

Morane-Saulnier MS-406C.1

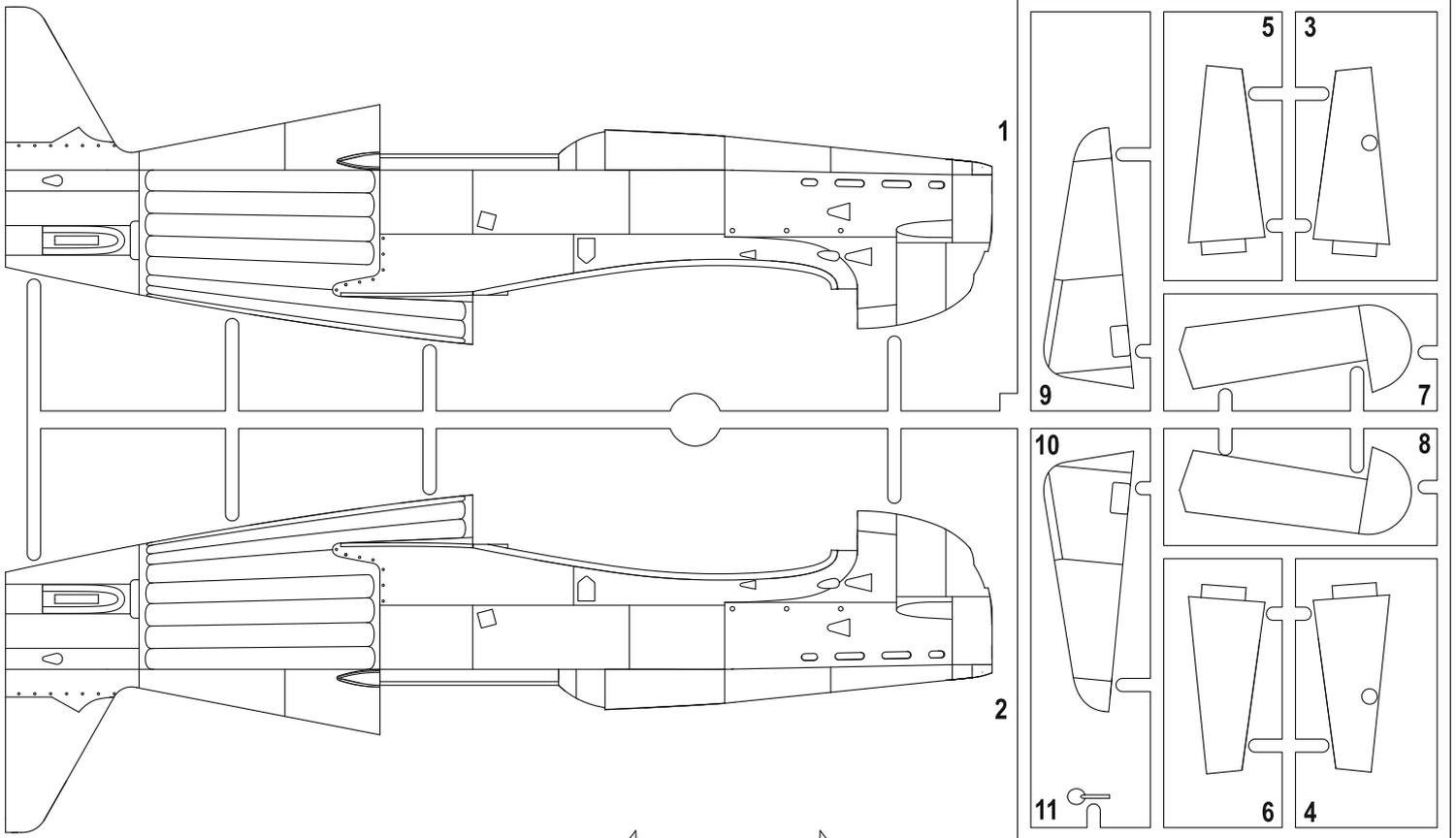
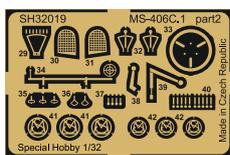
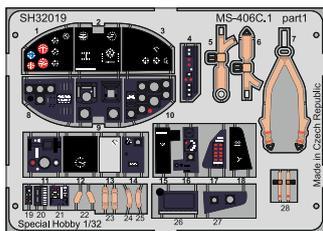
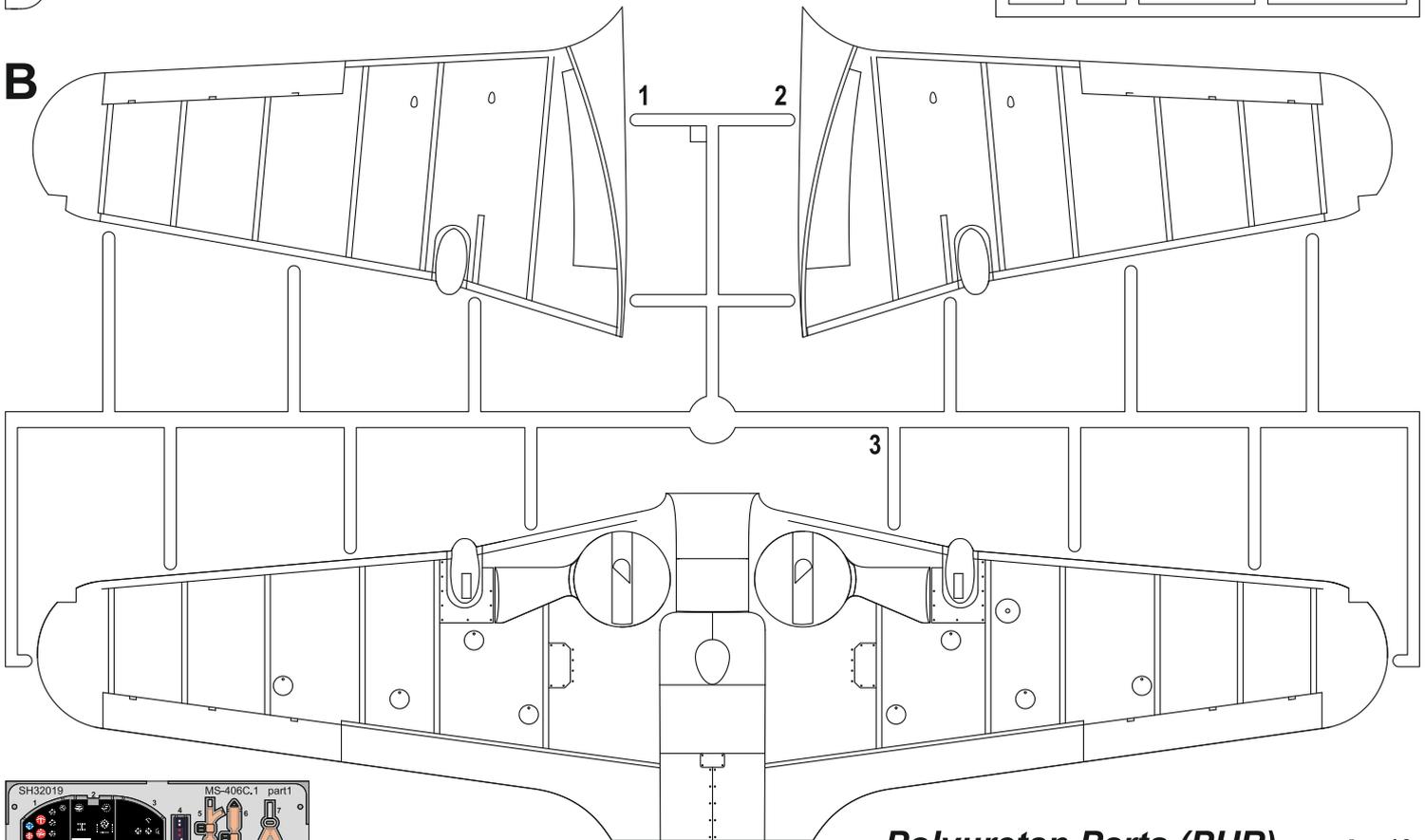
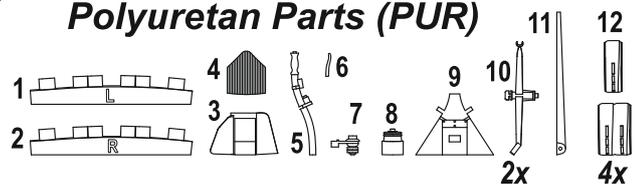
1/32

CZ V roce 1934 vypsalo Franzouzké Armée de l'Air soutěž o jednostranný stíhač s rychlostí 450 km/h a výzbrojí jedním až dvěma kanóny ráže 20 mm. Vítězem soutěže se stal letoun Morane Saulnier MS-405C.1. Vyrobeno bylo, ale jen 16 kusů této verze a výroba přešla na upravenou verzi MS-406C.1. Tu poháněl motor H-S 12Y.31 a výzbroj tvořil kanon v ose vrtule a dva kulometry v křídle. Vyrobeno bylo 1064 kusů, včetně exportních. Na začátku války byly MS-406C.1 nejpočetnějším stíhacím typem, který měla Francie k dispozici. Výkonově převyšoval německé Bf 109D, ale zaostával za nejmodernější verzí Bf 109E. Jednotky létající na MS-406 C.1 byly dislokovány nejen na území Francie, ale i v severní Africe a v Indočíně. Na MS-406C.1 bojovali francouzští stíhači od začátku války až do porážky Francie. Spolu s nimi i českoslovenští a polští letci. Morany byly dále používány letectvem Armée de l'Armistice. Několik jich používalo i letectvo Svobodných Francouzů. Dále se MS-406C.1 dostal koupí do výzbroje Turecka, Finska a Švýcarska. Díky okupaci Francie se ukořistěné stroje dostaly do výzbroje Německa, Itálie a Chorvatska. Další stroje od Německa koupilo Finsko. Ve Finsku byla část MS-406C.1 upravena zástavbou sovětských motorů VK 105P na typ Mörkö Morane. Švýcarsko stavělo MS-406C.1 i v licenci a dále je vyvíjelo. Velení francouzského letectva si již v roce 1939 uvědomovalo, že nejrozšířenější francouzská stíhačka MS-406C.1 nestačí výkonově na nové verze německých stíhaček. Firma Morane Saulnier proto nabídla modernizaci již vyrobených strojů, která měla zajistit zlepšení výkonů. Částečně vyšla z řešení, které uplatnila u verze MS-406 pro Švýcarsko. Nová verze dostala označení MS-410C.1. Kompletní úpravy zahrnovaly montáž pevného chladiče, nových výfuků, pancéřového štítu kabiny, vrtule Chaviere a čtyř kulometů místo dvou umístěných v křídle, navíc s pásovým podáváním nábojů. Bohužel i přes to, že veškeré úpravy dělaly z MS-410C.1 podstatně lepší stroj než byl původní MS-406C, tak výroba a montáž konverzních sad ve válčící Francii postupovala tak pomalu, že do kapitulace bylo přestavěno jen několik desítek strojů a navíc ne u všech byly provedeny všechny úpravy. A tak nakonec mělo z francouzských úprav užitek finské letectvo. To koupilo kořistní MS-410C.1 od Německa a nasadilo v Pokračovací válce při osvobozování území, které obsadil Sovětský Svaz v Zimní válce.

Rozpětí: 10,61 m, délka: 8,15 m, maximální rychlost v 5000 m: 486 km/h, dostup: 9850 m, Výzbroj (Fr): 1x kanon HS 404 (původně HS 9) ráže 20 mm, 2x MAC 1934 ráže 7,5 mm (MS 410C.1 - 4x 7,5 MAC)

EN Armée de l'Air in 1934 excerpt a competition on single seat fighter capable of reaching 450 Kph and armed with 1 - 2 20 mm cannons. The competition winner was the Morane Saulnier MS 405C.1. Only 16 were produced and the production was then converted to modified version MS 406C.1. It was powered by H-S 12Y.31 engine and the armament consisted of cannon firing through the hollow engine's shaft and two wing mounted machine guns. At the outbreak of the war the MS 406C.1 was French most numerous type. It was more powerful than German Bf 109D but fell short to Bf 109E version. MS 406C.1 units were located in not only in France but also in Northern Africa and French Indochina. French fighter pilots used MS 406C.1 from the beginning till the defeat of the France. Together with them also fought Czechoslovakian and Polish fighter pilots. Further Moranes were used by Armée de l'Air de l'Armistice. The Free French Air Force also used several of them. MS 406C.1 was further sold to Turkey, Finland and Switzerland. When the France was occupied the German, Italian and Croatian Air Forces also included them as war prizes. Further machines Germany sold to Finland. By Installing the Russian war prized engines VK 105P and marking the type to Mörkö Morane modified part of them. Switzerland still produced license built MS 406C.1 and further developed them. Even in 1939 the French Air Force HQ realized that the most common French fighter MS-406C.1 lacks the performance to outperform the German fighters Then Morane Saulnier Company offered modification of the already produced machines that should boost their performances. The modification was partially taken from the MS-406 produced for Switzerland. The new version was designated MS-410C.1. The modifications comprised new, fixed radiator, new exhausts, bullet proof windshield, Chavier propeller, four wing mounted machineguns instead of the two, moreover this time belt fed. Despite these modifications made MS-406C.1 far better machine that the previous MS-406C the production and assembly of the conversion sets in the warring France was slow that only few dozen of machines were converted till the Armistice. Moreover, not all of them received all components. Eventually, Finland prospered from the French modifications. Finland bought the seized MS-410C.1s from Germany and deployed them in the Continuation War against Soviet Union. They helped to liberate the territories seized by Soviets during the Winter War.

Wingspan: 10,61 m, Length: 8,15 m, Max speed at 5000 m: 486 Kph, Flight radius: 1000 Km, Service Ceiling: 9850 m, Armament: 1x 20 mm HS 404 (former HS 9) cannon, 2x 7,5 mm MAC 1934 machine gun.

A**Plastic Parts****B****Photo-Etched Parts (PP)****Polyuretan Parts (PUR)****SYMBOLS**

? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

☐ POUŽIT KYANOAKRYLÁTOVÉ LEPIDLO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLÁTKLEBER
COLLE CYANOACRYLAT

↶ OHNOUT
BEND
BIEGEN
COURBER

✋ ZHOTOVIT NOVÉ
SCRATCH BUILD
FERTIGSTELLEN
ACHEVER

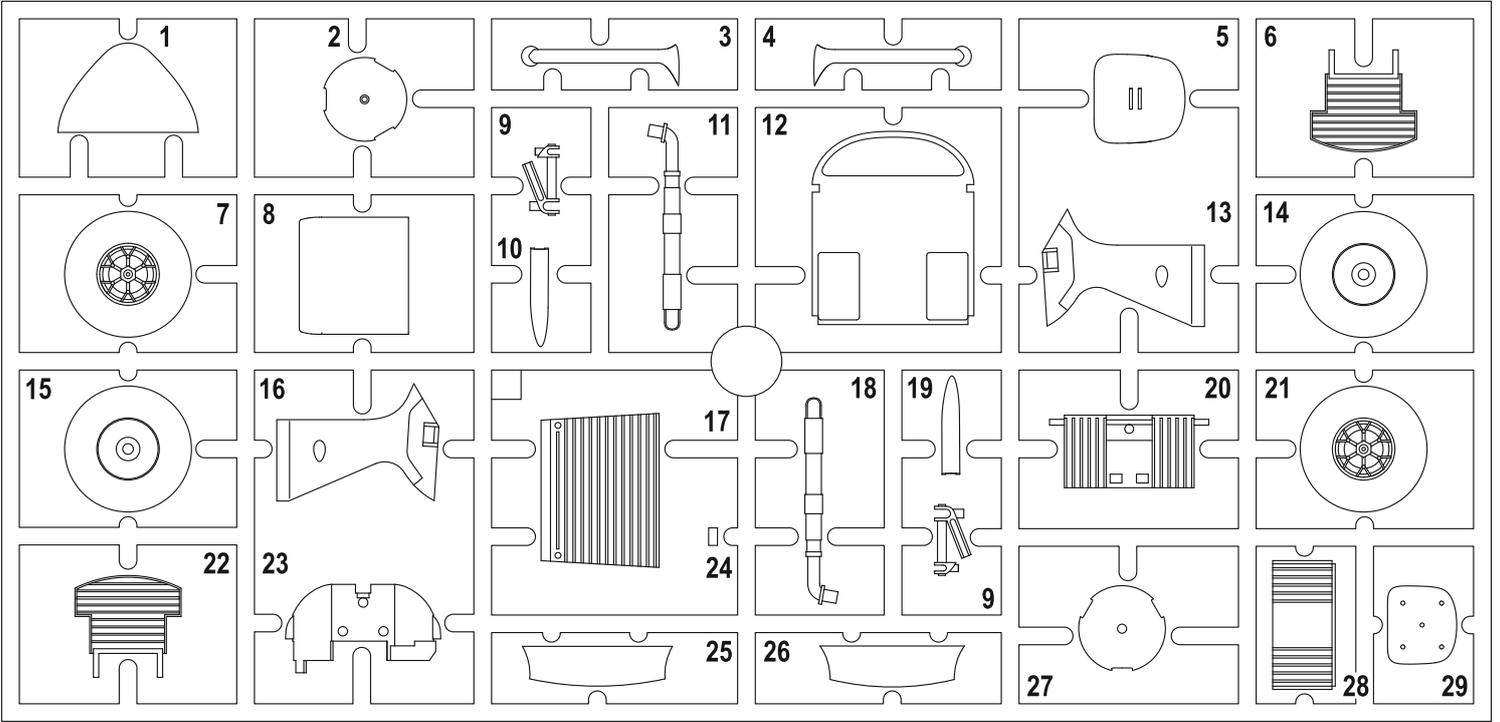
⬇ ŘEZAT/VRTAT
CUT OFF/DRILL
ENTFERNEN
DETACHER

A
GSI
colour code

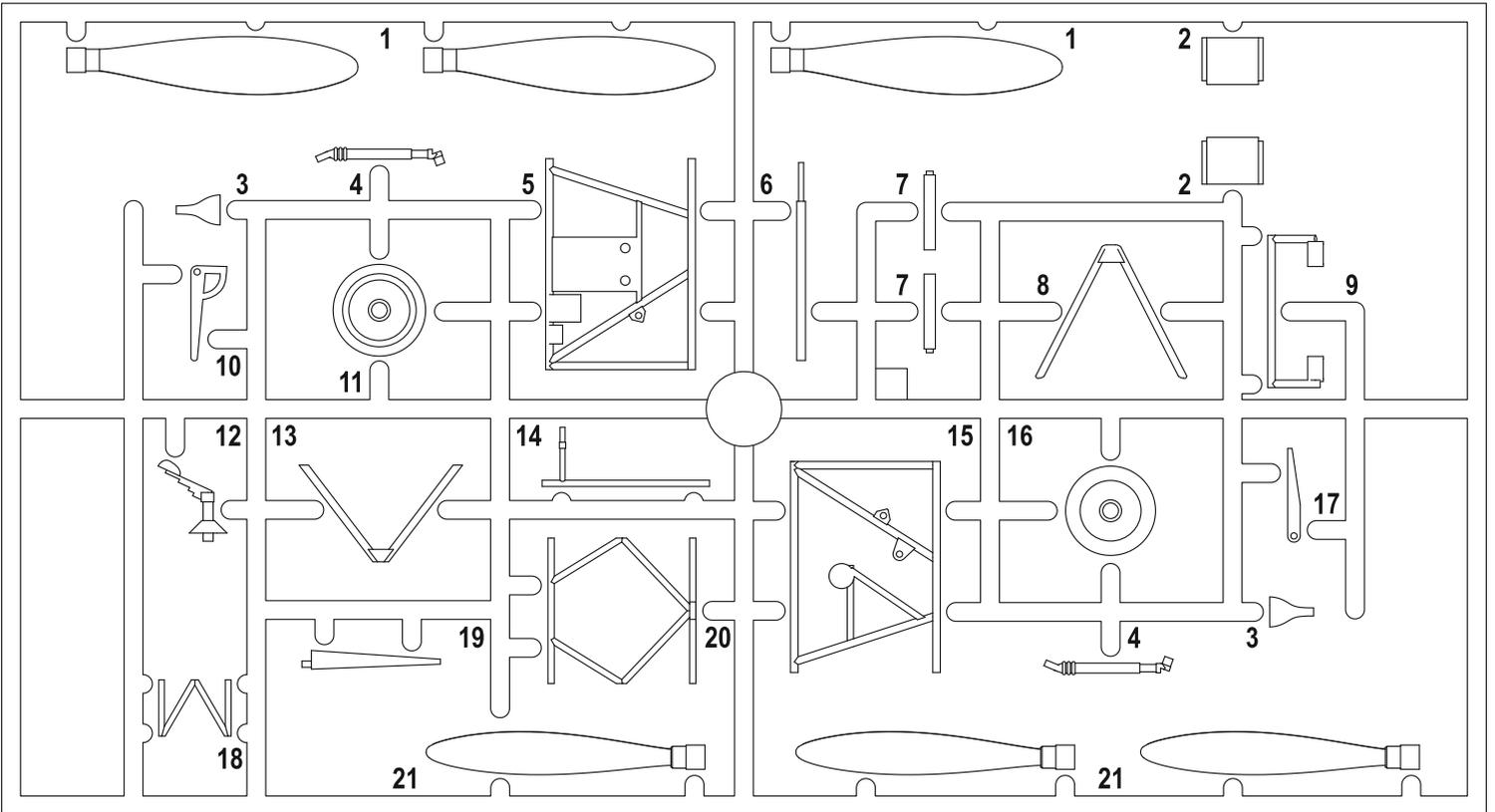
🎨 NATŘÍT
COLOUR
FARBEN
PEINDRE

C

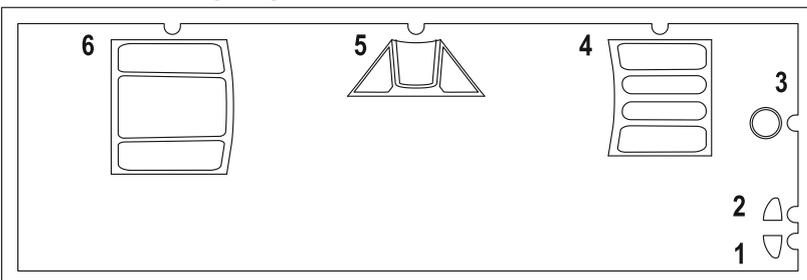
Plastic Parts



D



Clear Parts (CP)

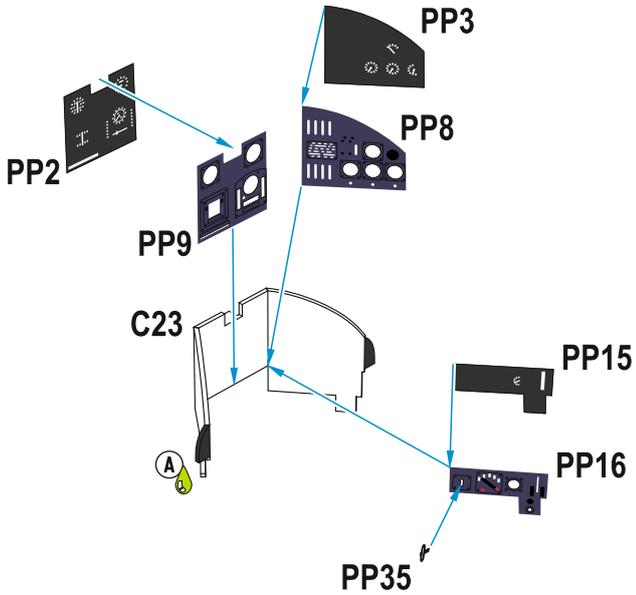


Barvy GUNZE/ GUNZE Colour No.

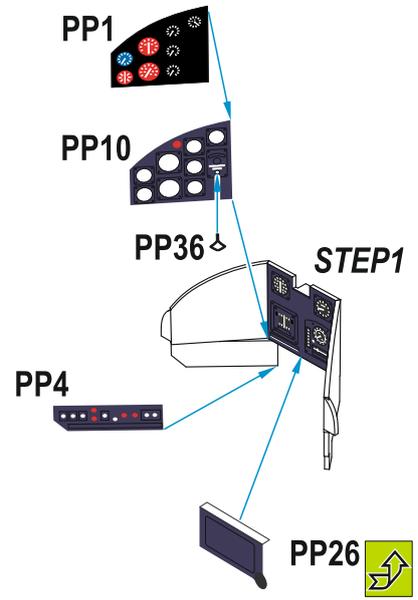
A	Černá/ BLACK	H12/C33
B	Pneu. šedá/ TIRE BLACK	H77/C137
C	Hliník/ ALUMINIUM	H8/C8
D	Ocelová/ STEEL	H18/C28
E	Tm. šedomodrá/ GRAYISH BLUE	H337/C337
F	Červenohnědá/ RED BROWN	H85/C45
G	Opálený kov/ BURNT IRON	H76/C61
H	Chromová/ CHROME	SM01

I Čirá červená / CLEAR RED H90/C47 **J** Čirá zelená / CLEAR GREEN H94/C138

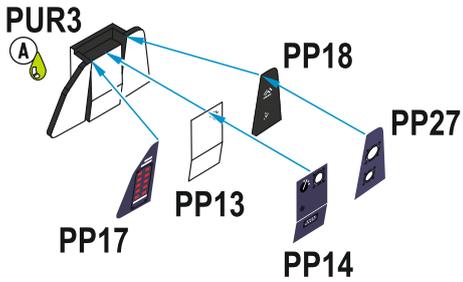
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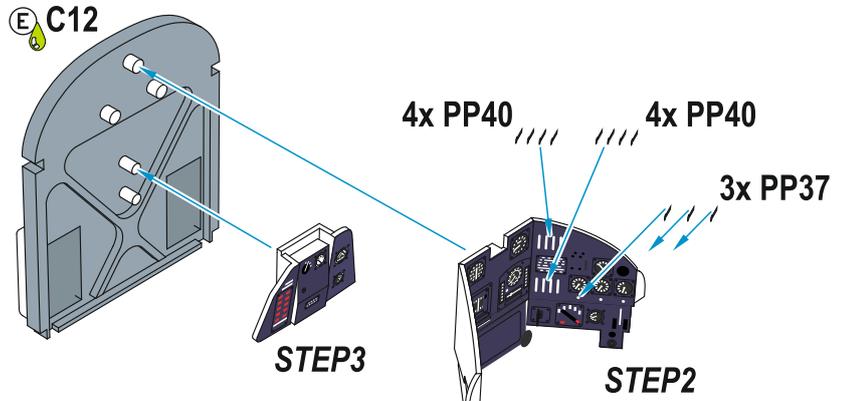
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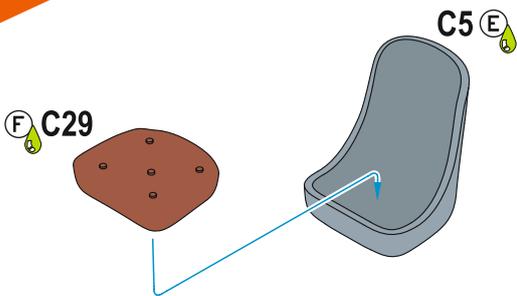
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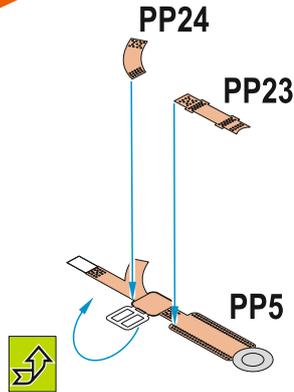
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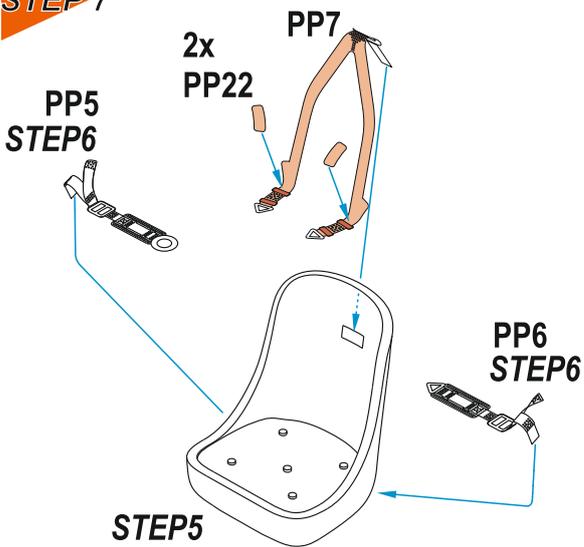
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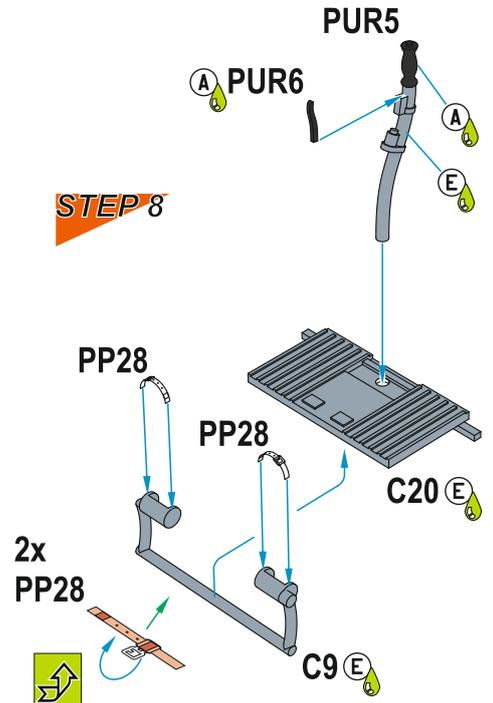
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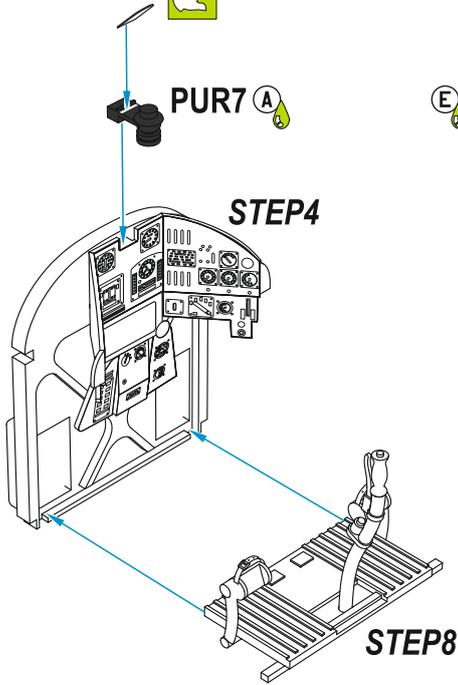
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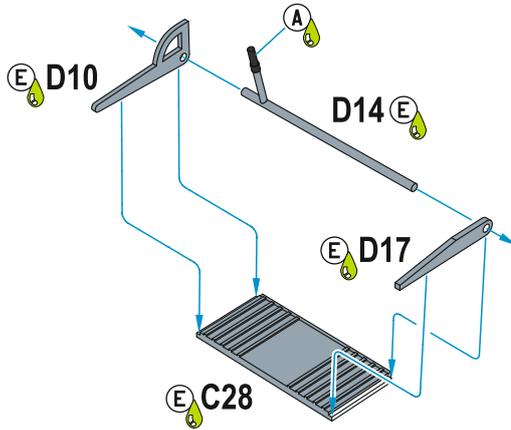
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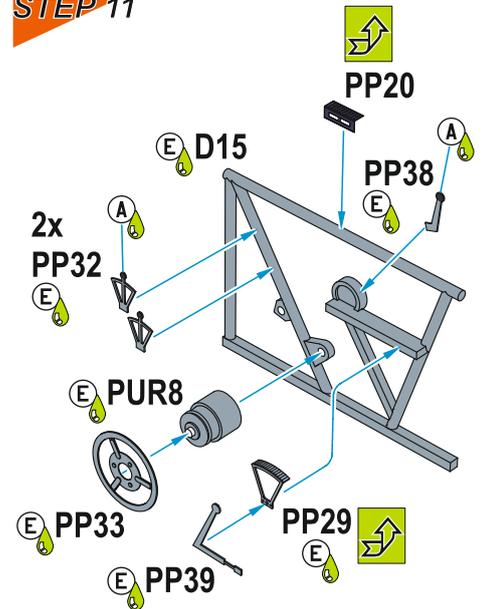
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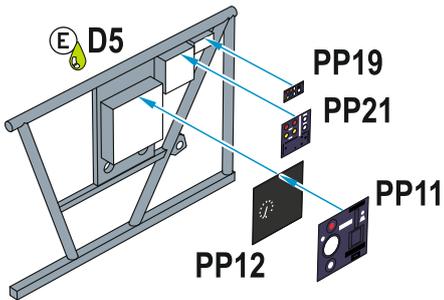
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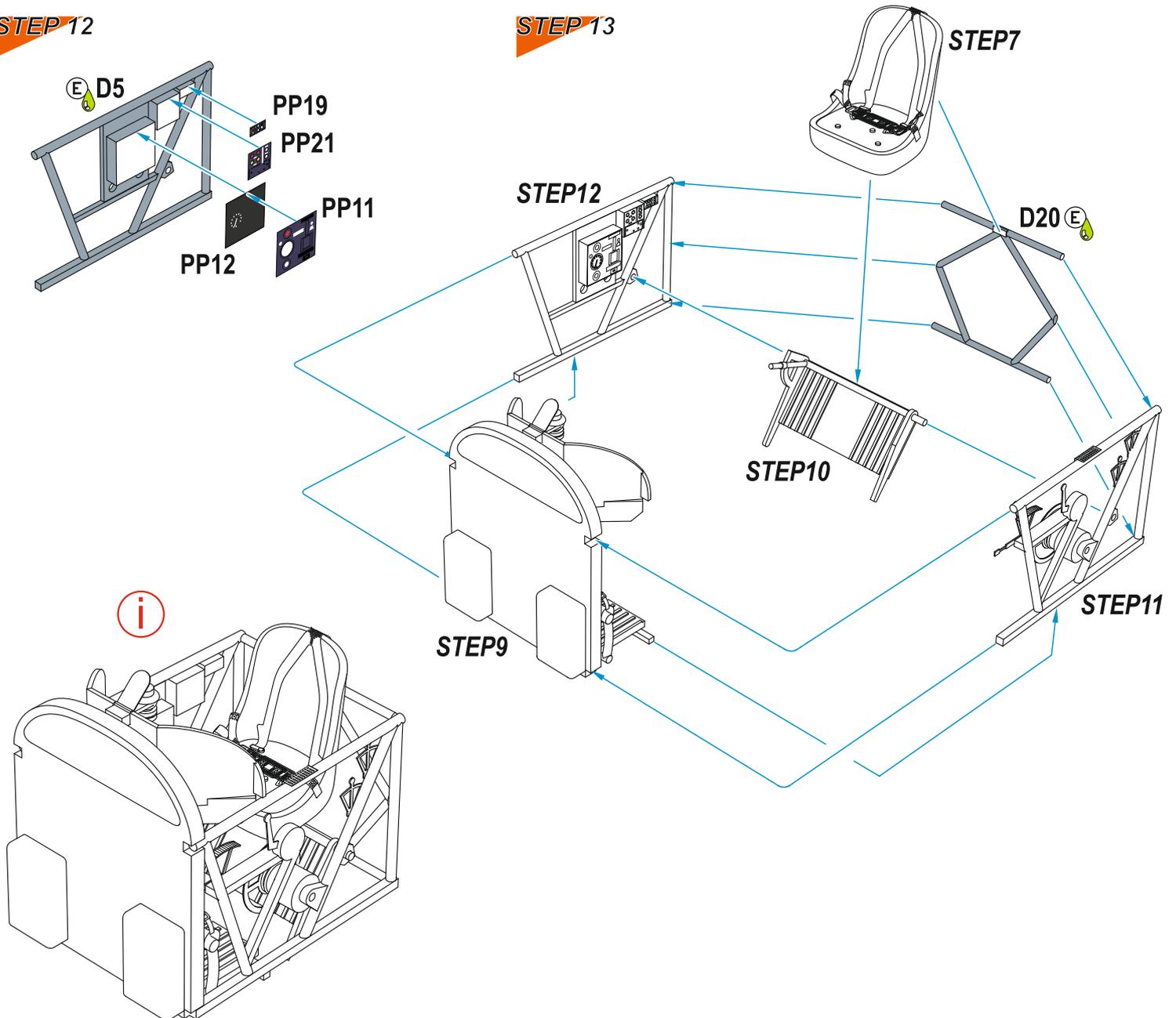
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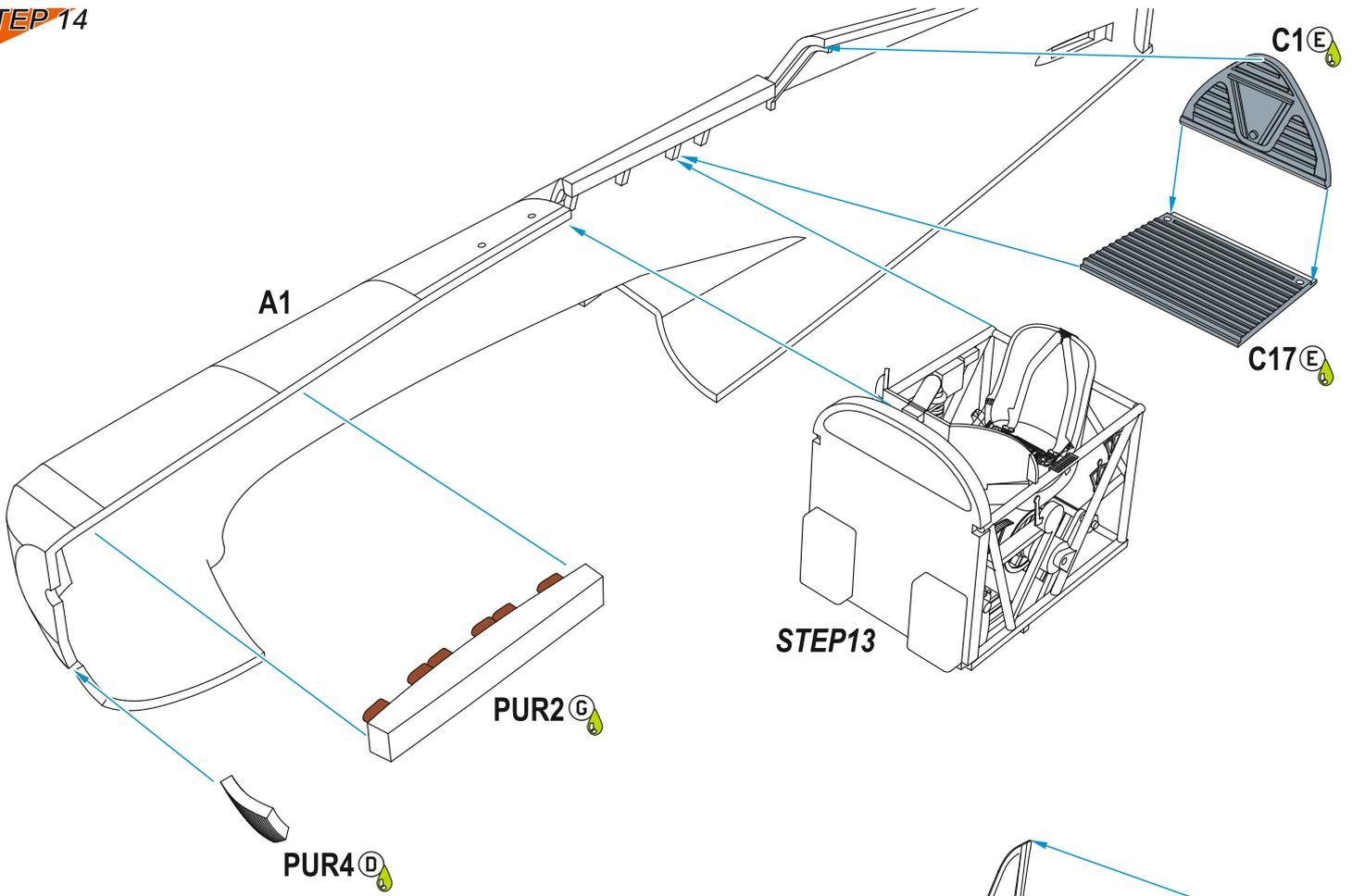
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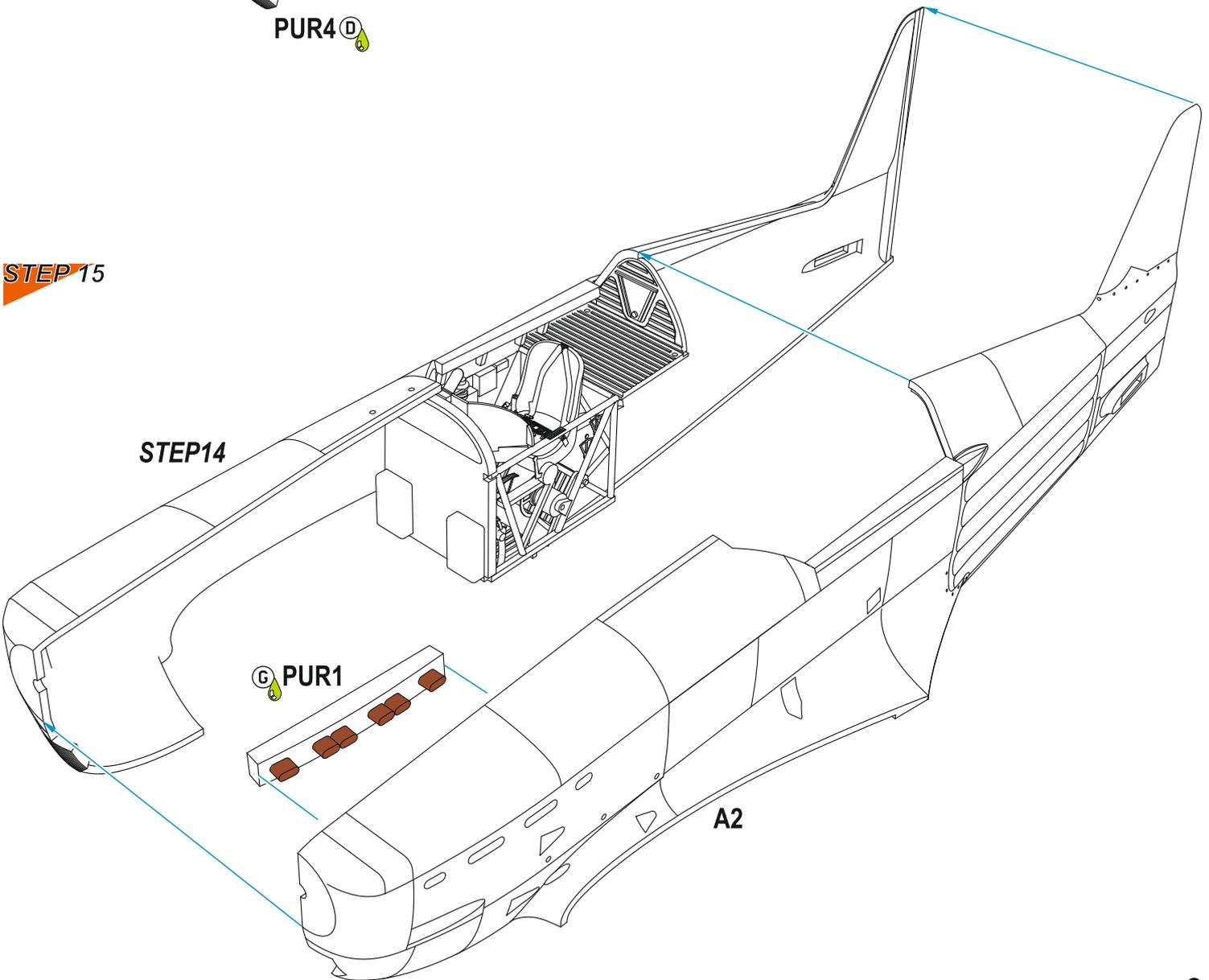
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STEP 14

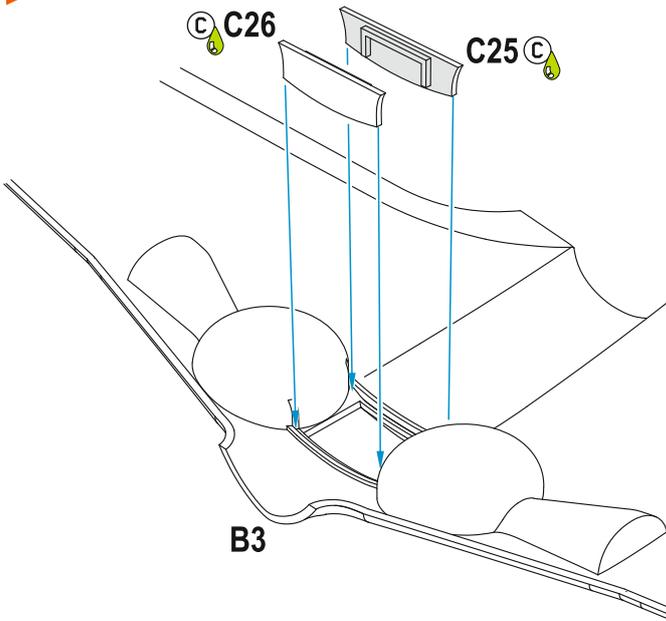


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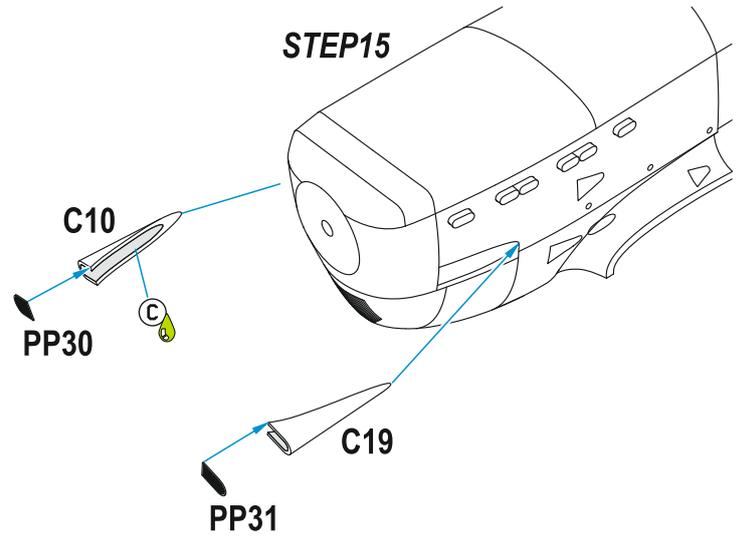


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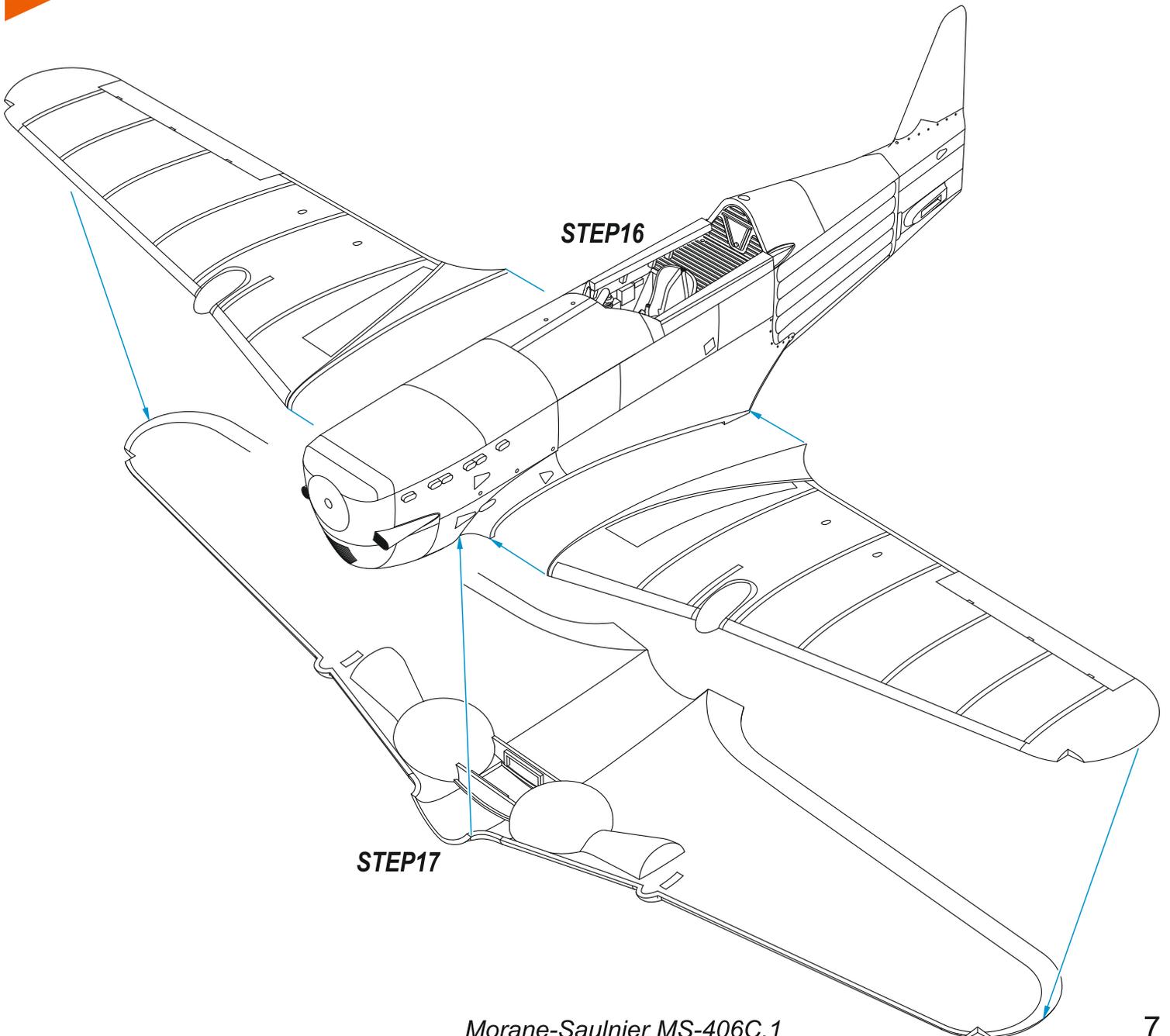
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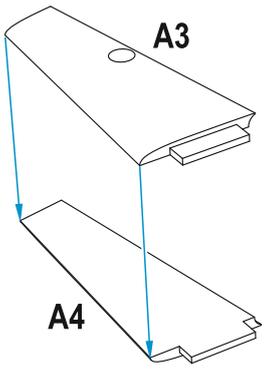
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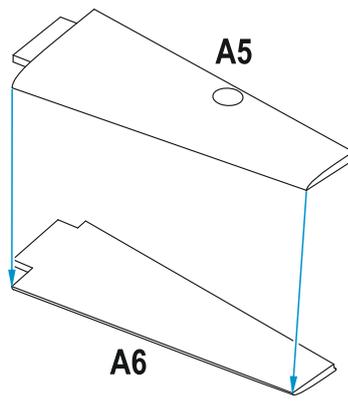
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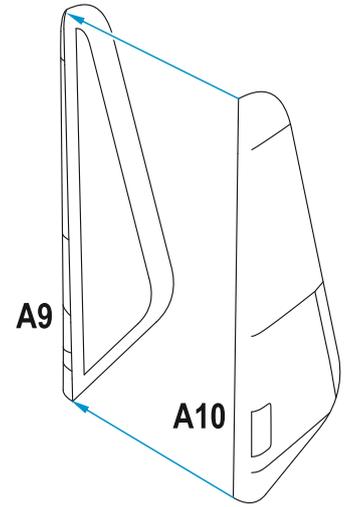
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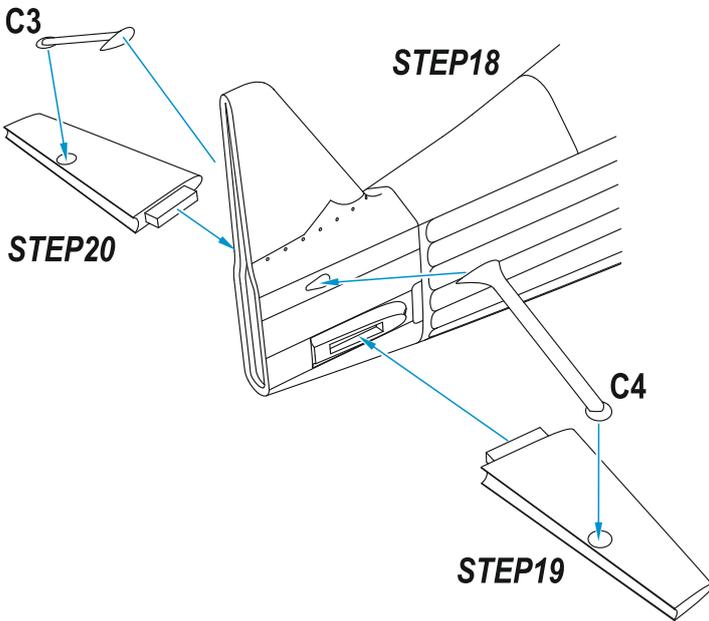
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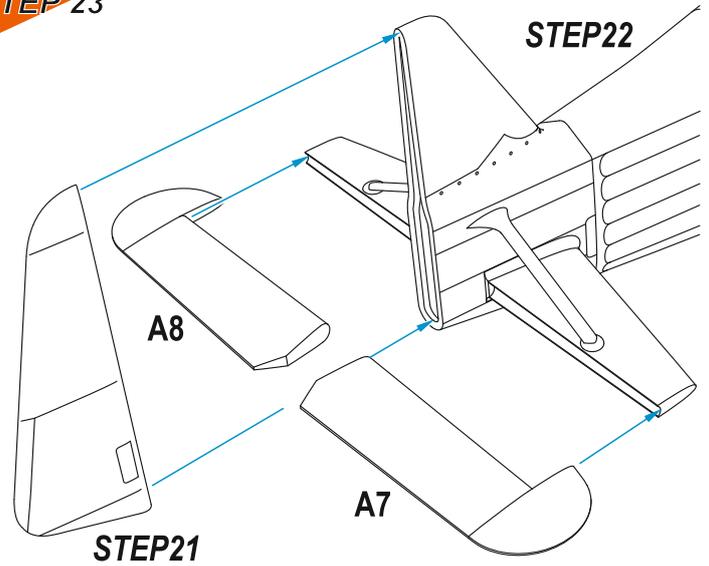
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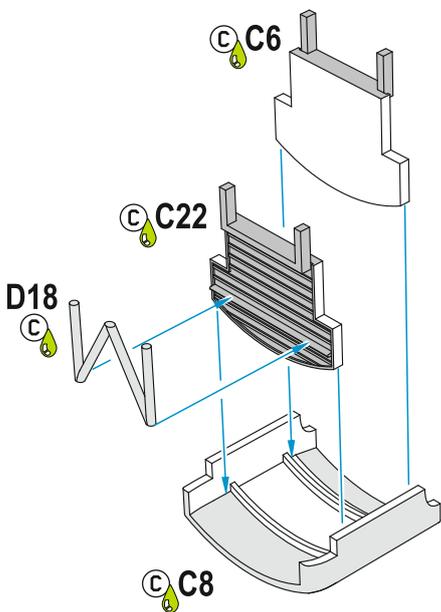
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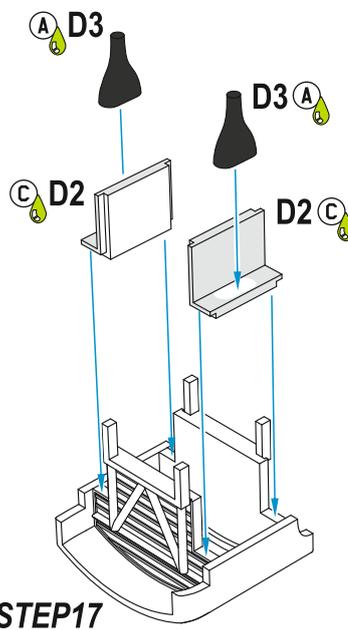
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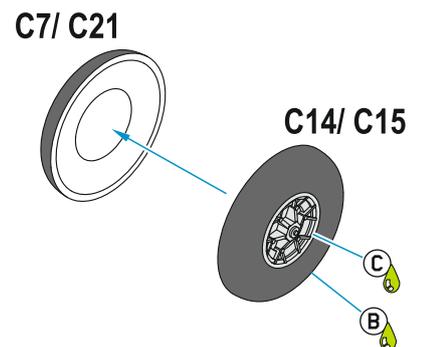
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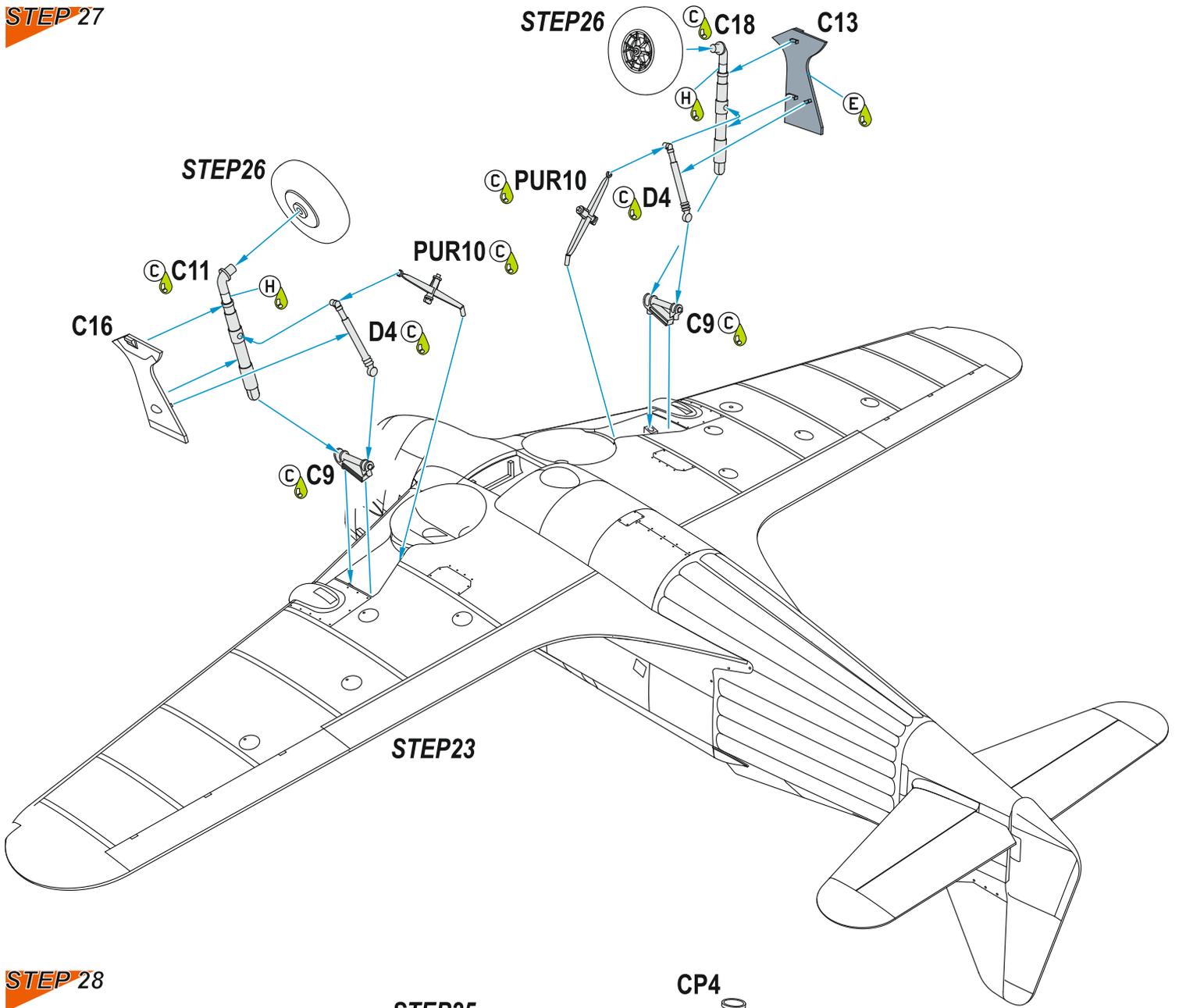
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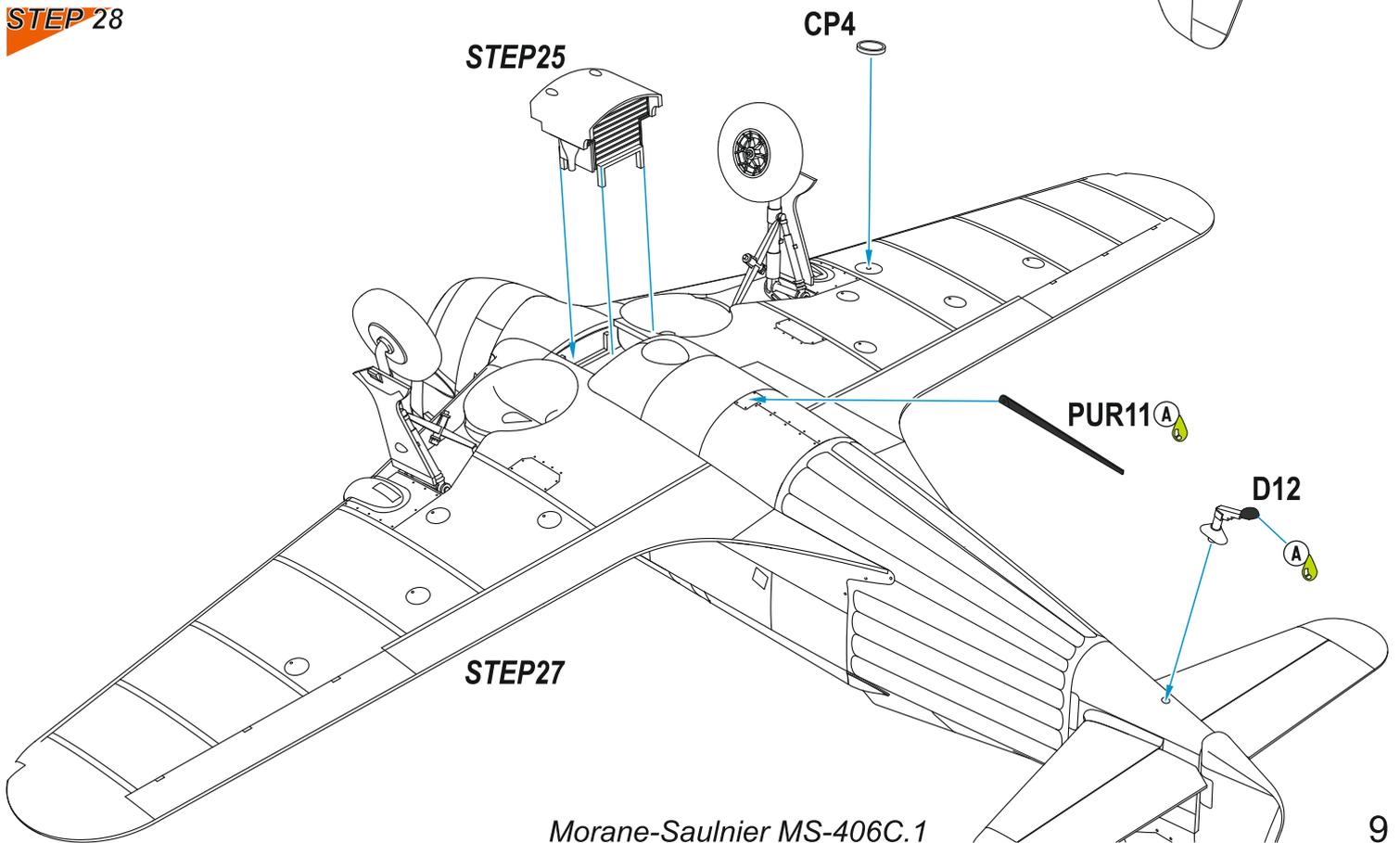
STEP 26 2x



STEP 27



STEP 28

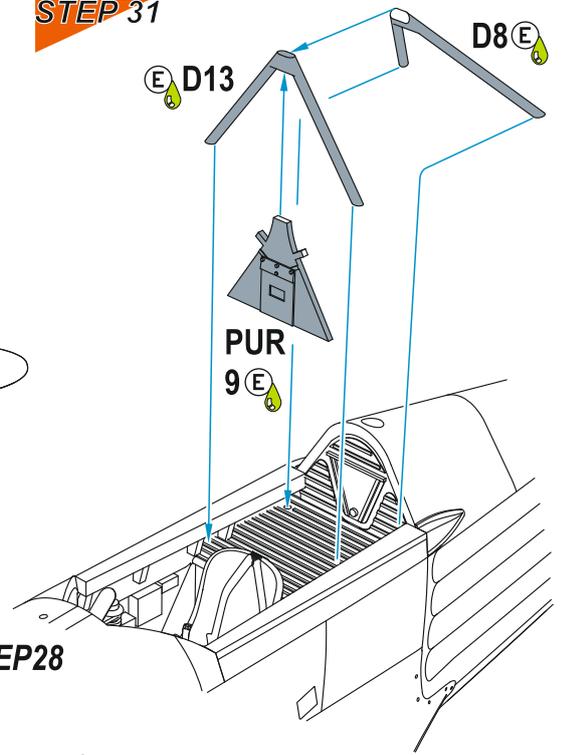
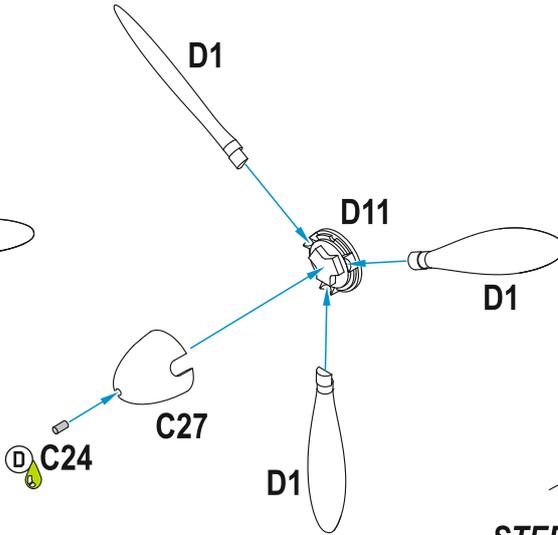
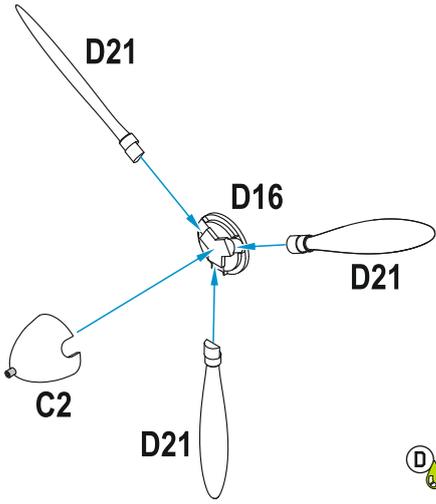


STEP 29 Schemes A, C

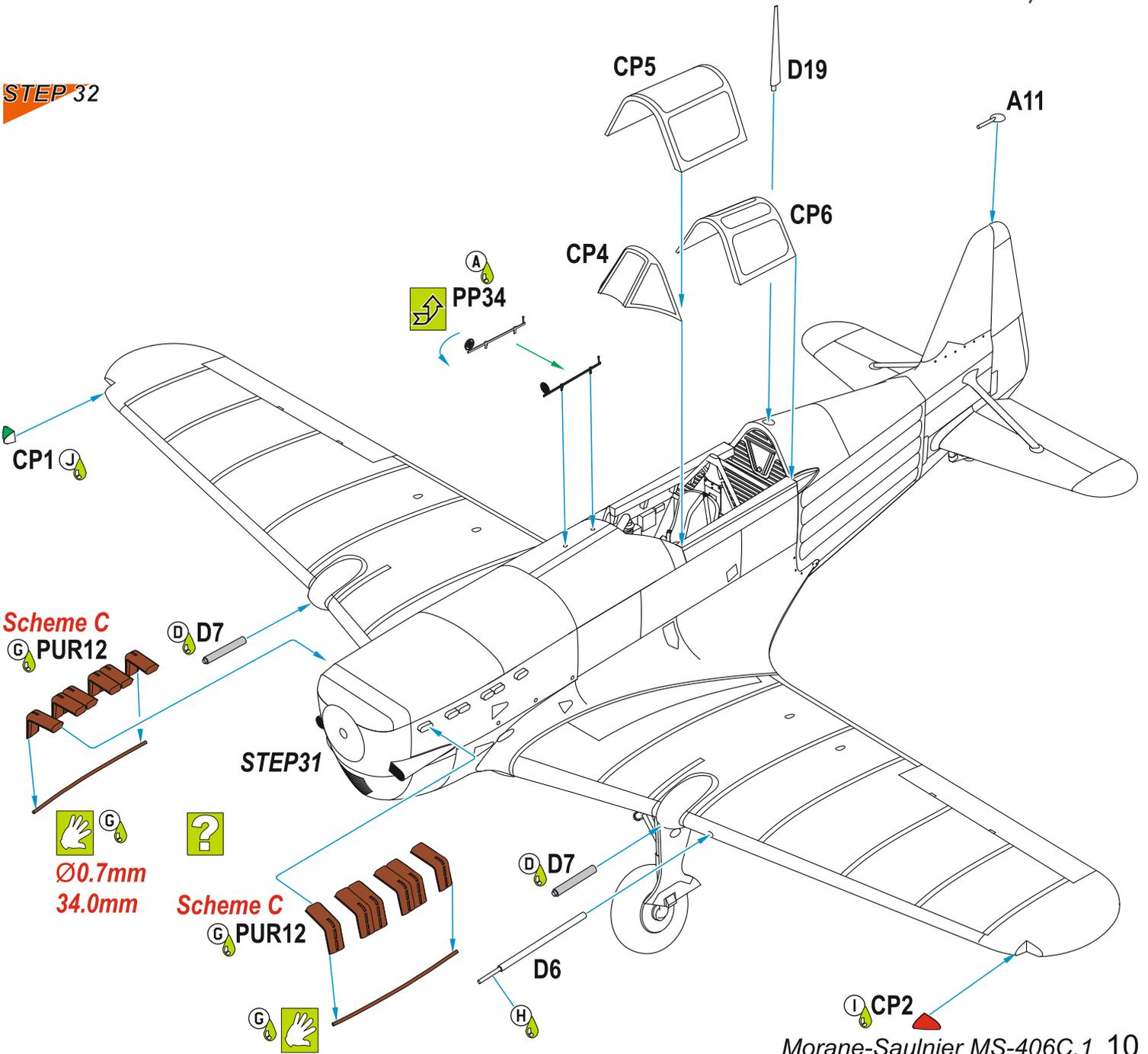


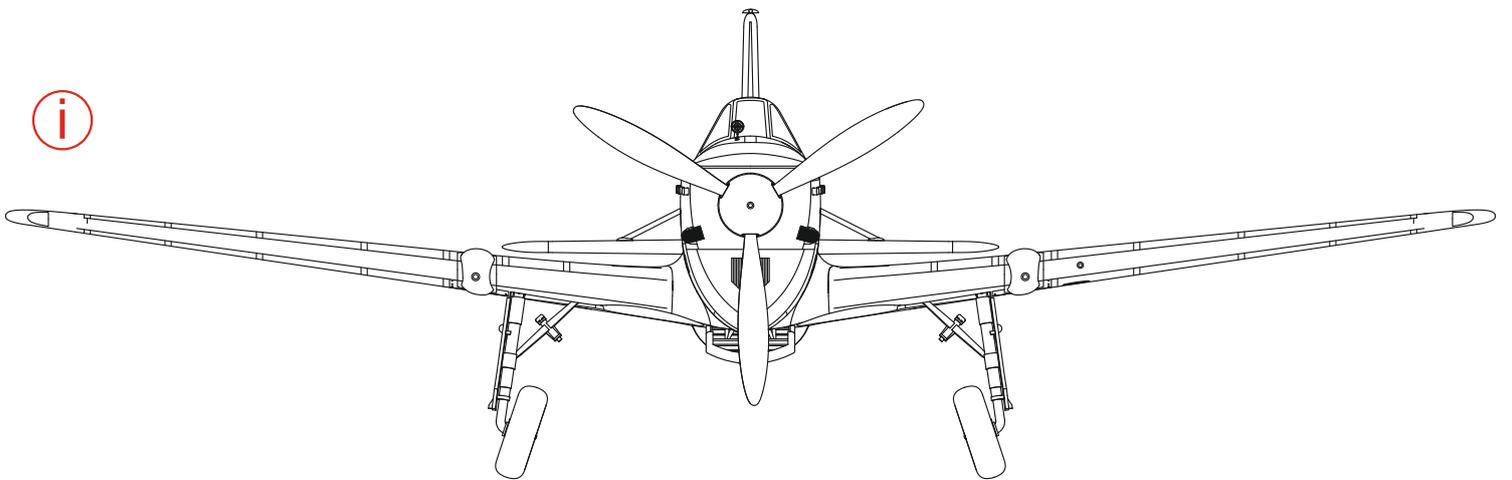
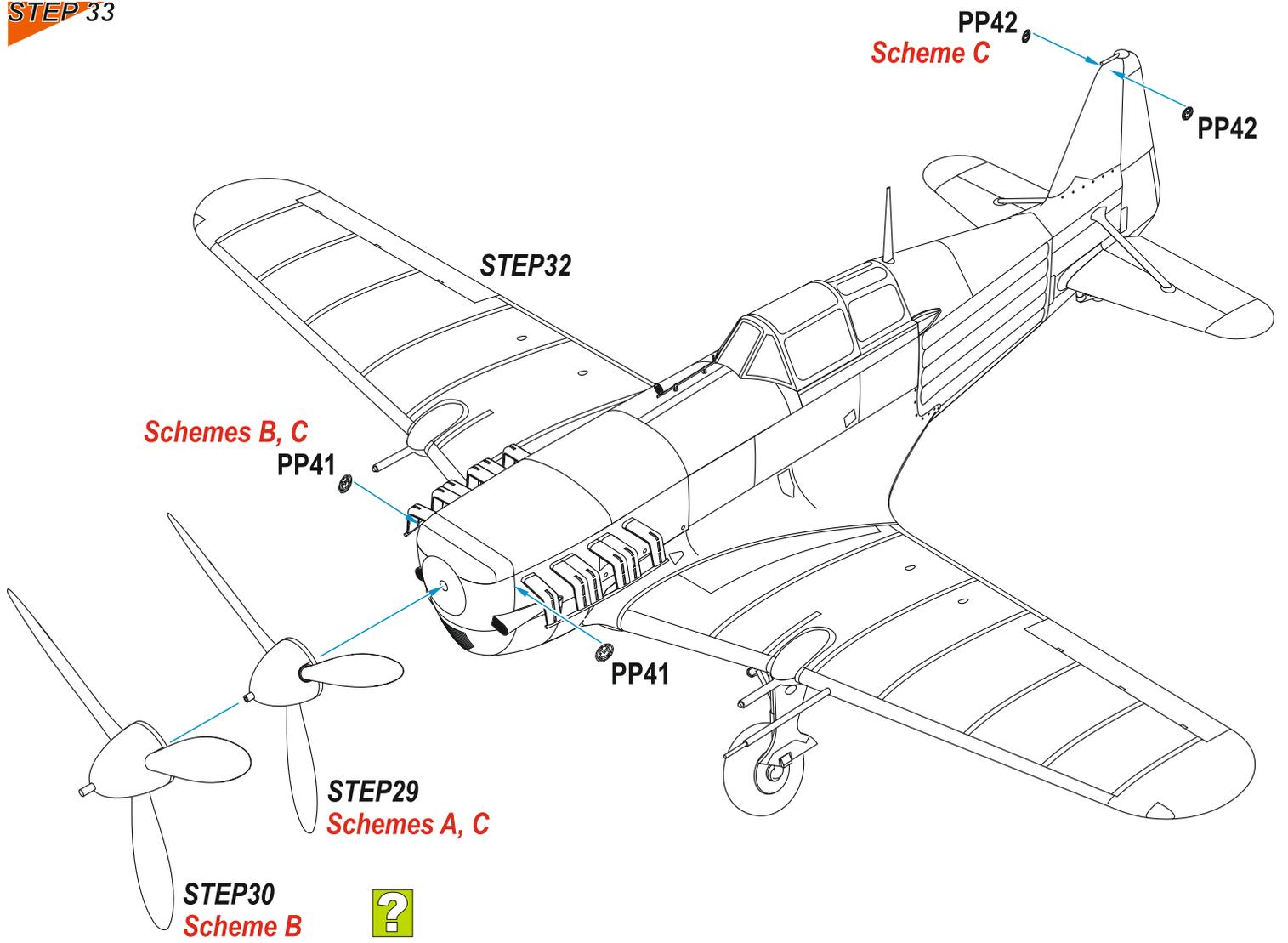
STEP 30 Scheme B

STEP 31



STEP 32

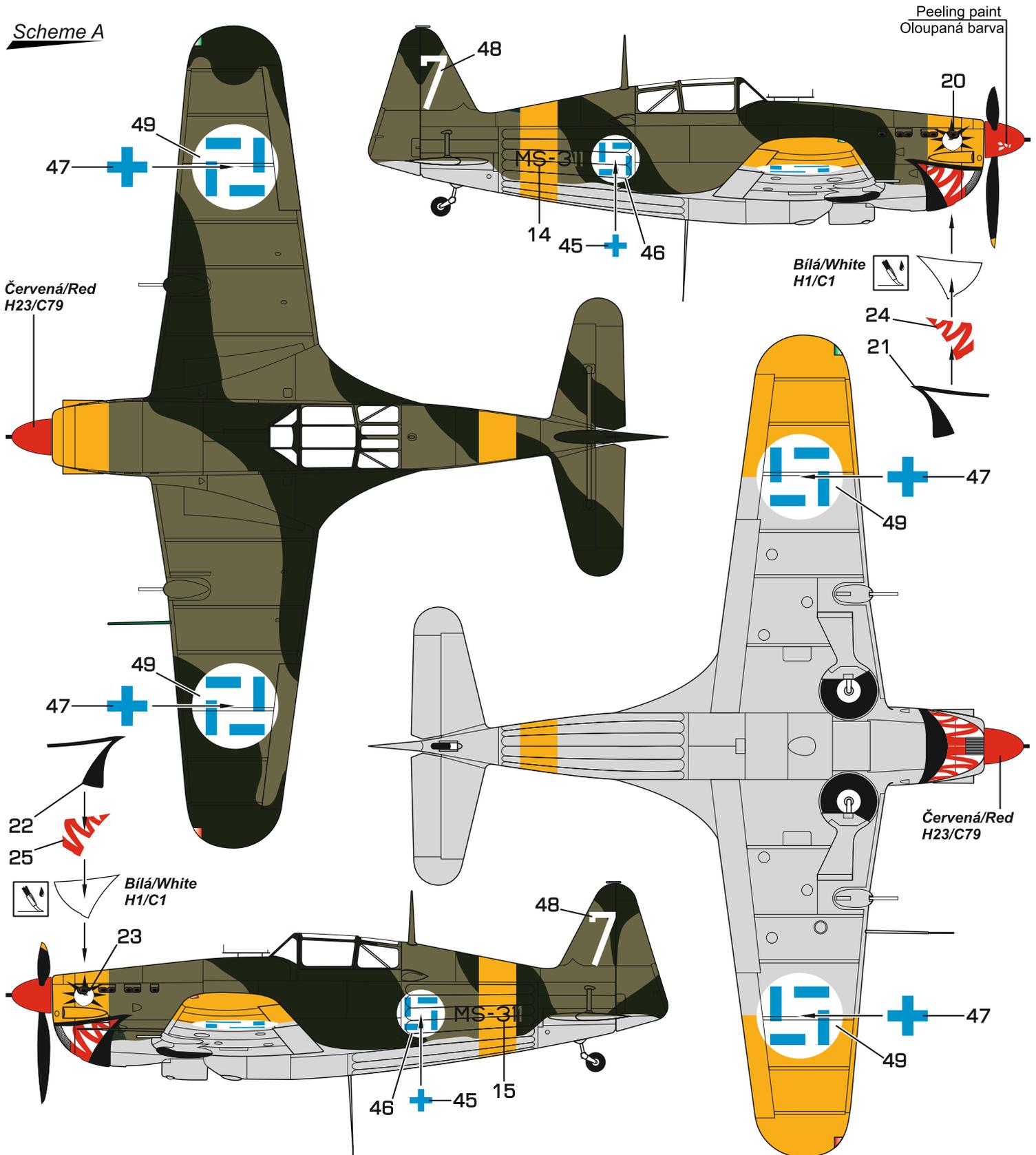




M.S.-406, MS-311, 1/LeLv 14, pilot 2Lt L. Kurten, Tiiksjärvi, June 1943.
 MS-311 was delivered to Finland on February 15, 1940, and served first with the LLv 28, later renamed to LeLv 28. It was involved in several accidents while with this unit. Lieutenant A. Tani scored three times in its cockpit. MS-311 was lost on August 10, 1944, after Sergeant P. Nurminen ejected himself from the plane because of an engine failure.

M.S.-406, MS-311, 1/LeLv 14, pilot 2Lt L. Kurten, Tiiksjärvi, červen 1943.
 Do Finska byl MS-311 dodán 15. února 1940 a nejprve sloužil u LLv 28, později přeřazené na LeLv 28. U této jednotky prodělal několik nehod. V jeho cockpitu třikrát skóroval poručík A. Tani. MS-311 byl ztracen 10. srpna 1944, kdy z něj pro poruchu motoru vyskočil Sgt. P. Nurminen.

Scheme A



Žlutá
 Yellow
 H329/C329, FS13538

Černá
 Black
 H12/C33, FS27038

Olivově zelená
 Olive Green
 H320/C320, FS34096

Světle šedá
 Light Grey
 H325/C325, FS26440

Černá
 Black
 H2/C2

Červená
 Red
 H23/C79

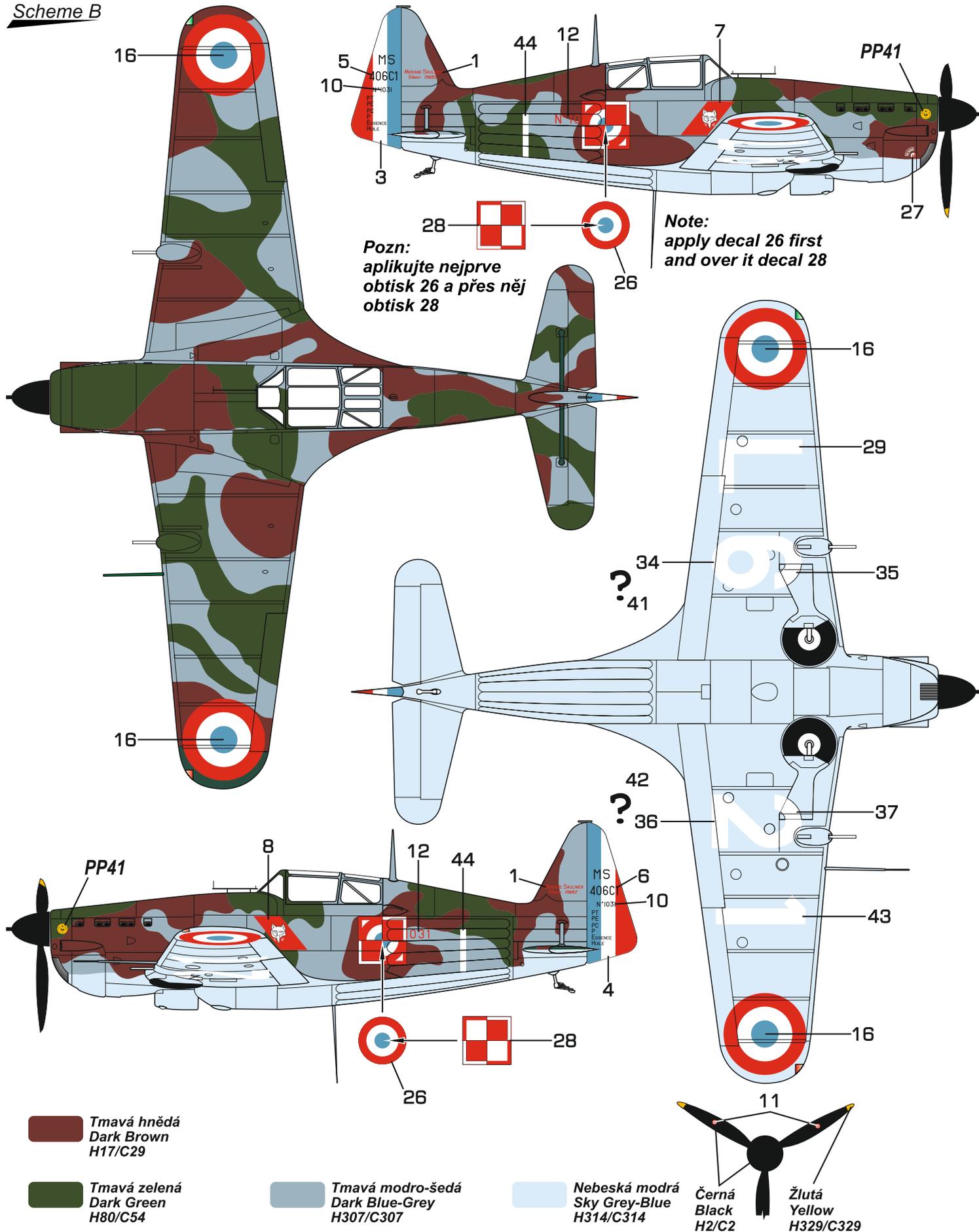
Žlutá
 Yellow
 H329/C329

M.S.-406C.1 No.1031, L 621, GC III/1, pilot Lt. Kazimierz Bursztyn.

In March of 1940, at the airport of Lyon-Bron, the plane had Bronzavia exhausts, but not the fox heads and the identification number 1. On the sides it featured the Polish chessboard through which the French cocarde could be seen. Later pictures from April 1940 from the airport of Rouen-Boos show that the exhausts were removed and the above mentioned identification was added. K. Bursztyn from Poland fell in French service while flying the MS-406 No. 1071 - he was shot down by a Bf 109 on May 25, 1940. He was posthumously awarded the Croix de Guerre avec Palme and the Polish Wałeczných.

Scheme B

M.S.- 406C.1 No.1031, L 621, GC III/1, pilot Lt. Kazimierz Bursztyn. V březnu 1940 na letišti Lyon-Bron letoun měl namontovány výfuky Bronzavia a nenesl kresby liščí hlavy a identifikační číslo 1. Již tehdy nesl na bocích trupu polskou šachovnici, kterou prosvítala francouzská kokarda. Pozdější fotografie z dubna 1940 z letiště Rouen-Boos ukazují, že výfuky byly odmontovány a bylo doplněno výše zmíněné označení. Polák K. Bursztyn padl za Francii v kabině MS.406 No.1071, sestřelen Bf 109 ve vzdušném boji, 25 května 1940. Posmrtně byl vyznamenán Croix de Guerre avec Palme a polským Krzyżem Wałeczných.



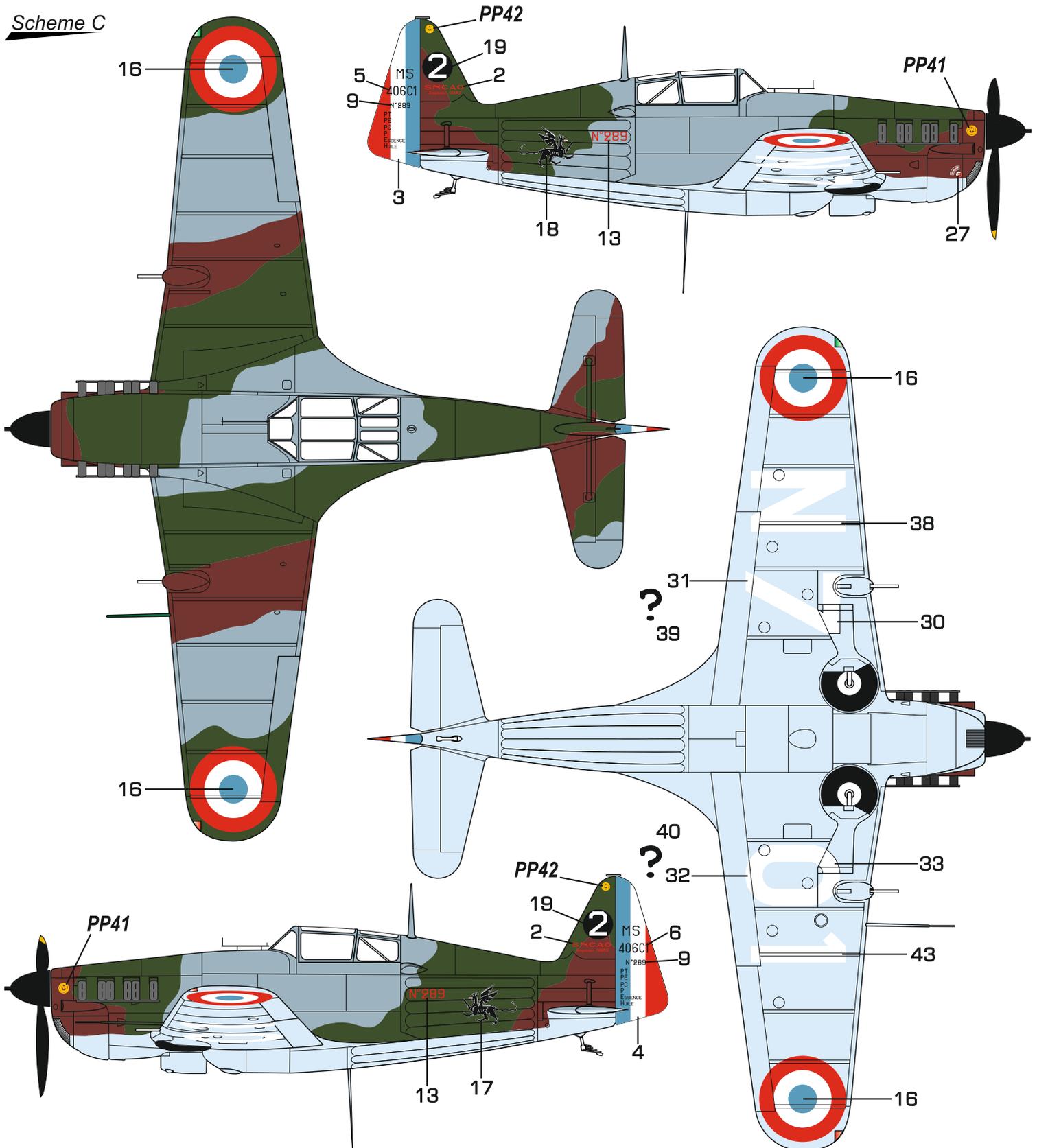
M.S.- 406C.1 No. 289, N701, GC II/2, airport Laon-Chambry, pilot Lt. Henri de Rohan-Chabot.

De Rohan-Chabot died in this plane on May 14, 1940, during a fight against a formation of Dornier Do 17 bombers, after he was hit by defense fire. Before his death, this member of the highest French nobility flew 424 hours and shot down three enemy planes. He was posthumously awarded the Croix de Guerre.

M.S.- 406C.1 No. 289, N701, GC II/2, letiště Laon-Chambry, pilot Lt. Henri de Rohan-Chabot.

Na tomto letounu de Rohan-Chabot zahynul v boji s formací bombardérů Dornier Do 17, zasažen obrannou palbou, 14. května 1940. Do své smrti tento příslušník nejvyšší francouzské šlechty nalétal 424 hodin a dosáhl tří sestřelů. Posmrtně byl vyznamenán Croix de Guerre.

Scheme C



Tmavá hnědá
Dark Brown
H17/C29

Tmavá zelená
Dark Green
H80/C54

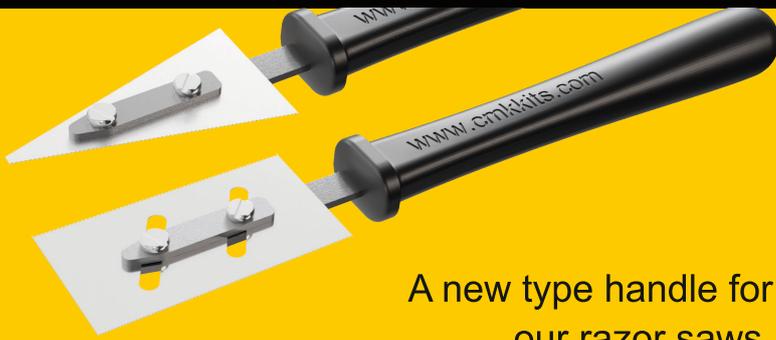
Tmavá modro-šedá
Dark Blue-Grey
H307/C307

Nebeská modrá
Sky Grey-Blue
H314/C314

Černá
Black
H2/C2

Žlutá
Yellow
H329/C329

H1020 Razor Saw Profi Set



H1018
Triangle Razor Saw (1pc)



H1019
Multi-Shift Razor Saw (1pc)

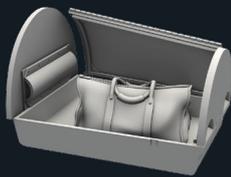


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1/32 DH.82 Tiger Moth

CMK sets for ICM kit



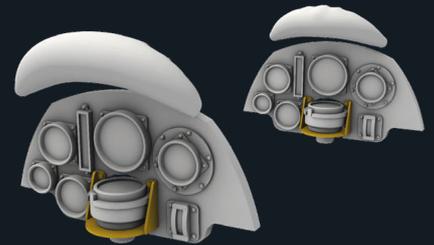
5137
Luggage Box



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

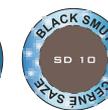
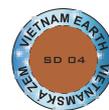
H1006 Very smooth saw (both sides – 42 teeth / 42 teeth) 5 pcs

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

H1010 Razor Saw with Handle



Star Dust
weathering pigments



Best WWII fighters as 1/32 Special Hobby kits

SH32091

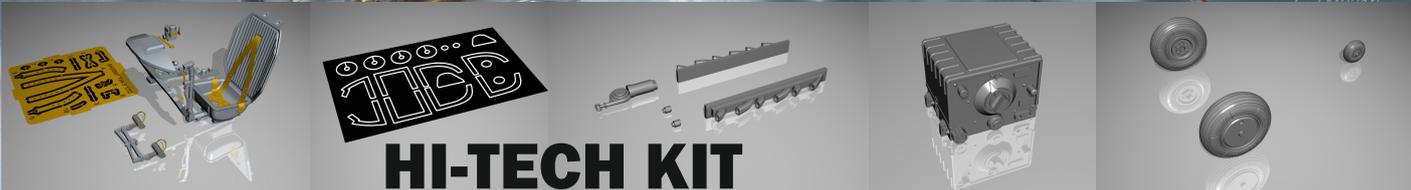


Tempest Mk.V 'Doodle-bug Hunters'

SH32067



Yakovlev Yak-3 Normandie-Niemen



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