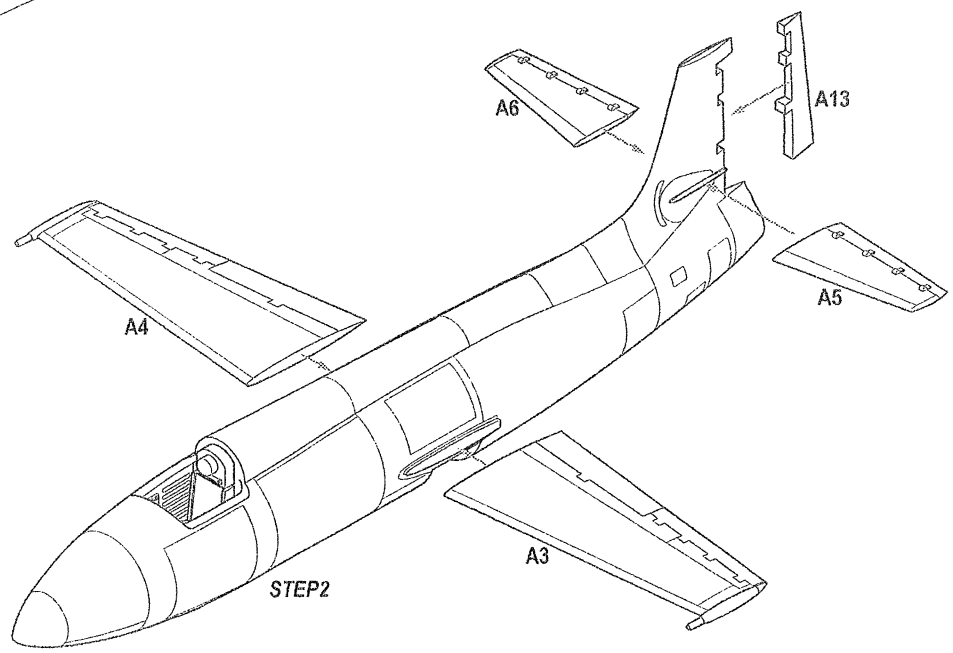
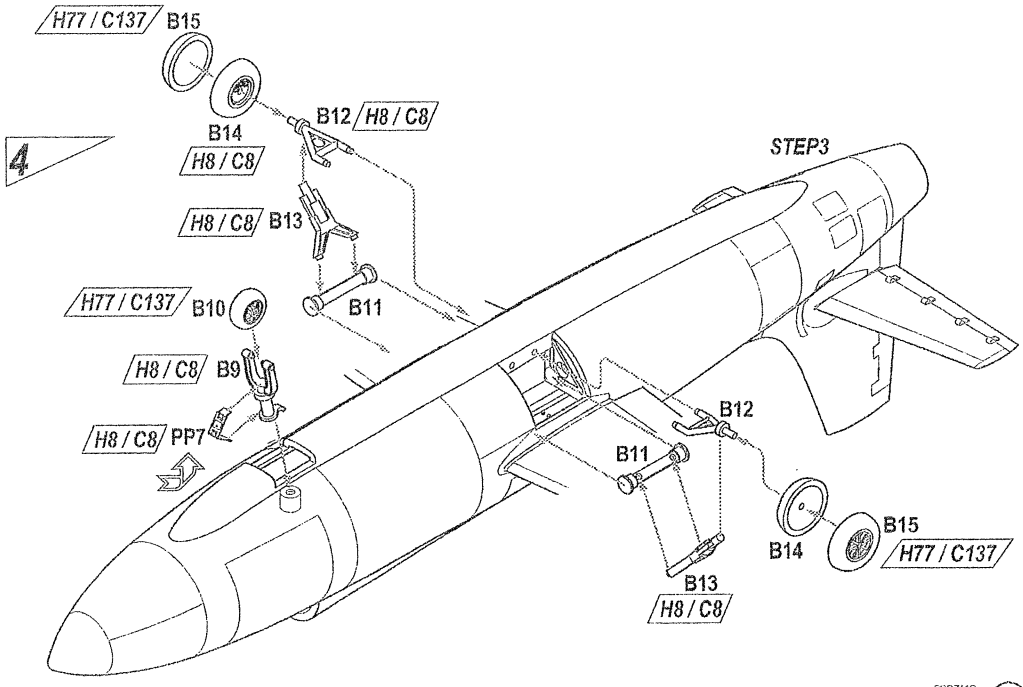
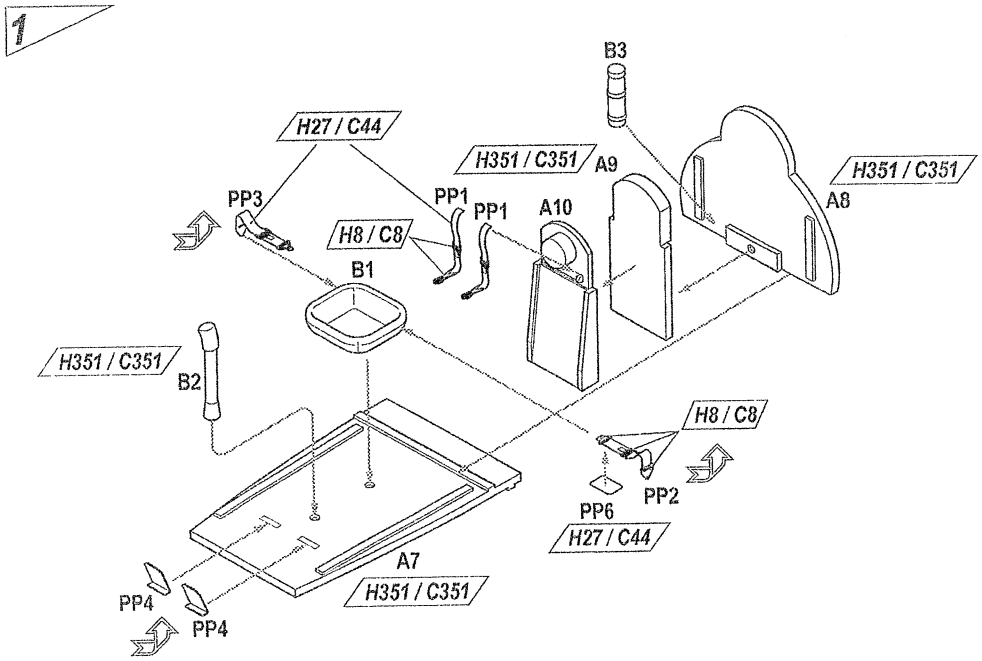
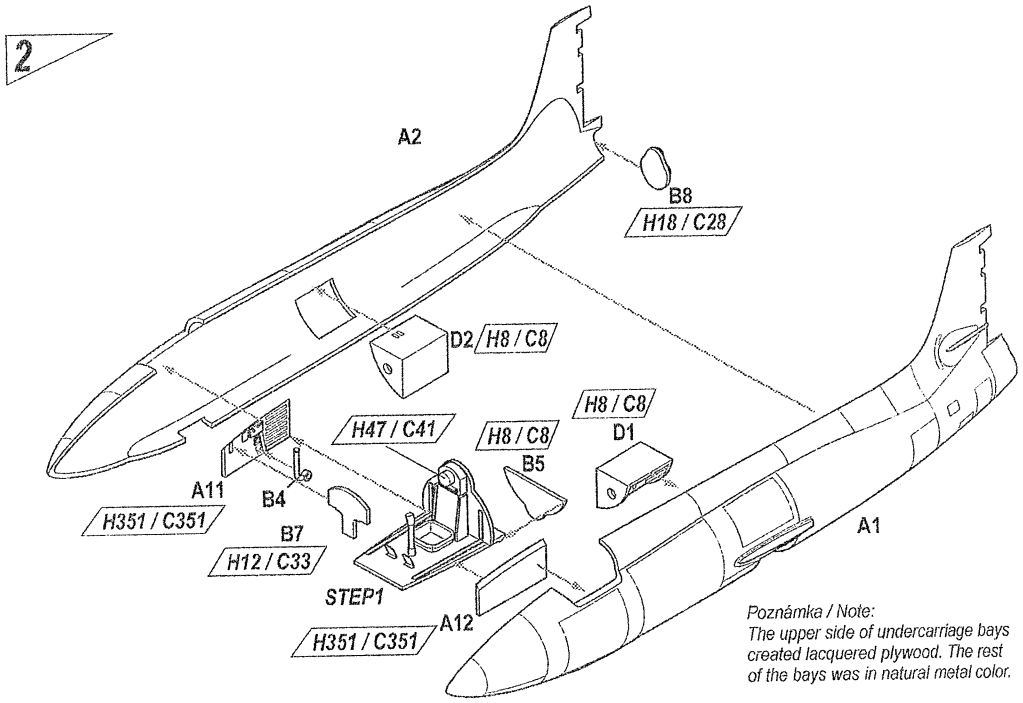
3


A6
A13
A4
A5
A3
STEP2


H77 / C137
B15
B14
B12
H8 / C8
H8 / C8
4
STEP3
H8 / C8
B13
H77 / C137
B10
B11
H8 / C8
B9
H8 / C8
PP7
B12
B11
B15
B14
H77 / C137
B13
H8 / C8



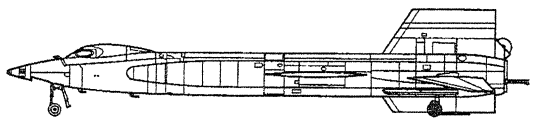


Poznámka / Note:
The upper side of undercarriage bays created lacquered plywood. The rest of the bays was in natural metal color.

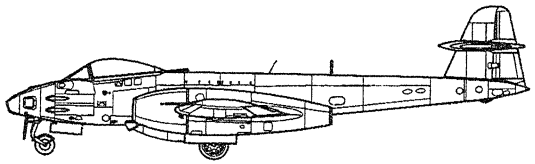
MPM Production

special HOBBY limited run plastic kits

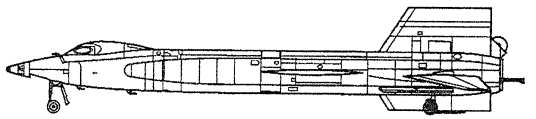
High quality injected plastic kits - short run/ Vstřikované modely - limitovaná série



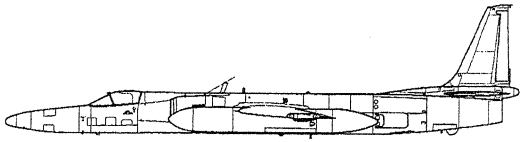
72532 North American X-15A-2 1/72



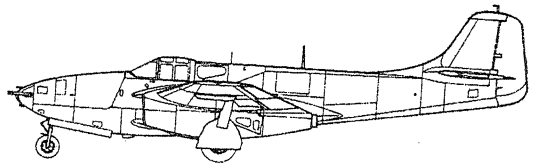
72534 Gloster Meteor FR. Mk. 9 1/72



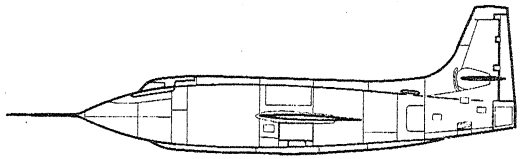
72537 North American X-15A-2 *Hi - tech version* 1/72



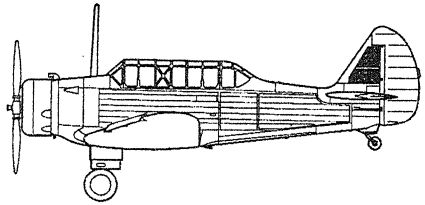
SH72024 TR - 1 A 1/72



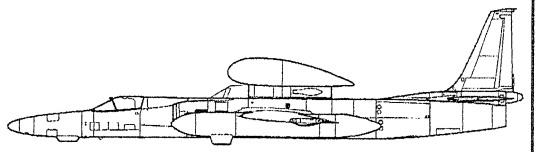
SH72058 Bell P-59A/B AIRACOMET 1/72



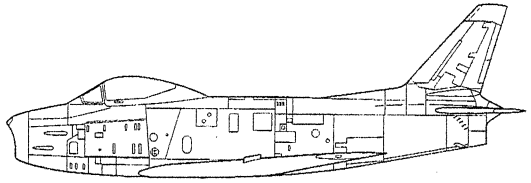
SH72158 X-1E "Last Model" 1/72



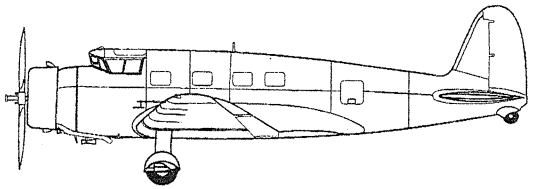
SH72069 BT-9/ NJ-1/ SK 14 1/72



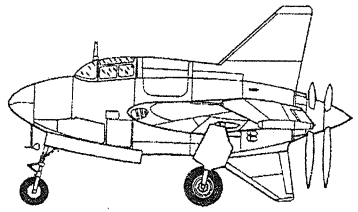
SH72070 Lockheed U-2S/ER-2 1/72



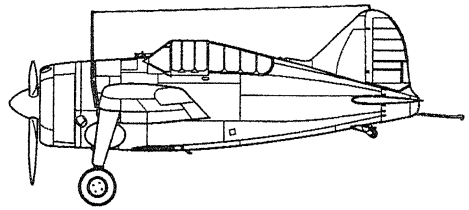
SH72120 F-86H Sabre Hog 1/72



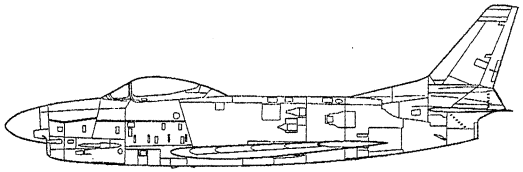
SH72130 Vultee V-1a "Civilian Version" 1/72



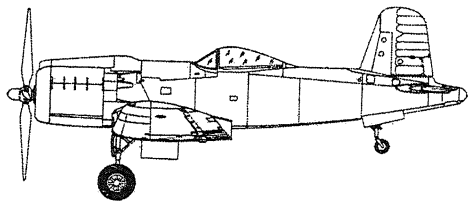
SH72132 Northrop XP-56 II 1/72



SH72133 F2A-2 Buffalo "Yellow Wing" 1/72



SH72164 F-86K "NATO All Weather Fighter" 1/72



SH72166 F2G-1/2 Super Corsair 1/72

CMK resin kits

www.cmkkits.com

CMK Czech Master's Kits

H1000 Ultra smooth and extra smooth saw 1p
H1001 Ultra smooth saw (both sides) 1p
H1002 Very smooth saw (both sides) 1p
H1003 Smooth saw (both sides) 1p
H1004 Ultra smooth and extra smooth saw (2 sides) 5p
H1005 Ultra smooth saw (both sides) 5p
H1006 Very smooth saw (both sides) 5p
H1007 Smooth saw (both sides) 5p

Pro patinování svých modelů můžete použít pigment Star Dust firmy CMK.

Star Dust

CMK Czech Master's Kits

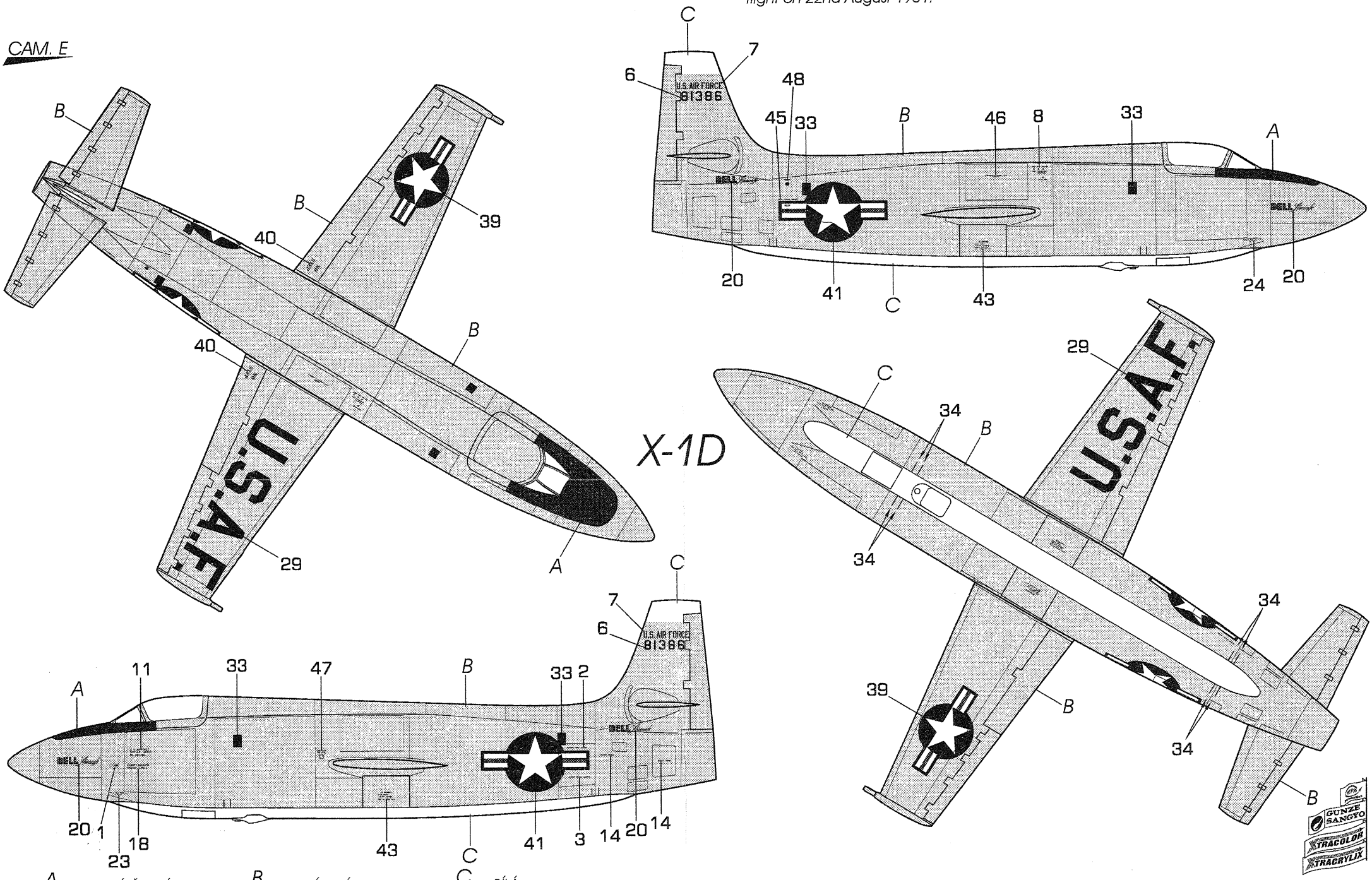
To patinate your models you can use Star Dust weathering pigment from CMK.

Navštivte naše stránky a e-shop www.cmkkits.com
Visit an official website and e-shop at www.cmkkits.com

1.X-1D 48-1386, nenatřený letoun byl zničen při pokusu o první motorový let 22. srpna 1951.

1.X-1D 48-1386 unpainted aircraft was destroyed during the attempt of the first powered flight on 22nd August 1951.

CAM. E



A MATNÁ ČERNÁ
MATT BLACK
H12/C33, X 404

B HLINÍKOVÁ
ALUMINIUM
H8/C8, X 501

C BÍLÁ
WHITE
H1/C1, X 405 gloss, XA 1141

2007/10

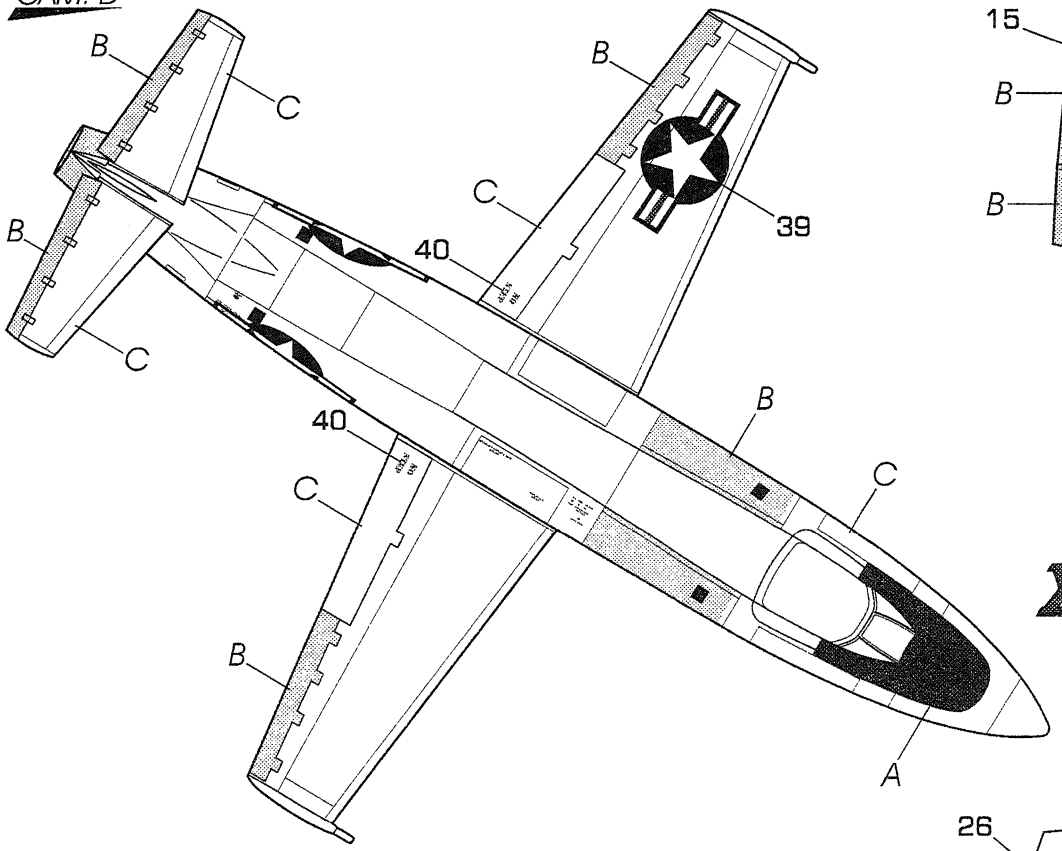
SH72160 X-1A/D

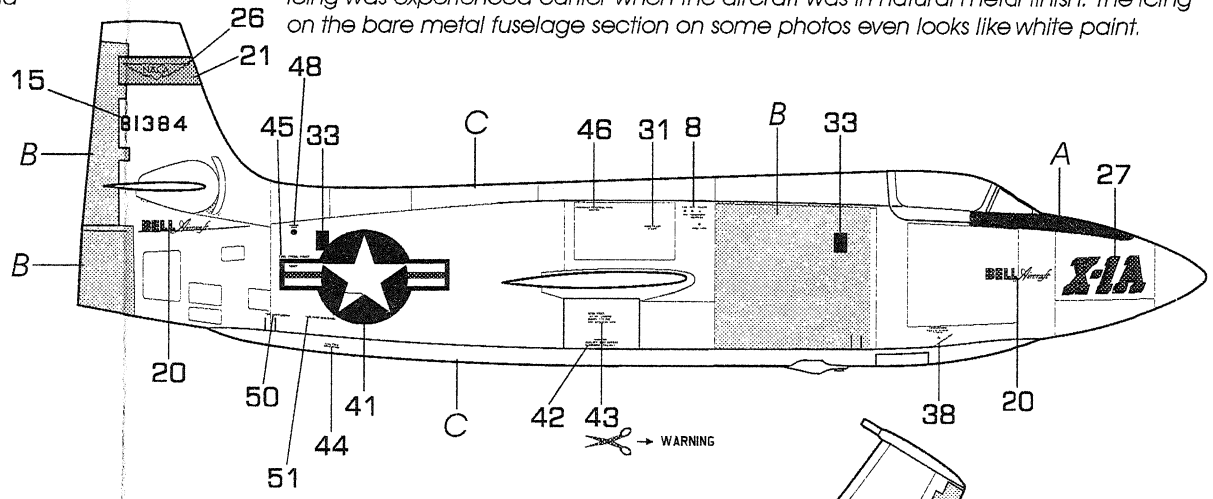
E

1.X-1A 48-1384 v barvách NACA. Takto vypadal letoun při posledním letu 8. srpna 1955. Místo na trupu bez nátěru označuje umístění nádrže okysličovadla. Plná nádrž omrzala tak, že trup nemohl být v prostoru nádrže nastříkán. Barva na něm totiž nedržela. Omrzání trupu se projevovalo i předešlé podobě X-1A bez nátěru. Na nenabarveném trupu se silná vrstva námrazy jeví na některých fotografiích dokonce jako bílý nátěr.

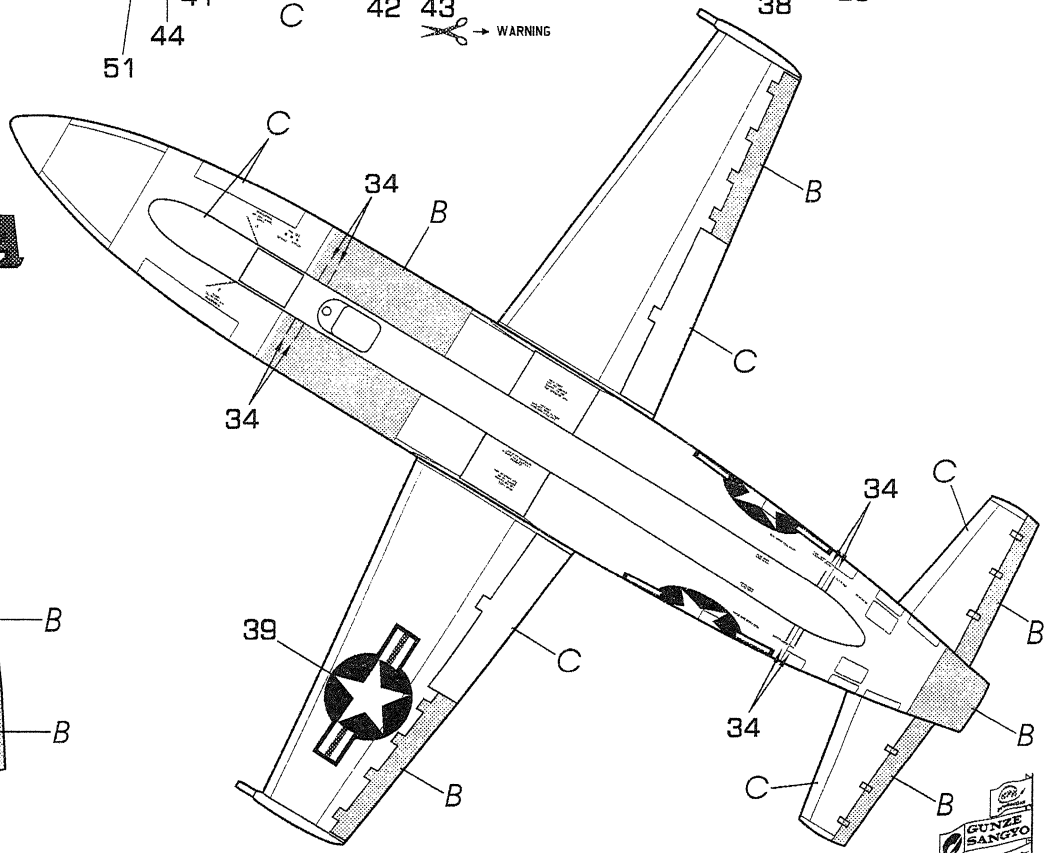
X-1A 48-1384 in NACA colors. This is the appearance of the aircraft during its last flight on 8th August 1955. The bare metal fuselage section indicates the oxidant tank position. When the tank was full the icing was so strong that it prevented any paintjob at this place. The icing was experienced earlier when the aircraft was in natural metal finish. The icing on the bare metal fuselage section on some photos even looks like white paint.

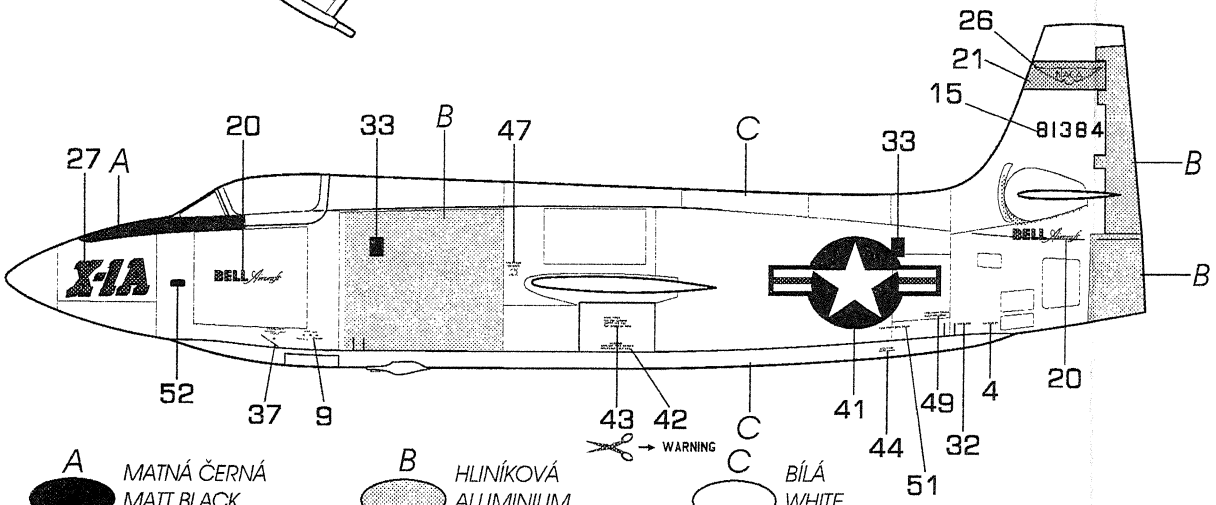
CAM. D





X-1A





A MATNÁ ČERNÁ
MATT BLACK
H12/C33, X 404

B HLINÍKOVÁ
ALUMINIUM
H8/C8, X 501

C BÍLÁ
WHITE
H1/C1, X 405 gloss, XA 1141

GUNZE SANGYO
TRACOLOR
TRACRYLIX

2007/10

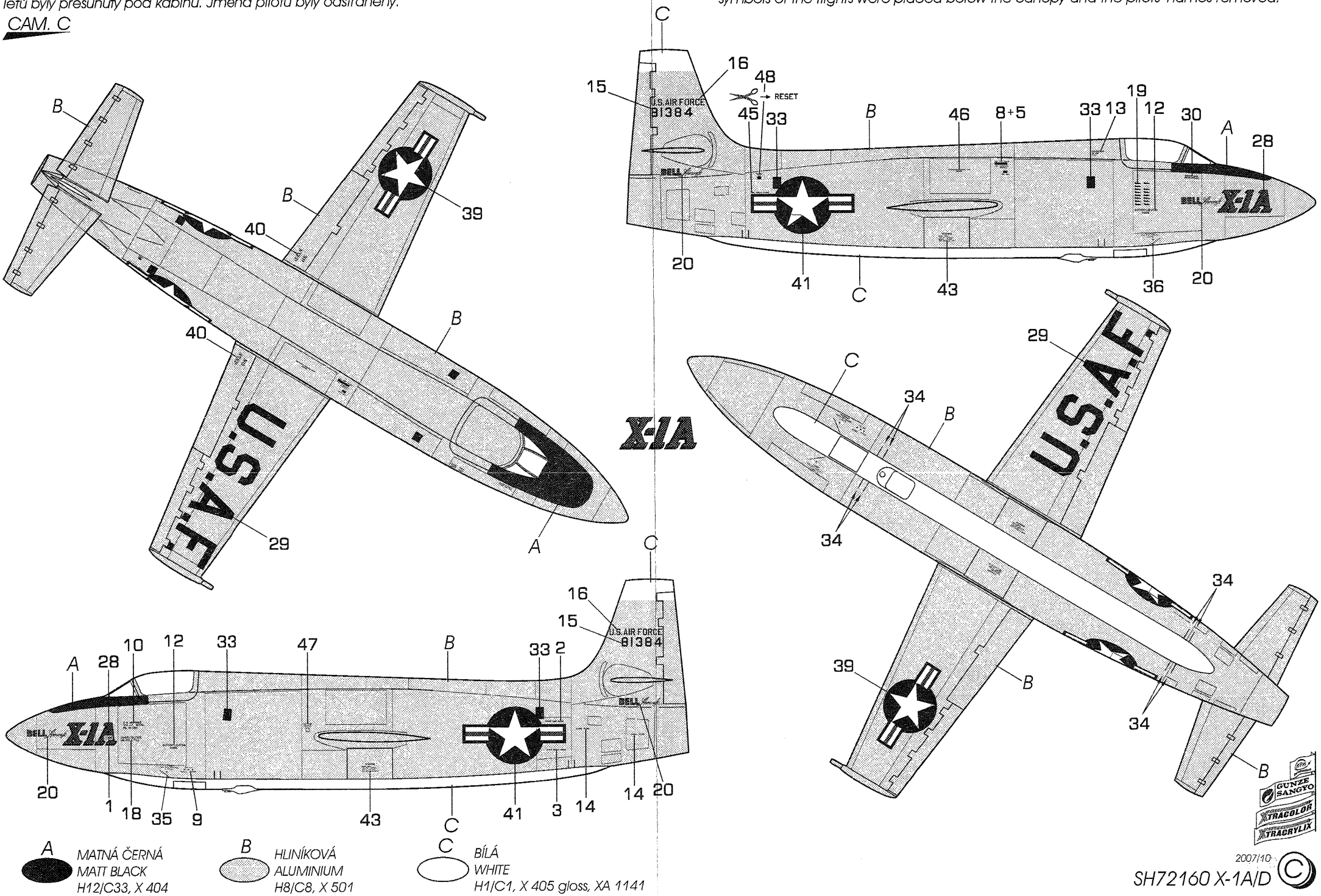
SH72160 X-1A/D

D

1.X-1A 48-1384, další z fotograficky doložených podob X-1A v barvě kovu. Symboly letů byly přesunuty pod kabinu. Jména pilotů byly odstraněny.

CAM. C

1.X-1A 48-1384, another documented appearance of the X-1A in natural metal. The symbols of the flights were placed below the canopy and the pilots' names removed.



A — MATNÁ ČERNÁ
MATT BLACK
H12/C33, X 404

B — HLINÍKOVÁ
ALUMINIUM
H8/C8, X 501

C — BÍLÁ
WHITE
H1/C1, X 405 gloss, XA 1141

GUNZE SANGYO
XTRACOLOR
XTRACRYLIX

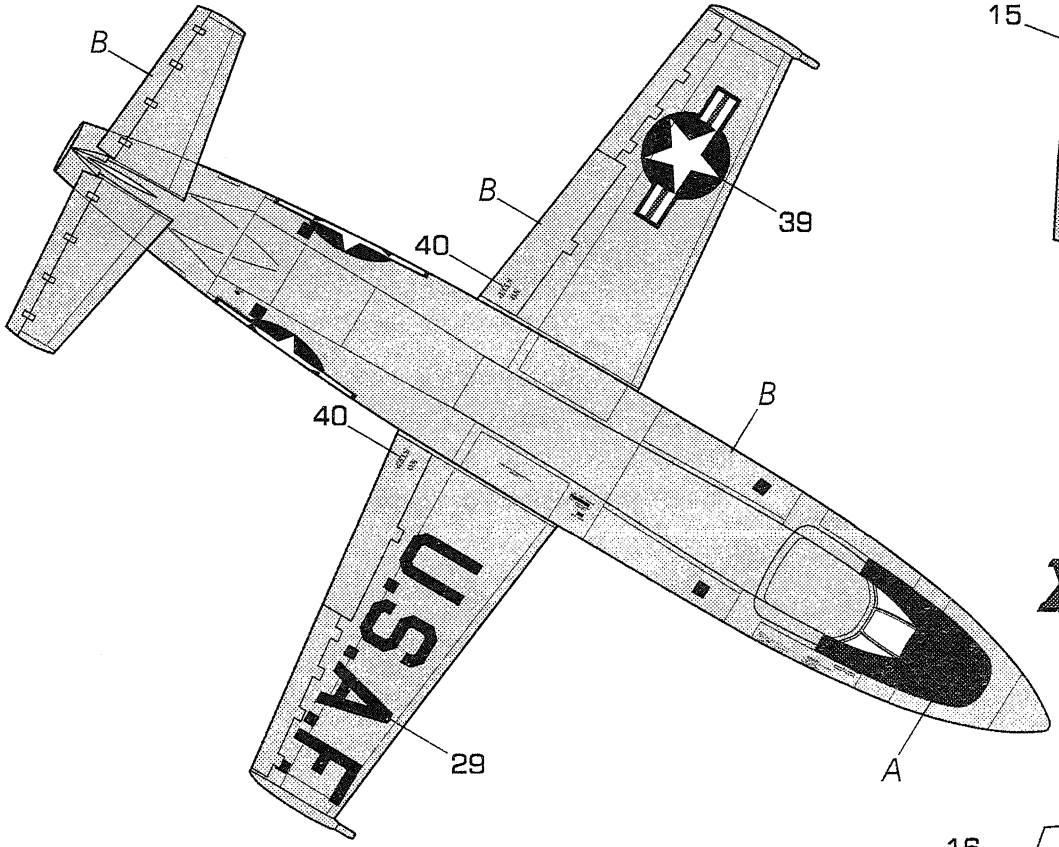
2007/10

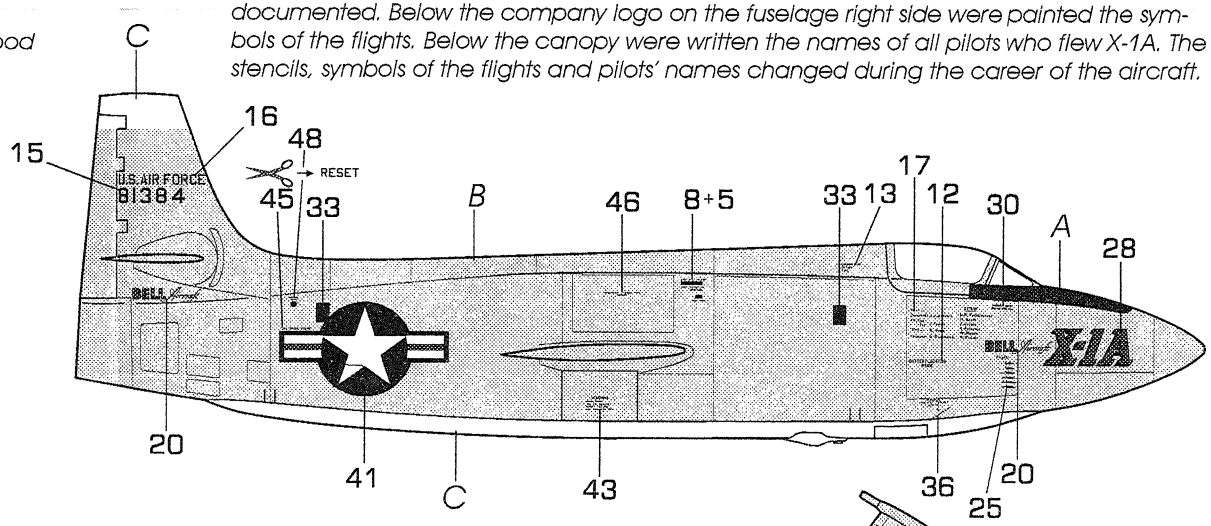
SH72160 X-1A/D

X-1A 48-1384, jedna z fotograficky doložených podob X-1A v barvě kovu. Na pravé straně trupu byly pod firemním logem umístěny symboly letů. Pod kabinou byly umístěny jména pilotů, kteří na X-1A letěli. Popisky, symboly letů a jména uvedená na levé straně pod kabinou se během doby měnily.

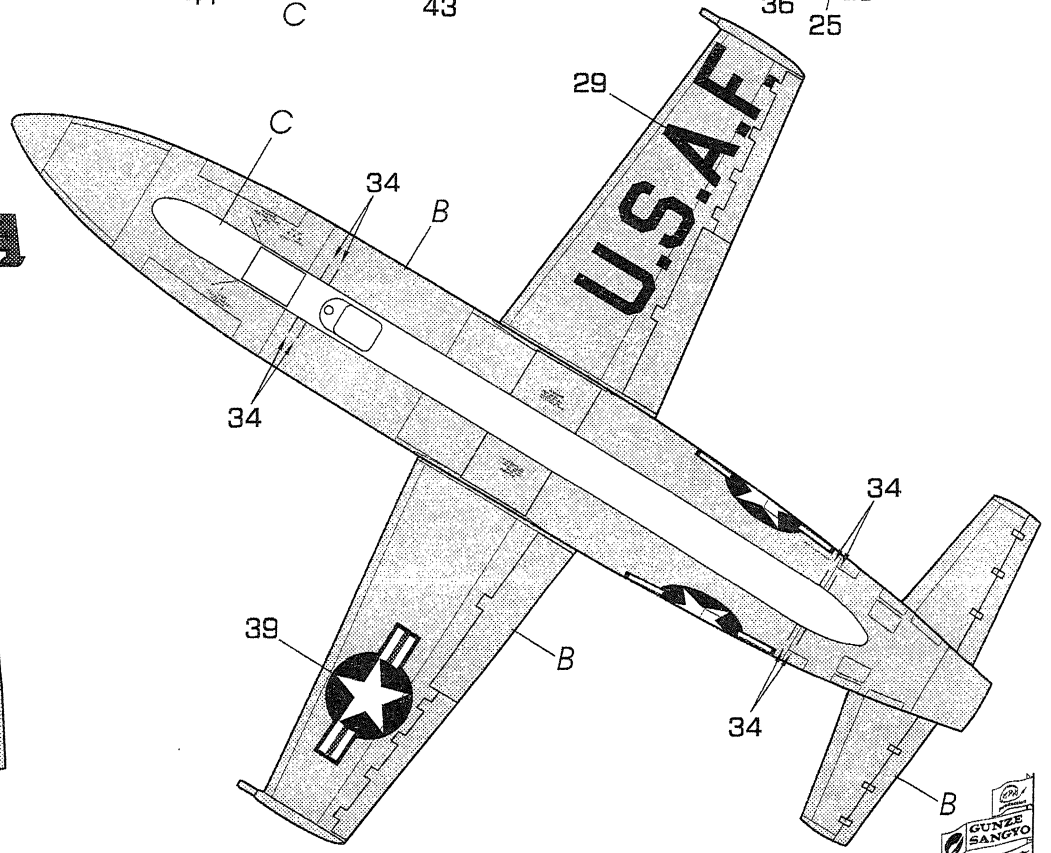
1.X-1A 48-1384, one of the X-1A in natural metal finish appearances photographically documented. Below the company logo on the fuselage right side were painted the symbols of the flights. Below the canopy were written the names of all pilots who flew X-1A. The stencils, symbols of the flights and pilots' names changed during the career of the aircraft.

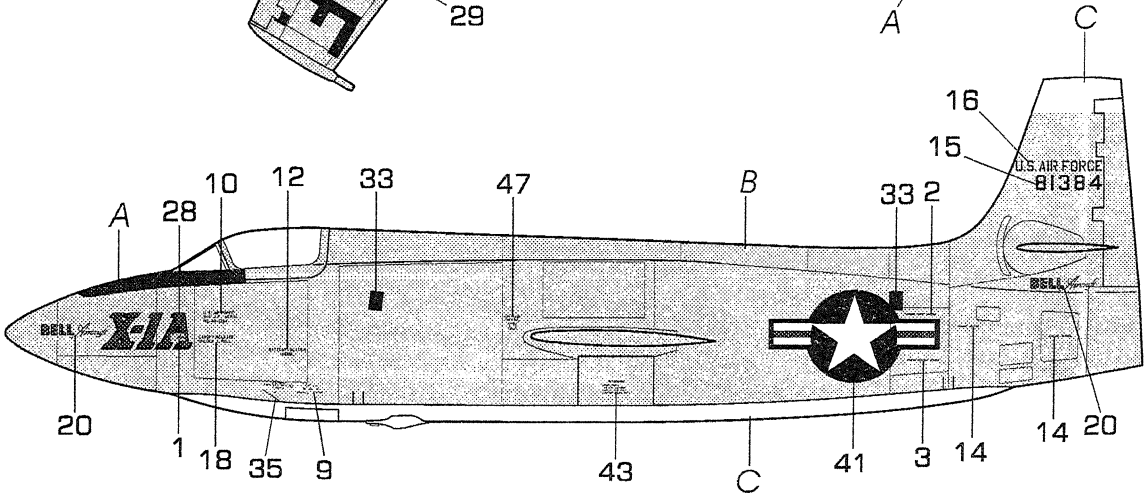
CAM. B





X-1A





A MATNÁ ČERNÁ
MATT BLACK
H12/C33, X 404

B HLINÍKOVÁ
ALUMINIUM
H8/C8, X 501

C BÍLÁ
WHITE
H1/C1, X 405 gloss, XA 1141

GÜNZE SANGYO
XTRACOLOR
XTRACRYLIX

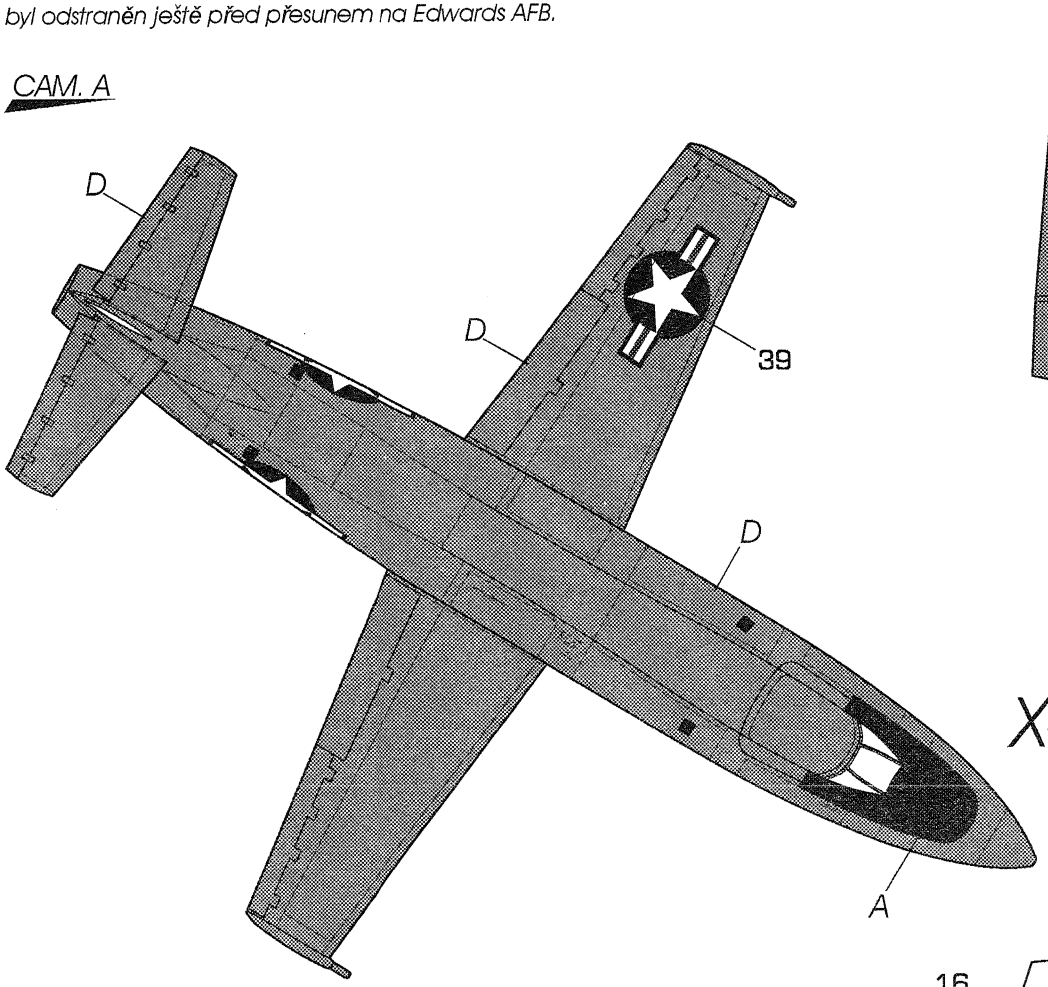
2007/10

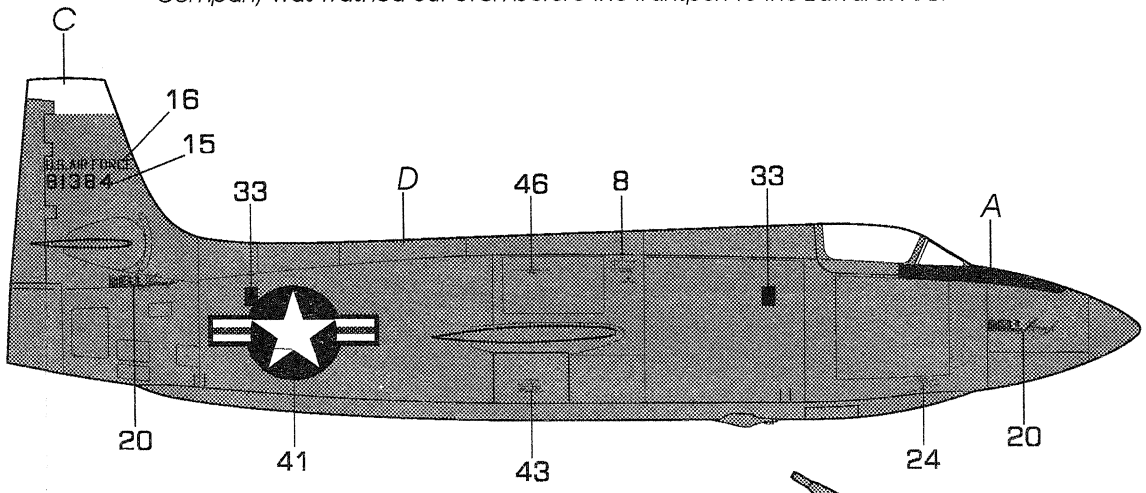
SH72160 X-1A/D B

1.X-1A 48-1384 v oranžovém nátěru. Oranžový nátěr, který dostal v továrně Bell byl odstraněn ještě před přesunem na Edwards AFB.

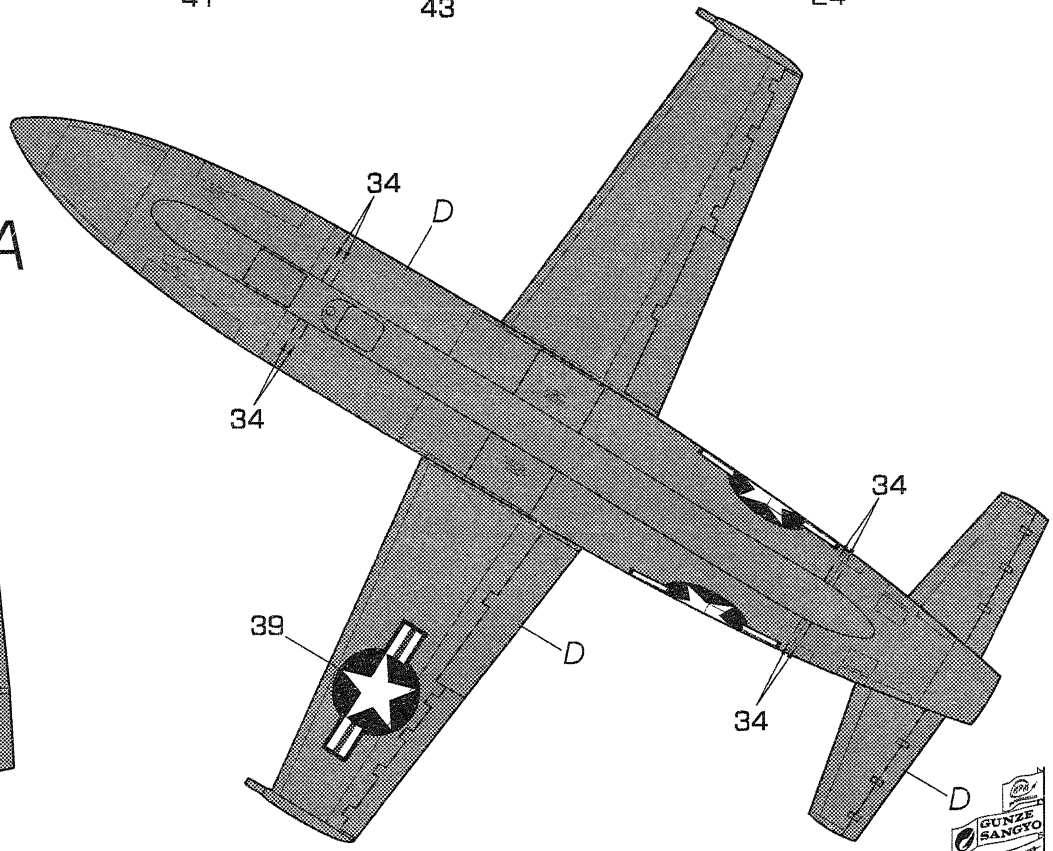
X-1A 48-1384 in overall orange coat. The orange coat, originally applied in Bell Company was washed out even before the transport to the Edwards AFB.

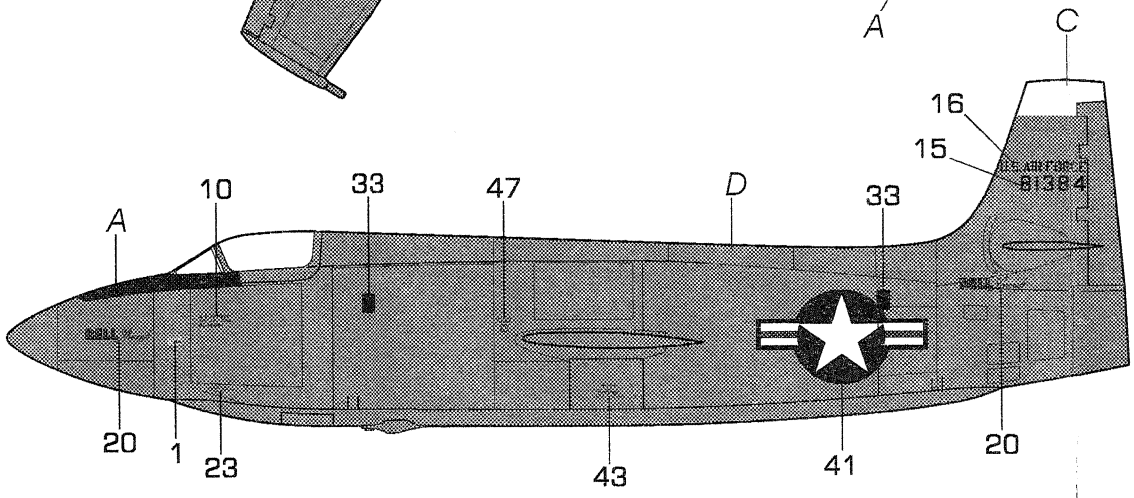
CAM. A





X-1A





A MATNÁ ČERNÁ
MATT BLACK
H12/C33, X 404

D ORANŽOVÁ
ORANGE
H14/C59, X 104

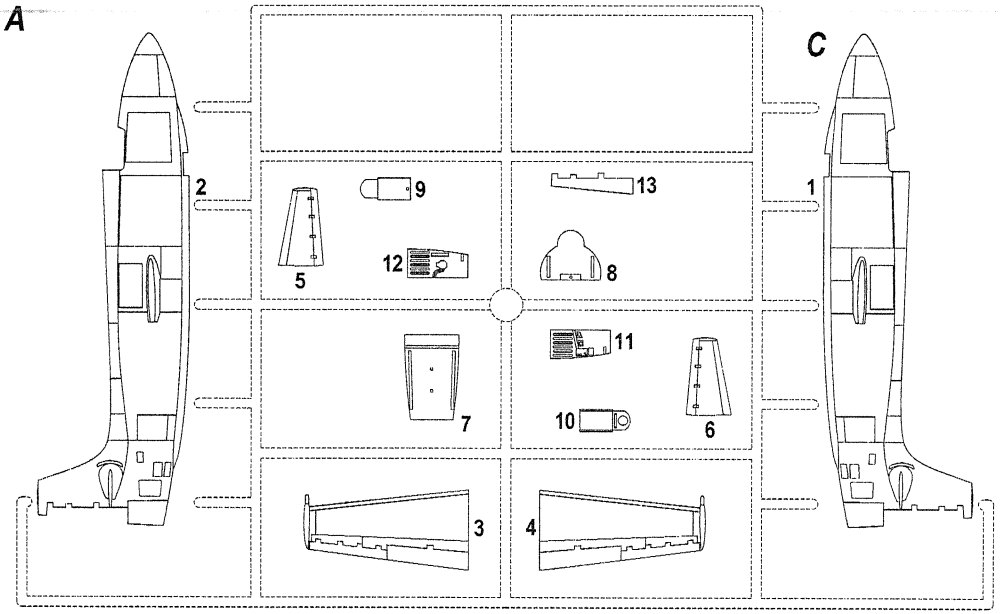
C BÍLÁ
WHITE
H1/C1, X 405 gloss, XA 1141

GUNZE SANGYO
ACRYSTAL
ACRACOLOR
ACRACRYLIX

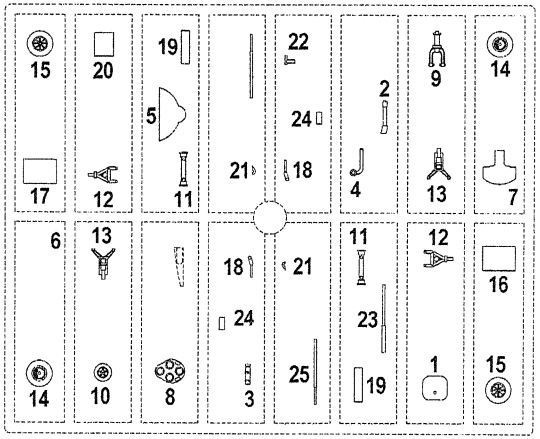
2007/10

SH72160 X-1A/D A

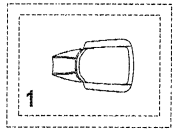
A



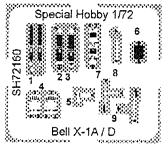
B



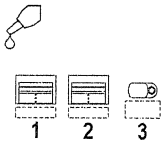
CLEAR PARTS (C)



PHOTOETCHED PARTS (PP)



POLYURETHAN PARTS (D)



Možnost volby
Optional
Nach belieben
Option

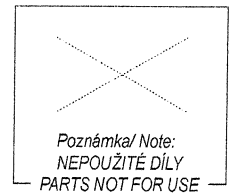
Lepidlo na kov
Glue for metal
Metallkleber
Colle a metal

Ohnout
Bend
Biegen
Courber

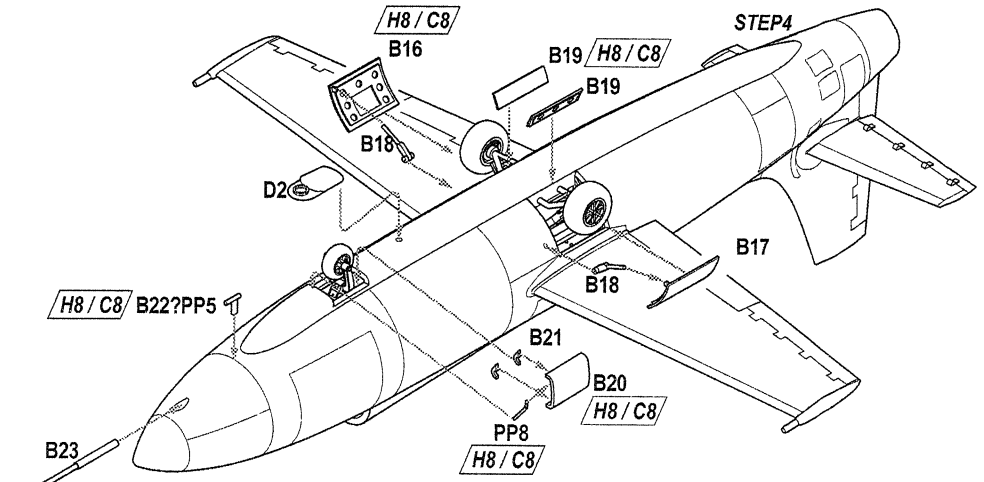
Oddělit
Cut with knife
Mit Messer schneiden
Couper au couteau

GUNZE SANGYO

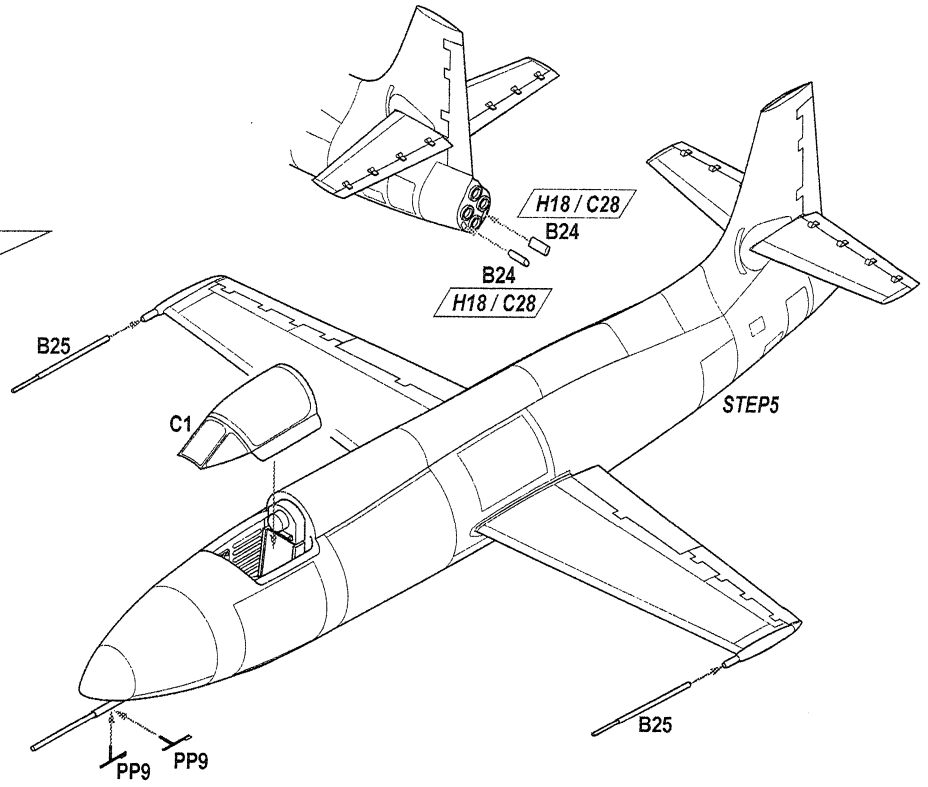
COLOR	GUNZE SANGYO	Xtracolor	Xtracrylix
White / bílá	H1 / C1	X405	XA1141
Black / černá	H12 / C33	X404	XA1012
Aluminium / hliníková	H8 / C8	X501	XA1216
Steel / ocelová	H18 / C28	X502	-
Tan / žlutohnědá	H27 / C44	X102	XA1102
Tire Black / šedá pneumatiky	H77 / C137	X505	-
Interior Green / zelená interiér	H351 / C351	X117	XA1117
Orange / oranžová	H14 / C59	X104	-



5



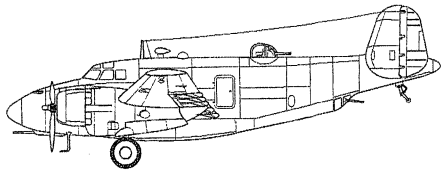
6



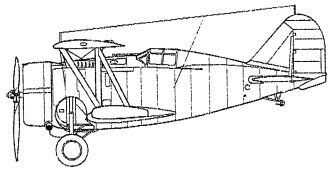
1/72

special HOBBY limited run plastic kits

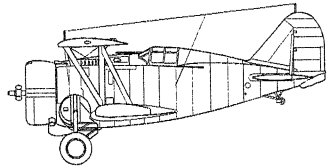
High quality injected plastic kits - short run/ Vstřikované modely - limitovaná série



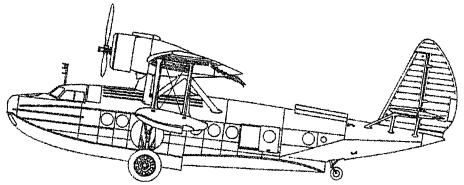
SH72093 PV-2 Harpoon U. S. NAVY 1/72



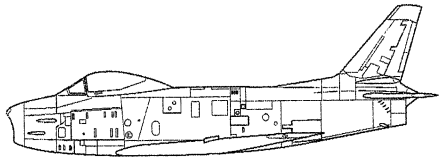
SH72106 F3F-2 "Flying Barrel" 1/72



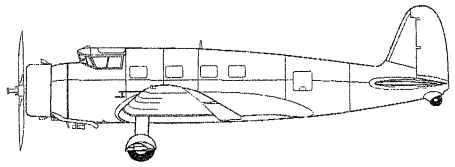
SH72109 F3F-2 "Last U.S.NAVY Biplane Fighter" 1/72



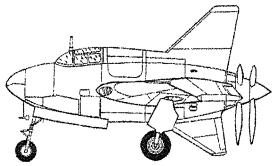
SH72111 S-43/JRS-1 1/72



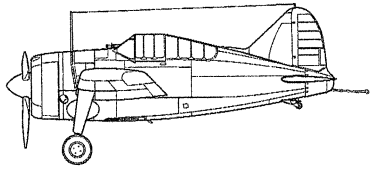
SH72120 F-86H Sabre Hog 1/72



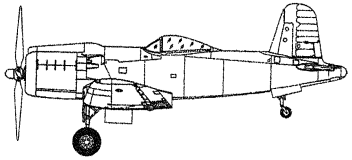
SH72130 Vultee V-1a "Civilian Version" 1/72



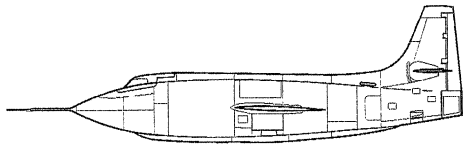
SH72132 Northrop XP-56 II 1/72



SH72133 F2A-2 Buffalo "Yellow Wing" 1/72



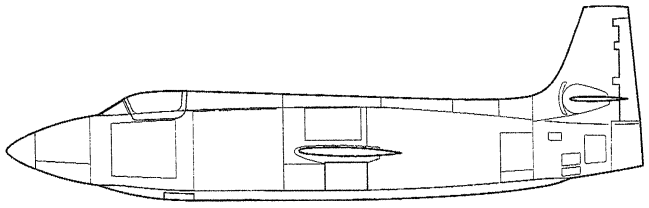
SH72166 F2G-1/2 Super Corsair Racer 1/72



SH72158 X-1E "Last Model" 1/72

special HOBBY
1/72

SH 72160



BELL X-1 A / D

GB Bell X-1 (originally XS-1) was a very successful test aircraft. It earned its place in history by breaking the Sound barrier on September 14, 1947. Only three aircraft of the original version were built of serial numbers 46-062, 46-063 a 46-064.
Both USAAF High Command and NACA ordered the so-called „Second Generation" X-1 at Bell company. It subsequently comprised X-1D of serial number 48-1386, X-1A of sn. 48-1384 and X-1B of sn. 48-1385. Original order had called for 4 aircraft but X-1C was never completed.
The „Second Generation" X-1s were bigger, its fuel tanks' capacity was enlarged, the canopy extended from the aircraft outline and all aircraft were equipped by all-movable horizontal stabilizer.
The first manufactured machine X-1D was transported to the Edwards AFB swung bellow B-50. The first glide flight was made on July 24, by Bell test pilot J. Ziegler. The first powered flight was scheduled on August 22 but during the climbing of B-50 exploded the X-1D's fuel tank. The pilot Maj F. Everest was saved on board B-50 but heavy damaged X-1D was jettisoned into desert and destroyed on impact.
X-1A first glide flight was made on February 14, 1953 and its powered flight was on February 21 under controls of J. Ziegler. For following flight was chosen another pilot, Cpt Ch. E. "Chuck" Yeager. He was gradually increasing reached speed on subsequent flights from Mach 1.15, Mach 1.5 and Mach 1.9. During the attempt of achieving the maximum speed on December 12, 1953 X-1A begun to flutter around the speed of Mach 2.44 and pilot rendered unconscious. During the free fall the aircraft lost more than 16 000 of height and flipped to inverted spin. Fortunately pilot had gained consciousness again and safely landed. The cause of the fall was to that date unknown aerodynamic effect named aerodynamic heating. This was Chuck Yeager's last flight in X-1.
Due to the high speed problems was decided to use X-1A for high altitude flights without exceeding Mach 2. On August 26, 1954 Maj A. Murray achieved altitude of 27 566m. Afterwards the X-1A was handed over to be modified and to receive ejection seat. During subsequent flight attempt on August 8, 1955 it exploded below B-50. In sum X-1A carried out 26 flights.
X-1B first glide flight was made on September 24, 1954 and its powered flight was on October 8. Initially it served for X-1 program pilots' check out. Later on it served for research of the aerodynamic heating during Mach 2 and above speeds. At the end of its test career it was equipped by new wings with reaction control system. The last pilot to fly X-1B was the future astronaut N. Armstrong. X-1B carried out 27 flights, most of them with J. McKaye under controls. X-1B had been discarded on January 23, 1958 due to cracks in LOX tank that proved too expensive for repair. It was handed over to the USAF museum at Wright-Patterson base.
Technical data:
Wingspan: 8.54m, Length: 10.83m, Max. Speed: Mach 2.44, Service ceiling: 27566m, Duration under full throttle: 4.6 mins.

CZ Bell X-1 (původně XS-1) byl velmi úspěšný pokusný letoun. Do historie se zapsal úspěšným překonáním rychlosti zvuku 14. října 1947. Původní varianty byly postaveny tři kusy sériových čísel 46-062, 46-063 a 46-064.
Velení USAAF a organizace NACA objednaly u firmy Bell takzvanou druhou generaci X-1. Tu představovaly v časové posloupnosti vyrobené stroje verzí X-1D sériového čísla 48-1386, X-1A sériového čísla 48-1384 a X-1B 48-1385. Původní objednávka zněla na čtyři letouny, čtvrtý letoun verze X-1C však nebyl vyroben.
Druhá generace X-1 byla větší, byly zvětšeny nádrže paliva, kabina vystupovala z obrysu trupu a stroje dostaly plovoucí stabilizátor. První vyrobený stroj X-1D byl přepraven v podvěsu pod B-50 na základnu Edwards AFB a 24. července s ním zalétávací pilot firmy Bell J. Ziegler uskutečnil klouzavý let. 22. srpna 1951 se měl uskutečnit první motorový let, u X-1D v podvěsu pod stoupajícím B-50 explodovala nádrž paliva. Pilot Maj. F. Everest se zachránil v B-50, těžce poškozený X-1D byl shozen do pouště.
X-1A byl zalétán při bezmotorovém letu 14. února 1953, 21. února pak letěl poprvé s motorem. Zalétávačem byl opět J. Ziegler. Pro další lety se stal pilotem Capt. Ch. E. "Chuck" Yeager. Postupně zvyšoval při letech s X-1A dosažené rychlosti, dosáhl Mach 1,15, Mach 1,5 a Mach 1,9. Při pokusu o dosažení maximální rychlosti 12. prosince 1953 se X-1A při rychlosti blížící se Mach 2,44 rozkmital a pilot ztratil vědomí. Letoun během pádu ztratil 16 000 m výšky. Přešel do vývrtky na zádech. Pilot se naštěstí včas probral a dokázal s letounem přistát. Důvodem pádu byl do té doby neznámý aerodynamický ohřev způsobující tepelnou barieru. Byl to poslední let „Chucka" Yeagera na typu X-1.
Pro problémy s vyššími rychlostmi bylo rozhodnuto používat X-1A k výškovým letům a nepřekračovat rychlost Mach 2. Maj. A. Murray dosáhl 26. srpna 1954 výšky 27 566 m. Po té byl předán k úpravám a montáži vystřelovací sedačky. 8. srpna 1955, při pokusu o další let, explodoval v podvěsu pod B-50. Celkem uskutečnil X-1A 26 letů.
X-1B byl bez motoru zalétán 24. září 1954, s motorem 8. října 1954. Sloužil nejprve k zácviku pilotů programu X-1. Později sloužil ke zkoumání aerodynamického ohřevu při rychlostech nad Mach 2. V závěru své kariéry dostal nová křídla s reaktivním řízením. Posledním pilotem létajícím s X-1B byl budoucí slavný kosmonaut N. Amstrong. X-1B odlétal 27 letů, nejvíce s pilotem J. McKayem. Vyřazen byl pro neopravitelné trhliny v nádržích okysličovadla 23. ledna 1958. Byl předán k vystavení do muzea USAF ve Wright Patterson.
Tech . data:
Rozpětí: 8,54 m, délka: 10,83, max. rychlost: Mach 2,44, dostup 27 566 m, vytrvalost při max. tahu motoru 4,6 min.

We would like to thank to Mr. Tony Landis for his invaluable help during the preparation of this kit.