

eduard

LIMITED



HRÁBĚ SU-25K

Instruction sheet

1/48

11176-NAV1



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



SAND
BROUSIT



OPEN HOLE
VYVRTAT OTVOR



SYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON www.eduard.com

PARTS



DÍLY



TEILE



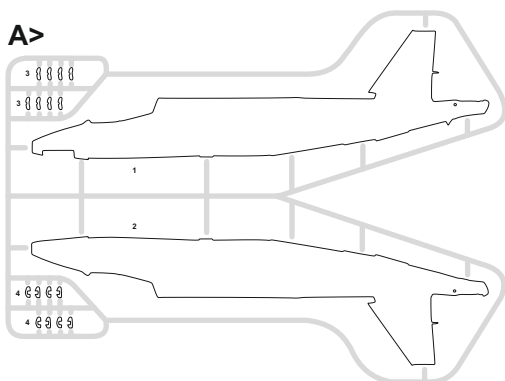
PIÈCES



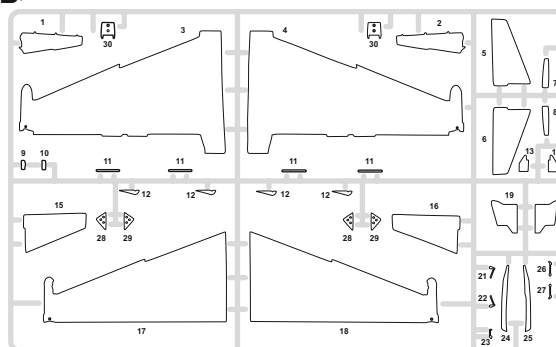
部品

PLASTIC PARTS

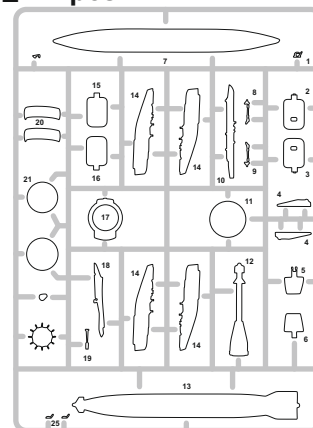
A>



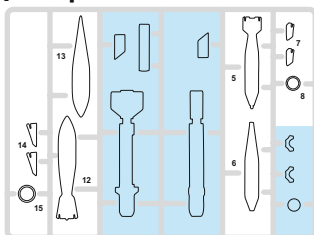
B>



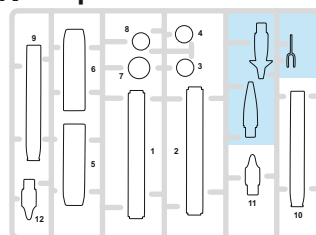
E> 2 pcs.



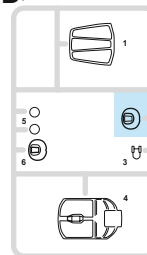
H> 4 pcs.



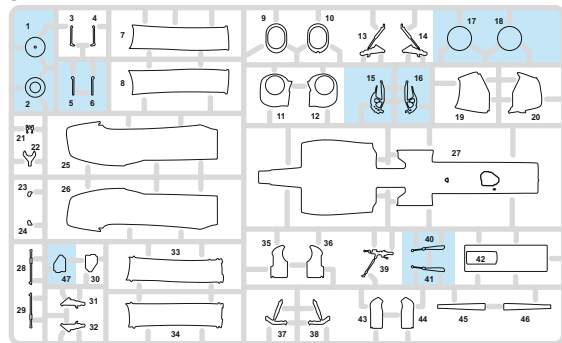
K> 4 pcs.



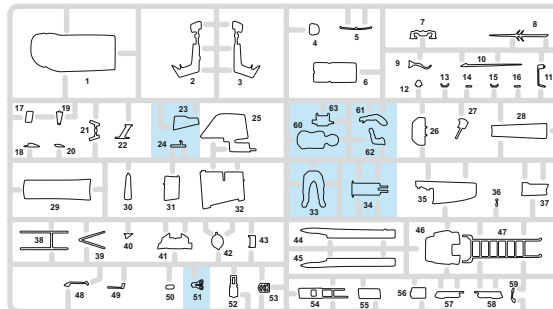
D>



C>



F>

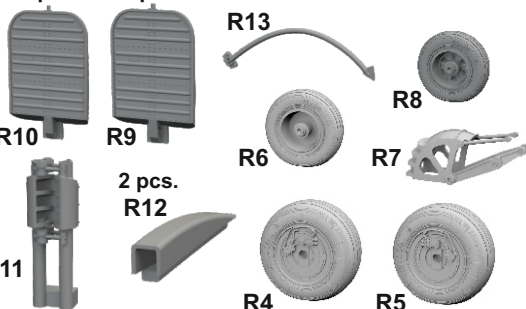


RP - RESIN PARTS

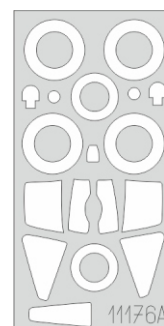
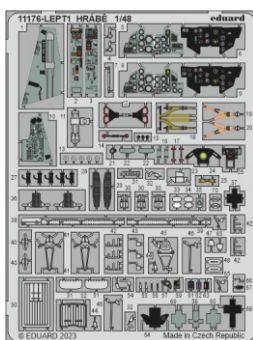


2 pcs.

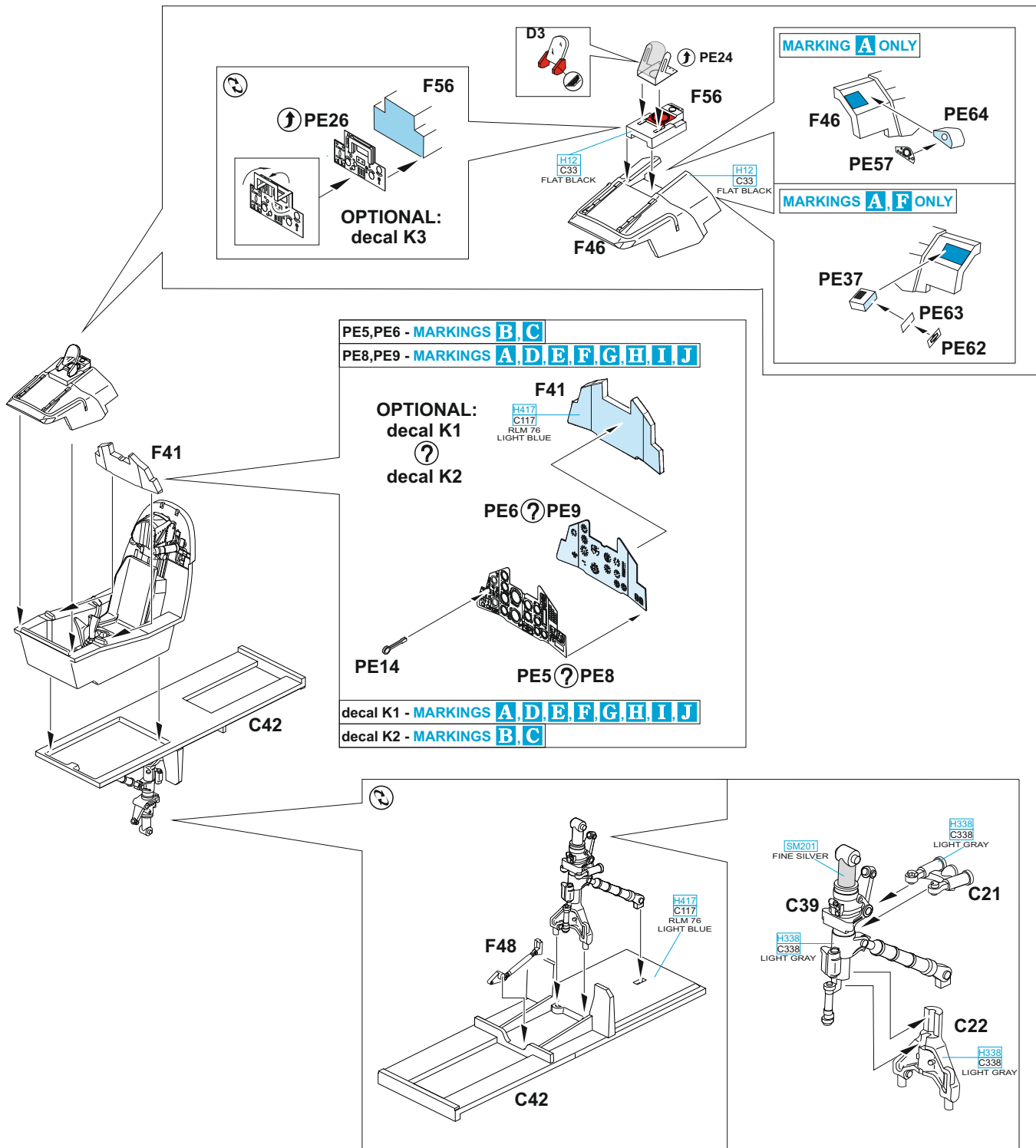
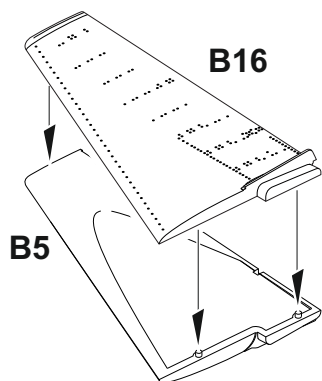
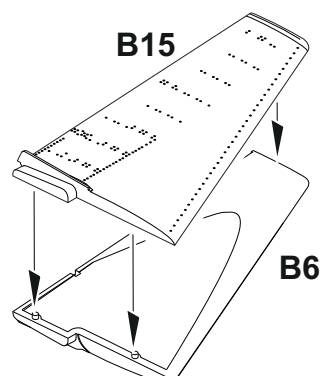
2 pcs.

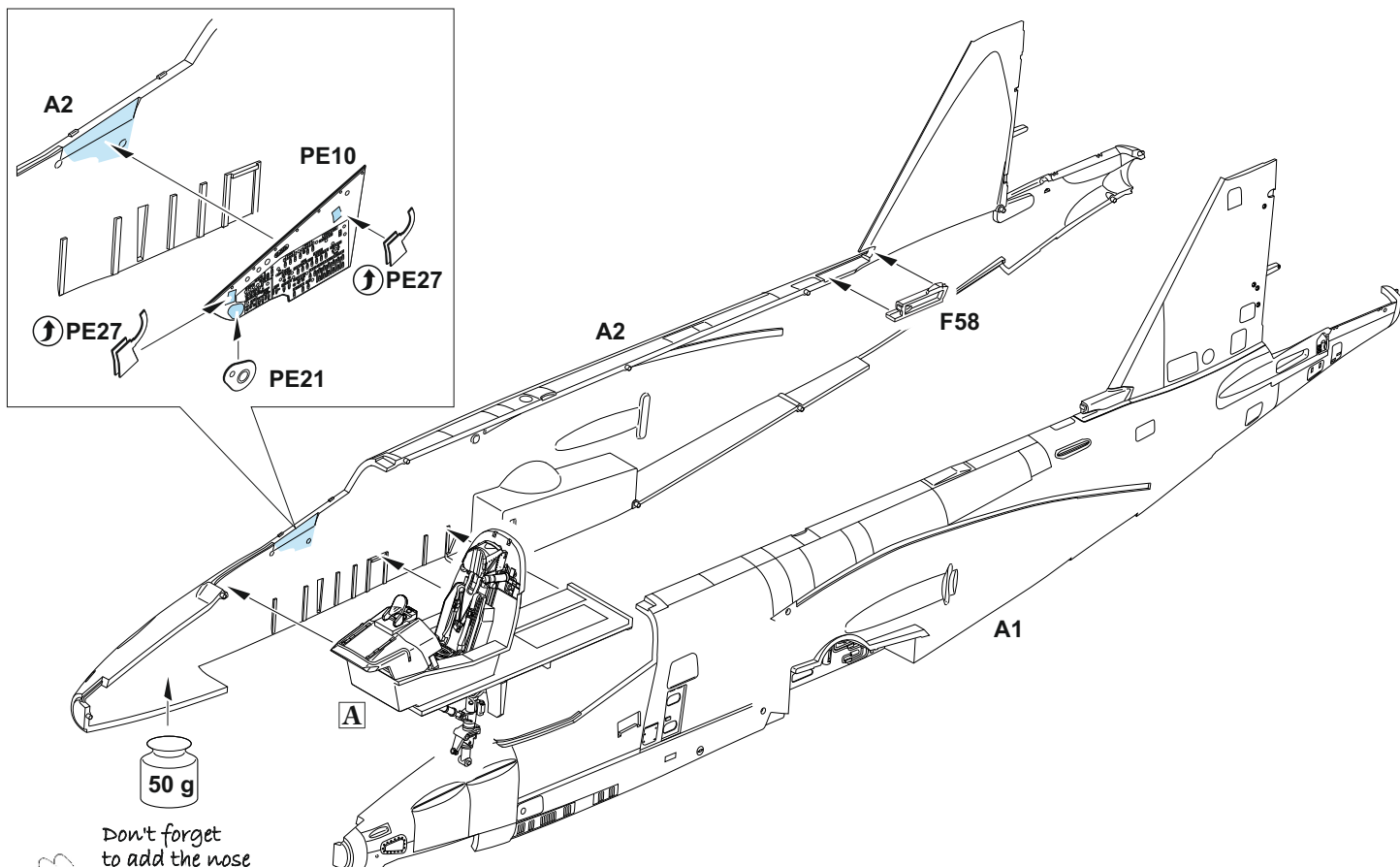
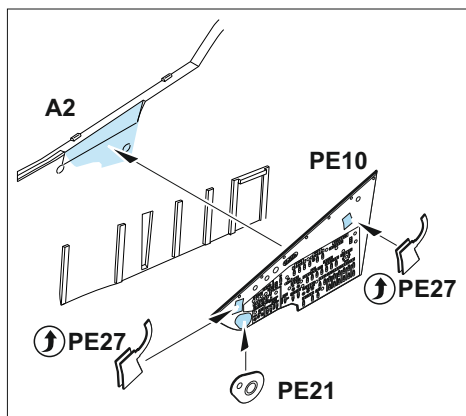
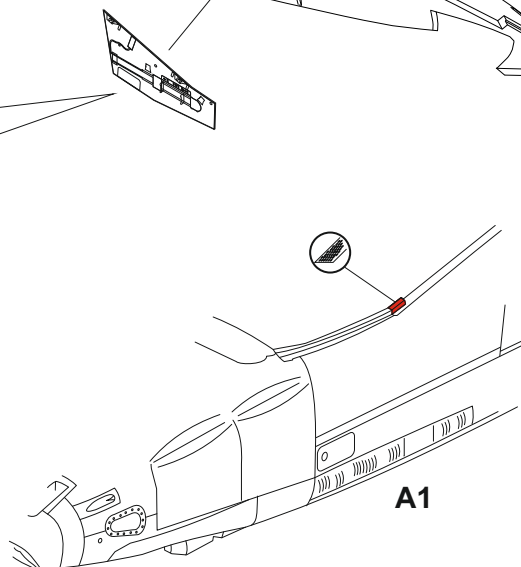
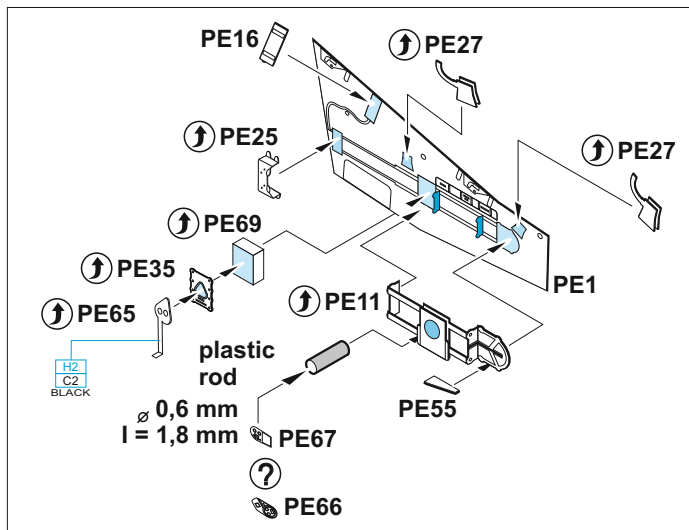
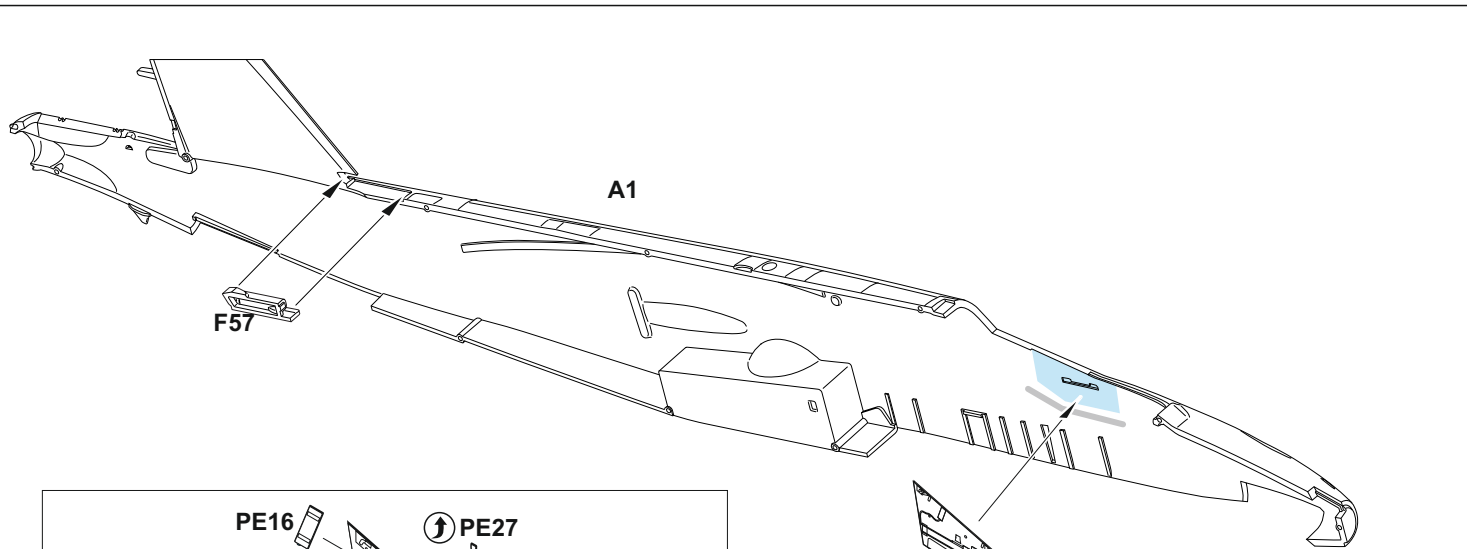


PE - PHOTO ETCHED DETAIL PARTS



-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

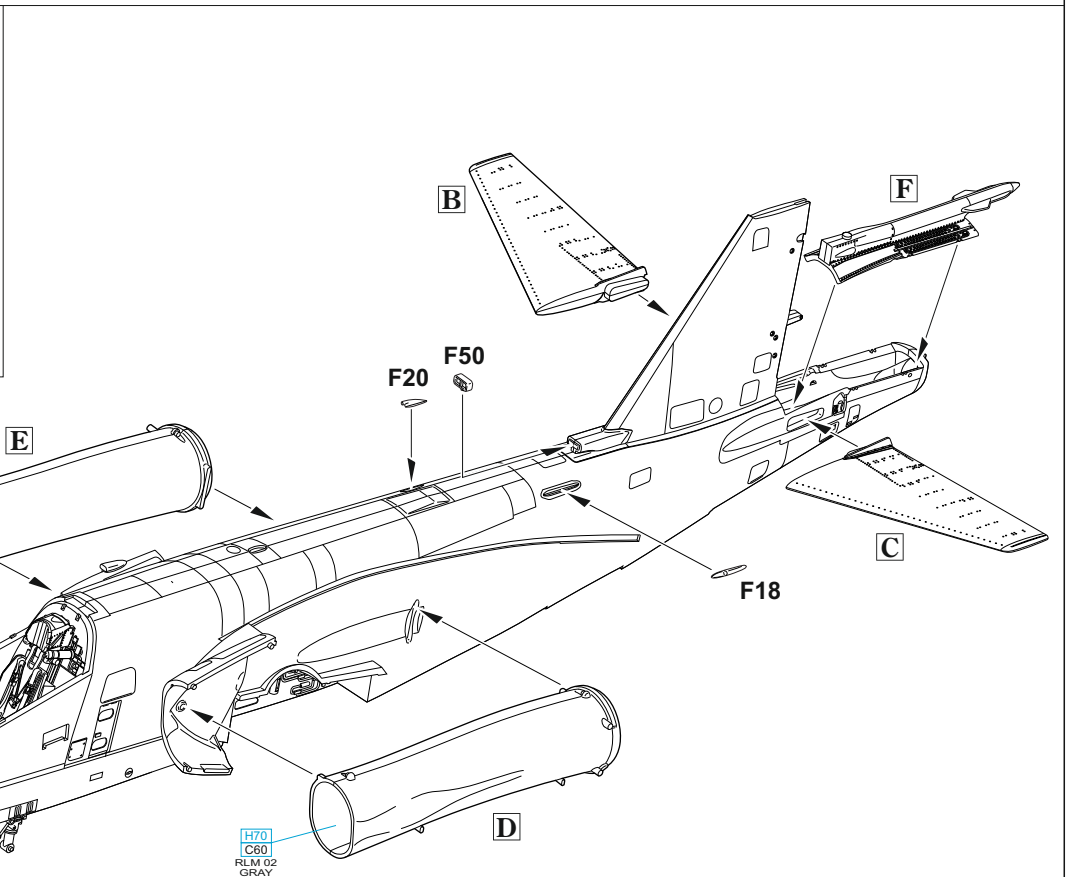
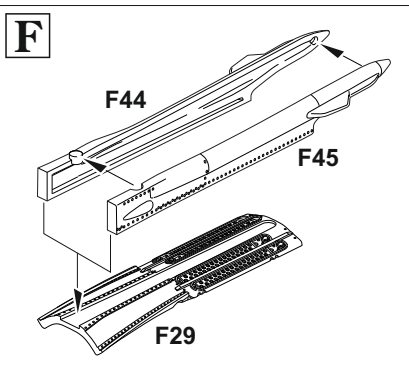
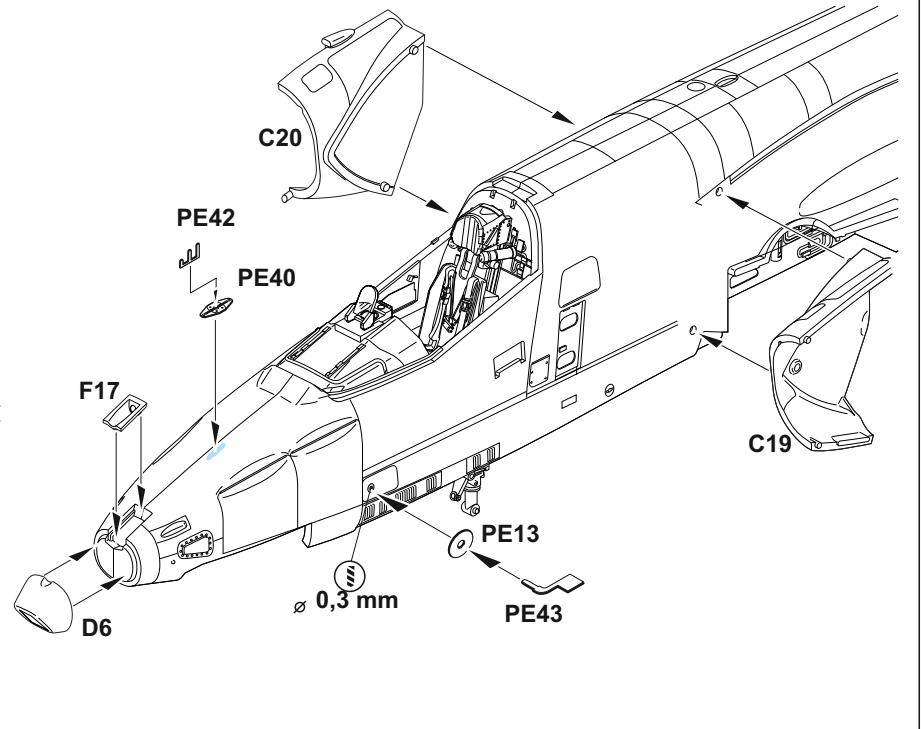
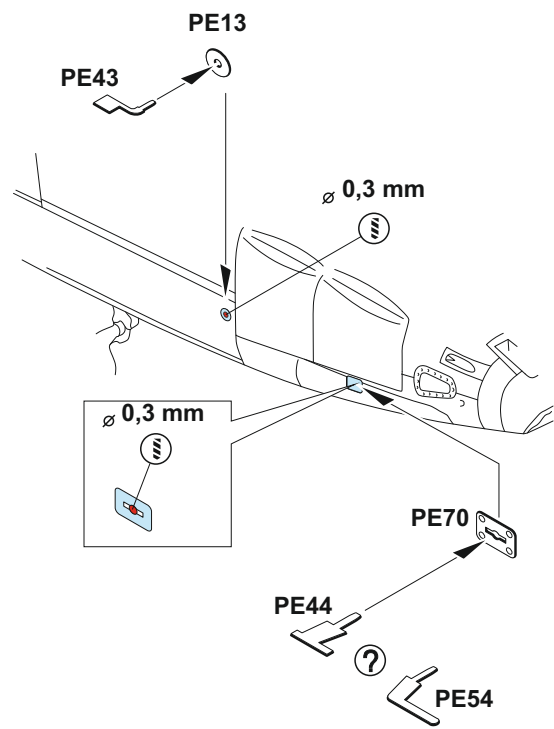
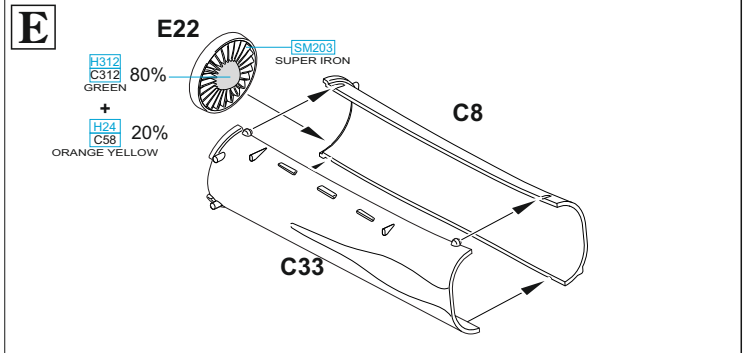
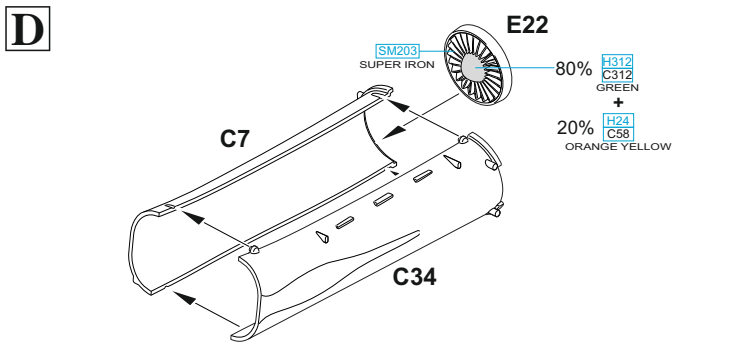
A**B****C**

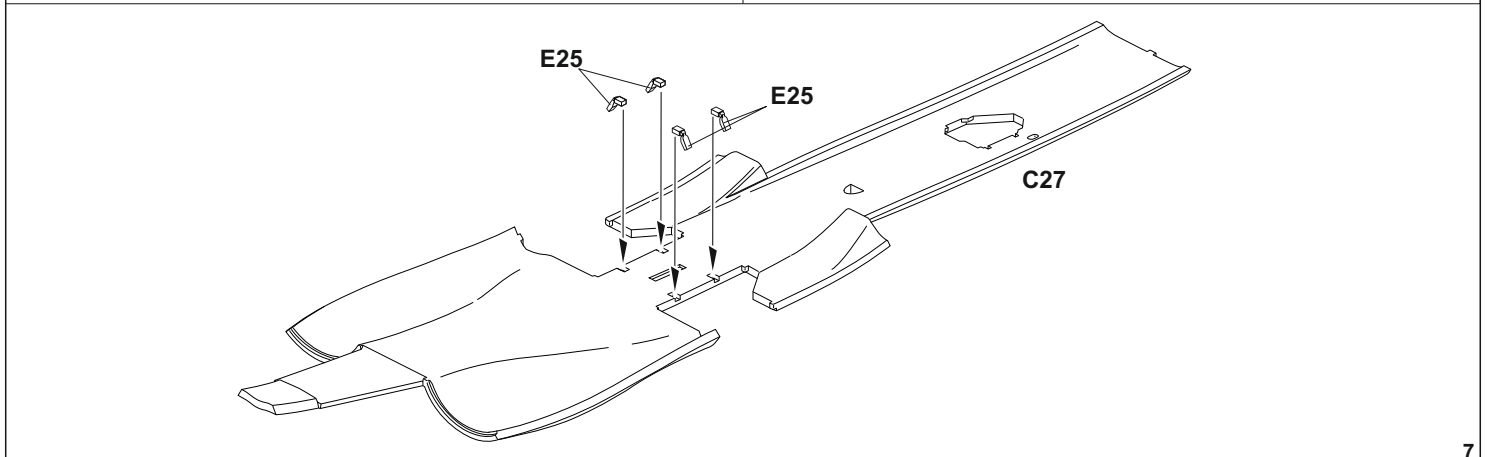
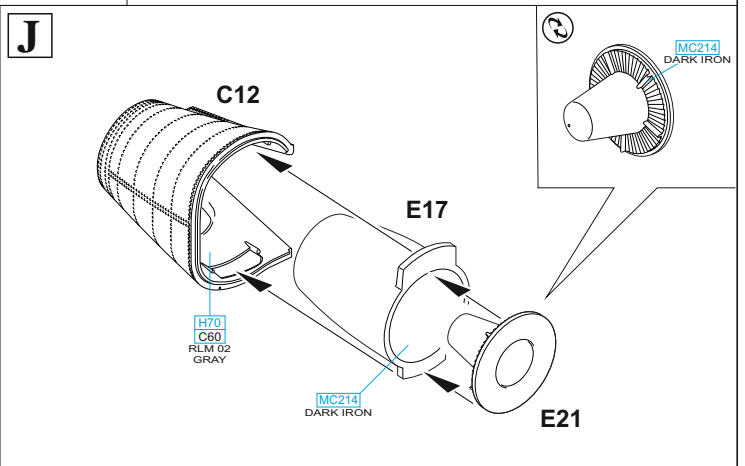
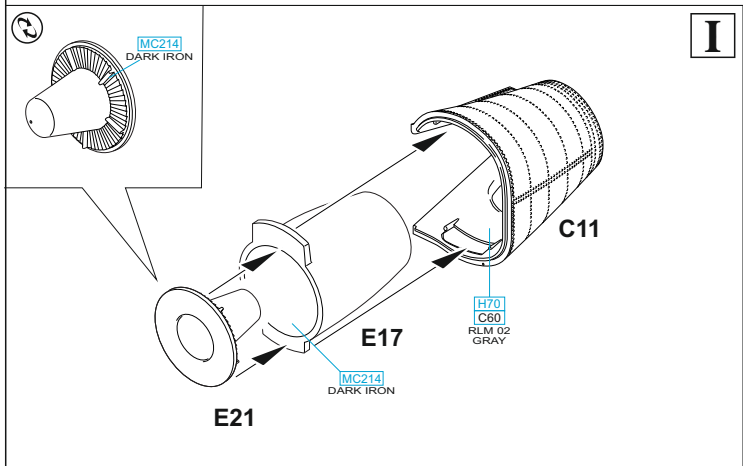
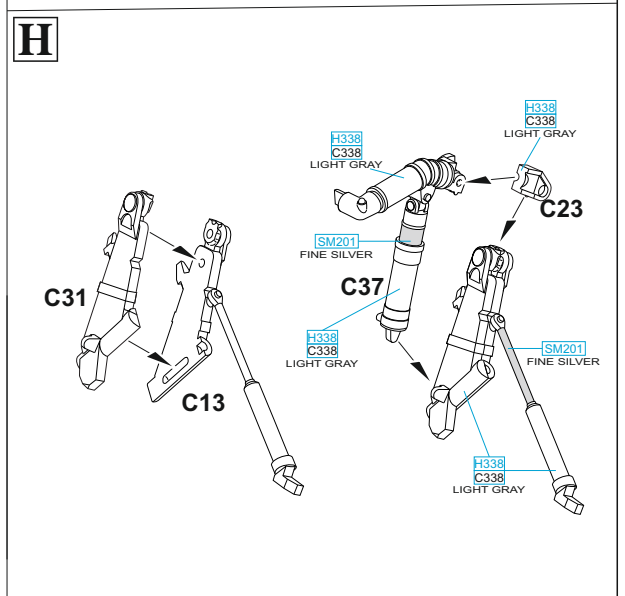
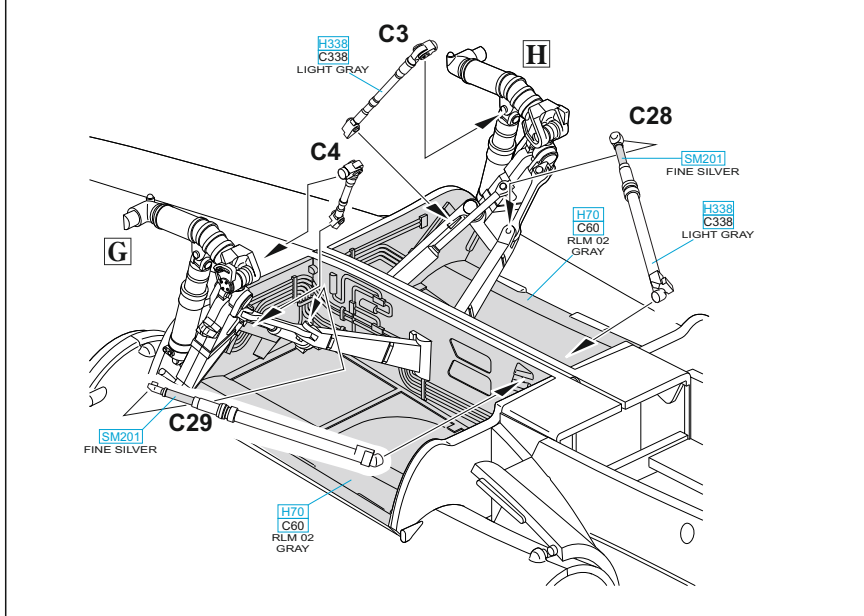
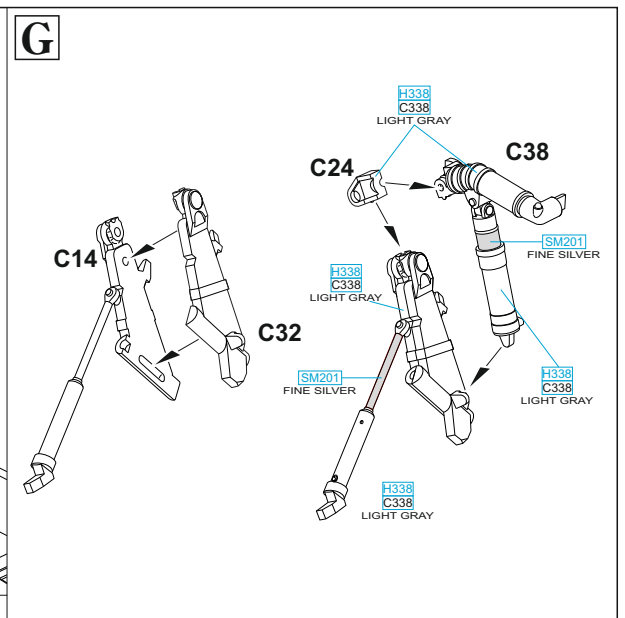
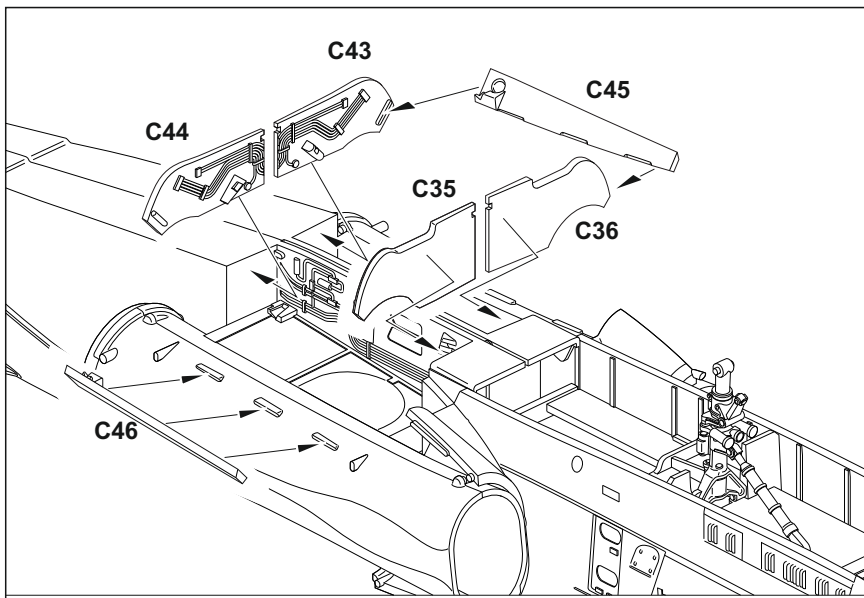


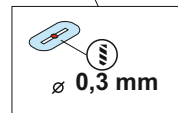
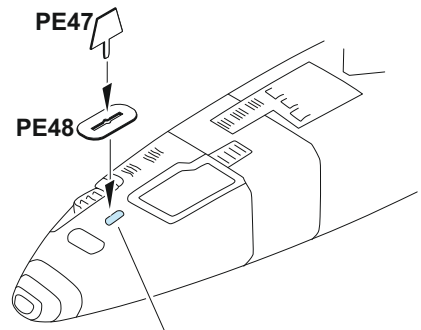
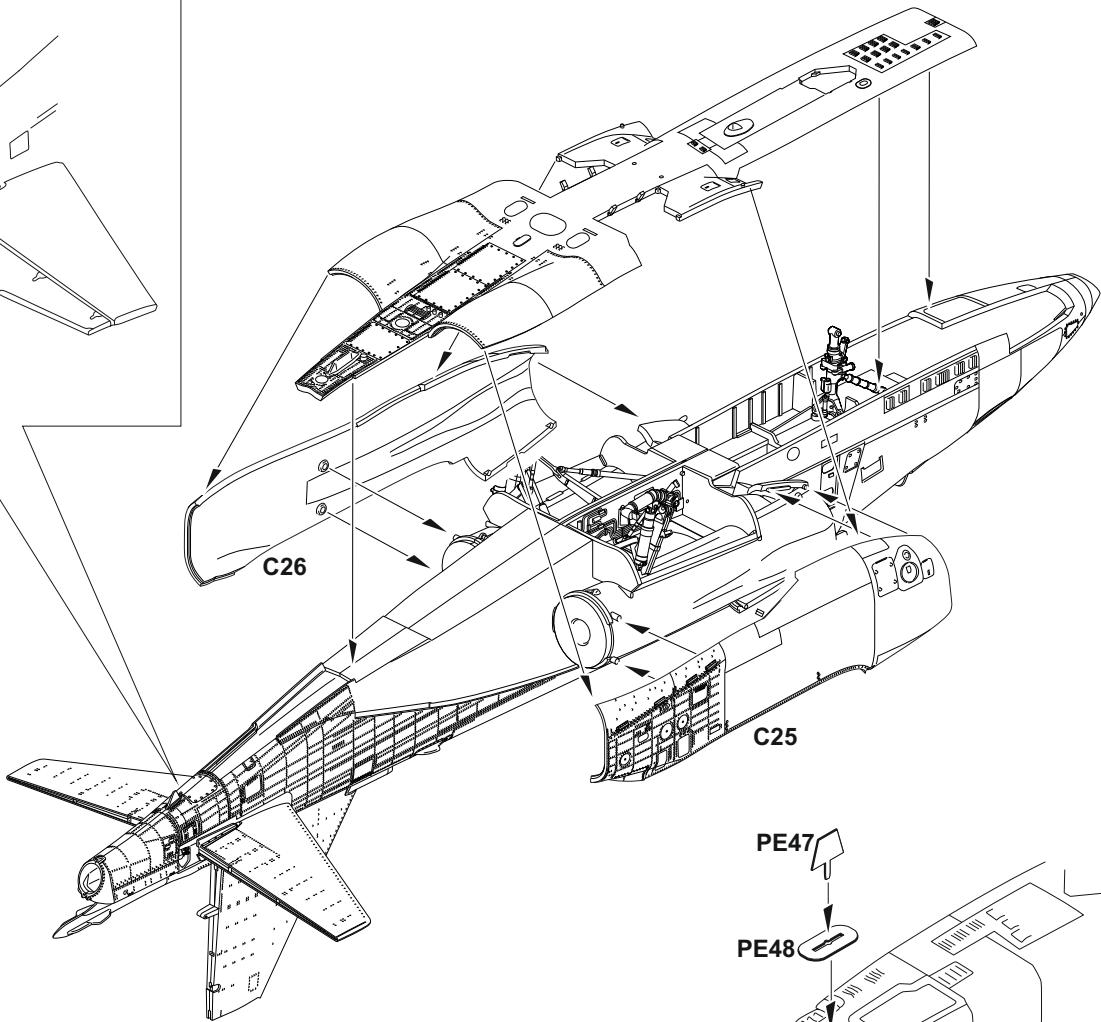
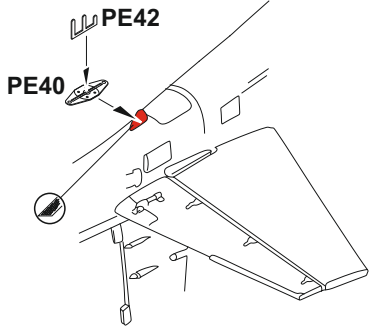
50 g

Don't forget
to add the nose
weight balance!









K

F52, F53 - MARKINGS **A, D, E, F, J**
 R11 - MARKINGS **B, C, G, H, I**

MC214 DARK IRON

F53

F52

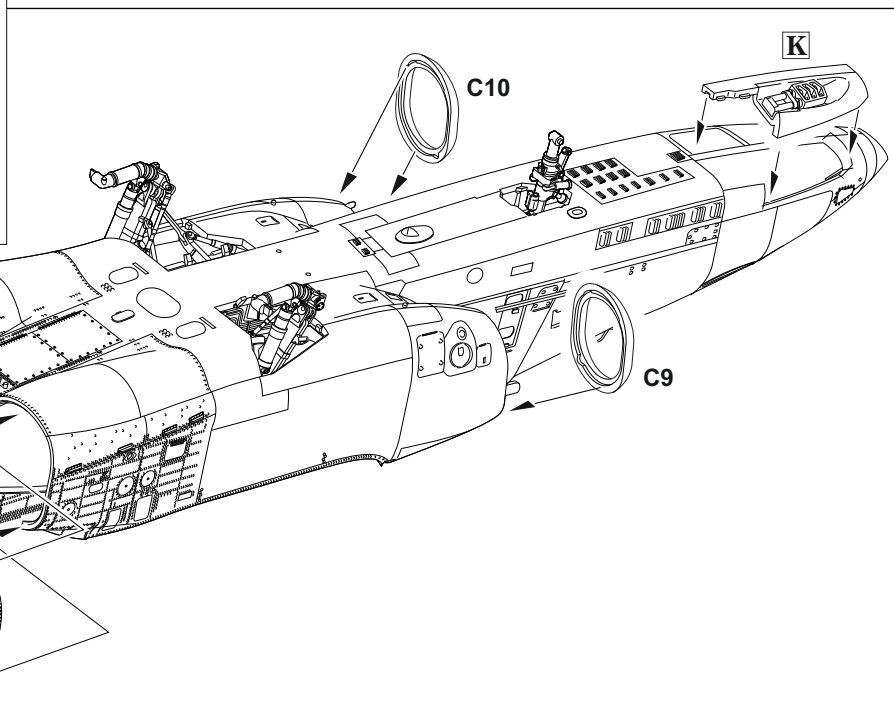
R11

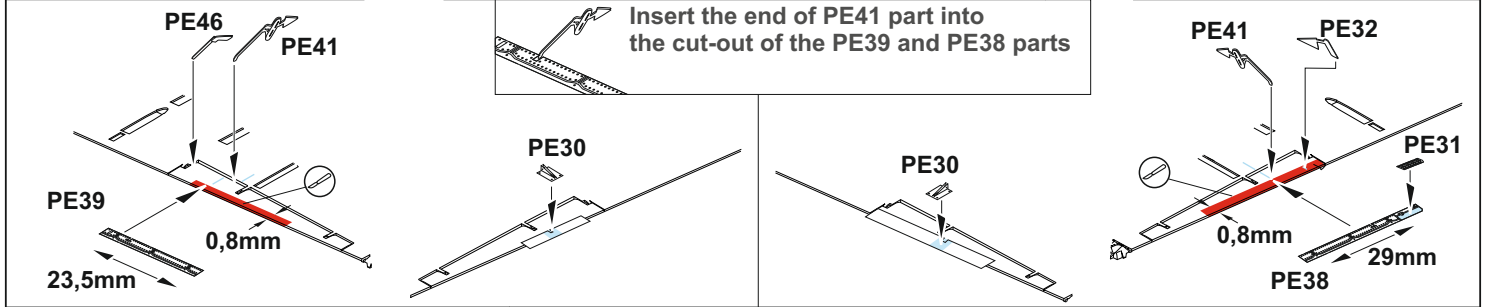
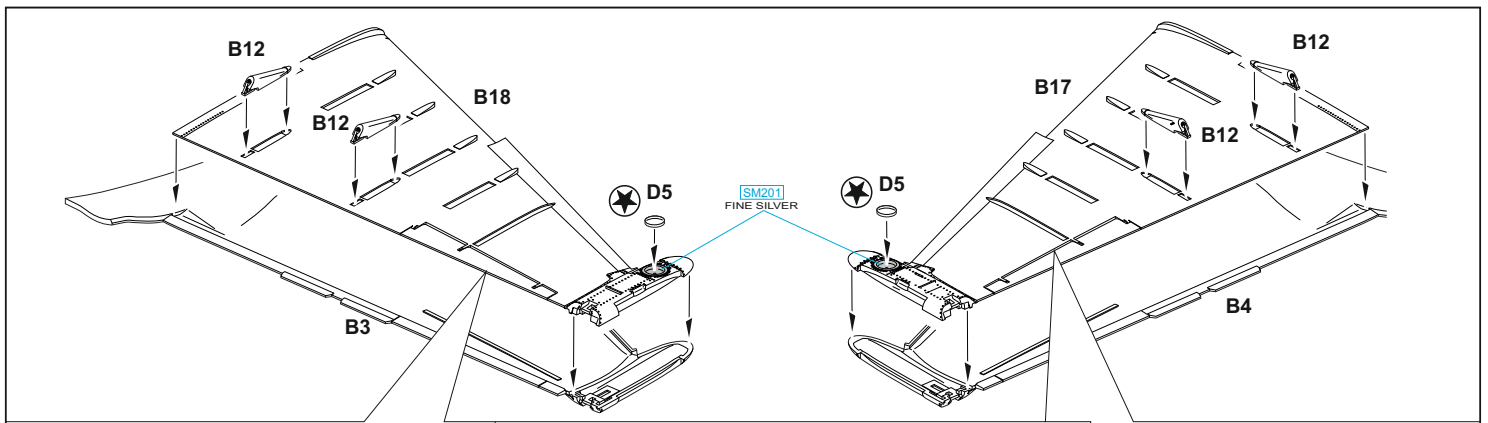
MC214 DARK IRON

H70 C60 RLM 02 GRAY

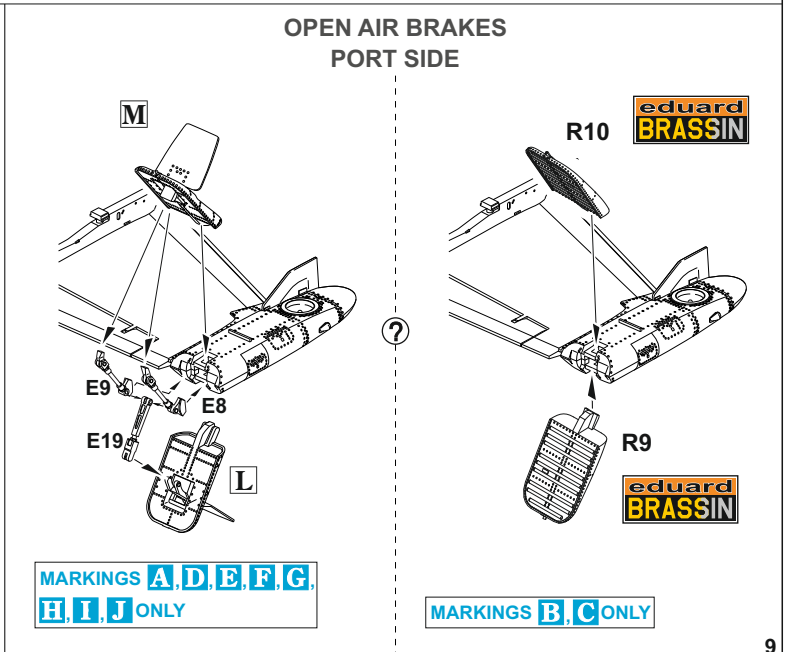
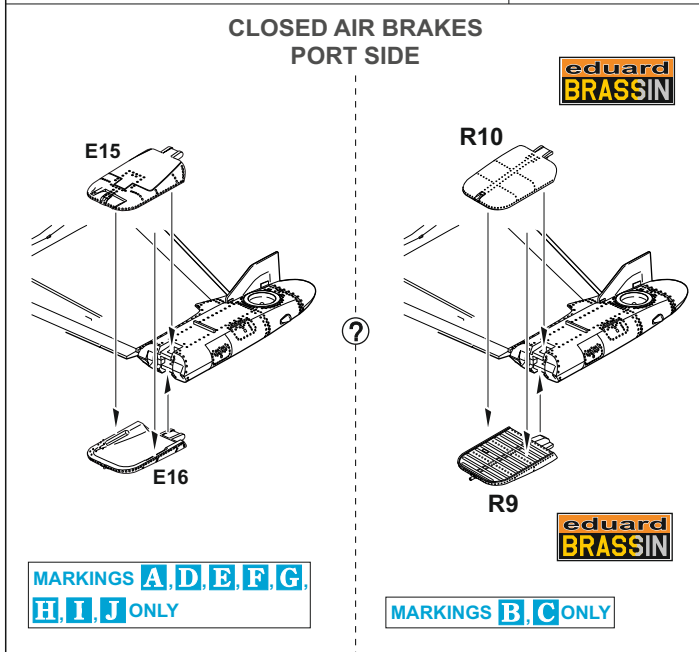
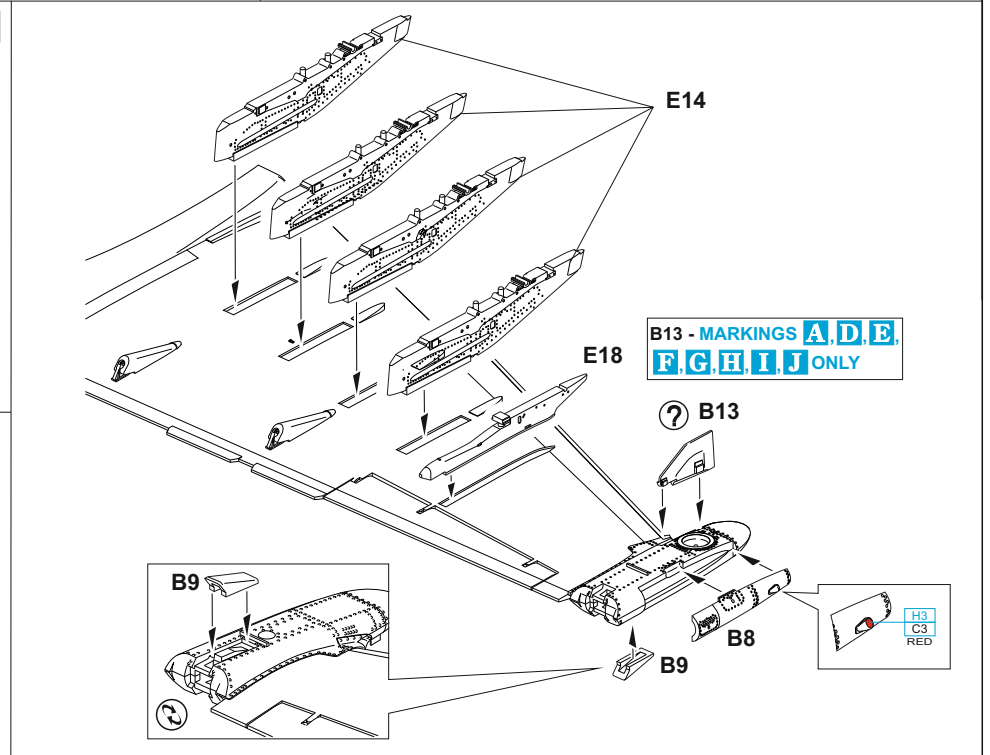
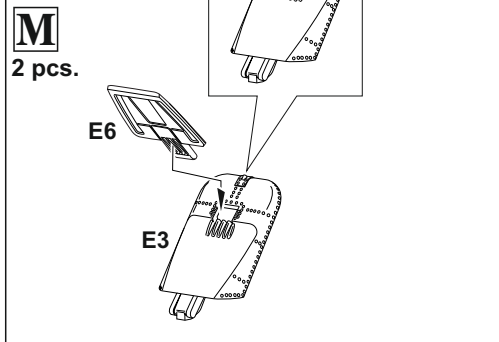
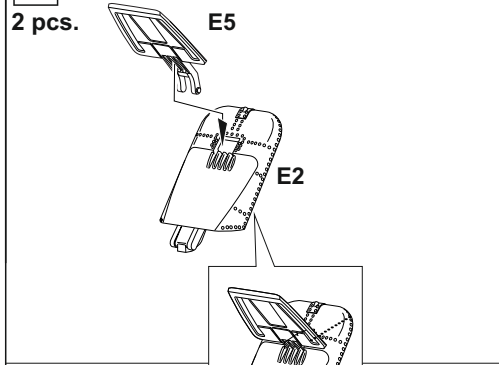
eduard BRASSIN

F35

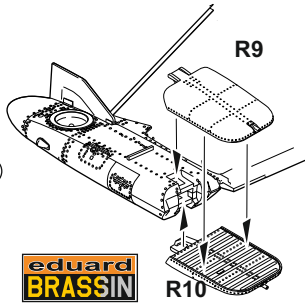
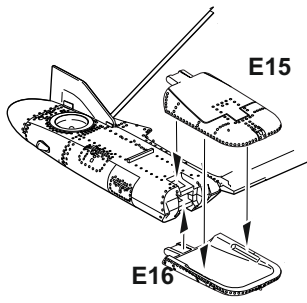




L MARKINGS **A, D, E, F, G, H, I, J** ONLY



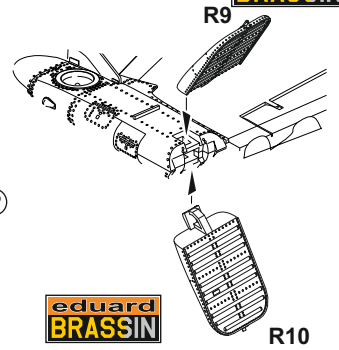
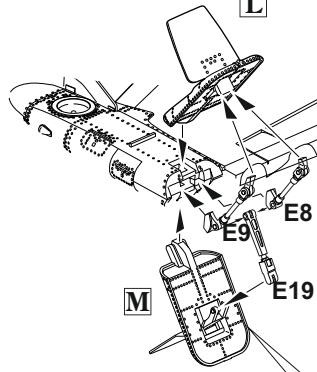
CLOSED AIR BRAKES
STARBOARD SIDE



MARKINGS **A, D, E, F, G,**
H, I, J ONLY

MARKINGS **B, C** ONLY

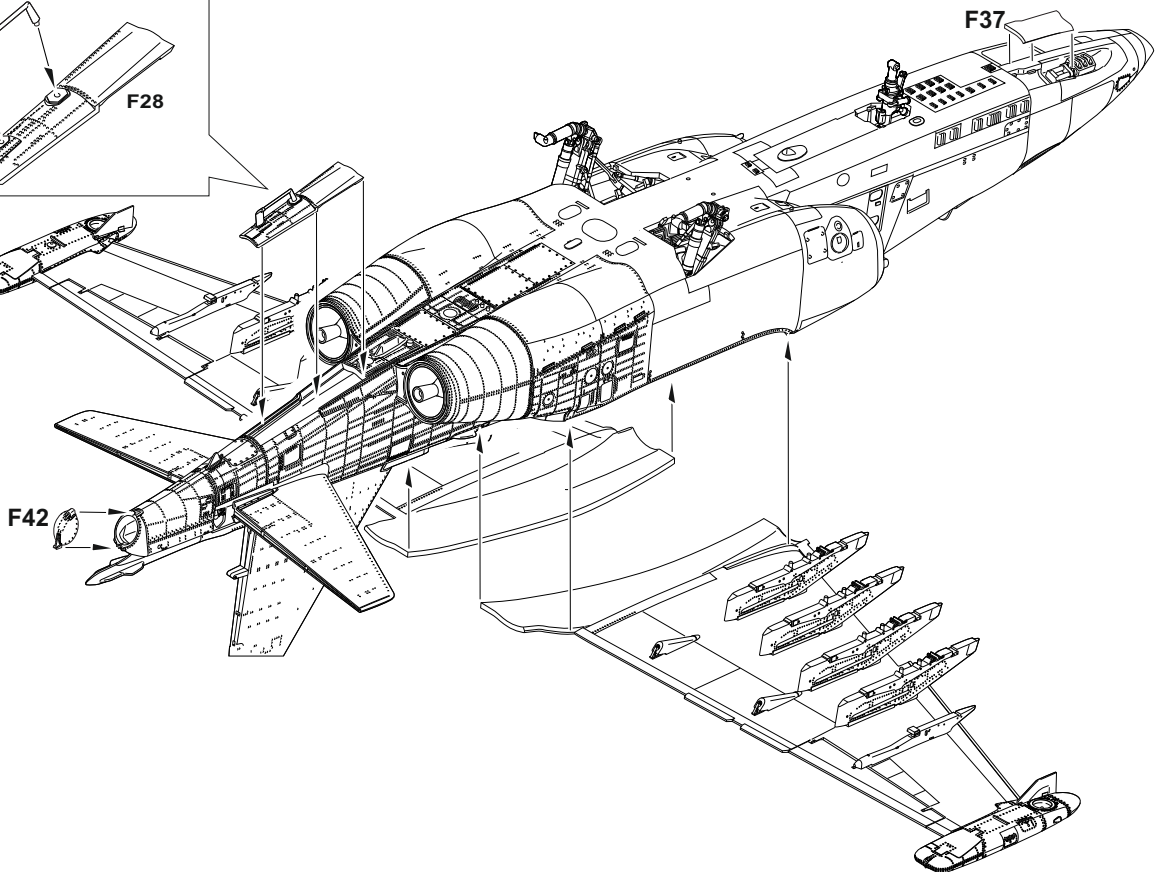
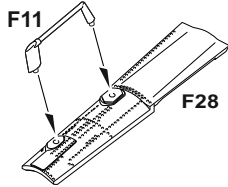
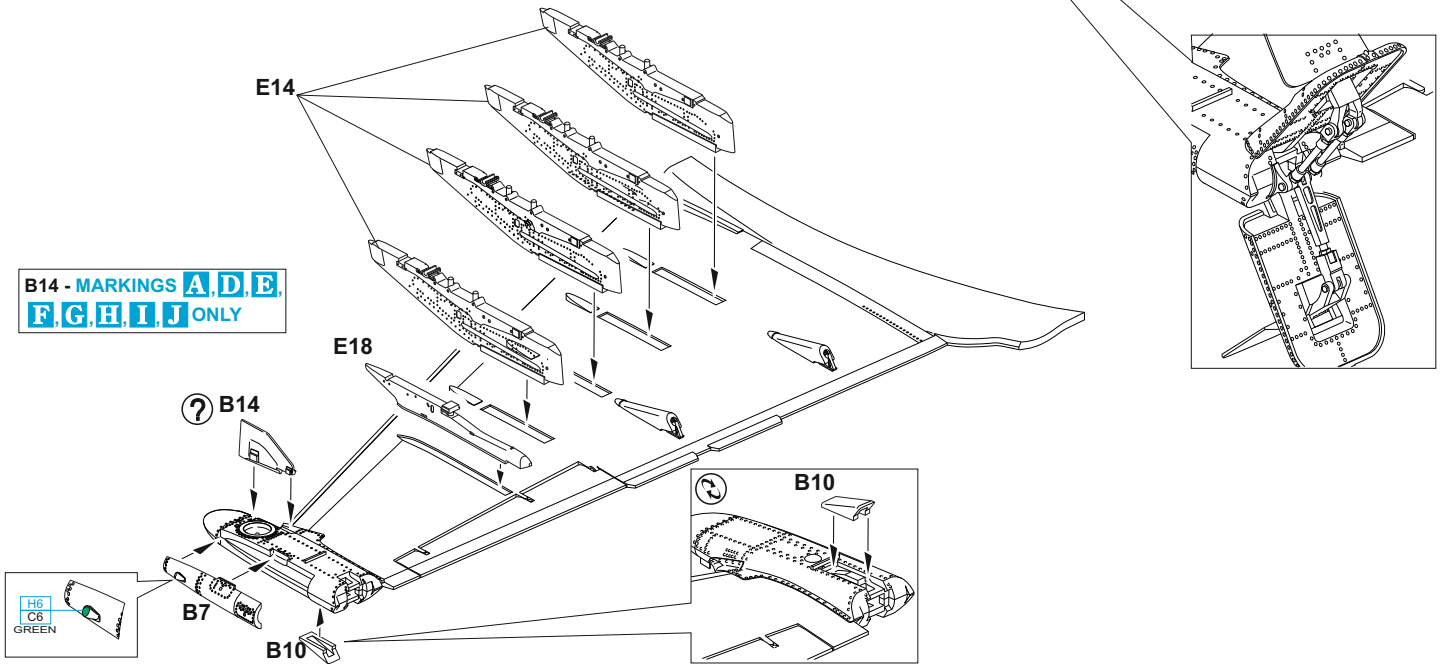
OPEN AIR BRAKES
STARBOARD SIDE

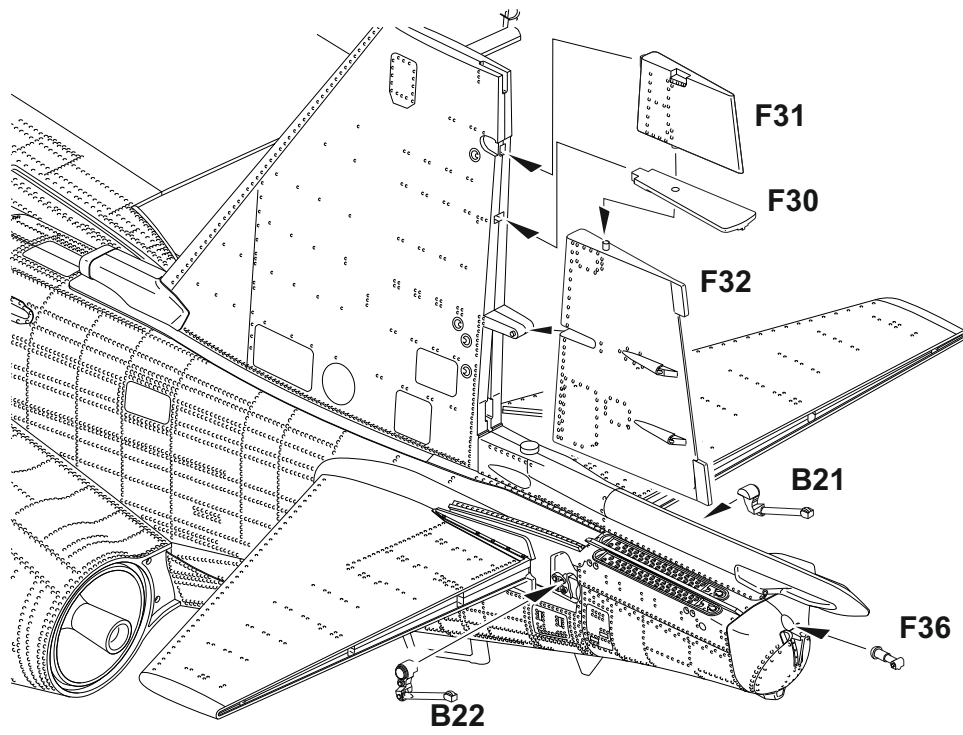


MARKINGS **A, D, E, F, G,**
H, I, J ONLY

MARKINGS **B, C** ONLY

B14 - MARKINGS **A, D, E,**
F, G, H, I, J ONLY



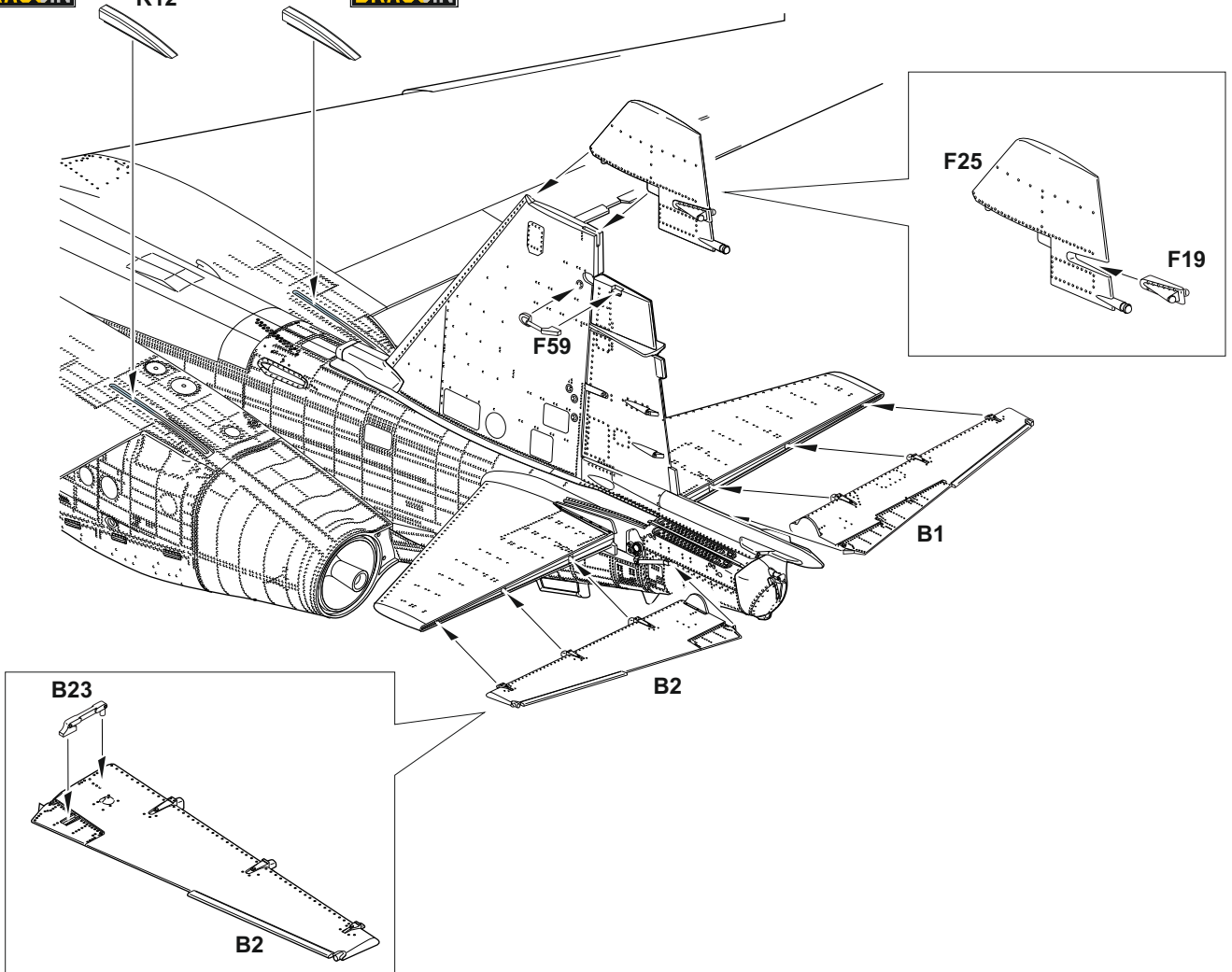


eduard
BRASSIN

R12

R12

eduard
BRASSIN



F25

F19

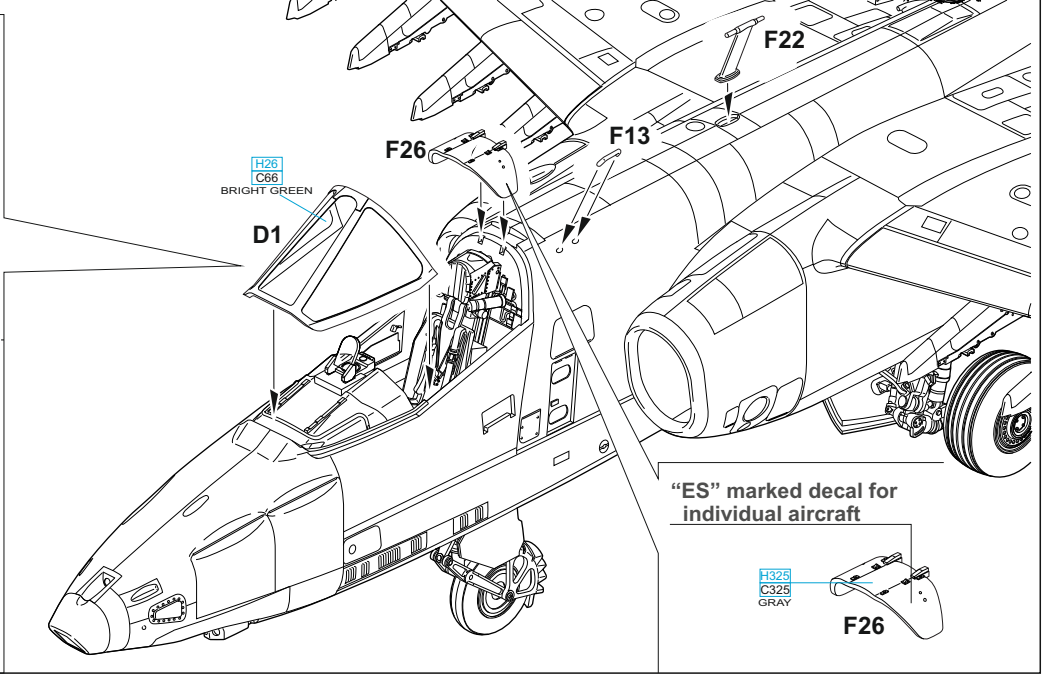
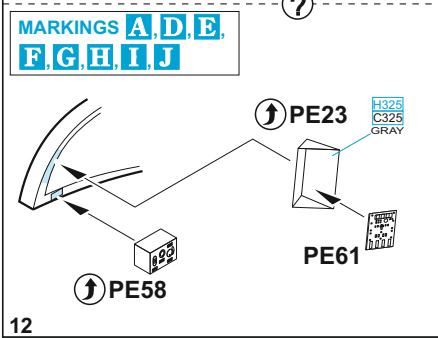
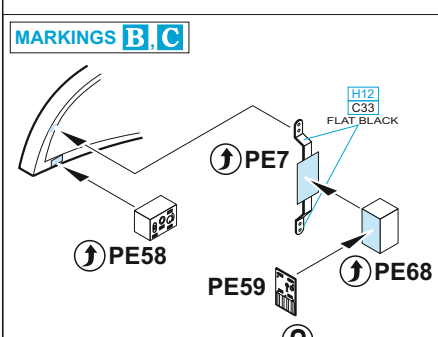
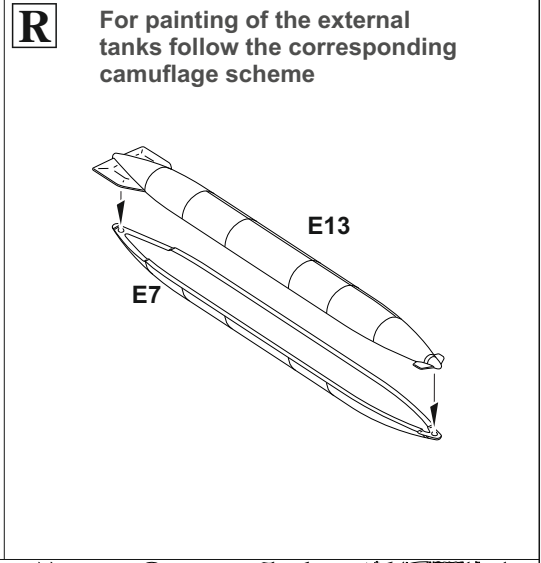
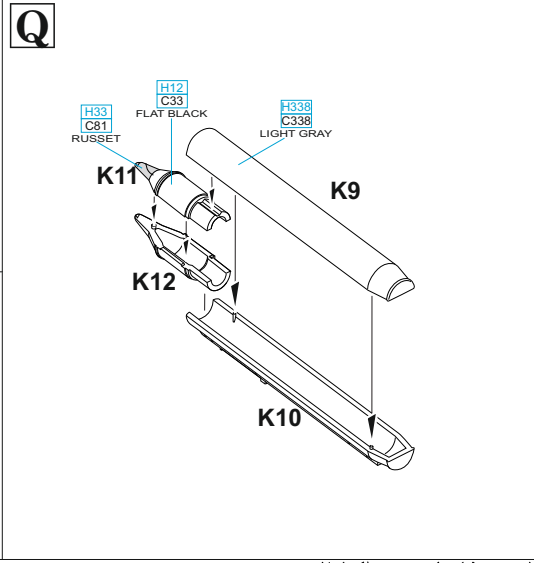
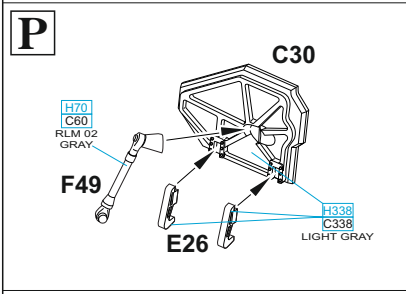
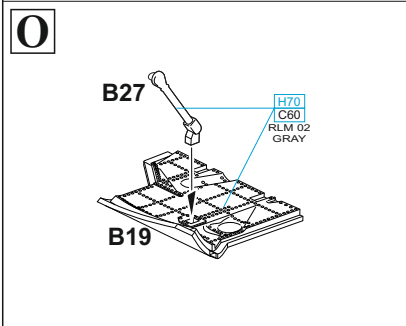
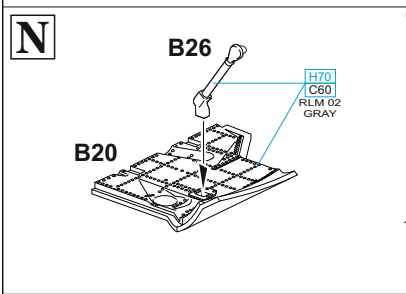
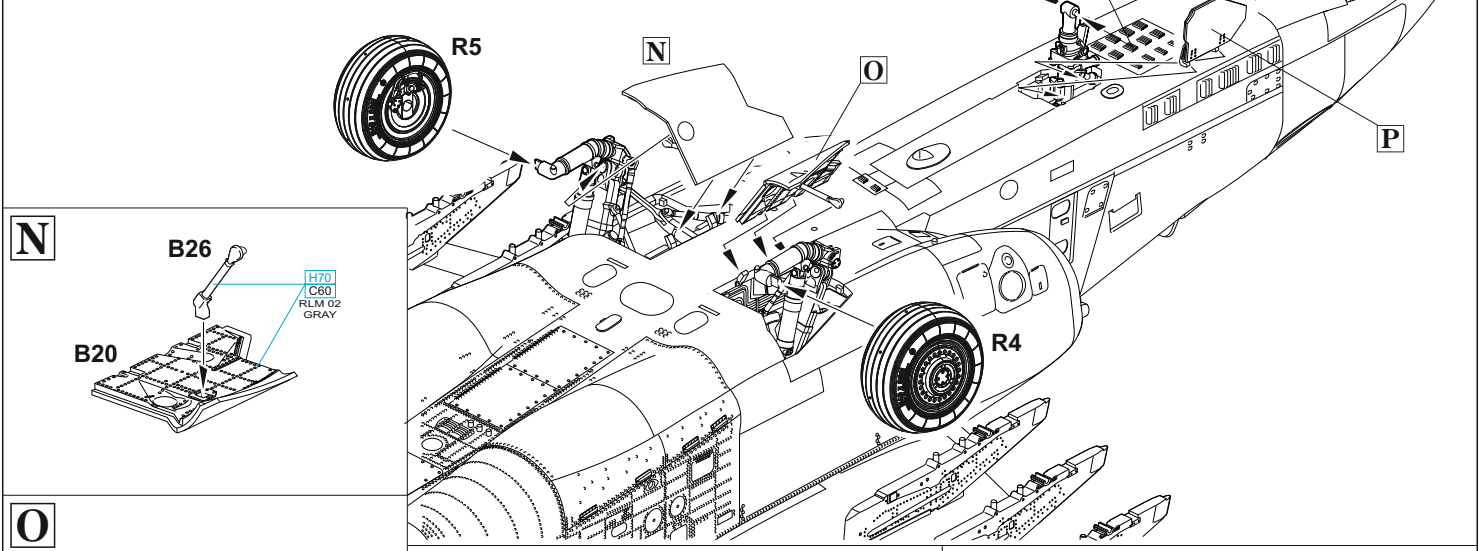
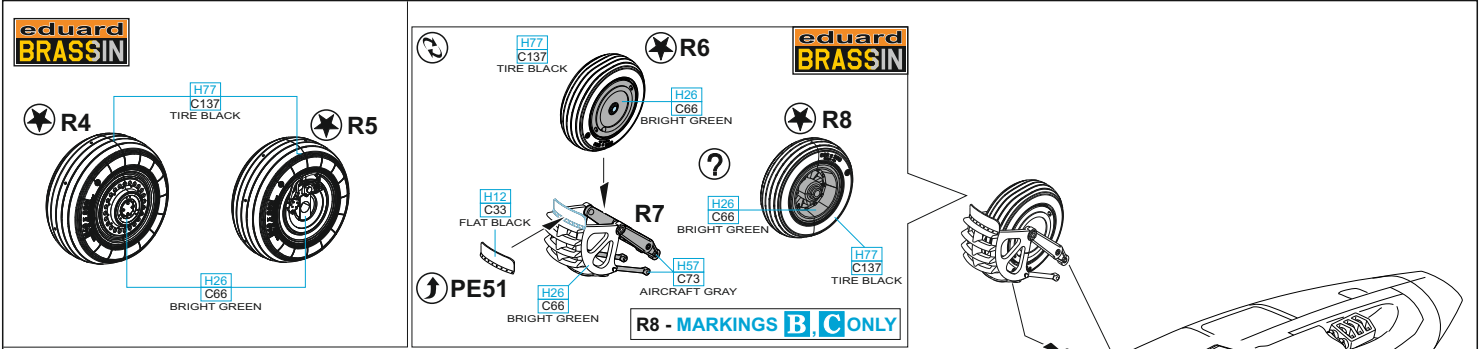
F59

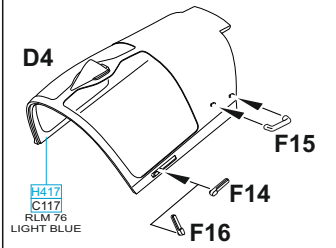
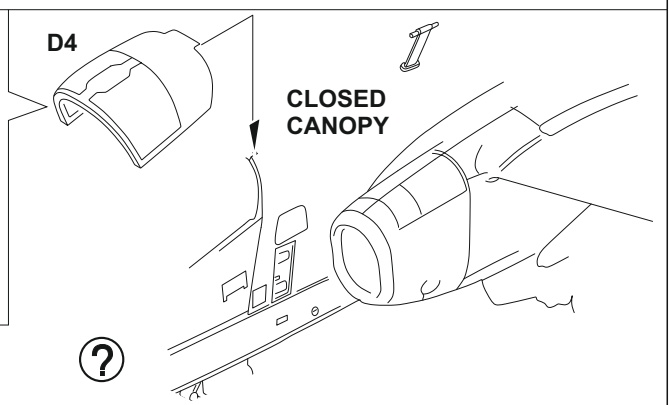
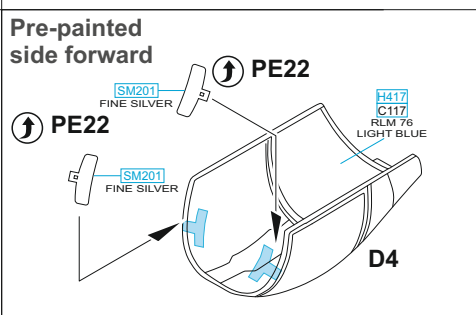
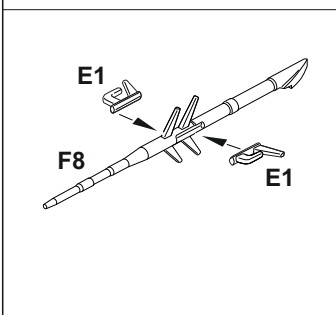
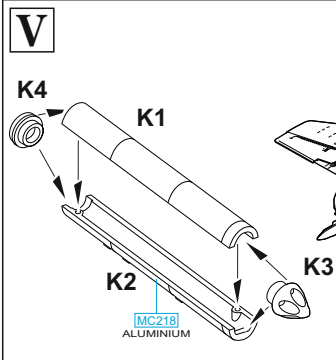
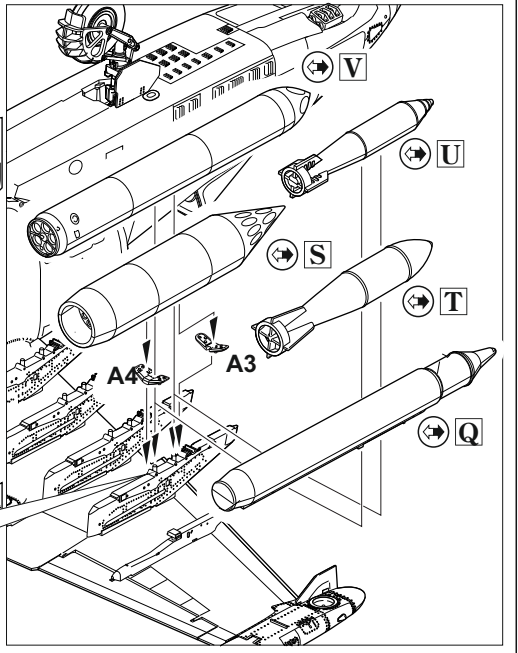
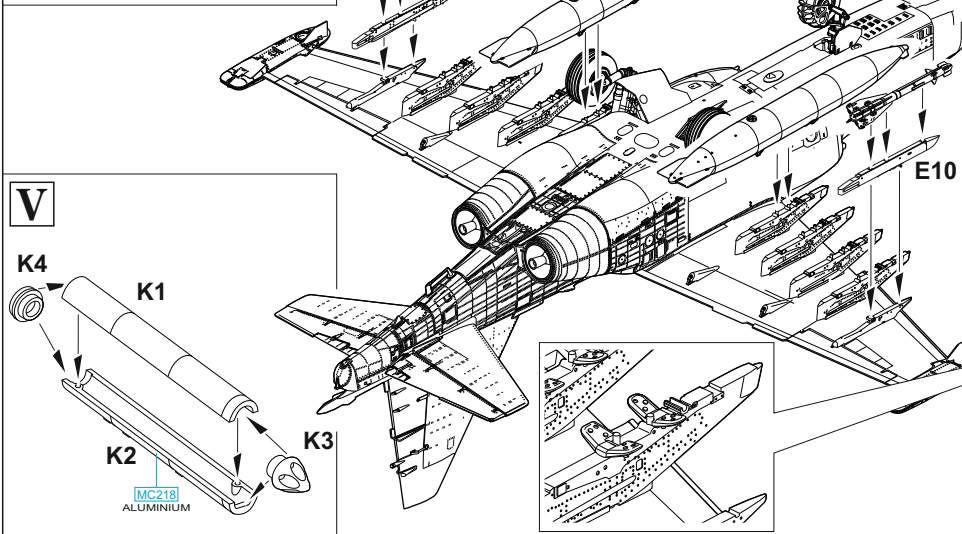
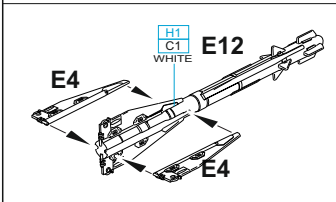
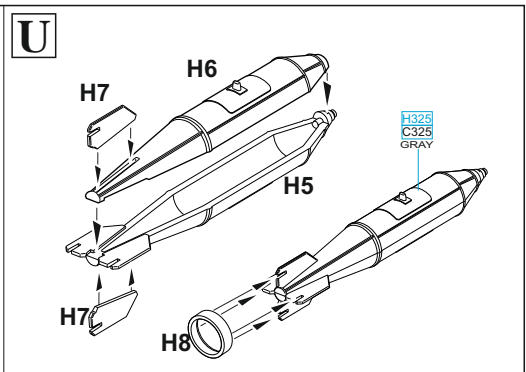
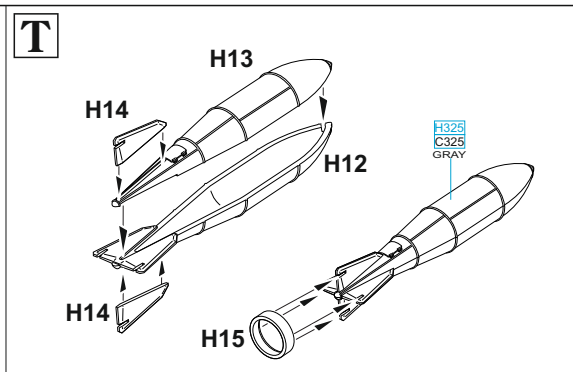
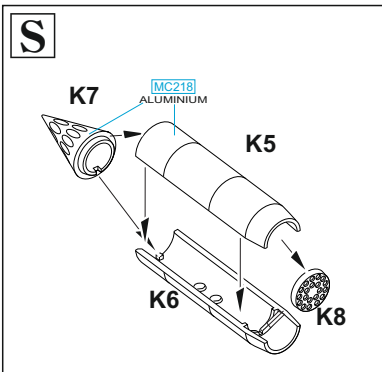
B1

B2

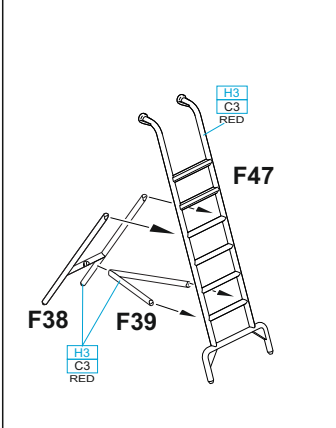
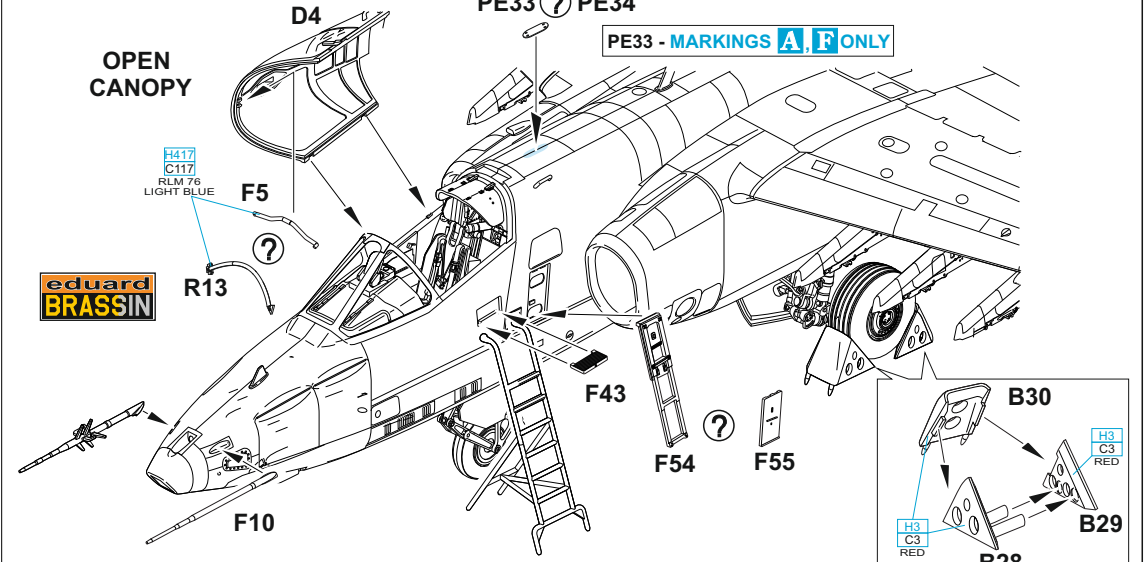
B23

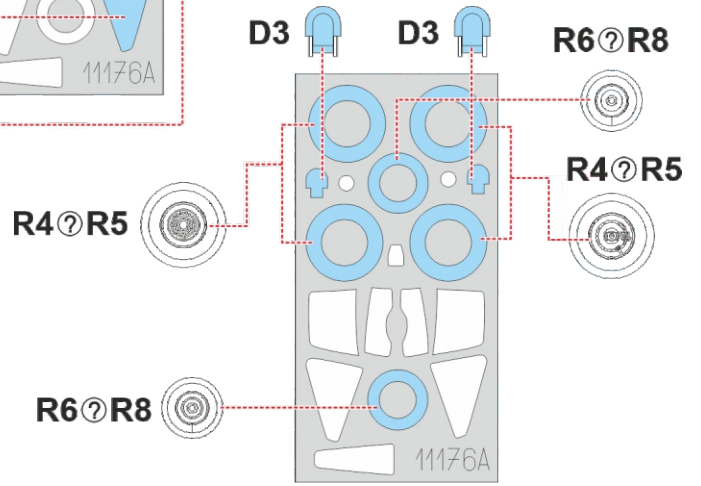
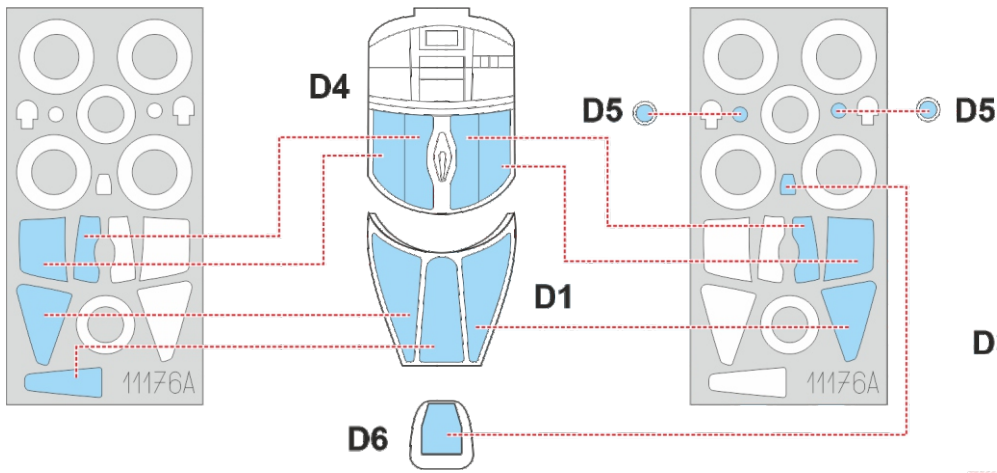
B2





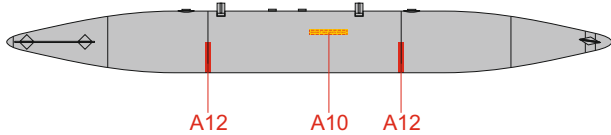
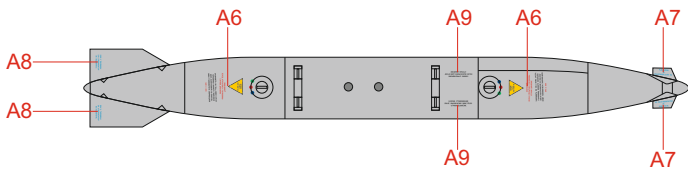
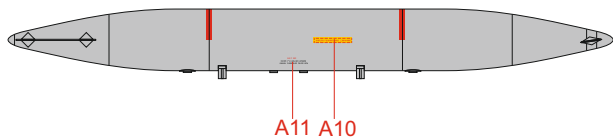
F5 - MARKINGS **A, D, E, F, G, H, I, J**
R13 - MARKINGS **B, C**



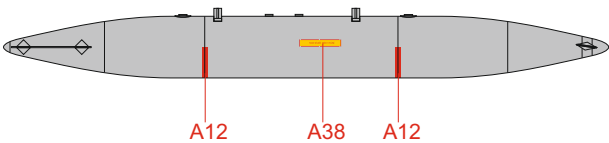
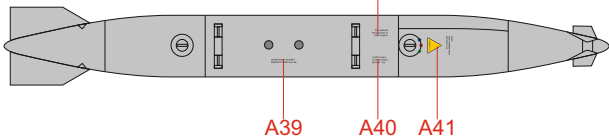
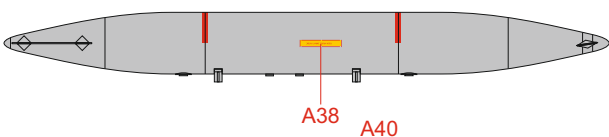


Su-25

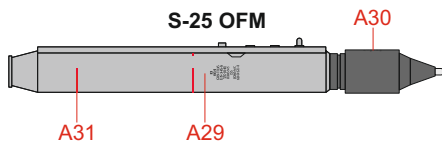
PTB-800 – Russian stencils



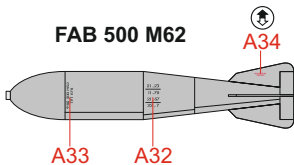
PTB-800 – Slovak stencils



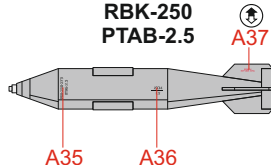
S-25 OFM



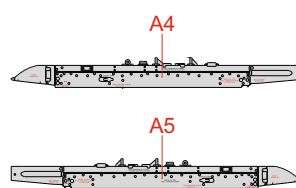
FAB 500 M62



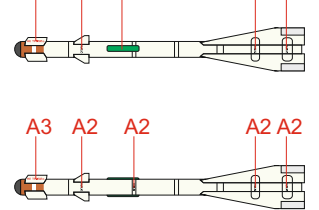
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PTAB-2.5**



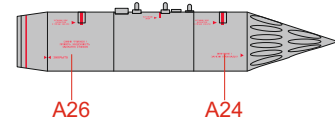
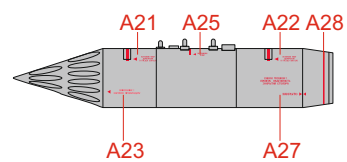
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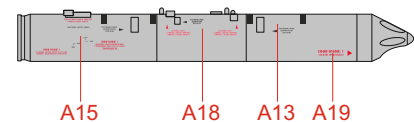
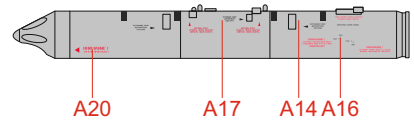
R-60



B-8



B-13

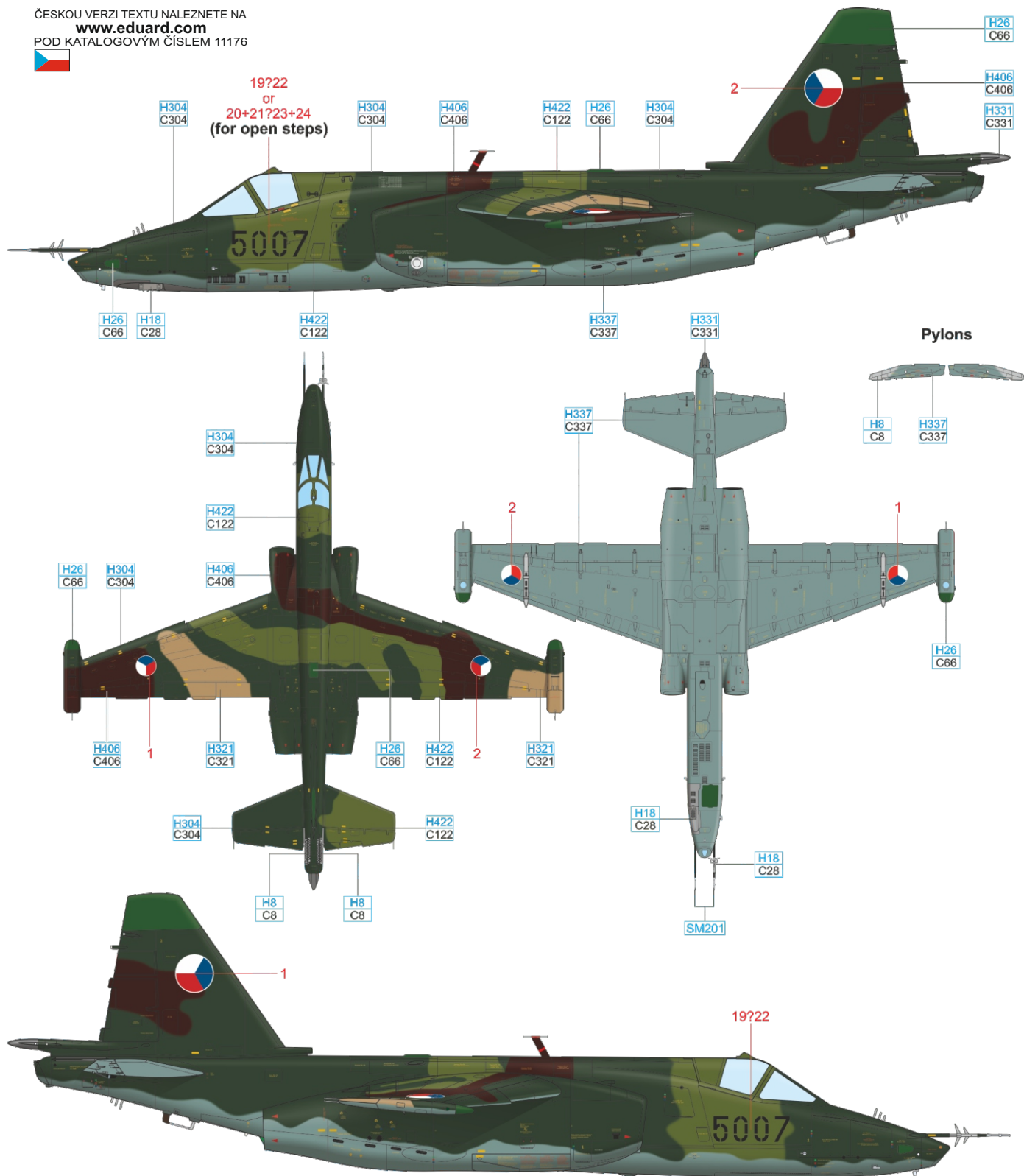


STENCILING POSITIONS

B 5007, 30 Fighter Bomber Regiment, Hradec Králové, Czechoslovakia, April 1984

One of the first delivery batch of eight Su-25Ks in their original form, i.e., with black fuselage numbers. The aircraft were delivered from the USSR with national insignia only, numbers were applied after acceptance by Czechoslovak Air Force. Aircraft of the series 5 and 6 were not equipped with lateral control boosters, i.e., control of the ailerons. Therefore, they were equipped with large trim tabs on the ailerons. The black fuselage numbers were difficult to read on the dark camouflage colors and were therefore outlined in white. Subsequently, they were painted in full white. While still with black number, the aircraft was shiny new and did not sport any signs of wear.

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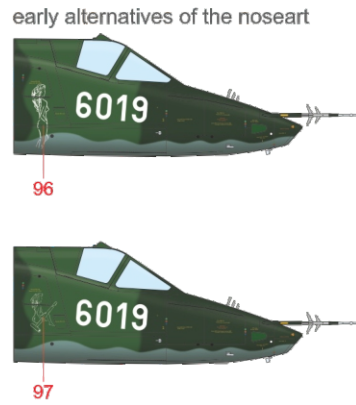
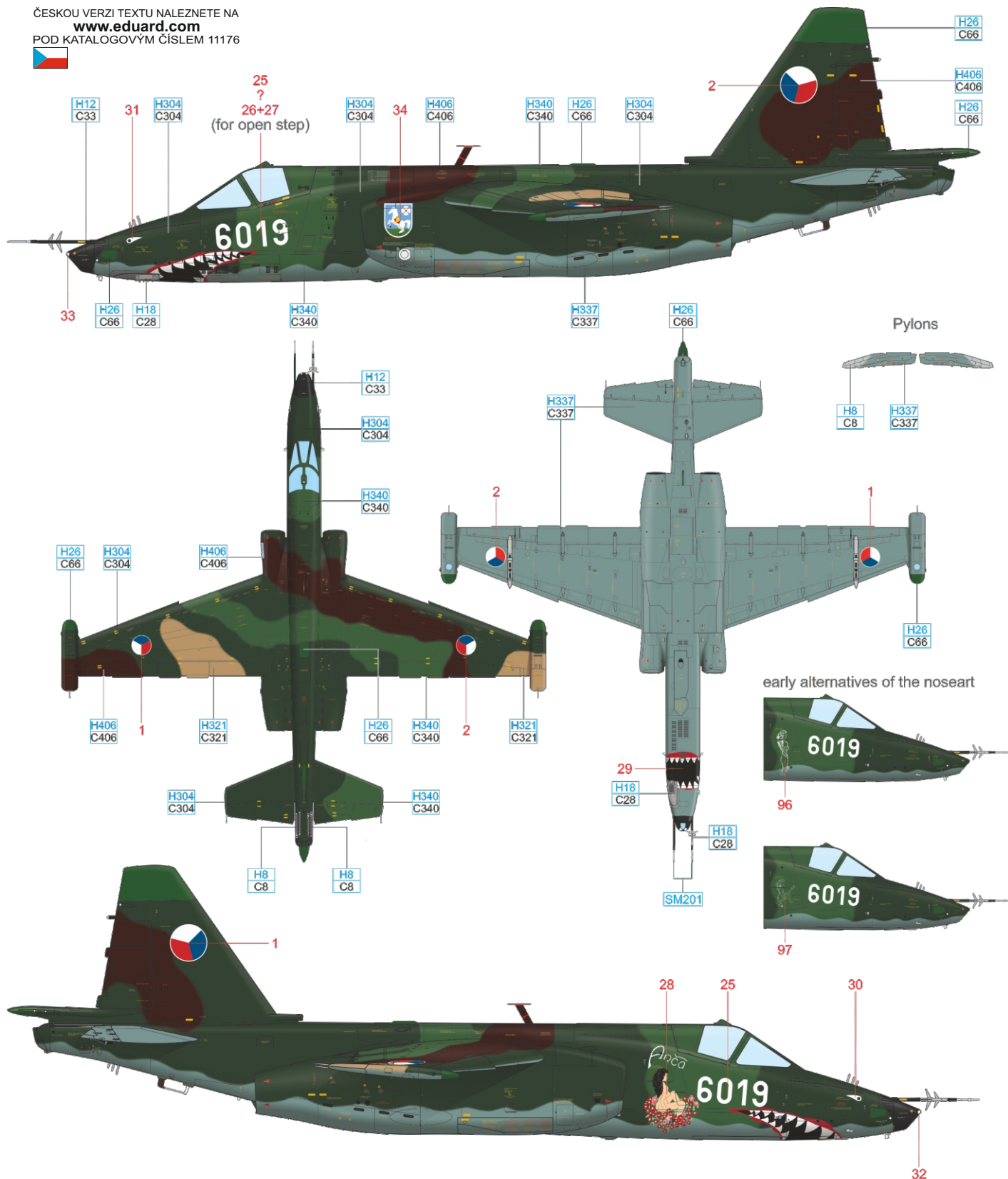


BRIGHT GREEN	H26 C66	STEEL	H18 C28	SILVER	H8 C8	DARK SEAGRAY	H331 C331	SUPER FINE SILVER 2	SM201
GRAYISH BLUE	H337 C337	OLIVE DRAB	H304 C304	GREEN	H422 C122	LIGHT BROWN	H321 C321	BROWN	H406 C406

C 6019, 30 Attack Aviation Regiment, Pardubice, Czechoslovakia, August 1988

Various nose arts appeared on the Czechoslovak Su-25Ks. The first attempts were just quickly and easily removable chalk drawings. Such a drawing, the silhouette of a seated girl with a screwdriver, was sketched on this aircraft as well, and as there were no objections from the commanding officers, it was decided to paint colorful and more durable nose art. Aircraft engineer Antonín Fidranský decided to create a drawing of a girl and a shark's mouth by washable colors. Also, the emblem of the 30 Attack Aviation Regiment, last used on the MiG-15bisSB, appeared on this aircraft. The painting of "Anča" (Annie) as the aircraft was named, probably occurred on the weekend of August 20 and 21, 1988, just before the planned live ammunition gunnery exercise. But the taxiing accident of aircraft No. 1008 dashed any hope of getting the "Anča" into the air, because the incident was followed by the arrival of the AAIC (Aircraft Accident Inquiry Commission). Due to that, the paintwork was quickly washed out to avoid any unwanted interest from the AAIC. This aircraft was manufactured on October 18, 1984, and first flown in Czechoslovakia on January 18, 1985. The last flight was conducted on May 27, 1998. When discharged, the aircraft had 917 hrs logged and 15 mins of flight time. After its retirement it was sold to the USA on April 10, 2004.

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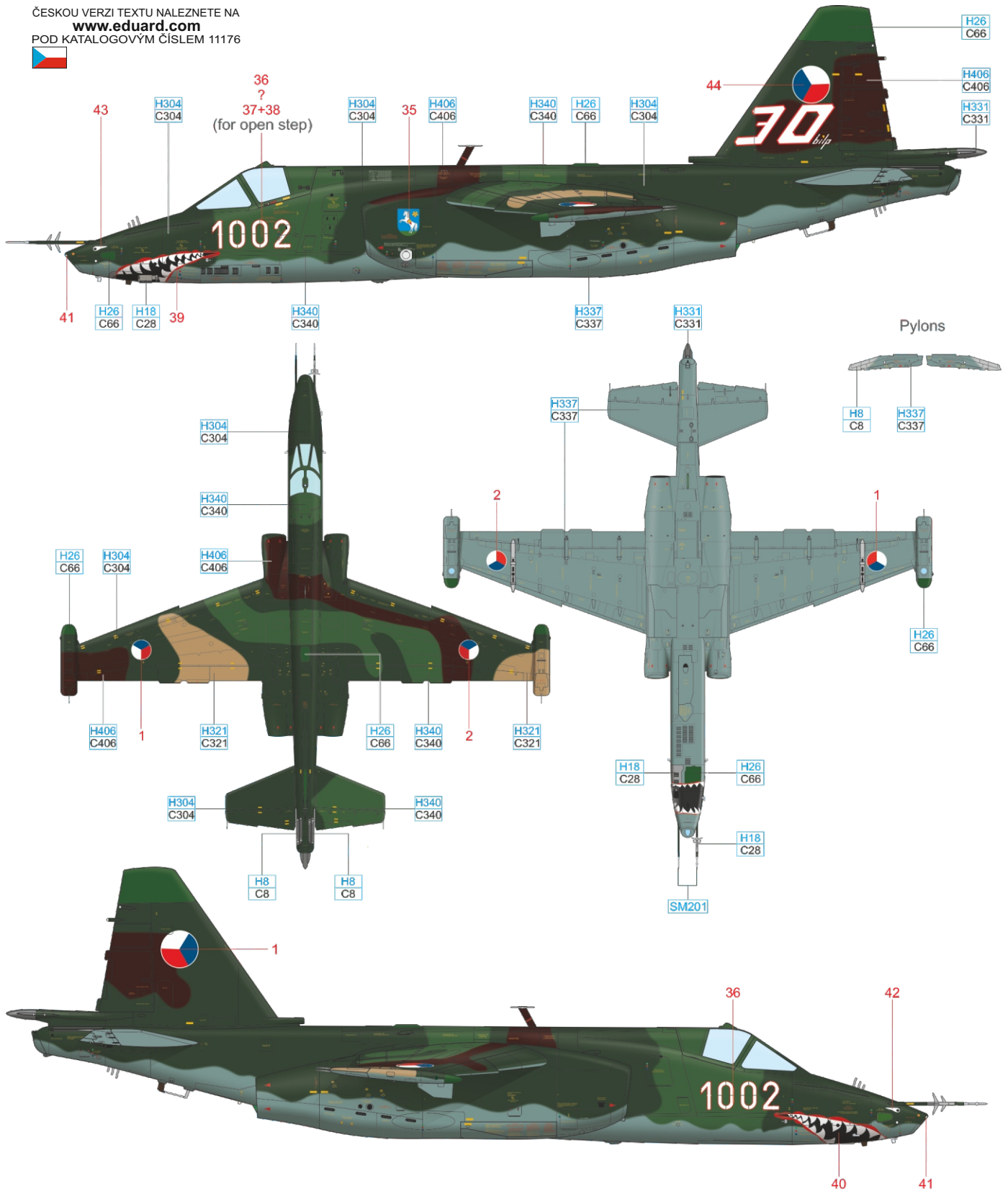


BRIGHT GREEN	H26 C66	STEEL	H18 C28	SILVER	H8 C8	FLAT BLACK	H12 C33	SUPER FINE SILVER 2	SM201
GRAYISH BLUE	H337 C337	OLIVE DRAB	H304 C304	FIELD GREEN	H340 C340	LIGHT BROWN	H321 C321	BROWN	H406 C406

D 1002, 30 Attack Aviation Regiment, Pardubice, Czech Republic, May 1993

Aircraft of fuselage number 1002 changed its camouflage and markings several times. In May 1993, it underwent a revision of R-1 level at the Čáslav Aircraft Repair Base and a distinctive shark's mouth, red trim on the white fuselage number and a large 30 Attack Aviation Regiment inscription on the directional stabilizer were applied. Less than a year later, the entire vertical fin and rudder were painted in tricolor livery with Lubrifilm company advertisement. This Su-25K was manufactured in Tbilisi on May 15, 1987, and landed at the Pardubice base on June 27 of the same year. It was one of the aircraft that were transferred to the air base in Náměšť in 1994. In 1996 it was overhauled and discharged in 2001 after a total flight time of 703 hrs and 43 mins. The aircraft was sold to a new user in 2003.

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BRIGHT GREEN	H26 C66	STEEL	H18 C28	SILVER	H8 C8	DARK SEAGRAY	H331 C331	SUPER FINE SILVER 2	SM201
GRAYISH BLUE	H337 C337	OLIVE DRAB	H304 C304	FIELD GREEN	H340 C340	LIGHT BROWN	H321 C321	BROWN	H406 C406

E 1002, 30 Attack Aviation Regiment, Pardubice, Czech Republic, June 1994

The lack of funds for participation on the airshows was solved by the Display Team members by sponsorship. One of the aircraft "decorated" with sponsor's decals was Su-25K No. 1002, whose display "sorties" were supported by Lubrifilm company. The No. 8077 aircraft was similarly modified. The spraying and painting of the 1002 had its premiere during Pardubice airshow on May 21, 1994. The next 1002 appearance took place at the Aviation Days in Náměšť nad Oslavou on June 11 and in České Budějovice a week later, on June 18, 1994. Not everyone liked such a sponsorship and after interpellations from politicians, the Minister of Defense banned all advertising activities on military aircraft. Therefore, in July 1994, the advertising stickers were removed, leaving only the colored SOP. The 1002 flew in this design until the end of 1994. To finish Your model in this state of markings, do not use No. 45 decal and use Nos. 48; 49; 107; 108 for the tail vertical surfaces.

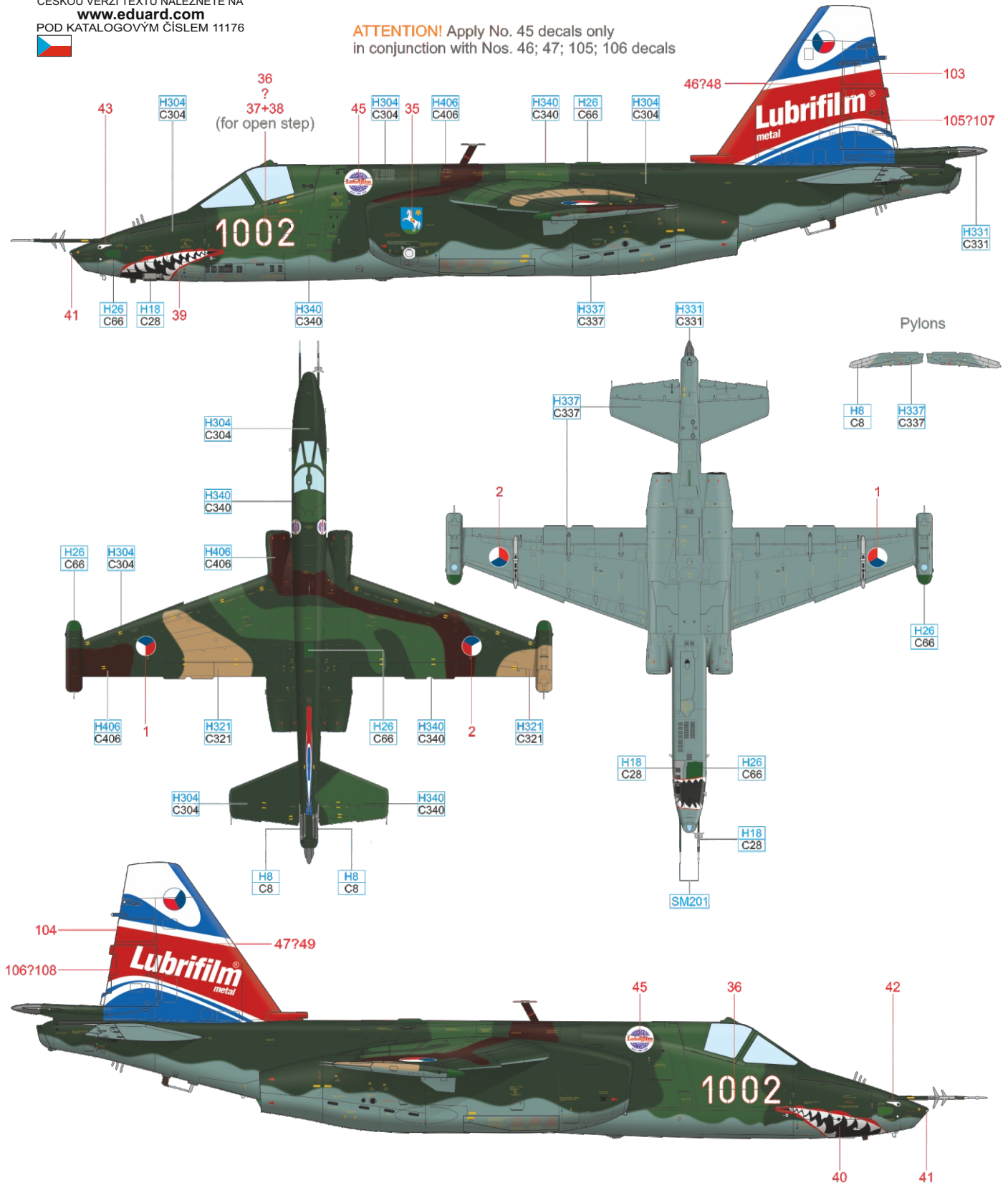
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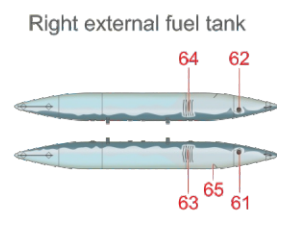
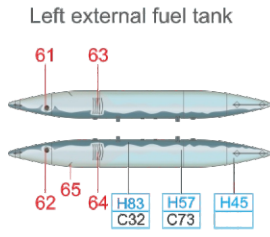
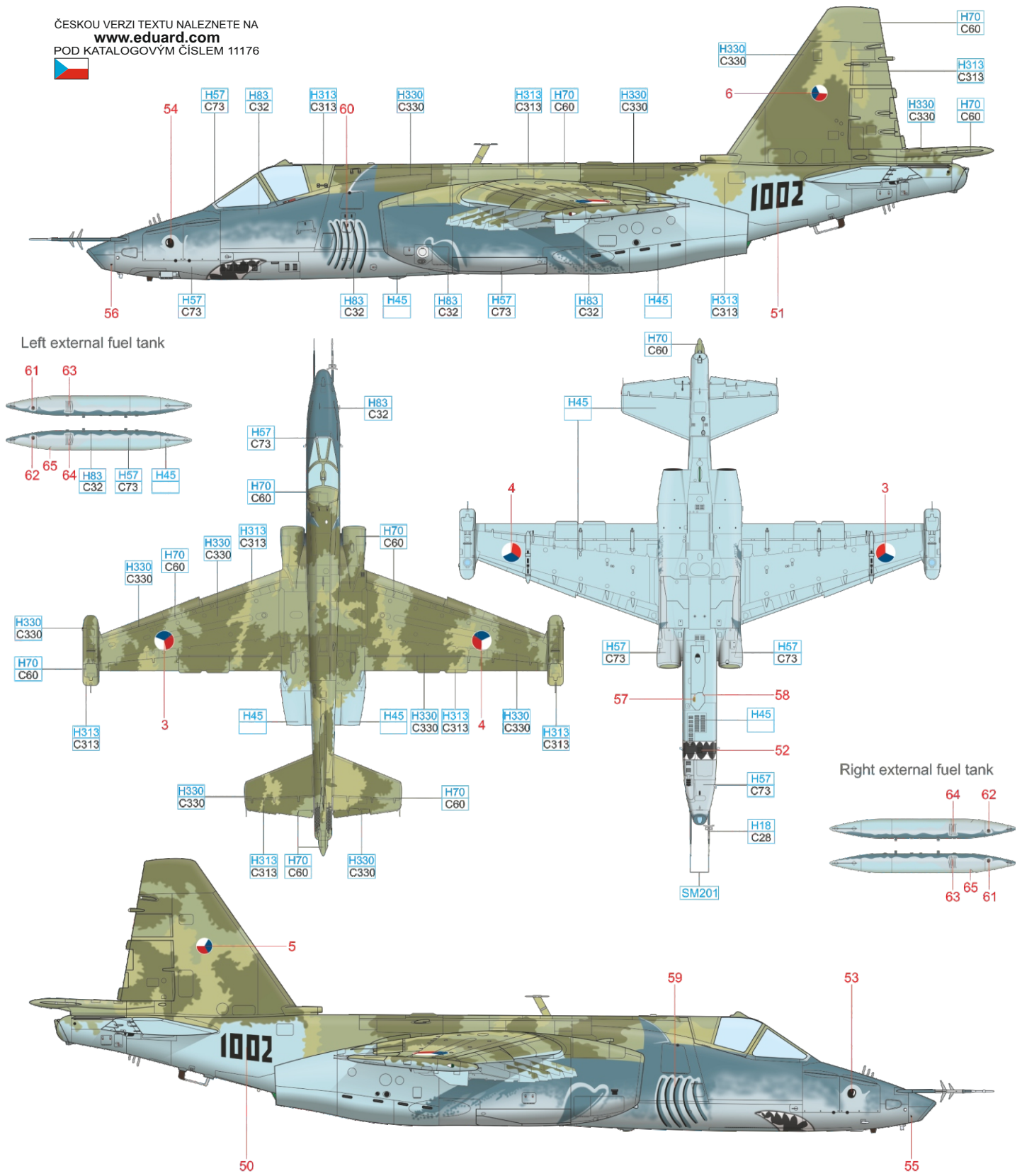
ATTENTION! Apply No. 45 decals only in conjunction with Nos. 46; 47; 105; 106 decals



BRIGHT GREEN	H26 C66	STEEL	H18 C28	SILVER	H8 C8	DARK SEAGRAY	H331 C331	SUPER FINE SILVER 2	SM201
GRAYISH BLUE	H337 C337	OLIVE DRAB	H304 C304	FIELD GREEN	H340 C340	LIGHT BROWN	H321 C321	BROWN	H406 C406

The next reincarnation of the Su-25K number 1002 was named "Shark". Already at the end of 1995, the technicians of the 322 Squadron expressed their wish to have the fuselages of the two aircraft painted in a special color scheme, and Jan Martinec began to prepare graphic designs. The painting was carried out in the week from May 13 to 17, 1996, and finally the new coloring was applied on whole aircraft. The ceremonial roll out took place on Friday May 17, 1996 and the aircraft subsequently made number of displays. Kpt. Ladislav Oslanský flew it at CIAF 2000, which was the last display of the aircraft on domestic airshows.

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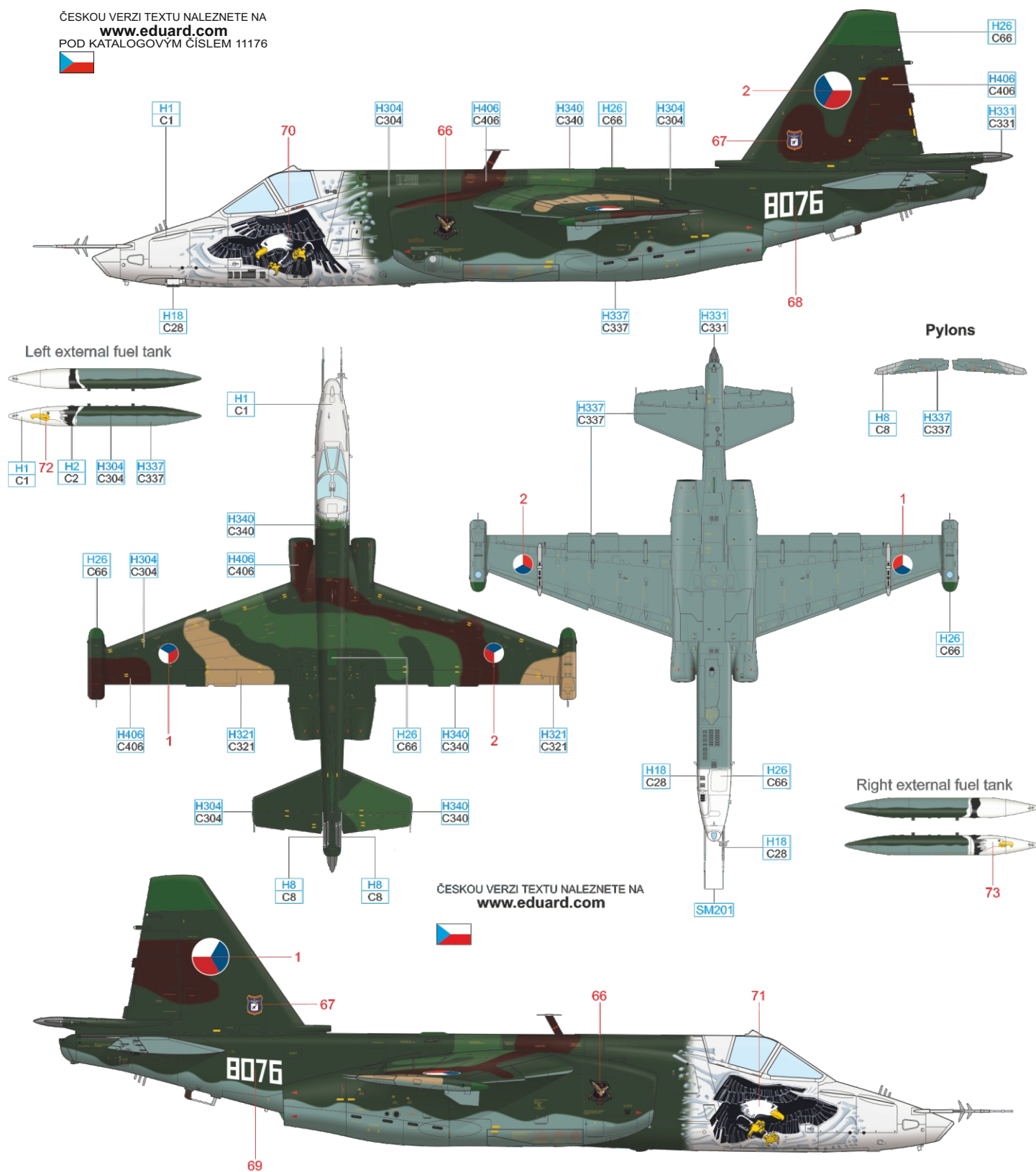


STEEL	H18 C28	SUPER FINE SILVER 2	SM201
LIGHT BLUE	H45	AIRCRAFT GRAY	H57 C73
		GRAY DARK	H83 C32
		RLM 02	H70 C60
		YELLOW	H313 C313
		DARK GREEN	H330 C330

Along with the 1002, the 8076 was also painted in a special livery. In its case, it was an application of the eagle motif that the 322 TS had as its emblem. The implementation of this coloring took only three days from May 15 to 17. The aircraft had the original camouflage in good condition and so received only the nose paint job and, as was customary, the auxiliary tanks were also decorated accordingly.

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WHITE	H1 C1	BLACK	H2 C2				
BRIGHT GREEN	H26 C66	STEEL	H18 C28	SILVER	H8 C8	DARK SEAGRAY	H331 C331
GRAYISH BLUE	H337 C337	OLIVE DRAB	H304 C304	FIELD GREEN	H340 C340	LIGHT BROWN	H321 C321
						BROWN	H406 C406
							SUPER FINE SILVER 2
							SM201

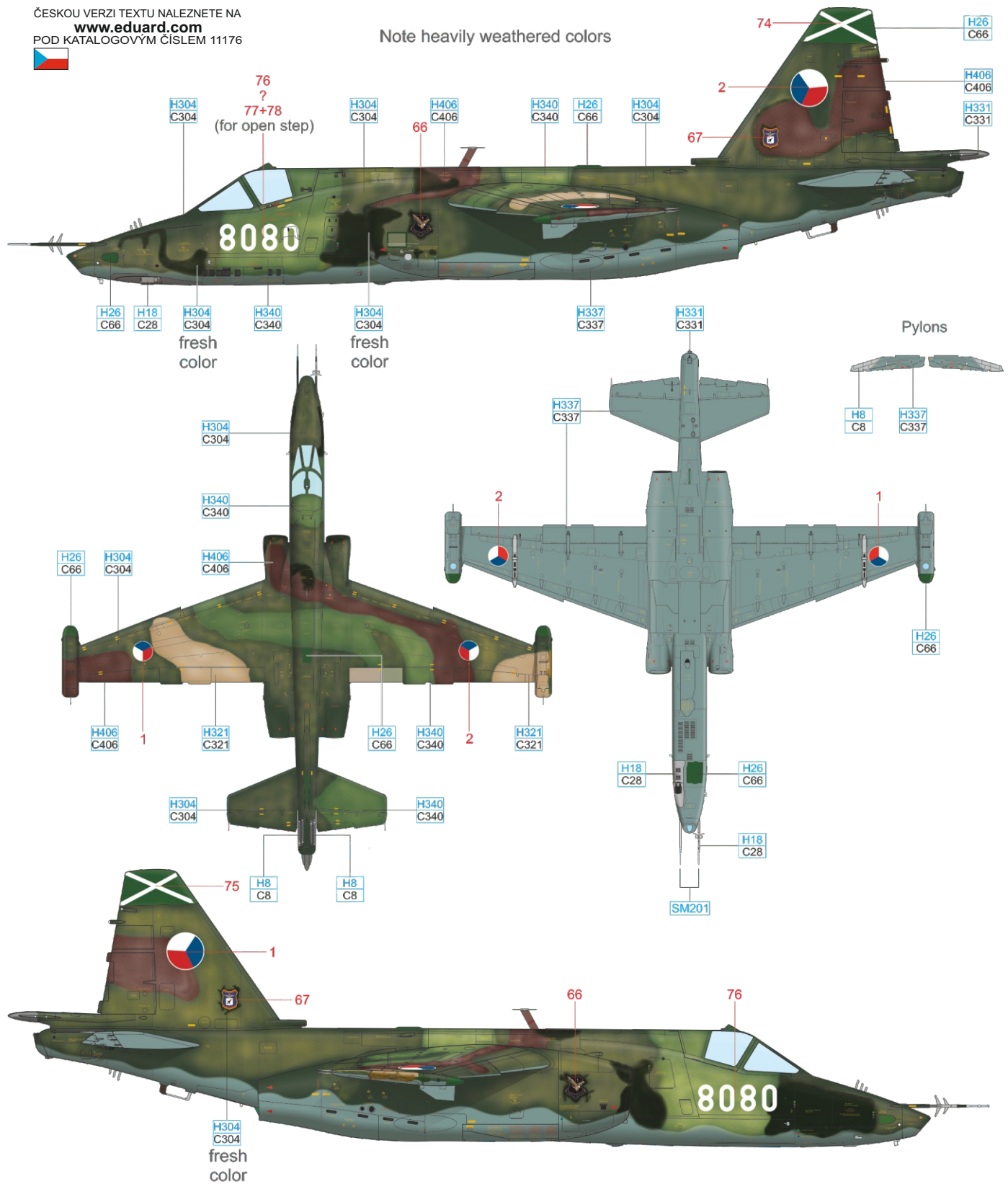
H 8080, 322 Tactical Squadron, 32 Tactical Air Base Náměšť nad Oslavou, Czech Republic, 1997

Aircraft of the 322 Tactical Squadron gradually received graphic symbols on their vertical fins, which helped to identify the aircraft quickly even if the fuselage number was not visible. The number 8080 received two crossed white stripes on the green plastic cover of the top of the fin. The front sides of the engine nacelles already sported the squadron insignia with a stylized eagle. The colors were already very weathered.

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Note heavily weathered colors

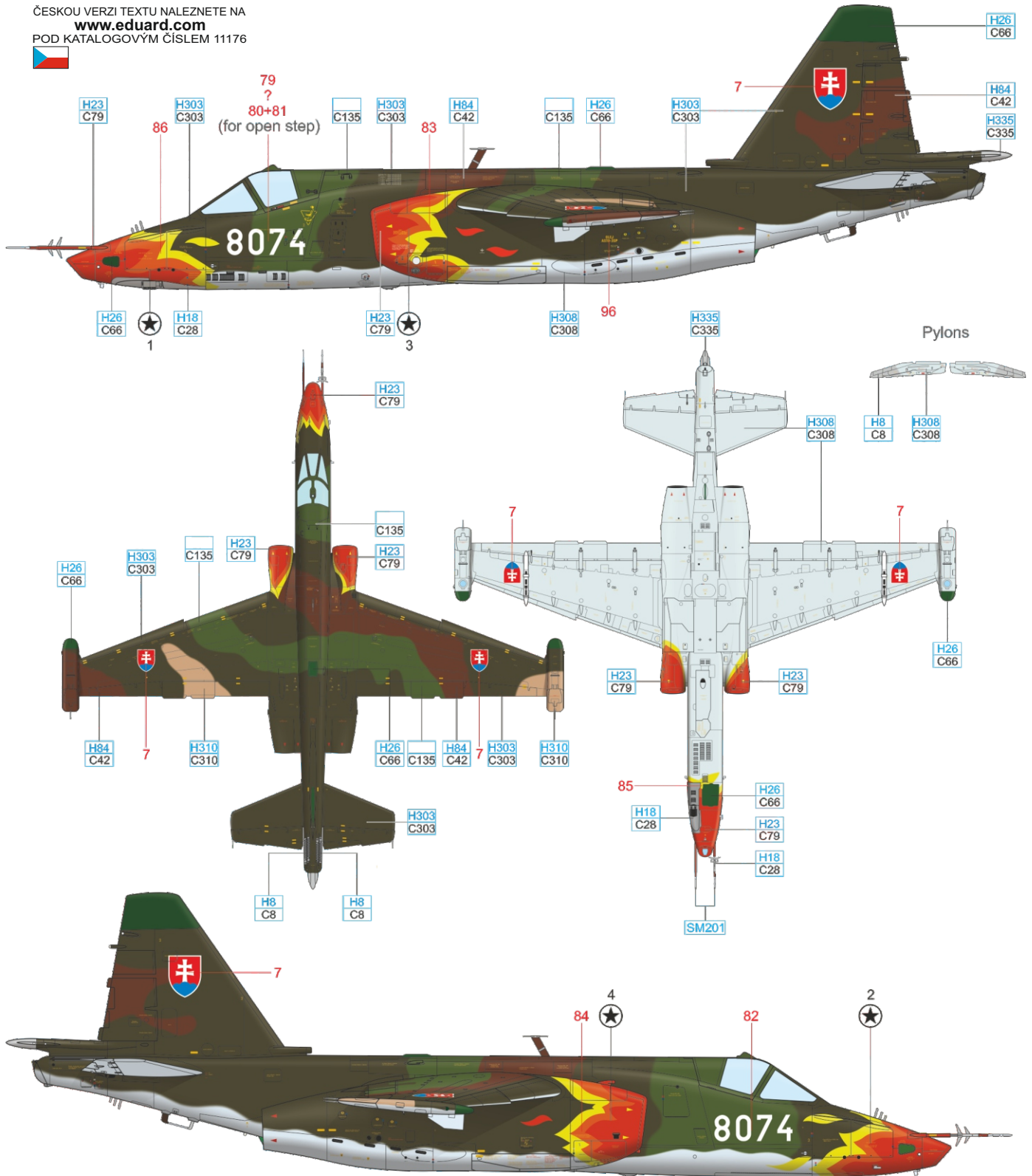


BRIGHT GREEN	H26 C66	STEEL	H18 C28	SILVER	H8 C8	DARK SEAGRAY	H331 C331	SUPER FINE SILVER 2	SM201
GRAYISH BLUE	H337 C337	OLIVE DRAB	H304 C304	FIELD GREEN	H340 C340	LIGHT BROWN	H321 C321	BROWN	H406 C406

8074, 2 Squadron, 33 Fighter Bomber Wing, Air Base Kuchyňa, Slovakia, April 1997

In 1993, the 8074 was fitted with a "fire" motif that earned it the nickname "Flamingo". It was first presented to the public in this form at the 1993 SIAF Air Show in Košice. After the division of the Czechoslovakia, the newly formed 3 Fighter Bomber Aviation Regiment of the Slovak Air Force had its base at the Kuchyňa airfield, but since it was already occupied by MiG-21, Su-22 and L-29 aircraft, the Su-25Ks were based at the Trenčín airport, right next to the aircraft repair facilities. On January 1, 1993, the Su-25 squadron was reorganized and transferred to the 2 Combined Aviation Regiment in Piešťany, becoming its 1 squadron. It moved from Trenčín to Kuchyňa airfield on September 27, 1994 and became the 2 squadron of the 33 Fighter Bomber Wing Malacky on January 1, 1995 in the process of the second reorganization.

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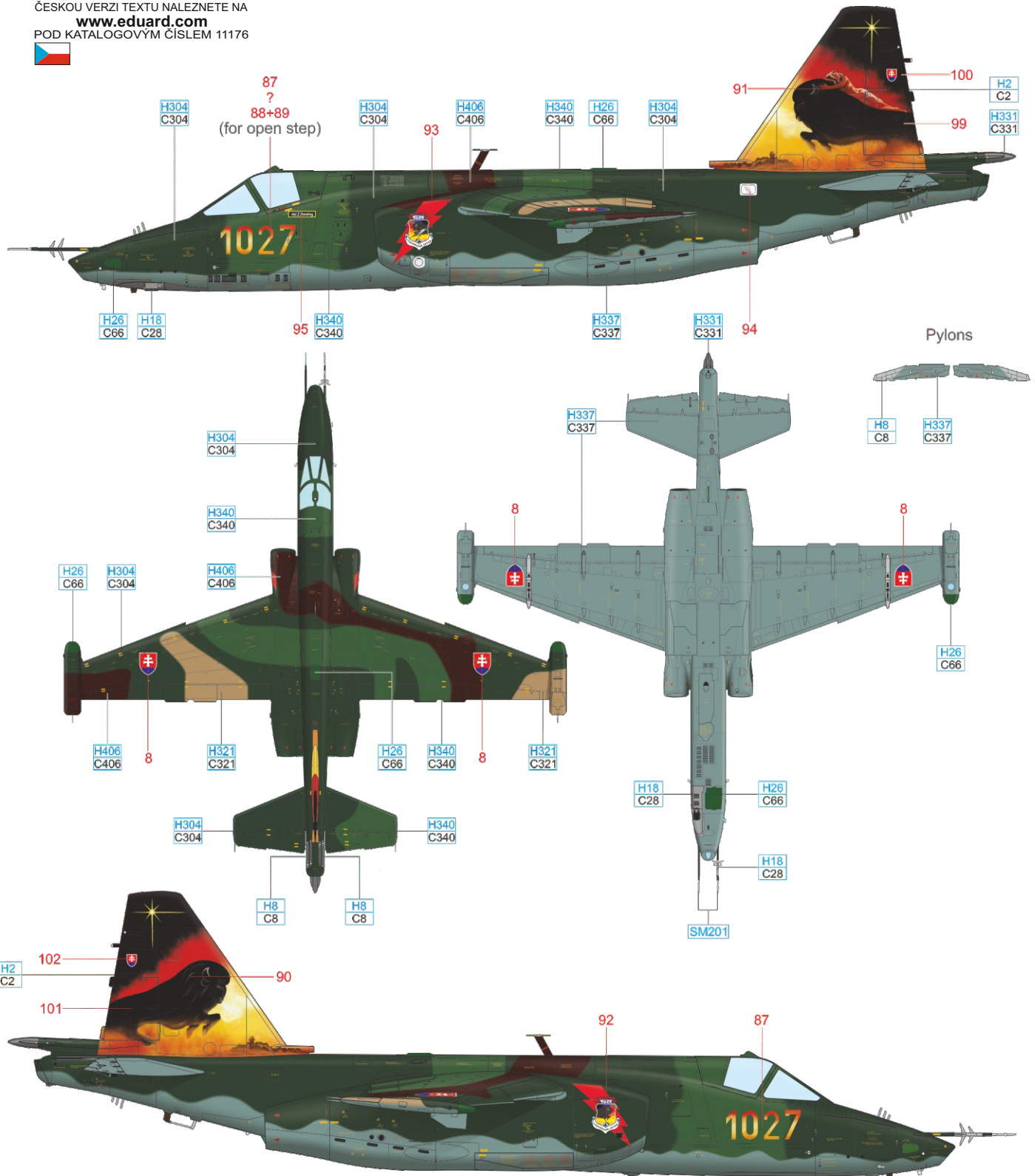


BRIGHT GREEN	H26 C66	STEEL	H18 C28	SILVER	H8 C8	MEDIUM SEAGRAY	H335 C335	SUPER FINE SILVER 2	SM201
SHINE RED	H23 C79	GREEN	C135	GREEN	H303 C303	BROWN	H310 C310	MAHOGANY	H84 C42
								GRAY	H308 C308

J 1027, 3 Fighter Bomber Regiment, Trenčín airfield, Slovakia, August 1994

The Slovak Su-25K named "Bizon" (Buffalo) became the most attractively colored Slovak aircraft of the type. The design was created by Pavol Homer and Jozef Horváth. Preparations started on July 17, 1994 and the "Bizon" flew for the first time on July 28 and 29 with the unfinished paint job. It was completed on August 14 and it was presented in premiere at the SIAF 1994 Air Show on August 21 in Bratislava. The "Bizon" was the only Su-25 that also bore the emblem of the 1 Technical Squadron. After completing its service in the Slovak Air Force, the aircraft was sold in 2004 to Armenia.

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BRIGHT GREEN	H26 C66	STEEL	H18 C28	SILVER	H8 C8	DARK SEAGRAY	H331 C331	SUPER FINE SILVER 2	SM201
GRAYISH BLUE	H337 C337	OLIVE DRAB	H304 C304	FIELD GREEN	H340 C340	LIGHT BROWN	H321 C321	BROWN	H406 C406
								BLACK	H2 C2

