

ModelArt

PRINT & BUILD



1729 parts!

Dual-role fighter

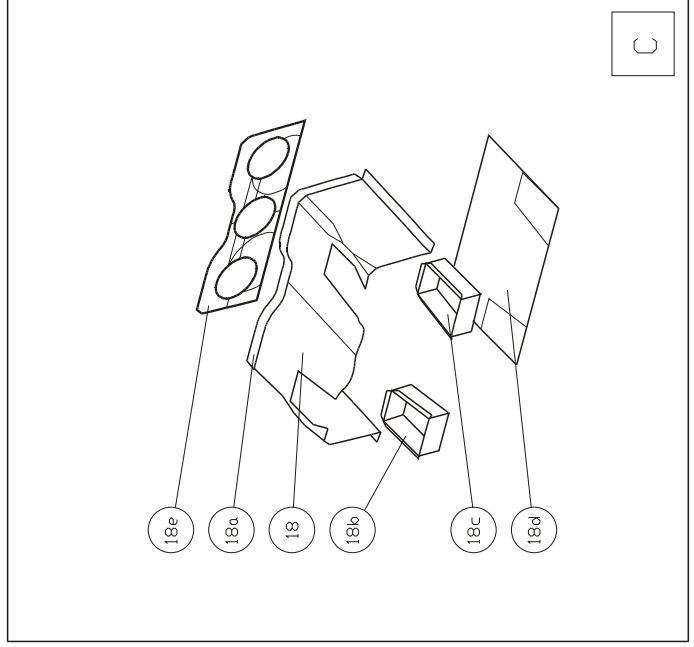
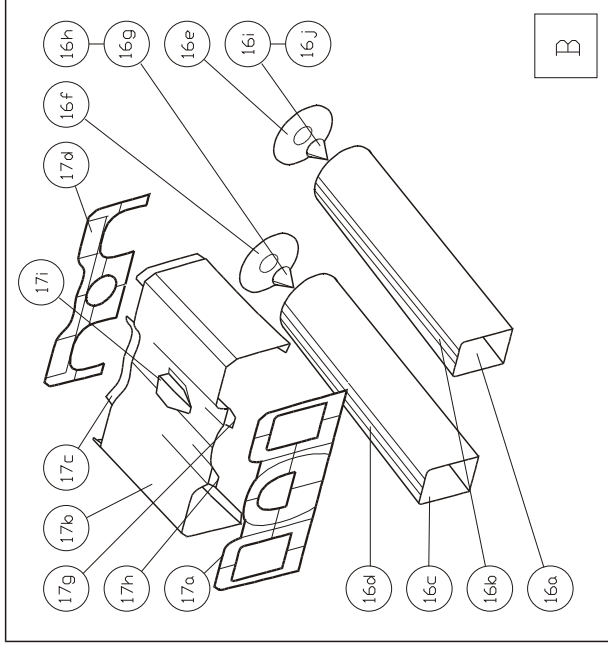
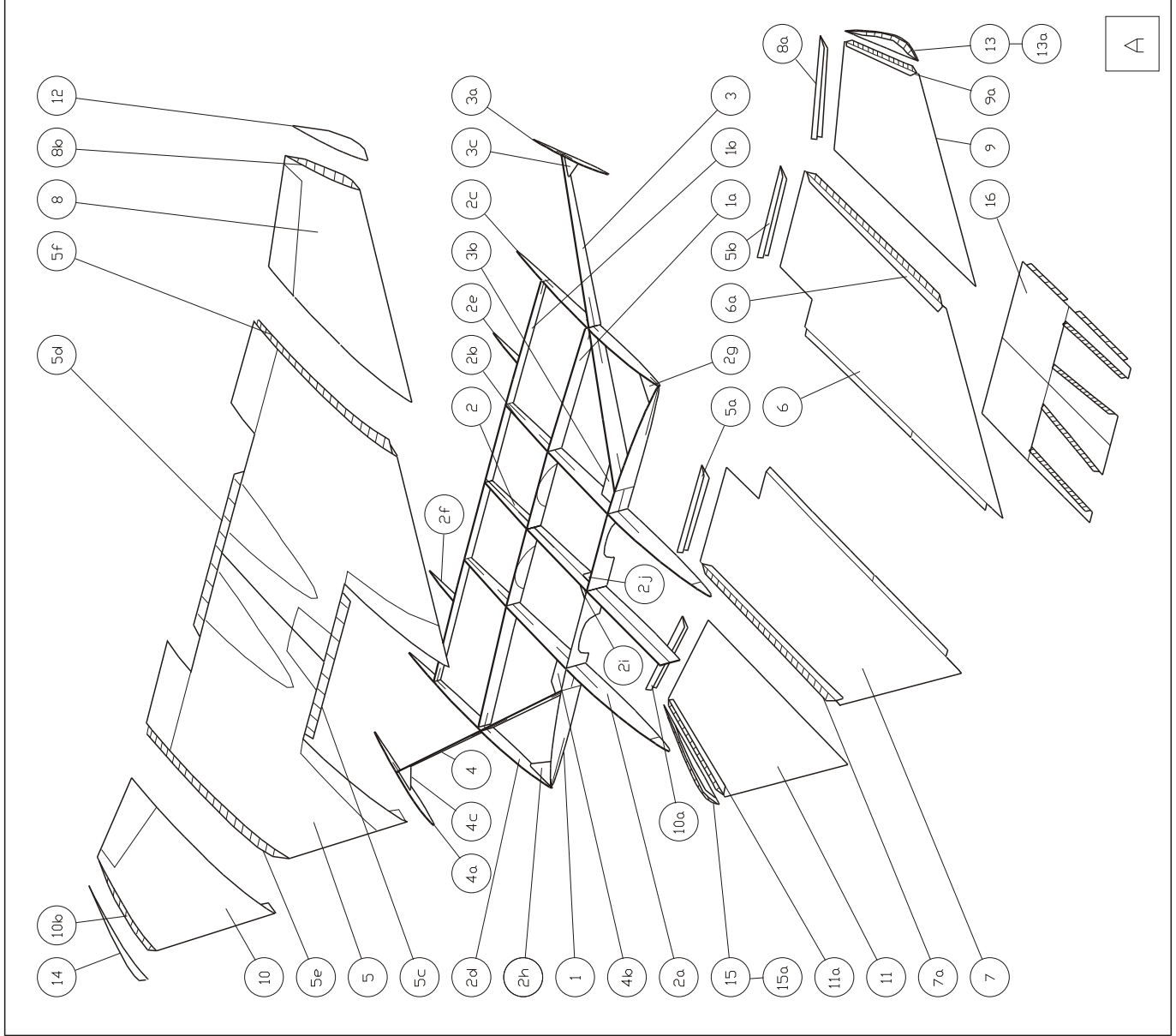
Three air-to-air missiles
Transparent canopy
Detailed interior
LAUNCHER parts

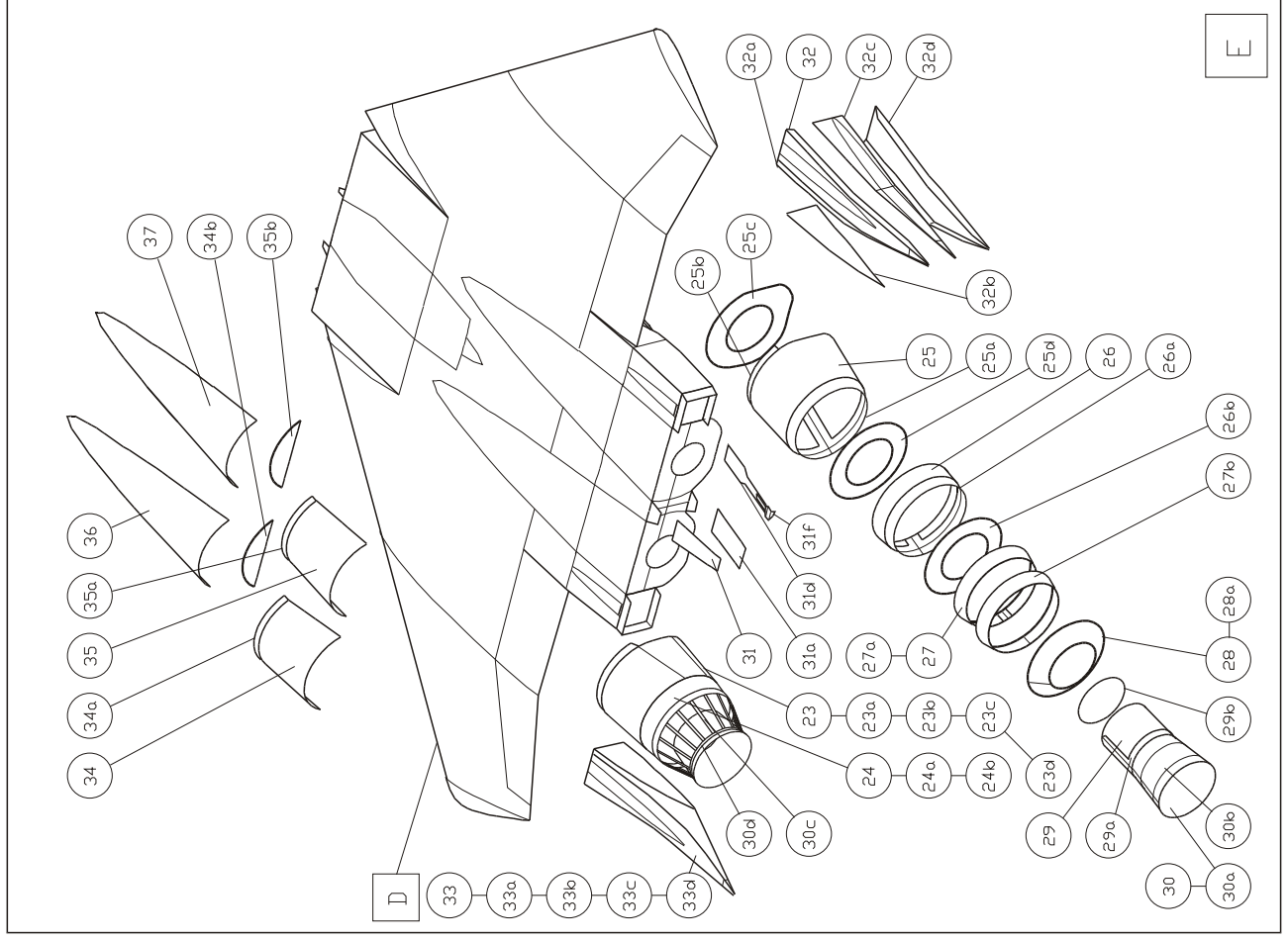
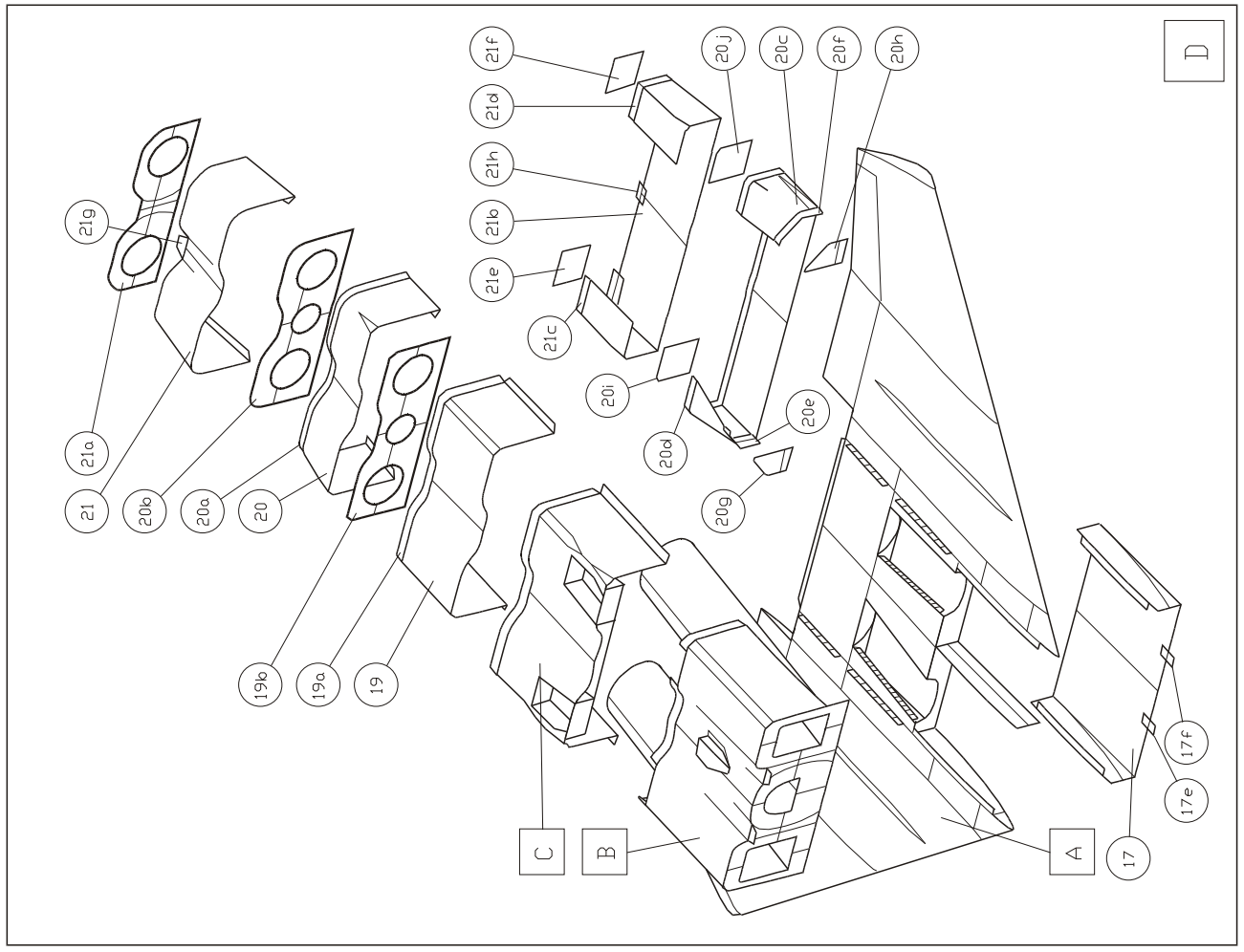
F-15E STRIKE EAGLE

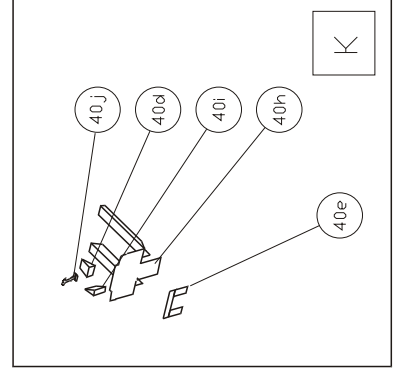
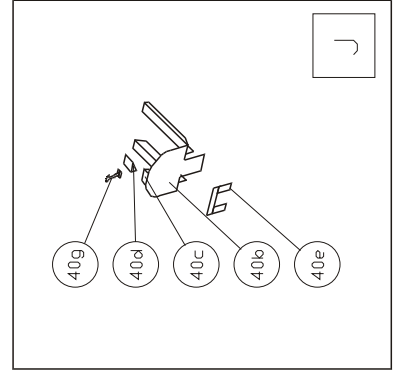
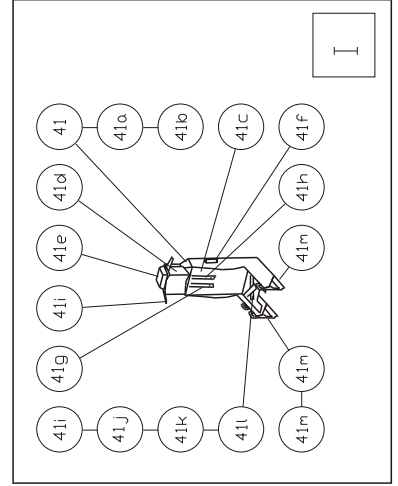
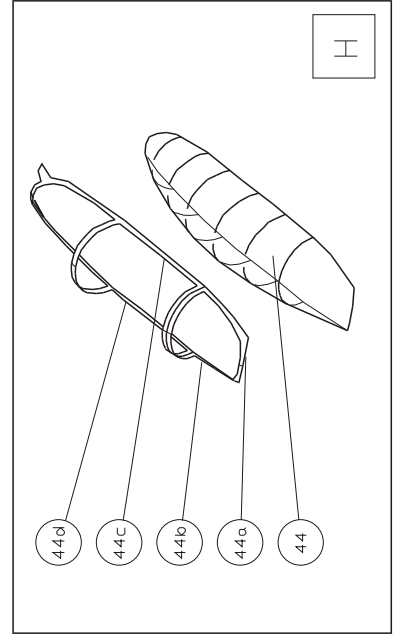
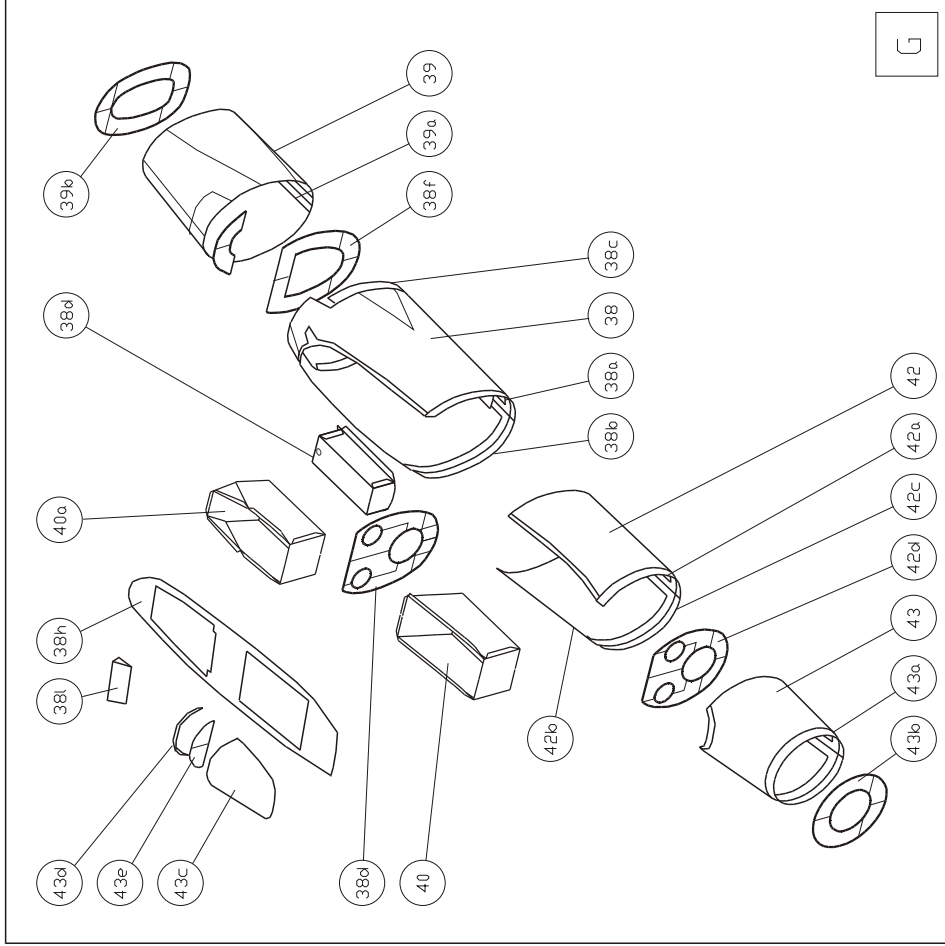
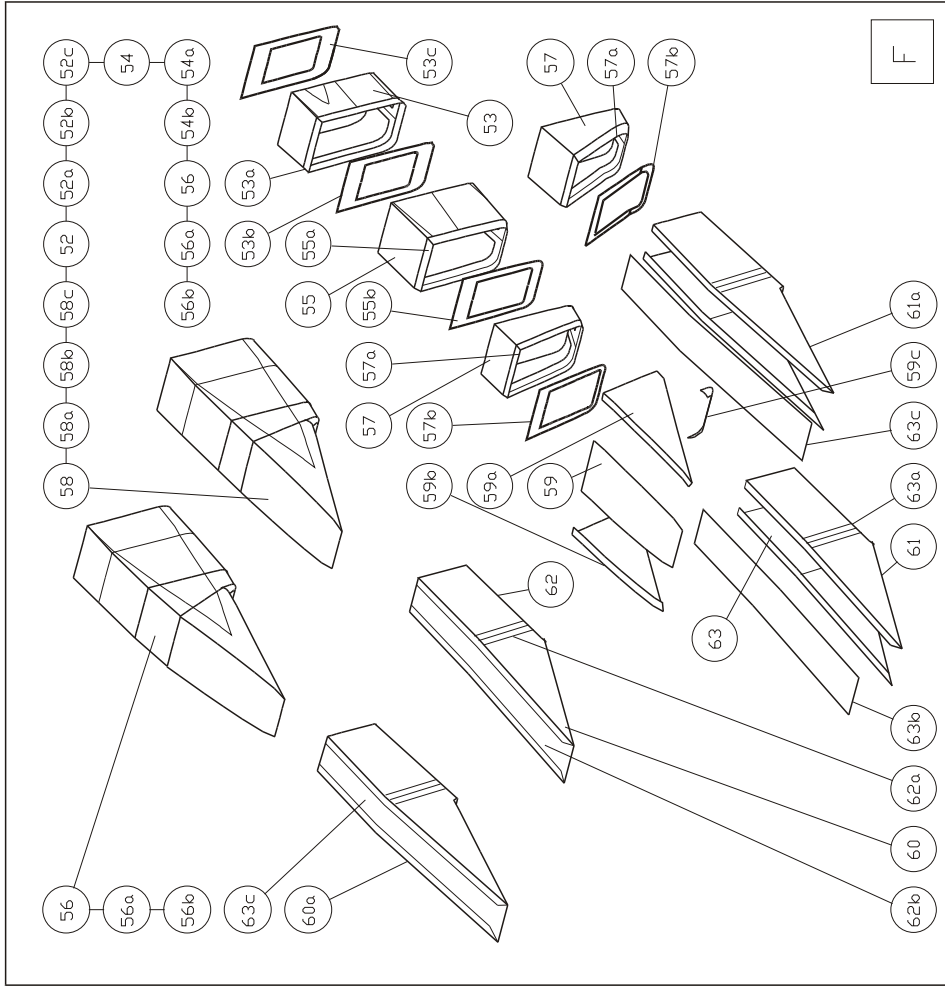
1/32 SCALE PRECISE CARD MODEL

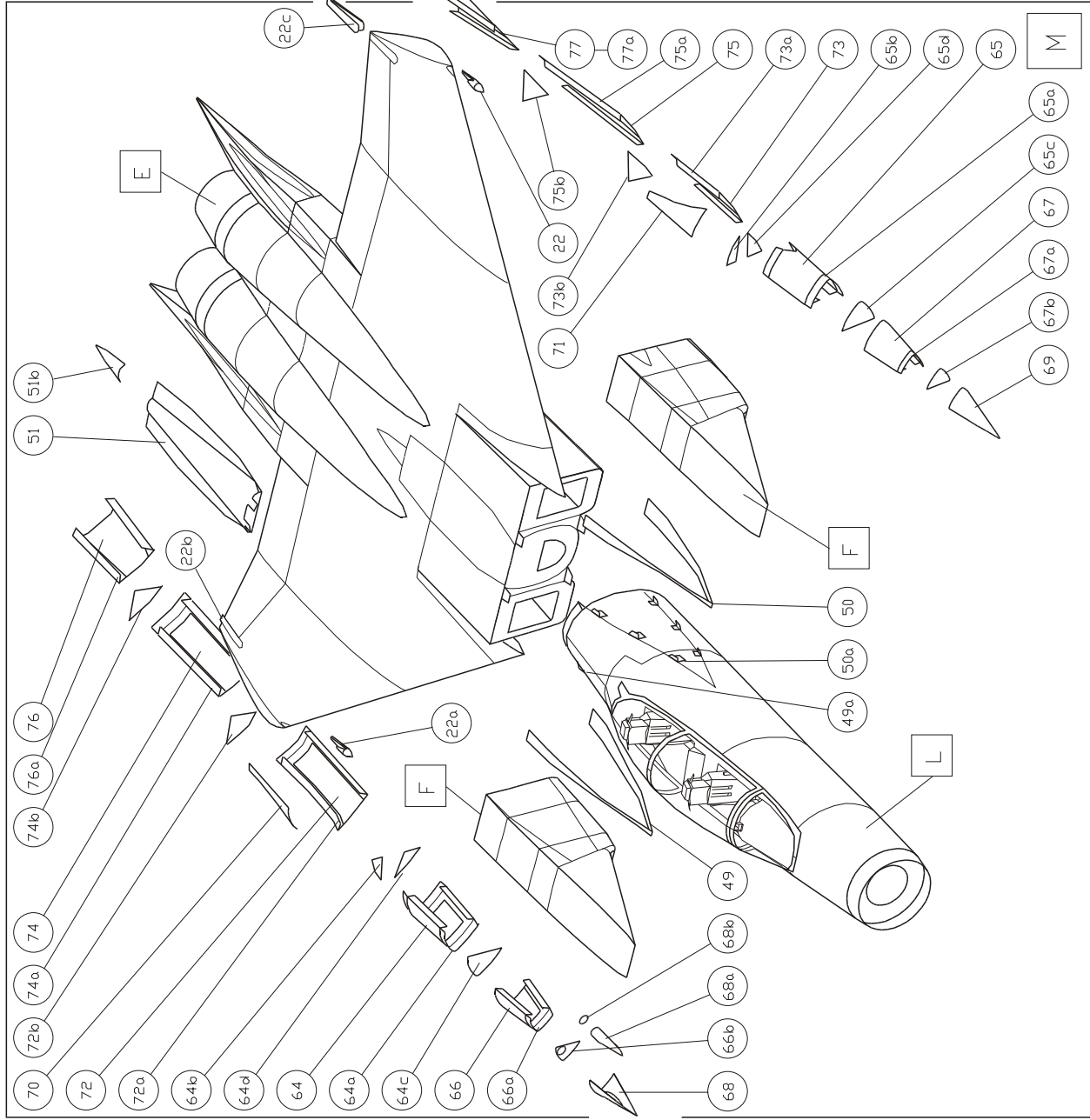
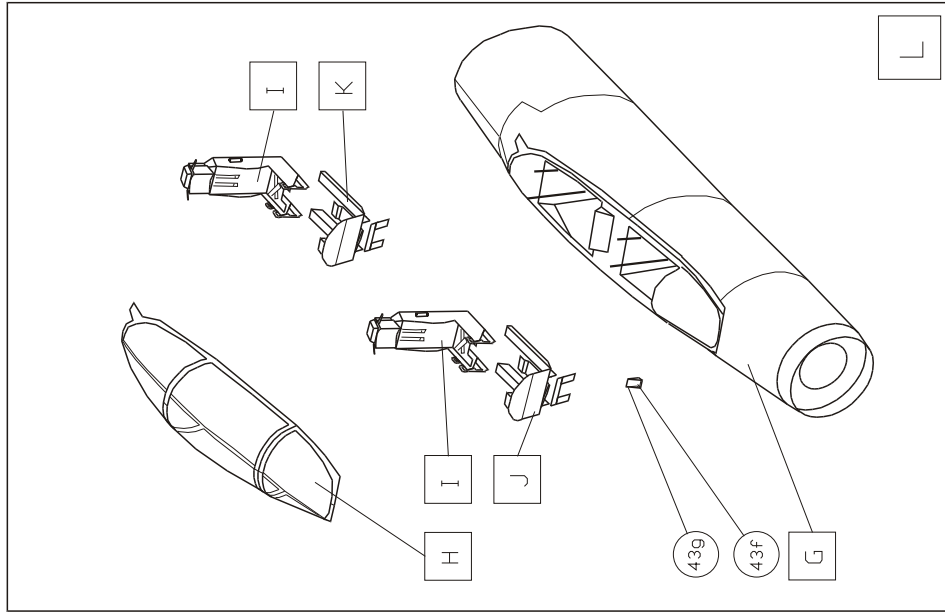
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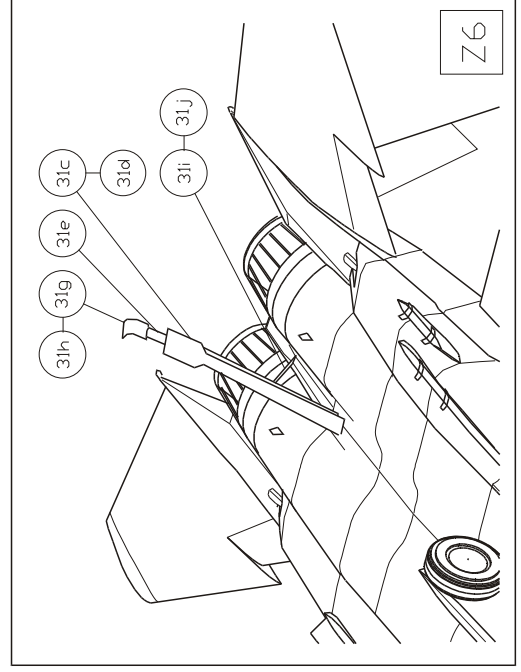
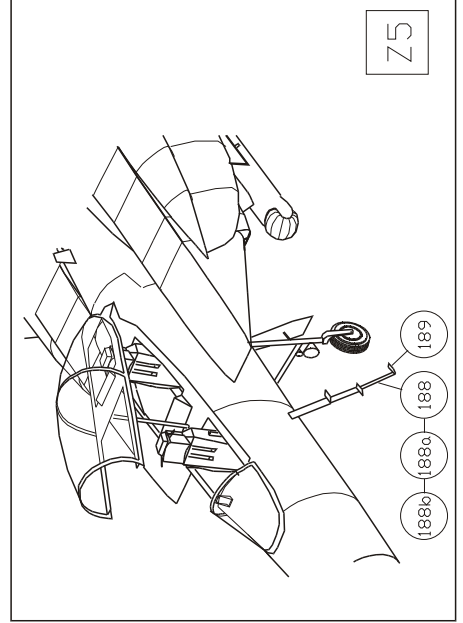
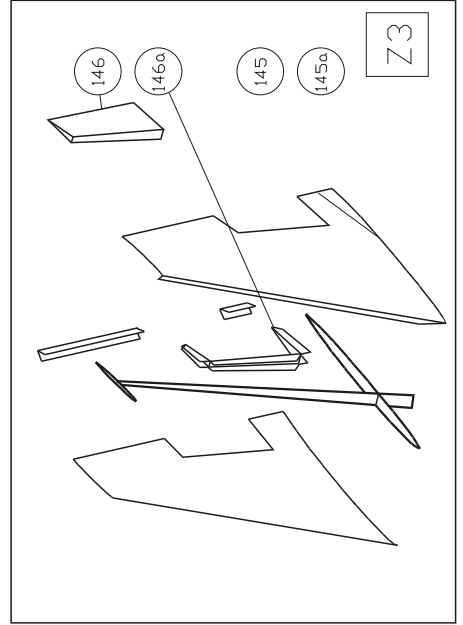
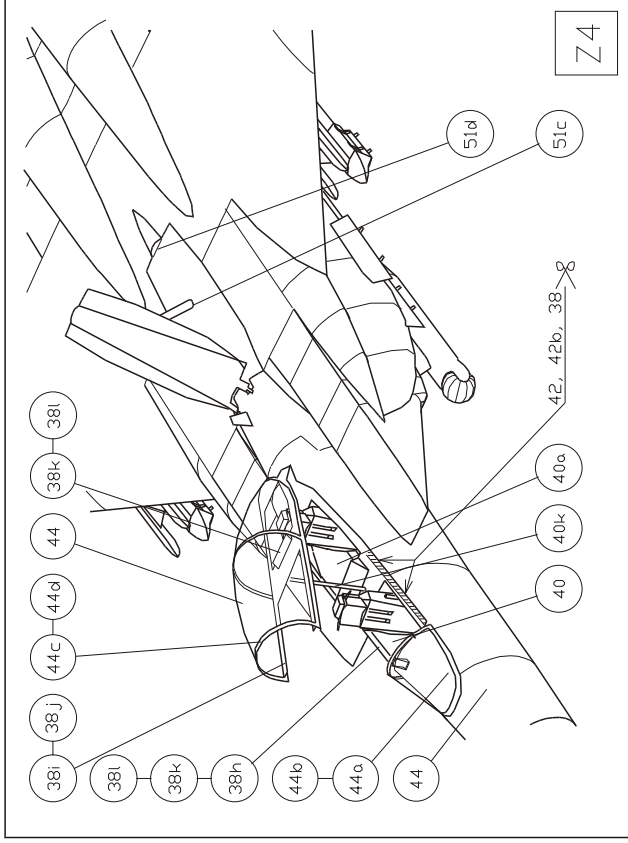
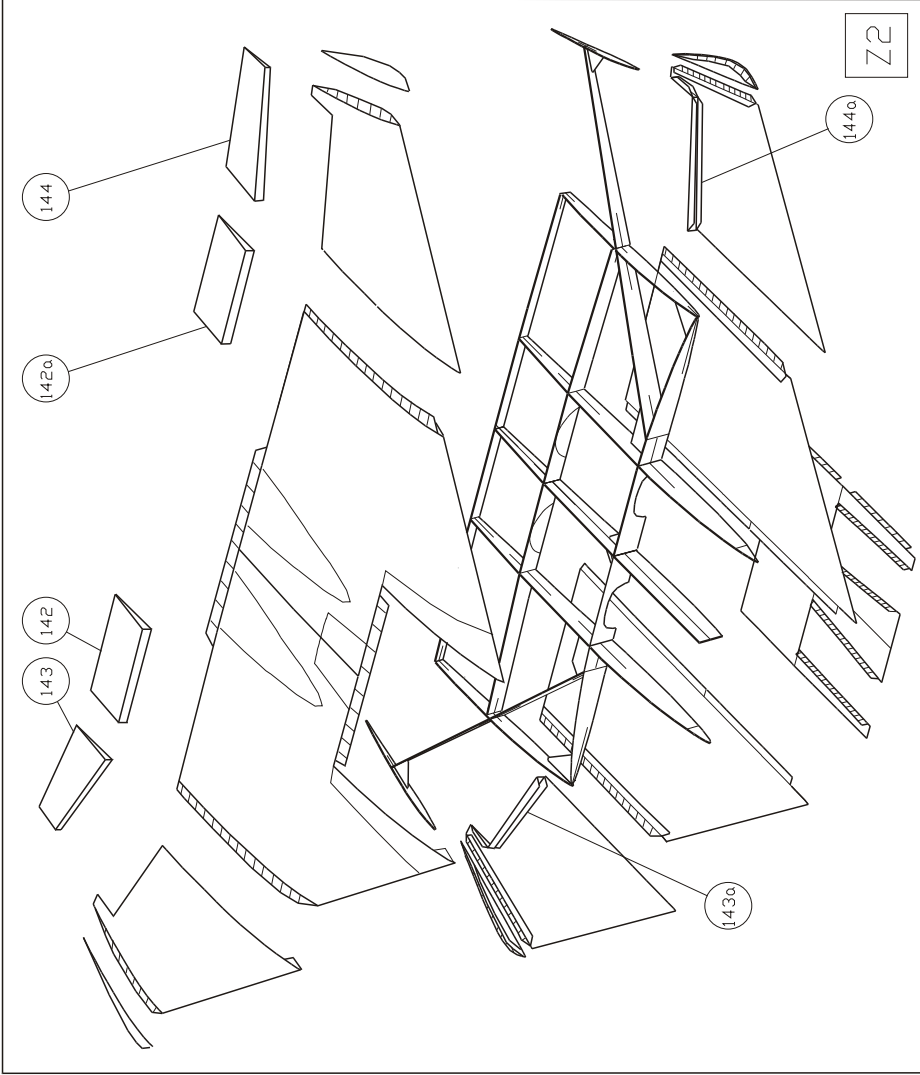
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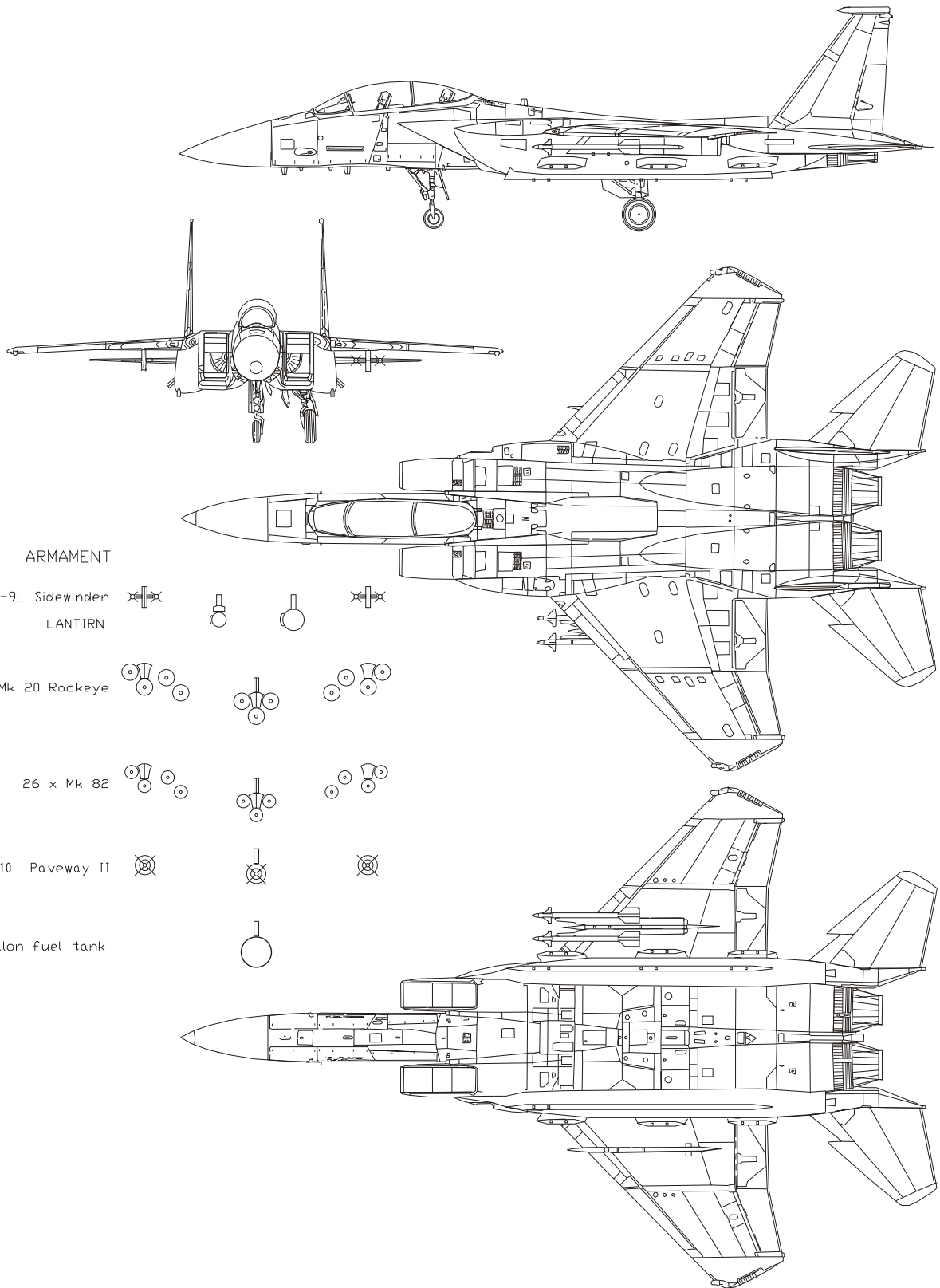












ARMAMENT

4 x AIM-9L Sidewinder
LANTIRN

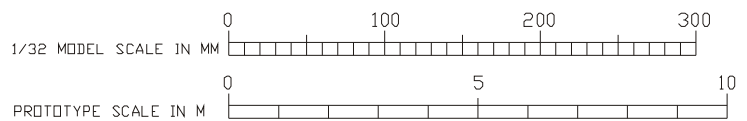
26 x Mk 20 Rockeye

26 x Mk 82

3 x GBU 10 Paveway II

610 gallon fuel tank

F-15 E
STRIKE EAGLE



1/32 Scale F-15 E Strike Eagle

ASSEMBLY INSTRUCTION

The proposed F-15 E Strike Eagle model is comparatively large and with high level of similarity to the prototype. Thus, a special attention and precision in the assembly procedure is required. Except the basic configuration of the model additional options are included - air intakes in lower position, separate flaps, ailerons and rudders, open canopy and speed brake, and few variants of its external armament. The choice for these additional options has to be done before start assembling the model. Study carefully the illustrative drawings, cutouts and present instruction and select the variant. Try to imagine the separate assembly phases and the purpose of each detail.

After the acquaintance with the model, you may start the assemblage. Follow the sequence given in the instruction. Cut the necessary details shortly before using them in order to avoid possible mistakes. Score all fold lines before cutting the details. The places of scoring are marked with small thin lines on the continuation of fold lines outside the parts. Do not be in a hurry with gluing - carefully check and shape the details until obtaining the exact and correct fit. Before starting the work get hold of the necessary tools: scissors, sharp modeling knife, blunt knife for scoring the fold lines, prickler, ruler, nippers and grinding paper. Additional materials necessary for the assemblage are: four sheets of cardboard with thickness approximately 0.5 mm, a piece of wire with diameter 0.6 - 0.8 mm, transparent foil for the canopy. Supply with a proper glue. BISON Clear Adhesive, UHU or similar are recommended as the most appropriate ones. Waterbased glue is not recommended.

Preparation for assembling includes gluing the pages containing the formers and strengthening elements on the cardboard. All details marked with numbers in a thick circles should be fixed on the cardboard as well. The parts with number rounded with dashed circles are for the alternative variants. Those of them marked in thick dashed circles must also be glued on card.

Start with the framework of the wings. Cut parts 1# - 3# and assemble as shown in view A.

If you have chosen version with ailerons and flaps in position different from the neutral, use also view Z2 from the instruction. Pay attention to the differences between them. Watch out for the eventual twisting of the airframe and remove it before the complete drying of the glue.

Continue with the upper and lower parts of the wing. Try to process assembling several times without glue until convince yourself that the fit is correct. Glue the airframe to the upper part 5 and then fix parts 6 and 7. Glue 16 between 6 and 7. Take care of the symmetry of the wing.

Add the wing consoles 8, 9, 10 and 11 to the obtained fit. Pay special attention to the typical twisting of the front edges of the wing tips downwards when gluing. Look for the symmetry of the entire wing. If you have chosen version with separate movable ailerons and flaps, fix them in the end of the entire model assembling procedure.

Assemble the air conduits of the engines to the first stages of their turbocompressors (parts 16#) and the lower part of the fuselage section 17#, following view B. The former 17a has to be strictly planar with precisely cut internal holes. It also has to be glued precisely and strongly enough to the outgoing edges of 17b, 16a and 16b. Later, the forward part of the fuselage and air intakes must be glued in a frontal position to the prepared detail /former to former/. Don't hurry with gluing the air conduits to the cross-section 17a. Assemble the fuselage section 18#. If you like to prepare the model with a landing gear in a down position, fix the bays 8b and 18c on their places. If you find it easier glue 18 to 17 first, and then fix 18d and air conduits 16. Strengthening element 18d is intended for avoiding deformation of the section due to the weight of the model. It is possible to build the model without air conduits 16#. In that case the internal holes in the former 17 a shouldn't be cut.

Continue with assembling the central part of the fuselage, fixed to the wing, following view D. Glue the upper part of section 17 to the front central part of wing A. Then glue groups B and C. Note that the former 17a should coincide strictly with the front part of 17. Add sections

19, 20, and 21. The assembling requirements for section 21 are the same as for 17. The former 21a has to be strictly planar and glued strongly enough on the rear side of 21 and 21b.

Assemble the engines' cowlings 23#-27# using view E. Provide strong and exact fixing of formers 23c and 25c to the forward edges of 23 and 25. Note, that all F-15 E fly without "turkey plates" which are intended as cowlings of the engines' nozzles. Assemble the nozzles 29#, 30-30b and insert them in part 28 and then in the engine cowlings. Cut 30b to thin stripes and glue them as shown on view E. When all the 30b are on their places, glue 30c.

Fix the engines to the fuselage by gluing each to other formers 23c, 25c and 21a, then glue the cowlings 31#, 34# - 37# to group D.

Assemble the consoles of the tail wings 32 and 33. Gluing them to the rear part of the fuselage is recommended to be done after assembling the vertical stabilizers which can be used as a guide template for fixing them in correct position.

Leave for a while the prepared group E and direct your attention to the air intakes. Their assembling sequence is shown on view F. When selecting their position, take into account that the air intakes are in lower position on the ground only in case of working engines. Forming and assembling of the air intakes should be done very carefully, because it is necessary to form both their external and internal surfaces. All internal holes and formers have to be cut precisely in order to provide possibility to insert freely the internal walls of the air conduits.

First of all assemble the external surfaces of the air intakes 52-59, keeping the strict coincidence of the markers. The backward formers have to be glued strictly and strongly to the back sections 52 and 53. The most difficult operation is to insert the internal parts 60-63. Try first to insert the details without gluing upper plates 62/63. If you find it easier, first glue the lower parts on their places and after that continue with the upper ones. The air intakes should coincide exactly with the crosssection 17a of the fuselage.

Continue with the transparent glazing of canopy /view H/. You may cut it from transparent foil using the template provided on page 7. Cutouts are precise enough to ensure forming

and assembling of the canopy glazing with almost invisible borders between the separate segments. You may also prepare the canopy glazing by vacuum or hot forming or buy a ready one if you prefer a model with completely clear canopy. Assemble the cutout of the canopy 44 using easily removable masking tape on the internal side to connect temporarily the separate segments. Glue from the outside parts 44a - 44d. Store the canopy in the cardboard tube with a proper diameter in order to keep the oval shape until gluing to the fuselage. Remove the masking tape shortly before the canopy montage. The canopy formers 44g,h are intended for opaque /non-transparent/ canopy only.

The front part of the fuselage assembling, illustrated on view G is next. You can choose between variants with open or closed canopy. In case of open canopy cut the marked areas on parts 38, 42, 42a, and use alternative parts, marked with dashed circles for 38h, 40 and 40a.

Follow the central lines of symmetry and do not allow twisting during the assembling. Backward former 39b needs to be glued strongly enough exactly on the rear edge of section 39. Position with the same attention all other strengthening elements exactly on the sticks between the separate segments. Have in mind that any inaccuracy will create problems with the assemblage of the details from the interior of the cockpit and landing gear.

Assemble the pilots' seats and cockpits' interior as shown on the views I, J and K, and position them in 40 and 40a. Then, after some "dry" experimenting, carefully glue the cockpit H on its place to the fuselage /view L/.

Now start the preparation for assembling the group M. You will need the template from page 27 for the correct gluing of the nose part of the fuselage to group E. When gluing the nose part of the fuselage L to E apply the template to the lower line of symmetry and control the angle of gluing of the nose part until complete drying of the glue. Keep the vertical plane of symmetry and do not admit twisting. This step is determinative for the final view of the model. After fixing the nose part in a correct position, glue to it cowlings of the system for eliminating the air intake boundary layer - parts 49 and 50. Install the air intakes F. Press them firmly while gluing

and look for the symmetry. Finish the assembly of group M gluing the cowlings of the machine gun, the refueling system /parts 68-71/ and the underwing cowling panels 72 - 77. The speed brake 51 may be fixed either in open or in slimmed position.

Having the experience obtained during the wing preparation, the assembly of tail wings and fins will not be a problem for you. Refer to view N and O for their assembling sequence. If you like separate rudders look at view Z3.

Continue with the FAST packs /parts 152 - 169/. Assemble them, using view R, testing every step for the fitting to fuselage. Then glue the prepared tail consoles to the fuselage, using the vertical stabilizers as templates, strictly keeping their angles of montage. Fix the FAST packs on their places, and then complete group R by assembling the nose cone 45# - 48#, loading it with about 6 g weight and gluing the tail surfaces.

The assembling sequence for landing gear in a low position is presented on view P. Prepare the wheels, gluing the wheel's parts 110#, 111# and 112# together. It is important that the wheel thickness must be as shown on page 27. After drying of the glue round the wheels using sandpaper and paint the tires in black, using ink or proper paint. Prepare the landing gear base from wire and then assembly the landing gear - parts 98# - 109#. It is recommended a silver self-adhesive foil to be placed on the internal surfaces of the taxiing lights 108, 109 and on the hydraulic rods on parts 98, 99, 105. Also parts 107e, f are recommended to be made from transparent foil. Refer view Z1 for installing the landing gear on the model.

For achieving more realistic view of the model you may use wheel stoppers 110g, that are also supplied in the kit. Note that the stoppers for every wheel are connected with laces, that can be modeled with threads. You also can make the arresting hook in down position, using alternative parts 31# as shown on view Z6.

Preparation of the underwing weapon pylons will not be a problem for you. Do not forget to shape the formers according to the wing, FAST packs and fuselage profiles in a way to provide gluing exactly on the ribs of the corresponding details.

Only assembling of the LANTIRN pods,

external fuel tank and weapons left. The way of assembling is traditional and does not require additional comments. You can choose a variant of armament using the prototype drawings supplied in the kit. Note that additional armament schemes are possible. For example, for long range dual missions the armament may consist of two GBU10 Paveway II laser guided bombs on wing racks for primary target, 12 Mk 82 Iron bombs on the FAST packs racks for secondary target and one 610 gallon external fuel tank. Four AIM-9L Sidewinder air-to-air infrared selfguided missiles are included in all variants of armament.

The GBU 10 assembling needs few comments. GBU 10 can be build attached to the bomb racks with retracted tail wings or as a separate bombs in flight with open tail wings. If you assemble the bombs with retracted tail wings 213, do not forget to cut them on the marked lines before inserting tail wings 212 in the tail bases, as shown on view Y.

After gluing the small details - antennas and sensors, your model is ready.

Enjoy your F-15 E Strike Eagle.



1/32 Scale F-15 E Strike Eagle

DESCRIPTION

F-15 Eagle was designed in the late 1960s as a FAST maneuverable air superiority fighter replacing the older F-4 Phantom. The first flight of the new fighter was performed on 27.06.1972. During its service the type showed remarkable capabilities. In 1984 F-15 won the Air Force competition for Dual Role Fighter and in 1986 the first F-15 E Strike Eagle made its initial flight.

By far the E version, which is the heaviest Eagle, with its maximum gross take-off load of 37 tons is effective in both air-to-air and air-to-surface combat roles. The complexity of these roles resulted in providing of two seat canopy for the pilot and weapon system officer. Two

crew members are needed to operate with the complex avionics required for all-weather operations especially against air-to-surface targets. The avionics features many CRT multi-function displays, LANTIRN (Low Altitude Navigation and Targeting Infrared System for Night), AGP 70 radar with precision ground mapping, ring laser giro navigation system, powerful computer capacity and integrated countermeasures.

The combination of air-to-air and air-to-surface capabilities allows F-15 E to fly its way into a target area, put bombs on a target, and fly its way to friendly territory without air escort protection.

Technical specifications of McDonnell-Douglas F-15E Strike Eagle

Length:	19.43 m	(63' 9")
Height:	5.66 m	(18' 7")
Wingspan:	13.03 m	(42' 9")
Wing area:	56.48 m ²	(608.00 Ft ²)
Gross Weight:	36700 kg	(81000 lb.)
Powerplant:	2 x Pratt & Whitney F100-PW-100	
Cruise Speed:	917.00 km/h	(570.00 mph)
Max Speed:	2657.00 km/h	(1650.00 Mph)
Climb:	15239.3 M/min	(50000.0 Ft/min)
Ceiling:	18897.0 m	(62000.0 Ft)

F-15 E STRIKE EAGLE.
1/32 SCALE PRECISE CARD MODEL

Created and produced in Bulgaria to order of Moshe Lemer Publications by Model Art Ltd.
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Author: Dipl. Eng. Emil Zarkov, Ph.D.

References:

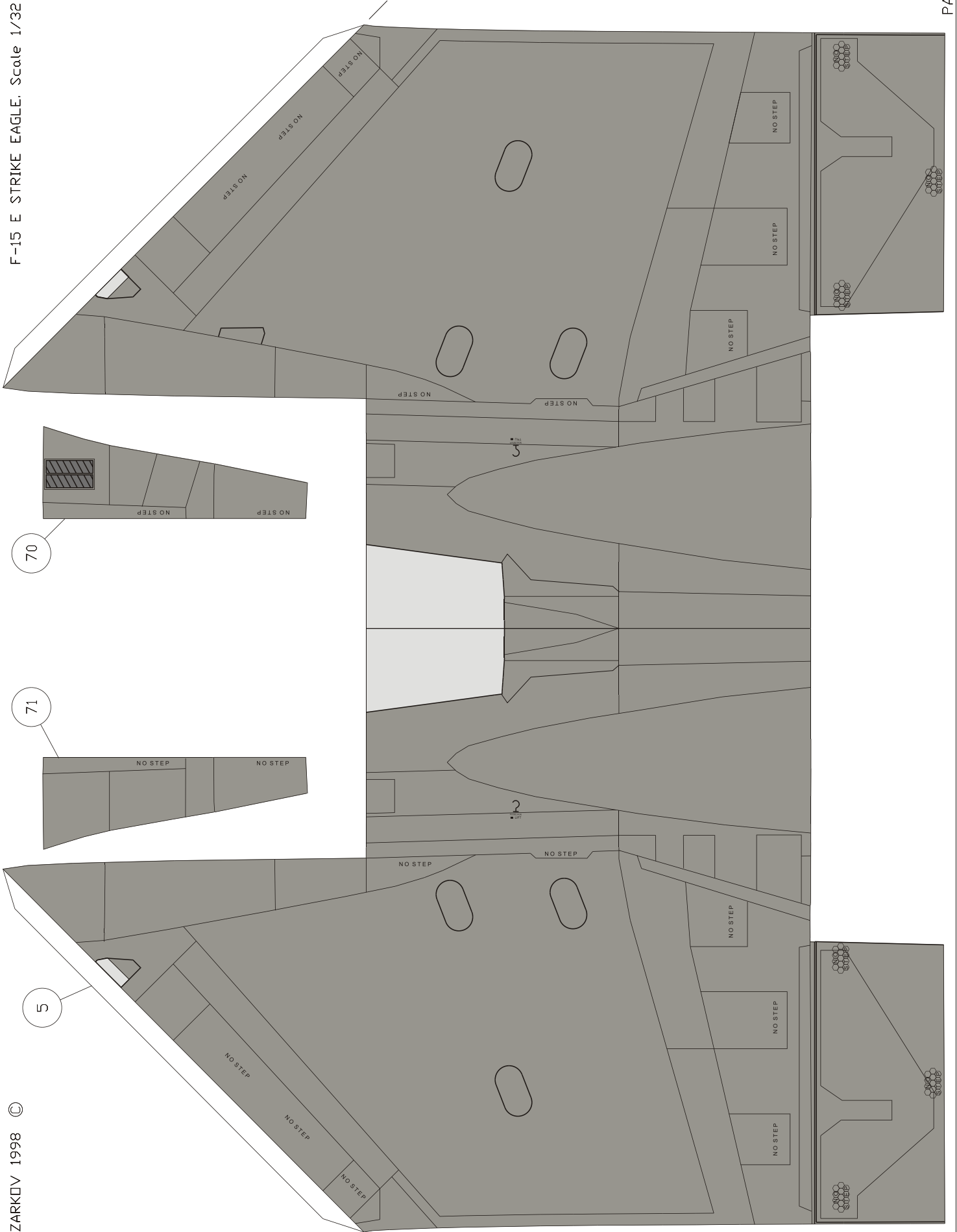
1. Eagle in detail and scale /D&S - Vol. 14/ by Bert Kinzey
2. Colors & Markings of the F-15 Eagle /C&M - Vol. 20/ by Bert Kinzey and Ray Leader
3. Eagle by Lou Drendel - 1992 Squadron/Signal Publications Inc.

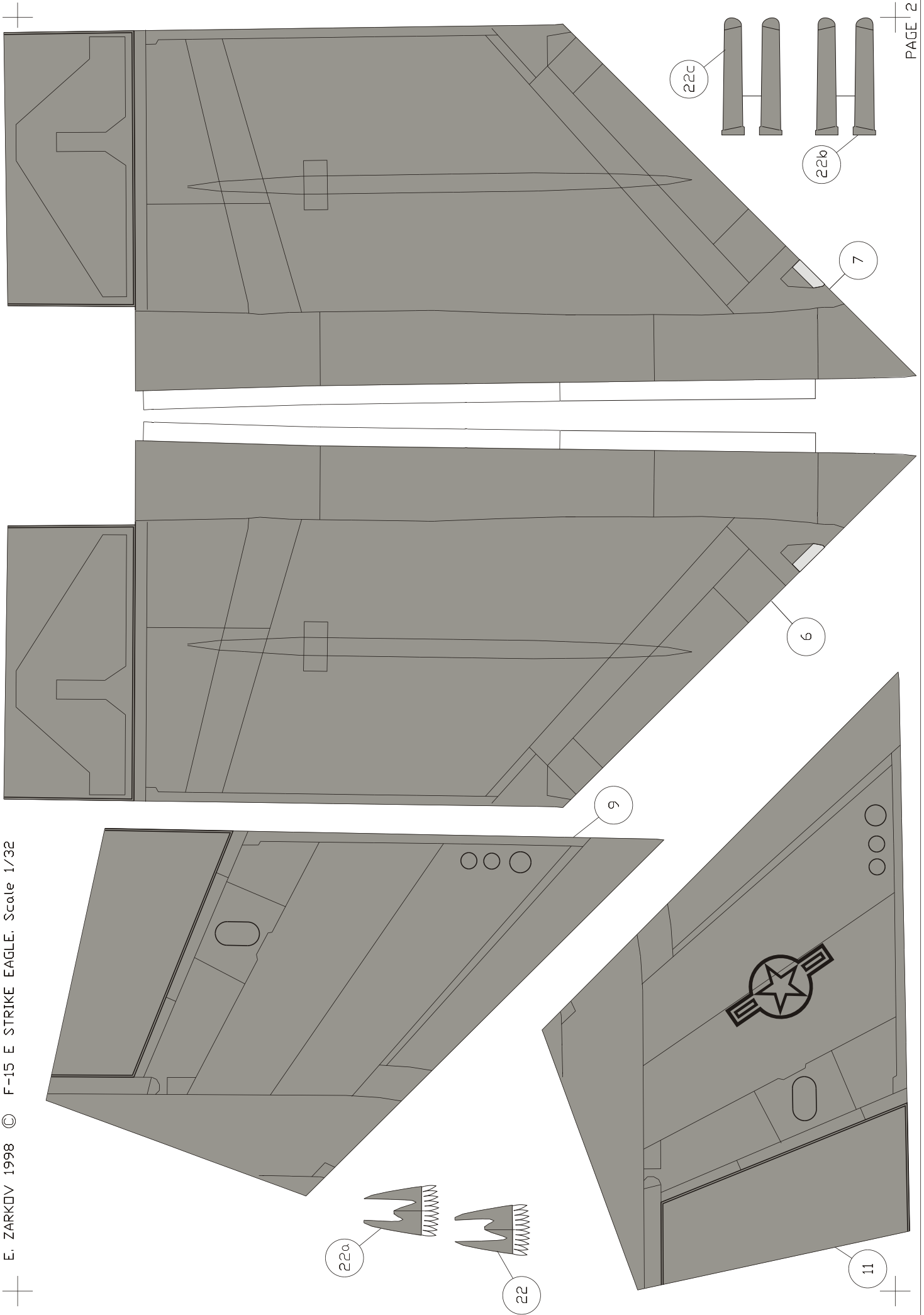
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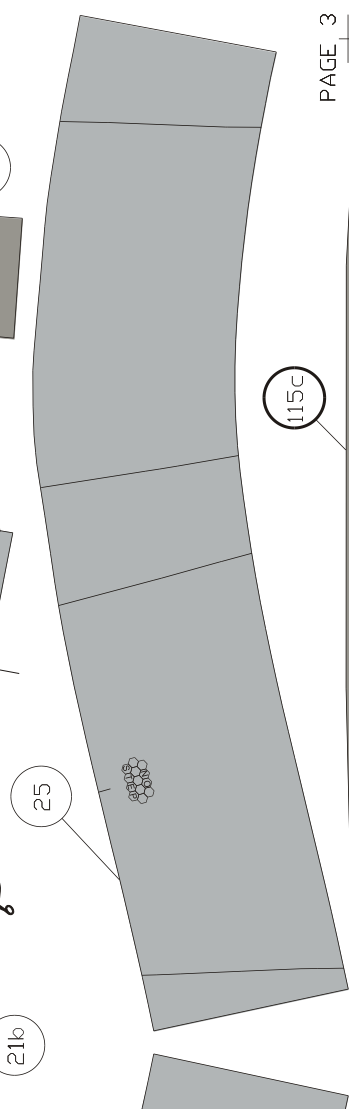
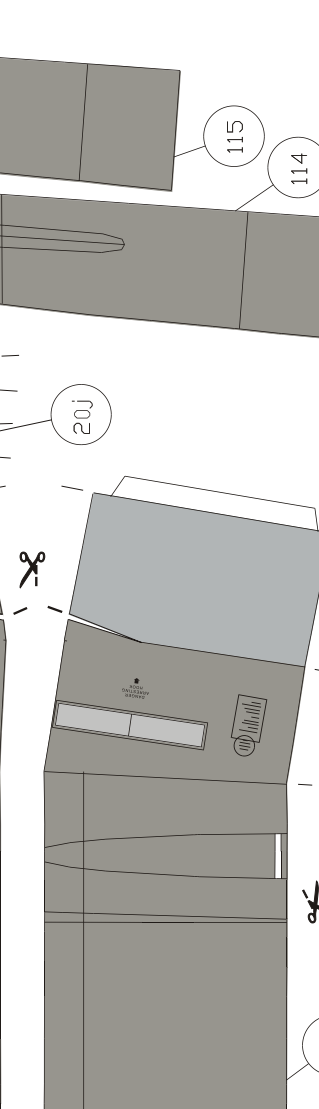
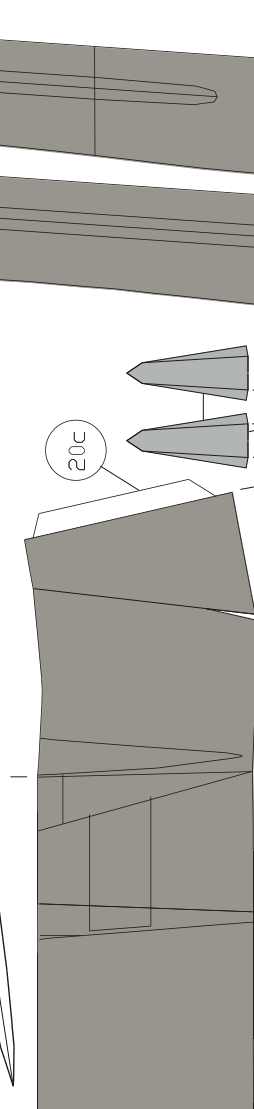
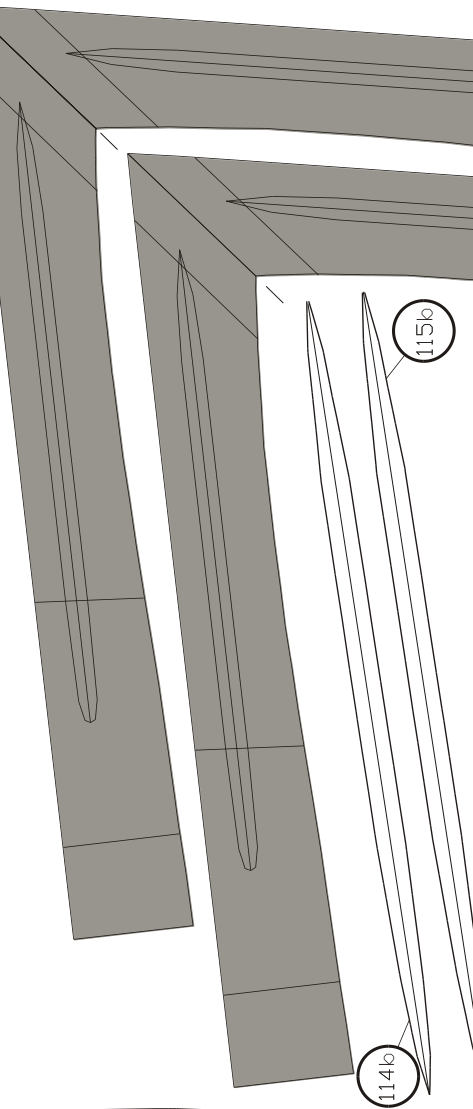
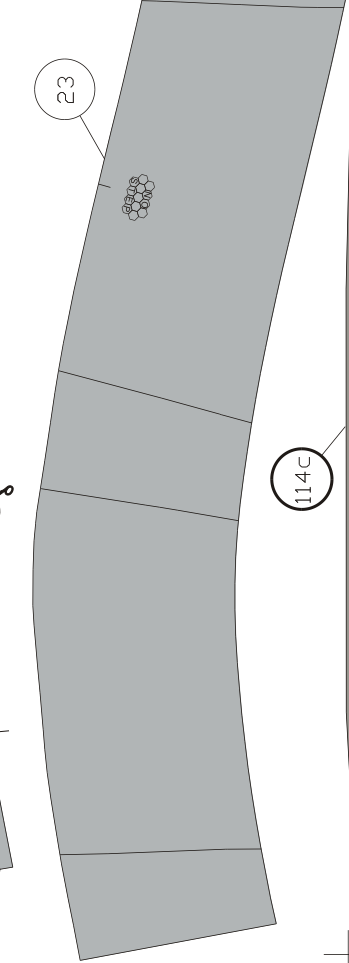
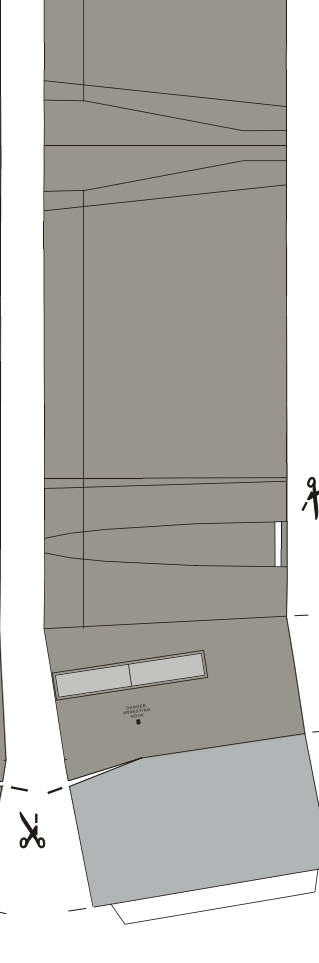
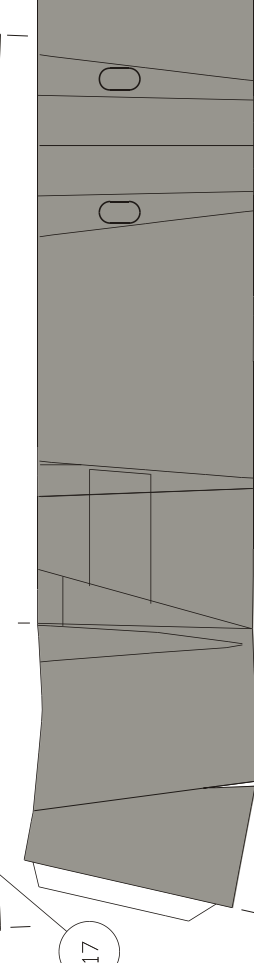
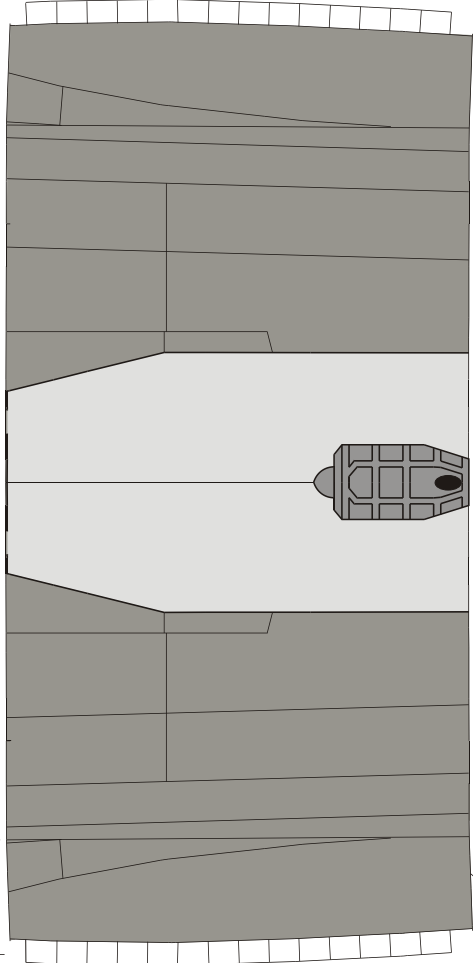
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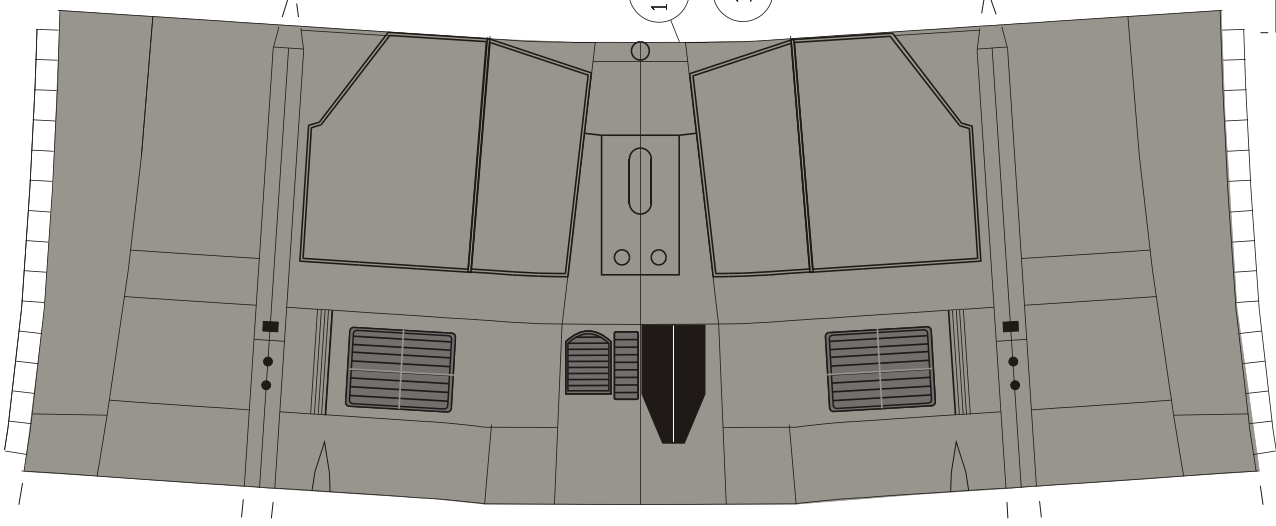
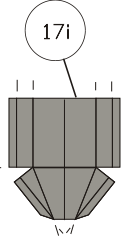
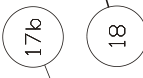
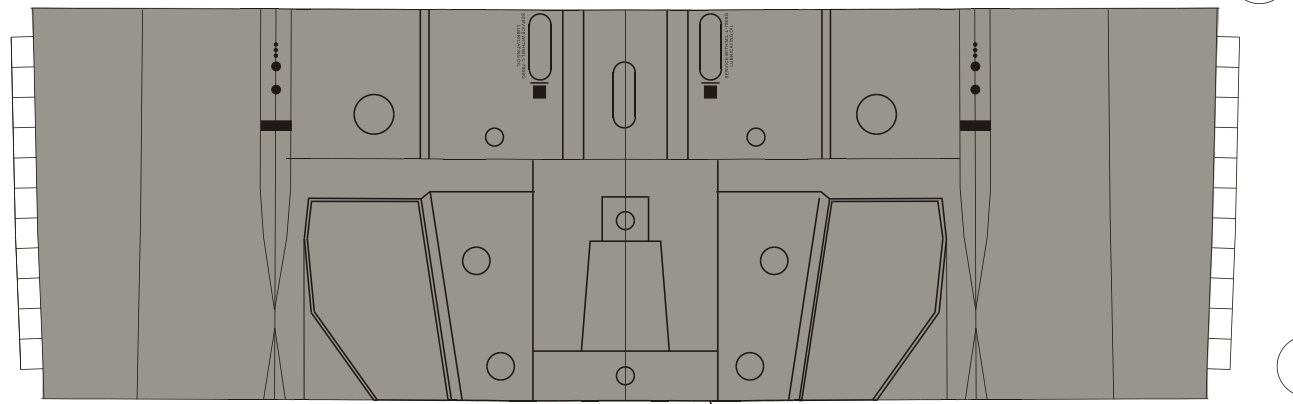
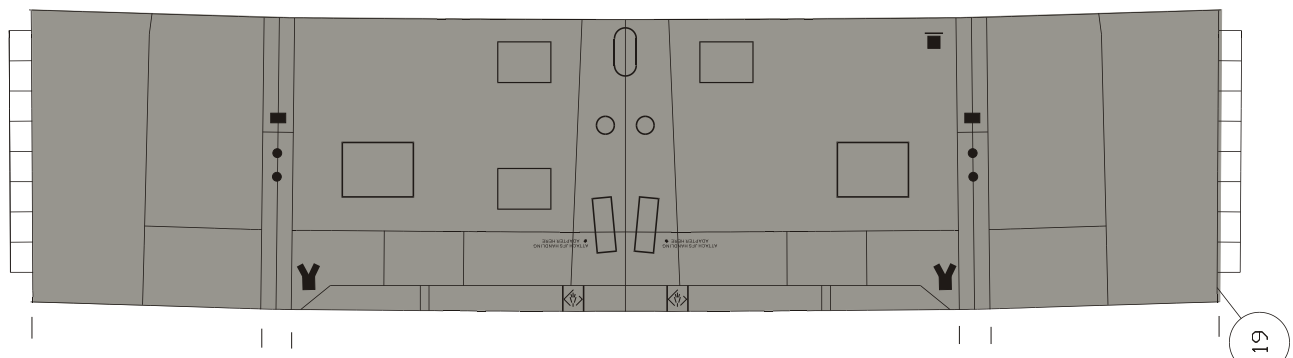
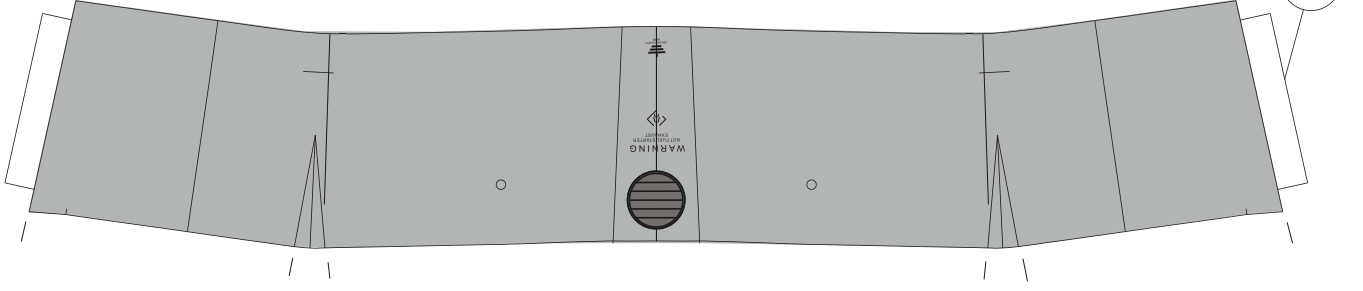
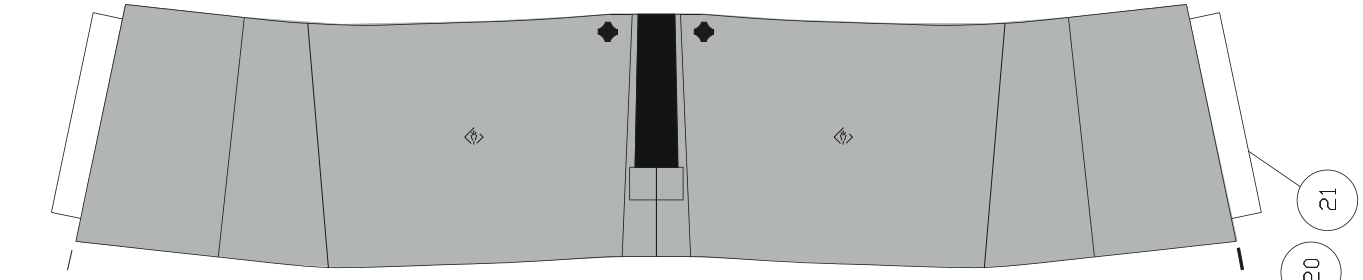
Printing Guide

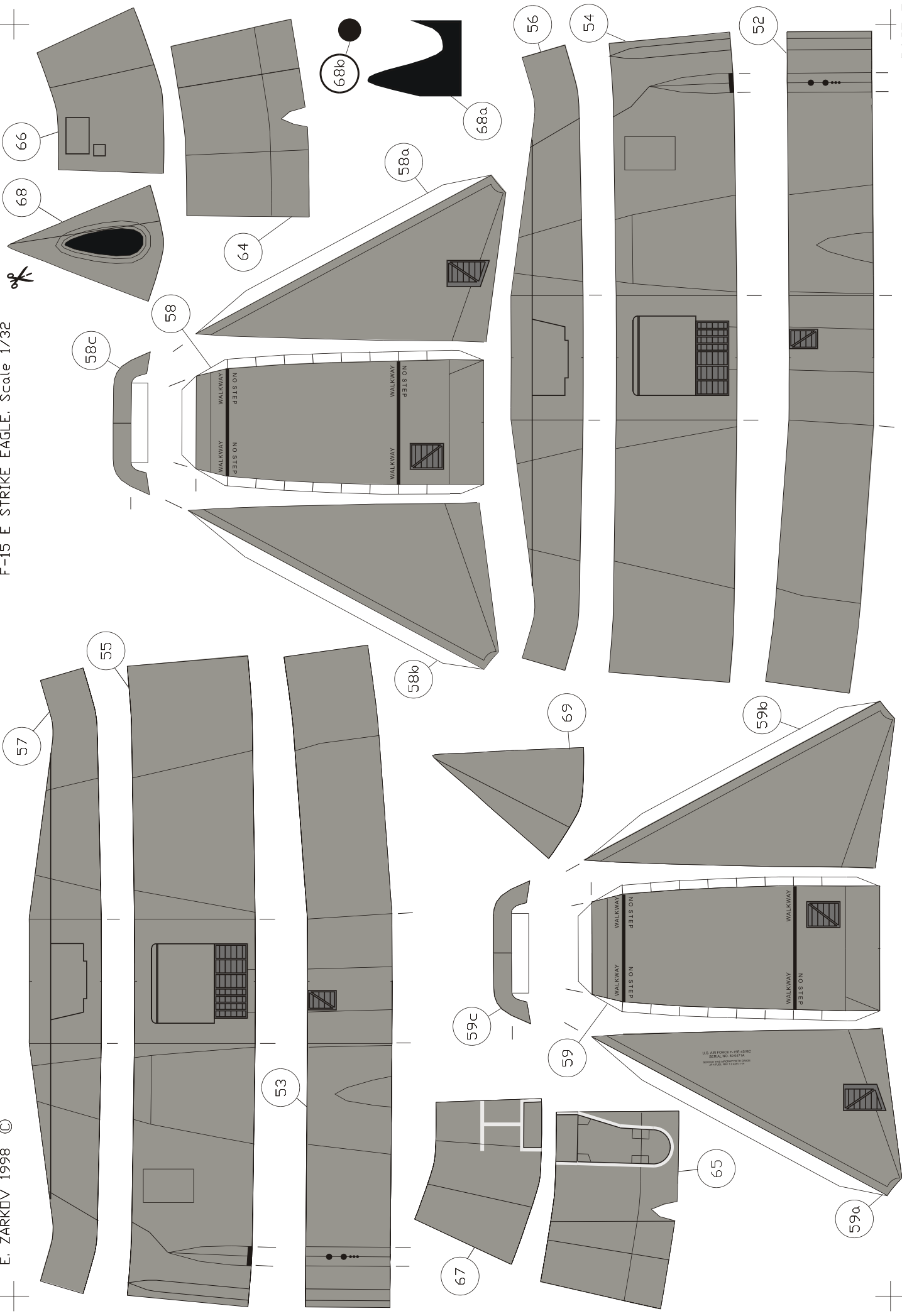
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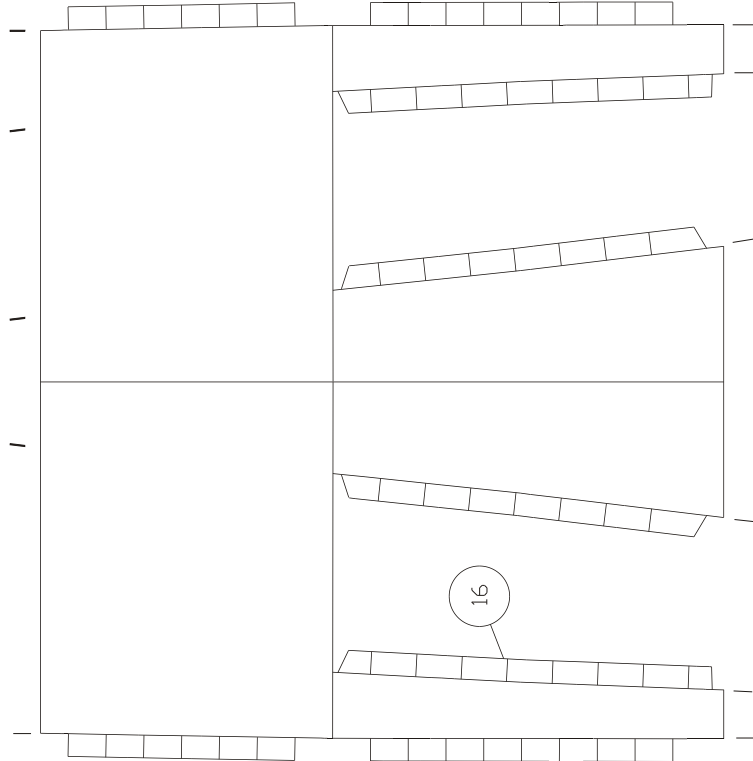
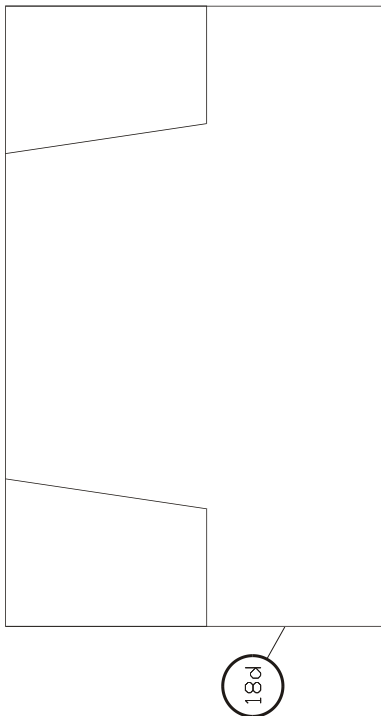
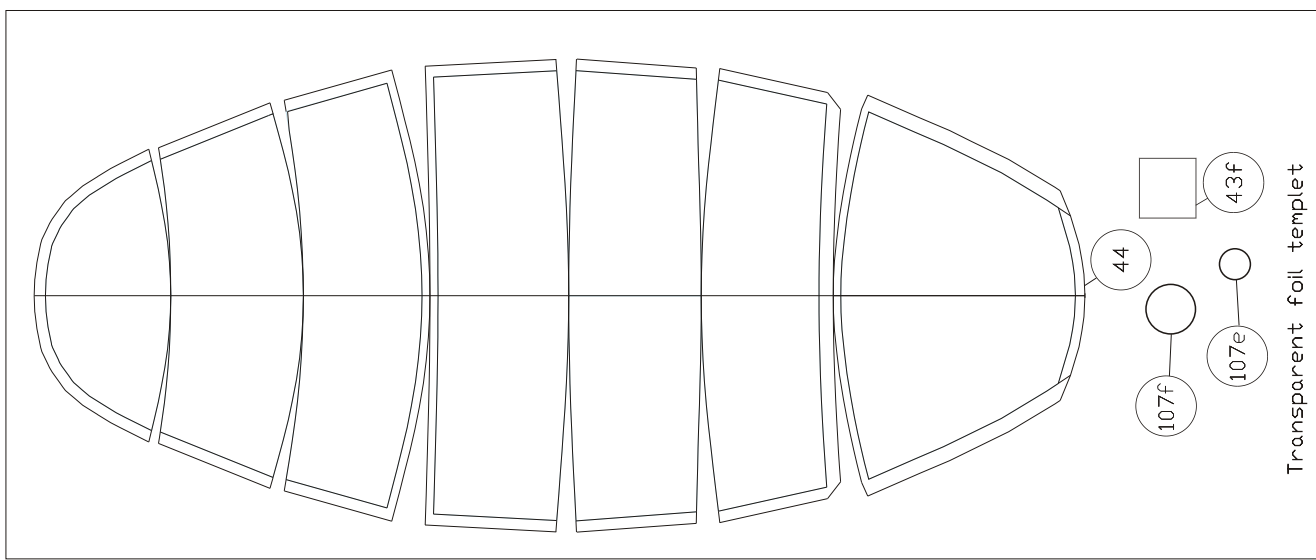
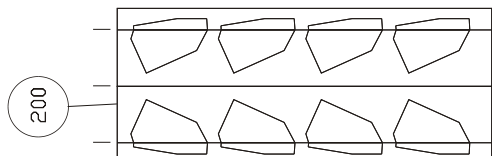
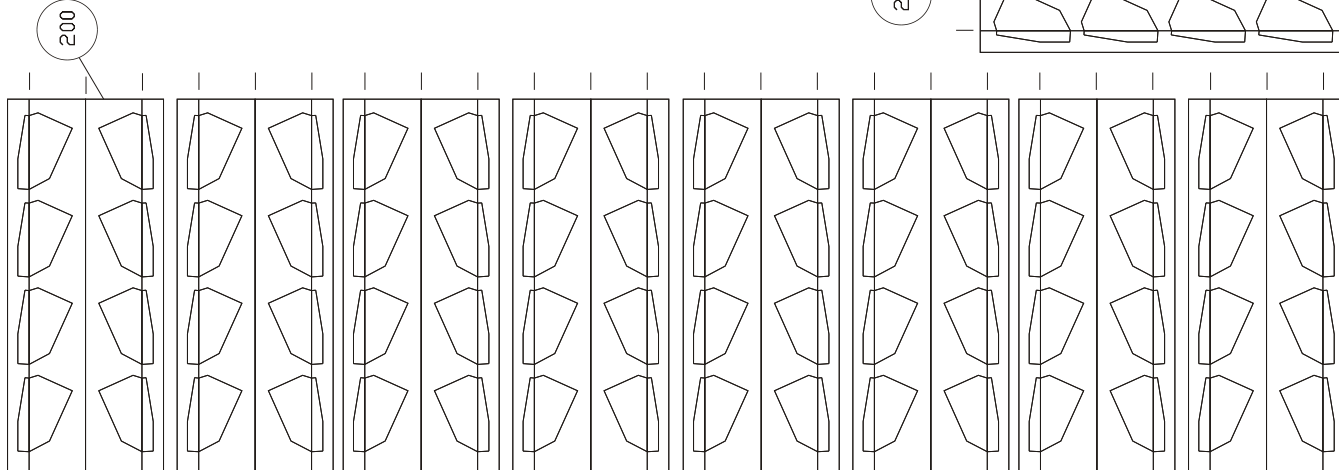


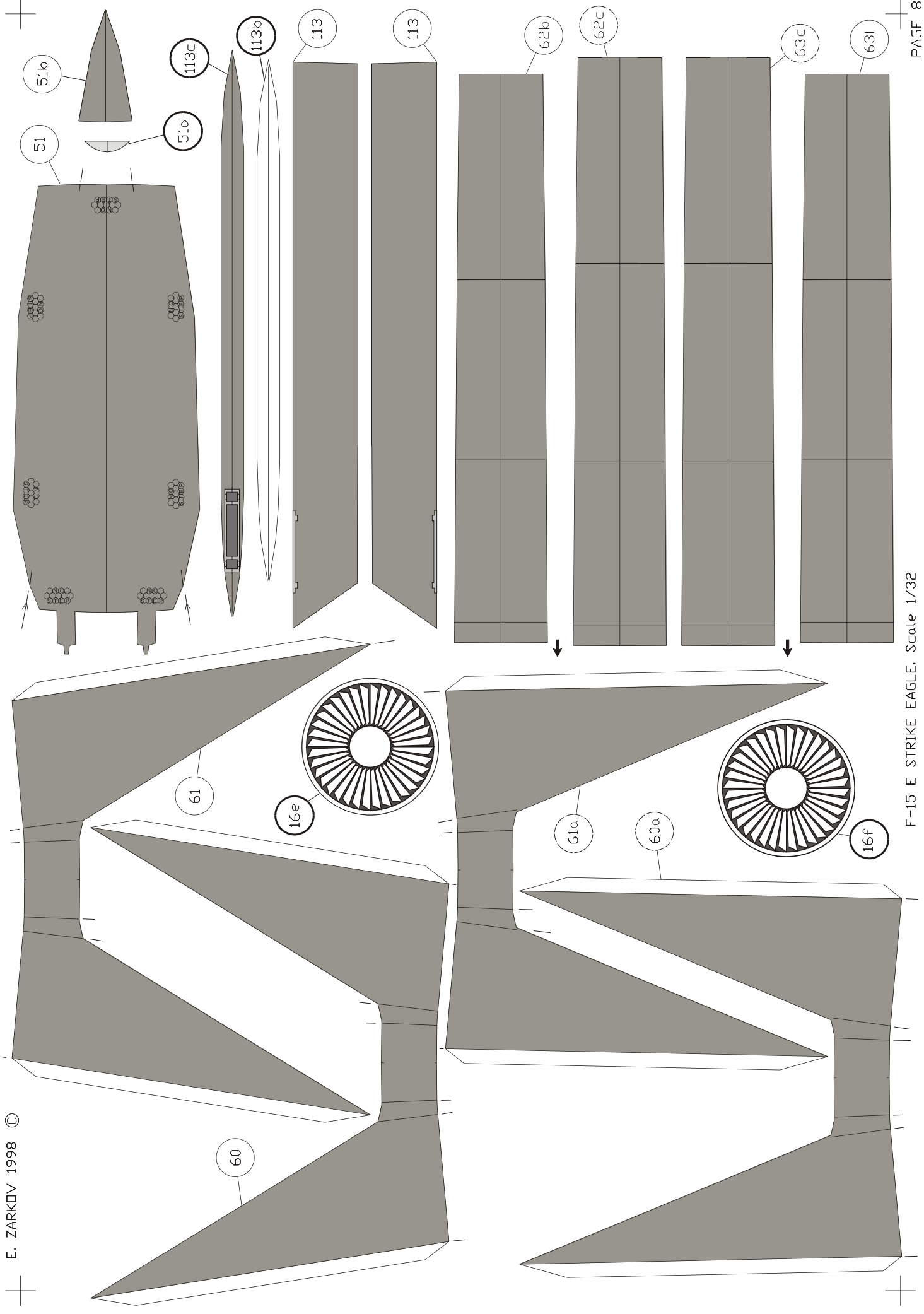


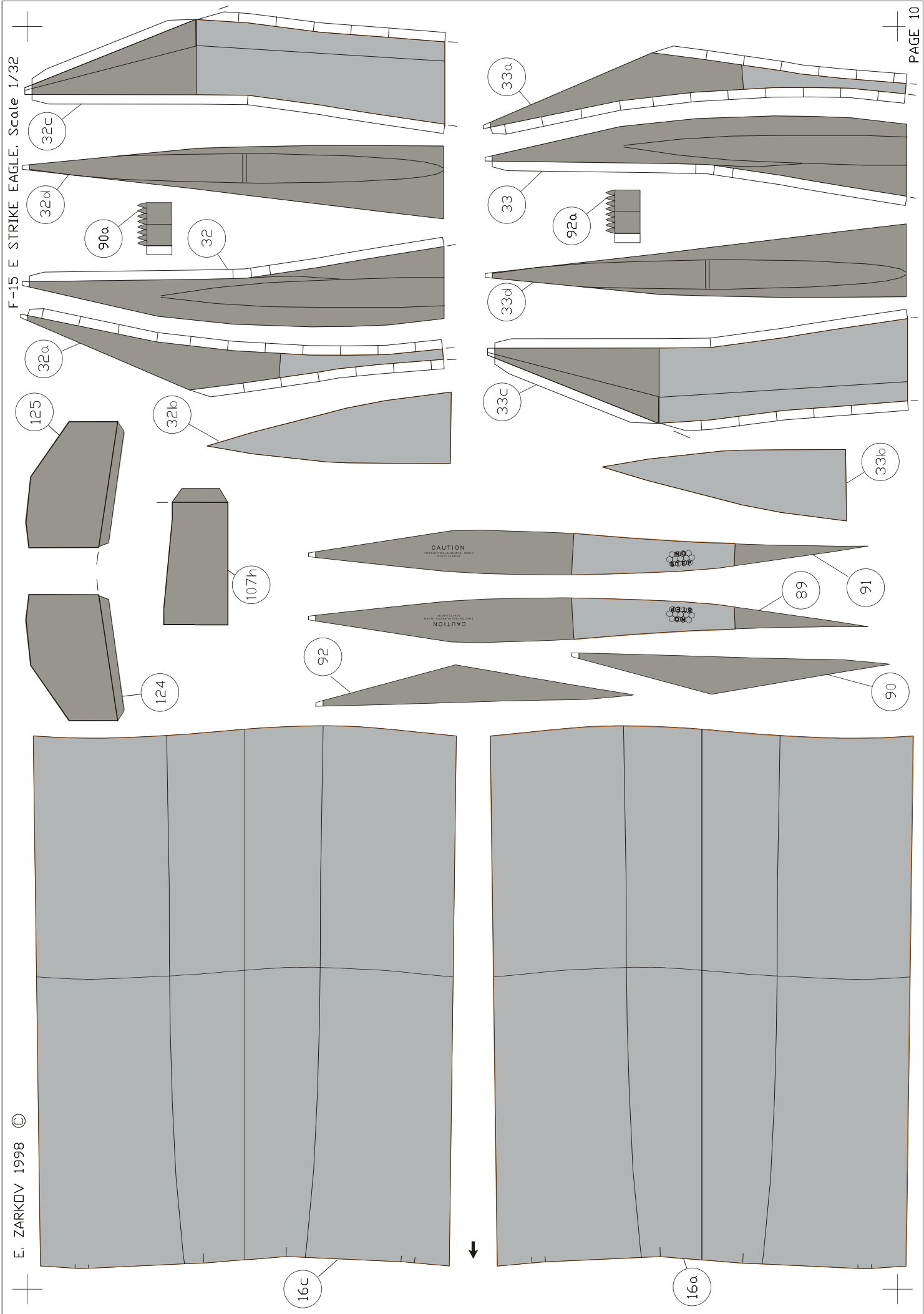


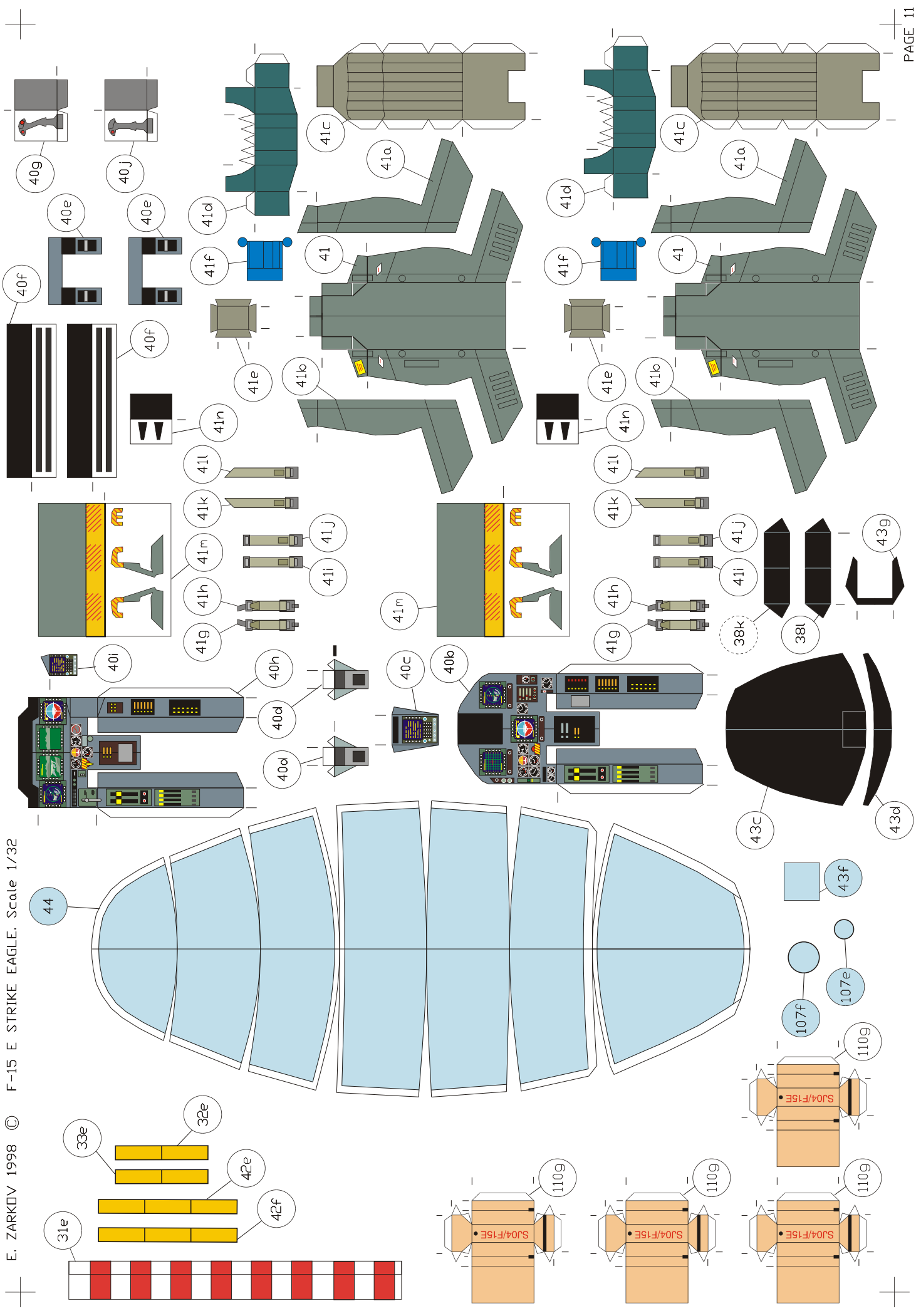


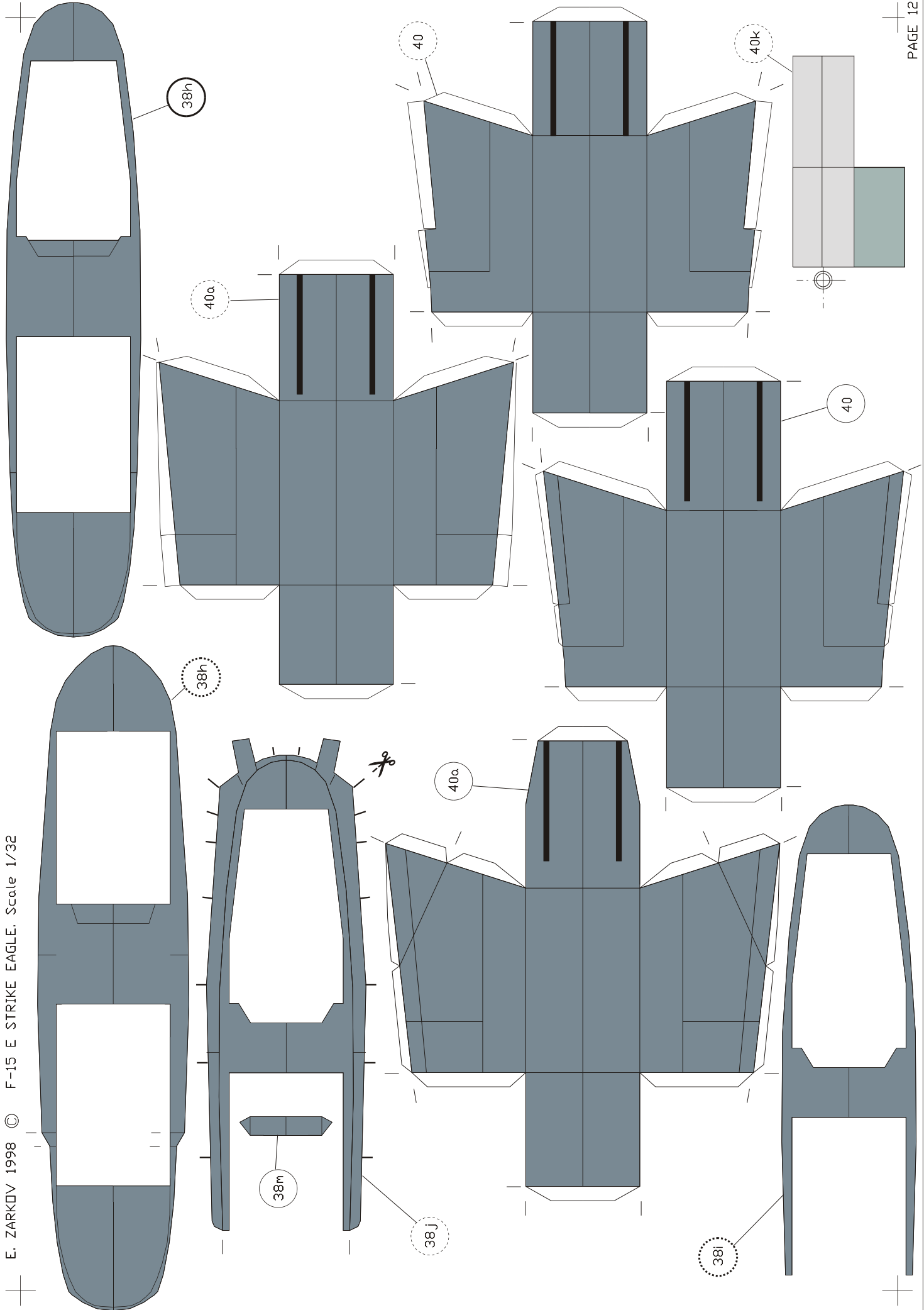


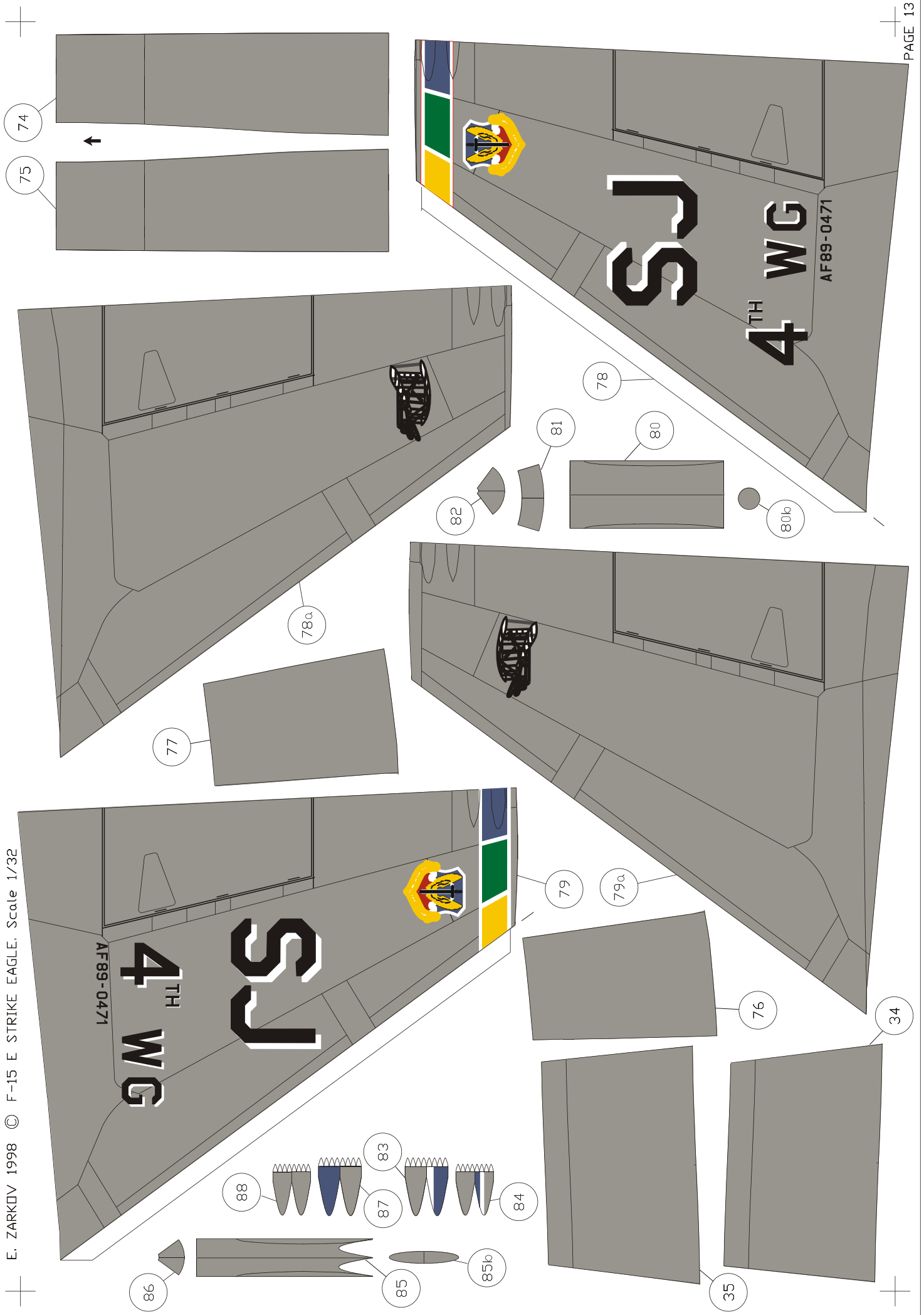


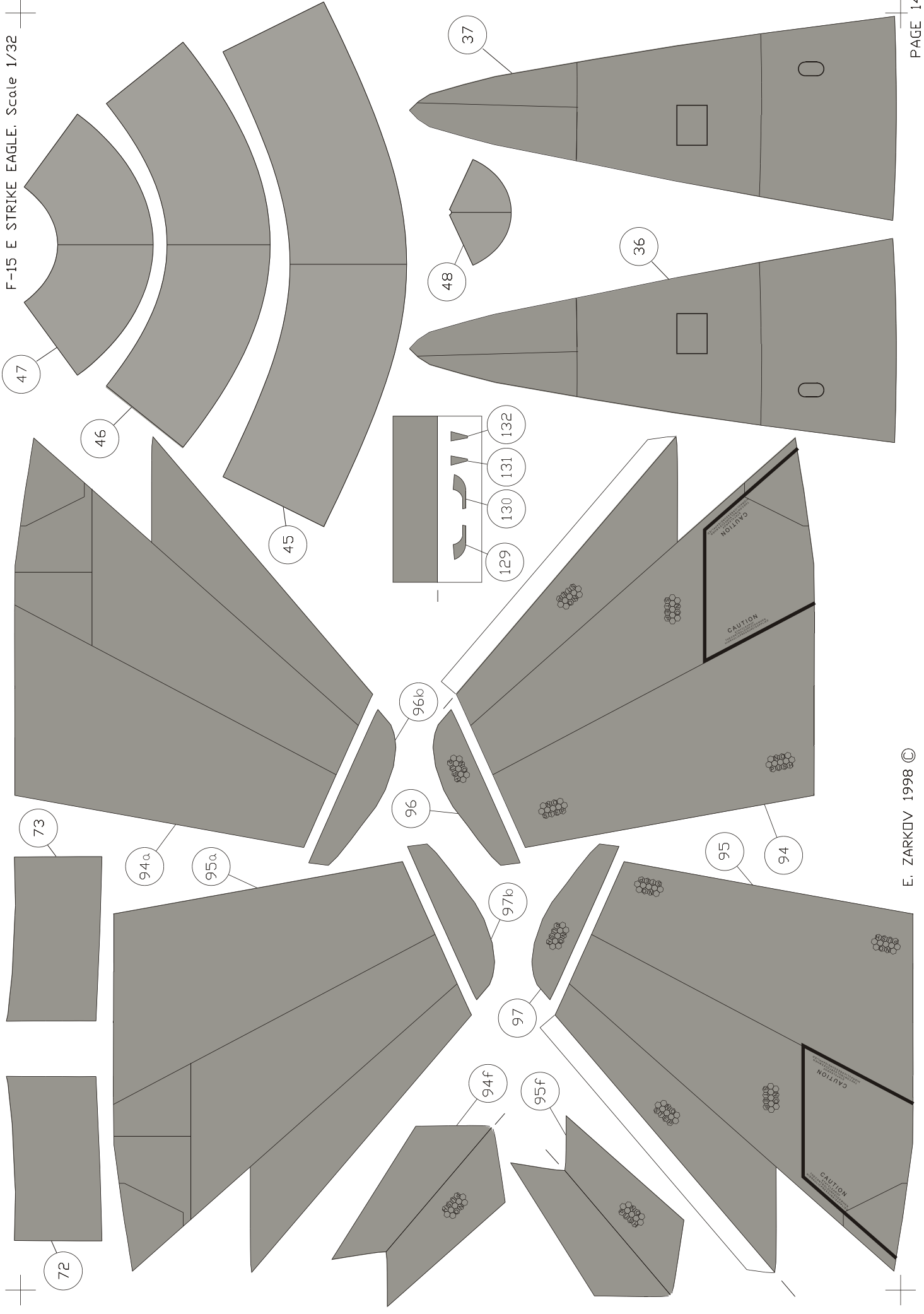


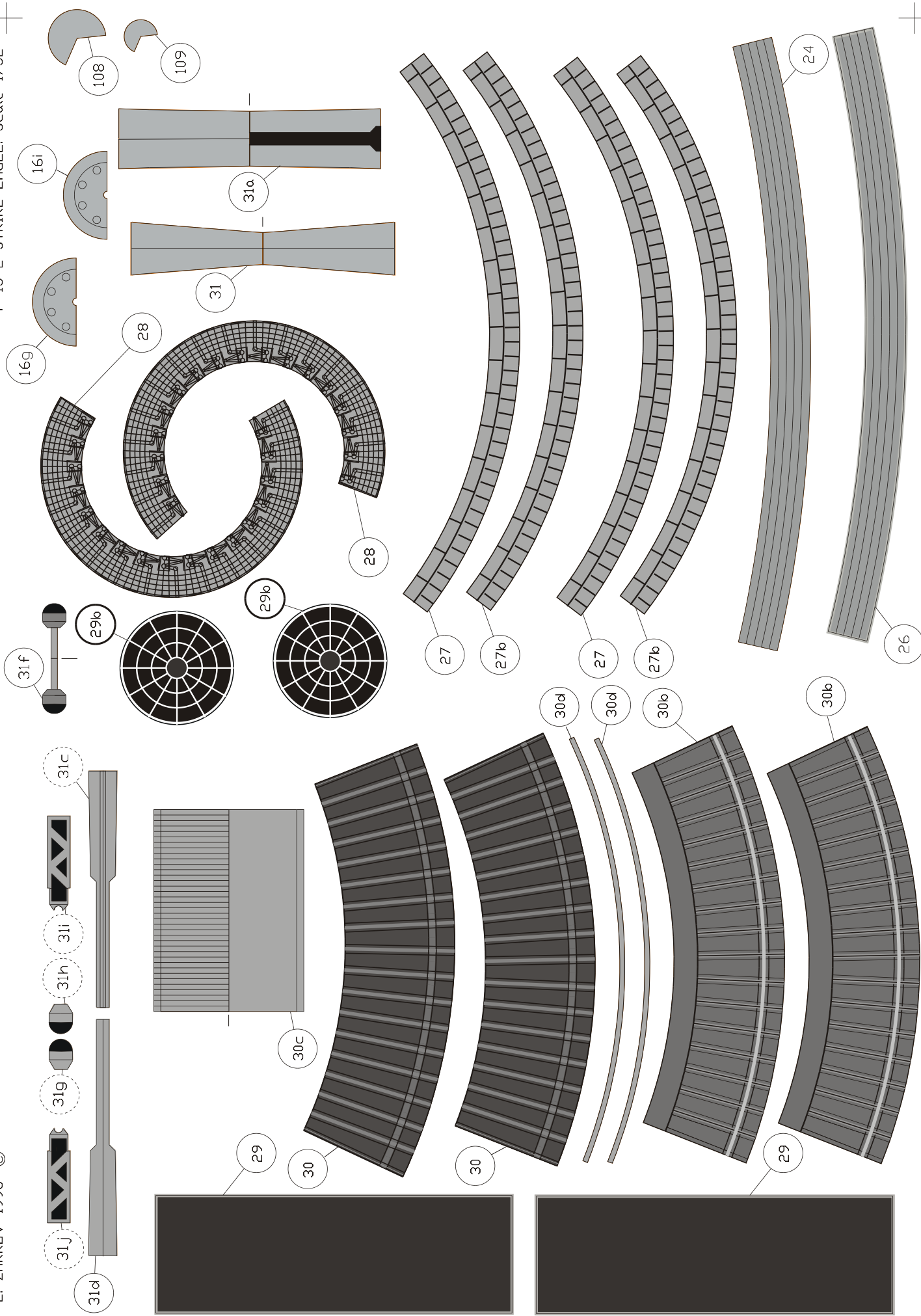


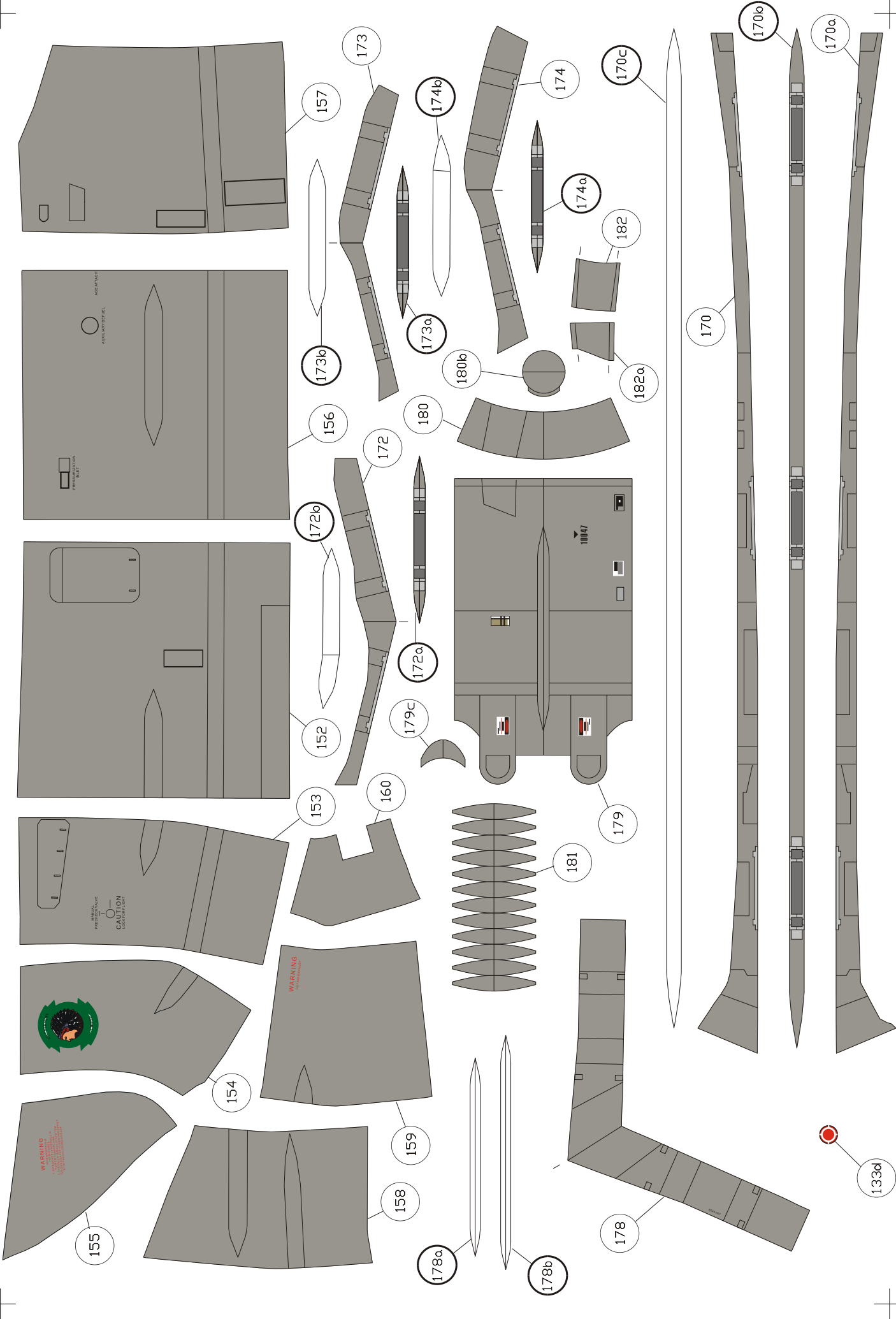


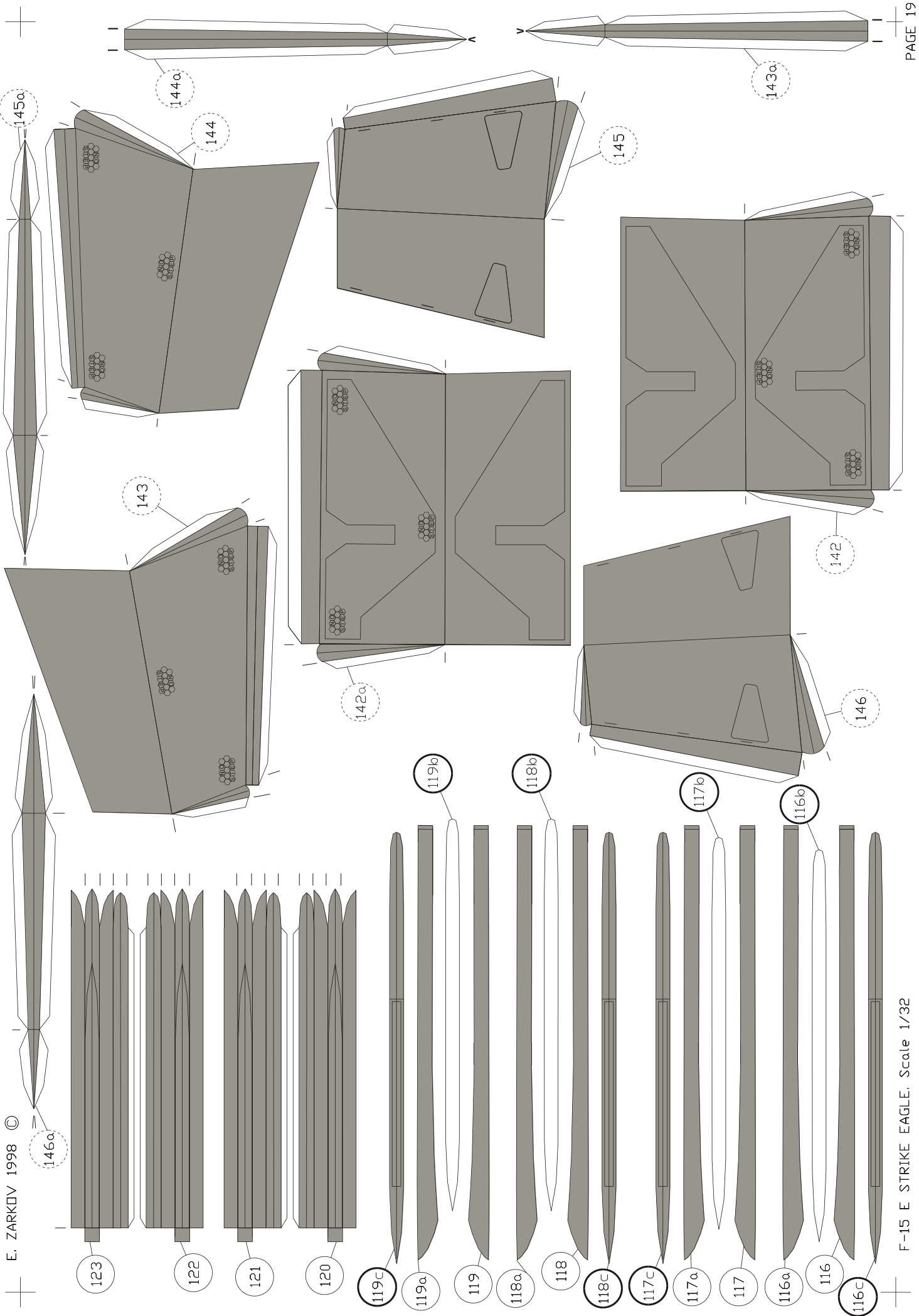


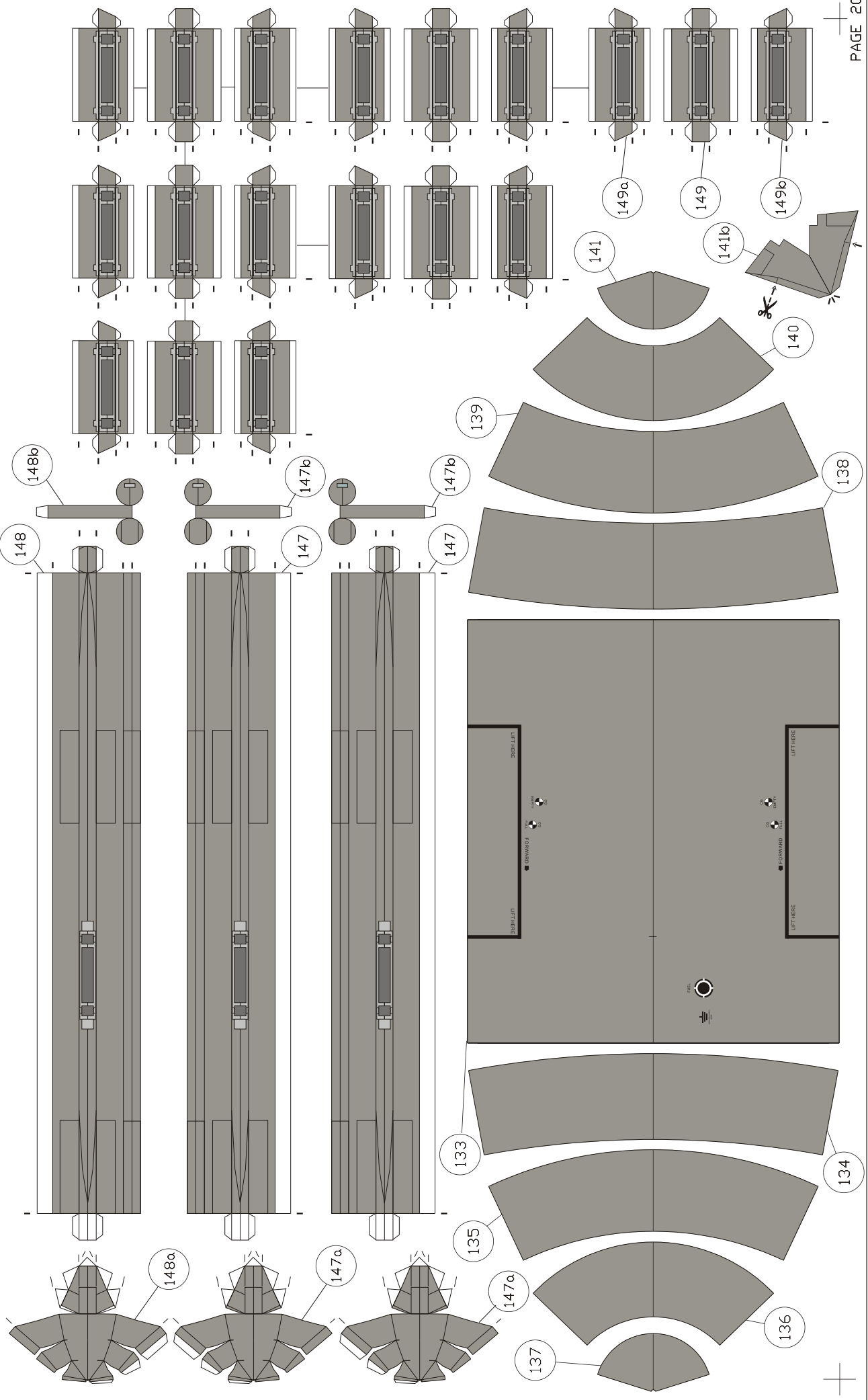
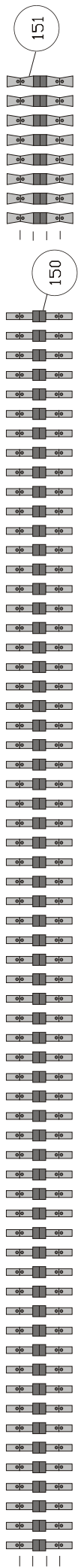




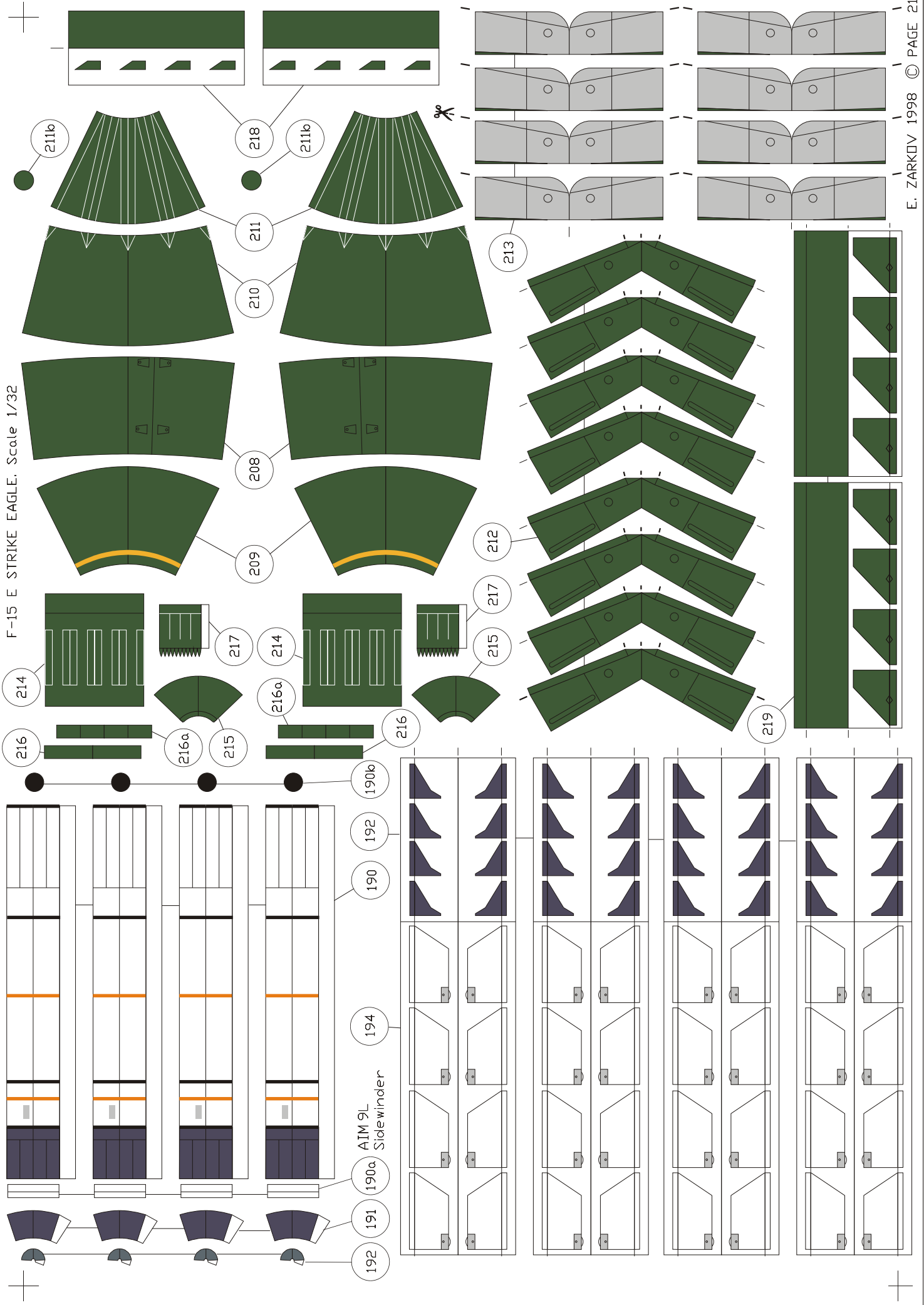


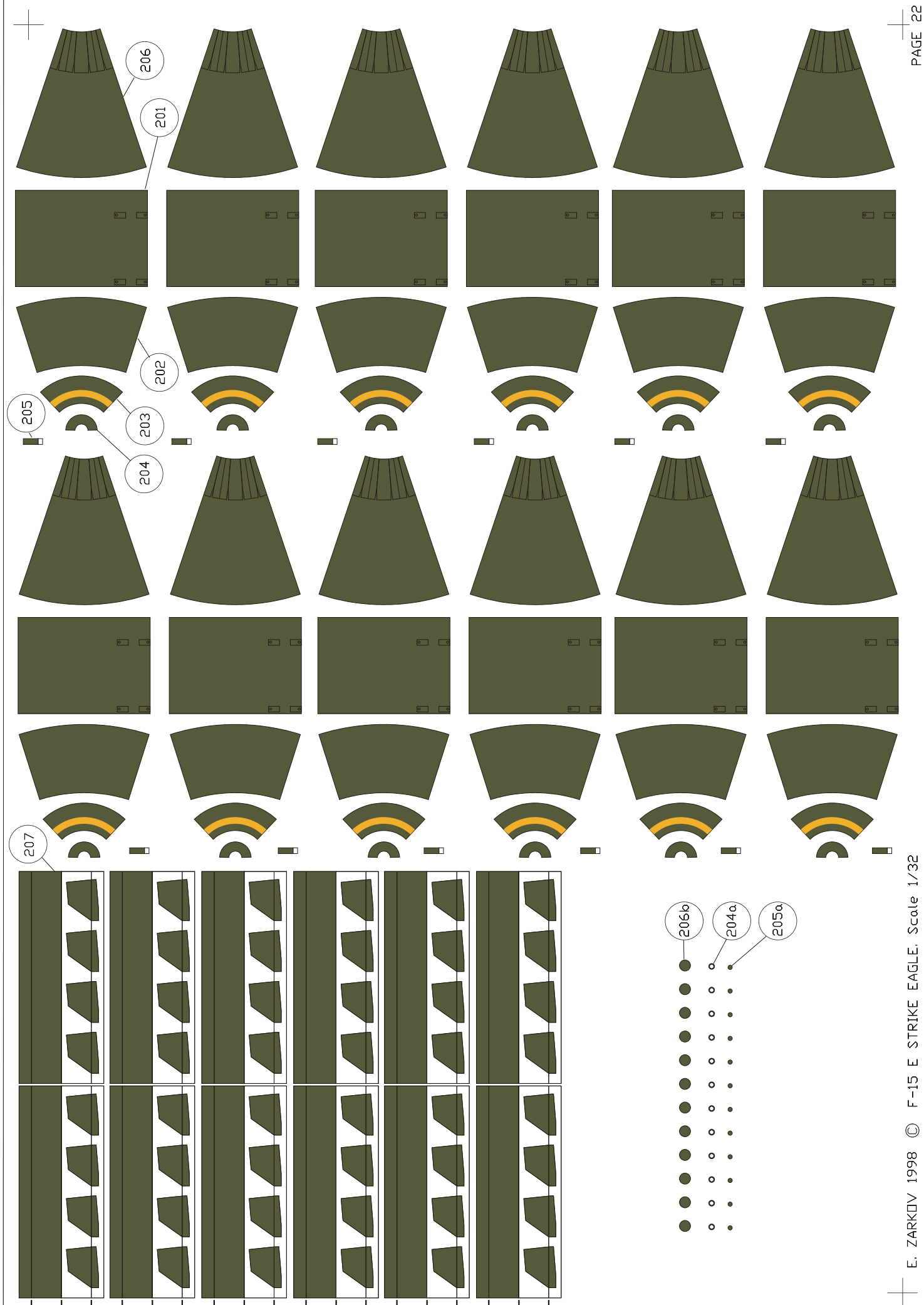


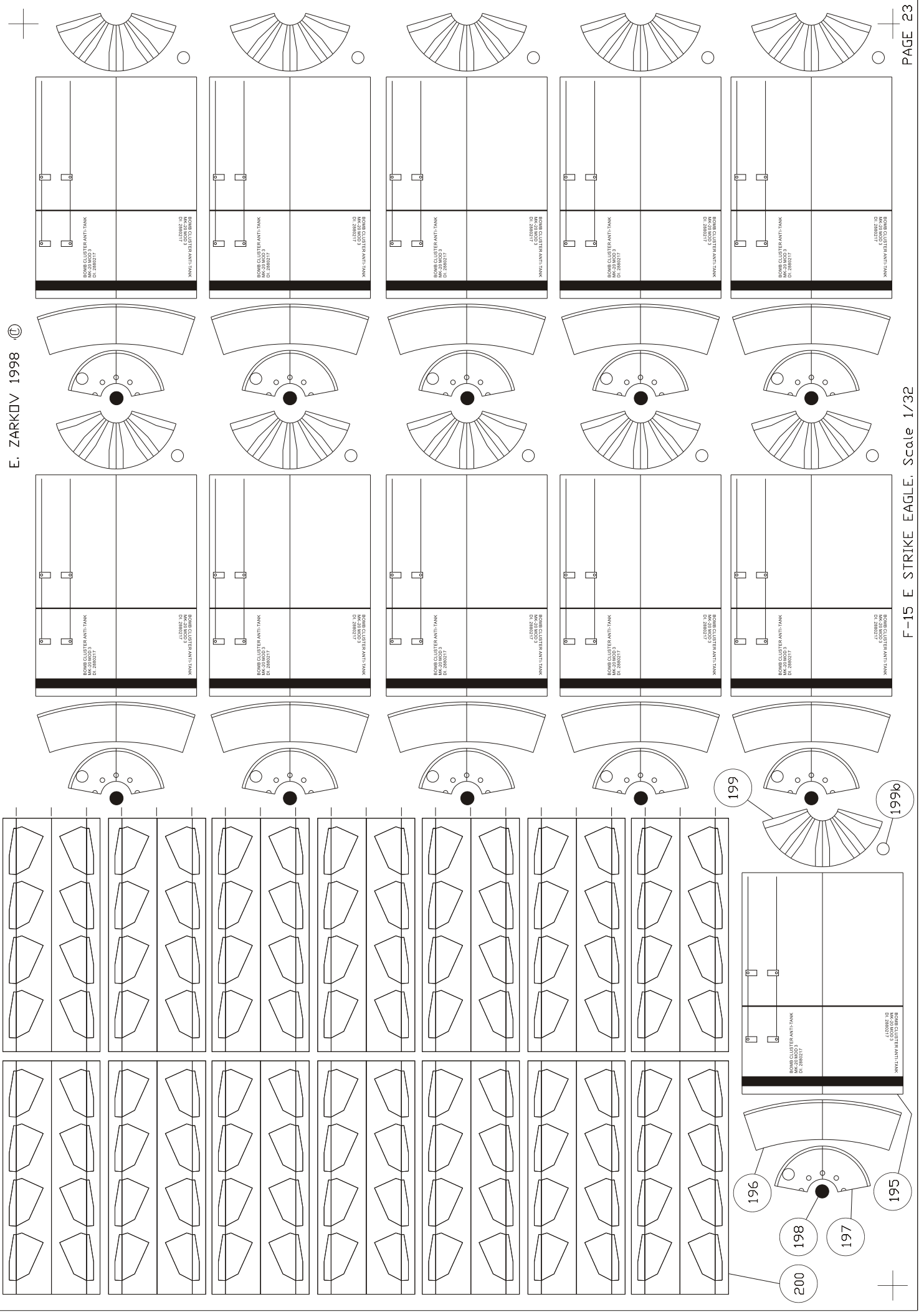


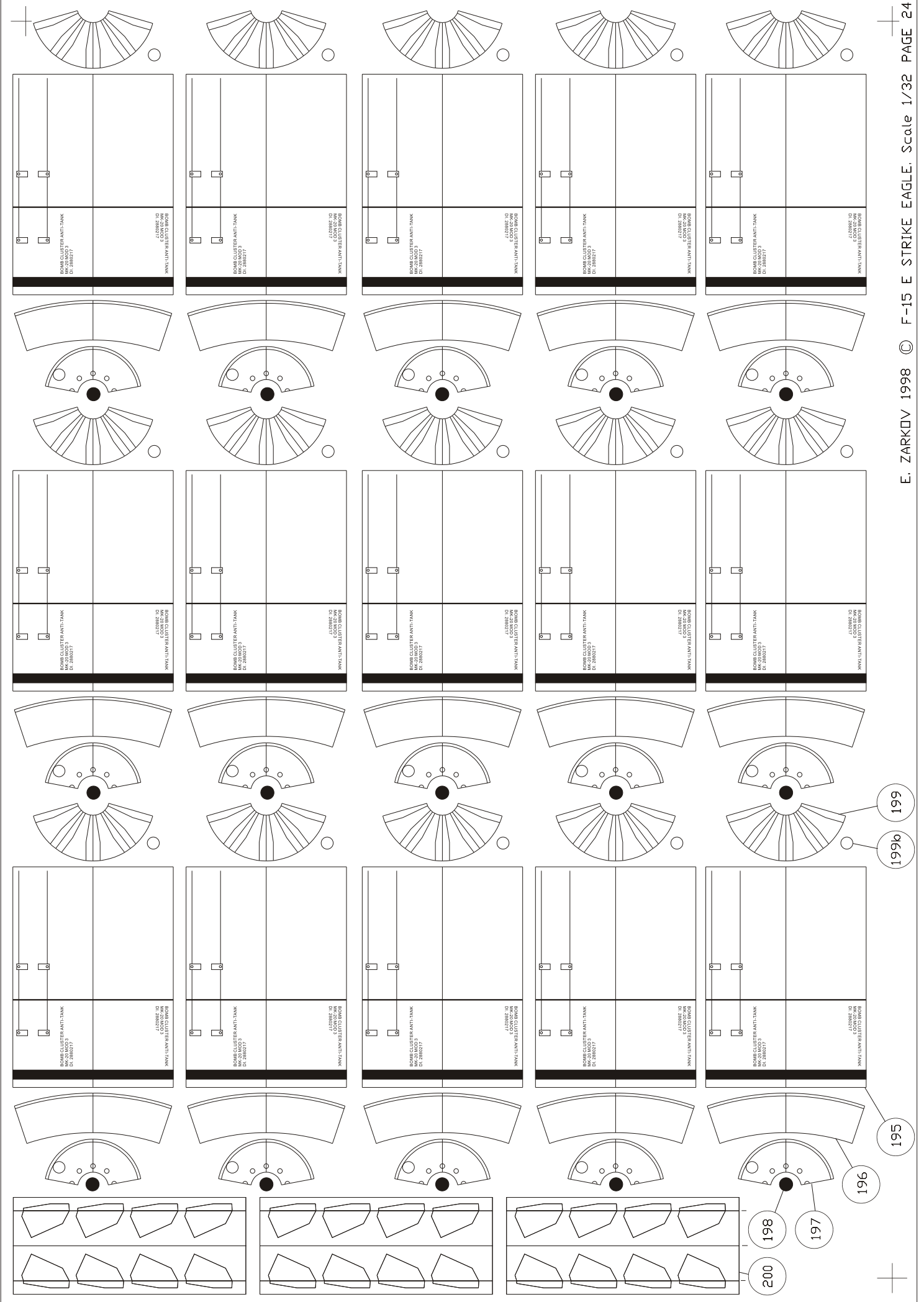


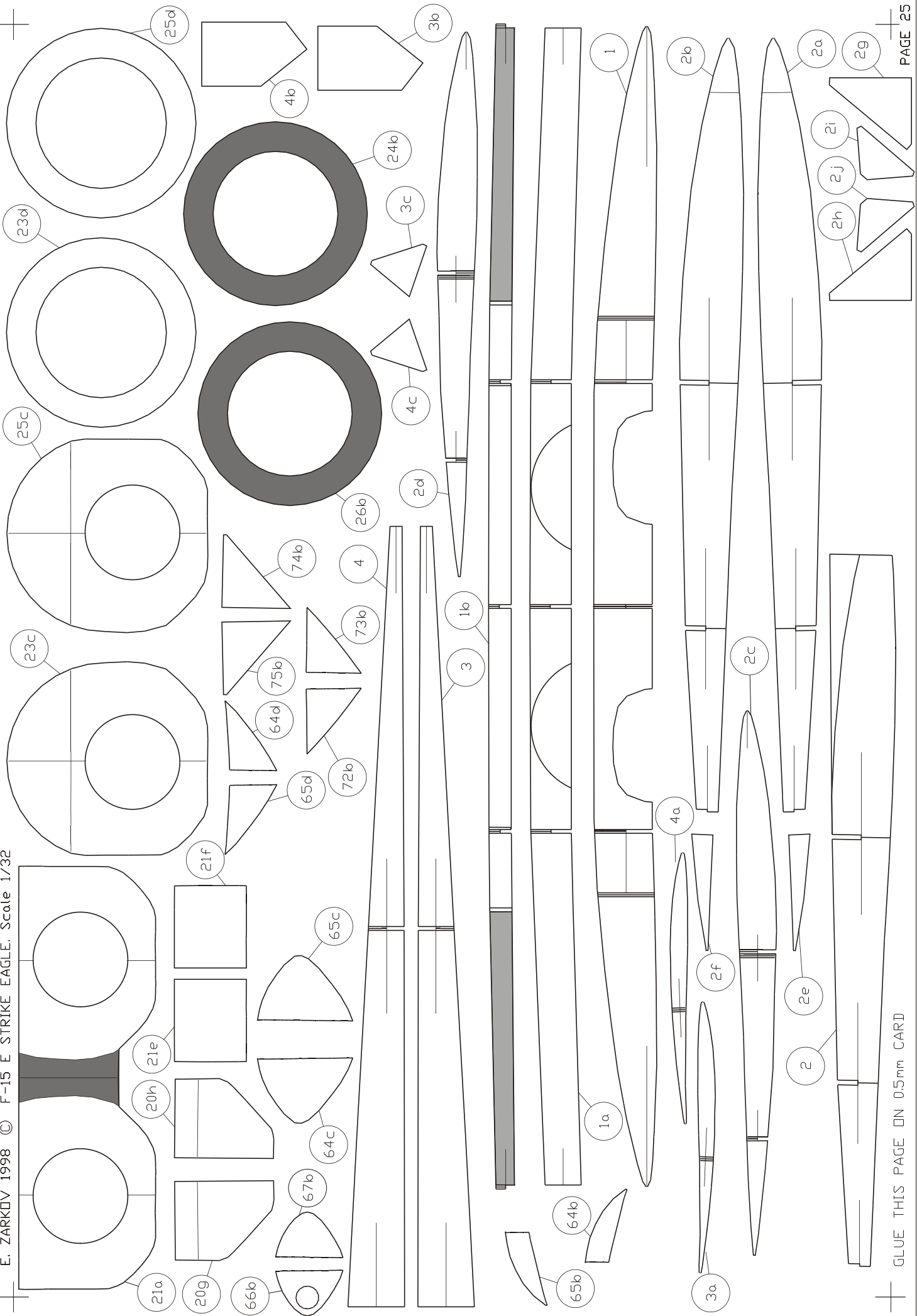
F-15 E STRIKE EAGLE. Scale 1/32



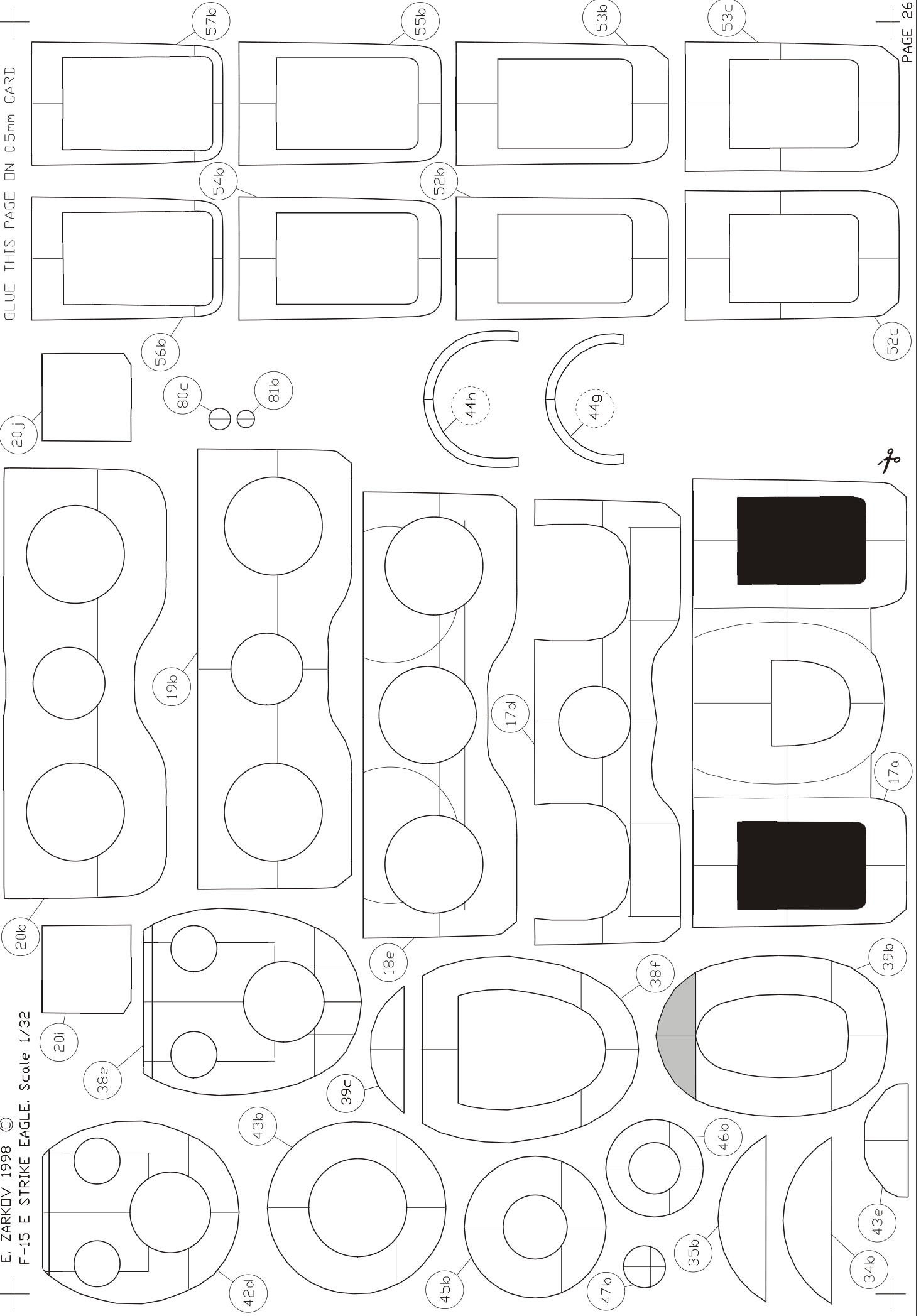








GLUE THIS PAGE ON 0.5mm CARD



42

38

39

L

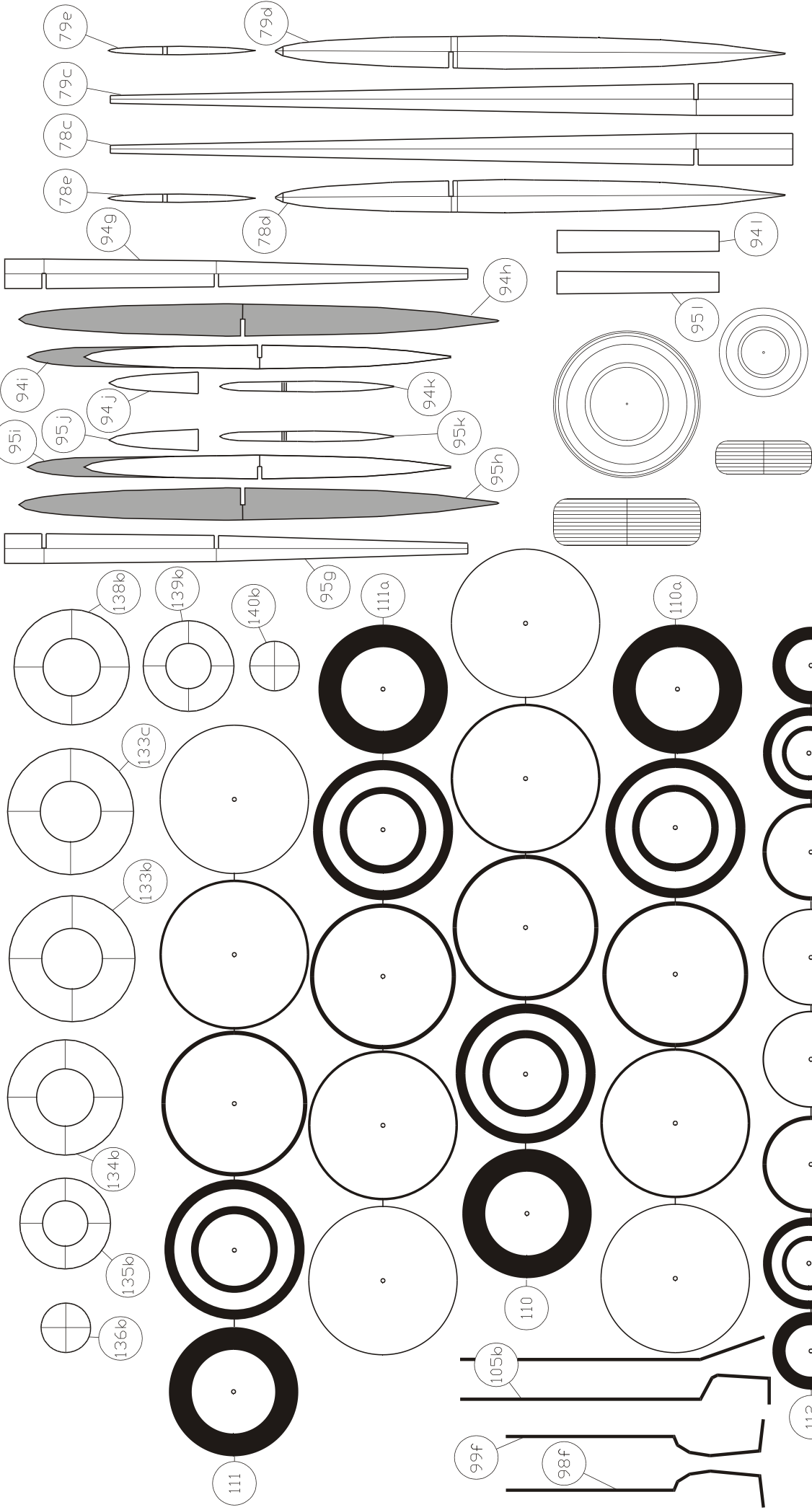
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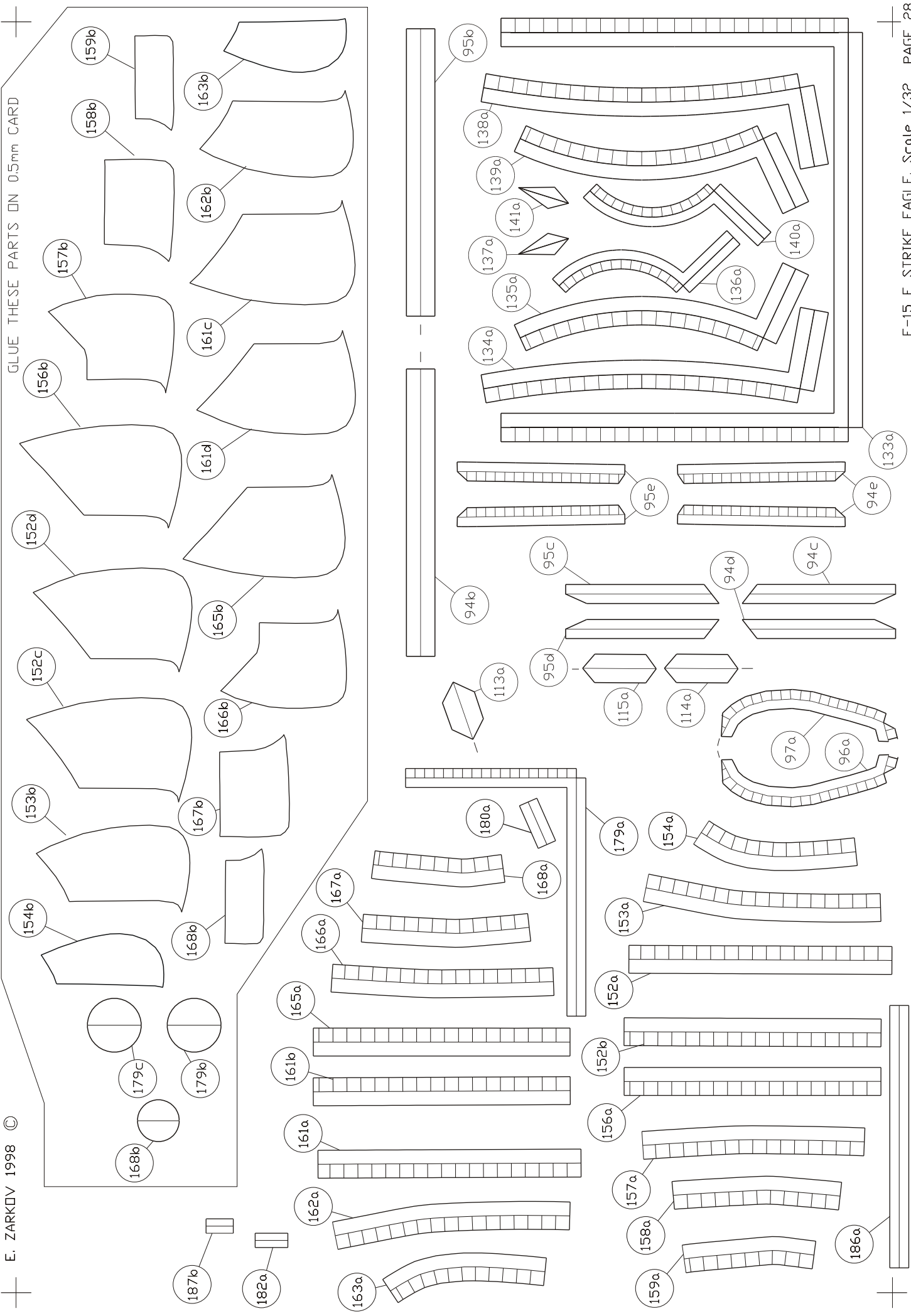
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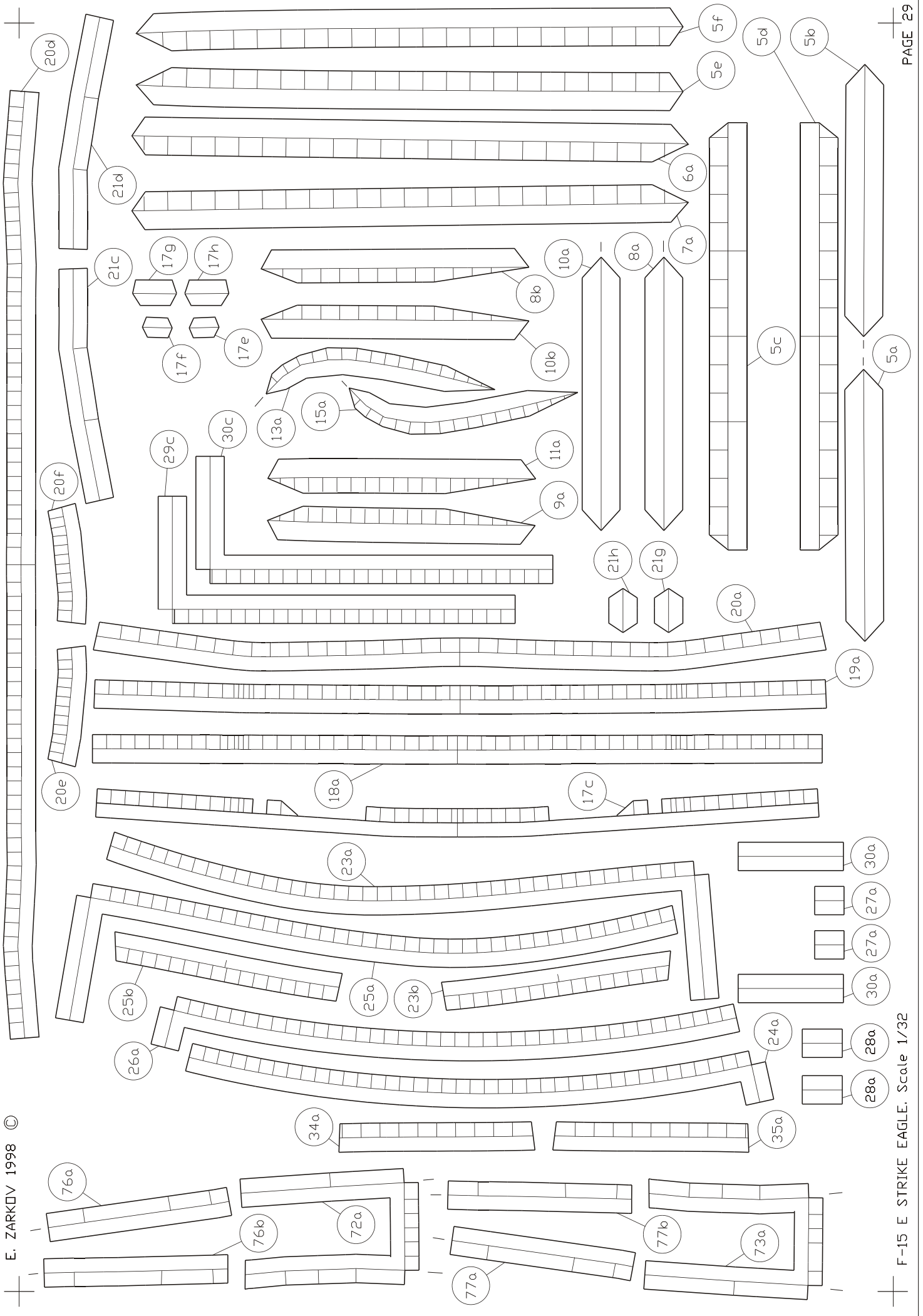
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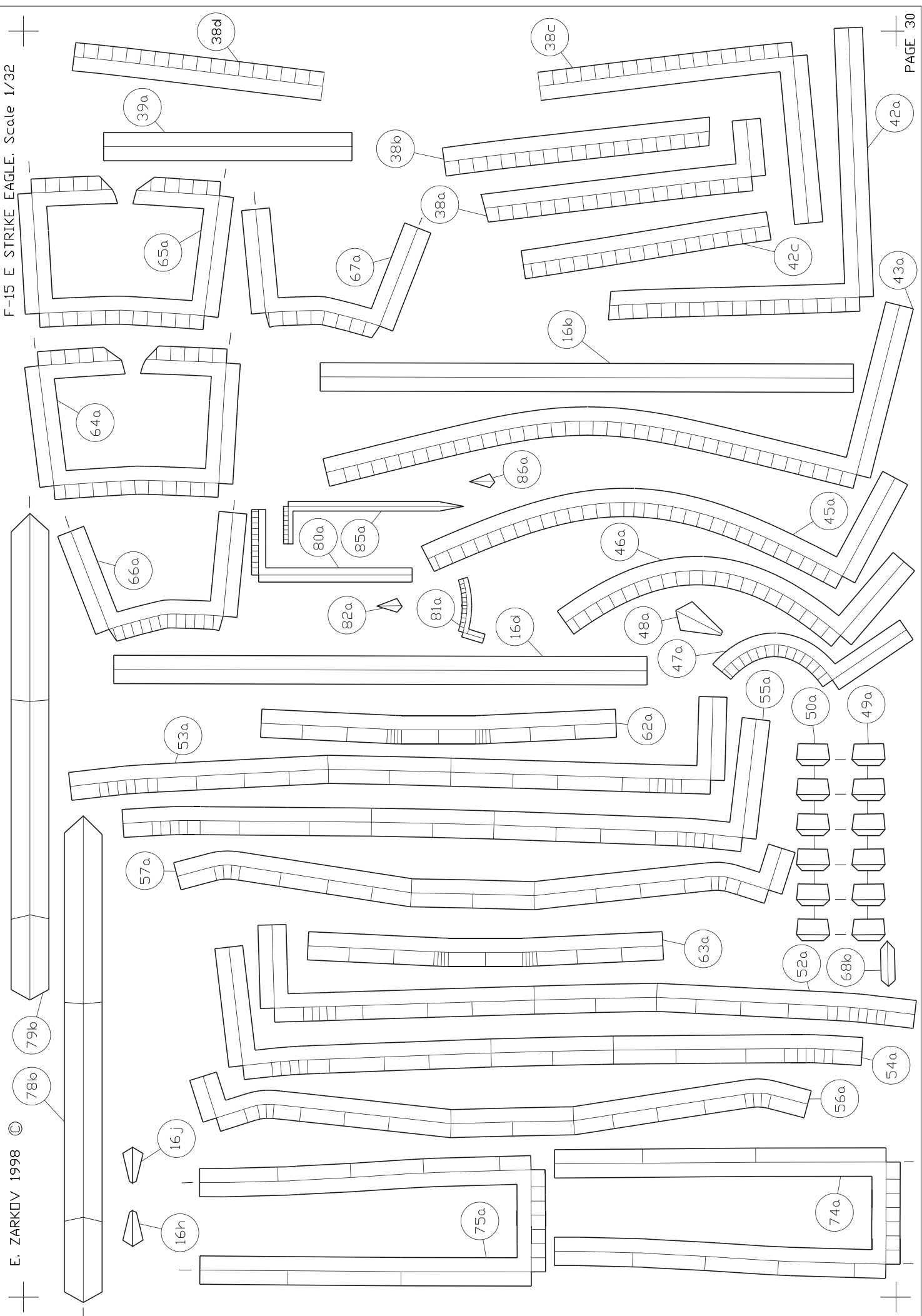
FUSELAGE ASSEMBLY FORMER. USE IT TO GLUE L TO M IN CORRECT POSITION

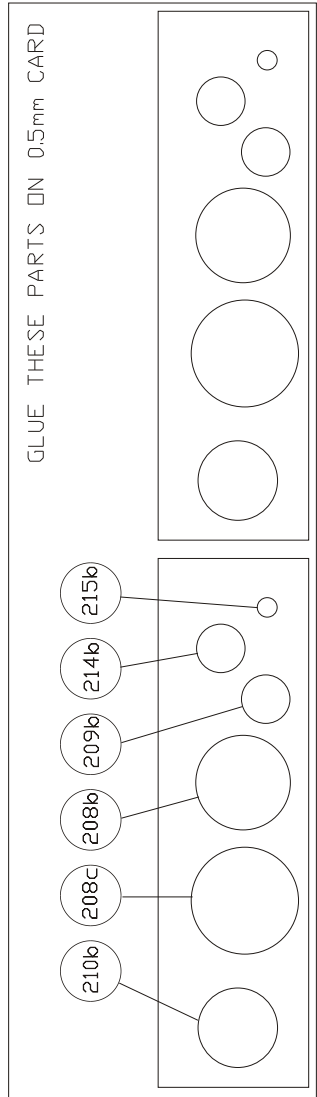
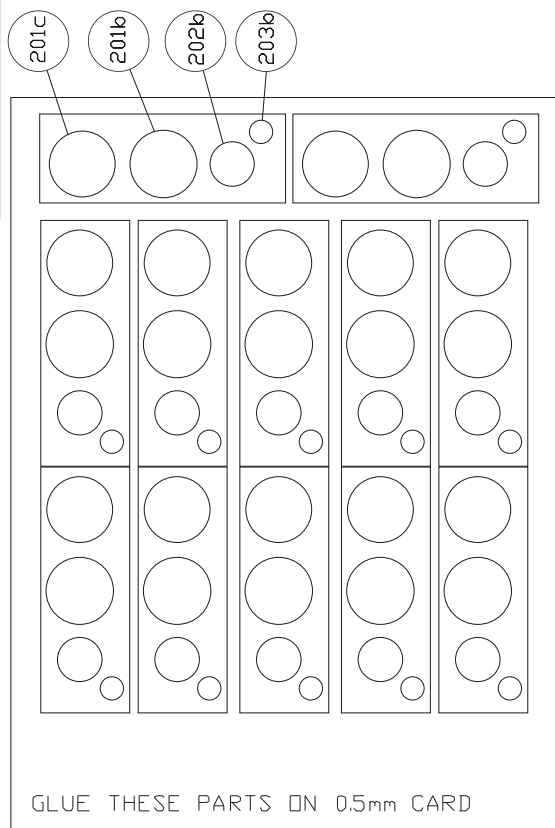
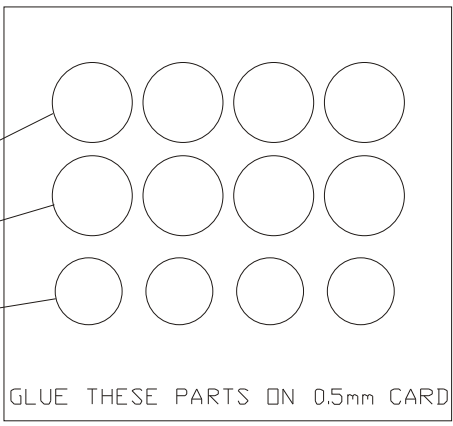
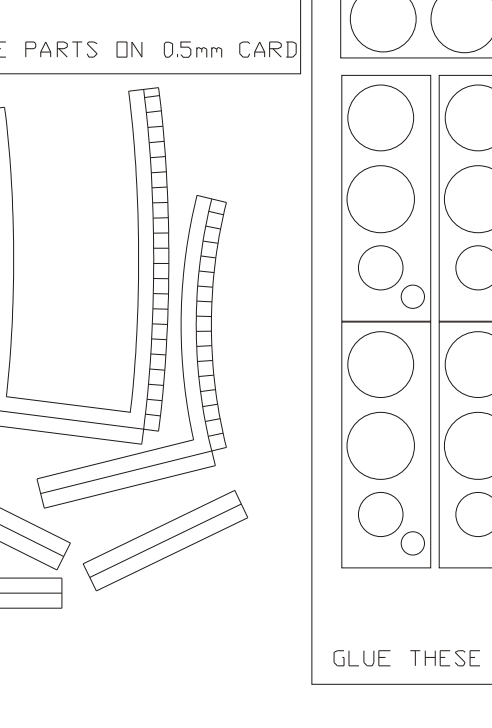
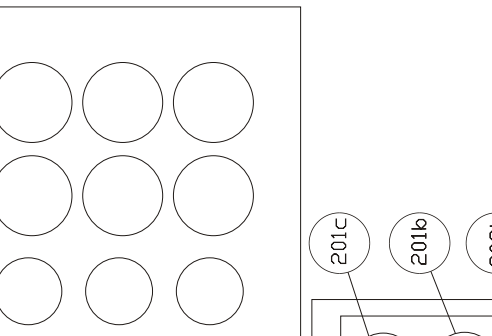
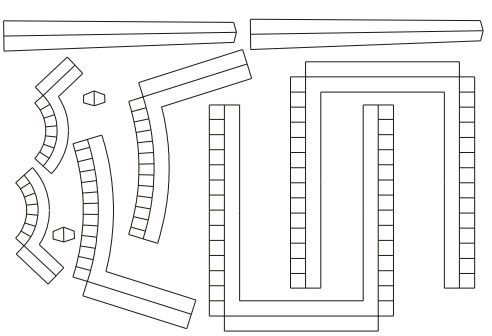
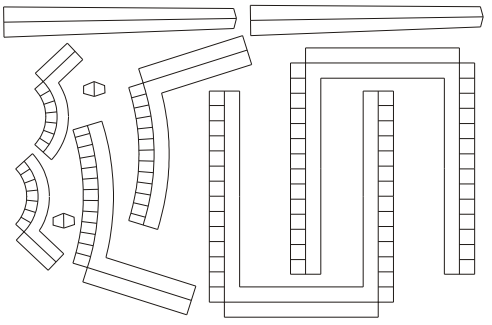
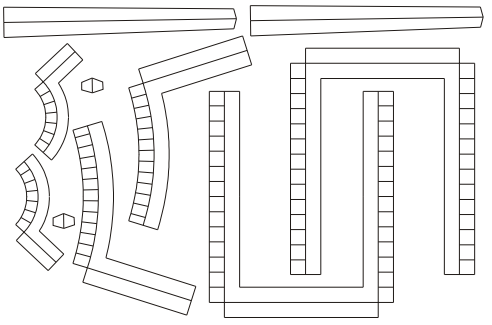
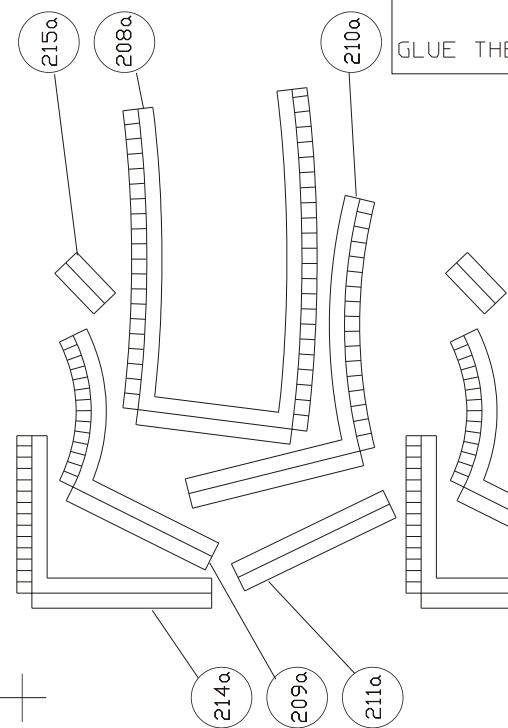
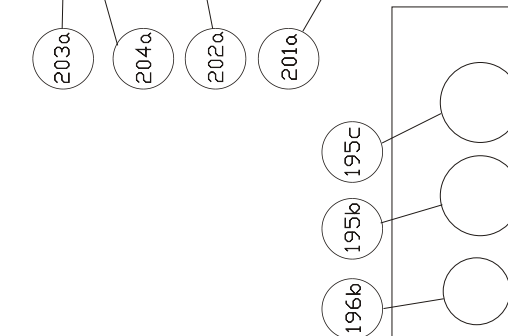
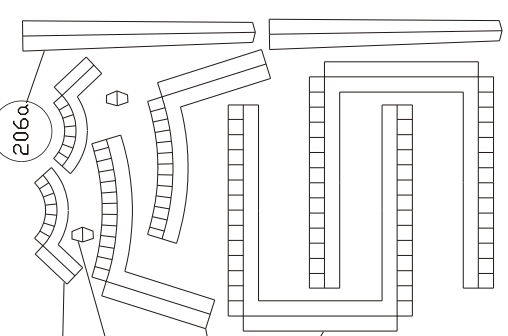
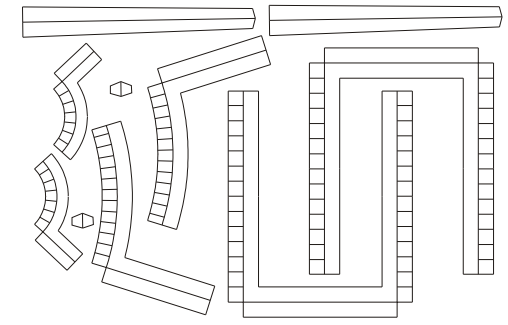
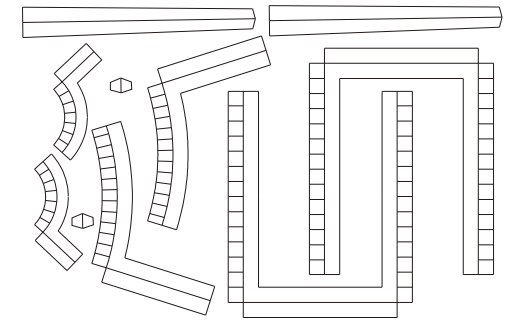
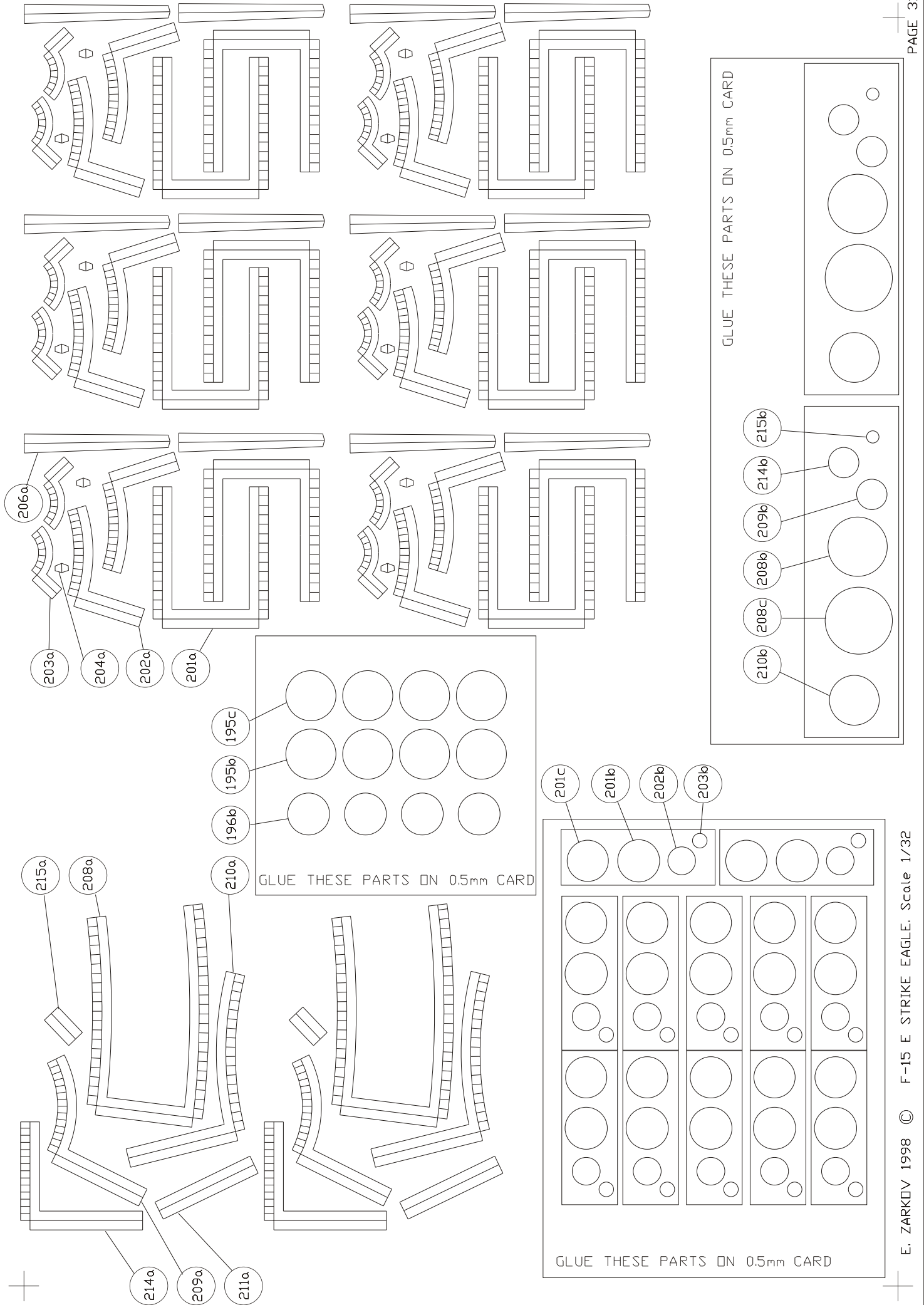
GLUE THIS FORMER ON 0.5mm CARD

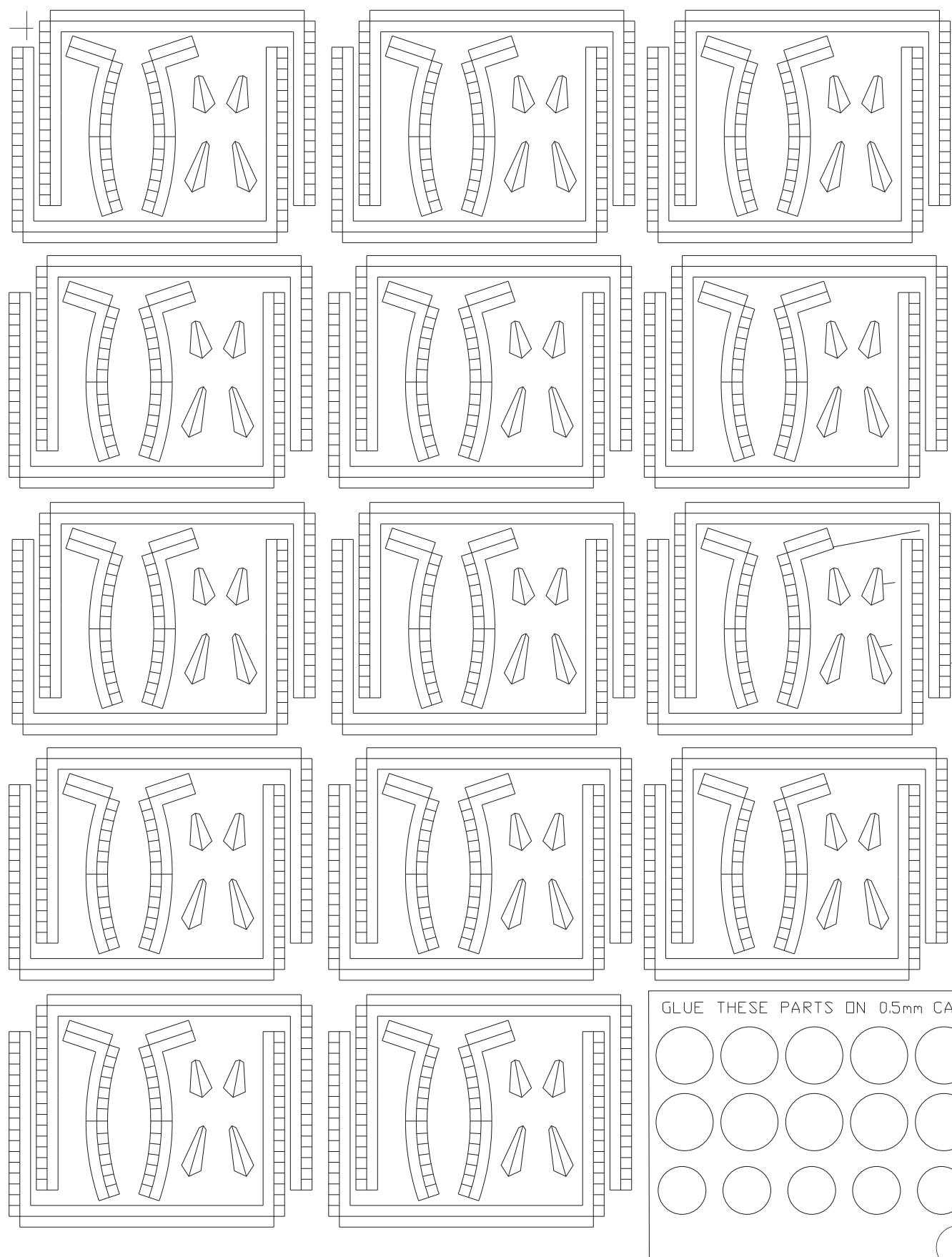












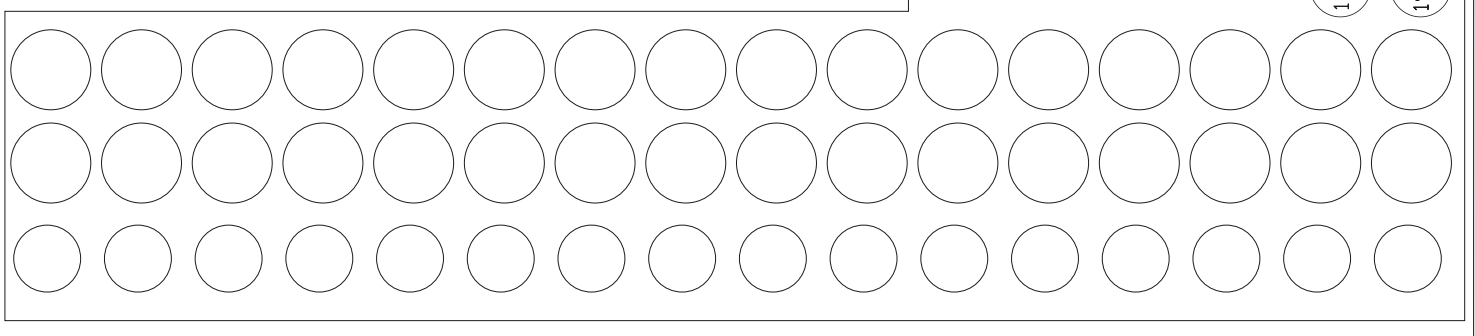
- 195a
- 199a
- 197a
- 196a

195c

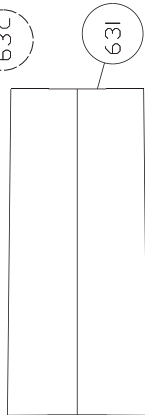
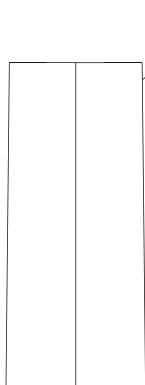
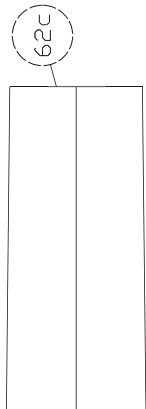
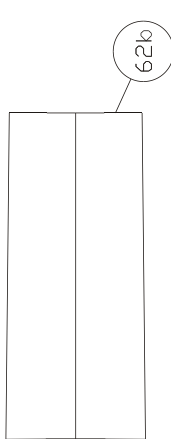
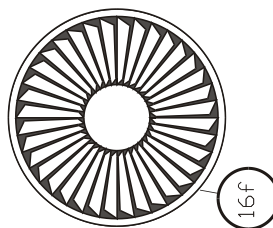
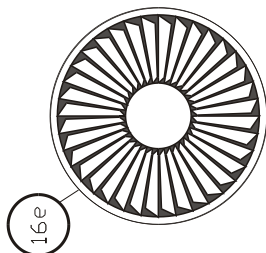
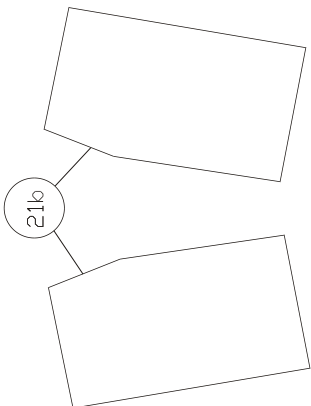
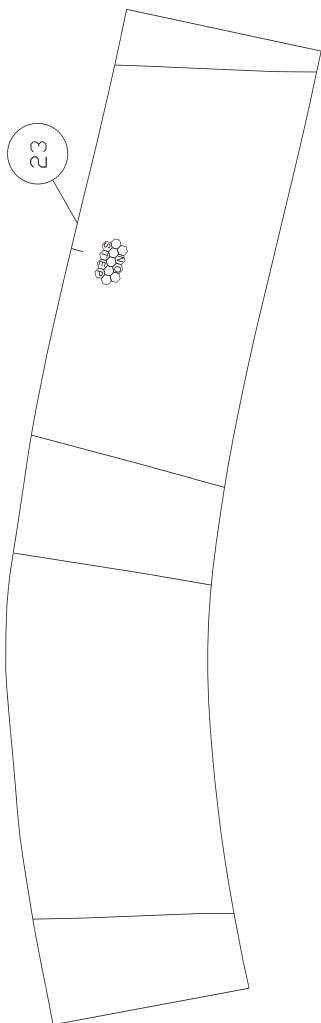
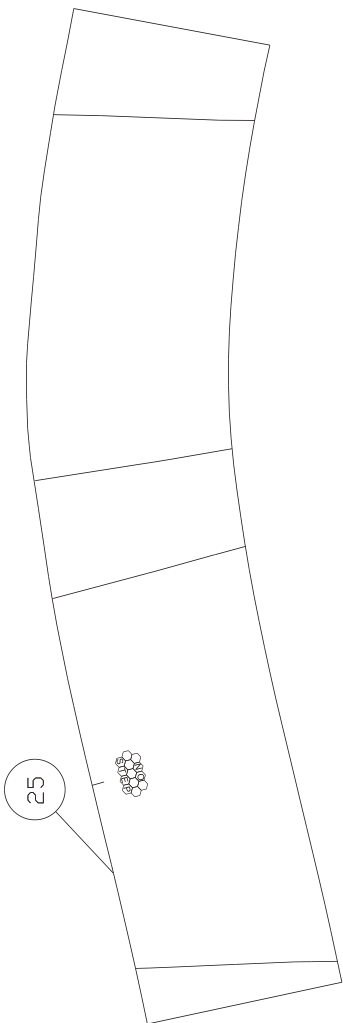
GLUE THESE PARTS ON 0.5mm CARD

195b

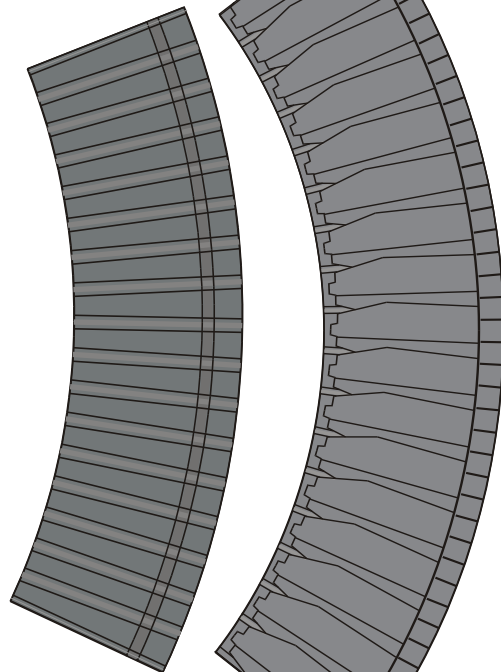
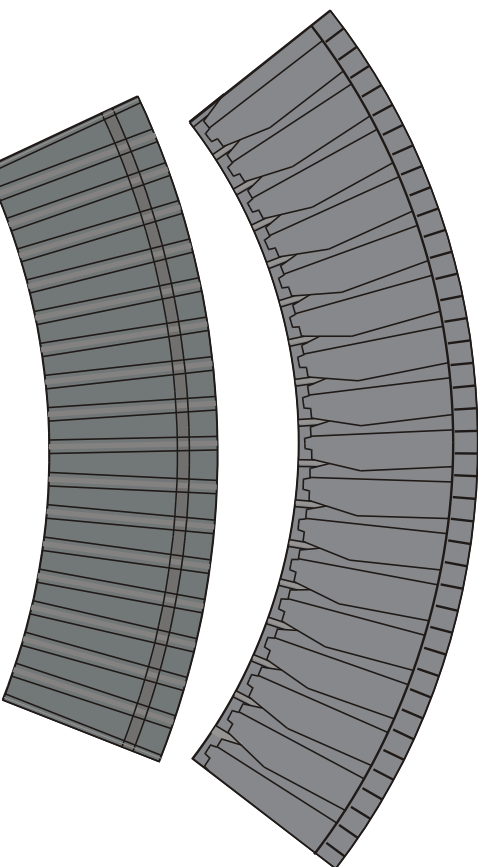
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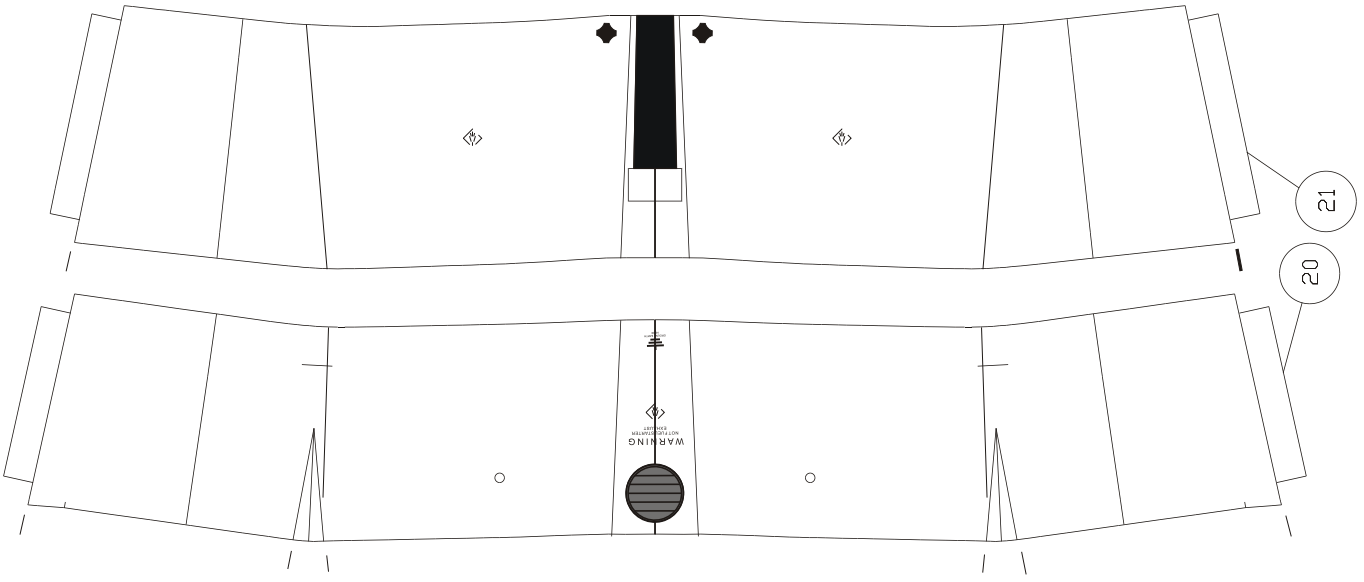
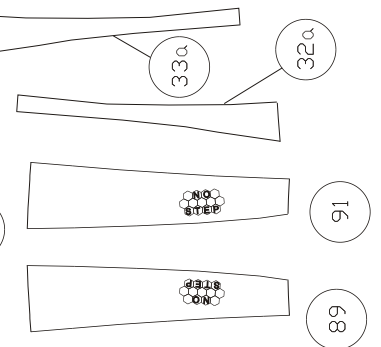
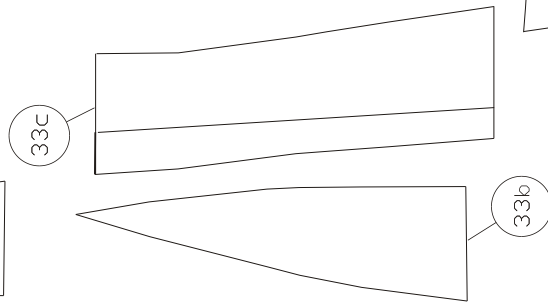
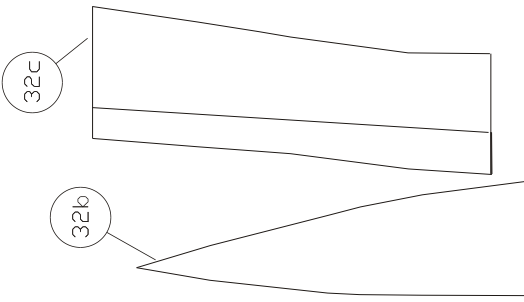
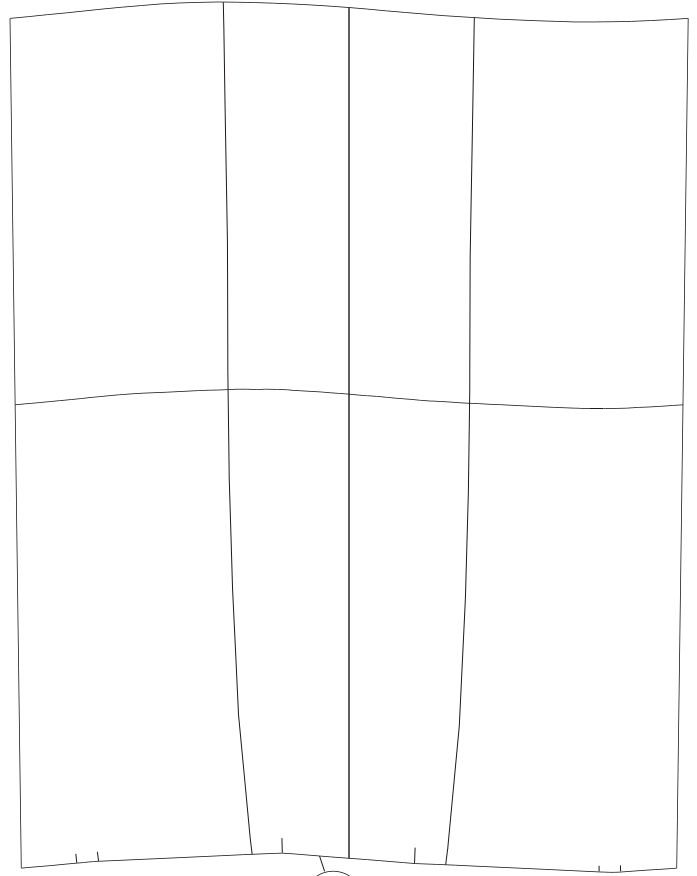
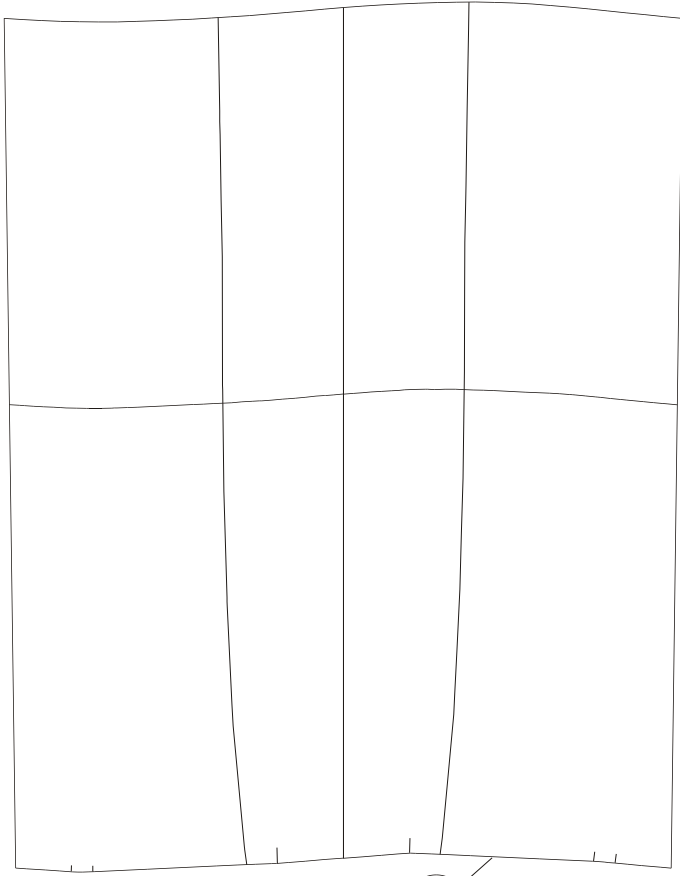
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USE THESE PARTS FOR SUBSTITUTION OR FOR
ADDITION TO PARTS WITH METAL COVER



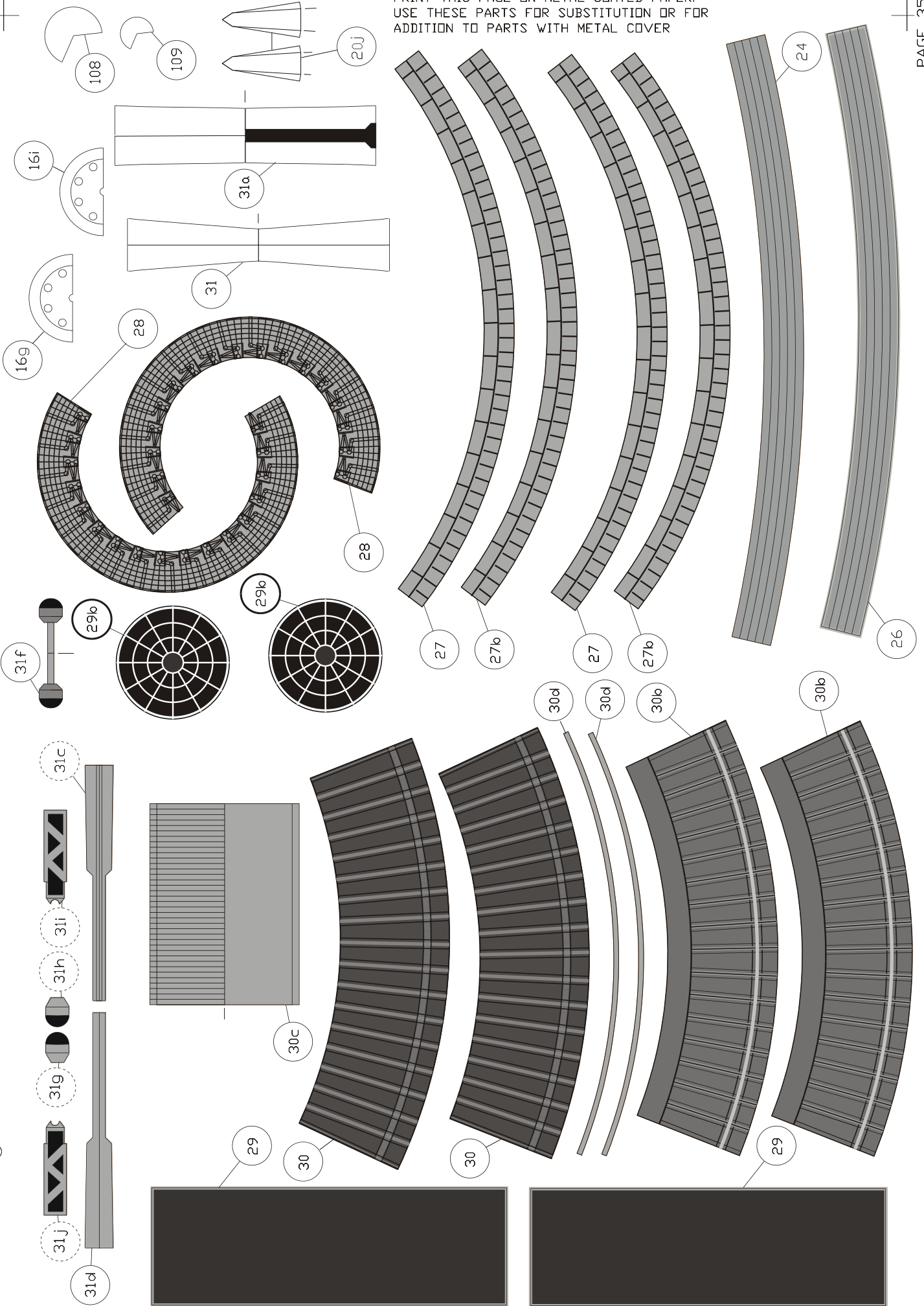
Engine nozzles with Turkey plates



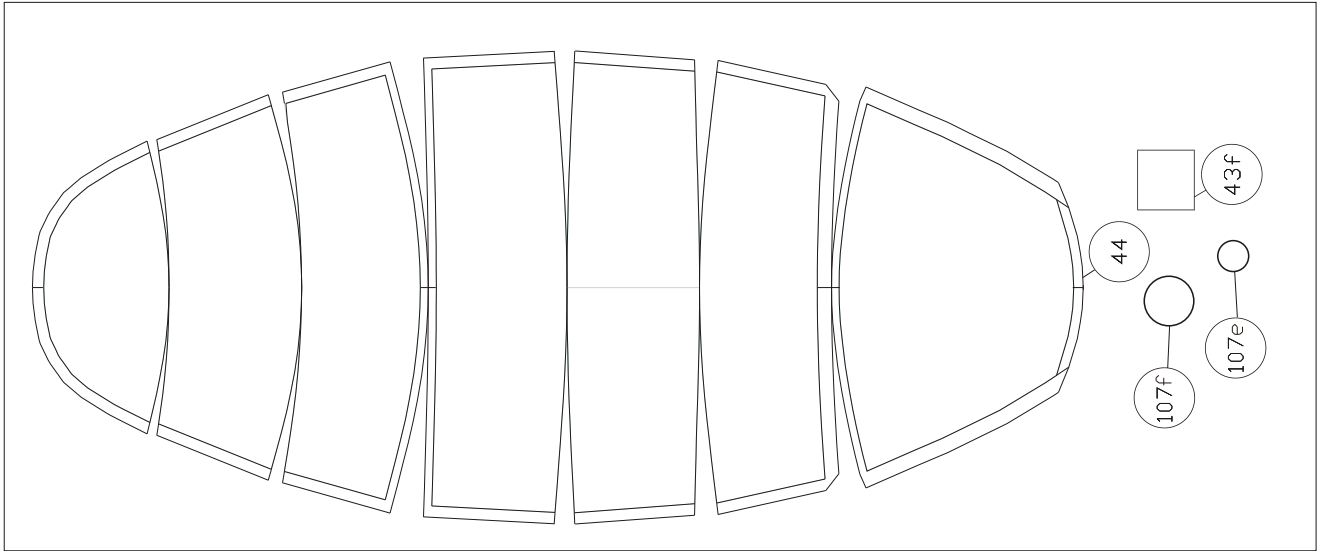
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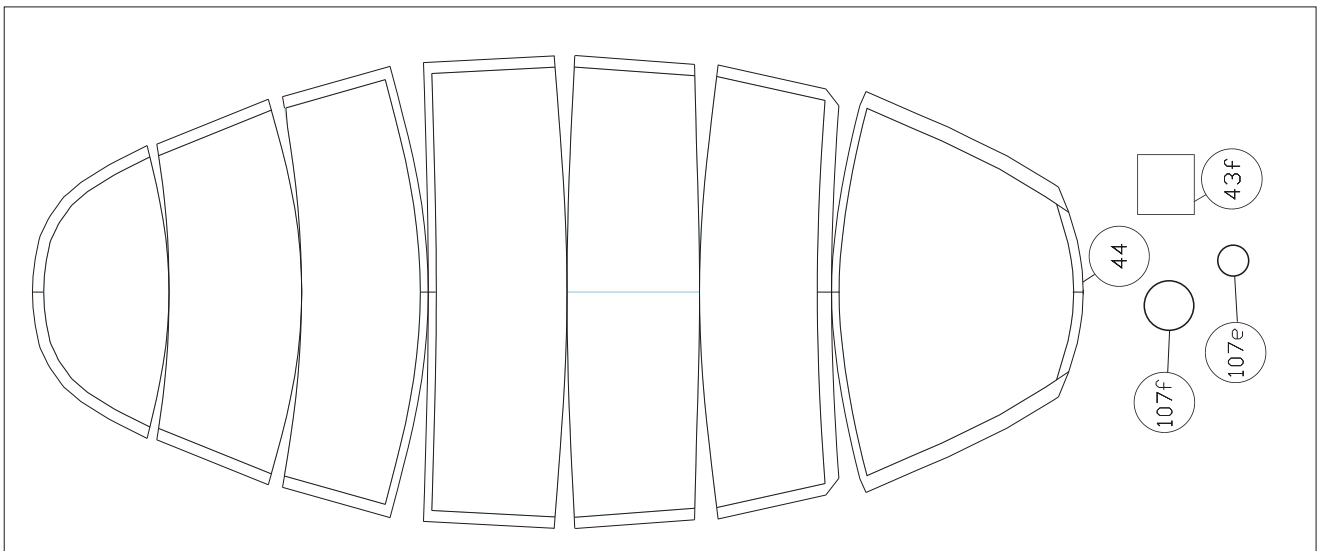
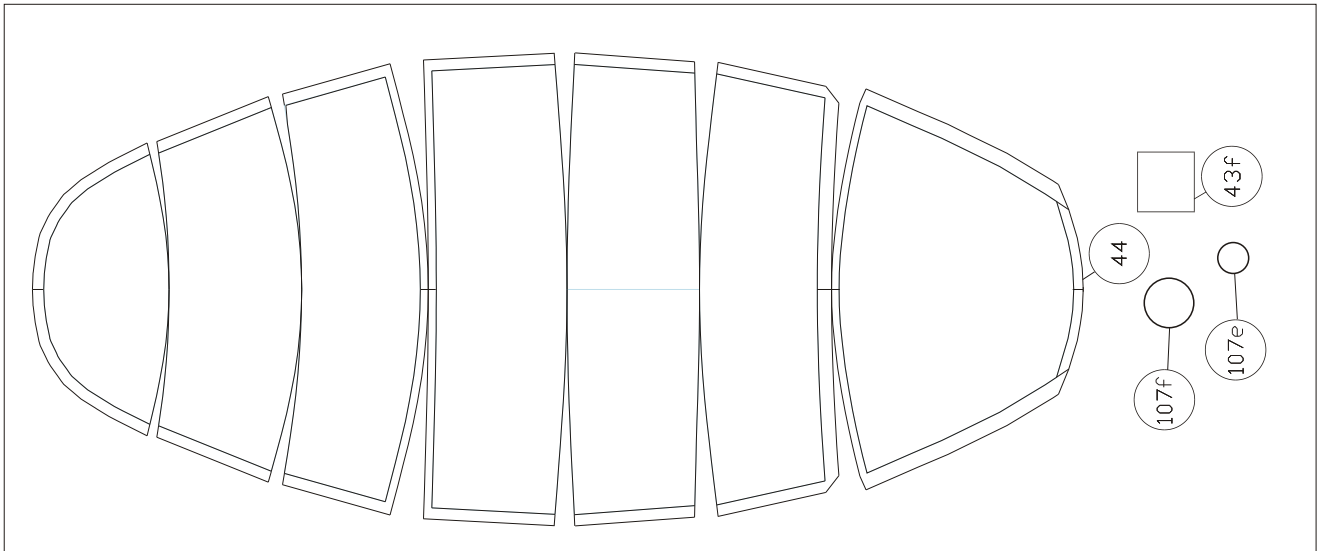
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Tip: You can use two additional sets as spare parts

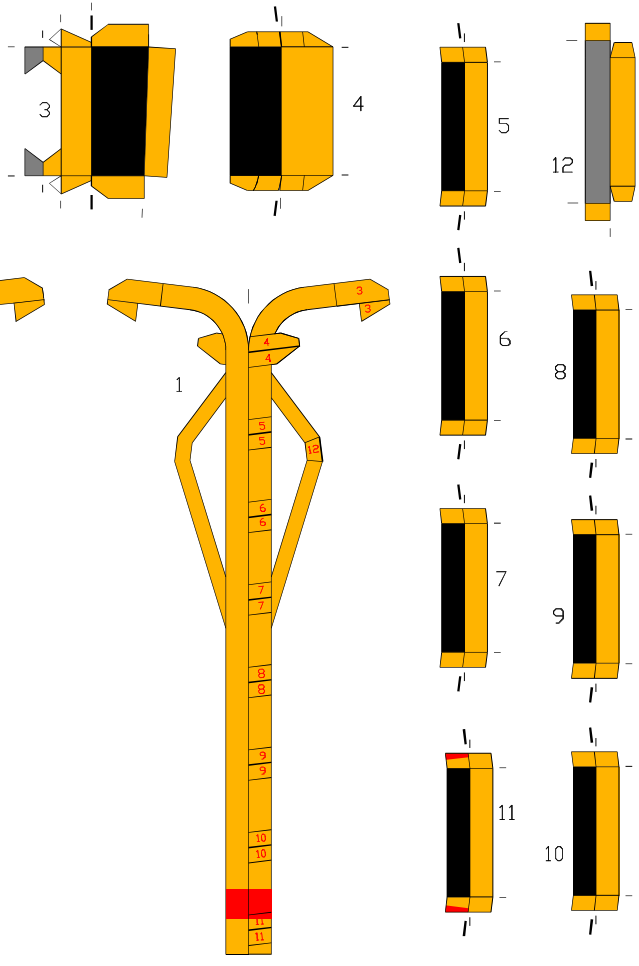




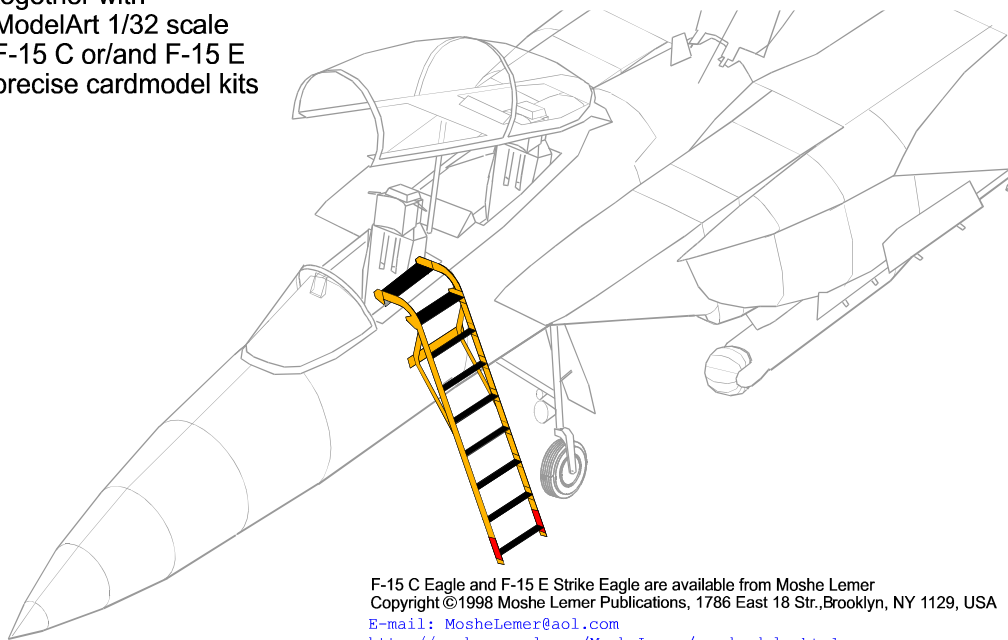
Bonus

F-15 C/E Technician's Ladder

©1998 E. ZARKOV



Use this ladder
together with
ModelArt 1/32 scale
F-15 C or/and F-15 E
precise cardmodel kits



F-15 C Eagle and F-15 E Strike Eagle are available from Moshe Lemer
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