

## SOVIET WWII FIGHTER 1:48 SCALE PLASTIC KIT



eduard

### intro

The Yak-1 has its roots in the I-26 design. Formal specifications were issued on July 29, 1939, calling for two prototypes. The first had to fulfill requirements such as a top speed of 620 km/h at 6,000 m, a combat range of 600 km, and a climb rate to 10,000 m of under 11 minutes. The armament was to consist of two 7.62 mm ShKAS machine guns and one 12.7 mm Berezin BS heavy machine gun. The second prototype was to be powered by a turbocharged M-106 engine and was to reach a top speed of 650 km/h at 10,000 m, and the armament was to be reduced to two 7.62 mm ShKAS machine guns.

The development of the M-106 engine was not finished in time and Yakovlev's design bureau decided to use the Klimov M-105P engine, with a 20mm ShVAK cannon mounted in the engine block.

The first prototype I-26-I made its maiden flight on January 13, 1940. It suffered from oil overheating problems which were never completely resolved. Moreover, on April 27th, 1940, this prototype crashed, killing its test pilot.

The oil overheating was a problem for the second prototype as well and many defects caused the second prototype to fail government testing in 1940. Its competitors, the I-200 (the future Mikoyan-Gurevich MiG-3) and the I-301 (which became the LaGG-3) also failed testing. The testing procedures generated a list of requested improvements. These were incorporated into the third I-26 which was ready for testing on October 13, 1940.

Despite all the troubles, the Soviet officials ordered the production of the I-26 on February 19, 1940. The new fighter aircraft was manufactured under the designation Yak-1. The Soviet official leadership chose this non-standard designation method to reduce the time necessary to set up serial production of new aircraft. As a backup, series production of both the I-200 and I-301 were ordered. Despite of the fact that the I-200 was faster and the I-301 was more heavily armed, the Yak-1 was still the favored design. The good relationship between Stalin and Yakovlev likely played a significant role.

As mentioned above, series production was launched prior to a full evaluation of the prototypes being completed. This precipitated almost 8,000 changes that had to be made to the aircraft's design by 1941, with an additional 7,000 implemented the following year and another 5,000 coming in 1942. Production was affected by shortages of various sub-assemblies including engines, propellers, radiators, wheels and cannons. Moreover, on June 23, 1943, German bombers heavily damaged Factory No. 292 which delivered the majority of Yak-1s. Six days later the assembly line was running again...

More difficulties were met during combat deployment. Low level of material quality resulted in plywood being torn off the wings.

Production of the Yak-1 ended in July 1944 with a total of roughly 8,700 examples built.

The subvariant that was unofficially designated Yak-1b had a new bubble canopy with a cut down rear fuselage. Armor was increased and the fuselage ShKAS machine guns were replaced with a single 12.7 mm Berezin UBS machine gun. The new variant was powered by a Klimov M-105PF engine with better low-altitude performance and an improved cooling system. The first flight took place in June 1942 and series production was launched in August. A total of 4,188 Yak-1b aircraft was built.

Many Soviet pilots achieved significant success at the controls of the Yak-1. They are credited with many aerial victories, and some were awarded the Golden Star of the Hero of the Soviet Union.

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 započatím 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  
OHNOUTOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽNOTCH  
ZÁREZREMOVE  
ODRÍZNOUTAPPLY EDUARD MASK  
AND PAINT  
POUŽIT EDUARD'S MASK  
NABARVIT

PARTS



DÍLY



TEILE

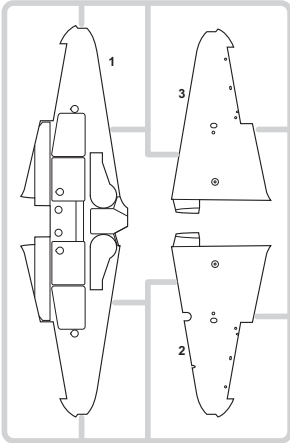


PIĚCES

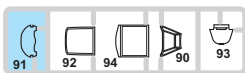


部品

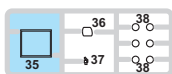
A&gt;



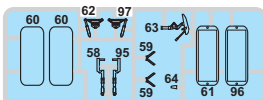
E&gt;



F&gt;

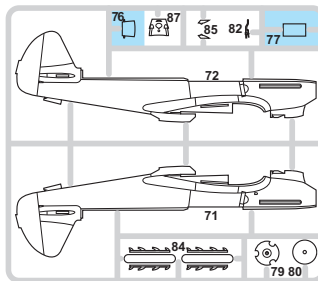


G&gt;

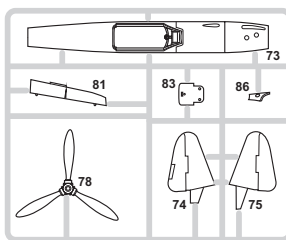


PLASTIC PARTS

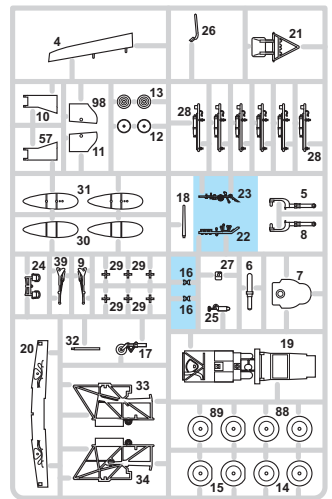
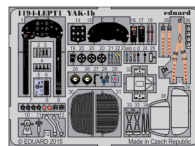
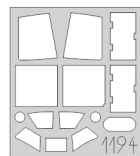
B&gt;



C&gt;



D&gt;

PE - PHOTO ETCHED  
DETAIL PARTSeduard  
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



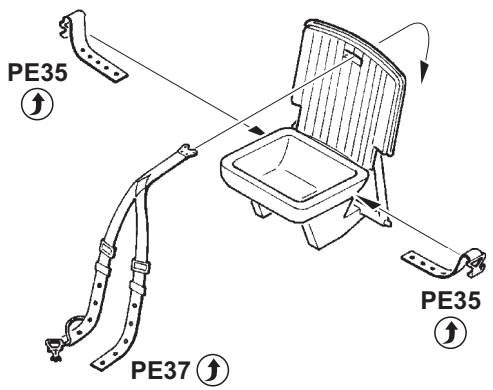
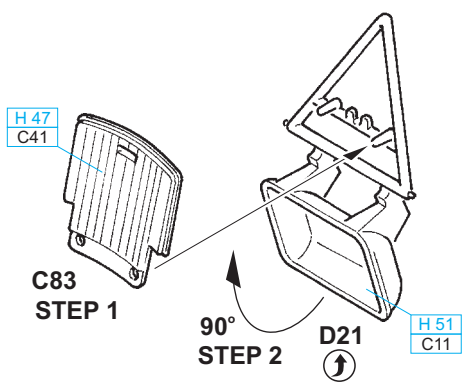
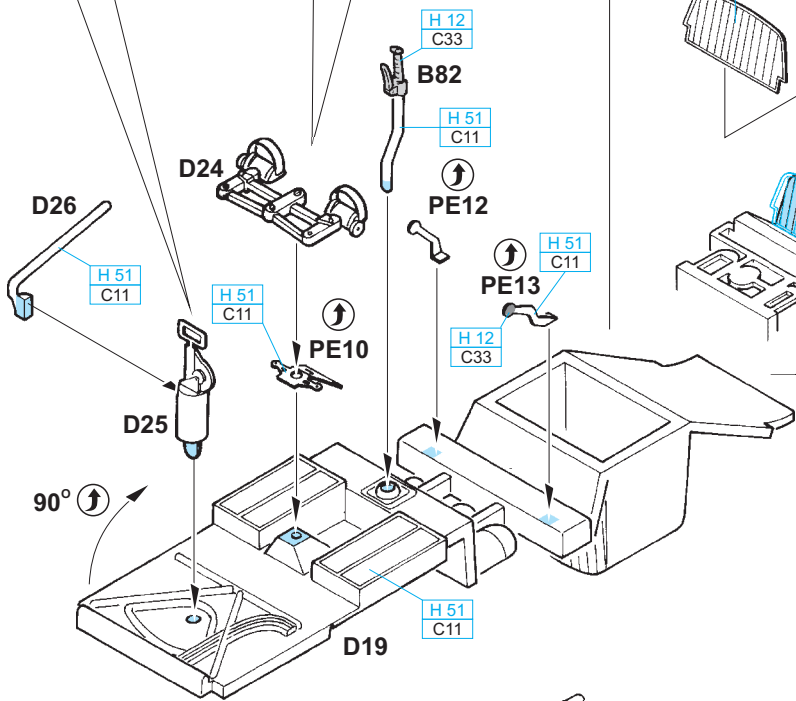
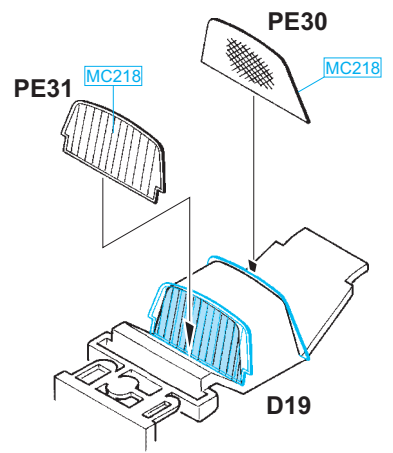
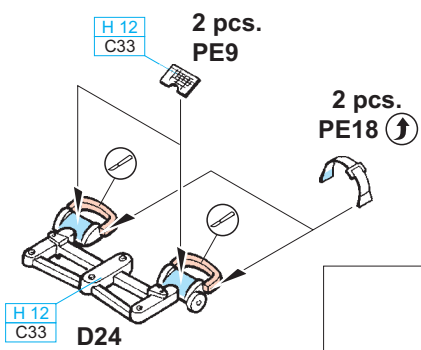
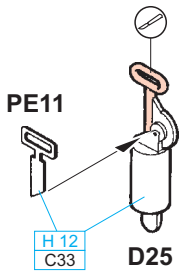
PEINTURE

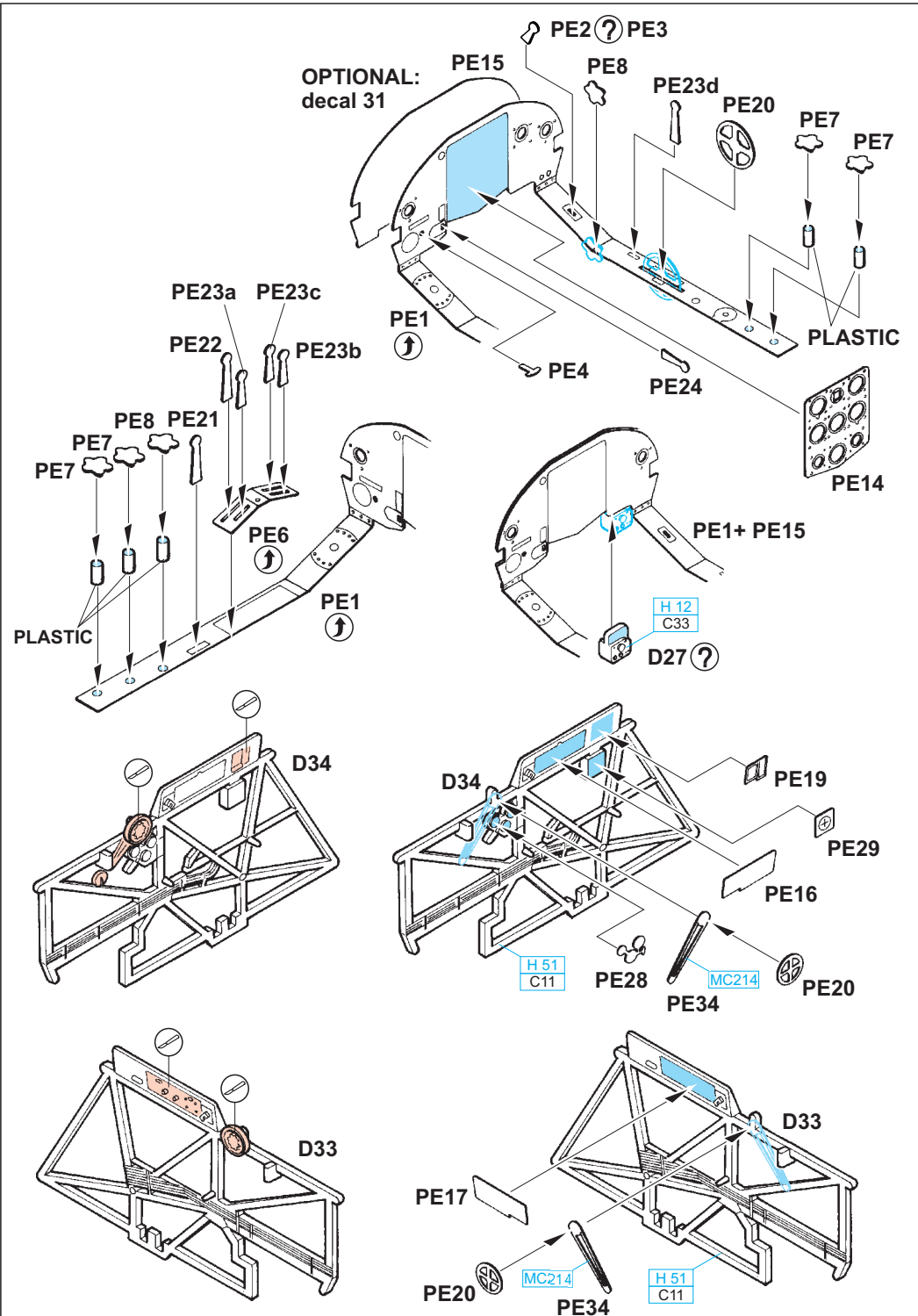


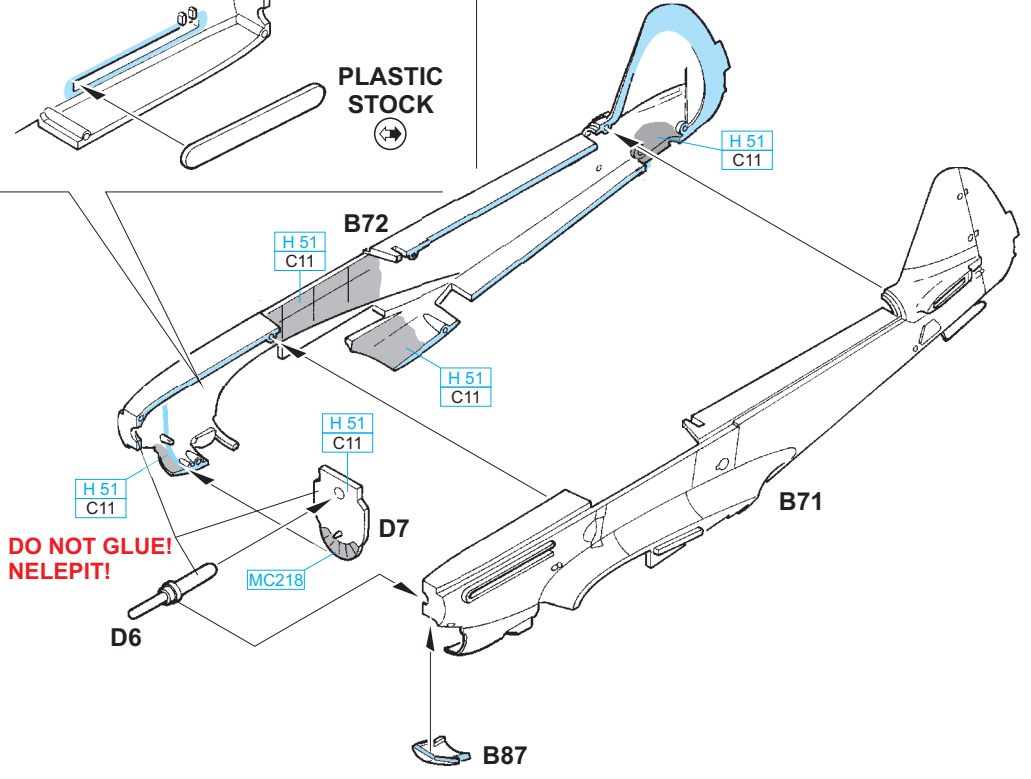
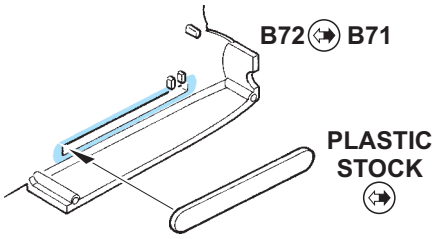
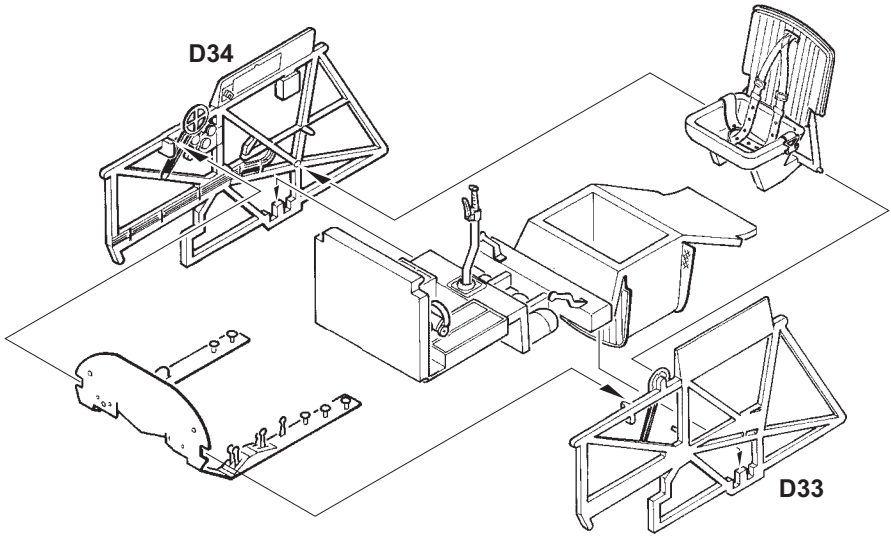
色

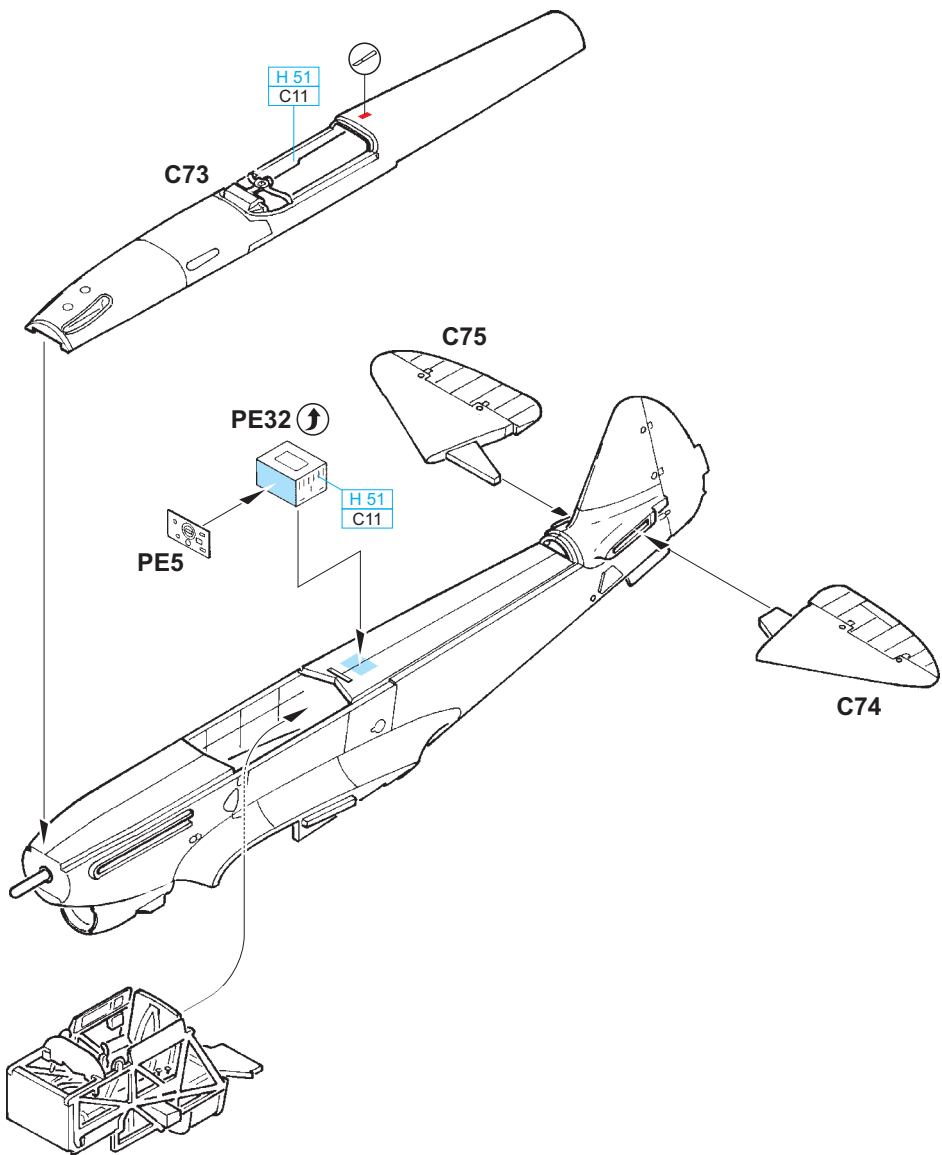
GSI Creos (GUNZE)		
AQUEOUS	Mr.COLOR	
[H 3]	C3	RED
[H 8]	C8	SILVER
[H 11]	C62	FLAT WHITE
[H 12]	C33	FLAT BLACK
[H 33]	C81	RUSSET
[H 47]	C41	RED BROWN
[H 51]	C11	LIGHT GULL GRAY
[H 77]	C137	TIRE BLACK
[H 81]	C55	KHAKI
[H 90]	C47	CLEAR RED

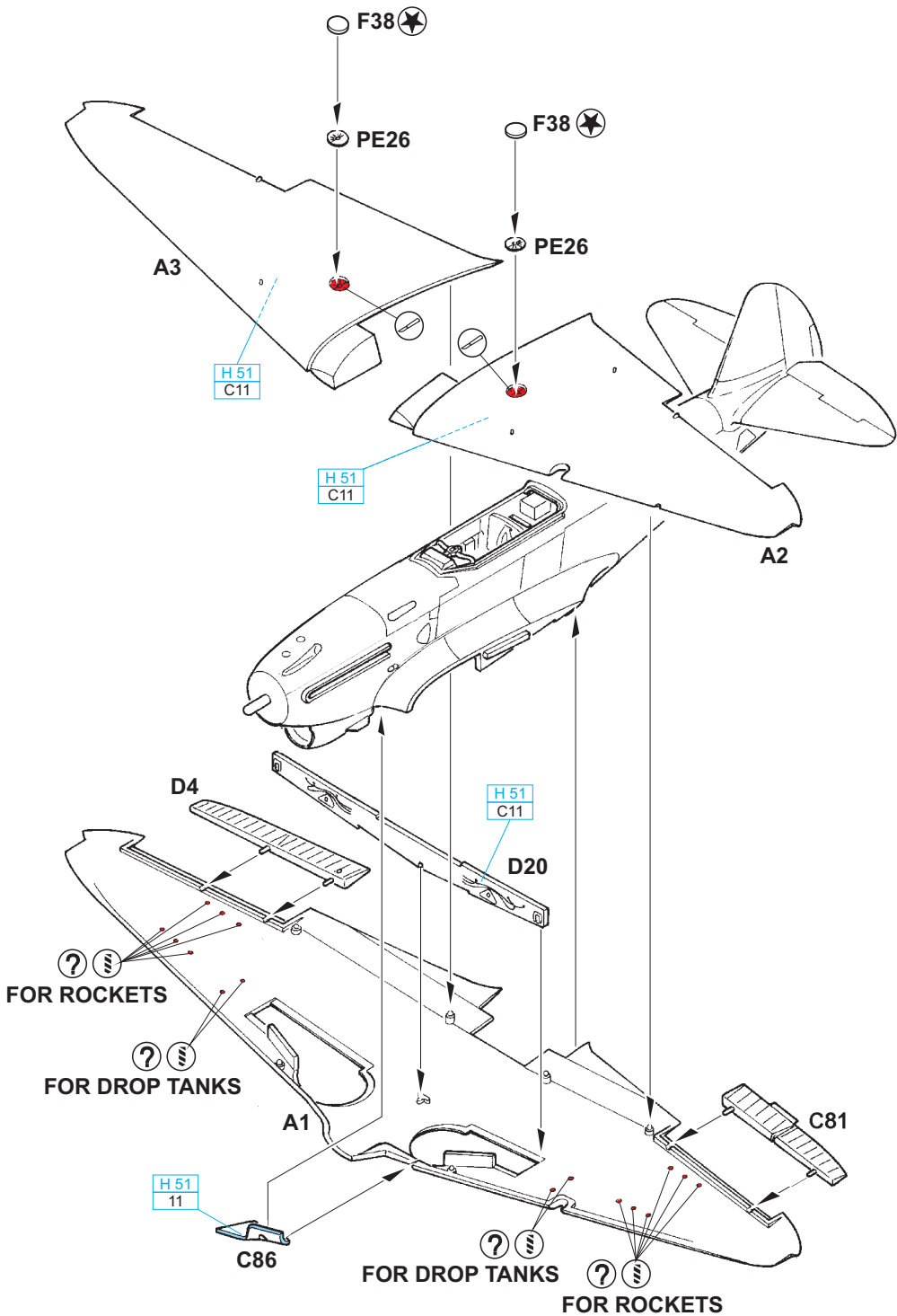
AQUEOUS	Mr.COLOR	
[H 04]	C138	CLEAR GREEN
[H 317]	C317	GRAY
[H 320]	C320	DARK GREEN
[H 323]	C323	LIGHT BLUE
[H 331]	C331	DARK SEEGRAY
Mr.COLOR SUPER METALLIC		
[SM08]		CHROME SILVER
Mr.METAL COLOR		
[MC214]		DARK IRON
[MC218]		ALUMINIUM

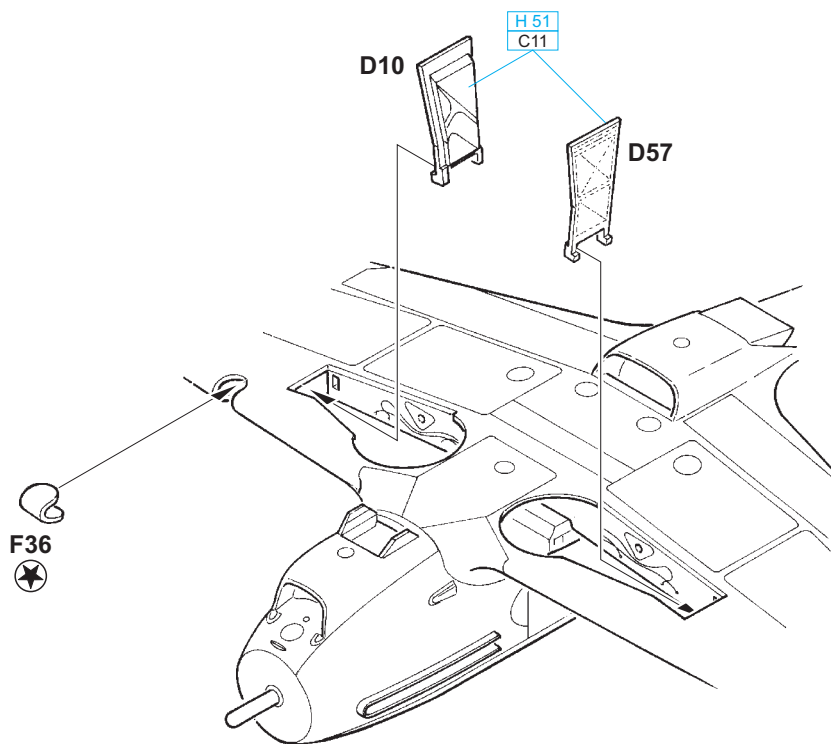
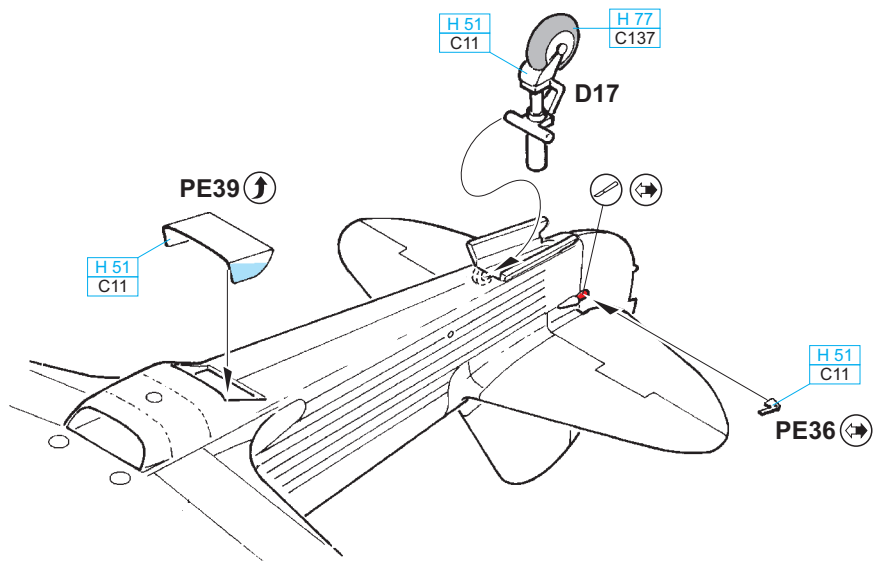




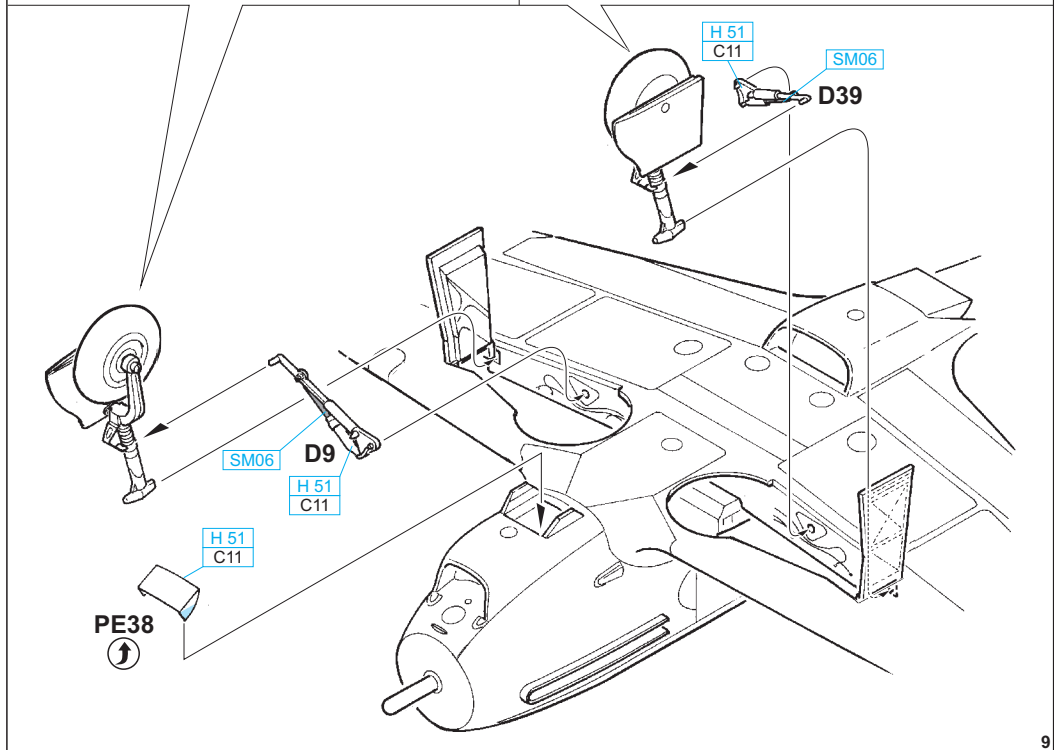
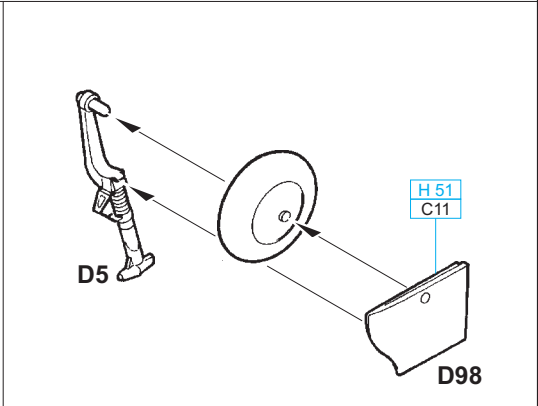
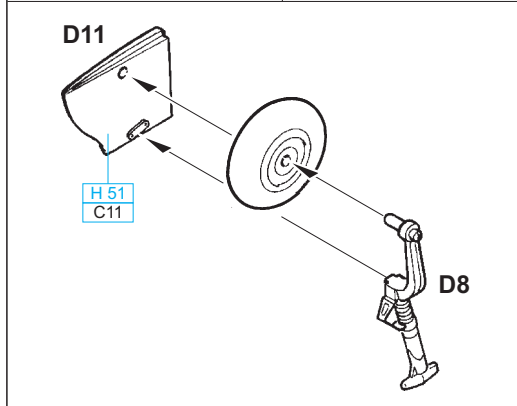
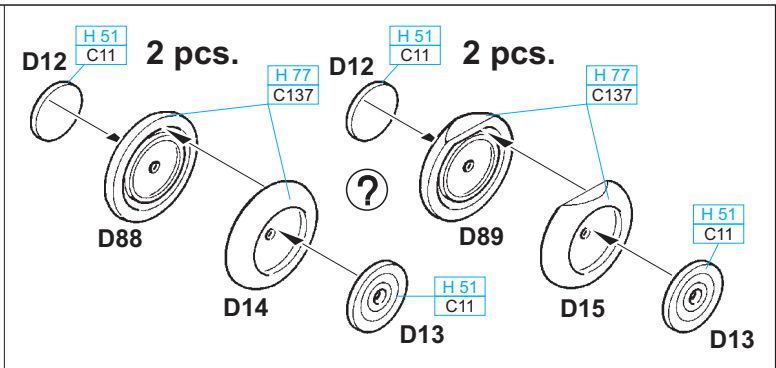
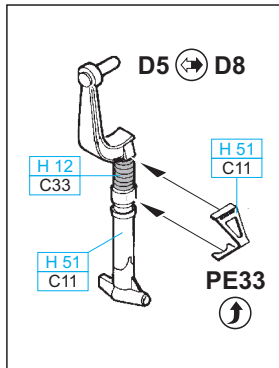


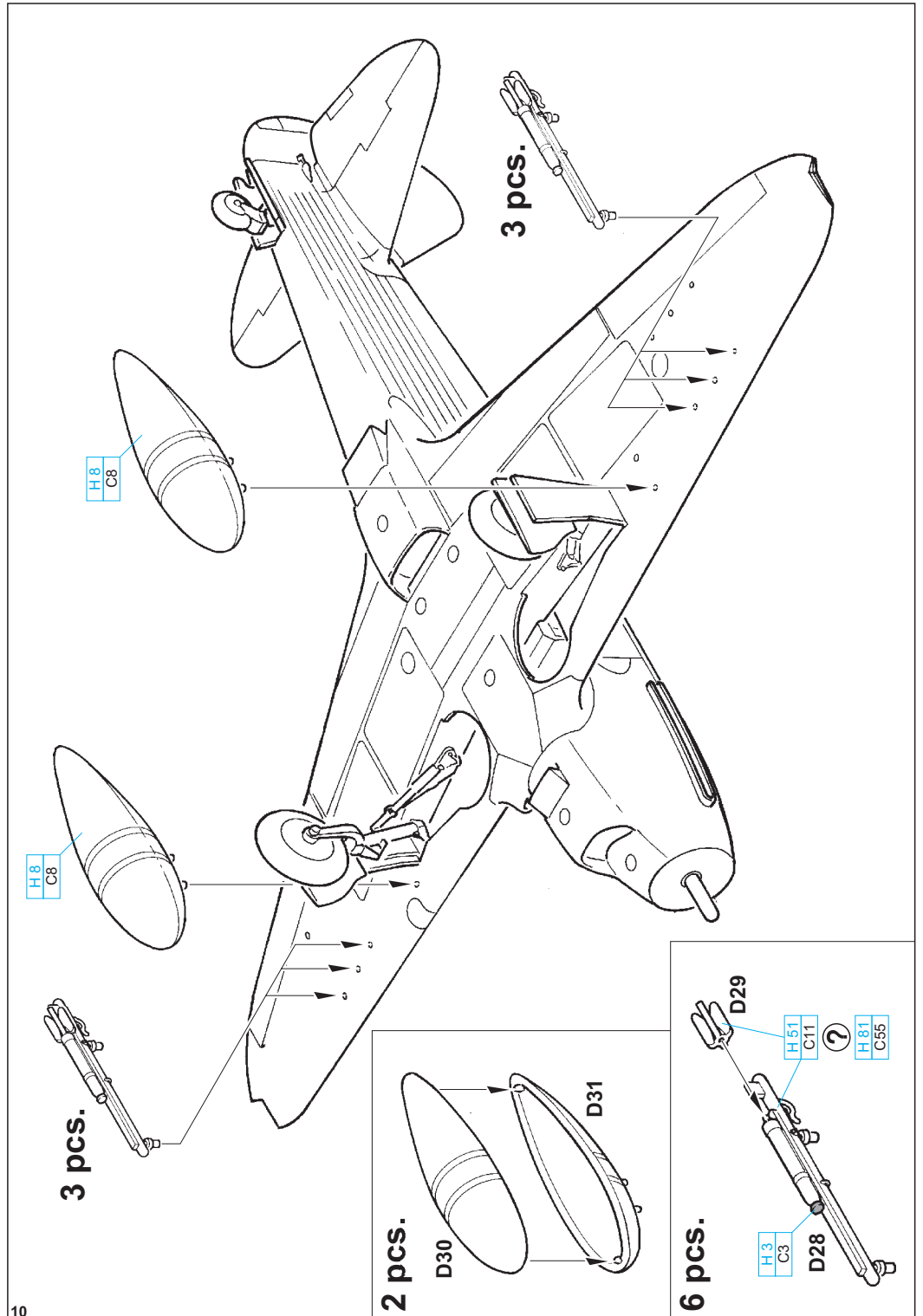


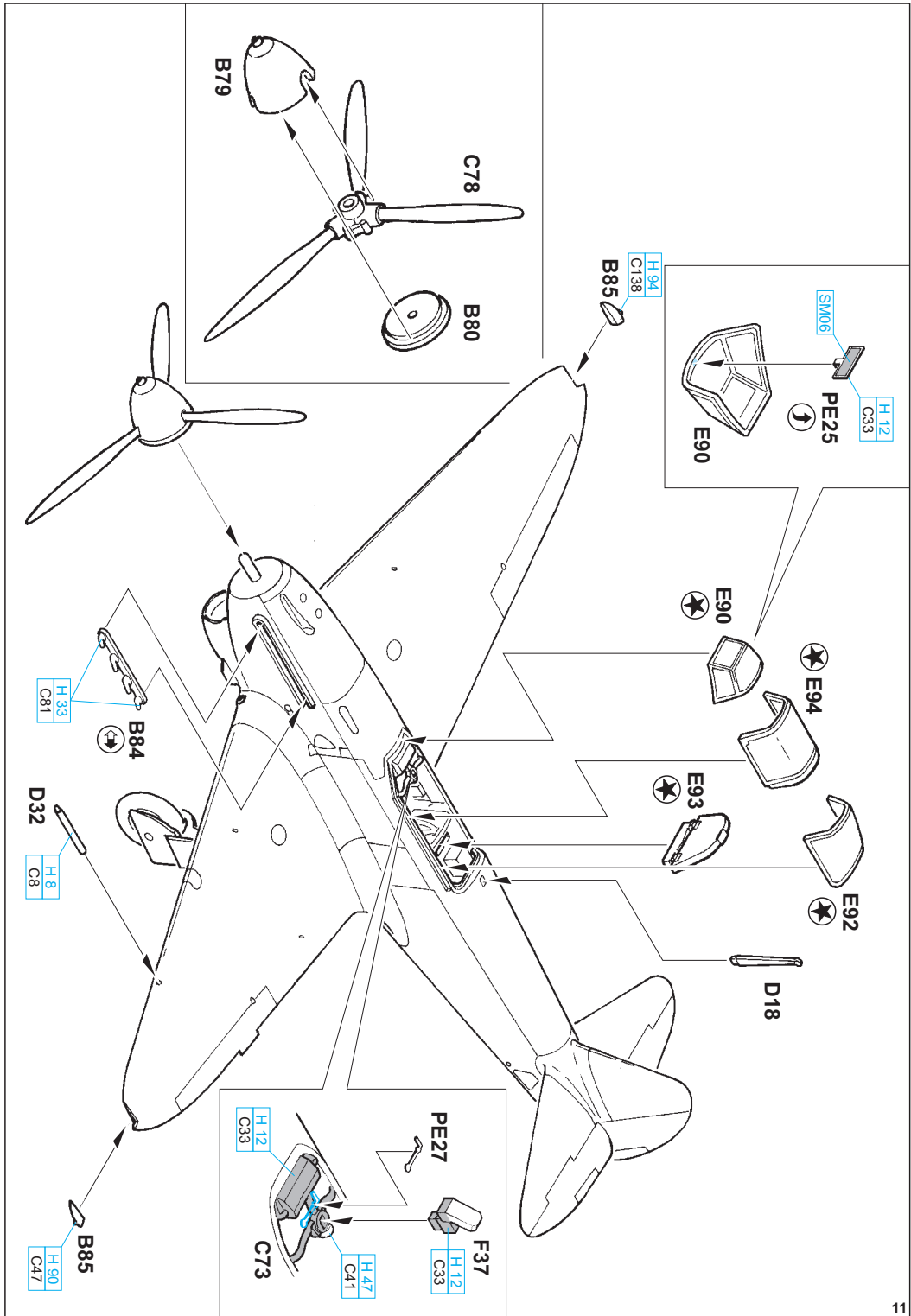




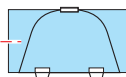
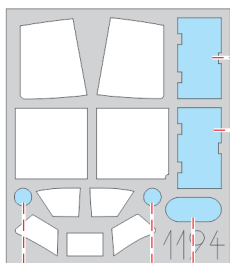
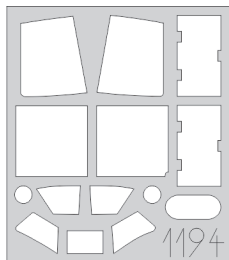




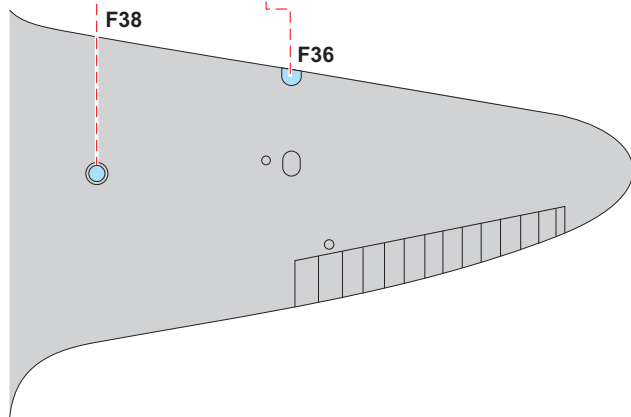




**1194**

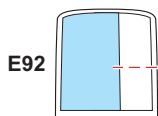


**E93**

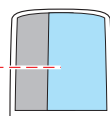


**F38**

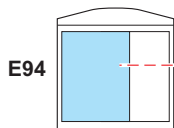
**F36**



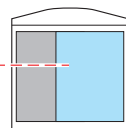
**E92**



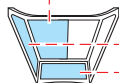
**E92**



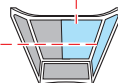
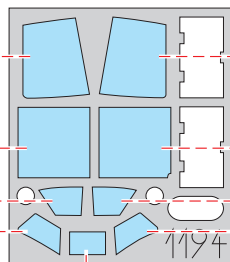
**E94**



**E94**



**E90**

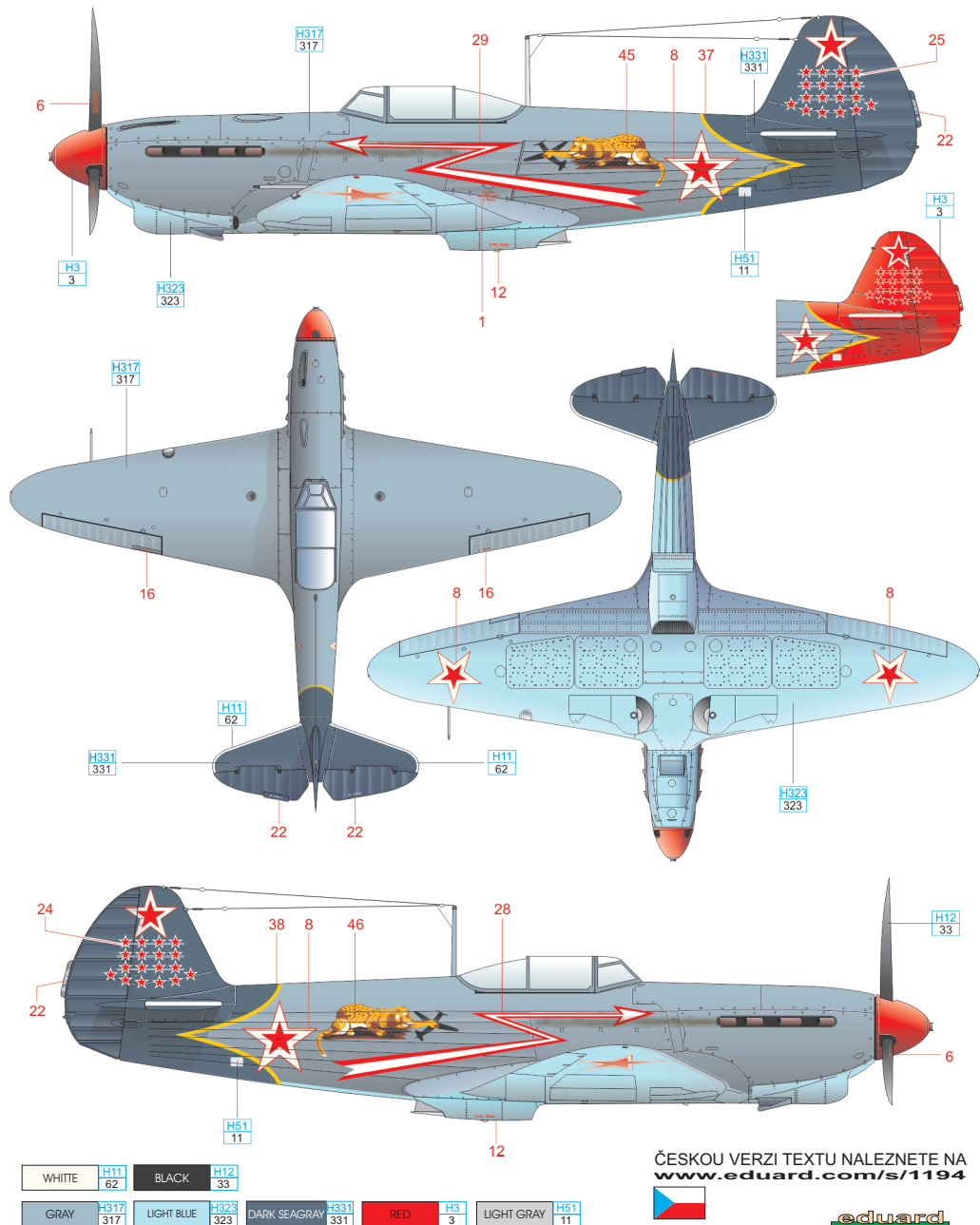


**E90**



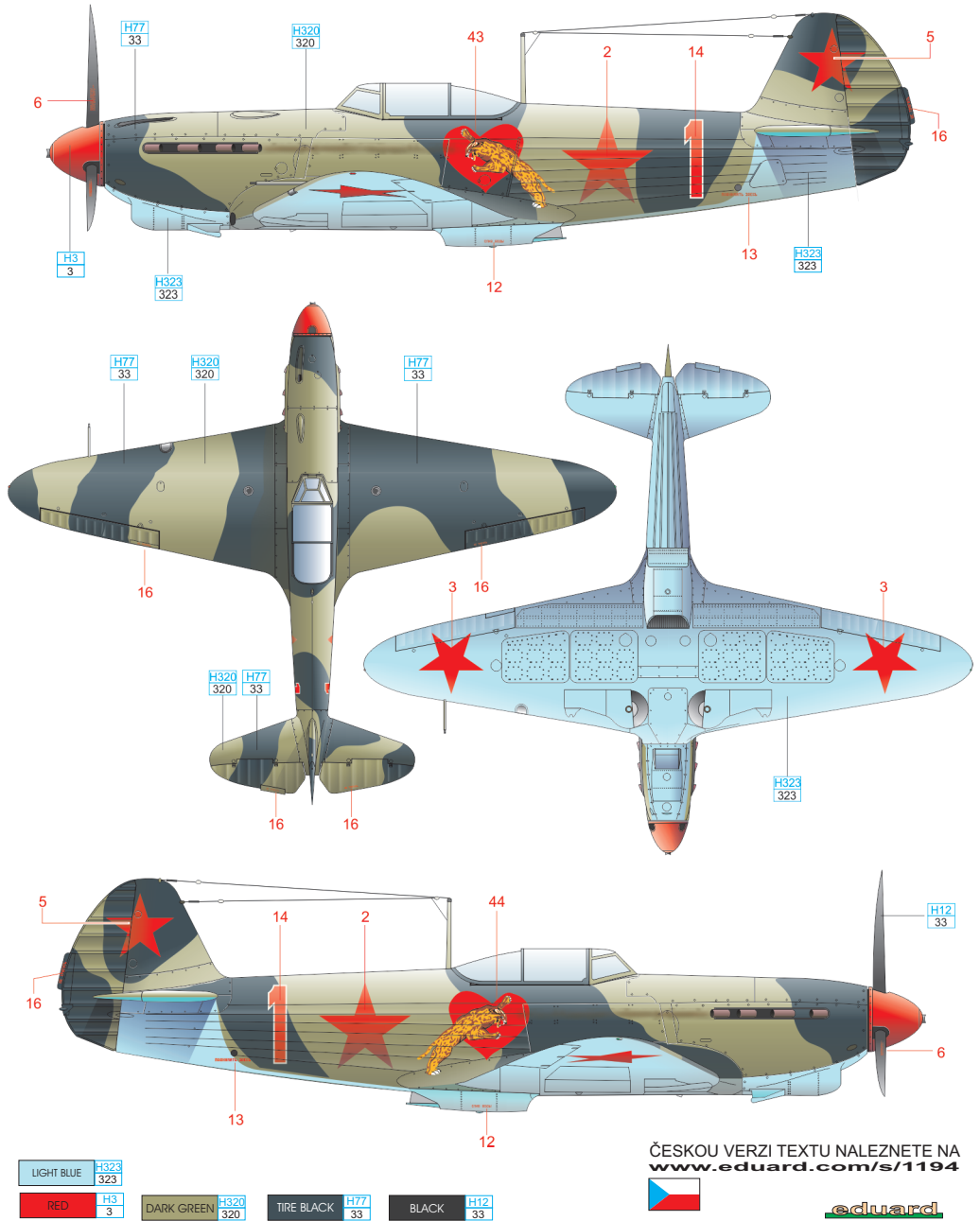
## B Flown by Vladimir P. Pokrovskiy, 2nd GIAP, Northern Fleet, 1944/45

Pokrovskiy achieved 25 victories (13 individual + 12 shared) and was awarded the Gold Star of the Hero of the Soviet Union on July 24, 1943. Although this aircraft is often placed around the spring 1943, the style of the national markings indicates that the picture of this aircraft was taken late in the war, or perhaps even immediately after. The 2nd GIAP flew the Yak-1b, suprisingly, during 1944/45. The exact color of the tail is not known. It was often depicted red but dark grey AMT-12 (or blue) is more likely.



## C Flown by Alexei V. Aleyukhin, 9th GIAP, Spring, 1943

Alexei Aleyukhin, the Flight CO of the 9th GIAP (Guards Fighter Air Regiment) was twice awarded the HSU on August 24, 1943 (after his 17th victory) and on November 1, 1943 (after his 26th victory). His total score was 57 victories (40 individual + 17 shared).



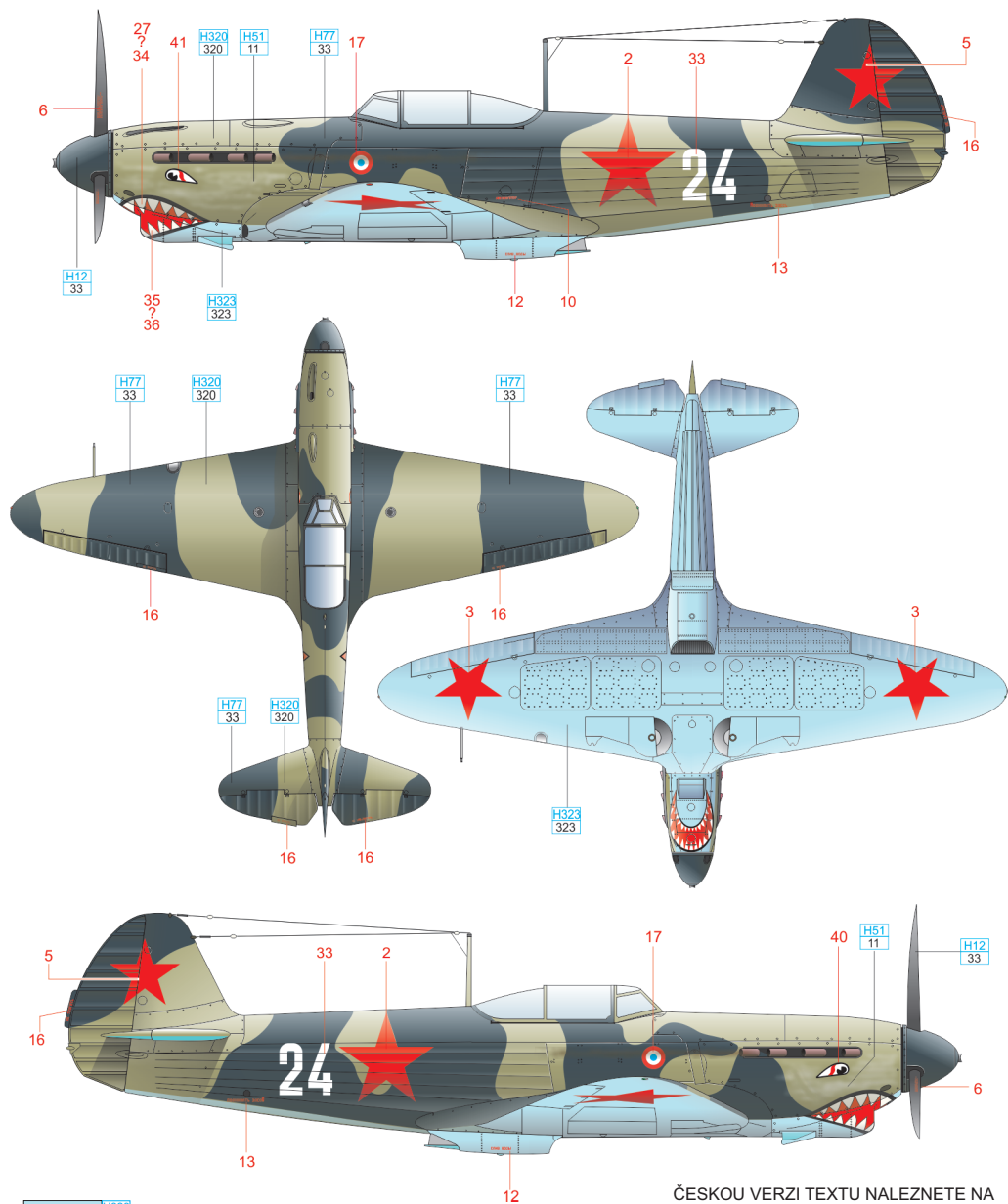
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/s/1194](http://www.eduard.com/s/1194)



**eduard**

## D Flown by Roland de la Poype, GC 3 Normandie, May, 1943

Roland de la Poype achieved a total of 16 aerial victories and was one of four French pilots awarded the HSU (November 27, 1944). GC 3 Normandie was a Free French air regiment operated in the Soviet Union within the 303rd IAD (Fighter Air Division) in 1943 – 1945. The unit name was changed to Normandie – Niemen in 1945.



LIGHT BLUE H323  
323

DARK GREEN H320  
320

LIGHT GRAY H51  
11

TIRE BLACK H77  
33

BLACK H12  
33

ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/s/1194](http://www.eduard.com/s/1194)

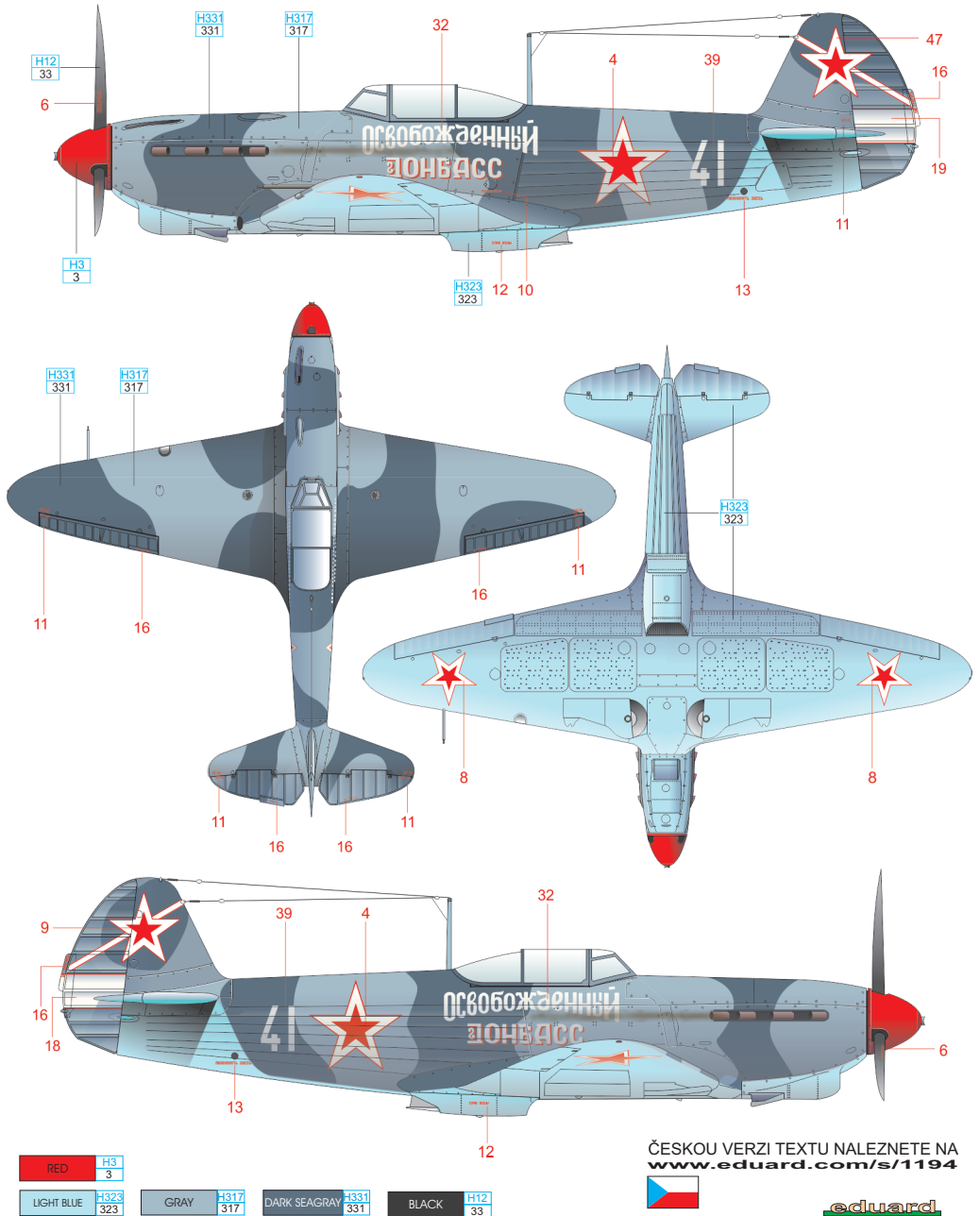


**eduard**



## E 3rd Flight, 267th IAP, Zemun Air Field, Yugoslavia, Early 1945

This Yak-1b from the 267th IAP (Fighter Air Regiment) wore the patriotic slogan Free Donbas. The regiment was redesignated as the 113. Regiment of the Yugoslav Air Force after WWII. The camouflage colors are late war AMT-11, AMT-12 and AMT-7.



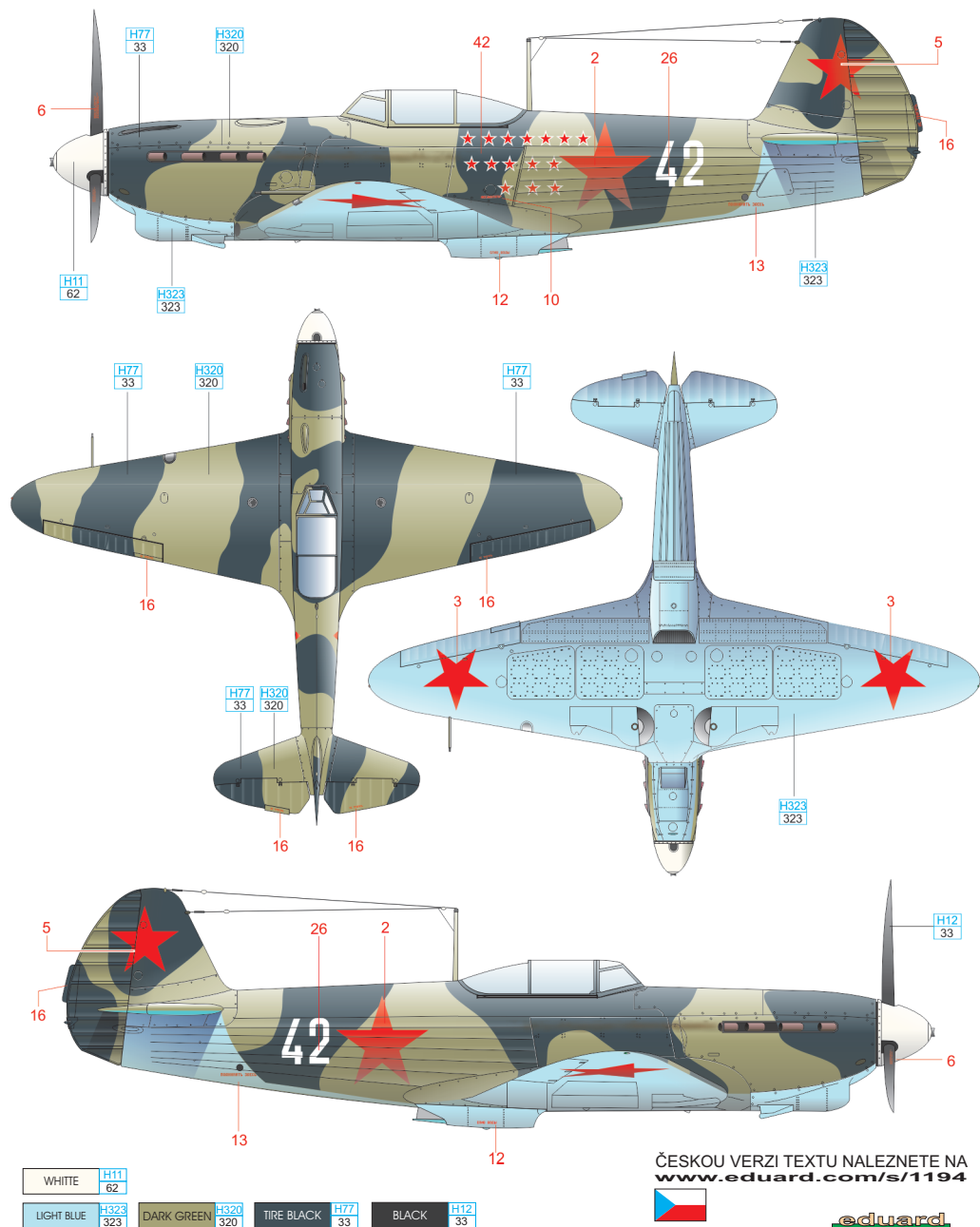
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/s/1194](http://www.eduard.com/s/1194)



**eduard**

## F Flown by Nikolai A. Kozlov, 910th IAP, February, 1943

Kozlov achieved a total of 23 victories (18 individual + 5 shared), with two ramming attacks included in this total. His first such victim was a Ju 88 destroyed in August, 1941. He hit its tail section with the propeller of his MiG-3. The second was another Ju 88 on May 25, 1942, its rear fuselage was destroyed, again, with the propeller of his MiG-3. Kozlov was awarded the HSU on February 14, 1943. Kozlov served in the Soviet Air Forces until the late sixties, flying the MiG-21 and MiG-25, before the end of his career.



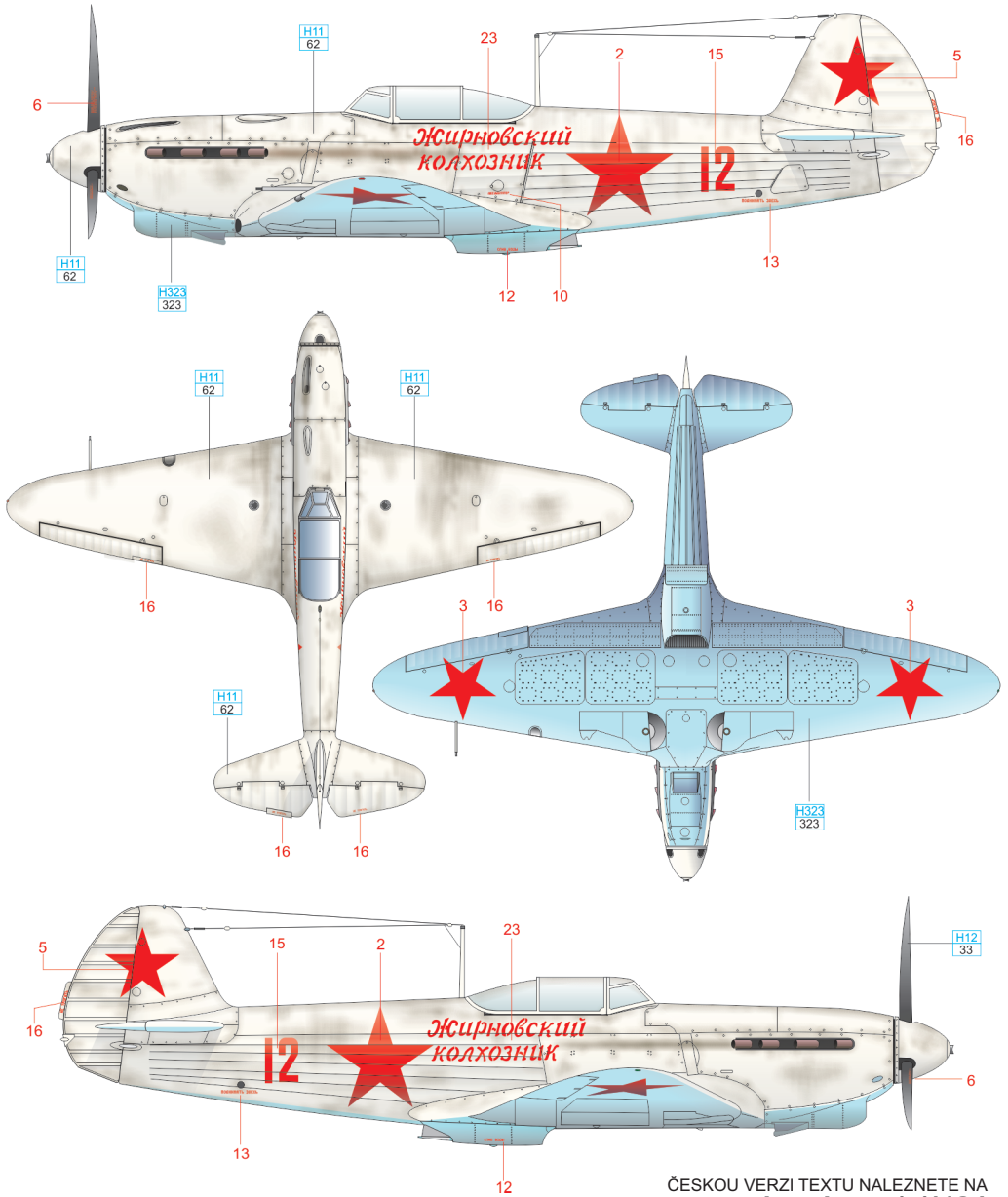
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/s/1194](http://www.eduard.com/s/1194)



**eduard**

## G Flown by Pavel P. Karavay, 897th IAP, 288th IAD, Winter, 1942/43

There is a great deal of confusion surrounding the number of Karavay's victories and the total ranges from 16 to 38. We trust it stands most likely at 23 (16 individual + 7 shared), as noted in Karavay's biography. He was awarded the HSU on August 8, 1945.



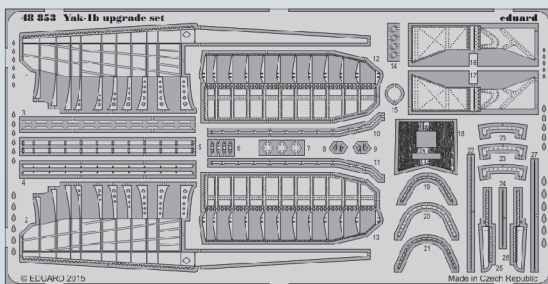
ČESKOU VERZI TEXTU NALEZNETE NA  
[www.eduard.com/s/1194](http://www.eduard.com/s/1194)



**eduard**

# YAK-1b upgrade set

Cat. No. 48853



## related products - kits

### I-16 Type 17

ProfiPACK



1:48 SCALE  
PLASTIC KIT

eduard

Cat. No. 8146

### Yak-3

ProfiPACK



1:48 SCALE  
PLASTIC KIT

eduard

Cat. No. 8089

### Lavochkin La-7

ProfiPACK



1:48 SCALE  
PLASTIC KIT

eduard

Cat. No. 8098



### La-5 1/48

Limited edition

Cat. No. 1184

### I-16 type 16 1/48

ProfiPACK

Cat. No. 8148

