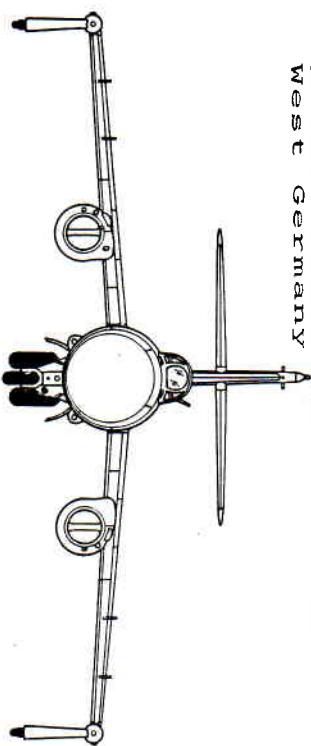


# YAK-25



Wknodels  
International Mail Order House  
Internat. 29  
Dorfstr. 29  
D-8050 Freising-Attaching  
West Germany

Scale  
1/72



Yak-25

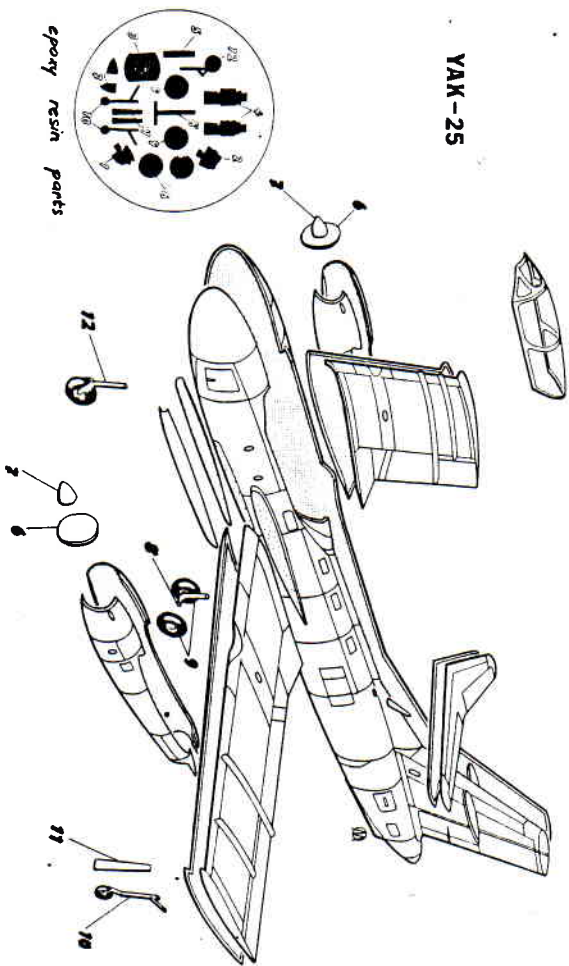
## HISTORY :

The Yak-25 first flew in 1953 in competition against the Mig I-320(B) and Lavochkin La-200, to be the first Soviet twin engine, multi-seat, all weather fighter to enter service. Whereas the other two designs housed the engines in the fuselage the Yak-25 departed from that Soviet practice and mounted the two AM-5 turbojets in underslung nacelles outboard on the wings. Both the wings and the tail surfaces were swept 45 degrees and they were of constant chord. While the nacelles were small, the fuselage was a large cylinder with a rounded blunt nose housing a radar based on a US WM-II design. The two crew members sat in tandem under a single sliding canopy just forward of the leading edge of the mid-mounted wing. Directly below the wing was a dual main landing gear which retracted into the belly, balance being provided by the single nose wheel and two outriggers mounted at each wingtip which were fully retractable. Armament consisted of two N-37 30 mm canons and a central pack in the belly which housed 55 mm unguided rockets.

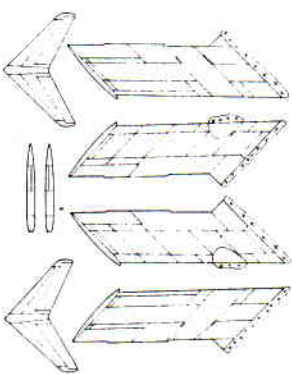
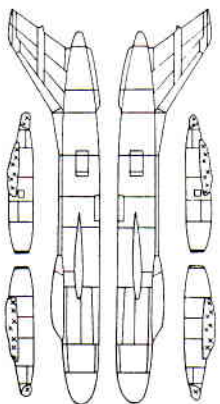
The Yak-25 was seen in public for the first time in 1955 during the Tushino Air Display and was assigned the NATO code name Flashlight. These Flightlight-A models had their engines replaced in 1957 by Tumansky RD-9 turbojets which provided 5,730 lbs thrust or 7,940 lbs if fitted with afterburner. In 1956 a new version with the second crew member moved into a glazed nose received the designation Flightlight-B. It also had extended leading edges at the wing roots, longer engine nacelles for afterburners and wing-tip pilots. Another version, the Flightlight-C was also seen in 1956, having the refinements of the B model but retaining the radar nose of the A. The B model was an unarmed tactical reconnaissance version.

Other refinements such as extended wing-tips and armament and radar variations were seen on a few aircraft, but the A model remained the most prolific. One interesting version is sometimes referred to as the Yak-25RD. It is known by its NATO name of Mandrake to be the Soviets reply to the Lockheed U-2. It appears to be a Flashlight fuselage with a single seat and a solid base bulbous nose. While the tail surfaces remain swept, the wing is a long tapered affair which droops considerably like the U-2's. While the swept wing Flashlights outriggers are mounted on the leading edge of the wingtip and retract back, those on the Mandrake are mounted on the trailing edge and retract forward. The engines used on the Mandrake are believed to be Tumanski R-11's.

## YAK-25



epoxy resin parts

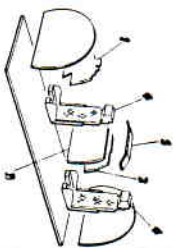


### Yak-25 Flashlight Specifications:

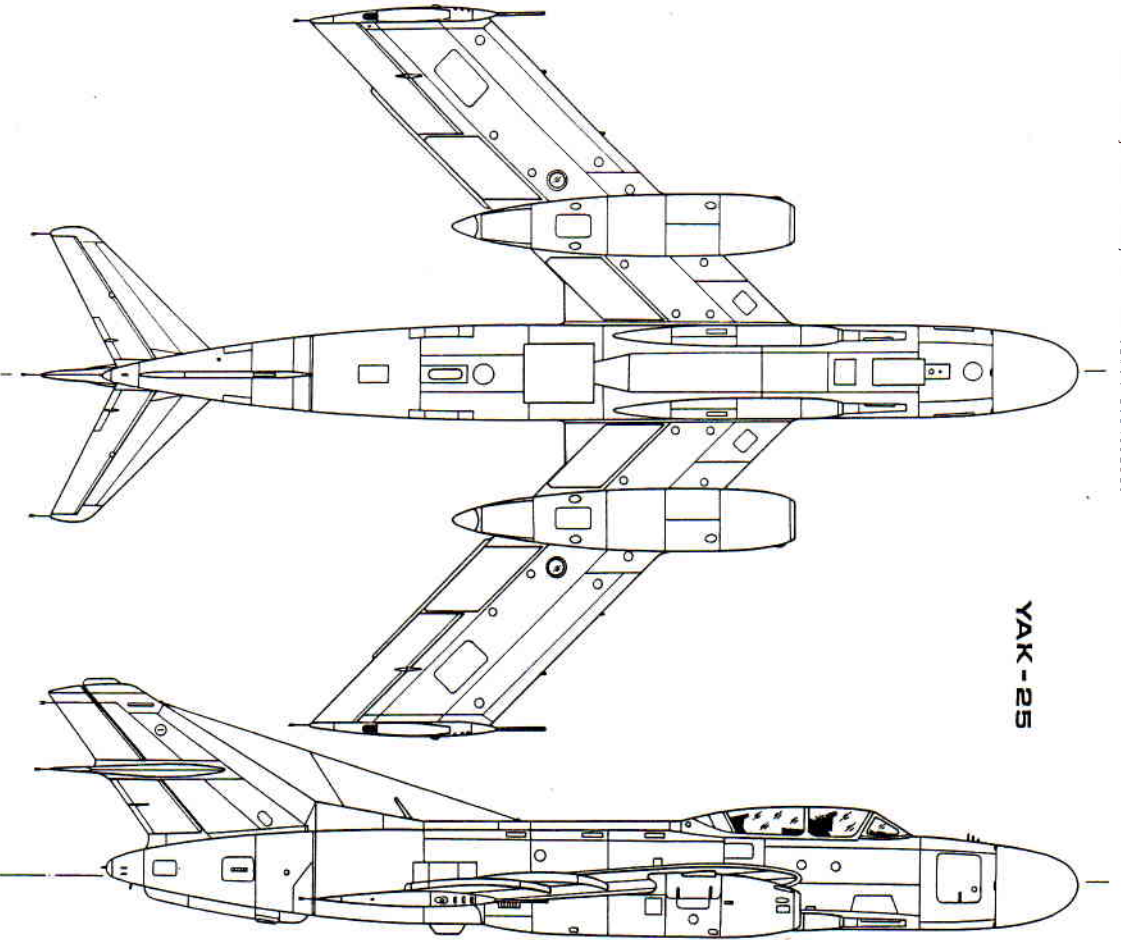
Wingspan .....	36' 1"
Length .....	51' 4 1/2"
Weight empty .....	18,000 lbs (est)
Weight maximum .....	25, 148 lbs (est)
Speed .....	630 mph
Range .....	1,200 miles
Ceiling .....	49,200 ft (est)
Engines .....	Two 6,000 lbs Tumansky RD-9 turbojets with afterburners
Armament .....	Two belly mounted N-37 37mm cannons and a pack of 55mm unguided rockets
Crew .....	Two

### References:

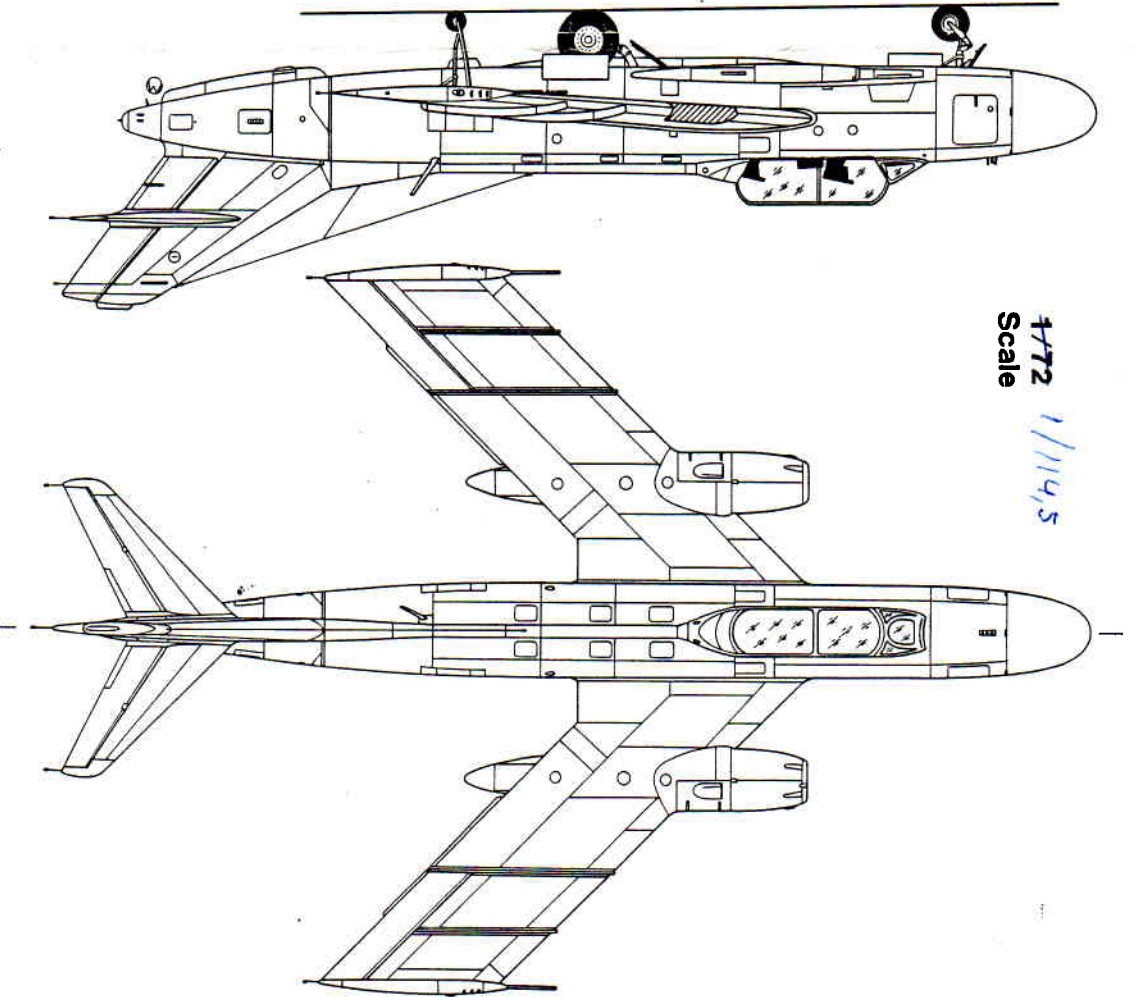
- Aircraft of the Soviet Union, B.Gunstun
- The Illustrated History of Fighters, B.Gunstun
- Russian Aircraft Since 1940, J.Alexander
- The World's Military Aircraft, B.Gunstun



Over 1,000 Yak-25's were built and served the Soviets well into the sixties as front line aircraft. Their design led to the much advanced Yak-28 series which we know in NATO as Brewer and Firebar's. These incorporate entirely new airframes and wings on the same general layout, with the exception that the wing is moved up to the shoulder position and the nose gear is replaced by a second double main gear. Unlike most other Soviet front line aircraft the Yak-25 series only served with the Soviet Air Force and was not given to any of the block countries.



YAK-25



1/72  
Scale

1/114,5

Make sure struts are used in the correct places, numbers 12 and 13 go from rear brace on top of the floats to the under side of the wings. Continually cross check with three view drawing for correct angles.