SW 72035 scale: 1/72





The Gloster Gladiator was the RAF's last biplane fighter.

Gladiator started as a private venture coming from Gloster Gauntlet. The maiden flight took place on 12th September 1934.

In July 1935 the Gladiator was ordered for the RAF to Spec. 14/35, the initial contracts being for 23 planes. Additional 186 planes were ordered in September 1935 and production continued until 1940. It was produced in three major version; Mk.I, Mk.II and the Sea Gladiator.

The Gladiator was also sold abroad before the war, seeing service in many other countries like Latvia, Sweden, Finland, China and others.

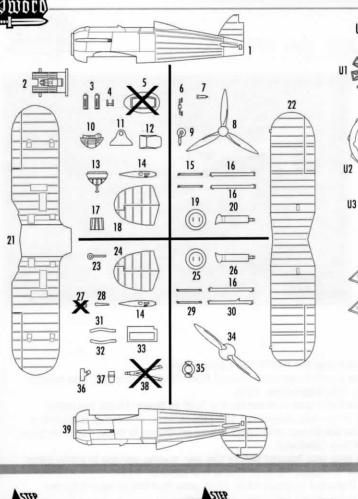
When World War 2 started in September 1939, only four home-based fighter squadrons were still equipped with Gladiators - although another four squadrons were subsequently reformed with Gladiators as temporary equipment. 607th and 615th Squadrons formed part of the Air Component of the BEF, sent to France in November 1939. These two units were just beginning to re-equip with Hurricanes when the Germans attacked on 10 May 1940. The Gladiators suffered heavy losses to the Luftwaffe's modern aircraft and had to be withdrawn to southern England to complete the conversion to Hurricanes.

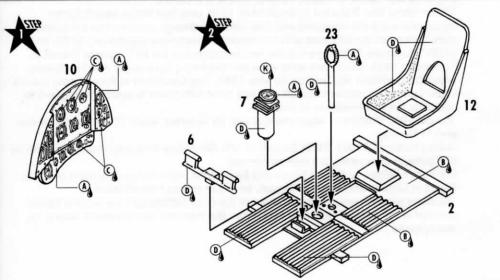
In April 1940 Gladiators were credited with 26 victories, when 263th Squadron was sent to Norway.

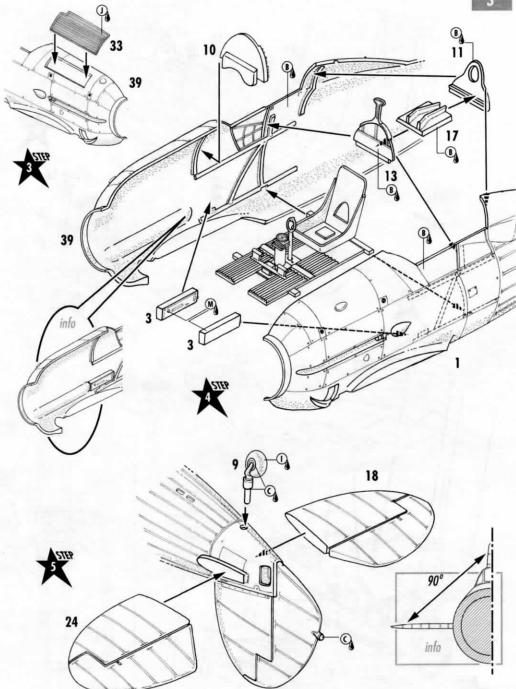
During Battle of Britain, 247th Squadron with Gladiators was responsible for defense of Plamouth dockyards, but saw no combat.

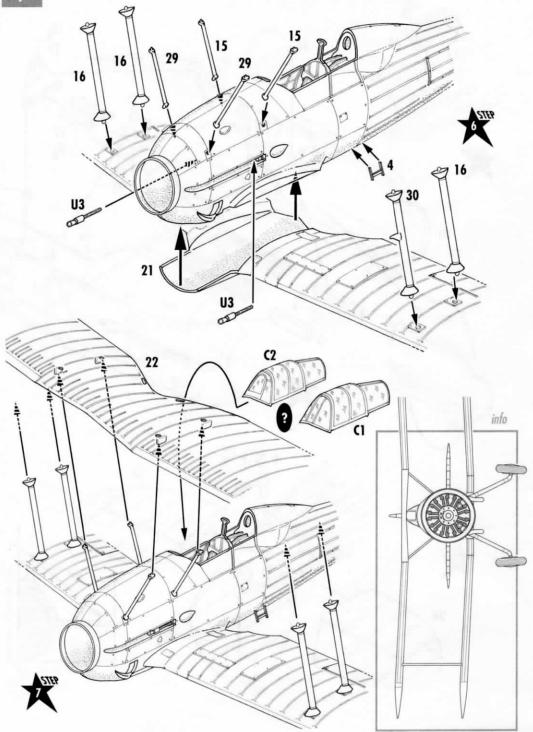
Gladiators helped to defend Egypt and East Africa, were brave defenders of Malta, fought in Greece and Western Desert, flew over frozen Finnish lakes.

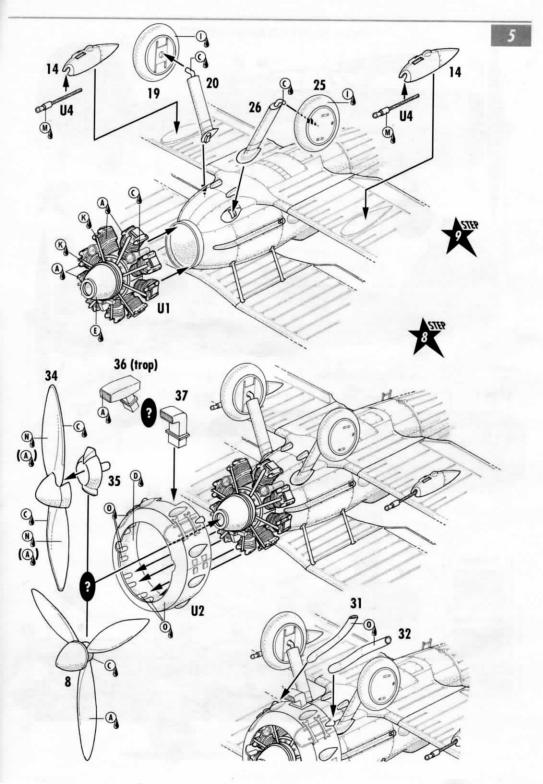
Gloster's private venture development of the Gauntlet brought the biplane fighter concept to the peak of technical perfection. But then sky has started to belong to monoplanes...

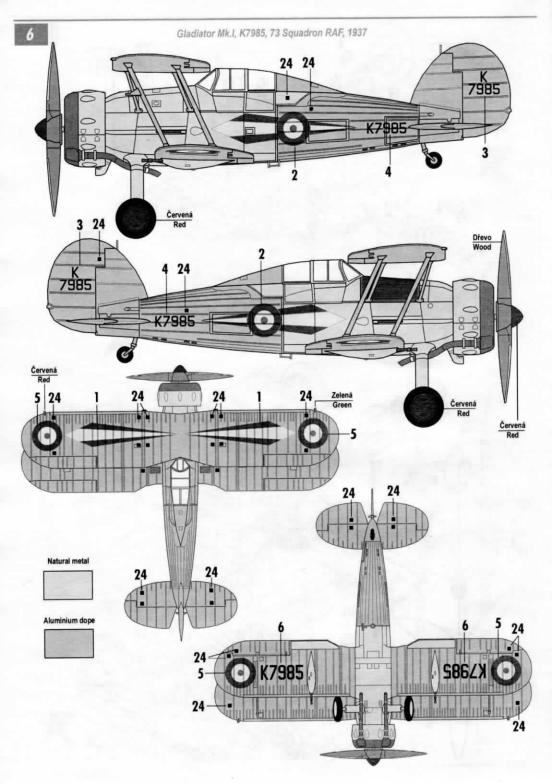


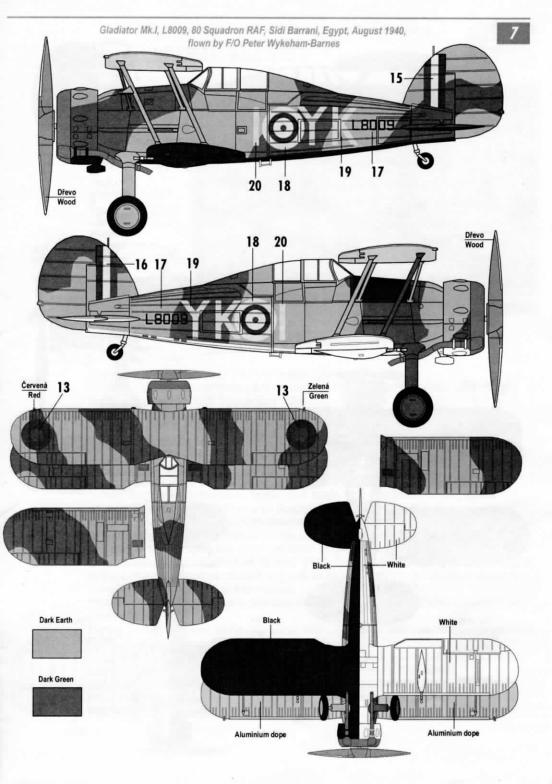


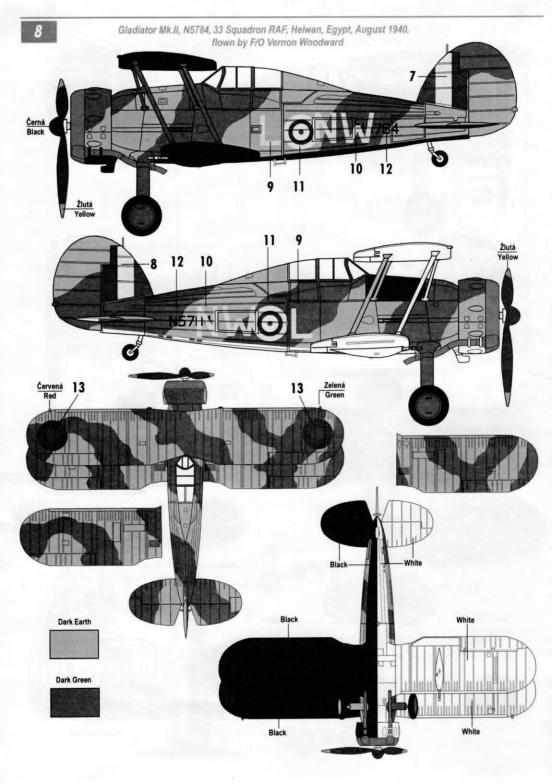


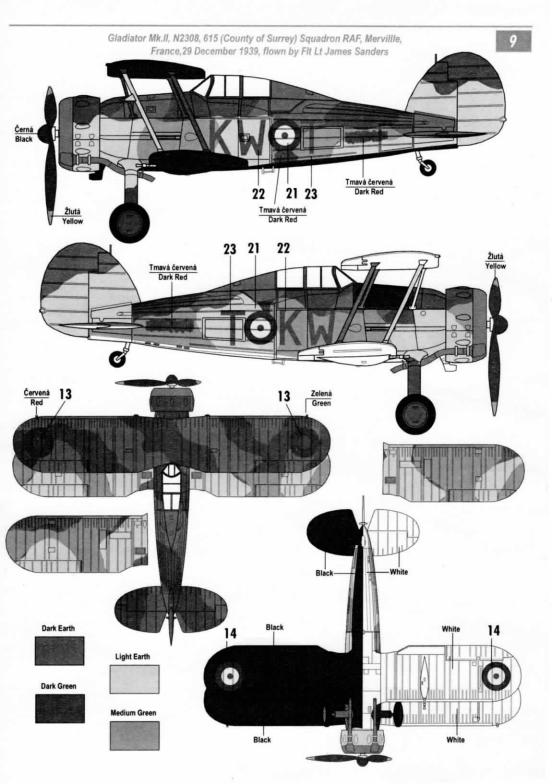


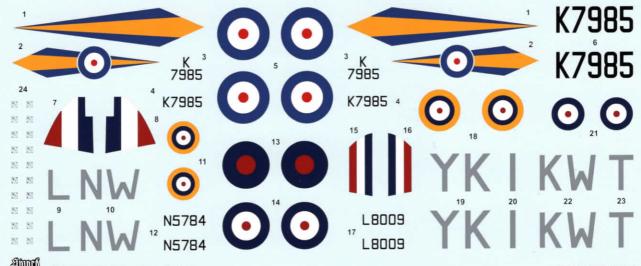












Gloster Gladiator Mk I / Mk II

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