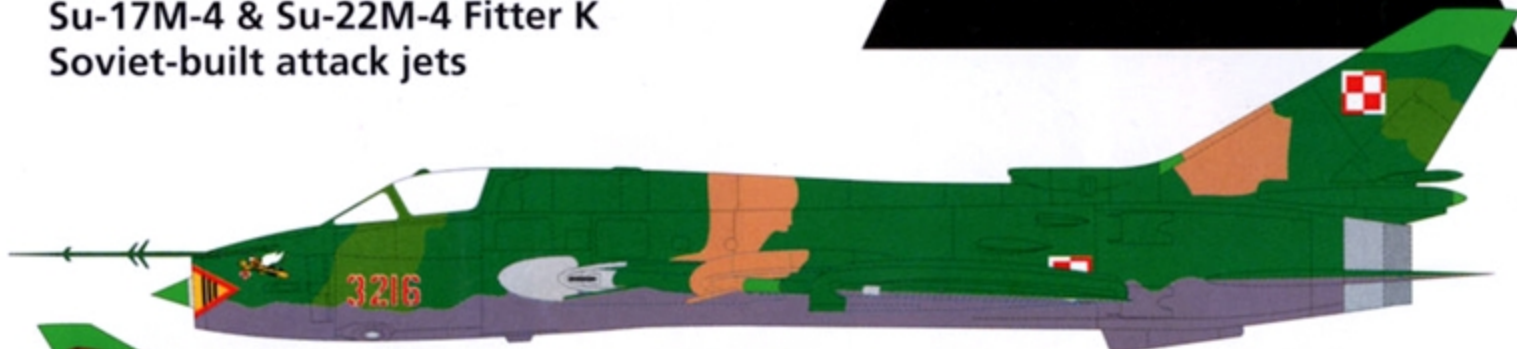


LIMITED EDITION!

CED48020
CED72022

Cy-22M Su-22M

Su-22M-3 Fitter H and
Su-17M-4 & Su-22M-4 Fitter K
Soviet-built attack jets



Polish AF



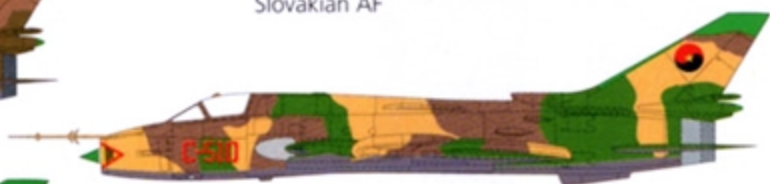
Iraqi AF



Slovakian AF



Hungarian AF



Angolan AF



Polish AF



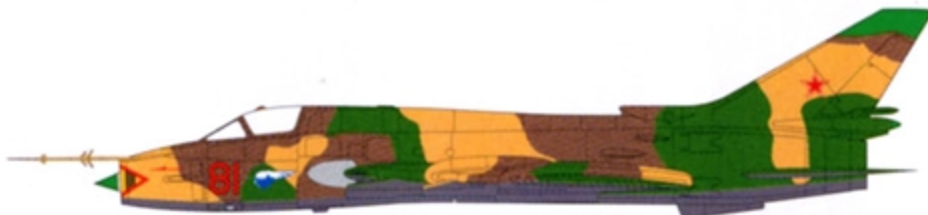
Soviet AF



Soviet AF



West German AF



Soviet AF

Details inside on these (and several more) individual aircraft you can build using this sheet!

Recommended kits:
1/72: Pantera or Italeri
1/48: KP

**Cutting
Edge**

MODELWORKS

P.O. Box 3956
Merrifield, VA 22116
USA

Su-22M-4 Fitter K

6 Pulk Lotnictwa Bombowo (Fighter Bomber Regiment),
Polish Air Force
Pila AB, Poland, 1991

- No ASO chaff/flare dispensers on fuselage spine



- No ASO chaff/flare dispensers on fuselage spine

Su-22M-3 Fitter H

3d Fűrészdarázs (Tactical Reconnaissance Squadron)
Taszár AB, Hungary, 1993



- Note: although we've provided these markings, you CANNOT build a Fitter H out-of-the-box from the KP 1/48 scale kit! See the enclosed sheet for additional details.

Su-17M-4 Fitter K

20th GvIBAP (Guards Fighter Bomber Air Regiment)
Gross-Dölln (Templin) AB, East Germany, 1991

- No ASO chaff/flare dispensers on fuselage spine
- Note dark green patch behind "49"
- Afterburner section overpainted
- 20th GvIBAP and Sukhoi archer insignia on left side only



Su-22M-4 Fitter K

Slovak Air Force
Bratislava, Slovakia, 1993



Su-22M-4 Fitter K

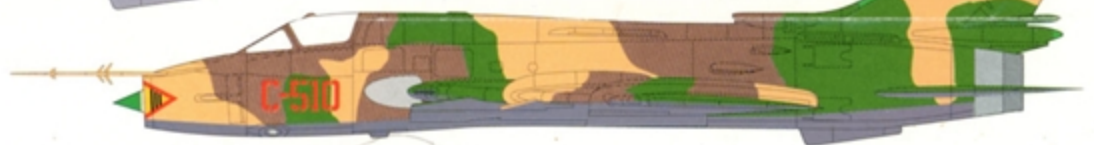
Evaluation scheme, German Air Force
(formerly from JBG 77, East German AF)
Laage/Mecklenburg-Vorpommern AB
East Germany, 1992

- Fresh RAL 8004 (~ FS 20109) patch behind cross & numbers—extends to intake warning triangle



Su-22M-4 Fitter K

Angolan Air Force
1993



Su-17M-3 Fitter H

Unknown Fighter Regiment
Soviet Union, 1983

- No ASO chaff/flare dispensers on fuselage spine

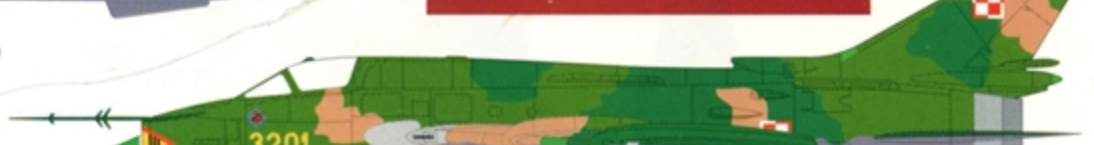


No "pentagon" around maintenance excellence badge (see notes)

- Note: although we've provided these markings, you CANNOT build a Fitter H out-of-the-box from the KP 1/48 scale kit! See the enclosed sheet for additional details.

Su-22M-4 Fitter K

7 Pulk Lotnictwa Bombowo (Fighter Bomber Regiment)
Polish Air Force
Mirosławiec AB, Poland, 1991



Su-17M-4 Fitter K

20th GvIBAP (Guards Fighter Bomber Air Regiment)
Gross-Dölln (Templin) AB, East Germany, 1991

- No ASO chaff/flare dispensers on fuselage spine



Su-22M-4 Fitter K

Al Quwwat Jawwiya Al Iraqiya
(Iraqi Air Force)
Safwan AB, Iraq, 1991
Flew Gulf War combat mission

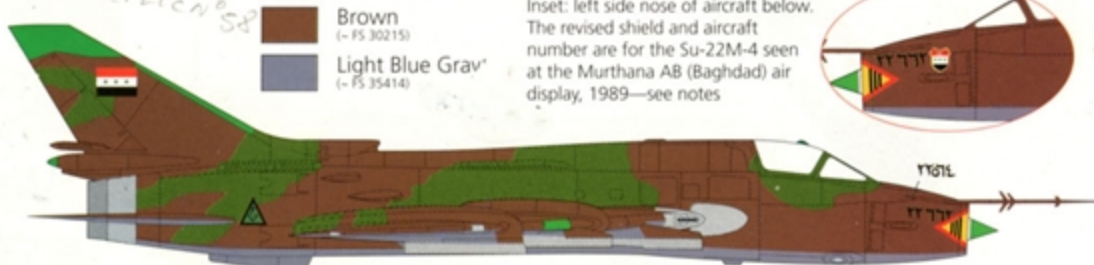
٢٢٠٦٤ =

- Green (- FS 34079)
- Green (touch-up) (- FS 34095)
- Brown (- FS 30045)
- Light Green (- FS 34128)
- Tan (- FS 30219)
- Light Blue Gray (- FS 35414)

- Green X (- FS 34128)
- Brown X (- FS 30045)
- Light Tan X (- FS 30219)
- Light Blue Gray X (- FS 35414)

- Green (- FS 34151)
- Brown (- FS 30215)
- Light Blue Gray (- FS 35414)

Inset: left side nose of aircraft below. The revised shield and aircraft number are for the Su-22M-4 seen at the Murthana AB (Baghdad) air display, 1989—see notes

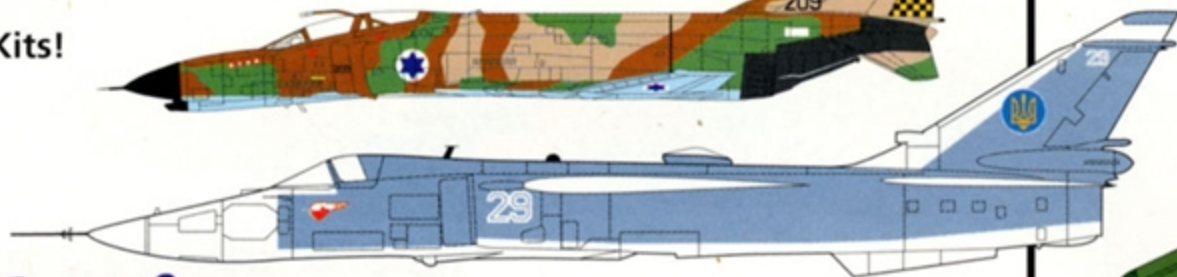
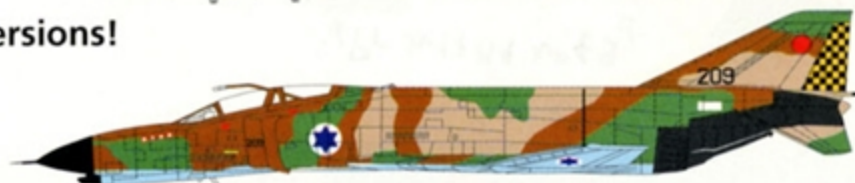
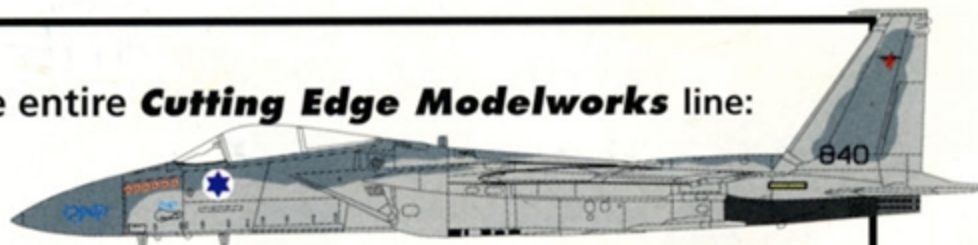


Enjoy the entire **Cutting Edge Modelworks** line:

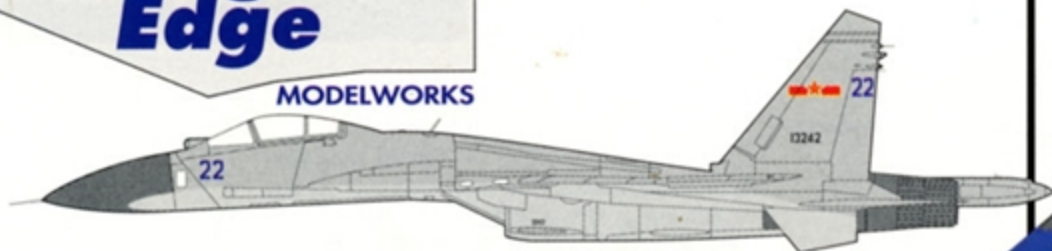
Decals!

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- All aircraft carried national insignia above and below each wing in the position indicated—except the Polish Air Force, which had the checkerboards ONLY on the wing bottoms
- Wing national insignia is sometimes perpendicular to the leading edge of the wing and sometime perpendicular to the line of flight—so check your references carefully!
- The part of the outer wing that slides inside the inner wing glove is usually left natural metal



	Green (- FS 34079)
	Green (touch-up) (- FS 34095)
	Brown (- FS 30045)
	Light Green (- FS 34128)
	Tan (- FS 30219)
	Light Blue Gray (- FS 35414)

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Nominal topside scheme for Fitter aircraft
 (note: there are no standard camouflage patterns on Soviet, Warsaw Pact, nor Soviet client state Su-22s—see detailed color notes)

Sukhoi Fitters

General Notes

- Although not quite the kit we'd hoped it would be, the 1/48 KP Su-22M-4 (from original OZ patterns) can still build up into a fascinating model of this important aircraft
- The best single reference on the Sukhoi Fitter is in *World Air Power Journal* 2; the best single reference on the Su-22M-4 is the 4 + book (both listed in the references)
- Basically, a Su-17 is a Soviet/Russian aircraft and the Su-20 and Su-22 are the export variants (usually with downgraded electronics) of the Su-17. For example, generally speaking, a Su-17M-4 is the same as a Su-22M-4. On the other hand, Sukhoi refers to the M-1 through M-4 series as "Su-22s" (although the Soviet/Russian AF continues to call them "Su-17")...it's probably easier to use the NATO reporting names. See *World Air Power Journal* #2 for the best explanation of variants and details
- The Russians call the Su-17 the Strizh ("swift")
- Although apparently always fitted to the Su-22M-4, the ventral fin was usually, but not always, fitted to the Su-22M-1/2/3, so check your photos carefully if you're building one of the earlier versions

Fitter J and Fitter H

- The Su-22M-2 Fitter J is the export version of the Su-22M-1 but has the Lyulka AL-21 jet engine replaced with the Tumanskii R-29 engine as used in the MiG-23/27 as well as other significant airframe changes. Since the R-29 is shorter and fatter, the entire rear fuselage contours are, duh, shorter and fatter... Although I haven't yet been able to confirm it, the Libyan Fitter Js probably carry the earlier KS-4 ejection seat, which is quite unlike the KM-1 fitted to the MiG-21 or the modern K-36 fitted to most Russian aircraft (the K-36 is the correct seat for the Su-22M-3 & M-4).
- The Su-22M-3 Fitter H is generally similar to the M-4, except the large heat exchanger inlet at the base of the fin is deleted and the AL-21 is sometimes (but apparently not always) replaced with the R-29 engine with the shorter, fatter fuselage rear. These are substantial conversions that we here at Cutting Edge Modelworks will introduce in the near future.

General Camouflage & Markings Notes

- While there was some standardization in the Su-22 colors used in the various Soviet, Warsaw Pact, and Soviet client state air forces, there was essentially no standardization of camouflage patterns. Although some sort of general guidelines may have been provided, paint patterns were clearly left up to the individual painters and no two aircraft were alike, even in the same squadron.
- The paint faded and oxidized severely, so even on the same aircraft the colors varied widely (for an excellent example, see the Verlinden book on the Hungarian Su-22M-3s, which illustrates darker paint on the front fuselage, which was normally covered by a protective tarp, than the badly faded paint on the rear fuselage and wings!).
- Soviet camouflage paint used on Fitters was prone to extreme fading and oxidation, and frequently chipped off on the leading edges of the tail and wings. This required considerable touch-up painting, usually with similar (but not exact) paint colors. Touch-up paint seems to have most frequently been sprayed on, usually with a very soft feathered edge. Often, touch-up colors were much darker than the surrounding paint.
- All aircraft (except Polish) carried national insignia above and below each wing, generally in the positions indicated. Polish aircraft have the insignia on the wing bottoms only.
- All the Federal Standard FS 595 matches listed here were matched directly to actual aircraft; however, for all the reasons cited above, you should best consider them near approximations
- Unless otherwise noted, the fuselage skin around the afterburner was natural metal
- Many aircraft have their serial number (construction number) painted on the main landing gear door (see drawing)



Landing gear door serial numbers

General color notes:

- It is no exaggeration to say that Su-22 paint colors remind us of an artist's well-used oil paint palette—a whole rainbow of colors, with both bold and subtle color differences
- European theater camouflage, as used on the East/West German, Polish, and Slovakian aircraft is, in its original form, an extremely dark scheme. Obviously, as the paint ages it weathers and oxidizes, which lightens it somewhat, but it's still much darker than the "Afghanistan" scheme.
- The lighter colored scheme used on the Soviet, Angolan, and Libyan Fitters is the so-called "Afghanistan" scheme—note that it is different from the "Afghanistan" scheme used on the Su-25 Frogfoot, which used a very light blue underside color.
- The underside color appears to be light blue in many published photos; this is either optical illusion or inaccurate color representation in the printed photos. All aircraft wear the light blue gray underside color.
- For all of the reasons cited above, the FS 595 matches are approximate
- Note that the area of the outer wing panels that slides into the inner wing when they rotate is left natural metal, as are the small sections at the trailing edge next to the aileron and, on some aircraft, a small patch at the leading edge of the wing (see drawings)
- Remember that a long, large rectangular patch on the belly skin under the engine was normally left in natural metal
- Some aircraft have the fuselage skin around the afterburner section overpainted—see drawings
- When mounted, the fuselage spine mounted ASO chaff/flare dispenser pylons tend to be painted the same as the surrounding fuselage, but the actual cartridge ejectors are usually silver
- The large oval shaped device on the fuselage at the leading edge of the wing is a gun blast reflector and is bright silver natural metal; the East Germans, at least, would rub a thick coat of dark brown axle grease on the panels just before a firing mission to make it easier to clean the gunsmoke off afterwards!

Detailed Markings Notes

- East German Fitters had no set paint scheme, and massive touch-up painting, both hand-edged and sprayed, covered every aircraft. Touch-up colors tended to be darker (in some cases much darker) but otherwise only vaguely similar to the original camouflage paint. In other words, the East German Fitters, like those of literally every other Fitter operator, tended to quickly acquire a "spotted" look similar to US Navy aircraft upon their return from a cruise!
- Note that the East Germans did NOT use yellow tactical numbers on operational aircraft; combat Su-22s of both JBG 77 and MFG 28 used red numbers and the Su-22UM trainers used black numbers
- East German drop tanks had gray bottoms and either dark green or tan top sides. Both color combinations would be seen on the same aircraft.

East German Yellow 546:

- Warning: the decal markings are "handed;" check the decal sheet carefully before you apply the decals!

Libyan AF:

- Libyan Fitter Js do not display any serial numbers, although Libyan Fitter Fs have been seen with large black arabic numbers on the tail and under the cockpit
- The air intake warning triangle on the Libyan Fitter J was, as on all Libyan Fitters, the standard yellow/red/black marking

Iraqi AF:

- The color instruction sheet shows a jet that flew at least one combat mission during the Gulf War (and presumably any number of missions in the Iran-Iraq war). The other aircraft, was seen at an Iraqi military display in 1989. The small shield in front of the cockpit on the Gulf war aircraft had two lines of text; the air show aircraft had only one.

Polish AF:

- Polish flying tiger: some have #3 in checkerboard

Hungarian AF:

- Note: the color instructions state the Hungarian Red/White 04 and 11 birds are as flown in 1993; this is correct, however the bumblebee insignia was added only in 1994
- Hungarian Fitters are obviously differently colored and much lighter than the other European scheme aircraft; some of this is due to the effects of sunlight. The front fuselage, which is normally covered by a tarp, is much darker than the rear fuselage.

Soviet AF:

- Russian Yellow 49: the Guards insignia and 20th GvBAP shield appear on both sides of the aircraft, but the Sukhoi archer is on only the left side. A bright green patch is behind the number '49' on both sides.

Cutting Edge Modelworks conversions:

- CEC48004 Soviet Smart Weapons Set #1 (2 x AS-14 Kedge and 2 x AS-11 Kilter smart weapons)
- CEC48018 Soviet Smart Weapons Set #2: (2 x AS-14 Kedge smart weapons)
- CEC48072 AA-11 Archer (R-73 RMD2) Air-to-Air Missiles (4)
- CEC48079 Su-22 Cockpit Super Detailing Set
- CEC48080 Su-22M-4 Burner Can & Nozzle
- CEC48081 Su-22 bulged wheels
- CEC48082 Su-22 Exterior Detailing Set (slats, flaps, speed brakes and bays, wing fences, etc.)
- CEC48083 Su-22M-1/2/3 revised fin base
- CEC48084 Su-22M-2 Fitter J Conversion Set

References:

- Su-22M-4, UM-3K, by Jiri Basny, et al. 4 + v.o.s., 1992
- Su 22M4, by Jacek Gadomski. Altair, 1991.
- Sukhoi Su-22M4, by Kreslil Martinec, Hobby Manual #16
- Sukhoi Fitters in action, by Hans-Heiri Stapfer, Squadron/Signal, 1989
- Su-22 M3, by Zoltán Buza. Lock On No. 27, Verlinden Productions, 1994
- Swing-Wing Sukhoi "Fitters," *Warplane* #37, pp 726-735, 1986
- "Fitter" Family, by Bill Gunston. *World Air Power Journal* #2, pp 106-129, 1990
- "Baltic "humpbacks," by Duncan Cubitt, *Air Forces Monthly* #29
- Air International*, May 1992, pp -209-260
- Former East German Aircraft Sales, *Air Forces Monthly*, May 1993
- Sukhoi's Fitter, Eine Typendokumentation von Marcus Fülber, *Flugzeug* 2/91, p 25
- Die letzten Tage der Luftstreitkräfte der NVA, *Flugzeug*, 6/90, p 28
- Sukhoi Su-20 Fitter C in Poland, by Marek Laz, *Journal of Military Aviation*, March-April, 1992, pp 10-14
- Air International*, February 1991, p 80
- East German Air Force Revealed, *Aviation News*, 3-16 August 1990, pp 251-255
- Defence for the Magyars, *Air International*, August 1992
- Airforce Report, *Air Forces Monthly*, November 1995, p 26
- Various issues of *Koku-Fan*
- Photos in *Flugzeug*, 4/1994
- Color & B&W photos & slides from the David H. Klaus collection
- Photos in *Aviation News*, 128 August - 10 September 1992, p 341
- Photos in *Journal of Military Aviation*, May-June 1992, p 43
- Photos in *Journal of Military Aviation*, January-February, 1992, rear cover