

Su-25UBK 'Frogfoot'

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ART BY ADAM MARCINIAK

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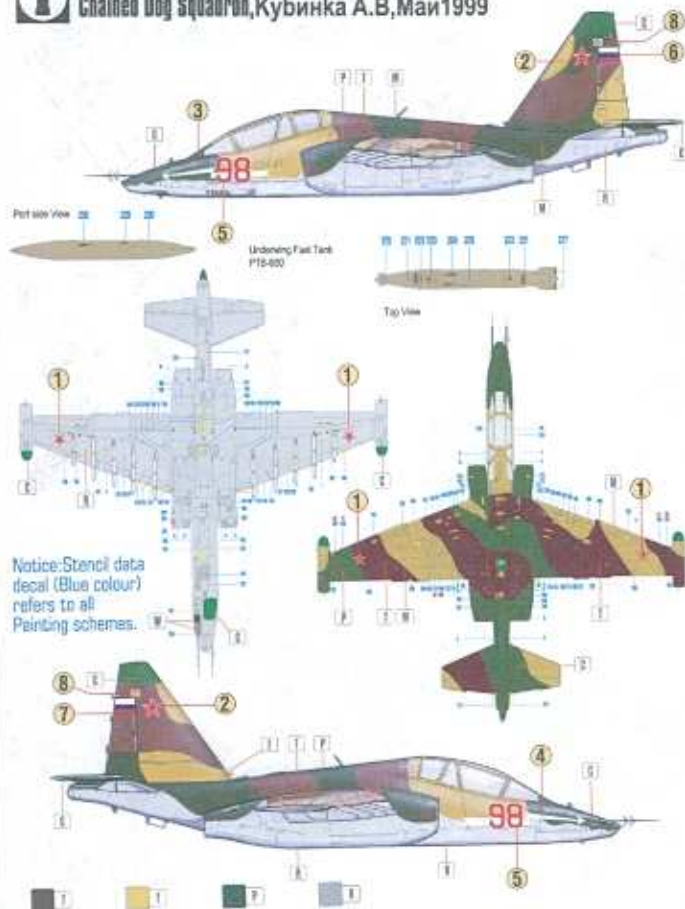
G-11

Short history of the aeroplane. In 1967 the design department of P.O. Suchoi began the development an armoured, heavily armed bat-tlefield aircraft without an official order being placed. After completion of all stages of state trials, the Soviet Ministry of Aircraft Production authorised manufacture of the Su-25 at Tbilisi, allowing series production to start in 1978. The basic version of the aircraft the Su-25 was produced at Factory 31, at Tbilisi, in the Soviet Republic of Georgia. Between 1978 and 1989, a total of 582 Su-25 single-seaters were produced in Georgia (the commercial Su-25K is not included in this number). This variant of the aircraft served in the largest numbers in the Russian Air Force's Su-25 fleet. The aircraft experienced a number of accidents in operational service. In the wake of these incidents, use of its main armament, the 240 mm S-24 missile, was prohibited. In its place, the FAB-500 500 kg general-purpose high-explosive bomb became the primary armament. The basic Su-25 model was modified to become a commercial export variant, known as the Su-25K (Komercheskiy). This model was also built at Factory 31 in Tbilisi and differed from the Su-25 version in minor details, mainly in internal equipment. Serial production ran from 1984 to 1989 and totalled 180 Su-25K. These were sold to countries like Czechoslovakia, Iraq, Bulgaria, Angola and North Korea. In the late 1980s and early 1990s, several Su-25s were modernised and specialised variants appeared, including the Su-25UB two-seat trainer, the Su-25BM target-towing variant, and the Su-25T antitank version. The Su-25T was developed out of the basic design, a single-seat all-weather version with improved avionics and an additional fuel tank in place of the second seat. The export version is the Su-25TK and as a carrier based version is designated Su-25TP. The Su-25UTG is an unarmed training version for deployment on aircraft carriers, maiden flight 1988. The armed version is designated Su-25UBP. Improved combat versions have also been developed. The current model is designated 'Scorpion' the Su-25SM variant. However, this process has been slowed due to funding shortfalls, and by early 2007, only seven aircraft had been modified. All the versions were codenamed Frogfoot by NATO. Currently are the Su-25 can be found in the air forces of Algeria, Angola, Bulgaria, Georgia, The Congo, Macedonia North Korea, Peru, The Czech Republic, Slovakia and the Ukraine. Up to the start of the '90's a total of around 1000 aircraft of all types had been produced. Technical Data: Crew: 1 Length: 15.36m (50ft 4ins), Wingspan: 14.36m (47ft 1in), Height: 4.80m (15ft 8ins), Weight Empty: 9.5t, Take-off Weight: 14.6t, Max Take-off Weight: 17.6t, Fuel Capacity: 5t, Engines/Performance max.: 2 x IJ E R-195 (each of 44.13 kN thrust), Maximum speed at sea level: 975 km/h (605mph), Maximum Speed: 0.82 Mach, Maximum Range: 1850 km (1150 miles), Combat Range: 750 - 1250 km (465 - 775 miles), Service Ceiling: 7km (23000ft), Internal Armament: 1x two barrel 30mm Canon GSch-30-2 (250 Rounds), Maximum External weapon load: 4.34 t on 10 Stations (normally 1.34 t) x 2 Short Range R-3S or R-60M.

●GB. Marking and Painting Guide ●D. Markierung und Bemalanleitung ●PL. Oznaczenie i Malowanie ●F. Peinture et marquage Guide ●NL. Schilderen en markeringen gids

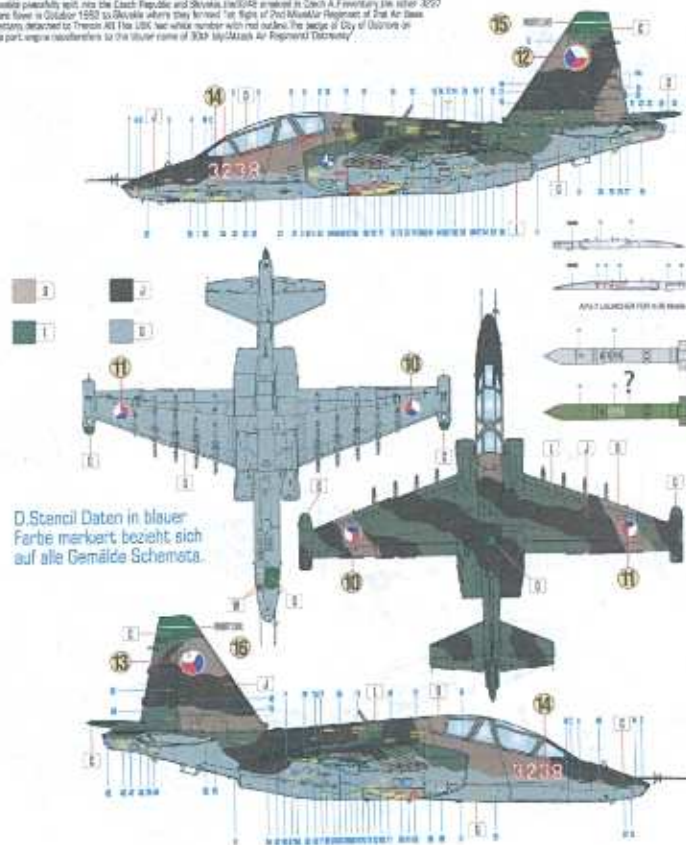
●ESP. Pintura y Guía de Marcas ●POR. Pintura e Guia de Marcas ●I. Pittura e Guida Marcature ●S. Målning och märkning Guide ●FIN. Maalaus ja merkinnät opas

1 Su-25UBK Военновъздушни сили, BBC Soviet Air force Chained Dog Squadron, Кубинка А.В, Май 1999



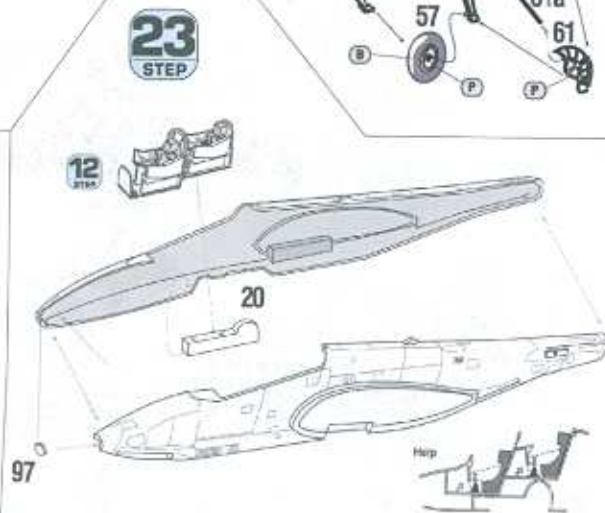
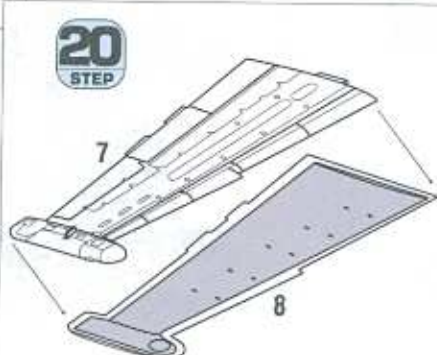
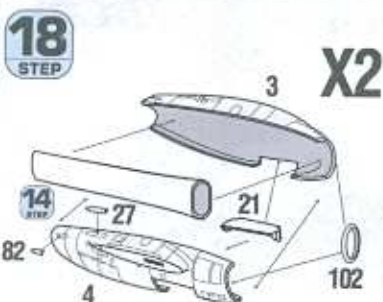
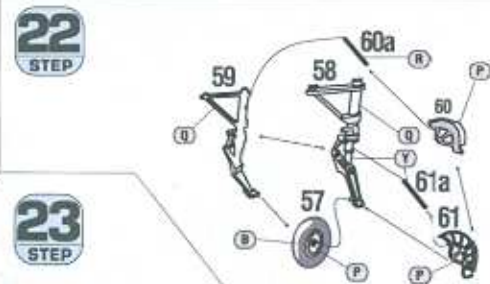
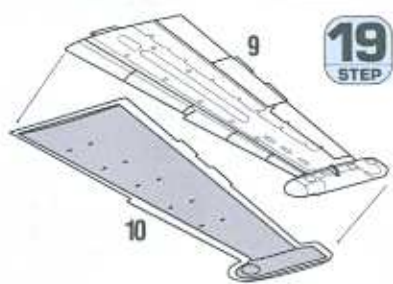
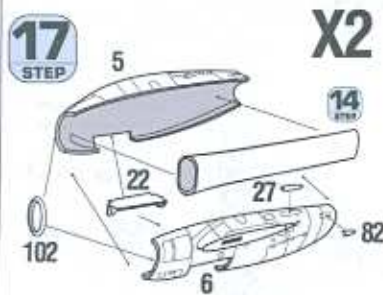
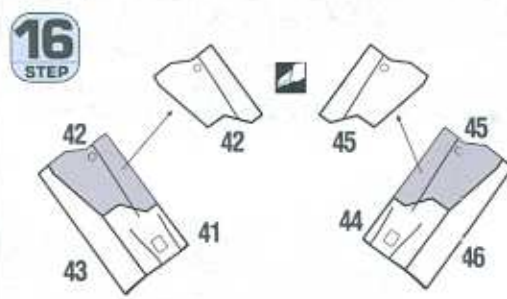
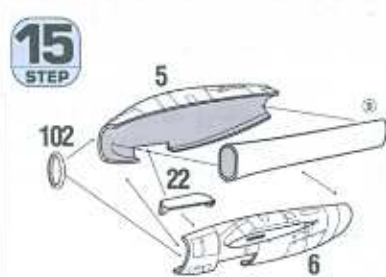
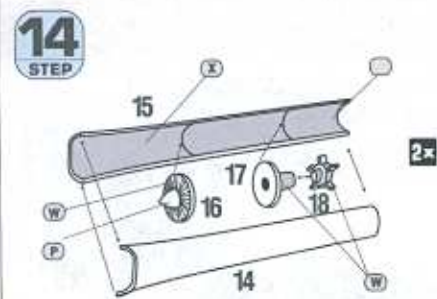
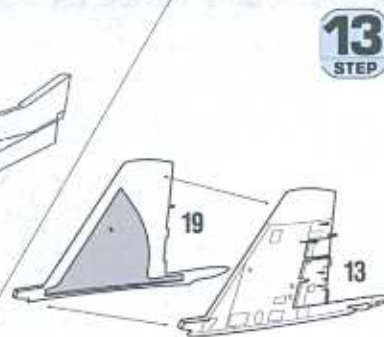
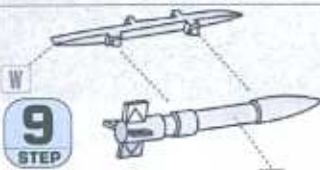
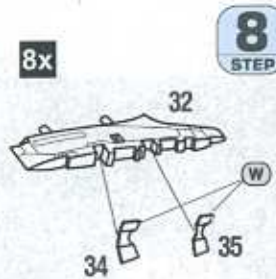
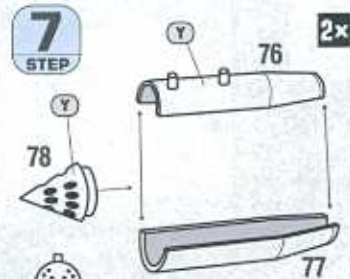
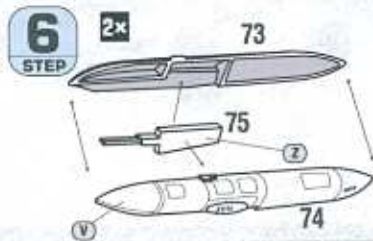
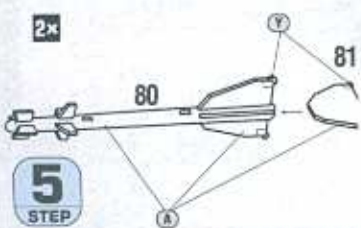
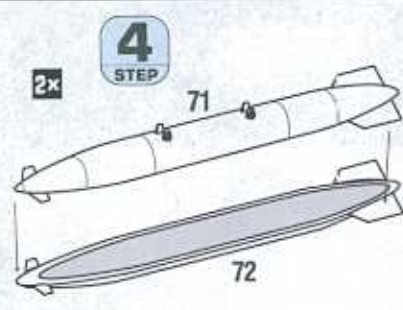
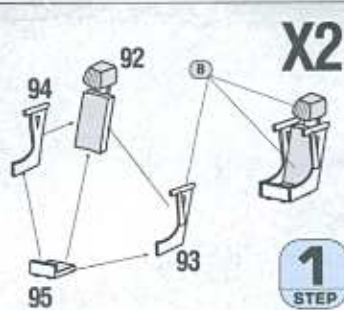
2 Su-25 UBK Československé Vojsenské Letectvo Czechoslovak Air Force 30th Ground Attack Regiment - Ostrava A.B., 1992

Two export version of two-seater Su-25 were delivered to former Czechoslovakia on April 1988. After Czechoslovakia peacefully split into the Czech Republic and Slovakia the Su-25s remained in Czech A. Following the winter 2000 were flown to Slovakia where they formed 1st flight of 2nd Military Regiment of the Air Base. Persons detached to Trenčín AB (the Su-25 was which number with red outline, the badge of City of Ostrava on the port engine nacelles) to the base code of 30th Military Air Regiment "Dobry".



GB.Assembly instruction

- D.Montageanleitung
- PL.Instrukcja montażu
- F.Notice de montages
- Cz.Montážní návod
- Инструкция по монтажу.



Marking & Painting

•DEN. Bemaling og mærkninger Guide •NOR. Maleri og Markings Guide •RUS. Окраска и маркировка руководство •GR. Ζωγραφική και Σημάτισμα Οδηγός •CZ. Malování a Značení

3 Su-25UBK Vzdušné sily Ozbrojených Síľ Slovenskej Republiky (Slovak Rep. Air Force), Piestany A.B. Slovakia 1980s

Two escort versions of two-seat Su-25 were delivered to former Czechoslovakia on 21st April 1988. After Czechoslovakia peacefully split into the Czech Republic and Slovakia, the Su-25B remained in Czech A-75 inventory. One other Su-25B was flown in October 1992 to Slovakia where they became the Su-25 of 2nd Military Regiment of 2nd Air Base. Postwar attached to Ivanovo AB. The Su-25 had white number with red outline. The badge of City of Bratislava on the port engine nose-pieces to the total name of 3289 sign/label for Regiment Dobruška.



F. Données Stencil marquées en couleur bleue fait référence à tous les systèmes de peinture.

•TUR. Kılavuz Boyama ve Markalama •H. Festék rendszer és jelölések •SK. Malovanie a značenie Guide •Rum. Marcarea și pictura Ghid

4 Su-25 Военновъздушни Сили, Ukrainian A.E. Kolomija A.B., Ukraine 2012



PL. Opisy eksploatacyjne zareczone kolorem niebieskim odnoszą się do wszystkich malowań.

•BUL. Живопис и маркировка Ръководство •UA. Маркування та живопис керівництво

5 Su-25UBK Bulgarian Air Force, 2/22nd Attack Squadron, Bezmer A.B., Bulgaria, Aug 2010

Bulgaria received four two-seat Su-25UBK during modernization in the Bulgarian Air Force (BVF) in 1990s. The last MiG-17 were fully retired in 1995 when the 225th AF was still operating. The type was re-equipped with the Su-25. The aircraft are based at 22nd Attack Air Base Bezmer due to the fact the best pilots were built for the MiG-17 via Su-25. One was to train them and have spare of their lives. 25 years after exiting active duty. Currently there are four Su-25UBKs being used by the 22nd Attack Squadron. Bulgaria is a sole operator of the Su-25 in NATO and plans to test them in service and at least 2012 Bulgaria Su-25s also take part in various joint military exercises such as "Thunder Spring" and "Thunder April" with USAF A-10 from Operation A.B.



Rus. Данные Трафарет отмечены синим цветом, относятся ко всем схемам окраски.

6 Su-25UBK Macedonian Air Force, 101st Aviation Squadron, Petrovec Aerodrom Skopje, Jaka Aleksander The Great Airport, Macedonia 2006/10

Macedonian Air Force acquired four Su-25 from Ukraine during 2001. Three of them are olive drab and only one is US. They did play significant role in the conflict in former Yugoslav Republics of Macedonia between ethnic Albanian insurgents and Macedonian army and police. It was decided to retire them. They are the only Su-25s that were shot down.



Esp. Datos del stencil marcados en color azul se refiere a todos los esquemas de pintura.