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World War I airplanes

SCALE 1:72



7259 AVRO 504K

A famous WW I aircraft — the AVRO-504K is faithfully reproduced in this kit.



7268 AVRO504K Zeppelin killer

AVRO 504K — single-seat version intended for anti-Zeppelin patrols. It was equipped with 80 h.p. «Gnome» engines. The aircraft was used in RNAS and front-line aviation of Great Britain in 1915-1916.



7254 MU-1

MU-1 is a float version of basic trainer U-1 (AVRO-504K). The design of floating gear was changed for weight minimizing. 73 airplanes were built. It was used in a USSR NAVY till 1934.



7253 U-1

The first initial trainer in the USSR was based on the AVRO-504 design.



7266 Nieuport IV

The aircraft Nieuport IV was built in 1914 and adopted by Russian Air Forces. On this aircraft P.N. Nesterov has first performed the flight manoeuvre «loop». The plane was used in the World War I.



7260 SPAD S.A.2



7261 SPAD S.A.4

During WWI the firm SPAD has designed a double fighter of original layout. It was a usual biplane with a tractor propeller, but the gunner cabin was placed ahead of a propeller disc plane. The gunner cabin was applied to wings and landing gear by a system of racks. Such layout provided the large sector of bombardment from a machine gun. The prototype named SPAD A has made the first flight in spring of 1915. About one hundred **SPAD S.A.2** distinguished by an improved design were produced. The following modification was **SPAD S.A.4** with the engine Le Rhone 9J by power 110 h.p. More than half of them have been sold in Russia. After the invention of the synchronizer, which allowed to shoot through a propeller, militaries have refused to use SPAD S.A.2 and SPAD S.A.4. In Russia these airplanes were used until the end of WWI and during civil war.



7273 SPAD S.A.4 with ski gears

Aircraft of the 30^s

SCALE 1:72

The first of soviet autogyro was the **KASKR-1** built by designers N.I. Kamov and N.K. Skrzhinsky. It made its maiden flight on September 25, 1929 at the hands of I.V. Mikheyev, with its designer N.I. Kamov in the rear cockpit. The design of the aircraft resembled the well-known Cierva C-8 autogyro. Shortly afterwards the young designers built an improved model, the **KASKR-2** (1930) based on the KASKR-1. NII VVS (Air Force Scientific and Research Institute) specialists participated in the evaluation of the autogyros performance. Between 1929 and 1931 the autogyros made 79 test flights.



7265 KASKR-1



7279 KASKR-2



7216 Shavrov Sh-2

Light and compact hydroplane Sh-2 was designed and built by the group of designers under the direction of V. Shavrov in 1930. The first flight of this airplane took place on November 11th 1930. The serial production started in 1932 and continued until 1934. In total over 270 aircraft of Sh-2 were produced. Sh-2 were used as messenger and sanitary aircraft.



7271 Hydroplane SPL

Light and compact hydroplane SPL was designed and built by the group of designers under the direction of I.V. Chetverikov in 1934. The new seaplane had aerodynamic and structural layout of aircraft OSGA-101. The aircraft was supposed to be placed on a submarine in waterproof hangar 2.5 metres in diameter and 7.5 metres long. Dismantling and stowage was carried out manually for 3-4 minutes, and assembling and preparation for taking-off — for 5 minutes. In 1936 SPL was demonstrated at the international exhibition in Milan. Later several international records were held on this aircraft.



7219 I-207

A. Borovkov and I. Florov strutless I-207 was another attempt to combine monoplane's speed with the biplane's maneuverability. Several versions were built including the ground attack variant depicted in this kit. Being a good fighter for its time it was never adopted for serial production as the biplane era came to its end.



7217 Di-6Sh

Two-seater biplane-fighter Di-6 was developed in 1934 in the Central Design Bureau under the supervision of S.A. Kochergin and V.P. Yatsenko. The major task of the design bureau was to develop two-seater fighter which according to its dimensions and fighting characteristics would overcome one-seater fighters. The designers have taken into consideration all of the shortcomings of the predecessors. Di-6 was the first biplane with the retractable chassis. The airplane had the ring engine cowl, closed shooter's cabin with sliding machine gun. Another significant advantage was the fact that this aircraft had the dimensions of I-15. Di-6 was armed with three machine guns ShKAS. 60 such planes were built. The Di-6 took part in Russian-Japanese border conflict in 1939 and in WW II.

Beriev **KOR-1** was developed as a shipborne reconnaissance plane intended to be launched by a catapult. The aircraft made its maiden flight on 4 September 1936 and soon was put into serial production. Several KOR-1 aircraft of the 15th Naval reconnaissance regiment took part in the initial stage of WW II. Unlikely to KOR-1 Be-2 was not amphibious aircraft with a conventional landing gear. The **Be-2** was cleared for serial production as a reconnaissance and artillery fire adjustment aircraft and took part in the initial stage of the Great Patriotic War.



7225 KOR-1



7226 Be-2

In the late thirties under the direction of chief designer V.V. Shevchenko the experimental fighter of an original design was developed. It was a biplane with a radial engine, but its lower wing might be removed in flight together with landing gears that transformed it into monoplane. The first flight of airplane **IS-1** (Iosif Stalin) was held May 29, 1940. In January 1941 the second prototype — **IS-2** with more powerful engine was constructed. Flight tests of IS-1 and IS-2 were not successful in achieving required flight characteristics. Therefore this scheme has not received its further development.



7246 IS-1



7276 IS-2



7275 Bf 109W-1

The engineering design of Bf 109W fighter was developed by the company Fieseler in 1941. Bf 109F of Messerschmitt company served as the prototype of this aircraft. The floats of hydroplane Ar 196 were used. In total 6 aircraft in the modification Bf 109W-1 were built. The machines were delivered to Norway and for some time have been used as marine fighters. Bf 109W-1 has the following parameters: length – 10,200 m, height – 4,200 m, wingspan 9,900 m, engine DB-601 E, 1350 h.p.



7222 FiSK-199

Fisk-199, the version of a well-known aircraft Bf 109G-2 with 500 kg bomb, extra undercarriage post and suspended tanks.



7214 Bf 109T-1

In 1938 the body of future aircraft carrier «Graf Zeppelin» was developed. The Messerschmidt company developed the aircraft modification Bf 109T-0 to serve as board fighter. The aircraft had increased wing span and was equipped to land at aircraft carrier. The fighter Bf 109E served as a base model. First aircraft **Bf 109T-1** was built in 1941. The aircraft had DB-601N engine 1200 h.p. The wings could be folded manually. Between the fifth and sixth fuselage bulkheads the point of catapult anchorage was located. The landing hook was fixed to the seventh bulkhead. The armament consisted of two synchronized machine guns MG-17. 2 machine guns MG-17 or 2 guns MG FF could be wing-mounted. Since aircraft carrier has not been finally built, the fighters were modified to Bf 109T-2 version. The catapult joints and landing hook were dismantled. The aircraft was equipped with underfuselage holder for 300 litre tank, four 50 kg bombs and one 250 kg bomb. In total 60 aircraft of Bf 109T type were built.



7221 Bf 109K-4

The first experimental fighter **Bf 109 K-0** was built in 1944. The aircraft had DB605DM engine installed with 1800 h.p. The cowl form was slightly modified due to double-step mechanical compressor located at the engine side. For short-term power increase the engine has been equipped with special device MW-50 for injection into the cylinders the mixture of water and methanol. The armament consisted of one gun MK108 30 mm calibre with 65 shells ammunition and 2 machine guns MG131 13 mm calibre with 300 shells ammunition per barrel. In total 750 aircraft were built.



7248 Bf 109F-2 RZ-65

In 1941 the **Bf 109F-2 RZ-65** "Rauchzylinder" went through the tests. Special homing devices were built into the wing for installation of unguided missiles. The tests showed poor efficiency and imperfection of such armament. Similar missile launching devices were tested on the Bf 110, He-111 and Me 210.



72116 Bf 109E-3



72117 Bf 109E-3/E-4



Initially Bf 109E-1 appeared in the fighting units of Luftwaffe in February 1939. The aircraft differed from its predecessor Bf 109D by a more powerful engine DB601A-1, 1050 h.p., three-bladed airscrew, enforced armament and better flying performances. After the transitional modification Bf 109E-2 that was produced in the quantity of only 25 pcs, the firm developed new modification for mass production - **Bf 109E-3** with DB601A engine powered 1175 h.p. and 20-mm gun that shot across the screw shaft. In total 1868 aircraft of E-3 modification were built. During summer and autumn of 1940 the modification **Bf 109E-4** has been in production. This modification had improved guns MG FF/M. In 1939 80 pcs of Bf 109E were sold to Switzerland, and 40 pcs — to Spain. During 1940, 40 pcs of these fighters were supplied to Hungary, 73 — to Yugoslavia, 19 — to Bulgaria, 69 — to Romania, 18 — to Slovakia, 5 — to the USSR and 2 — to Japan.



72125 Bf 109F-4



Bf 109F fighter entered serial production in 1940. The aircraft was built in several different modifications (F-1–F-6) and its major difference was the armament. The successful combination of speed, maneuverability and armament made this aircraft a powerful adversary of any aircraft of that time.

72132 Bf 109F-4/F-6

(Bf109F-4/trop, Bf109F-4/B, Bf109F-4/R5, Bf109F-6)

Fury fighter was built in 1931 by Hawker Aircraft Ltd. The aircraft was of biplane type with mixed construction, metal frame and linen wings, tail and feathering. After successful testing the fighter was adopted to armament of British air fleet. **Fury I** – main version with 12 cylinder water cooling Rolls-Royce engine (585 hp). In total 117 fighters were built. **Fury II** model differed by more powerful engine (640 hp), bigger fuel tanks. In 1935-1938 98 machines were built. In 1940 in Eastern Africa the aircraft participated in fights against Italian fighters.

During 1932-1937 Yugoslavian airforce received 6 aircraft identical to Fury I, and later another 10 planes were built with Kestrel XVI engines (745 hp). In 1937 another 40 fighters were license-built. In April of 1941 the aircraft took part in fights against German fighters.

In 1936 3 aircraft were built for Spanish air force. The aircraft were equipped with Hispano-Suiza engines 12Xbrs (745 h.p.). During the civil war period, Fury were successfully used in military actions at the side of republican army.



72138 Fury I/II



72139 Fury (Spain AF)



72140 Fury (Yugoslavia AF)



72120 AR-2

The dive-bomber AR-2 was built in 1940 at Design Bureau named after A.A. Arkhangelsky. This aircraft is the further development of SB-2 bomber. The aircraft has passed the government tests with the good results and was approved for the mass production. Its maximum speed at the height of 4700 m comprised 480 km/h and the service ceiling reached 10100 m. The bomb load was 600 kg, in the transfer variant with the bombs on external suspension – up to 1500 kg. This type was produced in limited numbers at Moscow plant AR-2. In total about 250 pcs of this type were built.

7262 Pegas

The Pegas (Pegasus) was conceived as a light bomber and strike aircraft for use against enemy tank and mechanized infantry units. Technological simplicity and low cost allowing mass production were the main requirements. Designed under the leadership of Maj. Gen. Dmitry L. Tomashevich, the prototype was completed in January 1943 at aircraft factory No 288.



I-16 is the major fighter type of Red Army air force during 1930s. The experimental design bureau named after N.N. Polikarpov in 1933 built it. The distinguished peculiarity of this type was its high speed and good manoeuvrability for its time. I-16 had wooden fuselage with covering made of thin layers of wood. Wings and empennage were metal with linen cover. During the years of serial production 10292 machines of different modifications were built. **I-16 type 5** has been in serial production since 1935. The aircraft had M-25 710 h.p. engine. Armament: 2 guns in the central part of fuselage and 200 kg bombs on external clip. The **I-16 type 6** was widely used during the war in Spain (1936-1938), China (1937-1940), Finland (1939-1940). During the war in Mongolia (May-September 1939) the fighters I-16 were the first in the aviation history to use rocket missiles. The I-16 aircraft took active part in the military actions of the initial stage of Great War.



72123 I-16 type 5,6
(China, Spain, Finland, USSR)



72124 I-16 type 5,6
(Spain, USSR)

7231 UTI-4

UTI-4 is a fighter pilot trainer based on the I-16 airframe and power plant. It has the second cockpit with full controls and instrumentation. A lot of such aircraft were built for the Soviet Air Force.



"The Incarnated Beauty", Polikarpov **I-153** became ultimate in the biplane design. Along with the I-16 it became one of the most important Soviet fighters of thirties. Soviet, Finnish, German and Chinese decals included.

Polikarpov **I-17** made its maiden flight in 1935 and 500 km/h speed was achieved during evaluation. The fighter was intended to replace the I-16, but after number of accidents the serial production was canceled.



7208 I-153



7203 I-17

7283 I-180E3

In 1938 N.N. Polikarpov's design bureau started the design works on I-180 fighter. Good flying performances of the new fighter were to be provided by the star-shaped air cooling engine M-88. By the end of 1938 the first experimental machine I-180-1 was built. On December 15th the first flight took place which ended with the crash and the death of the famous test-pilot V.P. Chkalov. Notwithstanding the catastrophe and arrests of some of the designers, the second experimental machine I 180-2 was built. At the final stage of test flights on September 5th, 1939 during the time of fulfilling 53rd flight, the aircraft got into spin and crashed. The pilot T.P. Suzie died. The third experimental aircraft I-180-3 was built in January 1940. This modification had a new engine M88P installed on it and the oil radiator was placed underneath an engine. The armament as well as its location was changed. The shape of cowling was modified as well. On July 6th, 1940 during the government tests the aircraft crashed due to the pilot's mistake. During 1938-1941 13 aircraft of I-180 type were built at Gorkiy plant, 10 of them were of special military series.



72142 Pe-8 ash82

The first test version of bomber TB7 (Pe 8) was built in autumn 1936 by engineers of Tupolev design bureau under management of V.M. Petliakov. M-100 motor (850 hp) was installed inside fuselage, which supplied four fluid cooling engines AM-34FRN with air. In 1938 an improved version of bomber was built. Due to increased the volume of fuel tanks, flight distance increased upto 3500 km. The speed at the height 8600 m comprised 430 km/h. The practical ceiling comprised 11250 km. The bomb loading was 2000 kg. The aircraft was accepted to armament and was built at Kazan air plant #124. Some TB7 were built with air diesel engines M-40 and M-30. After diesel engines proved to be unreliable, AM-35A were installed to TB7. Around one third of all bombers were built with engines M-82 (1700 hp). In July 1941 the first fighting group was formed with famous polar pilot M.V. Vodopianov being a group lead, and in August 1941 this group attacked Berlin. During this long flight, each TB7 carried 3 tons of bombs. In 1942 the aircraft crew led by E.K. Pusepa conducted complicated flight 17800 km long, having delivered to England Soviet diplomatic mission with V.I. Molotov. During the return flight to Moscow, the aircraft during the day time at 7000m passed through Europe occupied by Germans. In 1942 after the death of V.M. Petlyakov, the aircraft was designated as Pe-8. In total 93 bombers of different modifications were built.



72112 I-190

In 1939 the experimental design bureau named after N.N. Polikarpov designed and built the experimental fighter I190. This aircraft was further development of the I-153 type. Using the 2-row star-shaped M-88 engine as the power plant led to the changes in the construction of front fuselage. The linen wings cover was changed to plywood. Armament: 4 synchronized guns 7.62mm ShKAS or two 20mm guns ShVAK. The aircraft could be used as the low-flying attack aircraft, the bomb load being 200 kg. On December 30th 1939 A.I. Zhukov pilot conducted his first flight. During the stage of experiments the engines (M-88, M-88P and M-88A) and air-screws were changed. The aircraft demonstrated the speed of 450 km/h at 7050 m and the ceiling of 12400 m. After the crash on February 13th 1941 the development works on I-190 were stopped. In total 2 machines of I-190 type were built.



72109 Er-2



72110 Er-2 ON

Long-distance bomber **Er-2** was built in 1940 and was produced on aviation plant N18 in Voronezh. Chief designer - V.G. Ermolayev. Before the beginning of the war, several dozens of this aircraft were built. In 1944 on Irkutsk aviation plant #39, mass production of new modification **Er-2** with the diesel engines ACh-30B started. The pilots liked the bomber for the comfortable cockpit with the good view, its stability, manageability, strong armament and survivability. In total, during the period 1944-1946, on Irkutsk aviation plant 391 bomber **Er-2** was built. In the end of 1944 with the participation of design bureau named after P.O. Sukhoy four aircraft **Er-2 ON** with the comfortable passenger cabin were produced for the higher authorities of the country.



7255 Yak-1
early version



7280 Yak-1
late version

The Yak-1 is the Soviet fighter of the new generation. It was designed by Yakovlev's design bureau in 1939-1940. In the years of WW II the Yak-1 in different modifications was one of the basic fighters in the Red Army AF and it was produced in the large series. Model kit # **7255** introduced the Yak-1 of the early series. It mounted the engine M-105P of 1050 h.p. and was armed with one 20-mm ShVAK cannon and two 7,62-mm ShKAS guns. Model kit # **7280** introduced the serial Yak-1 late version of WW II period.



7241 Yak-2



7235 Yak-4

Yakovlev **Yak-2** was in serial production for a short period and took part in the initial stage of WW II.

The **Yak-4** was a light and speedy tactical bomber built mainly of wood and saw a lot of front-line service. Considered by many as "the Russian Mosquito" Yakovlev Yak-4 bomber took part in many WW II battles.



72105 Yak-3 VK107A

The first all-metal aircraft with an engine VK107A was built in April, 1945. The aircraft was notable for its reinforced construction and improved engine cooling system. In the latter half of 1945 the serial production begun on the aircraft plant # 31 in Tbilisi. A small number of Yak-3 with VK107A was built on the aircraft plant #292 in Saratov, but Yak-3 has never been launched into serial production. The military gave preference to fighter Yak-9U as a more reliable and suitable for this engine. In total several dozens of fighters Yak-3 with an engine VK107A were built.



7289 Yak-9U

Yak-9U is a version of Yak-9 with improved aerodynamic characteristics and a new engine M107A. On February 23, 1942 at the time of testing the aircraft developed the speed of 680 km/h at height of 5,800 m. Hardship with tweaking the propeller delayed the beginning of serial production for more than a year, and first serial aircraft Yak-9U appeared at the front only in October, 1944. They showed absolute superiority over German fighters. By August 1945 over 3,900 aircrafts Yak-9U were built.



7286 Yak-9P

In October 1946 Novosibirsk factory # 153 started the serial production of the last and the most perfect modification of the fighter Yak-9 — Yak-9P. The distinctive feature of this modification of Yak was all-metal construction of glider, which ensured its prolonged service life. Among the other improvements was the enlarged number of equipment, which made piloting easier even in complicated metrological conditions and made its possible to mount guns with the caliber of 23, 37 and 45 mm quickly in field environment. The serial production of Yak-9P was stopped in December, 1948.



7230 Yak-18 NKA light night bomber

Light, slow and difficult to locate the Yak-18 was used along with the Po-2 as a light night bomber during the Korean War for attacking targets like fuel bases. Two bombs come with the kit as well as the North Korean Air Force decal.



7292 Yak-54

During the Afghan war the engineers developed light manoeuvrable anti-partisan aircraft on the base of Yak-52. At the pylons under the reinforced wing 2 blocks of UB-32 were installed. New aircraft received the name of Yak-54. Unfortunately the plane was not produced in mass quantities. The only sample of Yak-54 is being exhibited in Monino museum.

In the beginning of jet epoch


7220 I-302P

Missile interceptor **I-302P** was designed in 1940 under the guidance of M.K. Tikhonravov. In August 1943 the aircraft went through the tests in LII. Unfortunately due to the problems with engine installation, the mass production of this aircraft did not start.


7212 I-270

Mikoyan and Gurevich **I-270** interceptor developed in 1946 was based on German Me 263 rocket-powered fighter technology. Two prototypes were built and both were lost during evaluation program, but this small bullet-like airplane paved the way for more successful MiG designs.

In 1946 the first Soviet twin-engined jet-propelled fighter **MiG-9** was created in design office of A.I. Mickoyan and M.I. Gurevich. By its flying-technical level and the basic characteristics the aircraft was at the level of European fighters produced in 1945-1946. In all for the years of serial production 610 aircrafts were built. MiG-9 was the first Soviet fighter taking part in mastering the technique of jet bombers interception. In the course of the mark on the missile plane belonging to «Air-Surface» class, KS-1 type one of the serial aircrafts MiG-9 was re-equipped for pointing system testing. The pointing apparatus of KS-1 missile plane and cabin of researching engineer were assembled on the aircraft. The flights began in 1949 and made it possible to master the pointing system and to reduce the time of the completing of the first Soviet missile plane intended for missile carriers Tu-4KS and Tu-16KS.


7299 MiG-9

7243 MiG-9L

In 1946 the first Soviet Jet fighters successfully passed State tests and were adopted by Air Force. Practically at once the need for corresponding planes with double-manning appeared. The serial fighter **Yak-15** was taken as a base of the construction of training aircraft **Yak-21** in Yakovlev design office. The armament was taken away and on its place, in front of pilot's cabin, designers placed the second cabin for the trainee. Simultaneously with Yak-21, in response to increased demand for fighters, the staff of Yakovlev design office was working out a single-seater fighter **Yak-17** and two-seater fighter Yak-21T (**Yak-17UTI**). Flying tests of the first training aircraft Yak-21 started in April, 1947. Although the aircraft flew well, the tests were stopped, because it had already become clear that Yak-21T (Yak-17UTI) would have better characteristics.


7223 Yak-15

7247 Yak-21

7224 Yak-17

7282 Yak-17UTI
NEW!

72143 Yak-25

On June 19th 1952 two-seater fighter Yak 120 designed by A.S. Yakovlev conducted its first flight. The following maximum parameters were achieved: speed – 1090 km/h (at 5000 m), service ceiling – 14500 m, distance with attached tank – 2700 km. The aircraft achieved 1000 m height within 5.50 min. After certain improvements, Yak-25 has been released into serial production at Saratov airplant. First serial fighters were equipped with firing sight RP-1D. Starting from 1955, the aircraft has been manufactured in modification Yak-25M with radar station «Sokol». In NATO the aircraft has been designated as «Flashlight». In total 480 Yak-25 aircraft of various modifications have been produced.


72135 Su-9
NEW!

72122 Su-9U

Su-9 fighter-interceptor was built in 1957. New engine AL-7F-1, radar unit TsD30 and K-5M missiles were installed on this type. The maximum flying speed was 2230 km/h. The service ceiling was 21000 m. During the period 1957-1962 the Novosibirsky Plant named after Chkalov has produced 888 Su-9 of various modifications. The Moscow Plant # 30 has built 126 Su-9 fighters. The test version of Su-9 was built in 1960. In the beginning of 1962 in order to provide the instructor with the needed observation scope, the cockpit and the canopy were designed and added to this aircraft, also the autopilot device AP-28Zh-1 was added. The mass production of this type started on Plant # 30. In total 50 pcs of **Su-9U** type were built.

72121 Su-11

Su-11 is the improved version of Su-9 equipped with the more powerful radar unit «Oryol» (Eagle), modern engine AL-7F-2 and missiles of K-8 type. Within the time period 1962-1965 about 100 machines of Su-11 were built at the aviation plant # 153.



Sport and light-weight planes



7251 UT-2

The Yakovlev UT-2 was developed as an initial trainer aircraft. Many VVS pilots made their first flight in the UT-2.



7269 Yak-50



7294 Yak-50 second serial version



7270 Yak-52



7285 Yak-53



7213 Su-26M

Sukhoi Su-26 became absolutely the best aerobatic airplane of its time and won many awards at world championships. It was succeeded on the production line by more advanced Su-26M incorporating new fin, propeller and canopy.



7228 Pitts S-2A

Developed in 1948 Pitts biplane really became "The Aircraft for the World". Many national aerobatic teams preferred this type. Improved Pitts S-2A demonstrated even better capabilities and though the future belonged to monoplane aircrafts, a lot of these small and beautiful biplanes are still flying for commercial teams.



7287 Christen Eagle 1



7298 Christen Eagle 2



7267 Gee Bee R-1



72114 Gee Bee R-2



7227 Yak-18

The Yak-18 made its maiden flight in May 1946 and soon replaced Polikarpov Po-2 as an initial trainer. Yuriy Gagarin — the first man to orbit the earth made his first flight on the Yak-18.

In 1972 the new single-seater sporting plane **Yak-50** was designed in Yakovlev design office. After the plant and state flying tests in 1973 the aircraft was launched into a serial production at Arsenievskiy aviation plant. Soon the small series of modernized version with non-removable undercarriage were developed. Yak-50 was actively exploited in the flying clubs and exported to many countries. With the appearance of Yak-50 at the international competitions the tough style of piloting was approved, under which flight manoeuvres are performed at a high speed and with big overloads. After the creation of Yak-50 many other countries began to design high-speed piloting aircrafts.

Two years after the appearance of Yak-50, a double-seat training aircraft **Yak-52** was created on its base. Besides the double-seat cockpit, Yak-52 was also notable for nose landing gear. After adaptation and tests in 1978 the aircraft was launched in series production in Romania. Since 1979 aircraft Yak-52 started to arrive to DOSAAF aeroclubs in USSR. Yak-52 replaced Yak-18 as an initial trainer.

Yak-53 is a single-seat version of Yak-52.



72144 Yak-52M

Sport aircraft Yak-52M is a part of training complex based on Yak-130. the aircraft is intended for initial pilots' training. The installed equipment allows the pilot to gain piloting skills and familiarizes him with aviation equipment. The aircraft repair plant in Ivanovo conducts modernization of serial aircraft Yak-52 into Yak-52M modification. The important distinction of Yak-52M is catapult system SKS-94MYA, new cockpit windscreen with improved vision, and better performance parameters.



7232 PZL-104 "Wilga"



7278 PZL-104 "Wilga" hydroplane

The aircraft **PZL 104 Wilga** performed its maiden flight on June 1st, 1953. Thanks to good construction the aircraft was widely adopted in agriculture, training, air medical service and VVS (Soviet Air Forces) as a patrol aircraft. In 1964 Wilga, having reached an altitude of 6836 metres, held a national Polish record for aircrafts of this class. For exploiting the plane on small reservoirs the version with flotation landing gears was designed and a small series was built. The aircraft PZL 104 Wilga has obtained the recognition throughout the world for its reliability and simplicity. Designed and manufactured in Poland, the PZL-104 Wilga light utility aircraft was favored by many East European operators. Reliable and easy to maintain it will continue its service life well into the 21st century.

Christen Eagle is popular American sport plane. It was created to compete with famous Pitts S2A plane. Model kits # **7287 Christen Eagle 1** and # **7298 Christen Eagle 2** present one-seater and double-seater versions of the airplane.

GB «Super Sportster», the famous «flying cask» of brothers Granwill, the winner of Thompson's prize race in 1931 and 1932, was built by the firm Aircraft GB in 1931. Everything in aircraft's design was sacrificed to speed. Robert Hall, the plane's chief designer from the United States, practically turned it into a flying engine. The aircraft appeared to be very difficult in piloting and caused death of many well-known pilots.

AERO 45 — light multifunctional aircraft, which was built by the Czech firm AERO in 1947. By 1951 the company produced about 200 aircraft, most of them were exported to German Democratic Republic, Hungary, Italy, Switzerland and USSR.

AERO 145 were built in 1959. The aircraft was modified in the following way: higher power engines and radio station were installed; also the cockpit transparencies were changed. In total over 500 aircraft of AERO 145 type were produced. AERO 45 and AERO 145 were used as air taxi, and also as messenger and sanitary aircraft. Some AERO 45 planes served in air force of CzSSR under the code name K 75.



7295 AERO-45



72104 AERO-145

7229 "Voyager"

In 1981 designer Bert Rutan started working on development of the original aircraft for non-stop flight around the Earth. The flight tests started on June 22nd, 1984. The airframe was built of composition materials and was strong and light. The weight of the airframe without the engines - 426 kg, the weight of the empty aircraft - 1251 kg, take-off weight - 5137 kg. The aircraft had two engines: front - 130 h.p. and rare - 110 h.p. "Voyager" has conducted its historical round-the-Earth flight on December 14th, 1986. It was piloted by Dick Rutan and Jean Eager. The aircraft passed 40225 km and landed in the same airport.



Helicopters

Mil Mi-1 became the first serial helicopter in the USSR. The helicopter made its first lift-off in September 1948. The serial production began in 1951. In 1957 the **Mi-1M** with larger cockpit and improved avionics entered production lines. The Mi-1M served with all Warsaw Pact Armed Forces as well as Austria, North Korea, Afghanistan and Syria.

Mi-1MG — modification of the helicopter Mi-1M with float-type gear for water landing. Since 1958 this helicopter was used on ice-breakers and in whaling flotilla "Slava" for reconnaissance and rescue missions.

The USSR has started to work on engineering design of military helicopters in 1958. The Mile Construction Bureau has designed the first military modification **Mi-1MU** with antitank missile complex "Falanga". The helicopter was built in 1961, has successfully passed the tests and has been recommended for production.

Mi-1A was the most widespread ambulance helicopter in the Soviet Union. In 1954 a contract was signed regarding the production of helicopter Mi-1 and its power units in Poland. On August 26th 1956 first Mi-1 helicopters of Polish assembly were shown to the public during demonstration flight at Okes aerodrome. The serial helicopters received the name **SM-1/300** (300 implied overhaul period of rotor blades). In 1971 experimental modification of SM-1/300 with the additional wing was built.

In 1954 according to the order of the Soviet Army the ambulance helicopter **Mi-3** was built on the base of Mi-1A. The new version had four-blade basic propeller, an altered cockpit and a suspended gondola for transportation of the wounded.



7234 Mi-1M



7238 Mi-1MG



7250 Mi-1MU



7284 Mi-1 ambulance



72113 SM-1/300
with wings



7297 Mi-3 ambulance

In the beginning of 1950 Mil Experimental Design Bureau has started the design works on new heavy military cargo helicopter BM-6 (**Mi-6**). For the first time it was foreseen to use turboprop engines and five-bladed propeller of the large diameter. The assembly of the experimental version of Mi-6 was conducted in the special department of Zakharkovo airdrome. The first flight of Mi-6 piloted by R.I. Kaprelyan took place on June 5th, 1957. In 1958 first two experimental helicopters took part in air parade in Tushino. In 1960 after some improvements, Mi-6 was introduced into mass production. During the stage of government tests, the helicopter has set 17 world records. The mass production was developed in Moscow on the plant No. 23 and in Rostov-na-Donu on the plant No. 168. Apart from basic military-transport modification, cargo modification for Aeroflot purposes was developed, as well as tanker and fire versions. Sufficient carrying capacity of this helicopter allowed to use it as mobile control unit (Mi-22). On the basis of Mi-6, helicopter-crane Mi-10K was built. The powerplant of Mi-6 was used for the most heavy helicopter B-12. In 1965 Mi-6 was successfully demonstrated during the International Air Saloon in Le Bourget.



72119 Mi-6



72131 Mi-6
late version



**7256 Ka-15M****72106 Ka-15NH****7277 Ka-15M
anti-submarine****7290 Ka-15
ambulance****7252 Ka-18**

Four-seat Ka-18 became the first pure civilian helicopter in the USSR and featured a colorful painting scheme.

**7242 Ka-15****7240 Ka-26**

The helicopter Ka-26 was first demonstrated at the autumn exhibition in Moscow in 1965. Thanks to its efficient construction the helicopter could be easily transformed from the passenger version to the agricultural and the cargo-carrying version. The helicopter was widely used in the national economy of the USSR and was exported into many countries.

**7281 Ka-26 cargo****7272 Ka-126**

In 1987 the Design Bureau named after Kamov built the new version of Ka-126 helicopter on the base of Ka-26 helicopter. Ka-126 is a modernization of multipurpose helicopter Ka-26. The major difference of Ka-126 from its predecessor is the power plant. New turbo-prop engine TV-0-100,

530 kW developed by Motor construction design bureau, VR-126 reduction gear and new transmission were installed on this type. The helicopter was designed for performing aviation tasks in agriculture and forestry, as well as for cargo and civil transportation. The export modification Ka-128 was developed on the basis of Ka-126. On the export version it was foreseen to install French engine Ariel 1D1, 731 kW.

**7274 Ka-226 MChS**

The helicopter Ka-226 was built in 1997 and is a modernization of helicopter Ka-126. The helicopter had two engines Allison 250-C20 installed for security reasons. If one of the engines on Ka-226 failed, the climbing was provided for. The re-equipment of the base model into any other modification was done by the way of partial dismantling of equipment and installation of additional designation equipment. In the sanitary and rescue version for the Emergency Situations Ministry, the helicopter had an option of installation of electric winch with weight-carrying capacity - 300 kg, with suspended container with emergency-rescue equipment, loudspeaker and searchlight.

**72129 Ka-226
"Serega"****72130 Ka-226
ambulance****7245 Ka-31**

Developed as a shipborn AEWACS helicopter, the Ka-31 has a large ventral radar antenna.

**72136 HUP-1****72137 HUP-2/3**

The helicopter **HUP-1** has been developed by the Piasecki company in 1948. The first three test helicopters arrived to the test centre in spring 1949. In the course of military tests, the test pilot Jim Ryan has conducted the Nesterov's loop for the first time in the world on XHJP-1 helicopter. After the test program, the helicopter entered the serial production. The HUP-1 helicopter series consisted of 32 machines. Some of the helicopters were equipped with droppable hydro-acoustic stations. Parallel with the serial production the new modification **HUP-2** was developed with more powerful engine R-975-42 and autopilot. The US Navy has purchased 165 helicopters HUP-2, another 15 machines were transferred to French Navy. The helicopters were used to transport cargo and passengers, and also performed the rescuing functions. In 1951 the Navy has placed an order with Piasecki for new modification of the helicopter with the reinforced cabin flooring. The land modification has been designated H-25A «Army Mule». The US Army has purchased 70 of such helicopters. Also the new Navy modification HUP-3 was developed with new engine - R-975-46A. The Navy received 50 of such helicopters.



72111 Yak-27R

The reconnaissance plane Yak-27R was built in 1958 on the basis of the experimental aircraft Yak-122. For increasing the field of view from the cabin the fuselage nose cone was glazed completely. The aircraft was given an improved wing, on which only inner wing fences were left. The wingspan increased due to use of outrigger wingtip behind the wing fillets. The power plant of serial Yak-27R included two RD-9F and the range ability reached 1770 km at an altitude of 10000 meters. The use of suspended fuel tanks has allowed increasing the range ability up to 2380 km. In total, 180 aircrafts Yak-27R were built. The first public showing of the aircraft took place at the fly-past in Tushino in 1961. In NATO the reconnaissance plane Yak-27R was given the name "Mangrove".



Yak-28I was adopted in 1962. The aircraft was equipped with the integrated system of the armament control consisting of a radar station «Initsiativa (Initiative) 2», an optical sight OPB116 and an automatic pilot AP-28K. With its help the crew could retrieve and attack pin-point mobile targets at any time of a day and in hard meteorological conditions. In total 223 aircrafts of this modification were built. Yakovlev **Yak-28P** became the standard PVO interceptor. Reconnaissance airplane **Yak-28R** was adopted in 1967. In January 1966 the first serial aircraft Yak-28R went down from the stocks of Irkutsk aircraft manufacturing facilities. The aircraft was built on the base of Yak-28I with substantial construction changes. The radar station "Initsiativa (Initiative) 3" was set on the aircraft. The cockpit enclosure was enlarged and glaring area of forward fuselage was extended for increasing the field of view from the navigator's cabin. Three compartments for five interchangeable variants of reconnaissance equipment were set instead of the bomb compartment. The tankage was increased by 550 litres. The aircraft-jammer **Yak-28PP** was built in the basis of Yak-28R. A complex of electronic warfare means (stations "Bouquet", "Strela", "Fasol-1", "Siren") and Doppler airspeed and drift indicator DISS-3A with specially altered navigation computer NVU-VI2 were placed in the fuselage. For making passive jamming the blocks UB-16-57UM with 57-mm NAR S-5P were suspended on the wing holders. The aircraft protection system included also device ASO-2I, which shot special ammunition for jamming missiles with thermal warheads. Light supersonic tactical jammer Yak-28PP was adopted and exploited in front-line air force units. In order to extend the fighting capacities of fighter-bomber Yak-28, in 1969 Yakovlev's design bureau has produced a new modification of **Yak-28IM** with four pylons for additional armament. 183 aircrafts of different versions were produced in total. The planes proved to be the best representatives of all the Yak-28 family.



7288 Yak-28I



7244 Yak-28P



7291 Yak-28R



72108 Yak-28PP



72126 Yak-28IM

72102 Yak-28L

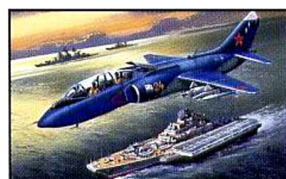
Factory tests of the new modification of the bomber Yak-28L started in 1960. The aircraft was equipped with a radio-command range-difference guidance system DBS-2S "Lotos". The station permitted to point the aircraft at a stationary target by means of receiving signals from two ground control stations, situated behind the front line. In process of testing the improved engine R-11AF2-300 with the tractive force 6200 kg each were set on the afterburning in the newly shaped gondolas, and the glazing of the cabin of the operator's navigator was changed. Irkutsk aircraft manufacturing facilities produced the debugged Yak-28L.



In a number of the countries of the world in 50's activities on creation of a vertical takeoff and landing airplane started. In the USSR a design bureau named after Yakovlev created experimental airplane Yak-36. For the first time it was shown at the air show in Domodedovo in 1967. Later airplane **Yak-38** that has made the first flight December 2, 1970 was created. The power plant of an airplane consists of two engines RD-36-35FVR and one engine R-27V-300. 231 airplanes Yak-38 of different modifications were built. They have gone into service aircraft of Navy Fleet of the USSR. For training pilots was created double **Yak-38U**. Airplanes Yak-38 were based on cruisers of Kiev class. In 90s airplanes Yak-38 were taken out of service.



7257 Yak-38



7258 Yak-38U

7293 Yak-130D

The new version of aircraft Yak-130D, capable to solve training as well as fighting tasks effectively was made in Yakovlev design office in accordance with extra demands of Russian Air Force. The aircraft is equipped with new Slovak-produced engines DV2, new electrical equipment and a refueling bar. Yak-130D is capable to carry practically all the nomenclature of front aviation's weapon on the nine assemblies of the external hanger bracket. The beginning of deliveries of serial aircraft is expected in 2005.





7264 La-250
"Anaconda"

Appearance of guided rocket weapon in the early fifties determined the system approach in aeromechanics designing. K-15 consisted of aircraft carrier La-250 and missile «275», had to become one of the first armament system. The first experimental La-250A was built on June the 16-th, 1956. At the stage of shop an engineer M.L. Baranovsky and a test pilot A.G. Kochetkov guided test the project. The emergence of the aircraft at the aerodrome aroused a storm of cheers, and the hero of the occasion was given a nickname «Anaconda». From 1956 to 1958 four pre-serial aircraft were built. Unfortunately, crashes and other difficulties the aircraft constructors were faced with did not allow finishing the operation development of a distant intercept system of K-15 in time. By the late fifties performance attributes of aircraft **La-250** no longer met the requirements of Air Force. Thus, in July of 1959 the work was stopped. The 4-th prototype of La-250 is exhibited in Monino city museum. Performance requirements to the system of such purpose were defined more precisely once again and the government regulation concerning working out of intercept system Tu-28-80 was issued before long.



72100 Tu-128
"Fiddler"



72115 Tu-128UT
"Pelican"

In mid fifties the conception of the aviation missile complex was originated in the USSR. Since then an interceptor was regarded as a constituent part of a uniform system. The system consisted of a missile-carrier, air-to-air missiles, airborne radar aids and ground radio aids. Long-range supersonic patrol interceptor **Tu-128** was built in 1961. In order to increase an attack effectiveness two missiles K-80 were equipped with war-heads of semi-active homing guidance, and two other missiles — with thermal war-head. At that expectancy of hitting the mark averaged 76-77%. One more peculiarity of the complex was the long range of a missile-carrier. That allowed to enlarge a point of interception up to 1,500 km, barring bombers from crossing the frontier. An interceptor could patrol in the holding area for 3-3,5 hours. From 1961 to 1970 188 interceptors Tu-128 and 10 training **Tu-128UT** were built.



7263 Su-15TM



72107 Su-15UM

Sleepless guard of the sky, the **Su-15TM** became world famous after incident with Korean Boeing-747. Training fighter **Su-15UM** was built in April 1976. The machine was built on the basis of the aircraft Su-15TM of the last series. It was possible to position the instructors cabin without lengthening fuselage and without reducing the size of the fuel tanks. Su15UM was equipped with the armament system designed for using R98T and R60 rockets. Moreover, the aircraft could carry two containers UPK-23-250. The aircraft was produced by Novosibirsk plant named after V. Chkalov. Overall about 1300 aircraft Su15 were built in different modifications.



7239 MiG AT
early version



72128 MiG AT
late version

The Design Bureau named after A.I. Mikoyan has developed new two-seater training aircraft MiG AT in 1996 in order to train the pilots for the fighters of fourth and fifth generation. Striving to reduce the weight of the aircraft and fuel consumption, the aircraft designers decided not to install arrow shaped wings. In the construction of the aircraft the composition materials were used. The machine had reliable engines AI-25TLM installed. **MiG AT** conducted its first flight on March 16th, 1996. Two modifications of the aircraft with the French engines TRDD SNECMA "Larsac" 04-R20 (2 x 1440 kilogram-force) and Russian engines RD1700 were built in 2000. The aircraft also had new digital system of remote control and new catapult chairs of "0-0" K-93 class. Apart from Russian Air Force, the most probable buyer of MiG AT is Indian Air Force.



72127 X-55 & X-55M

X-55 is a compact strategic cruise missile which was adopted for armament in 1983. X55 was developed according to the normal aerodynamics scheme with straight folded wing and fins. By-pass jet engine was located on the sliding pylon. The design of the missile was developed in a way to reduce radar and heat detection. Strategic missile X-55 can reach the target with high accuracy even if it is a great deal removed from the point of missile start. The missiles are carried by the aircraft of strategic aviation - TU-95 MC and Tu-160. In NATO countries X-55 received code name AS-15 "Kent".

"Heavy horses" of the sky



72141 An-8

The military cargo aircraft **An-8** was built in 1956 by Antonov Experimental Design Bureau. The aircraft had 2 turbojet engines AI-20D, with 3810 kWt capacity. An-8 is equipped with large cargo door in the tail part of fuselage. Chassis of high maneuverability allow landing and take-off from airfields. At the front part of fuselage, the shooter's cabin is located, equipped with the tower with paired guns of 23 mm caliber. The cruiser flight speed comprises 520 km/h; flight distance – 850 km. Maximum landing load is 11 t.



72101 An-26
early version



72118 An-26
late version



7296 An-32



72134 An-26RT/RR/Z



72103 An-30



72133 An-32P

The "Amonsters" (epoxy model kits)

Passenger aircraft IL-18 was developed by Experimental Design Bureau named after S.V. Ilyushin in 1957. Four turboprop engines AI-20M with the power 2950 kWt (4000 h.p.) designed by the engineer A.G. Ivchenko and automated piloted-navigation system. The first flight was conducted by IL-18 on July 4th, 1957. Mr. V.K. Kokkinaki served as a crew commander. The government tests ended in 1958, after that the mass production of the aircraft started. Within the time period 1957-1959, 564 passenger aircraft were produced in total. After the end of their service, IL-18 was partially modified into the aircraft of electronic radio countermeasures and radio reconnaissance. The aircraft received the code name **IL-20** (NATO Code "Coot-A"). The ice reconnaissance plane **IL-24N** was developed in 1970 on the base of IL-18 and designed to receive the information regarding the ice coverage of Arctic Ocean with the purpose of securing cargo seafaring in Arctic Regions.

On June 15, 1965 at the international exhibition in Paris the unique transport plane **An-22** "Antey" was first introduced to the general public. At that time An-22 excelled all the world's aircrafts at the size of commercial load (60 tons) and the size of the cargo-carrying cabin. After this demonstration in NATO An-22 was given code name "Cock". From November, 1965 to January, 1976 66 "Antey" aircrafts were built.



72012 IL-76



72019 A-50



72020 An-10

Passenger aircraft An-10 was built by Experimental Design Bureau named after Antonov in 1957. For the aircraft with fuselage of big diameter special aerodynamics and constructive components were foreseen, as well as new airconditioning system for passenger section. Good landing/take-off parameters, along with chassis of high maneuverability allowed to use this aircraft from airfields. First AN-10 took-off in March 1957 piloted by test pilots Ya.I. Vernikov and I.Ye. Davydov. Starting from 1959 the aircraft has been used actively at all Aeroflot lines. At the worldwide fair in Brussels in 1958, the aircraft was awarded with Big Golden Medal.

Antonov's Experimental Construction Bureau designed new passenger aircraft An-24 in 1959. The military cargo modification An-24T was designed on its base. During 1967-1971, 164 aircraft of this type were built in Irkutsk. In 1964 the designers presented the project of the new modification that differed from the previous one with the new construction of the nose and tail end. In the tail part the cargo hatch was located that was locked by a hatch-locking bar of the original design. The new aircraft could transport and drop in the air not only cargo, but also light armor. The government test flights lasted during 1968-1970. The mass production started in 1970 at Kiev aviation plant. In total 1398 aircraft of this type were built: 564 pcs were used in defense departments of USSR, 420 pcs were exported, and the rest was transferred to different ministries. Being named **An-26**, this is specified to have 5.5 t cargo capability and to ensure continued air operations from semi-prepared airfields. Furthermore, the airlifter has 38-40 passenger capacity and provides 24 wounded persons with medical men escort accommodation in medevac version. Transport aircraft **An-30** is the later design of Antonov design bureau. The An-26 and An-30 airlifters saw widespread service in Afghanistan war against rebel Mujahideen forces. Today many countries use the aircrafts around the world. The aircraft of short take-off and landing **An-32** was designed by Experimental Design Bureau Antonov in 1976 and designated for transportation of cargo and passengers on short and medium distances. High power availability allows to conduct flights with steep trajectory from mountain airdromes located on the heights upto 4500 m. The aircraft for fighting forest fires **An-32P** is one of the latest modifications. Along the boards of fuselage two external water pouring devices are installed with the volume around 8000 l. The point of liquid discharge is determined with the help of breech-sight NKPБ-7. Before 1990, 214 airplanes An-32 were sold for export to different countries. Most of all were exported to India (118) and Afghanistan (49).



72011 IL-18



72013 IL-20/IL-24



72009 An-22
early version

Antisubmarine aircraft IL-38 was built in 1962 on the base of passenger aircraft **IL-18**. The aircraft was equipped with "Berkut" spot-reconnaissance system that consisted of droppable sonobuoys and special on-board equipment that could find and destroy the adversary's submarines at any weather conditions. The depth bombs, antisubmarine guided missiles, torpedoes and mines could be stored in fuselage cells. The mass production of this aircraft lasted until 1972. In total 58 aircraft of this type were built.



72010 IL-38

Military-transport aircraft IL-76 was built in Ilyushin Experimental Design Bureau in 1971. The chief designer of the aircraft is R.P. Papkovsky. In 1974 IL-76 went through the series of tests and was adopted for armament. On the basis of military-transport aircraft a lot of various aircraft of special use are built. Several planes were re-equipped into air command units IL-82, the flying hospital IL-76MD "Scalpel-MT" was built. In 1983 for testing the fighting laser and for studying the distribution of rays in the upper layer of the atmosphere, the version A-60 was built. On the basis of IL-76, the fuellers IL-78 and IL-78M were built and well as the aircraft of radio supervision A-50. In total around 950 aircraft IL-76 of all modifications were built, over 100 of which were sent for export.

**72008 3M "Bison"****72014 3MD****NEW!****72015 VM-T "Atlant"****72001 T4-100**

The development and building of the unique aircraft under the guidance of the general constructor Pavel Sukhoi started some decades ago. Titanic-steel bomber T4, nicknamed by creators «Sotka» (by hundredth part), could become the pioneer of Russian aircraft building due to its capability of conducting long flights at great supersonic speeds. Everyone who took part in the development of this aircraft thinks that its design and construction is a breakthrough in the aviation because of the technological and constructive innovations applied to this machine. The titanic alloys used back then specifically for T4 aircraft, work up to now. It is possible that without titanic and steel technologies applied in «Sotka» development, «Buran» wouldn't fly up later. But, as it often happens, the authorities did not support the creator, being ahead of his time. The T4 project, which can be called "the swan song" of P. Sukhoi, was closed by the country leaders of that time.

**72005 An-71 AEWR**

An operative and tactical aircraft An-71 for early radar signal detection has been created in 1985 on the base of aircraft An-72. The aircraft provides execution of following functions: ability of long-range detection and simultaneous tracking up to 120 low-flying and low-contrast targets; detection of radiating radar stations in the wide frequency range, its classification and bearing determination; the aircraft combined operation with an interceptor fighters; information transmission to command posts; operation in various geographical zones at ordinary and adverse weathers at day and night and at air temperatures $\pm 50^{\circ}\text{C}$; flight time 4,5-5 hours; an independent basing over a long period of time.

**New plastic!****72007 Tu-160**

Tu-160 aircraft is multi-functional strategic bomber intended for attacks at the adversary's objectives from high and low altitude. The maximum ammunition loading of this aircraft is 40000 kg. The main ammunition consists of guided short-range missiles and strategic cruise air-based missiles X-55CM (12 pieces), which are being hanged by two catapult devices MKU-6-5U of drum type. Another ammunition type with the X-15C missiles is intended for suppressing adversary's air-raid (24 missiles). The defense complex Baikal is installed on board of this airplane allowing to detect adversary's air raid, determine its location, suppress with interference or leave false targets behind the aircraft. The first flight of this airplane took place on December 18th 1981. The code name «Black Jack» was given to this machine by NATO.

**NEW!****72016 M-50**

In 1954 rody Experimental Design Bureau named after V.M. Miasischev started design works on new ultrasonic intercontinental bomber M-50. The development of innovations in terms of technology, engineering solutions and materials required cooperation of almost 20 experimental design bureaus, and over 10 big plants coordinated by various ministries and governmental agencies. The most important peculiarities of M-50 aerodynamics were thin triangular wing with the break on the front edge and rotary horizontal empennage. The investigation on the most efficient engine placement was one of the first important tasks. It was required to secure the best positioning of air-intakes, minimize aerodynamic resistance and simplify the design. Besides expulsions in aerodynamic pipes, the air tests were held for bulky types, being launched from catapult. At M-50 for the first time the automatic system of gravity center adjustment during flight was used through fuel pumping-over between fuselage and wing tanks. With electronics usage implementation, the bomber crew was reduced to 2 crewmembers. At the first experimental aircraft there was no defensive armament, but at the serially produced aircraft it was foreseen to install stern cannon mounting with remote control. The maximum bomb load comprised 30000 kg. It was also foreseen to mount ultrasonic cruise missile M-61 with launching distance 1000 km. M-50 conducted its first flight on October 27th, 1959 at Zhukovskoe airfield. Since by the start of test flights, the engines of P.F. Zubets construction have not been developed yet, the aircraft had four less powerful engines VD-7B installed (9750 h.p. each) designed by Experimental Construction Bureau named after V.A. Dobrynin. To increase the haul to 14000 kpg, two underwing engines BD7 were equipped with afterburning chambers. In August 1961 M-50 has been demonstrated at air parade in Tushino. However, at that time, in USSR the preference was given to missile armament, therefore M-50 has not been released into serial production. NATO Code Designation - «Bounders»

72017 Tu-126

The experimental aircraft of distance radar detection was built in 1961 on the basis of passenger aircraft Tu-114. The fuselage had powerful pylon installed, on the upper part of which rotating radome was mounted with radar station "Liana". The radar station allowed to locate air targets at distance from 100 to 350 km. The aircraft also had fueling barrel with the system of supplementary fueling in the air. The former passenger cabin provided enough space for powerful radio-, radar-equipment and equipment for signal processing. The aircraft started its service in 1966 and served until 1984. NATO designated this aircraft as «Moss».

**NEW!****NEW!****72018 V-12**

The largest helicopter in the world V-12 of M.L. Mile design conducted its first flight in spring 1967. 8 world records were achieved on this helicopter. In June 1971 the helicopter was first exhibited at International aviation saloon in Le Bourget, where the visitors were impressed by its dimensions and technical parameters. The wingspan reached 67 meters, fuselage length comprised 37 meters, height - 4,4 meters, chassis wheels diameter - 1,7 meters, maximum weight - 105 tons. The idea of building heavy cargo helicopter first appeared in 1960 as one of the components of quick nuclear war plan. It was intended that his mission would be to deliver missiles, as well as bulky loads to the launching point. The production of V-12 turned out to be too expensive, and regardless of all the achievements, the helicopter has not been produced serially. The largest helicopter in the world, having also the highest loading capacity, is currently exhibited in Aviation Museum in Monino.

Aviation in scale 1:144

First prototype of amphibian airplane rose into the air in October 1947. Good speed characteristics were ensured by two ten-cylinder engines R-1820-76A, 1425 h.p. each. After the test program, US Navy has adopted new hydroplan for armament. First serial amphibians were produced by Grumman company in June 1949 in SA-16A version (Search Amphibian). In January 1956 new version SA-16B was built with the larger wing-span. Hydroplanes were actively used during the Korean war and in Vietnam. After long patrolling, additional fuselage tank and two suspended vessels under the wing were installed — this allowed to prolong the flight, total duration being 12-14 hours. In Korea and in Vietnam crews of amphibians managed to save lives of 229 pilots. In May 1961 new modification of amphibian SHU-16B with new big radar AN/ASP-88, with antenna that could be removed to the tail part and additional search equipment has arrived for armament. In total 464 aircraft were built in various modifications.



NEW!

1409 DHC-5 "Buffalo"

De Havilland Canada DHC-5 Buffalo has been developed on the basis of DHC-4 Caribou. The aircraft had larger fuselage if compared to its prototype. It conducted its first flight on April 9th, 1964. Four machines were ordered by US army for test flights. After the test program, Canadian Air Force ordered 15 aircraft DHC-5A. Six of them were used for navy patrol. Some aircraft were built for the air forces of Brazil and Peru. In 1974 the production of the new modification DHC-5D started. This type had more powerful engines and improved flying parameters. The production of Buffalos ceased in 1982. Aircraft DHC-5D were supplied to the air force of Cameroon (3 machines), Ecuador (3 machines), Egypt (10) and some other countries.

Cargo aircraft C-123B "Provider" was built in 1953 by Chase Aircraft Company. The serial C-123B aircraft equipped with two-piston engines 1715 kVt (2300 h.p.) Pratt-Whitney R-2800 conducted its first flight on September 1st 1954. During the test flights C-123 showed maximum speed of 394 km/h, the flight distance being 2366 km. The aircraft was adopted into armament by US Airforce and was widely used in various military conflicts. In total 302 aircraft of this type were built, including one for static tests on durability and 24 for export supplies. Major modifications: HC-123B - aircraft modification with AN/APN-158 radar - 11 pcs built; C-123J - the designation of ten C-123B aircraft for flights in arctic conditions with additional J44 Fairchild engines; C-123K - the designation of 183 C-123B aircraft with additional engines J85-GE-17 in underwing nacelles and automatic deceleration regulation; NC/AC-123K - new designation of 2 aircraft of C-123B type after their modernization into armed night observer; UC-123K: the designation for 34 aircraft of C-123K type modified to perform defoliation tasks in Vietnamese jungles.



NEW!

1406 C-123J



1401 SA-16A "Albatross"



1402 HU-16B "Albatross"



1403 SHU-16B/ASW "Albatross"



1414 HU-16B "Triphibian"



1415 HU-16E "Albatross"



1404 C-123B/K



1405 HC-123B



NEW!

1407 NC/AC-123K



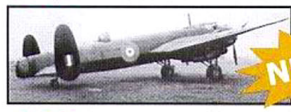
NEW!

1408 UC-123B/K



NEW!

1411 Avro 683 "Lancaster"



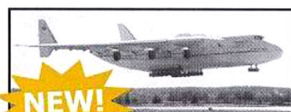
NEW!

1412 Avro 679 "Manchester"



NEW!

1413 Avro 694 "Lincoln"



NEW!

1417 An-225 "Mriya"



NEW!

1416 He-111

In the mid 1985 the Antonov construction bureau has received a task to develop new aircraft with the possibility to carry spaceship "Buran" and large components of "Energy" missile carrier. To reduce the cost, and make the project less time consuming, the engineers used An-124 as the base model. The fuselage and wings of An-225 represent modified relevant parts of An-124. The fuselage retained the same cross-section parameters, however its length has increased. To reduce the weight, the cargo door in the back was dismantled; the wing had new central section added, and the wingspan has increased. The quantity of engines was increased to 6. The bulky loads that cannot be fit into cabin, are being transported in horizontal position. The load is supported by two main fixing knots located above central section. An-225 conducted its first flight on Dec 21st 1988. In June 1989 the aircraft along with spaceship Buran was demonstrated at Paris air fair. Currently An-225 "Mria" is the largest aircraft in the world.

Bomber He-111 has been designed by German engineers in 1935. During the period of serial production, numerous modifications of this aircraft have been developed with different engines and armament. He-111 started its military service during the war in Spain (1936-1939), and with the beginning of WWII, it took active part in all of the major German military operations. The flight distance (2800 km) allowed it to conduct massive bombings at the adversary's side. In 1942 He-111Z (Zwilling) has been built, with two fuselages, combined central wing section and 5 engines. In total 12 such aircraft were built. In 1943 He-111Z was used by German army in Crimea for evacuation of wounded and military cargo delivery.

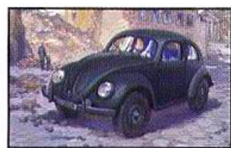


NEW!

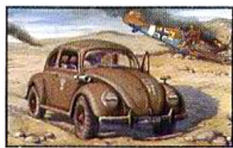
1410 An-72

An-72 — military carrier turbo-jet aircraft of shorted take-off and landing, creating by Aviation Scientific and Technical Complex named after O.K. Antonov.

The vehicles of different time periods



7201 VW type 60



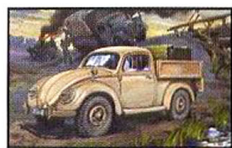
7202 VW type 87



7203 VW type 93



7205 VW type 230/3



7206 VW type 825

Ferdinand Porsche developed a famous car that was widely used by Wehrmacht. Born as a family car Volkswagen Beetle saw a lot of military service. One of many versions served with Wehrmacht was the **Type 60**. Another military version of Volkswagen Beetle — **VW type 87** featured foldable tarpaulin top. 564 such vehicles were built in 1941-1944, a large number of them were delivered to Africa Corps. **VW type 93** is the ambulance version of the famous Beetle. This version served with German Army during the WW II. **VW type 230-3** is yet another military version of the Beetle. And **VW type 825** pick up is light utility truck based on the VW Beetle.



7233 GAZ AA



7234 GAZ AAA

In February of 1930 the first Ford-AA trucks cars were built in Nizhny Novgorod, from parts shipped in from the USA. In parallel a new automobile plant began to grow and in 1932 was known as GAZ (Gorky Automobile Plant). In January of 1932 the first **GAZ-AA** truck (a copy of the Ford-AA) was produced in the new plant. The GAZ-AA became a famous and respected vehicle in the Soviet Union, given the nickname "Polutorka" for its 1.5 tone cargo capacity ("polтора" means one and half). In 1934 mass production of a copy of the Ford-Timken — **GAZ-AAA** (3-axied modification of the GAZ-AA) was started. This truck was a little heavier than GAZ-AA, less speedy, but its load capacity increased from 1,5 t to 2 t.



7236 AS-1 and I-153 "Chaika"

The aircraft starter **AS-1** was built in 1936 on the base of GAZ AA truck. The standard cargo platform of the truck was slightly moved backwards to place the fuel pump with the elevated pipe. The power-switching box was installed at the standard truck's gearbox hatch. Due to the fact that engines were installed at the different height above the earth, the upper conic gear could be turned on with the help of telescopic device with lever gear. In order to connect the starter's trunk with the airscrew, the special elevated maintenance ground had to be used. The trunk could be plugged to the airscrew only after the special shoes were placed underneath the chassis and the front wheels of the airplane. As soon as the speed of airscrew rotation exceeded the trunk's rotation, the trunk was automatically unplugged and pulled back. The aircraft starter **AS-1** was used until the late 1940's. Polikarpov Construction Bureau developed **I-153** fighter in 1937. This aircraft is a further development of the I-15 fighter. The serial production had started in Moscow in 1939 at # 1 plant and continued until 1941. In total 3437 aircraft were built. This fighter was first used in Khalkhin-Gol river battle on June 7th, 1939 when 9 airplanes of this type shot down 4 Japanese fighters Ki-27. The fighting experience showed that I-153 could only be used with I-16, otherwise the losses were significant. By the beginning of war, I-153 along with I-16 formed the foundation of Soviet fighter aviation. The I-153 type served during the Great War until 1943. Several I-153 served at the Air Force of the Northern Navy until the end of war as the guardians of internal marine convoys in the White Sea.



7207 PARM-1 ZIS-6

Six-wheelmotor vehicle ZIS-6 has been launched into serial production at Moscow vehicle plant named after I. Stalin in 1937. Due to the fact that the vehicle had 3 axles, it had excellent performance characteristics. The chassis of this vehicle were used for mobile aircraft repair shops (**PARM 1**). The vehicle had equipment installed which allowed for technical staff to repair the aircraft right at the airfield.



7230 Tram-car series "X"

The tram-car series "X" was produced by Mytisch carriage-building plant with assistance of specialists from Kharkov. The tram-car had successfully passed the tests and was approved for all cities of the USSR in 1927. By the end of 1938 tram-cars of series "X" were used in 73 cities of the USSR. During the World War II the tram-cars took on

special significance in view of shortage of transport vehicles. These vehicles were used for transportation of the workers to military factories and for supplying of the building materials to defense constructions, part of tram-cars were modified to ambulance vehicles. These tram-cars took part in the evacuation of the plants of Kharkov city. With using of these cars were established the loading of factory's equipment to rail stations. After war tram-cars were produced the modified versions of the series "X" which were used till the middle of 1960s. A part of them were modified to repair vehicles. The last tram-cars were withdrawn from service in the middle of the 1980s.



NEW!

7241 GAZ-42

The new truck modification with turbo-gas engine has been built on the basis of GAZ AA. The gas-generating modification has been designated GAZ-42. The truck has been fueled by gas. The truck had its own gas generator. This device, gas cooler, and supplies of wood made GAZ-42 240 kg heavier than the base model. The maximum speed comprised 50 km/h. Despite all the difficulties on maintenance of gas-generating equipment, thousands of vehicles equipped with it, both, during the pre-war and war period, could save on liquid fuel. In total 33 840 GAZ-42 with gas generating equipment were built.



7208 GAZ-51



7209 GAZ-51 "Bochka"



7214 MZ-51M



7216 Lublin-51



7228 AS-3

The most mass truck **GAZ-51** was designed in 1944-45 and for more than 30 years was produced by a car factory in Gorkiy city since 1946. The truck was produced under license in Poland, Peoples Republic of China, Peoples Democratic Republic of Korea. It was used in armed forces and national economy. There were produced a lot of modifications of special use on the base of GAZ-51, such as **GAZ-51 "Bochka"** refueler version. Since 1949 the oil-filling car **MZ-51M** had been produced in Mogilyov by the Kirov works on the chassis of GAZ-51A. It was intended for heating and mechanical filling of aircraft engines with filtered hot oil. From 1951 to 1975 the truck was produced in Poland under the name **Lublin-51** at the enterprise FSC in Lublin. In all over 15,000 trucks were produced. It was used in armed forces and national economy. This model represents the early version with the wooden cab. The army ambulance automobile **AS-3**, automobiles **PAZ-651**, **PAZ-653**, and some other vehicles designed for special usage were built at Pavlov Bus Plant using the driving gear of GAZ-51. These automobiles were built in serial quantities.



7229 PAZ-653



7218 GAZ-63

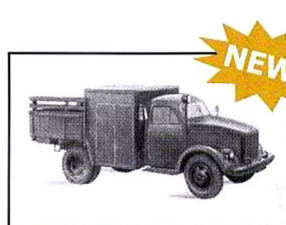


7226 GAZ-63A

The development of the new generation truck - GAZ-51 - started at Horky automobile plant yet before the war. After the purchase of American equipment GAZ could finally produce cross-country vehicles with all-wheel drive. The serial production of **GAZ-63** started of September 31st, 1948. The early production vehicles had wooden-metal driver's cab like the one GAZ-51 had. Since 1950 this cab was changed to metal one. Along with GAZ-63, its modification **GAZ-63A** was produced. This modification had the winch installed at the front edge of the frame. The winch had 65 m rope and could develop the maximum traction force up to 4500 kg. It was actuated through vehicle's transmission. In 1968 the production of GAZ-63 was stopped - its successor was GAZ-66. This vehicle was widely used in the Army and exported to the countries of Warsaw Treaty and the Middle East. In total 474464 vehicles of GAZ-63 modifications were produced.



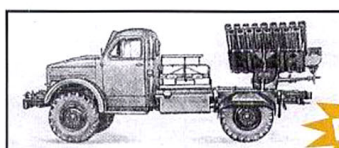
7235 UPG-250GM



7238 PSG-65/130B

The installation **UPG-250GM** is designed for checks, pressure tests, and additional fuelling of hydraulic systems with hydraulic mixture AMG-10. It consists of engine ZIL-152B1, hydraulic system and electric equipment. The engine and equipment are mounted in the special cabin which in its turn is installed on the chassis of the automobile GAZ-51.

Station **PSG-65/130B** is designed for pumping fuel at the stocks of fuel-lubricant materials, filling of auto tanks and fuellers. Special equipment of the station is mounted on chassis of the automobile GAS51A in a special pumping cabin.



7240 BM-14-17

In 1957 under supervision of engineer A.I. Yaskin new fighting machine BM14-17 (8Y36) with 17 slideways for turbojet cells M-140F was developed. The artillery part was installed at chassis of GAZ-63A vehicle. In comparison with BM 14-16 the developers managed to reduce the weight by almost 3 tons and increase the salvo by one shell. The rotary mechanism ensured good firing sector. The fighting machine had hoisting device and string balancing mechanisms. The transition to fighting position took 1.5 - 2 min. The system of salvo fire BM 14-17 has been used during several decades in armament of Soviet Army and other countries.

Before the beginning of World War II Soviet design engineers had created a tank with the unique characteristics. Having had a good armament and armour, T-34 appeared to be an unpleasant surprise for the German Army in 1941. Soviet tankmen highly estimated and liked this machine for its reliability and practicability. In all more than 52.000 T-34 tanks of different modifications were produced.



7224 Flak 38



7213 T-34 ZSU Flak38

In the years of the WW II German anti-aircraft plant **Flak 38** was adopted by German Air-defence Forces and was actively used in struggle against enemy's aircrafts. Single-barrelled and four-barrelled versions were built, as well as small anti-aircraft guns for using in highlands Geburgsflak 38. This model presents a four-barrelled version of the Flakvierling 38.

During the WW II German command made an active use of seized **T-34** tanks. In this model the version with the German four-barrel anti-aircraft gun Flak 38 is presented. It was done anew in field conditions. The model is made on the base of the real machine, the photographs of which were published in mass media.



7211 T-34/85
Repair Retriever

In the years of the Great Patriotic War Red Army, having the large amount of tanks, had few tractors and repair machines. Therefore, a repair retriever was created on the base of the tank **T-34/85**. Thanks to this experience in post-war period several types of retrievers with different specialized equipment were designed.



7212 T-34/85
R.R. with winch



7210 T-34/85 of the NVA type 63

During the Vietnam War, the North Vietnamese Army was provided with small number of ZSU-57-2 air defense vehicles. To supplement these, small number of T-34/85 tanks were modified with a new turret mounting the Chinese Type 63 twin 37-mm gun.



7204 2S6 "Tunguska"

The USSR military force adopted 2S6M «Tunguska» anti-aircraft complex on September 8th, 1982. The main feature of this complex is gun and rocket weapons at one base, plus additional optic and radio fire command equipment with the usage of the radio location, digital and the hydraulic targeting systems. «Tunguska» is designed for anti-aircraft defense systems for armor and tank divisions at march and at all stages of battle action. It is capable of a full range of destruction of adversary's force (without the 'deadly zone' typical for anti-aircraft complex), which is achieved by the consequential firing of the target, first with the rockets, and then with the gunfire.



7220 T-34/D-30

T-34/85 tank was adopted into armament on December 15th, 1943. During the years of WWII over 52 000 of T-34 tanks were built in different modifications. T-34 tank took active part in military actions in Korea (1950), Near East (1956-1973), Vietnam, Ethiopia, Yugoslavia and other hot spots. During the Arabi-Israeli war, the Syrian army has re-equipped some of the tanks into mobile artillery units. The 122 mm howitzer D-30 was installed on T-34 tank instead of the gun turret.



7222 D-30

A 122 mm howitzer D-30 was adopted into the armament in 1960. It was designed according to the new scheme: it had three trails instead of the usual two trails; its running gear was installed on the upper mount; also the jack was installed for lowering and lifting the gun when shifting it from one position to another. The howitzer is transported in the unusual way - with its barrel looking forward. The time of shifting the gun from the transportation position to the firing one is 1,5-2,5 min. The D-30 122 mm is a very reliable howitzer with small dimensions and weight. It is an unsurpassed type of the army artillery even nowadays.



7232 Egyptian T-34 SPG 122 mm

#7232 T-34 has also been on Egypt's armament. Several tanks were substantially modernized. T-34 has a new tower installed with 122mm howitzer D-30.



7239 Egyptian T-34 SPG 100 mm

#7239 — Egyptian SPG, armed with the 100 mm BS-3 gun on the basis of tank T-34. One of such captured tanks is exhibited in military museum in Israel.



NEW!



125 mm gun "Sprut-B" was built in Experimental Design Bureau - 9 in 1968 and accepted for armament. The gun is pulled by the truck "Ural -4320" or MT-LB prime mover. To move on the fighting field, the gun is equipped by the special power plant, produced on the basis of the engine MeM3-967A with hydraulic drive. The transition time from field status into fighting one - 1,50 min, and vice versa - around 2 min.

7231 Sprut 2A-45M

The most popular army jeep **HMMWV** was added to USA armoury in 1985. It has proved itself as one of the most universal, effective and mobile tactical vehicles of the present. In all more than 140 000 high mobile multi-purpose vehicles of different modifications have been made. HMMWV is widely used in armed forces of almost 40 countries.



7215 M966
Tow Carrier



7217 M1038
Four Men Cab



7219 M988
Two Men Cab



7223 M1025
Armament Carrier



7225 M1035
Ambulance

The UAZ-469 replaced its famous predecessor — the GAZ-69 at Ulyanovsk production line in 1972 and became the standard Soviet Army jeep for decades. The car was delivered to many armed forces around the world and was praised for its reliability and robust construction. Model kit # 3503 presents the UAZ-469 VAI version (VAI stands for Military Traffic Control service). # 3507 presents the SFOR version. # 3505 presents the UAZ-469 with KPV 14,50-mm large-calibre machine gun and # 3508 — UAZ-469 with 106 mm gun of the Northern Alliance in Afghanistan war. All UAZ-469 model kits are 1/35 scale and equipped with rubber wheels!



3503 UAZ-469 VAI



3505 UAZ-469 with
KPV 14,5 mm machine gun

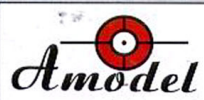


3507 UAZ-469 SFOR



3508 UAZ-469
with 106 mm gun

SCALE 1:35



SCALE 1/72

7203 I-17
7208 I-153
7212 I-270
7213 Su-26
7214 Bf 109T-1
7216 Sh-2
7217 Di-6Sh
7219 I-207
7220 I-302P
7221 Bf 109K-4
7222 FiSK-199
7223 Yak-15
7224 Yak-17
7225 KOR-1
7226 Be-2
7227 Yak-18
7228 Pitts S-2A
7229 "Voyager"
7230 Korean Yak-18
7231 UTI-4
7232 PZL-104 "Wilga"
7234 Mi-1M
7235 Yak-4
7238 Mi-1MG
7239 MiG AT early version
7240 Ka-26
7241 Yak-2
7242 Ka-15
7243 MiG-9L
7244 Yak-28P
7245 Ka-31
7246 IS-1
7247 Yak-21
7248 Bf 109F-2 & RZ-65
7250 Mi-1MU
7251 UT-2
7252 Ka-18
7253 U-1
7254 MU-1
7255 Yak-1
7256 Ka-15M
7257 Yak-38

7258 Yak-38U
7259 AVRO 504K
7260 SPAD S.A.2
7261 SPAD S.A.4
7262 Pegas
7263 Su-15TM
7264 La-250
7265 KASKR-1
7266 Nieuport IV
7267 Gee Bee R-1
7268 AVRO 504K Zeppelin Killer
7269 Yak-50
7270 Yak-52
7271 SPL
7272 Ka-126
7273 SPAD S.A.4 with ski gear
7274 Ka-226 MChS
7275 Bf 109W-1
7276 IS-2
7277 Ka-15M anti-submarine
7278 PZL-104 "Wilga" hydroplan
7279 KASKR-2
7280 Yak-1 late version
7281 Ka-26 cargo version
7282 Yak-17UTI
7283 I-180E3
7284 Mi-1 ambulance
7285 Yak-53
7286 Yak-9P
7287 Christen Eagle I
7288 Yak-28I
7289 Yak-9U
7290 Ka-15 ambulance
7291 Yak-28R
7292 Yak-54
7293 Yak-130D
7294 Yak-50 2nd serial version
7295 AERO 45
7296 An-32
7297 Mi-3 ambulance
7298 Christen Eagle II
7299 MiG-9

72100 Tu-128
72101 An-26 early version
72102 Yak-28L
72103 An-30
72104 AERO 145
72105 Yak-3VK-107
72106 Ka-15NH
72107 Su-15UM
72108 Yak-28PP
72109 Er-2
72110 Er-2 ON
72111 Yak-27R
72112 I-190
72113 SM-1/300
72114 Gee Bee R-2
72115 Tu-128U
72116 Bf 109E-3
72117 Bf 109E-3/E-4
72118 An-26 late version
72119 Mi-6 early version
72120 AR-2
72121 Su-11
72122 Su-9U
72123 I-16 type 5, 6
(China, Spain, Finland, USSR)
72124 I-16 type 5, 6
(Spain, USSR)
72125 Bf 109F-4
(multi-decal kit)
72126 Yak-28IM
72127 X-55
72128 MiG AT late version
72129 Ka-226 "Serega"
72130 Ka-226 ambulance
72131 Mi-6 late version
72132 Bf 109F-4/F-6
(multi-version kit)
72133 An-32P
72134 An-26 RT/RR/Z
72135 Su-9
72136 HUP-1

SCALE 1/144

72137 HUP-2/3
72138 Fury I/II
72139 Fury (Spain AF)
72140 Fury (Yugoslavia AF)
72141 An-8
72142 Pe-8 ash82
72143 Yak-25
72144 Yak-52M
1401 SA-16A "Albatross"
1402 HU-16B "Albatross"
1403 SHU-16B/ASW "Albatross"
1404 C-123B/K
1405 HC-123B
1406 C-123J
1407 NC/AC-123K
1408 UC-123K
1409 DHC-5 "Buffalo"
1410 An-72
1411 Avro 683 "Lancaster"
1412 Avro 679 "Manchester"
1413 Avro 694 "Lincoln"
1414 SH-16B "Triphibian"
1415 HU-6E "Albatross"
1416 He-111
1417 An-225 "Mriya"

SCALE 1/72

72001 T4-100 (new plastic)
72005 An-71
72007 Tu-160
72008 3M "Bison"
72009 An-22 early version
72010 IL-38
72011 IL-18
72012 IL-76
72013 IL-20/IL-24
72014 3MD
72015 VM-T "Atlant"
72016 M-50
72017 Tu-126
72018 V-12
72019 A-50
72020 An-10



Military
Wheels

Plastic model kits of military machinery

SCALE 1/72

7201 VW type 60
7202 VW type 87
7203 VW type 93
7204 2S6 "Tunguska"
7205 VW type 230/3
7206 VW type 825
7207 PARM-1
7208 GAZ-51
7209 GAZ-51 "Bochka"
7210 T-34-85 of NVA type 63
7211 T-34-85 Repair Retriever
7212 T-34-85 Repair Retriever
with winch

7213 T-34 with Flak38
7214 MZ-51M
7215 M966 Tow Carrier
7216 Lublin-51
7217 M1038 Four Men Cab
7218 GAZ-63
7219 M988 Two Men Cab
7220 T-34 with D-30
7222 D-30
7223 M1025 Armament Carrier
7224 Flak 38
7225 M1035 Ambulance
7226 GAZ-63A

7228 AS-3
7229 PAZ-653
7230 Tram-car series "X"
7231 2A-45M "Sprut-B"
7232 Egyptian T-34 SPG 122 mm
7233 GAZ AA
7234 GAZ AAA
7235 UPG-250GM
7236 AS-1 and I-153
7238 PSG-65/130B
7239 Egyptian T-34 SPG 100 mm
7240 BM-14-17
7241 GAZ-42

SCALE 1/35

3503 UAZ-469 VAI
3505 UAZ-469 with
KPV 14,5 mm
machine gun
3507 UAZ-469 SFOR
3508 UAZ-469 with
106 mm gun

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