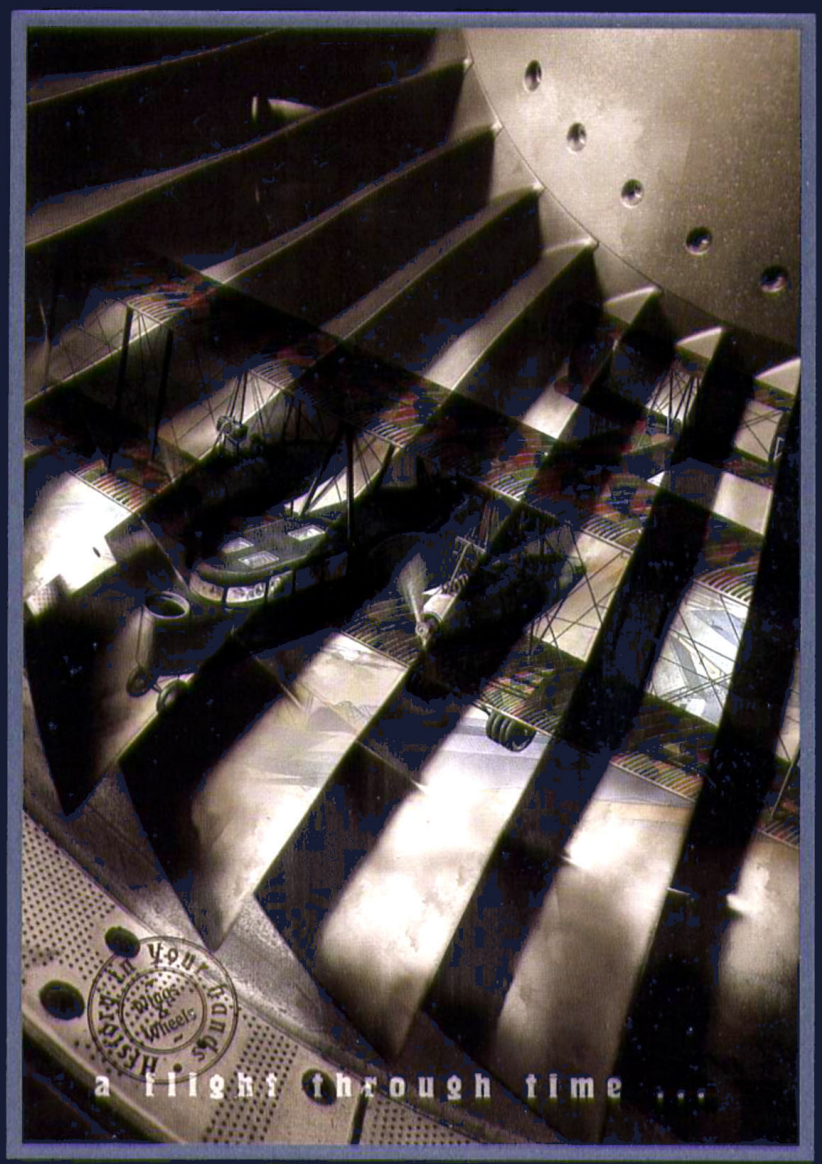
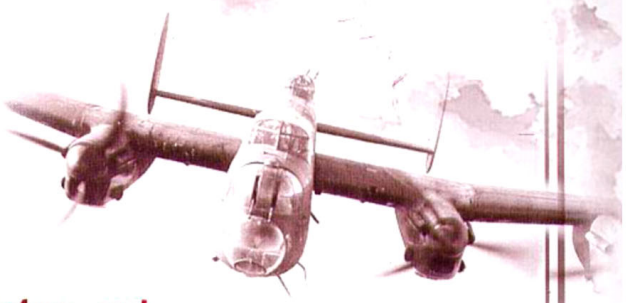
Вернуться к оглавлению

RODEN



Model Kits 2006

The artworks of
Valeriy Grigorenko and Taras Shtyk
are presented in this catalogue.



"XX: Century of Warfare and the Golden Era of the Military Aircraft"

"In the case of a European war, between two countries, both sides would be equipped with a large corps of aeroplanes each trying to obtain information of the other, and to hide his own movements. The effort which each would exert in order to hinder or prevent the enemy from obtaining information, would lead to the inevitable result of a war in the air, for the supremacy of the air, by armed aeroplanes against each other. This fight for supremacy of the air in future wars will be of the first and greatest importance, and when it has been won the land and sea forces of the loser will be at such a disadvantage that the war will certainly have to terminate at a much smaller loss in men and money to both sides." The Royal Field Artillery officer, Captain Bertram Dickson for the Imperial Defence Committee, wrote this memorandum in 1912. This particular document, together with two other similar reports, was the impetus for the Imperial Defence Committee to consider the future development of "aerial navigation for naval and military purposes".

Not only His Majesty's High Military Command were interested in the future of military aviation. At this time Germany already had extensive experience with lighter-than-air airships, most of which were capable of reconnoitering the whole of the North Sea and of carrying a small bomb load for offensive operations. The US Army bought and tested a Wright biplane in 1908, and Italy used aircraft against Turkish forces as early as 1911.

However, even after these early developments, little more was done before 1914 to develop the aeroplane into an efficient attacking machine; air combat was still in the future; for although guns had been fired from several types of aeroplane since August 1910, armed aircraft were not seen in service until late 1914.

When World War One began, Germany had about 280 aircraft, Britain 180, France 160 and Austria-Hungary a mere 36.

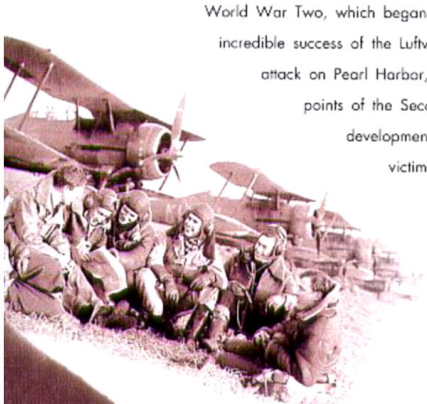
Arming an aeroplane was far from easy until the invention of interrupter gear, which allowed a machine-gun to fire between rotating propeller blades. The Germans were first to fit such an arrangement, on the Fokker Eindecker, and gained almost complete control of the skies over the Western Front during the Winter of 1915-16. The British answer was to build pusher fighters. However, the future lay with front-engine aircraft and the Allies developed their own interrupter gear.

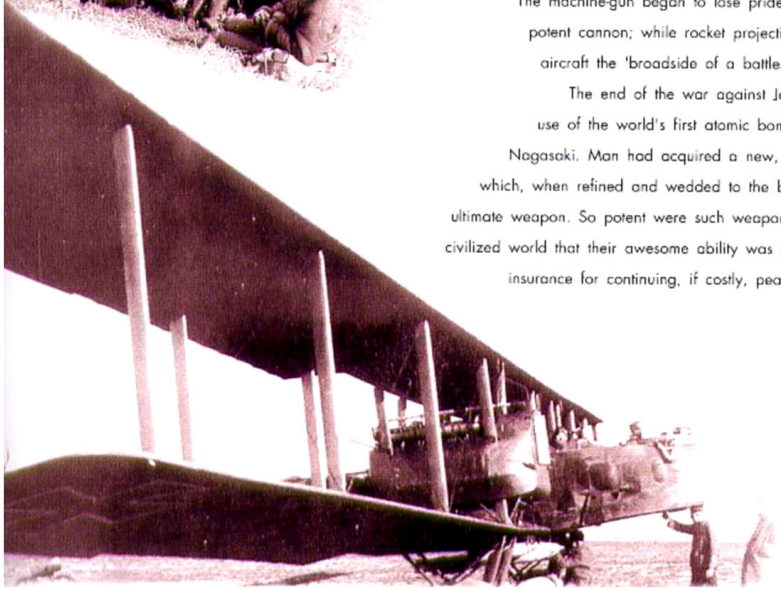
As the war progressed, fighters got faster and bombers got heavier. Superiority was held first by one side, then the other, as each air force gained that slight advantage in speed or maneuverability over its enemies. Despite this, there was often great respect for opposing pilots, and some aces preferred to force down or damage an enemy machine rather than to set it on fire and so condemn the pilot to endure a most painful and terrifying death at a time before parachutes were carried.

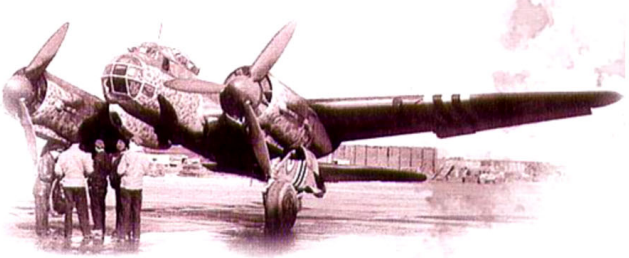
For a time after the First World War, there was still talk of the 'war to end wars'; but it did no such thing. Rather, the manner of the victory, and the conditions imposed by the Peace agreements which followed, made a Second World War inevitable.

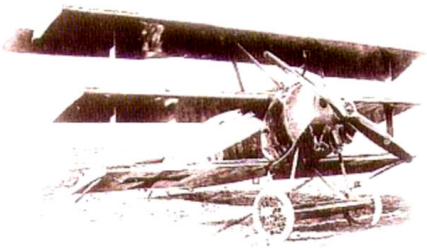
World War Two, which began just twenty years later, proved all that Bertram Dickson predicted in 1912. The incredible success of the Luftwaffe's Blitzkrieg during the early days of the war, the epic Battle of Britain, the attack on Pearl Harbor, Bomber Command's campaign against Germany; all these events were turning points of the Second World War. Before the war's end, there was an unprecedented degree of development in every aspect of aviation technology. Piston engines and propellers were victims of a power plant revolution, with the introduction of the first crude, but immensely promising, turbojet engines. Radar, which at the war's beginning had appeared to show promise for the detection and location of enemy aircraft, was developed for airborne interception of intruders and also enabled completely new standards of bombing accuracy. The machine-gun began to lose pride of place to the new, more potent cannon; while rocket projectiles gave to medium-size fighter aircraft the 'broadside of a battleship'.

The end of the war against Japan in 1945 was hastened by use of the world's first atomic bombs, dropped over Hiroshima and Nagasaki. Man had acquired a new, crude but overwhelming weapon, which, when refined and wedded to the ballistic rocket, seemed to offer an ultimate weapon. So potent were such weapons, capable of destroying our civilized world that their awesome ability was to become, perhaps, our best insurance for continuing, if costly, peace.









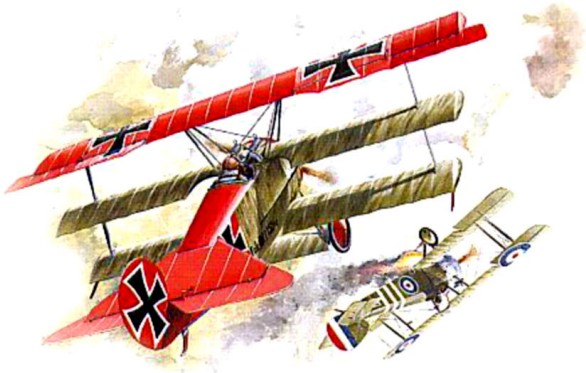
Three Wings of Success

The genius Dutch designer Anthony Fokker created the first purpose-built fighter in the world, the famous E.III Eindecker of 1915. Soon, new Allied fighters like the D.H.2 and Nieuport 11 took over the domination of the sky, and Fokker responded with the D.II and D.III biplanes, which were overshadowed by the more successful Albatros scouts. However, the Allies produced a surprise - the new three-winged Sopwith Triplane fighter, which was superior to the German biplanes. It had a better climb, was more maneuverable and faster. German aviation urgently needed a similar aircraft!

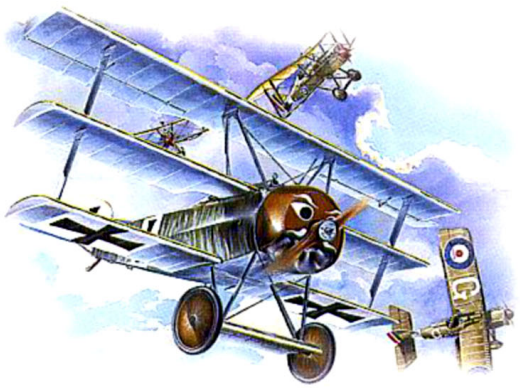
Fokker and his team quickly developed a new project, the V.4, and in the Autumn of 1917 two prototypes, designated F.I 102/17 and 103/17 were sent to France for combat evaluation. Not surprisingly, the new aircraft were tested by leading aces Manfred von Richthofen and Werner Voss. Even the death of Voss in combat together with the new plane and a couple of technical failures did not prevent mass production. The new design must have been a perfect fighter. Extremely small dimensions, incredible maneuverability, good speed - the new Dreidecker was designated as a 'fighter for aces'. In the spring of 1918, when the first Fokker D.VIIs arrived at the elite fighter units, many famous aces still preferred the Dr.1 in comparison with the "best fighter of the Great War".

The fame of this fighter is closely connected with Manfred von Richthofen, the famous Red Baron and Ace of Aces. His bright red Dr.1 became a symbol of World War One and the mythic death of the Red Baron added to the popularity of this aircraft.

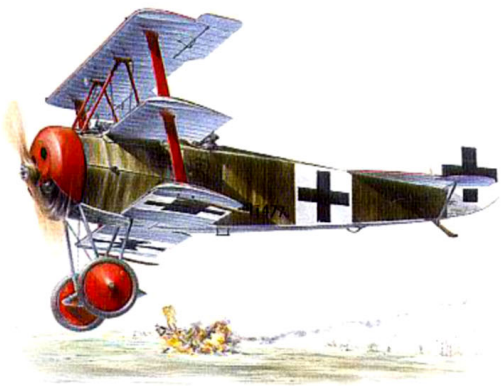
Despite the popular impression of this fighter's impact during the Great War, its military service was very limited. Unsolved technical problems stopped the Dr.1 becoming the very best fighter. However, without any doubt, the Fokker Dr.I is rightly remembered as a classic of this era of duels between 'Knights of the Sky".



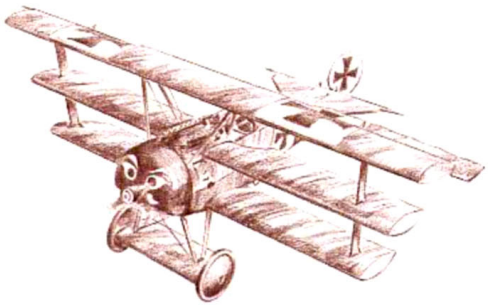
010 Fokker Dr.I
scale 1:72



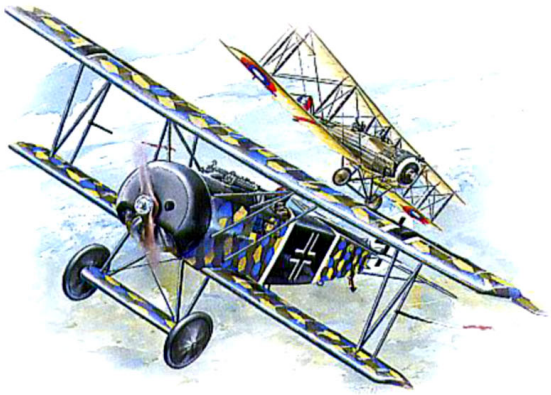
017 Fokker F.I
scale 1:72



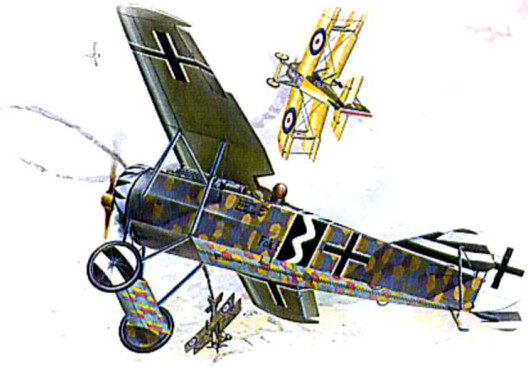
601 Fokker Dr.I
scale 1:32



605 Fokker F.I
scale 1:32



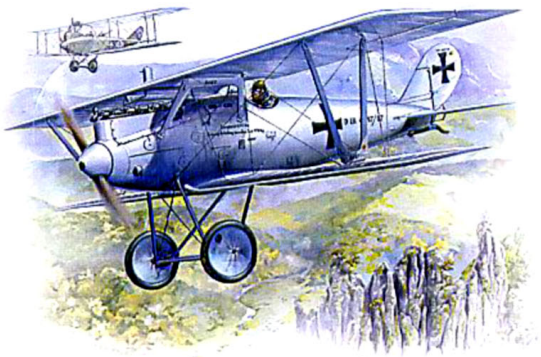
007 Fokker D.VI
scale 1:72



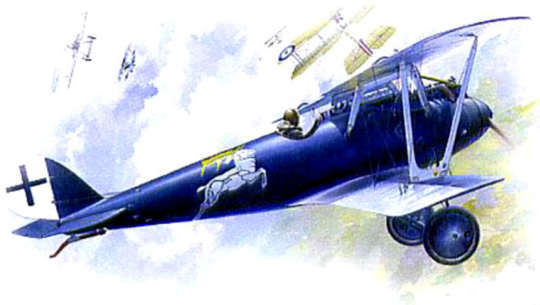
004 Fokker E.V/D.VIII
scale 1:72

"They also served"

Air war in the skies of Western Front is always associated with Albatros fighters, the Fokker Dr.I and Fokker D.VII, but many other types which were built in smaller numbers were also extensively used by the Germans on all the stages of the Great War. Some were elegant constructions like the Pfalz D.III and D.IIIa which even today look beautiful; some were unsuccessful planes like the Fokker D.VI which were forgotten before the war ended; some were revolutionary designs like the Fokker E.V or the Junkers D.I which were before their time. In any case they deserve to be included in the modeller's reconstruction of Great War history

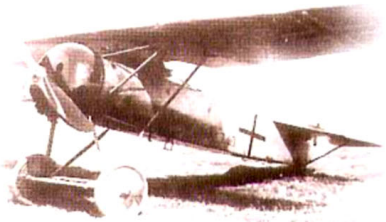


003 Pfalz D.III
scale 1:72



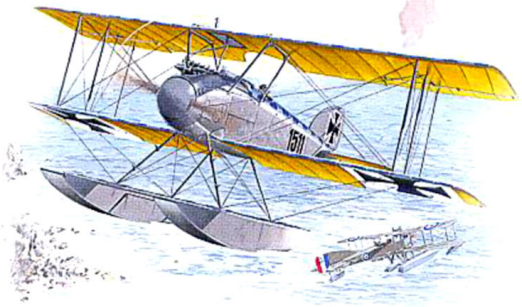
015 Pfalz D.IIIa
scale 1:72

603 Fokker D.VI
scale 1:32

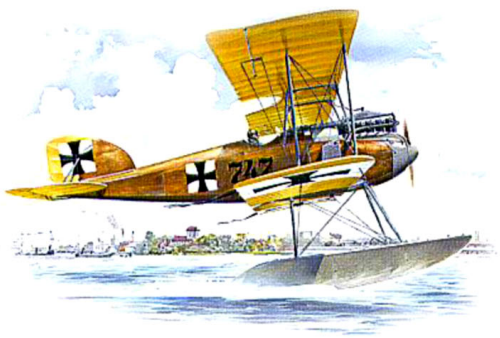


Albatros Scouts

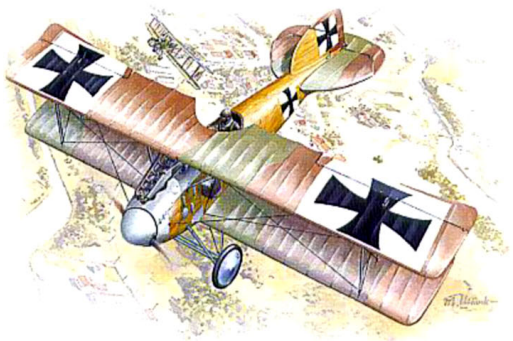
The story of the Great War is closely connected with name of Albatros. From 1916, when the early D.I version was first delivered to the combat units, this aircraft was the most potent adversary for the Allied planes. For its time the Albatros scout had a very advanced design with excellent performance. After the D.II which was in fact an improvement of the initial D.I design, the new D.III version appeared. This aircraft won the ruthless air battles of April 1917, which became known as "Bloody April". In the same year, aircraft was redesigned again; as a result of fuselage refinement, one of the most aesthetically pleasing aircraft ever to be built appeared - this was the Albatros D.V. Apart the usual land-based version, the Navy received the special W.4 version, equipped with floats. Overshadowed by the glamorous Fokker D.VII during 1918, Albatros fighters still remained in the front line until the last days of World War One.



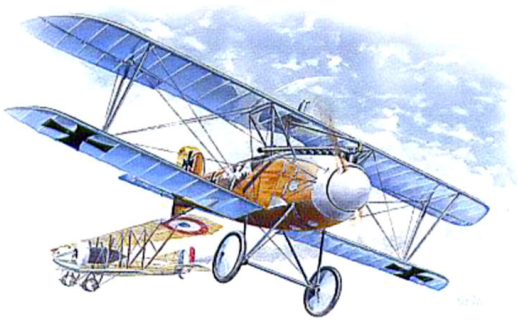
034 Albatros W4(late)
scale 1:72



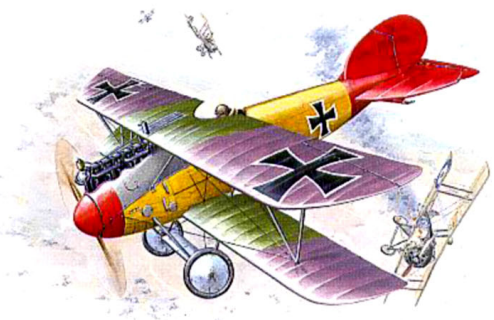
028 Albatros W4(early)
scale 1:72



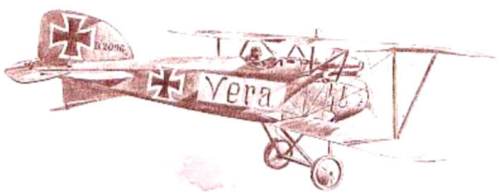
006 Albatros D.II
scale 1:72



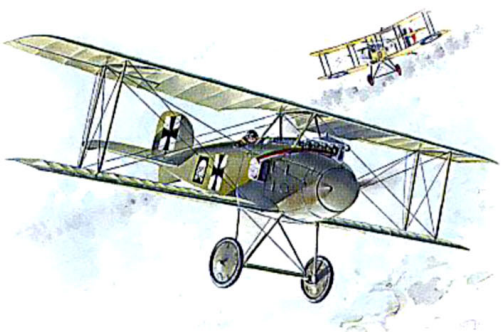
012 Albatros D.III
scale 1:72



032 Albatros D.V
scale 1:72



606 Albatros D.III
scale 1:32

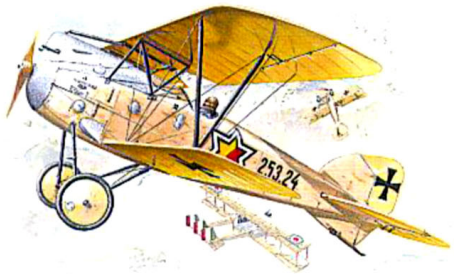


001 Albatros D.I
scale 1:72

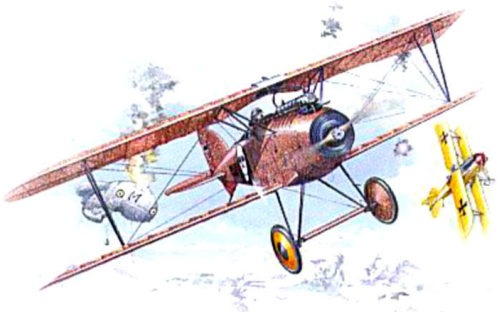
Airpower of Dual Monarchy

At the beginning of 1917 the air forces of the Austro-Hungarian empire were equipped with obsolete Hansa-Brandenburg D.I fighters. The Osterreichische Flugzeugfabrik AG company purchased a license for building its own version of the Albatros scout. The first batch of 16 aircraft, the Oeffag D.II Bauart 53, were built without any changes except for the installation of a new Austro-Daimler engine. After the success of the Albatros D.III on the Western Front, a new version, the Oeffag D.III Bauart 53.2 was built for service with the 'Luftfahtruppen', followed later by the D.III Bauart 153.1, 153.2 and 253 series.

In comparison with German Albatroses, the Austrian design was stronger, with a more powerful engine added to an improved airframe, which made the Oeffag Albatros one of the best fighters used on the Austrian-Italian and Austrian-Russian Fronts.



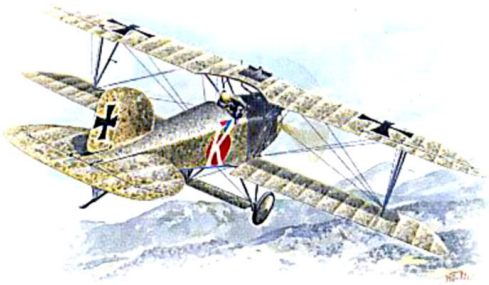
026 Albatros D.III Oeffag s.253
scale 1:72



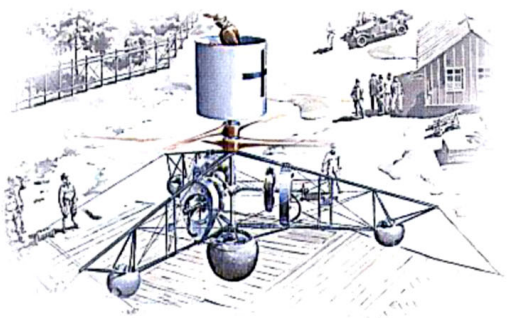
024 Albatros D.III Oeffag s.153 (early)
scale 1:72

022 Albatros D.III Oeffag s.53.2
scale 1:72

018 Albatros D.II Oeffag s.53
scale 1:72



030 Albatros D.III Oeffag s.153 (late)
scale 1:72



008 PKZ-2
scale 1:72

Helicopter of the Great War

Today helicopters are commonplace but ninety years ago they were only a dream. One of the first attempts to realize this dream was undertaken by three Austrian engineers, Petroczy, Karman and Zurovec, in 1918. They created an unusual construction with counter-rotating rotors, based on the light outriggers. The helicopter, named the PKZ-2, performed 36 unmanned flights up to 50 metres height, but its design had been too revolutionary for the time. Nevertheless, the PKZ-2 remains in the history of aviation as the 'helicopter of the Great War'.

"Fame, Success and the Short Career of a Great Fighter"

The only particular type of aircraft mentioned by name in the Versailles Treaty, was the glorious Fokker D.VII, designed by Reinhold Platz in late 1917. Just a few words from Article IV of the Armistice conditions, declared that ".in erster Linie alle Apparate
D.VII." (".all D.VII machines.") must be scrapped straight away, said more than a thousand words in all the technical reports, research or other writing about this type. Eight months of combat service proved that the Fokker D.VII had no equal amongst comparable fighters. The D.VII was better than any other major WWI fighter, taking speed, climb, maneuverability together; and its simple construction was very strong and gave a pilot an excellent chance of success in the most demanding dogfight.

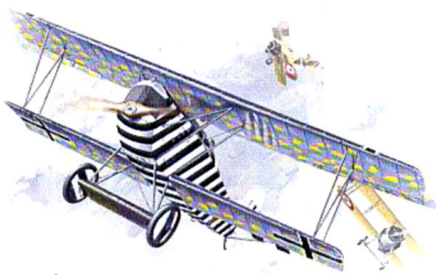
The Fokker D.VII was built in large numbers, and quickly replaced most other types in frontline units. The reputation of the D.VII was so high, that pilots flying other types called for urgent replacement with the D.VII.

It cannot be known how deadly the Fokker D.VII would have been for Allied planes, if war had continued into 1919, because during late 1918 Allied pilots began to work out tactics for dealing with the D.VII. However, its mystique, plus the outstanding skill of German pilots, let the Germans feel it offered the prospect of a turning point in the sky battles of the Summer of 1918.

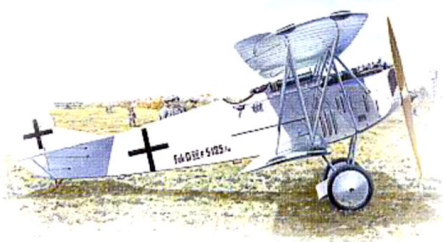
013 Fokker D.VII OAW (early)
scale 1:72

033 Fokker D.VII Alb (early)
scale 1:72

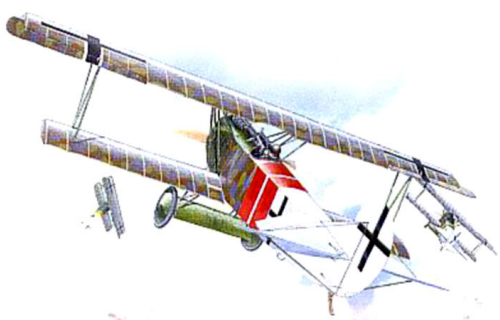
025 Fokker D.VIIF (early)
scale 1:72



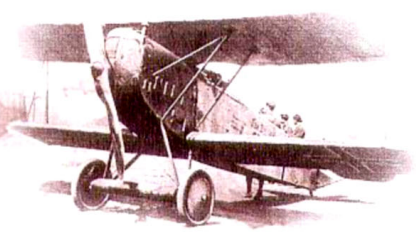
029 Fokker D.VII OAW (mid)
scale 1:72

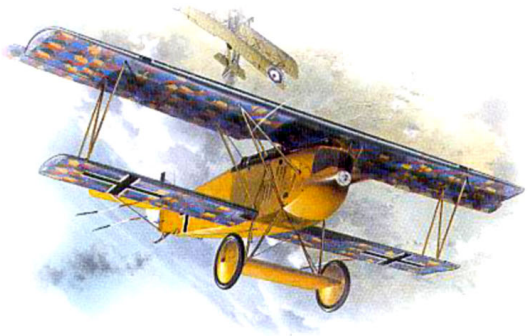


031 Fokker D.VIIF (late)
scale 1:72

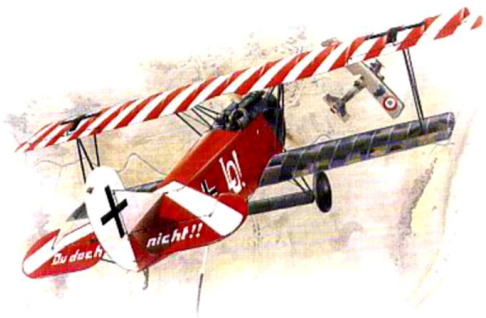


035 Fokker D.VII Alb (late)
scale 1:72

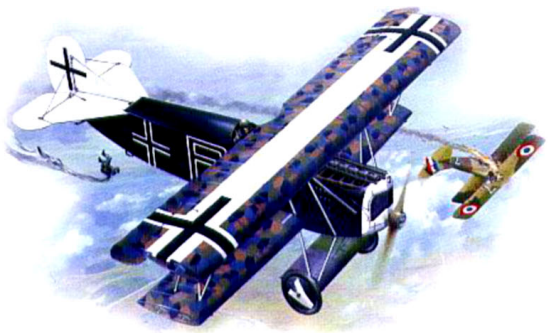




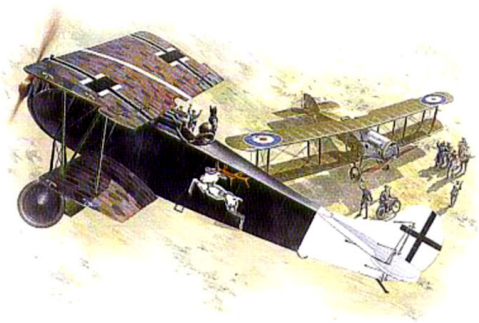
417 Fokker D.VII (late)
scale 1:48



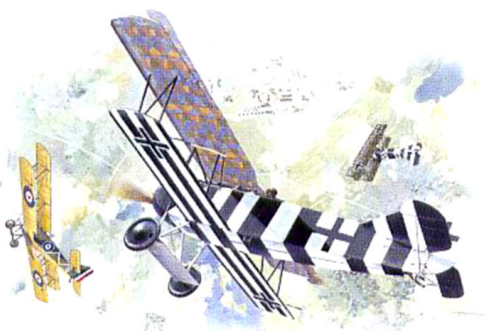
420 Fokker D.VII (OAW built, early)
scale 1:48



418 Fokker D.VII (OAW built, mid)
scale 1:48



421 Fokker D.VII (Albatros built, early)
scale 1:48



415 Fokker D.VII (early)
scale 1:48

424 Fokker D.VII (Albatros built, late)
scale 1:48

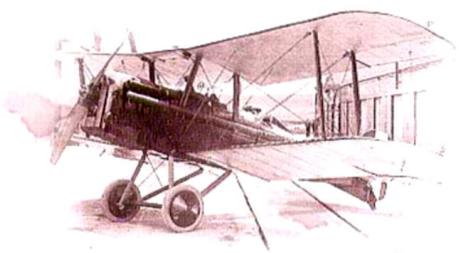
"S.E.5a: The Empire Strikes Back"

Without any doubt, the Royal Aircraft Factory S.E.5a was one of the best-known combat aircraft of the Great War. It was built in large numbers, flown by the British Empire's most famous aces like Mannock, McCudden, Bishop and others. This plane was not elegant like the German Albatros or the French SPAD; it looked like a farm tractor with wings. But it was this S.E.5a which returned dominance in the sky to the Royal Air Force, loosened after 'Bloody April' and the appearance of the modern Albatros Scouts. The basic aesthetic design of the S.E.5a was fully compensated for by its flying performance. It was fast, maneuverable, and capable of making or breaking combat at will. In comparison with the Sopwith Camel, it did not have its tight turning ability, but the S.E.5a was lighter and easier on the controls, and easy to fly.

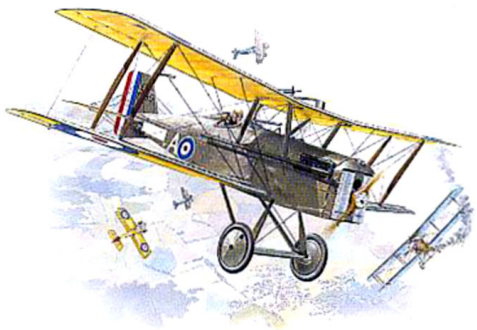
However, the S.E.5a had a fundamental technical drawback, in its unreliable Hispano Suiza engine. Later versions were fitted with the more successful Wolseley Viper, which helped to resolve these problems.

When discussing the best British fighter of the Great War, the S.E.5a is always compared with that other successful design, the Sopwith Camel. Both fighters deserved to be called 'the Best', and both will still be considered classics in the future, but the S.E.5a may have the best claim to the front rank.

Model of the year 2004
JRAF SE5a w/Wolseley Viper
Kit Militar-Modell Magazine

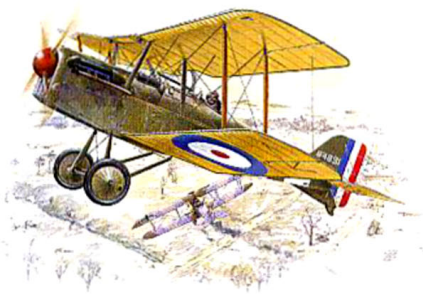


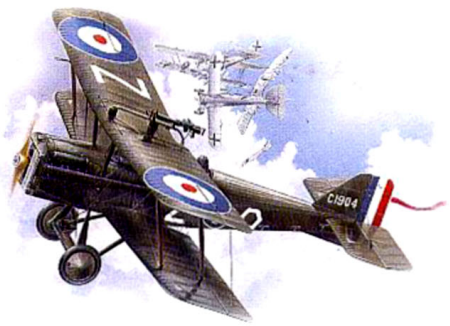
419 RAF S.E.5a w/Hispano Suiza
scale 1:48



045 RAF S.E.5a w/Wolseley Viper
scale 1:72

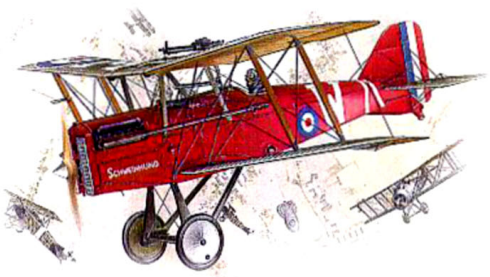
023 RAF S.E.5a w/Hispano Suiza
scale 1:72

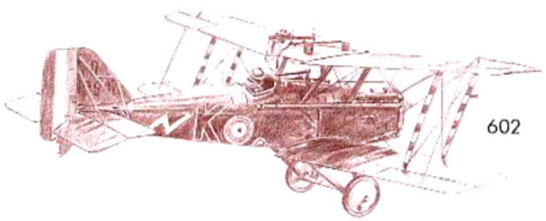




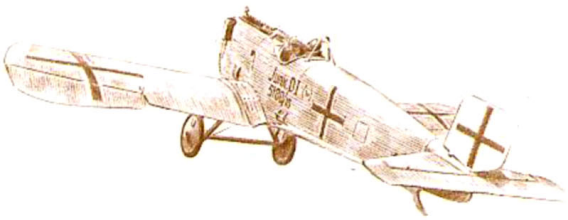
416 RAF SE5a w/Wolseley Viper
scale 1:48

607 RAF S.E.5a w/Wolseley Viper
scale 1:32

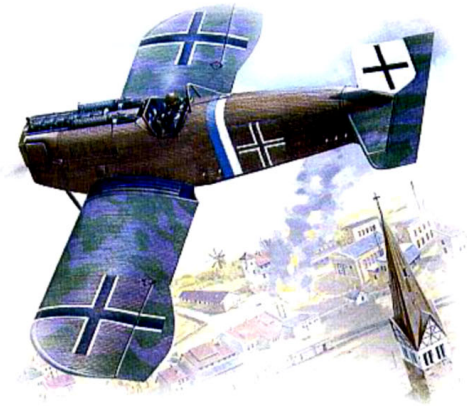




602 RAF S.E.5a w/Hispano Suiza
scale 1:32



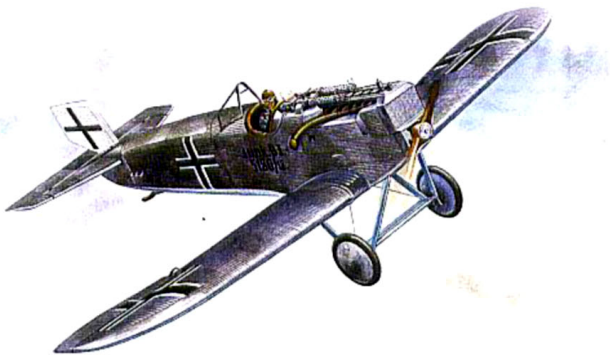
433 Junkers D.I early
scale 1:48



036 Junkers D.I late
scale 1:72

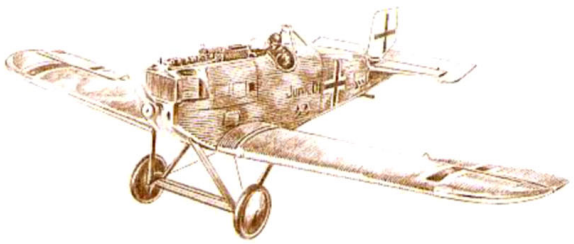
"Full Metal Jacket"

The talented German engineer Professor Hugo Junkers created many successful and revolutionary designs, but one of them was outstanding in the history of aviation. During the fall of 1917 he constructed an experimental fighter type, designated the Junkers J.7, which was later adopted with the military designation Junkers D.I and saw combat at the end of the Great War. The revolution of this design consisted in its steel tube construction and ribbed metal sheeting. This sort of engineering would become common for fighters from the mid-1920s onwards, but in 1917 it met strong opposition from the military command. The Junkers D.I was no faster and less maneuverable in comparison with the Fokker D.VII, which the Air Force received in great numbers, and lacked other advantages like extensive service experience. Nevertheless, the Junkers D.I represented a real step forward in aviation technology. After the end of the Great War, the work of Professor Hugo Junkers would be a major contribution to the advancement of aircraft design.

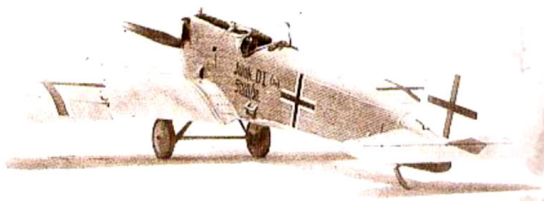


041 Junkers D.I early
scale 1:72

Model of the year 2004
Junkers D.I early
Kit Militar-Modell Magazine

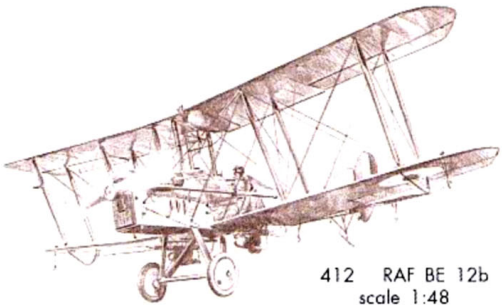


434 Junkers D.I late
scale 1:48

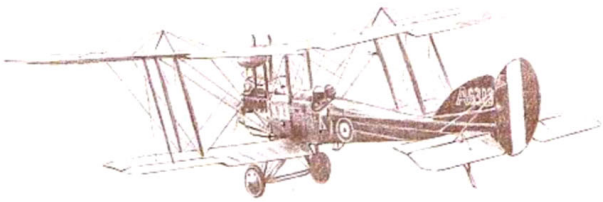


"Bleriot Experimental"

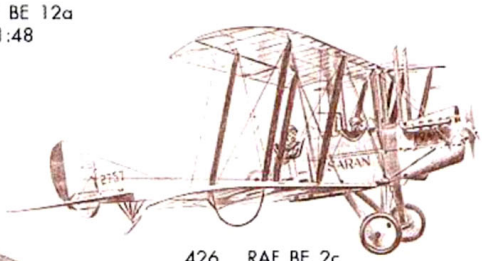
The Royal Aircraft Factory B.E.2 was produced in large numbers for the RFC and RAF, mainly as a two-seat reconnaissance and light bombing aircraft, although the B.E.2c, B.E.2d, and B.E.2e versions were armed with two machine-guns and served abroad and with Home Defence units as night fighters against raiding airships. For the latter task, a single-seat version, designated B.E.12, was also produced. B.E.2c's were among the first aircraft to be sent to France, and over 3,200 were eventually built. Designed to have good inherent stability, to allow easy flying while observing or photographing the land below, this very characteristic led to heavy losses as B.E.2s could not be easily maneuvered when attacked. Furthermore, production of the series continued after the development of newer combat aircraft had made the type obsolete. Powered by engines ranging only 70-90 h.p., the B.E.2 had a speed of no more than 116 km/h. On April 26, 1915, several B.E.2c's of No 2 Sqn RFC attacked Courtrai railway station. For this raid Lieutenant W. B. Rhodes Moorhouse was posthumously awarded the Victoria Cross - the first time a combat pilot had received the highest award. The B.E.2 and B.E.12 may not have been successful designs, but with their elegant outlines and long military service, they should be remembered as classic aircraft of the Great War.



412 RAF BE 12b
scale 1:48



409 RAF BE 12a
scale 1:48



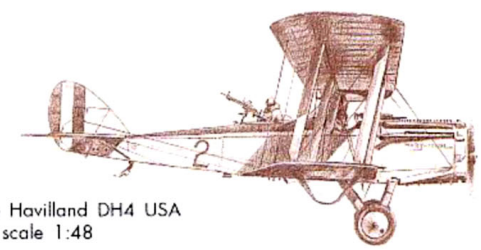
426 RAF BE 2c
scale 1:48

427 RAF BE 2e
scale 1:48

"America Goes to War"

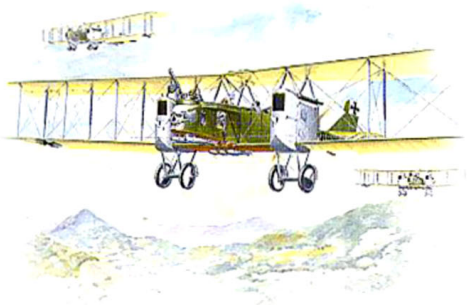
On April 6, 1917 the United States of America declared war on Germany. The U.S. did not have its own military aviation at that time, and the Allies delivered to the U.S. Air Corps some of their types in various quantities. One of them was the Nieuport 28 - not the best of Nieuport's wartime designs, but one of the most elegant fighters of the Great War. Many names of the first American aces, like Lufbery, Rickenbacker, Campbell and others, are associated with this type. Another type, which in fact was the first U.S. mass-produced military aircraft, was the D.H.4. The original British design had been adapted in the U.S., and the powerful new Liberty engine was installed. More than 3,000 D.H.4s were built in America, 1,200 of them sent to the Front in France and delivered to the Army before the end of War. The type was widely used, not only for bombing tasks, but also for observation, artillery spotting, and as a transport.

403 Nieuport 28 c.1
scale 1:48

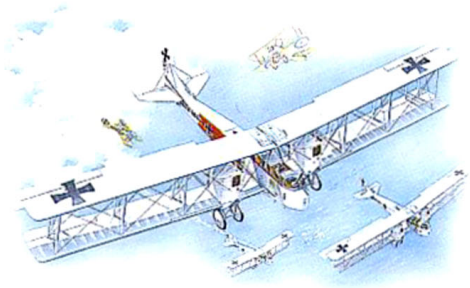


414 De Havilland DH4 USA
scale 1:48

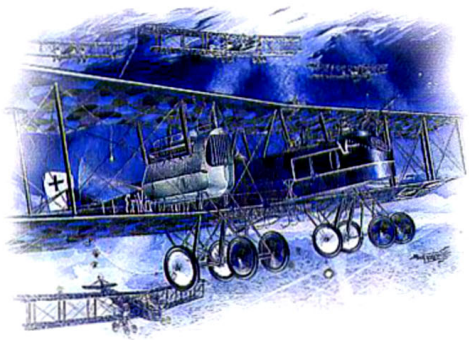
"The Early Days of the Strategic Bomber"



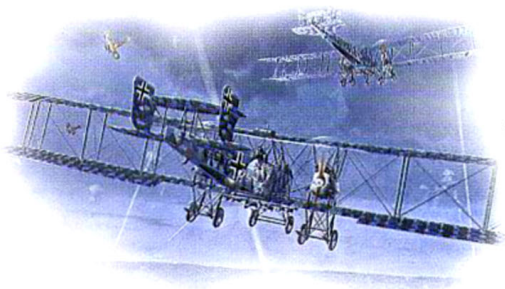
002 Gotha G.II / G.III
scale 1:72



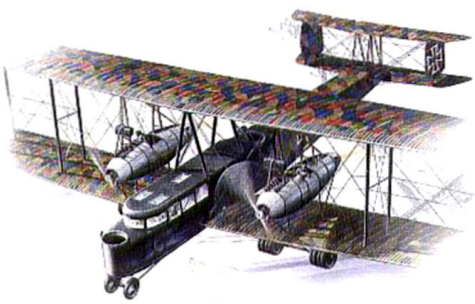
011 Gotha G.IV
scale 1:72



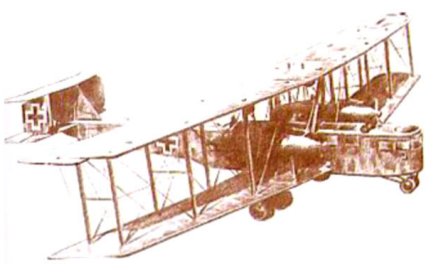
016 Gotha G.V
scale 1:72



020 Gotha G.Va / G.Vb
scale 1:72



055 Zeppelin Staaken RVI
(Schul, 27/16)
scale 1:72



050 Zeppelin Staaken RVI
(Aviatik, 52/17)
scale 1:72

From the beginning of the First World War, Great Britain was a major target for the German Military Command. However, this goal was hard to reach, not least because of the absence of a land border between Britain and continental Europe. The solution of this military problem was connected with the creation of a terrible new weapon, the strategic bomber. The first few solo raids, by typical single engine two-seaters, showed that types used for this demanding task needed to be large multi-powered aircraft with a big take-off weight, capable of carrying a useful bomb load.

The first real advance came in 1916, when Hans Burkhard designed the world's first proper strategic bomber, the Gotha G.II. After many improvements, the new Gotha G.IV reached the British Isles for the first time in 1917 with notable military results, and more importantly with a psychological effect upon the British population. Initial combat experience showed the great potential of the new weapon and the concept of the bigger, more powerful and more effective bomber took hold of the imagination of German aircraft designers.

As a result, there came into being the largest wartime bomber to go into production. Designed by some of the most talented and famous German engineers, it appeared in the history of aviation as the Zeppelin Staaken R.VI. This was a plane of enormous size, able to lift a 1000 kg bomb, by far the biggest bomb to be carried and dropped during the Great War. Produced in a quantity of only 18 planes, the Staaken R.VI was a remarkable achievement in aviation and technology for its time.

Shortly after the end of the Great War, all German night bombers were destroyed in accordance with the terms of the Armistice. Twenty years later, the strategic bomber would again be a very important weapon, but this time against Germany.

Model of the year 2001
Gotha G.V
Model Fan Magazine

"Simply the Best!"

The Sopwith Camel was created as successor to the Sopwith Pup. A little, fiery, temperamental and unmistakable biplane, which deserves its title as the most successful Allied WWI fighter plane.

It was the first British type to carry twin Vickers guns, the breeches being enclosed in a 'hump', which gave the Camel its name.

In the hands of an experienced pilot the Camel could outmaneuver any contemporary plane. From July 1917 when it reached the Front, until the Armistice, the Camel accounted for no less than 1,294 enemy machines.

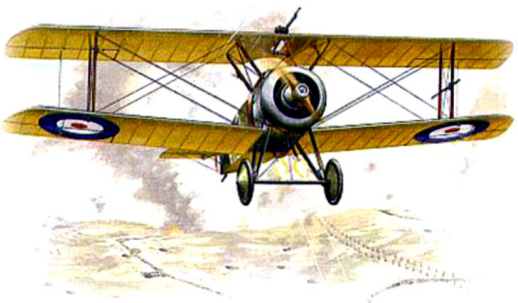
To beginner pilots it could be highly unpleasant, showing its 'camel's' character. Its amazing agility was partly due to the torque effects of its rotary engine; on right-hand turns the nose tended to drop; on left-hand turns to rise. A tight turn, uncorrected, was liable to finish in a fatal spin.

When German bombers began night raids, many Camels were transferred to the Home Defence units. But flashes from the twin Vickers guns blinded their pilots and, as a result, a special version appeared with an upperwing Twin Lewis installation, named the Sopwith Comic.

Other versions, like a two-seat trainer and the special 'Trench Fighter' were also built, but the second important sub-type of this distinguished fighter was connected with a new principal role for the fighter - the carrier-based plane. The Sopwith 2F1 Camel, also dubbed 'Ship's Camel', was the first practical plane adapted for flying from a carrier's deck.

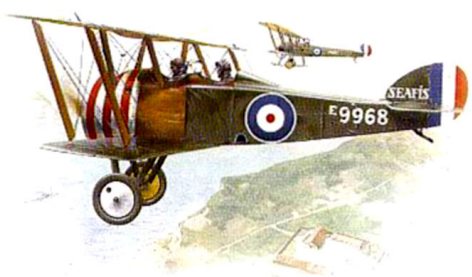
A total of 5,490 Camels of all types were built.

The Camel was either loved or detested; no pilot who flew the stocky little fighter could afford to treat it with indifference.



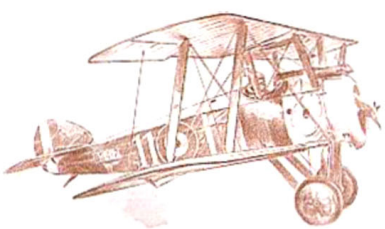
052 Sopwith T.F.1 Camel Trench Fighter
scale 1:72

044 Sopwith 2F.1 Camel
scale 1:72



054 Sopwith F.1 Camel Two Seat Trainer
scale 1:72

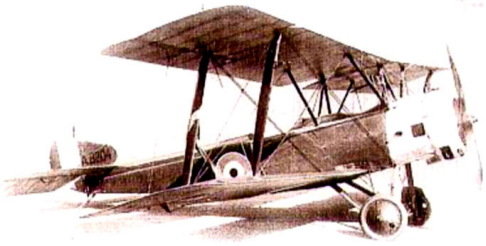
040 Sopwith Camel F1
scale 1:72



053 Sopwith F.1 Camel w/Bentley
scale 1:72

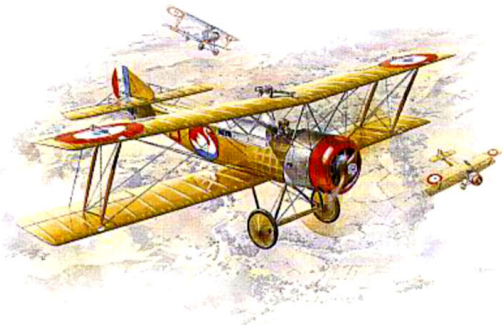
051 Sopwith Comic
scale 1:72

404 Sopwith 11/2 Strutter single-seat bomber
scale 1:48

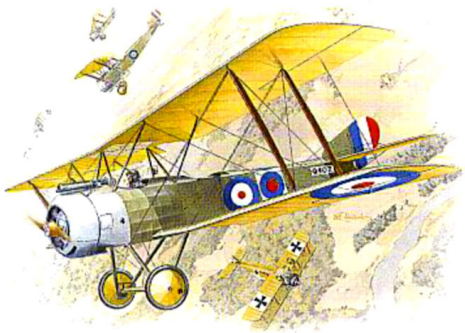


"Land Clerget Tractor"

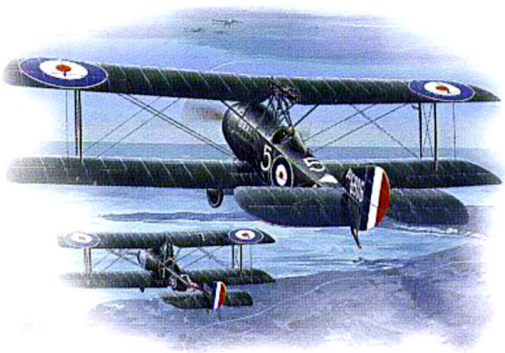
This aircraft had been declared obsolete for its main role as two-seat fighter soon after arriving at the combat units, but its military service still went on in other directions - bomber, night fighter, carrier-based plane, spotter,- it was all the same to the 11/2 Strutter. It was one of the first allied fighters equipped with a synchronized machine gun, and the first classic two-seater, when the pilot was located in the front cockpit and the gunner in the rear. This aircraft was built in great numbers - more than 7,000. After the end of the Great War many countries operated with the type.



411 Sopwith 1.B1 French bomber
scale 1:48r



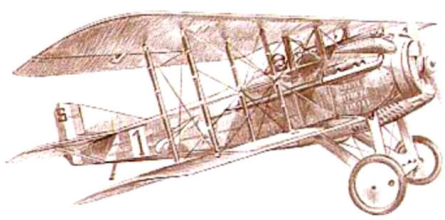
402 Sopwith 11/2 Strutter two-seat fighter
scale 1:48



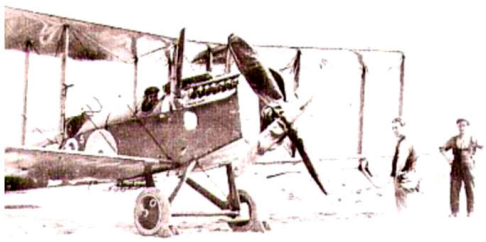
407 Sopwith 11/2 Strutter comic fighter
scale 1:48

"The Beautiful Sevens"

This famous French fighter SPAD VII appeared in the Western Front in 1916 and served until the last days of the war. SPAD VII was built in great quantities by ten French firms; many famous aces like Fonck, Madon, Nungesser, Guynemer and others gained many victories with SPAD VII.Aircraft was built under license in Italy, great Britain, Russia; American Expeditionary Force used this plane since the end of 1917. After the war SPAD VII were widely exported to the many countries and served in the Poland, Romania, Yugoslavia, Brazil, Czechoslovakia and United States until mid-1920th.



604 SPAD VII c.1
scale 1:32

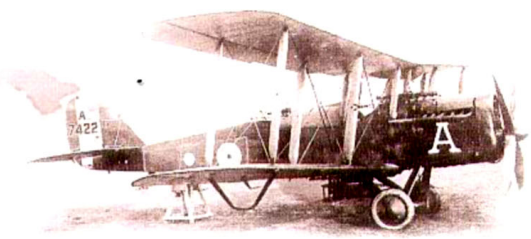


"Geoffrey De Havilland's Classic Design"

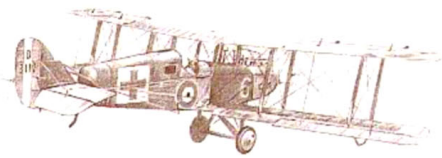
Geoffrey De Havilland, the talented British designer, joined the Airco company in 1914 as chief designer. During World War One he produced a couple of very successful types. One of them was the classic D.H.4 two-seat bomber.

The D.H.4 was one of the most remarkable aircraft of the Great War era. The first production planes were delivered to the Front in April 1917. From that date onwards, more and more D.H.4s, built not only by Airco but also by subcontractors, would be flying with British and American units until the end of the war; moreover, some D.H.4s would survive until the 1930s in various parts of the British Empire. During the war, the D.H.4 had a number of different engine installations, and the United States obtained license agreement for D.H.4 production. A number of D.H.4s were converted to other purposes such as ambulance, and passenger transport.

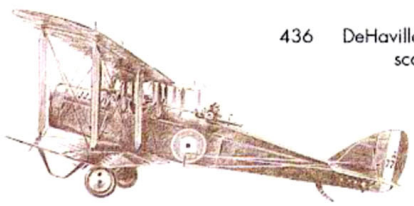
The success of the D.H.4 continued with the D.H.9 type, which was largely built with existing standard D.H.4 components. Overall, the type was useful, and an improvement over the D.H.4 in many respects, but constant problems with its Puma engine let it down. The D.H.9 was mainly used in areas where the effectiveness of enemy fighters was minimal. Like the D.H.4, the aircraft also had many variants, and was used by many countries. A few Spanish D.H.9s were still in service in 1940! Its successor, the outstanding D.H.9a, was along with the Bristol Fighter a mainstay of the R.A.F. fighting rebels in Britain's colonies during the 1920s and 1930s.



430 DeHavilland DH4 (w/Puma)
scale 1:48

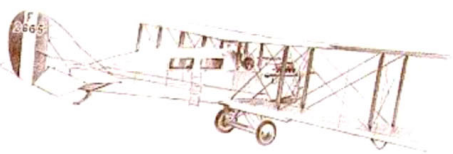


436 DeHavilland DH9 (ambulance)
scale 1:48

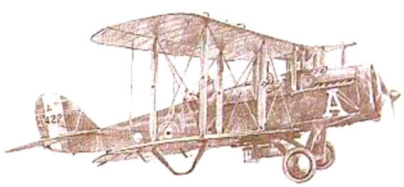


432 DeHavilland DH4 (w/RAF3a)
scale 1:48

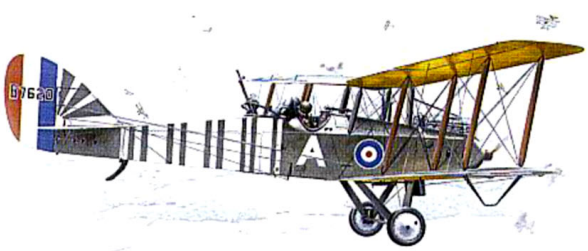
435 DeHavilland DH9c (passenger)
scale 1:48



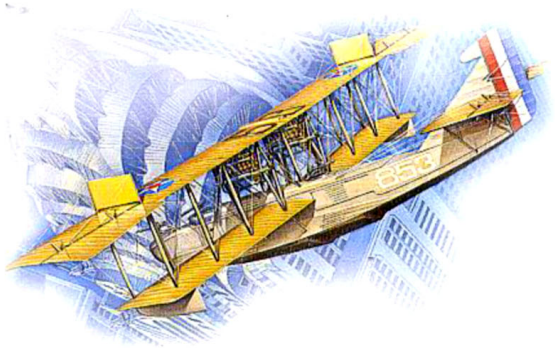
431 DeHavilland DH4a (passenger)
scale 1:48



422 De Havilland DH4
scale 1:48



423 De Havilland DH9
scale 1:48

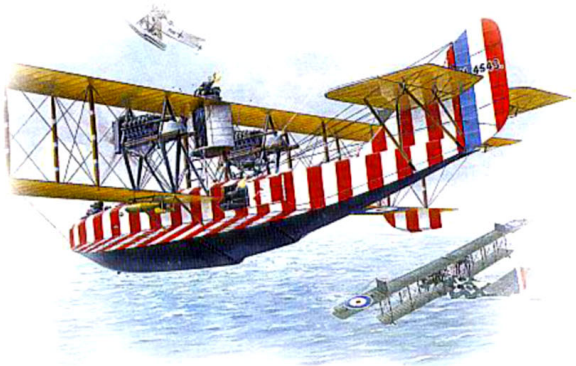


049 Curtiss H16
scale 1:72

Naval Power of the Crown

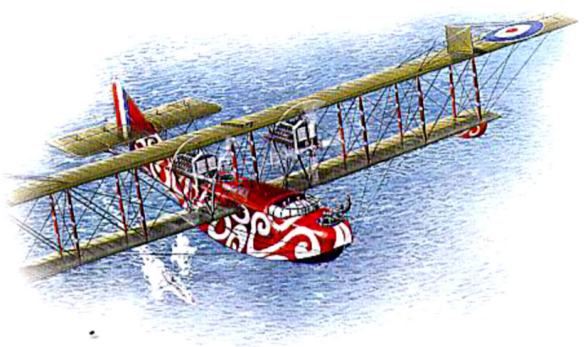
These huge flying boats were vivid symbols of the enduring British Empire. Engineers from the British Naval base at Felixstowe radically re-developed the original American Curtiss design. The new flying boat received the same name as the base - Felixstowe. Until the end of World War One Felixstowe boats served mainly in the North Sea where their targets were German U-Boats, Zeppelins and seaplanes. But when the Great War was over, these big flying boats lost their importance and they were withdrawn from the service.

The Felixstowe F2A flying boat was also built by Curtiss company in USA. Unlike the original design, H-16 was equipped with Liberty engines and had some other minor differences. Many of them were reverted to the United Kingdom and served in the RNAS along with F2A.



047 Felixstowe F.2A w/upper wing gunner position
scale 1:72

014 Felixstowe F.2A (late)
scale 1:72

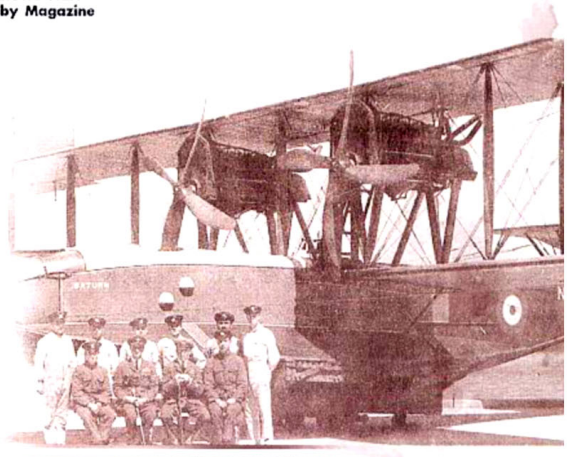


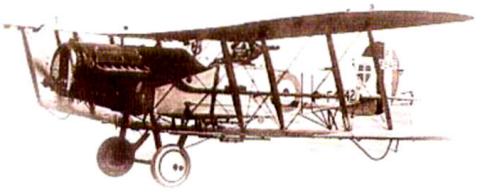
019 Felixstowe F.2A (early)
scale 1:72

Model of the year 2003
Felixstowe F.2A
Model Fan Magazine

Model of the year 2003
Felixstowe F.2A
Model Hobby

Model of the year 2003
Felixstowe F.2A
M Hobby Magazine





"Brisfit: King of the Two-Seaters"

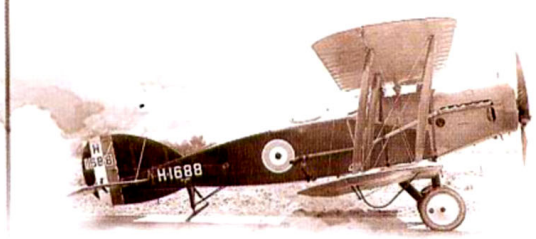
By early 1916, early combat experience in the skies of the Western Front had proved that aircraft would have to perform not only the reconnaissance role, but also real fighting tasks like aerial combat and ground attack. The Bristol F2B Fighter skillfully married all of these roles and during 1917-1918 became acknowledged as the finest example of its type to fly operationally, truly earning its unofficial title of 'King of the Two-Seaters'.

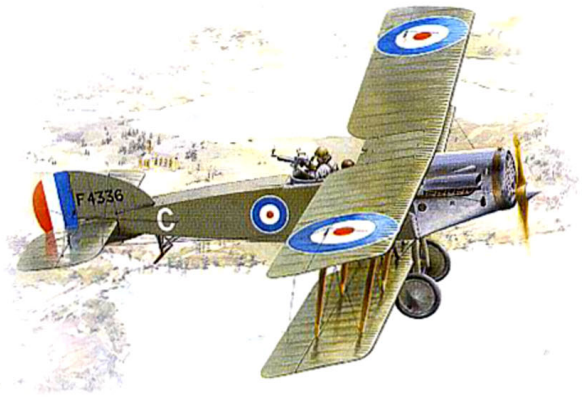
Had those years been the F2B's sole contribution to aviation history, it would have fully justified a permanent niche in the annals of air warfare, yet it was destined to continue in front line service with the RAF until 1932. During all those years Bristol F2Bs and their indefatigable crews flew virtually unceasing military operations in foreign skies, despite increasing obsolescence and deteriorating maintenance facilities, and little altered from its original design.

No fewer than 3,100 'Brisfits' of different modifications with various engine installations were built in total, and production continued until 1927. Some of the later examples were equipped for use in tropical climates, and were employed on patrol duty in countries like India, Iraq, Palestine and Egypt. Many were exported, some serving in New Zealand as late as 1936! Many were converted into passenger and transport aircraft.

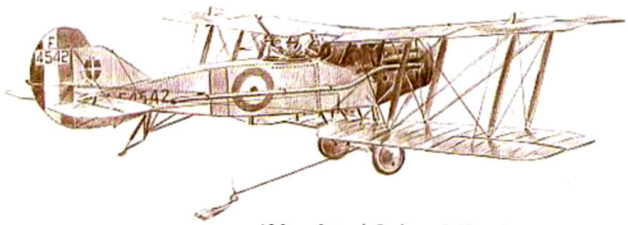
Frank Barnwell created not only a classic plane; the Bristol F2B Fighter, 'Brisfit', 'King of the Two-Seaters', became one of the most successful ever multi-purpose aircraft in the history of military aviation.

Model of the year 2001
043 Bristol F.2B Fighter sca
M Hobby Magazine

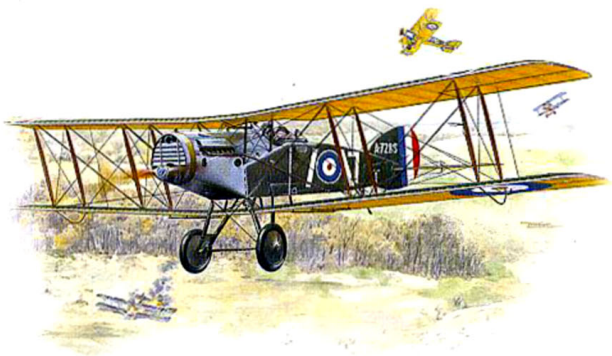




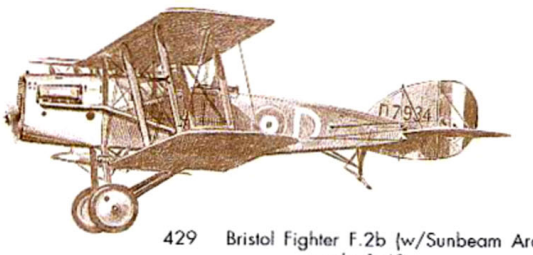
043 Bristol F.2B Fighter
scale 1:72



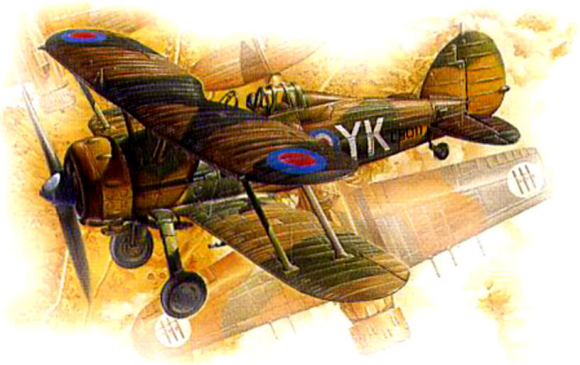
428 Bristol Fighter F.2b Mk IV
scale 1:48



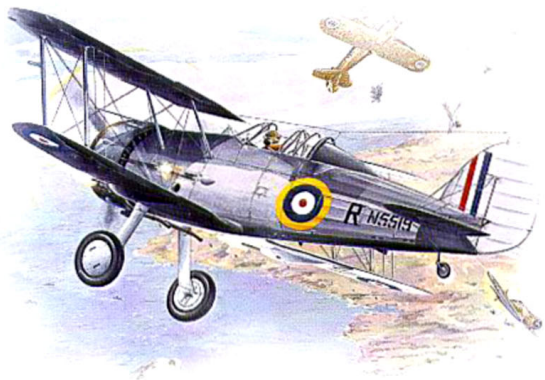
425 Bristol F.2B Fighter
scale 1:48



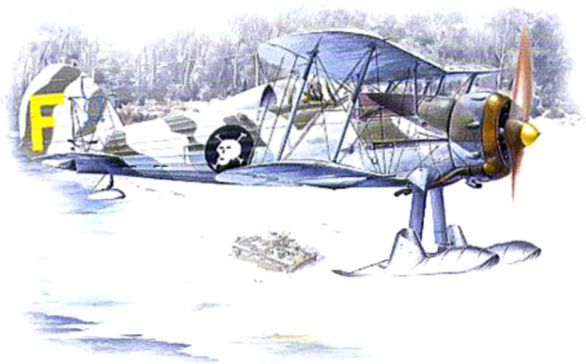
429 Bristol Fighter F.2b (w/Sunbeam Arab)
scale 1:48



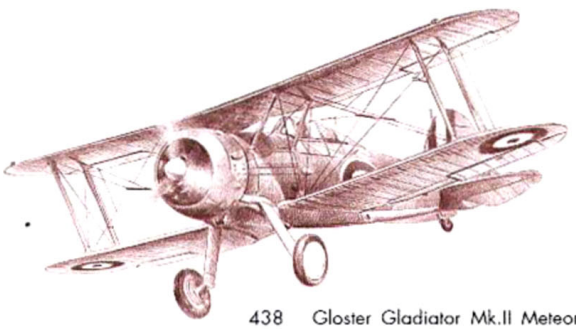
408 Gloster Gladiator Mk.I
scale 1:48



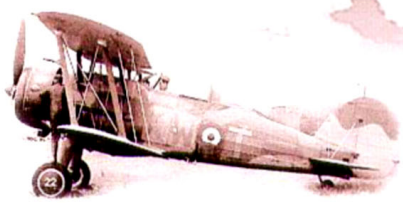
405 Gloster Sea Gladiator
scale 1:48



401 Gloster Gladiator Mk.II
scale 1:48



438 Gloster Gladiator Mk.II Meteorologikal
scale 1:48



"The Old Soldier never gave up!"

The Gloster Gladiator is one of the most heroic fighters of the Second World War. The last RAF biplane fighter, it saw front line combat on major fronts during the first two years of the war. This aircraft was already obsolete when the flames of war started firing in Europe and the Mediterranean, but the RAF had no choice but to use it, because the quantity of available Hurricanes and Spitfires was very limited. Outnumbered, outgunned and outmaneuvered by Italian and German monoplanes, Gladiators held the line of combat everywhere.

The Battle of Norway and the epic defense of Malta made the Gladiator famous forever, but other early wartime battles were also closely connected with this plane.

Finnish Gladiators successfully opposed the Soviet Air Force during the Winter War, and Chinese Gladiators claimed many Japanese fighters; in the British Isles many Gladiators served in the Home Defence until 1942. Even later, when its role as a fighter reached its logical end, Gladiators were still flying as weather reconnaissance and communication aircraft until the end of the War,

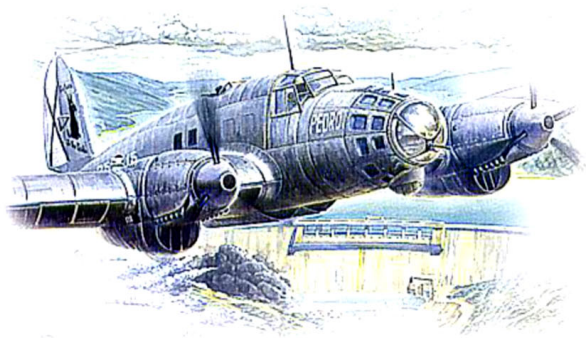
The Gloster Gladiator was a real 'Old Soldier' and 'Knight of the Empire', very deserving of these distinguished epithets. It never had the glory of the Spitfire or Hurricane, but its own fame is unique, and its story one of great heroism.

Model of the year 2003
Gloster Gladiator Mk.I
Kit Militar-Modell Magazine

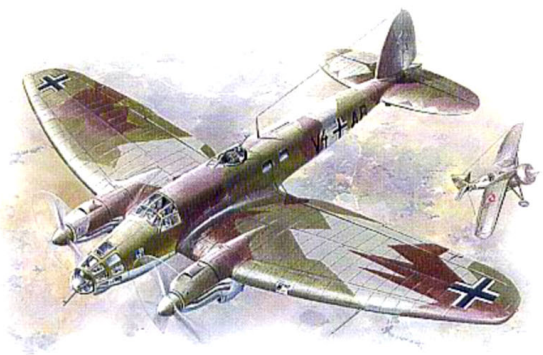
"Forgotten Birds of World War Two"

The Second World War spurred many breakthroughs in aviation development - this was the period leading up to the jet era. During the war many successful types were developed, not only fighters, but bombers too. The last part of World War Two was a time when new ideas and designs were speedily adopted for military testing and future improvement in the course of mass production.

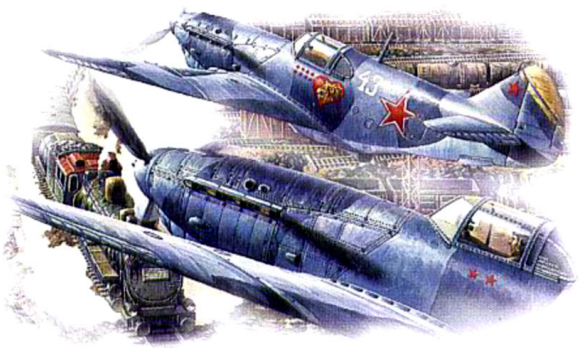
As well as new planes coming into military service, many older types were still flying. Types like the veteran Heinkel 111, which was developed in the mid-1930s and became the main German medium bomber right through to the end of WW2, or the Soviet LaGG-3 fighter, which still served in the Soviet Air Force in 1945.



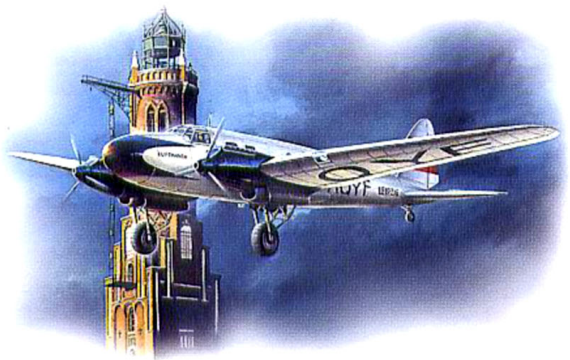
005 He-111B1, B2 Pedro
scale 1:72



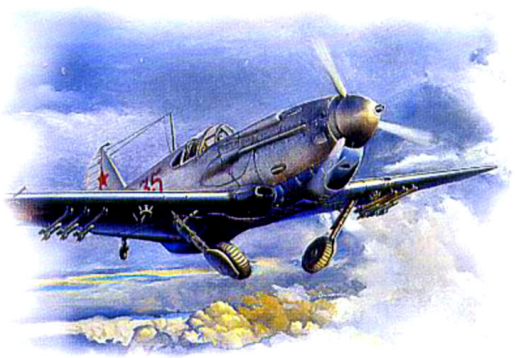
027 He-111E
scale 1:72



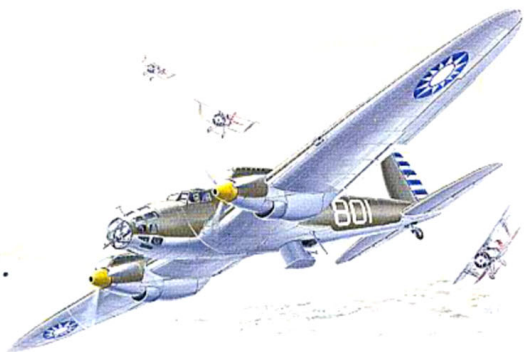
039 LaGG-3 series 66
scale 1:72



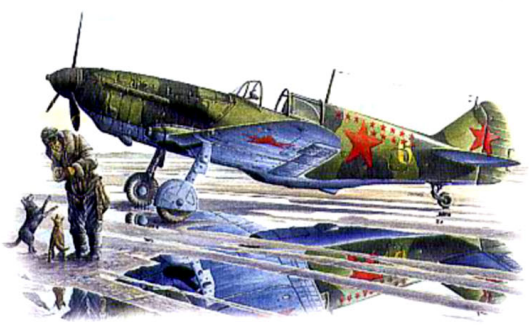
009 He-111C
scale 1:72



037 LaGG-3 series 1,5,11
scale 1:72

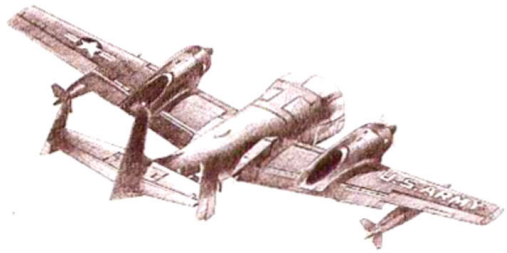


021 He-111A
scale 1:72



038 LaGG-3 series 35
scale 1:72

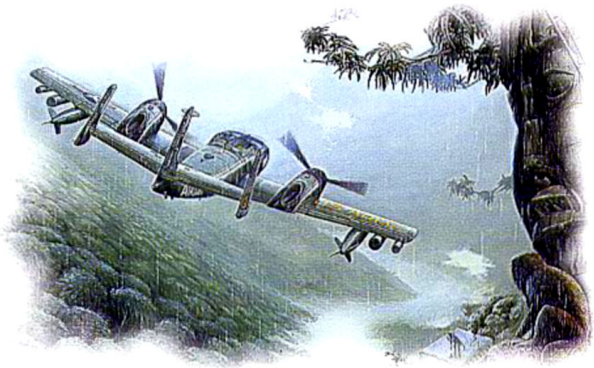
410 OV-1B Mohawk
scale 1:48



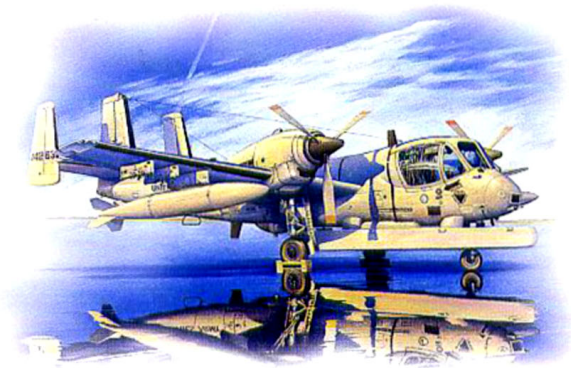
Whispering Death

In the mid-1950s the U.S. Army issued a requirement for the development of a joint service high performance aircraft for observation, artillery spotting, reconnaissance, command and utility use. In 1957 the Grumman Aircraft Corporation received an official order for the new aircraft, which had been named "Mohawk".

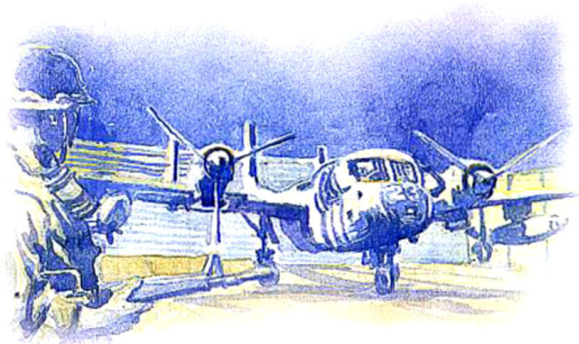
When the Mohawk entered service in1962, it was the first turboprop powered aircraft to enter the army inventory. Aircraft took part in the Vietnam war. Apart from the USA, only the Israeli Air Force operated with this type. Not only the U.S. Army operated the Mohawk:- the type has been widely used by NASA, the U.S. Custom Service, the U.S. Geological Survey, the Envi-



406 OV-1A/JOV-1A Mohawk
scale 1:48



413 OV-1D Mohawk
scale 1:48



437 OV-1C Mohawk
scale 1:48

Model of the year 2004
OV-1A/JOV-1A Mohawk
Model Fan Magazine

Model of the year 2004
OV-1A/JOV-1A Mohawk
Model Hobby

Model of the year 2004
OV-1A/JOV-1A Mohawk
Kit Militar-Modell Magazine

"The Old Cub"

One of the most famous Soviet military transport aircraft, the An-12, which received the NATO code name 'Cub', had been designed in the Soviet Union in the late 1950s. At this time the U.S. Air Force had already received the first of the new four-engine C-130 Hercules planes, and the Soviet Army urgently need a similar aircraft to transport different military cargoes across the huge spaces of the Warsaw Pact countries.

The An-12 remained the principal Soviet transport aircraft for many years, and even when the more modern Il-76 Candid was introduced, the 'good old Cubs' carried on in active service until the latter days of the Soviet Army. They took part in the unsuccessful Soviet-Afghan war and were remembered as the 'Black Tulips' - an unhappy expression for their role as coffin freighter.

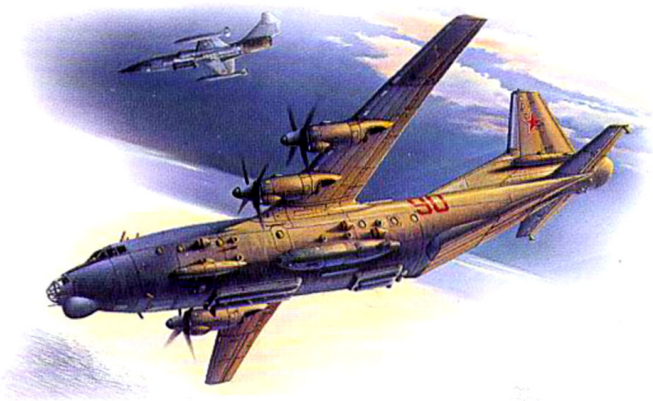
An-12s were widely exported to many 'friendly countries', and after the collapse of the Soviet Union many of them found their way to various countries in Africa. Even today hundreds of them are still flying, gradually coming up to their golden jubilee at fifty years of age.

Model of the year 2001
An-12 BK Cub
M Hobby Magazine

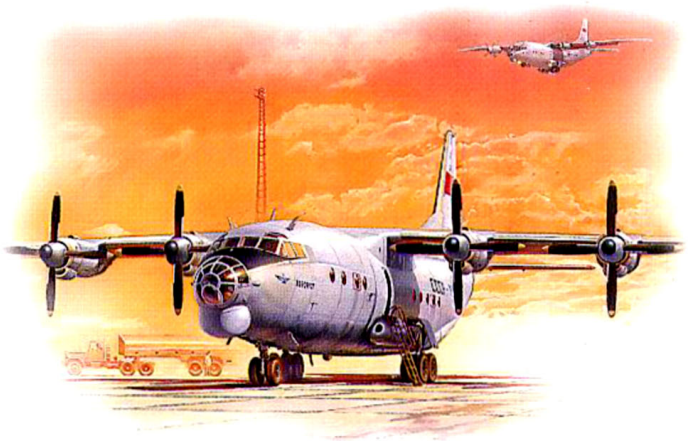
Model of the year 2004
An-12 BK Cub
Model Hobby

Model of the year 2001
An-12 BK Cub
Model Fan Magazine

048 An-12 BK Civil
scale 1:72

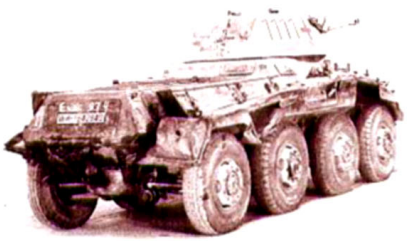


046 An-12 BK PPS
scale 1:72



042 An-12 BK Cub
scale 1:72

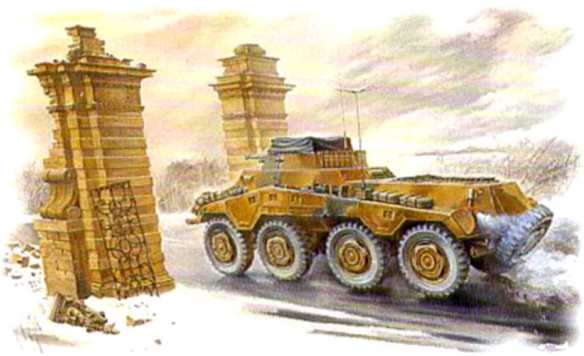
705 Sd.Kfz. 234/2
scale 1:72



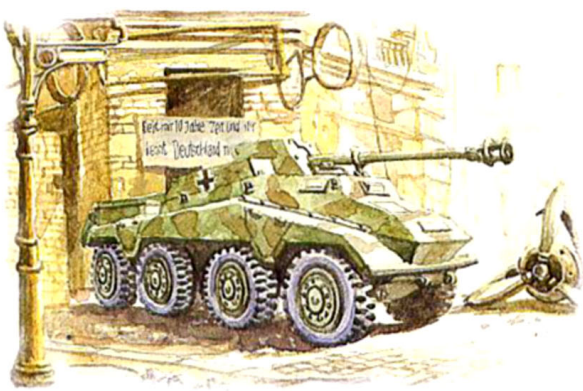
703 Sd.Kfz. 234/1
scale 1:72

The Best Armored Car of World War II

Considered as the best armored car of World War Two, Sd.Kfz.234 (widely known as the "Puma"), had replaced its predecessor, Sd.Kfz.232 (8-Rad). Four main modifications - Sd.Kfz.234/1, Sd.Kfz.234/2, Sd.Kfz.234/3 and Sd.Kfz.234/4 were built in great numbers, but their service was not wide-spread unlike the service of Sd.Kfz.232 (8-rad). Many advanced technical decisions, adopted in the construction of Sd.Kfz.234 were used in 1960s, when many countries returned to the eight-wheeled scheme for armored cars.

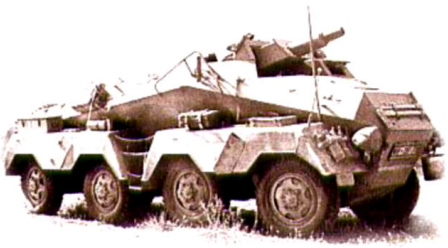


707 Sd.Kfz. 234/3
scale 1:72



709 Sd.Kfz. 234/4 Sketch
scale 1:72

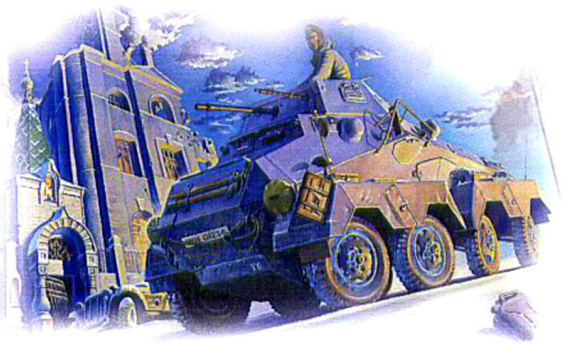
718 Sd.Kfz. 234/3 w/Flak 38 Sketch
scale 1:72



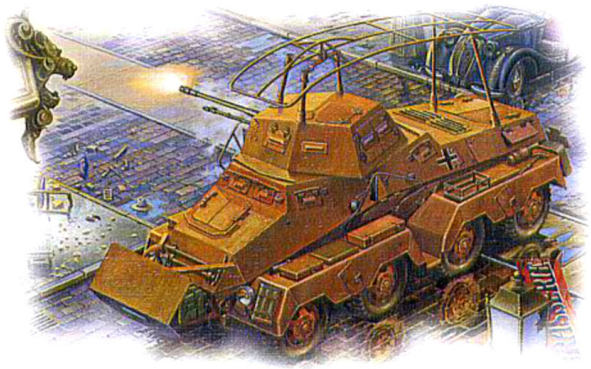
More wheels, more armour, more tasks

In the mid-1930s Germany began to prepare for the new war. The German Army's program of technical development included modernization with new types - firstly, tanks and armored cars. As result, new "Kraftzeugwagen" (or Sd.Kfz.) with eight wheels were admitted to the rebuilt "Panzerwaffe". The first version, the Sd.Kfz 231(8-Rad) and the next, the Sd.Kfz 232(8-Rad), were equipped with an MG13 single machine gun. The special Sd.Kfz 233(8-Rad) with 75mm KwK 37 L/24 also had been built; finally, the mobile armored command post Sd.Kfz 263(8-Rad) without movable turret but with radio equipment appeared.

Model of the year 2003
Sd.Kfz. 231 (8 Rad)
Kit Militar-Modell Magazine

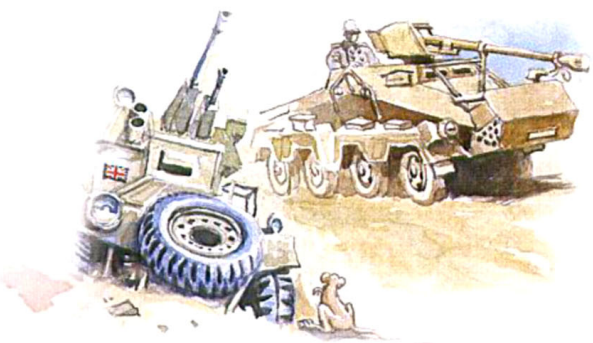


702 Sd.Kfz. 231 (8 Rad)
scale 1:72



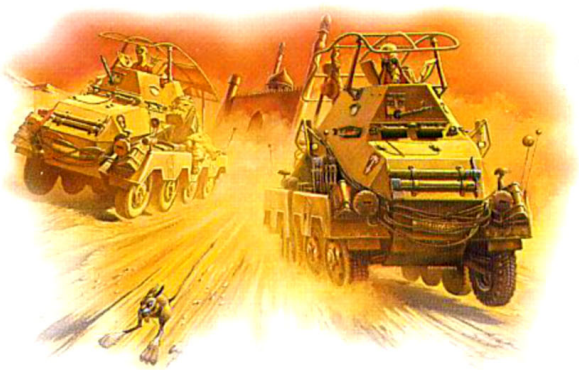
704 Sd.Kfz. 232 (8 Rad)
scale 1:72

706 Sd.Kfz. 233 "Stummel"
scale 1:72

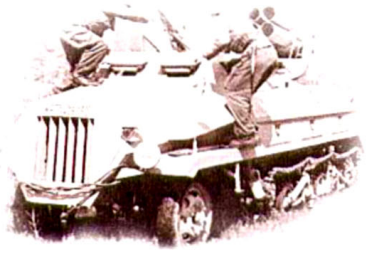


716 Sd.Kfz. 232 w/PAK 38
scale 1:72

Sketch



708 Sd.Kfz. 263 (8 Rad)
scale 1:72



Battlefields

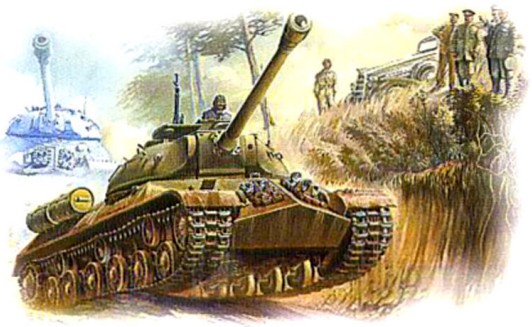
Brought to the front too late to take part in major combat, the last of the IS heavy tank series stands in history as one of the most powerful tanks. It was never used operationally, but it was the basis of many later designs.

The Opel Blitz was a low-grade transport vehicle, used by the German Army during the World War Two, mainly for the transportation of supplies and troops. It was built in great quantities with many sub-modifications. Military Service of this vehicle continued up to the end of war.

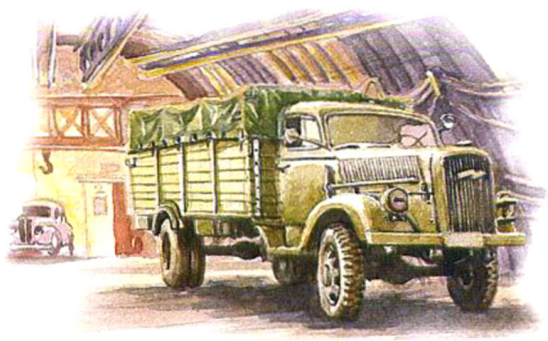
After the appearing of Soviet BM-13 "Katyusha" MLRS, Germany answered with equal weapon, designed by R.Nebehl. This system, designated Sd.Kfz.4/1 Panzerwerfer 42 (and nicknamed by Soviet troops "Vanyusha") was adopted in 1943 and based on the Opel Maultier chassis. Panzerwerfer 42 is widely used by German army with considerable success until the last days of the World War Two.

715 Opel Blitz Maultier Semi-Truck
scale 1:72

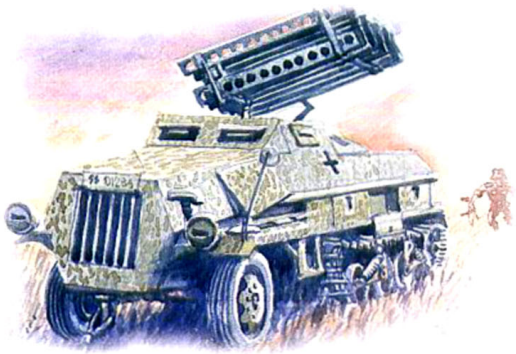
710 Opel Blitz (Kfz.305)
scale 1:72



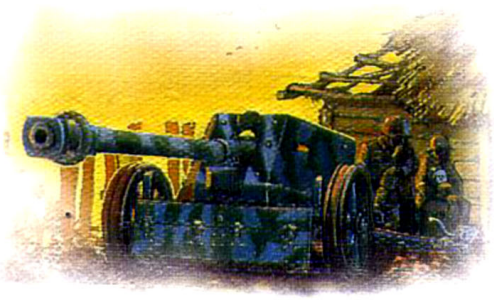
701 IS-3 "Stalin"
scale 1:72



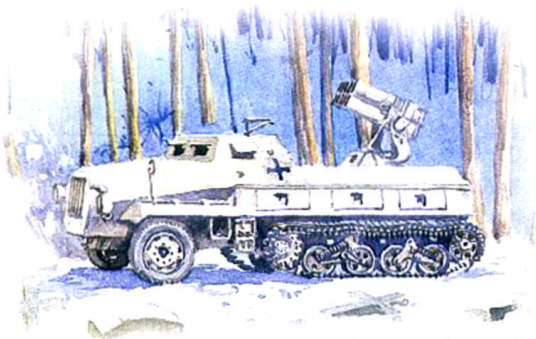
713 Opel Blitz 4x4 "Allrad" Sketch
scale 1:72



714 Sd.Kfz. 4/1 Panzerwerfer 42 (late) Sketch
scale 1:72



711 PAK-40 Sketch
scale 1:72



712 Sd.Kfz. 4/1 Panzerwerfer 42 (early) Sketch
scale 1:72

Model Kits

Scale 1:72

001 Albatros D.I
002 Gotha G.II / G.III
003 Pfalz D.III
004 Fokker E.V/D.VIII
005 He-111B1, B2 Pedro
006 Albatros D.II
007 Fokker D.VI
008 PKZ-2
009 He-111C
010 Fokker Dr.I
011 Gotha G.IV
012 Albatros D.III
013 Fokker D.VII OAW (early)
014 Felixstowe F.2A (late)
015 Pfalz D.IIIa
016 Gotha G.V
017 Fokker F.I
018 Albatros D.II Oeffag s.53
019 Felixstowe F.2A (early)
020 Gotha G.Va /G.Vb
021 He-111A
022 Albatros D.III Oeffag s.53.2
023 RAF S.E.5a w/Hispano Suiza
024 Albatros D.III Oeffag s.153 (early)
025 Fokker D.VIIF (early)
026 Albatros D.III Oeffag s.253
027 He-111E
028 Albatros W.IV (early)
029 Fokker D.VII (OAW) (mid)
030 Albatros D.III Oeffag s.153 (late)
031 Fokker D.VIIF (late)
032 Albatros D.V/D.Va
033 Fokker D.VII Alb (early)
034 Albatros W.IV (late)
035 Fokker D.VII Alb (late)
036* Junkers D.I late
037 LaGG-3 series 1,5,11
038 LaGG-3 series 35
039 LaGG-3 series 66
040 Sopwith Camel F1
041 Junkers D.I early
042 An-12 BK Cub
043 Bristol F.2B Fighter
044 Sopwith 2F.1 Camel
045 RAF S.E.5a w/Wolseley Viper
046 An-12 BK PPS
047 Felixstowe F.2A w/upper wing gunner position
048 An-12 BK Civil
049 Curtiss H16
050* Zeppelin Staaken RVI (Aviatik, 52/17)
051* Sopwith Comic
052 Sopwith T.F.1 Camel Trench Fighter
053* Sopwith F.1 Camel w/Bentley
054* Sopwith F.1 Camel Two Seat Trainer
055 Zeppelin Staaken RVI (Schul, 27/16)

* future release 2006

Scale 1:48

401 Gloster Gladiator Mk.II
402 Sopwith 11/2 Strutter two-seat fighter
403 Nieuport 28 c.1
404 Sopwith 11/2 Strutter single-seat bomber
405 Gloster Sea Gladiator
406 OV-1A/JOV-1A Mohawk
407 Sopwith 11/2 Strutter comic fighter
408 Gloster Gladiator Mk.I
409 RAF BE 12a
410 OV-1B Mohawk
411 Sopwith 1.B1 French bomber
412 RAF BE 12b
413 OV-1D Mohawk
414* De Havilland DH4 USA
415 Fokker D.VIIF (early)
416 RAF SE5a w/Wolseley Viper
417 Fokker D.VIIF (late)
418 Fokker D.VII (OAW built, mid)
419 RAF S.E.5a w/Hispano Suiza
420 Fokker D.VII (OAW built, early)
421 Fokker D.VII (Albatros built, early)
422* De Havilland DH4
423* De Havilland DH9
424 Fokker D.VII (Albatros built, late)
425 Bristol F.2B Fighter
426* RAF BE 2c
427* RAF BE 2e
428* Bristol Fighter F.2b Mk IV
429* Bristol Fighter F.2b (w/Sunbeam Arab)
430* DeHavilland DH4 (w/Puma)
431* DeHavilland DH4a (passenger)
432* DeHavilland DH4 (w/RAF3a)
433* Junkers D.I early
434* Junkers D.I late
435* DeHavilland DH9c (passenger)
436* DeHavilland DH9 (ambulance)
437* OV-1C Mohawk
438* Gloster Gladiator Mk.II Meteorologikal

Scale 1:32

601 Fokker Dr.I
602* RAF S.E.5a w/Hispano Suiza
603 Fokker D.VI
604* SPAD VII c.1
605* Fokker F.I
606* Albatros D.III
607* RAF SE5a w/Wolseley Viper

Scale 1:72

701 IS-3 "Stalin"
702 Sd.Kfz. 231 (8 Rad)
703 Sd.Kfz. 234/1
704 Sd.Kfz. 232 (8 Rad)
705 Sd.Kfz. 234/2
706 Sd.Kfz. 233 "Stummel"
707 Sd.Kfz. 234/3
708 Sd.Kfz. 263 (8 Rad)
709* Sd.Kfz. 234/4
710 Opel Blitz (Kfz.305)
711* Pak-40
712* Sd.Kfz. 4/1 Panzerwerfer 42 (early)
713* Opel Blitz 4x4 "Allrad"
714* Sd.Kfz. 4/1 Panzerwerfer 42 (late)
715* Opel Blitz Maultier Semi-Truck
716* Sd.Kfz. 232 w/PAK 38

Distributors

Military Model Distributors
tel: 972 245 3504
e-mail: mmd@squadron.com
USA

Pocketbond Limited
tel: 01707 391509
e-mail: phillip@pocketbond.co.uk
UNITED KINGDOM

Baumann Inc.
tel: 03 3795 2666
e-mail: kono@baumann.co.jp
JAPAN

International Business Group
tel: 004 822 815 9150
e-mail: ibgsc@ibg.com.pl
POLAND

Sindcore
tel: 46 54 830139
e-mail: info@sindcore.se
SWEDEN, NORWAY

BAM GmbH
tel: 498122/95923-0
e-mail: info@buyamodel.com
GERMANY

Z&Z Exclusiv Modell
tel./fax: 420 267 910 369
e-mail: z.zmodell@cmail.cz
CZECH REPUBLIC

Azimut Productions
tel: 01 44 59 33 44
e-mail: didier.chomette@cegetel.net
FRANCE

JB Wholesalers
tel: 61 8 9434 9100
e-mail: sales@jbwholesalers.com.au
AUSTRALIA

SkyGrid
tel: 519 742 6965
e-mail: skygrid@bellnet.ca
CANADA

Sticktoy S.r.l.
tel: 39 0258010680
e-mail: info@sticktoy.it
ITALY

Club TM
tel: +495 5054037
e-mail: info@club-tm.ru
RUSSIA

Wai Le Model Centre Ltd.
tel: 852 23433479
email: wailehk@yahoo.com
HONG KONG

UGUR AKMAN-HOBBYTIME
tel: +90 312 438 40 31
e-mail: hobbytime@hobbytime.com.tr
TURKEY

Вернуться к оглавлению

RODEN Ltd.
Tel./fax: 38 044 4565404
www.rodenplant.com
e-mail: roden@rodenplant.com