Su-7BKL/BMK 1148

SOVIET FIGHTER- BOMBERS

1:48 SCALE PLASTIC KIT

intro

On May 14, 1953 P. O. Sukhoi was ordered to lead the OKB-1 design bureau as successor to V. V. Kondratienko. This design bureau was established to copy the North American F-86 Sabre fighter used by the USAF in Korea. Work on a supersonic fighter was started in the summer of 1953. There were two different development concepts pursued - first one featured a swept wing (prefixed 'S') and second one utilized a delta wing (prefixed 'T').

The project using the swept wing concept under the designation S-1 was started in November, 1953, and the mock-up was commissioned in February of the following year. The first prototype was completed in June, 1955, and after a series of ground trials made its maiden flight on September 7, 1955. The aircraft was powered by the new TRD AL-7 jet engine that allowed it to fly faster than sound. The aircraft also had a wing sweep of 60°, irreversible hydraulically boosted controls, and an ejection seat of Sukhoi's own design.

The first prototype was flown by A. G. Kochetkov on its maiden flight. The aircraft conducted ten more flights and was uprated with the more powerful A-7F engine with afterburning. The modified prototype reached a speed of 2.070 km/h, which was higher than that required by the military committee, and based on this performance, the aircraft was recommended for serial production. Production ran at No. 126 Plant in Komsomolsk upon Amur. The aircraft was armed with three 37mm Nudelman NR-37 cannons and 32 unguided missiles in the ventral bay. Some problems with engine reliability were encountered during test flights and these difficulties led to the crash of the first prototype, costing the life of test pilot I. N. Sokolov. In the meantime, the second prototype, coded S-2, took to the sky.

The new aircraft was introduced to the public during the military parade in Toshino on June 24, 1956. It entered service in 1959 under the Su-7 designation, and serial production yielded 132 aircraft in total. Su-7s saw limited service only due to the first prototype crash. On July 31, 1958, the Soviet tactical air force sent the requirements to the OKB-1 to design a more advanced version that could be use in the fighter-bomber role. Sukhoi designed the type under the company designation S-22, and incorporated structural refinements for high-speed low-altitude operations. It flew for the first time on April 24, 1959 with E. S. Solovyev at the controls. The aircraft was powered by the AL-7F-1 engine and entered service in January 1961 under the designation Su-7B. It was produced in 1960 and 1961.

The next step in the Su-7 development was the Su-7BM. It had an upgraded fuel system with the pipeline ducting visible on the upper fuselage. There was also the option of attaching external fuel tanks under the wings, and the aircraft could be used as a nuclear bomber. This version was produced between 1963 and 1965 primarily for the Soviet Air Forces. Two more members of the Warsaw Pact obtained this version -Czechoslovakia and Poland. The Su-7s were also delivered to countries outside of the Warsaw Pact with good relations with the Soviet Union and the communist world. These were manufactured between 1967 and 1971 and designed Su-7BMK (letter K is an abbreviation of the Russian word 'komer chenyi' - 'commercial' in English).

The Su-7BKL version was developed for rough field operation. It had the undercarriage modified with small skids added to both main undercarriage legs. Two braking chutes were added and the SPRD-110 JATO rockets of 29.4 kN additional thrust could be attached to the aircraft. This version was produced from 1965 to 1972 and besides the Soviet Union, served also with Czechoslovak and Polish air forces. All single-seat Su-7s obtained the NATO codename 'Fitter A'.

Twoseaters were designed for training purposes. The first one to appear was the Su-7U that performed its maiden flight on October 25, 1965. It was followed by the Su-7UM (based on the Su-7BM) and the export version Su-7UMK (based on Su-7BMK). All trainers were codenamed 'Moujik' by NATO.

Su-7s of all versions were used by Soviet air forces up to the mid ´80s. Nonetheless, during the early ´70s, replacement by the Su-17 and MiG-27 had begun. The Su-7 found its way into the services of Afghanistan, Algeria, Czechoslovakia, Egypt, India, North Korea, Poland, South Yemen, Syria and Vietnam. It is assumed that Su-7s are still in service in North Korea and Vietnam.

Total production amounts to 1.847 of all version, 691 of which were sold abroad.

Dne 14. května 1953 byl P. O. Suchoj rozkazem stanoven vedoucím konstrukční kanceláře OKB-1, kterou převzal po dosavadním vedoucím V. V. Kondratěvovi. Tato kancelář byla ustavena o rok dříve s cílem zkonstruovat kopii amerického stíhacího stroje North American F-86 Sabre. Již během léta začala OKB práce na nadzvukovém letounu, v sovětské terminologii zvaném frontovoj istrebitěl – tedy stíhací letoun pro vybojování převahy nad bojištěm. Uvažovalo se o dvou variantách – se šípovým (označený S) a delta křídlem (označený T). Oficiálně byly práce zahájeny 5. srpna 1953.

Projekt letounu se šípovým křídlem pod označením S-1 byl odstartován v listopadu 1953, v únoru následujícího roku byla hotova a schválena maketa. Výroba prototypu byla dokončena v červnu 1955. Po sérii pozemních testů letoun poprvé vzlétl 7. září 1955. Poháněl jej nový motor TRD AL-7, jenž umožnoval lety nadzvukovou rychlostí. Pro nový stroj byly charakteristickými křídlo o šípu 60°, hydraulicky ovládaná kormidla a vystřelovací sedačka pilota vlastní konstrukce.

Zálet prototypu uskutečnil A. G. Kočetkov. Po jedenácti vzletech byl letoun vybaven motorem s přídavným spalováním AL-7F a s ním 9. června 1956 letěl rychlostí 2,070 km/h. Tato hodnota byla vyšší, než hodnota požadovaná v zadání a typ byl doporučen k sériové výrobě. Ta probíhala v závodě č. 126 v Komsomolsku na Amuru. Výzbroj se měla skládat ze tří 37mm kanonů Nudelman NR-37 a 32 neřízených raket umístěných v šachtě v trupu. Zkušební lety však doprovázely komplikace způsobené nespolehlivým motorem a vše vyústilo v havárii, při níž byl 23. listopadu 1957 ztracen první prototyp. V troskách stroje zahynul zkužební pilot I. N. Sokolov. Mezitím už létal i druhý prototyp označený S-2. Veřejnosti byl nový typ představen na vojenské přehlídce v Tušinu 24. června 1956.

Do služby byl typ zaveden v roce 1959 pod označením Su-7. Výroba čítala 132 strojů a kvůli havárii prototypu S-1 se dočkal pouze omezeného nasazení. Již 31. července 1958 sovětské taktické letectvo požádalo OKB-1 o zkonstruování pokročilejší verze letounu, která by plnila úkoly stíhacího bombardéru. OKB Suchoj reagovala typem S-22, který nabízel lepší výkony v nižších letových hladinách. Poprvé vzlétl 24. dubna 1959 s E. S. Solovjevem v kokpitu. Poháněl jej motor AL-7F-1 a do služby se typ dostal pod označením Su-7B počínaje lednem 1961. Výroba probíhala v letech 1960 a 1961.

Další vývojovou verzí byl Su-7BM. Vylepšený palivový systém se navenek projevoval palivovým potrubím vedeným podélně na povrchu hřbetu trupu. Pod křídlo bylo možné podvěsit přídavné palivové nádrže, letoun mohl být nasazen také v roli nosiče jaderných zbraní. Tato verze byla pro potřeby sovětského letectva vyráběna v letech 1963 až 1965. Letouny se dostaly také do dvou zemí Varšavské smlouvy, jako první dostalo Su-7BM bývalé Československo následované Polskem. Pro exportní účely mimo země Varšavské smlouvy výroba pokračovala v letech 1967 až 1971 a stroje byly dodávány pod označením Su-7BMK.

Pro operace z polních letišť byla vyvinuta verze Su-7BKL. Od svých předchůdců se odlišovala modifikovaným podvozkem s pomocnými lyžemi a dvojicí brzdících padáků. Pro Usnadnit vzlet z krátkých VPD mohly dva pomocné raketové motory SPRD-110 o tahu 29.4 kN instalované na závěsných bodech pod trupem. Verze byla vyráběna v letech 1965 až 1972 a kromě Sovětského svazu ji užívaly pouze Československo a Polsko. Všechny jednomístné verze Su-7 nesly v systému kódového označení NATO jméno Fitter A.

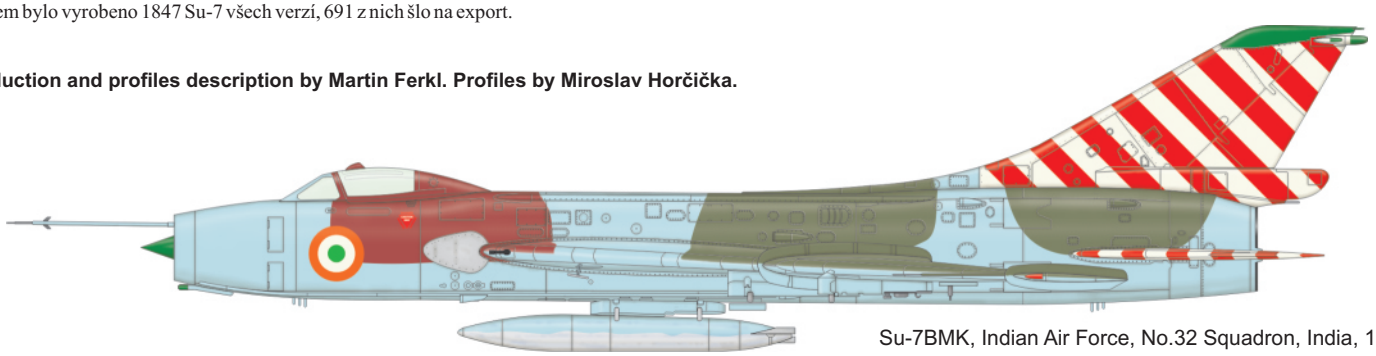
Pro potřeby výcviku pilotů byly vyráběny cvičné dvoumístné verze. Jako první se objevila Su-7U zalétaná 25. října 1965. Na ni navázaly verze Su-7UM vycházející z Su-7BM a Su-7UMK, což byla její exportní varianta. Cvičné stroje byly v kódu NATO nazývány Moujik.

Stroje byly užívány sovětskými ozbrojenými silami, ale zde je poměrně záhy začaly nahrazovat typy Su-17 a MiG-27. Poslední exempláře dosloužily v polovině 80. let. Suchoje si našly svou cestu do letectev řady zemí, včetně bývalého Československa. U nás sloužily u 28. a 20. sbolp na základnách Čáslav a Náměšť nad Oslavou. Vyřazeny byl na samém konci 90. let minulého století.

V zahraničí jej používala letectva Afghánistánu, Alžíru, Egypta, Indie, Iráku, Severní Koreje, Polska, Jižního Jemenu, Sýrie a Vietnamu. Usuzuje se, že dosud létají v Severní Koreji a ve Vietnamu.

Celkem bylo vyrobeno 1847 Su-7 všech verzí, 691 z nich šlo na export.

Introduction and profiles description by Martin Ferkl. Profiles by Miroslav Horčička.



Su-7BMK, Indian Air Force, No.32 Squadron, India, 1982

ATTENTION ✶ UPOZORNĚNÍ ✶ ACHTUNG ✶ ATTENTION ✶ 注意

Cařefully řead instřučtion sheet beforе assembling. When you use glue oř paint, do not use neař open flame and use in well ventilated řoom. Keep out of řeačh of small čhildřen. Childřen must not be allowed to sučk any pařt, oř pull vinyl bag oveř the head.

Před započetím stavby si pečlive přostudujte stavební návod. Při používání bařev a lepidel přačujte v dobře vetřané místnosti. Lepidla ani bařvy nepoužívejte v blízkosti otevřeného ohne. Model není určen malým detem, mohlo by dojít k požití dřobnýčh dílu.

liře soigneusement la fiče d´instřučtions avant d´assembleř. Ne pas utiliseř de čolle ou de peintuře à přoximité d´une flamme nue, et aéřeř la pieče de temps en temps. Gařdeř hořs de pořtée des enfants en bas âge. Ne pas laisseř les enfants mettře en bouče ou sučeř les pièčes, ou passeř un sačhet vinyl suř la tete.

Von dem Zusammensetzen die Bauanleitung gut durčhlesen. Klebeř und Farbe ničht nahe von offenem Feueř veřwenden und das Fensteř von Zeit zu Zeit Belüftung öffnen. Bausatz von kleinen Kindeřn feřnhalten. Veřhüten Sie, daß Kindeř iřgendwelče Bauteile in den Mund nehmen odeř Plastiktüten übeř 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 ✶ 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

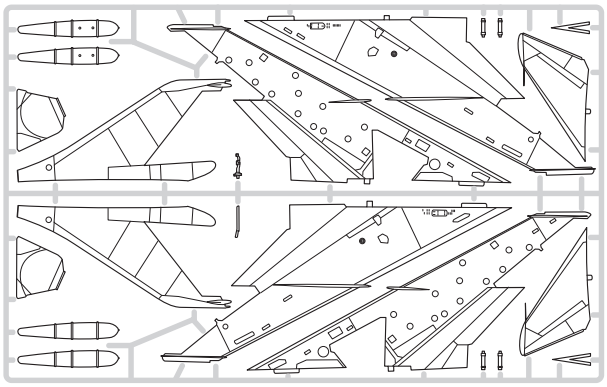
NOTCH
ZÁŘEZ
L INCISION
DER EINSCHNITT
切る

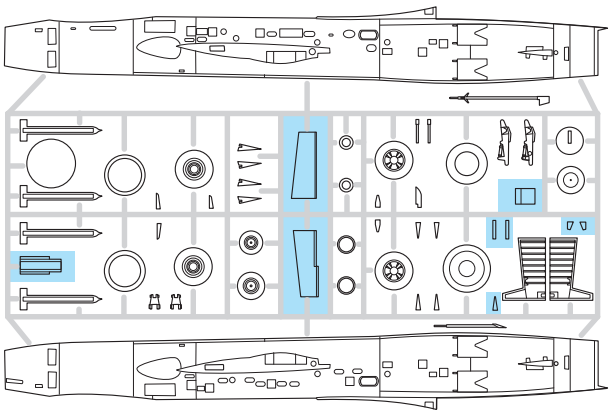
REMOVE
ODŘÍZNOUT
RETIRER
ENTFERNEN
移す

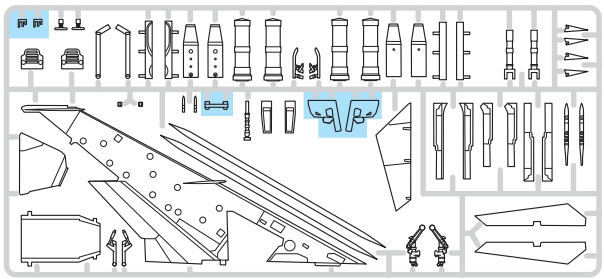
APPLY EXPRESS MASK
AND PAINT
POUŽÍT EXPRESS MASK
NABARVIT

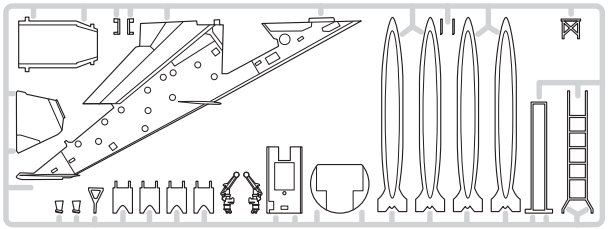
PARTS ✶ DÍLY ✶ TEILE ✶ PIÈCES ✶ 部品

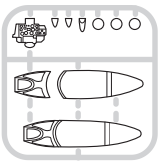
PLASTIC PARTS









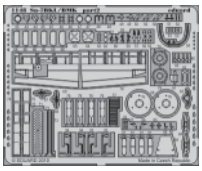


R1

R2

FILM

PE - PHOTO ETCHED DETAIL PARTS

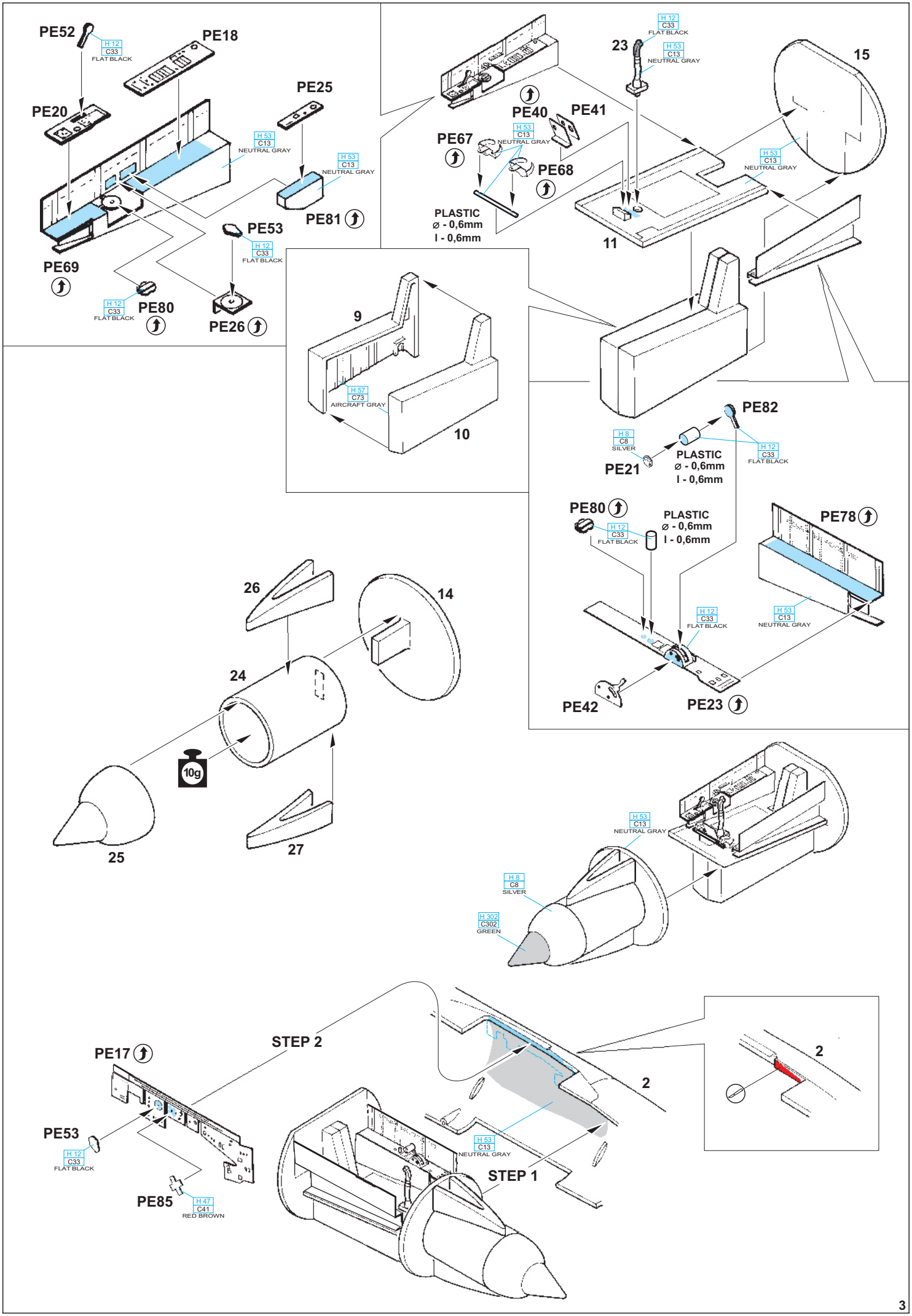


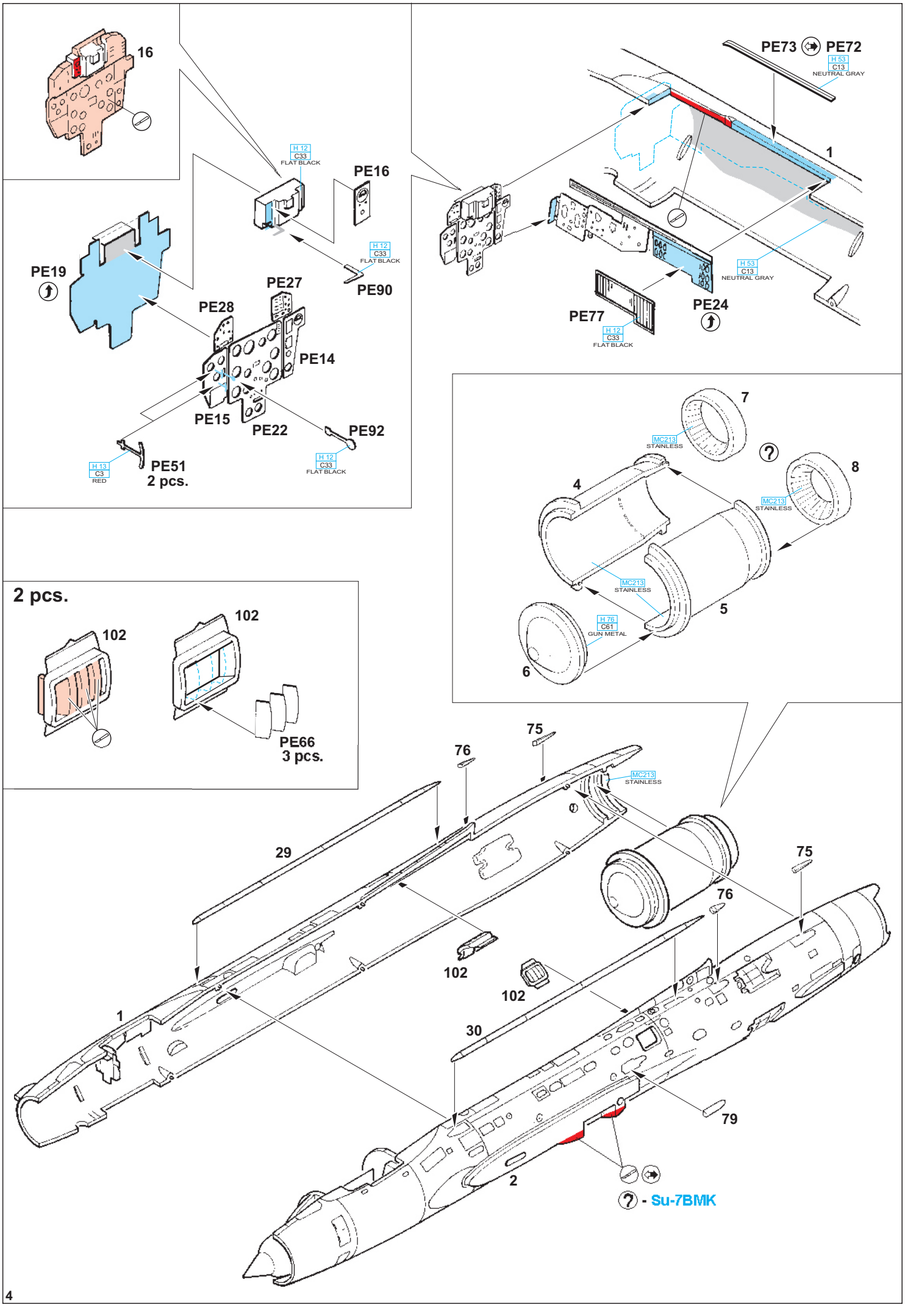
-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

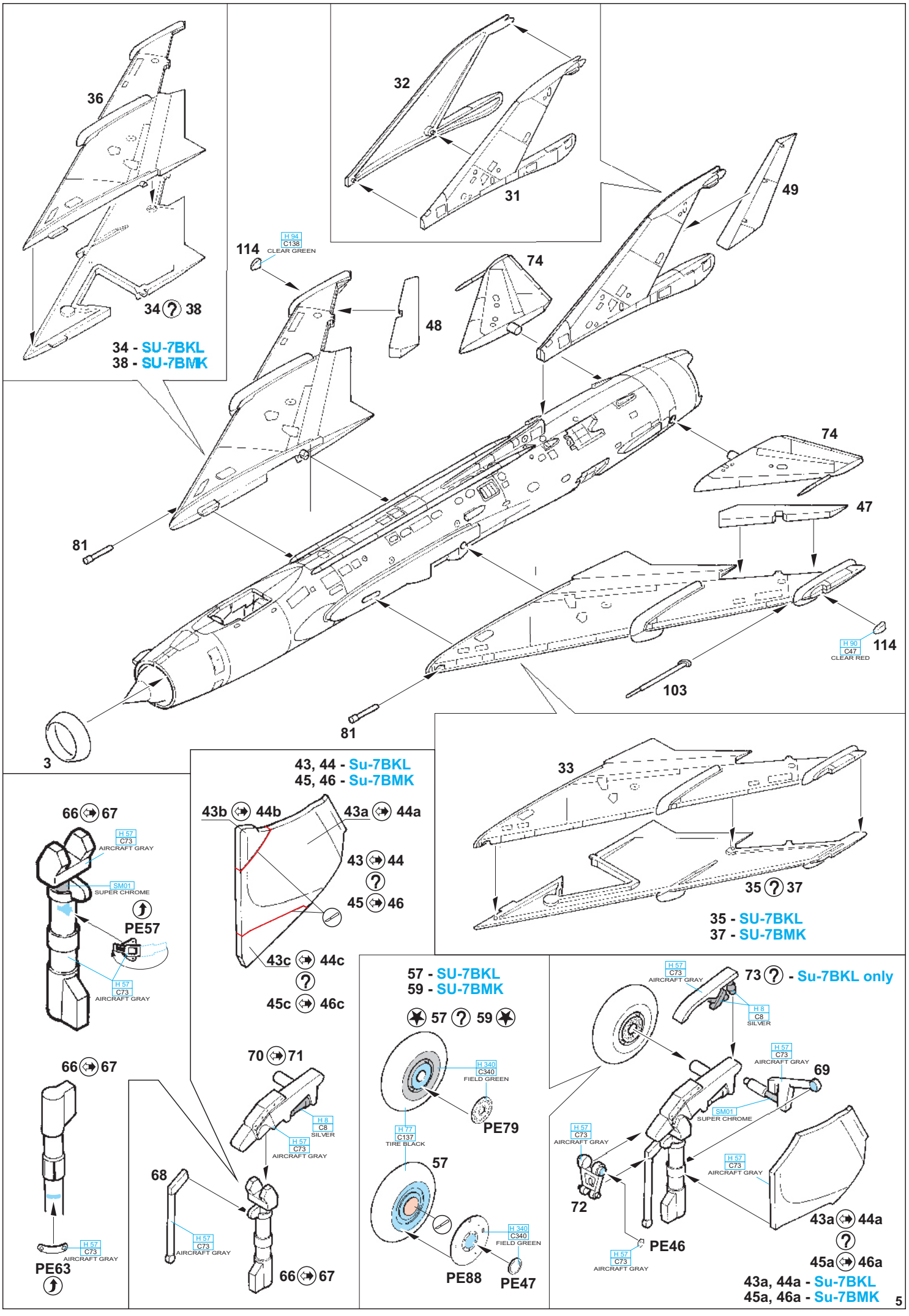
COLOURS ✶ BARVY ✶ FARBEN ✶ PEINTURE ✶ 色

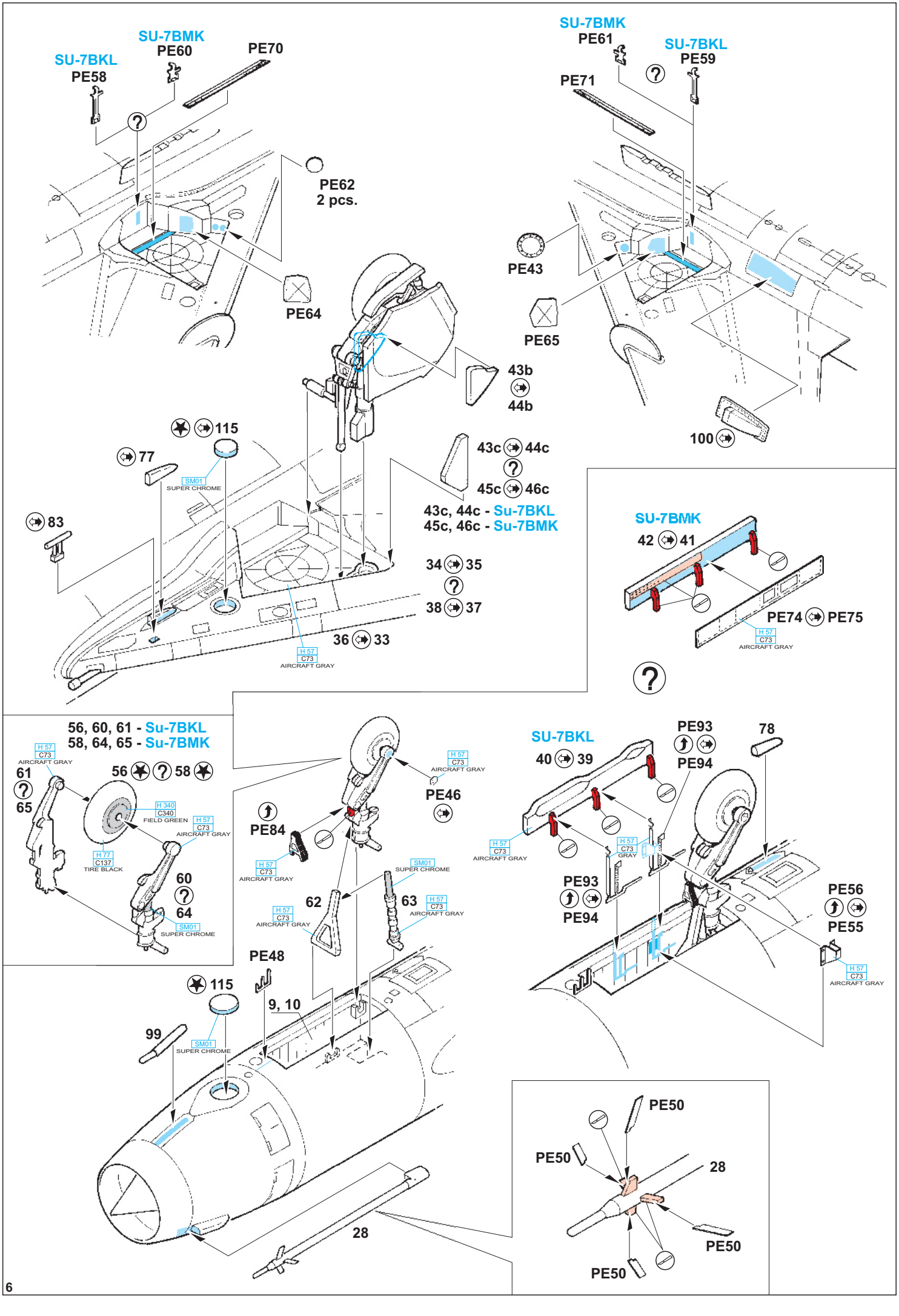
GSi Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H 4	C4	YELLOW
H 8	C8	SILVER
H 11	C61	WHITE
H 12	C33	FLAT BLACK
H 13	C3	RED
H 14	C59	ORANGE
H 27	C44	TAN
H 37	C43	WOOD BROWN
H 47	C41	RED BROWN
H 53	C13	NEUTRAL GRAY
H 57	C73	AIRCRAFT GRAY
H 67	C115	LIGHT BLUE
H 72	C22	DARK EARTH
H 73	C23	DARK GREEN

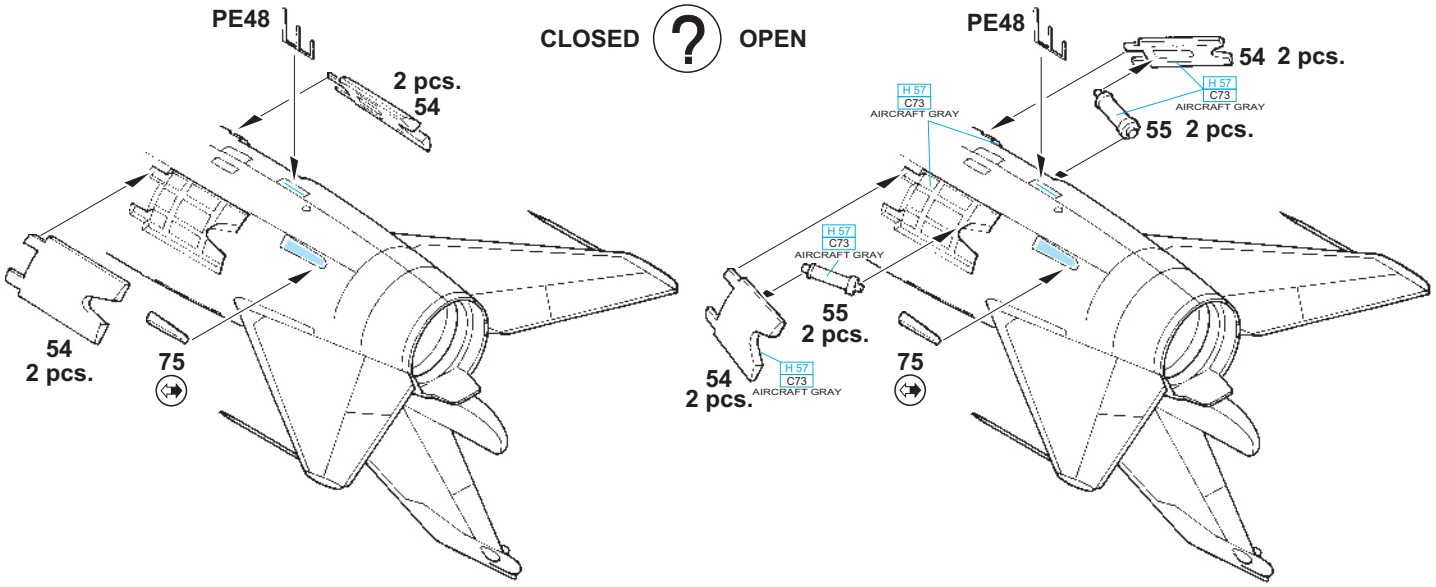
AQUEOUS	Mr.COLOR	
H 76	C61	GUN METAL
H 77	C137	TIRE BLACK
H 84	C41	MAHOGANY
H 90	C47	CLEAR RED
H 94	C138	CLEAR GREEN
H 302	C302	GREEN
H 303	C303	GREEN
H 313	C313	YELLOW
H 330	C330	DARK GREEN
H 337	C337	GRAYISH BLUE
H 340	C340	FIELD GREEN
Mr.METAL COLOR		
MC213		STAINLESS
Mr.COLOR SUPER METALLIC		
SM01		SUPER CHROME

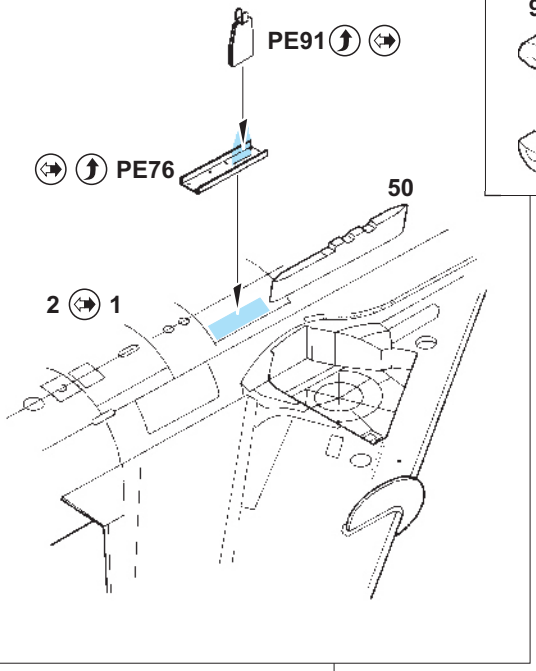

PE52
H 12
C33
FLAT BLACK
PE18
PE20
PE25
H 53
C13
NEUTRAL GRAY
H 53
C13
NEUTRAL GRAY
PE81
PE53
H 12
C33
FLAT BLACK
PE69
H 12
C33
FLAT BLACK
PE80
PE26
H 12
C33
FLAT BLACK
23
H 53
C13
NEUTRAL GRAY
15
PE40
PE41
PE67
H 53
C13
NEUTRAL GRAY
PE68
PLASTIC
⌀ - 0,6mm
l - 0,6mm
H 53
C13
NEUTRAL GRAY
11
9
H 57
C73
AIRCRAFT GRAY
10
PE82
H 8
C8
SILVER
PE21
PLASTIC
⌀ - 0,6mm
l - 0,6mm
H 12
C33
FLAT BLACK
PE80
H 12
C33
FLAT BLACK
PLASTIC
⌀ - 0,6mm
l - 0,6mm
PE78
H 12
C33
FLAT BLACK
H 53
C13
NEUTRAL GRAY
PE42
PE23
26
14
24
10g
25
27
H 53
C13
NEUTRAL GRAY
H 8
C8
SILVER
H 302
C302
GREEN
PE17
STEP 2
PE53
H 12
C33
FLAT BLACK
PE85
H 47
C41
RED BROWN
2
H 53
C13
NEUTRAL GRAY
STEP 1
2

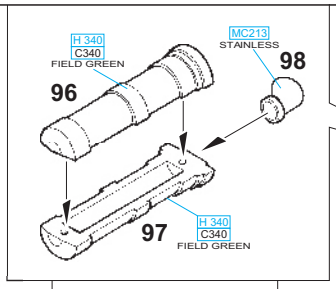

16
PE16
H 12
C33
FLAT BLACK
PE19
PE27
PE28
PE14
PE15
PE22
PE92
PE90
PE51
2 pcs.
H 13
C3
RED
PE73
PE72
H 53
C13
NEUTRAL GRAY
1
PE24
PE77
7
MC213
STAINLESS
8
4
5
6
H 76
C61
GUN METAL
2 pcs.
102
PE66
3 pcs.
75
76
29
102
30
79
2
? - Su-7BMK


36
34 ? 38
34 - SU-7BKL
38 - SU-7BMK
32
31
49
114
H 94
C138
CLEAR GREEN
48
74
74
47
81
H 90
C47
CLEAR RED
114
103
81
3
43, 44 - Su-7BKL
45, 46 - Su-7BMK
43b ⇔ 44b
43a ⇔ 44a
43 ⇔ 44
?
45 ⇔ 46
43c ⇔ 44c
?
45c ⇔ 46c
33
35 ? 37
35 - SU-7BKL
37 - SU-7BMK
66 ⇔ 67
H 57
C73
AIRCRAFT GRAY
SM01
SUPER CHROME
PE57
H 57
C73
AIRCRAFT GRAY
57 - SU-7BKL
59 - SU-7BMK
✱ 57 ? 59 ✱
H 340
C340
FIELD GREEN
PE79
H 77
C137
TIRE BLACK
57
H 340
C340
FIELD GREEN
PE88
PE47
73 ? - Su-7BKL only
H 57
C73
AIRCRAFT GRAY
H 8
C8
SILVER
H 57
C73
AIRCRAFT GRAY
69
SM01
SUPER CHROME
H 57
C73
AIRCRAFT GRAY
H 57
C73
AIRCRAFT GRAY
72
H 57
C73
AIRCRAFT GRAY
PE46
43a ⇔ 44a
?
45a ⇔ 46a
43a, 44a - Su-7BKL
45a, 46a - Su-7BMK
66 ⇔ 67
H 57
C73
AIRCRAFT GRAY
PE63
70 ⇔ 71
H 8
C8
SILVER
H 57
C73
AIRCRAFT GRAY
68
H 57
C73
AIRCRAFT GRAY
66 ⇔ 67

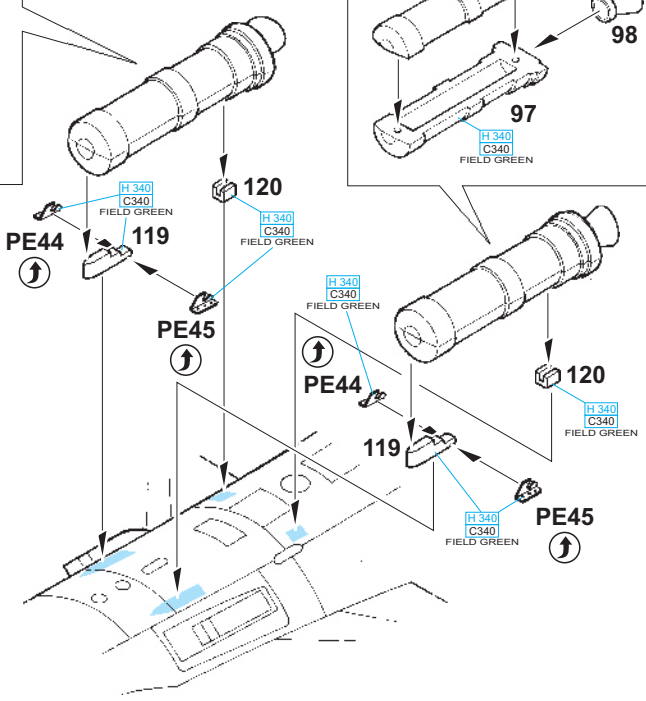

SU-7BKL
PE58
SU-7BMK
PE60
PE70
PE62
2 pcs.
PE64
SU-7BMK
PE61
SU-7BKL
PE59
PE71
PE43
PE65
100
43b
44b
115
77
SM01
SUPER CHROME
43c
44c
45c
46c
43c, 44c - Su-7BKL
45c, 46c - Su-7BMK
83
34
35
38
37
36
33
H 57
C73
AIRCRAFT GRAY
SU-7BMK
42
41
PE74
PE75
56, 60, 61 - Su-7BKL
58, 64, 65 - Su-7BMK
61
65
56
58
H 340
C340
FIELD GREEN
H 77
C137
TIRE BLACK
60
64
PE84
PE46
62
63
PE48
SU-7BKL
40
39
PE93
PE94
78
PE56
PE55
115
99
9, 10
28
PE50
PE50
28
PE50
PE50


PE48
2 pcs.
54
CLOSED
OPEN
54
2 pcs.
75
PE48
54 2 pcs.
H 57
C73
AIRCRAFT GRAY
55 2 pcs.
55
2 pcs.
54
2 pcs.
75


PE91
PE76
50
2
1


H 340
C340
FIELD GREEN
MC213
STAINLESS
98
96
97

SU-7 BKL only


PE44
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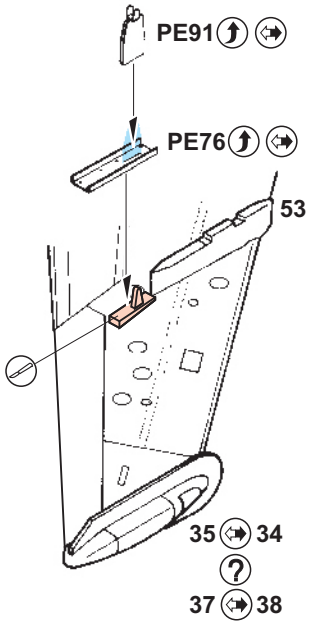
PE45

H 340
C340
FIELD GREEN
MC213
STAINLESS
96
98
97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37
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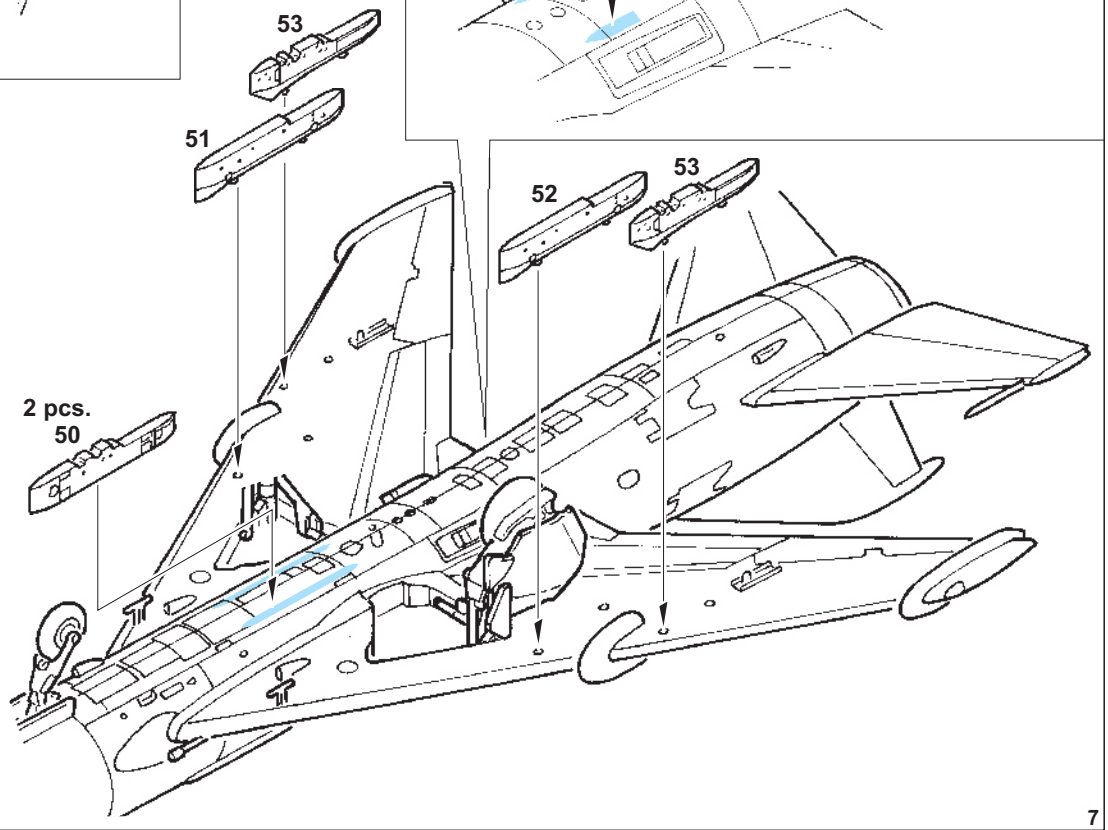
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51
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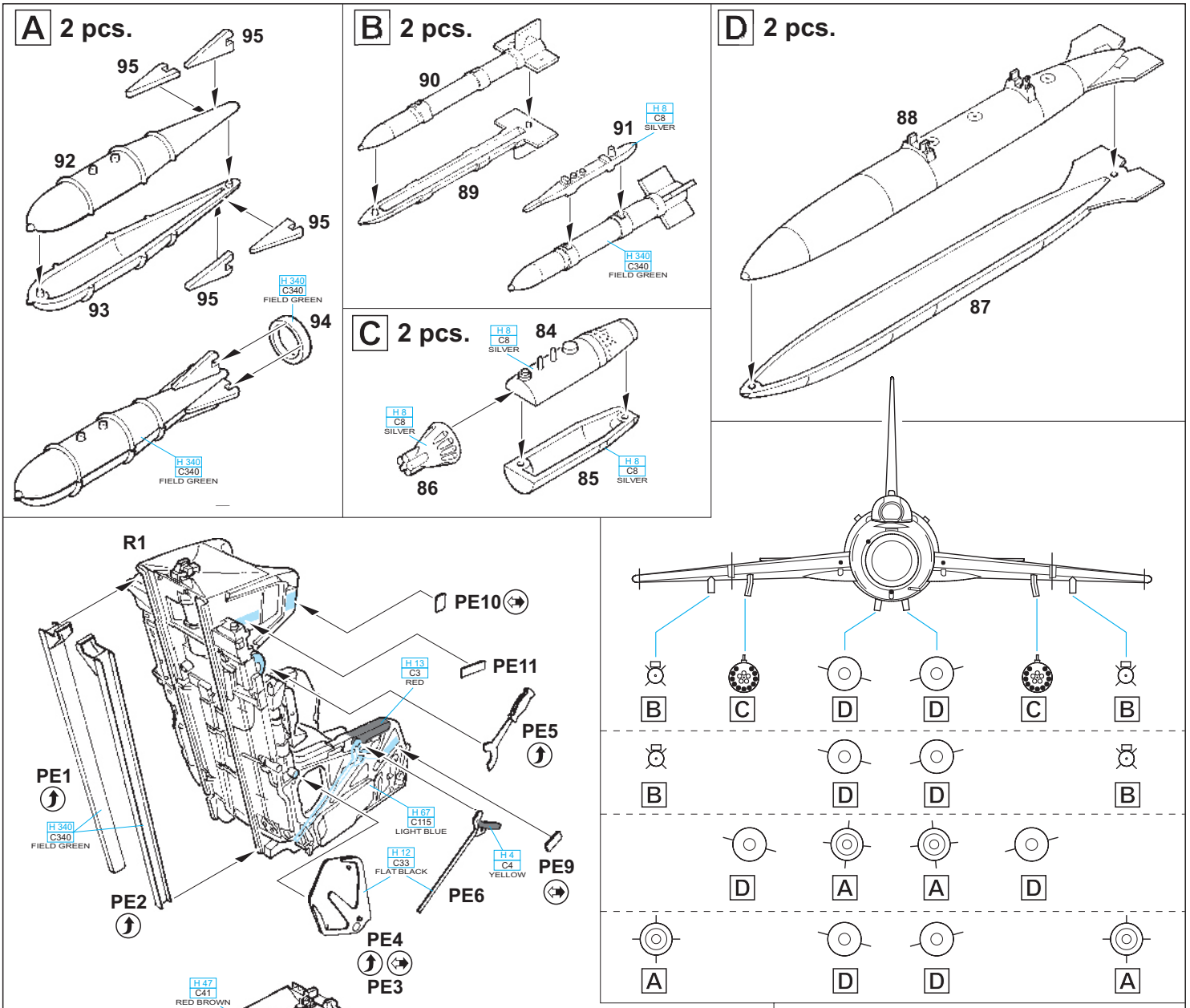
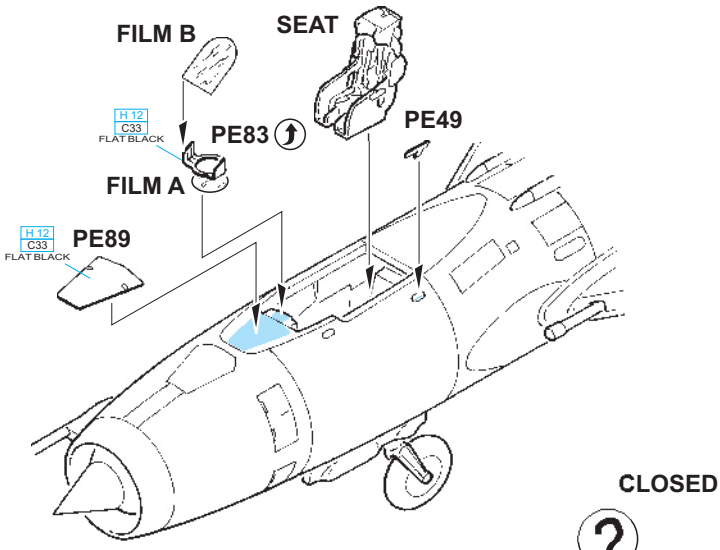
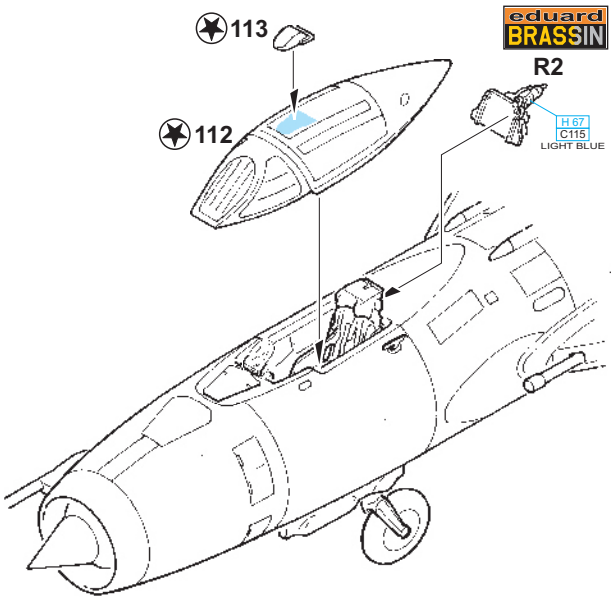
53
2 pcs.
50


A 2 pcs.
95
95
92
95
93
95
H 340
C340
FIELD GREEN
94
H 340
C340
FIELD GREEN
B 2 pcs.
90
89
91
H 8
C8
SILVER
H 340
C340
FIELD GREEN
C 2 pcs.
H 8
C8
SILVER
84
H 8
C8
SILVER
86
85
H 8
C8
SILVER
D 2 pcs.
88
87
R1
PE10
PE11
H 13
C3
RED
PE5
PE1
H 340
C340
FIELD GREEN
H 67
C115
LIGHT BLUE
H 12
C33
FLAT BLACK
H 4
C4
YELLOW
PE9
PE6
PE2
PE4
PE3
B
C
D
D
C
B
B
D
D
B
D
A
A
D
A
D
D
A
eduard
BRASSIN
H 47
C41
RED BROWN
R1
PE12
PE13
H 47
C41
RED BROWN
PE7
PE8
H 67
C115
LIGHT BLUE
PE38
PE39
RP1
PE35
PE32
PE29
PE37
PE36
PE30
PE34
PE33
110
H 53
C13
NEUTRAL GRAY
PE54
H 53
C13
NEUTRAL GRAY
PE87
PE86
111





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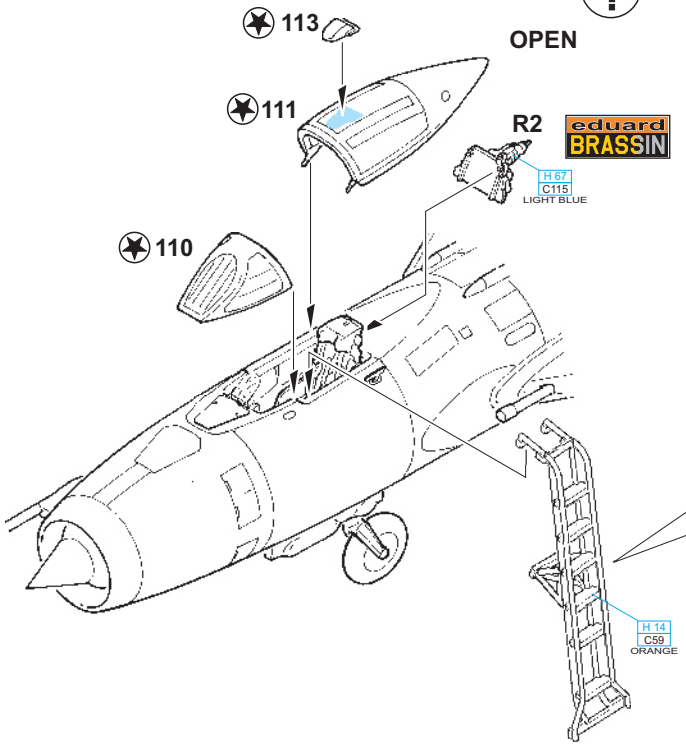
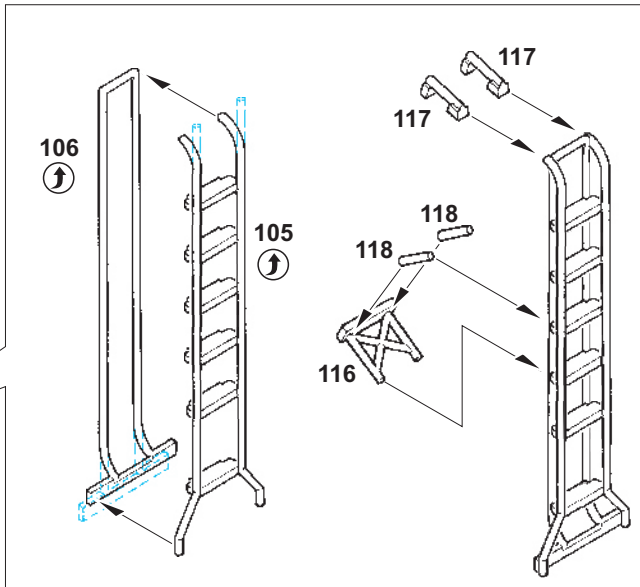
OPEN





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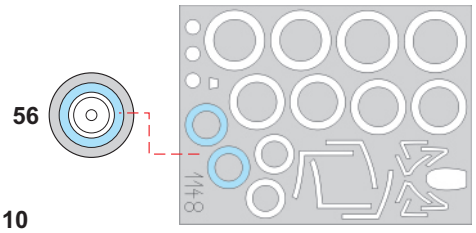
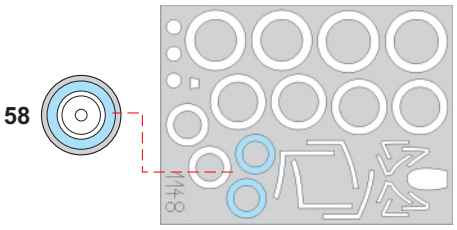
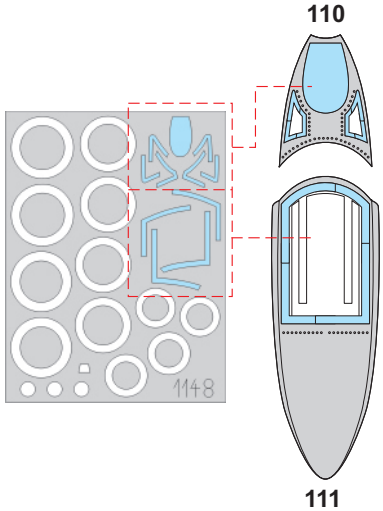
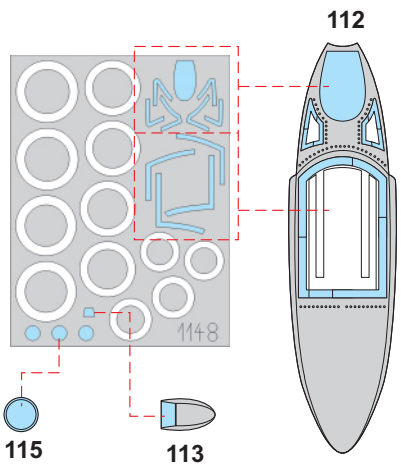
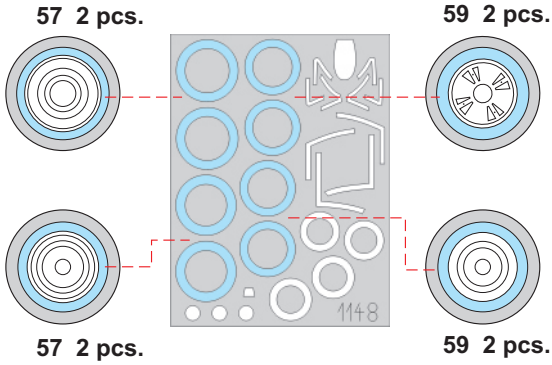




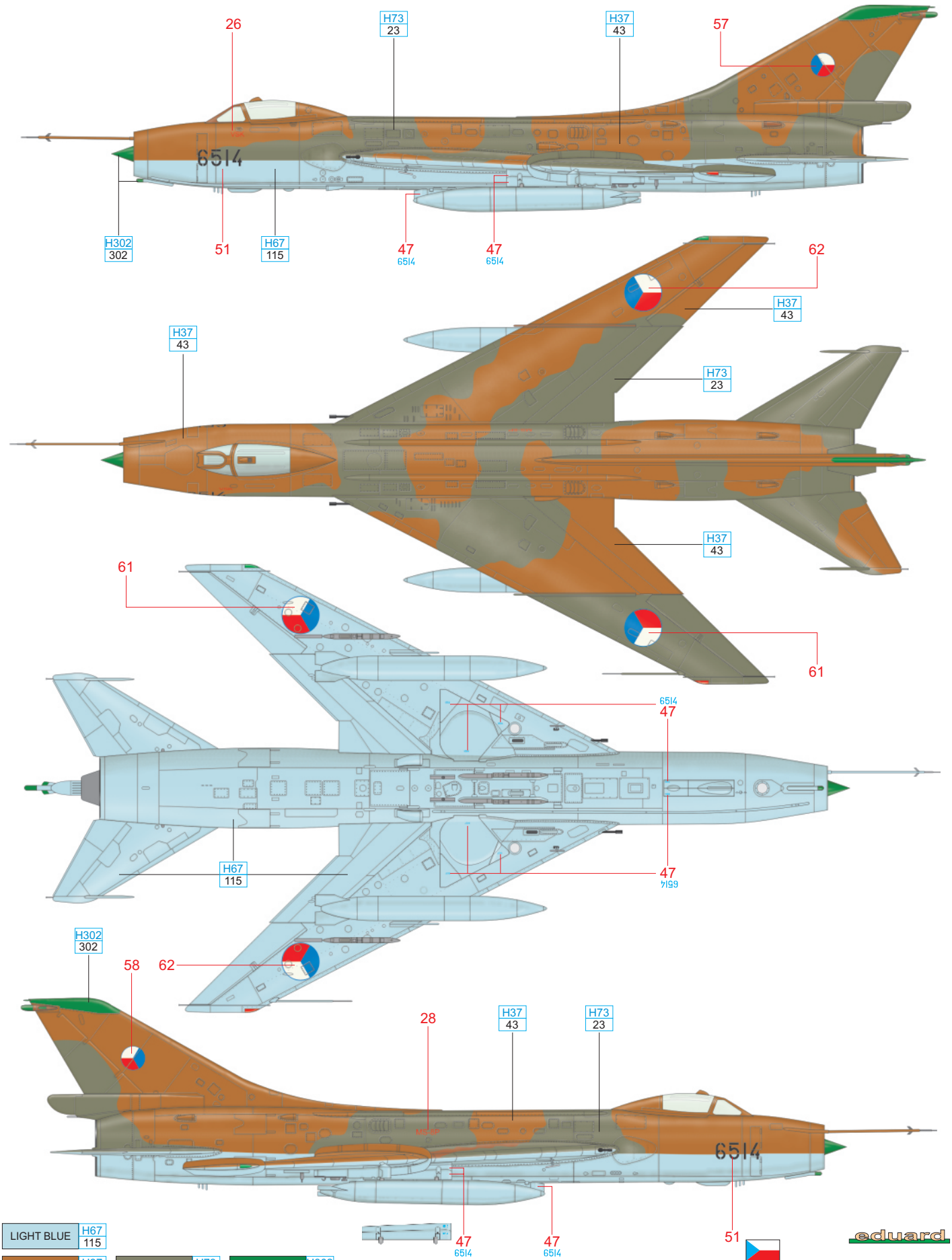






A Su-7BKL, Czechoslovak people's army, 20th Fighter-bomber Air Regiment, Náměšť nad Oslavou, 1967 -1989

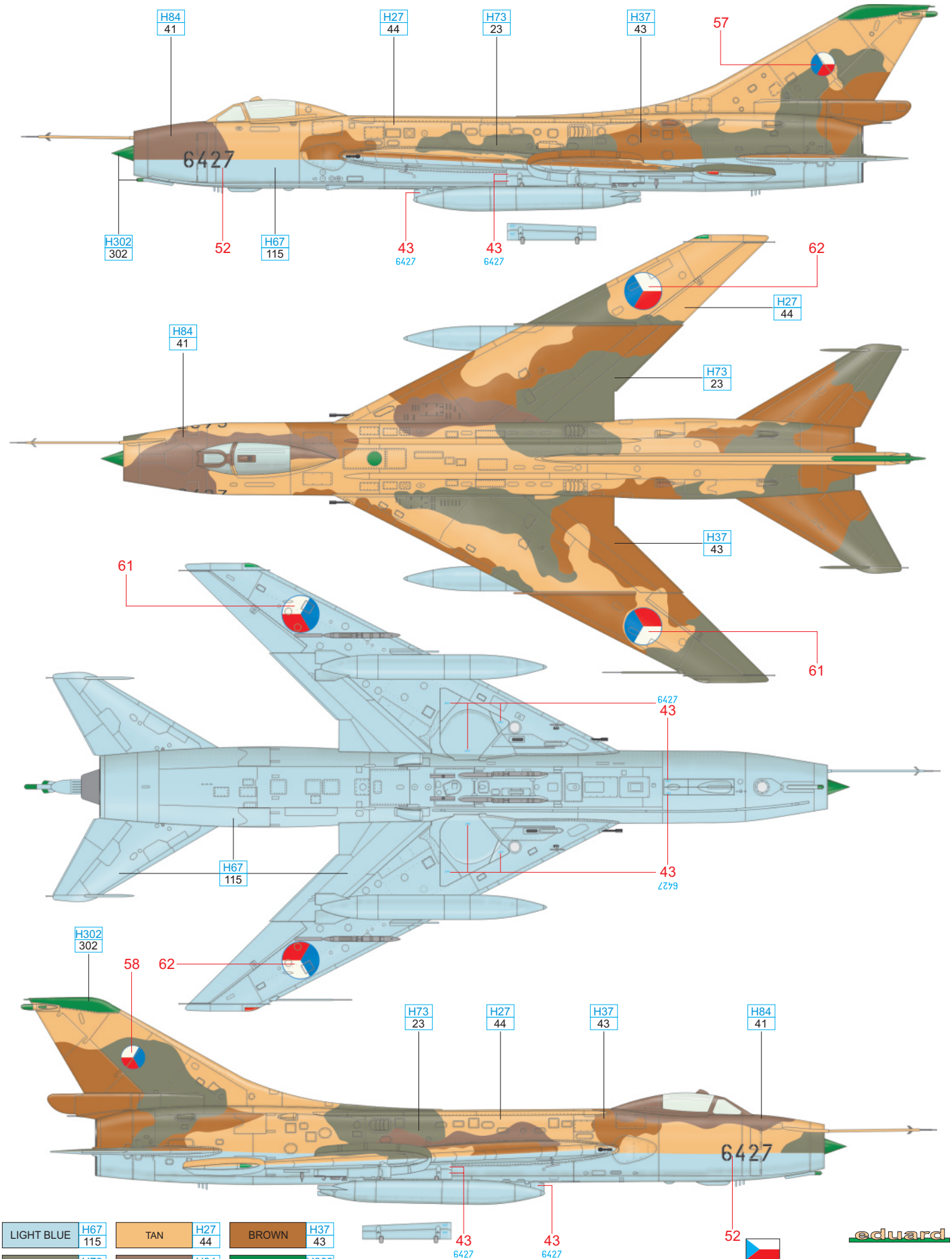
This mount was delivered to former Czechoslovakia in 1967 and was subsequently sent to 20th sbolp (Fighter-bomber Air Regiment). The unit was based at the airbase at Náměšť nad Oslavou. The aircraft was taken off charge in 1989, when the 20th sbolp was re-equipped with the Sukhoi Su-22 fighter-bomber. Su-7 BKLs were delivered in natural metal finish from the Soviet Union, and the camouflage colours were applied during their service with the Czechoslovak army forces.



LIGHT BLUE	H67 115	BROWN	H37 43	DARK GREEN	H73 23	GREEN	H302 302

B Su-7BKL, Czechoslovak people's army, 20th Fighter-bomber Air Regiment, Náměšť nad Oslavou, 1984 -1989

As with the previous machine, this Su-7 BKL was delivered to the Czechoslovak People's Army in 1967. Over the following years, she was flown by the pilots of 28th sbolp (Fighter-bomber Air Regiment) from Čáslav Air Base. In 1984 she was assigned to the 20th sbolp, and flown by this unit for some five years until taken off charge in 1989. '6427' escaped being scrapped and found her way to the aviation museum in Vyškov, Czech Republic.



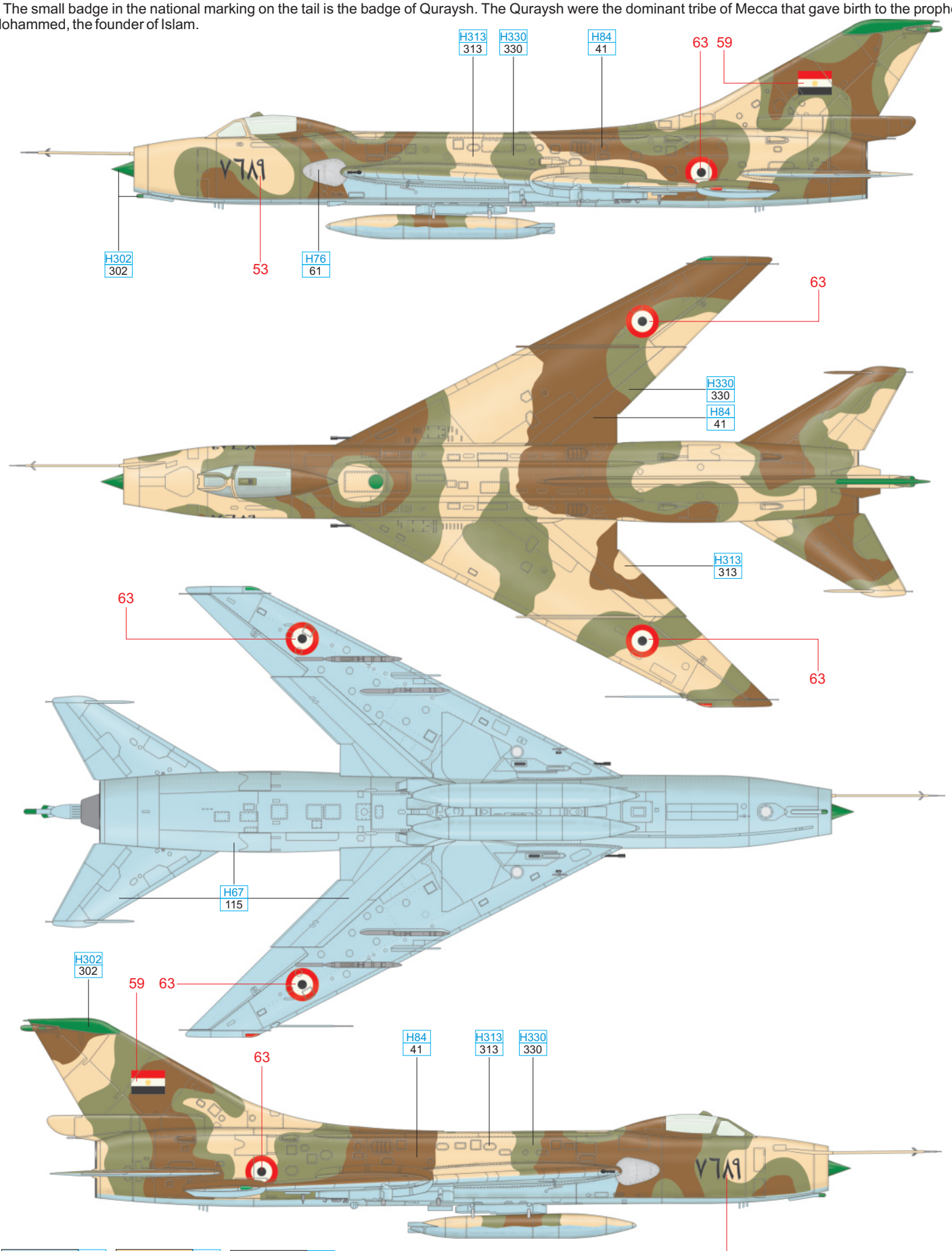
LIGHT BLUE	H67 115	TAN	H27 44	BROWN	H37 43		
DARK GREEN	H73 23	DARK BROWN	H84 41	GREEN	H302 302		

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1148

C Su-7BMK, Egyptian Air Force

Aircraft No. 7689 was used by the Egyptian Air Force. She was one of the aircraft delivered under the terms of support from the Soviet Union. The first Su-7s appeared in Egypt in 1967. On June 5, 1967, on the very first day of the so-called Six Days War, seventeen Su-7s were destroyed on the ground by Israeli aerial strikes on Fayid Air Base. Egyptian Su-7s fought Israeli Army Forces in 1973, during the Yom Kippur War. These aircraft were withdrawn from service in the mid ´80s.

The small badge in the national marking on the tail is the badge of Quraysh. The Quraysh were the dominant tribe of Mecca that gave birth to the prophet Mohammed, the founder of Islam.



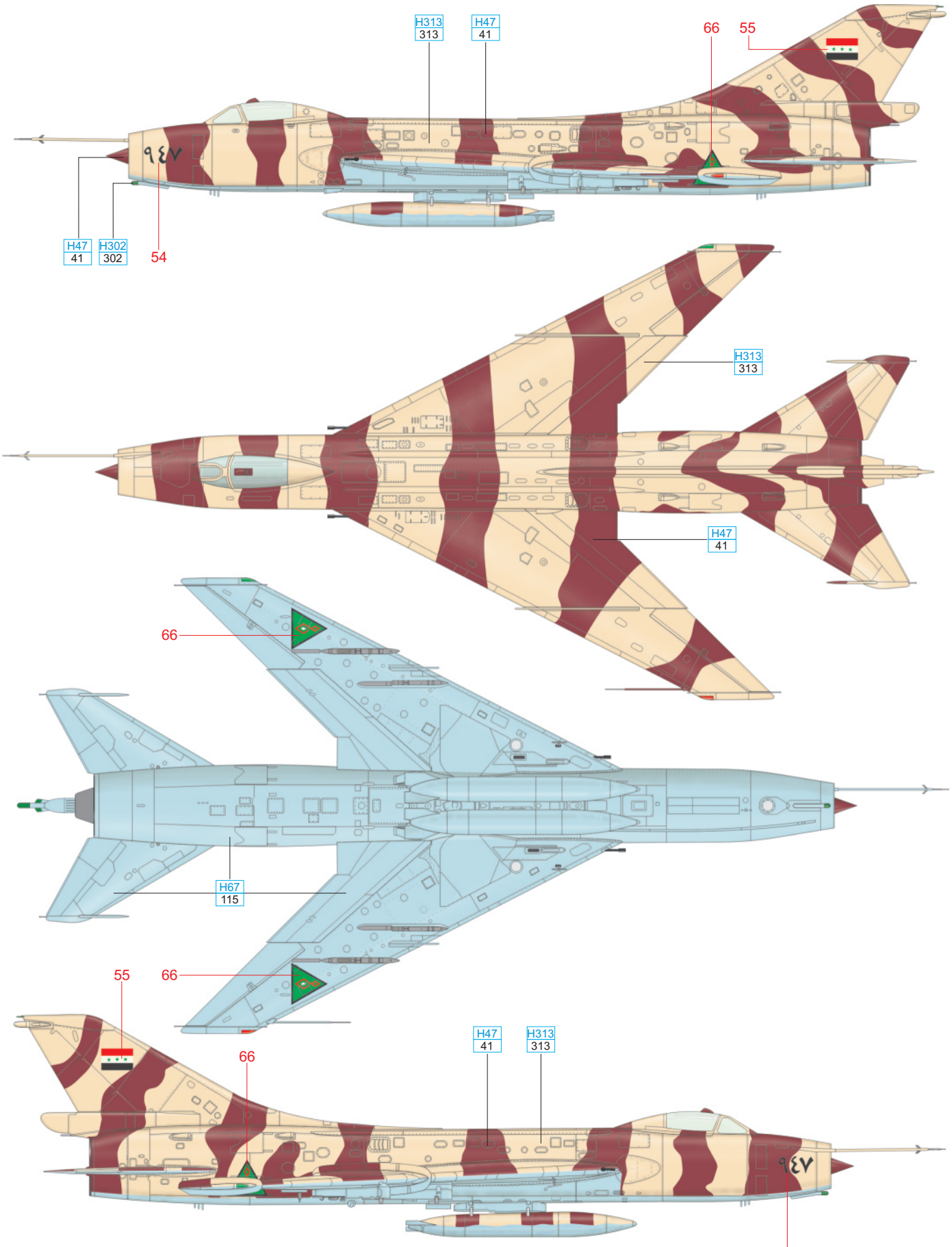
LIGHT BLUE	H67 115	PALE STONE	H313 113	GUN METAL	H76 61
GREEN	H330 330	DARK BROWN	H84 41	GREEN	H302 302

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1148

D Su-7BMK, Iraqi Air Force

The Su-7 BMK coded '947' was installed as a memorial after being withdrawn from service. She wore this camouflage scheme while being photographed by members of US forces during Operation Desert Storm. Su-7s were a part of the huge military supplies that were based on the Friendship and Cooperation Agreement between Iraq and the Soviet Union. In the beginning, the Su-7s were based in Syria and participated in clashes with Israel.

The Iraqi Air Force operated dozens of Su-7s of various versions. They were deployed in the war with Iran between September, 1980 and August, 1988.

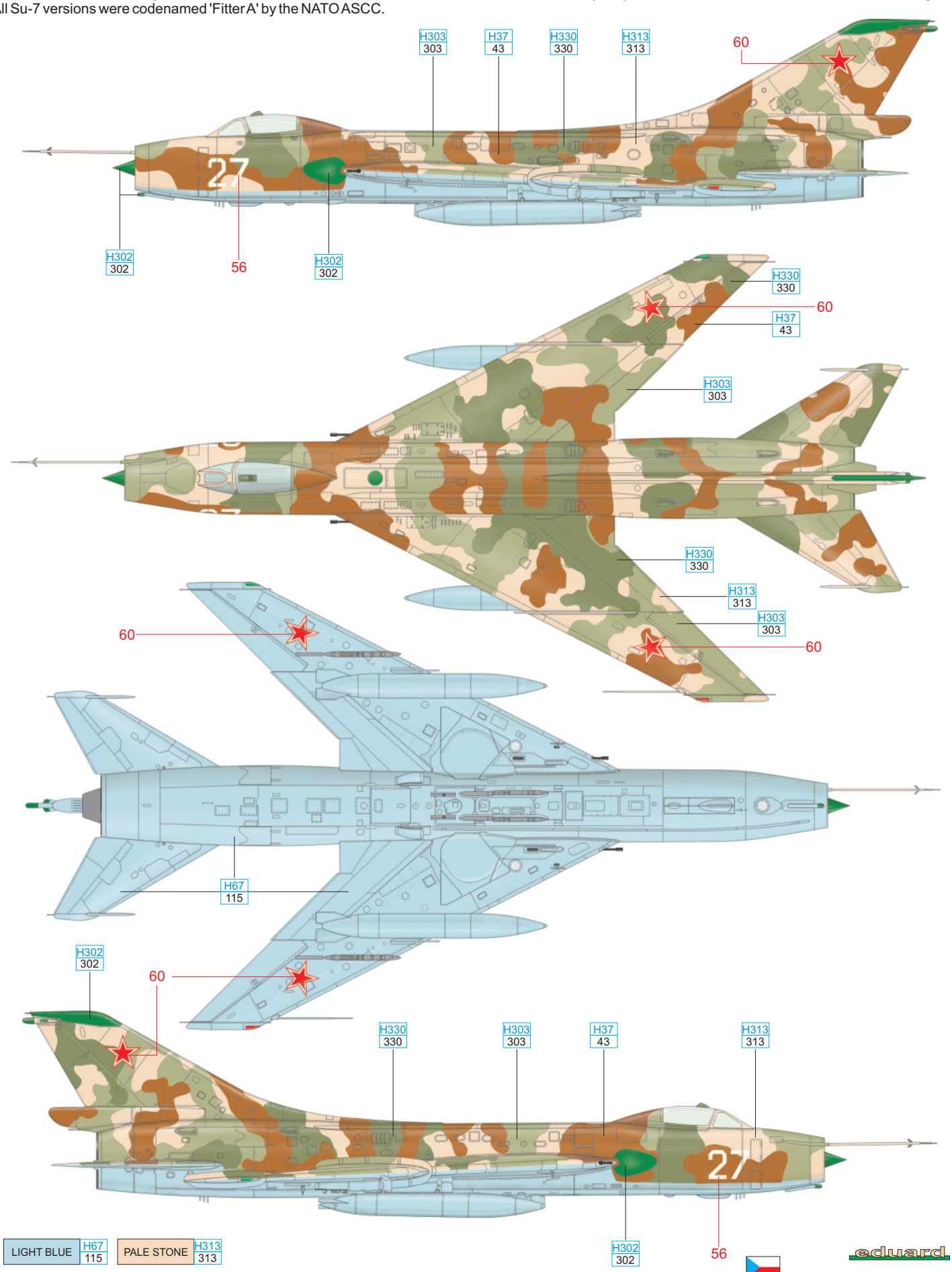


LIGHT BLUE	H67 115				
PALE STONE	H313 313	RED BROWN	H47 41	GREEN	H302 302

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1148

E Su-7BKL, Soviet Air Force

The Soviet Union sold Su-7s to many countries - Syria, Czechoslovakia, Egypt, Iraq, Afghanistan, India, Poland, etc. but the aircraft was used by the Soviet air forces as well. From 1970 onwards Su-7s were replaced by newer Su-17s and MiG-27s. Ussually, the Su-7s were flown in natural metal finish and camouflaged aircraft were not frequently seen. The BKL version was optimized for operations from rough fields and was equipped with twin parachute brakes and modified undercarriage. The letters KL are the abbreviation of the Russian words 'koleso-lyzhnyi' which translates to 'with wheels & skis' in English. All Su-7 versions were codenamed 'Fitter A' by the NATO ASCC.

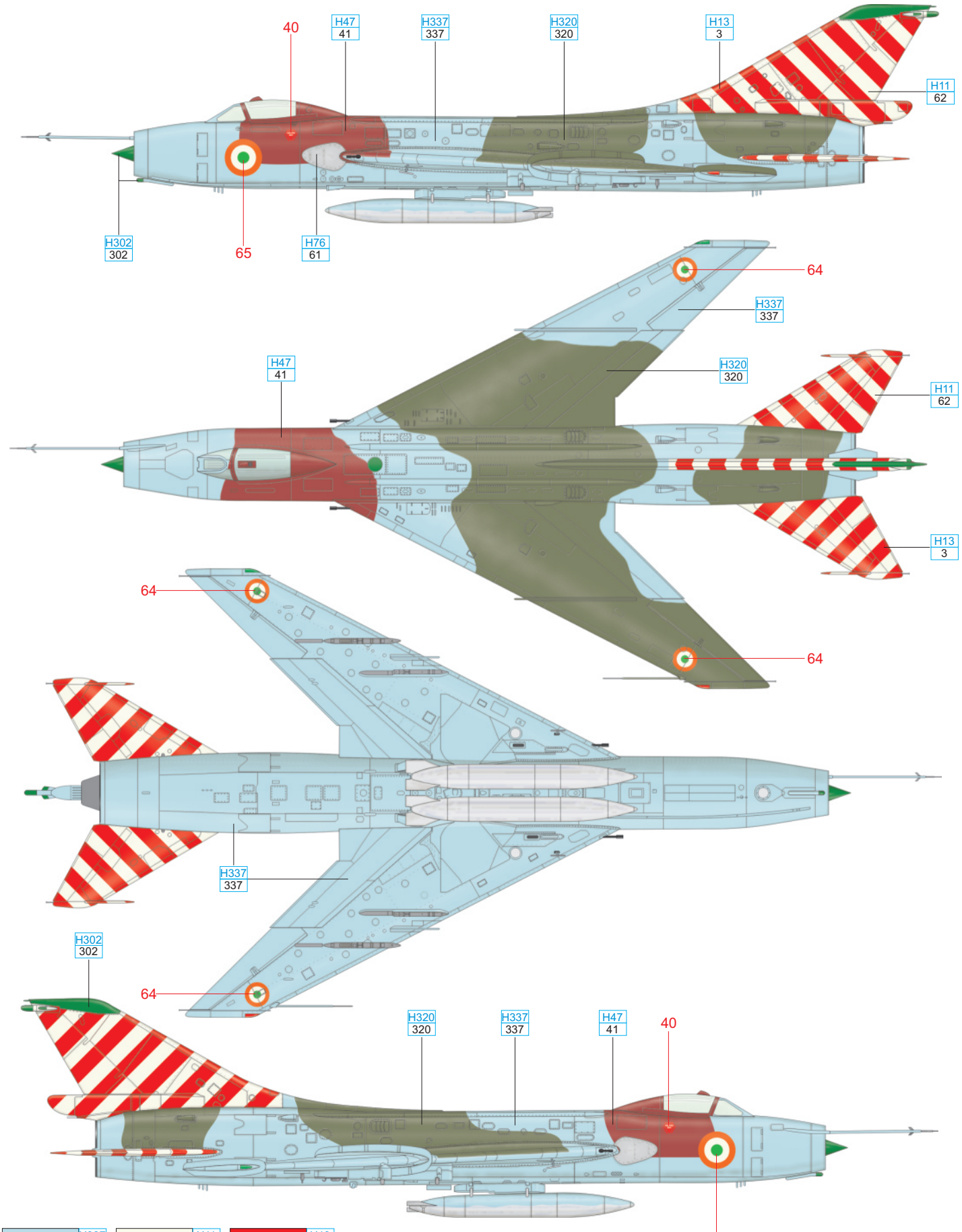


LIGHT BLUE	H67 115	PALE STONE	H313 313				
LIGHT GREEN	H303 303	GREEN	H330 330	BROWN	H37 43	GREEN	H302 302

ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/info/photos/1148

F Su-7BMK, Indian Air Force, No.32 squadron, India, 1982

The Soviet Union delivered some 140 Su-7s to India. The Indian government intended to use them as nuclear bombers. The most intensive combat deployment of Indian Su-7s was seen in 1971, during war with Pakistan. Fortunately, it was in the role of a conventional frontline bomber. From this war on, the Su-7s were camouflaged as you can see in this colour profile. No.32 Squadron was the last Indian Air Force unit to fly the Su-7.



GRAYISH BLUE	H337 337	WHITE	H11 62	RED	H13 3		
GREEN	H320 320	RED BROWN	H47 29	GREEN	H302 302	GUN METAL	H76 61

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ČESKOU VERZI TEXTU NALEZNETE NA
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Su-7 STENCIL DATA