

X-1 Mach Buster

eduard

US SUPERSONIC X-PLANE

1/48 SCALE PLASTIC KIT

ProfiPACK
edition

#8079



INTRO

The X-1, built by the Buffalo based Bell Aircraft Corporation, came into being as a result of an initiative by the USAAF, US NAVY and NACA to break the sound barrier. Following much discussion on the theory of such a feat, a single seat, all metal, swept mid wing configuration was adopted. The fuselage shape required was that of a projectile. The powerplant selected was a rocket motor built by Reaction Motor Incorporated of Pompton Lakes. Experimental flights were conducted in the way of launches at specific altitudes from B-29 bombers, with the landings being traditional. These aircraft carried some 450 kg of data gathering equipment. The first X-1 left the plant on December 27th, 1945. It's first flight was unpowered, conducted on January 25th, 1946, over Florida's Pinecastle Airport. After that, the entire test program was moved to Muroc Dry Lake in the Mojave Desert, where on December 9th, 1946, the X-1 first flew under it's own power. After a multitude of ground tests and examinations, Capt. Charles E. "Chuck" Yeager first broke the sound barrier on October 14th, 1947, reaching a speed of Mach 1.06 (1,126 km/h). With that, plane and pilot were forever etched in history. Further speed and high altitude flights, despite some setbacks, yielded valuable data that dictated design parameters by which future supersonic and transonic aircraft would be designed. In all, there were three X-1s built, one of which was rebuilt as the X-1E, and there were also one each of X-1D, X-1A and X-1Bs built. The program, during which three aircraft had been lost, was concluded in November 1958, and its 226 flights represented a huge step forward not only in the research of aviation, but also of spaceflight.

ÚVODEM

Letoun X-1, postavený firmou Bell Aircraft Corporation v Buffalu, vznikl jako výsledek společné iniciativy USAAF, US NAVY a NACA s cílem překonat zvukovou bariéru. Po množství teoretických diskusí byl navržen jako jednomístný, celokovový středoplošník s trupem projektilového tvaru a lichoběžníkovými křídly. Pro pohon byl zvolen raketový motor vyrobený v dílnách Reaction Motors Incorporated v Pompton Lakes. K experimentálním letům byl stroj vypuštěn v určené výšce z bombardéry Boeing B-29 a přistával klasickým způsobem. Na palubě letadla bylo instalováno na 450 kg vědeckých aparatur. První X-1 opustil továrnu 27. prosince 1945 a úvodní bezmotorový let absolvoval 25. ledna 1946 nad letištěm Pinecastle na Floridě. Potom byl celý program testovacích letů přesunut na základnu Muroc Dry Lake v Mohavské poušti, kde 9. prosince 1946 letěl X-1 již vlastní silou raketového motoru. Po řadě nezbytných pozemních a letových zkoušek byla dne 14. října 1947 letounem X-1, pilotovaným Capt. Charlesem E. "Chuck" Yeagerem, poprvé překročena rychlost zvuku dosažením Mach 1,06 (1 126 km/h). Tím vešli jak letoun, tak jeho pilot do dějin letectví. Další rychlostní a výškové lety přinesly i přes řadu neúspěchů mnoho cenných poznatků pro nové konstrukce supersonických a transsonických letadel. Celkem byly vyrobeny tři letouny X-1, z nichž jeden byl později přestavěn na verzi X-1E. Dále bylo postaveno po jednom kusu verze X-1D, X-1A a X-1B. Celý program, při kterém byly tři letouny zničeny, byl ukončen v listopadu 1958 a jeho 226 provedených letů znamenalo velký krok nejen ve výzkumu letectví, ale i kosmonautiky.

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 době 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. SYMBOL * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUTOPEN HOLE
VYVRTAT OTVORSYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽNOTCH
ZÁREZREMOVE
ODRÁZNOUITAPPLY EDUARD MASK AND PAINT
POUŽÍJ EDUARDS MASK NABARVIT

PARTS

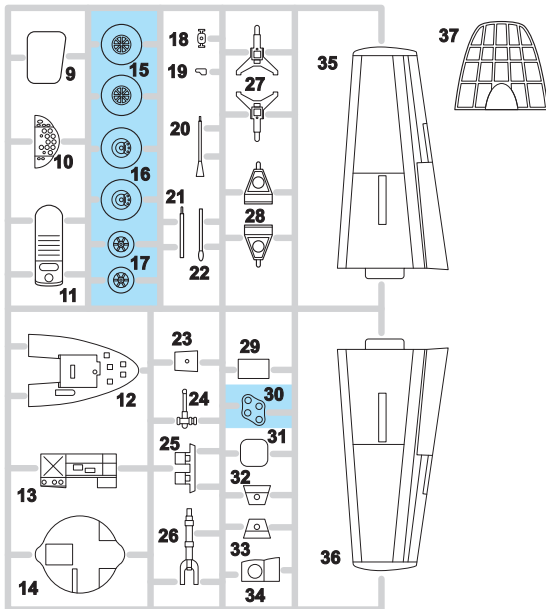
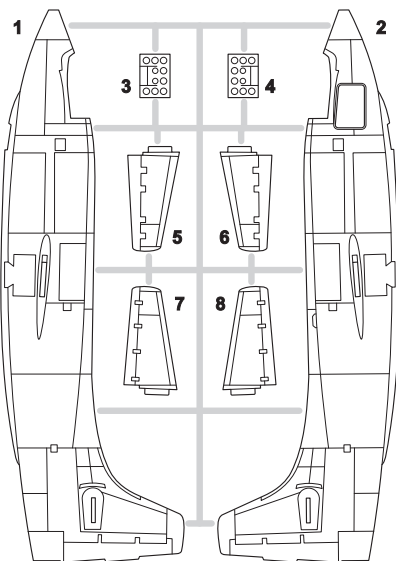
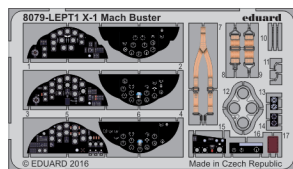
* DÍLY

* TEILE

* PIÈCES

* 部品

PLASTIC PARTS

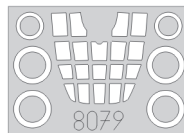
PE - PHOTO ETCHED
DETAIL PARTSeduard
BRASSIN

RP - RESIN PARTS

R9 2 pcs.



R10

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

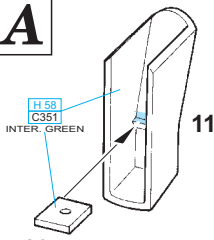
* FARBEN

* PEINTURE

* 色

| GSI Colors (GUNZE) | | |
|--------------------|-----------|----------------|
| AQUEOUS | Mr. COLOR | |
| [C12] | [C2] | BLACK |
| [C12P] | [C33] | BLACK |
| [C11C] | [C39] | ORANGE |
| [C139] | [C351] | INTERIOR GREEN |
| [C137] | [C137] | TIRE BLACK |
| [C131B] | [C316] | WHITE |
| [C132D] | [C327] | RED |

| Mr. METAL COLOR | | |
|--------------------------|--|---------------|
| [MC211] | | DARK IRON |
| Mr. COLOR SUPER METALLIC | | |
| [SM06] | | CHROME SILVER |

A**B**

PE11



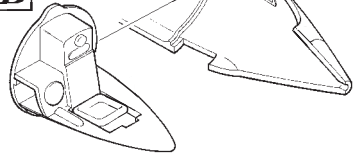
PE8 ↑



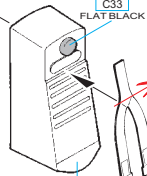
PE9 ↑



31

H 58
C351
INTER. GREEN**B**

14

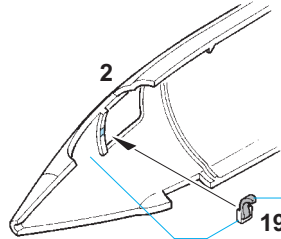
AH 58
C351
INTER. GREEN

34

H 58
C351
INTER. GREEN

12

2



18

H 12
C33
FLAT BLACKH 58
C351
INTER. GREEN

24

H 58
C351
INTER. GREEN

13

PE14

PE13

PE15 ↑

PE16

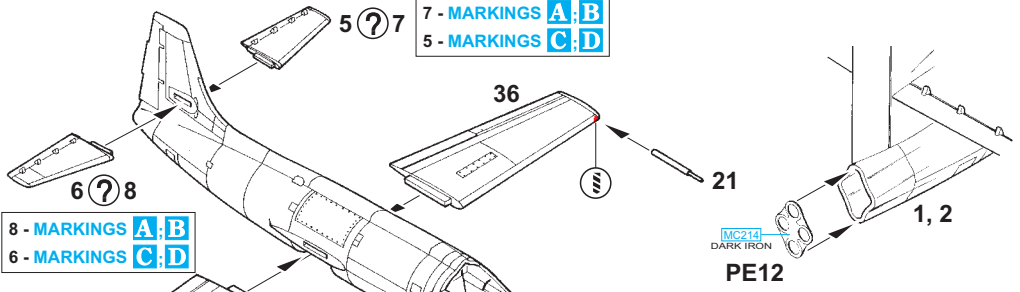
25

H 58
C351
INTER. GREEN

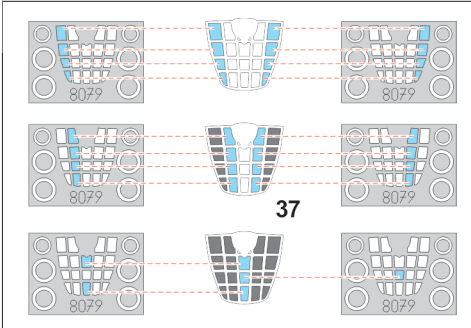
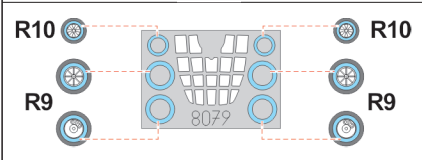
1

2

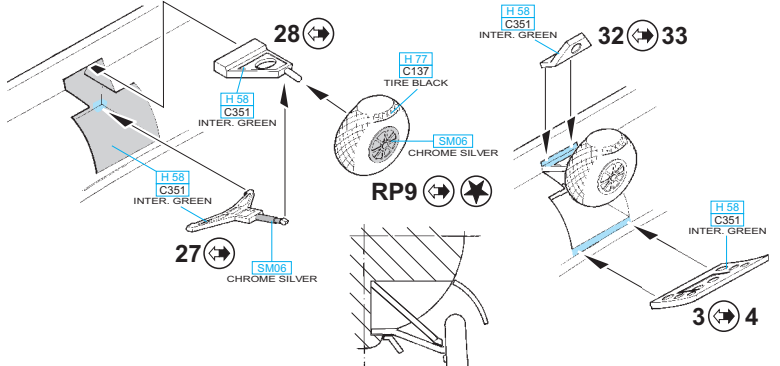
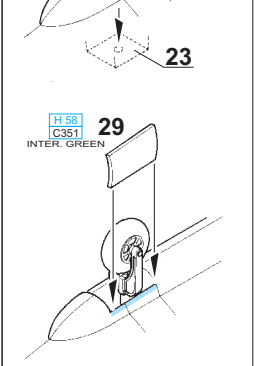
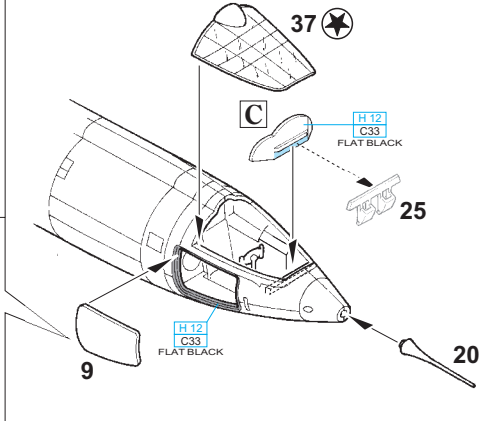
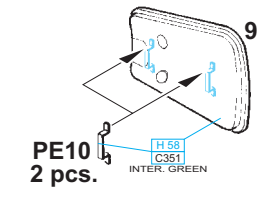
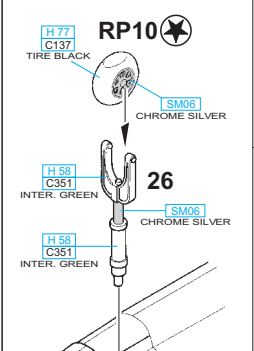
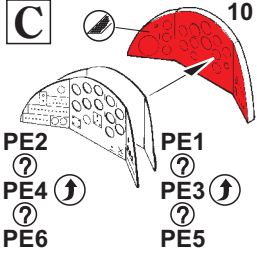
7 - MARKINGS **A;B**
5 - MARKINGS **C;D**



8 - MARKINGS **A;B**
6 - MARKINGS **C;D**

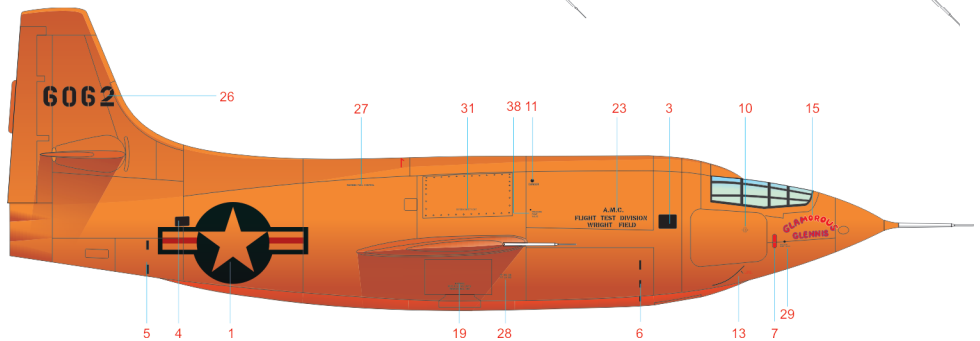
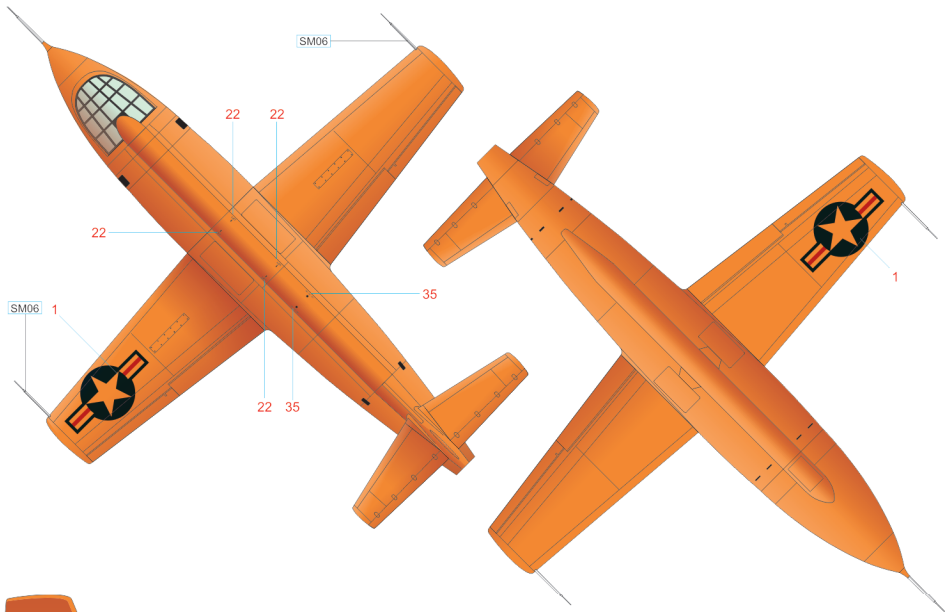
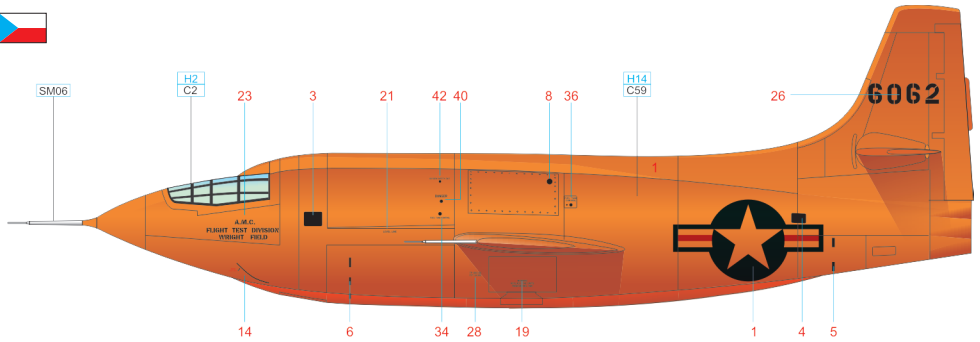


PE1, 2 - MARKING **A**
PE3, 4 - MARKING **B**
PE5, 6 - MARKINGS **C;D**



A s/n 46-062, Muroc Dry Lake Base, 2nd half 1947

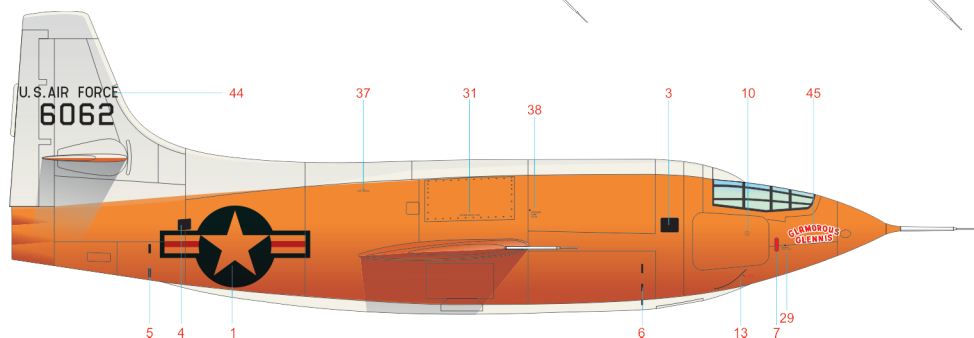
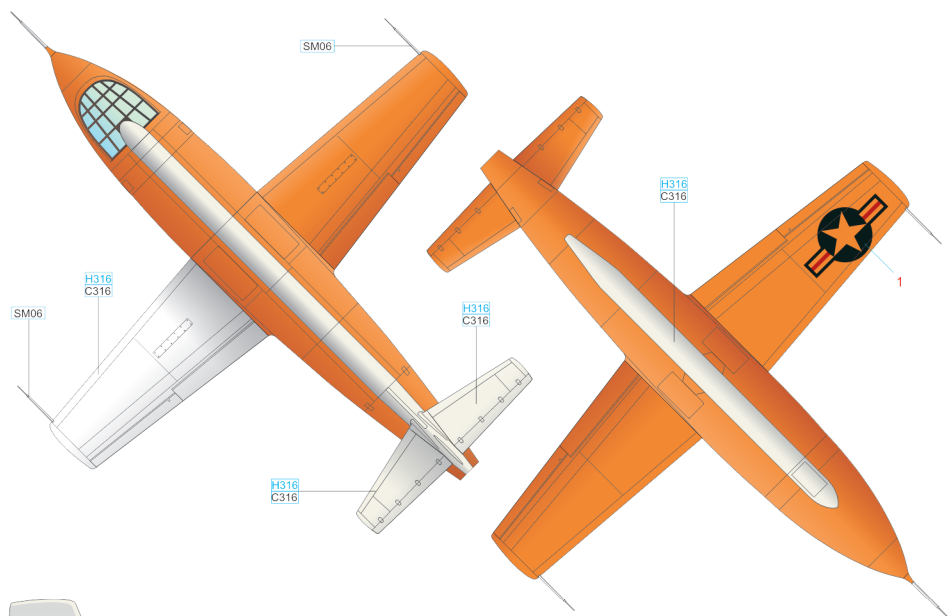
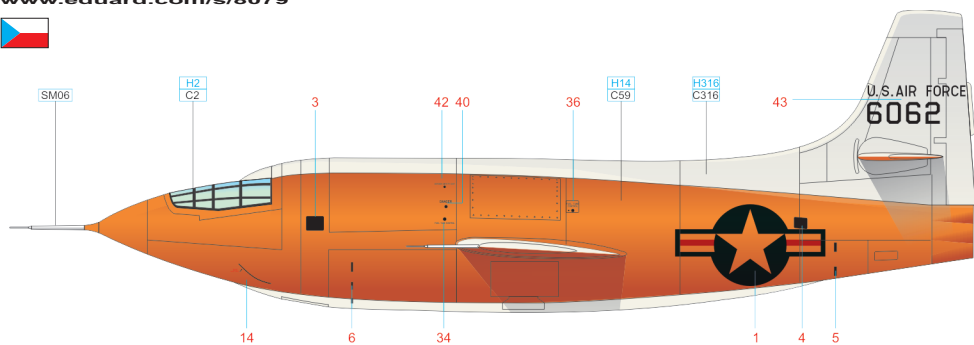
ČESKOU VERZI TEXTU NALEZNETE NA
www.eduard.com/s/8079



| | | | |
|--------|------------|-------|----------|
| SILVER | SM06 | | |
| ORANGE | H14 C59 | BLACK | H2 C2 |

B s/n 46-062, Edwards AFB, 1950

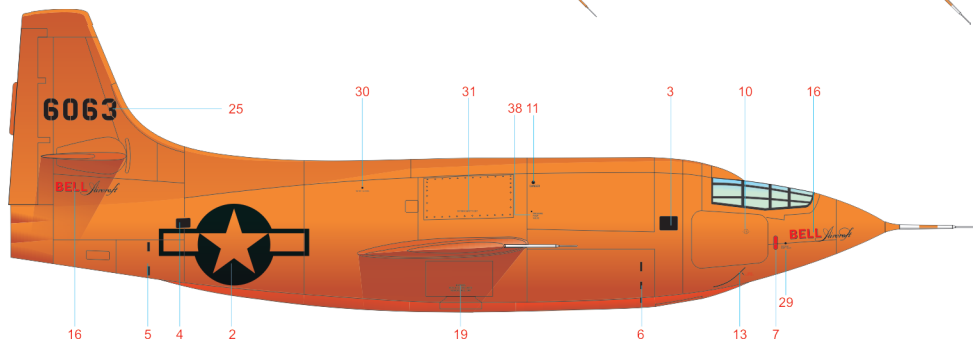
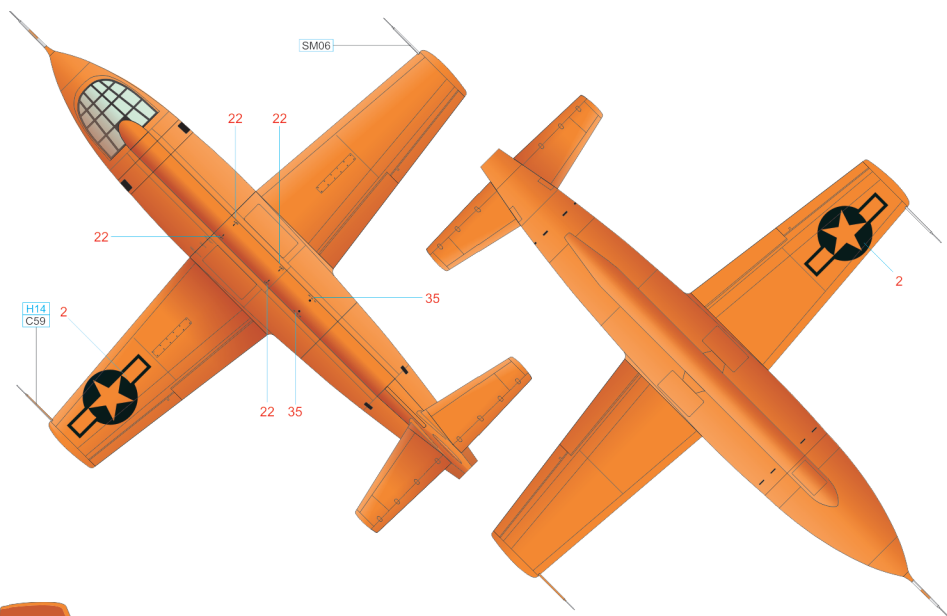
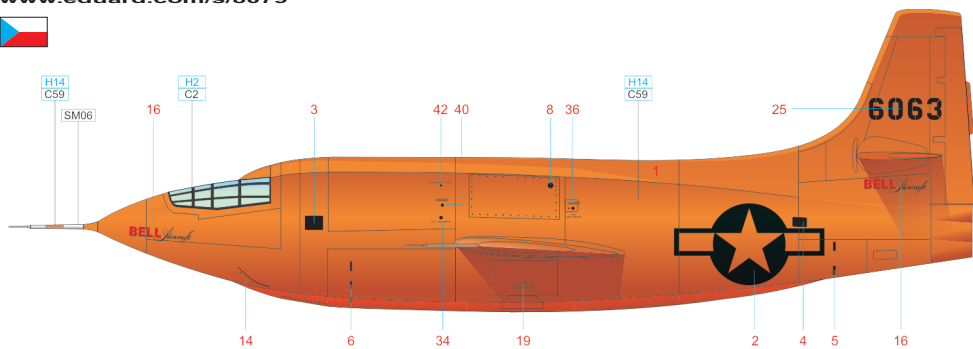
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| | | | |
|--------|--------------|--------|----------|
| WHITE | H316 C316 | SILVER | SM06 |
| ORANGE | H14 C59 | BLACK | H2 C2 |

C s/n 46-063, Muroc Dry Lake Base, late 1946

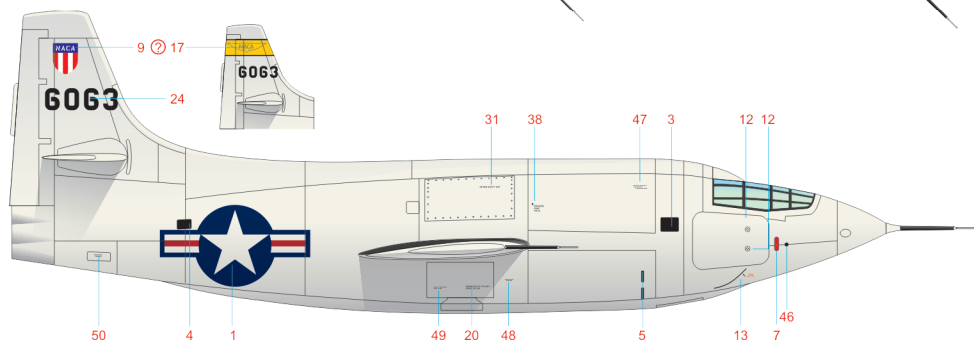
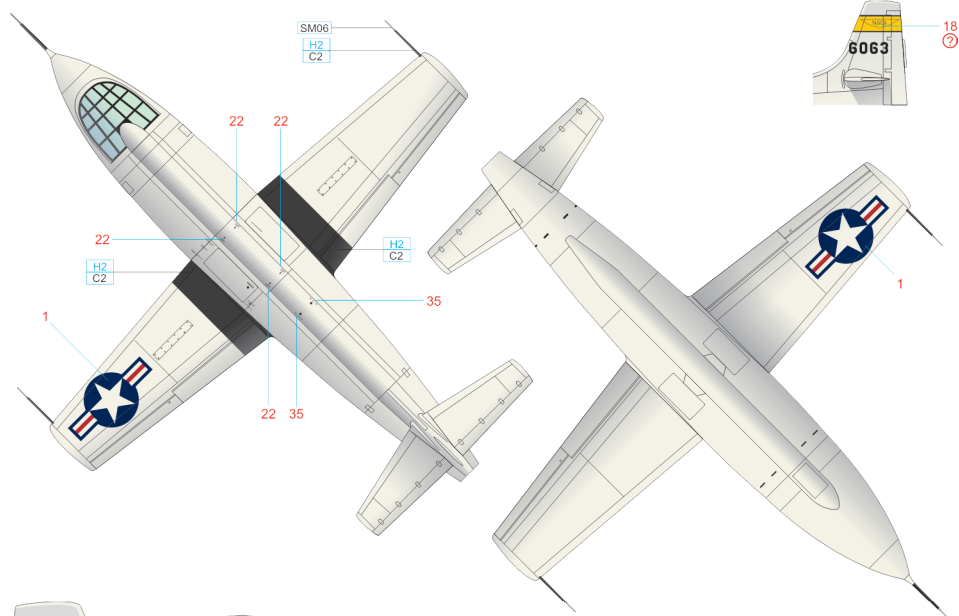
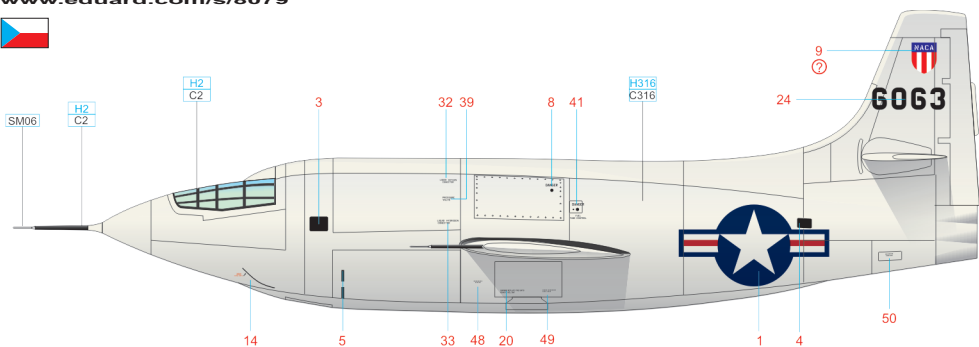
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www.eduard.com/s/8079



| | | | |
|--------|------------|-------|----------|
| SILVER | SM06 | | |
| ORANGE | H14 C59 | BLACK | H2 C2 |

D s/n 46-063, Edwards AFB, October 1947

ČESKOU VERZI TEXTU NALEZNETE NA
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| | |
|--------|--------------|
| SILVER | SM06 |
| WHITE | H316 C316 |
| BLACK | H2 C2 |

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