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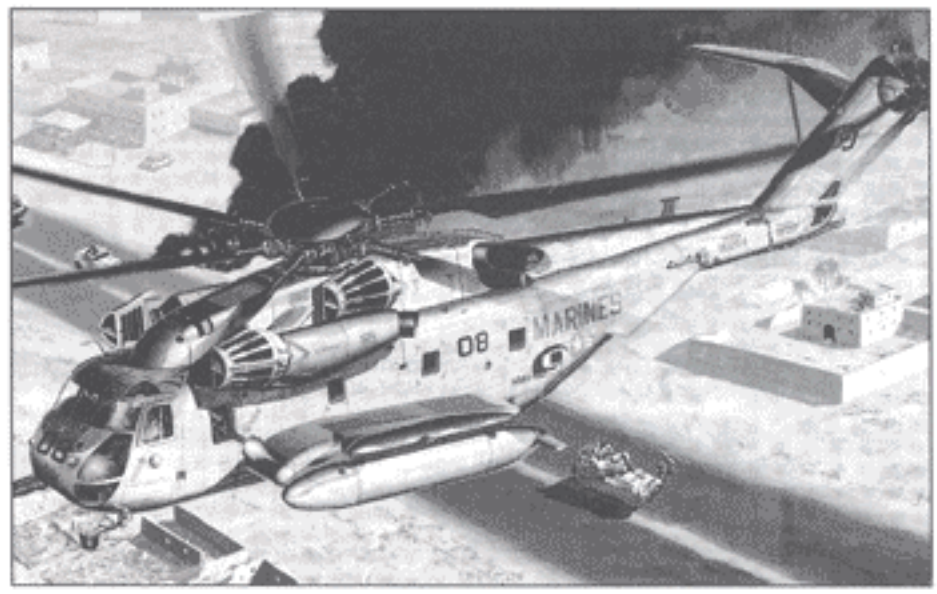


CH-53E SUPER STALLION

"U.S. MARINES VERSION"

CH-53E 슈퍼 스탤리온 "미 해병대 헬리콥터"

The Sikorsky CH-53E Super Stallion entered service with the United States Marine Corps in 1981. It is the West's heaviest and most powerful helicopter. One hundred sixty five of these impressive three-engined helicopters serve with Marine Corps squadrons in the Pacific and Atlantic Fleets. It is also in service with Marine Corps reserve, training and experimental squadrons. As the Marine Corps' premier heavy lift helicopter, it is designed for the transportation of troops, equipment and supplies. The CH-53E operates from most US Navy amphibious assault class warships and is carried routinely aboard LHA (Landing, Helicopter, Assault), LPH (Landing, Platform, Helicopter) and LHD (Landing, Helicopter, Dock) class ships.

The powerful CH-53E serves the Marine Corps in the heavy-lift transport role. It is capable of lifting heavy equipment including the 8-wheeled "Stryker" Light Armored Vehicle, the M198 Howitzer with ammunition and crew, and can recover for repair, almost all other Marine Corps aircraft. The seven main rotor blades, a distinguishing feature of this helicopter, are of Nomex honeycomb construction with a titanium spar and a composite glass fiber-epoxy skin. The huge rotor head is primarily titanium and steel. The cockpit is night vision goggle(NVG) compatible and many helicopters carry an external FLIR (Forward Looking InfraRed) turret containing low-light level optics. This equipment allows precise low altitude operations at night and in adverse weather. The Super Stallion is equipped with the AN/AAR-47 missile warning system in addition to chaff and flare dispensers.
The CH-53E helicopter is powered by three General Electric T64-GE-419 engines rated at 4,750 horsepower each. The engine cowlings and transmission fairings are of Kevlar (armor) construction. The Super Stallion can extended it's range and endurance by in-flight refueling with the use of an extendable in-flight refueling probe. Two 0.50 caliber machine guns mounted in the side windows of the helicopter provide self protection.

- Primary function : Transportation of troops, heavy equipment and supplies
- Manufacturer : Sikorsky Aircraft
- Power plant : Three General Electric T64-GE-419 turboshaft engines producing 4,750 shaft horsepower each.
- Crew : 3
- Length : 99 feet 5 inches (30.3 meters)
- Height : 28feet 4 inch (8.64 meters)
- Rotor diameter : 79 feet (24.07 meters)
- Speed : 172.5 miles per hour (150 knots)
- Maximum takeoff weight : ＊ Internal load - 69,750 pounds (31,666 kilograms) ＊External load - 73,500 pounds (33,369 kilograms)
- Range : ＊without refueling - 621 miles (540 nautical miles) ＊with aerial refueling - indefinite
- Armament : Two XM-218 .50 caliber machineguns.

スーパー・スタリオン、シコルスキーCH-53E型ヘリコプターは、1981年米海兵隊で就役しました。同機は西側で最大重量でかつ最も強力なヘリコプターです。この印象的な3基のエンジンを搭載する165機の同型ヘリコプターは、太平洋艦隊及び大西洋艦隊の海兵隊飛行隊で就役しています。また、同ヘリコプターは海兵隊の予備飛行隊、訓練飛行隊および実験飛行隊にも就役しています。海兵隊の主大型揚陸ヘリコプターとして部隊、装備品及び補給品の輸送の目的で設計されました。このCH-53型ヘリコプターは、米海軍の水陸両用強襲級のほとんどの軍艦から運用できますし、通常、LHA級（ヘリコプター強襲揚陸艦）、LPH級（ヘリコプター揚陸艦）、LHD級（ヘリコプター・ドック揚陸艦）の軍艦に搭載されています。

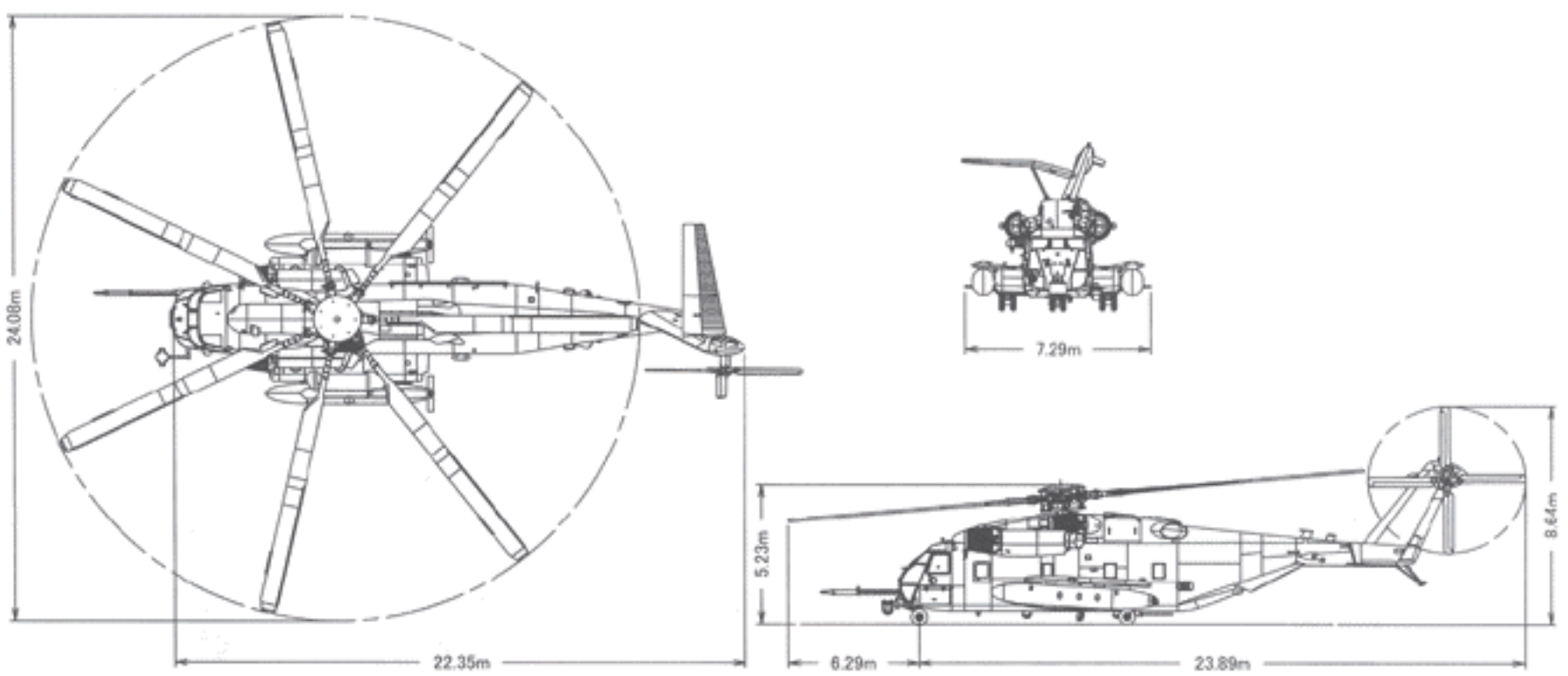
この強力なCH-53型ヘリコプターは、大型の揚陸輸送の任務で海兵隊に奉仕しています。同機は、8車輪 の「ストライカー」軽装甲車、M198型ハウイツアー砲及び弾薬と砲手などを含む重装備品を揚陸することができますし、また他の海兵隊所属の全ての型の航空機を修理のために回収することもできます。同型ヘリコプターの際立った特長である主ローターの7枚のブレードは、チタニュウム製の翼桁及び複合グラスファイバー・エポクシーの表皮のNOMEX社製のハニカム構造のものです。巨大なローター頭部は主としてチタニュウム及び鋼鉄製です。コクピットは夜間視覚ゴッグル（NVG）使用可能ですし、多くの同型機は低照度光学装置を含む機外装備のFLIR（赤外線前方警戒装置）を搭載しています。これらの装備は、夜間及び悪天候下での、精密な低高度飛行を可能としてくれます。スーパー・スタリオン機は、チャフおよびフレヤー投下装置に加え、AN/AAR-47型ミサイル警戒システムを装備しています。CH-53型ヘリコプターは、各基4,750馬力出力のジェネラル・エレクトリック社製のT64-GE-419型エンジン3基を装備しています。エンジン・カウリングとトランスミッション・フェアリングはKevlar（装甲）構造です。スーパー・スタリオン機は、機外展長が可能な空中給油により、航続距離と滞空時間を延長することができます。ヘリコプターの両側の窓に装備される口径0.50インチの機銃2基が防御を提供してくれます。

- 主要機能：部隊、重装備品及び補給品の輸送
- 製造会社：シコルスキー・エアクラフト社
- 動力：GE社製T64-GE-419型ターボシャフトエンジン3基、各基出力4,750馬力
- 乗員：3名
- 機長：99フィート5インチ（30.3メートル）
- 機高：28フィート4インチ（8.64メートル）
- ローター直径：79フィート（24.07メートル）
- 速度：時速172.5陸哩（150ノット）
- 最大離陸重量：＊機内搭載量 - 69,750ポンド（31,666キログラム）＊機外搭載量 - 73,500ポンド（33,369キログラム）
- 航続距離：＊無給油時 - 621陸哩（540海里）＊空中給油時 - 無制限
- 武装：口径0.50インチXM-218型機銃2基

미국의 시코르스키사가 제작한 CH-53E 슈퍼 스탈리온은 1981년부터 미 해병대에서 사용되기 시작한 대형 헬리콥터로서, 서방측에서 만들어진 헬리콥터 중에선 가장 무겁고 강력한 힘을 자랑하는 기종이다. 3개의 엔진을 탑재한 이 인상적인 헬리콥터는 미 태평양 함대 및 대서양 함대 소속의 해병 항공대에 총 165대가 배치되어 있으며, 해병대 예비비행대, 훈련비행대 및 실험비행대등에서도 운용되고 있다. 미 해병대의 주력 중(重)수송헬리콥터로 개발된 본 기종은 많은 병력과 장비, 물자를 신속히 수송할 목적으로 설계되었으며, 미 해군과 해병대에 취역중인 LHA(헬리콥터공격상륙함), LPH(헬리콥터탑재상륙함), LHD(도크형상륙함)등과 같은 주력 대형 강습상륙함에 상시 탑재되어 많은 활약을 펼치고 있다.

CH-53E는 그 강력한 힘을 바탕으로 주로 미 해병대의 대형물자 수송 임무에 집중적으로 투입되고 있다. 8개의 바퀴를 지닌 '스트라이커' 경장갑차 또는 탄약과 병력을 포함한 M198형 155mm 견인곡사포등의 중장비를 한 번에 운반할 수 있을 뿐만 아니라, 미 해병대에서 쓰이는 대부분의 항공기들을 수리가 필요시 회수하여 운반할 수 있는 능력도 지니고 있다. CH-53E의 가장 눈에 띄는 특징이라 할 수 있는 7개의 주 로터날개는 티타늄제 내부 골조와 노맥스 재질의 하니컴(벌집) 구조로 만들어져 있으며, 유리섬유와 에폭시 수지의 복합재질로 이루어진 표피를 지니고 있다. 또한 거대한 크기의 로터헤드 부분은 주로 티타늄과 강철재질로 되어있다. 조종석은 비행 시 야간 투시경 (NVG)의 사용이 가능하도록 되어 있으며, 상당수의 기체들이 저명도 광학센서가 내장된 FLIR (전방 적외선 감시 장비)를 기체 외부에 장착하고 있다. 이들 장비 덕분에 야간이나 악천후 상황에서도 정밀한 저고도 비행이 가능하다. 아울러 CH-53E는 AN/AAR-47형 미사일 경계 시스템 및 채프/플레어와 같은 미사일 기만체 살포장치를 장비하고 있어 외부로부터의 각종 공격위협에도 대비하고 있다.
주동력원으로는 최대 4,750마력의 출력을 발휘하는 제너럴 일렉트릭사제의 T64-GE-419형 엔진 3기를 장비하고 있으며, 엔진 카울링과 트랜스미션 덮개부분은 케블러 재질의 장갑판으로 되어 있어 총격이나 파편에 의한 피해로부터 어느 정도 보호받을 수 있도록 되어있다. 또한 CH-53E는 기체외부에 급유봉을 장착하여 공중급유를 받을 수 있게 되어있어 항속거리와 체공시간을 연장하는 것이 가능하다. 방어용 무장으로는 동체 양쪽의 창문부분에 캘리버 .50 기관총 2문을 장착하고 있다.

- 주요임무 : 병력, 중장비 및 보급품의 수송
- 제조회사 : 시코르스키 에어크래프트 사
- 동력 : 제너럴 일렉트릭 사 제 T64-GE-419 터보샤프트 엔진 × 3 (엔진 1대당 출력 4,750마력)
- 승무원 : 3명
- 길이 : 99피트 5인치 (30.3m)
- 높이 : 28피트 4인치 (8.64m)
- 로터직경 : 79피트 (24.07m)
- 속도 : 시속 172.5마일 (150노트)
- 최대이륙중량 : ＊기내탑재량 - 69,750파운드 (31,666kg) ＊외부탑재량 - 73,500파운드 (33,369kg)
- 항속거리 : ＊무급유시 - 621마일 (540해리) ＊공중급유시 - 무제한
- 무장 : XM-218 .50 캘리버 기관총 × 2



<READ THIS BEFORE YOU BEGIN>

- Study the instructions before assembling.
- Do not use too much cement to join parts.
- Open a window or make area well ventilated when cement or paint is in use.
- Check the fit of each piece before cementing into place.
- Never use cement or paint near open flame.
- Tear up and throw away the empty plastic bags to avoid danger of suffocation for little childre

<ALLGEMEINE HINWEISE>

- Die Anordnung der Bauteile ist aus den Zeichnungen der Anleitung ersichtlich.
- Die Teile vor dem Verkleben ungeleimt zusammenhalten, um ihren paßsitz zu prüfen.
- Klebstoff nicht zu dick auftragen.
- Klebstoff und Farben niemals in der Nähe einer Flamme verwenden.
- Während der Bemalung mit Spritzpistole oder Pinsel für frische Luftzufuhr, z.B. öffnen des Fensters, sorgen.
- Bausatz von kleinen Kindern fernhalten. Verhüten Sie, daß Kinder irgendwelche Bauteile in den Mund nehmen oder Plastiktüten über den Kopf ziehen.

<LISEZ CE QUI SUIT AVANT DE COMMENCER LE MONTAGE>

- Etudier les schémas d'assemblage. - Contrôler que chaque piéce soit bien conforme avant de la coller à sa place.
- N'utilisez pas trop de colle pour réunir les pièces. - Ne famais manipuler la colle ou peinture à proximité d'une flamm
- Aérer soigneusement la pièce où vous peignez(ouvrir la fenêtre). - Après avoir sorti les pièces du sac en ;oastique, déchirer le sac afin déviter que les enfants ne le mettent sur la tête et ne s'étouffent.

〈組み立てる前に〉

- 組み立てる前に説明書をお読み下さい。 - 部品をランナーから切りはなす時は模型用ニッパーとカッターを使用します。
- 接着剤を少しなめに使うことがきれいに仕上げるこつです。 - 組み立て後の部品やビニール袋は小さな子供の手の届かない安全な所に保管して下さ
- 接着剤や塗料を使用する時はときどき窓を開けて換気に気をつけましょう。 - 接着する前に部品を合わせて確かめます。

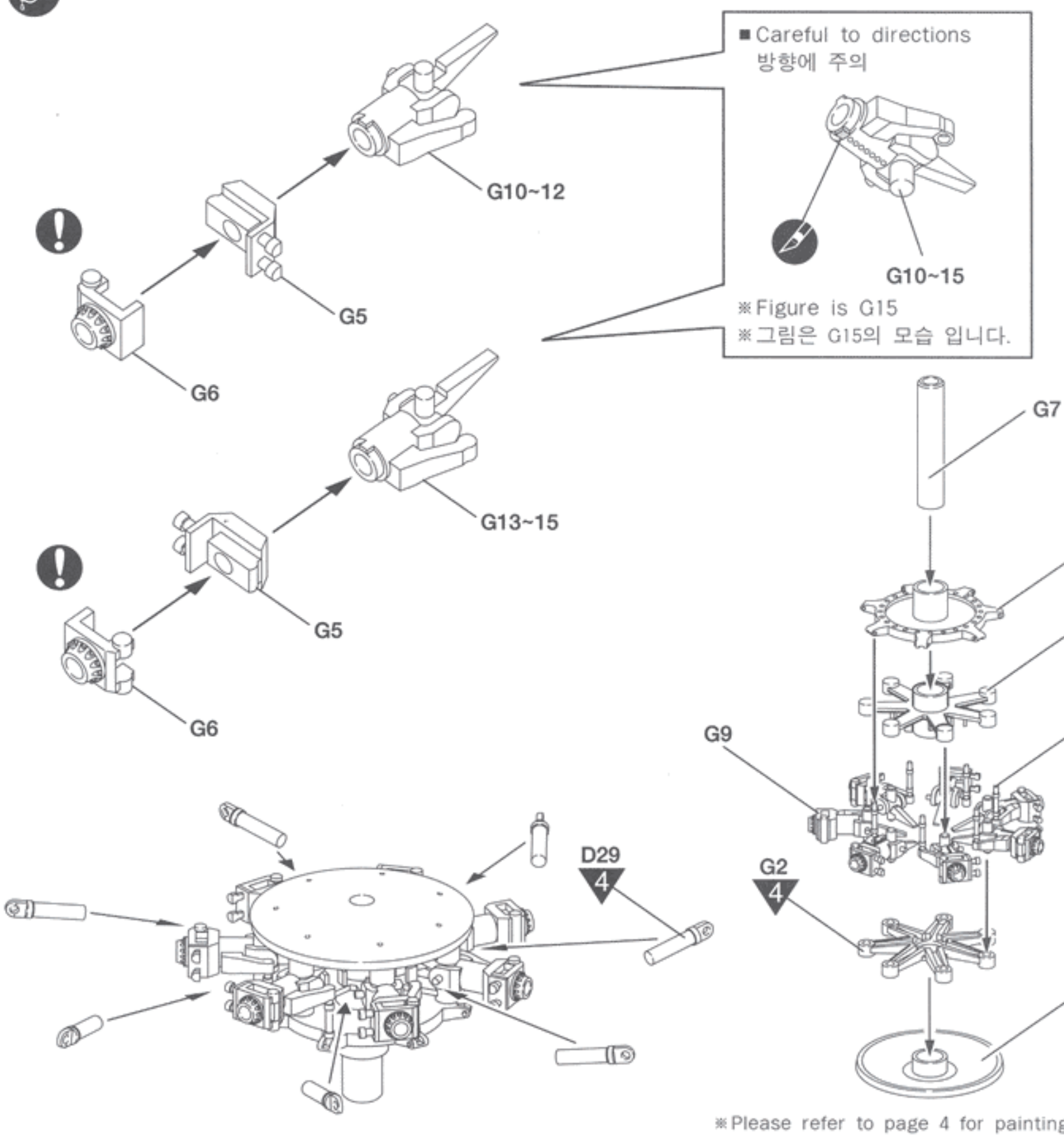
■조립하기 전에

-부품을 조립하기 전에 설명서를 잘 읽어본 후 조립한다.
-접착하기 전에 부품을 맞추어 확인한 후 조립한다.
-부품을 자를 때에는 칼이나 니퍼로 깨끗이 잘라낸다.
-에나멜 페인트나 접착제를 사용할 때는 창문을 열어 환기를 시키고 화기를 멀리한다.
-접착제를 사용할 곳과 사용하지 않는 곳에 주의하고 너무 많이 바르지 않도록 한다.
-사용 후 남은 부품은 어린 아이들의 손에 닿지 않도록 잘 처리한다.

STEP 1

<Rotor Head Assembly / Flight Position , 로터헤드의 조립 / 펼친 상태>

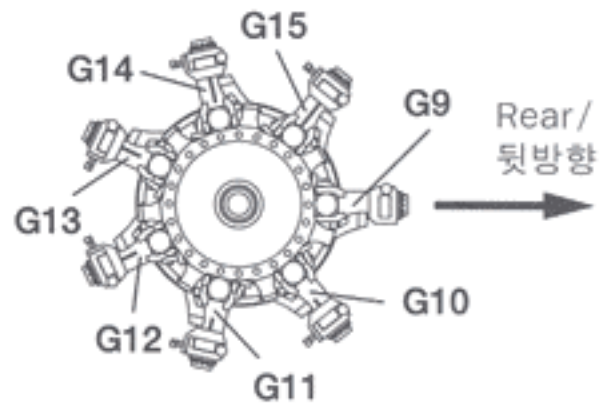
※Please refer to page 3, 4, 18, and 19 when proceeding assembly with rotor folded.
로터를 접은 상태로 조립시엔 3, 4, 18, 19페이지를 참조 하십시오.

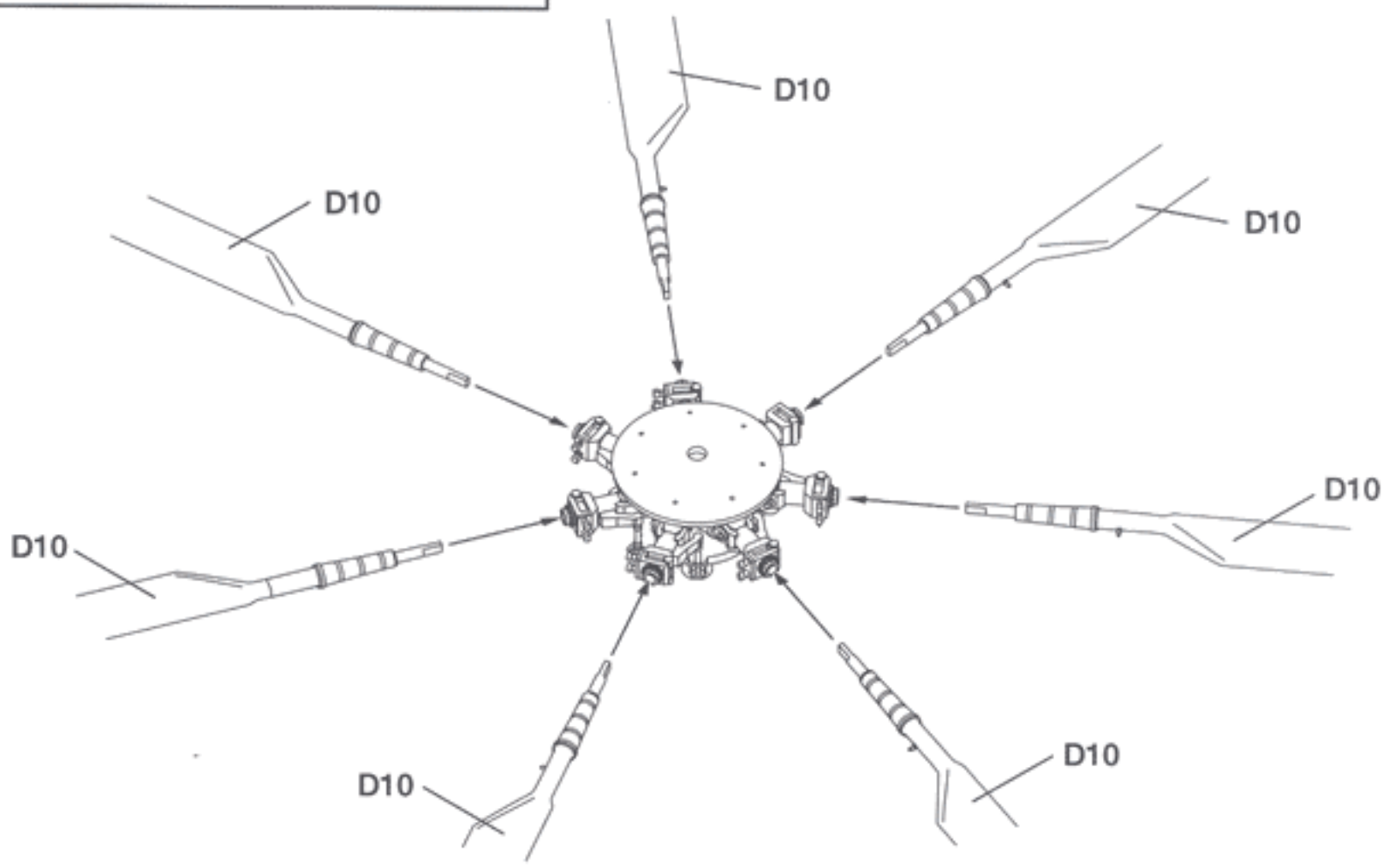


※Please refer to page 4 for painting in detail.
세부색칠은 4페이지를 참조 하십시오.

■ View from Top / 위에서 본 모습

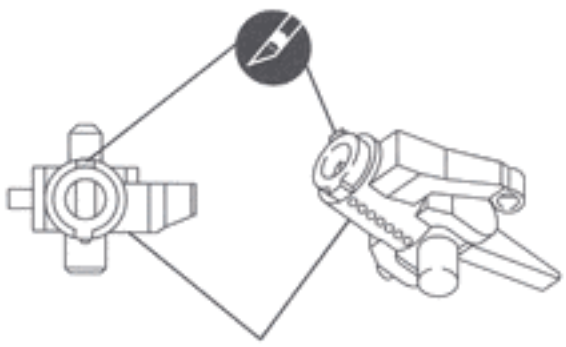
■ View from Bottom
아래쪽에서 본 모습



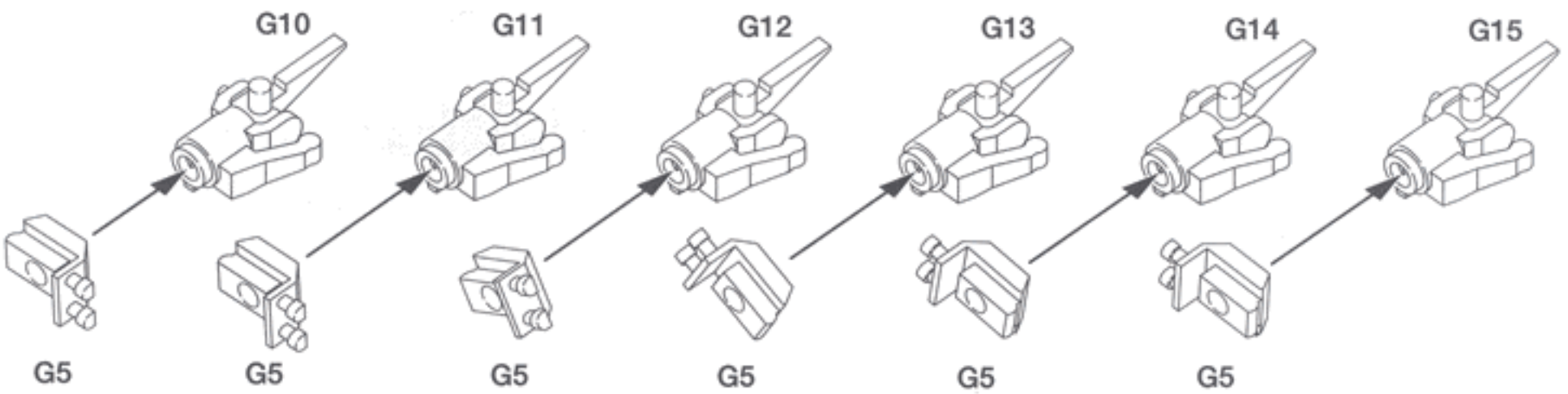


<Rotor Head Assembly / folded blades , 로터헤드의 조립 / 접은 상태>

■ View from Top / 위에서 본 모습

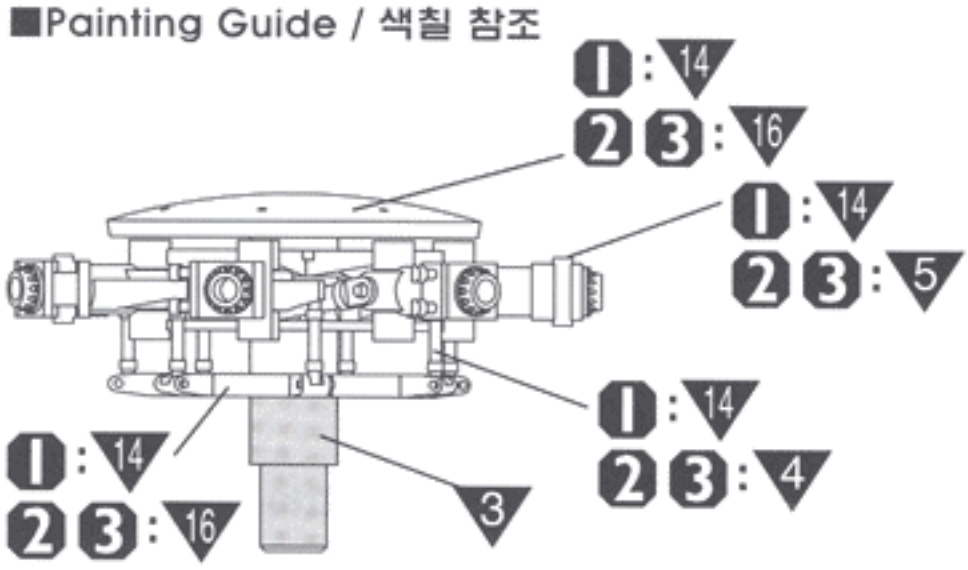


※Figure is G15
※그림은 G15의 모습 입니다.



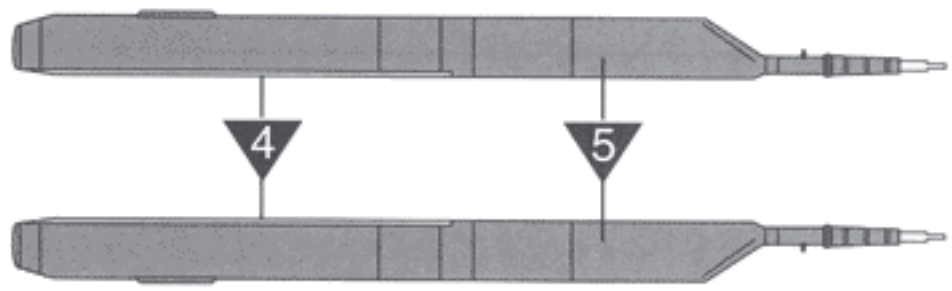
■Direction of G6 / G6부품 접착각도 참조

■Painting Guide / 색칠 참조



<Forward Rotor / 주로터 날개>

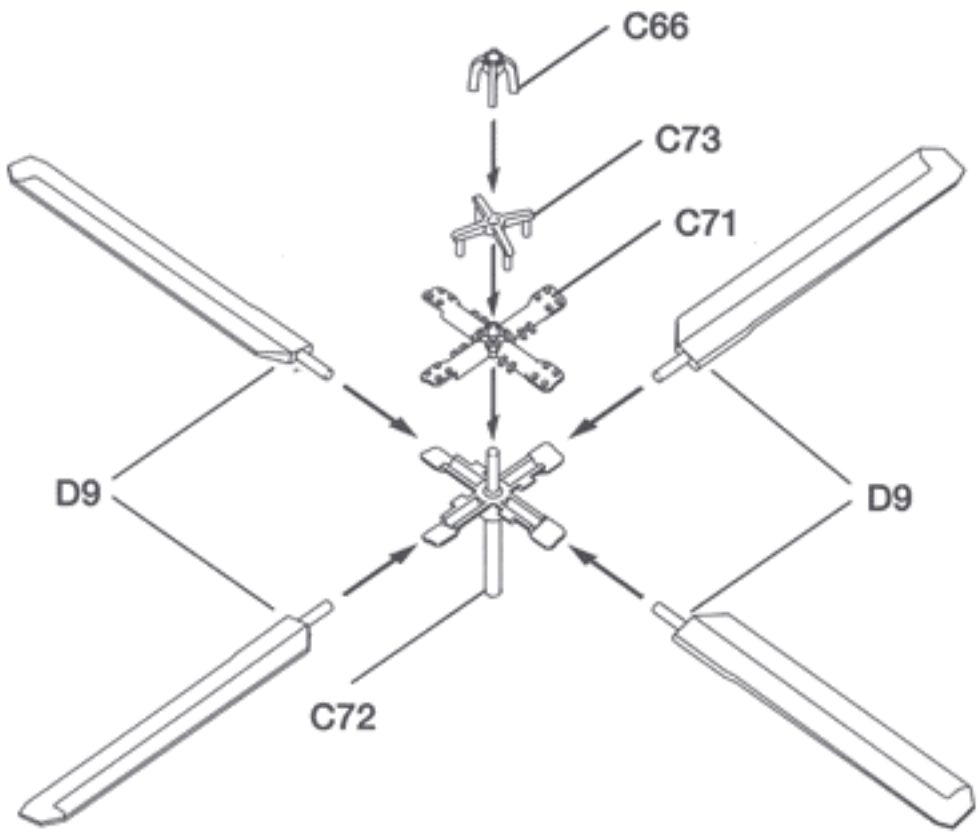
〈View from Top / 위에서 본 모습〉



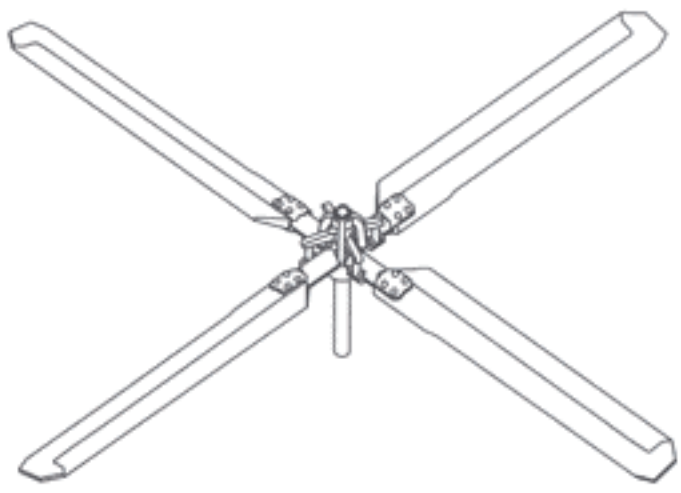
〈View from Bottom / 아래쪽에서 본 모습〉

STEP 2

<Rotor Assembly Rear / 후방 로터의 조립>

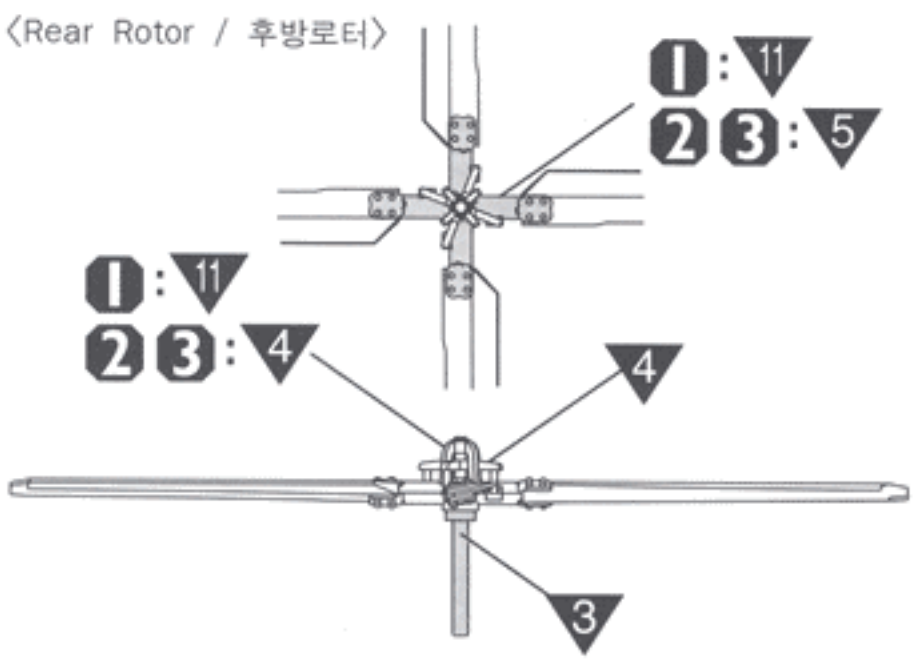


■View from Top / 위에서 본 모습

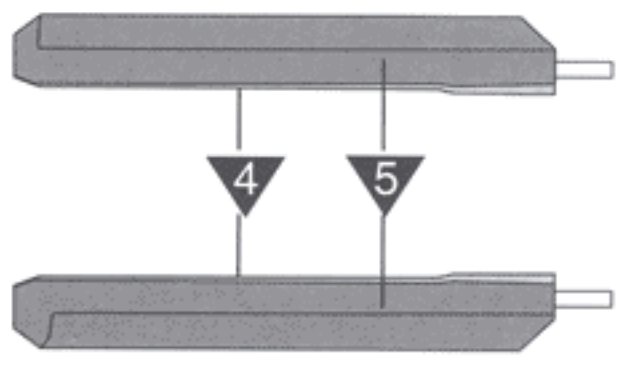


■Painting Guide / 색칠 참조

〈Rear Rotor / 후방로터〉



〈View from Top / 위에서 본 모습〉



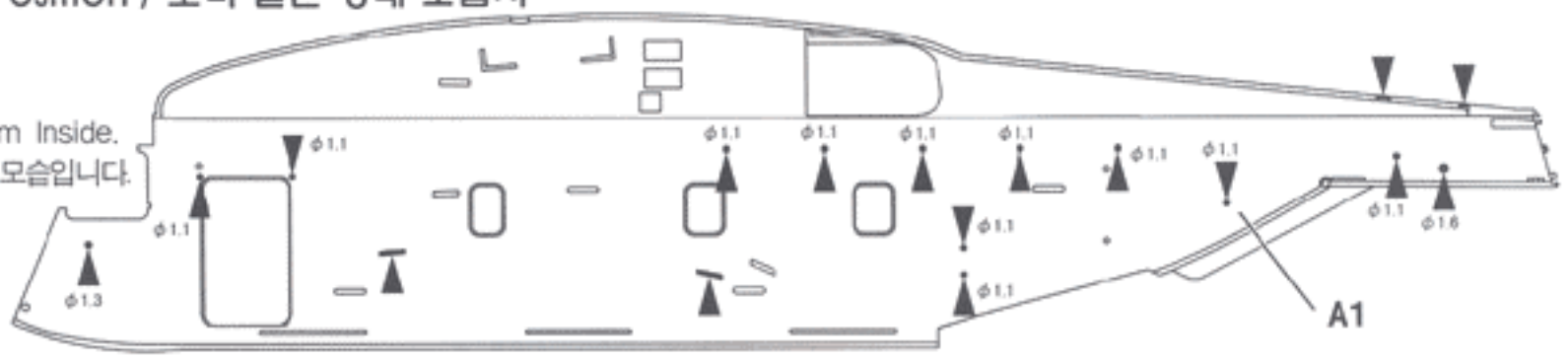
〈View from Bottom / 아래쪽에서 본 모습〉

STEP 3

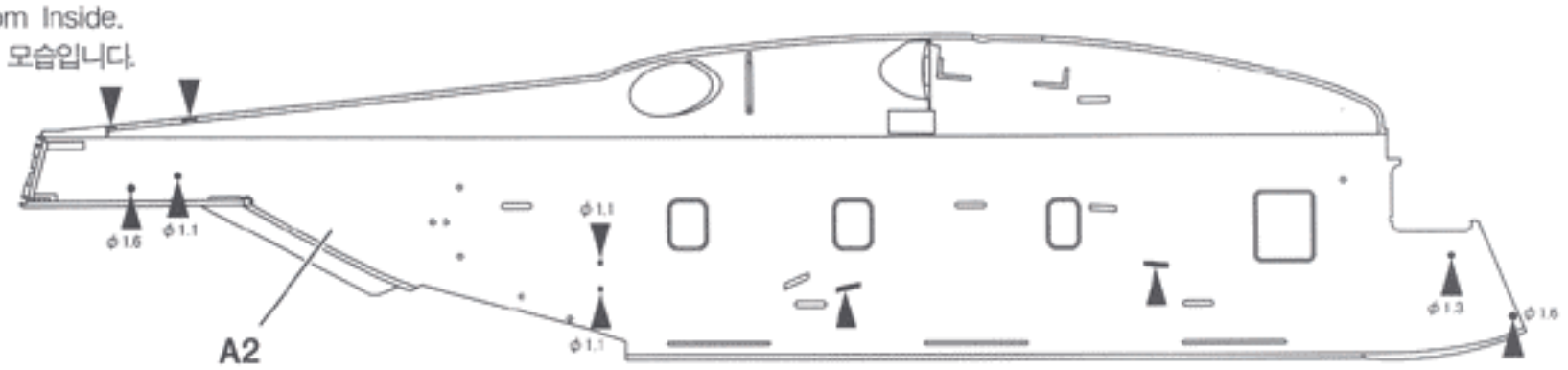
■Drill holes in locations shown / ▼표시부분에 구멍을 뚫어 주십시오.

■Flight Position / 로터 펼친 상태 조립시

※View From Inside.
※동체 안쪽 모습입니다.

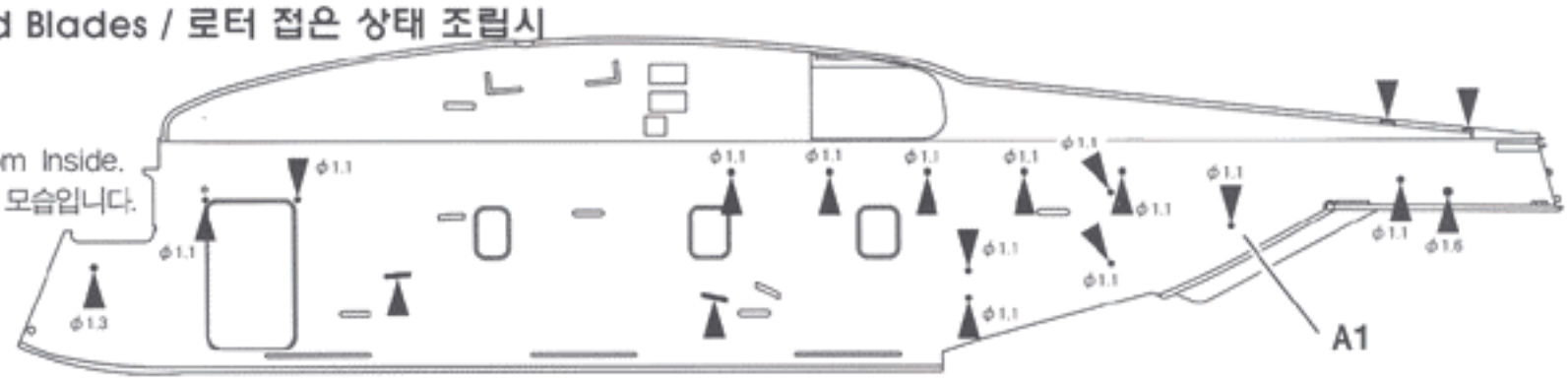


※View From Inside.
※동체 안쪽 모습입니다.

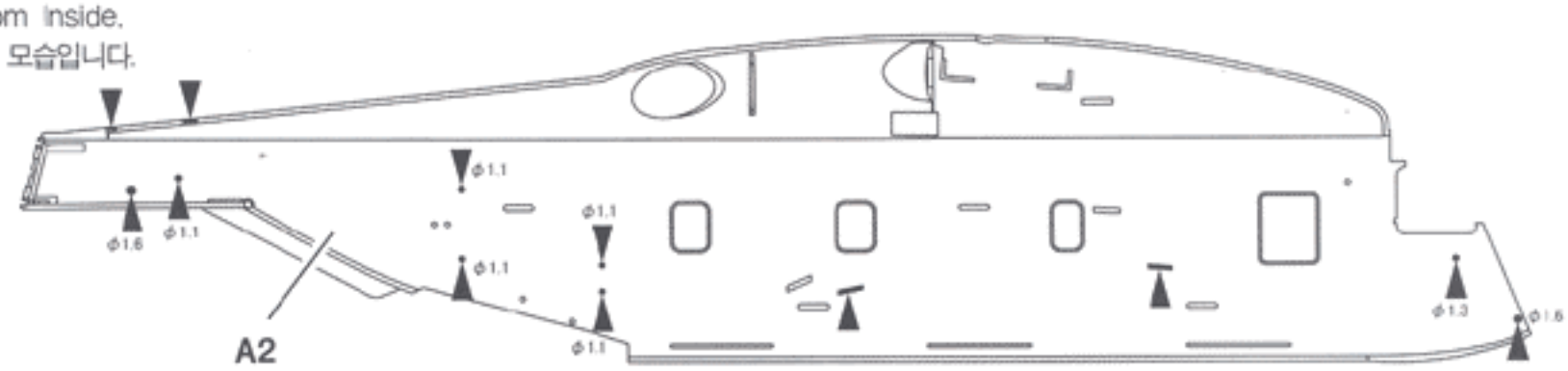


■Folded Blades / 로터 접은 상태 조립시

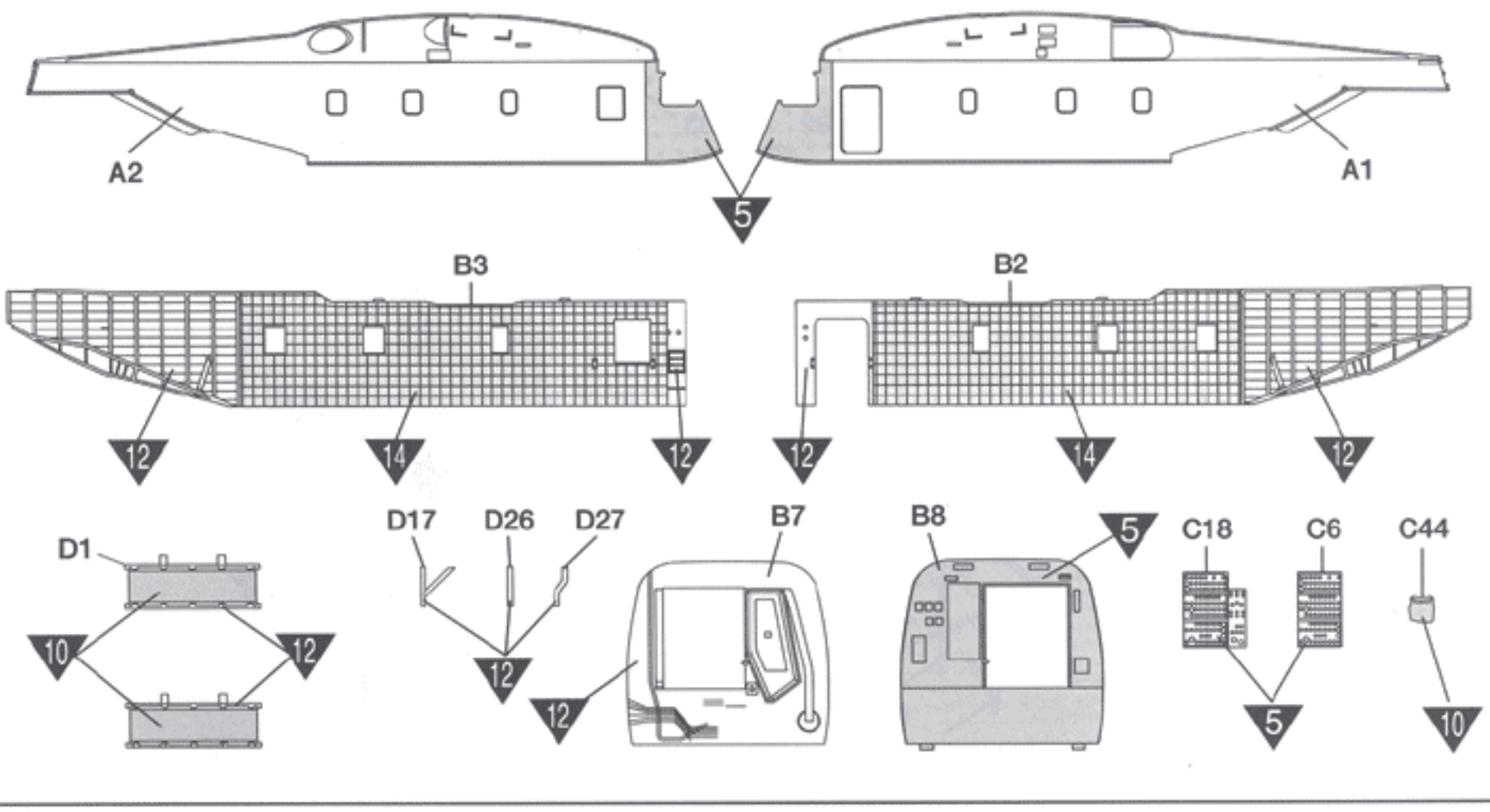
※View From Inside.
※동체 안쪽 모습입니다.



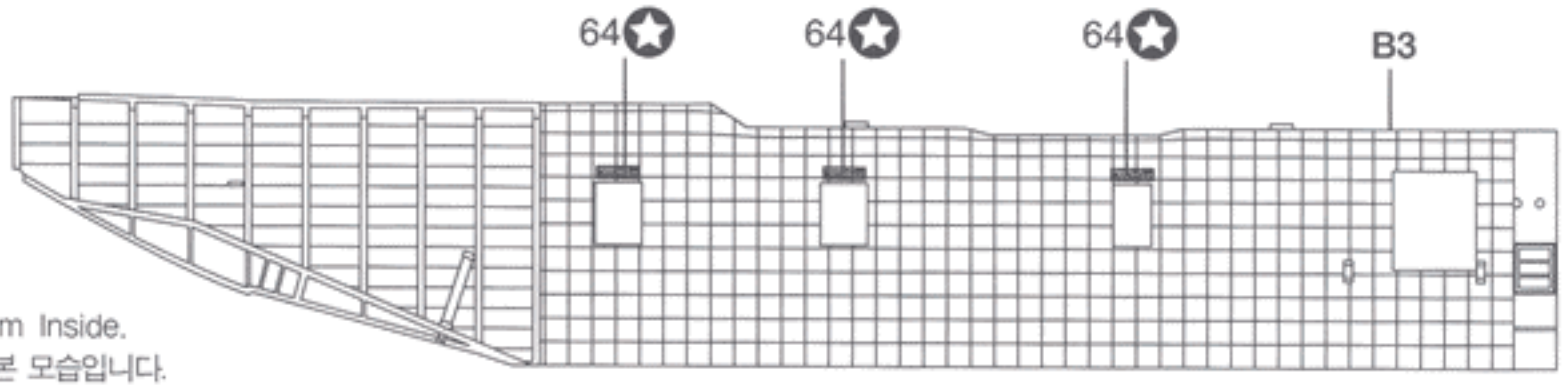
※View From Inside.
※동체 안쪽 모습입니다.

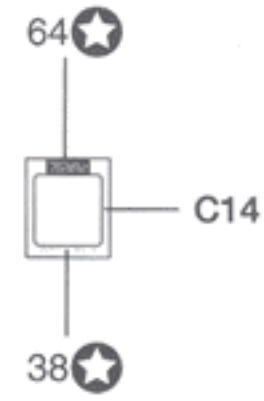


■Interior Painting Instruction / 동체내부 색칠참조

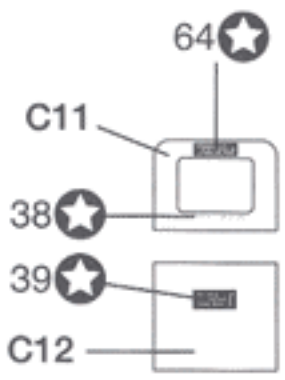


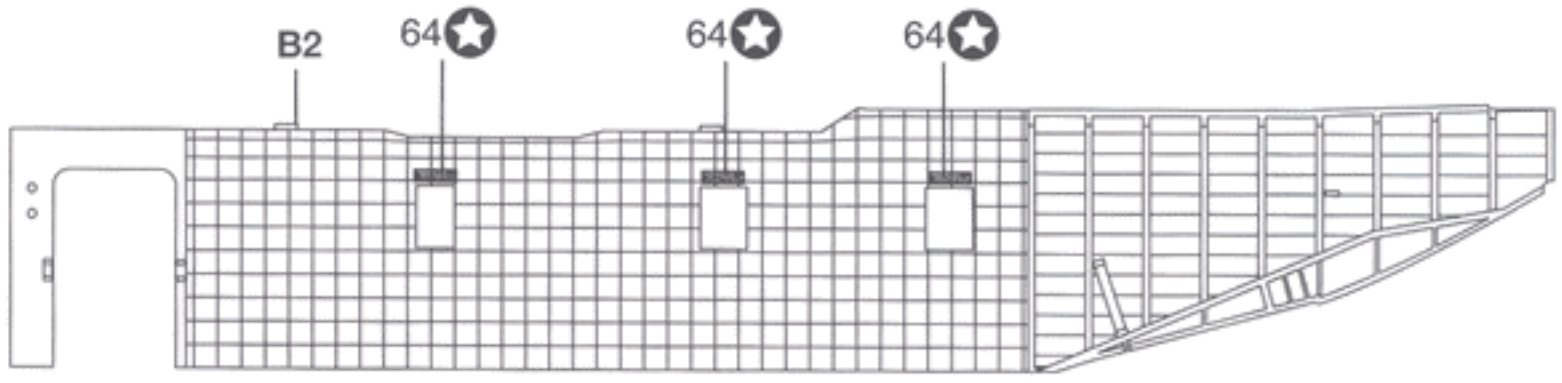
■Interior Decal placement / 동체내부 전사지 붙이기



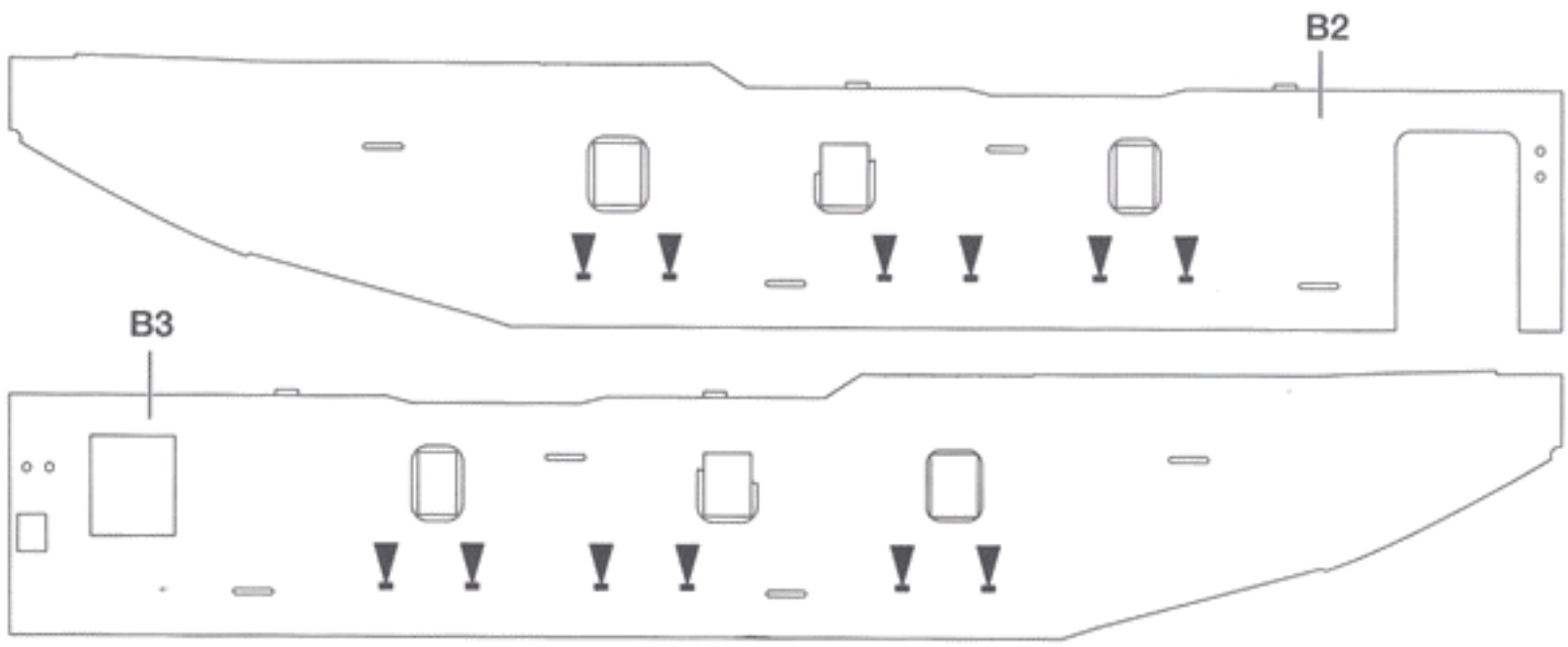


※View From Inside.
※안쪽에서 본 모습입니다.

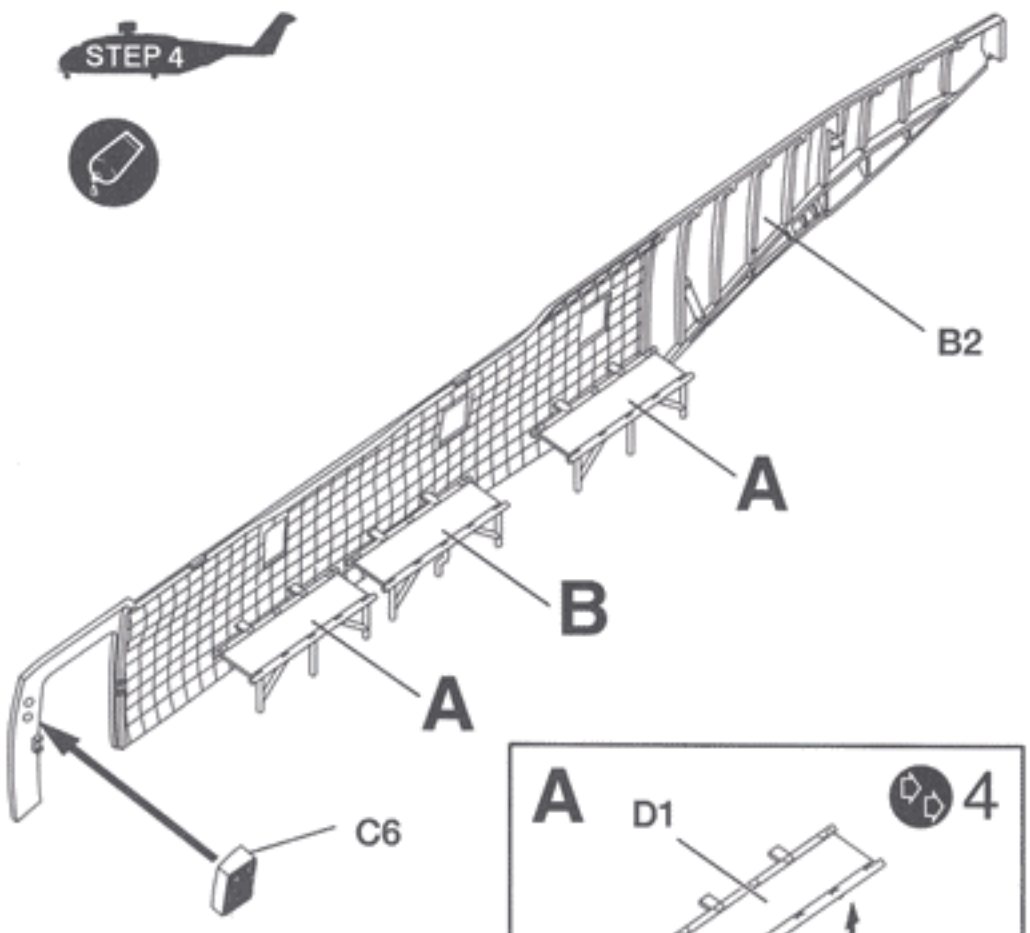


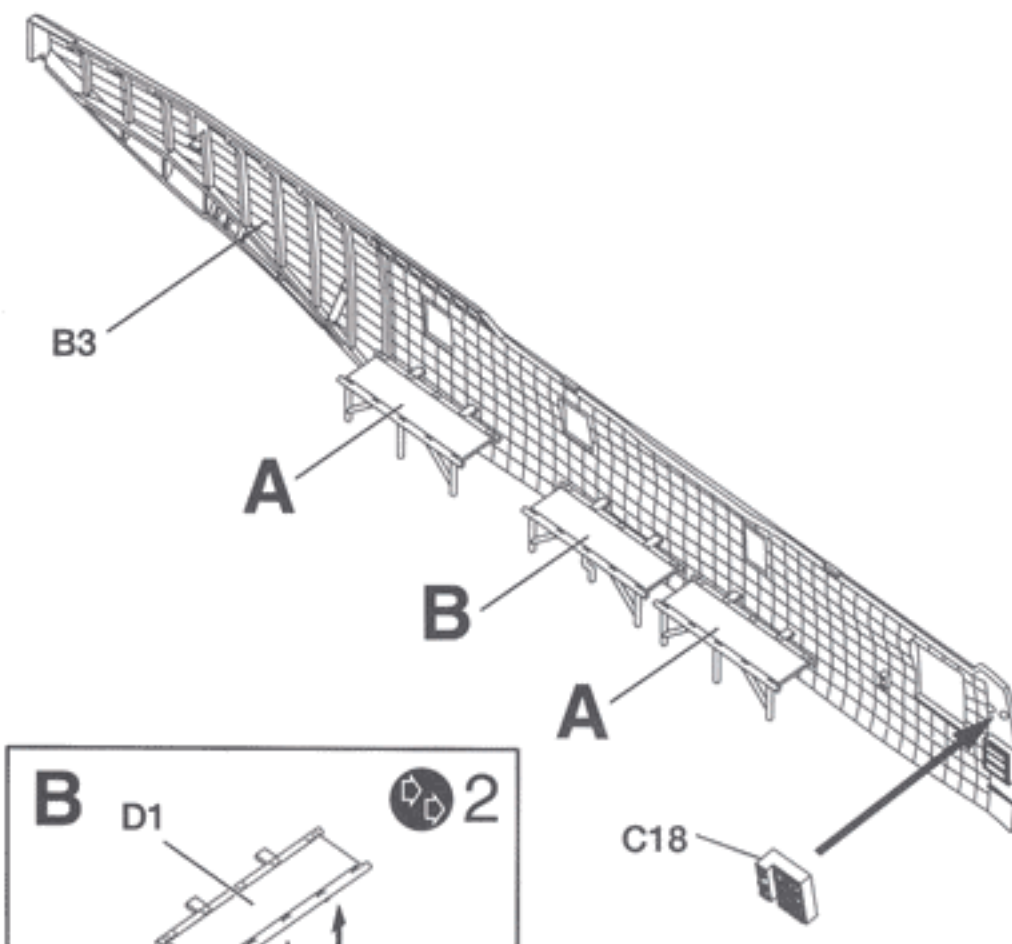


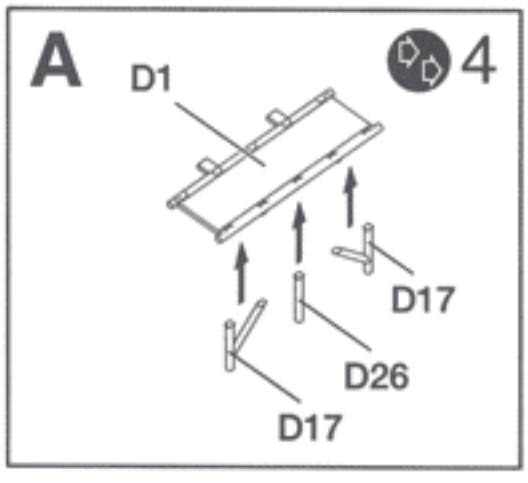
■Drill holes in locations shown / ▼표시부분에 구멍을 뚫어 주십시오.

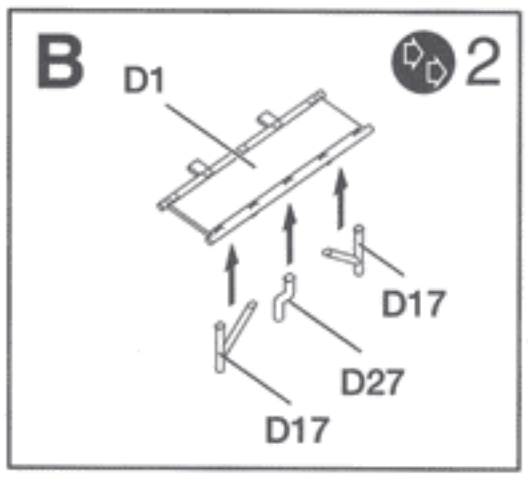


STEP 4



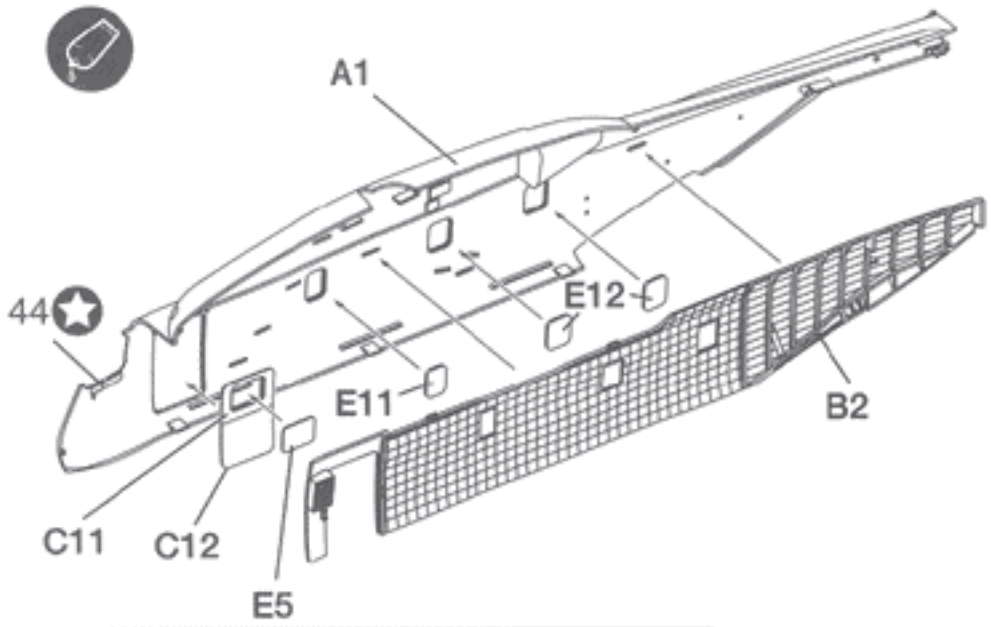


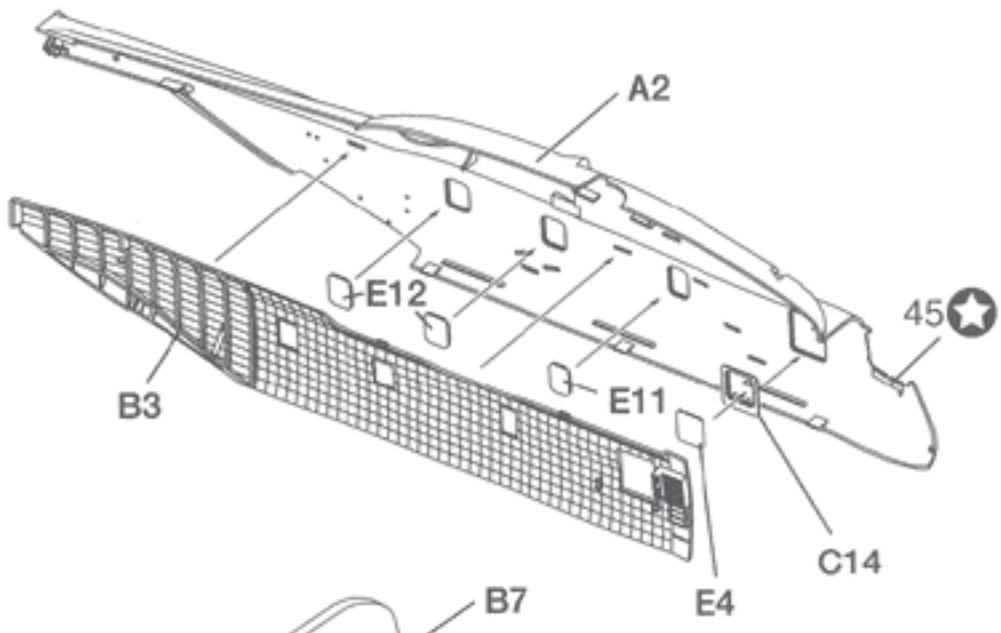




STEP 5

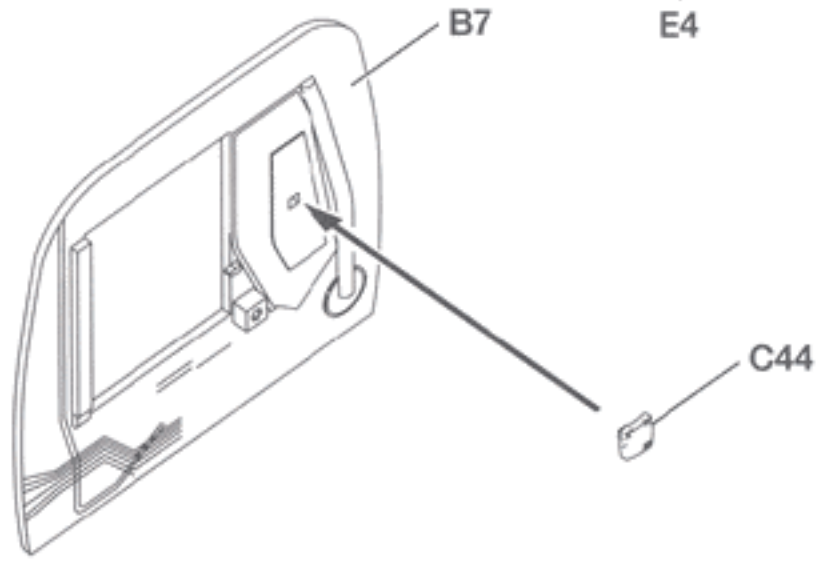
※Please refer to page 10 when proceeding assembly with C11, C12 and C14 open.
C11, C12, C14를 열린 상태로 조립시엔 10페이지를 참조 하십시오.





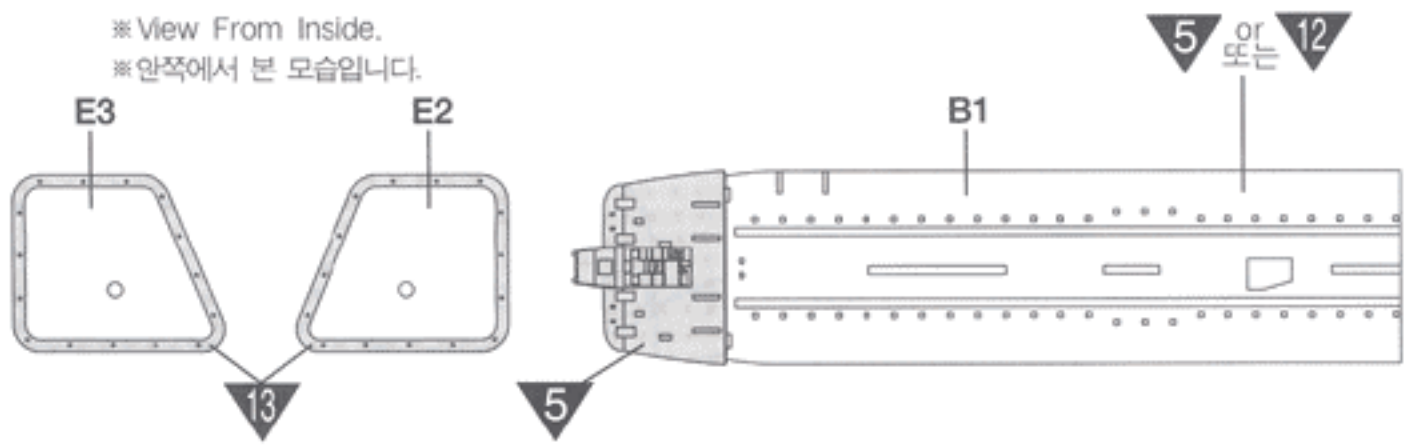
■Drill holes in locations shown
▼표시부분에 구멍을 뚫어 주십시오.

※View from inside
※캐노피 안쪽 모습입니다.

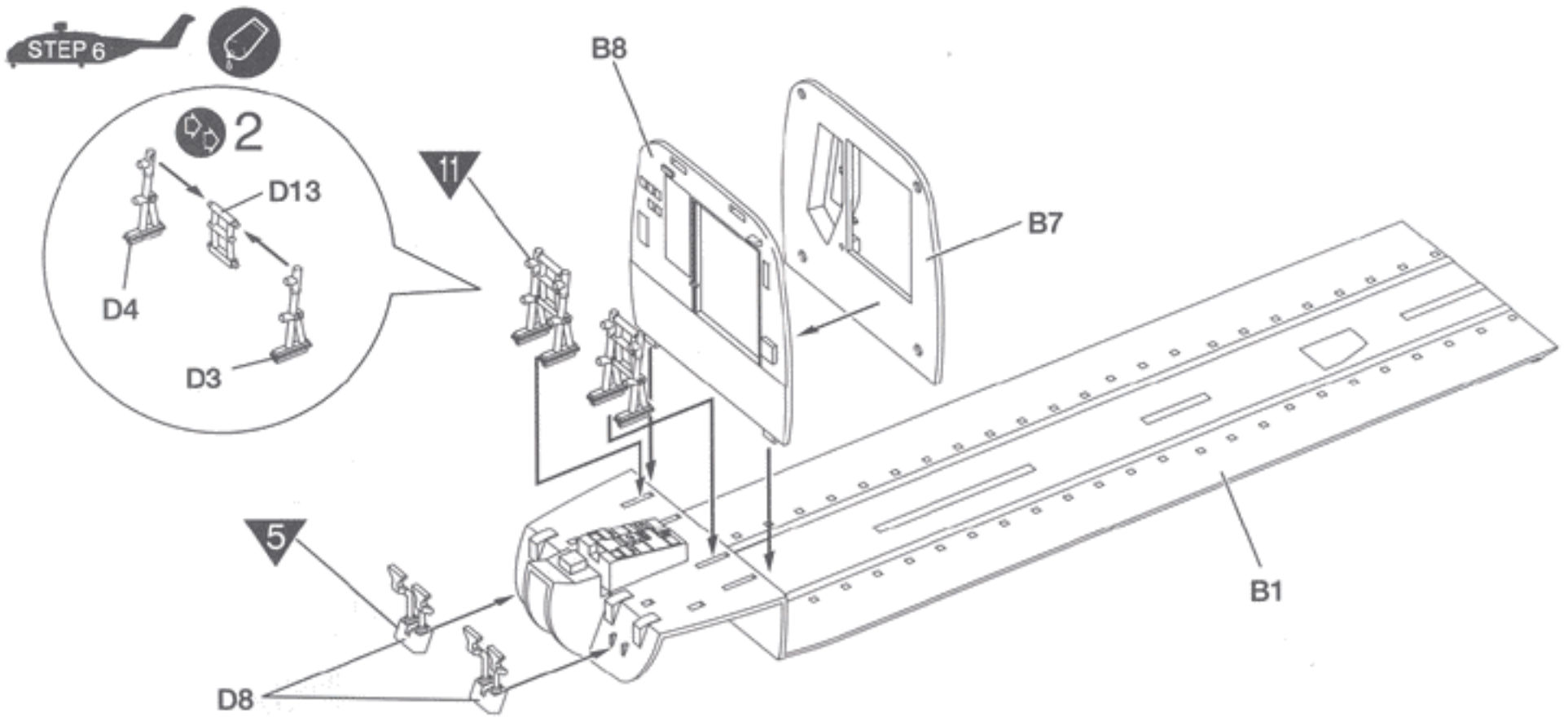


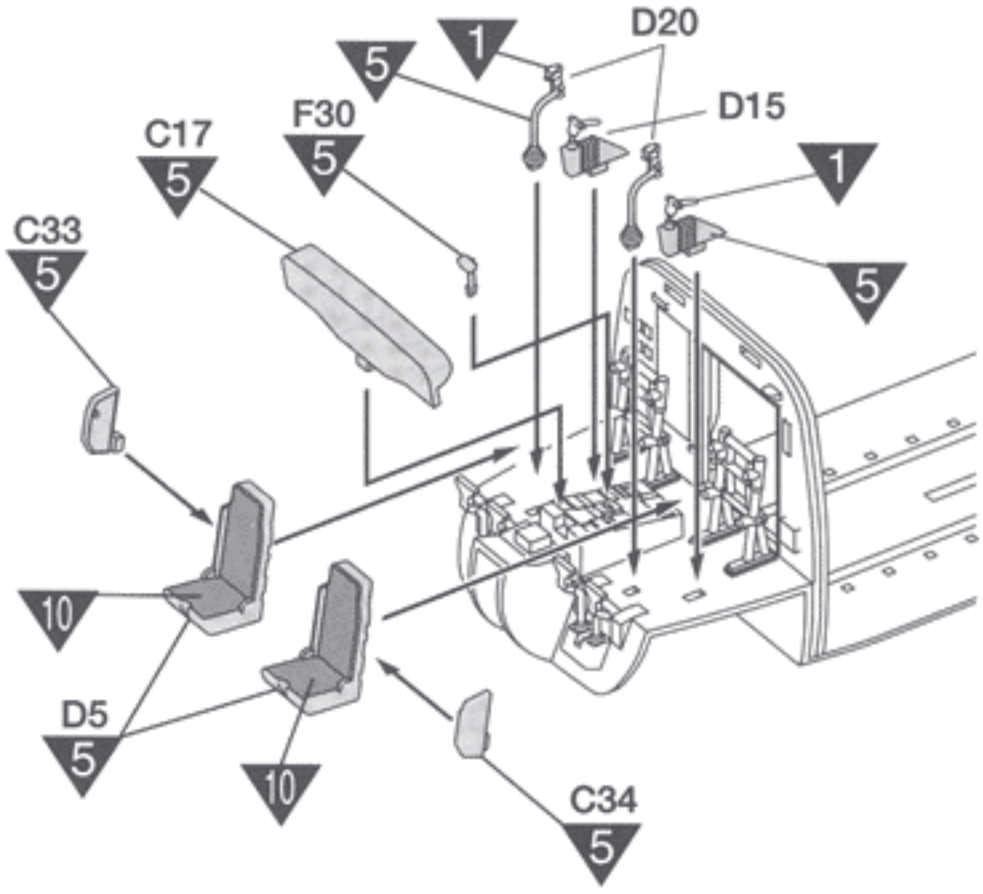
■Painting Guide / 색칠참조

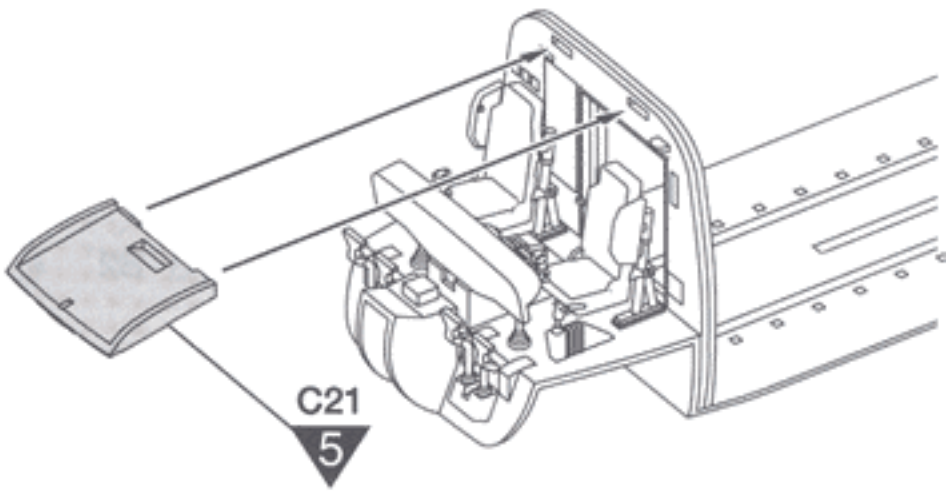
※View From Inside.
※안쪽에서 본 모습입니다.



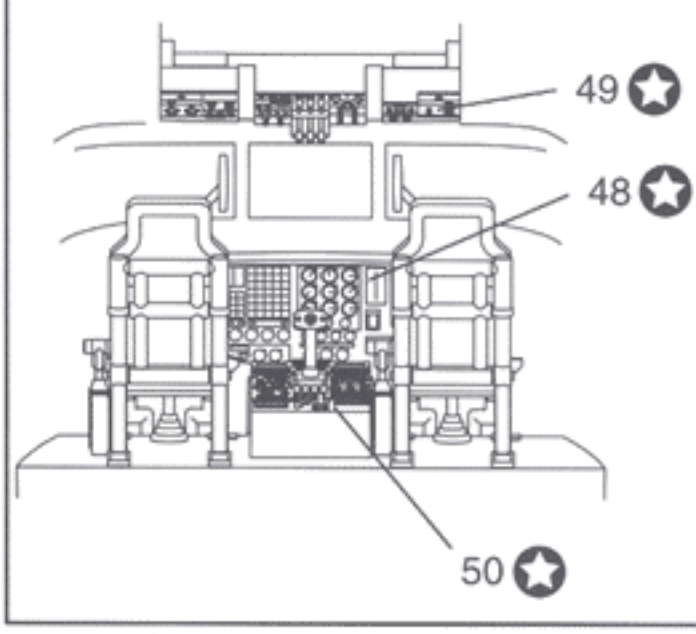
STEP 6

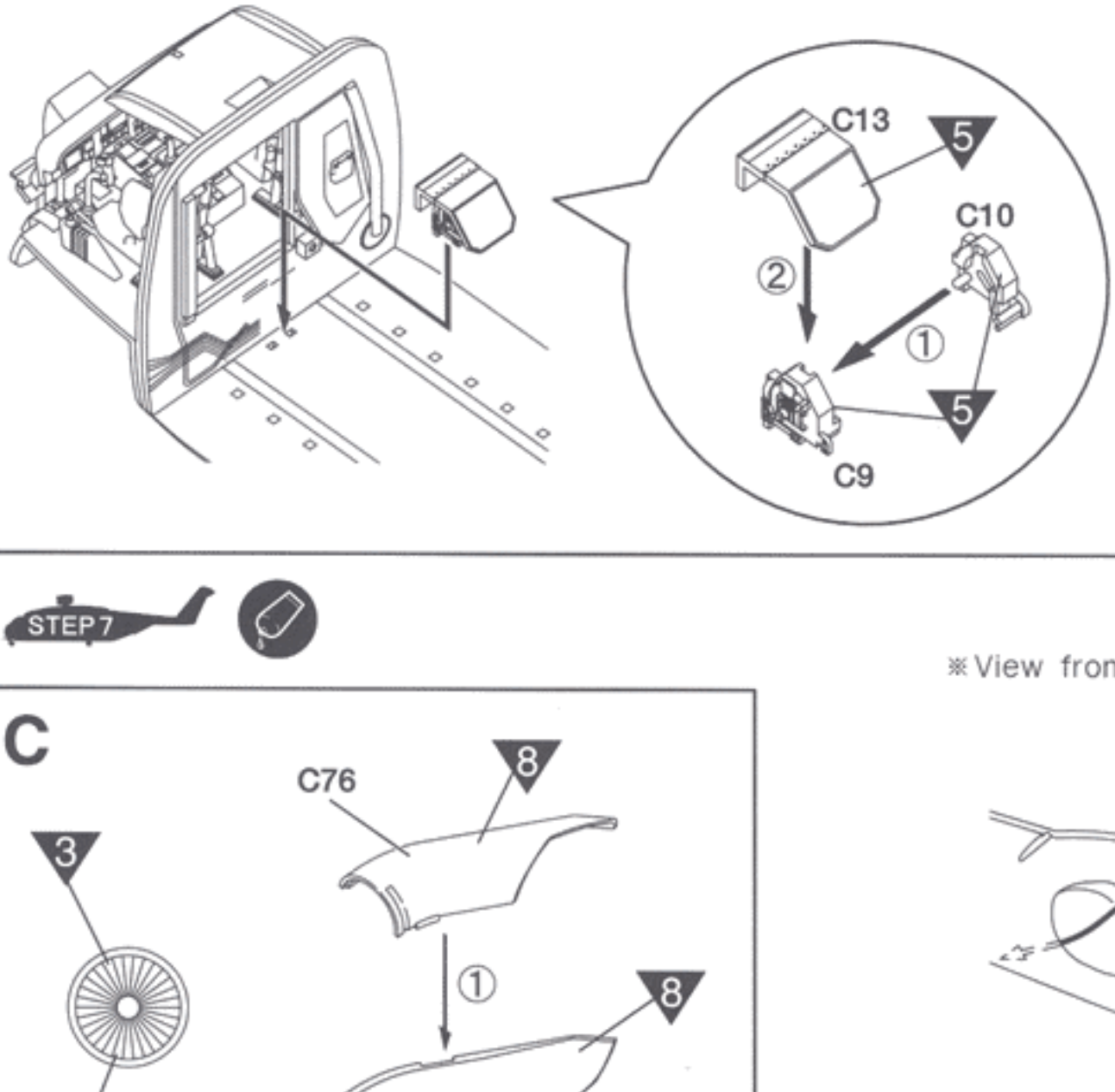






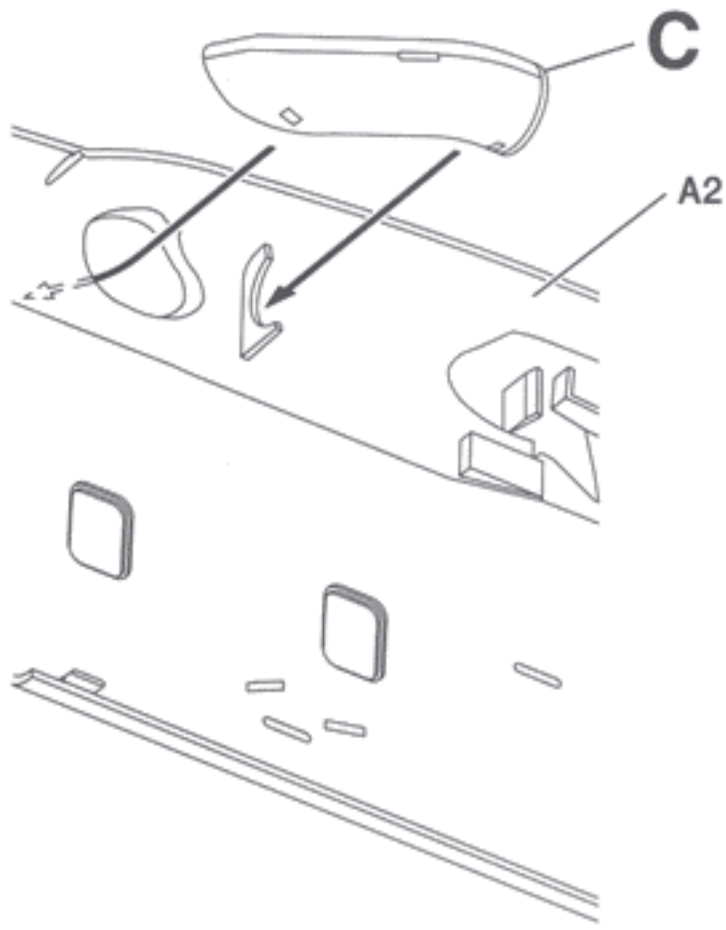
■Decal placement / 전사지 붙이기

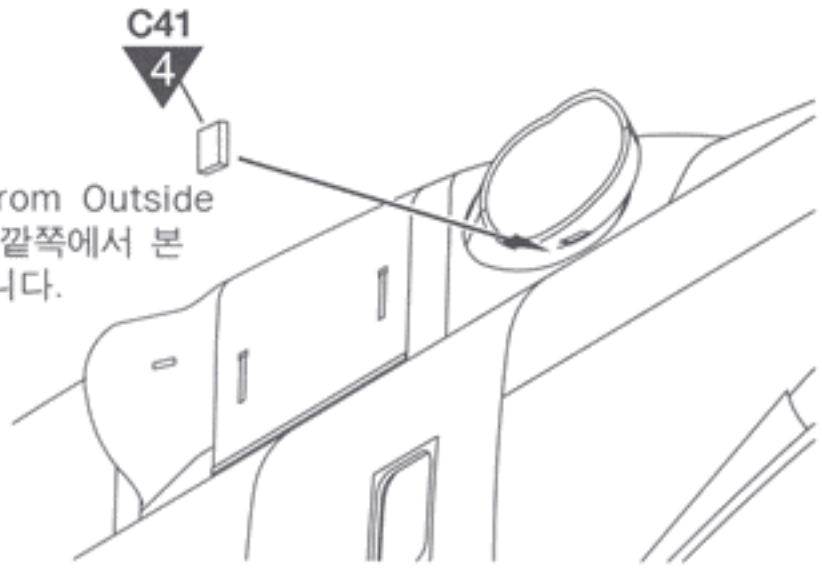




STEP 7

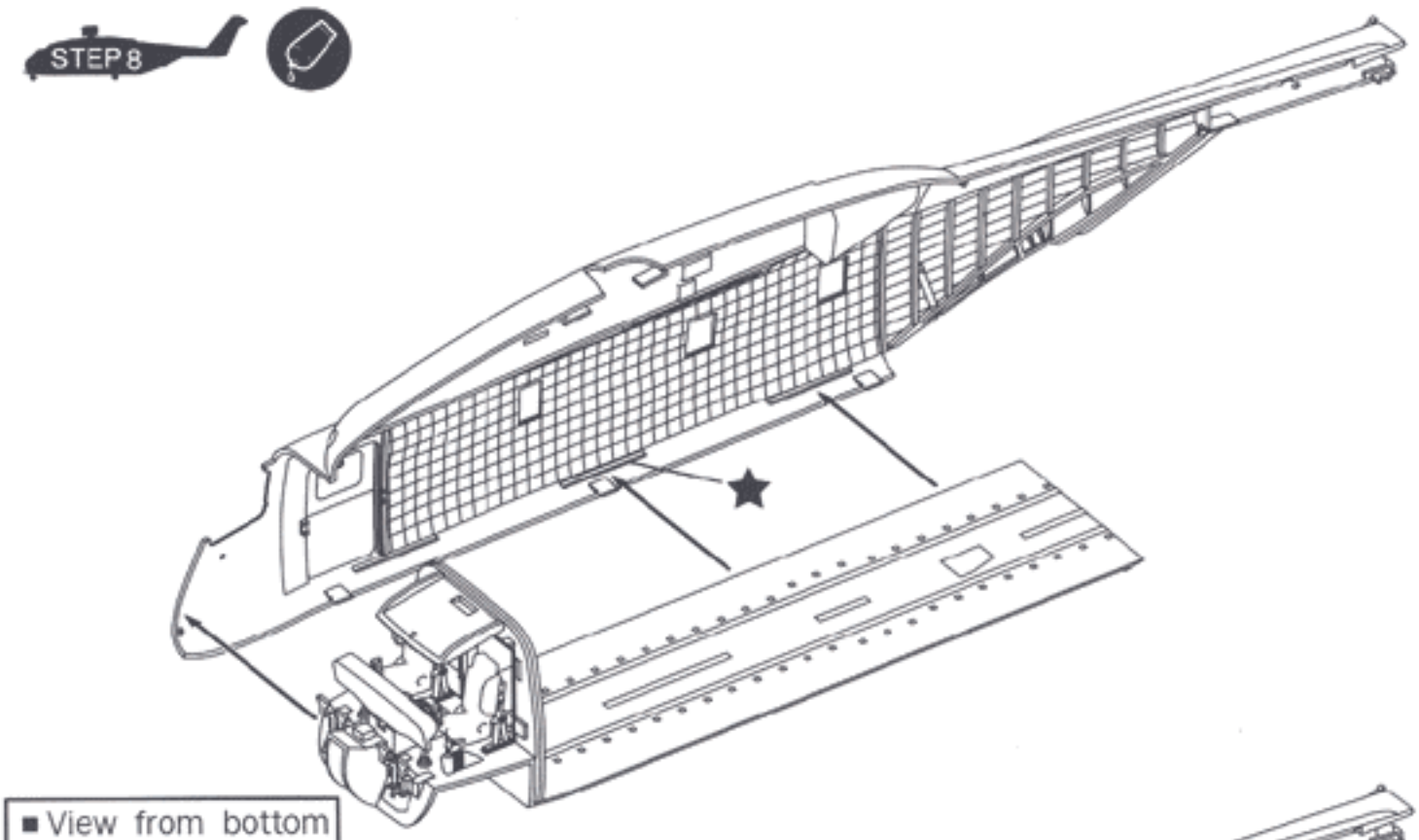
※View from Inside / 동체 안쪽에서 본 모습입니다.

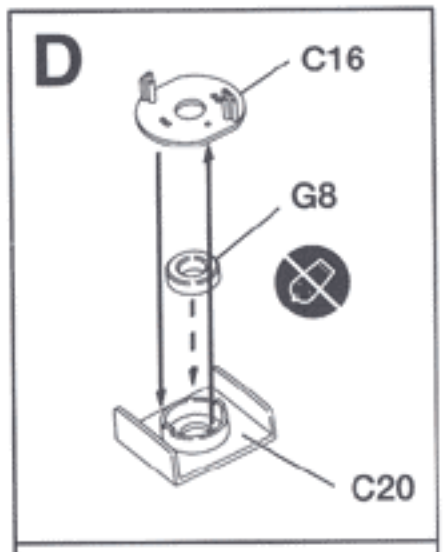


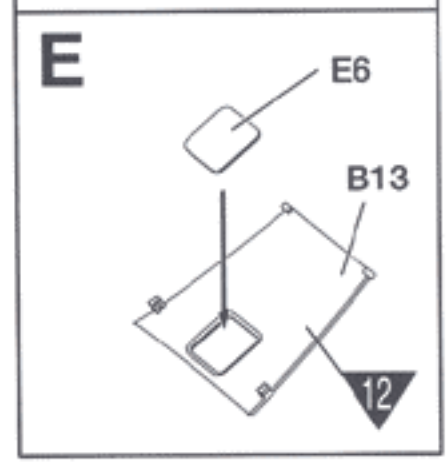


※View from Outside
※동체 바깥쪽에서 본 모습입니다.

STEP 8




D
C16
G8
C20


E
E6
B13
12

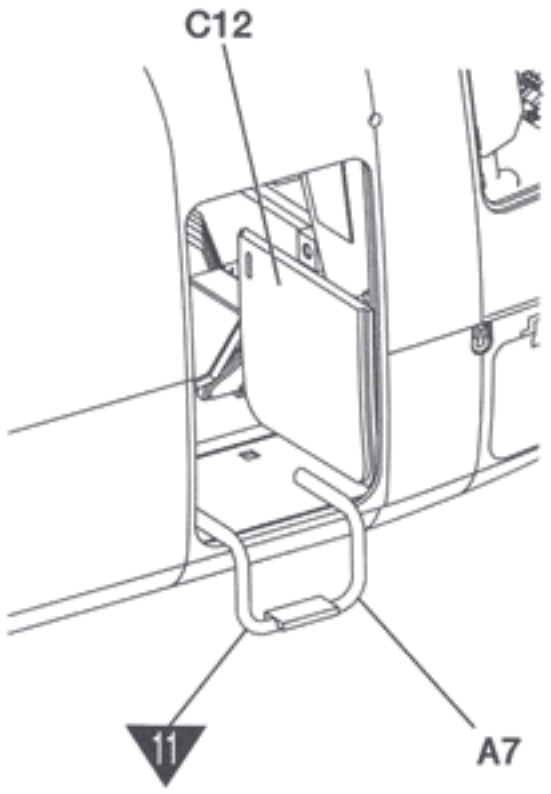

■ View from bottom
바닥면 쪽 모습
* 돌출턱 부분에 위치를 맞춰 주십시오.

A3
E
14
D
A13
33
C1
B4

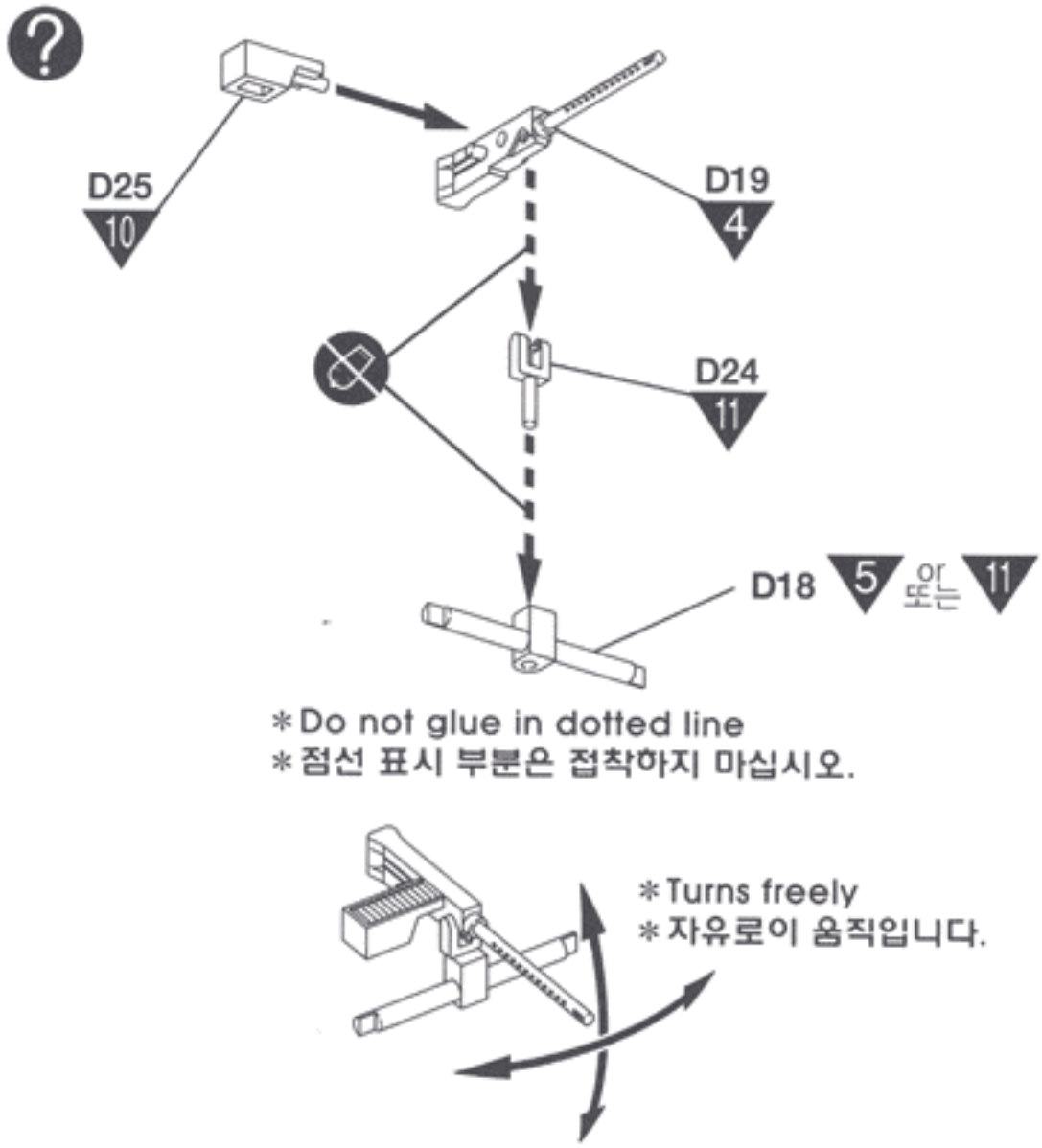
■Decal placement /
전사지 붙이기
A3
63

* Make sure cockpit front & end of Fuselages are in Exact Alignment.
* 조종석 앞부분과 동체 끝부분의 위치를 정확히 맞춰 주십시오.

■Option <Door Open>
선택하십시오.<탑승도어 열린 상태>



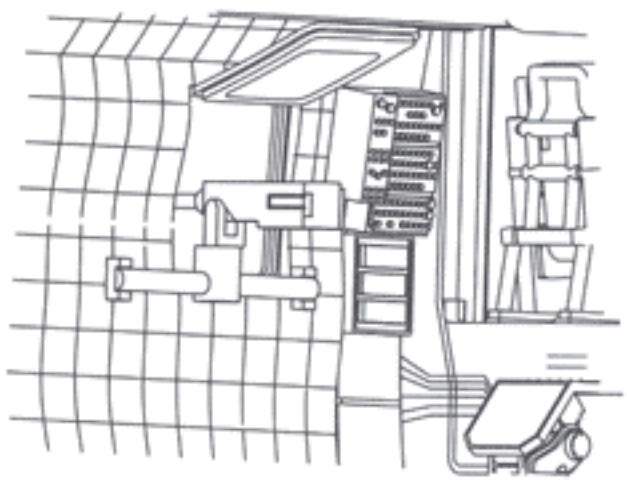
※View from Inside / 동체 안쪽에서 본 모습



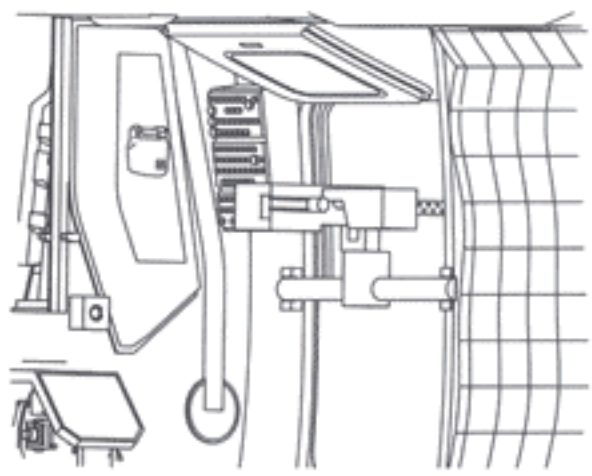
*Do not glue in dotted line
*점선 표시 부분은 접착하지 마십시오.

*Turns freely
*자유로이 움직입니다.

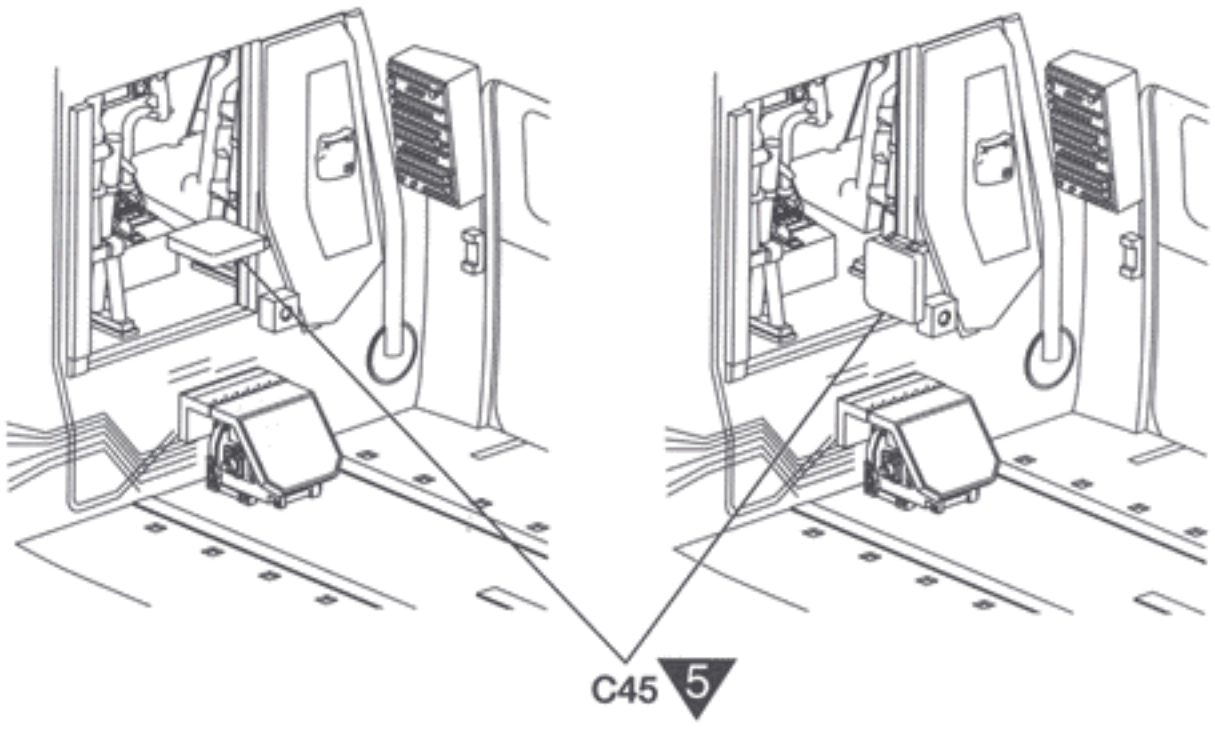
※View from Inside (Left)/ 동체 안쪽에서 본 모습(왼쪽)



※View from Inside (Right)/ 동체 안쪽에서 본 모습(오른



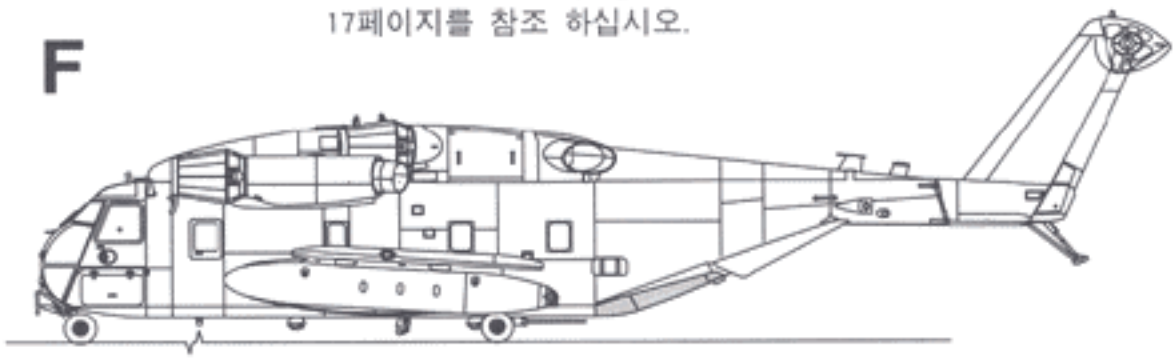
■Option / 조립상태를 선택 하십시오.



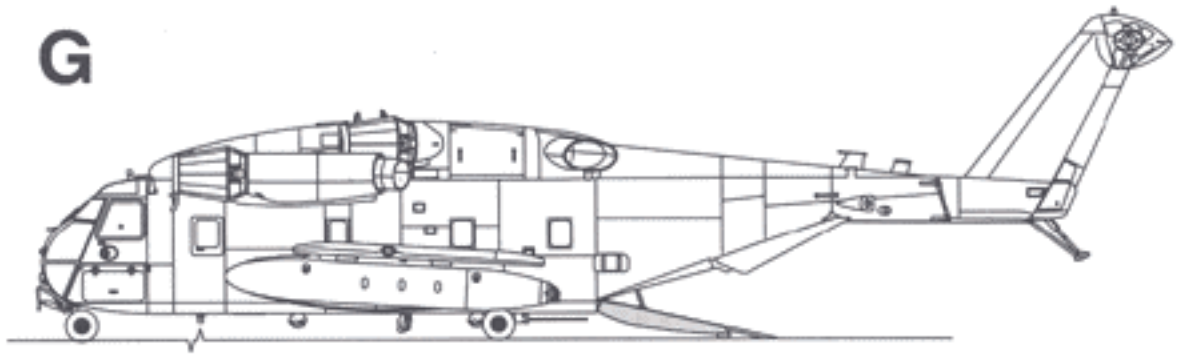
STEP 9

※Please refer to page 17.
17페이지를 참조 하십시오.

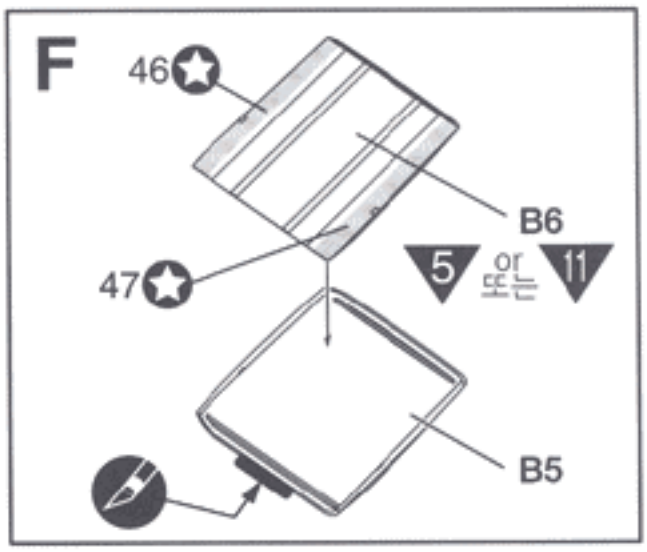
F



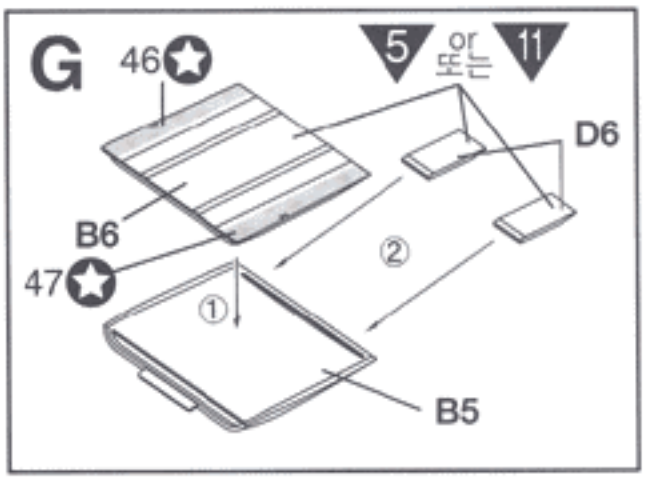
G



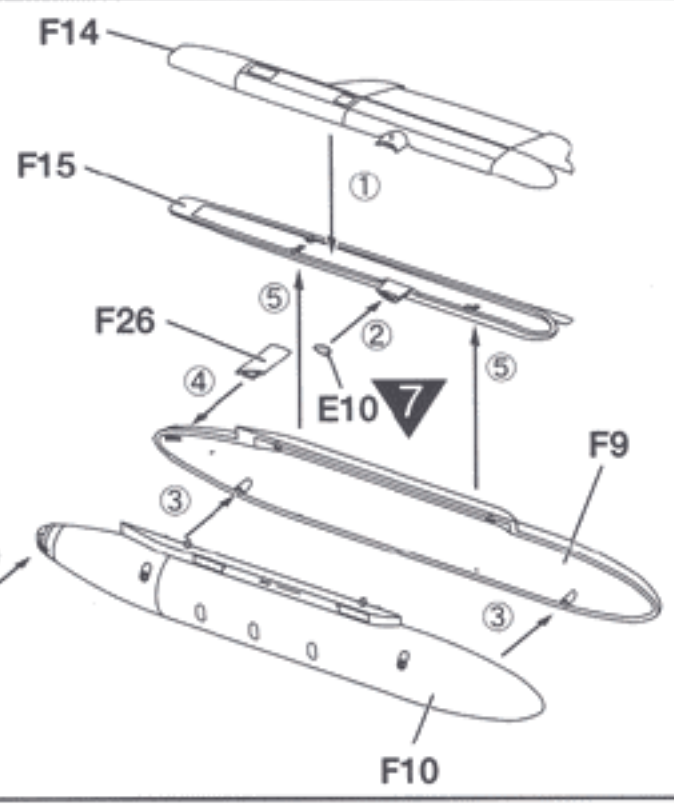
F



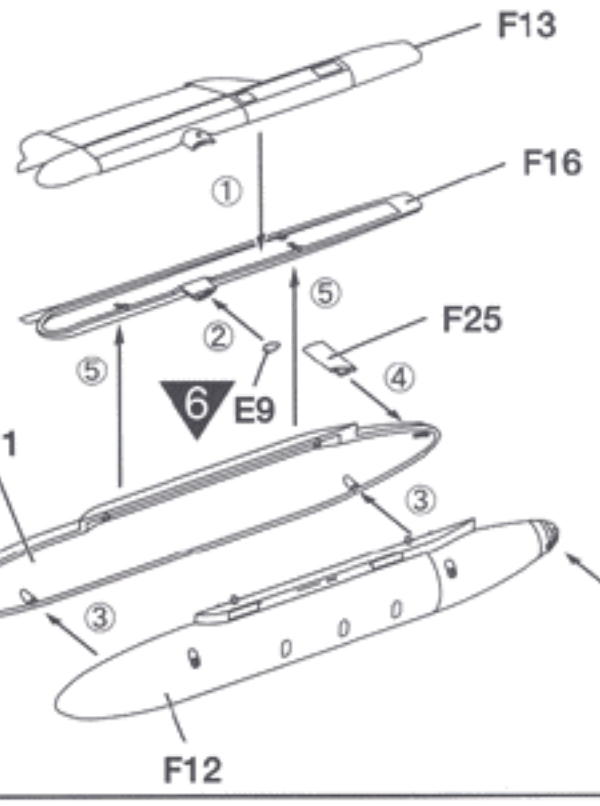
G



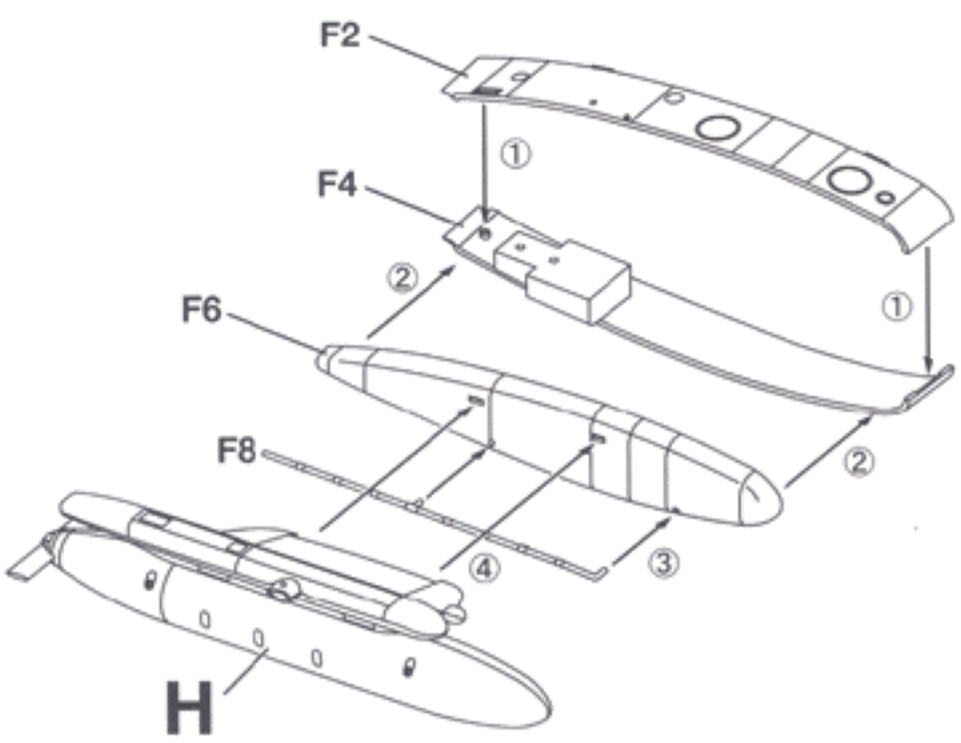
H

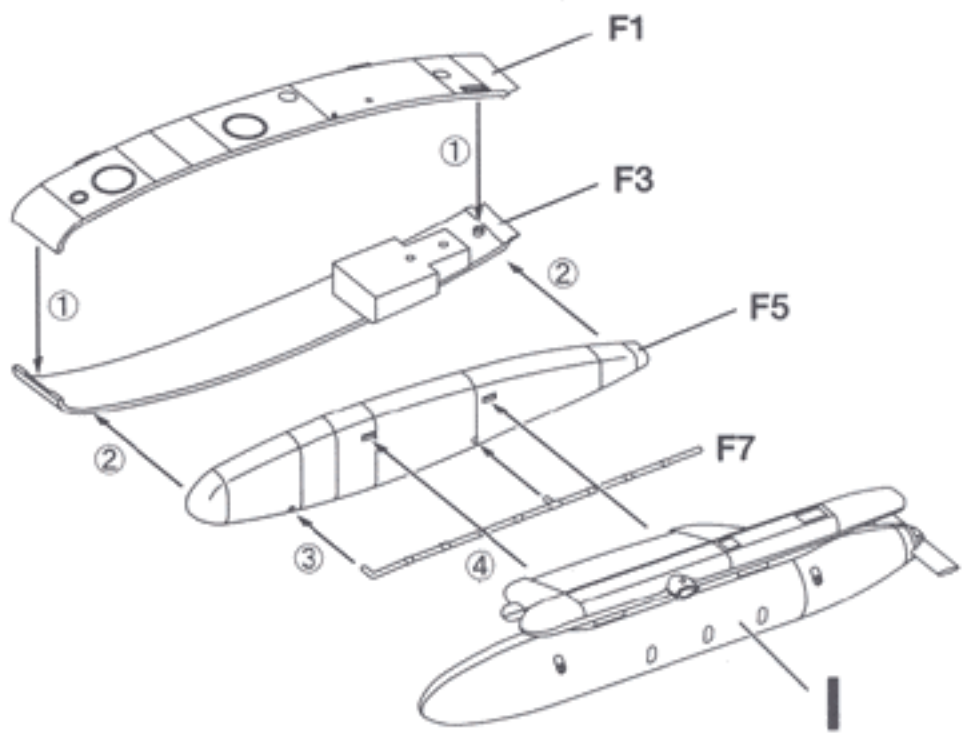


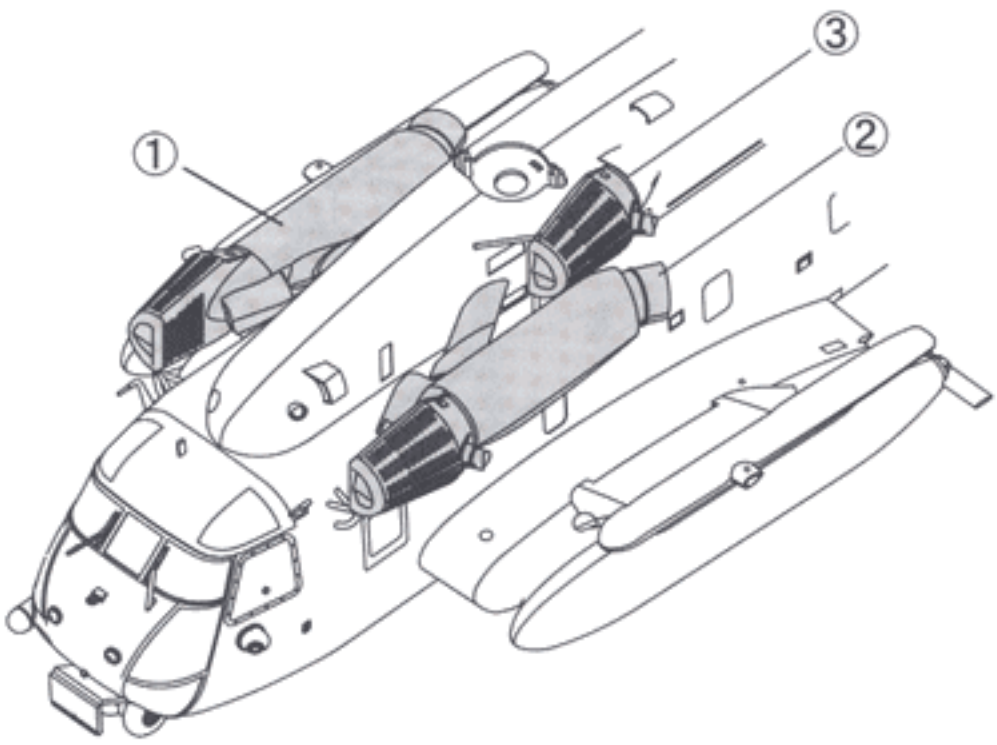
I



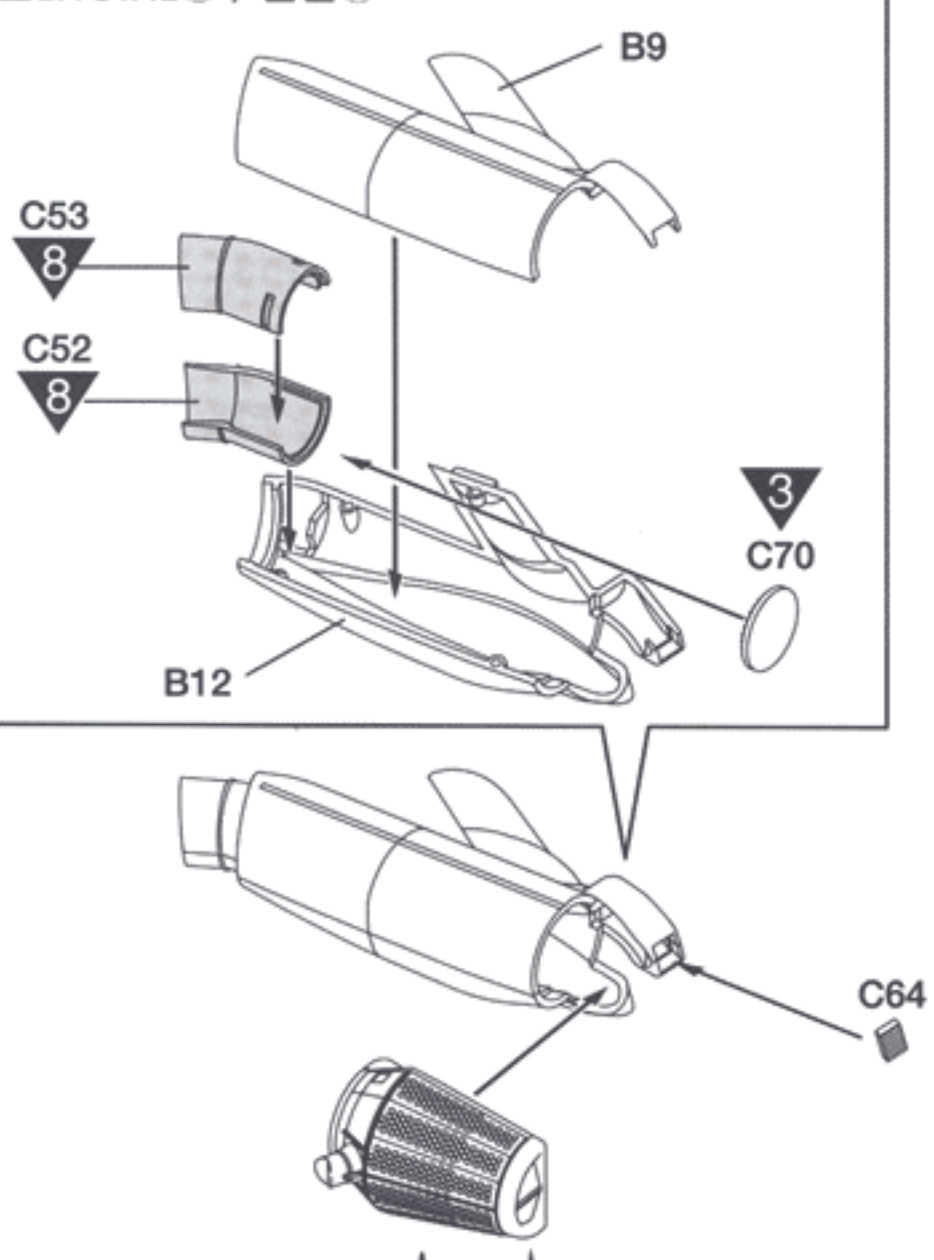
■Drill holes in locations shown / ▼표시부분에 구멍을 뚫어 주십시오.



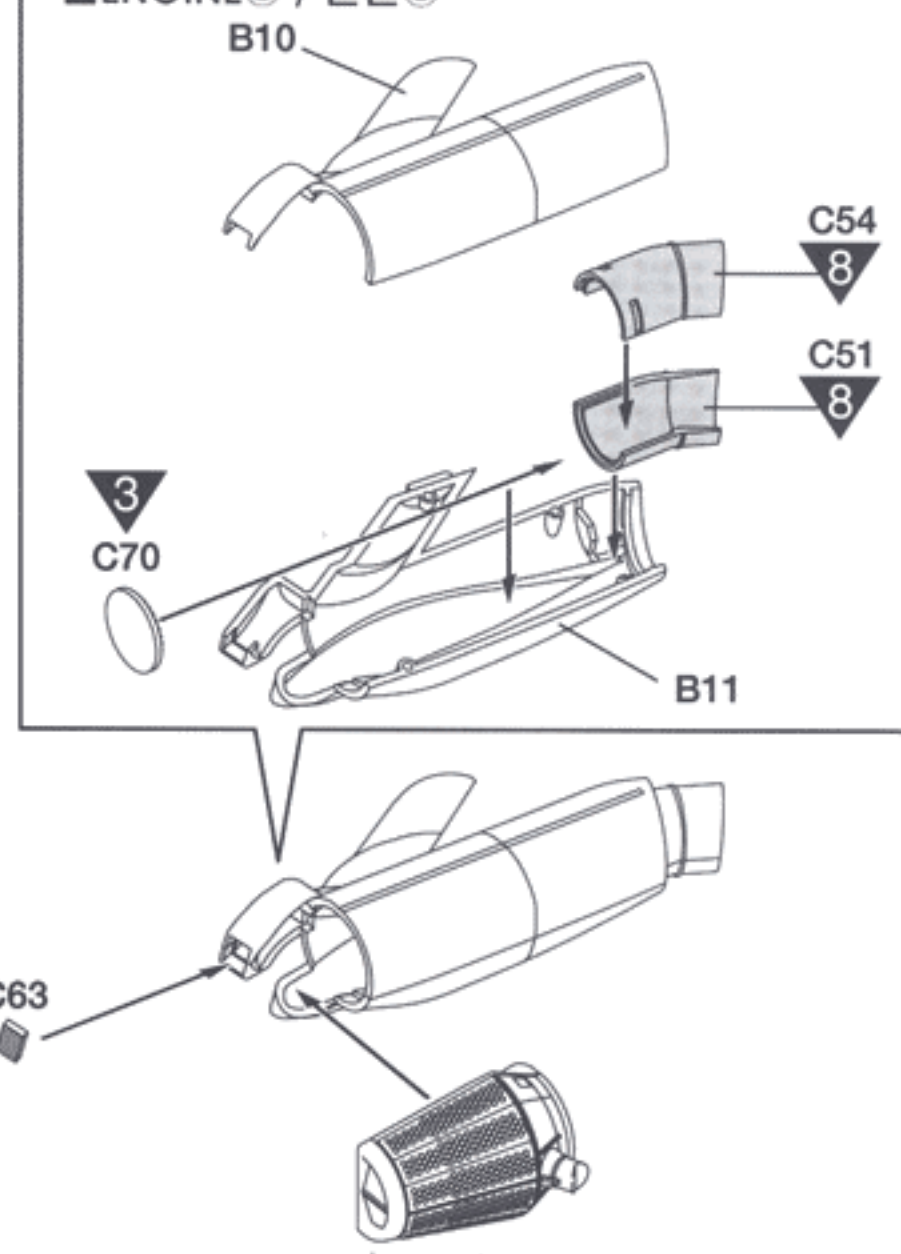


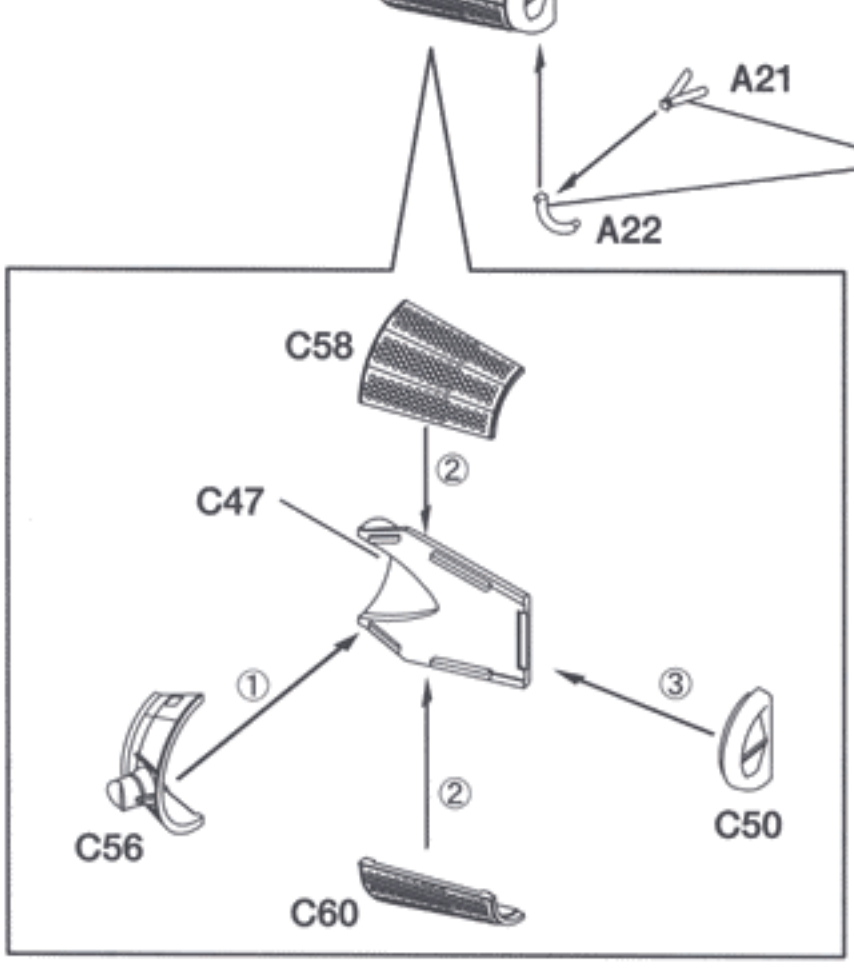


■ENGINE① / 엔진①



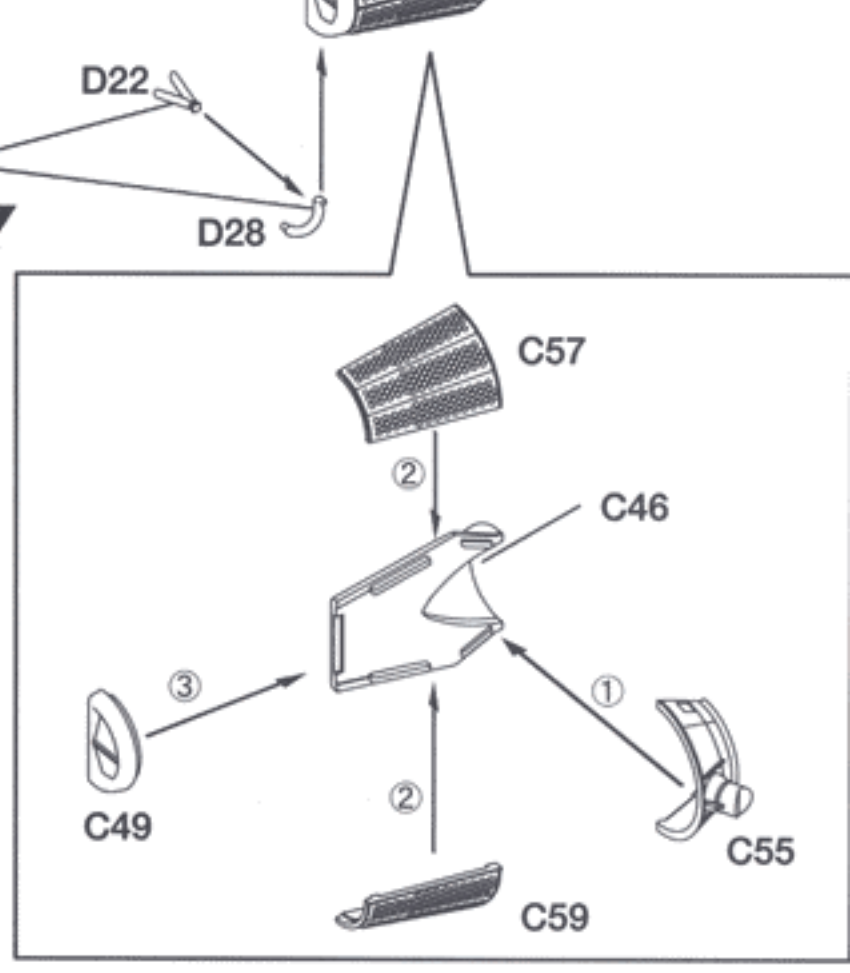
■ENGINE② / 엔진②



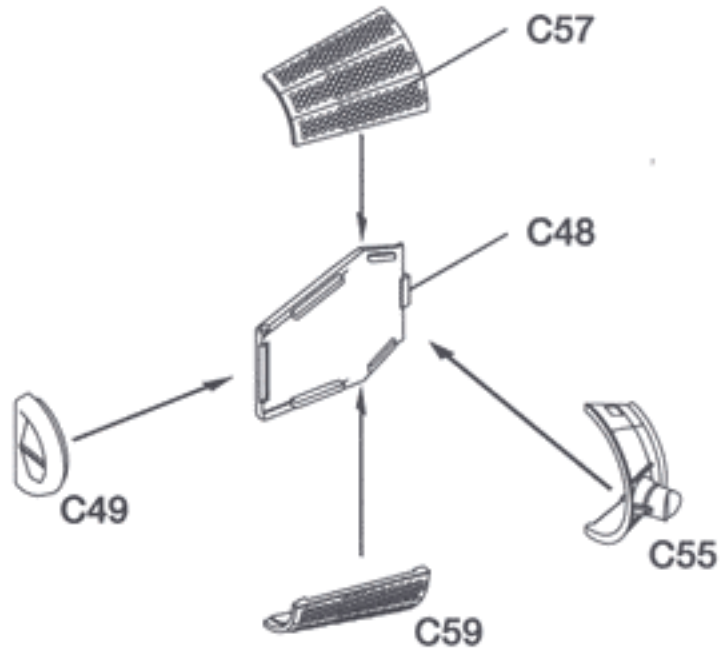


1 : 11

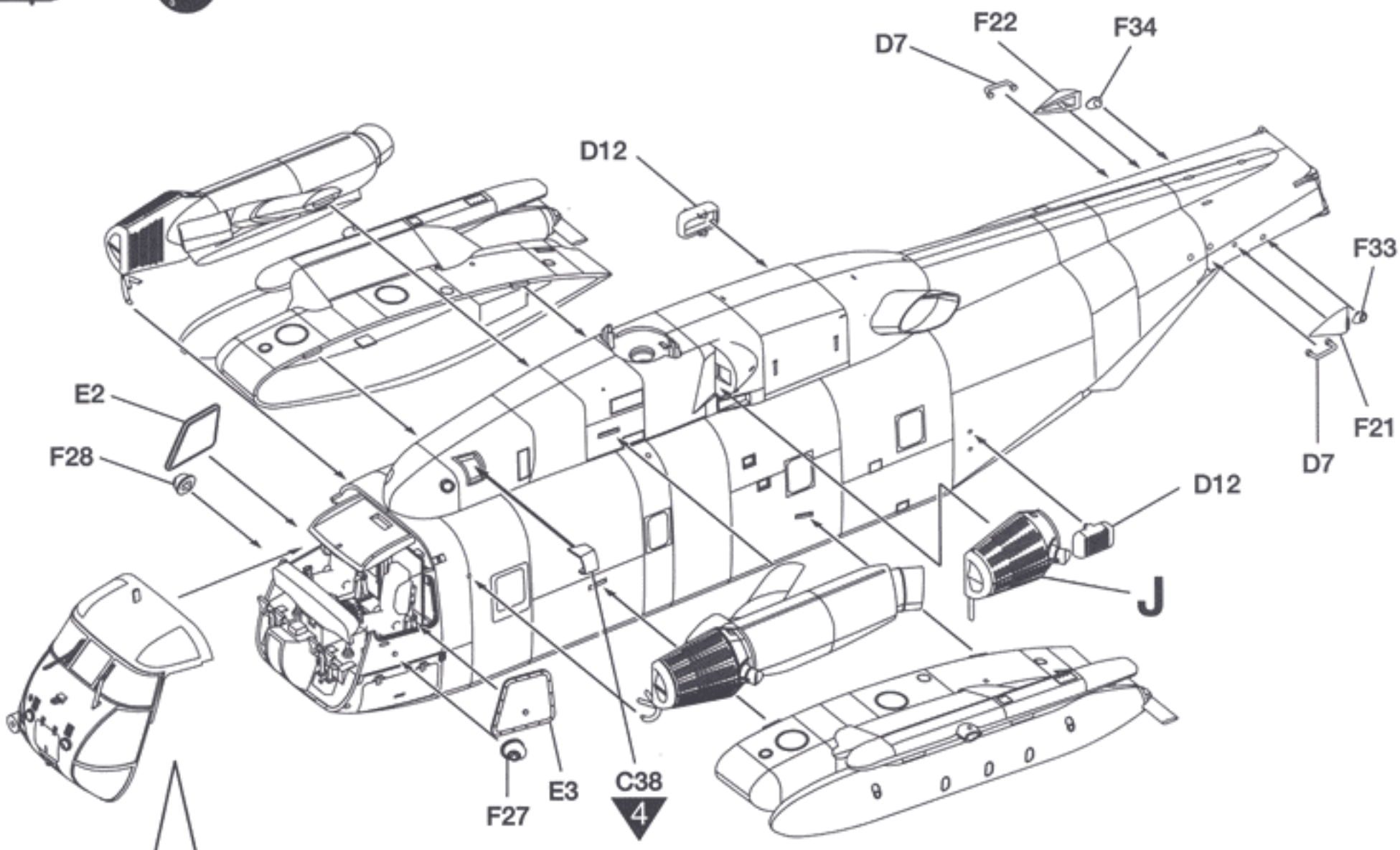
2 3 : 16



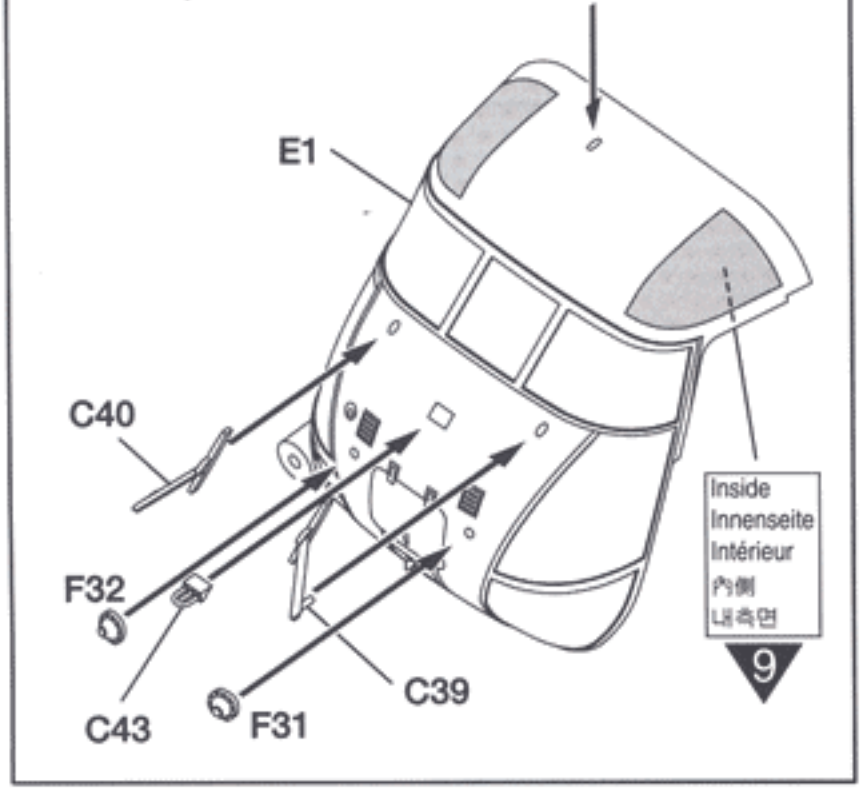
■ENGINE③ / 엔진③



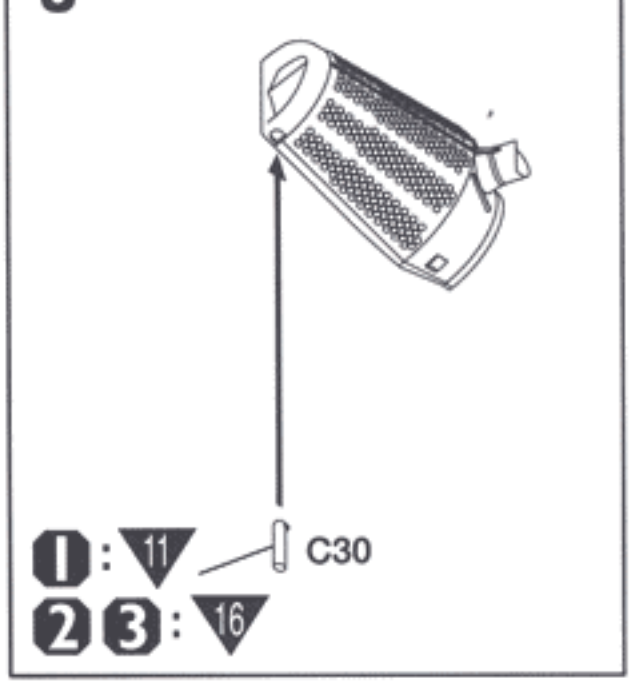
STEP10



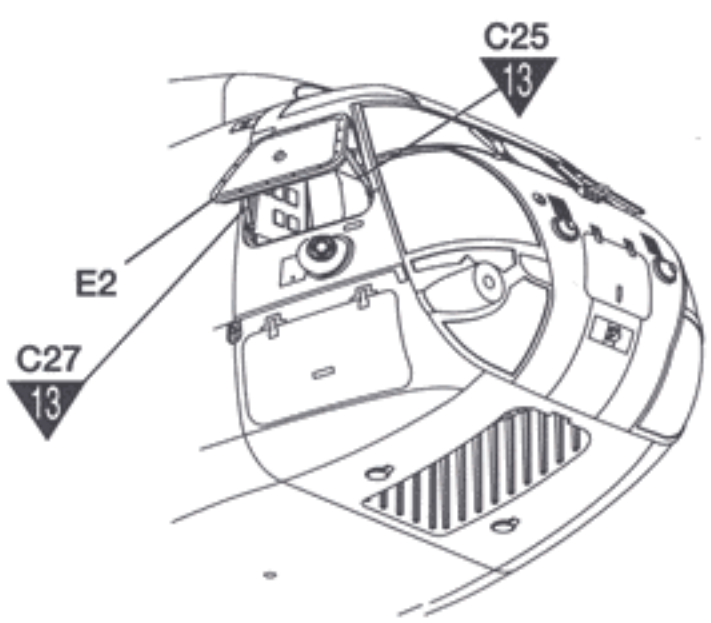
■Front part / 전방 캐노피



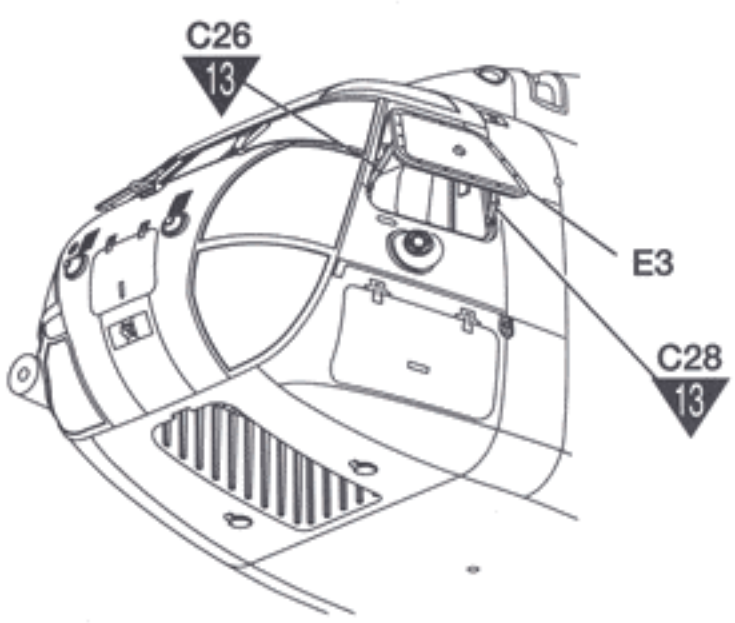
J



■Option<Window Open> / 선택하십시오<창문 열린 상태>



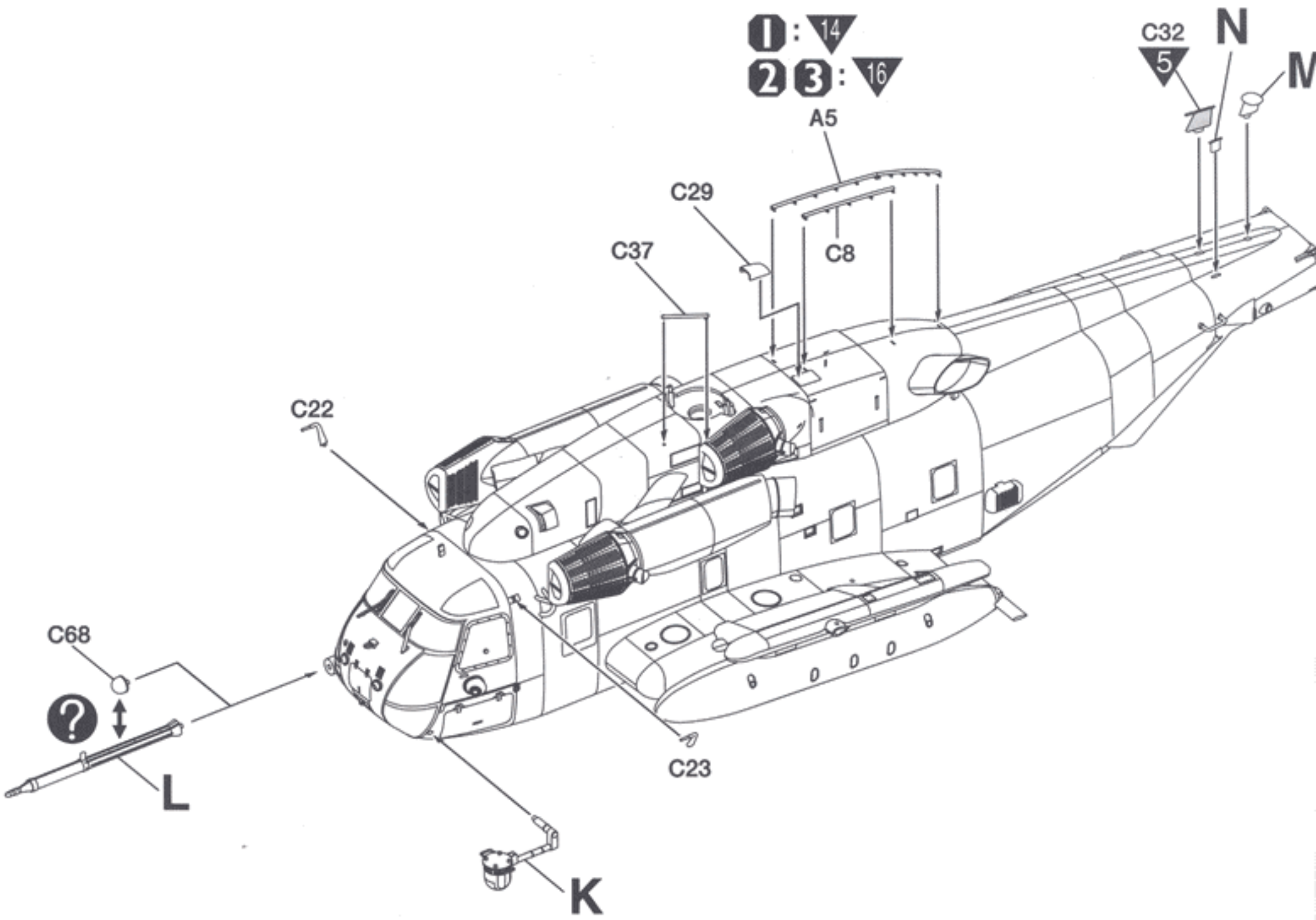
■View from right / 오른쪽

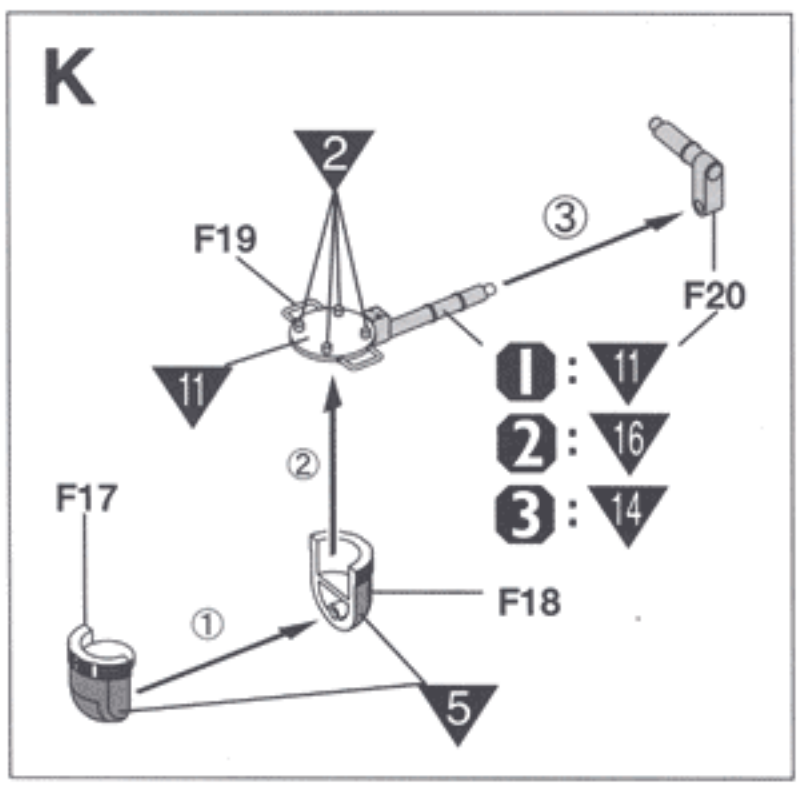


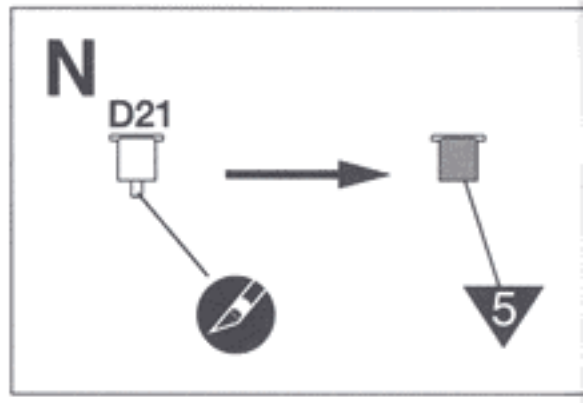
■View from Left / 왼쪽

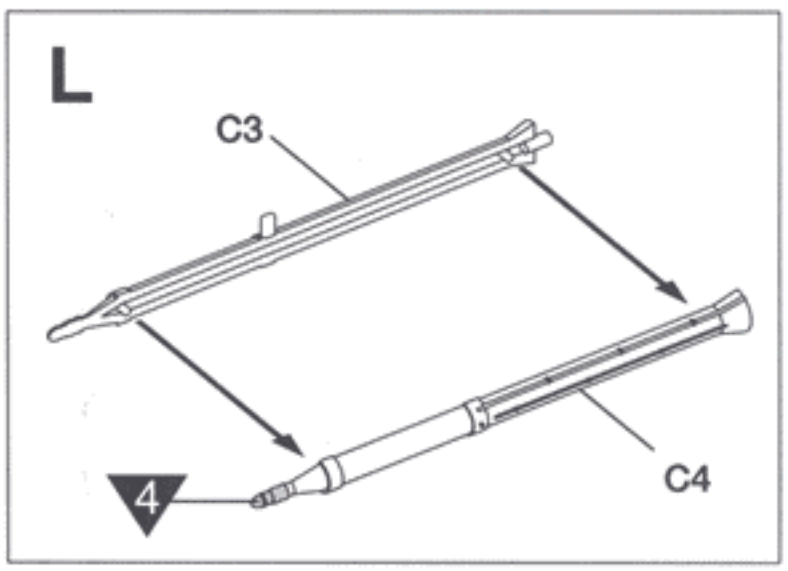
STEP11

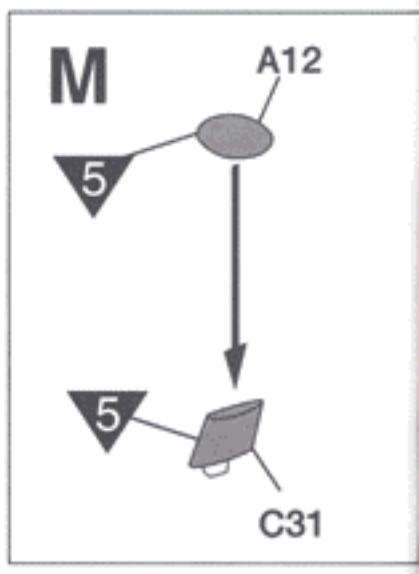
※Please cement A5 and C8 just after Decal #105 is placed on the surface of fuselage.
우선 동체상면에 전사지 105번을 먼저 붙인 다음, A5, C8부품을 접착해 주십시오.

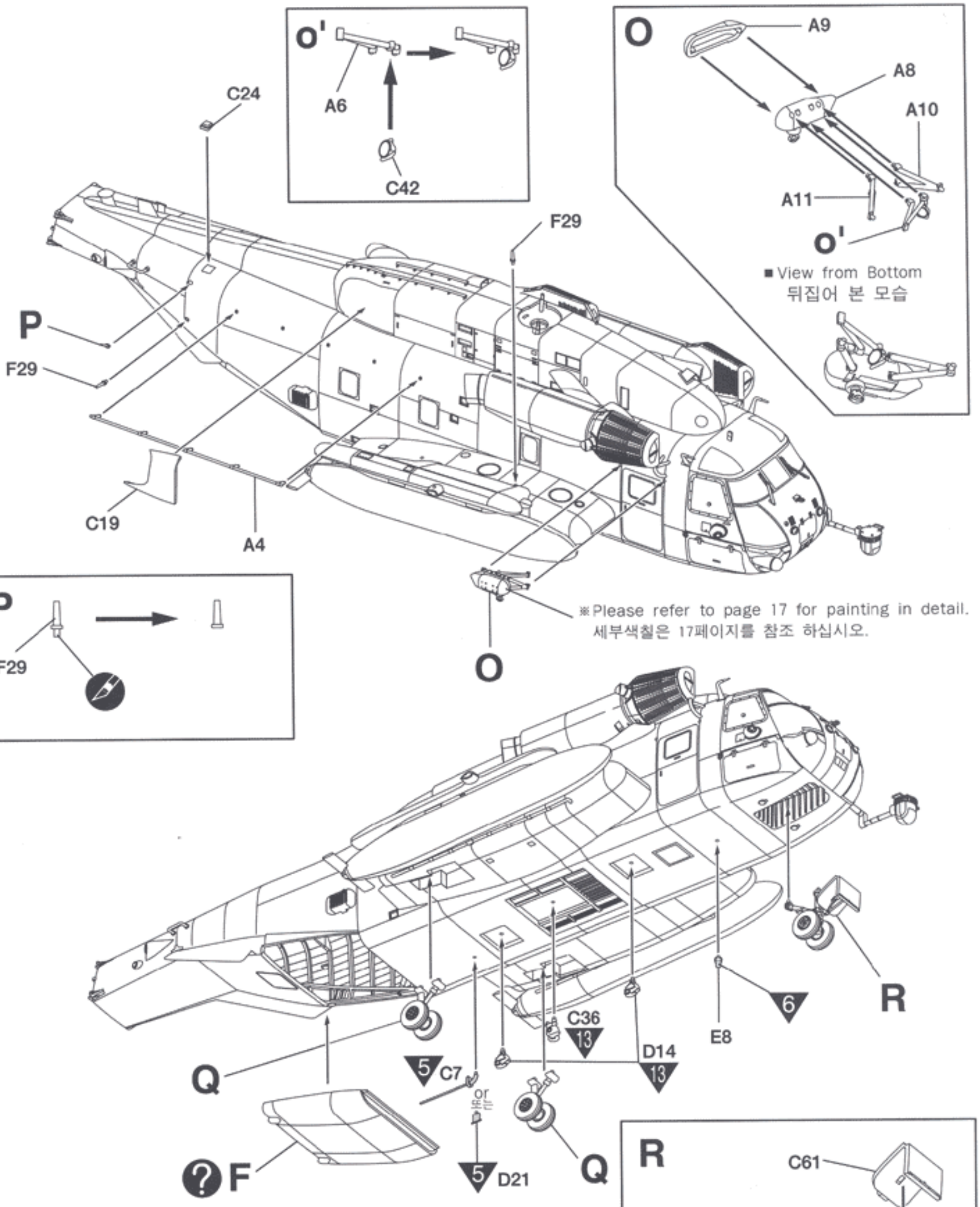











O'
A6
C42
C24
O
A9
A8
A10
A11
O'
■ View from Bottom
뒤집어 본 모습
F29
P
F29
C19
A4
※Please refer to page 17 for painting in detail.
세부색칠은 17페이지를 참조 하십시오.
O
P
F29
O
6
R
C36
13
E8
D14
13
Q
5 C7
or
또는
5 D21
Q
? F
Q 2
D11
D2
※Please refer to page 17 for painting in detail.
세부색칠은 17 페이지를 참조하십시오.
R
C61
①
C35
②
③
③
C69
D2
A16

STEP12

B15

C67

T

*Do not glue in dotted line
점선 부분은 접착하지 마십시오.

C67

C65

B15

S

C74

B14

C5

5

T

C2

U

C75

C15

S

A19

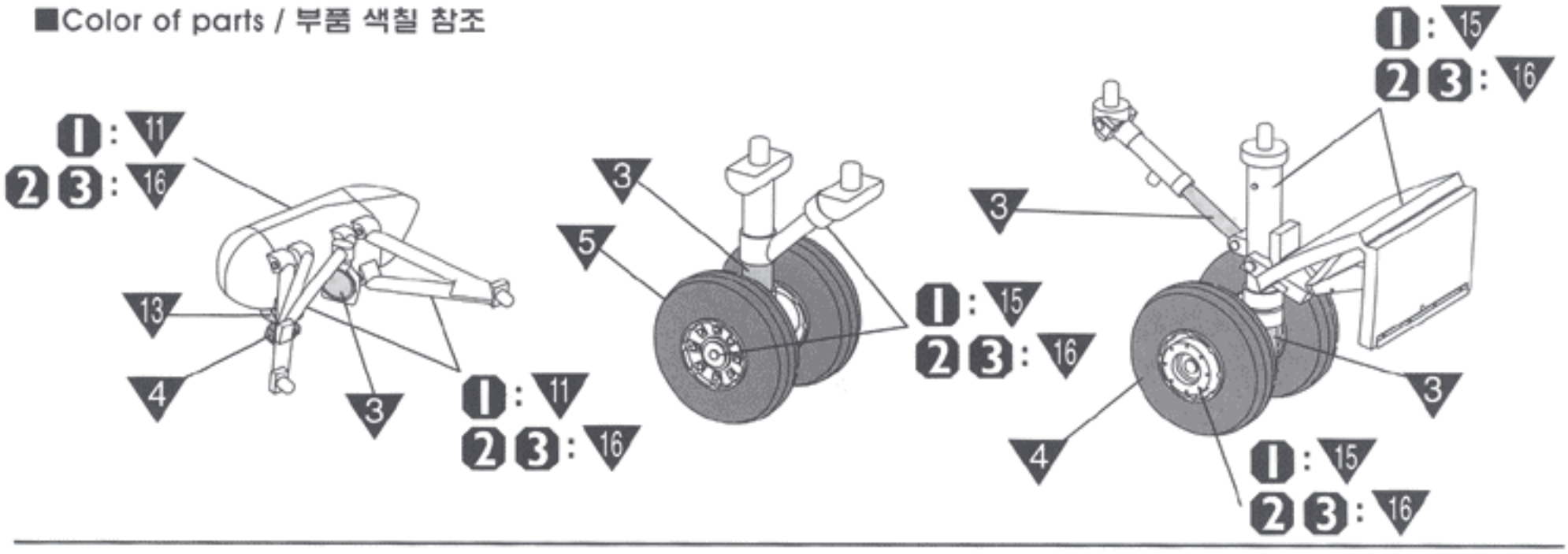
A20

6

E7

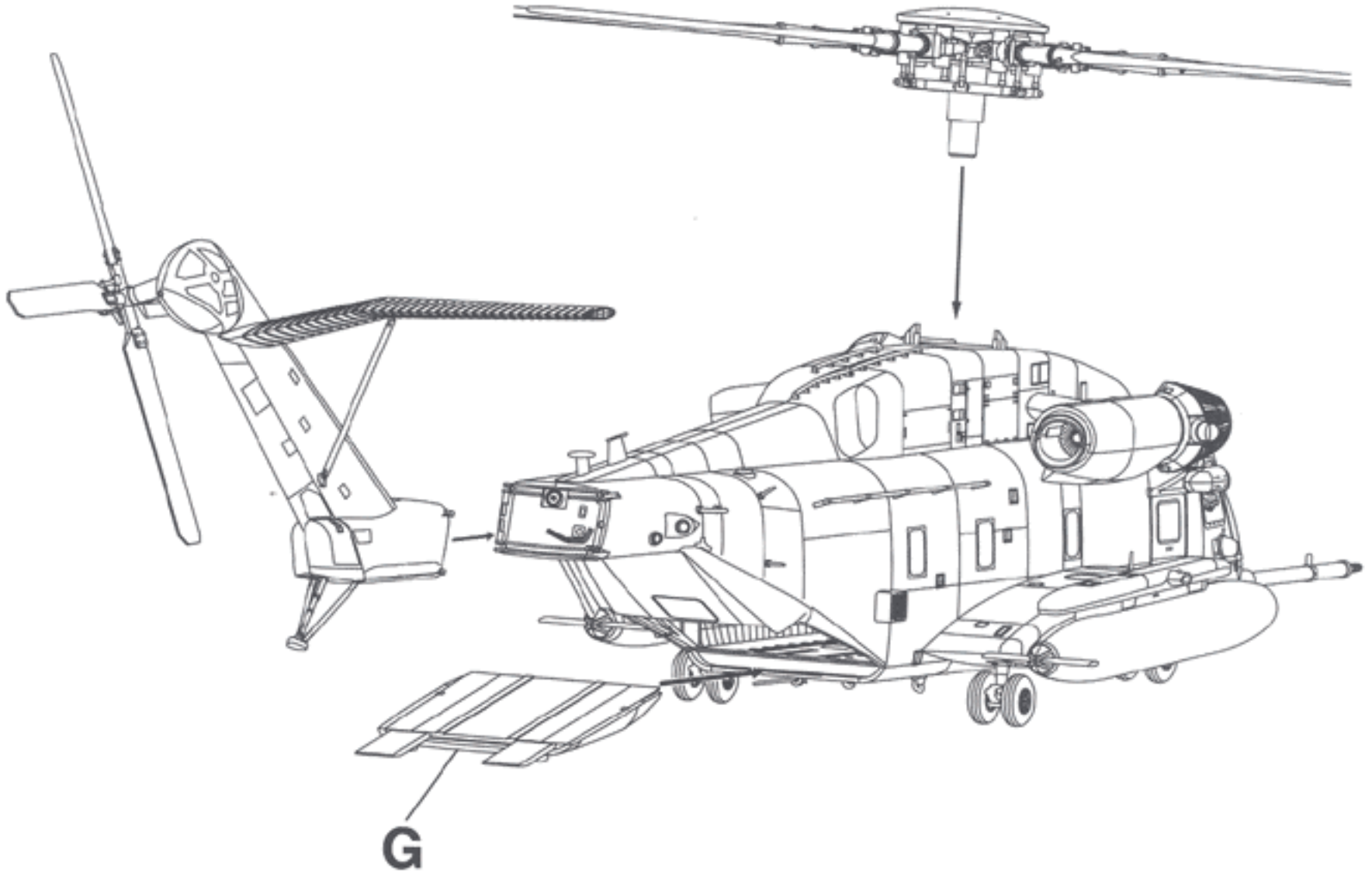
*View from Bottom
아래쪽에서 본 모습

■Color of parts / 부품 색칠 참조



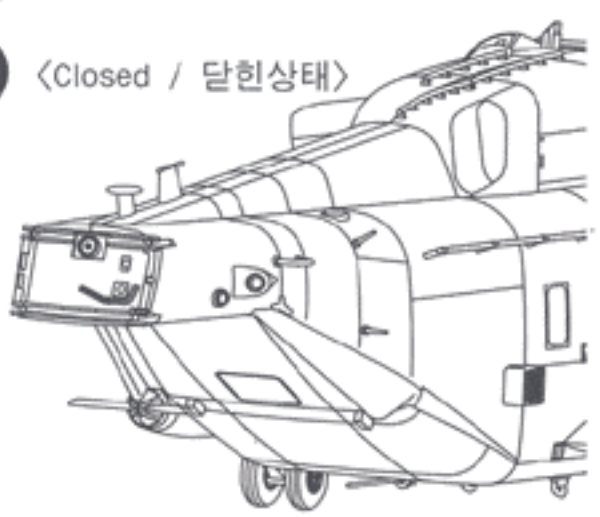
STEP13

■Displaying with rotors in flight position / 로터 펼친 상태로 조립시



■Option / 선택하십시오.

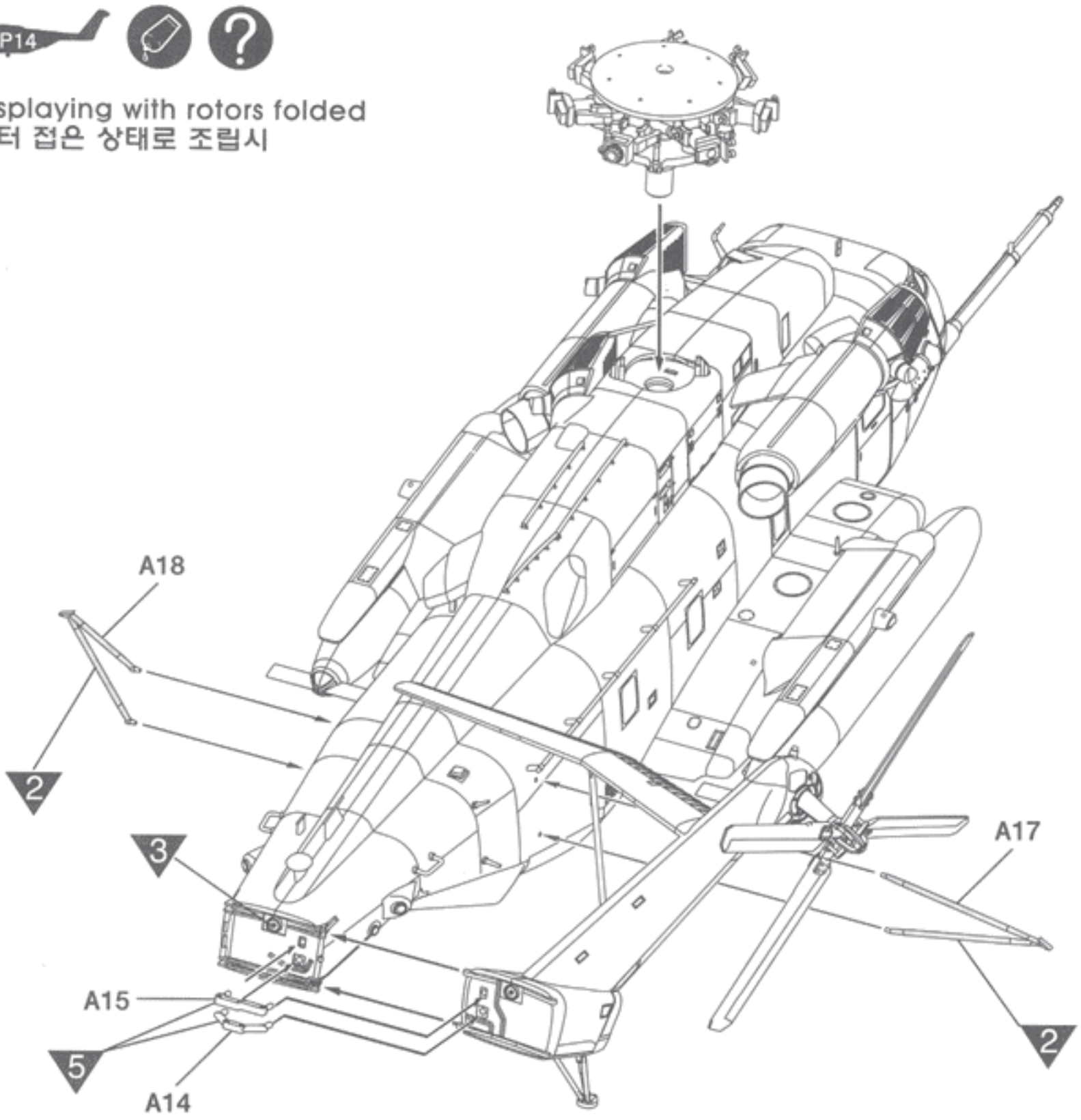
〈Closed / 닫힌상태〉



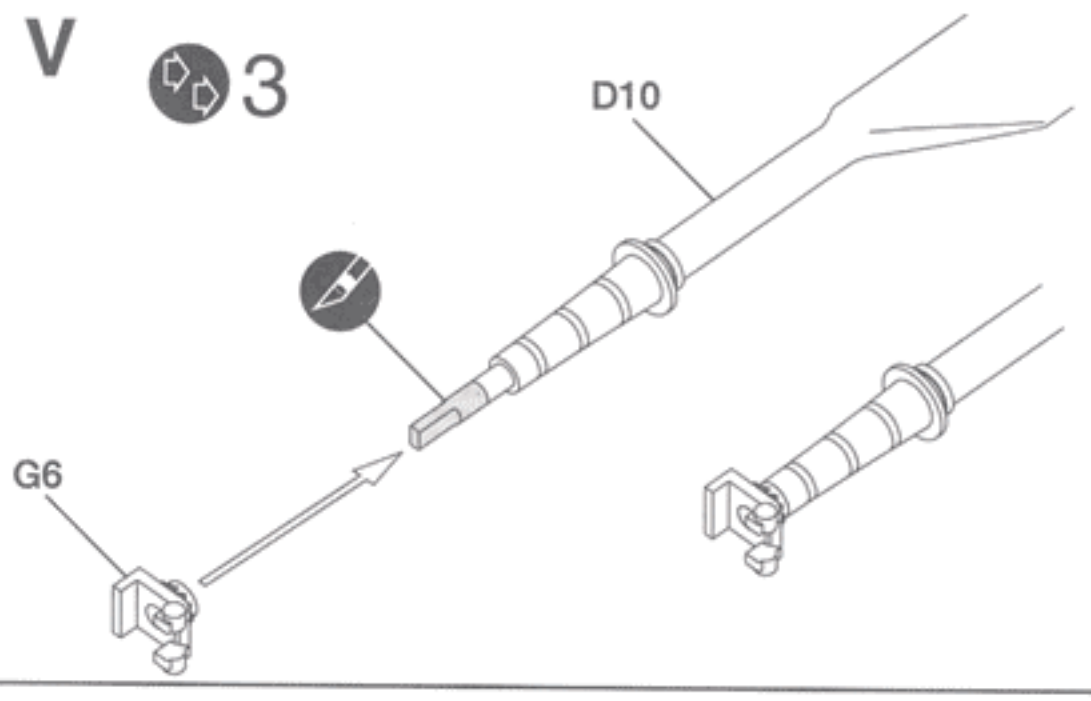
〈Open / 열린상태〉

STEP14

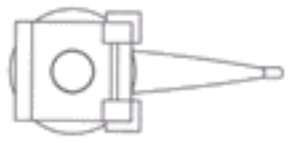
■Displaying with rotors folded
로터 접은 상태로 조립시



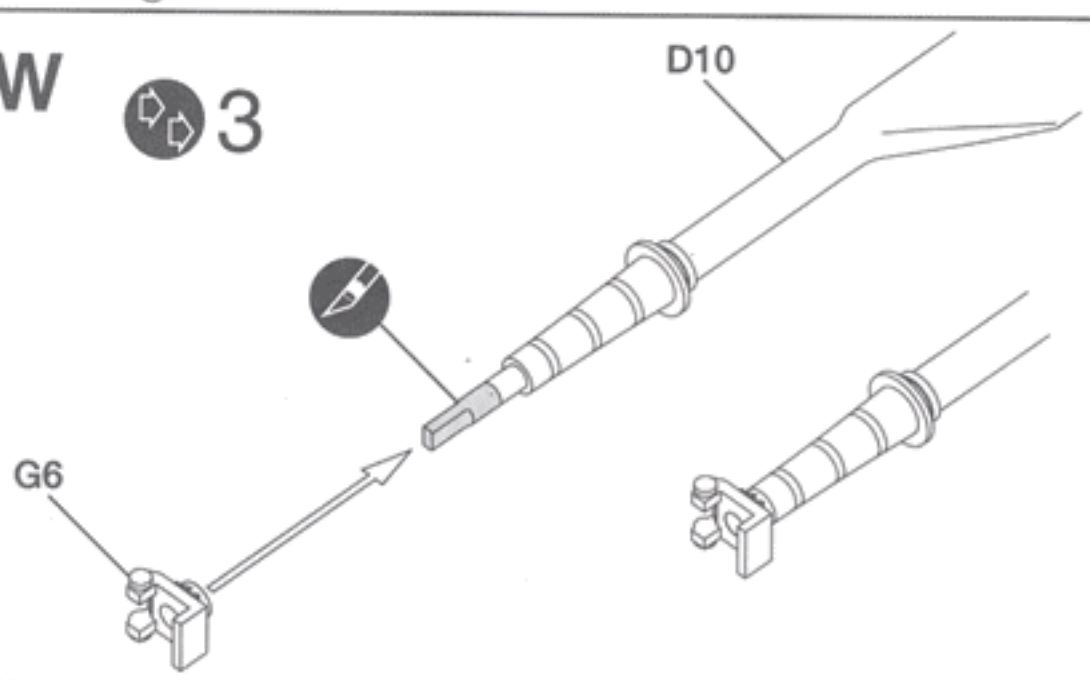
V 3



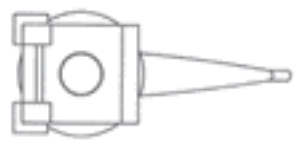
■View from Root
끝 부분 단면 모습
(방향에 주의)

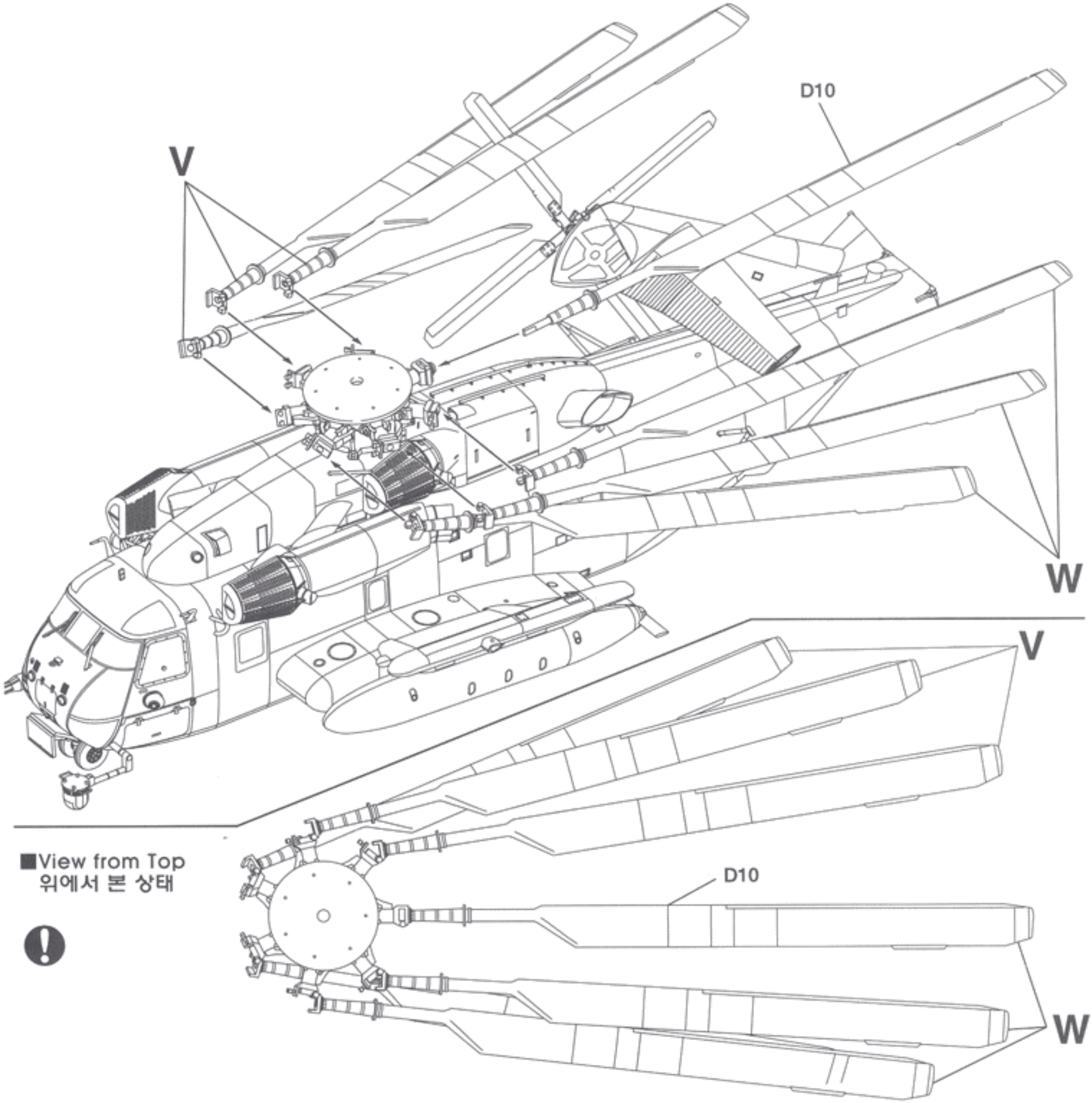


W 3



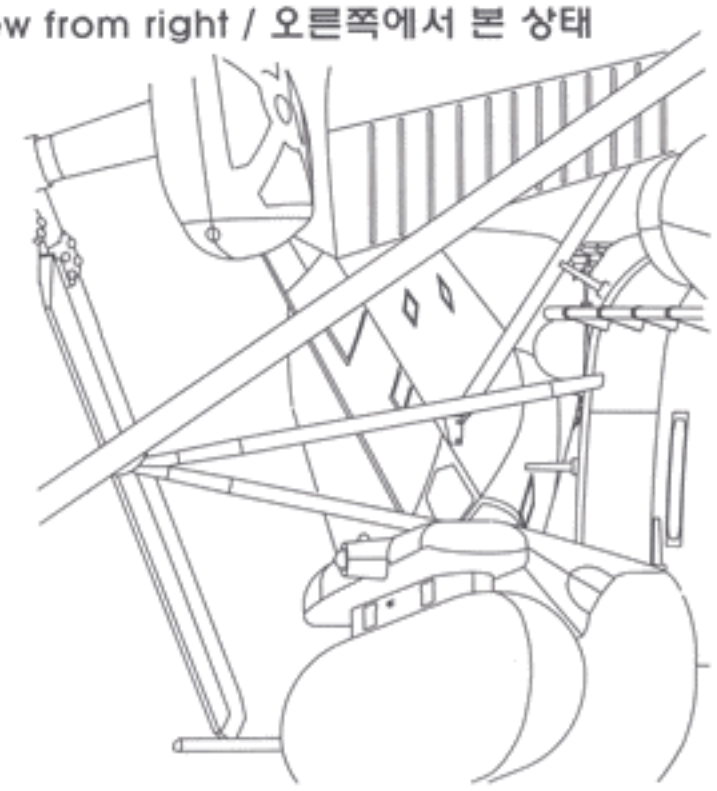
■View from Root
끝 부분 단면 모습
(방향에 주의)



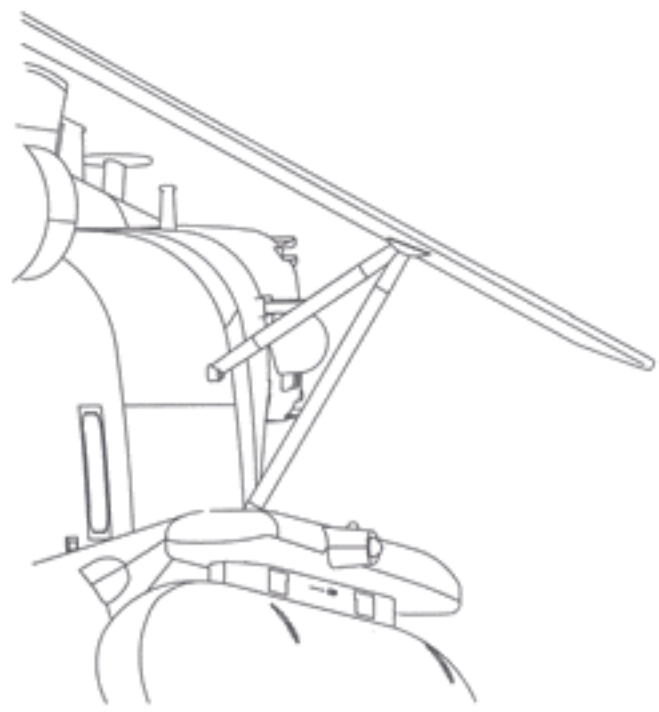


■View from Top
위에서 본 상태

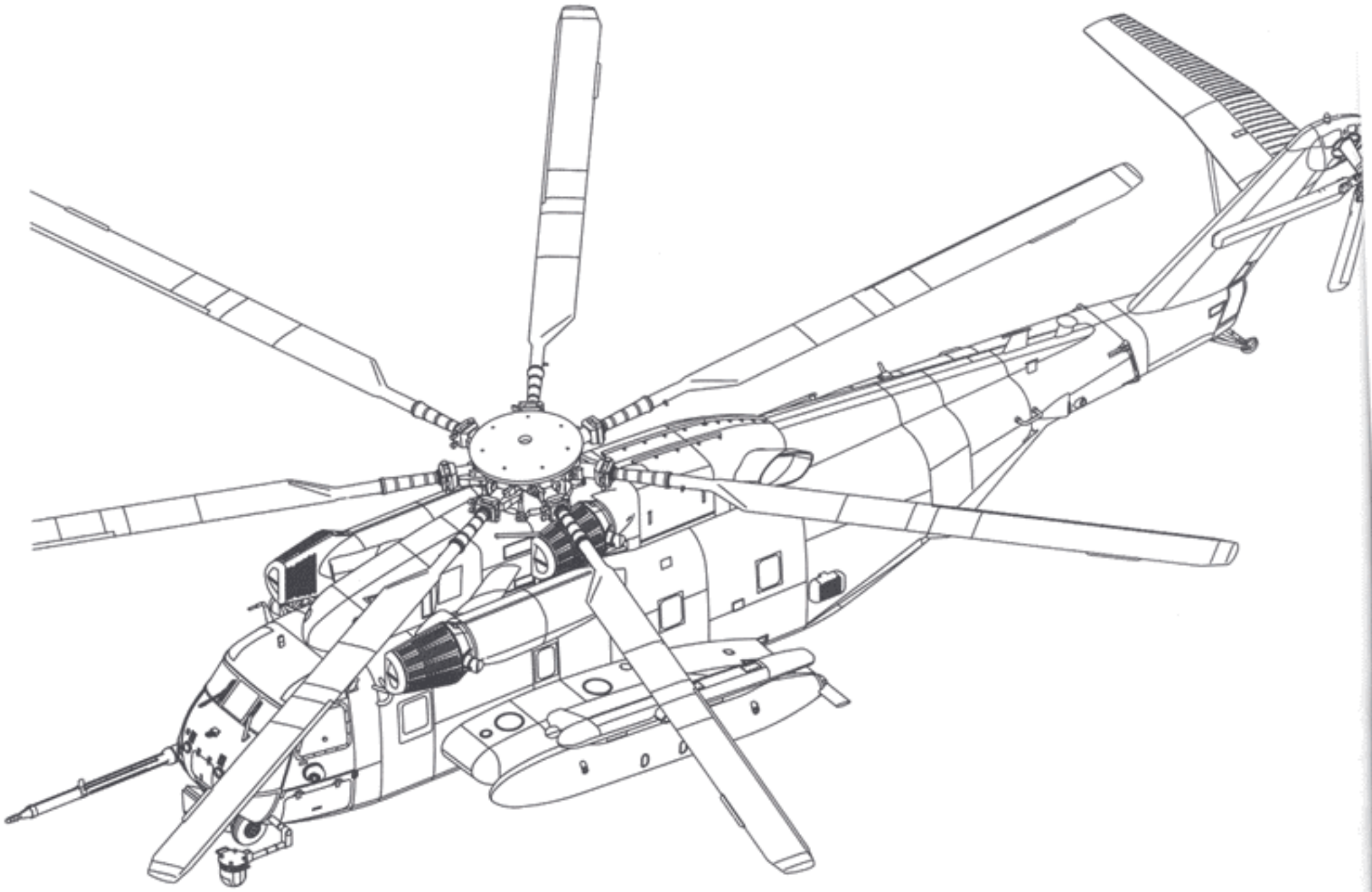
■View from right / 오른쪽에서 본 상태



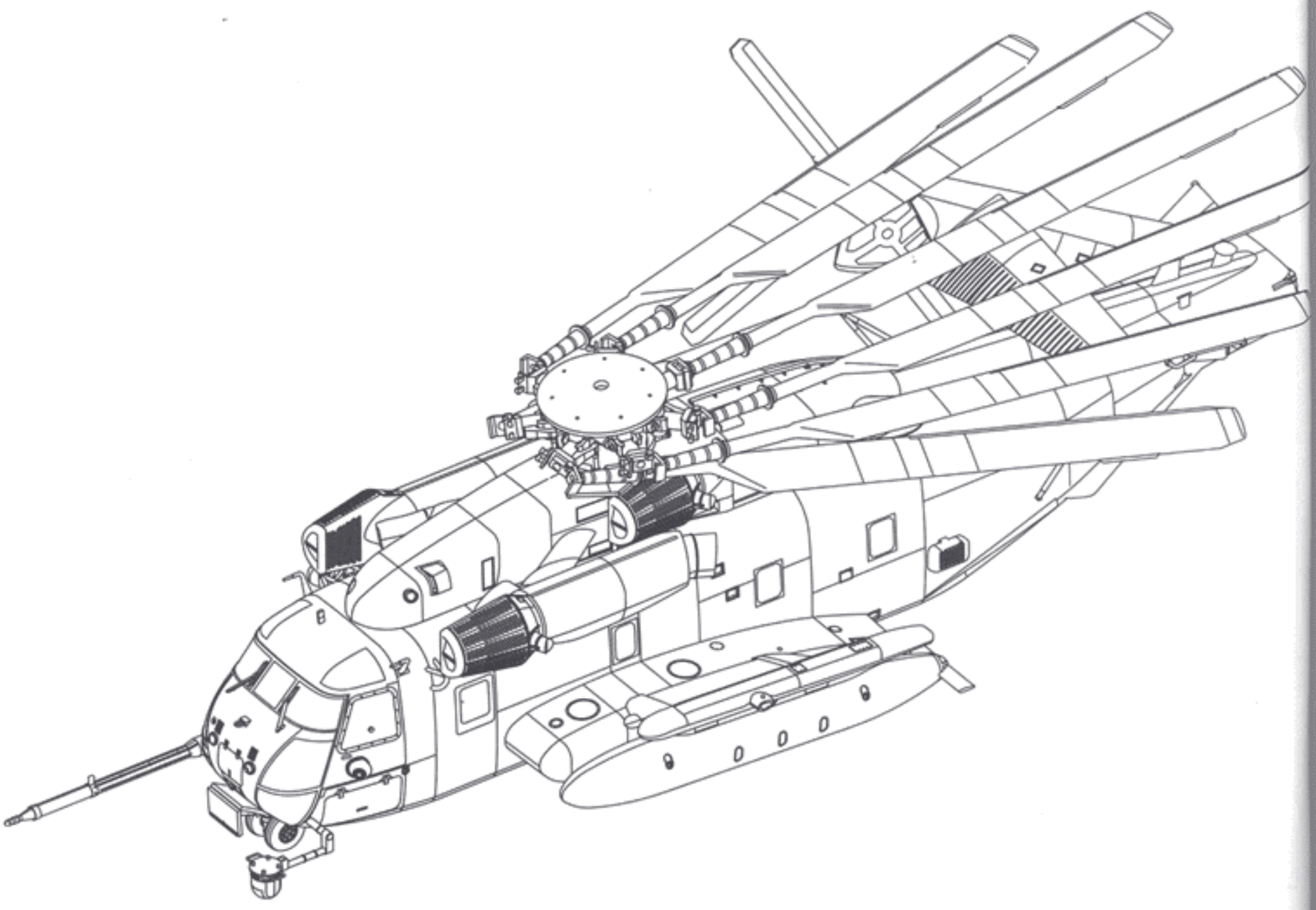
■View from left / 왼쪽에서 본 상태



■View from Top / in flight position, 위에서 본 모습 / 로터 펼친 상태(완성)

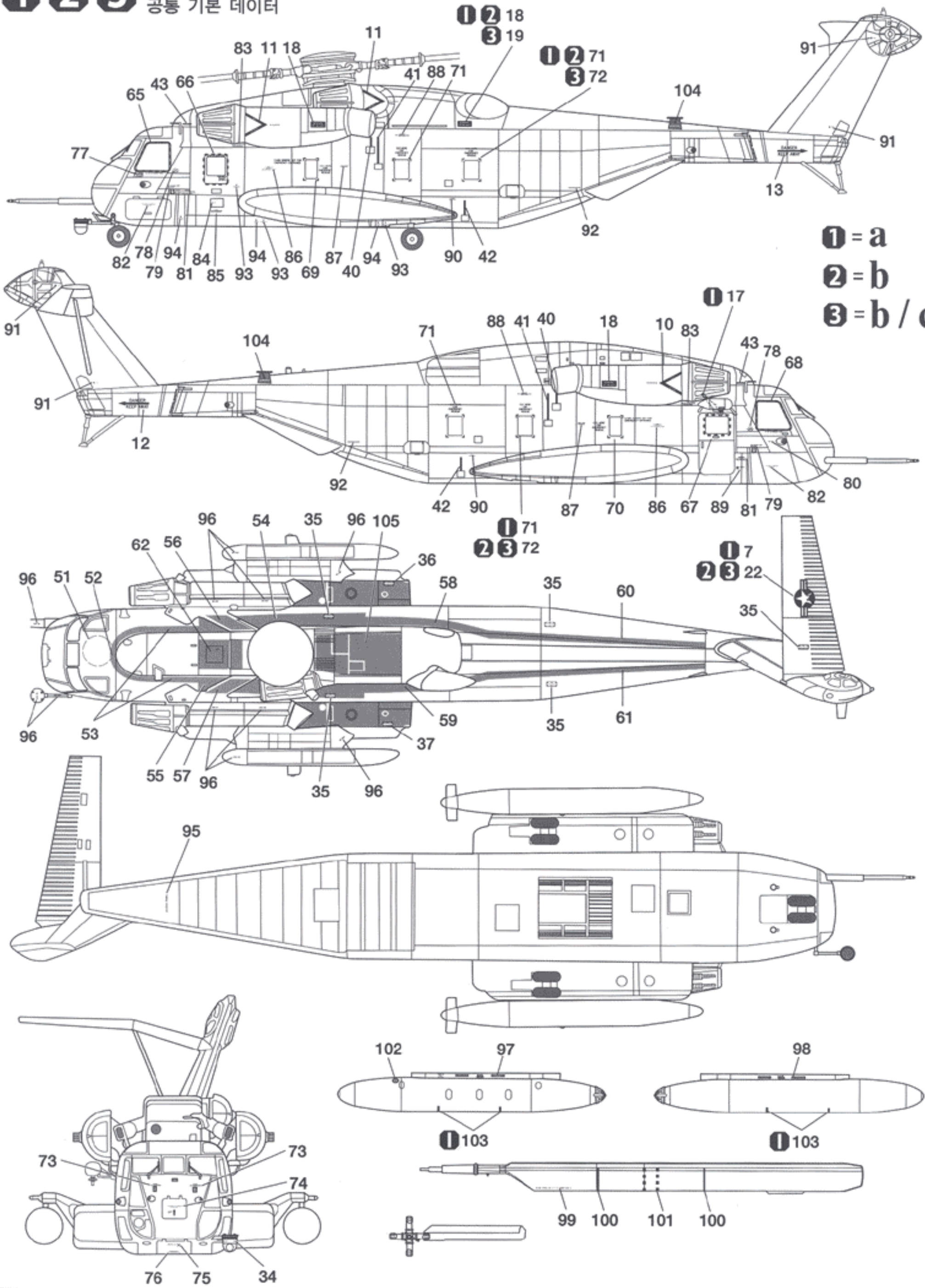


■View from Top / folded, 위에서 본 모습 / 로터 접은 상태(완성)



Painting & Decal placement 색칠 및 전사지 붙이기

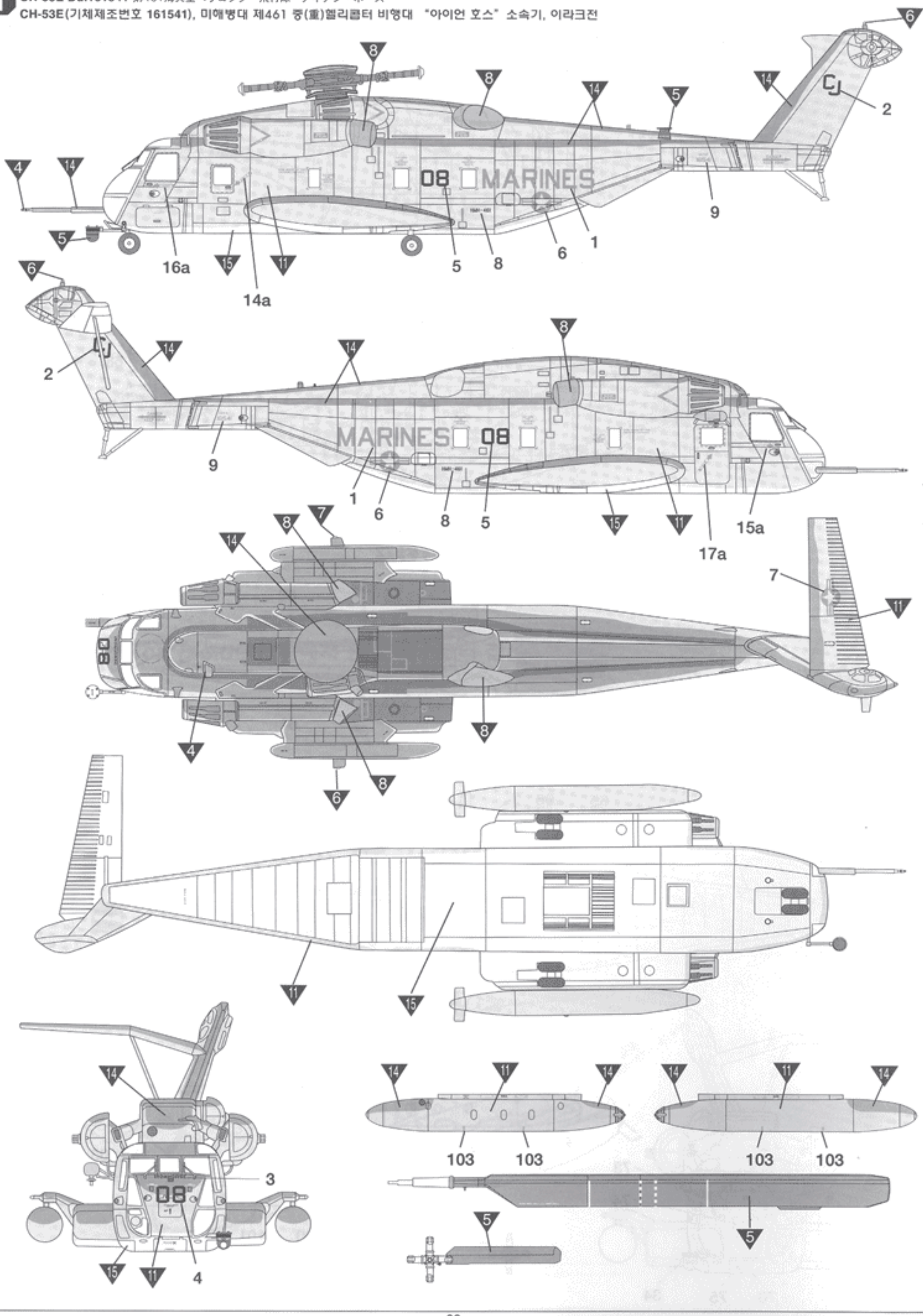
❶❷❸ COMMON DATA
공통 기본 데이터



Painting & Decal placement 색칠 및 전사지 붙이기

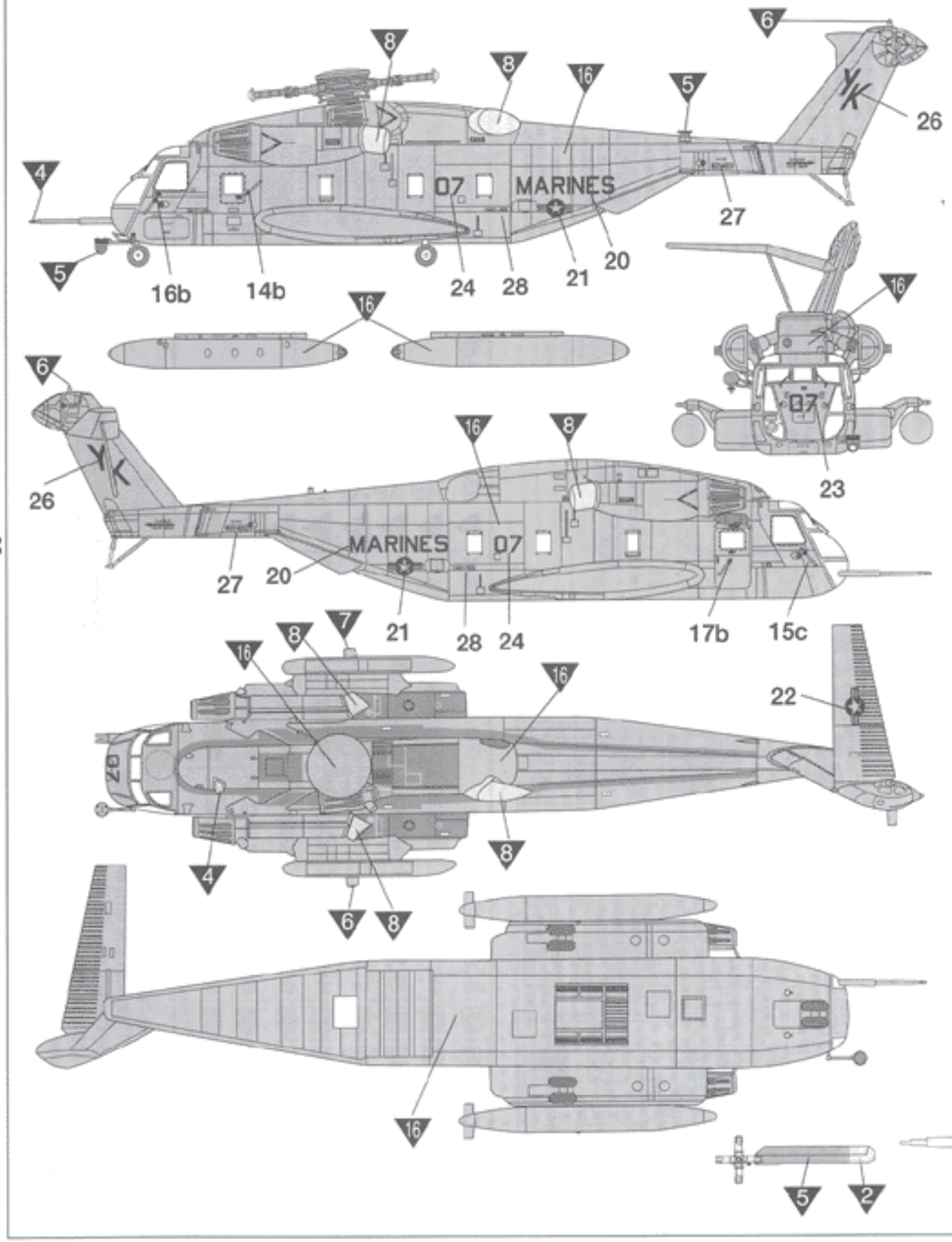
1

CH-53E HMH-461 "IRONHORSE" #161541 08/CJ IRAQI FREEDOM
CH-53E Bu.161541 第461海兵重ヘリコプター飛行隊 "アイアン・ホース"
CH-53E(기체제조번호 161541), 미해병대 제461 중(重)헬리콥터 비행대 "아이언 호스" 소속기, 이라크전

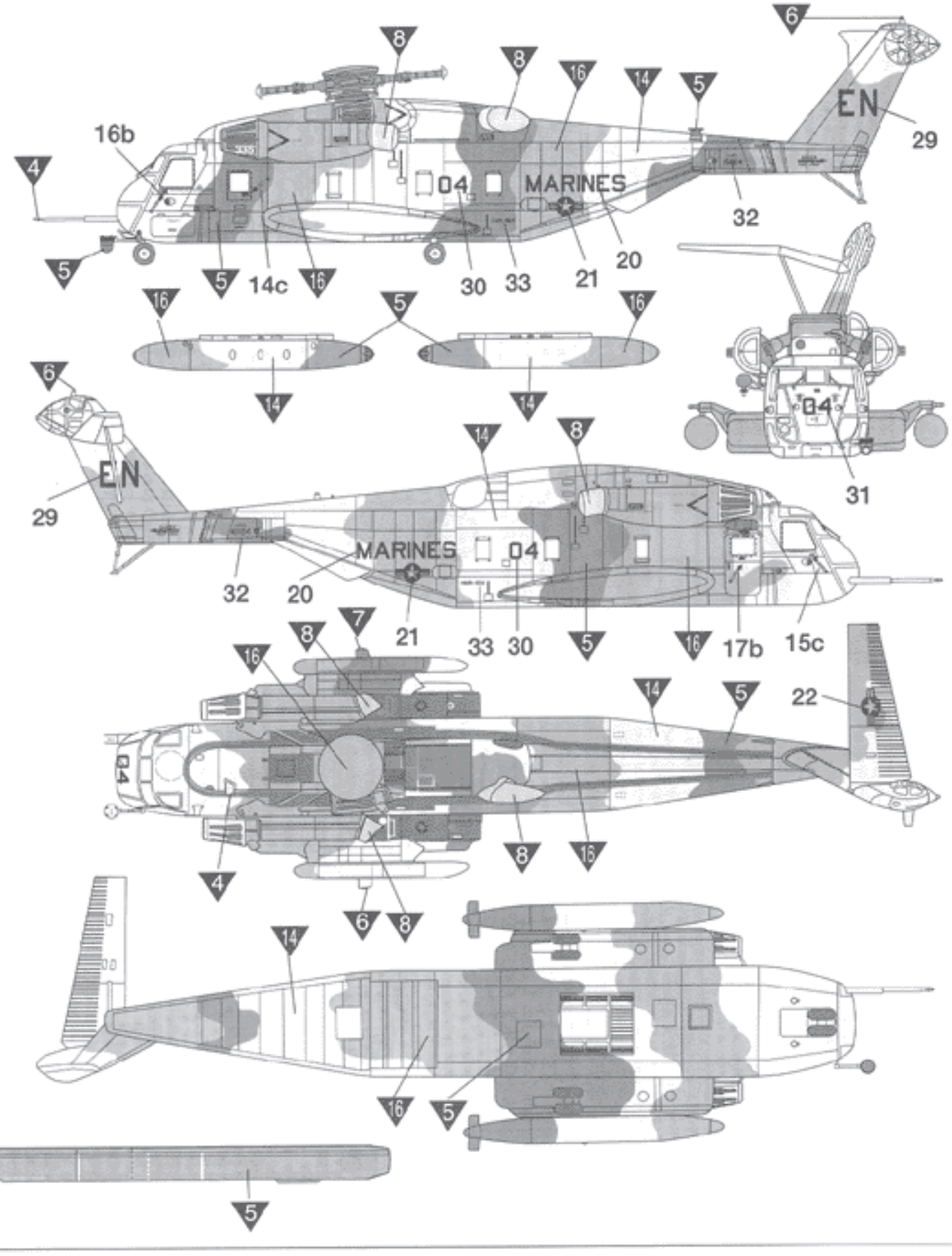


Painting & Decal placement 색칠 및 전사지 붙이기

2 CH-53E HMH-466 #162483 07/YK, MCAS Tustin, California, 1980s.
CH-53E bu.162483 第466海兵重ヘリコプター飛行隊 カリフォルニア州 タスティン基地 1980年代
CH-53E(기체제조번호 161541), 미해병대 제466 중(重)헬리콥터 비행대, 캘리포니아주 터스틴 기지, 1980년대

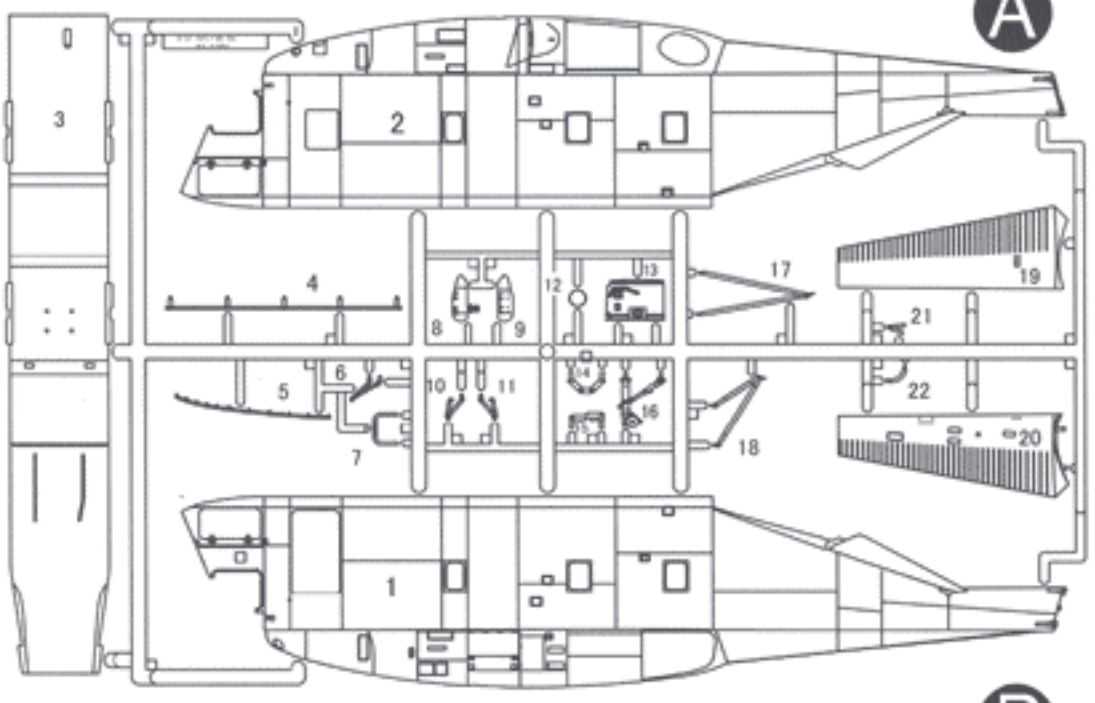


3 CH-53E HMH-464 #161184 04/EN, MCAS New River, North Carolina, 1990s.
CH-53E Bu.161184 第464海兵重ヘリコプター飛行隊 ノース・カロライナ州 ニュー・リバー基地 1990年代
CH-53E(기체제조번호 161541), 미해병대 제464 중(重)헬리콥터 비행대, 노스캐롤라이나주 뉴리버 기지, 1990년대

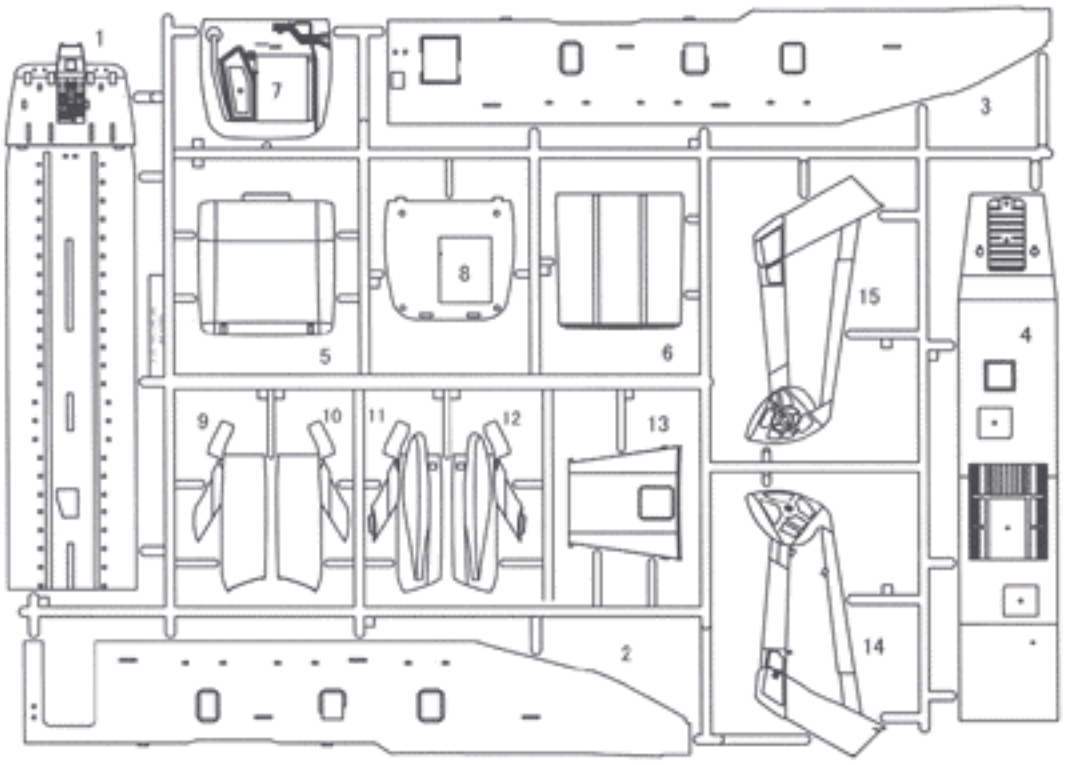


CH53E Parts List

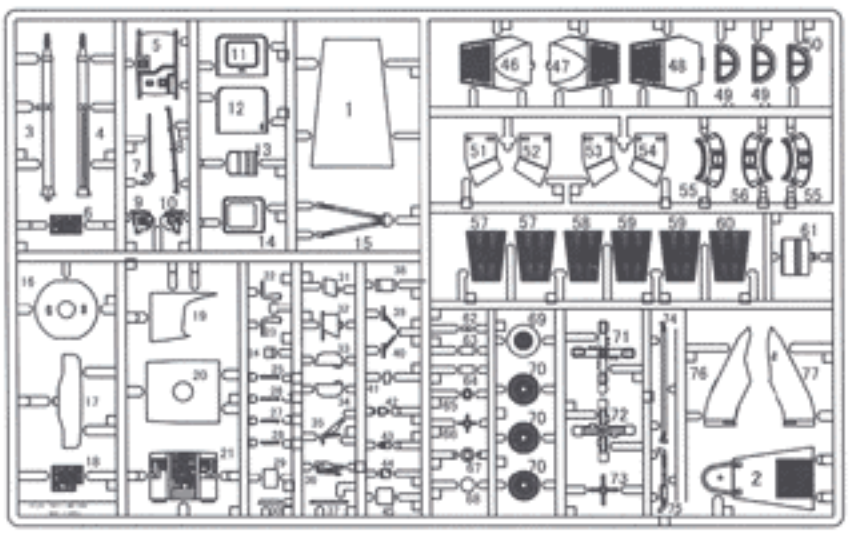
Ⓐ



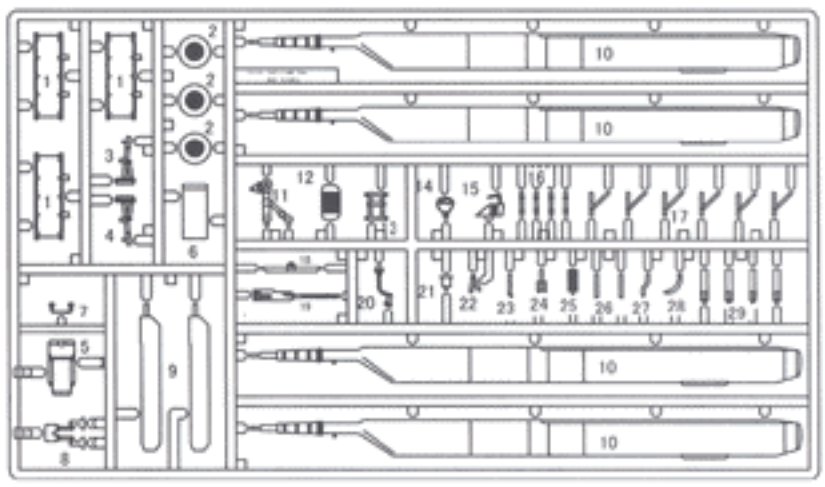
Ⓑ



Ⓒ



Ⓓ×2



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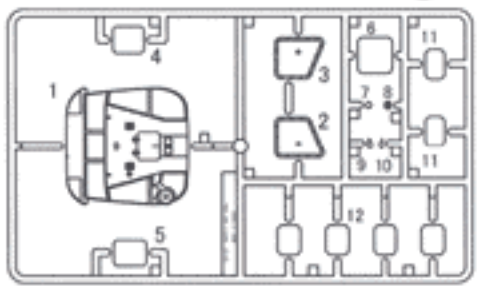
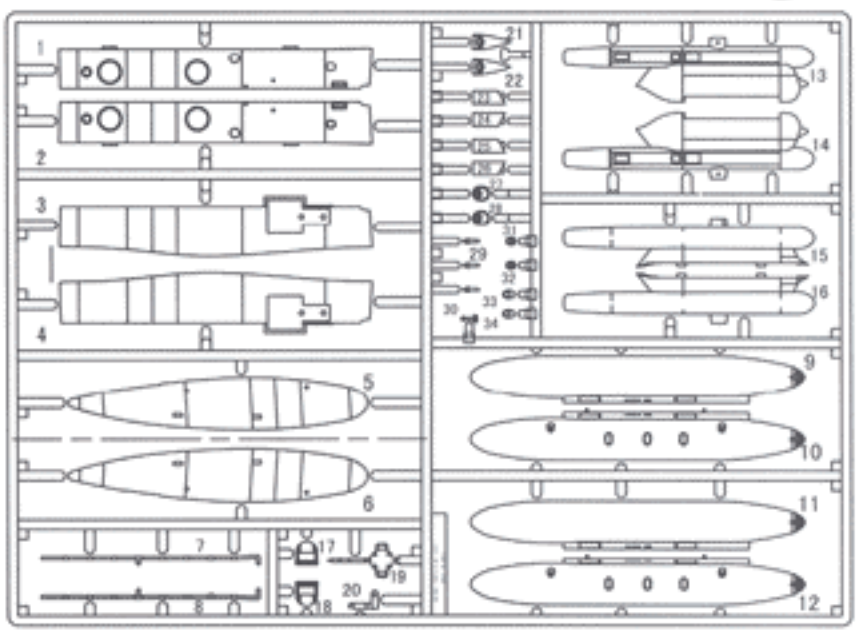
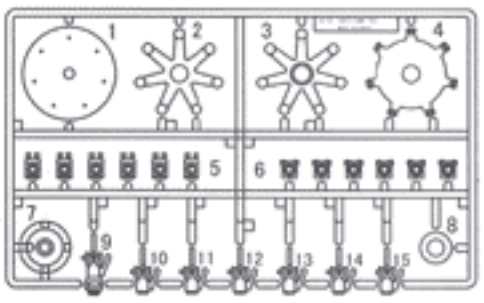


Ⓕ



Ⓖ



●Unused Parts : D2 × 1, D10×1,
불필요 부품 D16×1, D22×1,
D28×1, D29×1,

H1 in painting indication is the number of GSI Creos Aqueous Hobby Color, while 1 is that of Mr. Color.
塗料指定のH1はGSIクレオス・Mr.カラー、H1は水性ホビーカラーの番号です。
H1 bei Bemalungshinweisen ist die Nummer der Aqueous - Hobby - Color von GSI Creos, während 1 den Ton der Farbserie Mr. Color anzeigt.
Sur le guide de peinture, H1 correspond au numéro de couleur GSI Creos AQUEOUS HOBBY COLOR, alors que 1 correspond à Mr. COLOR.
도료지정 H1은 GSI크레오스 Mr.컬러, H1은 수성하비컬러의 번호입니다.

1 BLACK	2 H2	SCHWARZ	NOIR	ブラック（黒）	유광검정색	9 CLEAR GREEN	138 H94	GRÜN REIN	VERT CLAIR	クリアーグリーン	클리어그린
2 RED	3 H3	ROT	ROUGE	レッド（赤）	유광빨강색	10 OLIVE DRAB FS34087	304	OLIVGRÜN FS34087	GRIS-BRUN OLIVE FS34087	オリーブドラブ FS34087	올리브드랍(국방색) FS34087
3 SILVER	8 H8	SILBER	ARGENT	シルバー（銀）	은색	11 GRAY FS36320	307	GRAU FS36320	GRIS FS36320	グレー FS36320	그레이 FS36320
4 STEEL	28 H18	STAHL	GRIS ACIER	黒鉄色	흑철색	12 GRAY FS36231	317	GRAU FS36231	GRIS FS36231	グレー FS36231	그레이 FS36231
5 FLAT BLACK	33 H12	MATTSCHWARZ	NOIR MAT	つや消しブラック	무광검정색	13 YELLOW FS13538	329	GELB FS13538	JAUNE FS13538	イエロー FS13538	엘로우 FS13538
6 CLEAR RED	47 H90	ROT, REIN	ROUGE CLAIR	クリアーレッド	클리어 레드	14 GRAYISH BLUE FS36495	337	GRAUBLAU FS36495	BLEU GRIS FS35237	グレイッシュブルー FS35237	그레이쉬 블루 FS35237
7 CLEAR BLUE	50 H93	BLAU, REIN	BLEU CLAIR	クリアーブルー	클리어 블루	15 LIGHT GRAY FS36495	339	HELLGRAU FS36495	GRIS CLAIR FS36495	ライトグレー FS36495	라이트 그레이 FS36495
8 BURNT IRON	61 H76	GEBRANNTES EISEN	GRIS MÉTAL	焼鉄色	번트 아이언	16 FIELD GREEN FS34097	340	FELDGRÜN FS34097	VERT DE CHAMP FS34087	フィールドグリーン FS34087	필드 그린 FS34087

■ 직매점 겸 A/S센터 삼선교:742-9293, 양재동:575-9997, 용산:796-1214, 아셈하비센터:6002-6293
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■ 총판점 겸 A/S센터 양천아카데미:2691-7108, 강북아카데미:762-0980, 강남아카데미:485-6884, 서울아카데미:907-0940, AB하비:(031)458-5591, 서면아카데미:(051)816-9773, 대구아카데미:(053)744-9293
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ACADEMY HOBBY MODEL KITS
ACADEMY PLASTIC MODEL CO., LTD.
273-64, Suyu-dong, Kangbuk-gu, Seoul, Korea
TEL:82-2-908-7000 FAX:82-2-997-3003