



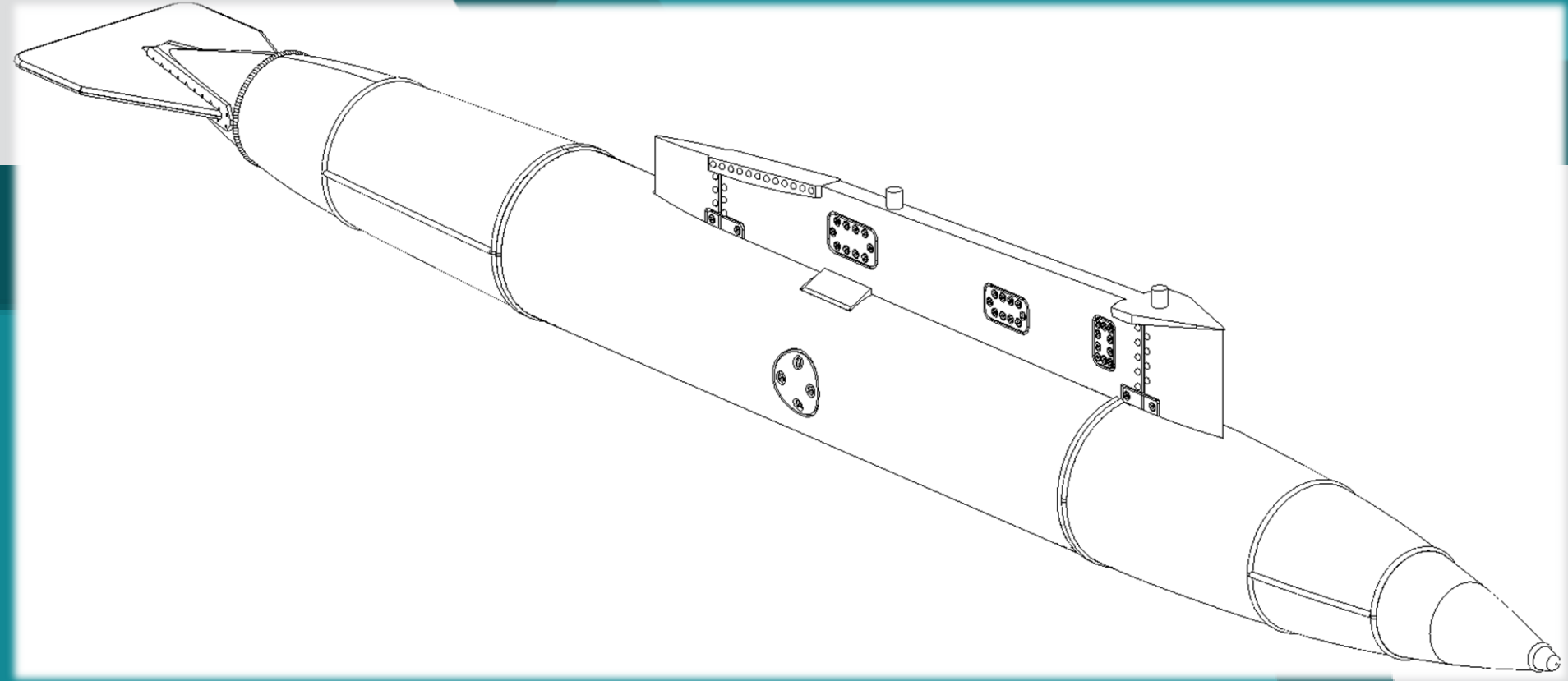
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Information Pack:

RP825

Supersonic Centreline Fuel Tank



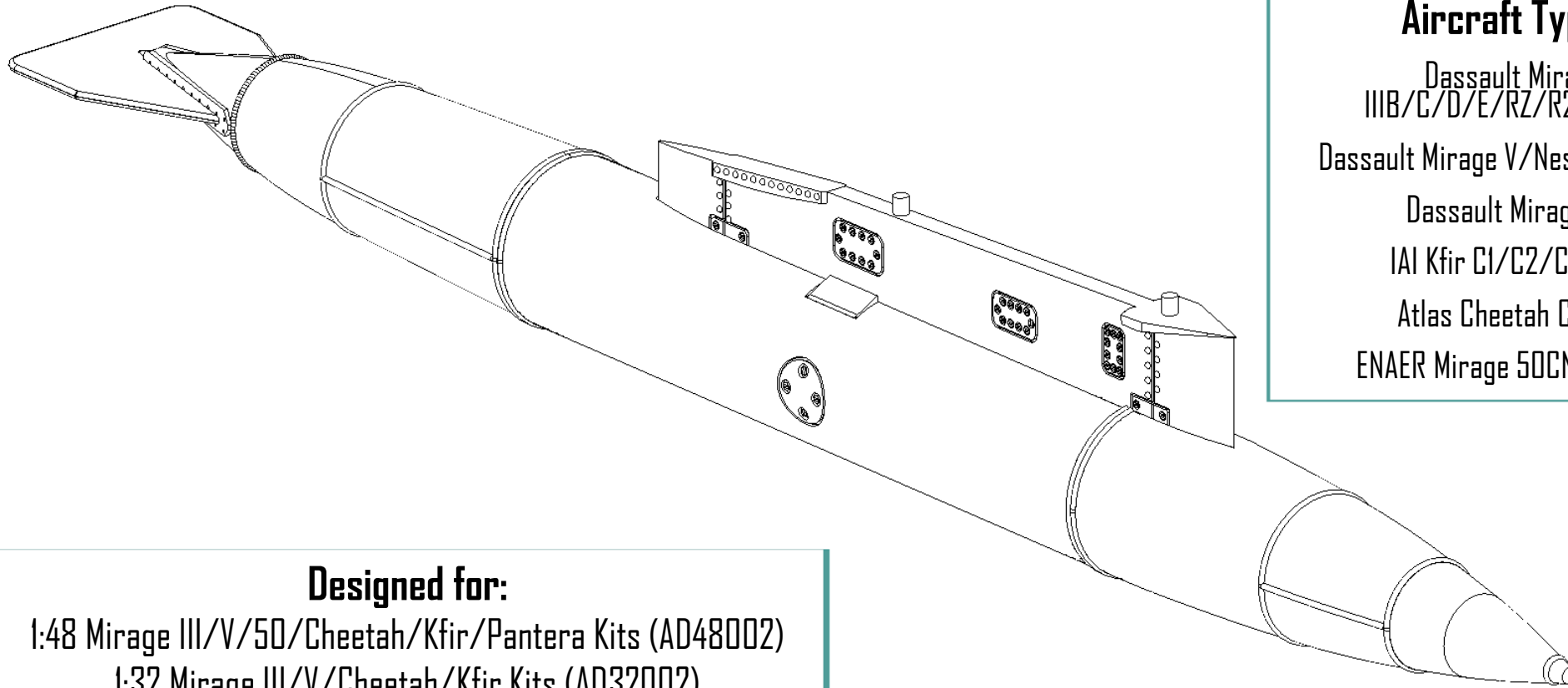


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RP825

Supersonic Centreline Fuel Tank



Aircraft Types:

Dassault Mirage
IIIB/C/D/E/RZ/RZZ/DS/S
Dassault Mirage V/Nesher/Dagger
Dassault Mirage 50
IAI Kfir C1/C2/C7/TC2
Atlas Cheetah C/D/E
ENAER Mirage 50CN Pantera

Users:

South African Air Force
Israeli Air Force
Argentine Air Force
Colombian Air Force
Brazilian Air Force
Ecuadorian Air Force
Chilian Air Force
Venezuelan Air Force
US Navy
US Marines
ATAC

Designed for:

1:48 Mirage III/V/50/Cheetah/Kfir/Pantera Kits (AD48002)
1:32 Mirage III/V/Cheetah/Kfir Kits (AD32002)

RP825 Supersonic Centreline Fuel Tank Tech and Gen

The RP825 Supersonic centreline Fuel Tank originated in Israel, it has a fuel capacity of 825 Liters / 218 Gallons. These could be carried on the centreline pylon of Dassault Mirage III /V/50/Kfir/F21/Pantera and Cheetah variants using an early style pylon with straight verticals on either end or the later style CRP37 Pylon. The connectors for both the early and later CRP37 pylon were both compatible with the RP62 1300L Subsonic Fuel Tank, which in theory means the RP825 could have also been carried by the CRP18 Under Wing pylons. It is interesting to note that the pylon connectors for the RP825 and RP62 Fuel Tanks and JL-100 Rocket Pod Fuel Tank were identical and in theory those 3 stores could have been carried underwing as well as under the centreline of Mirages and their variants.

The RP825 was used extensively in combat on South African Mirage IIICZ/RZ and R2Z, the Israeli Air Force used the RP825 even more extensively in combat on Mirage IIIBJ/IIICJ/Shahak/Nesher/Kfir C1/C2 and C7's throughout their operational lives.

Below: An RP825 Supersonic centreline tank mounted on a South African Air Force Mirage IIICZ





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RP825 Supersonic Centreline Fuel Tank Tech and Gen

The RP825 was usually used along with two AAMs for interception duties and for longer missions in conjunction with either a pair of RP18R 500L/110gal Supersonic Wing Tanks, a pair of RP62 1300L Subsonic Wing Tanks or a pair of RP18R 500L/110gal Supersonic Bomb Carrying Fuel Tanks, known as "MADNAP" by the Israelis during their respective combat histories.

Colours and schemes vary depending on the era, Air Force and even aircraft type carrying the RP825 as can be seen by the following photographs in this information sheet. Some photographs in the next few pages will show a patchy yellow/orange coloured substance coating the fuel tanks. This yellow/orange substance is believed to be a lacquer, there to preserve the metal of the fuel tank from the elements and other things like leaking fuels or fluids.

One of the most noticeable differences between the early style pylon and later CRP37 pylon is that the early pylon has the RP825 at a slightly nose down attitude, whereas the CRP37 carries the RP825's underside, parallel to the ground. All Mirage and Kfir variants were able to carry either style of centreline pylons.





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Operational History and Users

South African Air Force



Dassault Mirage IIICZ circa 1990, stationed at Air Force Base Hoedspruit along with Dassault Mirage IIIBZs and FIAZs prior to a training sortie. This is the standard SAAF Mirage III interceptor configuration of 1 x RP825 on the centreline and a pair of V3B AAMs on the wingtips, being a blue colour denotes the V3Bs as training rounds.



© Photographer - BigFoot

SAAF 2 Squadron Atlas Cheetah C carrying the centreline RP825 on a CRP37 Pylon , a V3S "Snake" AAM (Python 3) training round on the Port outer station.

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Operational History and Users

South African Air Force



A beautiful photograph of a South African Cheetah D with RP825 on a CRP37 Pylon somewhere over South Africa. Note the red helmets synonymous with 2 Squadron 'The Flying Cheetahs', Pilots.



South African Mirage IIIEZ of 85 Advanced Air Combat School although still wearing a 3 Squadron badge on the tail fin. It is carrying the typical interception load of centreline RP825 abut with V3B "Kukri" AAM training rounds on the outer wing stations.
Photo Credit: Daan Conraadie



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Operational History and Users

South African Air Force



South African Mirage IIIR2Z with RP825 and no other stores. Notice that it carries no national markings, only an ejection seat warning triangle and serial number in black on the rear fuselage. The iconic Mirage III symbol has even been painted over.

A menacing South African Atlas Cheetah E of 5 Squadron, carrying the centreline RP825 and a pair V3B "Kukri" AAM training rounds on the each outer wing station.





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Operational History and Users



A South African Dassault Mirage IIIEZ from 85 Air Combat School carrying an RP825 on the centreline and an empty V3B "Kukri" Launch Rail on the starboard outer pylon but with some V3B fins just peeking out off the port wing missile rail. Most Mirage IIIEZ airframes were later converted and upgraded into Cheetah E and C aircraft, hence the lack of Mirage IIIEZ aircraft on display worldwide. The Mirage IIIEZ's were primarily used for conversions onto the Dassault Mirage F1's as they shared similar cockpits, engines and systems. Photo Credit: Daan Conraadie



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Operational History and Users

South African Air Force



A beautiful photograph of a South African Mirage III RZ 838 with RP825 and a pair of RP18s. An email from the late Glen Warden once described how he developed this configuration for very a High-Risk photo reconnaissance mission where he and his Wingman, Piet van Zyl flew their Mirage III RZ's into the heart of the envelope of multiple anti-aircraft weapons systems. This configuration was chosen because it gave them the greatest amount of maneuverability and range, they needed in order to complete the mission and make it back home safely. RIP Glen.



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Operational History and Users

Israeli Air Force



A rare photograph of an Israeli Dassault Mirage III CJ in natural metal colour scheme carrying an RP825. The natural metal schemes were phased out during 1970 on Israeli Mirages in favour of a 3 tone camouflage with grey underside. As is typical of the era, the Israeli Air Force edited out the aircraft numbers in order to never give away the true number of aircraft they possessed at any given time. Note the 2 Air-to-Air kill markings under the windshield of this 101 Squadron, First Fighter Squadron aircraft.



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Operational History and Users

Israeli Air Force

An Israeli IAI Kfir C2 wearing a somewhat faded air superiority color scheme and carrying an RP825 on a CRP37 pylon along with a pair of training AAM rounds. Note the Chaff dispensers alongside the CRP37 and further proof of non-standard color schemes for the RP825s.





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Operational History and Users

Israeli Air Force



Israeli IAI Neshers B 666 with RP825 on an early style pylon showing empty Shafrir 2 Launch Rails on the outer wing pylons. The Yellow and Black triangles were added to Mirage and Neshers aircraft during the Yom Kippur War of 1973 to distinguish themselves from the Libyan Mirages, flown by Egyptians, the IAF fought against. While the Neshers, which was essentially a copied Dassault Mirage V, was heavier than the Dassault Mirage III C/J's, the Neshers and Neshers B still proved to be a very capable dogfighter in the hands of experienced Israeli Pilots, with several air-to-air kills being scored during the war with the world leading Jet Ace, Giora Epstein scoring the last of his 17 Air-to-Air kills in this type.

Another natural metal Israeli Dassault Mirage IIIBJ carrying a hefty load of RP62 1300L underwing drop tanks, and an RP825 on the Centreline Pylon. Aircraft 789 would later go on to score 2 Air-to-Air kills during the Yom Kippur War in 1973 although at that time it would have been painted in the green, sand and brown camouflage Mirages were later adorned with.





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Operational History and Users

Israeli Air Force



Israeli IAI Kfir C7 in the final IAF Kfir scheme carrying an RP825 and a pair of Python 3 AAMs. The scheme is affectionately known as 'The F-16 Scheme'. Note the chaff dispensers on the side of the CRP37 Centreline Pylon.



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Operational History and Users

Argentinian Air Force



A rare photo of an Argentine Air Force 2 Seater IAI Dagger carrying an RP825 and a pair of Rafael Shafir 2 AAMs.

Argentina acquired the Israeli Air Force Neshar aircraft as well as a number of Israeli weapons and systems, after the IAF retired the Neshar fleet in favour of the indigenous Kfir, a further development of the Mirage III platform. Argentina called their newly acquired Neshers, Dagger.

Argentine Daggars served during the Falklands / Malvinas War in 1982 performing bombing missions against British shipping efforts alongside Douglas A-4 Skyhawks, with several Daggars being shot down by British Sea Harriers.

The aircraft in this photograph carries a load better suited to an intercept role and is not typical of the Falklands / Malvinas War.



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Operational History and Users

Argentinian and Brazilian Air Force



Argentine Air Force Mirage III CJ carrying an RP825 and a pair of RP62s for a long range sortie. It is interesting to note that Argentine Air Force Squadrons had different styles of camouflage due to the regions they were based in. Argentinian Mirage III CJ's were delivered to Argentina by Israeli after the 1982 Falklands / Malvinas War with Mirage III EA's on ready alert for interception duties at that time.



A Brazilian Mirage III EBR / F-103 with RP825 and a pair of 500L/66Gal underwing Supersonic Fuel tanks. This photograph was printed onto 1 million Sistema Telebras telephone cards. Brazilian Mirage III's were modified to have canards, similar to those found on the Cheetah, Kfir, Swiss III S and Chilean Panteras.



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Operational History and Users

Chilean Air Force



Chilian Air Force Mirage 50 "Pantera" carrying an RP825. The single seat Pantera's nose closely resembles that of the SAAF Cheetah E and shows how designs might have been shared.



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Operational History and Users

Ecuadorian Air Force



Ecuador Atlas Cheetah C carrying an RP825 on the centreline. Ecuador has shown an appreciation for the canard delta configuration of fighter jet by having operated both the IAI Kfir CE and Atlas Cheetah. While visually very similar, both aircraft differ first and foremost because of their different fuselage lengths and engines, with the Kfir needing an additional intake at the base of the tail for the American J79 engine.



Ecuadorian Kfir CE with RP825 and a pair Python 3s on the outer wing pylon Launch Rails. Note the different style of In-Flight Refuelling Probes on either aircraft.



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Operational History and Users

Ecuadorian Air Force

Ecuadorian Kfir C21 with an RP825 on a centreline CRP37 Pylon and a pair of RP18R underwing fuel tanks for a fully supersonic configuration. Photo Credit: Santiago Chavarria



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Interesting photo showing an Ecuadorian Kfir TC2 with RP825 on an early style pylon on the centreline and a pair of training AAMs. Photo credit: Mark van Zon



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Operational History and Users Colombian Air Force

A Colombian Kfir C10 showing its load bearing capabilities and available weapons stations. Modern Kfir variants are still highly capable aircraft as the Colombians will attest.



Colombian Kfir TC2 topping up during In-Flight Refuelling, clearly showing an RP825 and an empty LGB weapons station under the intake. Note the Rafael Derby medium range AAM under the port wing. Colombian Kfir's have shown their mettle in Red Flag exercises at Nellis Air Force Base in Las Vegas, Nevada.



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Operational History and Users

Colombian Air Force

Colombian Kfir TC2 in the early grey and green camouflage scheme with an RP825 on an early style pylon and empty AAM Launch Rails.





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Operational History and Users

Swiss Air Force



A spectacular photo of a Swiss Air Force Mirage IIIS showing the Swiss flair for photographs over the Alps.



Arguably one of the best schemes for any Mirage III, a beautiful Swiss Mirage IIIS with RP825 and empty missile Launch Rails.



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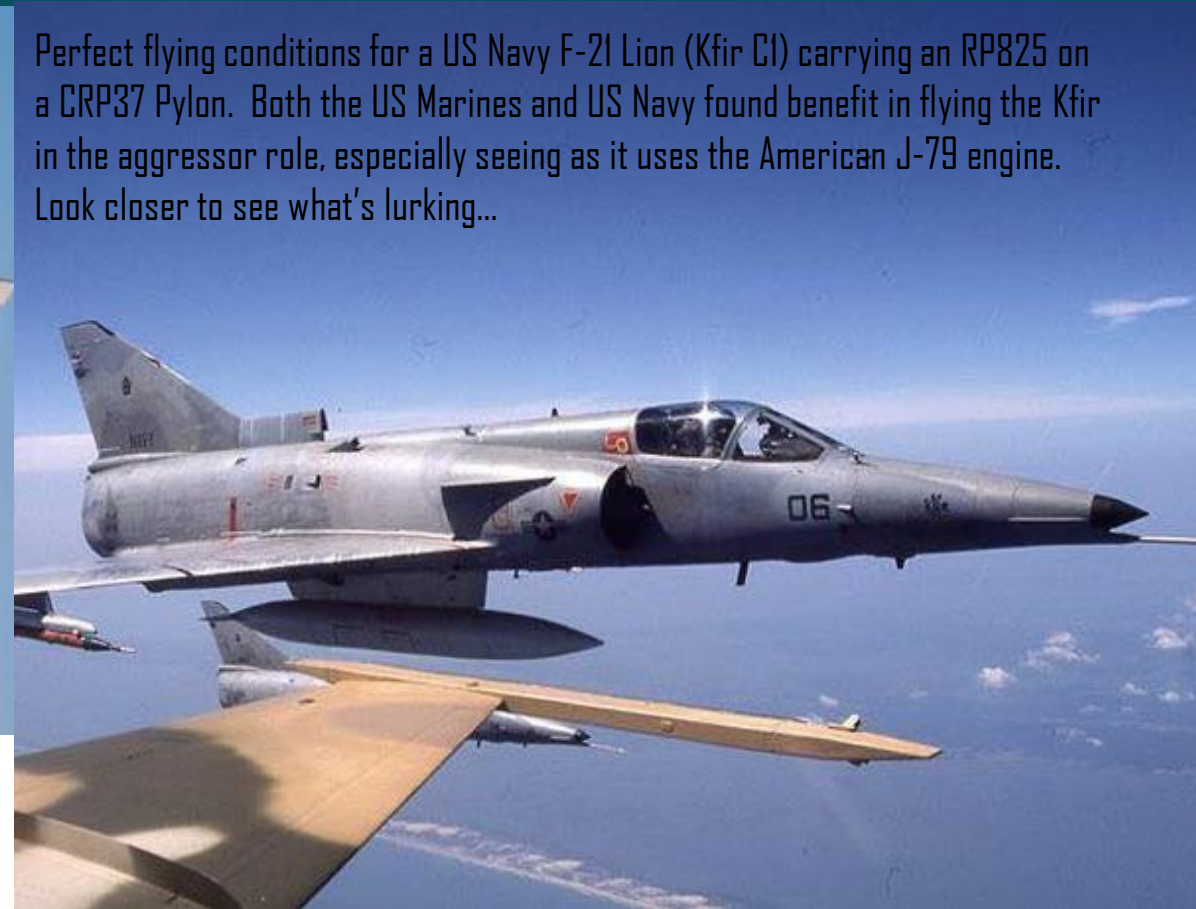
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Operational History and Users

US Navy and Marines



A US Marines F-21 Lion (Kfir C1) carrying an RP825. USMC Kfirs were used in the aggressor role to provide dissimilar combat training for frontline USMC pilots that might come across nations flying delta aircraft such as the Mirage III/V/50 and other variants.



Perfect flying conditions for a US Navy F-21 Lion (Kfir C1) carrying an RP825 on a CRP37 Pylon. Both the US Marines and US Navy found benefit in flying the Kfir in the aggressor role, especially seeing as it uses the American J-79 engine. Look closer to see what's lurking...



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Operational History and Users

ATAC and IAF Movie Star



An ATAC operated IAI Kfir C2 with RP825 centreline Tank, SAIP Pod under starboard wing and An/ALQ 167 under the port wing. ATAC use their Kfir's for dissimilar air combat training and support against US Military aviation branches as tactical adversaries.



An Israeli Kfir C2 playing the fictitious "Bad Guys" in the movie "Iron Eagle" while carrying an RP825. The Israeli Air Force participated eagerly for the filming of the Iron Eagle series of movies, with some excellent footage of a number of IAF aircraft making their way onto the 'Big Screen', even if some of them had to be the bad guys.



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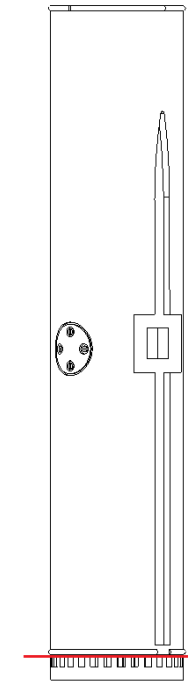
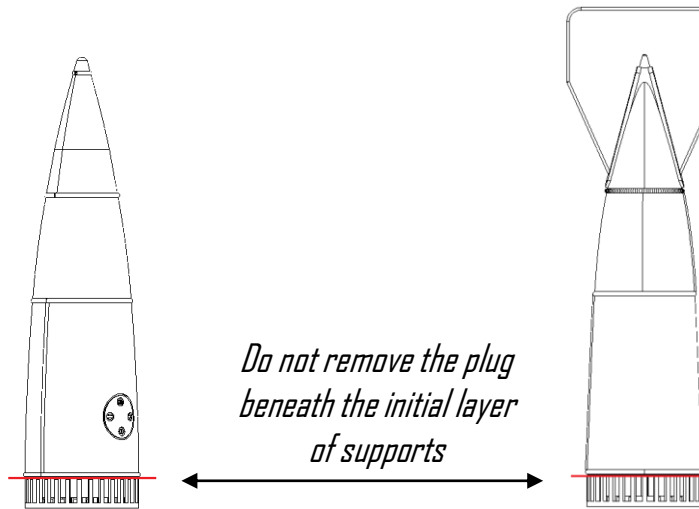
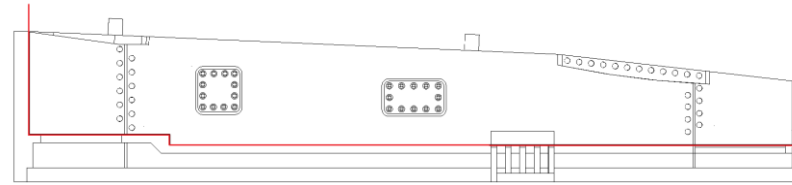
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Building Instructions and Colour Callouts

Colour Callouts:

***See preferred references to decide what colours to use on your RP825 and Pylon**

***It is recommended to use a primer prior to painting the parts**



Remove the print supports below the red lines



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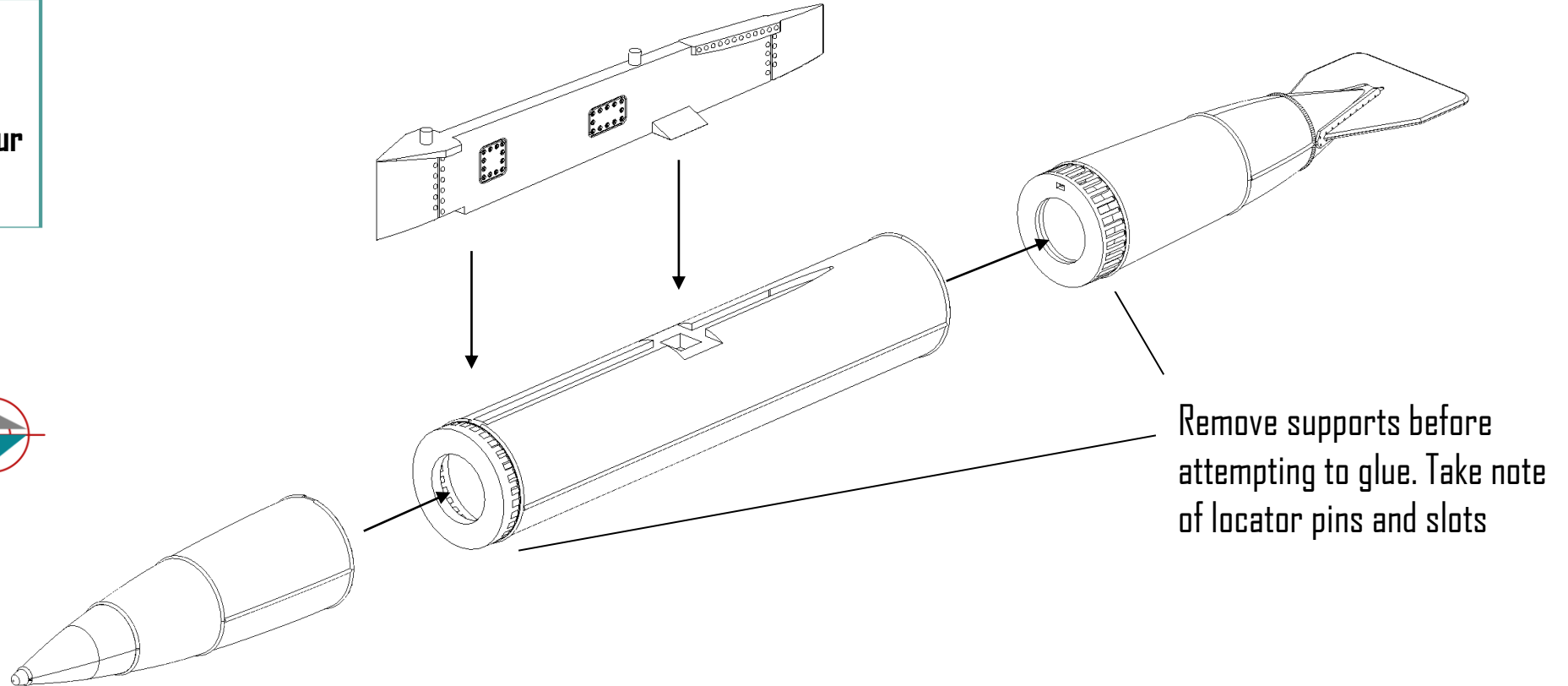
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Building Instructions and Colour Callouts

Colour Callouts:

***See preferred references to decide what colours to use on your RP825 and Pylon**

Use cyanoacrylate glue to bond the parts together



Remove supports before attempting to glue. Take note of locator pins and slots



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ArtMan Delta Disclosures

WARNING

This is not a toy.

These items are not suitable for children .

Modelling experience is required.

Always wear eye protection when cutting the resin off any supports.

Do not breathe the resin dust in as it may be harmful to your health.

It is recommended to wear breathing protection such as a face mask when handling and cutting/ grinding/ sanding resin.

Not for human consumption, keep away from children.

Acknowledgements

Every effort has been made to reproduce these scale model accessories to as accurate proportions as possible from measured full scale aircraft parts and resulting technical drawings. All work is original. We would like to thank ArtMan Delta's good friends, Malcolm Reid and Daan Conraadie for their incredible insight, knowledge and information shared with ArtMan Delta to make these parts into what they are. ArtMan Delta would also like to thank any unreferenced photographers for their incredible photographs that have assisted in giving the level of detail ArtMan Delta wishes to share with the world for the benefit of historical remembrance and accurate facts but most importantly the joys of modelling. Should any of the photographers recognise photographs in these instruction sheets, please contact ArtMan Delta in order for us to give credit where credit is due. Lastly, thank you, to you, our customer for purchasing an ArtMan Delta set, without your support none of this would be possible.