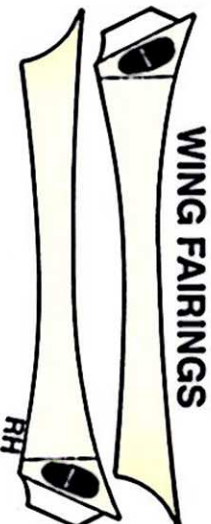
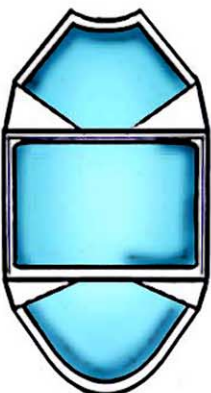
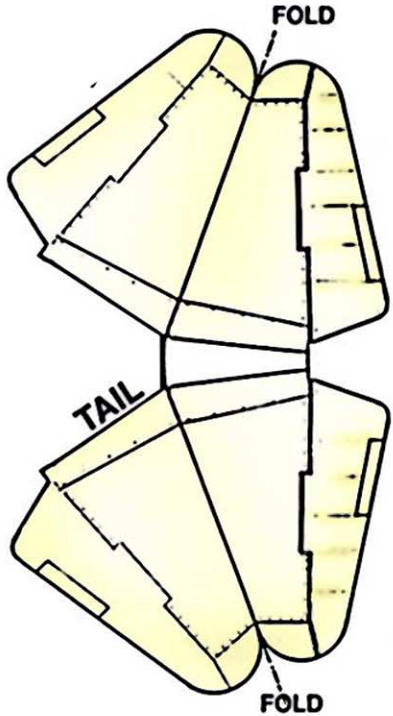
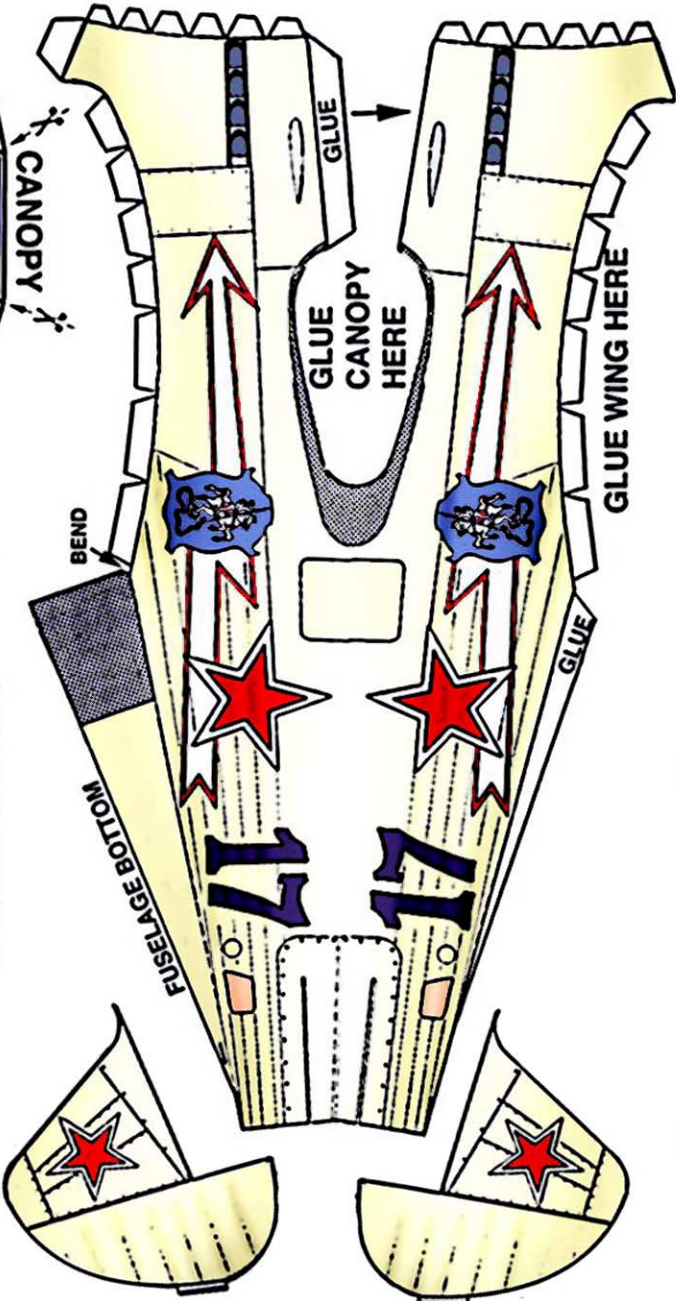
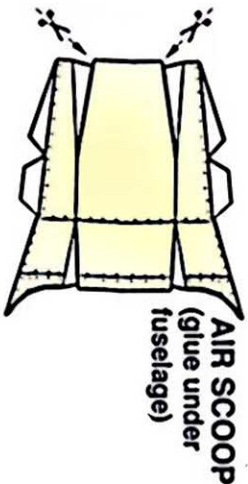
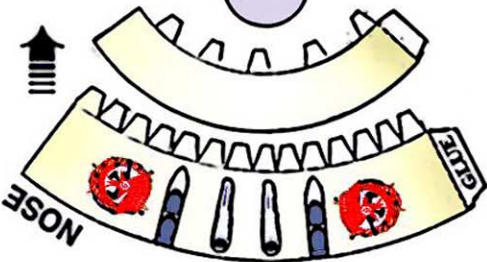


YAK

SHEET ONE



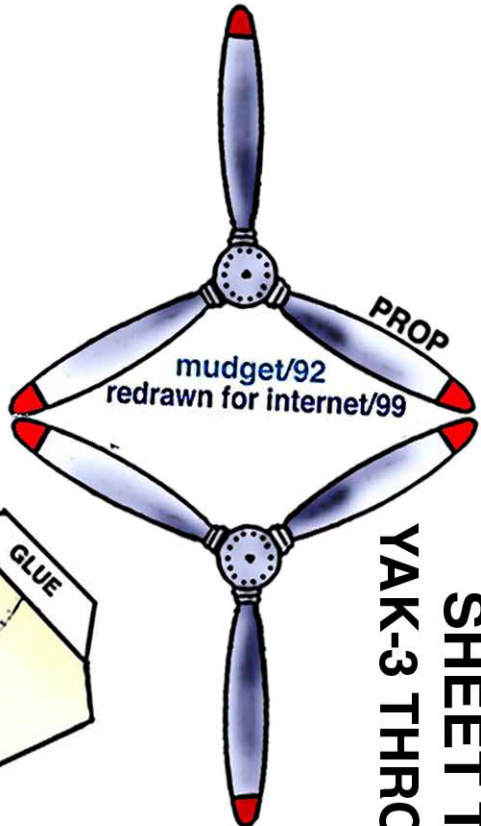
WINTER
COLORS



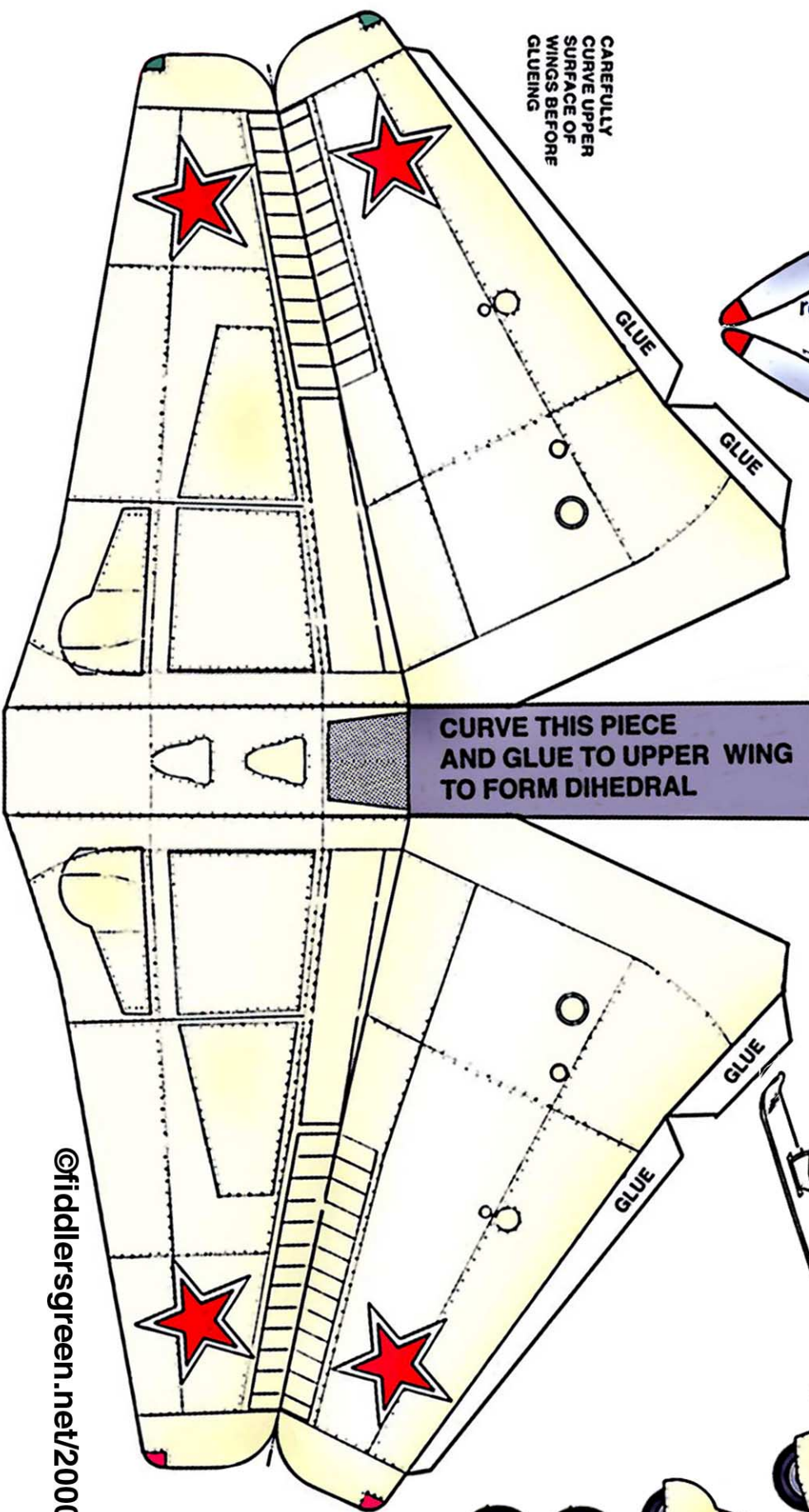
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SHEET TWO

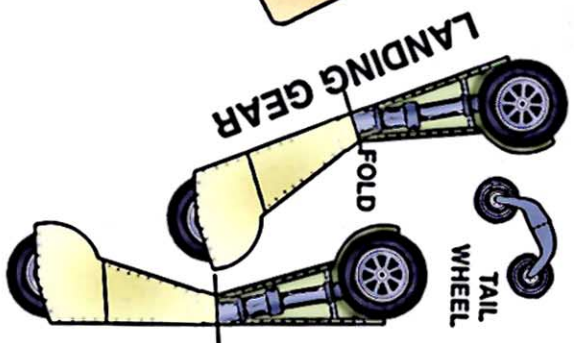
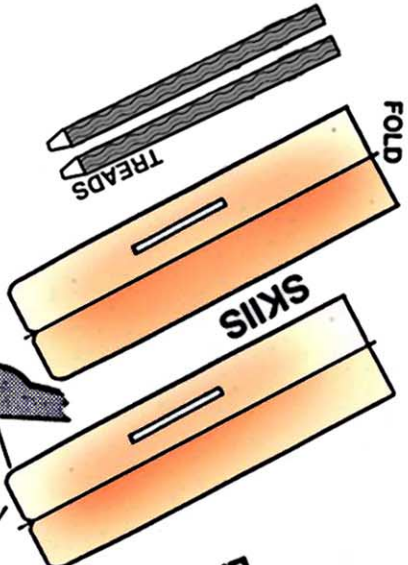
YAK-3 THROUGH 9



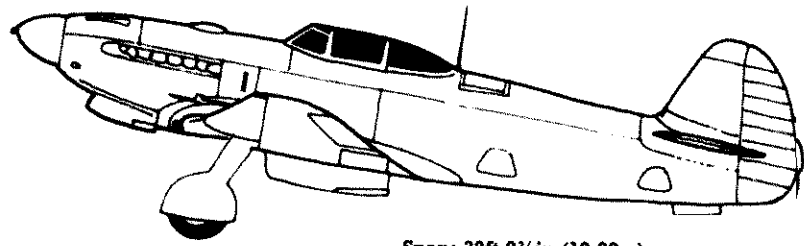
CAREFULLY
CURVE UPPER
SURFACE OF
WINGS BEFORE
GLUEING



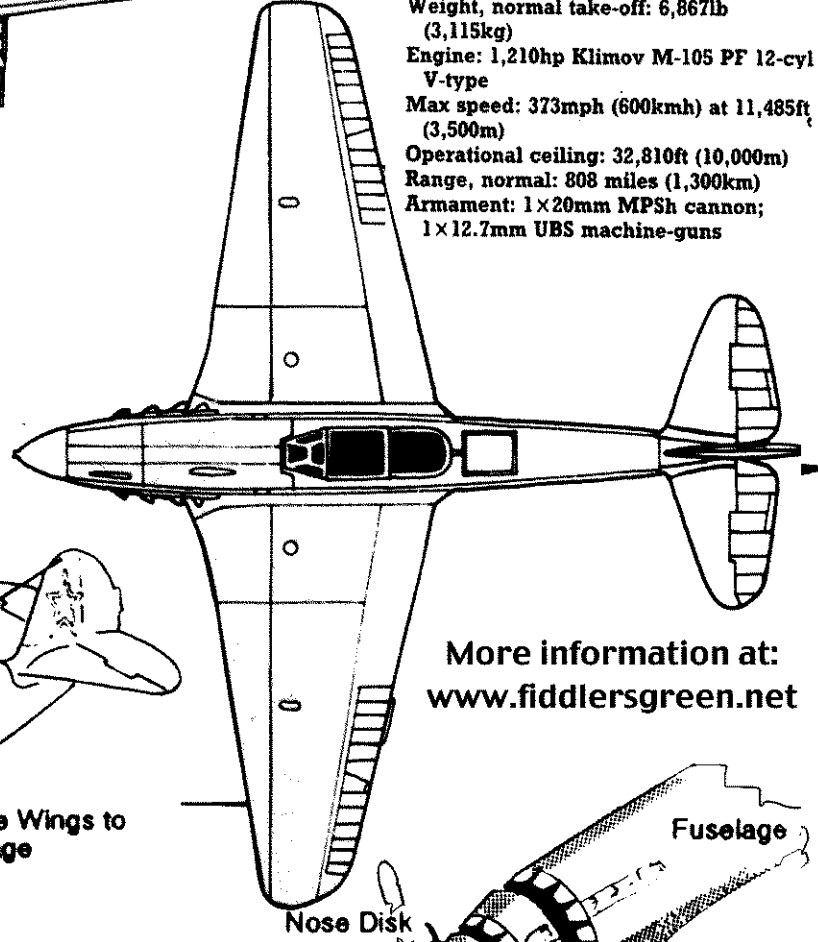
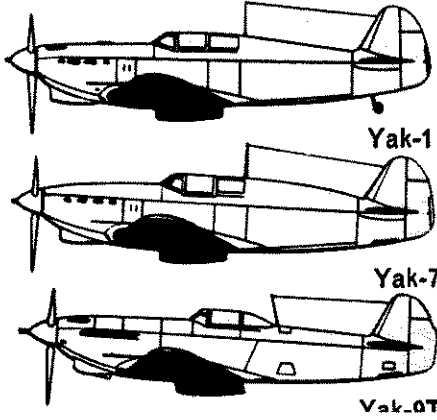
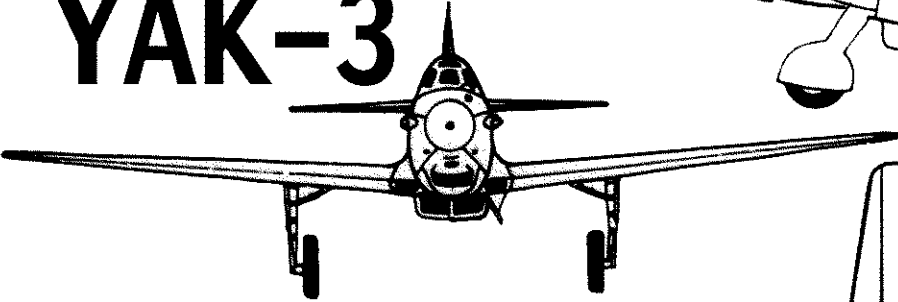
**CURVE THIS PIECE
AND GLUE TO UPPER WING
TO FORM DIHEDRAL**



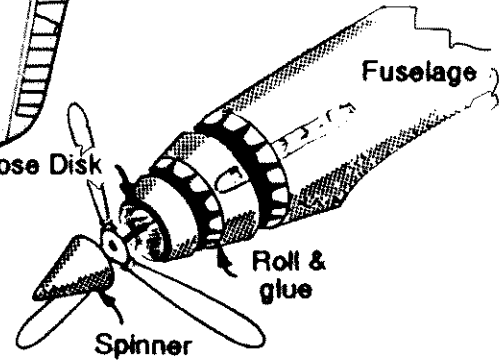
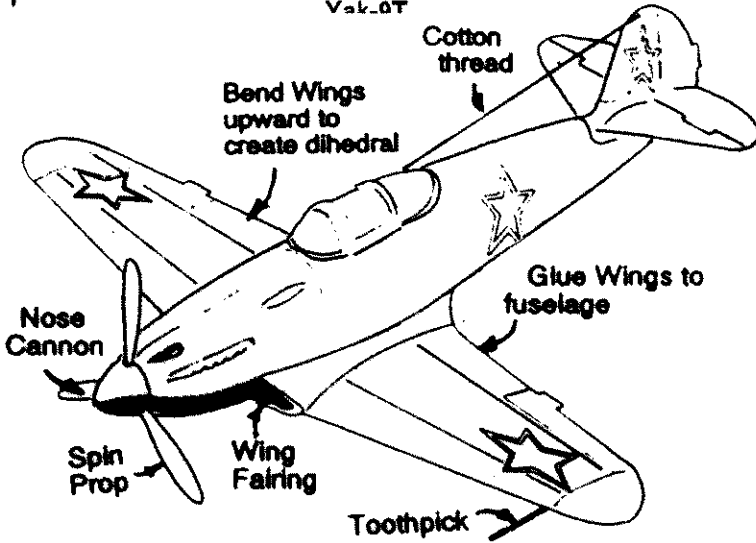
Yakovlev YAK-3



Span: 32ft 9¼in (10.00m)
 Length: 28ft 0¼in (8.55m)
 Weight, normal take-off: 6,867lb (3,115kg)
 Engine: 1,210hp Klimov M-105 PF 12-cyl V-type
 Max speed: 373mph (600kmh) at 11,485ft (3,500m)
 Operational ceiling: 32,810ft (10,000m)
 Range, normal: 808 miles (1,300km)
 Armament: 1 × 20mm MPSh cannon;
 1 × 12.7mm UBS machine-guns



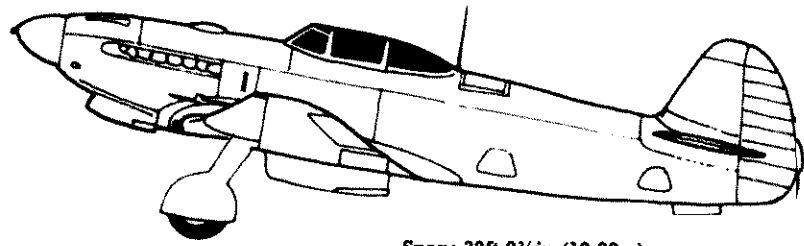
More information at:
www.fiddlersgreen.net



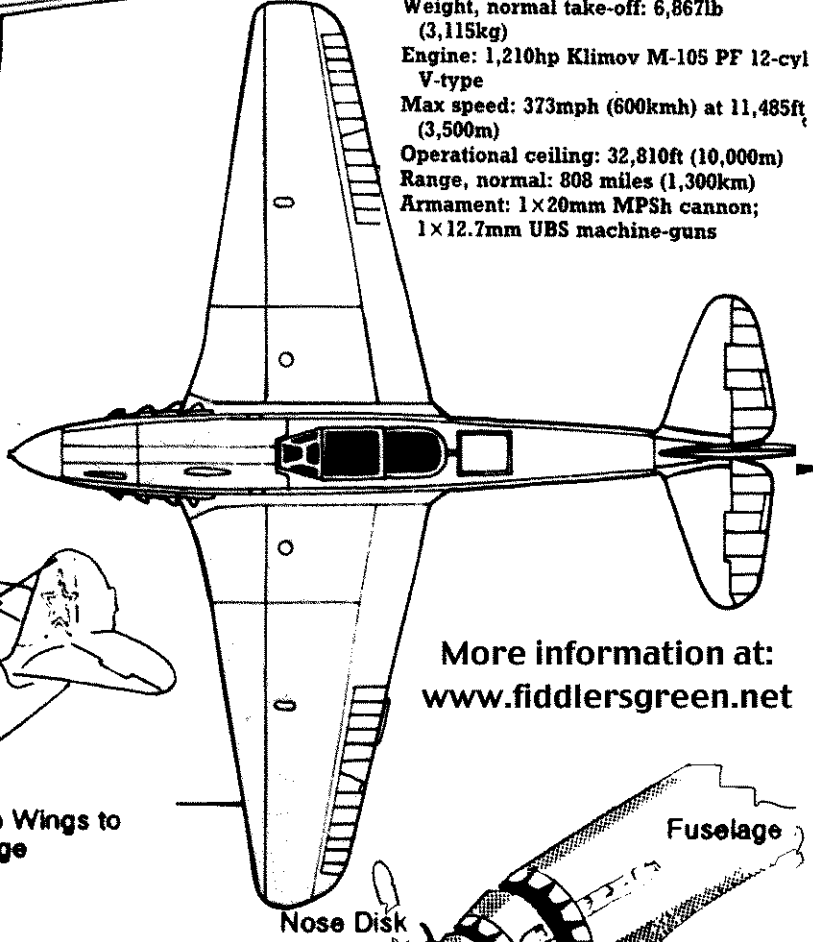
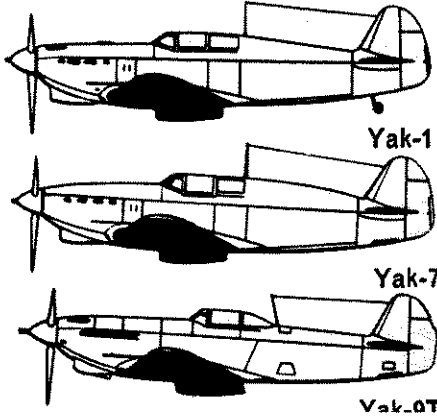
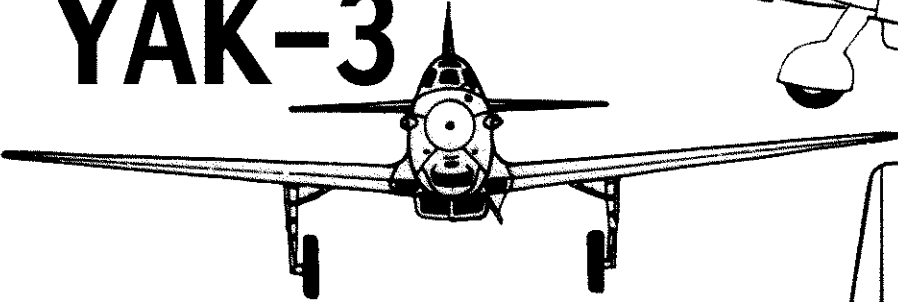
The Yak-9, itself produced in a number of variants, represented the culmination of a highly successful line of single-engined fighters and trainers from the Yakovlev design bureau whose combined production total was some 30,000. It stemmed from the I-26 prototype of 1938, which became the Yak-1 in production in 1940, via the Yak-7, and the machines which acted as Yak-9 prototypes were originally designated Yak-7DI, signifying that they were designed as long-range fighters. They appeared in the first half of 1942, differing from the standard Yak-7B fighter chiefly in making greater use of light alloys. Production began in autumn 1942, and the Yak-9 was in operational service by the turn of the year in the Stalingrad fighting. In 1943 the Yak-9 began to be used as an anti-tank aircraft, being modified for this purpose as the Yak-9T to carry a 37mm cannon or a lighter weapon in the forward part of the fuselage. This was followed in 1944 by the Yak-9K, mounting a 45mm cannon that fired through the propeller shaft. The Yak-9B was a fighter-bomber version equipped to carry a 992lb (450kg) bomb internally, and in 1943-44 the Yak-9D and Yak-9DD

emerged as variants with their range further increased to provide fighter cover for advancing troops and for bombing raids over enemy-held territory. One squadron of these, flying from southern Italy after the Italian armistice, provided support for the partisan forces in Yugoslavia, and other Yak-9 variants served with Polish and French units (including the celebrated Normandie-Niemen group) fighting in the USSR. The last major version to serve during the war was the all-metal Yak-9U, whose prototype flew in January 1944. This became operational during the second half of that year and was characterised chiefly by further aerodynamic refinements and the adoption of the new 1,600hp VK-107A engine which raised the top speed to 435mph (700kmh). The Yak-9U climbed from sea level to 16,400ft (5,000m) in nearly 30 seconds less than the Messerschmitt Bf 109G. The final Yak-9 variant (known briefly as the Yak-11) was the Yak-9P of 1945. This saw little service in World War 2, but was a standard postwar fighter and fighter-bomber with Soviet air forces, including the North Korean Air Force during 1950-53.

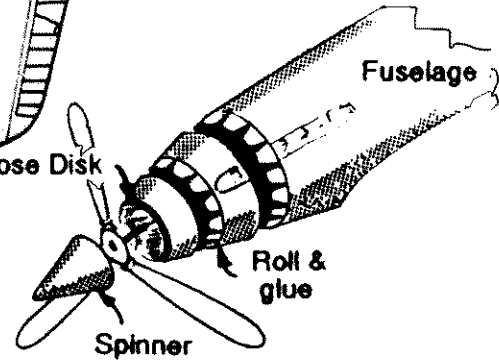
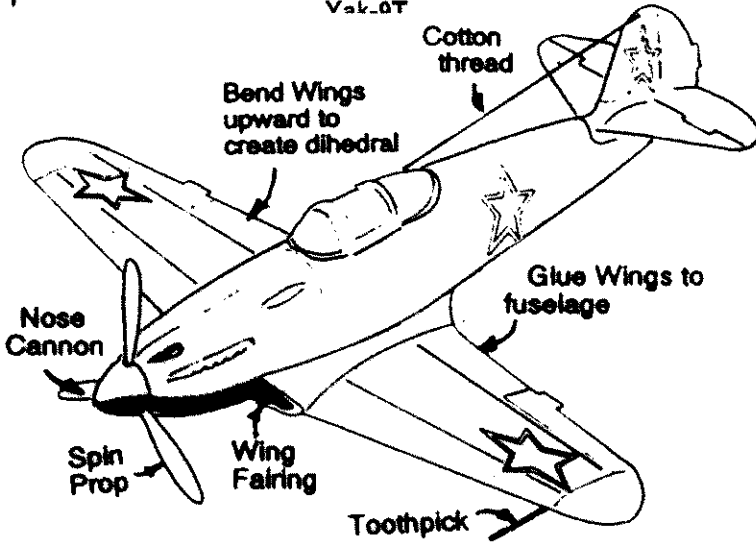
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