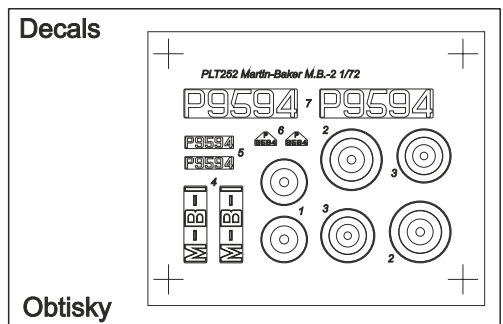
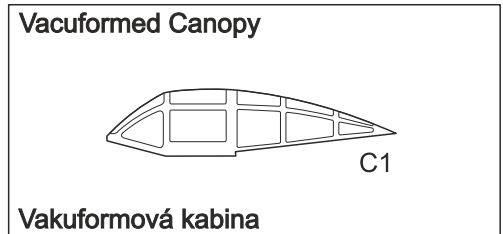
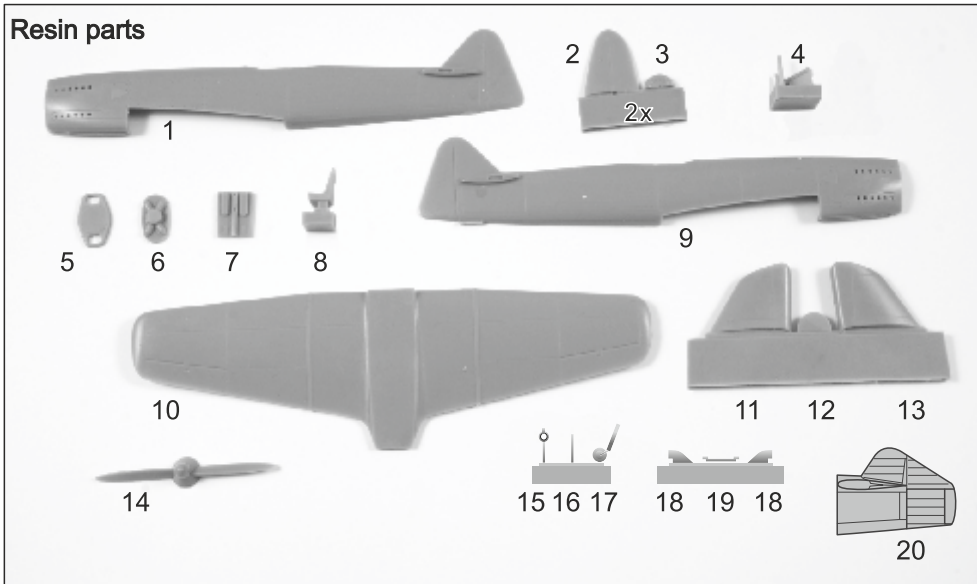


Malá, ve třicátých letech založená firma Martin-Baker měla odvalu a velké plány. Konstruktérská dvojice J. Martin a V. H. Baker se po sportovním a turistickém letounu M.B.1 pustila do vývoje stíhacího dolnoplošníku M.B.2. Navrhla jej na základě specifikací F5/34. Stavbu prototypu financovala sama továrna. Prototyp měl trubkovou konstrukci draku a potah tvořily plechové panely a plátno. Poháněn byl poměrně slabým motorem Napier Dagger III o výkonu 798 hp. Výzbroj tvořilo osm kulometů 7,7 mm v křídle. Zalétán byl 3. srpna 1938. Při prvním vzletu měl trup bez svislé ocasní plochy, s kormidlem za vodorovnou ocasní plochou. To se ukázalo jako nedostatečné, během testů byla plocha 2x zvětšena. I se slabým motorem dosahoval rychlosti 515 km/h. RAF testovala M.B.2 v Martlesham Heath až do roku 1939. I když bylo oceněno technické řešení letounu, RAF ztratila zájem a dala přednost Hurricanu a Spitfiru. Uvažovaná vývojová varianta s motorem Merlin a podvozkiem zatahovaným do gondol pod křídlem zůstala jen na papíře. Martin-Baker zkonstruovala během druhé světové války ještě stíhací prototypy M.B.3 a M.B.5, jedny z nejhezčích a nejmocnějších britských strojů z období druhé světové války. Ani s nimi neprorazila a začala se věnovat vývoji vystřelovacích sedadel. V tomto oboru je špičkou dodnes.

rozpětí: 10,36 m, délka: 10,51 m, max. rychlost: 515 km/h, výzbroj: 8x kulomet 7,7 mm

Martin-Baker was founded in 1930 as a small company but with great courage and plans. After their debut M.B.1 sports and tourism aircraft, designers duo of J. Martin and V. H. Baker started to develop fighter low wing monoplane M.B.2. It was designed upon F5/34 specifications. The prototype manufacture was a private venture of the company. The prototype featured tubular airframe with covering consisting of metal plates and canvas. It was powered by considerably weak Napier Dagger III with 798 Hp output. The armament consisted of eight 7.7 mm fixed machineguns in wing. The prototype took off for the first time on August 3, 1938. During the first flight the aircraft didn't had any dorsal fin with the rudder located behind the horizontal stabilizers. This solution proved to be insufficient and the dorsal fin that was eventually added was two times enlarged during the trials. Even with the weak engine the aircraft reached top speed of 515 kmh. RAF tested M.B.2 in Martlesham Heath until 1939. Even though RAF appreciated the technical solution of this aircraft they eventually lost interest and preferred Hurricane and Spitfire. The proposed version that should be powered by Merlin engine with retractable undercarriage stored in the wing gondolas remained in the project stage. During World War 2 Martin-Baker has also designed fighter prototypes M.B.3 and M.B.5. These were one of the nicest and most powerful British designs of World War 2 period. Even those two prototypes didn't succeed and the company forwarded its efforts to the ejection seats development. They are leaders in this field still today.

Wingspan: 10.36 m, Length: 10.51 m, Max. Speed: 515 kmh, Armament: eight 7.7 mm machinguns.

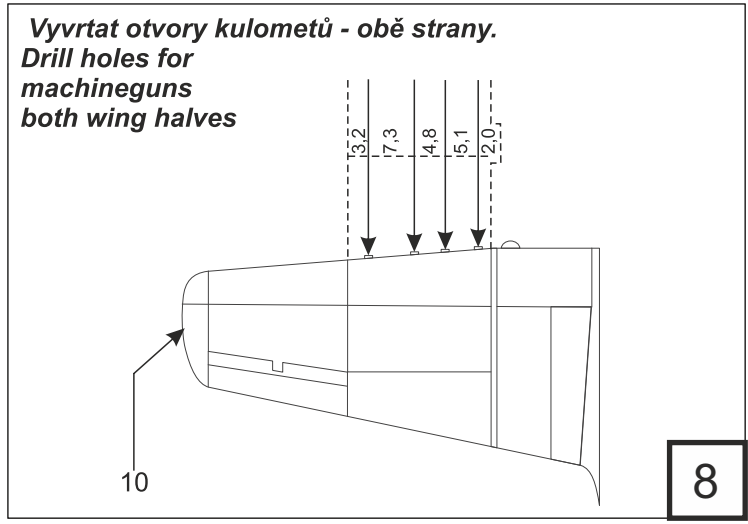
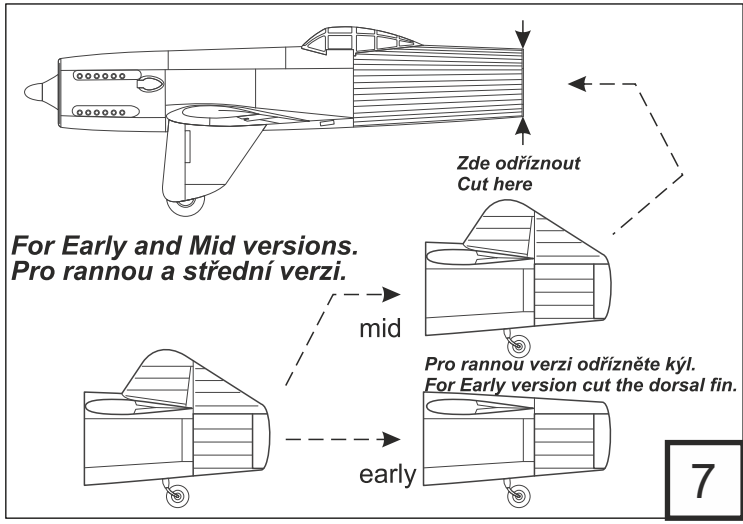
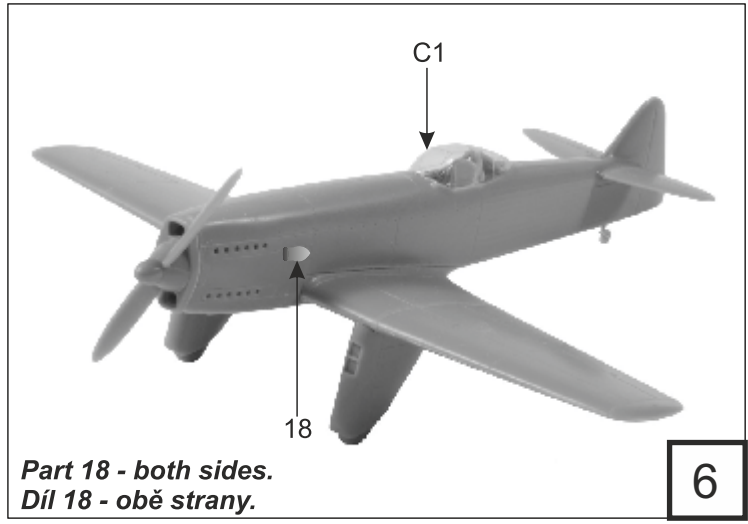
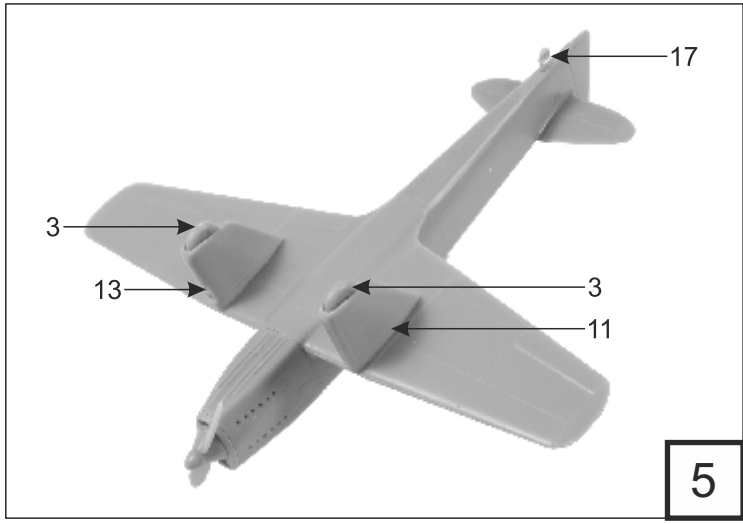
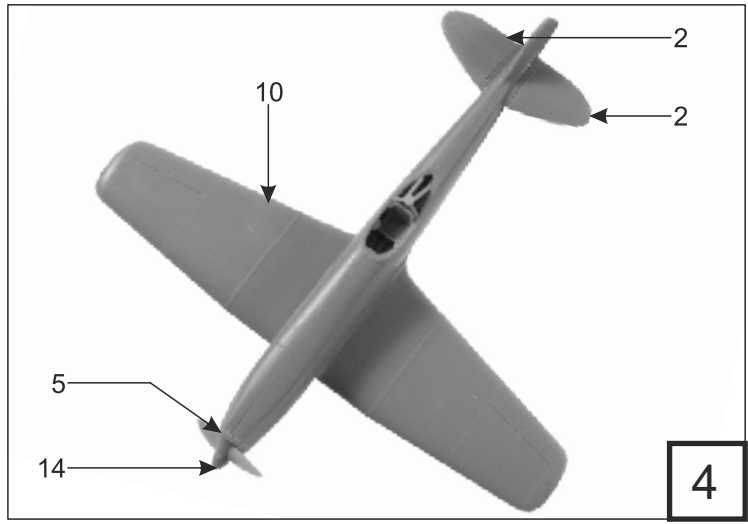
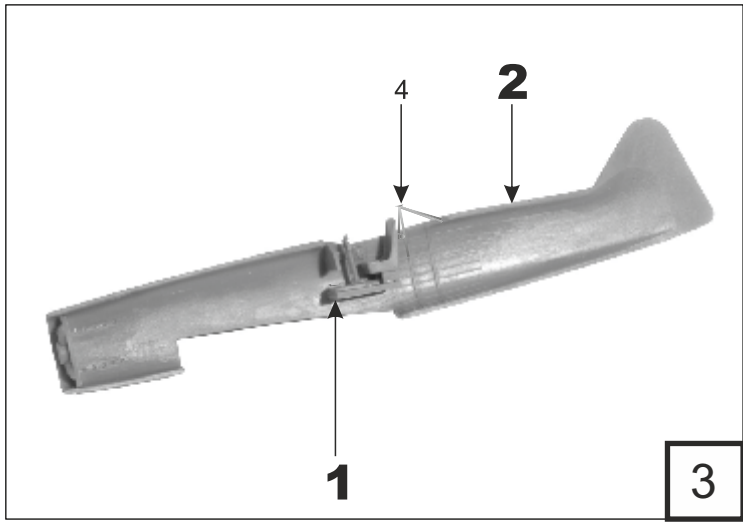
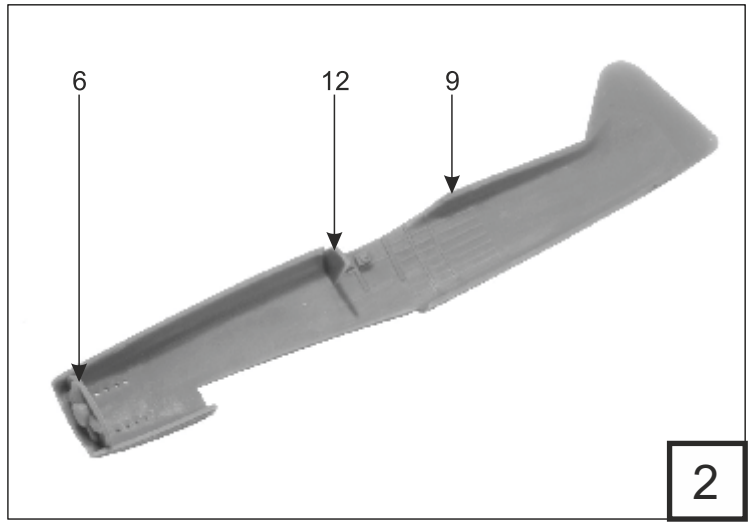
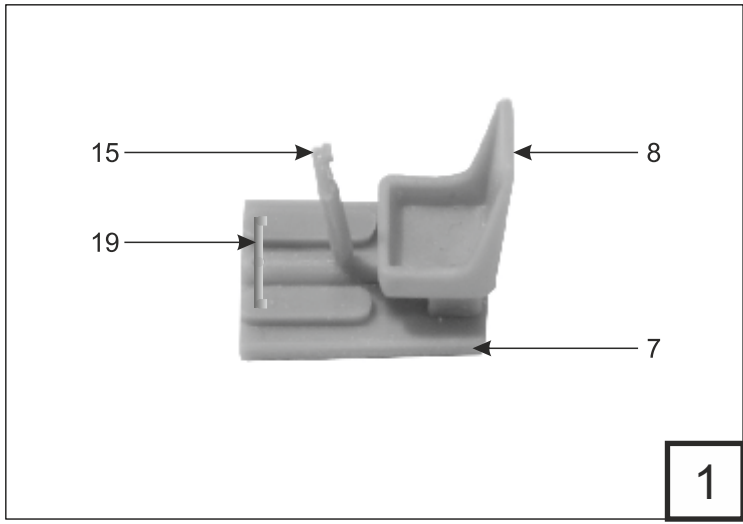


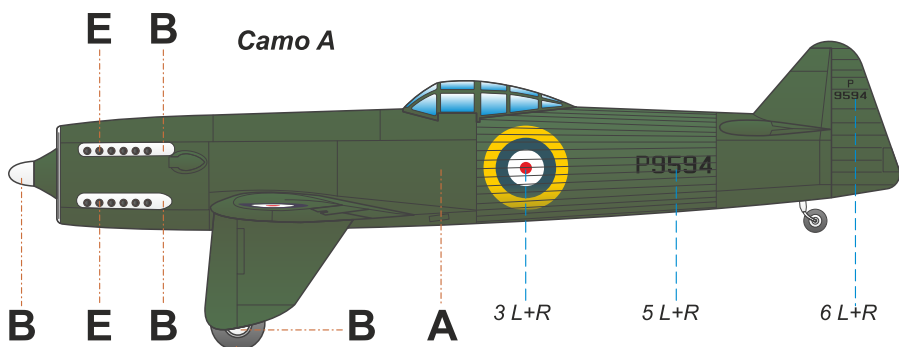
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K lepení použijte kyanoakrylátové lepidlo! Díly ohnuté, popř. pokroucené vlivem teplotních změn a stárnutí materiálu mohou být narovnány do požadovaného tvaru pomocí proudu teplé vody nebo vzduchu (fén na vlasy). Kontaktní plochy doporučujeme před lepením odmastit.

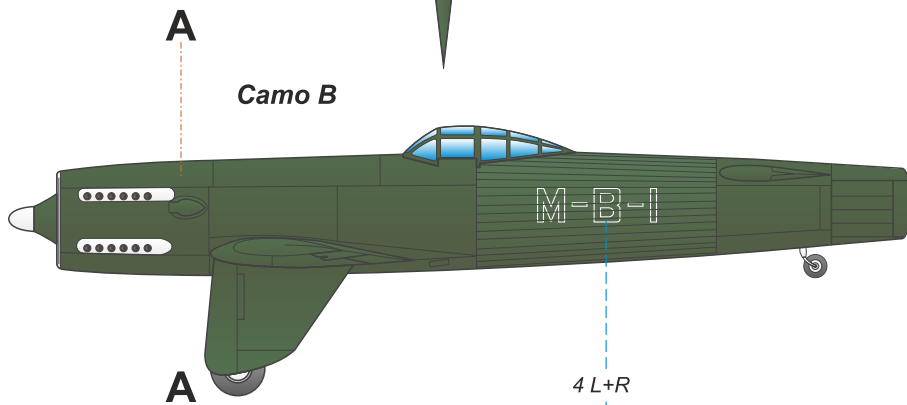
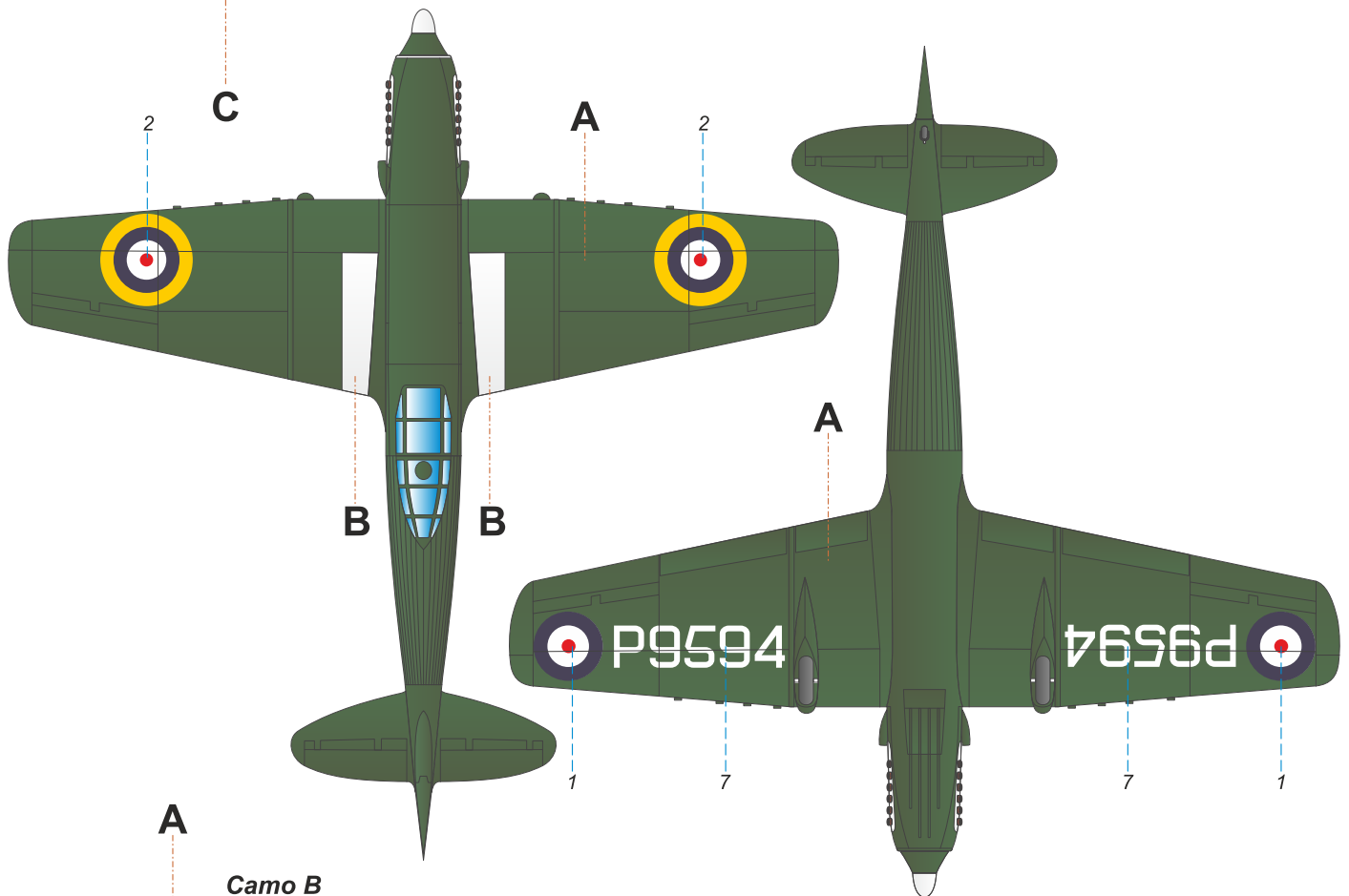
For best glueing results use cyanoacrylate glue! Parts slightly distorted and bended owing to temperature changes or due to material ageing can be straightened to requested shapeby hot water or hot air jet. This process can be repeated till result is entirely satisfactory. Before glueing degreasing is recommended.





Camo A

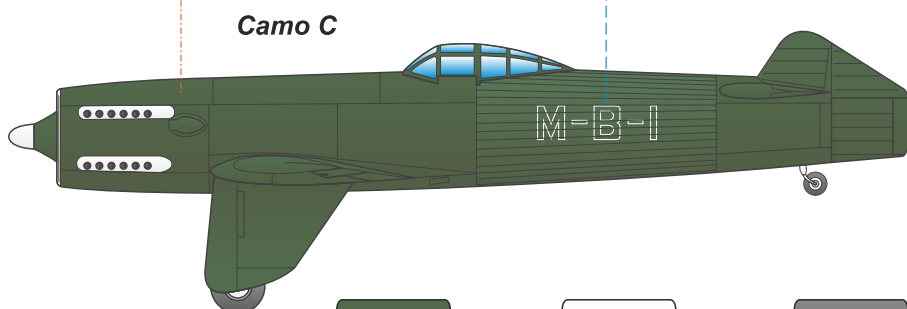
*Martin-Baker M.B.-2 během testů RAF, Martlesham Heath, 1938/39.
Martin-Baker M.B.-2 during trials RAF, Martlesham Heath, 1938/39.*



Camo B

Camo B

*Martin-Baker M.B.-2, podoba při prvním vzletu.
Martin-Baker M.B.-2, as appeared during the first take off.*



Camo C

Camo C

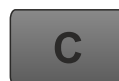
*Martin-Baker M.B.-2 dostal během testů pro potíže se stabilitou nejprve menší kýlovou plochu.
Due to the stability troubles, initially Martin-Baker M.B.-2 got new, smaller dorsal fin.*



Gloss NIVO
Lesklá tm. Zelená NIVO



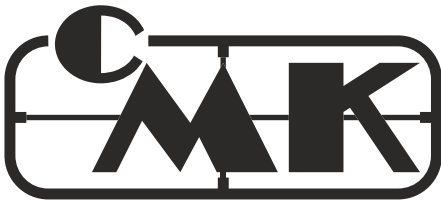
Aluminium
Hliník



Tire Black
Barva pneu

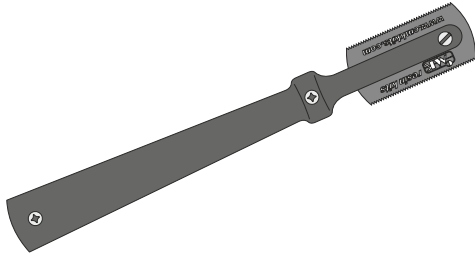


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SD 04 VIETNAM EARTH

SD 05 DARK EARTH

SD 06 DARK DUST

SD 07 LIGHT DUST

SD 08 LIGHT EARTH

SD 09 BRICK DUST

SD 10 BLACK SMUT

SD 11 WHITE

SD 12 BLACK

SD 13 DIRTY WHITE

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MD 53 GOLD

MD 54 ALUMINIUM

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Martin-Baker M.B.5
"British WW II fighter prototype"

Resin kit

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