

# INFO | Eduard

# 185

e-magazine FREE ■ Vol 24 ■ July 2025



## Tales of Iwojima

eduard



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# 185



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





JULY 2025

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# EDITORIAL

Good evening, Dear Modellers  
Times are very turbulent right now, and it's a lot like the saying about how the situation on the battlefield changes minute by minute goes. As soon as I announced the release of the F-18C based on Kinetic plastic in the last newsletter, we learned that the moldings would not arrive in time for us to release the kit as a September new release. Since our release schedule is full to the end of the year, we will have a little trouble finding a new release date. We haven't set one yet, so that piece of information will have to wait for a bit. What I will tell you is that the replacement for the Hornet is the 1:48th Ju 88 A-4 founded on the ICM kit.

Otherwise, everything is going more or less according to plan. The new items for July are at the retailers, and we have also launched their sale on our e-shop. We have a small hitch with the Bf 110 D, which is currently unavailable on our e-shop, but I expect it to be back on sale by the end of this week. The reason is that we are missing three plastic sprues that we did not have time to produce, because our press shop is currently a bit overloaded with demand for other kits as well. First off, we need to produce sprues for the new 48th scale P-40N, which we will be packing this week, so that we can start sending out pre-orders for the Royal Class P-40N next week and pack the rest of these kits for retailers. In total, we need a little over 7,000 units, and to make matters worse, we need another 2,000 for the pending Limited Edition issue with the somewhat complicated name of '15,000', which is about the famous P-40N with lots of attractive markings used by some of the units flying Curtiss fighters. We have this ready as one of the items for this year's IPMS USA, which must make its way to America no later than the week after next. From this, you can see that we still have a lot to do and that we are definitely not bored.

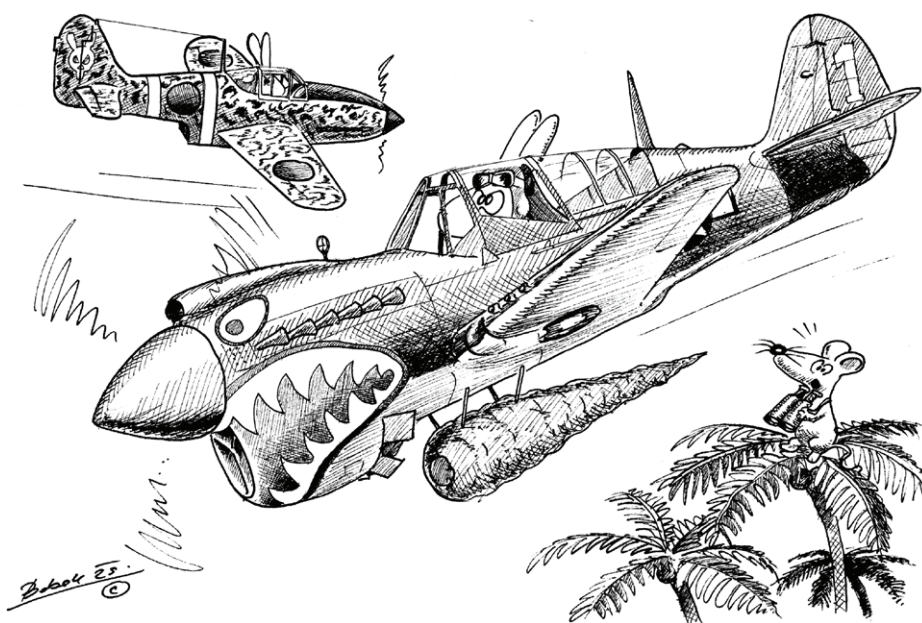
We are also working on molds for our planned new releases for the fall. We have more or less all the molds ready, eight in total, for the MiG-21F, which is in 48th scale. They have not all been tested yet, but I expect that we will be able to do that by mid-August. Molds for the S-199 are also in production, which we should have ready for the beginning of September. For the MiG-21F, it is already clear what will happen with the introductory Limited Edition release, dedicated to the service of this type in the Czechoslovak Air Force. It will be released as a special with a book by Martin Janousek, it has been written, language and style adjustments,

as well as proofreading, are underway, and the typesetting is being prepared. The book will be published in Czech, we will not be translating it into other languages. The design of the decals has also begun. Pre-sale will start on Friday, July 18th, and will end on July 31st. The size of the production run will be determined by the results of the pre-orders, where the pre-orders from our e-shop and orders from retailers will be added together.

This is the same principle that we use for the kits released in the Royal Class series. It follows from the fact that you do not necessarily have to buy this kit from our e-shop, but you can buy it later from your retailers, if your retailers stock it. At the same time, you do not have to buy this kit just to have the MiG-21F. Another MiG-21F kit with the same moldings is planned as a November release, which will premiere at E-day in Litomerice on October 3rd and 4th.

We have received questions about whether it will be possible to order the S-199 as part of the MiG-21F pre-order. This option seems logical, given that the S-199 should premiere at E-day as well, which is only about two weeks after the pre-paid MiGs are to be shipped. However, this will not be possible. The fact is that the molds for the S-199 will be completed and fine tuned only at the beginning of September, and the

same goes for the decals, instructions and other accessories, which can only be completed after we have the final moldings at our disposal. And all this is practically impossible to make it to the planned date of shipping the pre-ordered MiG-21Fs. We will not be able to get the S-199 into the boxes until the end of September, and when I say at the end, it will really be sometime on September 30th, if not even October 2nd, just before E-day. It will be exciting to have the S-199 at E-day, we will have to try very, very hard. Of course, we will keep you informed about the progress of our efforts, and we will also show the progress of our efforts live at various events. For the first time, we would like to present the S-199 and the MiG-21F in Pilsen at the Plzensky Velbloud exhibition, at the beginning of September at the now traditional meeting in Prostějov, and just before E-day in Prague. So if





you go to E-day to get the S-199s and the MiGs, you will definitely not be disappointed.

In my editorial in the last newsletter, I promised you that the sale of the book for the 100th BG would start in June, and unfortunately I am not able to keep this promise. The reason, I would say, is administrative. It turned out that we do not have the option to set synch the VAT for books in our data transfer system from the e-shop to the accounting and invoicing system. It may seem like an easily solved issue to you, and it probably is a relatively easily solved issue, but it is precisely these types of issues that can cause significant damage. Here in the Czech Republic, this is not a fundamental problem, we have zero VAT on books. At least for now, I am afraid that sooner or later some minister of finance will think that something needs to be done about it and make some money from it. The current problem is in the ingenious OSS system, which is the charging of VAT from sales in the e-shop to EU countries. This means that when selling to individual EU countries, we have to charge customers the VAT of the given country, and in each country, customers, their citizens, have to pay the charged VAT to each EU country once every 3 months. Payment is made through the clearing center, and a statement is sent showing how much money is to be sent to each country. Just to ensure that it is not all too easy and to ensure that all countries report this properly, we have thirteen different rates for books in the EU, starting with the zero Czech rate and ending with the 18 percent as the Hungarian rate. When this madness broke out years ago,

we made a mistake and had the option of setting only one VAT rate for each country programmed into our two interconnected systems. We somehow overlooked the possibility of multiple rates at the time, and now we have caught up on that oversight. We ordered the modifications, but don't ask how much it will cost, and I don't know when it will be ready, debugged and initiated, I hope it might be ready by August. I hereby apologize for my mistake, and I promise that we will start selling immediately as soon as this precarious situation is resolved. You know, regulations must be followed, order must be maintained!

It's like those little swastikas. In some countries they are allowed to be in pictures, and in others they are not. We have already explained how we deal with this – to some customer displeasure, we do not put them on our boxart at all. But now something unpleasant has happened to us. The author of the box art on the Bf 110 D painted swastikas on the tails of both flying Bf 110 Ds. Nice, double-lined, really precisely done. A joy to look at. The product manager who was supposed to catch it didn't, and about eight other people who could have noticed it, didn't, which is quite unlikely, but unlikely things just happen, and so we have boxes with a total of eight swastikas on them. Which is ripe for throwing the boxes away and reprinting them. Of course, this is bad for the environment and uneconomical, so my colleagues decided to cover the hackneyed boxes. Katka made up stickers, nice, camouflaged ones, and our gentlemen covered

the boxes that are supposed to be sold in the EU with stickers covering the offending symbols. The boxes that are supposed to go to countries outside the EU, or rather to countries that have not completely banned the representation of the symbol, are not covered. I'm looking forward to someone in the warehouse changing them over, sending the covered boxes to Japan, and the uncovered boxes to Germany. And you, my friends, especially don't tear off the stickers. On the one hand, you'll be breaking the law, and on the other hand, you'll be depriving yourself of a future rarity. You know how it is with stamps or coins. The most valuable ones are those that someone once printed with a mistake, and then reprinted it as best they could. There's a certain probability that something similar will happen with building kits. So consider these painted Bf 110 Ds as a great and amazing investment opportunity! Of course, they won't be easy to get, as you probably remember from the introduction to this article, Bf 110 Ds are currently sold out and unavailable, and when they become available again, they'll be gone very soon.

If this sounds like a Donald Trump crypto-savvy move, no, it really isn't. You can't make that kind of money on hackenkruezes, even if you piled eighty-eight of them onto that box.

Happy Modelling  
Vladimir Sulc

## IN JUNE, OUR RANGE OF 3D PRINTERS WAS SIGNIFICANTLY EXPANDED.





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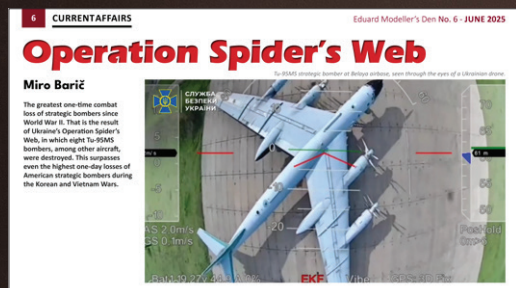
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## Highlights EMD 06/2025

### Operation Spider's Web

Current Affairs / Miro Barič

The greatest one-time combat loss of strategic bombers since World War II. That is the result of Ukraine's Operation Spider's Web, in which eight Tu-95MS bombers, among other aircraft, were destroyed. This surpasses even the highest one-day losses of American strategic bombers during the Korean and Vietnam Wars.



### Swedish Naval Forces

World Naval Forces / Petr Uzsák

Today's instalment of the series is dedicated to a navy with an unbroken tradition spanning over five centuries, making it one of the oldest in the world. It was founded by King Gustav Vasa in 1522 and has since remained a permanent component of the Swedish Armed Forces. Historically, Sweden has been one of several coastal states bordering the Baltic Sea, giving it a long and rich maritime history. For more than two centuries, Swedish policy was based on neutrality. The last military action abroad occurred in 1814, when the Swedish army, as part of an international coalition, helped defeat Emperor Napoleon, followed that same year by a short war with Norway, by then a French ally. Since then, Swedish troops have not fought abroad but have taken part in operations under the United Nations flag. However, the long-term verbal assaults on Swedish neutrality by the Soviet Union, the threat of invasion across the Baltic Sea, and more recently the policies of Putin's Russia toward Scandinavian countries, have intensified over the past decades. The final impetus was the Russian invasion of Ukraine. At that point, both Finland and Sweden said "enough" and applied for NATO membership, which they soon obtained.











## VERY LONG RANGE

Brian Walter

Operating from three runways on the island of Iwo Jima, the VLR (Very Long Range) Mustangs of the United States Army Air Forces 7th Fighter Command were able to use the extended range of the P-51 to fly to and from the mainland of Japan for escort and ground attack missions. The 15th, 21st, and 506th Fighter Groups (FG) formed this force of P-51's, often sending one hundred-plus aircraft to Japan. Fighting not only the enemy, but also enduring harsh weather issues, environmental hazards of the island, and lack of incoming intelligence and supplies, the FGs persevered and contributed a great deal to victory in the

Pacific. In addition to the 51 VLR missions to Japan, their operations also included 171 strike missions to the Bonin Islands and over 10,000 hours of Combat Air Patrol around Iwo Jima. The 15th FG was formed before the war and was involved in combat at Pearl Harbor. The 15th FG was essentially created for the defense of the Hawaiian Islands, however they did deploy in P-39s and P-40s to the Central Pacific, including Canton and Baker islands. While combat activity was relatively quiet there, the group played a central role in Operation Flintlock; the Gilbert and Marshall Islands campaign. The 15th FG, now comprised

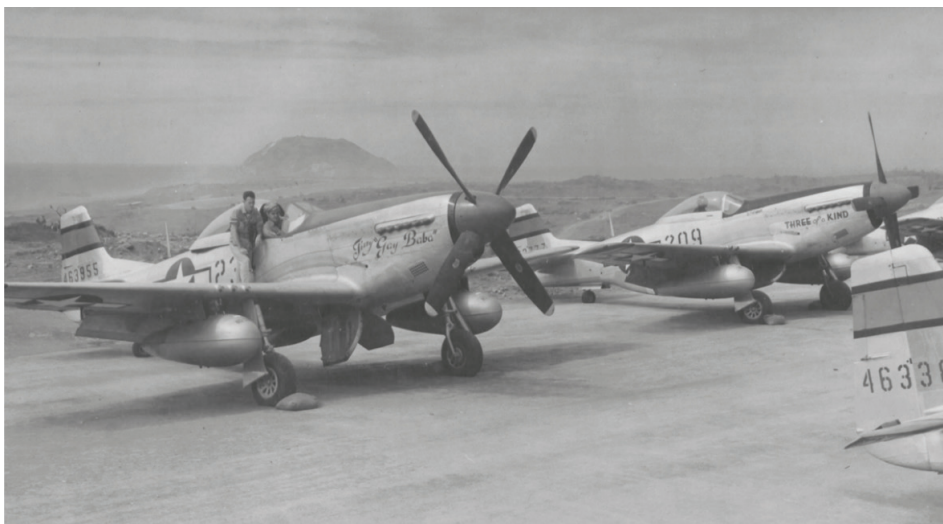
of the 45th, 47th, and 78th Fighter Squadrons (FS) arrived on Iwo Jima on March 7th, 1945 before US occupation was complete. Their first missions involved close air support of Marines on the island. Flying from South Field (Airfield #1), the 15th FG also began missions to the Bonin Islands, which were located about 150 miles north of Iwo Jima. This small group of Japanese territories included Haha-Jima and Chichi-Jima, well-known as the location US president George H.W. Bush was shot down in his TBF Avenger. Joining the 15th FG early on was the 21st FG who would fly from Central Field (Airfield



#2). Activated in April of 1944, the 21st FG absorbed the 46th FS and 72nd FS (previously attached to the 15th and 318th FGs) as well as the newly formed 531st FS. The group was declared operational for tactical combat on March 24th, 1945 from Iwo Jima. Just two days later, the 21st FG along with the 549th Night Fighter Squadron (NFS) bore the brunt of a Japanese Banzai attack of about 250 soldiers. The 21st FG suffered 14 killed and 50 wounded. The total casualties among all units involved in this attack was 44 killed and 88 wounded. Shortly thereafter, the 21st FG got their chance to strike back with their first mission to Chichi-Jima, sending 32 P-51's to attack a radar installation.

On April 7th, 1945, the first VLR mission was flown. This mission achieved several historic records: it was the longest flight mission over water to hit a target, the longest mission ever flown by P-51 Mustangs, and the first time land-based fighters had invaded the skies over Japan. The mission itself was an escort of B-29s from the 73rd Bomber Wing attacking the Nakajima Aircraft Engine Plant in Tokyo. More than ninety P-51s from both the 15th and 21st FGs departed Iwo Jima and rendezvoused with their B-29 navigator aircraft that led them to the bomber force over the coast of Japan. The Mustang pilots stayed with the bombers, only attacking Japanese aircraft when they threatened the B-29s. Even so, they scored 21 enemy fighters destroyed, with 6 probable and 10 damaged. Only three B-29s were lost: 2 to anti-aircraft fire and 1 to a Japanese bomb dropped on the formation. Both XXI Bomber Command and Seventh Fighter Command were very pleased with the results.

After more VLR missions to Japan and attacks on the Bonin Islands, the 506th FG joined the



Two North American P-51 Mustangs „Tiny Gay Babe“ and „Three of a Kind“ on parking are, Iwojima, Bonin Islands.

fight on May 16th, 1945, as they were waiting for North Field (Airfield #3) to be completed. The 506th FG was formed in October 1944 in Lakeland, FL, specifically for the VLR mission. This new group included the 457th, 458th, and 462nd FSs and immediately started training for the long-range flights. The group consisted of combat veterans, stateside pilot instructors and new replacement pilots who had all logged many hours in the P-51 by the time they deployed. The 506th FG immediately started flying Combat Air Patrol (CAP) and on May 18th, the 462nd FS sent 12 P-51s with 500 pound GP bombs to attack Chichi-Jima. Due to weather issues, the first VLR mission for the group was executed more than a week later. On May 28th, 1945 the 506th FG sent 53 Mustangs for a strafing attack on Kasumigaura airfield in the Mito area of Honshu, Japan.

Shortly thereafter, one of the worst non-combat losses during the war for the US occurred on June 1st, 1945. The objective was for all three

fighter groups to provide escort for more than 400 B-29s on a bombing mission to Osaka City, Japan. 148 P-51s from all three groups took off from Iwo Jima to join with their “mother hen” B-29s navigators. About 350 miles into their journey, they encountered a monstrous storm front. Due to the uncertainty of the navigating B-29s, an inexperienced weather observer, and some say pressure to move on with the mission because of several previous weather aborts, the Mustangs were led into the deadly front. By the end of the catastrophe, only twenty-seven P-51s prevailed to complete their mission. Twenty-four pilots and their Mustangs were lost, not one to enemy fire.

A typical VLR mission was a substantial combined effort that included several branches of the US military. Every mission started with a B-24 weather plane flying the route 6-10 hours before the mission, as well as a B-29 flying approximately 100 miles ahead of the main force to report on the current weather. Then, once the Mustangs took off, navigator B-29s led the P-51s to and from the Japan mainland, as precision navigation in a single-seat aircraft flying completely over water was impractical. Several P-61 Black Widows would also act as navigators, flying about an hour north of Iwo Jima to accompany Mustangs to the rendezvous point. The P-61s also returned any spare aircraft not needed for the mission. B-24s also often participated in these missions as communications relay aircraft. All the aircraft often would then be able to assist in air-sea rescue of downed pilots. Along the route from Iwo Jima to Japan and back, the US Navy and the Army Air Sea Rescue coordinated a minimum of 5 rescue stations. These stations would be composed of surfaced submarines at the two- or three-points closest to Japan, destroyer ships on the remaining stations, and airborne Dumbo aircraft circling overhead. When a Mustang pilot discovered that they could not make it back to Iwo due to



Sleek North American P-51 „Mustangs“ parked along the Number 2 strip on Iwojima in the Bonin Islands. 25 March 1945.





7th Fighter Command personnel push a North American P-51 Mustang toward the dispersal area at an airfield on Iwojima, Bonin Islands. July 1945.

damage or aircraft malfunction, they would be vectored to the nearest rescue station. At the last rescue station, four P-51s were assigned on every mission to provide top cover for the surfaced submarine about 10 miles off the coast of Japan. The navigating B-29s circled off the coast and waited until they had between 15 and 20 P-51s before starting their return trip to Iwo. Once the Mustangs got close enough to Iwo Jima, P-61s would again be able to assist in navigation, as well as having Army amphibious vehicles prowling the Iwo Jima beaches ready for any pilots having to ditch close to the island. As for the P-51 aircraft itself, all three fighter groups flew standard block P-51D-20-NA and P-51D-25-NA Mustangs, with a few modifications that were made to enhance the airplane on the VLR missions. The most visible and arguably most important modification was the "Uncle Dog" homing beacon system. Twin antenna masts for the AN/ARA-8 VHF homing adapter were installed on the spine of the fuselage of the P-51s. The normal AN-104-A radio antenna mast was then moved to the underside of the aircraft, centered in front of the wheel wells. The navigator "Mother Hen" B-29s transmitted a homing beacon to and from Japan, which the P-51's system would pick up and convert to an audio signal consisting of the International Morse Code letter's "U" or "D". Guided by the transponder beacon, the pilot turned his aircraft to follow a steady tone in his headset of both letters to indicate they were on course. The signal was also transmitted from Iwo Jima from the top of Mt. Suribachi to aid with navigation to the island. The Uncle Dog modifications were done 'in theater' by the groups, with the last P-51 on Iwo receiving the installation in mid-June 1945. This new system required some training for the pilots. Also modified was the SCR-695 IFF

(Identification friend or foe) transmitter, which was placed in the cockpit, behind the normal SCR-522 radio command set. In doing so, the battery was moved from its normal placement behind the SCR-522 to inside the engine compartment. A small air scoop for cooling was then added on the port side of the fuselage, just above and before the leading edge of the wing. The P-51 was also equipped with AN/APS-13 Tail Warning system but many pilots turned it off and some squadrons removed it altogether. The purpose of this system was to indicate the presence of aircraft in the rear, which when detected lit a warning lamp in the cockpit and rang a bell. Besides these modifications, crew chiefs found it necessary to deal with the constantly blowing dust and dirt by covering up as many of the

openings on the P-51 as possible. Covers were used on the front cowl vents, machine gun barrels, as well as on the shell case ejection chute openings on the underside of the wings. On the VLR missions, the P-51s always carried either 110 or 165 gallon drop tanks. The 110 gallon tanks were used as the main drop tank for missions, while the 165 gallon tanks were mainly used for carrying rockets and Air Sea Rescue top cover sorties. Because of the oversized nature of both tanks, sway braces were used to help support them. These braces were mainly constructed while on Iwo, initially made out of leftover plywood found on the island. However, there were problems with these as some warping or bending of the wood could cause the tanks to not release properly. Scrap metal was then used by engineering sections to furnish proper type braces for the 110-gallon tanks. Because of flying mostly over water, Capt. Jim Tapp and Capt. Vic Mollan of the 78th FS constructed a droppable rescue kit, which was later codenamed "Josephine". The kit, which included an A-3 life raft, survival radio, rations, and visual signal equipment, was placed into a modified 110 gallon drop tank. The tank would be released, separate, and parachute the contents to the downed pilot. In addition to the drop tanks and Josephine, 500 pound general purpose bombs were used in attacks on the Bonin Islands and early on close air support missions. In May 1945, a few squadrons like the 78th and 531st started installing rocket launchers on their P-51s. However, due to the lack of available rocket kits, not every Mustang in all squadrons were equipped with them by the end of the war. The P-51s were able to carry a maximum of three 5 inch rockets under each wing with the



North American P-51 Mustangs, returning from a mission over enemy territory, peel off for a landing at an airfield on Iwojima, Bonin Islands. Far in the distance, another flight of fighters comes into sight. Mustangs are parked alongside the runway.



165 gallon drop tanks to account for the extra drag. Another obstacle to overcome was the introduction of the new K-14A gunsight. Pilots had no previous training on how to use it and parts for the gunsights were not in supply until late summer 1945. Between April 7th and August 14th, 1945, a total of 51 Very Long Range missions were flown with 41 being effective. There were 9 non-effective weather aborts and 1 missed escort meeting. Weather was a major factor, and besides the 9 mission aborts, many other missions were delayed or changed before the P-51s ever took off. While each effective VLR mission had an average flight time of 7.3 hours, reports of pilots flying more than 8 hours and landing with only several gallons of fuel left

was common. When the 7th Fighter Command was given the directive that they would be tasked with escorting the B-29s from the Marianas, that is exactly what they prepared and planned for. However, it was soon apparent once the VLR missions started that escorting the B-29s would not be needed as the Japanese began to keep most of their aircraft on the ground, hidden and safe, realizing the strong possibility of a full US invasion of their homeland. The 506th FG, for example, had only seen a maximum of 40 enemy aircraft in the air at one time and that was in the beginning of June. Out of the 51 VLR missions only 14 were of the escort type with only 3 occurring in July and August. The 7th Fighter Command then turned to having the P-51s attack targets of

opportunity in Japan on the surface. And while not the most ideal platform for ground attack, the P-51 performed admirably in the 39 VLR strike missions to Japan. In their somewhat short participation in the war, 7th Fighter Command racked up an impressive tally of 225 enemy aircraft destroyed in the air, with 56 probable and 119 damaged. On the ground they claimed 219 destroyed and 450 damaged, as well as hundreds of surface vessels, locomotives and railroad cars, buildings and hangers, and radio/radar stations. Those numbers, however, did come with a cost of the lives of 107 pilots.



Product page

# Tales of Iwojima

A North American P-51 Mustang comes in for a landing on a runway at an airfield on Iwojima, Bonin Islands, after a mission over enemy-occupied territory. July 1945.





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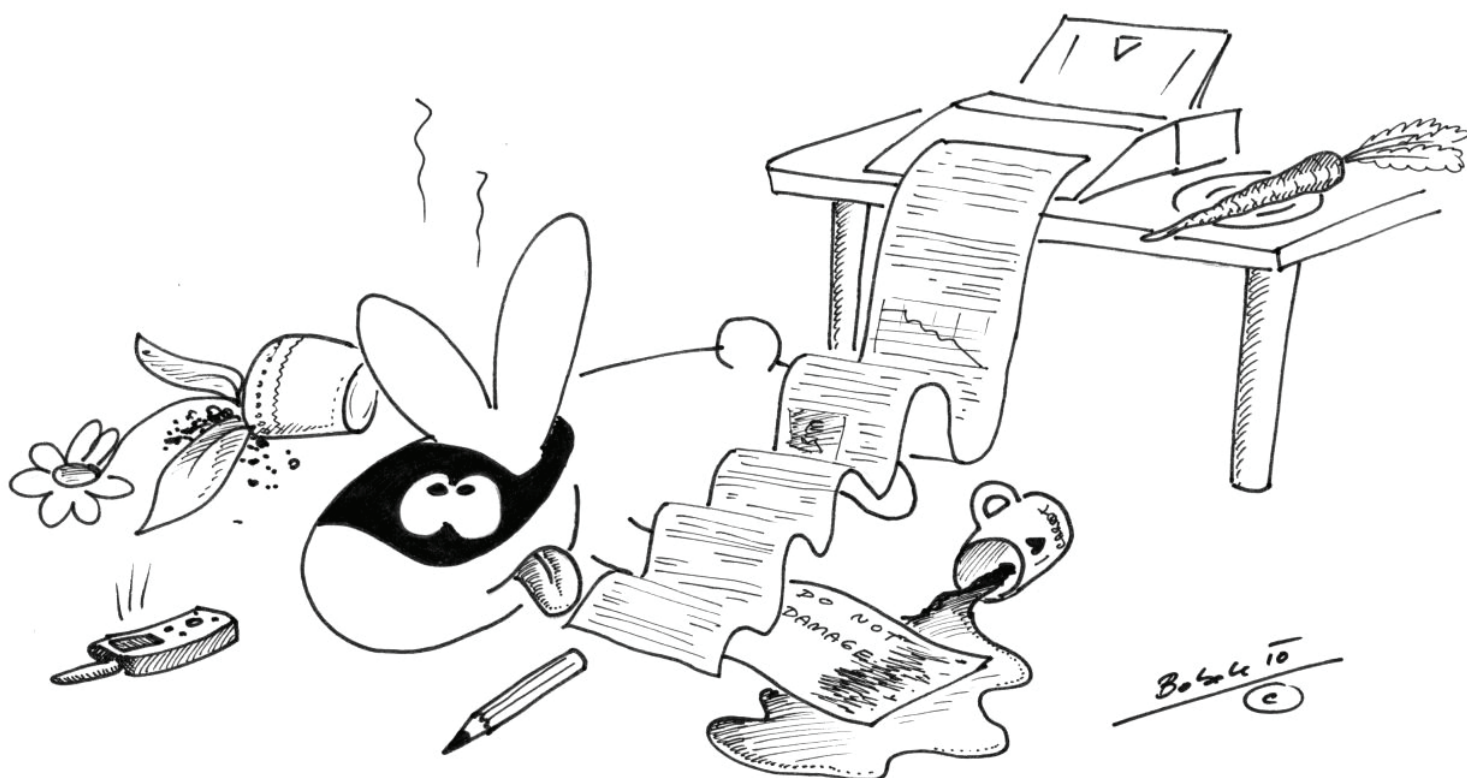
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# Fate of Gruppenkommandeur's plane

Peter Kaššák

**On the fateful 30 April 1940, I./ZG 76 lost its first Gruppenkommandeur. It was Hptm. Günther Reinecke, who was in the function since first May 1939 and led the Gruppe in the first combats of the WWII. During the combat flight, he was accompanied by Oblt. Hans Jäger. About the flight which was absolved between 19:53 and 21:12, Jäger wrote in his logbook the following remark: "Crashed Reinecke at 20:40, visibly hit by pursuing bomber in ground flight." It was this exact encounter with an RAF Blenheim, that became fatal for Hptm. Reinecke. Shortly afterward, the command of I. Gruppe was taken over for ten days by the Staffelkapitän of 1. Staffel, Oblt. Werner Hansen. Hansen was replaced then by Hptm. Werner Restemeyer on 11 May 1940.**

**Photograph 01** shows Werner Restemeyer in rank of Oberleutnant, and thus was created prior to 1. August 1936, when he was already promoted to Hauptmann, and naturally prior to service with I./ZG 76. Werner Heinrich August Restemeyer was a son of Werner Restemeyer and his wife Carolina, a family living at Höxter. Young Werner finished the secondary grammar school in March 1925 and in summer of that year joined "Sicherheitsdienst" (Security Service). On 15 October 1928 joined practical training for the Lufthansa at Staaken. In January 1931 absolved the Beobachterschule at Warnemünde and September of the same year was already in rank of Fähnrich. Since August 1936 he was in rank of Hauptmann in various Staffelkapitän functions at

2./Kü.Fl. JGr. 136, 2./JG 134, 2./JG 142, 2./ZG 142, 2./ZG 26. The outbreak of war found him in Jagdflieger Schule Schleissheim, but he was soon transferred to II.(J)/Tr.Gr. 186. In December re-entered 2./ZG 26 and briefly was acting as Gruppenkommandeur of I./ZG 26. On 14 December 1939, he was wounded in combat when he collided with one Blenheim over Borkum. After convalescence at the end of January 1940, he joined I./ZG 76. As a Gruppenkommandeur of I./ZG 76, Hptm. Restemeyer received aircraft with appropriate marking. His Messerschmitt Bf 110 W.Nr. 3156 of version D had installed modification R1 which was the underbelly fuel tank so called "Dackelbauch". Plane wore code "M8+AB" in accordance to the Luftwaffe







standards for the Stab planes and as such also had a double chevron ("Doppelwinkel") painted prior to the fuselage code. **Photographs 02, 03 and 04** show this aircraft prior to 29 May 1940. An individual aircraft letter "A" in green outlined by white color can be recognized on the fuselage. (photograph 02 credit: Marek Žatkovič)

On 29 May 1940, I./ZG 76 engaged RAF fighters again. For them, it was the first time with modern Hurricanes. Twenty-six bombers from II./KG 30, I./KG 26 and KGr. 100 were heading towards the English vessels off Narvik in the early evening. The escort consisted of four Bf 110s from I./ZG 76, which started at 18:00. Nine Hurricanes of 46. Squadron crossed their way. Their priority was the ships' defense. The British fighters managed to shot down three German bombers. Their next victim was one of the escorting Bf 110s. F/S Shackley downed a Bf 110 from Stab I./ZG 76. This German fighter crashed in flames west of Skaarland. Its crew escaped using parachutes. Pilot Oblt. Hans Jäger lost an eye in the incident. He and his Bordfunker Uffz. Helmut Feick were captured. They were sent to a prisoner of war camp in Canada sometime later.

During the encounter, Hurricane pilots managed to hit another of the escorting Bf 110s. It, too, belonged to Stab of I./ZG 76 and was piloted by a new Gruppenkommandeur Hptm. Werner Restemeyer. He made an emergency landing at Trondheim with his damaged aircraft Bf 110 D-0/R1 W.Nr 3156 "M8+AB". A wounded Bordfunker Uffz. Werner Eichert was pulled out of the plane's cabin by ground crew. The

first encounter with the Hurricanes was not the best for I./ZG 76.

**Photographs 05a and 05b** are showing Hptm. Werner Restemeyer's Bf 110 "M8+AB" at the repair stand at Vaerlose airbase in June 1940. To confirm that this photo was taken

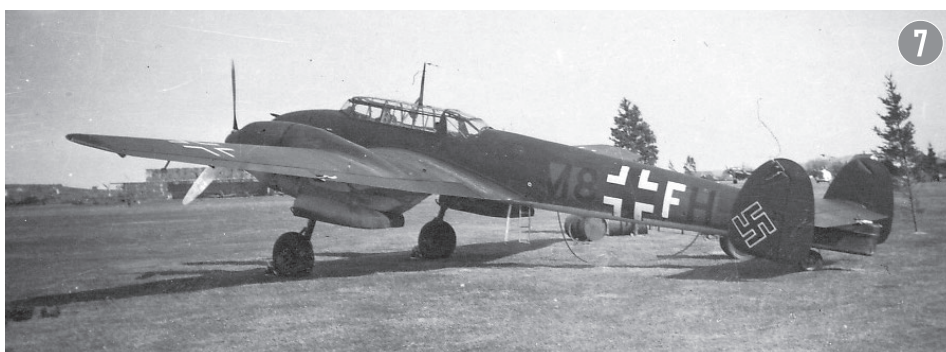
of this airplane after its repair is one of the most known first installment ZG 76 photos provided by Bundesarchiv (**Photograph 07**). It shows the Bf 110 on its wheels again, while the damaged Dackelbauch fuel tank was removed and aircraft waits to be retrofitted



in June 1940, we can point towards another plane in the background. It is Bf 110 D-0 W.Nr. 3135 "M8+FH" of I./ZG 76, which was belly landed on 2 June 1940 at Ekne (**Photograph 06**) and is waiting for repair as well. Photo

by another one. (photograph 06 credit: Marek Žatkovič)

But to be back at "M8+AB", another available photograph of this plane, **photograph 08**, captures "Schwarze männer" of the ground



crew during the process of lifting up the damaged "M8+AB" W.Nr.3156 to be ready for the repair and installation of a new Dackelbauch fuel tank at Vaerlose.

Meanwhile, very fierce confrontations of I./ZG 76 with the RAF fighters continued and culminated on 15 August 1940. The Adlertag was undoubtedly a black day for ZG 76. The Luftwaffe planners had anticipated that RAF





units would be completely exhausted by massive attacks in the south and southeast of England. A major attack was planned on the same day, being directed at the northeast coast of England. The attack was to be undertaken by Luftflotte 5 forces, dislocated in Norway and Denmark. The command of the Luftwaffe anticipated an attack into an undefended area of England. Sixty-three He 111s from KG 26 were to attack Dishforth and Linton-on-Ouse Airfields. Twenty-one long-range Bf 110D-1/R-1s from I./ZG 76 took off from Stavanger Airfield at about 11:35 with the task of escorting dispatched Heinkels. RAF radar operators detected the approaching danger at the right time. German command miscalculated. There were several fighter squadrons in the area, replenishing forces after the previous July fights. A final number of fifty-six Hurricanes and Spitfires from 41., 72., 79., 605. and 607. Squadrons were airborne against the German raid. The sky was filled with airplanes. In such a peele-meele, eleven victories of the members of 2. and 3. Staffel were claimed. Lt. Helmut Woltersdorf made a double claim, when scoring his seventh and eighth victory, both Spitfires shot down East of Blyth. Double claim was reported also by Oblt. Reinhold Eckart over Flamborough. Although the I. Gruppe crews scored, the losses were much higher. Survivor of the action, Bordfunker Uffz. Otto Dombrowsky of 2./ZG 76 summarized the

events of that day as follows:

"It was a black day for I./ZG 76. We suffered heavy losses. Our orders: mission against England as protection for He 111s. The Gruppenstabsschwarm with Hptm. Werner Restemeyer flew at the rear of the formation in order to intervene wherever the trouble was the greatest but they didn't get the chance. Long before the coast, we were surprised by Spitfires and Hurricanes which attacked us in vastly superior numbers.

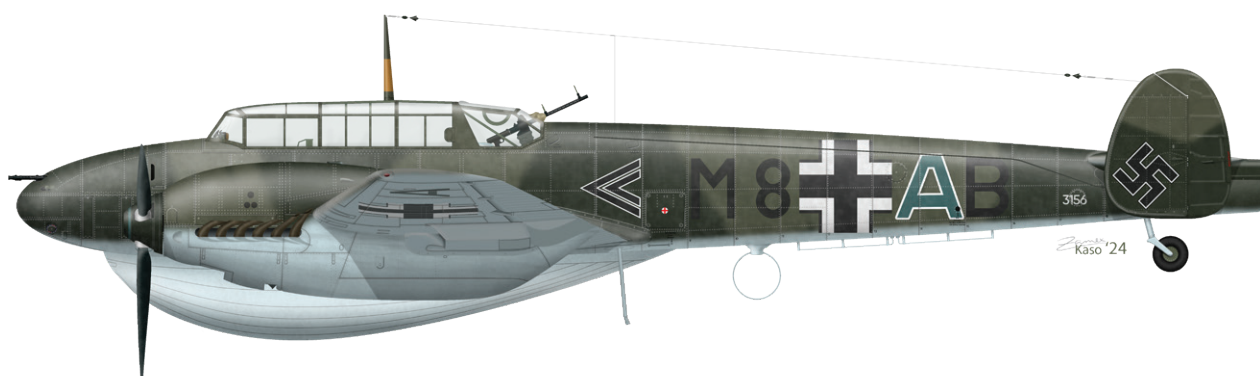
The Gruppenstabsschwarm was the first to be engaged. We could see how they were broken up and Hptm. Restemeyer was shot down. We had to stay with the bombers and were in turn engaged in battle. Our protective circle was torn open and we were attacked from above and the left by a Hurricane. I shouted at my pilot Oblt. Gustav Uellenbeck to pull up to the left and was able to open fire at the Hurricane successfully as he dropped away to the left in a steep dive with a trail of smoke. When we got back to Aalborg we counted 24 bullet holes. The direction-finding equipment, aerials - everything had been shot away."

The drama in the sky continued and Gruppenkommandeur's Bf 110 was shot down in the battle with 72. Squadron Spitfires and crashed into the sea near Durham. Gruppenkommandeur Hptm. Werner Restemeyer, and his Bordfunker Uffz. Werner

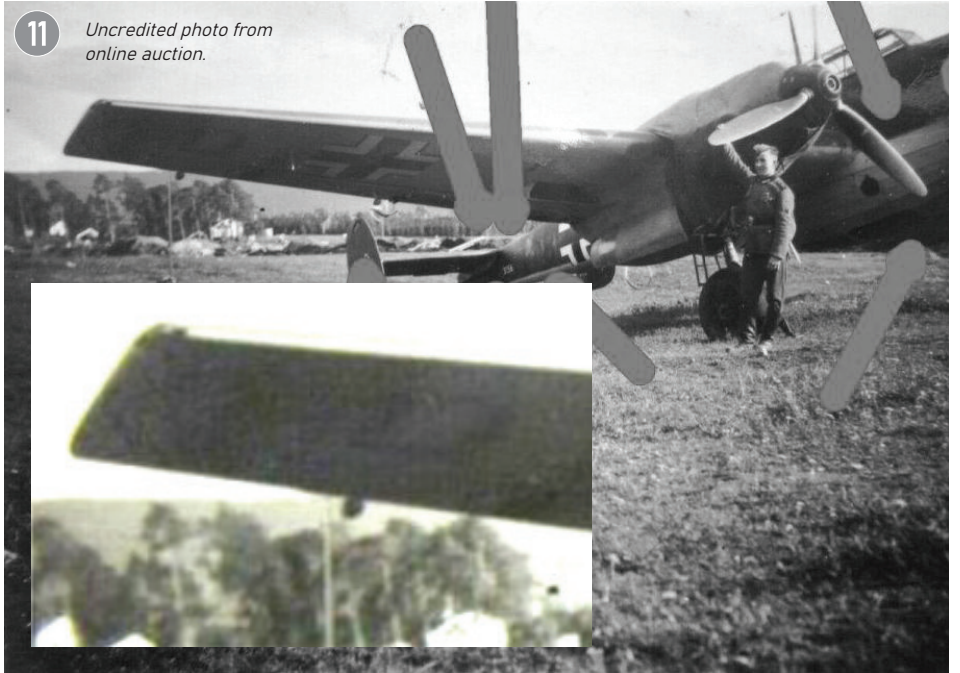
Eichert, were both killed almost instantly, as some sources state, that his belly tank on Bf 110 "M8+AB" exploded when hit by enemy planes. The third crew member of their Bf 110, Hptm. Ernst-August Hartwich (**photograph 09**), a member of Funkhorchkomp. X Flieger Korps, flying as a special observer, also died. At first, he was registered as a prisoner, but later his status changed to dead.

Shown **Photograph 10** is one of the last known photos of Hptm. Werner Restemeyer. He died 13 days short of his 34th birthday on 15 August 1940. On 1 June 1941, he was posthumously promoted to Major, but only on 1 August 1944 was he officially listed as Missing in Action.

But the story of "M8+AB" W.Nr. 3156 seems to be a bit different as one would suppose. Unauthorized **photograph 11** from eBay auction shows the Bf 110 D with W.Nr.3156 and partial code "M8+." However, under the wings of this aircraft we can recognize the letter D. We suggest that it was photographed as "M8+DB". This would lead to a conclusion, that Hptm. Restemeyer was not lost in this plane W.Nr.3156 on 15 August 1940. It is highly probable that after his May accident Gruppenkommandeur received a new aircraft with code "M8+AB", which may be the one shown on **photograph 12**, and his old W.Nr. 3156 was renamed to "M8+DB" and used within Stab I./ZG 76 for some time and possibly survived his original pilot.







Bf 110D

1/48

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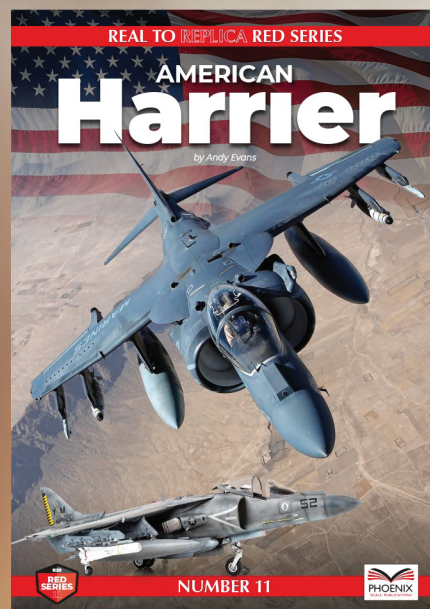
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# Aerial War in Ukraine

## Naval Drone Destroys Russian Fighter Jet

Miro Barič

**In today's continuation of the series, we focus on the period from May 1 to May 31. Both sides intensified the drone war, with Russia especially increasing its activity in the latter half of the period. Ukraine, on the other hand, achieved another breakthrough: it became the first country in the world to shoot down a supersonic fighter jet using a missile launched from a naval drone – and they downed two at once.**

In the previous period, several videos appeared showing successful Ukrainian attacks on Russian radars and air defense missile systems. Ukrainians likely concluded that Russian air defenses had been weakened and launched a large-scale drone attack on naval and air bases in Crimea during the night from Thursday, May 1 to Friday, May 2. Explosions were heard in Sevastopol, Dzhankoy, Saki, Novofedorivka, and other locations. Ukrainian drones also attacked in the opposite direction. In Russia's Stavropol Krai, 450 km from the front line, they hit base No. 33443 named Zvezda, used by Russian military intelligence (GRU) to intercept electronic communications from Western satellites.

A similar attack occurred the following night, May 2 to 3. Ukrainians launched over 170

drones, three Neptune cruise missiles, and eight Storm Shadow missiles. Also involved were 14 Magura naval drones. Targets were struck in Crimea and in Russia's Rostov, Krasnodar, Bryansk, Belgorod, and Krasnodar regions. One of the main targets was the naval base in Novorossiysk. And that's where the breakthrough happened.

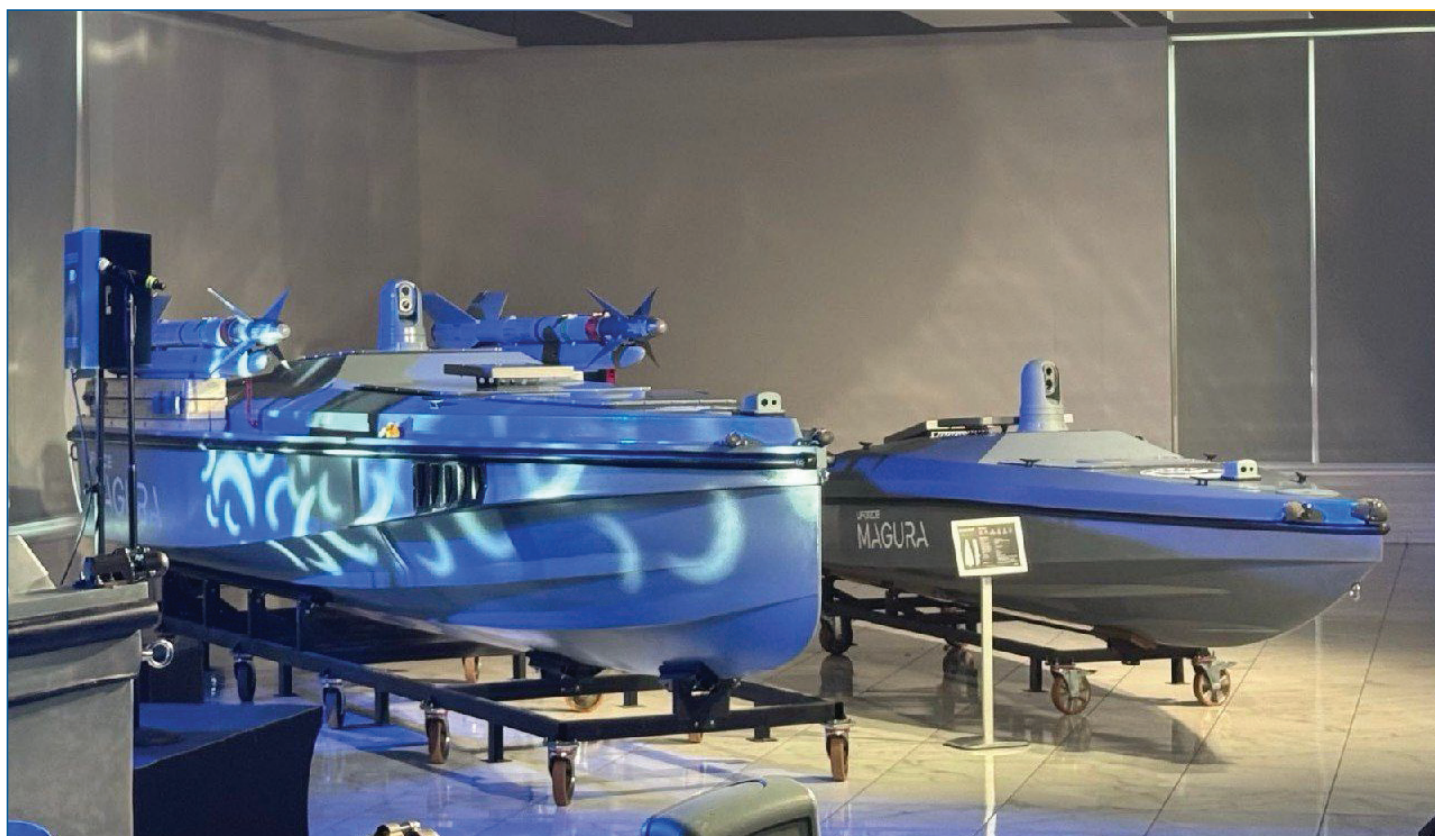
### Magura Equipped with AIM-9X

Ukrainian military intelligence unit Group 13 has been successfully using Magura naval drones for some time. Initially, they attacked only ships, but Russia began using helicopters and later fighters against the drones. So, the Maguras were fitted with machine guns and later air-defense missiles. Group 13 has recorded 17 naval and aerial hits, of which

15 were confirmed destroyed. Besides ships, they've destroyed two Mi-8 helicopters and, most recently, two Su-30 fighter jets.

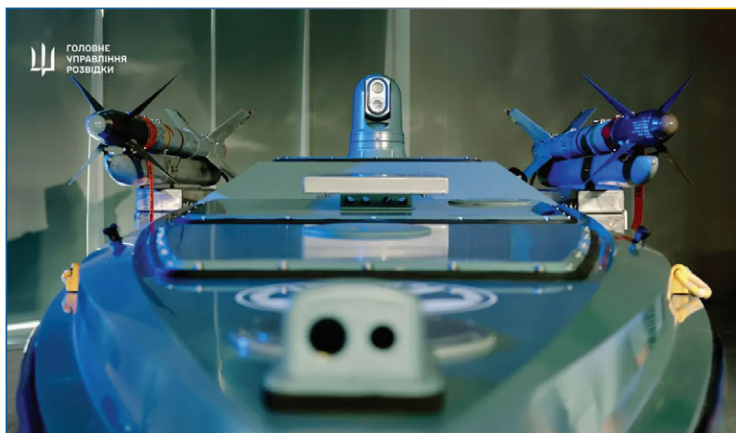
This naval drone comes in various versions. The Magura V5 is designed for ship destruction; the V7 version carries machine guns and missiles. The V7 is significantly larger: 7.2 meters long and weighs 3,400 kg – two tons more than the V5. The larger size enables operation in rougher seas and bigger diesel tanks extended the range from 450 to 800 nautical miles (about 1,500 km). The top speed is 39 knots.

Previously, the Magura carried Soviet-made R-73 missiles. For this mission however, it was equipped with the latest US-made AIM-9X Sidewinder missiles. Using this missile during the night of May 2, over the Black Sea near



Magura naval drones. V7 version is on the left, smaller V5 version on the right.





Close-up of the AIM-9X Sidewinder missiles mounted on the Magura V7 drone.



The shootdown of a Su-30SM near Novorossiysk, as seen through the camera of the Magura V7 naval drone.

Novorossiysk, a Magura V7 drone struck a Su-30SM fighter jet from the 43rd Independent Naval Attack Regiment of the Russian Navy. Both pilots ejected and were rescued by a civilian cargo ship passing by. The next day, Ukrainian President Volodymyr Zelenskyy announced that two Su-30 fighter jets had been downed — one near Novorossiysk and one over Crimea.

### Ukrainian Drones in Action

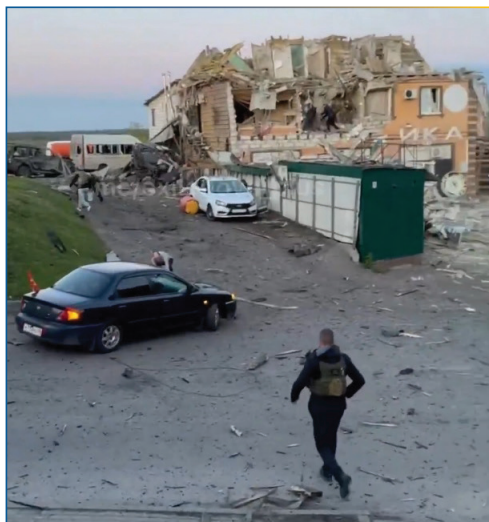
Another major Ukrainian attack came on Wednesday, May 7, involving 447 drones and cruise missiles. Key military-industrial targets were hit — a rocket launcher factory in Tula and a fiber optics plant in Saransk. Drones also struck the Kubinka and Shaykovka airfields. There was a large economic impact due to the closure of civilian airports, affecting not only all four Moscow airports but also

those in Samara, Volgograd, Nizhny Novgorod, and Perm. Passengers waited up to half a day, and long lines of planes formed on runways.

A successful strike occurred on Sunday, May 11, when Ukrainian missiles hit a Russian command post in Rytsk, Kursk region. According to local witnesses, the strike killed many Russian soldiers. Among the dead was Colonel Alexander Danilov, deputy commander of the 40th Guards Marine Brigade, a veteran of Syria and a recipient of the Hero of the Russian Federation title.

During the night of Friday, May 16, Ukrainians attacked several airfields and ammunition depots in Crimea. The depot in Perevalne continued to explode long after the strike. On Sunday, May 25, Ukrainian drones hit Migalovo airfield in Tver region. During the attack, Russian air defenses nearly shot down a civilian aircraft.

On Wednesday, May 28, Ukraine launched a major strike involving about 300 drones. Targets included the Kronstadt factory in Dubna near Moscow (manufacturer of various types of drones), the N. P. Fedorov plant (aircraft and cruise missile parts), and the Raduga company (maker of Ch-series missiles). A microelectronics development and production plant in Zelenograd was hit as well.

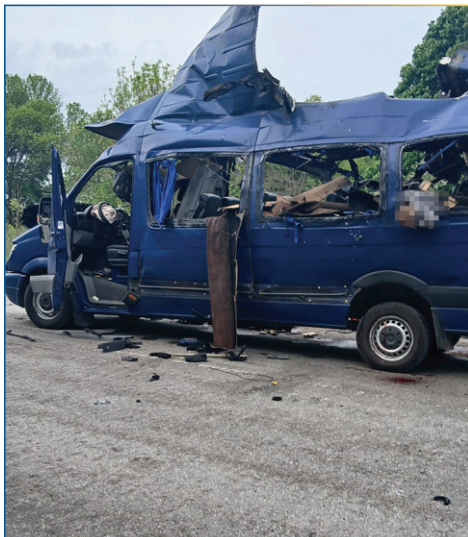


Wreckage of the Russian command post in Rytsk, Kursk region.



This photo of a Ukrainian Su-25 with AASM Hammer bombs was taken earlier this year. Deployment of these bombs is continuously increasing





Operator of a Russian Lancet drone attacked a civilian van in Sumy region, killing nine people.

### Russia Strikes Civilian Van

Russia started slowly with its attacks but escalated them to unprecedented levels by the end of May. On Tuesday, May 13, they launched one of the smallest attacks since the war began — only 10 drones, all shot down by Ukrainian air defenses. Falling debris injured an elderly man.

Just a few days later, on Saturday, May 17, Russia committed another atrocity: a Lancet drone struck a civilian van near Sumy. It was evacuating people fleeing a Russian attack in a border area. Nine people died on the spot, mostly elderly women. Among the dead was a family of three — father, mother, and daughter. Seven others were hospitalized with burns and fractures. All victims were civilians. The Lancet drone uses optical targeting via camera — meaning the operator clearly saw it was a civilian vehicle and deliberately targeted it.

On Wednesday, May 21, a Russian missile hit a Ukrainian military training ground in Sumy region. Ukraine confirmed six soldiers dead and 10 wounded. Russians claimed 70 soldiers killed, a destroyed ammunition depot,

and 10 pieces of equipment — not supported by their own footage. Still, this is a major issue for Ukraine, as such attacks on training grounds and unnecessary troop losses are too frequent. It suggests commanders are not adapting to the evolving drone threat and fail at basic safety — a systemic flaw.

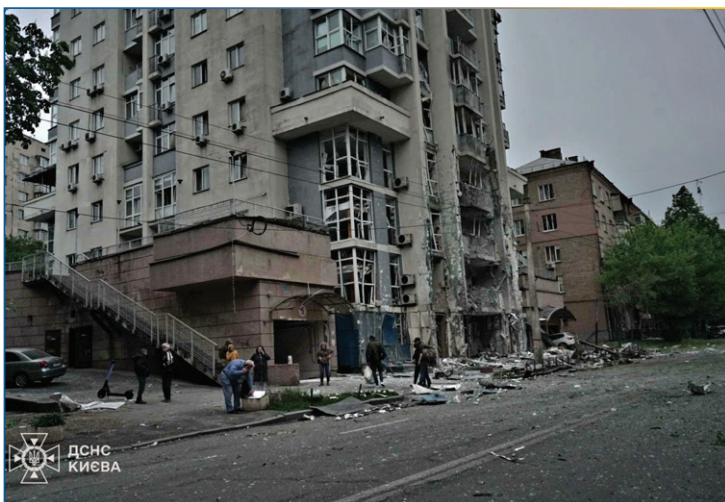
Subsequent Russian attacks were focused solely on spreading terror among civilians. During the night of Saturday, May 24, Kyiv faced one of the biggest air raids since the war began. Russia launched 14 ballistic missiles and 250 drones. Ukraine shot down six missiles and 128 drones. Another 117 drones crashed due to jamming or as decoys to overwhelm air defenses. Residential buildings and a shopping center were hit. Thirteen people died and over 50 were injured.

The following night, Sunday, May 25, was even worse. Russia launched 298 drones and 68 cruise and ballistic missiles. Ukraine downed 45 missiles and 139 kamikaze drones; another 127 drones crashed. The remaining ones killed 12 people, including three children, and injured 70 more. Massive night raids continued for the third night. On Monday,

May 26, Russia attacked with 355 kamikaze drones and nine cruise missiles targeting 13 Ukrainian regions. Ukraine downed all the missiles and 288 drones. Increasing number of reports suggest that Ukraine is running out of surface-to-air missiles — possibly one aim of the escalating attacks. But the main goal is to pressure Kyiv and its Western allies. Notably, the first round of direct negotiations between Russia and Ukraine took place in Istanbul during this period. Moscow only sent minor officials who essentially demanded Ukraine's capitulation. When Ukraine refused, they threatened further escalation. Clearly, Russia's goal isn't peace — it's buying time to continue its war of conquest.

### Deliveries of F-16s and AASM Hammer Bombs

On the ground front, Russia launched an attack on Sumy region. Despite heavy fighting, they made little progress, and Ukrainian forces continued raids into neighboring Russian Kursk region. Ukrainian defenders are effectively supported by aircraft using French-guided AASM Hammer bombs, which







*This is just a fraction of the damage caused by Russian attacks on Ukrainian cities during the reporting period. The photos were published by the Ukrainian emergency services. Their personnel are often targeted in so-called "double-tap" strikes — intentional follow-up attacks on the same civilian location, meant to kill rescue workers.*

have proven very effective. France announced it will produce and deliver 1,200 of these bombs to Ukraine this year, compared to 830 last year. Currently, France delivers about 50 AASM Hammer bombs monthly. With a range of ~70 km thanks to rocket propulsion, they're also resistant to Russian jamming attempts.

The Netherlands delivered the last of 24 promised F-16s to Ukraine during this period. Norway, which originally pledged six, increased its donation to 14, some of which have already arrived. The rest will follow by year's end. Denmark pledged and delivered 19 jets first. Belgium is behind on its 30 promised aircraft, awaiting the introduction of U.S. F-35s. Belgium confirmed it will supply some retired F-16s for parts this year and begin delivering combat aircraft next year.

F-16s are of critical value to Ukraine. Due to a shortage of air defense missiles, Ukraine must increasingly use fighter jets to defend cities. Austrian military expert Tom Cooper noted that Ukrainian pilots often take off twice per night. The fighters can shoot down kamikaze drones and cruise missiles — though it's risky. Ukraine lost its third F-16 during this period. The first was lost last year, likely to friendly fire. The second was shot down in April, probably by a Russian S-400. Both pilots were killed.

### Aircraft Losses

The latest F-16 loss occurred on Friday, May 16, at 3:30 a.m. The pilot was intercepting Russian cruise missiles, destroyed three, and engaged a fourth with his cannon when he reported an emergency. He steered the aircraft away from populated areas and ejected successfully. A rescue team found and evacuated him quickly. The cause is under investigation, but reports suggest debris from the missile he engaged might have hit the plane — similar incidents have previously destroyed Ukrainian MiG-29s and Su-27s.

Besides this F-16, Ukraine lost only the civilian aircraft during the period. Around

May 23, Russia struck an agricultural airfield at Kyslychuvata in Dnipropetrovsk region with a ballistic missile, destroying three An-2 biplanes. This was a pointless attack — satellite images show the planes hadn't moved since the war began and likely weren't flight-capable.

The Military Watch site published images of Russian drone damage to a civilian aeroclub hangar at Zhytomyr airfield (120 km west of Kyiv) — an April 27, 2025, strike. Three or four propeller driven planes were destroyed, and five to six others damaged. Destroyed aircraft included Pipistrel Virus SW 100 (UR-HUNT), Flight Design CTSW (UR-GIK),







*Due to the short supplies for the air defense systems, older MIM-23 Hawk missiles have proven effective against Russian drones and missiles.*

and PZL-110 Koliber 150A (N150AQ). A Piper PA-32-260 (N56131) was most likely damaged beyond repair. Both U.S.-registered planes belonged to German company QualitAir and had been stuck in Ukraine.

Russia also suffered further losses besides the Su-30s downed by Magura drones. On Friday, May 23, around 2 p.m., a Mi-8 helicopter crashed near Naryshkino in Russia's Oryol region while on a mission to hunt Ukrainian drones. The three crew members — Major Andrey Silantyev, Captain Ruslan Zhvanko, and Lieutenant Yegor Buchnev perished.

Another loss was a Ka-52 helicopter, decommissioned and displayed at the gate of the Syzran Higher Air School in Samara. The helicopter had been damaged in combat and sent to Russia for repairs, but the damage was too severe. It now bears the number 85 and commemorates the school's 85th anniversary.



*Aftermath of the Russian drone strike on the civilian aeroclub hangar at Zhytomyr airfield, which took place on April 27, 2025.*







Mirage 2000

Still from a video showing a Mi-24 helicopter originally from the Czech Republic.



Ukrainian Black Hawk in action.



This Russian Ka-52 helicopter was damaged beyond repair during the deployment in Ukraine and now serves as a monument at the gate of the Higher Aviation School in Syzran, Samara region, Russia.



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# Nakajima Ki-43 Hayabusa/Oscar

One of the great unsung fighters of the Imperial Japanese Army Air Force was Nakajima's Ki-43 *Hayabusa* (Peregrine Falcon). Codenamed 'Oscar' by the Allies, the aircraft was frequently mistaken for the Navy's A6M2 Zero by those encountering it in combat, to the extent that it was widely referred to by its adversaries as the 'Army O'. Highly regarded in Japan, where it was much more widely recognised than the Zero, the Ki-43 was the only Japanese fighter from the Pacific War to see active service with other air forces, being supplied to both Thailand and Manchukuo by the Japanese, but also seeing use by France in Indochina, and by the air forces of Indonesia, the Republic of China, and North Korea, who pressed abandoned but airworthy airframes into service, some of which survived into the early 1950s. Author Daniel Kowalczyk has compiled a compelling narrative that puts the aircraft in context, describes its development and active service history in detail, and explains how it came to be so widely regarded by the Japanese – so much so that it is the aircraft of choice for producers of Anime rather than its better-known contemporary. With colour artwork by Sam Pearson.



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# Grumman A-6 Intruder & EA-6B Prowler



The US Navy's experience in the Korean War showed the need for a new long-range strike aircraft with high subsonic performance at very low altitude that could penetrate enemy defences and find and destroy small targets in any weather. The Grumman A-6 Intruder was designed with these needs in mind and was a true *bomb truck*. From the jungles of Vietnam to the deserts of Iraq the Intruder proved its worth, able to carry a plethora of weaponry and pack a mighty punch. From the Intruder airframe the KA-6D tanker variant was derived, along with the specialised EA-6A Intruder and then the EA-6B Prowler, a sophisticated four-seat electronic warfare variant, packed with jamming equipment and electronics. Like the A-6, the Prowler was used by both the Navy and Marine Corps. After nearly thirty-seven years and with 693 airframes constructed, on February 28, 1997, VA-34 the *Blue Blasters*, retired the Navy's last operational A-6E Intruders. The Navy retired its Prowlers in 2015, however, the Marines Corps carried on flying the EA-6B into the early months of 2019. *Warpaint 146* is packed full of all the usual historical and reference material, with walkarounds of both Prowler and Intruder, colour artwork by Sam Pearson, and a well-paced narrative that places this essential aircraft in context and showcases its role in US naval operations over nearly sixty years.

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# Tsukuba Kaigun Kōkūtai

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The aircraft of the Japanese naval air group Tsukuba (Tsukuba Kaigun Kōkūtai) are probably known to many modelers because of the distinctive "Tsu" character on their tails. This training Kōkūtai underwent several organizational changes during its service. Toward the end of the war, it formed a fighter unit for homeland defense as well as several kamikaze units.

Its history began at Tomobe airfield, northwest of Lake Kasumigaura in Ibaraki Prefecture. In the early 1930s, the base was built on the site of a defunct sheep farm. Various army and naval units had previously operated from this area. In the summer of 1934, a detachment from the Kasumigaura Kōkūtai training unit started operations at the new base. This detachment conducted basic flight tests, after which successful naval academy graduates and non-commissioned officers were assigned to advanced training.

In December 1938, a new naval training unit, Tsukuba Kōkūtai, was established from the Tomobe detachment. A year later, a detachment from Tsukuba at Hyakurihara airfield became the Hyakurihara Kōkūtai.

In March 1944, a significant reorganization took place involving Tsukuba Kōkūtai. Its focus shifted to operational training on combat aircraft, and it took over equipment from the disbanded Ōita Kōkūtai. At the same time, it transferred its previous training aircraft to another naval unit, Tsuiki Kōkūtai (II).

One of the many commanders of Tsukuba Kōkūtai from July 1944 was Capt. Chujirō Nakano, who had previously commanded Kōkūtai 201 during defensive battles in the Rabaul area. Lt. Cdr. Yasushi Yokoyama also played a key role

in the transition to combat aircraft training, taking over as head of training at Tsukuba Kōkūtai in July 1944.

With the introduction of single- and two-seat Zero aircraft, the grass runway at Tomobe was no longer adequate, and the unit relocated to Misawa airbase. In the second half of 1944, Tsukuba Kōkūtai also received Shiden (George II) fighters and in November formed a fighter unit composed of instructors. This unit first engaged the enemy on January 9, 1945, during a B-29 bombing raid on Tokyo, but did not shoot down any bombers.

In mid-February, the unit received 24 additional Zero fighters and had nine operational Shiden aircraft. Around the same time, Tsukuba Kōkūtai pilots clashed with U.S. Navy aircraft during raids on the Kantō region on February 16 and 17. Despite losing 14 aircraft, the Japanese pilots claimed 11 American planes shot down during the two days. In a similar engagement on February 25, Tsukuba Kōkūtai lost eight aircraft but claimed five victories. After the battle, only nine operational fighters remained.

At the same time, Tsukuba Kōkūtai was ordered to form a special kamikaze attack unit. Initial training took place at Kashima Kōkūtai, and by the end of March, eight special attack units had been formed.

On March 30, twelve aircraft from Tsukuba Kōkūtai were detached and moved to Izumi airbase. Their mission was to provide air cover for the battleship Yamato during Operation Ten-Ichi Go, a one-way voyage to Okinawa on April 6 and 7, 1945. Japanese planes were deployed for conventional and kamikaze attacks against Allied vessels

pursuing Yamato. Among the ships hit were the aircraft carrier USS Hancock, the battleship USS Maryland, and the destroyer USS Bennett, which was heavily damaged.

Simultaneously, the Kikusui I kamikaze campaign against ships around Okinawa began. On its first day, April 6, a special attack unit from Tsukuba Kōkūtai participated in kamikaze attacks. By June 1945, another seven kamikaze units formed from Tsukuba Kōkūtai were deployed. From early May, Shiden aircraft began escorting these missions, increasing the Tsukuba Kōkūtai's strength to 96 aircraft.

At the end of May, Shiden pilots managed to shoot down two B-29 bombers. During June, they also engaged long-range Mustang fighters over the Kantō area. In the final weeks of the war, Tsukuba Kōkūtai was relocated to Katori airbase in preparation for an anticipated enemy invasion.

After the war, the three-story concrete building of the former Tsukuba Kōkūtai headquarters at the disbanded Tomobe base was used as a school and later as an administrative building for a hospital. In 2011, during hospital expansion and transformation into a mental health facility, space was freed up for a room dedicated to the history of Tsukuba Kōkūtai. In 2013, demolition of the original headquarters building was planned, but the same year a museum of the unit was instead established inside. In 2018, the museum moved to a neighboring building, and the original headquarters was declared a protected cultural monument by the city of Kasama. The exhibition, which commemorates the history of the base and Tsukuba Kōkūtai, includes a replica of a Zero fighter aircraft.



# With Bf 110 in the Far North

Text: Jan Bobek

Illustration: Antonis Karydis



When two Bf 110s landed in neutral Sweden on September 1, 1941, it was a welcome opportunity for the Swedes to thoroughly examine the aircraft. At that time, they were considering licensed production of this type. One of the aircraft flipped over during an emergency landing, but the other landed smoothly near Tärendö. On the rudder of this Messerschmitt were marked eight victories achieved against British and Soviet opponents, and the aircraft was piloted by Lt. Felix Maria Brandis. The Swedes took at least eighty photos of Brandis' aircraft and its details.

At the beginning of 1941, Felix Maria Brandis served with a Bf 110 unit that was organizationally subordinated to JG 77, which was equipped with Messerschmitt Bf 109s. The designation of Brandis's Staffel, after some initial changes, settled as 1.(Z)/JG 77, with the letter Z standing for Zerstörer (destroyer, heavy fighter). The unit was based in Norway, and its task was to counter British bombers.

Already at the start of 1941, Brandis had a stroke of luck when, on 27 January, he and his radio operator Gefr. Matthias Gans managed to escape unharmful after ditching following an engine fire. In the following months, Brandis shot down three British twin-engine bombers. After the start of the attack on the Soviet Union, during operations over Murmansk in July, he added to his tally a Soviet bomber and two fighter aircraft. The unit operated against the Soviets from the Norwegian base at Kirkenes, near the Finnish and Soviet border.

However, the German pilots were not warned by their intelligence officers about the intensity and accuracy of Soviet anti-aircraft defenses. Later,

Bf 110 crews admitted that, had they been informed, they would have chosen different altitudes for certain phases of their combat missions. Enemy flak hit Brandis' aircraft on July 17, 1941, during Stuka escort mission against Varlamovo. Brandis had to ditch in Petsamo bay, and this time his gunner, Gefr. Gans, did not survive.

An unexpected opponent appeared on 30 July in the form of Royal Navy aircraft from the carriers HMS Furious and HMS Victorious. The British launched a raid on the ports of Kirkenes and Petsamo, losing twelve Albacores and four Fulmars in the process. The Germans deployed nine Bf 109s, four Bf 110s, and even nine Ju 87 bombers in interception. The German side, including anti-aircraft gunners, claimed 28 enemy aircraft shot down. Felix Brandis added two Albacore bombers to his tally.

Brandis scored another victory, this time over a Soviet fighter, on 15 August. Although it was his ninth confirmed kill, only eight victories were marked on the rudder of his aircraft.

On 1 September, the event mentioned at the beginning, Lt. Brandis led a formation of four Bf 110s in an afternoon attack on the Murmansk railway. On the return leg, two aircraft made emergency landings near Alakurtti due to fuel shortage but were only lightly damaged. Felix Brandis and the pilot of the remaining aircraft lost orientation due to severely reduced visibility.

The crew of Uffz. Rudolf Reitz and Uffz. Guntram Weigl overturned during a gear-down landing on a small island, and it took the Swedes quite some time to get both airmen out of the aircraft. Their plane was a Bf 110 E-1 (WNR. 4113) with the code

LN+KR. Brandis, with Uffz. Alfred Harnach as his gunner, managed a smooth landing. Their aircraft was also an E-1 version, serial number 4114, and bore the fuselage code LN+FR. All the airmen later recalled that their internment was very comfortable, including boat outings.

After the aircraft and crews returned to their unit, Lt. Brandis achieved another victory, shooting down a Polikarpov I-16 on 15 September. But the following day, Brandis once again crash-landed his aircraft. This time, his gunner was Uffz. Weigl, who had been in the second crew during the crash landings in Sweden. Brandis was flying a Bf 110 D-0 (WNR. 3170) coded LN+HR, and had even taken a war correspondent onboard. The aircraft had two victory marks on its rudder, as it was usually flown by Ofw. Mundig as his personal mount. This very aircraft is depicted on Antonis Karydis's box art. During a combat flight over the Kola Peninsula, Brandis' Messerschmitt was hit in the left engine. He managed to bring the damaged aircraft back behind friendly lines but had to make an emergency landing in the tundra. Fortunately, German mountain troops observed the final phase of the flight, located the crew, and brought them to their command post.

By the end of 1941, Lt. Brandis achieved four more victories against Soviet fighters, but on February 2, 1942, he died in a crash on an icy surface in poor visibility. His gunner, Fw. Herbert Baus, survived with injuries. By that time, Felix Maria Brandis held the rank of Oberleutnant and was the commander of his Zerstörerstaffel, which had in the meantime been redesignated as 6.(Z)/JG 5.



1/72

The Limited edition kit of US WWII fighter P-51D in 1/72 scale. Focused on machines from 15th FG, 506th FG, 21st FG used for very long range missions. The box contains plastic sprues for two complete kits P-51D Mustang.

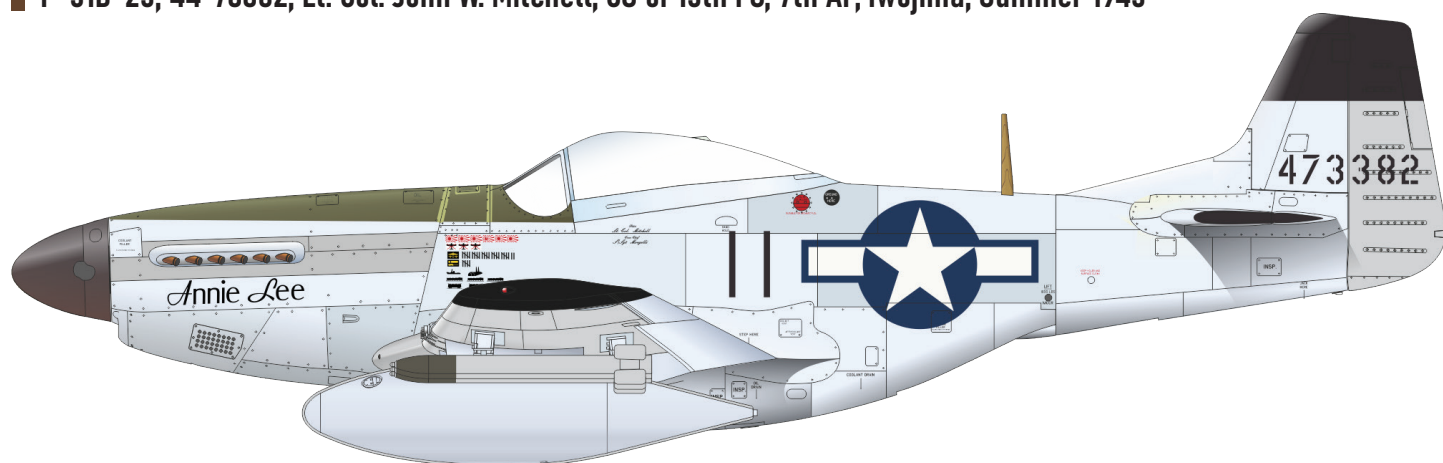
# Dual Combo

- Product page





■ P-51D-25, 44-73382, Lt. Col. John W. Mitchell, CO of 15th FG, 7th AF, Iwojima, Summer 1945

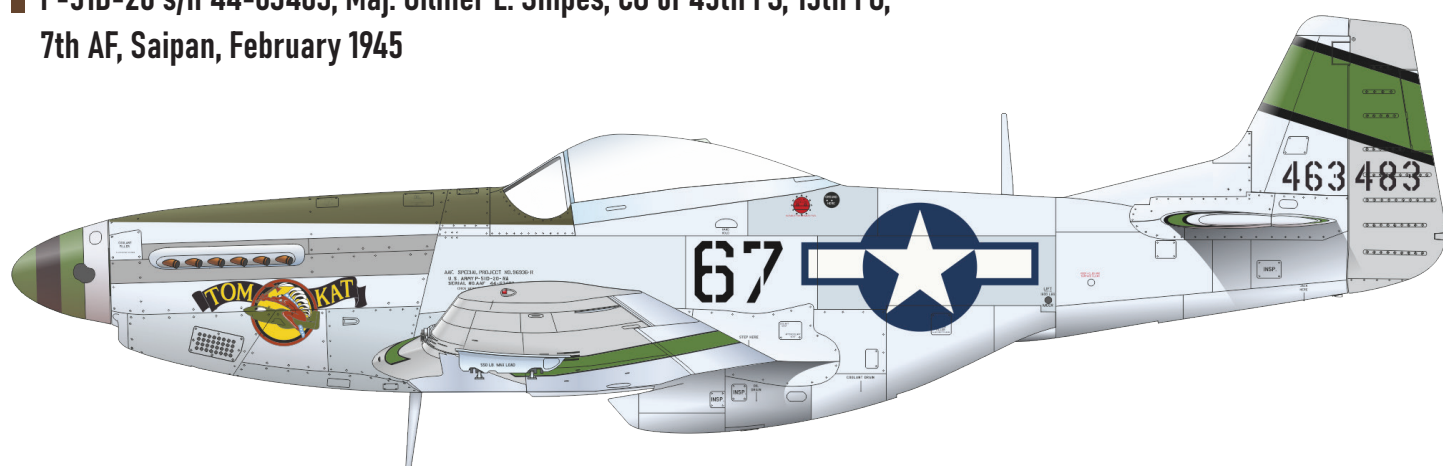


Lt. Col. John W. Mitchell assumed command of the 15th FG few days after the previous CO, Lt. Col. Jack Thomas was killed during an attack on the Kagamigahara airfield on July 19, 1944. John Mitchell achieved eight kills while

flying P-39 Airacobras and P-38 Lightnings on Guadalcanal. As the CO of the 339th FS, John W. Mitchell led the flight of P-38F Lightnings of the 339th FS to shoot down the aircraft with Admiral Isoroku Yamamoto aboard on April 18,

1943. He is credited with three victories during the VLR sorties. Annie Lee was a 78th FS aircraft and sported marking with glossy black propeller spinner, black wing tips and tail tips. Note the non-standard two-digit fuselage number.

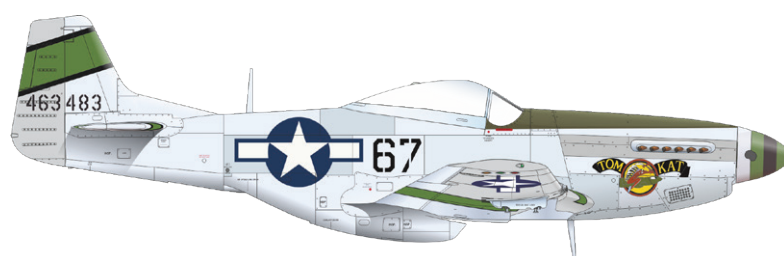
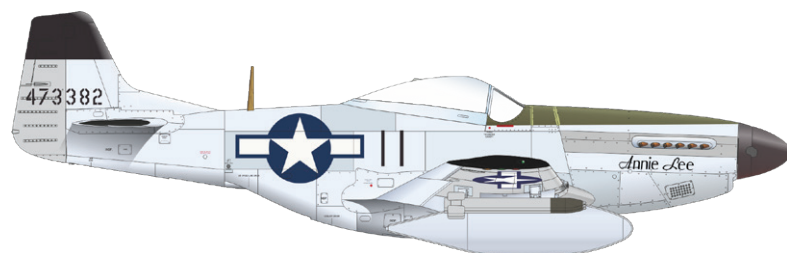
■ P-51D-20 s/n 44-63483, Maj. Gilmer L. Snipes, CO of 45th FS, 15th FG, 7th AF, Saipan, February 1945



Gilmer L. Snipes achieved the first kill of the 45th FS on October 23, 1943, when he shot down an H8K Emily flying boat over Gilbert Islands in the cockpit of P-40N. He became the unit's CO on April 4, 1944. The 45th FS arrived at Iwojima on March 7, 1945 and provided aerial support to the allied forces and also flew ground

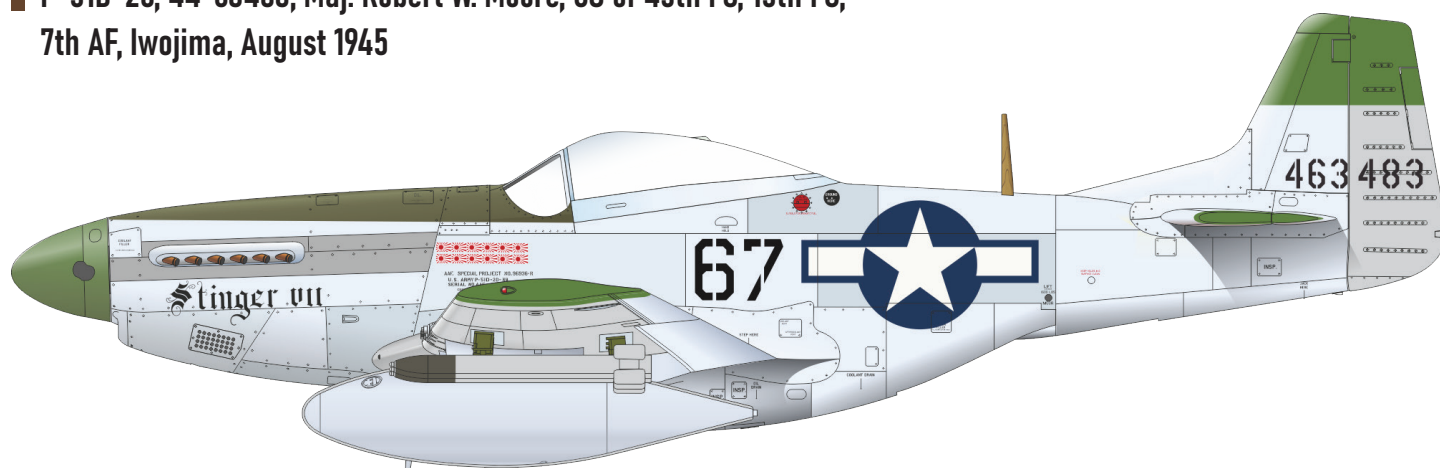
attack sorties against Chichijima and Hahajima. Snipes is credited with a Ki-44 Tojo on the first VLR Mission on April 7, 1945. He left unit on April 16, 1945, returning to the USA. Tom-Cat shows the early unit marking with black bordered slanted green stripes on the wing and tail and green/black/green striped spinner. Note the

squadron badge, the Indian rides a P-51, not P-40, as it is often shown. Note the single antenna mast.





■ P-51D-20, 44-63483, Maj. Robert W. Moore, CO of 45th FS, 15th FG,  
7th AF, Iwojima, August 1945

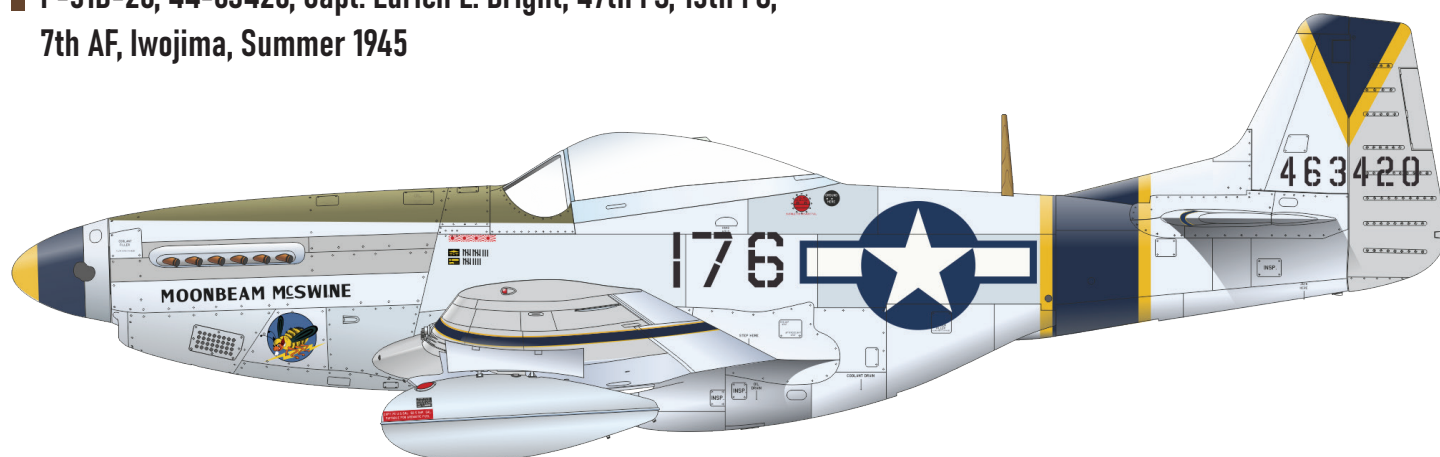


Major Robert W. Moore became the top scoring fighter ace of the VII Fighter Command with 12 confirmed kills. He achieved his first kill, a Mitsubishi Zero, over Gilbert Island on January 26, 1944, but most of his aerial victories were

achieved during his service with 78th FS. He led the 45th FS since July 19, 1944, and then he overtook also the Mustang s/n 44-63483, named then Stinger VII. Stinger VII wore the simplified late unit marking with green wing

and tailplane tips and green propeller spinner. Note the green painted undercarriage door.

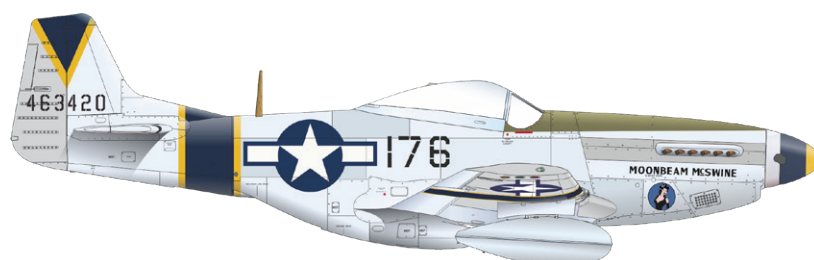
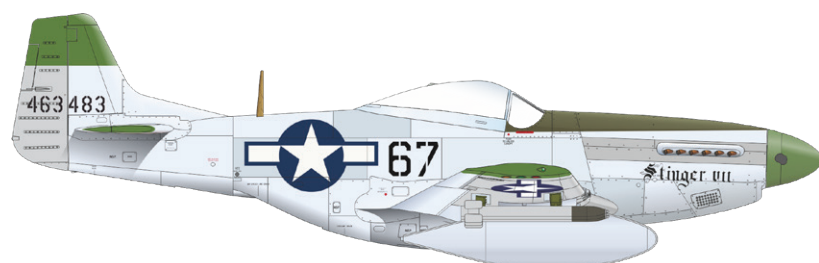
■ P-51D-20, 44-63420, Capt. Eurich L. Bright, 47th FS, 15th FG,  
7th AF, Iwojima, Summer 1945



Pilots of the 47th Pursuit Squadron were credited with seven kills during Japanese attack on Pearl Harbor on December 7, 1941. At the time the unit was still part of Hawaiian Air Force. Three and a half years later, on March 6, 1945,

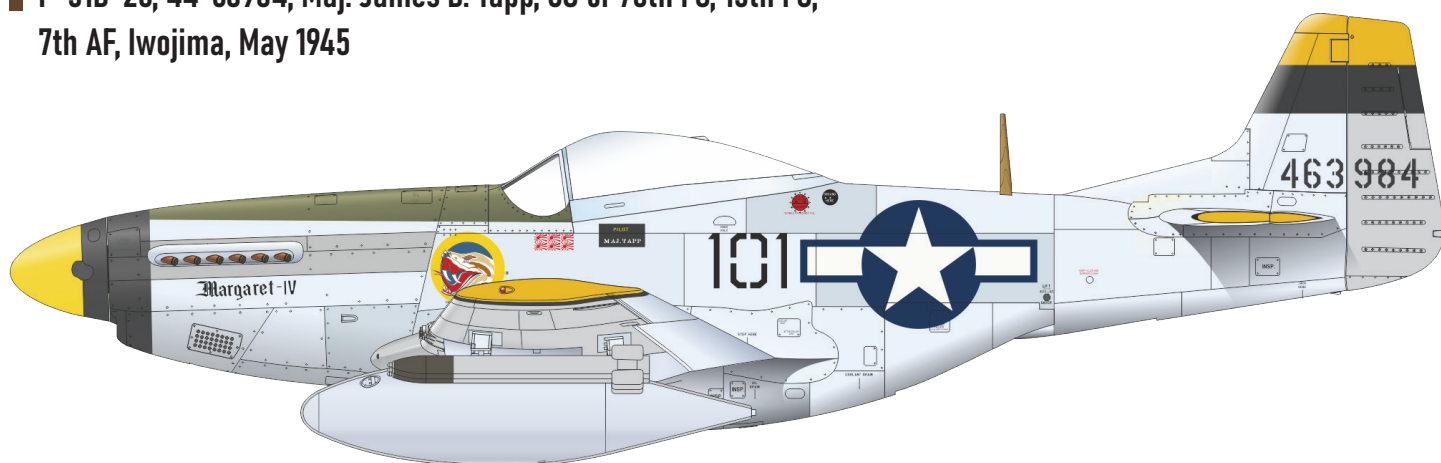
47th FS was the first unit of VII FC which arrived to Iwojima. Eurich L. Bright achieved his three kills during the first VRL mission over Japan on April 7, 1945, shooting down Ki-61, Ki-45 and A6M5 Zero. Later, on May 25, 1945, he shared

a Zero together with George Petrouleas. The unit markings were most probably very dark blue, not black as it is often suggested.





■ P-51D-20, 44-63984, Maj. James B. Tapp, CO of 78th FS, 15th FG,  
7th AF, Iwojima, May 1945

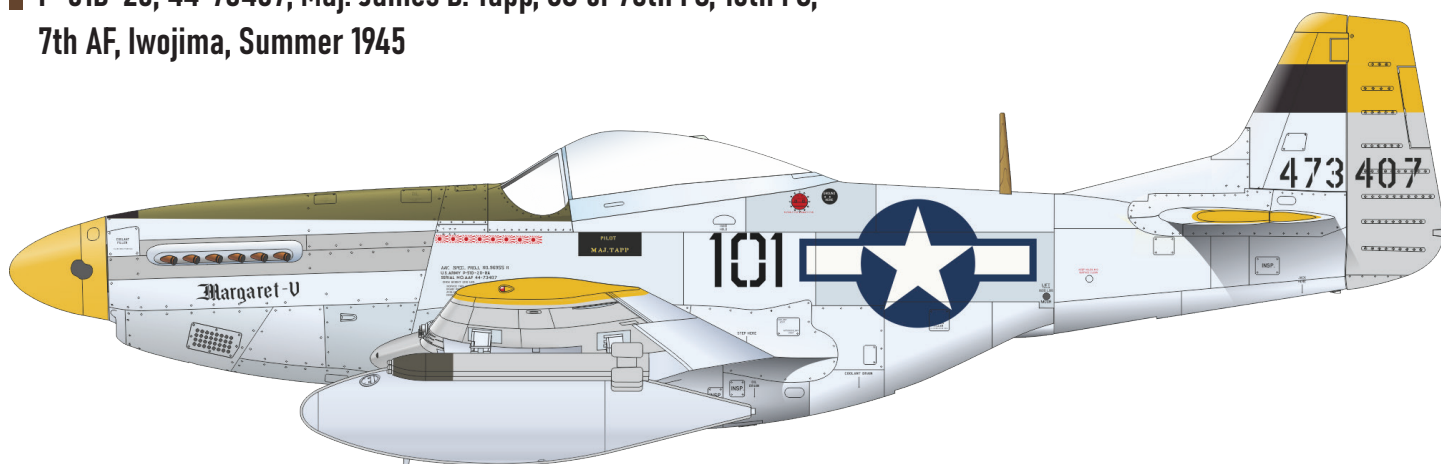


During attacks on Tokyo vicinity airfields on May 25, 1945, the 7th AF Mustang pilots fired unguided HVAR rockets for the very first time. A quartet of thusly armed Mustangs was part of a force that included initially some 128 fighters, but a mere 67 aircraft found their mark. The flight of HVAR-armed Mustangs was led by

Maj. James Buckley Tapp, who hit a hangar with his rockets at Matsudo Air Base and then shot down a Ki-44 Tojo in aerial combat. This was his 7th kill, while his first four happened during the first escort mission of B-29 Superfortresses bombers over Japan on April 7, 1945. Margaret IV sported the early unit marking, with yellow/

black spinner, six-inch black band around the nose, yellow/black strips on the horizontal and vertical tailplanes, and black outlined yellow wing tips, with "The Bushmasters" unit badge on both sides of the forward fuselage.

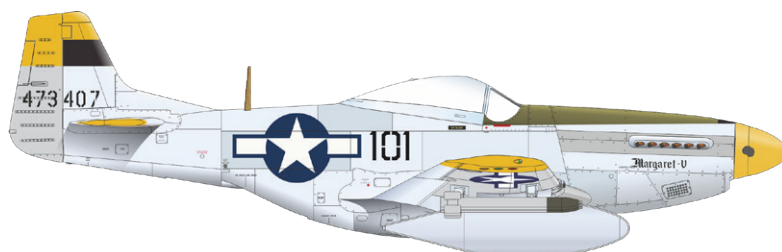
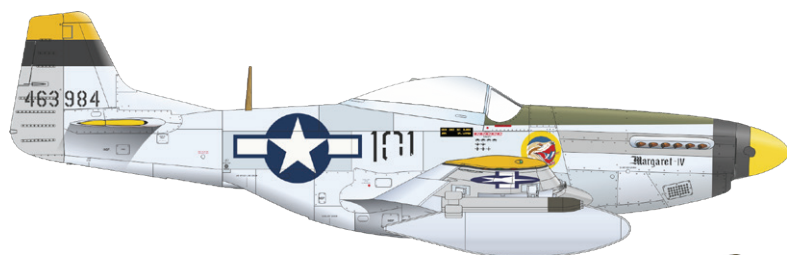
■ P-51D-25, 44-73407, Maj. James B. Tapp, CO of 78th FS, 15th FG,  
7th AF, Iwojima, Summer 1945



Maj. Tapp became the first USAAF ace to gain all his kills during VLR missions. His fifth victim was a Ki-61 on April 12, 1945. Unfortunately, Tapp also damaged the Mustang of his wingman, Lt. Fred W. Whitte, who bailed out, but his pa-

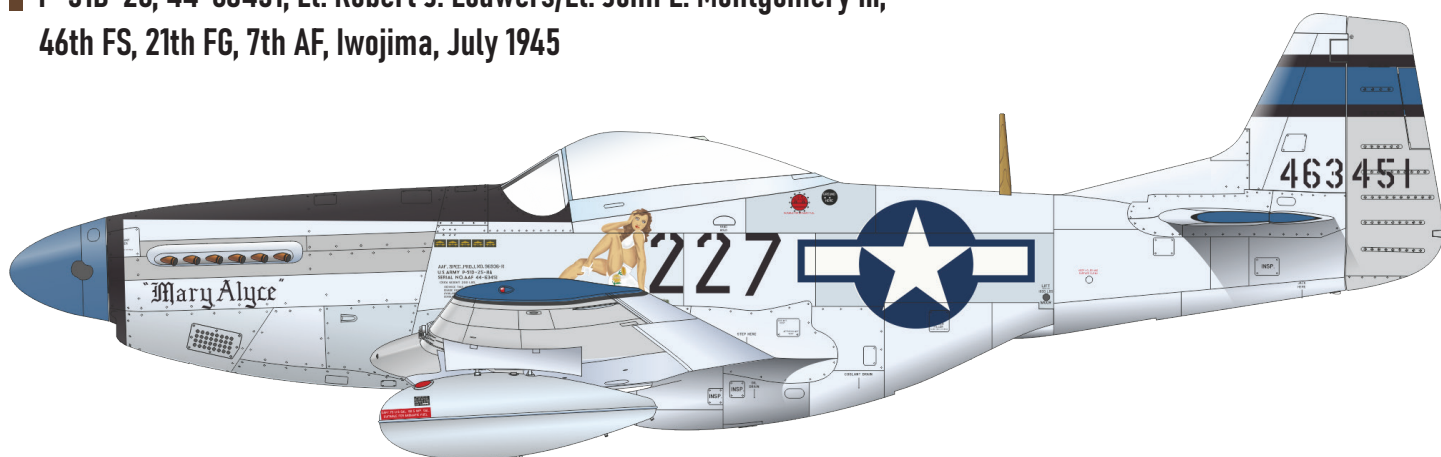
rchute didn't open, and the pilot died. With a total of eight confirmed kills and two damaged enemy aircraft, Maj. Tapp ranked second among Mustang pilots of the VII Fighter Command. The Margaret V replaced Margaret IV in the line of

Tapp's aircraft and wore the late squadron marking with yellow wing and tailplane tips and yellow propeller spinner. Unit badge was not painted. Curiously part of the black vertical tail band remained painted on the vertical stabilizer.





■ P-51D-20, 44-63451, Lt. Robert J. Louwers/Lt. John E. Montgomery III,  
46th FS, 21st FG, 7th AF, Iwojima, July 1945

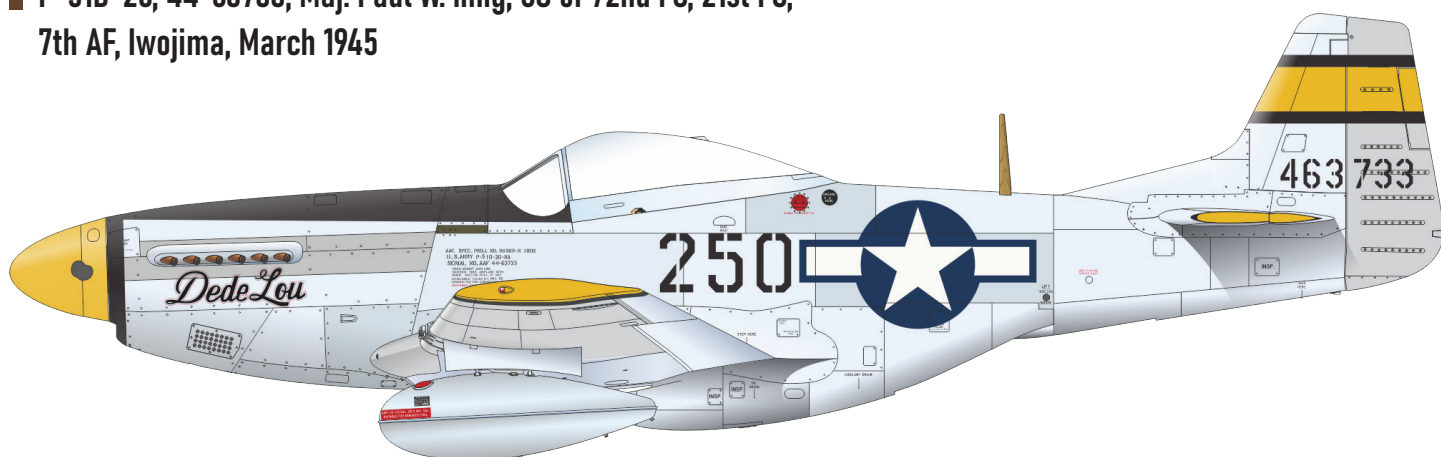


As this aircraft was shared by two pilots, it was also double-named. It was Mary Alice on starboard and My Miss Moe on portside. Mary Alice was Robert Louwers wife's name, the girl was painted from an Esquire magazine picture. Such painting was quite rare among the 46th

FS aircraft, most of them were marked just with black-outlined blue vertical tail strip, black outlined wing and horizontal tail tips and blue spinner with black outlined nose of aircraft, which was the same style as the other 21st FG squadrons where the other squadron colors

were white for 531st FS and yellow for 72nd FS. One interesting detail is that Louwers served also as photography officer for 46th FS yet he flew nine VLR missions to Japan and one over Chichijima.

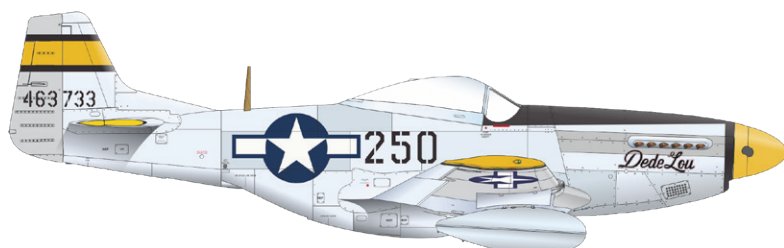
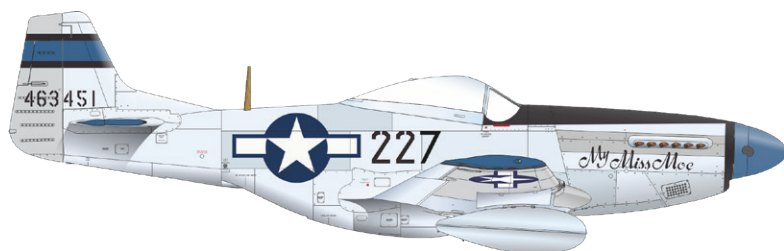
■ P-51D-20, 44-63733, Maj. Paul W. Imig, CO of 72nd FS, 21st FG,  
7th AF, Iwojima, March 1945



Major Imig, a veteran of VII FC, named his Mustang for his girlfriend and later wife. Dede Lou completed altogether 26 missions flown by various pilots from Airfield No.2. Paul Imig left the squadron in mid-May and returned back to

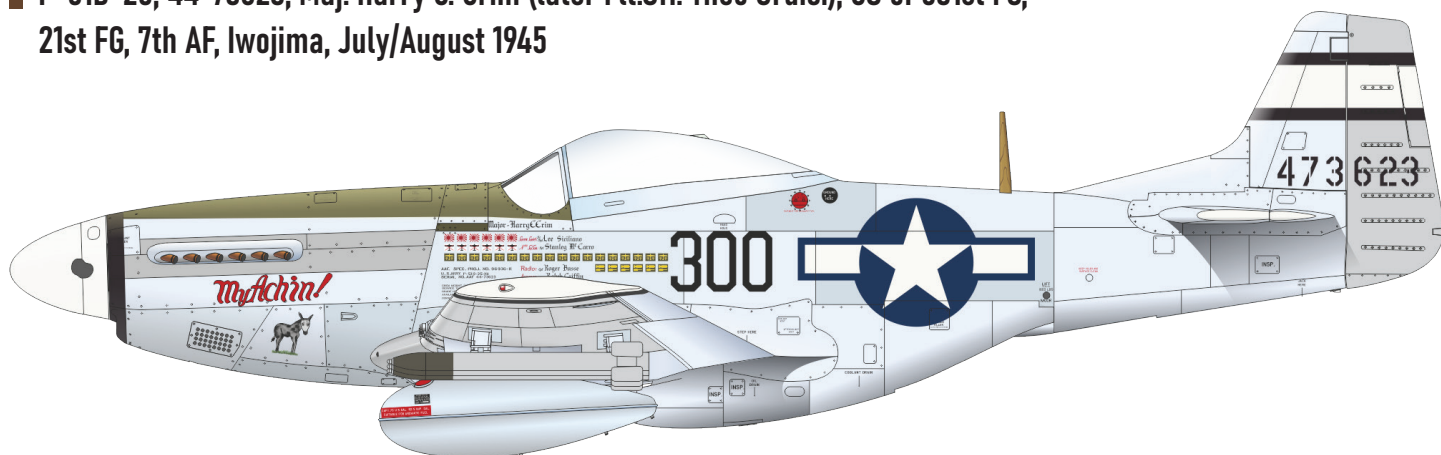
the USA. He spent some three years overseas, having been a P-39 Airacobra pilot of the 333rd Squadron on Canton Island in late 1942. The 72nd FS as well as the whole 21st FG operated less colorful Mustangs than the aircraft of some

other units. The black bordered yellow strips on vertical tail, black bordered yellow wing and horizontal tailplane tips, yellow spinner, black outlined nose, a name of the plane on the nose side under the exhaust, that's it.





■ P-51D-25, 44-73623, Maj. Harry C. Crim (later Flt.Off. Theo Gruici), CO of 531st FS,  
21st FG, 7th AF, Iwojima, July/August 1945

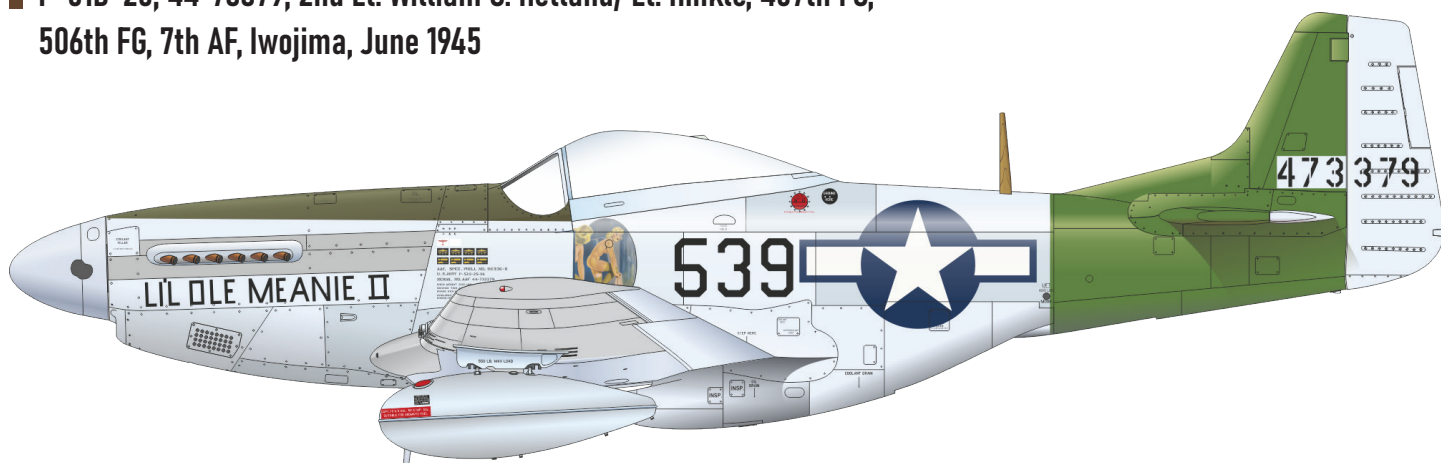


My Ach'in was delivered from Guam in late May 1945 as a replacement for destroyed aircraft. Flown by Major Harry Crim it was his second aircraft at 531st FS. Harry Crim, the CO of 531st FS was an old-timer who flew P-38s over Tunisia

in the MTO in 1943 and became top-scoring pilot of 21st FG with six aerial victories. He claimed his first kills, Ki-45 and Ki-61, on April 7, 1945, during the well-known VLR Mission over Tokyo. Later on August, My Ach'in was flown by Theo

Gruici, who replaced the mission symbols with another pin-up girl on the starboard side of the aircraft. The number 300 was replaced while the aircraft was moved to Guam to no. 3623 after the end of the war.

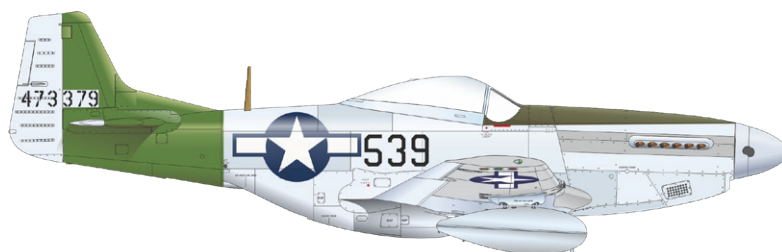
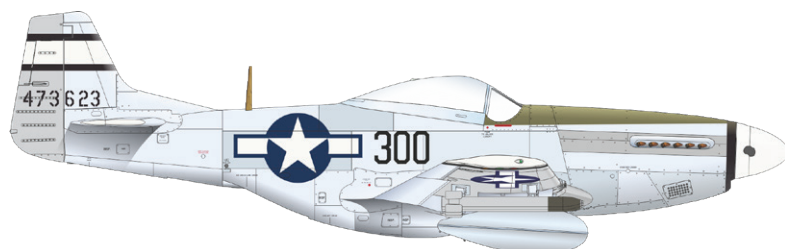
■ P-51D-25, 44-73379, 2nd Lt. William G. Hetland/ Lt. Hinkle, 457th FS,  
506th FG, 7th AF, Iwojima, June 1945



When the 457th Fighter Squadron was activated on October 21, 1944, the Allied offensive in the Pacific brought American bombers within striking distance of the Japanese homeland. With the capture of Iwo Jima in March 1945, the U.S. Army Air Force gained an outpost to provide

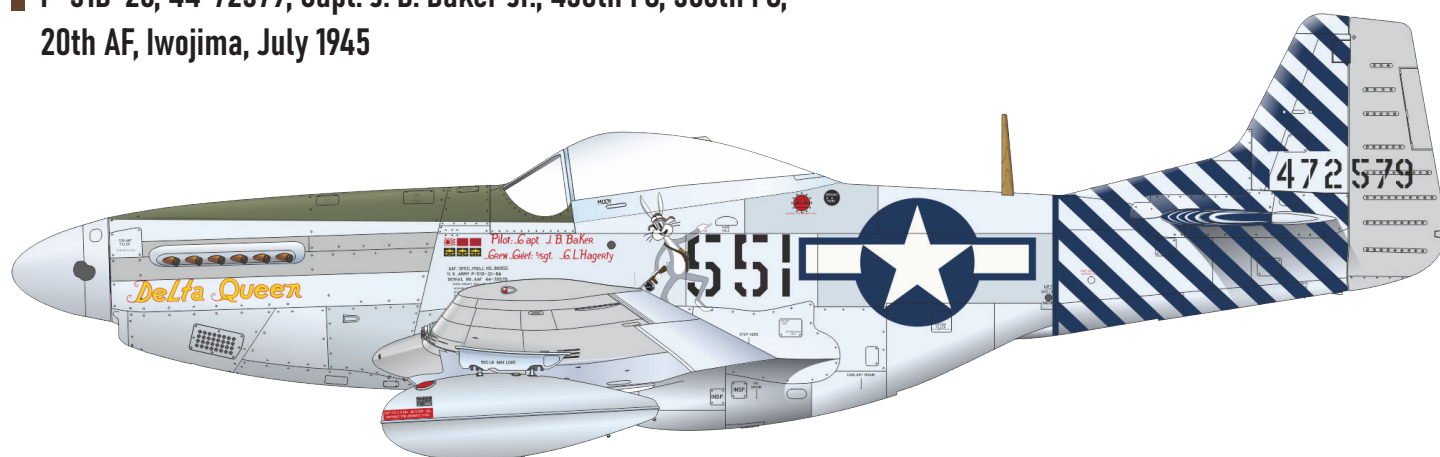
fighter escort for long-range B-29 bombers. Late the following month, the 506th Fighter Group, consisting of the 457th, 458th, and 462nd Fighter Squadrons, arrived. On Iwo Jima, the 506th Fighter Group, in addition to assisting in the defense of the island, participated in VII

Fighter Command's attacks on enemy-held neighboring islands. One of the Mustangs used by the 457th Fighter Squadron was an aircraft named "Lil Ole Meanie II", which was regularly flown by Lt. Hetland and Lt. Hinkle.





■ P-51D-20, 44-72579, Capt. J. B. Baker Jr, 458th FS, 506th FG, 20th AF, Iwojima, July 1945

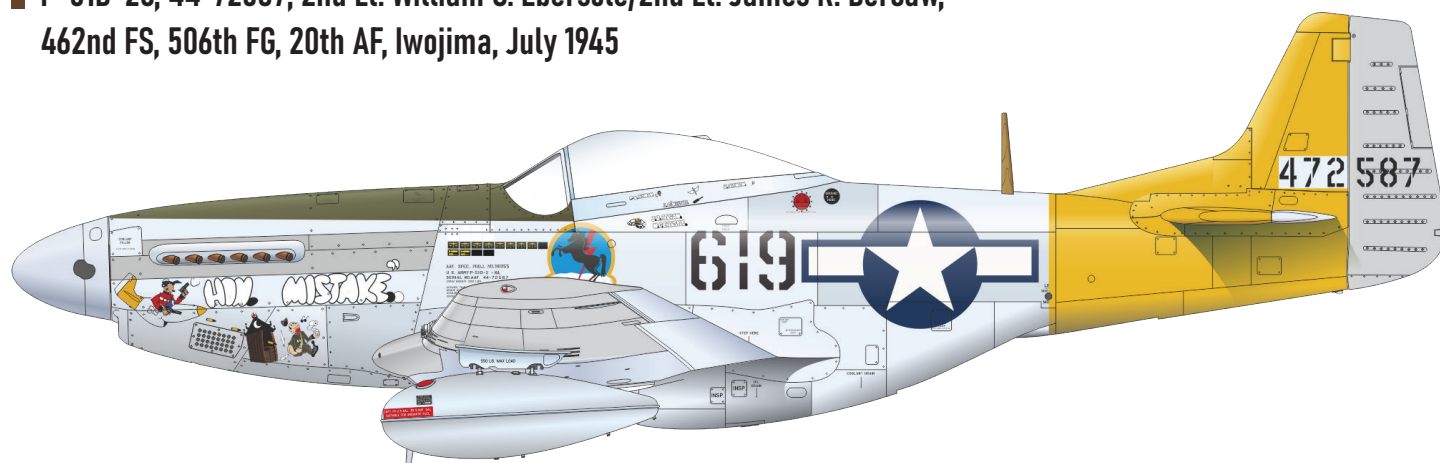


Captain J. B. Baker Jr shot down a Ki-44 during the escort sortie over Nagoya and Kobe area on June 23, 1945. He was also credited with J2M Raiden probably destroyed during another raid to Tokyo area, when the Mustangs strafed

the airfields east and northeast of Tokyo. The 506th Fighter Group struck Katori and strafed Yachimata and Miyakawa. Based on No. 3 Airfield, the marking of Mustangs of 458th FS squadron consisted of 4-inch wide angled

dark blue stripes but the replacement aircraft's tails were painted in solid blue except vertical rudder. Note the Luftwaffe style spiral on the spinner and an attractive archer emblem on the right side of the aircraft.

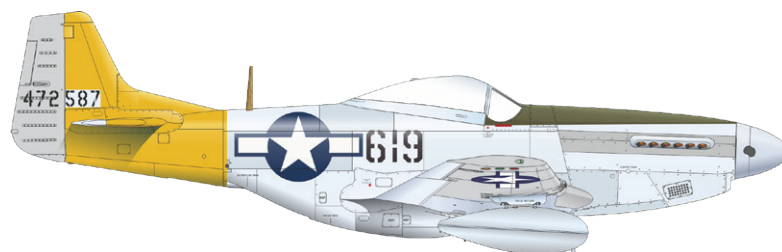
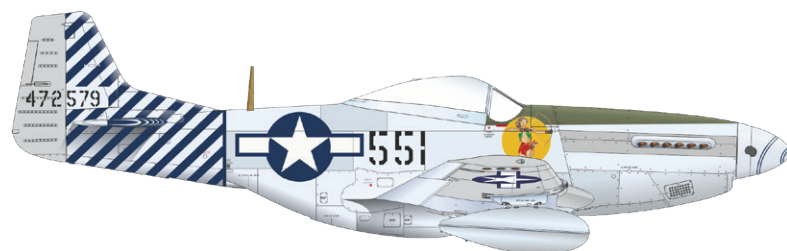
■ P-51D-20, 44-72587, 2nd Lt. William G. Ebersole/2nd Lt. James R. Bercaw, 462nd FS, 506th FG, 20th AF, Iwojima, July 1945



This Mustang was shared by 2nd Lieutenants Bill Ebersole and James Bercaw. Bill Ebersole, the youngest pilot of the 462nd FS, arrived to Iwojima's east side No. 3 Airfield on May 1945, at the time of the last night attacks of the remaining Japanese soldiers on the island.

Ebersole flew his first combat sortie over Chichijima on May 15, 1945 and flew the first VLR Mission among his total 10 on June 7, 1945, which was an eight-hours long escort sortie over Osaka. He was credited by Zero destroyed on ground during the attack on Hyakurigahara

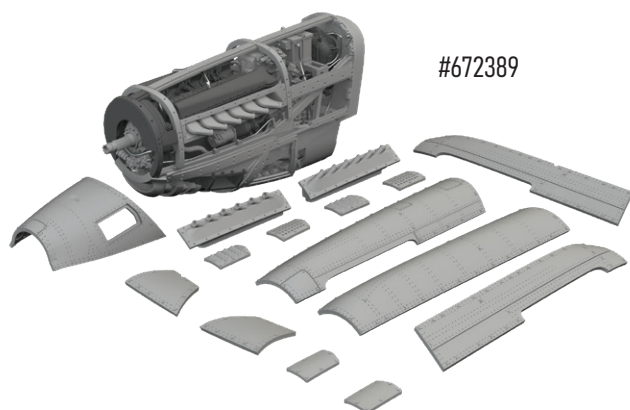
airfield on June 26, 1945 and also destroyed small transport ship Sugar Dog type on early August. His final strafing mission was flown against Tachikawa on August 5, 1945, only one day before the atomic bomb was dropped on Hiroshima.





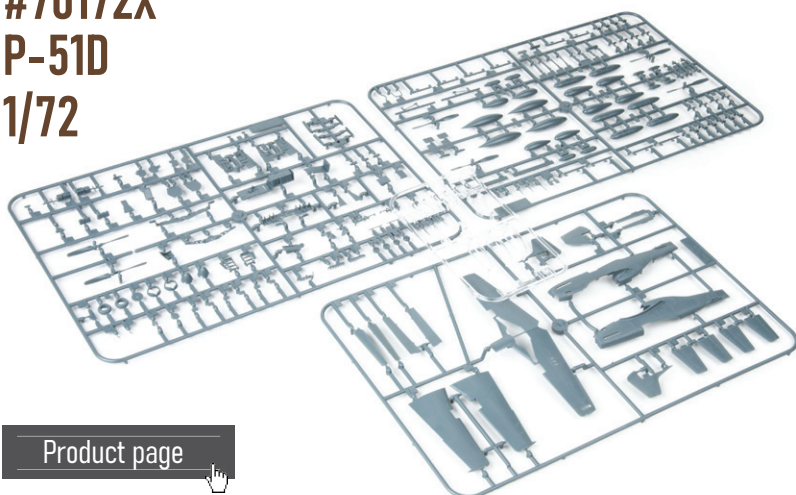
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672361	P-51D Hamilton Standard propeller PRINT (Brassin)
672365	P-51D-15+ cockpit PRINT (Brassin)
672366	P-51D wheels diamond tread (Brassin)
672367	P-51D wheels oval tread (Brassin)
672368	P-51D wheels cross tread (Brassin)
672369	P-51D wheels block tread (Brassin)
672370	P-51D wheels diamond tread 2 (Brassin)
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CX664	P-51D US national insignia (Mask)
CX665	P-51D surface panels (Mask)



## OVERTREES

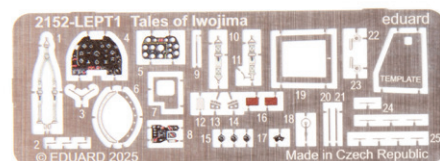
#70172X  
P-51D  
1/72



Product page

## OVERLEPT

#2152-LEPT1  
Tales of Iwojima  
1/72



Product page



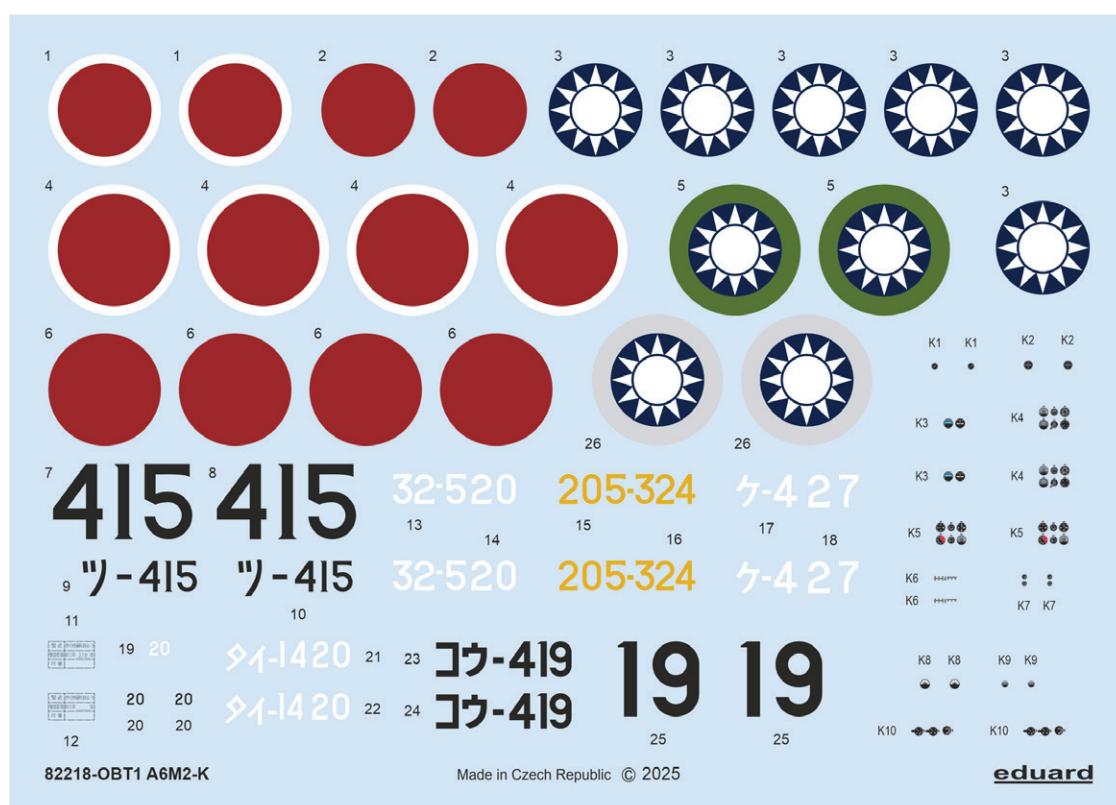
## A6M2-K

1/48

#82218

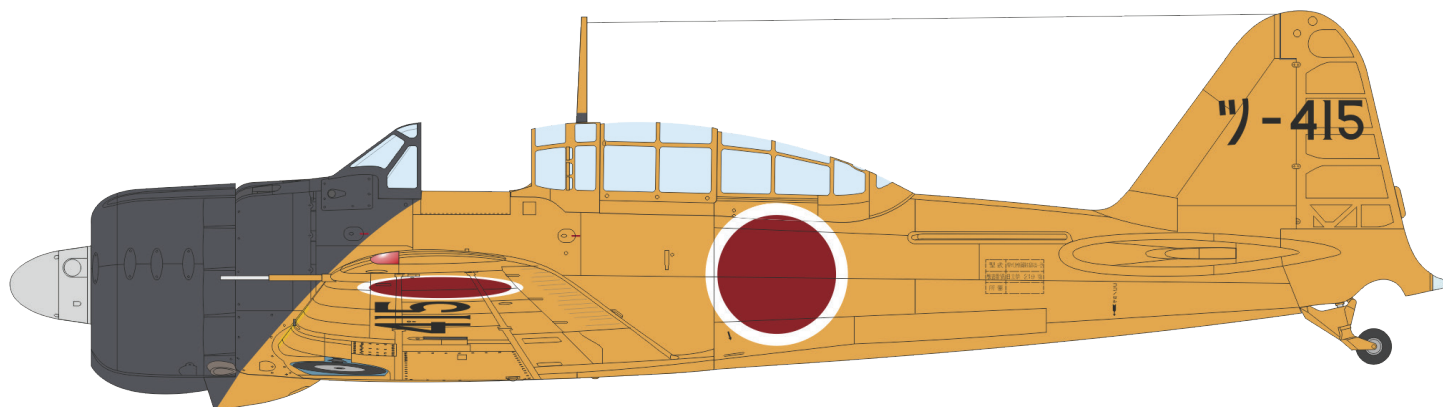
The ProfiPACK edition kit of Japanese two-seat trainer version of the WWII fighter aircraft A6M2-K in 1/48 scale.

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

[Product page](#)




## ■ Tsukuba Kōkūtai, Tsukuba Base, Japan, 1944

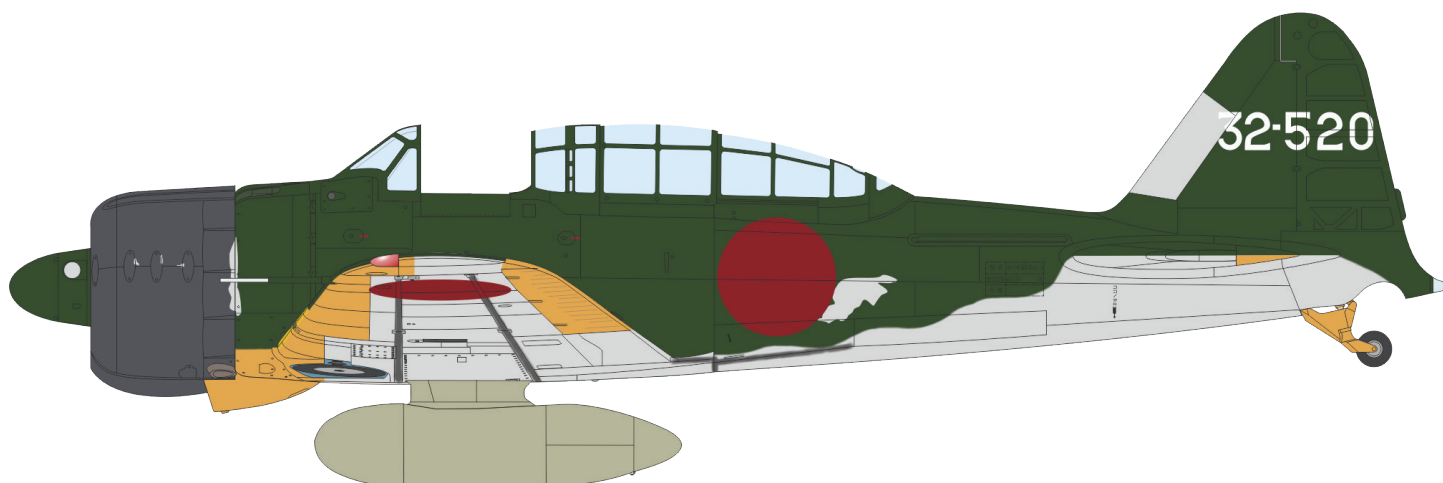


Tsukuba Kōkūtai training unit was separated from Kasumigaura Kōkūtai in December 1938. Over the time, the focus of training provided by the unit changed. In November 1944, Tsukuba Kōkūtai assigned experienced instructors to form a fighter squadron equipped with Zero and Shiden aircraft. This squadron 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. 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.

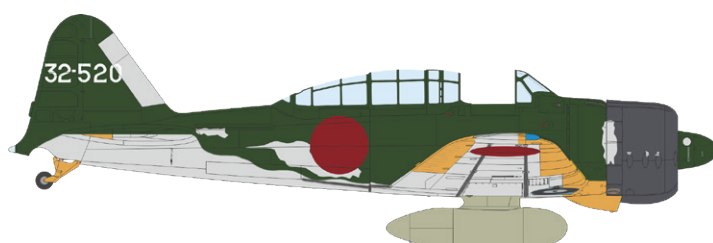
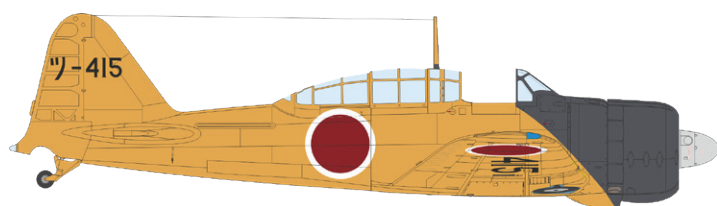
## ■ probably Kōkūtai 332, Japan, 1945



This trainer aircraft, found in Japan at the end of the war, was captured on a color slide. The machine was likely assembled from at least two aircraft. In the photograph, it is clearly visible that the undersides of the wings are largely left unpainted, but part of the wing and the underside of the fuselage are painted in a yellow-orange color. The color of the undersides of the horizontal tail surfaces is not

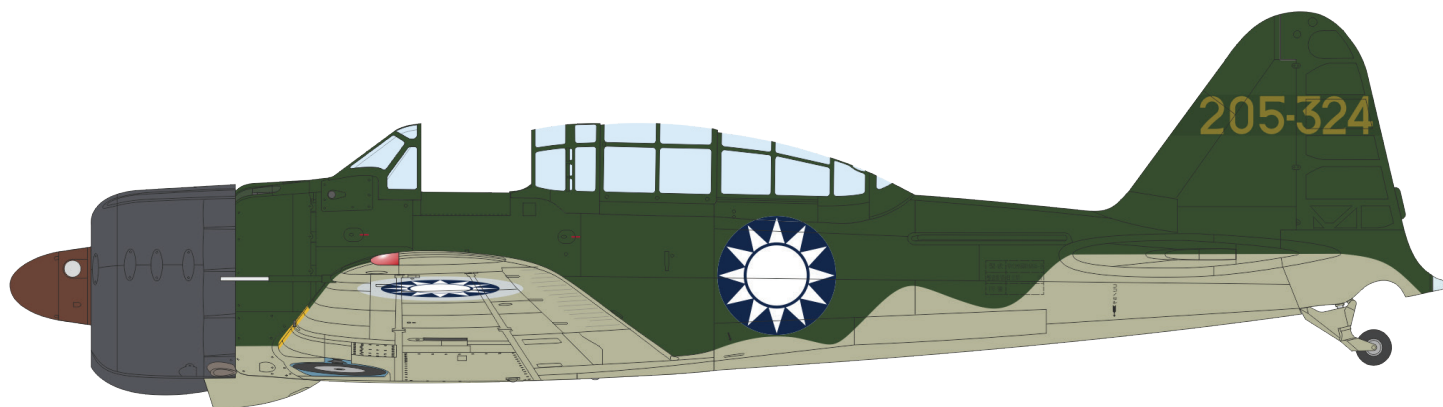
very clear in the photo, so it is possible they were left unpainted, or painted gray, and it cannot be ruled out that parts of them were also painted yellow-orange. From the photo, it is not entirely clear which part of the propeller assembly was left on the aircraft. It is possible that it is part of a spinner, painted in dark green. The aircraft likely belonged to a training squadron that was part of the Kōkūtai 332. When this IJN air

group was established in August 1944, it was equipped with interceptors and two-seat float reconnaissance planes. Later, it was equipped with Zero fighters, J2M Raiden interceptors, and J1N1 Gekkō night fighters. It participated in the defense of the Philippines and defended Japan against B-29 bomber raids.





## ■ Kōkūtai 205, Taiwan, 1945

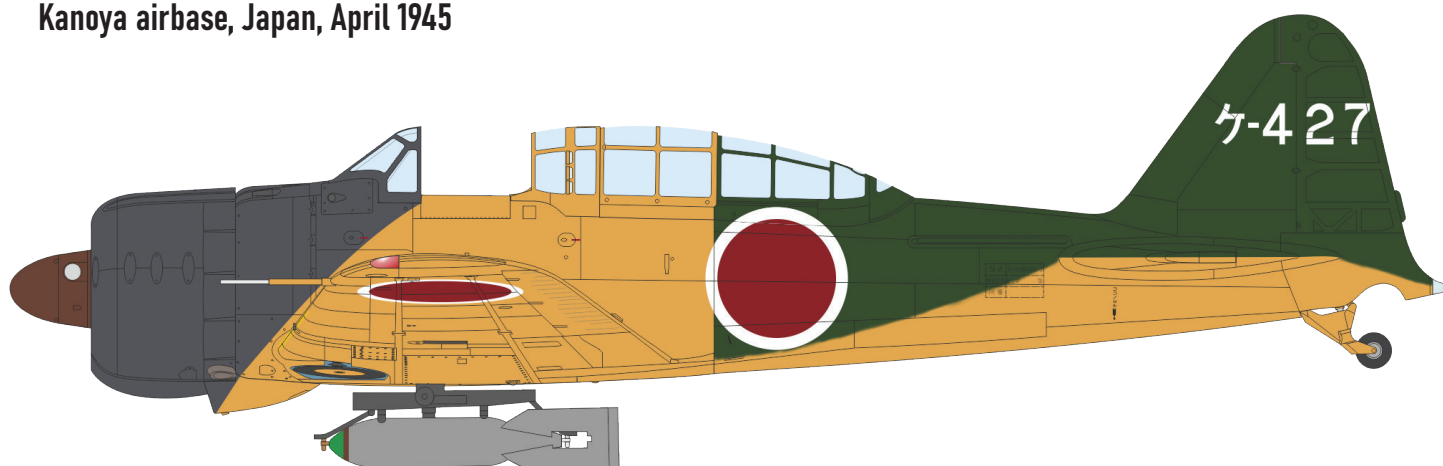


This aircraft was captured by Chinese forces in Taiwan at the end of World War II. It is a trainer aircraft that originally belonged to the armament of Kōkūtai 205. This unit was formed in early February 1945 from personnel of various units who had been evacuated from the Philippines. The unit's official strength was 144 Zero fighter aircraft, divided among Hikōtai 302 (based in

Taichū/Taichung), Hikōtai 315 (Tainan/T'ai-nan), and Hikōtai 317 (Shinchiku/Hsinchu). After the American landing on Okinawa, the Japanese command decided to use all air units in Taiwan for special attack (Kamikaze) operations. For this purpose, two forward command posts were established for Kōkūtai 205 on the islands of Ishigaki-jima and Miyako-jima. The Kamikaze

unit detached from Kōkūtai 205 was named Taigi-tai (Noble Cause Unit). It was deployed from April to June 1945, primarily targeting Royal Navy vessels. Taigi-tai claimed hits on the aircraft carriers HMS Formidable and HMS Indomitable.

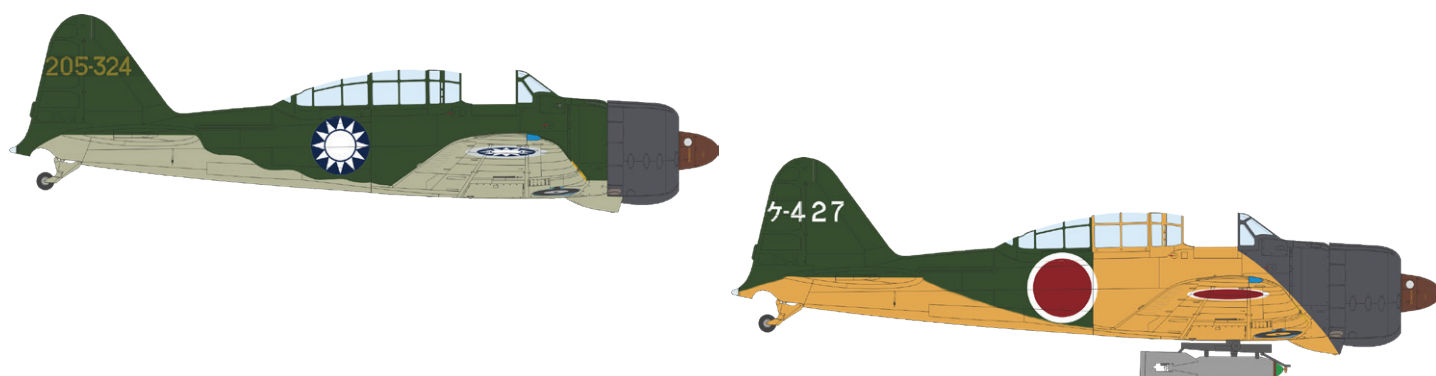
## ■ Ensign Daiji Matsufuji, Kamikaze Tokubetsu Kōgekitai, 1st Shichisei-tai, Kanoya airbase, Japan, April 1945



From April 3, 1945, a total of eight special attack units with the battle name Shichisei were organized from the airmen serving in Genzan Kōkūtai (II) and Hikōtai 306 (part of Kōkūtai 721). Lt. Miyatake, who was 24 years old at the time, led the 1st Shichisei-tai in an attack on a convoy off Okinawa on April 6, 1945. During that day, eleven other airmen from Genzan Kōkūtai (II)

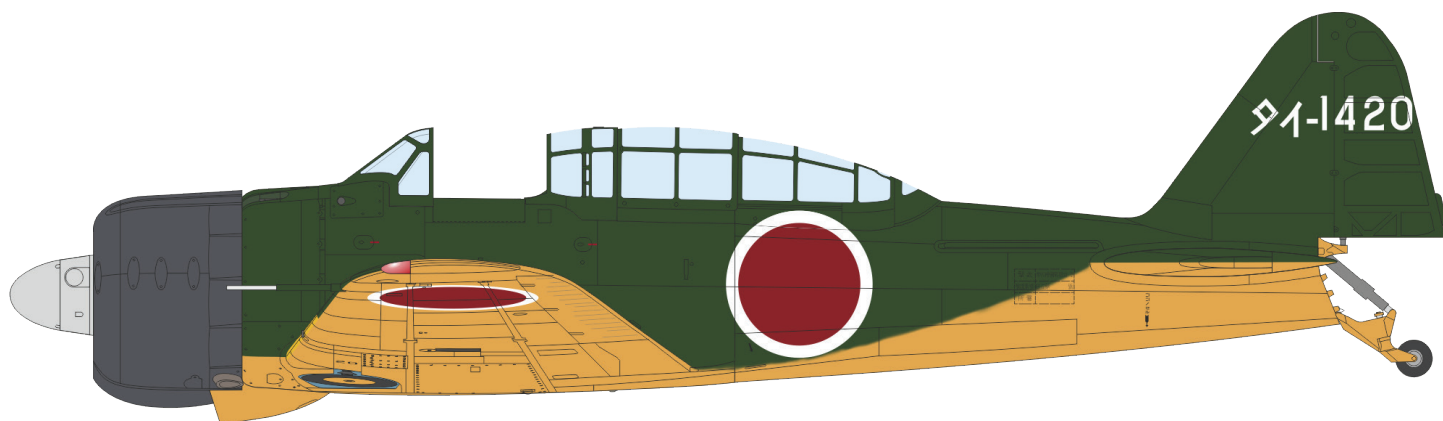
sacrificed their lives along with him. They took off successively in four formations. They were among the 524 aircraft of special attack units and escort fighters from IJN and IJA sent against Allied vessels off Okinawa as part of Operation Kikusui I. The U.S. Navy lost destroyers USS Bush (DD-529) and Colhoun (DD-801) and other ships were severely damaged. Shichisei units were

sent against ships off Okinawa, Yoronjima, Kikai, and Tanegashima islands in several missions till May 14. Only one of them returned to base due to bad weather. The depicted Ke-427 aircraft was apparently assembled from two airframes with differently applied paint schemes. During a special attack mission on April 6, it was likely piloted by Ensign Daiji Matsufuji.





## ■ Tainan Kōkūtai (II), Tainan airbase, Taiwan, summer 1944

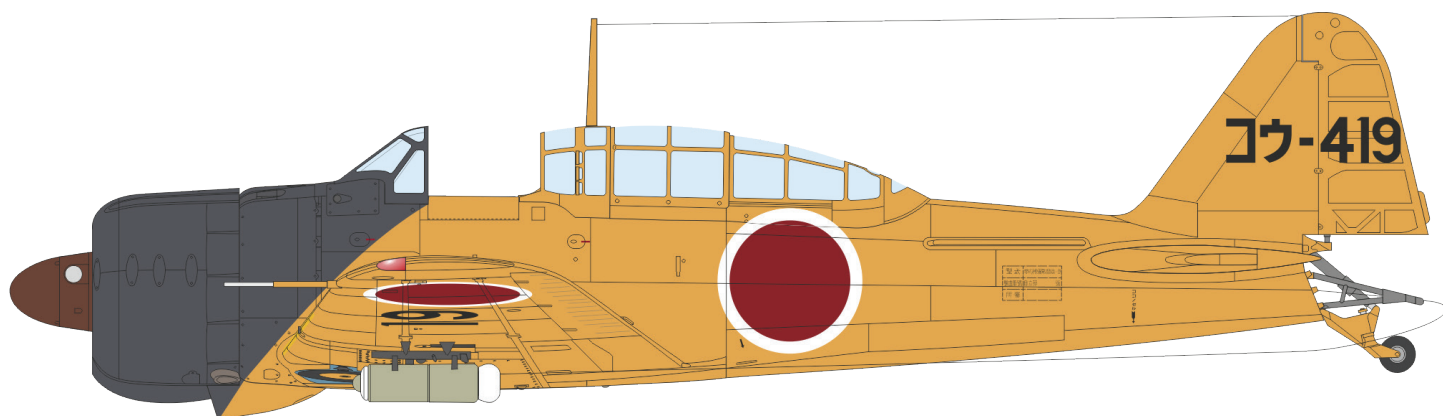


The designation of this training unit is the Katakana characters "Ta" and "I". The dark green paint on the upper surfaces indicates that the aircraft has been overhauled. The machine was acquired from funds raised by the Tokyo Fruit and Vegetable Commercial Association. The second Tainan Kōkūtai was established in April 1943 as an operational training unit.

Its home base was again Tainan, as with the previous unit of that name, which became Kōkūtai 251 in late 1942. When Allied air raids on Taiwan began in the second half of the war, the airmen of Tainan Kōkūtai (II) joined in its defense. They fought both four-engine bombers and their escort fighters based in China as US Navy aircraft. Its first commander was

Capt. Shigematsu Ichimura, who was commander of the 14th Kōkūtai in China in 1940. The most famous instructor who served with the unit was CPO Takeo Tanimizu, an ace with 18 kills to his credit. In January 1945, a special attack unit was organized from part of the Kōkūtai and participated in Kamikaze missions.

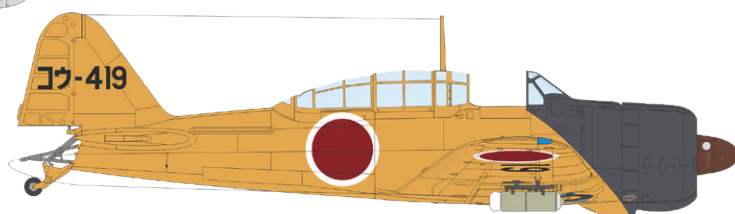
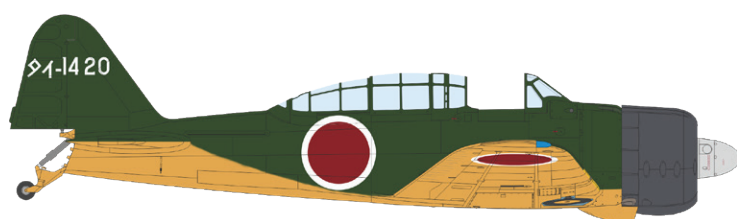
## ■ Kōnoike Kōkūtai, Kōnoike airbase, Japan, 1944



The Kōnoike Air Group was established in mid-February 1944 and conducted training activities until mid-December 1944. Among its instructors were, for example, Warrant Officer Shigeo Sugi-o, who had over 20 victories to his credit, Warrant Officer Momoto Matsumura (13 victories), and Lieutenant Sumio Fukuda (11 victories). The latter two perished in October 1944 during the Battle of Leyte Gulf as members

of carrier-based fighter units. Already during the fighting in the Philippines, Kōnoike Kōkūtai selected a number of volunteers from its ranks for special attack (Kamikaze) missions. The final phase of training for these Kamikaze pilots was completed in Taiwan. The Kōnoike base had two main runways measuring 1,800 and 1,400 meters in length and also had a number of smaller runways. During the autumn of 1944, the Kōnoike

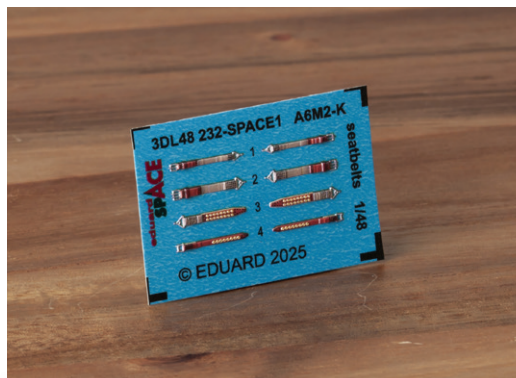
airfield became the first of several bases for the 721st Air Group, which was preparing for the deployment of MXY-7 Ōka rocket aircraft. In mid-February 1945, the airfield was the target of a devastating air raid by U.S. Navy aircraft. Some concrete shelters still survive in the area around the base to this day.



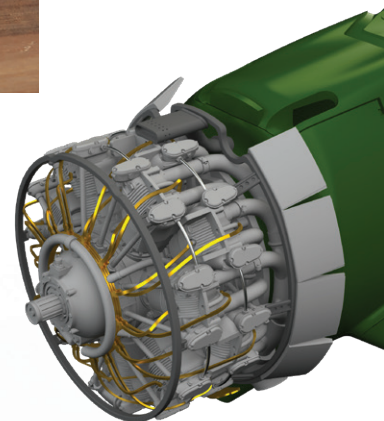


## For A6M2-K 1/48 RECOMMENDED:

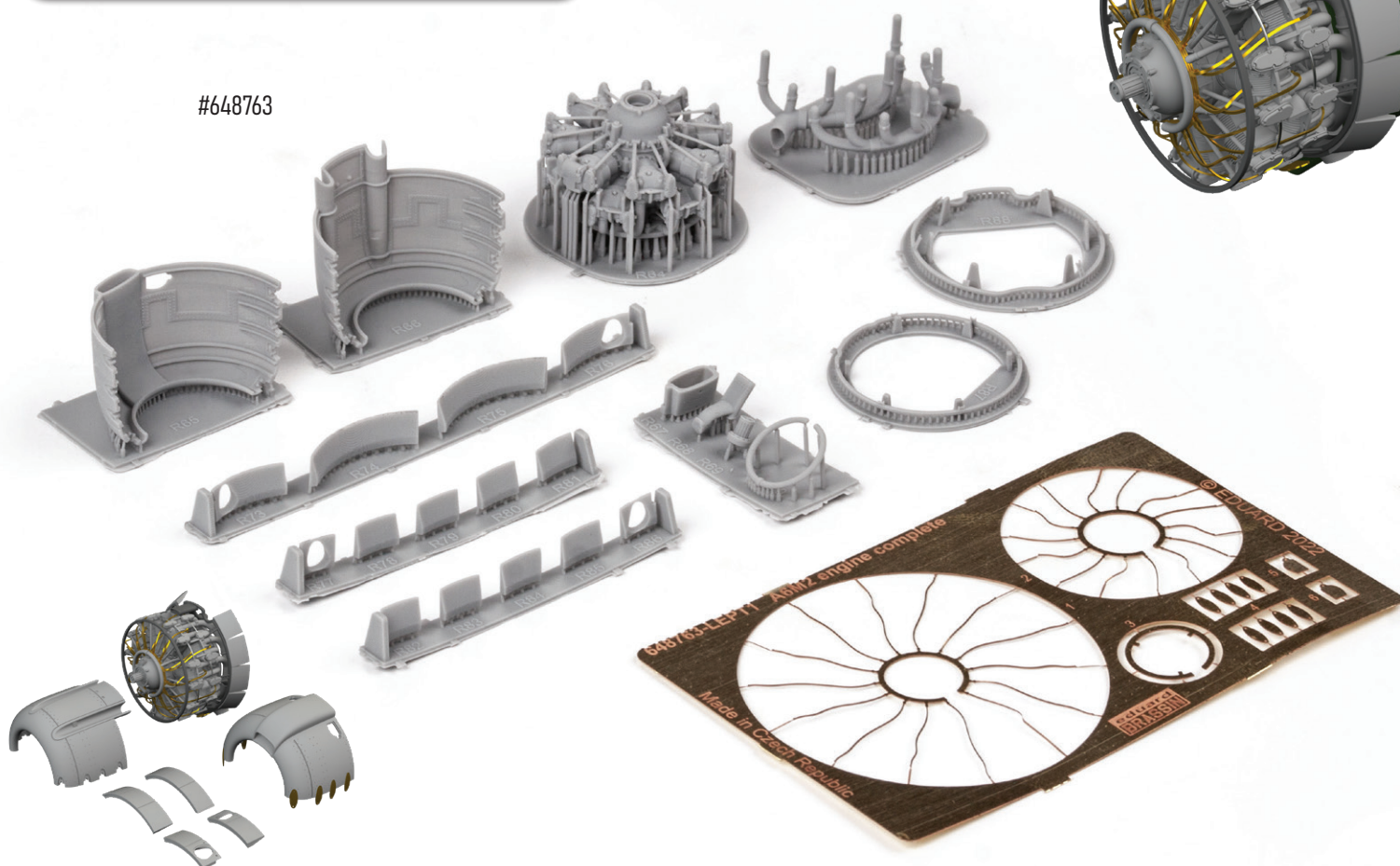
481162	A6M2-K landing flaps (PE-Set)
491522	A6M2-K upgrade set (PE-Set)
FE1526	A6M2-K seatbelts STEEL (PE-Set)
648694	A6M2 engine PRINT (Brassin)
648722	A6M2 exhausts PRINT (Brassin)
648763	A6M2 engine complete PRINT (Brassin)
3DL48219	A6M2-K SPACE (3D Decal Set)
3DL48232	A6M-2K seatbelts SPACE (3D Decal Set)
EX1112	A6M2-K TFace (Mask)



#3DL48232

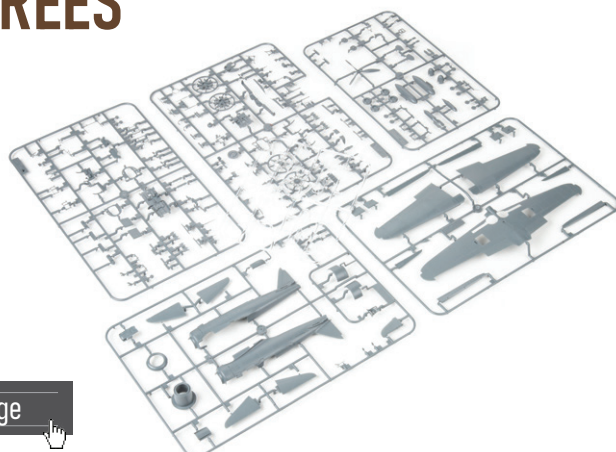


#648763



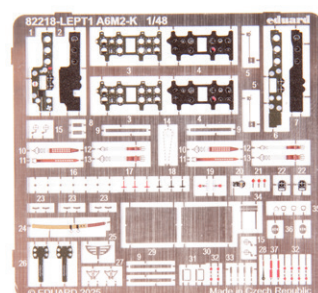
## OVERTREES

#82218X  
A6M2-K  
1/48


[Product page](#)

## OVERLEPT

#82218-LEPT1  
A6M2-K  
1/48


[Product page](#)



# ARTWORK PRINTS



P-51D

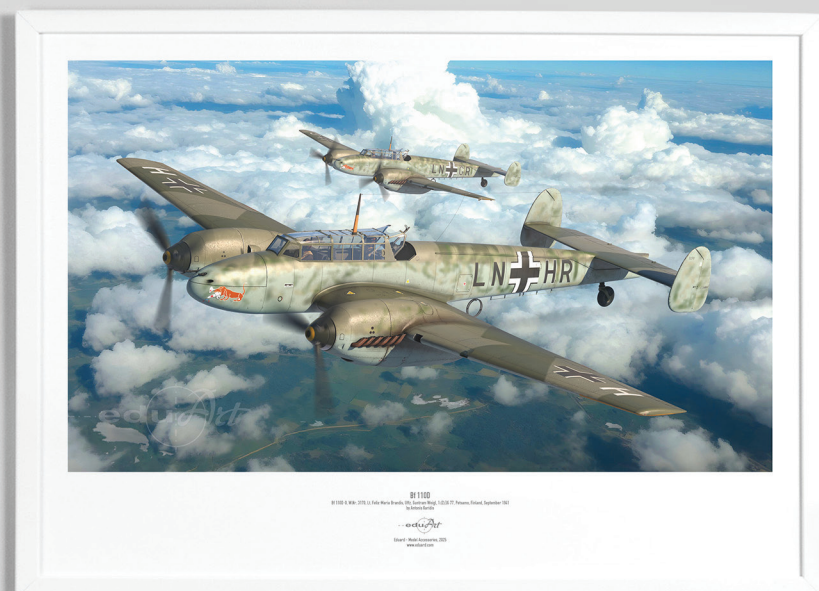
2152-ART

A2 (594 x 420 mm)  
Roll Up Vinyl, 160g/m<sup>2</sup>



82218-ART

A6M2-K



8409-ART

Bf 110D

www.eduard.com only

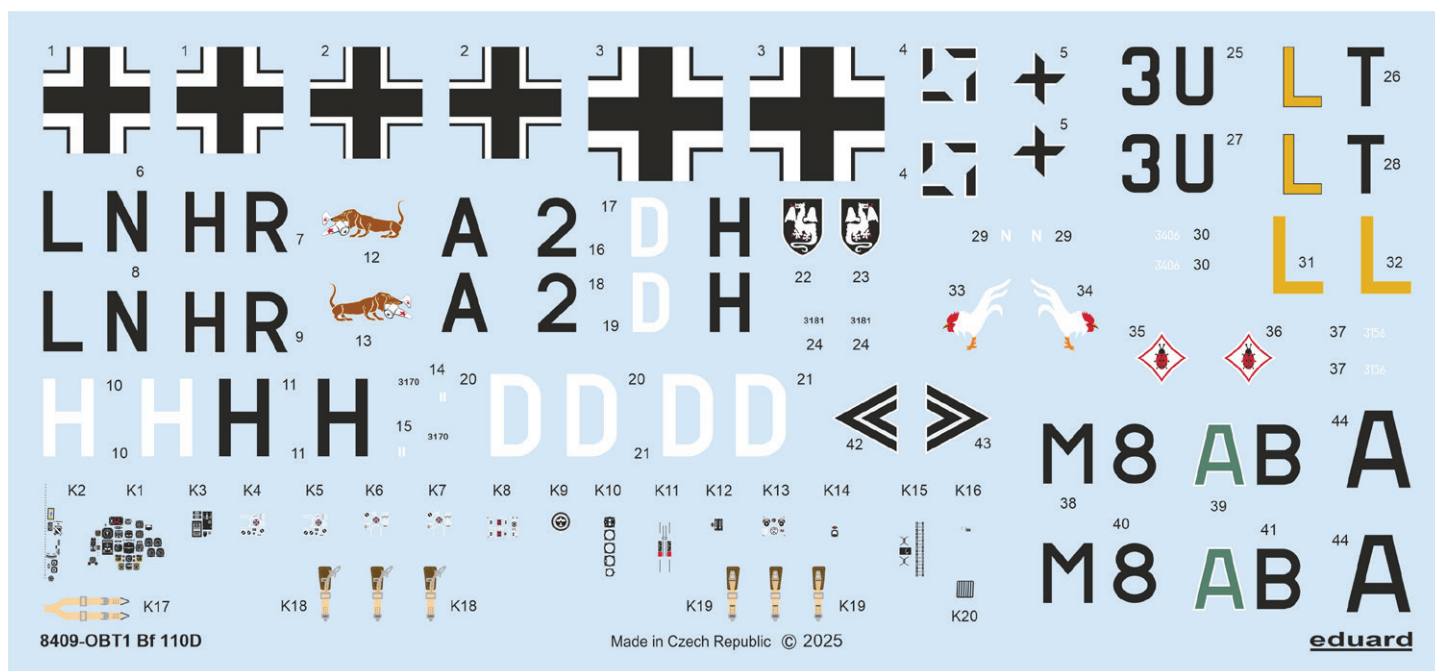


1/48

The Weekend edition kit of German WWII twin-engine heavy fighter aircraft Bf 110D in 1/48 scale.

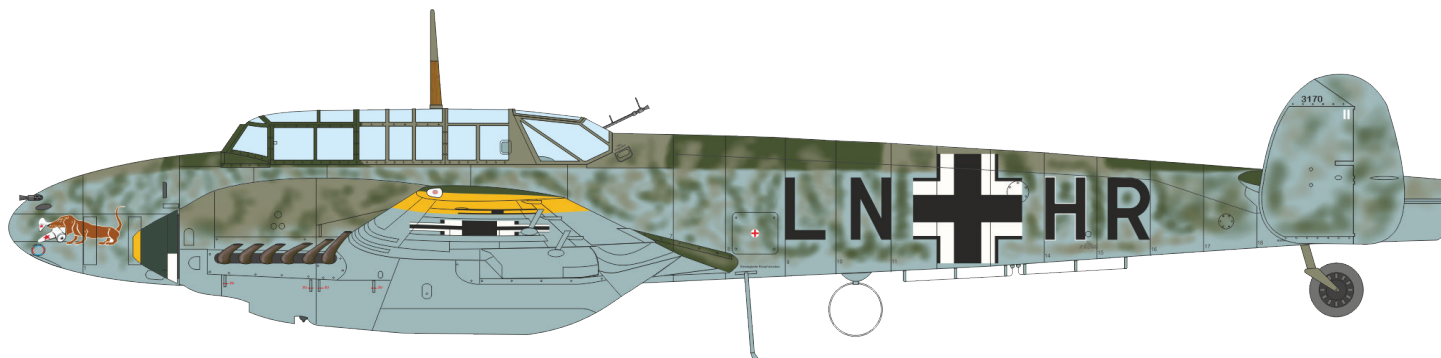
- plastic parts: Eduard
- marking options: 4
- decals: Eduard
- PE parts: no
- painting mask: no
- resin parts: no

Product page





# ■ Bf 110D-0, W.Nr. 3170, Lt. Felix-Maria Brandis & Uffz. Guntram Weigl, 1.(Z)/JG 77, Petsamo, Finland, September 1941

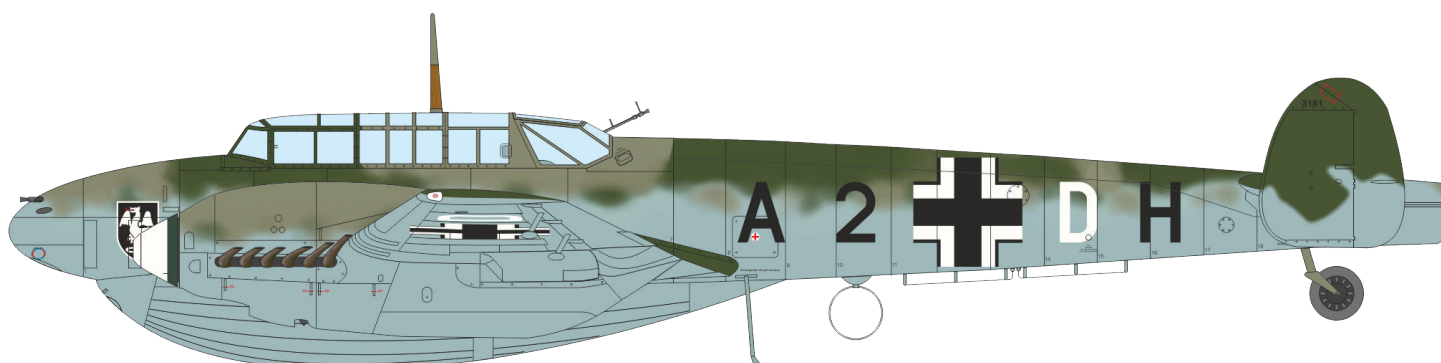


Felix-Maria Brandis was born on September 9, 1919, in Ahaus. He joined the Luftwaffe on September 14, 1939. On September 1, 1941, he was forced to land in Sweden with a Bf 110E-1 (W.Nr. 4114) when he got lost on return to the base and run out of fuel. He returned from internment in Sweden on September 7, 1941. On September 16, 1941, Lt. Felix-Maria Brandis and Uffz. Guntram Weigl flew the LN+HR (usually flown by Ofw. Karl Munding, the two kill marks

on the rudder were his own) on combat mission over Murmansk. Returning to Petsamo base, they were hit by anti-aircraft fire in the left engine over the Kola Peninsula. During the subsequent emergency landing, LN+HR was destroyed but its crew escaped uninjured. On the nose of the aircraft was painted the emblem of the Zerstörerstaffel in the form of a dachshund with a Rata (Polikarpov I-16) in its mouth. Felix-Maria Brandis scored a total of fourteen

victories during his time on the Eastern Front, comprising five British opponents (including two Fairey Albacores) and nine Soviet aircraft. The 1.(Z)/JG 77 was deployed in northern Europe to fight against both British and Soviet forces. Lt. Brandis was killed on February 2, 1942, with a Bf 110E-2 (W.Nr. 2546) LN+AR when his aircraft crashed in bad weather while returning from a combat flight near Olanga.

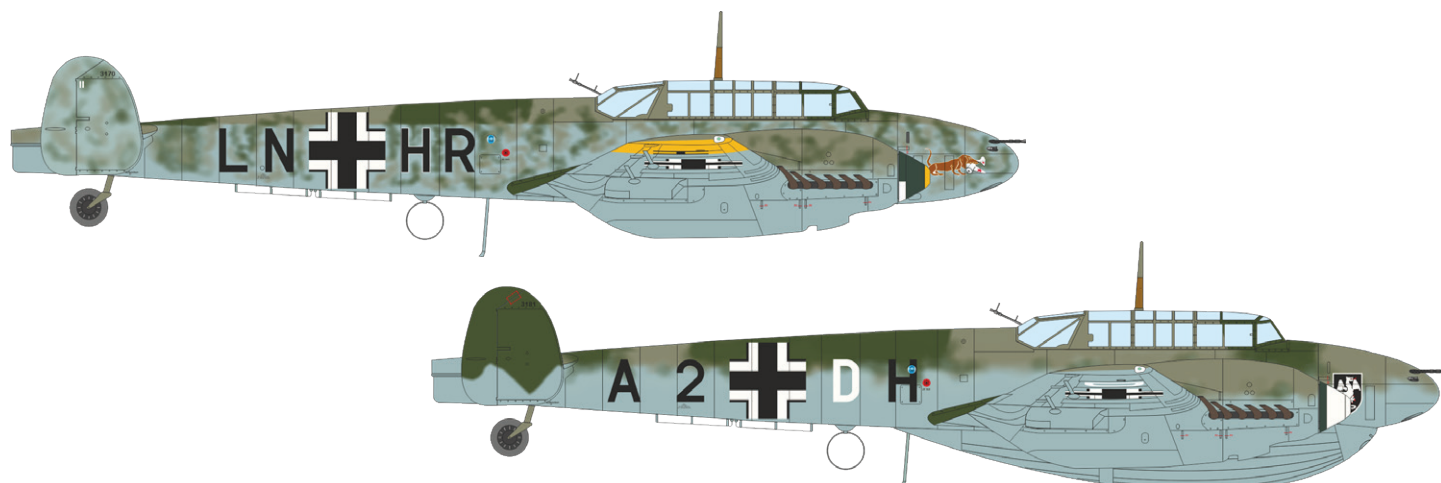
# ■ Bf 110D-0, W.Nr. 3181, 4./ZG 2, Gyancourt, France, July 1940



This is so far the only known example of a Bf 110D belonging to II./ZG 2 equipped with the additional fuel tank under fuselage, so called Dackelbauch. The II./ZG 2 was created in July 1940 from I./ZG 52 and kept its original emblem, a white dragon in black shield. The unit also kept its original fuselage codes of I./ZG 52. Camouflage consisted of RLM 71, 02

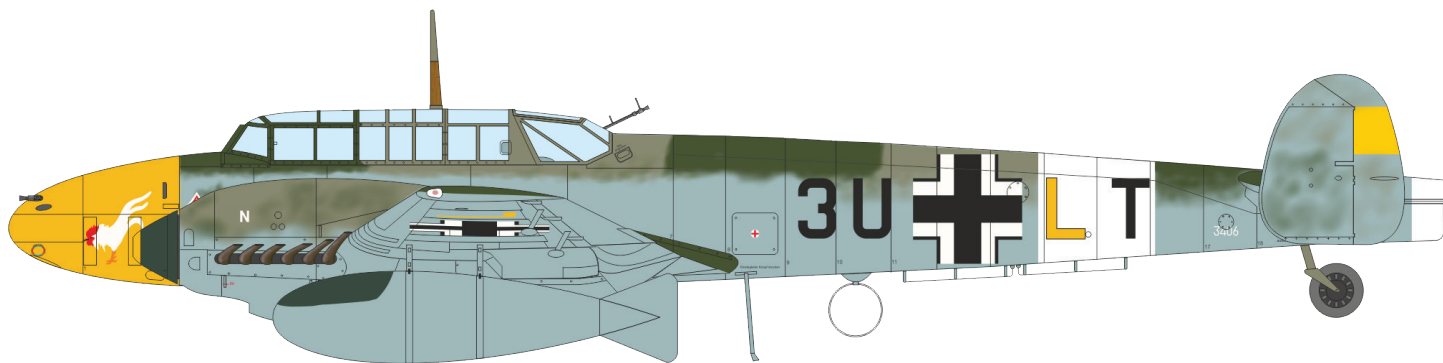
and 65. Unit lost its Gruppenkommandeur, Major Harry Carl, on August 16 after combat with RAF fighters over the Channel. He got killed together with his gunner Uffz. W. Maier in a crash landing near Beauzeville, France. The commander of the 4. Staffel was Hptm. Hans Peter Külbel, former policeman and pre-war commander of military flying school. On August 11, 1940,

he was appointed temporary commander of I./ZG 2. However, on next day he was shot down and killed along with his gunner Uffz. F. Budig by RAF fighters off Portsmouth. His body was washed ashore on September 18 near Boulogne. Due to heavy losses the II./ZG 2 was disbanded in September 1940, including 4./ZG 2.





## ■ Bf 110D-2, W.Nr. 3406, 9./ZG 26, Trapani, Sicily, Spring 1941

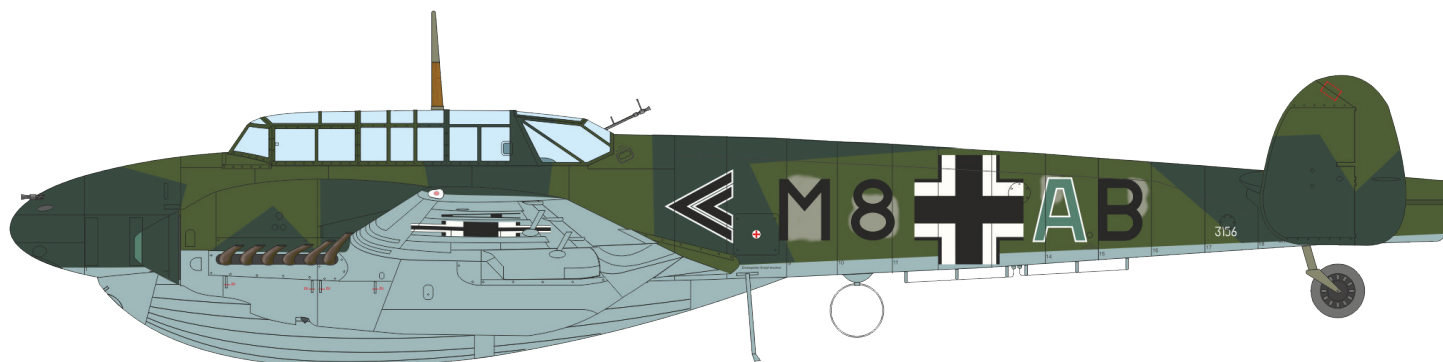


During MTO operations in the summer of 1941, Luftwaffe aircraft received recognition markings consisting of white fuselage bands and, in some cases, also a white tail. A rooster emblem adorned the nose of aircraft serving

with 9. Staffel. Besides that, the III./ZG 26 emblem consisting of a ladybug in a white square was also carried. As a carryover of previous service, the nose was in yellow, as was the yellow horizontal stripe on rudder. Aircraft

of this Gruppe were the first fighters of the Luftwaffe employed over Africa. They happened to become the longest serving aircraft in the MTO theatre of operations, as they were used up to mid-1943.

## ■ Bf 110D-0, W.Nr. 3156, Hptm. Werner Restemeyer, Stab/ZG 76, Stavanger-Sola, Norway, May-June 1940



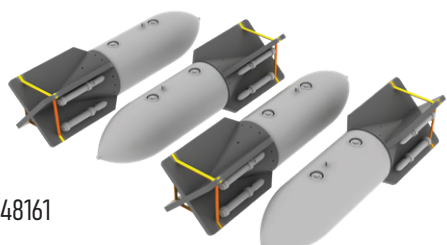
The first unit equipped with Bf 110Ds during the Norwegian campaign was I./ZG 76. The aircraft carried an older variant of the camouflage with sharply bordered areas of RLM 70/71 on the upper surfaces and RLM 65 on the lower ones. The aircraft shown used an under-fuselage

external tank, after which the aircraft were nicknamed Dackelbauch (dachshund belly). On August 15, 1940, the M8+AB, flown by Hptm. Werner Restemeyer, Uffz. Werner Eichert and radio specialist Hptm. Hartwich, escorted He 111 in a raid on Dishforth and Linton-Upon-

Ouse. At 12.30pm it was intercepted and shot down by Spitfires from No. 72 Squadron. The Bf 110D M8+AB crashed in flames into the sea off the coast of Durham, killing the crew.

## For Bf 110D 1/48 RECOMMENDED:

- |        |                                      |
|--------|--------------------------------------|
| 648161 | SC 250 German bombs (Brassin)        |
| 648264 | SC 50 German WWII bombs (Brassin)    |
| 648602 | Bf 110C/D radio equipment (Brassin)  |
| 648607 | Bf 110C/D/E exhaust stacks (Brassin) |
| EX753  | Bf 110D TFace (Mask)                 |



#648161



#648607

#648602



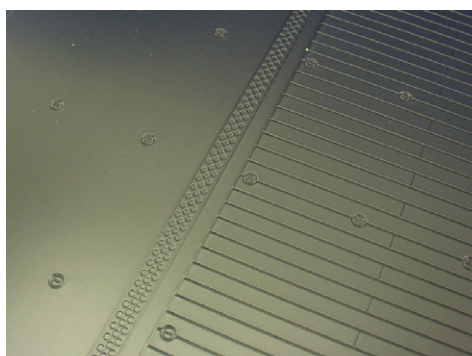
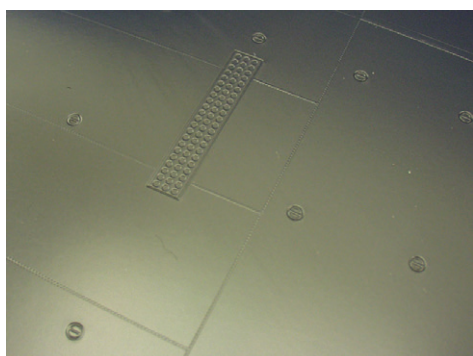
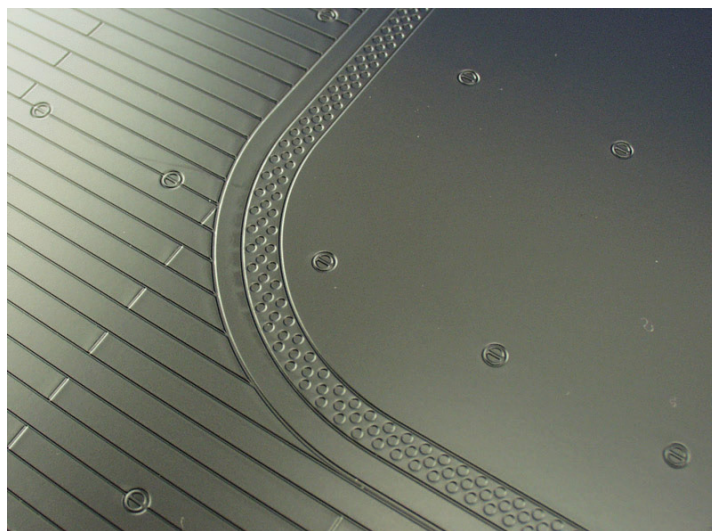
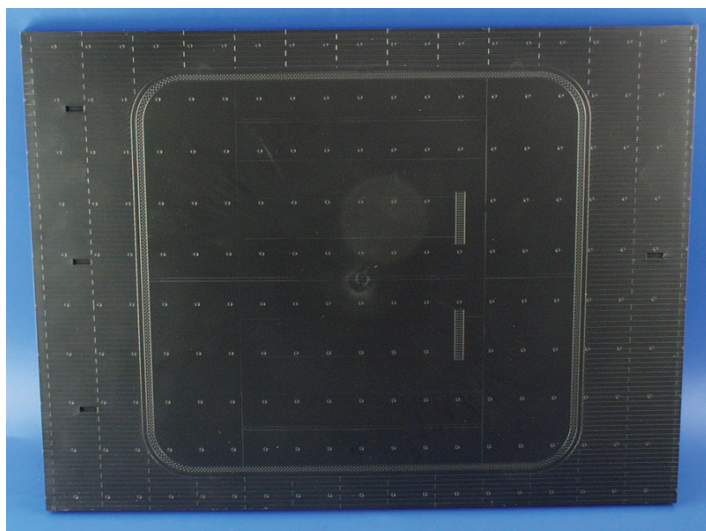
# IJN Aircraft Carrier Deck WWII

# 1/48

#8803

Size of display 397x257 mm.

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

[Product page](#)




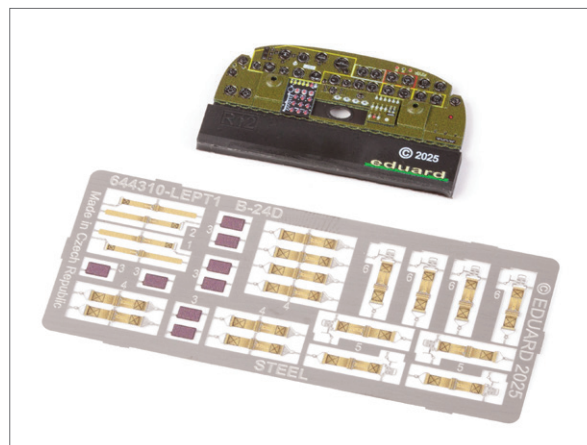
644310

**B-24D LööK****1/48 Hobby Boss**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for B-24D in 1/48 scale.  
Easy to assemble, replaces plastic parts.  
Recommended kit: Hobby Boss

Set contains:

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

[Product page](#)


LööK

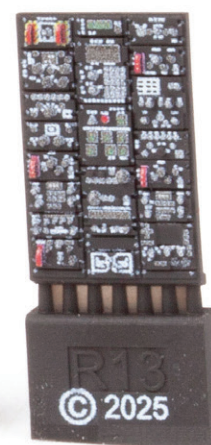
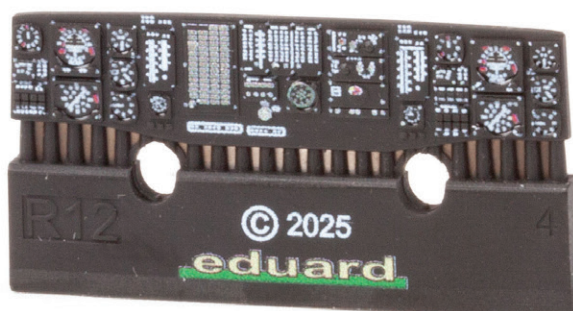
644311

**UH-60A LööK****1/48 ICM**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for UH-60A in 1/48 scale.  
Easy to assemble, replaces plastic parts.  
Recommended kit: ICM

Set contains:

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

[Product page](#)


LööK



674034

# Fw 190A-3 LööK

1/72 Tamiya

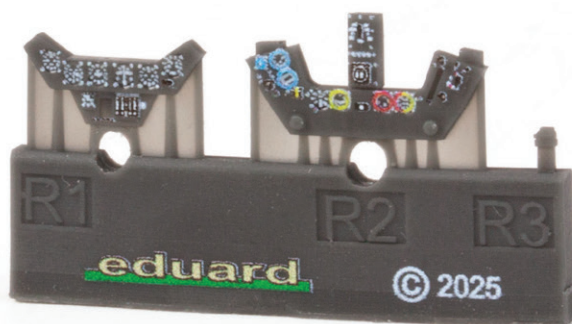
LööK set - Brassin pre-painted dashboard and STEEL seat belts for Fw 190A-3 in 1/72 scale.

Easy to assemble, replaces plastic parts.

Recommended kit: Tamiya

Set contains:

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



[Product page](#)

*LööK*

644312

# B-26G LööKplus

1/48 ICM

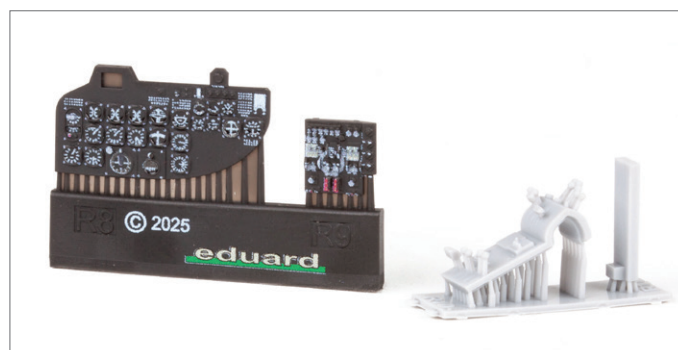
Collection of 3 sets for B-26G in 1/48 scale.

Recommended kit: ICM

- LööK set (pre-painted Brassin dashboard & Steelbelts)

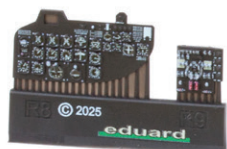
- undercarriage wheels

- painting mask



*LööK+*

[Product page](#)





644313

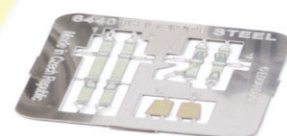
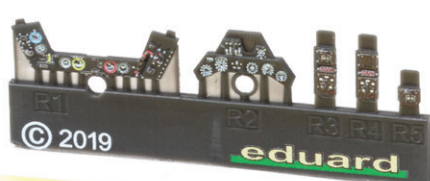
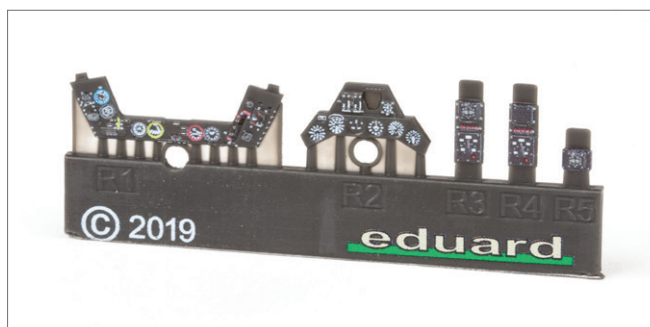
# Fw 109A-4 LööKplus

1/48 Eduard

Collection of 4 sets for Fw 109A-4 in 1/48 scale.

Recommended kit: Eduard

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

[Product page](#)



674039

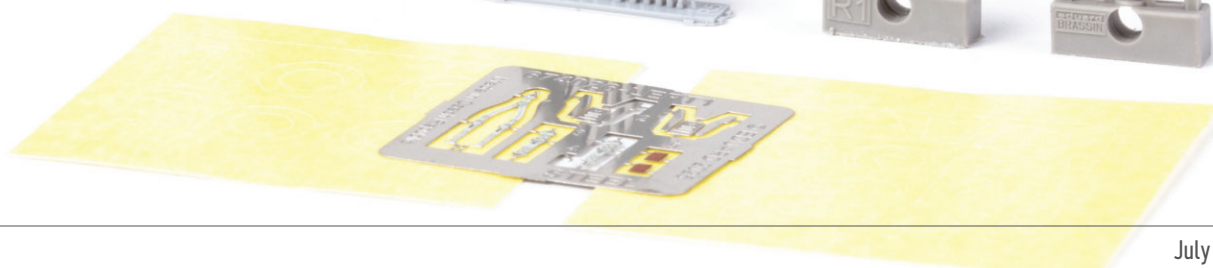
# P-51D exhaust stacks w/ fairing LööKplus

1/72 Tamiya

Collection of 4 sets for P-51D in 1/72 scale.

Recommended kit: Tamiya

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

[Product page](#)





**635039**

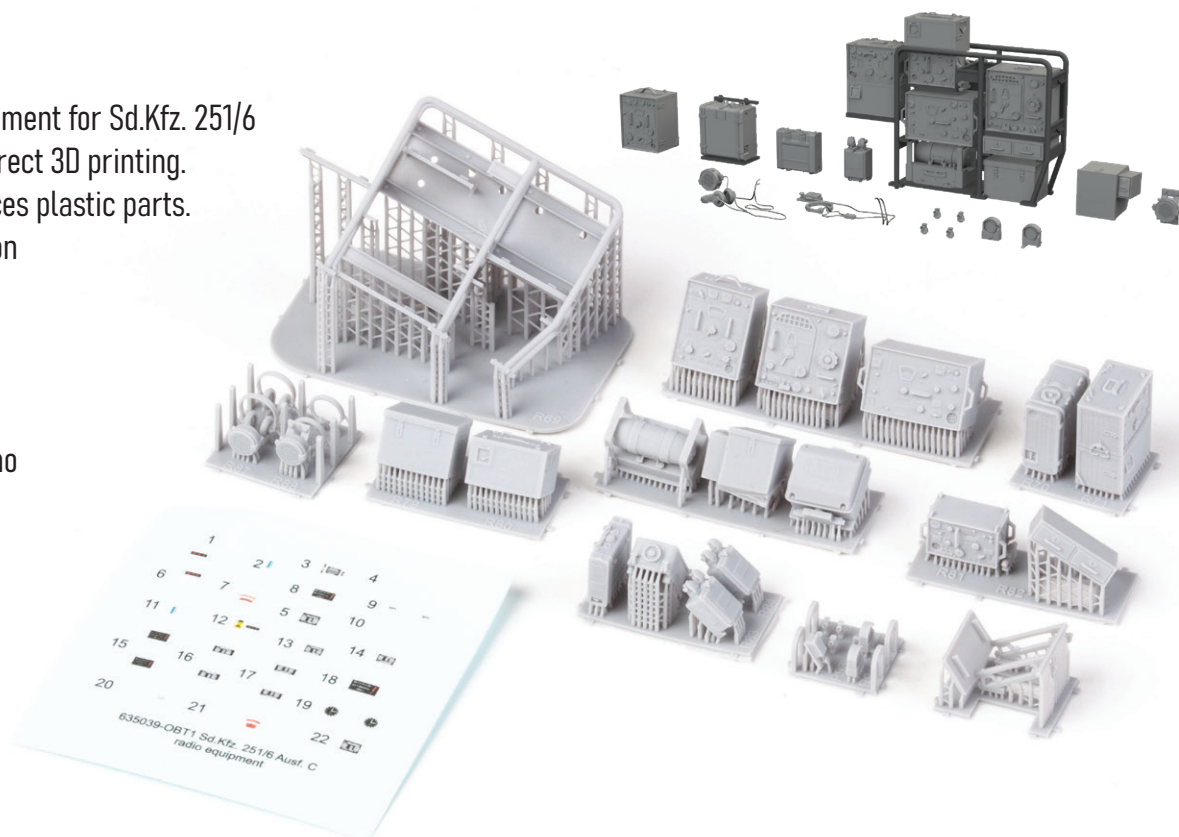
# Sd.Kfz. 251/6 Ausf. C radio equipment PRINT

**1/35 Dragon**

Brassin set - radio equipment for Sd.Kfz. 251/6  
 in 1/35 scale. Made by direct 3D printing.  
 Easy to assemble, replaces plastic parts.  
 Recommended kit: Dragon

Set contains:

- 3D print: 31 parts
- decals: yes
- photo-etched details: no
- painting mask: no

[Product page](#)

**6481012**

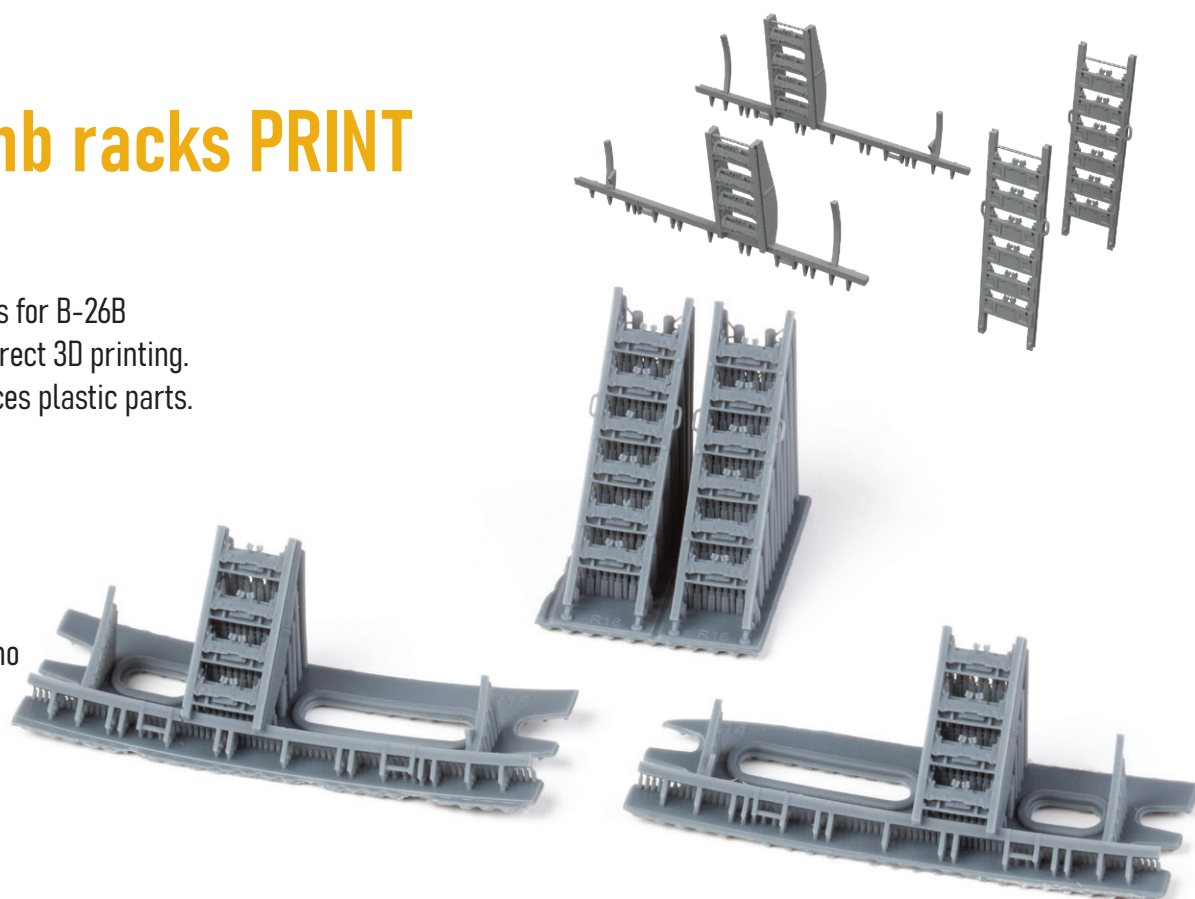
# B-26B bomb racks PRINT

**1/48 ICM**

Brassin set - bomb racks for B-26B  
 in 1/48 scale. Made by direct 3D printing.  
 Easy to assemble, replaces plastic parts.  
 Recommended kit: ICM

Set contains:

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

[Product page](#)




6481074

# P-40E undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legss for P-40E in 1/48 scale. The set consists of the main legs and a tail wheel leg. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


6481104

# Fw 190A-4 cockpit PRINT

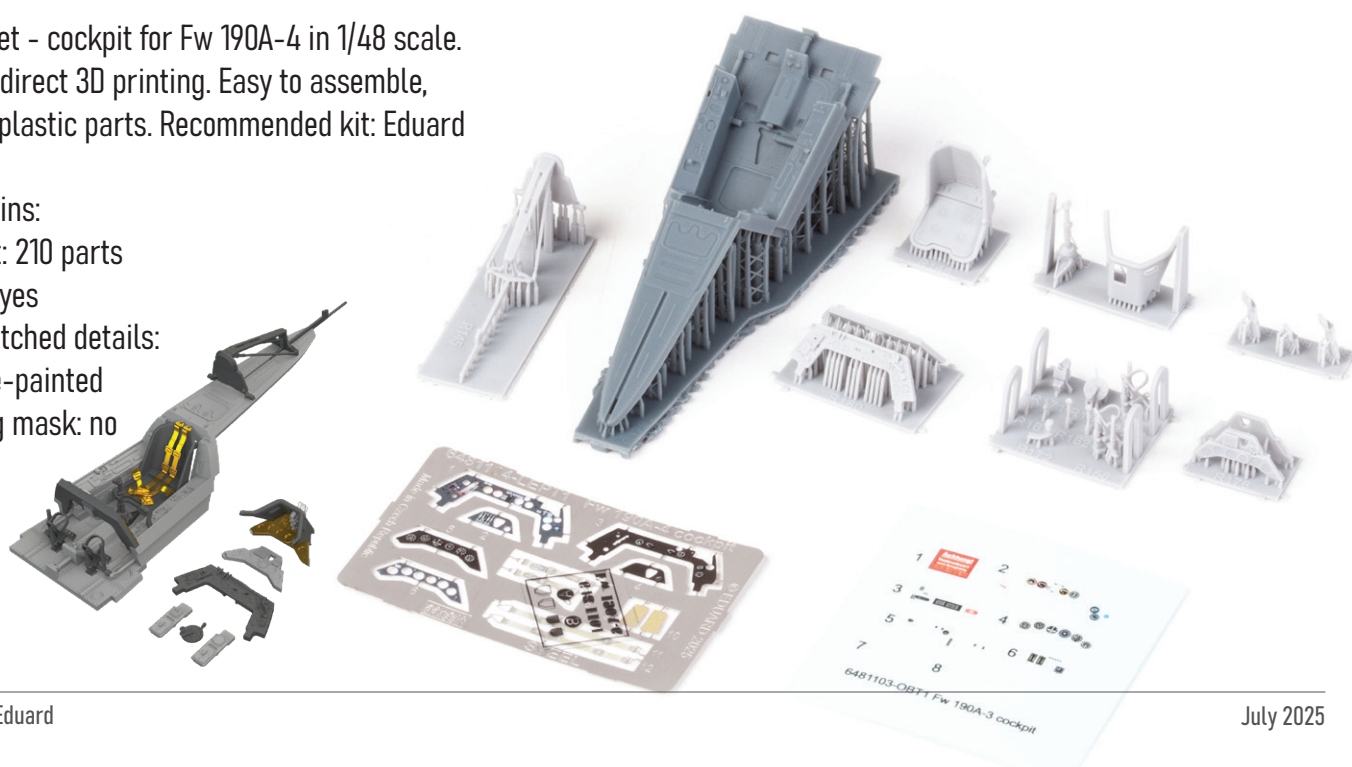
1/48 Eduard

Brassin set - cockpit for Fw 190A-4 in 1/48 scale.

Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 210 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

[Product page](#)




6481115

## Lysander wheels

1/48 Airfix

Brassin set - the undercarriage wheels for Lysander in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

[Product page](#)



6481118

## A6M5 exhausts PRINT

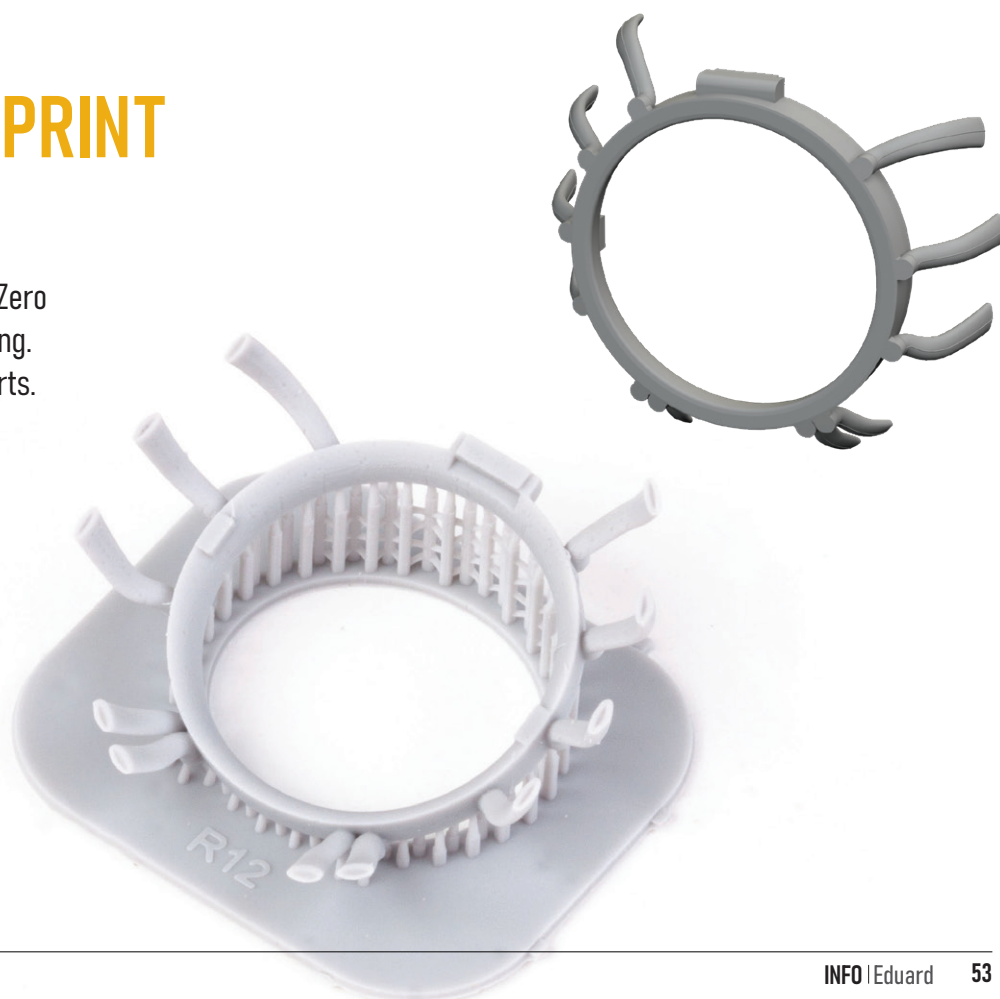
1/48 Eduard

Brassin set - exhaust pipes 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: no
- painting mask: no

[Product page](#)





6481119

## UH-60 flare dispensers PRINT

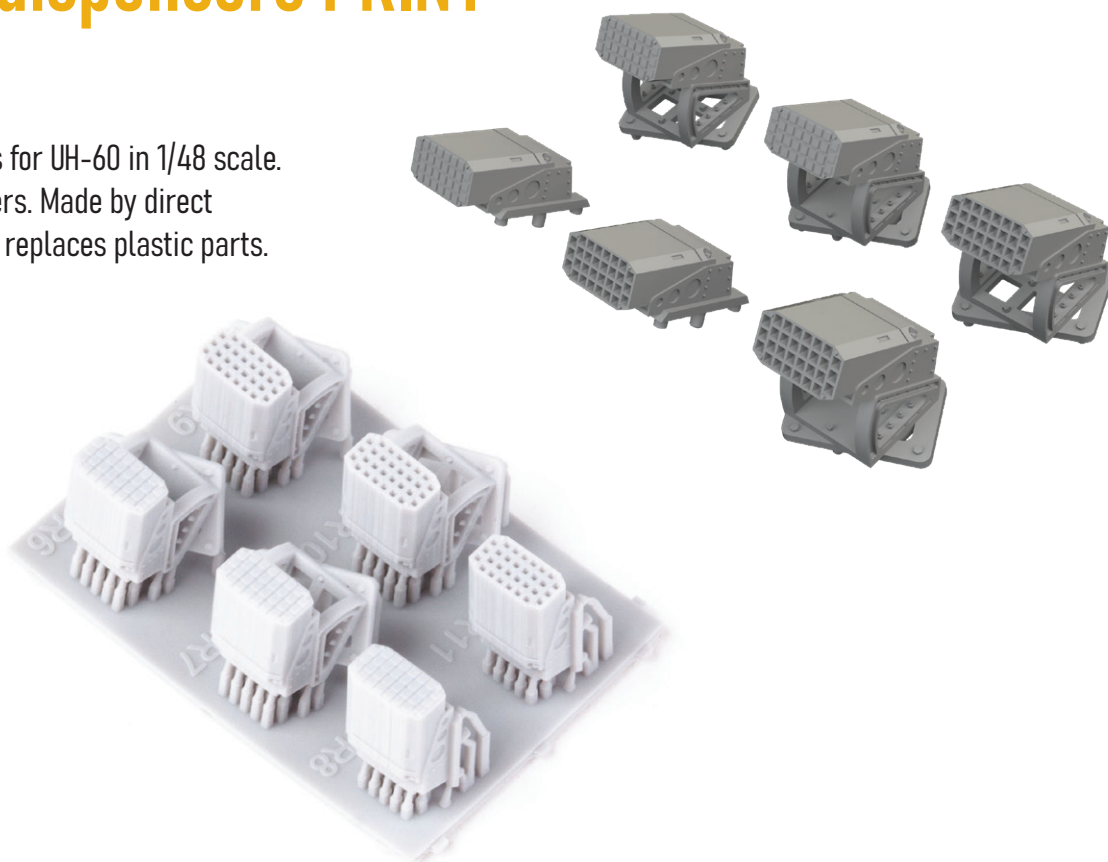
1/48 ICM

Brassin set - flare dispensers for UH-60 in 1/48 scale.  
The set consists of 6 dispensers. Made by direct 3D printing. Easy to assemble, replaces plastic parts.  
Recommended kit: ICM

Set contains:

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

[Product page](#)



6481120

## Lysander Mk.I ammo magazines PRINT

1/48 Airfix

Brassin set - ammo drums for Lysander Mk.I  
in 1/48 scale. The set consists of 8 ammo drums.  
Made by direct 3D printing. Easy to assemble,  
replaces plastic parts. Recommended kit: Airfix

Set contains:

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

[Product page](#)



6481121

## Japanese 800kg bomb PRINT

1/48

Brassin set - 800kg bomb for Japanese WW2 bombers in 1/48 scale. The set consists of one bomb. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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

[Product page](#)



6481124

## P-40E cockpit w/ late seat PRINT

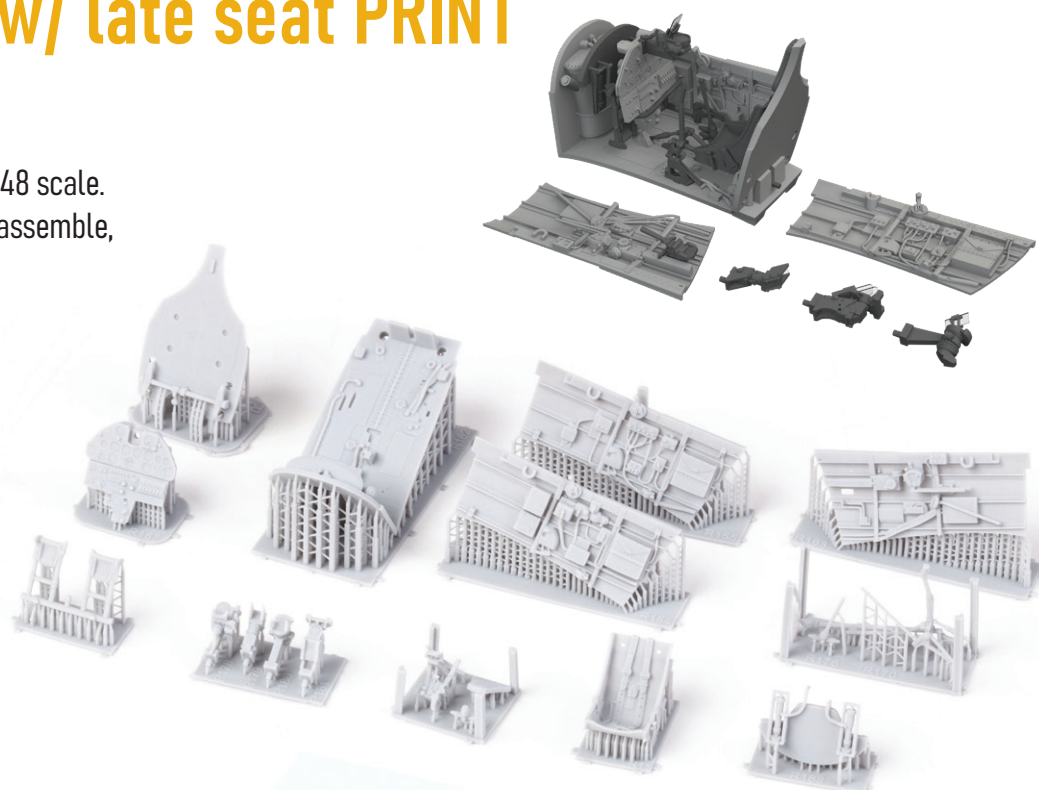
1/48 Eduard

Brassin set - cockpit 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: 21 parts
- decals: yes
- photo-etched details: no
- painting mask: no

[Product page](#)





672417

# MiG-21 seat PRINT

1/72 Eduard

Brassin set - ejection seat for MiG-21 in 1/72 scale.  
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


672418

# MiG-21 seat w/ integral belts PRINT

1/72 Eduard

Brassin set - ejection seat for MiG-21 in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


SIN648140

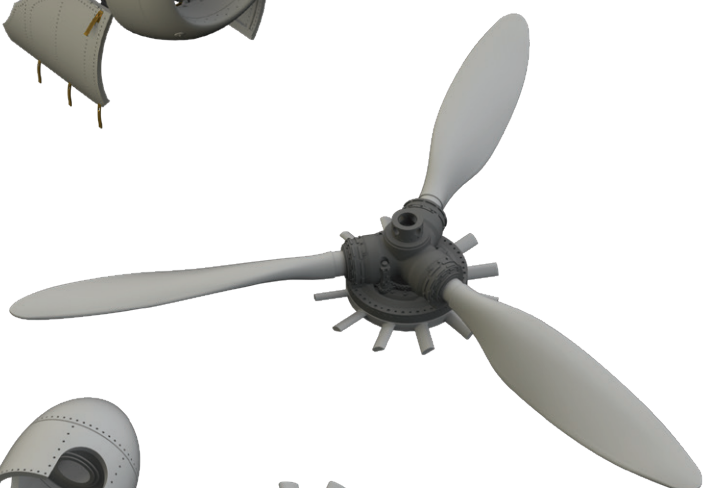
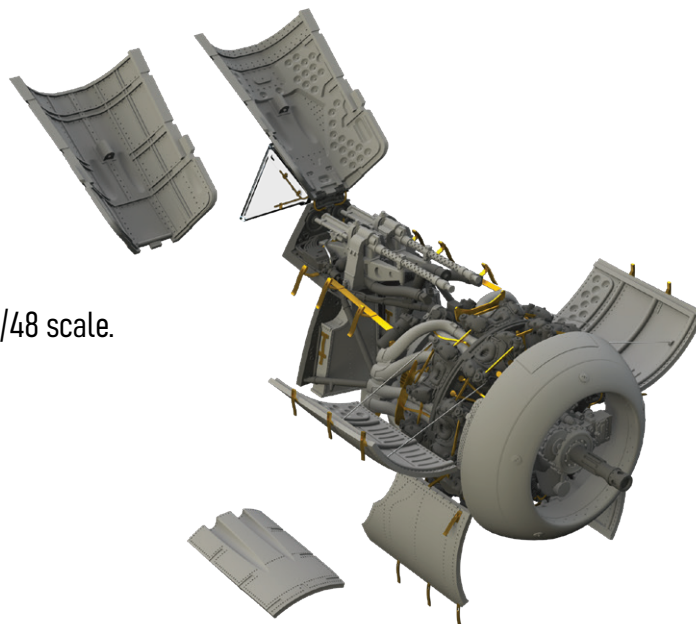
# Fw 190A-6

1/48 Eduard

Collection of 5 sets for Fw 190A-4 in 1/48 scale.

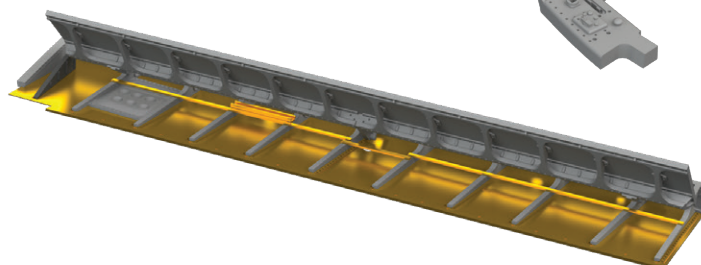
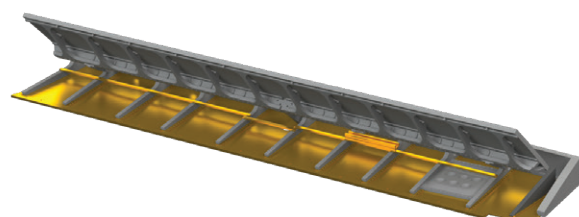
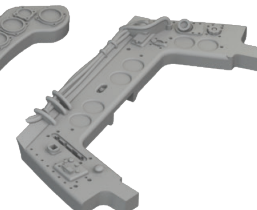
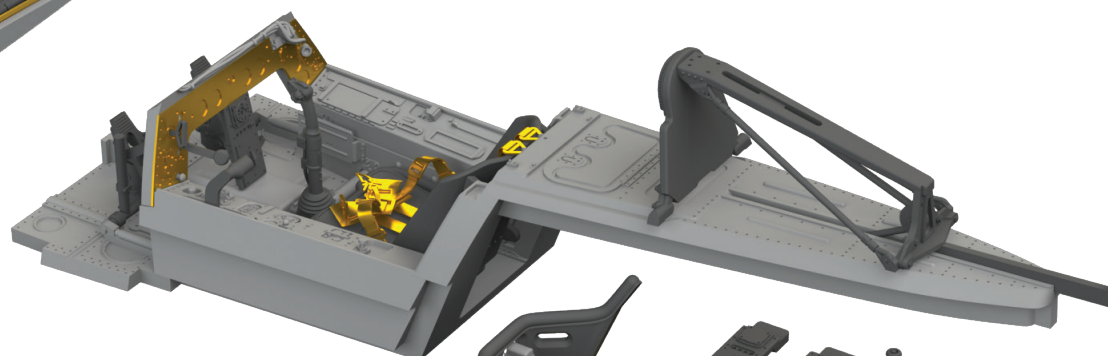
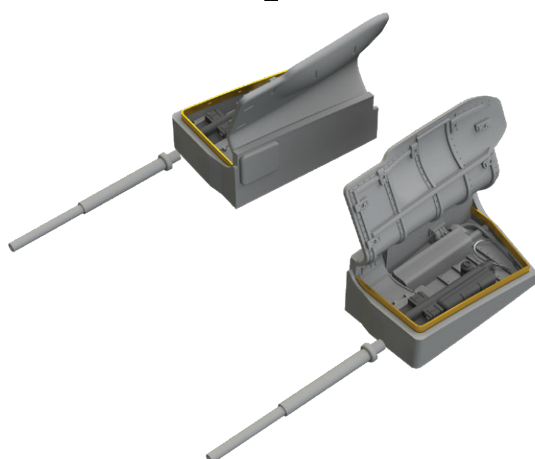
Recommended kit: Eduard

- engine & fuselage guns
- cockpit
- wingroot gun bays
- landing flaps
- propeller



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

Product page

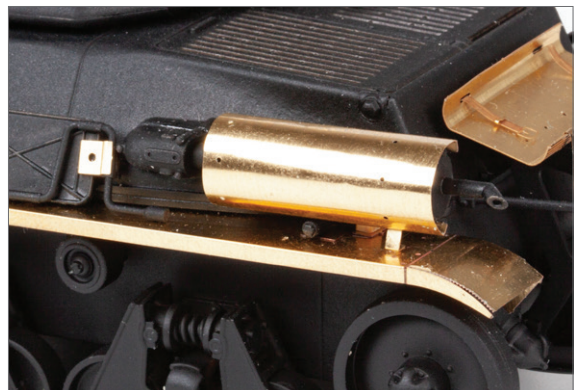
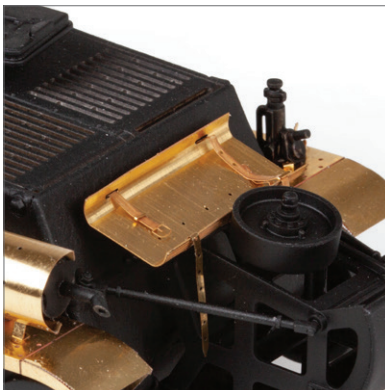




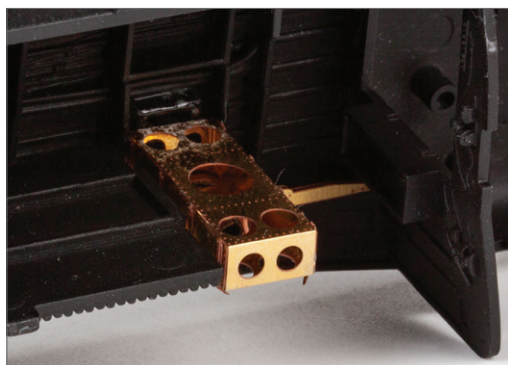
# H39 French Light Tank

1/35 Tamiya

#36536



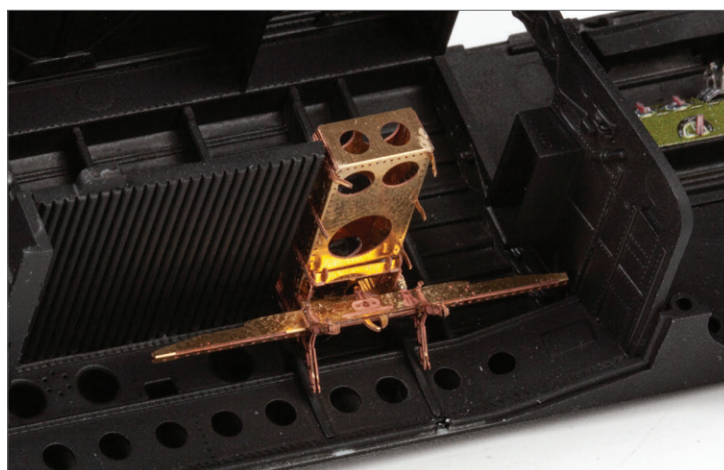
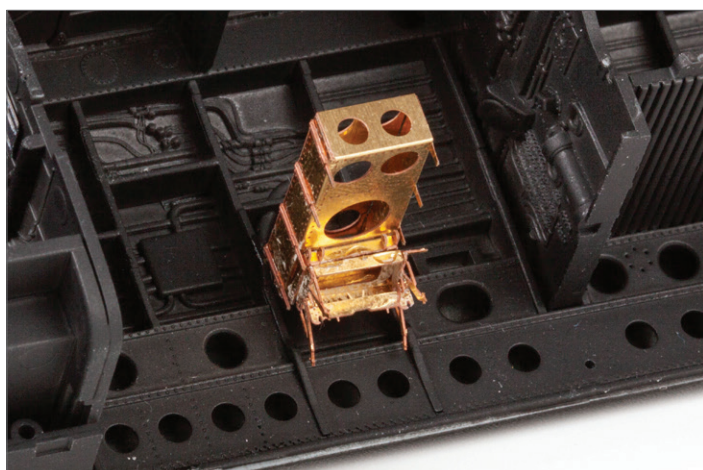




# DB-7 Boston III bomb bay

1/48 HKM

#481166



## DB-7 Boston III

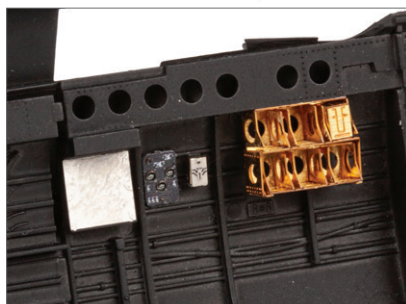
1/48 HKM

#491534

#FE1534

#FE1535

#FE1536



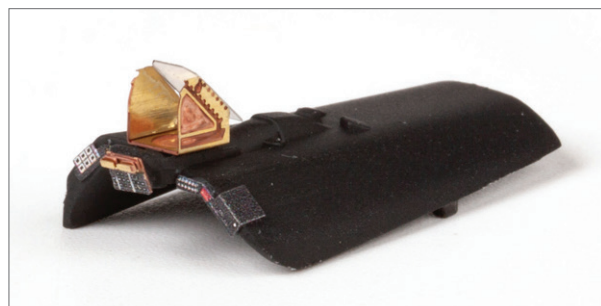


# Jaguar GR.1/GR.1A

1/48 Airfix

#FE1537

#FE1538

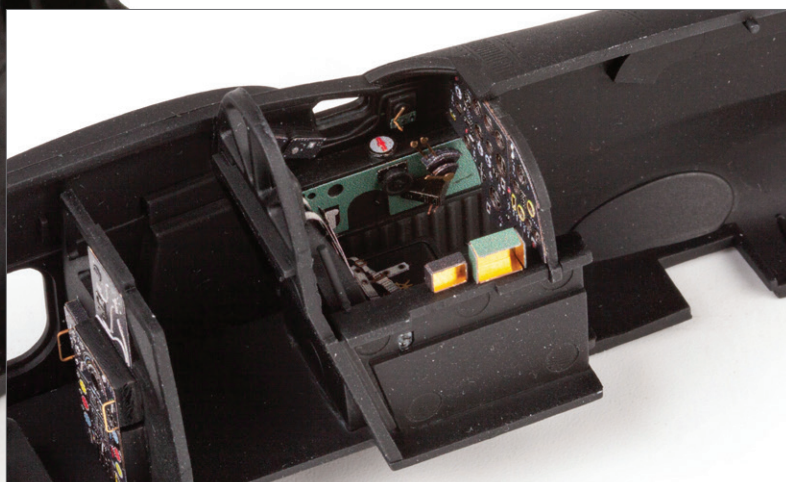
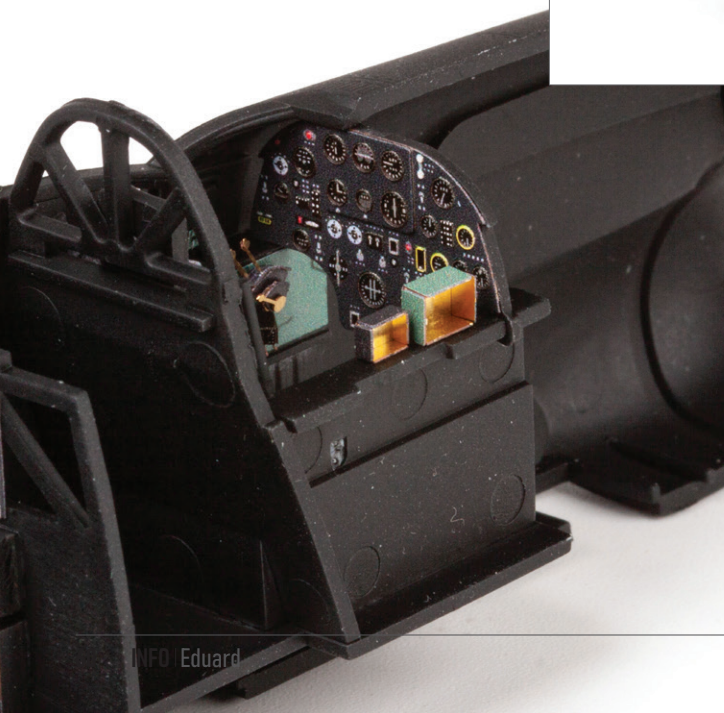


# Barracuda

1/48 Trumpeter

#FE1539

#FE1540



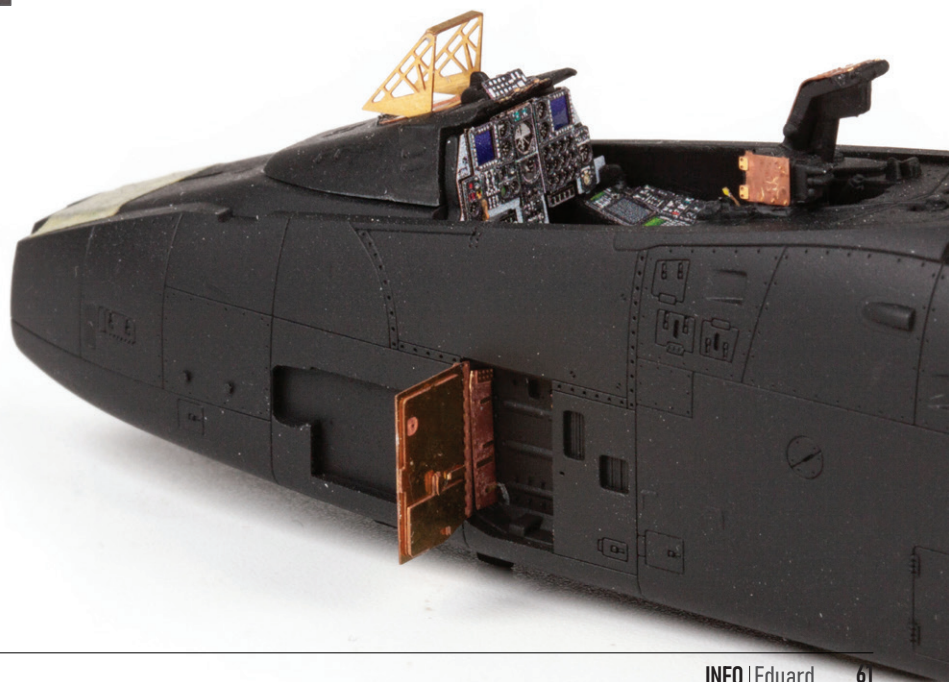
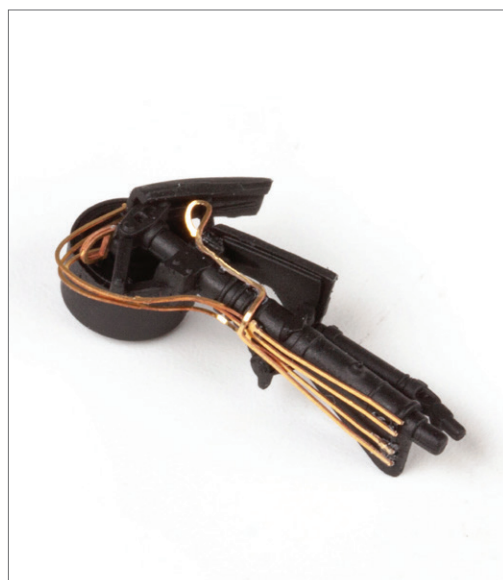
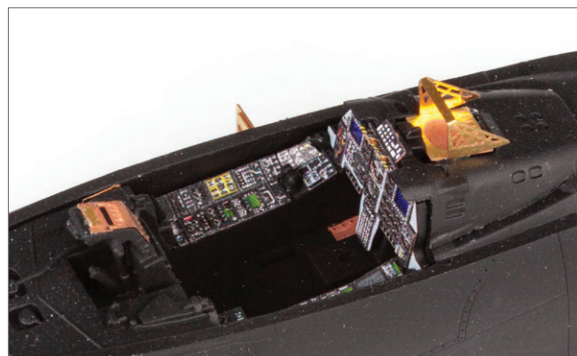
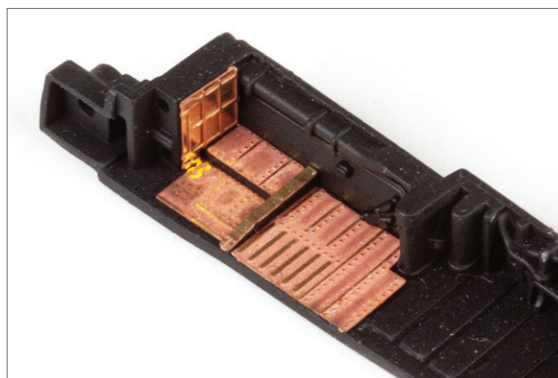


# A-10C

1/72 Great Wall Hobby

#73851

#SS851



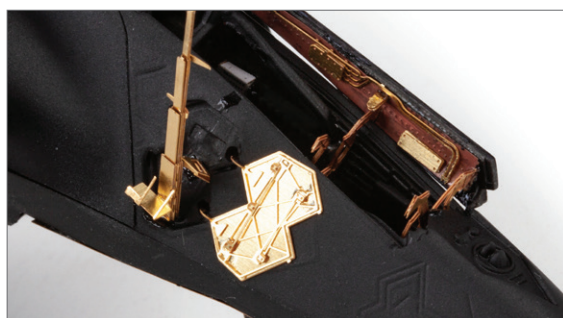


# F-35A

1/72 Revell

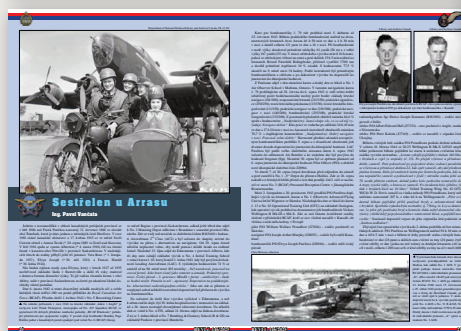
#73852

#SS852





# REVI



REVI – BI-MONTHLY MAGAZINE ABOUT AIRCRAFT AND PILOTS has been published since 1994.

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You will find articles about the Junkers Ju 160 "Hyäne" crash in 1936, as well as Northrop Chukar, the 311th Fighter Group in Burma and China, Josef Pürer – the unknown ace of the Austro-Hungarian Air Force, British Austers in the Czech sky – an article about warbirds that still fly today, a model section that regularly brings information about new products on the model aircraft market ... and much more.

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More information about REVI magazine can be found at [www.revi.cz](http://www.revi.cz), on Facebook or ask directly at the editorial office: [redakce@revi.cz](mailto:redakce@revi.cz)

REVI Publishing also offers several publications, which you can also order from the above-mentioned e-shops or directly from the publisher.

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[www.arturmodel.cz](http://www.arturmodel.cz)  
[www.mpmshop.cz](http://www.mpmshop.cz)  
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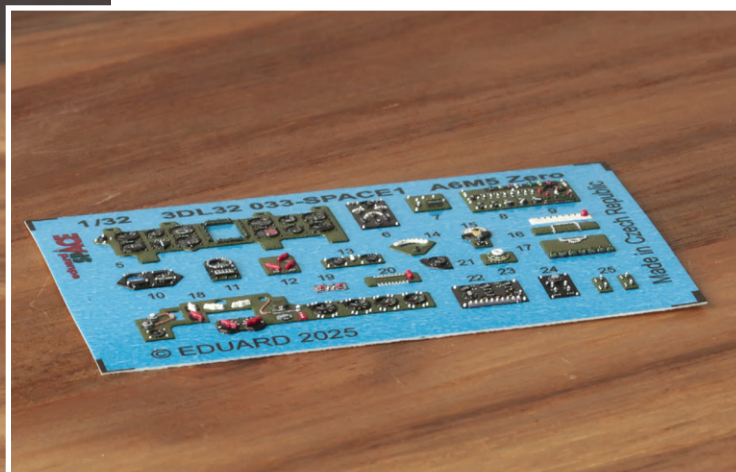
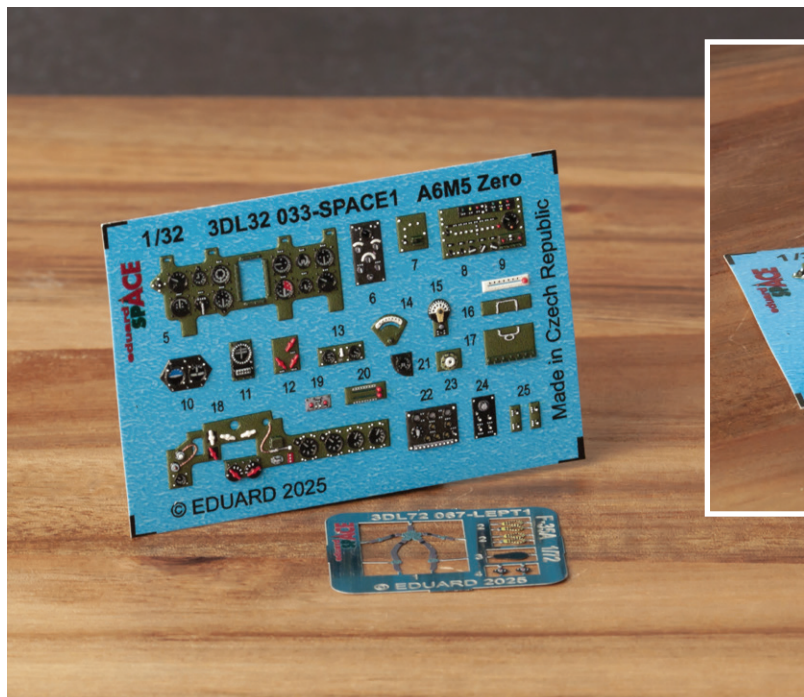




3DL32033 **A6M5 Zero SPACE** 1/32 Tamiya

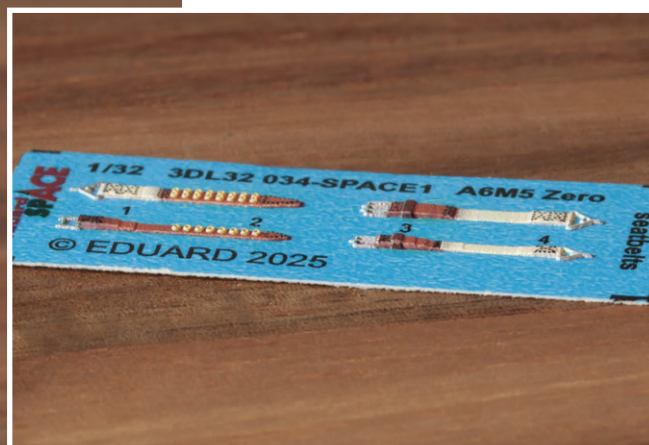
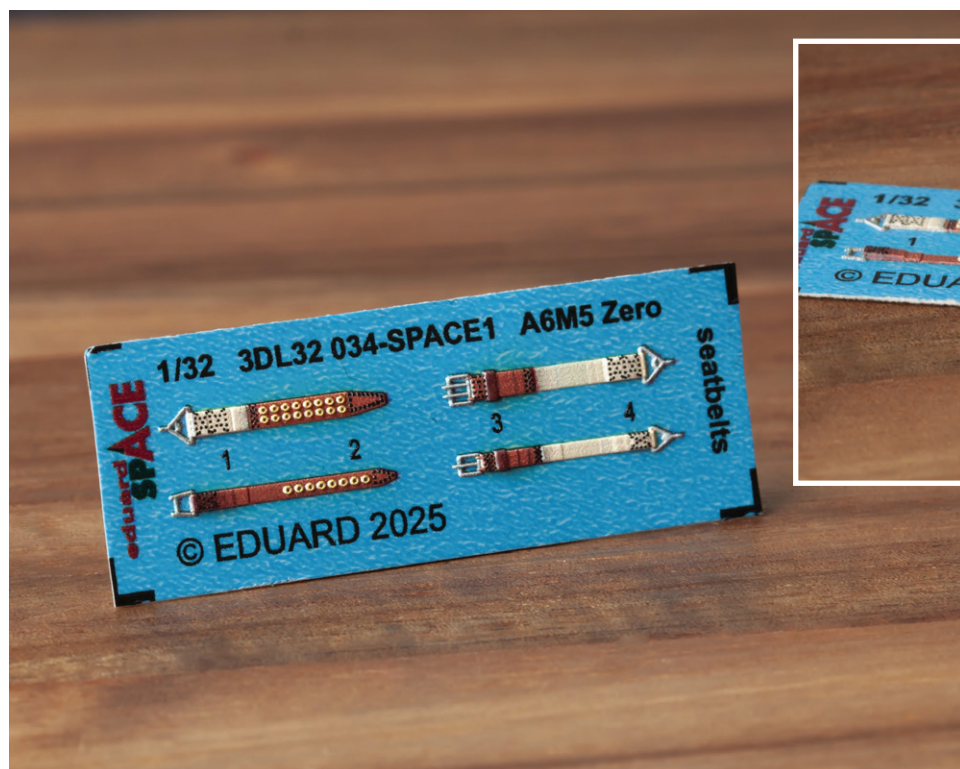
*EASY  
APPLICATION*

[Product page](#)



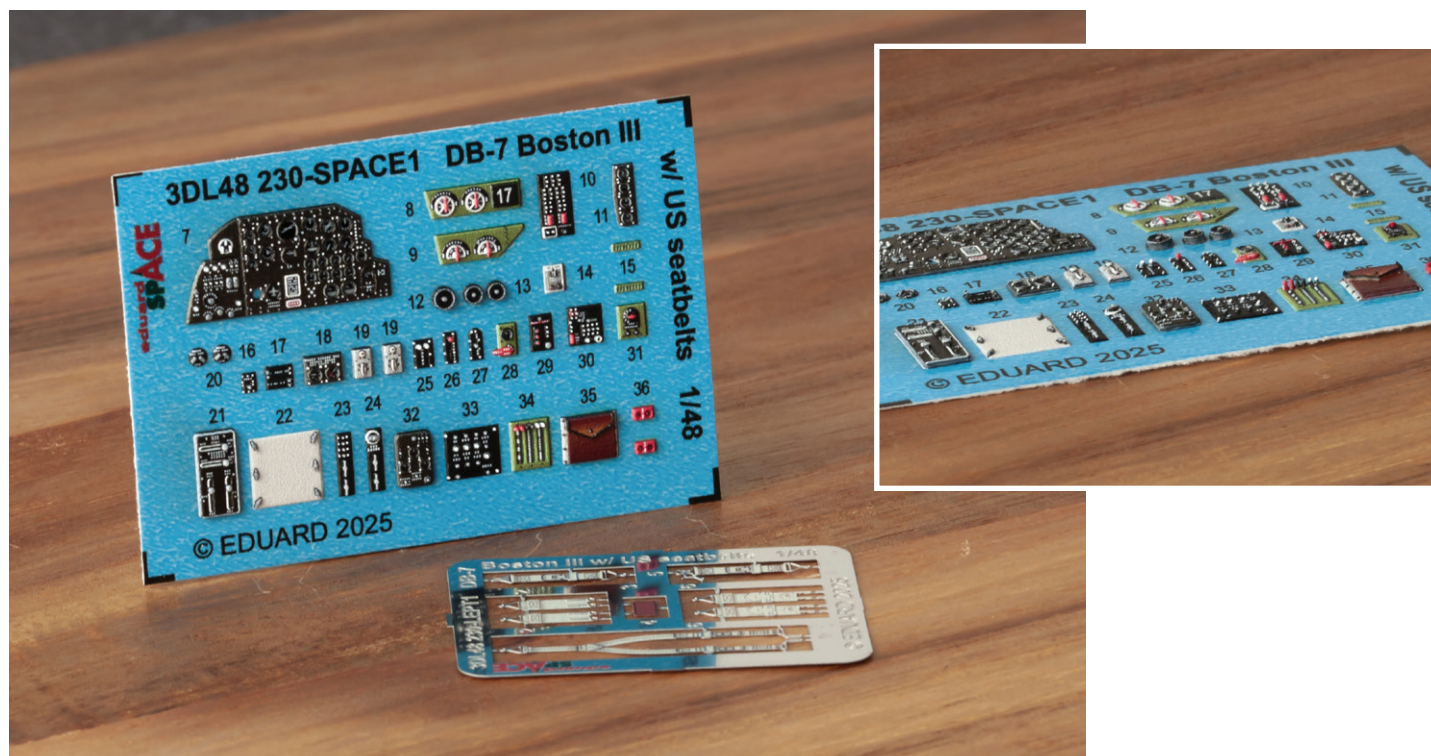
3DL32034 **A6M5 Zero seatbelts SPACE** 1/32 Tamiya

[Product page](#)

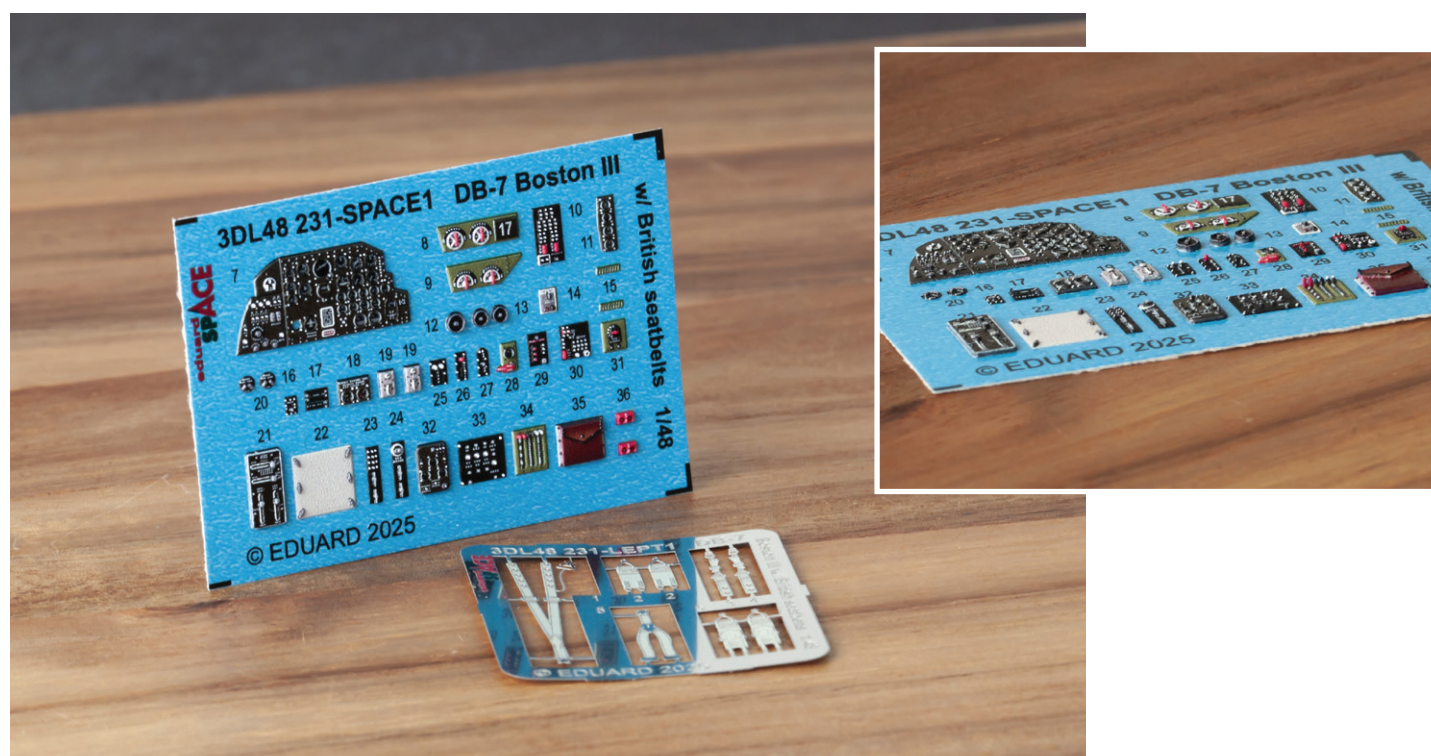




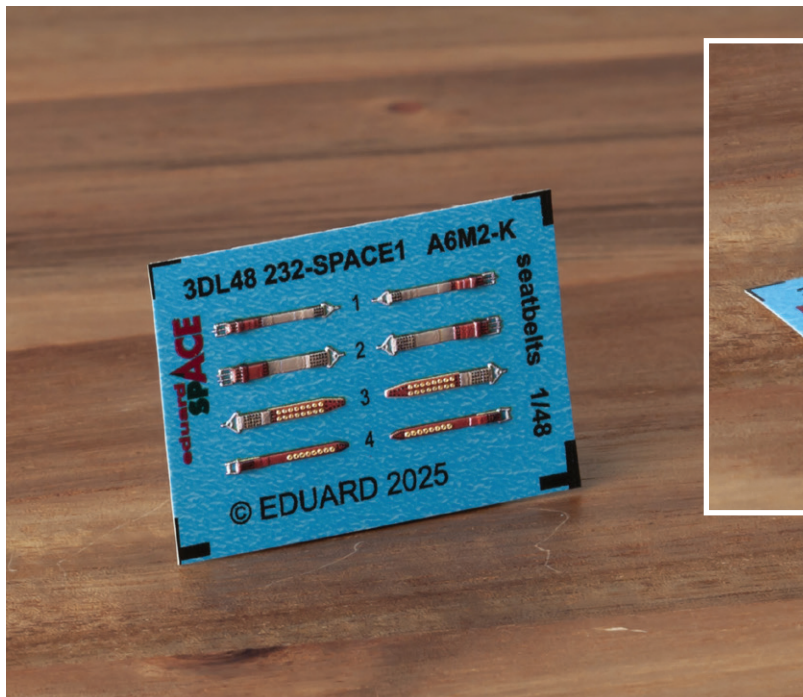
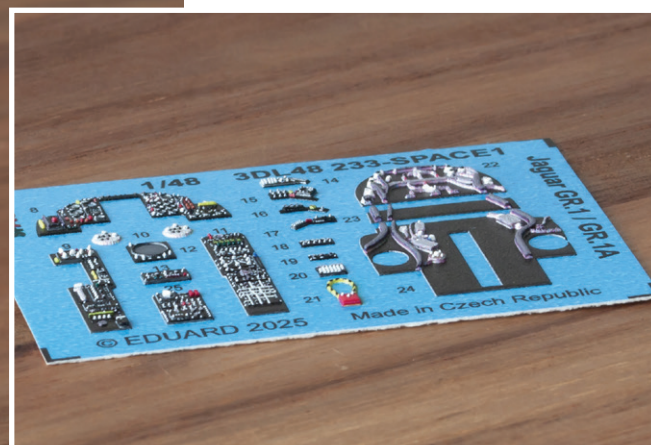
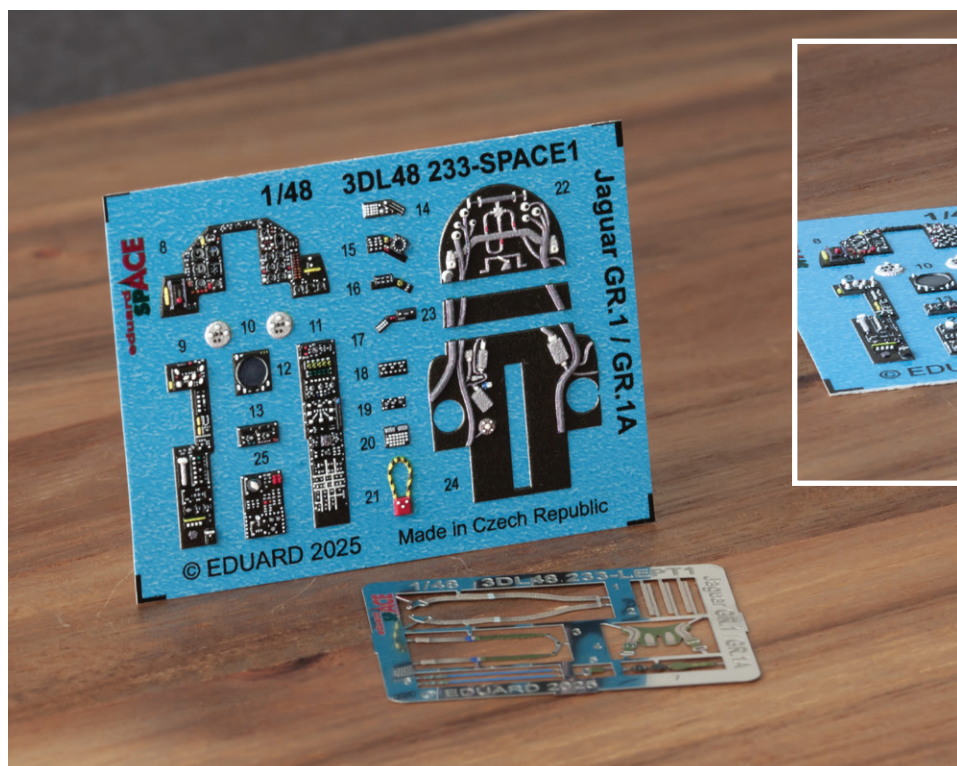
# 3DL48230 DB-7 Boston III w/ US seatbelts SPACE 1/48 HKM

[Product page](#)


# 3DL48231 DB-7 Boston III w/ British seatbelts SPACE 1/48 HKM

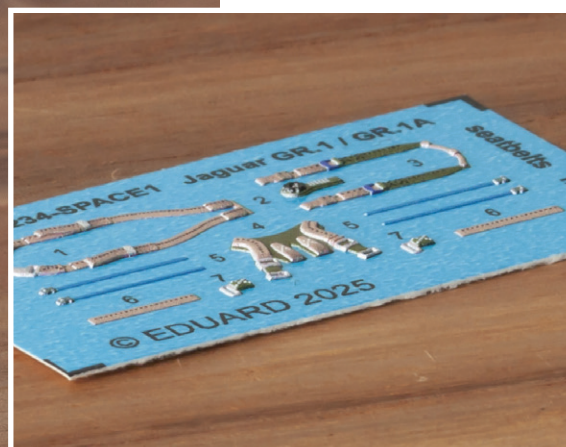
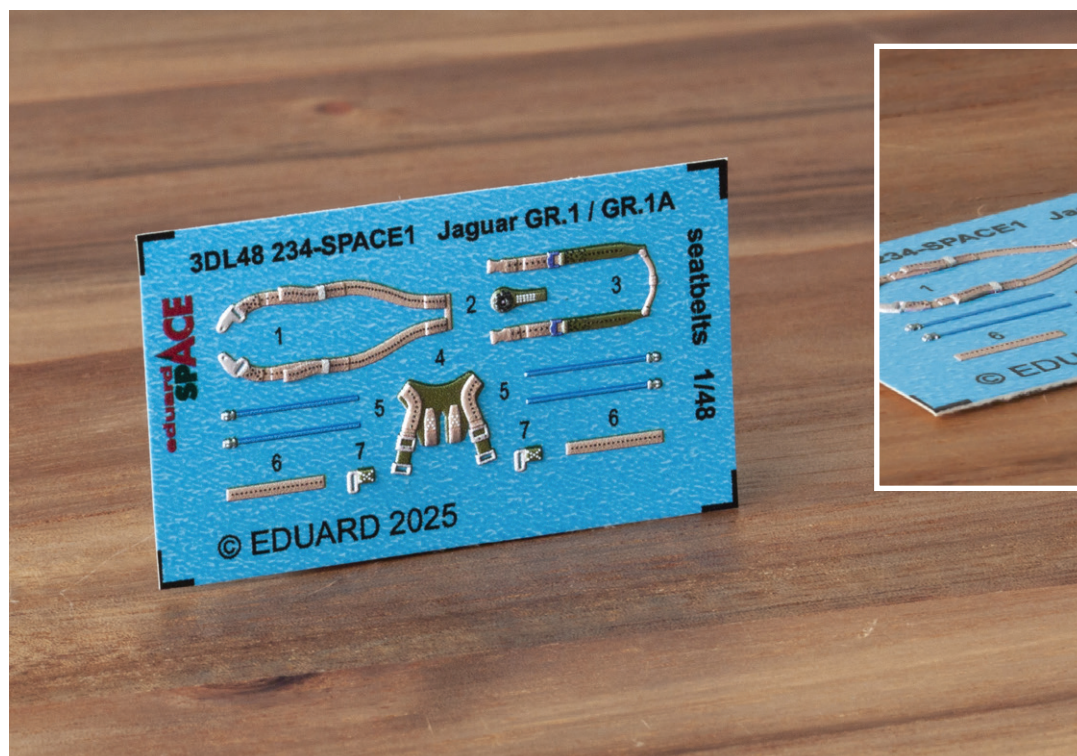
[Product page](#)




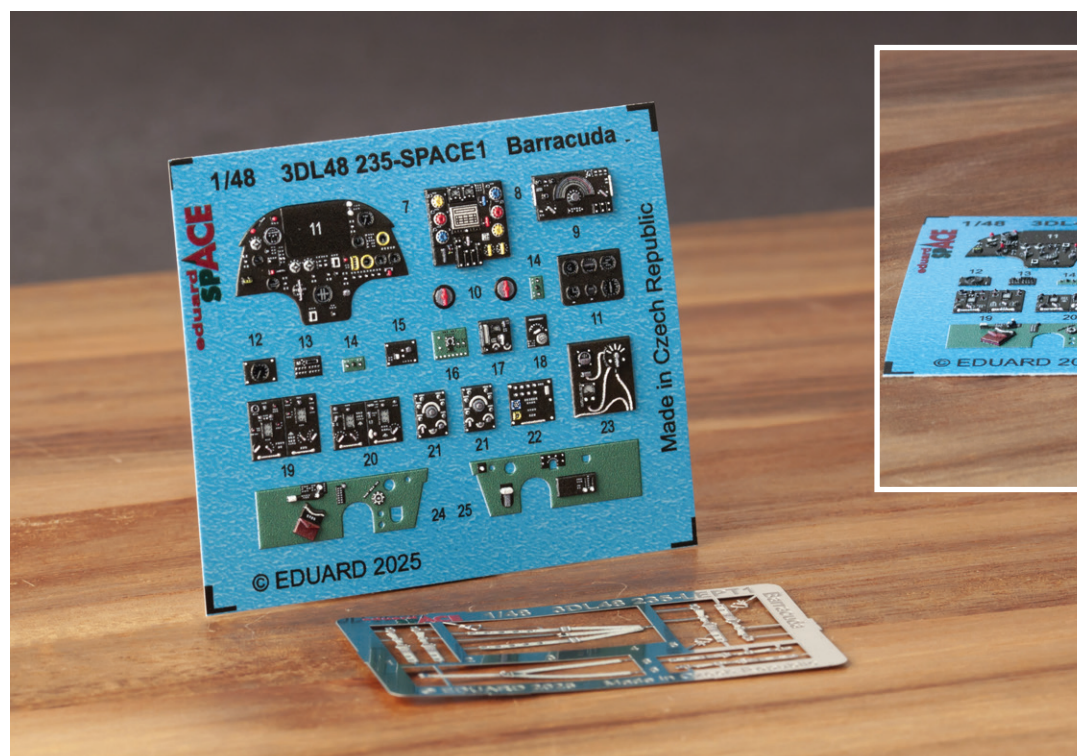
3DL48232 **A6M-2K seatbelts SPACE** 1/48 Eduard
[Product page](#)
3DL48233 **Jaguar GR.1 / GR.1A SPACE** 1/48 Airfix
[Product page](#)




# 3DL48234 Jaguar GR.1 / GR.1A seatbelts SPACE 1/48 Airfix

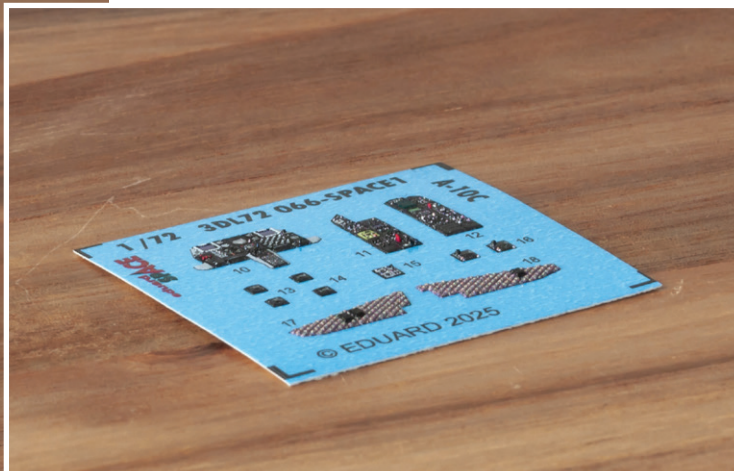
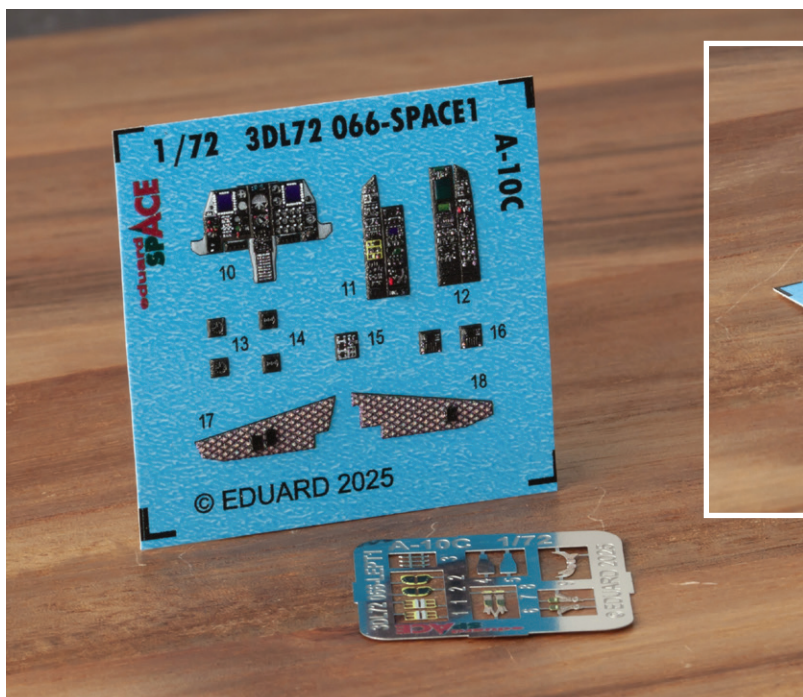
[Product page](#)


# 3DL48235 Barracuda SPACE 1/48 Trumpeter

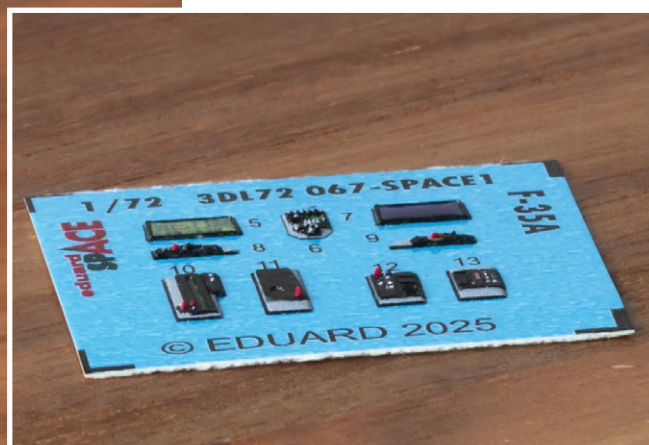
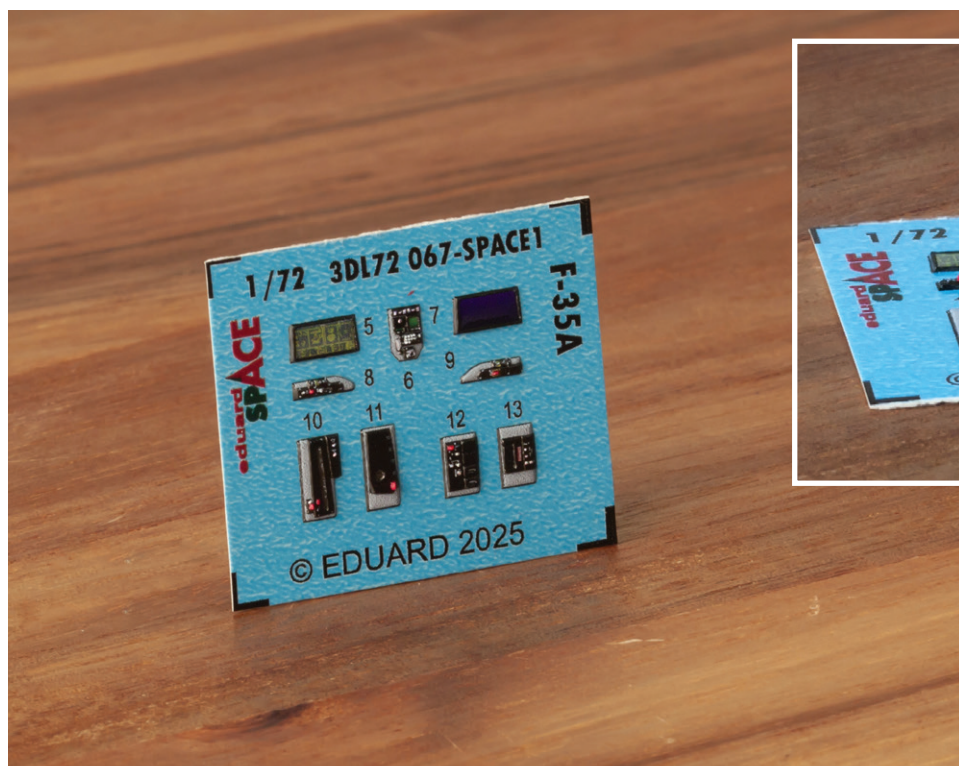
[Product page](#)




## 3DL72066 **A-10C SPACE** 1/72 Great Wall Hobby

[Product page](#)

## 3DL72067 **F-35A SPACE** 1/72 Revell

[Product page](#)





# eduard

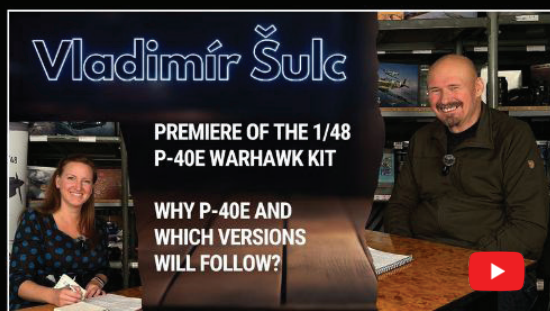


Katka  
Borecká

## 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!



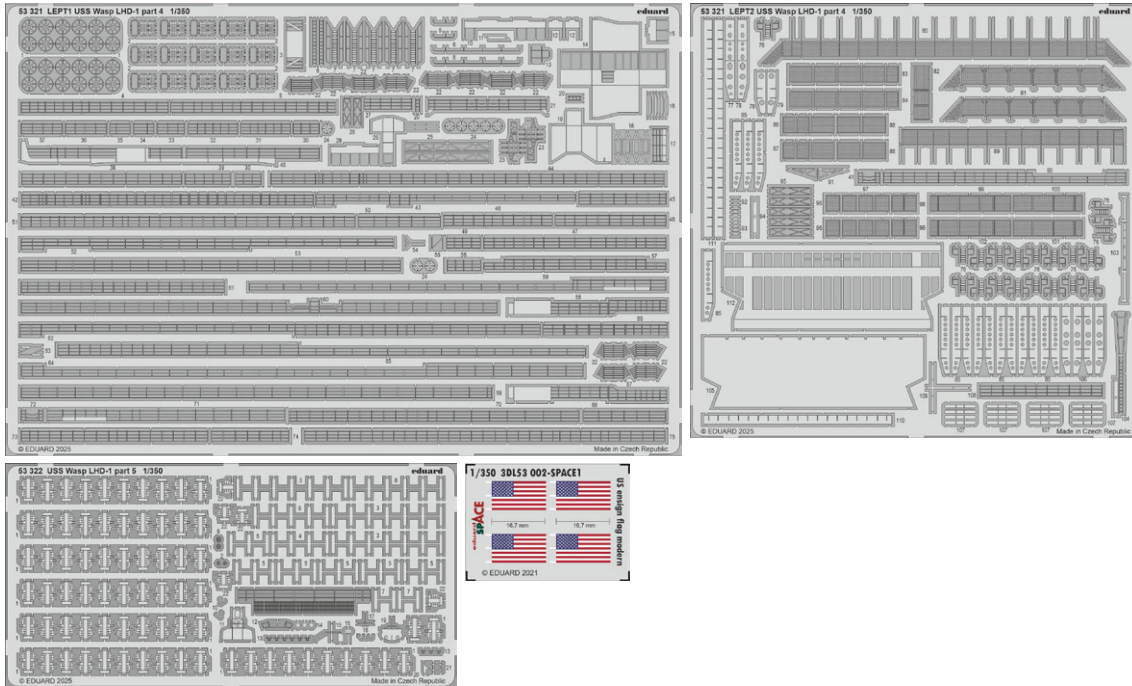
[www.youtube.com/@EduardOnAirPodcast](http://www.youtube.com/@EduardOnAirPodcast)



## BIG5377 **USS Wasp LHD-1 PART 2** 1/350 Trumpeter

53321 USS Wasp LHD-1 part 4  
53322 USS Wasp LHD-1 part 5  
3DL53002 US ensign flag modern SPACE

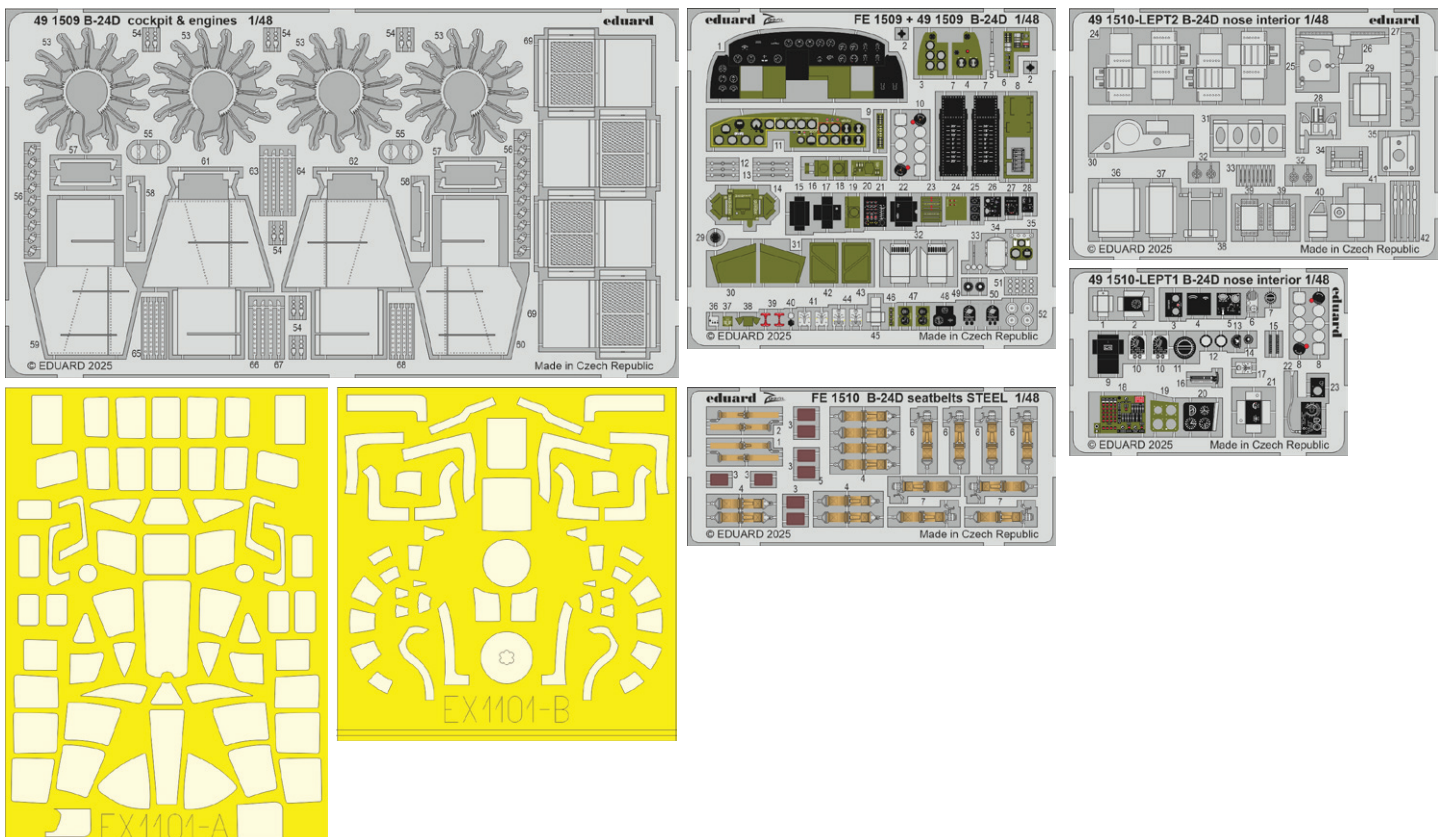
[Product page](#)



## BIG49449 **B-24D part I** 1/48 Hobby Boss

491509 B-24D cockpit & engines  
491510 B-24D nose interior  
FE1510 B-24D seatbelts STEEL  
EX1101 B-24D

[Product page](#)

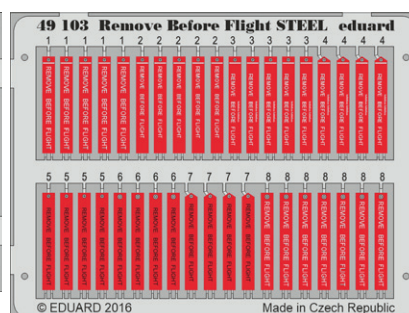
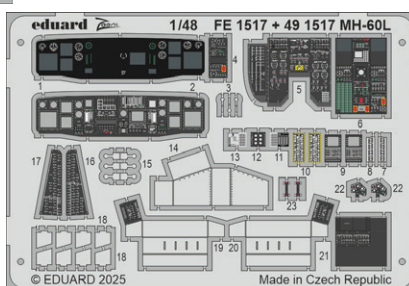
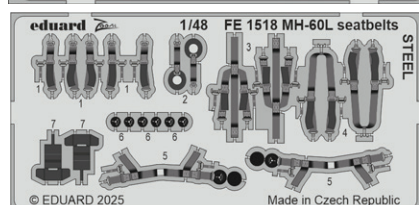
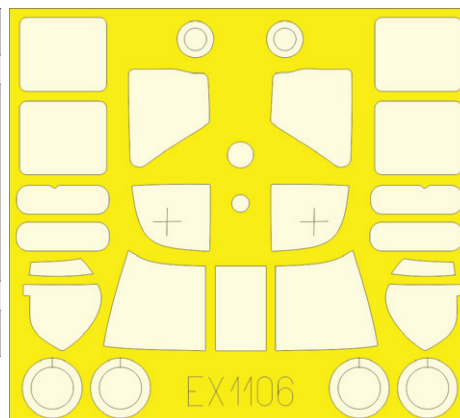
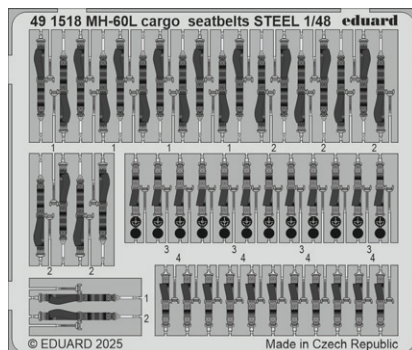
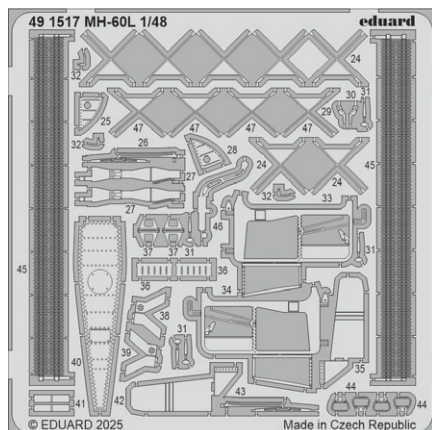




## BIG49451 MH-60L 1/48 ICM

[Product page](#)

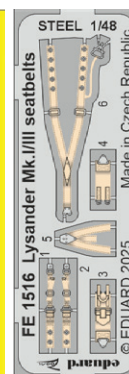
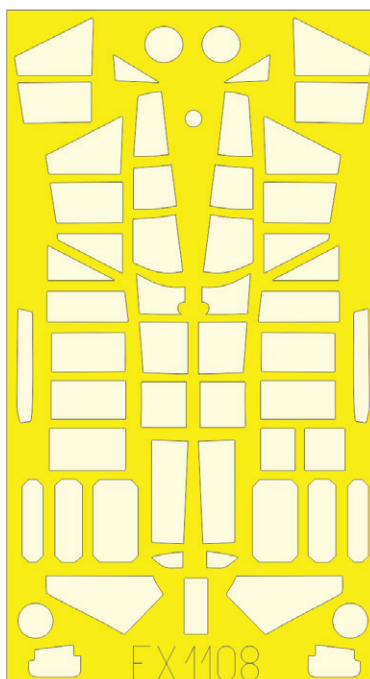
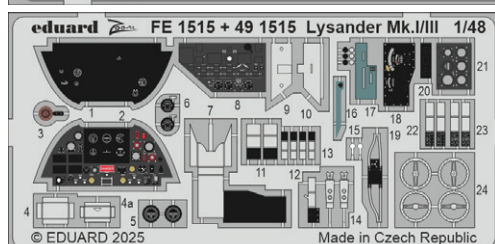
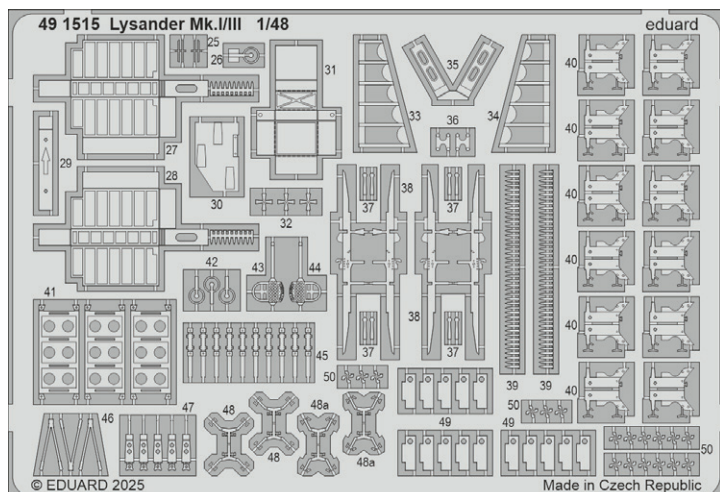
- 49103 Remove Before Flight STEEL
- 491517 MH-60L
- 491518 MH-60L cargo seatbelts STEEL
- FE1518 MH-60L seatbelts STEEL
- EX1106 MH-60L



## BIG49452 Lysander Mk.I/III 1/48 Airfix

[Product page](#)

- 491515 Lysander Mk.I/III
- FE1516 Lysander Mk.I/III seatbelts STEEL
- EX1108 Lysander Mk.I/III





**JX336 A6M5 Zero TFace**

1/32 Tamiya

**JX337 A6M5 Zero national marking**

1/32 Tamiya

**EX1125 DB-7 Boston III**

1/48 HKM

**EX1126 DB-7 Boston III TFace**

1/48 HKM

**EX1127 Barracuda TFace**

1/48 Trumpeter

**EX1128 Jaguar GR.1 / GR.1A**

1/48 Airfix

**EX1129 Jaguar GR.1 / GR.1A TFace**

1/48 Airfix

**CX692 F-35A**

1/72 Revell

**CX693 F-35A RAM coating early**

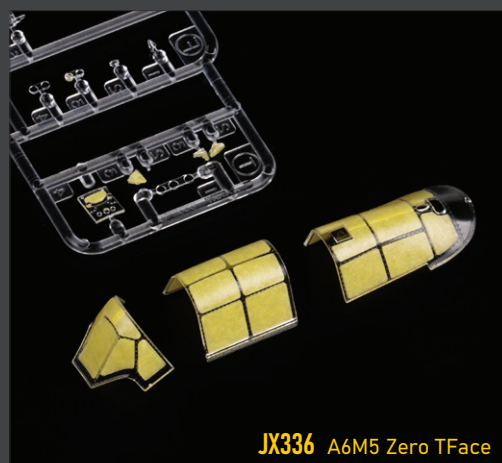
1/72 Revell

**CX694 F-35A RAM coating late**

1/72 Revell

**CX695 A-10C**

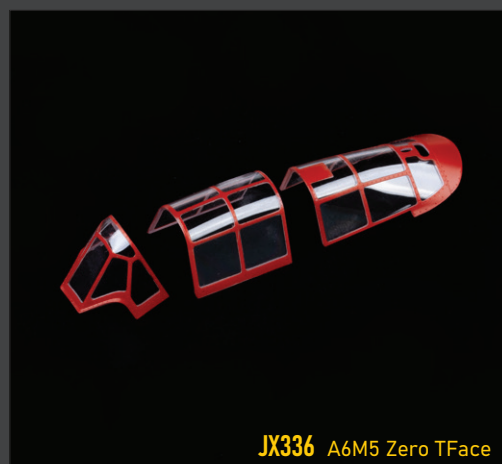
1/72 Great Wall Hobby



**JX336** A6M5 Zero TFace



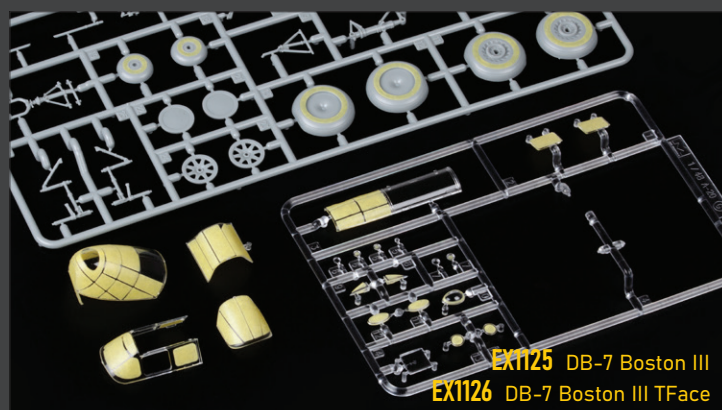
**JX336** A6M5 Zero TFace



**JX336** A6M5 Zero TFace



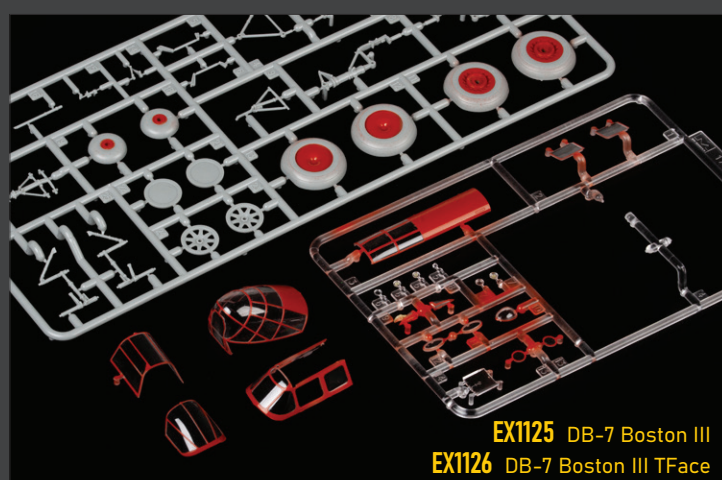
**JX336** A6M5 Zero TFace



**EX1125** DB-7 Boston III  
**EX1126** DB-7 Boston III TFace



**EX1126** DB-7 Boston III TFace



**EX1125** DB-7 Boston III  
**EX1126** DB-7 Boston III TFace

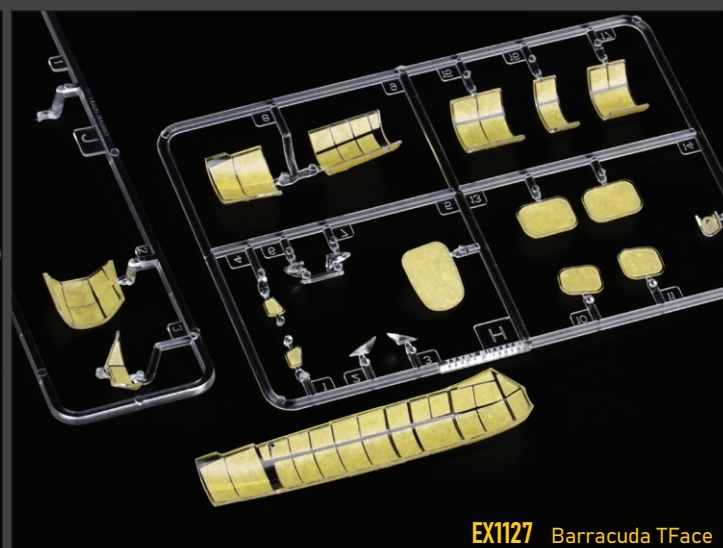


**EX1126** DB-7 Boston III TFace





**EX1127** Barracuda TFace



**EX1127** Barracuda TFace



**EX1128** Jaguar GR.1 / GR.1A

**EX1129** Jaguar GR.1 / GR.1A TFace



**EX1129** Jaguar GR.1 / GR.1A TFace



**CX695** A-10C



**CX695** A-10C



## KITS

2152	Tales of Iwojima <b>DUAL COMBO</b>	1/72	Limited
82218	A6M2-K	1/48	ProfiPACK
8409	Bf 110D	1/48	Weekend
8803	IJN aircraft Carrier Deck WWII	1/48	

## PE-SETS

53324	USS Gambier Bay CVE-73 part 2	1/350	Hasegawa
36536	H39 French Light Tank	1/35	Tamiya
32495	A6M5 Zero landing flaps	1/32	Tamiya
321025	A6M5 Zero interior	1/32	Tamiya
481166	DB-7 Boston III bomb bay	1/48	HKM
491534	DB-7 Boston III	1/48	HKM
73851	A-10C	1/72	Great Wall Hobby
73852	F-35A	1/72	Revell

## ZOOMS

33380	A6M5 Zero seatbelts STEEL	1/32	Tamiya
33381	A6M5 Zero	1/32	Tamiya
FE1534	DB-7 Boston III	1/48	HKM
FE1535	DB-7 Boston III US seatbelts STEEL	1/48	HKM
FE1536	DB-7 Boston III British seatbelts STEEL	1/48	HKM
FE1537	Jaguar GR.1 / GR.1A	1/48	Airfix
FE1538	Jaguar GR.1 / GR.1A seatbelts STEEL	1/48	Airfix
FE1539	Barracuda	1/48	Trumpeter
FE1540	Barracuda seatbelts STEEL	1/48	Trumpeter
SS851	A-10C	1/72	Great Wall Hobby
SS852	F-35A	1/72	Revell

## MASKS

JX336	A6M5 Zero TFace	1/32	Tamiya
JX337	A6M5 Zero national marking	1/32	Tamiya
EX1125	DB-7 Boston III	1/48	HKM
EX1126	DB-7 Boston III TFace	1/48	HKM
EX1127	Barracuda TFace	1/48	Trumpeter
EX1128	Jaguar GR.1 / GR.1A	1/48	Airfix
EX1129	Jaguar GR.1 / GR.1A TFace	1/48	Airfix
CX692	F-35A	1/72	Revell
CX693	F-35A RAM coating early	1/72	Revell
CX694	F-35A RAM coating late	1/72	Revell
CX695	A-10C	1/72	Great Wall Hobby

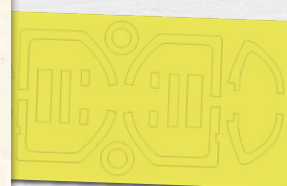
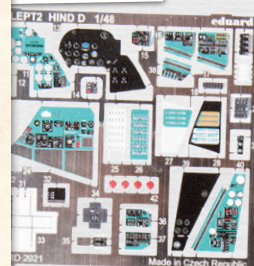
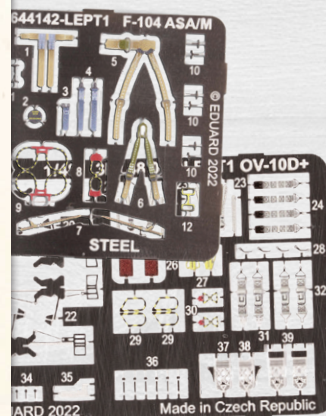
## BIG ED

BIG5377	USS Wasp LHD-1 PART 2	1/350	Trumpeter
BIG49449	B-24D part I	1/48	Hobby Boss
BIG49451	MH-60L	1/48	ICM
BIG49452	Lysander Mk.I/III	1/48	Airfix

**LIMITED EDITION**

**ProfiPACK**  
edition

**WEEKEND**  
edition



**BIG-ED**



## BRASSIN

644310	B-24D LööK	1/48	Hobby Boss
644311	UH-60A LööK	1/48	ICM
674034	Fw 190A-3 LööK	1/72	Tamiya
635039	Sd.Kfz. 251/6 Ausf. C radio equipment PRINT	1/35	Dragon
6481012	B-26B bomb racks PRINT	1/48	ICM
6481074	P-40E undercarriage legs PRINT	1/48	Eduard
6481104	Fw 190A-4 cockpit PRINT	1/48	Eduard
6481115	Lysander wheels	1/48	Airfix
6481118	A6M5 exhausts PRINT	1/48	Eduard
6481119	UH-60 flare dispensers PRINT	1/48	ICM
6481120	Lysander Mk.I ammo magazines PRINT	1/48	Airfix
6481121	Japanese 800kg bomb PRINT	1/48	
6481124	P-40E cockpit w/ late seat PRINT	1/48	Eduard
672417	MiG-21 seat PRINT	1/72	Eduard
672418	MiG-21 seat w/ integral belts PRINT	1/72	Eduard

## LööKPLUS

644312	B-26G LööKplus	1/48	ICM
644313	Fw 190A-4 LööKplus	1/48	Eduard
674039	P-51D exhaust stacks w/ fairing LööKplus	1/72	Tamiya

## BIG SIN

SIN648140	Fw 190A-6	1/48	Eduard
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## SPACE

3DL32033	A6M5 Zero SPACE	1/32	Tamiya
3DL32034	A6M5 Zero seatbelts SPACE	1/32	Tamiya
3DL48230	DB-7 Boston III w/ US seatbelts SPACE	1/48	HKM
3DL48231	DB-7 Boston III w/ British seatbelts SPACE	1/48	HKM
3DL48232	A6M-2K seatbelts SPACE	1/48	Eduard
3DL48233	Jaguar GR.1 / GR.1A SPACE	1/48	Airfix
3DL48234	Jaguar GR.1 / GR.1A seatbelts SPACE	1/48	Airfix
3DL48235	Barracuda SPACE	1/48	Trumpeter
3DL72066	A-10C SPACE	1/72	Great Wall Hobby
3DL72067	F-35A SPACE	1/72	Revell

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



# BUILT

# F-14B

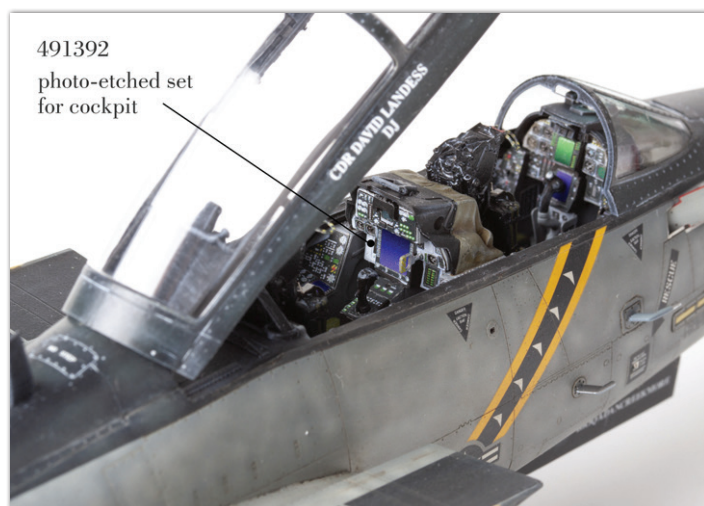
## 1/48 Great Wall Hobby

built by **Jan Novotný**

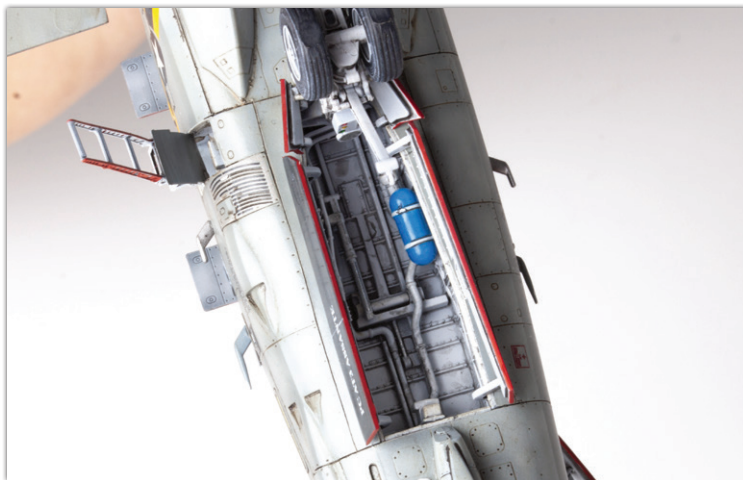
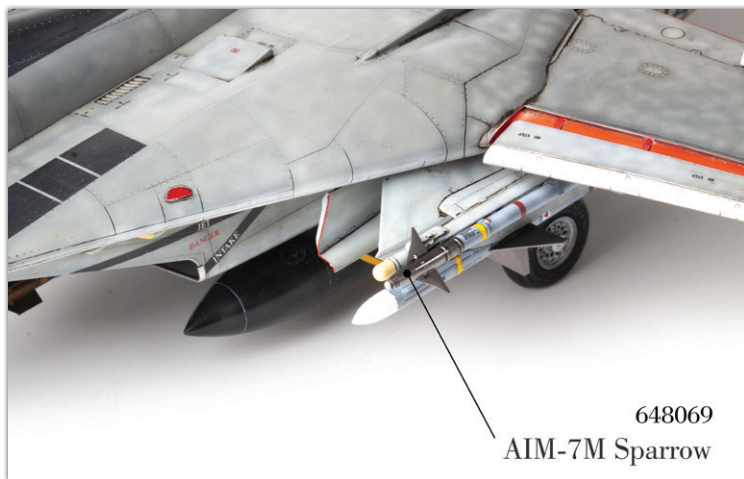
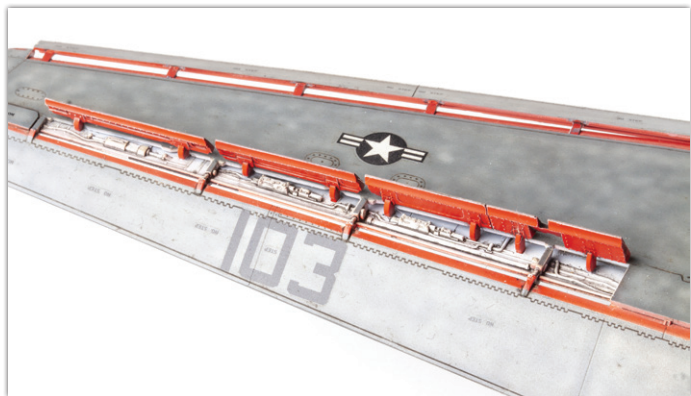


### Accessories used:

- 491392 F-14B (PE-Set)
- FE1393 F-14B seatbelts STEEL (PE-Set)
- 648069 AIM-7M Sparrow (Brassin)
- 648237 AN/AAQ-28(V) Litening pod (Brassin)
- 648293 F-14A ejection seat (Brassin)
- 648530 F-14D wheels (Brassin)
- 648915 F-16 exhaust nozzle GE F110 PRINT (Brassin)









# MiG-21bis

## 1/72



#2151  
MARKING A + E  
built by **Robert Szwarc**

[Product page](#)





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

Ground personnel from Taszár Air Base sprayed a special paint scheme on the MiG-21bis in 1992. The purpose of the coloring was to represent the enemy aircraft in combat training. The color

scheme shown here is a representation of the aircraft's appearance at the 1993 International Air Tattoo in Fairford. The aircraft named Capeti (shark) 1904 is currently on display at the

Szolnok Air Museum in a similar color scheme to the one it flew in 1992.



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

The Free Libyan national army, under the leadership of General Khalifa Haftar, occupied several air bases after its formation, some of which yielded airworthy examples of aircraft abandoned by forces loyal to Muammar Gaddafi. One of these was this one, which was subsequently coded "800" and was flown by pilots of the Free Libyan National Army.

The Free National Army, under Haftar's leadership, added to their inventory aircraft from occupied airfields (MiG-21s, MiG-23s, Mirage F-1s and Su-22s) and purchased other ones from foreign sources (these again were MiG-21s and 23s, along with Mi-24/35 helicopters). The camouflage scheme of this particular aircraft hails from the days of

Khaddafi and was first displayed at Lavex in 2007 in Tripoli. The upper and side surfaces of this plane were in sand, brown and green, the lower surfaces were painted a light blue-grey. The national insignias on the upper surfaces of the wing remained the pre-revolutionary Libyan ones.





# Bf 109G-10 Erla

1/48





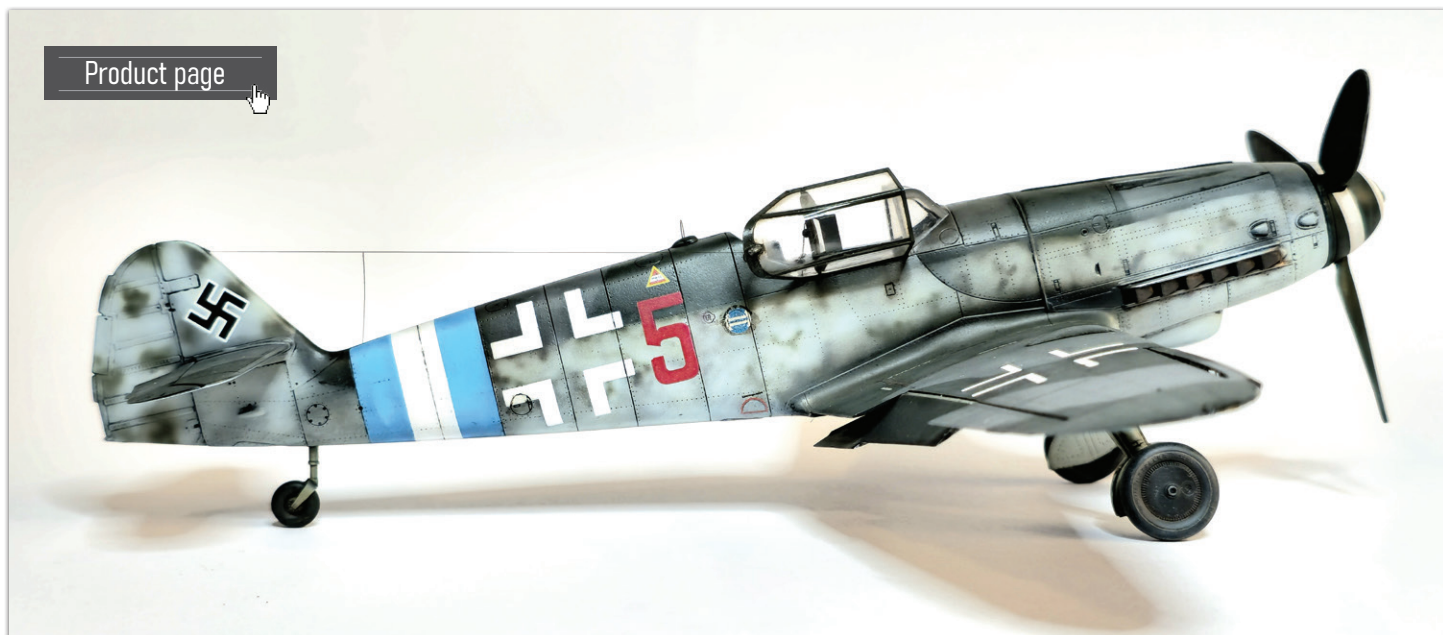
## Lt. Friedrich-Wilhelm Schenk, CO of 2./JG 300, Borkheide, Germany, February 1945

Friends and colleagues of Friedrich-Wilhelm Schenk came up with a nickname Timo-Schenko for him. It was a joke that took advantage of the name of Soviet Marshall Semyon Konstantinovich Timoshenko, and

it quickly caught on to the point where the ground crew painted the name on the fuselage of Schenk's aircraft. Friedrich-Wilhelm Schenk flew with JG 300 from July 1944 up to March 1945, when he was reassigned to JG 7 and flew

Me 262 jet fighters there. During the Second World War, he achieved seven kills and after the war became Lufthansa pilot.

Product page





**BIG ED (August)**

BIG49450	B-24D part II 1/48 Hobby Boss
BIG49453	Sea King HC.4 1/48 Airfix
BIG49454	Mi-24A 1/48 Trumpeter
BIG49455	A6M5 Zero 1/48 Fine Molds

**BRASSIN (August)**

644314	DB-7B Boston III LööK 1/48 HKM
644315	Fi 156C LööK 1/48 Tamiya
644316	P-40N LööK 1/48 Eduard
6481127	DB-7B Boston III wheels 1/48 HKM
6481130	P-40N engine PRINT 1/48 Eduard
6481131	P-40N gun bays (6 guns) PRINT 1/48 Eduard
6481132	P-40N cockpit PRINT 1/48 Eduard
6481133	P-40N radio compartment PRINT 1/48 Eduard
6481134	P-40N wheels diamond tread 1/48 Eduard
6481135	P-40N wheels cross tread 1/48 Eduard
672416	E-2C wheels 1/72 Heller
672419	Fw 190A wheels early 1/72 Tamiya

**LööKPlus (August)**

644318	B-24D LööKplus 1/48 Hobby Boss
644319	Lysander Mk.I/Mk.III LööKplus 1/48 Airfix
644320	UH-60A LööKplus 1/48 ICM

**644314****DB-7B Boston III LööK***LööK***1/48 HKM**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for DB-7B Boston III in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: HKM

Set contains:

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

**644315****Fi 156C LööK***LööK***1/48 Tamiya**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Fi 156C in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

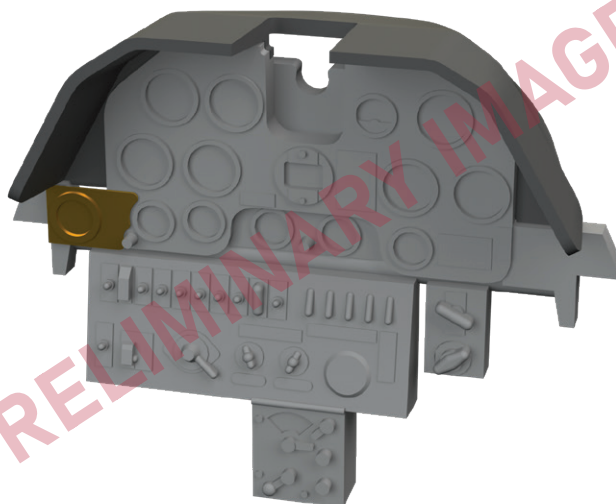
- resin: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644316****P-40N LööK****1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-40N in 1/48 scale. Suitable for N-1 to N-20 production blocks. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

*LööK*



6481127

**DB-7B Boston III wheels****1/48 HKM**

Brassin set - the undercarriage wheels for DB-7B Boston III in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: HKM

Set contains:

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



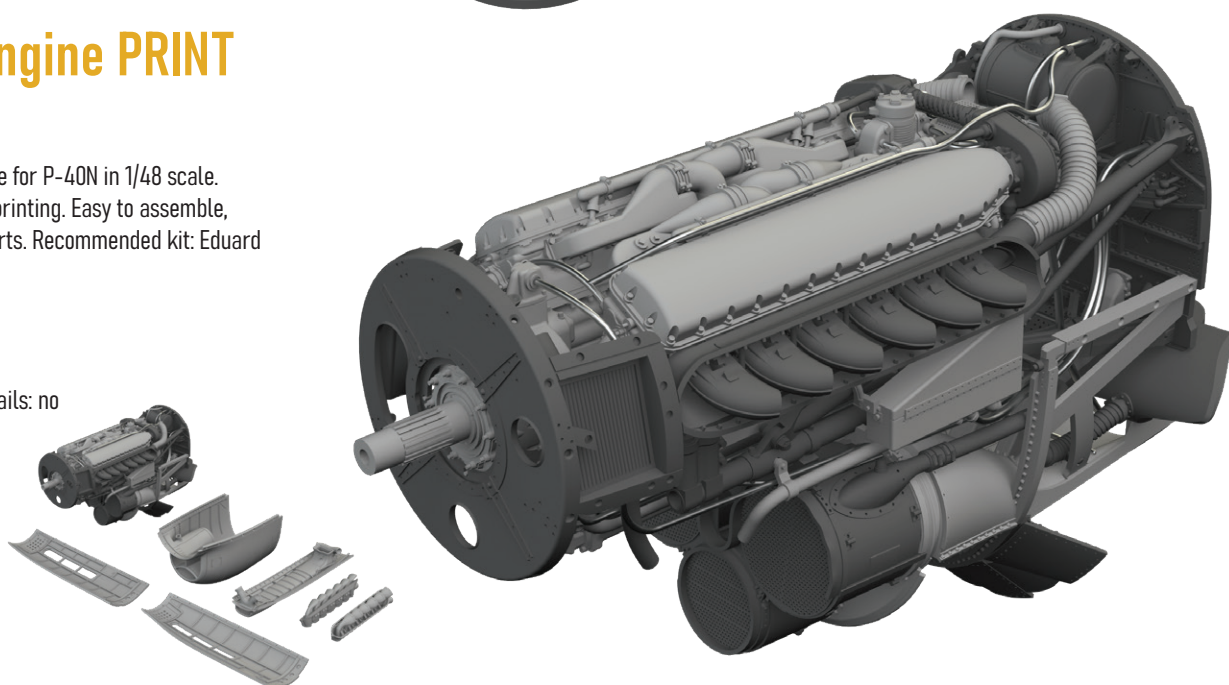
6481130

**P-40N engine PRINT****1/48 Eduard**

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

Set contains:

- 3D print: 41 parts
- decals: no
- photo-etched details: no
- painting mask: no



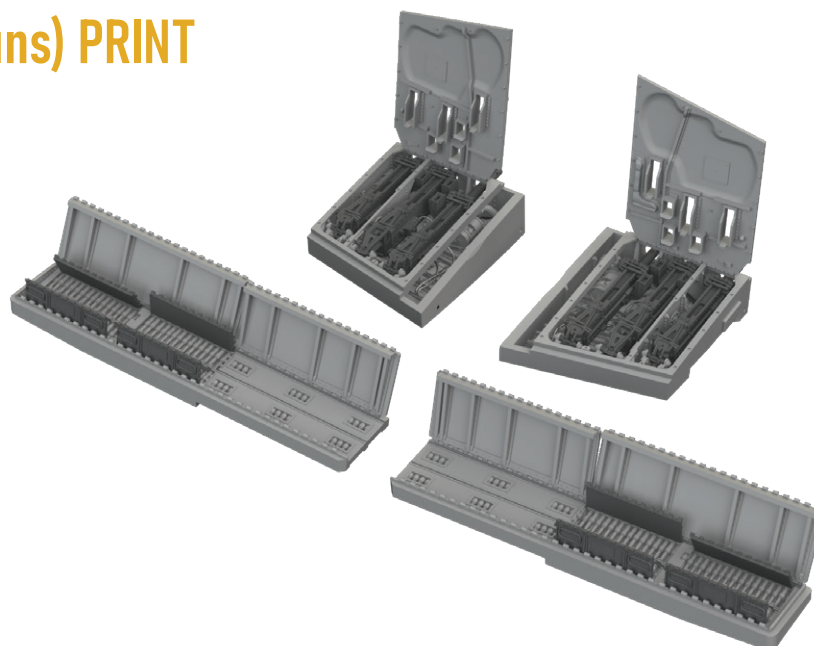
6481131

**P-40N gun bays (6 guns) PRINT****1/48 Eduard**

Brassin set - gun bays with 6 guns (3 in each wing) for P-40N in 1/48 scale. Recommended kit: Eduard

Set contains:

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





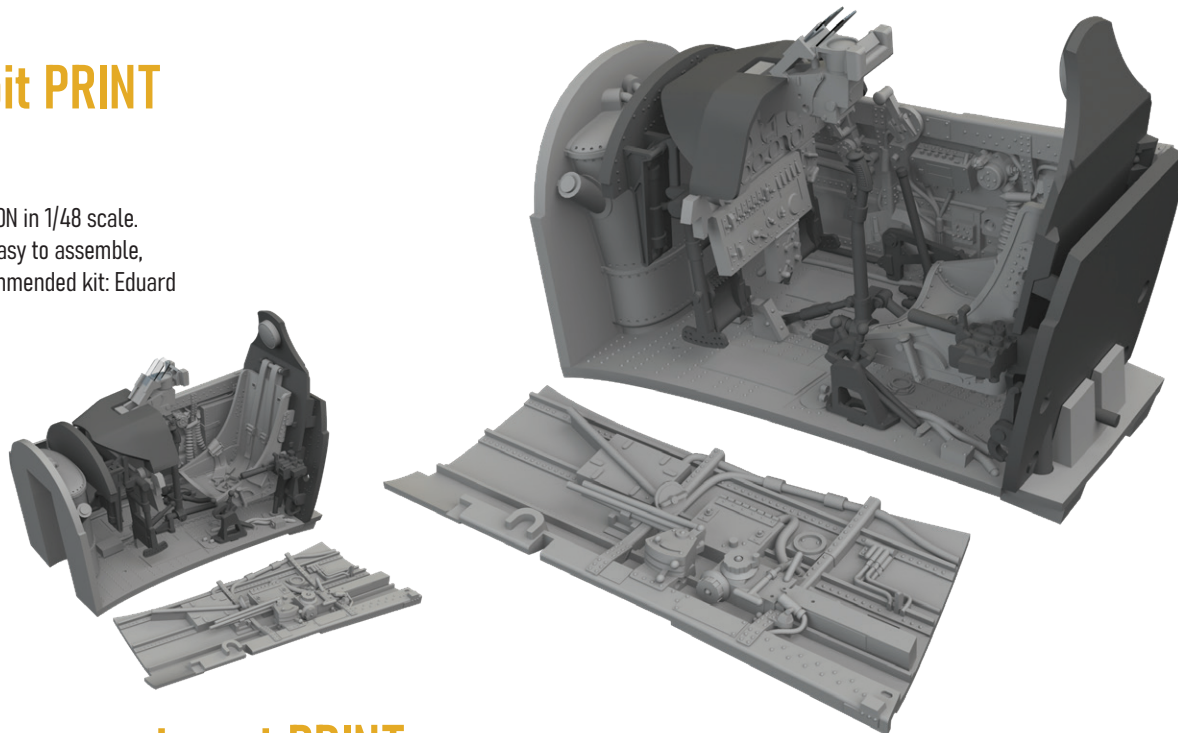
6481132

**P-40N cockpit PRINT****1/48 Eduard**

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

Set contains:

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



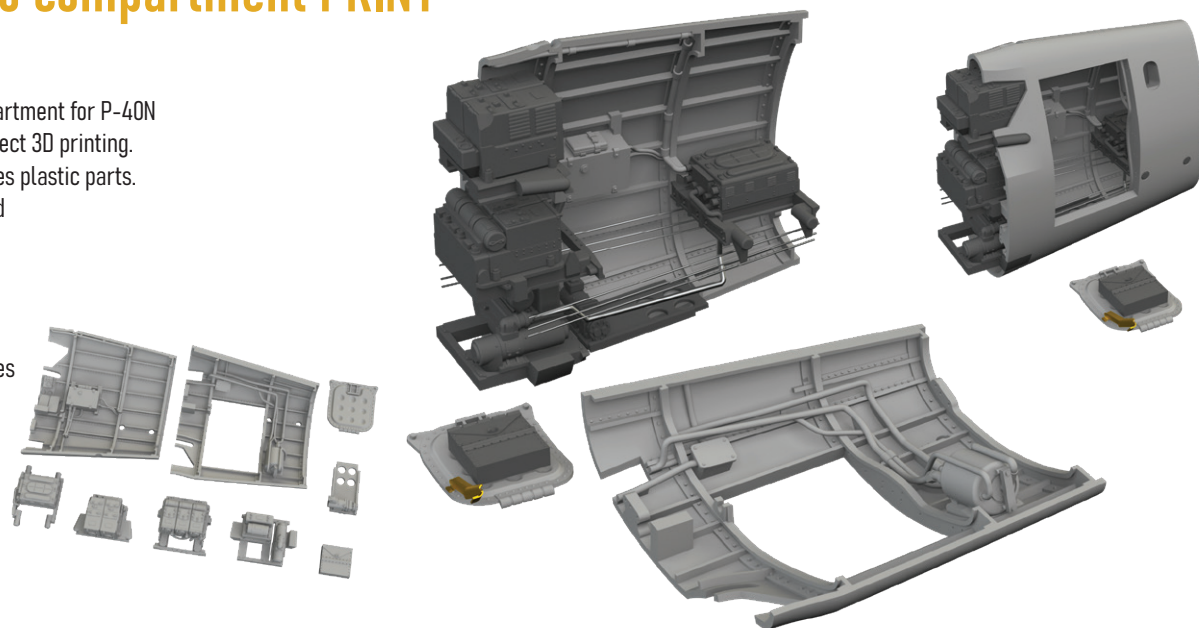
6481133

**P-40N radio compartment PRINT****1/48 Eduard**

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

Set contains:

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



6481134

**P-40N wheels diamond tread****1/48 Eduard**

Brassin set - the undercarriage wheels for P-40N  
in 1/48 scale. The set consists of the main wheels  
and a tail wheel (2 types). Easy to assemble,  
replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 6 parts
- decals: no
- photo-etched details: yes
- painting mask: yes





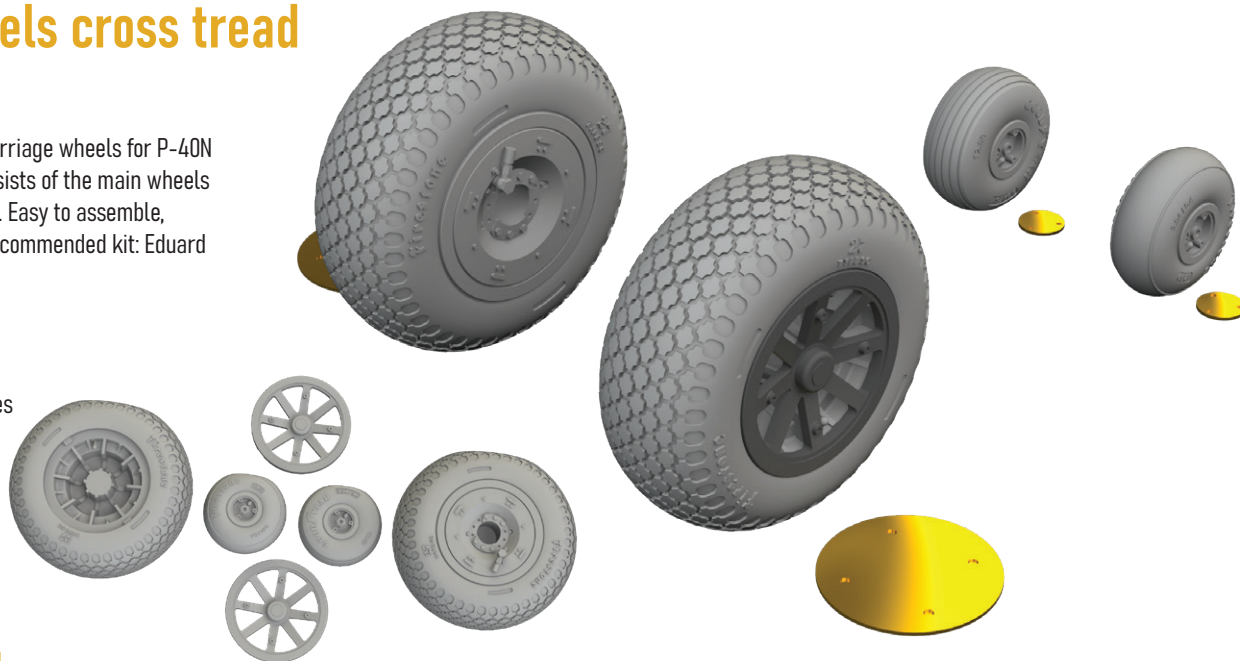
6481135

**P-40N wheels cross tread****1/48 Eduard**

Brassin set - the undercarriage wheels for P-40N in 1/48 scale. The set consists of the main wheels and a tail wheel (2 types). Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 6 parts
- decals: no
- photo-etched details: yes
- painting mask: yes



672416

**E-2C wheels****1/72 Heller**

Brassin set - the undercarriage wheels for E-2C in 1/72 scale. The set consists of the main wheels and a nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Heller

Set contains:

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



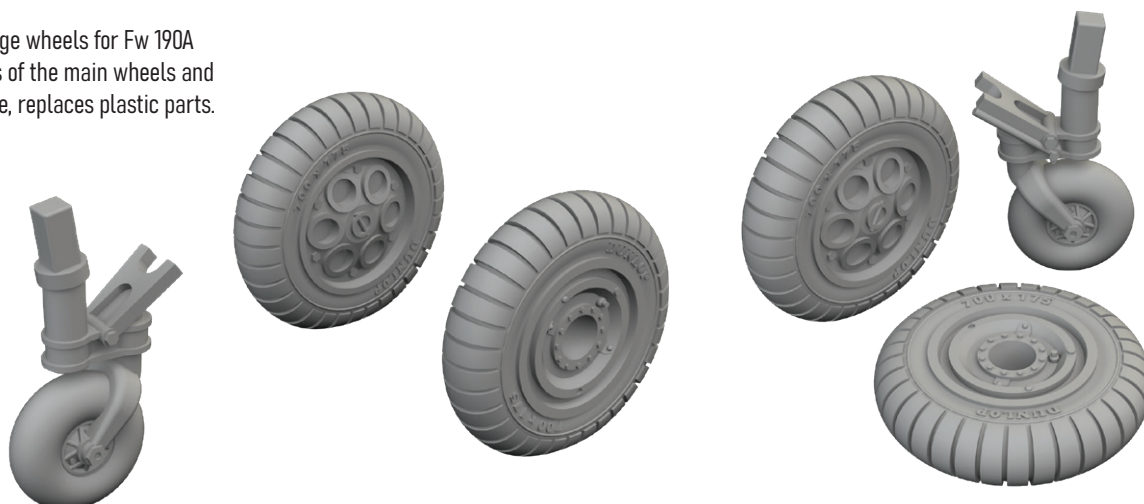
672419

**Fw 190A wheels early****1/72 Tamiya**

Brassin set - the undercarriage wheels for Fw 190A 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: no
- painting mask: yes





644318

**B-24D LööKplus**

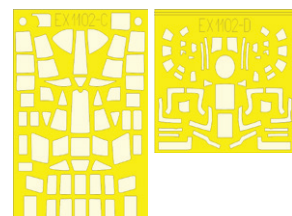
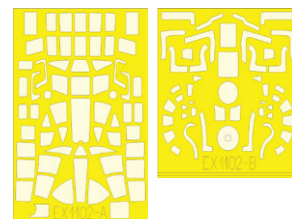
1/48 Hobby Boss

Collection of 4 sets for B-24D in 1/48 scale.  
Recommended kit: Hobby Boss

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



LööK+



644319

**Lysander Mk.I/Mk.III LööKplus**

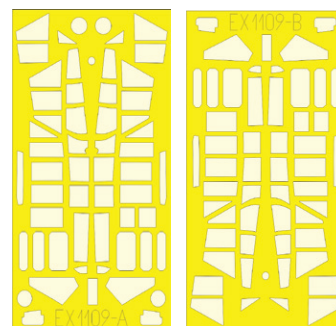
1/48 Airfix

Collection of 3 sets for Lysander Mk.I/Mk.III in 1/48 scale.  
Recommended kit: Airfix

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



LööK+



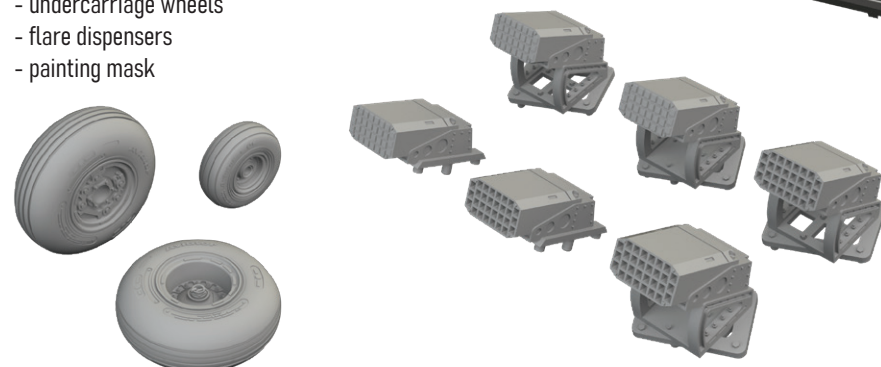
644320

**UH-60A LööKplus**

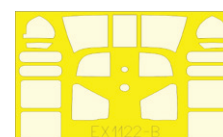
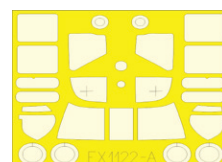
1/48 ICM

Collection of 4 sets for UH-60A in 1/48 scale.  
Recommended kit: ICM

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



LööK+



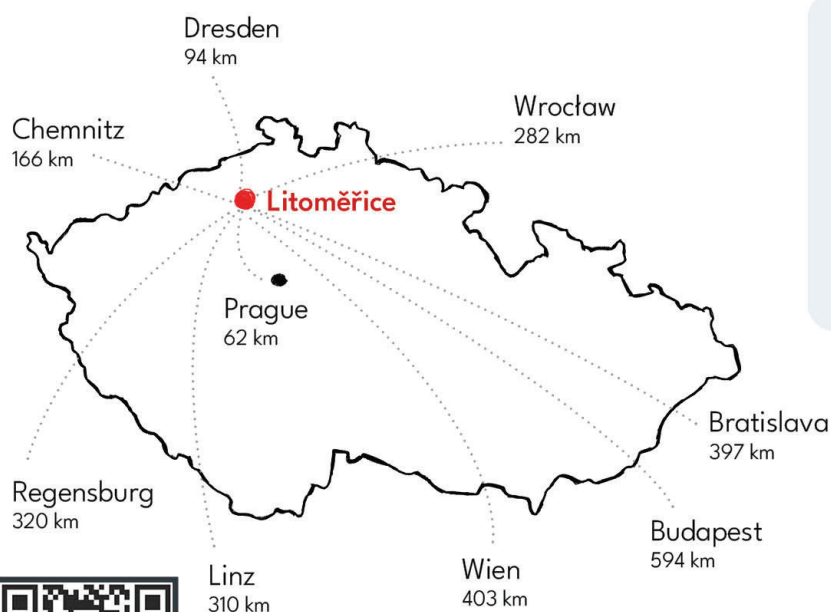
# eday

4/10/2025

## International plastic kits Competition



## Garden of Bohemia ZAHRADA ČECH LITOMĚŘICE



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**PE-SETS**

481167	P-40N landing flap	1/48	Eduard
481168	Do 217K landing flaps	1/48	ICM
481169	Do 217K undercarriage	1/48	ICM
481170	Buffalo landing flaps	1/48	Tamiya
491542	Do 217K	1/48	ICM
491544	Buffalo US version	1/48	Tamiya
491545	Buffalo British version	1/48	Tamiya
72749	B-24J undercarriage & engines	1/72	Hasegawa
73853	Hawk H-75A1/2	1/72	Arma Hobby
73854	B-24J	1/72	Hasegawa

**ZOOMS**

FE1541	P-40N seatbelts STEEL	1/48	Eduard
FE1542	Do 217K	1/48	ICM
FE1543	Do 217K seatbelts STEEL	1/48	ICM
FE1544	Buffalo US version	1/48	Tamiya
FE1545	Buffalo British version	1/48	Tamiya
FE1546	Buffalo US seatbelts STEEL	1/48	Tamiya
FE1547	Buffalo British seatbelts STEEL	1/48	Tamiya
SS854	B-24J	1/72	Hasegawa

**MASKS**

EX1130	P-40N TFace	1/48	Eduard
EX1131	Do 217K	1/48	ICM
EX1132	Do 217K TFace	1/48	ICM
EX1133	Buffalo TFace	1/48	Tamiya
EX1134	P-40N US national insignia	1/48	Eduard
CX696	B-24J US national insignia	1/72	Hasegawa

**SPACE**

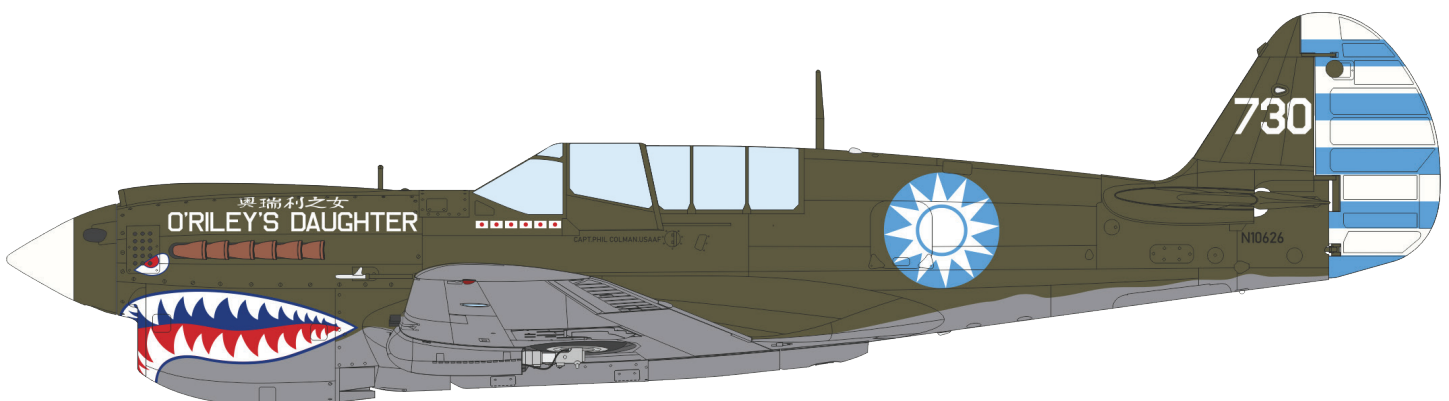
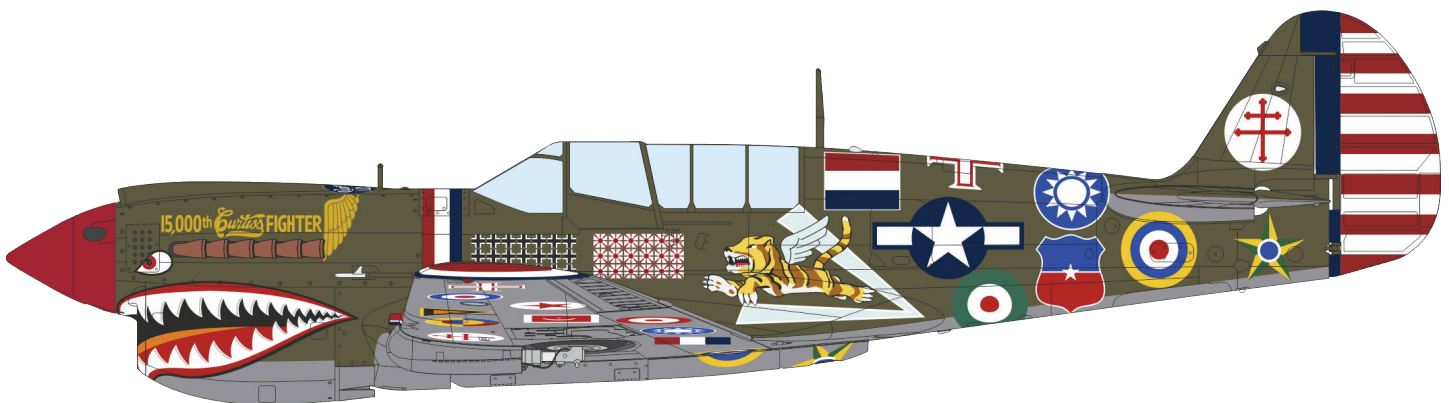
3DL48236	DB-7 Boston III cockpit insulation SPACE	1/48	HKM
3DL48237	Jaguar GR.1 / GR.1A Remove Before Flight tags SPACE	1/48	Airfix
3DL48238	P-40N SPACE	1/48	Eduard
3DL48239	P-40N seatbelts SPACE	1/48	Eduard
3DL48240	Do 217K SPACE	1/48	ICM
3DL48241	Buffalo US version SPACE	1/48	Tamiya
3DL48242	Buffalo British version SPACE	1/48	Tamiya
3DL72068	Hawk H-75A 1/2 SPACE	1/72	Arma Hobby
3DL72069	B-24J SPACE	1/72	Hasegawa

15,000th

1/48



#11193

**LIMITED**  
 EDITION


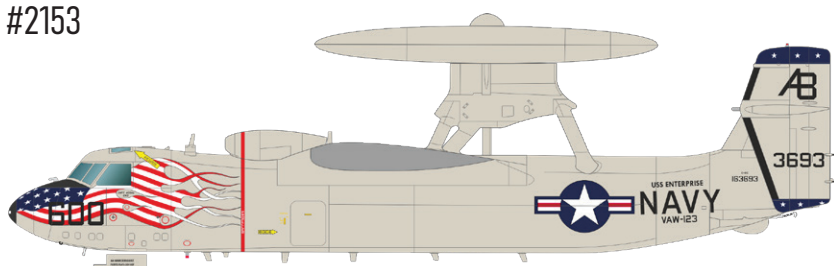


# Eyes of the Fleet

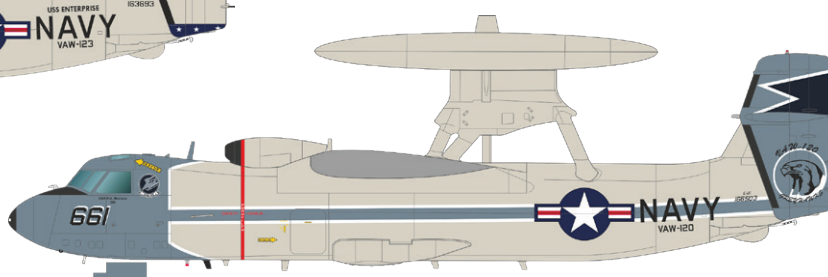
# 1/72



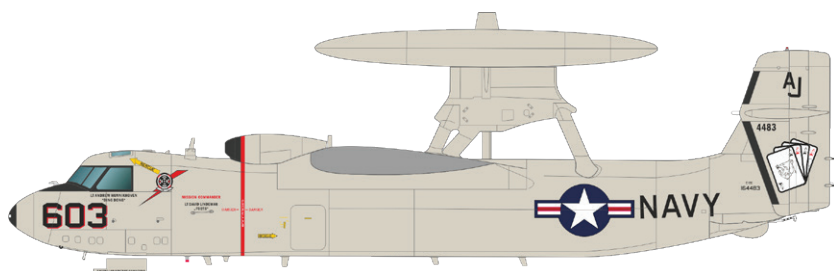
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**LIMITED EDITION**


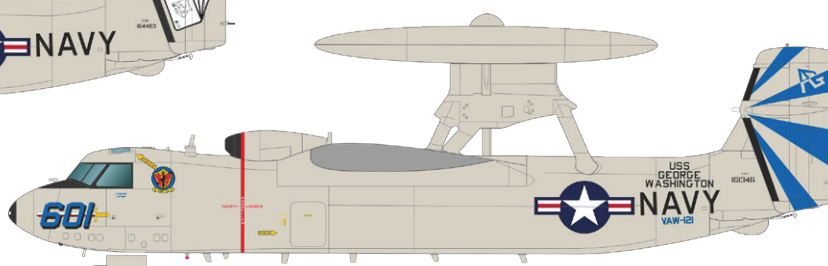
BuNo. 163693, VAW-123 Screwtops,  
USS Enterprise (CVN-65), October 2005



BuNo. 166503, VAW-120 Greyhawks, NAS Norfolk, United States, May 2010



BuNo. 161346, VAW-121 Bluetails,  
USS George Washington (CVN-73), February 2004



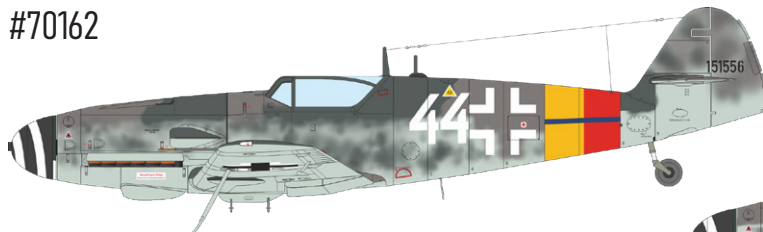
BuNo. 164483, VAW-124 Bear Aces, USS George H. W. Bush (CVN-77), May 2018

# Bf 109G-10 Erla

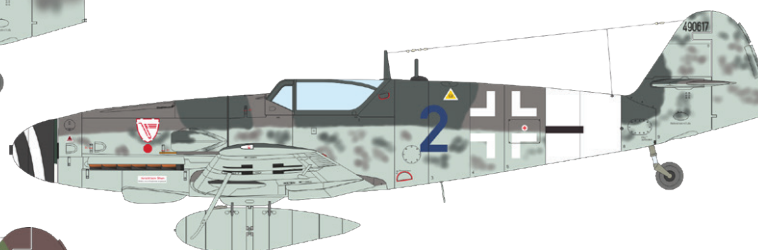
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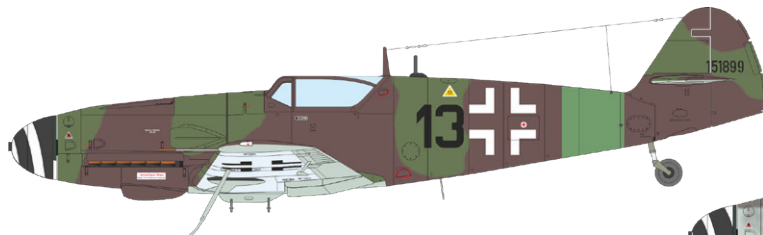
#70162

**ProfiPACK**  
 edition


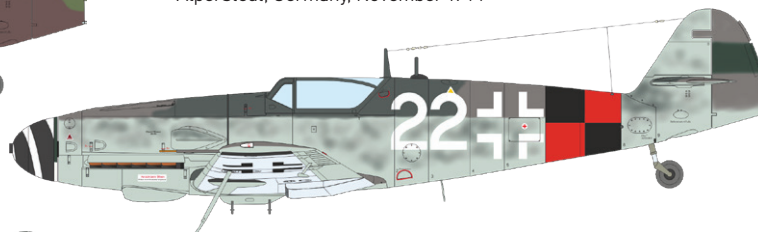
W.Nr. 151556, 13./JG 301, Stendal, Germany, February 1945



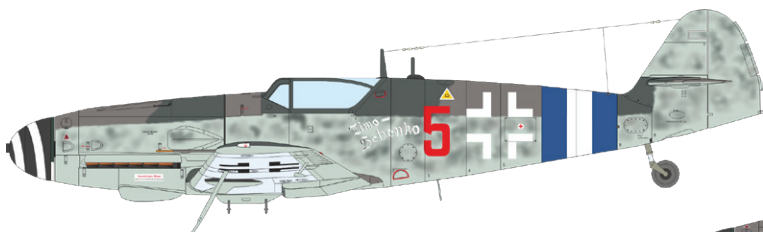
W.Nr. 490617, Uffz. Gerhard Reiher, 8./JG 3, Alperstedt, Germany, November 1944



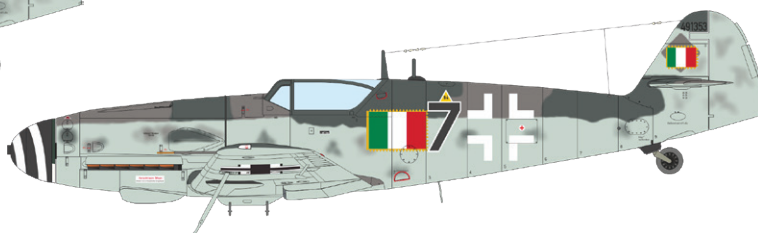
2./JG 27, Grossenhain, Germany, April 1945



I./KG(J) 6, Bad Aibling, Germany, May 1945



Lt. Friedrich-Wilhelm Schenk, 2./JG 300, Borkheide, Germany, February 1945



W.Nr. 491353, Cap. Ugo Drago, 1ª Squadriglia, 2° Gruppo, ANR, Aviano, Italy, February 1945





Text: Jan Bobek

Foto: Petr Kolmann

## NEW CZECH WARBIRDS

I can't say that I'm a frequent visitor to air shows, or that I have a clear overview of which historical aircraft are in flyable condition in which countries. One of my greatest experiences in this area was a visit to the Military Aviation Museum in Virginia and a flight in a Stearman biplane over the sea coast. Naturally, as a passenger.

Compared to the number of airworthy historical aircraft in the USA or, for instance, in the United Kingdom, the number of WWII-era flyable aircraft in the Czech Republic is much more modest. We have about a dozen of them here at home, and they clearly show which part of history their operators and patrons are interested in. These are Allied aircraft. We even have two Mustangs. And in the first half of this year, two unique examples have joined this small air force.

At the beginning of April 2025, a Hawker Hurricane Mk.I aircraft arrived in Prague from the United Kingdom. It is the aircraft P3351, which took part in the Battle of France and the Battle of Britain. Among others, it was flown by American volunteers serving in No. 71 Squadron of the RAF. It was later received by the Soviet Air Force, in whose service this Hurricane was shot down, made a forced landing, and was rediscovered many decades later.

The team at Prague Točná Airport became interested in the aircraft at the time when it was being considered for conversion into a two-seater in the UK. Fortunately, this did not happen, and the unique Hurricane was carefully restored into the form of the legendary aircraft P3143 "NN-D" of the No. 310 (Czechoslovak) Squadron RAF from the time of the Battle of Britain. It was presented to the public at the end of April, where else but at Točná Airport. And I must say that I could not have chosen a better new identity for a Hurricane Mk.I of Czechoslovak unit. I highly recommend checking out the details of this project at the [Prague Točná Airport website](#).

The second rarity to arrive in the Czech Republic this year is an Avro Anson Mk.I with serial number MH120. It was presented to the public at the air show in Pardubice on June 1. It bears the markings of aircraft K6183, belonging to No. 206 Squadron RAF, in honor of the crew of P/O L.H. Edwards,

who was shot down at the beginning of September 1939 during combat with a German Heinkel He 115. This type holds great symbolic value for Czechoslovak aviation history, as many bomber crew members trained aboard Ansons. Details about this aircraft can be found on the [RAF Station Czechoslovakia website](#), including a very engaging video tour of the aircraft's interior. It has been reconstructed with the highest degree of authenticity while also meeting the requirements of modern air traffic communication.

A big thank you goes to everyone who made it possible for these two aircraft to find their way to the Czech Republic. I hope they will bring joy to aviation enthusiasts and the general public for many years to come, and I believe that the ranks of Czech warbirds will continue to grow in the future.





