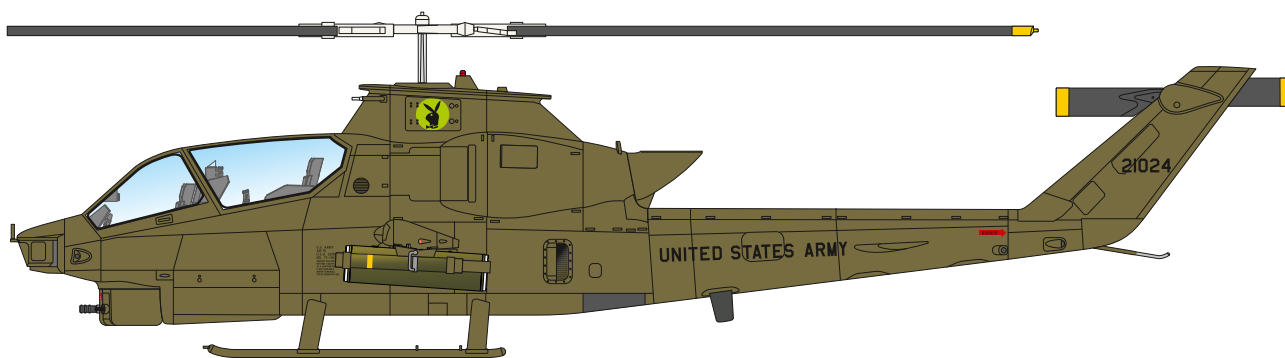




AH-1Q/S Cobra 'Tank Hunter'

1/32

CZ

Americké letectvo začalo záhy po zapojení se do války ve Vietnamu používat vrtulníky jako nosiče ofenzivní výzbroje. Již v letech 1962-63 podporovaly vrtulníkové výsadky palbou z kulometů, kanonů či raketometů v polních podmínkách vyzbrojené vrtulníky UH-1A. Úspěšné použití takto vyzbrojených vrtulníků ukázalo potřebu nového jednoúčelového útočného stroje s účinnou výzbrojí, co nejmenšími rozměry a velkou odolností proti poškození. Protože americká armáda měla o takový stroj enormní zájem, firma Bell zahájila vývoj takového stroje ve své režii. První projekt na základě typu Bell 47 nebyl úspěšný. Handicapoval ho zejména slabý pístový motor. Nový projekt firmy, označený D-262 postupně vyvíjel do podoby označené model 209. Model 209 přebíral část konstrukčních řešení z vrtulníku UH-1C (ližiny podvozku, rotor, nosník ocasního rotoru apod.), měl však nový trup s kabinou pro dva členy osádky a s pylony pro podvěšenou výzbroj. Když armáda USA vypsal v roce 1965 soutěž na nový bitevní vrtulník, Bell model 209 ji s přehledem vyhrál. Hned v následujícím roce armáda objednala nejprve dva předseriové a pak stodeset sériových vrtulníků s armádním označením AH-1G Cobra. Další objednávky následovaly. Pro co nejrychlejší nasazení Cober ve Vietnamu vzniklo přeškolená středisko NETT (New Equipment Training Team) v jihovietnamském Vung Tau. První jednotkou nasazenou do boje na nových strojích byla 334. rota operující z Bien Hoa. Urychleně byly vyzbrojovány další jednotky. V průběhu bojů ve Vietnamu byly postupně zapracovány na vyráběných vrtulnících poznatky a požadavky letců. První vrtulníky měly vyrovnávací rotor vlevo, pozdější vpravo, byly montovány zesílené ližiny podvozku, předovou věž TAT-102 s jedním rotačním kulometem Minigun nahradila věž M-28 s Minigunem a granátometem (nejčastěji). Na závěsníky byla zavěšována pestrá výzbroj od různých raketových bloků, přes pouzdra s kulomety Minigun až po komplet M-35 (kanon Vulcan s nábojovými schránkami). Záleželo na úkolu, který měl vrtulník plnit a také na tom, jakou výzbroj pilot preferoval. V roce 1972 se na vrtulnících objevily deflektory výtokových plynů jako reakce na tepelně naváděné střely ve výzbroji komunistické vietnamské armády a Vietkongu. Ve Vietnamu se Cobry nesporně osvědčily. Používaly je nejen vrtulníkové jednotky armády, ale i jednotky US MARINES. US MARINES bylo také s AH-1G spokojeno, ale pro provoz nad mořem a lodích požadovalo dva motory, což vedlo k vývoji dvoumotorových verzí, první z nich byla AH-1J. AH-1G Cobry byly exportovány jen do Španělska a Izraele. Ve Španělsku je používalo námořnictvo, v Izraeli měly AH-1G problémy s prašným a horkým podnebím. Izrael potřeboval vrtulníky pro boj s tanky a proto další objednávky byly směřovány na protitankové verze AH-1Q/S. Na tyto verze bylo také přestavěno mnoho amerických AH-1G, včetně strojů stažených z Vietnamu. Koncepce AH-1G Cobra se stal etalonem pro bitevní vrtulník. Další verze tohoto vrtulníku létají dodnes jak v USA, tak ve výzbroji mnoho jiných armád.

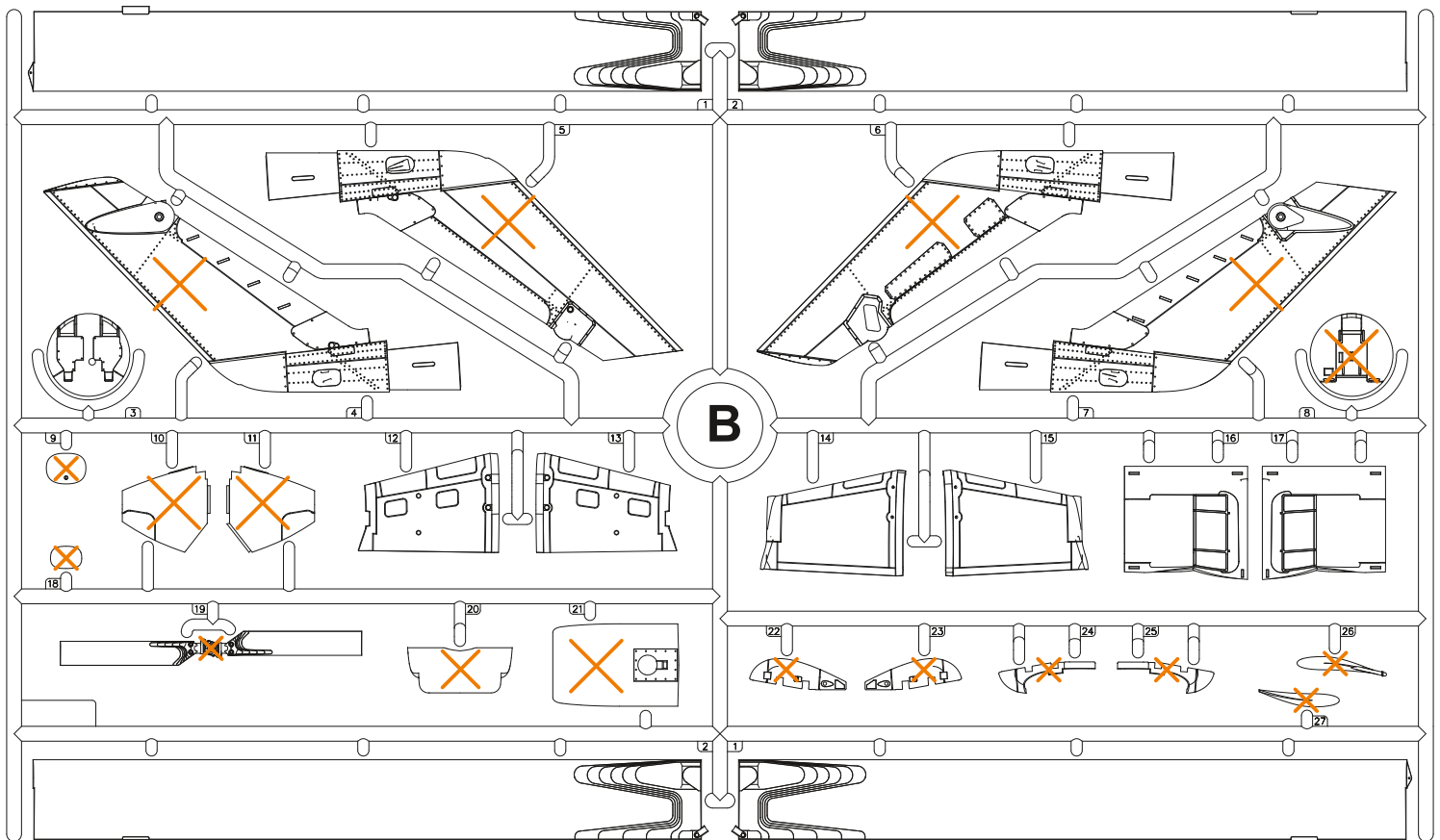
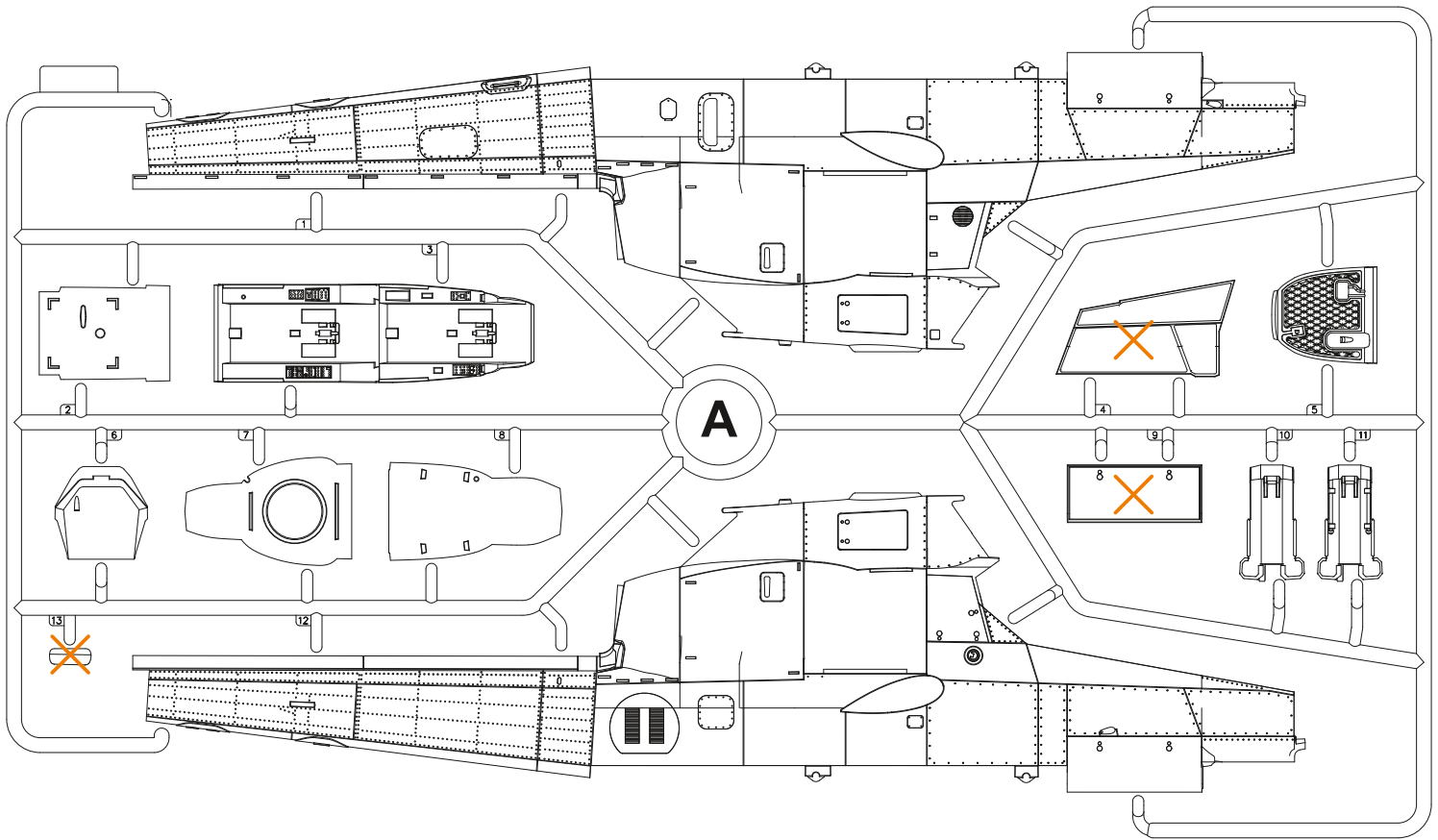
TTD: průměr hl. rotoru: 13.4 m, délka trupu: 13.5 m, průměr vyrovnávacího rotoru: 2.6 m, max. rychlost: 276 km/h, dostup: 3871 m, dolet: 580 km

EN

Soon after its engagement in the Vietnam War the US Air Force started to use helicopters as offensive weapons platforms. Even during 1962-63 period field modified UH-1A helicopters supported the troops' landing with machineguns, cannons and rockets. The success of such equipped helicopters showed the need of a new, single purpose attack machine of the smallest possible dimensions, equipped with effective firepower and high damage resistance. Bell Company started to develop of specified helicopter on their expenses since the US Army had immense interest in such machine. The first project based on type Bell 47 was not successful. Its main downfall was a weak piston engine. The new project designated D-262 grew into the late appearance designated as model 209. The model 209 took over some of the structural solutions from UH-1C helicopter (undercarriage skis, main rotor, tail boom, etc.) but featured new fuselage that housed cockpit for crew of two and stub wings for carrying external armament. When in 1965 the US Army issued a specification calling for new attack helicopter, Bell model 209 was a clear winner. The very next year the US Army ordered, initially two pre-production machines and then 110 production helicopters under army designation AH-1G Cobra. Additional orders followed the original one. To speed up the Cobra deployment into Vietnam a NETT (New Equipment Training Team) training centre was founded in Vung Tau in South Vietnam. The first unit that flew the new machines in combat was the 334th platoon based at Bien Hoa. Other units were rapidly equipped with Cobras. The knowledge and pilots' requirements during the fights in Vietnam were incorporated into the production of the helicopters. The first helicopters featured the tail rotor on the left side, later relocated to the right side, strengthened undercarriage skis were adopted, the original nose mounted TAT-102 turret with Minigun was replaced by M-28 turret equipped with Minigun and grenade launcher (most often). The stub wings were capable of carrying variety of weapons; from various rocket blocks, Minigun pods to M-35 pod (Vulcan cannon with ammunition boxes). All depended on the mission purpose and pilot's preferences. As a reaction to the heat seeking missiles used by the Vietnamese Army and the Viet Cong starting in 1972 the helicopters were equipped with exhaust gas deflectors. Cobras indisputable prove to be effective in Vietnam. They were used not only by US Army helicopter units but also by the US Marines that were also satisfied with AH-1G but for the shipboard and over sea operations which required a helicopter with two engines. This requirement led to the development of twin-engined version AH-1J. AH-1Gs were exported only to Spain and Israel. Cobras were used by the Spanish Navy. Israeli Cobras faced troubles with hot and dusty environment. Israel needed tank buster helicopters and therefore subsequent orders were placed for the anti-tank version AH-1Q/S. Plenty of the US AH-1Gs were modified to this version, including the machines withdrawn from Vietnam. The conception of AH-1G Cobra became a standard for attack helicopters. Subsequent versions of this helicopter are still in use not only in the USA but also in many other armies.

Specifications: Main rotor diameter: 13.4 m, Fuselage length: 13.5 m, Tail rotor diameter: 2.6 m, Max. speed: 276 kmh, Service Ceiling: 3.871 m, Range: 580 km

Plastic Parts



SYMBOLS



MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION



POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
COLLE CYANOACRYLAT



OHNOUT
BEND
BIEGEN
COURBER



ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

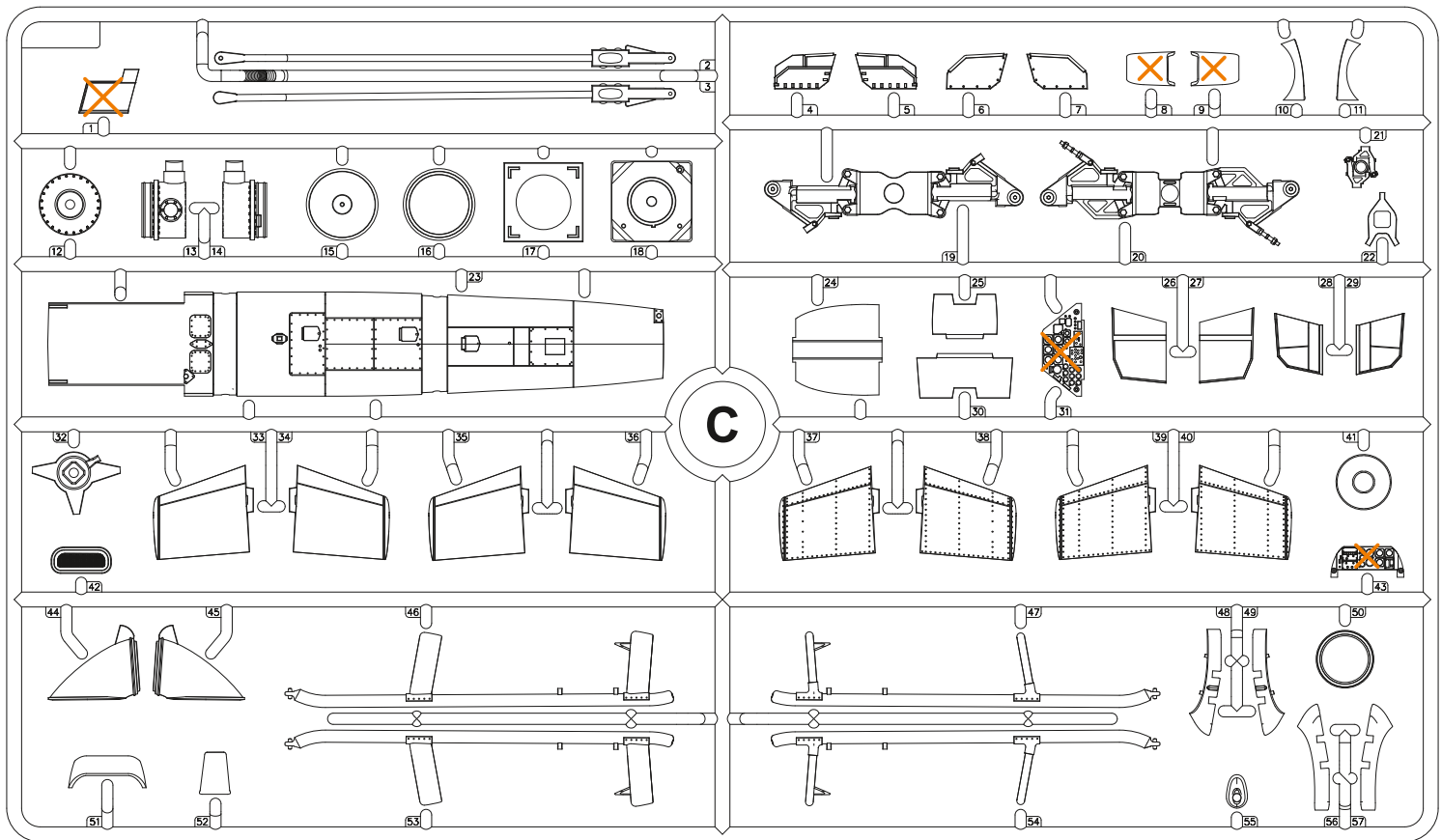


ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

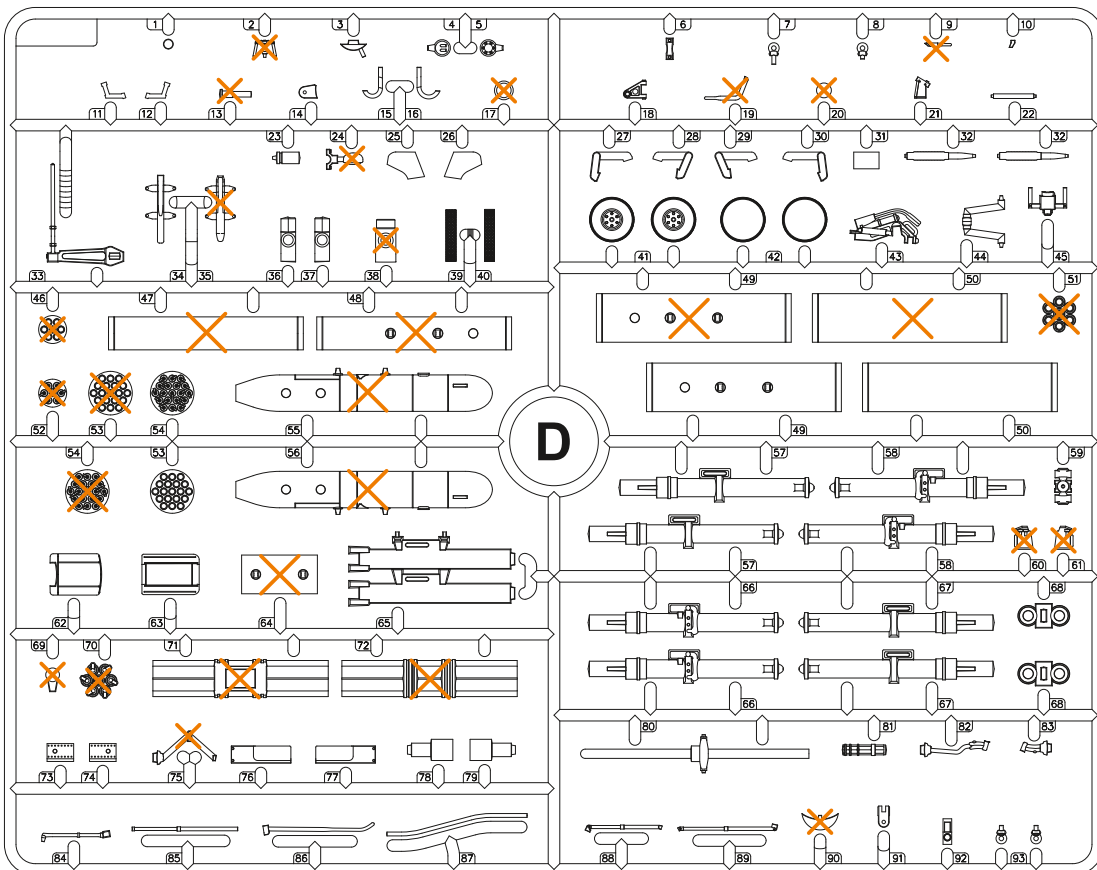
GSI  colour code

NATŘÍT
COLOUR
FARBEN
PEINDRE

Plastic Parts

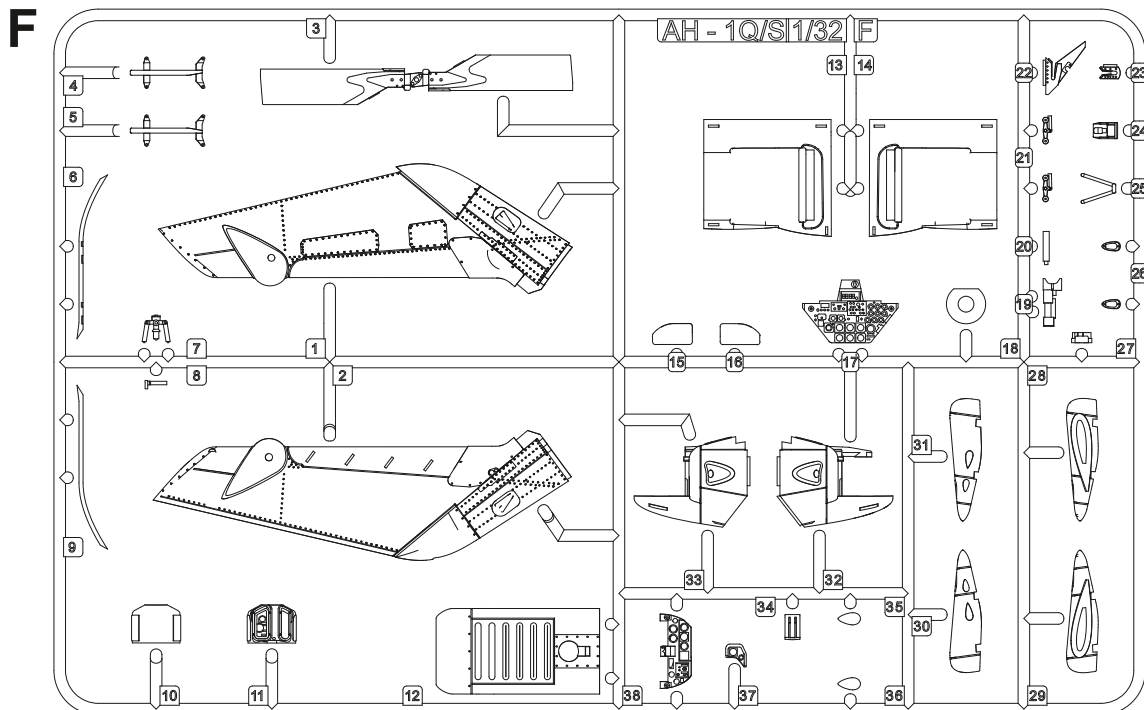


2X

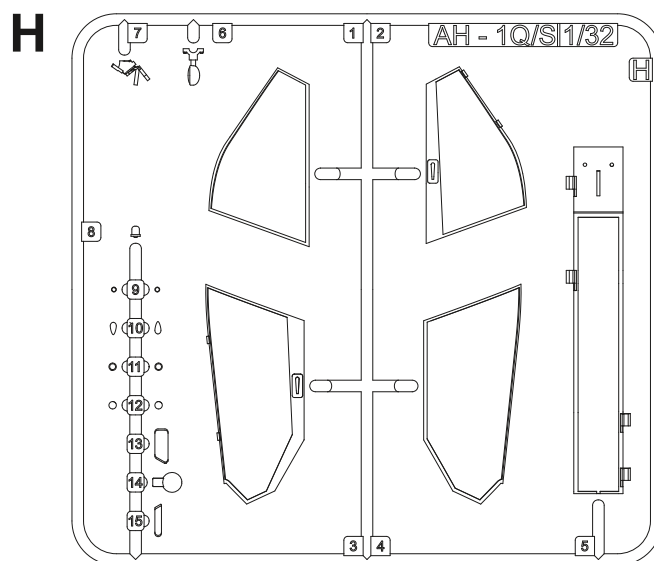


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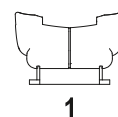
Plastic Parts



Clear Parts



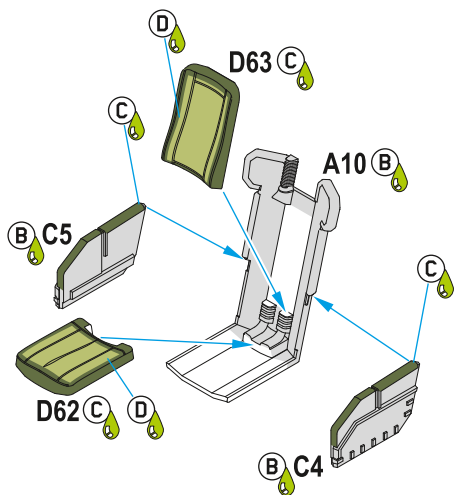
Printed Parts (PP)



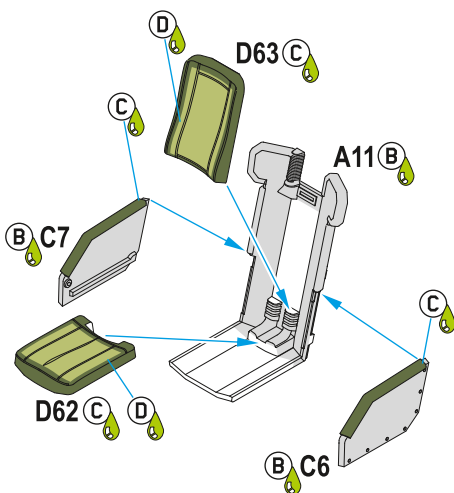
Barvy GUNZE/ GUNZE Colour No.

A Černá / BLACK	H12/C33	F Ocelová / STEEL	H18/C28	K Modrá čirá / CLEAR BLUE	H93/C50
B Tm. racčí šedá / DK.GULL GRAY	H317/C317	G Dělovina / GUNMETAL	H28/C78	L Barva pneu / TIRE BLACK	H77/C137
C Olivově zelená / OLIVE GREEN	H52/C12	H Tmavá mosaz / DK.BRASS	MC219	M Světle šedá / LT.GRAY	H21/C69
D Světle zelená / LIGHT GREEN	H26/C66	I Opálený kov / BURNT METAL	H76/C61	N Zelená zákl. / ZINC CHROMATE	C351
E Hliník / ALUMINIUM	H8/C8	J Červená čirá / CLEAR RED	H90/C47	O Červená / RED	H3/C3

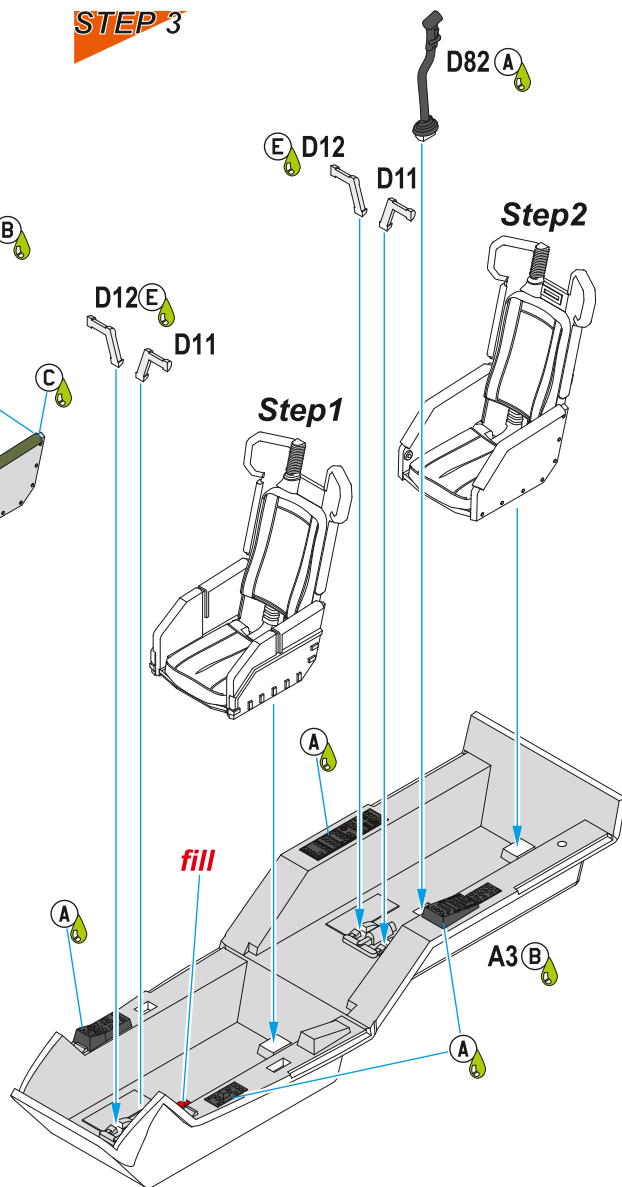
STEP 1



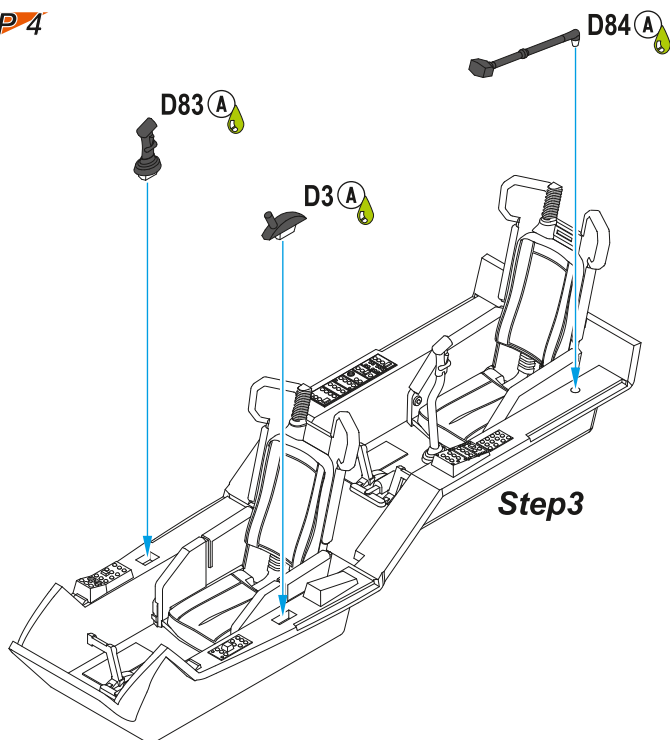
STEP 2



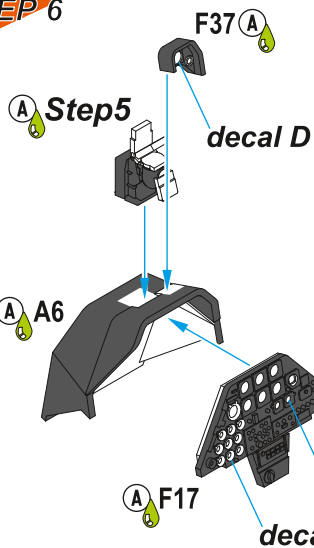
STEP 3



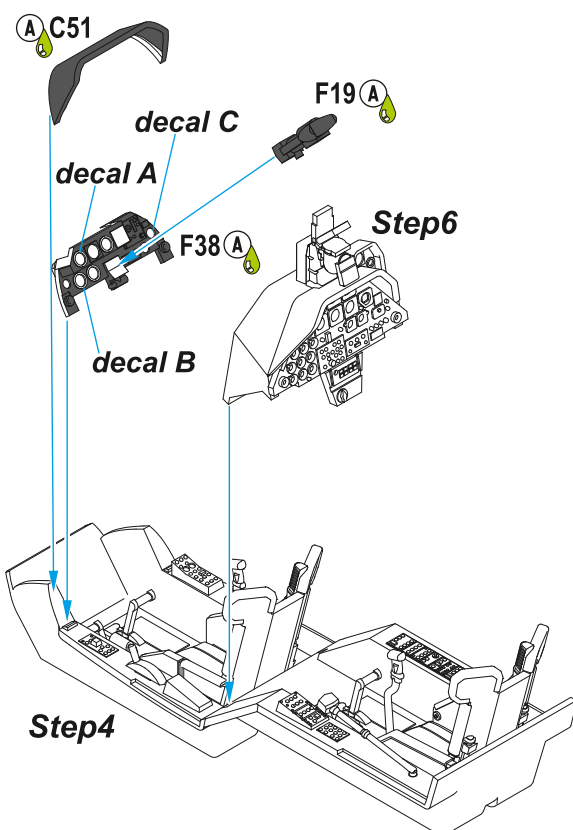
STEP 4



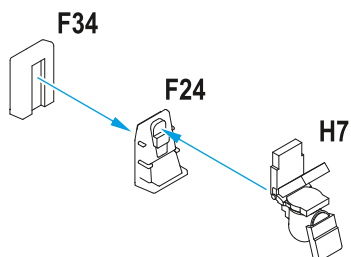
STEP 6



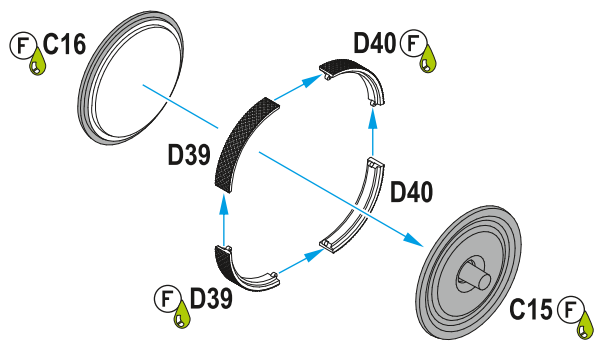
STEP 7



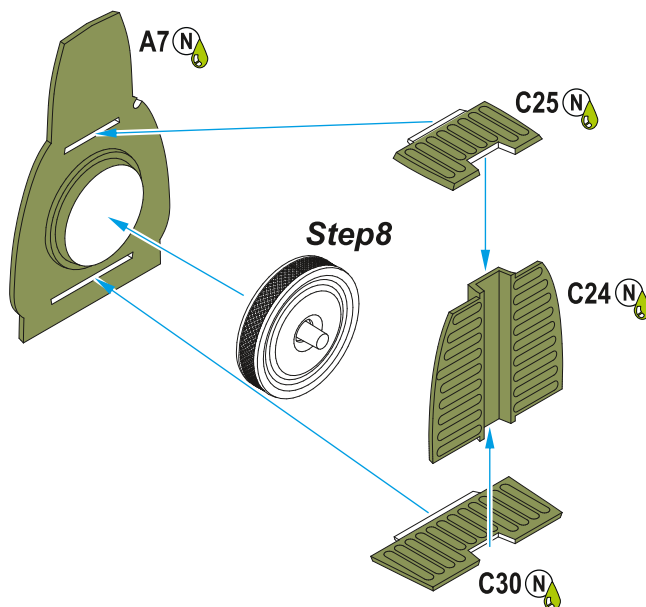
STEP 5



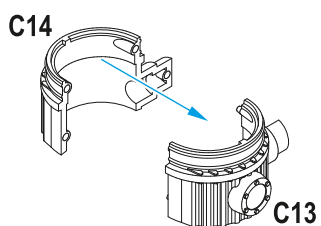
STEP 8



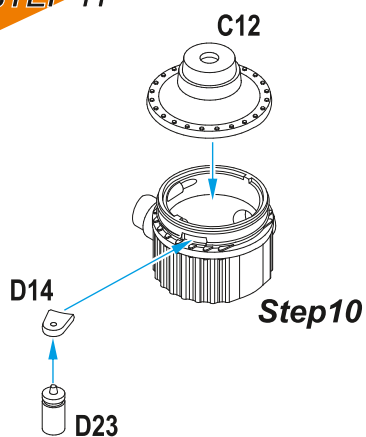
STEP 9



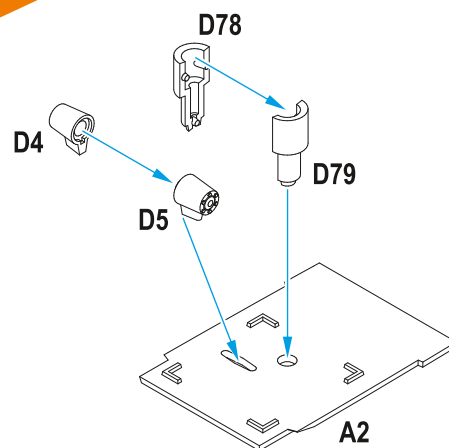
STEP 10



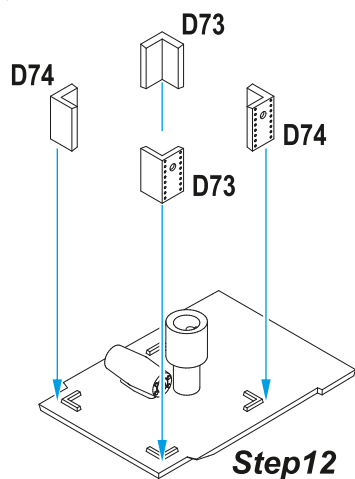
STEP 11



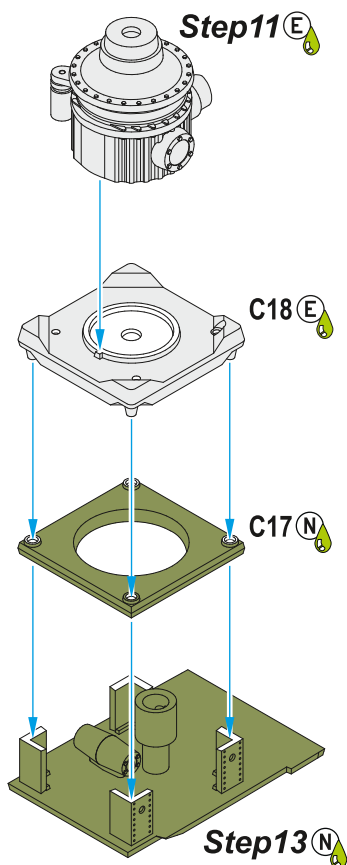
STEP 12



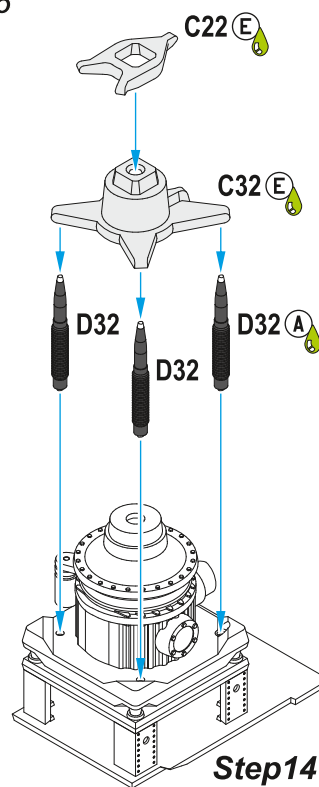
STEP 13



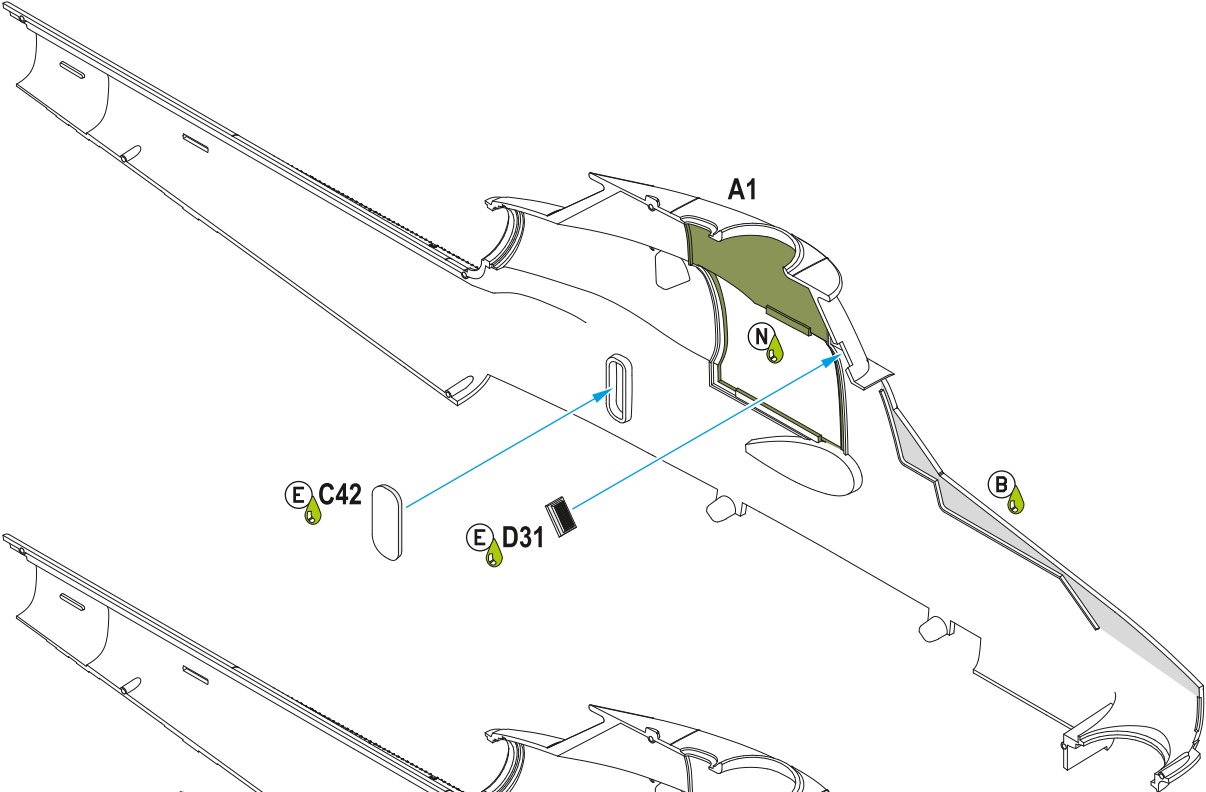
STEP 14



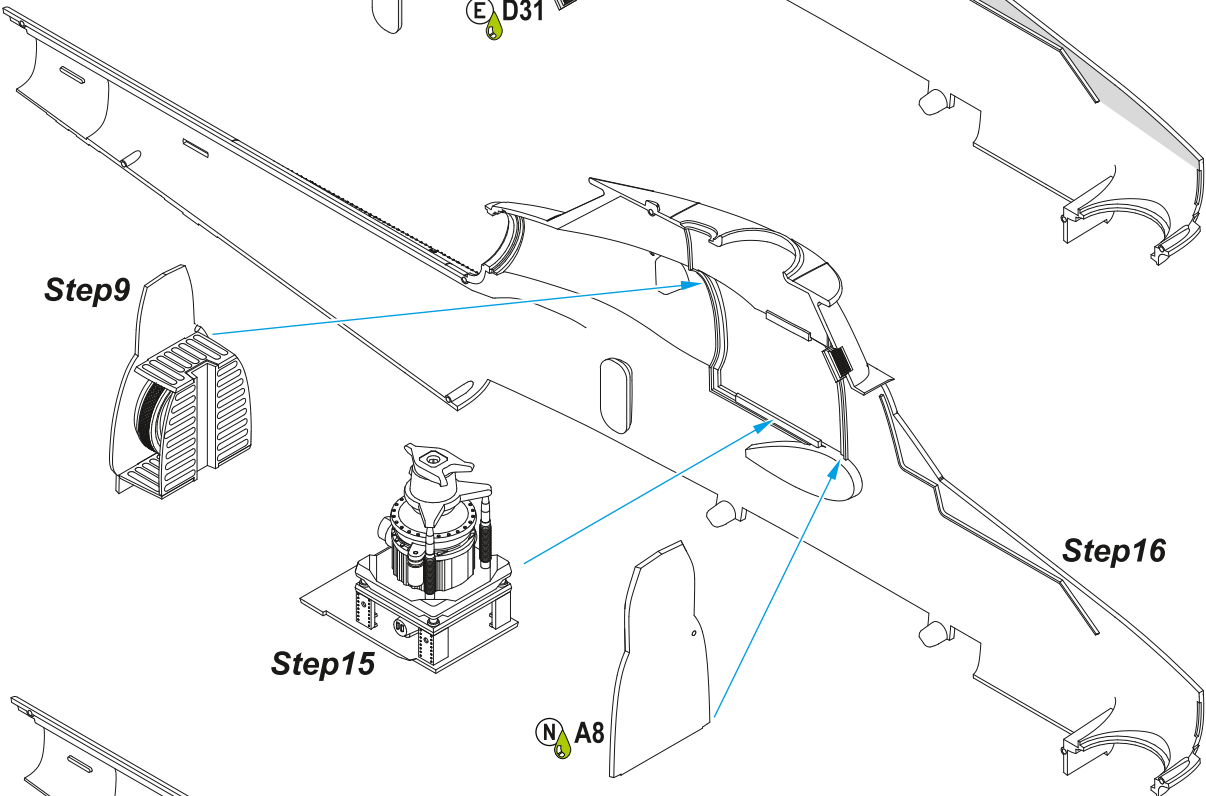
STEP 15



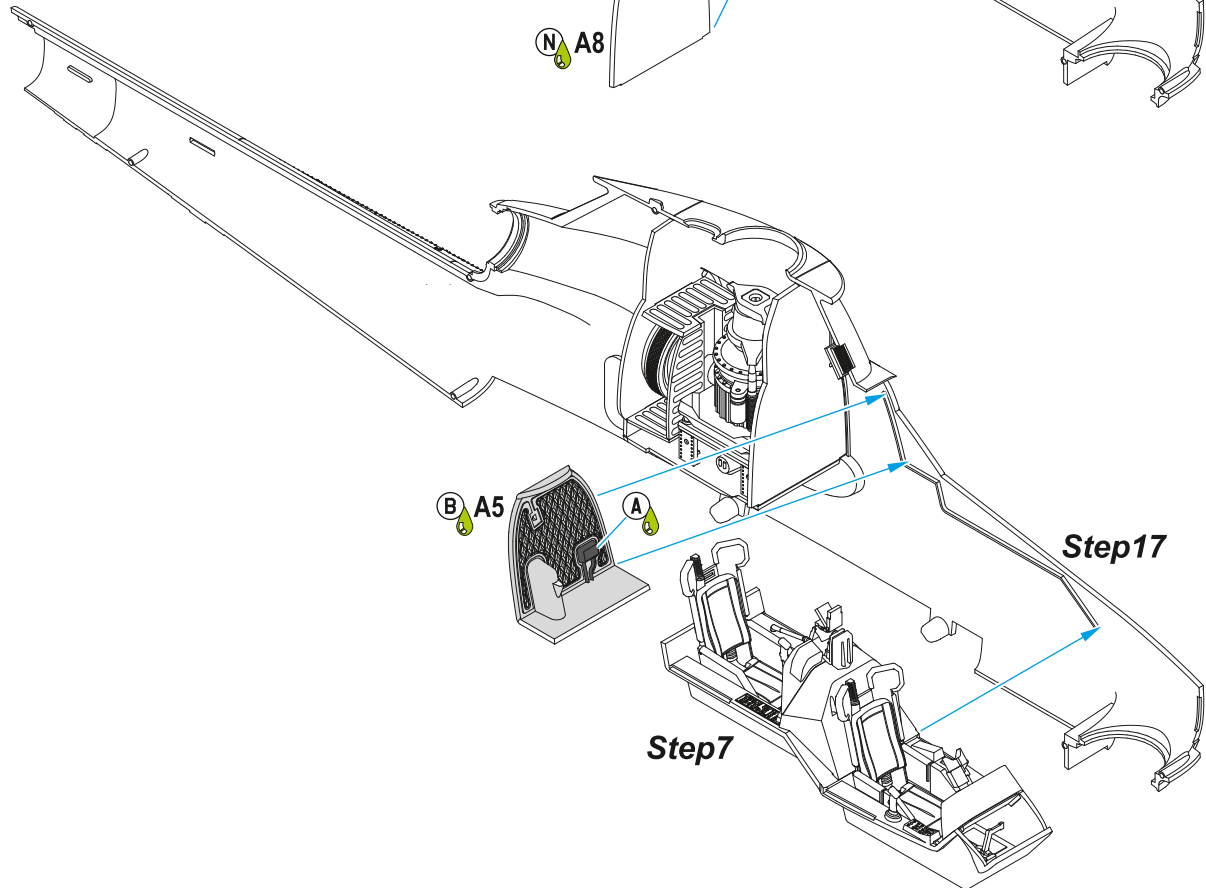
STEP 16



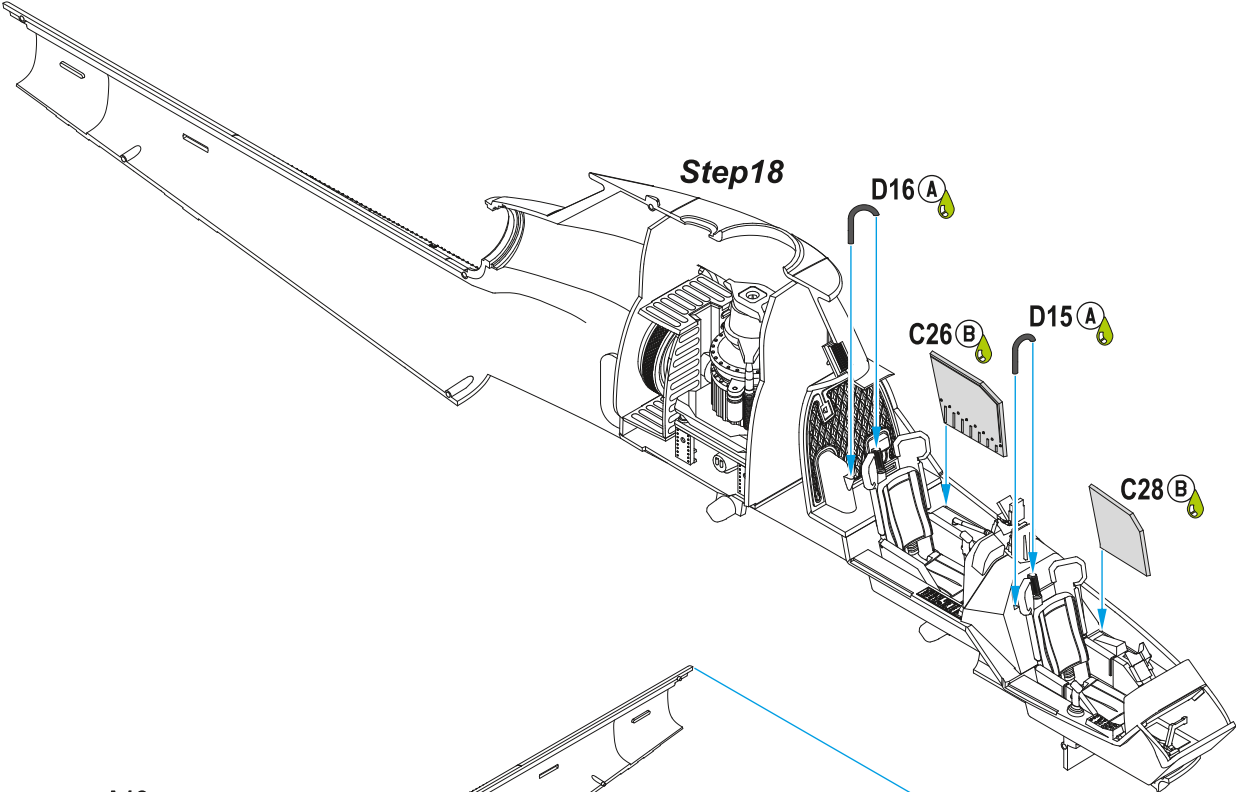
STEP 17



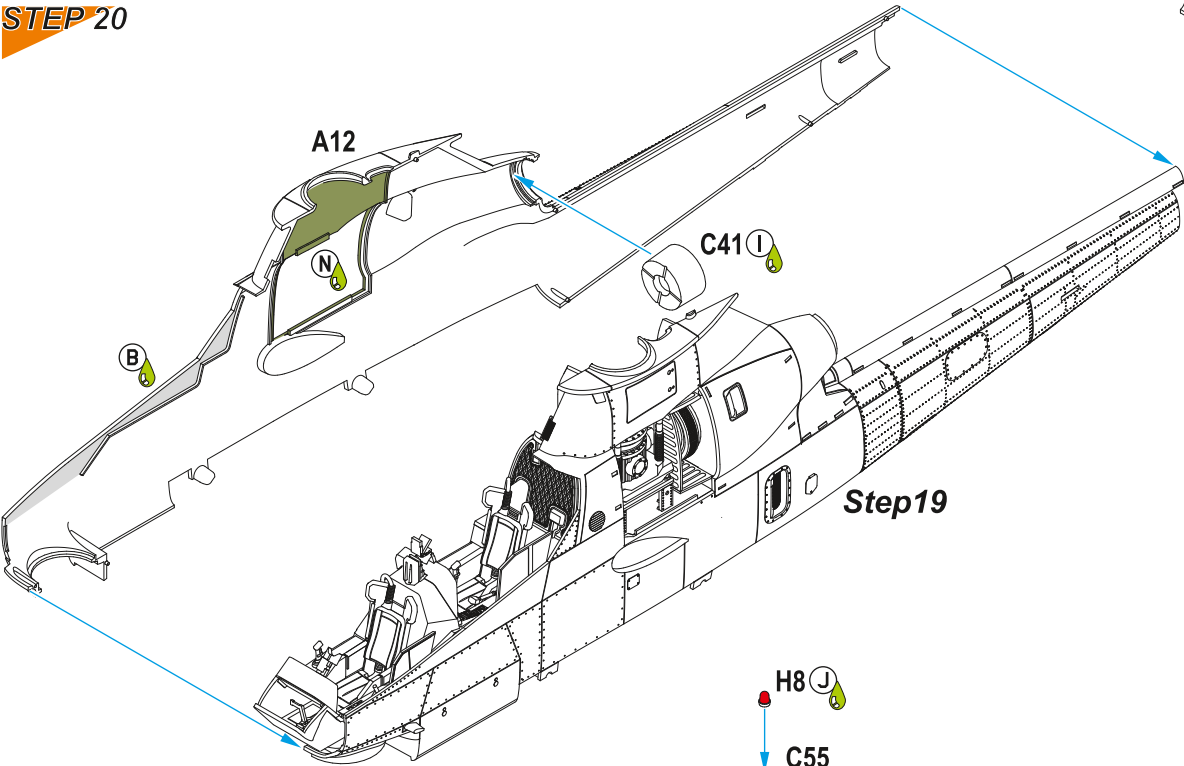
STEP 18



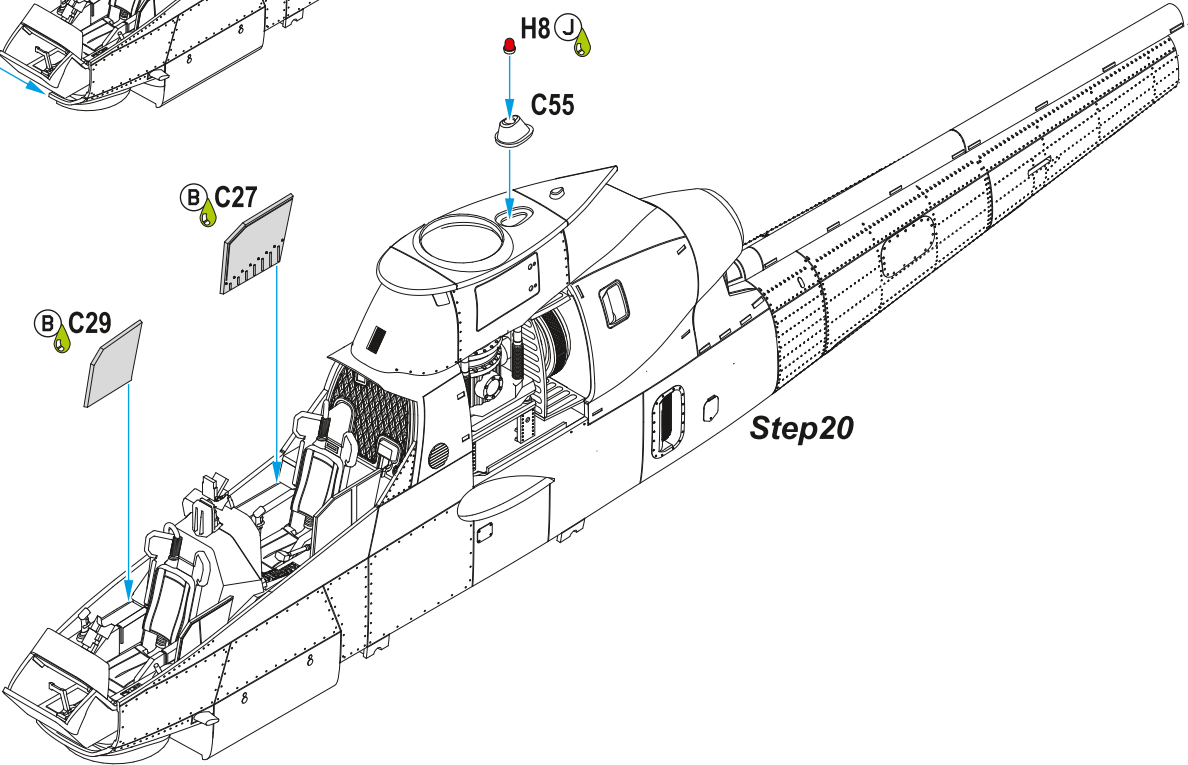
STEP 19



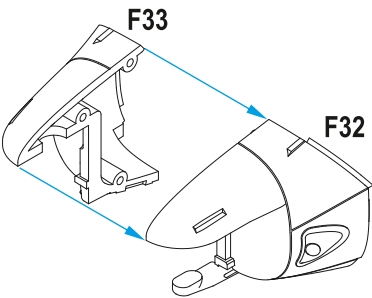
STEP 20



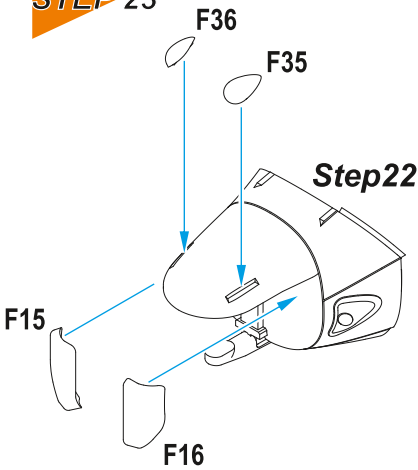
STEP 21



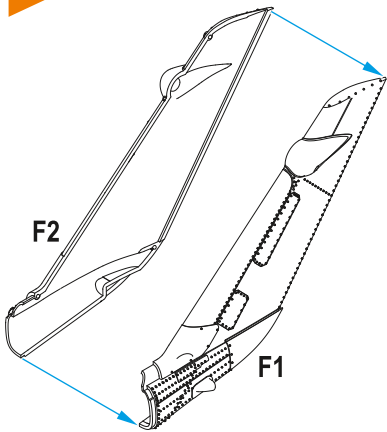
STEP 22



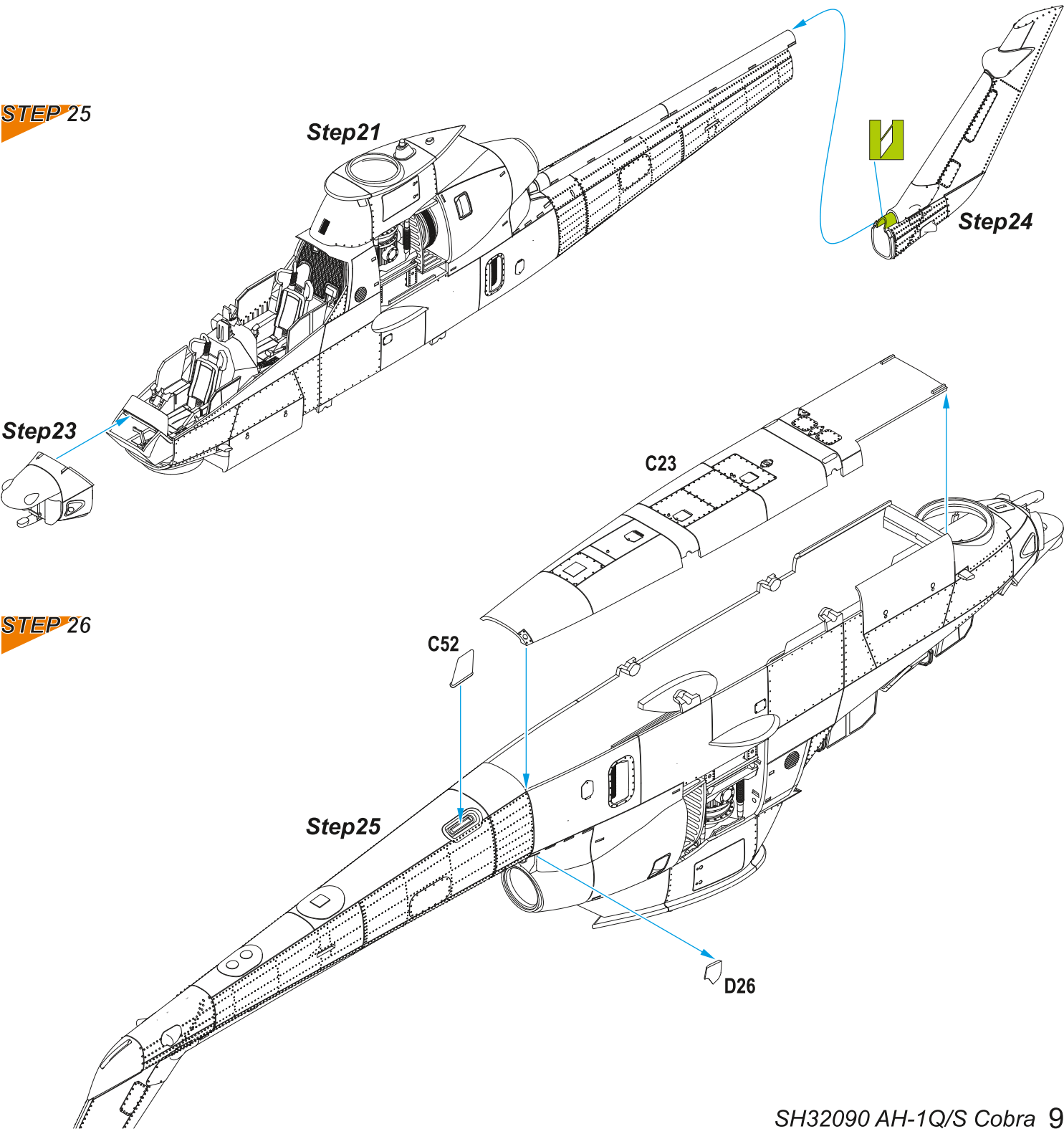
STEP 23



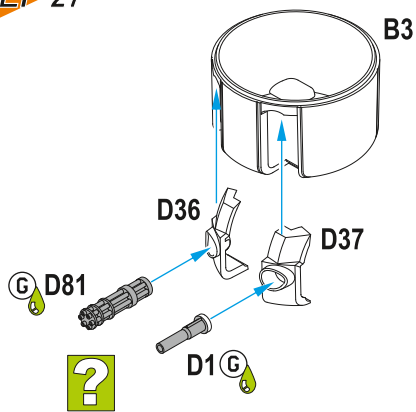
STEP 24



STEP 25

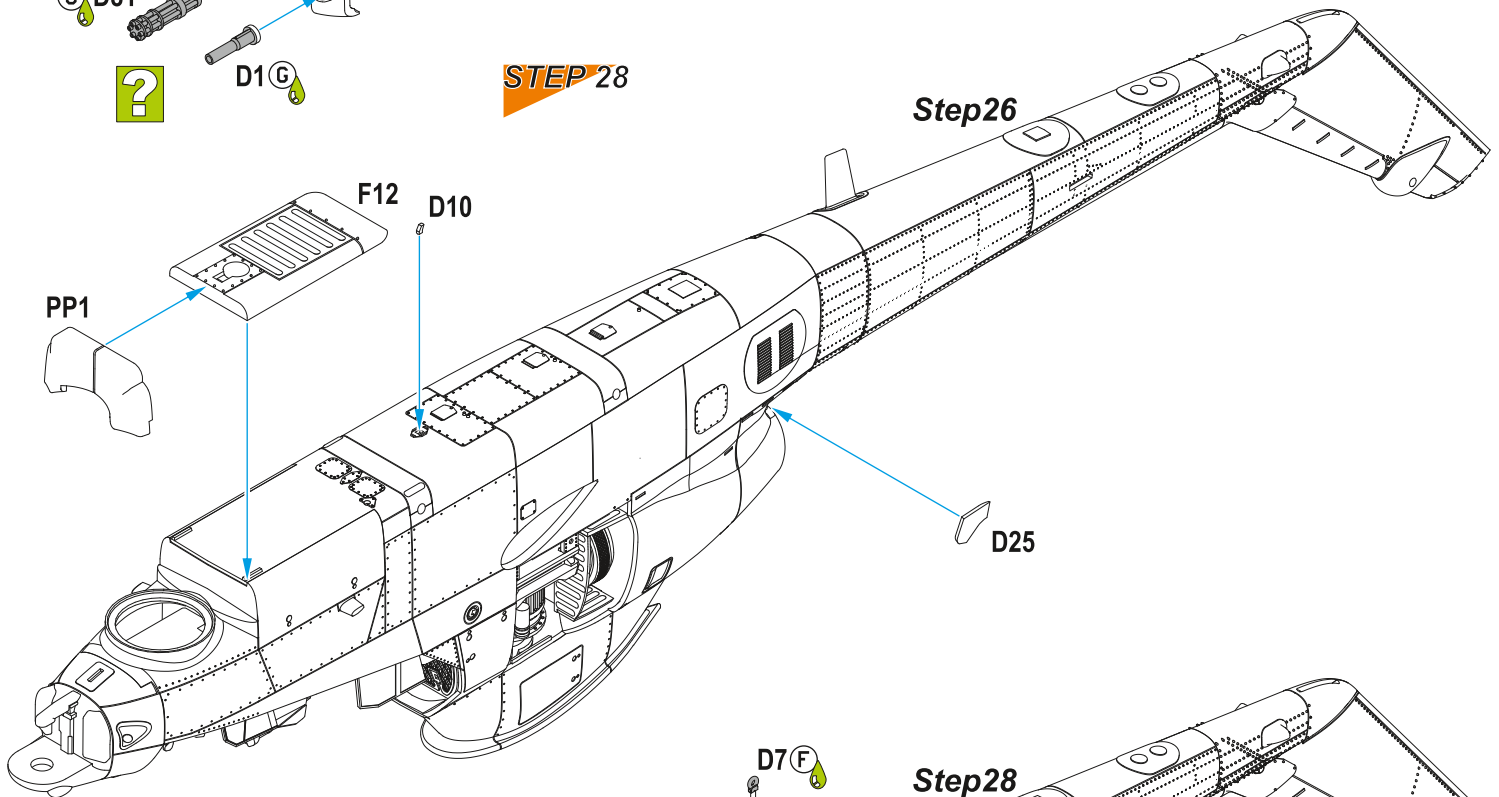


STEP 27

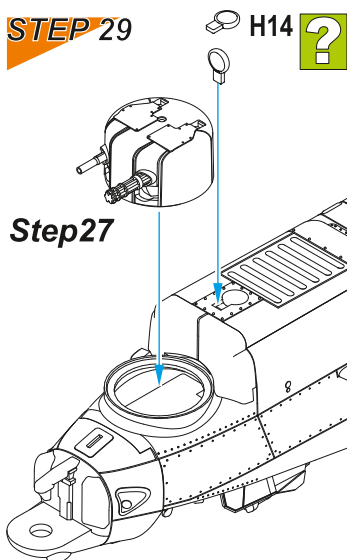


Scheme A- part D81, D1
Scheme B- x
Schemes C, D- part D1

STEP 28



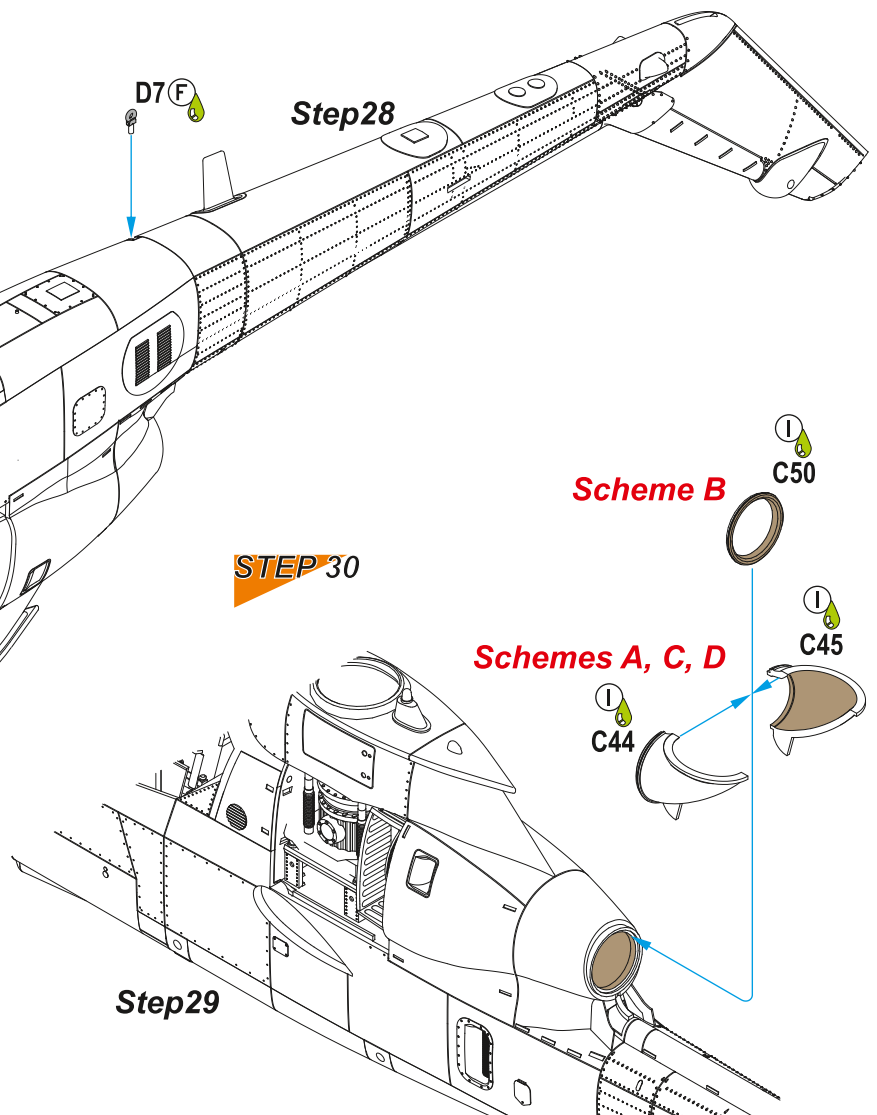
STEP 29



Step27

Step28

STEP 30

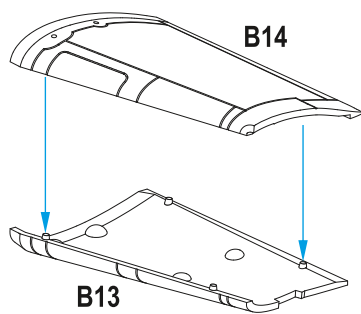


Scheme B

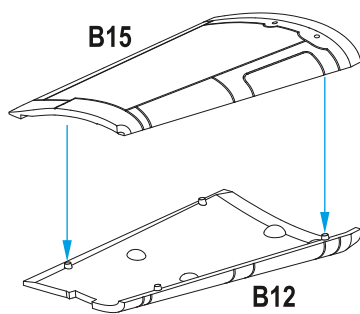
Schemes A, C, D

Step29

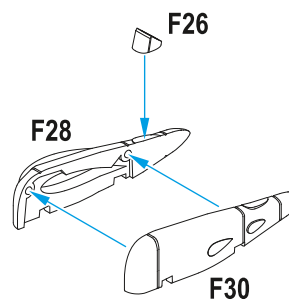
STEP 31



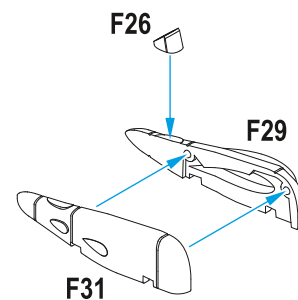
STEP 32



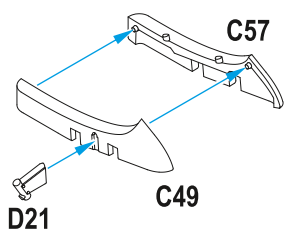
STEP 33



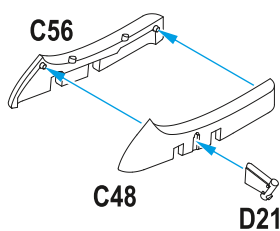
STEP 34



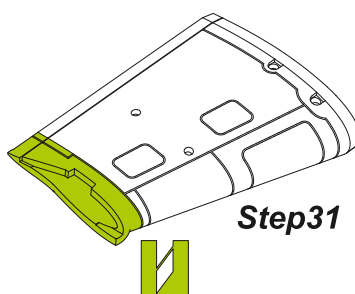
STEP 35



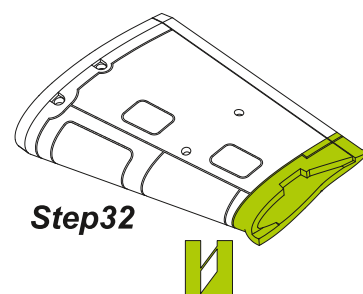
STEP 36



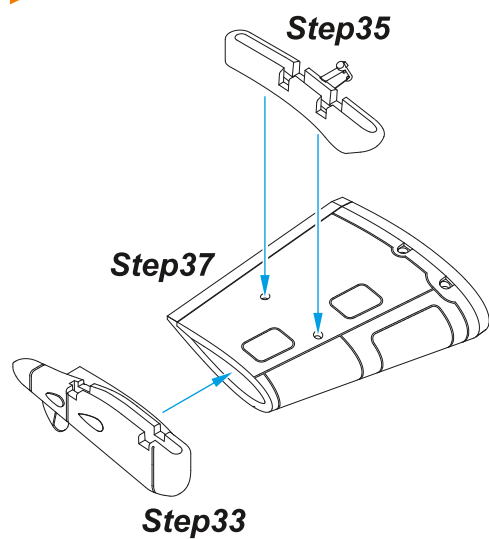
STEP 37



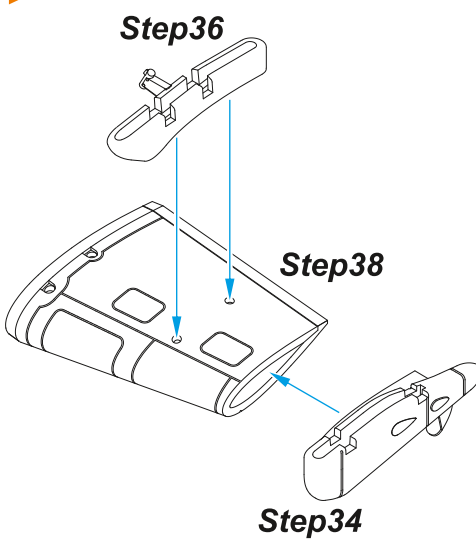
STEP 38



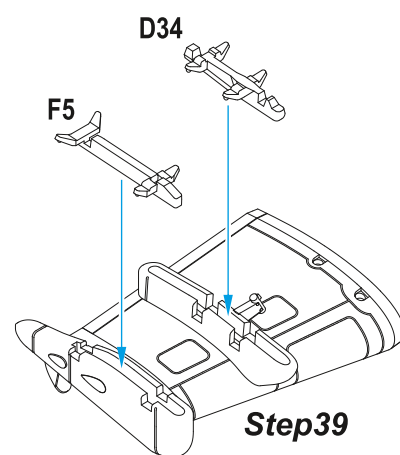
STEP 39



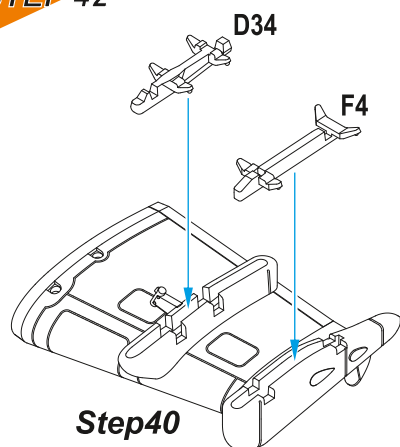
STEP 40



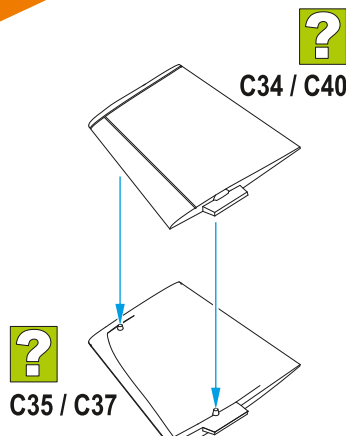
STEP 41



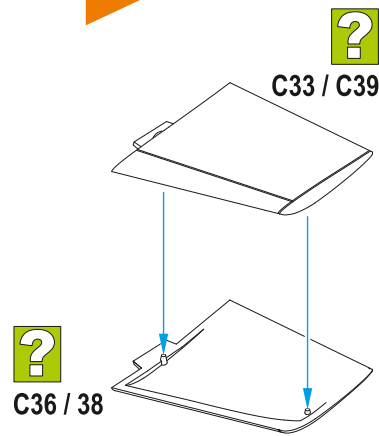
STEP 42



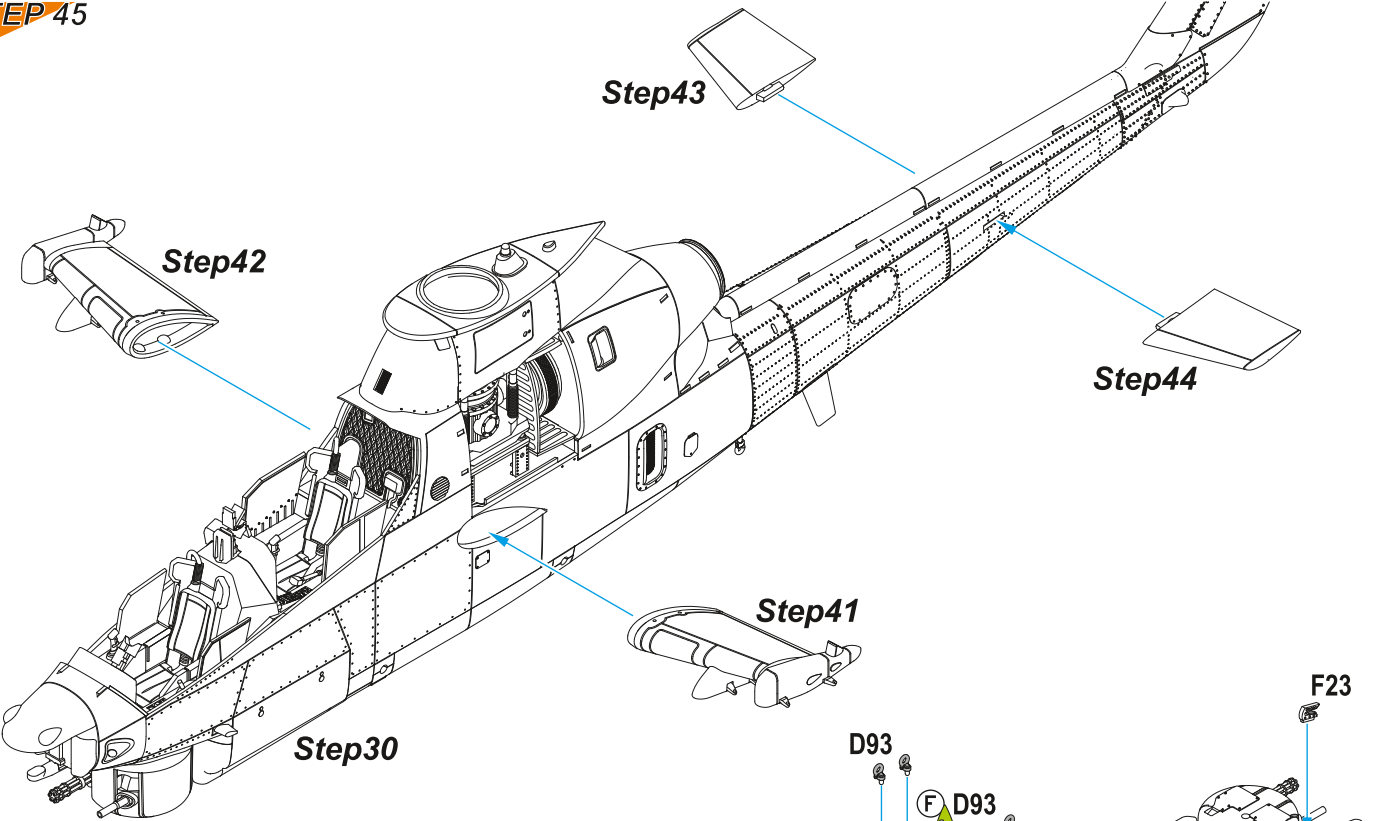
STEP 43



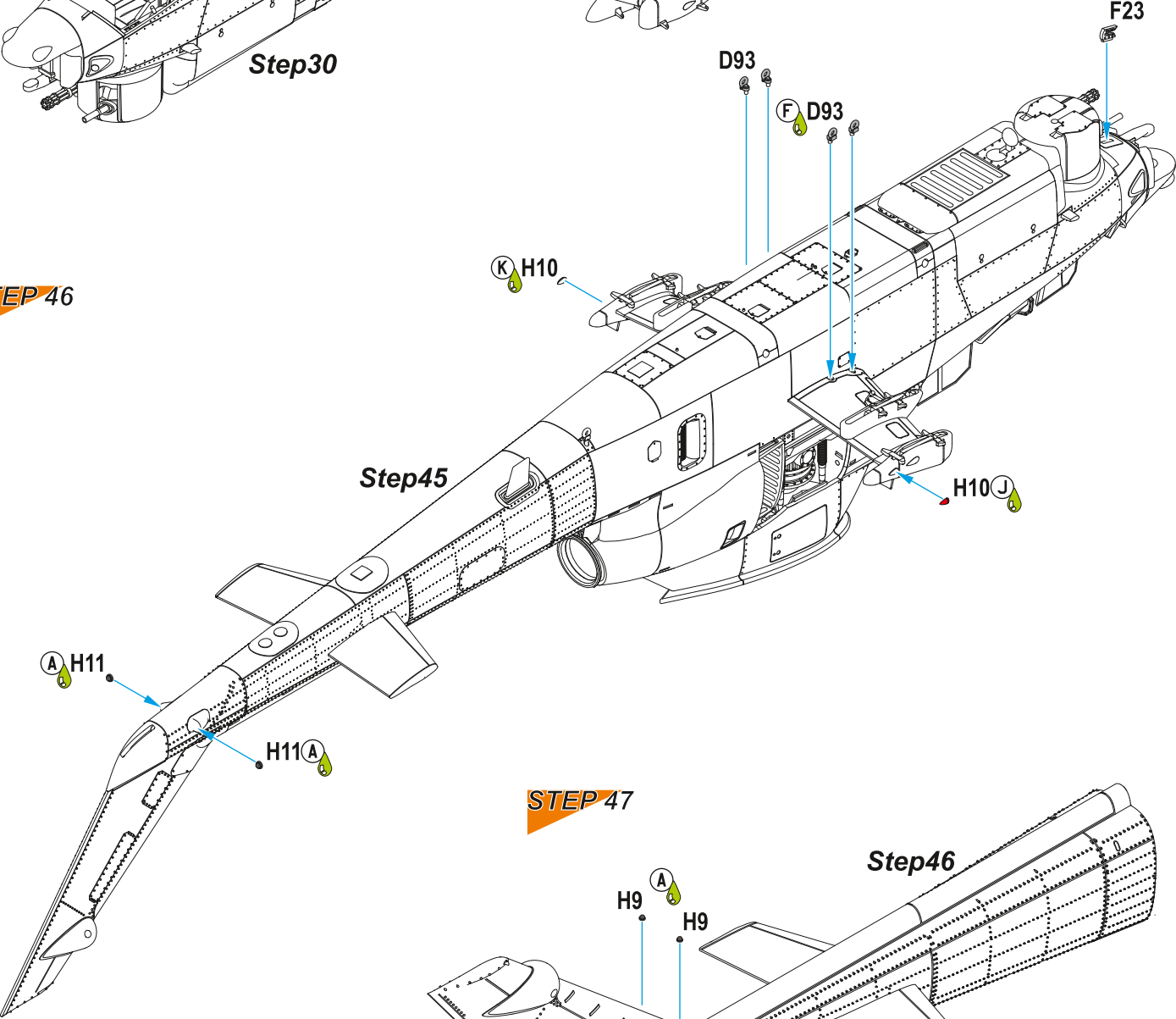
STEP 44



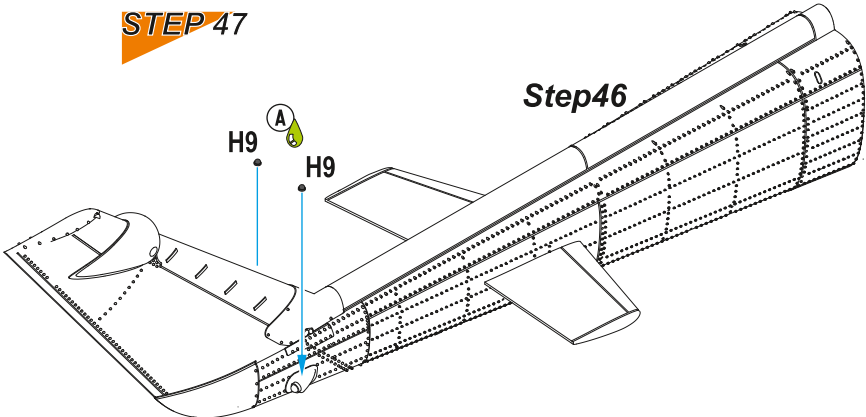
STEP 45



STEP 46



STEP 47



STEP 48

Schemes A, C, D C53



Scheme B C47

Step47

C46



C54

D86

STEP 49

H5

D92*

Step48

STEP 50

Step49

H1

H4

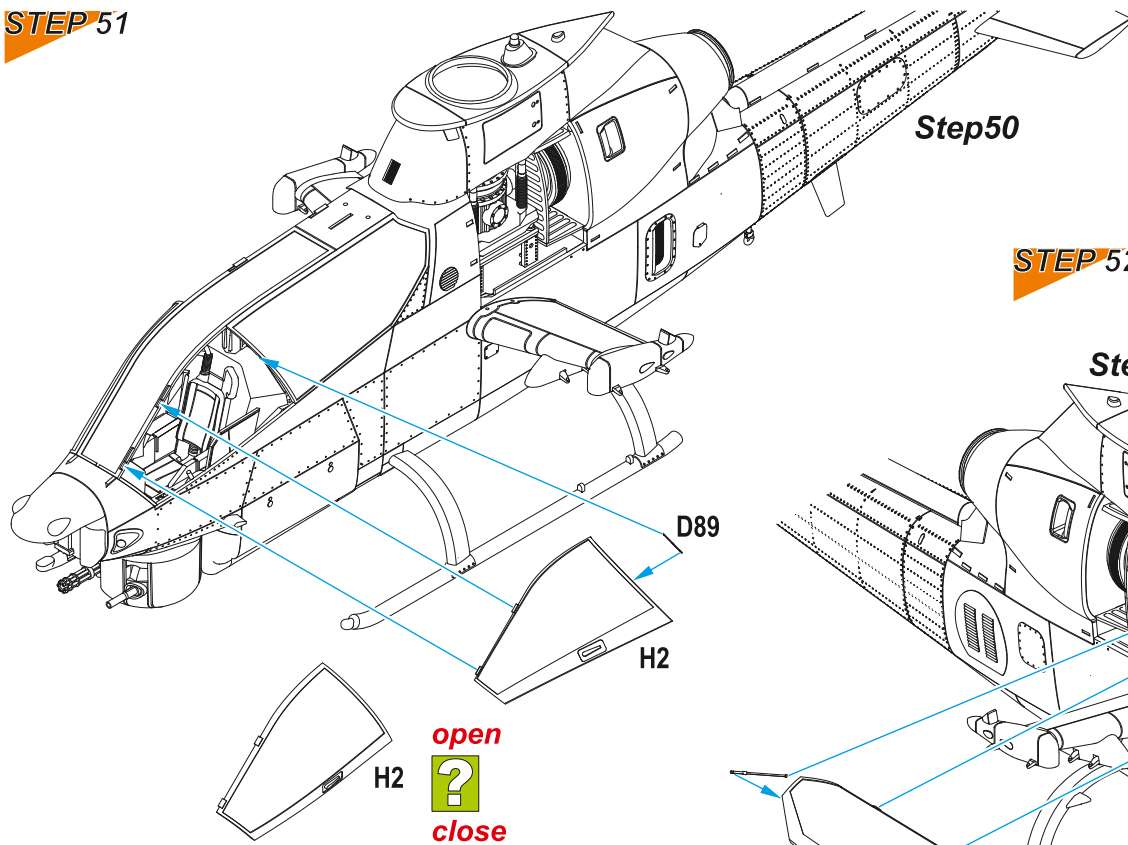
0.3 mm

4.9 mm

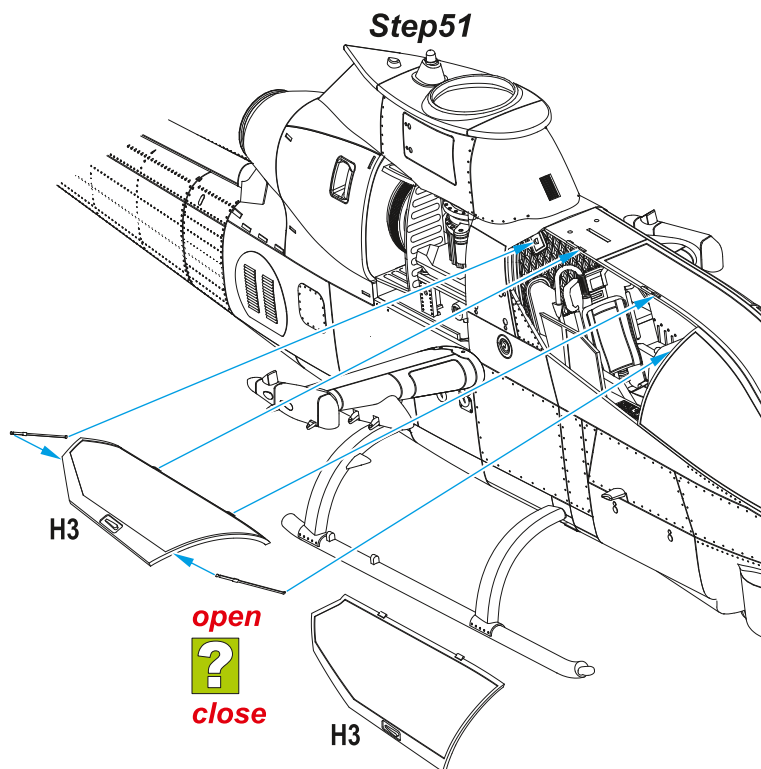
D92*

H5

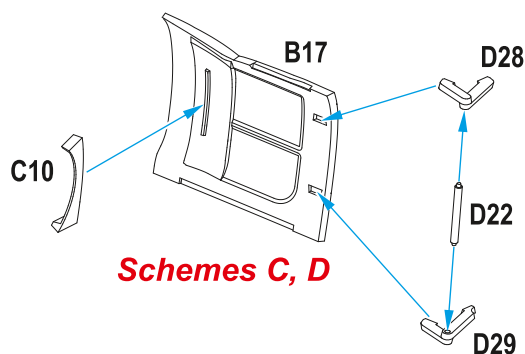
STEP 51



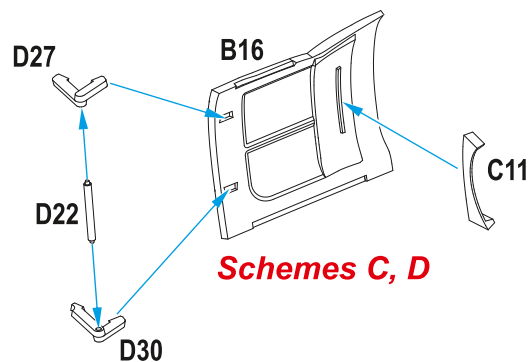
STEP 52



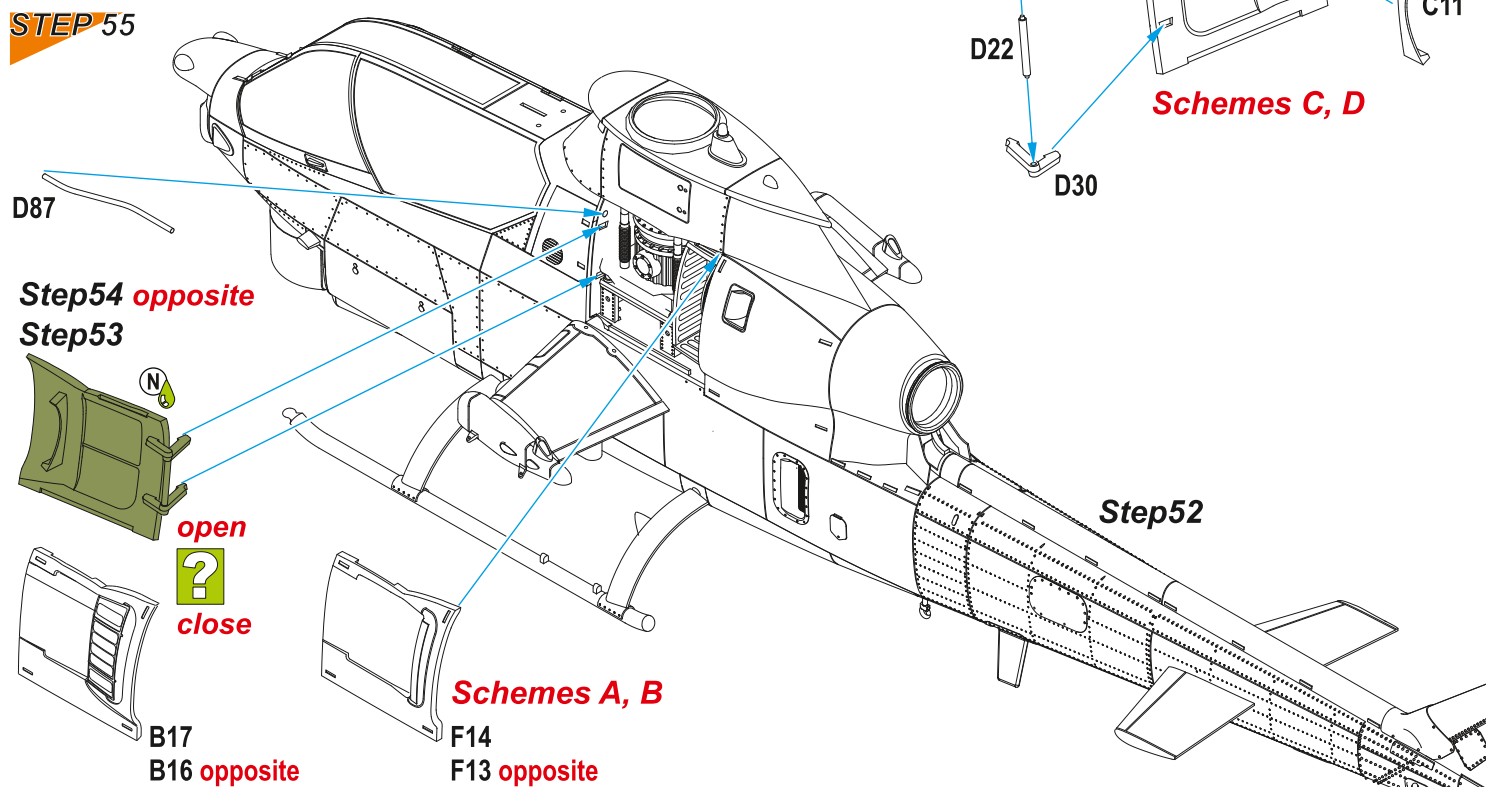
STEP 53



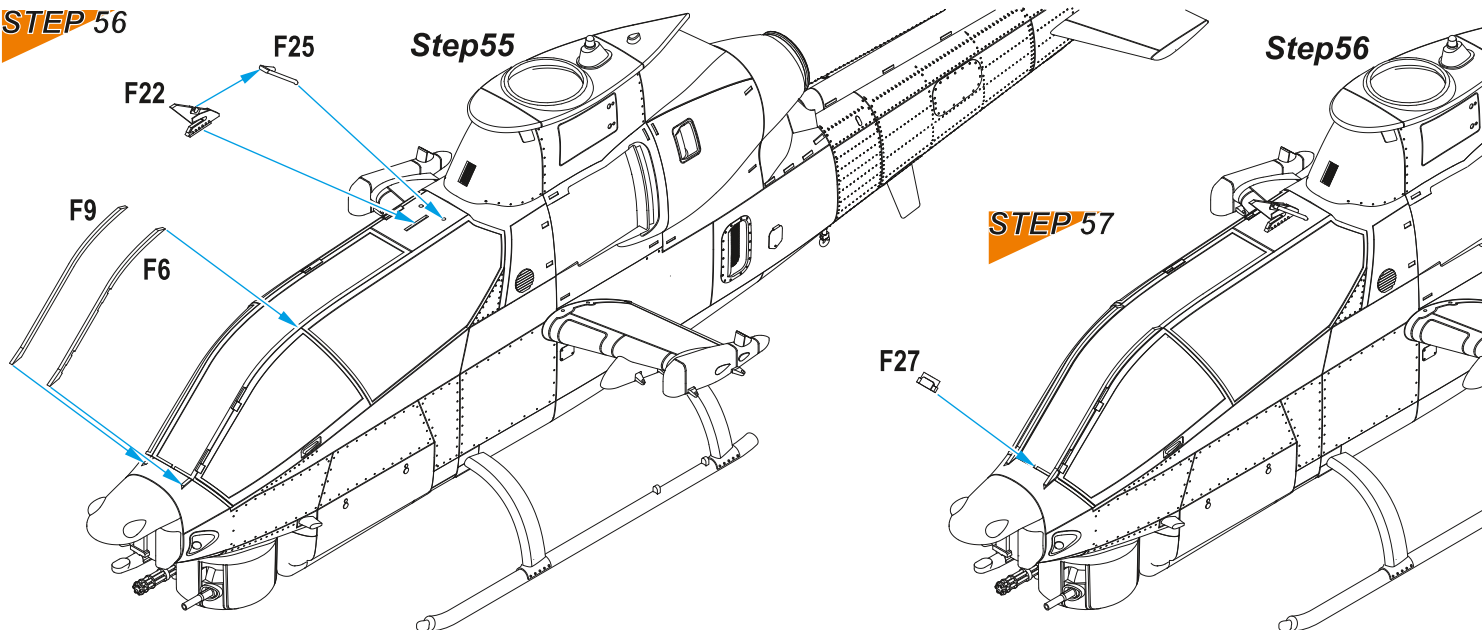
STEP 54



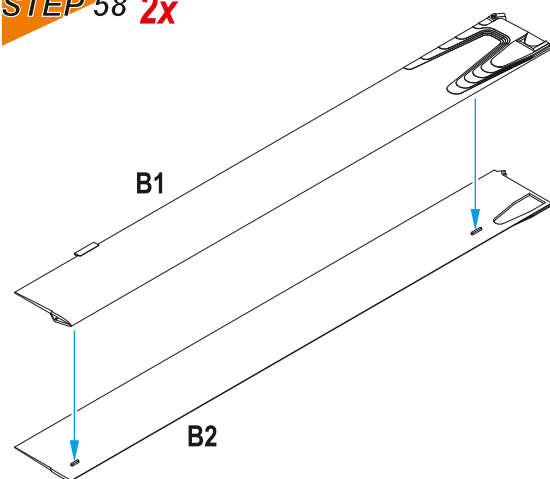
STEP 55



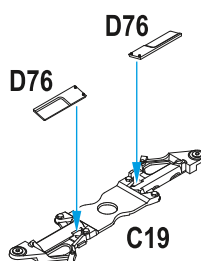
STEP 56



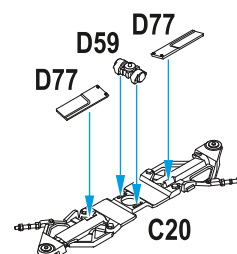
STEP 58 2x



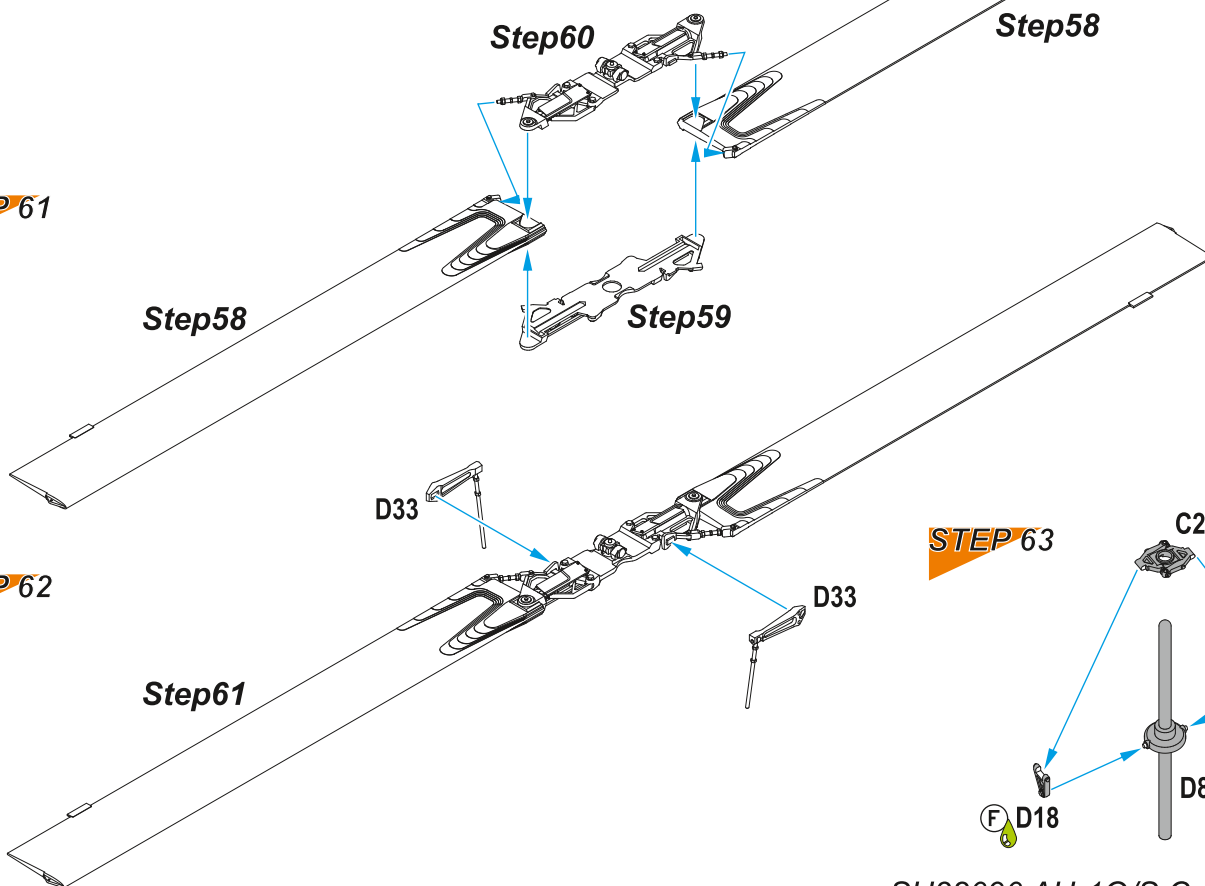
STEP 59



STEP 60

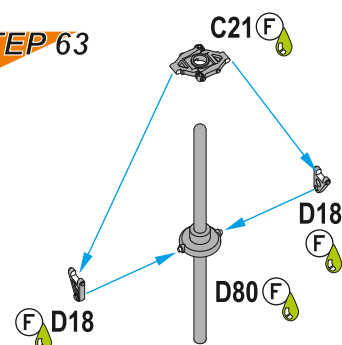


STEP 61



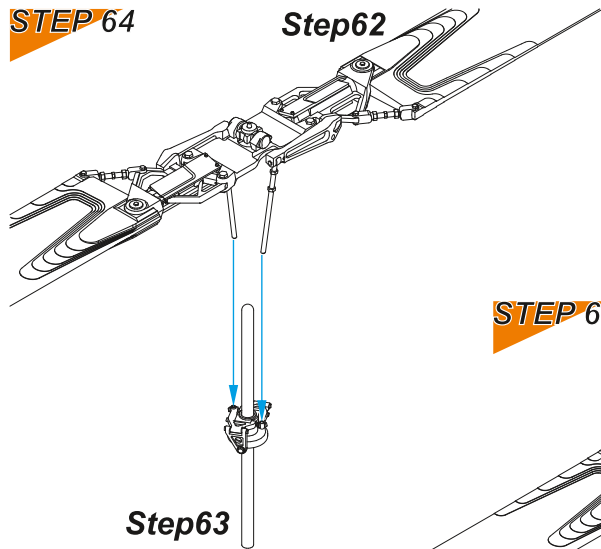
STEP 62

STEP 63



STEP 64

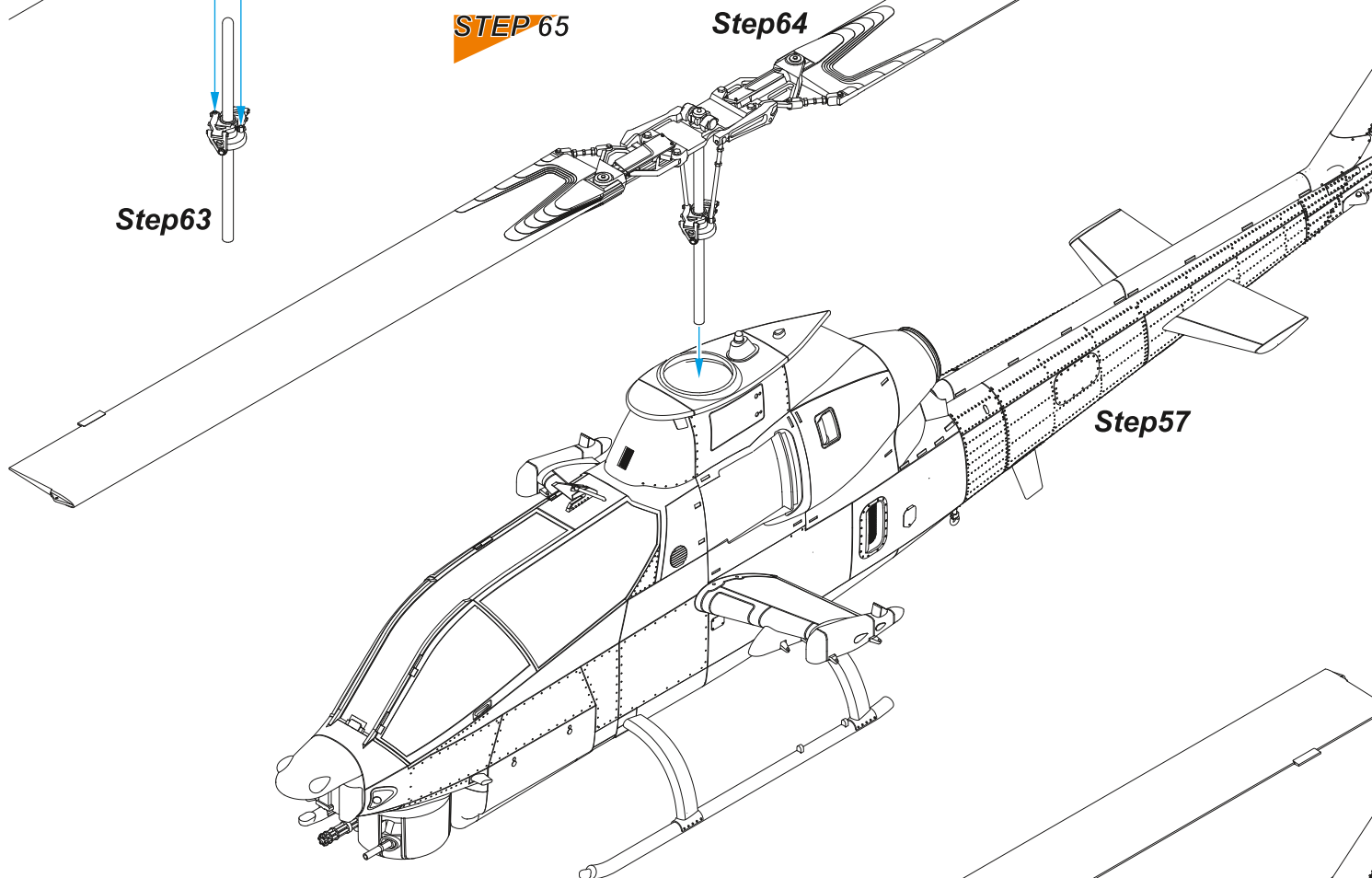
Step62



Step63

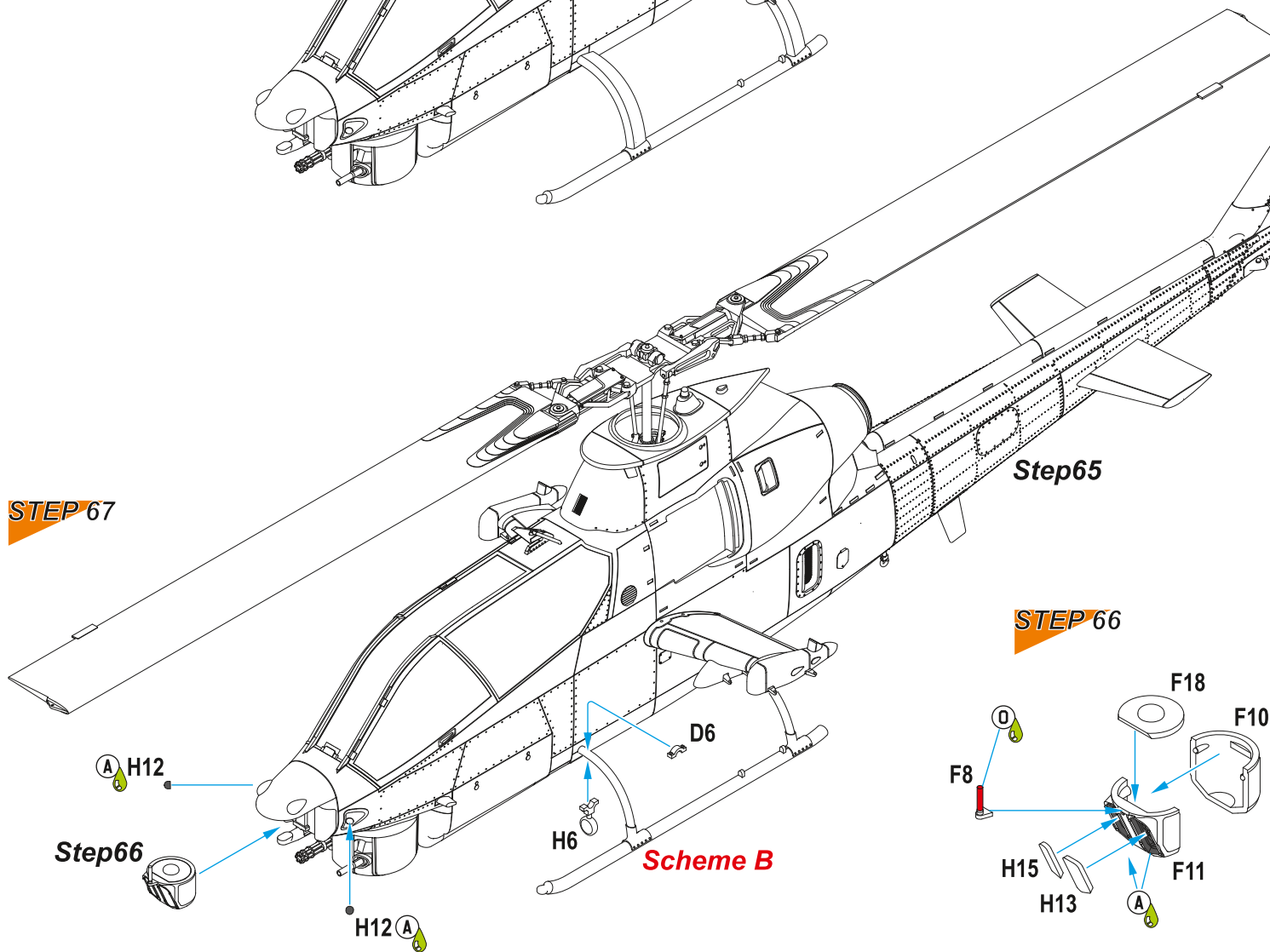
STEP 65

Step64



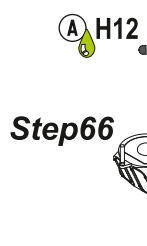
Step57

STEP 67



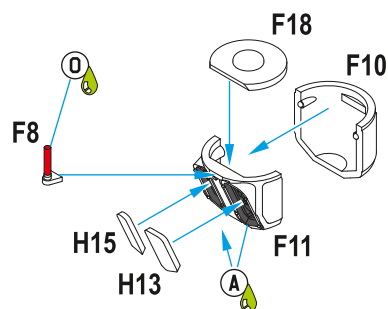
Step65

STEP 66

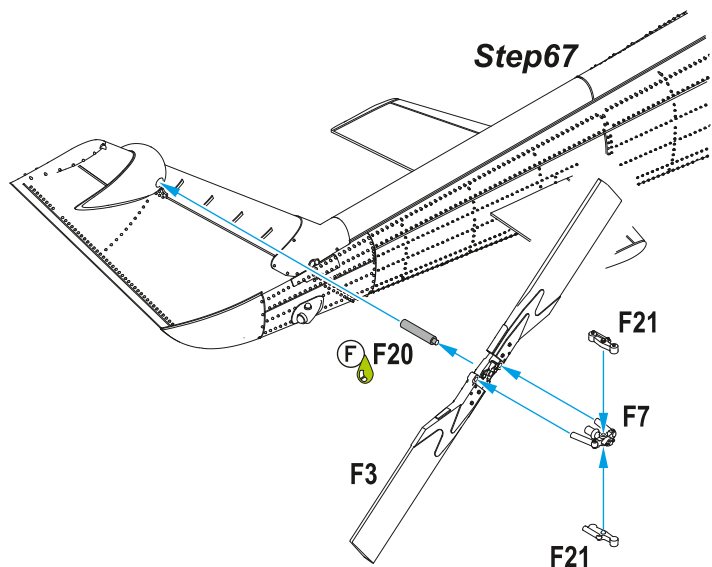


Step66

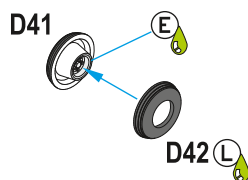
Scheme B



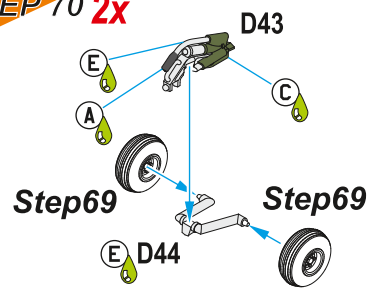
STEP 68



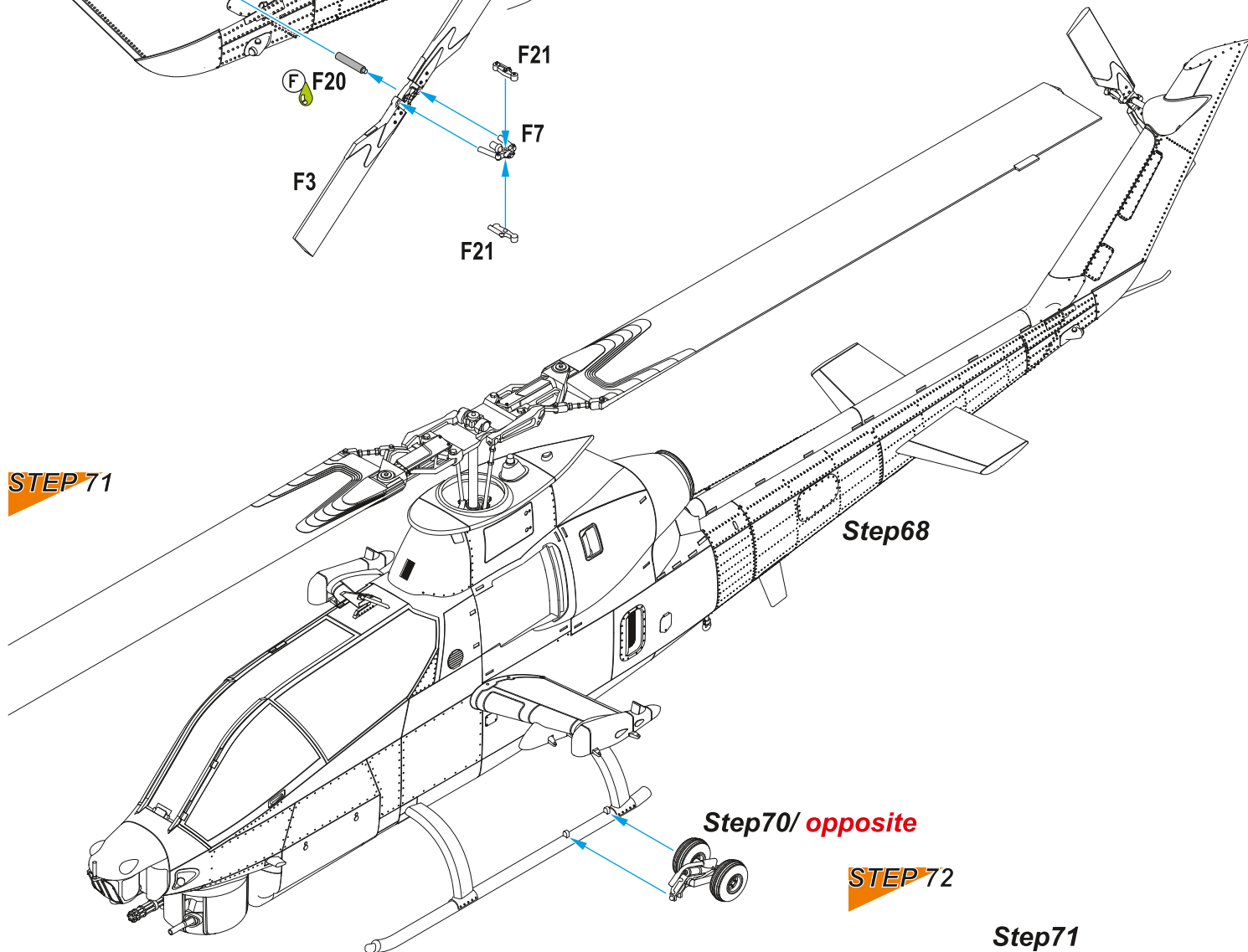
STEP 69 4x



STEP 70 2x

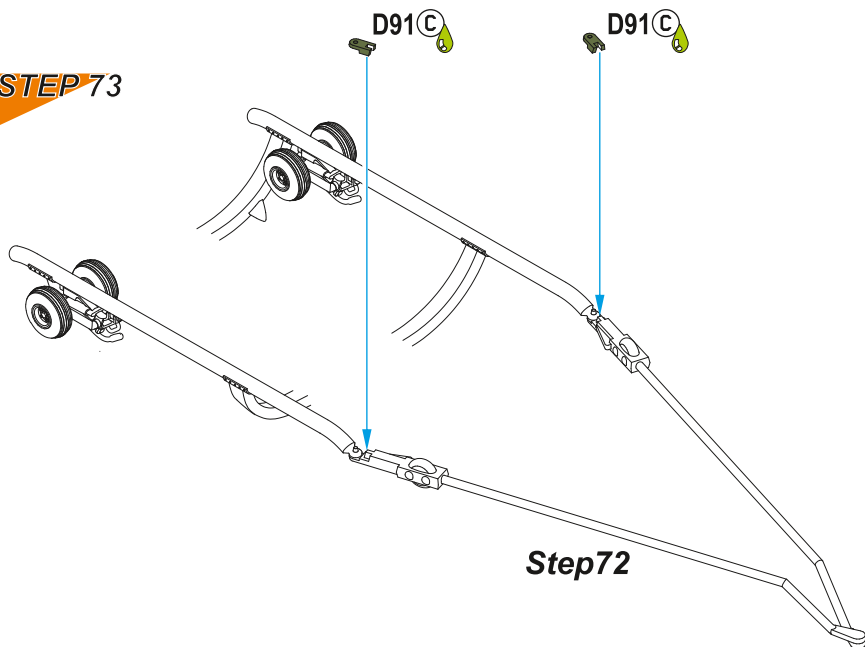


STEP 71

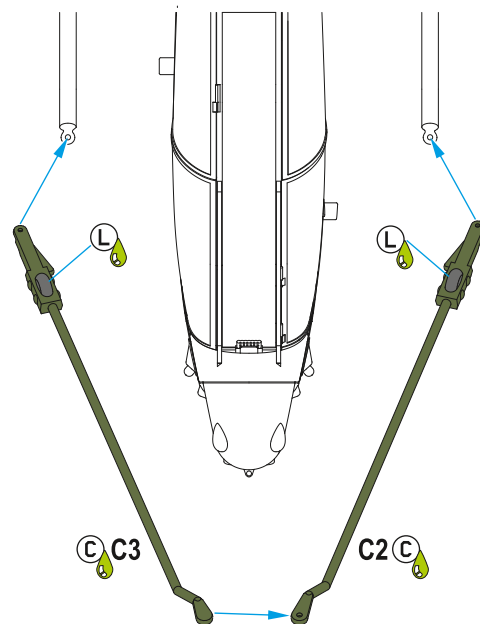


STEP 72

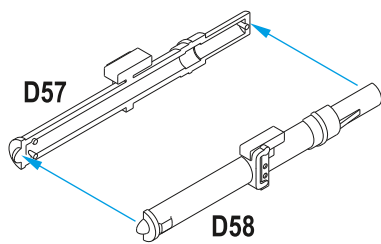
STEP 73



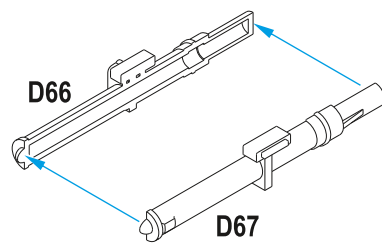
Step71



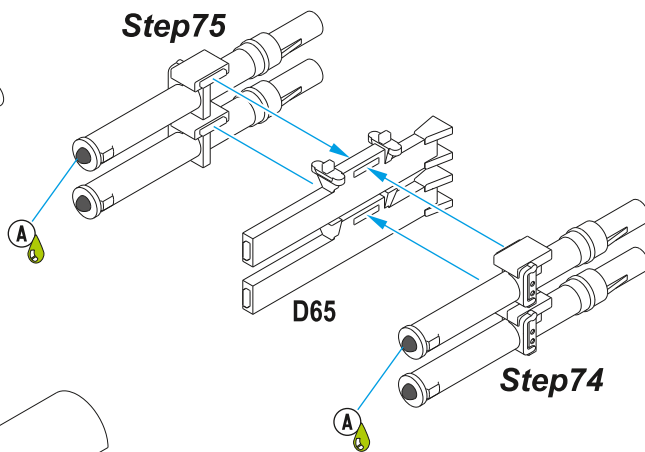
STEP 74 4x



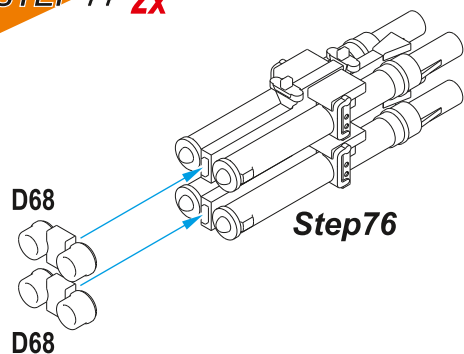
STEP 75 4x



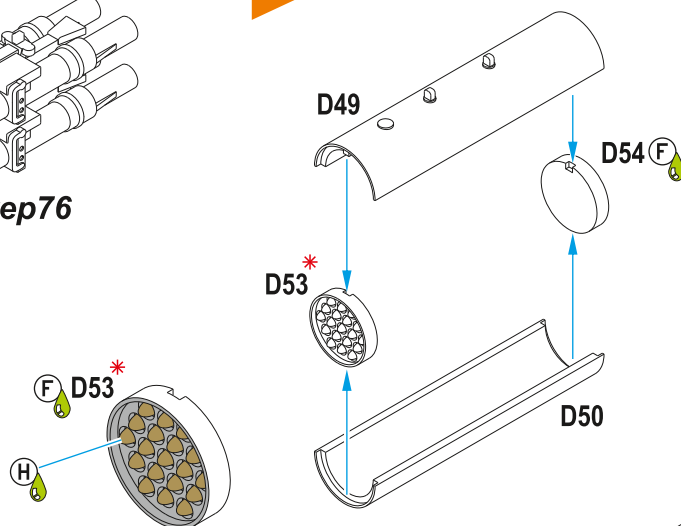
STEP 76 2x



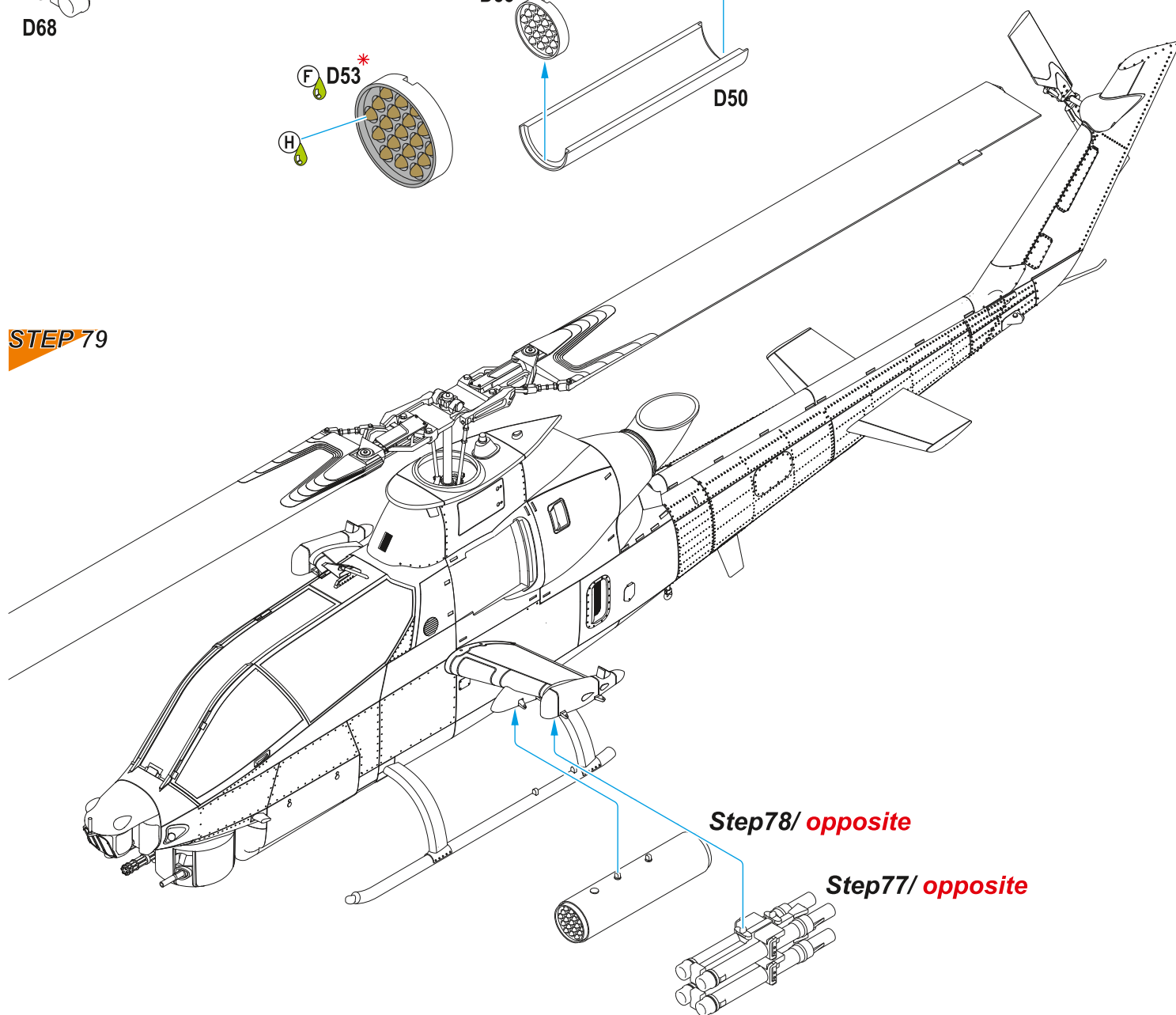
STEP 77 2x



STEP 78 2x



STEP 79



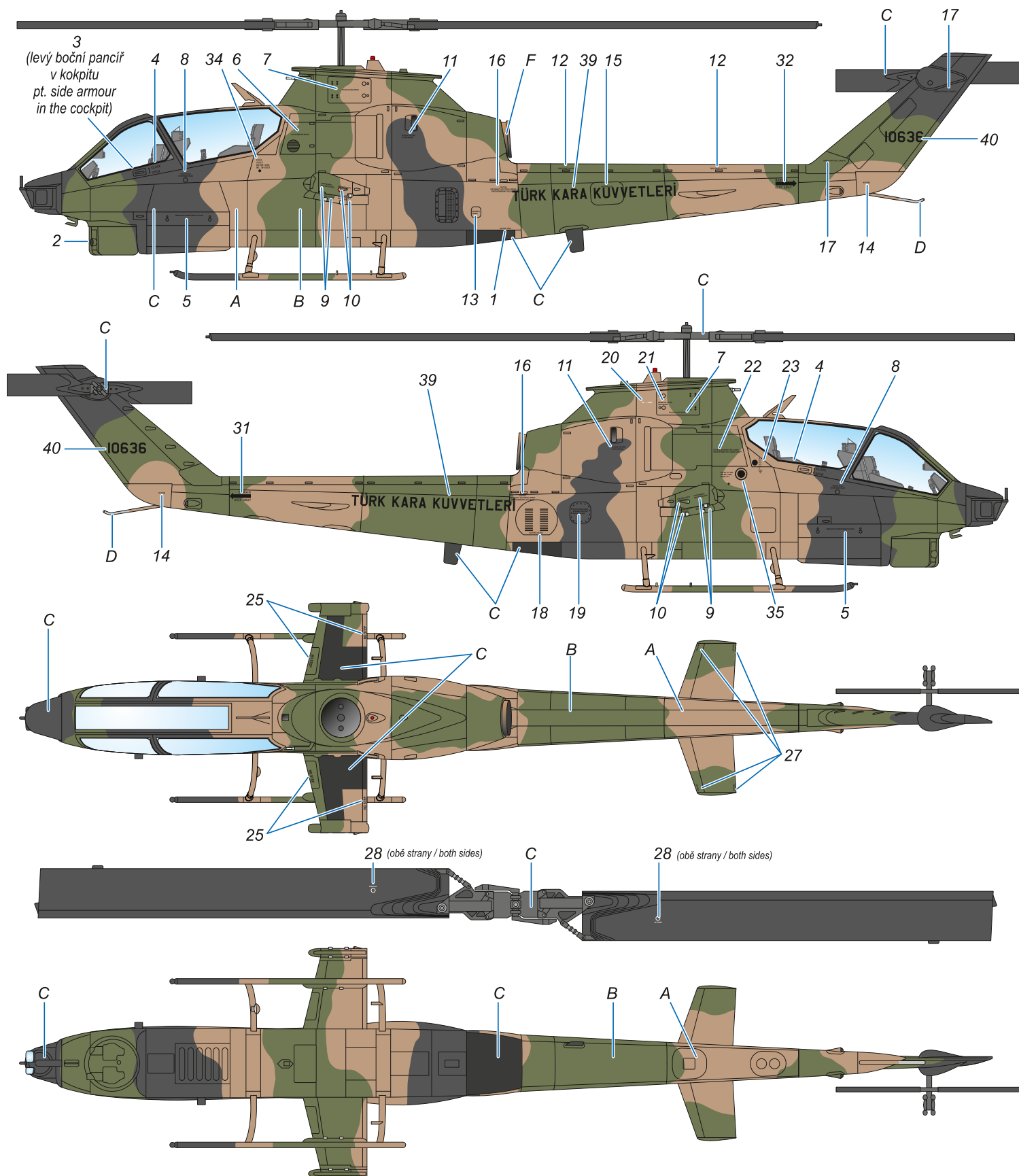
AH-1S, 71-21024, 503rd Aviation Company, US Army v Evropě, na německé základně Hanau. V roce 1979 se zúčastnil International Air Tattoo konané na RAF Greenham Common.

-  **A** Zelená
Helo Drab
H78+12/
C38+33
  **B** Černá
Black
H12/C33
  **C** Žlutá
Yellow
H4/C4
  **D** Světle šedá
Light Gray
H21/C69
  **E** Barva kovu
NMF
H8/C8

AH-1S, 10636 (US s/n 68-15071), as delivered to the Turkish Land Forces / Türk Kara Kuvvetleri to supplement their AH-1W machines.

AH-1S, 10636, původní výrobní číslo 68-15071. Dodána tureckým pozemním silám aby doplnila stavy jejich již dříve dodaných Cobra verze W.

Scheme B

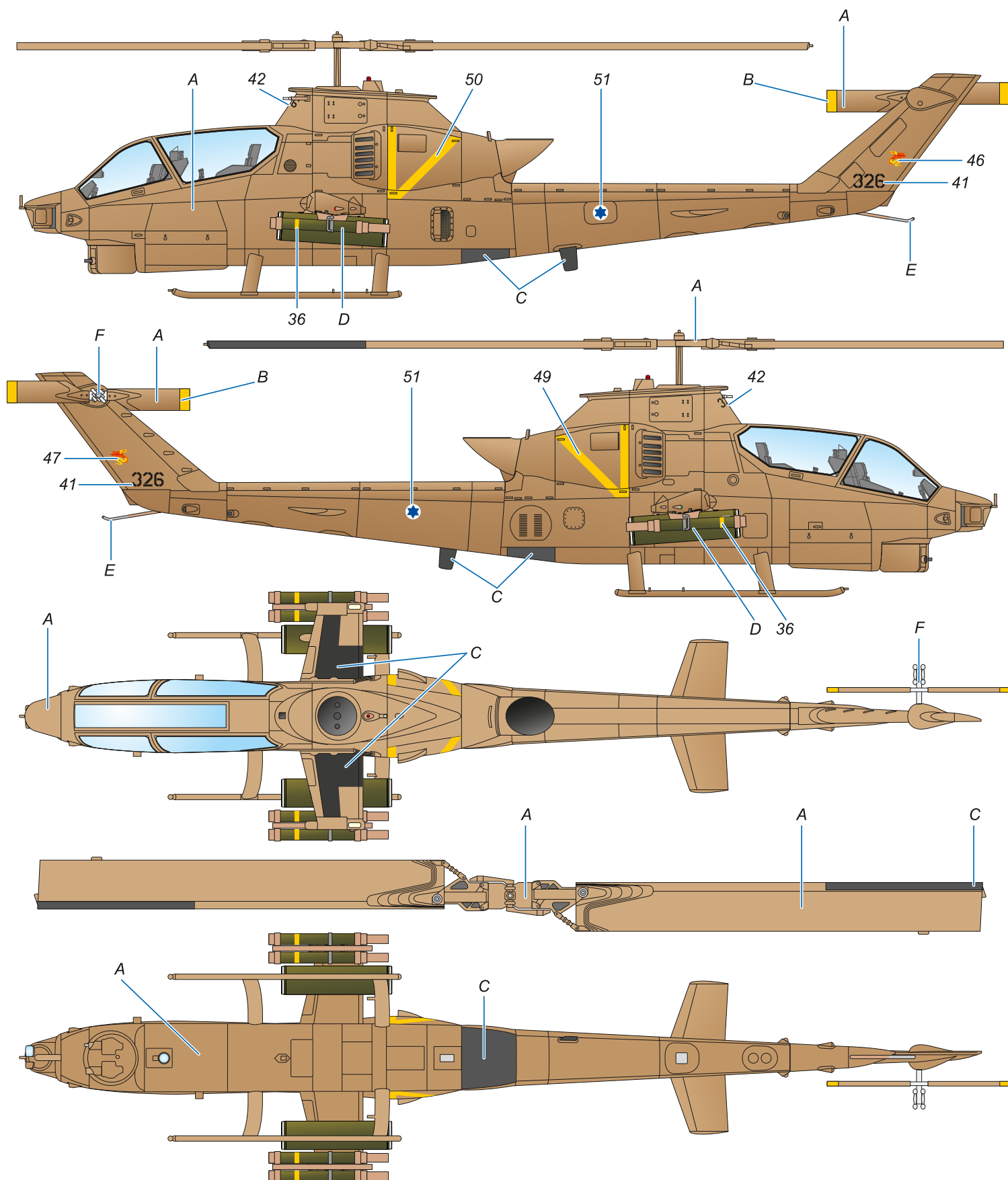


- | | | | | |
|-------------------------------------|---------------------------------------|------------------------------------|-------------------------------------|--|
| A Písková
Sand
H79/C39 | B Zelená
Green
H312/C312 | C Černá
Black
H12/C33 | D Barva kovu
NMF
H8/C8 | F Opálený kov
Burnt Metal
H76/C61 |
|-------------------------------------|---------------------------------------|------------------------------------|-------------------------------------|--|

AH-1S Tzefa A, č.326, Southern Cobra Sqn.
(bývalá First Attack Helicopter Sqn.), Chel Ha'Avir
(izraelské letectvo), základna Palmachim, Izrael,
červenec 1982, během operace Mír pro Galileu.

AH-1S Tzefa A, No.326, Southern Cobra Sqn., (ex-
First Attack Helicopter Sqn.), Chel Ha'Avir (Israeli
Defense Force / Air Force), Basis Palmachim,
Israel, July 1982, during the Peace for Galilee
operation.

Scheme C



- | | | | | | |
|--|-----------------------------------|------------------------------------|--------------------------------------|-------------------------------------|---|
| A Hnědá
Dark Tan
FS 20095
approx. H66/C119 | B Žlutá
Yellow
H4/C4 | C Černá
Black
H12/C33 | D Olivová
Olive
H52/C12 | E Barva kovu
NMF
H8/C8 | F Světle šedá
Light Gray
H21/C69 |
|--|-----------------------------------|------------------------------------|--------------------------------------|-------------------------------------|---|



AH-1S Tzefa A, No.315, First Attack Helicopter Squadron, Chel Ha'Avir (Israeli Defense Force / Air Force), Basis Palmachim, Israel, 1982, during the Lebanon War

The image displays five views of a model helicopter, illustrating the assembly of various components. The views are as follows:

- Top View (Left):** Shows the helicopter from above. Callouts include 'A' for the main rotor hub, '44' for the main rotor blades, '50' for the tail rotor hub, '48' for the tail rotor blades, '36' for the landing gear, 'D' for the landing gear struts, 'C' for the landing gear doors, 'E' for the landing gear fairings, and 'F' for the landing gear wheels.
- Side View (Top):** Shows the helicopter from the side. Callouts include 'A' for the main rotor hub, 'B' for the main rotor blades, '44' for the main rotor blades, '50' for the tail rotor hub, '48' for the tail rotor blades, '36' for the landing gear, 'D' for the landing gear struts, 'C' for the landing gear doors, 'E' for the landing gear fairings, and 'F' for the landing gear wheels.
- Side View (Bottom):** Shows the helicopter from the side. Callouts include 'A' for the main rotor hub, 'B' for the main rotor blades, '44' for the main rotor blades, '50' for the tail rotor hub, '48' for the tail rotor blades, '36' for the landing gear, 'D' for the landing gear struts, 'C' for the landing gear doors, 'E' for the landing gear fairings, and 'F' for the landing gear wheels.
- Top View (Right):** Shows the helicopter from above. Callouts include 'A' for the main rotor hub, 'B' for the main rotor blades, '44' for the main rotor blades, '50' for the tail rotor hub, '48' for the tail rotor blades, '36' for the landing gear, 'D' for the landing gear struts, 'C' for the landing gear doors, 'E' for the landing gear fairings, and 'F' for the landing gear wheels.
- Side View (Bottom):** Shows the helicopter from the side. Callouts include 'A' for the main rotor hub, 'B' for the main rotor blades, '44' for the main rotor blades, '50' for the tail rotor hub, '48' for the tail rotor blades, '36' for the landing gear, 'D' for the landing gear struts, 'C' for the landing gear doors, 'E' for the landing gear fairings, and 'F' for the landing gear wheels.

-
- GUNZE
SANGYO**

H1020 Razor Saw Profi Set



H1018
Triangle Razor Saw (1pc)



H1019
Multi-Shift Razor Saw (1pc)



A new type handle for our razor saws.
Also contains H1018 and H1019 spare saws.

1/32 DH.82 Tiger Moth

CMK sets for ICM kit



5137
Luggage Box



5138
Correction Propeller



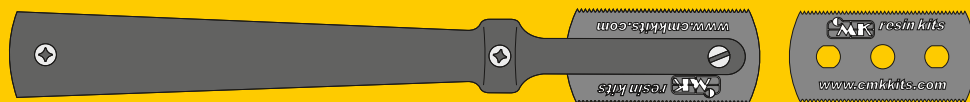
5139
Mainwheels and Tailskid



5140
Instrument Panels with Compasses and Coaming, Correction Set



H1011
CMK sanding stick four different grit of sanding papers on one sanding stick.



The Razor Saw with Handle (cat. n. H1010) is a great tool for cutting both plastic and resin. CMK also offers a wide variety of coarse/medium/fine saws.

H1000 Ultra smooth and extra smooth saw (2 sides – 70 teeth / 42 teeth) 1 pc

H1001 Ultra smooth saw (both sides – 70 teeth / 70 teeth) 1 pc

H1002 Very smooth saw (both sides – 42 teeth / 42 teeth) 1 pc

H1003 Smooth saw (both sides – 31 teeth / 31 teeth) 1 pc

H1004 Ultra smooth and extra smooth saw (2 sides – 70 teeth / 42 teeth) 5 pcs

H1005 Ultra smooth saw (both sides – 70 teeth / 70 teeth) 5 pcs

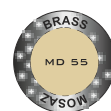
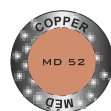
H1006 Very smooth saw (both sides – 42 teeth / 42 teeth) 5 pcs

H1007 Smooth saw (both sides – 31 teeth / 31 teeth) 5 pcs

H1010 Razor Saw with Handle



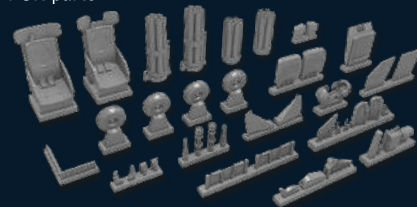
Star Dust
weathering pigments



**1/32
SH32082**



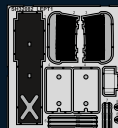
PUR parts



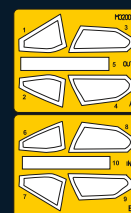
3D-printed parts



Photo-etched parts



Masks



AH-1G COBRA 'Early Tails over Nam' Hi-Tech Kit

**1/32
SH32086**



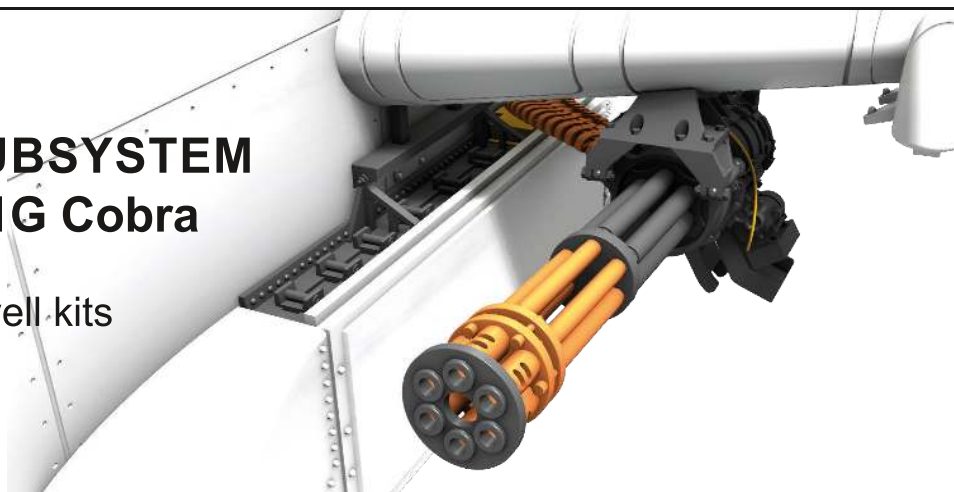
AH-1G Cobra 'Marines/US Navy' Hi-Tech Kit

ATTRACTIVE 1/32 SCALE SET FOR COBRA!

5144

**M35 ARMAMENT SUBSYSTEM
Upgrade Set for AH-1G Cobra**

CMK sets for ICM and Revell kits



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