

Fighting Eagle

1176

US SUPERSONIC FIGHTER 1:48 SCALE PLASTIC KIT



intro

In October 1965 the requirements for air superiority fighter were issued by U. S. Air Force. These were followed by the request for proposals that called for the new aircraft with both air-to-air and air-to-ground capabilities. Many studies were elaborated but none of them was accepted by the Air Force. In 1967 two-engined MiG-25 was put into the service by Soviet Union. U.S. representative considered this aircraft an air superiority fighter and they realized that only F-4 Phantom is able to deal with the new Soviet fighter. Moreover the visual contact with the MiG-25 was necessary as Phantoms couldn't engage targets at long range. Early F-4 produced prior to the Vietnam war didn't have any internal guns or cannons. It was clear that the new fighter has to be developed. So U.S. Air Force was looking for the successor of Phantom and the requirements for the F-X air superiority fighter were issued. Four companies joined the competition. The result of the competition were announced on December 23, 1969. The winner of the USAFs Fighter-Experiment (F-X) study was the McDonnell Douglas design. As required the new aircraft was designed to gain and maintain superiority in aerial combat through a mixture of maneuverability, acceleration, range, weapons and advanced avionics. Flight test program started on July 27, 1972 when the prototype made its maiden flight from Edwards AFB, CA. Two-seat version followed in July, 1973. The test were a success and McDonnell Douglas fighter was accepted by USAF under designation F-15 Eagle. The deliveries of production F-15s began on November 4, 1974 when the 555th Tactical Fighter Training Squadron / 58th Tactical Training Wing at Luke AFB, AZ obtained very first Eagle. The 27th Tactical Fighter Squadron Langley AFB, VA became the first operational user of the F-15. First aircraft was delivered to this unit on January 9, 1976. The former designation F-15 for single-seater and TF-15 for two-seater was changed to F-15A and F-15B when F-15C arrived in 1979. The typical armament was a M61 Vulcan 20 mm gun and four AIM-7 Sparrow missiles. The first flight of the F-15C model was Feb. 27, 1979. The F-15D, a combat-capable two-seat trainer version, first flew on June 19, 1979. F-15E is an all-weather multirole fighter. It was developed in the 1980s by McDonnell Douglas at its own cost. Is intended for long-range, high speed interdiction without relying on escort or electronic warfare aircraft. The second cockpit occupied by Weapon Systems Officer was added behind the pilot's seat. The armament consists of a M61 Vulcan mounted in the starboard wing root. Various missiles, bombs and pods can be attached to the hardpoints on the wings and fuselage. The USAF deployed F-15Cs, Ds and Es to the Persian Gulf in 1991 to participate in Operation Desert Storm. The single-seat F-15C was used as an air superiority fighter while F-15E conducted air-to-ground attacks and flew mainly at night. Their target were modified SCUD missile launchers and artillery sites usually found using the LANTIRN system. During Operation Desert Storm F-15Cs achieved 34 confirmed kills of Iraqi aircraft. These were destroyed mostly by missiles. The F-15 jockeys are credited with five MiG-29 Fulcrums, two MiG-25 Foxbats, eight MiG-23 Floggers, two MiG-21 Fishbeds, two Su-25 Frogfoots, four Su-22 Fitters, one Su-7, six Mirage F1s, one Il-76 cargo plane, one Pilatus PC-9 trainer, and two Mi-8 helicopters. Apart of the U.S. forces only Royal Saudi Air Force flew F-15Cs. RSAF pilots achieved two more kills. F-15s also participated in NATO military operation against the Federal Republic of Yugoslavia during the Kosovo War. F-15Cs shot down four Yugoslav MiG-29s using AIM-120 AMRAAM missiles. No other fact tells more about the F-15 quality than that none F-15 has been lost in any air to air combat. In addition to the USAF and Saudi Arabia, the F-15 is flown by Israel and Japan.

úvodem

V roce 1965 vydalo U.S. Air Force požadavky na letoun k vybojování vzdušné převahy. Následovány byly poptávkou na letoun, který byl vhodný jak pro vzdušné souboje, tak pro útoky proti pozemním cílům. Vypracována byla řada konceptů, ale ani jeden z nich nebyl USAF přijat. V roce 1967 se v sovětské výzbroji objevil dvoumotorový typ MiG-25. Představitelé USAF se domnívali, že jde o taktický stíhací letoun. Zároveň vyšlo najevo, že MiG-25 se může postavit pouze F-4 Phantom, ovšem pouze za předpokladu vizuálního kontaktu mezi oběma stroji. Phantomy totiž nedokázaly bojovat na delší vzdálenosti. Rané F-4 vyrobené před válkou ve Vietnamu navíc nenesly žádnou pevnou hlavňovou výzbroj. Vykázala tedy potřeba vyvinout nový stíhací letoun. U.S. Air Force tedy začala hledat nástupce Phantomu a vydala specifikace na taktický stíhací letoun F-X. Do soutěže se zapojily čtyři společnosti. Výsledky soutěže byly vyhlášeny 23. prosince 1969. Vítězem na provedení studie F-X se stala společnost McDonnell Douglas se svým projektem. Jak bylo požadováno, nový letoun měl vybojovat a udržet vzdušnou převahu ve vzdušných soubojích s využitím obratnosti, výkonu motorů, doletu, výzbroje a pokročilé avioniky. Program letových testů byl zahájen 27. července 1972, kdy se na základně Edwards AFB do vzduchu poprvé dostal prototyp letounu. V červenci 1973 následovala dvoumístná verze. Testy proběhly úspěšně a stíhačka byla přijata do služby u USAF pod označením F-15 Eagle. Dodávky sériových F-15 začaly 4. listopadu 1974, kdy 555th Tactical Fighter Training Squadron / 58th Tactical Training Wing ze základny Luke AFB dostala svůj první Eagle. První operační jednotkou se stala 27th Tactical Fighter Squadron ze základny Langley AFB. Ta své F-15 dostala počínaje 9. lednem 1976. Původní označení F-15 pro jednomístné a TF-15 pro dvoumístné stroje se změnilo na F-15A, respektive F-15B v roce 1979, společně s příchodem pokročilejší verze F-15C. Typickou výzbrojí těchto F-15 byl 20mm kanon M61 Vulcan a čtveřice řízených střel AIM-7 Sparrow. První let verze F-15C proběhl 27. února 1979. F-15D byla dvoumístnou cvičnou verzí, případně plně využitelnou v boji. Do vzduchu se poprvé dostala 19. června 1979. F-15E je víceúčelovým stíhacím letounem použitelným za nepříznivých povětrnostních podmínek. McDonnell Douglas jej vyvinul na vlastní náklady v roce 1980. Je určen k rychlým úderům na delší vzdálenosti bez nutnosti asistence ze strany doprovodných stíhačů či letounů pro elektronický boj. Za pilotovým kokpitem se objevilo pracoviště operátora zbraňových systémů. Výzbroj představuje 20mm kanon M61 Vulcan v kořeni křídla. Na závěsníky pod křídlem a trupem lze podvěsit pestrou směs raket, pum či kontejnerů. V roce 1991 USAF nasadilo své F-15C, D a E v operaci Pouštní bouře v Perském zálivu. Jednomístné F-15C létaly v roli taktického stíhače, F-15E pak podnikaly útoky na pozemní cíle, zejména pod rouškou tmy. Jejich cíli byly vypouštěcí zařízení pro rakety SCUD a dělostřelecká postavení. Vyhledávány byly pomocí kontejneru se systémem LANTIRN. Během operace Pouštní bouře dosáhly F-15C celkem 34 potvrzených sestrel iráckých letounů. Zničeny byly především prostřednictvím řízených střel. Piloti F-15 si připsali pět MiGů-29, dva MiGů-25, dva MiGů-23, dva MiGů-21, dva Su-25, jeden Su-7, šest Mirage F1, jeden dopravní Il-76, jeden cvičný Pilatus PC-9 a dva vrtulníky Mi-8. Kromě USAF zde s F-15 operovalo ještě Royal Saudi Air Force, jehož piloti mají přiznáný další dva sestřely. F-15 se též podílely na vojenských operacích NATO nad bývalou Jugoslávií během války v Kosovu. Zde F-15 sestřelily dva jugoslávské MiG-29 za použití střel AIM-120 AMRAAM. Nic nehoovoří o kvalitě F-15 Eagle natolik jako fakt, že ani jeden stroj tohoto typu nebyl ztracen ve vzdušném souboji s nepřitelem. Vedle USA a Saúdské Arábie létají F-15 ve výzbroji Izraele a Japonska.



ATTENTION

UPOZORNĚNÍ

ACHTUNG

ATTENTION

注意



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.



Pred započtom stavby si pečlivé prostudujte stavební návod. Pri používaní barev a lepidel pracujte v dobre vetrané miestnosti. Lepidla ani farby nepoužívajte v blízkosti otevreného ohne. Model není určen malým detom, mohlo by dojti k požití drobných diel.



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 irgendwelche 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ください。部品や破片を噛んだり、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. SYMBOLY * INSTRUCTION SINNBILDER * SYMBOLES * 記号の説明

OPTIONAL VOLBA FACULTATIF NACH BELIEBEN 選択する	BEND OHNOT PLIER SIL VOUS PLAIS BITTE BIEGEN 折る	OPEN HOLE VYVRTAT OTVOR FAIRE UN TROU OFFNEN 穴を開ける	SYMMETRICAL ASSEMBLY SYMETRICKÁ MONTÁŽ MONTAGE SYMÉTRIQUE SYMMETRISCHE AUFBAU 左右均等に組み立てる	NOTCH ZÁREZ L INCISION DER EINSCHNITT 切る	REMOVE ODŘÍZNOUT RETIRER ENTFERNEN 移す	APPLY EDUARD MASK AND PAINT POUŽIT EDUARD MASK NABARVIT

PARTS

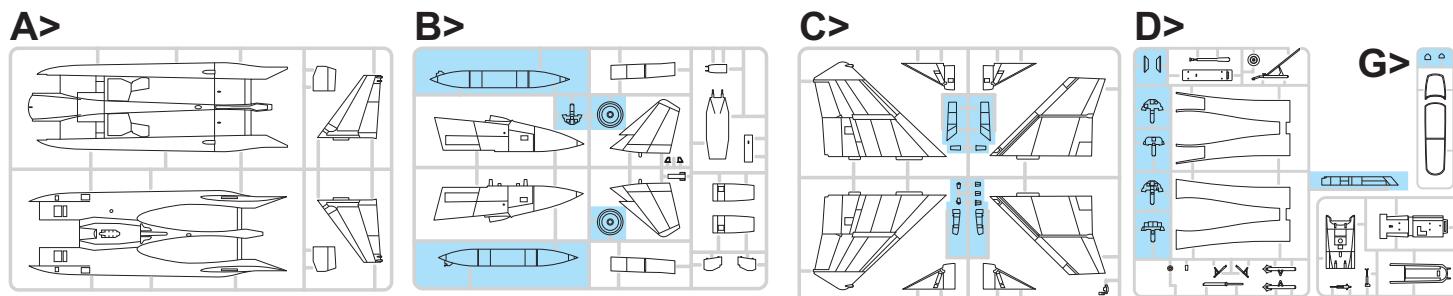
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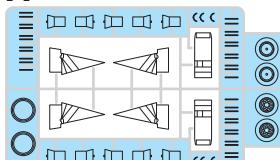
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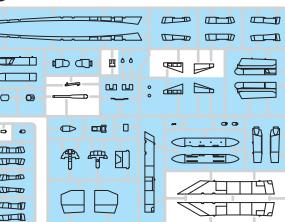
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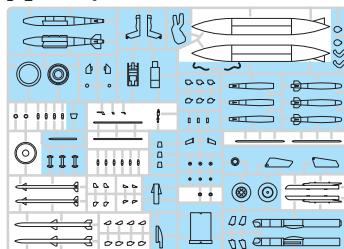
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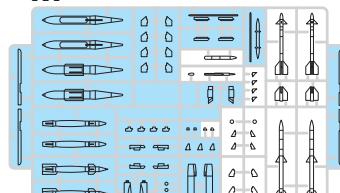
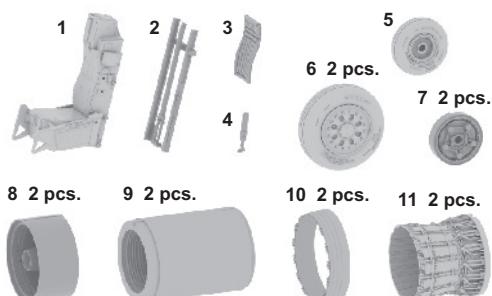
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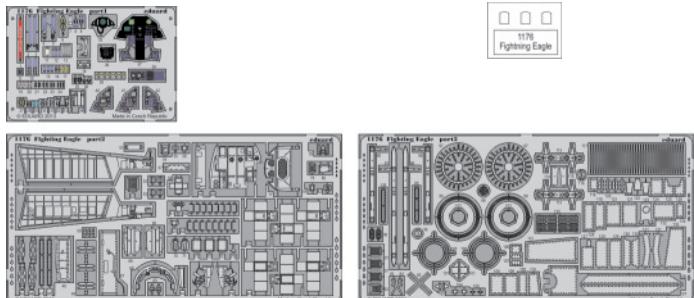
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M>

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BRASSIN RP - RESIN PARTSeduard
MASK

PE - PHOTO ETCHED DETAIL PARTS



FILM



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívajte při stavbě. - 使用しない部品

COLOURS

BARVY

FARBEN

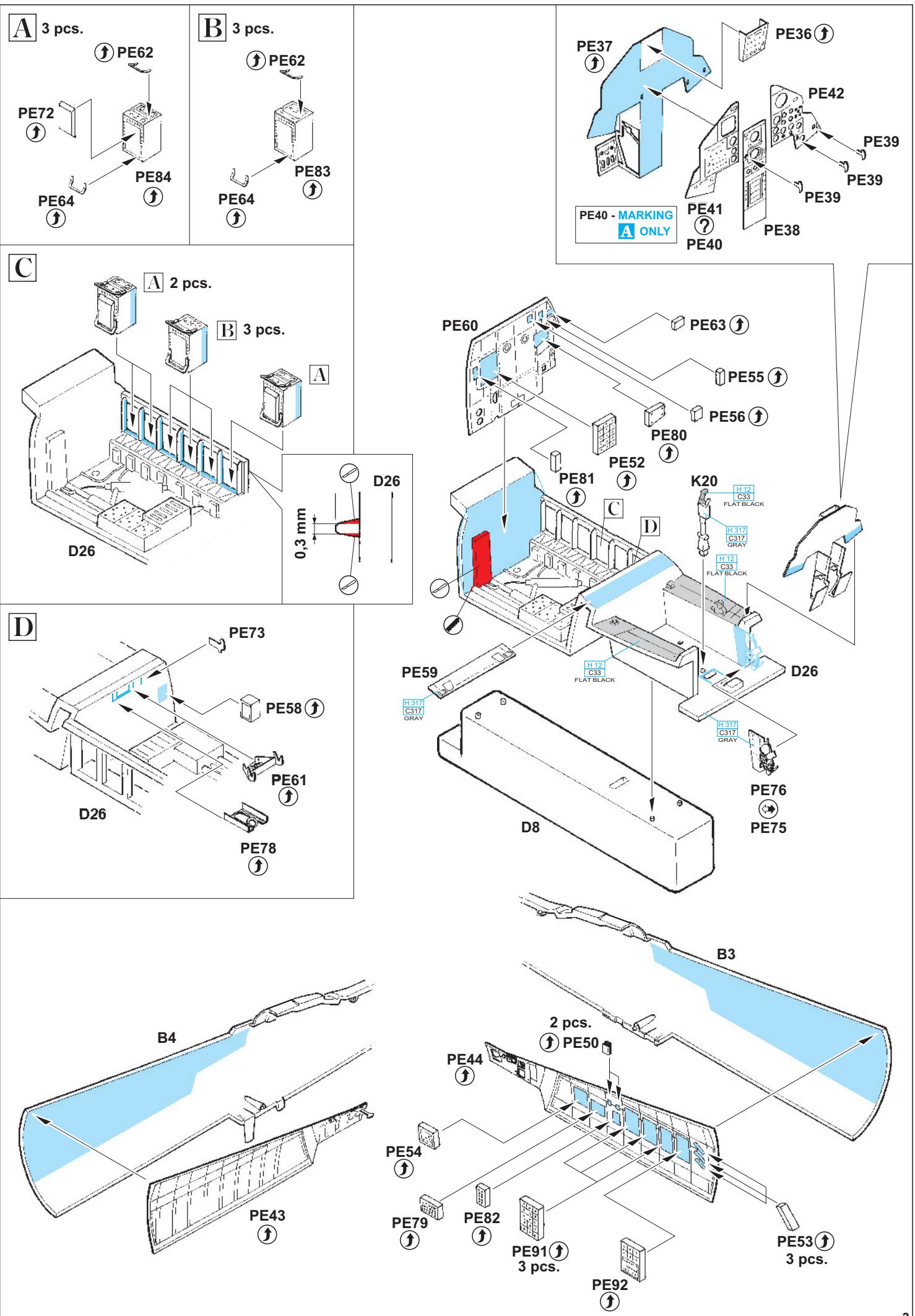
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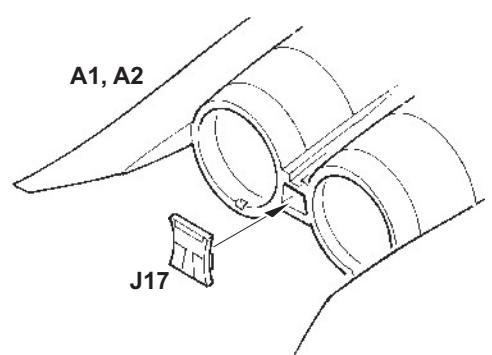
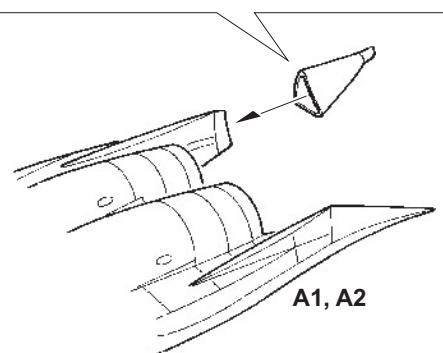
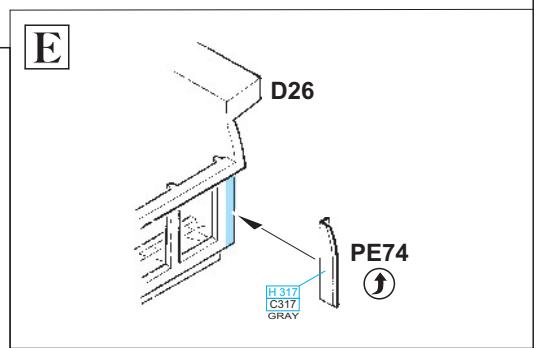
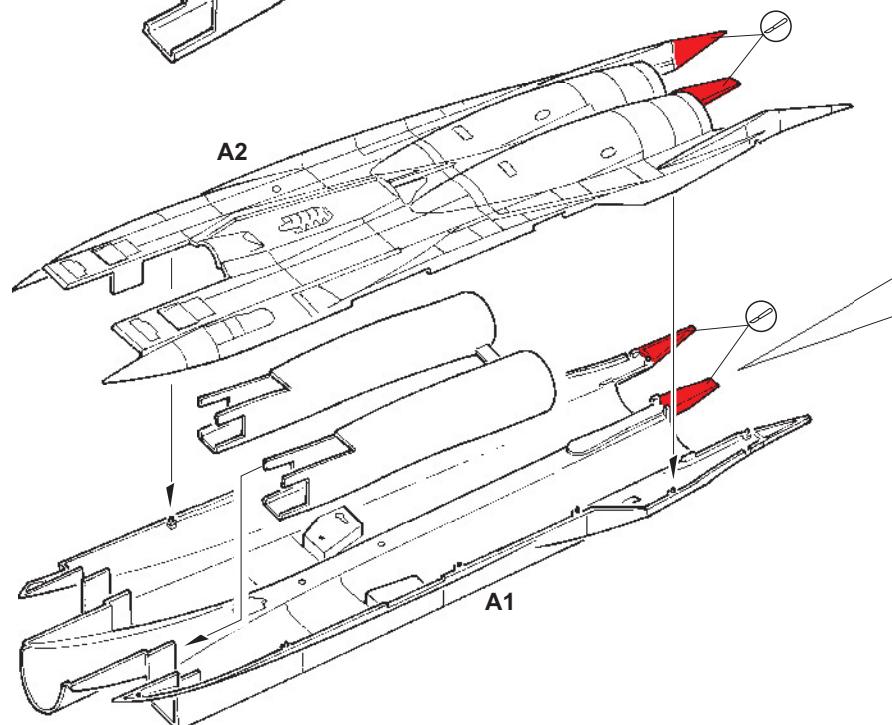
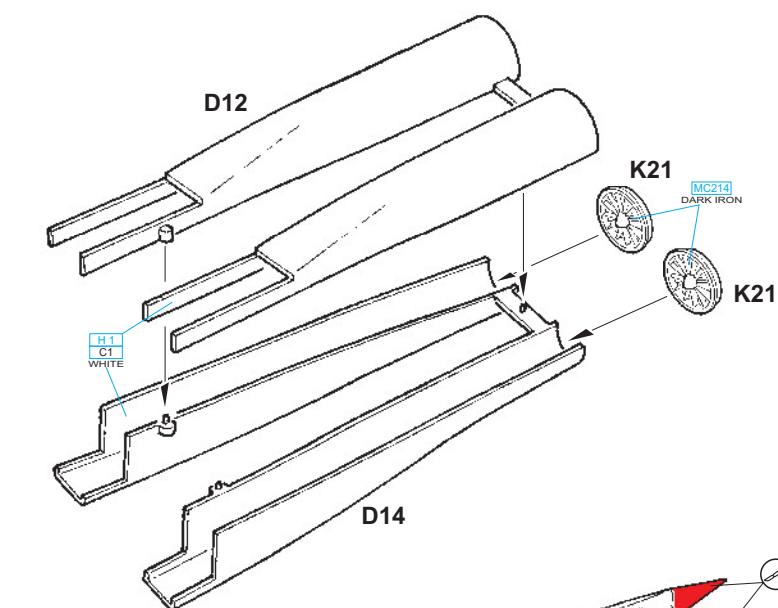
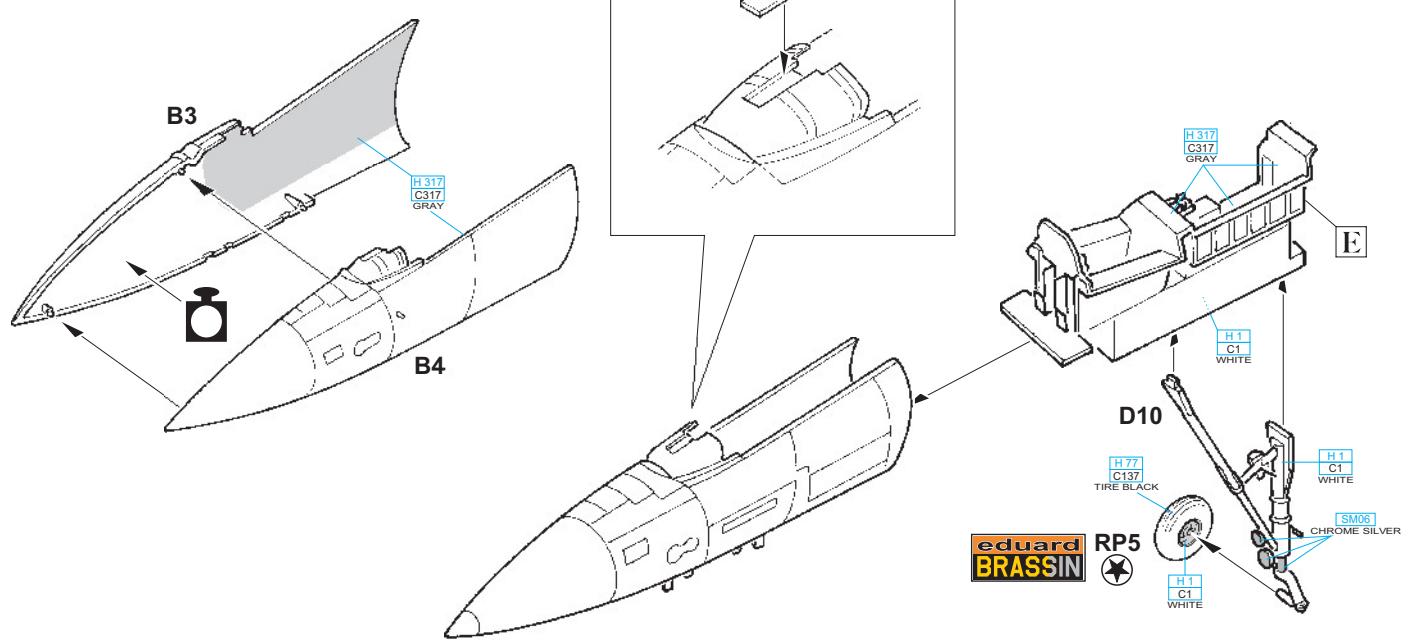
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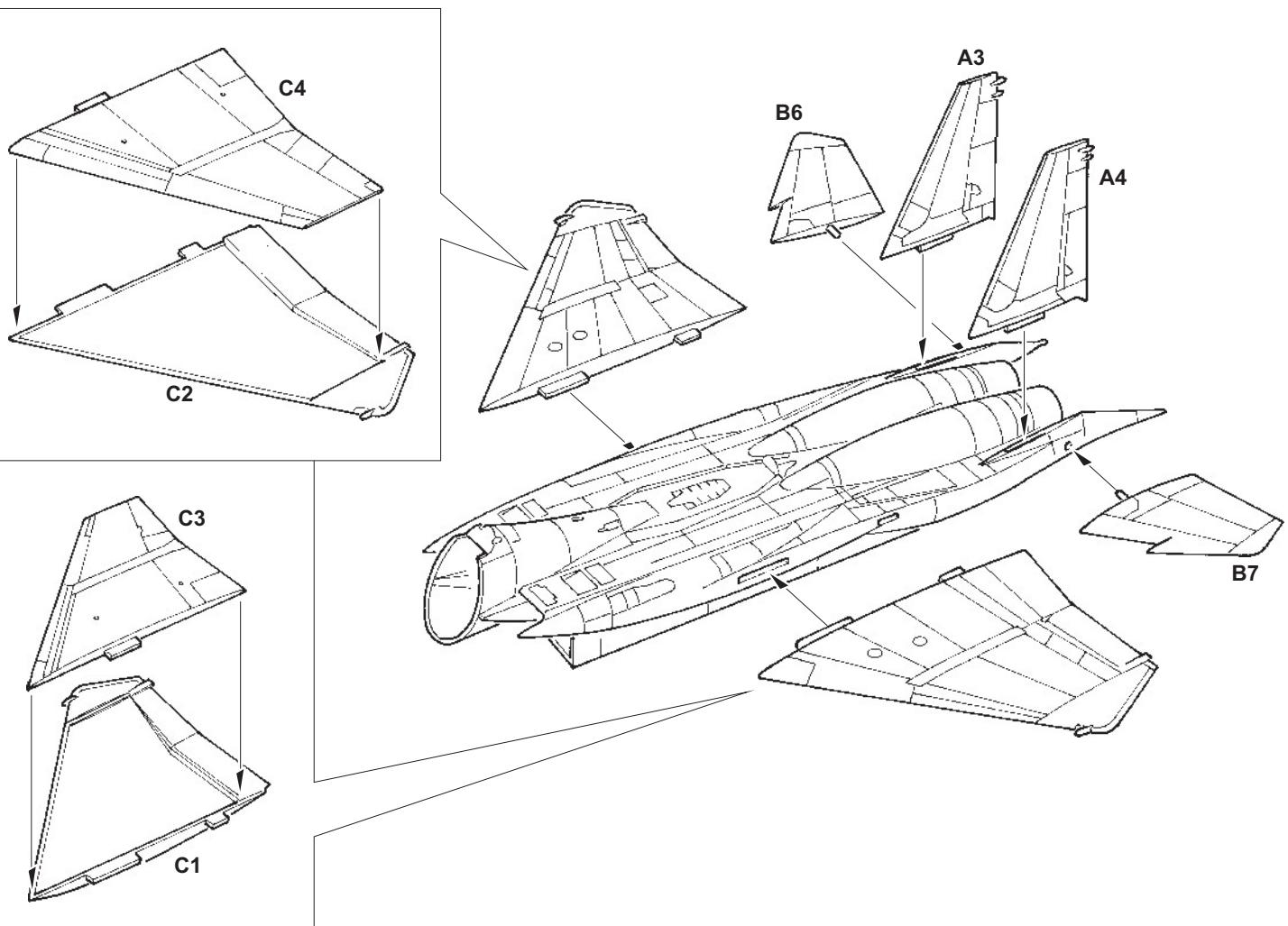
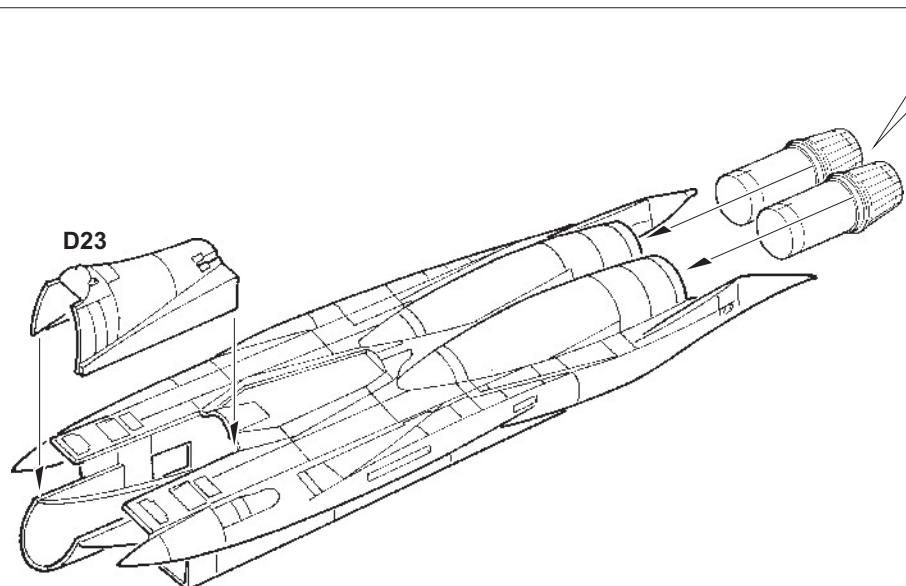
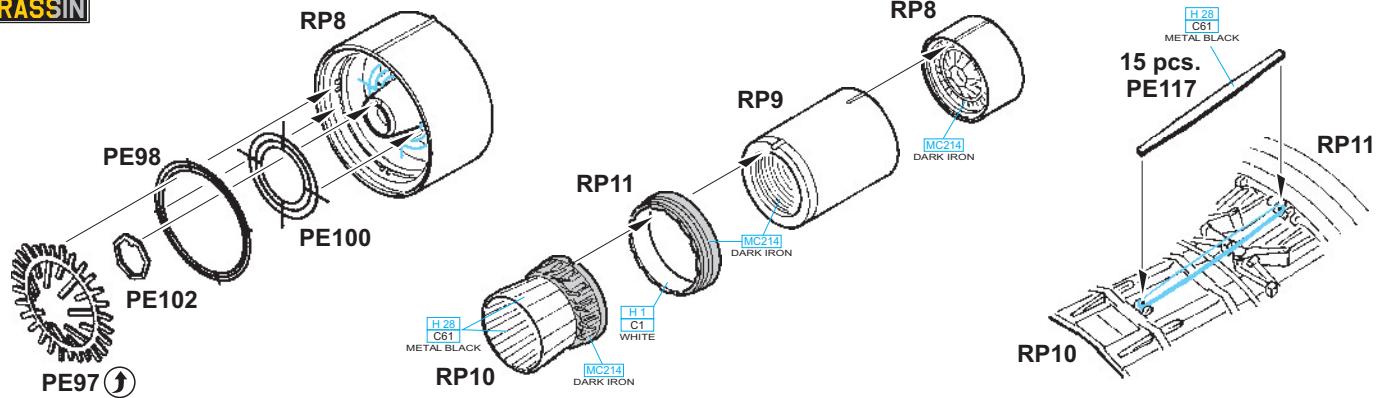
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H 1]	[C 1]	WHITE
[H 3]	[C 3]	RED
[H 4]	[C 4]	YELLOW
[H 12]	[C 33]	FLAT BLACK
[H 26]	[C 66]	BRIGHT GREEN
[H 52]	[C 38]	OLIVE DRAB

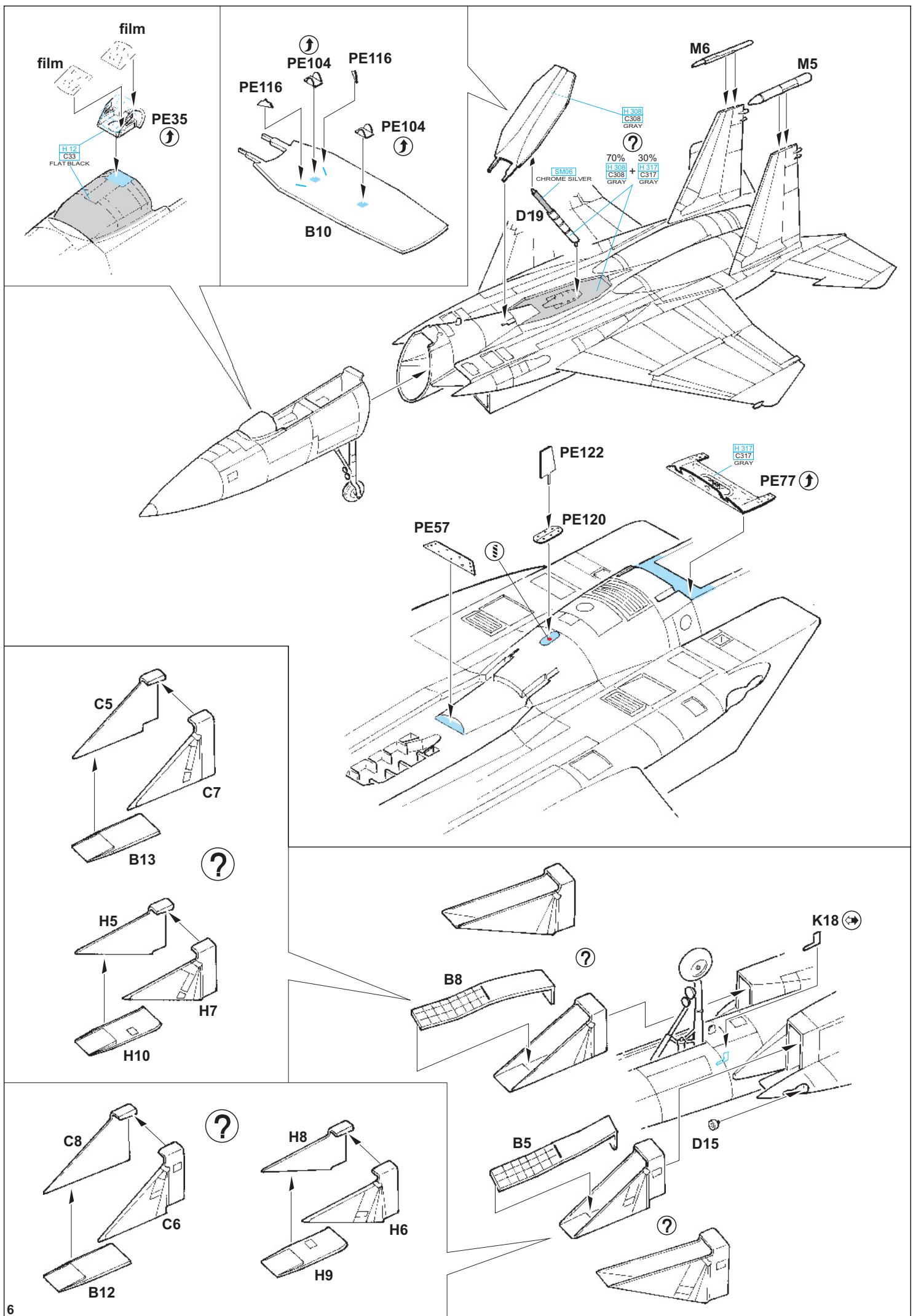
AQUEOUS	Mr.COLOR	
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[H 81]	[C 55]	KHAKI
[H 305]	[C 305]	GRAY
[H 307]	[C 307]	GRAY
[H 308]	[C 308]	GRAY
[H 317]	[C 317]	GRAY

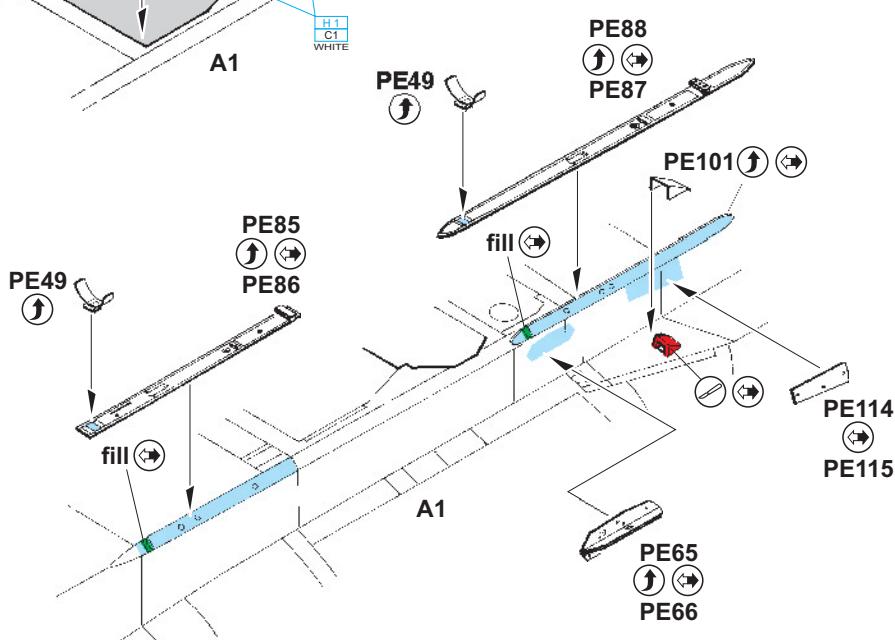
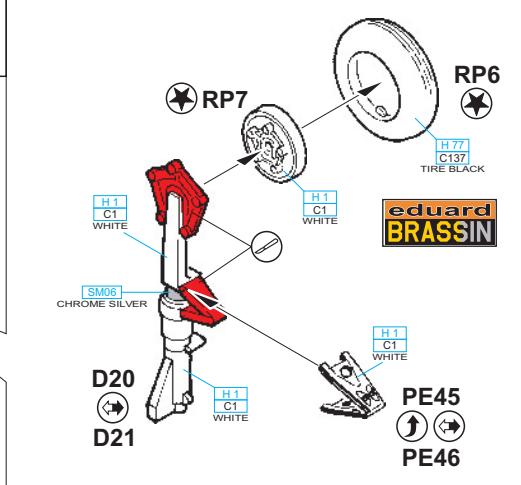
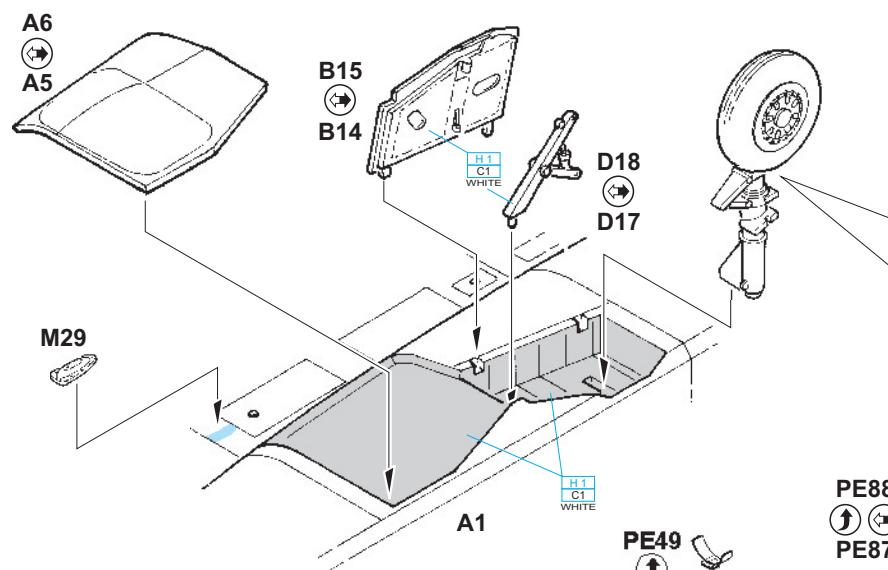
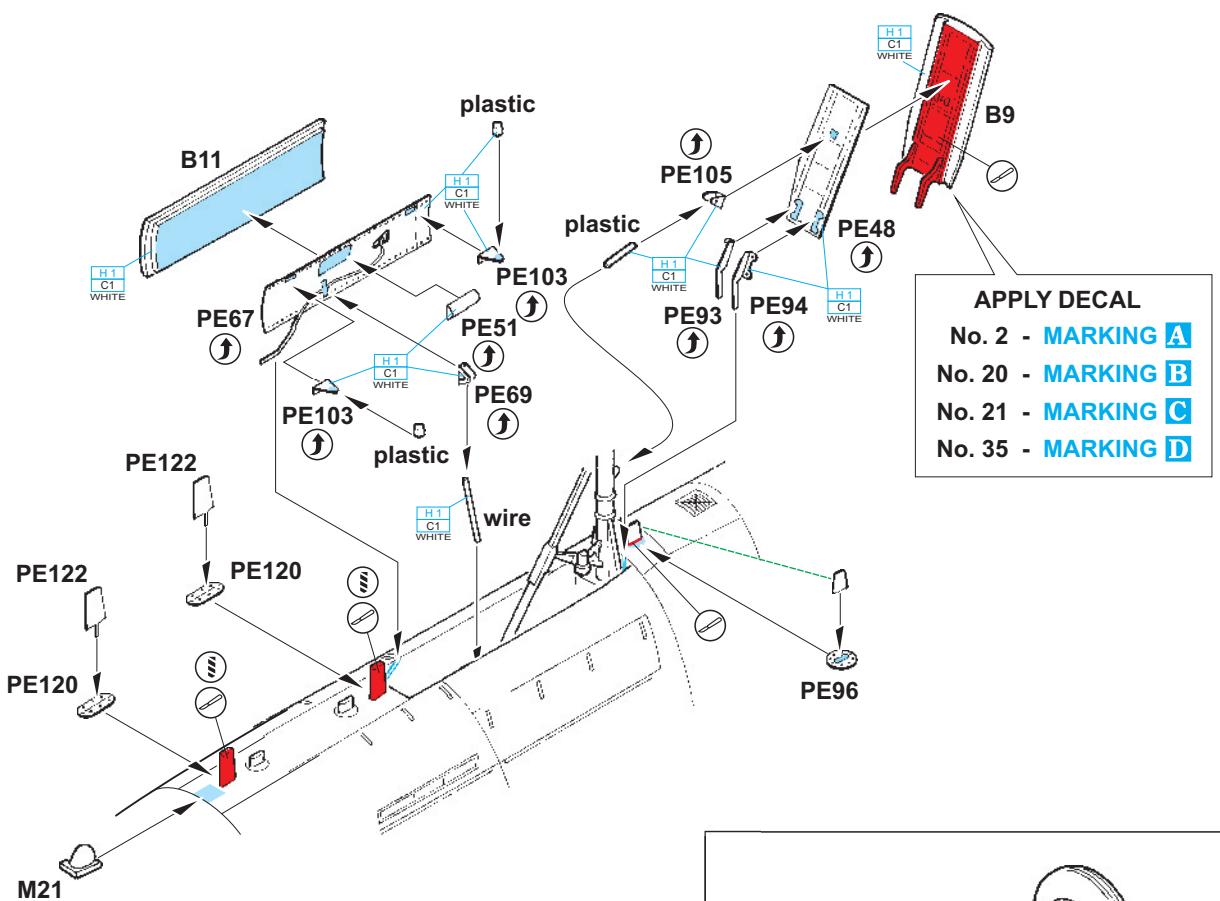
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Mr.COLOR SUPER METALLIC	
[SM06]	CHROME SILVER



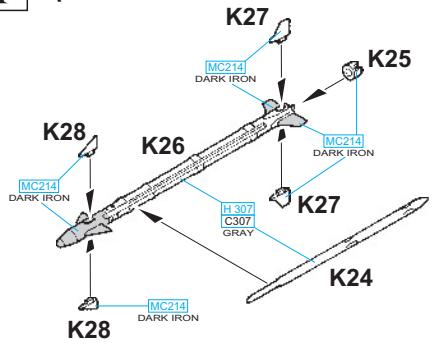




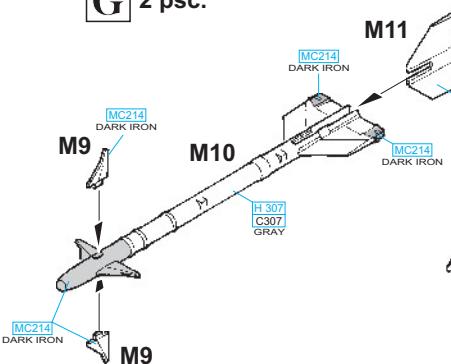




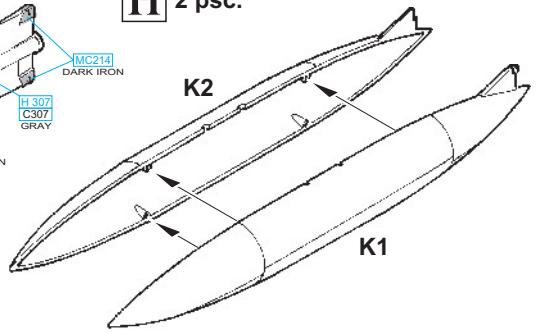
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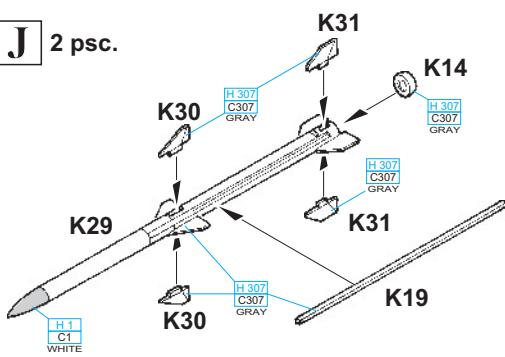
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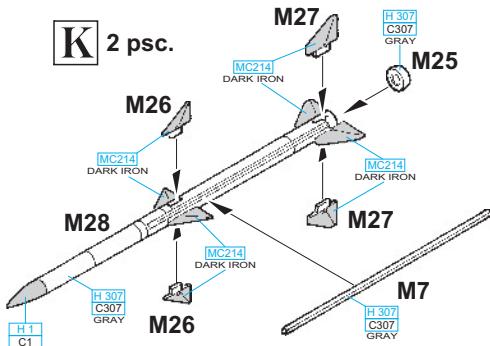
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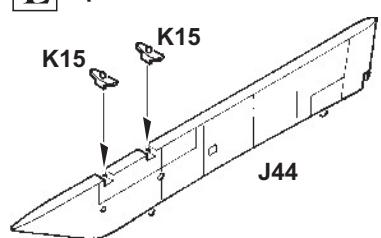
J 2 psc.



K 2 psc.



L 2 psc.



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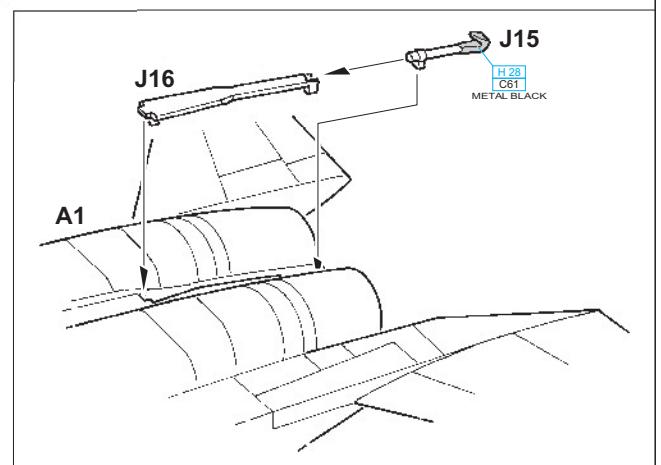
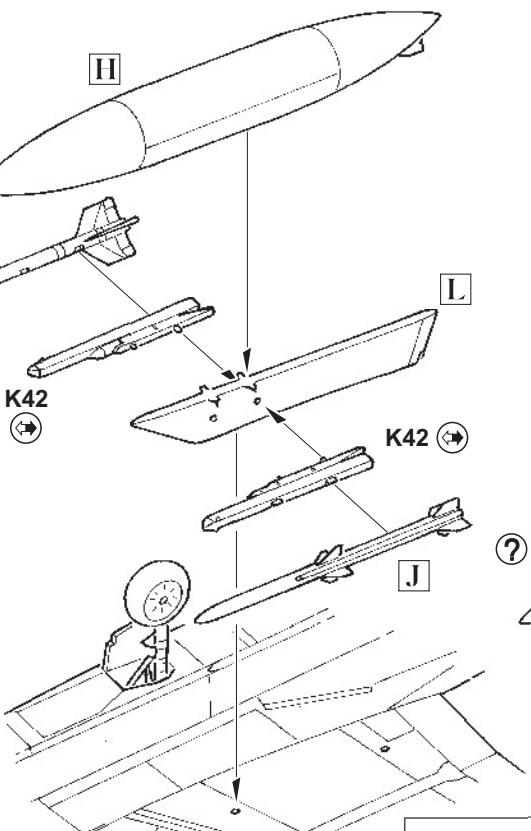
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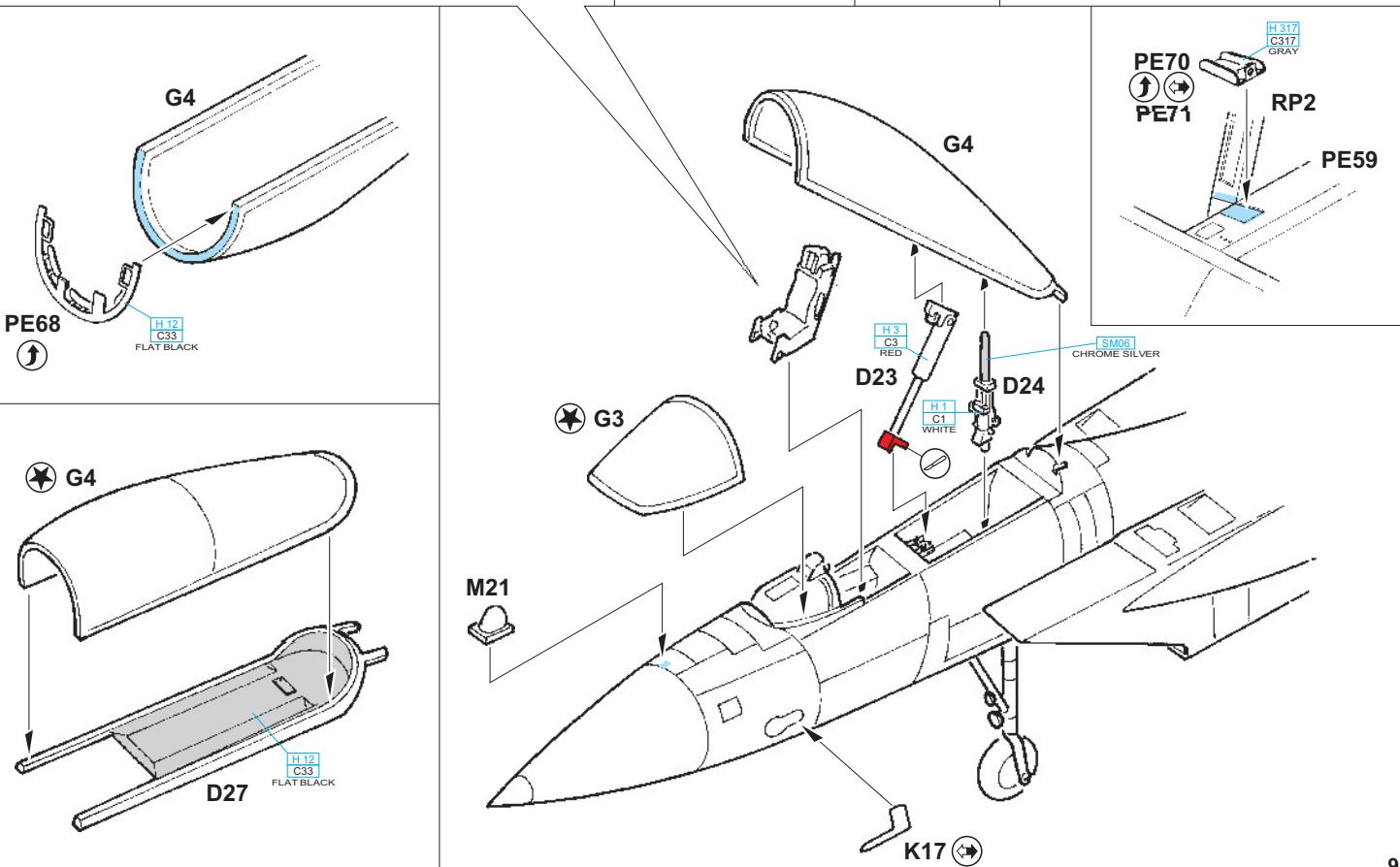
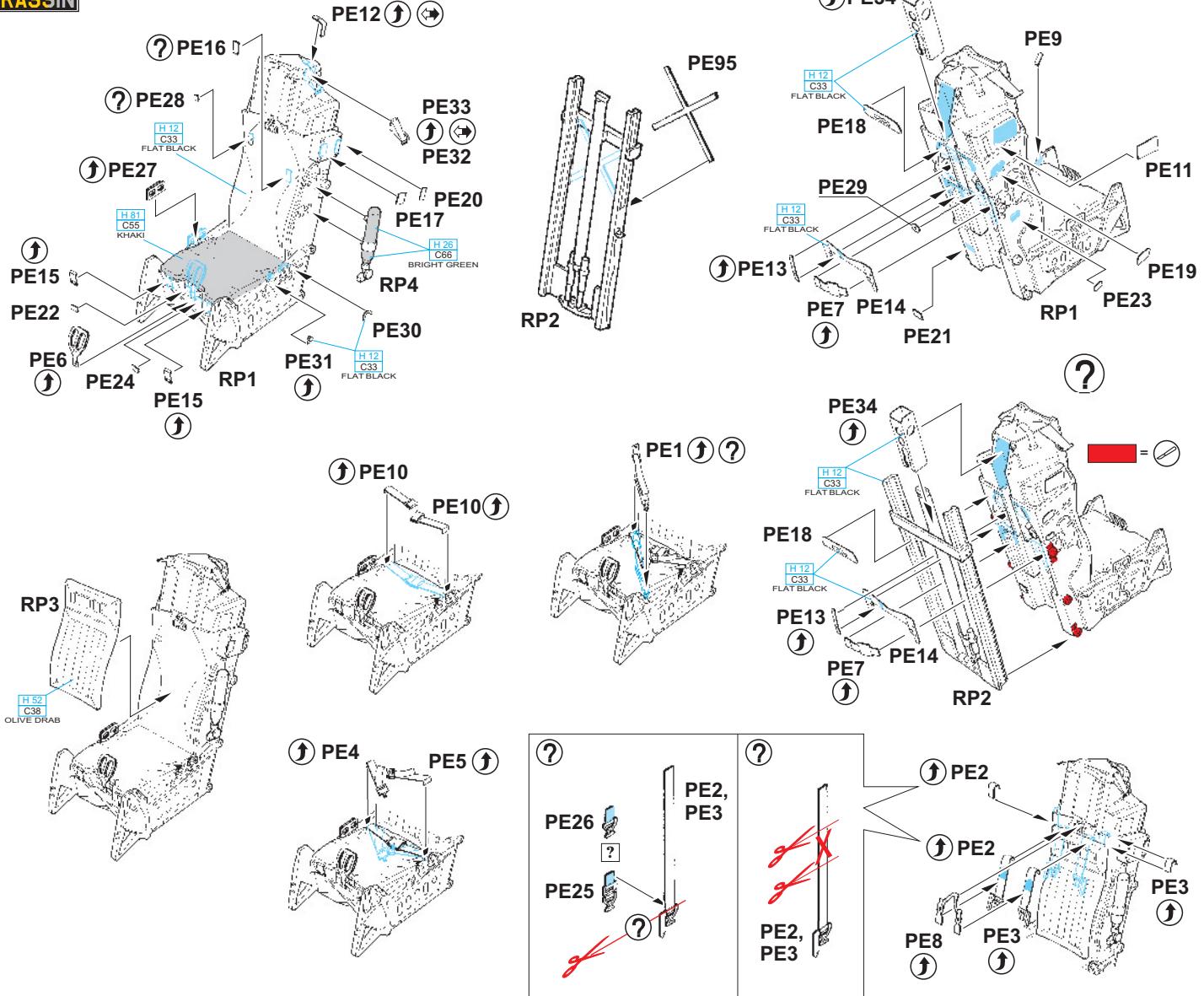
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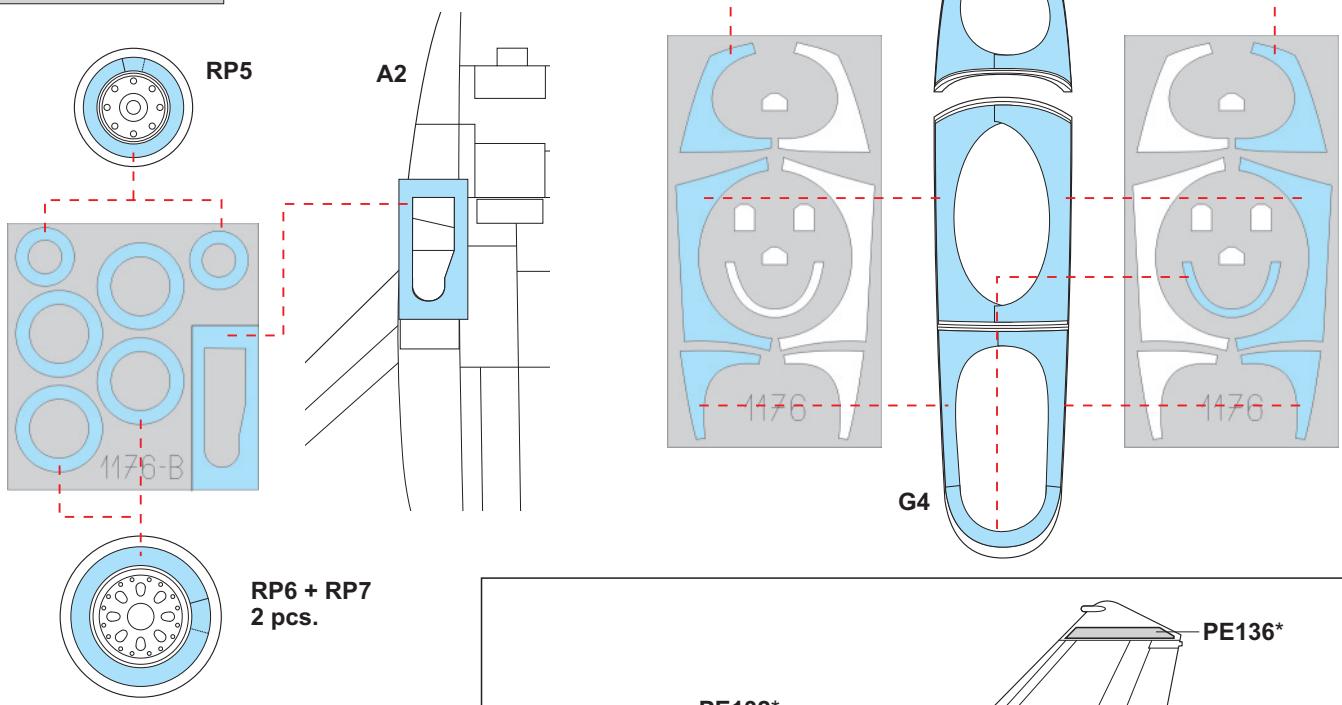
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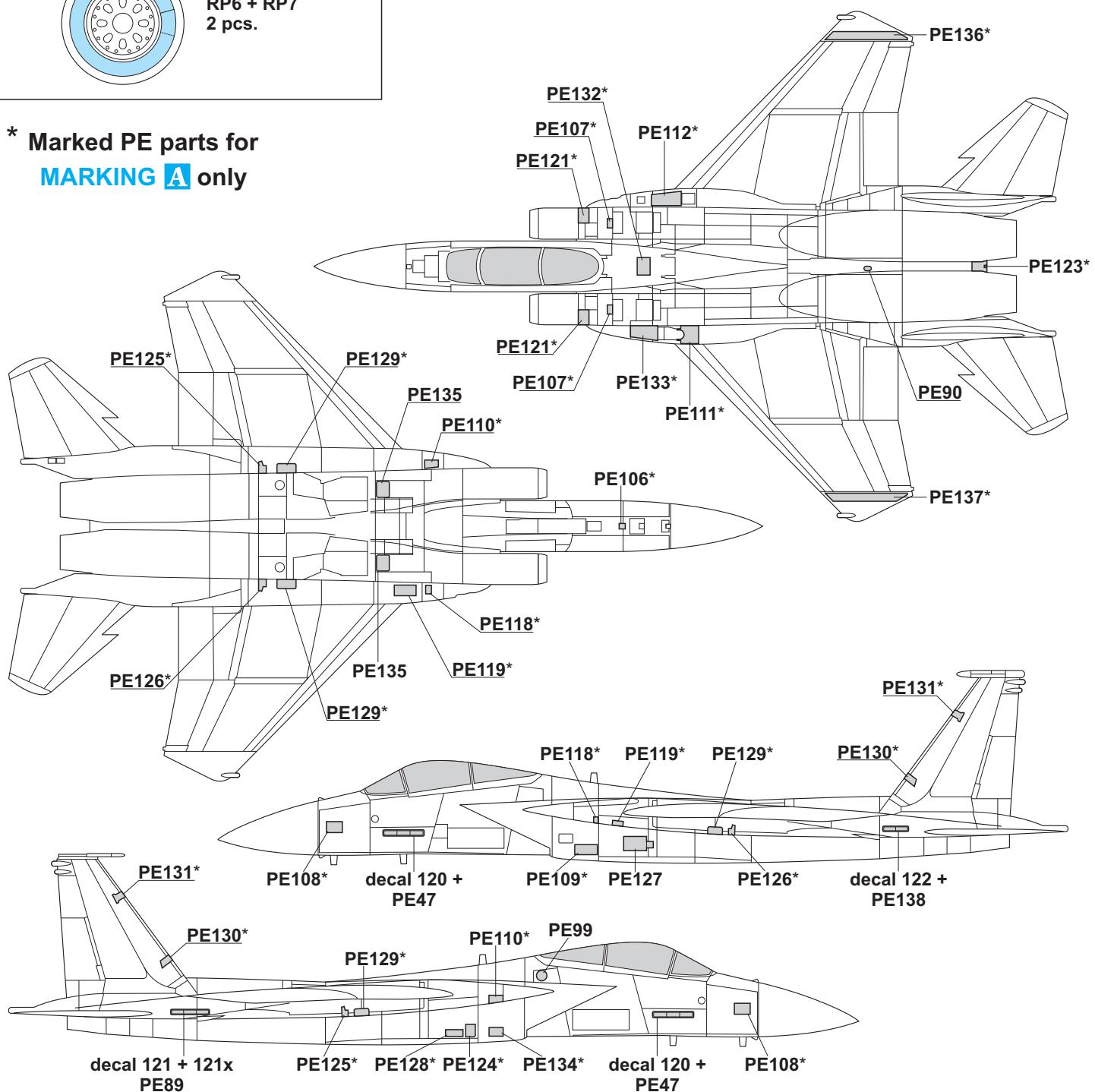
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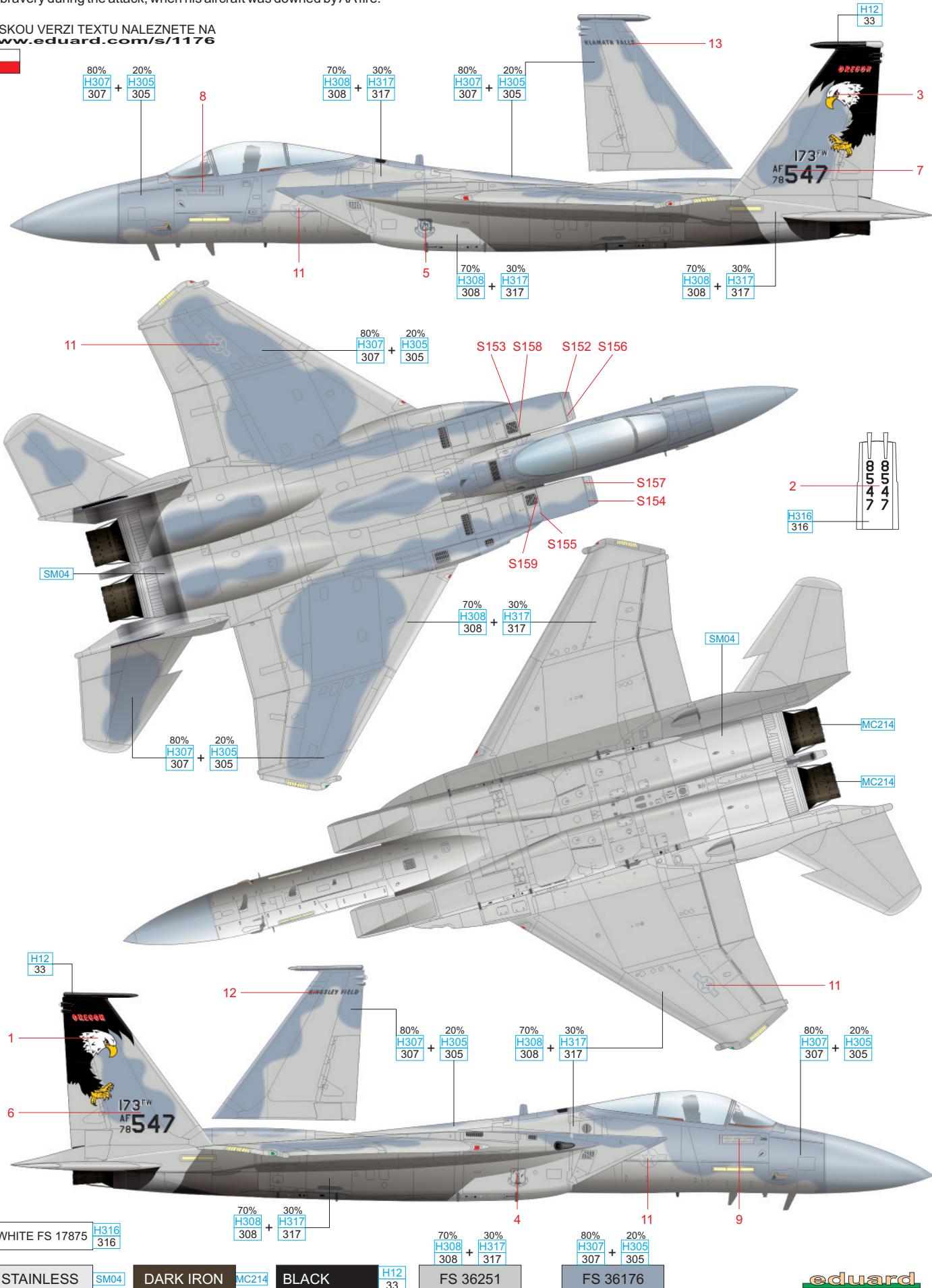
* Marked PE parts for
MARKING A only



A -C Series, s/n 78-0547, Flown by Col. Jeff Silver, CO of 137th Fighter Wing, Oregon Air National Guard, Kingsley Field, 2012

This aircraft is flown by the Oregon Air National Guard at Kingsley Field near Klamath Falls. It is the personal mount of Col. Jeff Silver, the CO of this unit. Silver flew this airplane during the Reno Air Races in September, 2012. This aircraft wears the badges of its owners. The Air National Guard patch is on the starboard engine intake, the 173rd FW patch on the port one. 78-0547 was flown by the 32nd TFS at Soesterberg AFB in the past. Kingsley Field is named after David R. Kingsley, a native of Oregon. He served as bombardier aboard a B-17 during WWII and died in an attack on the Ploesti oil refineries in Romania on July 23, 1944. He was awarded the Medal of Honor for bravery during the attack, when his aircraft was downed by AA fire.

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/1176



B -C-25-MC Series, s/n 76-0053, Flown by Lt.Col. Jack Fry, CO of 53rd TFS, Bitburg AFB, Germany, Early Eighties

This aircraft was based at Bitburg, Western Germany, in the early eighties. This unit was a part of the US occupation forces, specifically the 53rd Tactical Fighter Squadron / 36th Tactical Fighter Wing. With the first Gulf War outbreak, some F-15s of the 36th TFW were sent to Saudi Arabia and participated in the victory over Saddam Hussein's armed forces. The wing's pilots managed to down eleven enemy airplanes. The Tiger motif was present on the tail in 1981 / 1982, and the unit was a NATO Tiger Association member until 1999 when it was deactivated. 76-0053 found its way back to the States, and in 2008 belonged to the 58th FS at Nellis AFB, among others.

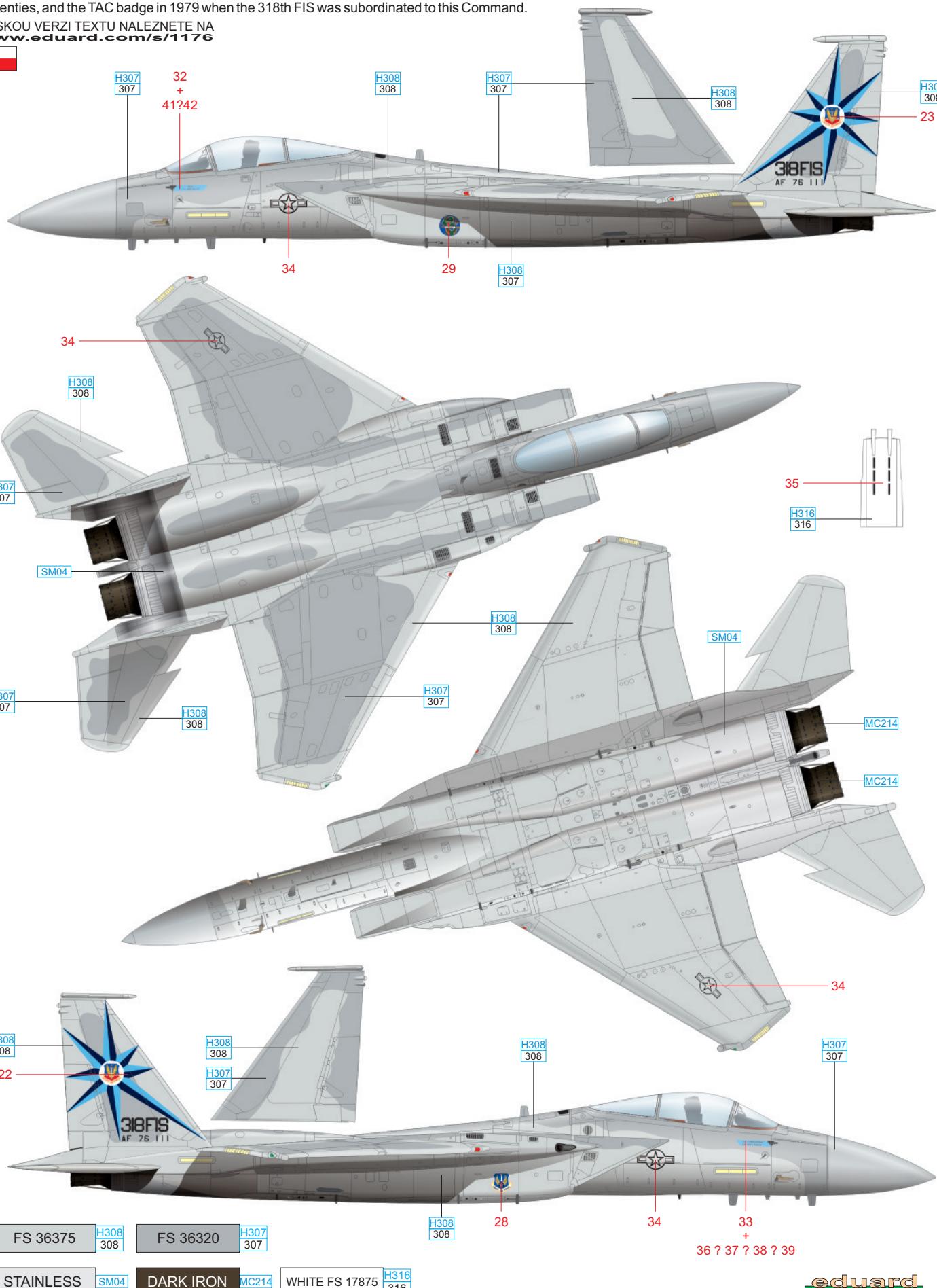
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www.eduard.com/s/1176



C -A Series, s/n 76-0111, Flown by Lt.Col. John Kugler, CO of 318th FIS, Castle AFB, October, 1988

The 318th Fighter Interceptor Squadron was equipped with the F-15 in 1983 and flew this type till its deactivation on December 7, 1989. The unit was based at McChord AFB from August, 1955. This air base witnessed the crash landing of 76-0111 in 1986, when the undecarriage failed to fully deploy. A part of the 318th FIS aircraft was stationed at Castle AFB, CA from 1981 onwards. This particular F-15 was photographed there in 1988. When the 318th FIS was deactivated, its F-15s and their role of defending the US west coast was transferred to the units of the Oregon ANG, notably the 123rd FIS / 142nd FIG. The patch on the starboard engine intake belongs to the 1st Air Force, while the twin tails sport a stylized compass rose with the Tactical Air Command badge in its centre. The rose began to appear in the middle of the seventies, and the TAC badge in 1979 when the 318th FIS was subordinated to this Command.

**ČESKOU VERZI TEXTU NALEZNETE NA
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FS 36375

H308
308

FS 36320

H307
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H316
216

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D -C-24-MC Series, s/n 79-0032, Flown by Col. Lee Alton, CO of 32nd TFS, Soesterberg AB, the Netherlands, Late Eighties

The 32nd Tactical Fighter Squadron transitioned to the F-15 in 1979 and flew the early model till 1983, when C models were adopted. The squadron was based in Soesterberg AB near Utrecht till September, 1990. This aircraft was sold to the Royal Saudi Air Force on September 13, 1990 and moved to the Arabian peninsula the same month. This change was prompted by the Iraqi invasion of Kuwait on August 1, 1990. When the first Gulf War was over, the 32nd returned to the Netherlands and obtained F-15A MSPIs. In 1993 the US military presence in the Netherlands came to an end. The 32nd TFS was disbanded and their F-15s were transferred to the 101st FS based in Otis AFB, MT.

**ČESKOU VERZI TEXTU NALEZNETE NA
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FS 36375

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HITE ES 17875 H316

STAINLESS

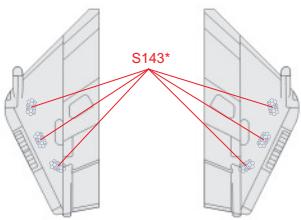
DARK IRON

MC314

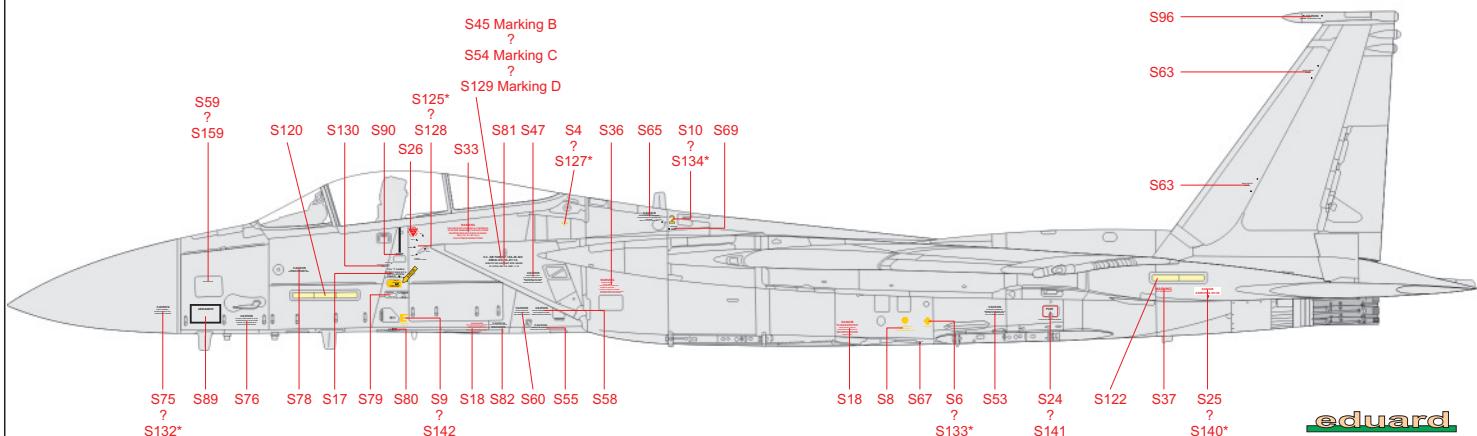
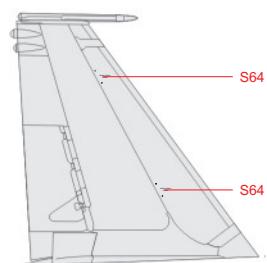
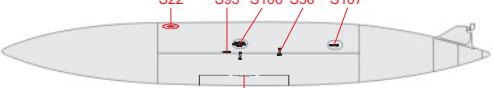
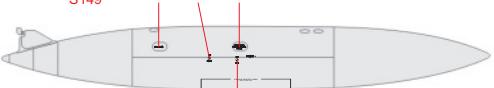
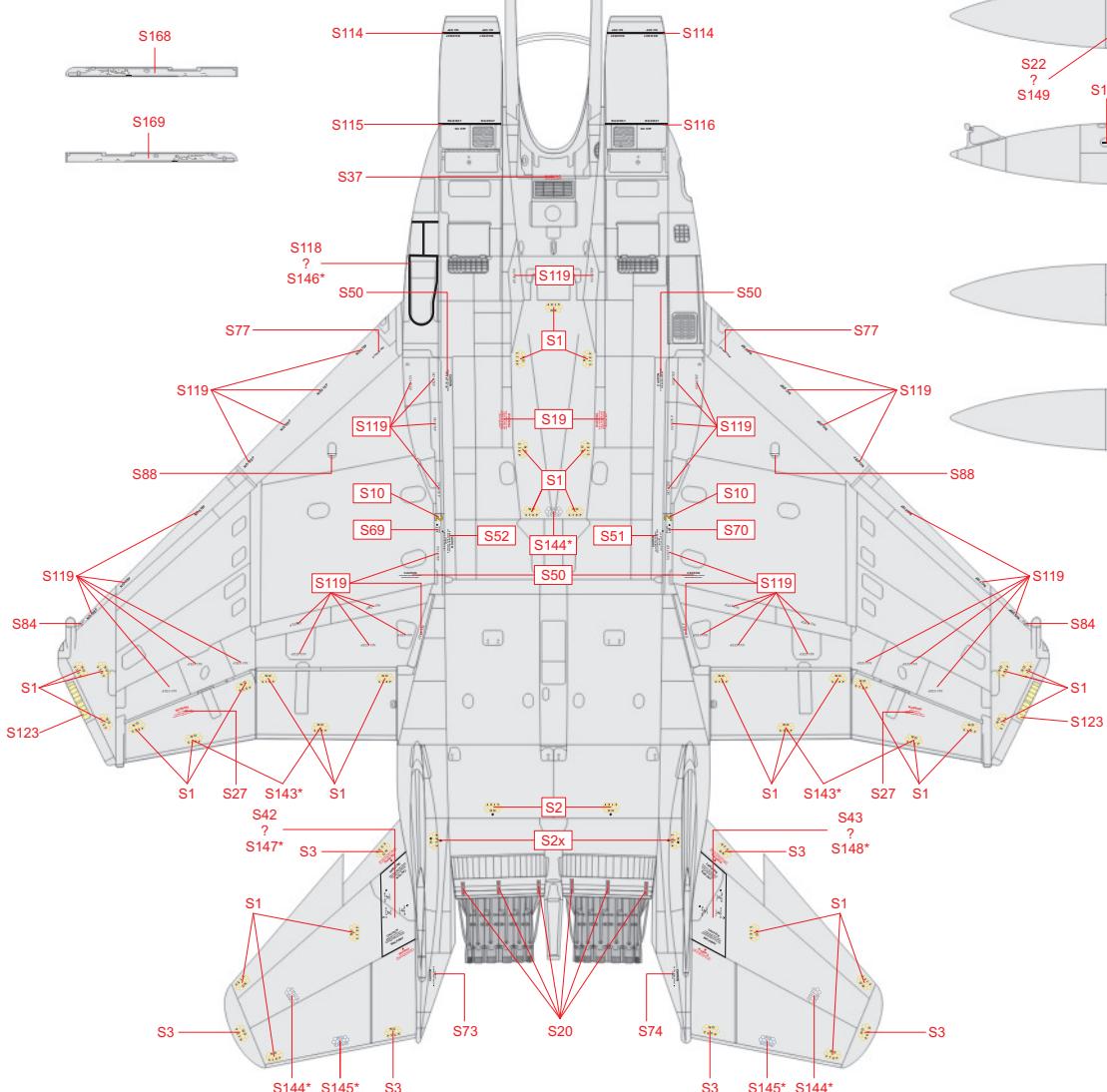
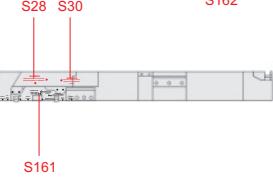
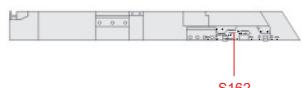
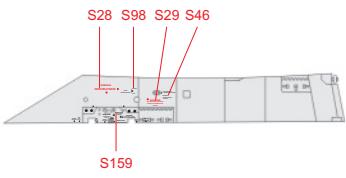
WHITE FS 17875 H316
316

Fighting Eagle

STENCIL VARIANTS



* Marked stencils for marking A only

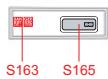


eduard

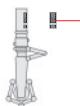
Fighting Eagle

STENCIL VARIANTS

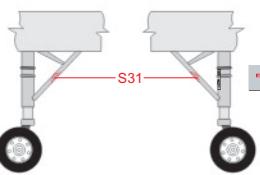
Main landing gear Cover -inside



Nose landing gear



Nose landing gear



Main landing gear Cover -inside

