

MiG-17PF 'Radar Fresco'

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ART BY ADAM MARCINIAK

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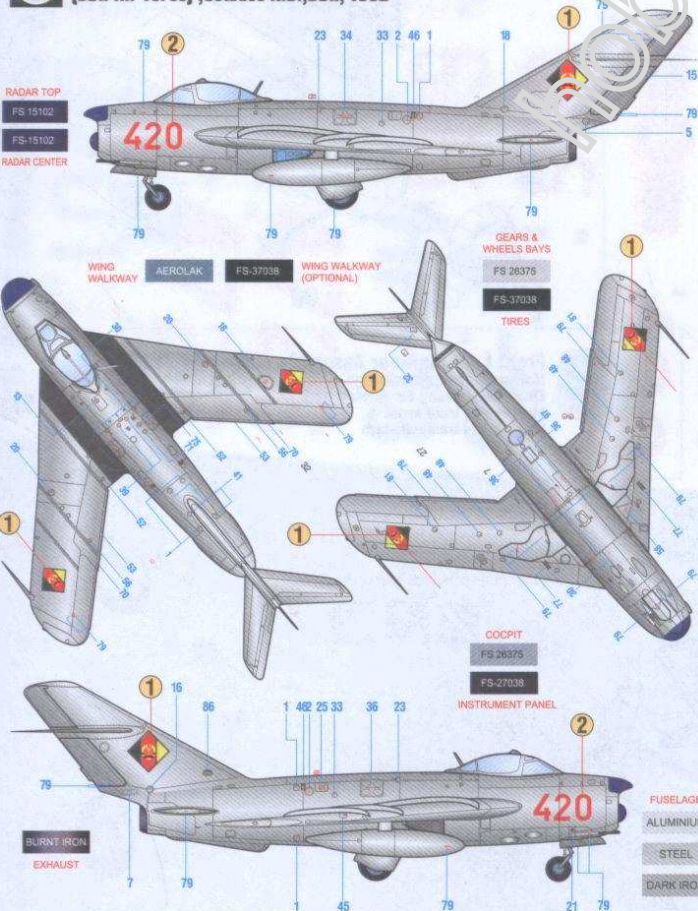
F-03

Short history of the aeroplane. In the beginning of the 50's years there were air combats on the Korea sky between the best fighters of the time the MiG-15 and the F-86, "Sabre". During these years the greatest intention of the project offices was increasing of fighter's speed and first of all the exceeding of sound's speed. In December 1949 was tried in the Soviet Union the fighter with the mark I-330 (SI) for first time and later marked as MiG-17. This single-seat jet fighter came right from the legendary predecessor MiG-15bis and was different by the change of wing's construction where the double sweeping was used (the 55° near the root of part wing and the 45° on the outside wing's part). The change of the tail areas was concerning of the tail area's increasing and tail's sweep angle extending. For improving of directional stability the fighter was equipped by the added ventral fin under the back fuselage. The areas of speed brakes were proportionally enlarged on the side of the fuselage's hip as well. The version MiG-17 and equipped by the jet engine "Klimov VK-1A" with the thrust 26,5 kN in take-off was indicated like the basic version. The armament was made up of two cannons, NR-23 with calibre 23 mm and the other one NR-37 with calibre 37 mm. The attack fighter that was marked MiG-17 used the same jet engine "Klimov VK-1A" and was equipped with the radar set "RP-1 Izumrud" and with three cannons NR-23 with calibre 23 mm. Installation of the newest jet engine "Klimov VL-1F" with afterburning allowed increasing the thrust of 25 % during 3 minutes. That version equipped by this newest jet engine was marked MiG-17F. On based of this version was inferred next version of the attack fighter MiG-17PF. Its radar set "RP-1 Izumrud" in the version PF was made to looking for targets during night and worse weather conditions during day. In this case it was the modernization of the version MiG-17P with using of the jet engine VK-1F. The next modernization of this version were only changes of inside equipment, radar sets (as using of radar set RP-5 and new radio range-finder SRD-1) and some arrangements of interior. Except the Soviet Union the fighter MiG-17 was made in Poland and China. The fighter MiG-17PF was made in the large series in Poland under designation Lim-5P and in China as J-5A. Polish made planes differed from original Russian production with better finish and aerodynamical performances.

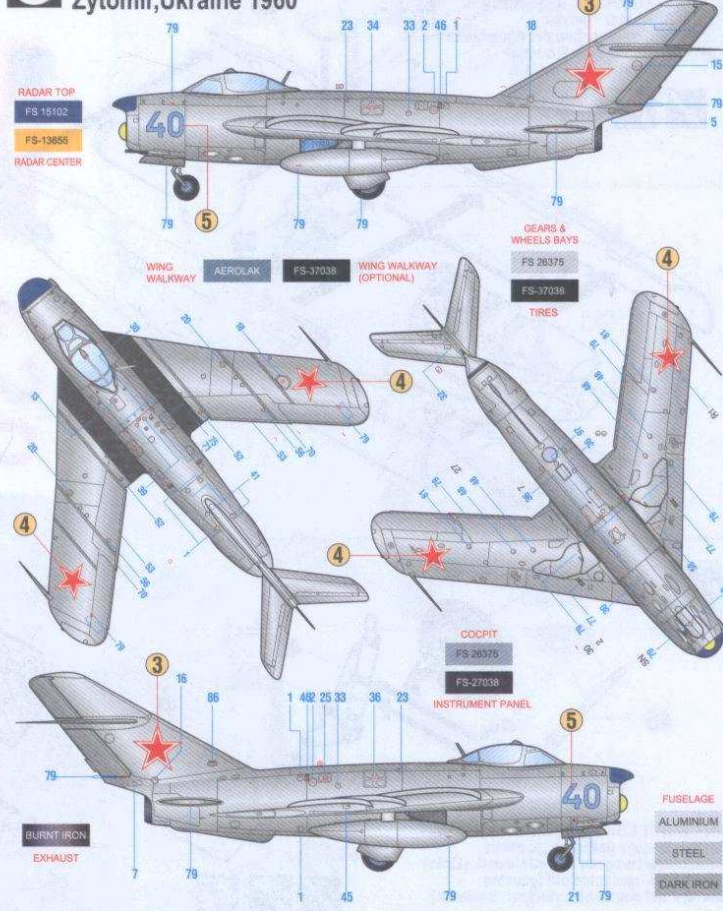
Basic tactic and technical data: • Dimensions: Span: 9,628m (31,6ft), Length: 11,68m (38,32ft), Height: 3,8m (12,48ft.) • Weights: Empty weight: 4 128kg (9220lb), Maximum Take-off weight: 6330kg (13955lb) • Performances: Maximum speed: at 13 125 ft.: 1121 km/h (697mh) Ceiling: 15 850m (52000ft), Maximum range: 1930km (1200 miles); • Armament: 3x cannon NR-23.

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1 MiG-17F Luftstreitkräfte der Nationalen Volksarmee - LSK
(DDR Air Force), Cottbus A.B., DDR, 1962



2 MiG-17F Военновъздушни сили, BBC
Zytomir, Ukraine 1960

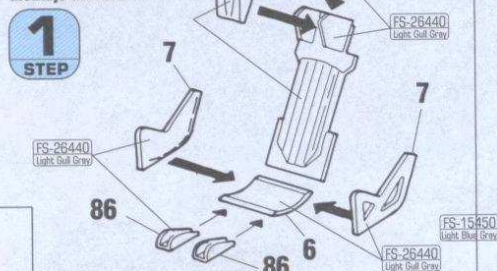


GB.Assembly instruction

- D.Montageanleitung
- PL.Instrukcja montażu
- F.Notice de montages
- Cz.Montážní návod
- Инструкция по монтажу.

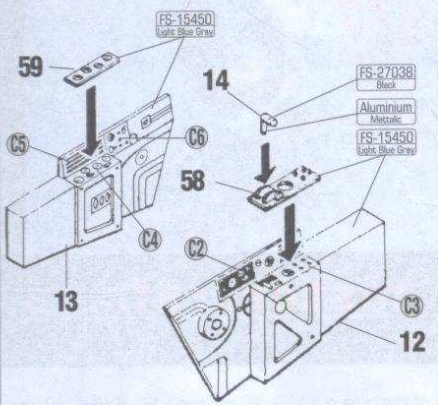
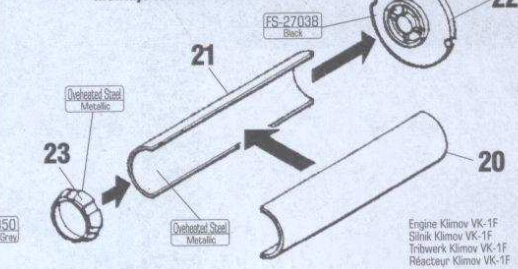
Ejection Seat Assembly

Montaż Fotele Piloty
Zusammenbau der Katapultsitz
Montage du Siège
Montaje del Asiento



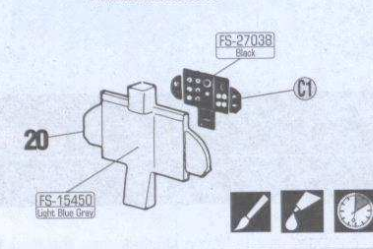
2 Jet-Engine Assembly

Montaż Silnika Odrzutowego
Zusammenbau des Stahitriebwerk
Montage le turboréacteur
Montaje losmotor de reaccion



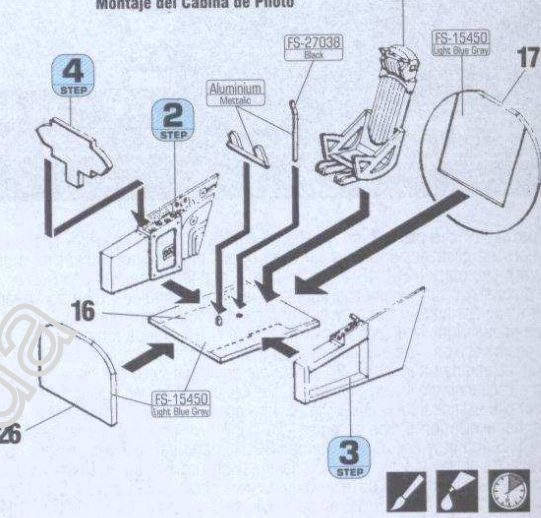
4 Instrument Panel Painting

Malowanie Tablicy przyrzadów
Bemalung des Sietz
Peinture du Siege
Pintura del Asiento



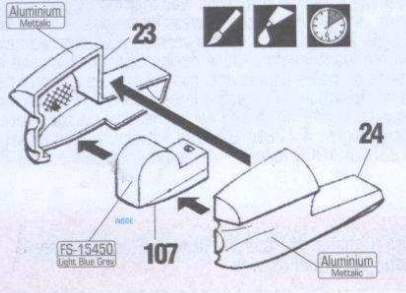
5 Cockpit Assembly

Montaż Kabiny Piloty
Bausatz der Cockpit
Montage l' Poste du Pilotage
Montaje del Cabina de Piloto

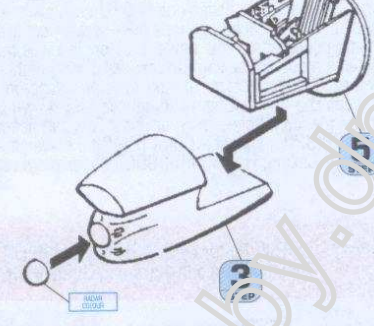


3 Intake Assembly

Montaż wlotu powietrza
Einbau des Bugfahrwerks
Fixation du train avant

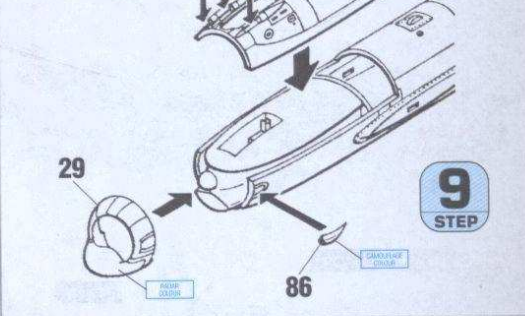
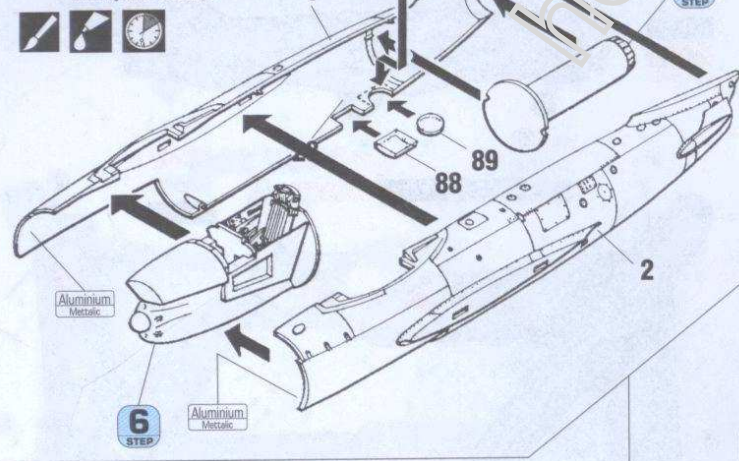


6 STEP



8 Fuselage Assembly

Montaż kadłuba
Zusammenbau der Rumpfhälfte
Montage du Fuselage
Montaje del Fuselaje



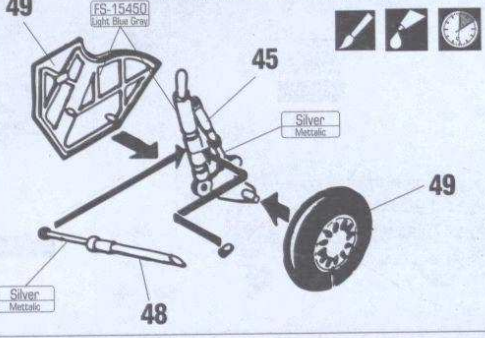
10 Left Main Landing Gear Assembly

Montaż Lewego podwozia głównego
Zusammensetzung der Hauptfahrwerk (Links)
Montage du train principal (gauche)
Montaje del engranaje principal (izquierdo)



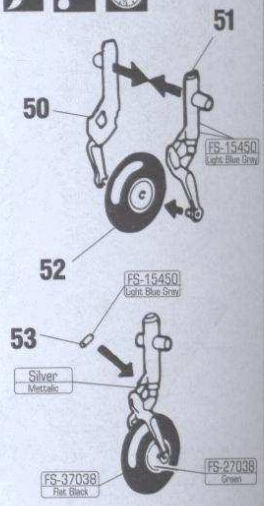
11 Right Main Landing Gear Assembly

Montaż Prawego podwozia głównego
Baucast der Hauptfahrwerk (Rechts)
Fixation du train principal (droite)
Instalacion del engranaje principal (derecho)



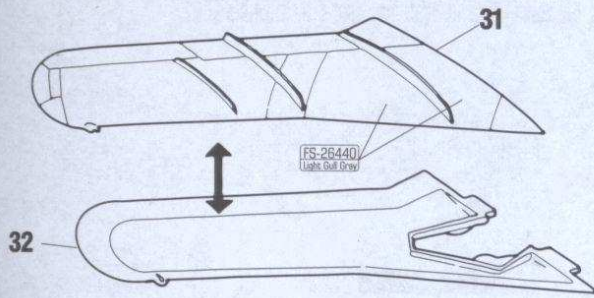
12 Front Landing Gear Assembly

Montaż Podwozia Przedniego
Zusammensetzung der Bugfahrwerk
Montage de train avant
Montaje del tren delantero



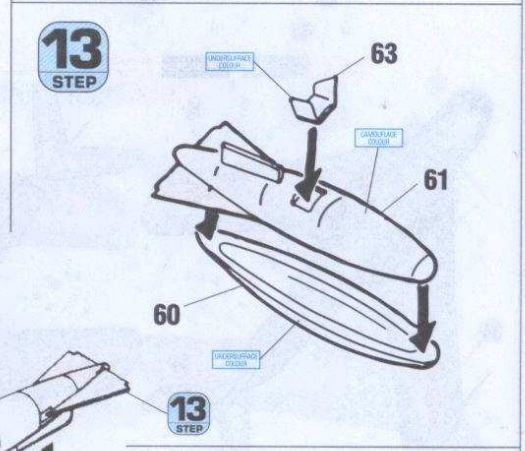
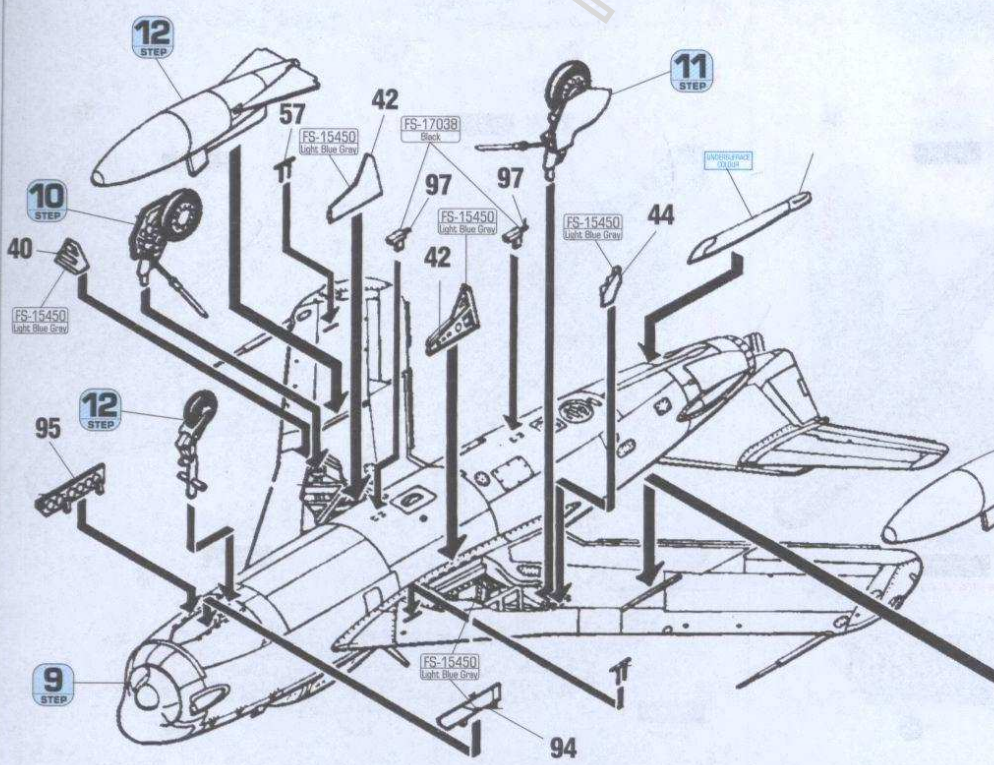
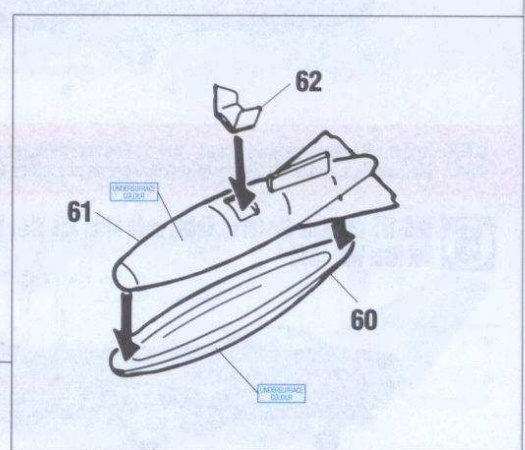
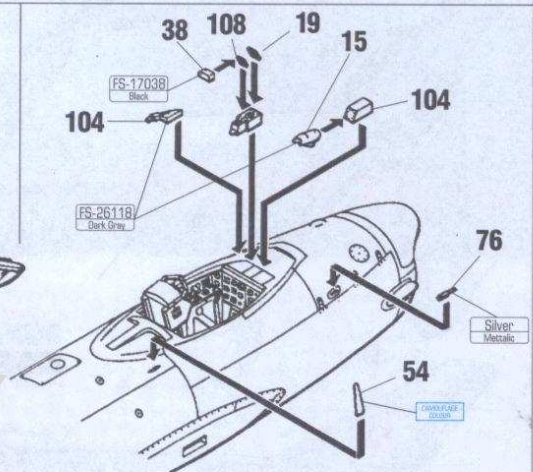
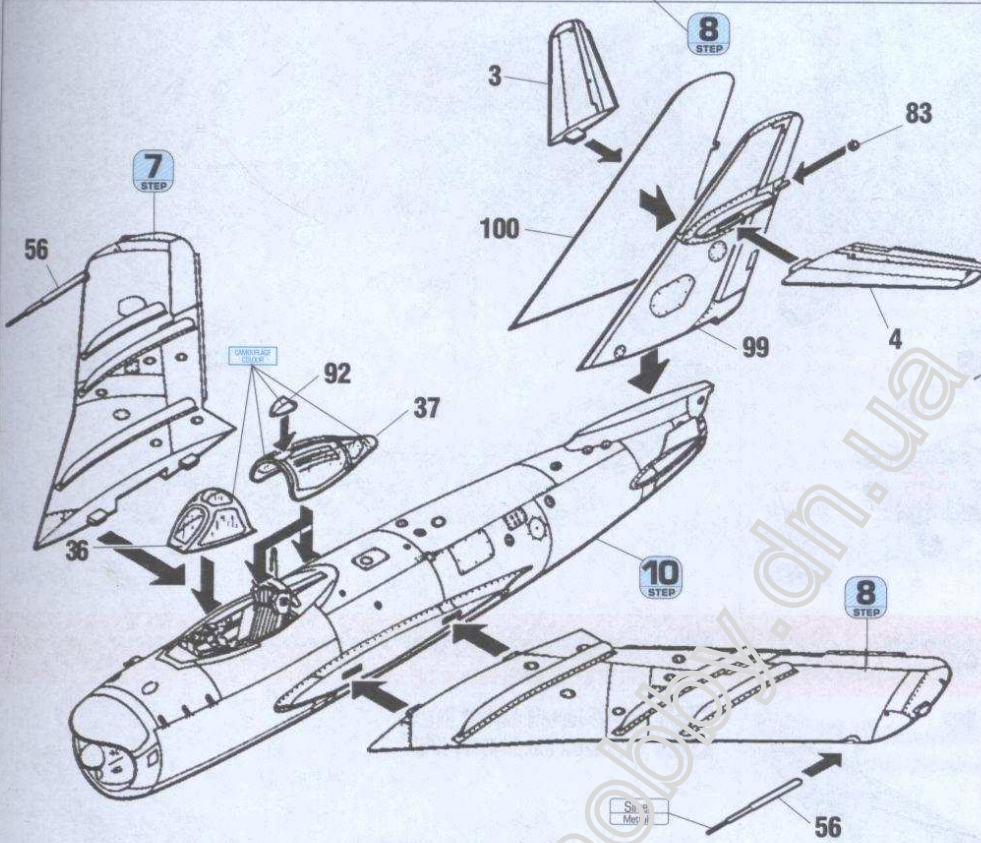
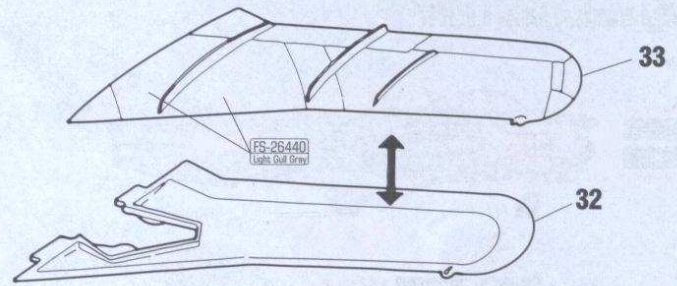
7
STEP

Right Main Wing Assembly
Montaż Prawego Skrzydła
Zusammensetzung der Rechts Tragflächen
Montage des ailes principal (droite)
Montaje del ala principal (derecho)



6
STEP

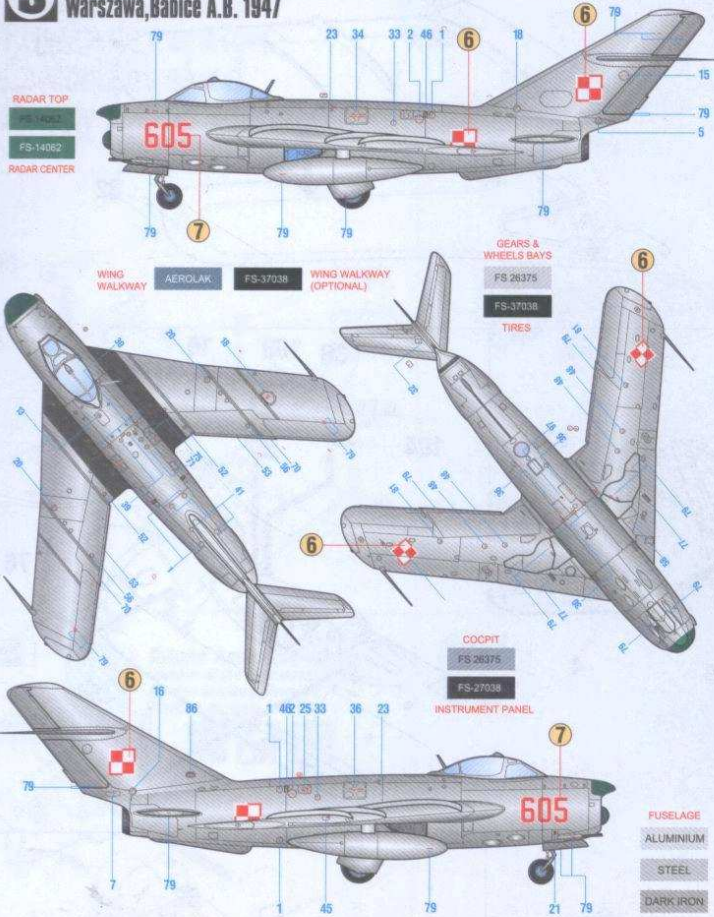
Left Main Wing Assembly
Montaż Lewego Skrzydła
Zusammensetzung der Links Tragflächen
Montage des ailes principal (gauche)
Montaje del ala principal (izquierdo)



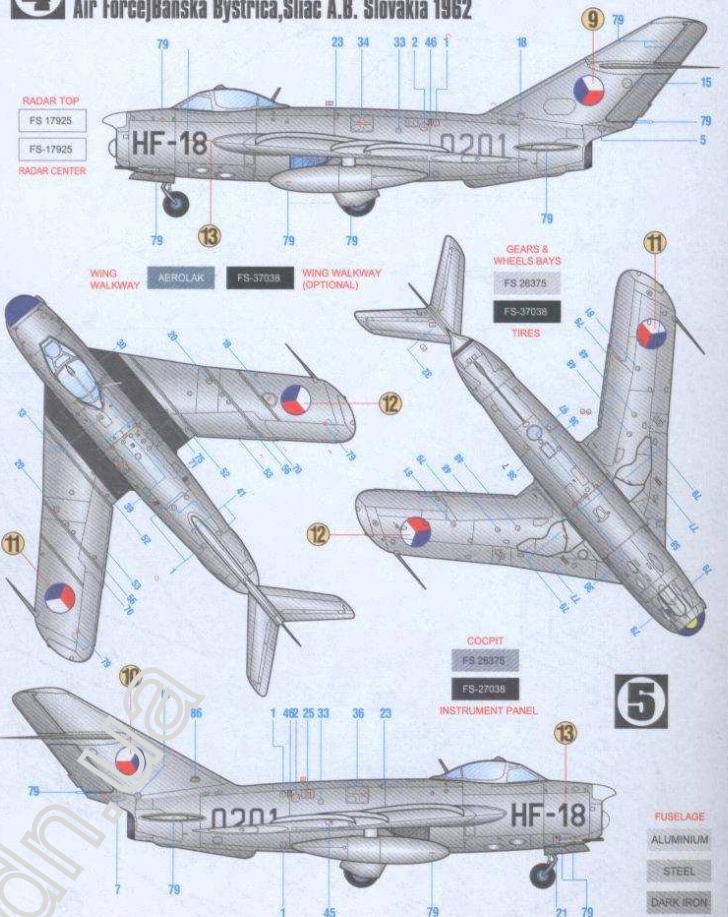
Marking & Painting

•DEN. Bemaling og markeringer Guide •NOR. Maleri og Markings Guide •RUS. Окраска и маркировка руководство •GR. Ζωγραφική και Σημανσεις Οδηγός •CZ. Malování a Značení

3 MiG-17F Viet Nam Air Force (Ludowe Lotnictwo Polskie) Warszawa, Babice A.B. 1947



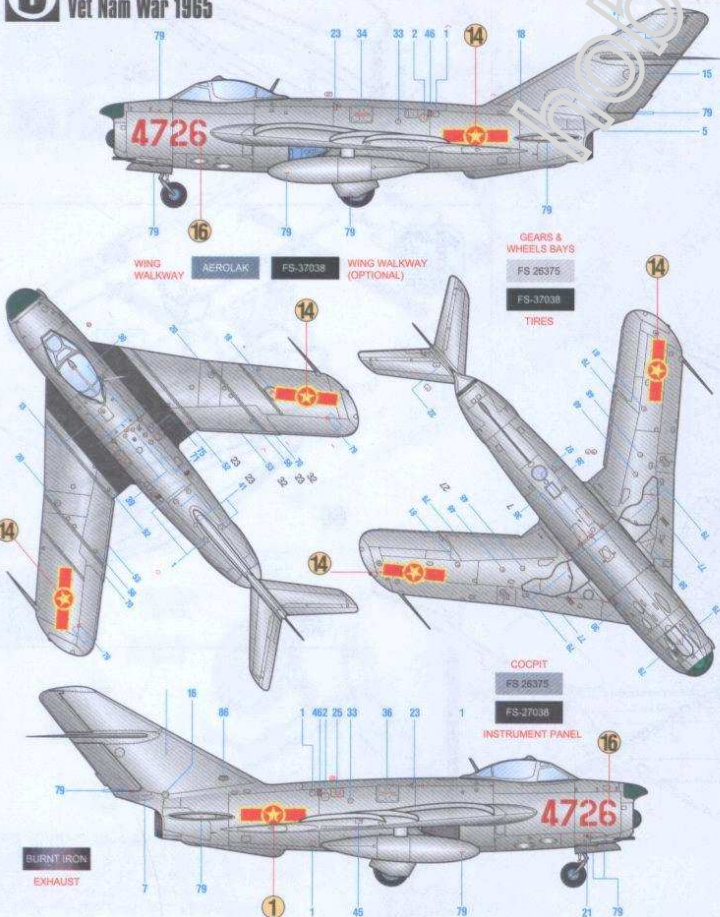
4 MiG-17F Československé Vojenské Letectvo (Czechoslovakian Air Force) Banská Bystrica, Šliac A.B. Slovakia 1962



•TUR. Kilavuz Boyama ve Markalama •H. Festék rendszer és jelölések •SK. Malovanie a značenie Guide •Rum. Marcarea si pictura Ghid

•BUL. Живопис и маркировка Ръководство •UA. Маркування та живопис керівництво

5 MiG-17F Viet Nam Air Force, Không quân Nhân dân Việt Nam Viet Nam War 1965



6 MiG-17F Forțele Aeriene Române, Keckemet A.B., Hungary 1961

