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神風特攻隊

KAMIKAZE TOKKŌTAI
IJN SPECIAL ATTACK UNITS

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

APRIL 2025

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EDITORIAL

Good day, Dear Friends

After the February premiere and the March sequel of the P-40E, it's time for what was probably the most significant foe of the Warhawks, the Japanese Zero. The last new release of a member of the Zero family, the Rufe float version, was exactly two years ago, in April 2023. Two years offer enough time to take a break from the A6M line and develop a taste for new additions, and if this is case, we present the opportunity to get acquainted with our two new Zero kits in one package. That kit is 'Kamikaze Tokkōtai', dedicated to Kamikaze units. This is definitely not a boring topic. On the contrary, it is a very action-packed and also a mystical subject, because the story of the Kamikaze pilots is still surrounded by a certain mysterious aura. That's why we decided to tackle this topic and present its story in our style, through the kit and accompanying features, such as articles in the newsletter, lectures, posts on Facebook, and the like. So, ideologically speaking, we offer some opportunities to learn a lot about the history of Kamikaze pilots. For example, in this issue of the newsletter, you will find an article by our colleagues Honza Bobek and Martin Ferkl, based on the introductory text in the kit, Honza Bobek has already given two lectures on this topic, one live and the other last Friday in the Plastic Modelling stream. Sometime this week, we will release our podcast Eduard On Air, in which I will discuss the topic with Honza Bobek again, and if you follow us on social networks, we will continue to post on this topic on Facebook and Instagram.

Technically, the kit is conceptualized as a Dual Combo release, a kit with two sets of plastic, from which it is possible to build two complete models. In this case, there are actually two different sets of moldings, and therefore the possibility of building two different versions of the Zero. These are the A6M5 Zero model 52 fighter, and the A6M2-K Zero Model 11 trainer. The Zero Model 52 represents the pinnacle of the Zero's technical development. The installation of a more powerful Nakajima Sakae 21 engine made it possible to strengthen the armament and gradually implement passive protection elements, cockpit armor and fuel tanks. These, including the introduction of heavier armament, were introduced gradually, which led to the creation and introduction into service of four versions of the Zero Model 52, namely 52, 52a, 52b and 52c. The most famous of them is undoubtedly the Zero 52c, which will be worth a separate boxing of its own. However, there is a bit of a problem

with the other three versions in that only a few modelers can safely distinguish them from each other and know how they differed. On the other hand, the differences are significant enough to require them to be reflected in the model, which is, to be honest, a nightmare for every kit manufacturer. In such cases, manufacturers usually resort to sophisticated cutting of the fuselage and wings in such a way that it allows these different parts to be exchanged. This is the Japanese school. For the manufacturer, it is a profitable solution because it saves on mold production costs. For the customer, it gets worse, because the savings on the manufacturer's side are at least paid for with additional work by the modeller. We have our own Czech school, where we don't demand cutting so much, and we prefer to make molds with a whole new fuselages and wings, or even some of the small parts. This means a total of seven new molds for all versions of the A6M5, and two more molds for the two-seat A6M2-K Zero trainer.

The two-seat A6M2-K Model 11 Zero was primarily a training aircraft, produced from 1944 as a conversion from the A6M2 Model 21. Don't be confused by the eleven in the model designation, it is correct, because it refers to the training version of the Zero, and from this point of view it is a training machine with the first wing configuration and the first engine configuration of the Zero in this category of aircraft. I believe that this is clear to all of you. In training units, this Zero was used both for advanced pilot training and for other roles, for example, for target towing for gunnery practise. You can recognize such machines by the two towing sleeves under the wing, and the rope stretched from the container to the rear of the aircraft. We also have one of these in the Kamikaze Tokkōtai kit, the other four are combat-used machines. The reason why one of the two sets of moldings in the kit is for the Zero training aircraft is twofold. First, Kamikaze pilots trained on them, and secondly, the two-seat Zero was used in combat during Kamikaze attacks. This was related to the approaching end of the war and the decline in quantities of combat aircraft due to intensive deployment, especially during the battles for Okinawa, but also to the distance to the target that the attacking units had to



cover during those battles. Then a second crew member came in handy to help with navigation. In those days, navigation was not as simple as it is today, neither GPS nor Starlink were turned on at that time.

Then there is a third reason for including the A6M2-K in this kit. It is an amazing machine, far from the usual appearance of a WWII fighter. In fact, it looks like some post-catastrophic creation from the movie Mad Max. And the two-seat Zeros are also unusually colorful for IJN fighters from the second half of the war. Judge for yourself, all the versions of the coloring from Kamikaze Tokkōtai can be found in this issue of the Newsletter. In addition to the kit, we are also releasing several small accessories, T-face masks for both types, as well as Look and Space sets. Don't be confused by the several sets of photoetched, masks and Space and Look sets for other Model 52 Zeros for the new 48th scale kit from Fine Molds. Yes, we also produce accessories for competing kits. We pamper our competition, because what would we be without competition, right?

You can also learn more about the Kamikaze units in today's article by Martin Ferkl and Jan Bobek titled Kamikaze Tokkōtai, Special Attack Units of the Imperial Japanese Navy flying the Zero. A podcast is also in preparation in the Eduard On Air series, in which I discuss the units and the issues faced by Kamikaze pilots with Jan Bobek, whose complete lecture on the same topic can be heard on You Tube in the aforementioned Plastic Modelling stream from Friday, March 28th. We don't end there with the Kamikaze theme, and in the next issue of our newsletter we will offer a peek behind the curtain of the kit preparation and introduce you to the graphic designer of the boxart of

the Kamikaze Tokkōtai kit, Mrs. Mari Kučera. The boxart proper, which modelers really like, was created by Piotr Forkaszewicz, and is also being published as a print in the EduArt series today. And finally, two more notes, if you don't want to buy a kit in Dual Combo mode and you only need one Zero, the A6M2-K Zero Model 11 will be released in the Profipack range in August. We aren't counting on the Zero Model 52 to be in the Profipack series yet, but the A6M5 Zero Model 52a/52b kit is tentatively planned for January next year in the Profipack line. However, what is absolutely crucial information is the availability of the Kamikaze Tokkōtai. At this moment, the kits should be available at all retailers selling our kits. In our own e-shop www.eduard.cz, we have about 300 pieces left, which is not many. If you want this kit, don't hesitate and buy it now. They won't be available later. A wise man once said 'he who hesitates, doesn't get to glue'.

In addition to the Zero, we are releasing two Weekend Edition kits in April, a 48th scale Spitfire Mk.IIa with Douglas Bader on the box and a 72nd scale P-51D-5 Mustang. In addition, the PSP surface makes a return to our catalog, the large one measuring 300x400 mm. You can also find a number of interesting things in aftermarket accessories, such as two types of bombs and a gun bay for our P-40E, several sets for the F4F-4 Wildcat from Academy and an etched bomb bay for the 48th scale B-24 from Hobby Bose. As usual, there are a lot of new items, a complete overview of which can be found in today's issue of the newsletter below.

There will be several events in April. For example, on Friday, April 4th, we will launch a unique sale of the remaining stocks of GSi Acrycion and MMP paints, and also seventy Overtrees items. This is something we have never done before and we will not do it again for a long time. The main reason for this is that

we need to free up space in the warehouse for more new products, and the Overtrees section is already completely full. We currently have over 140 items in the OT assortment, and we have decided to reduce this amount by half. This event will run until April 26th, what is left will be taken to Moson in Hungary, and what we may not sell there either, we will unpack and take out of circulation, and the moldings will be placed in the model components warehouse. So, if you are interested in these discounted OTs, do not hesitate. They will not be available and I would like to point out that the return of the discontinued items to our catalog is not expected for several years. The only exceptions are cases where a new kit is created with the same set of moldings. There will be a few of these, but this will not happen with most of the discontinued items.

Speaking of discontinued items, some of you may be pleased with our March decision. It concerns discontinued items in the photoetched and Brassin lines. Modelers often ask about them on the modelling forums or request them from customer support. In the case of support requests, we usually accommodate those interested in paying a higher amount for the individual production of a set and accept the conditions of this production. However, there is a kind of public pressure to reintroduce discontinued sets into the catalog. Therefore, we decided to accommodate these requests and return several sets to production under specific conditions. By these specific conditions, I mean that it will be for a limited-time and limited quantity. We will start with this in May and I will tell you more about it in the May newsletter.

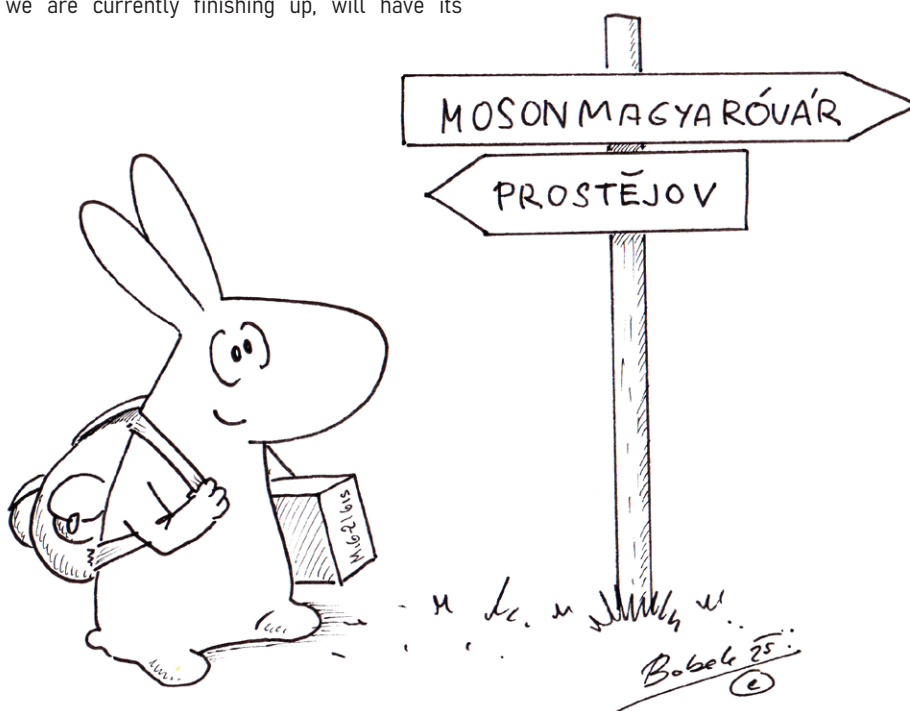
As every year, we will have a stand at the exhibition in Mosonmagyaróvár on April 26th and 27th. The MiG-21bis in 1/72 scale, which we are currently finishing up, will have its

sales premiere there. It is a nice kit, created in the same style and with the participation of the same experts as the previous 72nd scale MiG-21s.

In addition to the bis, the fourth-generation Fw 190 A-6 in the Profipack series will also make its debut in Moson. The set of color options also includes two night fighters with radar, which, I hope, will fulfill the wishes of modelers who have been calling for the release of nightfighter Focke-Wulf Fw190 for a long time. The third premiere kit is the P-39K/L Airacobra in the 1:48th scale Weekend line, and a small PSP base for 1:48 scale models will also return to production.

If you would like to see what the venue where E-day will be held this year, you can go to Litoměřice between April 9th and 13th, when the Zahrada Čech (Czech Gardens) spring exhibition is taking place at the Zahrada Čech exhibition center. All the halls where E-day will be held will probably be open, so you can experience the halls in full operation. Instead of models, there will be flowers, vegetables and other agricultural products on the tables, but I don't think that matters. In principle, flowers and models are more or less the same. I will go there on Saturday, April 12th, via the Švestková rail from Most. In the year I was born, Yuri Gagarin flew into space in Vostok 1 on April 12th, so I will take an old train to Litoměřice in his honor. The timing will be more or less the same, and we will see how it will be with comfort and prospects for returning. I wish you a pleasant reading of today's newsletter and an enjoyable spring!

Happy Modelling!
Vladimir Sulc



Eduard Modeller's Den

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Highlights EMD 03/2025

Luck's a Fortune

HISTORY / 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. Some are well known for their exploits, but most remain anonymous to all except family and friends, historians and enthusiasts. Ted Oakley is one airman who falls into the latter category. Flying operations with No. 450 Squadron RAAF over the Western Desert, Ted survived many near-death experiences, all while others around him sadly perished. Throughout his time in the Middle East, battle-hardened German fighter aces and anti-aircraft gunners had Ted in their sights on numerous occasions, but he emerged from the conflict unscathed.



THE LORIENT SUBMARINE BASE

HISTORY / 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. By order of the King, the company was allocated land in Port-Louis in the Morbihan Department, an administrative region of Brittany along its south coast. One of the directors of the East India Company, Denis Langlois, purchased land at the junction of the Scorff and Blavet rivers north of Port-Louis and founded a shipyard there. The first ship built there in 1669, Le Soleil d'Orient, gave its name to the emerging settlement and this long form of it was first shortened by the workers to L'Orient, and this later evolved into Lorient. A French Royal Navy base was established there in 1690.



Bankers and Arms Producers

CURRENT AFFAIRS / Jan Bobek

NATO's European member states are currently emerging from years of lethargy regarding investments in their military armaments. Over the past decade, many states have invested less than 2% of their GDP in this area. This threshold was established in 2014, and its insufficient fulfillment has repeatedly and justifiably been criticized by some member states, particularly the United States. However, over the past decade, European allies and Canada have gradually increased their collective defense investments. From 1.43% of their combined GDP in 2014 to 2.02% in 2024, when they were expected to invest over \$430 billion in defense. Yet, the often-cited 2% GDP target now seems insufficient given current developments in Russia. Despite facing numerous demographic and economic challenges, the Russian Federation has shifted to a wartime economy, whether we like it or not.

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MODEL & STORY

Ráno 20. července 1944, v den, kdy byl v dálešním Východním Prusku v Hiltel-vuol Vilson doplněn úspěšně nespolehlivý generál na letišti, čekali na letišti Buxted v Colchesteru v hrabství Essex dva piloti na odlet do Spojených států. Byli to kapitán Jim Carter a podplukovník Francis Gabreski. Gabreskiho zasnoubená Kay Cochran ve stejný den odjížděla s přítelem do Oil City v Pensylvanii. Vojáci jejích svateb, naplánované na příští týden. Gabreskiho rodné město vybralo na svatební dar pro svého hostitele, nejzkušenějšího vojáka, a na rozkaz bojovník, 2 000 dolarů na zakoupení svatebního daru. K očekávané svatbě však nedošlo. Francis Gabreski, výborný ale také poněkud neoprávněný uhlav pilot, se rozhodl účastnit si útoku a nechtěl se svým nástapem ve vojenské funkci. Dave Schilling, náhlý na jeho jeden měsíční bojový let nad Německem. Nebyl to tak krátký let, jak Gabby Gabreski očekával. Vrátil se z něho až po 10 měsících, 15. května 1945. Svateb se muselo počkat.

Mládí a studia

Francis Stanley „Gabby“ Gabreski se narodil 26. srpna 1918 v Oil City ve Virginii County v Pensylvanii jako Francis Stanley Gabreski. Jeho otec, majitel dílny v Pennsylvania, kde se zaměřoval na opravu budov, na začátku 20. století působil jako mládežnický tramp, k němuž se jeho otec přidal. V době jeho emigrace byla tato část Polska součástí Ruska, která byla součástí ruské říše. Gabreskiho otec byl členem polské armády v roce 1913. Gabreskiho otec Francis Gabreskiho vzal s sebou do Oil City dohod, zejména, ve kterém pracoval.

Ještě než začal studovat, jeho pilotní dovednosti se ukázaly. V roce 1938 se stal členem letectva a letěl s letadly. V roce 1938 se stal členem letectva a letěl s letadly. V roce 1938 se stal členem letectva a letěl s letadly.

Eduard Modeller's Den. 4. 3. BŘEZEN 2025

Gabby Gabreski a jeho HV-A



Lt. Col. Gabby Gabreski and his HV-A

MODEL & STORY / Zdeněk Šebesta and Vladimír Šulc

On the morning of July 20th, 1944, the day of the failed assassination attempt on Hitler in the Wolf's Lair in far-off East Prussia, two pilots were waiting at Buxted Airfield near Colchester in Essex to fly to the United States. They were Captain Jim Carter and Lieutenant Colonel Francis Gabreski. Gabreski's fiancée, Kay Cochran, was at the same time preparing for their wedding in Oil City, Pennsylvania, scheduled for the following week. Gabreski's hometown had raised \$2,000 to buy a wedding present for their hero, the most successful fighter ace of the European theatre. But the expected event did not occur. Francis Gabreski, an excellent but somewhat impulsive fighter pilot, decided to shorten his wait and let his successor as commander, Dave Schilling, entice him with one more farewell sortie over Germany. It wasn't as short a flight as Gabby Gabreski had expected. He didn't return until 10 months later, on May 15th, 1945. The wedding would have to wait.

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MODEL & STORY

Republic P-47D-25 Thunderbolt 1/32

Stavba: Hasegawa (ST 27)

Motory: 1/32

Použití: dopravní letadlo (Aves 2122)

Kapitál: Aves 2122

Motory: set (Aves 2127)

Foto: Eduard 2124

Barvy: MRP Paint

Upraveno na základě: 2. místo na NAC, 2021



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Gabby Gabreski a jeho HV-A

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HISTORICKÁ POZNÁMKA

Březen 1939

Jan Bobek

V polovině března jsme si v Česku připomínali smrt generála v roce 1939. Historie, která byla tehdy považována za jeden z nejhorších činů druhé světové války. V březnu 1939 jsme si připomínali smrt generála v roce 1939. Historie, která byla tehdy považována za jeden z nejhorších činů druhé světové války.

Na přelomu března a dubna 1939 došlo k půl roku dříve, v březnu 1939. V té době byl generál v Česku a v roce 1939. V té době byl generál v Česku a v roce 1939. V té době byl generál v Česku a v roce 1939.

Eduard Modeller's Den. 4. 3. BŘEZEN 2025

March 1939

HISTORICAL REFLECTION / Jan Bobek

In mid-March, the Czech Republic commemorated a dark events from 1939. At that time, Hitler's forces occupied the remaining territory of Bohemia and Moravia practically without resistance. This land was a barely defensible remnant of the historic lands of the Czech Crown. The reduction of Czechoslovakia's territory had already begun six months earlier, in September 1938. Without firing a single shot, Hitler annexed the border regions in the western part of Czechoslovakia into the Reich. With the exception of very small areas, these regions with German-speaking populations had never been part of Germany or any of its former kingdoms. Hitler's strategic goal was the dismantling of democratic Czechoslovakia and the subjugation of its Czech-speaking population, industrial capacity, and natural resources.

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HISTORICKÁ POZNÁMKA

Brázdil zeměpisné mapy Charlesa de la Harpe, který byl v roce 1939. Historie, která byla tehdy považována za jeden z nejhorších činů druhé světové války. V březnu 1939 jsme si připomínali smrt generála v roce 1939. Historie, která byla tehdy považována za jeden z nejhorších činů druhé světové války.

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Eduard Modeller's Den. 4. 3. BŘEZEN 2025

Březen 1939



KAMIKAZE TOKKŌTAI

IJN ZERO FIGHTER SPECIAL ATTACK UNITS

神風特攻隊

Jan Bobek
Martin Ferkl

One of the most well-known words from the field of aviation, recognized even by those with no interest in the subject, is kamikaze. It is associated with the predominantly aerial campaign that began in October 1944 and lasted until the end of the war in the Pacific. During this period, hundreds of airmen sacrificed their lives in service of the Japanese Empire.

In Western civilization, these attacks are often referred to as suicide attacks, but this term is actually a misnomer. The primary objective of these troops was not suicide but self-sacrifice for the benefit of the Japanese Empire. Therefore, the more accurate term is special attack unit (tokubetsu kōgekitai, or tokkōtai for short), which better reflects the nature of these military operations.

Special attack units were organized within standard military formations. Various texts and sources published in Western countries often claim that Japanese airmen were forced to participate in these units. However, this is not true — they volunteered. In fact, especially during the first months of these units' existence, there were more volunteers than available seats

in the planes designated for attacks. As a result, commanders had to be selective, prioritizing young, single men with no family commitments, often college students. However, from the outset, volunteers from elite naval families were also recruited into these units. The voluntary nature of participation is further evidenced by cases where airmen survived multiple special attack missions, either due to their planes being shot down or experiencing mechanical failures, and subsequently reapplied to join other units. Additionally, in multi-seat aircraft, all crew members were present, not just the pilot. A common misconception is the belief that airmen undertook these combat missions under the influence of drugs. An airman was only considered a member of a special attack

unit if he successfully carried out an attack on an enemy target with his aircraft. He did not become a member at the time of enlistment or even upon take off for an attack. Those who were unable to strike Allied ships, whether due to technical malfunctions or being shot down, are not officially counted among the kamikazes.

There are also documented cases where an aircraft en route to attack American vessels was shot down, resulting in the death of one crew member. After an emergency landing, the aircraft was repaired and took off again for its final attack, with the deceased airman still on board. Due to his "physical presence" in the aircraft, he was also listed as a member of the special attack unit.

Aircraft A6M2 and A6M5 from the Shikishima-tai unit, armed with bombs, are taking off with a fighter escort from Mabalacat airfield on October 25, 1944. Behind the Model 21 aircraft numbered 02-888, a Model 52 aircraft with the marking 02-112 is visible, likely piloted by Lt. Yukio Seki. The pilot with a cast on his leg standing at the front right is Cdr. Sakae Yamamoto, commander of Kōkūtai 201, who was involved in organizing the first Kamikaze pilot unit. He was injured on October 19 during an emergency landing as a passenger in the fuselage of a single-seat Zero, piloted by Lt. Cdr. Tadashi Nakajima, a former Hikōtaichō of the Tainan Kōkūtai.



On their final missions, special attack units flew with escort aircraft to ensure that the bomb-laden planes reached enemy ships and to assess the outcome of their attacks. It was not uncommon for escort pilots to refuse to return to base and instead join the attack themselves. The Japanese developed several escort tactics, with two being the most commonly used. In the first tactic, each special attack aircraft was assigned its own escort (or lead) aircraft, effectively serving as its wingman. Behind them, at a higher altitude, another group of escort fighters provided additional support. In the second tactic, the entire formation was led by a single reconnaissance aircraft. Behind it, at the same altitude, flew the first group of escort fighters, followed by special attack aircraft arranged in four-plane V formations. Behind them, at higher altitudes, two additional formations of escort fighters provided cover.

The Japanese Naval Air Force established these special attack units and ordered airmen to crash into enemy vessels under specific circumstances during the Allied invasion of the Philippines in October 1944. The concept of employing this tactic on a large scale had been advocated by some combat unit commanders since 1943. Such an order was unprecedented



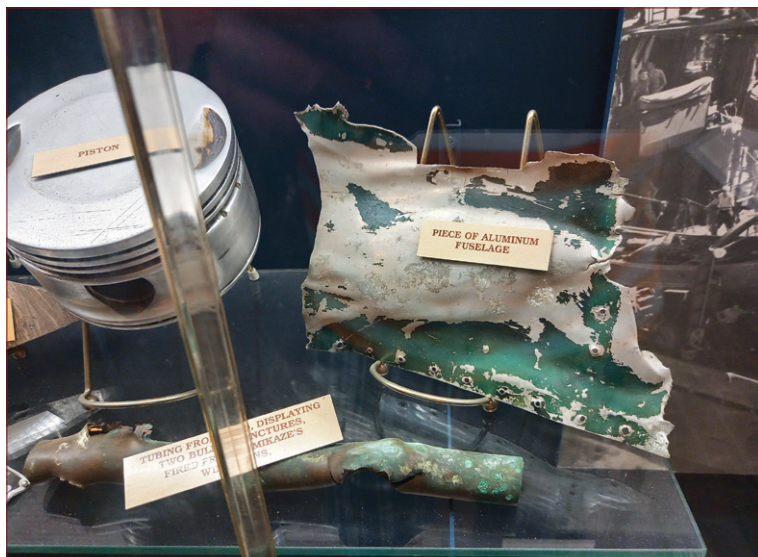
The first aircraft carrier to be sunk by a kamikaze attack was USS St. Lo (CVE-63) on October 25, 1944. The ship was hit probably by plane of Lt. Yukio Seki. Photo: US Naval Heritage Command

in the history of the modern Japanese armed forces, and it faced opposition from figures including Emperor Hirohito, Prime Minister Tōjō, and Vice Admiral Takijirō Ōnishi — who was regarded as Admiral Yamamoto's successor in naval aviation strategy. However, the Japanese air forces struggled against the highly sophisticated defenses of American carrier task

forces. This challenge became evident during the Battle of the Philippine Sea in June 1944, where Japanese forces suffered devastating losses at an approximate 6:1 ratio, managing to damage only a single battleship. This battle, along with previous combat missions, led many Japanese naval aviators to believe that their chances of returning from a combat flight were

Pilots of the Ōka rocket-powered aircraft from Kōkūtai 721 assembling on March 21, 1945, before a combat mission from which none of them returned. In the foreground stands Lt. Kentarō Mitsuhashi, carrying the ashes of Lieutenant Tsutomu Kariya, who died during the first deployment of the Ōka aircraft. Kōkūtai 721 contributed the second-largest number of kamikaze pilots using Zero aircraft, including pilots who were originally assigned to missions with the Ōka. Photo: US Naval Heritage Command





Japanese kamikaze Zero about to crash into the USS Kidd, off Okinawa on April 11, 1945. Photographed from the ship. Note escorting destroyer in the background. Photo: US Naval Heritage Command

The destroyer USS Kidd (DD-661) is currently stationed in Baton Rouge, serving as a museum. As part of its display, visitors can see the wreckage of a Japanese aircraft that crashed into the ship on April 11, 1945. The aircraft was believed to be a Mitsubishi Zero, piloted by Lt. Yaguchi of Kōkūtai 721. He engaged the enemy as a member of the special attack unit Tenmu No. 5 and sent a message to launch the attack at 2:10 p.m. His Zero struck the forward boiler room, but the 500 kg bomb passed through the fuselage and detonated in the water. Despite this, Yaguchi's attack resulted in 38 American sailors killed and 55 wounded. The USS Kidd sustained serious damage, requiring repairs in the United States, and never returned to combat. Photo: Martin Ferkl

slim and that conventional bomber attacks had little likelihood of successfully hitting enemy targets.

Divine Wind in Leyte Gulf

American air raids on Formosa (Taiwan) and the Philippines in the fall of 1944 cost the Japanese Naval and Army Air Forces an additional 500 to 600 aircraft. In October, Vice Admiral Ōnishi was appointed commander of the 1st Air Fleet (1st Kōkū Kantai) in the Philippines. However, due to prior American strikes on Japanese bases, he had only about 100 aircraft of various types available on the eve of the

Battle of Leyte Gulf and the anticipated Allied landing. Although Ōnishi initially opposed the idea of sacrificing airmen, he was ultimately forced to adopt this strategy. He sked command of Kōkūtai 201 — a unit stationed in the Philippines and equipped with Zeros, which had been training for months in “skip” bombing attacks against enemy vessels — to carry out these missions.

Admiral Ōnishi, together with the command of Kōkūtai 201, invited pilots to volunteer for the special attack group but feared how they might react. However, a large number of unit members eagerly signed up for this type of combat

mission, and disputes arose when someone was not selected. The unit was named Kamikaze (Divine Wind), inspired by the typhoon that had helped destroy the Mongol naval forces during their attempted invasion of Japan in the 13th century. Officially, the group was designated Dai 1 Kamikaze Tokubetsu Kōgekitai, and within it, nine units were formed, each bearing battle names derived from Japanese historical and cultural traditions. (Note 1)

The most experienced pilot in Kōkūtai 201 was Lieutenant Naoshi Kanno, who had 25 aerial victories. At the time, he was in Japan preparing to transfer new aircraft to the Philippines. For months, Kanno had expressed a strong desire to organize and lead special attack missions. He even had a note attached to his personal bag stating that he was already dead, with his rank listed two steps higher, as if he had been posthumously promoted. However, to his disappointment, he was instead assigned to lead the fighter escorts for the special attack units.

The deployment tactics were developed by former bomber pilot Lieutenant Yukio Seki. The approach to the target was planned at two different flight levels, depending on cloud cover. Even when flying low over the water, the aircraft was instructed to gain altitude just before reaching the target, ideally drop a bomb, and then crash into the damaged section of the ship. This would compound the destruction with the additional impact of the aircraft and the explosion of its fuel. For attacks on aircraft carriers, the primary targets were forward or midship elevators. The Japanese did not expect to easily sink the carriers, but their goal was to disable them and render them inoperable in battle. In the case of battleships, cruisers, and destroyers, the designated target was the bridge.

The Shikishima Tai is often considered the first special attack unit. Led by Lieutenant Yukio



The aircraft carrier USS Lexington (CV-16) is moored as a museum in Corpus Christi, Texas. Also on display are the remnants of a Mitsubishi Zero that was intended to strike the aircraft carrier USS Enterprise (CV-6) on May 14, 1945. The aircraft was piloted by Lt. Shunsuke Tomiyasu of Kōkūtai 721. On that day, Kōkūtai 721 dispatched the special attack unit Kenmu No. 11 (five Zeroes) along with Tsukuba No. 6 (14 Zeroes), to which Lt. Tomiyasu belonged. The Japanese aviator managed to crash through the flight deck at the bow of the Enterprise, triggering an explosion below. The blast sent parts of the forward elevator flying tens of meters into the air. Fourteen sailors were killed, and 68 were wounded. Eight crew members were blown overboard by the 500 kg bomb's detonation but were rescued from the water by a nearby destroyer. The attack left Enterprise severely damaged, rendering it inoperable for the remainder of the war. Photo: Martin Ferkl



Lt. Shunsuke Tomiyasu of Kōkūtai 721 with his Zero in the final phase of the attack on USS Enterprise on May 14, 1945. Photo: US Naval Heritage Command

Seki, the unit took off to engage the enemy on October 25, 1944, from Mabalacat Airfield in the Philippines. Its members are credited with sinking the escort carrier USS St. Lo (CVE-63). Several other escort carriers were also damaged that day, including USS Santee (CVE-20), USS Suwanee (CVE-27), USS Kitkun Bay (CVE-71), USS White Plains (CVE-66), and USS Kalinin Bay (CVE-68). Most of the attacking aircraft were Zeros, as nearly all available aircraft assigned to special attack missions that day were of this type — except for two Suisei bombers. In total, 17 aircraft (15 Zeros and 2 Suisei), carrying 19 pilots, participated in the attack. On the American side, 182 sailors were killed, with at least 168 wounded. However, the number of additional casualties on the USS St. Lo remains unknown, meaning the true number of wounded was likely much higher. Despite its reputation, Shikishima Tai was not actually the first unit of this kind. Earlier, on October 21 and 23, 1944, two Zero pilots launched special attacks from Cebu Airfield. The first was Lieutenant Tōfu Kunō, and the



The damaged area in front of the USS Enterprise's forward elevator after Lt. Tomiyasu's attack. Photo: US Naval Heritage Command

second was Chief Petty Officer Satō. Like the members of Shikishima Tai, they were part of Kōkūtai 201, but their special attack unit was called Yamato Tai.

Battle for the Philippines

The Japanese Army Air Force engaged its special assault units in the defense of the Philippines to a lesser extent about two weeks later. Unlike their Navy Air Force counterparts, these units were composed largely of training personnel. Concurrently, both Japanese air forces continued to conduct conventional attacks on land and naval targets.

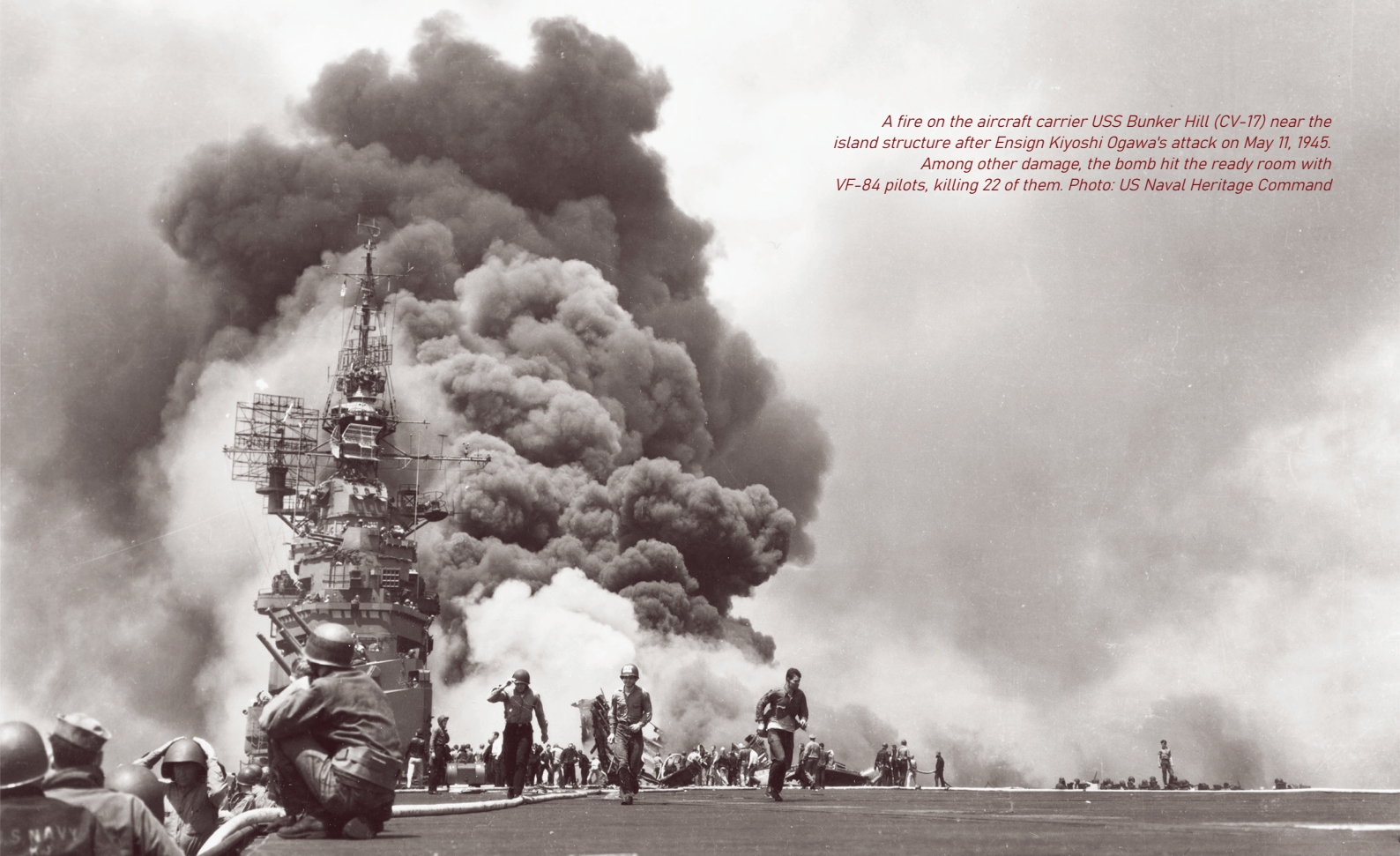
For the defenders aboard Allied vessels, this marked an extraordinary shift in enemy tactics, initially perceived by some commanders as desperate to the point of folly. However, the kamikaze attacks were immediately censored for the Allied press, and an objective assessment of the strategy soon emerged. The Allied command recognized that these were well-coordinated operations executed with clear intent to strike critical parts of ships. Furthermore, due to the one-way nature of the flights, the special attack aircraft had a greater operational range. If a pilot located the target early, the damage was amplified by more fuel ignited upon impact after the detonation of the aircraft's bomb. During the Philippine campaign, Zeros comprised the vast majority of



A Zero piloted by P02c Setsuo Ishino in the final moments before crashing into the side of USS Missouri on April 11, 1945. Photo: US Naval Heritage Command

aircraft used by the Japanese Naval Air Force's special attack units. From October 21, 1944, to January 9, 1945, Kōkūtai 201 deployed more than 200 Zeros in over 60 special attacks, with only a few failing to reach their targets due to

unfavorable weather. Starting in late October, units in the Philippines were reinforced by Kōkūtai 221, which was equipped not only with Zeros but also with Tenzan and Suisei aircraft. This Kōkūtai also designated Zeros for special



A fire on the aircraft carrier USS Bunker Hill (CV-17) near the island structure after Ensign Kiyoshi Ogawa's attack on May 11, 1945. Among other damage, the bomb hit the ready room with VF-84 pilots, killing 22 of them. Photo: US Naval Heritage Command



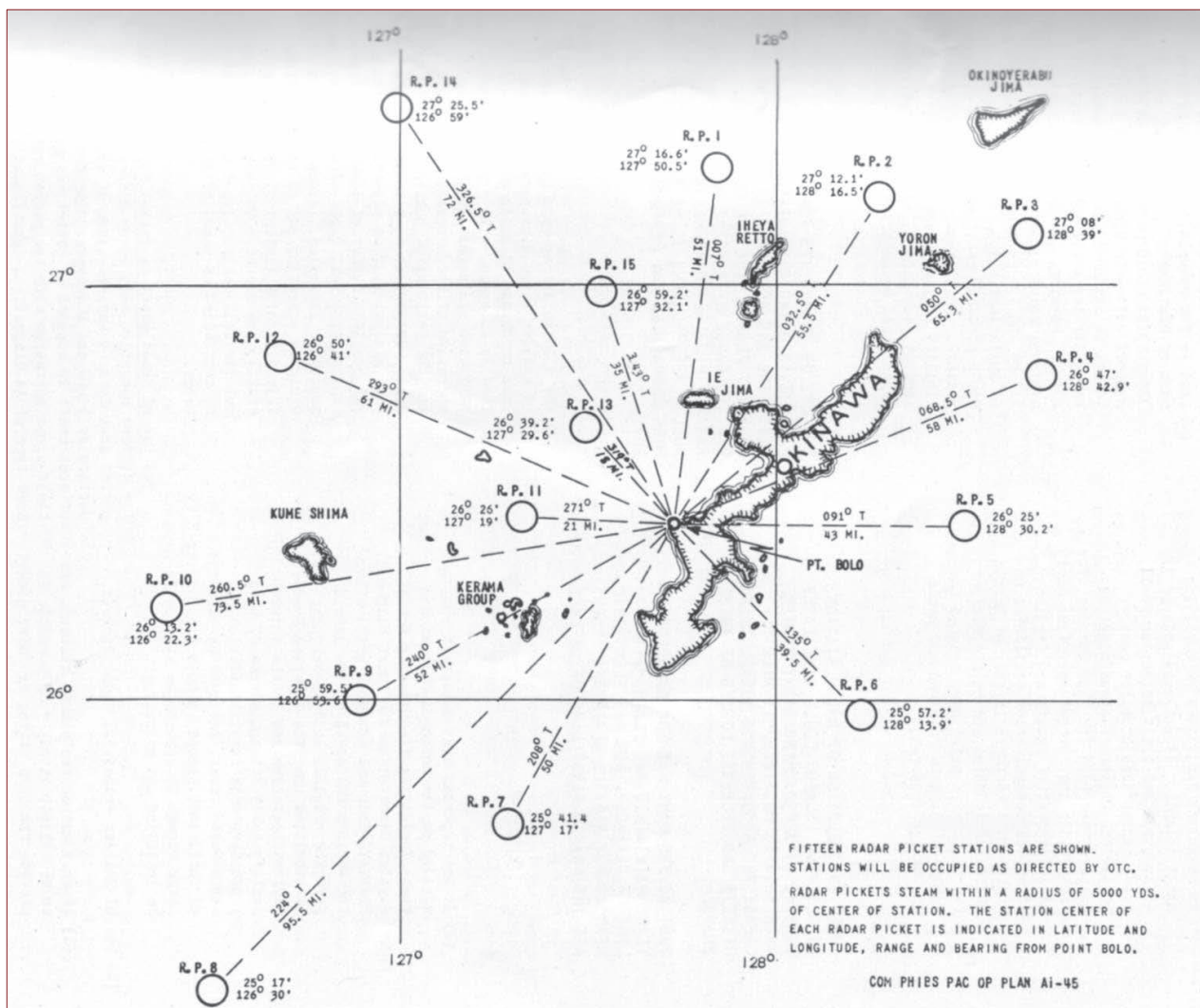
Lieutenant Yukio Seki with his aircraft approaching low over the water toward the stern of the aircraft carrier USS St. Lo. After crashing onto the deck, he caused damage that led to the ship's subsequent sinking. This attack occurred on October 25, 1944, and was the first air raid in which a kamikaze pilot sank an enemy vessel. Author: Piotr Forkasiewicz



Flight deck of USS Langley (CVL-27) under repair after being hit by a kamikaze, off Formosa, 21 January 1945. Photo: US Naval Heritage Command



Destroyer USS Laffey after the battle of special attack planes on April 16, 1945, north of Okinawa. Shown here is a starboard side view abreast of No. 3 5 inch gun mount. Landing craft LST 677 is alongside. Photo: US Naval Heritage Command



Fifteen radar picket stations are shown in the Okinawa area. Radar picket destroyers were ordered to operate within a radius of 5,000 yards from the center of each station. The center of each radar picket station is indicated by latitude and longitude, as well as by range and bearing from Point BOLO. Destroyers such as the USS Laffey were frequent targets of large-scale bombing and kamikaze attacks. Photo: US Naval Heritage Command



The British aircraft carrier HMS Formidable in May 1945 after a kamikaze attack. The armored decks of British aircraft carriers withstood enemy attacks much better than the decks of American carriers. Photo: IWM

attack missions and integrated into its ranks pilots from sunken carriers in the Battle of Leyte Gulf, as well as pilots from carrier units previously assigned to land-based operations.

During the campaign in the Philippines, the Japanese Navy deployed a total of 421 aircraft in kamikaze attacks, 43 of which returned for various reasons. Additionally, 239 fighter aircraft were assigned as escorts, with 102 lost in action. During these operations, naval aviators claimed to have sunk 37 ships, including five aircraft carriers, and were credited with damaging 68 other vessels, including nine aircraft carriers.

However, actual losses inflicted by Army and Navy airmen in these special attack operations

amounted to 20 ships destroyed or scuttled, including two aircraft carriers and four destroyers. Another 87 ships sustained damage, including 22 aircraft carriers.

Battle of Iwo Jima and Operation Kikusui

During the raids on Formosa in January 1945 and the Iwo Jima landings, only a few special attacks were conducted. However, in preparation for the anticipated invasion of Okinawa, the Japanese Navy Air Force developed Operation Kikusui, which was launched in coordination with the Army Air Forces on April 6, 1945 — five days after the American landing. To ensure and protect the landing, Allied forces, including

the British Navy, deployed 18 battleships, 27 cruisers, 177 destroyers, 39 aircraft carriers, and hundreds of support vessels. Around the island, the Americans stationed destroyers at 15 pre-designated Picket Stations to assist in directing defensive fighter operations against Japanese attacks using their radar systems. Many Allied vessels had limited maneuverability during these attacks, as they were providing fire support to the invading forces, supplying troops, or evacuating the wounded in the immediate vicinity of the island.

Unlike the fighting in the Philippines, Allied vessels were positioned at a considerable distance from Japanese bases on Formosa and Kyushu. In both cases, the approach route was approximately 1,000 km long. During special attacks, Japanese airmen gradually refined their tactics, optimizing flight paths based on changing weather conditions and using the islands around Okinawa as obstacles to American radar detection. The only naval fighter capable of escorting kamikaze aircraft all the way to their targets was the Zero. Shiden and Shiden-Kai aircraft participated in escort missions but only for part of the journey.

Ōka planes and Zero pilots

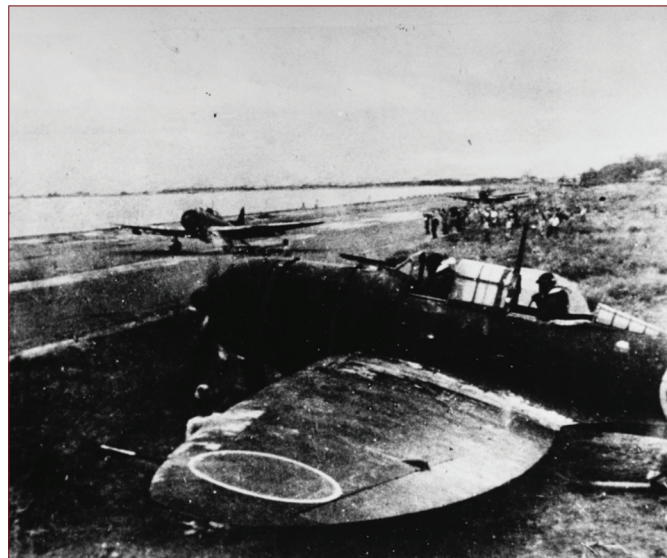
During the battle for Okinawa, the variety of naval aircraft used in special attack operations was more diverse compared to the Philippine campaign. Among the most well-known were Ōka aircraft, which were carried to their targets by G4M2e Betty bombers. These slow and highly vulnerable bombers were escorted by Zeros



The A6M5 Type 52c aircraft taking off on a special attack mission. A 500kg bomb is mounted under the fuselage, and the cannons have been removed to reduce weight. Only two machine guns were left in the wings. Photo: US Naval Heritage Command



A Japanese airman helps tie a hachimaki headband on his comrade, symbolizing courage. It was often worn by kamikaze pilots, but it was also used on other occasions, even outside of military settings. Photo: US Naval Heritage Command



The Imperial Japanese Navy Air Force used various types of aircraft for kamikaze attacks; this photo shows D3A Val dive bombers during the defense of the Philippines. Both the Army and Navy air forces carried out standard bombing attacks on enemy vessels alongside kamikaze missions. Photo: US Naval Heritage Command

from the same unit, Kōkūtai 721. However, the Zeros were not just escorts — they were also used as special attack aircraft, armed with 500 kg bomb. Many of these were A6M5c models, modified to reduce weight by removing their 20mm wing-mounted cannons.

The formation of these units, named Tenmu, stemmed from the fact that a considerable number of pilots had been trained to fly Ōka aircraft but, due to a shortage of Betty bombers, had no way to carry out their final missions. In addition to several Tenmu units, in May these pilots were reassigned to other special attack units known as Shōwa, Shinken, and Shichisei, which had previously included pilots from the Yatabe, Genzan (II), and Omura Kōkūtai training units.

A member of Tenmu Unit No. 5, P02c Setsuo Ishino, received special military honors — albeit from an adversary he likely never expected. On April 11, 1945, he took off from Kanoya Base shortly after noon in a Zero Model 52c. His original target was the aircraft carrier USS Intrepid (CV-11), but accurate anti-aircraft fire forced him to change course and head for the battleship USS Missouri (BB-63) instead. He aimed his Zero at the starboard side of the ship, but the 500 kg bomb he was carrying failed to detonate. As a result, the battleship sustained only minimal damage, and no American sailors were killed. Ishino's remains were found aboard the ship. Despite objections from his crew, USS Missouri's captain, William M. Callahan, decided to bury the Japanese aviator at sea with full honors, including the use of a hastily made Japanese flag. (Note 2)

A month later, on May 11, 1945, two members of Shōwa Unit No. 7 successfully struck the aircraft carrier USS Bunker Hill (CV-17), causing severe damage. The attack is credited to Seizō

Yasunori and Kiyoshi Ogawa, both members of Hikōtai 306, a fighter squadron assigned to Kōkūtai 721. They took off on their final mission at 06:40 from Kanoya Base in southern Kyūshū.

Their Zeros hit Bunker Hill just after 10:00 AM, resulting in 396 sailors killed and 264 wounded — the highest number of U.S. casualties on a single vessel caused by this type of attack. The carrier was forced to return to the United States for repairs and did not return to combat. (Note 3)

Zero trainers in Okinawa battle

The two-seat A6M2-K Zero trainer was also used in special attack operations. These aircraft

came from training units that also organized special attack units, including Tsukuba Kōkūtai, Yatabe Kōkūtai, Genzan (II) Kōkūtai, Ōmura Kōkūtai, and Kasumigaura Kōkūtai. As these were based on the Zero Type 21, they were equipped with weaker engines and carried 250 kg bomb mounted under the fuselage.

Assessment of the special attacks at Okinawa

During the battle for Okinawa, from early April to late June 1945, the Japanese Naval and Army Air Forces deployed approximately 1,800 aircraft in special attack operations, resulting in the deaths of around 3,000 airmen. By the spring of 1945, some airmen were no longer volunteering for these missions and were



Wearing flight jackets with the VF-9 insignia, Hellcat pilots pose with a sign commemorating their fifty victories over Japanese aircraft. From left to right: Lieutenant Harris E. Mitchell (9 victories at Okinawa, 10 total), Lieutenant Junior Grade Clinton L. Smith (5 victories at Okinawa, 6 total), Lieutenant Junior Grade James B. French (10 victories at Okinawa, 11 total), and Lieutenant Eugene A. Valencia (12 victories, including 5 at Okinawa, 23 total). Valencia was ranked as the top Allied ace in combat against kamikaze aircraft. Photo: US Naval Heritage Command



A kamikaze pilot in an A6M5 Type 52c crashes near the USS Essex (CV-9) off Okinawa on May 14, 1945. Note the aircraft's broken tail and the hole in its wing. The plane's cannons had been removed prior to the kamikaze mission, leaving only the wing-mounted machine guns. Photo: US Naval Heritage Command



This bronze statue of a kamikaze pilot stands to the left of the main entrance to the Yūshūkan, founded in 1882 as the museum of the Yasukuni Jinja (Shrine). In 2005, a plaque was placed to the left of the statue, commemorating 5,843 members of the Imperial Japanese Navy and Army Special Attack Units. Representing the 2,514 men of the Naval Kamikaze units, Lieutenant Seki is mentioned as their leader. Photo: Yasuyuki Hirata

instead forced into special attack operations, a practice that sparked protests within parts of the Japanese command. Some pilots even refused to carry out these missions, repeatedly returning to base from bombing flights.

In this operation, Zero aircraft piloted by kamikaze pilots were deployed not only by the previously mentioned Kōkūtai 721 and training units but also by Kōkūtai 601, 252, and 210. Fighter escort missions using Zero aircraft were provided by Kōkūtai 352 and 131, with the latter also conducting night flights against Allied night fighters along the route between Kyūshū and Okinawa.

Special attack units were not limited to aircraft; they also utilized boats, Kaiten manned torpedoes, and other combat assets. On the Allied side, an average of 1.5 vessels were struck daily off Okinawa, and the relentless attacks, combined with constant high-alert conditions, led to severe mental and moral exhaustion among many crew members.

During the campaign, approximately 40 Allied vessels were either sunk or damaged beyond repair, with three-quarters of them being destroyers patrolling the Picket Stations. Perhaps the most famous destroyer on this mission was the USS Laffey, which, on April 16, 1945, withstood an attack by approximately 50 (presumably Army) special attack aircraft. About half of these attackers were shot down by U.S. Navy and USMC fighters, while others were destroyed by the destroyer's anti-aircraft defenses. However, the vessel was struck by

four bombs and rammed by eight Japanese aircraft. During the battles off Okinawa, nearly 200 additional vessels were damaged by special attack units, including twelve U.S. aircraft carriers, among them the USS Enterprise. The British aircraft carrier HMS Illustrious was also damaged.

Nearly 5,000 crew members aboard American ships were killed, with approximately the same number wounded in Japanese attacks. Hundreds of casualties also occurred aboard British and Dutch vessels as a result of these attacks.

Between March 18 and June 22, 1945, U.S. forces engaged in intense aerial battles with Japanese airmen. U.S. Navy (USN) fighters claimed 1,594 aerial victories, while U.S. Marine Corps (USMC) pilots scored 631 kills, and U.S. Army Air Forces (USAAF) pilots shot down 101 enemy aircraft. A significant portion of these victories were achieved while defending Allied vessels from kamikaze raids.

The legacy of kamikaze pilots

The effectiveness of special attack operations has long been debated. While it is undeniable that these tactics did not prevent Japan's defeat, Japanese airmen nonetheless managed to strike, damage, or sink a significant number of American vessels, including aircraft carriers. The threat they posed was so severe that the Americans were forced to implement numerous defensive measures, such as deploying forward-positioned destroyers equipped with

radar and establishing an air patrol system. The fear of these attacks during the planned invasion of Japan was one of the factors that contributed to the decision to drop the atomic bombs on Hiroshima and Nagasaki.

Shortly after Japan's surrender and the lifting of wartime censorship, the Japanese military command, particularly those responsible for the special attack units, became the target of criticism from religious leaders, intellectuals and scholars. Many former special attack unit pilots, if recognized in public, even faced insults and hostility.

Gradually, however, public opinion began to shift. Farewell letters from kamikaze pilots were published, surviving veterans shared their testimonies, and with the opening of the Chiran Peace Museum for Kamikaze Pilots, numerous other memorials dedicated to these pilots were established, including approximately 200 websites.

The names of 5,843 members of the special attack units are inscribed at Yasukuni Shrine, which honors those who gave their lives for their country — a distinction considered a great honor. The aforementioned Setsuo Ishino also referenced Yasukuni in his farewell letter to his mother, writing: "[...] The day when we meet next will be under the splendid flowers at Yasukuni Shrine. [...]"

In preparing the article and the model kit, we were assisted by Mr. Muranishi, Mr. Yoshino, Voytek Kubacki, and Royan Toews. The calligraphy of the inscription 'Kamikaze Tokkōtai' was created by Mrs. Mari Kučera. We would like to thank all of them.

Notes:

1) An interesting issue is the transcription of the term "divine wind," for which "kamikaze" has become the established term, particularly in reference to Japanese aviators, including in contemporary Japanese media. The name consists of two characters (神風), pronounced "kamikaze" in Japanese transcription and "shinpū" in Sino-Japanese transcription. Both variants are correct, but their usage depends on context. For example, the Japanese Navy had two classes of Kamikaze destroyers in the first half of the 20th century. Veterans of Kōkūtai 201, in a memoir published in 1958 in collaboration with American historians, stated that the term "Kamikaze" should be used exclusively for naval aviators in special attack units. This name was commonly used in the designation of many IJN special attack units. After the war, the word "kamikaze" took on a slightly pejorative connotation in Japan and was sometimes used to describe reckless or foolish actions. For instance, a taxi driver engaging in risky driving might be described as operating a "kamikaze taxi." Notably, in the Army Air Force special attack units, the term "divine wind" was never used. Instead, the Japanese

6th Air Army employed the term Shinbu-tai (振武隊) for special attack units during the defense of Okinawa. The term "shinbu" can be loosely translated as "military might," though it carries additional combat-related meanings. Occasionally, the terms shinpū and shinbu are mistakenly used interchangeably when referring to naval and army special attack units.

2) The identification of Ishino as the pilot of the Zero that struck the USS Missouri is not definitive. Another possible, though less likely, candidate is Petty Officer 2nd Class Kenkishi (Kanekichi) Ishii, who was a member of the same special attack unit as Ishino. However, Ishii is credited with an unsuccessful attack on the USS Wisconsin (BB-64).

3) Several sources list the Seizō/Ogawa pair as the pilots responsible for damaging the USS Bunker Hill. However, Dan King, author of a publication on Kōkūtai 721, attributes the damage to other pilots. He identifies Seizō as the pilot of the Zero that was shot down during the attack and places him in Tenmu Unit No. 10.

4) The "(II)" in Genzan (II) Kōkūtai indicates that it was the second unit with the same name in sequence. The first Genzan Kōkūtai was equipped with G3M Nell and G4M Betty bombers and saw combat during the early phase of the Pacific War. In November 1942, it was renamed Kōkūtai 755. It is also possible to encounter the designation "(2)" in the unit's name. In such

cases, this indicates that two units with the same name existed simultaneously, with the numeral "2" used to distinguish them.

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<https://www.kamikazeimages.net/>

A Japanese Yokosuka MXY7 Ōka ("Baka") piloted flying bomb, captured intact by Marines on Okinawa, photographed on June 26, 1945, while being studied by experts at the Navy Air Material Unit (N.A.M.). Several dozen launching platforms for Ōka aircraft were under construction in the Japanese mountains. The large number of various aircraft prepared by Japanese forces for the defense of the home islands indicated the potential for significant losses among Allied ships and their crews during invasion. This formidable threat was one of the factors contributing to the decision to deploy atomic bombs. Photo: US Naval Heritage Command



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Dekelia Greek Air Force Museum



Exhibits at the base entrance are Cessna T-41D and Republic F-84F

Petr Uzsák

The Hellenic Air Force Museum is a relatively young institution, having existed in its current form since 1986. However, it certainly has a lot to build on, as its aviation collections were previously part of the Hellenic War Museum. The museum is organisationally under the Hellenic Air Force (HAF) administration and its mission is not only historical research, collection, preservation and access to exhibits, but also the retrieval, conservation and restoration of artefacts related to Greek aviation history.

Address:

HAF Museum, Dekelia Air Base, 13671, Tatoi

Web:

<https://www.haf.gr/en/history/museum/7>

Exhibitions Office:

+30 210-8195250, +30210-8195255, +30 210-8195275

E-mail: museum@haf.gr

GPS Coordinates: 38.1002204 – 23.7803797,375



Access

The central gate of Dekelia Air Base is located on Tatoiou str. (Acharnes, Attica), and it can be accessed through:

The Railway Station "DEKELIA", in a 50 meters distance from the central gate.

The 537 Bus line, at the stop "AER. VASI DEKELIA".

Athens – Thessaloniki Highway (E75). Take the "Thrakomakedones – Olympic Village" exit, follow Kimi's Avenue. Take "Acharnes – Varimbombi" exit and the central gate is at 300 meters towards Varimbombi.

Opening Hours

Every Saturday and Sunday, excluding coinciding National Holidays, 09:30 until 16:30

Greek military aviation has a tradition of more than 110 years. The first six Greek officers went to France for flight training as early as 1911 and the air force was officially established the following year. Immediately afterwards, Greek military aircraft participated in the 1st and 2nd Balkan Wars, followed by the Great War, which we now call World War I. At the time of their creation, the air units were under the command of the Navy, and their independence occurred in 1930, making them the third major component of the armed forces. The Dekelia base, also known as Tatoi, was already used for civilian and military air operations before World War II. During the fighting for Greece between 1940 and 1941, British RAF aircraft were stationed here.

Right at the entrance we are greeted by a pair of Gatekeepers - a Cessna T-41D and a Republic F-84F. The main object of the museum is a large hangar of Italian origin, which was first built on the island of Leros and later transferred to the mainland. Most of the exhibits are concentrated there. The hangar also houses the shop and other related facilities. Around it are placed the aircraft, rockets and vehicles forming part of the collections, which together comprise around fifty complete aircraft.

The three-dimensional exhibits primarily represent the post-war period, although there are also references to earlier eras and aircraft types on panels and in display cases along the hangar walls. Also of interest is the extensive collection of uniforms, instruments, weapons and documents. I personally was very interested in the circular mechanical computer for F-104G pilots.

Among the oldest exhibits one can mention the fighter Spitfire Mk.IXC, one of the classics of aviation. We can also admire the Curtiss Helldiver SB2C-5, a bomber rarely seen in Europe. Only five aircraft of this type are said to have survived in the whole world. This particular aircraft is from post-war deliveries, has been restored in an exemplary manner and carries the traditional naval all-blue livery. Other aircraft to be seen include the F-84G, F-84F, RF-84F, F-86D, F-104G, A-7E, F-5A, RF-4E and the Mirage F.1CG, some of them in multiple examples. The machines often carry anniversary livery or other unusual finishes. However, contemporary jet fighters such as the F-16 or Mirage 2000 are not yet available in the museum. These will probably enter the collections when the air force is fully re-equipped with the latest Rafale or F-35 types.

The larger aircraft are represented by the naval Grumman HU-16B Albatross or the transport Dornier Do 28D. Both types are represented twice in the collections. Another Grumman is also unique, this time a G.159 Gulfstream I with Rolls-Royce Dart turboprop engines, which was used exclusively for



Freshly restored Sikorsky UH-19B rescue helicopter



A moody morning photo. School Cessna T-37 in the company of a combat LTV A-7



Unusually shaped training version of the Convair TF-102A Delta Dagger



Brightly colored Northrop F-5A Freedom Fighter



Larger machines in the outdoor display - a naval Grumman HU-16B Albatross and a Douglas C-47 transport



Camouflaged Convair TF-102A Delta Dagger trainer

transporting members of the Hellenic royal family. Later, when Greece became a republic, the machine was converted for use by the Air Force Command, where it was used to transport VIP passengers. It has been housed in the museum since 1995.

There are also helicopters, including a civilian Agusta-Bell 47J, a military Agusta-Bell OH-13 and another civilian AB-206A Jet Ranger. Outside on the tarmac is a recently restored Sikorsky UH-19B in a search and rescue version.

School and training machines are represented by DH.82 Tiger Moth, Cessna T-41D Mescalero (which is similar to the well-known civilian C-172) or also Cessna T-37, for a change with jet propulsion. The Lockheed T-33A, TF-104G or the unusually shaped Convair TF-102A with side-by-side seats cannot be missed either.

The museum also commemorates the memory of Lieutenant Dimitrios Kamberos, the Greek pilot who made the first military flight on 13 May 1912 in a Farman aircraft. Little known is the involvement of Greek pilots in the Korean War, where they provided transport, supply or reconnaissance missions with seven Dakotas on the side of the UN Command. This too is commemorated here and the collection includes two examples of this legendary transport aircraft. Also highlighted is the role of the air force in protecting the airspace over the Greek islands from infiltration by aircraft from neighbouring Turkey.

A great attraction of the air museum is the underground headquarters of the Nazi Luftwaffe, from the time of the occupation, which is located under the current base. Although it is almost 80 years since the end of the war, many of the underground areas are still inaccessible due to the need to carry out extensive pyrotechnical research. One of the entrances to the complex is located directly inside the hangar. According to the museum staff, only two rooms of the vast space are safe for the time being.

In addition to the aircraft and their equipment, the collections include air and anti-aircraft missiles, bombs, target missiles, service equipment such as Mercedes Unimog or Dodge trucks, power sources and anti-aircraft searchlights. There are also smaller artefacts, such as the BMW 801 engine from the German Dornier Do 217.

It is also a little known fact that Greece developed its own unmanned aerial vehicles. These were propeller-driven machines named Pegasus I and Pegasus II, but their development was discontinued in the early 1990s. Both versions are represented in the collections.

The museum includes restoration workshops that do a very good job. Examples include the North American T-6G Texan or the Canadair CL-13 Mk.2 Sabre, as well as the aforementioned Helldiver. The work of the workshops is closely

associated with the Air Force Special Diving Command (KOSYTHE) unit used in search and rescue. One example of their efforts is the Bristol Blenheim Mk. IV of the British 203rd Squadron, which was recovered from the sea off the Cretan town of Rethymno. The wing and engine are still on display. Another is a German Junkers Ju 52/3m transport aircraft recovered off the island of Leros, whose refurbishment is still in progress. There are even plans to bring some of the exhibits to flying condition,

specifically the unique Helldiver and Spitfire have been mentioned.

Entrance to the museum is free, and the website describes access well, both by rail (from Athens Larissa station) and by bus or car. At the gate of the base, foreigners have to show their passport, EU citizens do not have to show anything else. The only drawback I could discover is that the descriptions are only in Greek. However, this too is to be changed and each exhibit is to have a QR code that will refer

not only to the general characteristics of the item, but also to the details of its service in the Greek Air Force.

The staff of the museum, i.e. the air force soldiers, are helpful and experienced and can assist and answer most questions. And the conclusion? If you are thinking of visiting Athens and are an aviation fan, definitely don't hesitate to take a tour.



Bow section with cameras of the tactical reconnaissance Republic RF-84F Thunderflash



A-7 Corsair II battle LVT in attractive tiger camo. In front of it are the under development Pegasus I and II drones of indigenous origin



View of part of the indoor display, with AB-206A Jet Ranger in the foreground



A reminder of the air war in the Greek sky - preserved parts of a British Bristol Blenheim Mk.IV bomber recovered from the sea



One of the museum's unique items - a Curtiss Helldiver SB2C-5 naval bomber after a complete restoration



Current classic, North American F-86D Sabre Dog

Lockheed F-104G Starfighter pilot's ejection seat and flying gear



A mechanical computer for the F-104G pilot helped with flight time or fuel consumption data



Various types of target aircraft that were used for fighter pilot and air defense training

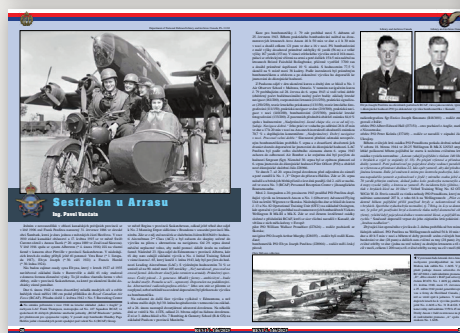


Grumman G.159 Gulfstream I. originally belonged to the royal family, then used by the Hellenic Air Command



The entrance to the underground area of the former Luftwaffe regional Headquarters is located in the middle of the hangar

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Aerial War in Ukraine

The First Mirage 2000s Have Arrived

Miro Barič

The full-scale Russian invasion of Ukraine began three years ago, on February 24, 2022. This continuation of the series does not only cover the most recent period from February 1, 2025, to February 28, 2025, but also recaps events from the past year. However, we will start with the most significant updates—developments on the global political scene.

Following the inauguration of President Trump, the United States began distancing itself from its allies. On the one hand, they are correct in stating that Europe has long relied on the U.S. for defense, and it is about the time for Europe to take responsibility for its own security. On the other hand, it is strange, at the very least, that the U.S. treats long-standing allies worse than open adversaries. This applies not only to Europe but also to Canada and Greenland.

Ukraine felt this shift the most. President Volodymyr Zelensky was invited to the White House only for Vice President Vance to publicly argue with him, after which President Trump dismissed him. Subsequently, U.S. military aid and intelligence support for Ukraine were temporarily suspended. As a result, Kyiv

agreed to a ceasefire without any conditions. Currently, Moscow is taking their time, setting one condition after another during negotiations.

Now, let's take a look at what has happened in Ukraine over the past year.

February 2024

Ukrainian President Volodymyr Zelensky dismissed the popular General Valerii Zaluzhnyi from his position as the supreme commander of Ukraine's armed forces. He was replaced by Oleksandr Syrskyi, who has not proven very effective. Despite heavy losses, Russian forces captured the city of Avdiivka, which had long resisted. Its fall was facilitated by the interruption of U.S. arms and ammunition supplies and Russian aerial

bombing using glide bombs. Ukrainian air defenses attempted to counter these attacks, reporting a series of successes, including the confirmed destruction of at least two Su-35s and one Beriev A-50, damage to one Su-34, and the probable destruction of six Su-34s. In naval operations, Ukraine sank the missile corvette Ivanovets and the landing ship César Kunikov.

March 2024

Republicans in the U.S. Congress continued blocking military aid to Ukraine. A positive development, however, was the launch of the Czech initiative to purchase artillery ammunition for Ukraine. Ukrainian forces began running out of air defense missiles, leading to increased losses in ground equipment,



MiG-29 from the 40th Tactical Aviation Brigade, this time in the typical digital camouflage.

as Russian reconnaissance drones were able to operate freely. Loss of the first Ukrainian HIMARS launcher was confirmed. Notably, the Russian Defense Ministry had claimed back in summer 2022 that it had already destroyed 40 of them—despite only 20 having been delivered. A significant loss for Ukraine was the partial destruction of a Patriot missile battery. In terms of aircraft losses, Ukraine lost one MiG-29, three Mi-8s, and one Mi-24, while Russia lost one Su-27 and one Il-76. The Black Sea Fleet continued to suffer losses, with the patrol ship Sergei Kotov sunk. A missile strike using Storm Shadow/Scalp-EG missiles hit an occupied area of Crimea, destroying the communication center of the Russian Black Sea Fleet and damaging three ships in Sevastopol harbor.

April 2024

Republicans finally ceased blocking aid to Ukraine. While the Slovak government refused to provide assistance, Slovak civil activists launched the "Ammunition for Ukraine" campaign, raising 4 million euros in three weeks. However, due to the ongoing shortage of air defense missiles, Ukrainian civilians continued to suffer. For example, during an attack on the Trypil'ska Thermal Power Plant, Ukrainian defenses intercepted 7 out of 11 Russian missiles, but the remaining four, which could not be stopped, struck the facility directly. Despite challenges, Ukraine had some successes, particularly in targeting Russian airfields. A major milestone was the first confirmed downing of a Russian Tu-22M3 bomber since the start of the war.

May 2024

Ukrainian attacks on airfields, refineries, and fuel depots intensified. At least two Russian



The Ukrainian Ministry of Defense released this image selection of an F-16 and Mirage 2000 without markings. Full images of the Mirage in Ukrainian colors have not yet been published.



A video footage of Ukrainian pilots training in France.



ships were sunk in Crimea. Russia attempted an offensive on Kharkiv, but it was quickly repelled, with Russian forces advancing no further than two border villages. In response to the attack, the West permitted Ukraine to use Western-supplied weapons in limited strikes on Russian territory. Prior to the assault, Ukrainian intelligence had detected the buildup of Russian forces but had been unable to act against them.

June 2024

During an attack on the Akhtubinsk airbase, 600 km from the front line, Ukrainian drones damaged at least one of Russia's latest Su-57 fighter jets. Russia escalated its airstrikes on Ukrainian airfields, anticipating the arrival of F-16 fighters. At the 80th anniversary of the D-Day landings in Normandy, French President Emmanuel Macron announced that Ukraine would receive Mirage 2000 fighter jets, marking a significant shift in military aid.

July 2024

The most important event of the month was the delivery of the first F-16 fighters to Ukraine. Russia continued its tactics of large-scale terrorist attacks on civilian targets coinciding with major events. The day before a NATO summit, which Ukraine attended, missile strikes on multiple cities killed

47 people and injured 189. Among the targets was the Ohmatdyt Children's Hospital in Kyiv. Russia also continued targeting Ukrainian airfields but suffered significant aircraft losses, including two Mi-28 helicopters, two Mi-8s, one Ka-27, one Su-25, one Su-34, and one Su-30. Three additional Russian aircraft and one helicopter were damaged.

August 2024

Ukrainian forces launched a surprise and successful raid into Russia's Kursk region, seizing a large area, capturing many Russian soldiers, and destroying entire convoys of reinforcements initially sent in chaos. Ukrainian troops managed to hold onto the captured territory for several months despite Russian counteroffensives. During these battles, Russia lost at least five helicopters. However, Ukraine also suffered a significant aviation loss—an F-16 was destroyed during its first combat deployment while repelling a Russian missile and drone attack. The pilot was killed, and it is believed the aircraft was mistakenly shot down by friendly air defense fire.

September 2024

Two major Russian airstrikes stood out. In Lviv, western Ukraine, Russian missiles struck around 50 residential buildings in the



A photograph of a Mirage 2000 tail with a Ukrainian insignia appeared on the Telegram network.



Ukraine's 40th Tactical Aviation Brigade released new footage of a well-known MiG-29 in black livery. The reason for this camouflage is unknown.

historic city center. In one home, a Kinzhal missile killed seven people, including three young children. In Poltava, an Iskander missile strike hit a military academy where Ukrainian forces had unfortunately gathered a large number of personnel, resulting in 59 deaths and 329 injuries. Meanwhile, Ukraine struck several large Russian ammunition depots. In a notable incident, Russia itself contributed to a massive explosion—during a test launch at the Plesetsk Cosmodrome, an RS-28 Sarmat intercontinental ballistic missile exploded, leaving a crater over 60 meters in diameter.

October 2024

Russia unintentionally provided Ukraine and its Western allies with a gift—the newest Sukhoi S-70 Okhotnik combat drone.

The aircraft escorted the Su-57 Fighter but lost control. As it approached the front line, the fighter shot it down with a missile. However, the debris fell on the other side of the line and was recovered by Ukrainian soldiers. Additionally, Russian aviation lost five aircraft and one helicopter this month. On the Ukrainian side, photos of a downed MiG-29AS fighter, previously delivered from Slovakia, surfaced. It was likely an aircraft with the original Slovak number 2123.

November 2024

Ukraine received permission to use long-range ATACMS missiles against targets on Russian territory. However, Ukraine had only a few of these missiles, and the permission came too late. In retaliation, Russia

demonstrated its strength by using a prototype of the new medium-range ballistic missile "Oreshnik." It hit an industrial facility in Dnipro but did not cause significant damage.

December 2024

Russian air defense shot down an Embraer 190AR civilian aircraft belonging to Azerbaijan Airlines, which was flying from Baku to Grozny. A missile exploded near its tail, damaging the hydraulic system. Despite the crew's struggles to control the aircraft, Russian air traffic controllers refused to allow it to land at other airports and redirected it over the Caspian Sea to Kazakhstan. The crew barely managed to keep it in the air, but during an attempt to land in Aktau, the aircraft crashed. Of the 67 people on board, 38 did not survive, including both pilots. Russia has so far refused to take responsibility.

From the Ukrainian side, the first confirmed downing of an aircraft using naval drones occurred. Ukraine mounted R-73 missiles on Magura V5 boats and shot down two Russian Mi-8 helicopters on the last day of the year. Each helicopter had an eight-member crew, and no one survived the shootdown.

January 2025

Following the inauguration of President Trump, the United States began shifting its stance away from Ukraine and towards Putin's regime. Not much happened in the air (apart from nightly Russian drone and missile attacks), but several older losses were confirmed by court rulings, particularly on the Russian side.

February 2025

Good News First. Ukraine received its first Mirage 2000 aircraft from France. These are Mirage 2000-5F variants, originally designed purely for air combat, developed from the Mirage 2000C. The French Air Force had 37 of these, with 26 remaining in service. It is unclear how many Ukraine has received so far—reports suggest three, with more to follow.



Older photos of the black MiG-29, still without the yellow-blue quick identification markings. Its fuselage number remains unknown.



Symbols of guided bomb attacks on the nose of the MiG-29. Its fuselage number is still unknown.

The Mirage 2000-5F features new cockpit displays, powerful radars, and the ability to carry MICA air-to-air missiles with a range of 60-80 km, making them excellent fighters. As previously mentioned, President Macron announced their delivery in June 2024. While Ukrainian pilots were in training, the French modified these aircraft to carry a wide range of air-to-ground weapons, including Storm Shadow/SCALP-EG cruise missiles, which Ukraine has already used successfully.

Previously, only Ukraine's aging Soviet-era Su-24 strike aircraft could carry these missiles, but their numbers were dwindling due to a lack of spare parts. The Mirage 2000s will be a significant reinforcement. Additionally, they can carry ASM-250 HAMMER guided bombs, which Ukraine has also used effectively—each Mirage can carry up to eight of these bombs.

For now, Ukraine is expected to use the Mirage 2000 similarly to the F-16s—initially



One of 14 MiG-29 fighter jets donated to Ukraine by Poland.

deploying them against incoming Russian cruise missile attacks. As pilots gain more experience, they will also engage in ground attack missions at the front and other combat operations. A similar transition is happening with the F-16s, which initially only countered Russian nighttime air raids but in February 2025, they were spotted carrying guided bombs.

Speaking of the F-16, on Thursday, February 6, the same day French Defense Minister Sébastien Lecornu confirmed the delivery of Mirage 2000-5Fs, Ukrainian Defense Minister Rustem Umerov announced that another batch of F-16s had arrived from the Netherlands. With

previous deliveries from Denmark, Ukraine now has over 20 F-16s in active service. Additional F-16s had been sent earlier to Romania, where Ukrainian pilots are training on them.

Escalation of Russian Attacks

The bad news is that Russian attacks on Ukrainian cities have continued and intensified. On Sunday, February 23, a day before the war's anniversary, Russia launched its largest drone attack to date, deploying 267 kamikaze drones. Ukrainian defenses shot down 138, while 119 crashed due to electronic warfare disruptions or were decoys meant to overwhelm Ukrainian



A Ukrainian Air Force Su-27UB1M carrying the fuselage number "Blue 69."



Captain Ivan Bolotov from Ukraine's 831st Tactical Aviation Brigade, who was killed on February 2 during a combat mission.

air defenses. The following night, Russia launched 185 kamikaze drones, and on Tuesday, February 25, another 213 drones and seven cruise missiles.

Ukraine has made progress in countering Russian guided bombs, which had been causing significant problems at the front. Ukrainian electronic warfare measures have successfully started disrupting their guidance systems.

Air Losses

During the reporting period, each side suffered one operational aircraft loss. On Sunday, February 2, Ukraine lost a Su-27 fighter jet. According to The Military Watch, it was a Su-27P1M with tail number "Blue 59" from the 831st Tactical Aviation Brigade. The aircraft was returning from a combat mission near Pokrovsk in the Donetsk region when it was reportedly hit by an R-37M missile from a Russian Su-30SM2 fighter. The Ukrainian pilot, Captain Ivan Bolotov, was killed.

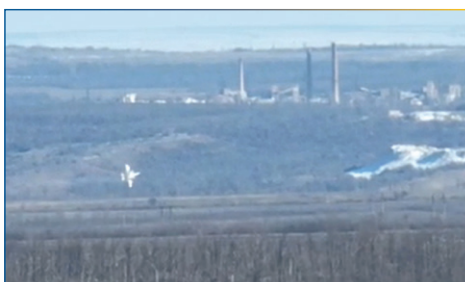
On Saturday, February 8, the Russian Air Force lost a Su-25 attack aircraft. It was shot down near Zaitseve in the Bakhmut district of the Donetsk region by a portable missile fired by Ukrainian soldiers from the 28th Independent Mechanized Brigade. The strike and the aircraft's crash were captured on video. The Russian pilot managed to eject.

A Russian Mi-8 rescue helicopter was dispatched to retrieve the downed pilot. It was attacked by several FPV drones but managed to escape.

There was also an unrelated loss of a Russian civilian aircraft. A Tecnam P2002JF Sierra light sports aircraft, registered as RA-01808 and belonging to Aero Region Training, crashed near Myachkovo Airport in the Moscow region on Thursday, February 6. The crash and subsequent fire killed both people on board, one of whom was Vitaly Kiyashko, a retired Russian Air Force major and former Su-25 attack pilot.



Captain Ivan Bolotov was reportedly killed in a Su-27P1M fighter jet with fuselage number "Blue 59."



The downing of a Russian Su-25 on February 8 was captured on video.



A rescue Mi-8 helicopter flew on February 8 to pick up the downed Su-25 pilot. A parachute is visible in a tree to the left of the helicopter. The Mi-8 became a target for FPV drone attacks but managed to escape.



On February 8, a civilian Tecnam P2002JF Sierra aircraft crashed in the Moscow region.

The Tecnam P2002JF Sierra crash resulted in the death of a retired Russian Air Force Major Vitaly Kiyashko.



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July Stirlings

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



By the summer of 1941, when the RAF's daily air offensive over the occupied European coast had reached its peak, British command was already aware that this strategy was resulting in heavy losses, significantly higher than those suffered by the Luftwaffe. The RAF aimed to engage the enemy primarily through Operations Sweep and Circus. While the former involved deploying only fighter squadrons, the latter featured large-scale fighter escorts for a small group of Blenheim bombers. However, within the range of these formations, there were few targets of real strategic value to the German occupiers.

Following the German invasion of the Soviet Union, RAF command intensified daylight operations over the continent, assuming that this would compel the Luftwaffe to retain more units in France, thereby easing pressure on the Soviets. This assumption, however, proved incorrect. The Germans were advancing rapidly into Soviet territory and performing well on the African front. By the second half of 1941, only JG 2 "Richthofen" and JG 26 "Schlageter" remained in France. Both were seasoned units that, working closely with ground controllers, effectively employed hit-and-run tactics.

At the beginning of July 1941, RAF command decided to involve in Circus operations the four-engine Short Stirling bombers of No. 7 and No. 15 Squadrons of No. 3 Group under the command of Air Vice-Marshal Jack Baldwin. However, no more than eight Stirling bombers were deployed on any given day, and no more than six participated in a single Circus operation. In early July, RAF command also received intelligence, revealing that German fighter

units had been ordered to engage only if bombers were present in the British formation. This led the RAF, in some cases, to adopt a tactic of sending bombers only as far as the coast to provoke a German response. Under the right conditions, the bombers would then be quickly withdrawn back.

One of the units that took part in Operations Sweep and Circus was the Tangmere Wing, commanded by the renowned Douglas Bader. In the first half of 1941, RAF fighter pilots were still flying in formations of three aircraft consisting of a leader and two wingmen. In contrast, their German opponents had been using a more flexible four-aircraft formation since the Spanish Civil War.

The British three-aircraft formation posed several challenges. It increased the risk of collisions between wingmen, who had to remain close together, often at the expense of situational awareness. Additionally, the tight formation required frequent engine adjustments, and the wingmen typically consumed more fuel than the leader, who could fly more efficiently. As a result, formations were often forced to return from enemy territory earlier than necessary due to fuel concerns.

Douglas Bader himself remarked, he could have shot down far more "Huns" if his wingmen hadn't frequently reported low fuel. The "Finger Four" formation, which addressed many of these issues, wasn't adopted by the Tangmere Wing and other RAF units until mid-1941.

Bader was also notably stubborn about aircraft armament. He firmly believed that eight machine guns were more effective than the two cannons and four machine guns. For this reason, he preferred

the Spitfire Mk.IIa variant over the newer Mk.V. He later admitted, however, that he had been wrong in this regard.

During July, Wing Commander Bader destroyed seven Bf 109s, claimed four as probables and damaged seven. This was roughly comparable in number of victories to his score during the Battle of Britain. And by the summer of 1941 his subordinates were showing exhaustion similar to that experienced by RAF fighters in the summer and autumn of 1940. Bader relentlessly led his men into further action, leading some of his subordinates to the brink of mutiny.

Douglas Bader was also present during the last deployment of Stirling bombers as part of Operation Circus. During the morning raid on Lille on 21 July 1941 (Circus 54), the formation of three Stirlings was an easy target for German flak. One of the bombers made an emergency landing at Manston with two engines out. The downing of the bomber was somewhat optimistically credited to the commander of I./JG 26, Hptm. Seifert. His unit, engaged in dogfights with escorts, reported four Spitfires as shot down. Three more were claimed by III./JG 2. RAF fighters managed to shoot down one Bf 109 E-7 from II./JG 26 and one Bf 109 F, with another another badly damaged, from II./JG 2. Bader scored a 0,5 kill during the morning action and damaged one more Bf 109 during the afternoon (Circus 55). During the afternoon sortie, however, three Stirlings were recalled back to base and this brought the deployment of this type in Circus operations to a close. Douglas Bader was down to the last three weeks of his combat career.

Like a Painting on Canvas

Text: Jan Bobek

Illustration: Antonis Karydis



Market Garden was the largest Allied airborne operation of World War II, launched on 17 September 1944 in the Netherlands. Its objective was to use paratroopers (the "Market" component) and the rapid advance of ground forces (the "Garden" component) to seize key bridges over rivers and canals, thereby creating a corridor for an attack into Germany. However, the operation ultimately failed due to strong German resistance, poor coordination, and delays in the Allied advance, particularly at Arnhem, where British paratroopers were unable to hold a crucial bridge.

Air power played a vital role in the operation, providing support for airborne troops, supply drops, and ground forces. The first aircraft to patrol the drop zone on 17 September were Mustang IIIs from No. 122 Wing of the RAF. On the Luftwaffe side, II./JG 6, flying Focke-Wulf Fw 190s, was the first to reach the target area. In an engagement, presumably with No. 65 Squadron RAF, the German unit lost four aircraft and had one damaged. All three Gruppen of JG 26 also joined the battle. Despite losing two aircraft and their pilots, they claimed 11 victories in combat with various British and American air force units.

On 17 and 18 September, the Luftwaffe committed two Geschwader Stabs and eight fighter Gruppen over the airborne area, diverting from defending against American bombers. Attacks focused on transport aircraft and gliders, though reaching them proved difficult under heavy Allied cover.

On 18 September, poor weather limited operations to about 200 Luftwaffe aircraft, while Allied pilots also struggled with flying conditions.

Canadian units from No. 125 and 126 Wings RCAF saw combat, but the day's biggest achievement came from the U.S. 357th Fighter Group flying P-51s. They downed 22 enemy aircraft, mostly Bf 109s and Fw 190s from JG 6 and JG 300.

On 19 September, weather grounded British 2nd TAF fighters, but clearer skies on the German side allowed about 150 Luftwaffe fighters to operate over the battlefield. Though they failed to reach the Allied transports, the Luftwaffe briefly gained air superiority. That advantage was quickly challenged by nearly 130 Spitfires from Air Defense of Great Britain (RAF Fighter Command, ADGB) and over 180 P-51 Mustangs from the U.S. 8th Air Force. German fighters from II./JG 6, II./JG 11, II./JG 26, III./JG 26, and III./JG 27 claimed 11 victories but lost 16 of their own.

One dramatic moment from the day is depicted in a box art illustration by Antonis Karydis, capturing 1st Lt. Arval James Roberson of the 362nd Fighter Squadron, 357th Fighter Group, scoring his fifth victory. His unit arrived over the target area around 5 p.m. In front of him, he saw a sunlit wall of high cloud stretching to the coast, with an intense aerial battle unfolding beneath it, like a scene from a painter's canvas or a Hollywood film. His firsthand account can be read in an article by Merle C. Olmsted [here](#).

Roberson's unit managed to attack a group of Messerschmitt Bf 109s, likely from II./JG 11, as they attempted to disengage from the combat zone. In the ensuing engagement, American pilots claimed twenty victories over Bf 109s and an additional five over Fw 190s. Roberson's first target was a Bf 109, his guns struck directly the cockpit, which

immediately burst into flames, the pilot did not bail out. He then pursued a second Bf 109, hitting it first in the tail section and then in the engine. Smoke and coolant streamed from the damaged aircraft. Although he lost sight of it in the final seconds of the chase, his wingman, Charles Goss, confirmed the kill after landing. Their adversaries from II./JG 11 lost four aircraft in the skirmish, and one pilot was killed while descending by parachute.

However, the 357th Fighter Group also paid a price. Five of their pilots failed to return from the mission. At least four were shot down by Focke-Wulfs from 5./JG 26, led by Lt. Vogt. Among those lost was Maj. Edward Hiro, commander of the 363rd Fighter Squadron, who was flying his final mission before returning to the United States. Capt. Bruce McIntyre of the 364th FS and his two wingmen also did not return. Fortunately, they survived and were taken as prisoners of war. One of them had been flying as a replacement and wore his dress uniform, as he had originally planned to spend the day on a date with a lovely young woman in London. The last pilot from the 357th FG shot down that day was James Blanchard of the 362nd FS, most likely downed by a Bf 109 pilot from II./JG 11.

In the days that followed, the 357th FG continued to fly combat missions over the Netherlands, but no further enemy contact was made. This was partly due to unfavorable weather, both over the Dutch front and at their home bases in England. Fierce aerial battles over the drop zone continued until the end of Operation Market Garden on September 25, 1944.

KAMIKAZE TOKKÔTAI

1/48

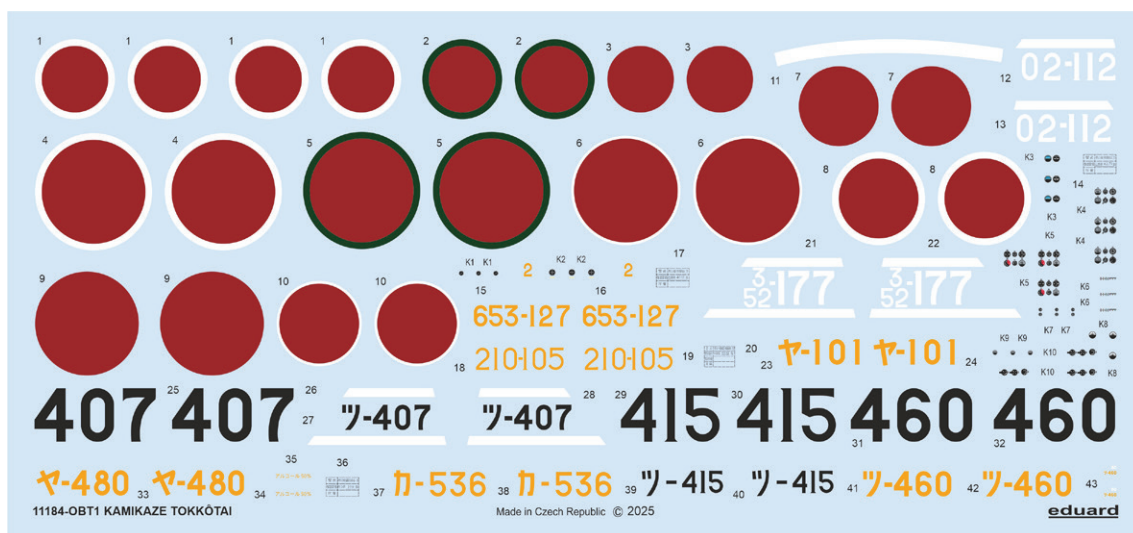
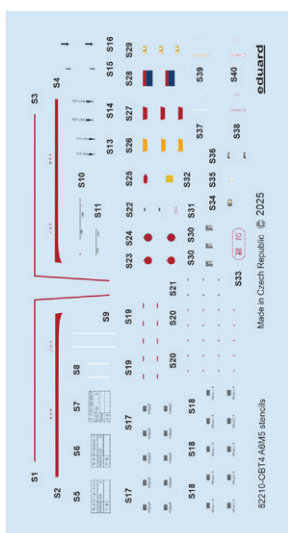
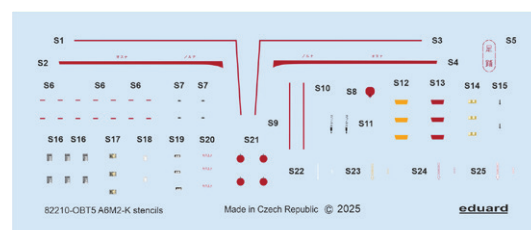
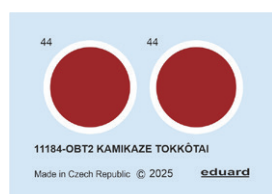
#11184

The Limited edition kit of the Japanese WWII naval fighter aircraft A6M5 Zero Type 52 & two seat trainer A6M2-K in 1/48 scale.

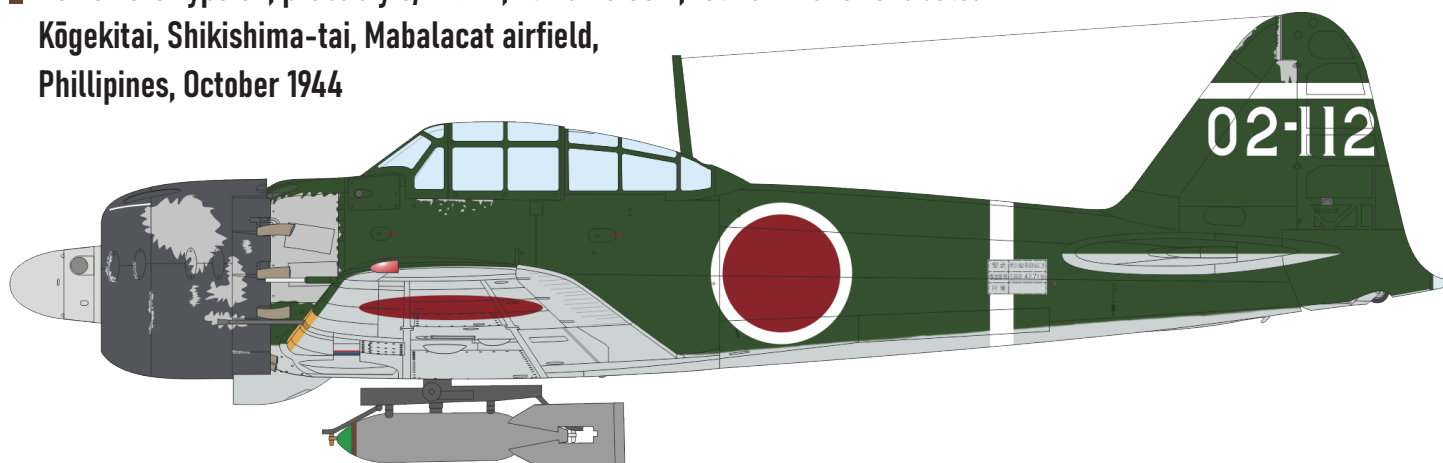
The kit offers markings for 10 aircraft used in attacks of kamikaze airmen against Allied ships.

Dual Combo

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- marking options: 10
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


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

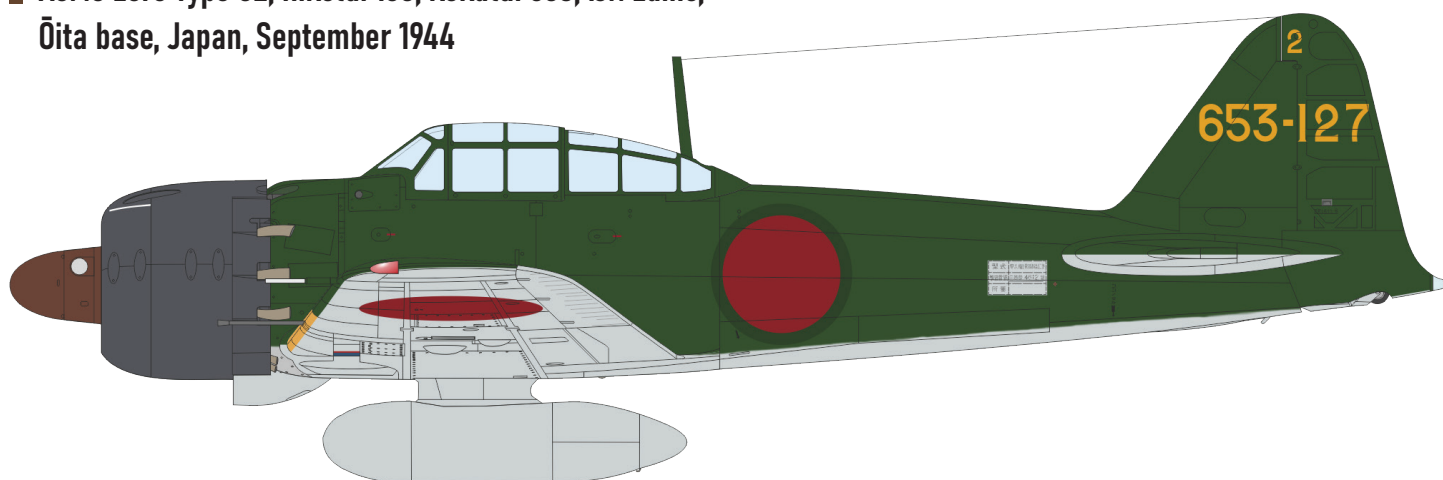


In October 1944, as part of the 1st Kamikaze Tokubetsu Kōgekитай, the first nine groups of kamikaze pilots were organized, mostly from Kōkūtai 201, including the Shikishima unit. Its CO was Lieutenant Yukio Seki. He was born in 1921 (NA 70th class, 1941), he initially served on the battleship Fusō then experienced the Battle of Midway aboard the seaplane tender Chitose. In September 1944, he was assigned to Kōkūtai 201 in the Phillipines, where he helped train

pilots in skip bombing. After suffering heavy losses, the unit received replacement aircraft from other formations at Mabalacat, including Hikōtai 602 (Kōkūtai 381), from which aircraft 02-112 originated. On October 25, Seki led one of seven groups of Zero pilots in an attack on Taffy 3 during the Battle of Leyte Gulf, escorted by fighter ace Hirooyoshi Nishizawa from Kōkūtai 203. The aircraft, most likely piloted by Seki, struck the escort carrier USS St. Lo, which sank

after 30 minutes. Of the 889 crew members, 113 were killed or went missing, while about thirty others later died from their injuries. One of the survivors, ACOM Earl F. Roberts, found a A6M5 Mitsubishi Co. tail data plate no. 2968 before abandoning the ship. From this, it is estimated that the aircraft's serial number was likely 4271 and that it was manufactured between late October and early November 1943.

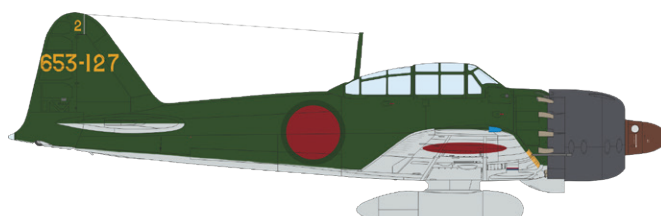
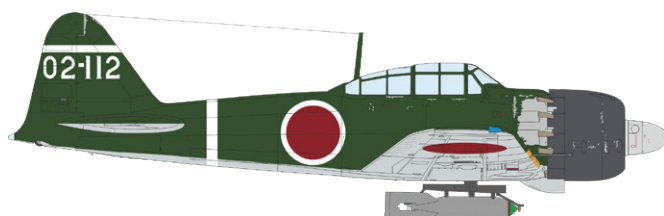
■ **A6M5 Zero Type 52, Hikōtai 165, Kōkūtai 653, IJN Zuihō, Ōita base, Japan, September 1944**



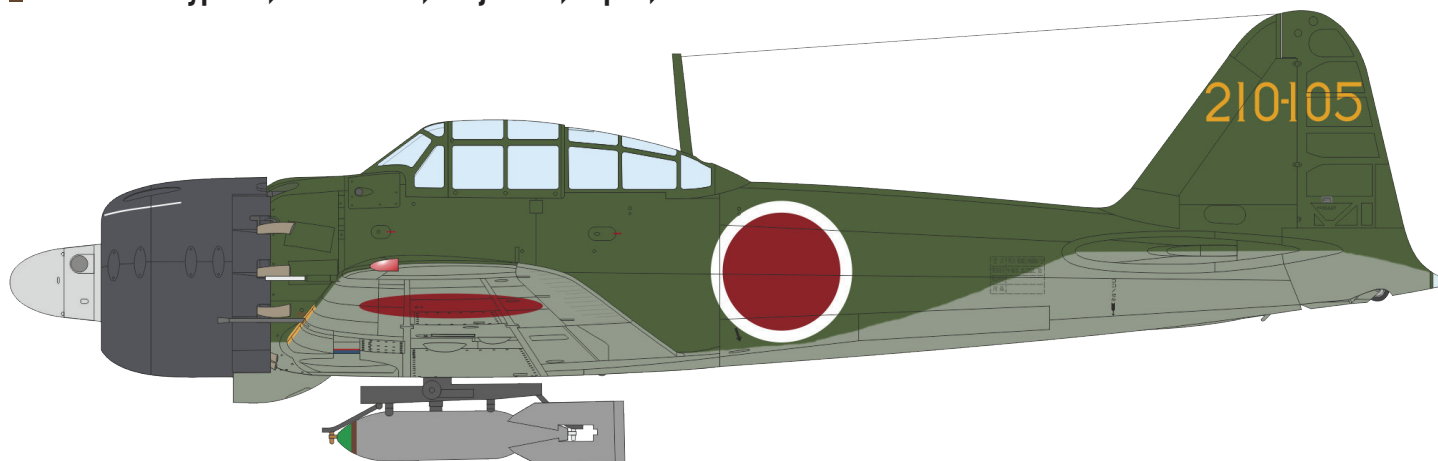
This Mitsubishi manufactured aircraft was assigned to Kōkūtai 653, which was established in February 1944. The division of colors on the fuselage is characteristic of aircraft produced by Mitsubishi. Kōkūtai 653 participated in the Battle of the Philippine Sea in June 1944 aboard the carriers Chitose, Chiyoda, and Zuihō. Most of its armament consisted of A6M2 Type 21 fighter-bombers. Out of the nine carrier squadron commanders, only one survived. After the battle,

Kōkūtai 653 was reorganized into four Hikōtais. Lt. Kenji Nakagawa led Hikōtai 164 and 165 with 48 A6M5 fighters each. Lt. Tetsuo Endō led 48 A6M fighter-bombers of Hikōtai 166, while bombers were assigned to Hikōtai 263. In the fall of 1944, Kōkūtai 653 suffered 50% losses in the defense of Taiwan. During the defense of the Phillipines, Hikōtai 164 operated from land bases. The aircraft of Hikōtai 165 were deployed aboard aircraft carriers during the Battle of

Leyte Gulf, with numbers on upper part of the tail indicating their carrier: Zuikaku (1), Zuihō (2), Chitose (3), and Chiyoda (4). After the loss of all carriers, Kōkūtai 653 fought in the Phillipines. Several of its pilots escorted Kamikaze missions as part of Reisen-tai on October 29 and November 6. Kōkūtai 653 was disbanded on November 15, 1944.



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

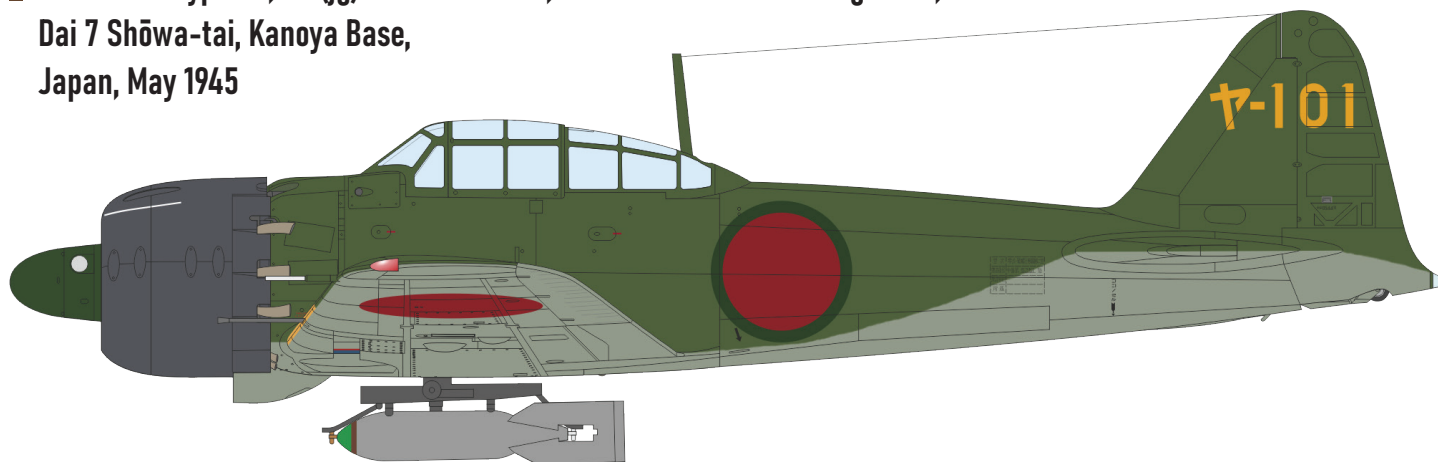


This Nakajima manufactured aircraft featured a fuselage color scheme characteristic of this producer. Kōkūtai 210 was established in September 1944 at Meiji Base as an operational training unit equipped with A6M Zero and N1K1-J fighters, J1N night fighters, as well as bombers and reconnaissance aircraft. The Zero squadron, consisting of 48 aircraft, was commanded by Lt. Toshio Shiozuru. During U.S. carrier-based air raids on Japan on February 16–17, 1945, Kōkūtai

210 pilots claimed 14 confirmed and 4 probable victories while losing one aircraft. From late March, 32 A6Ms and 14 N1K1-Js were transferred to Kokubu No. 1 Base under Kōkūtai 601. From April 6, Kōkūtai 210 fighters engaged in battles over Okinawa, achieving 6 victories at the cost of 10 aircraft. During the Kikusui I special attack operation, Kōkūtai 210 formed several Kamikaze units, including Dai 210 Butai Reisen-tai, which was armed with Zeros. On April 6, the unit

launched 12 Zeros with 10 escorting N1K1-Js against enemy forces 80 nautical miles from Tokunoshima. On April 11, three more Zeros with Kamikaze pilots were deployed against enemy carriers east of Okinawa. In mid-April, Kōkūtai 210 was reorganized as a pure fighter unit, and remained in reserve in case of an invasion of Japan.

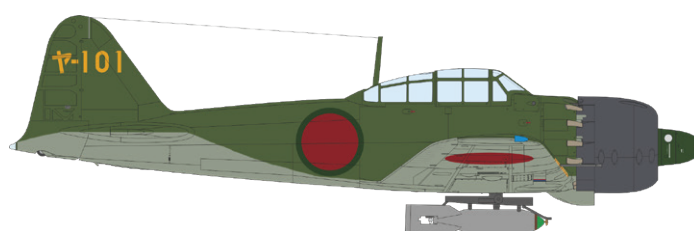
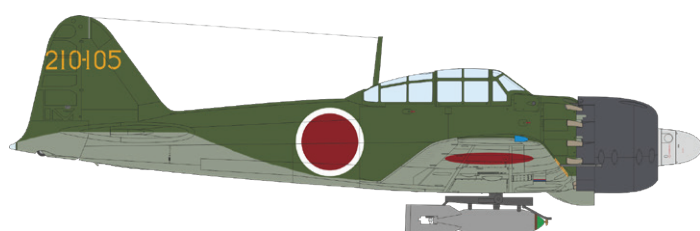
■ A6M5 Zero Type 52, Lt. (jg) Seizō Yasunori, Kamikaze Tokubetsu Kōgekitai, Dai 7 Shōwa-tai, Kanoya Base, Japan, May 1945



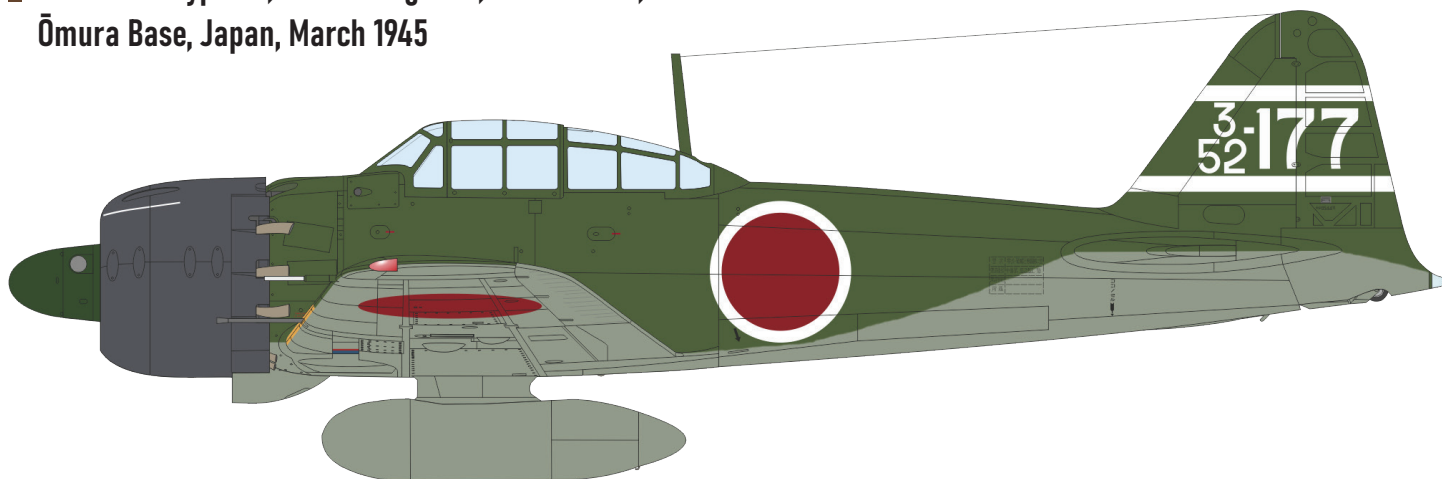
Although this aircraft bears the Yatabe Kōkūtai designation and was assigned to Kamikaze Unit Shōwa No. 7, which was formed from Yatabe Kōkūtai, its pilot belonged to a different unit. He was Lt. (jg) Seizō Yasunori from Fighter Hikōtai 306, which operated under Kōkūtai 721 "Jinrai Butai" (Divine Thunder Corps), providing fighter escort for G4M Betty bombers modified to carry Yokosuka MXY-7 Ōka rocket planes. Seizō Yasunori had also trained for Ōka missions,

but due to heavy losses of Betty bombers, he was reassigned to Kamikaze Unit Kenmu No. 10, one of over 20 Kamikaze units formed from Zero pilots of Kōkūtai 721. This unit launched over 200 Zero fighters in Kamikaze attacks – second only to Kōkūtai 201, which deployed the most Zero Kamikaze pilots during the defense of the Philippines. On May 11, 1945, Yasunori was one of the pilots who attacked the USS Bunker Hill. The ship was first hit by

a bomb and then by the aircraft of his fellow pilot, Lt. (jg) Yoshiaki Shibata. Shortly after, Ensign Kyoshi Ogawa struck the flight deck with a bomb from his burning aircraft. Yasunori attempted to deliver the final blow to the aircraft carrier, but he was shot down by an anti-aircraft fire. The USS Bunker Hill suffered 393 crew members killed or missing and 264 wounded, making it the deadliest Kamikaze attack in history.



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

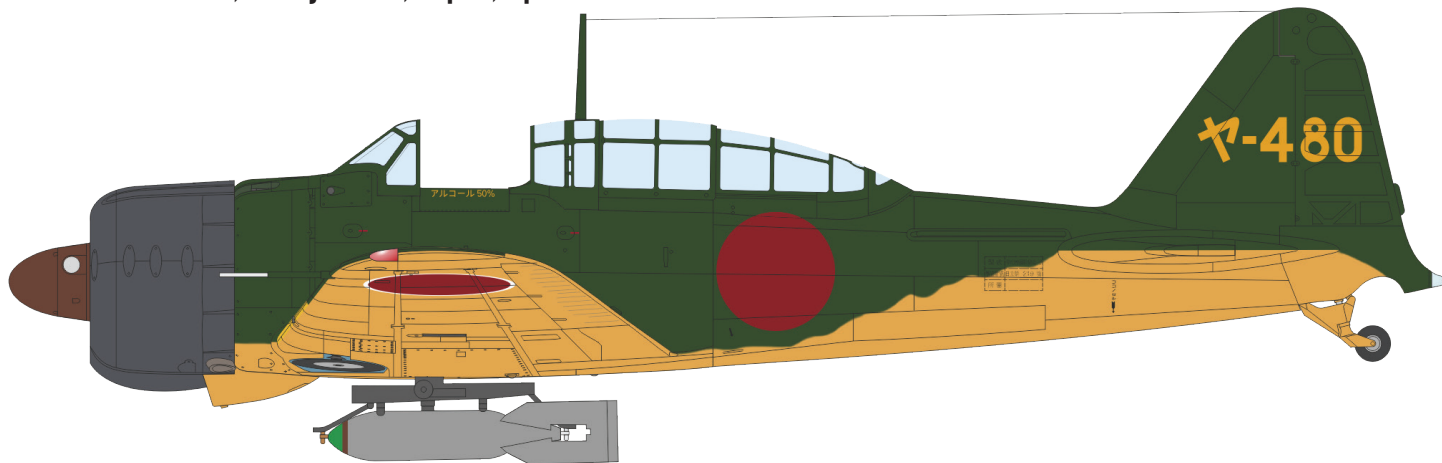


On aircraft manufactured by Nakajima, such as this one, propeller spinners were left in natural metal finish during final assembly until the end of the war. At the unit level, they were typically repainted in dark green or brown, left unpainted, or given specific identification markings. Kōkūtai 352 was established in August 1944 to provide aerial defense for the cities of Sasebo, Nagasaki, and Ōmura. The unit was equipped with Zero fighters, Raiden interceptors and

Gekkō night fighters and escorted the Kamikaze airmen using their Zero fighters. An unusual numbering system for tail markings was used. Zero fighter squadron was led by Lieutenant Nao Sugisaki, who was born in 1920 and graduated from the Naval Academy (69th class) in March 1941. From August 1944, the unit engaged B-29 bomber formations, and during one such battle, Sugisaki was killed on March 31, 1945, over Misumi in Kumamoto Prefecture. The aircraft

352-177 was likely assigned to him but it is not certain whether he flew it on his last mission. In April 1945, part of Kōkūtai 352, led by Lieutenant Manae Uematsu, relocated to Kokubu Air Base. There, they participated in escort missions to protect and observe the results of Kamikaze attacks during Operation Kikusui, the defense of Okinawa. However, Kōkūtai 352 was not assigned to provide its own aircraft or pilots for Kamikaze attacks.

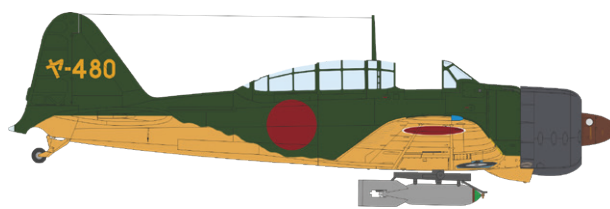
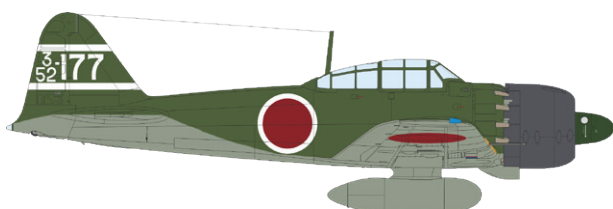
■ **A6M2-K, Ensign Kōzō Koizumi, Kamikaze Tokubetsu Kōgekitai, Dai 7 Shōwa-tai, Kanoya Base, Japan, April 1945**



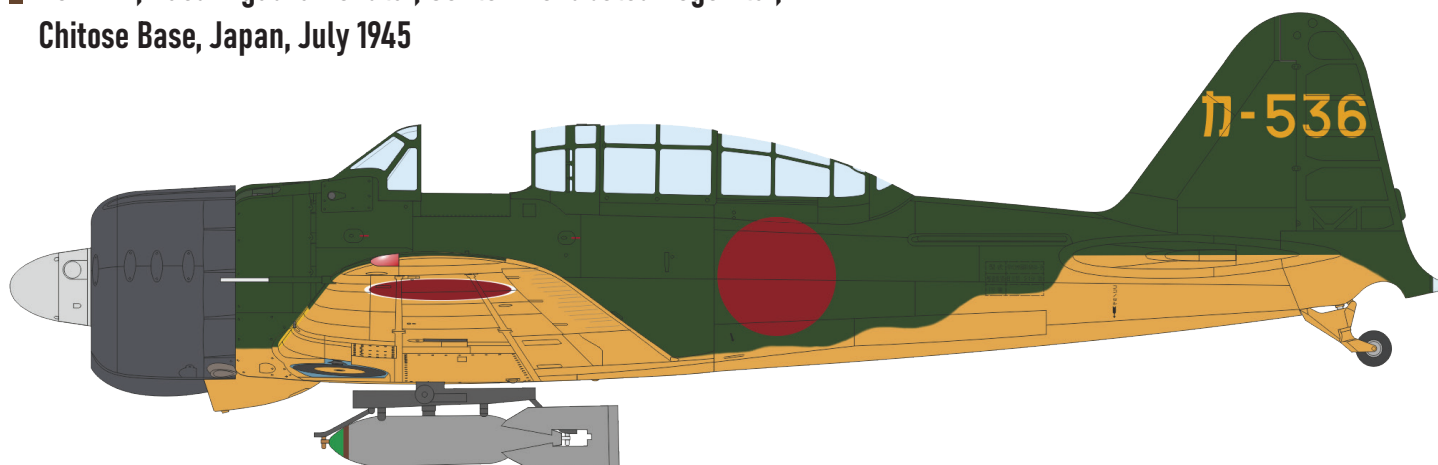
The aircraft bears the designation Ya, indicating its affiliation with the Yatabe Kōkūtai. This training unit was established in 1939 and, after being reorganized under this name in December 1944, continued to specialize exclusively in fighter training. It operated A6M Zero, N1K Shiden, J2M Raiden, and the two-seat A6M2-K aircraft. In total, the unit had 180 aircraft at its disposal. In early 1945, the Yatabe Kōkūtai participated in Japan's defensive battles.

In April, it formed Kamikaze Shōwa Units Nos. 1 through 5 from a cadre of its instructors. One of its pilots, Kōzō Koizumi, took part in a Kamikaze attack on April 29, 1945, against Allied aircraft carriers east of Okinawa. This attack marked the final day of Operation Kikusui IV, which had been ongoing since April 21. During Operation Kikusui IV, Kamikaze attacks struck 18 vessels, sinking the minesweeper USS Swallow, Landing Craft Support (LCS-15), and the cargo ship

Canada Victory, which was carrying 7,000 tons of explosives. On April 29 alone, the destroyers USS Haggard and USS Hazelwood were damaged, resulting in 57 deaths and 66 wounded. By this point, after nearly a month of relentless Japanese air offensive – combining conventional air raids with Kamikaze attacks – Allied crews were suffering from severe sleep deprivation due to constant alerts and were even unable to change their clothes.



■ **A6M2-K, Kasumigaura Kōkūtai, Sentōki Tokubetsu Kōgekitai,
Chitose Base, Japan, July 1945**

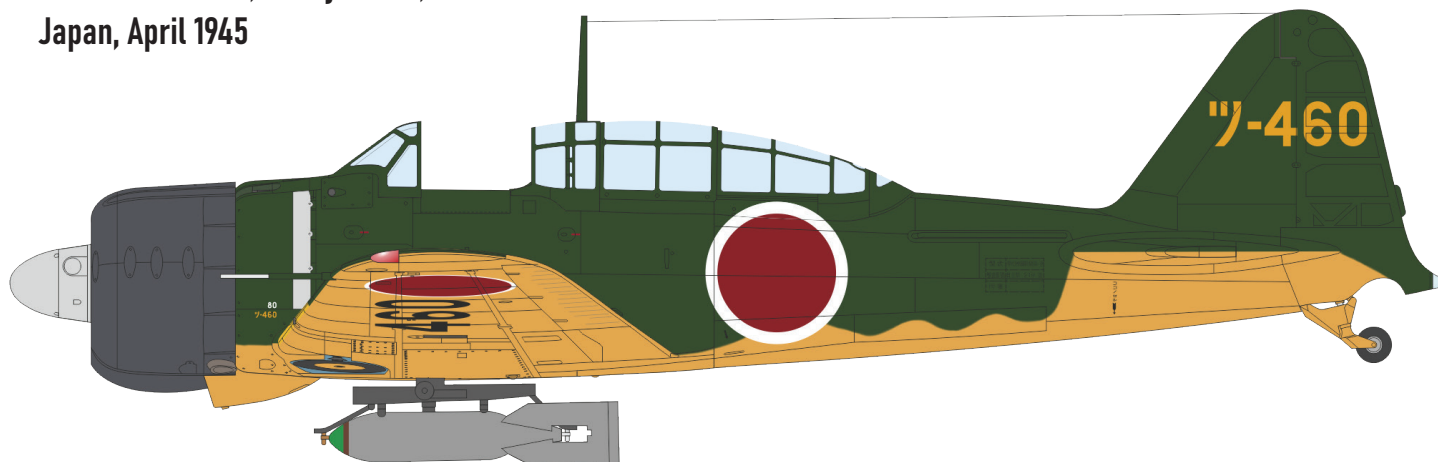


Kasumigaura Kōkūtai was the third oldest aviation unit of the Imperial Japanese Navy. It was established in November 1922, and among its first aircraft types were the Avro 504 and Sparrowhawk. This unit played a key role in training cadres of the Japanese naval air force. Among the instructors who served in this unit were Akio Matsuba (18 victories) and Kunioshi Tanaka (17 victories). One of the

pilots who underwent training at Kasumigaura Kōkūtai was Wataru Nakamichi, who achieved 15 victories and was one of the escort pilots for the missions with Yokosuka MXY-7 Ōka aircraft within the Kōkūtai 721. Towards the end of the war, Kasumigaura Kōkūtai allocated twenty A6M2-K training aircraft for Kamikaze missions, but the order for deployment was never issued before the war ended. The Japanese army and

naval air force were conserving their reserves and replenishing aircraft of all categories for Kamikaze attacks against the anticipated Allied landing on the Japanese home islands. The Japanese planned to strike (though not necessarily sink) approximately 50% of enemy vessels due to the expected proximity of targets during the landing.

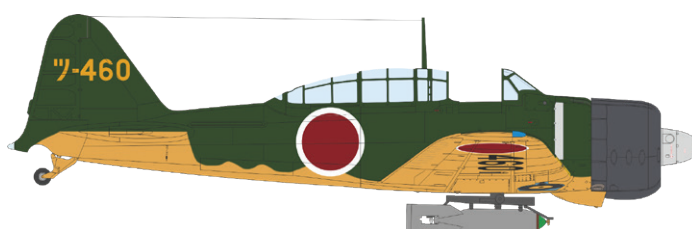
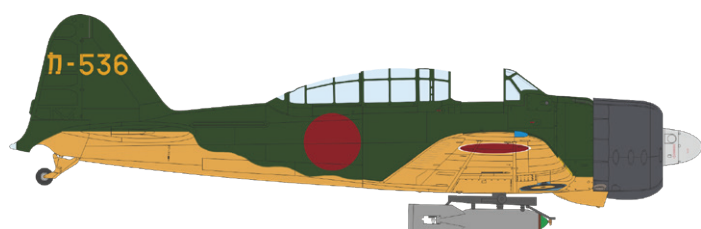
■ **A6M2-K, Lt. (jg) Tamotsu Kaneko, Kamikaze Tokubetsu Kōgekitai,
Dai 1 Tsukuba-tai, Kanoya Base,
Japan, April 1945**



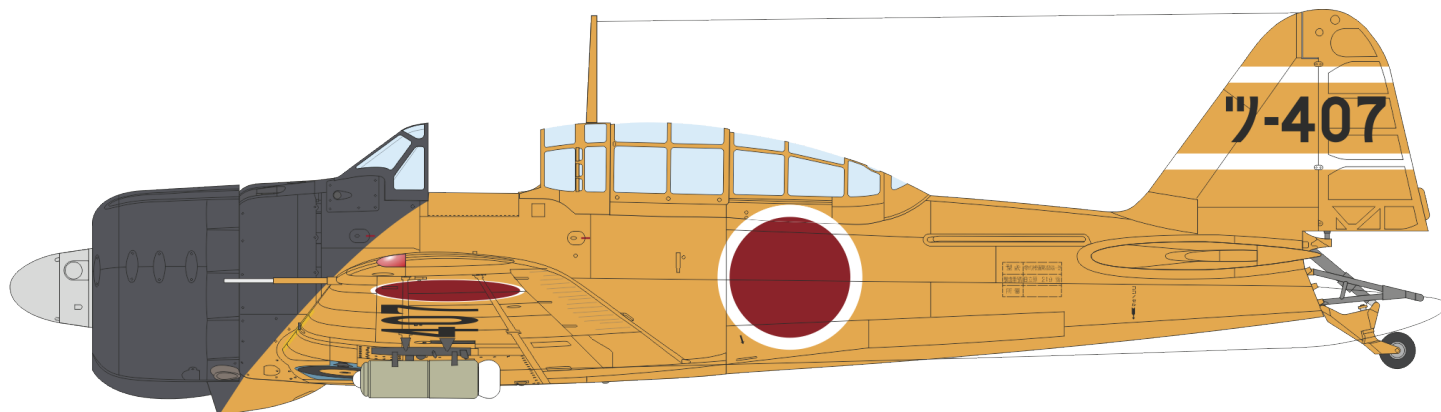
The Tsukuba Kōkūtai training unit was separated from Kasumigaura Kōkūtai in December 1938. Over time, the focus of training provided by the unit changed. In November 1944, Tsukuba Kōkūtai assigned experienced instructors to form a fighter squadron equipped with Zero and Shiden aircraft. This squadron engaged in combat with B-29 bombers and U.S. carrier-based aircraft as early as January and February 1945. At the end of March 1945, Tsukuba Kōkūtai

was ordered to form its own Kamikaze units, designated Tsukuba-tai No. 1 to No. 6. However, the last two Kamikaze units were staffed by Zero pilots from Kōkūtai 721. On April 6, 1945, during the first day of Operation Kikusui I, Lt. (jg) Tamotsu Kaneko was deployed with aircraft Tsu-460. Along with 16 other pilots from his unit, he attacked convoys near Okinawa. On April 6, a total of 391 naval aircraft and 133 army aircraft were dispatched from bases in

Taiwan and Japan to the Okinawa area. Among them, the Navy assigned 215 and the Army 82 aircraft for Kamikaze attacks. However, a relatively large number of aircraft had to return due to malfunctions or other issues. During the Kamikaze attacks, 20 American vessels were hit. The destroyers USS Bush, Colhoun, and Emmons were sunk, and the British aircraft carrier HMS Illustrious was also damaged.



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

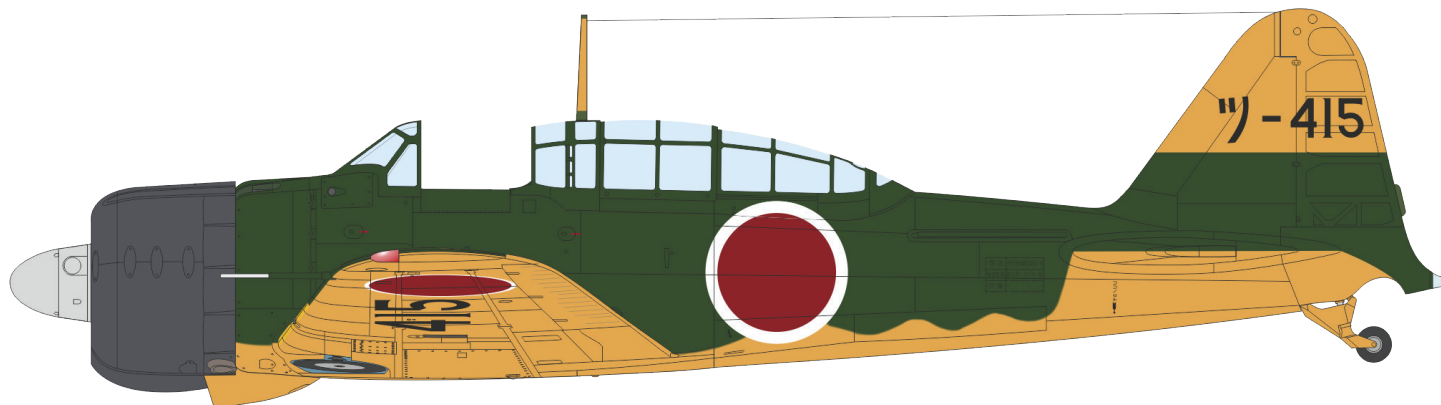


The design of the two-seat training aircraft, which was based on the A6M2 Type 21 carrier-based fighter, was developed by 21st Naval Air Arsenal at the Ōmura base. The development started in 1942, with the prototype completed in November of that year. The aircraft was designated A6M2-K Type 11. To reduce weight, the cannons were removed from the wings. Some sources state that only the starboard machine gun was retained, while others mention armament consisting of two machine

guns. The front cockpit for the student pilot was not equipped with canopy and had folding doors on the sides. Two fins were added to the rear fuselage to improve stability. Production of the A6M2-K at the 21st Naval Air Arsenal began in January 1943 using components from Mitsubishi and, primarily, Nakajima. A total of 218 units were produced there by July 1945. The A6M2-K was also manufactured by Hitachi, which delivered 279 units between May 1944 and July 1945. According to a painting regulation

issued in September 1942, training aircraft were painted yellow-orange on all surfaces. Due to this, the national insignia on the underside was given a white border. The use of numbers on the undersides of A6M2-K aircraft in the Tsukuba Kōkūtai is not photographically confirmed due to the angle on which the available images were taken. However, three-digit numbers on the wings on A6M2s of this unit are confirmed by photographic evidence. Therefore, their use on the A6M2-K is also possible.

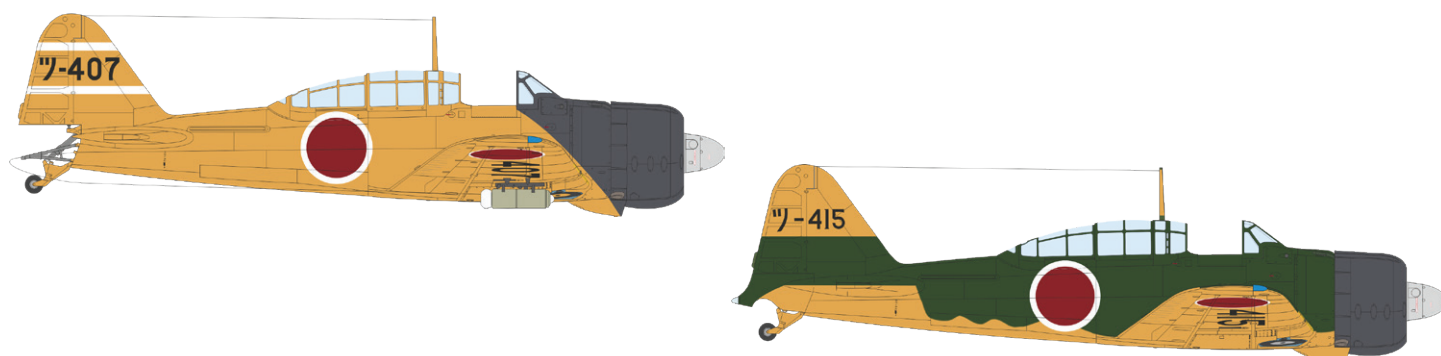
■ A6M2-K, Tsukuba Kōkūtai, Tsukuba Base, Japan, 1944



In July 1943, a regulation was issued that, among other things, mandated that training aircraft deployed in combat operations or based in areas where the enemy was active should be painted like combat aircraft. In practice, this led to the repainting of already-produced A6M2-K trainers. One such aircraft was Tsu-415, which is known from a photograph showing it with

a yellow-orange coating on all surfaces. However, in a later photograph, it appears camouflaged with dark green paint on the upper surfaces, while the original paint and markings on the tail remained unchanged. A6M2-K aircraft were also used for target towing during training. In February 1945, Tsukuba Kōkūtai was ordered to form Kamikaze units. The training

program for these pilots included the following requirements: at least eight pattern flights, a minimum of seven formation flights, at least ten instrument flights, a minimum of ten special attack training flights, at least six flights in darkness, five flights to a designated target, and a minimum of five navigation flights.

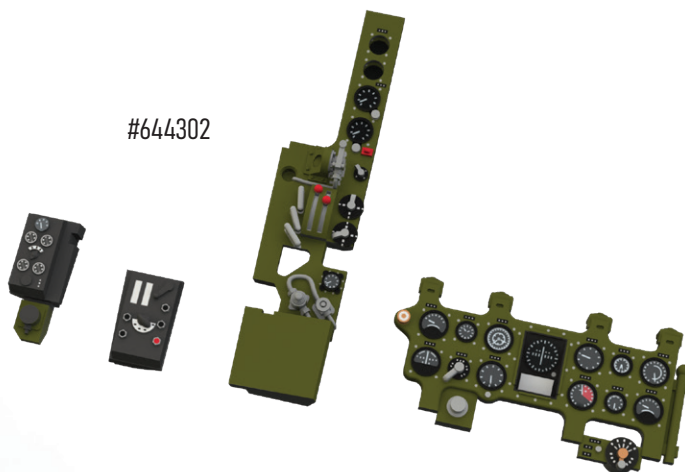


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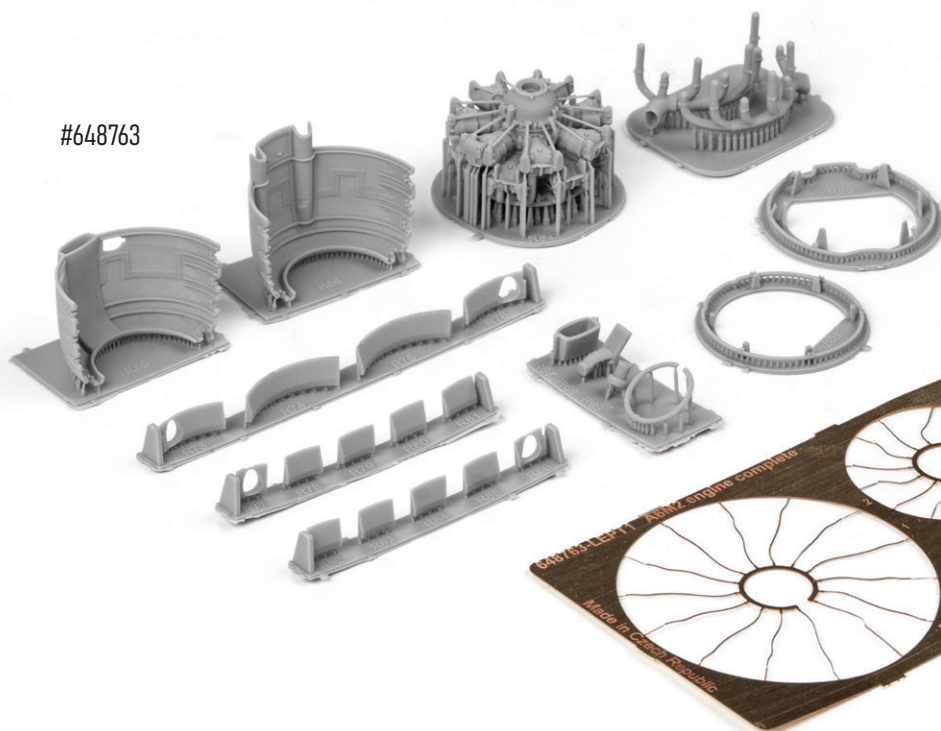
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6481094	A6M5 seat PRINT (Brassin)
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3DL48220	A6M5 Zero SPACE (3D Decal Set)
EX1112	A6M2-K TFace (Mask)
EX1113	A6M5 Zero TFace (Mask)

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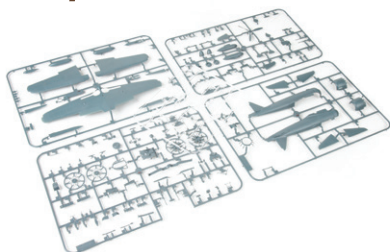


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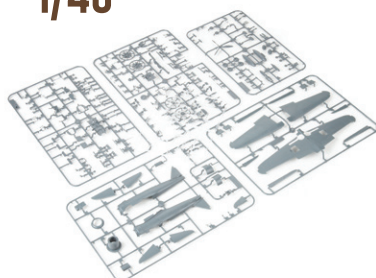
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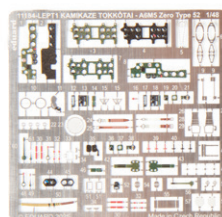
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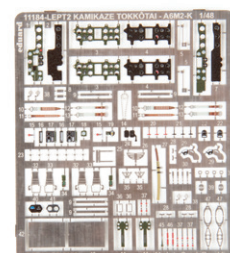
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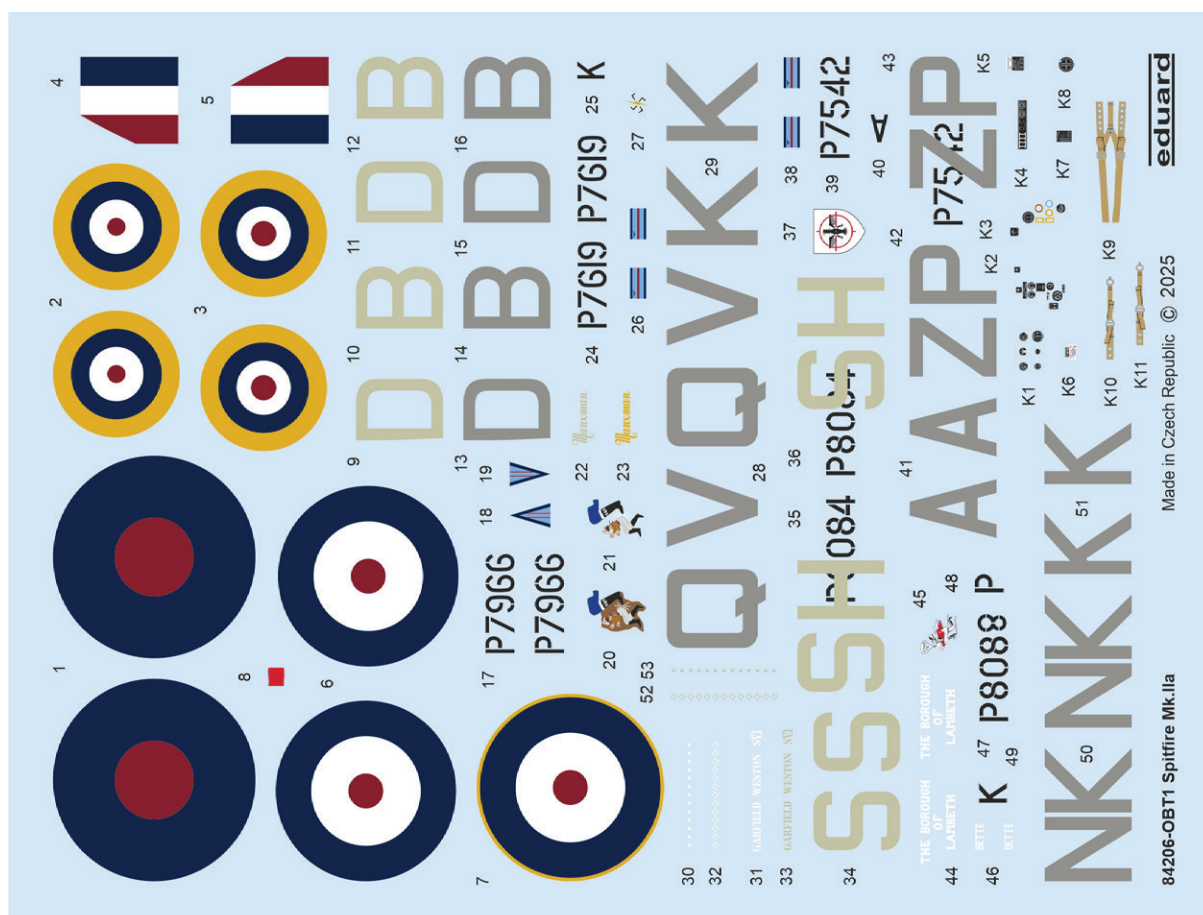
Dunstable Business Centre, Office Suite No.2, Blackburn Road, Houghton Regis, Bedfordshire LU5 5BQ
Tel: +44 (0)1582 668411, Email: kim@guidelinepublications.co.uk

1/48

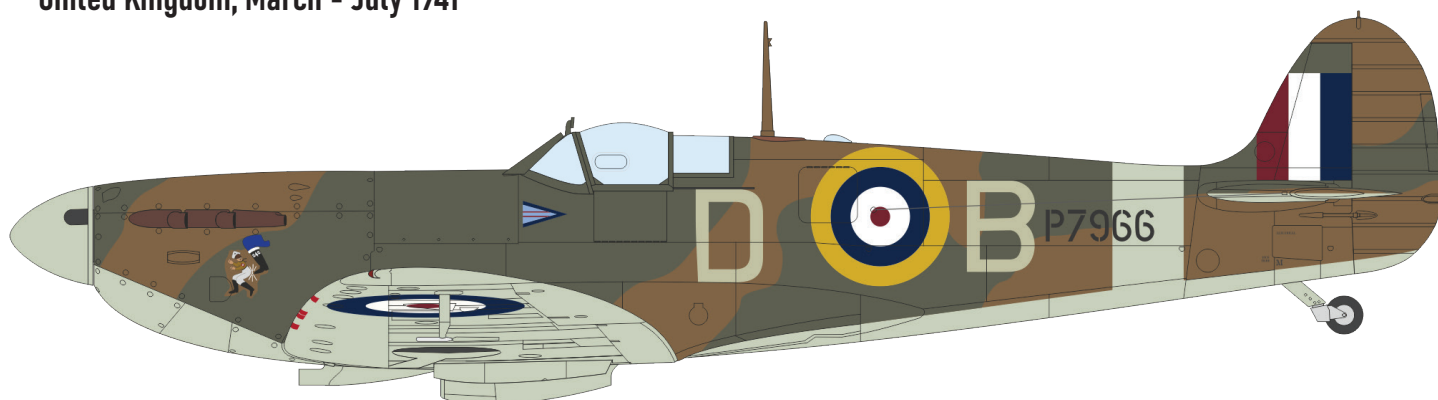
The Weekend edition kit of British fighter Spitfire Mk.IIa in 1/48 scale.

- plastic parts: Eduard
- marking options: 5
- decals: Eduard
- PE parts: no
- painting mask: no
- resin parts: no

Product page



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

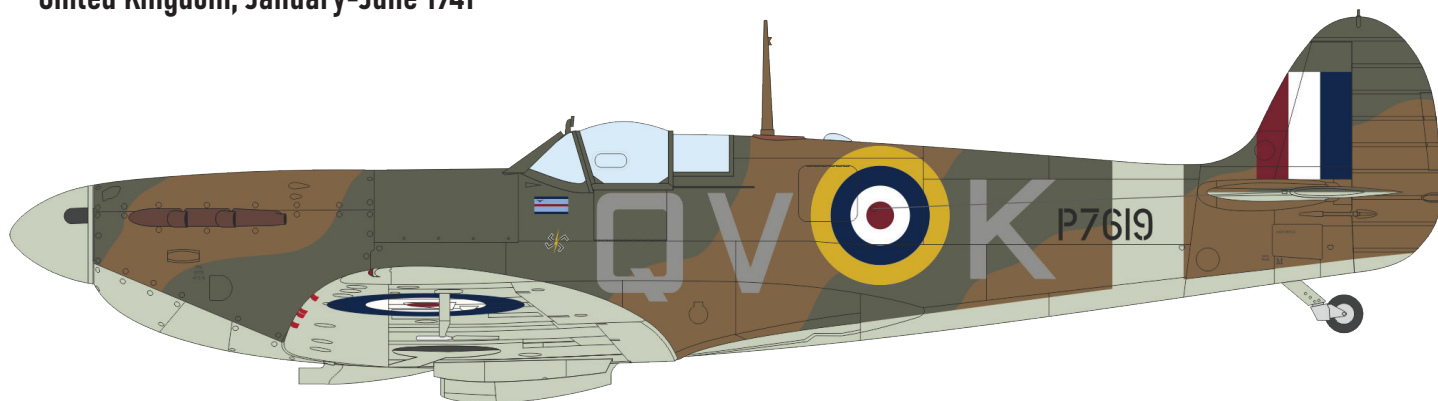


The Spitfire Mk.IIa serial number P7966 with the Manxman donation inscription was the first Spitfire to bear Bader's initials as a fuselage code. Bader took advantage of his privilege when he was appointed commander of the Tangmere Wing in March 1941 using the initials D-B on the fuselage, plus the Wing Commander's pennant under the windshield. His personal call sign was Dogsbody. After No. 145 Squadron commanded by Bader's friend, S/Ldr Stan Turner, joined the Tangmere Wing in May 1941, a cartoon of Hitler kicked by a boot was

painted on the left side of the engine cowling on both commanders' personal Spitfires as a reminder of the emblem used by the Hurricanes of No. 242 Squadron, in which Bader and Turner had flown during the Battle of Britain. Bader's Spitfire had metal ailerons and carried the A camouflage pattern, but with a non-standard layout of camouflage fields behind the fuselage cockpit. The rudder and both elevator surfaces used in the assembly of the aircraft were most likely from another Spitfire which carried the B camouflage pattern. Bader shot down

10 aircraft with P7966, probably shot down four others and damaged seven. On September 9, 1941, during a dogfight with German fighters over Saint Omer, he was accidentally shot down by his wingman. He lost one of his prostheses in the emergency abandonment of his Spitfire Mk.Va W3819, was captured and spent the rest of the war at Colditz Castle, where he was liberated in April 1945. In all, Douglas Bader achieved 24 kills during his career, four of which were shared, seven probable and 11 enemy aircraft damaged.

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



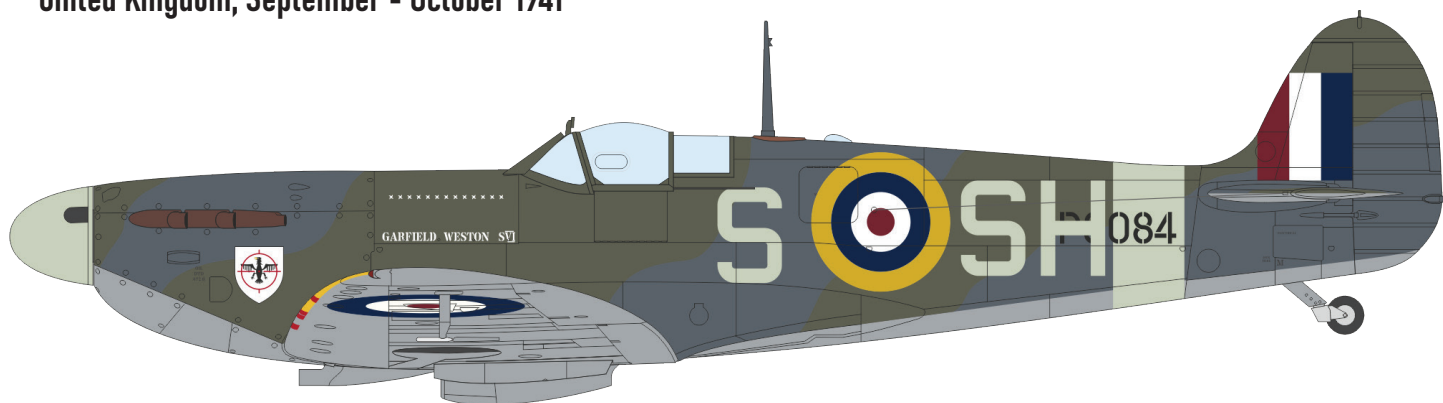
Brian John Edward Lane DFC was a fighter ace and respected commander of No. 19 Squadron. He was born on June 18, 1917, and joined the RAF in 1936. After completing his training, he was posted to No. 66 Squadron in January 1937 and No. 213 Squadron in June. Shortly after the outbreak of war he became a Flying Officer with No. 19 Squadron. He was awarded the DFC for his successes over Dunkirk in late July and officially became Squadron Commander on September 5. The Spitfires that Brian Lane regularly flew had his personal emblem under

the cockpit - a swastika pierced by a yellow lightning bolt. Spitfire P7619, which S/Ldr Brian Lane flew throughout the first half of 1941, had the emblem of the swastika and lightning bolt depicted under the commander's pennant. For a time, his Spitfire carried a non-standard rear-view mirror system with additional mirrors on either side of the windscreen frame, but as the effectiveness of such a set-up was doubtful, it was soon removed. In June 1941 Lane was assigned to No. 12 Group Headquarters and in November was sent on a tour of duty in the

Middle East. In June 1942 he returned to the UK and took command of No. 61 OTU. On December 9, 1942, he took command of No. 167 Squadron. Four days after his arrival he led three more Spitfires over the Dutch coast and was last seen in pursuit of two Fw 190s. He was most likely shot down over the North Sea. During his wartime career he scored seven confirmed kills, two unconfirmed, one probable and damaged one enemy aircraft.



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

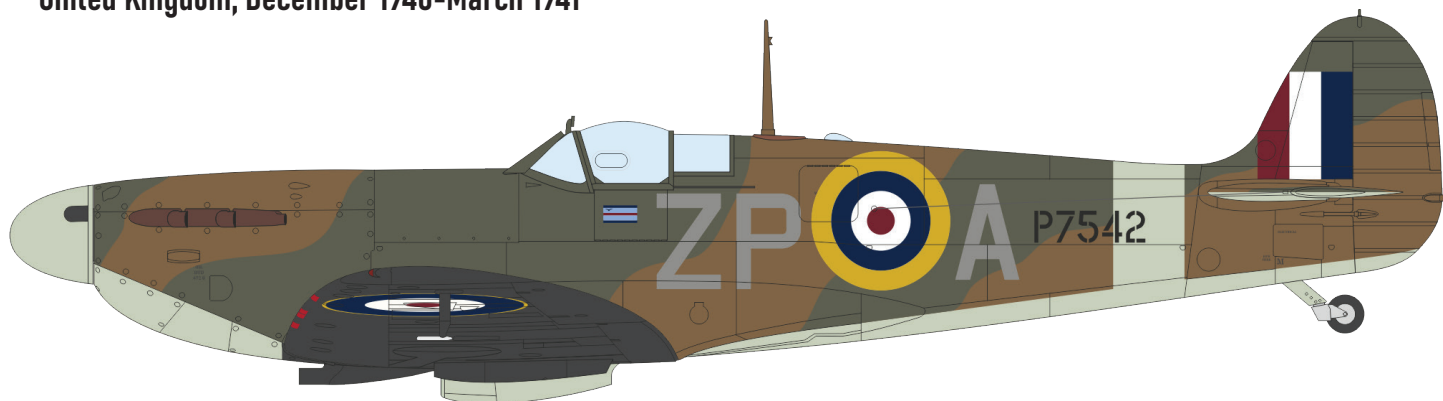


This Spitfire Mk.IIa from No. 64 Squadron carried the then new Day Fighter Scheme camouflage, introduced by Air Ministry order of August 19, 1941. After this date, RAF Fighter Command's day fighters were painted Dark Green and Ocean Grey (Mixed Grey) on the upper surfaces and Medium Sea Grey on the lower surfaces. The code letters were in Sky, and the fuselage belt and propeller cone were also the same color.

The aircraft sported the donation inscription GARFIELD WESTON SVI on both sides of the tank cover. The thirteen kill symbols belonged to F/Lt James O'Meara, who began his combat career in the ranks of No. 64 Squadron over Dunkirk in May 1940, then served with other units from late August 1940 before rejoining No. 64 Squadron in April 1941. In October he was released from combat operations and

transferred to No. 1491 Squadron, which was towing targets in Tain. He later commanded a Wing of high altitude fighter Spitfires of the Mk.VII version. His total wartime score was 11 confirmed kills plus two in cooperation, one unconfirmed and four probable kills. To this he added 11 damaged aircraft alone and one in co-operation.

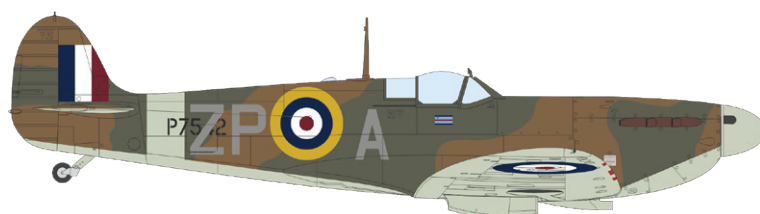
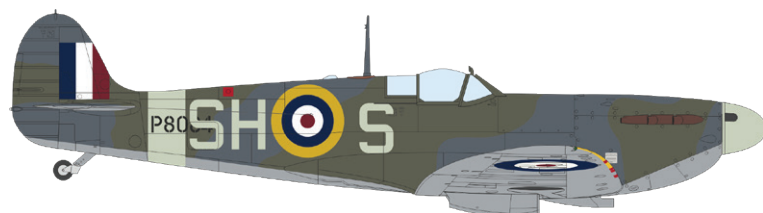
■ P7542, S/Ldr Adolph G. Malan, CO of No. 74 Squadron, RAF Biggin Hill,
United Kingdom, December 1940-March 1941



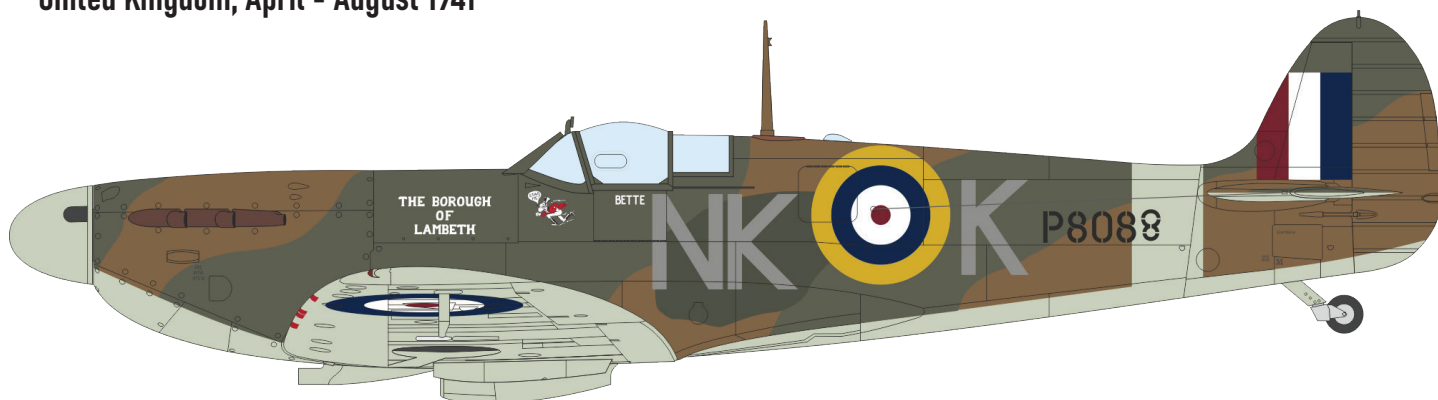
No. 74 Squadron was among the first Fighter Command units rearmed in September 1940 with the new Mk.II Spitfires. Under the command of Adolph "Sailor" Malan, it became one of the most successful RAF squadrons ever in the Battle of Britain. Malan himself was an elite fighter ace and, with eight kills, one of the

most successful pilots flying the Mk.II version. His second Mk.IIa Spitfire was s/n P7542, which bore the standard Temperate Land Scheme livery with the lower surfaces in Sky, except for the left wing which was black underneath. It was a quick identification item used by the RAF from December 1940 to March 1941. At the

end of March 1941, Malan took command of the newly established Biggin Hill Wing and took over the new Spitfire Mk.Vb. During the war he scored 34 kills, seven of which were shared, three probable, plus 16 enemy aircraft damaged.



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



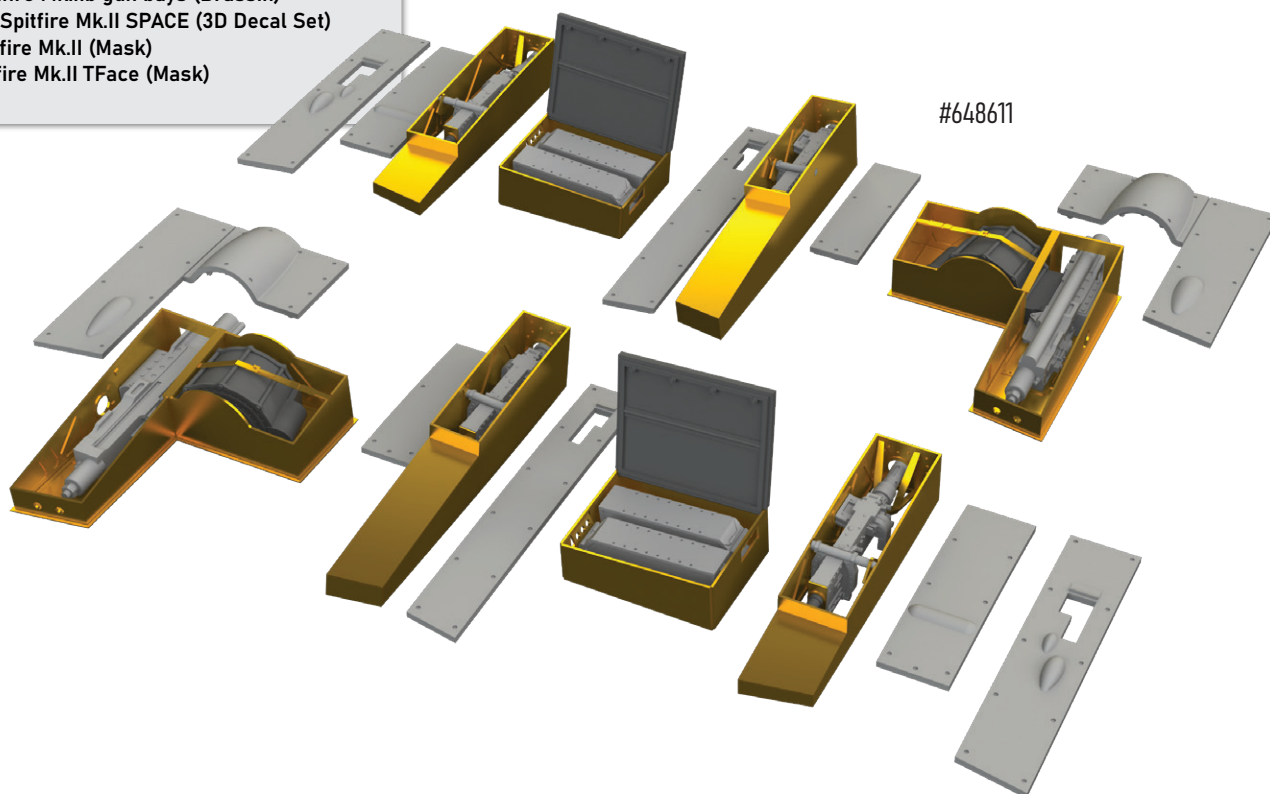
This Spitfire was donated in January 1941 by the Borough of Lambeth Spitfire Fund and saw operational service with Nos. 66, 118, 152 and 19 Squadron where it was damaged during a night landing. After repairs it served with No. 61 OTU. The fate of P8088 was fulfilled on September 16, 1944, when it crashed with its pilot, F/Sgt John Barry, during a training flight. In 1944/45 and 1978, parts of P8088 were recovered by the Cosford salvage team and stored. The depicted image of Spitfire P8088 shows its four-month service with No. 118 Squadron, where it received

the codename NK-K and became P/O Alec Lumsden's personal Spitfire. Lumsden had a drawing of a character painted on his new Spitfire under the front plate, which was Capt. Reilly-Ffoull from the wartime cartoon series Just Jake. The word BETTE, which was his girlfriend's nickname, was also painted on both sides of the cockpit overlay. Alex Lumsden was born in 1921 and educated at Malvern College. After the outbreak of the Second World War, he volunteered for the RAF Reserve as a pilot in training. His wartime career varied. During

12 months in 1941/42, he flew combat missions from bases in England, North Africa and Malta, and also took part in two Atlantic convoys as a Sea Hurricane pilot. He spent the rest of the war flying with maintenance and operational training units. After the war he held various positions, all of which were in one way or another connected with aviation. A distinguished aviation historian, he wrote countless articles and several books on a variety of subjects.

For Spitfire Mk.IIa 1/48 RECOMMENDED:

648611 Spitfire Mk.IIb gun bays (Brassin)
3DL48007 Spitfire Mk.II SPACE (3D Decal Set)
EX1110 Spitfire Mk.II (Mask)
EX1111 Spitfire Mk.II TFace (Mask)



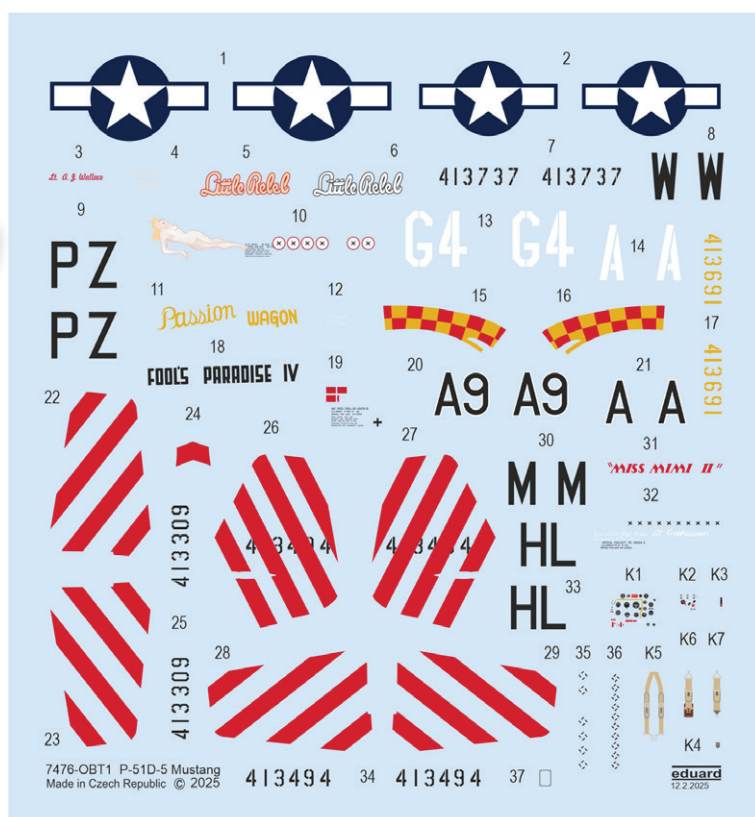
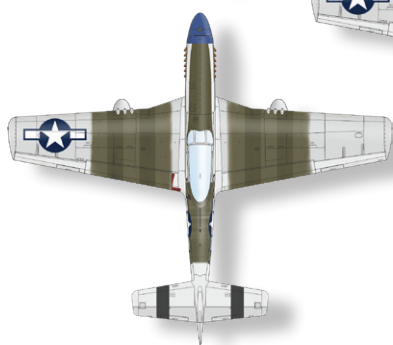
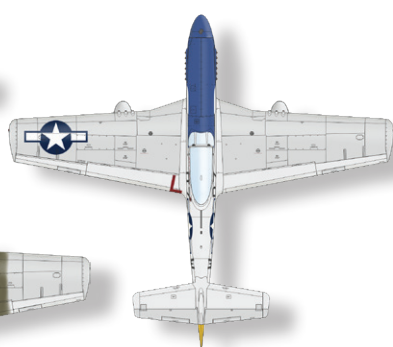
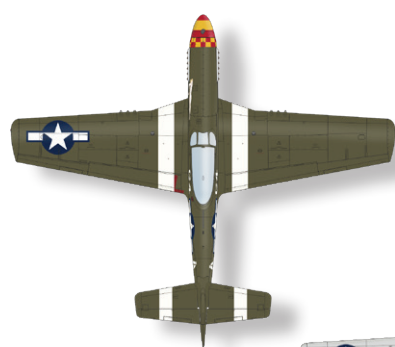
P-51D-5 Mustang

1/72

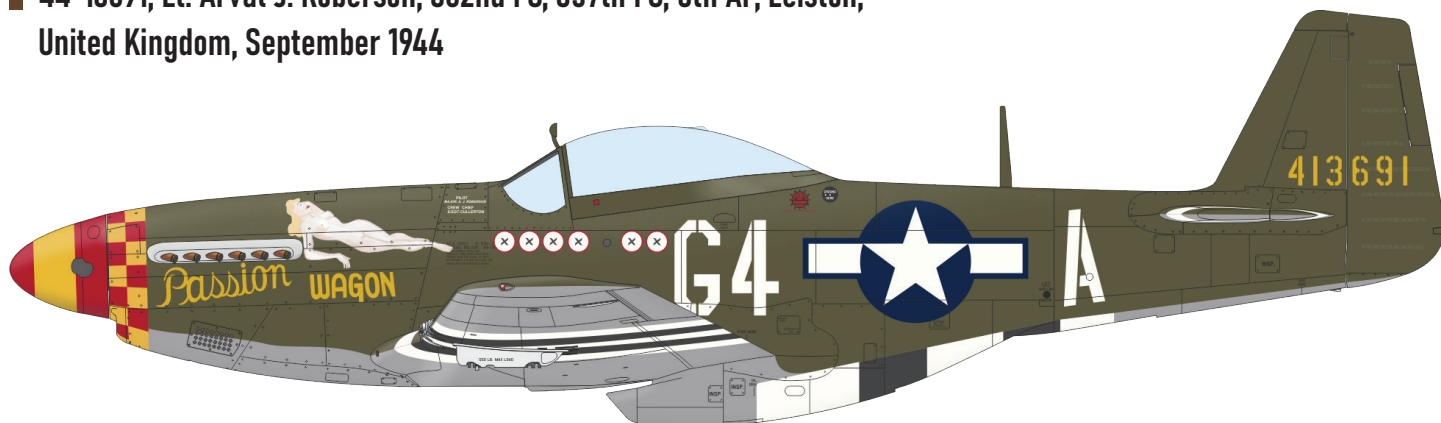
#7476

The Weekend edition kit of US WWII fighter aircraft P-51D-5 Mustang in 1/72 scale. The kit is focused on aircraft without the dorsal fin assembly.

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

[Product page](#)


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

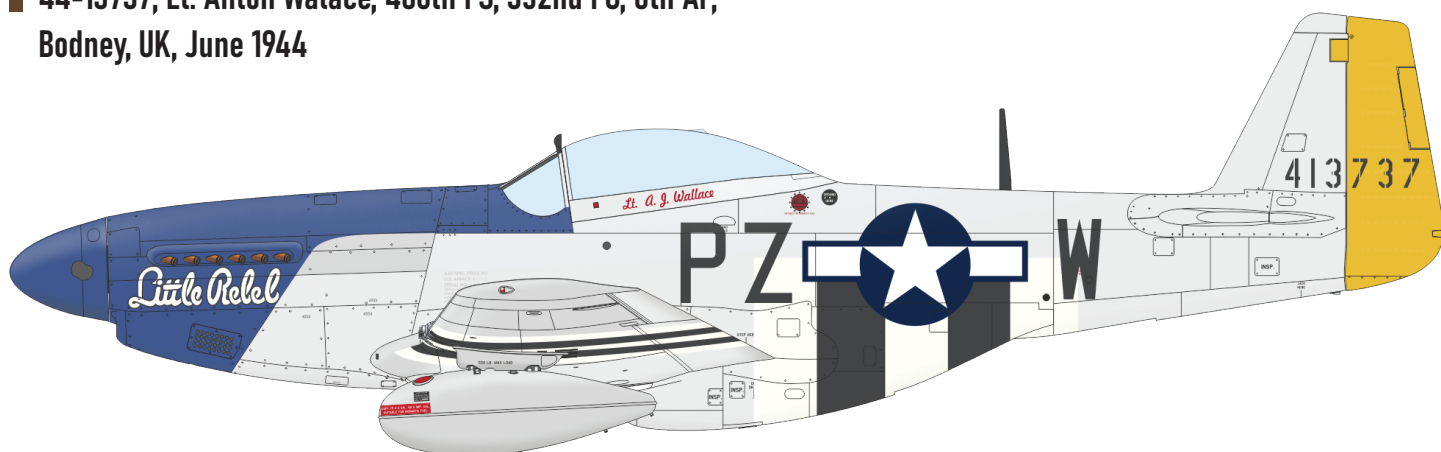


Arval James Roberson was born on November 14, 1923, at Crown Point, Lake County, Indiana, USA. He joined the Army Reserves on June 15, 1942, and on May 20 of the same year as a rated pilot he was commissioned Second Lieutenant. He transferred to 362nd FS, 357th FG, where he flew 76 missions during his operation tour.

He achieved six aerial victories confirmed plus one probable, the last two of them scored with the Mustang P-51D named Passion Wagon. Roberson later served in Korean War with 12th FBS, 18th FBG. He flew 100 combat missions there. During Vietnam War, he served as Liaison Officer to the VN JCS and he also flew 26 support

missions with C-47s. He was promoted to Colonel on August 26, 1966, served as the last commander of the Otis AB and retired from Air Force on March 1, 1973. Arval Roberson passed away on December 7, 2007, (aged 84).

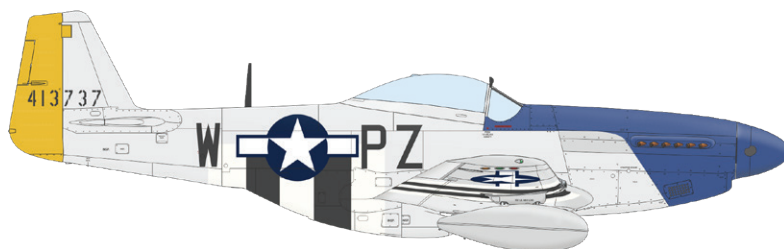
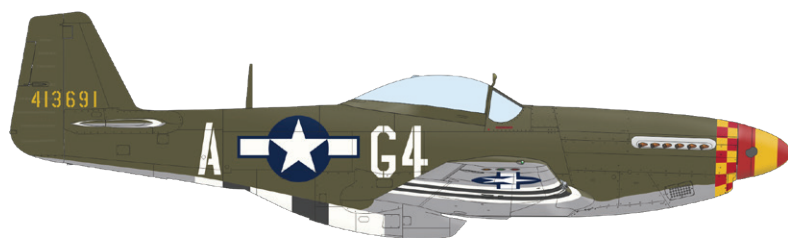
■ 44-13737, Lt. Anton Wallace, 486th FS, 352nd FG, 8th AF, Bodney, UK, June 1944



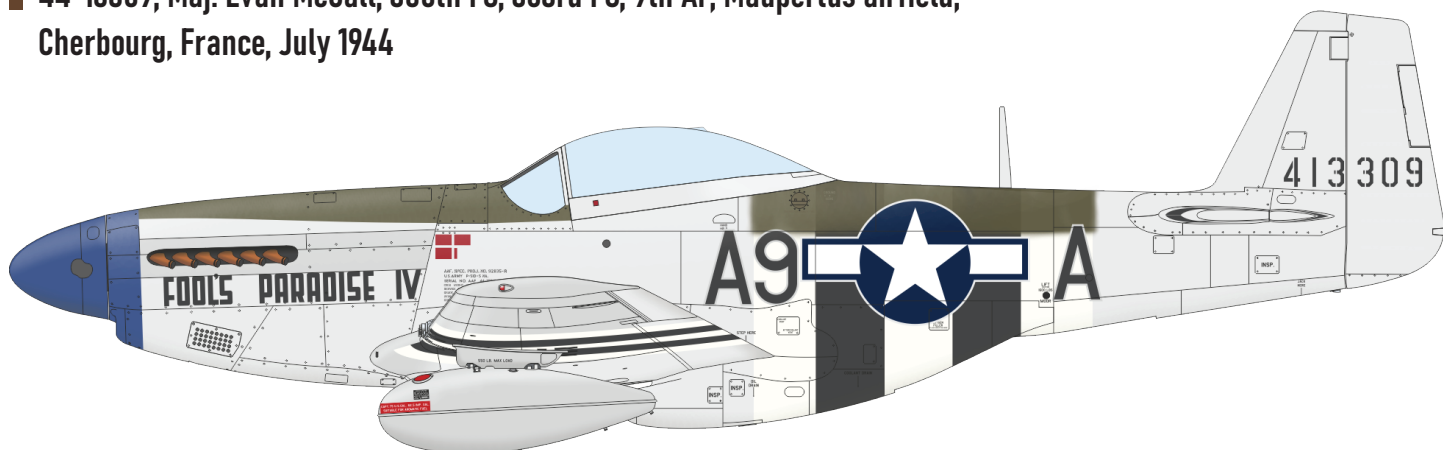
The Mustang serial number 44-13737 was one of the first P-51Ds to be assigned to the 352nd FG in July 1944. This aircraft was fitted with the black code letters PZ-W and assigned to Lt. Anton J. Wallace, a member of the 486th FS, who had the inscription "Little Rebel" painted on the left side of the engine cowling, name previously

carried by his P-47 and P-51B aircraft. The "Little Rebel" was initially flown in the original D-5 block state, i.e. without the additional dorsal fin of the vertical stabilizer. The additional installation of the fin occurred in the fall of 1944. In November 1944, after Wallace's second operational tour, Lt. Charles

"Buck" Pattillo, took over the "Little Rebel" and decided to keep the name on the aircraft. However, the lettering was repainted. The white and black design was replaced by creamy one with a red outline. It is not known whether the change occurred while the aircraft was still in use by Wallace or after Pattillo took over.



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

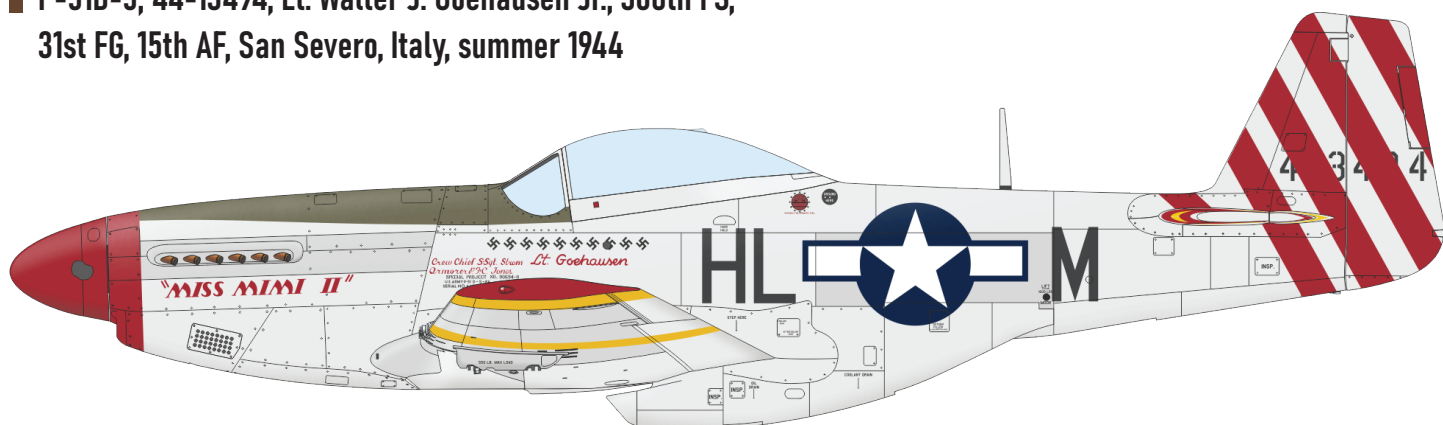


Maj. Evan McCall named all his aircraft Fool's Paradise. Those with numbers I and II were P-39 Airacobras he flew at Hamilton Field, California. During the war, in addition to his role as a fighter pilot, he was also deployed with Patton's 3rd Armoured Division as a forward air navigator during the fighting in France until shortly before

the Battle of the Bulge, when he returned to his unit and to flying. Although he did not become a fighter ace, he was one of the very experienced pilots and tested all American and most British single-seat fighter aircraft during his combat career. His Fool's Paradise IV already had the invasion stripes on the upper surfaces washed

off in July. Instead, all that was left was the base Olive Drab paint, which had been eroded in many places by the process of washing the black and white stripes. There were also visible residue of the stripes. The same was true for the ridge area of the fuselage behind the canopy.

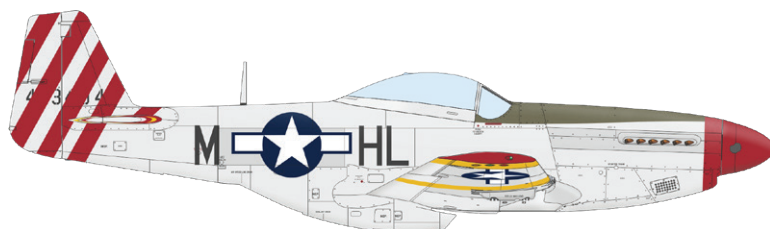
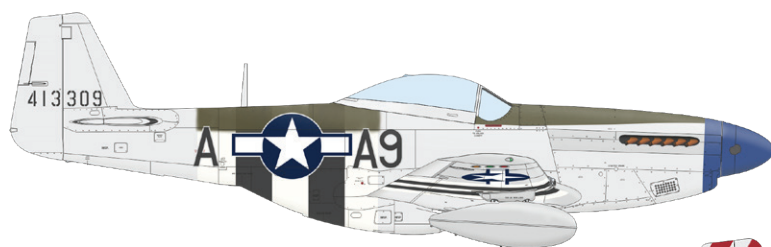
■ P-51D-5, 44-13494, Lt. Walter J. Goehausen Jr., 308th FS, 31st FG, 15th AF, San Severo, Italy, summer 1944



Walter John Goehausen was born on June 20, 1921, in St. Louis, Missouri. After his pilot training he was ordered to the 308th FS and while flying combat with it he scored ten kills of the enemy aircraft. After the previous deployment with VIII Fighter Command in Great Britain the 308th Fighter Squadron was sent to Africa within the 31st FG under the 12th AF command.

Here this unit took part in the support of the landings in Sicily, then at Salerno and at Anzio. In Great Britain its pilots flew Spitfires Mk.V but during the Africa fighting they converted to the modern Spitfires Mk.VIII and Mk.IX. In April 1944 the 308th FS (together with the other 31st FG squadrons) was re-equipped with Mustangs which they flew within the 15th AF escorting the

four-engined bombers over targets in occupied Europe and Germany as well. Besides the oblique red stripes, the markings of the 31st FG aircraft, his Mustang, nicknamed Miss Mimi II, also carried the yellow stripes on the wings and the tail surfaces introduced in March 1943 as the marking of the American fighters operating in the Mediterranean.



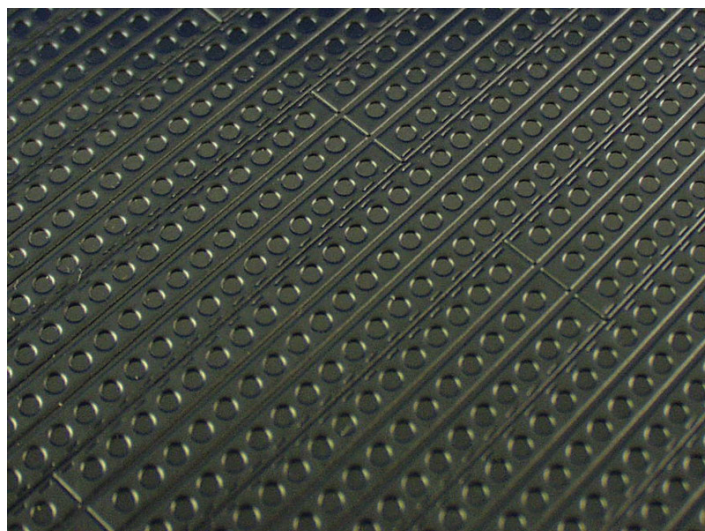
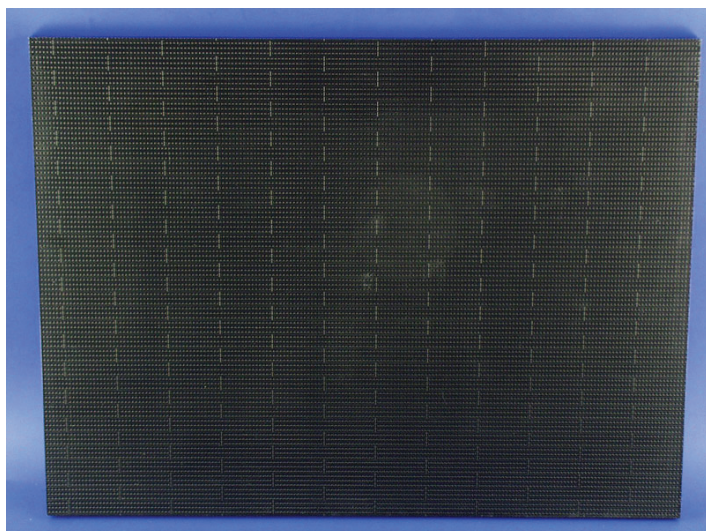
Allied Airfield with PSP cover

1/48

#8804

Size of display 300x400 mm.

- plastic parts: Eduard
- marking options: none
- decals: no
- PE parts: no
- painting mask: no
- resin parts: no

[Product page](#)

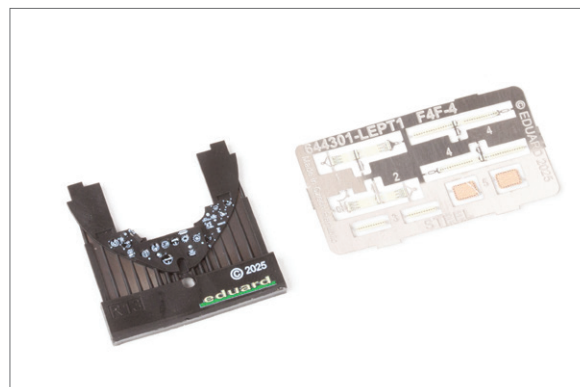
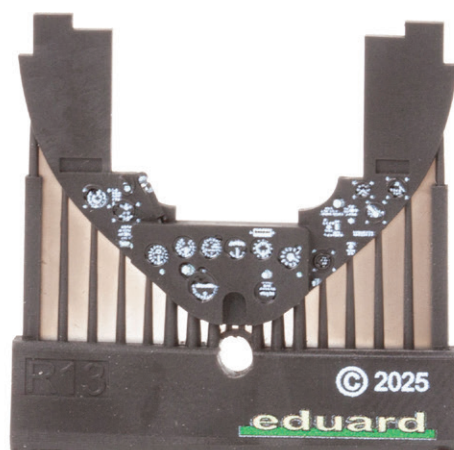
644301

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

[Product page](#)


LööK

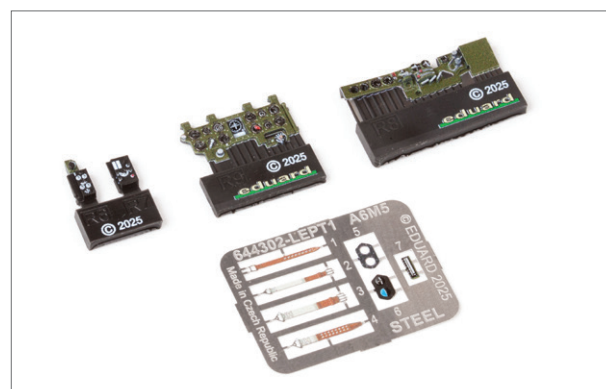
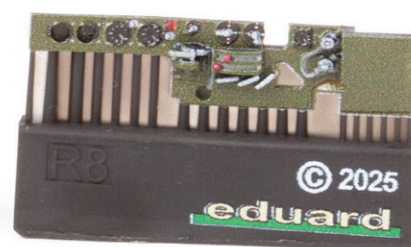
644302

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

[Product page](#)


LööK

674030

F4U-1A LööK

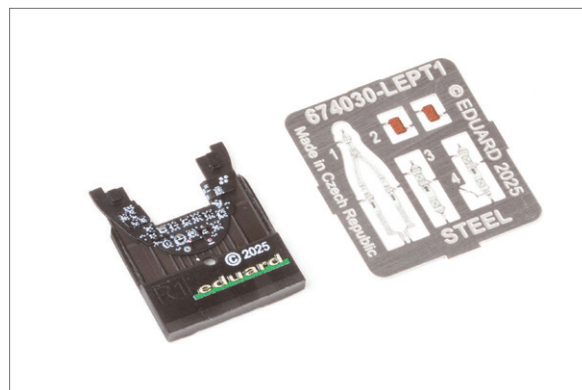
1/72 Tamiya

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

[Product page](#)



LööK

674031

Mosquito NF Mk.II LööK

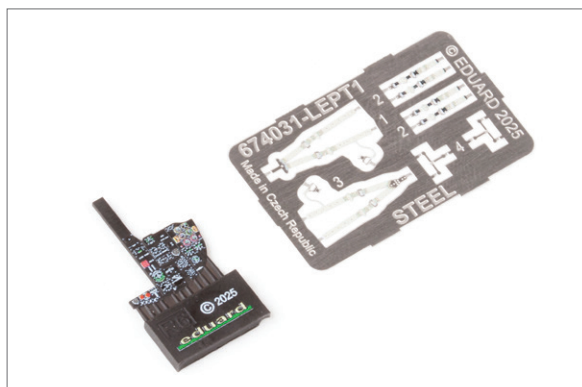
1/72 Tamiya

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

[Product page](#)



LööK

644300

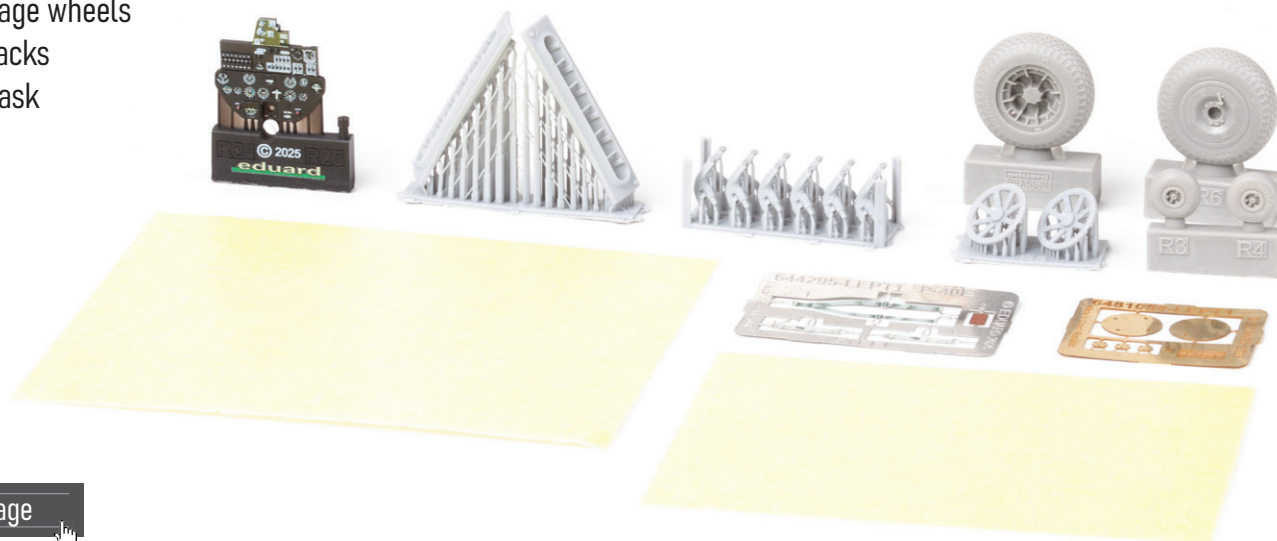
P-40E w/ fishtail exhaust stacks LööKplus

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



[Product page](#)

674028

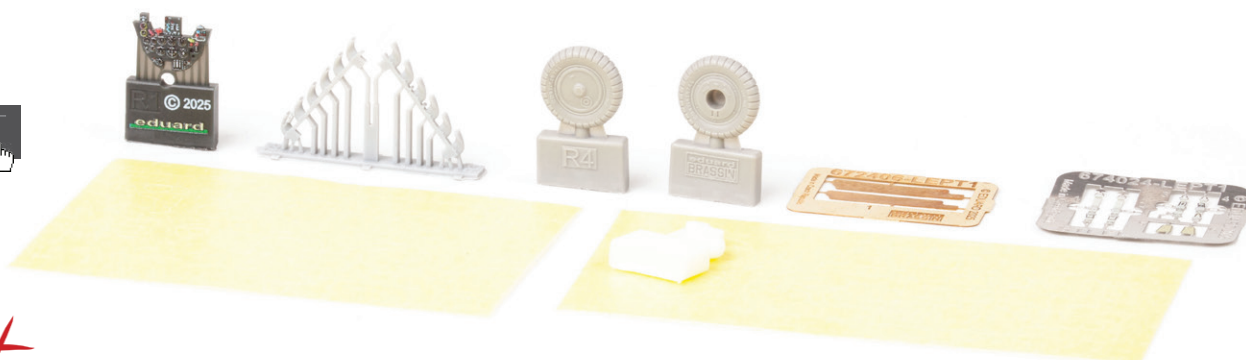
Bf 109G-6 LööKplus

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


[Product page](#)



624007

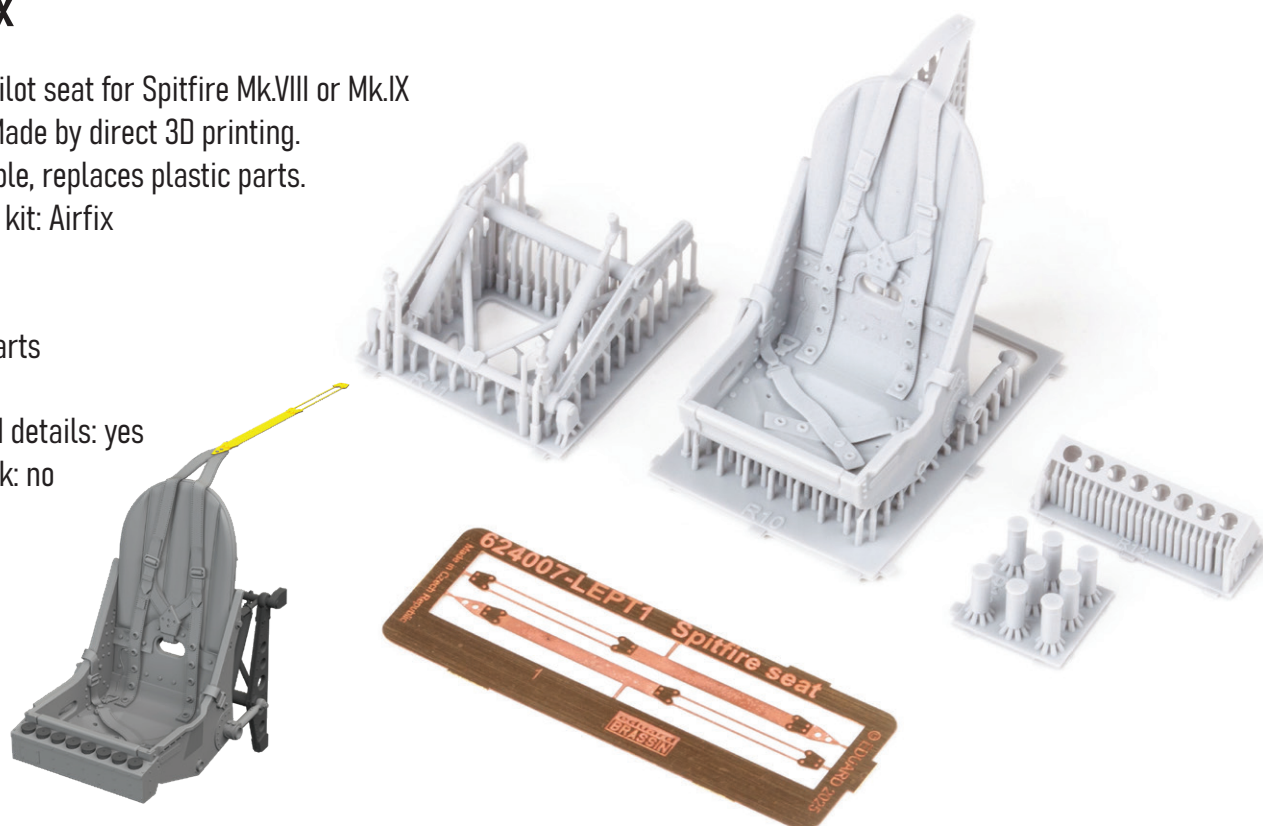
Spitfire Mk.VIII/Mk.IX seat PRINT

[Product page](#)
1/24 Airfix

Brassin set - pilot seat for Spitfire Mk.VIII or Mk.IX in 1/24 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

- 3D print: 11 parts
- decals: no
- photo-etched details: yes
- painting mask: no


6481075

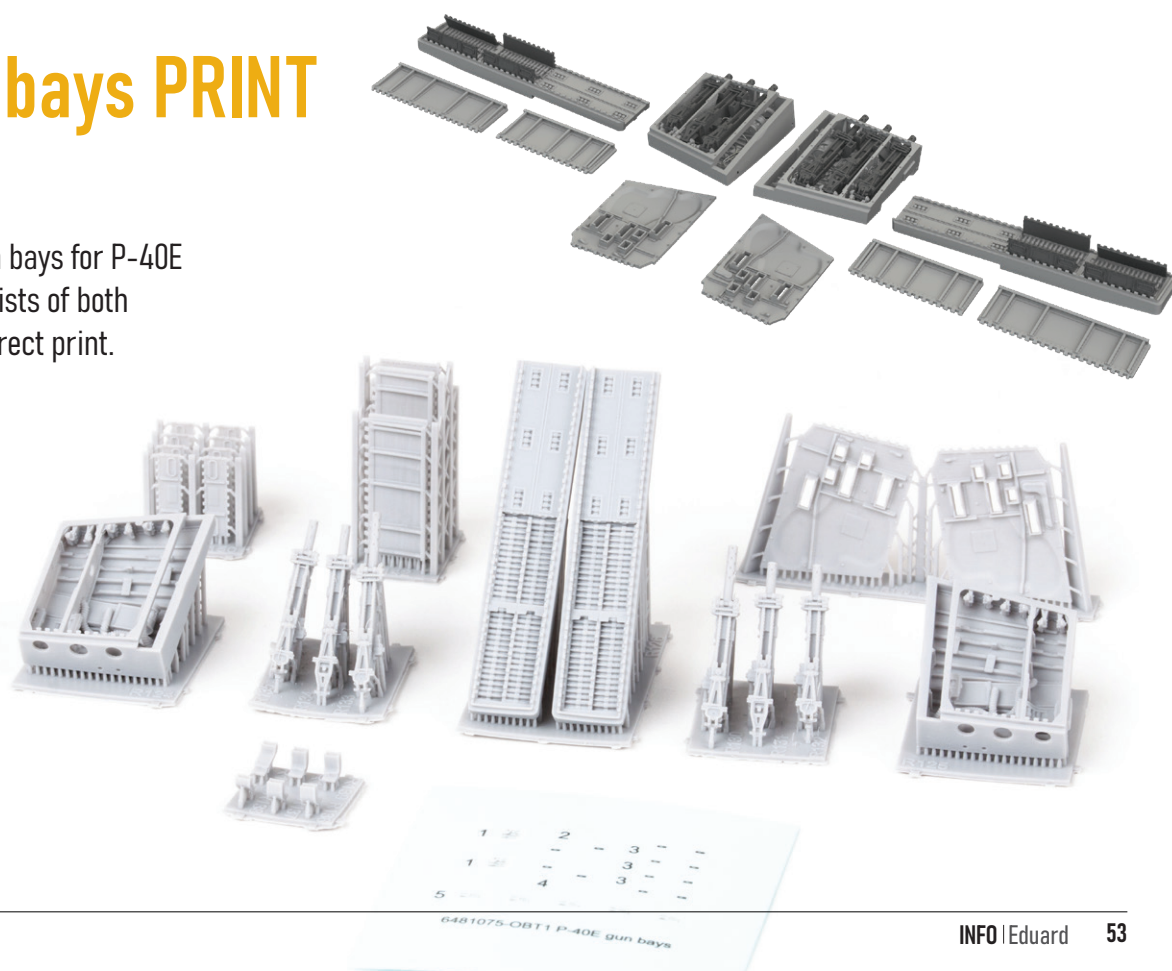
P-40E gun bays PRINT

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

[Product page](#)


6481079

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

[Product page](#)


6481083

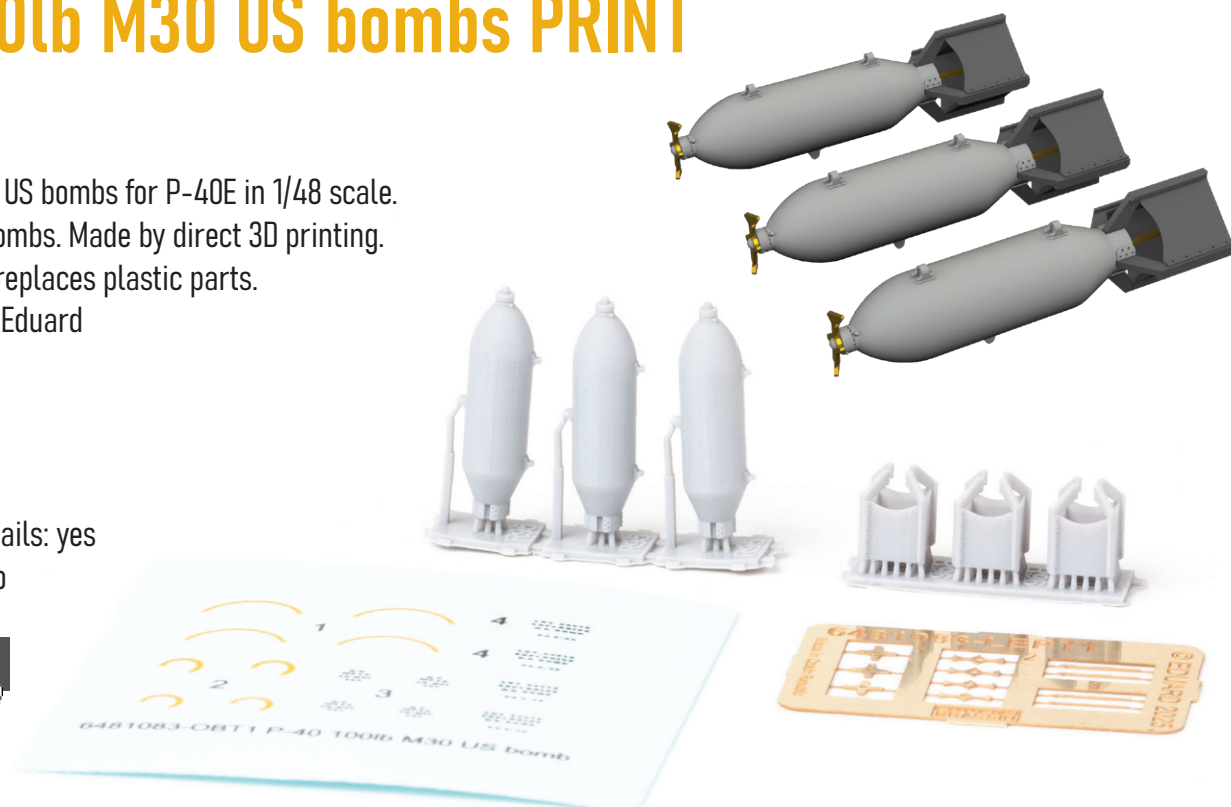
P-40 100lb M30 US bombs PRINT

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

[Product page](#)


6481085

P-40 52gal drop tank PRINT

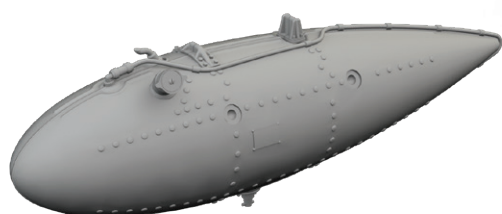
1/48 Eduard

[Product page](#)

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

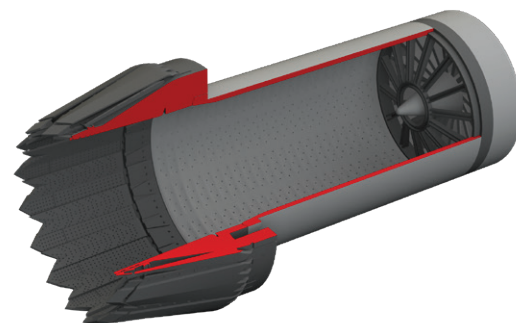
F-35C exhaust nozzle PRINT

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



[Product page](#)

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

[Product page](#)


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

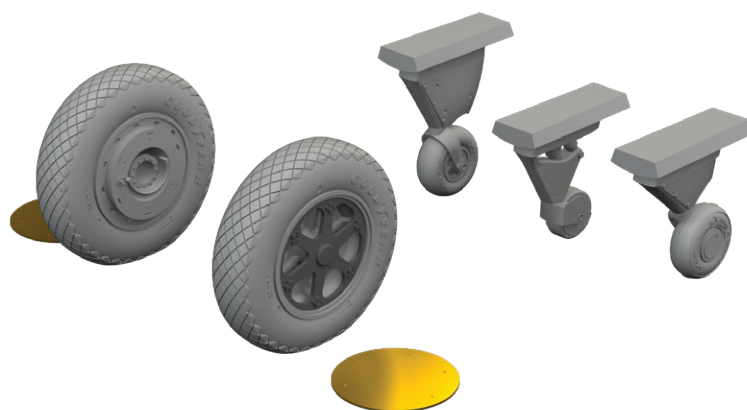
[Product page](#)


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

[Product page](#)



6481092

F4F-4 gun barrels PRINT

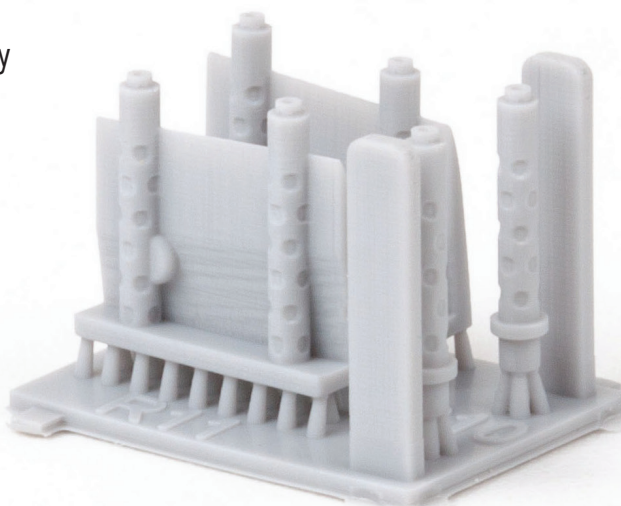
1/48 Academy

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

[Product page](#)



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: no

[Product page](#)


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

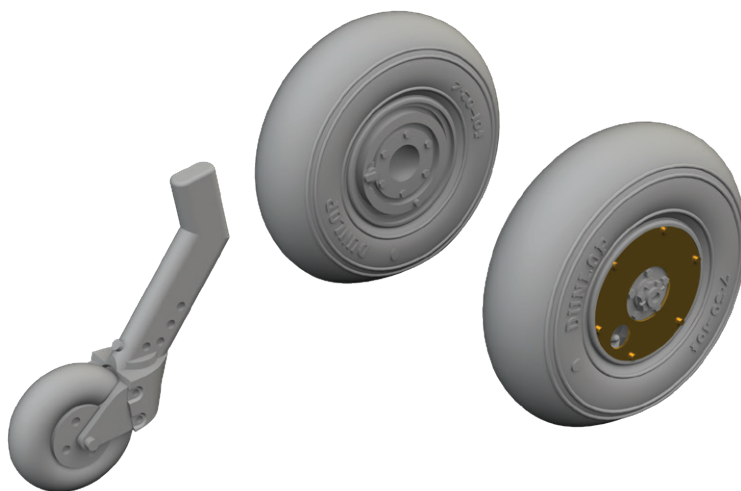
[Product page](#)


672407

Spitfire Mk.V wheels

1/72 Tamiya

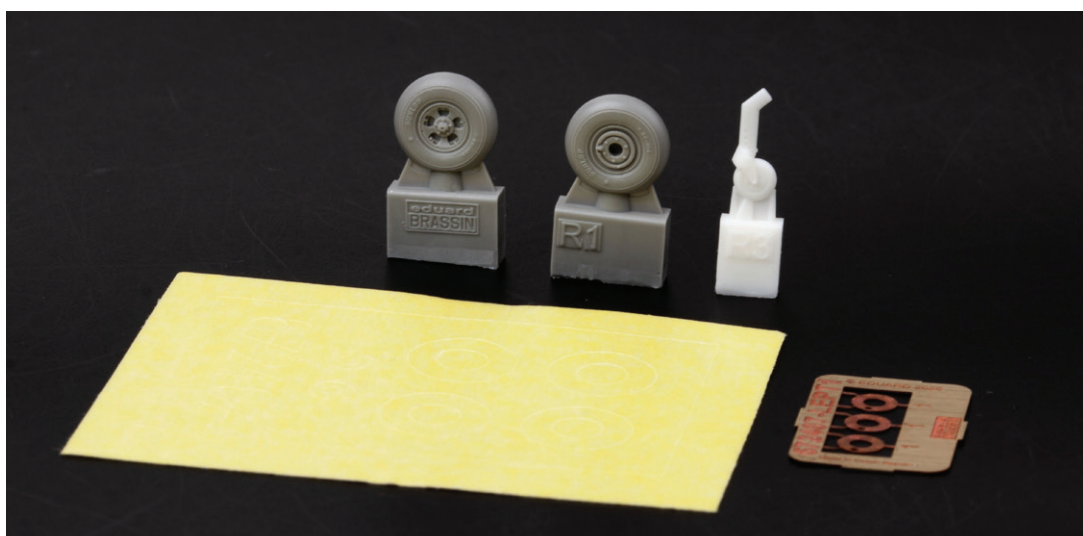
Brassin set - the undercarriage wheels for Spitfire Mk.V in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya



Set contains:

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

[Product page](#)



672408

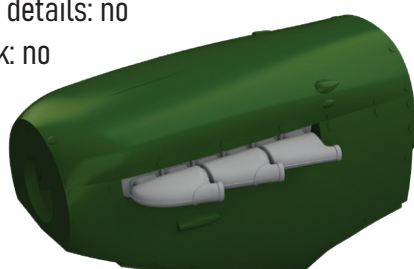
Spitfire Mk.V three-stacks exhaust rounded PRINT

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



[Product page](#)

672409

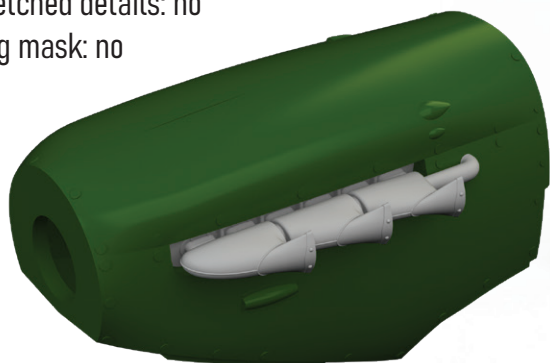
Spitfire Mk.V three-stacks exhaust fishtail PRINT

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


[Product page](#)

672410

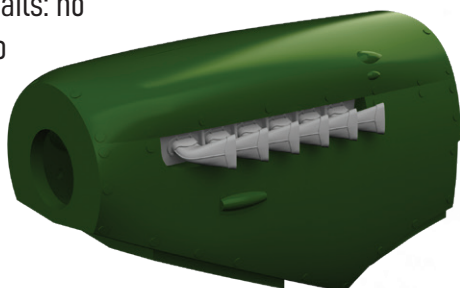
Spitfire Mk.V six-stacks exhaust fishtail PRINT

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


[Product page](#)

SIN67230

Bf 109G-10 WNF

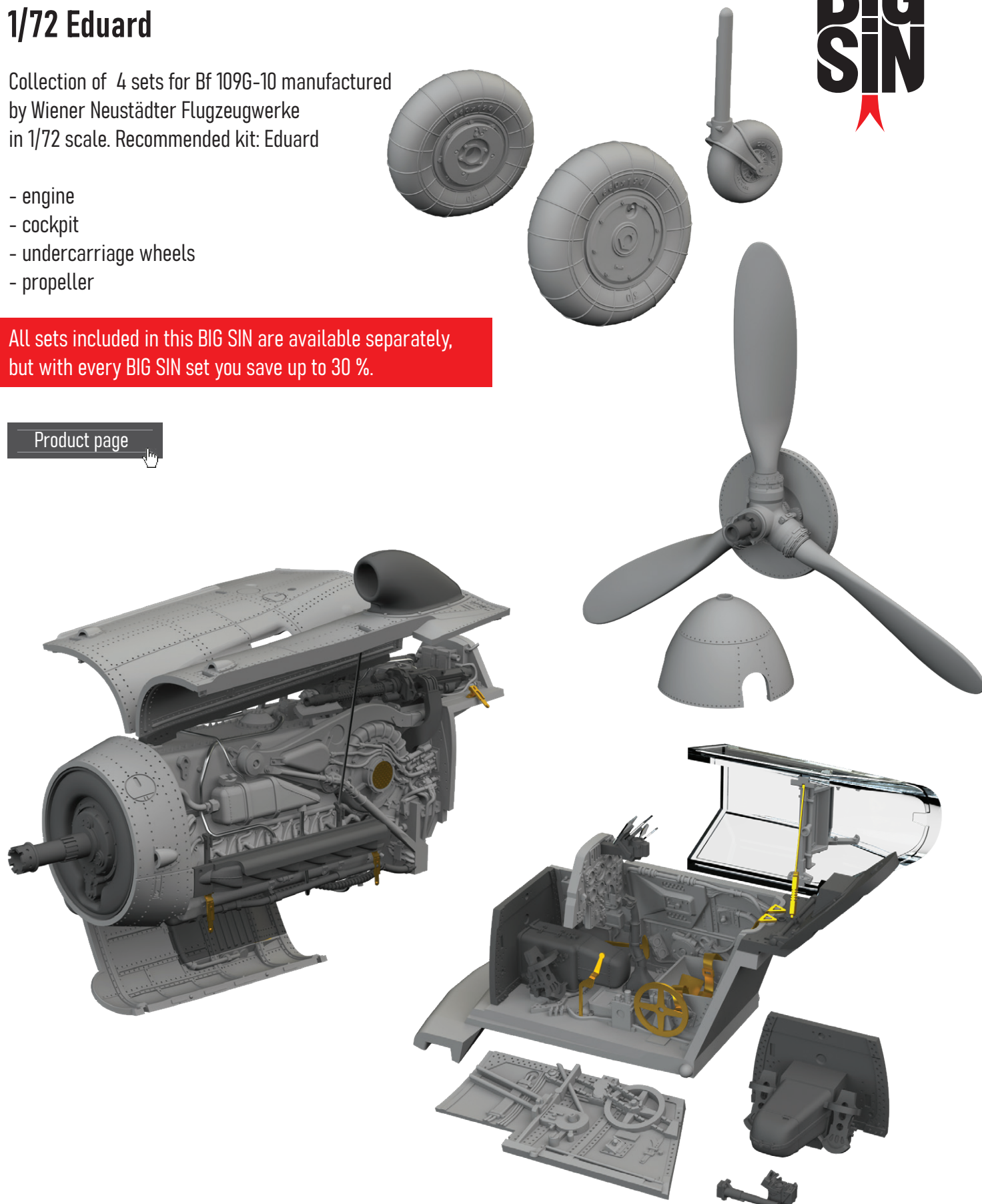
1/72 Eduard

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 %.

Product page



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 %.

[Product page](#)

SIN67232

Bf 109G-10 Erla

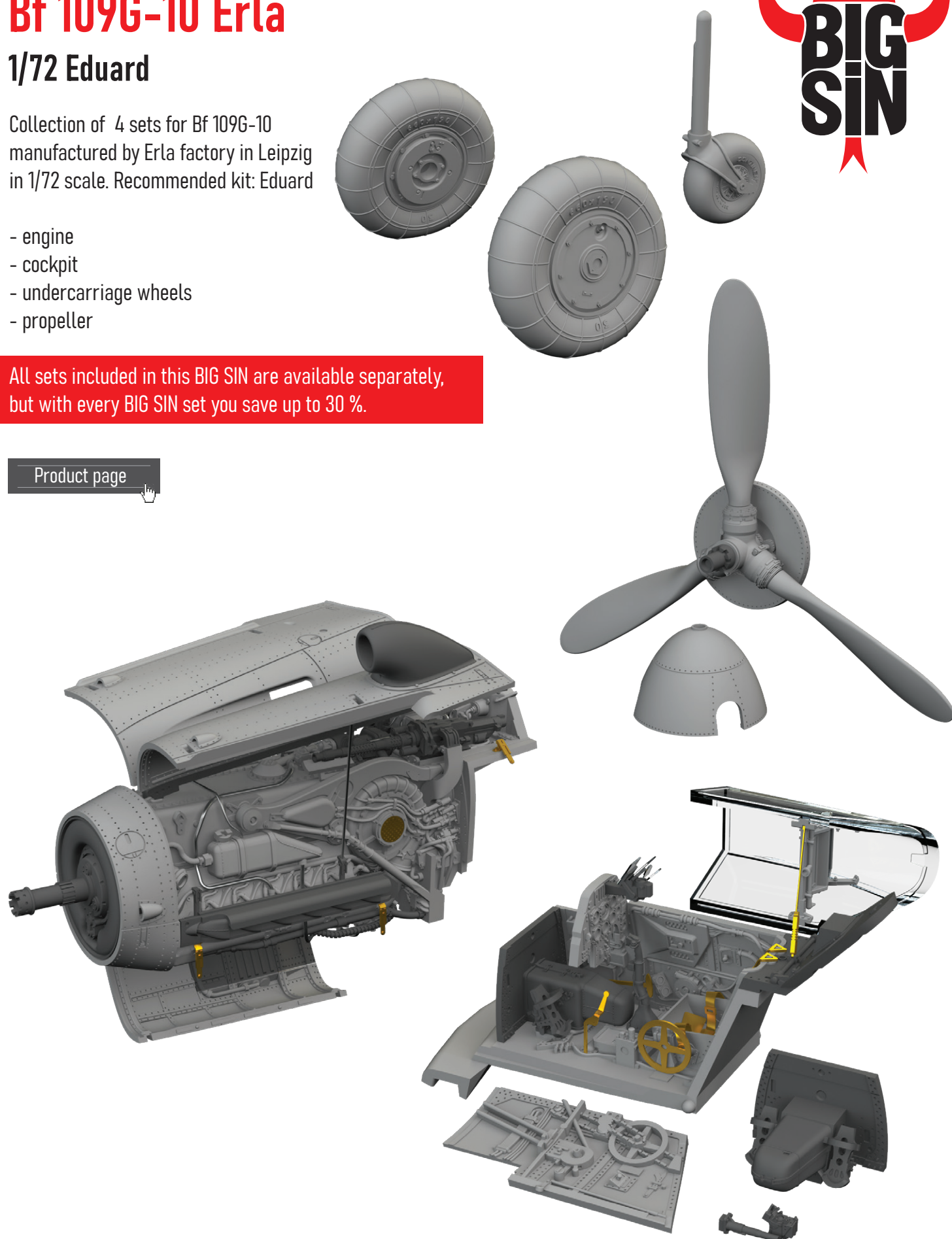
1/72 Eduard

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 %.

Product page



B-24D bomb racks

1/48 Hobby Boss

#481158



B-24D bomb bay

1/48 Hobby Boss

#481159



MH-60L

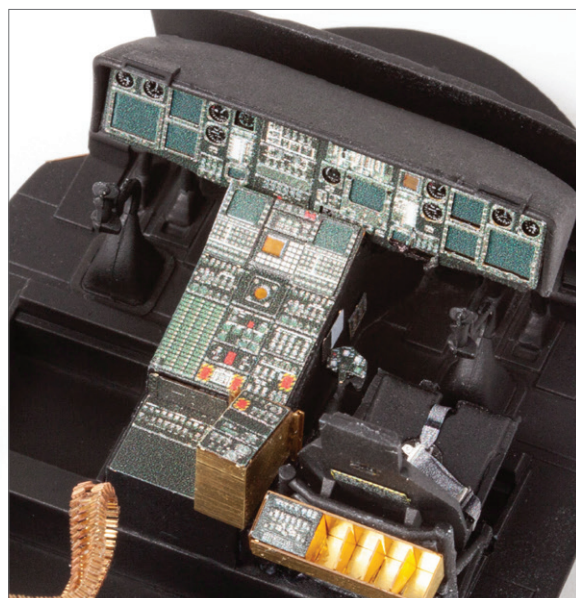
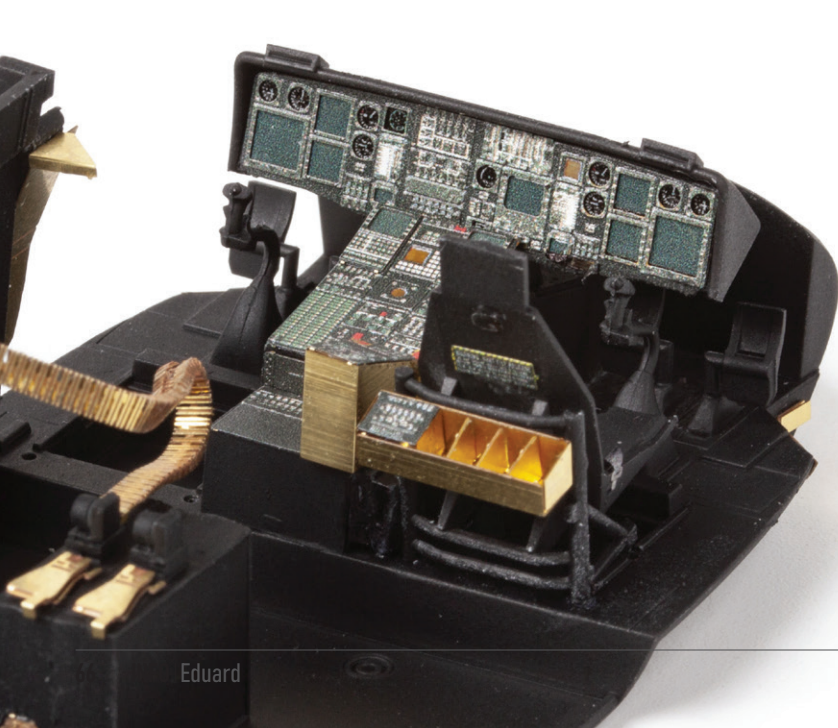
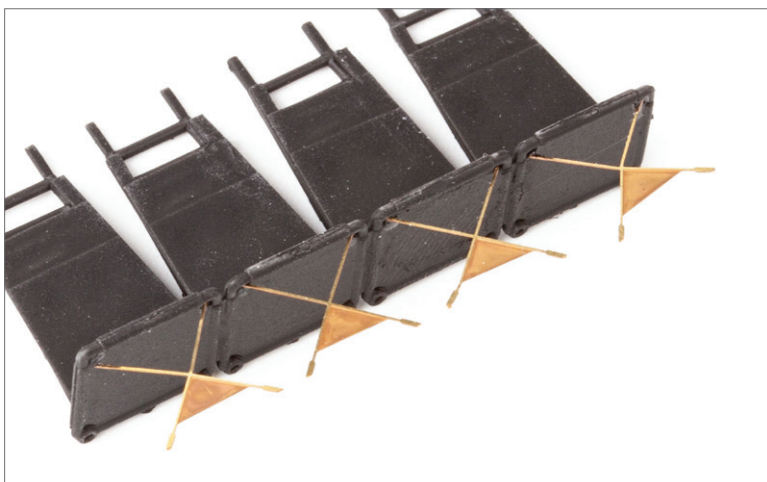
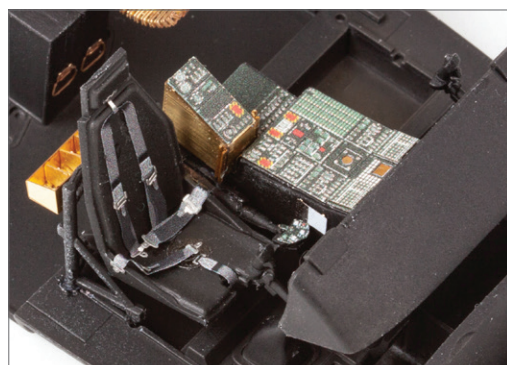
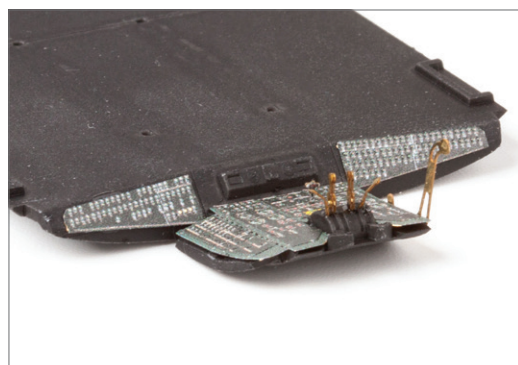
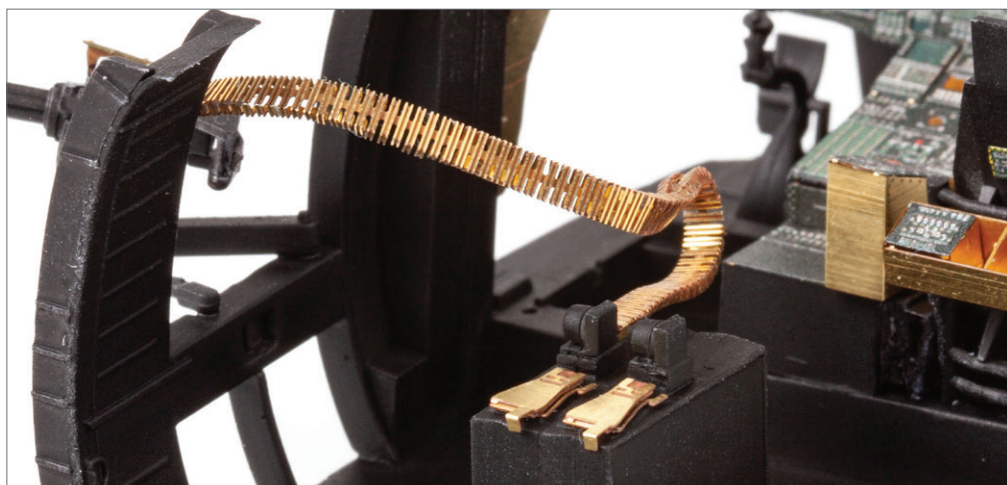
1/48 ICM

#491517

#491518

#FE1517

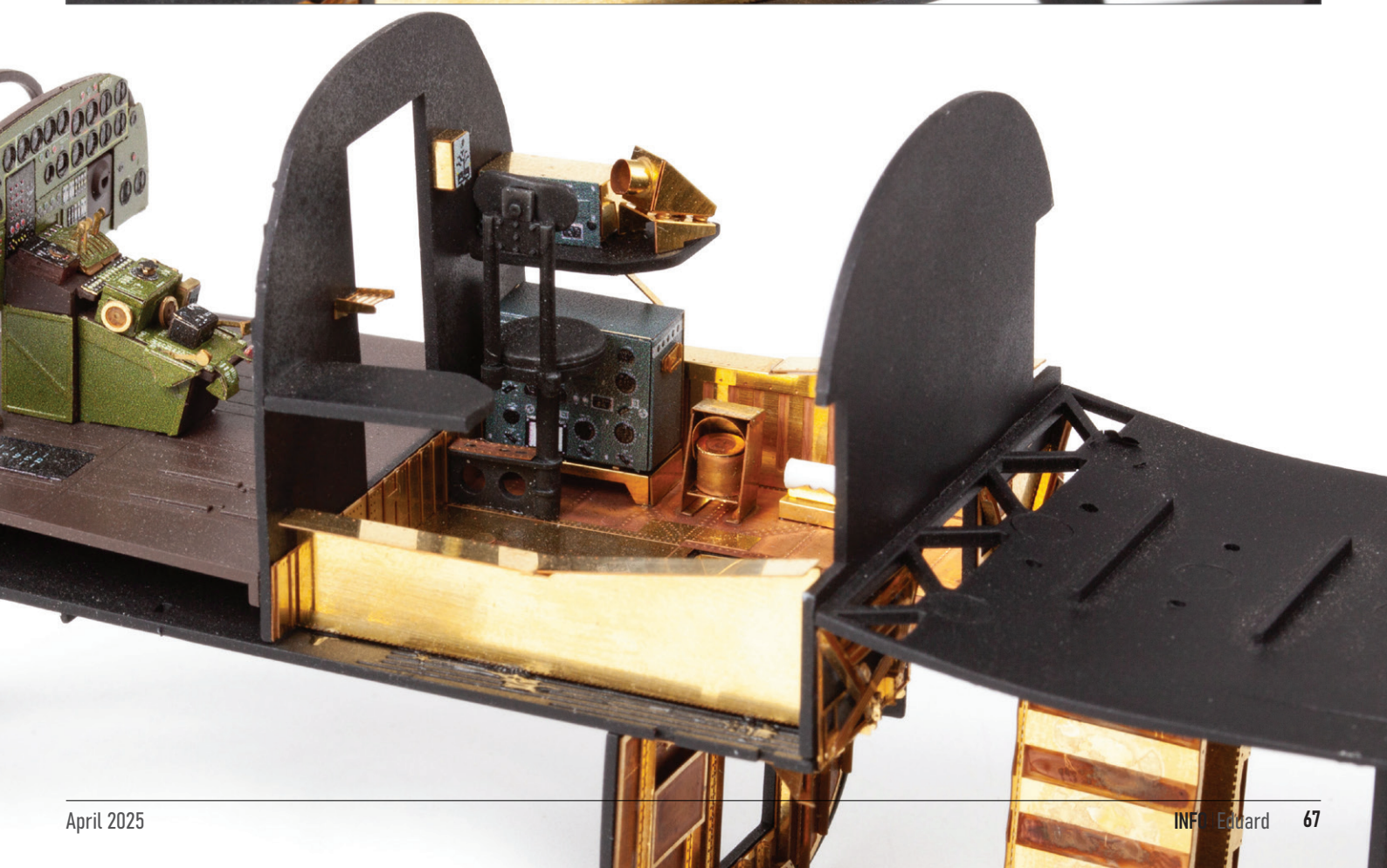
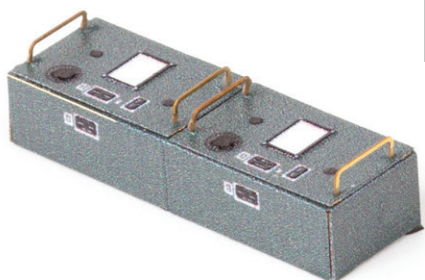
#FE1518



B-24D radio compartment

1/48 Hobby Boss

#491519



MiG-29 9-13

1/72 Great Wall Hobby

#73846





eduard

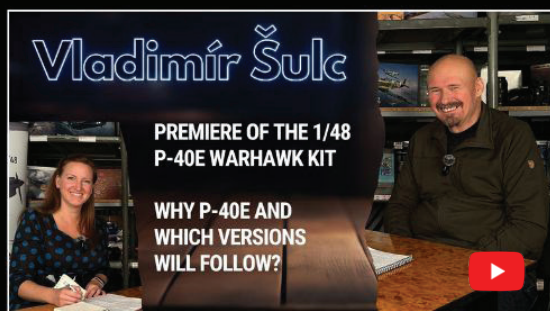


Katka
Borecká

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!

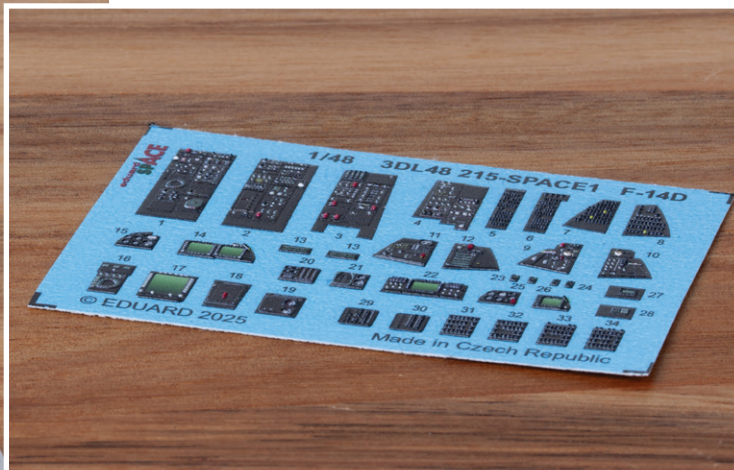
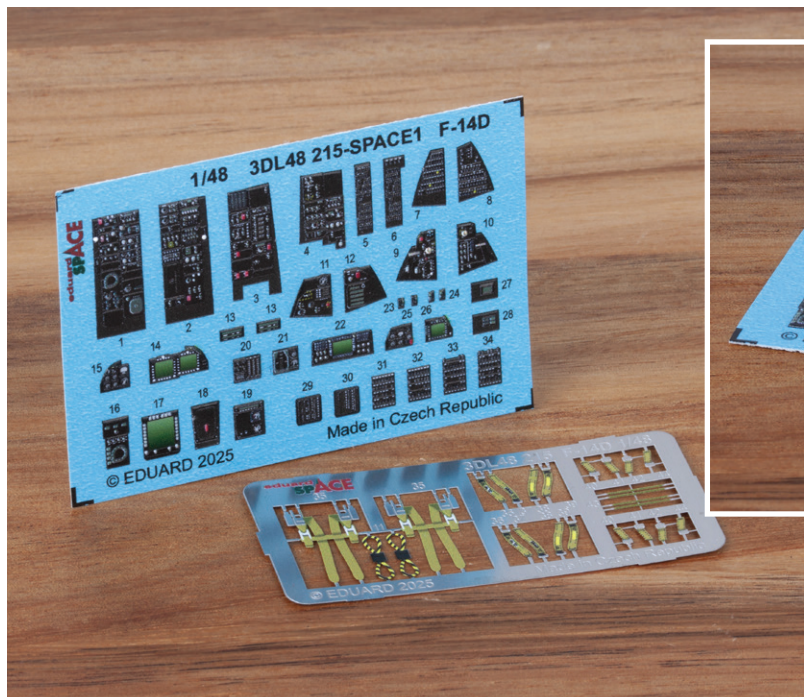


www.youtube.com/@EduardOnAirPodcast

3DL48215 **F-14D SPACE** 1/48 Great Wall Hobby

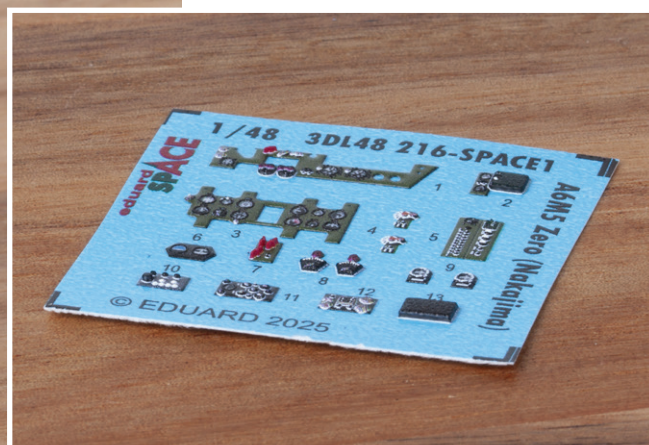
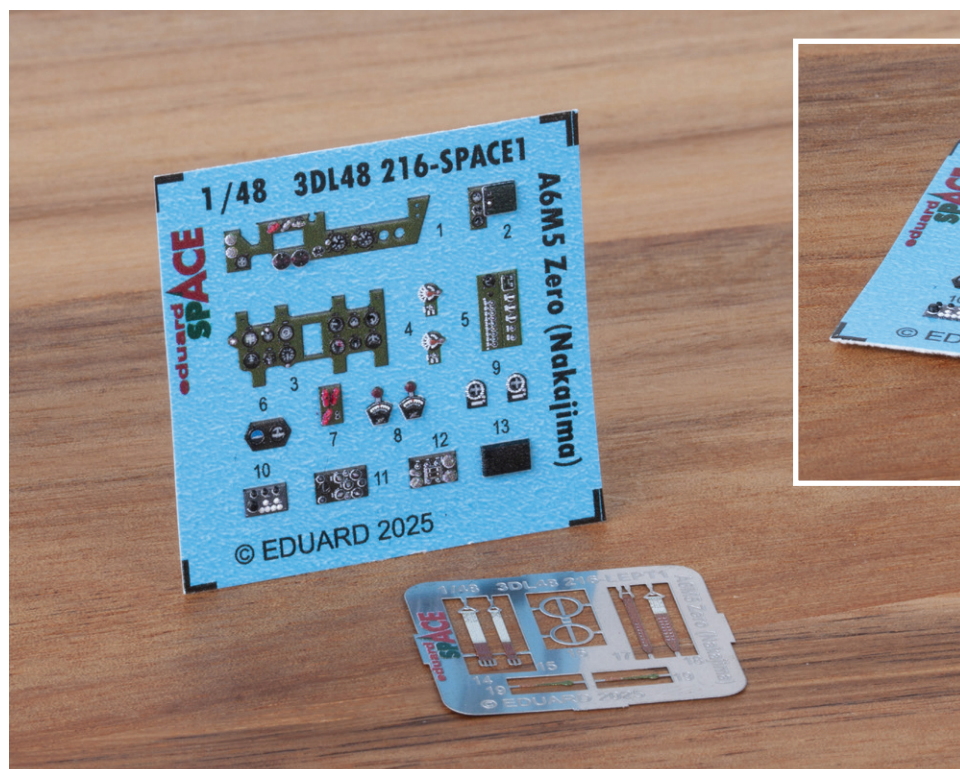
*EASY
APPLICATION*

Product page

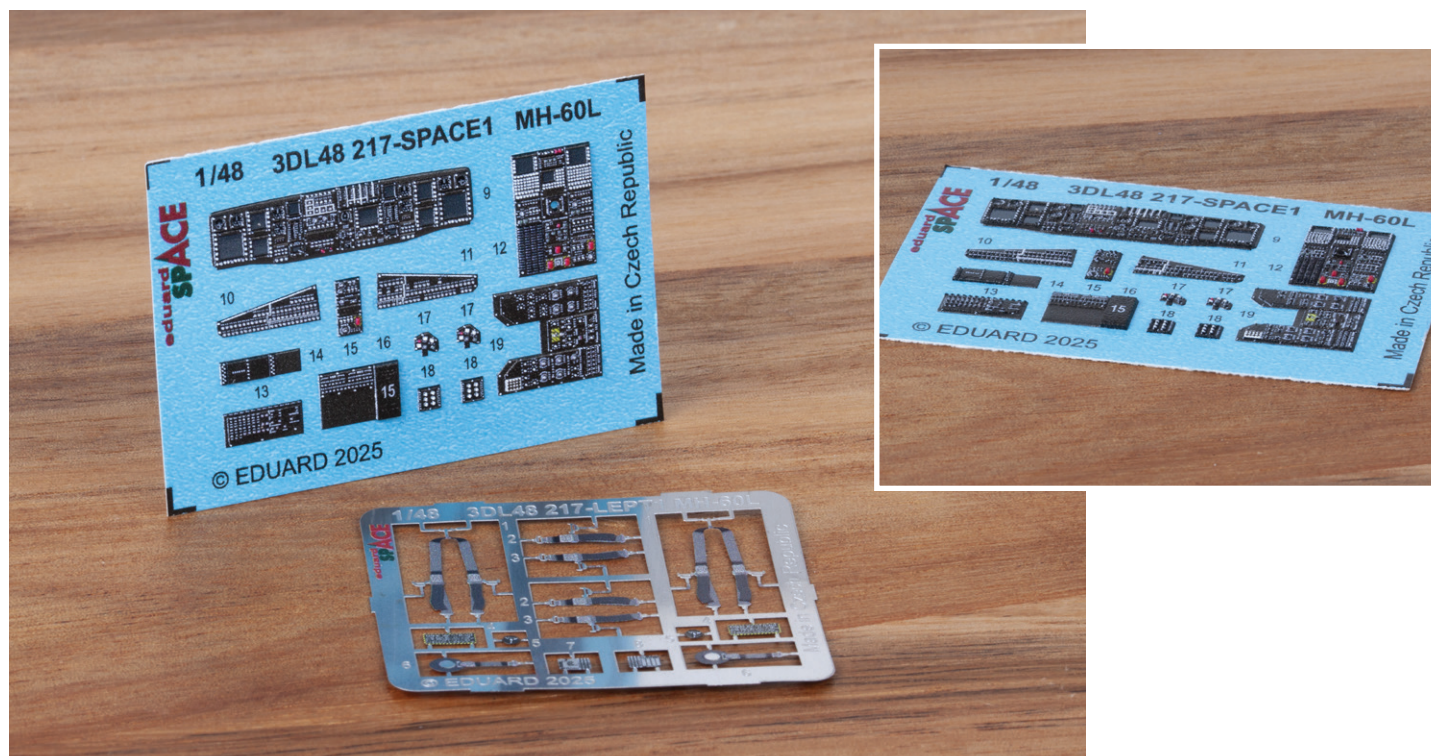


3DL48216 **A6M5 Zero SPACE** 1/48 Fine Molds

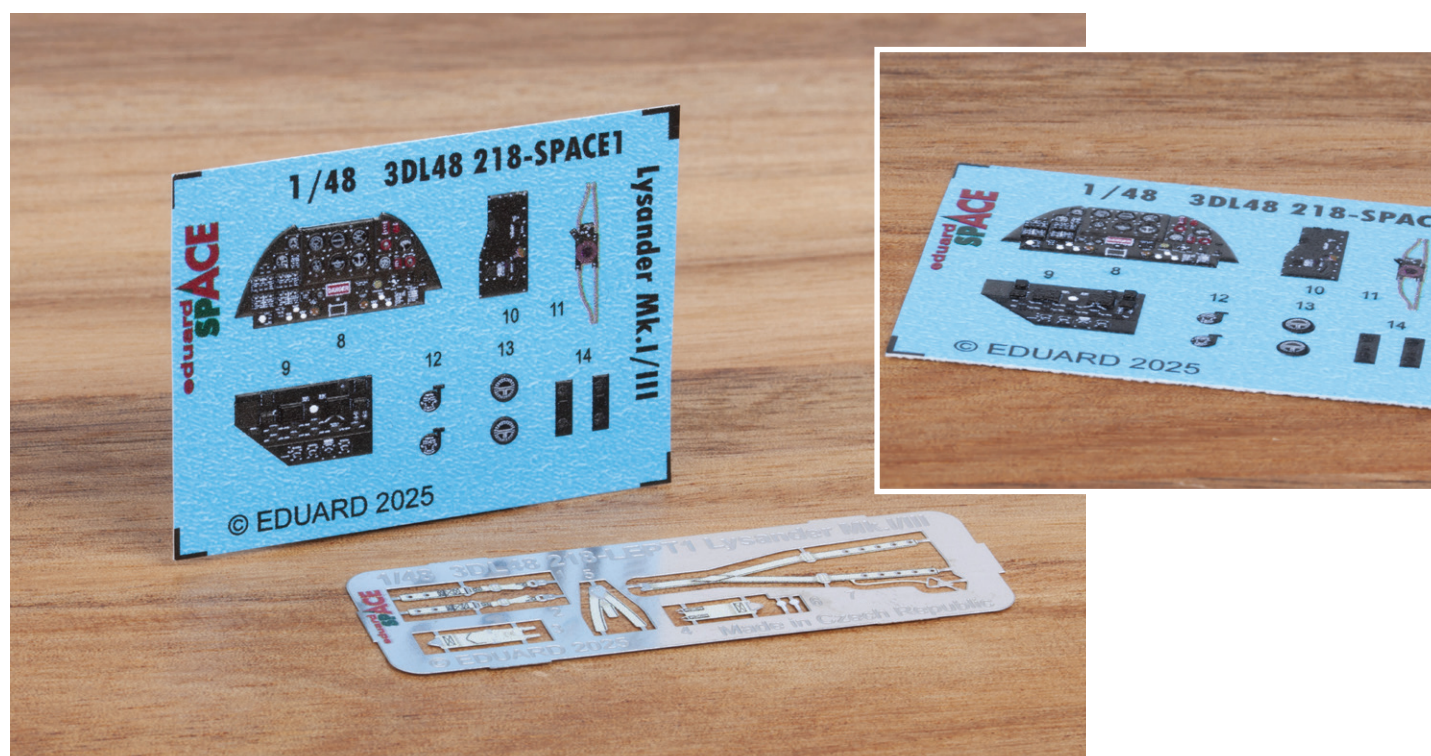
Product page

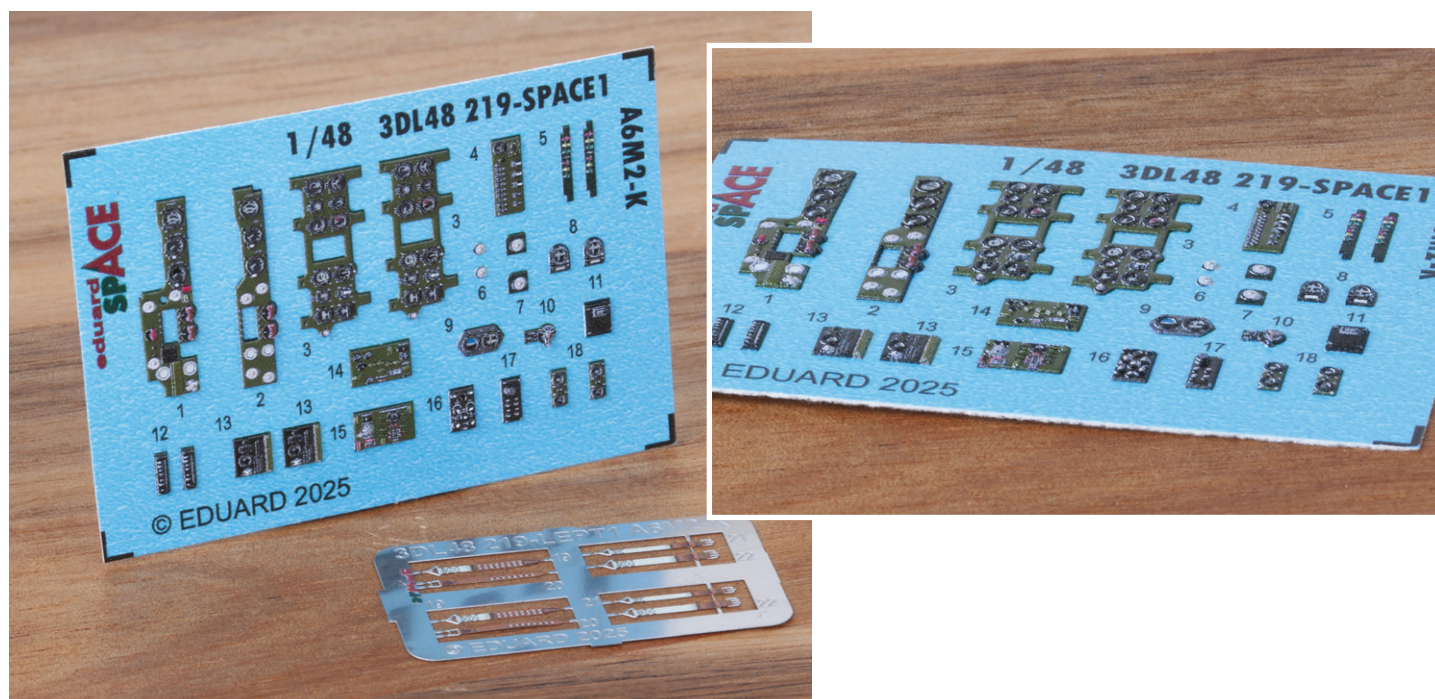
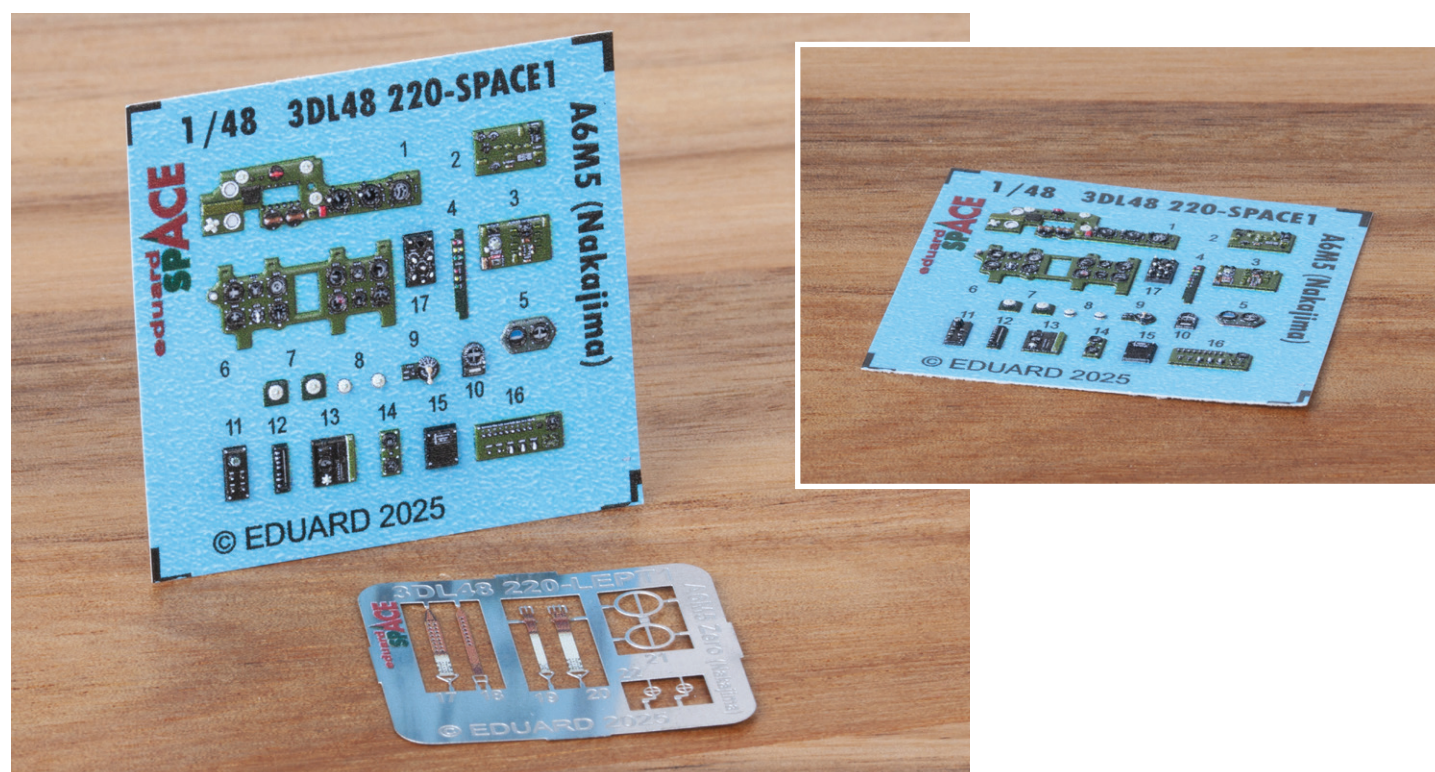


3DL48217 MH-60L SPACE 1/48 ICM

[Product page](#)


3DL48218 Lysander Mk.I/III SPACE 1/48 Airfix

[Product page](#)


3DL48219 **A6M2-K SPACE** 1/48 Eduard[Product page](#)3DL48220 **A6M5 Zero SPACE** 1/48 Eduard[Product page](#)

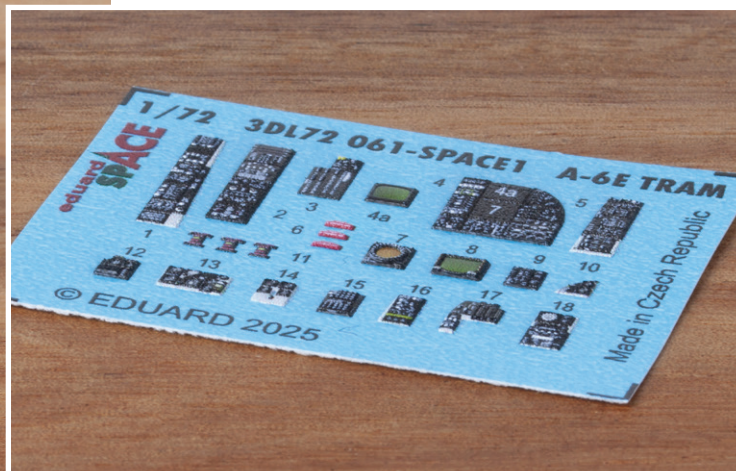
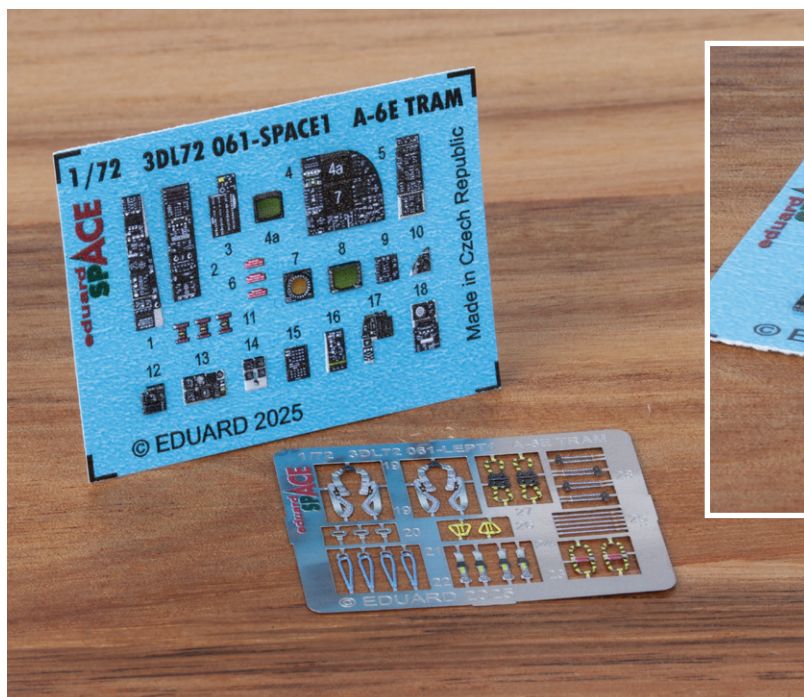
3DL72059 E-2C SPACE 1/72 Heller

[Product page](#)

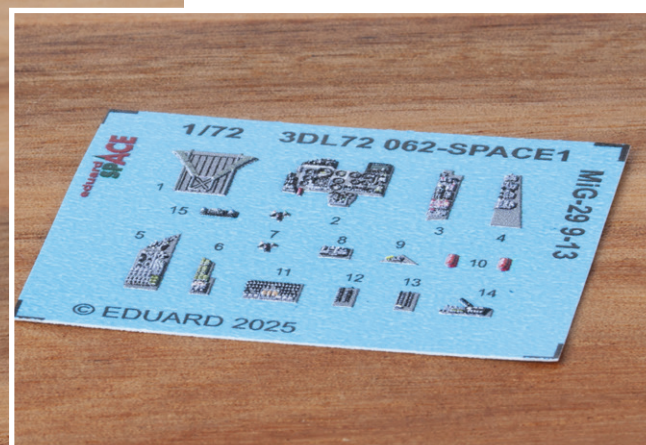
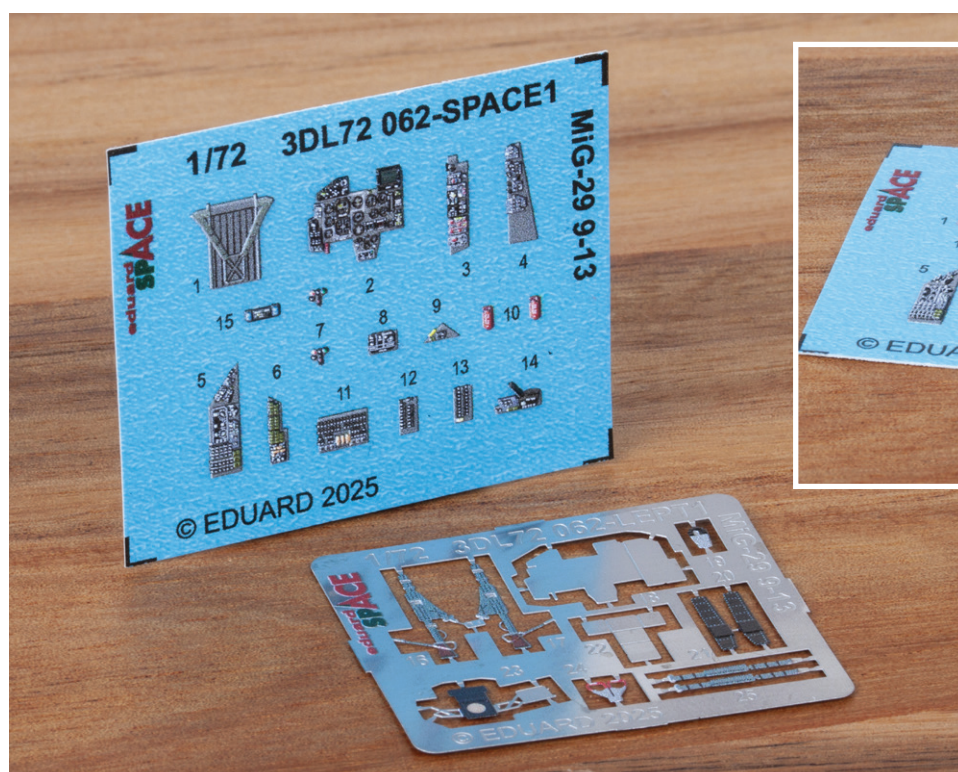
3DL72060 E-2C+ SPACE 1/72 Heller

[Product page](#)

3DL72061 **A-6E TRAM SPACE** 1/72 Trumpeter

[Product page](#)


3DL72062 **MiG-29 9-13 SPACE** 1/72 Great Wall Hobby

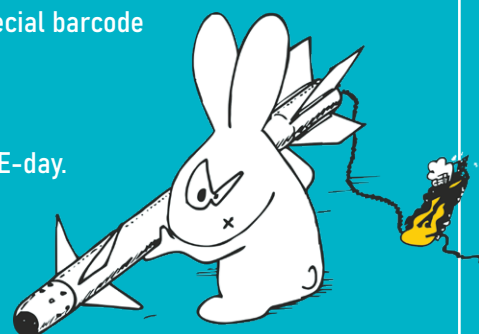
[Product page](#)


BUNNY FIGHTER CLUB

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!
- Unique valuable Club kits and accessories – you will gain access to unique and nowhere else to be sold products, specially made for BFC members.
- Even better prices at Eduard events stand – do you know that Eduard usually has huge discounts on their products at fairs and events all over the world? BFC members will have even higher discount at these events.
- Club T-shirt – you will receive fancy BFC T-shirt with unique design and special barcode (used for event discounts). This exclusive T-shirt will be only available to the members of BFC.
- Free entry fee on E-day – you will not have to pay a penny to visit Eduard's E-day. That means lot of fun at E-day for two days and entry kit, absolutely free!

* E-day - INTERNATIONAL SCALE KIT EXHIBITION - IPMS Czech Republic Championship

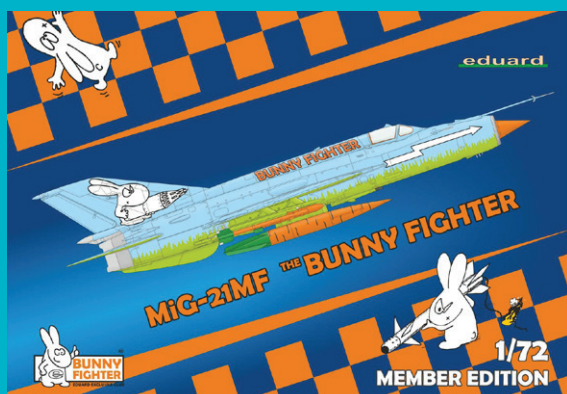


How to become a member of BFC?

Simply by purchasing the Activation product. You will be given 15% discount on (almost) every Eduard product in your shopping cart. To apply this discount, the Activation product has to be in your shopping cart. Activation product is excluded from this calculation.

Activation products:

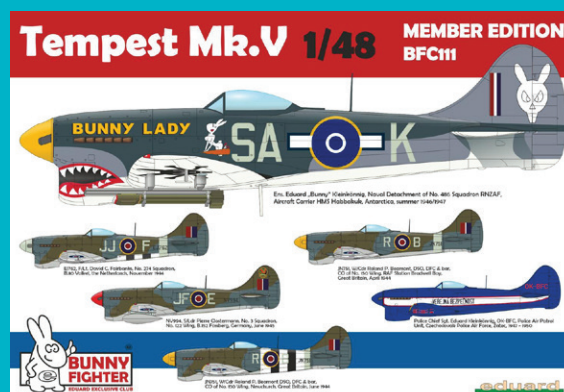
MiG-21MF + T-shirt 1/72



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



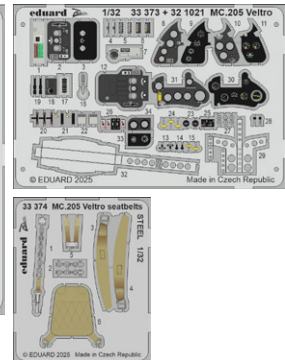
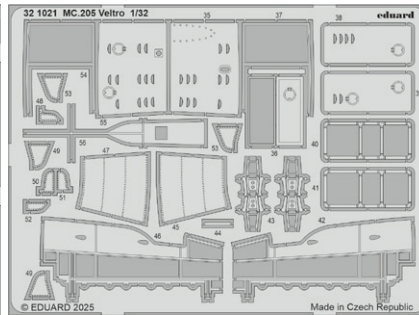
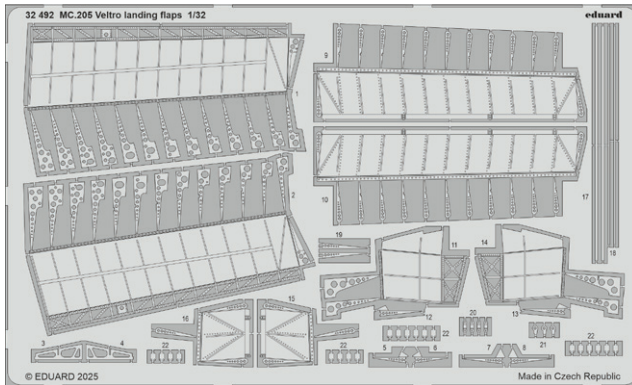
BOX CONTENT:

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.

BIG33165 MC.205 Veltro 1/32 Italeri

- 321021 MC.205 Veltro 1/32
- 32492 MC.205 Veltro landing flaps 1/32
- 33374 MC.205 Veltro seatbelts STEEL 1/32

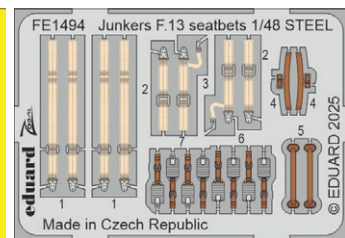
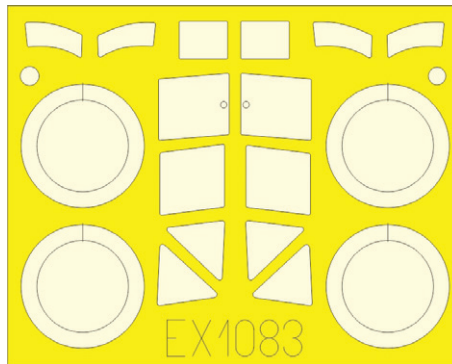
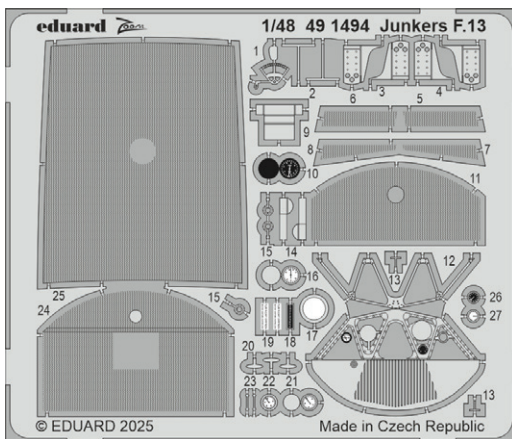
[Product page](#)



BIG49442 Junkers F.13 1/48 MiniArt

- 491494 Junkers F.13 1/48
- FE1494 Junkers F.13 seatbelts STEEL 1/48
- EX1083 Junkers F.13 1/48

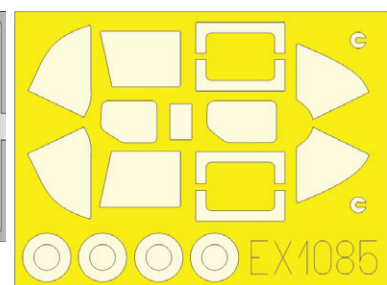
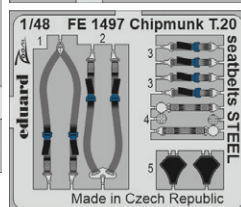
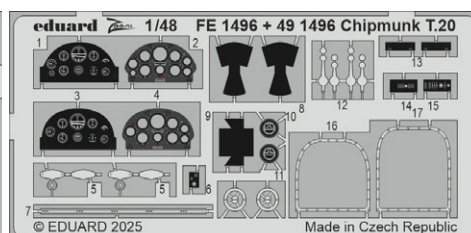
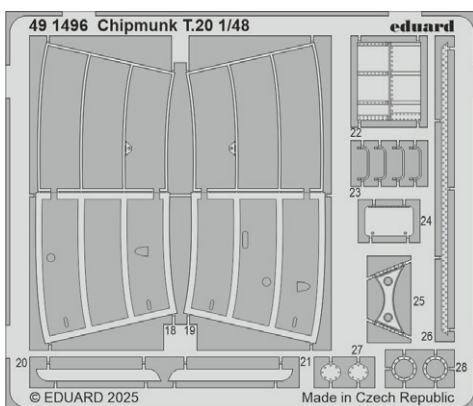
[Product page](#)



BIG49443 Chipmunk T.20 1/48 Airfix

- 491496 Chipmunk T.20 1/48
- FE1497 Chipmunk T.20 seatbelts STEEL 1/48
- EX1085 Chipmunk T.20 1/48

[Product page](#)

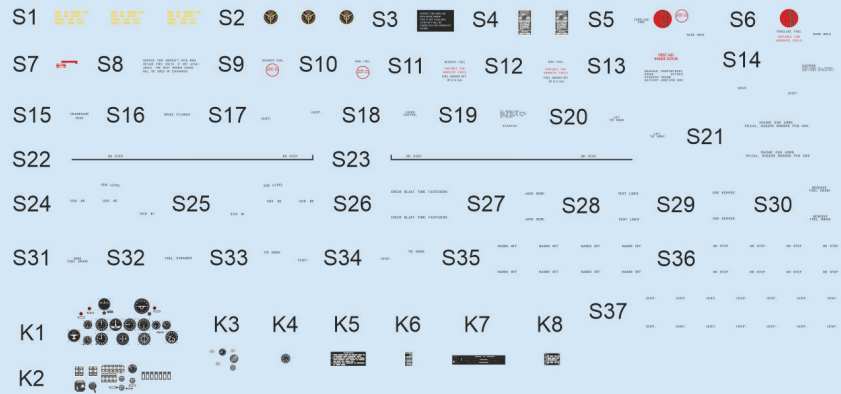


D48119

P-40E stencils

1/48 Eduard

[Product page](#)



D48119-OBT1 P-40E stencils

Made in Czech Republic © 2025

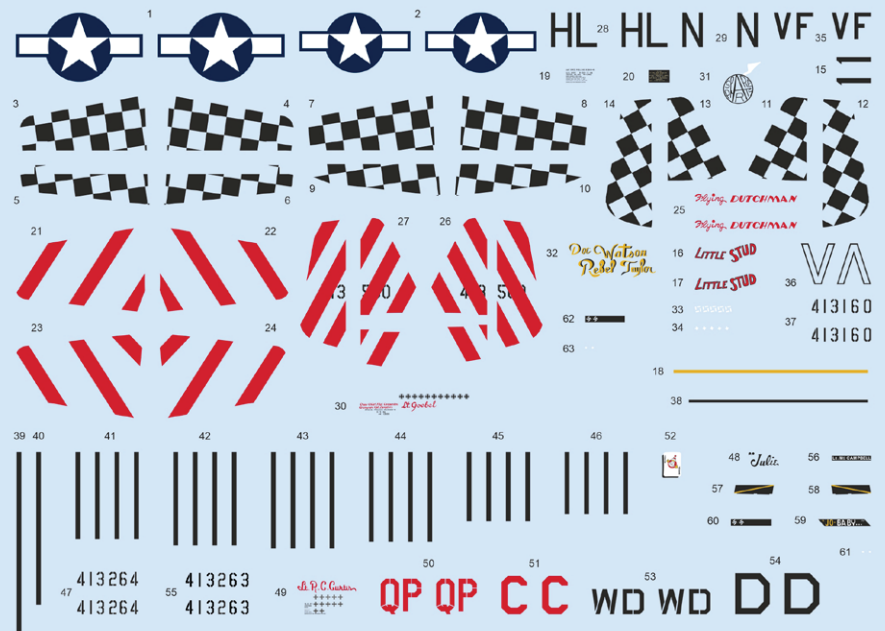
eduard

D72054

P-51D-5 "15th AF"

1/72 Eduard

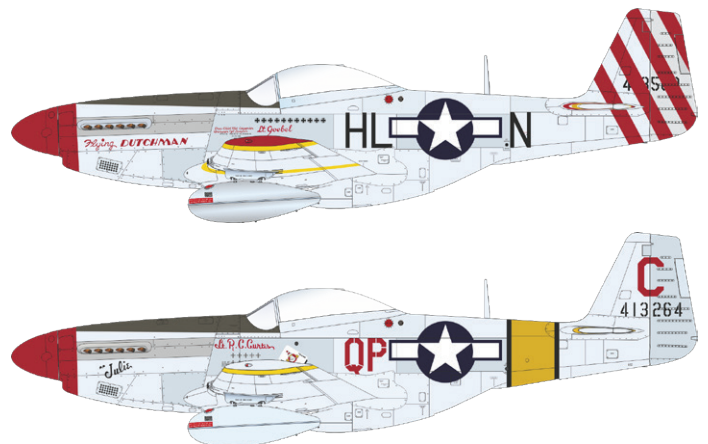
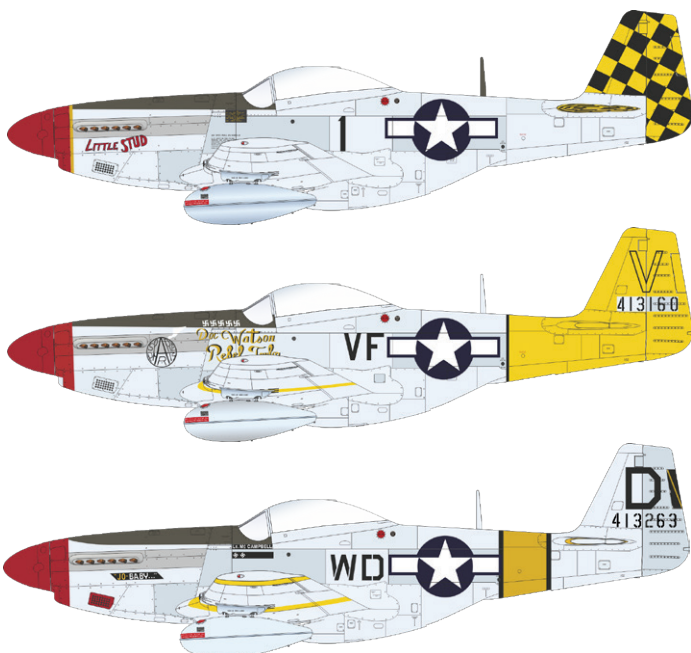
[Product page](#)



D72054-OBT1 P-51D-5 15th AF

Made in Czech Republic © 2025

eduard



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

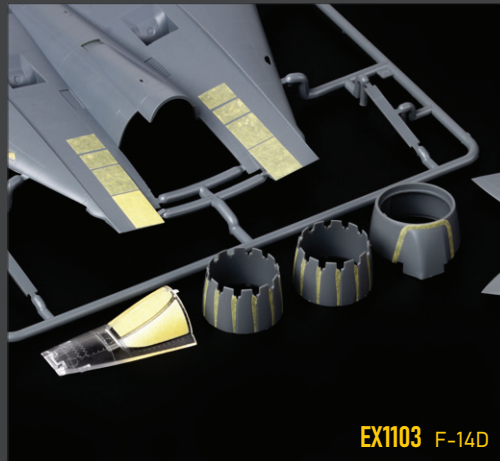
1/72 Heller

CX689 A-6E TRAM

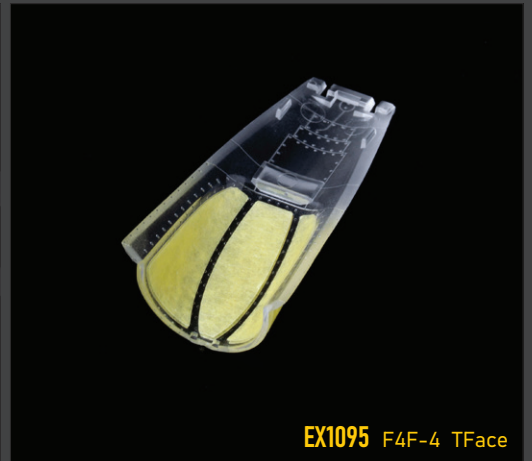
1/72 Trumpeter

CX690 MiG-29 9-13

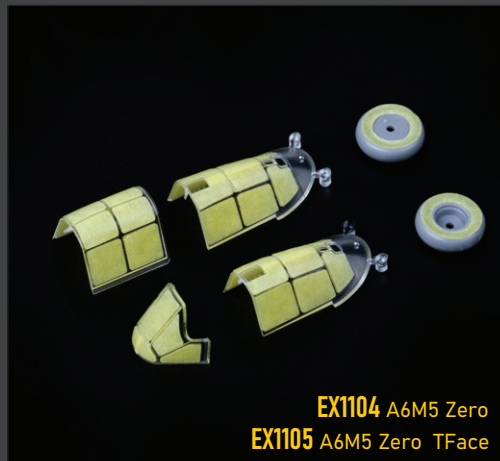
1/72 Great Wall Hobby



EX1103 F-14D



EX1095 F4F-4 TFace

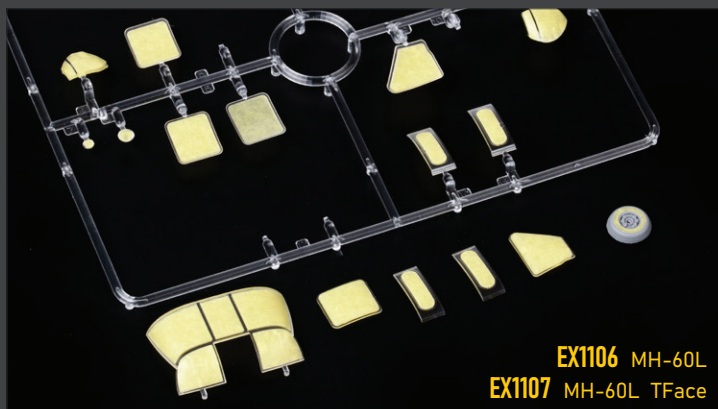


EX1104 A6M5 Zero

EX1105 A6M5 Zero TFace



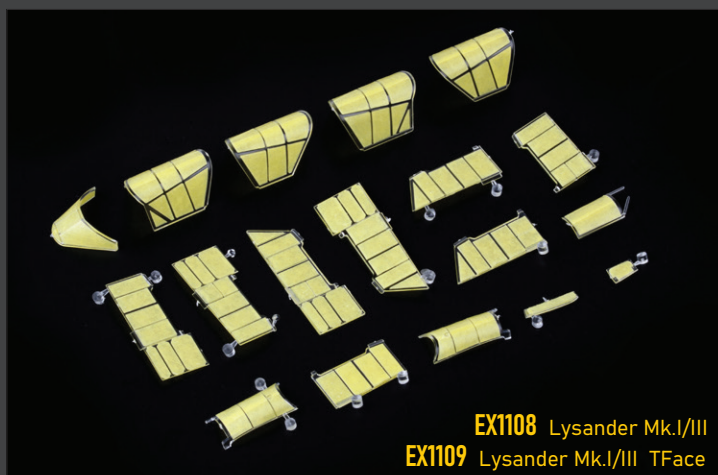
EX1105 A6M5 Zero TFace



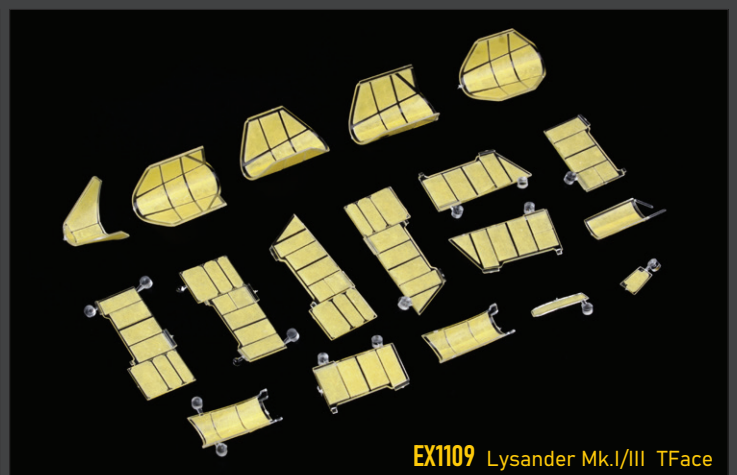
EX1106 MH-60L
EX1107 MH-60L TFace



EX1107 MH-60L TFace



EX1108 Lysander Mk.I/III
EX1109 Lysander Mk.I/III TFace



EX1109 Lysander Mk.I/III TFace



CX688 E-2C



CX688 E-2C



CX689 A-6E TRAM



CX689 A-6E TRAM



CX690 MiG-29 9-13

KITS

11184	KAMIKAZE TOKKÔTAI IJN	DUAL COMBO	1/48	Limited
84206	Spitfire Mk.IIa		1/48	Weekend
7476	P-51D-5		1/72	Weekend
8804	Allied Airfield with PSP cover		1/48	

PE-SETS

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

ZOOMS

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

MASKS

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

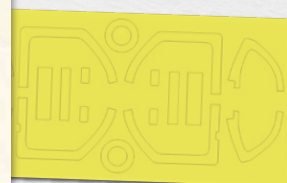
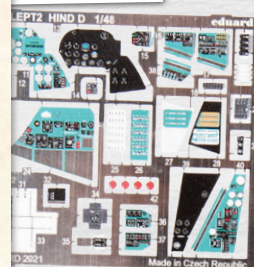
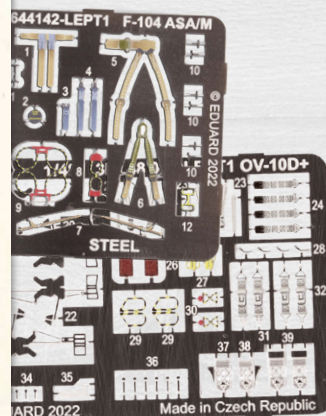
DECAL SETS

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

LIMITED EDITION

ProfiPACK edition

WEEKEND edition



BRASSIN

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

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

BIG SIN

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

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

BIG ED

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

eduard
BRASSINeduard
BRASSIN
*Print**LööK**LööKt*BIG
SINeduard
SPACE

BIG-ED

BUILT

LIMITED
EDITION

KAMIKAZE TOKKÔTAI 1/48



#11184
MARKING J
built by **Robert Szwarc**



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

In July 1943, a regulation was issued that, among other things, mandated that training aircraft deployed in combat operations or based in areas where the enemy was active should be painted like combat aircraft. In practice, this led to the repainting of already-produced A6M2-K trainers. One such aircraft was Tsu-415, which is known from a photograph showing it with

a yellow-orange coating on all surfaces. However, in a later photograph, it appears camouflaged with dark green paint on the upper surfaces, while the original paint and markings on the tail remained unchanged. A6M2-K aircraft were also used for target towing during training. In February 1945, Tsukuba Kōkūtai was ordered to form Kamikaze units. The training program for

these pilots included the following requirements: at least eight pattern flights, a minimum of seven formation flights, at least ten instrument flights, a minimum of ten special attack training flights, at least six flights in darkness, five flights to a designated target, and a minimum of five navigation flights.



[Product page](#)



P-40E Warhawk

1/48

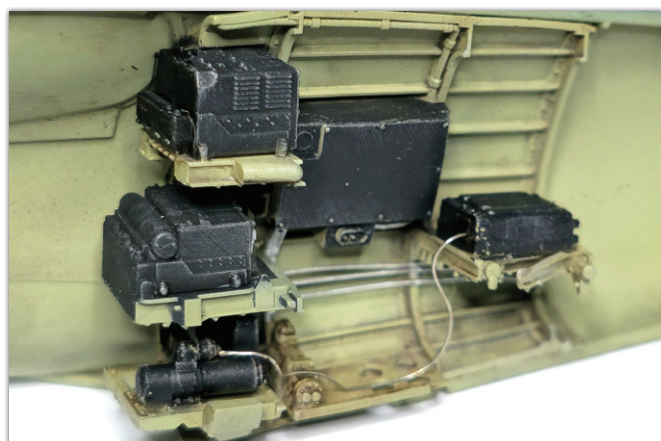


#R0023
MARKING F
built by **Paolo Portuesi**



Accessories used:

6481066 P-40 E Radio Compartment PRINT (Brassin)
6481069 P-40 E Engine set PRINT (Brassin)

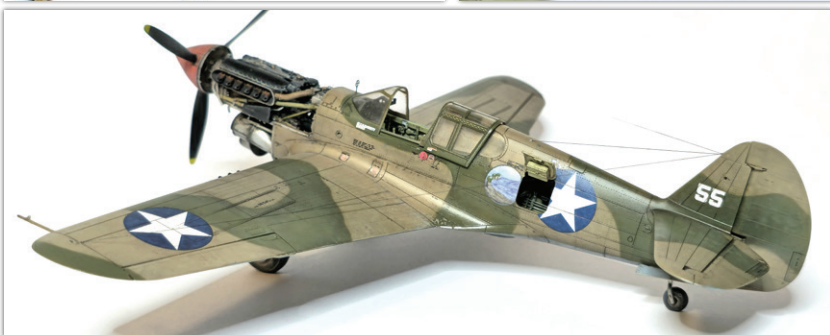
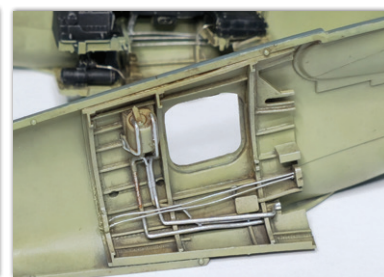


41-36171, 2Lt. Clyde H. Barnett Jr, 8th FS, 49th FG, Kila Kila, New Guinea, 1942

Clyde Haygood Barnett Jr was born on 23 June 1916 in West Palm Beach, Florida. He scored a total of four kills, two of them in the defense of Darwin. During his time with the 49th FG he took a number of photographs, many of which are well known today. Like a true patriot, he named his P-40 West

Palm Beach Playboy. This is the second aircraft of that name, and of interest is the drawing of the West Palm Beach scenery on the left side of the fuselage, as well as the mischievous drawing of Donald Duck on the national insignia on the same side of the fuselage. Although this P-40E

was finished in British colors, the lower surfaces were repainted in Neutral Grey. Presumably this repainting also created the non-standard white borders around the US Army lettering and the emblem. Clyde H. Barnett died on April 24, 2002, at the age of 85.



B-26K *Invader*

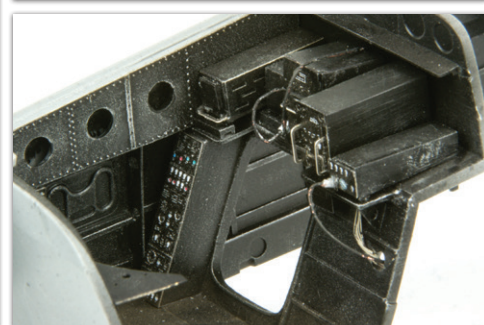
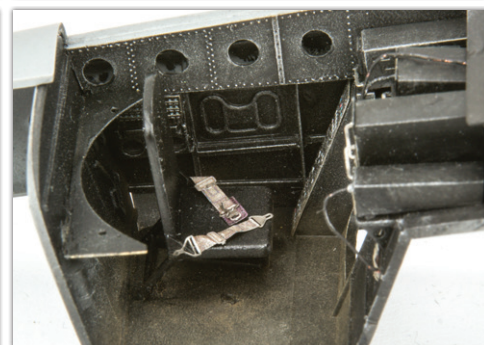
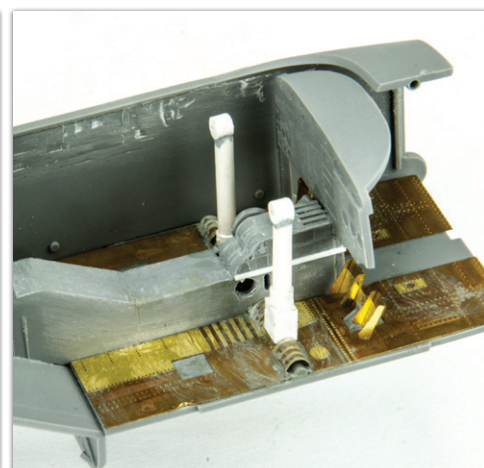
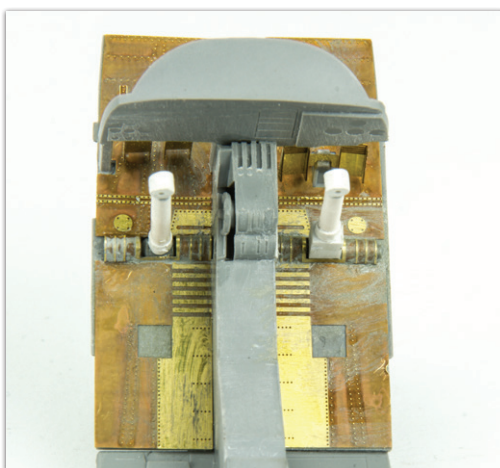
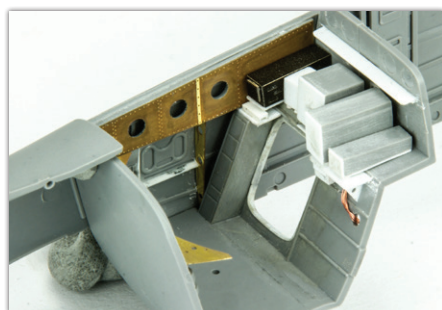
ICM 1/48

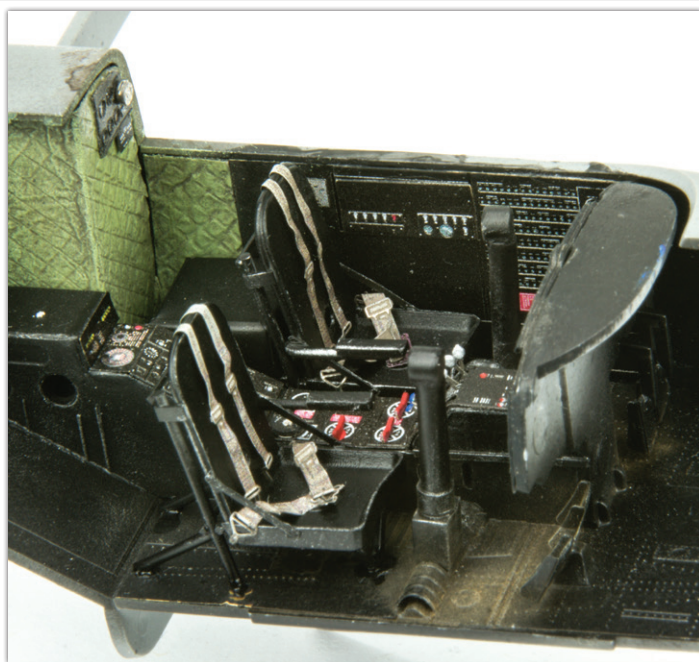
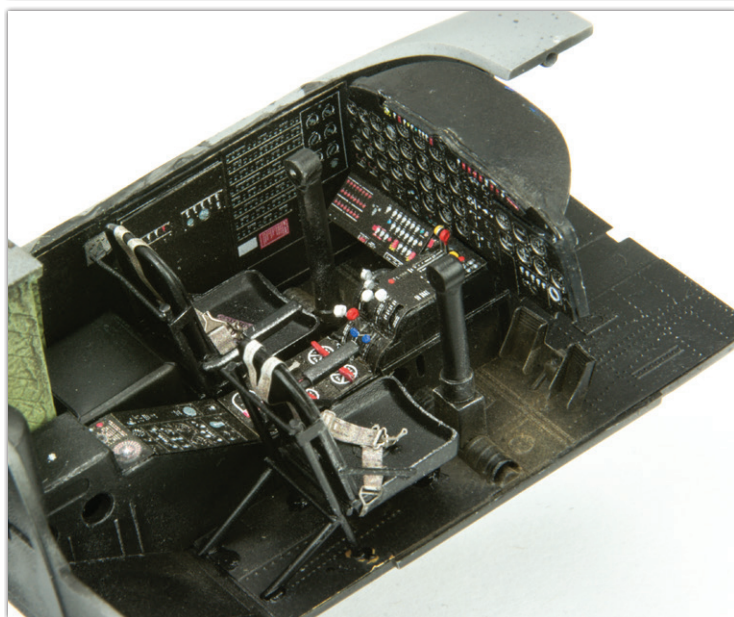


built by **Rene Van Der Hart**

Accessories used:

491262 general set (PE-Set)







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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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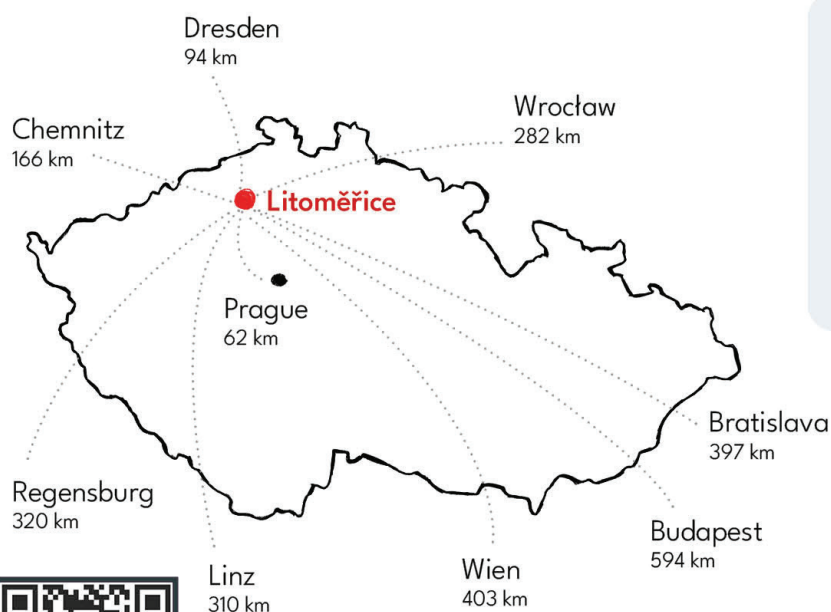
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4/10/2025

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BIG ED (May)

BIG33166	Bf 109F-2 1/32 Hobby 2000 / Hasegawa
BIG33167	Bf 109F-4 1/32 Hobby 2000 / Hasegawa
BIG49444	Bf 109E-3 1/48 Hobby Boss
BIG49445	F-86F-25/30 1/48 Airfix

BRASSIN (May)

644305	Lysander Mk.I/Mk.III LööK 1/48 Airfix
674032	Mosquito FB Mk.VI LööK 1/72 Tamiya
674033	Mosquito B Mk.IV/PR Mk.IV LööK 1/72 Tamiya
635038	Sd.Kfz. 250 radio equipment PRINT 1/35 Takom
6481073	Mosquito exhaust stacks PRINT 1/48 Tamiya
6481077	P-40 250lb Mk.2 British bomb 1/48 Eduard
6481078	P-40 30lb frag bombs 1/48 Eduard
6481080	P-40 500lb GP British bomb 1/48 Eduard
6481081	P-40 250lb Mk.1 British bomb 1/48 Eduard
6481082	P-40 250lb MC British bomb 1/48 Eduard
6481091	F-35B exhaust nozzle PRINT 1/48 Tamiya
6481095	A6M5 Type 52 gun bays PRINT 1/48 Eduard
6481097	P-40E radiators upgrade set PRINT 1/48 Eduard
6481100	P-40E tail wheel bay PRINT 1/48 Eduard
6481101	Fw 190A-6 cockpit PRINT 1/48 Eduard
6481102	Fw 190A-6 engine 1/48 Eduard
672411	P-51 exhaust stacks PRINT 1/72 Tamiya
672412	P-51 exhaust stacks w/ fairing PRINT 1/72 Tamiya
672413	P-51D seat w/ integral belts PRINT 1/72 Eduard

LööKPlus (May)

644303	F4F-4 w/ early wheels LööKplus 1/48 Academy
644304	F4F-4 w/ late wheels LööKplus 1/48 Academy
674029	P-47D Bubbletop LööKplus 1/72 Tamiya
674035	Mosquito NF Mk.II LööKplus 1/72 Tamiya

BIGSIN (May)

SIN648138	A-10A armament 1/48 Great Wall Hobby
SIN67233	F-35B 1/72 Tamiya

644305

Lysander Mk.I/Mk.III LööK *LööK*

1/48 Airfix

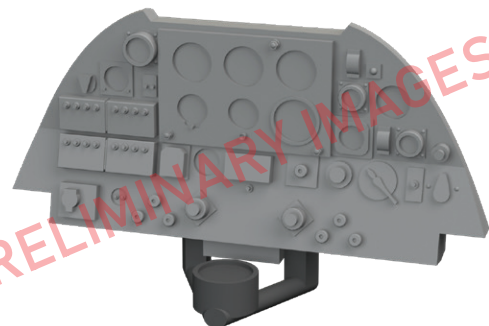
LööK set - Brassin pre-painted dashboard and STEEL seat belts for Lysander Mk.I/III in 1/48 scale.

Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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



674032

Mosquito FB Mk.VI LööK *LööK*

1/72 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Mosquito FB Mk.VI 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



674033

Mosquito B Mk.IV/PR Mk.IV LööK

1/72 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Mosquito B Mk.IV or PR Mk.IV 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*

635038

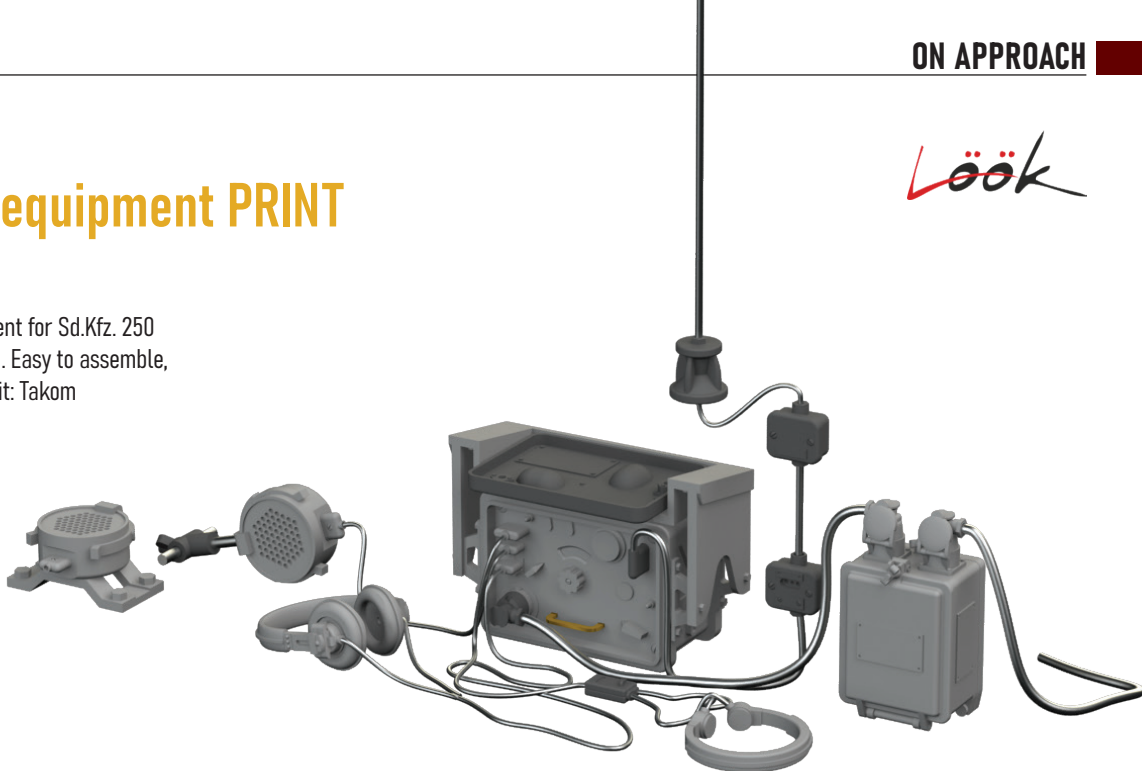
Sd.Kfz. 250 radio equipment PRINT

1/35 Takom

Brassin set - pre-painted radio equipment for Sd.Kfz. 250 in 1/35 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Takom

Set contains:

- 3D print: 14 parts
- resin: 1 part, pre-painted
- decals: yes
- photo-etched details: yes
- painting mask: no



6481073

Mosquito exhaust stacks PRINT

1/48 Tamiya

Brassin set - exhaust stacks for Mosquito in 1/48 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



6481077

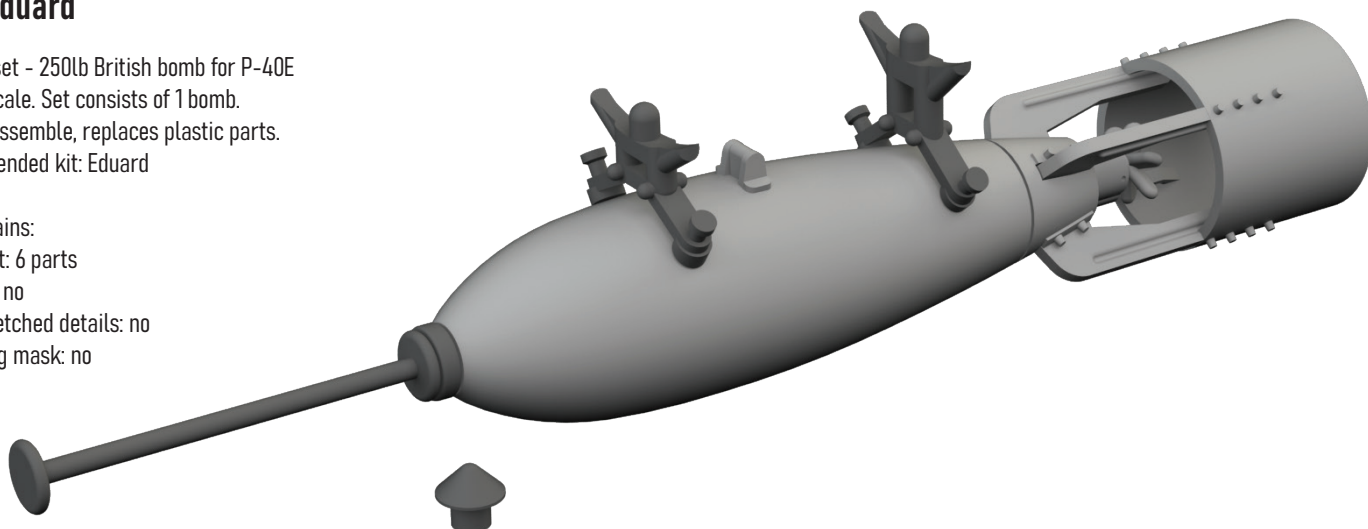
P-40 250lb Mk.2 British bomb

1/48 Eduard

Brassin set - 250lb British bomb for P-40E in 1/48 scale. Set consists of 1 bomb. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



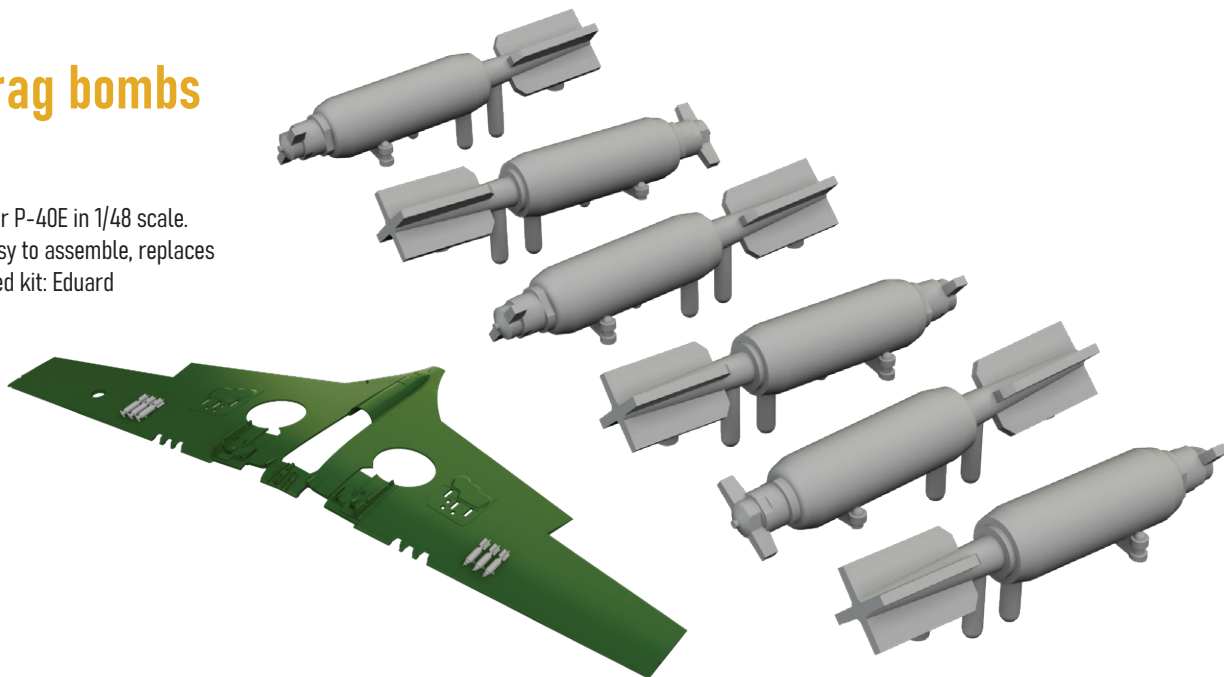
6481078

P-40 30lb frag bombs**1/48 Eduard**

Brassin set - 30lb bombs for P-40E in 1/48 scale.
Set consists of 6 bombs. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



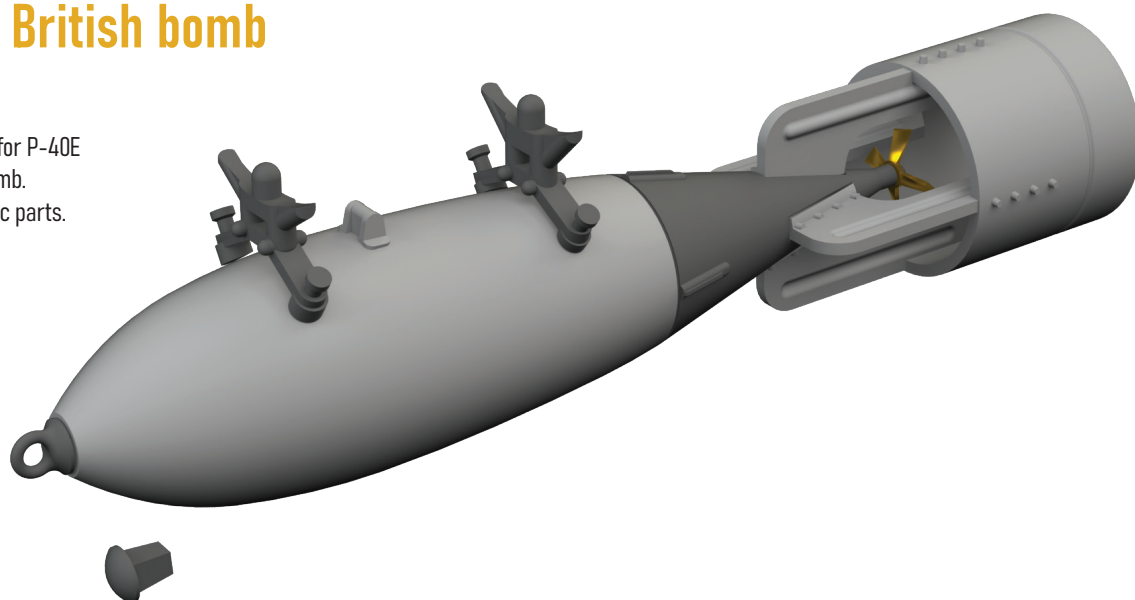
6481080

P-40 500lb GP British bomb**1/48 Eduard**

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

Set contains:

- 3D print: 7 parts
- decals: no
- photo-etched details: no
- painting mask: no



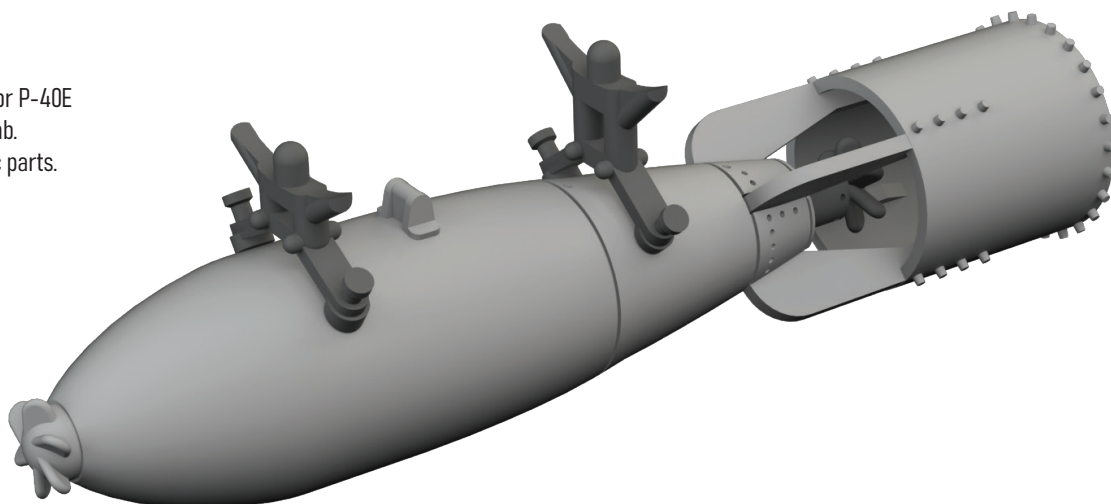
6481081

P-40 250lb Mk.1 British bomb**1/48 Eduard**

Brassin set - 250lb British bomb for P-40E
in 1/48 scale. Set consists of 1 bomb.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

- 3D print: 5 parts
- decals: no
- photo-etched details: no
- painting mask: no



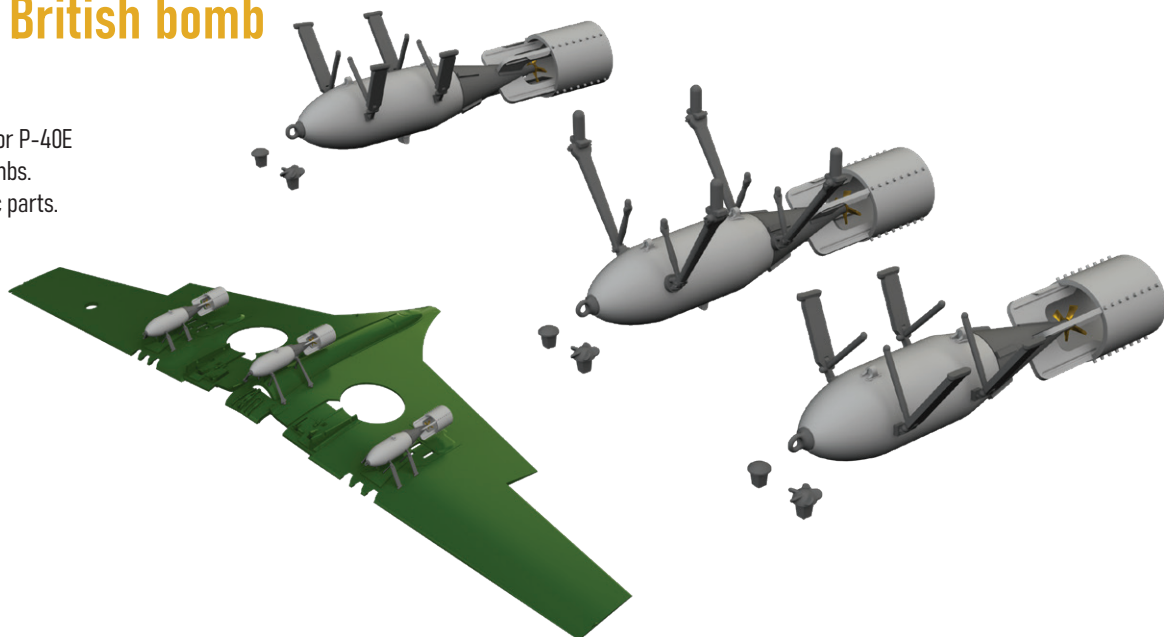
6481082

P-40 250lb MC British bomb**1/48 Eduard**

Brassin set - 250lb British bomb for P-40E in 1/48 scale. Set consists of 3 bombs. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



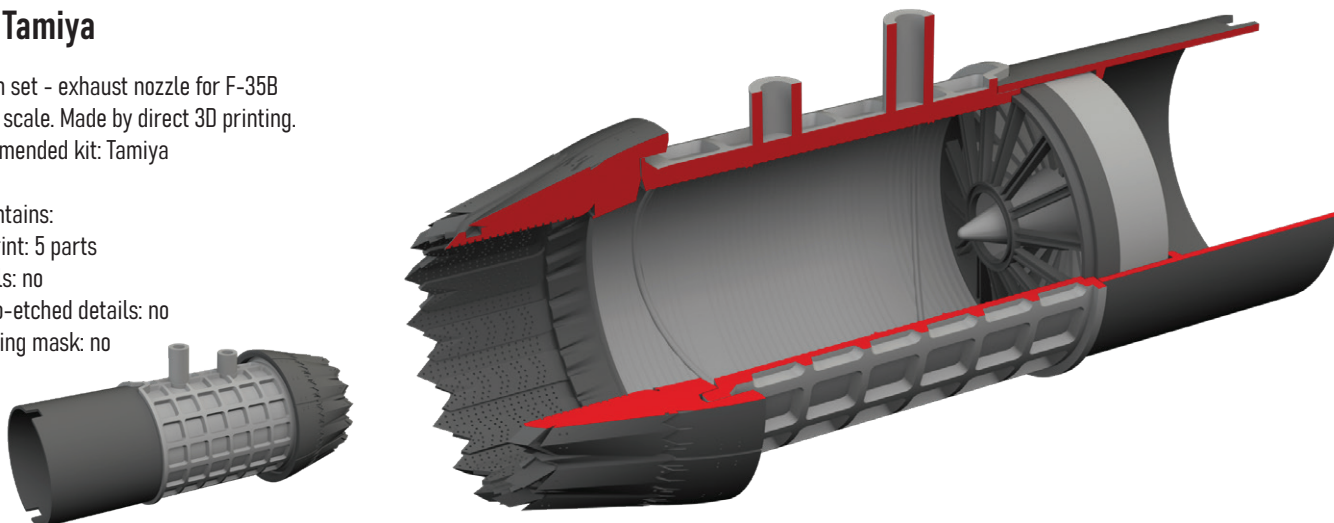
6481091

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

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

Set contains:

- 3D print: 5 parts
- decals: no
- photo-etched details: no
- painting mask: no



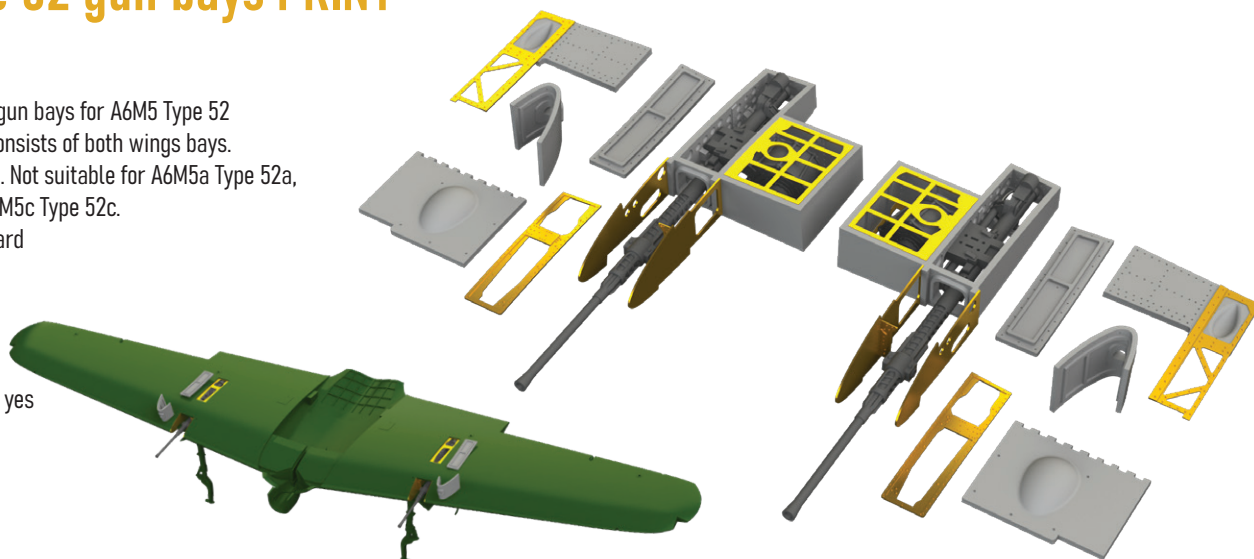
6481095

A6M5 Type 52 gun bays PRINT**1/48 Eduard**

Brassin set - the wing gun bays for A6M5 Type 52 in 1/48 scale. The set consists of both wings bays. Made by 3D direct print. Not suitable for A6M5a Type 52a, A6M5b Type 52b nor A6M5c Type 52c. Recommended kit: Eduard

Set contains:

- 3D print: 14 parts
- decals: no
- photo-etched details: yes
- painting mask: no



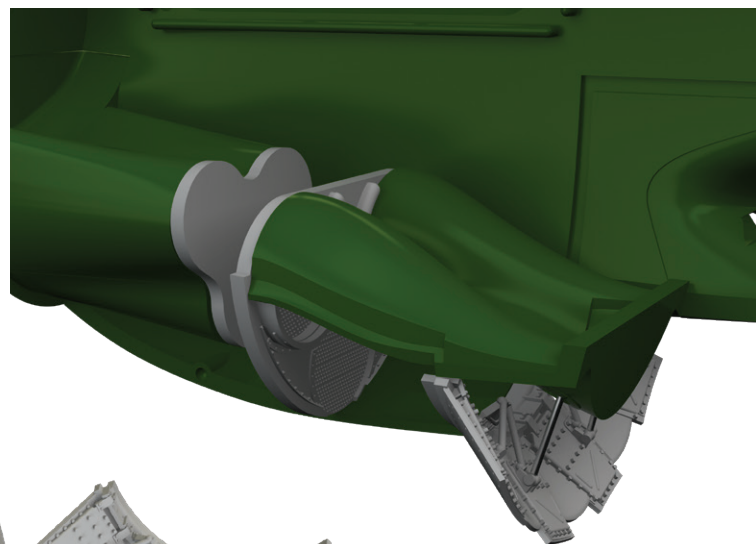
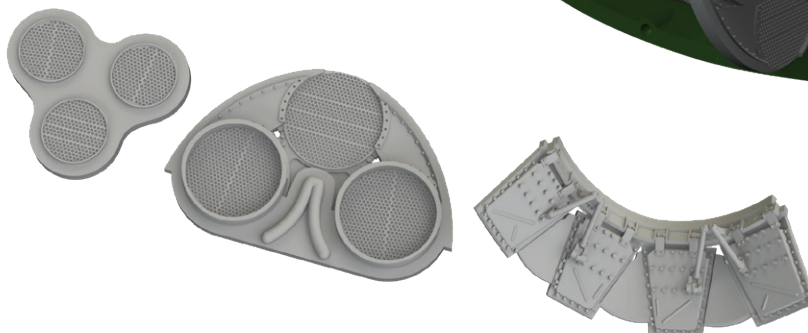
6481097

P-40E radiators upgrade set PRINT**1/48 Eduard**

Brassin set - engine oil and cooling radiators and radiator flaps for P-40E in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



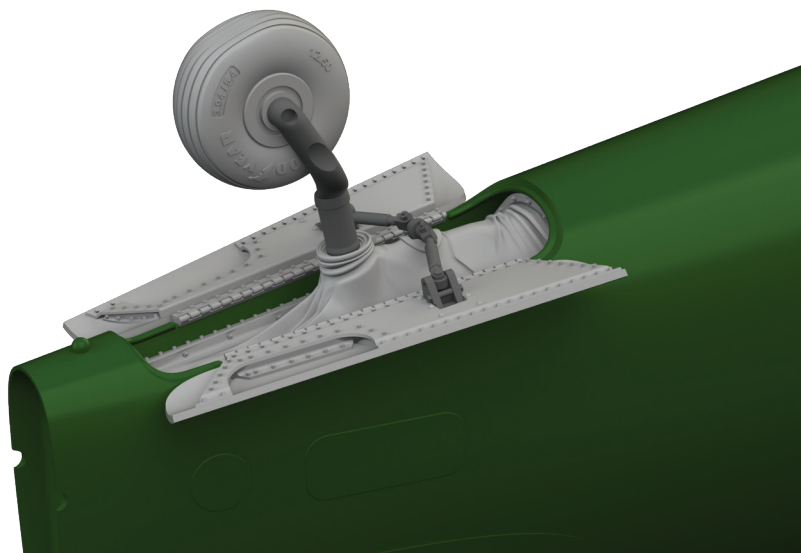
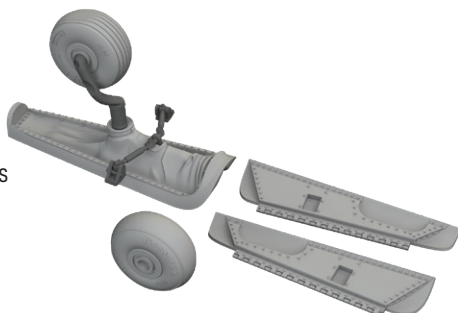
6481100

P-40E tail wheel bay PRINT**1/48 Eduard**

Brassin set - tail wheel bay for P-40E in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



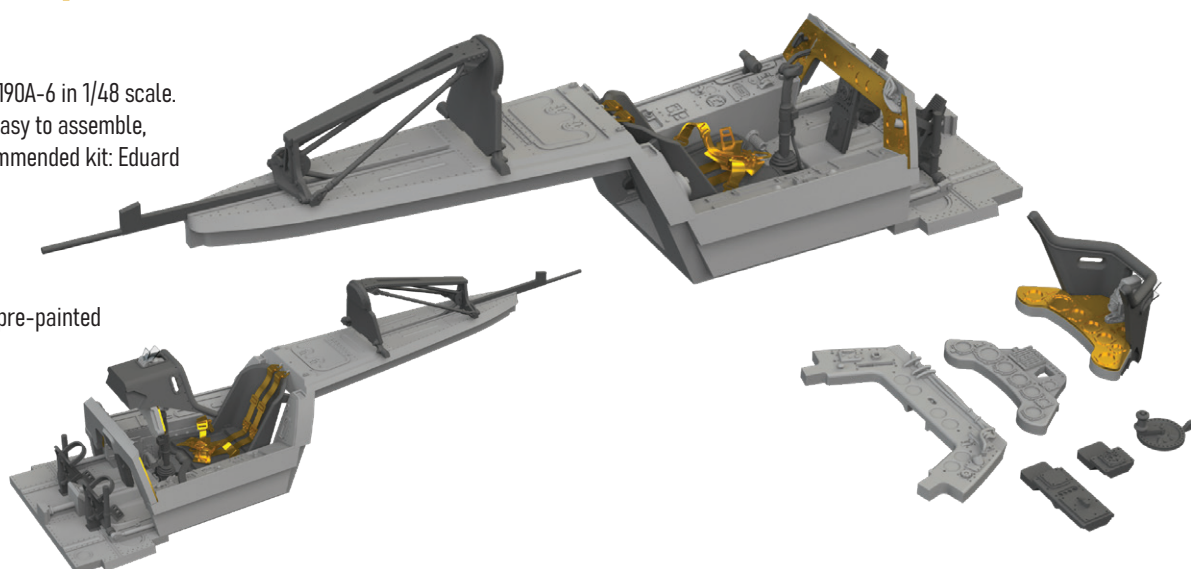
6481101

Fw 190A-6 cockpit PRINT**1/48 Eduard**

Brassin set - cockpit for Fw 190A-6 in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 19 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



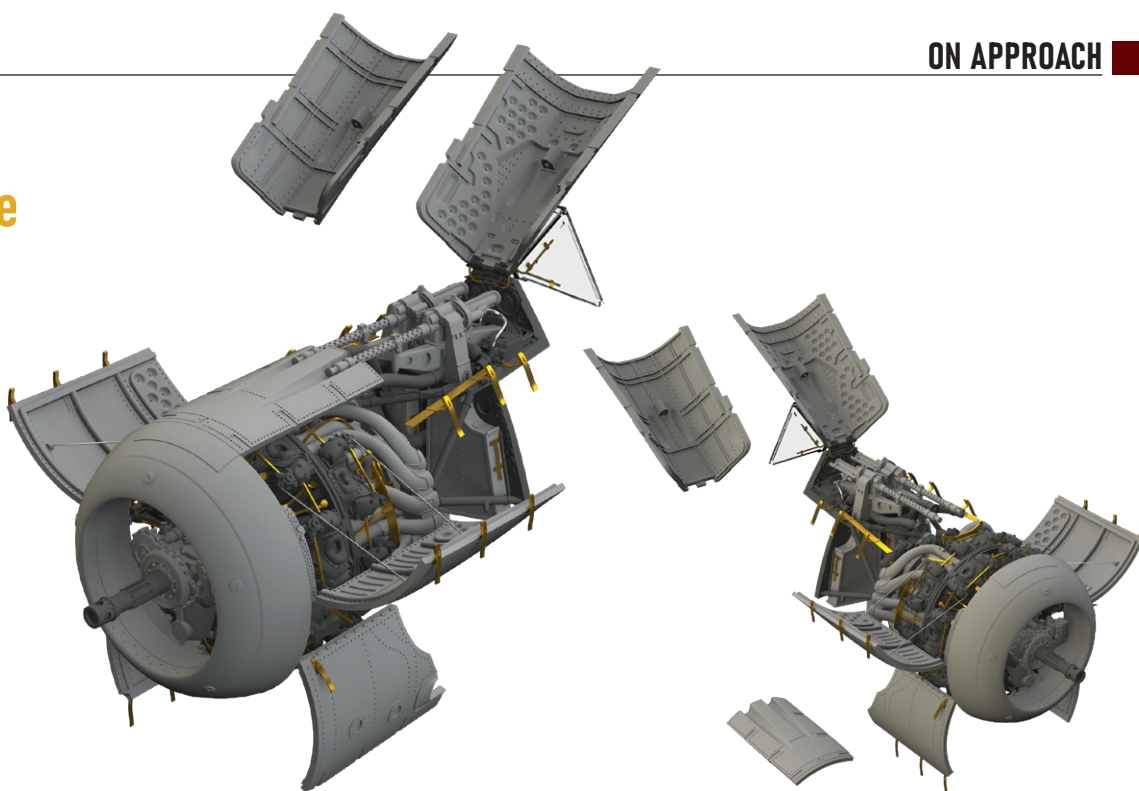
6481102

Fw 190A-6 engine**1/48 Eduard**

Brassin set - a complete engine for Fw 190A-6 in 1/48 scale. Cowlings are included.
Recommended kit: Eduard

Set contains:

- resin: 32 parts
- decals: no
- photo-etched details: yes
- painting mask: no



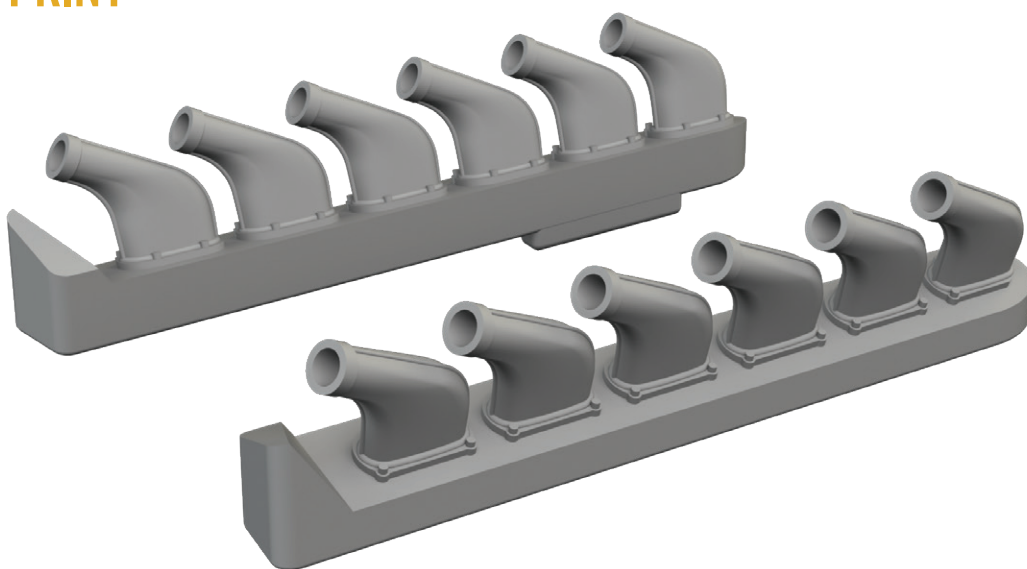
672411

P-51 exhaust stacks PRINT**1/72 Tamiya**

Brassin set - exhaust stacks for P-51 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



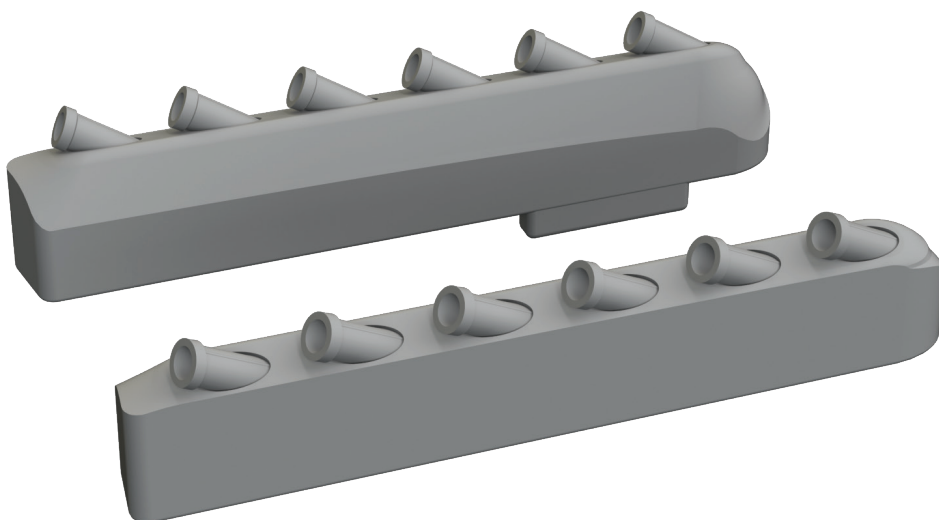
672412

P-51 exhaust stacks w/ fairing PRINT**1/72 Tamiya**

Brassin set - exhaust stacks for P-51 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



672413

P-51D seat w/ integral belts PRINT**1/72 Eduard**

Brassin set - pilot seat for P-51D 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: no
- painting mask: no

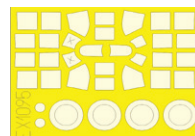
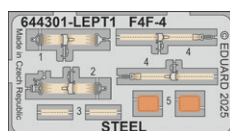


644303

F4F-4 w/ early wheels LööKplus**1/48 Eduard**

Collection of 4 sets for F4F-4 in 1/48 scale.
Recommended kit: Academy

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

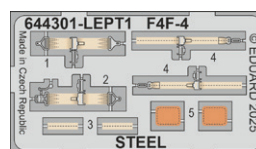
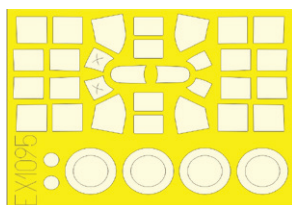


644304

F4F-4 w/ late wheels LööKplus**1/48 Eduard**

Collection of 4 sets for F4F-4 in 1/48 scale.
Recommended kit: Academy

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



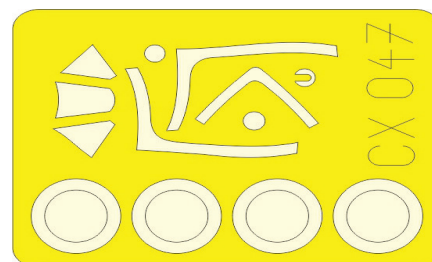
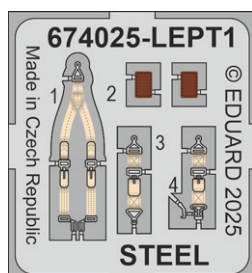
674029

P-47D Bubbletop LööKplus

1/72 Tamiya

Collection of 3 sets for P-47D Bubbletop in 1/72 scale.
Recommended kit: Tamiya

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- painting mask



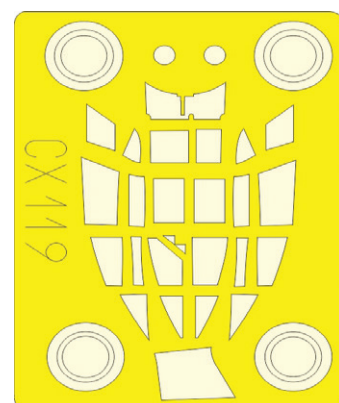
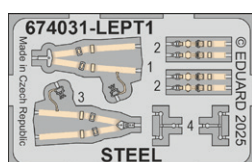
674035

Mosquito NF Mk.II LööKplus

1/72 Tamiya

Collection of 4 sets for Mosquito NF Mk.II in 1/72 scale.
Recommended kit: Tamiya

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



SIN648138

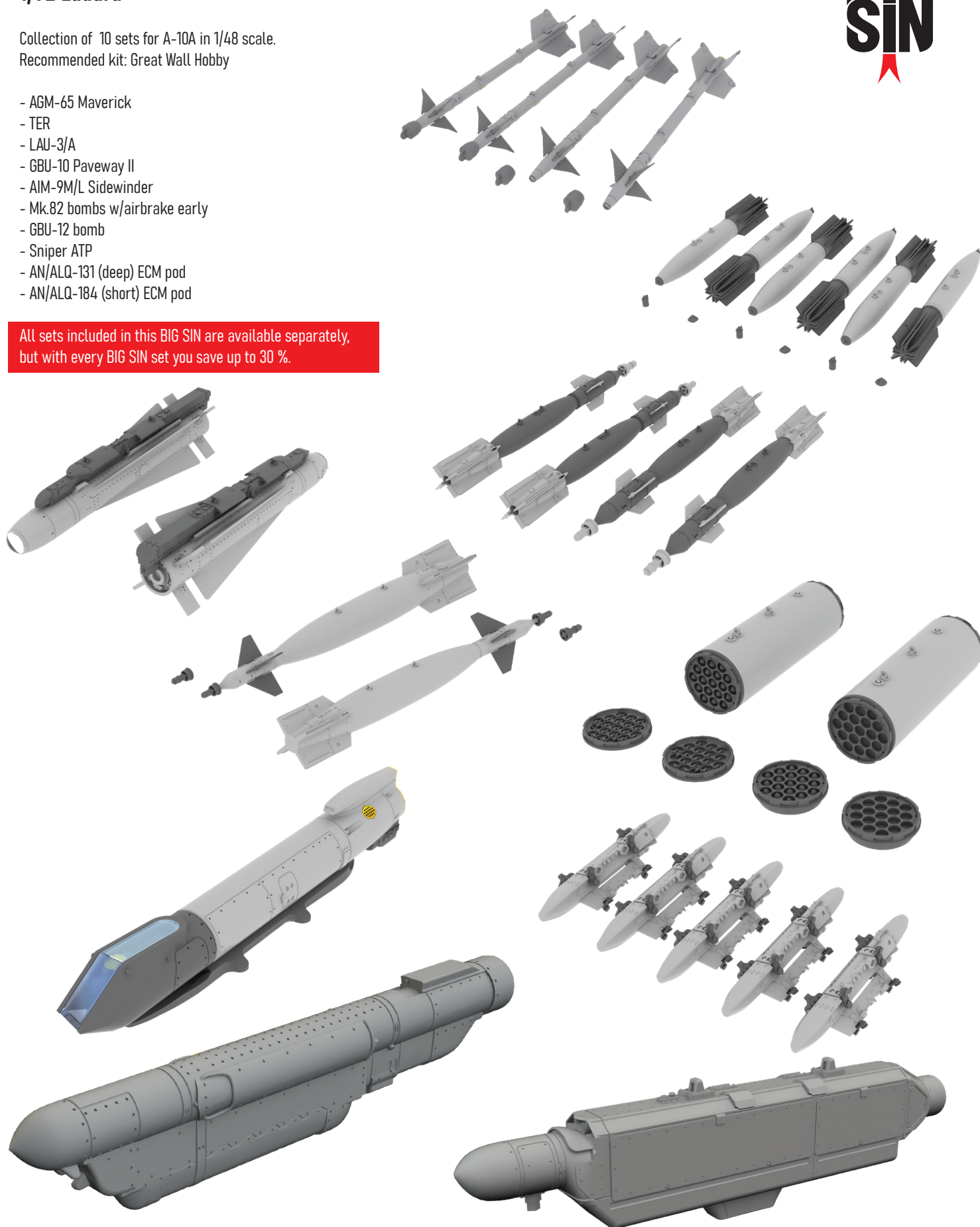
A-10A armament

1/72 Eduard

Collection of 10 sets for A-10A in 1/48 scale.
Recommended kit: Great Wall Hobby

- AGM-65 Maverick
- TER
- LAU-3/A
- GBU-10 Paveway II
- AIM-9M/L Sidewinder
- Mk.82 bombs w/airbrake early
- GBU-12 bomb
- Sniper ATP
- AN/ALQ-131 (deep) ECM pod
- AN/ALQ-184 (short) ECM pod

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



SIN67233

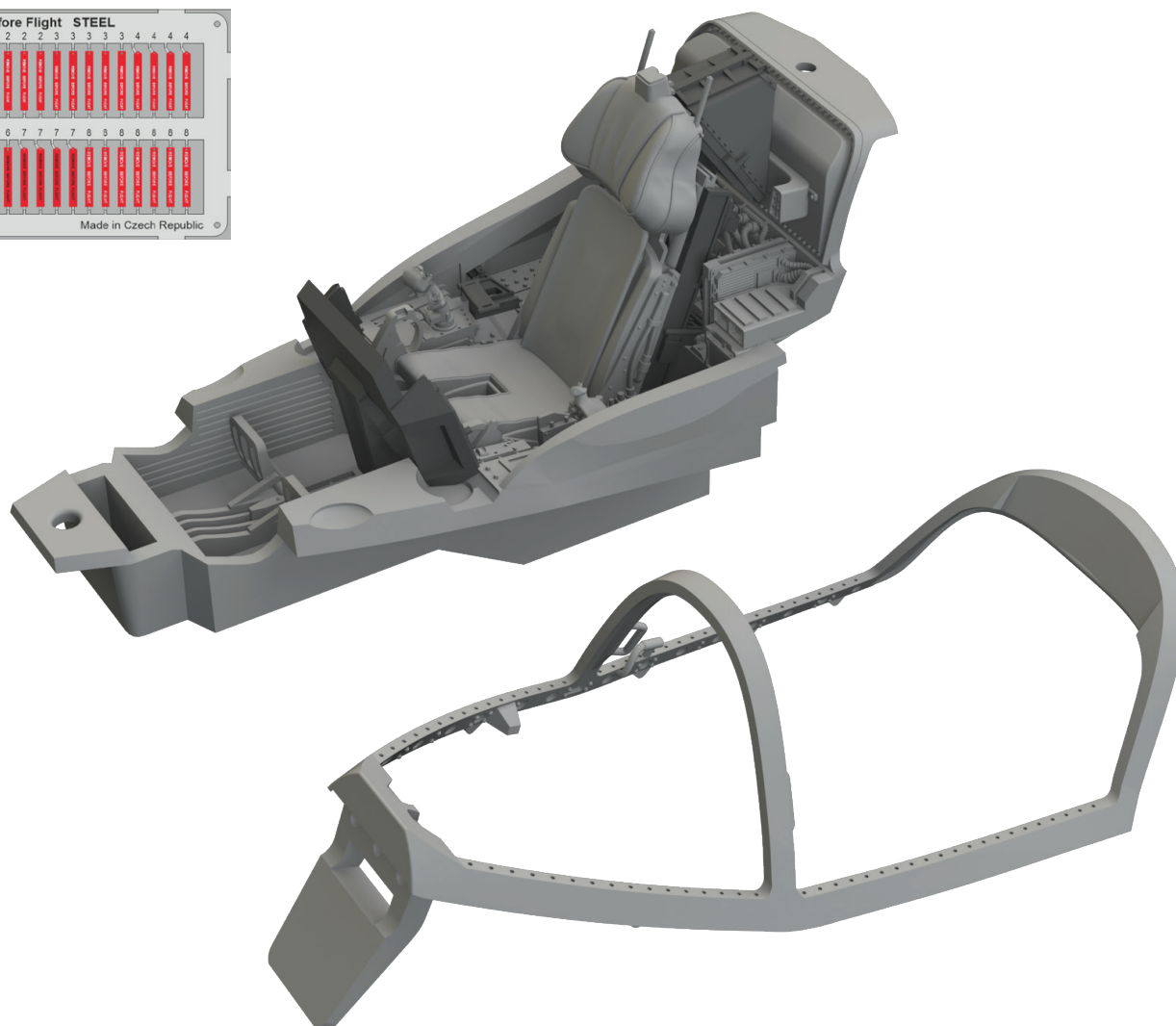
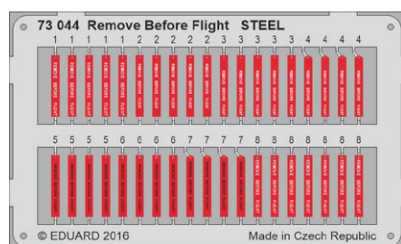
F-35B

1/72 Tamiya

Collection of 4 sets for F-35B in 1/72 scale.
Recommended kit: Tamiya

- cockpit
- undercarriage wheels
- RAM coating panels die-cut painting mask
- Remove Before Flight tags

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



PE-SETS

481161	Fw 190A landing flaps	1/48	Eduard
481162	A6M2-K landing flaps	1/48	Eduard
481163	A6M5 landing flaps	1/48	Eduard
481164	B-26G Marauder exterior	1/48	ICM
481165	B-26G Marauder bomb bay	1/48	ICM
491520	A6M5 (Nakajima) upgrade set	1/48	Eduard
491521	A6M5 (Mitsubishi) upgrade set	1/48	Eduard
491522	A6M2-K upgrade set	1/48	Eduard
491523	Sea King HC.4	1/48	Airfix
491524	Sea King HC.4 cargo seatbelts STEEL	1/48	Airfix
491527	Mi-24A	1/48	Trumpeter
491529	B-26G Marauder	1/48	ICM
491530	B-26G Marauder rear interior	1/48	ICM
73849	Go 242A	1/72	IBG

ZOOMS

FE1527	Mi-24A	1/48	Trumpeter
FE1528	Mi-24A seatbelts STEEL	1/48	Trumpeter
FE1523	Sea King HC.4	1/48	Airix
FE1525	A6M5 seatbelts STEEL	1/48	Eduard
FE1526	A6M2-K seatbelts STEEL	1/48	Eduard
FE1529	B-26G Marauder	1/48	ICM
FE1530	B-26G Marauder seatbelts STEEL	1/48	ICM

MASKS

EX1114	Mi-24A	1/48	Trumpeter
EX1115	Mi-24A TFace	1/48	Trumpeter
EX1116	B-26G Marauder	1/48	ICM
EX1117	B-26G Marauder TFace	1/48	ICM
EX1118	B-26G Marauder US national insignia	1/48	ICM
EX1119	P-51B/C D-day stripes	1/48	Eduard
EX1120	P-40E US national insignia circular	1/48	Eduard

SPACE

3DL48221	A6M5 Zero (Mitsubishi) SPACE	1/48	Fine Molds
3DL48222	A6M5 Zero (Mitsubishi) SPACE	1/48	Eduard
3DL48223	Mi-24A SPACE	1/48	Trumpeter
3DL48224	Sea King HC.4 SPACE	1/48	Airix
3DL48225	B-26G Marauder cockpit & nose SPACE	1/48	ICM
3DL48226	B-26G Marauder cockpit insulation & armour plates SPACE	1/48	ICM
3DL48227	B-26 Marauder rear interior SPACE	1/48	ICM
3DL72063	Go 242A SPACE	1/72	IBG
3DL72064	MiG-21bis SPACE	1/72	Eduard

DECAL SET

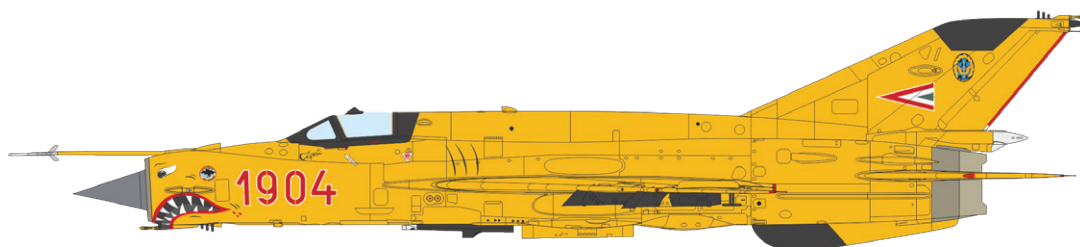
D72055	MiG-21bis stencils	1/72	Eduard
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MiG-21bis Dual Combo

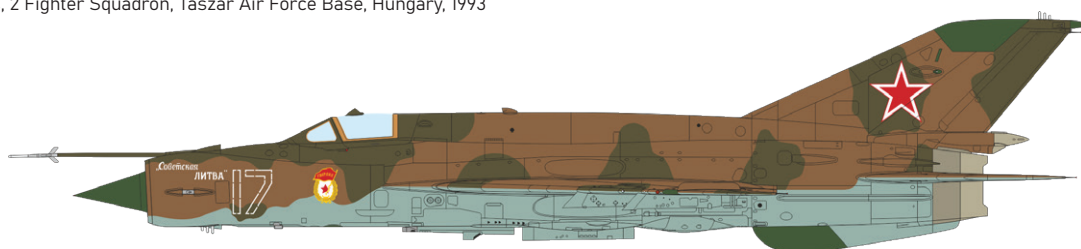
1/72



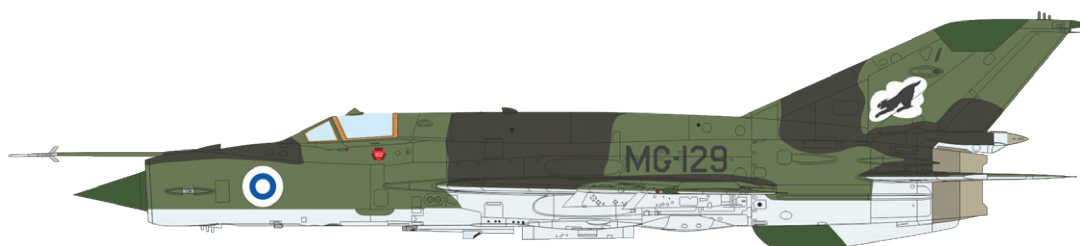
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LIMITED
EDITION


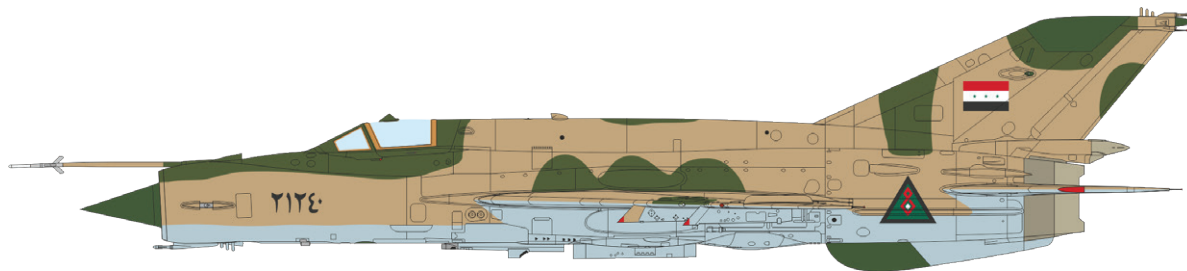
MiG-21bis, c/n 75061904, 2 Fighter Squadron, Taszár Air Force Base, Hungary, 1993



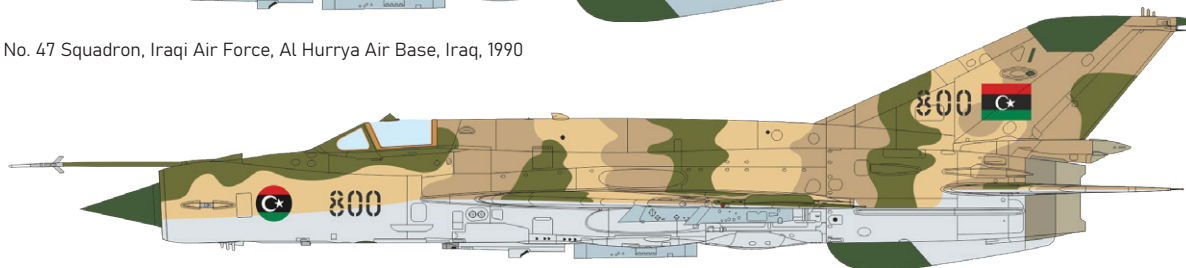
MiG-21bis, 115 GIAP, Soviet VVS, Bagram Air Base, Afghanistan, 1980



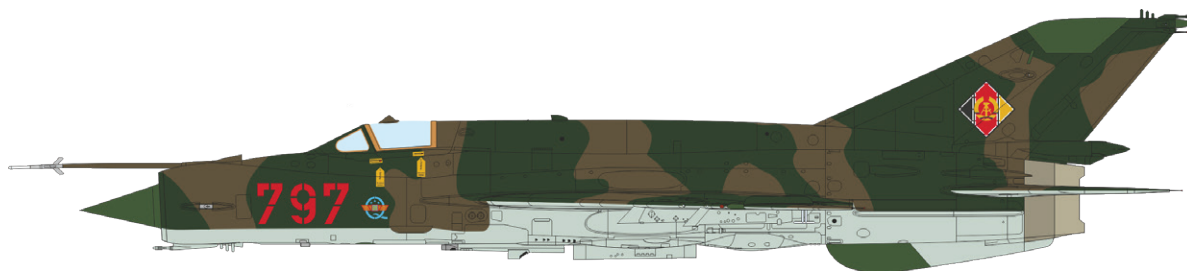
MiG-21BIS, c/n 75084300, HävLLv 31, Kuopio airbase, Finland, 1980 – 1981



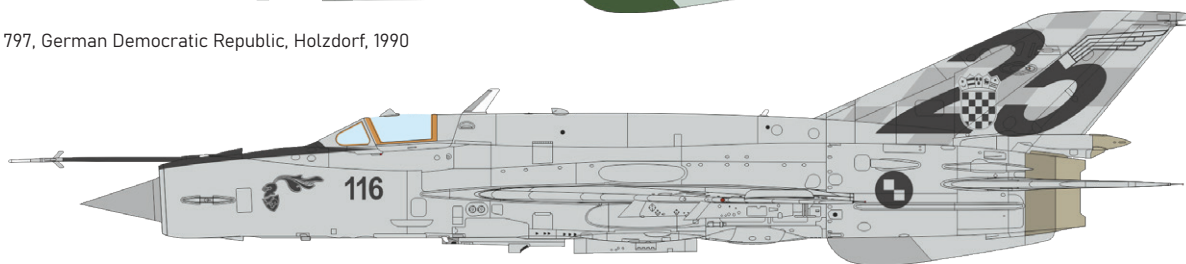
MiG-21bis, No. 47 Squadron, Iraqi Air Force, Al Hurrya Air Base, Iraq, 1990



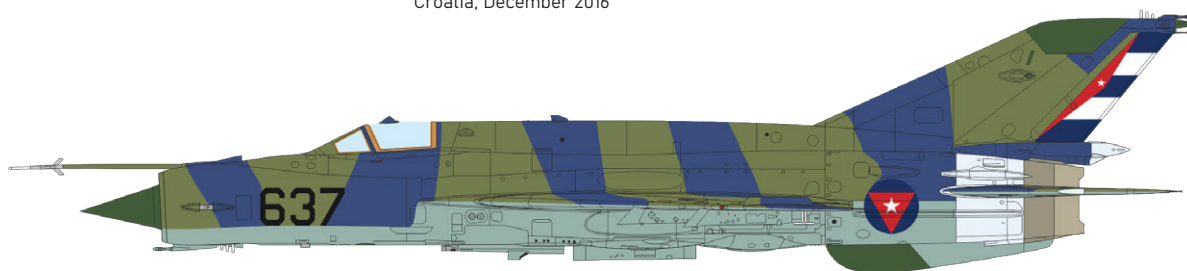
MiG-21bis, Free Libyan Air Force, Tobruk, Libya, November 2011



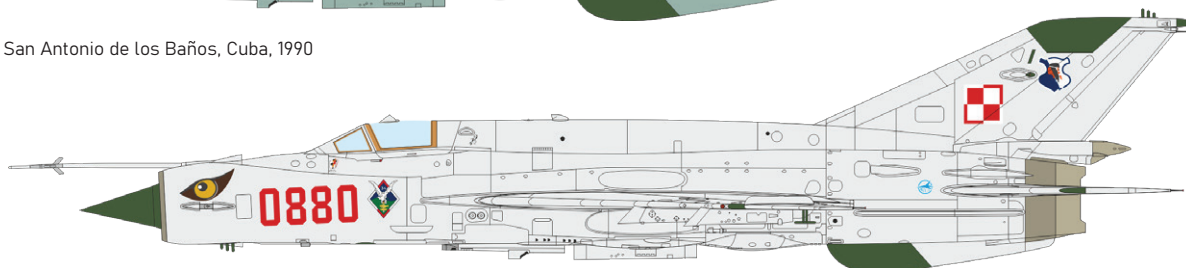
MiG-21bis, 797, German Democratic Republic, Holzdorf, 1990



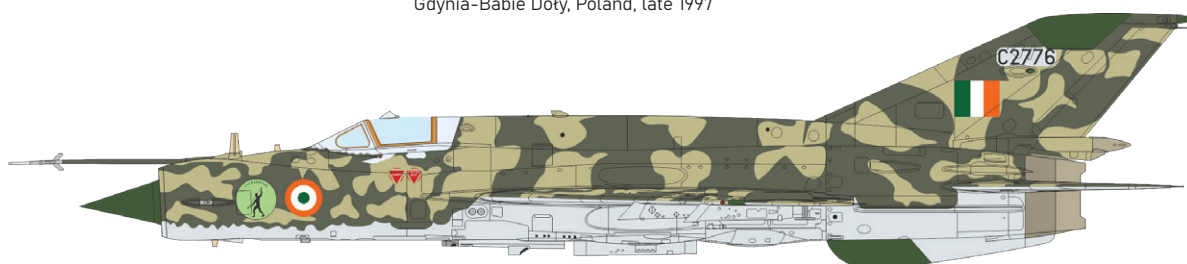
MiG-21bisD, Eskadrila borbenih aviona, HRZ i PZO, Zagreb-Pleso, Croatia, December 2016



MiG-21bis, San Antonio de los Baños, Cuba, 1990



MiG-21bis, c/n 75080880, 1 Pucki DLMW, Lotnictwo Marynarki Wojennej, Gdynia-Babie Doły, Poland, late 1997



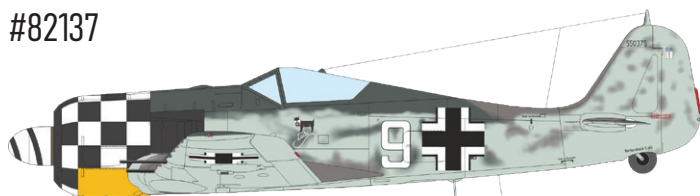
MiG-21bis, C2776, No. 26 Squadron "The Warriors", Indian Air Force, Adampur, 1990

Fw 190A-6

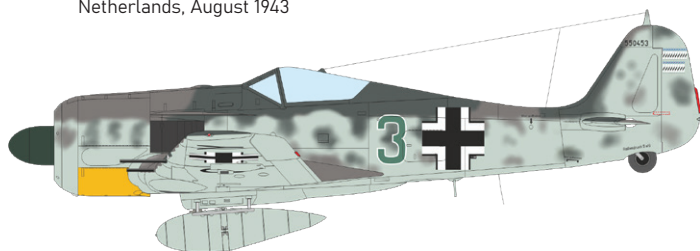
1/48



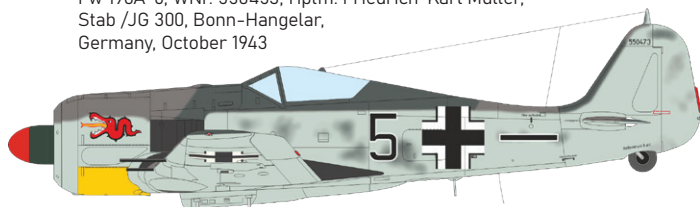
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ProfiPACK
edition

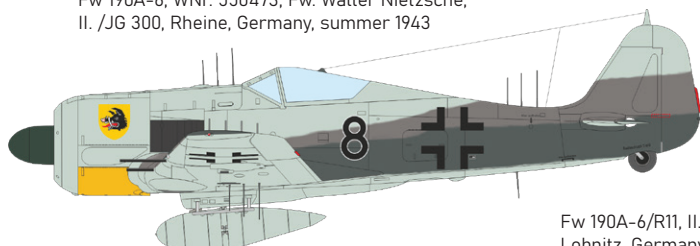
Fw 190A-6, WNr. 550375, Lt. Heinz-Günther Lück, 1./JG 1, Deelen, Netherlands, August 1943



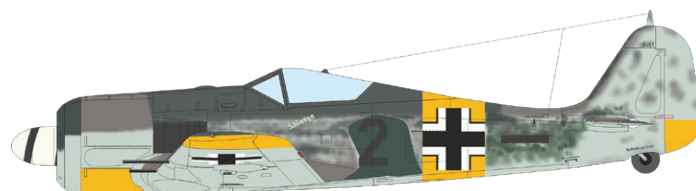
Fw 190A-6, WNr. 550453, Hptm. Friedrich-Karl Müller, Stab /JG 300, Bonn-Hangelar, Germany, October 1943



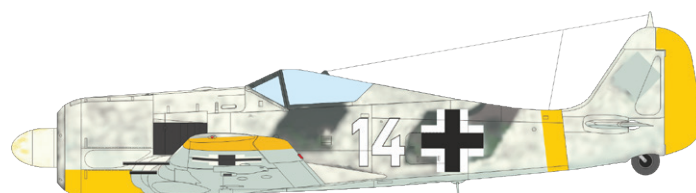
Fw 190A-6, WNr. 550473, Fw. Walter Nietzsche, II. /JG 300, Rheine, Germany, summer 1943



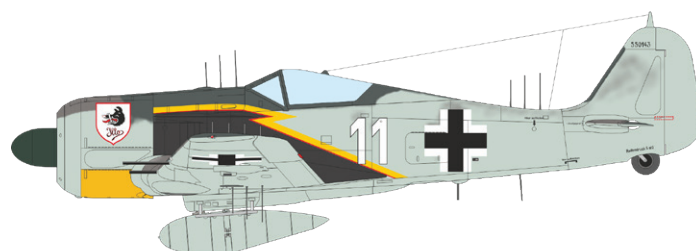
Fw 190A-6/R11, II. /JG 300, Lobnitz, Germany, fall 1943



Fw 190A-6, WNr. 550461, Oblt. Helmut Radtke, 5./JG 54, Immola, Finland, summer 1944



Fw 190A-6, Fw. Günther Josten, 1./JG 51, Bobruysk, the USSR, January 1944



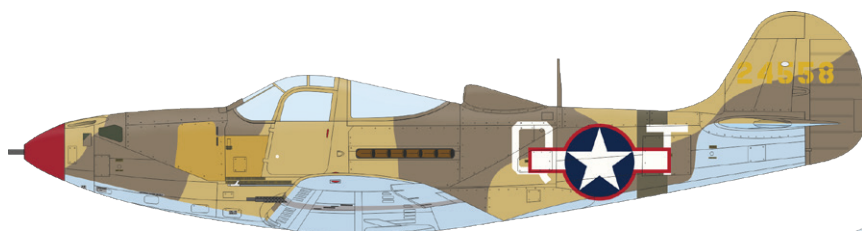
Fw 190A-6/R11, WNr. 550143, Oblt. Fritz Krause, 1./NJGr 10, Werneuchen, Germany, January 1944

P-39K/L Airacobra

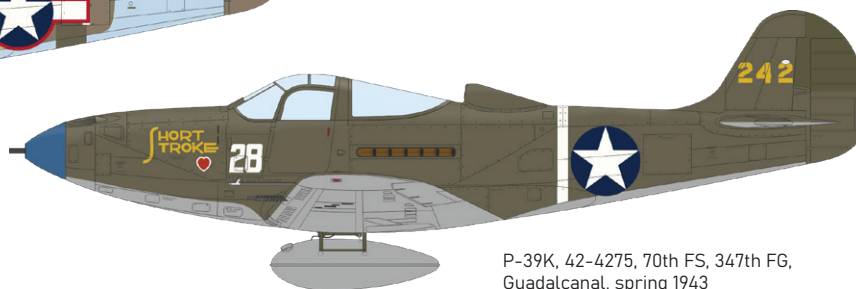
1/48



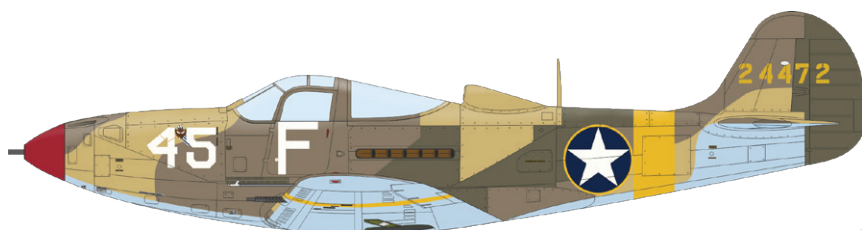
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WEEKEND
 edition


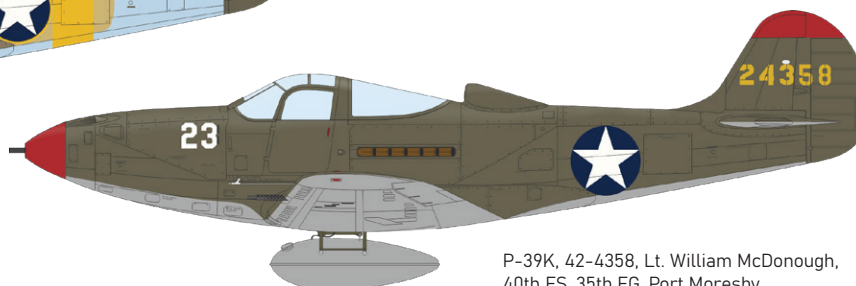
P-39L, 42-4558, 93rd FS, 81st FG,
Sidi Ahmed, Tunisia, summer 1943



P-39K, 42-4275, 70th FS, 347th FG,
Guadalcanal, spring 1943



P-39L, 42-4472, 346th FS, 350th FG,
Tunisia, spring 1943

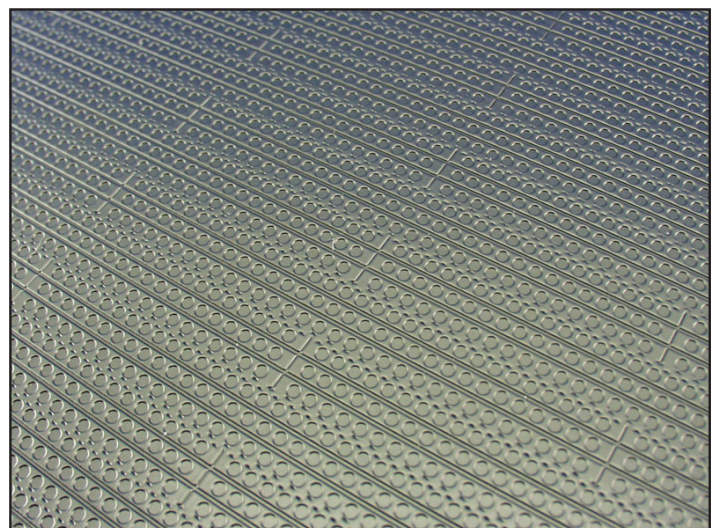
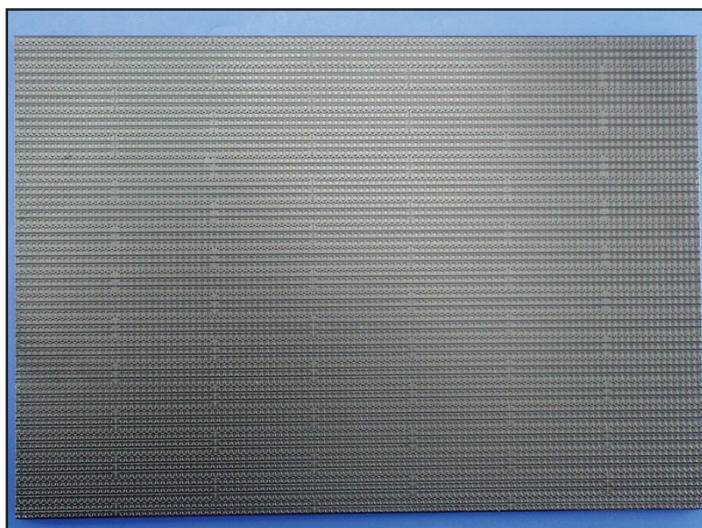


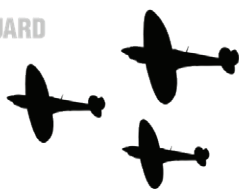
P-39K, 42-4358, Lt. William McDonough,
40th FS, 35th FG, Port Moresby,
New Guinea, February 1943

PSP Display - perforated steel plate 1/48



#8801





ALMOST AN APRIL PROBLEM

Jan Zdiarský

It's not entirely my fault that I'm writing my Tail End Charlie text at the last-minute again. I scheduled my work quite responsibly yesterday, Sunday, two days before the current issue was due out. However, somehow I didn't keep up at the end of the day. Understandably, I could blame my slow work, my tendency to run away from responsibilities, or stimuli that release the right hormones into my brain for the wrong mood, and a thousand other things rooted solely in my nature, irresponsibility, and laziness. But this time it's different my friends. THEY took an hour out of my day yesterday. And that's why I couldn't keep up. The change to daylight saving time caught me surprised almost as change of the Austro-Hungarian Empire railway schedule surprised Cimrman near the village of Stredoplký. I recommend our English-speaking readers to supplement their education by a proper search of the encyclopedic entry Jára Cimrman. You will learn where American, hence Austrian, self-confidence would be and with them Thomas Alva Edison or well I dare smuggle this word into my apolitical article- Nikola Tesla, if the world had discovered the brave Czech Cimrman a little earlier.

I'm a little out of scope, aren't I? However, since my colleagues and I have given ourselves

pretty much free rein as to what may be the topic of our final reflections in the Tail End Charlie column, I can allow myself to do so, and I trust you will forgive me for avoiding the technology and social issues.

In short, I missed an hour yesterday. With the time shift from winter to summer. It was taken from me by technocrats and foolish politicians sometime in 1916 and THEY won't give it back. Even though the idea of daylight saving time seems to be obsolete nowadays, the various cabals controlling the world, the Wall Street vampires and the European oligarchs who are guaranteed to benefit from it, still don't want to give it back to me (not referring to the clever Russian oligarchs, because there daylight saving time is no longer used).

The transition between daylight saving time and standard time is quite a chaotic all over the world, as if time zones were not enough. For example, the southern hemisphere doesn't use it, it was never introduced in most of Africa. In different parts of the northern hemisphere, the transition between winter and summer time occurs on different dates.

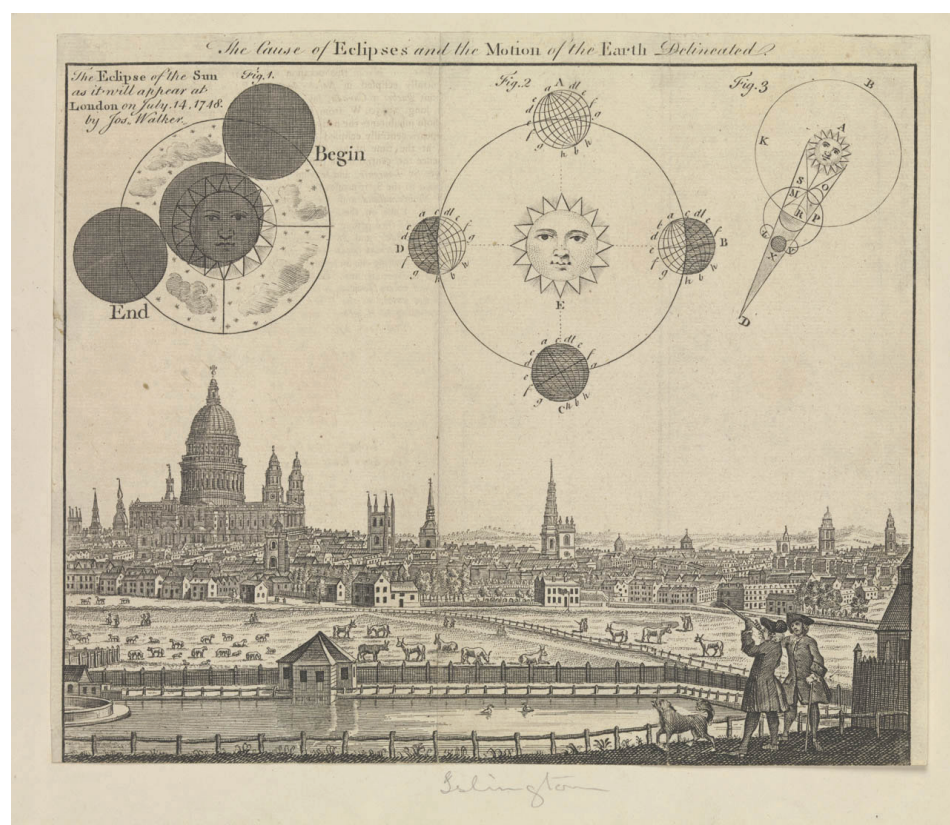
There are debates about to abolish these time shifts altogether. Whether their original reason is outdated or not. The European Union, for example, set out to abolish daylight saving

time back in 2019... But since then its member states have still not agreed on how this should be done... Well, yeah...

Hopefully I'll live to see it someday, and so will my dog who doesn't understand why he suddenly has to start getting up an hour earlier or an hour later. The wolves that roam the woods around my homeland in the border mountains don't care. They wisely get up (or rather go to bed) according to the sun.

... à propos, do you actually know which of the two times is the correct, original one? Summer or winter? The summer/winter time switching is used in most of Europe. And also in the USA... Ah ... Did you know that of Europe, Greenland, for example, doesn't use it? I learned this a while ago when I was trying to clear up some of my ignorance, and I have to admit that there are things (and I write this without giving wise counsel) that finally make sense to me now.

I guess I'll have to put up with being as confused in my biological clock as I probably am in my head for some time to come. On top of that, it snowed again this morning. But let's not be sad. Spring is here anyway!



ARTWORK PRINTS



A6M5 Zero Type 52
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A6M5 Zero Type 52

11184-ART

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



P-51D-5 Mustang
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7476-ART

P-51D-5 Mustang



Spitfire Mk.IIa
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84206-ART

Spitfire Mk.IIa

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SCALE MODEL SHOW

MAY 17th, 2025

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