

Ilyushin Il-76 "Candid"

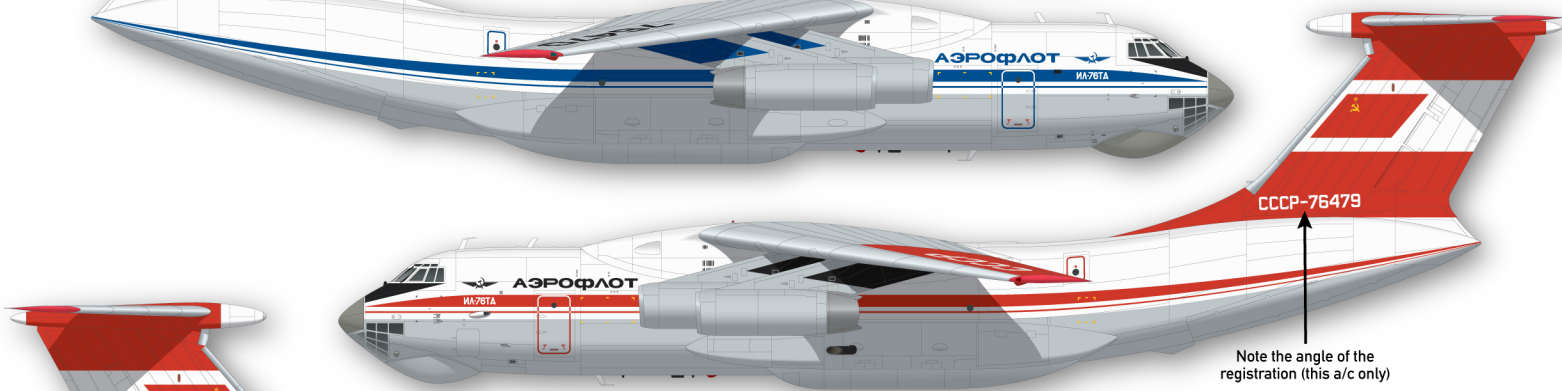
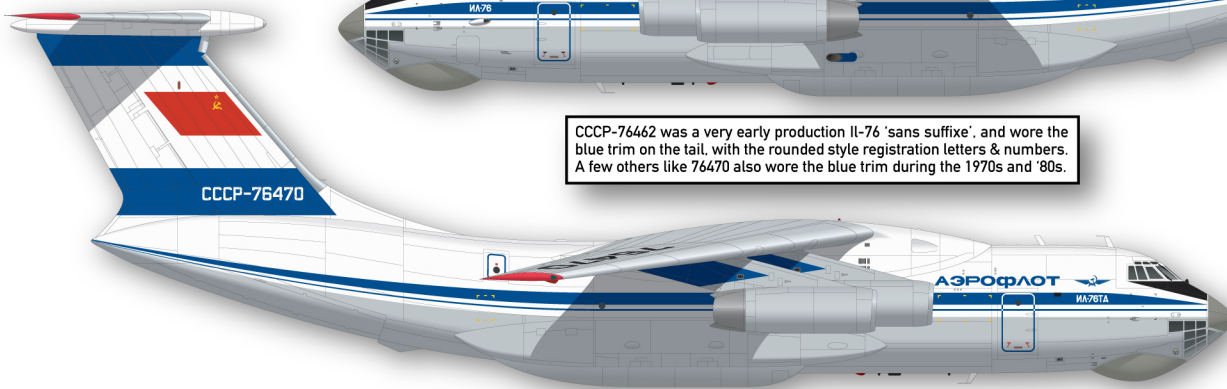
Aeroflot Soviet Airlines



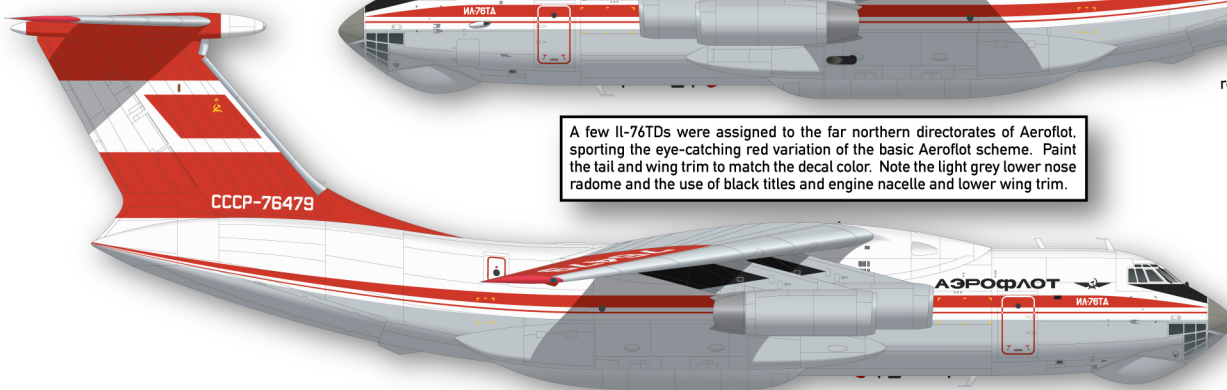
Aeroflot was, naturally, the largest operator of the Il-76. From the earliest deliveries until the end of production, Il-76s and their derivatives have sported Aeroflot colors despite their mixed civil-military use (the distinction was fuzzy in the USSR). Aside from the earliest aircraft, markings were remarkably consistent. A few even appeared in the red Arctic scheme with black engine and lower wing trim.



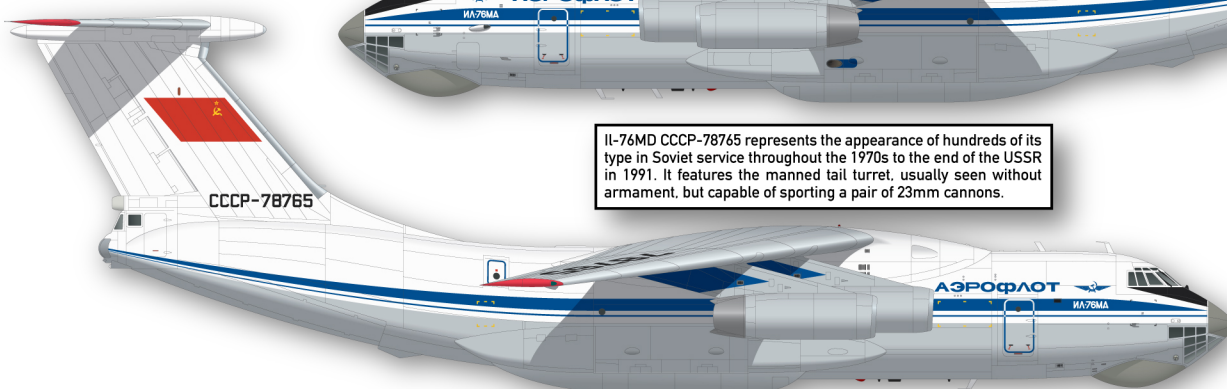
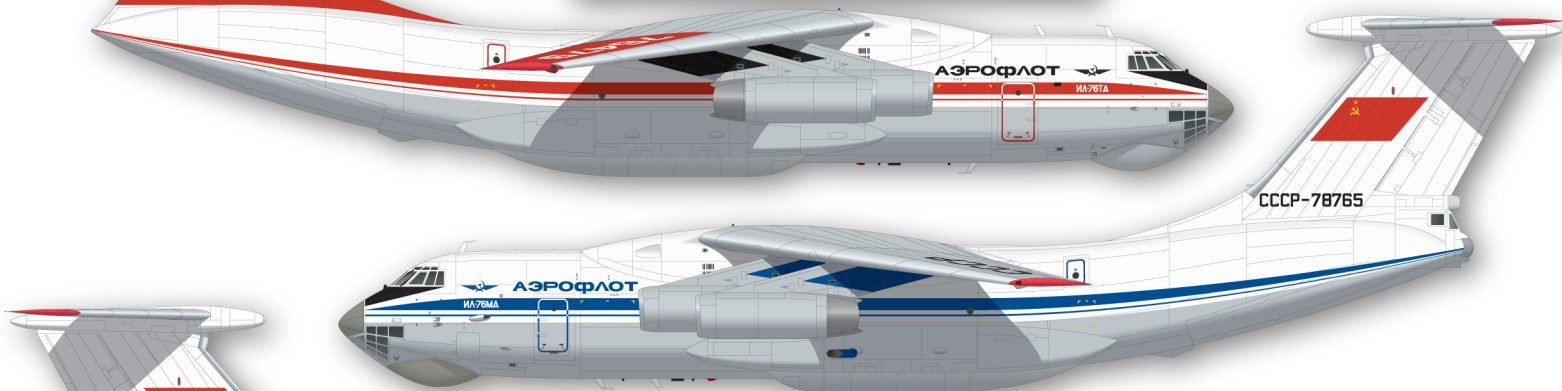
CCCP-76462 was a very early production Il-76 'sans suffixe', and wore the blue trim on the tail, with the rounded style registration letters & numbers. A few others like 76470 also wore the blue trim during the 1970s and '80s.



Note the angle of the registration (this a/c only)



A few Il-76TDs were assigned to the far northern directorates of Aeroflot, sporting the eye-catching red variation of the basic Aeroflot scheme. Paint the tail and wing trim to match the decal color. Note the light grey lower nose radome and the use of black titles and engine nacelle and lower wing trim.



Il-76MD CCCP-78765 represents the appearance of hundreds of its type in Soviet service throughout the 1970s to the end of the USSR in 1991. It features the manned tail turret, usually seen without armament, but capable of sporting a pair of 23mm cannons.



Gloss White



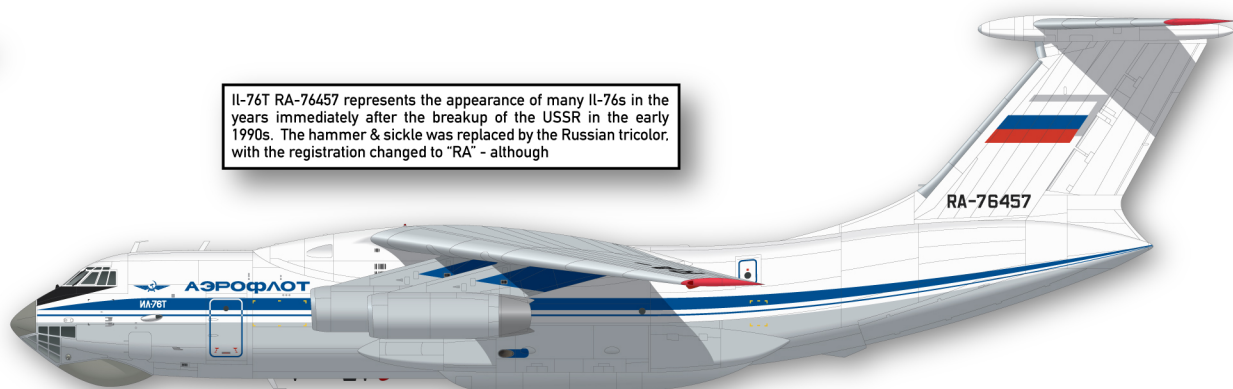
Gloss Light Grey*



Gloss Red (match decal)



Fluorescent Red-Orange



IL-76T RA-76457 represents the appearance of many Il-76s in the years immediately after the breakup of the USSR in the early 1990s. The hammer & sickle was replaced by the Russian tricolor, with the registration changed to "RA" - although

The Ilyushin Il-76 (NATO code name Candid) was the mainstay of Aeroflot's cargo hauling fleet for nearly 30 years. This versatile, capable airlifter has been called upon to haul just about anything that will fit into its capacious cargo hold, and has seen much action in Afghanistan and in other hot spots, as well as serving with UN peacekeeping forces worldwide.

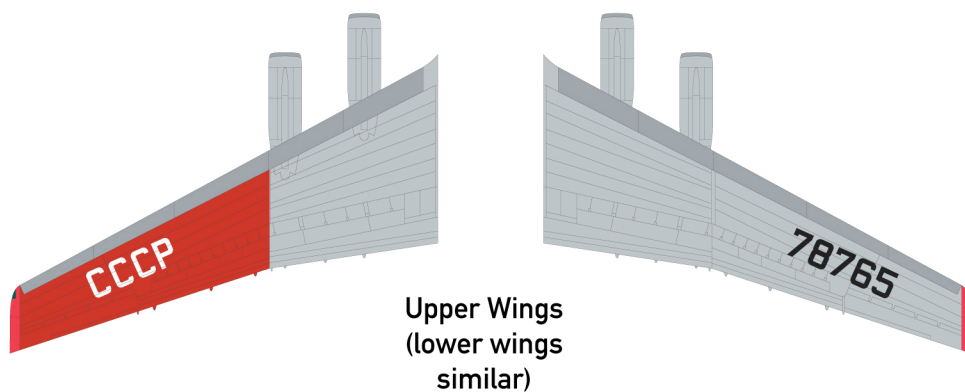
Zvezda's 1/144 scale kit is a beautiful model, and comes with parts for the "civilian" as well as the "military" version with the tail turret. Accuracy is very good, and there is plenty of detail. One item that Zvezda missed is that they added the angled fairing on the forward fuselage for the engine inspection light to both sides, when it should only be on the left side. Additionally, the fairing is molded as a solid piece, where the real thing has a clear cover over the light on the aft end. Since this fairing usually intersects the cheat line, we recommend sanding it off and replacing it with one made from a piece of clear sprue sanded to shape, and applied after the decals and final clear coat have been applied.

Aeroflot's traditional color scheme is quite simple, but is also the subject of much variation. We cannot stress strongly enough to check photos of the aircraft you want to model before proceeding. The overall basic color scheme consists of a white upper fuselage and vertical fin. The lower fuselage, top and bottom surfaces of wings and horizontal stabilizers, and the engine nacelles and pylons are light grey. This color looks very similar to BAC 707 Gray, or FS16515. In any event, the color does vary slightly, so almost any light grey color will fill the bill. Note that the area between the wings on the upper fuselage is white. The color of the two radomes on the nose varies widely as well. We have shown them as a dark greenish grey, but some aircraft have the lower radome painted light grey along with the rest of the belly. The radome below the rudder (for the gun ranging radar) is usually a slightly yellowish light grey fibreglass color. The wings and horizontal stabilizers usually have a fluorescent red-orange tip, but this often fades to almost a yellow color with age. We have provided plenty of registration numbers, as well as the "RA" lettering and Russian flags for post-Soviet era aircraft.

We have provided aircraft type markings (inside the cheatline aft of the cockpit) for all of the various Il-76 and Il-78 types that we were able to find photographic coverage of. The "976" title is for the telemetry gathering aircraft, known in Russian parlance as "Aircraft 976". There were several of these, and they shared some characteristics with the A-50 Mainstay AWACS aircraft. There are also titles for the Il-78 and Il-78M Midas refuelling tanker, as these often appear in Aeroflot colors despite their purely military role.

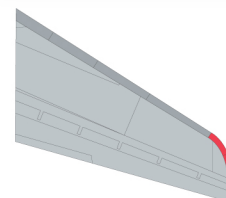
The red color scheme variation was applied to a few aircraft assigned to the Polar Directorate (Polyarnaya Aviatsiya), and the aircraft depicted was used in the Antarctic as well. Aside from the white registrations on the red areas of the wings, the basic scheme is similar to the regular Aeroflot blue scheme.

Photos of literally hundreds of Il-76s are to be found on the various online photo sites. We also highly recommend the book "Ilyushin Il-76, Russia's Versatile Airlifter," by Dmitriy Komissarov and Yefim Gordon, published by Aerofax (ISBN 1-85780-106-7). This outstanding book is chock full of excellent text and photos, and is an indispensable aid to modelling the Il-76 Candid, Il-78 Midas, and A-50 Mainstay AWACS.



Upper Wings
(lower wings
similar)

Horizontal stabilizer showing
fluorescent red-orange tip.
Upper and lower surface
colors as above.



* We have seen many color callouts for the exact shade of grey used on Il-76 wings, none of which agree with one another. We believe it is similar to, but perhaps a bit darker than BAC 707 Gray/FS 16515. We do not agree with references that state "gull grey" as that is generally too brown and does not match what we see in photos. The real color appears different in different lighting conditions, so the choice is up to you.