

Вернуться к оглавлению

Amodel

20000

CATALOGUE

Associated with
Military Wheels
and **Vacuum Lion**



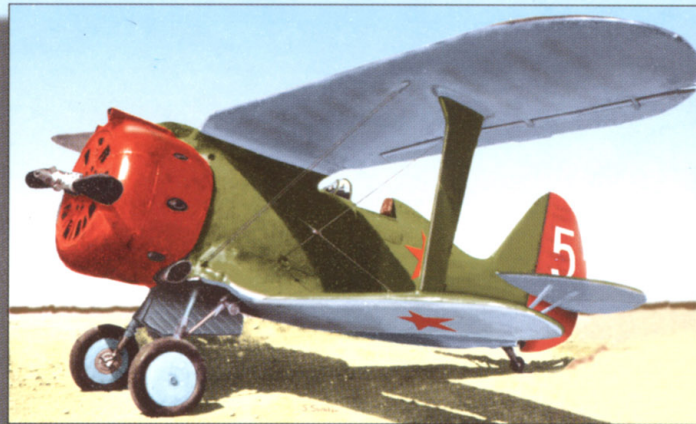
Yes, we know that the night was sleepless and it's your fifth mission today. Yes, we know that your home town is occupied by Germans and you've got no message from your family. Yes, we know that your I-16 is no match against the Bf 109. Soon we'll create better airplanes... and win the Olympic games... and orbit the Earth — thrust me! Now you just get to stop them. At ANY price! The only hope of the nation are you —

Hero of the Soviet Union



7225 KOR-1

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.



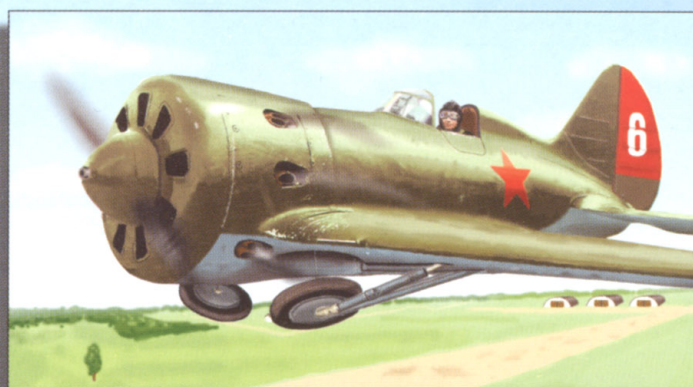
7208 I-153

«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.



7226 Be-2

Unlike to KOR-1 Beriev 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.



7207 I-16

Small and stubby, the I-16 was developed by N. Polikarpov design bureau in 1934 and became the most mass-produced fighter in 30-s. 10292 aircraft were built in 1934-1942, many of them being the I-16 type 5 and type 6 depicted in this kit.

7217 DI-6

Kocherigin DI-6 fighter was developed in 1934 and some 200 aircraft were built for VVS. The DI-6Sh depicted in this kit was an attack aircraft which featured an additional armor and auxiliary machine gun pods. 60 such planes were built. The DI-6 took part in Russian-Japanese border conflict in 1939 and in WW II.



Willy Messerschmitt's famous '109 well deserves to be kited. They say there is a law against a model manufacturer who doesn't produce at list one Bf109 kit. We are loyal — here you have six. May be we will release another two... or three... or thirty three, because like any other plastic kits producer we know:

It's never enough!



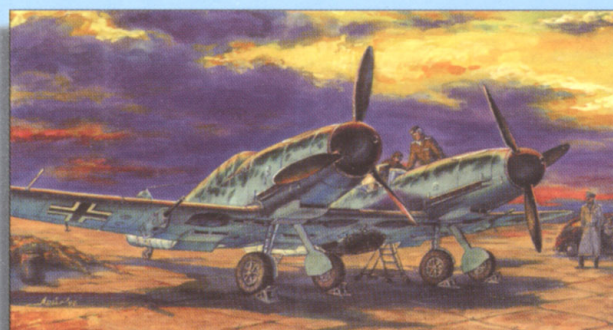
7214 Bf 109T Carrier-born version of the famous Bf 109 featured larger wingspan and a landing hook.



7221 Bf 109K The final version of Willy Messerschmitt's great design. Serial production continued until the end of the War.



7202 Bf 109F It would be rather stupid to tell the story of this famous design here — we think you have read it thousand times.



7215 Bf 109Z «Twin Messerschmitt» that never made it.



7222 FiSK 199 The Bf 109 in bomber role — what else you can create when thousands of T-34s are approaching your company home town?

7205 Bf 109E «Emil» was the first German airplane Soviet pilots had to deal with during operation Barbarossa. Respected enemy.



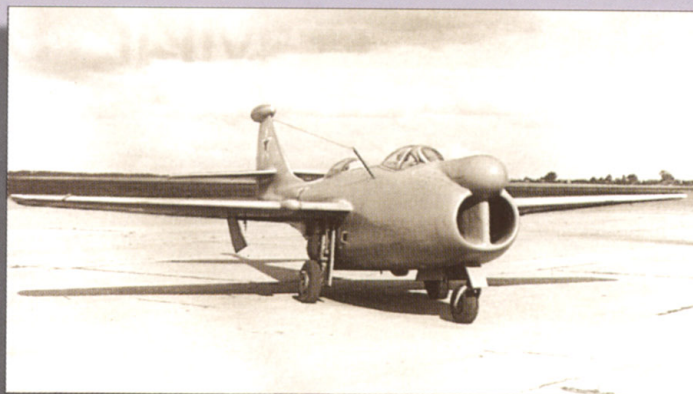
Forget everything you know — this machines are different. Get familiar with ejection seat, G-suit, and radar. You are entering the new era —

The jet age



7212 I-270

Mikoyan & Gurevich I-270 interceptor developed in 1946 was based on German Me263 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.



7243 МиГ-9Л

Two-cockpit MiG-9L was built as a testbed for anti-ship missile development program. The aircraft featured the large radome above the air intake and a small firing on the top of the fin.



7206 MiG-9

The MiG-9 fighter was developed by A.I. Mikoyan and M.I. Gurevich design bureau and became the first jet fighter in service with the VVS. 610 aircraft were built in 1946-1948, many of them were delivered to China after retirement from the Soviet Air Force.



The model built by Pavel Kolesnikov

7223 Як-15

Having made its maiden flight just a few hours later than the MiG-9, Yakovlev Yak-15 became the second jet fighter in the USSR. Pilots loved its easy handling and this much simplified conversion to jets. The Yak-15 was selected by Gen. Savitskiy's Red Five demonstration team which was the first to show team aerobatics on the jet aircraft.

7224 Як-17

Mating the German JuMO 004 engine with proven Yak-3 airframe, Yakovlev Yak-15 allowed Soviet pilots to convert to jets, but its undercarriage with the tail wheel was outdated. The Yak-17 had a nosewheel chassis configuration more suitable for the jet fighter. Both this and the development of the Yak-17UTI two-seat trainer helped the VVS to enter the jet age.



Svinkov

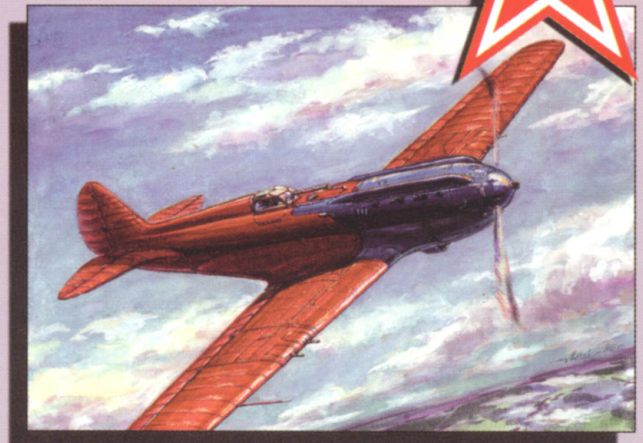
We were born to fly. To fly fast and high. Yesterday we were workers and peasants, today we enter the cockpits of flying machines. We are young, strong and nothing can stop us. It's our days —

The Golden Thirties



7246 HC-1

The world's first (and still only) true convertible biplane/monoplane fighter — Shevchenko and Nikitin IS-1 — featured the foldable lower wing which could be retracted into a special depressions in the fuselage. This provided the fighter with a good speed and high maneuverability. Test pilots who evaluated this unusual plane reported that the lower wing operation presented no problems - the aircraft was stable and fully under control.



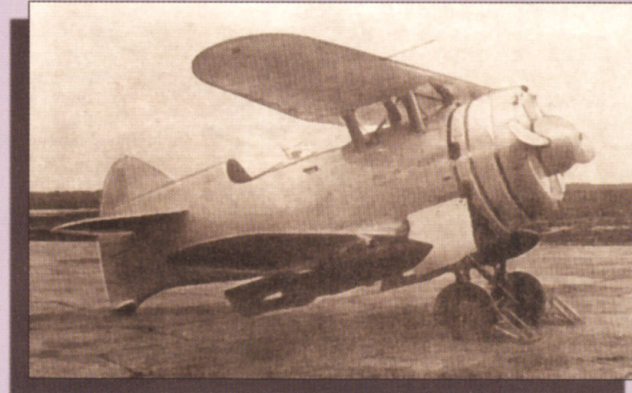
7203 И-17

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.



7231 УТИ-4

Speedy and maneuverable but difficult to control after biplanes, Polikarpov I-16 required some advanced pilot training. The solution was the UTI-4 fighter pilot trainer based on the I-16 airframe and power plant but having the second cockpit with full controls and instrumentation. Many such aircraft were built for the VVS.



7219 И-207

Borovkov and 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.

7216 Ш-2

Vadim Shavrov will always be remembered in Russia for two things — his book «The History of the Aircraft Design in USSR» which became the real classics, and for the Sh-2 flying boat he designed. Having made its maiden flight in 1930 simple and reliable Sh-2 was operated until 1964.



The model built by Nick Polikarpov

Though looking beautiful, military aircraft is just a very complex implement intended to kill. We at Amodel have little hope that you'll give up building warbirds. All we are saying is

Give Pitts a chance!



7213 Cy-26

Sukhoi Su-26 became absolutely the best aerobatic airplane of its time and won many awards at world championship. It was succeeded on the production line by more advanced Su-26M incorporating new fin, propeller and canopy (the first five serial Su-26M had the older canopy design). Today the new generation Su-29 and Su-31 replaced the Su-26M in production.



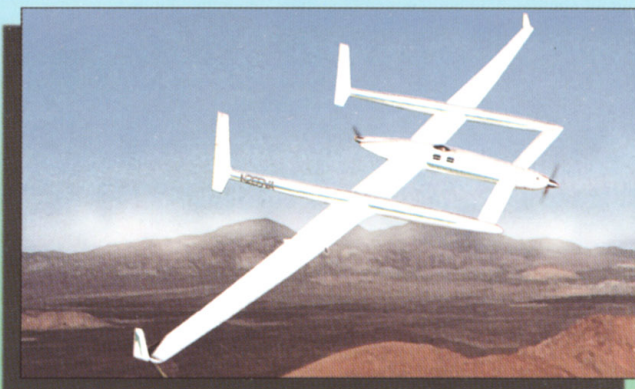
7227 Як-18

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.



7232 Vilga

Designed and manufactured in Poland, the PZL-104 Vilga 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.



7229 Voyager

On 14 December 1986 Burt Rutan's unusual looking Voyager aircraft made its historical take-off from Mojave airfield. Nine days later the airplane made landing at the same airfield — the world's first non-stop no-refueling round-the-world flight became a reality!

7228 Pitts S2A 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 aircraft a lot of this small and beautiful biplanes are still flying for commercial teams.



He was a strange man. He seriously thought that vertical take-off and landing is really possible. Only a few people believed. Today seeing in the sky a helicopter with the co-axial rotor people point out and say:

It's sure Kamov!



7242 Ka-15

The Ka-15 prototype made its first lift-off on 14 April 1953. Because of its co-axial rotor the helicopter featured small dimensions and could be operated from the ship deck. 354 helicopters were built.



7240 Ka-26



The model built by Ivan Kudishin

7218 Ka-60

In July 1998 the new Kamov Ka-60 helicopter was rolled out for the first time. The Ka-60 can accommodate 16 passengers or carry 2 tons of payload and it became the first Kamov design with not co-axial main rotor layout. Kamov's new helicopter incorporates state of the art technology and is superior to many foreign designs.



7237 Ka-28

The Ka-28 anti-submarine warfare helicopter was delivered to many foreign Armed Forces. This kit comes with the decal for Yugoslav Navy.

7211 Ka-52

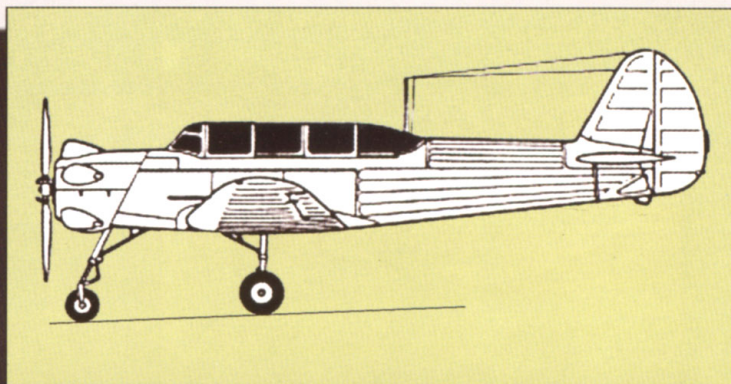
Unlike the single-seat Kamov Ka-50, the new Ka-52 design can accommodate two crew members in side-by-side cockpit. The Ka-52 can perform night missions, work as a Ka-50 group leader, or to serve as an advanced helicopter pilot trainer. The first prototype which is depicted in this kit made its maiden flight in 1997.



Assorted kits



7239 МиГ-АТ The MiG-AT was developed to meet the requirements for a new advanced trainer intended to replace Czech-built L-39 aircraft. Now the MiG-AT have to compete with another design — Yakovlev Yak-130 to become the standard Russian trainer aircraft of the next century.



7247 Як-18У Unlikely to Yak-18 the Yak-18U featured the nose wheel landing gear configuration and revised engine cowling. 5680 Yak-18 and Yak-18U trainers were built in the USSR.



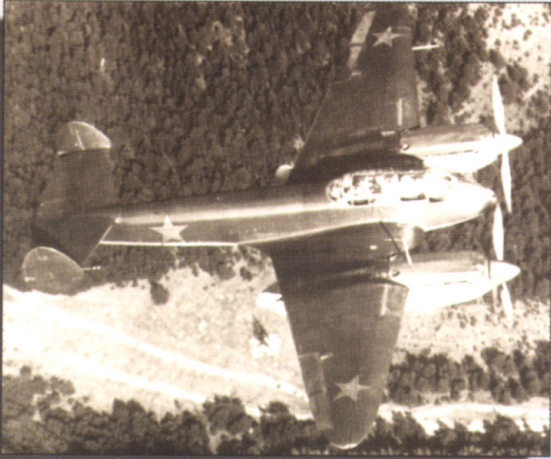
7234 Ми-1М Mil Mi-1 became the first serial helicopter in the USSR. The helicopter made its first lift-off in September 1948. The serial production began in 1951. In 1957 the Mi-1M with larger cockpit and improved avionics entered production lines. The Mi-1M served with all Warsaw Pact Armed Forces as well as Austria, North Korea, Afghanistan and Syria.



7233 Як-130 Very sophisticated and still easy to control Yakovlev Yak-130 is now under evaluation. Trainer aircraft have to fight too. Nobody knows whether the Yak-130 will become "the cadet's best friend" — all we can say for now is that it's the worst enemy of the MiG-AT.



Assorted kits



7235 Як-4 Considered by many as "the Russian Mosquito" Yakovlev Yak-4 bomber took part in many WW II battles.



7210 J2M3 The J2M3 Raiden was developed as an interceptor to satisfy the needs of Japanese Imperial Navy and was one of the best aircraft of its class. 476 aircraft of this type were produced in 1942-1944.



7209 Ми-2 The Mi-2 helicopter was developed by Mil design bureau in the USSR and manufactured in Poland. Decals for several versions provided including colorful Soviet road police version shown above.



7230 Як-18 Korean 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.

7204 Me262 Along with British Gloster Meteor the Me262 paved the way of the jet age. Initially created to protect Germany from allied bombing the Me262 later became fighter-bomber, reconnaissance plane and even an attack aircraft.





Military Wheels kits



3501 UAZ-469 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. In this 1/35 scale kit we present the Afghan War version



7201 VW type 60 Born as a family car the famous Volkswagen Beetle saw a lot of military service. One of many versions served with Wehrmacht was the Type 60 depicted in this kit.



7202 VW type 87 Another military version of the famous Beetle — the 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. We present this vehicle in 1/72 scale.



7203 VW type 93 Wartime solution — the ambulance version of the Beetle.

7204 Тунгуска Armed with four guns and eight AA missiles launch tubes Tunguska is the most potent air defense vehicle in the world today. Our kit accurately reproduces Tunguska in 1/72 scale.



3502 UAZ-469 KFOR Yugoslavia



Vacuum Lion kits



701 An-8

The An-8 became the first of Antonov's "flying giants" and the first heavy military transport aircraft in the USSR. It was operated for many years by Soviet VVS as well as other Air Forces.

Unlike to Amodel products, this kits are vacuum-formed. It means that you have to cut the parts out of the backing sheet and rub them down to achieve a good fit. This kits are targeted at the experienced builder and are not recommended for the beginner.

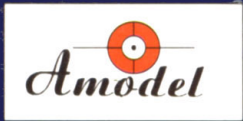


703 Classified

702 An-12

When Nikita Khrushchev visited Antonov design bureau in summer 1955 he approved the specification for the new four-engine transport aircraft. The unusual idea was that two aircraft were to be built — the An-12 military transport and the An-10 passenger liner with the only difference between the two being the tail portion of the fuselage. This provided the An-10 with an ability to operate from unprepared airfields and much simplified pilot training. In wartime the An-10 could easily be converted into a military transport by replacing its tail part with another one having a cargo ramp. The design work took only 11 months and on 16 December 1957 the An-12 made its maiden flight. More than 30 years passed since then but today the An-12 serves with many nations around the world. 1243 aircraft in more than 20 versions were built. This aircraft increased Soviet paratroops operation area and made the famed Blue Berets an important tool in Soviet geopolitics. No large-scale Soviet military operation could be carried out without an An-12.





7202 Bf109F



7203 I-17



7204 Me262



7205 Bf.109E



7206 MiG-9



7207 I-16



7208 I-153



7209 Mi-2



7210 J2M3



7211 Ka-52



7212 I-270



7213 Su-26



7214 Bf.109T



7215 Bf.109Z



7216 Sh-2



7217 Di-6



7218 Ka-60



7219 I-207



7220 Classified



7221 Bf.109K



7222 FiSK199



7223 Yak-15



7224 Yak-17



7225 Kor-1



7226 Be-2



7227 Yak-18



7228 Pitts Special



7229 Voyager



7230 Yak-18 Korea



7231 UTI-4



7232 Vilga



7233 Yak-130



7234 Mi-1M



7235 Yak-4



7236 Classified



7237 Ka-28



7238 Classified



7239 MiG-AT



7240 Ka-26



7241 Classified



7242 Ka-15



7243 MiG-9L



7244 Classified



7245 Classified



7246 IS-1



7247 Yak-18U



7248 Classified



7249 Classified



7250 Classified



701 An-8



702 An-12



703 Classified