



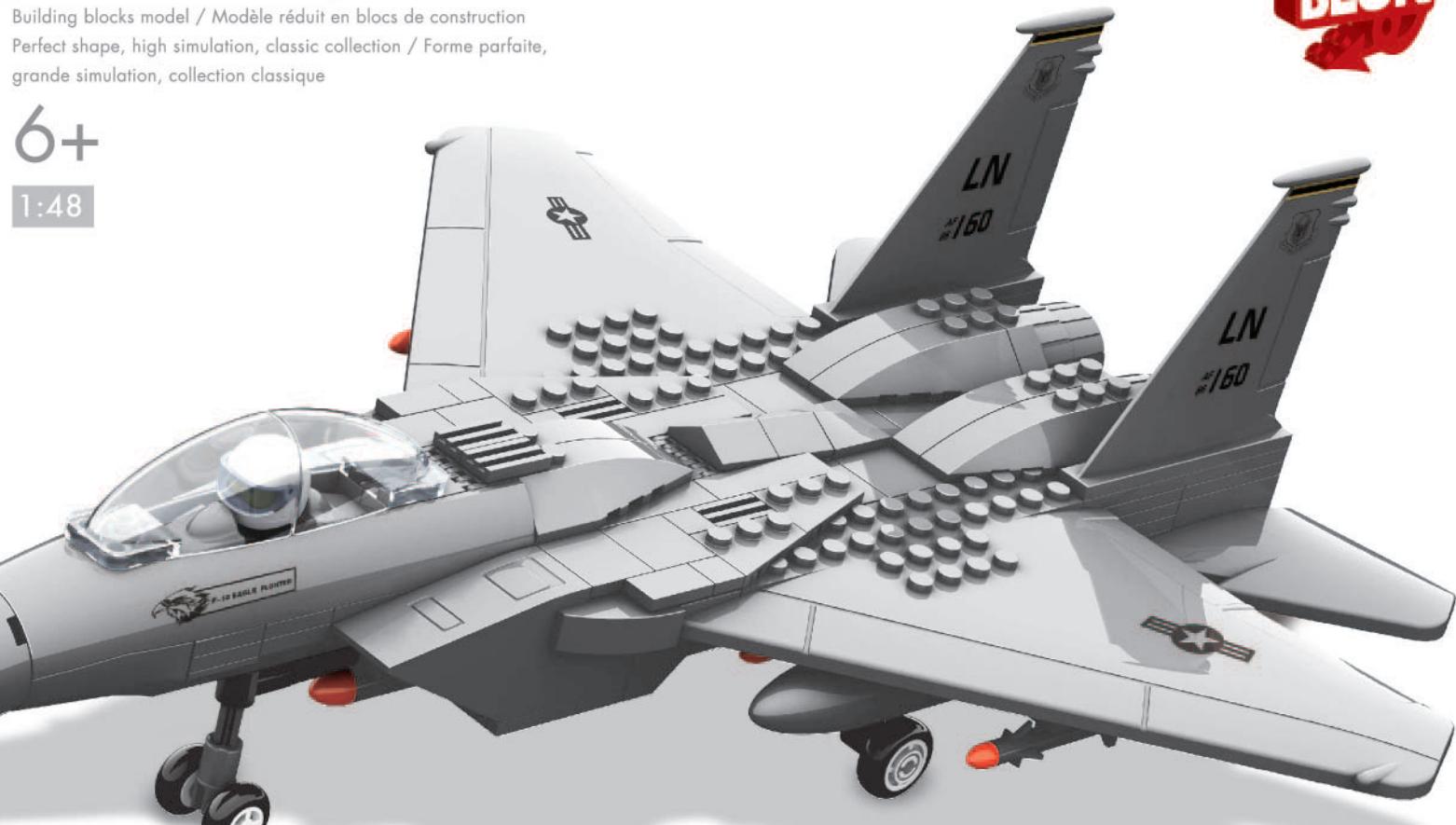
THE F-15 EAGLE FIGHTER LE F-15 EAGLE - CHASSEUR



Building blocks model / Modèle réduit en blocs de construction
Perfect shape, high simulation, classic collection / Forme parfaite,
grande simulation, collection classique

6+

1:48



Creativity	Family Interaction	Observation	Reasoning	Fine motor skills

Créativité

Interaction familiale

Observation

Raisonnement

Motricité fine

262 PCS

Schematic diagram of the F15 Eagle fighter - 1 / Schéma du chasseur F-15 Eagle - 1

Brief introduction / Brève introduction

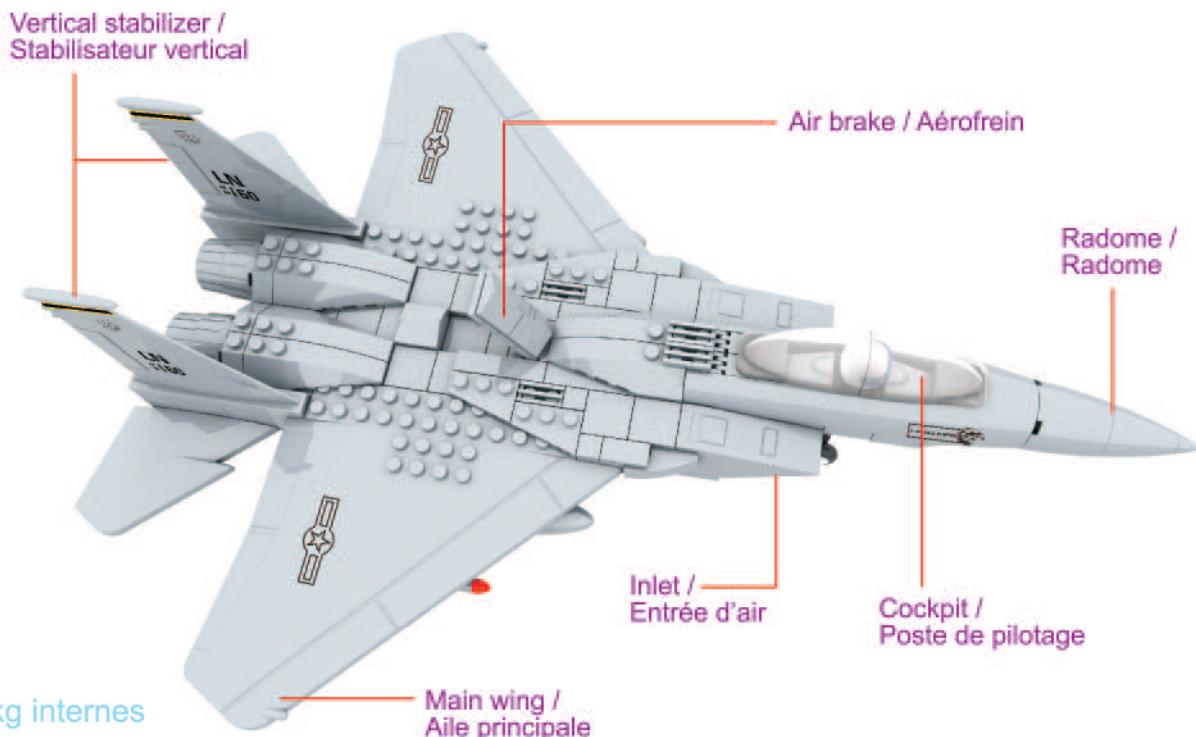
F-15 Eagle is a twin-engine, all weather tactical fighter designed to gain and maintain air superiority in aerial combat. It is considered as one of the most successful modern fighters. The aircraft design proved flexible enough that an all-weather 24-hour strike derivative was created that could use the AMRAAM to destroy the enemy. / Le F-15 Eagle de Boeing est un avion de chasse tactique bimoteur tout temps conçu pour maintenir une supériorité aérienne lors des combats aériens. On le considère comme l'un des chasseurs modernes les plus victorieux. Une version d'attaque a été créée grâce à la polyvalence de ce chasseur afin de donner à l'appareil une capacité d'attaque 24 heures, peu importe les conditions, et la possibilité d'utiliser des missiles air-air perfectionnés à moyenne portée (AMRAAM) pour vaincre l'ennemi.

General characteristics

Crew: 1 pilot
Length: 19.43 m
Height: 5.68 m
Wingspan: 13.03 m
Empty weight: 12,973 kg
Max. takeoff weight: 30,800 kg
Fuel capacity: 6,103 kg internal

Caractéristiques générales

Équipage : 1 pilote
Longueur : 19,43 m
Hauteur : 5,68 m
Envergure : 13,03 m
Masse à vide : 12 973 kg
Poids max. au décollage : 30 800 kg
Contenance des réservoirs carburant : 6103 kg internes



Schematic diagram of the F15 Eagle fighter - 2 / Schéma du chasseur F-15 Eagle - 2

Performance

Maximum speed: Mach 2.5+
Service ceiling: 19,800 m
Rate of climb: >15240 m/min.

Vitesse maximale : Mach 2,5+
Plafond pratique : 19 800 m
Vitesse ascensionnelle : >15 240 m/min.

Armament

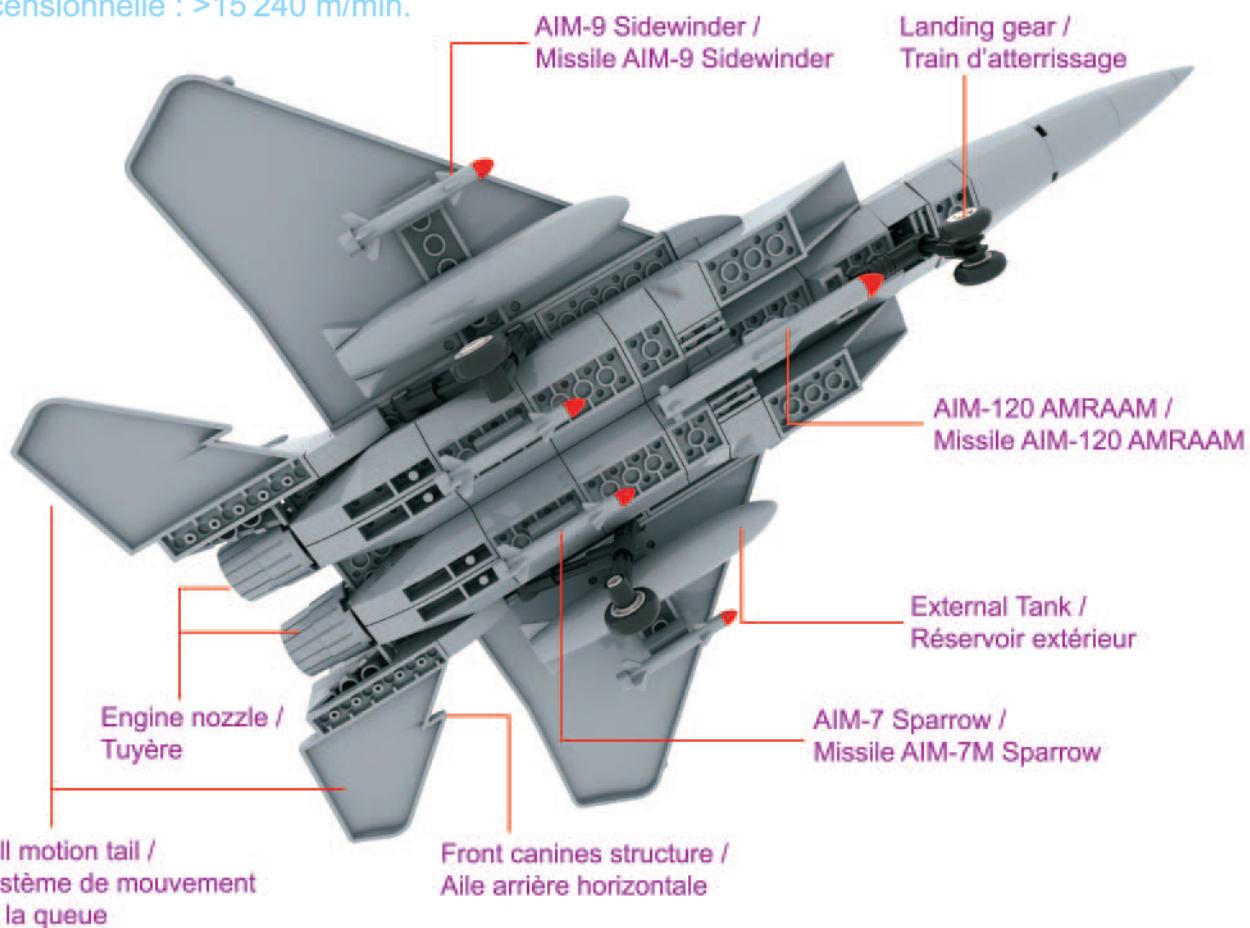
Guns: 1x 20 mm M61 Vulcan 6-barreled
Gatling cannon, 940 rounds

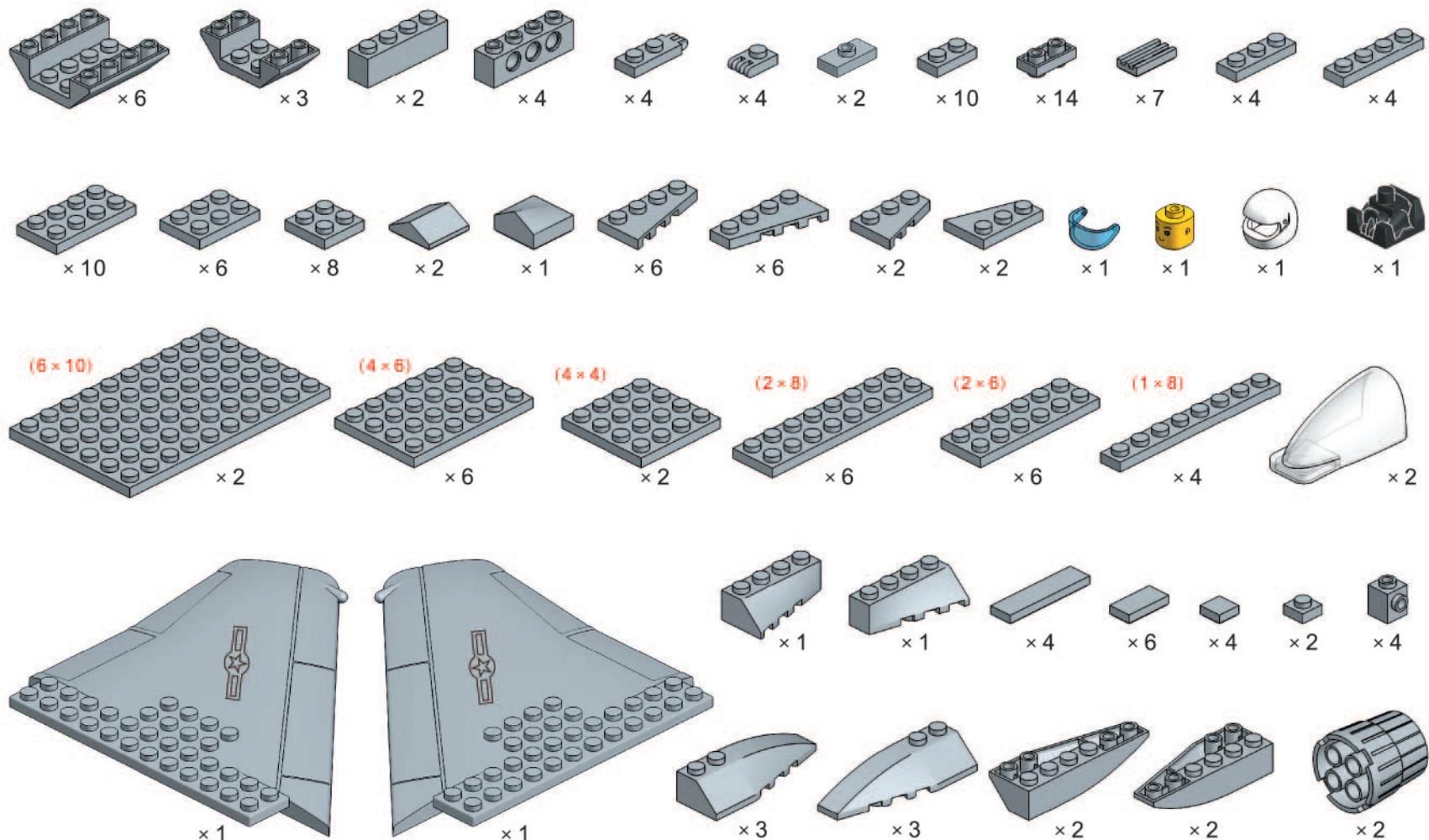
Missiles: AIM-7 Sparrow
AIM-120 AMRAAM
AIM-9 Sidewinder

Armement

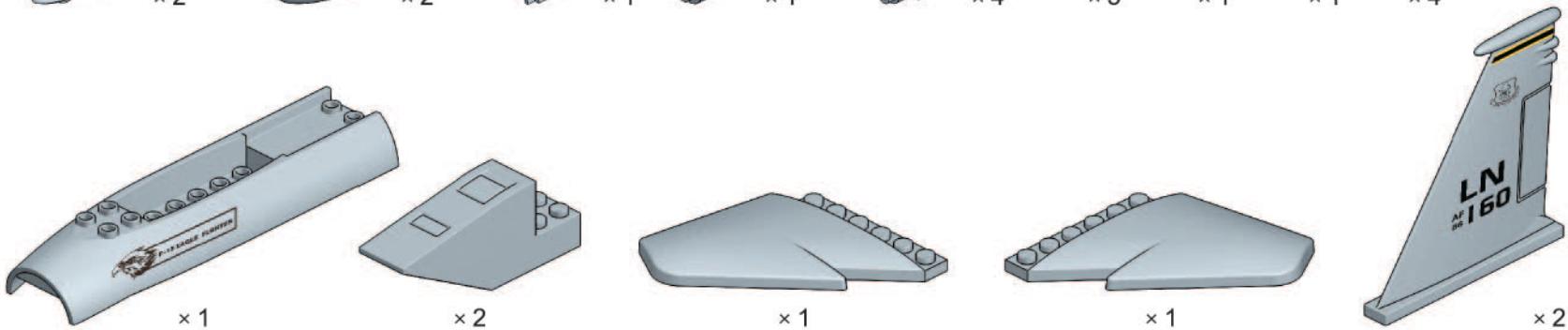
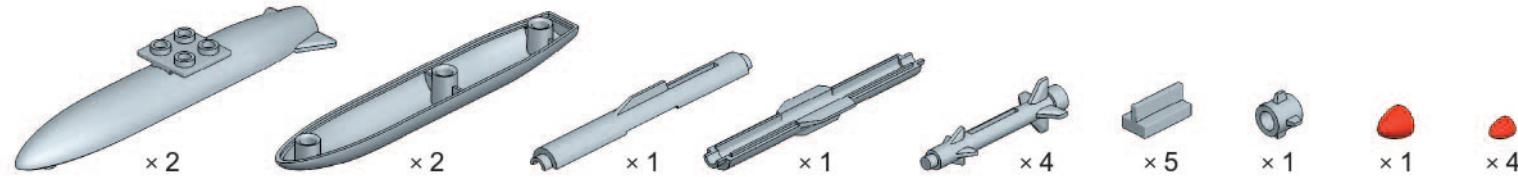
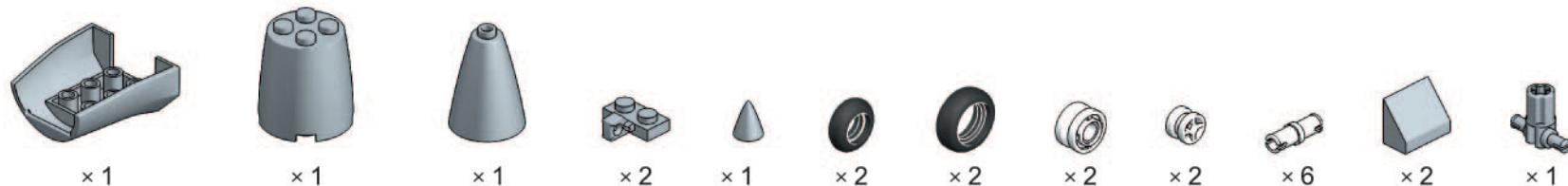
Canon : 1 canon de 20 mm M61 Vulcan
6 tubes type Gatling, 940 coups

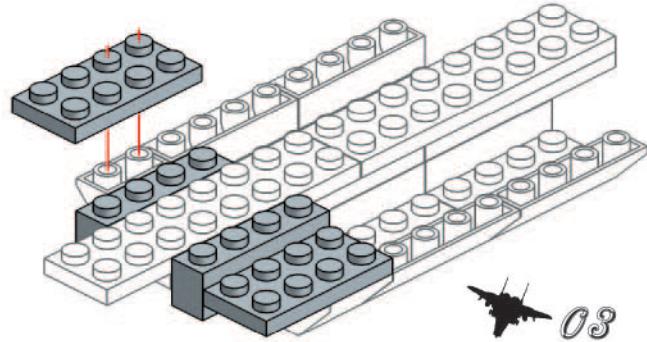
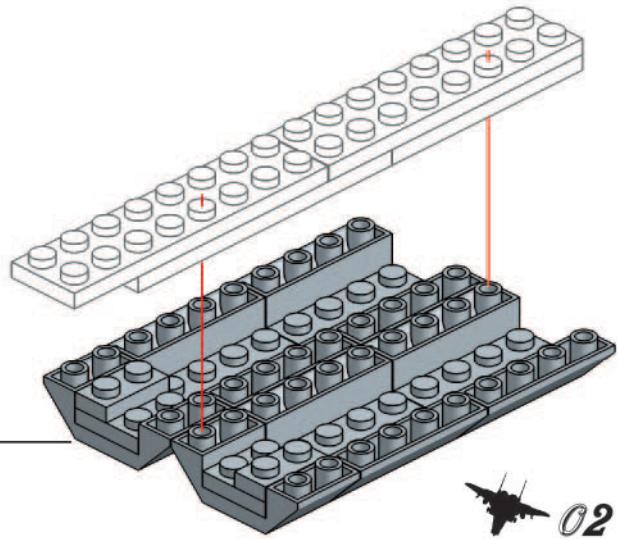
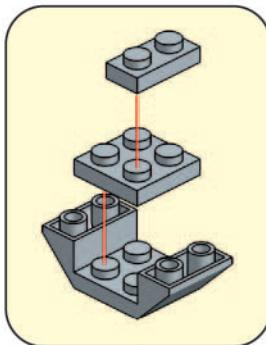
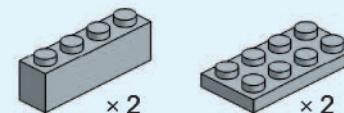
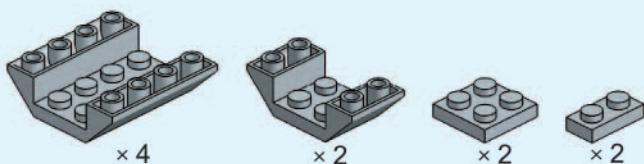
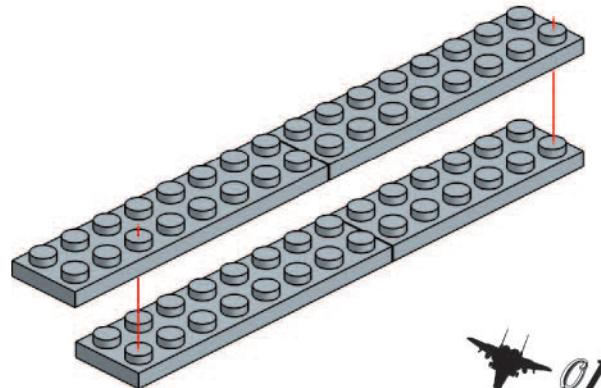
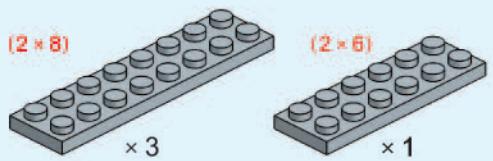
Missiles : Missile AIM-7M Sparrow
Missile AIM-120 AMRAAM
Missile AIM-9 Sidewinder

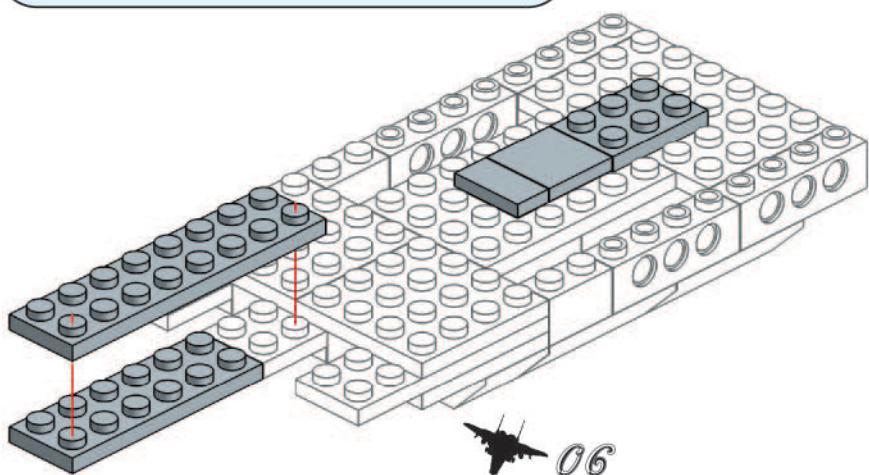
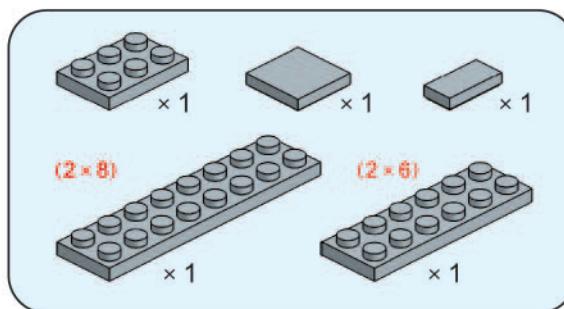
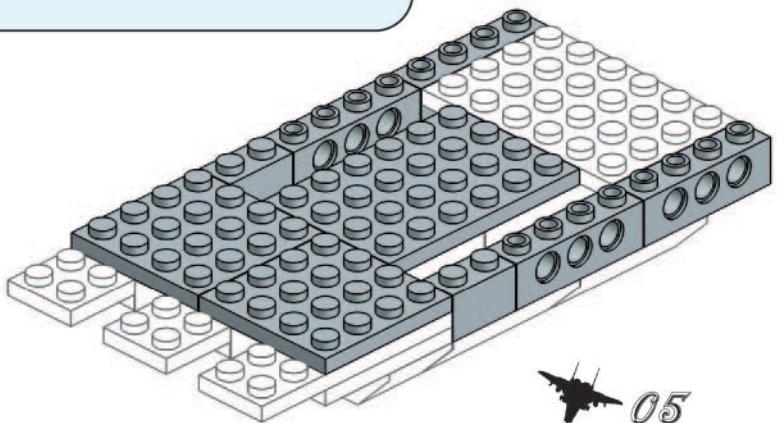
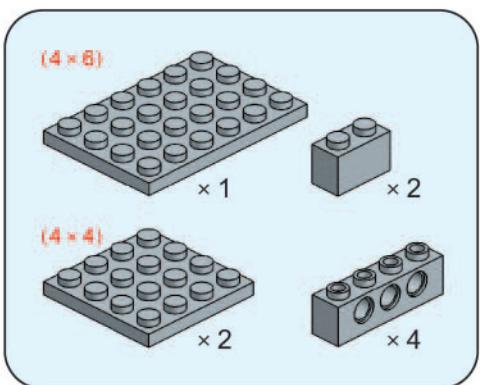
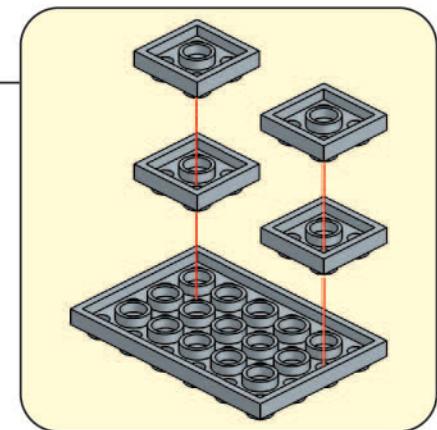
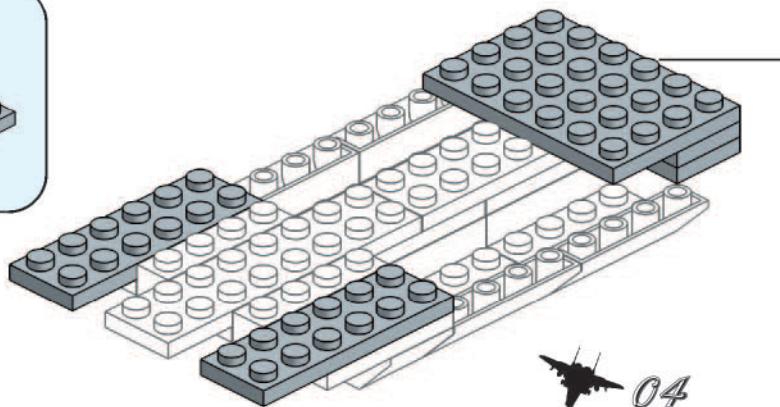
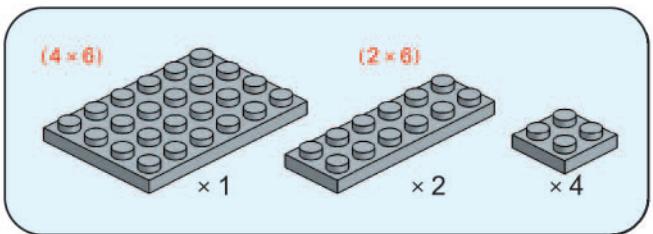


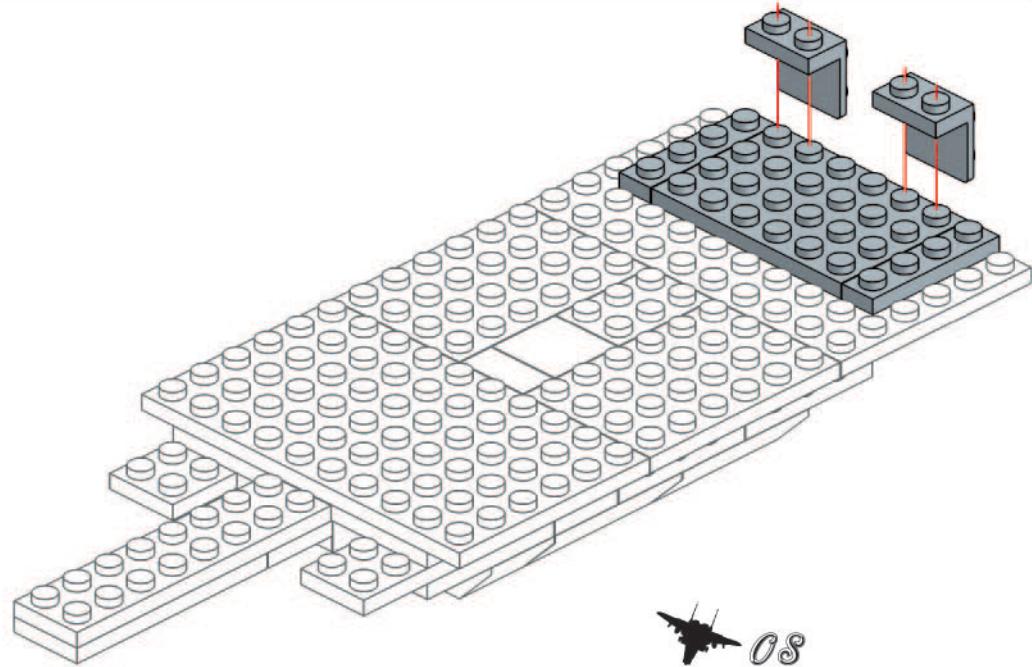
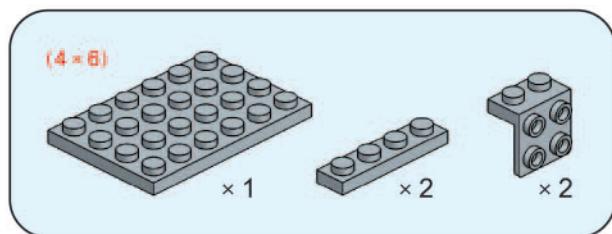
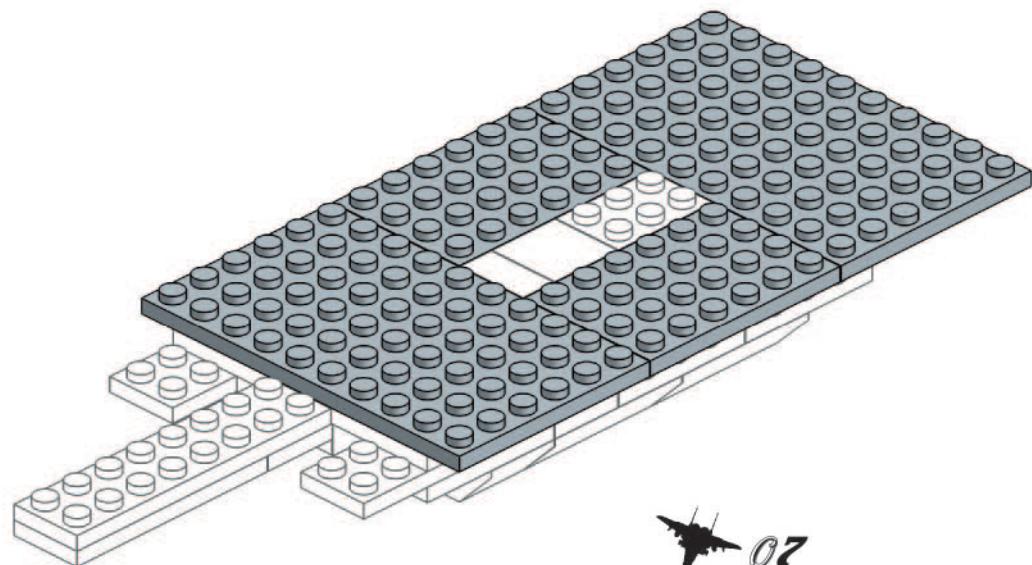
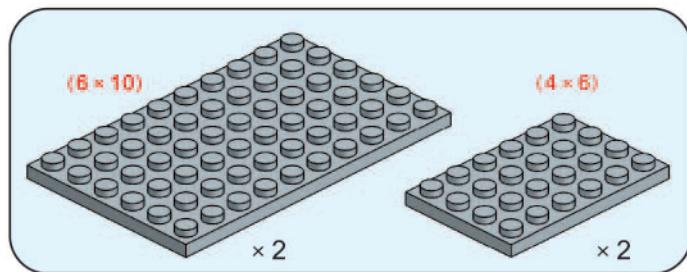


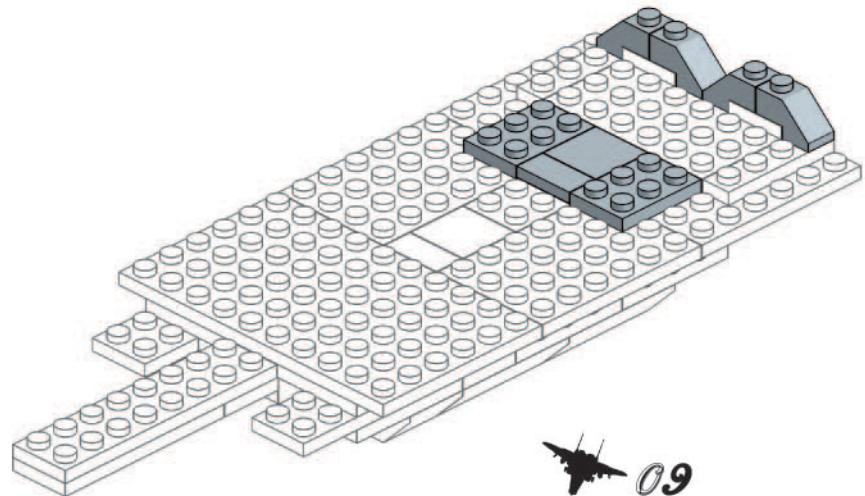
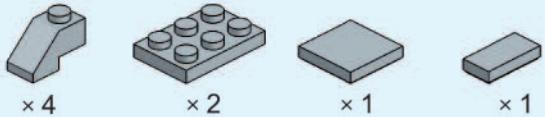
Accessories figures of the F15 Eagle fighter - 2 / Images des accessoires du chasseur F-15 Eagle - 2



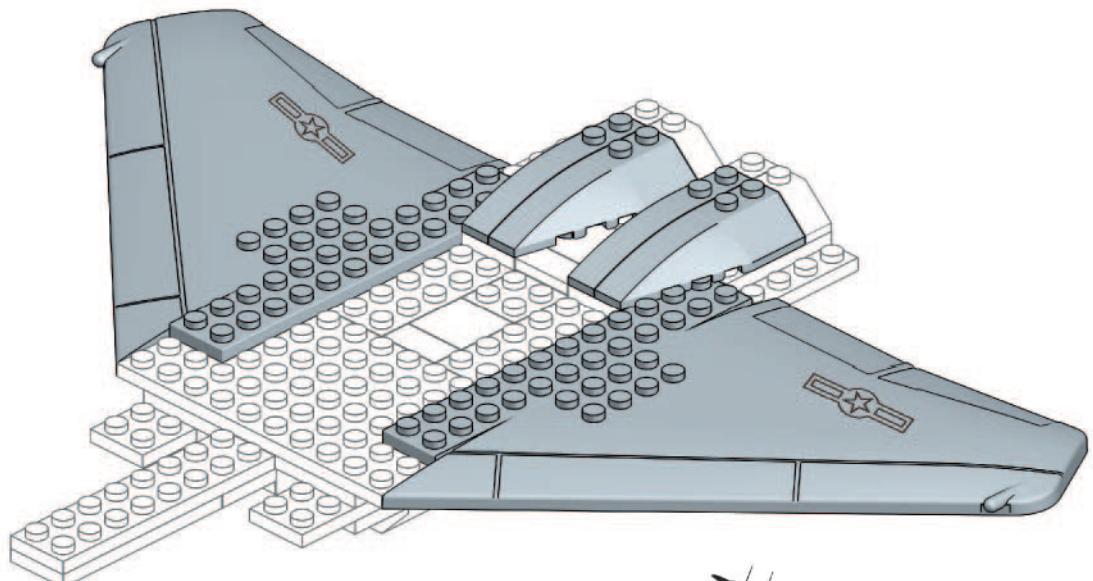
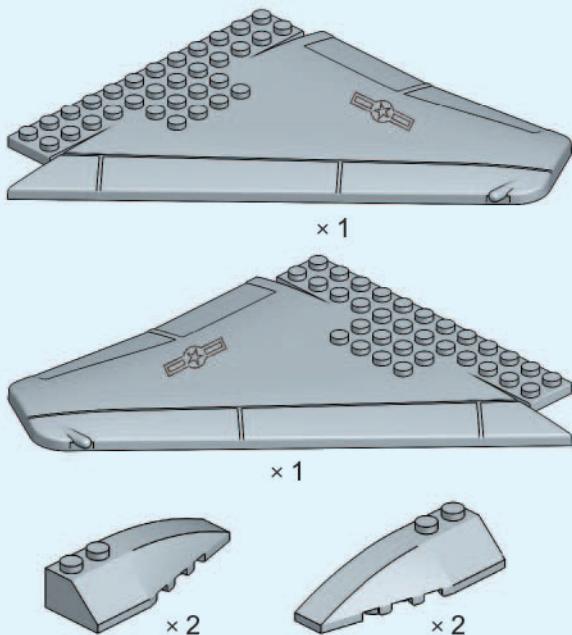






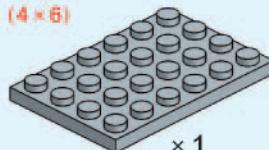


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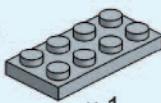


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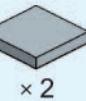
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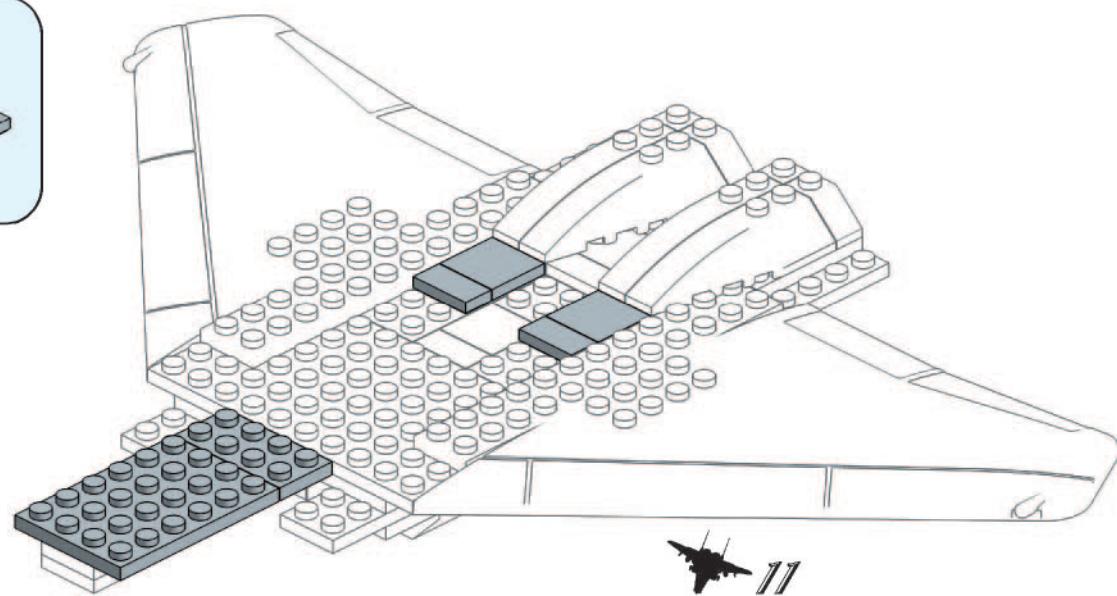
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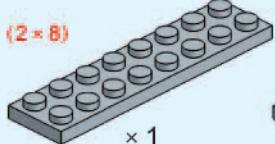
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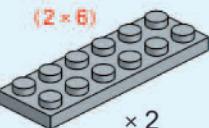


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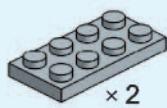


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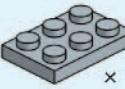
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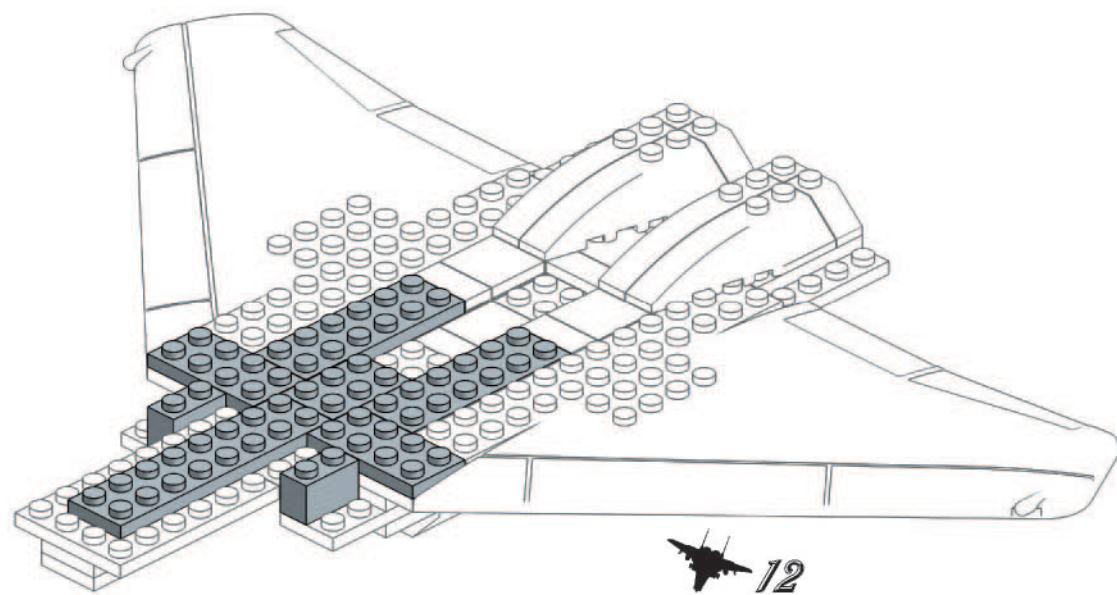
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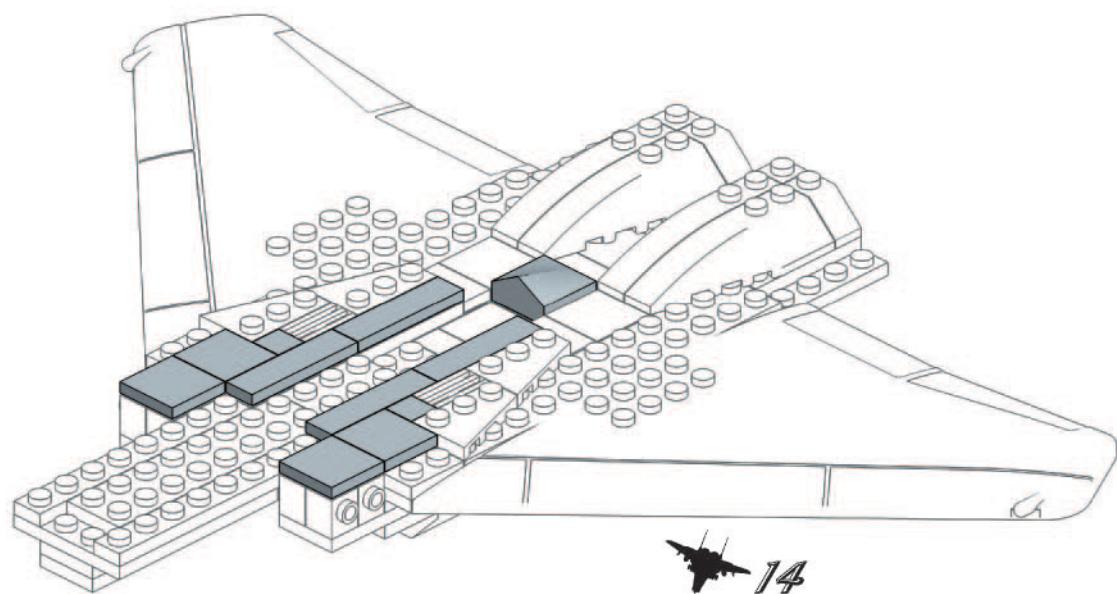
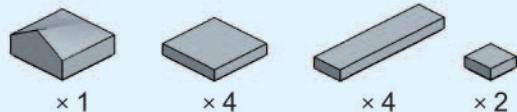
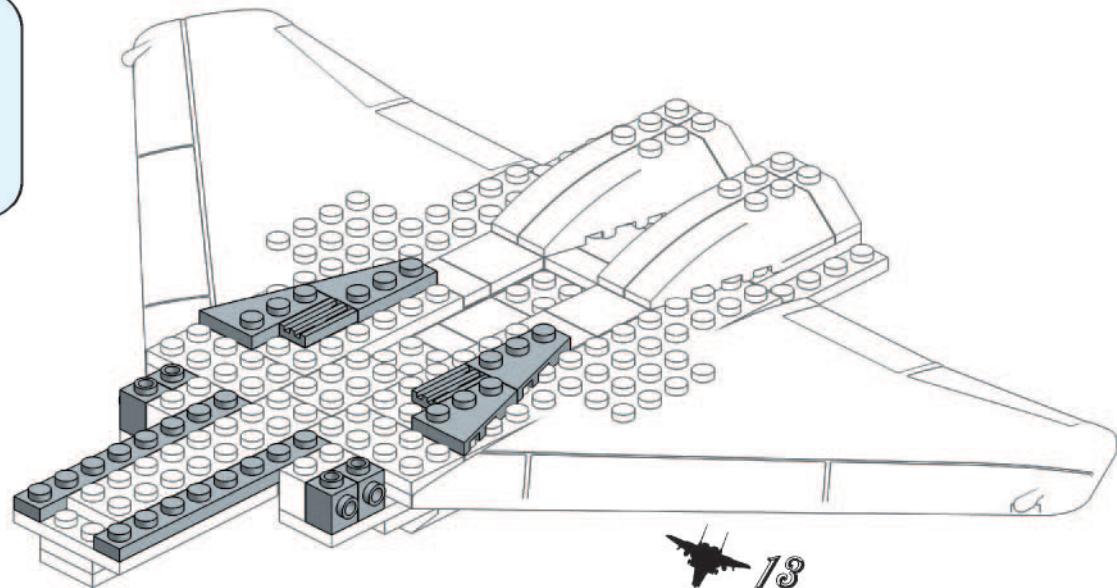
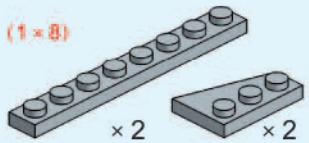


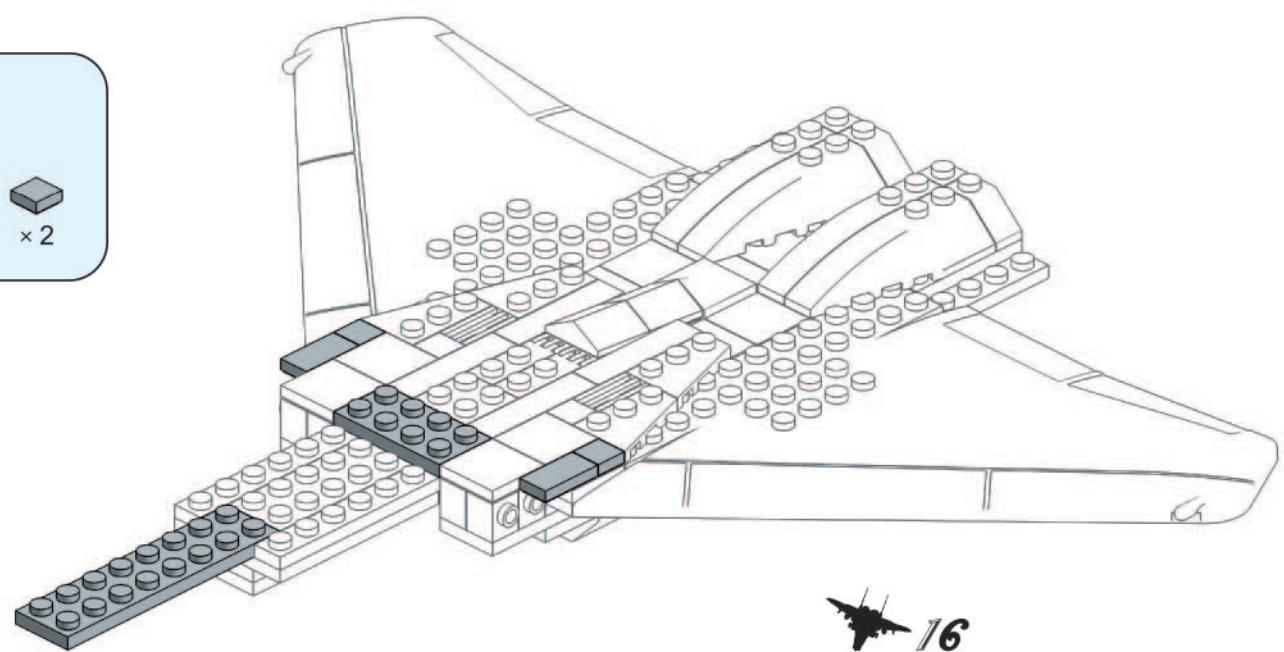
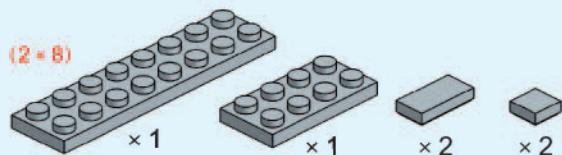
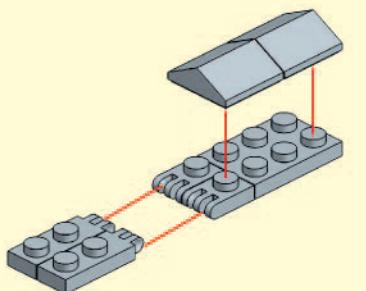
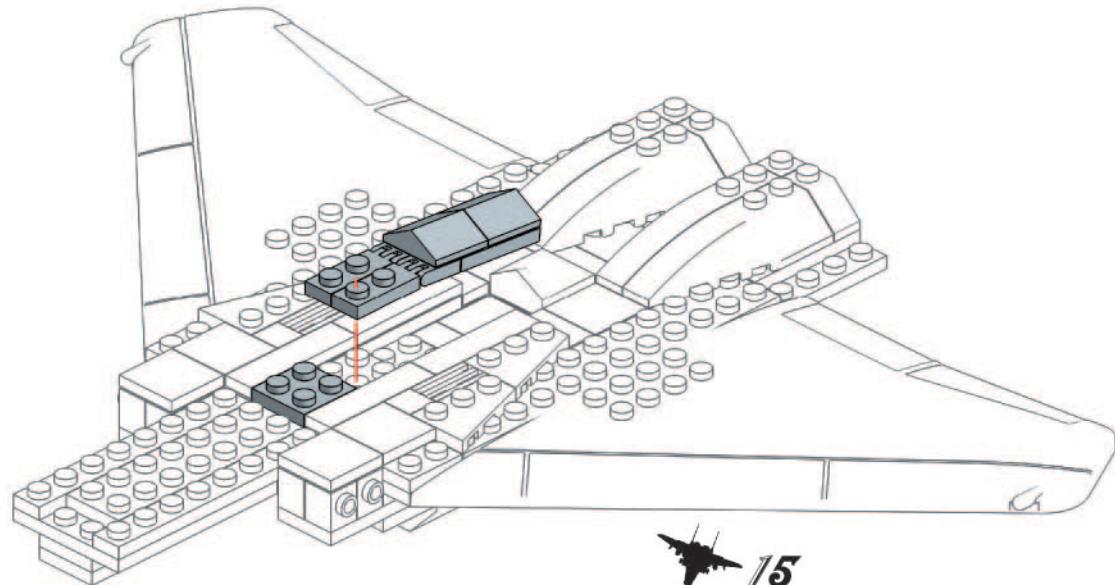
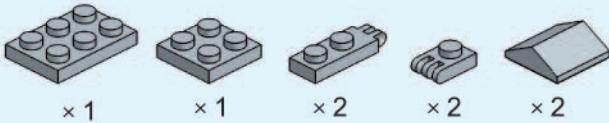
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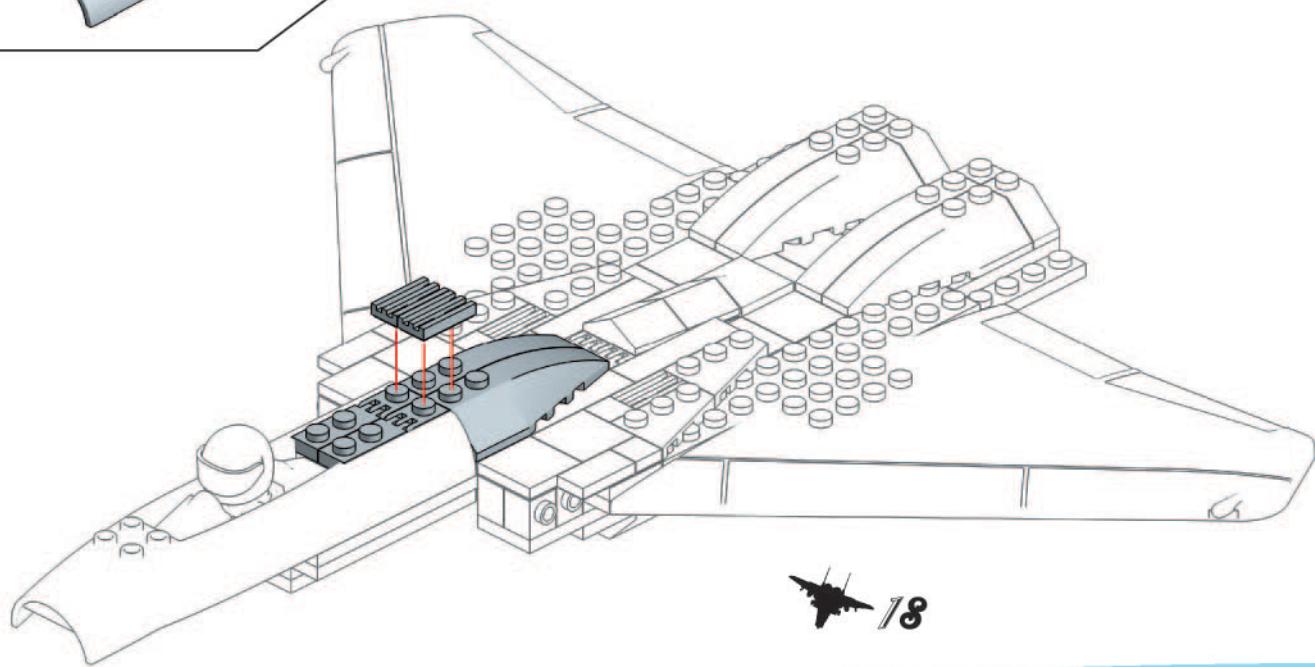
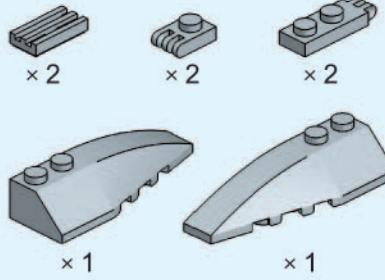
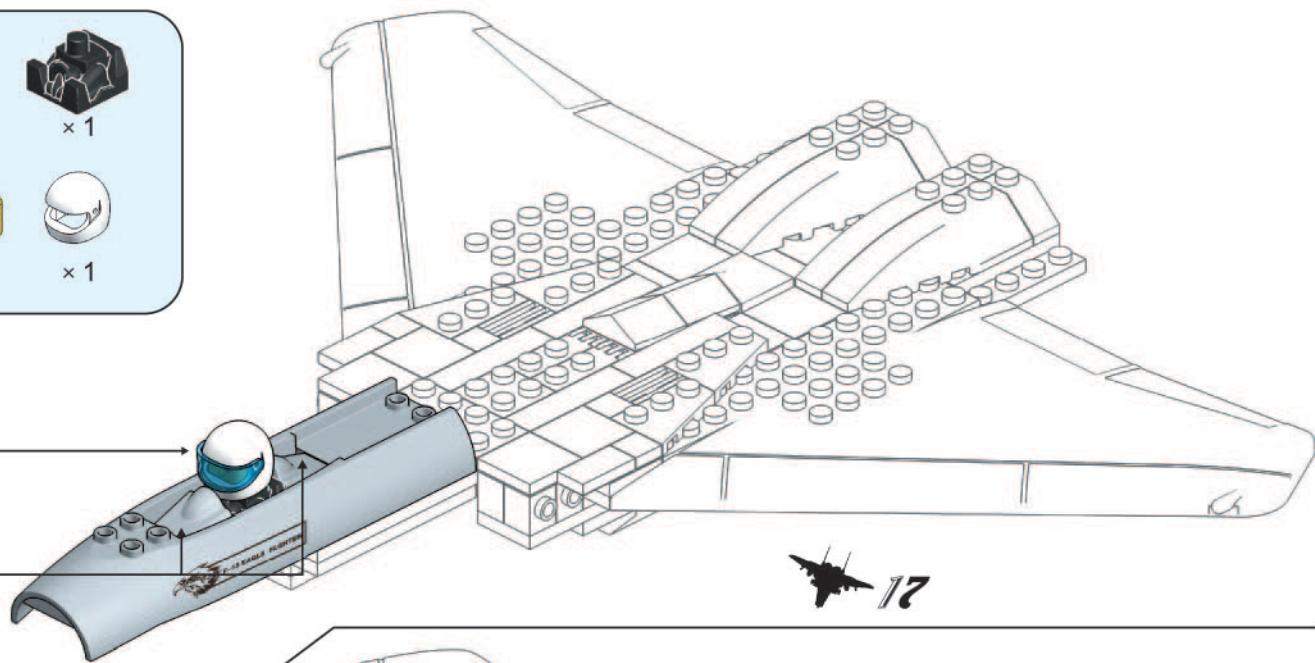
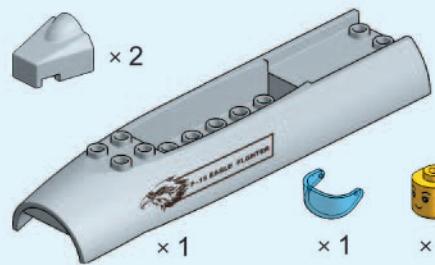


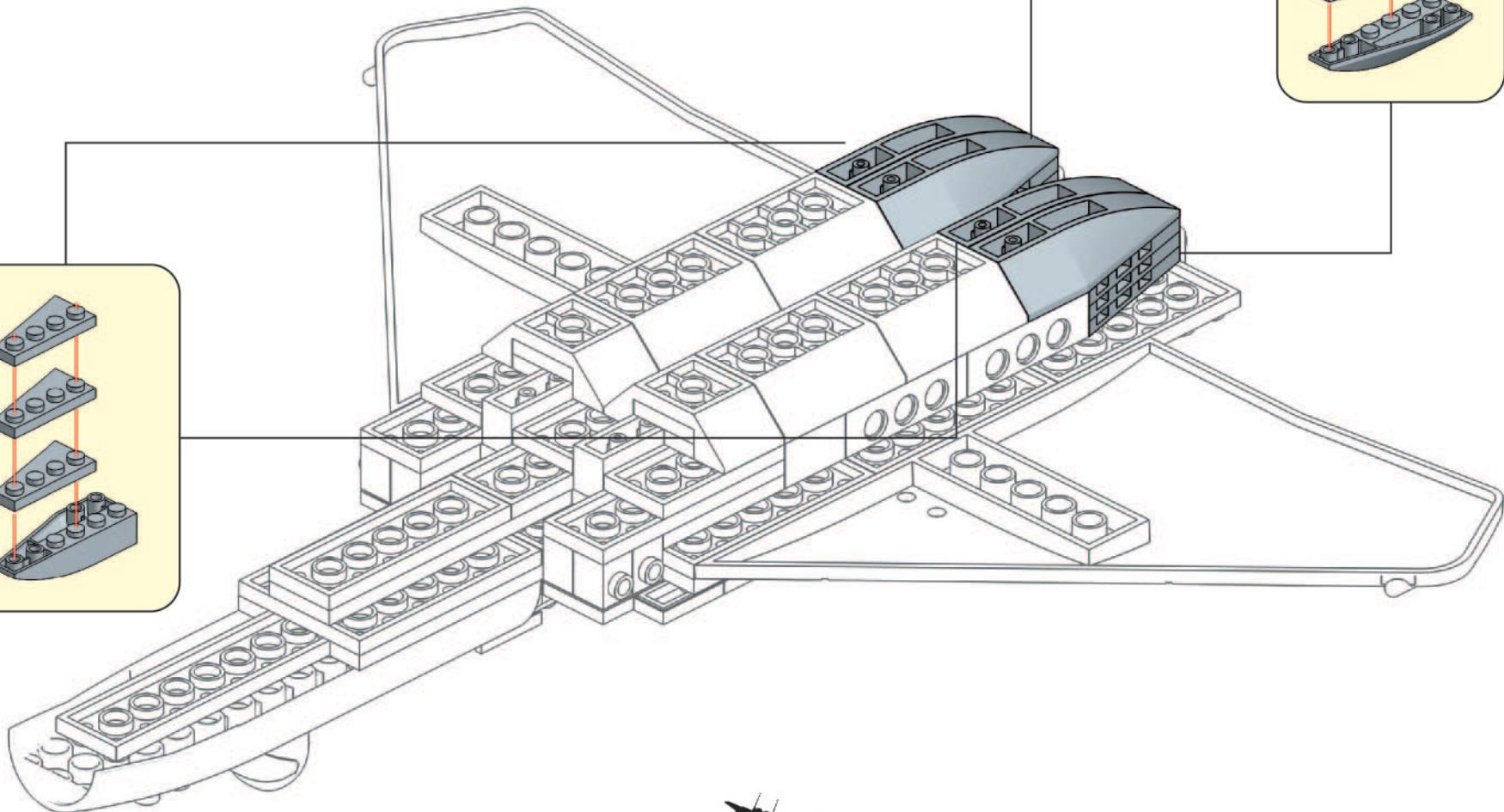
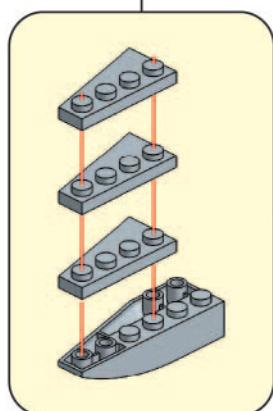
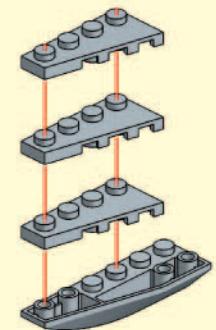
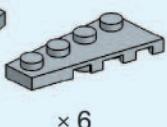
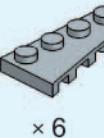
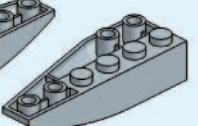
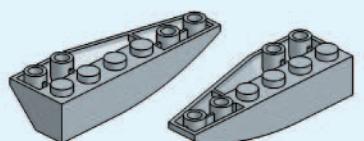
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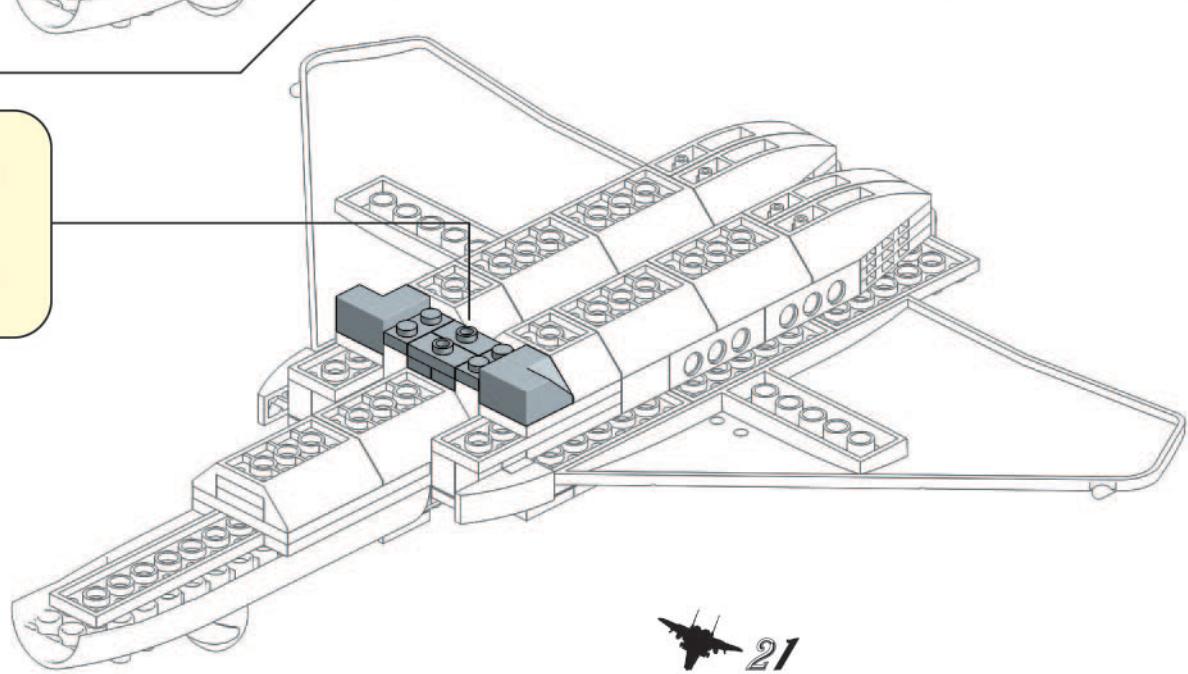
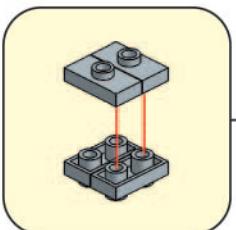
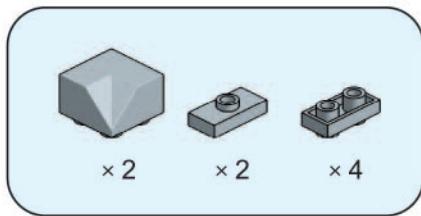
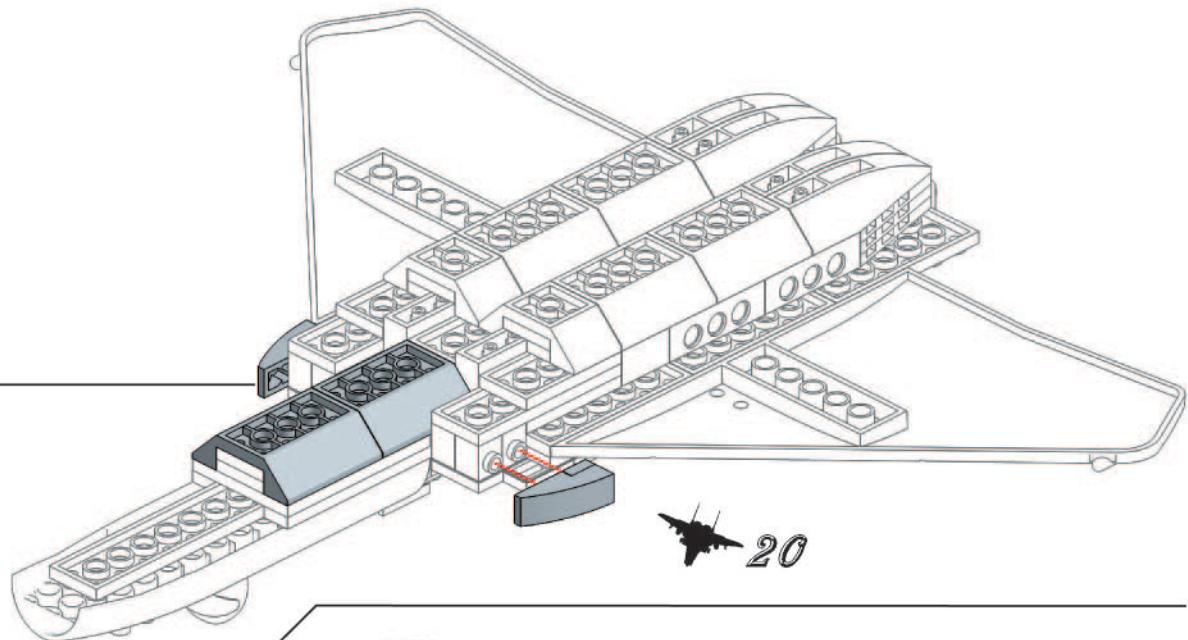
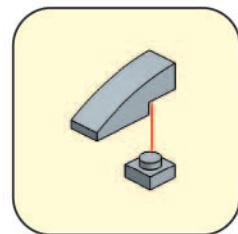
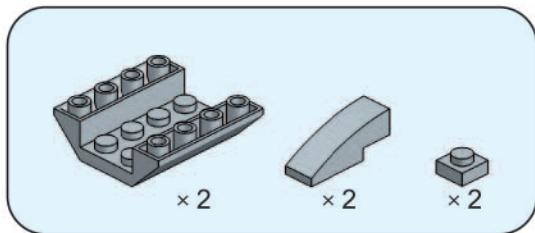


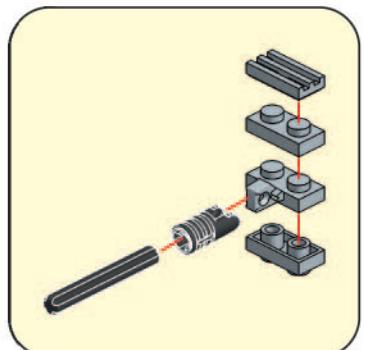
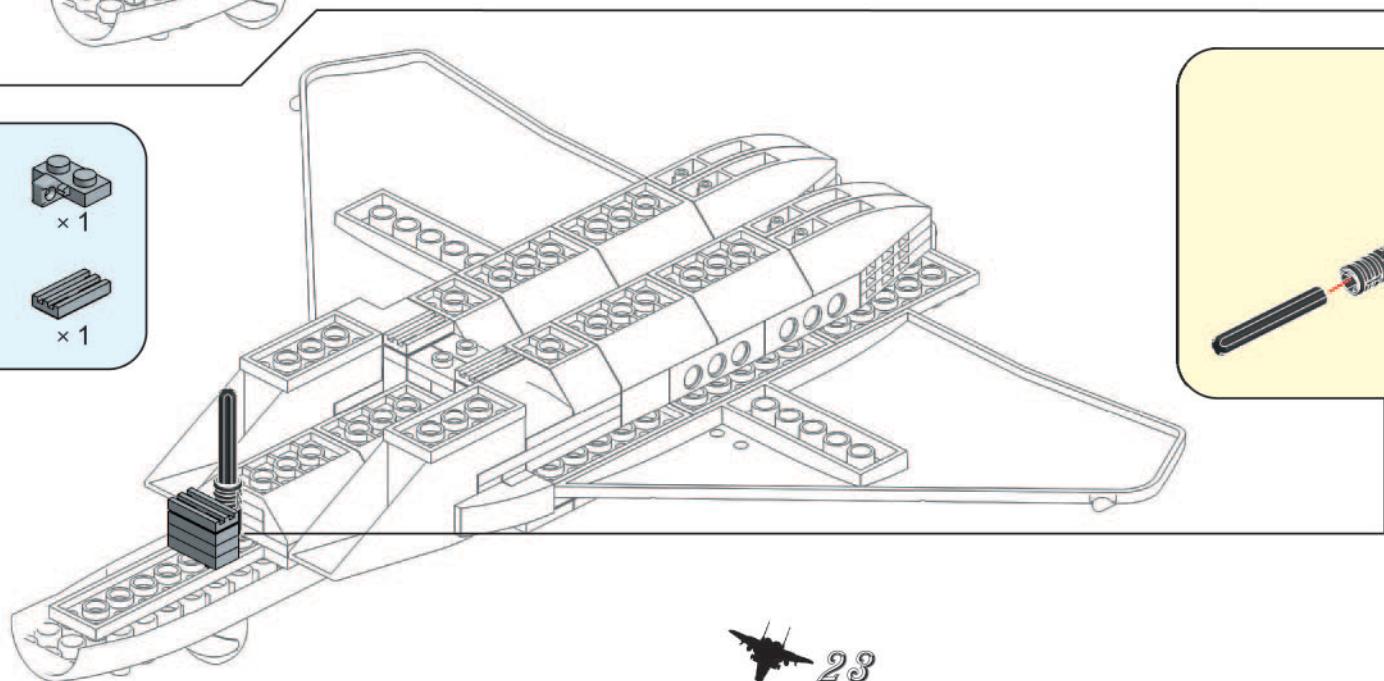
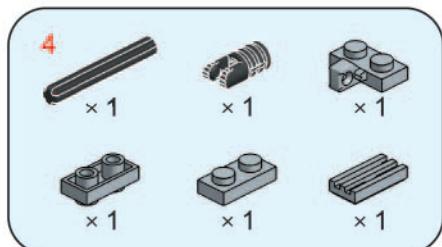
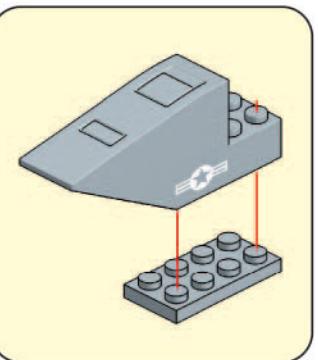
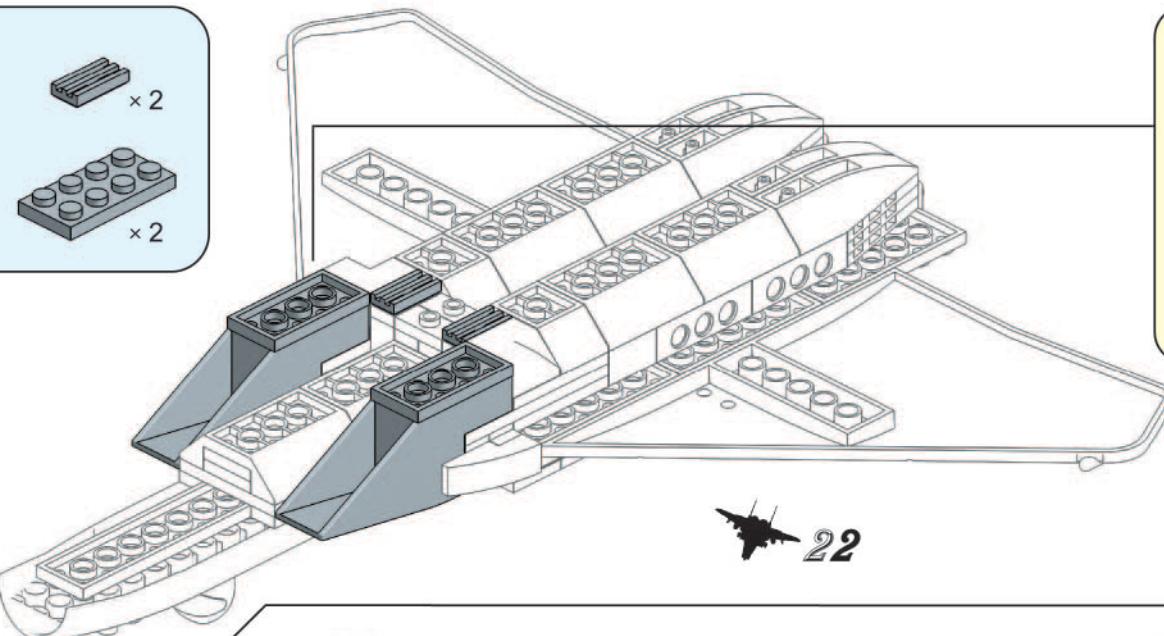
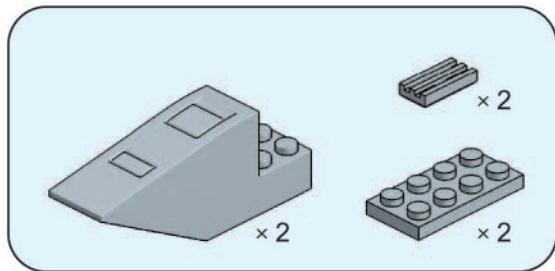


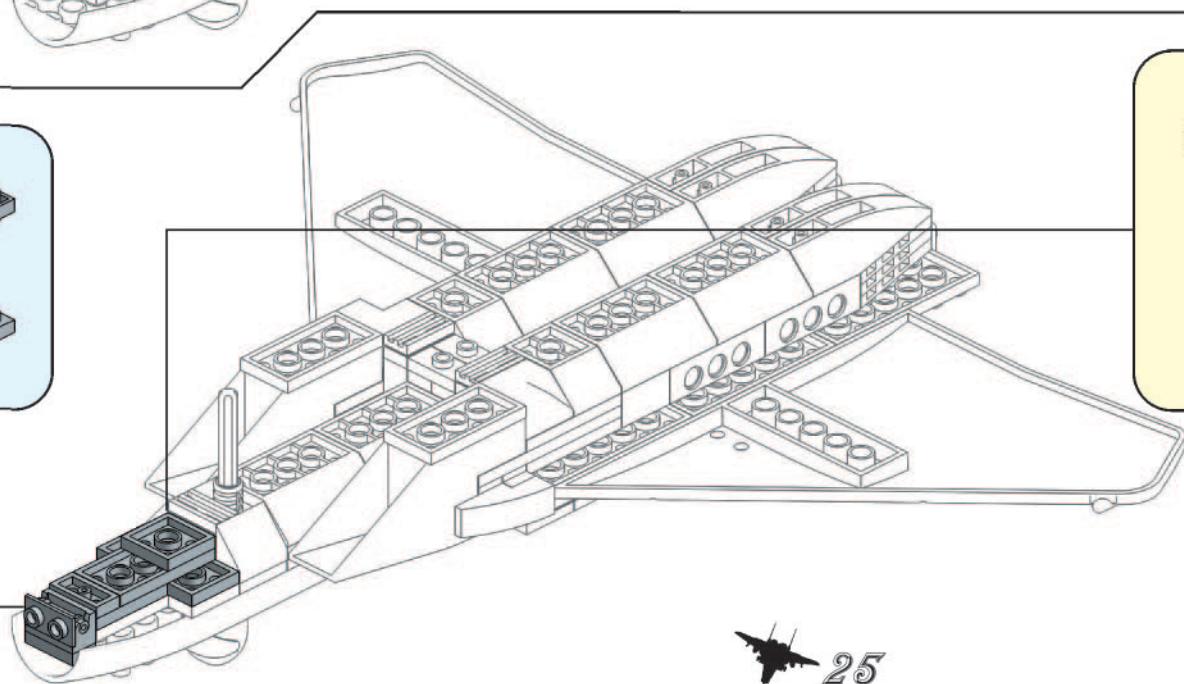
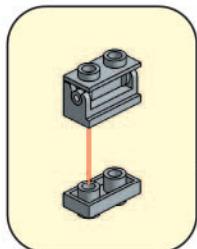
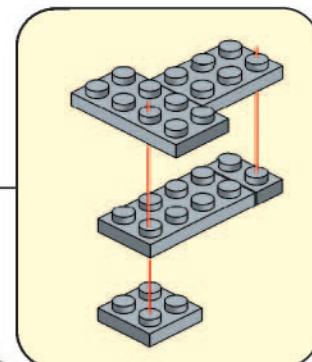
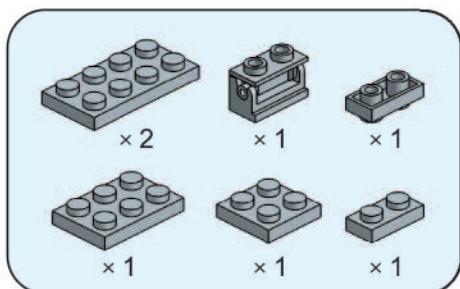
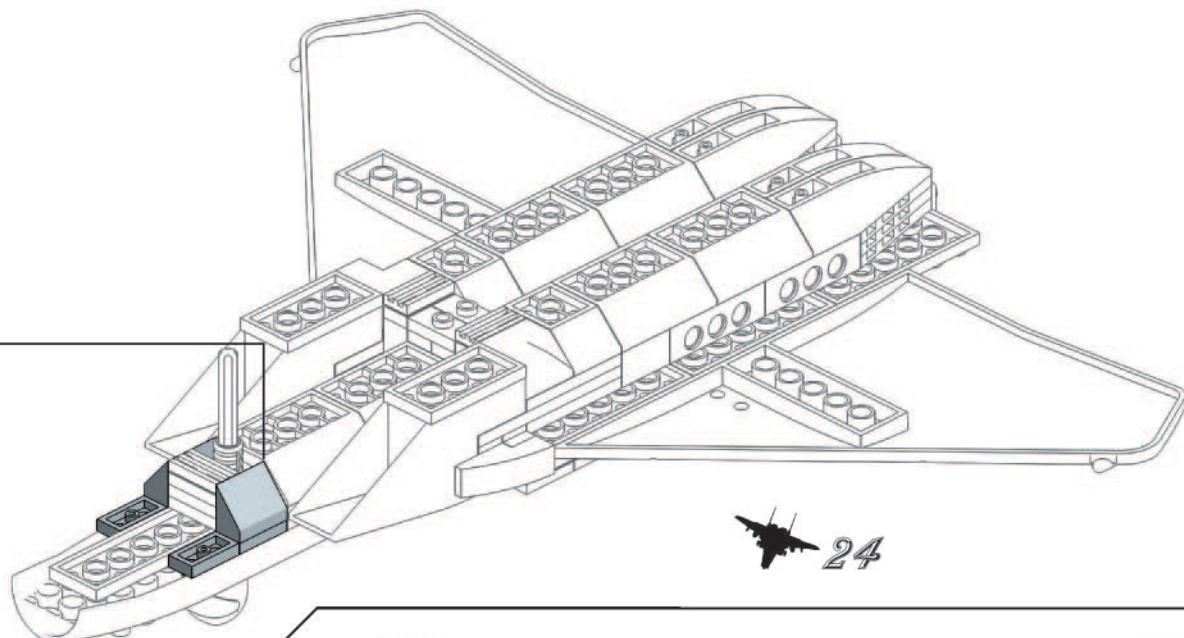
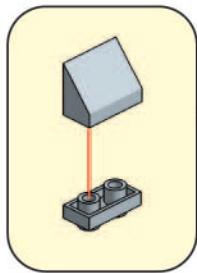
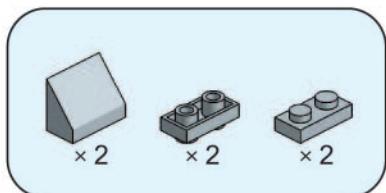


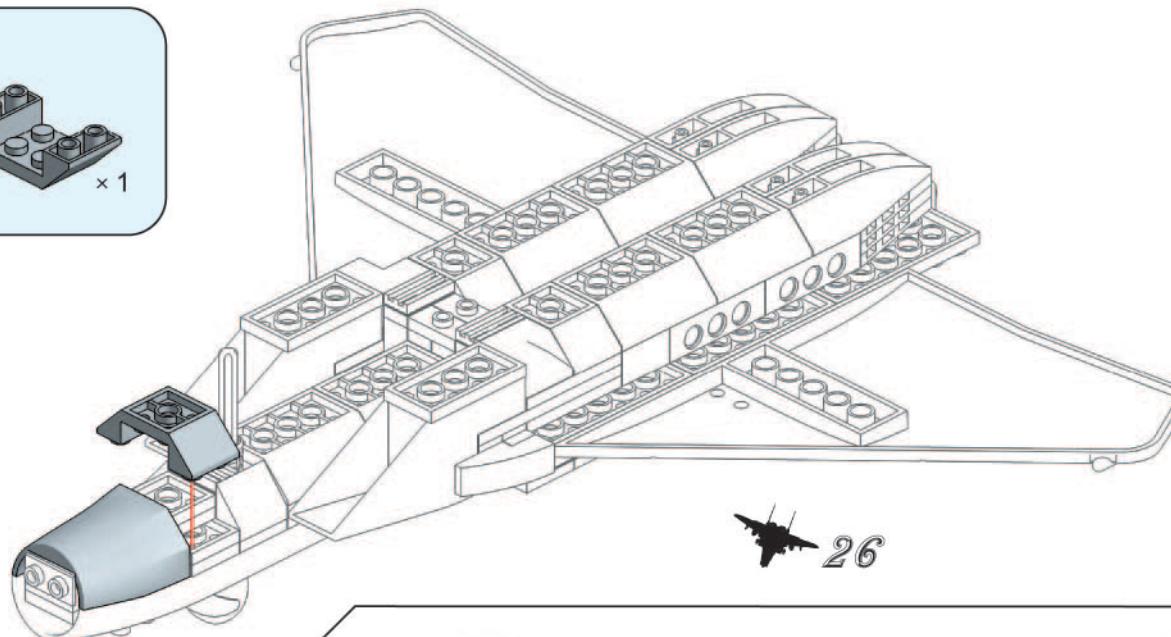
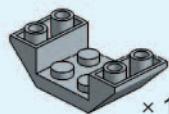
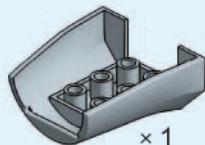


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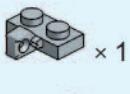




jet 26



x 2



x 1

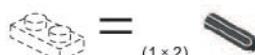


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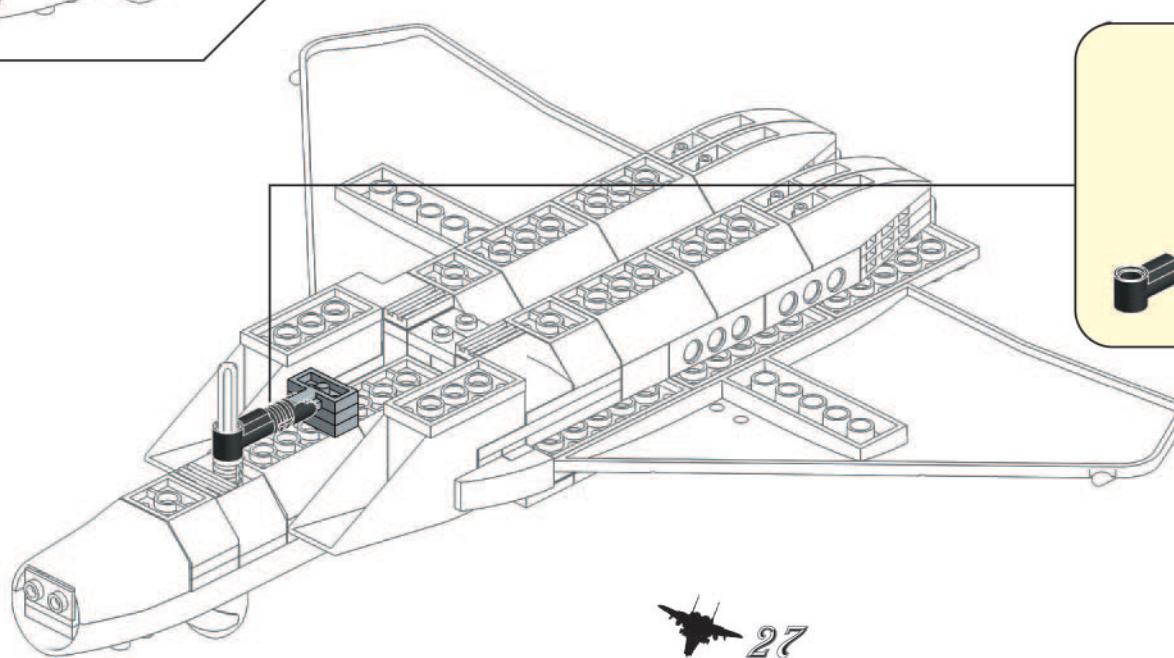


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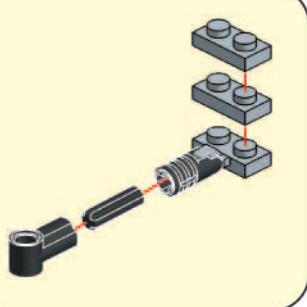
Length comparison /
Comparaison des longueurs

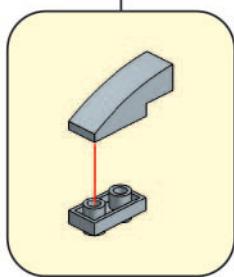
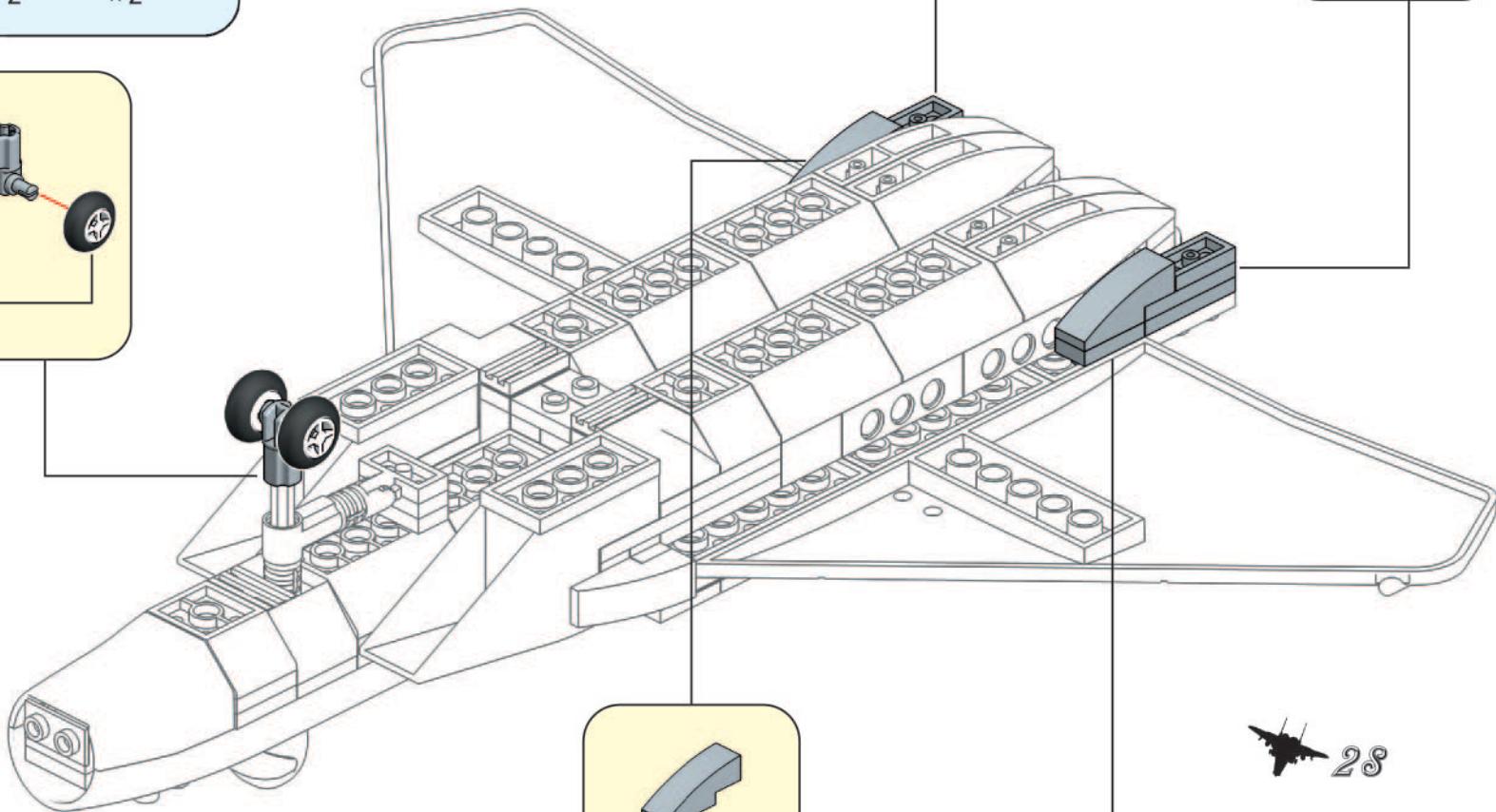
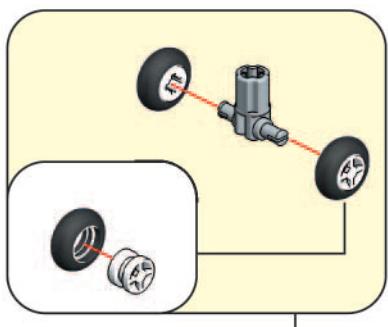
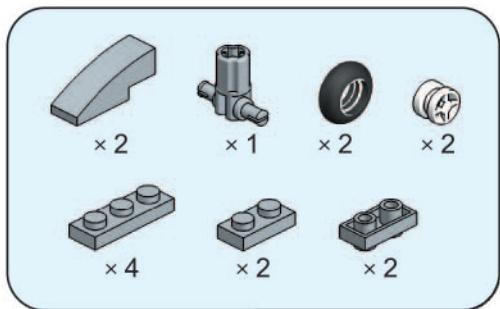


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jet 27



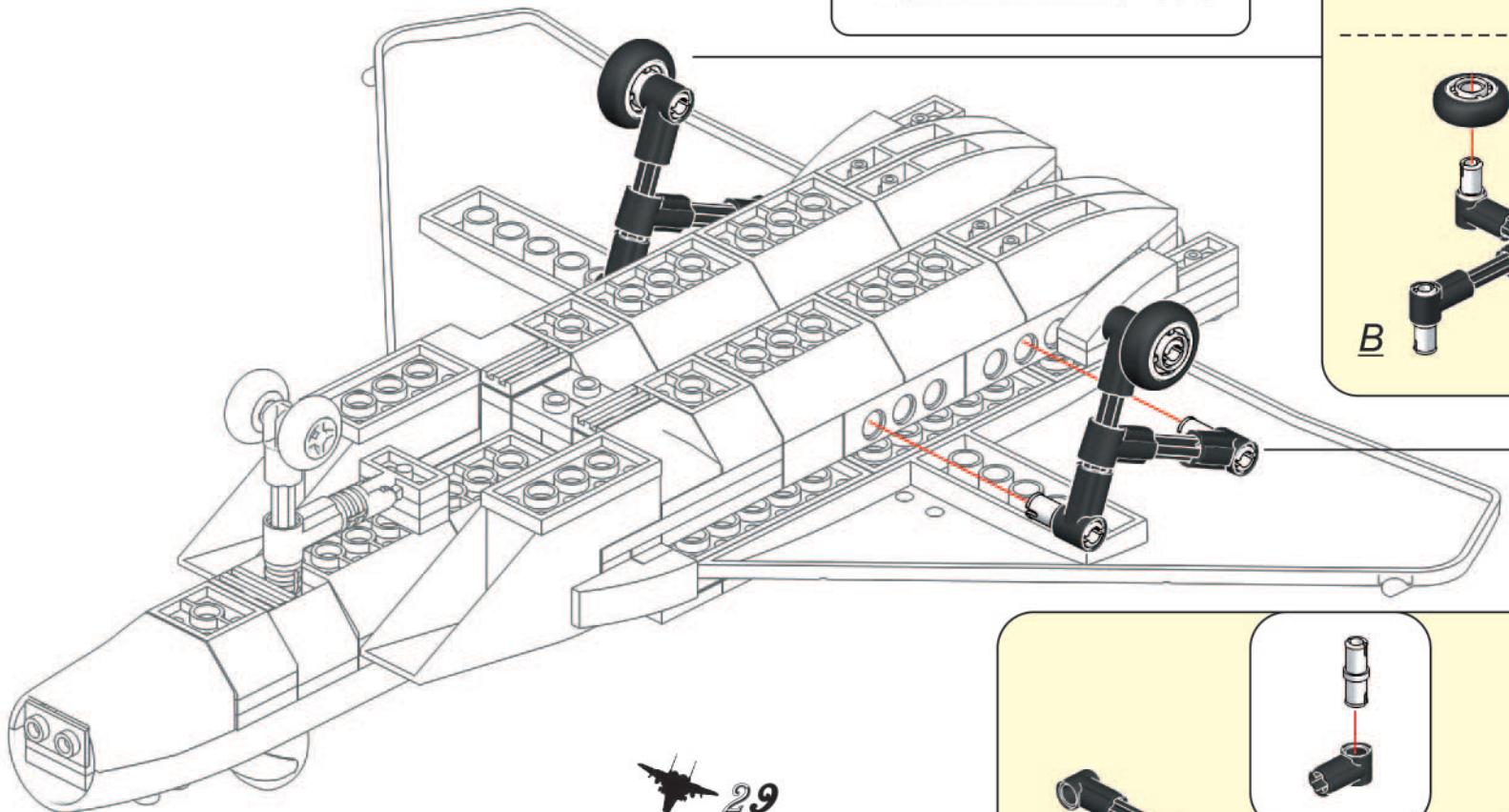




Length comparation /
Comparaison des longueurs

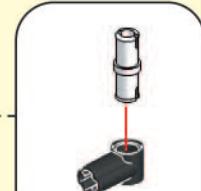


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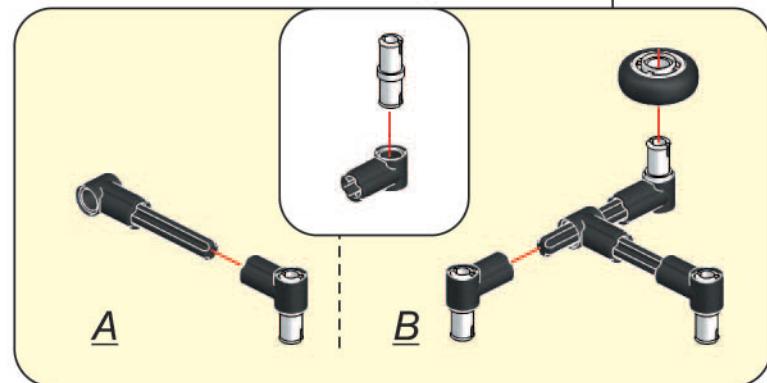


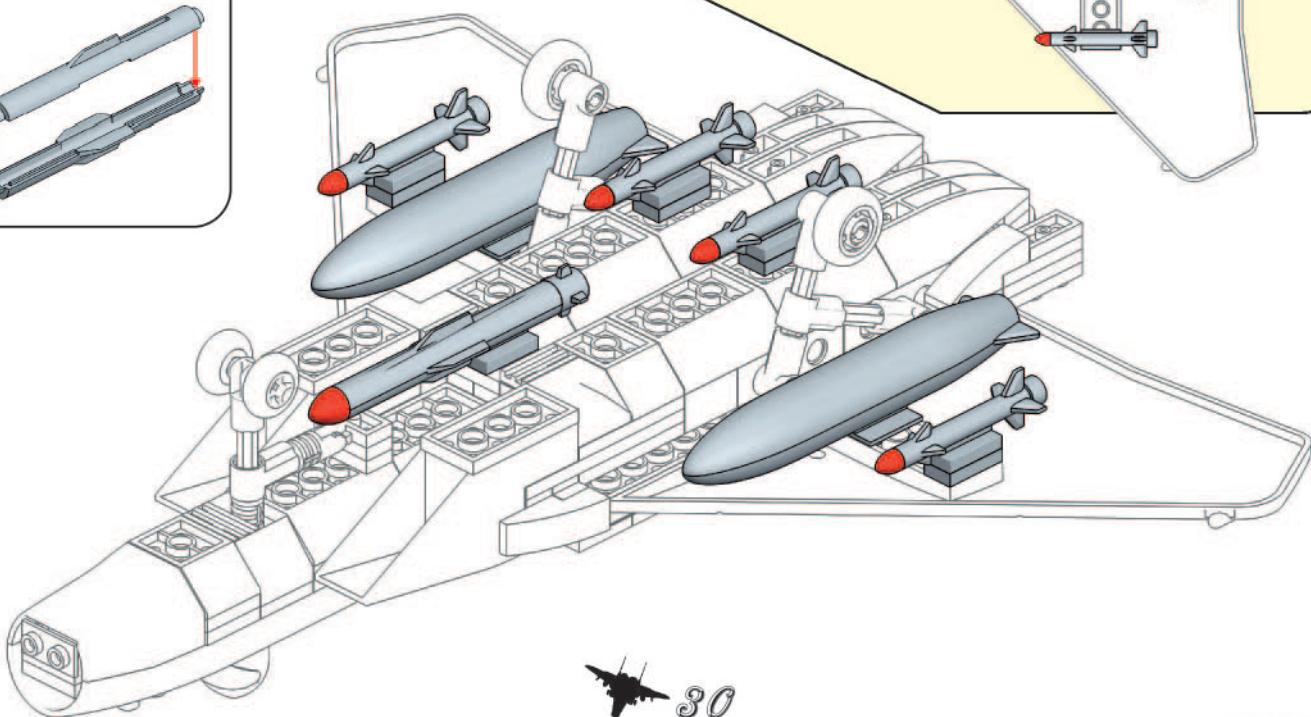
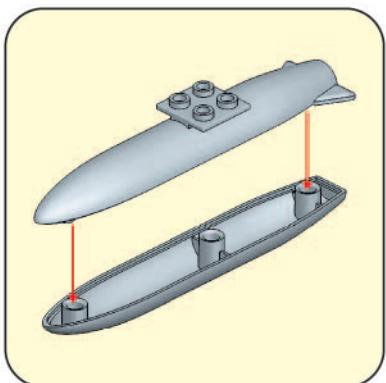
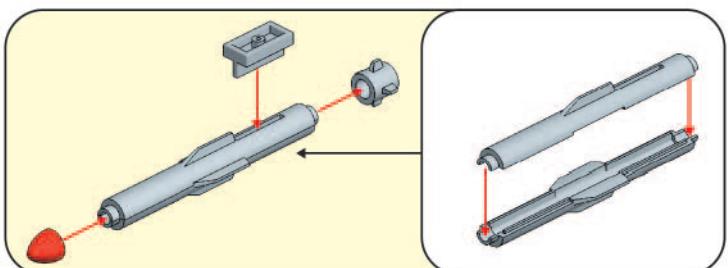
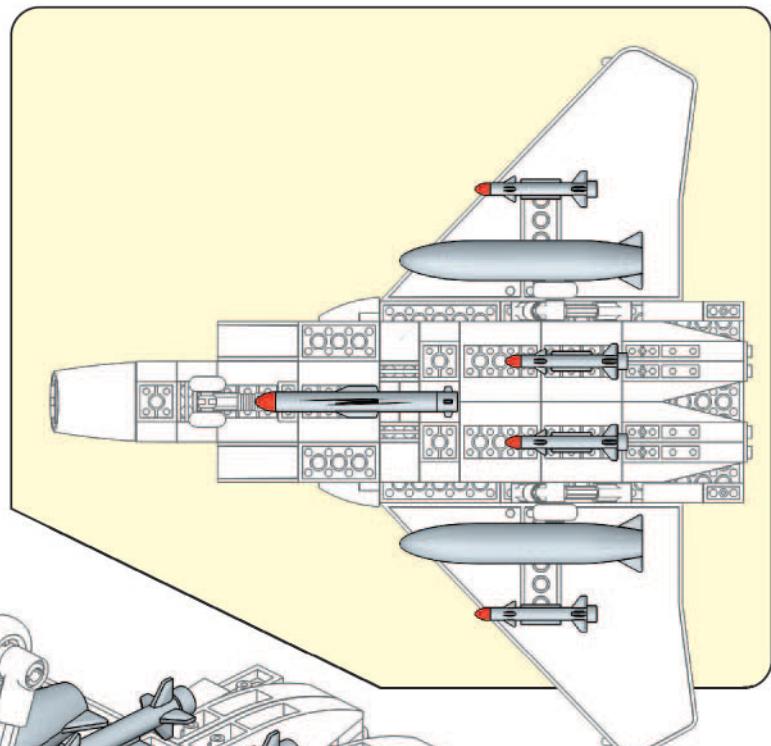
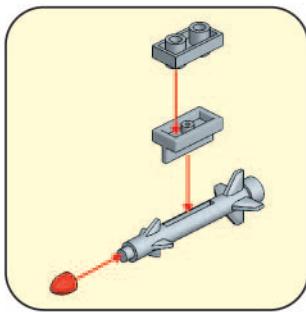
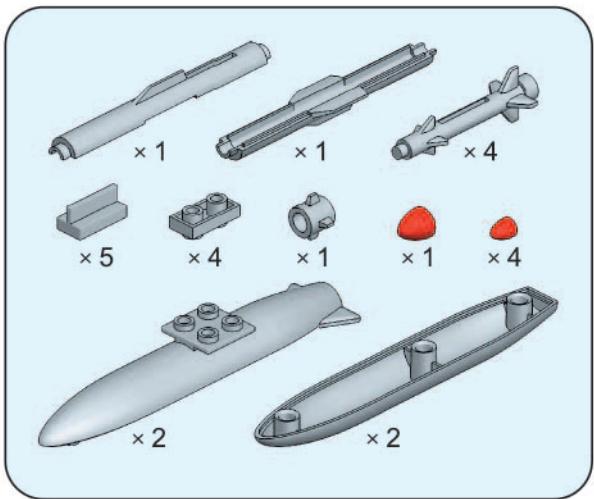
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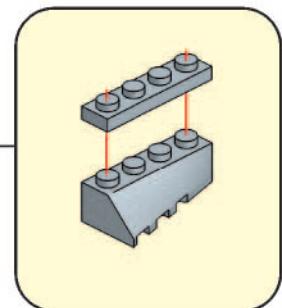
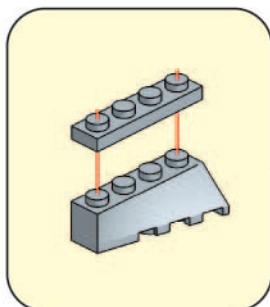
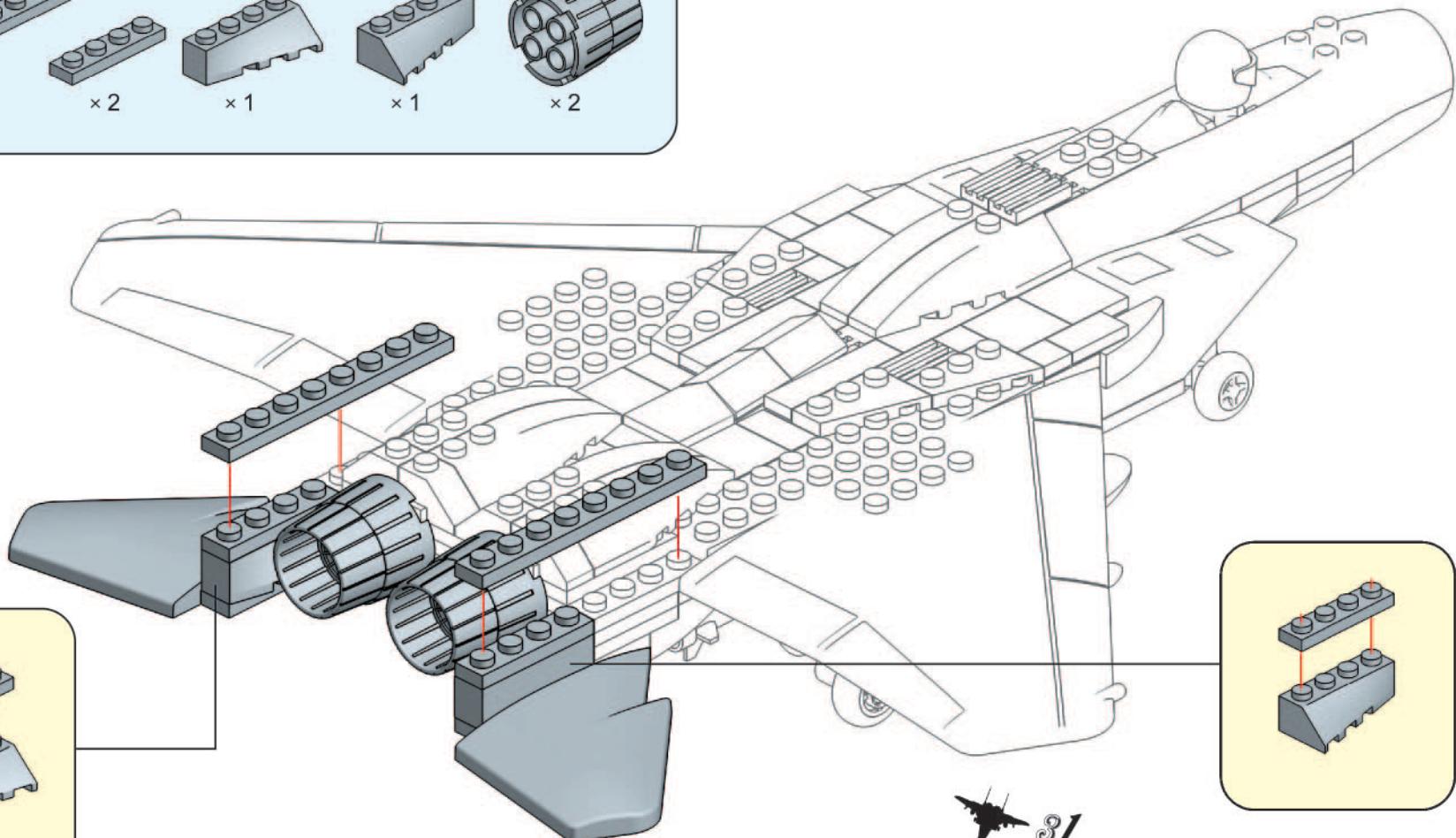
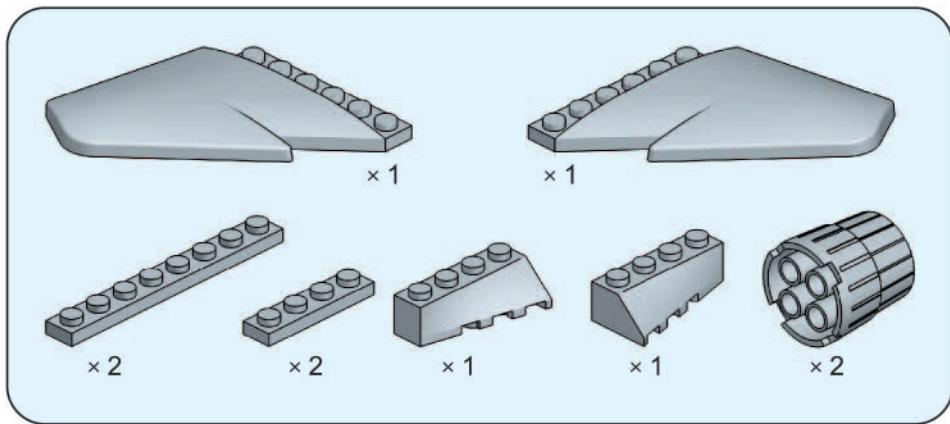
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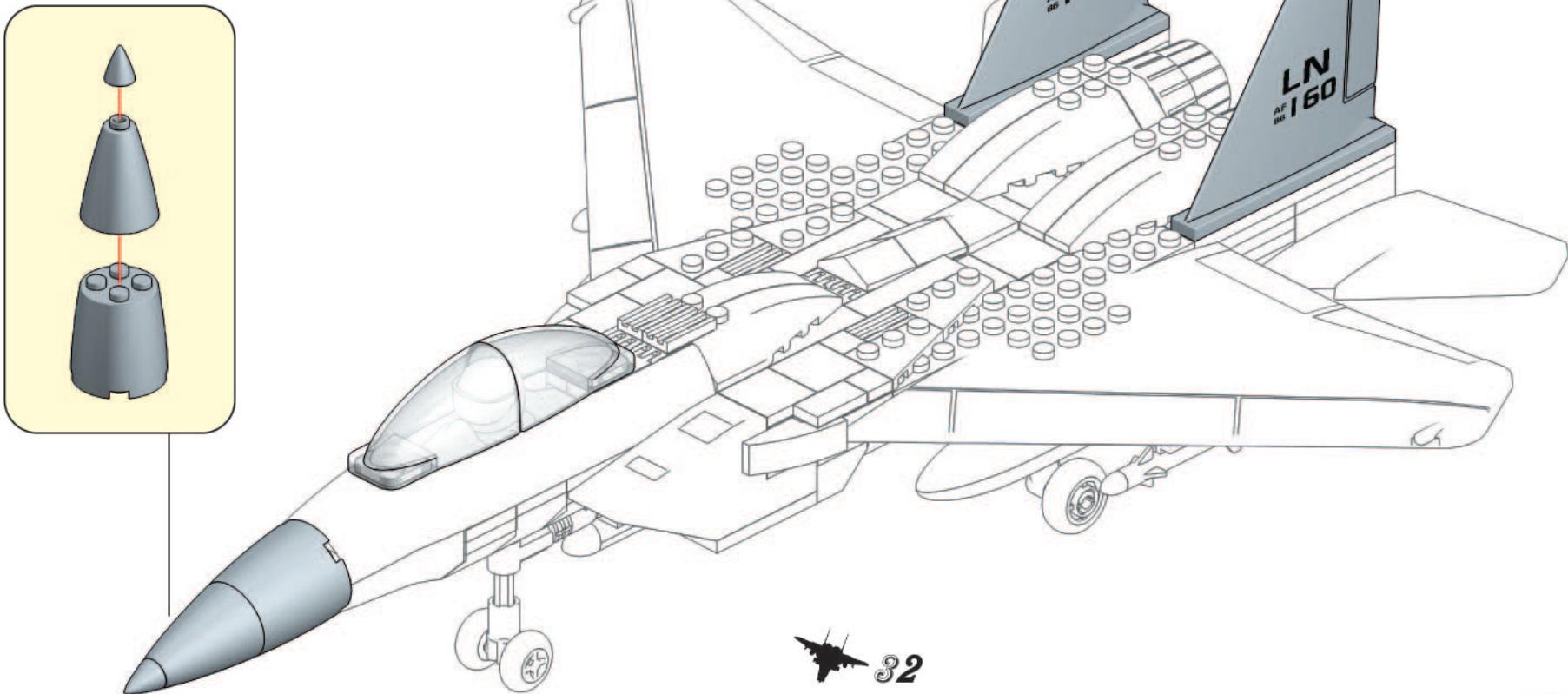
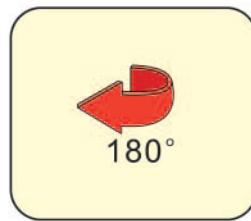
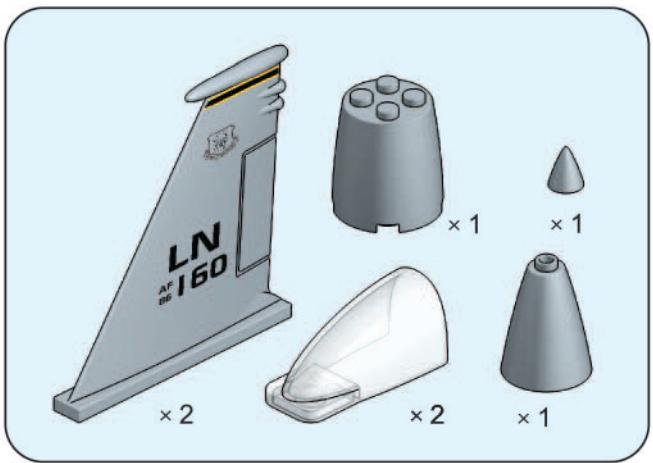


B









THE F-15 EAGLE FIGHTER

INTRODUCTION

The Boeing F-15 Eagle is an American twin-engine, all-weather tactical fighter aircraft designed by McDonnell Douglas (now Boeing) to gain and maintain air supremacy in aerial combat. Following reviews of proposals, the United States Air Force selected McDonnell Douglas' design in 1967 to meet the service's need for a dedicated air superiority fighter. The Eagle first flew in July 1972, and entered service in 1976. It is among the most successful modern fighters, with over 100 victories and no losses in aerial combat, with the majority of the kills by the Israeli Air Force. The Boeing F-15 Eagle has been exported to Israel, Japan, and Saudi Arabia. The F-15 was originally envisioned as a pure air superiority aircraft. Its design included a secondary ground-attack capability that was largely unused. The aircraft design proved flexible enough that an all-weather strike derivative, the F-15E Strike Eagle, an improved and enhanced version which was later developed, entered service in 1989 and has been exported to several nations. The F-15 has an all-metal semi-monocoque fuselage with a large cantilever shoulder-mounted wing. The wing planform of the F-15 suggests a modified cropped delta shape with a leading-edge sweepback angle of 45°. Ailerons and a simple high-lift flap are located on the trailing edge. No leading-edge maneuvering flaps are utilized. This complication was avoided by the combination of low wing loading and fixed leading-edge camber that varies with spanwise position along the wing. Airfoil thickness ratios vary from 6% at the root to 3% at the tip. The empennage is metal and composite construction, with twin aluminium/composite material honeycomb structure vertical stabilizers with boron-composite skin, resulting in an exceptionally thin tailplane and rudders. Composite horizontal all-moving tails outboard of the vertical stabilizers move independently to provide roll control in some flight regimes. The F-15 has a spine-mounted air brake and retractable tricycle landing gear. It is powered by two Pratt & Whitney F100 axial compressor turbofan engines with afterburners, mounted side-by-side in the fuselage and fed by intake ramps. The cockpit is mounted high in the forward fuselage with a one-piece windscreen and large canopy for increased visibility and a 360° field of view for the pilot. The airframe began to incorporate advanced superplastically formed titanium components in the 1980s.

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LE V-22 OSPREY

LE F-15 EAGLE CHASSEUR



Le F-15 Eagle de Boeing est un avion de chasse tactique bimoteur conçu par McDonnell Douglas (aujourd'hui Boeing) pour maintenir une supériorité aérienne lors des combats aériens. Après l'étude de différents projets, la United States Air Force (Forces aériennes des États-Unis) sélectionna le concept de McDonnell Douglas en 1967 afin de répondre aux besoins d'un chasseur de supériorité aérienne. Le vol inaugural du F-15 Eagle eut lieu en juillet 1972 et il fut mis en service en 1976. Il possède un palmarès de chasse impressionnant avec plus de 100 victoires, dont la plupart, par les forces aériennes israéliennes. Aucun Eagle n'a été détruit en combat. Des F-15 Eagle de Boeing ont été exportés en Israël, au Japon et en Arabie Saoudite. À l'origine, le F-15 devait être un avion de supériorité aérienne. Il était doté de capacités d'attaques au sol secondaires qui n'étaient pas utilisées. Plus tard, une version d'attaque, le F-15E Strike Eagle, a été créée, grâce à l'extraordinaire polyvalence de ce chasseur intercepteur afin de donner à l'appareil une capacité multirôle et d'attaque en tout temps. Il a été mis en service en 1989 et il est exporté dans plusieurs nations. Le F-15 a un fuselage métallique semi-monocoque avec une aile cantilever surélevée. La forme en plan de l'aile du F-15 dénote une forme triangulaire modifiée avec un angle de flèche des ailes de 45° au bord d'attaque. Les ailerons et le volet hypersustentateur se situent sur le bord de fuite. Il n'y a pas de volet de manœuvre de bord d'attaque. Il a été possible d'éviter cette complication en combinant une faible charge alaire et une cambrure du bord d'attaque fixe qui varie en fonction de l'envergure le long de l'aile. Le ratio du profil aérodynamique varie entre 6 % à son emplanture et 3 % à l'extrémité. L'empennage est en métal et en composite, avec des stabiliseurs verticaux dotés d'une structure double en nid d'abeille en aluminium/ composite, avec un revêtement de composite armé de fibre de verre. Ce qui en résulte est un empennage et des gouvernes de direction exceptionnellement fins. Les composantes horizontales des empennages monoblocs extérieurs des stabiliseurs verticaux se déplacent indépendamment pour permettre un contrôle du roulis lors de certaines manœuvres en vol. Le F-15 est équipé d'un système de freinage pneumatique monté sur son dos et d'un train d'atterrissement tricycle escamotable. La propulsion est assurée par deux réacteurs à double flux Pratt & Whitney F100 avec postcombustion, alimentés par deux entrées d'air à géométrie variable. Les deux réacteurs sont montés côté à côté dans le fuselage. Le poste de pilotage est installé au-dessus de la partie avant du fuselage avec un pare-brise d'une seule pièce et une large verrière, ce qui permet une visibilité accrue et un champ de vision de 360° pour le pilote. Des composants de titane de forme superplastique avancé ont commencé à être incorporés à la cellule dans les années 1980.



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