

# Mil Mi-17TB 'Hip'

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ART BY ADAM MARCINIAK

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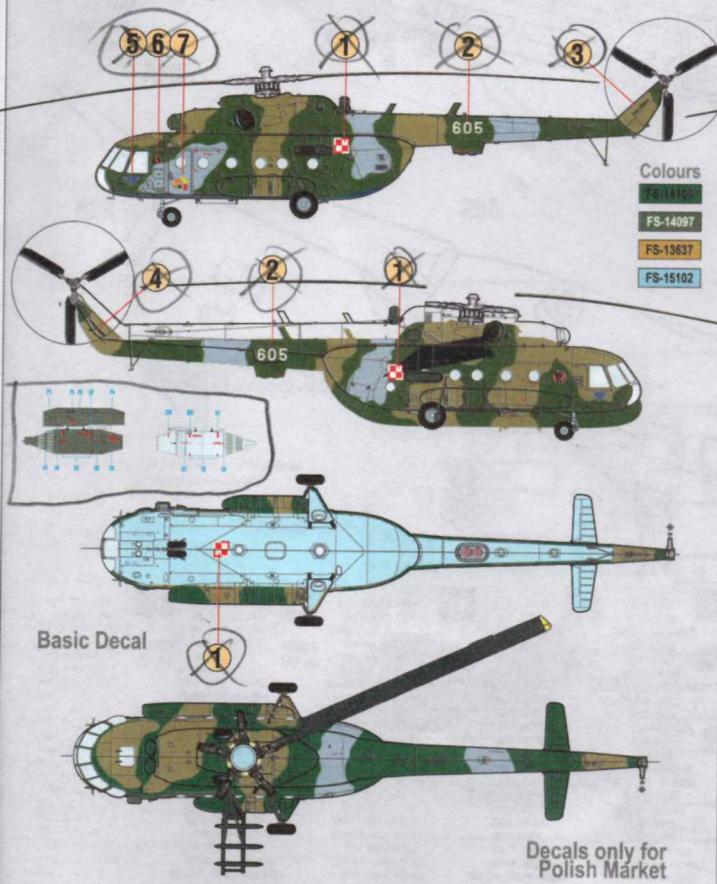
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**Short history of the Mi-8 Helicopter.** The Mil Mi-8 is not only the most versatile helicopter in the world, but also the one that has been built in greatest numbers. The numerous variants of the production Mi-8 helicopter has been used for all conceivable applications. In the civil sector they extend from passenger flights through rescue missions, transport to the remotest regions of the Arctic, VIP travel, to fire extinguishing and use as a flying crane. In the military sphere it is used mainly as a transport for troops and equipment. In addition the Mi-8 saw service as an UB 32 rocket pods or guided anti-tank missiles. The birth of the Mi-8 did not give rise to any great hopes. The new machine demonstrated its qualities shortly after its maiden flight, when it set two new world records: 201.8 km/h on a 2000 km stretch and a range of 2465.7 km on a closed circuit. These were not the only world records that would be set by the new helicopter. Series production of the machine, now designated the Mi-8, began in 1965 at Helicopter Works no. 387 in Kazan. By 31.12.1999, 4066 of the Mi-8 in various versions had been built at Kazan. Of these 1750 were sold in over 40 countries throughout the world. To meet demand, in 1970 Aircraft Factory No. 99 in Ulan-Ude set up a further production line for the Mi-8 which ceased production in 1999 having produced 3700 machines. A special version of the Mi-8 range was the Mi-8T combat helicopter that could carry bombs from 50 kg to 500 kg on six external stations. It was even possible to carry 2x 500 kg bombs and two UB 32 rocket pods each carrying 32 S-5 rockets. In addition it had a 12.7 mm cannon in the nose. This version was only used by the Soviet armed forces. For East Germany an export version exclusive to the Warsaw Pact was built under the designation Mi-8TB which was also used in many helicopter squadrons. The normal version of the Mi-8T could also be armed with four external racks for combat purposes. Four UB 16 rocket pods each with 16 S-5 rockets were used. Following the reunification of Germany a whole range of former East German Mi-8s were taken over by the Federal German Army, to be used mainly for SAR missions, and went into service in 1995. In 1995 six of these machines were bought from the German air rescue service to set up an air rescue system in Estonia. Technical data of Mi-8T: Fuselage length: 18.17 m, Height with rotor head: 4.755 m, Overall height 5.65 m, Rotor diameter: 21.29 m, Power plant: 2 x Ivov TW2-117A, Capacity: 2 x 1700 shp, Weight empty: 6934 kg, Normal take-off weight: 11,100 kg, Max. take-off weight: 12,000 kg, Max. external load: 3,000 kg, Max. speed: 260 km/h, Cruising speed: 225 km/h, Service ceiling: 4,500 m, Normal range: 465 km, Armament: (Armed version): 4 x UB 16 each with 16 S-5 rockets.

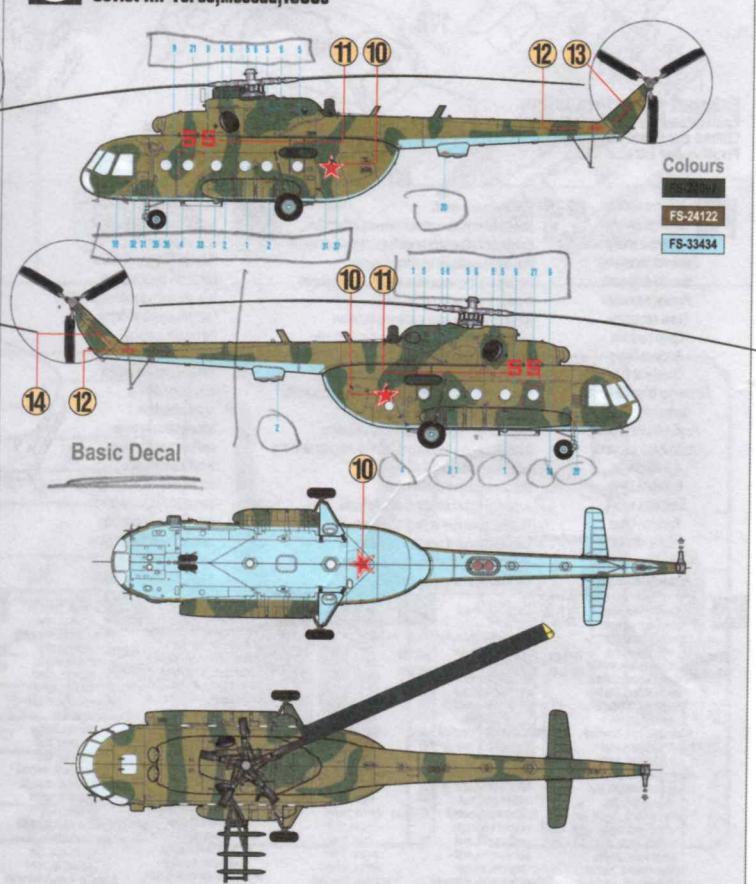
•GB. Marking and Painting Guide •D. Markierung und Bemalungsleitung •PL. Oznaczanie i Malowanie •F. Peinture et marquage Guide •NL. Schilderen en markeren gids

•ESP. Pintura y Guía de Marcas •POR. Pintura e Guia de Marcas •I. Pittura e Guida Marcature •S. Målning och märkning Guide •FIN. Maalaus ja merkinnät opas

## 1 Mil Mi-8T LLP (Ludowe Lotnictwo Polskie) Polish Air Force Warszawa, Leczyca A.B. 1960s



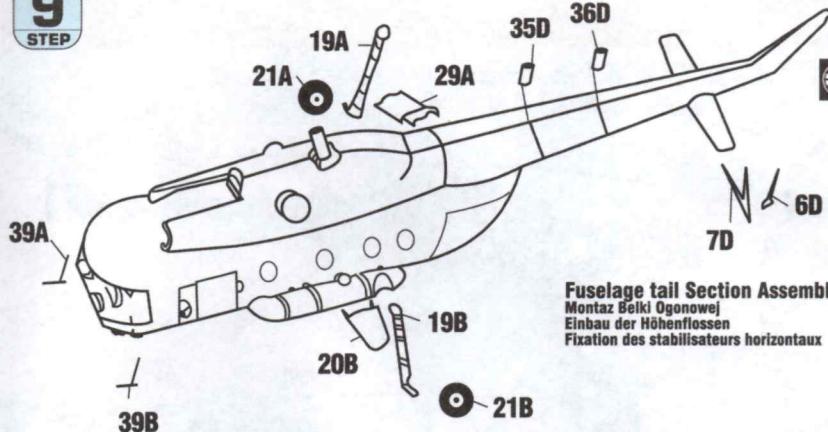
## 2 Mil Mi-8T Военно Въздушни Сили, BBC Moscow, CCCP 1980s Soviet Air Force, Moscow, 1980s







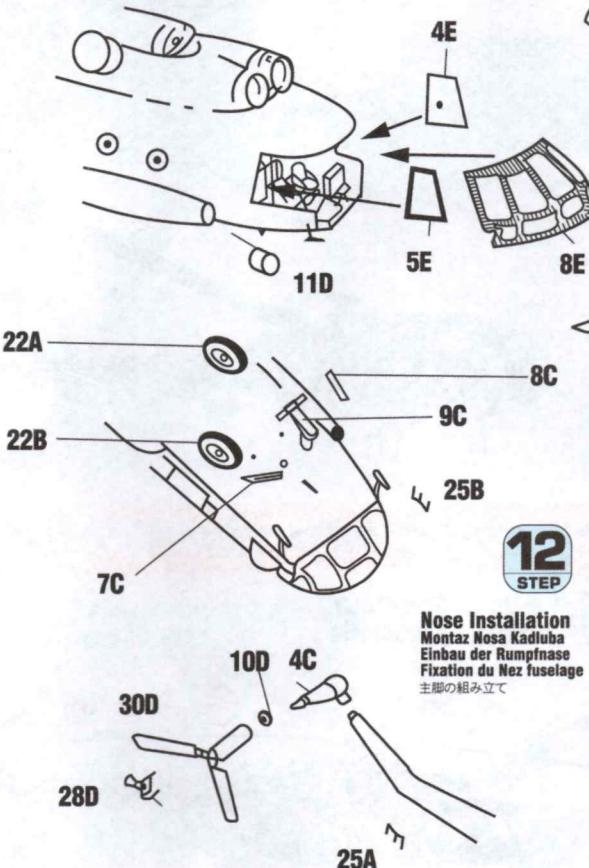
STEP



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STEP

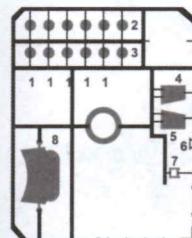


|              |              |
|--------------|--------------|
| Paint        | Балам        |
| Bemalen      | Помаловати   |
| Pomalować    | Peindre      |
| Peindre      | Beschilderen |
| Beschilderen | Pintar       |
| Pintar       | Dipingere    |
| Dipingere    | Pintar       |
| Pintar       | Måla         |
| Måla         | Male         |
| Male         | Male         |
| Male         | Maala        |
| Раскрасить   | Бefesteni    |
| Befesteni    | Іршатлоо     |
| Іршатлоо     | Pomalovat    |
| Pomalovat    | Boymak       |
| Boymak       | Poslikati    |
| Poslikati    | Vopsea       |
| Vopsea       | Червя        |
| Червя        | Малювати     |

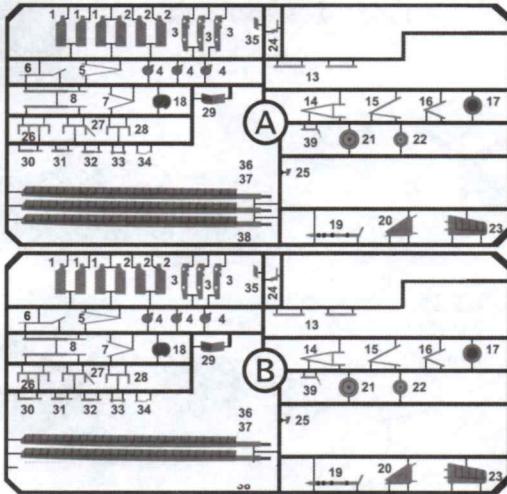


GB.Numbering of parts • D.Numerierung von Teilen PL.Numeracja części • F.La Numérotation des pièces • CZ.Cíšlování dílů • RUS.Нумерация частей

NL.Numerering van onderdelen ESP.Numeración de las piezas  
POR.Numeração das peças L.Numerazione delle parti  
SI.Numeriranje delar FIN.Numerointi osie  
DEN.Numerering af dele NOR.Numerering av deler  
GR.H ὀρθογωνίου των πηγών TUR.Parcaların Numaralandırma  
H.Számolás alkártól SK.Cisťovanie dielov  
Rum.Numerotarea pieselor BUL.Номериране на части  
UA.Нумерация частин



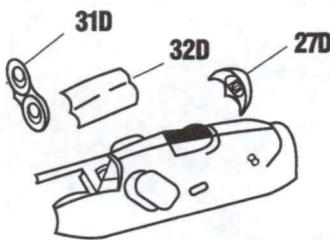
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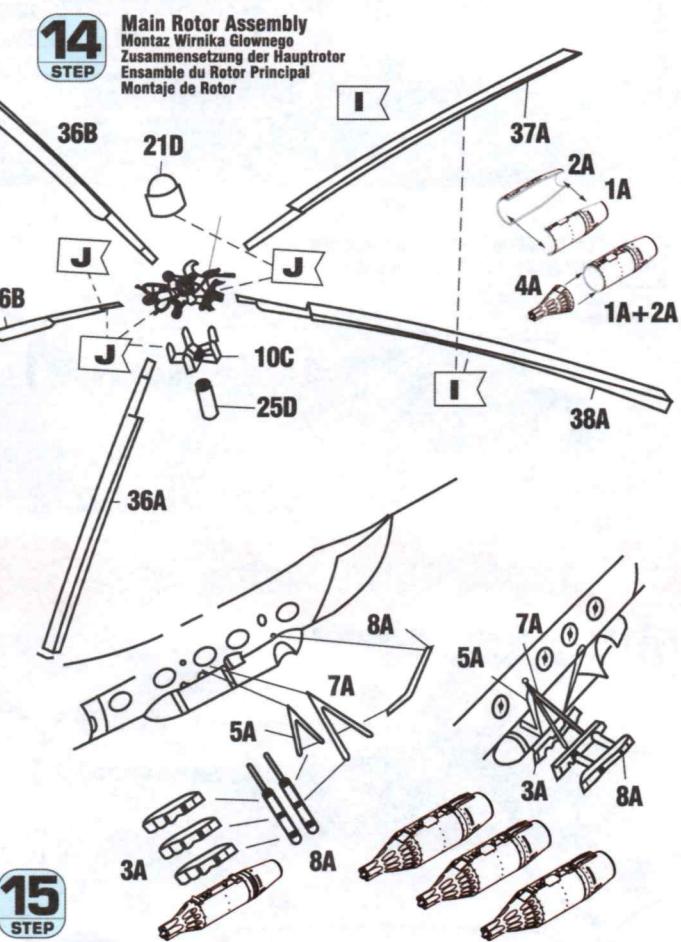
UK Allow the parts to dry  
 Bauteile trocken lassen  
 Pozostaw do wyschnięcia  
 Laissez sécher les pièces  
 Oderdeelen laten drogen  
 Dejar secar las piezas  
 Deixar secar os componentes  
 Far asciugarsi i componenti  
 anna osien kuilvua  
 La delene tørke  
 Lad komponenterne tørre  
 Låt byggedelarna torka  
 Даьт деталям высуխнуть  
 Апілоте та мајр від стечуючою  
 парціалним курумапа биракын  
 Jednotlivě díly nechle zaschnout  
 Alkatrészeket hagyja száradni  
 Pustite da se sestavili dosposuš  
 Se lásă să se usez piese  
 Оставате части да јоскњат  
 Дайте висуоким частини

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STEP

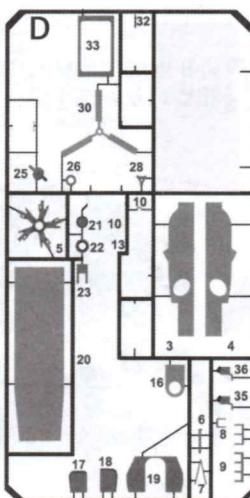
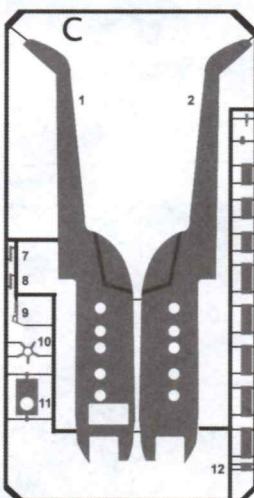
## **Upper Fuselage Installation Zainstalowanie gornej czesci kadluba Einbau Die Ober Rumpf Fixation des Supérieure du fuselage**



## Main Rotor Assembly



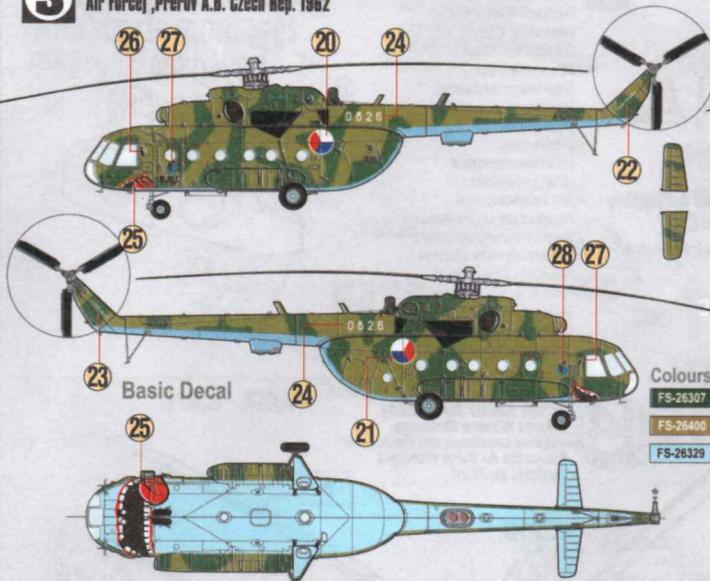
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STEP



# Marking & Painting

•DEN.Bemaling og markeringer Guide •NOR.Maleri og Markings Guide •RUS. Окраска и маркировка руководство •GR. Ζυγαρική και Σημάνσεις Οδηγός •CZ. Malování a Značení

**3** Mi-8T Vzdušné sily Armády České Republiky [Czech Rep. Air Force], Přerov A.B. Czech Rep. 1982

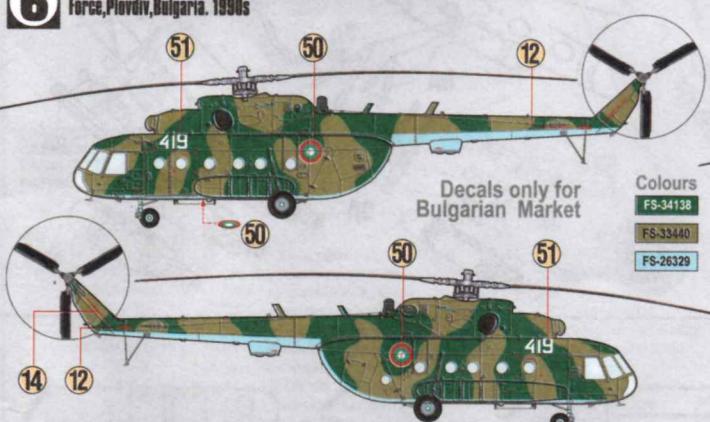


**4** Mi-8T Vzdušné sily Ozbrojených Sил Slovenskej Republiky (Slovak Rep. Air Force), Bratislava A.B. Slovakia 1980s

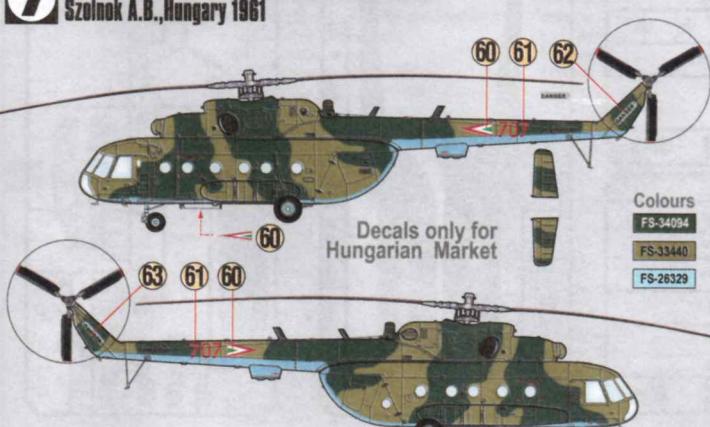


•TUR. Kılavuz Boyama ve Markalama •H. Festék rendszer és jelölések  
•SK. Maľovanie a značenie Guide •RUM. Marcarea și pictura Ghid

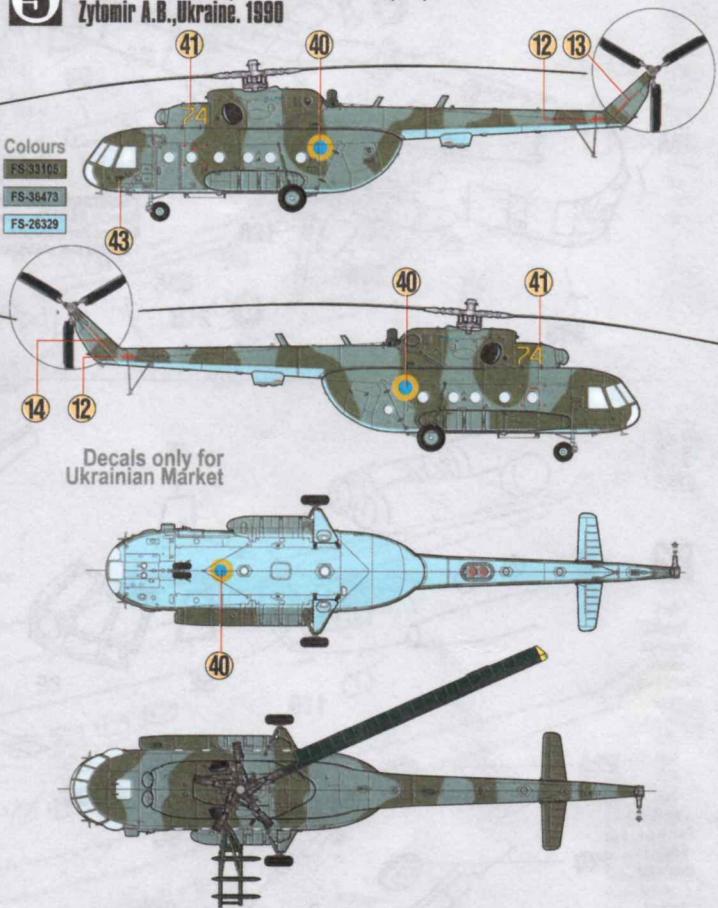
**6** Mi-17 Военновъздушни сили, BBC, Bulgarian Air Force, Plovdiv, Bulgaria. 1990s



**7** Mi-17 Magyar Légierő Hungarian Defence Forces, Szolnok A.B., Hungary 1981



**5** Mi-17 Военно Въздушни Сили, Житомир, Украина, 1990  
Zhytomyr A.B., Ukraine. 1990



•TUR. Kılavuz Boyama ve Markalama •H. Festék rendszer és jelölések  
•SK. Maľovanie a značenie Guide •RUM. Marcarea și pictura Ghid

**8** Mi-17 Fuerza Aerea Mexicana, Cartahena A.B., Mexico 1995

