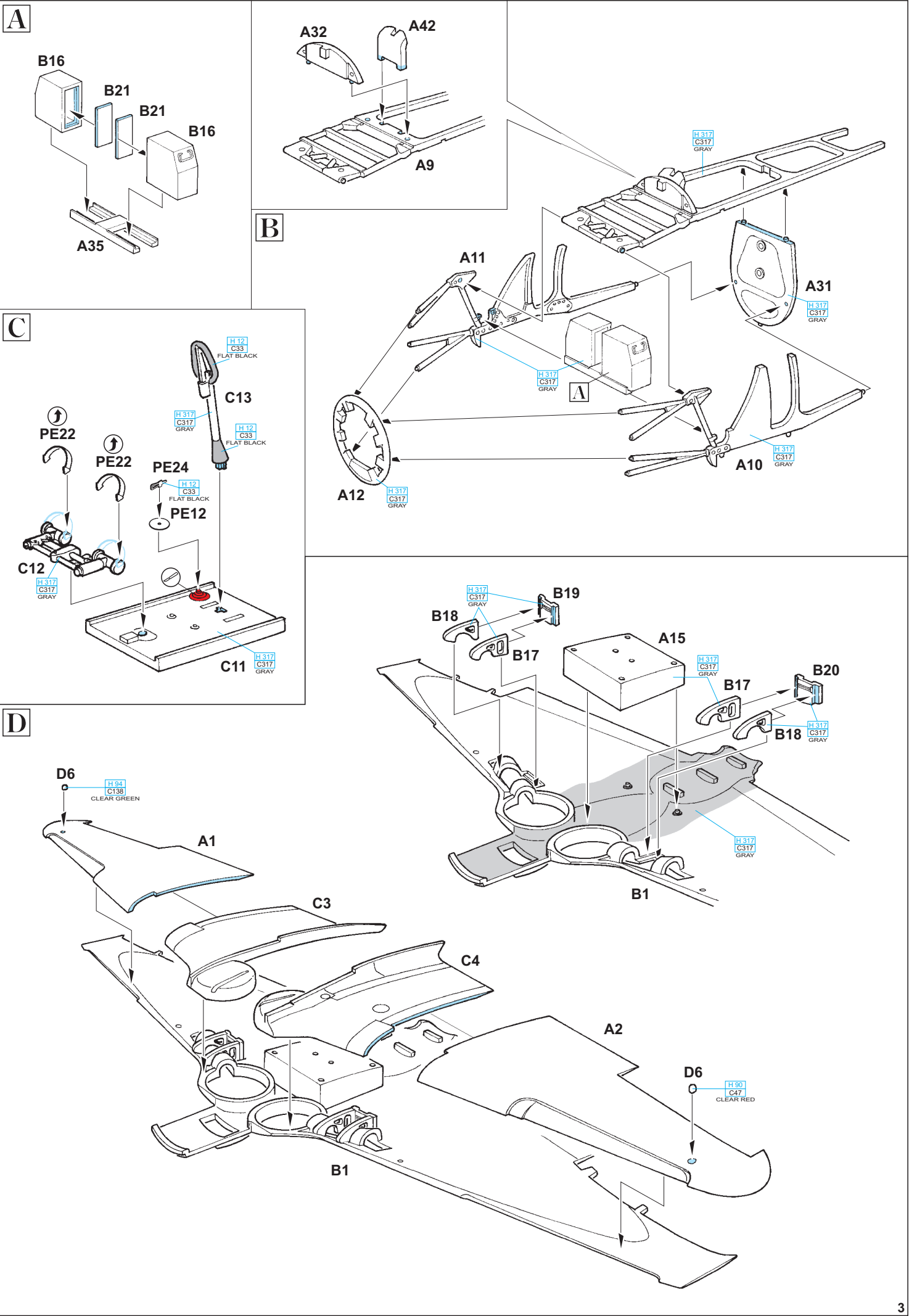


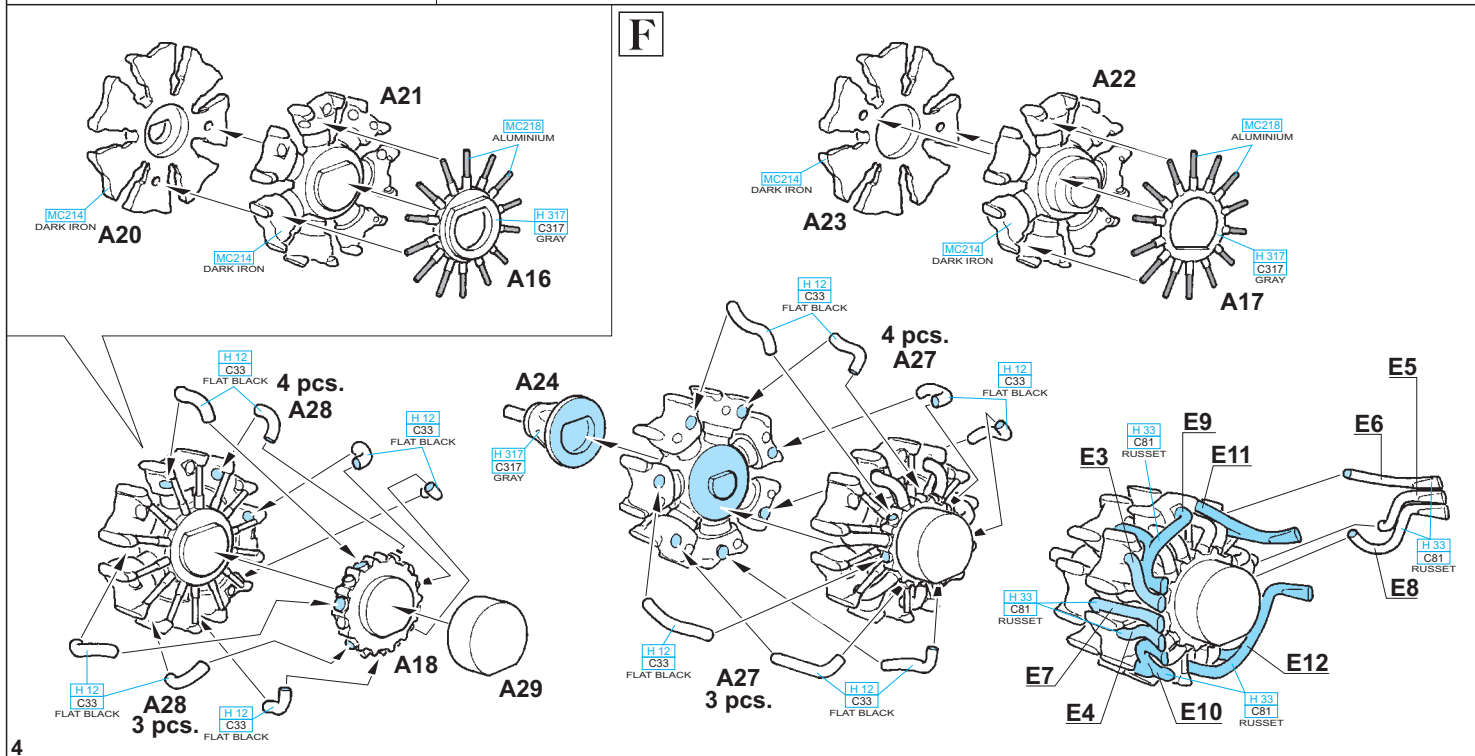
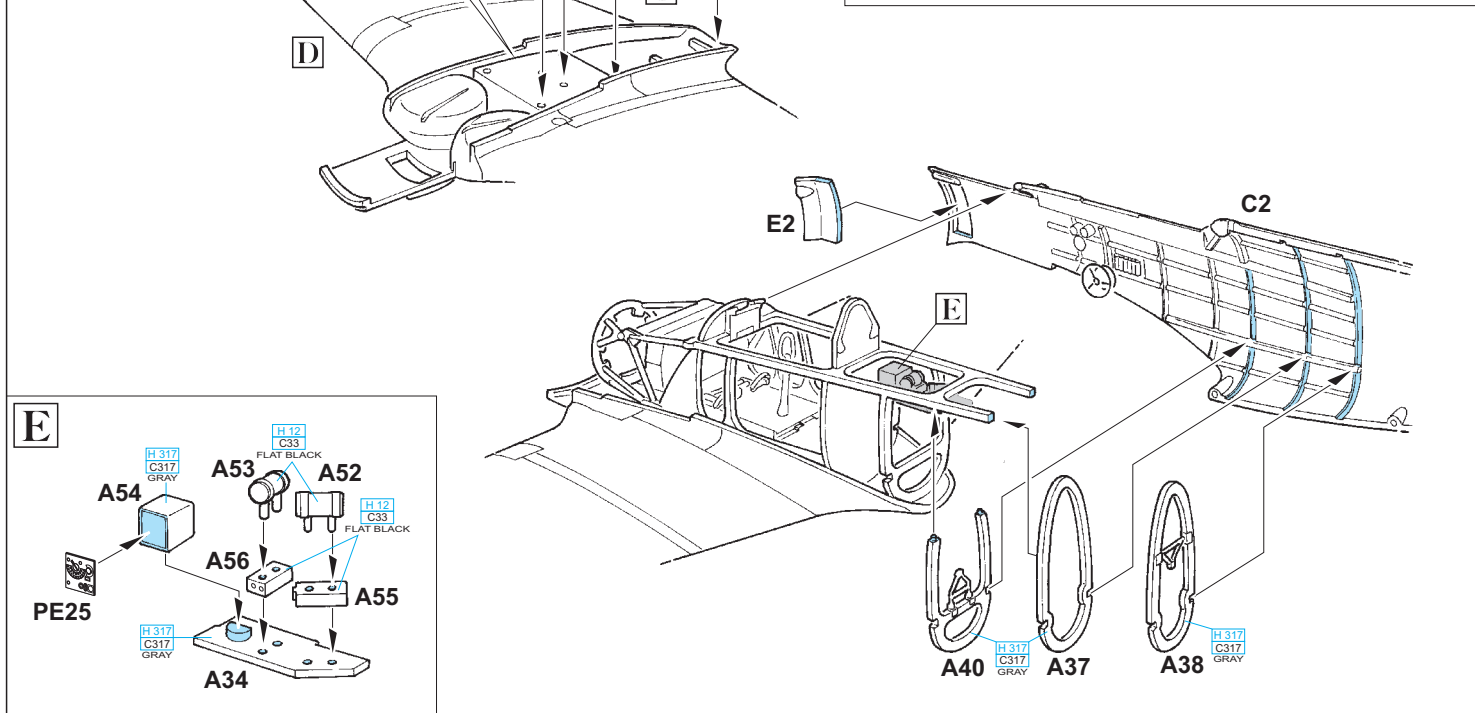
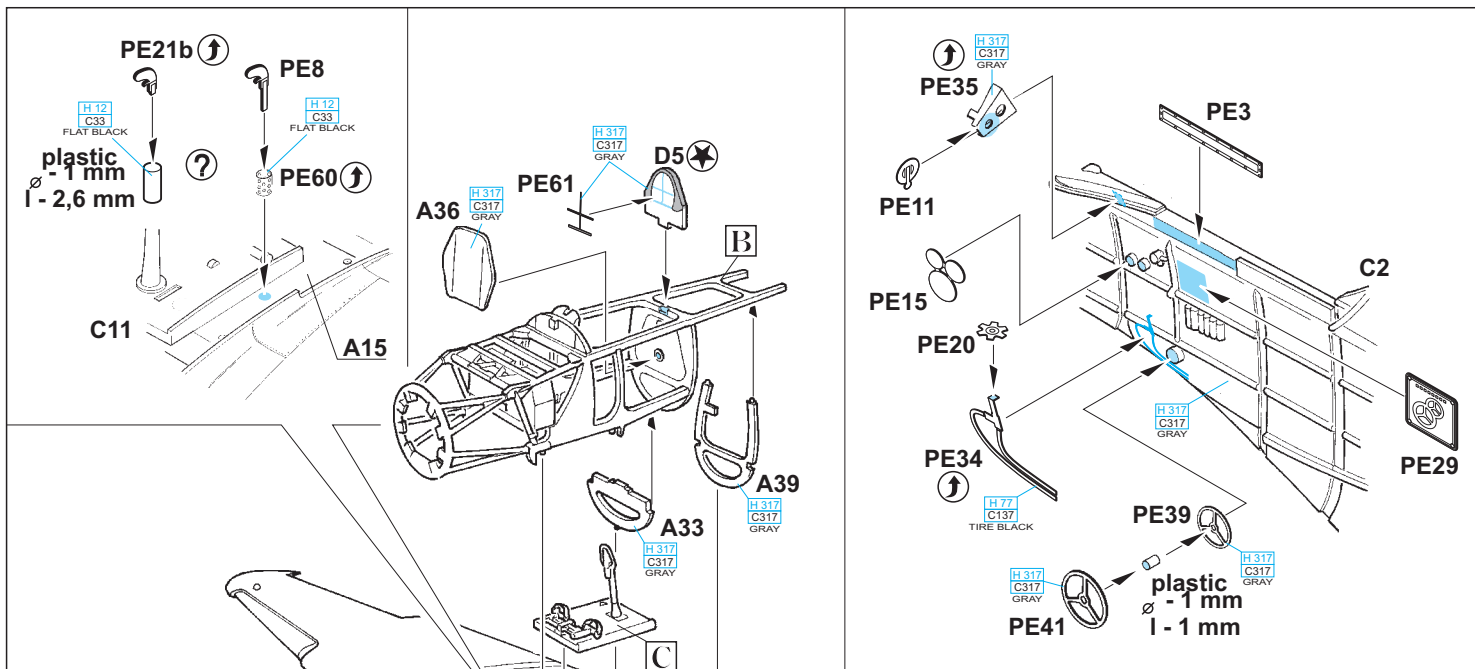
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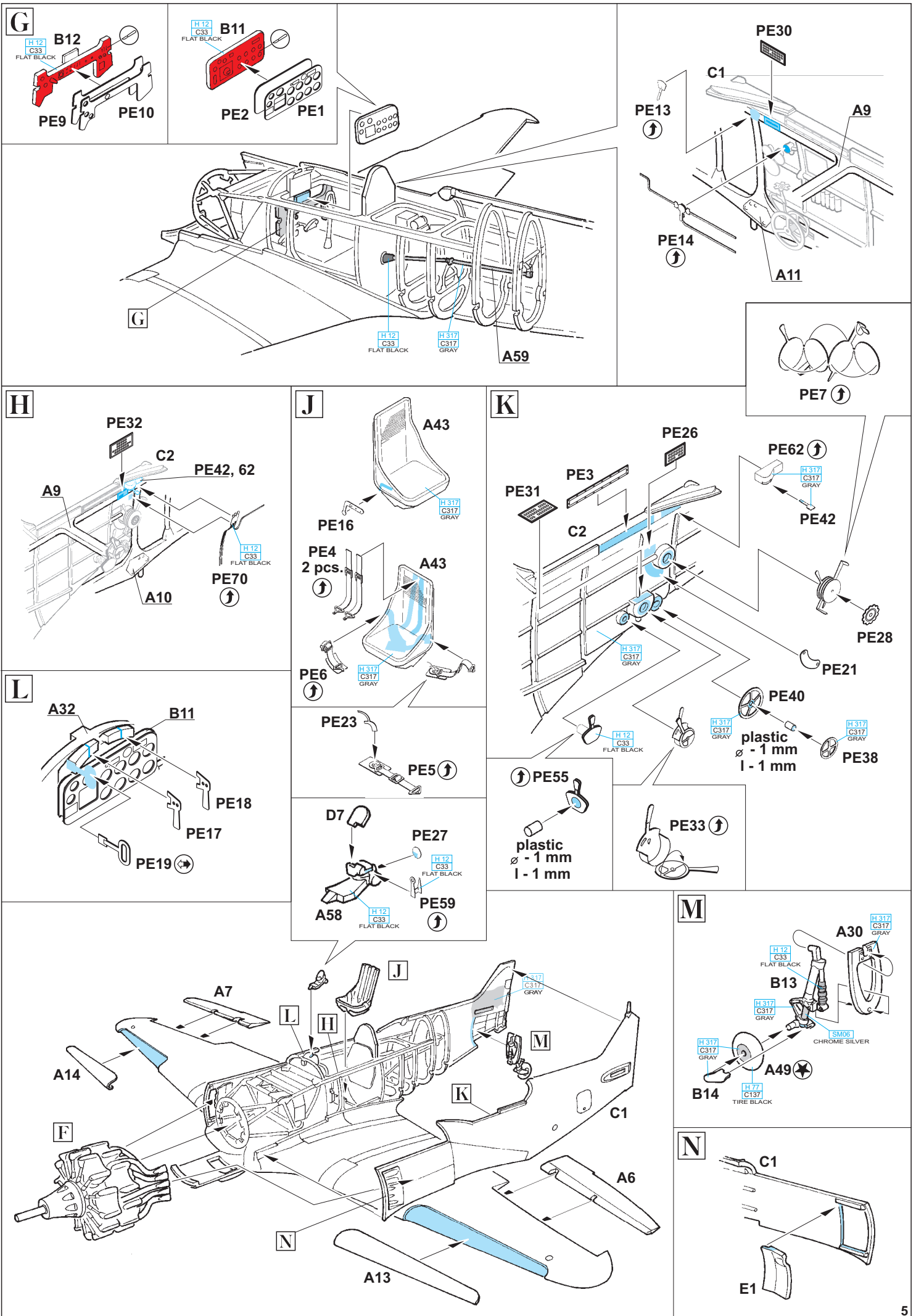
| GSi Creos (GUNZE) | | |
|------------------------|------------------------|------------|
| AQUEOUS | Mr.COLOR | |
| [H 12] | [C33] | FLAT BLACK |
| [H 13] | [C3] | RED |
| [H 33] | [C81] | RUSSET |
| [H 77] | [C137] | TIRE BLACK |
| [H 90] | [C47] | CLEAR RED |

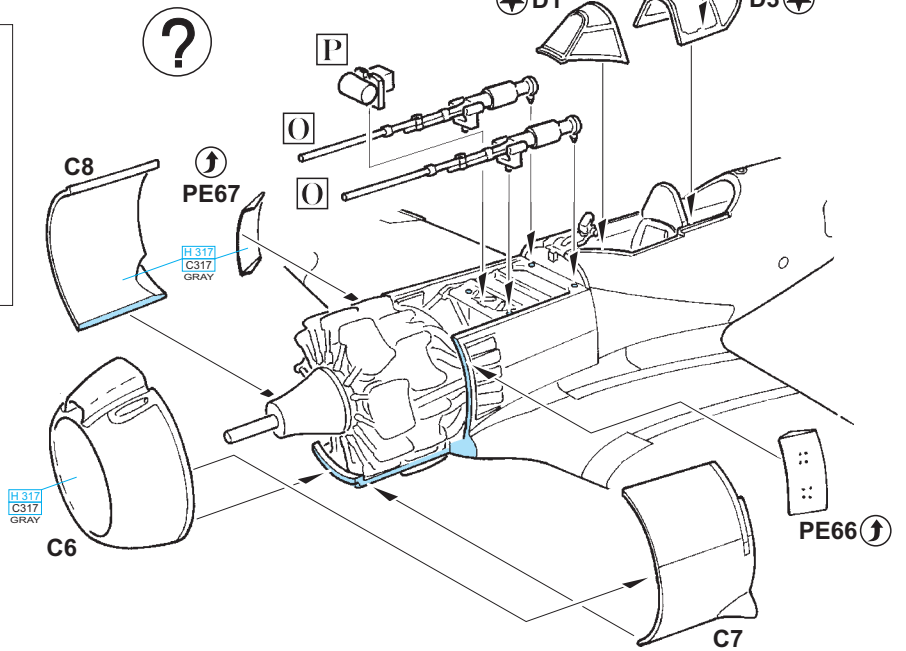
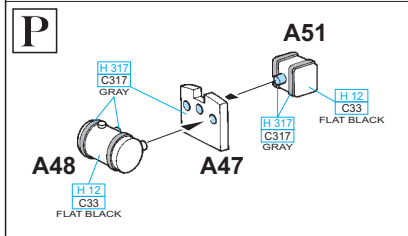
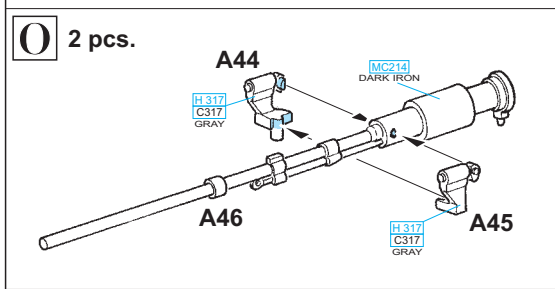
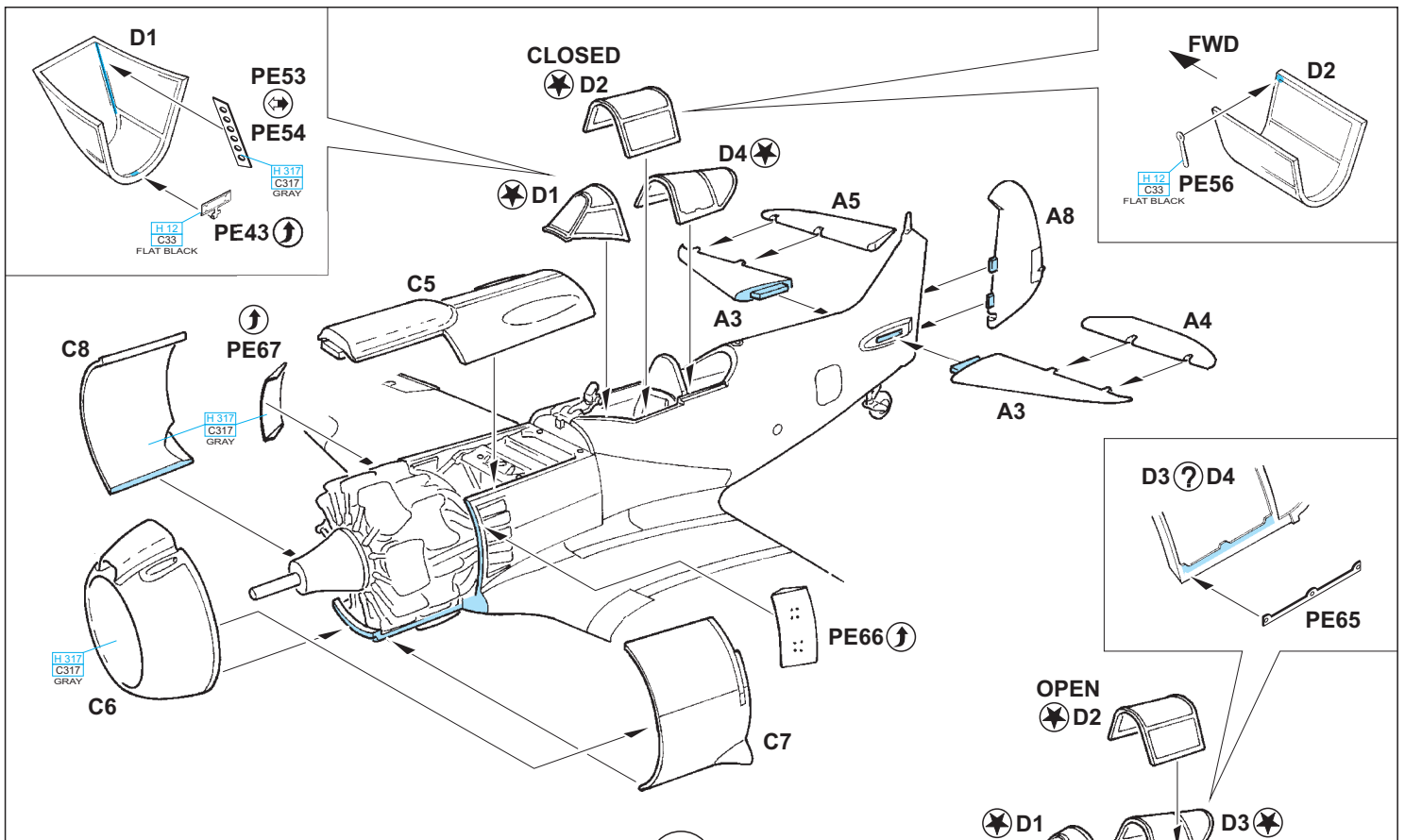
| AQUEOUS | Mr.COLOR | |
|-------------------------|------------------------|--------------|
| [H94] | [C138] | CLEAR GREEN |
| [H 316] | [C316] | WHITE |
| [H 317] | [C317] | GRAY |
| [H 323] | [C323] | LIGHT BLUE |
| [H 331] | [C331] | DARK SEAGRAY |

| Mr.METAL COLOR | | |
|-------------------------|--|---------------|
| [MC213] | | STAINLESS |
| [MC214] | | DARK IRON |
| [MC218] | | ALUMINIUM |
| Mr.COLOR SUPER METALLIC | | |
| [SM06] | | CHROME SILVER |

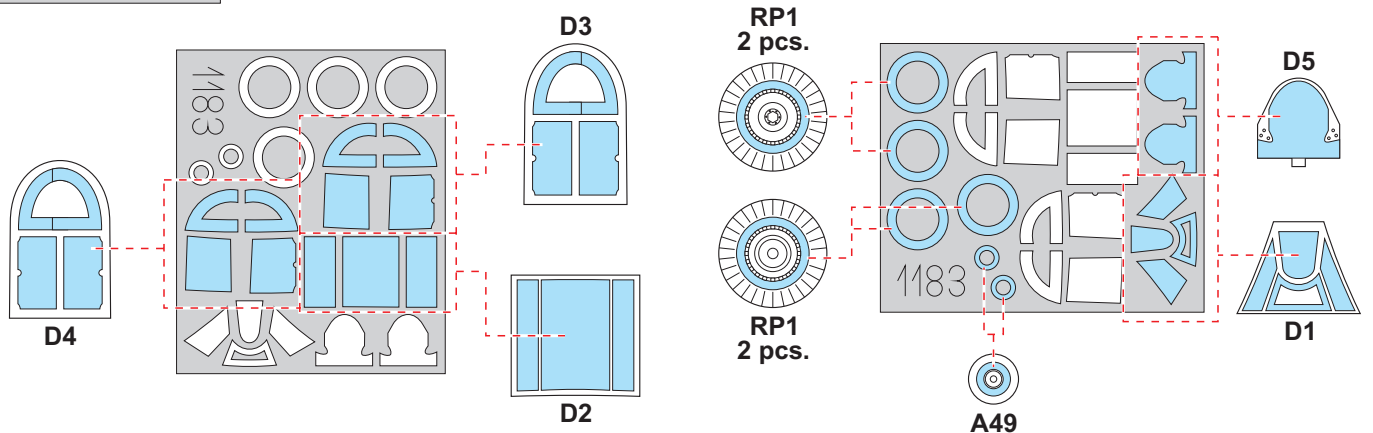


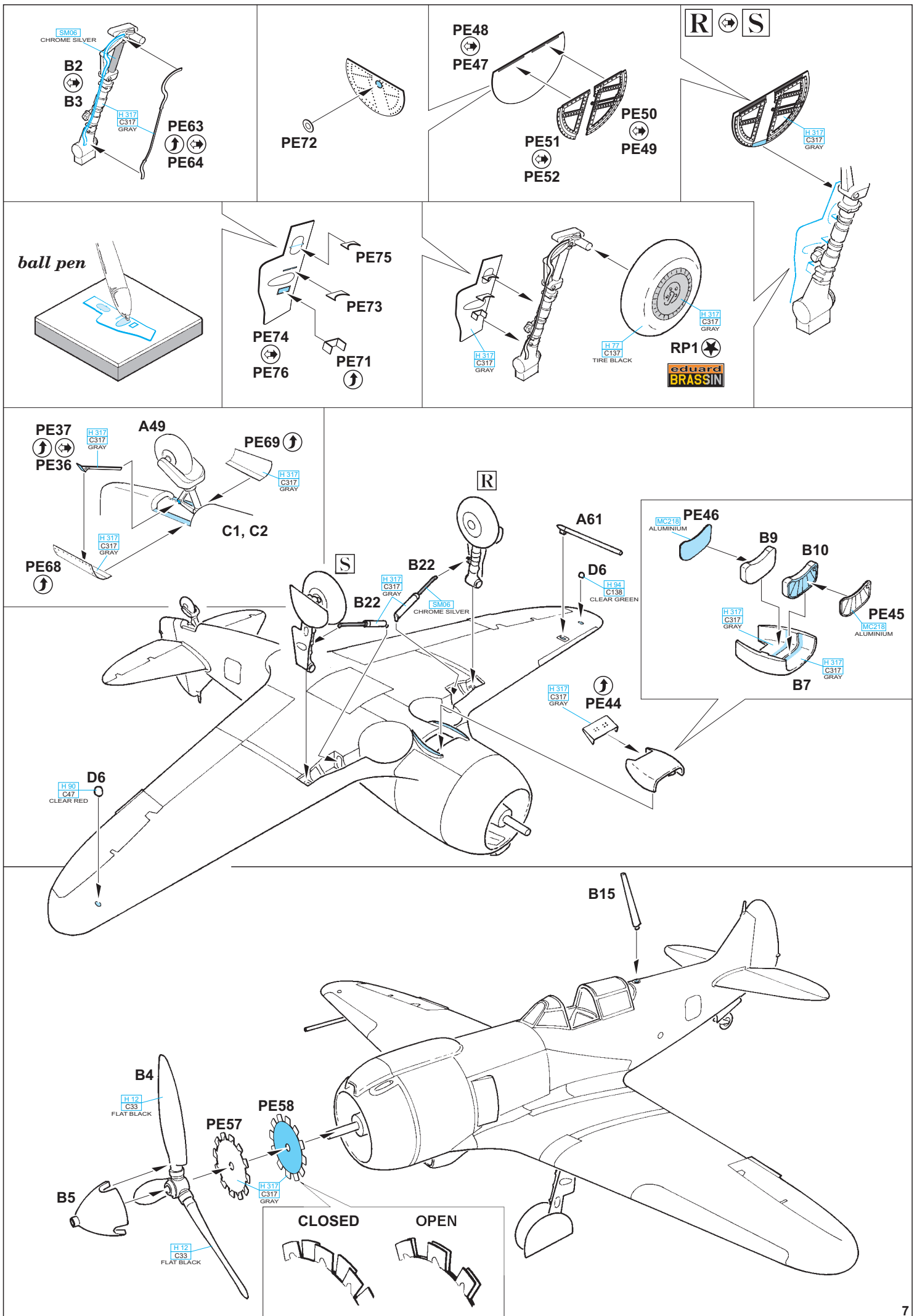






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MASK

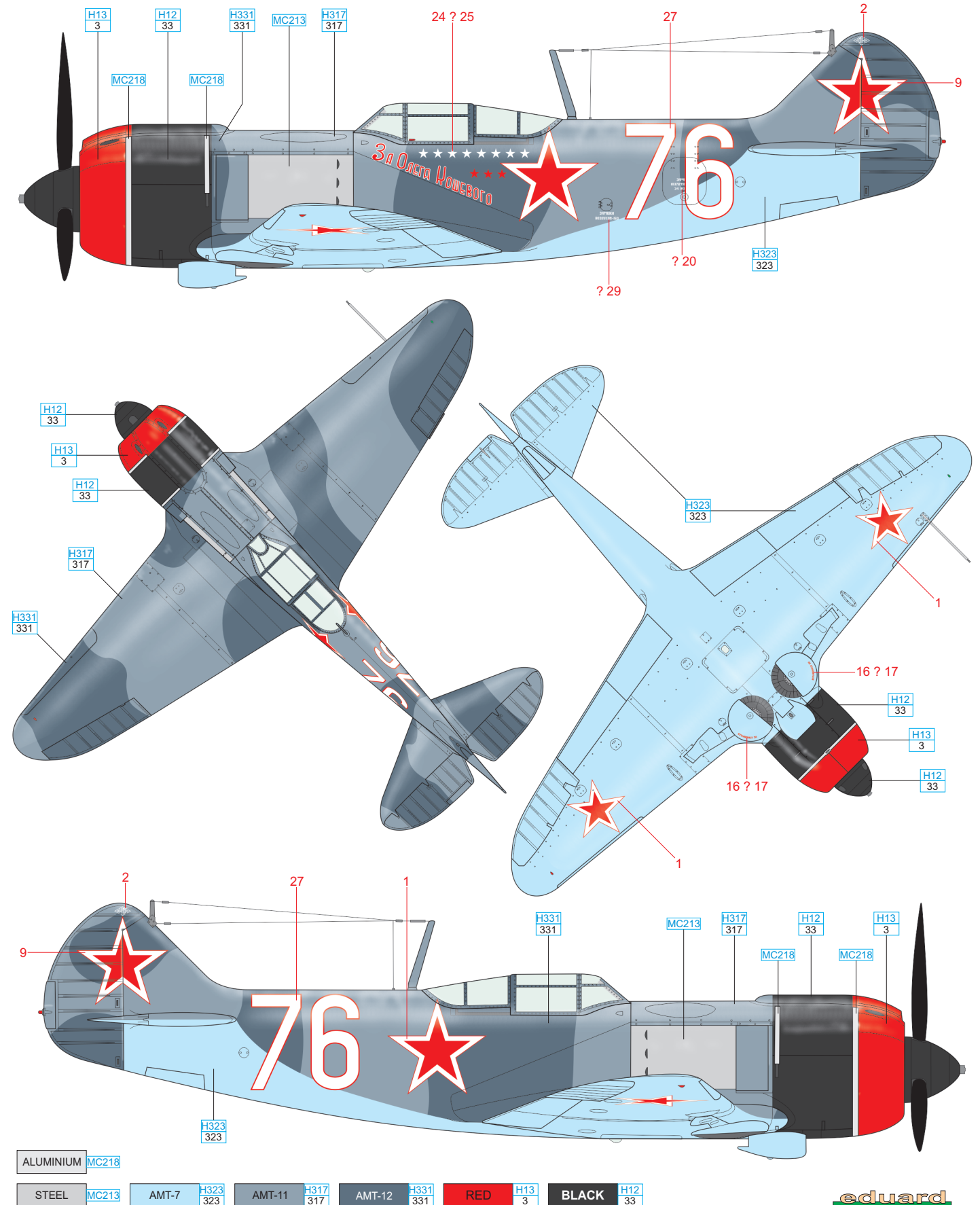




A LA-5FN, Flown by Maj. Ivan A. Vishniakov, 171st IAP, Summer, 1944

Ivan A. Vishniakov served with the 171st IAP from May 1942 to May 1945. He finished the war as the regiment deputy CO. He destroyed 20 enemy aircraft and three more shared. He took part in the brief war against Japan in August 1945. He was awarded the Hero of the Soviet Union on February 23, 1948. The inscription on the fuselage 'For Oleg Koshevoy' commemorates the member of the communist underground movement, the 'Young Guard' that was active during the German occupation in the town of Krasnodon (in present day Ukraine). Oleg Koshevoj is said to have organized many sabotage operations. In January, 1943, he was captured by the Germans and executed on February 9. The news of the young bolshevik's death reached Vishniakov's unit, and the inscription was painted on all of the aircraft flown by his flight and this unit took revenge for Koshevoy's death.

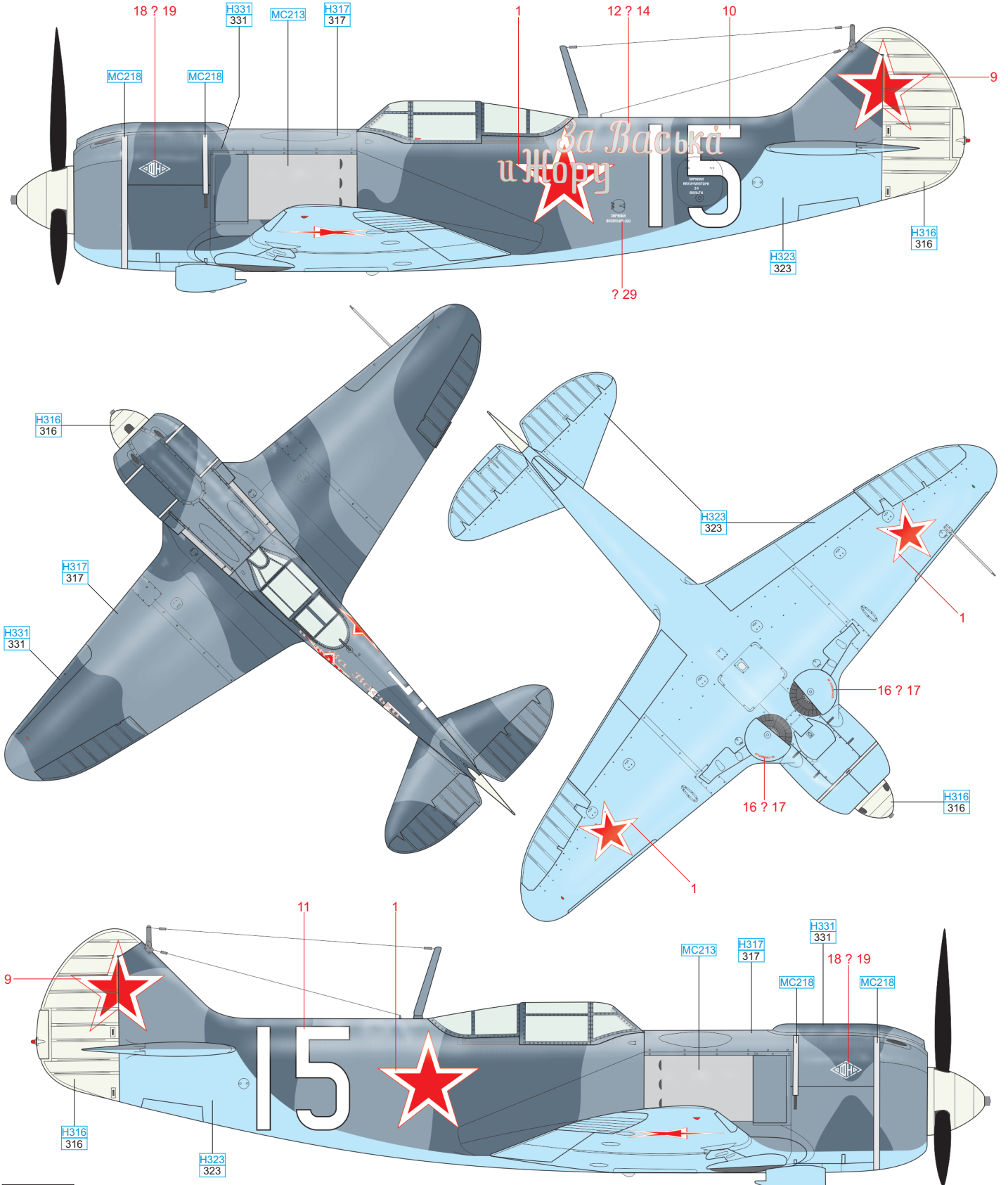
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/1183



B LA-5FN, Flown by Lt. Anatolii V. Ruzin, 159th IAP, Summer, 1944

This aircraft is said to have been flown by Capt. Likholetov, Hero of the Soviet Union and ace with 25 confirmed kills to his credit (5 more kills shared). Recent information says that 'White 15' was piloted by Lt. Anatomy V. Ruzin, an 11 kill ace. The author of the inscription 'For Vaska and Zhora' was another pilot of the 159th IAP, K. A. Lavrinenko. Vaska - Vasily S. Grechka, the Flight Leader - and Zhora - Andrey T. Vasilyev - were regiment pilots who were killed in action. During a rather short combat career, Grechka downed 13 enemy aircraft individually and 2 more shared. Vasilyev is credited with seven individual kills and two shared. Black & white photos are not clear and allow two interpretations of the inscription color. We offer both of them - yellow and silver.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/1183

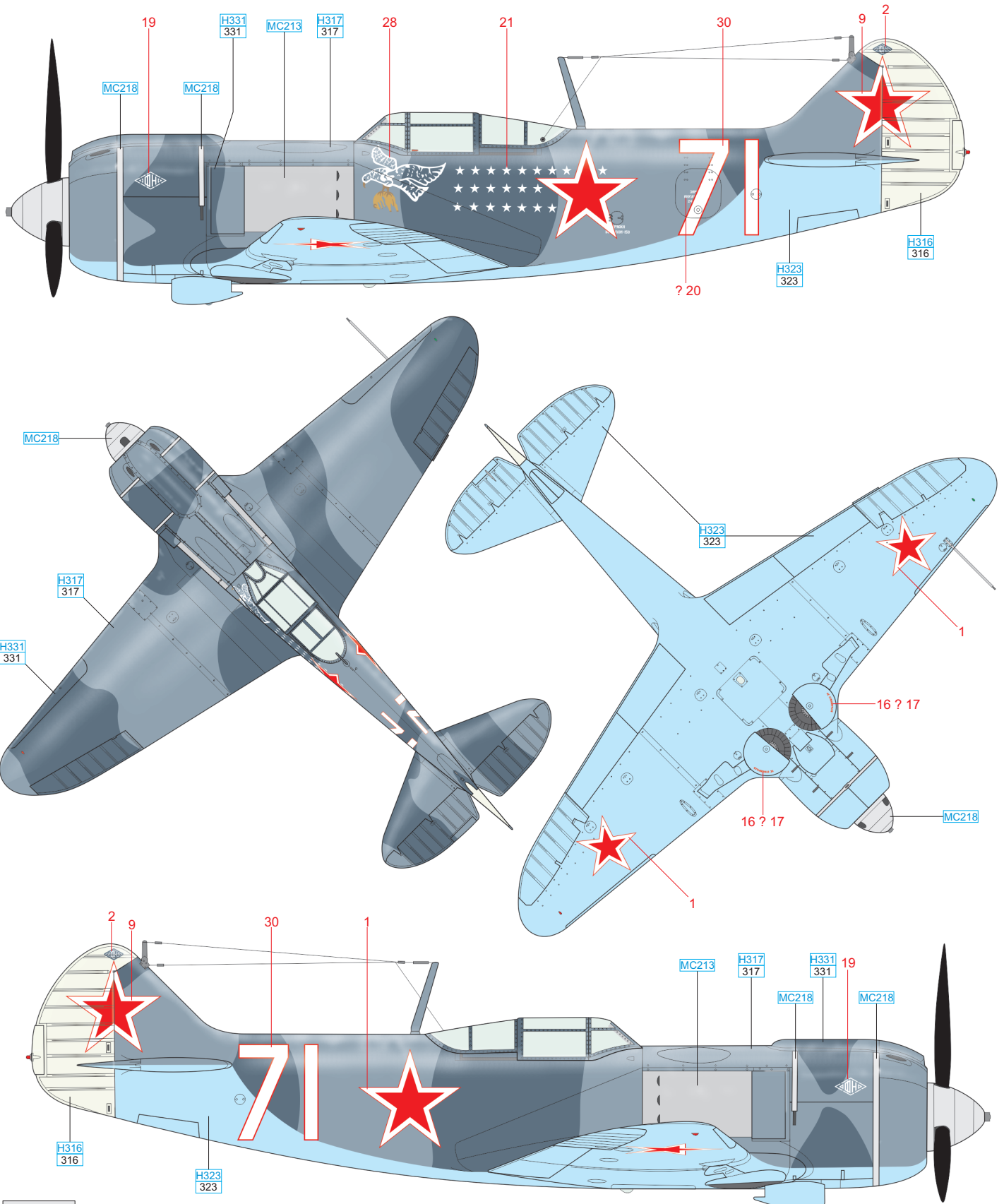


| | | | | | | | | | |
|-----------|-------|-------|----------|-------|----------|--------|----------|--------|----------|
| ALUMINIUM | MC218 | WHITE | H316 316 | AMT-7 | H323 323 | AMT-11 | H317 317 | AMT-12 | H331 331 |
| STEEL | MC213 | | | | | | | | |

C LA-5FN, Flown by Capt. Konstantin S. Nazimov, 254th IAP, Poland, Summer - Autumn, 1944

Konstantin S. Nazimov is among La-5 aces. The number of kills differs from source to source. The highest numbers are 24 individual kills and two shared. The tally painted on the fuselage depicts 22 kills. From August 1944 on, Nazimov led the 2nd Eskadrila (flight) of 254th IAP (Fighter Air Regiment), but was killed in combat on December 23, 1944. Prior to his death, on October 26, he was awarded with Gold Star of the Hero of the Soviet Union. The color of the spinner could be white as well as aluminium.

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ALUMINIUM MC218

STEEL MC213

WHITE H316 316

AMT-7 H323 323

AMT-11 H317 317

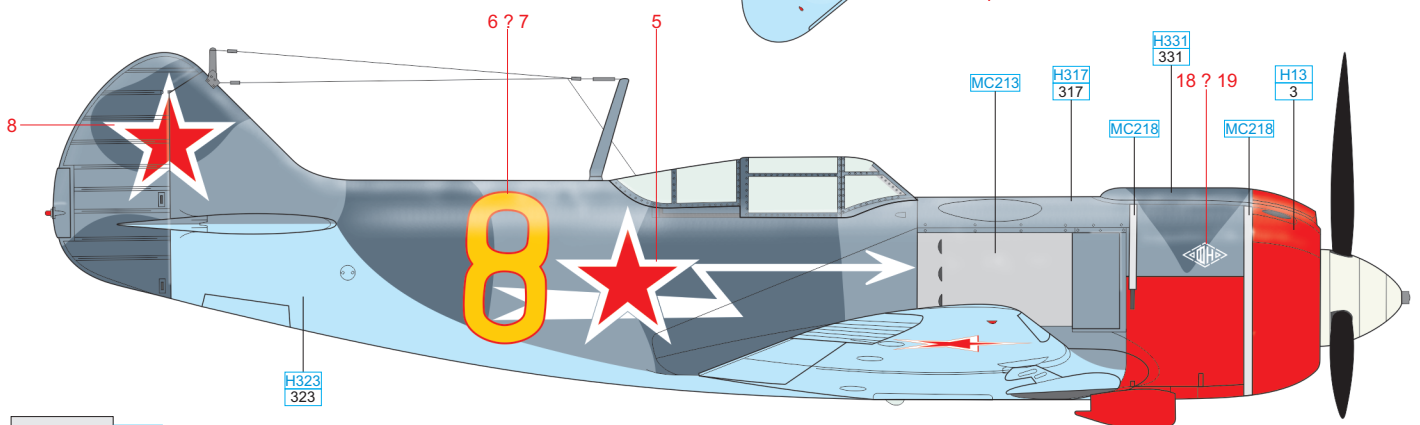
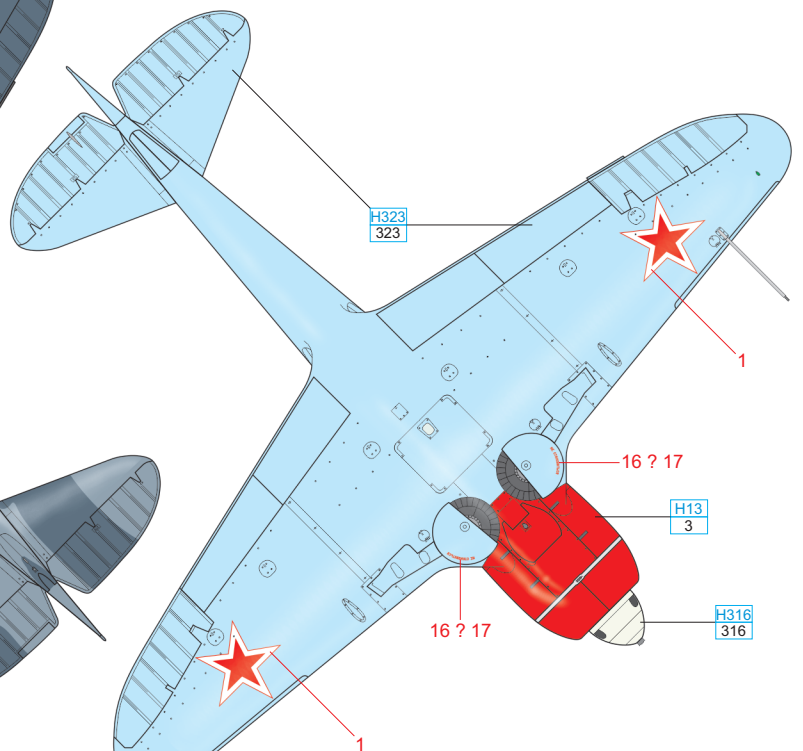
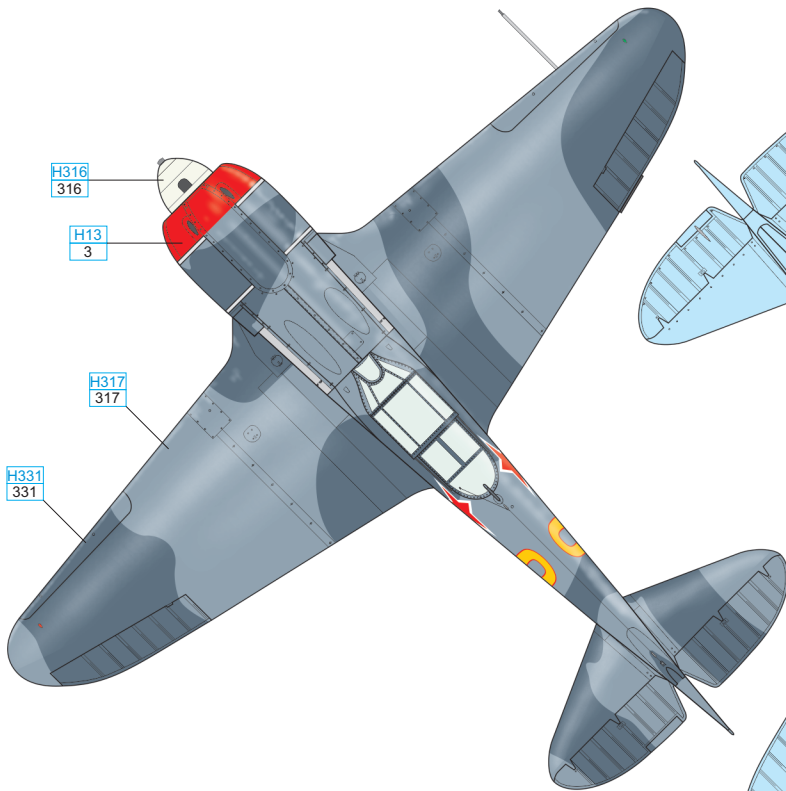
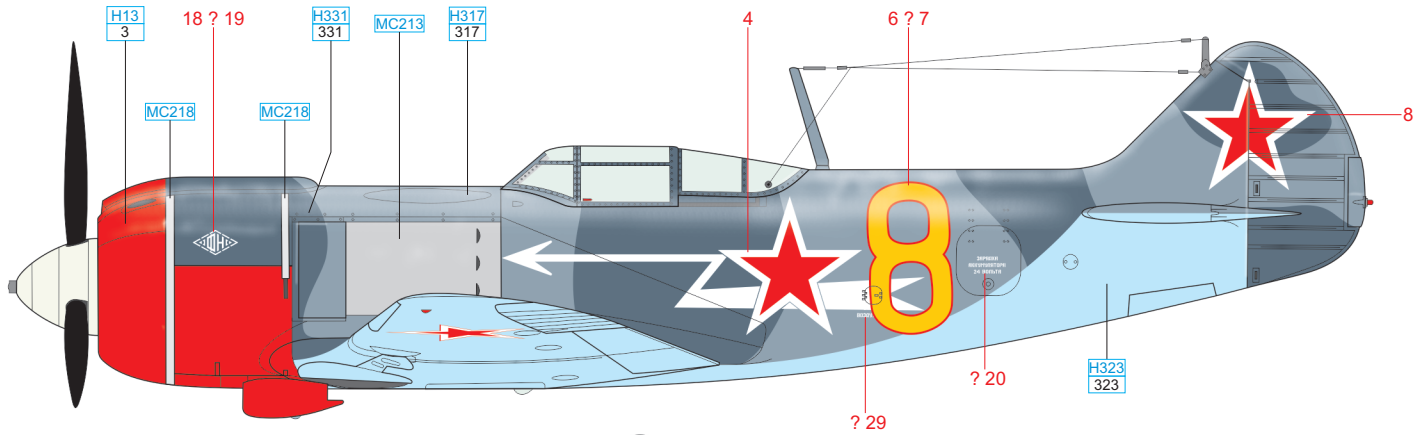
AMT-12 H331 331

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D LA-5FN, Flown by P. Rakov, Summer, 1944

La-5FN with the fuselage number 8 was flown by P. Rakov. Unfortunately, the unit, place and date are not known. The camouflage colors are typical for Soviet fighter aircraft used during second half of WWII. The uppersides were sprayed with AMT-11 blue-gray and AMT-12 dark gray and the undersides were covered with AMT-7 light blue. The fuselage number seems to be slightly darker in vintage picture and was yellow or silver. The fuselage star outline is depicted as yellow in some sources but the darker shade is caused by low-quality white paint.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/1183



ALUMINIUM MC218

STEEL MC213

WHITE H316 316

AMT-7 H323 323

AMT-11 H317 317

AMT-12 H331 331

RED H13 3

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E LA-5FN, Flown by Capt. Kirill A. Yevstigneev, 178th GIAP, February, 1945

Two-time Hero of the Soviet Union Capt. Kirill A. Evstigneev is credited with 53 individual kills with three shared. All the kills were achieved at the controls of the La-5. He entered combat on March 17, 1943 and his first victim, a Bf 109, hit the ground on March 28. The end of WWII saw him as CO of 178th GIAP (Guards Fighter Air Regiment) over Hungary. His military career continued after the war, and Evstigneev retired as a Major General. Photos of Evstigneev and this aircraft were taken when he was awarded his second HSU, and the ceremony was held on February 23. The dedication inscription says 'From co-op farmer Vasilyi Viktorovich Konev'.

ČESKOU VERZI TEXTU NALEZNETE NA www.eduard.com/s/1183

