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PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

The Yak series of fighters were probably the most famous Soviet warplanes to see action in the Second World War. They justified the policy of developing one proven design rather than attempting to introduce a multitude of new types. Design of the first Yak fighter began in 1938 and the prototype flew early in 1939. When the YAK-1 entered production the Soviet Union was short of light alloys and the fighter therefore featured a mainly wooden construction and was extremely simple and easily produced.

Yak-1's became operational in quantity by the summer of 1942 and at the same time development was continuing and the Yak-7 appeared with an improved engine and other refinements. In 1942 supplies of light alloys improved and the wooden wing spars of the Yak-7 were replaced, additional fuel capacity was also provided and the resultant version became the Yak-9.

The Yak-9 was operational over Stalingrad late in 1942. Flying mainly at low altitudes the Yak-9 was superior to the German Me109 and several Russian pilots became aces, numerous victories were also scored by the French Normandy-Niemen Group and two Polish squadrons which flew the Yak-9.

The range of the Yak-9 was continually extended, first by the 9D and then by the Yak-9DD, developed with sufficient range to escort the U.S.A.A.F. heavy bombers on shuttle raids between the United Kingdom, the Soviet Union and Italy. The Yak-9D was powered by a 1,260 h.p. Klimov M-105F engine giving a top speed of 359 m.p.h. and a range of 870 miles. Armament was of one 20 mm. cannon firing through the airscrew shaft and one 12.7 mm. machine gun. Wing span was 32 ft. 10 ins. and length 28 ft.

YAK-9D


AIRFIX - 72 SCALE
RUSSIAN YAK 9D

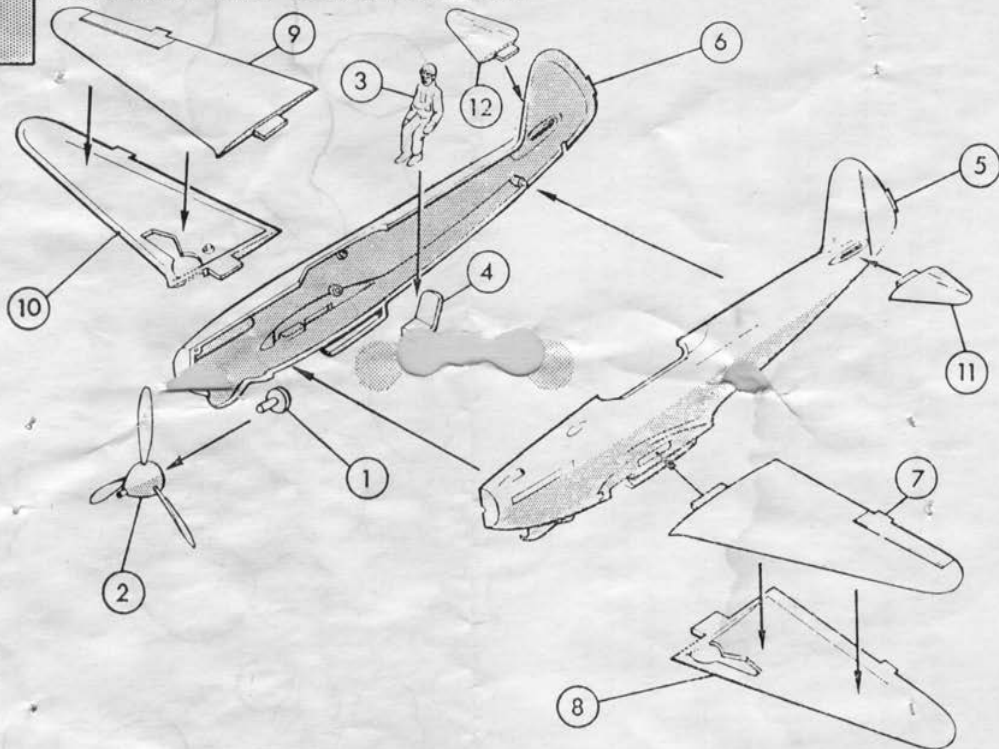
AIRFIX

CONSTRUCTION KIT

1/72 SCALE MODEL CONSTRUCTION KIT

YAK-9D.

1 FUSELAGE AND WING ASSEMBLY

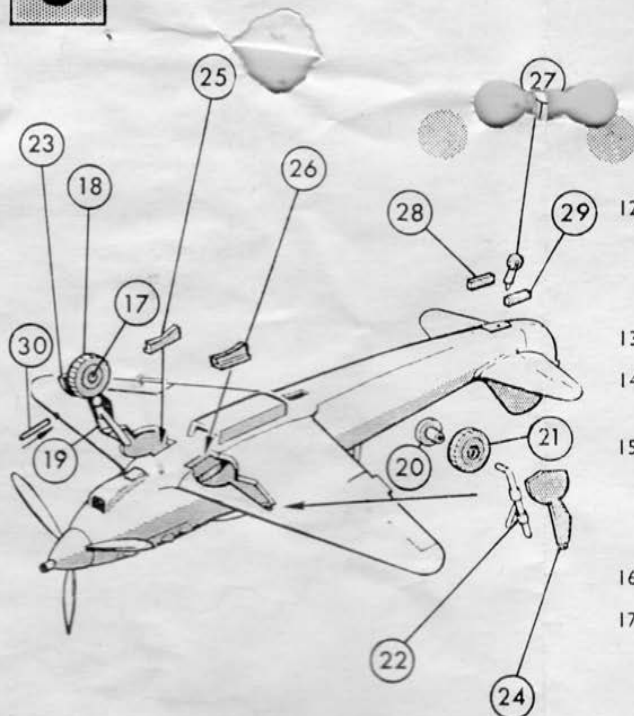


1. Cement propeller pin to rear of spinner and allow to dry (1. 2.)
2. Cement pilot to seat (after first painting if required) (3. 4.)
3. Locate and cement seat on to locations provided in one fuselage half.
4. Place propeller pin into location on one half of fuselage then join two fuselage halves by applying

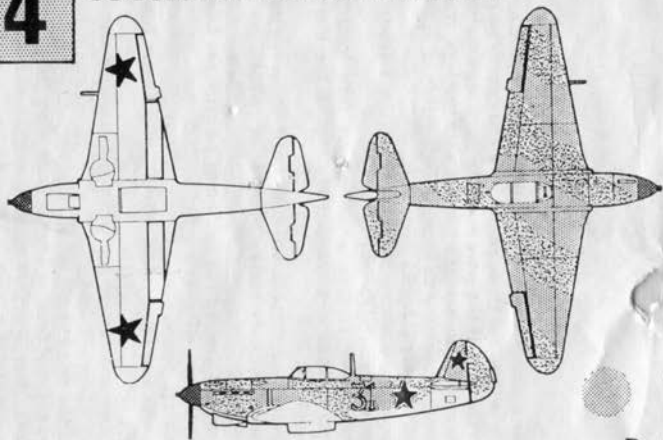
5. cement to edges. Care must be taken that no cement comes into contact with propeller pin (5. 6.)
6. Cement together upper and lower halves of port and starboard wings (7. 8.) (9. 10.)
7. When wings are dry cement into locating slots in fuselage sides by means of tabs on wings.
8. Cement tabs on port and starboard tailplanes into locating slots in rear of fuselage (11. 12.)

2**COCKPIT ASSEMBLY AND EXHAUSTS**

8. Carefully cement cockpit canopy in position applying cement only to edges of canopy (13.)
9. Cement antenna in position in locating hole behind canopy on top of fuselage (14.)
10. Cement exhausts into locating slots on either side of fuselage nose (15. 16.) The desired undercarriage position should now be selected.

3**UNDERCARRIAGE "DOWN" POSITION**

11. For a model with retracted undercarriage the legs, main wheels, tail wheel and tail wheel doors are omitted and the undercarriage doors are cemented in place flush with the underside of wing.
12. For a model with lowered undercarriage, the hub cap is inserted through the tyre and cemented on to the axle of the port undercarriage leg ensuring no cement comes into contact with the tyre, then cement assembly to locating boss inside of upper half of wing (17-19.)
13. Repeat the above procedure for the starboard undercarriage (20-22.)
14. Locate and cement wheel covers into locating slots outside of undercarriage legs in the lower wings (23. 24.)
15. Locate and cement walls of small undercarriage doors into recesses inboard of wheel wells (25. 26.) Smaller part of doors to the front. Note: If desired the spars may be removed from the lower wing roots for fitting small undercarriage doors.
16. Locate and cement tail wheel beneath rear fuselage (27.)
17. Locate and cement tail wheel doors either side of tail wheel (28. 29.)
18. Locate and cement pitot tube into locating hole in centre of leading edge of port wing (30.) Note: If it is wished to paint the model it should be done at this stage.

4**SUGGESTED COLOUR SCHEME**

Apply transfers: first cut sheet into nine separate subjects. Then dip each in warm water for a few minutes and slide off backing into position shown on illustration.

White number and large red star either side of fuselage to rear of cockpit, large red star on underside of each wing, smaller red stars each side of fin. The aircraft name is applied to the transparent base.

Cement together both parts of stand.

Cement arm of stand into slot in underside of fuselage.

COLOUR SCHEME

Dark Green All upper surfaces.

Dark Earth Irregular pattern over dark green to give camouflage effect.

Light Blue All undersurfaces.

Black Tyres, exhausts, propeller blades.

Red Spinner.

Dark Earth

Dark Green

Black

Light Blue

Red