



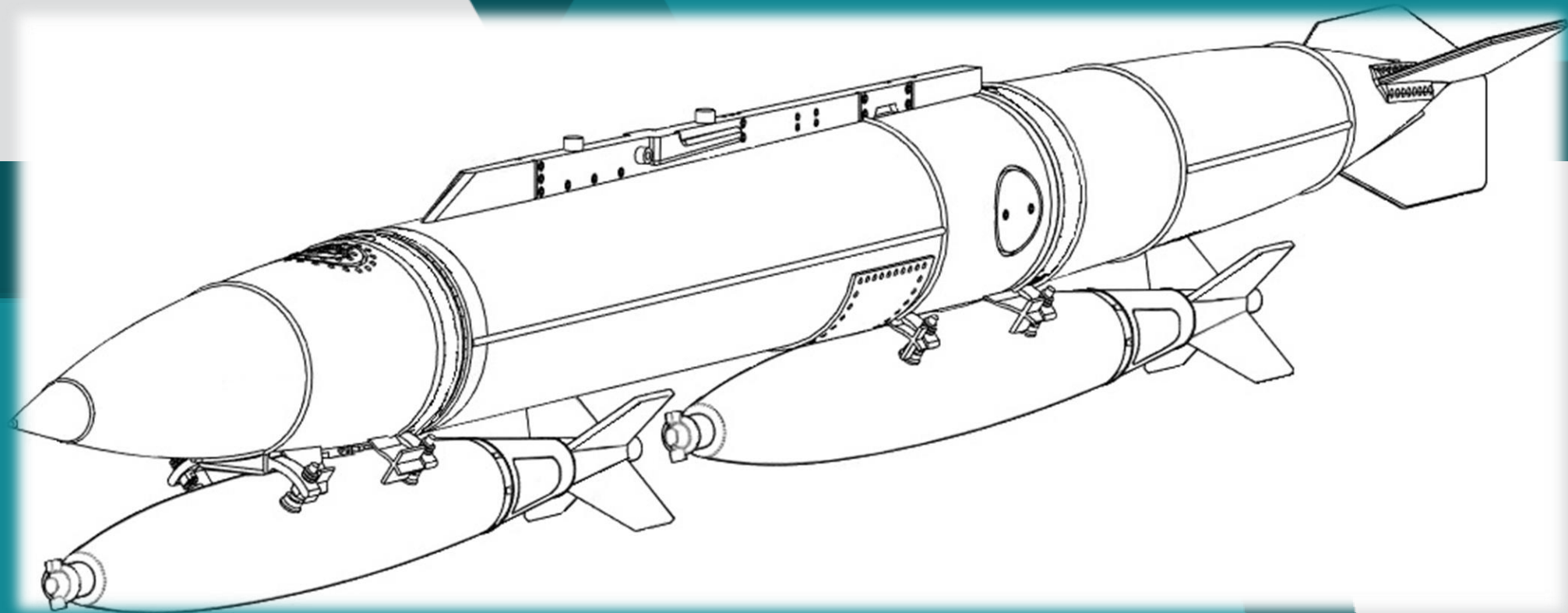
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Information Pack:

RPK18

Supersonic Underwing Bomb Carrying Fuel Tank





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RPK18

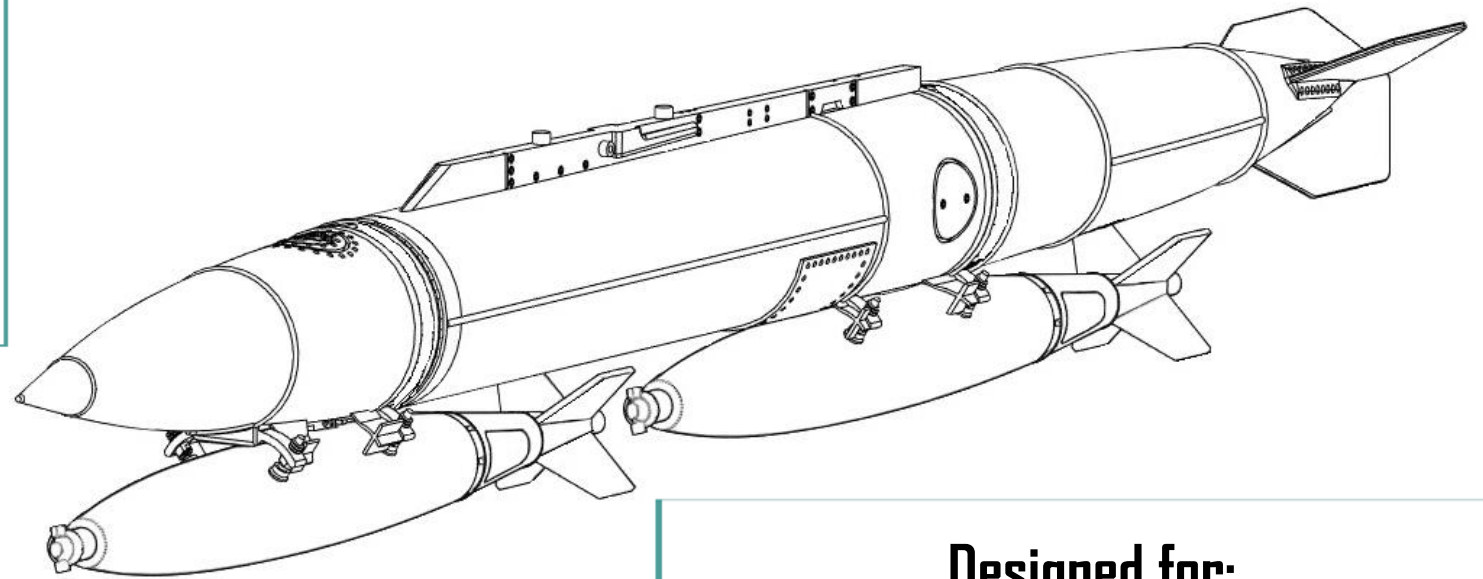
110G Supersonic Underwing Bomb Carrying Fuel Tanks

Users:

South African Air Force
Israeli Air Force
Argentine Air Force
Belgian Air Force
Chilean Air Force

Aircraft Types:

Dassault Mirage III C
Dassault Mirage
SMA/MD/Nesher/Dagger
IAI Kfir C2/C7/TC2
Atlas Cheetah C/D/E



Designed for:

1:48 Kinetic Mirage III/Cheetah/Kfir Kits (AD48007K)
1:48 Eduard Mirage III Kits (AD48007E)
1:32 Italeri Mirage III Kits (AD32007)



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RPK18 110G Supersonic Underwing Bomb Carrying Fuel Tank Tech and Gen

The RPK18 Supersonic wing Bomb/Fuel Tank originated in Israel, it has a fuel capacity of 500 Litres / 110Gallons. These could only be carried on the inner wing pylon of Dassault Mirage III /V/50/Kfir/Pantera and Cheetah variants. It is interesting to note that there are three versions of the supersonic under wing 500Litre/110 Gallon tanks, the original French design which has no fins which can only be removed on the ground but cannot be jettisoned in flight, then there are two Israeli versions that have fins and both are jettisonable in flight. The Israeli Bomb/Tank version is slightly longer than the French version to accommodate the internal bomb release mechanism for two 500Lb bombs and the other is identical but minus the weapon system

The RPK18 was used in combat on South African Dassault Mirage IIICZ's and most likely at some point in combat on Israeli Air Force aircraft as well.



Photo credit: Charlie Hugo



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Operational History and Users

South African Air Force



A perfect photograph of a 2 Squadron South African Air Force Dassault Mirage IIIcZ no 804 carrying RPK18's with Mk82 250Kg practice bombs and an RP825 on the belly, this photo was taken in 1986.

Photo credit: Daan Conradie



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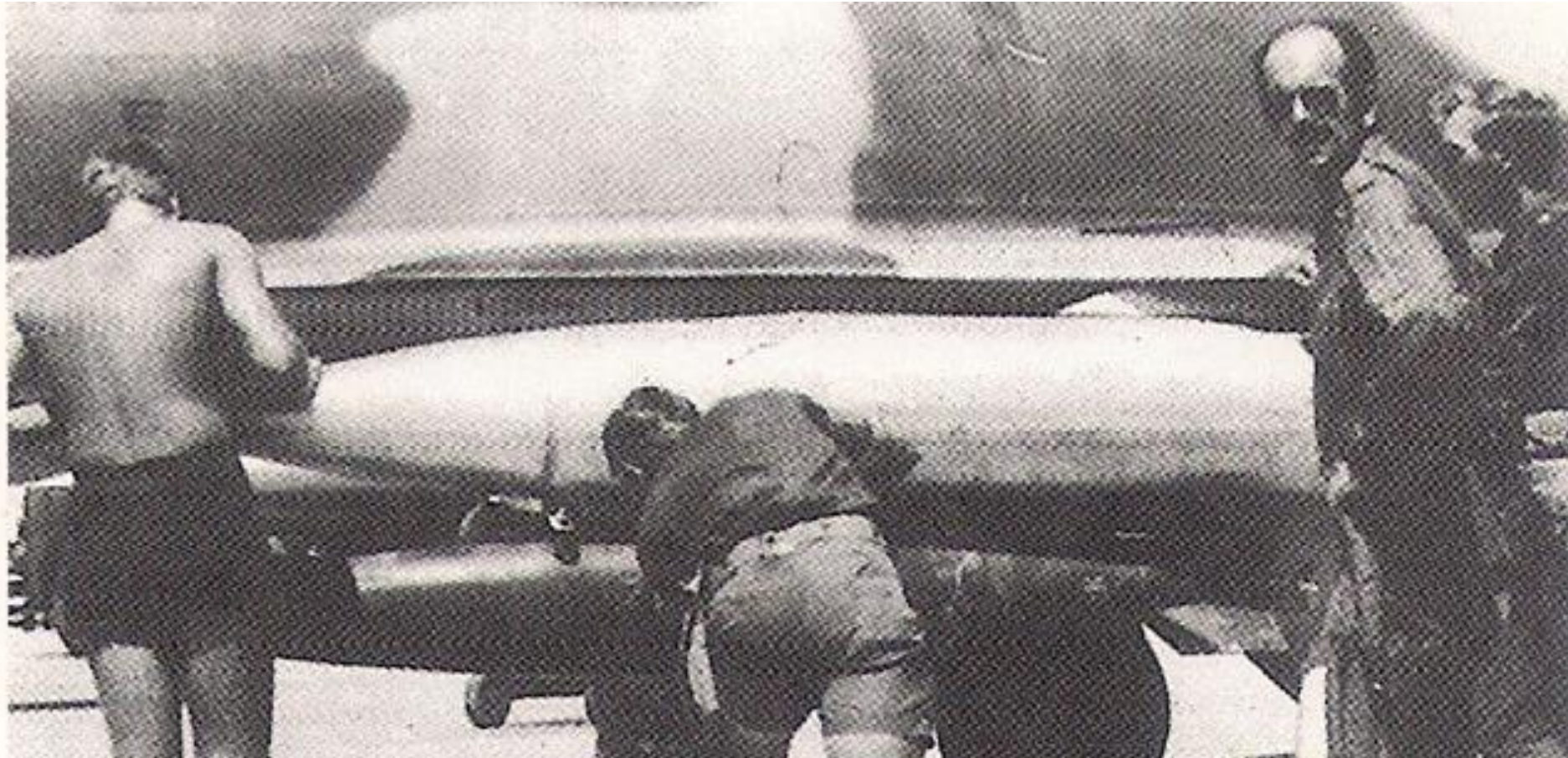
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Operational History and Users

South African Air Force

SAAF 2 Squadron "Flying Cheetahs" Dassault Mirage IIICZ during Operation Protea in 1981. This was one of the standard SAAF Mirage IIICZ bomb configurations for that Operation and consisted of a pair of RPK18's each carrying a pair of Mk82 250Kg bombs. Often, aircraft would also carry a pair of Aim-9B or V3B Kukri AAM's on the outer wing stations and sometimes also include a RP825 on the belly station.

Photo Credit: "The SAAF At War" JS Bouwer and MN Louw





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Operational History and Users

South African Air Force



SAAF Dassault Mirage III number 812 of no 2 Squadron the "Flying Cheetahs" during Operation Protea in 1981. This bomb configuration consists of a pair of RPK18's each carrying a pair of Mk82 250Kg bombs. These aircraft were not permanently based in the "Operational Area" and would only deploy from South Africa to Northern South West Africa as required.

Photo Credit: "The SAAF At War" JS Boucher and MN Louw



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Operational History and Users

South African Air Force

A stunningly clear photograph of a 2 Squadron Dassault Mirage IIICZ no 805 taxiing out from its hardened shelter at the Hoedspruit Air Force Base in the Northeast of South Africa close to the Kruger National Park and the Mozambique border.

This aircraft is carrying a pair of RPK18's with Mk82 250Kg practice bombs and an RP825 supersonic tank on the centerline pylon. Note the lack of national markings and even Mirage IIICZ emblem on the forward fuselage, but the retention of the Squadron Badge on the tail.

Photo credit: Daan Conradie





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Operational History and Users

South African Air Force

A clever photograph of a pair of SAAF Mirage IIICZ's in close formation behind a third aircraft. Each aircraft is carrying an RP825 on the centerline pylon and a pair of RPK18's loaded with Mk82 250Kg practice bombs.





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Operational History and Users

South African Air Force

A beautiful fresh looking SAAF Cheetah D no 852 of "89 Combat Flying School" carrying a heavy load of Mk82 250Kg practice bombs loaded on the RPK18's, intake pylons and PM-3 Centerline Bomb Pylon as well as a pair of practice V3B Kukri short range Infrared AAM's. Photo credit: Daan Conradie





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Operational History and Users

South African Air Force

A SAAF Cheetah E of 5 Squadron carrying 9 x Mk81 120Kg bombs loaded on the RPK18's, intake pylons and NAPGACH style Multiple Ejector Rack on the centerline as well as a pair of V3B Kukri short range Infrared AAM's





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Operational History and Users

South African Air Force



A 5 Squadron SAAF Atlas Cheetah E with V3B Kukri AAM and RP62 mounted under the wing and an RPK18 with Mk82 250Kg practice bombs on display alongside.

Photo credit: Charlie Hugo



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Operational History and Users

South African Air Force



An exceptional photograph showing a 2 Squadron SAAF Cheetah C carrying RPK18's and a load of 8 x live Mk81 120Kg bombs.



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Operational History and Users

South African Air Force



Bombed up! A 2 Squadron SAAF Cheetah C carrying RPK18's and a full load of Mk81 120Kg practice bombs.

Photo taken by: Atlas



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Operational History and Users

South African Air Force

A dramatic and famous photograph of a 2 Squadron SAAF Atlas Cheetah C on a photo-op dropping Mk82 250Kg practice bombs from its RPK18's with some other explosions in the background for effect. Note the multiple bomb stations available to Cheetah aircraft. This aircraft was carrying 10 x Mk82 bombs prior to the drop.
Photo Credit: Herman Potgieter (RIP)





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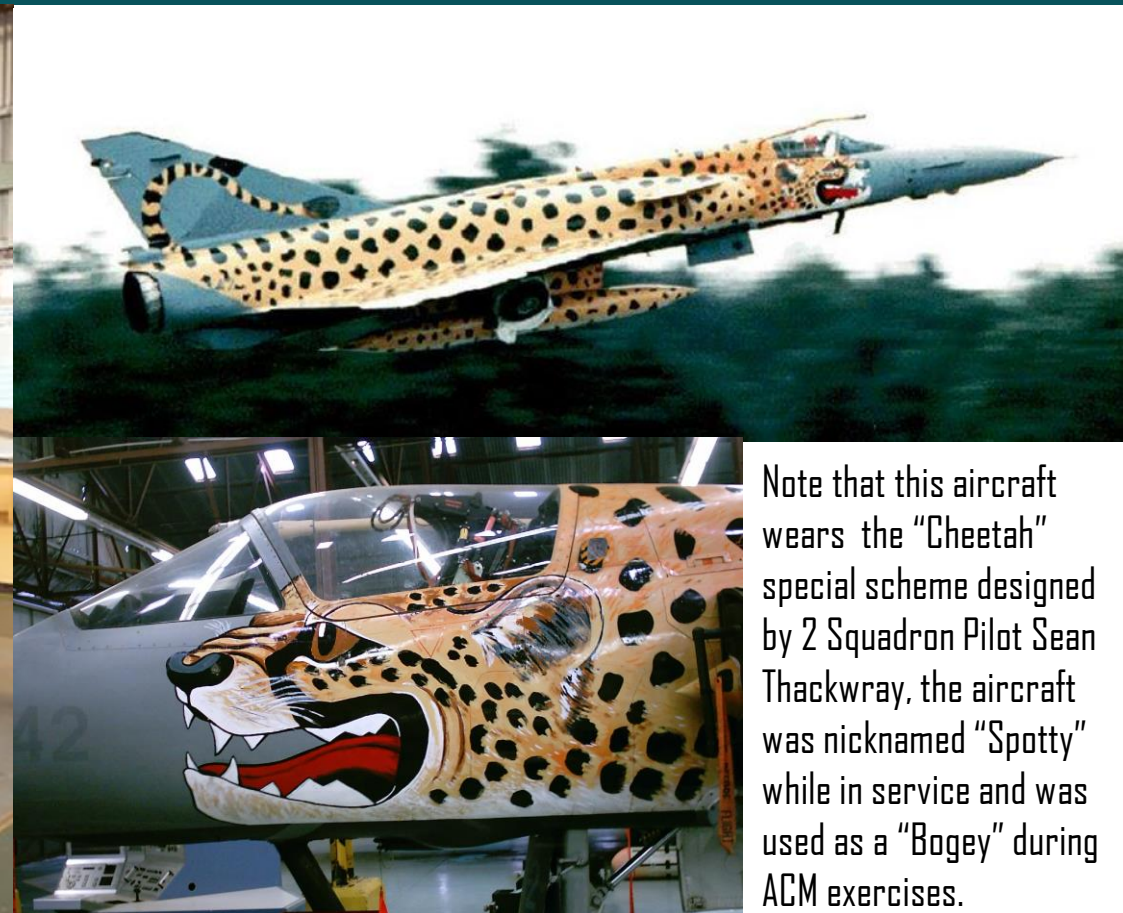
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Operational History and Users

South African Air Force

Spotty! A nice close up of the RPK18 with Mk81 120Kg "high drag/retarded" bombs on a SAAF 2 Squadron Atlas Cheetah C in the SAAF Museum in Pretoria. The RPK18 could only carry Mk81 bombs with the high drag fins due to their extended length at the rear of the bomb.

Photo's Credit: Daan Conradie



Note that this aircraft wears the "Cheetah" special scheme designed by 2 Squadron Pilot Sean Thackwray, the aircraft was nicknamed "Spotty" while in service and was used as a "Bogey" during ACM exercises.



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Operational History and Users

Argentinian Air Force



An Argentine Air Force IAI Dagger carrying bombs up RP18R's, NAPGACH style multiple ejector bomb rack and rear fuselage bomb pylons, post the 1982 Falklands/Malvinas war.



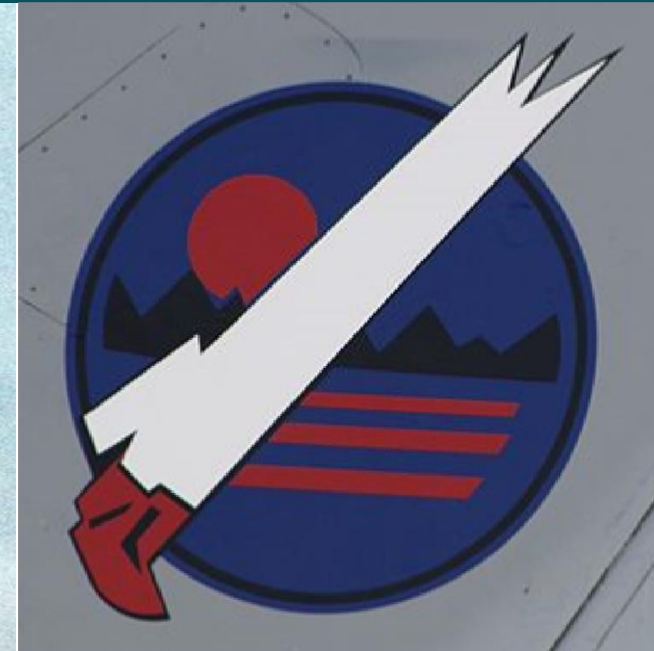
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Operational History and Users

Israeli Air Force

An Israeli Air Force IAI Kfir C2 no 841 of number 149 the 'Smashing Parrots' Squadron, here seen carrying a pair of RPK18s loaded with Mk82 250Kg bombs as are the intake and rear fuselage pylons, RP62 on the CRP37 centreline pylon and training AAM missiles.



Here is a beautiful closeup photograph of number 149 Squadron the 'Smashing Parrots' badge as seen on the tail fin of this Kfir C2



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Operational History and Users

Israeli Air Force

An Israeli Air Force IAI Kfir C1 (Note the lack of canards) number 728 wearing the classic Israeli deltas "black/orange" recognition triangle on the tail fin. This aircraft is carrying RPK18s loaded with Mk82 250Kg bombs, two bombs on the PM-3 centreline position and a pair of Aim-9 AAM missiles.

Only 109 and 149 squadrons had these RPK18 tanks and used them operationally. They would carry Mk.82 GP bombs or Mk.20 Rockeye cluster bombs.





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Operational History and Users

Israeli Air Force



Left: The next three photos are of the same aircraft taxiing out for a mission. Late December 1983, an Israeli Air Force Kfir C2 no 810 wearing the F15 type air superiority greys colour scheme, this Kfir is carrying a very heavy load of 12 x Mk82 250Kg bombs including those on the RPK18's and a pair of Python 3 AAM's



Right: Kfir C2 no 810 Israeli Air Force, note the RPK18's underwing. Tensions in Lebanon were high after the Israeli Defence Forces invaded Lebanon in 1982 in order to protect their Northern border from terrorist incursions facilitated between Yassir Arafat's PLO and the newly formed, Iranian backed Hizbollah terrorist organisations. The conflict known as The Lebanon War lasted until 1985.



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Operational History and Users

Israeli Air Force

Last of the three photos are of the same aircraft Kfir C2 no 810 taxiing out for a mission late December 1983. The powerful J79 engine allowed the IAI Kfir to operate as 'bomb truck', this aircraft being loaded with 12 x Mk82 250Kg bombs.





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Operational History and Users

Belgian Air Force



A Belgian Mirage 5 upgrade called "MIRSIP" carrying a pair of RPK18 with bombs and a pair of Aim-9P AAM's under the wingtip stations. The upgrade called "Mirage Safety Improvement Program" (MIRSIP) included a more modern cockpit, a new ejection seat, a laser rangefinder, and canards. 15 x Mirage 5BA and 5 x Mirage 5BD trainers were upgraded.

These upgraded Belgian Mirages were sold to Chile and were called Mirage 5MA "Elkan" and Mirage 5MD "Elkan"



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Operational History and Users

Belgian and Chilean Air Force



Mirage 5 MD "MIRSIP" wearing a mix of Chilean and Belgian markings based in Coxide prior to being delivered to Chile. Note the bomb less RPK18 underwing. (Photo credit: Boesmans)



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Building Instructions and Colour Callouts

Colour Callouts:

***See preferred references to decide what colours to use on your RPK18 and Pylon**

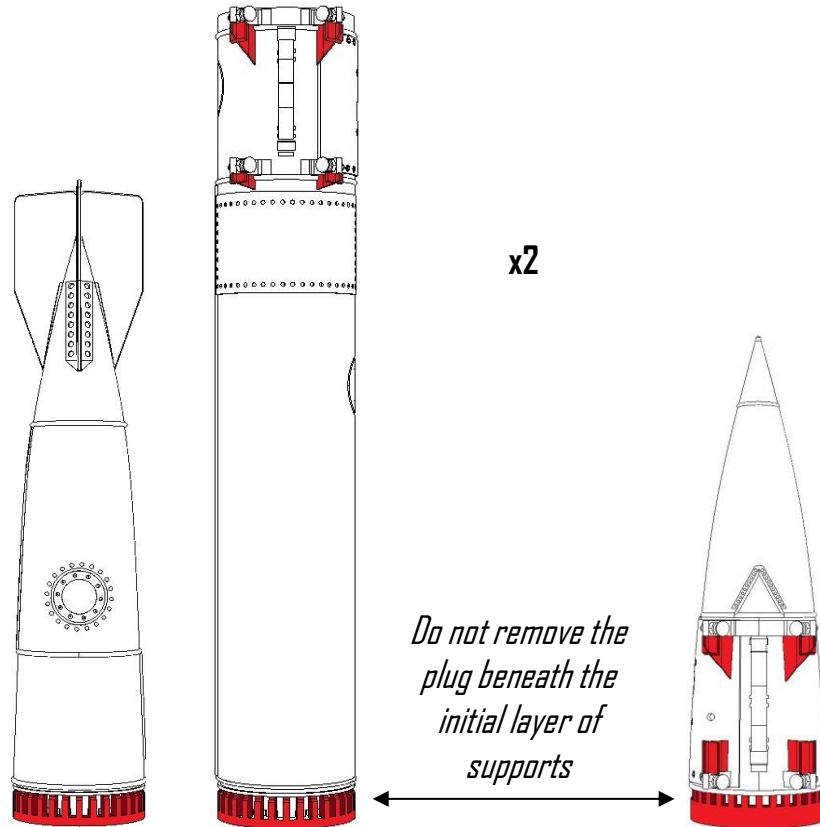


***It is recommended to use a primer prior to painting the parts**

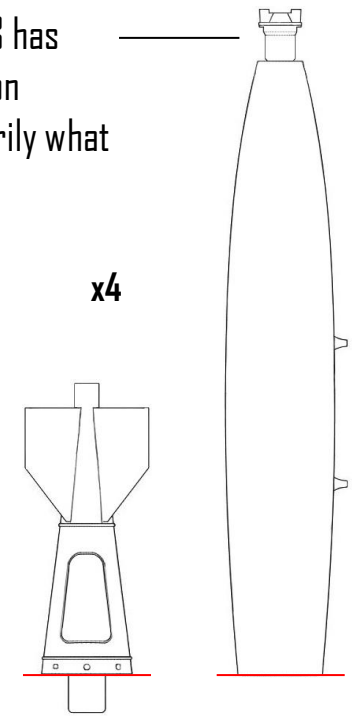
Left Hand Tank Outer Pylon Details



Right Hand Tank Outer Pylon Details



Fuse type is dependent on your selected boxing. The M904E3 has been used here for illustration purposes and is not necessarily what is included in your box



Remove the print supports below the red lines



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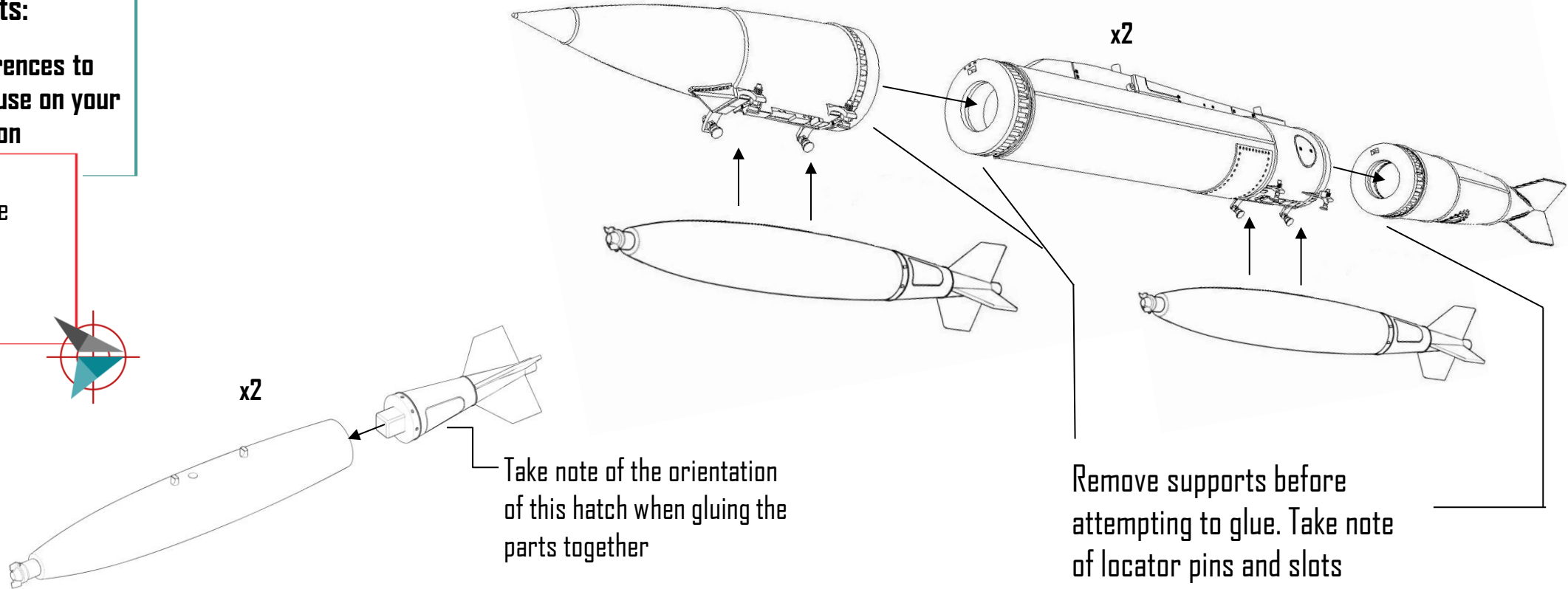
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Building Instructions and Colour Callouts

Colour Callouts:

***See preferred references to decide what colours to use on your RP18R and Pylon**

Use cyanoacrylate glue to bond the parts together



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.