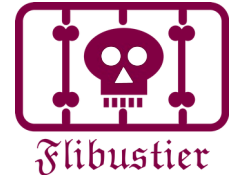


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BISNOVAT SK-2



A direct result of high-speed wing research conducted at the TsAGI (Central Aerodynamics and Hydrodynamics Institute) by a team headed by Matus Bisnovat, the SK-2 single-seat fighter was evolved from the SK (skorostnoye krylo, or high-speed wing) aircraft tested during the winter of 1939-40. The SK was, effectively, the smallest possible airframe capable of accepting a 12-cylinder Vee-type engine, every effort being made to reduce drag (eg, a flush-fitting cockpit canopy which could be raised, together with the pilot's seat, for takeoff or landing). The SK-2, flown in October 1940, had a similar small-area wing and 1050hp Klimov M-105 12- cylinder liquid-cooled Vee-type engine, but an orthodox cockpit, conventional carburettor and oil cooler air intakes, revised vertical tail surfaces and an armament of one 7.62mm and two 12.7mm machine guns. The SK-2 was of all-metal construction with dural pressed sheet stressed wing skinning and a semi-monocoque fuselage. Flight test results were allegedly promising, but not sufficiently so to warrant displacing established fighter types in production.

W.Green, D.Swanborough "The Complete Book of Fighters", 2000

General characteristics:

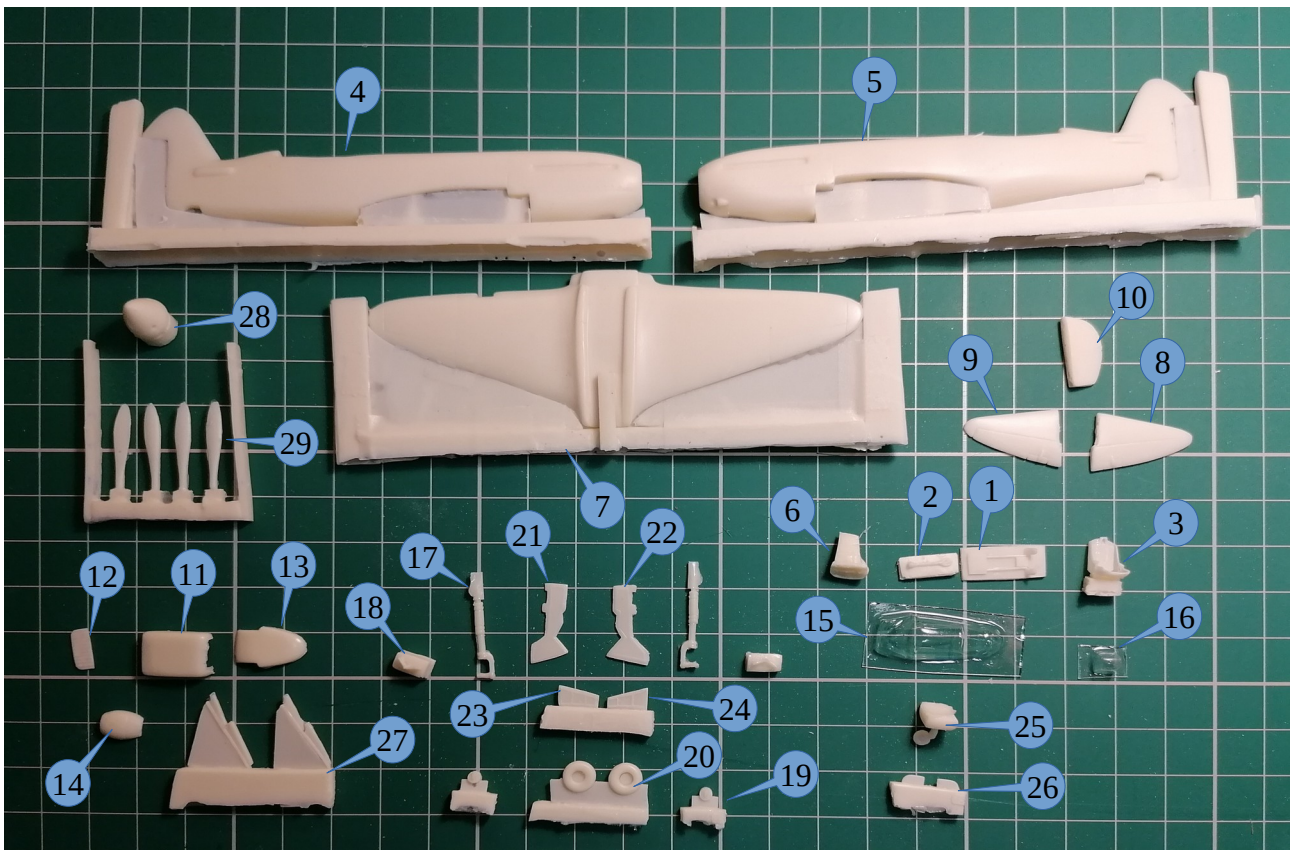
Crew: 1
Length: 8.28 m (27 ft 2 in)
Wingspan: 7.3 m (23 ft 11.5 in)
Wing area: 9.57 m² (103 sq ft)
Empty weight: 1,850 kg (4,078 lb)
Take-off weight: 2,300 kg (5,071 lb)
Powerplant: 1 × Klimov M-105 (VK-105) , 783 kW (1,050 hp)

Performance:

Maximum speed: 660 km/h (413 mph, 359 kn)
Endurance: 45 minutes
Range: 620 km / 385 miles
Rate of climb: 19.23 m/s (3,785.6 ft/min)

Armament:

2 × 12.7mm BS machine guns



Based on Prop&Jet vacform, used with permission.

This kit is targeted for modellers who have skills and experience of building resin kits. Most parts require cleaning, trimming and dry fitting; filling the seams may also be needed. The cockpit details are fictional as there are no known and publicly available pictures, diagrams or drawings. Fitting of vacformed landing light (part 16) may be tricky, it may be easier to use transparent bi-component or UV curable epoxy instead. Navigation lights, pitot tube and landing gear indicators are not provided.

