



Newsletter

Production

07/2011

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In the beginning of our newsletter we would like to let you know that all moulds for SH72227, SH72231 and SH72249 (2x Spitfire Mk.21+ 1x Seafire FR Mk.46) has been adjusted. We will start to distribute them in couple of days. Moreover, we'd like to inform you about change of catalogue number of A5M2b Claude over China kit that contains new resin cockpit and engine. The original kit SH32034 was sold out almost year ago. We decided to re-issue this kit under new catalogue number and with new resin cockpit and engine and larger photo-etched parts fret. Due to high customers' demands both for new kit and even for the old one (without resin parts) we decided to change the catalogue number of the new kit with resin parts. The catalogue number of the new kit is SH32051, the old kit is still offered under its cat. no. SH32034.

This month's new releases info are listed below. The list also contains information about re-issued items and sold out items. This month's new releases:

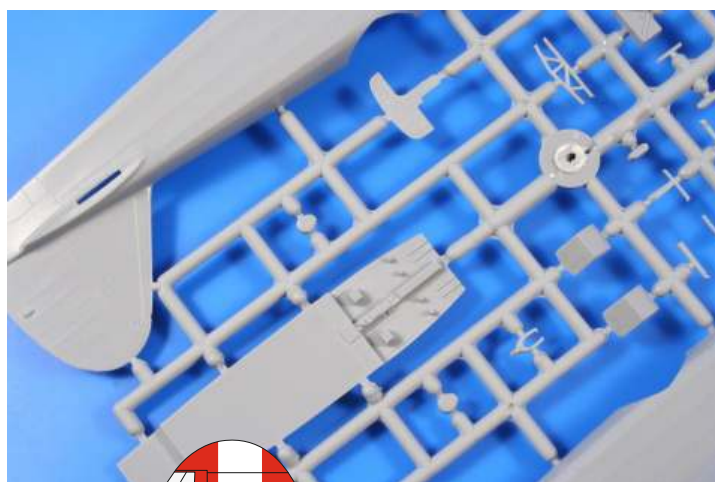
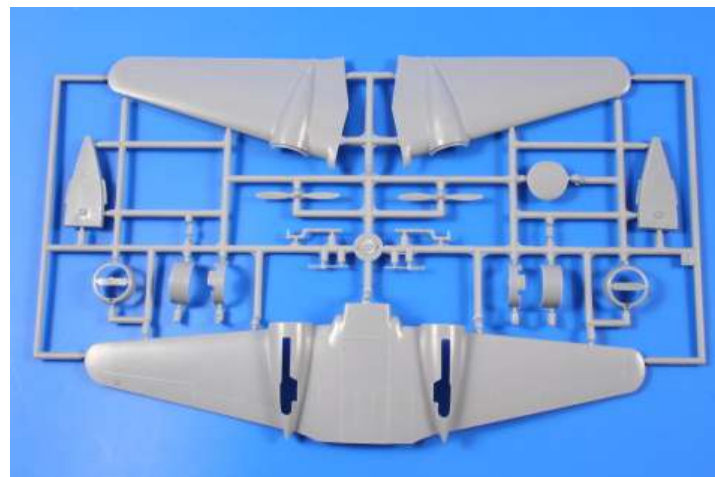
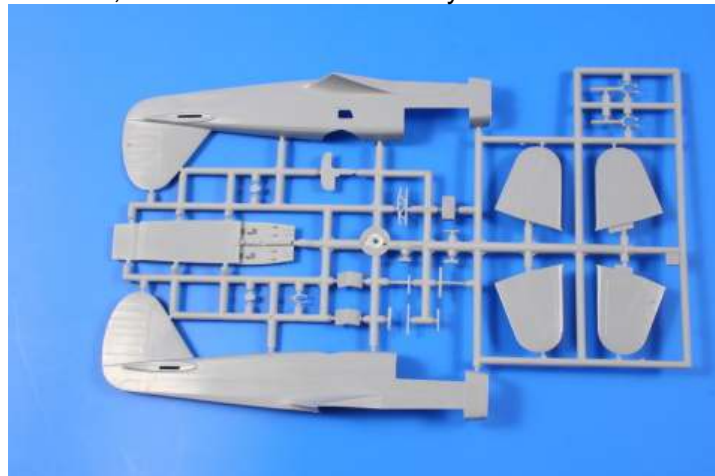
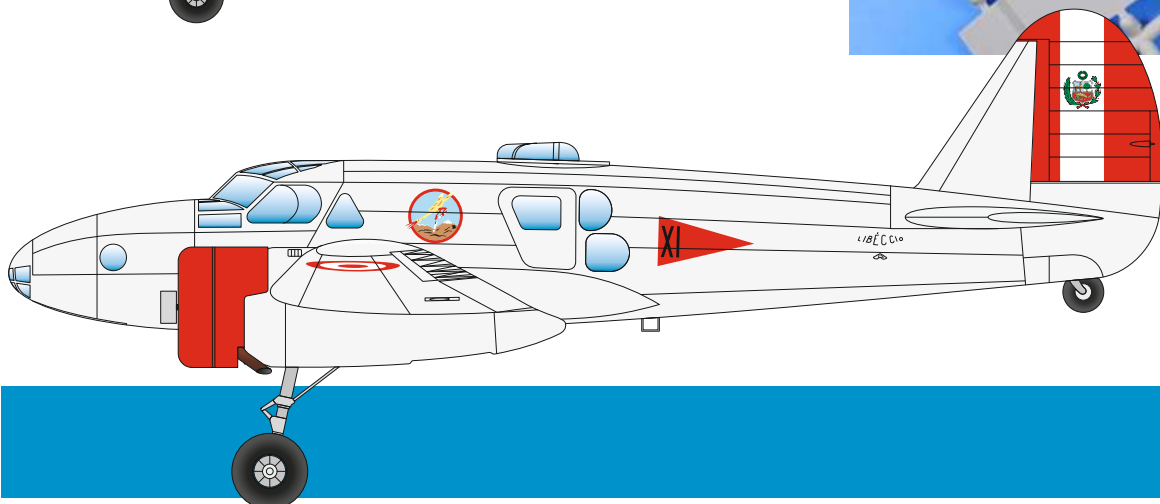
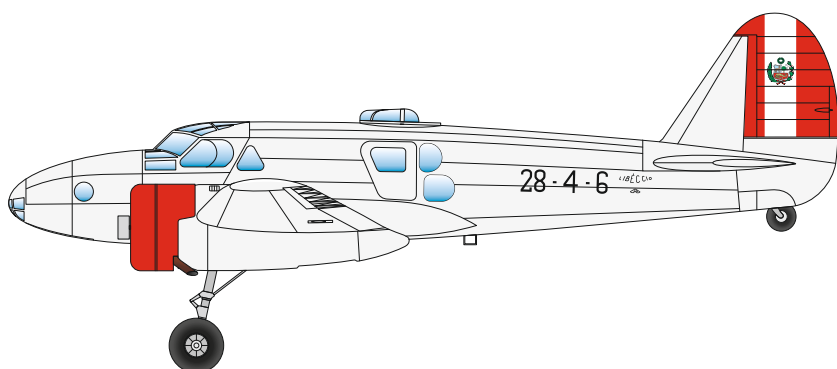
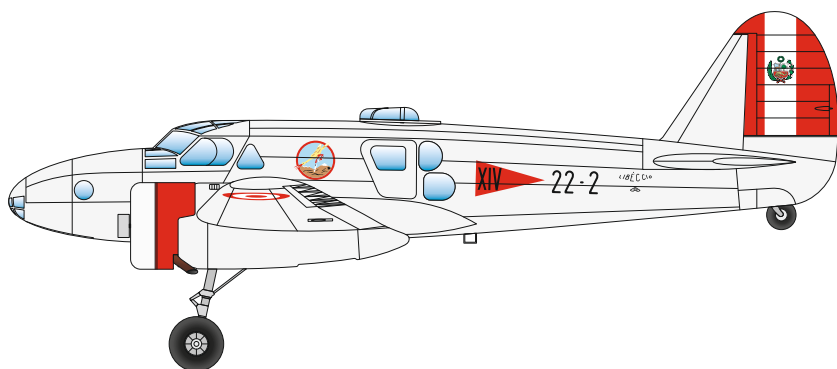
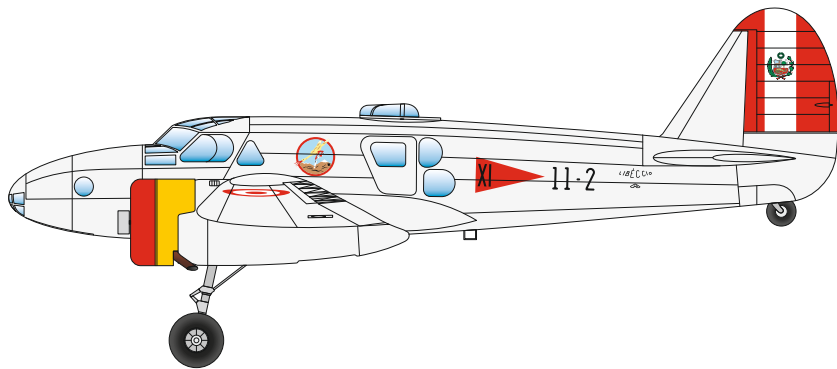
Caproni Ca.310 was developed in 1937 as light bomber and reconnaissance aircraft. Except of fact it was used by Reggia Aeronautica this machine was also exported to several European countries and even to South America. We prepared the kit of this aircraft in two versions.

A065 Caproni Ca.310 In Peru "Ecuadorian-Peruvian War" 1/72

In 1930s Peru greatly strengthened its Army and Air Force. They purchased tanks in Czechoslovakia and aircraft were purchased from USA and Italy. The Bomber Command of the Peruvian Air Force was significantly strengthened by Caproni Ca.135 and Ca.310 aircraft. When in 1941 arose a conflict with neighbor Ecuador, Peru really used its strong air force. Thanks to its technical superiority Peru won this conflict.



The kit of this Ca.310 version contains two sprues with plastic parts, detailed resin and photo-etched parts. Since Peruvian machines featured both clockwise and counter clockwise turning engines (unlike other machines) we added resin clockwise turning propeller. Clear parts contain two types of dorsal turrets; the older one was used by Peruvian machines. Decals included offer markings for 4 machines, even for the ones that participated in Ecuadorian-Peruvian War.



A103 Caproni Ca.310 "Norwegian service" 1/72

Norway also tried to strengthen its air force similarly to Peru. They had placed order for 24 Ca. 310s, eventually purchasing only four machines. For the rest of the aircraft Norway requested better performances to be achieved.

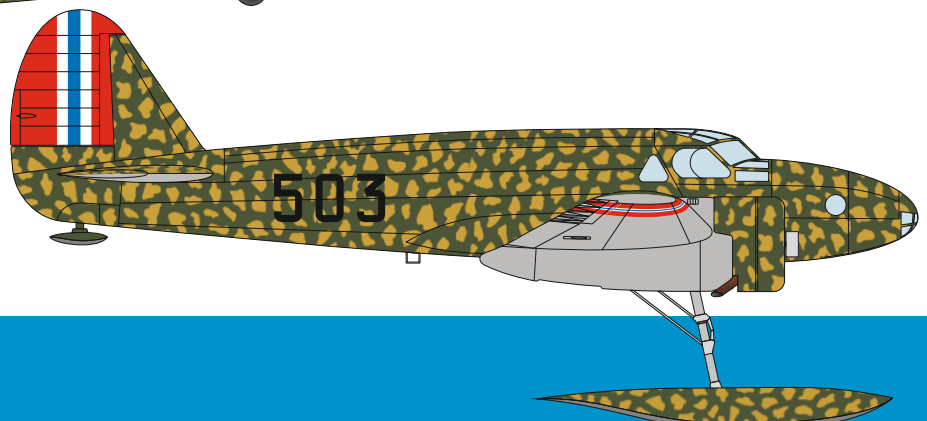
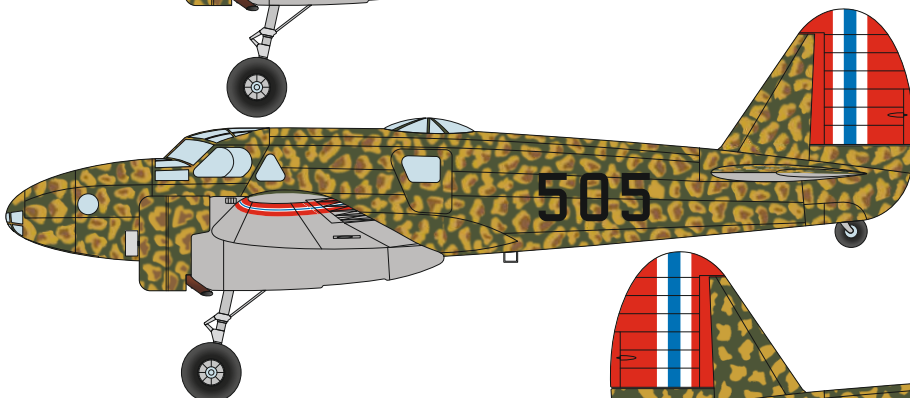
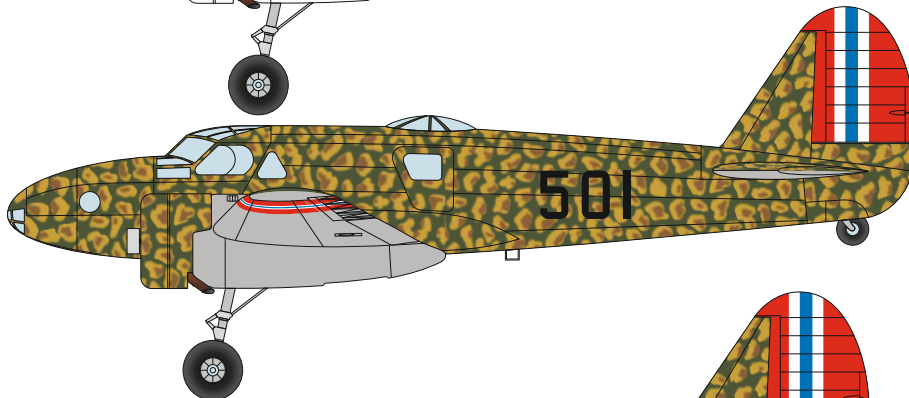
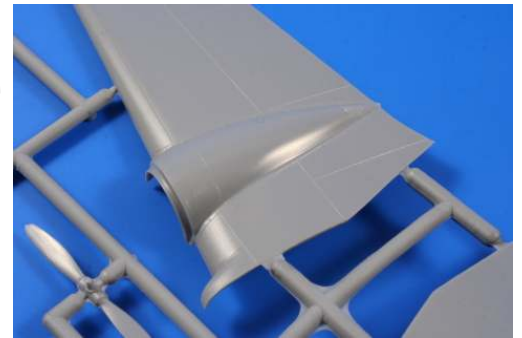
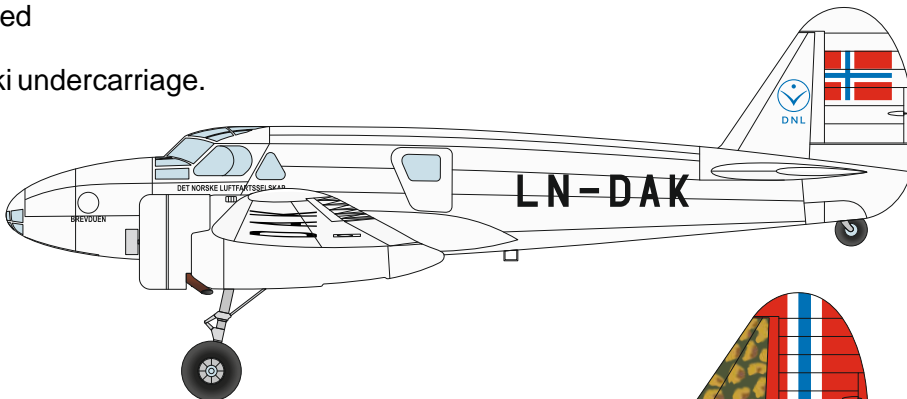
Caproni developed Ca.312 version powered by stronger engines for Norway. Nevertheless, German Wehrmacht was quicker and occupied Norway in 1940 even before the additional machines were delivered. Norwegian Ca.310s machines were subsequently destroyed during German attack.

The kit of this Ca.310 version contains same plastic parts, including the clear parts, as the Peruvian Ca.310 version. Norwegian machines used the later version of dorsal



turret. Resin parts contain additional skis. Decals included offer markings for white machine with civilian registration and other 3 machine in common Italian camouflage pattern with military Norwegian markings. One of them used both

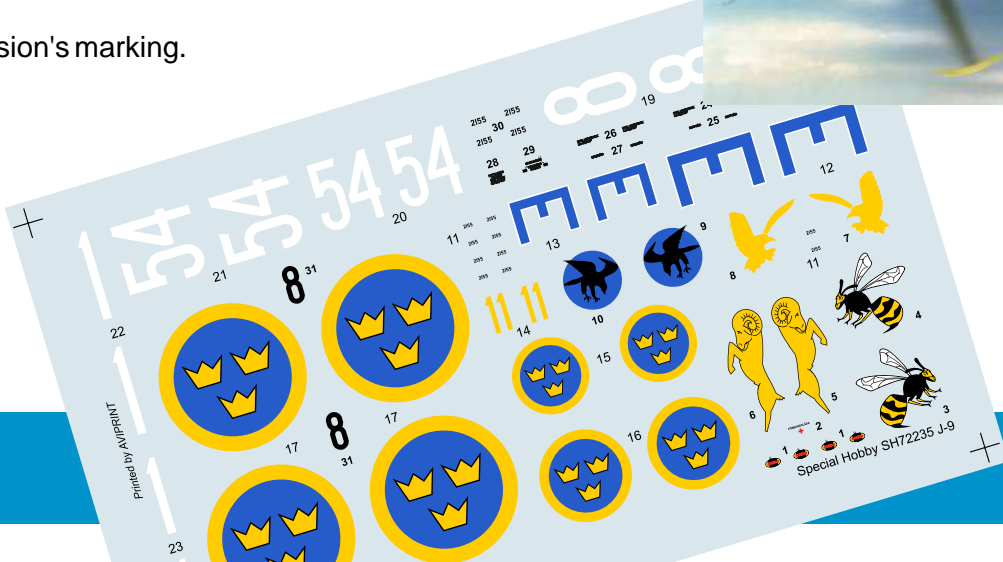
wheeled and ski undercarriage.

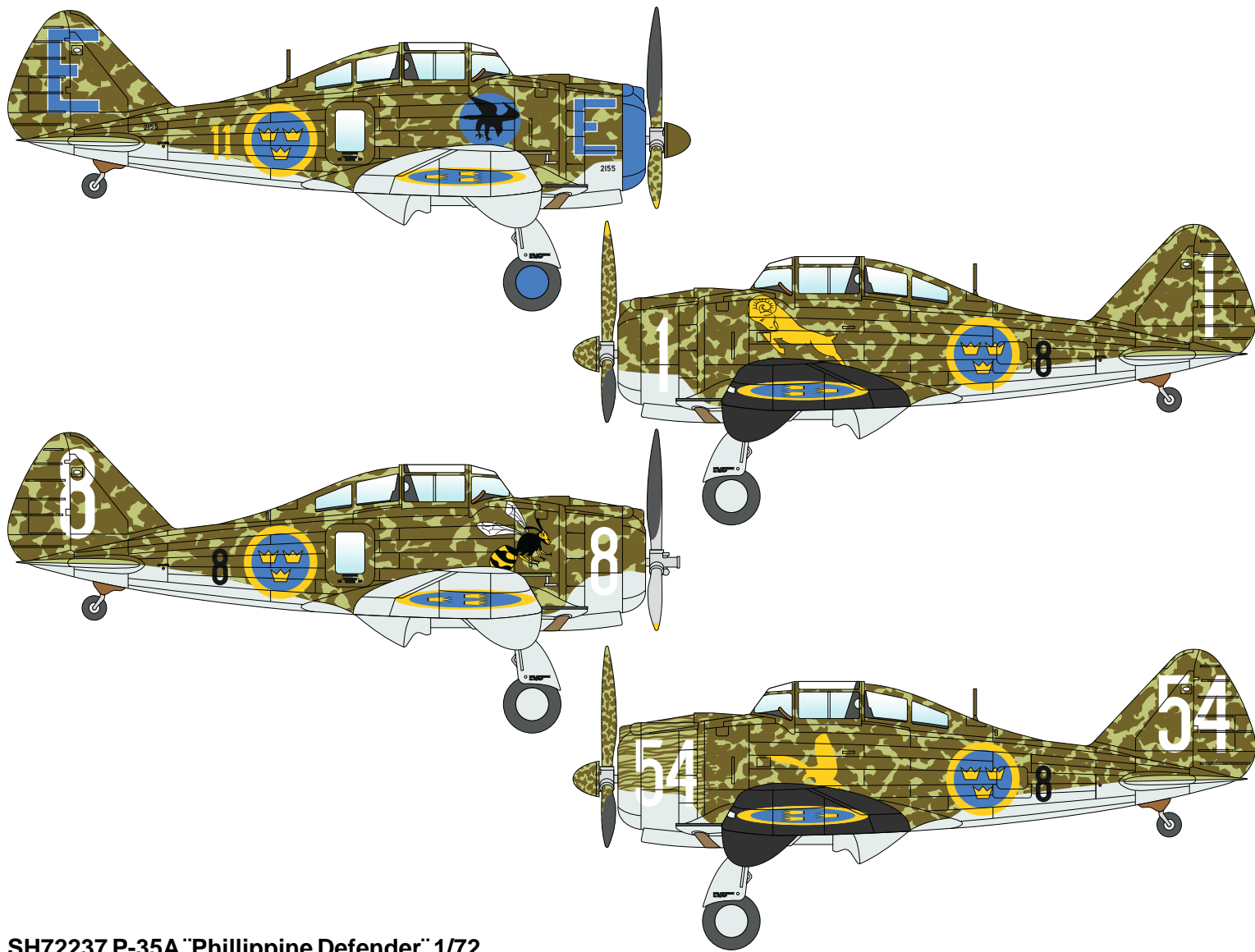


In 1934 new fighter competition was issued by US Army Air Corps High Command. Several companies entered this competition, but the final duel for the largest US Army Air Corps contract ever for single type was fought between Seversky and Curtiss companies. In June 1936 Seversky SEV-1XP in this configuration became the winner. But only 77 machines were ordered under designation P-35. Due to the deterioration of Europe's situation, where among others Civil War in Spain broke out, US Army Air Corps uphold additional order for 220 new fighters. But they also enforce the new round of trials to be held between Seversky and Curtiss machines. This second round was predominantly won by Curtiss with its improved model 75 and subsequently received order for 220 machines designated P-36. Therefore Seversky turned his attention to foreign customers. Thanks to the European demonstrations of the improved EP-1-68 machine, Sweden ordered the machine with factory designation EP-1-106 and assigned it military designation J-9. Compared to P-35, the new EP-1-106 featured lengthened fuselage and heavier armament. In total, Sweden placed three orders for 120 machines with only 60 machines reaching Sweden, eventually. Though remaining 60 machines were produced they were seized by US Government due to the imminent war conflict. J-9s were in Sweden assigned to Fighter Wing 8 that protected Stockholm. Subsequently, rests of J-9s were assigned to other units as trainers and reconnaissance aircraft. The last machines were withdrawn from service in 1954. The seized, originally Swedish J-9 were designated P-35A. Most of P-35As were ferried to Philippines and assigned to 34. FS. The rest of them that remained in USA served for training purposes. Some sources state that 6 machines were delivered to Ecuador.

SH72235 J-9 / EP-1-106 "Swedish Defender" 1/72

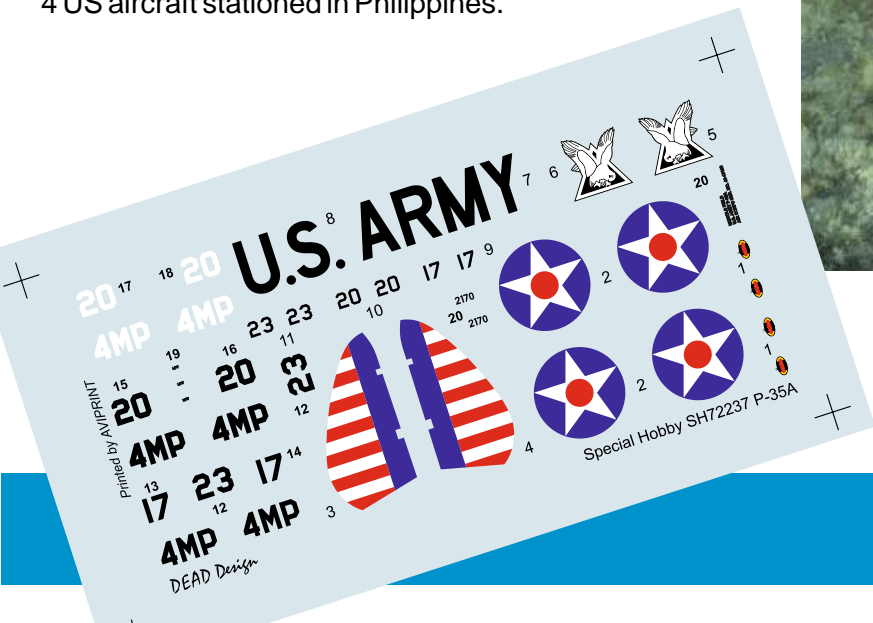
The kit contains two sprues with plastic parts, injected clear parts, detailed resin and photo-etched parts. The clear parts contain both enclosed and separated canopy parts. Decals included offer four Swedish machines. The first served with F11 Wing in 1945 but similarly as the other machines, this carried markings of the particular F8 Wing's division, its previous user. Every machine sports particular division's marking.

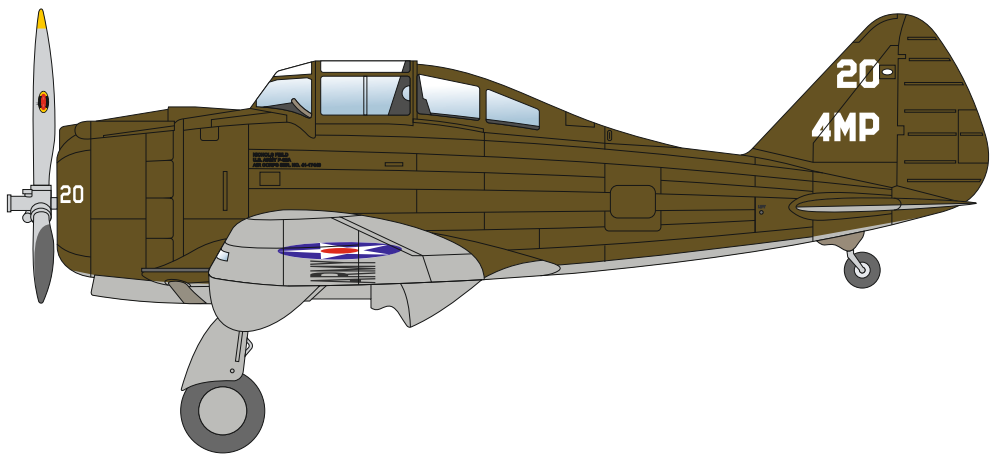
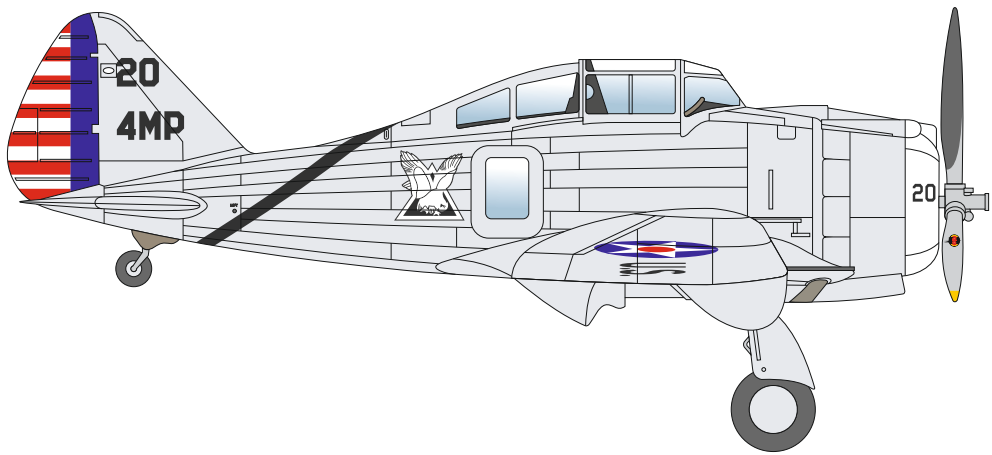
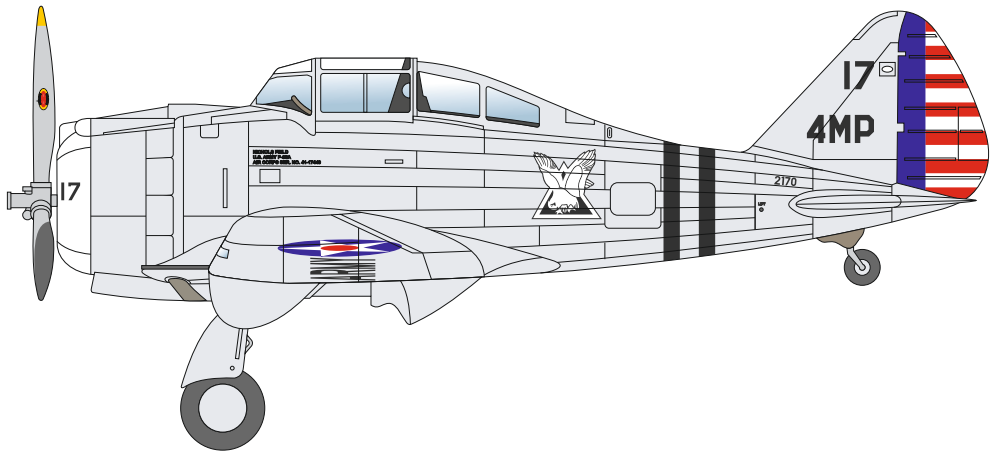
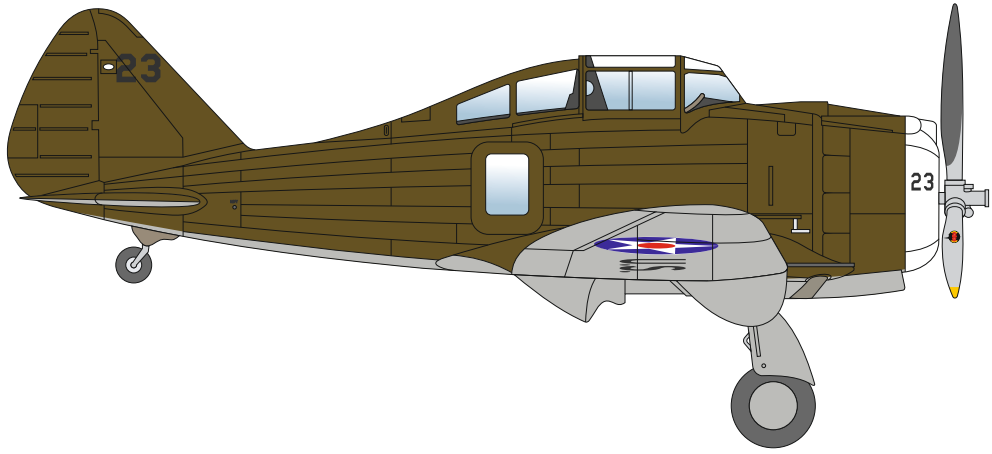




SH72237 P-35A "Phillippine Defender" 1/72

This kit contains same plastic parts as SH72235 in two sprues, injected clear parts, detailed resin and photo-etched parts. The clear parts contain both enclosed and separated canopy parts. Photo-etched parts are newly designed for US version. Decals included offer markings for 4 US aircraft stationed in Philippines.





The above listed kits are July new releases. At the July / August we will possibly release other two kits:

SH72095 B-18 Bolo "Pre War Service" 1/72

SH72251 Digby Mk.I "Bolo in Canadian Service" 1/72

We will let you know when these kits will be released and distributed.



Next month new releases:

SH32048
F-80C "over Korea"

1/32



A102
PZL.24A/C Turkish AF

1/72



SH72248
Yakovlev Yak-23 Flora "Red&White Stars"

1/72



SH72242
Yakovlev Yak-23 Flora "Warsaw Pact"

1/72



Forthcoming new releases:

Sh48110
Heinkel He 115

1/72



Sh72245
Yakovlev Yak-23 Flora Two-Seater

1/72



SH48127
Fairey Firefly Mk.I "Home Fleet"

1/48



SH48041
Fairey Firefly Mk.IV/V

1/48

