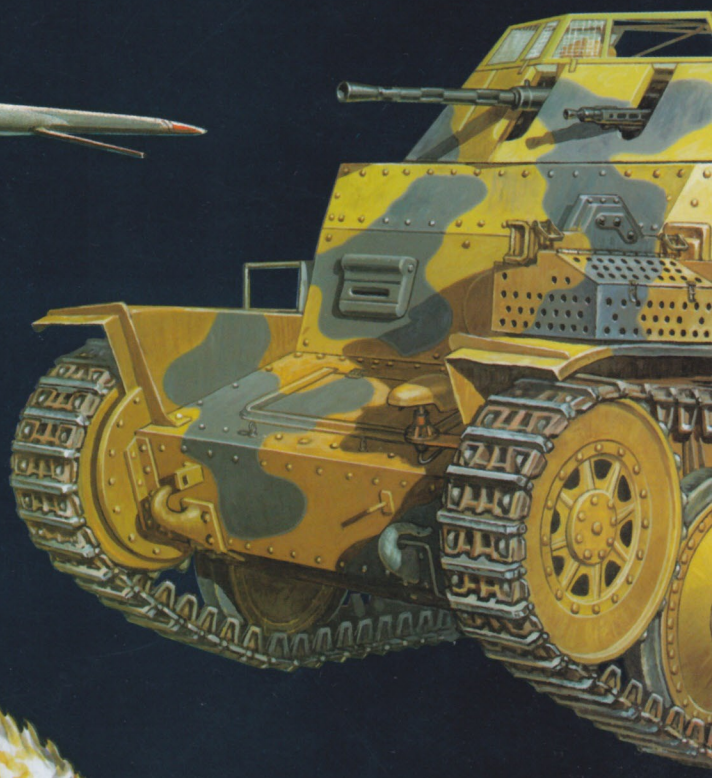
SCALE PLASTIC MODEL KITS • TOYS

CATALOGUE

2010•2011



ARK MODELS®

Catalogue

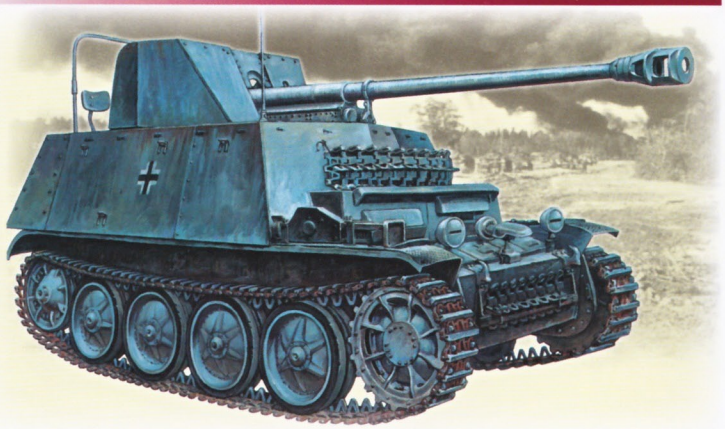
Contents

Russian heavy tank **KV-85** 35024

The KV-85 heavy tank was a derivative of the KV-1S, from which it differed in a more lethal 85-mm D-5T-85 main gun housed by an advanced larger cast turret. The tank was developed in spring 1943 and entered service in early August of the same year. The KV-85 had been in full-rate production until September 1943, fighting on all of the fronts during the Great Patriotic War. A total of 148 tanks were built.

German self-propelled gun **Marder II SdKfz.132** 35031

The 75-mm PaK 36(r) Marder II self-propelled (SP) antitank gun was derived from the T-IID light tank early in 1942. It mounted the captured Soviet-made 76.2-mm F-22 gun (German designation PaK 36) in an armoured open-top cabin. Such SP guns had been used on the Eastern Front since April 1942 until discarded from service in early 1944. 201 Marder II SP guns had been manufactured before June 1943.



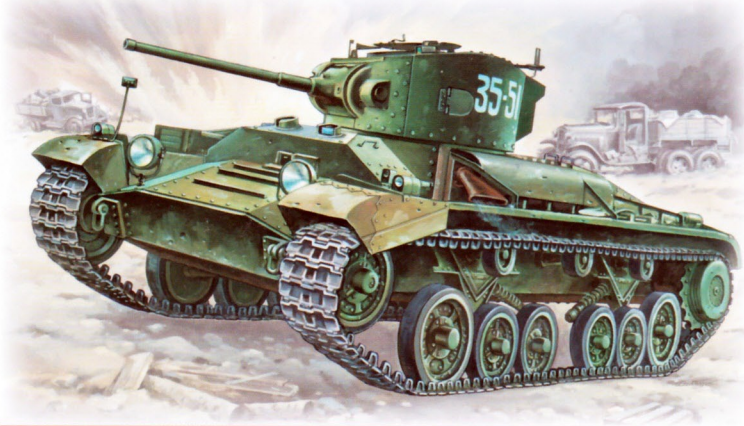
Soviet heavy tank **KV-1** mod. 1941 (last series) 35033

The dire situation on the front in 1941, evacuation of factories to the rear area and shortage of skilled workforce necessitated modifications to the KV-1 heavy tank to simplify its design and reduce its production cost without a reduction in its output rate. The 1941-vintage tank had its hull and turret redesigned and its running gear modified. 2,732 1941-vintage KV tanks had been made between July 1941 and August 1942, which were used heavily in action early in the Great Patriotic War.

35001 Russian medium tank **T-34-85**

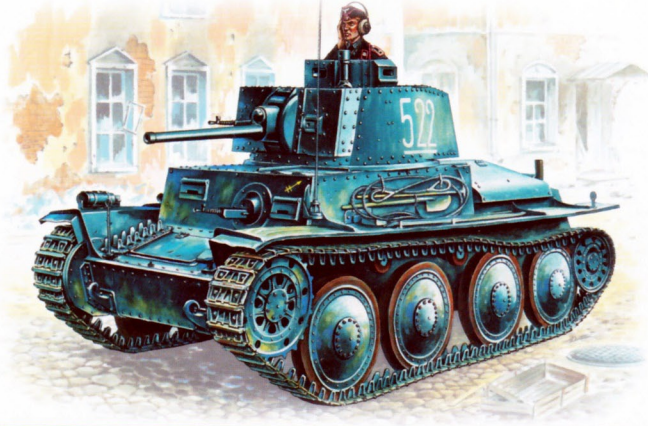
The T-34-85, which was developed in late 1943, is recognised as the best medium tank of the Second World War. It differed from its predecessor, the T-34-76, in a more formidable main armament and enhanced armour protection. Following the end of WWII, the tanks of the type fought virtually in all military conflict of the later 20th century.

35017 British infantry tank **'Valentine' IV Mk.III**



The Valentine was the best British tank of WWII. It was developed by the Vickers company in 1938 and had been in production from 1940 to early 1944. The British Army used it widely, especially in North Africa. About 3,800 Valentine IVs were delivered to the Soviet Union under the lend-lease agreement. They had been operated with success until 1945. upwards of 8,250 Valentine IVs were built.

35003 German light tank **Prague Pz Kpfw 38(t) Ausf G**



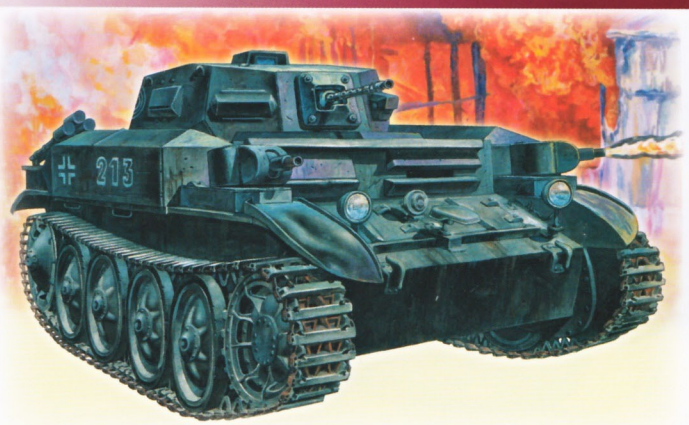
The PzKpfw 38(t) Ausf G Prague is the last and most sophisticated version of the Prague light tank fielded with German armour in 1939. The version had been in production from October 1941 to June 1942. A total of 300-plus tanks were made, featuring a simplified design and reinforced 50-mm armour protection of the front of the hull and turret. Various variants of the PzKpfw 38(t) Ausf G had been used on the Eastern Front before summer 1943. About 1,400 units were manufactured.

British infantry tank **'Valentine' XI Mk.III** 35032

The Valentine XI is considered to be the best British light tank of early WWII. The early vehicles entered service with the British Army in summer 1940. The Valentine XI differed from the earlier models in a more lethal 75-mm QF 75mm gun and a souped-up engine. Around 8,300 tanks of the type were made.

German flamethrower tank **PzKpfw II (Flam)** 35029

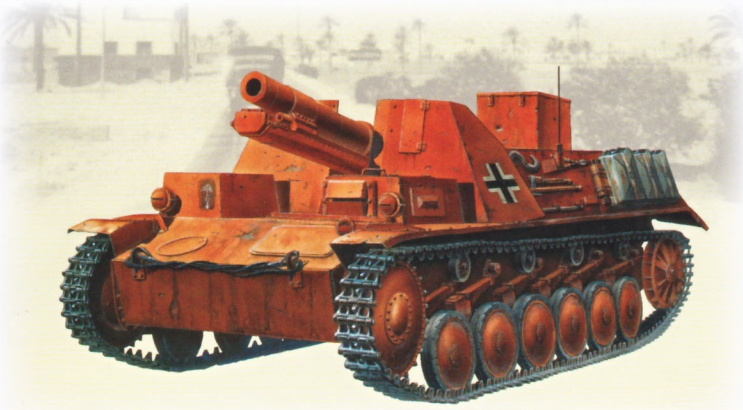
The PzKpfw II (Flamm) was derived from the T-IID light tank in 1939. It was fitted with two flamethrowers in the fore part of the hull. The standard turret was replaced with a new one too. The Flammpanzer was used on the Eastern Front in 1941. More than 150 tanks like that were produced.



Aufklarungspanzer SdKfz.140/1 35030

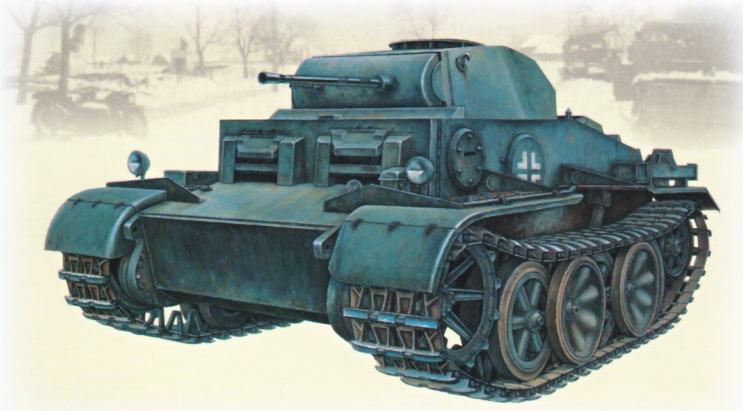
In spring 1944, Germany launched production of the advanced Aufklarungspanzer (Sd.Kfz 140/1) scout tank derived from the well-proven 38(t) light tank. The Aufklarungspanzer was equipped with a traversing turret packing the 20-mm KwK 38 automatic gun and MG-42 coaxial machinegun. In all, 50 Sd.Kfz 140/1 scout tanks were manufactured.

35012 German 15 cm self-propelled gun **Sturmpanzer II**



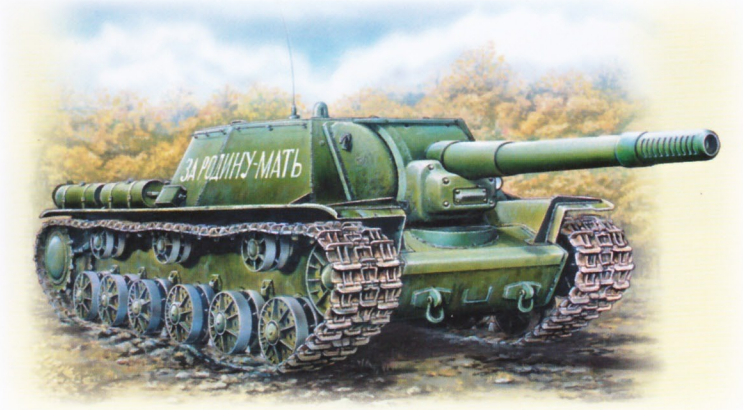
The Sturmpanzer II heavy SP gun was a derivative featuring a stretched and widened chassis of the T-II light tank. It was developed in summer 1941. The vehicle mounted the 150-mm s.I.G.33 gun, with its fighting compartment protected with 15-mm armour at the front and on the sides. 12 SP guns of the type were made and had been used in North Africa before spring 1943.

35007 German light tank **Pz Kpfw II Ausf J**



In June 1940, the MAN company manufactured a prototype of the Pz II Ausf J (VK 1601) specialised light scout tank that differed from its predecessors mostly in reinforced armour and improved running gear. 22 tanks had been made from April to December 1942. Seven Pz II Ausf Js were operated on the Eastern Front on 1943-44.

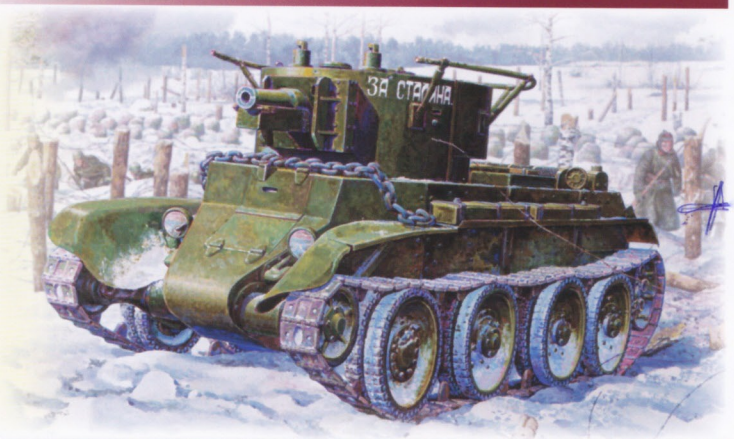
35025 Russian 152 mm self-propelled gun **SU-152**



The SU-152 (KV-14) heavy SP howitzer was designed for the Red Army to break through the enemy defences. It was adopted for service in February 1943. Its main armament was the 152.4-mm ML-20 howitzer that earned raving reports from the troops for its effectiveness in dealing with German heavy tanks. The SU-152 was used proactively at the Kursk Bulge in summer 1943, where it was dubbed Zveroboi (Russian for hunter, an allusion to the designations of German tanks – the Tiger and the Panther). About 700 vehicles of the type had been built before September 1943.

Russian artillery tank **BT-7A** 35026

The BT-7A was a variant of the BT-7 tank. Its enlarged T-26-4 turret housed the 76.2-mm KT-28 gun. The tank was in production in 1937. It fought at the Karelian Isthmus, during the liberation of Western Ukraine and Belorussia and in the early stages of the Great Patriotic War. A total of 134 BT-7A tanks were fielded, of which were equipped with 71-TK-1 radios.

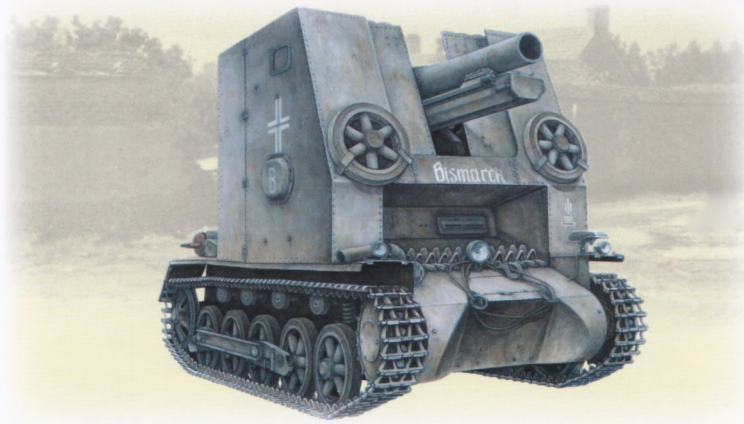


German light tank **Pz Kpfw II Ausf D** 35016

From May 1938 to August 1939, Daimler Benz and MAN had built 143 T-II D and E light tanks for service with tank battalions of the Wehrmacht's light divisions. The tanks featured the running gear with four large running wheels on each side and no support rollers, as well as a modified hull. The turret and armament remained unchanged. The D and E versions of the T-II fought in early campaigns of WWII.

German 15 cm self-propelled gun **sIG 33 (Sf)** 35005

German 150-mm howitzer sIG 33 was derived from the T-I light tank in late 1939. Its main armament was the s.I.G.33 infantry howitzer mounted on the roof of the fighting compartment together with the gun carriage, wheels and armoured gun shield, all protected by 4-mm open-top armoured cabin. 150-mm sIG 33 SP howitzers fought in France and the Balkans and on the Eastern Front. A total of 38 vehicles were made in February 1940.



35009 German 15 cm infantry gun **sIG 33**

The 150-mm sIG 33 field howitzer in production since 1933 was the key infantry artillery piece of the Wehrmacht early in WWII. It offered German infantry a considerable edge on the battlefield. The sIG 33's ammo load comprised ammunition of various types, including special high-explosive and smoke rounds as well as 150-mm shaped-charge rounds punching through armour up to 160 mm thick.

35027 Russian light tank **BT-7M**

The BT-7M (A-8) light tank is the last production variant of the BT tank family. It was derived from the BT-7 in autumn 1936 and differed from the baseline model in its 500-hp V-2 diesel engine. The tank was in full-scale production during 1939 and 1940. Tanks of the type operated in combat in the early stages of the Great Patriotic War. Overall, 788 BT-7Ms were made.

35021 Russian heavy tank **KV-9**

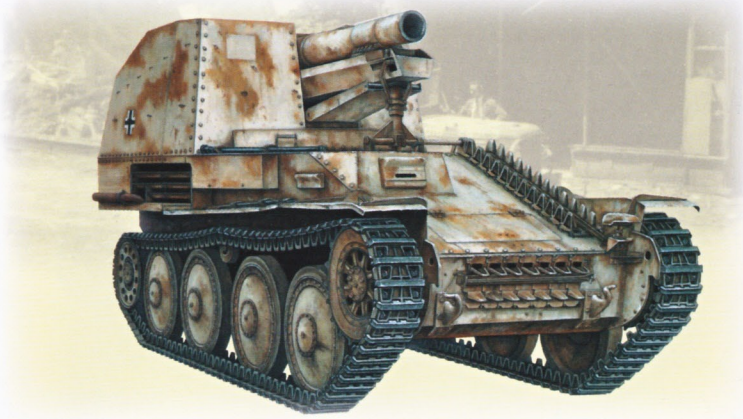
The KV-9 was derived from the KV-1 in late 1941 to enhance the fire power of heavy tanks. It packed the 122-mm U-11 (M-30) howitzer and four 7.62-mm DT machineguns. The prototype was built late in 1941 or early in 1942 and passed its tests in February 1942. The all-up weight of the derivative increased to 48 t over the baseline model, which caused a drop in the maximal speed down to 35 km/h.

Russian heavy tank **KV-1** (mod. 1941) 35020

The KV-1 tank (KV standing for Klim Voroshilov, a ranking military leader of the time) is the first Soviet production heavy tank featuring anti-artillery projectile armour protection. It was developed in 1939. The 1941 version mounted the 76.2-mm ZiS-5 main gun. Part of the tanks had their armour protection beefed up with extra armour plates. 2,732 1941-vintage KV-1s had been built from 1941 to August 1942. They were used heavily in battle early in the Great Patriotic War.

German 15 cm self-propelled gun **Bison** 35014

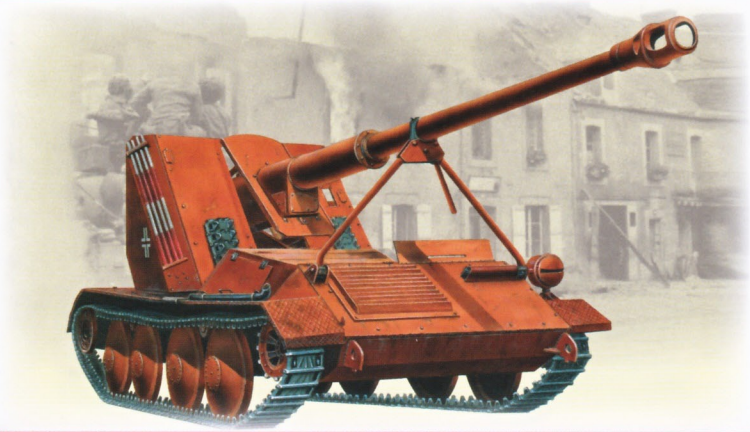
The German-made 150-mm Bison infantry heavy SP gun had been in production from April 1943 to September 1944. It was a derivative of the 38t light tank, mounting the 150-mm IG33/2 gun in the armoured cabin open on top and at the rear. Sp guns of the type had fought on all fronts all the way to the end of the hostilities. In all, 282 vehicles were made in two slightly different variants.



Russian armoured car **BA-20** 35004

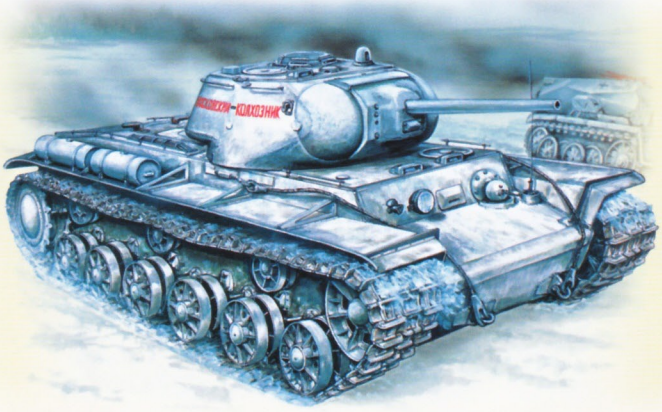
The BA-20 was the most widespread armoured car of the Red Army. It was developed in 1936 and was used for reconnaissance and liaison. The armoured car was improved and re-designated as BA-20M in 1939. Prior to 1941, 2,013 BA-20s had been manufactured. The vehicles were operated in the Battle of Halhyn Gol in 1939, Soviet-Finnish War and battles of 1941-45.

35008 German 8,8 antitank SPG **PaK 43/3 Waffentrager**



Prototypes of the so-called versatile weapon transporter using some of the running gear components of the 38(t) tank were made in late 1944. Its main armament was the 88-mm PaK 43 antitank gun. The trials were completed at the end of the war, in April 1945, though the prototypes were used for fighting the advancing Soviet forces.

35023 Russian heavy tank **KV-1S**



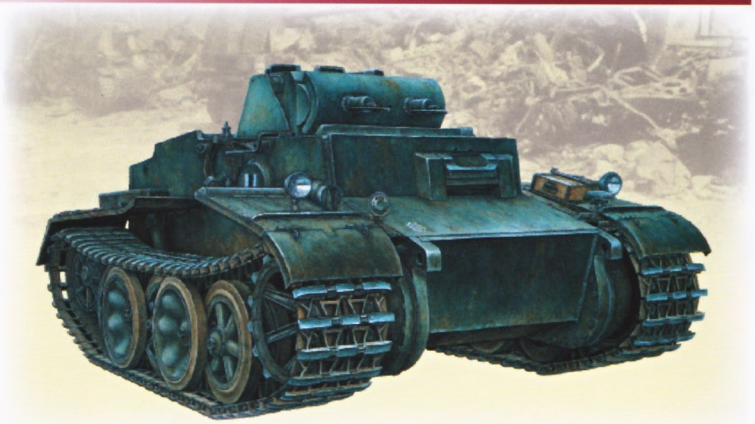
The KV-1S heavy tank (S standing for 'skorostnoi' – Russian for high-speed) was derived from the 1941-vintage KV-1 in summer 1942. It featured enhanced agility and reliability over the previous versions, though its armour protection was reduced somewhat compared with the baseline model. The KV-1S entered service in August 1942 and had been in production until September 1943. The tank was widespread during the Great Patriotic War, with a total of 1,083 units built.

35018 German light tank **Pz Kpfw II Ausf C**

В 1942 г. танки типа T-II вывели из состава танковых полков. Early in WWII, T-II light tanks made up 38% of the Wehrmacht's tank fleet. The T-IIC emerged in 1937 as the third production-standard version of the model. It differed from the older variants in the glacis plate beefed up to 29-35 mm, commander's cupola and other minor modifications. The T-IIC fought in France and early in the Great Patriotic War. The tanks of the type were withdrawn from the panzer regiments in 1942.

German light tank **Pz Kpfw I Ausf F** 35015

The T-IF (VK1801) light tank emerged in 1942. It featured the hull and turret armour protection reinforced to 80 mm. the tank also had advanced running gear, including large-diameter torsion-bar running wheels arranged in the staggered order. Its maximal speed accounted for 25 km/h. A total of 30 vehicles of the type were built and used by the Wehrmacht in the hostilities in the Soviet Union and Yugoslavia.



Russian heavy tank **KV-2** (early version) 35022

The KV-2 heavy tank featuring the so-called 'large turret' was developed in 1940, and its production was launched in the same year. The tank was designed to break through the heavily fortified enemy defences by destroying pillboxes with direct fire. The turret housed the 1938-vintage 152.4-mm M-10 howitzer for this purpose. The KV-2 fought in the defensive battles early in the Great Patriotic War, with a total of 46 'large-turret' tanks built.

Russian truck **ZiS-5** 35002

The ZiS-5 lorry with a carrying capacity of 3 t was among the key transport wheeled vehicles used by the Red Army in the Great Patriotic War. It featured high reliability and maintainability and had been in production from 1933 to 1948. A simplified version, the ZiS-5V, was in production during the war. Over 350,000 lorries of the type were manufactured.

35028 Soviet flamethrower tank **KV-8**

The KV-8 flamethrower tank was developed in early 1942 as a derivative of the KV-1 to destroy hostile strong points. It entered production in spring 1942, with the production having been discontinued within a year. The feature making different to the ordinary tank was its ATO-41 flame thrower coaxial with the 45-mm gun. The KV-8 flamethrower tank was used in the Great Patriotic War, with 102 vehicles built.

35040 **BM-13 Katyusha**

The BM-13 launcher of 132-mm M-13 high-explosive rockets entered service on 21 June 1941. It was in full-rate production, mounted on the ZiS-6 lorry chassis, and was operated with success early in the Great Patriotic War. The weapon was dubbed Katyusha informally. Priority in fielding the BM-13 was given to the multiple-launch rocket system units operating as part of the reserve of the Supreme High Command.

35010 German air-defense tank **Flakpanzer 38**

German SP antiaircraft gun (SPAAG) Flakpanzer 38 was derived from the 38(t) light tank in late 1943 and had been in production by BMM until February 1944. The open-top fixed cabin housed a 20-mm traversing automatic gun, whose effectiveness proved to be low. Most of the 140 vehicles built were used on the Western Front.

German 8,8 antitank gun **PaK 43** 35006

The 88-mm PaK 43 gun was among the most lethal antitank assets used in WWII. It was a derivative of the 88-mm FlaK 41 antiaircraft gun. Guns of the type cropped up on the battlefield in 1943 and had remained in production until the end of the war. The PaK 43 also served the basis for deriving the KwK 43 tank gun and StuK 43 SP gun.

German 10,5 cm self-propelled gun **Wespe** 35013

The Sd Kfz 124 Wespe light SP howitzer was among the best SP howitzers of WWII in its class. It was based on the chassis of the T-II Ausf F light tank and had been in production from February 1943 to July 1944. The vehicle's main armament was the 105-mm leFH18 howitzer. The Wespe had been used on all of the fronts from mid-1943 to the end of the war. A total of 675 Wespes were built, as were 159 Wespe ammunition carrier derivatives.

Soviet petrol refueller **ZiS-5 BZ-39** 35035

Prior to the war, the Red Army adopted the BZ-39 petrol refueller derived from the ZiS-5 lorry. It carried a 2,500-litre fuel tank and had several variants differing insignificantly, of which the BZ-39M is the best known. The refueller was used widely during the Great Patriotic War.

48043 **Yak-7B** Russian fighter **Ace Arseny Vorozheikin**

Having switched to the Yak-7B, Arseny Vassilyevich Vorozheikin scored his first kill on this type of aircraft during the Battle of Kursk. In all, Vorozheikin's 400 sorties resulted in 54 enemy planes downed personally and 14 as part of a package.

48014 **Yak-9** Russian fighter **Ace Marcel Lefevre**

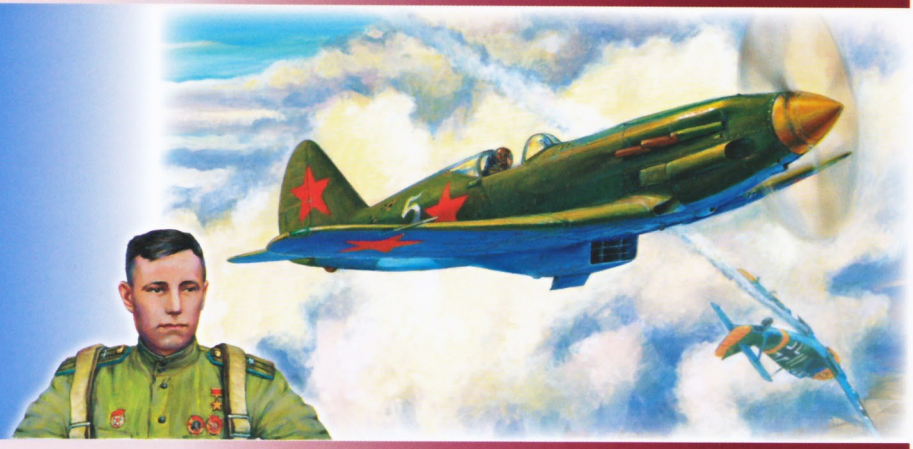
Marcel Lefevre was among the best aces of French fighter air regiment Normandie-Niemen that fought on the Eastern Front in 1943-45. He logged 105 sorties and 30 air battle, scoring 11 kills. Lefevre was killed in action on 28 May 1944 and was awarded the title of Hero of the Soviet Union posthumously on 04 June 1945.

48033 **I-16 Type 24** Russian fighter **Ace Boris Safonov**

Boris Feoktistovich Safonov was an ace with the naval arm of the Northern Fleet of the Soviet Navy. He was awarded the title of hero of the Soviet Union twice. Flying I-16 fighters, he logged 109 sorties, downing 17 enemy planes. Lt.-Col. Safonov was killed in action on his 224th sortie on 30 May 1942 while providing air defence coverage to the allied PQ-16 convoy en route to Murmansk. In all, he shot down 22 German planes personally and three as part of a package.

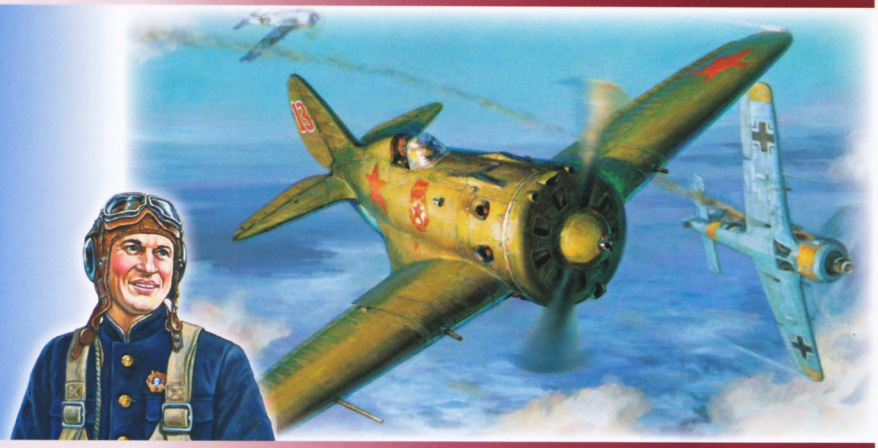
MiG-3 Russian fighter Ace Alexandr Pokryshkin 48015

Alexandr Ivanovich Pokryshkin, who was awarded the title of Hero of the Soviet Union three times, flew his MiG-3 side number 5 as part of the 16th Guards Air Defence Fighter Regiment in 1941-42. During the war, Pokryshkin made 650 sorties, fought 156 air battles and scored 59 kills personally and six as part of a package.



I-16 Type 18 Russian fighter Ace Vassily Golubev 48034

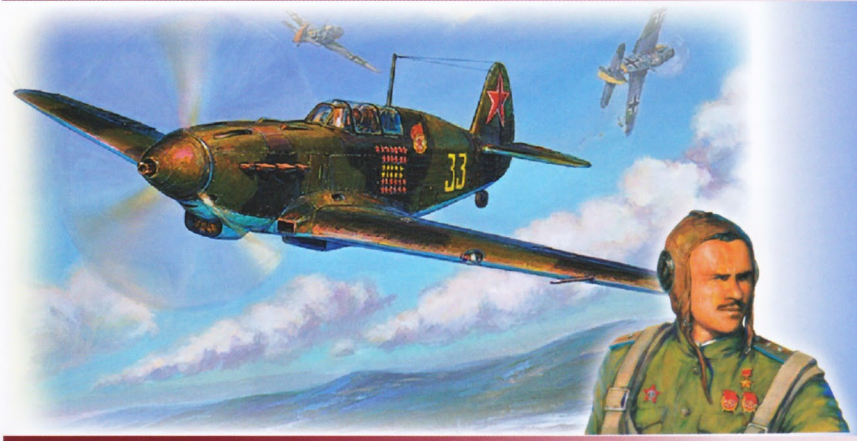
Vassily Fyodorovich Golubev served with the air arm of the Baltic Fleet of the Soviet Navy, operating various versions of the I-16 fighter. He was awarded the title of Hero of the Soviet Union on 23 October 1942. Golubev flew 546 sorties, fought 133 air battles and shot down 16 enemy planes personally and 23 as part of a package.



Yak-7A Russian fighter Ace Amet-Khan Sultan 48005

Amet-Khan Sultan was a famous fighter pilot who was awarded the title of Hero of the Soviet Union twice. He had fought in the Great Patriotic War since the very beginning, downing 30 hostile planes personally and 19 as part of a package. In August 1942, Amet-Khan Sultan flew his Yak-7A as part of the 4th Fighter Air Regiment in the Battle of Stalingrad. At the time, he was a member of a special team designed to fight German aces. Amet-Khan Sultan fought his last air battle over Germany on 29 April 1945, shooting down a Focke-Wulf Fw190.

48011 **Yak-7B** Russian fighter **Ace Pyotr Pokryshev**



Pyotr Afanasyevich Pokryshev was among the most renowned Soviet aces of the Great Patriotic War. He fought vic. Leningrad, the Baltic republics and East Prussia. The title of Hero of the Soviet Union was awarded to him for the second time on 24 August 1943. Flying his Yak-7B serial 33, P.A. Pokryshev fought with the 29th Guards Fighter Air Regiment on the Leningrad Front in 1943. Maj. Pyotr Pokryshev performed about 350 sorties, scoring 31 kills personally and seven as part of a package.

48039 **Yak-9T** Russian fighter **Ace Ivan Stepanenko**

Ivan Nikiforovich Stepanenko fought his first encounter on 12 June 1942. He scored eight kills on his Yak-9T. Ivan Stepanenko flew 414 sorties and downed 33 enemy planes personally in 118 air battles. I.N. Stepanenko was awarded the title of Hero of the Soviet Union for the second time on 18 August 1945.

48001 **I-16** Russian fighter **Ace Valery Chkalov**

The Polikarpov I-16 fighter was among the world's best high-speed fighter of the later 1930s. The I-16 was the mainstay of the aircraft fleet of the Red Army's Air Force in the run-up to the Great Patriotic War. An outstanding person, Polikarpov's chief test pilot Valery Pavlovich Chkalov, a hero of the Soviet Union, played an important part in the plane's future. Chkalov became famous for his non-stop flights on the ANT-25 plane. He did a lot to enable the fighter to enter full-rate production. When the I-16 entered service with the Air Force, Chkalov would go to combat units to display the fighter's exceptional combat capabilities during demonstration flights.

Hawker 'Sea Hurricane' Mk.Ib fighter 48007

The first improved Hurricane fighter tailored for operating from ship decks was made in March 1941. The production variant was designated as Sea Hurricane. At first, aircraft of the type would be launched by catapults and then they operated from aircraft carriers. Fighters of the type were used heavily by the Royal Navy starting from March 1942. A total of 650 Sea Hurricanes were made in various variants.

Hawker 'Hurricane' Mk.1 fighter 48026

The Hurricane I is a most well-known British fighter of WWII. It had been in production from 1937 to 1944 without significant design modification, except the engine and armament. The Hurricane Mk.I was the first production version of the aircraft, which was used in Norway, Belgium and France. In August 1940, early Hurricanes were the most numerous British fighters in the Battle of Britain.

Yakovlev YaK-9DD Russian fighter 48002

The Yak-9DD was an extended-range version of the Yak-9 fighter designed to escort bombers deep behind the enemy lines. For instance, Yak-9DDs in 1944 were used for escorting US bombers flying shuttle missions to bomb targets in Romania. The version had been in production from May 1944 to September 1945, with about 400 Yak-9DDs built.

48012 **MiG-3** Russian fighter Air defence of Moscow 1941-42

29 October 1940 saw the maiden flight of the I-200 aircraft, the prototype of the widely known Soviet-made MiG-3 fighter designed for intercepting high-altitude threats. The first two production-standard aircraft of the type were manufactured in December of the same year. The fielding of the MiG-3 with combat units began in 1941. In spite of its primary purpose, the MiG-3 flew a whole range of mission early in the Great Patriotic War.

48024 **Hawker 'Hurricane' Mk.1** Soviet Air Force fighter

The delivery of British fighter Hurricane I to the Soviet Union under the lend-lease agreement started in September 1941. The first planes to come were fielded with the air arm of the Soviet Navy's Northern Fleet and the 6th Fighter Air Corps of the Moscow Air Defence Zone. Then, Hurricane Is came to other sections of the Eastern Front. However, they were assigned the sole mission of providing air defence coverage in 1943. The Hurricane I had been in the Red Army's Air Force inventory until late 1945. A total of 3,082 Hurricane Is in various variants were delivered to the Soviet Union.

48021 **Yakovlev Yak-9K** Russian fighter

The Yak-9K (K standing for 'krupnokalibernyi' – Russian for 'large-calibre') was a version of the Yak-9T fighter and carried the 45-mm NS-45 cannon instead of the 37-mm NS-37. The 'up-gunned' aircraft became effective against both aerial threats and armoured ground vehicles. In addition, it featured a larger fuel capacity. Following the successful tests, a 53-ship series of Yak-9Ks was made in April though July 1944. The warplanes proved themselves during the fighting in Donbass, Melitopol, Nikolayev and the Crimea (Sevastopol in particular) and during the Vitebsk-Minsk and Berlin operations.

MiG-3 Russian fighter Air defence of Moscow 1941-42 — 48013

The MiG-3 high-altitude fighter developed in 1940 was used widely as part of the air defences of Moscow owing to its superb altitude performance. Its high service ceiling (12,000 m) and speed enabled Soviet pilots to intercept German bombers and recce planes with ease.

Hawker 'Hurricane' Mk.1NF fighter Royal Air Force — 48023

The Hurricane I earned the reputation of a reliable aircraft in 1940, during the Battle of Britain, but still then-advanced German fighters surpassed it in terms of several characteristics, especially speed and manoeuvrability. However, the plane's night fighter variant proved to be relevant as part of the air defence system, after Luftwaffe bombers launched massed night air raids on Great Britain in winter 1940-41.

Yakovlev Yak-7DI Russian fighter — 48004

An attempt was made in June 1942 to improve the flight and tactical performance of the Yak-7B tactical fighter through reducing its structural weight and increasing its fuel load. The aircraft designated as Yak-7DI (DI standing for 'dalnii istrebitel' – Russian for long-range fighter) was ready in June 1942. Its trials proved progress of its flight performance, and the Yak-7DI entered full-scale production as Yak-9, having become the most mass-produced fighter of the Soviet Air Force during the Great Patriotic War. The Yak-9 took its baptism of fire during the soviet counterattack vic. Stalingrad in December 1942.

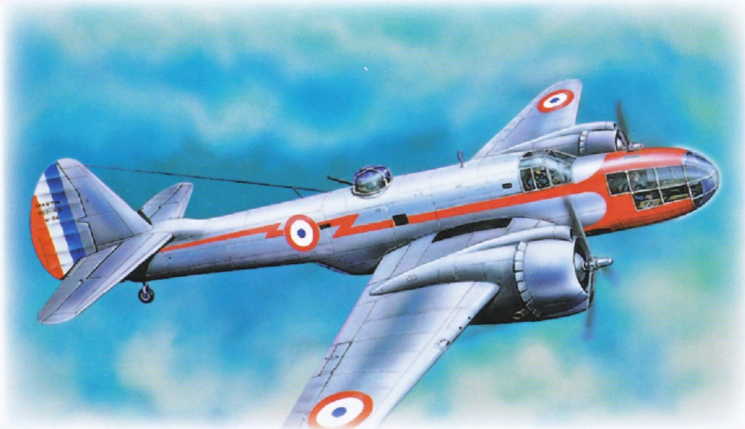
72007 Martin B-26C Marauder Bomber

US medium bomber Martin B-26 Marauder entered full-rate production in autumn 1940. Aircraft of the type had been operated on a large scale during WWII starting from April 1942. During the war, the B-26 was in service with the Royal Air Force and Free French Air Force. In all, upwards of 5,200 aircraft in several variants were manufactured.

72017 Vultee Vengeance Mk.II Dive bomber

The Vengeance dive-bomber started fielding with the US Army Air Corps in January 1941. In addition, the type was exported to the UK, Brazil, India and France and fought in Burma and at Pacific islands. The Vengeance was used in the United States and France for training purposes only. Overall, more than 1,500 Vengeance planes were built.

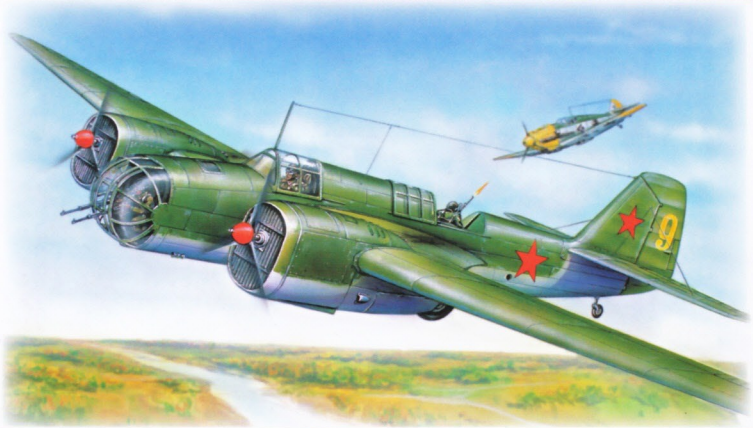
72006 Martin M-167 Maryland Bomber / Spy plane



US medium bomber Martin 167 Maryland was developed in the later '30s. Its production kicked off in August 1939. The aircraft was in the inventories of the air forces of the UK, France and Union of South Africa. Maryland planes were operated in several WWII campaigns, including the hostilities in France in 1940 and then in the Middle East, Mediterranean and North Africa. In excess of 330 aircraft of the type were produced.

Tupolev SB-2 Katyuska Soviet bomber 72002

The SB-2 high-speed bomber had been the most widespread Soviet bomber by the time the Great Patriotic War broke out. Its production commenced in 1936 and was discontinued in 1941. It also was in production as B-71 in Czechoslovakia. The SB-2 found a large-scale use in Spain and China, at Halhyn Gol, during the Soviet-Finnish War of 1939-40 and in the early stages of the Great Patriotic War. As many as 6,831 SB-2 bombers were made in several variants.

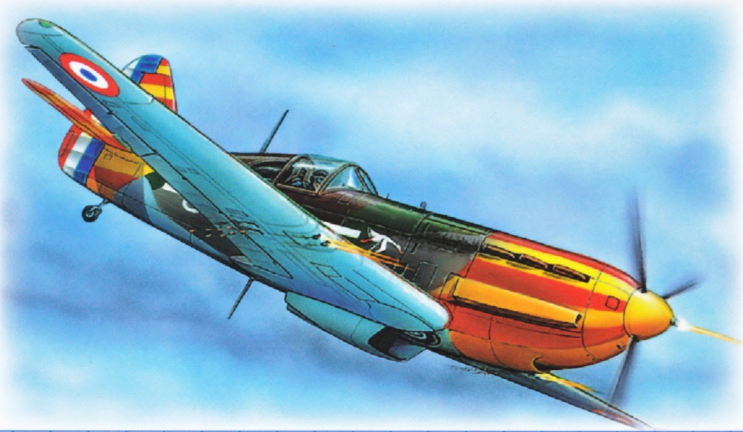


Bristol Blenheim Mk.I Finnish Air Force 72003

The Blenheim Mk I light bomber started entering service with the RAF in late 1936. It was licence-produced by Canada, Yugoslavia and Finland. The aircraft was widely used in North Africa, the Middle East, etc. The Finnish Air Force operated Blenheim during the Soviet-Finnish War in 1940 and from 1940 to 1944. In all, 1,134 Blenheims were built in various variants.

Dewoitine D.520C Fighter 72016

The Dewoitine 520 had been the best fighter in service with the French Air Force by the beginning of WWII. Its prototype conducted its maiden flight in October 1938 and entered full-rate production soon afterwards. The D.520 began to field with combat units in January 1940. The fighter's baptism of fire took place in the hostilities in France in 1940. Fighters of the type also were operated by the Italian, Bulgarian, German and Romanian air forces. A total of 610 D.520s were produced.



72021 **Lavochkin La-7** Soviet fighter

The La-7 became the most sophisticated Soviet fighter powered by an air-cooled engine. It was a derivative of the La-5FN fighter. The La-7 featured top-notch flight performance enabling the pilot to beat virtually all enemy fighters. The top Soviet ace, Ivan Kozhedub, flew a fighter of the type and saw the Victory Day with 62 kills under his belt. Over 5,900 La-7 fighters were made.

72012 **Supermarine Spitfire Mk.XIV** vs. **V1** flying bomb

The massed employment of V-1 cruise missiles against British ground installations in summer 1944 made the British to seek ways to deal with the problem. The RAF played an important part in that. For instance, Spitfire Mk XIV fighters powered by the Griffon 65 engine were used for intercepting V-1s with success. The Spitfire Mk XIV would catch up with the cruise missile, snag it with a wingtip and turn it over. This would make drive the V-1 off course and drop.

72011 **Blackburn Skua** Dive bomber

The Blackburn Skua ship-based dive-bomber entered full-scale production in 1938 and service with the air arm of the Royal Navy in autumn 1938. The Skua first saw action in September 1939. Skua dive-bombers attacked the German battleship Scharnhorst, albeit without success. The Royal Navy started to transfer its Skuas to training units in March 1941. A total of 190 aircraft in the single Mk II variant were manufactured.

Westland Lysander Mk.I/III Spotter / Spy plane 72018

The Lysander multirole plane entered production in Great Britain in April 1938 in three baseline models. It fought for the first time in France in 1940 in the attack and reconnaissance roles. Then Lysanders were use din North Africa and Burma, and had been used for delivering Special Operations Executive agents and cargo deep behind the German lines. The aircraft in service with the Finnish Air Force entered the fighting in July 1941.

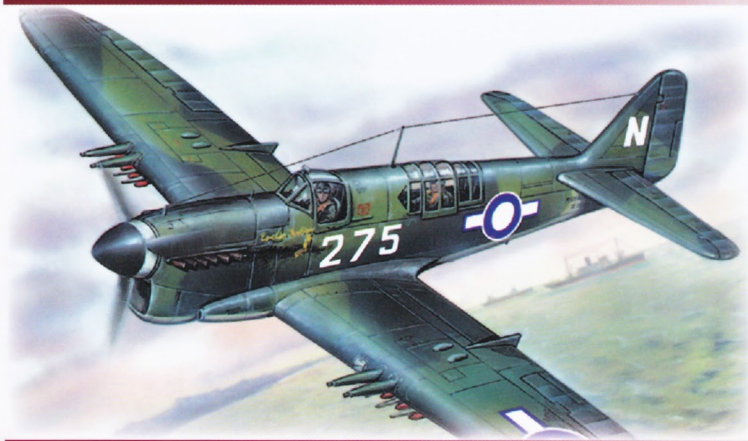
GAL.48 Hotspur Mk.II Troop carrying glider 72009

The production of the GAL.48 Hotspur glider began in late 1940. The Hotspur became the standard training glider operated by glider schools and could carry six airborne troops to their landing site. There were three production versions differing only slightly. There also was the Twin Hotspur prototype made in 1942.

Blackburn Shark Mk.I Torpedo plane 72008

A prototype of the Blackburn Shark biplane first flew in mid-1933, with its production kicking off at the end of the next year. The aircraft fitted with alternate detachable landing gear (wheels or floats) could be used in the reconnaissance, bomber or torpedo bomber roles. It was in service in the UK, Portugal and Canada. The Shark had been regarded as obsolete by the beginning of WWII, but still it was used on some of the operations from time to time.

72014 **Fairey Firefly F. Mk.I** Naval fighter

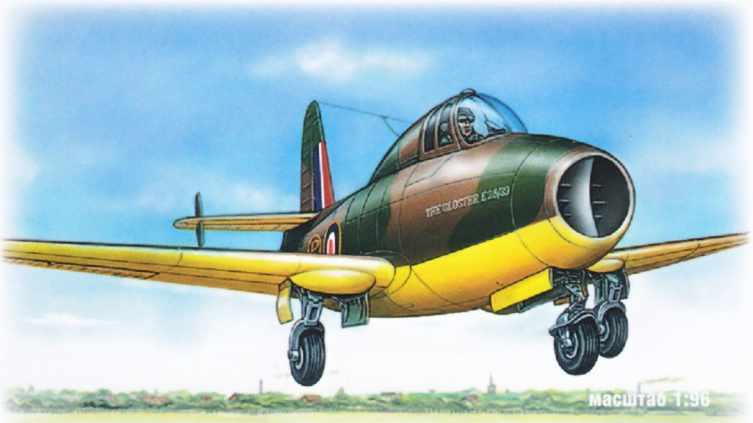


The Fairey Firefly two-seat carrierborne fighter completed its maiden mission in late 1941 and entered full-rate production for the Royal Navy only in January 1942. Firefly fighters saw action fro the first time in April 1944, covering an attack of carrierborne bombers on the German battleship Tirpitz. Then, fireflies fought in the Pacific. Several variants of the plane were made during WWII, totaling 706 airçraft.

72013 **Fairey Swordfish Mk.I** Torpedo plane

The full-scale production of the Swordfish carrierborne torpedo bomber began in the UK in June 1936. In the next month, the plane was fielded with a first air squadron of the Royal Navy's air arm. Following the beginning of WWII, the Swordfish would escort naval convoys, defend ships from Kriegsmarine submarines and operate in the torpedo bomber role. However, the obsolete planes were converted to the antisubmarine warfare (ASW) role as early as 1941, in which capacity they had been used until the war ended. In all, 1,112 Swordfishes were built.

72022 **Gloster Whittle E28/39 Pioneer** Experimental plane



The Gloucester E28/39 (G.40) became the first British jet aircraft. The testing of the prototype fitted with a turbojet engine was launched in April 1941. During the final phase of the flight trials in March 1944, the Pioneer developed a speed of 755 km/h – the highest speed in the UK at the time. The experimental example of the E28/39 (G.40) was handed over to the Science Museum in London in April 1946. Two prototypes were built.

Fairey Barracuda Mk.II Torpedo plane 72010

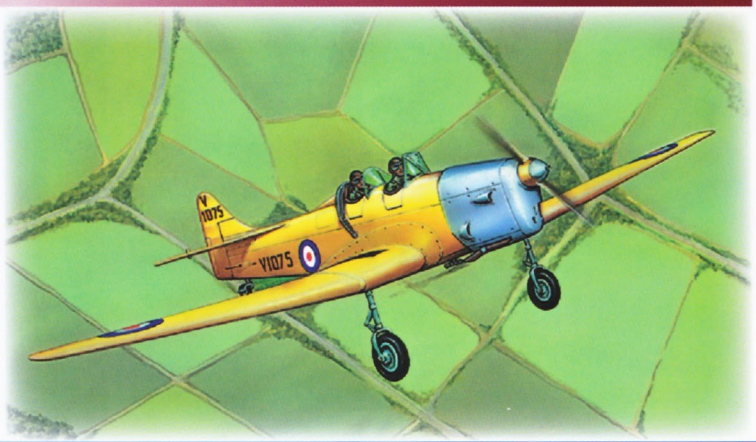
The Fairey Barracuda carrierborne bomber performed its first flight in December 1940. Its full-scale production was launched in May 1942, and Barracudas started fielding with combat units in January 1943. Aircraft of the type delivered a number of attacks against German battleship Tirpitz in April through August 1944. More than 2,500 barracudas were produced in three variants during WWII.

Hawker Typhoon Mk.IB Tank buster 72015

British heavy fighter Hawker typhoon, which first flew on 21 February 1940, entered full-rate production in May 1941. Aircraft of the type began to patrol the English Channel in October 1942 and, soon afterwards, started clobbering ground targets, including armoured ones, using their formidable guns and rockets. In excess of 3,300 Typhoons were made in several versions.

Miles Magister Mk.I Training plane 72019

The advanced Magister twin-seat trainers started fielding with RAF flying schools in May 1937. They proved themselves in terms of operation and made up the mainstay of the aircraft fleets of the flying schools where they had been in service until the end of the war. In addition to the RAF, the Magister would be sold to commercial flying schools and exported as well. A total of 1,293 Magisters were built.



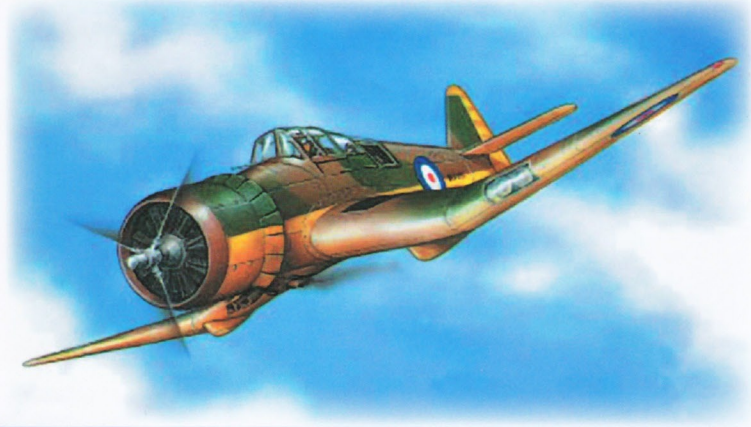
72001 North American B-25C Mitchell Bomber

The B-25 Mitchell medium bomber was among the best known aircraft of WWII. Its full-scale production in several variants began in July 1940. During WWII, B-25s were supplied to the RAF and Soviet Air Force (807 units). The Mitchell saw action in virtually all theatres of war. Over 5,800 B-25s were made in various versions.

72005 Lockheed PV-1 Ventura Bomber / Patrol aircraft

US plane Lockheed Ventura entered full-rate production in summer 1941, with the naval recce/bomber and ASW/patrol versions becoming the best known. In addition to the US Army and Navy, aircraft of the type were in the inventories of the UK, Canada, Australia, New Zealand, Union of South Africa, Free France and Brazil during WWII. The Soviet Air Force operated several aircraft late in the war, too. In all, 3,028 aircraft were made in various variants.

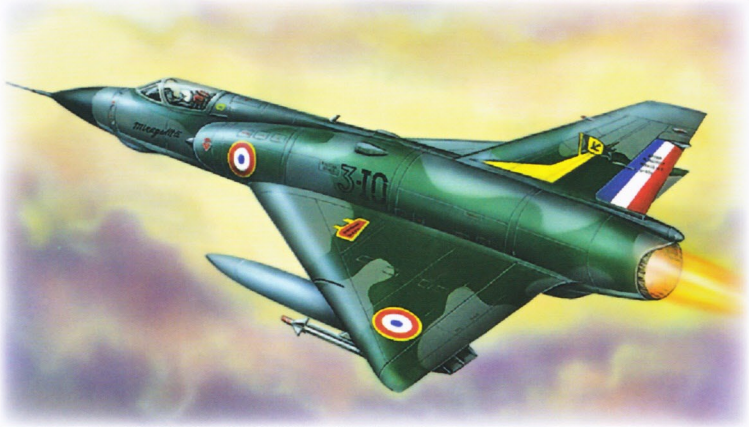
72020 Miles M.27 Master Mk.III Training plane



The M.27 Master was developed in the late '30s on order by the Royal Air Force. New-generation aircraft were entering service, which caused the need for a high-performance monoplane for pilots to hone their skills. The advanced plane flew its maiden flight on 03 June 1937. The fielding of production-standard aircraft began in 1939. There were three variants of the Master trainer, differing mostly in the types of their engines.

Dassault Mirage IIIE Interceptor fighter 72030

The Mirage III interceptor is one of the best-known aircraft of the 1960s and '70s. A Mirage IIIE prototype first flew on 05 April 1961, and the type's fielding kicked off in January 1964. The French Air Force took delivery of 453 aircraft of the type. The Mirage III also was exported to Argentina, Brazil, Lebanon, Libya, Spain, Pakistan, Switzerland and South Africa. It was used in several local conflicts and wars.



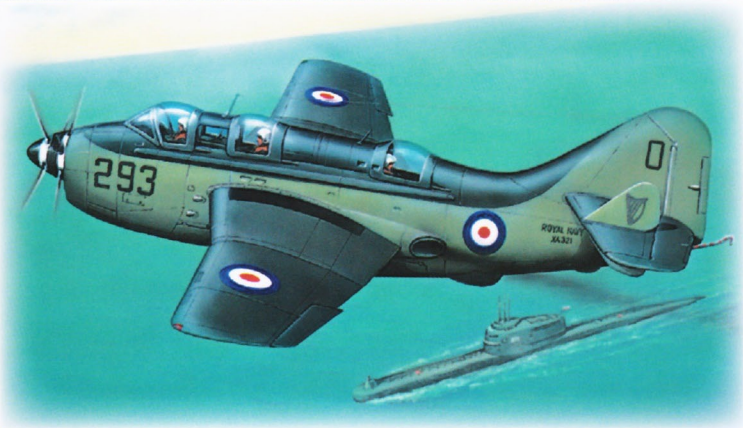
BAC Lightning F.6 Fighter 72025

British jet-powered interceptor Lightning emerged in the mid-'50s and became a most unusual and best-known British plane owing to the design solutions embodied in it. It entered operation in 1968. The BAC Lightning had been in service with the RAF for almost 30 years and been exported to Saudi Arabia and Kuwait as well. The Lightning F.6 version featured an increased fuel load and a redesigned wing leading edge.

Canberra B(I)8 Bomber 72023

British medium bomber English Electric Canberra conducted its first flight on 13 May 1949. Various versions had been in service with the RAF since 1951, and several aircraft had stuck it out until 2006. The Canberra was exported to 15 countries and licence-produced by the United States as the B-57. The Canberra B(I).Mk 8 version first flew in July 1954. 73 aircraft of the version were made. About 950 Canberras were built in the UK and Australia.

72024 **Fairey Gannet AS.1/4** Anti-submarine striker



The British-made Fairey Gannet ASW/AEW&C plane had been in service from 1954 to 1978. In addition to the UK, it was operated by the Australian, Indonesian and West German air forces. The plane's features are its twin turbojet engines set side by side and driving coaxial rotors via the common power train. In all, 384 Fairey Gannet aircraft were made in six variants.

72031 **Sea Vixen** all-weather strike fighter

The De Havilland DH.110 Sea vixen carrierborne two-seat fighter first flew on 26 September 1951. It had been in the inventory of the Royal Navy from 1959 to 1972. There were two production versions of the plane. The F.A.W.2. Sea Vixen version featuring greater guided missile capabilities went into production in 1962. The total production run exceeded 140 aircraft.

72026 **Hawker Hunter F. 1** Interceptor fighter

The Hawker Hunter fighter is among the best post-war British warplanes. The Hunter also was licence-produced in Belgium and the Netherlands and was exported to many countries. The fighter fought in various regional conflicts during the 1960s and '70s. The Hunter F.Mk.1 is the first production-standard variant that entered service with the RAF in 1954. In all, 139 aircraft of the version were manufactured.

Anti-submarine striker **Avro Shackleton MR.3** 72004

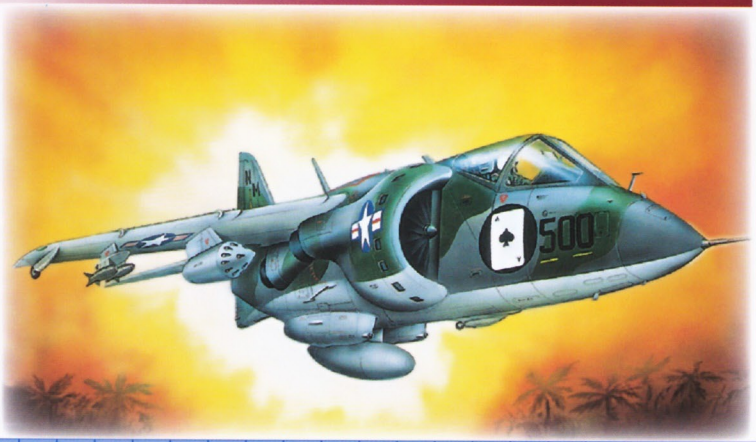
The Avro Shackleton MR.. 3 quad-piston-engined aircraft of the RAF was developed with the use of some of the components of the Avro Lincoln bomber. Variants of the plane had been operated from 1951 to 1990. The aircraft was used in the ASW, maritime patrol and AEW roles. There also a research-and-rescue (SAR) version of the Shackleton.

Supermarine Attacker F.1 Naval fighter 72029

The Supermarine Attacker became the first production-standard carrierborne jet fighter in service with the Royal Navy. The type started fielding with combat units in March 1952. There were three variants in production – the F Mk. 1 fighter (43 built) and FB Mk. I and FB Mk. 2 fighter-bomber (16 and 84 built, respectively). The Attacker was exported to Pakistan.

Hawker Harrier GR.1 V/STOL Attack aircraft 72027

The Hawker Sidley Harrier GR. 1 is the world's first production-standard vertical takeoff and landing warplane. The type entered service in April 1969. It was operated by the UK, the United States (US designation – AV-8A) and Spain (Spanish designation – Matador). The aircraft saw no action. For its VTOL role, the Harrier was equipped with a turbofan and four swiveling nozzles under the wing centre section and fuselage tail section. In all, the RAF received 119 Harrier GR.1s.



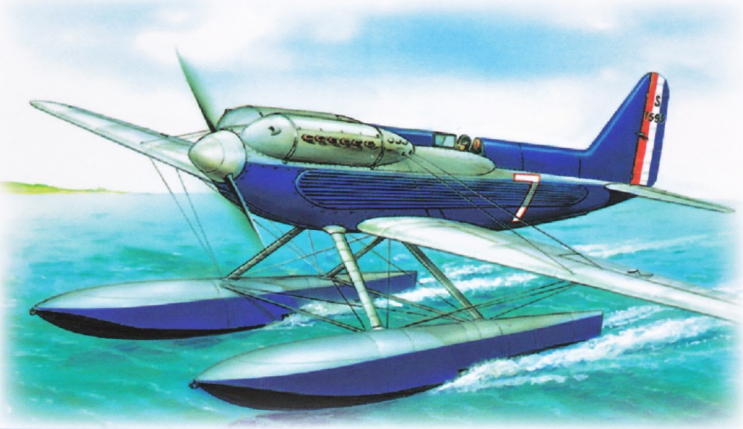
72032 Westland Wessex HAS Mk.1/31 Anti-submarine helicopter

The Westland Wessex is a British-produced derivative of US helicopter S-58. The version entered full-rate production in April 1960 and were adopted for use by the Royal Navy in the next year. The Wessex HAS Mk. 1 was designed for antisubmarine warfare. A total of 130 helicopters of the type were built.

72034 Vickers Vimy Mk.IV Heavy bomber

The first prototype of the Vickers F-27 Vimy bomber completed its maiden flight on 30 November 1917. A decision was taken in 1918 to launch its production, and aircraft of the type were redeployed to France in October of the same year. However, the Vimy earned its renown owing to its superlong-range flights performed on it after WWI had been over. For instance, Capt. John Alcock and Lt. Arthur Whitten Brown performed the world's first hop across the Atlantic on a modernised Vimy in July 1919.

72033 Supermarine S.6B Racing Seaplane



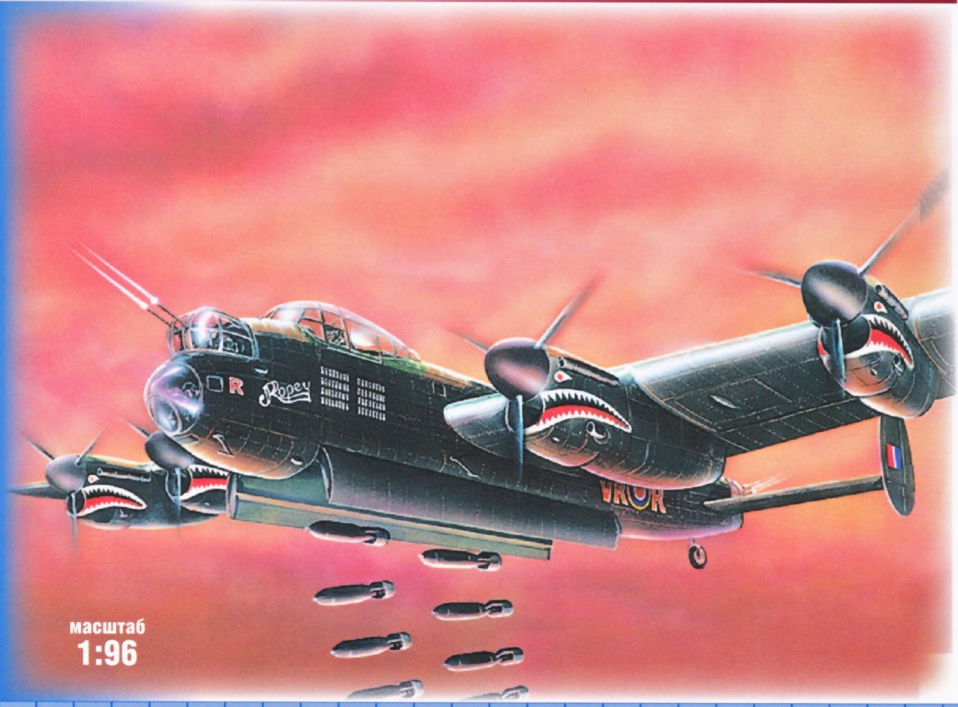
In 1931, the Schneider Cup hydroplane race saw the victory of the British-made Supermarine S.6B developed by Reginald Mitchell, the future developer of the legendary Spitfire fighter. The S.6B set an absolute speed record of 655.8 km/h, which had remained unbroken until 1933.

Boeing 707 airliner 14401

Designed in the early '50s and mass-produced, the four-engined Boeing 707 airliner became the world's second passenger jet. The maiden flight of the production-standard Boeing 707-120 took place on 20 December 1954. The commercial operation of the airliner by Pan American World Airways kicked off in autumn 1958. The passenger version of the aircraft had been in production until 1978. In all, 1,010 Boeing 707s had been built in various versions, including military ones, until 1991.

Avro Lancaster B Mk.I Heavy bomber 96001

The Avro Lancaster is the best known British heavy bomber of WWII. The first production-standard Lancaster first flew on 31 October 1941. Its design proved to be so good that the Lancaster had been in production until the end of WWII with only minor airframe modifications. It saw action for the first time in March 1942. Lancasters logged more than 156,000 sorties during WWII. Upwards of 3,400 Lancaster I planes were made.



40006 Russian XVIII century navy flagship **Goto Predistinatsiya**

The Goto Predistinatsiya (Foreknowledge of God) was the first Russian battleship. Her construction was ordered by Tsar Peter I. The ship was built at the Voronezh shipyard in 1700. She carried 58 cannon varying in calibre and featured one of the most intricate artistic decorations of the time. The Goto Predistinatsiya had hindered Turkey's operations against Russia for a decade as the flagship of the Russian Navy in the Azov Sea.

40005 Soviet Navy Battleship **Arkhangelsk**

A decision was taken in spring 1944 to handover temporarily British battleship Royal Sovereign to the Soviet Navy, with the Royal Sovereign commissioned with the Royal Navy as far back as 1916. The ship was re-designated as Arkhangelsk in May 1944. The battleship had been based in the Kola Bay until the end of the war, performing training and tactical missions in the Barents and White seas from time to time. The Arkhangelsk returned to the UK early 1949.

HMS Battleship **Royal Sovereign** 40013

British battleship HMS Royal Sovereign was launched in May 1915 and commissioned with the Royal Navy a year later. The ship underwent several upgrades during the 1920s and '30s. Once WWII broke out, she was transferred to the Mediterranean and fought in the Battle of Punta Stilo on 18 July 1940. The Royal Sovereign would escort Atlantic convoys in 1940 and 1941. In all, five battleships were built in the class.

Russian XVII century navy sailing ship **Oryol** 40007

In early spring 1669, the construction of the first Russian frigate (Dutch-designed three-mast Oryol), was ordered by Tsar Alexei Mikhailovich, kicked off in the village of Dedinovo, Kolomna Region near Moscow, on the banks of the River Oka. The Oryol was completed and tested late in May 1669. It was armed with 22 cannon. The ship sailed by river to the south of Russia to protect the trade route between Russia and Iran, running via the Volga and Caspian. However, soon afterwards, the ship was attacked and burnt in Astrakhan by Cossack bandits led by Stepan Razin.

40009 Russian navy battleship **St. Panteleimon**

Following the insurrection of 1905, the Potyomkin ironclad was re-designated as St. Panteleimon (the Russian Navy won the Battle of Gangut in 1714 on the saint's encaenia day). The St. Panteleimon became the flagship of the Independent Practical Detachment. On 10 December 1907, the ironclad was put on the list of battleships. Following its modernization in 1911, the battleship became the flagship of the Black Sea Fleet. On 28 April 1915, the St. Panteleimon battleship opened up on German cruiser-dreadnought Geben from a maximal range of 104 cable's lengths and hit her with the second salvo. The obsolete ship was scrapped in 1923.

40002 Russian nuclear powered icebreaker **Arktika**

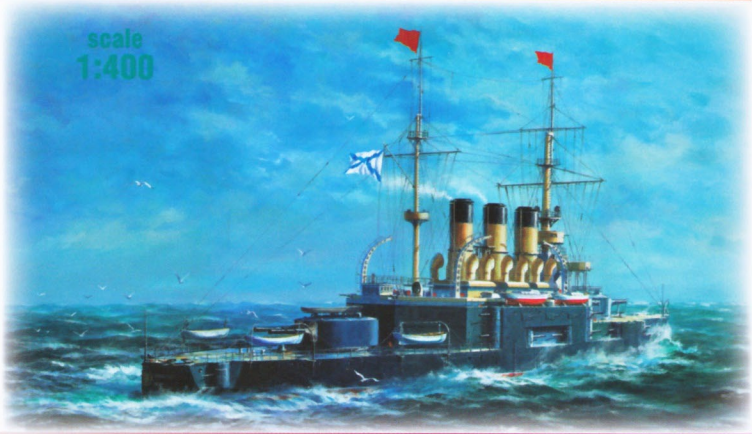
The state flag was hoisted over the Arktika nuclear-powered icebreaker at the Baltiisky Zavod wharf on 25 April 1975. On 17 August 1977, the surface ship broke through the polar ice cap to the North Pole for the first time in the history of navigation. The nuclear-powered icebreaker covered its 1,000,000th mile on 24 August 2005, the 30th anniversary of its operation. Recently, the icebreaker's service life has been extended to 175,000 hours over the 100,000-hour design life, and the ship will lead convoys through the Arctic Ocean for along time now.

40001 Russian navy protected cruiser **Aurora**

The Aurora cruiser had been under construction from 1897 to 1903. She was one of the few ships lucky to survive the Battle of Tsushima. During WWI, the Aurora fought in the Baltic Sea. On the night of 25 October (7 November) 1917, the shot by its bow gun signaled the kickoff of the assault of the Winter Palace in St. Petersburg by the revolutionary forces. The Aurora was in the port of Oranienbaum (now Lomonosov), shelling the Nazis, throughout the Siege of Leningrad (1941-44). In 1948, the Aurora was moored at the Petrogradskaya Embankment as a trainer ship of the Leningrad Nakhimov Naval School. It was turned into a museum in 1956. This model represents the appearance of the cruiser as of 1941.

Russian navy battleship **Potyomkin-Tavrichesky** 40003

The keel of the fleet ironclad-type warship, designated as Count Potyomkin-Tavrichesky, was laid in Nikolayev on 25 September 1898. In terms of tactical performance, she was the most formidable ship of its type in service with the Russian Navy. The ironclad was commissioned in spring 1905. The famous insurrection took place on board the ironclad on 14 June 1905. After 12 days of futile attempts to persuade other ships and naval bases of the Black Sea Fleet, the insurgents took the ship to Romania, where they surrendered to Romanian authorities. The ironclad was returned to Russia on the next day.



HMS Cruiser **Tiger** 40012

In the late 1950s, the UK resumed construction of the three Tiger-class cruisers, which began as far back as 1941-42. The cruisers were given the ASW and AD roles in support of naval strike forces, to which end they were to be fitted with then up-to-date surface-to-air missile systems. However, SAM systems had never been developed for the cruisers that remained purely artillery ships. The Tiger was commissioned in 1959 and its sister ships Lion and Blake in 1960 and 1961.

Trinity House Lightship **South Goodwin** 40010

British company Trinity House set up the beacon vessel South Goodwin to fulfil a most important task – navigation safety in the English Channel near Dover, in the vicinity of the Goodwin Sands bank, also known as Graveyard of Ships and Sand Chameleon, damned by all sailors since times immemorial. The light of the beacon could be seen every 30 s out to 11 nm. Goodwin Sands gobbled its own lighthouse, the South Goodwin, during a violent storm on 27 November 1954.

40008 Soviet training tall ship **Tovarisch**

This beautiful sailing-ship was built within an extremely short timeframe – merely 100 days – by the Blohm+Voss shipyard in Hamburg in 1933, with her construction paid for with public donations. The ship was designated as Gorch Fock in commemoration of popular German sea author Hans Kinau (Gorch Fock was his pen name), who died in WWI. Built for the Kriegsmarine, the barque had sailed until 1945 but was scuttled at the very end of the war. Soviet experts recovered it only two years later. The sailing-ship, re-designated as Tovarisch, started sailing under the Soviet flag in 1950. It became the absolute prizewinner of international sailing regattas in 1974 and 1976. Over 14,000 midshipmen from 22 naval academies and merchant marine colleges were trained on board the Tovarisch. In addition, the ship was filmed in upwards of 40 movies over her five decades in service, including such films as Maximka, Captain Nemo, Prisoner of Château d'If and Scarlet Sails.

40011 Coastal Tanker **Shell Welder**

British tanker Shell Welder is a typical representative fo the post-war ship generation designed to carry liquid cargo. The ship was built in 1955 and entered service with the known company Shell Mex in the next year. The Shell Welder was decommissioned in 1973 and scrapped in 1993.

Barbarians

№ 80007

№ 80008

№ 80009

Cavemen

№ 80010

№ 80011

№ 80012

American scouts

№ 80001

№ 80002

№ 80003

Red Army

№ 80004

№ 80005

№ 80006

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