

RUSSIAN WWII FIGHTER 1:48 SCALE PLASTIC KIT

DUAL COMBO!



eduard

intro

One of the most popular and best known Russian aircraft ever built was born in 1933. On the last day of that year, on December 31, the famous Soviet aviator Valerij Tchalom conducted the maiden flight of the new CKB-12 prototype. The CKB-12 was a very modern and revolutionary design at the time. The installed powerplant was a Shvetsov M-22 engine (a license built Bristol Jupiter) rated at 480 hp, instead of the anticipated Shvetsov M-25 engine giving 750 hp. That was a Soviet license built Wright R-1820 Cyclone. Although the new aircraft was a bit underpowered, Tchalom was amazed with its flight capabilities and especially its sensitivity of control. The second prototype was outfitted with an imported original Wright Cyclone engine, and the aircraft performance greatly improved. After necessary development and improvements, serial production was ordered at Zavod 39 in Moscow and at Zavod 21 in Gorki under the VVS (Soviet Air Force) designation I-16. These aircraft were equipped with the M-22 engine, because the new M-25 powerplant was not yet available, and no weapons were installed. Maximum speed of these first I-16s was 362 km/h at sea level and 346 km/h at 3000 m. Fifty aircraft were manufactured at Zavod 39, known as I-16 without any additional suffix designation. Zavod 21 produced the first batch of I-16, though with some difficulties, because three other aircraft types were on their production lines. For this reason, Zavod 21's I-16 were suffixed as „Type 4“. In late summer, 1934, the first aircraft reached VVS units. Reception of the new aircraft was cool, to put it gently. The flight characteristics were very different from the operational biplanes then in service; control was overly sensitive, and the landing speed too high with a lack of frontal view due to the wide nose. The lack of landing flaps, compensated for by the downward deflection of the ailerons acting as flaps on landing, didn't make the landing any easier. Accident rates soared to unacceptable levels, and reached the point where units couldn't achieve operational status. At this time, five NII VVS (Air force research institute) pilots, Kokkinaki, Suprun, Preman, Evseev and Shevchenko, made a tour of air force bases. With their red painted I-16, they demonstrated the aircraft's performance and potential. In late Spring, 1935, M-25 engine was finally available in sufficient quantities. The new engine received a new Watter type cowling, giving the I-16 its characteristic shape. The flight characteristics were unchanged, but the performance significantly improved. The maximum speed was now 390 km/h at sea level, and 445 km/h at 3000m. The aircraft was now armed with two 7,62 mm ShKAS machine guns mounted in the wings. By January 1936, the Type 5 replaced the Type 4 on the production lines at Zavod 21. Still a fresh newcomer on the fighter scene, the I-16 Type 5 soon got the chance to show their stuff in a real fight. During the Spanish Civil War, the I-16 built its great warrior reputation. Until 1938, the Type 5 remained as the main version, marginally updated to the Type 6, but it is not certain if this was an official designation. Besides Spain, the Type 5 saw combat over China, where these aircraft were sent along with Soviet crews. By 1937, initial troubles were forgotten, but new critics were found. Therefore, the new and improved Type 10 was introduced, instigating some significant changes. First, the new M-25V 750 hp engine was installed. The wing was re-designed to include landing flaps. Two 7,62 mm ShKAS machine guns were added on top of the engine, with two corresponding fairings on the engine cowling. The cockpit was improved, and the canopy was completely redesigned, with an all-glass single piece windscreen ahead of a now open cockpit. Maximum speed was 390 km/h at sea level and 438 km/h at 3200 m. The Type 10's production started at Gorki in March, 1938. The Type 10 reached Spain as well as China, and fought against the Japanese over Chalkin-Gol and Chasan Lake. They saw action in the Winter War against the Finns, and also fought in Poland in the Autumn of 1939. In June, 1941, when the USSR was attacked by Germany and the Great Patriotic began, the I-16 Type 10 remained, along with other I-16 versions, the main weapon of VVS fighter units.

In total some 9450 I-16s of all versions were produced, most of them, to the tune of 8495, by Zavod 21 at Gorki. Type 10 was followed by improved versions, Type 17, 24 and 29.

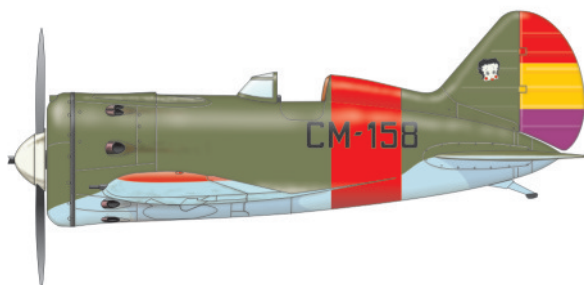
The first I-16s, the Types 5 and 6, appeared in Spanish skies in November 1936. Republican government bought 422 I-16s from Soviet Union, but only about 293 aircraft was delivered to the Spanish hands due to the various issues. The I-16s experienced their baptism of fire on the 13 November 1936, when 12 I-16s (Type 5 and Type 6) intercepted a Nationalist bombing raid on Madrid. The I-16s immediately began dominating the enemy He 51s, Arado Ar 68 and Fiat CR.32 biplanes until the arrival of the Messerschmitt Bf 109.

Combat experience showed the I-16's weaknesses also; several aircraft were lost after structural failure of the wings, machine gun bullets could sometimes penetrate the armored backrest and fuel tanks protection. The Mediterranean climate required more efficient oil radiators. The dust shortened the life of the engines. The inadequate light armament of only two 7.62 mm (0.30 in) machine guns (three ones in the Type 6 case) insufficient in combat with modern bombers led to the arrival of the four-gun Type 10. The total number of I-16s delivered to Spain in 1936-1938 amounted to 276. By the war end on 1 April 1939 the total of 187 Ratas was lost in Spain: 112 in the aerial combat, one shot down by anti-aircraft fire, 11 destroyed on the ground, one force-landed and 62 lost in accidents.

After the Nationalist's victory 22 captured Ratas were assigned to Grupo 28. Their number had increased to 52 later. The first 22 captured I-16s acted as Grupo 1W, then the designation of group changed to Grupo 28 de Caza (Fighter Group). The group was based at air station, San-Juan on the island of Majorca. By the autumn of 1940 all the I-16s had been transferred to Sevilla where they joined Grupo 26.

In 1945 the Spanish Air Force introduced the new system of designation. Ratas then received a code C.8 instead of 1W. The national insignia - Red / Yellow cocardes were added to the sides of the fuselage. At about this time, Grupo 26 was renamed to Grupo 22.

In the early 1950's, the surviving I-16s were used at a fighter school in Morón. On August 15th, 1953, Miguel Entrena flew the last serviceable I-16 for the last time and terminated the interesting career of the "Rata" in the Spanish sky.





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 započetím 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.



lire soigneusement la fiche d'instructions avant d'assembler. Ne pas utiliser de colle ou de peinture à proximité d'une flamme nue, et aérer la pièce de temps en temps. Garder hors de portée des enfants en bas âge. Ne pas laisser les enfants mettre en bouche ou sucer les pièces, ou passer un sachet vinyl sur la tête.



Von dem Zusammensetzen die Bauanleitung gut durchlesen. Kleber und Farbe nicht nahe von offenem Feuer verwenden und das Fenster von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgenwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.



組み立てる前に必ず説明書をお読み下さい。接着剤や塗料をご使用の際は、窓を開けて十分な換気をおこない、火のそばでは使用しないで下さい。小さな子供の手の届かない所に必ず保管して下さい。部品や破片を嚥んだり、なめたり、飲んだりすると大変危険です。又、部品を取り出した後のビニール袋は、小さな子供が頭から被ったりすると窒息する恐れがありますので、破り捨てて下さい。

INSTRUCTION SIGNS * INSTR. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA
FACULTATIF
NACH BELIEBEN
選択する



BEND
OHNOUT
PLIER SIL VOUS PLAIT
BITTE BIEGEN
折る



OPEN HOLE
VYVRTAT OTVOR
FAIRE UN TROU
OFFNEN
穴を開ける



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ
MONTAGE SYMÉTRIQUE
SYMMETRISCHE AUFBAU
左右均等に組み立てる



NOTCH
ZÁŘEZ
L INCISION
DER EINSCHNITT
切る



REMOVE
ODŘÍZNOU
RETIRER
ENTFERNEN
移す



APPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

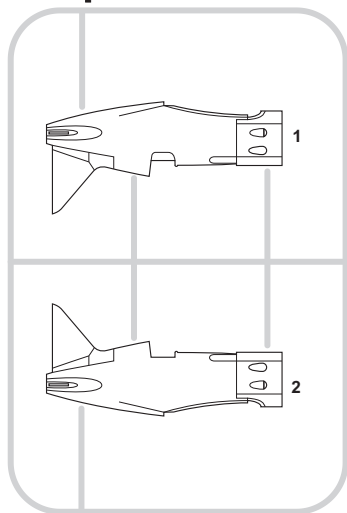


PIÈCES

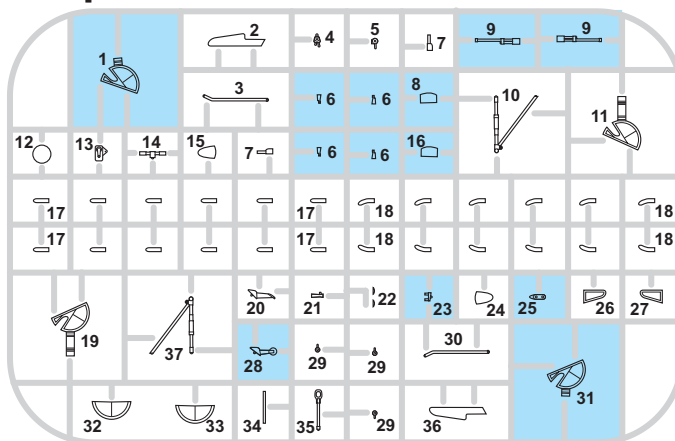


部品

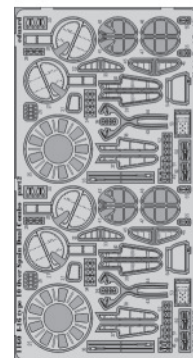
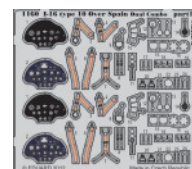
B> 2 pcs.



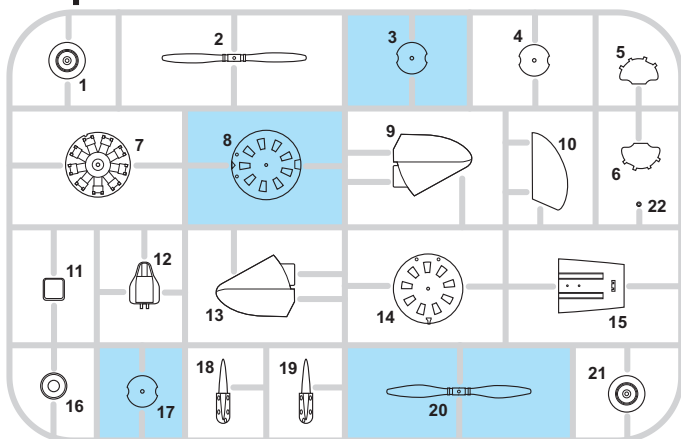
E> 2 pcs.



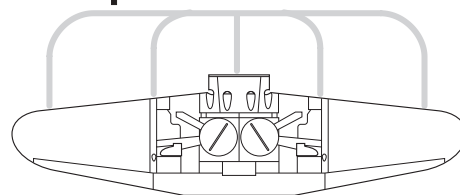
PLASTIC PARTS

PE - PHOTO ETCHED
DETAIL PARTS

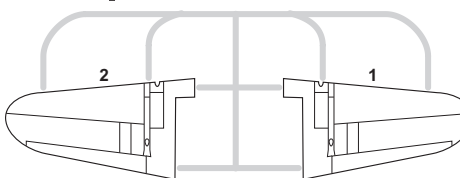
F> 2 pcs.



G> 2 pcs.

eduard
MASK

H> 2 pcs.



D> 2 pcs.



-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

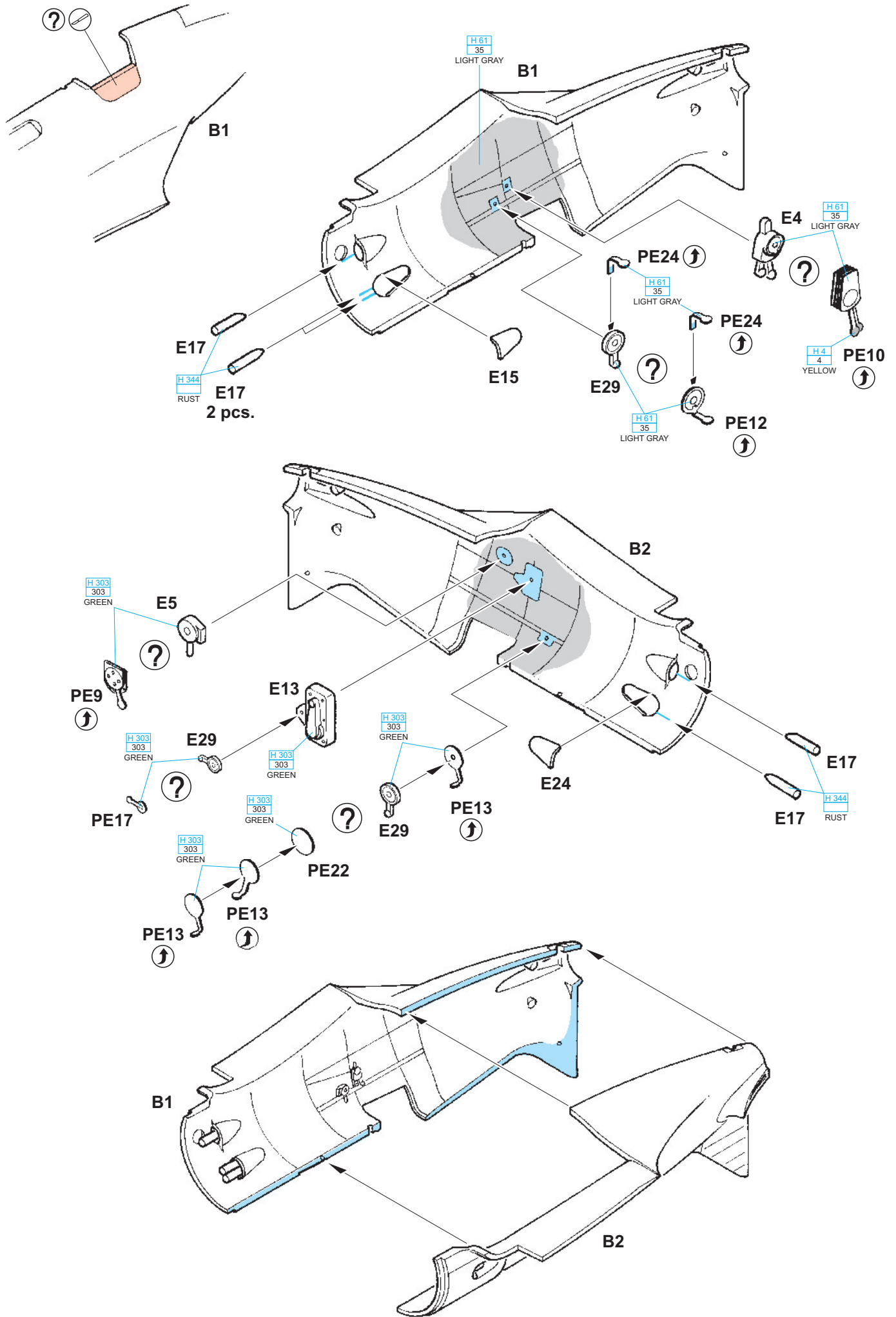


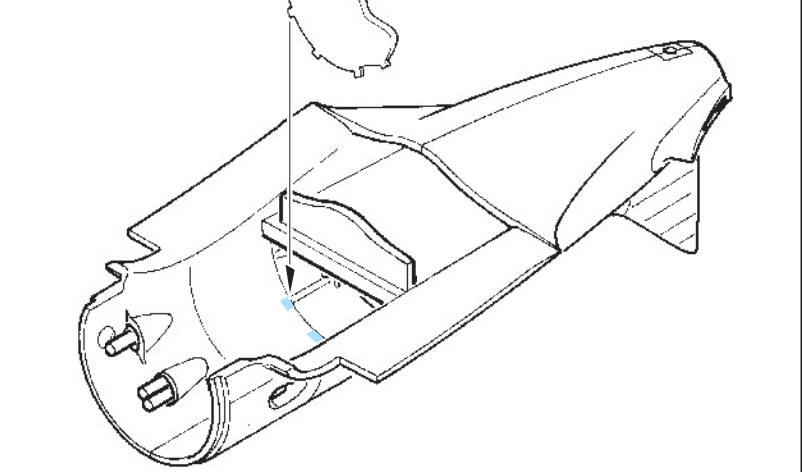
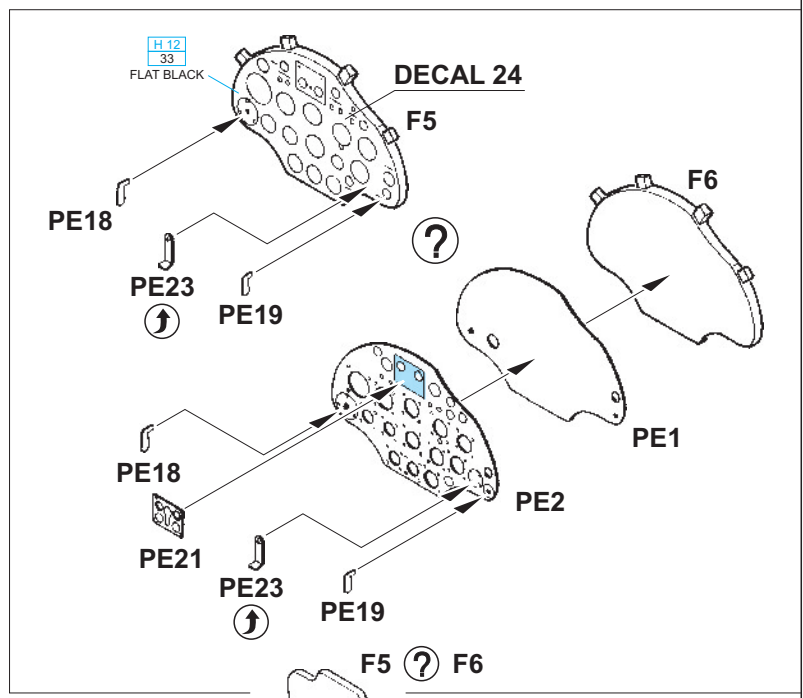
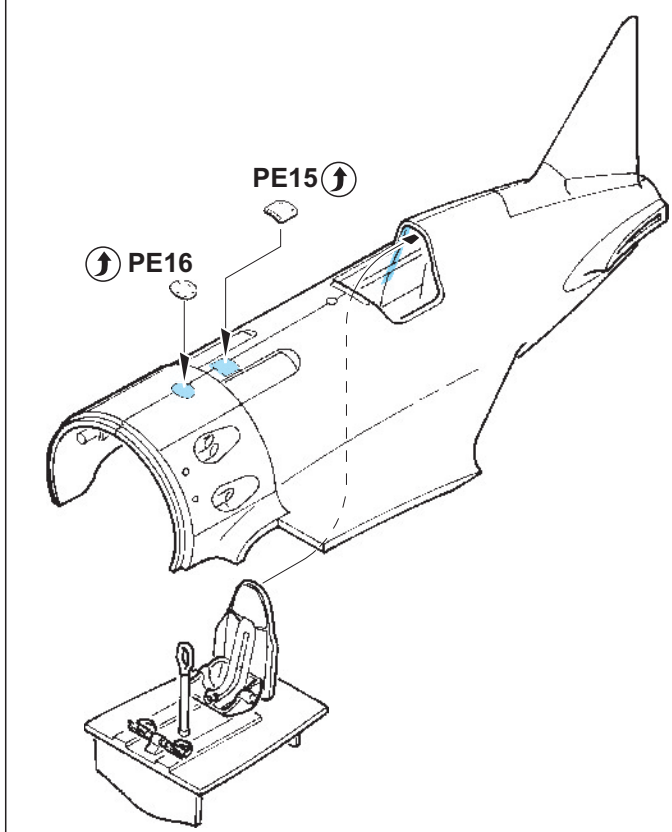
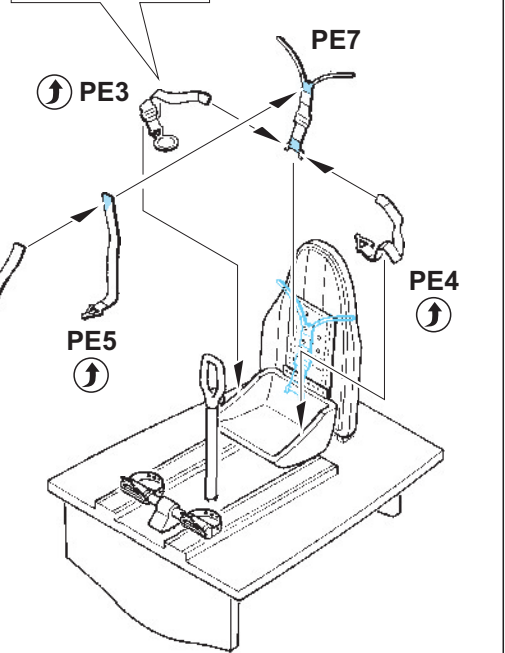
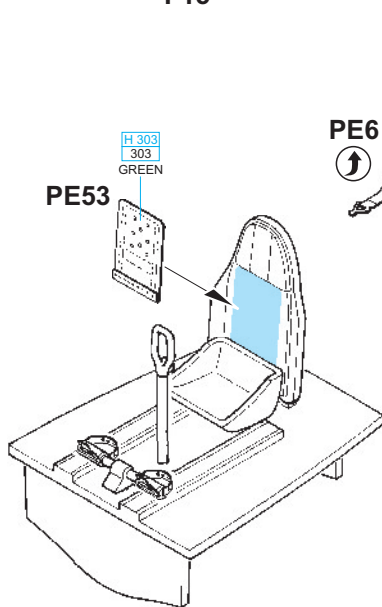
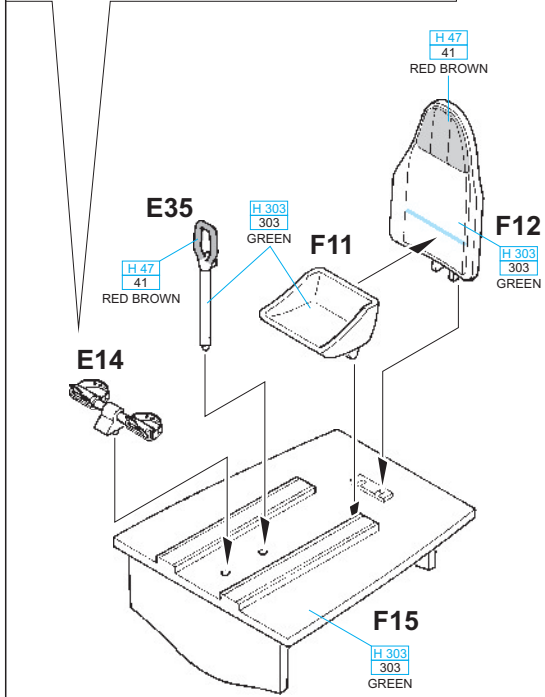
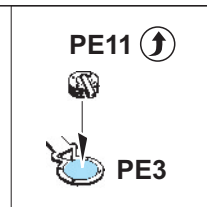
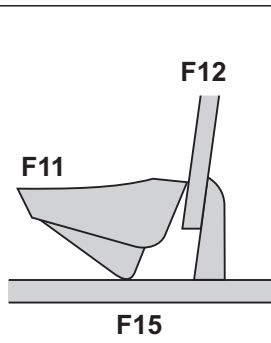
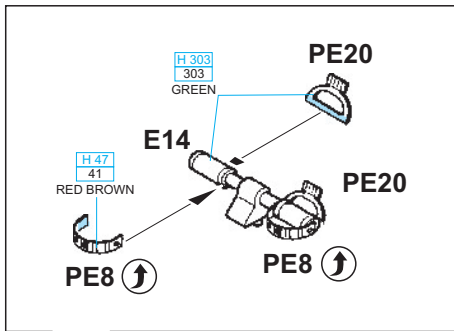
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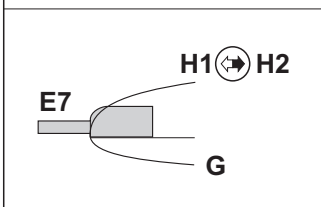
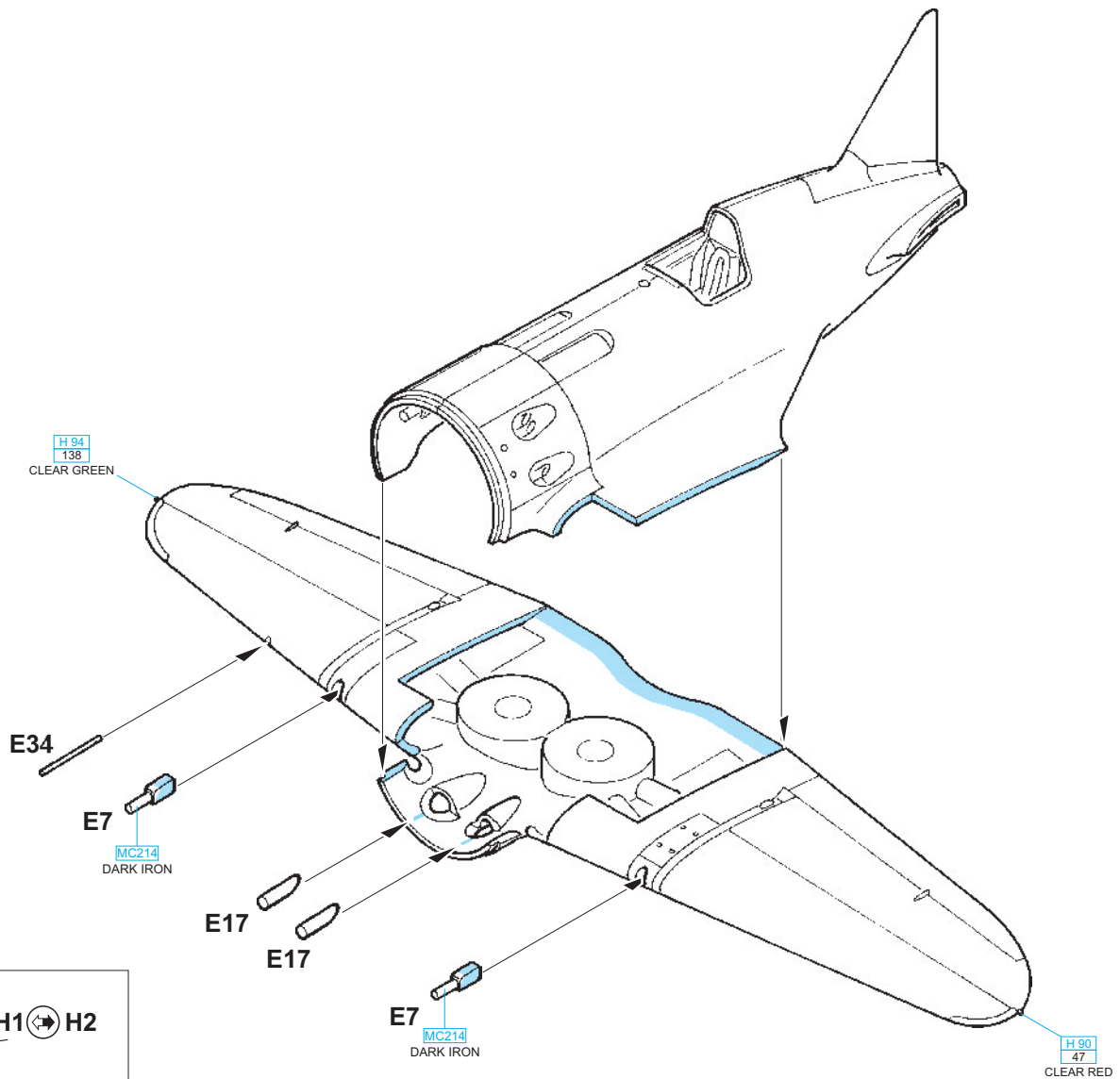
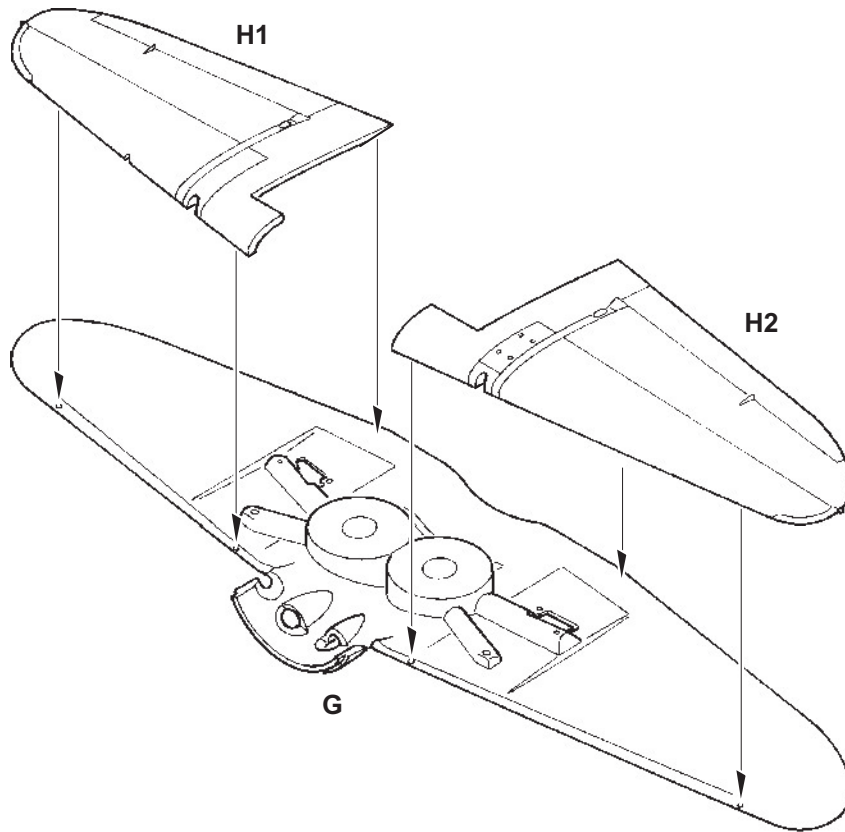
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 3	3	RED
H 4	4	YELLOW
H 8	8	SILVER
H 11	62	FLAT WHITE
H 12	33	FLAT BLACK
H 39	67	PURPLE
H 47	41	RED BROWN

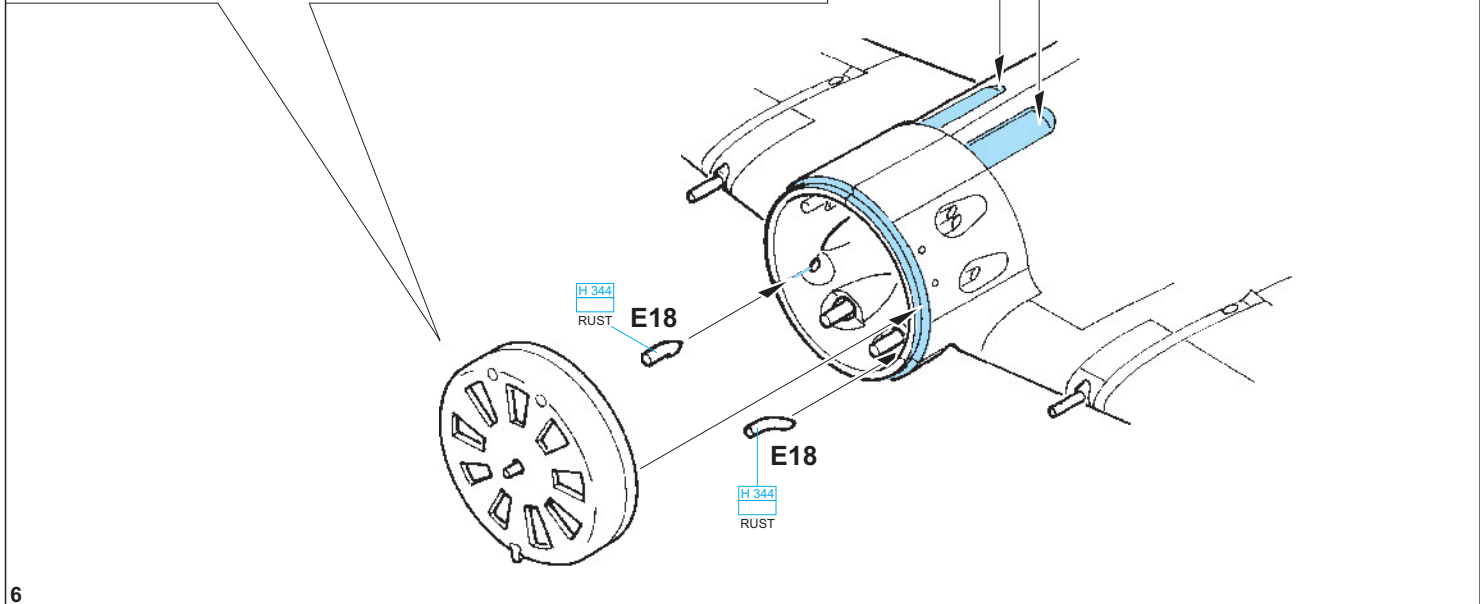
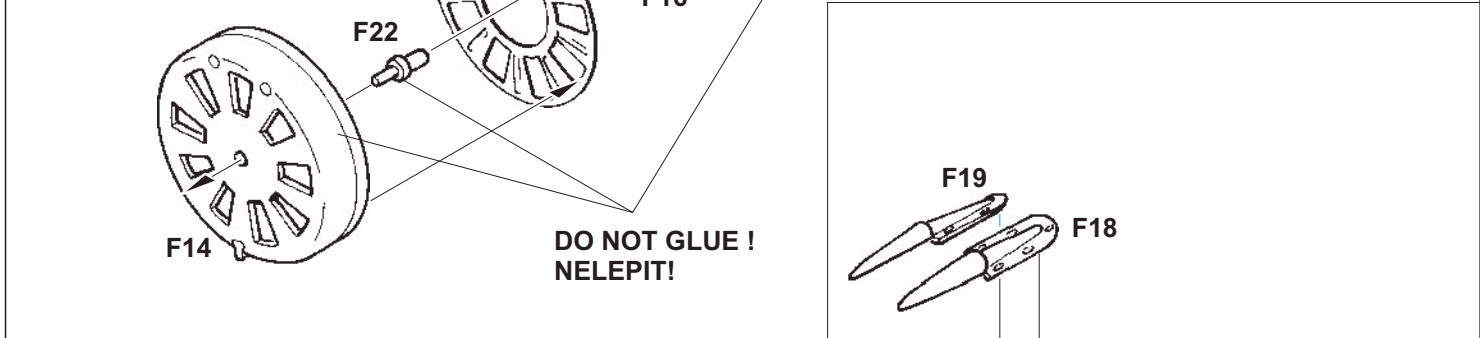
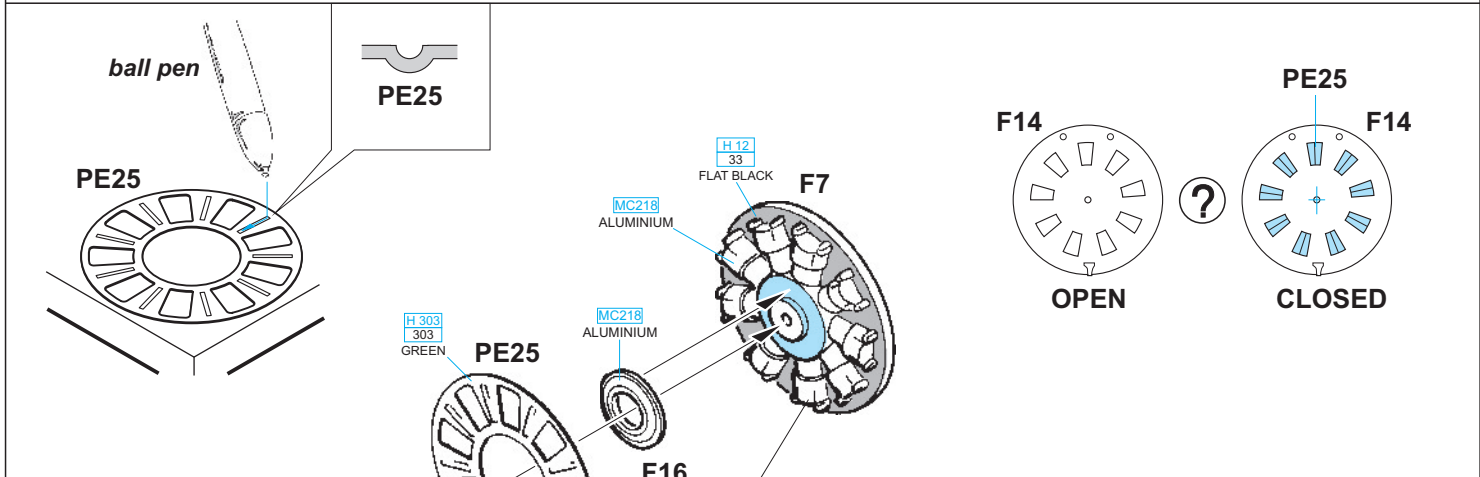
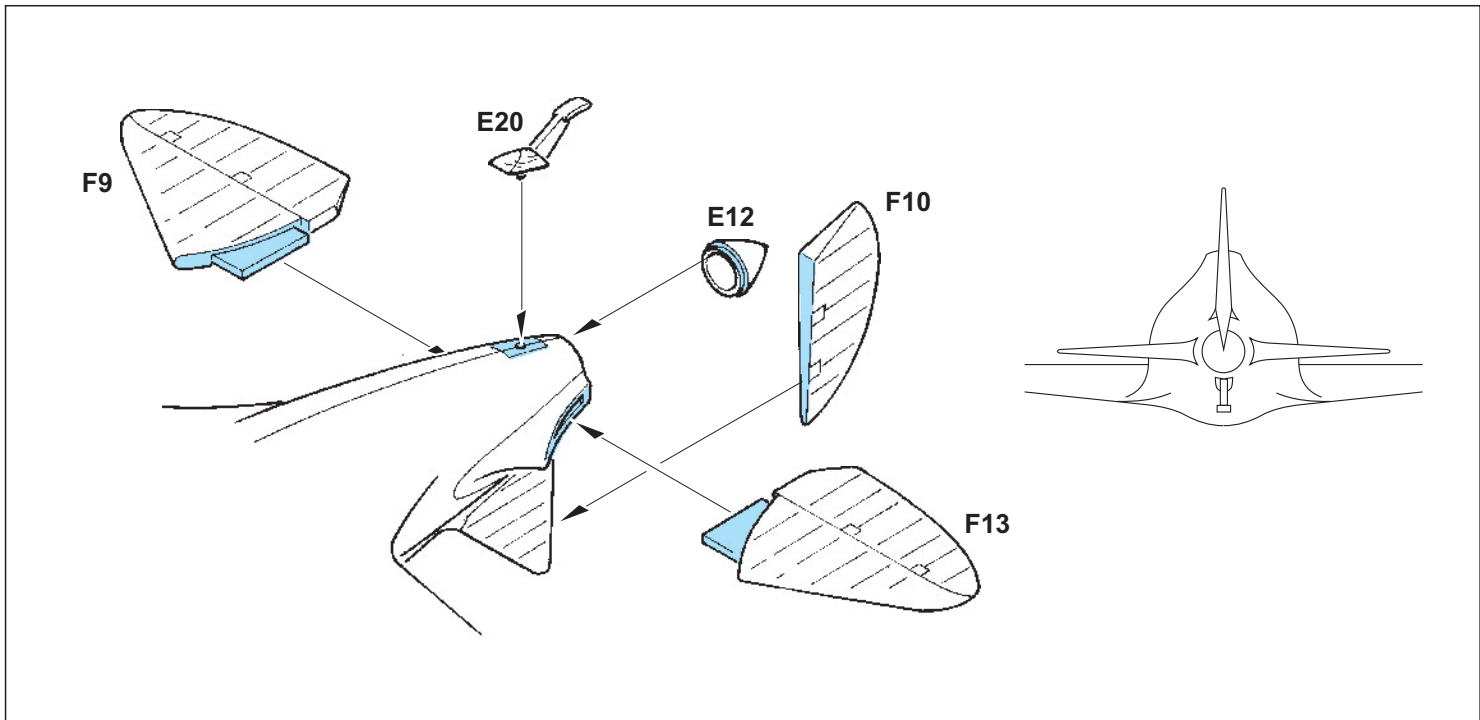
AQUEOUS	Mr.COLOR	
H 61	35	LIGHT GRAY
H 66	19	SANDY BROWN
H 67	115	LIGHT BLUE
H 77	137	TIRE BLACK
H 90	47	CLEAR RED
H 94	138	CLEAR GREEN
H 303	303	GREEN
H 323	323	LIGHT BLUE

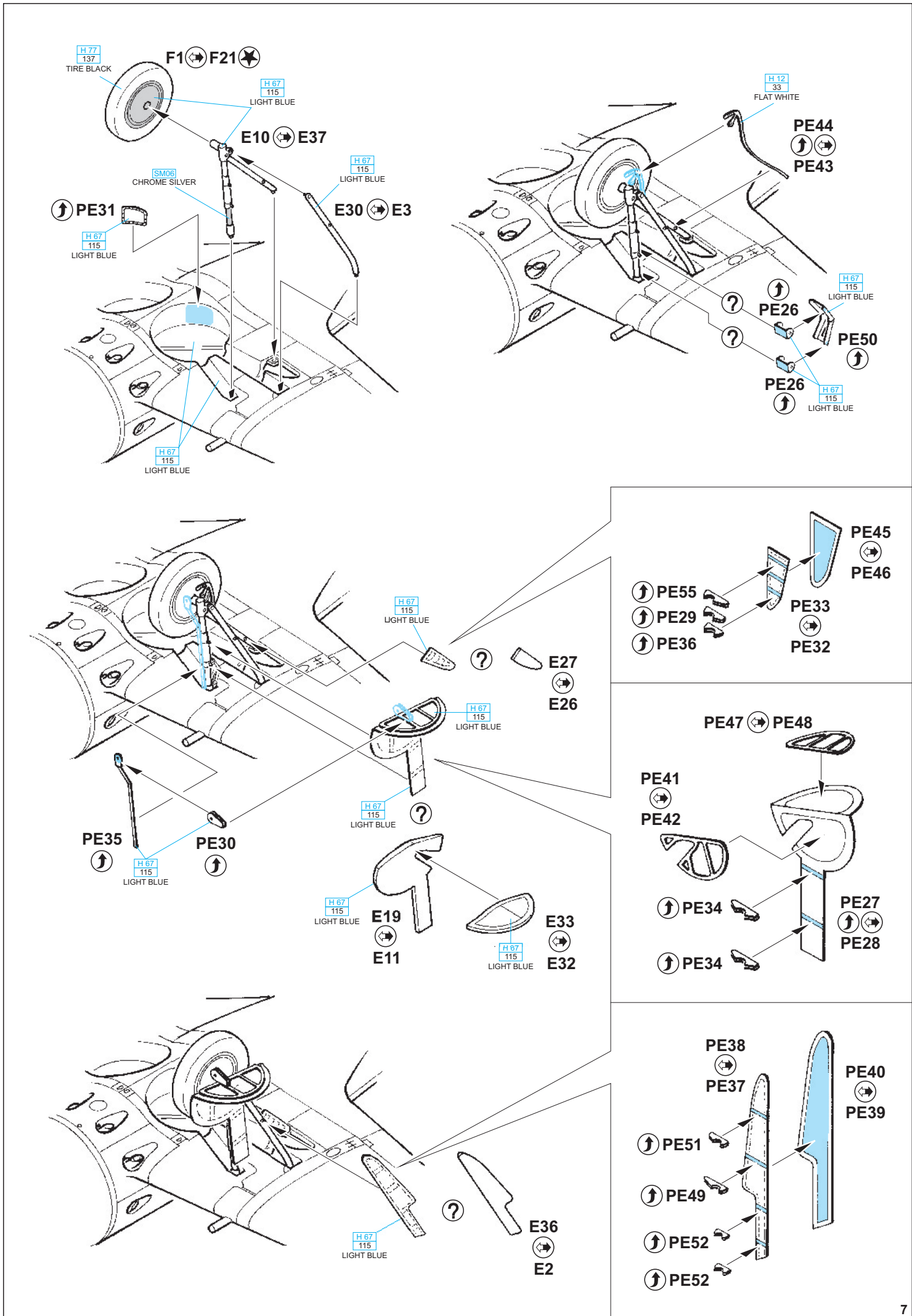
AQUEOUS	Mr.COLOR	
H 344		RUST
H 405	405	OLIVE GREEN
Mr.METAL COLOR		
MC213		STAINLESS
MC214		DARK IRON
MC218		ALUMINIUM
Mr.COLOR SUPER METALLIC		
SM06		CHROME SILVER

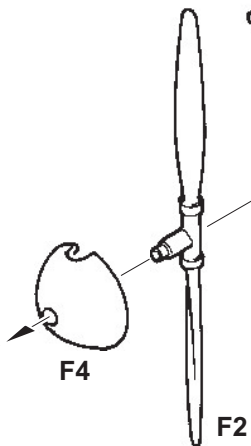
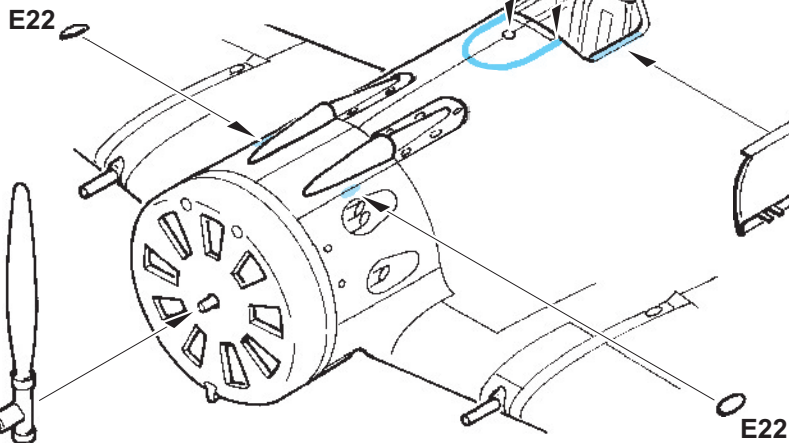
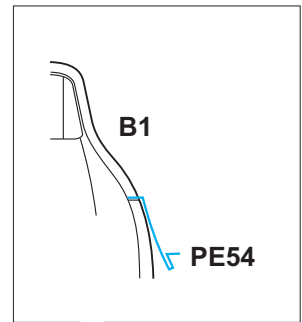
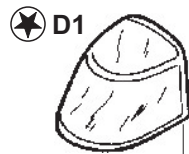
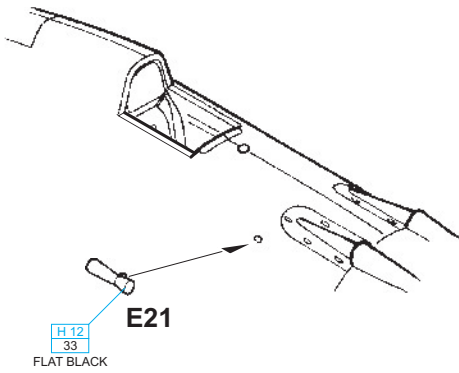
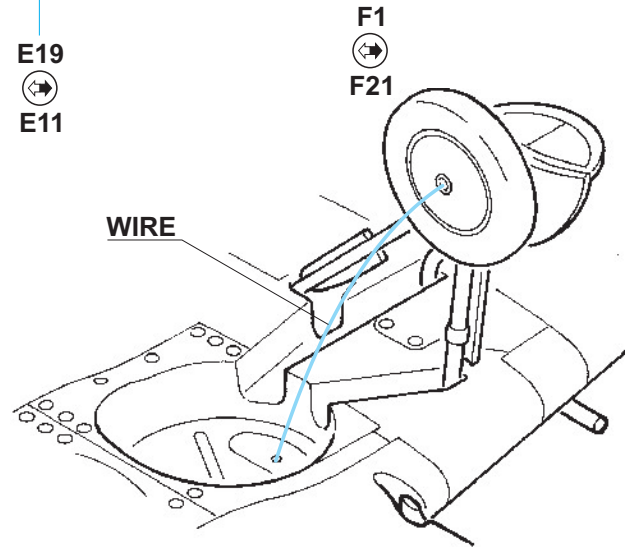
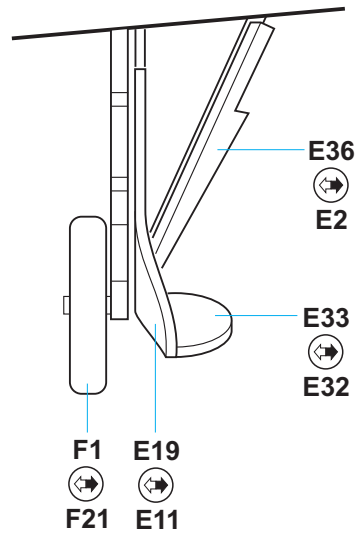
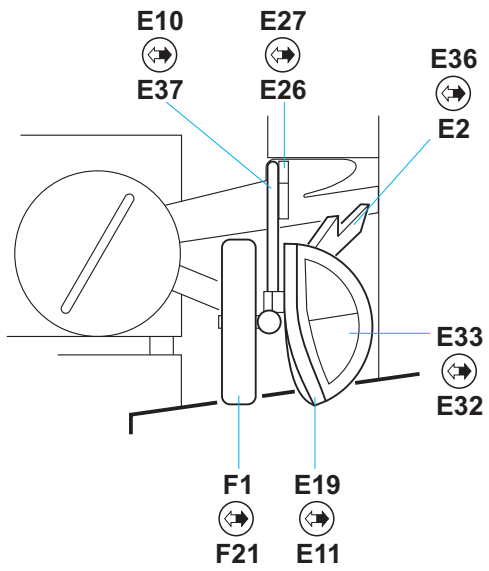








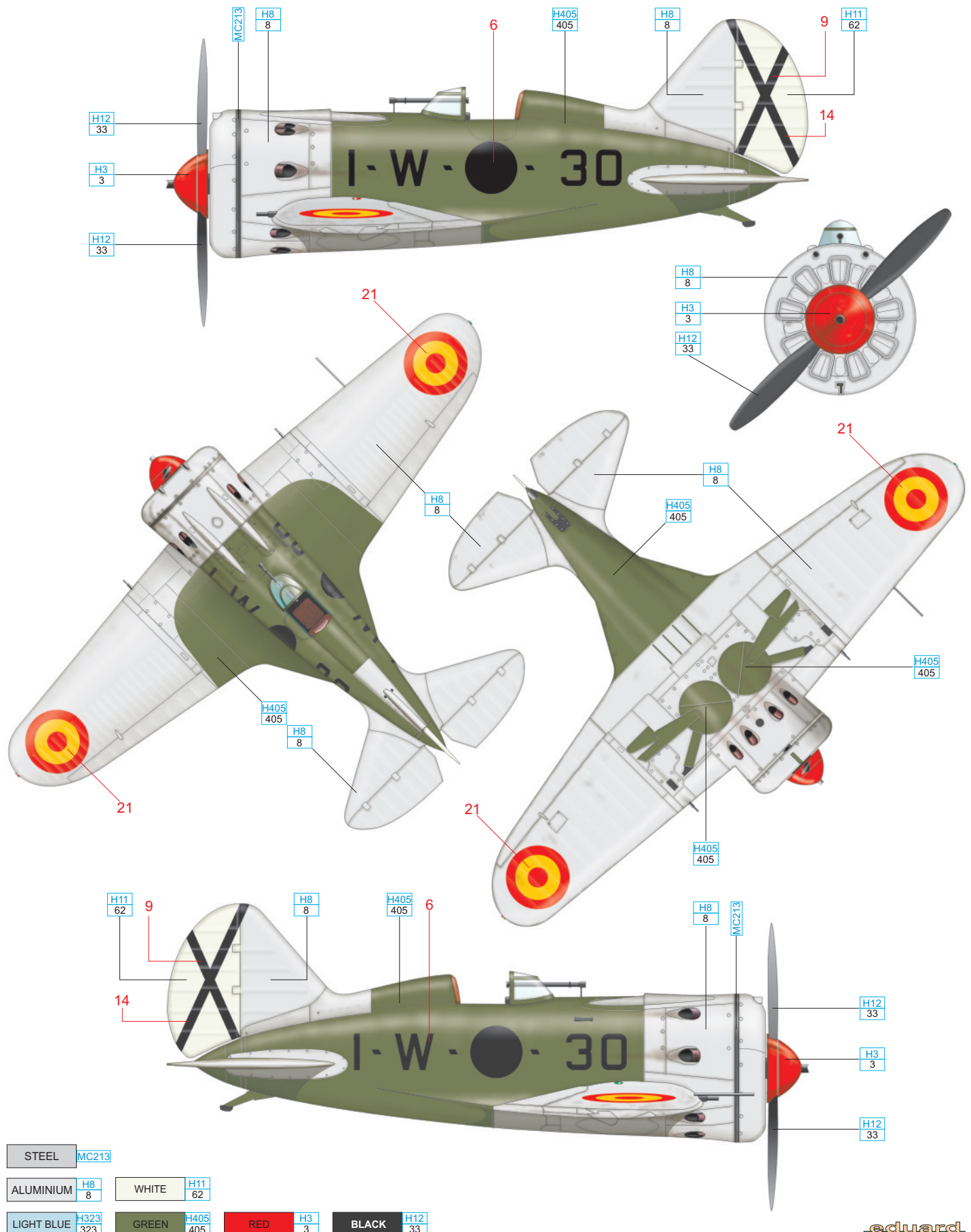




A Nationalist Air Force, 26th Grupo de Caza, Tablada airfield, Sevilla, 1944-1945

This aircraft wears the newer national insignia that was seen on Spanish aircraft up to that time. The older Nationalist black disc still appears on the fuselage. The green camo was partially overpainted with aluminium. The 26th Fighter Group used captured I-16s as well as newly built I-16s in Jerez de la Frontera.

Na křídle tento stroj nese novější výsostné označení, které španělské letouny mají dodnes. Na trupu stále zůstal původní frankistický černý terč. Zelený nátěr trupu je doplněn o plochy natřené zřejmě hliníkovou barvou. I-16 u této jednotky představovaly jak kořistní Raty, tak v Jerezu de la Frontera smontované stroje.

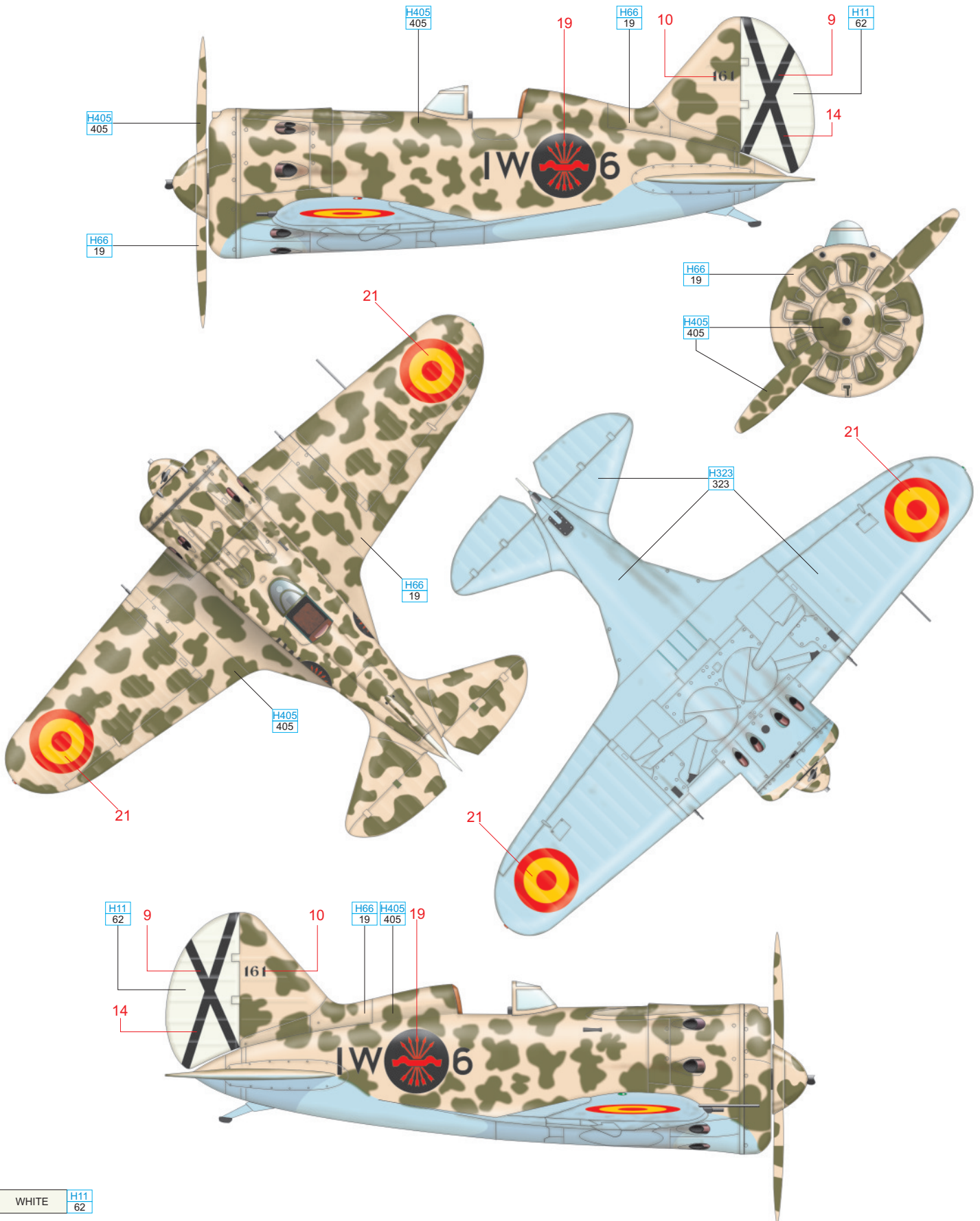


STEEL	MC213	WHITE	H11 62
ALUMINIUM	H8 8	RED	H3 3
LIGHT BLUE	H323 323	GREEN	H405 405
		BLACK	H12 33

B Nationalist Air Force, Morón Fighter School, Morón Airbase, 1940-1941

This interesting camouflage scheme was created by overpainting the original Soviet scheme with sand-yellow colour and leaving green splotches. The Nationalist marking '1W' was dedicated to captured aircraft. This marking appeared on former Republican Moscas, as the Nationalists considered these airplanes to be captured equipment. This Mosca belonged to the Fighter School located at the newly constructed Morón airbase. Currently, Morón is the home of the Spanish Eurofighters.

V rámci nacionalistického bylo označení „1W“ určeno pro kořistní letouny. Protože frankisté považovali původně republikánské Moscy za kořistní materiál, objevilo se i na nich. Tato pestře zbarvená Mosca patřila do stavu letecké školy pro stíhací piloty, která byla dislokovaná na nově vybudovaném letišti Morón – dnes zde sídlí španělské Eurofightery. Zajímavá kamufláž zřejmě vznikla přestříkáním původního sovětského kamuflážního nátěru pískovou barvou s ponecháním zelených skvrn.



WHITE H11
62

LIGHT BLUE H323
323

GREEN H405
405

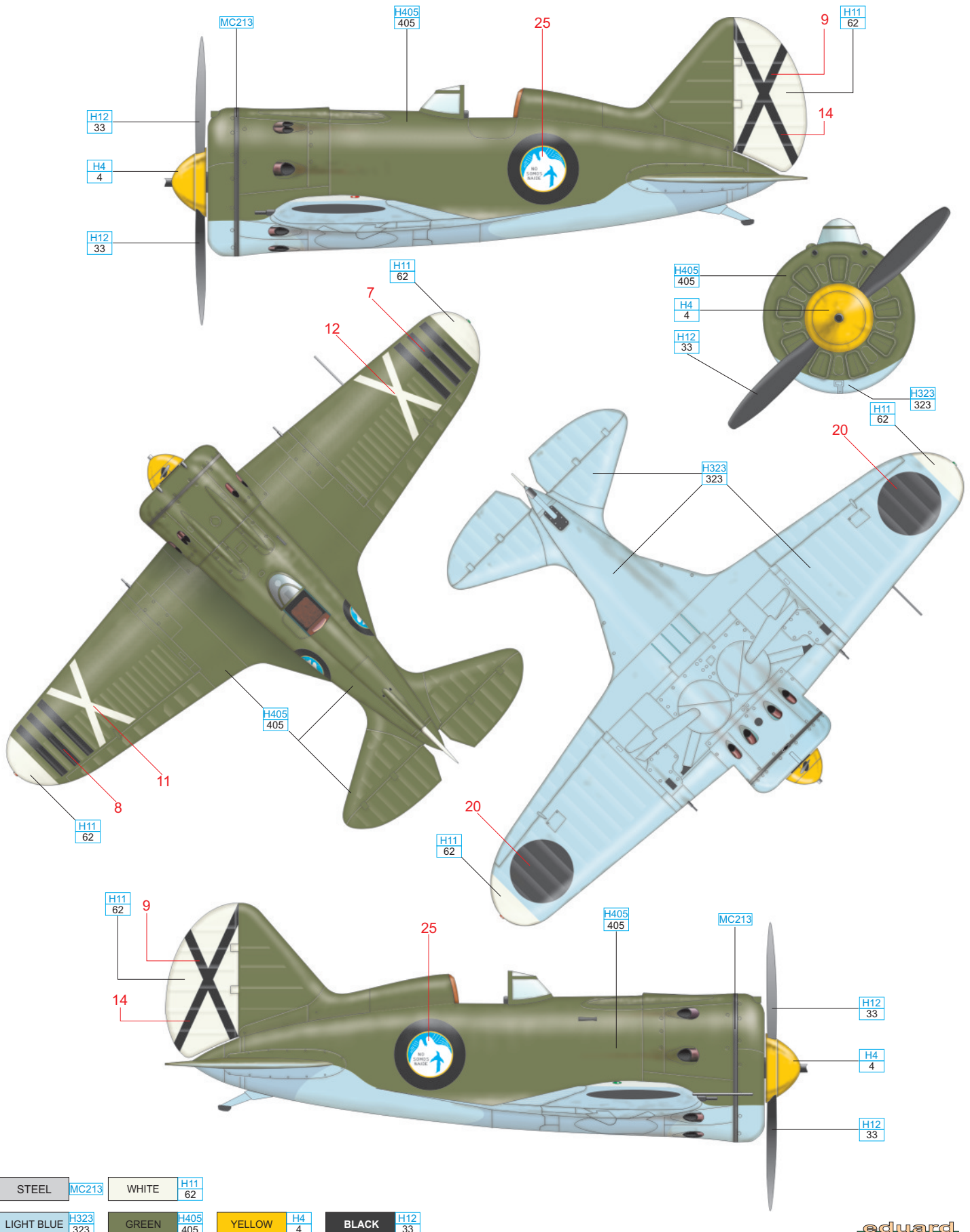
SAND H66
19

BLACK H12
33

C Nationalist Air Force, Reus airbase, Spain, 1940's

This aircraft belonged to the Fighter School that used the airfield near Reus town. The St. Andrew cross on the fin and upper wings is the temporary national insignia. The black fuselage disc has been decorated with artwork and 'No somos nada' inscription, including the typing error in the word 'nadie'. This old Spanish saying expresses a feeling of destiny ...'We are nothing...'

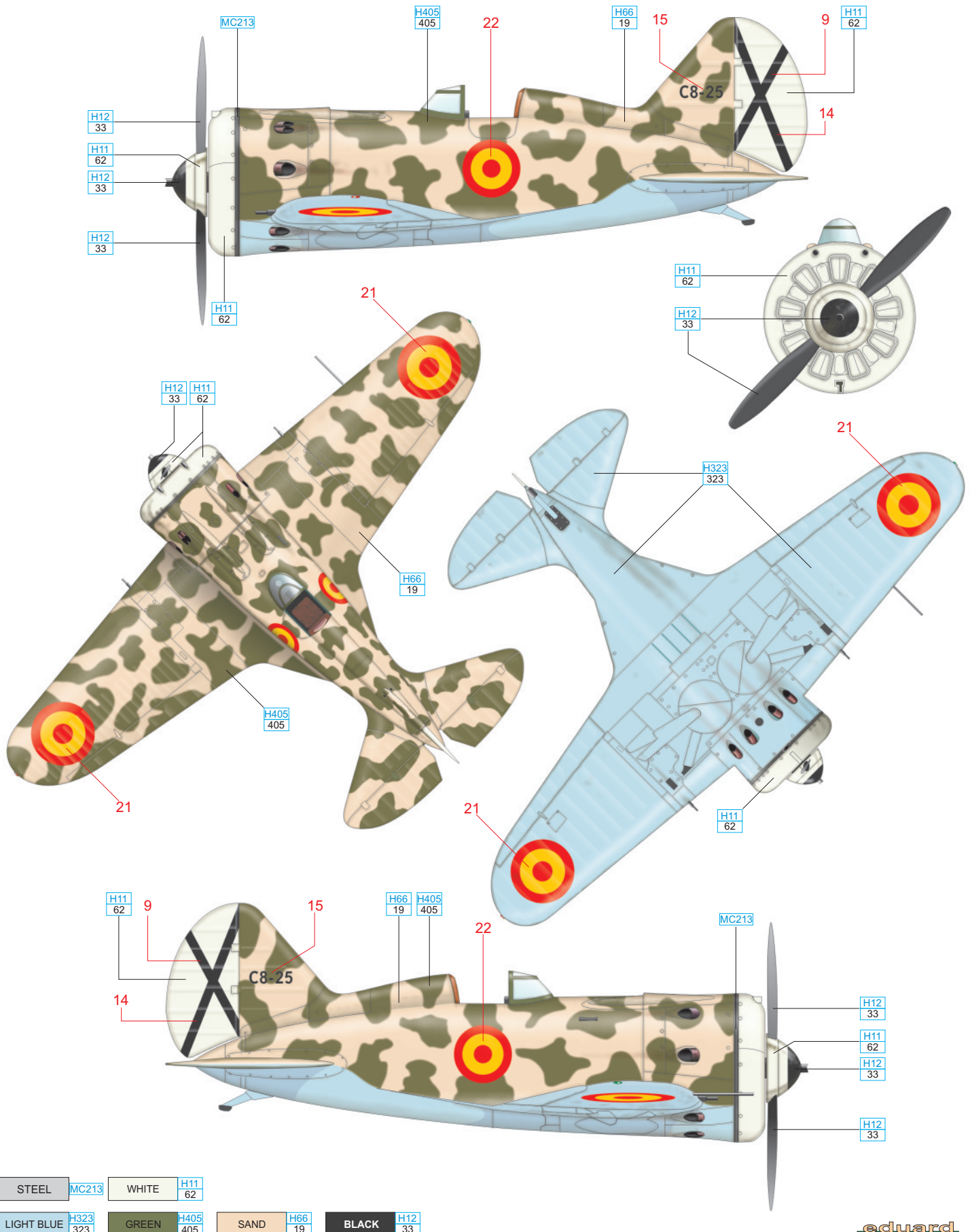
Tento letoun patřil do stavu Letecké stíhací školy dislokované na letišti ve městě Reus. Na směrovce a na horní straně křídla nese svatoandřejský kříž, tehdejší označení strojů nacionalistického letectva. Černý trupový znak byl upraven kresbou a nápisem NO SOMOS NAIDE, což i přes překlep ve slově NADIE představuje španělské lidové fatalistické rčení „Nejsme nic...“.



D Nationalist Air Force, Morón Fighter School, Morón Airbase, 1949

Polikarpov I-16s received two different names during the Spanish Civil War – Mosca (Homefly) and Rata (Rat). The Republicans who flew them and got them from their Soviet comrades used the name 'Mosca', while General Franco's Nationalists who fought them used the name 'Rata'. Besides the 22 captured I-16s, the Nationalist Air Force used 30 I-16s manufactured from spare parts in Jerez de la Frontera.

Během španělské občanské války se pro Polikarpovy I-16 vžila dvě pojmenování – Mosca (Moucha) a Rata (Krysa). Republikánští uživatelé, kteří dostali I-16 od svých sovětských soudruhů používali označení Mosca, povstalci vedení generálem Francem pak nepříliš lichotivé Rata. Vedle 22 kořističných I-16 létalo španělské nacionalistické letectvo také s 30 stroji postavenými v továrně v Jerezu de la Frontera. Ty se však od původních sovětských strojů mírně lišily.



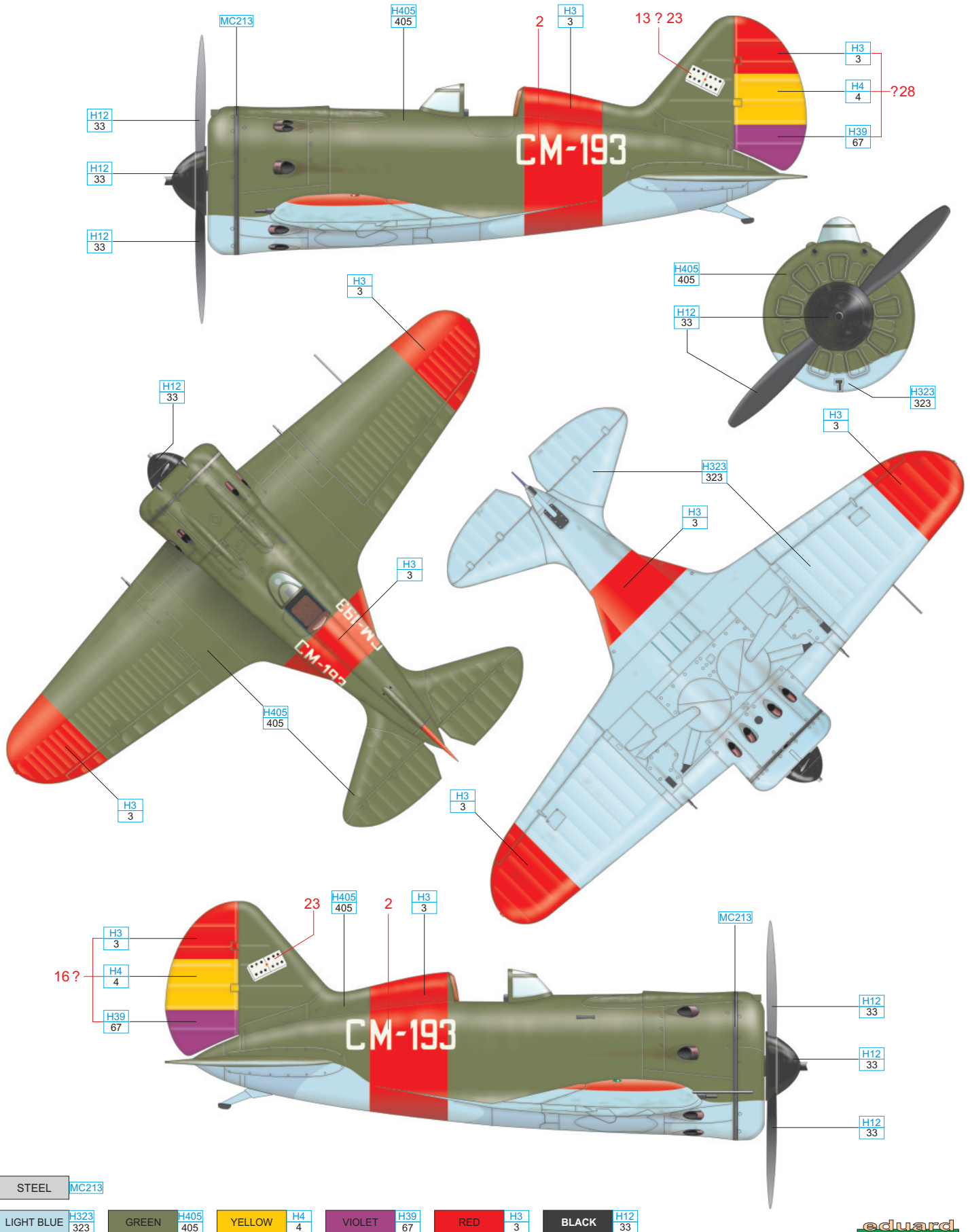
E Spanish Republican Air Force, flown by Jose-Maria Bravo, Francisco Tarazona, COs of 3rd Escuadrilla, Vilajuiga airbase, February 1939

The aircraft coded CM-193 was flown by the 3rd Escuadrilla CO Jose-Maria Bravo, who is credited with 23 individual aerial kills. He spent WW2 in Soviet Union and returned to Spain in 1960. The next user of this A/C was another unit CO, Francisco Tarazona. This pilot lived in Mexico after the war and published his memoirs and noted eight individual kills, seven shared and four damaged enemy aircraft. Both pilots learned to fly in the Soviet Union.

The domino on the tail is a unit badge of the 3rd Escuadrilla. This aircraft is the only known I-16 that wore an all-white fuselage code.

Letoun označený CM-193 používal velitel jednotky Jose-Maria Bravo, jemuž se připisuje 23 samostatných sestřelů a jenž strávil 2. světovou válku v Sovětském svazu a do Španělska se vrátil až v roce 1960. Po něm jej zdědil Francisco Tarazona, který ve svých pamětech popsal celkem osm samostatných vzdušných vítězství, sedm ve spolupráci a čtyři stroje poškozené. Dnes se mu přiznává šest sestřelů. Po občanské válce se odstěhoval do Mexika, kde se narodil a kde také strávil zbytek života. Oba piloti se s I-16 učili létat v Sovětském svazu.

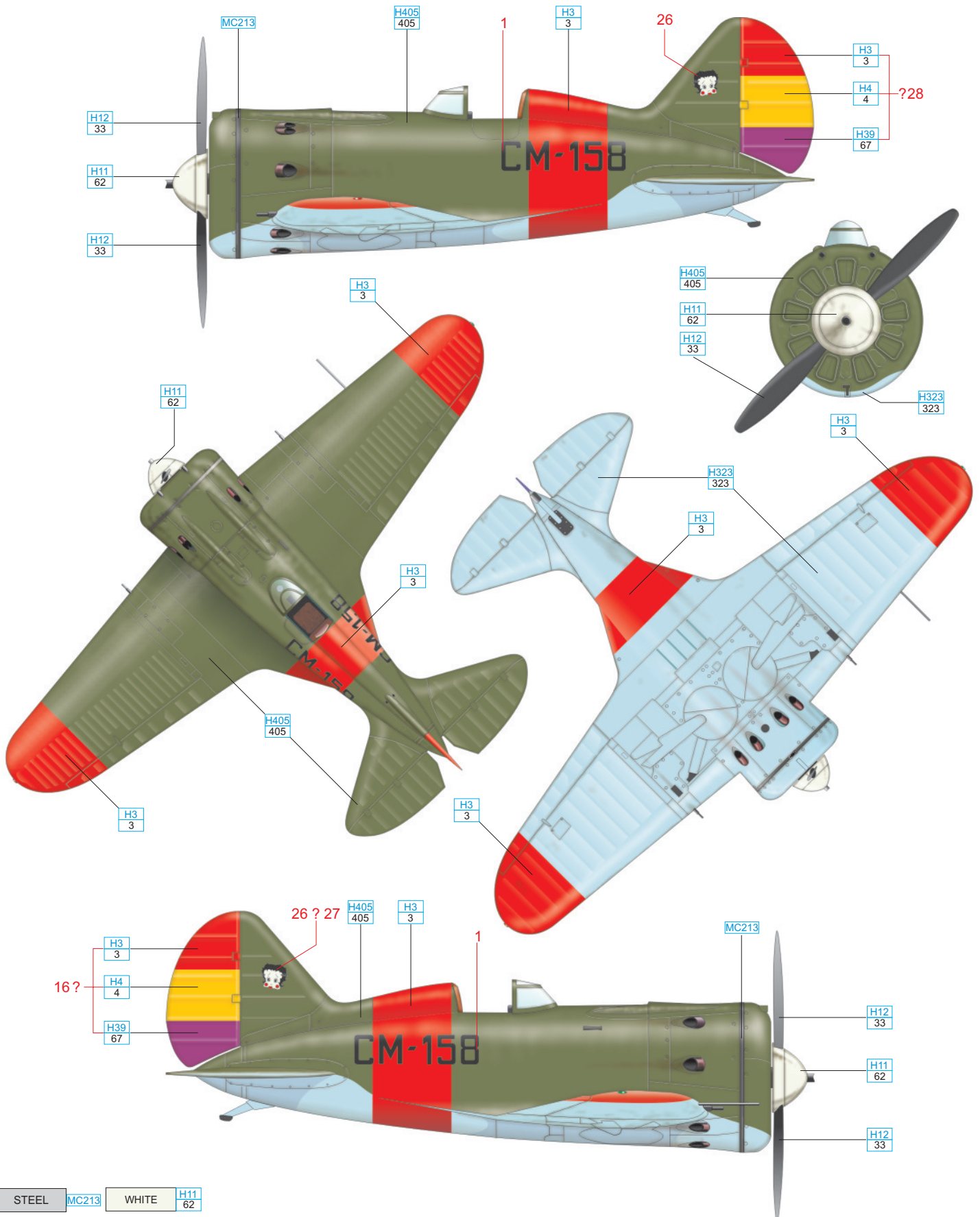
Dominová kostka na ocasu je znakem 3. Escuadrilla. Tento stroj je jedinou známou Moscou, která nesla celé označení v bílé barvě.



F Spanish Republican Air Force, 1st Escuadrilla, Liria airbase, April 1938

The 1st Escuadrilla chose Betty Boop - very popular pre-war cartoon character - as the unit badge. This aircraft wears a typical camouflage scheme of Republican I-16s. Original Soviet colours were topped up with a red band on the fuselage, red wingtips and the tricolour on the fin.

Také 1. Escuadrilla si vybrala jako svůj znak populární postavičku z dobových animovaných filmů a komiksů – Betty Boop. Tento stroj nese standardní kamuflážní schéma republikánských I-16. Původní sovětské barvy doplňuje republikánská tricolóra a rudý pruh na trupu a konce křídla.

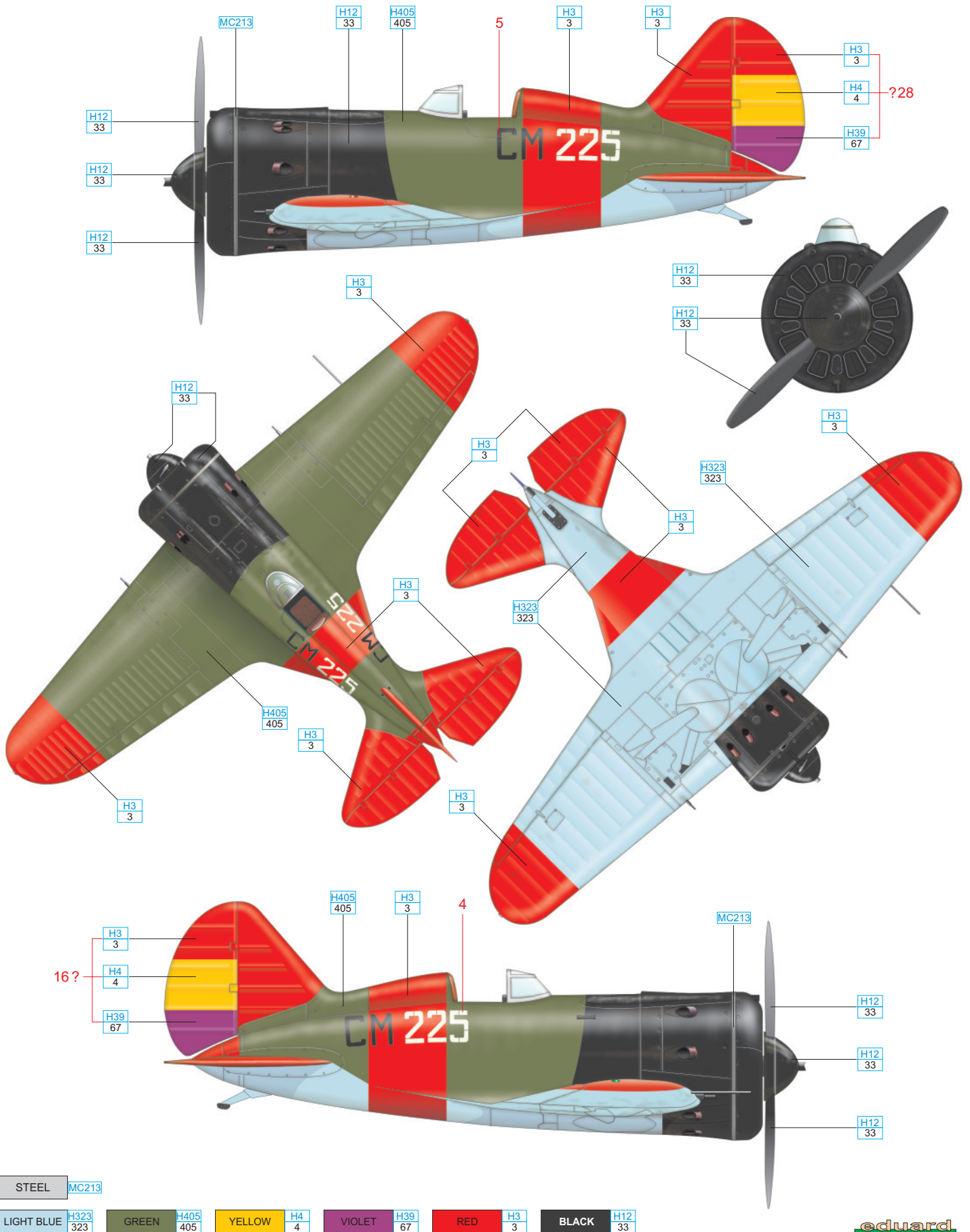


STEEL	MC213	WHITE	H11 62
LIGHT BLUE	H323 323	GREEN	H405 405
		YELLOW	H4 4
		VIOLET	H39 67
		RED	H3 3
		BLACK	H12 33

G Spanish Republican Air Force, 7th Escuadrilla, Pachs AB, autumn 1938

This Mosca from the 7th Escuadrilla had survived the war and Republican pilot Salvaredo fled to France with it in February, 1939. The pilot was interned in France and the aircraft was returned to Spain. Typical red Republican marking is accompanied by a red tail, the nose wears a non-standard black color. The windsceen was not painted with the green camouflage colour after repairs and remained in natural metal.

Tato Mosca z 7. Escuadrilla přežila boje občanské války a republikánský pilot Salvaredo s ním po definitivním vítězství frankistů odlétl v únoru 1939 do Francie, kde byl internován. Letoun se později vrátil do Španělska. Standardní červené doplňky republikánských letounů jsou obohaceny o červené ocasní plochy. Příklad pak nese nestandardní černý nátěr. Větrný štítek nedostal po výměně kamuflážní nátěr a zůstal v barvě kovu.



H Spanish Republican Air Force, flown by Pedro Rueda, 4th Escuadrilla

Comics and cartoon characters were very popular across Europe. Some of the characters fell into oblivion, some not. Popeye, who is still popular, was the chosen badge of the 4th Escuadrilla of the Republican Air Force. The fin sports Republican colours taken from the flag of the so-called 'Spanish Second Republic', the former Spanish national insignia.

Komikové postavičky se těšily velké popularitě na téměř všech válčících stranách. Některé postavičky upadly do zapomnění, jiné jsou známy dodnes. Pepek námořník patří spíše do druhé skupiny. Za svůj znak si jej vybral personál 4. Escuadrilla republikánského letectva. Na směrovém kormidle je tricolora složená z barev vlajky tzv. Druhé španělské republiky.

