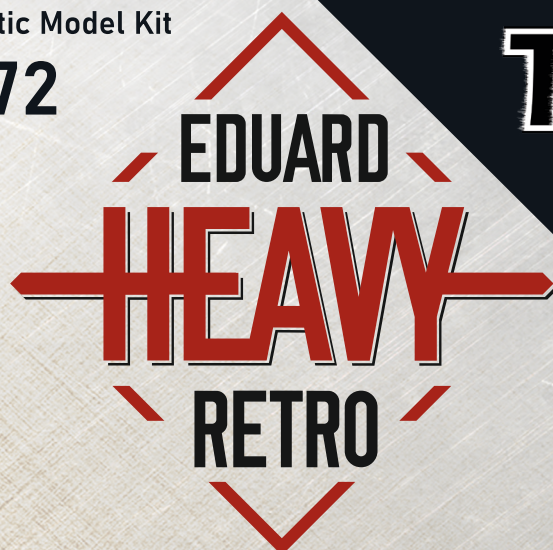




Scale Plastic Model Kit

1/72



# TURBOLET

## L-410UVP

The L-410 Turbolet is a small transport aircraft for short-haul regional transport. It was developed based on the requirements of the then Soviet Aeroflot for a rugged aircraft capable of operating from unpaved runways with short takeoff and landing and in very cold temperatures. In total, over 1,200 units were produced and delivered to many countries around the world.

At the turn of the 1950s and 1960s, the Aeroflot required an aircraft with a capacity of 10 to 12 passengers to replace the obsolete An-2. In the Let Kunovice company they started a study of an aircraft with the designation L-400, which was to be powered by a pair of piston engines, but when in the second half of the 1960s turbo-prop engines with a power over 500 kW and a low weight of about 140 kg appeared, the project was renewed under the designation L-410. The 526 kW PT6A-27 engine was chosen for prototypes, production ramp-up and as the basis for the development of the domestic engine.

Initial studies of the L-410 date to 1966 and 1967. Documentation for prototype production was completed in April 1968. The aircraft was designed to carry 12 to 19 passengers or cargo weighing up to 1,850 kg on short routes between airports of all categories, including those with grass, clay or sand runway surfaces. In addition to the basic passenger version, the aircraft could be converted to version for cargo, ambulance or airborne use. The XL-410 prototype was flown by pilots František Svinka and Vladimír Vlk on April 16, 1969. After five years of test operation of four prototypes and a number of changes, serial production of the L-410A version was started and after the development of the Czechoslovak Walter M601 engine was completed, the PT-6 engines were replaced by it

and the aircraft received Avia V508 three-bladed propellers. This version was designated L-410M, the prototype was ready in 1973 and made its first flight in 1974. Deliveries to the USSR began in 1975.

Based on the requirements of the main customer, the Soviet Union, new version of the L-410UVP (abbreviated from the Russian term "ukratsen-nogo vzljota i posadki" i.e., shortened take-off and landing) was developed, which included 87 mm fuselage extension, a two meter wingspan increase and an increase in the horizontal stabilizer lift. The vertical tail surfaces have been reshaped. Walter M-601B engines of the same power as the M-601A were used, but with the option of an extra 46 kW power increase. Aerodynamic brakes were installed on the upper wing to shorten the run-out after landing, and all rudders were given a canvas covering to save weight.

Due to the changes, the take-off and landing distance was further shortened, with the aircraft only needing a runway length of about 450 m. However, the changes also resulted in a significant increase in empty weight, which meant a reduction in payload. The number of passengers had to be reduced to fifteen and the maximum range was also shortened. As it eventually turned out, even in the USSR the L-410UVP's capabilities were not used and the aircraft in most cases flew from standard airfields.

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.



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  
VOLBABEND  
OHNOUTSAND  
BROUSITOPEN HOLE  
VYVRTAT OTVORSYMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODRÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD MASK  
NABARVIT**PLEASE CHECK THE LATEST VERSION OF THE INSTRUCTIONS ON [www.eduard.com](http://www.eduard.com)**

PARTS



DÍLY



TEILE

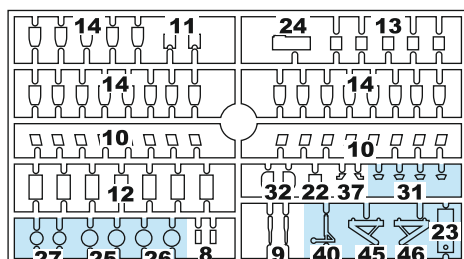
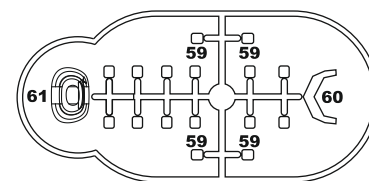
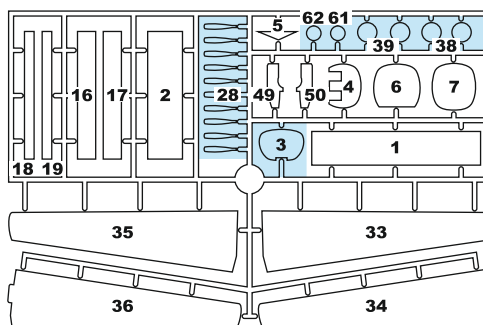
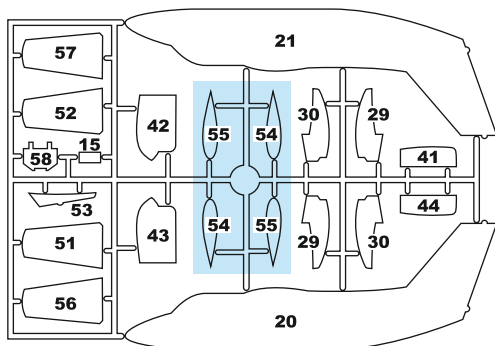


PIÈCES

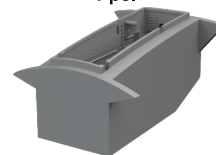
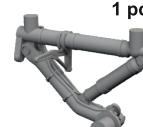


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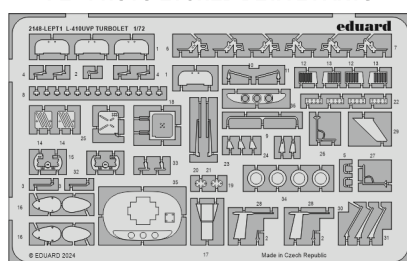
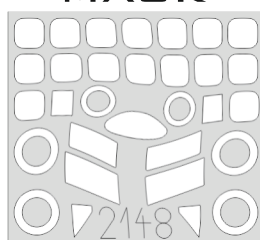
## PLASTIC PARTS



## RP - RESIN PARTS

RP9  
1 pc.RP4  
2 pcs.RP5  
1 pc.RP7  
1 pc.RP6  
1 pc.RP8  
1 pc.RP10  
4 pcs.RP1  
6 pcs.RP3  
2 pcs.RP2  
2 pcs.

## PE - PHOTO ETCHED DETAIL PARTS

eduard  
MASK

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

COLOURS



BARVY



FARBEN



PEINTURE



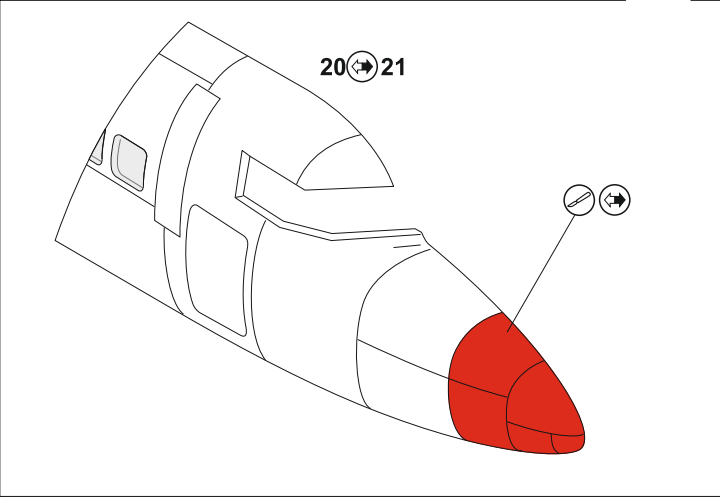
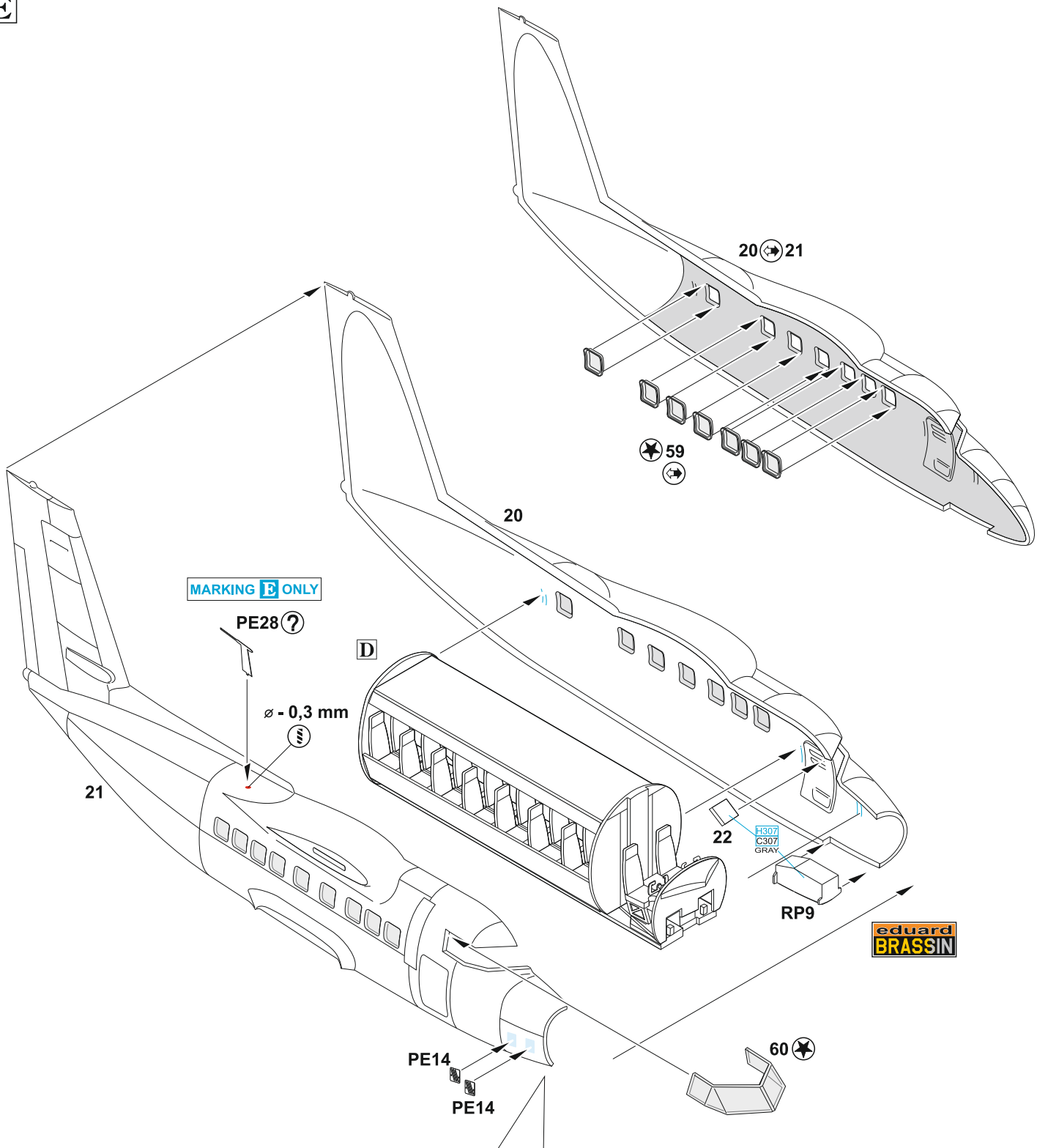
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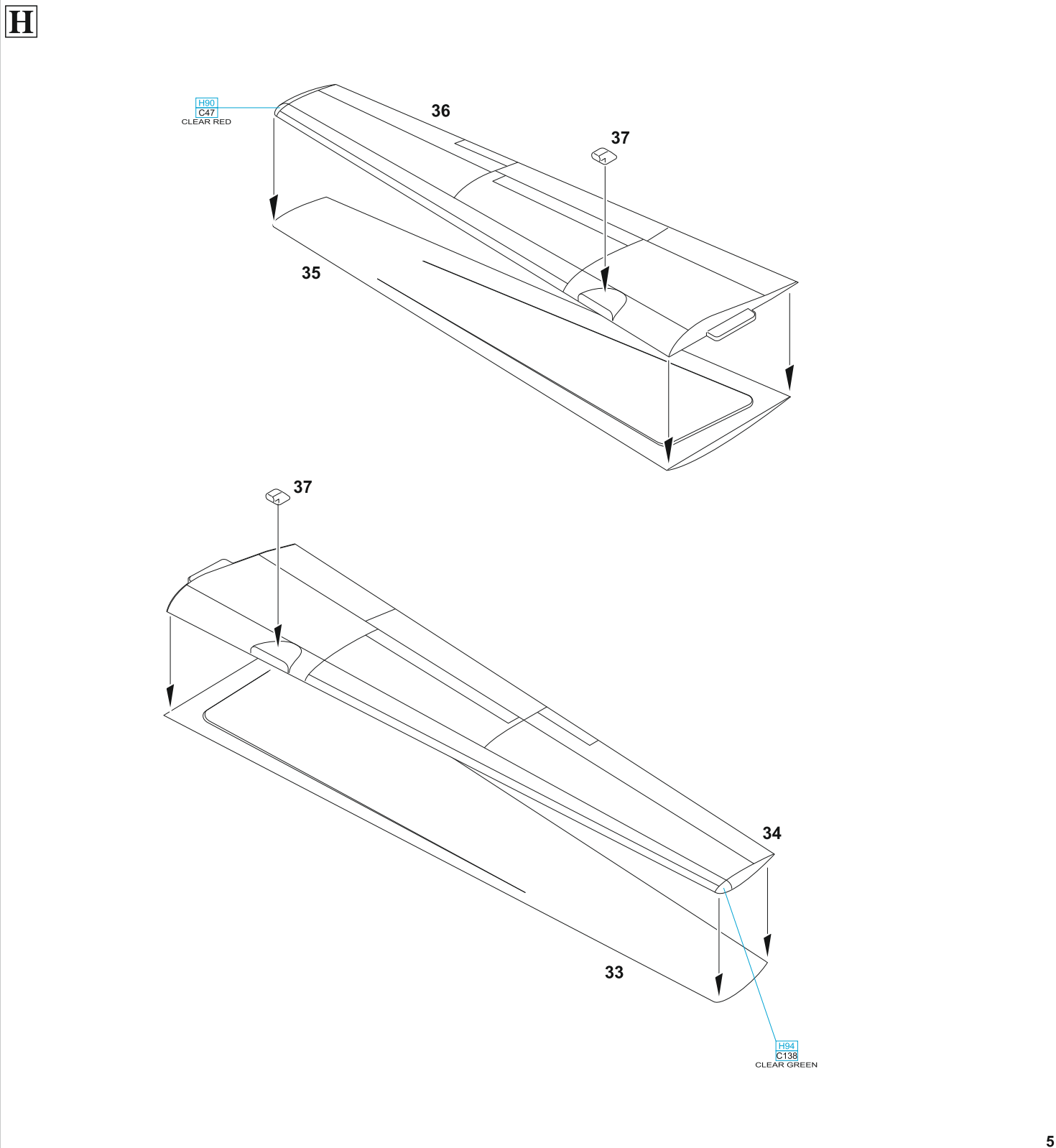
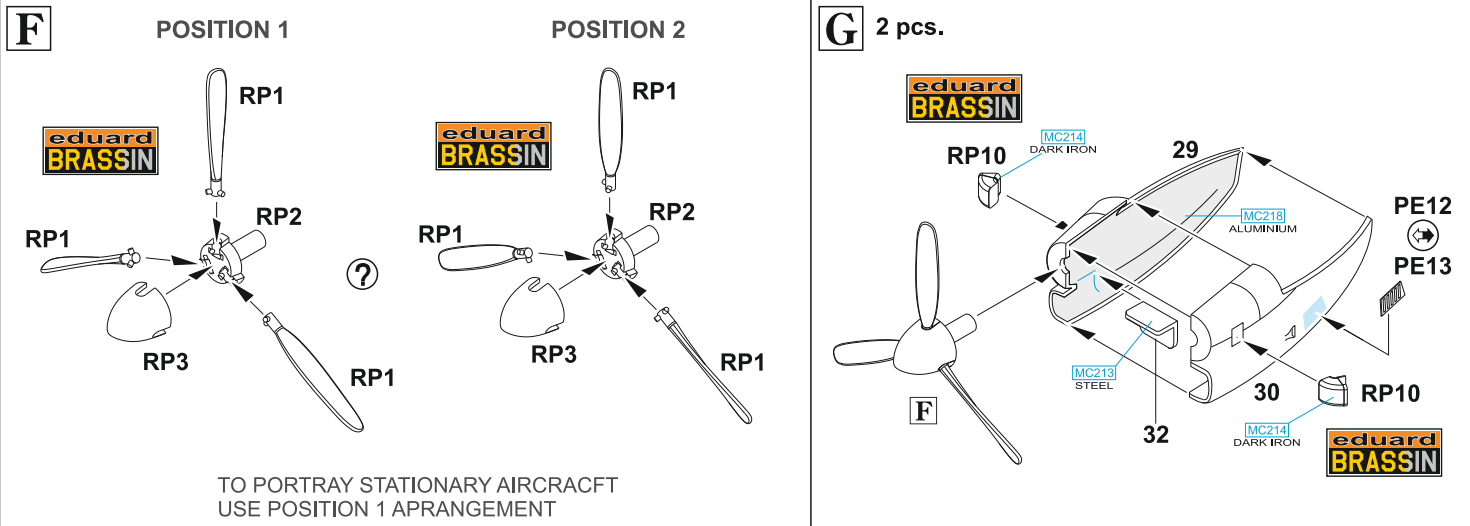
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H1	C1	WHITE
H2	C2	BLACK
H4	C4	YELLOW
H5	C5	BLUE
H8	C8	SILVER
H11	C62	FLAT WHITE
H12	C33	FLAT BLACK
H24	C58	ORANGE YELLOW
H57	C73	AIRCRAFT GRAY
H77	C137	TIRE BLACK
H90	C47	CLEAR RED
H94	C138	CLEAR GREEN
H307	C307	GRAY
H315	C315	GRAY
H317	C317	GRAY
H323	C323	LIGHT BLUE

GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
H327	C327	RED
H329	C329	YELLOW
H338	C338	LIGHT GRAY
H417	C417	RLM76 LIGHT BLUE
	C19	SANDY BROWN
	C121	GREEN
	C128	GREEN
	C512	GRAY GREEN
Mr.METAL COLOR		
	MC213	STEEL
	MC214	DARK IRON
	MC218	ALUMINIUM
Mr.COLOR SUPER METALLIC		
	SM203	SUPER IRON 2
	SM206	SUPER CHROME SILVER 2

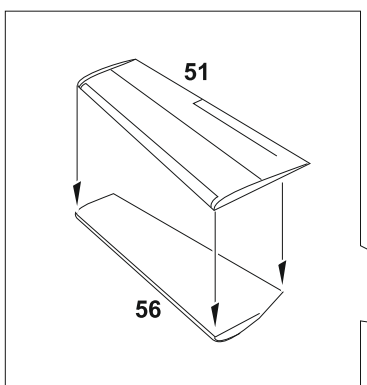
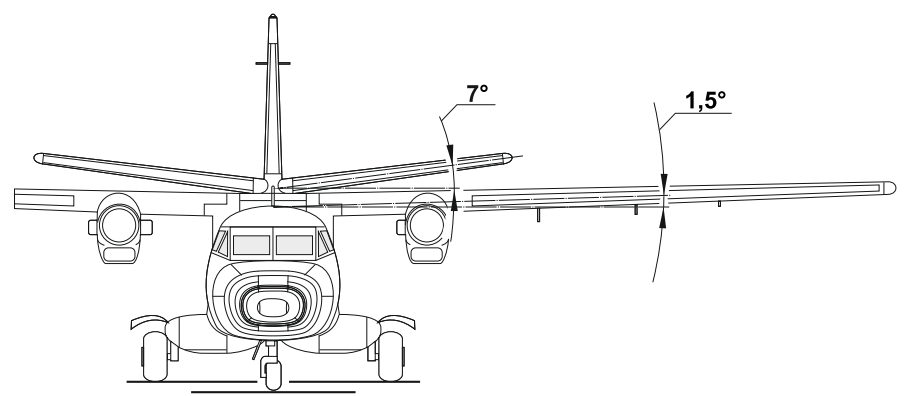
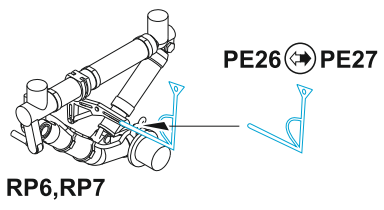
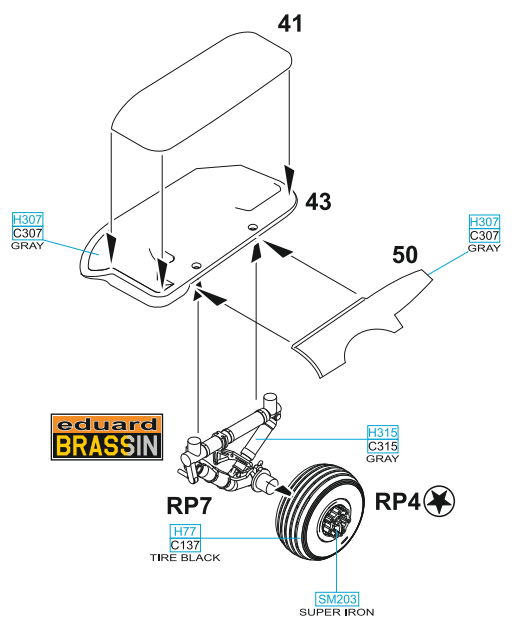
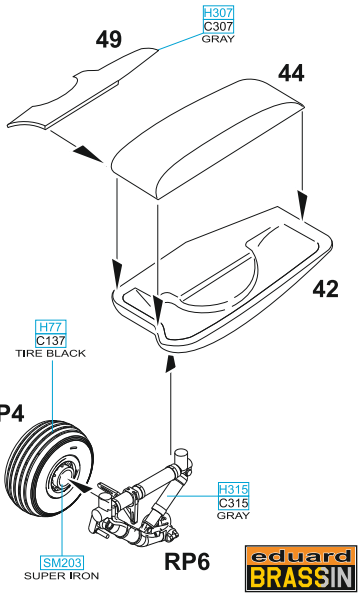
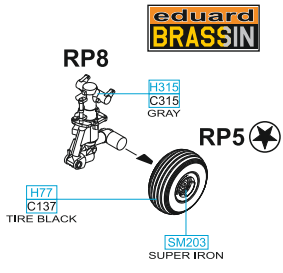


**E**

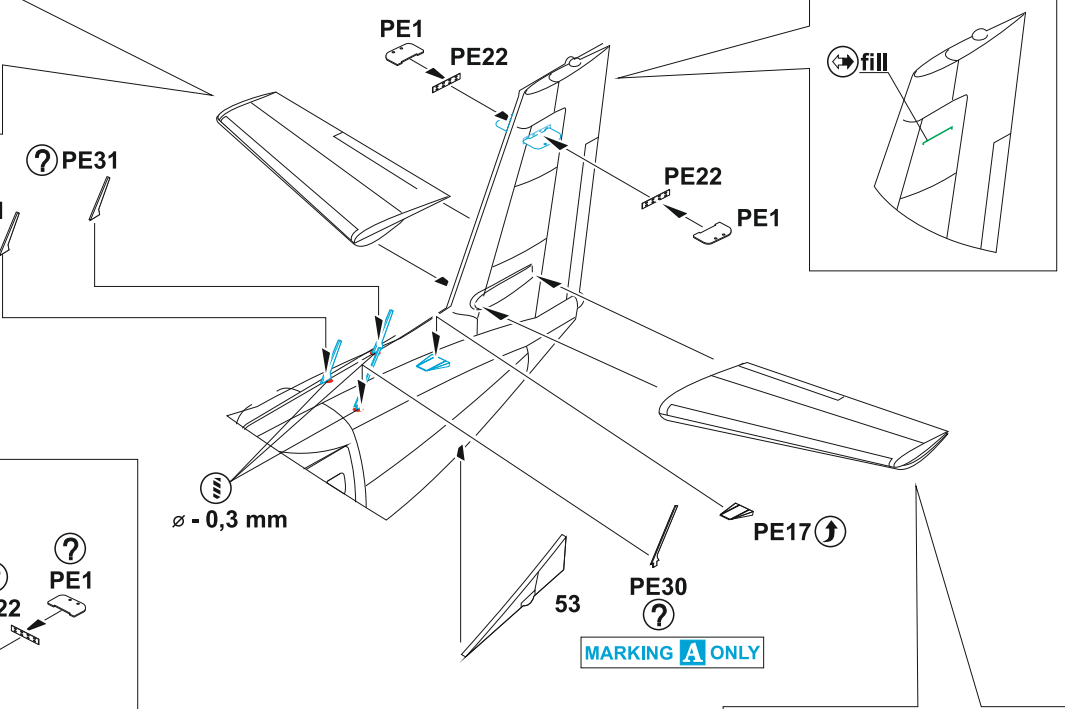




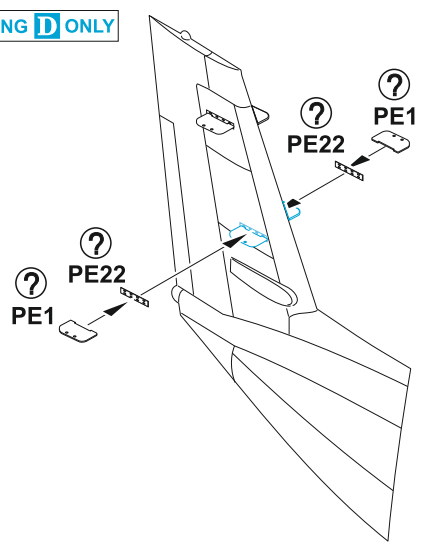
I



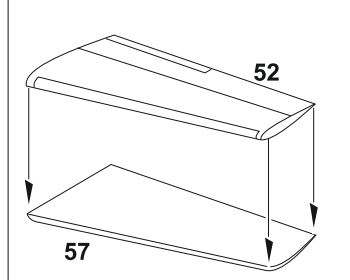
PE31 - MARKINGS C, D, F ONLY



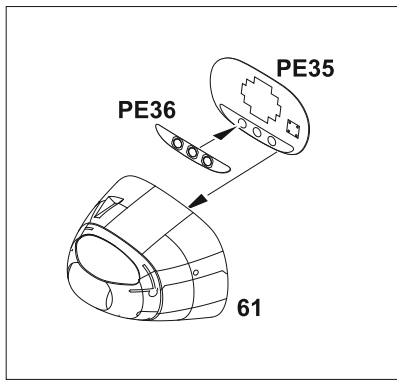
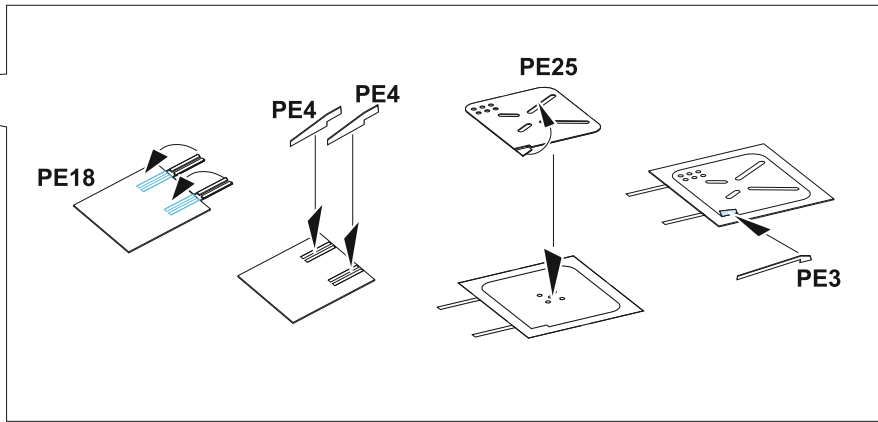
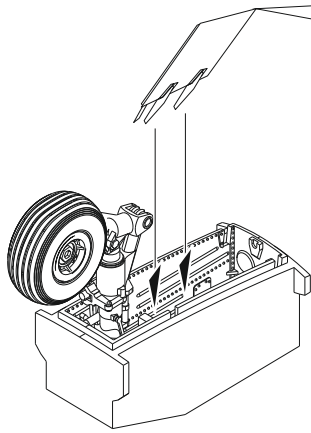
MARKING D ONLY



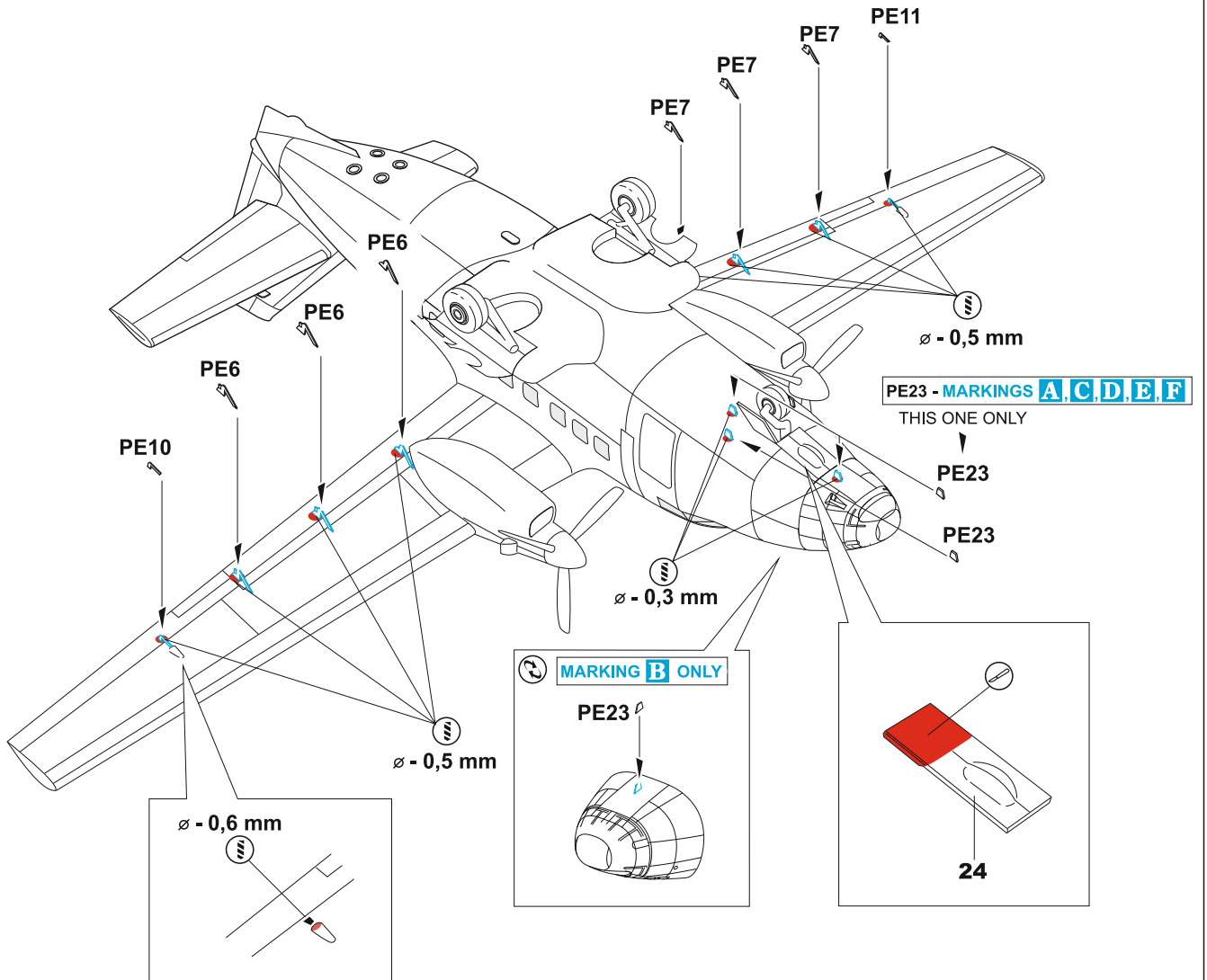
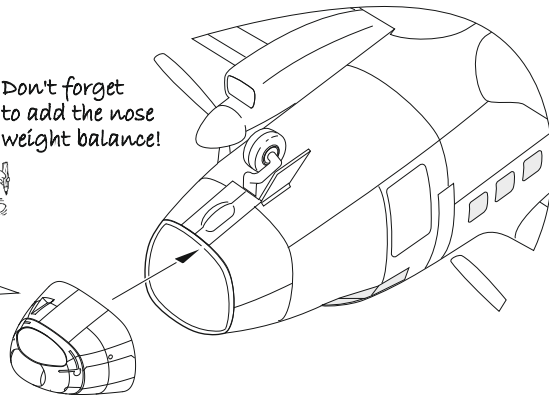
MARKING A ONLY



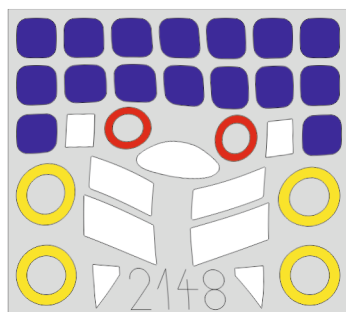




Don't forget to add the nose weight balance!



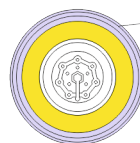




59



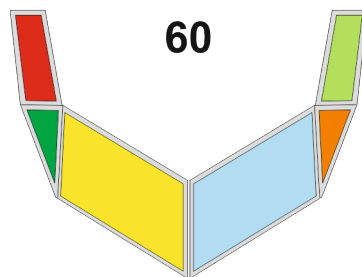
RP5



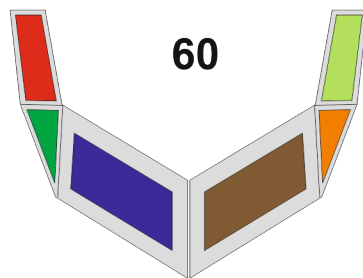
RP4



LIQUID MASK



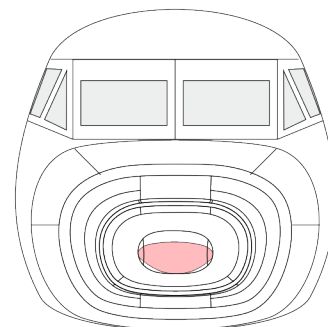
60



?

60

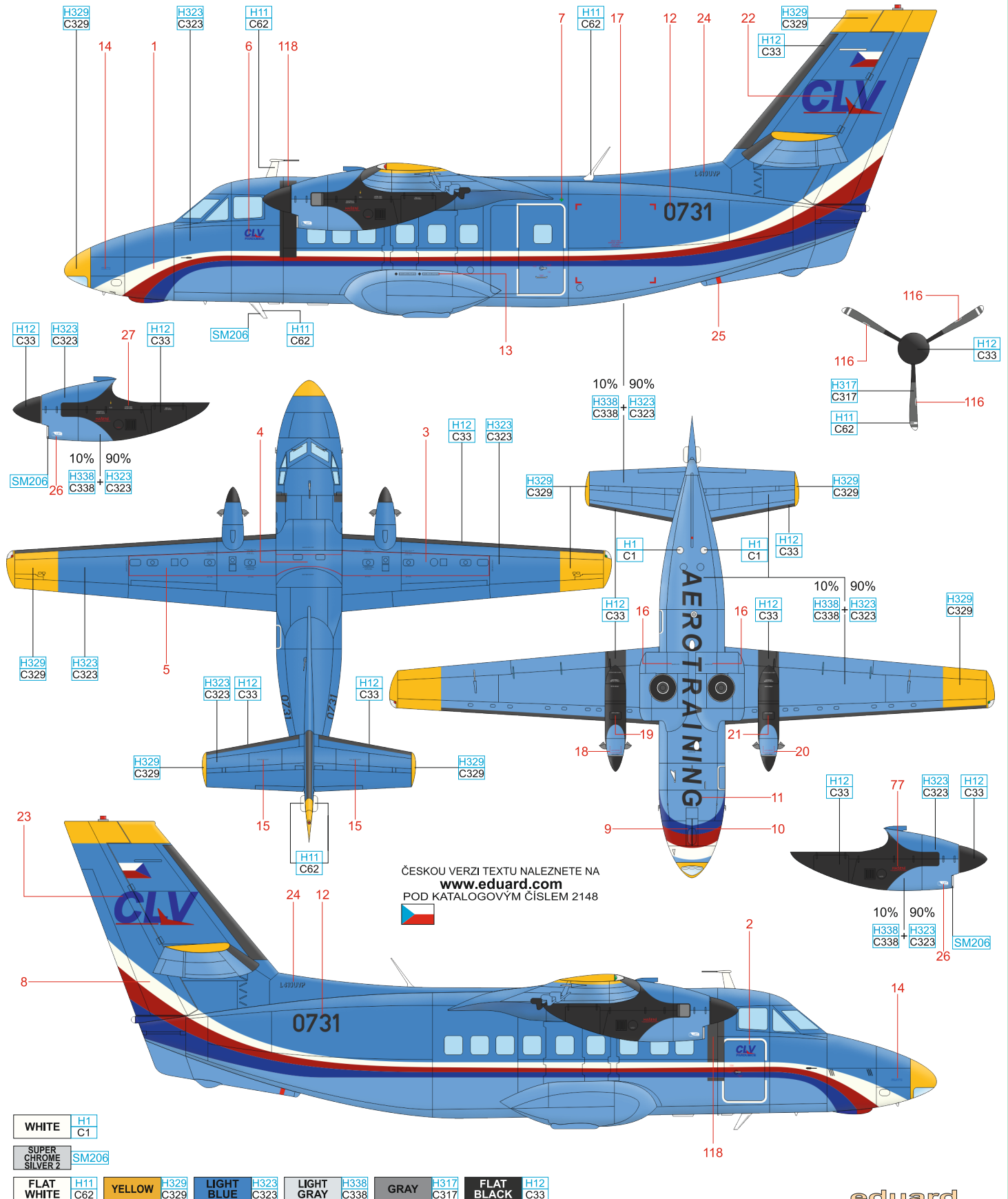
61



MARKING **B** ONLY

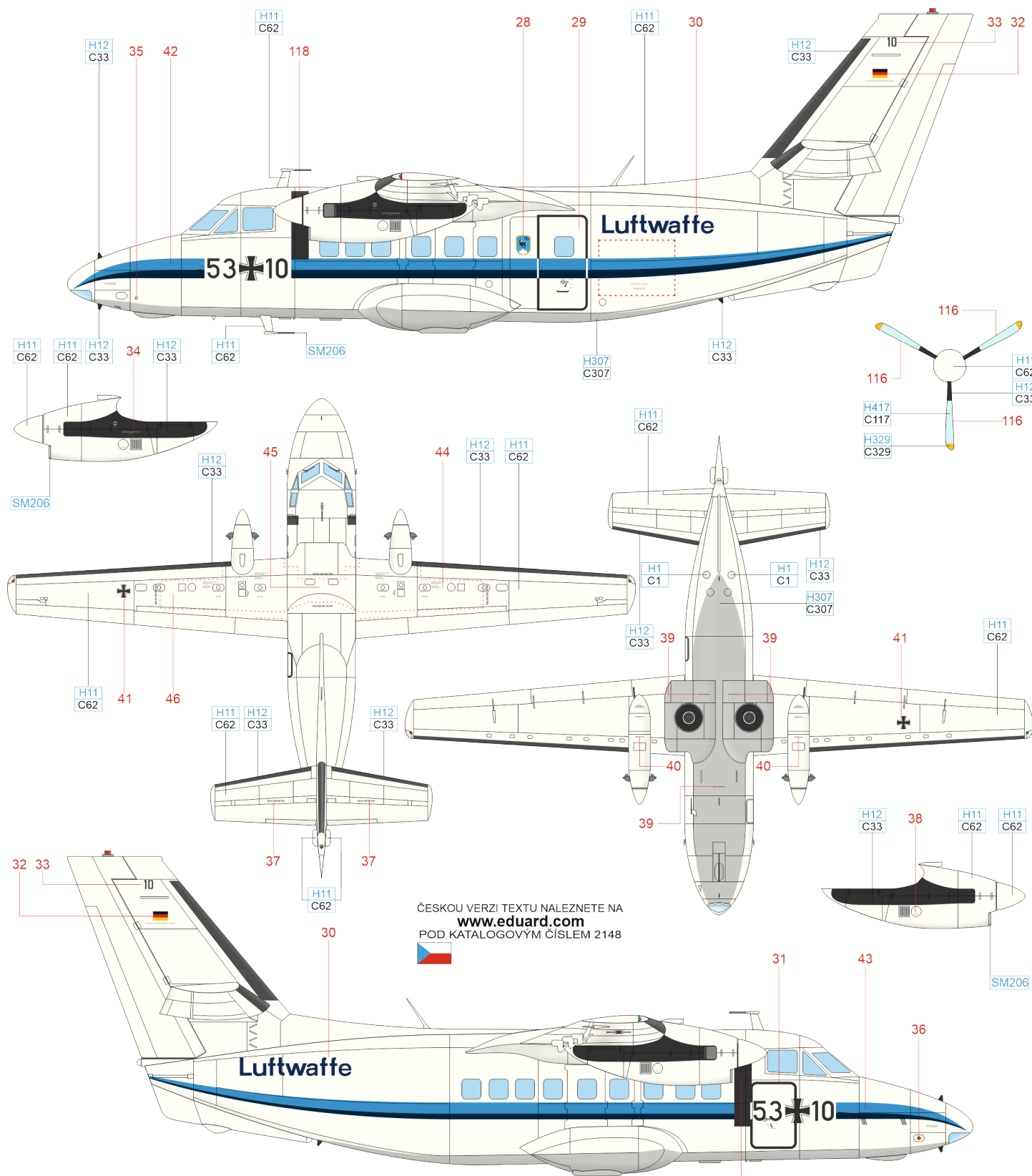
# A CN 810731, LOM Praha, Flight Training Center, Pardubice, Czech Republic, 2019

This L-410UVP, which was later nicknamed *Máňa* (means Mary homely), was finalized on November 25, 1981 and in December it was handed over to the army aviation, which assigned it to the 3 Transport Aviation Regiment in Prague-Kbely. The aircraft underwent several changes of color and served as a VIP passenger (salon) transport aircraft. As part of the reorganization of the Czech Air Force in the mid-1990s, the aircraft was transferred to the 61 Transport Squadron at the newly formed 6 Transport Air Base. In 2002, it moved to Pardubice to the 34 Special Air Force Base (and was overhauled subsequently in 2004) and assigned to the newly formed Flight Training Center. At that time, it sported the standard white and grey livery and for some time also the "Máňa" inscription above the cockpit. At the turn of 2011 and 2012, this Turbolet underwent a technical revision in Kunovice, during which the technical life was spanned for another 4800 hours or 10 years of operation. At the same time, it received a new blue livery, in which it lived to the end of its service in 2022. During that time, it had accumulated 7,479 flight hours and conducted 13,892 landings. In February 2024, it was decided that the aircraft would be loaned to the Kunovice Aviation Museum to be exhibited there.



# B CN 800525, 5. Luftwaffe Division, Luftwaffe, Germany, 1996

In late 1980s, the first L-410UVPs were delivered to the Army of then German Democratic Republic. These were finished in an eleven-seat salon version and the first aircraft were delivered in camouflage consisting of irregular stains of khaki and green. After German reunification in the early 1990s, the Bundesluftwaffe retained these aircraft for the 5. Luftwaffe Division which was tasked with the transport of government officials. The aircraft were overhauled and given a white and grey livery with a distinctive stripe of two shades of blue. The other L-410UVPs delivered to the GDR were mostly of parachute version and these were partly sold to Guatemala and partly donated to the air forces of the Baltic republics.



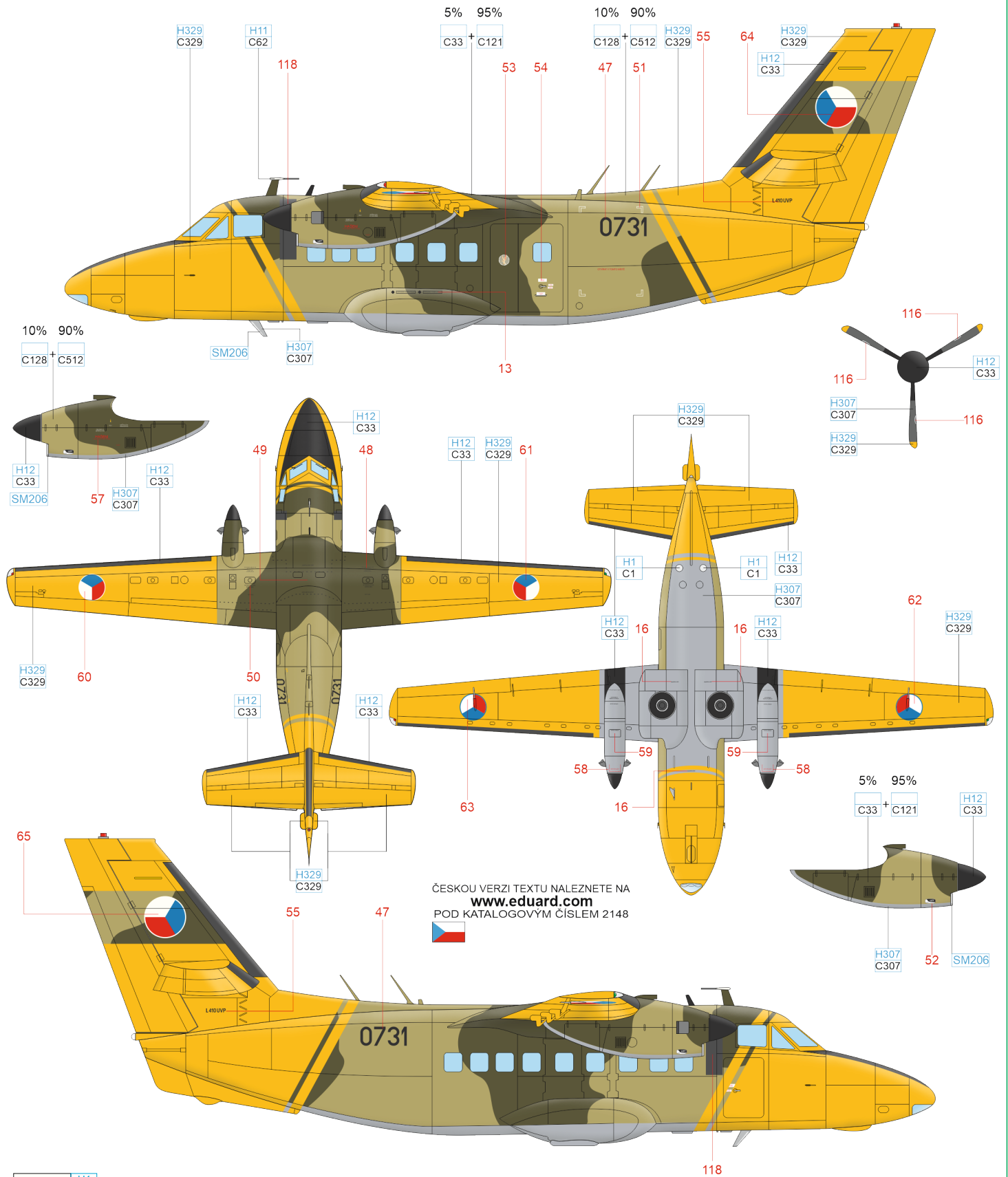
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com](http://www.eduard.com)  
 POD KATALOGOVÝM ČÍSLEM 2148



WHITE	H1	C1
SUPER CHROME SILVER 2	SM206	
FLAT WHITE	H11	C62
YELLOW	H329	C329
GRAY	H307	C307
RLM 76	H417	C117
FLAT BLACK	H12	C33

# CN 810731, Special Operations Squadron, 3 Air Transport Regiment, Praha-Kbely, Czechoslovakia, 1990

At the end of the 1980s, the Turbolet serial number 810731 was used in a saloon version for transporting foreign arms inspectors of the Conference on Security and Co-operation in Europe (CSCE) by the Special Operations Squadron, which was part of the 3 Transport Aviation Regiment in Praha-Kbely. The camouflage was complemented by large areas of yellow on the wings, tail and nose of the aircraft. Most of the stencilling was not recovered in these areas.

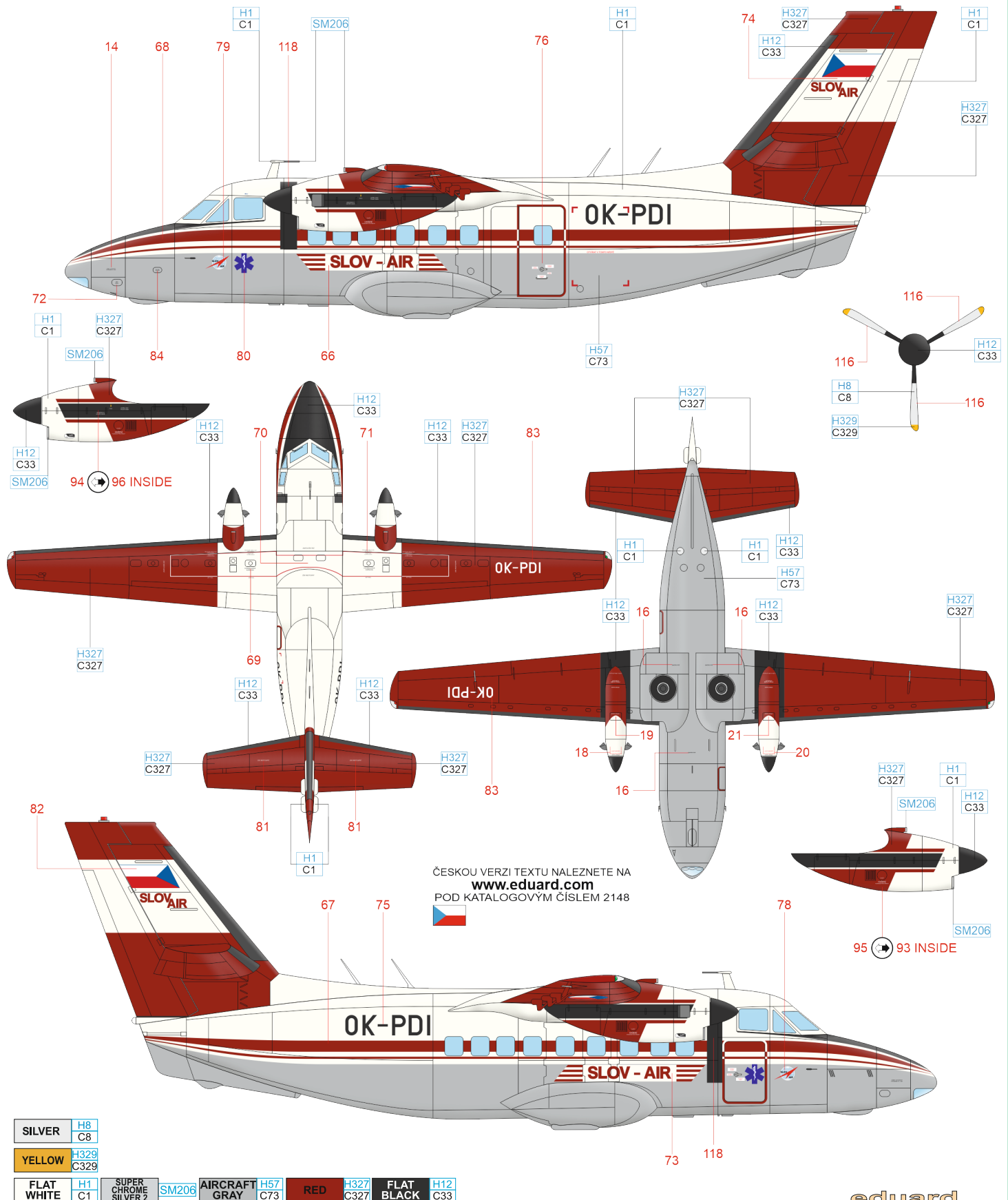


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**www.eduard.com**  
 POD KATALOGOVÝM ČÍSLEM 2148

WHITE	H1	C1
SUPER CHROME SILVER 2	SM206	
FLAT WHITE	H11	C62
YELLOW	H329	C329
GRAY GREEN	C128	
GREEN	C512	
GREEN	C121	
GRAY	H307	C307
FLAT BLACK	H12	C33

# D CN 851527, Slov-Air, Czechoslovakia, 1990

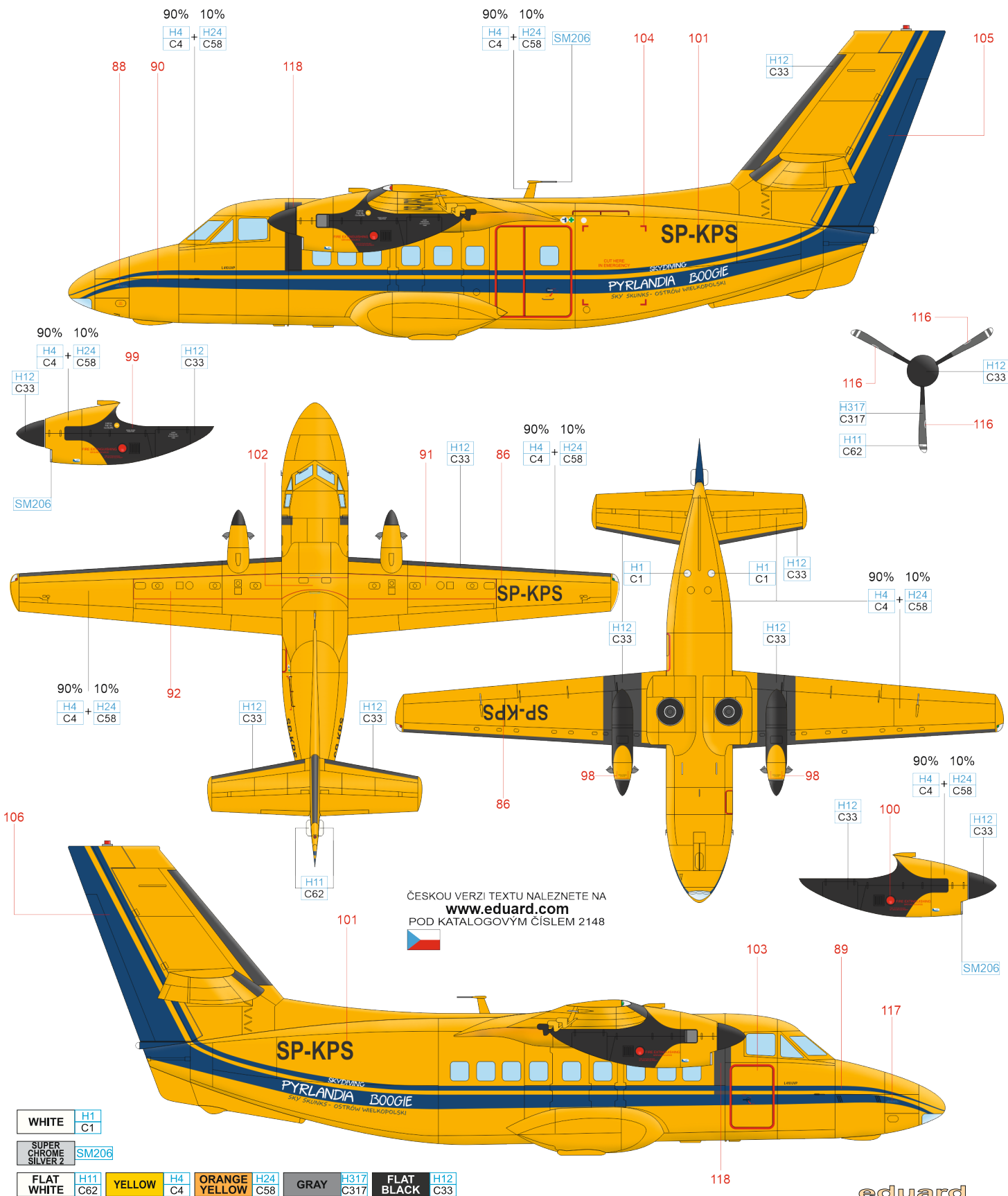
The state-owned Slov-Air company, which replaced the former ČSA Agrolet in 1969, was the first Czechoslovak user of the L-410. It added the first aircraft to its fleet in the second half of 1971. The aircraft, still in the L-410A version, were used for domestic transport and were handed over to ČSA in 1975. This aircraft was purchased by the Aviation Inspectorate Bureau and flown by the crew of Miroslav Srnec and Pavel Plaček on November 15, 1985, with the matriculation OK-PXI. Shortly afterwards, the Bureau revised its intentions (the aircraft was to serve for calibration purposes) and in November 1986 it was offered for sale or transfer. Moravian company and Kunovice aero club were interested, there was also a Yugoslavian bidder and also the army or ČSA were considered. Finally, Slov-Air acquired the aircraft in October 1988. On October 24, 1988, the aircraft was matriculated as OK-PDI and used for the JZD AK Slušovice (aero services of the agriculture company Slušovice), and later also transported Slovak government representatives. In 1992 the aircraft was written off after the nose gear was damaged during landing. The aircraft was then parked for a long time at the Žilina airport, later it was transported to Bratislava and used for airport firefighting training.



SILVER	H8	C8
YELLOW	H329	C329
FLAT WHITE	H1	C1
SUPER CHROME SILVER 2	SM206	
AIRCRAFT GRAY	H57	C73
RED	H327	C327
FLAT BLACK	H12	C33

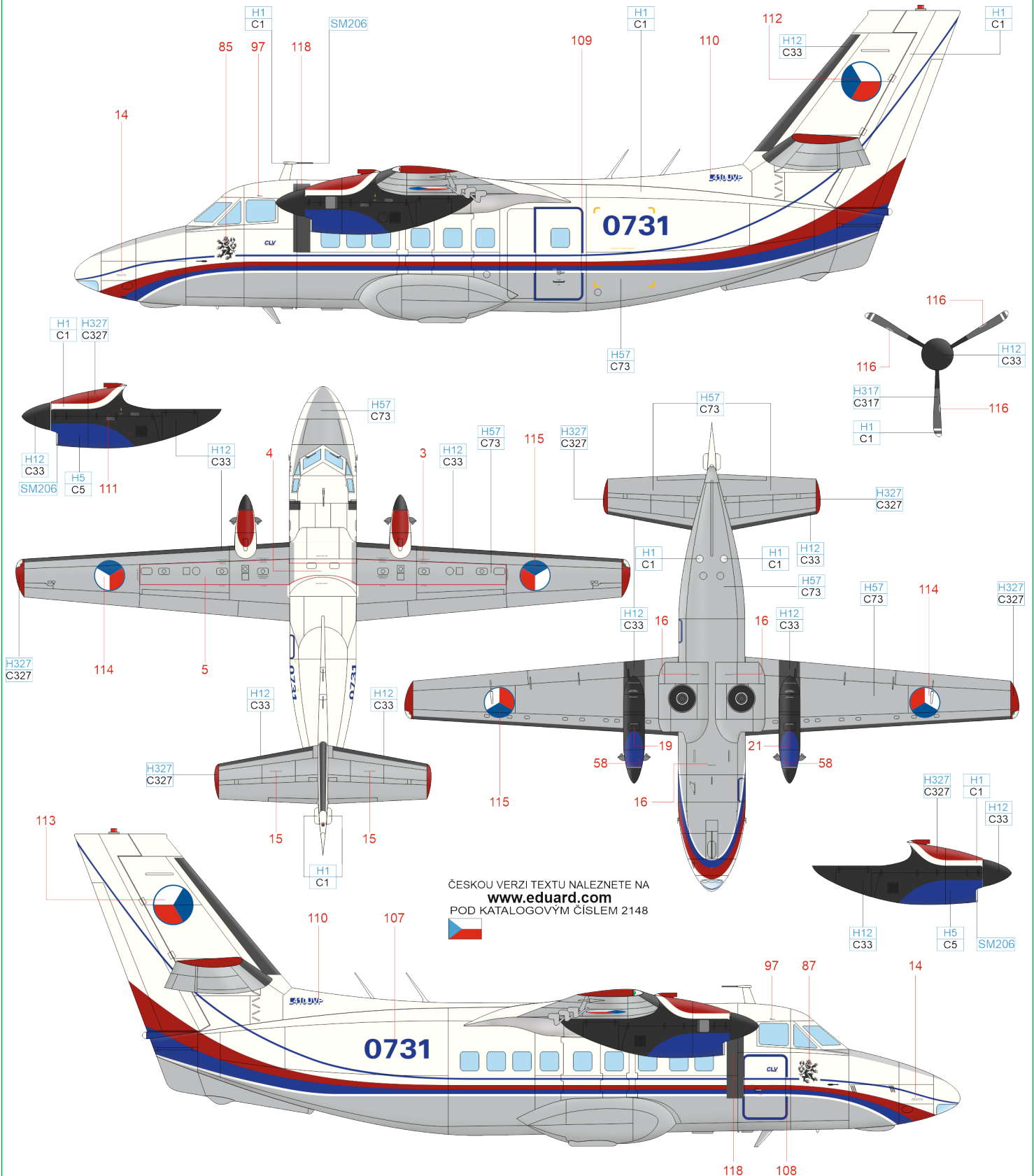
# E CN 831138, Pyrlandia-Boogie, Ostrów Wielkopolski, Poland, 2006

This L-410UVP was used to test modifications of the newly prepared UVP-E version. The aircraft with the OK-178 mark was flown on January 10, 1984. This was followed by tests of brakes, different shapes of wingtip tanks and installation of five-bladed propellers. In 1985, the aircraft was exhibited in Paris as a "fake" UVP-E. The aircraft was also given the civil matriculation OK-OZG, later returned to OK-178 and was converted back to the standard L-410UVP. It then received the new OK-NZG marking and was leased to Slov-Air for two months at the end of 1991. It then went into private hands with Delta System Air, where it was rebranded OK-NDG. In Norimberk on January 28, 1994, it suffered broken wing end due to the strong wing. After the repair the crew of Jiří Nečas and Albert Orlita flew it to Bratislava. It was operated as OK-NDG by ABA Air and from March 2000 it was grounded in Otrokovice for almost a year. The next owner was the company Job Air from Mošnov, which gave the aircraft a yellow paint job with a blue stripe. At the beginning of 2003 it was sold to Polska, where it flew at Pyrlandia Boogie with the matriculation SP-KPS and served for sky-diving. However, as of September 16, 2013, it was back in the Czech Republic, this time with the matriculation OK-PRH, which was changed to OM-PRH on July 13, 2016 and then to OM-HFP. It operated in attractive livery by Praga Aviation. The aircraft is currently parked at Kunovice airport. It recorded 6,021 flight hours and 9,066 landings.



# F CN 8100731, 24 Air Transport Base, Praha-Kbely, Czech Republic, 2010

In 2004, Turbolet CN 8100731, whose history is also described in markings A and C, underwent an overhaul and was discharged from the army, where it served until then, to the Flight Training Centre at Pardubice Airport. As part of the general overhaul, the original camouflage livery was replaced by an elegant white and grey paint with a stripe down the length of the aircraft in the colors of the national tricolor. Shortly afterwards, the inscription "Máňa" appeared on both sides above the cockpit side windows. This nickname has stuck ever since, although after another revision it was given a blue livery and the inscription disappeared.



FLAT WHITE	H1 C1	SUPER CHROME SILVER 2	SM206	AIRCRAFT GRAY	H57 C73	RED	H327 C327	BLUE	H5 C5	GRAY	H317 C317	FLAT BLACK	H12 C33
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