

INFO | Eduard

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Editorial and Graphics - Marketing department, Eduard - Model Accessories, Ltd.



MARCH 2025

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EDITORIAL

Dear Friends,

spring is slowly approaching and with it the start of the new show season. This year, it promises to be very eventful, with three shows lined up for March alone. Next week we will be in Verona, a week later in Bytom and the week after that in Prosek, hosts of the Panthers Cup. In addition to Verona, where we will be in possession of our already announced new items for this month, we will have along something brand new in Poland and in Prosek. In mid-March we will take the Kamikaze Tokkotai Limited Edition kit to the shows, which is already attracting more and more people thanks to an intensive promotional campaign. It didn't look like that even two weeks ago. In the meantime, we released the marking options for the kit and images of the plastic, and lo and behold, the situation changed almost overnight, so at the moment it looks like this Limited Edition item will be an instant hit and will be one of those products that sell out very quickly. After all, what else would we expect from an item with such a name, right?

In Bytom and Prosek we will also have our 1:72nd scale MiG-21bis plastic, which will then have their premiere a month later. For Czechs and Slovaks, the new MiG will have its premiere at Easter in Prostějov, and for foreign customers, including our friend Gabor, a week later in Moson in Hungary. I am sure that Gabor is already sharpening his teeth to chew this kit apart and spit it out, but there will be no Gabaresque issues with the intake this time around. We have remodeled the entire front part of the fuselage, the nose is based on scans of the real thing that flew in East Germany, and we addressed everything we could, even adding missiles and pylons in the process, as well as other, fine details. There are more antennas on this thing than you can shake a stick at. They are terribly tiny little things, but they should cover the entire range of avionics that were used on that aircraft from air force to air force. I would say that this shows the power of freedom and democracy, because it seems that after the dissolution of the Warsaw Pact, every user installed whatever they wanted or could in their aircraft, when the Russians could no longer dictate what client states could and could not do. In our case, it shows how far tooling has advanced and how fine a detail we can achieve in plastic nowadays. And we don't even need to go back to square one with the molds. We probably won't please Gabor, but he will have to accept it. Oh, and someone has already complained that the bis will not be riveted. That has to simply be accepted, too, just as we have done. We would like to give it our current touch in terms of surface treatment, but given that the bis is a continuation of the MiG-21PF, PFM and MF series, which are not riveted to the extent we'd like, it seems stupid to suddenly

change the appearance style in the middle of the release scheme and rivet the three remaining versions. I'm talking about three versions, because we have two more ready, the R and the SMT.

And while we're on the subject of MiG-21s, I think we could begin showing something of the 48th MiG-21F in Prostějov and Moson. We already have all eight molds at advanced states, five of them are already milled, and I assume that in the next two months we will have at least half of the molds completely finished and we will slowly show the resulting plastic. I must admit that I am looking forward to this MiG. Although it was the first mass-produced MiG-21 version, this counterpart in kit form somewhat illogically closes out the MiG-21 development line in our catalog, which we started almost fifteen years ago. The difference in the technology between our first MiG-21MF and now is pretty massive, I would even go so far as to say insane. I almost feel like going back to the MF and retooling it, but I'm afraid that it might just remain a temptation. Although, they do say 'never say never'. Might be a good point of discussion at the E-day Q & A.

And having mentioned E-day, I'll drop a few bits of information on that theme as well. Last week we signed a contract with the Zahrada Cech Exhibition Center in Litoměřice. So there's no turning back and this year's E-day will definitely be at that venue. It's a great venue and the event promises to be awesome. To tell the truth, we have the ambition and desire to make it the best E-day of all time, and to surpass the legendary first E-days in Pilsen and those that were held in the Butovice garages, which more and more people remember with a strong nostalgia. Certain details are still being ironed out. We have resolved the catering, which looks very promising for both the main Saturday program and the Friday evening pre-party. Things look promising with the displays of historical technology. This year, it will probably replace the flight program, which looks like it will not happen this time around. Nevertheless, we are exploring this possibility as well, albeit chances are pretty low at this point. Flight demonstrations could return to the program provided that we extend E-day again to Sunday, making it two days. We will decide whether to do this in the fall, after this year's event and the main argument for the decision whether to extend or not will be dictated by your feedback.

Jindra Sterbacek will return to moderate the Pot Q & A. We are working together on a plan to change the Pot format, intending to make it more dynamic, and involve you, the participants, more with your questions, and I think that the whole thing will be up to date and correspondingly interesting. We will try to get representatives of other companies involved, too. We've run it up the flagpole, and we seem to be getting some salutes. There should be plenty to choose from, and we are already registering increased interest from companies



from the Czech Republic and abroad, and it looks like the participation of model companies will also be record-breaking this year. According to the first responses from modelers, it could be the same with the exhibiting participants. By the way, the main prize in the competition will again be an ultrasonic knife, courtesy of the Annetra company.

E-day has always been largely about new products, especially premieres. This year, the 48th scale MiG-21F-13 will premiere at E-day. You already know that, but we are working on other projects, and if everything goes well, two more kits may premiere at the event. I won't reveal them to you just yet, but I won't keep you waiting until October either. As soon as we are sure that we can finish these projects on time, we will present them before E-day while meeting modelers in Prague and Prostějov.

For now, check the map to see how to get to Litoměřice, check out the city's website for what there is to see in and around it, of which there is plenty, and if possible, arrange a day off for Friday so you don't miss anything. This year's E-day will be worth it!

I won't keep you waiting any longer. I'll just remind you that next week we will publish another episode of our sit-together podcast with Katka Borecka, myself and Kuba Nademlejnský. We have loosened up a bit and the podcast will be a little longer than the last one, but I still believe that you will not be bored. Next week, we are recording another podcast, dedicated to the Limited Edition kit Kamikaze Tokkotai, conceived out of a conversation on the topic of the Kamikaze between an expert and an informed enthusiast. I am the latter, while Honza Bobek is the former. It is of course a serious topic, but I believe that you will enjoy it.

And with that, I wish you all, my friends, a pleasant few hours with this issue of our newsletter.

Happy Modelling,
Vladimir Sulc



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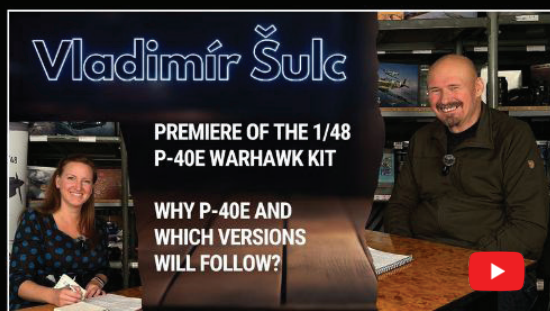


Katka
Borecká

WE HAVE JUST LAUNCHED A NEW YOUTUBE PODCAST CHANNEL

hosted by Katka Borecká!
Her guests will gradually introduce
the new 1/48 scale P-40E model kit
throughout November.

And that's just the beginning! You'll
get to join Katka and her guests on
this platform regularly!



www.youtube.com/@EduardOnAirPodcast

Eduard Modeller's Den

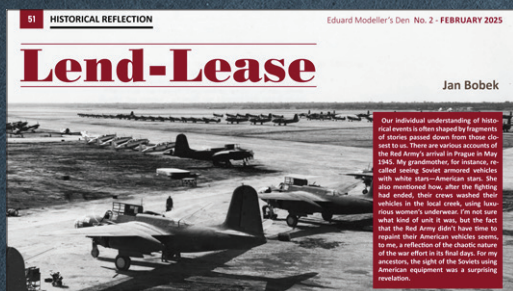
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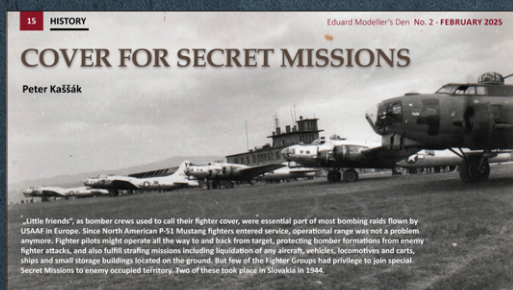
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Lend-Lease

HISTORICAL REFLECTION / by Jan Bobek

"Our individual understanding of historical events is often shaped by fragments of stories passed down from those closest to us. There are various accounts of the Red Army's arrival in Prague in May 1945. My grandmother, for instance, recalled seeing Soviet armored vehicles with white stars—American stars. She also mentioned how, after the fighting had ended, their crews washed their vehicles in the local creek, using luxurious women's underwear. I'm not sure what kind of unit it was, but the fact that the Red Army didn't have time to repaint their American vehicles seems, to me, a reflection of the chaotic nature of the war effort in its final days. For my ancestors, the sight of the Soviets using American equipment was a surprising revelation."



Cover for secret missions

HISTORY / by Peter Kaššák

"Little friends", as bomber crews used to call their fighter cover, were essential part of most bombing raids flown by USAAF in Europe. Since North American P-51 Mustang fighters entered service, operational range was not a problem anymore. Fighter pilots might operate all the way to and back from target, protecting bomber formations from enemy fighter attacks, and also fulfill strafing missions including liquidation of any aircraft, vehicles, locomotives and carts, ships and small storage buildings located on the ground. But few of the Fighter Groups had privilege to join special Secret Missions to enemy occupied territory. Two of these took place in Slovakia in 1944."



A Record Day Ranger Mission

HISTORY / by Marko Jeras

"It was Wednesday, 11. October 1944. The citizens of Zagreb, capital of the Independent State of Croatia, were having a peaceful morning. That changed at 9.55 hours when the first siren for air raid awareness was sounded. The citizens of Zagreb had luck for once, not a single bomb was dropped on Zagreb. But something else was stricken. With a Mosquito sting precision.

The RAF Station Manston in Kent, England, was base of RAF No. 605 Squadron of Air Defence of Great Britain. Equipped with Mosquito fighter-bomber aeroplanes, with primary task of protecting the aerial space of England. But the unit wanted to give more to war effort and started conducting Night Intruder and Day Ranger missions on targets in German Reich and enemy occupied territory. Their target was more than 1000 kilometres away."



Current Japanese Naval Forces

CURRENT AFFAIRS / by Petr Uzsák

"Japan is often associated with modern technology, gastronomy, martial arts, and its traditional imperial system, along with the formal etiquette deeply ingrained in its culture. Military history enthusiasts are likely familiar with the Japanese samurai and the country's air and naval campaigns in the Pacific and Indian Oceans during World War II. However, the contemporary Japanese navy does not enjoy the same level of global recognition."

In the March issue of Eduard Modeller's Den you can read among other things

Luck's a Fortune

HISTORY / by Douglas Norrie

"Fighter pilots rely on a slice of luck to survive the deadly game of aerial combat, and some of them enjoy much more luck than others. Australian Kittyhawk pilot E.P. 'Ted' Oakley was definitely one of the lucky ones. Ted was amongst the hundreds of Australian pilots to serve with distinction in the Middle East during the Second World War. Throughout his time in the Middle East, battle-hardened German fighter aces and anti-aircraft gunners had Ted in their sights on numerous occasions..."



The Lorient Submarine Base

HISTORY / by Vladimír Šulc

"The city of Lorient dates back to the latter half of the 17th century, when in 1664, Jean-Baptiste Colbert, the first minister under King Louis XIV, founded the French East India Company. The rise of fishing and the development of the fish trade at the turn of the 19th and 20th centuries led to the construction of a modern fishing port on Cape Kéroman in 1920. After the defeat in the Battle of France in June, 1940, the victorious Germans began construction of a submarine base in its place. The first German submarine, U-30, sailed into Lorient on July 7th, 1940, and the last, U-155, departed on September 9th, 1944. In total, 203 different German submarines and two Japanese submarines passed through the submarine base at Lorient during World War II. The monumental concrete submarine docks still stand in Lorient today."



Flying Knights in Australia

On the box art by Adam Tooby, two aircraft from the 9th Fighter Squadron, 49th Fighter Group are depicted flying over northern Australia. Capt. Ben S. Irvin is piloting "The Rebel", while Lt. Robert Harry Vaught is flying "Bob's Robin". "Bitchin' Ben" Irvin was a veteran of the battles in the Philippines and Java.

Text: Jan Bobek

The 49th Fighter Group was one of the most significant fighter units of the U.S. Army Air Forces in the Pacific Theater. Its airmen achieved 664 victories while flying P-40s, P-38s, and P-47s over Australia, New Guinea, and the Philippines. Among its top aces were "Dick" Bong, the most successful American fighter pilot of World War II, with 40 victories, and "Jerry" Johnson, with 22 victories. Both flew P-38 Lightnings as part of the 9th Fighter Squadron, known as the "Flying Knights," continuing the legacy of their predecessors, who first took off against the enemy in March 1942 in Curtiss P-40E Warhawks. Their early missions were anything but easy.

From USA to Australia

This fighter unit was established in June 1940 in the United States as the 49th Pursuit Group (Interceptor). At that time, only its Headquarters and Headquarters Squadron existed. In December, the 7th, 8th, and 9th Pursuit Squadrons were assigned to the group as its fighter squadrons. The unit was officially activated in January 1941, with a cadre of pilots, some with prior experience, drawn from the 31st Pursuit Group, a unit that had itself been in existence for only a year. The 49th PG was initially equipped with outdated P-35 aircraft, which its airmen used for training at the unit level and during military exercises.

After the Japanese attack on the United States in December 1941, Maj. P. B. Wurthsmith, a pilot who had earned his air badge in 1928 and had seen combat against the Japanese in the Philippines with the 17th PG, was appointed commander of the 49th PG. On Christmas Day, his newly assigned unit learned that it would be deployed to the Pacific. More than 1,100 of its members departed in a convoy from San Francisco to Melbourne, Australia, on January 11, 1942. They arrived safely at their destination on February 1, 1942, making the 49th PG the first unit of the U.S. Army Air Corps to reach a combat zone after Japan declared war.

From the outset, the 49th Pursuit Group (PG) was stationed at three different bases and

was joined by Capt. Boyd "Buzz" Wagner of the 17th Pursuit Squadron (PS), who had become the first fighter ace of the U.S. Army Air Corps during the battles over the Philippines in December.

Each squadron was equipped with 25 P-40E Warhawks, requiring pilots to transition to new aircraft. Only after arriving at Australian bases did they begin to familiarize themselves with the Warhawk. Due to the engine's characteristics, taxiing proved challenging, leading to numerous incidents, with several dozen aircraft sustaining minor or major damage in crashes.

At the time, there was growing concern in Australia over the Japanese advance on New

Guinea, particularly toward the strategic Port Moresby base, as well as the potential for a Japanese landing on the Australian mainland. These fears intensified after the Japanese carrier raid on Darwin on February 19, 1942, launched from the carriers Akagi, Hiryū, Sōryū, and Kaga. This attack, the first and largest air raid on Australian territory during World War II, is often referred to as "Australia's Pearl Harbor."

The defenders mistakenly identified the incoming Japanese attackers as a formation of P-40s from the 33rd Pursuit Squadron, which had been forced to turn back from an attempted transfer to Java due to bad weather.

Having learned from the Pearl Harbor raid, the Japanese airmen did not focus solely on attacking vessels but also targeted land infrastructure. The first raid was soon followed by a second, carried out by 54 twin-engine naval bombers from bases in Indonesia, which concentrated on airfields and other key facilities.

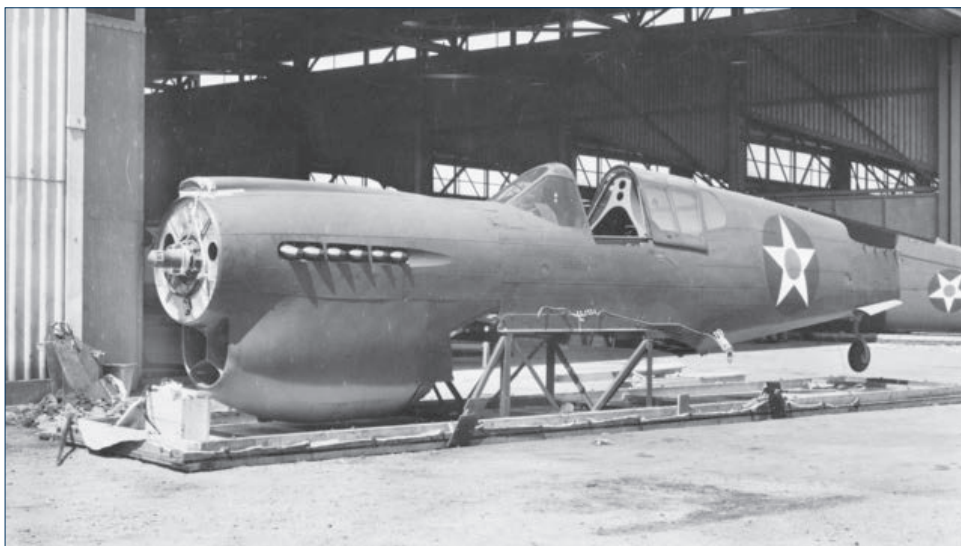
Despite losing four aircraft, the Japanese forces managed to sink 10 Allied ships, including the destroyer USS Peary, destroy 23 aircraft, devastate both military and civilian infrastructure in Darwin, and ensure an unopposed landing on Timor.

Horn Island and the 7th Pursuit Squadron Interlude

In early March 1942, Maj. Wurthsmith asked Lt. Morrissey, commander of the 7th Pursuit Squadron (PS), whether he had enough experienced pilots to form a detachment for deployment to Horn Island, located in the Torres Strait between northern Queensland, Australia, and Papua New Guinea. Morrissey assembled a group of twelve airmen, who departed for the island immediately. However, only nine pilots reached their destination—arriving without ground personnel or essential equipment.

On March 14, 1942, eight G4M Betty bombers, accompanied by twelve A6M2 Zero Model 21 fighters, launched an air raid on this base. All the aircraft belonged to the 4th Kōkūtai. While the bombers, led by Lt. Shigeo Yamagata, took off from Rabaul, their fighter escort, under the command of Lt. Shirō Kawai, departed from the recently captured Lae airbase in New Guinea. Lt. Morrissey received an advance warning of the approaching attack and managed to get his pilots into the air in time.

The Betty bomber crews dropped their payload on the base undisturbed and with precision from an altitude of 7,000 meters (23,000 feet). Ten minutes later, a "Hurricane" fighter attacked the formation, and the bombers' gunners claimed to have shot it down. The American aircraft was likely piloted by 2nd Lt. Harold J. Martin, who was later credited with shooting down one of the bombers.



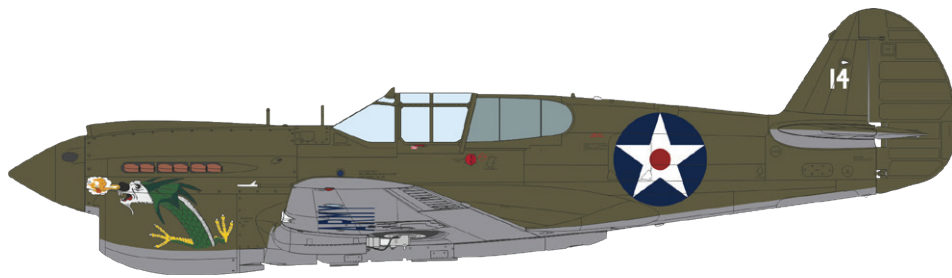
Archerfield, Queensland, Australia, early 1942. Uncrating a United States Army Air Corps P-40E aircraft (AC-5336) for one of American Pursuit Groups. Photo: Australian War Memorial



Assembling a United States Army Air Corps P40E aircraft at Archerfield, Queensland, Australia. Photo: Australian War Memorial



Part of the P-40 Kittyhawk aircraft at the crash site on the slopes of Mount Imlay. The Warhawk belonged to 49th PG. Another Kittyhawk from the same Squadron crashed at Wonboyn on the same day. Both pilots, 2nd Lieutenant John Musial and Neal Takala were both killed. On March 28, 1942, Takala and three other pilots was on a routine training exercise from Fairbairn Airbase to the Snowy Mountains, but encountered dense fog over the coast near Eden. Two surviving pilots Lts. Namola and Fielder were later to lose their lives also, in the defence of Darwin, on 16 and 23 June 1942. Photo: Australian War Memorial



41-5509, 1Lt. Joseph J. Kruzel, 17th PS (Provisional), 4th CG, Java, February 1942

Joseph John Kruzel was born on February 17, 1918, in Pennsylvania. He entered the Air Force in May 1940 and was assigned to the 2nd Observation Squadron in the Philippines in December of that year. He was then transferred to the 17th PS in September 1941. After the Japanese attack on Pearl Harbor and the invasion of the Philippines, the 17th PS moved to Australia and Kruzel subsequently took part in the fighting in the Dutch East Indies. He achieved his first kill on February 17, 1942, when he shot down a Ki-27 over Palembang. This was followed by two A6M kills on February 19 and 20. In March he joined the 9th FS in Australia, where his wingman was George Preddy. He served with the unit until his return home in December 1942. In November 1943, he moved with the 361st FG to England to Bottisham Base, where the group received its P-47Ds. In Europe, Kruzel achieved three more kills plus one shared. This brought his total to 6.5 kills and one damaged aircraft. He returned to the US in January 1945 and held a number of important positions postwar, achieving the rank of Major General. He retired on August 1, 1970 and died on July 10, 2002 at the age of 84. His P-40 from when he was still with the 17th PS sported the drawing of a dragon breathing fire on both sides of the nose. A similar drawing then adorned another P-40E that Kruzel used in Australia. This one, however, was camouflaged in British colors, and Kruzel's flight was named "Dragon Flight" after it.

The raid resulted in the destruction of one twin-engine Hudson aircraft, damage to another, and inflicted significant damage to buildings, tents, a water tank, and vehicles. On their return flight, the bomber crews strafed an Allied vessel.

The Japanese fighter escorts kept most of the American pilots engaged and claimed eight aircraft shot down. Among the Japanese pilots was Hiroyoshi Nishizawa, who would later become the most successful Japanese naval fighter pilot of the war. However, only four American aircraft sustained damage and the only complete loss was a P-40 whose pilot lost his bearings and had to bail out. He was later rescued by two young Aboriginal Australians.

During the battle, the Americans claimed four Zeros shot down. Among the Japanese casualties was Lt. (jg) Nobuhiro Iwasaki, whose aircraft was later recovered, allowing Allied intelligence to gather valuable information, particularly from component nameplates. Iwasaki's likely victor was Lt. Morrissey, who fired on the enemy from a distance of 200 yards. One of Iwasaki's wingmen during the engagement was Nishizawa.

The second Japanese pilot shot down was PO1c Genkichi Oishi. In his case, there is no doubt about his victor. Lt. A. T. House attacked a Zero that was attempting to get behind Morrissey. However, when House tried to fire, his machine guns malfunctioned, and not a single shot was fired.

Thinking quickly, he decided to ram the Zero by striking its fuselage with the right wingtip of his aircraft, killing Oishi in the cockpit. The P-40 then entered uncontrollable, erratic maneuvers, but House managed to regain control at 4,000 feet and successfully landed back at the base at high speed, without deploying flaps.

For this daring action, he was rightfully

awarded the Distinguished Service Cross. Shortly after this battle, the 7th Pursuit Squadron was withdrawn from Horn Island, and House soon found himself in the hospital—but not due to combat. While on leave in Sydney, a taxi driver ran over his foot. Well, as the saying goes, those destined to hang will never drown.

The Threat of Invasion

Concerns about a potential Japanese invasion of Australia grew even more in early March 1942. On March 3, Broome Airfield in Western Australia was attacked by nine Zeros from the 3rd Kōkūtai. The Japanese airmen strafed the base and its surroundings, killing nearly 90 soldiers and civilians and destroying 23 aircraft.

While returning to Koepang, three Zero pilots spotted a Dutch DC-3 transport aircraft. Because it was camouflaged, they assumed it was a legitimate target and opened fire, hitting

the fuselage, right wing, and right engine. The aircraft went into a spin, but to the Japanese pilots' surprise, the pilot managed to recover just above the ground and successfully executed an emergency landing. That pilot was Ivan Smirnov, a Russian fighter ace from World War I. Later that day, eight more Zeros from the same unit attacked Wyndham Base, destroying one aircraft and damaging several buildings.

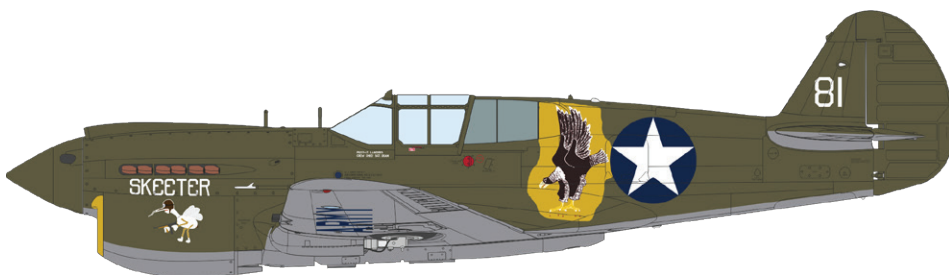
The very next day, on March 4, 1942, nine Zeros from the 3rd Kōkūtai attacked the RAAF base in Darwin. They successfully destroyed one Hudson bomber and damaged several buildings. All Japanese aircraft returned safely to base, although three sustained minor damage from anti-aircraft fire.

At the time, the main Allied focus was on the battle for Java, leaving Australian bases temporarily unprotected. With the urgent need to secure fighter defenses for Port Moresby in New Guinea, the American military allocated 25 P-40 Warhawks to form No. 75 Squadron RAAF, which was officially established on March 4. The squadron relocated to Port Moresby on March 21, where its commander, "Old John" Jackson, faced extreme challenges. Despite the harsh conditions, he successfully led and motivated his pilots, transforming them from a group of inexperienced rookies into formidable challengers against the battle-hardened Japanese Navy pilots.

By April, Allied fighter strength in the Port Moresby area was bolstered with the arrival of American Airacobras. Additionally, No. 76 Squadron RAAF at Archerfield and No. 77 Squadron RAAF at Pearce, Western Australia, were gradually equipped with P-40E Warhawks.

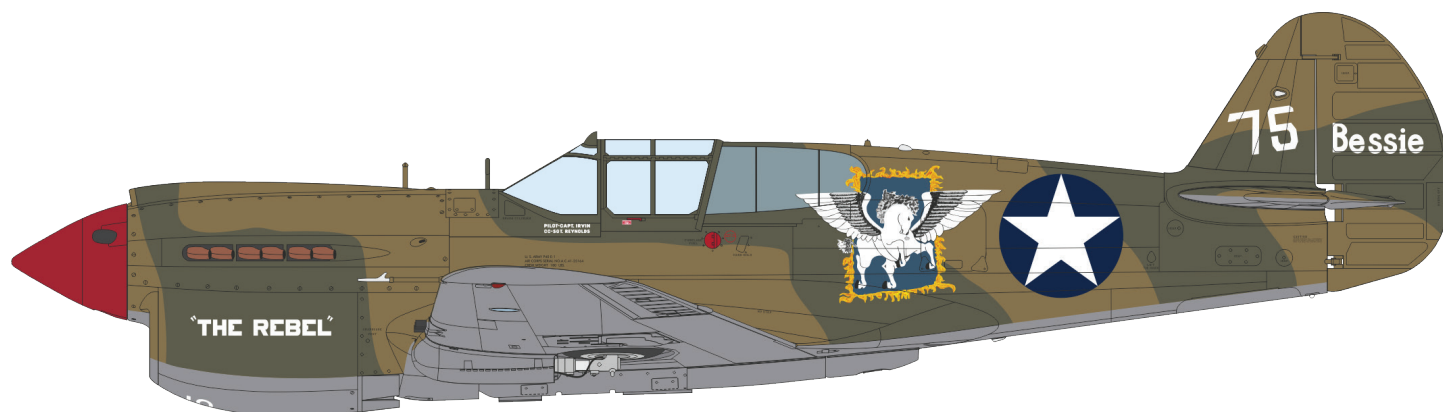
9th Pursuit Squadron Deploys to Darwin

Immediately after the Japanese attacks in Western Australia, the American 9th Pursuit



41-5647, 1Lt. John Landers, 9th FS, 49th FG, Darwin, Australia, 1942

John Dave Landers was one of the fighter pilots who achieved victories in two different theatres of war during WW II. He scored his first six kills in the Pacific and added the rest to his total of 14.5 kills in Europe. Born in Oklahoma on August 23, 1920, he moved to Texas at the age of eighteen. He entered the Army Air Cadet program in April 1941, was commissioned as a First Lieutenant on December 12 and shipped to Australia as early as January 1942. He joined the 9th FS/49th FG after delivering one P-40E to Darwin on April 3. He scored two kills the very next day, then added two more victories on June 14 and July 30 before taking off on December 26 for his last combat flight in the Pacific. That day he firstly scored two kills, then was shot down over New Guinea and had to find his way through the jungle. In February 1943 he returned to the USA and was sent on his second operational tour, this time in Europe (where he later completed a third tour as well). The first of Landers' P-40s is portrayed here. On the left side of the fuselage behind the cockpit, it bore a drawing of a hawk in a yellow field, as a mark of affiliation with the Andy Reynolds Flight, who was the first to use this decoration. The decals provide the Hawk in black and dark brown version, as it is not sure which color was used. On the nose, Skeeter inscription and the drawing of a mosquito holding a machine gun were painted. It is not sure the mosquito was painted on the starboard side as well.



P-40E-1, 41-25164, Capt. Ben S. Irvin, 9th FS, 49th FG, Darwin, Australia, 1942

Squadron (PS), under the command of Capt. James C. Selman, was assigned the task of defending Darwin. The ground personnel and technical equipment were transported by land from Melbourne, while 25 pilots began the 2,000-mile journey in their aircraft over unfamiliar terrain, departing in succession on March 8.

Severe storms and technical issues delayed their arrival, and it took two weeks for the first pilots to reach their destination. However, Darwin Base was too heavily damaged to be a viable operational hub, so the Americans relocated to the more southerly Batchelor Field. By the end of the month, 21 of the original 25 aircraft and their pilots had successfully completed the journey and assembled at the new airfield.

At this time, the 9th PS was reinforced with experienced pilots who had already seen combat against the Japanese. Lt. Joseph J. Kruzel had three confirmed victories, Lt. Ben S. Irvin had shot down a bomber and a Zero, and Lt. Andrew J. Reynolds had three Zero kills and a shared victory over a twin-engine aircraft, which he identified as a "Me 110."

The First Air Battles

The 7th Pursuit Squadron achieved its first aerial victory on March 22, 1942. A Japanese formation from the 3rd Kōkūtai consisted of a C5M Babs reconnaissance aircraft, escorted by three A6M2 Zero Type21s. After completing its mission, the reconnaissance aircraft separated from its escort, a fatal mistake. The Americans, flying at 20,000 feet, spotted the lone aircraft 1,000 feet below and gave it no chance.

The attack was carried out by 2nd Lt. Clyde L. Harvey, Jr. and 1st Lt. Stephen Poleschuk. Under their combined fire, the C5M Babs crashed southwest of Bathurst Island, killing both crew members, P01c Shigiki Mori and P01c Shinobu Nagasawa. This victory, credited to Poleschuk, marked the first confirmed aerial kill for the 9th Pursuit Squadron.

The 9th Pursuit Squadron achieved its first victory against enemy bombers on March 28, 1942, during a raid by seven G4M Betty bombers from the Takao Kōkūtai. The bomber formation flew without escort and successfully hit the runway at Darwin Airfield from an al-

titude of 18,000 feet, damaging one aircraft. The Japanese crews claimed to have shot down three P-40s, but in reality, none were lost. However, one Japanese bomber, commanded by Ensign Taketoshi Asahiro, was shot down, and the entire crew perished.

On the American side, 2nd Lt. Clyde L. Harvey, Jr., 1st Lt. William D. Sells, and 1st Lt. Robert Harry Vaught each scored confirmed kills, while 1st Lt. Stephen Poleschuk was credited with a probable victory.

In the next raid, which took place on March 30, the Japanese launched their attack with fighter escort. This time, seven G4M Betty bombers from the Takao Kōkūtai were accompanied by twelve Zeros from the 3rd Kōkūtai.

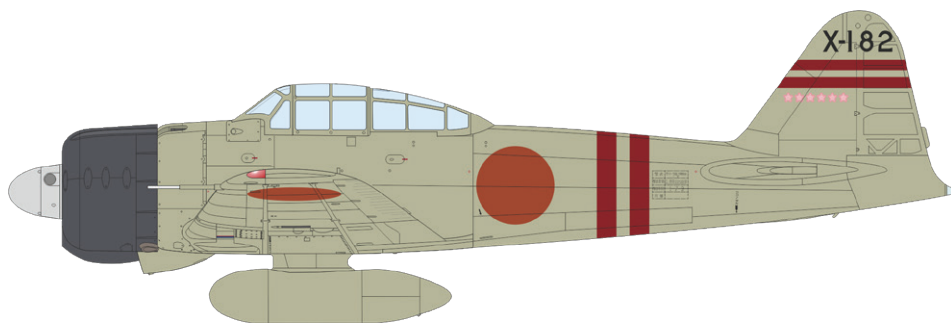
The bombing raid caused minimal damage in Darwin, but the fighter escorts effectively protected the bombers. The Japanese pilots claimed to have shot down six P-40s and probably destroyed two more, but in reality, only two P-40s were damaged. Lt. McComsey was forced to bail out of a third aircraft.

April Air Raids

During the April 2, 1942, raid on Darwin, the 9th Pursuit Squadron (PS) pilots were unable to inflict any damage on the attackers. However, two days later, the situation changed. On April 4, six G4M Betty bombers from the Takao Kōkūtai, escorted by six Zeros from the 3rd Kōkūtai, launched an air raid targeting both the RAAF base and the civilian airfield.

At the time, two separate American formations were airborne, each consisting of seven P-40 Warhawks. However, only one of the groups managed to engage the Japanese forces.

During the April 4 raid, one G4M Betty bomber was shot down by anti-aircraft defenses, while two others fell victim to American fighters—resulting in the loss of all crew members. The remaining bombers managed to return to base, though all sustained various degrees of damage. The airmen of the 9th Pursuit Squadron reported a total of eight kills. The confirmed victories were as follows: 2nd Lt. Grover



A6M2 Zero Type 21, Lt. Zenjirō Miyano, 3. Kōkūtai, Poeleti airfield, Timor, March 1942

This aircraft, manufactured by Mitsubishi, was photographed in April 1942 in Rabaul with partially repainted markings that originally belonged to Lieutenant Miyano. The bands and stripes may have been in dark blue or black color. Zenjirō Miyano served from 1939 with the 12th Kōkūtai in China and was appointed as a Buntaichō with the 3rd Kōkūtai in October 1941. He participated in the campaigns in the Philippines and the Dutch East Indies. During a raid on Broome, Australia, on March 3, 1942, Miyano attacked a Dutch civil DC-3. The pilot was Capt. Ivan Smirnoff, a World War I Russian fighter ace, despite one engine on fire, he managed to make an emergency landing, but the Zero pilots killed four passengers on the ground. In April 1942 Miyano was transferred to the 6th Kōkūtai, which was to be based at Midway. Part of his unit was on the way to Midway aboard the carrier Jun'yō, which participated in the attack against Dutch Harbor in the Aleutians. Miyano also participated in the raid. His unit was based at Rabaul from August 1942 and was redesignated Kōkūtai 204 in November. From March 1943 Miyano took position of Hikōtaichō. He was a combat tactics innovator and was the first to introduce the finger-four formation in Japanese naval aviation. Miyano achieved a total of 16 victories and was killed on June 16, 1943, over Guadalcanal during escort of dive bombers.

J. Gardner, 2nd Lt. John A. Kelting, and 2nd Lt. John D. Livingstone, Jr. each shot down one bomber, 2nd Lt. John Dave Landers claimed two bombers, while 2nd Lt. Andrew Jackson Reynolds and 2nd Lt. John S. Sauber each shot down one bomber and one Zero. In this engagement, the Americans successfully executed their well-rehearsed attack tactics, diving from above and striking the bombers head-on. If conditions allowed, they would then launch follow-up attacks from the rear.

However, the G4M Betty bombers proved to be a new and challenging adversary. The American pilots quickly learned that their opponents had a dangerous surprise, a 20mm cannon mounted in the rear turret, making attacks from rear risky.

The Japanese fighters suffered no losses and scored four victories. Two P-40s were actually lost, but not due to Zeroes. Approaching the base with their landing gear extended, pilots Gardner and Livingstone came under fire from their own anti-aircraft defenses. Gardner managed to bail out, but Livingstone was killed while attempting to land at another airfield.

In mid-April, a decision was made on the Japanese side to withdraw air units from Koepang to Kendari and to temporarily limit air raids on Australia because of other priorities. However, two more air raids were planned on Darwin before the troops were moved.

The first raid took place on April 25, 1942, and was carried out by 27 Betty bombers from Takao Kōkūtai, accompanied by nine Zeros from the 3rd Kōkūtai. Three bombers aborted the mission due to technical issues, and one was lost on its return. As usual, the Japanese executed a precise high-altitude attack on the RAAF base, but this time, they encountered greater resistance than in previous operations.

On this day, the entire 49th Pursuit Group took to the air for the first time, with the 7th, 8th, and 9th Pursuit Squadrons deploying a total of 50 aircraft. In the ensuing battle, four Betty bombers were shot down, with all crew members killed. One bomber suffered

a structural failure, causing its wing to collapse and leading to a mid-air collision with another aircraft. Additionally, 20 bombers sustained damage, three of which lost the use of one engine. One Zero was also shot down, the first lost in combat against the 49th PG over Darwin. Its pilot was P01c Shirō Murakami.

The bomber gunners claimed three downed P-40s, while the escort fighters reported another seven. However, none of the American aircraft were actually shot down, only two P-40 pilots were forced to make emergency landings. Zeros were credited to 2nd Lt. William J. Hennon of the 9th Pursuit Squadron, while his colleagues from the 8th Pursuit Squadron claimed ten bombers and one Zero.

Two days later, on April 27, the same Japanese units returned to Darwin. This time, only 17 bombers participated, but the fighter escort was larger, led by Lt. Takeo Kurosawa at the head of 21 Zeros. Once again, the 49th Pursuit Group deployed all three squadrons against the attackers, but this time they did not escape without losses. Four P-40 pilots were shot down, including the commander of the 8th Pursuit Squadron, Capt. Allison W. Strauss, who was killed. One of the local airfields was later named in his honor, like in the case of the unfortunate Livingstone.

After a fierce battle, the Americans claimed several victories. 2nd Lt. Stephen Wallace Andrew of the 7th Pursuit Squadron reported downing one bomber and one Zero, while his colleagues from the 8th Pursuit Squadron claimed three bombers, four Zeros, and one additional Zero as probably shot down.

In reality, the Japanese lost only one bomber, though ten others were damaged. Additionally, two Zeros returned to base with damage, but none were actually shot down. The bomber gunners claimed one P-40 destroyed, while the Japanese fighter escort optimistically reported shooting down thirteen P-40s with six more probable kills. The discrepancies in both sides' reports highlight the confusion and intensity of the aerial combat.

Australian Winter

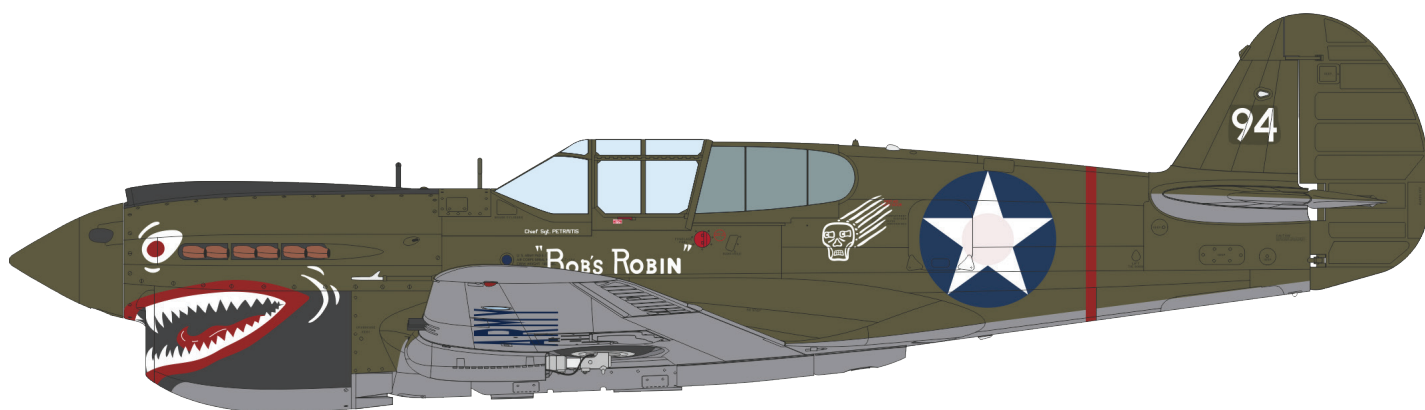
The period from June to August is considered winter in Australia, and in the Darwin area, it is characterized by slightly cooler temperatures and, most notably, significantly less rainfall.

After the battles in April, the 49th Pursuit Group took advantage of the favorable weather and a temporary pause in Japanese air raids to recover from losses, enhance combat readiness, and implement several administrative changes. The unit was officially redesignated as the 49th Fighter Group, and its squadrons were renamed Fighter Squadrons. Additionally, the pilots selected combat names and emblems for their squadrons.

The 9th Fighter Squadron adopted the winged helmet as its emblem and began using the combat name "Flying Knights." Members of the 8th Fighter Squadron, initially nicknamed the "Eight Balls," later chose the fighting name "Black Sheep," a reference to their aircraft procurement. Unlike other units, they rarely received new planes and instead took over well-used aircraft from other squadrons. The 7th Fighter Squadron selected the Bunyip, a mythical Australian predator, as its emblem. It was painted on the aircraft rudders by Bill Hennon, a veteran of combat over the Philippines and Java.

In mid-June, the Japanese once again focused their attacks on Darwin. On June 13, 15, and 16, a total of 27 Betty bombers from Takao Kōkūtai carried out each raid, with their escorts varying in size. The first raid was accompanied by as many as 45 Zeros from 3rd Kōkūtai, while the following two raids were escorted by 21 and 27 Zeros, respectively.

A different type of Japanese attack took place on June 14. That day, 27 Zeros from 3rd Kōkūtai were tasked with strafing the base in Darwin. Radar operators initially believed the incoming aircraft were escorting approximately nine bombers, but it appears that no bombers were operating in the area. Instead, the Japanese fighters' mission was not only to attack the RAAF station but also to inflict losses on enemy fighters.



P-40E, Lt. Robert Harry Vaught, 9th FS, 49th FG, Darwin, Australia, 1942



Lt. Robert Harry Vaught and his plane "Bob's Robin".

During the ensuing battle, pilots from the 9th Fighter Squadron claimed one Zero each: 2nd Lt. I.B. Jack Donalson, 2nd Lt. John Dave Landers, and 2nd Lt. Andrew Jackson Reynolds. Additionally, Capt. Nathaniel H. Blanton from the 7th Fighter Squadron claimed one Zero as definitely shot down and another as probably destroyed.

Over four days of intense fighting, the 49th Fighter Group claimed 13 Zeros certainly shot down and one probably destroyed, as well as one bomber confirmed, one probably downed, and three damaged. The Americans lost nine P-40s, with one pilot not surviving.

The Japanese officially lost only two Zero pilots, who went missing on June 13, though it is possible they lost their bearings while returning to base. During the three bombing raids, approximately 20 G4M Betty bombers were damaged, and two crew members were killed. Meanwhile, Zero pilots claimed 19 confirmed victories and 12 probable victories in these engagements.

After a six-week pause, the Japanese launched another raid on July 30, 1942. Takao Kōkūtai

sent 26 bombers to attack the RAAF base at Darwin, approaching the target at 26,000 feet. They were escorted by 27 Zeros from the 3rd Kōkūtai. After receiving a warning from Australian radar operators, 36 aircraft from the 49th Fighter Group took to the air to intercept. Once again, the Japanese crews struck their target with precision. One Australian aircraft was damaged, and hits were recorded on the runway, fuel supplies, and water pipes.

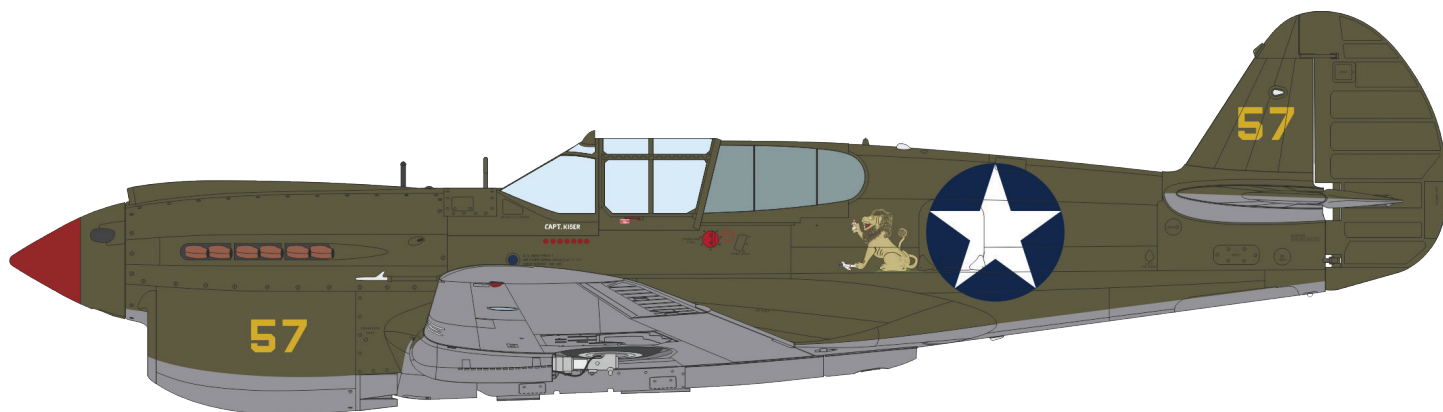
Pilots from the 9th Fighter Squadron claimed several victories. 1st Lt. I. B. Jack Donalson, 2nd Lt. John Dave Landers, 1st Lt. Andrew Jackson Reynolds, and 1st Lt. Clay Tice Jr. each shot down one Zero. 2nd Lt. Clyde L. Harvey Jr. claimed a bomber as destroyed and was also credited with the probable destruction of a Zero. Their colleagues from the 7th Fighter Squadron claimed two Zeros and two bombers confirmed shot down, as well as one Zero as a probable kill.

The battle was apparently chaotic once again, as only two Zeros were lost. One was shot down during the engagement, and its pilot, P01c Shigeru Mukumoto, was killed. The other

was lost near its base in Koepang due to an engine failure, forcing its pilot, P02c Masashi Tomita, to ditch the aircraft. Japanese fighters claimed 16 victories, including three probable kills, but in reality, only one P-40 from the 7th Fighter Squadron was shot down.

Within the 49th Fighter Group at this time, it wasn't just pilots who were achieving victories. Among such airmen was a certain 2/Lt. George Earl Preddy, Jr. who served with the 9th FS "Flying Knights". During air combat training on July 12, 1942, Preddy was flying in a formation of four aircraft led by 2nd Lt. John Sauber. He piloted his personal aircraft, P-40E "Tarheel" (41-5509), number 85. During a practice attack on Preddy, Sauber misjudged the distance, resulting in a mid-air collision. Sauber likely lost consciousness upon impact and perished in his aircraft. However, despite his injuries, Preddy managed to bail out of his Warhawk, and his colleagues guided an ambulance to the crash site.

Fortunately, he was found before nightfall. He suffered multiple fractures, and the doctor later stated that he would have bled to



P-40E, Capt. George E. Kiser, 8th FS, 49th FG, Darwin, Austrálie, 1942

death by morning. However, what concerned Preddy most at the time was the huge anthill near where he landed. After recovering, he was transferred to Europe, where he became the second-highest-scoring fighter ace of the 352nd Fighter Group, the "Blue-nosed Bastards of Bodney."

Australia itself exposed both its inhabitants and visiting aviators to various dangers, primarily due to the local wildlife. On July 16, 1942, Robert H. Vaught, a colleague of Preddy, narrowly escaped death during a flight. For details on the origin of his nickname, "Snake Bite Bob," see the historical text on his aircraft in the Pacific Star kit featured in this issue of INFO magazine.

In July, the Japanese launched night raids on Australian targets, for which neither the Australians nor the Americans had yet developed an effective countermeasure. In September, one 49th Fighter Group pilot attempted an unauthorized night fighter mission but was punished after landing—not only for the unauthorized action but also for forcing one of the airfields to turn on its runway lights.

Final Battle and Move to New Guinea

The last encounter between the 49th Fighter Group and enemy forces over Australia took place on August 23, 1942. As usual, 27 Betty bombers from Takao Kōkūtai, escorted by 27 Zeros from the 3rd Kōkūtai, launched an attack—this time targeting Hughes Field, south of Darwin. One bomber was forced to return early due to a malfunction.

The raid was intercepted by 24 P-40s from the 7th and 8th Fighter Squadrons. Before the bombers could reach their target, several were forced out of formation. Two bombers sustained moderate damage, one was severely damaged, and another took several harmless hits. The only American loss was a P-40, whose pilot, while chasing the bombers, stopped to check his fuel level and inadvertently ended up in the sea.

This time, the Japanese fighter escort suffered a heavy defeat. Among those killed was Buntaichō Lieutenant Tadatsune Tokaji, a ve-

teran of the 12th China War Kōkūtai. Also lost were P02c Nobutoshi Furukawa, P02c Itsuzō Shimizu, and P03c Yoshiyuki Hirata.

The Americans reported eight Zeros confirmed as shot down and one damaged. Seven Japanese bombers were claimed as destroyed including one bomber credited to Captain George Edward Kiser. Additionally one Betty was claimed probably destroyed and two as damaged.

The fighter pilots of the 49th Fighter Group ended their Australian campaign as seasoned veterans, having scored nearly 80 victories against a battle-hardened enemy in less than six months.

The 7th Fighter Squadron was the first to relocate to New Guinea in September, while the 8th Fighter Squadron had to repair and prepare its aging aircraft before moving. Meanwhile, the 9th Fighter Squadron remained in Darwin, training Australian colleagues.

The 49th FG's first engagement on the new battlefield took place on November 1, 1942, when sixteen P-40Es from the 8th Fighter Squadron escorted Mitchells and Bostons during a raid on Lae. Shortly before the battle, a large number of Zeros from Kōkūtai 251, formerly the Tainan Kōkūtai, had arrived at the airfield, along with Zeros from Kōkūtai 202, which was in fact the well known 3rd Kōkūtai, just under a new designation.

1st Lt. William Charles Day Jr. and 1st Lt. Richard H. Dennis each claimed one Zero shot down. However, in reality, only P01c Toshio Kaneko of Kōkūtai 251 was shot down and killed, though seven other Zeros sustained damage. One American pilot remained missing after the action.

The pilots of the 49th Fighter Group had hoped for the opportunity to fly the new P-38 Lightning, but to their disappointment, they were instead re-equipped with the P-40K. While this version had some improvements over the P-40E, it still struggled in combat against the maneuverable Japanese aircraft, making engagements in the Warhawk particularly challenging.

The "Flying Knights" joined the fighting in New Guinea in December 1942. At that time, the 9th Fighter Squadron was under the command of Maj. J. C. Peaslee, who had succeeded Capt. B. S. Irvin in November. Unbeknownst to its members at the time, the 9th FS became the first unit to engage the Nakajima Ki-43 Army aircraft in combat on this battlefield.

This event took place on December 26, 1942, when 15 pilots flying Ki-43-I aircraft from the 11th Hikō Sentai arrived in the Buna-Dobodura area. The Japanese pilots from the unit's 1st Chūtai were led by Captain Shigenori Miyabayashi, and they reached Pongani Airfield just as Australian Hudson bombers were present on the runway.

However, twelve P-40s from the 9th Fighter Squadron were patrolling the area. Ground controllers called in White Flight, led by 1st Lt. "Big John" Landers. With his four-aircraft formation, he attacked the incoming planes, which were mistakenly identified as "Zekes" (A6M Zeros). However, he immediately came under accurate fire from two Japanese pilots and was forced to bail out of his aircraft. The plane he lost was the original "The Rebel", formerly flown by Capt. Ben Irvin during the battles over Australia. The Japanese pilots also shot down one Hudson bomber, and after the engagement, they claimed six P-40s destroyed.

The Americans managed to shoot down one aircraft, whose pilot, Sgt. Maj. Ryō-ichi Imaura, was killed. 1st Lt. Charles Steven Gallup and 2nd Lt. Carl G. Planck Jr. each claimed one Zeke (Zero), while 1st Lt. William Frees Haning Jr. was credited with one probable kill.

During the same action, a Ki-43-I flown by Sgt. Maj. Hiro-ichi Fujii was damaged, likely by the gunner of one of the Hudson bombers. Fujii attempted to return north along the coast, flying at low altitude and reduced speed. In this vulnerable state, he was spotted by the crew of a Wirraway from No. 4 Squadron, RAAF, which immediately launched a head-on attack from higher altitude. The damaged aircraft crashed into the sea.

Initially, the Control Officer refused to believe that the Australian pilot, Pilot Officer John Archer, had shot down a Zero, but after multi-

ple eyewitness confirmations, Archer and his gunner, Sergeant James Coulston, were rewarded with six bottles of beer.

Meanwhile, John Landers found himself in a very different situation. He had bailed out of his aircraft at approximately 1,000 feet over the jungle. He wandered through the unknown terrain for three days, eventually coming across a stream, which led him to a native village. The village elders provided him with shelter and food, and the next day, the villagers escorted him to Pongani Airfield, where he was evacuated on December 31, 1942, aboard an A-24 dive bomber bound for Port Moresby.

Although Landers later achieved further victories flying the long-awaited P-38 Lightning, it was not with the 49th Fighter Group. In the summer of 1944, he joined the 55th Fighter Group, where he participated in combat over Europe. Meanwhile, his former colleagues in the 49th Fighter Group were rearmed with P-38 fighters, contributing to its reputation as a legendary aircraft.

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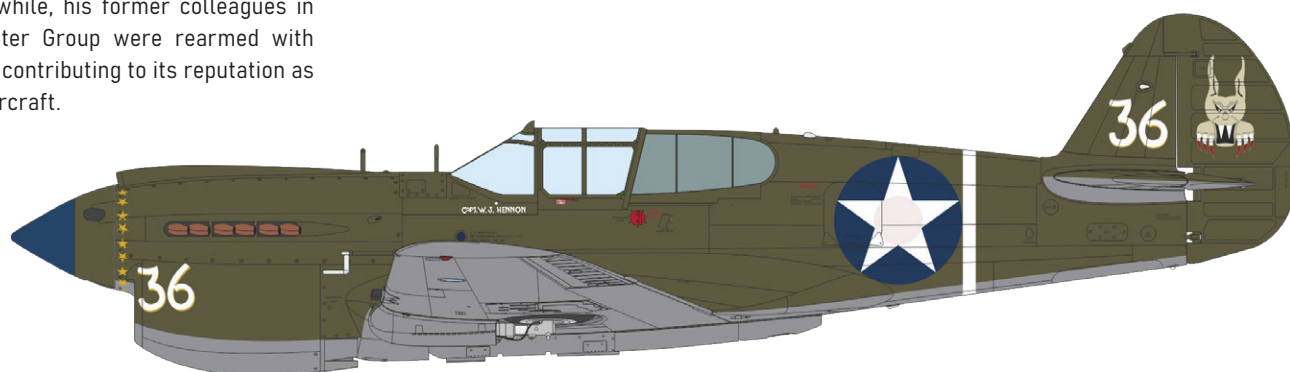
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P-40E, Capt. William J. Hennon, 7th FS, 49th FG, Darwin, Australia, 1942



A lineup of 7th Fighter Squadron aircraft in Darwin. Aircraft No. 51, "L'Ace", was piloted by Lt. James Bruce Morehead, who added five more victories over Australia to the two he had achieved with the 17th PS over Java. He later served in the Mediterranean, flying P-38s with the 1st FG. Capt. Hennon is seated in the cockpit of P-40 No. 36.

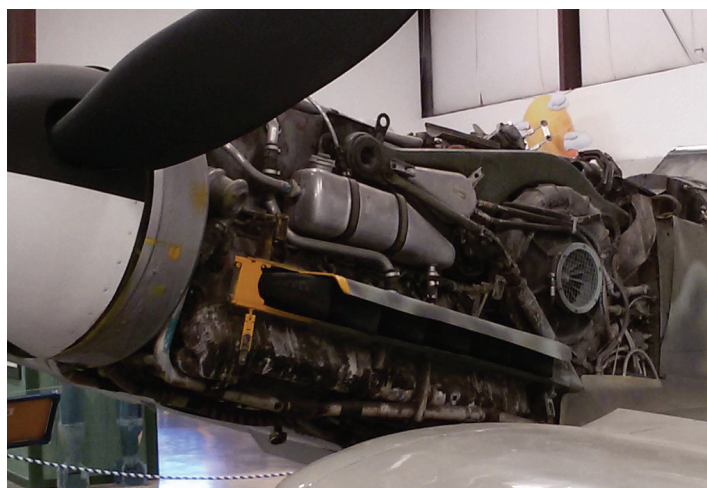
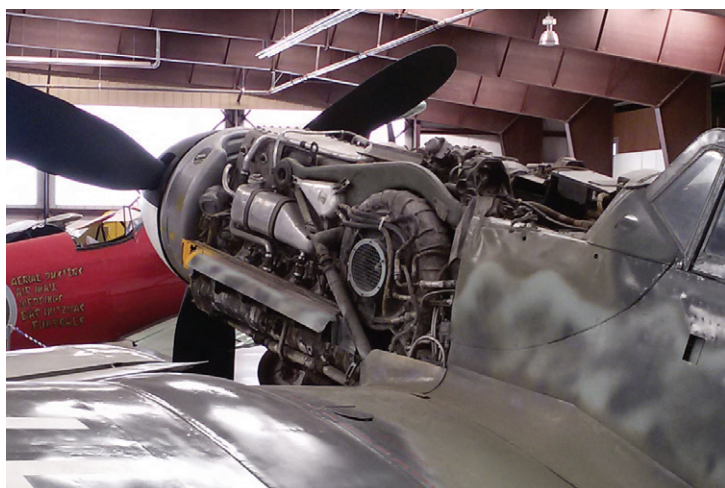
GALLERY DB 605 D

Messerschmitt Bf 109 G-10



Bf 109 G-10/U4 WNr. 611943, equipped with a DB 605 D engine, is currently part of the Planes of Fame Air Museum collection in Arizona. This aircraft displays the distinctive features of the WNF production series. It was captured in May 1945 after the group flight and surrender of II/JG 52 from Austria to Neubiberg, Bavaria. This Bf 109 probably bore the designation "Gelbe 13" (Yellow 13) and its serial number indicates that it belonged to the Hungarian 101. Unit Vadászszred.











Renders of 3D printed accessory set for Bf 109 G-10 in 1/72 scale by Eduard.

Bf 109G-10 WNF motor PRINT 1/72

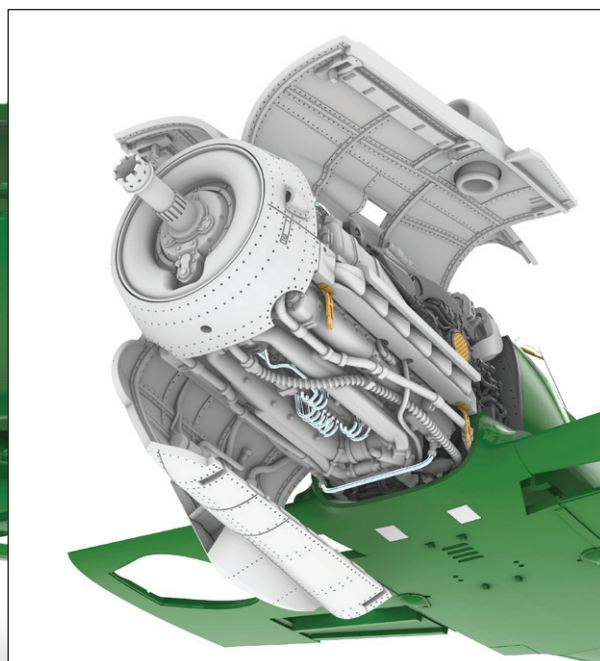
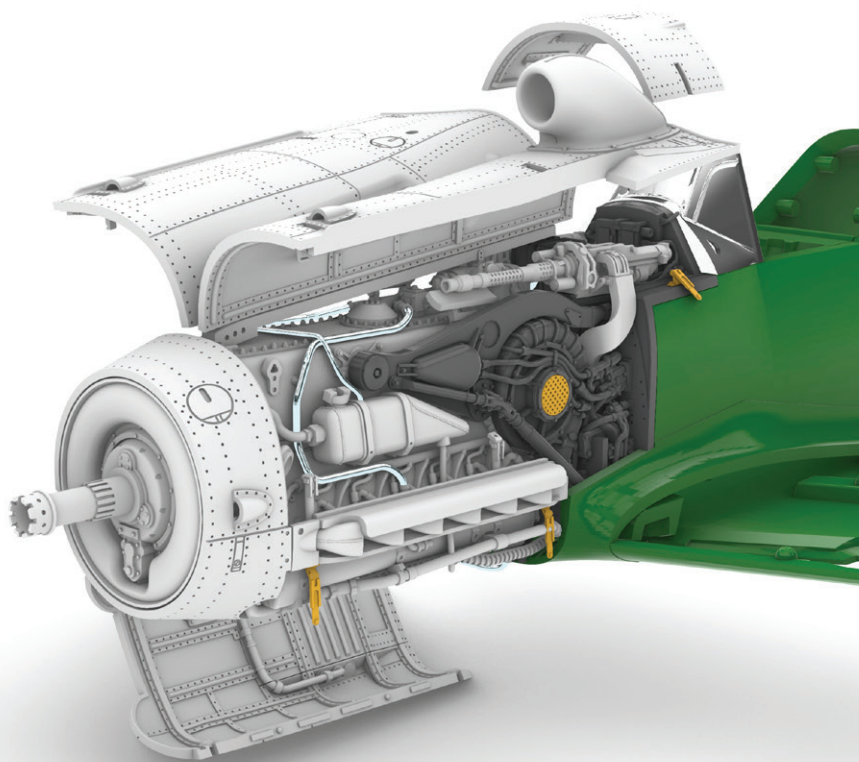
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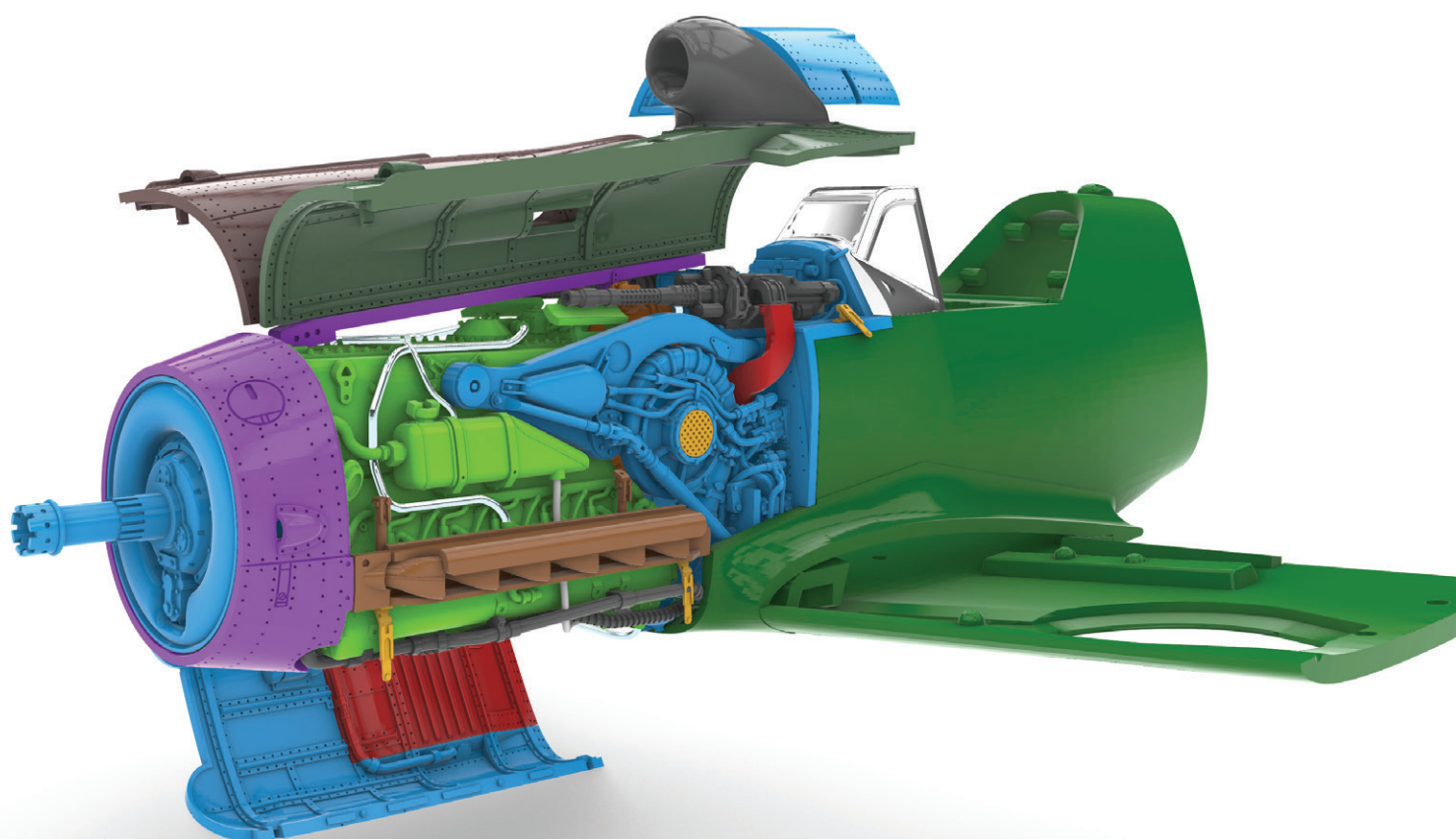
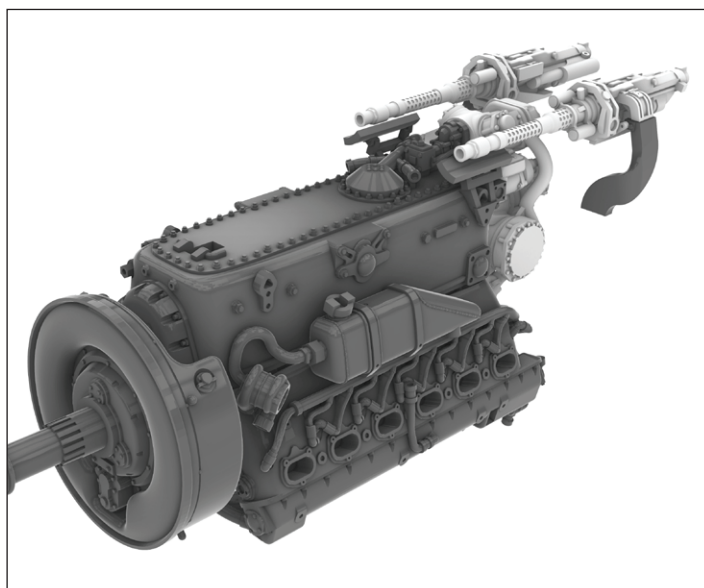
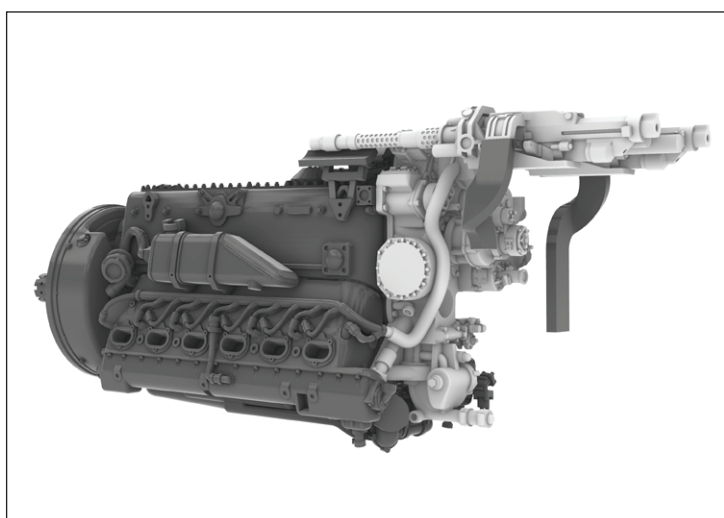
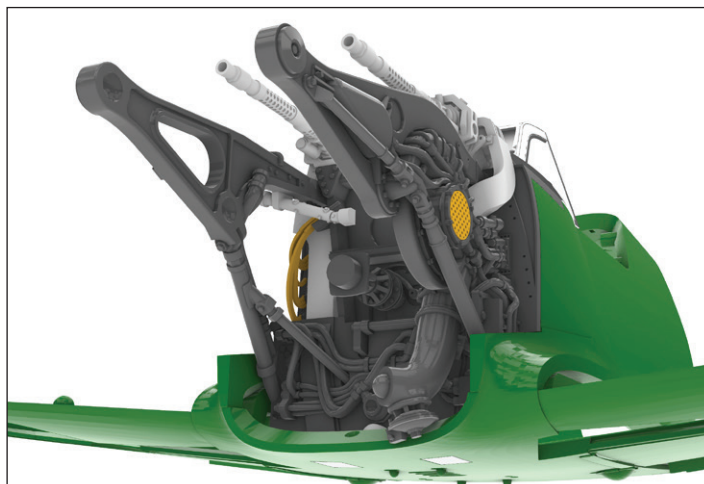
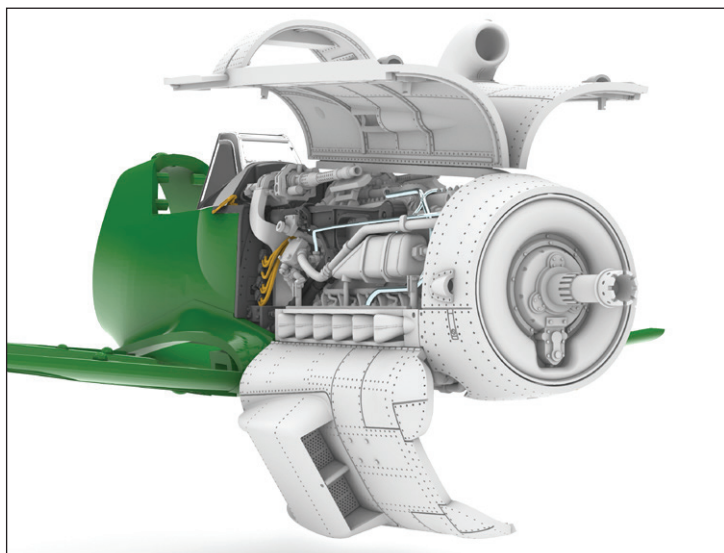
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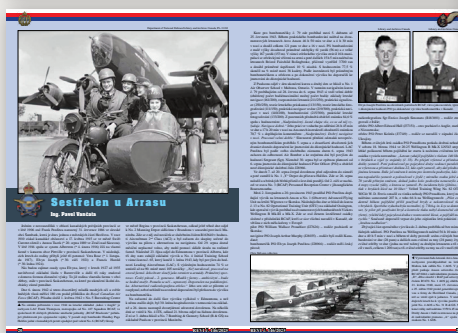
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Aerial War in Ukraine

When Losses Are Confirmed Retroactively by Courts...

Miro Barič

Another year has begun. In this continuation of the series, we will look at events that took place from January 1, 2025, to January 31, 2025. While nothing significant happened in the air, the political scene was on the verge of an earthquake.



A damaged Russian Mi-24VM helicopter with the registration RF-13029 and bort number "red 53" is being loaded onto a trailer. The photograph surfaced during the monitoring period, but there are no known details about the incident.

Russia continued its offensive in the Donbas, making progress at the cost of heavy losses. According to Estonian military intelligence, in January 2025, the Russian army paid for every square kilometer of captured Ukrainian territory with the lives of 100 soldiers. On the most critical front near Pokrovsk, Russian forces became exhausted, and their advance stalled. Ukrainians even began launching localized counterattacks.

A similar situation unfolded in Russia's Kursk region, where, despite Putin's promises, Russian forces struggled to expel Ukrainians who had unexpectedly occupied part of Russian territory last year. Ukraine is likely holding this land as a bargaining chip for upcoming negotiations, which have gained momentum since U.S. President Trump took office again in January. However, at the time of writing, it appears that Trump leans more towards Putin, posing a risk that Ukraine may be abandoned. This

serves as a wake-up call for Europe, which still stands behind Kyiv.

The biggest challenge for the Ukrainian Armed Forces appears to be a shortage of soldiers on the front lines. Poor command decisions contributed to this, as new brigades were formed with insufficient training and low morale instead of reinforcing experienced units. Another controversial decision was the attempt to rotate frontline units by deploying specialists—such as MiG-29 aircraft technicians and mobile anti-aircraft teams, which had been highly effective in defending against Russian Shahed drones.

The aerial campaign saw little change. After Russian attacks on Ukrainian cities continued through Christmas, nightly air raids persisted, mainly using Shahed drones, with occasional missile strikes. Most attacks targeted civilian energy infrastructure. Meanwhile, the Kremlin cynically continued to claim it was not terror-

izing civilians and was only striking military targets.

Ukraine also intensified its drone campaign against Russian strategic targets. Initially alternating between airfields, ammunition depots, and other facilities, Ukraine refocused on Russian oil infrastructure—refineries and fuel depots—during this period. As expected, Moscow officially denied any damage, insisting that the massive fires observed were merely caused by "falling debris from downed drones."

Only One Loss

During the observed period, there was only one confirmed aerial equipment loss on the Russian side. On Wednesday, January 1, a Mi-28NM helicopter was destroyed under unknown circumstances in the Kamensky district of the Voronezh region, which borders Ukraine's Luhansk region. The crew—Captain Danila Kuznetsov and Lieutenant Alexander Korolev—perished. Some



Photos of the wreckage removal of a Ukrainian Mi-8 helicopter. It is possible that this relates to an incident that occurred on January 16.

sources suggest they were shot down by their own air defense, but this remains unconfirmed.

On the Ukrainian side, one loss is known through court documents. These reveal that a Mi-8 helicopter crashed in the Dnipropetrovsk region due to possible violations of flight regulations and improper operation. The crew suffered various injuries, and the helicopter sustained severe damage. Investigators secured the wreckage—bearing fuselage number 153—along with its flight recorder on Thursday, January 16, likely the date of the crash. The court documents indicate the wreckage was seized for expert analysis as part of further investigation, but additional details remain unknown.

A few days later, photographs surfaced of an unidentified Mi-8 helicopter crash. One image shows the aircraft overturned on its side, while another captures it being lifted by a crane. No further details were provided. This incident may be related to the January 16 crash, or it could be an entirely separate, previously undocumented event.

Verdicts

Court documents, this time from Russia, also provide details on several past incidents.

Friendly Fire: A Mi-8 Helicopter Shot Down by Russian Air Defense

During the observed period, a military court in Sevastopol issued a verdict regarding the loss of a Mi-8 helicopter and its crew, which was mistakenly shot down by Russian air defense. The incident occurred on October 18, 2023, at 6:30 AM. Captain Igor Pashkov, from the air defense command in Crimea, misread the identification data of a slow and low-flying aircraft, reporting it as hostile. He ignored additional information indicating it was a friendly helicopter with its navigation lights on. Two minutes later,

the aircraft was struck by missiles from a Tor-M2DT air defense system.

The downed aircraft was a Mi-8MTV-5-1 from the 98th Independent Mixed Aviation Regiment of the Russian Naval Aviation. It was on a patrol mission over the sea, monitoring Ukrainian naval drones. All three crew members—Major Grigory Azanov, Captain Maxim Pasechnik, and Captain Alexei Kontievsky—were killed.

The military court sentenced Pashkov to three years in a penal colony. Additionally, he was ordered to pay 5 million rubles (\$56,000) to the Ministry of Defense and 3 million rubles (\$34,000) to the families of the deceased crew members. The ministry initially sought 200 million rubles (\$2.3 million) in compensation for the destroyed helicopter, but the court dismissed this claim.

A Truck Crash Destroys a Su-25SM3 Jet

Russian media also reported on another court ruling concerning a past incident at the Gvardeiskoye airbase in Crimea. The date of the event was not disclosed.

The incident involved Alexander Erlich, a conscript from the Chelyabinsk region, who was driving a KAMAZ military truck across the airfield without a driver's license and exceeding the speed limit. As a result, he crashed into a Su-25SM3 aircraft, which was in the process of towing a Ural-4320 APA-5D utility truck.

The impact caused irreparable damage to the Su-25SM3, and the Russian Ministry of Defense estimated the loss at 387 million rubles (\$4.4 million). In its court submission, the ministry also claimed that the incident impaired the



The crew of a Russian Mi-8 helicopter that was shot down by a friendly fire on October 18, 2023. Captain Igor Pashkov has been sentenced for it.

unit's ability to carry out planned air operations due to the lack of a reserve aircraft.

Erlich was sentenced to one year in prison, suspended for one and a half years. He was also ordered to pay the ministry 10 million rubles (about \$113,000). Erlich appealed the ruling, requesting that the financial penalty be reduced to 300,000 rubles (\$3,400), but the appellate court upheld the original verdict.

Life Sentence for "Terrorism"

In another case, a Russian court ruled that evidence collected by the Main Military Investigative Directorate of the Russian Investigative Committee was sufficient to charge Colonel Mykola Dziaman, commander of the 138th Anti-Aircraft Missile Brigade of the Ukrainian Armed Forces, with terrorism. An arrest warrant was issued against him in the summer of 2024.

His brigade had shot down a Russian Beriev A-50U airborne early warning and control aircraft on February 23, 2024. The plane crashed in Russia's Krasnodar region near the village of Trudovaya Armeniya, killing all 10 crew members.

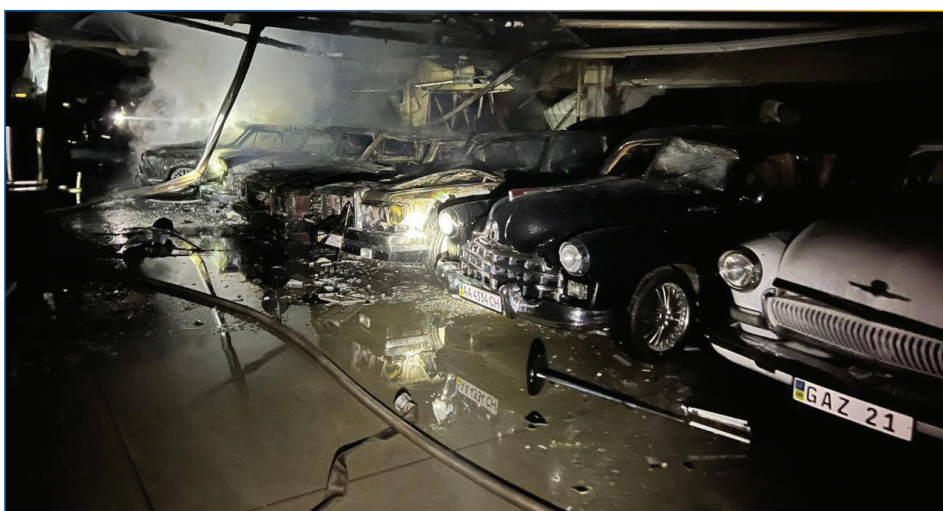
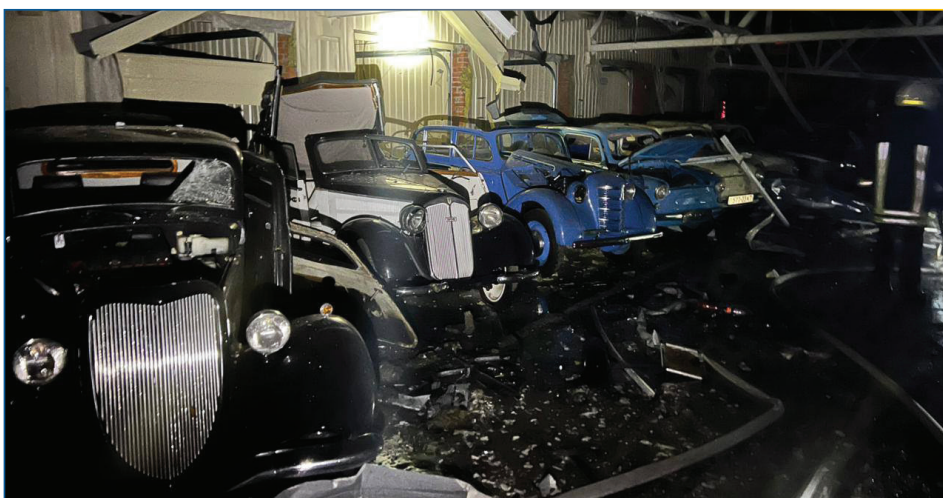
According to the Russian indictment, Dziaman committed an act of terrorism by knowingly targeting an unarmed A-50 aircraft flying over Russian territory that was not directly engaged in combat operations in Ukraine. Despite this, he allegedly ordered his troops to fire Patriot missiles at the aircraft. As a result, he was sentenced to life in prison in absentia.

The court verdict confirmed several things. First, it provided official acknowledgment that Ukraine had indeed shot down the A-50, contradicting earlier Russian propaganda claims that Ukraine lacked the capability to do so. Previously, Moscow had suggested the aircraft was mistakenly hit by Russian air defense. Second, labeling the attack as "terrorism" highlights the hypocrisy of Russian rhetoric—A-50 aircraft were being used to coordinate Russian airstrikes on Ukrainian targets, including civilian infrastructure. Yet, according to the Russian court, Ukraine's defensive actions amounted to terrorism.

Notably, this was the second A-50 aircraft Russia lost in the same region. The first was shot down over the Sea of Azov on January 14, 2024, also killing its entire crew. These highly specialized personnel are irreplaceable. Furthermore, these two aircraft are the only airborne early warning and control planes ever destroyed in combat operations in global military aviation history. Both belonged to Russia, and both were downed by Ukraine.



Wreckage of the Russian Beriev A-50U airplane, which was shot down on February 23, 2024. A Russian court has now sentenced for „terrorism“ (in absentia) the commander of the Ukrainian unit that had hit it with a Patriot missile.



According to Russian authorities, this is not terrorism. During a Russian attack during the night of January 27-28, even such a "military target" as the automobile museum in Kyiv was hit. Nine vintage cars were destroyed, and another 27 were damaged.



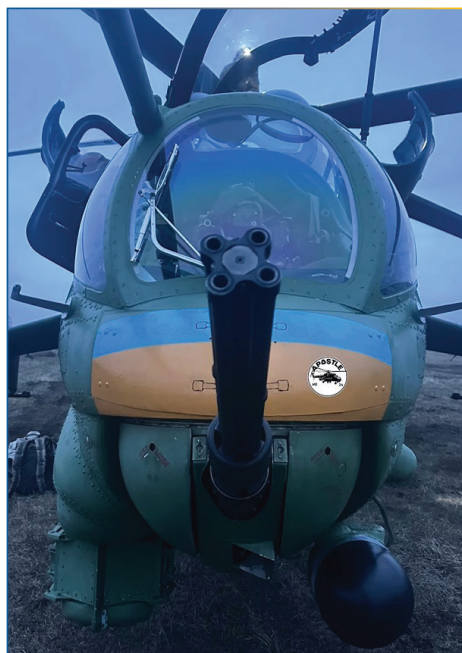
A Ukrainian modification of the old Soviet 9K33 Osa anti-aircraft system for the use of R-73 air-to-air missiles.



Ukrainians are producing decoys against the Russian missiles and drones in the form of mock-up F-16 fighter jets.



The Ukrainians produce the fake targets in large numbers. This, for example, is a mock-up of a Leopard 2A6 tank.



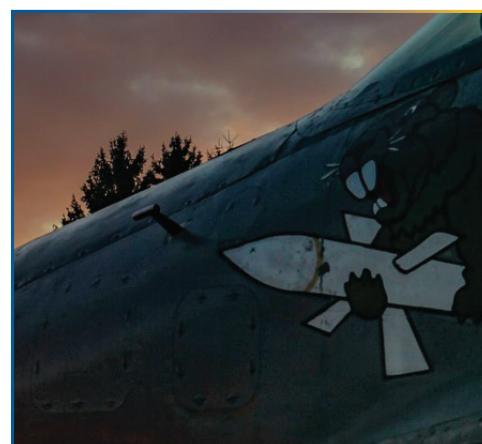
Mi-24V helicopters supplied to Ukraine by North Macedonia.



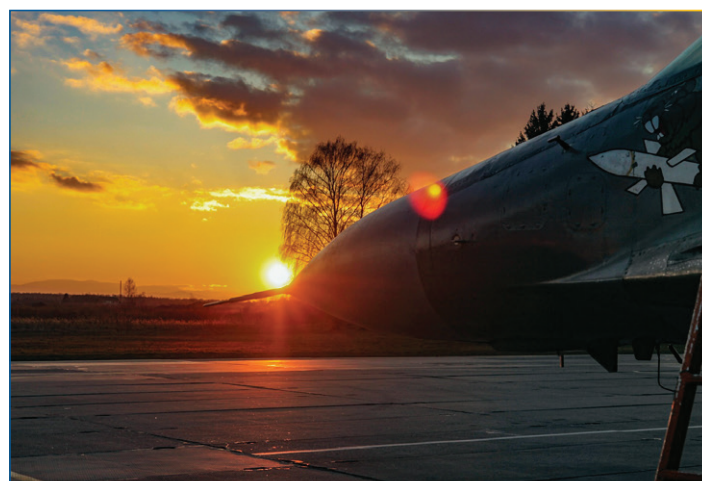
Ex-Czech Mi-24 helicopters in the Ukrainian service.



In the foreground, there is a former Czech Mi-24V helicopter, while in the background there is a Ukrainian Mi-24P.



The Ukrainian 114th Tactical Aviation Brigade has released photos of a MiG-29 fighter jet with an attractive insignia.



Hundreds of Flights of the Ukrainian Mi-8 Helicopter Pilot

By the time you read this article, three years will have passed since the full-scale Russian invasion began. We will cover this sad anniversary in the next part, but today, we bring you a memory from February 24, 2022. This is the story of Mi-8 helicopter pilot Mykhailo, nicknamed "Carnage," derived from the English word meaning massacre.

Mykhailo had served in the Ukrainian Air Force even before the Russian invasion. He flew on a UN mission in Congo and operated in the Donetsk and Luhansk regions, where his helicopter was fired upon multiple times. He carried out dozens of medical evacuations, deployed paratroopers and special forces, and transported weapons and ammunition.

All of this was supposed to end on February 24, 2022. That day, Mykhailo's contract was set to expire. He was expecting his final military flight, followed by a job in a private company and peaceful moments with his family. However, that "final flight" turned out to be completely different from what was planned—followed by 200 more missions, 132 of which involved live combat engagements. (This data is from the end of August 2024, when the Ukrainian Armed Forces published his story.)

On that morning, Mykhailo "Carnage" was assigned a helicopter that had been in storage for six months. According to regulations, it was supposed to undergo a thorough pre-flight inspection. But there was no time for that. The helicopter took off at dawn, followed by a fleet of Mi-8 and Mi-2 helicopters. The mission was to evacuate and rescue equipment.

The very next day of the war, during a flight, he rescued a pilot who ejected right before his eyes. "We were flying to a designated point, and two MiG-29 fighter jets were flying toward us. But only one returned. We looked carefully and saw that the second one was going down, and the pilot ejected. Without hesitation, we decided to pick him up. We landed and waved at him: 'Come to us, we are from Ukraine!' It turned out that he was a classmate of my navigator. He was in shock because he didn't even have time to report his situation before help arrived," Mykhailo recalled with a smile, adding that the fighter pilot quickly returned to duty.

On the third day of the war, they rescued the crew of a Su-24. This time, the operation followed proper protocols. The pilots reported their coordinates after landing, and Mi-8 crews set out on a search-and-rescue mission. "We found them in the middle of a field—exhausted, disoriented, and injured. But they immediately reassured us: 'We will fly again soon!' Although the chances of returning to active service



Mykhailo "Karnazh" in front of a Mi-8 helicopter carrying the "Orca Hunter" markings.



Mykhailo wears an impressive mask on his helmet.

after such an incident are slim, they kept their word. We later saw them at an operational airfield," Mykhailo recounted.

In the early weeks of the war, he primarily focused on these types of missions—rescuing pilots, evacuating the wounded, and transport flights. Later in the spring, Air Force helicopter pilots joined ground attack operations, and Mykhailo fired his weapons for the first time. The attacks involved launching unguided rockets in a ballistic arc, similar to a flying rocket launcher. "During my first combat flight, I was trained by Vitaliy Pliak from the Army Aviation. He was a funny guy, covered in tattoos, and constantly joked with me. Unfortunately, he is no longer with us. We did an excellent job and destroyed a mortar battery near Dovhenke. I couldn't keep up with him. He had an Mi-8MT with some 'hypersonic speed,' while I had a slower Mi-8MSB," Mykhailo recalled his first live combat mission.

That first day, he flew again, and the next day, he flew three more sorties. Firing unguided rockets required great accuracy—finding the right angle and pressing the trigger at the perfect moment. "Carnage" openly admitted that his accuracy was lacking at first. Sometimes, however, he missed the intended target but hit another, even more valuable one. He and other pilots trained in this tactics while flying the combat missions. In the first two weeks alone, he completed 21 flights.

A major motivation to improve accuracy was the risk of being shot down. If they flew a combat mission but missed the target, they had to return and attempt the attack again—putting themselves at risk once more.

Mykhailo also recalled how he "gifted" his 100th rocket launch to his navigator. He set everything up, aimed, and let his navigator press the trigger in a symbolic moment. He also remembered the Kharkiv campaign, during which

he fought for the liberation of his hometown, Izium. At that time, they would strike a target, return to base, and receive a new target—only to realize it was much deeper into enemy territory. His crew asked whether the coordinates were correct, and they were—such was the speed of the Ukrainian forces' advance.

"I admit that after years of war, I feel tired and exhausted... But when you see from the sky the destroyed cities that you remember as beautiful and flourishing..." he paused, adding that he no longer thinks about leaving the armed forces—not until victory. "What will I do first? I've never been abroad with my family, and my wife reminds me of it regularly. But to be honest, I'm afraid of flying... as a passenger," joked the helicopter pilot, who has been awarded the Order for Courage (III and II degrees), the Bohdan Khmelnytsky Order, and the Silver Cross for his actions.



By the end of August last year, Mykhailo "Karnazh" had carried out 132 such attacks with unguided rockets.



A shot from the training of Ukrainian paratroopers on Mi-8 helicopters. Mykhailo also conducted flights with special forces.



These two photos of a Mi-8MSB helicopter with the "Orca Hunter" markings had already surfaced in May 2022. However, based on the camouflage pattern and other details, it is a different aircraft than the one Mykhailo "Karnazh" was photographed in front of.

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Dogfight over Rennes

Text: Jan Bobek
Piotr Forkasiewicz



On the morning of June 6, 1944, when the Allies landed in Normandy, the Luftwaffe was prepared for the situation. A plan was in place to reinforce the six Jagdgruppen (day fighter groups) operating in France under Luftflotte 3. Defensive preparations were conducted under the codename Dr. Gustav West (Drohende Gefahr West – Threat Approaching from the West). By the evening of June 6, two reconnaissance Gruppen, five bomber Gruppen, two ground Schlachtgruppen, and one Geschwaderstab were to be relocated from Germany to France, along with eight night fighter Gruppen, two Geschwaderstabs, two day fighter Jagdstaffeln, and nineteen Jagdgruppen with five Geschwaderstabs. Of these nineteen, eight were assigned to II. Fliegerkorps as fighter-bombers, while the remaining units were placed under II. Jagdkorps. Meanwhile, Luftflotte Reich retained only four fighter Gruppen and "Wilde Sau" units alongside second-line formations.

Luftwaffe command first needed to confirm that the landings in Normandy were a full-scale invasion and not a probing attack similar to the 1942 Dieppe Raid. Consequently, orders for redeployment to France were only issued around noon on June 6. Not all Jagdgruppen were transferred as planned, and by the evening of June 7, only seventeen Jagdgruppen had reached the combat area, equating to a nominal strength of about 1,100 aircraft. However, the actual number of operational fighters was just a quarter of that, 278 aircraft. Many units had only half or even less of their aircraft, and not all of these were airworthy due to the hasty deployment, lack of proper ground support, and general chaos at most French airfields.

Luftwaffe in France faced superiority from the Allies, their airfields were regularly targeted by low-level strafing attacks and strategic bombing raids. The Luftwaffe was unable to regain control of the skies. German pilots, whether fresh recruits or veterans who had spent months or years fighting against Allied heavy bomber formations, struggled to conduct effective ground-attack missions using bombs. As a result, the eight units were relieved of fighter-bomber duties by June 12 and reassigned to 5. Jagddivision under Oberst Hentschel, which reported to II. Jagdkorps. The II. Fliegerkorps, which had been responsible for ground attack strikes, was disbanded on June 28, and in the following weeks, fighter pilots relied solely on onboard weapons or 210mm BR 21 rockets for ground attacks.

With around twenty Jagdgruppen under its command, 5. Jagddivision lacked the capability to micromanage their operations. As a result, most combat orders in June 1944 consisted of free hunting, intercepting low-flying strafers, and engaging artillery spotter aircraft. Only rarely were German fighters directed against Allied bomber formations, as 5. Jagddivision lacked the necessary numbers for such operations. The priority remained defending German ground forces from strafing attacks. Fighter missions conducted in formations smaller than 20 aircraft were highly risky. On average, each operational fighter flew two sorties daily, with operations running from 6 AM to 11 PM. In each sortie, Luftwaffe units typically lost about 30% of their aircraft. For every Allied aircraft shot down, the Germans lost two to three of their own. When German units managed to ex-

cute missions successfully with minimal losses, it was usually due to bad weather.

This period is depicted in the box art by Piotr Forkasiewicz, which portrays Major George E. Preddy's aircraft from the 487th FS, 352nd FG, during a dogfight on June 12, 1944. Preddy's unit was escorting American bombers targeting the railway junction in Rennes, Brittany. At the time, a funeral was taking place in the city for victims of a previous bombing raid carried out by RAF bombers on June 9.

The German adversaries were Bf 109 pilots from II./JG 53. After the engagement, they reported five victories over Liberators, one confirmed kill and four aircraft forced to abandon formation. However, the Germans lost three of their own aircraft, and two pilots were wounded. One pilot, while engaged with a P-51, was even hit by his own flak. These losses closely matched the confirmed victories recorded by the Americans: 1st Lt. Glennon T. Moran was credited with one kill, while 1st Lt. Lawrence E. McCarthy and 1st Lt. John Francis Thornell Jr. shared another. Major Preddy claimed the third Bf 109.

Four American bombers sustained damage, additionally one bomber was lost each by 448th BG and 446th BG. Six American aircrew members were killed, one was captured, but the remaining survivors were rescued by the French. The two bombing raids caused massive destruction to the city's infrastructure and resulted in the deaths of 122 civilians. Rennes was eventually liberated in early August 1944.

From the Mediterranean to Germany

Text: Jan Bobek
Antonis Karydis



By April 1943, no part of Jagdgeschwader 27 (JG 27) fighter unit remained in Africa. Its I. Gruppe, which had gained fame due to fighter ace Hans-Joachim Marseille, had been withdrawn to Germany in November 1942 and was engaged in combat operations in France from January 1943. The JG 27 headquarters and its II./JG 27 were operating from Sicily, while the III. and IV. Gruppe were based in occupied Greece or on its islands. The burden of intense aerial combat in Tunisia was now borne by JG 53, JG 77, and II./JG 51. All these units were equipped with Messerschmitt Bf 109 fighters, primarily the G-6 variant.

A change in command of JG 27 occurred on April 22, 1943. Until then, it had been led by 32-year-old Oberstleutnant Eduard Neumann, a veteran of the Spanish Civil War, where he had achieved two aerial victories. During World War II, he added another eleven to his record. After the war, Neumann became a key figure in the unit's veterans' organization. At the helm of JG 27, he was succeeded by Major Gustav Rödel, who had previously commanded II./JG 27 and had over 70 confirmed kills. With his promotion, a new commander was needed for II. Gruppe. The choice fell on Hauptmann Werner Schroer, at this time the commander of 8./JG 27, stationed on Crete. Schroer had 63 victories to his name and was already a recipient of the Knight's Cross.

In April 1943, Schroer's new unit II./JG 27 was based in Trapani, Sicily, primarily escorting convoys and transport aircraft on routes to Tunisia.

Losses of Ju 52 and Me 323 transports were so severe that even Bf 110 crews were tasked with fuel supply missions for German forces in Tunisia. During March and April, II./JG 27 lost 21 aircraft in combat, while another 39 were written off due to accidents.

Schroer achieved his first victories with his new unit on April 29, shooting down two Lightning fighters near Marettimo, west of Sicily. On May 5, in the same area, he downed a B-24 bomber, though given the combat conditions, there may be a typo in the victory records and his victim was possibly B-25 Mitchell.

On May 9, II./JG 27 engaged a formation of 26 Liberators with a fighter escort of Lightnings between Capo San Vito and Capo Gallo. Schroer's unit claimed three B-17s, likely a misidentification, and two P-38s. Schroer himself claimed one B-24, but Allied records do not confirm these losses.

After the Tunisian campaign ended, II./JG 27 increasingly engaged four-engine bombers while defending Sicily. The American fighter escorts, provided by three P-38 Fighter Groups, were still refining their tactics. On the German side at Sicily, both fighter vectoring and air combat strategies were in an improvised state against four engine bombers operating in high altitudes. Luftwaffe command exerted immense pressure on the pilots, threatening court-martial for unsatisfactory performance.

Between April and July 1943, Schroer scored

20 victories, half of them four-engine bombers. Under his command, II./JG 27 claimed nearly 100 victories, but at a steep cost, 41 pilots were killed, missing, captured, or wounded, representing nearly 100% losses in its personnel strength. Additionally, between May and July 1943, the unit lost 74 fighters in combat and another 47 due to other causes.

In early August 1943, Schroer's unit transferred its 17 remaining Bf 109s to other units in Italy and withdrew to Germany, relocating to the Wiesbaden-Erbenheim airbase. By late August, II./JG 27 had moved to Eschborn, equipped with new aircraft, and prepared to defend Vaterland against American bomber raids. Their first engagement in this theatre occurred on September 6, during an attack targeting the Stuttgart area. This was the first deep penetration raid into Germany since the Schweinfurt-Regensburg mission, with over 300 bombers participating, the largest force deployed by the U.S. Army Air Forces at that time.

The mission was later officially labeled a "Costly Fiasco" by the American command, as 45 B-17s were lost due to various reasons and 10 more were written off after landing due to damage. Schroer's unit claimed nine victories over B-17s. Schroer himself was credited with one confirmed kill and forced two other bombers out of formation, marking his 86th to 88th victories. This air battle is the subject of Antonis Karydis' box art illustration.

PACIFIC STAR P-40E Warhawk

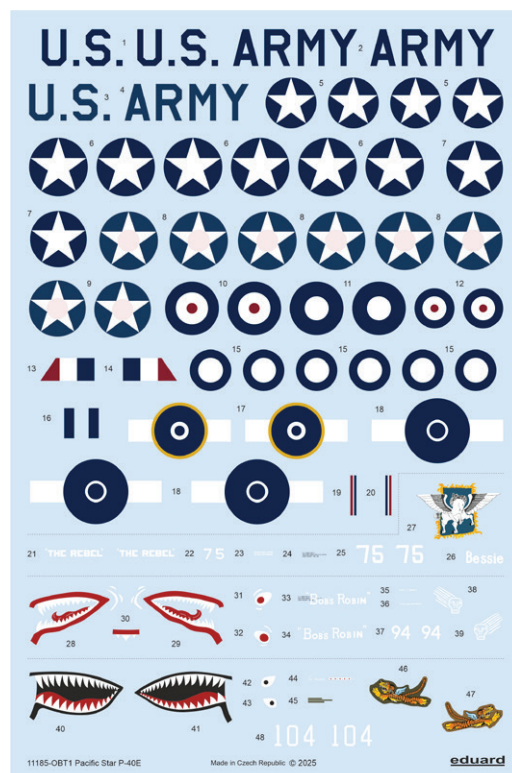
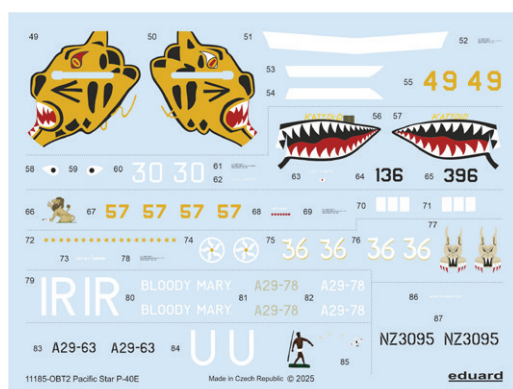
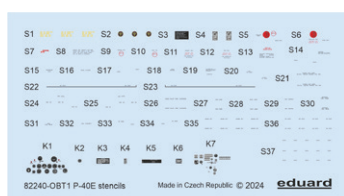
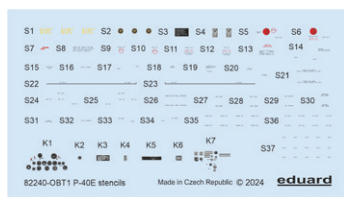
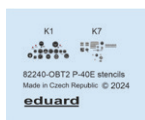
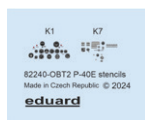
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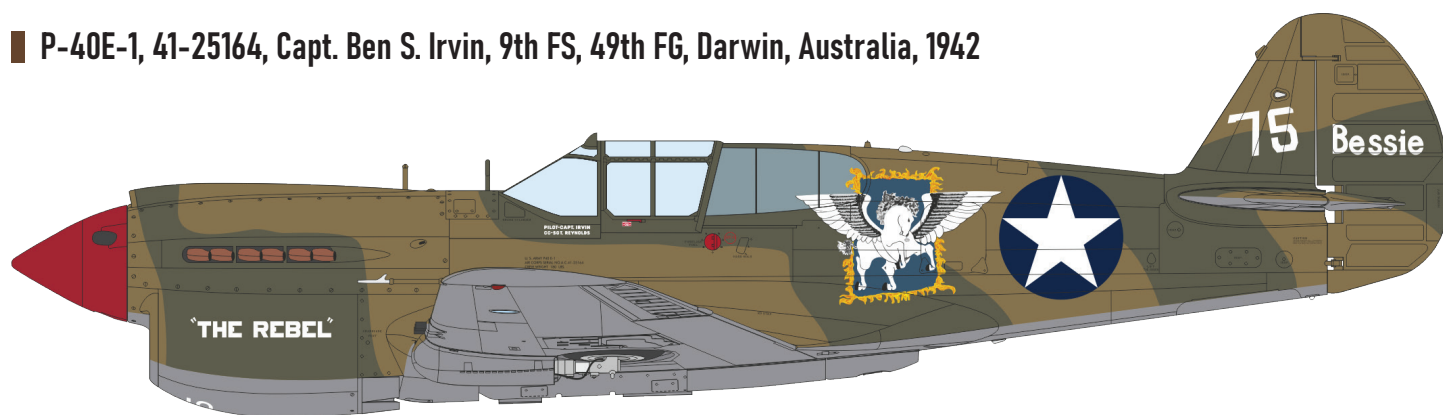
The Limited edition kit of the US fighter aircraft P-40E Warhawk in 1/48 scale. The kit offers markings for 10 aircraft. The box contains plastic sprues for two complete kits, from which it is possible to build aircraft flying in USAAF, RAAF and RNZAF in Pacific Theater of Operations.

Dual Combo

- plastic parts: Eduard
- marking options: 10
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes

[Product page](#)


■ **P-40E-1, 41-25164, Capt. Ben S. Irvin, 9th FS, 49th FG, Darwin, Australia, 1942**

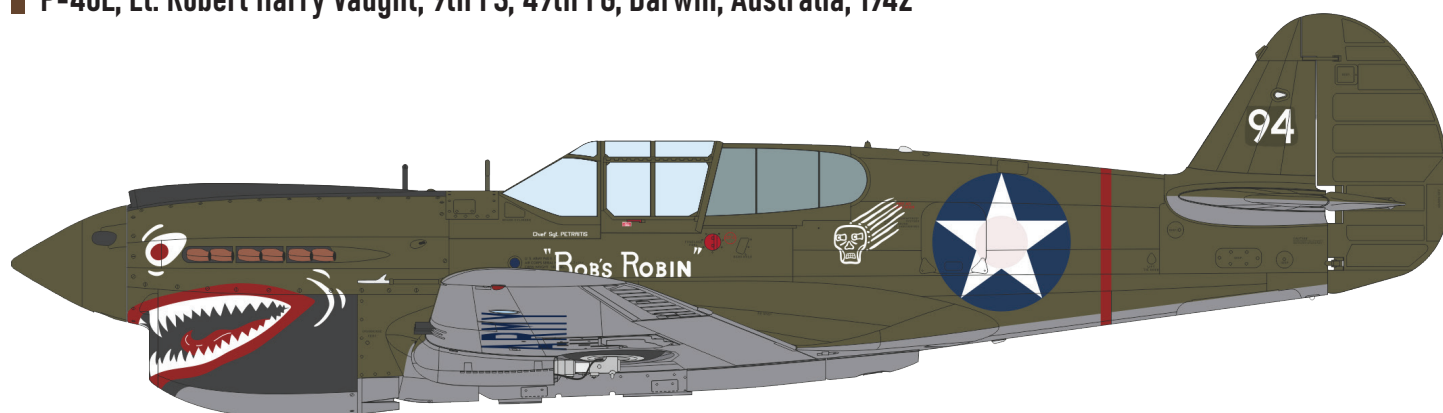


Lt. Ben S. "Bitchin' Ben" Irvin served in the Philippines and after the Japanese invasion he continued fighting in Java with the 17th PS (Provisional). He managed to shoot down a Japanese bomber on February 18, 1942, during defense of the Dutch naval base at Soerabaja and added one Zero a week later. He left Java for Australia and joined the 9th FS of 49th FG on March 17. He was promoted to the rank of Captain as he took command of the 9th FS on August 28 and led the unit until October 31. During that time, the 9th FS moved from Australia to New Guinea. Just a few days after the Flying Knights, as the 9th FS was nicknamed, settled at the base near Port Moresby, the order was received that all the pilots who took part in Philippines

and Java campaigns, should return to USA. Thus, Irvin relinquished the command of 9th FS on November 1, 1942, and returned home, leaving behind his personal P-40E-1, which was adorned with a large Pegasus on the left side and named "The Rebel". The pilot who inherited the plane added the name "Bessie" on the vertical tail port side. On December 26, 1942, 1/Lt John D. Landers took off with "The Rebel" as one of twelve P-40s. He led White Flight on a patrol mission over Dobodura and was shot down in an ensuing combat with Japanese Ki-43-I Oscars from 11 Hikō Sentai. Pilot bailed out and the plane crashed into the jungle, where it rests until today.

The way of "The Rebel" into the ranks of 49th FG was rather tortuous, as it was built for Lend-Lease contract for RAF as ET488, but delivered to USAAF, which planned to hand the plane over to NIEAF, but instead, it ended with the RAAF as Kittyhawk A29-92. But this serial was cancelled two days later and the plane returned to the USAAF, where it was assigned to 9th FS (known as the "Flying Knights") of the 49th FG. Irvin decorated his P-40E with Pegasus on the port side of the fuselage and named it "The Rebel". He flew it during the time he led the 9th FS from September 19 to November 3, 1942.

■ **P-40E, Lt. Robert Harry Vaught, 9th FS, 49th FG, Darwin, Australia, 1942**



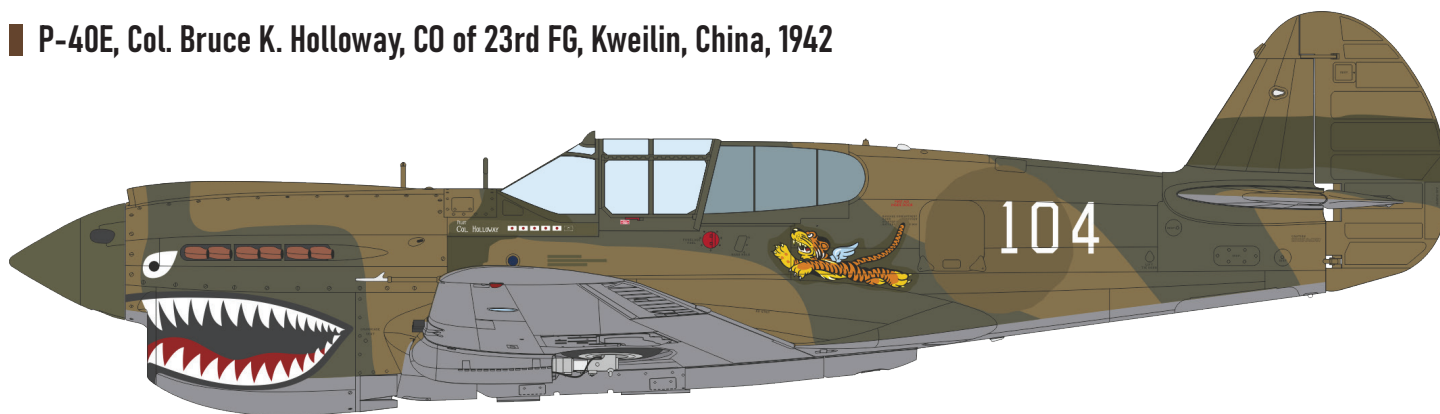
Lt. Robert Harry Vaught was born on June 15, 1918, in Johnson City, Tennessee. He served as a Flying Cadet from February 21 to October 31, 1941 and joined 49th PS of 14th PG after he was rated a pilot on October 31. He changed the unit for 49th PG on December 16 and moved to Australia. His first victory came on March 28, 1942 (Mitsubishi 97 bomber), two Mitsubishi 96 went down under his guns on December 7. Vaught's nickname "Snake Bite Bob" came from an incident which occurred on July 16, 1942. That day

he took off from Livingston Strip and found out he had a snake on the floor ready to bite him. He conducted several violent maneuvers, which immobilized his passenger, so he was able to grab it behind the head and realizing it was a venomous one, he threw it from the cabin. Vaught's ill-fated day came on March 5, 1943, when, now with P-38G-13-LO, he took off from Dobodura Airfield on a mission over Salamaua. He shot down two Zeros but, as one engine of his P-38 was damaged in the combat, he deci-

ded to divert to Wau. On the final approach, the other engine failed as well and the pilot was seriously injured in the ensuing crash. Vaught was sent back to USA and did not return to flying, although he stayed in service until 1959, retiring as Lieutenant Colonel. He died in June 1978. His P-40E was decorated with the shark mouth and "Flying Skull". The name "Bob's Robin" was painted on both sides of the fuselage. A red circle of the older national insignia slightly showed on fuselage as well as on the wing.



■ P-40E, Col. Bruce K. Holloway, CO of 23rd FG, Kweilin, China, 1942

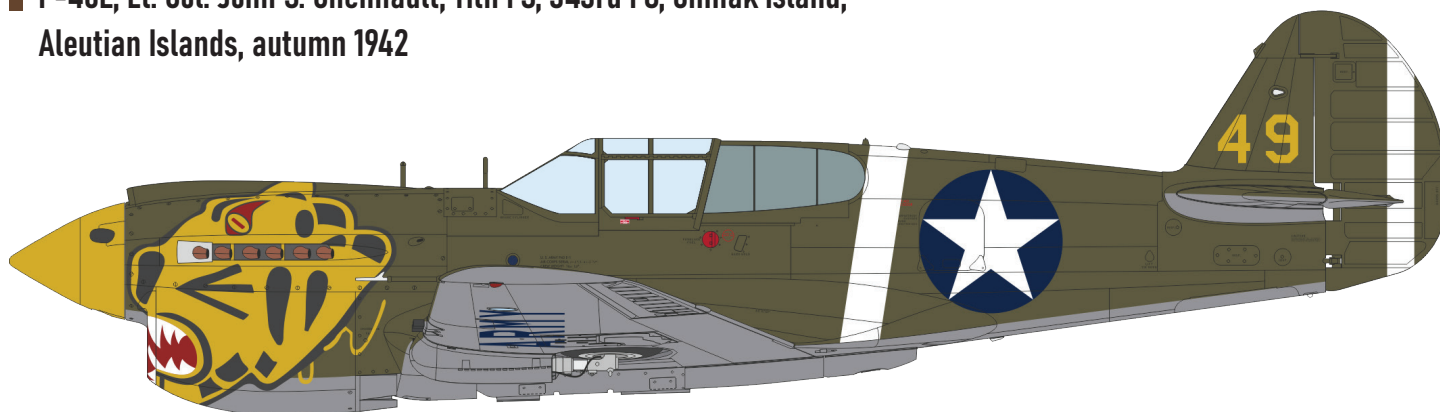


Bruce Keener Holloway was born on September 1, 1912, in Knoxville, Tennessee and graduated from the United States Military Academy (West Point) in 1937 and received his pilot wings in 1938. Holloway then served with 6th PS, 18th PG, in Hawaii prior to his studies in aeronautical engineering. After that, he was sent to Chungking, China, to begin his combat experience as a fighter pilot with the Flying Tigers of the American Volunteer Group. When the AVG was disbanded in July 1942, the 23rd FG was formed and Ho-

lloway assumed command of the group in January 1943 from Robert L. Scott. During his stay in China, Holloway shot down 13 enemies and returned to USA in 1944. He stayed in the service, graduated from the National War College in 1951 and progressed through ranks and key positions of USAF. Already a General, he took command of the U.S. Air Forces in Europe in July 1965 and stayed there until his assignment as Vice Chief of Staff of the United States Air Force, position he held from August 1, 1966. Still not at the

end of his career, he became commander-in-chief of the Strategic Air Command on August 1, 1968, and kept that post until retirement on April 30, 1972. General Holloway passed away at the age of 87 in Orlando, Florida on September 30, 1999. His P-40E portrayed here sported several repairs and changes to the original markings, including fresh overpaints by British camouflage colors and repair by Olive Drab on the starboard side of the nose, including the spinner.

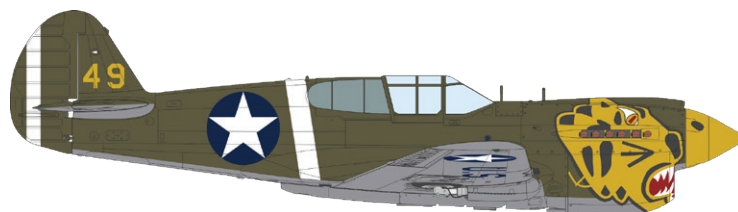
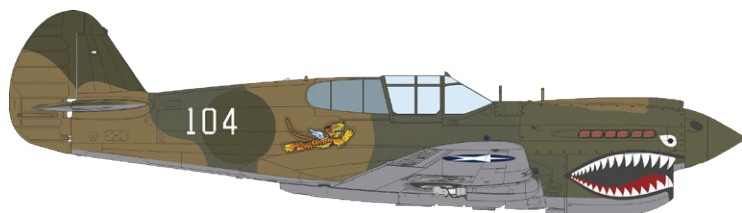
■ P-40E, Lt. Col. John S. Chennault, 11th FS, 343rd FG, Umnak Island, Aleutian Islands, autumn 1942



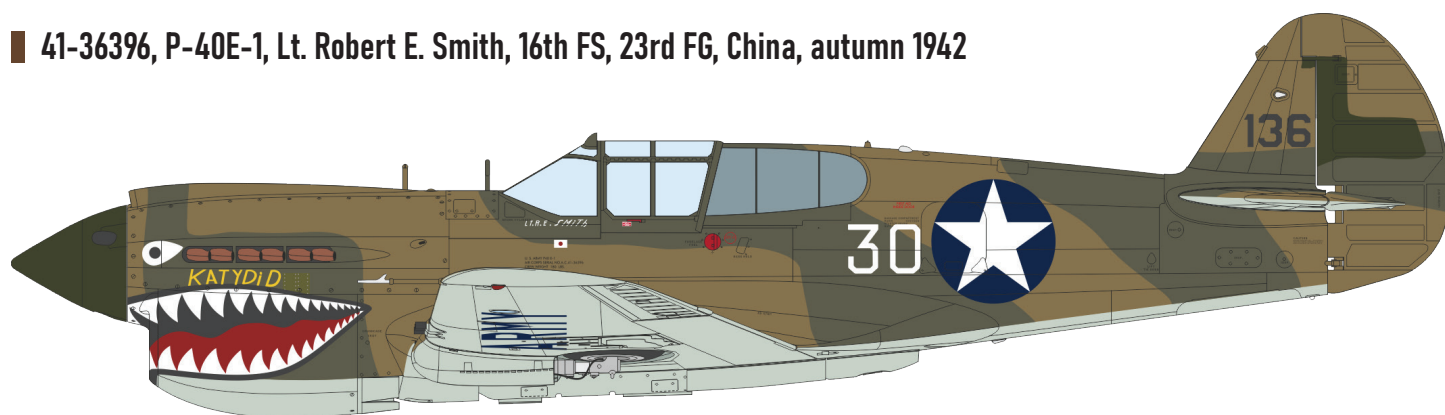
As one of ten children of famous Claire Lee Chennault, the leader of the Flying Tigers of American Volunteer Group, John Stephen "Jack" Chennault, born on May 20, 1913, in Eudora, Arkansas, followed the steps of his father and became CO of the 343rd Fighter Group. The unit was activated on September 3, 1942, in Alaska and Lt. Col. John Chennault became its first commander eight days later. He kept the position until Novem-

ber 16 of the same year. He managed to shoot down one Zero and also heavily damaged a Japanese submarine. However, he probably achieved both victories flying P-38. The 343rd FG became well-known as the Aleutian Tigers with stylized tiger heads adorning the noses of their P-40s. In a barren and small outpost on the edge of the Pacific, the 343rd was tasked with the elimination of the Japanese from the Attu and

Kiska islands in the western Aleutians. Under Chennault's command, the 343rd FG showcased remarkable effectiveness in air combat, embodying the same spirit of adaptability and tactical ingenuity his father had demonstrated. John Chennault passed away on December 4, 1977, at the age of 64.



■ 41-36396, P-40E-1, Lt. Robert E. Smith, 16th FS, 23rd FG, China, autumn 1942

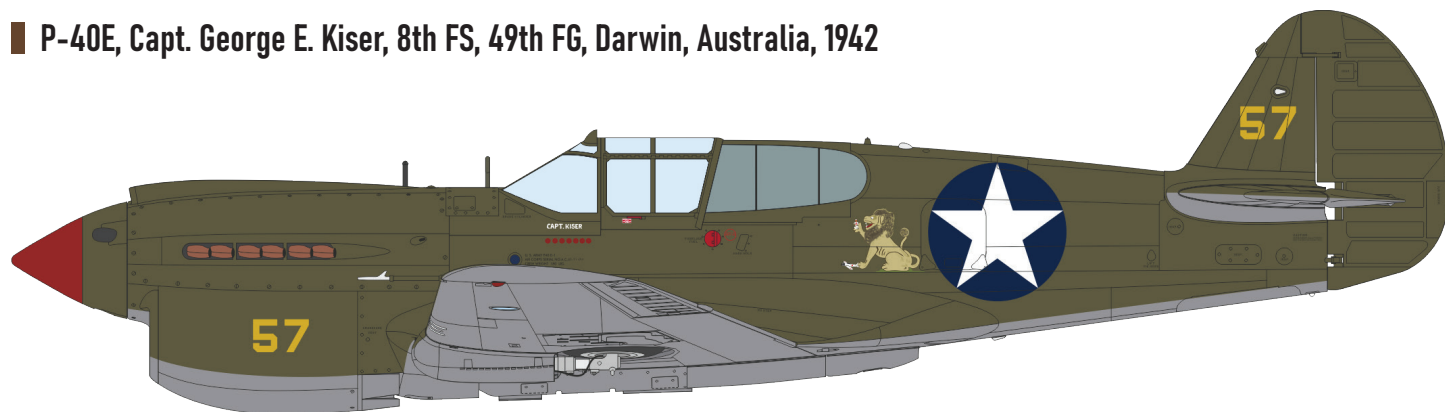


Robert Eugene Smith, nicknamed "Gene", entered Army Air Force prior to World War II. The move was rather purposive as he intended to pay back for his previous studies but he quickly became one of the most successful pilots in the early days of the 16th FS, 23rd FG, shooting down four enemies. During one mission his plane went down near a small village. The villagers,

not knowing who or what he was, started to come after him. Luckily, he had a small flag that he waived letting them know that he was an American and on their side. In the spring 1944 Smith was then with the 394th Fighter Squadron, 367th Fighter Group, in England. He claimed a Bf 109 damaged on June 17, 1944, but five days later he was killed when his P-38 was shot

down by flak near Cherbourg in France during a strafing mission. His plane crashed on the beach in Normandy with Smith in the cockpit. During his stay with 23rd FG, he flew P-40E-1 which carried the obligatory shark mouth and also the name KatyDid on its nose.

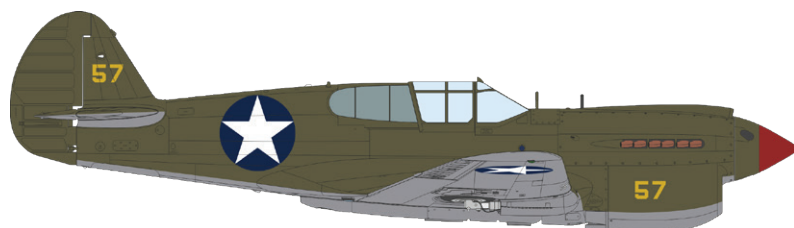
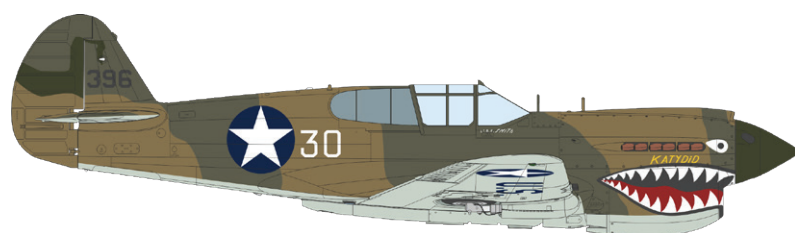
■ P-40E, Capt. George E. Kiser, 8th FS, 49th FG, Darwin, Australia, 1942



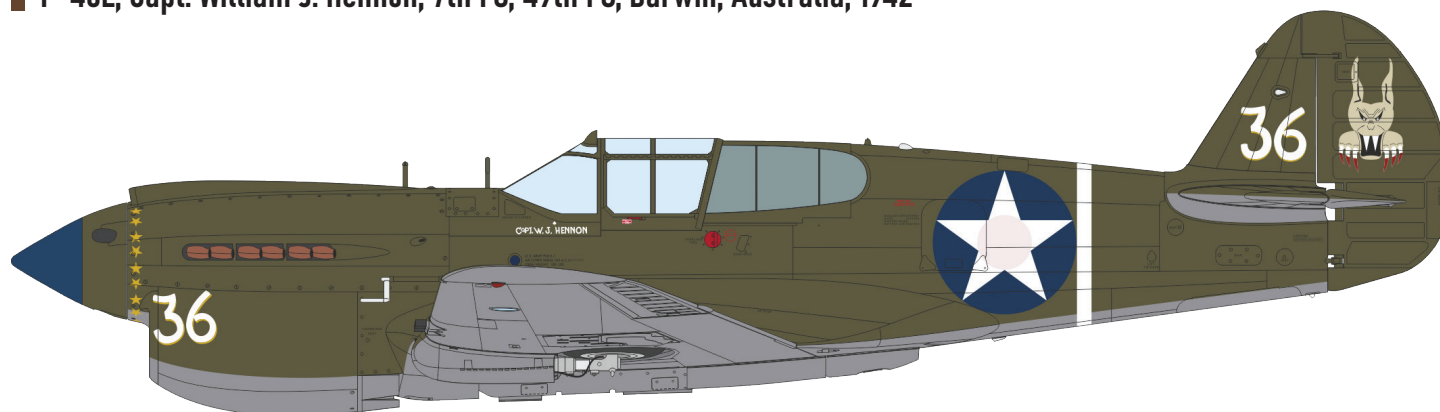
Born on May 8, 1918, in Pocatello, Idaho, George Edward Kiser joined the Army Reserves and was commissioned a 2nd Lt and rated a pilot on December 20, 1940. He joined 17th PG of 4th Composite Group on December 31. After escaping Philippines, where he managed to shoot down two Zeros, he served in Java with 17th PS (Prov) and subsequently joined the "Black Sheep" Squadron, as the 8th FS of 49th FG was nicknamed. Kiser's day of fame came on April 27,

1942, when he intercepted an enemy formation of twenty-four bombers near Darwin. Although chased by escort fighters, he engaged the bombers, disrupted their formation and destroyed two of them. In ensuing fighting with the enemy fighters, he shot down one. This bravery ensured him the Distinguished Service Cross alongside other decorations he was awarded in the course of his service. Altogether he amassed nine aerial victories. After the war he transferred to

the USAF and retired as a U.S. Air Force Colonel. George Kiser passed away on April 1, 1991 (aged 72). The P-40E from his days with 49th FG was in standard Olive Drab/Neutral Gray camouflage, sporting on the port side of the fuselage a cartoonish lion with a praying Japanese pilot in right front paw, while the left one was stepping on a destroyed Zero.



■ P-40E, Capt. William J. Hennon, 7th FS, 49th FG, Darwin, Australia, 1942

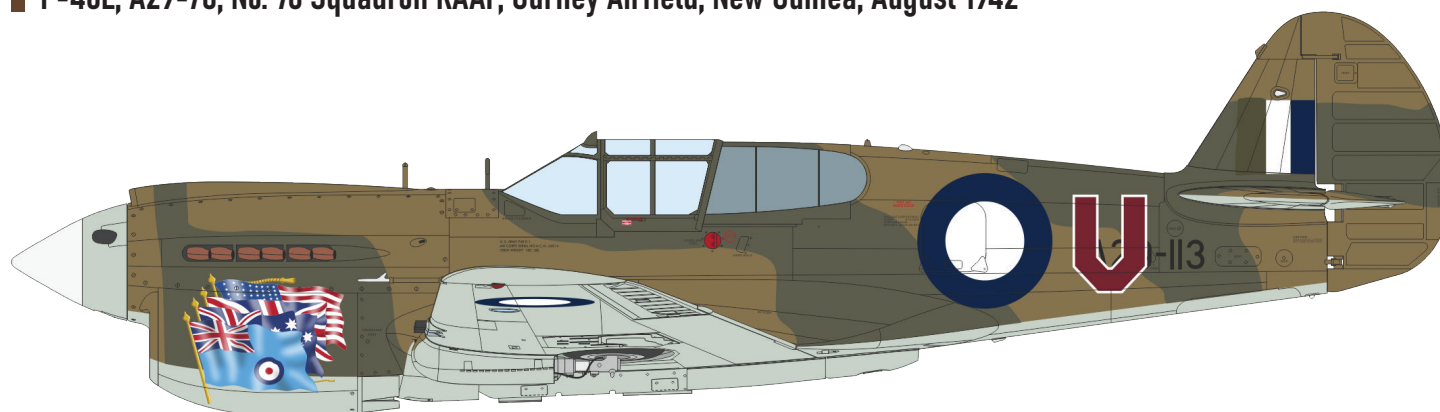


William Joseph Hennon was born on Jun 13, 1919, in Hennepin County, Minnesota. He received his pilot wings at Kelly Field, Texas, in 1941 and had been in the Philippines with the 21st Fighter Squadron when the war started. Over Java he shot down five Japanese aircraft. Escaping to Australia from the Java campaign he was allocated to the 7th FS, 49th FG, where he added two more victories. On the rudder of his Warhawk, there was a cartoonish Bunyip applied by ground crews in recognition of the support that the lo-

cal Aboriginal community had given in rescuing pilots from crash sites all around the Northern Territory. The Bunyip is a mythological water dwelling fearsome beast that lives in creeks, rivers and billabongs. Later in 1942 the 7th Fighter Squadron adopted the "screaming demon" as their unit emblem and they applied it to the tails of their Warhawks and later P-38 Lightnings for the remainder of the War. It is not known what color was the front of the propeller cone. We tend to the Insignia Blue, but a red color is also

a possible option. "Bill" Hennon returned to the USA with other veterans of Philippines and Java campaigns at the end of 1942 and joined 326th FG but transferred to 21st FS of 352nd FG as its CO on December 28, 1942. On March 31, 1943, he was on a routine flight with a BT-14 trainer from Farmington to Groton, Connecticut (a distance of a mere 75 miles), to pick up fellow pilot Frank Greene, who had just been released from the hospital. Hennon disappeared enroute and was never found. He was 23 at the time.

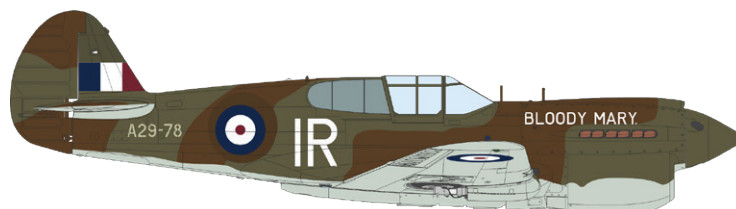
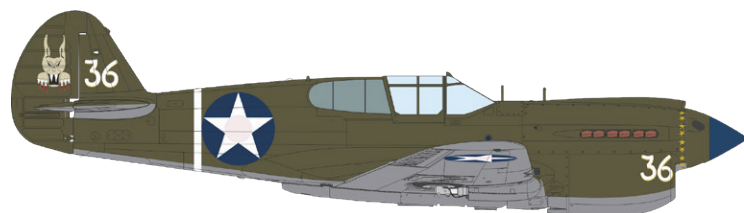
■ P-40E, A29-78, No. 76 Squadron RAAF, Gurney Airfield, New Guinea, August 1942



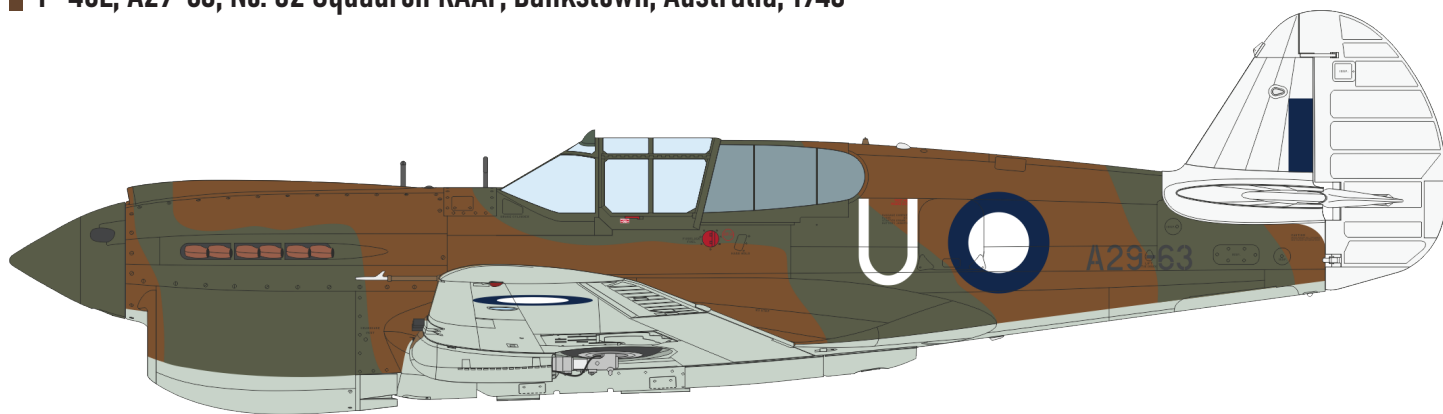
No. 76 Squadron was formed at Archerfield Airport, Queensland, on March 14, 1942, as the second RAAF's unit operating P-40s. The squadron completed its training in June, when it received its full complement of 24 fighters for 38 pilots. The squadron deployed to the front lines of the New Guinea Campaign during July 1942 and pilots flew their first combat mission on July 22

under the leadership of Squadron Leader Peter Turnbull (who died in a crash on August 27 that year). The portrayed aircraft was obtained from USAAF in standard Olive Drab/Neutral Gray camouflage. To mimic the British camouflage, the upper surfaces received additional fields of Earth Brown, and the nose was adorned with the name "Bloody Mary". The insignias, originally US

ones, were replaced by British cockades, these were changed on the upper surfaces for the Australian ones at the time the aircraft was sent to New Guinea. The flash on the vertical fin was at the same time lowered by fresh camouflage paint on the upper part. The aircraft was destroyed in a ground collision with Hudson (A16-218) on No. 1 Strip on August 15, 1942.



■ P-40E, A29-63, No. 82 Squadron RAAF, Bankstown, Australia, 1943

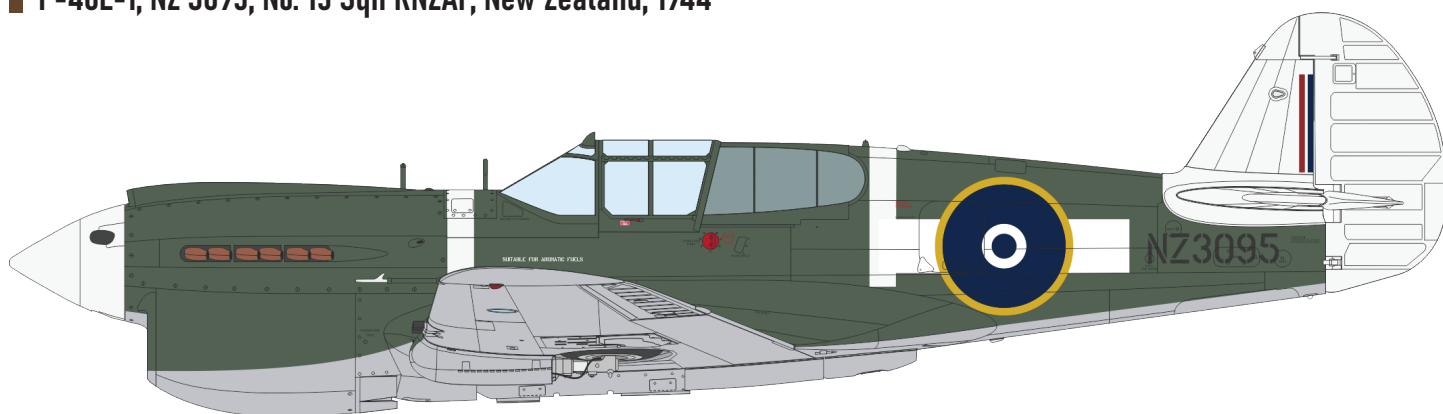


No. 82 Squadron was formed on June 18, 1943, and was armed with P-40s, as RAAF had received 399 of these aircraft so five new Kittyhawk-equipped squadrons could be formed. It operated from bases in Queensland and New Guinea. The squadron conducted training at Bankstown until April 1944, then moved to Townsville for further training. The move to Port Moresby came at the end of August 1944 with another move to Noemfoor in mid-September. There, the No. 82

Squadron, which just became operational, joined Nos. 76 and 77 Squadrons forming No. 81 Wing. Its pilots then usually conducted attack missions against Japanese ground targets. In March 1945 the unit moved to Morotai, providing escorts to Allied convoys. The relegation of First Tactical Air Force to areas of operation bypassed by the main Allied thrust towards the Philippines and Japan led to poor morale, culminating in the so-called Morotai Mutiny in

April 1945. The aircraft portrayed here was used during training in Bankstown in 1943. It sported the painting of an Aboriginal man throwing his boomerang, downing a Zero with it. The aircraft was camouflaged with RAAF colors of Foliage Green and Dark Earth with white tail. Period photos show the aircraft nicely polished with minimum weathering.

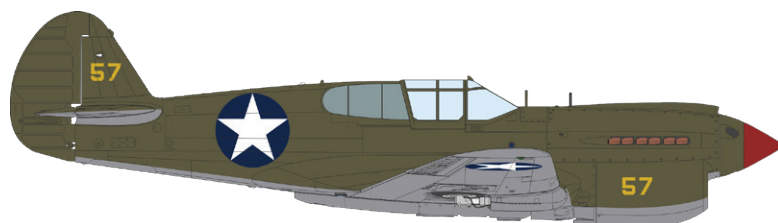
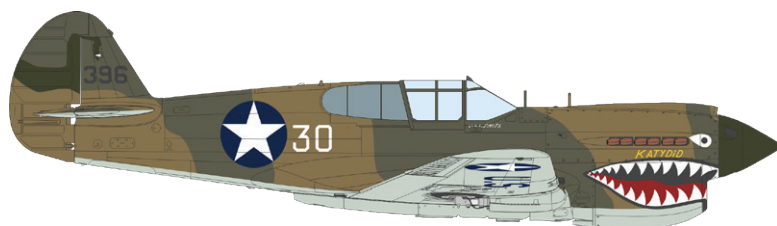
■ P-40E-1, NZ 3095, No. 15 Sqn RNZAF, New Zealand, 1944



In October 1942, No. 15 Squadron RNZAF was sent to Tonga to take over 23 P-40s from the USAAF 68th Fighter Squadron, thus releasing the American squadron for frontline service. These P-40Es (NZ 3091 - NZ 3098, NZ 3100 and NZ 3108) and P-40K-15s (NZ 3090 and NZ 3099) were ex-RAF contract aircraft kept by the USA-

AF at the beginning of the Pacific war and were in a sorry state of repair (five never received RNZAF serials). Most of the serviceable aircraft were sent forward to defend Espiritu Santo in the New Hebrides Islands in February 1943 and ten survivors returned to New Zealand later that year. These aircraft became known as the

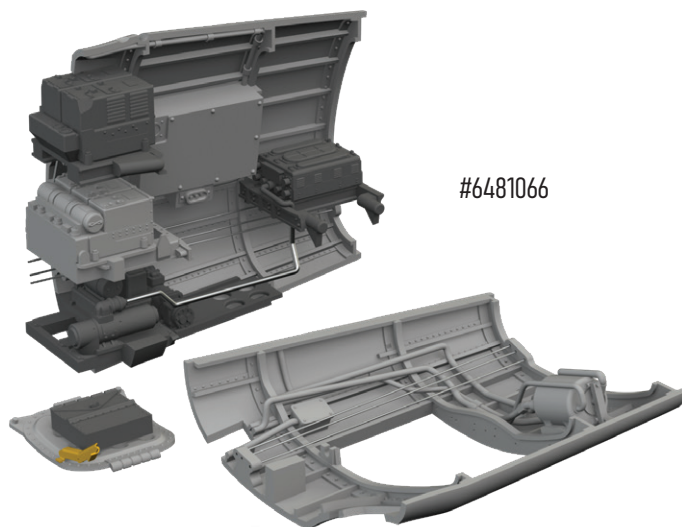
"Tonga" P-40s. After their return to New Zealand, they were repainted in Foliage Green and (NZ) Sky Grey as were many locally based aircraft at this time.



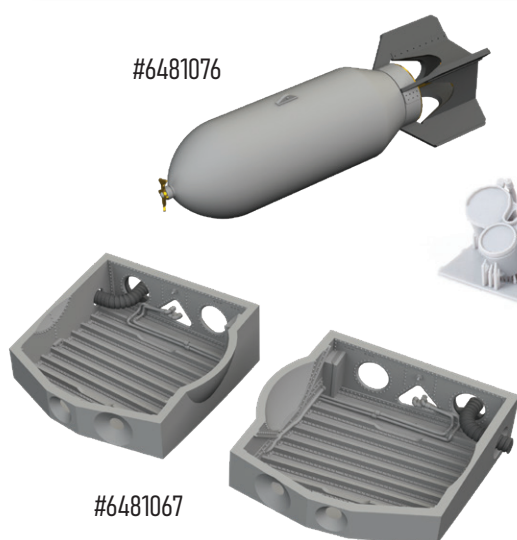
For P-40E Warhawk 1/48

RECOMMENDED:

481155	P-40E landing flaps (PE-sets)
FE1498	P-40E seatbelts STEEL (PE-sets)
644295	P-40E LööK (Brassin)
6481057	P-40E wheels diamond tread (Brassin)
6481058	P-40E wheels cross tread (Brassin)
6481059	P-40E wheels block tread (Brassin)
6481060	P-40 exhaust stacks rounded PRINT (Brassin)
6481061	P-40 exhaust stacks fishtail PRINT (Brassin)
6481064	P-40 seat w/ integral belts Type 1 PRINT (Brassin)
6481065	P-40 seat w/ integral belts Type 2 PRINT (Brassin)
6481066	P-40E radio compartment PRINT (Brassin)
6481067	P-40 wheel bays PRINT (Brassin)
6481068	P-40 wheel bays with canvas PRINT (Brassin)
6481069	P-40E engine PRINT (Brassin)
6481076	P-40 1000lb US bomb (Brassin)
6481084	P-40 75gal drop tank PRINT (Brassin)
3DL48208	P-40E SPACE (3D decal)
EX1088	P-40E (mask)
EX1089	P-40E TFace (mask)

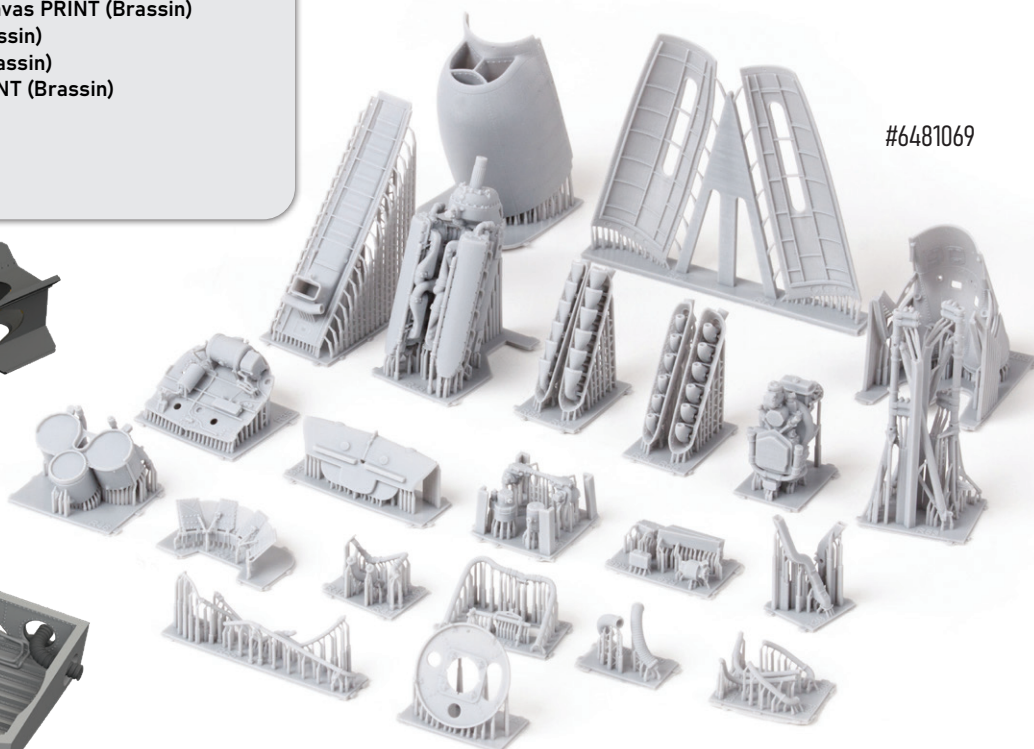


#6481066



#6481076

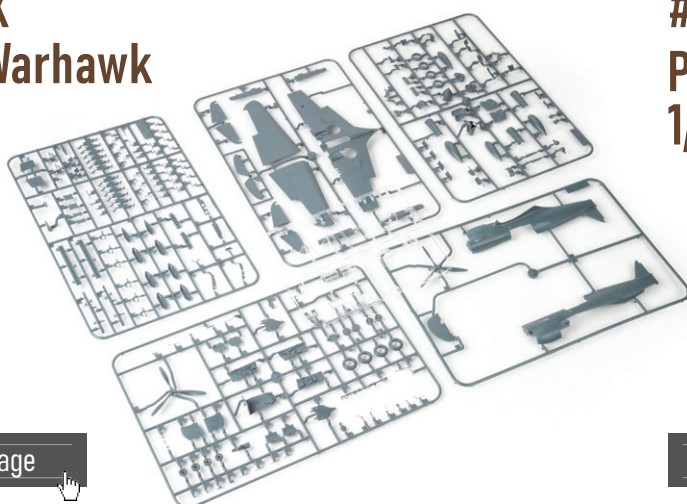
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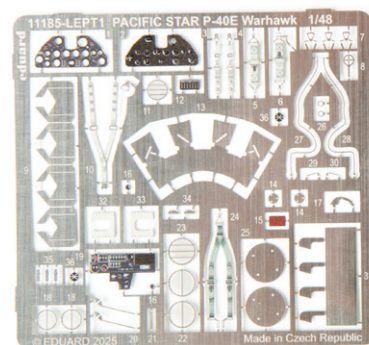
OVERTREES

#82241X

P-40E Warhawk
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OVERLEPT

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PACIFIC STAR
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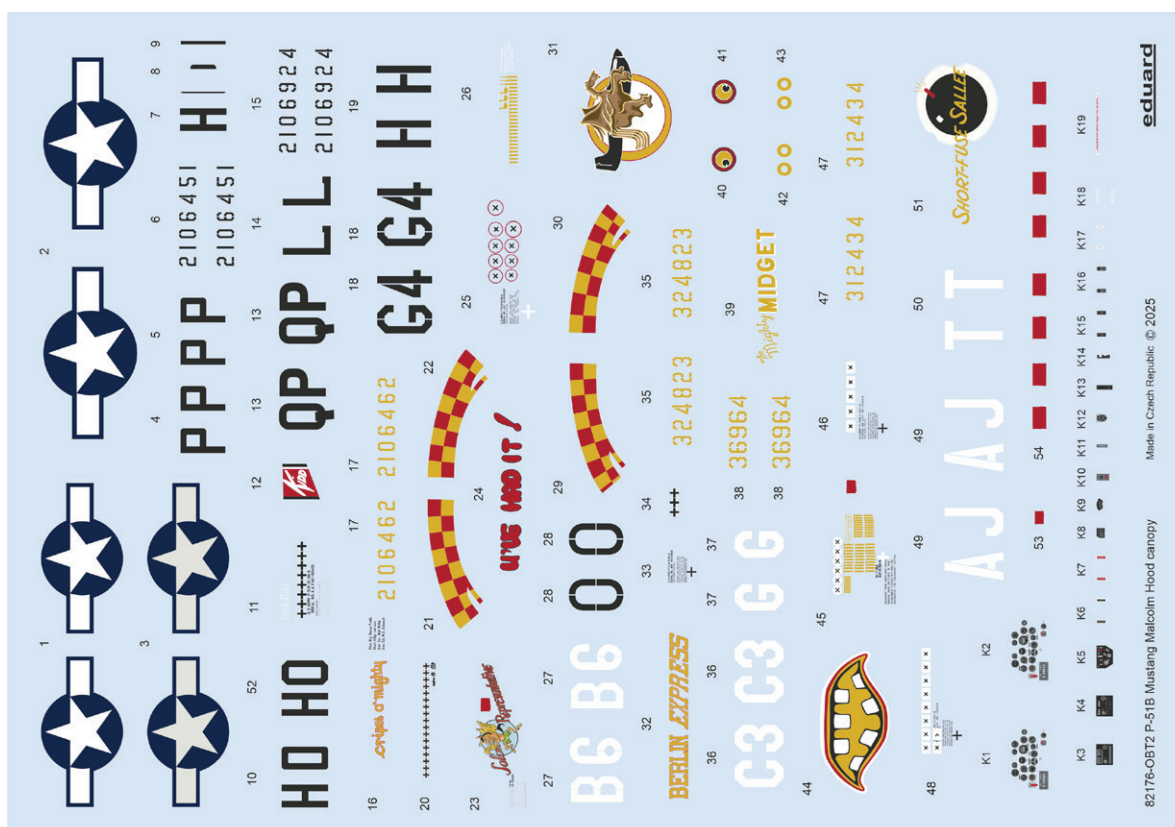
www.facebook.com/EduardCompany

P-51B Mustang Malcolm Hood canopy 1/48

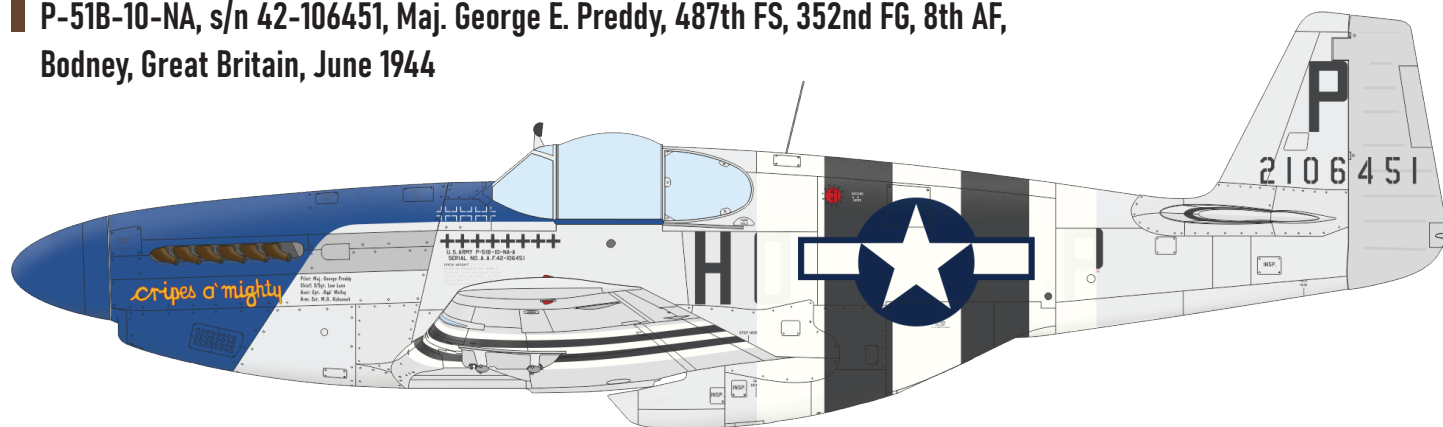
#82176

The ProfiPACK edition kit of US WWII fighter aircraft P-51B Mustang in 1/48 scale. The kit offers 6 markings of Mustangs with Malcolm Hood canopy.

- plastic parts: Eduard
- marking options: 6
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[stránka produktu](#)


■ P-51B-10-NA, s/n 42-106451, Maj. George E. Preddy, 487th FS, 352nd FG, 8th AF, Bodney, Great Britain, June 1944

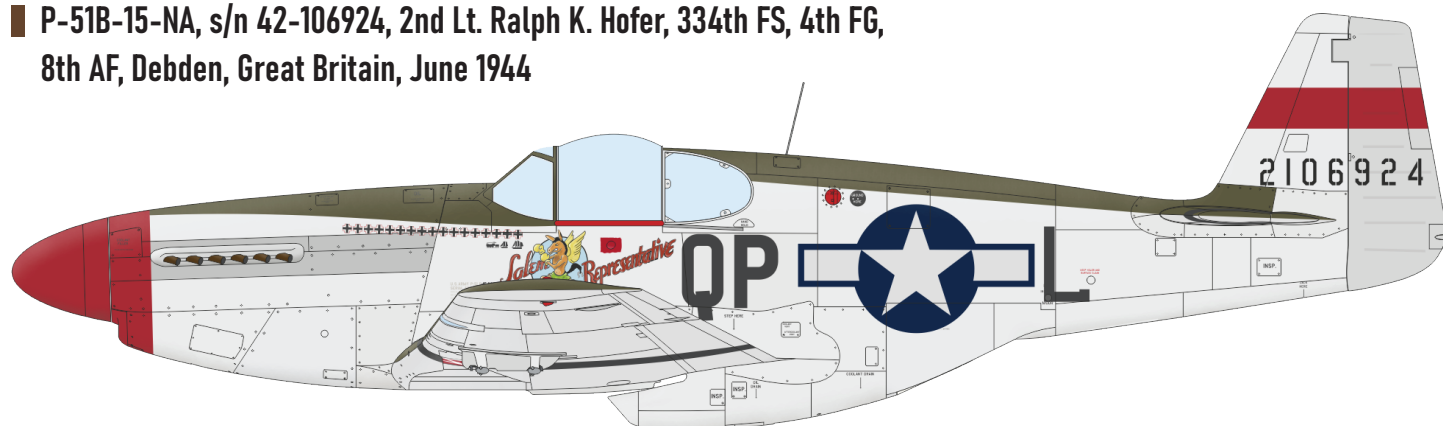


Preddy's first personal Mustang was a natural metal finish aircraft with blue nose adorned with the yellow inscription "Cripes A'Mighty". The application of invasion stripes overlapped the HO-P fuselage code which was partially showing through under the white paint. So, an individual letter P was added to the tail surfaces as it was obscured by the invasion stripes on the fuselage. At the time of the invasion, Preddy's Mustang already had a new type Malcolm Hood

cockpit canopy installed. The nose of Preddy's Mustang was decorated with 12 German crosses as symbols of his victories. Preddy made his last flight in a P-51B on June 12, 1944, six days after the invasion of France, when he claimed another destroyed Bf 109. He then took over the brand new P-51D-5 "Cripes A'Mighty 3rd". In August 1944, Major Preddy was sent to the United States for retirement, and upon his return in October he assumed command of one of the sub-

ordinate squadrons of the 352nd FG, 328th FS. On December 25, in the early hours of the morning, while chasing an Fw 190 over the front, Preddy's aircraft was accidentally hit by American anti-aircraft fire. He still attempted an emergency landing near an anti-aircraft battery but, as he was fatally wounded, he crashed. In total George Earl Preddy achieved 25 victories and four shared, 22+4 when flying Mustangs (including 5+2 victories in P-51Bs).

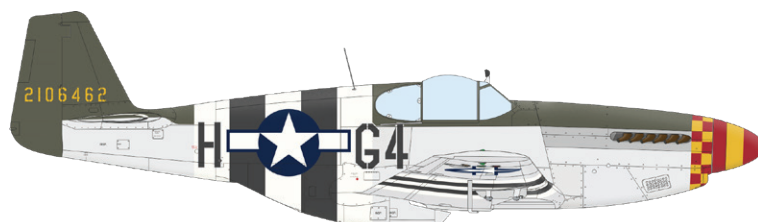
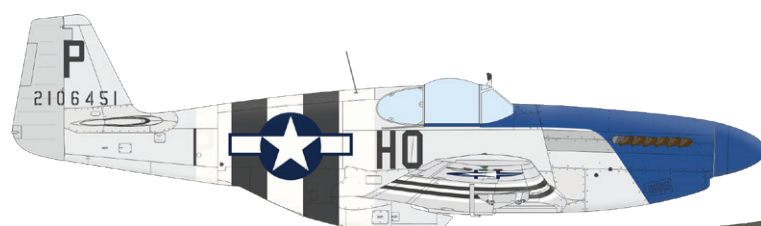
■ P-51B-15-NA, s/n 42-106924, 2nd Lt. Ralph K. Hofer, 334th FS, 4th FG, 8th AF, Debden, Great Britain, June 1944



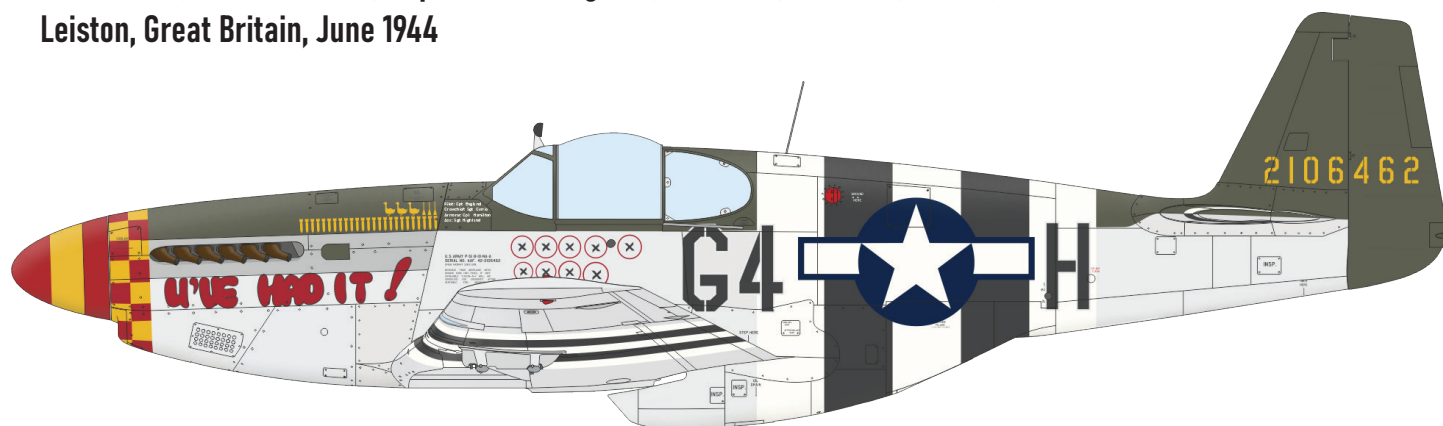
Light-hearted, perhaps undisciplined, but all the more courageous and charismatic was "Kid" Hofer, one of the USAAF's most successful fighters. The nickname was based on his youthful appearance and his flowing and by Army standards long hair as well as his prevailing good humor. Until his death, he destroyed 15 enemy aircraft in the air, damaging two and destroying

another 14 on the ground. On July 2, 1944, "Kid" participated in the escort of bombers to Budapest from the Italian base Foggia. Prior to reaching the target area, a group of Bf 109 entered the scene, and the aerial battle started. Hofer's leader had to make an emergency landing due to a malfunction and watched from the ground as a Hungarian Bf 109, sitting on the tail of his

Wingman, opened fire. Hofer's Mustang was apparently only damaged, so he tried to return to the base. Near Mostar, he decided to strafe a German airfield, his P-51B "Salem Representative" was hit by flak and "Kid" Hofer was killed.



■ P51B-10-NA, s/n 42-106462, Capt. John B. England, 362nd FS, 357th FG, 8th AF,
Leiston, Great Britain, June 1944

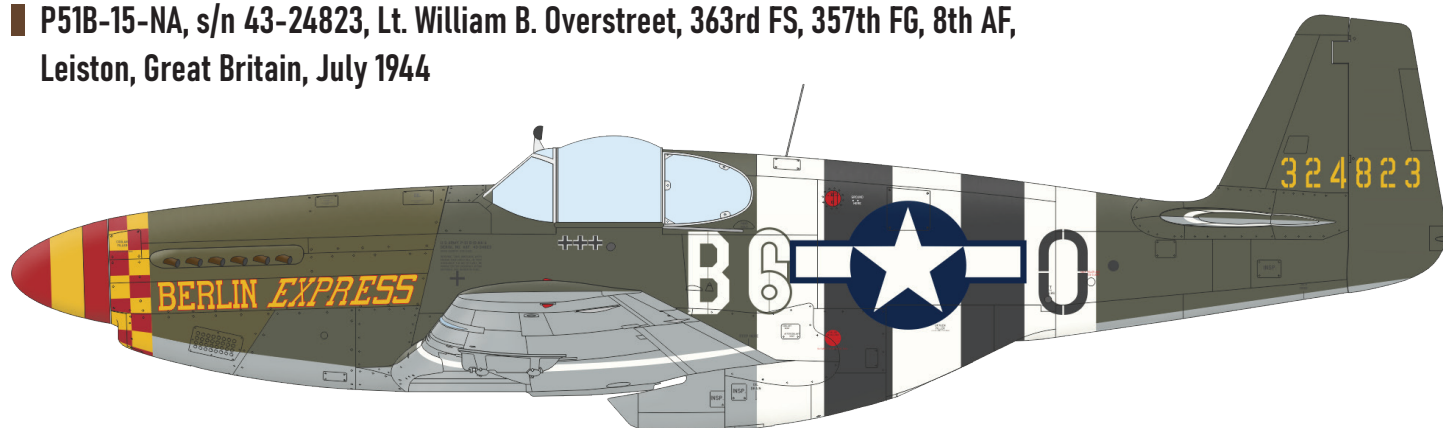


The Mustang named U've Had It was assigned to the 357th FG at the end of the first week of March 1944 and became the personal aircraft of Capt. John England. It was one of several P-51Bs that received a hasty "half" camouflage paint job on the upper fuselage and wings in anticipation of operations from continen-

tal forward field airfields which ultimately did not occur due to the Mustangs' extraordinary range and endurance. England flew the U've Had It until June 1944, scoring three kills out of eight achieved in P-51B cockpits. In July, he received a new type, the P-51D. In all, England scored 19 kills during his wartime career, three of them in

cooperation. The Mustang U've Had It remained with the 357th FG and was taken over by Eric Wooley. Its fate was fulfilled on October 4, 1944, when the tail section separated during a high-speed dive training flight and 2nd Lt. Richard Potter had to bail out with great difficulty.

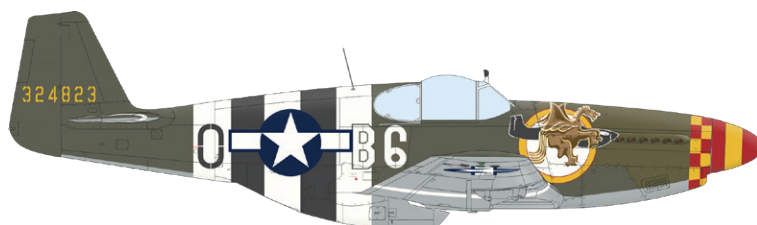
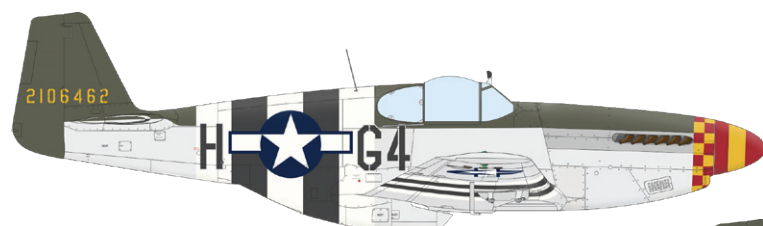
■ P51B-15-NA, s/n 43-24823, Lt. William B. Overstreet, 363rd FS, 357th FG, 8th AF,
Leiston, Great Britain, July 1944



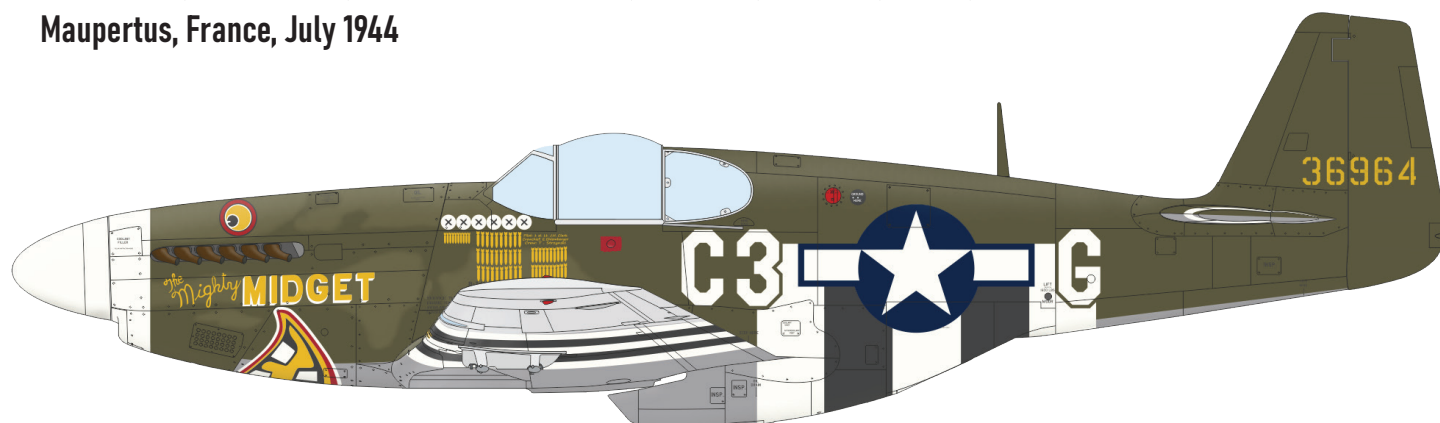
P-51B Mustang s/n 43-24823 was originally assigned to Bud Anderson as the third and last P-51B he flew in combat. Like his previous P-51s, this one was also named Old Crow. When Anderson completed his tour with the 363rd FS in July 1944, the aircraft was assigned to Lt. William Overstreet. Overstreet had the name Berlin Express painted on the left side of the engine cowling and a drawing of a winged Mustang horse in a circle on the right side of the

cowling. The identification letter was changed from S to O. Bill Overstreet became particularly famous for his story of chasing a German Bf 109 through the arches of the Eiffel Tower. The duel was supposed to have taken place sometime in the spring of 1944, but it is questionable whether the passage through the Eiffel Tower actually happened, nor is the exact date of the duel known, there is no mention in German records of such a strange event as

a fighter plane crashing into the streets of Paris. Nevertheless, Overstreet was an aggressive and capable pilot and, for example, on September 3, 1944, he took part in a top-secret mission in which a remote-controlled four-engine bomber attacked a heavily defended German submarine base protected by cliffs. He subsequently flew other secret missions in support of the French Resistance, often landing behind enemy lines.



■ P-51B-7-NA, s/n 43-6964, 1st. Lt. James H. Clark, 382nd FS, 363rd FG, 9th AF, Maupertus, France, July 1944

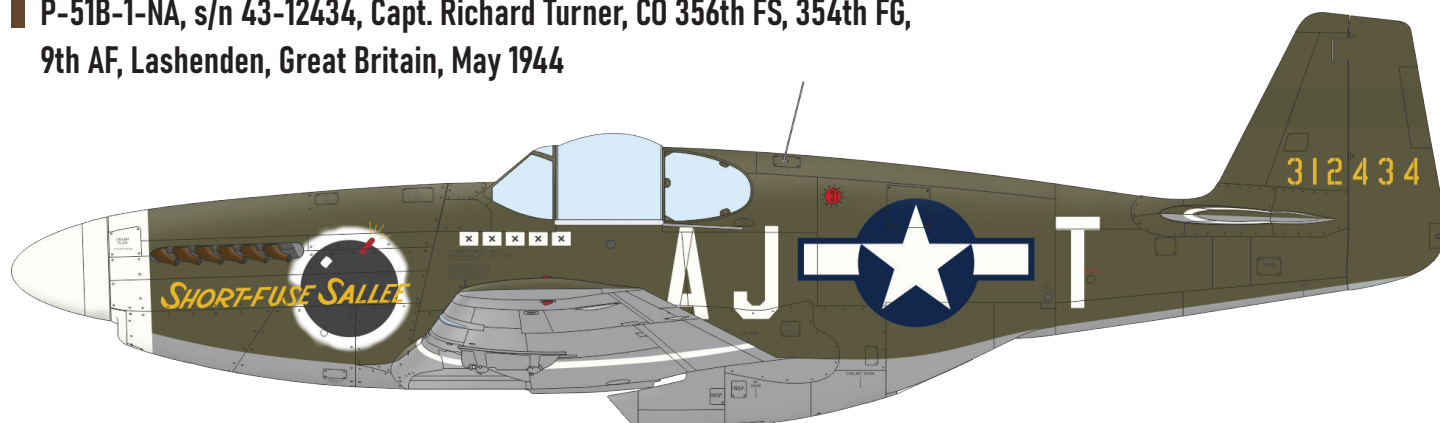


The very colorful Mustang that was flown by James Clark had probably its wings replaced. The new ones came from another P-51 and did not carry camouflage paint. Where it was planned to apply invasion stripes prior to D-

Day, a base camouflage paint in the shade Olive Drab / Neutral Grey was applied to the wing and the invasion stripes were subsequently painted. Lt. James Clark flew 70 missions during the war, including escorting gliders on the D-Day Nor-

mandy landings. He achieved a total of five kills. He married a girl named Marjorie, and it was her nickname, Midge, that he painted on the nose of his Mustang.

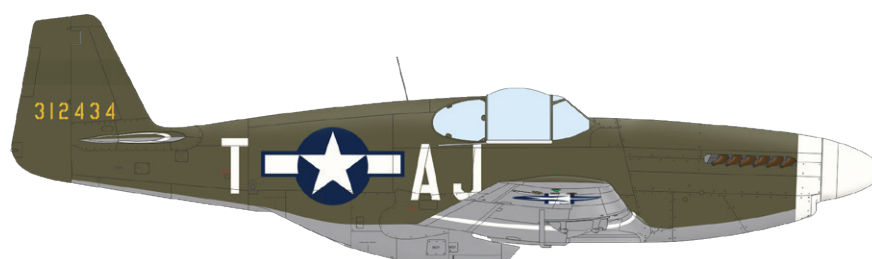
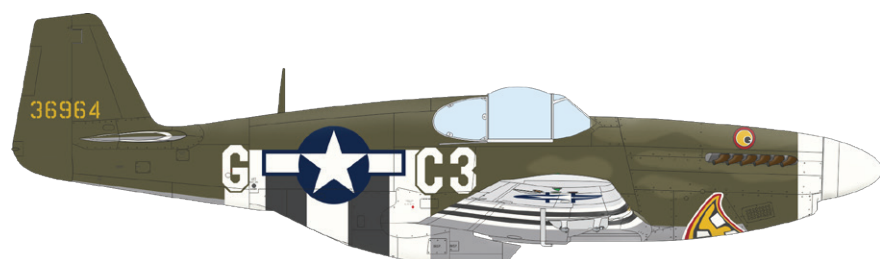
■ P-51B-1-NA, s/n 43-12434, Capt. Richard Turner, CO 356th FS, 354th FG, 9th AF, Lashenden, Great Britain, May 1944



The Mustang named Short-Fuse-Sallee was assigned to Dick Turner in December 1943. Turner scored eight aerial victories with it between January 5 and April 11, 1944, plus 1.5 aircraft destroyed on the ground. This made him one of the most successful pilots in the 356th FS. In March 1944, Turner's Mustang was one of the first in the 356th FS to receive a new cockpit canopy

called the Malcom Hood. In late May 1944, to the chagrin of Turner himself, Short-Fuse-Sallee was turned over to the 369th FS, which at the time was changing to P-51 Mustangs from the P-47 Thunderbolts. Here the aircraft was assigned to Charles Stanley and renamed Dunquerque. Stanley flew 74 missions (300 hours) with it, but unlike Richard Turner, failed

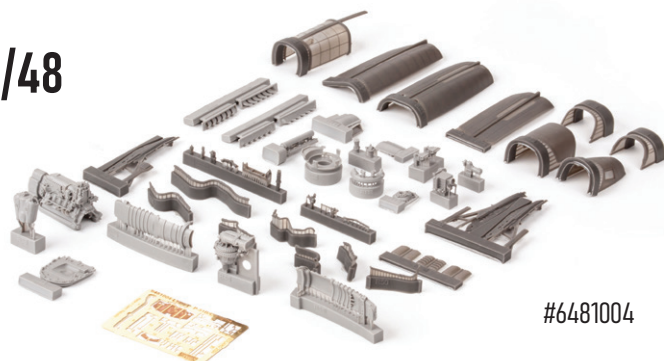
to achieve any confirmed kills, although he was credited with damaging ten enemy aircraft during escort missions. Upon Stanley's return to the US in August 1944, the Mustang was handed over to Thomas Burr, who flew it until he received a P-51D.



For P-51B Mustang Malcolm Hood canopy 1/48

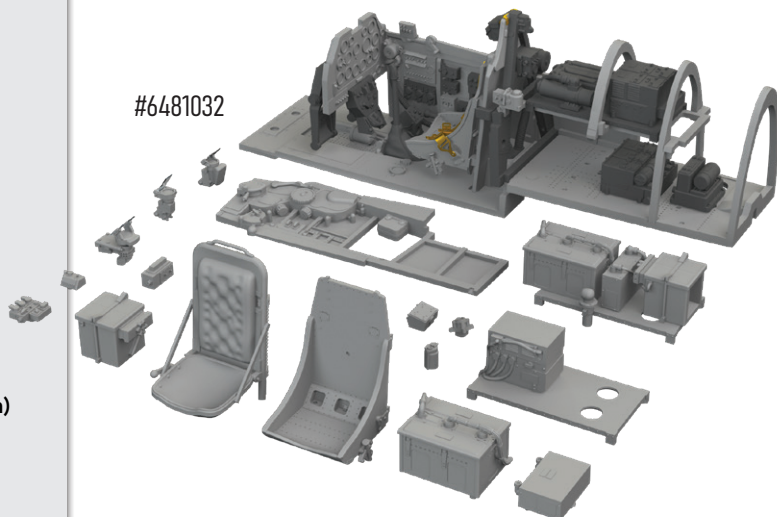
RECOMMENDED:

FE1449	P-51B/C seatbelts STEEL (PE-sets)
644268	P-51B/C LööK (Brassin)
644278	P-51B/C framed canopy LööKplus (Brassin)
644279	P-51B/C Malcolm Hood canopy LööKplus (Brassin)
648986	P-51B/C wheels diamond tread (Brassin)
648987	P-51B/C wheels oval tread (Brassin)
648988	P-51B/C wheels cross tread (Brassin)
648989	P-51B/C wheels block tread (Brassin)
648990	P-51B/C wheels diamond tread 2 (Brassin)
648991	P-51B/C wheels block tread 2 (Brassin)
648992	P-51B/C exhaust stacks (Brassin)
648993	P-51B/C exhaust stacks w/fairing (Brassin)
648994	P-51B/C undercarriage legs BRONZE (Brassin)
648997	P-51B/C gun bays PRINT (Brassin)
6481001	P-51B/C 108gal drop tanks PRINT (Brassin)
6481002	P-51B/C seat Type 1 PRINT (Brassin)
6481003	P-51B/C seat Type 2 PRINT (Brassin)
6481004	P-51B/C engine (Brassin)
6481005	P-51B/C 75gal drop tank early PRINT (Brassin)
6481006	P-51B/C Hamilton Standard propeller (Brassin)
6481007	P-51B/C Hamilton Standard propeller uncuffed (Brassin)
6481008	P-51B/C bazooka rocket launcher (Brassin)
6481009	P-51B/C/D seat Type 3 PRINT (Brassin)
6481010	P-51B/C wheel bay PRINT (Brassin)
6481031	P-51B/C gun sights PRINT (Brassin)
6481032	P-51B Malcolm Hood canopy cockpit PRINT (Brassin)
6481033	P-51B Birdcage canopy cockpit PRINT (Brassin)
6481039	P-51B/C seat w/ integral belts Type 1 PRINT (Brassin)
6481040	P-51B/C seat w/ integral belts Type 2 PRINT (Brassin)
6481041	P-51B/C seat w/ integral belts Type 3 PRINT (Brassin)
3DL48177	P-51B/C SPACE (3Ddecal)
D48118	P-51B stencils (decal)
EX1036	P-51B/C framed canopy TFace (mask)
EX1037	P-51B/C Malcolm Hood canopy TFace (mask)
EX1038	P-51B/C US national insignia (mask)



#6481004

#6481032



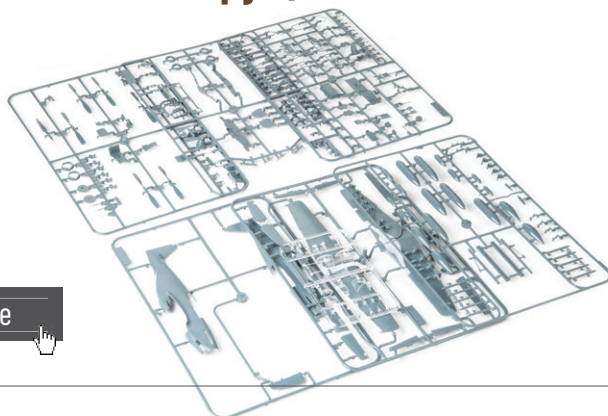
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OVERTREES

#82105X

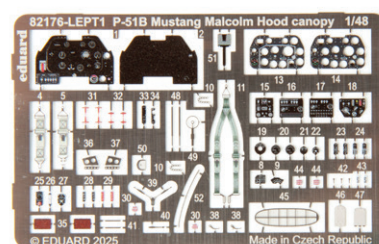
P-51B/C Mustang w/o dorsal fin
& Malcom Hood canopy 1/48


[Product page](#)

OVERLEPT

#82176-LEPT1

P-51B Mustang Malcolm
Hood canopy 1/48


[Product page](#)

Bf 109G-6

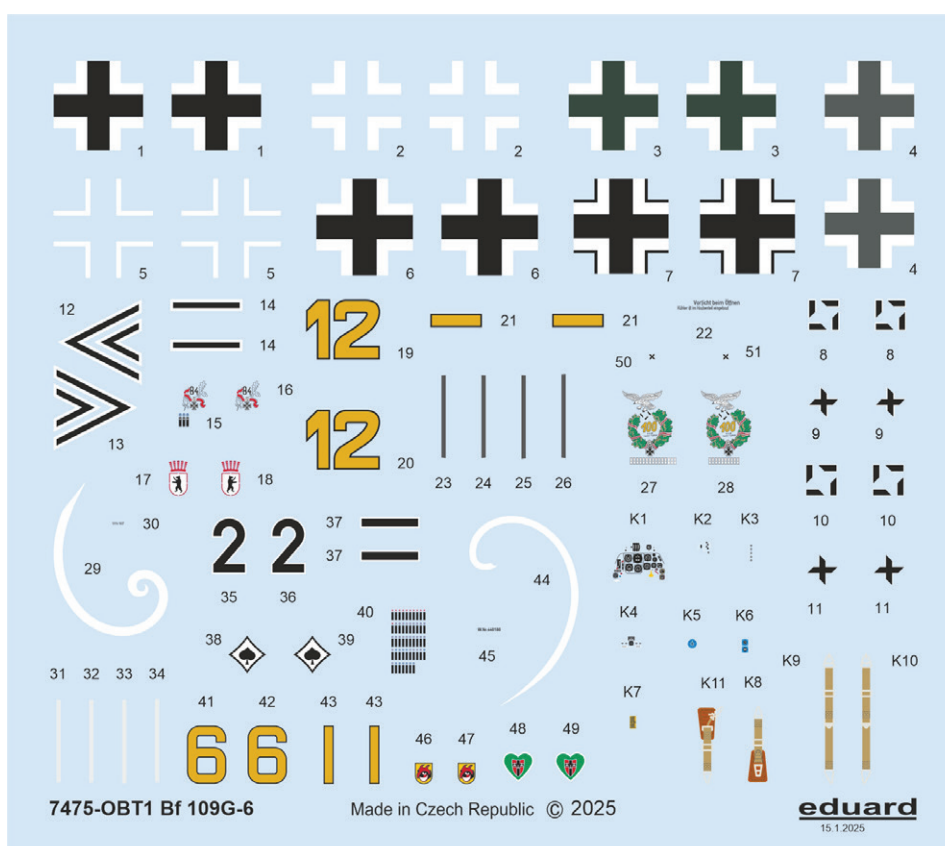
1/72

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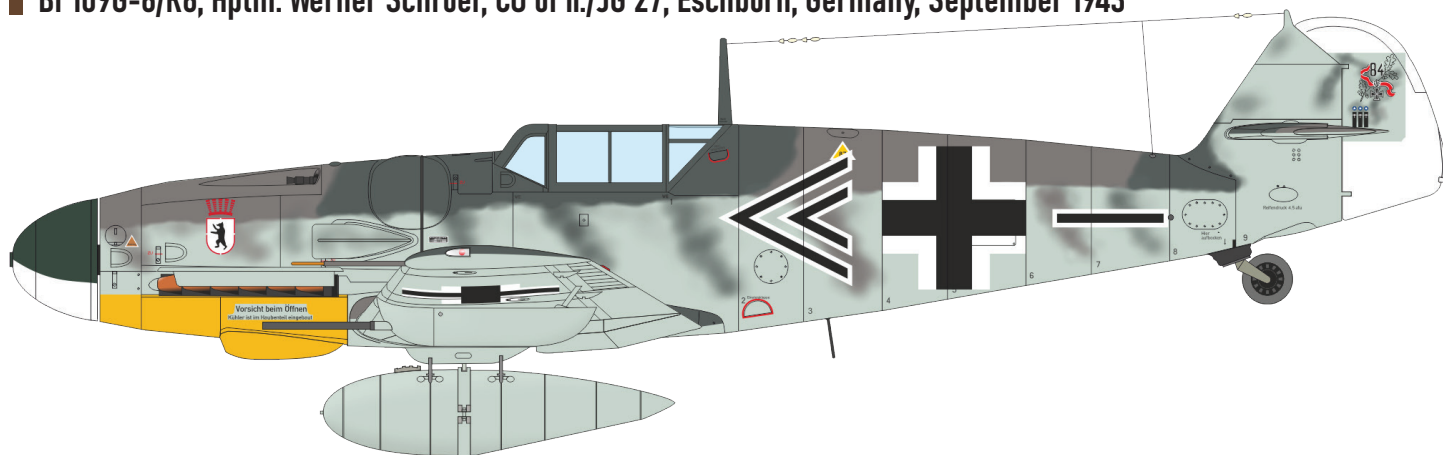
The Weekend edition kit of the German WWII fighter plane Bf 109G-6 in 1/72 scale. From the kit it is possible to build Messerschmitts with standard canopy and standard rudder.

- plastic parts: Eduard
- marking options: 4
- decals: Eduard
- PE parts: no
- painting mask: no
- resin parts: no

Product page



■ Bf 109G-6/R6, Hptm. Werner Schroer, CO of II./JG 27, Eschborn, Germany, September 1943



Werner Schroer was born on February 12, 1918. In 1937, he joined the Luftwaffe as ground personnel. Later, he completed flight training and was assigned to I./JG 27 in August 1940. This unit was transferred to North Africa, where Schroer achieved his first aerial victory on April 19, 1941. In June 1942, he was appointed Staffelführer of 8./JG 27. In April 1943, he was appointed Gruppenkommandeur of II./JG 27. At the end of 1942, II./JG 27 was relocated to Germany, and in March

1943, it received new Bf 109G-6 aircraft. After several months of deployment in Italy, the unit was transferred back to Germany. The box art depicts the unit's first fight against a formation of B-17 bombers, which occurred on September 6, 1943, during an American raid on Stuttgart. Werner Schroer's command aircraft had a white rudder with 84 victory markings painted on its left side. Following this battle, three more B-17 kills were added. Both variants are inclu-

ded on the decal sheet. In March 1944, Schroer was appointed commander of III./JG 54, and in February 1945, he assumed command of JG 3. He achieved a total of 114 aerial victories, including 26 four-engine bombers. He was awarded the Knight's Cross of the Iron Cross with Oak Leaves and Swords. He passed away on February 10, 1985.

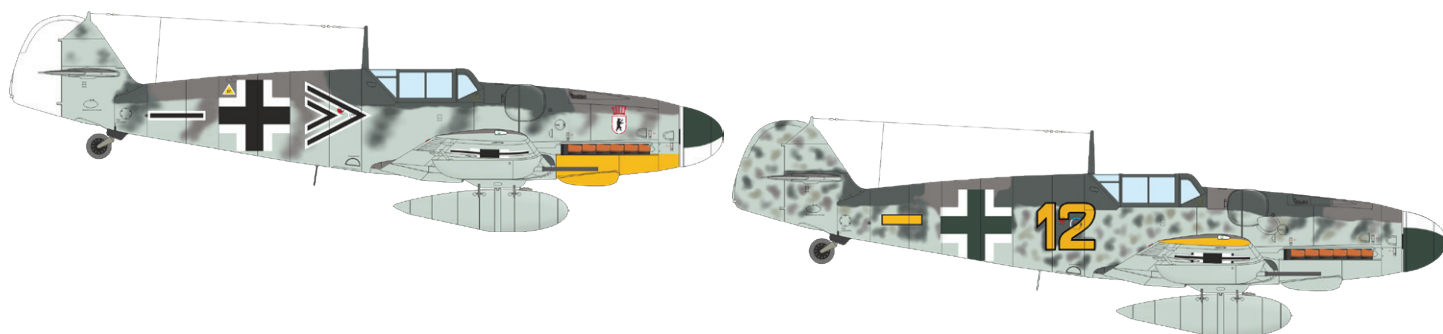
■ Bf 109G-6, Hptm. Heinrich Ehrler, CO of 6./JG 5, Alakurtti, Finland, June 1943



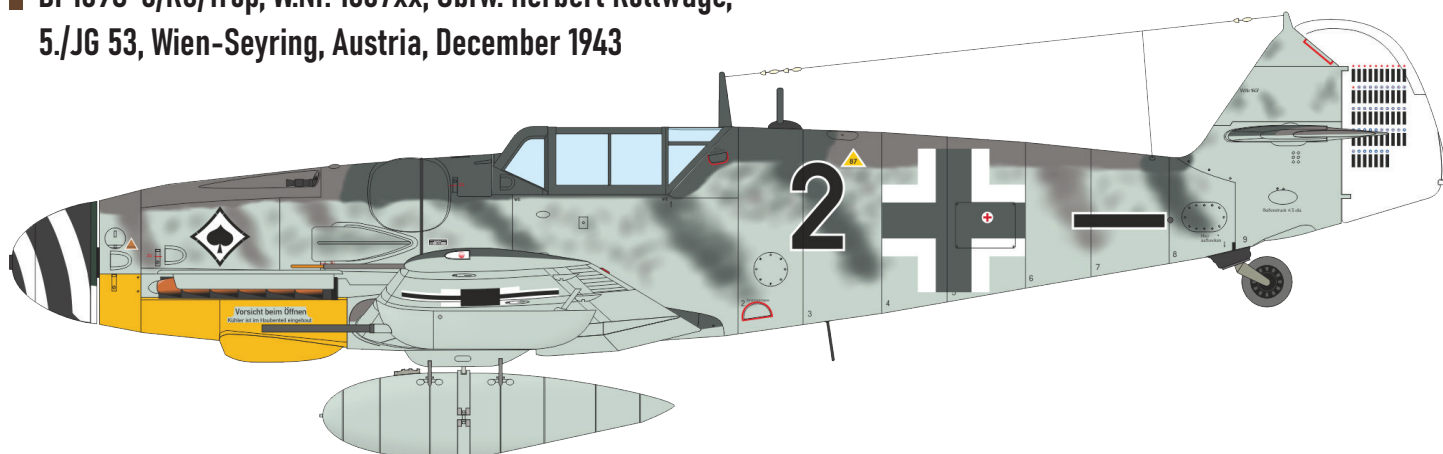
Heinrich Ehrler began his military career in 1935 within the anti-aircraft artillery and fought in the Spanish Civil War as a member of 3.F/88. He completed fighter training in early 1940 and was assigned to 4./JG 77, which was later redesignated 4./JG 5, based in Norway. In late May 1942, Ehrler was transferred to 6./JG 5 at Petsamo and became its commander in August. He achieved his 100th victory on June 8, 1943.

During this period, he flew a Bf 109G-6 Yellow 12 in Erla factory camouflage, with the symbols of his aerial victories painted on the left side of the rudder. As the Kommodore of JG 5, Ehrler was responsible for cover of the Tirpitz battleship, which was anchored in Norway. After its sinking, he was wrongly convicted, but the sentence was commuted. On February 27, 1945, he joined JG 7, flying Me 262 jets. In combat with Liberator

bombers on April 4, 1945, he managed to shoot down two B-24s and rammed a third. According to witnesses who heard Ehrler's last words, he carried out a suicide attack. His number of victories thus stopped at 208, and for these achievements, he was decorated with the Knight's Cross with Oak Leaves.



■ **Bf 109G-6/R6/Trop, W.Nr. 1607xx, Obfw. Herbert Rollwage,
5./JG 53, Wien-Seyring, Austria, December 1943**

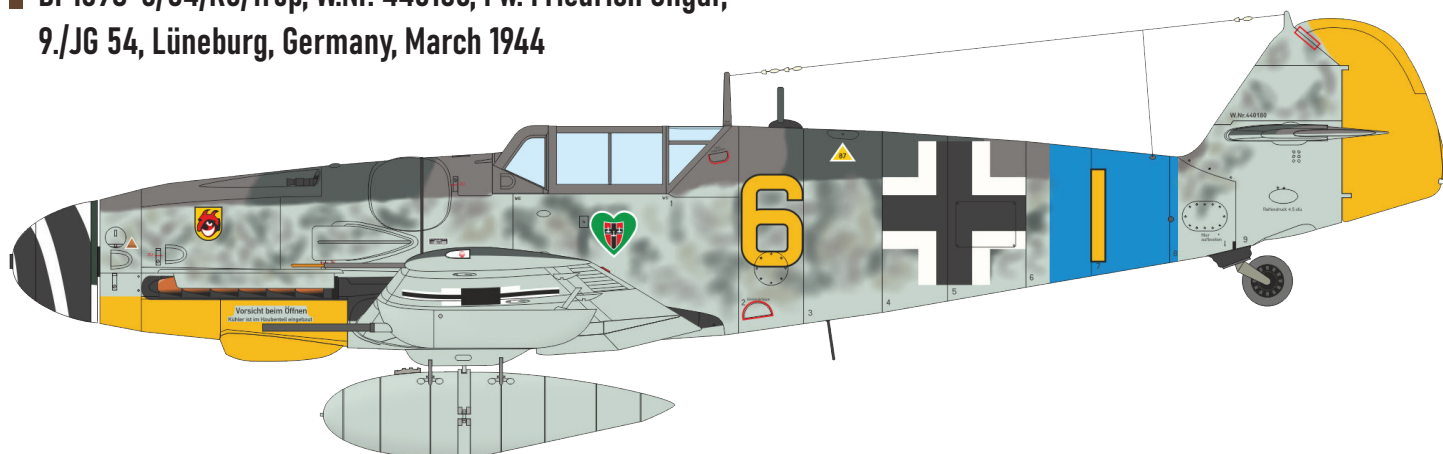


Herbert Rollwage was born on September 24, 1916. In 1936, he joined the Luftwaffe. In 1941, he was assigned to 5./JG 53. On the first day of Operation Barbarossa, Rollwage achieved his first aerial victory. By October 5, 1941, he had recorded 11 victories. After a brief stay in the Netherlands, II./JG 53 moved to Sicily in December 1941 to participate in the campaign against Malta. During raids on the island, Roll-

wage achieved 20 victories by October 1942. On July 10, 1943, during the Allied landings on Sicily, Rollwage was wounded in dogfight but managed to land back at base. In mid-October 1943, II./JG 53 was relocated to Austria for Reich defense. The white rudder of Rollwage's new aircraft, which he received after recovering in November 1943, featured 47 victory markings on the left side. In May 1944, he was promoted to the

rank of Leutnant, and in August, he became the CO of 5./JG 53. In December, he assumed command of the training unit 2./JG 106. During his service with JG 53, Rollwage achieved 70 aerial victories. He was awarded the Knight's Cross of the Iron Cross with Oak Leaves. After the war, he served in the Bundeswehr and retired in 1968 with the rank of Hauptmann. He passed away on January 4, 1980.

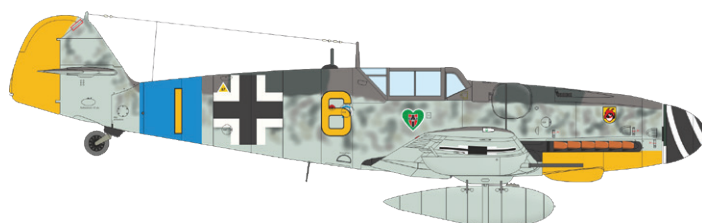
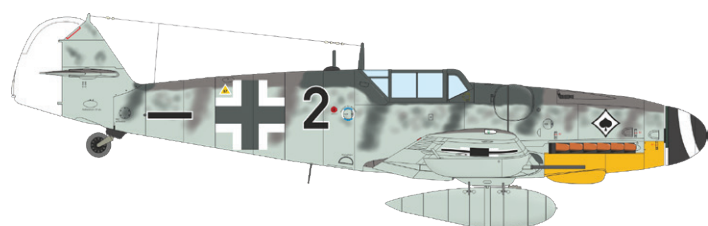
■ **Bf 109G-6/U4/R6/Trop, W.Nr. 440180, Fw. Friedrich Ungar,
9./JG 54, Lüneburg, Germany, March 1944**



Friedrich Ernst Willi Ungar was born on February 21, 1920. After training with JG 107 and Jagdgruppe West, he was assigned to 9./JG 54 in Germany in October 1943, flying Bf 109G-6 aircraft. On March 6, 1944, he was shot down in his Yellow 6 near Homfeld, likely by Lt. Barney Casteel (P-47D, 56th FG) or 2/Lt. Marvin H. Becker (356th FG). Ungar crash-landed with leg injuries, and his Bf 109G-6 sustained 30% damage. On October 9, 1943, he was shot down

in Yellow 10 over Nakskov, Denmark, but crash-landed uninjured. In late December 1944, he received Fw 190D-9 W.Nr. 210008 White 3 and downed a Typhoon from No. 439 Sq. RCAF. Ungar was among the few pilots of III./JG 54 to survive encounters with Allied fighters on December 29, 1944. At that time, III./JG 54 operated under JG 26, later becoming IV./JG 26 in spring. In 1958, he founded an aero club and served as chief flight and navigation instructor for 17 years. He contri-

buted to building Oldenburg-Hatten airfield and conducted its first flight in March 1966. In 1980, he received the German Aero Club's FA1 badge for motor flight in gold and its Gold Honor Pin in 1985. He passed away on December 16, 2012.



644299

F-35C LööK**1/48 Tamiya**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for F-35C in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

[Product page](#)


LööK

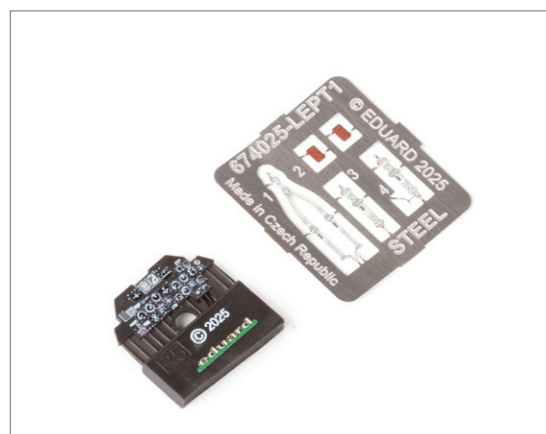
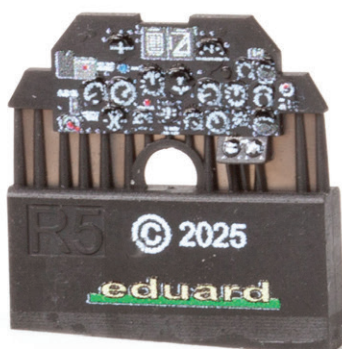
674025

P-47D Bubbletop LööK**1/72 Tamiya**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-47D Bubbletop in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

[Product page](#)


LööK

674026

P-51D LööK

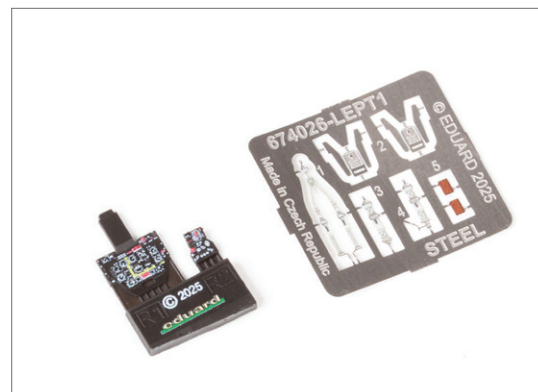
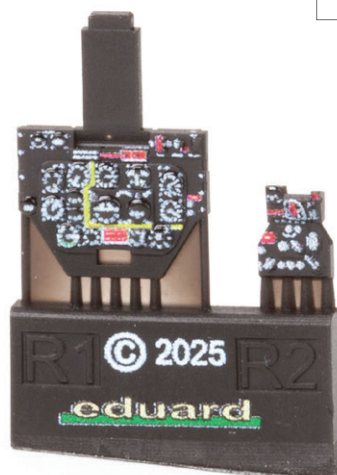
1/72 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-51D in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 2 parts,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

[Product page](#)



LööK

674027

Spitfire Mk.V LööK

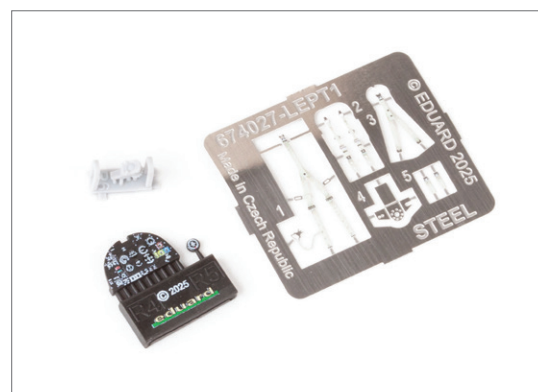
1/72 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Spitfire Mk.V in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 2 parts,
- 3D tisk: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

[Product page](#)



LööK

634050

Spitfire Mk.VIII LööKplus

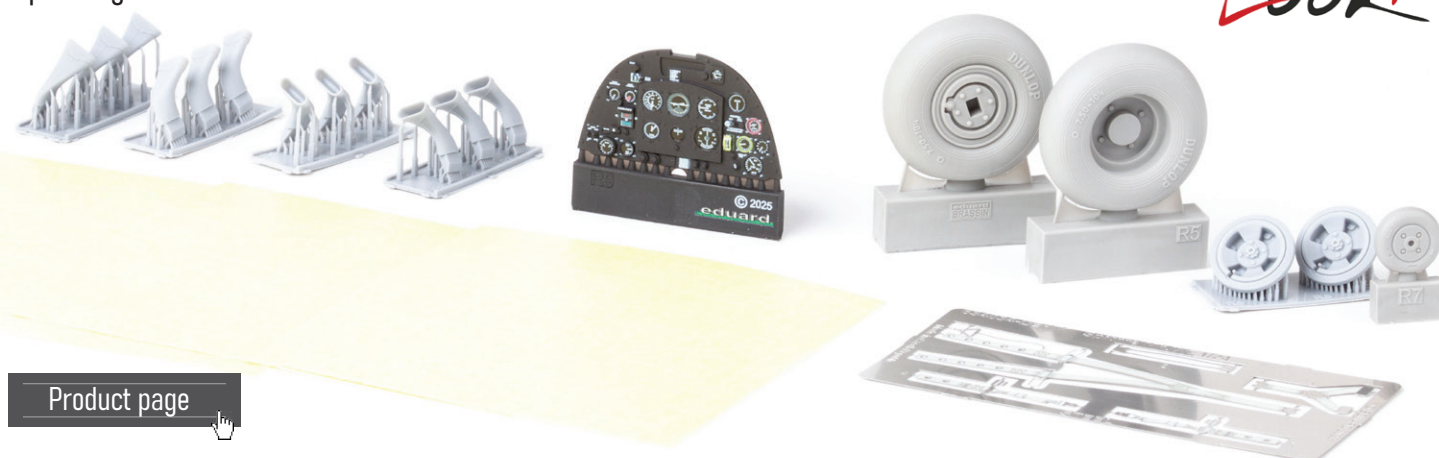
1/24 Airfix

Collection of 4 sets for Spitfire Mk.VIII in 1/24 scale.

Recommended kit: Airfix

- LööK set (pre-painted Brassin dashboard & Steelbelts),
- undercarriage wheels,,
- exhaust stacks,
- painting mask.




[Product page](#)

644298

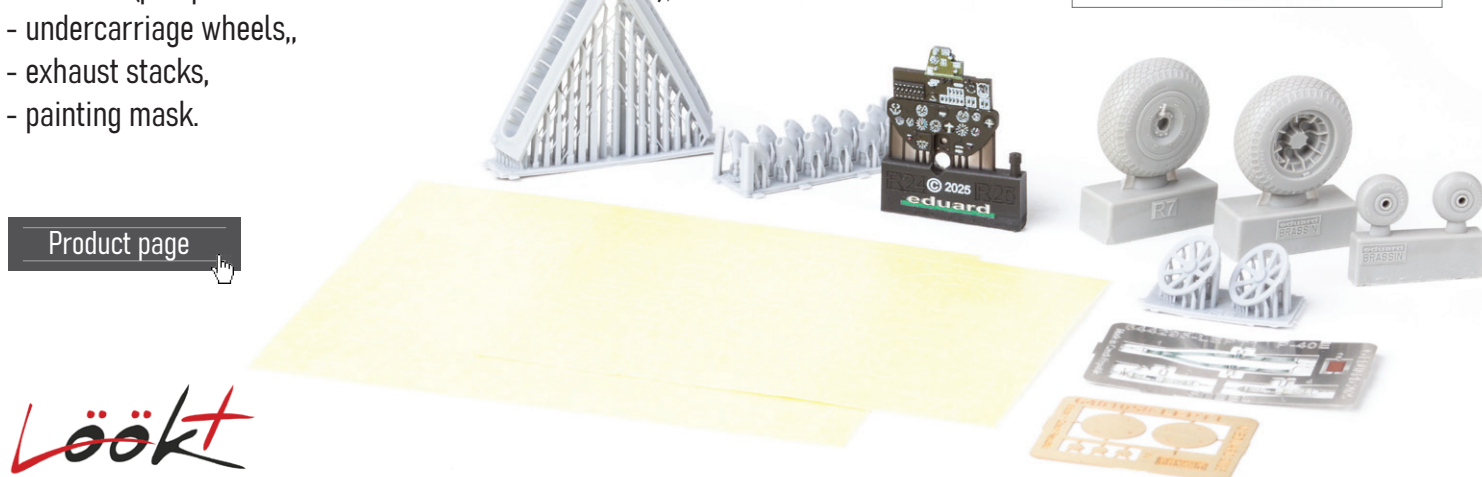
P-40E w/ rounded exhaust stacks LööKplus

1/48 Eduard

Collection of 4 sets for P-40E in 1/48 scale.

Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboard & Steelbelts),
- undercarriage wheels,,
- exhaust stacks,
- painting mask.


[Product page](#)


6481057

P-40E wheels diamond tread

1/48 Eduard

Brassin set - the undercarriage wheels for P-40E in 1/48 scale. The set consists of the main wheels and a tail wheel.

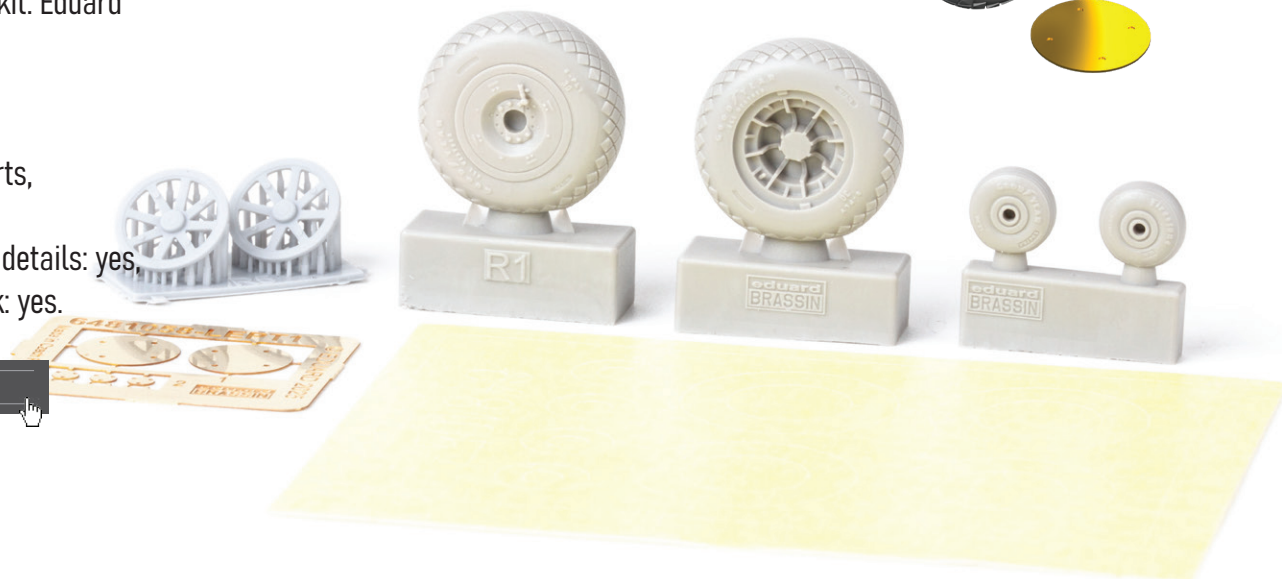
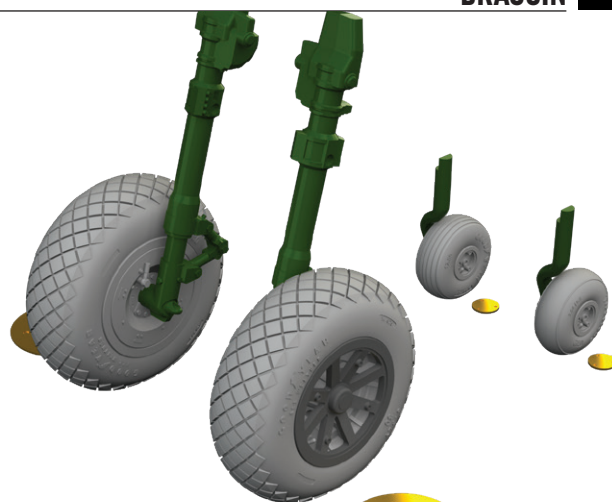
Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

- resin: 4 parts,
- 3D print: 2 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: yes.

Product page


6481059

P-40E wheels block tread

1/48 Eduard

Brassin set - the undercarriage wheels for P-40E in 1/48 scale. The set consists of the main wheels and a tail wheel.

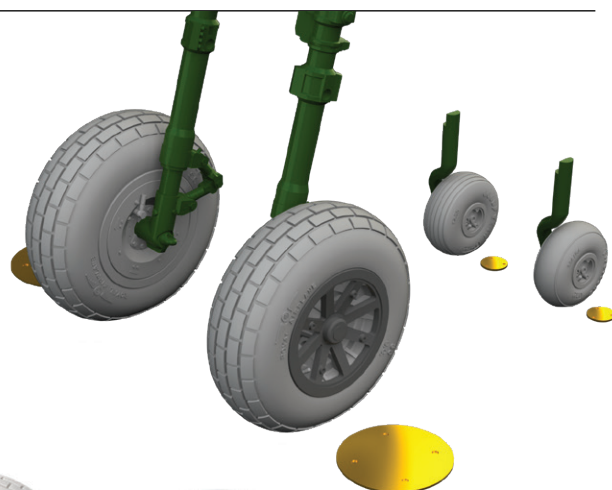
Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

- resin: 4 parts,
- 3D print: 2 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: yes.

Product page



6481064

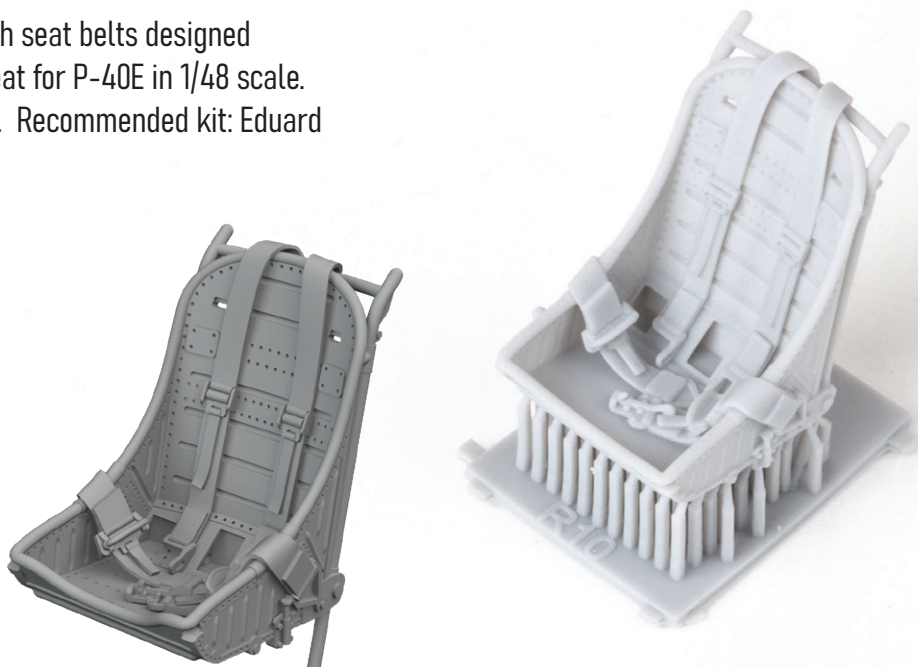
P-40 seat w/ integral belts Type 1 PRINT

1/48 Eduard

Brassin set - pilot seat with seat belts designed as a integral part of the seat for P-40E in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 1 part,
- decals: no,
- photo-etched details: no,
- painting mask: no.

[Product page](#)

6481065

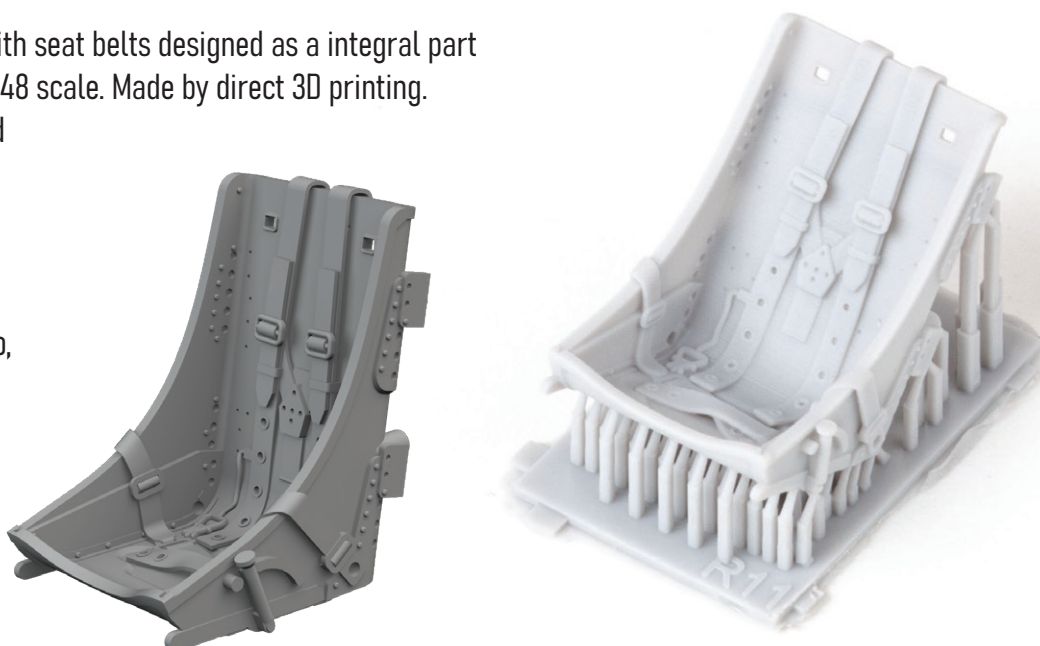
P-40 seat w/ integral belts Type 2 PRINT

1/48 Eduard

Brassin set - pilot seat with seat belts designed as a integral part of the seat for P-40E in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 1 part,
- decals: no,
- photo-etched details: no,
- painting mask: no.

[Product page](#)

6481066

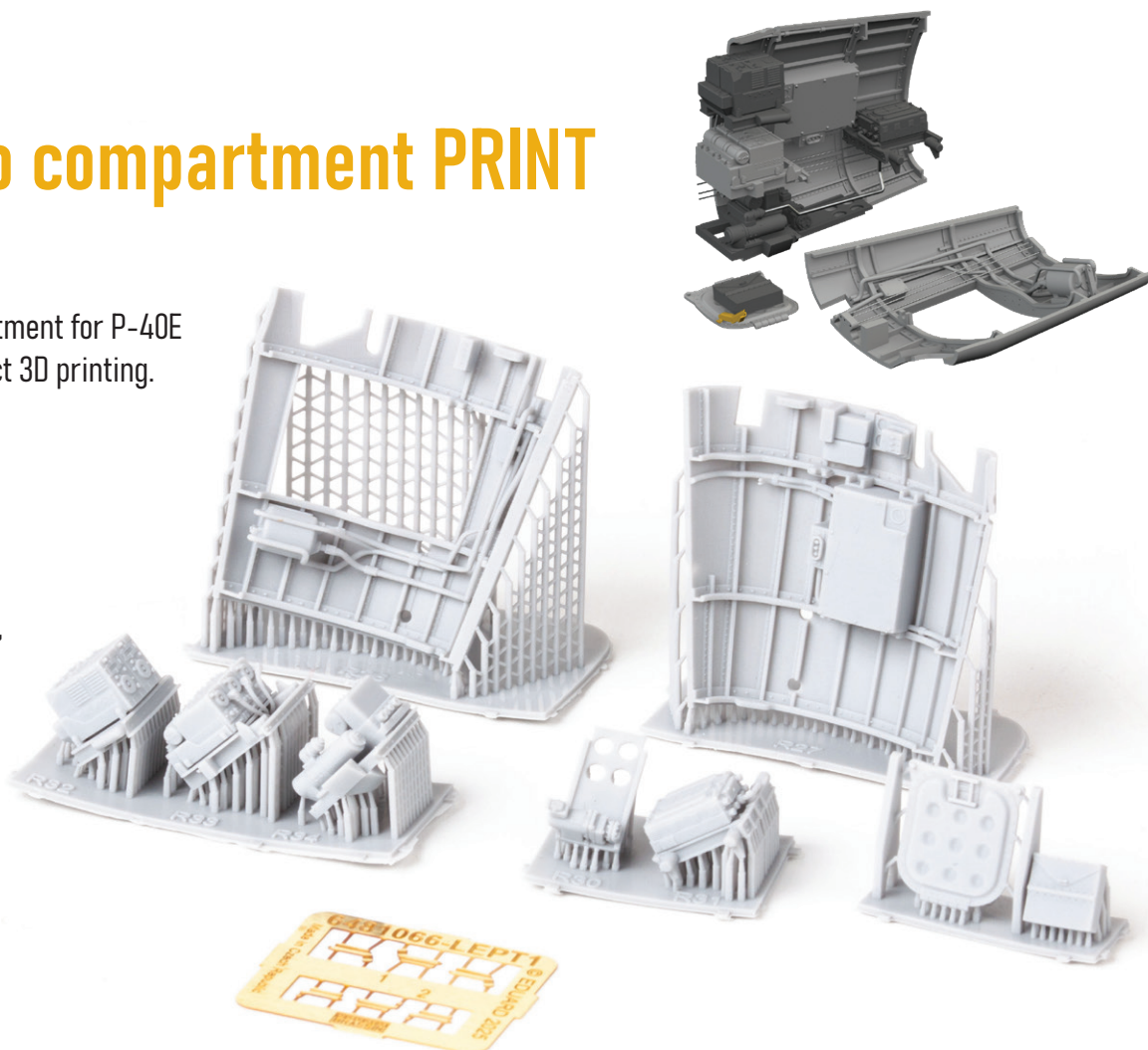
P-40E radio compartment PRINT

1/48 Eduard

Brassin set - radio compartment for P-40E in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 9 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product page](#)

6481067

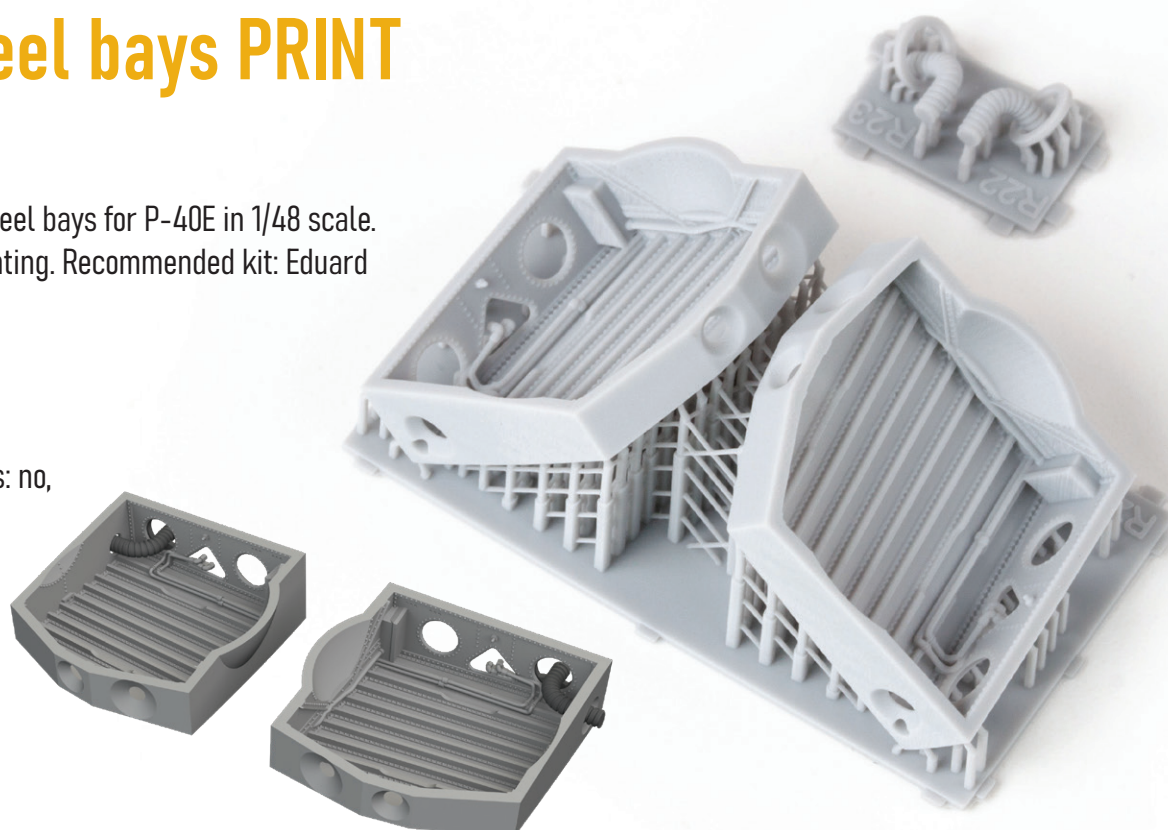
P-40 wheel bays PRINT

1/48 Eduard

Brassin set - main wheel bays for P-40E in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 4 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.

[Product page](#)


6481072

A-10C rotary cannon bay PRINT

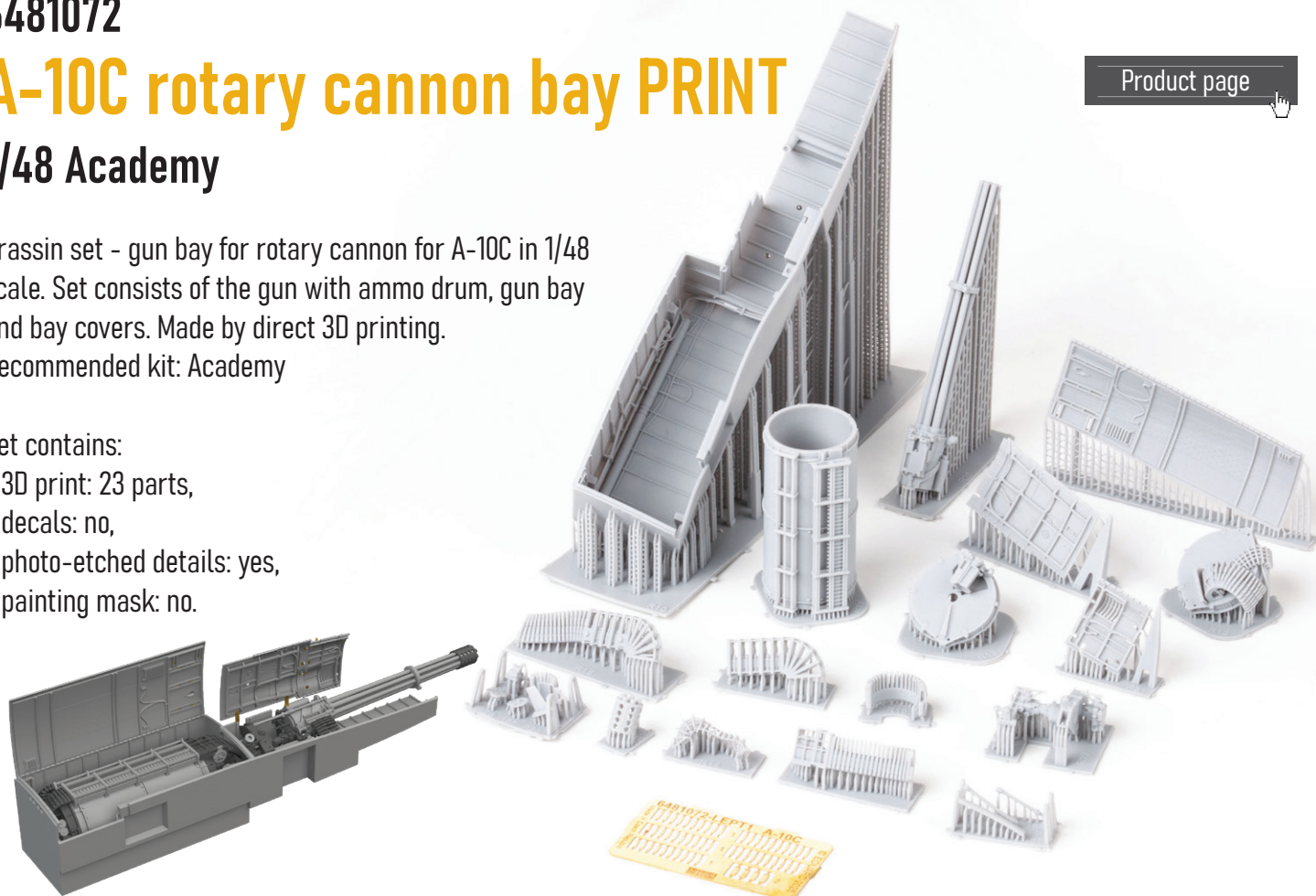
[Product page](#)

1/48 Academy

Brassin set - gun bay for rotary cannon for A-10C in 1/48 scale. Set consists of the gun with ammo drum, gun bay and bay covers. Made by direct 3D printing. Recommended kit: Academy

Set contains:

- 3D print: 23 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.



6481076

P-40 1000lb US bomb

1/48 Eduard

Brassin set - 1000lb US bomb for P-40E in 1/48 scale. Set consists of 1 bomb. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 2 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product page](#)

6481084

P-40 75gal drop tank PRINT

1/48 Eduard

Brassin set - 75gal fuel drop tank for P-40E in 1/48 scale.
Set consists of 1 tank. Easy to assemble, replaces plastic parts.
Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.

[Product page](#)



6481086

F-35C seat PRINT

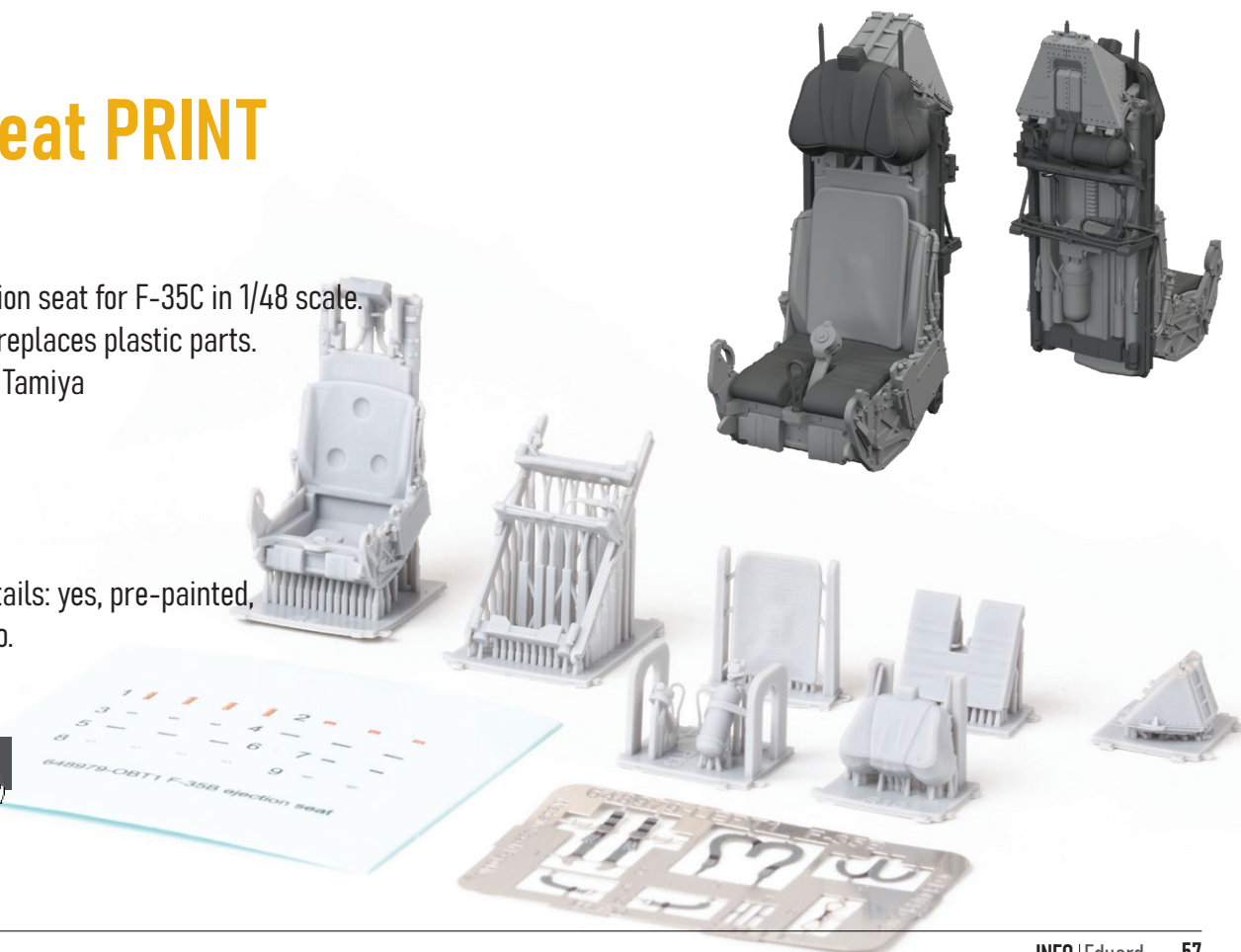
1/48 Tamiya

Brassin set - ejection seat for F-35C in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Tamiya

Set contains:

- resin: 9 parts,
- decals: yes,
- photo-etched details: yes, pre-painted,
- painting mask: no.

[Product page](#)



672403

Mosquito wheels

1/72 Tamiya

Brassin set - the undercarriage wheels for Mosquito in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 3 parts,
- 3D print: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: yes.

[Product page](#)


672404

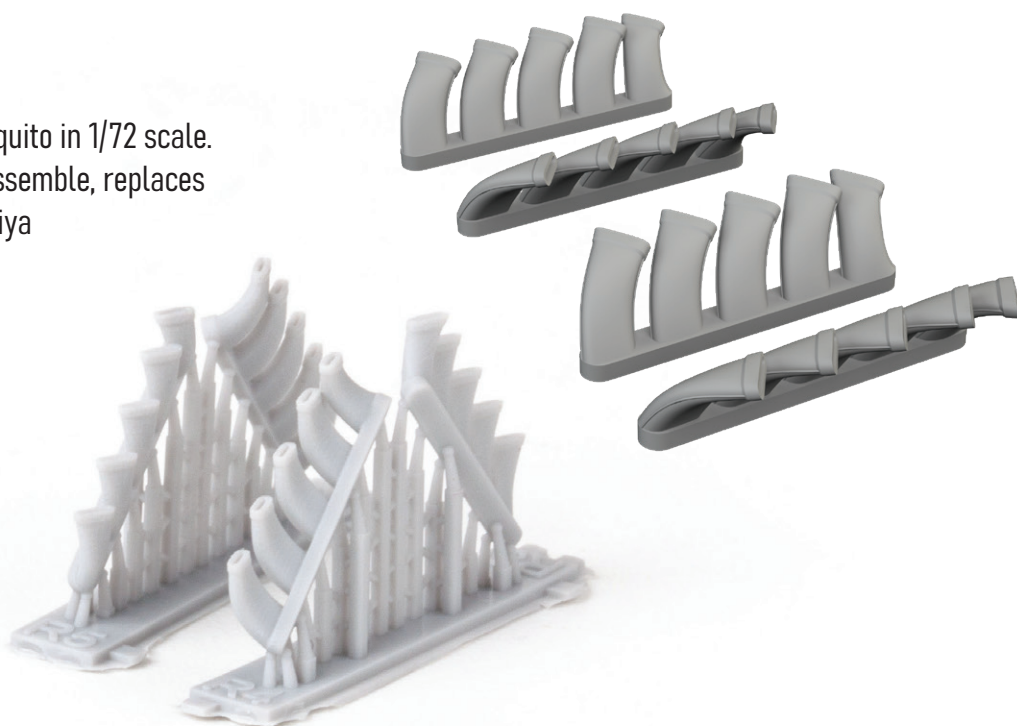
Mosquito exhaust stacks PRINT

1/72 Tamiya

Brassin set - exhaust stacks for Mosquito in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 4 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.

[Product page](#)


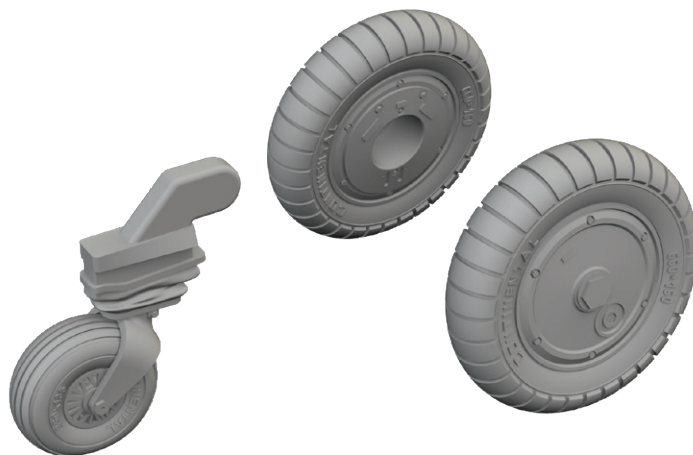
672405

Bf 109G-6 wheels

1/72 Tamiya

Brassin set - the undercarriage wheels for Bf 109G-6 in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts.

Recommended kit: Tamiya



Set contains:

- resin: 3 parts,
- decals: no,
- PE-set details: no,
- painting mask: yes.

[Product page](#)



672406

Bf 109G-6 exhaust stacks PRINT

1/72 Tamiya

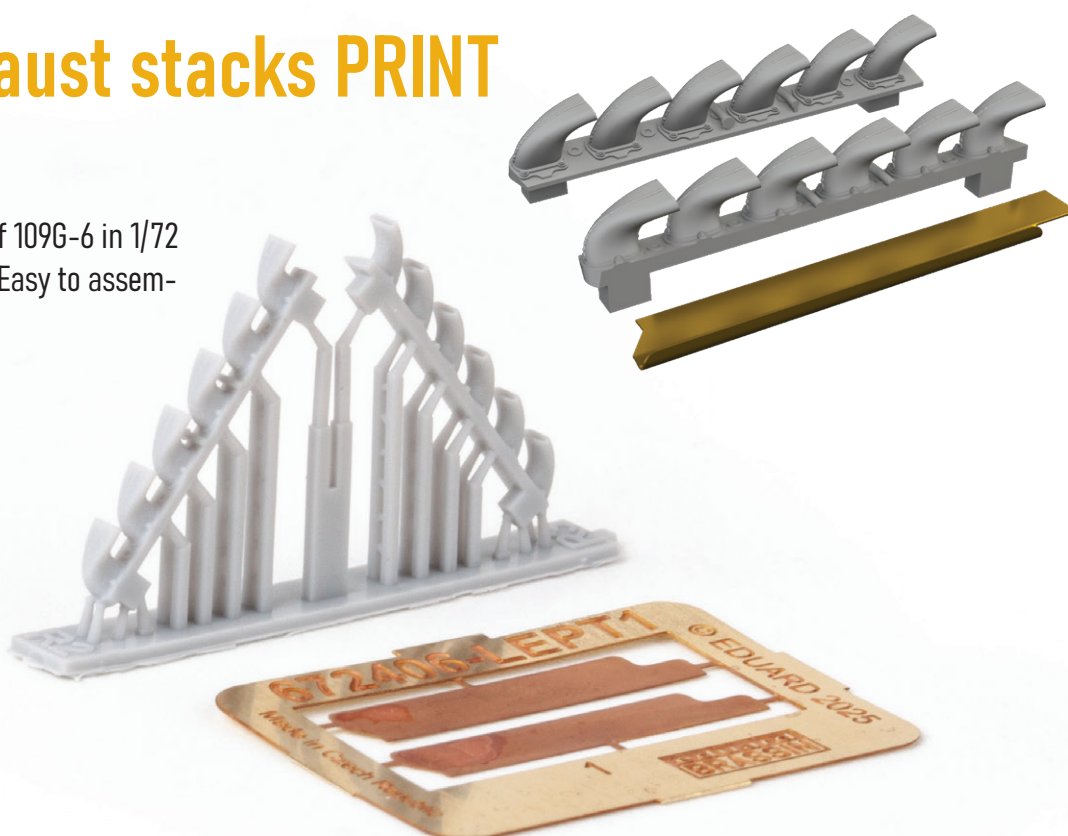
Brassin set - exhaust stacks for Bf 109G-6 in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Recommended kit: Tamiya

Set contains:

- 3D print: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.

[Product page](#)



SIN648136

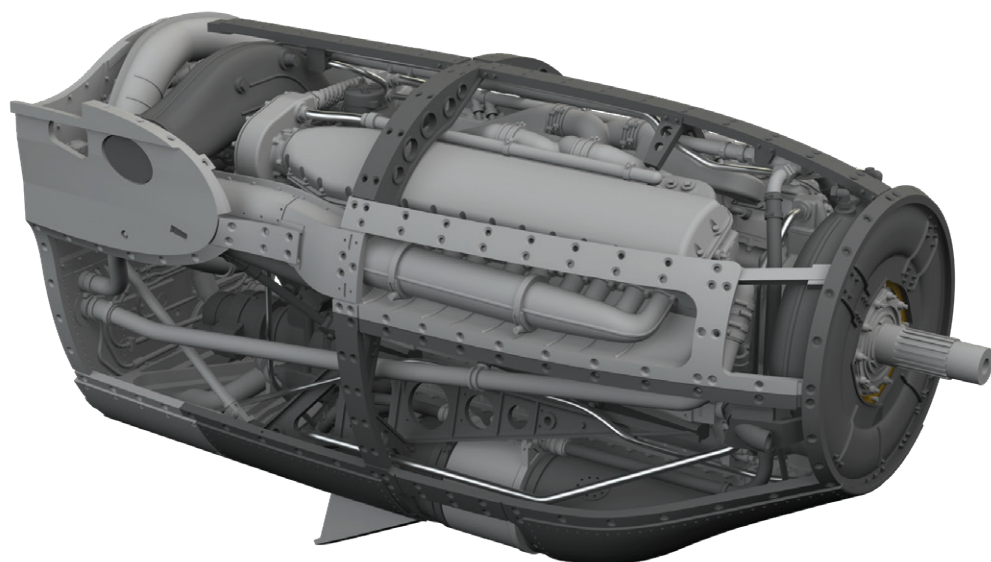
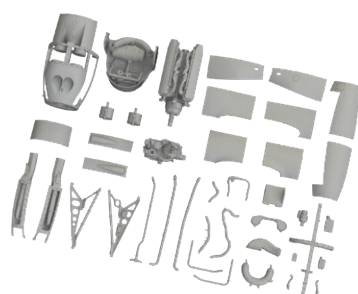
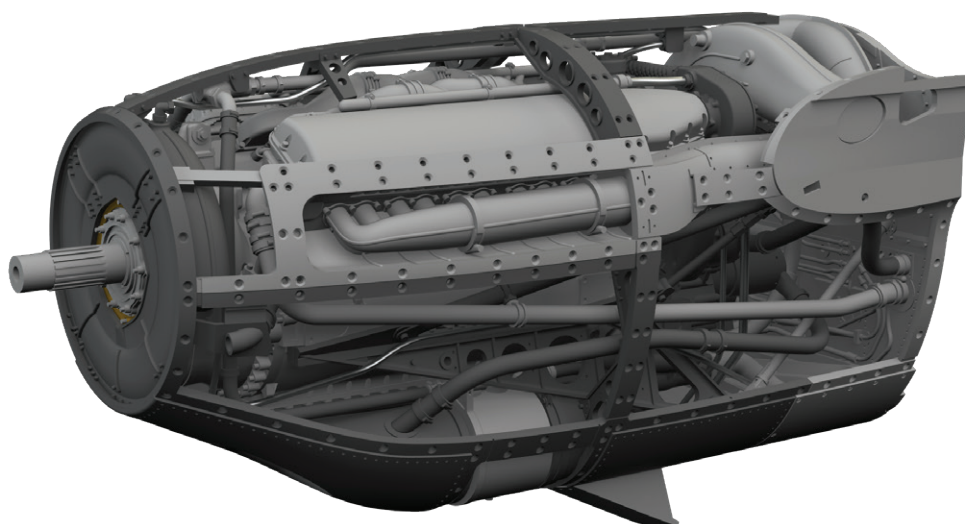
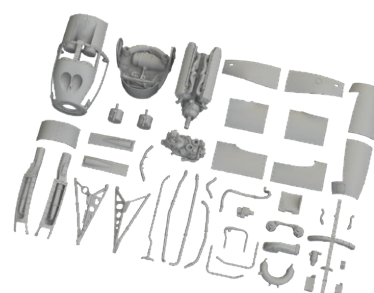
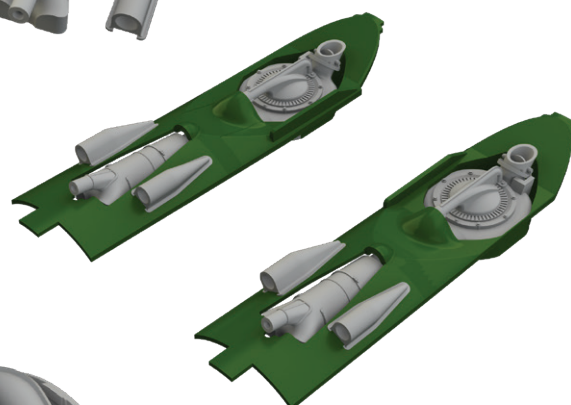
P-38F ENGINES

1/48 Tamiya

Collection of 3 sets for P-38F in 1/48 scale.
Recommended kit: Tamiya

- starboard engine,
- port engine,
- turbochargers.

All sets included in this BIG SIN are available separately,
but with every BIG SIN set you save up to 30 %.

[Product page](#)

SIN648137

F-35C armamen

1/72 Eduard

Collection of 6 sets for F-35C in 1/48 scale.

Recommended kit: Tamiya

- AIM-120C AMRAAM (2 sets),
- AIM-9X,
- AIM-132 ASRAAM,
- GBU-12 bomb,
- GBU-31(V)1/B JDAM.



All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.

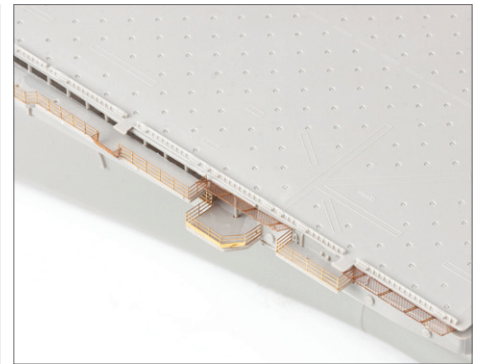
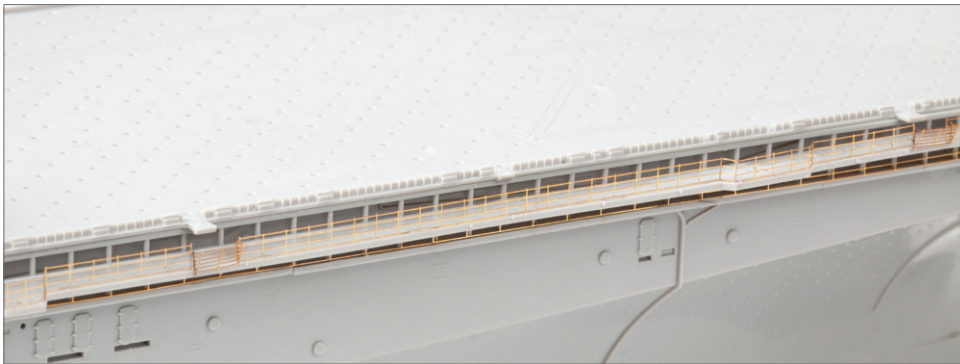
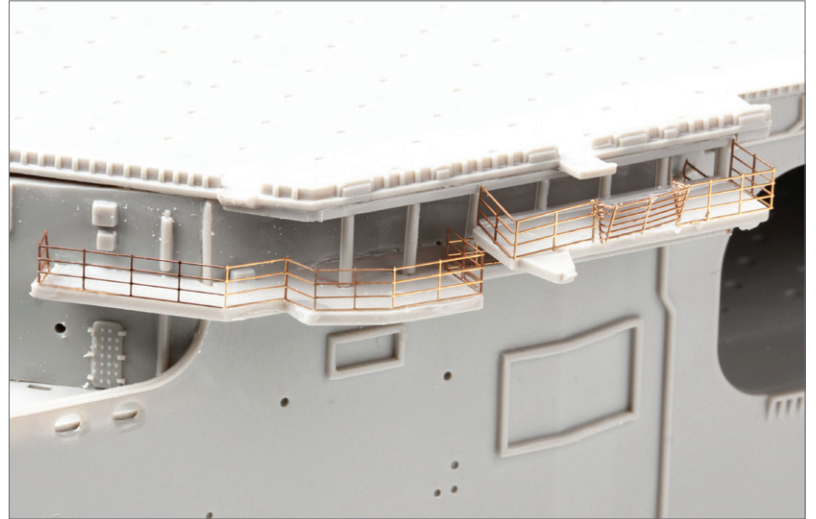
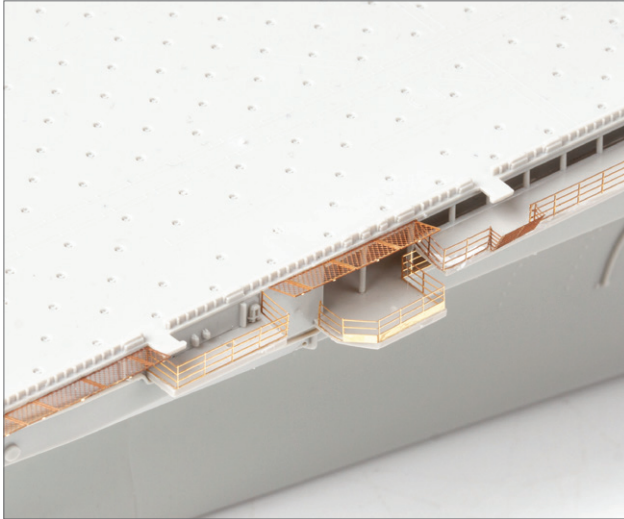
Product page



USS Wasp LHD-1 part 4

1/350 Trumpeter

#53321



M11A3

1/35 Italeri

#36533



B-24D undercarriage

1/48 Hobby Boss

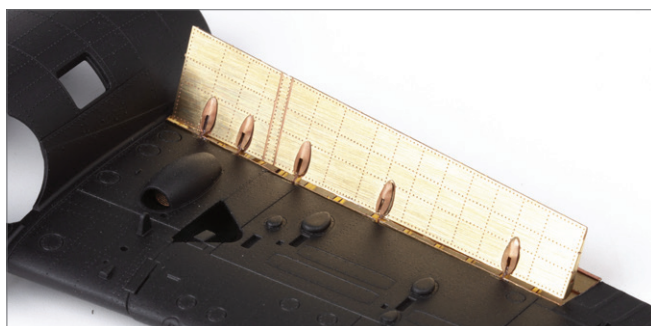
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F4F-4 landing flaps

1/48 Academy

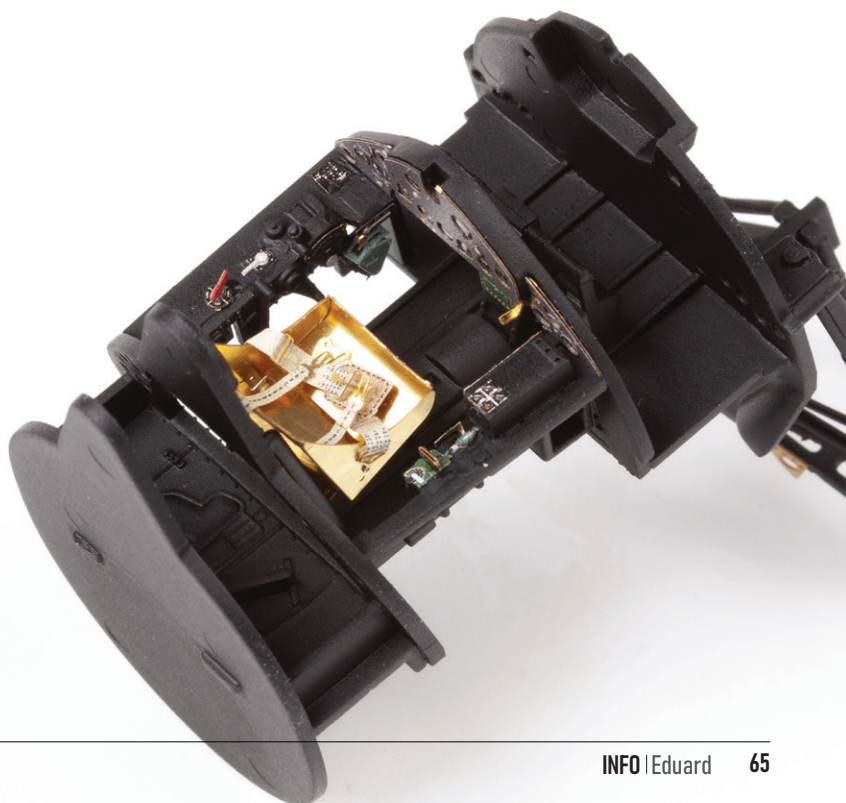
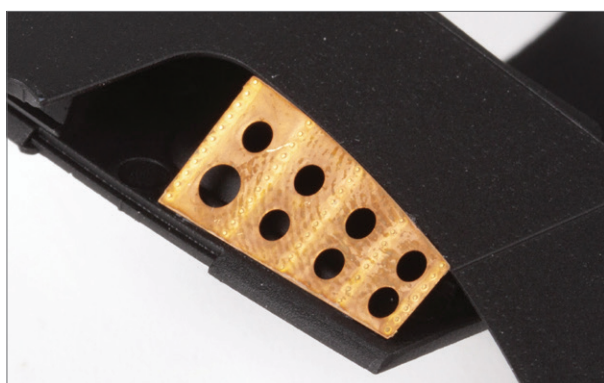
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F4F-4

1/48 Academy

#491507
#FE1507
#FE1508



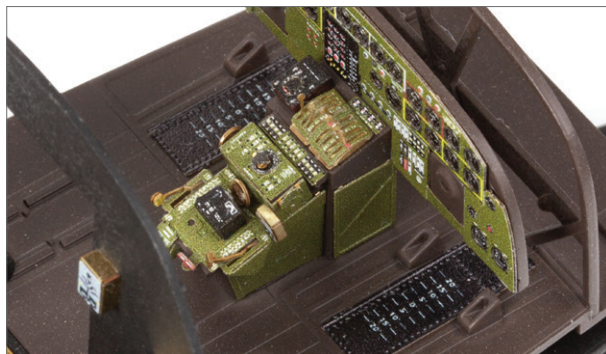
B-24D cockpit and engines

1/48 Hobby Boss

#491509

#FE1509

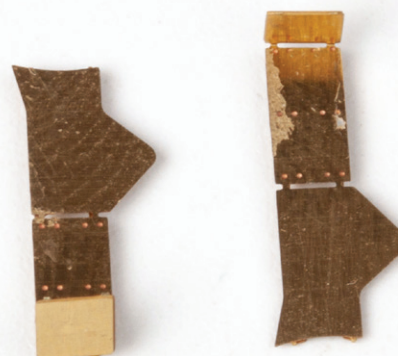
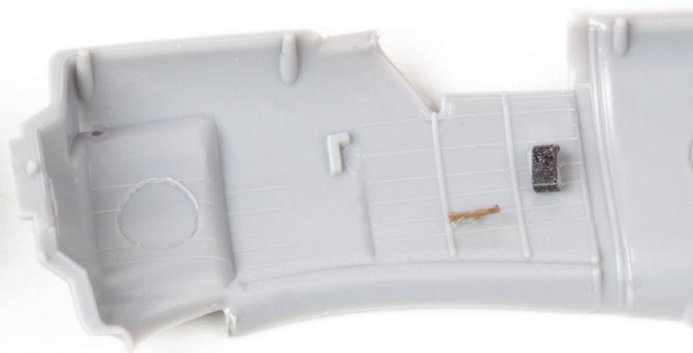
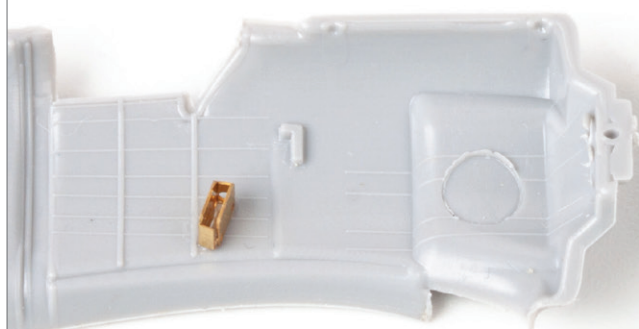
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Ki-43-II

1/72 Arma Hobby

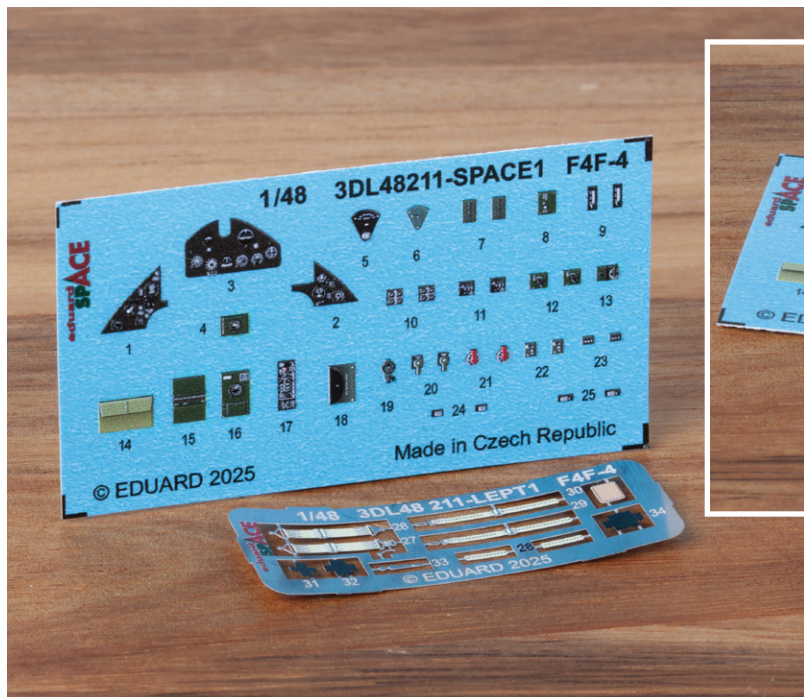
#73844



3DL48211 **F4F-4 SPACE** 1/48 Academy

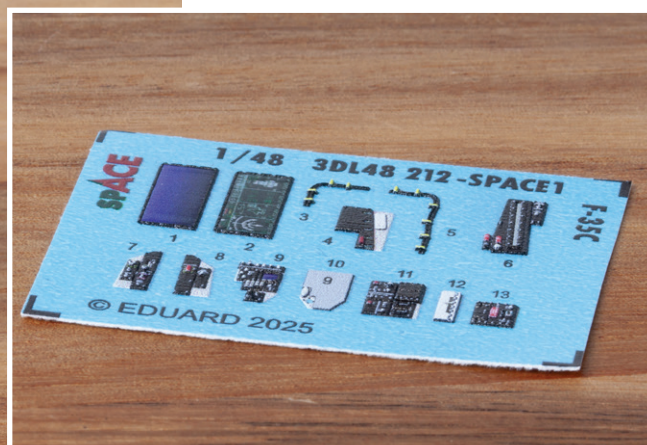
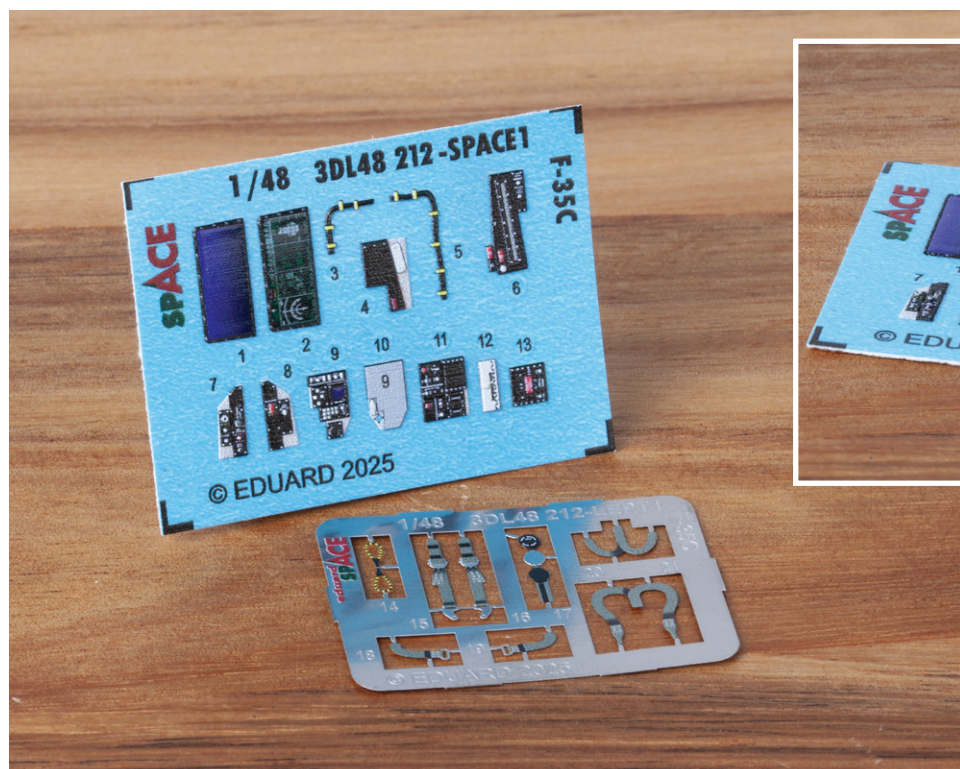
*EASY
APPLICATION*

Product page



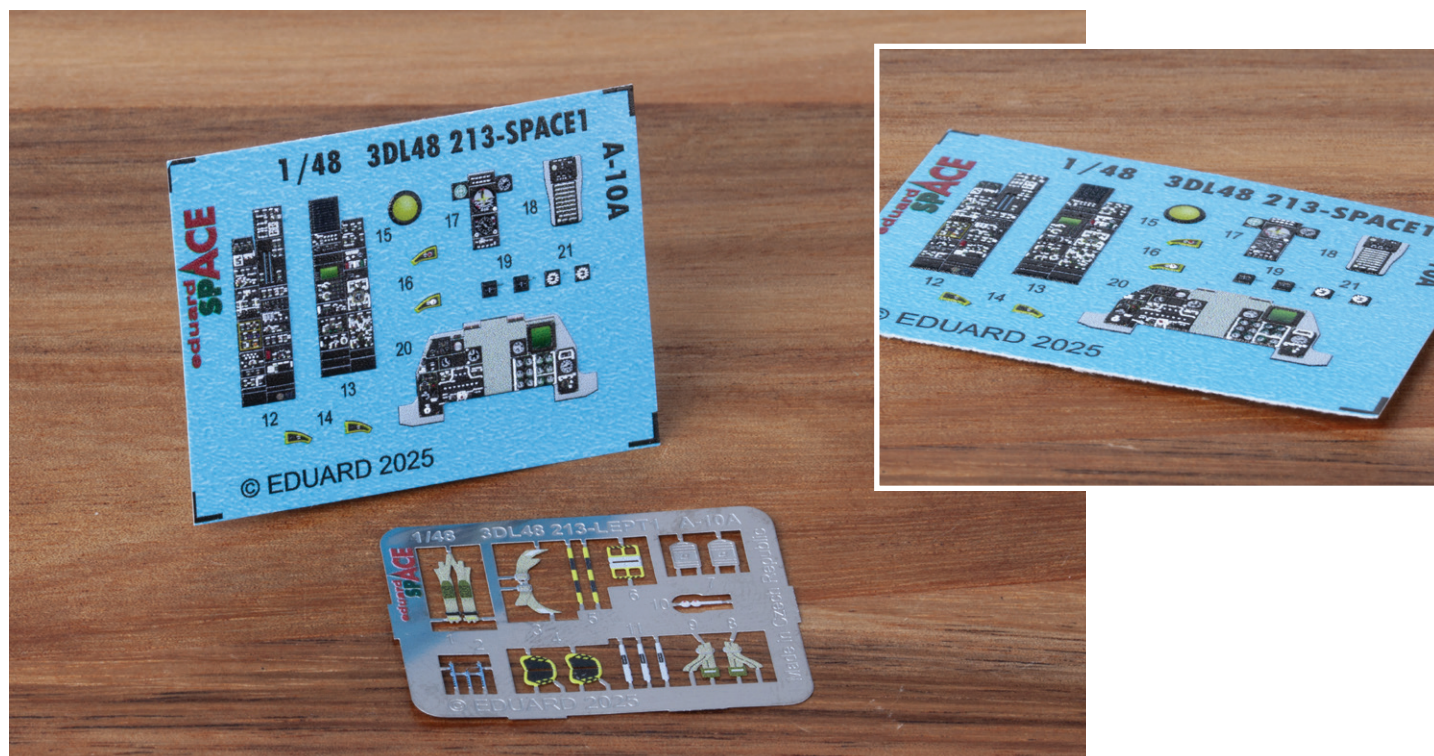
3DL48212 **F-35C SPACE** 1/48 Tamiya

Product page



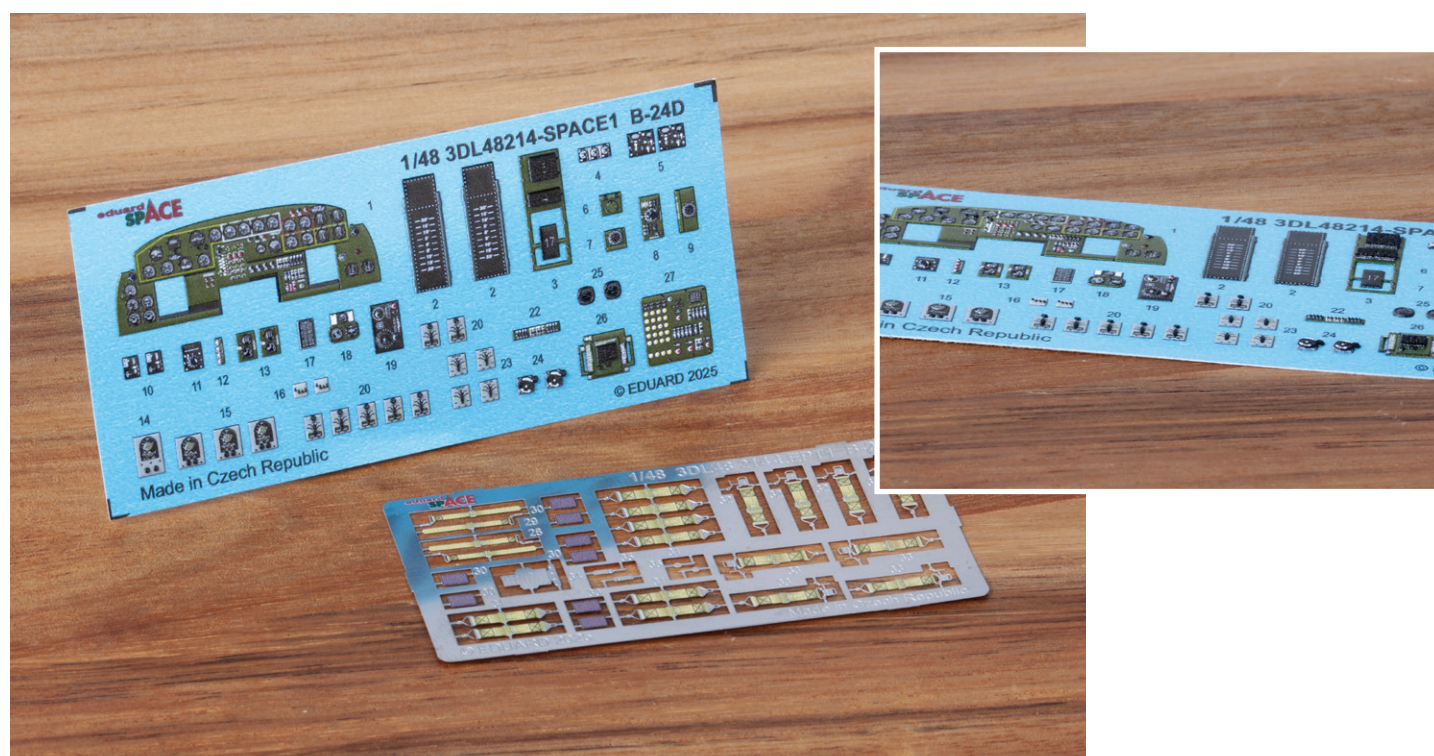
3DL48213 **A-10A SPACE** 1/48 Great Wall Hobby

[Product page](#)

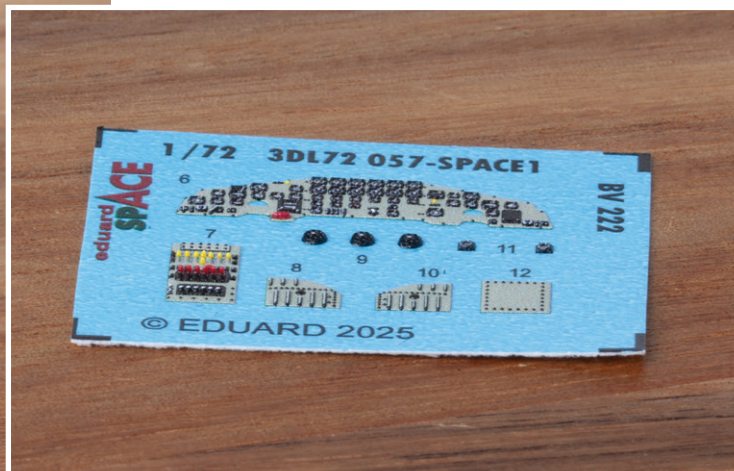
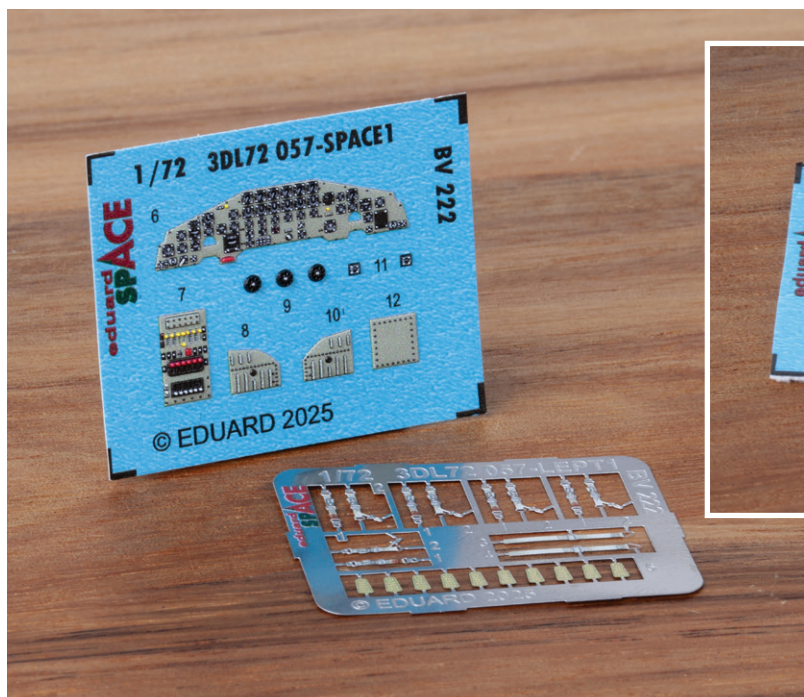


3DL48214 **B-24D SPACE** 1/48 Hobby Boss

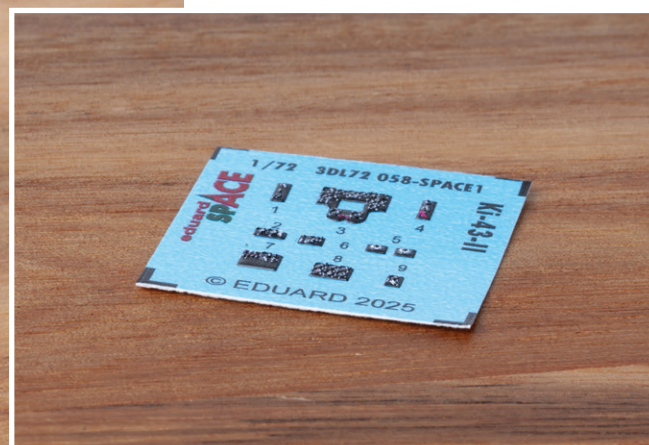
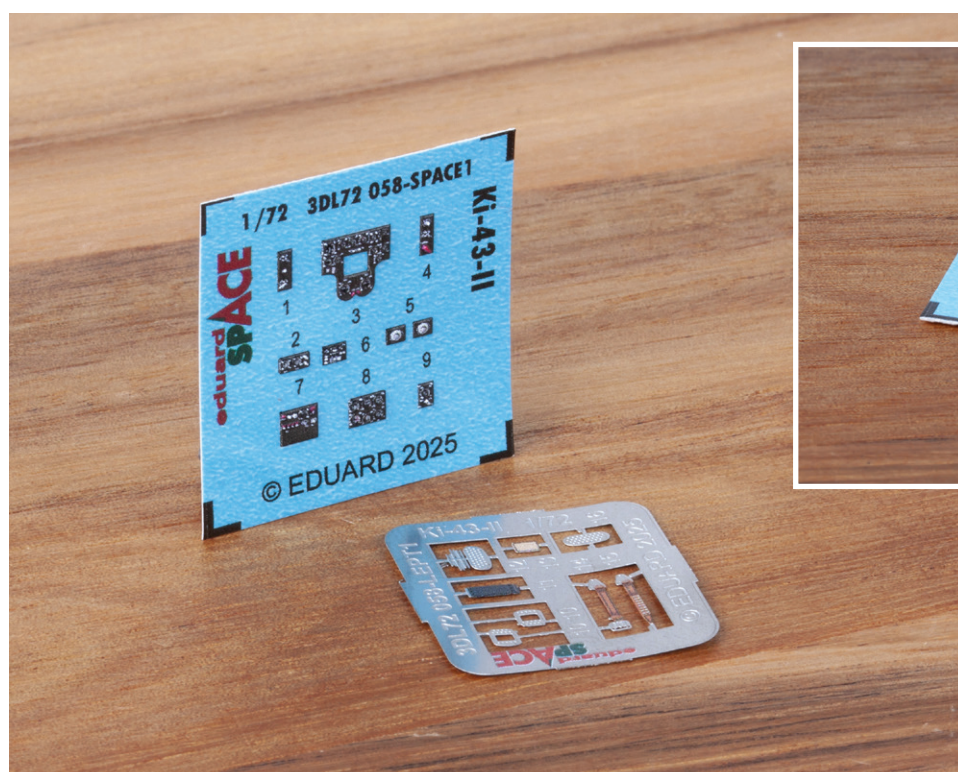
[Product page](#)



3DL72057 **BV 222 SPACE** 1/72 Revell

[Product page](#)


3DL72058 **Ki-43-II SPACE** 1/72 Arma Hobby

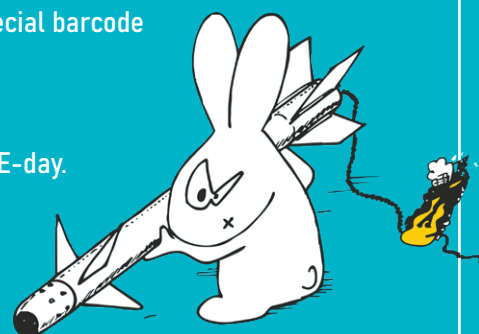
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Eduard's special membership club for all modeling enthusiasts!

- 15% Permanent Club discount at Eduard Store – you will receive permanent 15% discount on all Eduard products and also discount on various other non-Eduard products. Fixed, permanent, forever!
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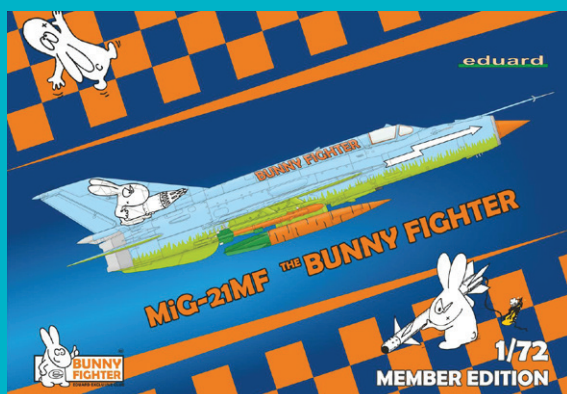


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Activation products:

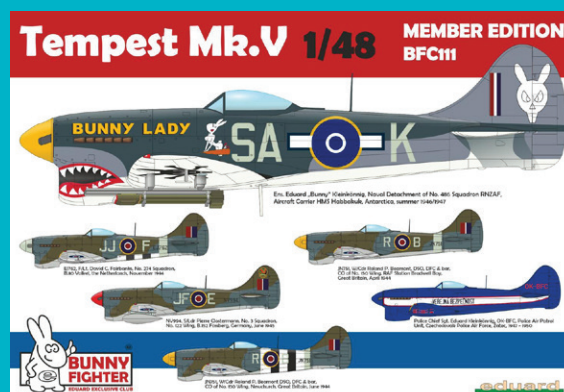
MiG-21MF + T-shirt 1/72



BOX CONTENT:

Plastic parts, Marking options 4, Decal Set, PE parts, Mask, Brassin parts (undercarriage wheels, cockpit, exhaust nozzle, FOD).

Tempest Mk. V + T-shirt 1/48



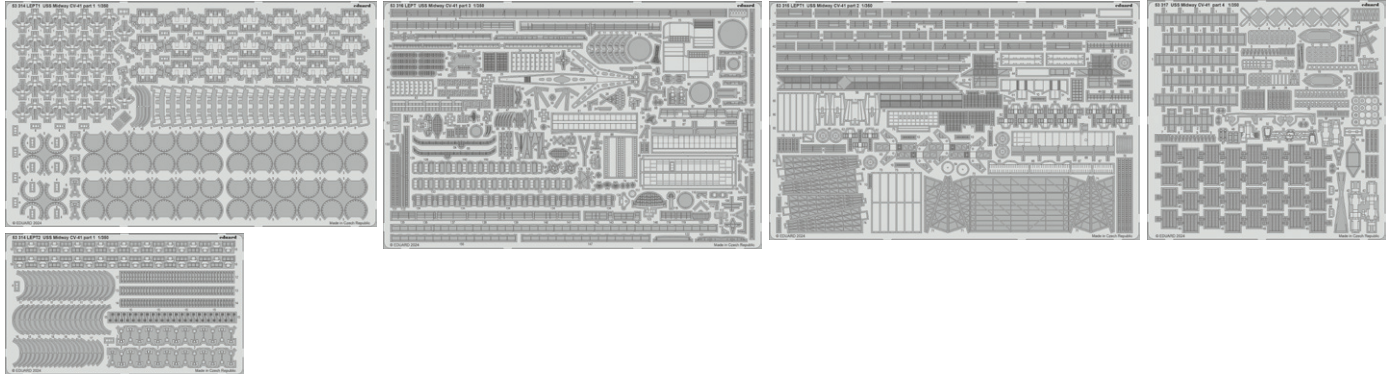
BOX CONTENT:

Plastic parts, Marking options 6, Decal Set, PE parts, Mask, Brassin parts (two different types of wheels, landing flaps, dust filter with eyelid, intake ring and RP-3 60lb rockets), 3D decals for main and side-walk instrument and control panels with photo-etched details and seat belts.

BIG5375 **USS Midway CV-41** 1/350 Trumpeter

[Product page](#)

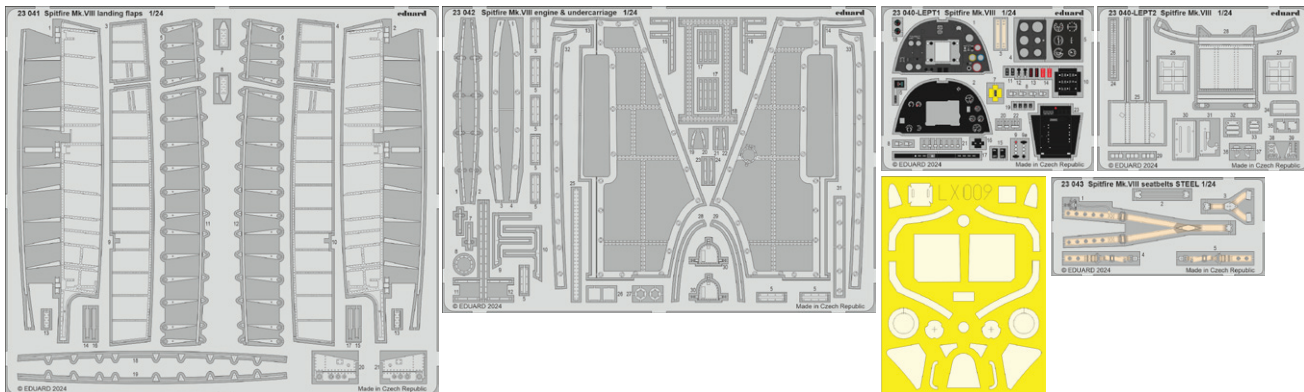
- 53314 USS Midway CV-41 part 1 1/350
- 53315 USS Midway CV-41 part 2 1/350
- 53316 USS Midway CV-41 part 3 1/350
- 53317 USS Midway CV-41 part 4 1/350



BIG2406 **Spitfire Mk.VIII** 1/24 Airfix

[Product page](#)

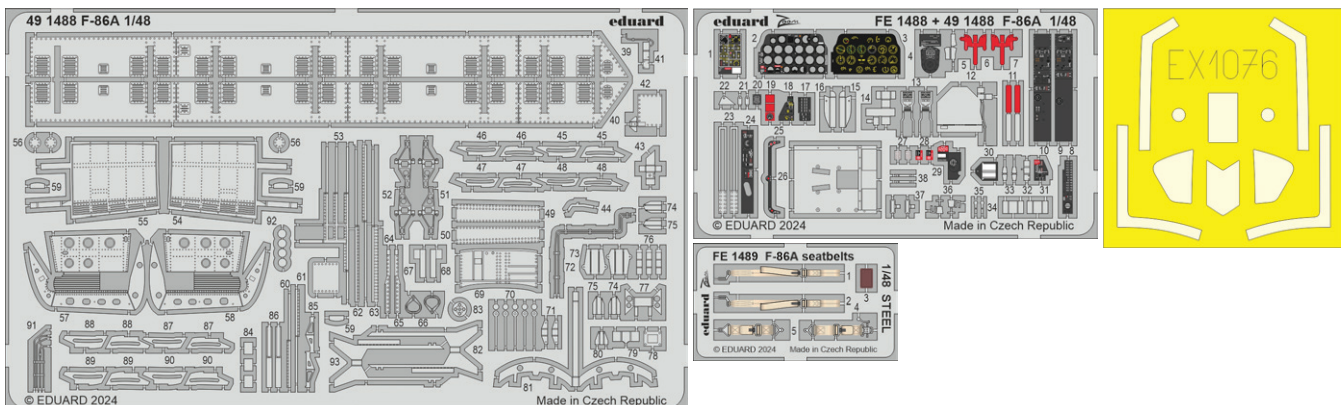
- 23040 Spitfire Mk.VIII 1/24
- 23041 Spitfire Mk.VIII landing flaps 1/24
- 23042 Spitfire Mk.VIII engine & undercarriage 1/24
- 23043 Spitfire Mk.VIII seatbelts STEEL 1/24
- LX009 Spitfire Mk.VIII 1/24



BIG49439 **F-86A** 1/48 Clear Prop

[Product page](#)

- 491488 F-86A 1/48
- FE1489 F-86A seatbelts STEEL 1/48
- EX1076 F-86A 1/48



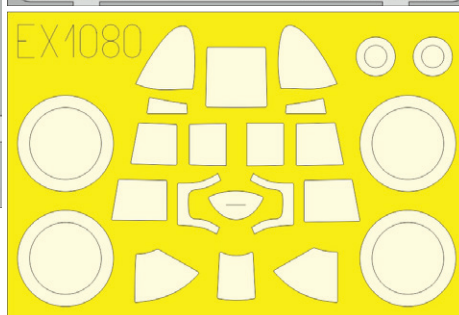
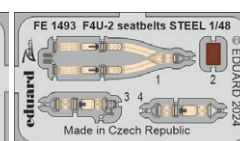
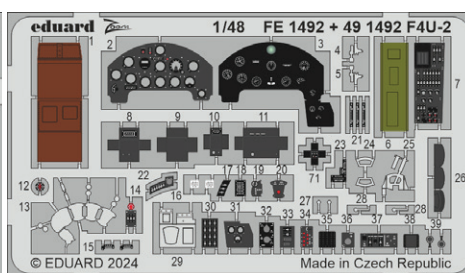
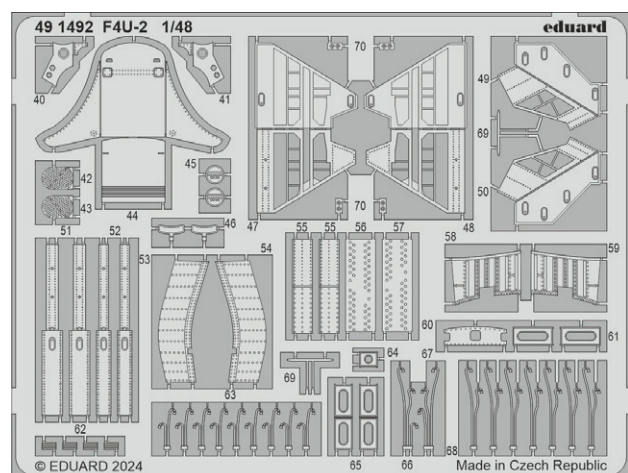
BIG49440 **F4U-2** 1/48 Hobby Boss

491492 F4U-2 1/48

FE1493 F4U-2 seatbelts STEEL 1/48

EX1080 F4U-2 1/48

Product page



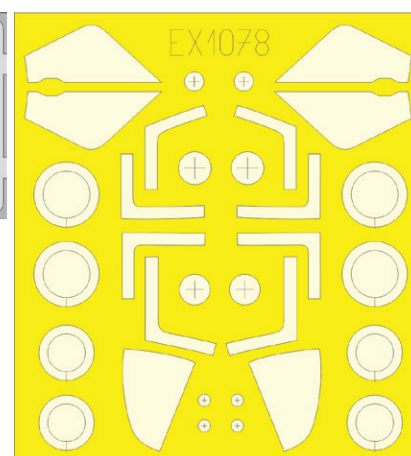
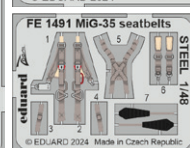
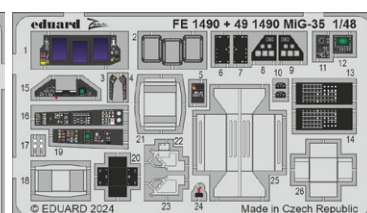
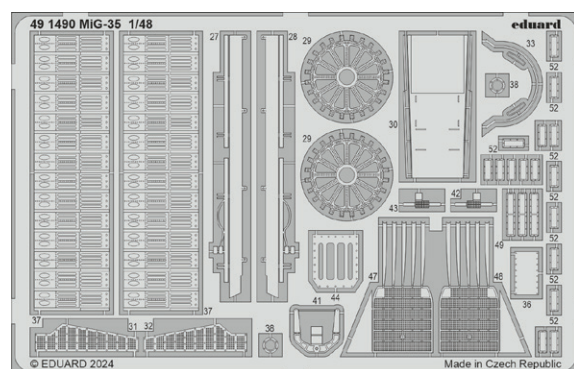
BIG49441 **MiG-35** 1/48 Hobby Boss

491490 MiG-35 1/48

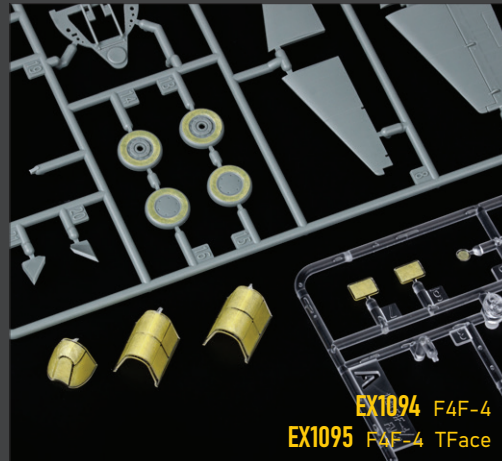
FE1491 MiG-35 seatbelts STEEL 1/48

EX1078 MiG-35 1/48

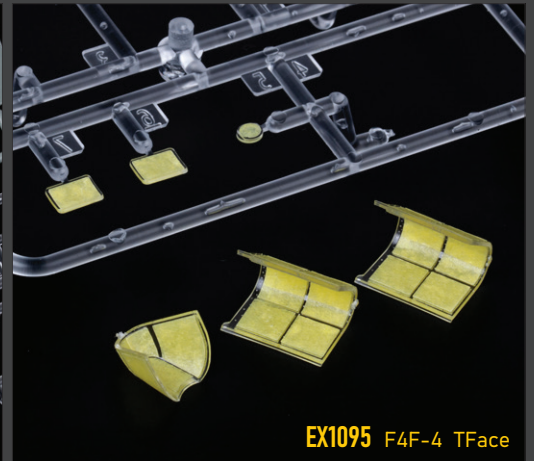
Product page



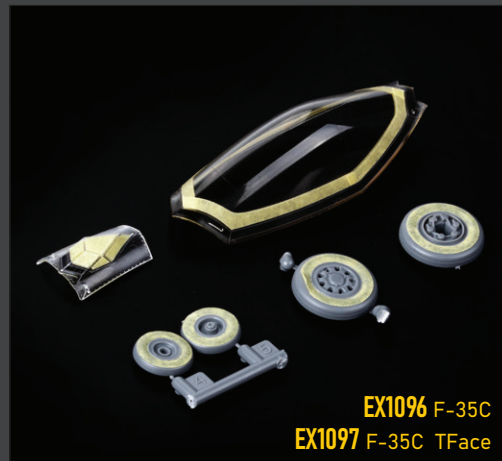
EX1094 F4F-4
 1/48 Academy
EX1095 F4F-4 TFace
 1/48 Academy
EX1096 F-35C
 1/48 Tamiya
EX1097 F-35C TFace
 1/48 Tamiya
EX1098 F-35C RAM panels
 1/48 Tamiya
EX1099 A-10A
 1/48 Great Wall Hobby
EX1100 A-10A TFace
 1/48 Great Wall Hobby
EX1101 B-24D
 1/48 Hobby Boss
EX1102 B-24D TFace
 1/48 Hobby Boss
CX684 BV 222
 1/72 Revell
CX685 Ki-43-II
 1/72 Arma Hobby
CX686 Vengeance Mk.I
 1/72 Dora Wings
CX687 Bf 109G-6 classic canopy
 1/72 Eduard



EX1094 F4F-4
EX1095 F4F-4 TFace



EX1095 F4F-4 TFace



EX1096 F-35C
EX1097 F-35C TFace



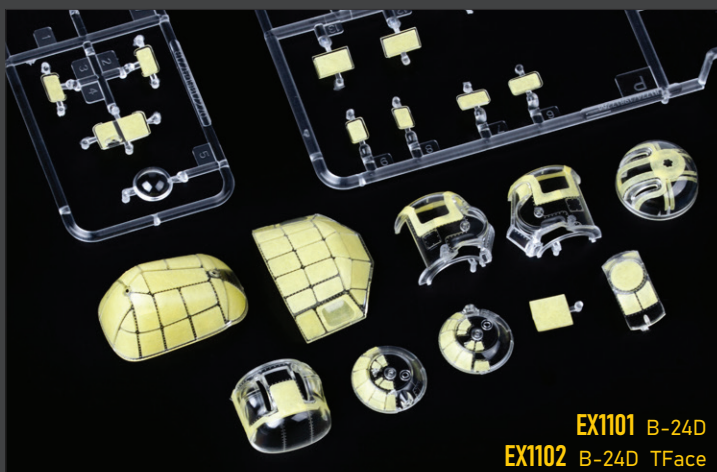
EX1097 F-35C TFace



EX1098 A-10
EX1099 A-10 TFace



EX1099 A-10 TFace



EX1101 B-24D
EX1102 B-24D TFace



EX1102 B-24D TFace


CX684 BV 222

CX684 BV 222

CX685 Ki-43-II

CX685 Ki-43-II

CX686 Vengeance Mk.I

CX686 Vengeance Mk.I

KITS

11185	PACIFIC STAR P-40E Warhawk DUAL COMBO	1/48	Royal Class
82176	P-51B Mustang Malcolm Hood canopy	1/48	ProfiPACK
7475	Bf 109G-6	1/72	Weekend

PE-SETS

53321	USS Wasp LHD-1 part 4	1/350	Trumpeter
36533	M113A1	1/35	Italeri
481156	B-24D undercarriage	1/48	Hobby Boss
481157	F4F-4 landing flaps	1/48	Academy
491503	F-35C	1/48	Tamiya
491505	A-10A	1/48	Great Wall Hobby
491507	F4F-4	1/48	Academy
491509	B-24D cockpit & engines	1/48	Hobby Boss
72742	P-51D tail antennas STEEL	1/72	
73843	BV 222	1/72	Revell
73844	Ki-43-II	1/72	Arma Hobby

ZOOMS

FE1503	F-35C	1/48	Tamiya
FE1504	F-35C seatbelts STEEL	1/48	Tamiya
FE1505	A-10A	1/48	Great Wall Hobby
FE1506	A-10A seatbelts STEEL	1/48	Great Wall Hobby
FE1507	F4F-4	1/48	Academy
FE1508	F4F-4 seatbelts STEEL	1/48	Academy
FE1509	B-24D	1/48	Hobby Boss
FE1510	B-24D seatbelts STEEL	1/48	Hobby Boss
SS843	BV 222	1/72	Revell

MASKS

EX1094	F4F-4	1/48	Academy
EX1095	F4F-4 TFace	1/48	Academy
EX1096	F-35C	1/48	Tamiya
EX1097	F-35C TFace	1/48	Tamiya
EX1098	F-35C RAM panels	1/48	Tamiya
EX1099	A-10A	1/48	Great Wall Hobby
EX1100	A-10A TFace	1/48	Great Wall Hobby
EX1101	B-24D	1/48	Hobby Boss
EX1102	B-24D TFace	1/48	Hobby Boss
CX684	BV 222	1/72	Revell
CX685	Ki-43-II	1/72	Arma Hobby
CX686	Vengeance Mk.II	1/72	Dora Wings
CX687	Bf 109G-6 classic canopy	1/72	Eduard

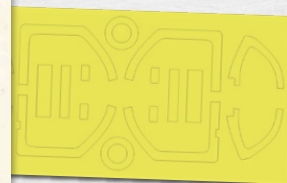
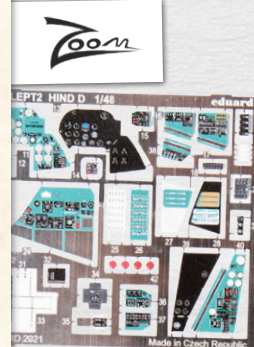
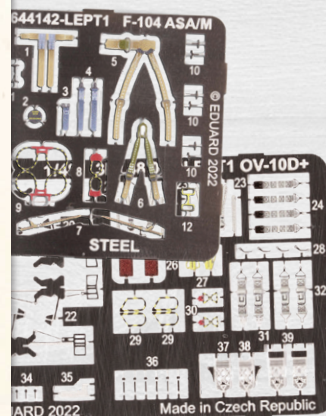
BIG ED

BIG5375	USS Midway CV-41	1/350	Trumpeter
BIG2406	Spitfire Mk.VIII	1/24	Airfix
BIG49439	F-86A	1/48	Clear Prop
BIG49440	F4U-2	1/48	Hobby Boss
BIG49441	MiG-35	1/48	Hobby Boss

LIMITED
EDITION

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

644299	F-35C LööK	1/48	Tamiya
674025	P-47D Bubbletop LööK	1/72	Tamiya
674026	P-51D LööK	1/72	Tamiya
674027	Spitfire Mk.V LööK	1/72	Tamiya
6481057	P-40E wheels diamond tread	1/48	Eduard
6481059	P-40E wheels block tread	1/48	Eduard
6481064	P-40 seat w/ integral belts Type 1 PRINT	1/48	Eduard
6481065	P-40 seat w/ integral belts Type 2 PRINT	1/48	Eduard
6481066	P-40E radio compartment PRINT	1/48	Eduard
6481067	P-40 wheel bays PRINT	1/48	Eduard
6481072	A-10C rotary cannon bay PRINT	1/48	Academy
6481076	P-40 1000lb US bomb	1/48	Eduard
6481084	P-40 75gal drop tank PRINT	1/48	Eduard
6481086	F-35C seat PRINT	1/48	Tamiya
672403	Mosquito wheels	1/72	Tamiya
672404	Mosquito exhaust stacks PRINT	1/72	Tamiya
672405	Bf 109G-6 wheels	1/72	Tamiya
672406	Bf 109G-6 exhaust stacks PRINT	1/72	Tamiya

LööKPLUS

634050	Spitfire Mk.VIII LööKplus	1/24	Airfix
644298	P-40E w/ rounded exhaust stacks LööKplus	1/48	Eduard

BIG SIN

SIN648136	P-38F ENGINES	1/48	Tamiya
SIN648137	F-35C armament	1/48	Tamiya

SPACE

3DL48211	F4F-4 SPACE	1/48	Academy
3DL48212	F-35C SPACE	1/48	Tamiya
3DL48213	A-10A SPACE	1/48	Great Wall Hobby
3DL48214	B-24D SPACE	1/48	Hobby Boss
3DL72057	BV 222 SPACE	1/72	Revell
3DL72058	Ki-43-II SPACE	1/72	Arma Hobby

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BUILT

Kübelwagen type 82

Tamiya 1/48

built by **Tomáš Pavlík**



accessories used:

48463

Kübelwagen type 82 (PE-set)







The history and evolution of the Eduard brand in detail.
The best works seen to date by Juan Manuel Villalba.

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1/48 Spitfire Mk.IXc • 1/48 Bf 109E-1 • 1/48 Sopwith F.1 CAMEL • 1/48 Fw 190D-9 • 1/48 Bf 108 Taifun • 1/32 A6M2 Type 21 Zero • 1/48 MiG-21MF

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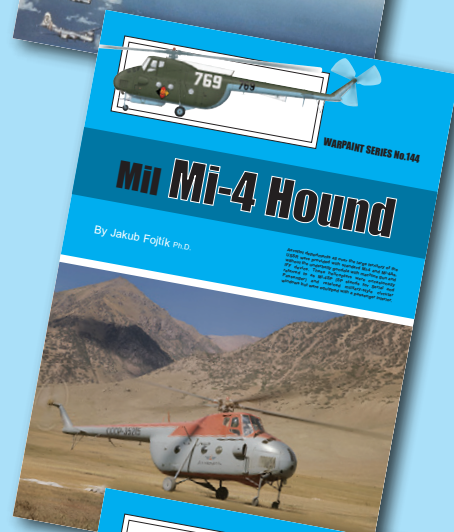
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BIG33165 MC.205 Veltro 1/32 Italeri
 BIG49442 Junkers F.13 1/48 MiniArt
 BIG49443 Chipmunk T.20 1/48 Airfix

BRASSIN (April)

644301 F4F-4 LööK 1/48 Academy
 644302 A6M5 LööK 1/48 Eduard
 674030 F4U-1 LööK 1/72 Tamiya
 674031 Mosquito NF Mk.II LööK 1/72 Tamiya
 624007 Spitfire Mk.VIII/Mk.IX seat PRINT 1/24 Airfix
 6481075 P-40E gun bays PRINT 1/48 Eduard
 6481079 P-40 500lb M64 US bomb 1/48 Eduard
 6481083 P-40 100lb M30 US bomb PRINT 1/48 Eduard
 6481085 P-40 52gal drop tank PRINT 1/48 Eduard
 6481087 F-35C exhaust nozzle PRINT 1/48 Tamiya
 6481088 F4F-4 exhausts PRINT 1/48 Academy
 6481089 F4F-4 wheels early 1/48 Academy
 6481090 F4F-4 wheels late 1/48 Academy
 6481092 F4F-4 gun barrels PRINT 1/48 Academy
 6481093 A6M5/7 500kg bomb PRINT 1/48 Eduard
 6481094 A6M5 seat PRINT 1/48 Eduard
 672407 Spitfire Mk.V wheels 1/72 Tamiya
 672408 Spitfire Mk.V three-stacks exhaust rounded PRINT 1/72 Tamiya
 672409 Spitfire Mk.V three-stacks exhaust fishtail PRINT 1/72 Tamiya
 672410 Spitfire Mk.V six-stacks exhaust fishtail PRINT 1/72 Tamiya

LööKPlus (April)

644300 P-40E w/ fishtail exhaust stacks LööKplus 1/48 Eduard
 674028 Bf 109G-6 LööKplus 1/72 Tamiya

BIGSIN (April)

SIN67230 Bf 109G-10 WNF 1/72 Eduard
 SIN67231 Bf 109G-10 Mtt Regensburg 1/72 Eduard
 SIN67232 Bf 109G-10 Erla 1/72 Eduard

644301**F4F-4 LööK****1/48 Academy**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for F4F-4 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Academy

Set contains:

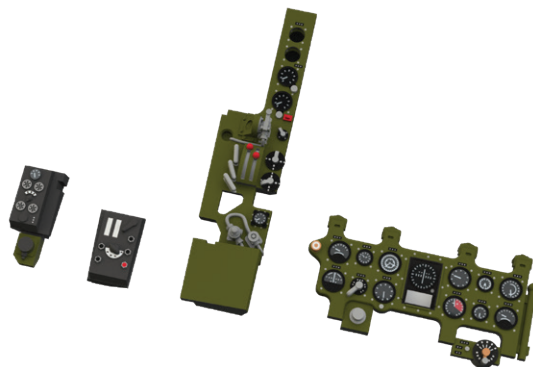
- resin: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

**644302****A6M5 LööK****1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for A6M5 Zero in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 4 parts,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.

**674030****F4U-1A LööK****1/72 Tamiya**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for F4U-1A in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.



674031

Mosquito NF Mk.II LööK**1/72 Tamiya**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Mosquito NF Mk.II in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.



LööK

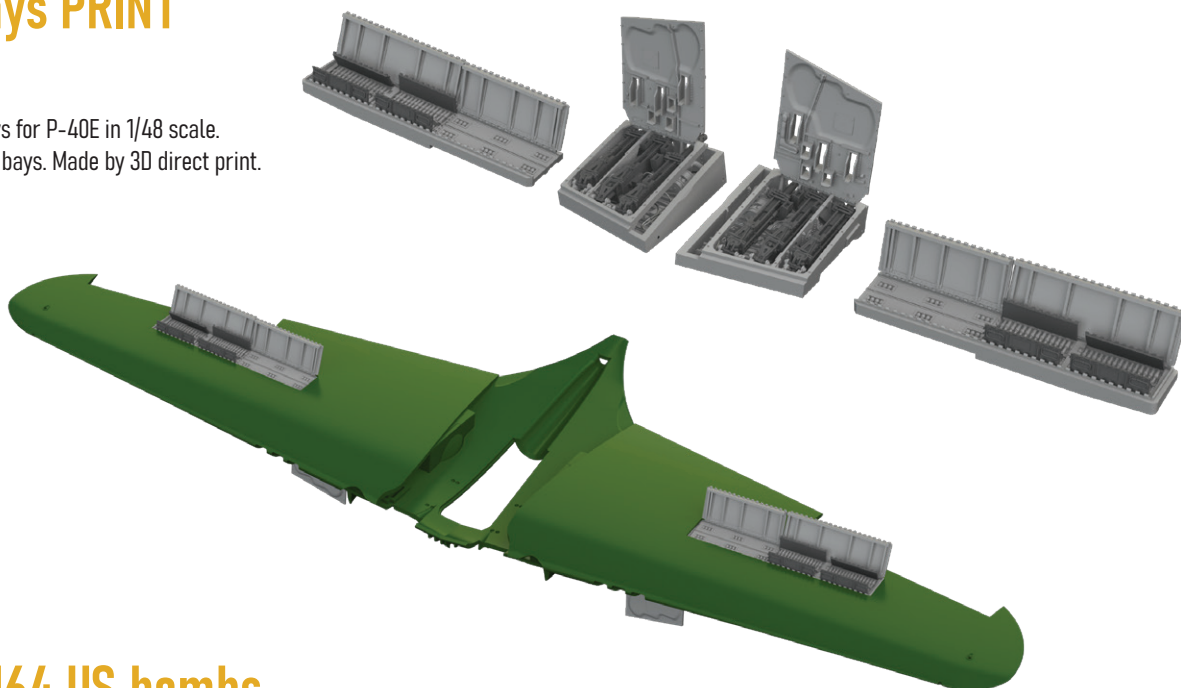
6481075

P-40E gun bays PRINT**1/48 Eduard**

Brassin set - the wing gun bays for P-40E in 1/48 scale. The set consists of both wings bays. Made by 3D direct print. Recommended kit: Eduard

Set contains:

- 3D print: 30 parts,
- decals: yes,
- photo-etched details: no,
- painting mask: no.



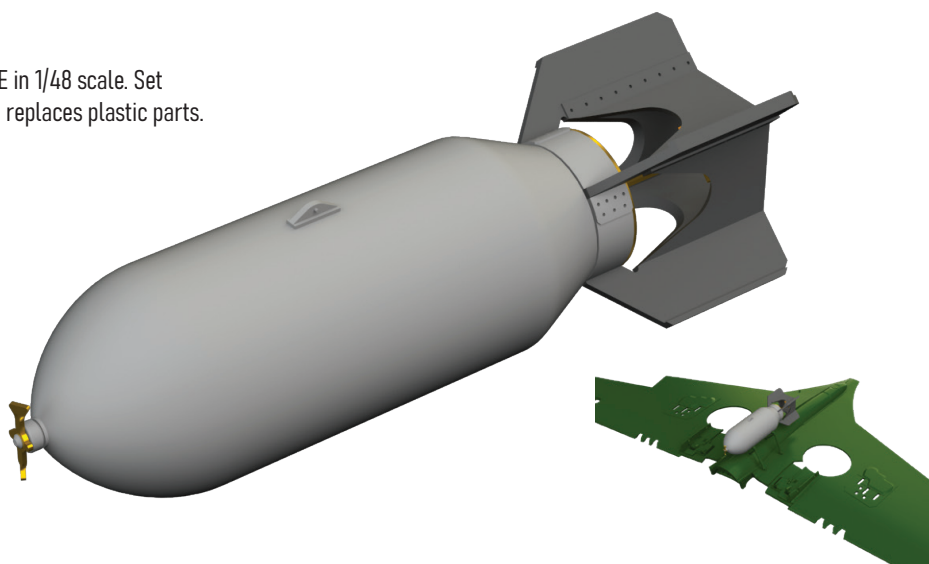
6481076

P-40 500lb M64 US bombs**1/48 Eduard**

Brassin set - 500lb US bombs for P-40E in 1/48 scale. Set consists of 3 bombs. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 3 parts,
- 3D print: 7 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.



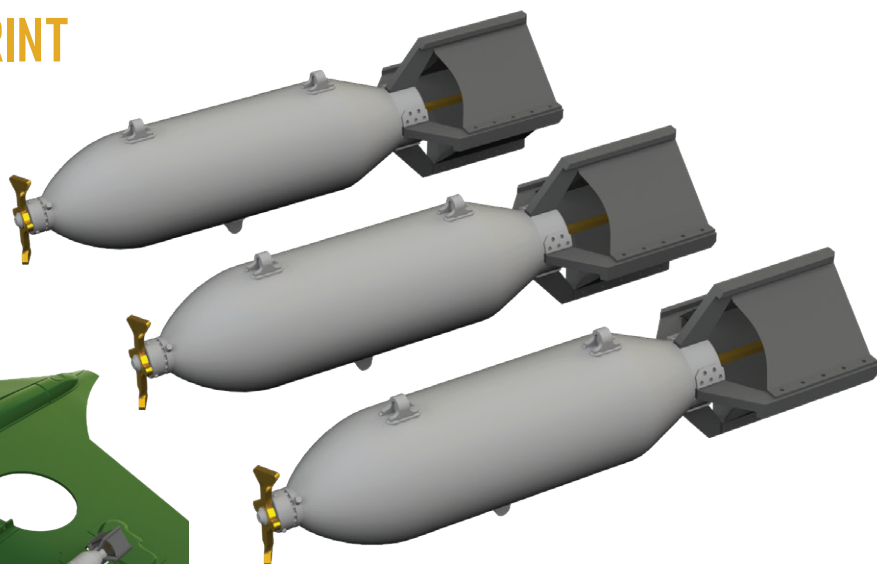
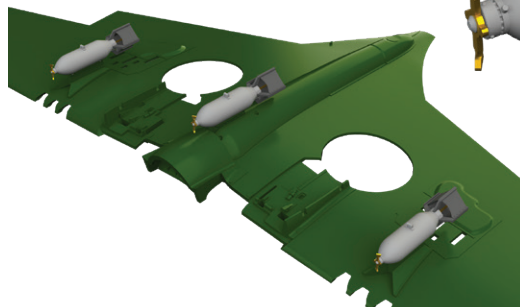
6481083

P-40 100lb M30 US bombs PRINT**1/48 Eduard**

Brassin set - 100lb US bombs for P-40E in 1/48 scale.
Set consists of 3 bombs. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

- 3D print: 6 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.



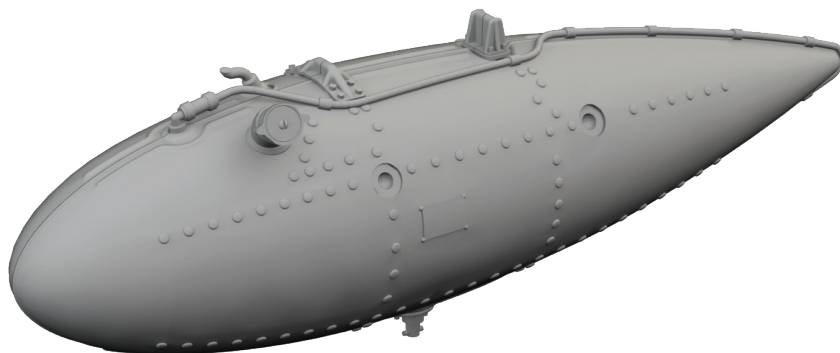
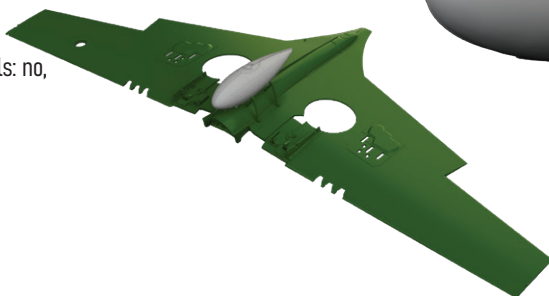
6481085

P-40 52gal drop tank PRINT**1/48 Eduard**

Brassin set - 52gal fuel drop tank for P-40E in 1/48 scale.
Set consists of 1 tank. Easy to assemble, replaces plastic parts.
Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.



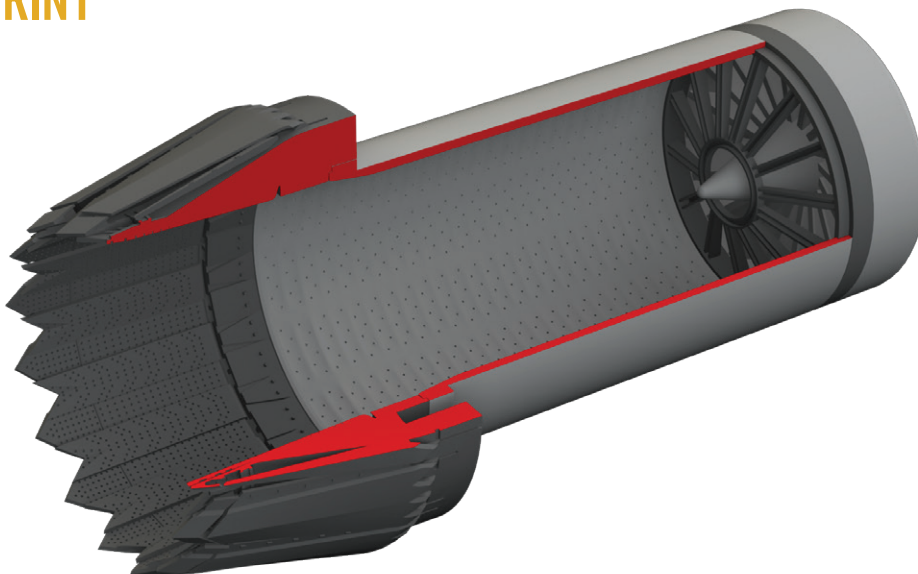
6481087

F-35C exhaust nozzle PRINT**1/48 Tamiya**

Brassin set - exhaust nozzle for F-35C in 1/48 scale.
Made by direct 3D printing.
Recommended kit: Tamiya

Set contains:

- 3D print: 4 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.



6481088

F4F-4 exhausts PRINT**1/48 Academy**

Brassin set - exhaust ducts for F4F-4 in 1/48 scale.

Made by direct 3D printing.

Recommended kit: Academy

Set contains:

- 3D print: 1 part,
- decals: no,
- photo-etched details: no,
- painting mask: no.



6481089

F4F-4 wheels early**1/48 Academy**

Brassin set - the undercarriage wheels for F4F-4 in 1/48 scale. The set consists of the main wheels and 3 types of a tail wheel. Easy to assemble, replaces plastic parts.

Recommended kit: Academy

Set contains:

- resin: 5 parts,
- decals: no,
- photo-etched details: no,
- painting mask: yes.



6481090

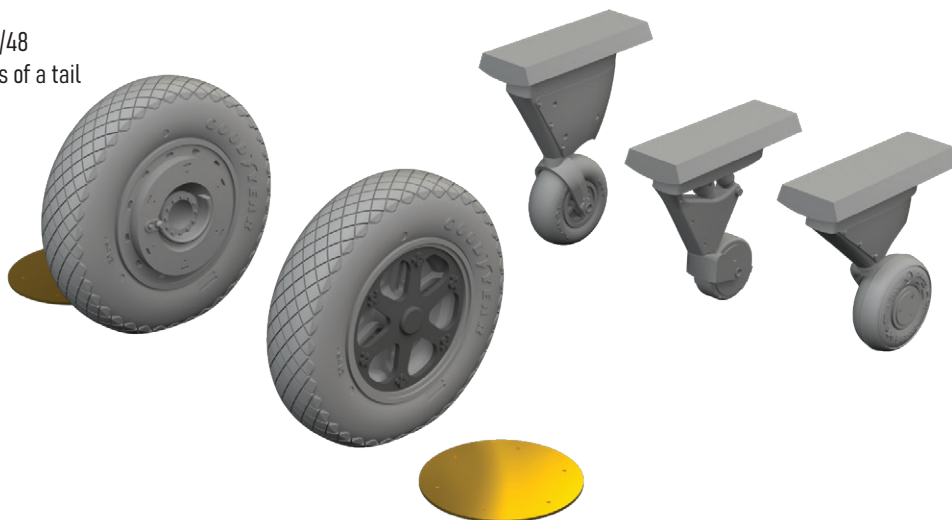
F4F-4 wheels late**1/48 Academy**

Brassin set - the undercarriage wheels for F4F-4 in 1/48 scale. The set consists of the main wheels and 3 types of a tail wheel. Easy to assemble, replaces plastic parts.

Recommended kit: Academy

Set contains:

- resin: 5 parts,
- 3D print: 2 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: yes.



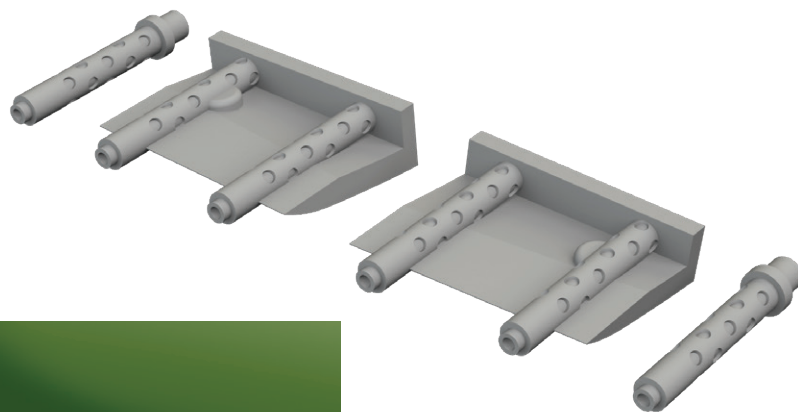
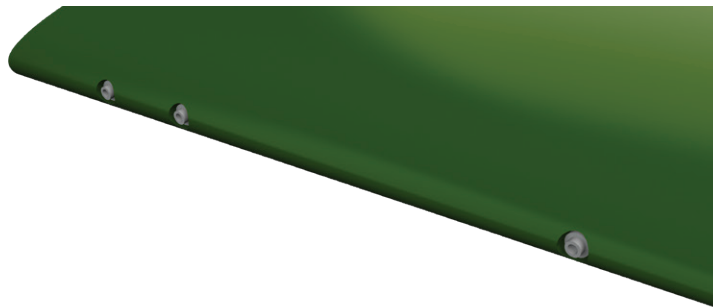
6481092

F4F-4 gun barrels PRINT**1/48 Academy**

Brassin set - gun barrels for F4F-4 in 1/48 scale.
The set consists of 6 barrels. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Academy

Set contains:

- resin: 4 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.



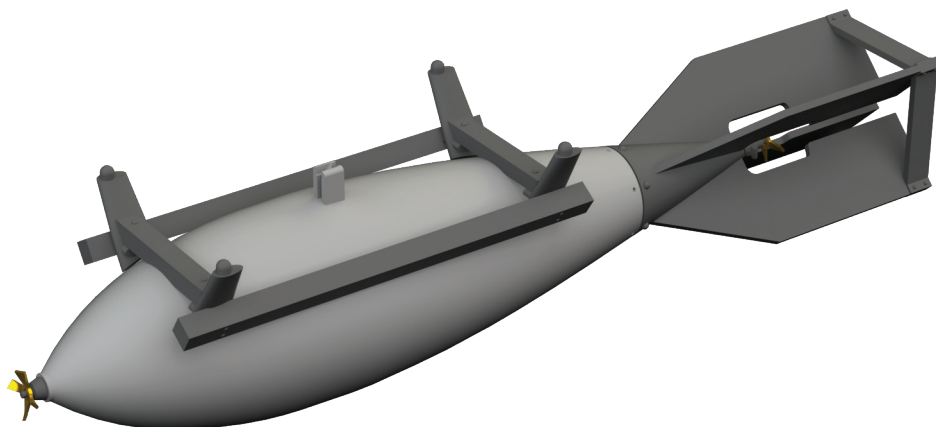
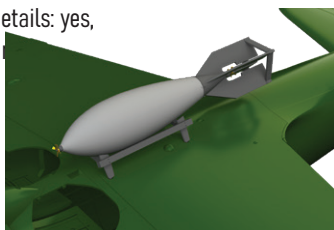
6481093

A6M5/7 500kg bomb PRINT**1/48 Eduard**

Brassin set - 500kg bomb for A6M5 Zero in 1/48 scale.
Set consists of 1 bomb. Made by direct 3D printing. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

- 3D print: 4 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask:



6481094

A6M5 seat PRINT**1/48 Eduard**

Brassin set - pilot seat for A6M5 Zero in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 1 part,
- decals: no,
- photo-etched details: yes, pre-painted,
- painting mask: no.



672407

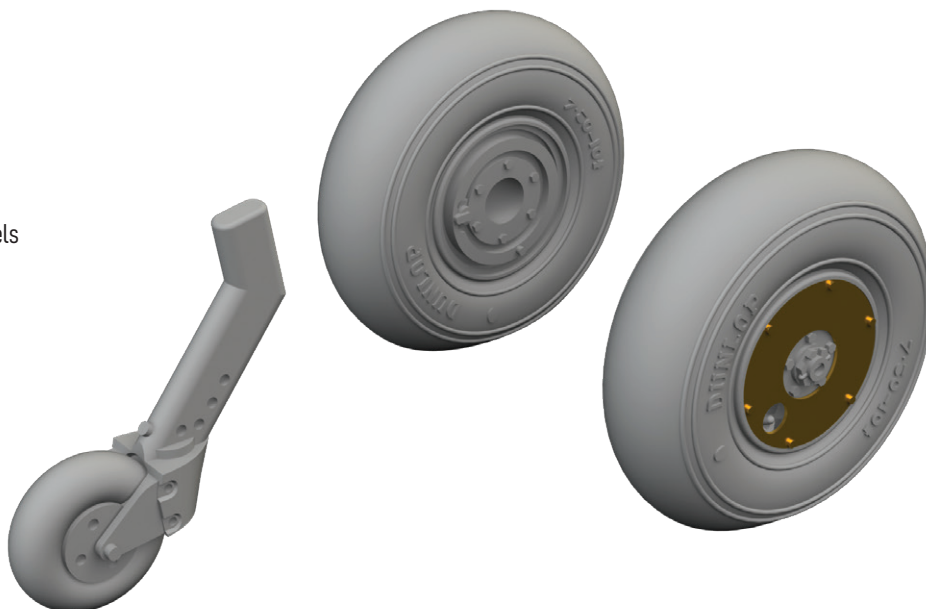
Spitfire Mk.V wheels

1/72 Tamiya

Brassin set - the undercarriage wheels for Spitfire Mk.V in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 3 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: yes.



672408

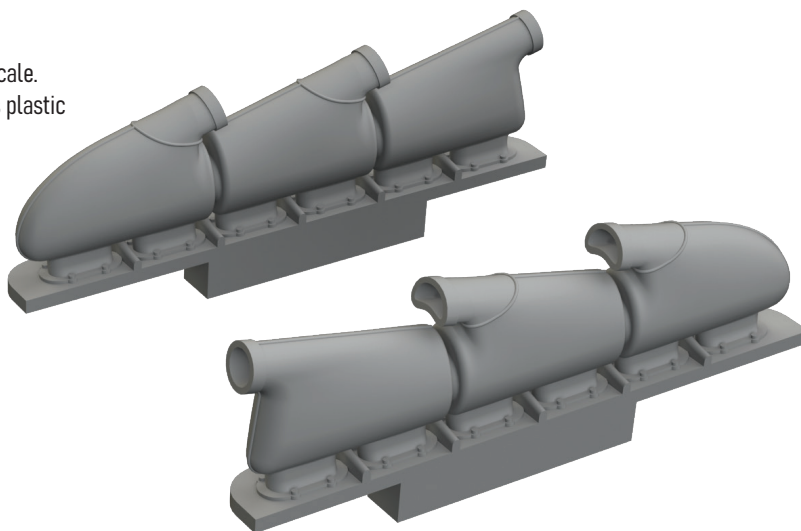
Spitfire Mk.V three-stacks exhaust rounded PRINT

1/72 Tamiya

Brassin set - exhaust stacks for Spitfire Mk.V in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.



672409

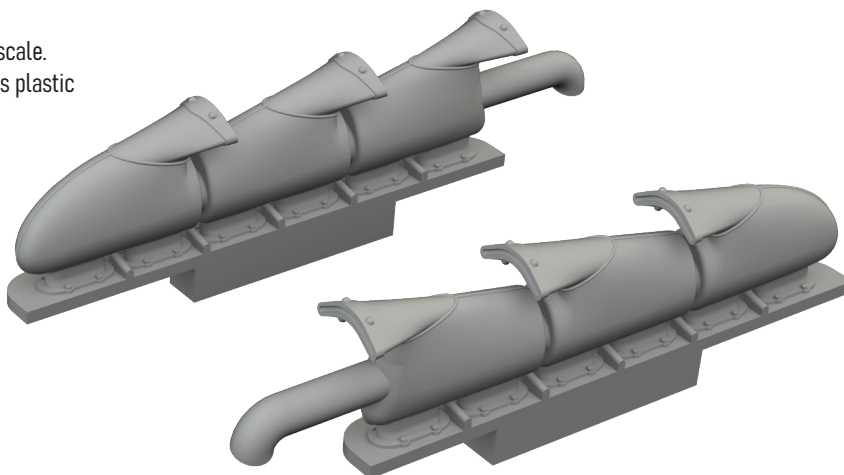
Spitfire Mk.V three-stacks exhaust fishtail PRINT

1/72 Tamiya

Brassin set - exhaust stacks for Spitfire Mk.V in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.



672410

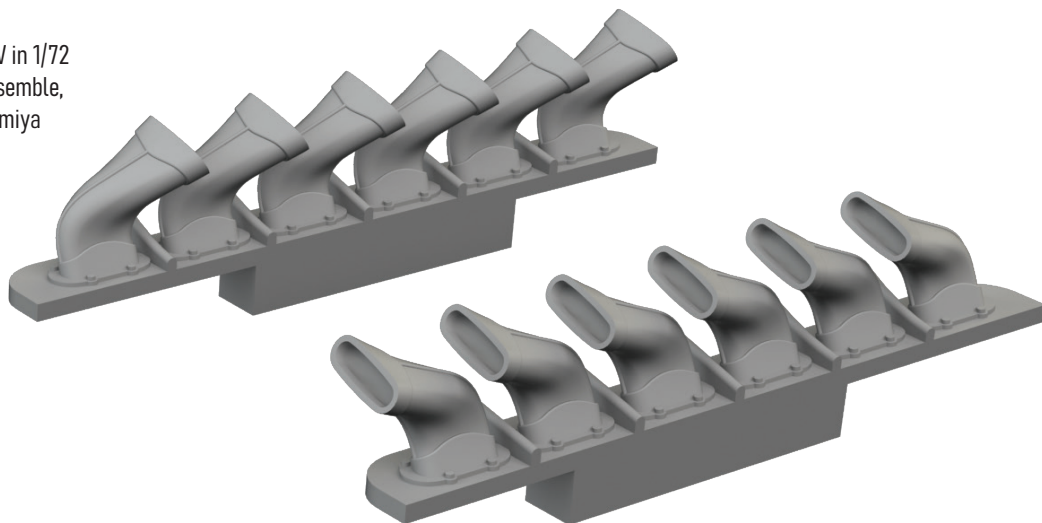
Spitfire Mk.V six-stacks exhaust fishtail PRINT

1/72 Tamiya

Brassin set - exhaust stacks for Spitfire Mk.V in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.



644300

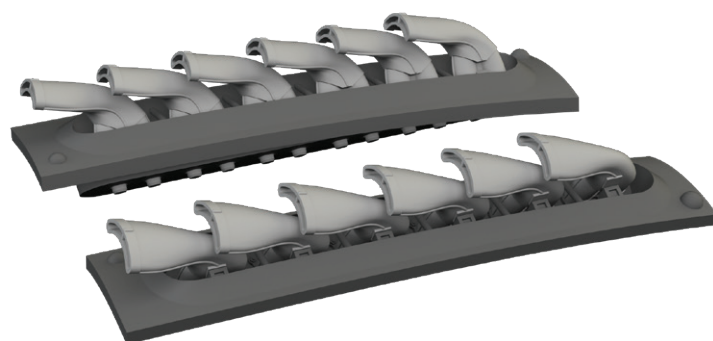
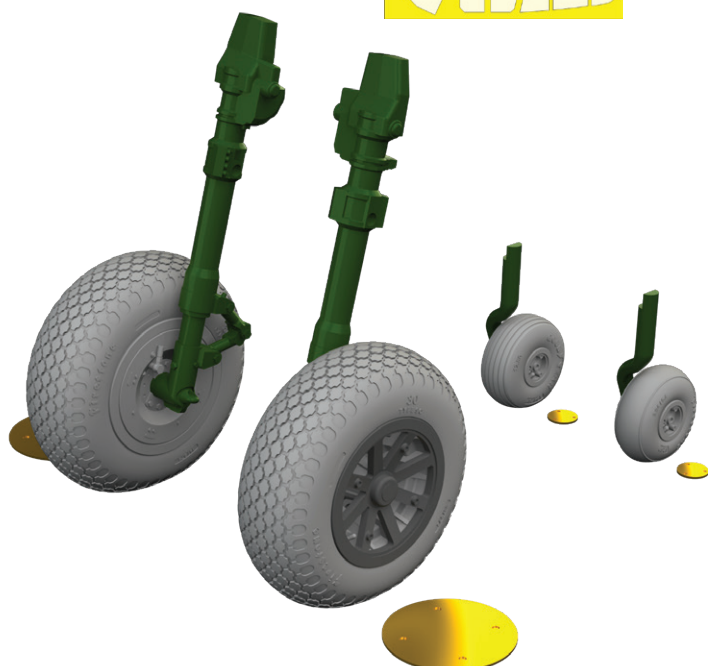
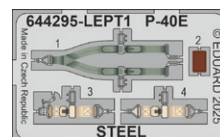
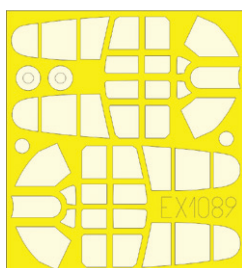
P-40E w/ fishtail exhaust stacks LööKplus

1/48 Eduard

Collection of 4 sets for P-40E in 1/48 scale.

Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboard & Steelbelts),
- undercarriage wheels,
- exhaust stacks,
- painting mask.



LööKt

674028

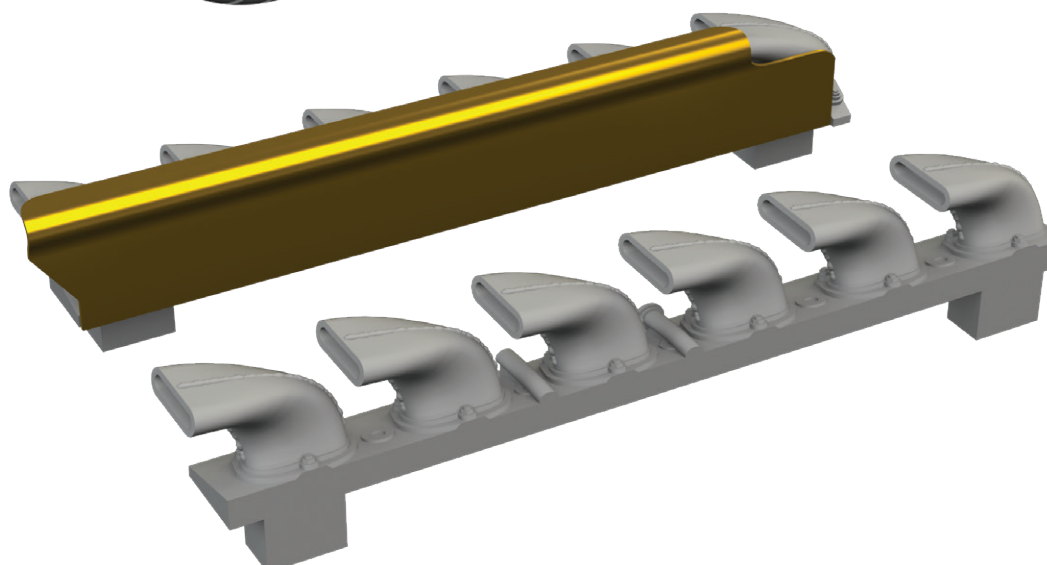
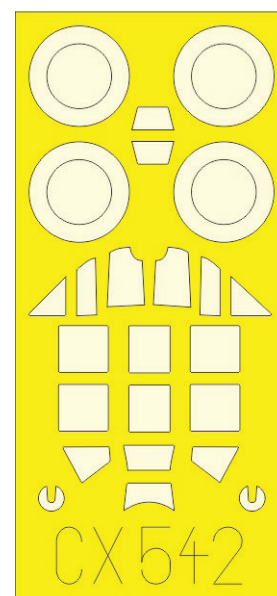
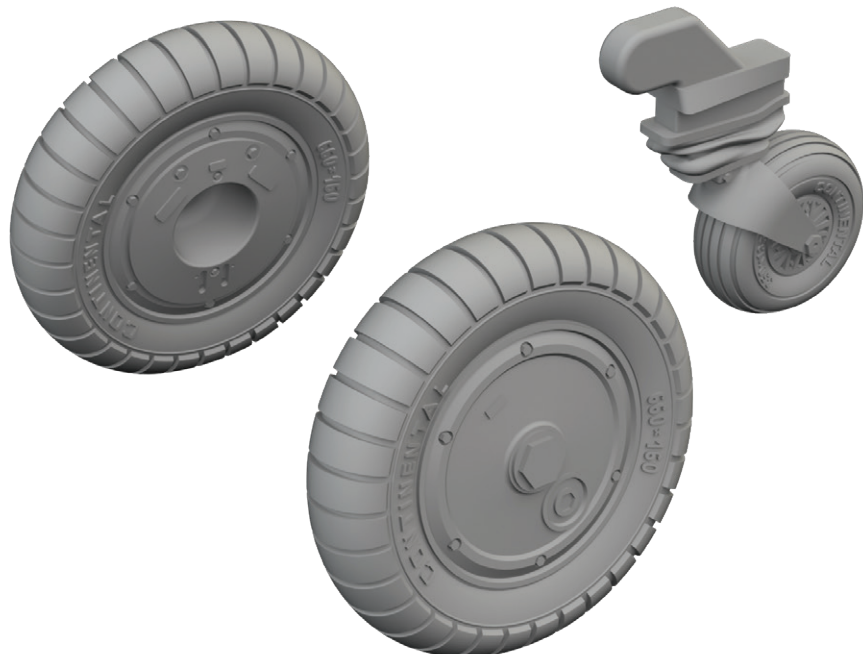
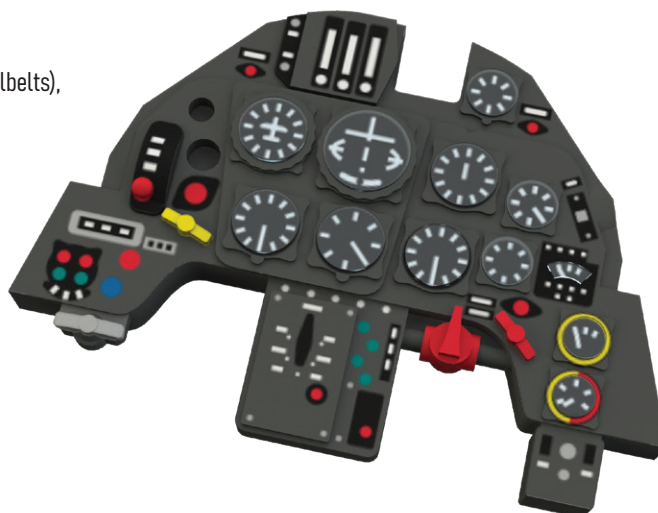
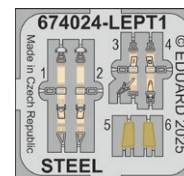
Bf 109G-6 LööKplus

1/72 Eduard

Collection of 4 sets for Bf 109G-6 in 1/72 scale.

Recommended kit: Tamiya

- LööK set (pre-painted Brassin dashboard & Steelbelts),
- undercarriage wheels,
- exhaust stacks,
- painting mask.

LööK+

SIN67230

Bf 109G-10 WNF

1/72 Eduard

Collection of 4 sets for Bf 109G-10 manufactured by Wiener Neustädter Flugzeugwerke in 1/72 scale. Recommended kit: Eduard

- engine,
- cockpit,
- undercarriage wheels,
- propeller.

All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30 %.



SIN67231

Bf 109G-10 Mtt Regensburg

1/72 Eduard

Collection of 4 sets for Bf 109G-10 manufactured by Messerschmitt factory in Regensburg in 1/72 scale. Recommended kit: Eduard

- engine,
- cockpit,
- undercarriage wheels,
- propeller.

All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30 %.



SIN67232

Bf 109G-10 Erla

1/72 Eduard

Collection of 4 sets for Bf 109G-10 manufactured by Erla factory in Leipzig in 1/72 scale.
Recommended kit: Eduard

- engine,
- cockpit,
- undercarriage wheels,
- propeller.

All sets included in this BIG SIN are available separately,
but with every BIG SIN set you save up to 30 %.



ARTWORK PRINTS



P-51B Mustang

82176-ART



P-51B Mustang
von 12 700000, Maj. George J. Preddy, 48th FS, 20th FG, 20th AF, England, Great Britain, June 1944
by Peter G. Moniz
Eduard - Model Accessories, 2025
www.eduard.com

A2 (594 x 420 mm)
Roll Up Vinyl, 160g/m²

www.eduard.com only

FOTOLEPTY

53322	USS Wasp LHD-1 part 5	1/350	Trumpeter
481158	B-24D bomb racks	1/48	Hobby Boss
481159	B-24D bomb bay	1/48	Hobby Boss
481160	A6M5 Zero landing flaps	1/48	Fine Molds
491510	B-24D nose interior	1/48	Hobby Boss
491511	F-14D	1/48	Great Wall Hobby
491513	A6M5 Zero	1/48	Fine Molds
491515	Lysander Mk.I/III	1/48	Airfix
491517	MH-60L	1/48	ICM
491518	MH-60L cargo seatbelts STEEL	1/48	ICM
491519	B-24D radio compartment	1/48	Hobby Boss
72743	E-2C/C+ undercarriage	1/72	Heller
73845	A-6E TRAM	1/72	Trumpeter
73846	MiG-29 9-13	1/72	Great Wall Hobby
73847	E-2C	1/72	Heller
73848	E-2C+	1/72	Heller

ZOOMY

FE1511	F-14D	1/48	Great Wall Hobby
FE1512	F-14D seatbelts STEEL	1/48	Great Wall Hobby
FE1513	A6M5 Zero	1/48	Fine Molds
FE1514	A6M5 Zero seatbelts STEEL	1/48	Fine Molds
FE1515	Lysander Mk.I/III	1/48	Airfix
FE1516	Lysander Mk.I/III seatbelts STEEL	1/48	Airfix
FE1517	MH-60L	1/48	ICM
FE1518	MH-60L seatbelts STEEL	1/48	ICM
SS845	A-6E TRAM	1/72	Trumpeter
SS847	E-2C	1/72	Heller
SS848	E-2C+	1/72	Heller

MASKY

EX1103	F-14D	1/48	Great Wall Hobby
EX1104	A6M5 Zero	1/48	Fine Molds
EX1105	A6M5 Zero TFace	1/48	Fine Molds
EX1106	MH-60L	1/48	ICM
EX1107	MH-60L TFace	1/48	ICM
EX1108	Lysander Mk.I/III	1/48	Airfix
EX1109	Lysander Mk.I/III TFace	1/48	Airfix
EX1110	Spitfire Mk.II	1/48	Eduard
EX1111	Spitfire Mk.II TFace	1/48	Eduard
EX1112	A6M2-K TFace	1/48	Eduard
EX1113	A6M5 Zero TFace	1/48	Eduard
CX688	E-2C	1/72	Heller
CX689	A-6E TRAM	1/72	Trumpeter
CX690	MiG-29 9-13	1/72	Great Wall Hobby

SPACE

3DL48215	F-14D SPACE	1/48	Great Wall Hobby
3DL48216	A6M5 Zero SPACE	1/48	Fine Molds
3DL48217	MH-60L SPACE	1/48	ICM
3DL48218	Lysander Mk.I/III SPACE	1/48	Airfix
3DL48219	A6M2-K SPACE	1/48	Eduard
3DL48220	A6M5 Zero SPACE	1/48	Eduard
3DL72059	E-2C SPACE	1/72	Heller
3DL72060	E-2C+ SPACE	1/72	Heller
3DL72061	A-6E TRAM SPACE	1/72	Trumpeter
3DL72062	MiG-29 9-13 SPACE	1/72	Great Wall Hobby

OBTISKY

D48119	P-40E stencils	1/48	Eduard
D72054	P-51D-5 "15th AF"	1/72	Eduard

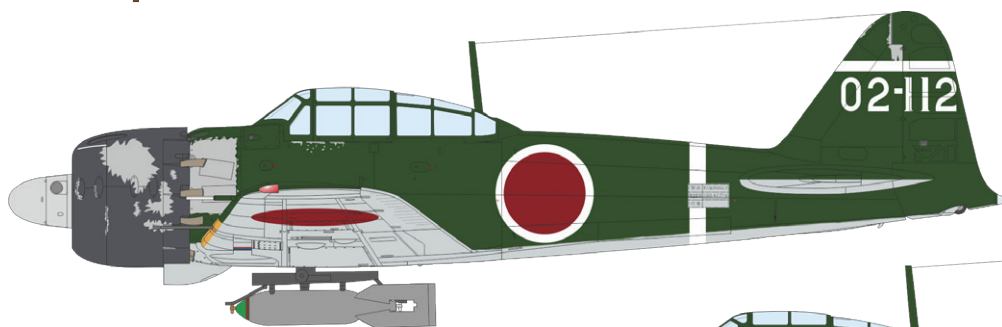
KAMIKAZE TOKKÔTAI

Dual Combo

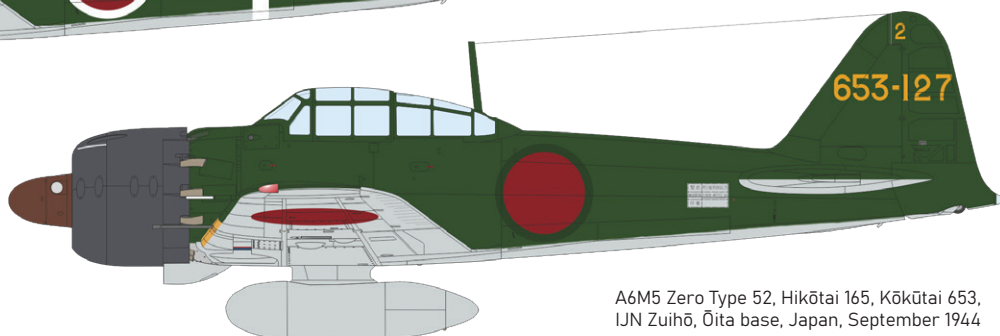
1/48



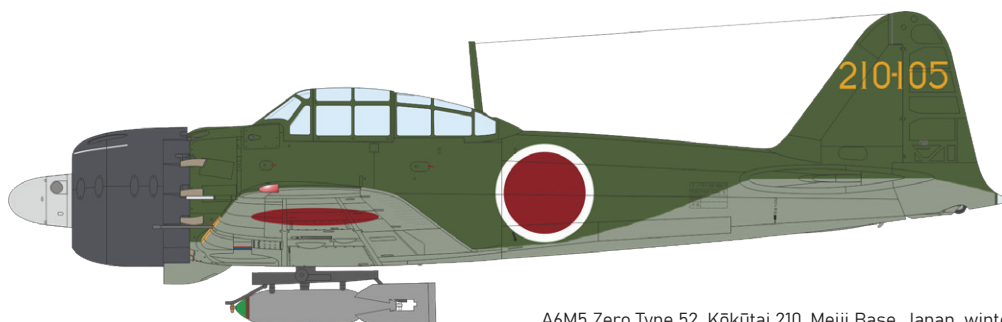
IJN Special Attack Units #11184



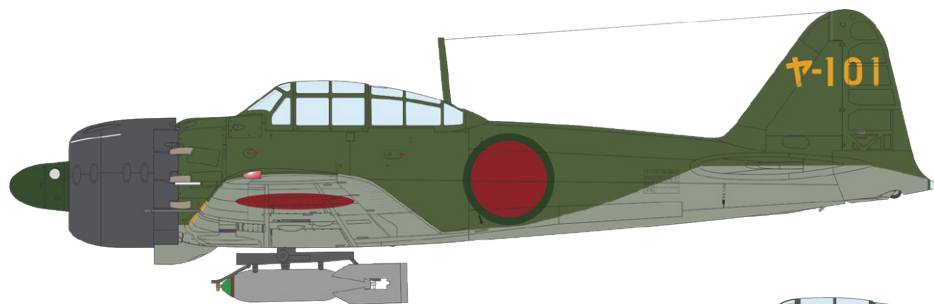
A6M5 Zero Type 52, probably c/n 4271, Lt. Yukio Seki, 1st Kamikaze Tokubetsu Kōgekitai, Shikishima-tai, Mabalacat airfield, Philippines, October 1944



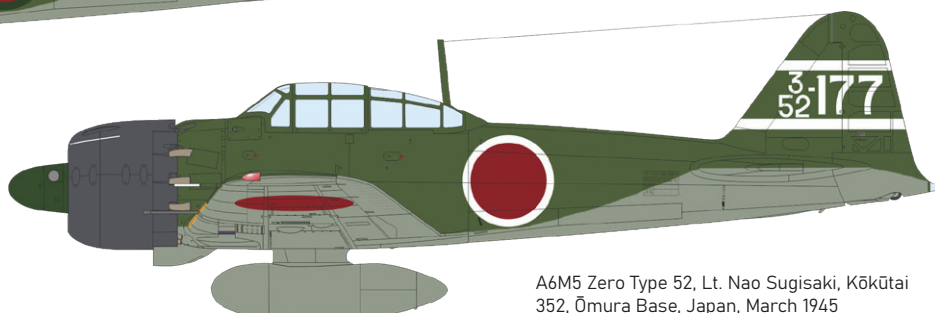
A6M5 Zero Type 52, Hikōtai 165, Kōkūtai 653, IJN Zuihō, Ōita base, Japan, September 1944



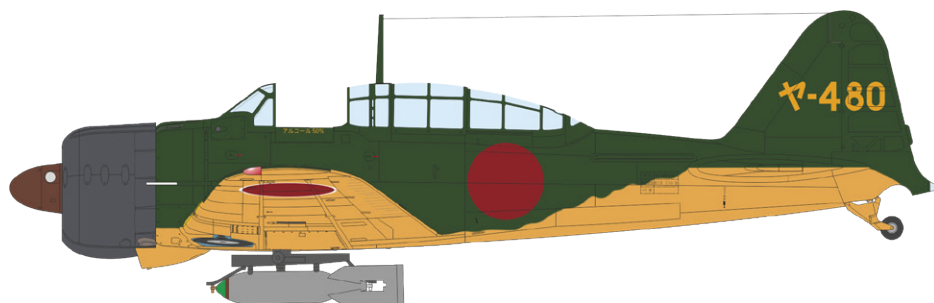
A6M5 Zero Type 52, Kōkūtai 210, Meiji Base, Japan, winter 1944-1945



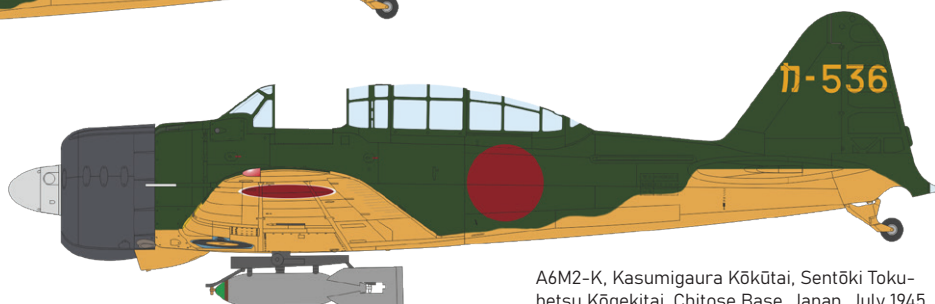
A6M5 Zero Type 52, Lt. (jg) Seizō Yasunori,
Kamikaze Tokubetsu Kōgekitai, Dai 7 Shōwa-
tai, Kanoya Base, Japan, May 1945



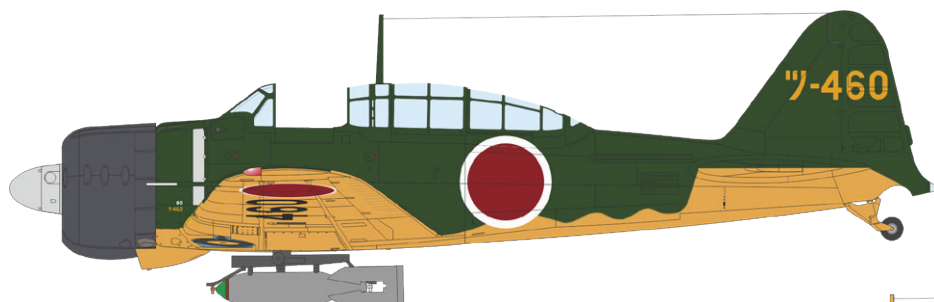
A6M5 Zero Type 52, Lt. Nao Sugisaki, Kōkūtai
352, Ōmura Base, Japan, March 1945



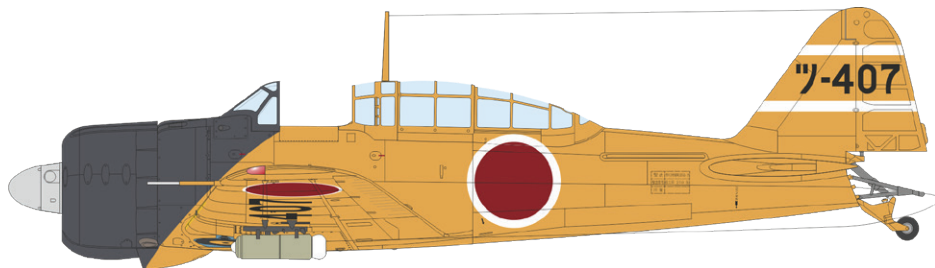
A6M2-K, Ensign Kōzō Koizumi, Kamikaze
Tokubetsu Kōgekitai, Dai 7 Shōwa-tai, Kanoya
Base, Japan, April 1945



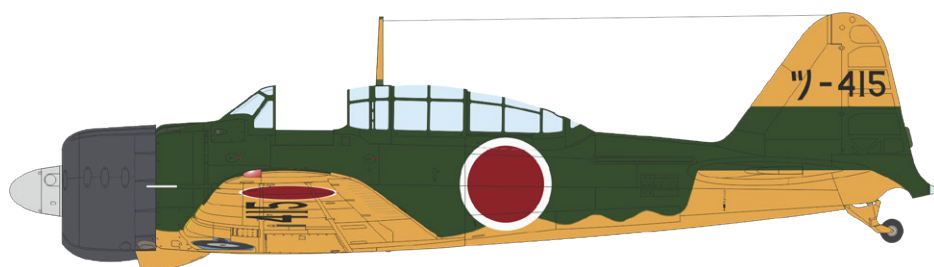
A6M2-K, Kasumigaura Kōkūtai, Sentōki Toku-
betsu Kōgekitai, Chitose Base, Japan, July 1945



A6M2-K, Lt. (jg) Tamotsu Kaneko, Kamikaze
Tokubetsu Kōgekitai, Dai 1 Tsukuba-tai, Kanoya
Base, Japan, April 1945



A6M2-K, Tsukuba Kōkūtai,
Tsukuba Base, Japan, 1944



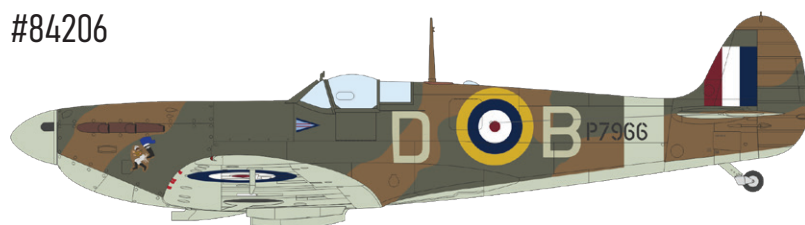
A6M2-K, Tsukuba Kōkūtai, Tsukuba Base, Japan, 1944

Spitfire Mk.IIa

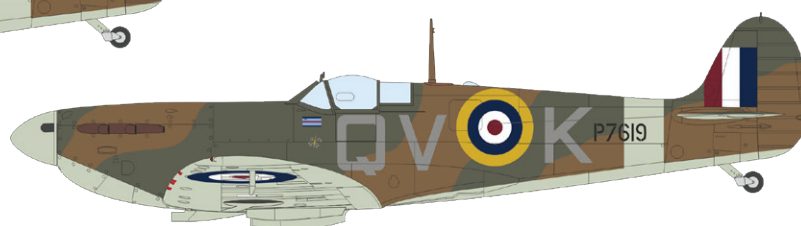
1/48



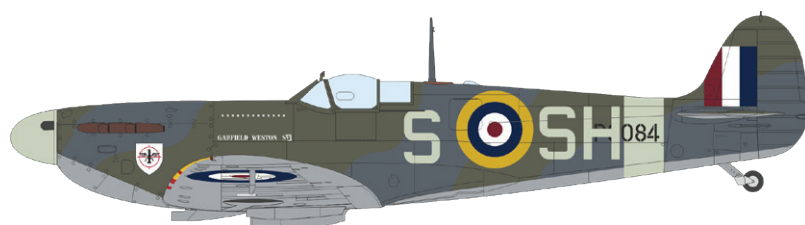
#84206

WEEKEND
 edition


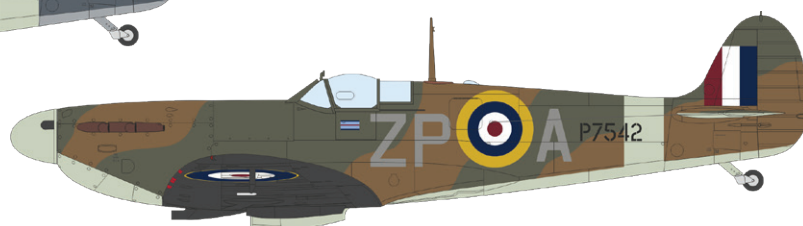
P7966, W/Cdr Douglas R. S. Bader, CO of Tangmere Wing,
 RAF Tangmere, United Kingdom, March - July 1941



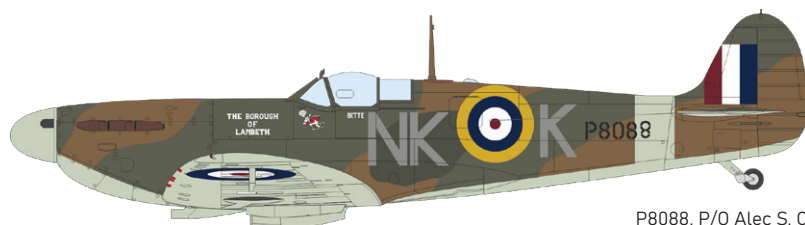
P7619, S/Ldr Brian J. E. Lane, CO of No. 19 Squadron,
 RAF Duxford/RAF Fowlmere, United Kingdom,
 January-June 1941



P8084, F/Lt James J. O'Meara, No. 64 Squadron,
 RAF Drem, United Kingdom, September - October 1941



P7542, S/Ldr Adolph G. Malan, CO of No. 74 Squadron,
 RAF Biggin Hill, United Kingdom, December 1940-March 1941



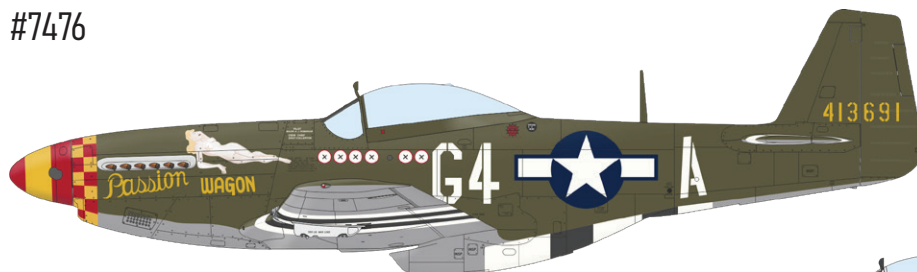
P8088, P/O Alec S. C. Lumsden, No. 118 Squadron,
 RAF Ibsley, United Kingdom, April - August 1941

P-51D-5 Mustang

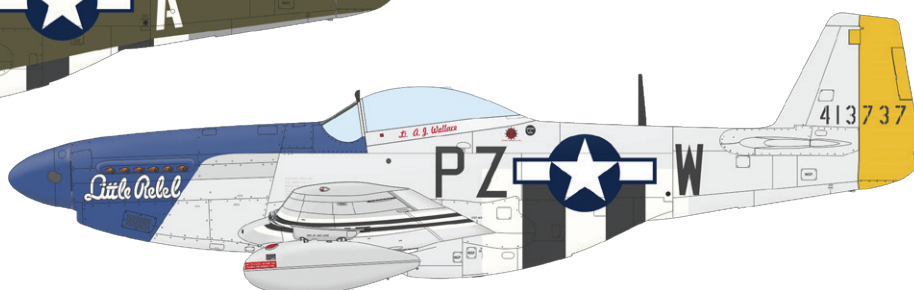
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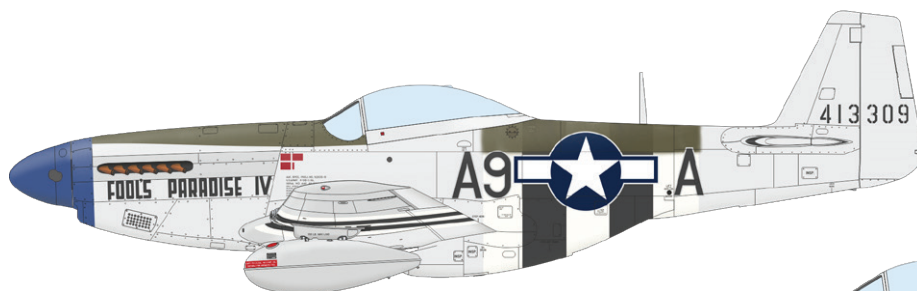
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WEEKEND
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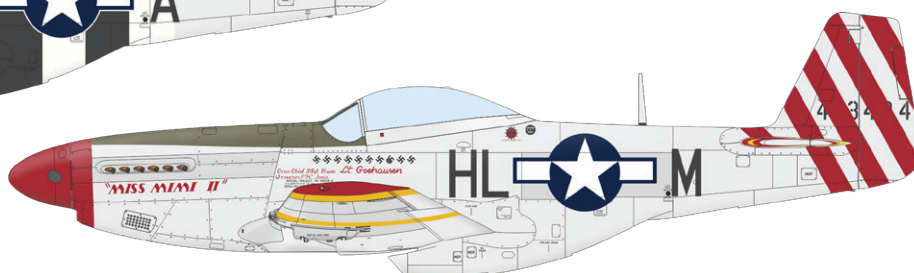
44-13691, Lt. Arval J. Roberson,
362nd FS, 357th FG, 8th AF, Leiston,
United Kingdom, September 1944



44-13737, Lt. Anton Wallace, 486th FS,
352nd FG, 8th AF, Bodney, UK, June 1944



44-13309, Maj. Evan McCall, 380th FS,
363rd FG, 9th AF, Maupertus airfield,
Cherbourg, France, July 1944

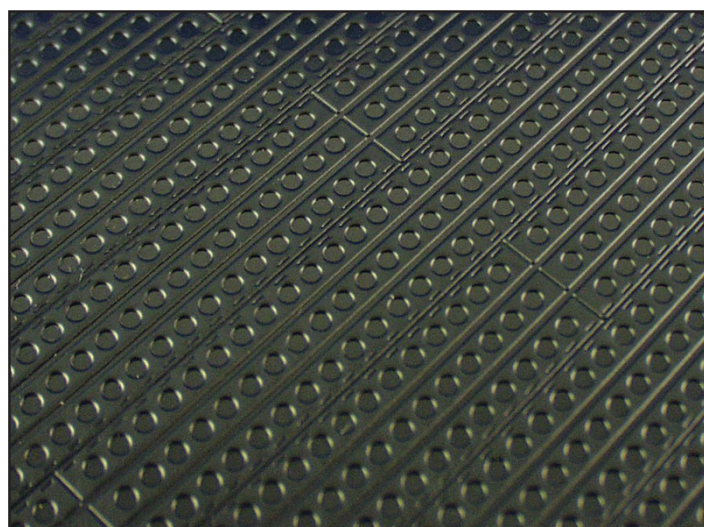
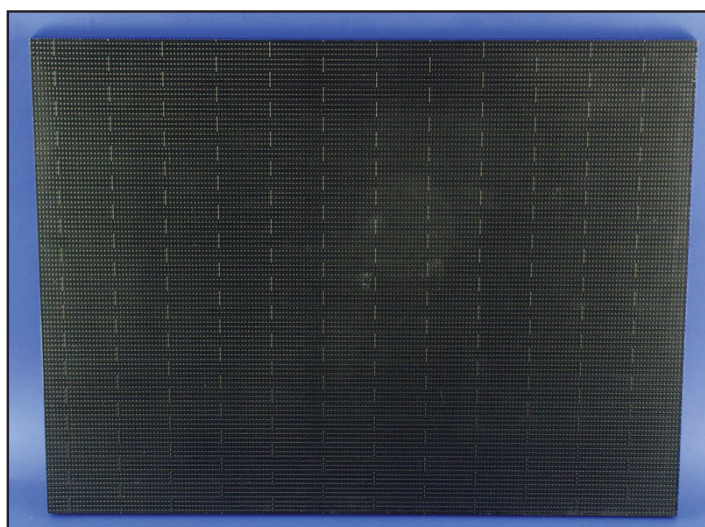


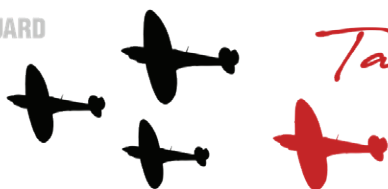
P-51D-5, 44-13494, Lt. Walter J. Goehausen Jr., 308th FS, 31st FG, 15th AF,
San Severo, Italy, summer 1944

Allied Airfield with PSP cover 1/48



#8804





DON'T WHIMPER AND PRINT!

Last week, I came across an interview with the famous Czech 3D printer manufacturer Mr. Prusa on the Seznam news server. The interview intrigued me and brought to my mind thoughts that I could not shake over the next several days. Mr. Prusa had interesting thoughts, considerations and claims in the interview, and since we at Eduard use 3D printers extensively, know something about them and 3D printing as a whole, partially founding our business on them, my thoughts began to turn into some uncertainties. The truth is that we only have nine printers, but if we disregard for a moment quantity and deal instead with our experiences, setbacks, successes and plans for the future, we can safely conclude that we also have something to say on the topic.

The interview devoted a lot of space to Chinese 3D printer manufacturers and their unfair practices. It discussed spying on customers, state subsidies and cheap loans, copying Western products and technologies, and pointed out things that generally are known about the Chinese. Until recently, we had no experience with Chinese 3D printers. Bravely and patriotically, we equipped ourselves with American and Australian printers, first printing masters for casting resin sets on them, and then mass production of 3D printed parts proper. This step eliminated American printers from our selection, because the business conditions dictated by the manufacturer were so demanding that we ruled out equipping our print shop with them. What bothered us most was that the supplier forced us to use only their printing resin, with

each batch of material being accompanied by a chip slayed to the printer and only then could printing be done. No chip, no printing. You might argue that this was a fair business practice, but to us, it was a piss-poor one that, naturally, also carried with it a high price tag of production. It was exceptionally expensive, and we had some doubts about it also being correspondingly good in terms of quality. Cheaper material seemed to yield equal and even better results, and the comparisons did not bode well for the American conditions dictated. So, out the window went that company and their printers. Given the scope of our requirements, I am sure that they were not in any way dependent on being our supplier, but I am equally sure that we weren't the only ones to tell them where they can stick their printers, resin, practices and customer appreciation.

We also eliminated Chinese and Taiwanese printers because at that time their print quality was not at the level of the American and Australian units. We also eliminated those of the aforementioned Mr. Prusa, who's printers were not suitable for our production needs. The Australians stayed in contention, and at the time of purchase, they were at the top of their class. We bought them, successfully introduced 3D mass production on them and we were comfortable, happy and satisfied. Unfortunately, the projectors of the printers we bought later started to fail after about two thousand hours. Considering that the first two printers we bought at that time still had their original projectors with a mileage more than double that of

the new broken machines, we were surprised. Replacing the projectors was not cheap, yet the manufacturer refused to admit the mistake and insisted that we had to buy replacement projectors. Apparently the fault was on our side. OK, we bought them, but the problems keep on recurring, even though we adjusted the operating conditions according to the printer manufacturer's recommendations.

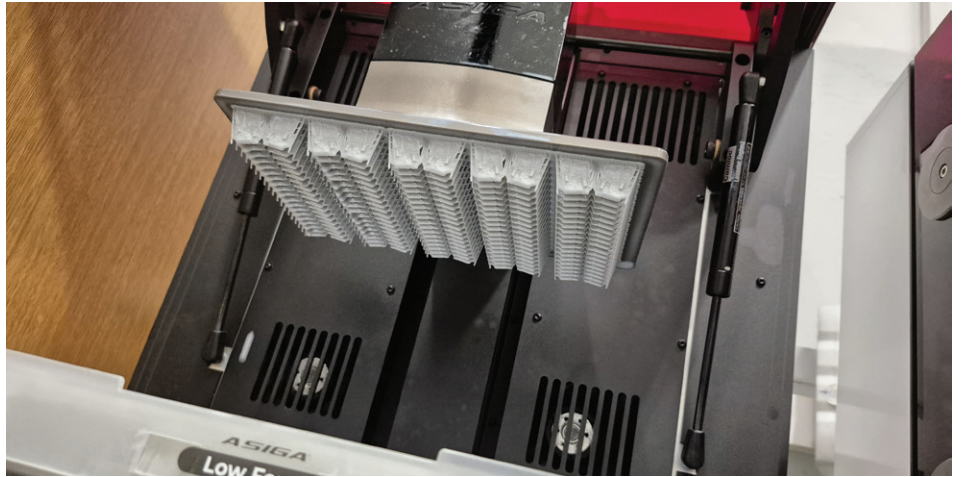
That's not the worst of it. The current state of technological development is interesting. At the time of purchase, we expected rapid technological development and the arrival of printers with higher resolution. This happened, but to our surprise, not with our Australian investment, but with the Chinese. They approach things differently than the Australians and Americans, their printers do not have a projector, but an LCD display. They also do not have pressure sensors, they print more slowly and have trouble printing high-quality materials with a higher density. On the other hand, they are cheap, and for the price of one Australian printer you can buy on average about eighteen Chinese or Taiwanese printers. In the upper range of higher-quality and more powerful printers, you can even get as many as fifty cheaper Chinese machines. You will print slower on those Chinese printers, but you will make up for it in quantity, given the number of printers in the production process. But most importantly, your prints will not be worse off for it. The Australians still have 4K printers, while the Chinese are already at 16K. The Australians promised 8K and later 12K printers, but somehow it didn't work out. They're



not talking much about the higher K numbers anymore, to say nothing of 16K. On the contrary, in Asia, China and Taiwan, development has picked up a frantic pace. Printers are evolving in innovation steps measured by months, while the lifespan of printers, especially the key elements like the LCD display, is longer than the innovation cycle. So new, better quality and cheaper machines are coming to the market so quickly that it's not worth repairing the old ones. And the notion of more Australian machines is not even worth the discussion. Refurbishing an Australian projector costs twice as much as a new Chinese printer. Meanwhile, the Australians still have 4K resolution, while a new LCD printer of the most expensive Chinese class already achieve 16K. Additionally, Chinese printers have up to twice the build area. An Australian printer today has got to be one tough sell. Under current conditions, even the Great Horst Fuchs would probably not sell an Australian printer.

This is the situation that has put us on the edge of a dilemma, so to speak. Okay, the Chinese are said to copy and steal. But the Taiwanese also produce very similar and probably equally high-quality printers in the same price range. They are also Chinese, but democratic and honest, respecting the rules. The descendants of Chiang Kai-shek do not copy and steal, only the descendants of Mao Zedong and Chou En-lai do that, when you really think about it. Of course, we can buy a Czech printer, because Mr. Prusa neither copies nor steals, but unfortunately he does not have printers on the level of the Australians or the Chinese, regardless of their geographical origin. Pragmatically, we have no choice but to buy Taiwanese. They are in the same league in every way, no?

And if you really delve into this a little deeper, doubt begins to creep in regarding those Chinese vices. Who are they copying from when they manage to outperform their competitors at a better price? Maybe they have a time machine, but the question is who they copied that from. To tell the truth, I also have a problem with the spying. I'm not an IT guy and I don't brag that I understand everything, but I think that in order for someone to spy on me on the net, I have to have the offending tools that enable it on my own devices. Australian and American printers are connected to the net. But it's different with the Chinese, their printers are not connected, the data is transferred to them via a flash drive. Honestly, it's a bummer, transferring data over a network is better, and personally I would risk the snooping. There is a proven way to spy around the internet, most of them are based in Ireland and speak 'American', and if some Chinese James Bond is looking at our 1/48 scale



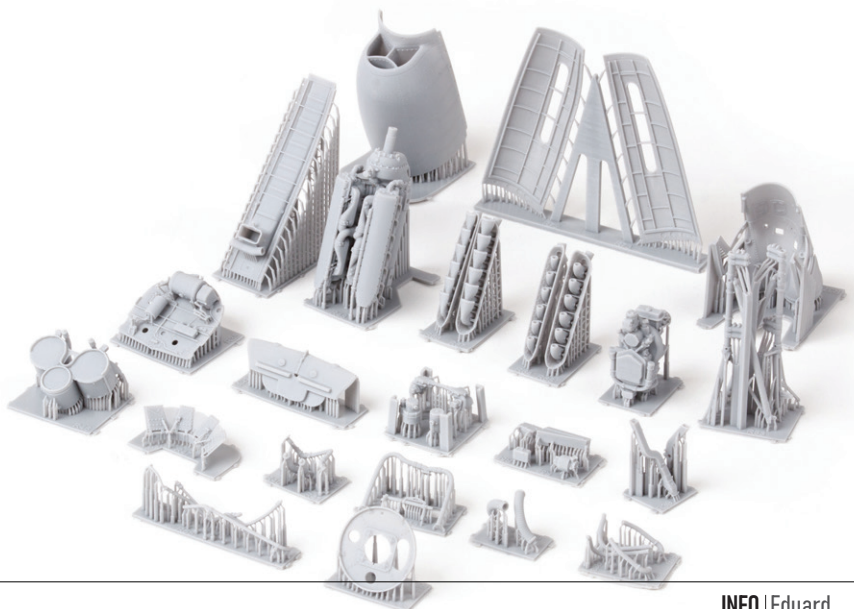
bombs and rockets, I'm completely stumped. So there's still the possibility that the Chinese are snooping even without being connected to the internet. God knows, their technological progress is really fast, maybe they have gotten that capability by now.

To sum it up, my final impression of Mr. Prusa after listening to his interview twice and thinking about his thoughts for a week is that I would recommend that he stop whining about Chinese competition, get off his ass and come up with something, or copy something from the Chinese, so that he doesn't have to switch his new American factory from producing printers to popping out toasters (pun intended). Because those Chinese printers will be better and cheaper than his, even if the world's top customs officer, President T., imposed a 100% tariff on them. He would still have a few dozen percent of margin left. Mr. Prusa doesn't produce many printers of our type, I think he only has one type. His domain is line printers. But as it turns out, the situation in this market segment is similar to that of projector and LCD printers. The Chinese also dominate line printers, with BambuLab having the largest market share, over 40%, and Prusa having 3%. I'm not familiar with filament printers, we don't use them, but if you browse

the internet, look at prices and compare products, it looks like Prusa's flagship unit costs twice as much as the flagship of his Chinese competitor. And that's gotta be a kick in the nads....

We are currently testing how Chinese printers handle different materials. We also have material from Prusa. We hope that Mr. Prusa's resin material works well. If it is cheaper and better than the Chinese equivalents, we will be happy to buy from him, and the quantities will not be small.

So, what's our takeaway from all this? My opinion is that most of what is said about the Chinese and their industry is already ten to fifteen years outdated. Today, the situation is completely different. The Chinese no longer have anyone to copy from in most fields, they are a steamship ahead of the competition in many of them. This ultimately applies to our field as well. Who can they copy from, when at least three quarters of all molds for newly released plastic models are custom-made in China? It's time to stop lying to ourselves about our European and American technological superiority, stop whining about Chinese injustices and instead work our asses off to catch up with their technological lead. And it's not just about 3D printers.





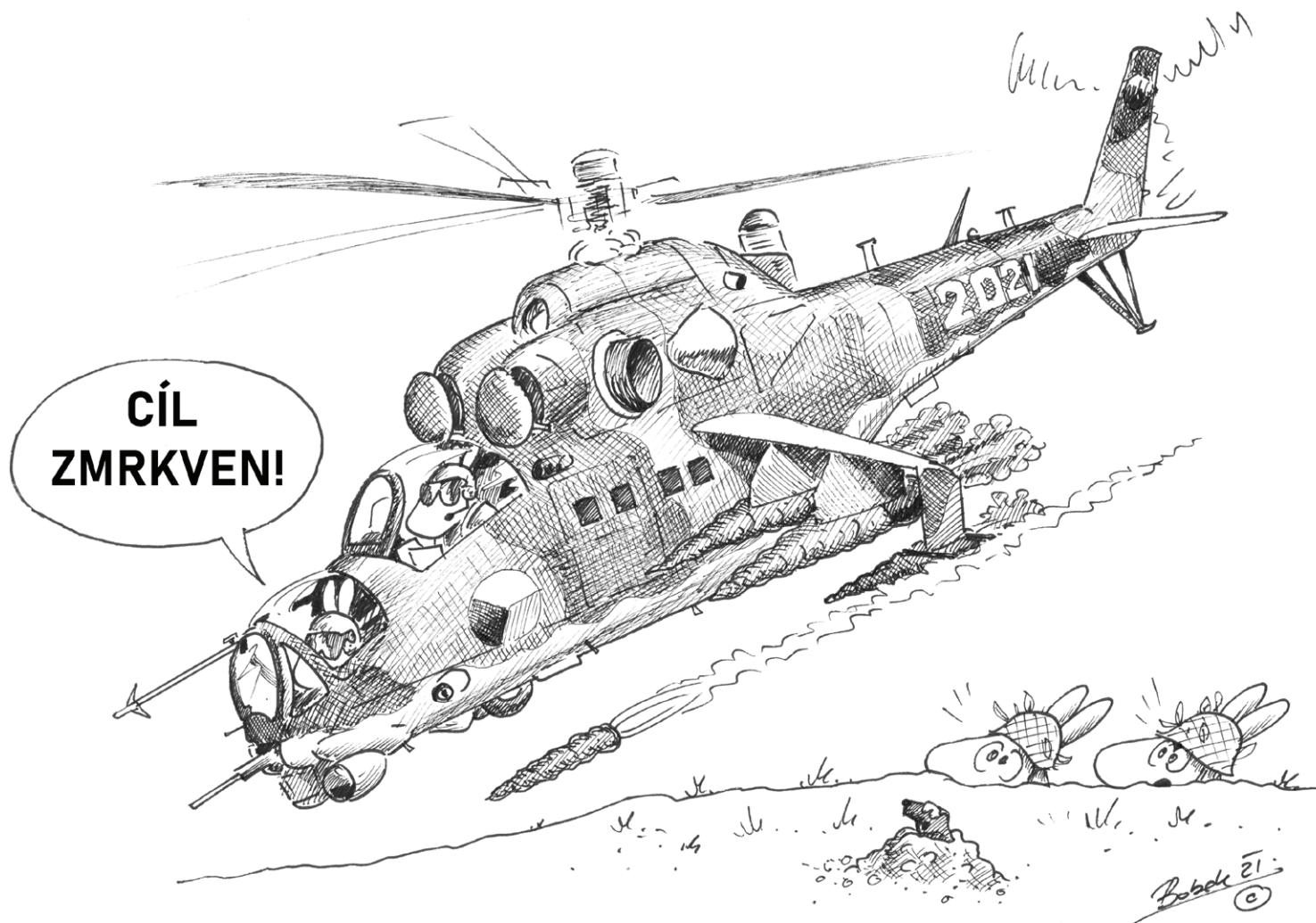
KPM BRNĚNEC POŘÁDÁ

47. ročník bodovací soutěže a výstavy
plastikových modelů

Moravská Chrastová – Lidový dům

8.3.2025

Bližší info na <https://www.modelforum.cz> sekce soutěže



KPM Jihlava

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O ŠTÍT MĚSTA JIHLAVY

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- 19 speciálních cen
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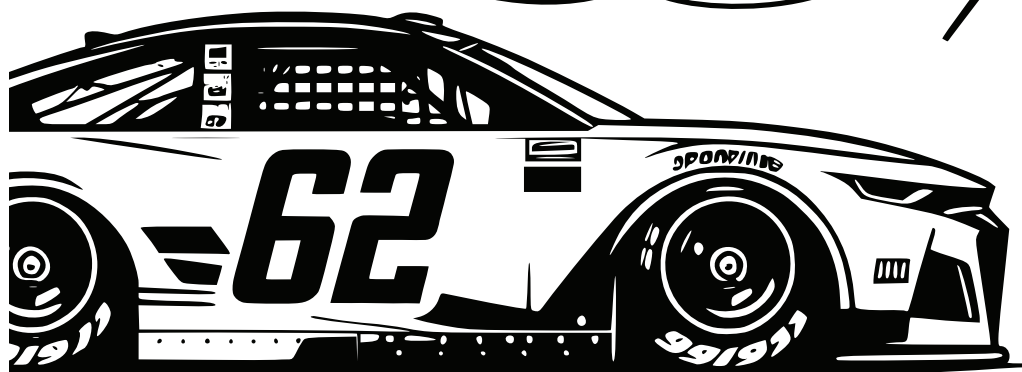
WWW.BYTOM-MODEL-FESTIWAL.PL

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PANTHERSCUPU
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TRIUMFÁLNÍ LETADLO NEBO JAKÝKOLIV JINÝ
SYMBOL ÚSPĚCHU.**

**KDY JINDY NEŽ TENTO ROK
MŮŽETE NA PROSEKU VYHRÁT
DOKONCE DVAKRÁT NAJEDNOU!**



14. ročník modelářské soutěže

PANTHERS CUP

Hlavní téma: VÍTĚZSTVÍ

Kdy: 22. 3. 2025

Kde: Novoborská 2, Praha 9

Další informace: www.pantherscup.cz

PLASTIC MODEL SHOW SVIT 2025

Druhý ročník medzinárodnej
modelárskej súťaže plastických
a papierových modelov



9:00 – 15:00
29 MAREC, 2025



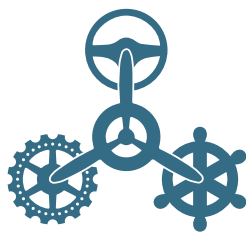
Telocvičňa
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Info o súťaži:
WWW.EASTMODELS.SK



Karlovarský kit klub p.s. ve spolupráci s Krajskou knihovnou Karlovy Vary
pořádá soutěžní výstavu plastikových modelů



KARLOVARSKÝ POHÁR 2025



12. 4. 2025

Sál hlavní budovy Krajské knihovny Karlovy Vary

8:00 Přihlašování a příprava expozice vystavovaných modelů.

9:00 až 15:30 Otevření výstavy pro veřejnost.

Bližší informace a propozice na facebookové stránce Karlovarského kit klubu.



Krajská
knihovna
Karlovy Vary

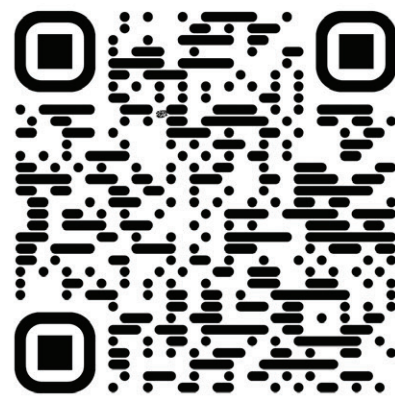


VYŠKOVSKÉ

SOUTĚŽNÍ VÝSTAVA
PLASTIKOVÝCH A
PAPIROVÝCH
MODELŮ

26. DUBNA 2025

10 - 16 HOD
SVČ MAJÁK VYŠKOV



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MN MODELÁŘ


Moravia - Malstau s.r.o.
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