

INFO | Eduard

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

AUGUST 2025

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EDITORIAL

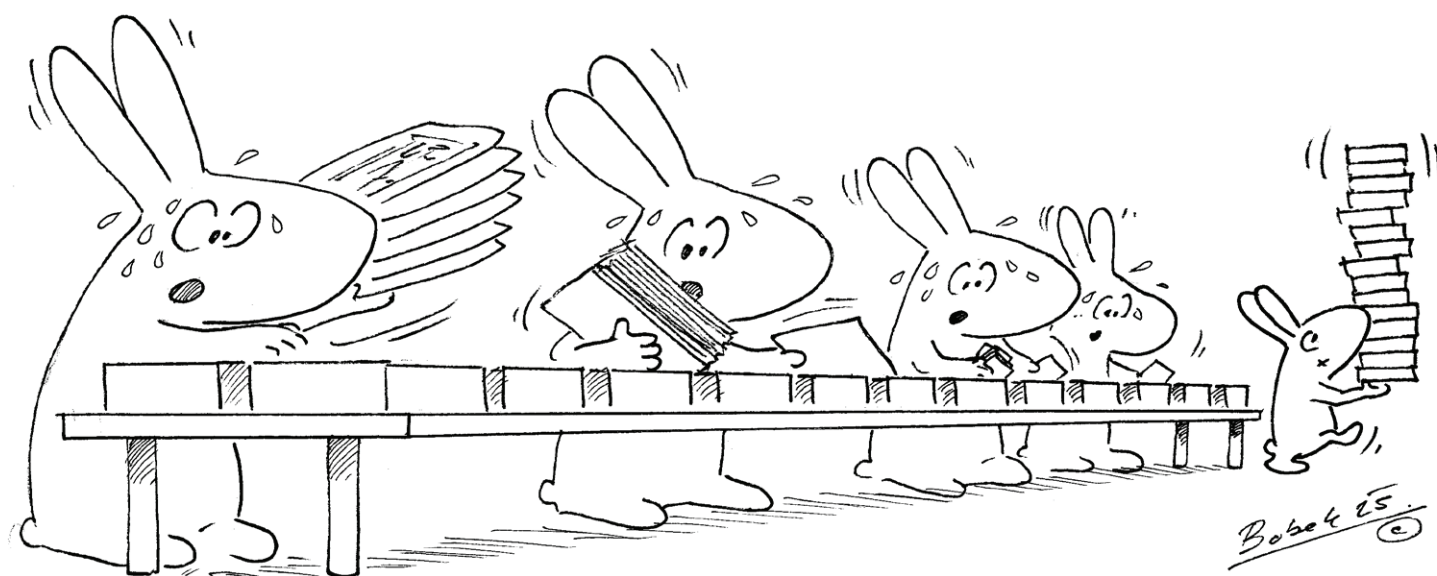
Dear Friends,
Welcome to the August newsletter editorial. New releases for August are on sale from today, and to the contrary, yesterday saw the end of the pre-order offer of the MiG-21F-13 in Czechoslovak service, on our e-shop. This is of course a very specific target item, strongly geared towards our home market and Czech and Slovak customers, but we still managed to get very decent numbers for pre-ordered kits. Although we do not have any orders from retailers yet, according to our experience, orders on the e-shop are approximately 20% of the total number, so it looks like we will produce and sell approximately 1500 pieces of this kit. To understand the reasoning behind our actions, we find out the exact current demand through pre-orders, and, based on that figure, we produce as many kits as we can actually sell and no more. We apply this sales method to the new Royal Class releases, and we will also apply it to other 'hyper specific' and tightly focused products. To put it bluntly, we don't want to overshoot the production numbers of such kits, which have only a limited number of customers, and then not sell them or sell them later at a massive discount or even a loss, but we also don't want to underestimate the market and limit what we can earn for our efforts. Which is something that unfortunately happens quite often today. We determine the production figures of new products based on pre-orders from retailers. In very simple terms, we produce twice as many pre-ordered items as the figures tell us for all new products. For accessories, photoetching, masks, Brassins, Space Sets and other aftermarket products, we then maintain the stock level according to current demand

and monthly sales. For kits, we produce a set amount, which we then sell until the given item sells out. This is usually several months or even years. This is desirable for Profipacks and Weekends, less so for Limited Edition kits. We consider it ideal for them to remain in our catalog and available for three to six months. If they sell out faster, we ask retailers if they are still interested in these kits and how many of them they have, and depending on demand, we may reissue said items. This happened, for example, with the Kamikaze Tokkōtai kit, where we sold out the first edition almost immediately after the kit was released. Modelers are confused by this procedure, and they then discuss on forums and Facebook why we are releasing a Limited Edition kit as a re-release, while we are putting other Limited Editions on sale at a discount. This is because we are selling off the kits at a discount for which we have overestimated demand and they remain in stock. This happens especially in times when market conditions are changing and it is difficult to predict how a particular new product will sell. In the post-COVID era and in the months after the start of the Russian war against Ukraine, it happened that estimates were optimistic, but the market was already slowing down quickly, which led to a slowdown or even a halt in sales of some items. Today, on the contrary, there is considerable caution, which in some cases leads to faulty estimates. However, as can be seen even in today's cautious market, it is possible to produce a kit that exceeds expectations. Such as the Kamikaze Tokkōtai or the Royal Class P-40N. These really confused us in July. Both are complex kits with a lot of components and, above all, sprues. Larger



orders led to greater production requirements, which we could not quite keep up with, and we couldn't keep up with plastic production, which slowed down the packaging and assembly of the kits and subsequently delayed shipments. In the end, it was quite a drama, exacerbated by the fact that a similar situation occurred in the Brassin department, where we also have large orders for some kits, such as unsurprisingly, for the P-40E and N kits. The situation there is also complicated by the fact that we are still in the process of replacing old 3D printers with new ones. We already have seven new ones, but that is still not enough. We should install four more printers in August, and that should stabilize production.

We should be well prepared for the sending out the F-13s. We have all the molds ready, we have six of them tested and we are slowly starting to press plastic from them. The pre-orders are planned to go out at the end of September and the beginning of October. From



September 29th to October 3rd, to be precise, a week before E-day, and that looks like it will work out. Besides, the production requirement is lower than in the case of the P-40, and we have more time. At least for now.

As I said at the beginning, August's new items are available from our e-shop as of today. Two, or rather three of them, were specially prepared for the IPMS USA National Convention in Hampton, Virginia. All three are in the Limited Edition series, so we can proudly state that August is a major Limited Edition month. Considering that the Royal Class P-40N is also a Limited Edition, this is probably the largest concentration of kits of this series in one month in Eduard's history.

The first of them is the 'Eyes of the Fleet' 1:72nd scale kit, which is an E-2C Hawkeye with Heller plastic and four markings of aircraft operating from the base in Norfolk and on ships of the US Navy's Atlantic Fleet. There is a very limited number of these kits available for purchase, only the last few dozen pieces are available for sale on our e-shop as of today. Given that the plastic is supplied as a subcontract by Heller, it will not be possible to increase the number of pieces available, there will simply be no reissue in this case. Therefore, do not hesitate and if you are interested in the kit, order it as soon as possible. Once they're gone, they're gone.

It wouldn't be a good idea to hesitate with any of these August Limited kits, actually. It's practically the same, but even more dramatic, with another 'Virginia themed' Limited Edition kit, the F-18C Hornet in 1:48th scale. It was originally supposed to be a classic Limited kit in a production run of 2000 pieces. Kinetic was supposed to supply the moldings for it, but they didn't. They couldn't complete and send the delivery of the moldings in time, somehow things got all tangled up around their production. So we agreed that Kinetic would supply at least 200 sets of moldings, send them by air, we would produce the rest of the components, including the box, and complete the kits so that they could be sold in Hampton. Even so, it was a drama, the shipment, even by air, took three weeks to reach us, and we ended up packaging and sending the kits at the last minute so that they would arrive

in the States not only before the exhibition, but also before the increase in the tariff rate, which was expected to kick in today. Although I am not sure whether this is the case and that the infamous beautiful tariffs are already in effect today or will start to apply at some later time, in any case the Hornets arrived in New York the day before yesterday, so yes, on time. The important information is that 120 of them flew to America, the remaining 80 stayed at home and they will be on sale as part of the IPMS USA Afterparty. Due to the low number of kits released, we will not be delivering them to retailers.

The third August Limited Edition release is again in 1:48 scale. The model is the famous P-40N Warhawk decorated on the occasion of the 15,000th produced Curtiss aircraft with the insignia of the air forces that had Curtiss aircraft in service. In addition to this ceremonial scheme, there will be another marking option in the kit, namely the machine of a Virginian, Major Philipp E. Colman from the 5th FG from China in 1944. This version of the coloring is fashioned after a museum exhibit and bears the sovereign insignia of the Republic of China. And you probably already guessed that in this case there is no shortage of these kits either. We produced a total of 2000 of them, to be honest, I don't know how many we delivered to dealers and I also don't know how many are left, but there won't be many.

The last August kit to be announced today is the Bf 109 G-10 Erla in the Profipack line in 1:72. It is another of our 1:72 scale 109 family. Some modelers and Bf 109 aircraft experts may be pleased that we have modified the bulge on the engine cowl on the right side of the nose to match the assumed shape of the cowl. There are not many photos available of the right side of the nose of the Bf 109 G-10 from the Erla factory, but we did get some and decided to try to bring the shape of the nose to a state at least close to these photos. Hopefully we succeeded. However, I am afraid that in this case there will definitely be someone who will criticize the nose without so much as a hesitation.

So that wraps up the new releases for August news and we even delivered the reissue of the

Kamikaze Tokkōtai kit to retailers. And to keep up the scarcity mode of today's editorial, I'll add that we don't have many of these kits left in stock either.

EMD

You have certainly noticed that the August issue of the EMD has not been published yet. I will not mince words and tell you straight away why that is. We have quite significant technical problems with ensuring the content of two publications, put out as monthly magazines. Part of this problem is caused by undisciplined authors, such as myself, who write long articles that are then not finished in time and thus complicate the work of the graphic designers and the editor-in-chief. Therefore, I have decided, somehow while wearing my director's cap, that EMD will continue to be published as a bimonthly magazine. And in order to compensate for this decision of mine, which, as I fully understand, will be received with reluctance by at least some of its readers, I have started writing a new series about the history of the production of plastic model kits and accessories in the Czech Republic. This saga, which I have named *Plastos*, will of course include the history of Eduard, and also other companies and the life stories of important personalities who participated in the development of this industry of ours. Believe me, you will learn a lot of interesting and previously unknown information. It will be interesting, sometimes exciting, sometimes thrilling, sometimes funny and sometimes even dramatic. We will start this up in August, I have already finished the first two parts.

Afterparty

The IPMS USA afterparty will start on Tuesday, August 5th and end on Monday, August 11th. Please note that the discount will not apply to August releases!

If today's editorial seems a bit unkempt, it's because I'm writing it during what is now almost a fourteen-hour flight from Prague to Phoenix, Arizona, so please forgive me that.

Happy Modelling!
Vladimir Sulc

**IPMS USA
NATS 2025**

Afterparty
5-11/8/2025

**-20%
-25% BFC**

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Highlights EMD 08/2025

The Amiens Mosquito

Model & Story / Vladimír Šulc, David Formánek



The August issue
will be published
on August 22, 2025!!!



New M-346 Aircraft for Nigeria

World Armed Forces / Petr Uzsák

The current inventory of the Nigerian Air Force includes mainly Chengdu J-7 fighter aircraft of Chinese origin, several new Pakistani CAC/PAC JF-17 Thunder Block 2 jets, and an ageing fleet of Alpha Jet trainer-light attack aircraft. None of these types fully meet the increasing demands, which is why the Nigerian government selected a model capable of fulfilling both combat and training missions in a modular way. The chosen aircraft is the Alenia Aermacchi M-346FA, which can cover a broad range of missions. A total of 24 aircraft are to be delivered, with the handover already underway. The manufacturer expects to complete the contract in four batches, each consisting of six aircraft.

HISTORIE

16

vají čtyřmi v čelní, ale tehdy to bylo spíš na výprask než na útěk. Tehdy se dělo ještě třetí, a to na desítní proměti velmi krátké. Já to tedy tehdy zvládl, dodnes jsem to na hrách, jenže jsem že jsem do příchodu rde-
dice model postavil, smlávil jsem ho Kanaga-
mori, to bylo takové nepřesné lezení, protože
naprosto neexistoval k lepení plastových mode-
lů a myslím si, že Václav Švorc, nestor
českého plastického modelářství a náš
velký učitel před ním ve svých knihách vy-
slovně varoval, no ale také říká, že doma
nijelo nebylo ani do drogerie v nákup-
ním centru Rozdávky pro vrcholný čtyř-
tý to bylo pekelné zážitky. Zhradil bych tak

trřítřídově, a ten čas mě čenů zastal.
Samozřejmě jsem neměl, to byla techni-
ka, kterou jsem nebyl dost důlouho věřící
modelářským myšlením a moc se mi na
něm nechtělo, a slepý model jsem nabar-
vil temperami. Ty také nikdy vzhodné, ale
bylo to stejně jako i lepení. Nic jiného
jsem neměl. Zůstal jsem i obkřtý i Hradi-
štská, a kochal jsem se vylaskem své práce.
Ne dlouho, za chvíli začal jsem chytat
na zámku, na okamžik jsem trnul, ale byla
to miminka, ta pro mě měla pochopně,
nad čtyřkou povykala bláznově, užívala vy-
svědčení do šuplíku, od té doby mě to už
nemnohdo končí podporovala a já s tím jsem

čtyřku z žádného předmětu na vyvěře-
ní nikdy nedostal. Dostal jsem tedy jako
v matematickém ročníku příst k ruštině, ale
to je zase jiný příběh, a navíc jsem dneška
na tu kouli tak nějak hrál.

Od té doby jsem stavěl modely a hlavně
sháněl stavebnice. Tehdy v sedmdesátých
letech minulého století se potřebné
a hlavně také to byzně, molná i trochu
i turovní věci tak se staly dostupnými, jako šla
něhly. Nemohli jste jen příst do obchodu
a koupit si televizi, nebo v Mototechno
auto. Spotřebního zboží bylo málo, přesto
bylo velká, a šlo chodit po čem toužil, ten
se musel snažit. Mělo to svá pravidla a po-
stupy vedoucí k úspěchu, pro každou ko-
věci bylo něco jiného, takže jsem se musel
podnikem úspěšného života v huskov-
ském socialismu sedmdesátých a osmdesátých
let té doby pravidla a postupy po-
stavit, naučit se je, a šlo to. Když jsem
v té, a tím se na život v tom společenském
systému adaptovat. Z dnešního pohledu
to bylo neustálá pákara, ale zase to
přinášelo řadu kuriozitu situace a zážitky,
které jsou zasludem barvitých vzpří-
nů čtyřky z dřevěných čar u piva s kolo-
nádě, naučit se je, a šlo to. Když jsem
z nich své barvitě přibíh, anebo se vprá-
vím dle a vnucovat, které také nivo-
kové nezálež, ale třeba čtyřky příst a báj-
ně

Eduard Modely's Den & 7 - ŠPEN 2025

ho zmizelého světa poslouchají a myslí si
na tom své.

Shánění věcí, v našem případě plasto-
vých stavebnic letadel, tak, tanků nebo
i čitelných vozidel, protože toto všechno se
kuvně dovozovalo z sovětského Česko-
vensku a šlo, když jste se dostal k němu,
několik korun. Za takzvaný báboj stroj stej-
ná jako dnes, zašlité do obchodu a koupili
jste si to tam, co se vám v nákupním spo-
soutěm líbilo nebo hodilo. Většinou jste si
ne koupili to, co jste opravdu chtěli, ale
mohli jste si vybrat, to bylo neštěstí, že
na první dobrou šlo, že ne, to je možné
věci. Tehla lepidla Kanagom nebo tem-
perami, a šlo to. Když jsem se dostal k němu,
tedy v obchodu s patřičným sortimentem.
S čístečkou ČMK, použitelným jako škvěle
lepidla na lepení plastových modelů už
sám jsem poznal, že to bylo takové
poměrně snadné skupina, alespoň do doby,
ne že jsem jinová skupina obyvatelstva
začal povolit jako subtitut nových věcí.
Podstatné bylo, že si obchodu, ale
že se stavebnice sehnat, byla oprti
dneška nebyvalé husno. Obchod s mode-
lami byl takový, že když jste šel do ob-
chodu, tak jste šel s sebou, a šlo to. Když
všechno, ale třeba a balzo, potahovým
papírem, motorem a podobným mode-
lářským sortimentem, byl prakticky v každém

World War II left a deep legacy in the field of aeronautical innovation, thanks in part to German and Japanese engineers. After the conflict ended, German specialists such as the Horten brothers, Willy Messerschmitt, Alexander Lippisch, and Wernher von Braun found new opportunities abroad, where they continued their work, particularly in the United States and Argentina. To a large extent, these designers and many of their colleagues cooperated voluntarily with their former American enemies. The Horten brothers, who completed a flying wing powered by two jet engines near the end of the war, were even actively preparing to surrender to the Americans in the final months. Moreover, a large number of German designers were deported to the Soviet Union, although some of them were later able to continue their work also in West Germany. In contrast, Japanese designers such as Jirō Horikoshi, Tadanao Miki, Kiro Honjō, and Takeo Doi remained in postwar Japan, quietly adapting their talents to the conditions of an occupied nation and contributing to its transformation into a future technological powerhouse.

KM-1M EJECTION SEAT

Tomáš Dederá

The KM-1M ejection seat (abbreviation Kreslo Mikojan (Mikoyan Seat) – Type 1, with the second letter 'M' denoting modernized) and its modifications used in two-seat, combat trainers of the IM and UM designs was an integral part of a pilot's workspace, used in emergency situations where ejecting from MiG-21MF, bis, MiG-23MF, ML, MLD and BN series aircraft and their variants (namely two seat training versions) of the MiG-21UM and MiG-23U was necessary.



Overall view of the KM-1M ejection seat removed from the aircraft for maintenance with the orange warning sign indicating that the seat is armed with explosive devices.

Safe ejection from the aircraft is carried out using the combined KSM launch mechanism during takeoff and landing at a speed of more than 130 km/h (80mph) at zero altitude and up to a height of 20,000m (65,600ft) in level flight, to a maximum indicated speed of 1200 km/h (745mph).

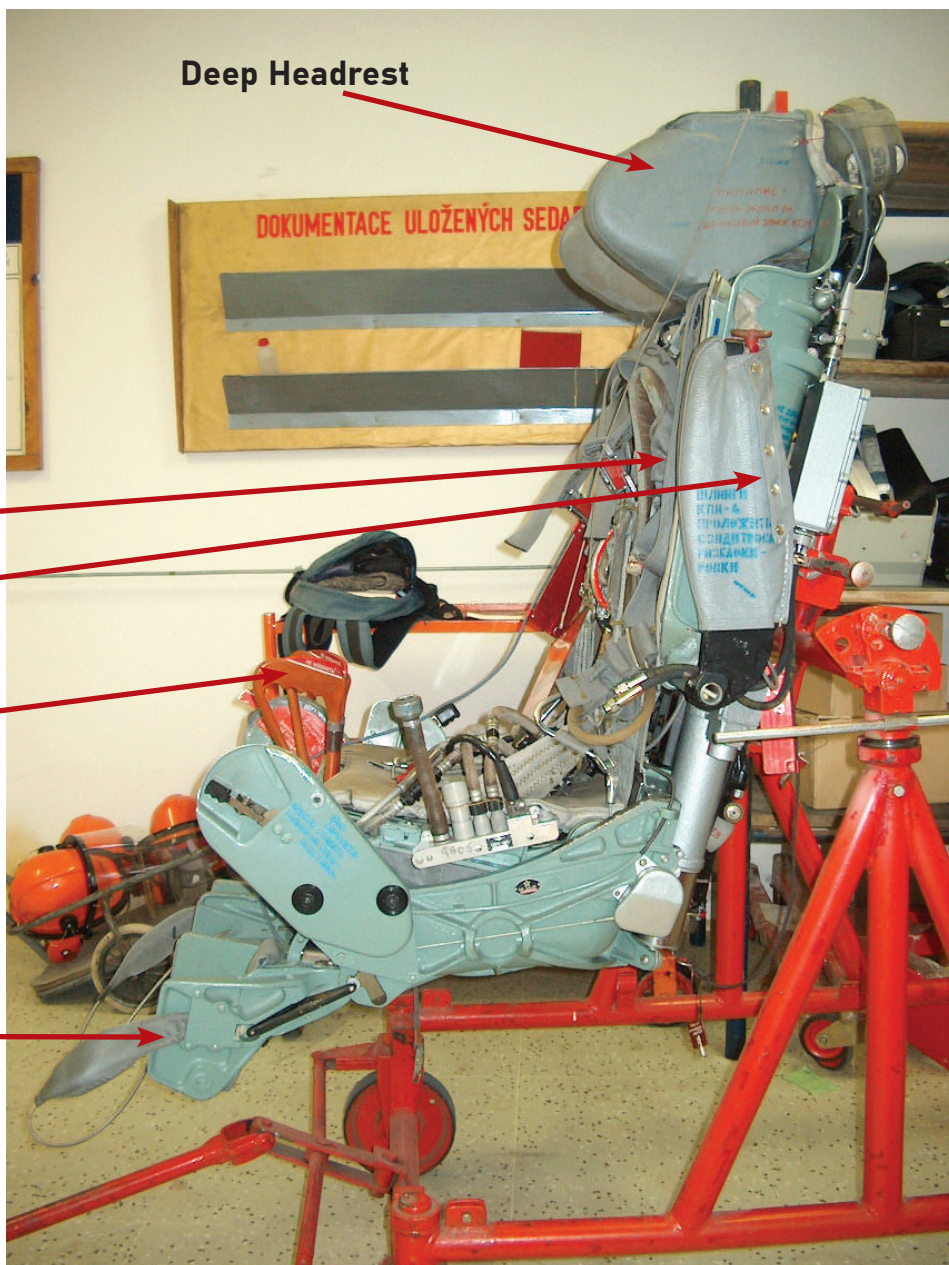
The seat is equipped with a deep headrest, a double DOR launch handle on the seat proper, an arm restraint system and foot grips, and the pilot's harness system with a KKO-5 flightsuit protects the pilot against air pressure in the specified range of altitudes and speeds.

Seatbelt Harness

Arm Restraints

**Ejection Seat
Handles**

**Leg restraint
System**



The left side of the KM-1M ejection seat with some functional components indicated

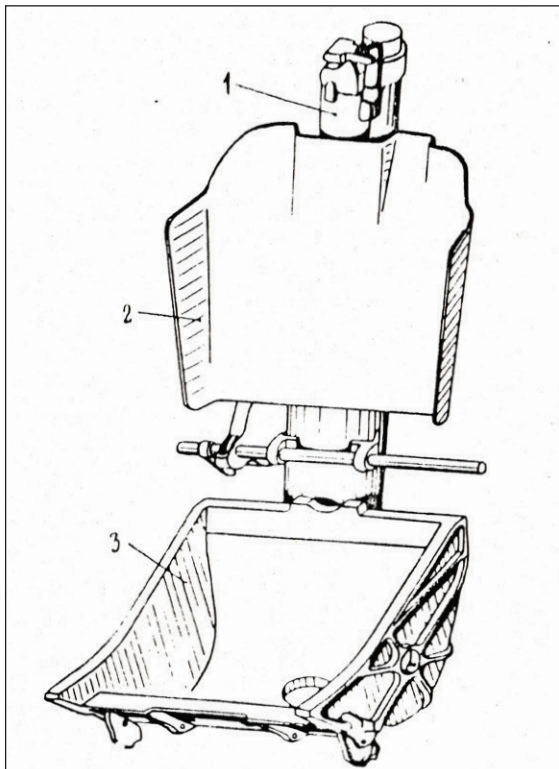
KM-1M Specifications:

- Dimensions: W x L x H: 606mm x 875mm x 1182mm
- Weight of fully equipped seat: 135kg
- Maximum Aircraft Speed for Safe Ejection in Level Flight: 1200km/h
- Maximum Ejection Altitude: 20,000m
- Zero Height Ejection Distance (Vertical): maximum 45m
- Maximum G Force generated during ejection (in head – seat pan direction): 20g
- Seat Pan travel (to accommodate pilot height): 100mm
- Parachute Area: 54m²
- Stabilizer Chute 1 Area: 0.1m²
- Stabilizer Chute 2 Area: 2.0m²
- Rate of Decent: 6m/s

Main Components, Blocks and Systems of the KM-1M, Ejection Process

1. Frame
2. Dual Ejection Handles
3. KSM Combined Ejection Mechanism
4. Headrest
5. Paracgute System PS-M, Series 3, 4, 5
6. Emergency Supply Pod NAZ-7
7. Seat Height Adjustment System
8. Ejection Control System
9. System to secure pilot to the seat prior to ejection
10. Canopy Jettison charges
11. Seat Stabilization System
12. Seat Oxygen System
13. Seat Electrical System

1. Seat Frame – Integrates Functioning Systems into one Unit



Schematic diagram of the KM-1M Seat Frame

1. KSM Combined Ejection Mechanism
2. Backrest
3. Seat Pan

2. Dual Ejection Handles

These serve to initiate the ejection process itself. The pilot ejects the seat by pressing and pulling the dual ejection handles. All subsequent processes in the emergency ejection system then operate in synchronized, automatic operation until the parachute opens.



The ejection seat handles attached to the seat pan.

DOR

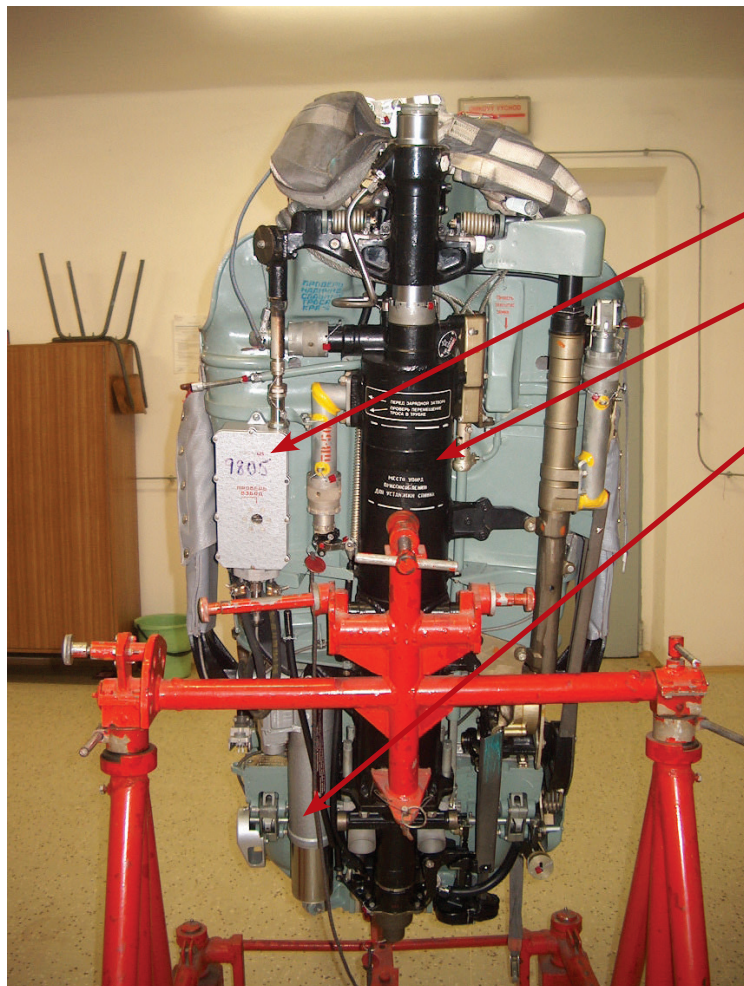
3 – KSM

KSM is the basic device ensuring the ejection of the pilot

It consists of:

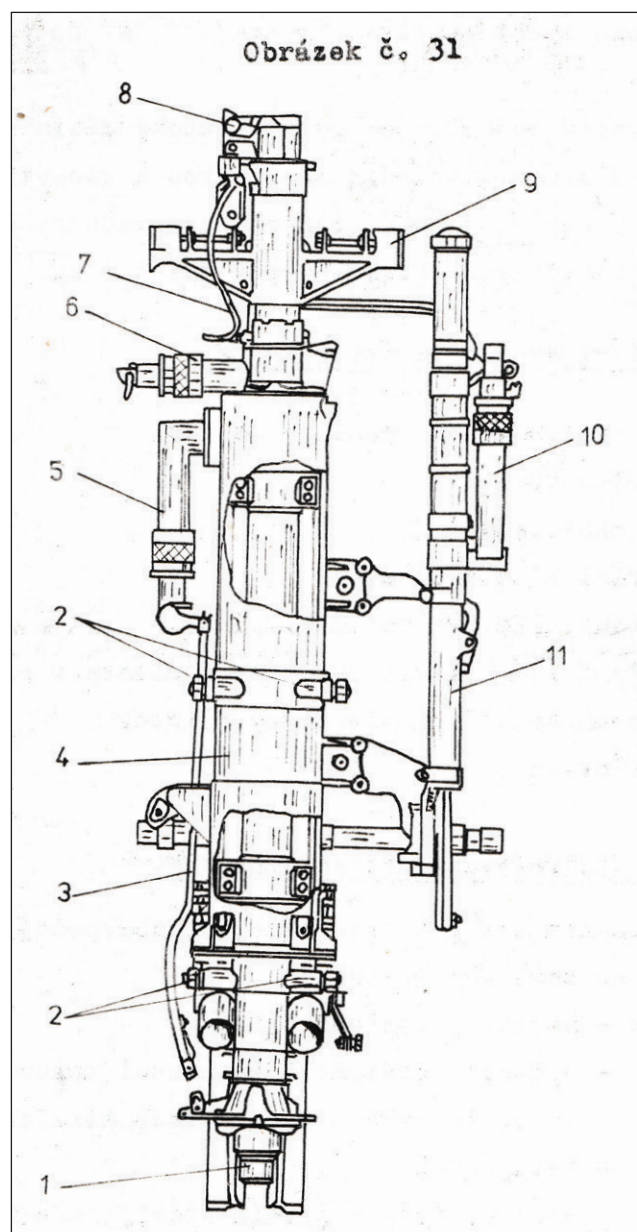
- a launch mechanism with a PK-16M pyrocartridge
- a rocket engine with a PV-50 igniter
- a parachute mechanism with a PK-3 M1 pyrocartridge
- a shoulder retractor mechanism with a PK-3 M1 pyrocartridge

The KSM system is initiated by means of the ejection seat handles. It transmits an initial signal to the seat, as a result of which the seat begins to move along launch rails on its way out of the aircraft.



Rear view of the KM-1M seat, with the KSM system in black.

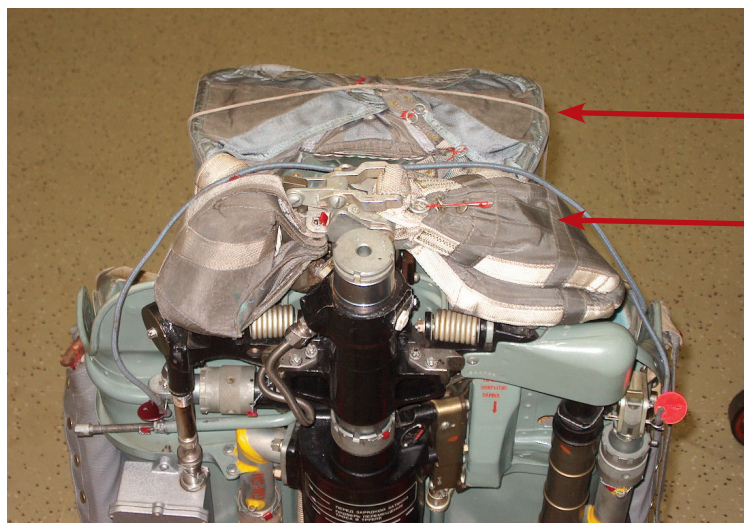
1. Ejection Mechanism
2. Rollers to ensure seat placement within the cockpit
3. Sliding Rod
4. Powder Accelerator
5. Igniter
6. Pyro Mechanism for Stabilizing Chute 1
7. Tube
8. Parachute Mechanism
9. Bearer
10. Pyro Mechanism for Shoulder Restraints
11. Shoulder Restraint Mechanism



Schematic of the KSM mechanism:

4. Headrest

The headrest serves to support the pilot's head during ejection and contains the Type II Stabilizing parachute.



Pohled shora na záhlavník s I. a II. stabilizačním padákem

5. Emergency Parachute System

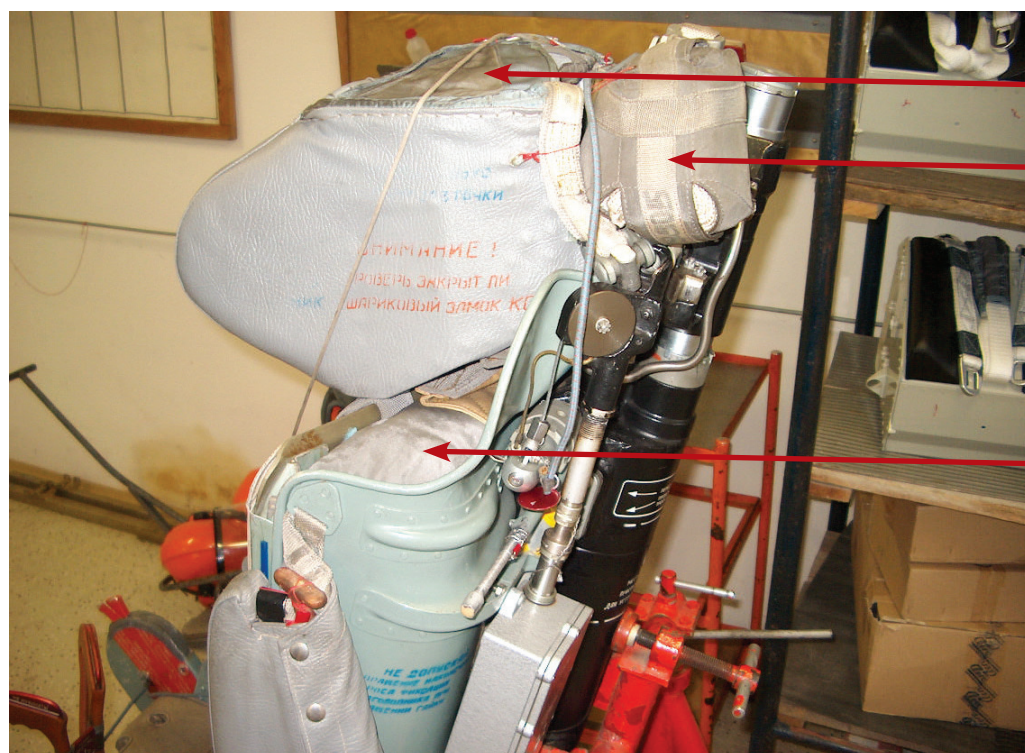
This system is made up of three parachutes with a tether system and an NAZ-7 emergency supply pack.

It ensures the stabilization and braking of the seat after its separation from the aircraft, stabilized decent from altitude, and provides provisions in the NAZ-7 pack.

It is composed of the first stabilizing parachute with an area of 0.1 m², designed to rotate the seat into the air flow after ejection and to reduce the descent speed to a level suitable for the release of the second stabilizing parachute. The first stabilizing parachute is stored in a canvas case above the seat.

The second stabilizing parachute, with an area of 2m², is designed to stabilize the seat with the pilot when descending from high altitudes, to reduce the rate of descent of the seat to a speed suitable for the release of the rescue parachute. The case with the second stabilizing parachute is stored in the hollow headrest.

The main parachute has an area of 54m² and is designed for the safe descent of the pilot with an emergency NAZ-7 provisions pack to the ground. The descent speed of the parachute with the pilot is 6m/s. The parachute is stored in a metal container behind the pilot's back.



Levá strana záhlavníku s I. a II. stabilizačním padákem a hlavním záchranným padákem

6. NAZ-7(M) Emergency Provisions Pack

This serves to ensure the pilot's basic vital functions and combat capability after ejection or emergency landing for three days and, in the event of a landing on water, to save the pilot's life with the help of an inflatable life raft.

There are three variants of the NAZ-7 unit, in the Czechoslovak Air Force and later in the Czech Air Force, only the naval variant was used.



NAZ-7(M) Emergency Provisions Pack contents.

The naval version of the pack included basic equipment including a one-man inflatable raft and a light beacon.

The northern temperate version: included basic equipment plus snowshoes and beacon.

The desert version contained basic equipment plus two containers of drinking water.

Main Contents:

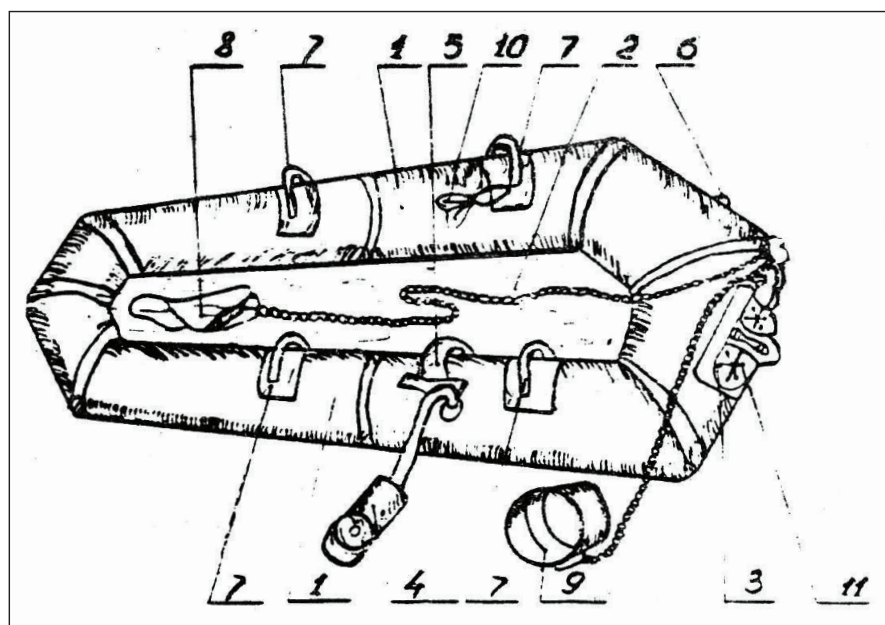
The food rations include canned meat, canned cheese, crackers, chocolate, sugar, salt with a caloric value of 3900 kcal.

There were essential supplies consisting of dry fuel, a flashlight, fishing gear, wire saw, knife, pistol cartridges, a container of drinking water, compass with a strap, windproof matches and a light filter for eye protection.

Signaling and communication equipment – combined PSND-30 signal cartridge, signaling mirror, whistle, R-855 radio with battery and two connecting cables.

A first aid kit was also included with a list of medications it contained and the method of their use indicated on the inside of the first aid kit lid.

A Type MLAS-1 Lifeboat served to facilitate survival and rescue of the pilot after landing in water. The boat was inflated automatically from a small pressure cylinder with compressed carbon dioxide. It inflated fully between one and three minutes.



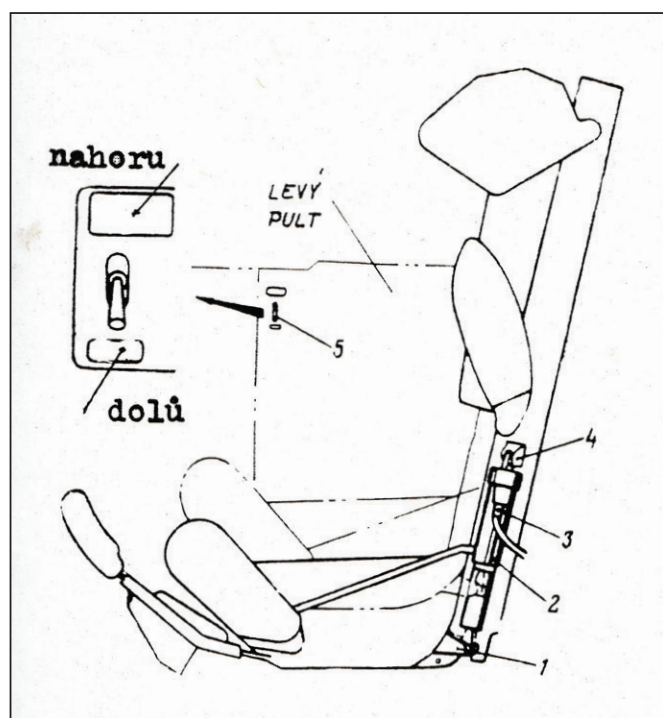
1. Dinghy sides,
2. Dinghy bottom,
3. CO2 Bottle,
4. Hand Pump,
5. Hand Pump Pocket,
6. Drain Valve,
7. Handle,
8. Floating Anchor,
9. Water Collection Container,
10. Bagged Plugs,
11. Bottle Pocket

The NAZ-7 pod is connected to the rescue parachute and is stored in a case in the seat pan. It is connected to the pilot using a carbine that attached to his flight suit.

A schematic of the MLAS-1 dinghy life raft.

7. Seat Height Adjustment System

The system assures optimum seat height with respect to the height of the pilot. The adjustment system is controlled by an MP-150D electromechanism, mounted on the KSM, the main element of which is the D-22TF electric motor, which controls the vertical movement of the seat body, with a travel range of 100mm. Both extreme positions are defined by limit switches. The system is controlled by the pilot using a switch on the left side of the cockpit.



1. Bracket on the seat pan
2. Electric mechanism of the seat height adjustment system
3. connection plug to the on board system of the aircraft
4. Bracket on the KSM
5. Up/Down switch

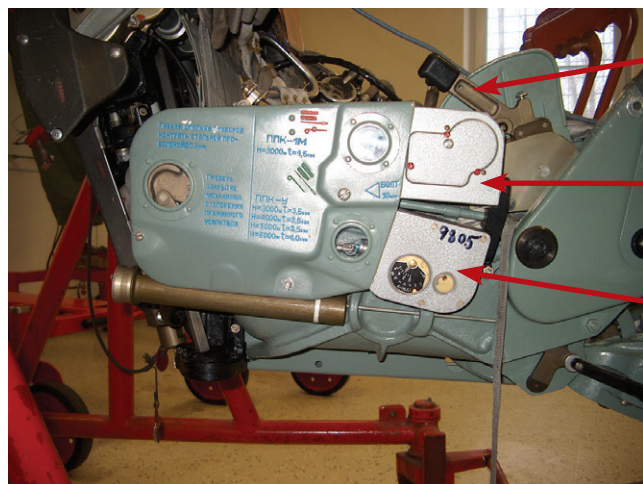
Schematic diagram of the KM-1M Seat Height Adjustment System

8. Ejection System Control

The system includes the dual ejection handles with locking levers and a ball lock, which is connected to the seat ejection system by a cable. When the system is in a tensioned state, the handles are locked by this ball lock in the seat bracket. When the locking levers (handles) are pressed and they are pulled upwards, this movement is transferred via the gear to the shoulder strap mechanism and at the same time the hand limiters are extended and the explosive charges for ejecting the cockpit canopy are activated via the traction system. After the canopy is jettisoned, the seat ejection safety is overridden. When the handles are moved further, the ejection mechanism is unlocked and the seat itself is ejected.

9. The Systems that Secure the Pilot to the Seat on Ejection

The pilot's seat restraint system consists of a lap belt, operational and emergency shoulder harnesses, and leg restraints. The lap belt restraint system is controlled by a lever located in front of the PPK semi-automatic devices on the right side of the seat shell. Using a ratchet system, two ropes connected to the parachute straps can be controlled (shortened or lengthened).



Abdominal securing lever

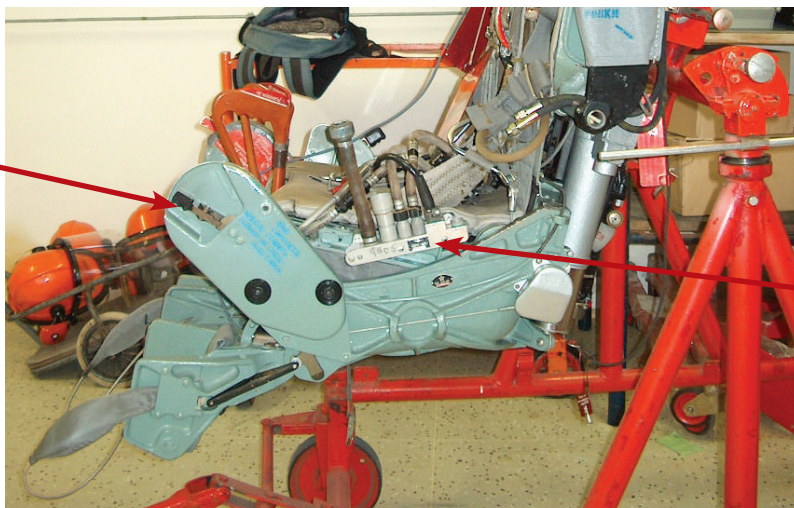
Combined PPK-1M Parachute semi-automatic system for arming the seat

Combined PPK-U-T-277 Parachute semi-automatic system for arming the seat

Detail of the right side of the seat with the body securing lever and the semi-automatic parachute control systems.

Operating system for tightening the shoulder straps. This is done mechanically on the ground using a lever on the left side of the seat body, allowing the pilot's shoulders to be loosened or tightened along a 230mm travel length.

**Shoulder
securing/
tightening
lever**



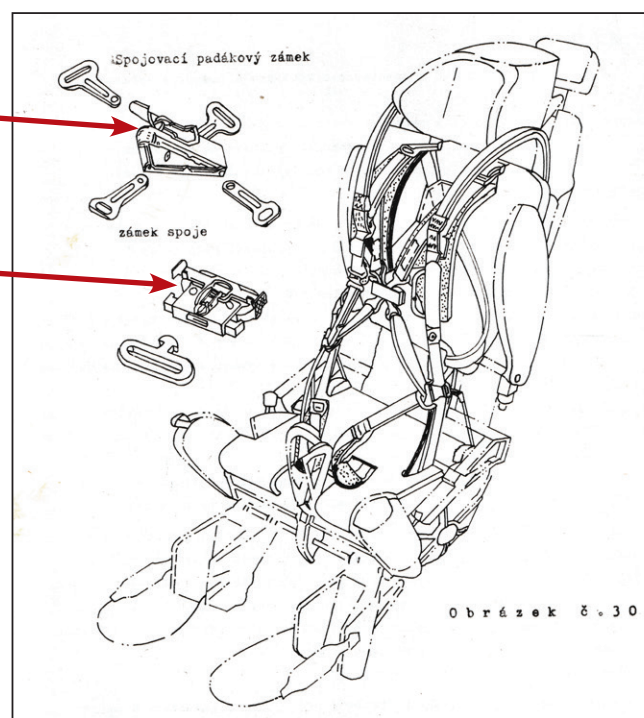
**ORK-11A Quick
Connector**

Detail of the left side of the seat with the handle that secures the pilot's shoulders to the seat and the ORK-11A quick connect unit.

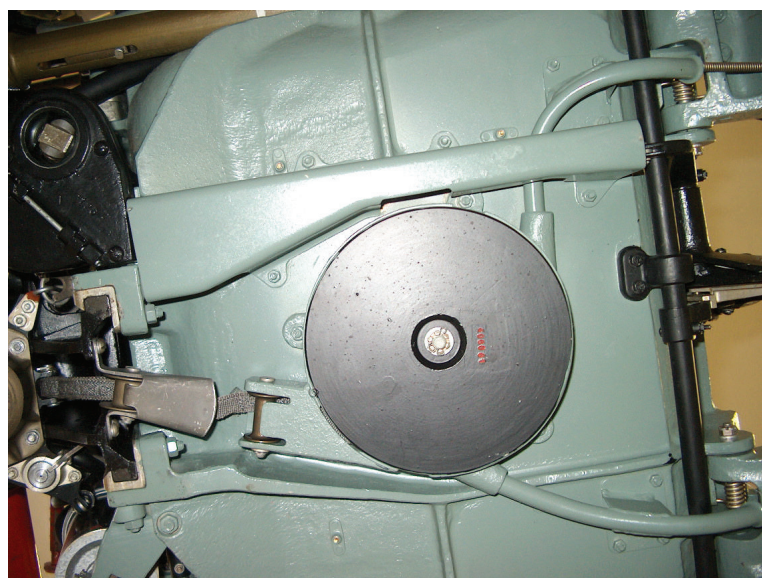
The Emergency Retraction System is activated by means of the dual ejection handles, during the initial movement of which the PK-3M1 type explosive charge is activated, with the help of which the pilot's shoulders are forcibly pulled to the seat backrest and the arm restraints are extended before the ejection itself. They remain in this extended position until the moment of firing the first stabilizing parachute rod in 0 to 1.6 seconds. Leg restraint system uses clips under the forward part of the seat shell.

Parachute Lock mechanism

Connection Lock



Schematic of the pilot harness system and the parachute straps



A view of the seat pan of the KM-1M from below, and the leg restraints.

10. Canopy Jettison System

The function of this system is described in a simplified manner in Point 8, and a PK-3 M1 type explosive charge is used in its operation.

11. Seat Stabilization System

This is made up of the following subsystems:

The parachute telescopic mechanism is part of the KSM design and its function is to extend the first stabilizing parachute into the air stream. When the KSM is activated, part of the gases from the PK-16M explosive charge are directed to the parachute mechanism, the tubes of which are extended and form a rod that is connected to the KSM using a telescopic principle.

The first stabilizing parachute is connected to the parachute telescopic mechanism on a freely rotating joint and serves to stabilize the seat along its initial movement path after launch and also serves to reduce the speed of the seat. The second stabilizing parachute also initiates its function at this time.

The second stabilizing chute is designed to stabilize the seat during ejection at altitudes greater than 3000 m, and also slows the seat to a speed suitable for deploying the main rescue parachute.

There is a system in place that extends the telescopic tubes from the KSM mechanism forming a rod with a 3m tether, which ensures that the canopy of the first stabilizing parachute does not obscure the space that would be occupied by the seat.

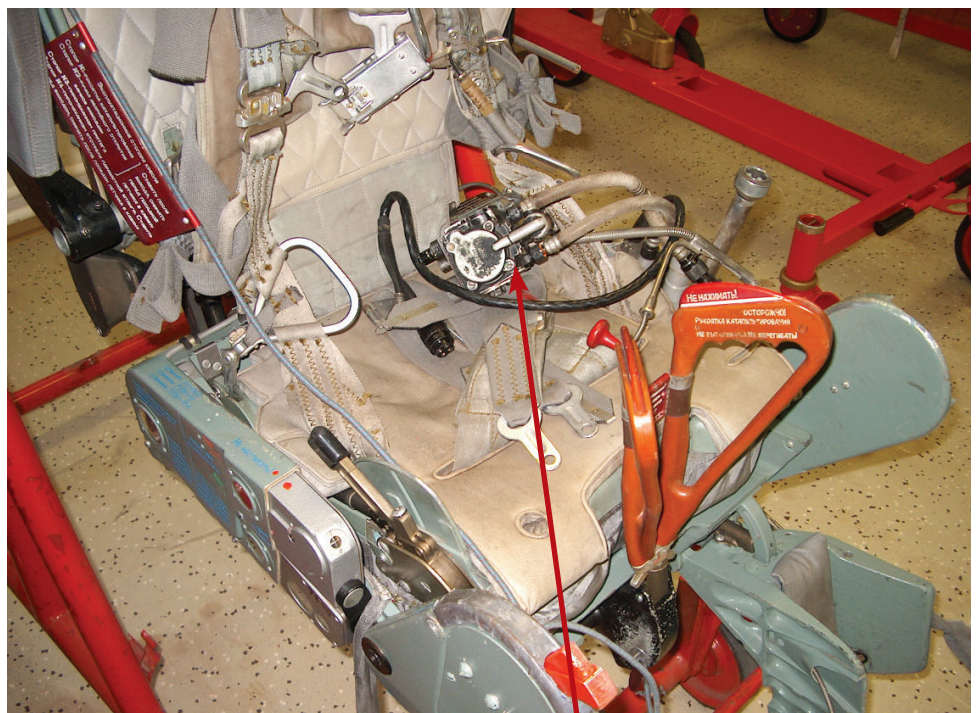
The KPA-4 automatic device ensures the deployment of the first stabilizing parachute with telescopic tubes of the launch rod using the PK-3 M1 explosive charge. The KPA-4 automatic device is unlocked by the movement of the seat during ejection, because its unlocking mechanism is attached to the console of the inner cylinder. At the moment of ejection, the seat records and evaluates the aircraft speed v_0 in the range of 130 to 1200 km/h. and depending on this speed, with a delay of 0 to 1.6 s, the first stabilizing parachute is deployed and at the same time the second stabilizing parachute is opened.

12. The Seat Oxygen System

The KP-27M parachute oxygen device is designed to ensure the pilot's vital functions after ejection at high altitudes, for descent to a safe height or, in the event of a failure of the on-board system, supplying oxygen to the pilot. The device is located in the seat frame and consists of thirteen cylinders with a total volume of 0.825 l, filled to a pressure of 15 Mpa.

13. The Seat Electrical System

The electrical system's main component is the ORK-11A quick-connector, which is located on the seat frame. Its function is to simultaneously automatically disconnect all connections of the onboard equipment that are supplied to the pilot and to automatically switch the power supply from the onboard oxygen system to the KP-27M parachute oxygen device. When the seat is ejected, the lower ORK-11A head with hoses and a cable for radio and electrical equipment remains on board the aircraft. The upper part, with the hose assemblies and KP-27M, is fired together with the seat and the pilot. Return valves are installed in the upper head nozzles, which close the oxygen installation circuit from KP-27M to prevent oxygen from escaping from the seat installation into the atmosphere.



ORK-11A Quick Connector Detail

KP-27M Oxygen Device connector with radio connection cable. KM-1M Ejection Seat Operation

Popis činností vystřelovacího sedadla KM-1M při katapultáži

1. Initiation via the pulling of the dual ejection handles by the pilot, the following occurs:

- initiation of the PK-3M1 explosive charge in the preparatory operations system, which results in:
 - automatic tightening of the pilot's shoulder straps towards the seat frame,
 - extension of the arm restraint system,
 - initiation of the PK-3M1 explosive charge of the emergency jettison system of the cockpit canopy, thus jettisoning it.
 - arming of the combined firing mechanism of the KSM unit,
 - tearing out the combat wedge from the KSM breech and initiation of the PK-16 M explosive charge in the 1st stage of the KSM,
- Gas pressure from the PK-16M charge in the 1st stage of the KSM ensures:
- opening of the ball lock locking the seat on the internal cylinder, which is connected to the floor of the cockpit,
 - movement of the seat with the pilot upwards along the rails,
 - extension of the telescopic parachute mechanism with the first stabilizing parachute into the air stream and its subsequent opening,

2. Movement of the seat along its rails

As the seat moves upwards along its rails, the following occurs:

- The ORK – 11A connection is severed and a switch of the oxygen supply from the aircraft's onboard network to the parachute oxygen system occurs,
- the triggering of the timing mechanism of the KPA-4 automaton which controls the blasting of the rod of the first stabilizing parachute,
- severing of the electrical connection of the MP-150D mechanism,
- pulling out of the flexible pin and triggering the timing mechanism of the PPK-U-T-227 automaton (location on the seat, see Fig. 12),
- after 570 mm of travel, the securing of the pilot's legs using the leg restraint system takes place,
- arming of the explosive charge of the igniter and actual ignition of the KSM rocket motor after 820mm of seat travel.

3. Stabilized Descent

The KPA-4 automatic device is put into service with respect to the following speeds:

Flight Speed (km/h)	Time to switch to KPA-4
130 – 150	0 s
500 – 1200	0 – 1.6 s

The KPA-4 ensures:

- initiating the PK-3M1 explosive charge, firing the rod of the first stabilizing parachute,
- opening the ball lock connecting the rod with the KSM body and disconnecting the rod from the seat,
- returning the arm restraints to the starting position,
- pulling out the elastic pin and triggering the PPK-1M time delay,
- unlocking the flaps of the headrest and opening the second stabilizing parachute using the PZ-M explosive charge, on which the seat with the pilot descends in a stabilized manner to the height set on the PPK-1M (PPK-1P) and PPK-U-T-227 time delayed units.

Altitude	PPK-1M unit		PPK-U-T-227 Unit	
[m]	Time [s]	Altitude [m]	Time [s]	Altitude [m]
< 3000	1.5		3.5	
> 3000		3000		3000

When either the PPK-1M or PPK-U-T-227 time delayed units is initiated, the two-arm lever of the pilot's seat lock release system is released and the following occurs:

- the pilot's leg restraint is released,
- the upper lock is opened, followed by:
- the headrest being folded,
- the second stabilizing parachute is initiated which pulls the cover off the pilot's main parachute,
- the backrest with the pilot's main parachute is separated,
- the side locks of the seat frame with the NAZ-7 (M) emergency survival pack and the pilot are disengaged,
- the ejection handles are disconnected from the seat and remain in the pilots hands,

The order of switching from on-board systems with respect to altitude and speed

1. Ejection during take-off or landing and speeds ≥ 130 km/h and ejection during flight at speeds < 500 km/h and flight altitude < 3000 m.

a: by pulling on the dual ejection handles, the pilot ensures:

- securing the pilot to the seat backrest,
- extension of the arm restraints,
- jettisoning of the cockpit canopy,
- unlocking of the 1st stage of the KSM unit,
- actual operation of the 1st stage of the KSM unit,
- ejection of the first stabilizer parachute rod into the air stream.

b: Seat movement along the guide rails.

When the seat moves up the guide rails, the following occurs:

- the KPA-4 is initiated and the elastic pin is pulled out of the PPK-U-T-227 device and it is launched,
- ORK-11A connection is severed
- the rod of the first stabilizing parachute is extended (immediately, the KPA-4 switches without delay, since speed is ≤ 500 km/h)
- the arm restraints are extended,
- the elastic pin is pulled out and the PPK-1M time delay is triggered (delay of 1.5 s),
- the second stabilizing parachute is pulled out into the air stream,
- the pilot's legs are secured by the leg restraint system,
- the PV-50 explosive charge is initiated and the PZ-M powder charge is ignited in the second KSM stage,
- disconnection of the ejection mechanism and a transition of the seat to a stabilized descent.

c: Stabilized seat descent

During the stabilized descent phase, the time delay of the PPK-1M automatic device kicks in and:

- release of the pilot's leg restraints,
- release of the ejection handles from the seat,
- unlocking of the pilot's securing locks,
- folding of the headrest,
- separation of the second stabilizing parachute, which pulls the cover off the pilot's main parachute,
- separation of the pilot from the seat, release of the NAZ-7(M) emergency survival pack and deployment of the pilot's main parachute,
- descent of the pilot on the main parachute, while the seat falls separately.

2. Ejection at flight speeds of 500 – 1200 km/h and an altitude of < 3000 m.

a: By pulling up on the ejection handles, the pilot ensures that:

- securing of the pilot to the seat back,
- extension of the arm restraints,
- jettisoning of the cockpit canopy,
- unlocking of the first stage of the KSM unit,
- actual operation of the first stage of the KSM unit,
- extension of the first stabilizer parachute rod into the air stream.

b: Seat movement along the guide rails.

As the seat moves along the guide rails, the following occurs:

- the KPA-4 is initiated and the elastic pin is pulled out of the PPK-U-T-227 device and it is launched,
- ORK-11A and MP-150D connections are severed,
- the pilot's legs are secured by the leg restraint system,
- PV-50 explosive charge is detonated and the PZ-M powder charge is ignited in the second stage of the KSM,
- the ejection mechanism is disconnected and the seat moves into a stabilized descent phase.

c: Stabilized descent

During the stabilized descent phase, the following occurs:

- processing of the KPA – 4 time delay in 0 – 1.6 s
- release of the pilot's leg restraints,
- insertion of the hand throw limiters,
- firing of the 1st stabilizing parachute rod,
- triggering of the PPK – 1M time automaton,
- pulling out the 2nd stabilizing parachute into the air stream,
- release of the pilot's leg restraints,
- release of the DOR from the seat,
- unlocking of the pilot's fixation locking locks,
- folding of the headrest,
- separation of the 2nd stabilizing parachute, which pulls the cover off the pilot's main parachute,

- separation of the pilot from the seat, release of the NAZ – 7(M) emergency charge and filling of the pilot's main parachute,
- descent of the pilot on the main parachute, while the seat falls separately.

3. Ejection at flight speeds of 500 to 1200 km/h and altitudes > 3000 m.

a and b: are identical to points 2a and 2b above,

c: Stabilized Descent

During stabilized descent, the following occurs:

- the KPA-4 time delay is initiated between 0 and 1.6 seconds
- the arm restraints are deployed,
- the rod of the first stabilizing parachute is extended
- the PPK-1M timer kicks in,
- the second stabilizing parachute is pulled out into the air stream,
- the seat with the pilot on the second stabilizing parachute descends to the height set on the PPK-1M and PPK -U-T-227 timed units,
- the PPK-1M or PPK-U-T-227 time device is switched on,
- the pilot's leg restraints are released,
- the ejection handles are released from the seat,
- the pilot's restraint locks are disengaged,
- the headrest is folded,
- the second stabilizing parachute, which pulls the cover off the main parachute, is deployed
- separation of the pilot from the seat, release of the NAZ-7(M) emergency survival pack and the deployment of the pilot's main parachute,
- descent of the pilot on the main parachute, the seat falling separately.

Emergency Canopy Jettison

In cases where it is not necessary to directly eject the pilot with the seat and an emergency canopy jettison is sufficient to effectively preserve the life of the pilot, the actions described below must be performed. When the cockpit canopy emergency jettison lever, which is located on the right side of the cockpit, is tilted forward in the horizontal plane, after it is tilted vertically downward and pulled back, the combat wedge is torn out and the PK-3M1 unit and the explosive charge is detonated. The gas pressure from it is simultaneously transfers to four telescopic tube assemblies of the canopy jettison system. Using a system of rods and levers, four canopy locks are disengaged. At the same time, a spring amplifier is also activated using the rods and levers, which helps to disengage the canopy locks. After unlocking, the telescopic tubes are extended and the cockpit canopy is thrown clear of the aircraft. The first stage of the KSM device is also unlocked using a cockpit canopy strap.

Operational safeguards within the rescue system of MiG-21MF

No.1 Ejection Handles

No.2 Emergency separation (from the seat) handle

No.3 Shoulder strap tightening mechanism

No.4 First stabilizing parachute tube extension mechanism

No.5 Explosive charge for the canopy jettison system

No.7 Emergency canopy jettison lever

No.8 Spring tension amplifier for the canopy jettison system

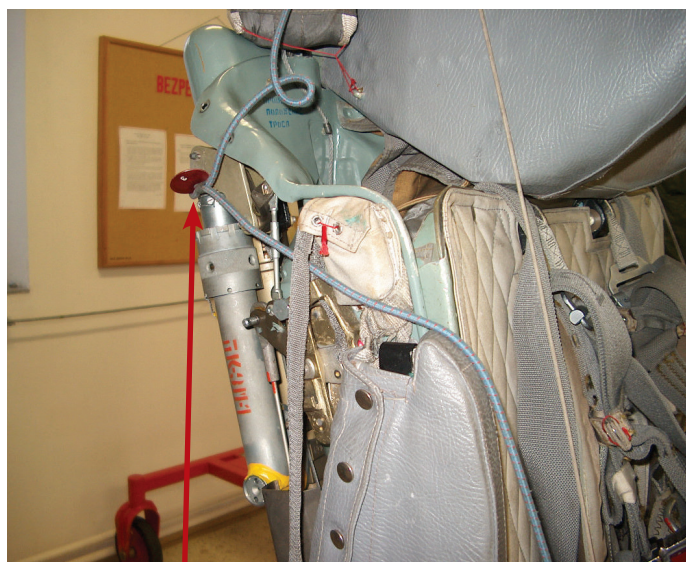
Lock numbers 1 and 2 locations on the KM-1M seat



No. 2

No. 1

Lock No.3 location on the KM-1M Seat



No. 3

Lock No.4 location on the KM-1M Seat



No. 4

Location of Lock No.7 on the right side of the cockpit and No.8 on the canopy proper.



No. 7

No. 8

Procedure for inserting safety devices into the emergency rescue system of the MiG-21MF

Before the pilot ejects from the aircraft:

No. 4 – mechanism for firing the rod of the first stabilizing parachute

No. 3 – mechanism for shoulder belt tightening

No. 2 – lever for emergency release from the seat

No. 7 – lever for emergency jettison of the cockpit canopy

No. 8 – spring tension amplifier for cockpit canopy jettison

After the pilot exits the cabin:

No. 1 – Dual Ejection Handles

No. 5 – explosive charge cartridge for ejection of the cockpit canopy

The procedure for removing the locking devices is carried out in the reverse order.

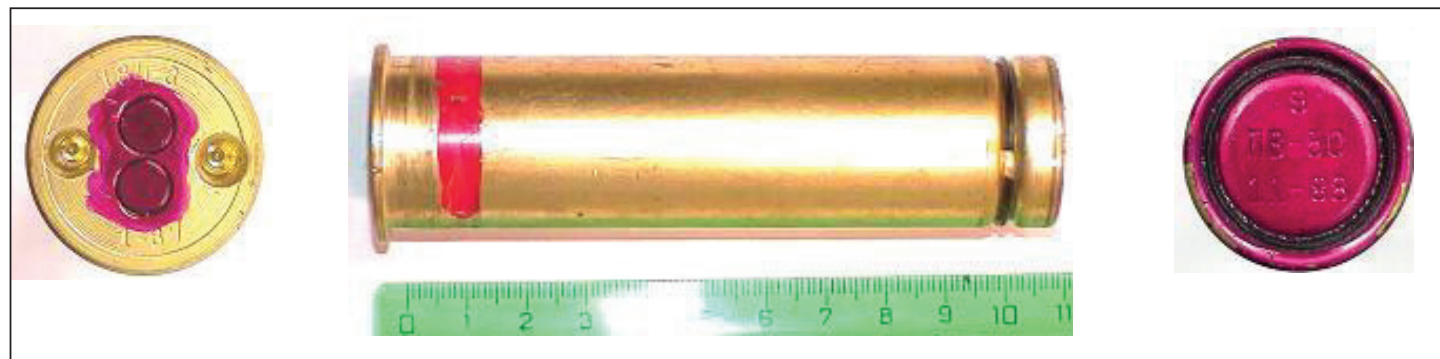
Numbers and Types of Explosive Charge Cartridges in the MiG-21MF Emergency rescue system

One PK-16M unit in the first stage of the KSM device



PK-16M from the left, a bottom view with two fuses, side view, and cover with stencil data

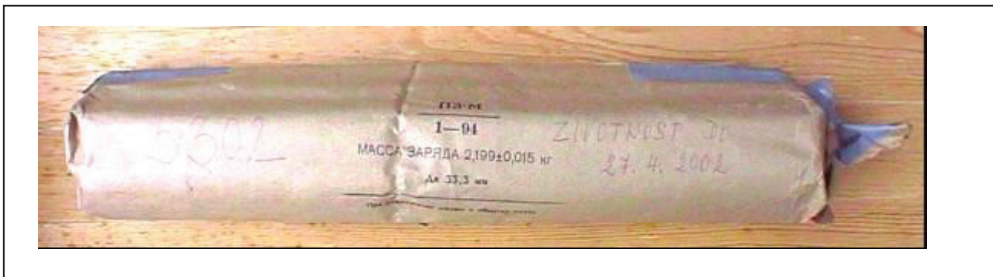
One PV-50 explosive cartridge for the second KSM stage



3Three PK-3M1, of which one is in the canopy jettison system, one in the shoulder strap tightening system, and one in the first stabilization parachute:



One PZ-M solid rocket propellant kit to power the second stage of the KSM

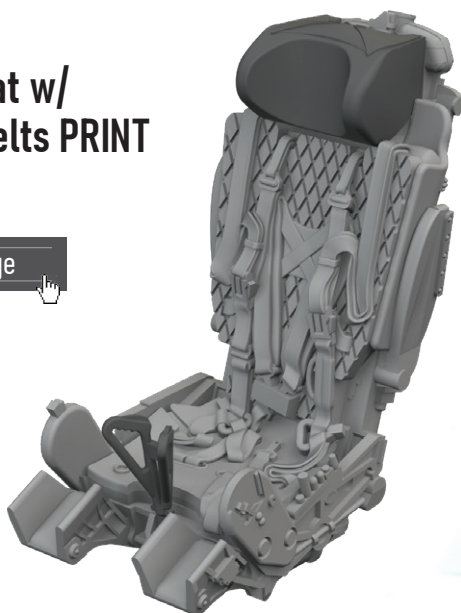


Two units of R-4 explosive cutters for the NAZ-7(M) emergency survival pack used in the 4th series of rescue parachutes, which are tasked with cutting the securing cords of the NAZ box flaps and the contents themselves. NAZ falls onto a 13 m loom and subsequently activates the radio beacon and inflates the pilot's life raft.



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Tales of Iwojima

The famous US fighter P-51D Mustang of the Very Long Range units of USAAFs 7th Fighter Command operating in the Pacific Theater of Operations against Japanese forces from Iwo Jima airstrips.

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The kit includes plastic parts for two models, decals for 12 marking options, pre-painted photo-etched parts and a painting mask.

A6M2-K

Two-seat version of the legend

#82218

The kit includes plastic parts for one model, decals for 6 marking options, pre-painted photo-etched parts and a painting mask.

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Aerial War in Ukraine

Russian Airfields in Flames

Miro Barič

The very first day of the observed period began with the largest Ukrainian attack on Russian military airfields since the start of the war. Between June 1 and June 30, several additional smaller successful attacks occurred. In total, dozens of aircraft were destroyed, including strategic bombers, making June 2025 arguably the worst month for Russian aviation since the end of World War II. During this period, the Ukrainian Air Force lost only one aircraft—a highly valuable F-16, along with its pilot.

Operation Spiderweb: Months in the Making

Let's rewind a few months. On February 28, a notorious confrontation occurred at the White House where U.S. President Donald Trump and especially his Vice President, J.D. Vance, publicly lashed out at Ukrainian President Volodymyr Zelenskyy. Among other things, they

bluntly claimed he held no cards in the ongoing war. Zelenskyy had to control himself—because he did have at least one ace up his sleeve.

Operation Spiderweb, a strike on Russian strategic bomber bases far from the front lines, had been in preparation for over 18 months. Only five to seven people knew about it, and due to prior information

leaks, not even the U.S. or other Western allies were informed. The operation was personally directed by the head of the Ukrainian Security Service (SBU), Vasyl Maliuk.

Drone components were first smuggled into Russia and later assembled in a warehouse in Chelyabinsk, 150 km north of the Kazakhstan border. These were



Satellite image by Planet Labs showing destroyed bombers at Belaya.

simple Ukrainian-made Osa quadcopters, capable of 15 minutes in the air, a top speed of 150 km/h, and carrying 3.3 kg of explosives.

At the Chelyabinsk warehouse, the drones were hidden in a false double-roof system inside wooden housing containers (similar to portable site cabins), which are common across Russia and attract no special attention. Unaware Russian truckers were then hired to transport the containers to specific sites. Once near military airfields, the drivers were ordered via phone to stop, at which point the containers' roofs opened and the drones launched.

Targets and Execution

The plan involved five airbases:
 Belaya (Irkutsk Oblast, 4,300 km from Ukraine)
 Olenya (near Murmansk, 1,800 km from the front)
 Dyagilevo (Ryazan Oblast)
 Ivanovo Severny (200 km from Moscow)
 Ukrainka (Amur Oblast, Far East)

Only the first four were hit; the attack on Ukrainka failed when the self-destruct mechanism in a container ignited prematurely.

Strategic Bombers Caught Off Guard

The Russians were taken completely by surprise. Their air defenses were geared towards the large, long-range drones flying at night. They were entirely unprepared for small quadcopters deployed in daylight. Aircraft parked along runways exploded one by one as massive plumes of smoke rose into the sky.

The SBU claimed 41 aircraft were destroyed, likely an exaggeration. Based on drone footage and satellite images, at least 21-23 aircraft were confirmed hit—though even this may be conservative.

At Olenya, four Tu-95MS strategic bombers and one An-12 transport were completely destroyed, and one or two Tu-22M3 bombers were damaged.

At Belaya, four Tu-95MS and six or seven Tu-22M3s were lost.

At Dyagilevo, satellite imagery shows that three more Tu-22M3s were likely destroyed.

At Ivanovo, two A-50 early warning aircraft were hit—but these had already been decommissioned, missing engines and wing parts.



Ukrainian drone footage of the strike on Belaya Airbase.



Smoke plumes rising from Belaya Airbase.



Tu-95MS with tail number RF-94120 at Belaya just before it got hit.



Ukrainian drones were hidden in double-roofed wooden containers.



Destroyed Tu-22M3 bomber at Belaya in Maxar satellite imagery.



Burning Tu-95MS bombers at Olenya Airbase.



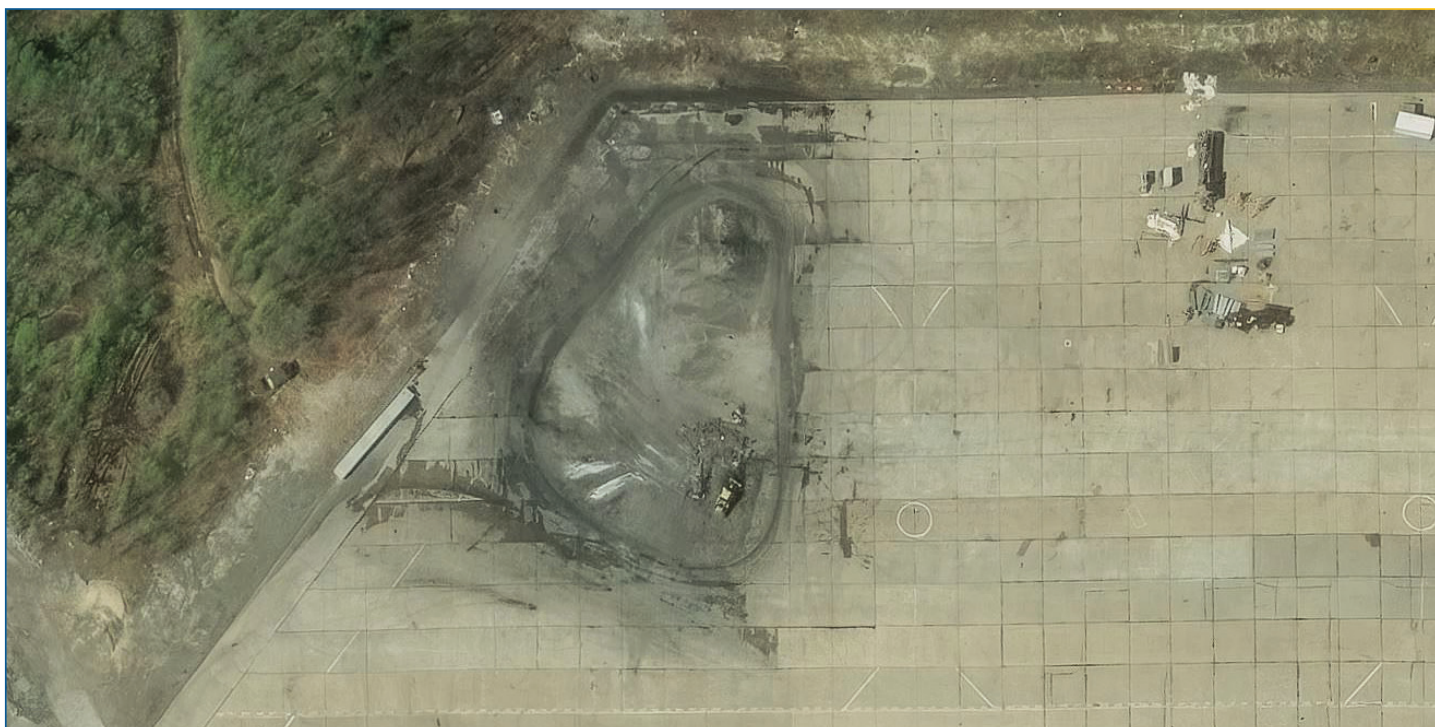
Drone launched from a container, with burning aircraft in the background at Belaya.



Tu-95MS RF-94257 at Olenya moments before it got hit.



Transport aircraft An-12BK RF-94211 ("Red 11") destroyed at Olenya.



Maxar satellite images of destroyed Tu-95MS bombers at Olenya.

In total:
 8 Tu-95MS strategic bombers destroyed
 1 An-12 transport destroyed
 7-12 Tu-22M3 medium bombers damaged or destroyed
 2 A-50 AWACS hit (both decommissioned)

The Tu-22M3s and A-50s were of limited value, as they hadn't been used in Ukraine for over a year. Not so the Tu-95MS bombers, which were fully fueled and armed with Kh-101 cruise missiles—likely preparing for a strike that evening. Ukraine struck first.

Austrian military expert Tom Cooper identified several of the destroyed bombers by serial and tail numbers:

At Olenya: RF-94132 "Voronezh", RF-94127 "Vorkuta", RF-94257 "Chelyabinsk", and either RF-94121 "Samara" or RF-94131.

At Belaya: RF-94120 "Kozak".

Ripple Effects

SBU later released footage and details about Operation Cobweb, which Russia would likely have uncovered through its own investigation anyway—this added psychological pressure.

In the aftermath, Russian authorities began stopping and searching all trucks for drones, causing long lines, traffic delays, and secondary economic damage.

Strategic bombers were relocated even further from the front. Tu-160s appeared

at the Anadyr base in Chukotka—6,770 km from Ukraine. Other Tu-95MS and Tu-22M3s were moved to the Far East, some to Kamchatka. Attacks from there would require 23-hour flight missions to Ukraine and back.

New protective measures against small drones were hurriedly installed at dozens of airbases closer to the front—typically makeshift wire mesh cages. However, base personnel complained on Telegram that they were ordered to build these themselves and at their own expense.



Explosion at Bryansk Airbase on June 5th, allegedly destroying a Mi-8 helicopter.

Traditional Drone Strikes

Ukraine continued attacking Russian airfields using conventional means:

June 2: Drone strikes on Tikhoretsk (Krasnodar) and Borisoglebsk bases. Russia denied equipment losses but admitted personnel deaths.

June 5: Kamikaze drones hit Bryansk airfield; a major explosion was reported, with speculation about a destroyed Mi-8 helicopter. Satellite images later showed a large burn mark.

That night: Drone swarm attacked Millerovo airfield near the Ukrainian border.

June 6: Fuel depot near Engels-2 base ignited; Dyagilevo was hit again.

June 9: Drones targeted Savasleyka airfield near Nizhny Novgorod.

June 11 & 13: Further fires at Engels-2, including another fuel tank.

June 15 (overnight): Strike on Buturlinovka base near Voronezh.

While results are unclear unless major fires occur, explosions at night are often ambiguous—possibly just falling debris from intercepted drones.

However, two confirmed losses occurred in late June:

June 27: Ukrainian special forces and SBU attacked Marinovka base (Volgograd Oblast), destroying two Su-34 fighter-bombers and damaging two more. Satellite images showed cratered terrain and burnt-out aircraft.

June 28: SBU struck Kirovskoe base in occupied Crimea, claiming destruction of three helicopters and a Pantsir air defense system. Satellite images confirmed one Mi-26 helicopter destroyed and another heavily damaged—the first confirmed Mi-26 loss of the war.



Russia's Ministry of Defense stock photo of Su-34 aircraft

Two Aircraft Lost in the Air

June 7: A Russian Su-35S was shot down over Yurasovo (Kursk Oblast). The pilot ejected safely. Rumors of an F-16 shootdown were dismissed; most likely it was hit by a Ukrainian Patriot system.

June 13: Near Soledar, a Su-25SM lost a wing during a post-strike turn due to wear and poor maintenance. The pilot ejected and survived.

Total Losses and Conclusions

Between June 1–30, Russia lost 29 to 33 aircraft and helicopters. The most devastating were the eight Tu-95MS strategic bombers—irreplaceable due to limited production capability.

Additional Ukrainian Strikes

Ukraine also targeted:

June 3: Explosives detonated at the pillars of the Crimean Bridge. No damage claimed by Russia, but rail and truck traffic was suspended.

June 5: Ukrainian strike destroyed three Iskander-M launchers near Bryansk, killing eight officers including Lt. Colonel Oleg Podozerov.

June 8–9: Strikes on an explosives factory in Tula, a petrochemical plant near Kstovo, two electronic warfare component factories in Chuvashia, and a gunpowder plant in Kazan. A Russian infantry base in Rylysk (Kursk Oblast) was also hit—several officers from the notorious 155th Naval Infantry Brigade were reported killed.

June 11: Gunpowder plant hit near Tambov.

June 13: HIMARS strike on a Russian troop gathering destroyed several buses and trucks, killing at least 20.

June 22: A train carrying fuel was struck near Tokmak (occupied Zaporizhzhia Oblast), burning at least 12 tankers.

Ongoing attempts were made to strike the Shahed drone factory in Yelabuga (Tatarstan), over 1,000 km away—making it difficult for drones to carry enough explosives and survive the journey.

Enhanced Shahed Drones

Despite recent Ukrainian operations, Russia's drone production facility in Jelabuga remains a key target. Shahed drones continue to pose increasing challenges for Ukraine. Even before Operation Spiderweb, Russia was already limiting the use of strategic bombers and ramping up deployment of Shahed drones. These drones have been progressively improved — they now fly at higher altitudes, over 2 km, which reduces the effectiveness of mobile anti-air teams



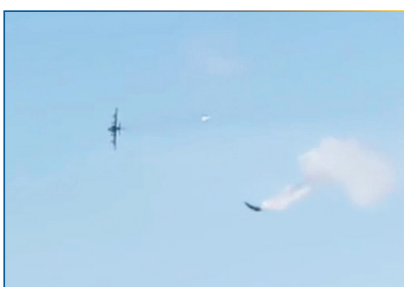
Craters and scorch marks at Marinovka Airbase, where Su-34s were parked on June 27th.



Mi-26 helicopter severely damaged (likely irreparably) at Kirovskoye Airbase on June 28th.



Russian Su-35S shot down in Kursk region on June 7th.



Russian Su-25SM crashed on June 13th in Donetsk region after the wing separation during a turn.



equipped with machine guns. Russia has also begun using new Chinese electronics that are more resistant to jamming, improving drone precision. Additionally, the drones are now equipped with more destructive warheads.

Russian Airstrikes

The first major attack during the monitoring period occurred overnight on June 1st. Russia launched seven cruise missiles and 472 Shahed drones — a record at the time since the war began. Ukrainian air defense shot down three missiles and 213 drones. Another 172 drones crashed due to electronic jamming or were decoy targets meant to overwhelm air defenses.

On the morning of Sunday, June 1st, Russian missiles struck a Ukrainian training ground, killing 12 soldiers and wounding 60 more. Such incidents are reportedly frequent, attributed to systemic errors on Ukraine's part. Following this attack, Mykhailo Vasylovych Drapatyi, Commander of Ukraine's Ground Forces, submitted his resignation.

As previously reported, Russia prepared for another major strike overnight on June 2nd, but it was thwarted by Operation Spiderweb. With another round of ceasefire talks scheduled in Turkey, Russia had hoped to attend from a position of strength. Instead, on Monday, June 2nd, they launched "only" 80 drones and four missiles.

A larger assault followed on Friday, June 6th, when Russia deployed 407 drones and 44 cruise missiles. Ukrainian defenses neutralized 368 drones and 38 missiles. Russia's primary objective — aside from striking key targets — was to terrorize civilians. Among the targets were a motor plant in Lutsk, and residential buildings, a clinic, a high school, a library, and a metro entrance in Kyiv. Three firefighters were killed while battling fires during the bombardment. On Saturday, June 7th, Kharkiv came under intense fire for four

hours from missiles, drones, glide bombs, and artillery. At least six people were killed and 17 injured.

On Monday, June 9th, Ukraine's air defense scored a rare, decisive success. Of 499 kamikaze drones — a new record — 464 were neutralized (277 shot down, 187 jammed). Of 20 missiles and cruise missiles, 19 were destroyed, including all four Kinzhal missiles launched. One of the targets was an airbase in Dubno, where Russia likely aimed to hit Ukrainian F-16s. The outcome is unclear, though Russian



Aftermath of Russian attacks on Odesa.



Aftermath of Russian attacks on Odesa.



propaganda circulated an AI-generated image of dozens of destroyed F-16s at the airbase — easily identified as a fake by poor rendering (e.g., tail fins awkwardly placed on cockpit canopies). Despite

this, many propagandist channels shared the image uncritically, including some in Central Europe.

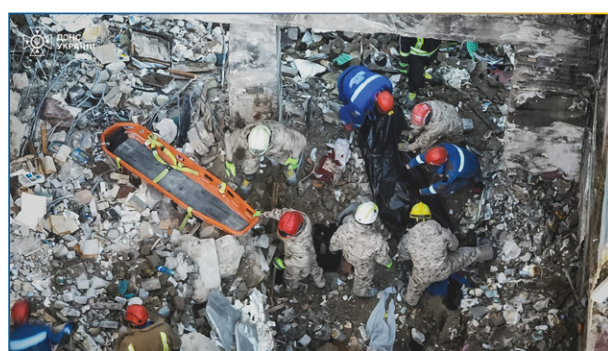
On Sunday, June 15th, the main target was Kremenchuk. Russia launched 183

drones (159 shot down) and 11 missiles (eight destroyed, including two Kinzhals). Of these, 80 projectiles were aimed at Kremenchuk.

A devastating air raid on Tuesday, June 17th, struck Kyiv and Odesa. Of 440 Shahed drones, 402 were neutralized; of 32 missiles, 26 were destroyed. Ukrainian air defense downed both Kinzhals but failed to intercept any of the four Kalibr cruise missiles. In addition to energy infrastructure, the strike damaged post offices, grain transport trains, and a university dormitory. Cluster munitions also struck apartment buildings. Rescue efforts lasted days. In Kyiv alone, 30 civilians were killed and 172 injured.

On Monday, June 23rd, another large-scale attack on Kyiv resulted in nine deaths. Among the targets were a university and apartment buildings. That same day, a Russian Lancet drone targeted teenagers playing volleyball in Novi Borovychi, near Chernihiv. The operator must have seen the victims were civilians — two children were killed, and 11 others injured.

During another strike on Tuesday, June 24th, a passenger train between



June 17th strike on Kyiv left 30 civilians dead.

Zaporizhzhia and Odesa, as well as schools, residential blocks, and a hospital in Dnipro, were hit. At least 17 people were killed and 280 injured, including 27 children.

Loss of an F-16

On Friday, June 27th, Russia launched 363 drones and eight missiles, primarily targeting Dnipro. Ukrainian defenses shot

down 365 of 371 projectiles. The remaining six killed four people and injured 17.

A massive attack came on Sunday, June 29th, when 477 Shahed drones and 60 missiles were launched. Ukraine neutralized 475 of them, but 62 hit their targets, striking locations from Lviv to Mykolaiv. During the defense, Ukraine suffered its only confirmed F-16 loss

during this period. Lieutenant Colonel Maksym Ustymenko downed seven Russian drones and missiles before either colliding with another object or being hit by debris. He managed to steer his jet away from populated areas but did not eject and was killed.

This marks Ukraine's fourth confirmed F-16 loss — two of which occurred



Russian "proof" of destroyed F-16s at an airbase. (How many flaws you can find?)

during mass missile attacks. These losses highlight Ukraine's insufficient air defenses, which Western allies have not been able to supply in adequate numbers, even after 3.5 years of war. Toward the end of the monitoring period, U.S. Defense Secretary Pete Hegseth again halted military aid shipments, including Patriot missiles — a unilateral decision made despite analysis showing U.S. stockpiles were not at risk. The U.S. had earlier redirected deliveries of 70mm APKWS laser-guided rockets — highly effective

and low-cost anti-drone weapons — to the Middle East. A single F-16 armed with these can destroy dozens of drones per sortie. Each pod holds seven rockets, and an F-16 can carry three pods per pylon on up to four pylons — up to 84 APKWS rockets total. But Israel's operations in Iran were prioritized over protecting Ukrainian civilians, who continue to die almost every night.

A Hungarian in Command

Finally, one notable development:

In June 2024, Ukraine officially created the Unmanned Systems Forces as an independent branch of its Armed Forces. This marks the ninth such branch, alongside Ground Forces, Naval Infantry, Navy, Air Force, Air Assault, Special Operations, Territorial Defense, and Medical Forces.

On June 3rd, Major Robert Brovdi — known by the nickname "The Hungarian" — was appointed as commander of the drone forces. A native of Uzhhorod in the Zakarpattia region and of Hungarian ethnicity, he joined the Territorial Defense right before the Russian invasion in February 2022 and fought in Kyiv, Irpin, and Bucha. Drawing on his business background, he raised funds and procured the first drones for his unit. His operators, known as "The Hungarian's Birds," were deployed to key frontline areas. In May 2025, Brovdi was awarded the title Hero of Ukraine and soon after became commander of the drone forces.

He has promised sweeping reforms within three months to improve logistics and effectiveness.



Ukrainian Su-27 fighters of the 39th Tactical Aviation Brigade.



Lt. Col. Maksym Ustyenko killed on June 29th in his F-16 while repelling a Russian air raid.



Robert Brovdi ("The Hungarian") in foreground, surrounded by successful drone unit commanders. Brovdi now leads Ukraine's Unmanned Systems Force.



Raven is a cheap short-range mobile air defense system developed for Ukraine by the UK. It uses ASRAAM missiles on launch rails from decommissioned aircraft such as Jaguar and Tornado. The chassis is a Supacat HMZ 600. As the photo shows, Raven has proven itself in Ukraine.

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Curtiss SB2C Helldiver

The Curtiss SB2C Helldiver was one of those aircraft that was either loved or hated- there was no middle ground. Forged in a hurry for the forthcoming war the Helldiver was designed in a hurry, built by mostly by under skilled personnel while being bombarded by the customer with their extra changes and demands. Even under this pressure Curtiss managed to produce a prototype that flew, even though it would soon reveal strength and build problems. This is what prototypes are for, however, the first production model, the Dash-1, was beset by many problems that saw one carrier captain demanding that the Helldivers be removed and the off loaded Douglas Dauntless dive bombers be reinstated. From the SB2C-3 onwards, after undergoing a full modification programme, a competent combat aircraft would emerge. Used throughout 1944/45 the Helldiver squadrons, now operating from the fast carriers, took the war to the Japanese all the way to Tokyo. Post 1945 the Helldiver would stay on active service until replaced by the Douglas AD-1 Skyraider. Overseas usage would see later build models being operated by France, Greece, Italy, Portugal and Thailand. The Royal Navy also formed a single squadron that would never deploy on active service. Undergoing flight testing in Britain, Eric 'Winkle' Brown would declare that the Helldiver was the worst aircraft he had ever flown. Written by Kev Darling with artwork and scale drawings by Sam Pearson.



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Dassault Mystère & Super Mystère



The Dassault MD.452 Mystère was a straightforward development of the successful Dassault Ouragan with a 30-degree swept wing and modified tail surfaces. The aircraft saw extensive service with the French air force, evolving first into the Mystère IVA, and the Super Mystère, which was the first Western European supersonic aircraft to enter mass production. Both the Mystère IVA, and the Super Mystère saw extensive combat use with the Israeli Air Force, while other operators of Mystère derivatives included India and Honduras. While aimed at both the general aviation enthusiast and the scale modeller, this latest addition to the Warpaint range follows on the heels of newly-tooled kits from Czech manufacturer Special Hobby, and is designed to help add both detail and context to a modelling project. The book includes all the usual Warpaint features, with walkarounds of museum exhibits, and artwork and scale drawings by Sam Pearson.

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In the midst of the atolls

Text: Jan Bobek

Illustration: Gareth Hector



Some fighter units in the Pacific, such as the 15th Fighter Group, had their combat careers interrupted by long periods without engaging the enemy. This unit, then designated the 15th Pursuit Group, was part of the defense of the Hawaiian Islands at the time of the attack on Pearl Harbor. It operated a mix of P-36 and P-40B aircraft and consisted of the 45th, 46th, and 47th Pursuit Squadrons. Pilots from the 46th and 47th PS claimed ten confirmed kills, one probable, and two damaged Japanese aircraft. Among the few pilots from the 45th PS who managed to get airborne was Francis "Gabby" Gabreski, who would later become the most successful U.S. fighter ace in the European Theater. You can learn more about this tragic day in the article by Carl Molesworth in [INFO Eduard magazine, 12/2021](#).

For a long time, these were the only successes of the unit, which meanwhile was redesignated the 15th FG. In March 1943, the 78th FS joined the unit in Hawaii, along with the 6th NFS, which operated P-70 night fighters based in Port Moresby, New Guinea.

Training and routine patrols around Hawaii for the P-40 pilots of the 45th FS ended in the autumn of 1943. In September, the unit moved to Baker Island, an uninhabited atoll near the equator in the central Pacific, roughly halfway between Hawaii and Australia.

At the end of November, they moved to Nanumea Atoll, located south of the Gilbert Islands. In mid-January 1944, the unit relocated again, this time to Makin Atoll, and operated from there until the end of March. Within range of this airfield were IJN air bases in the western Pacific, such as the

Mili and Maloelap Atolls. These and other bases became targets of air raids starting in November 1943, conducted by four-engine B-24 bombers, twin-engine B-25s, and A-24 dive bombers. Fighter cover, primarily for the medium and dive bombers, was provided by P-39 and P-40 aircraft. Japanese bases were also targeted by US Navy aircraft.

One such attack is depicted in the artwork showing a P-40 piloted by 1st Lt. Arthur A. Bridge of the 45th FS. Illustrator Gareth Hector captured the scene during a raid on Mili Atoll, showing the destruction of Zeros from Kōkūtai 281, which participated in the defense of the atoll.

Opportunities for air combat in this area were limited. IJN units were scattered across several bases, which were heavily decimated by repeated raids. For example, Mili Atoll became the target of nearly a hundred air raids between November 1943 and April 1944. A rare opportunity for the 45th FS to engage Japanese pilots occurred on January 26, 1944, during a raid on Maloelap Atoll. The Americans dispatched nine B-25 Mitchell bombers escorted by P-40Ns from the 45th FS.

On the Japanese side, an unexpectedly large group of 25 Zeros from Kōkūtai 252 (formerly the Genzan Kōkūtai fighter unit) was prepared to intercept the attackers. The formation was led by Lt (jg) Sumio Fukuda. Most of his unit already operated in four-plane sections. Fukuda was an experienced veteran with eleven kills. He had served in the fighter unit of the aircraft carrier Junyō during the Guadalcanal campaign, later transferred to Kōkūtai 204 involved in the defense of Rabaul, and even briefly acted as its interim commander. In November 1943, he was transferred

to Kōkūtai 252, and under his command during the battles in the Gilbert Islands, his pilots claimed around fifty victories.

During the American raid on Maloelap, the Japanese pilots correctly reported an encounter with nine B-25s and thirteen P-40s, which they attacked at an altitude of 3,000 meters. After the battle, they claimed four P-40s shot down and one B-25 probably destroyed. They lost four Zeros and their pilots in return.

The American escort was probably led by Maj. Harry M. Thompson, who claimed one Zeke shot down. After a very hectic battle, his colleagues claimed eight more Zekes as definitely shot down and one probably destroyed. They also claimed one confirmed and one probable kill of a Kate bomber. Apparently, the Americans suffered no losses in this engagement.

For a long time, this was the 15th FG's only success in air combat. In 1944, the unit returned to Hawaii to re-equip with the P-51D Mustang and to train for long-range escort missions. From April 1945, it was deployed on Okinawa for the defense of the island and to participate in raids on Japan. During these, the aforementioned 1st Lt. Arthur A. Bridge was credited with two half-kills of Japanese fighters. In total, during World War II, the 15th FG achieved 128 confirmed victories, 23 probable kills, and damaged 43 Japanese aircraft in combat. Six of its pilots became aces.

Sumio Fukuda was killed on October 24, 1944, during the Battle of Leyte Gulf as the commander of Hikōtai 163, part of Kōkūtai 634. He was posthumously promoted to the rank of Lieutenant Commander.

From giants to dwarves

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The year 1944 presented the Luftwaffe with numerous challenges that put the once-powerful air force under significant pressure. Particularly in Western Europe the deteriorating situation accelerated further during the fighting over France following the Normandy landings. The Germans were forced entirely onto the defensive in aerial combat, and their ability to strike targets deep behind enemy lines became very limited, whether on the Eastern Front, in Western Europe, or in the Mediterranean.

During 1944, the Luftwaffe high command decided to reorganize several bomber units or heavy fighter units (Zerstörer) into fighter units equipped with single-engine aircraft. This task was thus assigned to KG 1 "Hindenburg."

From 1941 onward, KG 1 operated primarily on the Eastern Front, equipped for several years with twin-engine Junkers Ju 88 A bombers. Starting in 1943, however, its four Gruppen gradually began rearming with four-engine Heinkel He 177 "Greif" bombers. Successful deployment of this unusual aircraft was complicated by numerous technical issues and a shortage of both ground and air personnel.

When the He 177s could be deployed on the Eastern Front, their high cruising altitude made them difficult for the Soviets to threaten. In one raid, KG 1 managed to send nearly ninety aircraft in a bombing formation, but this was an isolated success. Due to conceptual mistakes made in the prewar years, the Luftwaffe simply lacked a sufficient number of strategic bombers and escort fighters. In August 1944, Stab KG 1 was transformed into Stab JG 7, II./KG 1 became

I./JG 7, and III./KG 1 was redesignated as II./JG 7, while I. and IV./KG 1 were disbanded. Readers likely associate JG 7 with jet aircraft Me 262. At the time of its formation, however, JG 7 was intended to be equipped with Bf 109s, and in the case of II./JG 7, with Fw 190s.

The first commander of II./JG 7 was Maj. Manfred von Cossart, who had flown combat missions with KG 1 since 1940 and had commanded I./KG 1 since February 1944. In September 1944, he was transferred from the operational training unit Erg. JGr. Ost and returned to JG 7 in November.

Who took command of II./JG 7 after him remains unknown, but the unit was not operational, as it had not received any Fw 190s and thus could not begin combat training. At the end of November, Hptm. Wilfried Schmitz became the next commander of II./JG 7. Until the autumn of 1943, he had served with I./KG 4 on the Eastern Front. For his service, he received the Knight's Cross, and in October 1943, he became commander of 2./KG 100 in Western Europe, operating He 177 bombers.

From May 1944, Hptm. Schmitz underwent retraining on single-seat fighter aircraft, and when he took command of II./JG 7 in November 1944, two simultaneous changes occurred. The unit was redesignated as IV./JG 301, and instead of Fw 190 A aircraft, it was to be equipped with Messerschmitt Bf 109 G-14 and G-10 variants. However, the first ten G-14 aircraft were not delivered until December, meaning that this Jagdgruppe did not see any combat action in 1944.

Schmitz's unit became part of JG 301, which had previously participated in the Wilde Sau

operations. By 1944, however, it was fighting as a daytime fighter Geschwader, and due to unsatisfactory performance against overwhelming numbers of American bombers and fighters, it, along with JG 300, became the target of criticism from Hitler. As a result, both units were deployed to the Eastern Front at the end of January.

The first two IV./JG 301 aircraft fell victim to Soviet flak on February 4, 1945, and one of the pilots killed was Hptm. Schmitz, who had flown over 350 combat missions. During their deployment on the Eastern Front, IV./JG 301 lost several more aircraft, all due to flak.

During its roughly month-long deployment against the Soviets, IV./JG 301, under Luftflotte Reich, also took part in one sortie against American bombers on February 14, 1945. The unit lost one aircraft and had one pilot wounded during that engagement.

The second clash with the Americans occurred on March 2 during the defense against a raid on German refineries. In this action, JG 300 and JG 301 faced five fighter groups equipped with P-51 Mustangs and suffered heavy losses. Not only did IV./JG 301 fail to achieve a single victory, but it lost 15 aircraft, with another 5 damaged, 8 pilots killed, and 5 wounded. Among those who lost their lives was the commander of 13. Staffel, Oblt. Johann Patek. Aircraft from his Staffel are depicted on Piotr Forkasiewicz's box art.

Following this debacle, IV./JG 301 was disbanded on March 19, 1945. The remaining parts of JG 301 continued combat operations until the end of the war.

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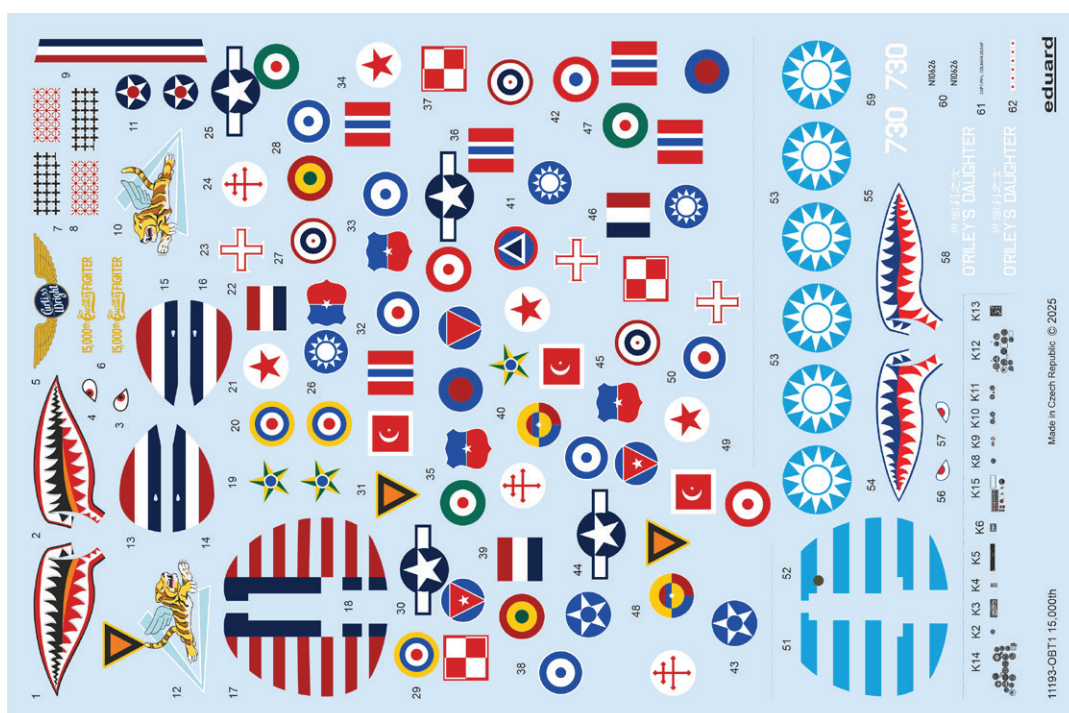
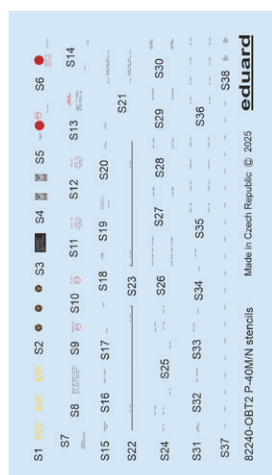
15,000th

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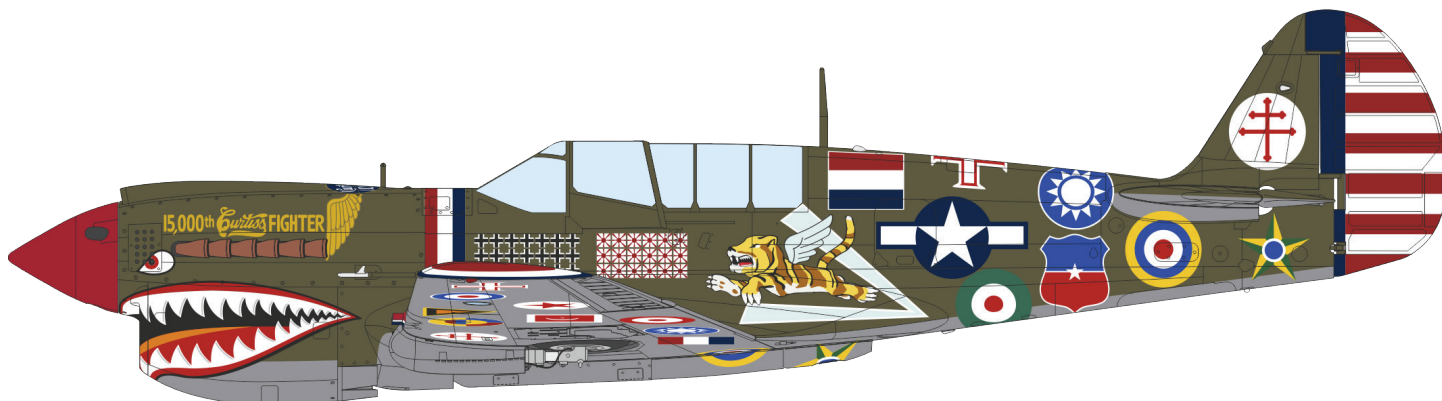
#11193

The Limited edition kit of US WWII fighter P-40N Warhawk in 1/48 scale. Kit contains 15,000th aircraft decorated with the markings of twenty-eight countries that used aircrafts produced by Curtiss. Bonus is Warhawk of a Virginia-born fighter ace flying on P-40N.

- plastic parts: Eduard
- marking options: 2
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


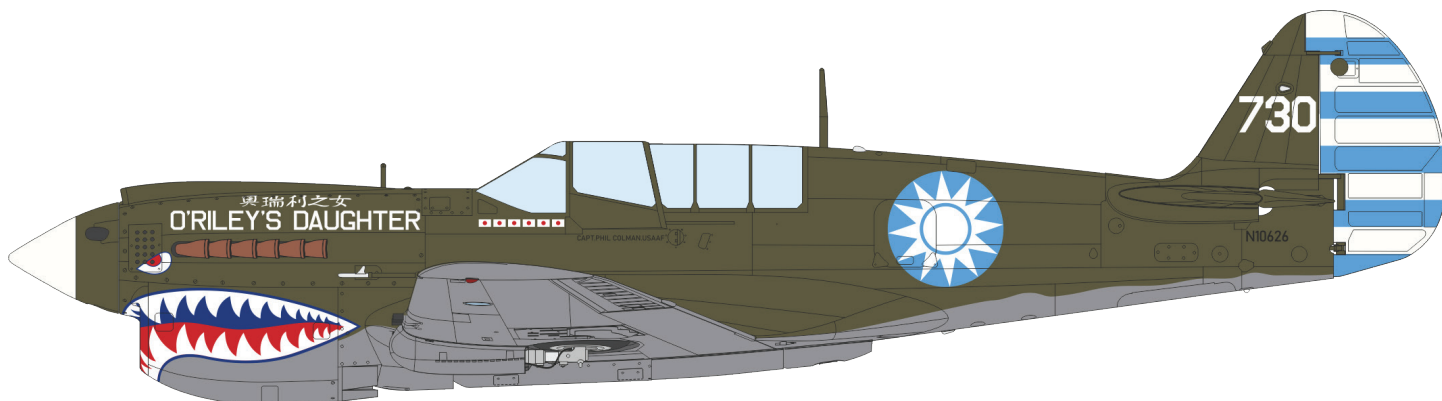
■ 15.000th Curtiss aircraft delivered to customers worldwide, Buffalo, NY, USA, November 1944



The Curtiss company celebrated its 15,000th fighter aircraft delivered to its customers worldwide by special commemorative marking with all the national insignias of the countries

of its customers placed all around the aircraft surface. The serial number of the plane which was used for the commemorative marking is not known.

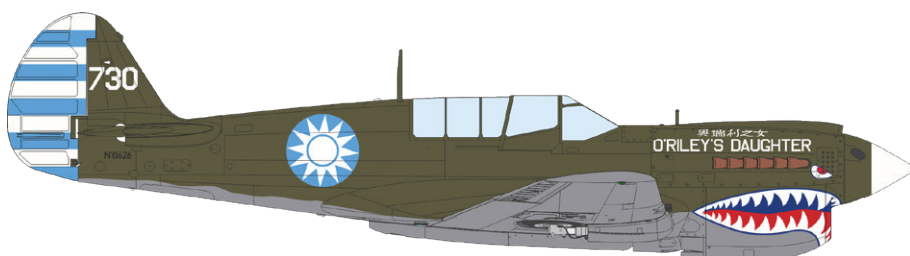
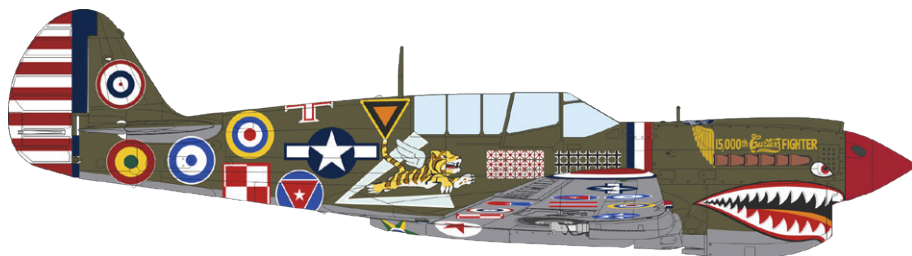
■ Capt. Philip E. Colman, 26th FS, 5th FG, Ankang, China, 1944



Philipp Eddy Colman enlisted in the USAAC in 1941 after graduation from Jefferson Senior High School and was accepted for flight training. He graduated as Flying Sergeant at Spence Field and his first assignment was towing targets for the gunnery school at Eglin Field, Florida. Later he served as a test pilot, flying not only US types, but also captured German Bf 109 or Japanese Oscar fighters. He survived

the sinking of HMT Rohna which was sailing him to his first combat assignment. The hit by German guided flying bomb killed 1,149 out of 2,000 on board. Colman's next combat assignment was as a pilot with the Chinese-American Composite Wing where he flew 86 combat missions in the P-40 and shot down five Japanese Zero fighters with two probable victories and five damaged enemy planes. After the war he joined the 158th

Fighter Squadron, 116th Fighter Group of the Georgia Air National Guard. He was assigned to the 335th FIS in 1952 and added four MiG-15s to his fighter tally during the Korean War. In 1983, he retired as a lieutenant colonel. As there are no known photos of his P-40N, the paint scheme reflects the aircraft displayed in the Museum of Flight, Seattle, Washington.

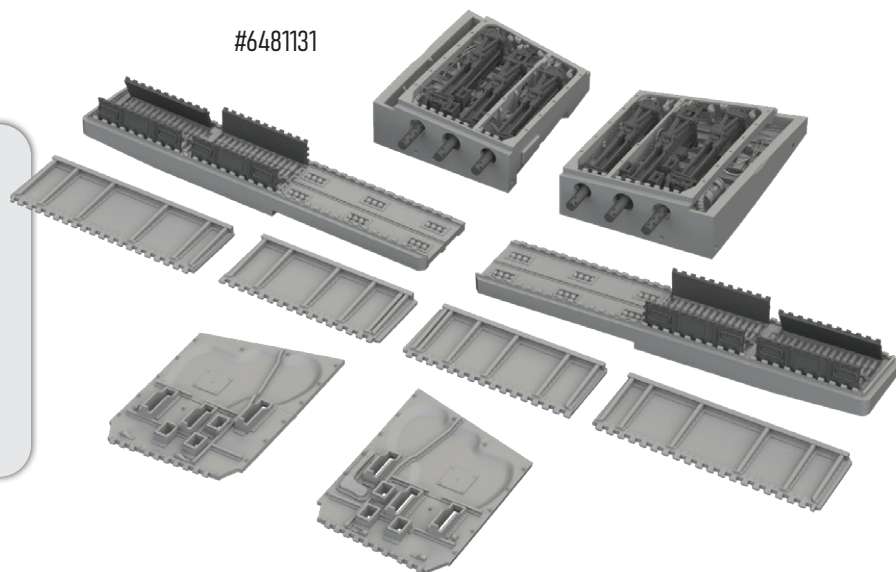


For P-40N Warhawk 1/48

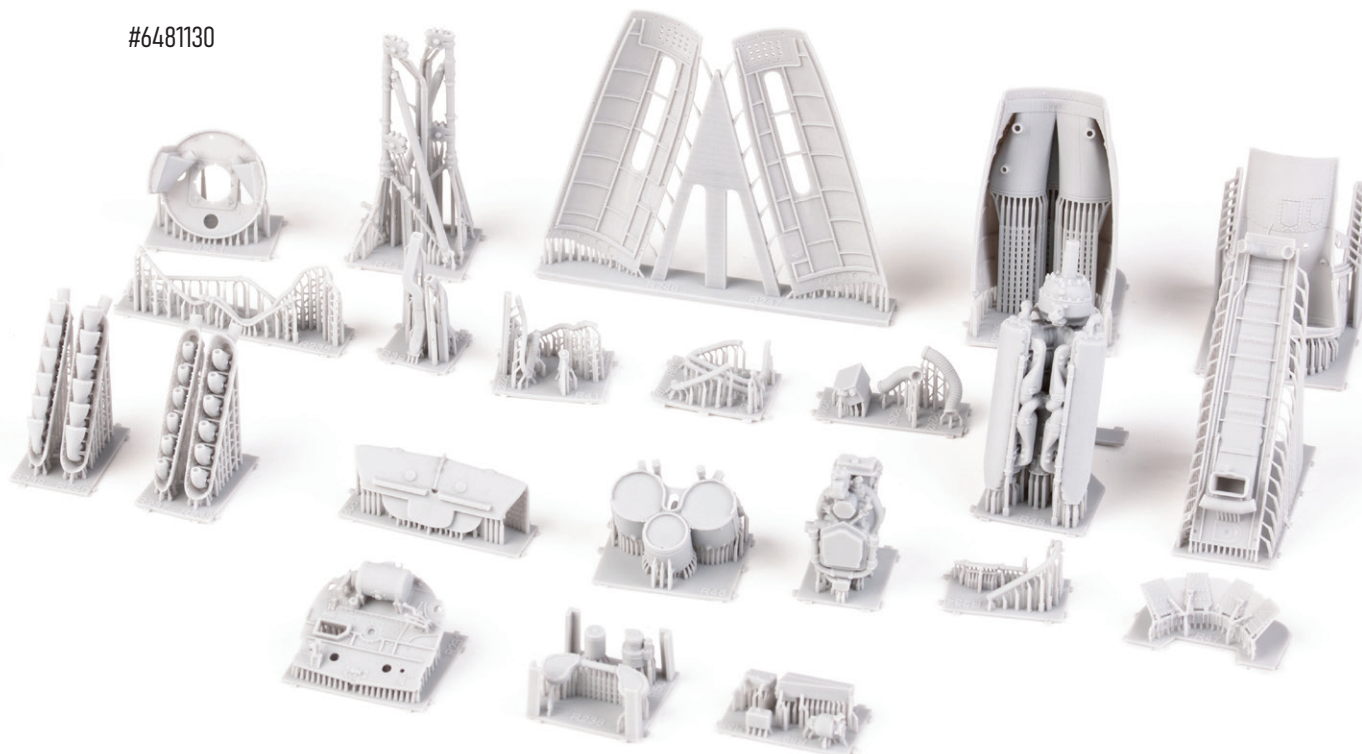
RECOMMENDED:

481167	P-40N landing flaps (PE-Set)
FE1541	P-40N seatbelts STEEL (PE-Set)
644316	P-40N LööK (Brassin)
6481130	P-40N engine PRINT (Brassin)
6481131	P-40N gun bays (6 guns) PRINT (Brassin)
6481132	P-40N cockpit PRINT (Brassin)
6481134	P-40N wheels diamond tread (Brassin)
6481135	P-40N wheels cross tread (Brassin)
3DL48238	P-40N SPACE (3D Decal Set)
3DL48239	P-40N seatbelts SPACE (3D Decal Set)
EX1130	P-40N TFace (Mask)

#6481131



#6481130

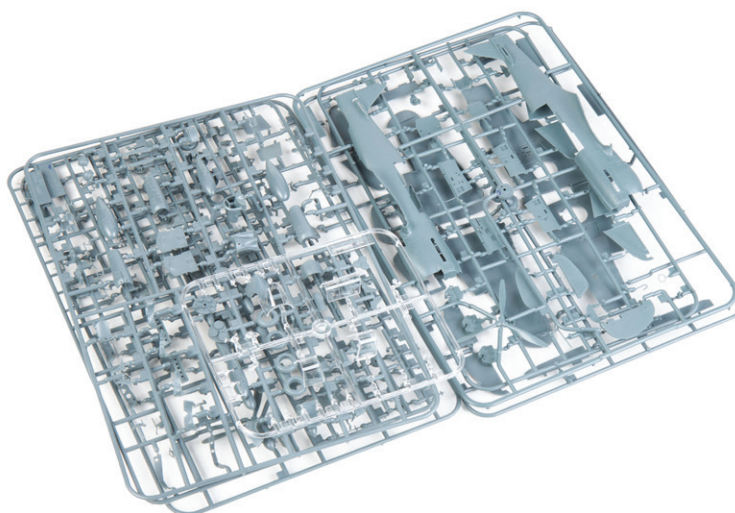


OVERTREES

#82242X

P-40N Warhawk

1/48


[Product page](#)

P-40N WARHAWK

#R0025

The Royal Class edition kit of the US fighter aircraft P-40N Warhawk in 1/48 scale. The kit offers markings for 12 aircraft. The box contains plastic sprues for two complete kits, from which it is possible to build aircraft flying in USAAF, RAF, RAAF, RNZAF.

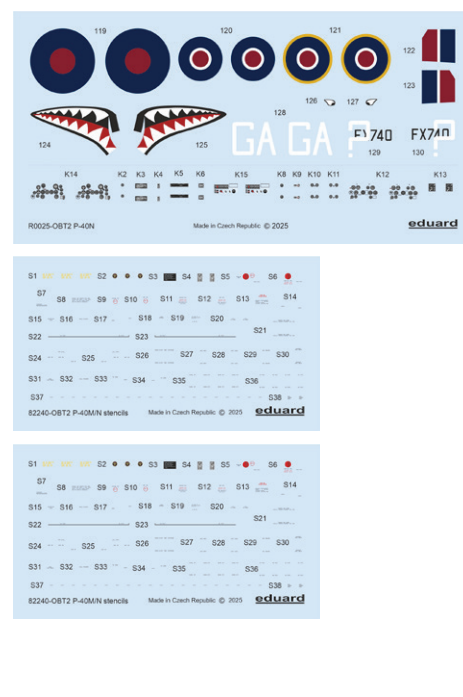
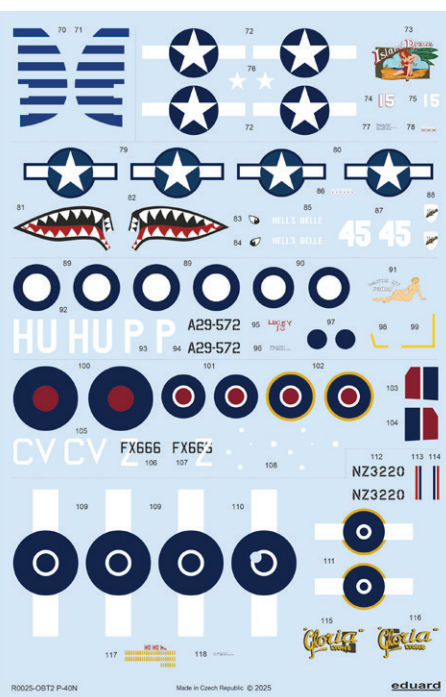
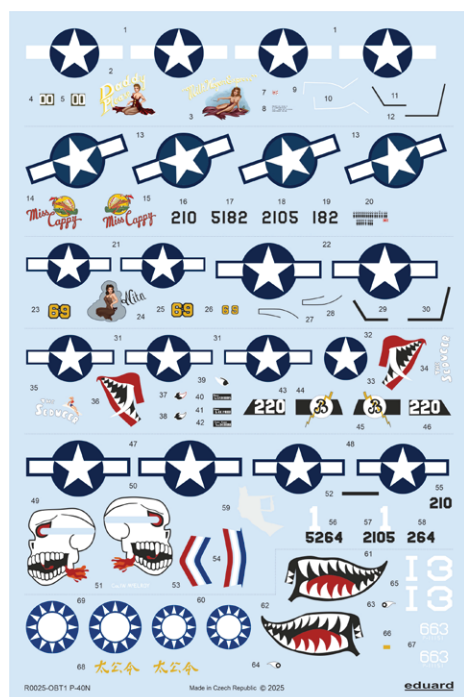
- plastic parts: Eduard
- marking options: 12
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes (exhausts; undercarriage wheels – two types, seats with harness)
- wheel wells plugs (Omask)
- bonus – poster

1/48

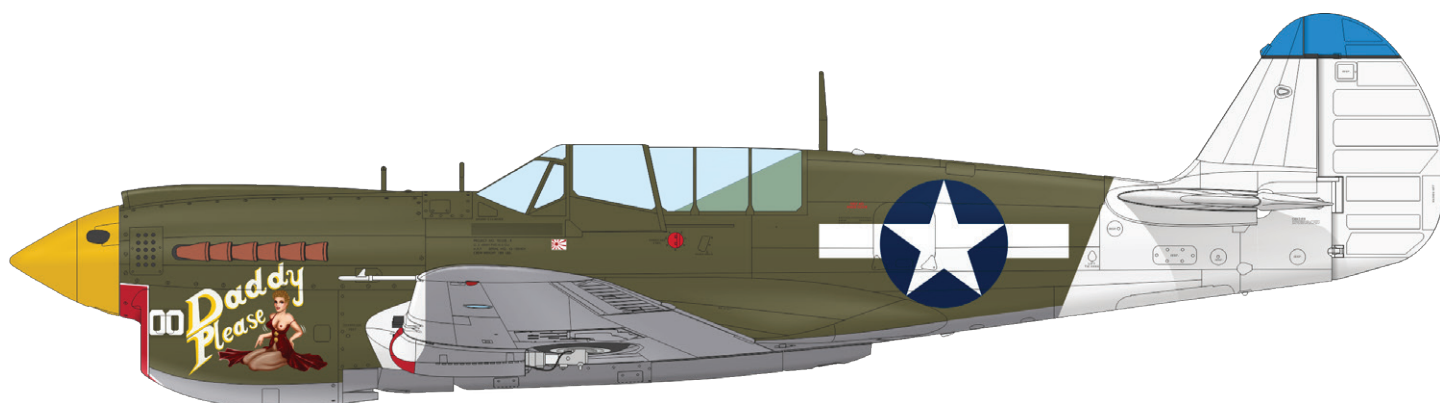


P-40N WARHAWK 1/48 Royal Class
Available from retailers and distributors
worldwide. Cat. No. R0025

Dual Combo



■ 82nd TRS, 71st TRG, Borokoe Airfield, Biak, summer 1944

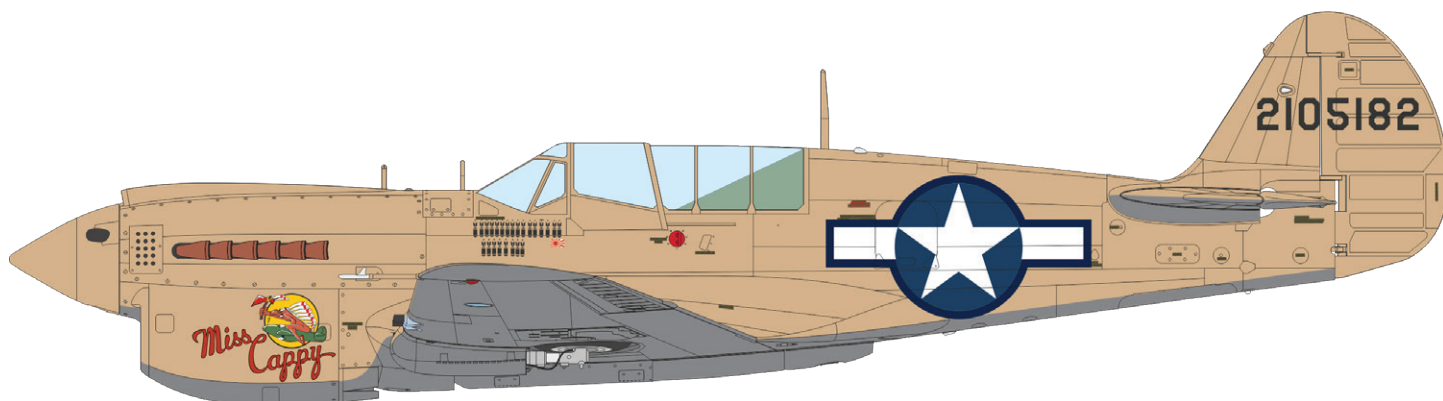


This aircraft, with attractive pin-up painting on both sides of its nose, originally belonged to the 49th FG, where it flew with the number 10. In June 1944, it probably served as the personal aircraft of the commander of the 49th FG, Lt. Col. Furlo Wagner. At that time, it bore the number 00. Wagner served in command positions within the 35th FG from 1942 to 1944, and on November 22, 1942, he scored his only kill (Zero) in a P-39. He served with the

49th FG only briefly, from June 3 to July 19, 1944. He then returned to the 35th FG. The scheme shown here depicts the aircraft shortly after the 49th FG was re-equipped with P-38s, in the fall of 1944, and left its original P-40s at Biak. It was taken over by the 82nd Tactical Reconnaissance Squadron, 71st Tactical Reconnaissance Group, and subsequently underwent some changes in its color scheme, particularly the propeller spinner, which was painted yellow instead of

blue and white. It is not entirely certain whether the top of the vertical tail surfaces remained blue with a black line. It is possible that this marking, referring to the previous user, was also painted over. With the 71st TRG, the aircraft first served with its original code 00, later receiving the number 15, and the yellow spinner was repainted, most likely in olive green. At Biak, the Warhawks already had their upper tail surfaces painted white.

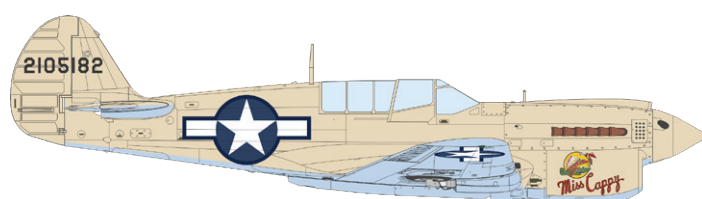
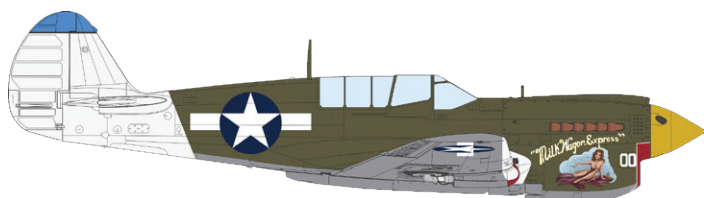
■ 1/Lt. Arthur A Bridge, 45th FS, 15th FG, Makin Atoll, Gilbert Islands, December 1943



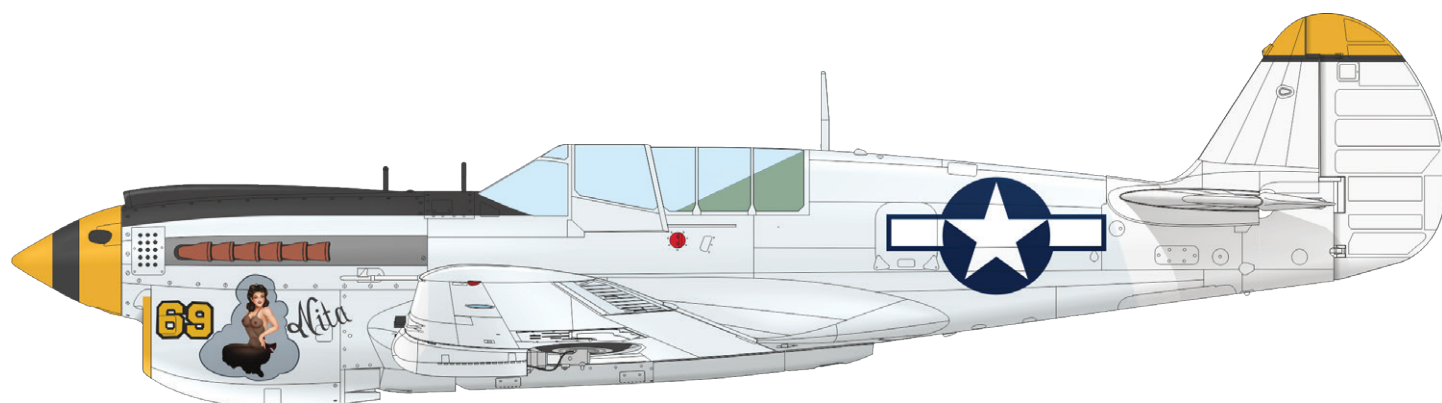
The traditional home of the 15th FG was the Hawaiian Islands, where it was activated on December 1, 1940, and served as part of the Hawaiian Islands defense system. During the war, however, it sent its individual squadrons to various locations in the central and southern Pacific. The Warhawks of the 45th FS took off for combat missions from Makin Atoll, which the unit reached via a detour. The squadron was first sent to Baker Island, where it operated until October 1943, then moved to Abemama Island. At the repeated request of the commander, first a detachment and then the entire unit

was transferred to Makin Atoll, where the 46th and 72nd FS Airacobras had been operating for several weeks already. Because the standard paint scheme was not effective on the coral atolls, technical personnel on Canton Atoll mixed a sand color that was suitable for the local conditions. In black-and-white photos, the paint sometimes appears as if the undersides were also painted sand color, but upon closer inspection, the color border is visible on the aircraft, and the undersides were most likely repainted with a light blue color mixed by ground personnel from insignia blue and white.

The stencils on the upper surfaces were masked during repainting and therefore have an Olive Drab background. The Warhawk named Miss Cappy was assigned to Art Bridge, but it was used by several pilots for combat flights, and the number of bombs painted under the fuselage represents all the missions in which Miss Cappy participated. Lt. Art Bridge flew 20 combat missions during his deployment to Makin Atoll, the most of any pilot. In the spring of 1945, he participated in several VLR missions from Iwo Jima in the cockpit of a Mustang.



■ 8th FS, 49th FG, Biak, New Guinea, spring 1944

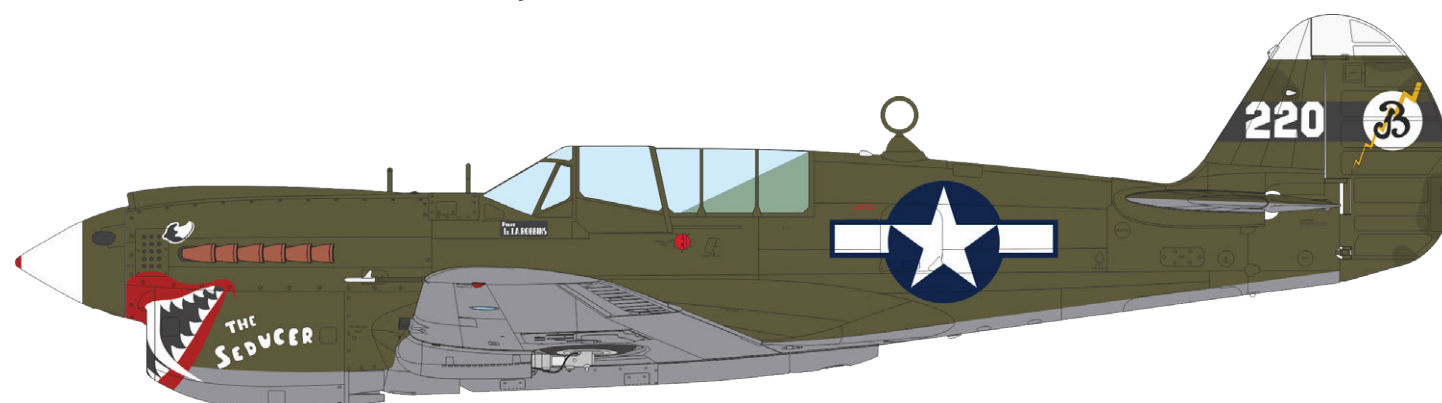


At a time when the US Air Force had already achieved air superiority in the New Guinea area, some aircraft were stripped of their camouflage paint and served in their natural metal color. Warhawk number 69 was additionally decorated with a drawing of a scantily clad young woman and the inscription "Nita." In September 1944,

this aircraft was assigned to the 82nd TRS, 71st TRG, where it was flown by Lt. Moffitt, a member of "A" Flight. At that time, the squadron used up to 18 P-40s, which gradually replaced the originally used P-39 Airacobra. Lt. Mike Moffitt kept the drawing of the woman on the nose of his Warhawk but had the

inscription "Nita" removed because his wife's name was Reba. It is likely that Moffitt later had his wife's name painted on the nose, as he had done with the Airacobra he previously flew. However, there are no photographs documenting this appearance of his P-40N.

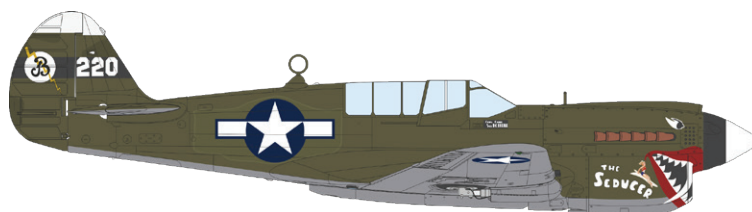
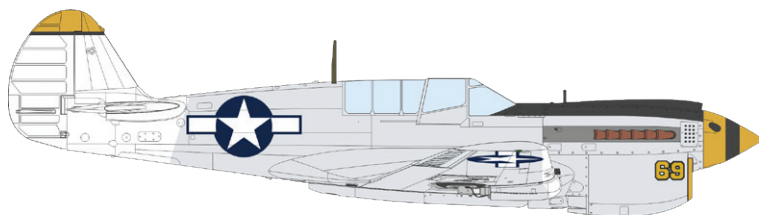
■ Lt. Otto Miller, 26th FS, 51st FG, Yunnanyi, China, 1944



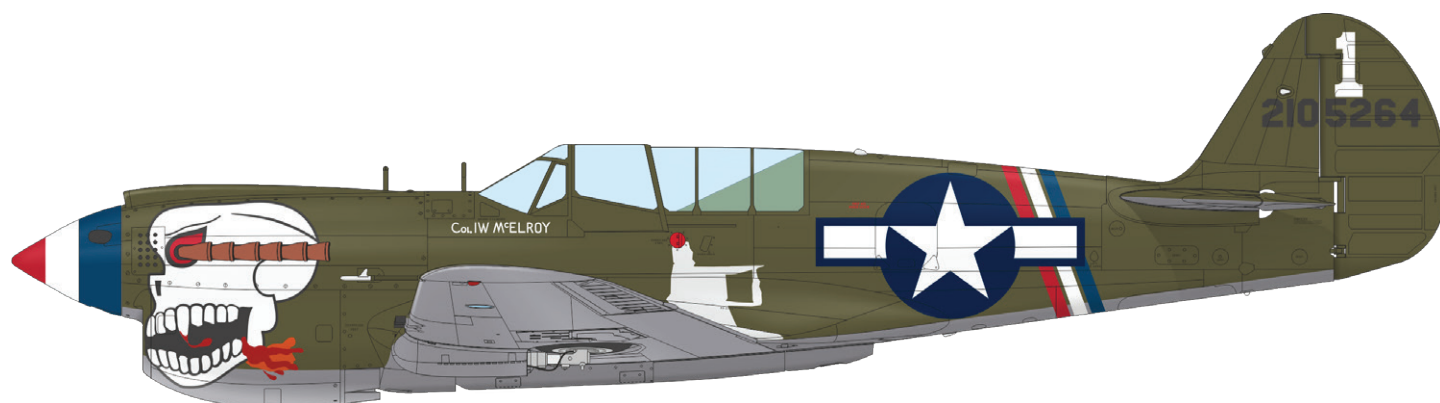
While still known as the 51st Pursuit Group, this unit was activated on January 15, 1941, and during training served as part of the forces guarding the west coast of the United States. In January 1942, it moved, via Australia and Ceylon, to India, where it became part of the 10th AF. The unit's task was to protect the air supply route leading from India, across the Himalayas, to Yunnan, Kunming, and other areas

in China. This route, nicknamed "the Hump", is still considered the most dangerous air supply route ever operated. In October 1943, the group moved to China, where it was transferred to the 14th AF. From there, it defended the eastern part of the aforementioned supply route, attacked Japanese vessels in the Red River Delta, and supported Chinese ground forces in their advance to the Salween River. In the fall

of 1945, the 51st FG returned to India and was deactivated on December 13. It was reactivated 10 months later in Okinawa. Lt. Otto Miller flew The Seducer and achieved his only aerial victory on November 11, 1944. According to some sources, Lt. J. A. Robbins may also have flown the aircraft, so the decals offer both nameplates.



■ Col. Ivan W. McElroy, CO of 80th FG, Tingkaw Sakan, Burma, 1944

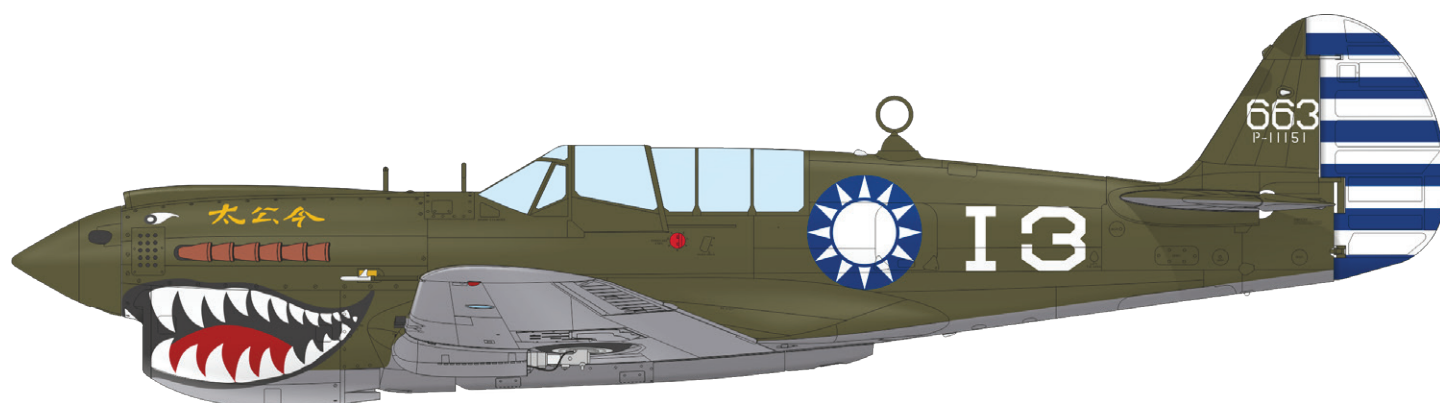


Ivan McElroy commanded the "Burma Banshees," as the 80th FG was nicknamed, in 1943 and 1944. The unit disrupted Japanese activities along the famous Burma Road and throughout northern Burma. On March 27, 1944, the 80th FG intercepted a raid of 15 bombers and 25 fighters and shot down all but one bomber without suffering any losses of its own. After the war,

McElroy remained in service and held a number of staff and command positions, including deputy chief of staff for operations at US Air Force headquarters. On his colorfully painted aircraft, there is a somewhat mysterious spot under the fuel filler cap, whose silhouette somewhat resembles a ghost holding a bomb in its outstretched hand. It appears differently in

various photographs. In some cases, it looks as if the paint has been damaged and worn away to the metal, while in others it appears to be just a wet or greasy stain, but it is clear that it has been sooted by the exhaust, so it must have been on the aircraft for some time.

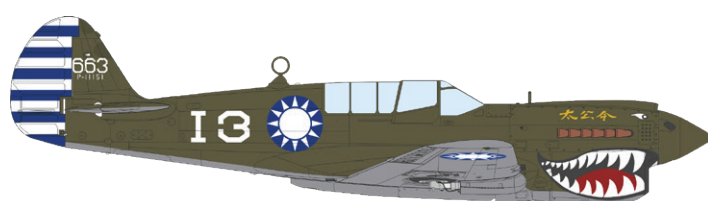
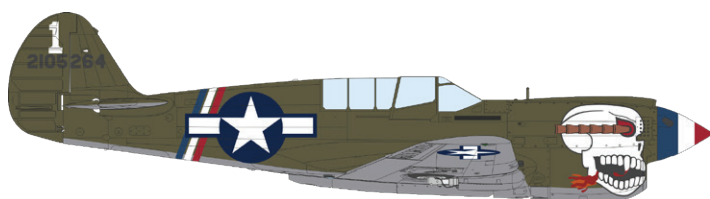
■ Capt. Xu Hua-jiang, 7th FS, 3rd FG, Laohokow, China, January 1945



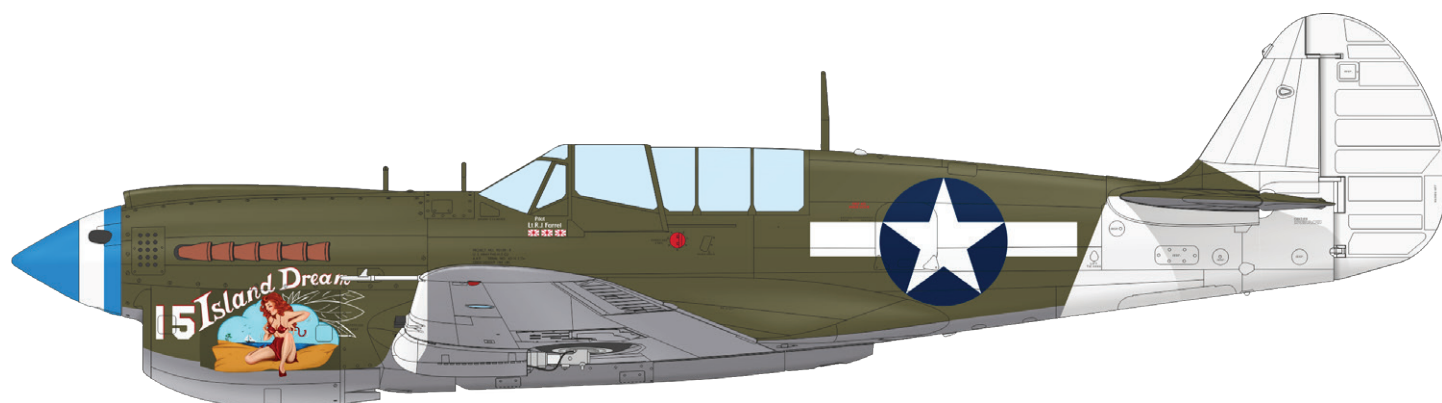
After the American Volunteer Group was disbanded in early June 1942, its duties were taken over by the China Air Task Force (CATF) under the command of the former AVG commander, Brigadier General Claire Chennault. The CATF consisted of four fighter squadrons with P-40s from the 23rd FG and one bomber squadron with B-25s from the 11th BG. After the formation of the 14th AF in March 1943, Chennault proposed the formation of the Chinese-American Composite Wing (CACW). Due to the low level of training of Chinese pilots, it was decided to leave the command and

part of the pilot staff under American control. The CACW began combat operations in October 1943 and by the end of the war had shot down 190 Japanese aircraft, destroyed 301 on the ground, and also destroyed over 2,500 vehicles or various facilities, as well as damaging many bridges, roads, and railroad tracks. This aircraft belonged to one of the Chinese pilots, and the characters on the nose can be read as Tai-Gong Ling, which means "under the command of Tai-Gong." Jiang Tai-Gong was a general in ancient China (1100 BC) and is considered one of their many deities by the Chinese. A number

of sources list Capt. Wang Guang-Fu as the pilot of the aircraft, but according to the account of the nephew of Xu Hua-jiang, it was his uncle's aircraft. Apparently, the then commander of the 7th FS, Maj. Reed, told him that it was customary to decorate the aircraft with some personal symbol and possibly give it a name. Xu recalled a novel he had read as a child, which featured the aforementioned legendary general, and chose his name for his aircraft. However, it is not entirely clear whether the inscription on the nose was red or yellow. We have opted for the yellow version.



■ P-40N, Lt. Roger Farrell, 7th FS, 49th FG, Dobadura, New Guinea, spring 1944

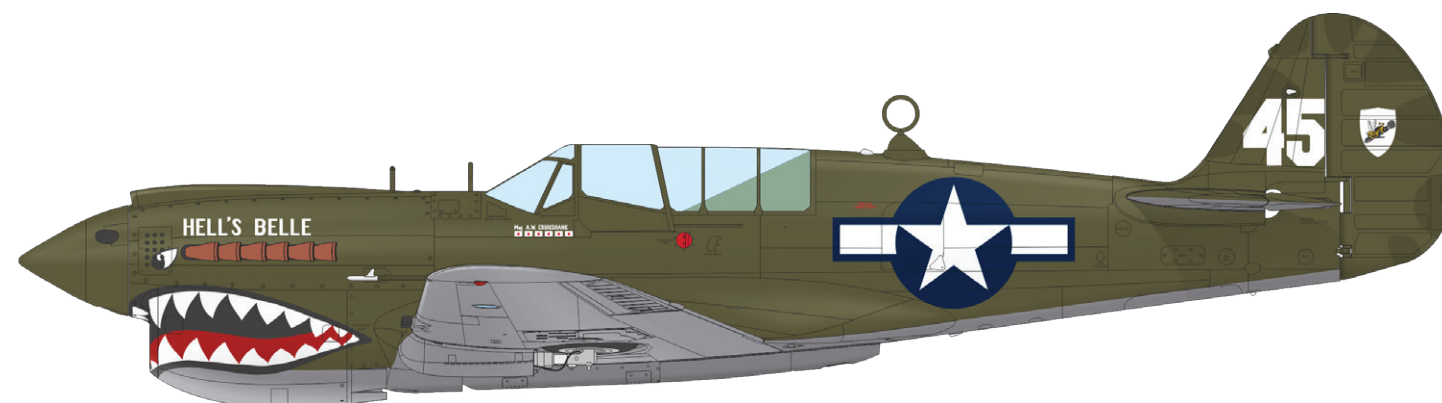


The most significant user of Warhawks within the USAAF was the 49th FG, which entered combat with them in the spring of 1942, defending northern Australia against Japanese air raids. In October of that year, it moved to New Guinea, where it helped stop the Japanese advance from the north towards Port Moresby.

In March 1943, it took part in the Battle of the Bismarck Sea. In July 1944, the 49th FG was re-equipped with P-38s, and its P-40s were taken over by other units. Lt. Farrell achieved three kills during the war, between October 1943 and February 1944. His aircraft, with its distinctive nose art and the name Island Dream, bore

the usual color scheme of the time, including a white tail, while the upper side of the horizontal tail surfaces was left in Olive Drab during the fighting over New Guinea. It cannot be ruled out that the fighter also had a blue-colored tip on the rudder.

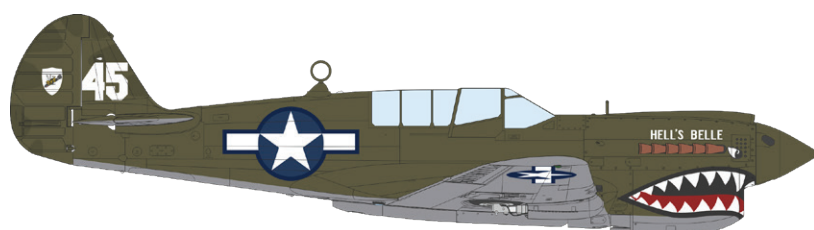
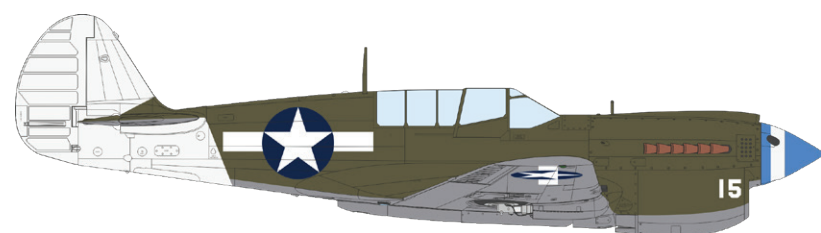
■ Maj. Arthur W. Cruikshank, 74th FS, 23rd FG, Hengyang, China, June 1944



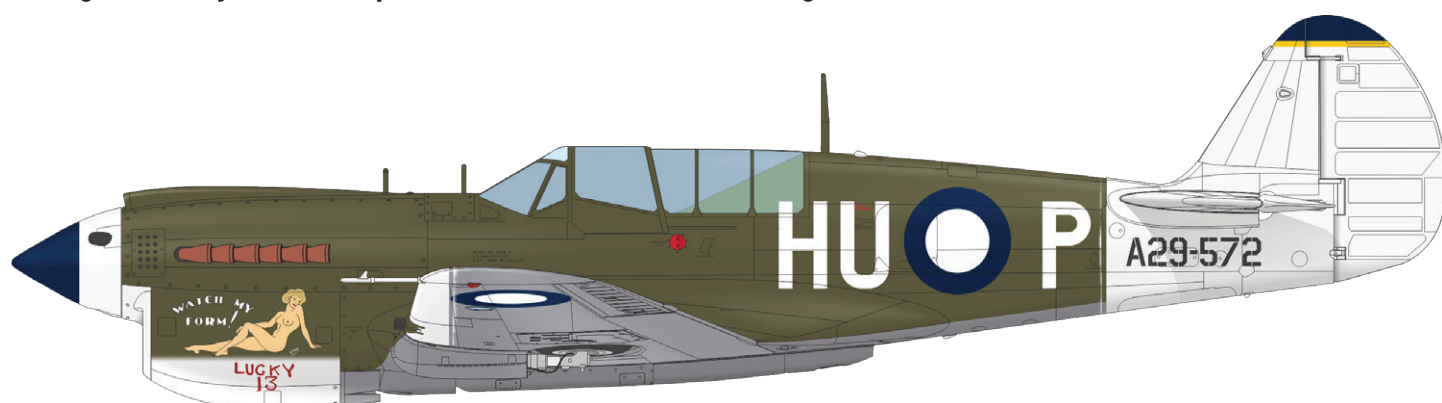
Arthur Waur Cruikshank was first assigned to the 157th Project Task Force during the war, and in March 1942 he was one of the first USAAF pilots to take off from the deck of the aircraft carrier Ranger with a P-40 during operations in North Africa. In June, he transferred to the CBI theater and was assigned to the 23rd FG, which was formed after the AVG was disbanded.

In September 1943, Cruikshank took command of the 74th FS and gradually achieved eight confirmed and six probable kills. He himself was shot down twice over enemy territory and returned to his unit with the help of the Chinese resistance. Cruikshank returned to the US in August 1944 and became a test pilot. In December 1945, he took command of Eglin

Field Air Base in Florida, then successively held a number of important positions and was promoted to the rank of general. He died on May 5, 1999. During his second tour of duty from May 1944, Arthur Cruikshank flew an aircraft named Hell's Belle. He was shot down by anti-aircraft fire on June 15, 1944.



■ F/Sgt. D. A. Smyth, No. 78 Squadron RAAF, Noemfoor Island, August 1944

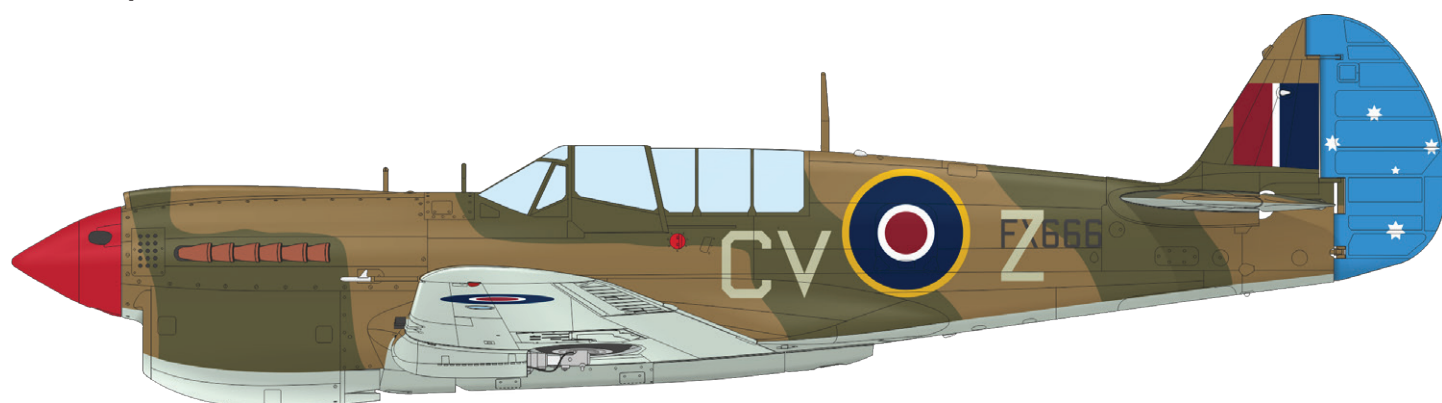


The Australian No. 78 Squadron was formed on July 20, 1943, and in October of that year, it moved to Kiriwina Island with its Kittyhawks as part of No. 73 Wing. Its pilots attacked targets in New Britain or escorted bombers. In January 1944, the unit moved to Nazdab and in March to Cape Gloucester in New Britain. Here, too, attacks on ground targets formed the main combat workload, supplemented by reconnaissance

flights. The squadron had its moment of glory on June 3, 1944, when it attacked a formation of Japanese aircraft over Biak and shot down six Ki-43 Oscars and two B5N Kate torpedo bombers, losing only one of its own aircraft. This was followed by a move to northern New Guinea, where No. 78 Squadron pilots took off from Noemfoor Island for a time. In December 1944, the squadron moved to Morotai. F/Sgt Smyth's

aircraft had standard coloring with white paint added to the tail surfaces and leading edges of the wings. Unusually, the lower part of the nose cowling was also painted white. At the rear, white paint spread over the masking tape to the Olive Drab color. The drawing of a naked girl with the inscription "Watch my form!" was supplemented by another inscription, Lucky 13.

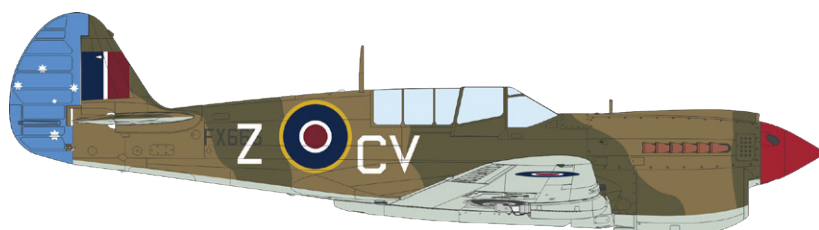
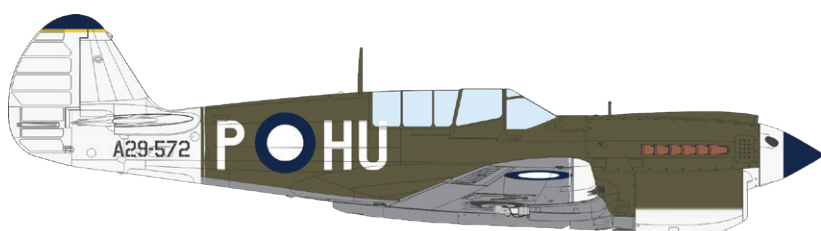
■ No. 3 Squadron RAAF, Foiano, Jesi, October 1944



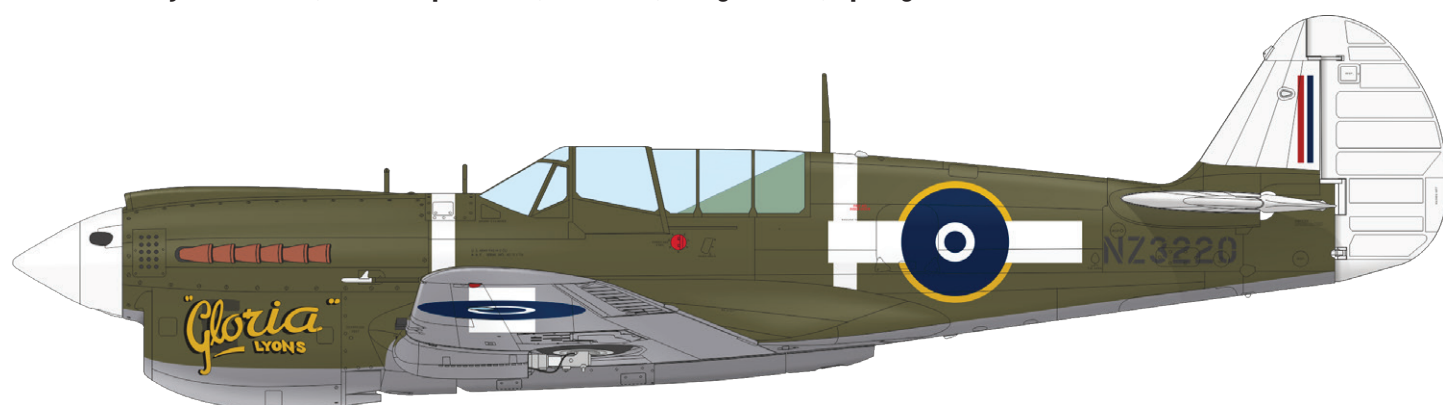
At the beginning of the war, No. 3 Squadron was one of 12 permanent squadrons of the Royal Australian Air Force, and on July 24, 1940, 21 of its officers and 271 other members set sail aboard the ship Orontes to join the fighting in Europe under the command of S/Ldr. Ian

D. McLachlan. They arrived in the Middle East on August 23 and then moved to Egypt, where they exchanged their Gladiators and Lysanders for Tomahawks, i.e. P-40B/Cs, and later for newer Kittyhawks. This particular aircraft remained with No. 3 Squadron for only a brief time,

as shortly after its arrival, the unit began rearming to Mustangs. It was also one of the few aircraft to have a stylized Southern Cross painted on a blue background on its rudder.



■ F/O Stanley Broadbent, No. 18 Sqn RNZAF, Torokina, Bougainville, spring 1944

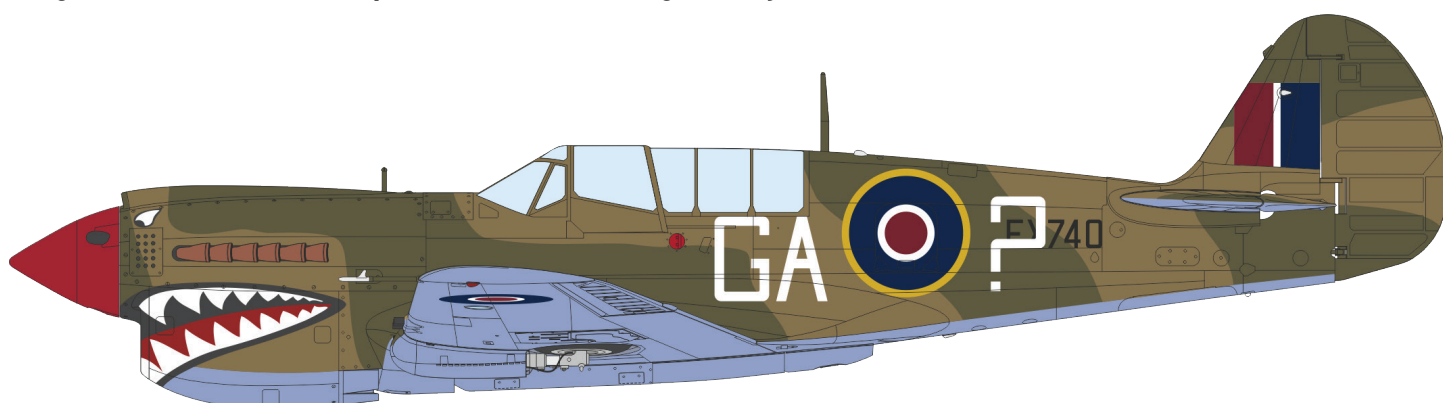


This aircraft was the third to bear the name Gloria Lyons, a young patient being treated for tuberculosis at a hospital in Christchurch. Two mechanics from No. 4 Servicing Unit RNZAF stationed in the Solomon Islands corresponded with her and had the aircraft with the code letter G named after her. The first Gloria was aircraft NZ3148, P-40N-1, which was destroyed

on February 9, 1944, during landing. Its legacy was taken over by NZ3167, already a P-40N-5. On May 17, it was hit by an enemy ground fire during attacks in the northern Bougainville area and the pilot had to bail out. The third aircraft was NZ3220, which survived until the end of the war. Here it is shown in the form that corresponds to the end of its combat service

before returning from Torokina to New Zealand. The painted bombs on the fuselage represent the number of missions flown by all Glorias. In New Zealand, the aircraft awaited further service with a training unit and also underwent several changes in markings and inscriptions.

■ Sgt/Plt G. F. Davis, No 112 Sqn RAF, Cutella/Sant Angelo, Italy, March 1944



The famous RAF "Shark Squadron" was founded on July 30, 1917, and its mission was to protect the airspace over London. The unit was deactivated on June 13, 1919, and reactivated on May 16, 1939, aboard the aircraft carrier HMS Argus, which was heading for Egypt. In June, its pilots received obsolete Gloster Gladiators, with which they joined the fighting shortly after Italy entered the war. During July 1941, the squadron became one of the first to be operational with Tomahawks. The aircraft's prominent nose with a large radiator inlet inspired the unit's

members to paint shark mouths, following the example of the German Bf 110s from ZG 76. In December of that year, the squadron replaced its Tomahawks with Kittyhawks Mk. I and gradually took over more modern versions up to the Mk. IV. Members of various nationalities served in the unit. In addition to the Britons, these were mainly Australians, Poles, Canadians, and New Zealanders. Later, more and more South Africans appeared in the ranks of the "Shark Squadron". After the invasion of Sicily, No. 112 Squadron moved to

Italy in September 1943 and re-equipped with Mustang Mk. III aircraft in December of that year. At the end of the war, the unit reported 206 enemy aircraft destroyed in the air and 62 on the ground. The aircraft shown was delivered in American colors, which were modified by adding Middle Stone to the Olive Drab, while the Neutral Gray of the lower surfaces was repainted Azure Blue. The upper surfaces had their color fields swapped compared to the usual desert scheme.

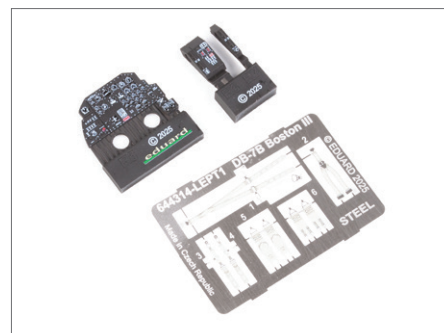
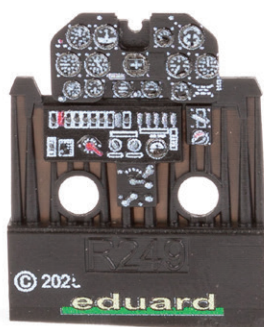


For P-40N Warhawk 1/48

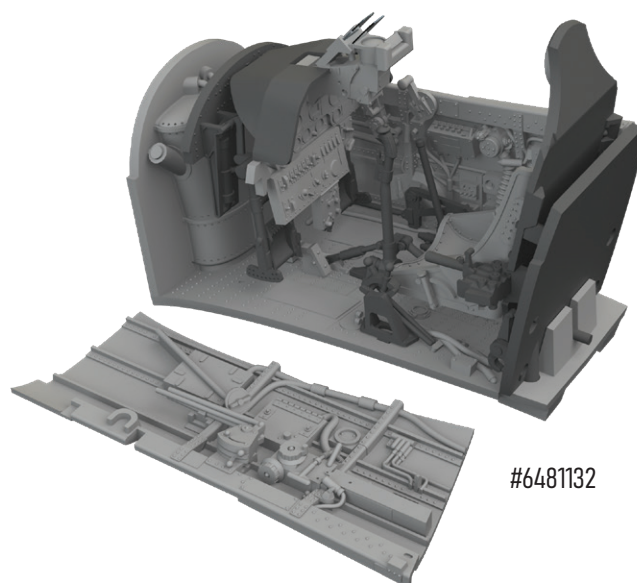
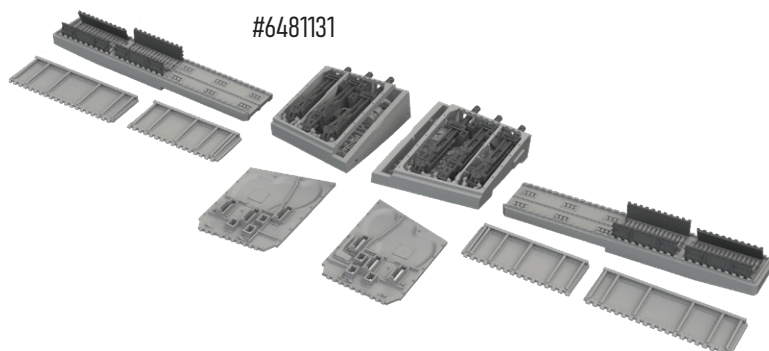
RECOMMENDED:

481167	P-40N landing flaps (fotolept)
FE1541	P-40N seatbelts STEEL (fotolept)
644316	P-40N LööK (Brassin)
6481130	P-40N engine PRINT (Brassin)
6481131	P-40N gun bays (6 guns) PRINT (Brassin)
6481132	P-40N cockpit PRINT (Brassin)
6481134	P-40N wheels diamond tread (Brassin)
6481135	P-40N wheels cross tread (Brassin)
3DL48238	P-40N SPACE (3D obtisk)
3DL48239	P-40N seatbelts SPACE (3D obtisk)
EX1130	P-40N TFace (maska)

#644316



#6481131



#6481132

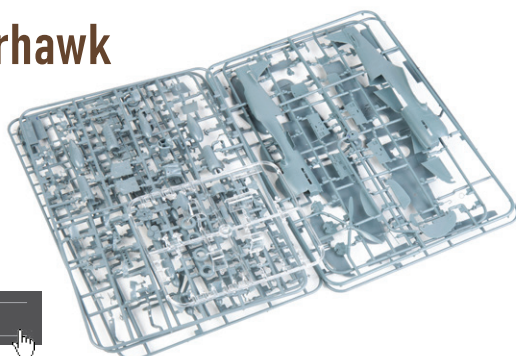
#6481134



OVERTREES

#82242X

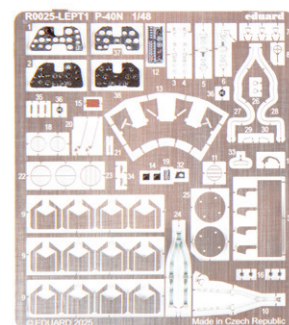
P-40N Warhawk
1/48


[Product page](#)

OVERLEPT

#R0025-LEPT1

P-40N Warhawk
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[Product page](#)

Comparison of P-40N and P-40E kits, Eduard 1/48

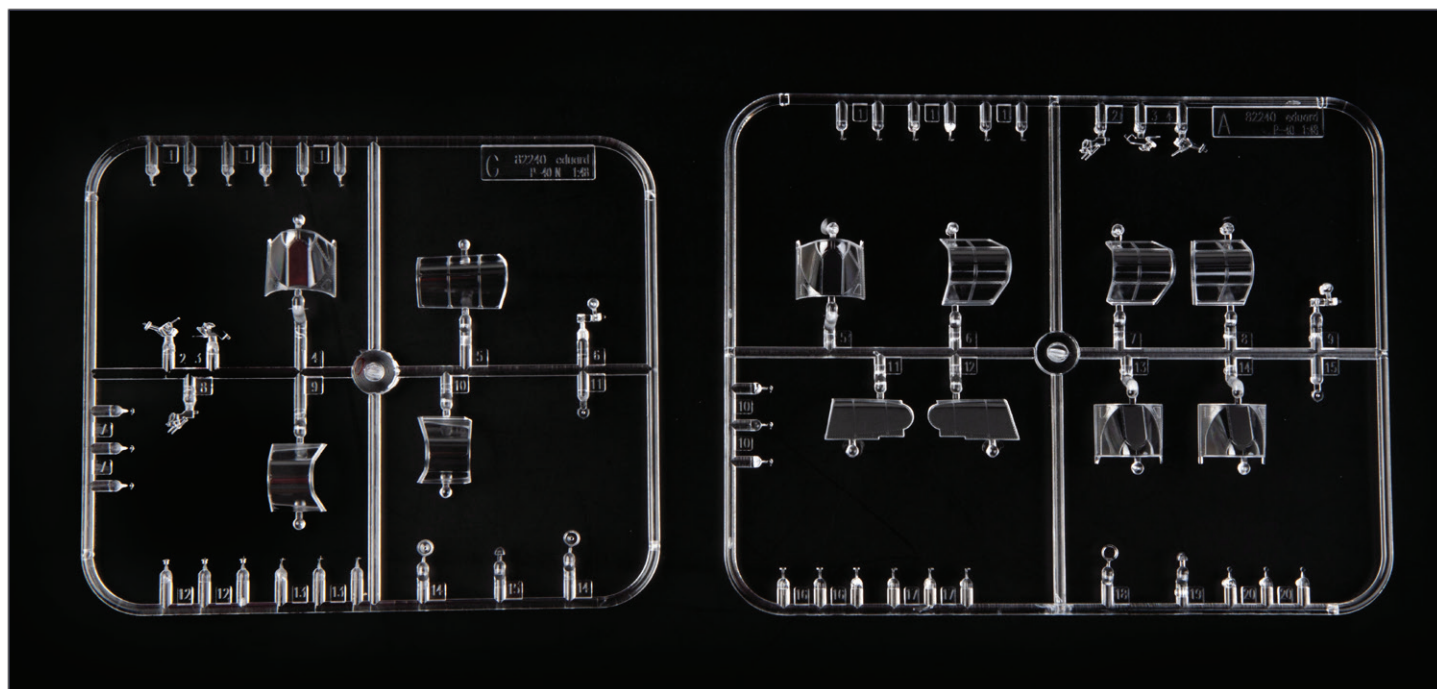
#R0025



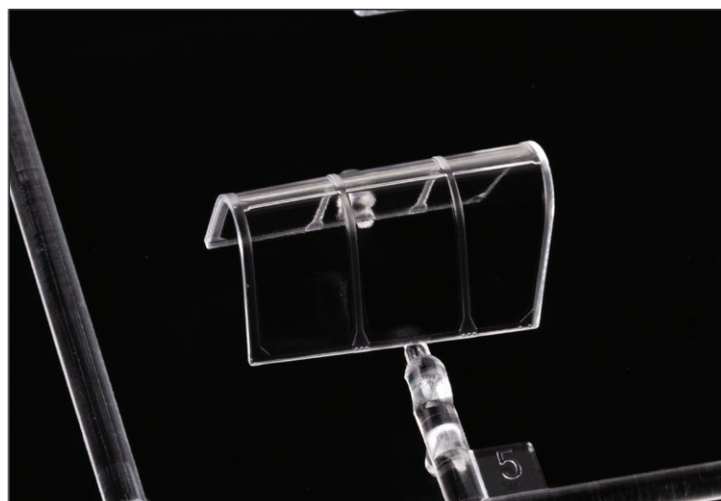
The Royal Class edition of the P-40N kit in 1/48 scale didn't stay in our warehouse for long. This version is one of the most popular of all P-40s, mainly thanks to its colorful paint scheme and attractive prototypes. The P-40N is also being released as an August limited edition kit called "15,000th," and interest in it is also enormous. Below, I would like to introduce this sought-after new product to our readers. Together, we will look at the design of the new parts that have been designed for the N version and compare them with the already released and well-known P-40E kit.



Jakub Nademlejnský



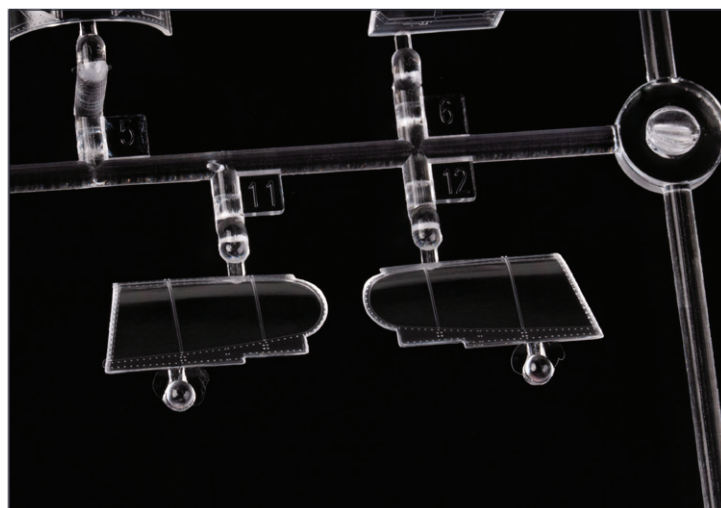
The sprue with transparent parts is completely new. It contains all the parts necessary for the correct representation of the N version, in which the canopy cover is the most striking difference from previous versions.



Detail of the large rear section of the cockpit. This is typical for the N version.



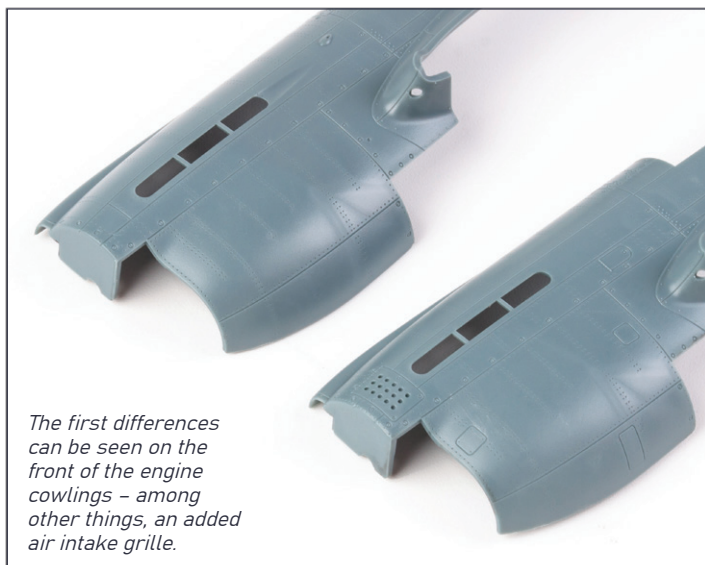
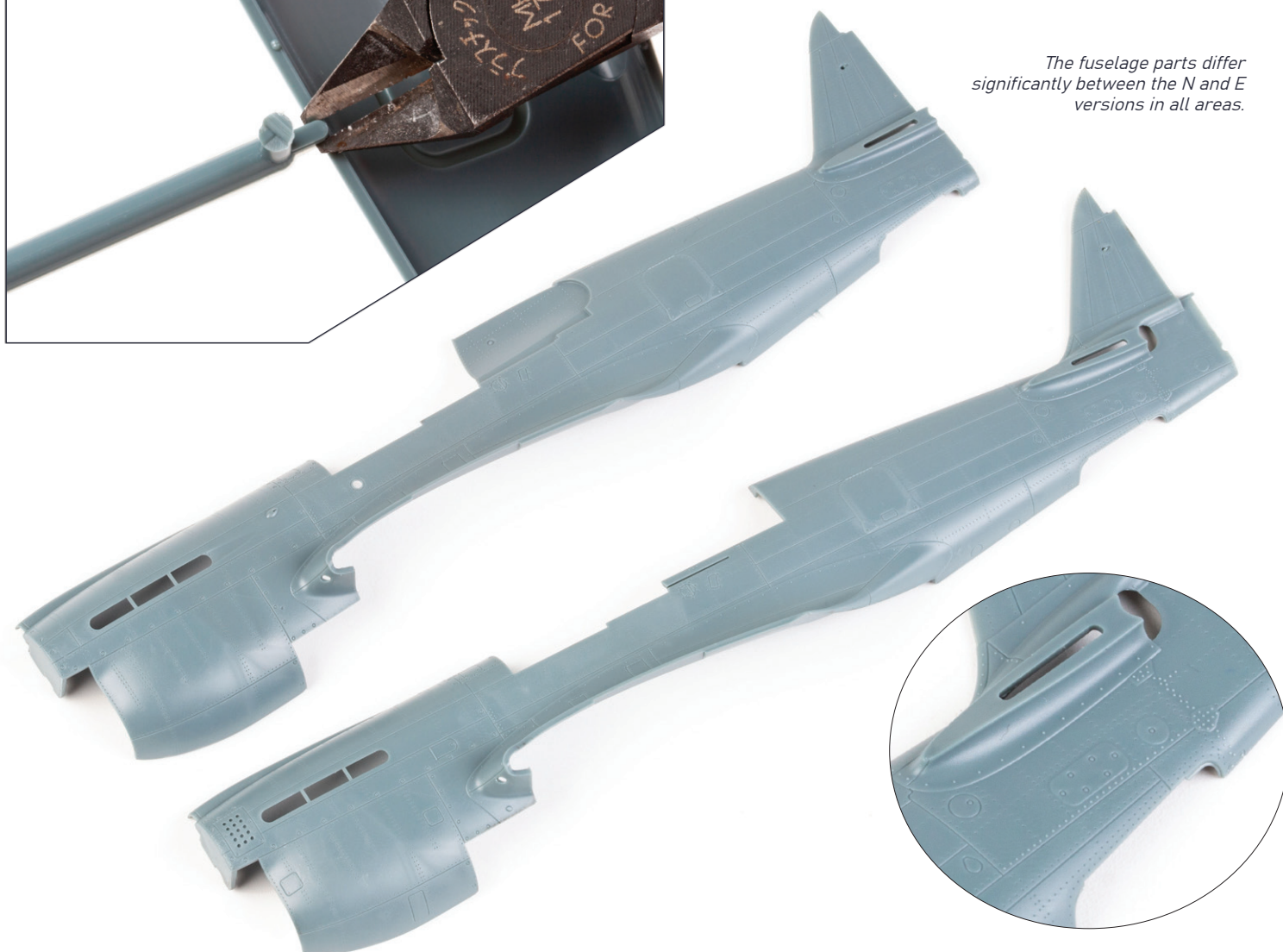
In contrast, the E version frame contains a multi-part canopy solution with side windows on the fuselage, as well as several versions of the front wind shield.





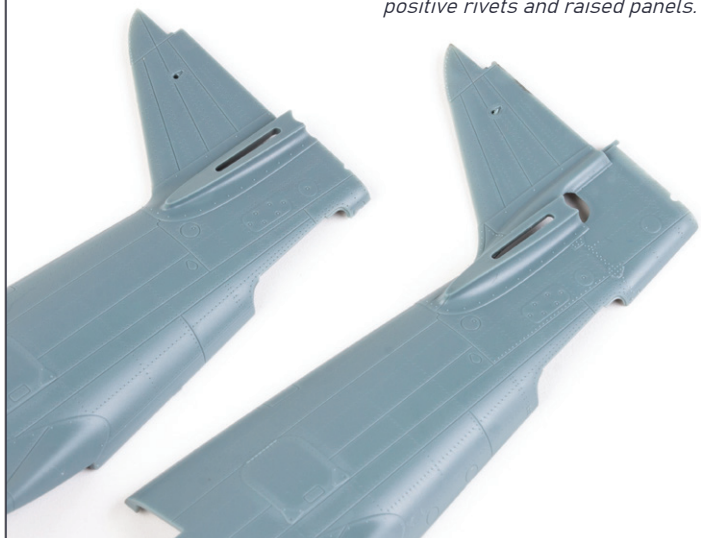
All newly released Eduard kits come with bottom sprue connections as standard, where their placement makes sense. Bottom sprue-parts joints make it easier to remove parts from the frames and clean them up afterwards.

The fuselage parts differ significantly between the N and E versions in all areas.

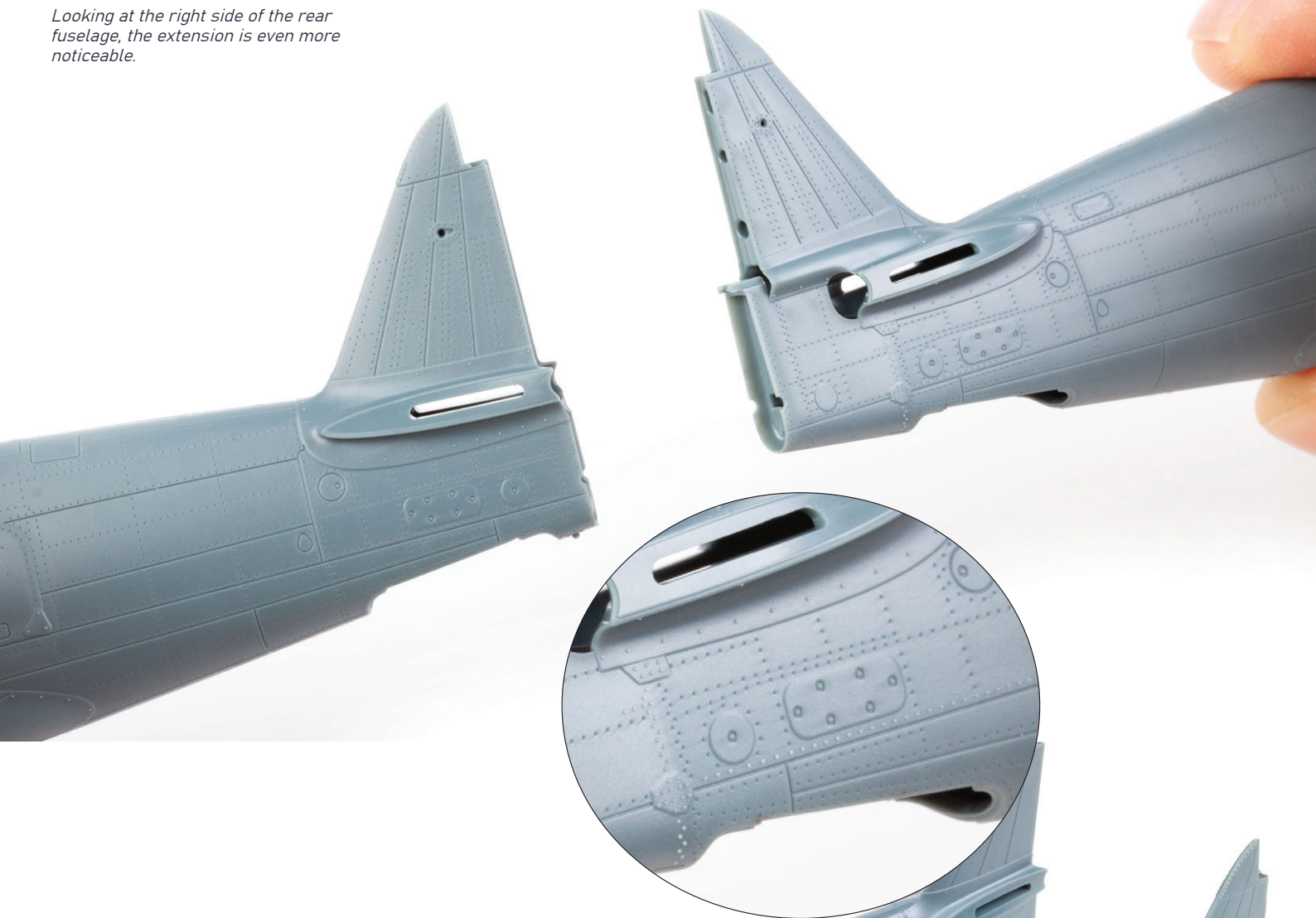


The first differences can be seen on the front of the engine cowlings – among other things, an added air intake grille.

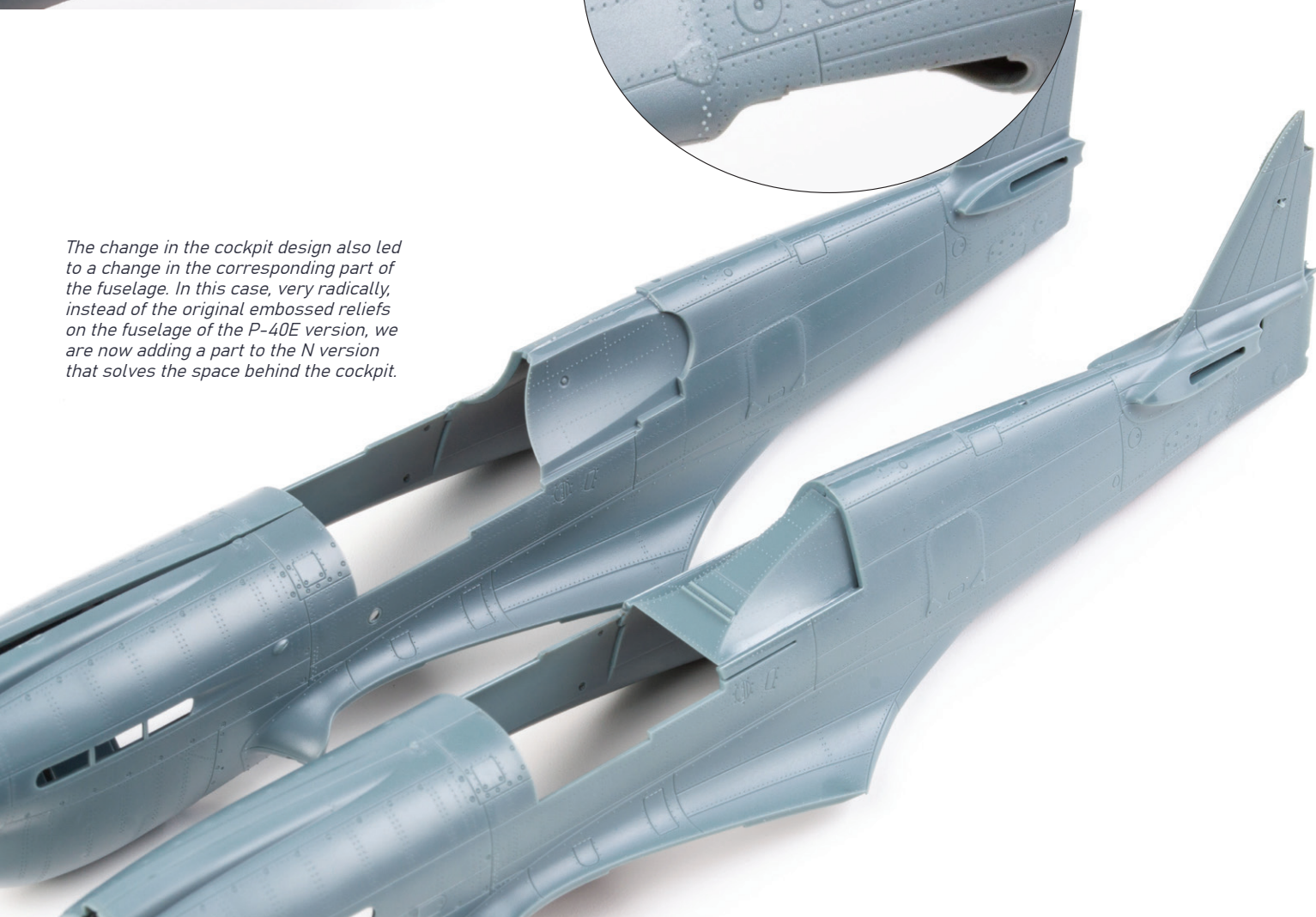
Further differences can be seen in the tail section. The P-40N variant has an extended fuselage, so this part of the model is completely different. Also noteworthy are the details of the positive rivets and raised panels.



Looking at the right side of the rear fuselage, the extension is even more noticeable.



The change in the cockpit design also led to a change in the corresponding part of the fuselage. In this case, very radically, instead of the original embossed reliefs on the fuselage of the P-40E version, we are now adding a part to the N version that solves the space behind the cockpit.

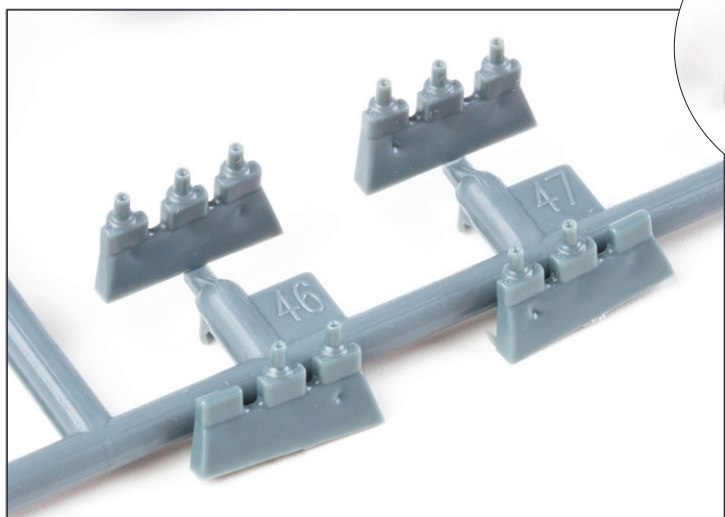




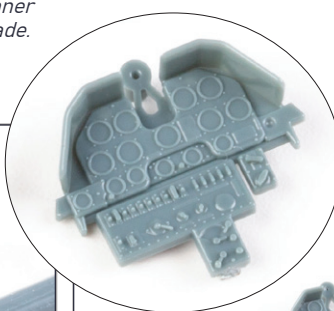
When designing the fuselage and wing parts, the designers also thought about the future installation of Brass accessories and prepared thinner plastic in the areas where the cuts for installing these sets will be made. In this case, it is the space where the engine will be glued...



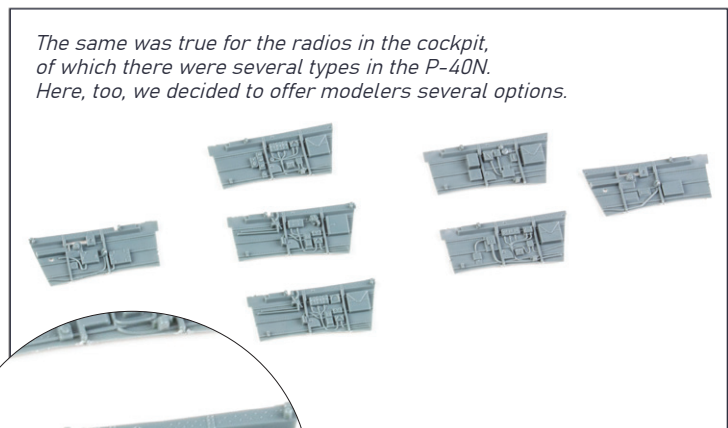
...or the radio assembly.



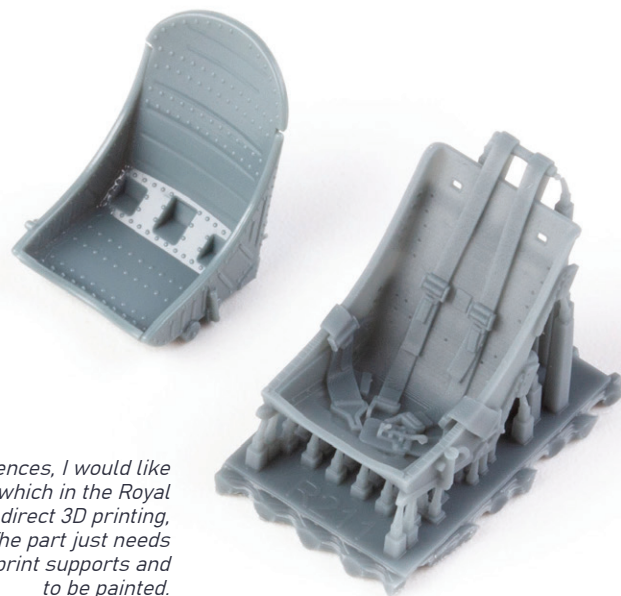
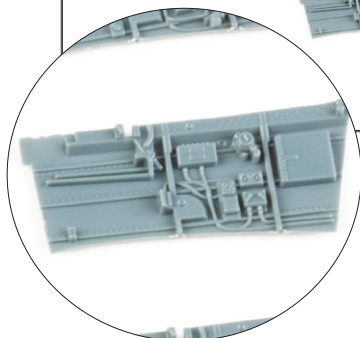
The N version sprues also includes parts for recreating very early versions, which were tested with only two machine guns in each wing.



The P-40N version underwent frequent modifications to the instrument panels, which we have tried to capture in the kit. We have therefore reproduced them in several types. In addition, they feature sun cover, which is another difference from the P-40E version.



The same was true for the radios in the cockpit, of which there were several types in the P-40N. Here, too, we decided to offer modelers several options.



Among other differences, I would like to highlight the seat, which in the Royal Class edition is made by direct 3D printing, including the seat belts. The part just needs to be removed from the print supports and to be painted.

HORNET

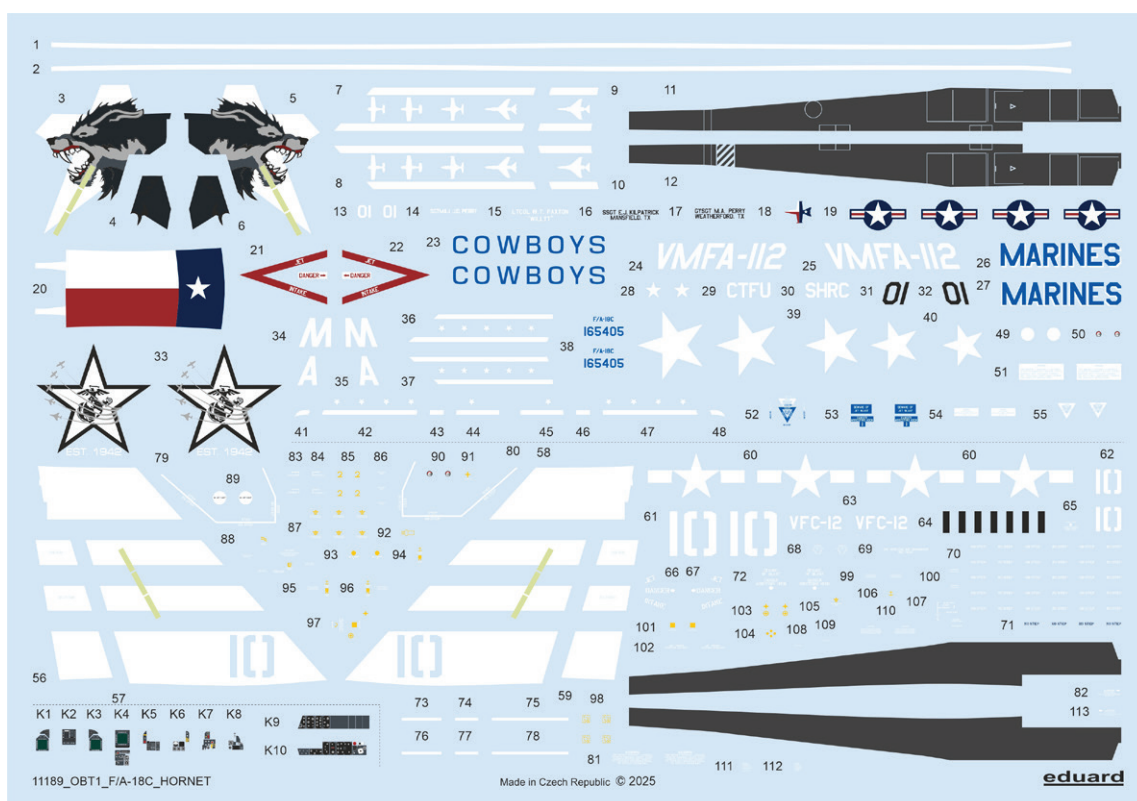
#11189

The Limited edition kit of US supersonic twin-engine, carrier based multirole combat aircraft F/A-18C Hornet in 1/48 scale.

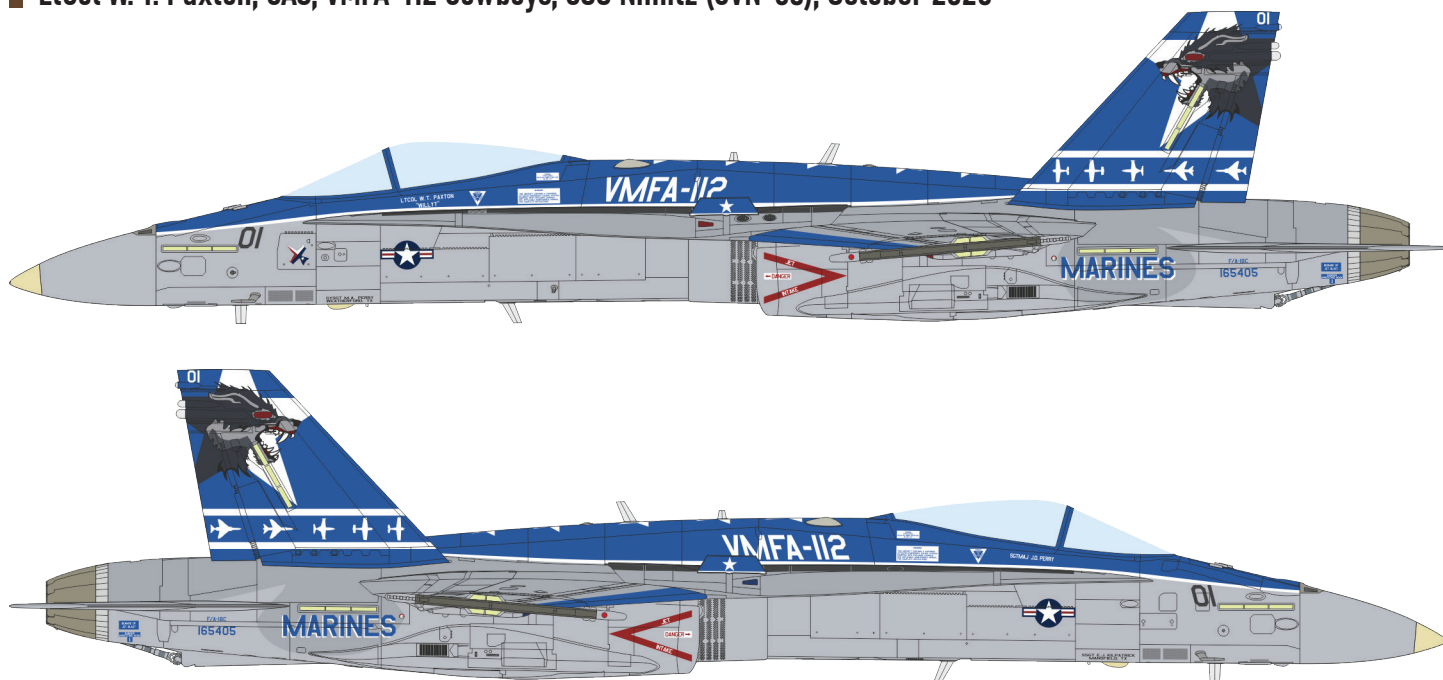
- plastic parts: Eduard
- marking options: 2
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels, seat with integral belts

1/48

The kit Cat. No. 11189 will be available only during the IMPS Afterparty.



■ LtCol W. T. Paxton, CAG, VMFA-112 Cowboys, USS Nimitz (CVN-68), October 2020



■ CONA, VFC-12 Fighting Omars, Naval Station Oceana, February 2011



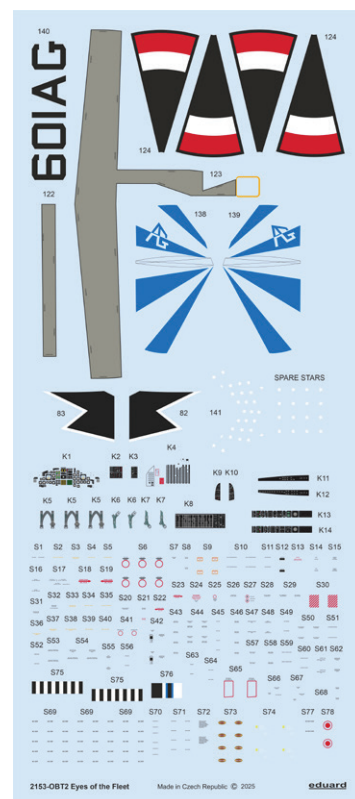
Eyes of the Fleet

1/72

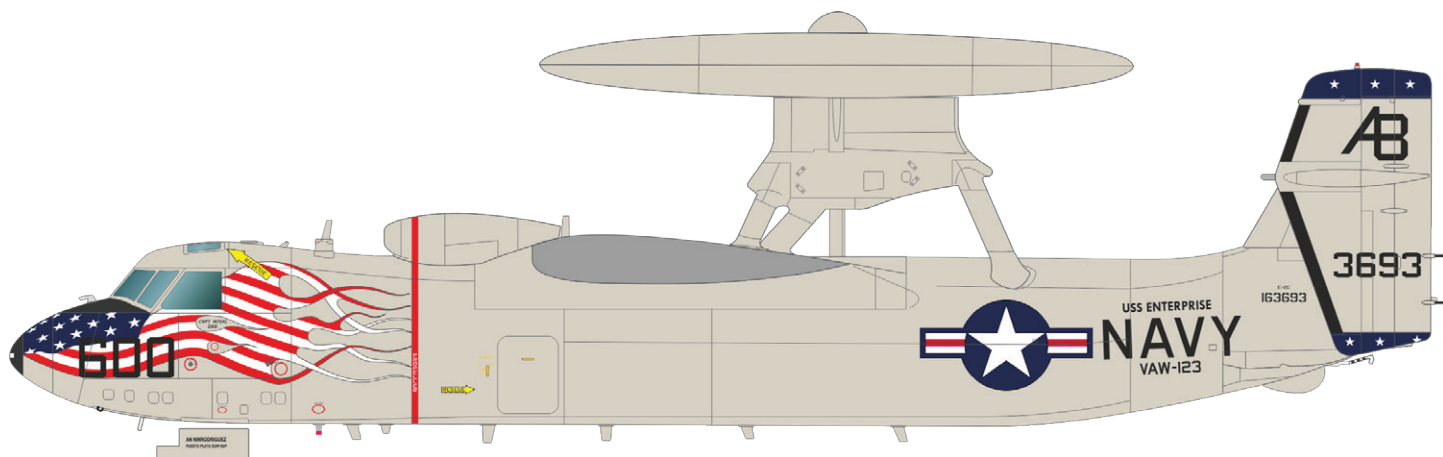
#2153

The Limited edition kit of US twin-turboprop naval carrier based airborne early warning plane E-2C Hawkeye in 1/72 scale. The kit features Hawkeyes from the units aboard US Atlantic Fleet aircraft carriers and from the Naval Air Station (Naval Station) Norfolk.

- plastic parts: Heller
- marking options: 4
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels

[Product page](#)


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

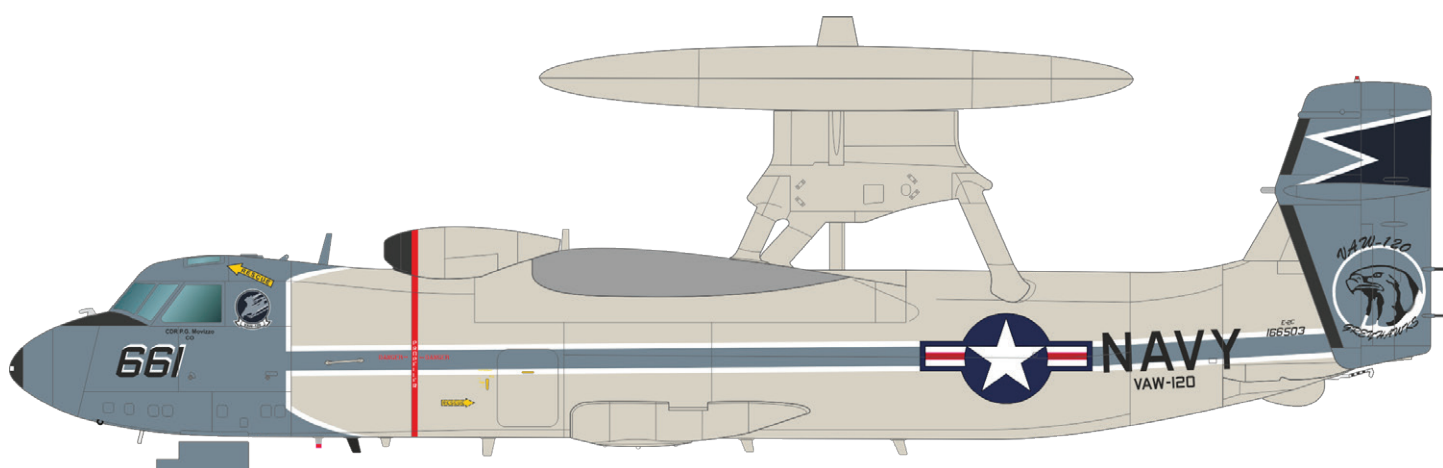


Like its sister units, Airborne Command and Control Squadron 123 (VAW-123) was established on April 1, 1967, and was equipped with Grumman E-2 Hawkeye from the outset.

Initially, these were E-2A, which were swapped for the E-2B version in 1969. In 1973, the E-2C version replaced the older variants and VAW-123 crews still fly them so far. The unit's home base,

known as Screwtops, is NAS Norfolk, but when the Atlantic Fleet's aircraft carriers are at sea, they take off from their decks.

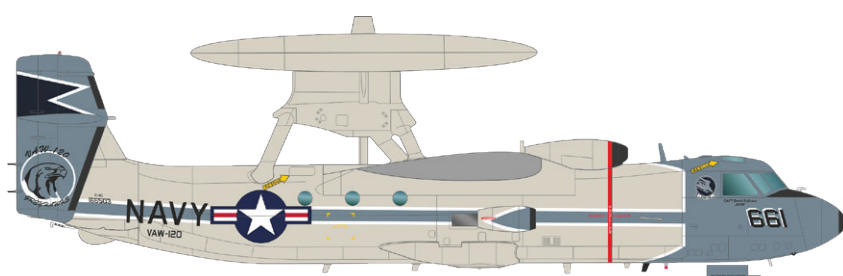
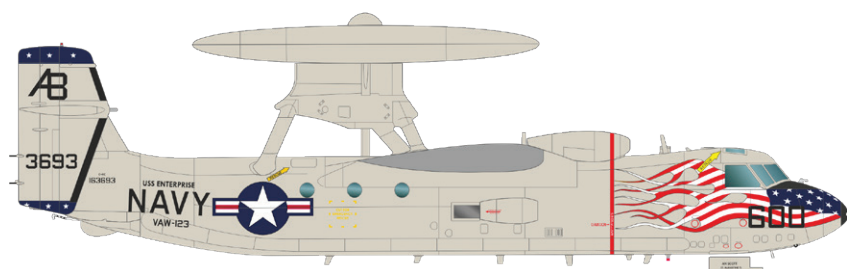
BuNo. 166503, VAW-120 Greyhawks, NAS Norfolk, United States, May 2010

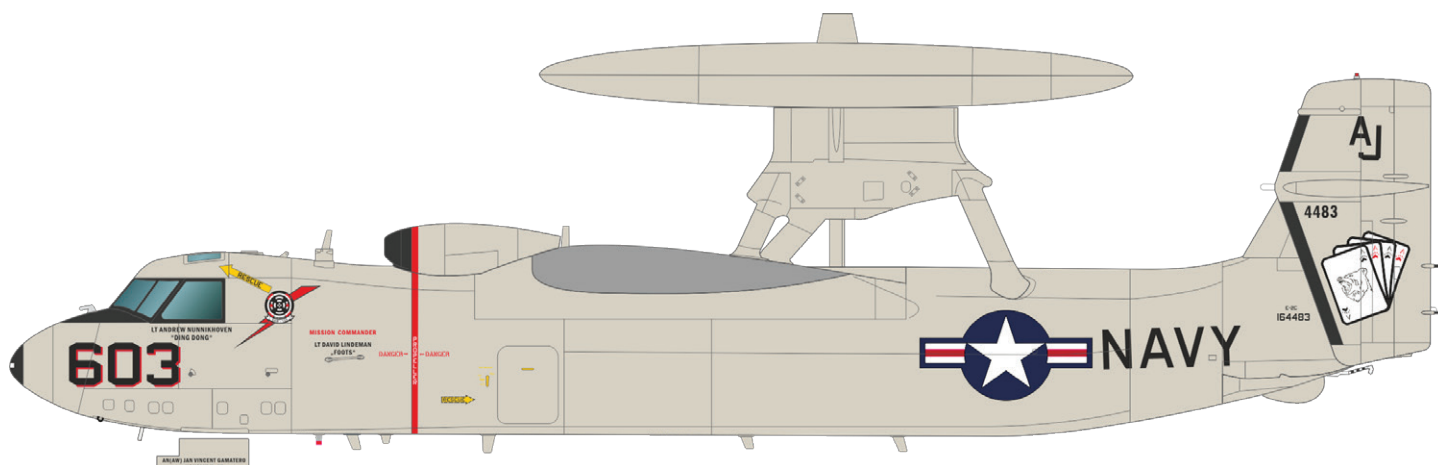


The unit's history dates back to July 6, 1948, when Carrier Airborne Early Warning Squadron 2 (VAW-2) was established at NAS Norfolk, renamed VAW-12 in 1956. In July 1966, the unit received its first Hawkeye, version E-2A.

VAW-12, which had 200 officers and 800 enlisted personnel, was reorganized on April 1, 1967, into an Air Wing with six operational squadrons, one of which was RFAW-120 (Replacement Airborne Early Warning Squadron), dedicated to crew

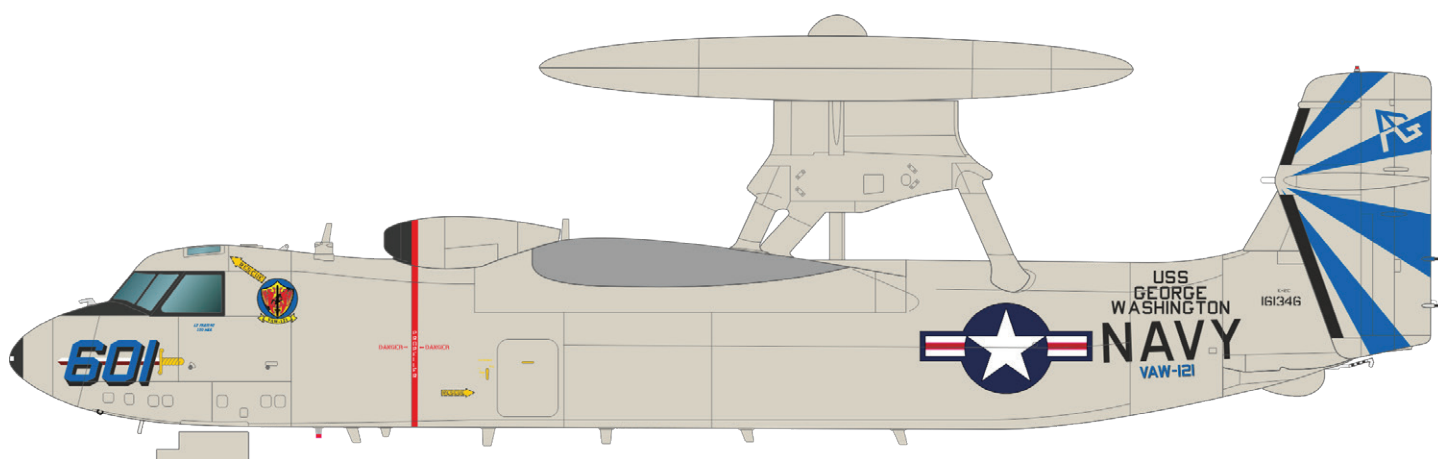
training. In 1970, the unit received the E-2B version of the Hawkeye, and the E-2C version was delivered in 1973. In 1983, the unit was redesignated VAW-120. Currently, this unit uses E-2D and C-2A aircraft for training.



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


Airborne Command and Control Squadron 124 (VAW-124), also known by its nickname Bear Aces, was founded on September 1, 1967, at NAS Norfolk, which they still use today when not stationed aboard Atlantic Fleet aircraft carriers.

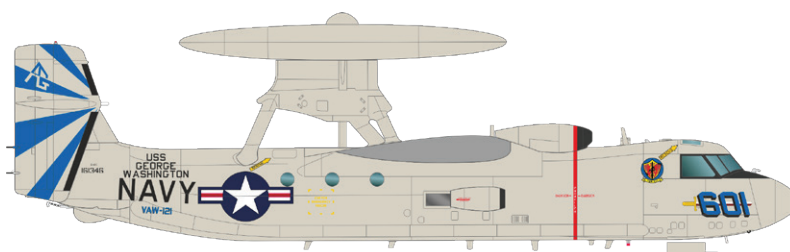
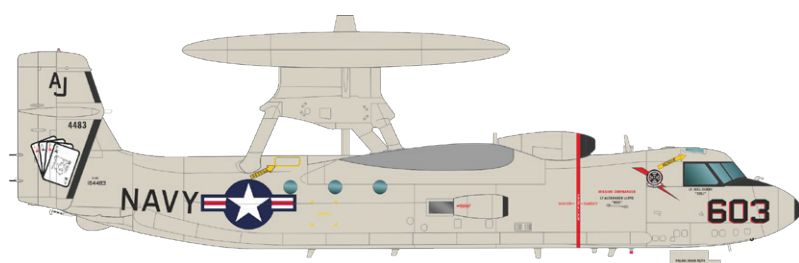
From the beginning, Bear Aces were equipped with Grumman E-2 Hawkeye aircraft, from the A version to the most modern D version, which they fly since the summer of 2021.

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


Airborne Command and Control Squadron 121 (VAW-121) was established on April 1, 1967, and was initially equipped with Grumman E-1B Tracers. The reason for their use, even at a time when the US Navy already had Hawkeyes in

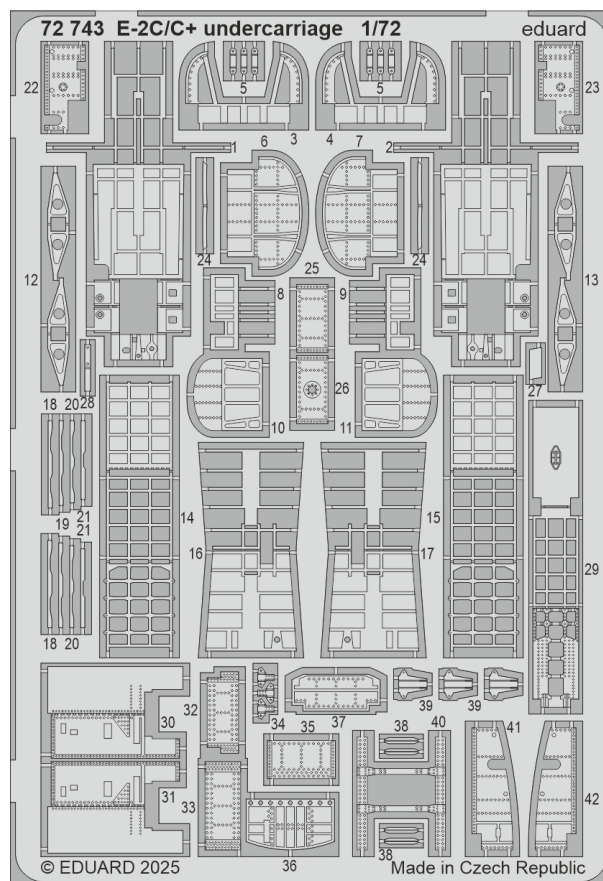
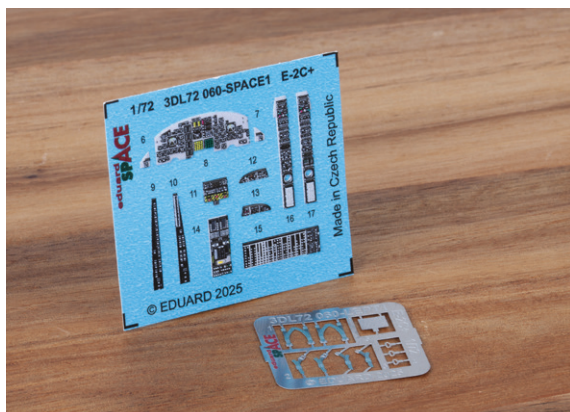
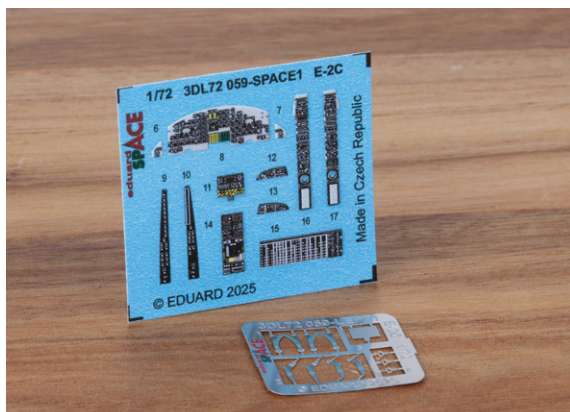
service, was the inability to use E-2s on older Essex-class aircraft carriers and on the USS Franklin D. Roosevelt (CV-42). The unit was re-equipped with modern E-2Cs in July 1975. The Bluetails, as the unit is nicknamed, use NAS

Norfolk as their home base and are deployed on Atlantic Fleet aircraft carriers. In 2014, the unit was re-equipped with the more modern E-2D Advanced Hawkeye.

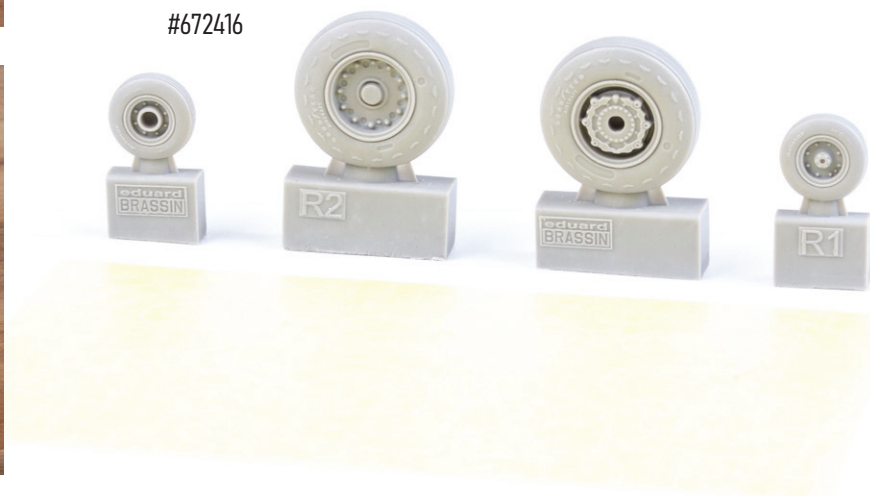


For E-2C Hawkeye 1/72 RECOMMENDED:

72743	E-2C/C+ undercarriage (PE-Set)
73847	E-2C (PE-Set)
73848	E-2C+ (PE-Set)
SS847	E-2C (PE-Set)
SS848	E-2C+ (PE-Set)
672416	E-2C wheels (Brassin)
3DL72059	E-2C SPACE (3D Decal Set)
3DL72060	E-2C+ SPACE (3D Decal Set)
CX688	E-2C (Mask)

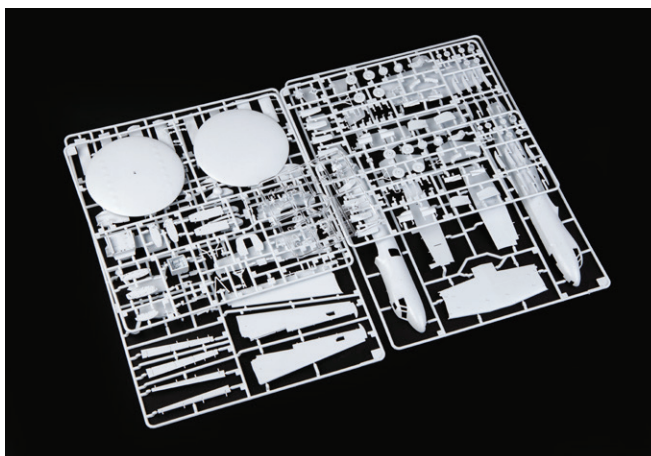


#672416



OVERTREES

#2153X
E-2C
Hawkeye
1/72



Product page

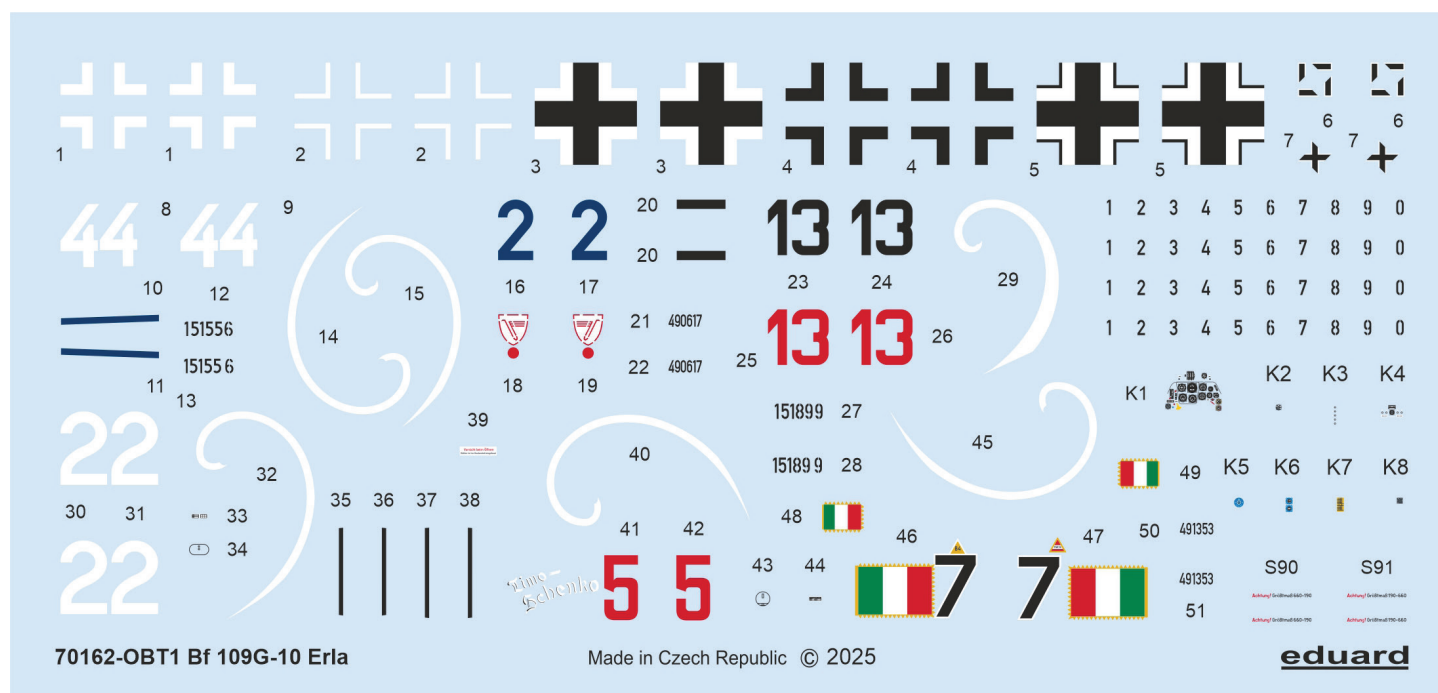
Bf 109G-10 ERLA

1/72

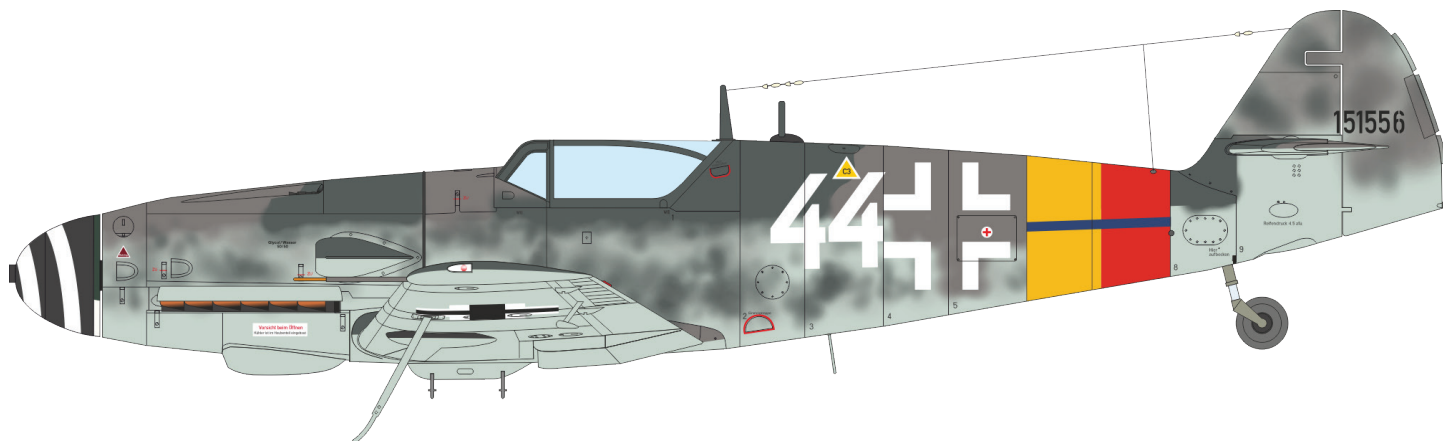
#70162

The ProfiPACK edition kit of German WWII fighter aircraft Bf 109G-10 in 1/72 scale. The kit is focused on 109s produced by Erla Werke in Leipzig.

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

[Product page](#)


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

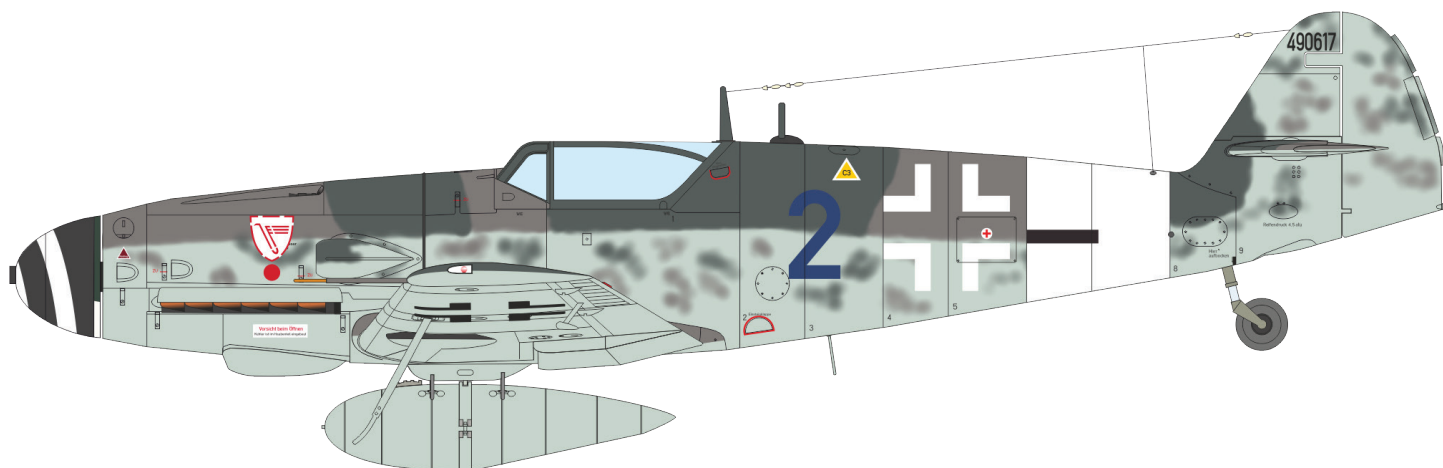


JG 301 IV. Gruppe was founded on November 24, 1944, in Gardelegen. From there, it immediately began to fly air counterattacks against Soviet forces attempting to cross the Oder River. After the Soviets succeeded, IV. Gruppe was moved to serve in the system of the air defense of Berlin,

but after heavy losses of pilots and aircraft, the unit was disbanded on March 19, 1945. This again took place in Gardelegen. As a result of intense fighting, pilots were sharing aircraft and White 44 was one of those used by multiple pilots. W.Nr 151556 is an example of a Bf 109G-10

from 151XXX production series, manufactured by the Erla factory in Leipzig. These aircraft were characterized by large bulges on the top of the wings above the landing gear bays to house larger wheels. No further details about this aircraft are known.

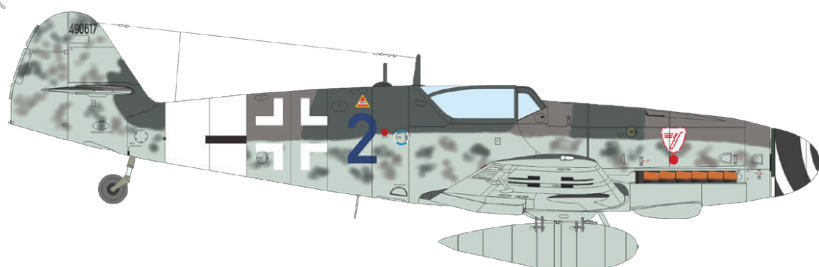
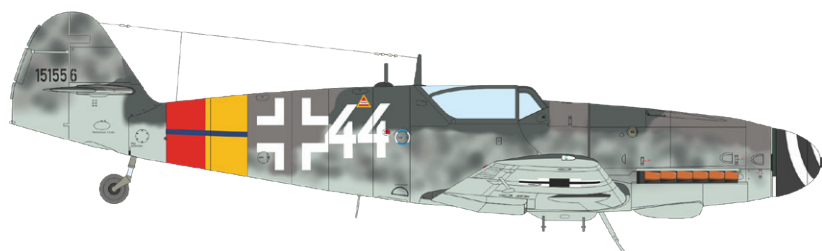
W.Nr. 490617, Uffz. Gerhard Reiher, 8./JG 3, Alperstedt, Germany, November 1944



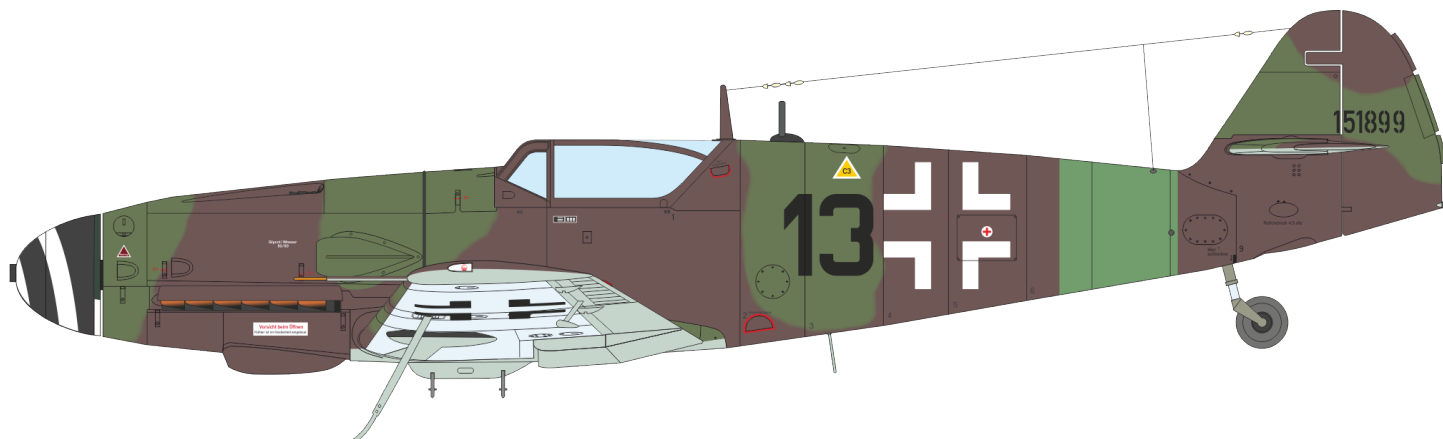
On November 2, 1944, the whole JG 3 suffered heavy losses during its IV.(Sturm)/JG 3 Sturmjägers' attack on the formation of 91st BG B-17s North-West from Halle. The II. Gruppe suffered the heaviest casualties when in a very short period of time it lost fifteen Bf 109s and

another eleven were battle-damaged! During the American fighters' attack twelve German pilots were killed. One of the airframes delivered to compensate for these losses was this Messerschmitt Bf 109G-10 manufactured by Erla factory in Leipzig, marked Blue 2 and assigned to

Uffz. Reiher. Additional marking consisted of the unit insignia painted on both sides of the nose and a white band on the rear fuselage indicating JG 3 within the Reich Defense system.



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

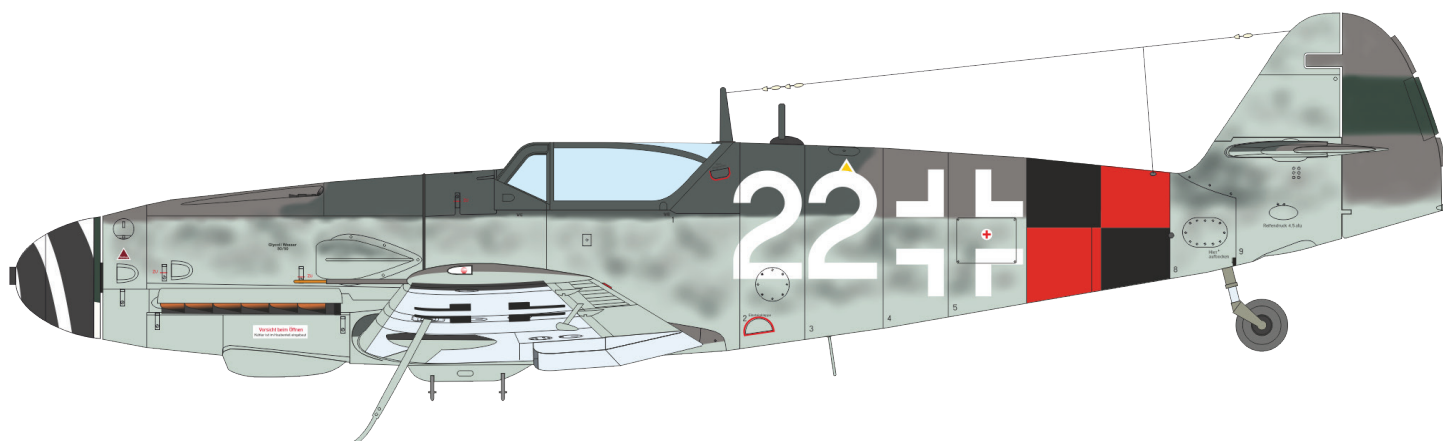


Like many other Luftwaffe units, the pilots and ground crew of 2./JG 27, along with their equipment, were constantly on the move from early 1945 onwards, depending on the situation and intensity of fighting at the front. They gradually retreated from the Rhine across the

entire German Reich and in April 1945 they appeared in Prague-Kbely. In May, they ended their WWII fighting in Salzburg, surrendering to American troops. Black 13 was an aircraft from the 151XXX production series with camouflage in RLM 81 and RLM 82 colors. Many parts of

the underside of the wing were left unpainted. Some historians state the number 13 was red, thus the decal sheet includes both variants, red and black.

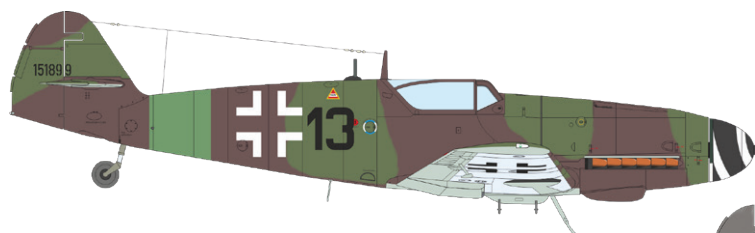
■ I./KG(J) 6, Bad Aibling, Germany, May 1945



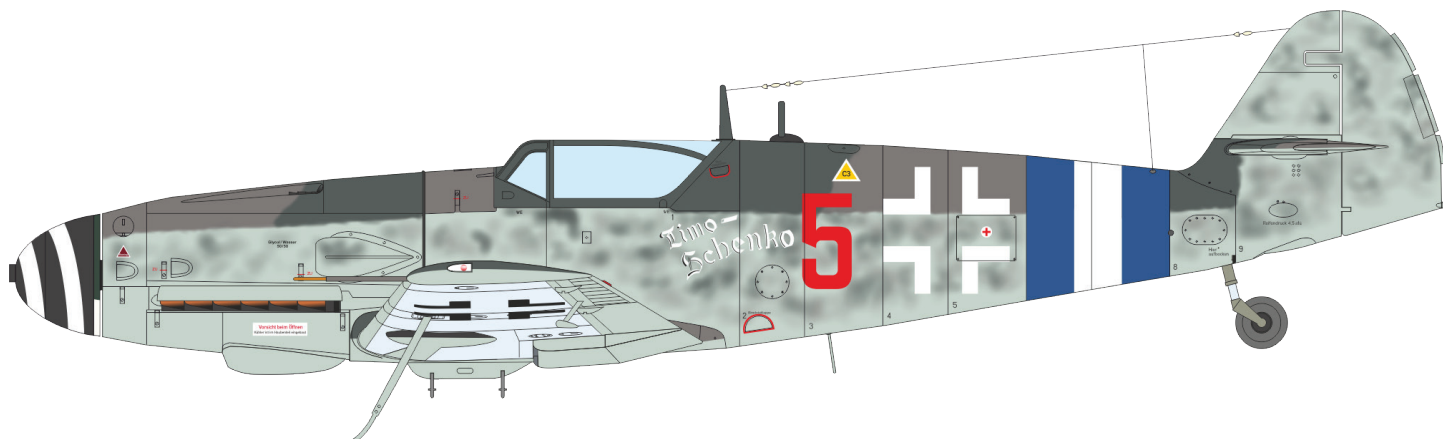
The decision to disband the Luftwaffe bomber units, which was made in September 1944, and the related transfer of bomber pilots to fighter duties, necessitated the creation of retraining units. In November 1944, I./KG(J) 6 was formed in Gerstungen from KG 77, which handed over its bomber aircraft and moved with its staff to the Protectorate of Bohemia and Moravia to Prague-Kbely Airport. Along with it, the remaining units of KG(J) 6 were transferred namely Gruppe

II./KG(J) 6 to Prague-Klecany Airport, and Gruppe III./KG(J) 6 to Prague-Ruzyně Airport. Here, the pilots familiarized themselves with the Bf 109G or Bf 109K and the Me 262 jets. Although German industry was struggling with many problems at the beginning of 1945 as a result of Allied air raids and unfavorable developments on the battlefields, I./KG(J) 6 received new Bf 109G/K aircraft in March 1945, and III. /KG(J) 6 even took delivery of Me 262s. From the beginning of

March 1945, American fighter escort of bomber formations took every opportunity to attack Prague's airfields. Training at KG(J) 6 was thus severely limited, and German pilots were forced to engage in fierce combat to protect their own airfields. At the end of April and beginning of May 1945, the transfer of airworthy aircraft to Bad Aibling began. The KG(J) 6 aircraft had a red and black checkered band on the fuselage and large white numbers.



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

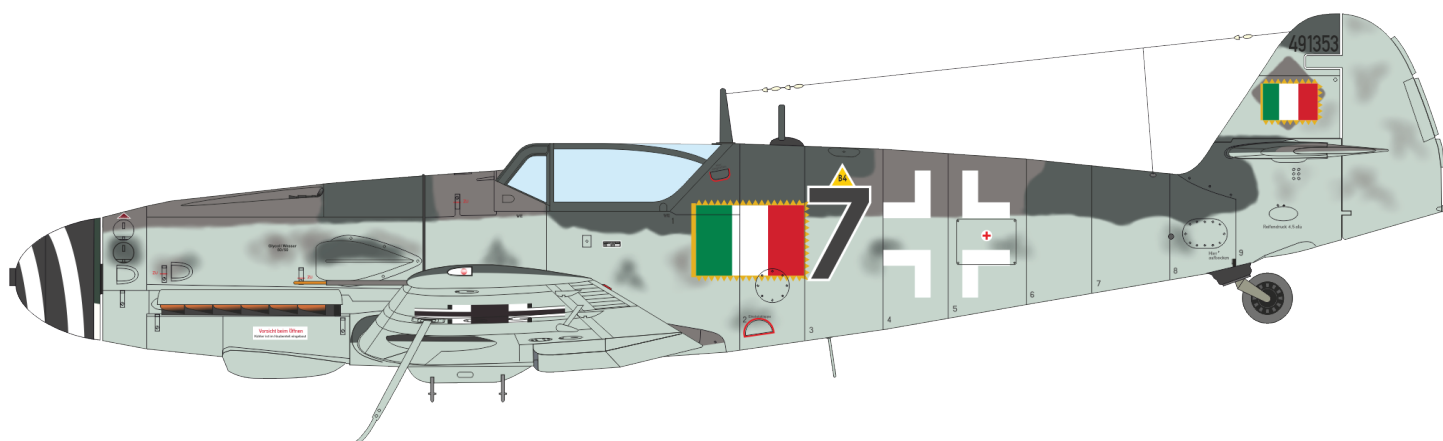


Friends and colleagues of Friedrich-Wilhelm Schenk came up with the nickname Timo-Schenko for him. It was a joke that took advantage of the name of Soviet Marshall Semyon Konstantinovich Timoshenko, and

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 he became a Lufthansa pilot.

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



After the creation of Italian Social Republic, led by Benito Mussolini, on September 18, 1943, on the territory of Italy occupied by German military, Germany allowed this puppet state to establish its own military force of four divisions. Its air force component called Aeronautica Nazionale Repubblicana consisted of two fighter plane groups (Gruppo Caccia), torpedo groups (Gruppo Aerosiluranti Buscaglia) and

several transportation squadrons. In 1945, both fighter groups flew Messerschmitts Bf 109G-6/G-10/G-14. The Commanding Officer of 1ª Squadriglia Gigi Tre Osei, was in this time Capitano Ugo Drago, an ace with seventeen kills to his credit. In April 1945, he was awarded the German Knight's Cross. After the war, he emigrated to Argentina, where he made a living as a flight instructor. He returned to

Italy in 1953 and took up a post with Alitalia with which he flew until 1973. He died in Rome on April 22, 2007. Towards the end of the war, the majority of German markings on ANR aircraft in the form of fuselage and wing crosses were no longer removed, only the swastika on the tail being oversprayed and replaced by Italian markings. This marking, an Italian flag edged in yellow, was also added to the fuselage sides.



For Bf 109G-10 ERLA 1/72

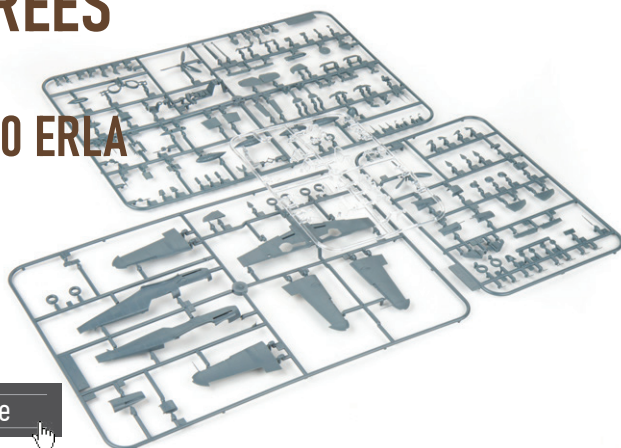
RECOMMENDED:

674018	Bf 109G-10 LööK (Brassin)
674020	Bf 109G-10 LööKplus (Brassin)
672338	Bf 109G undercarriage legs BRONZE (Brassin)
672344	Bf 109G radio compartment PRINT (Brassin)
672383	Bf 109G-10/K-4 propeller (Brassin)
672385	Bf 109G-10 wheels (Brassin)
672388	Bf 109G-10 cockpit PRINT (Brassin)
672402	Bf 109G-10 Erla engine PRINT (Brassin)
CX678	Bf 109G-10 (Mask)



OVERTREES

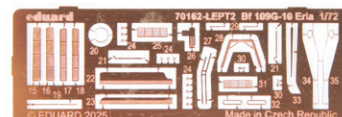
#70162X
Bf 109G-10 ERLA
1/72



Product page

OVERLEPT

#70162-LEPT1
Bf 109G-10 ERLA
1/72



Product page



Size: A2 (594 x 420 mm)
Material: Roll Up Vinyl, 160g/m2
Packing: hard envelope

Bf 109G-10 Erla

70162-ART



Bf 109G-10 Erla
W.Nr. 511504, 12.02.30, Dresden, Germany, February 1945
by Peter Fockenshauer
---eduArt
EduArt - Model Accessories, 2025
www.eduard.com

E-2C Hawkeye

2153-ART



Eyes of the Fleet
E-2C Hawkeye, BuNo. 157003, W-123 Screws, 155 Enterprise (CVN-65), October 2005
by Arkadiy Kozlov
---eduArt
EduArt - Model Accessories, 2025
www.eduard.com

644314

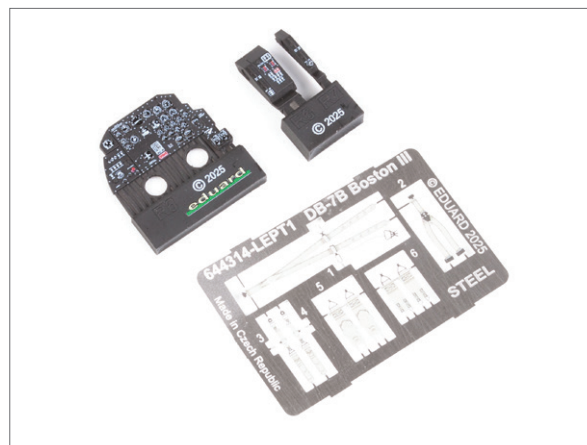
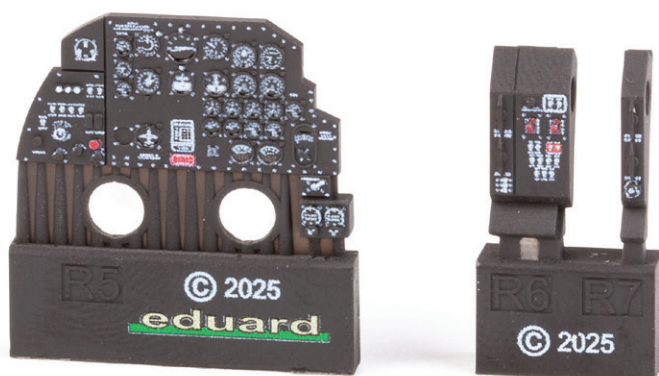
DB-7B Boston III LööK

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

[Product page](#)


LööK

644315

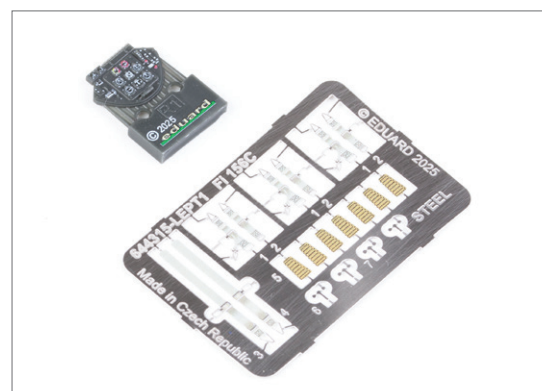
Fi 156C LööK

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

[Product page](#)


LööK

644316

P-40N LööK

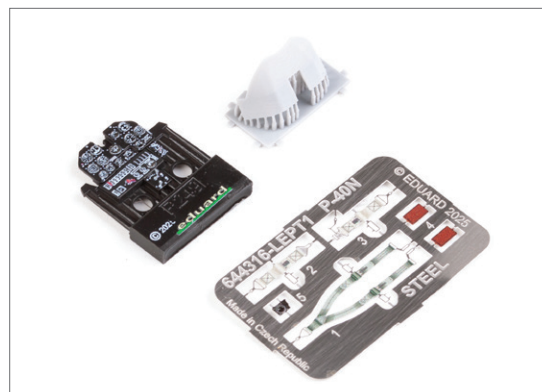
1/48 Eduard

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

Product page



LööK

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

Product page



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

[Product page](#)



644320

UH-60A LööKplus

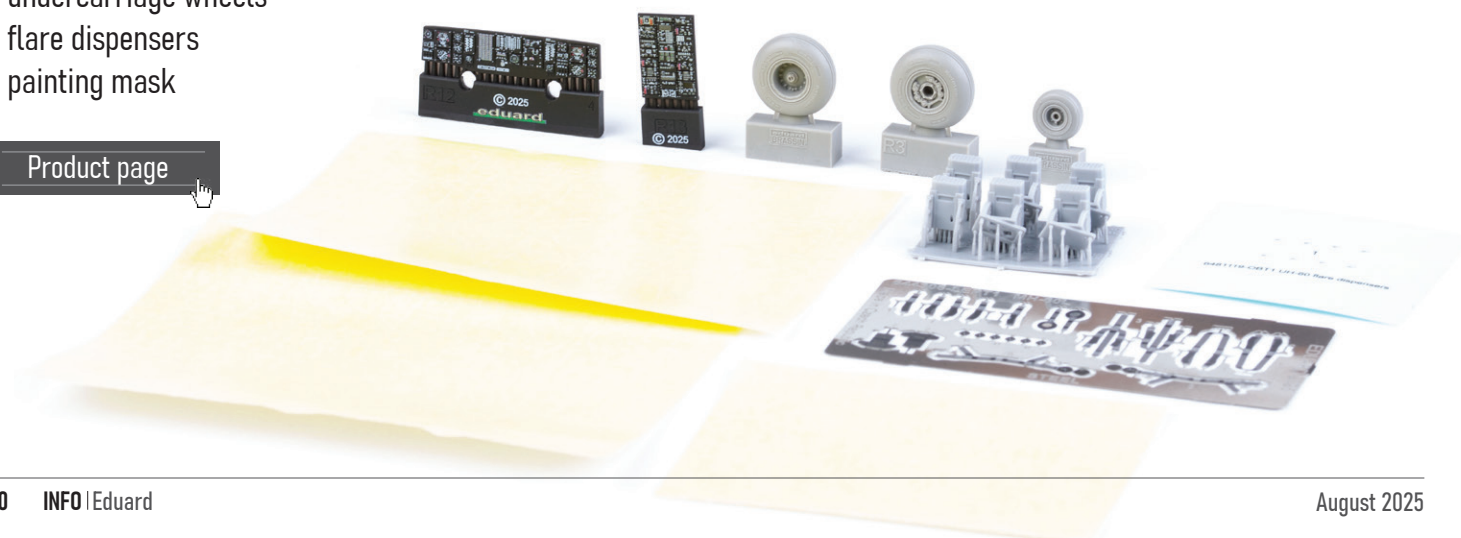
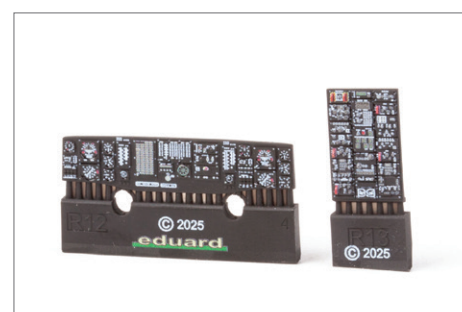
1/48 ICM

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

[Product page](#)



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

[Product page](#)

6481130

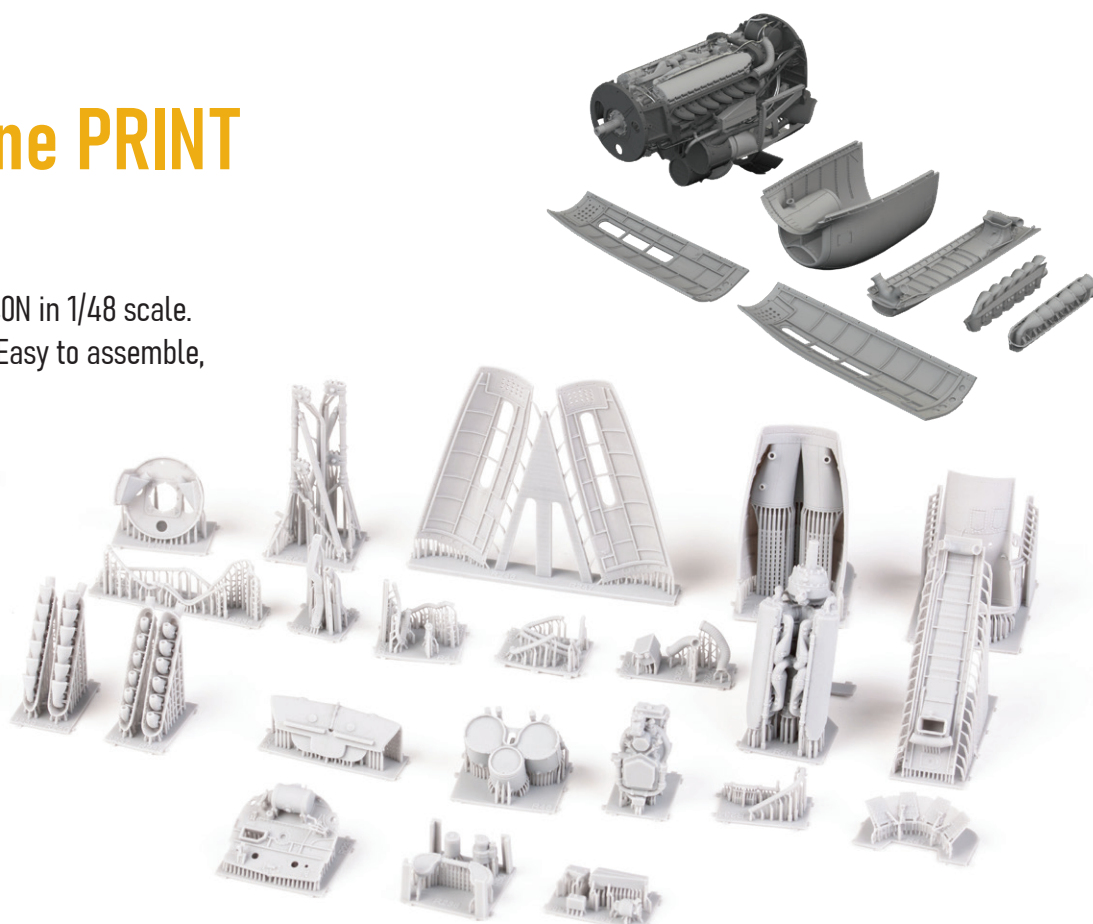
P-40N engine PRINT

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

[Product page](#)


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

[Product page](#)



6481132

P-40N cockpit PRINT

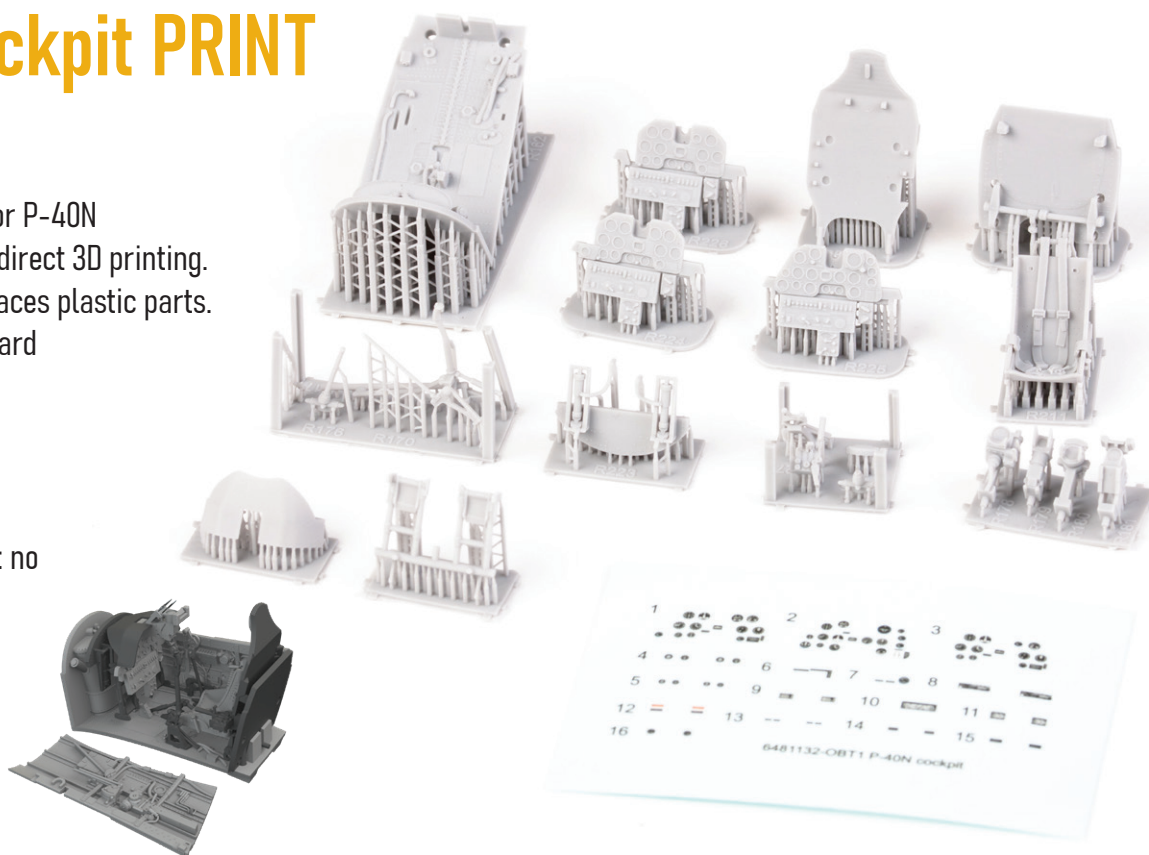
1/48 Eduard

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

[Product page](#)



6481133

P-40N radio compartment PRINT

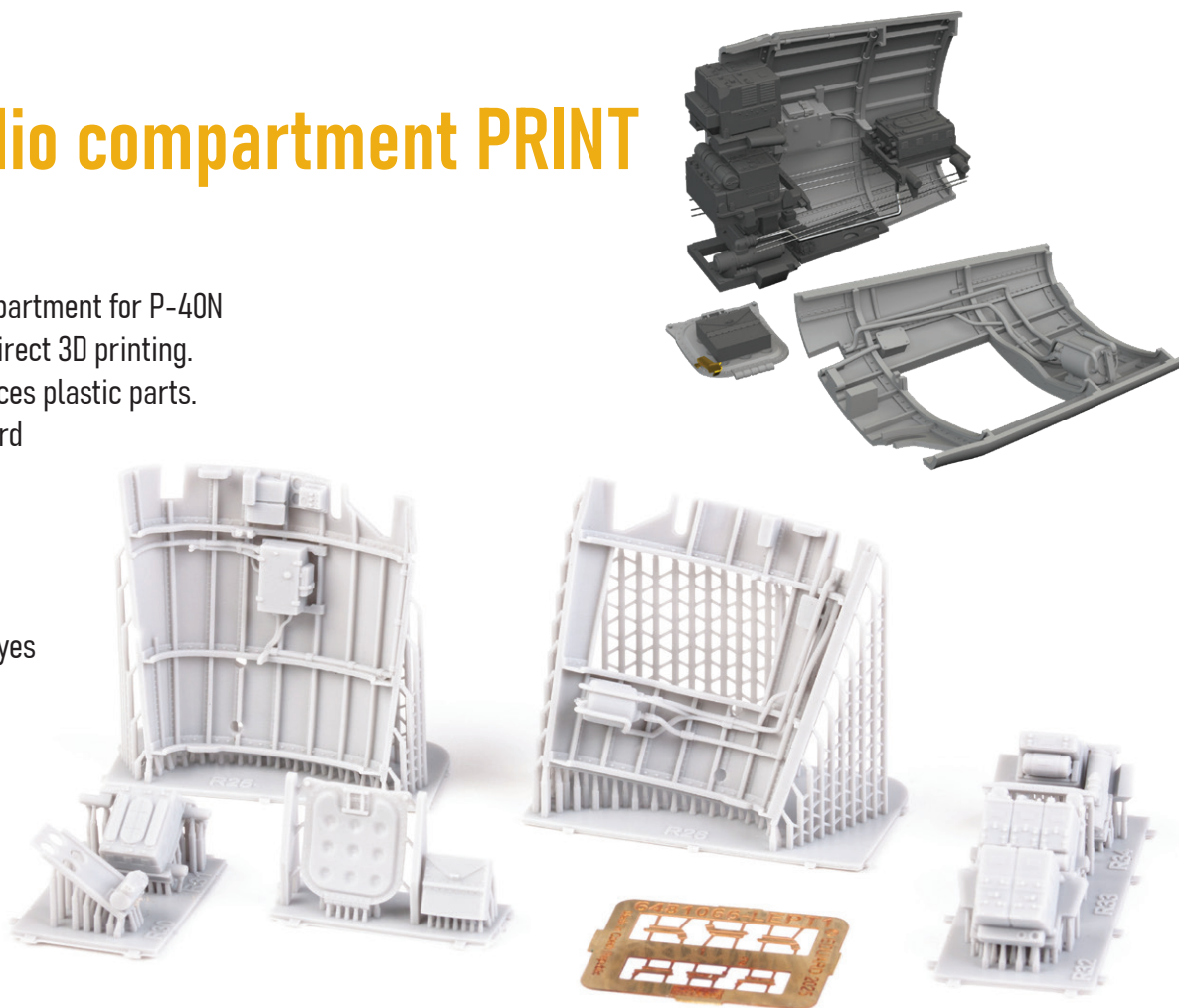
1/48 Eduard

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

[Product page](#)



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

[Product page](#)



6481135

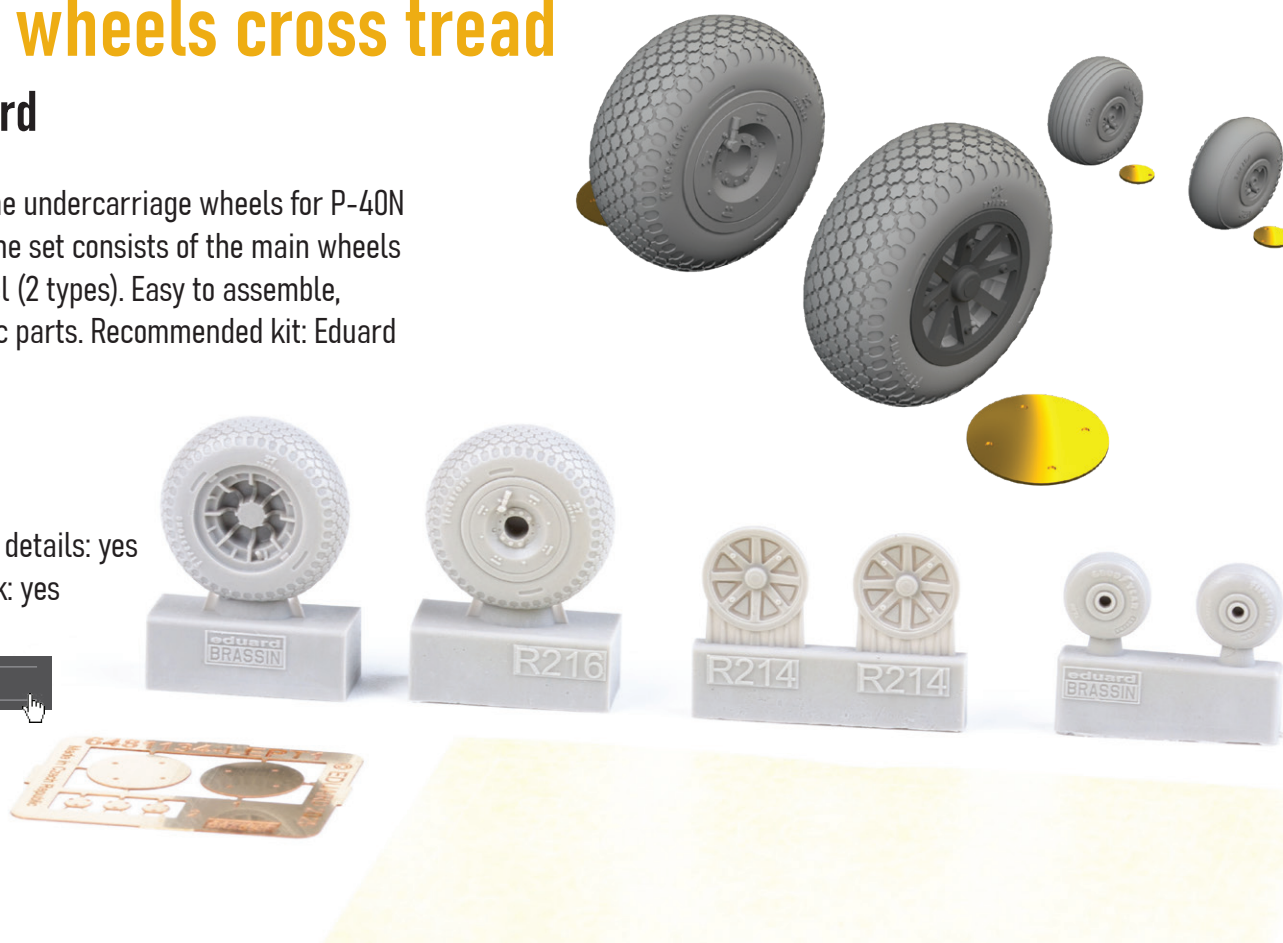
P-40N wheels cross tread

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

[Product page](#)


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

[Product page](#)


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

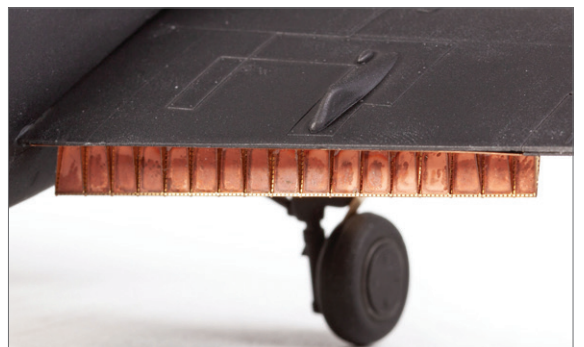
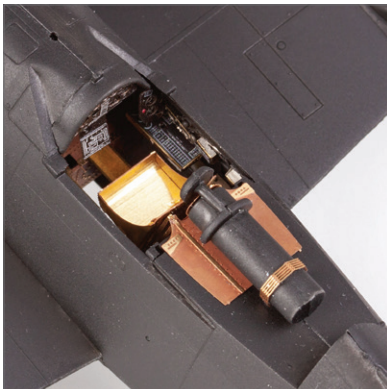
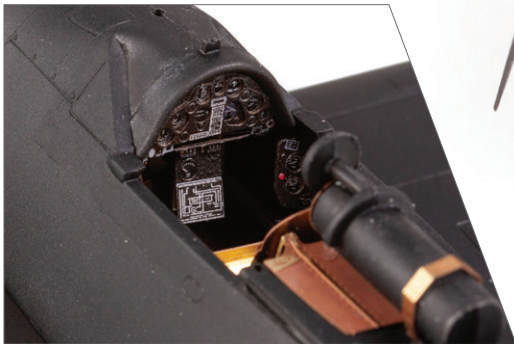
Product page



Buffalo US version

1/48 Tamiya

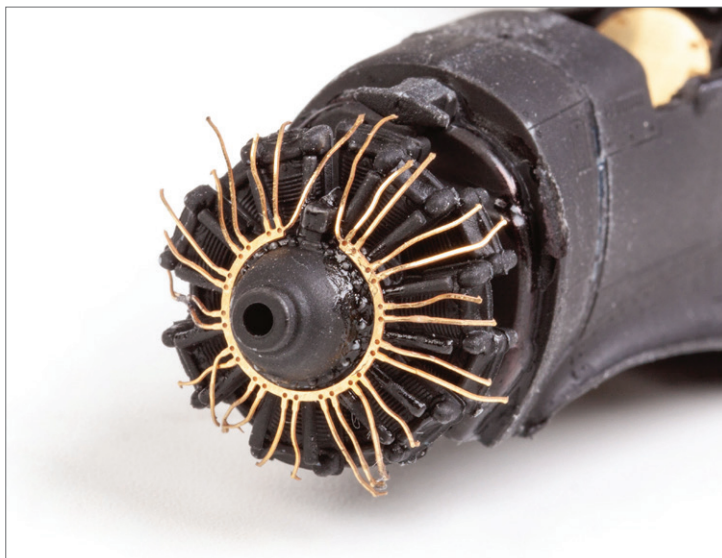
#481170
#491544
#FE1544
#FE1546



Hawk H-75A 1/2

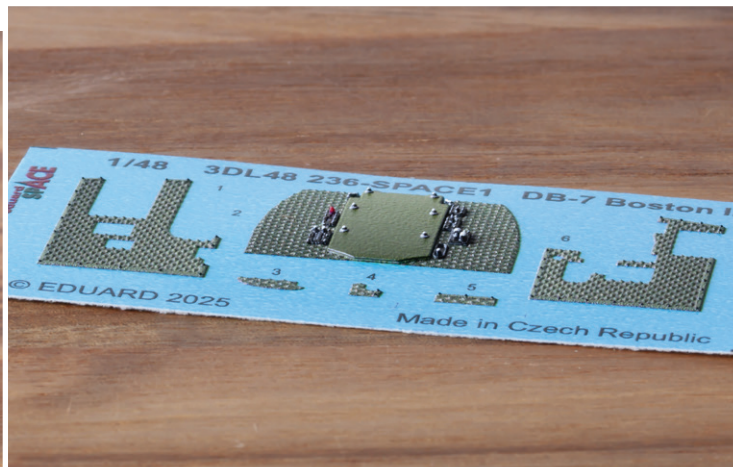
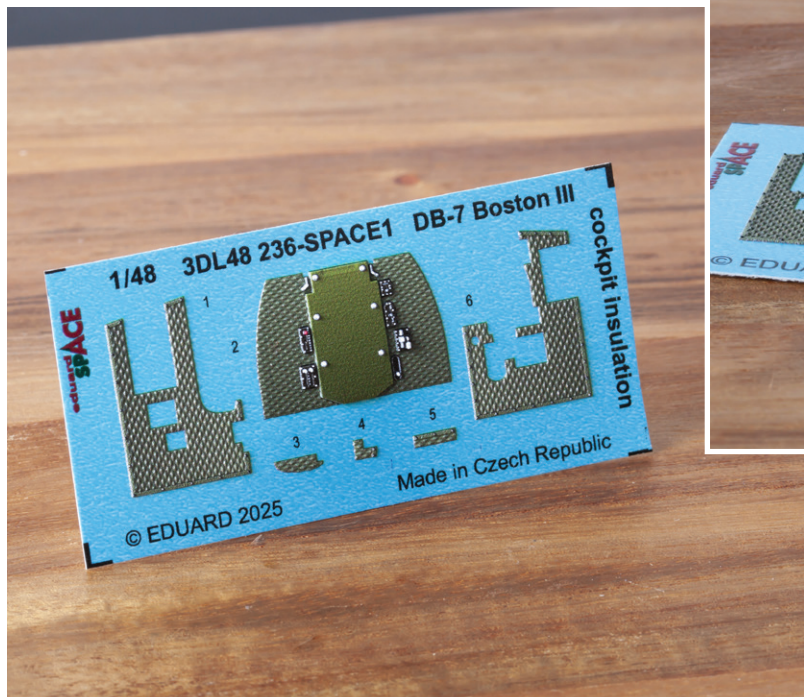
1/72 Arma Hobby

#73853



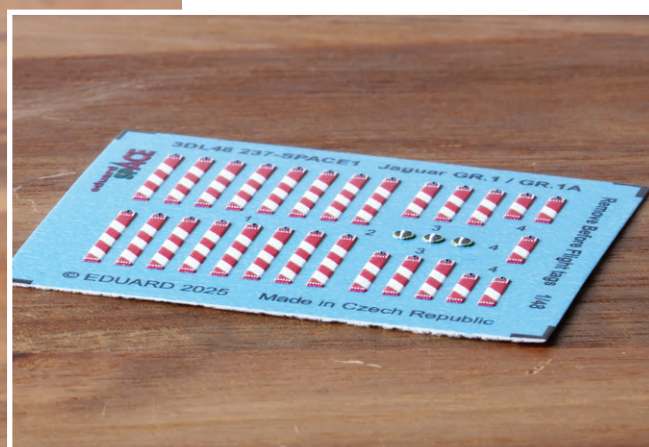
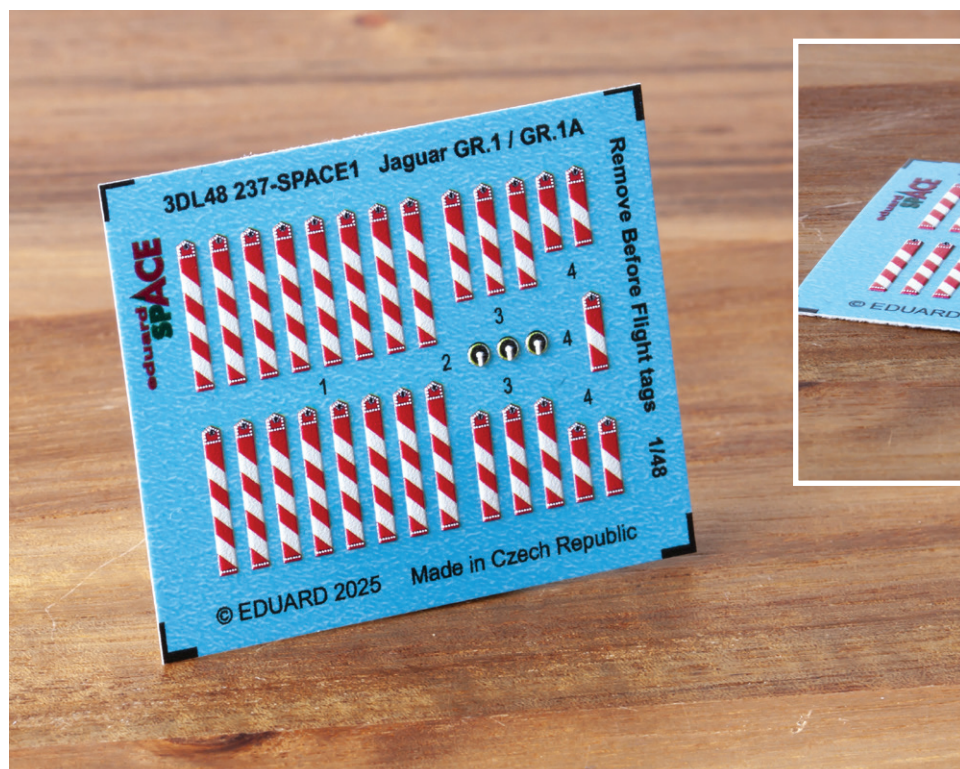
3DL48236 DB-7 Boston III cockpit insulation SPACE 1/48 HKM

Product page

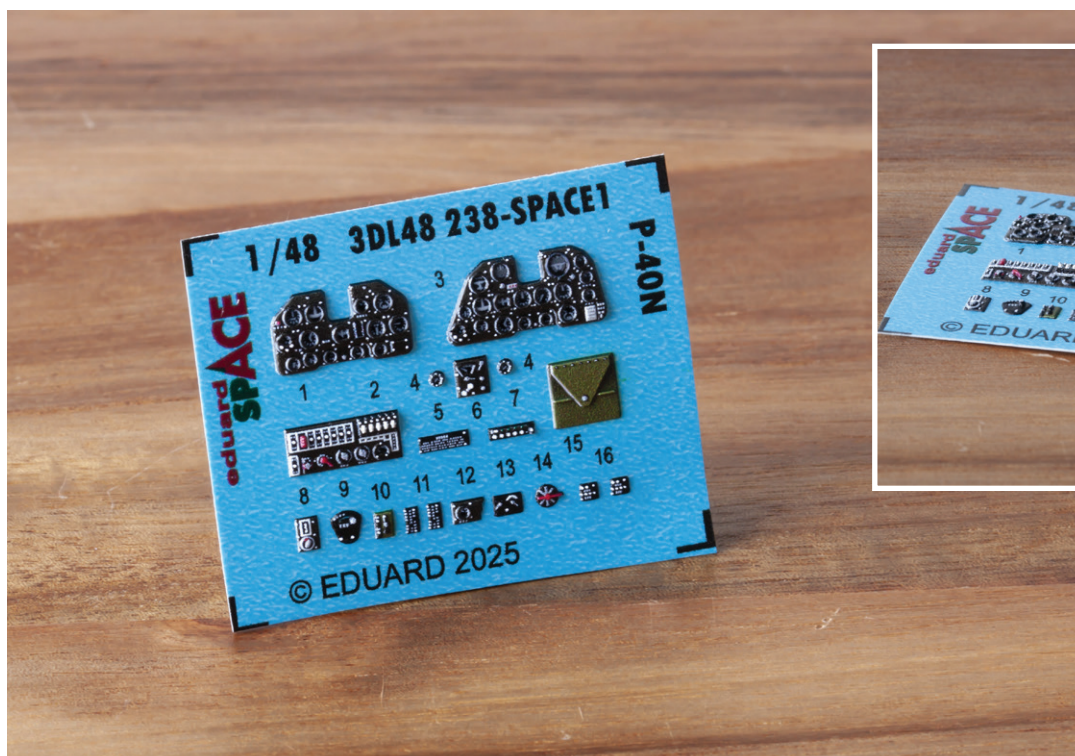
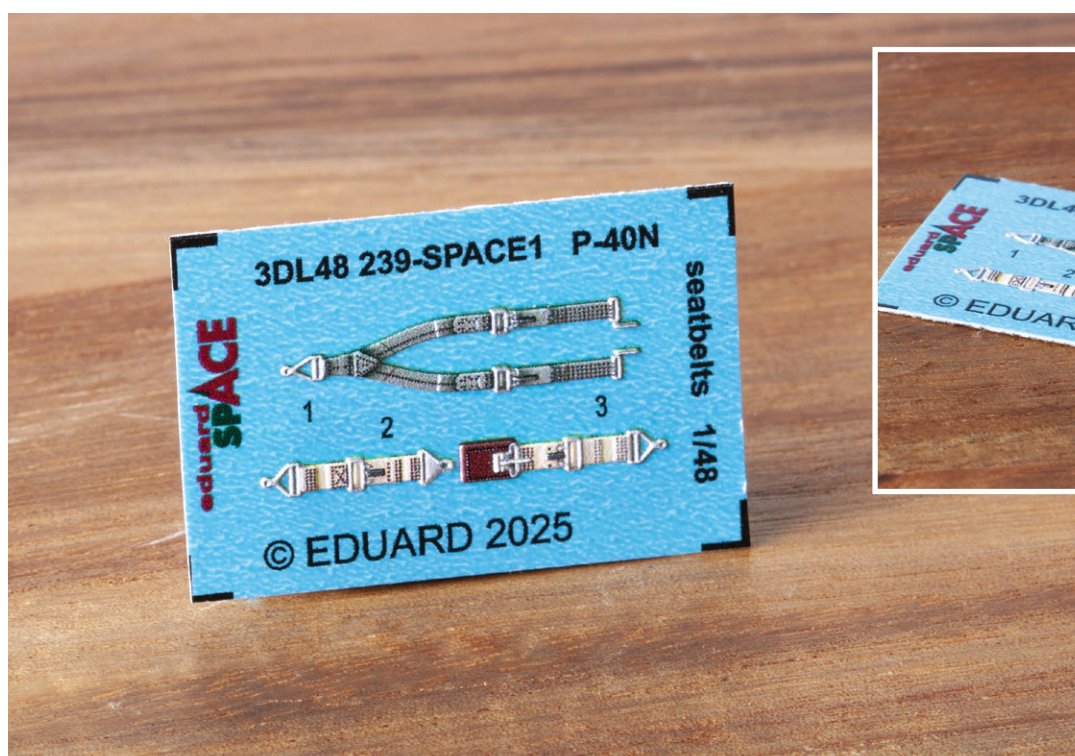


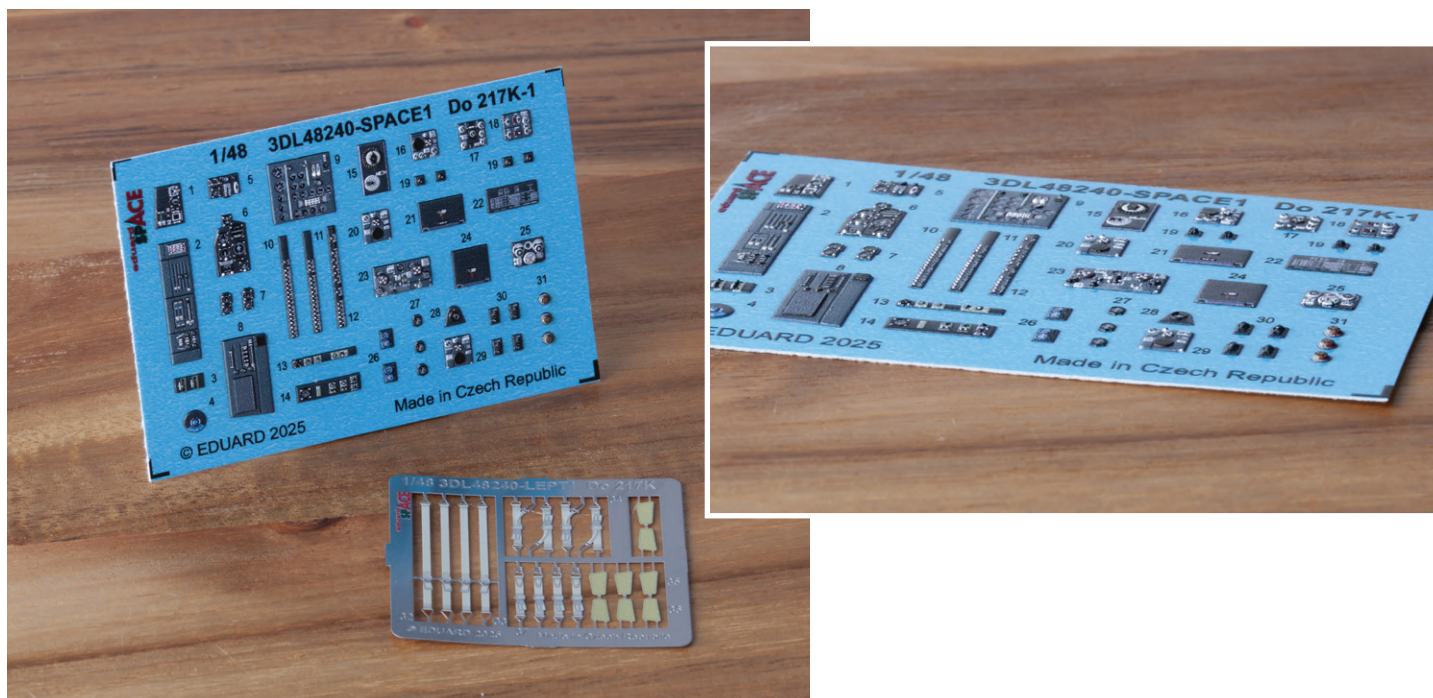
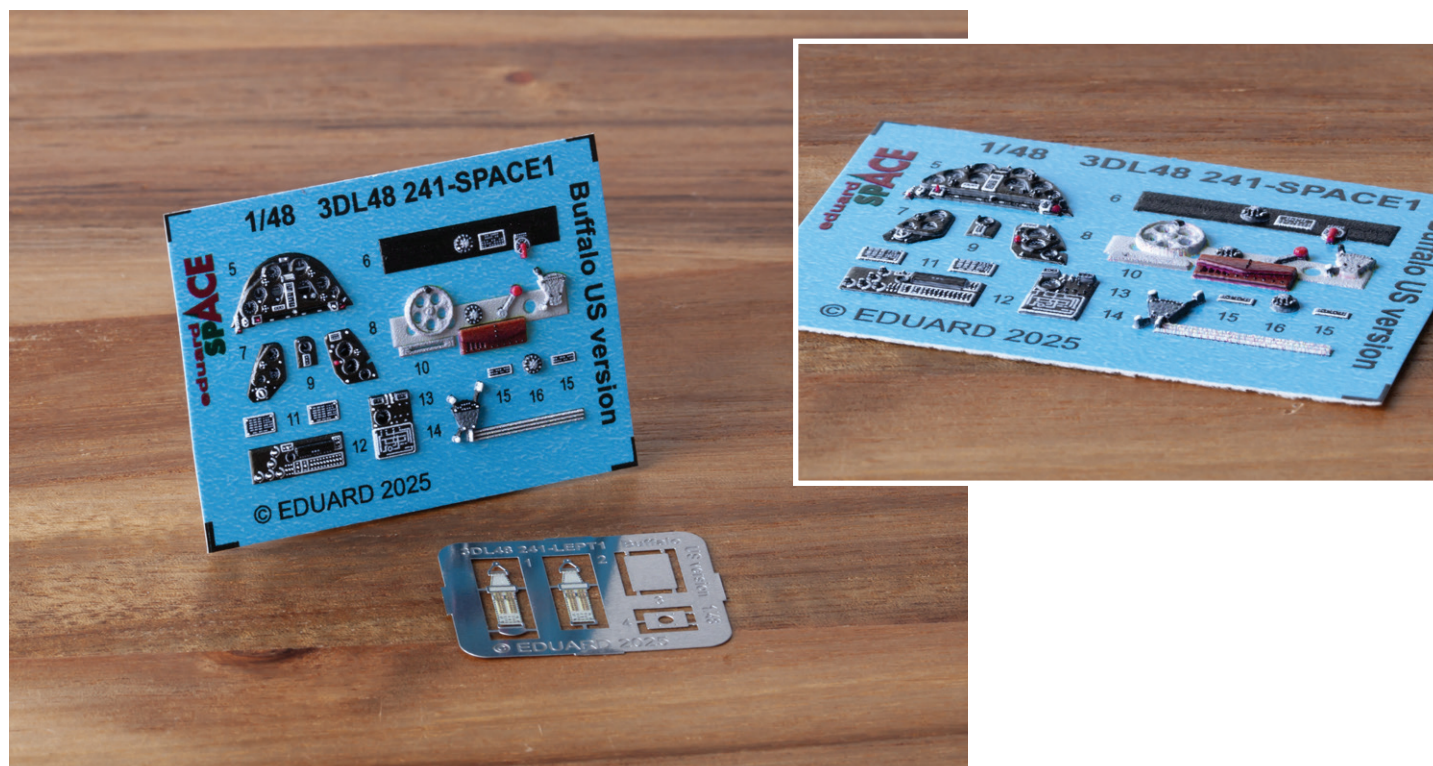
*EASY
APPLICATION*

3DL48237 Jaguar GR.1 / GR.1A Remove Before Flight tags SPACE 1/48 Airfix

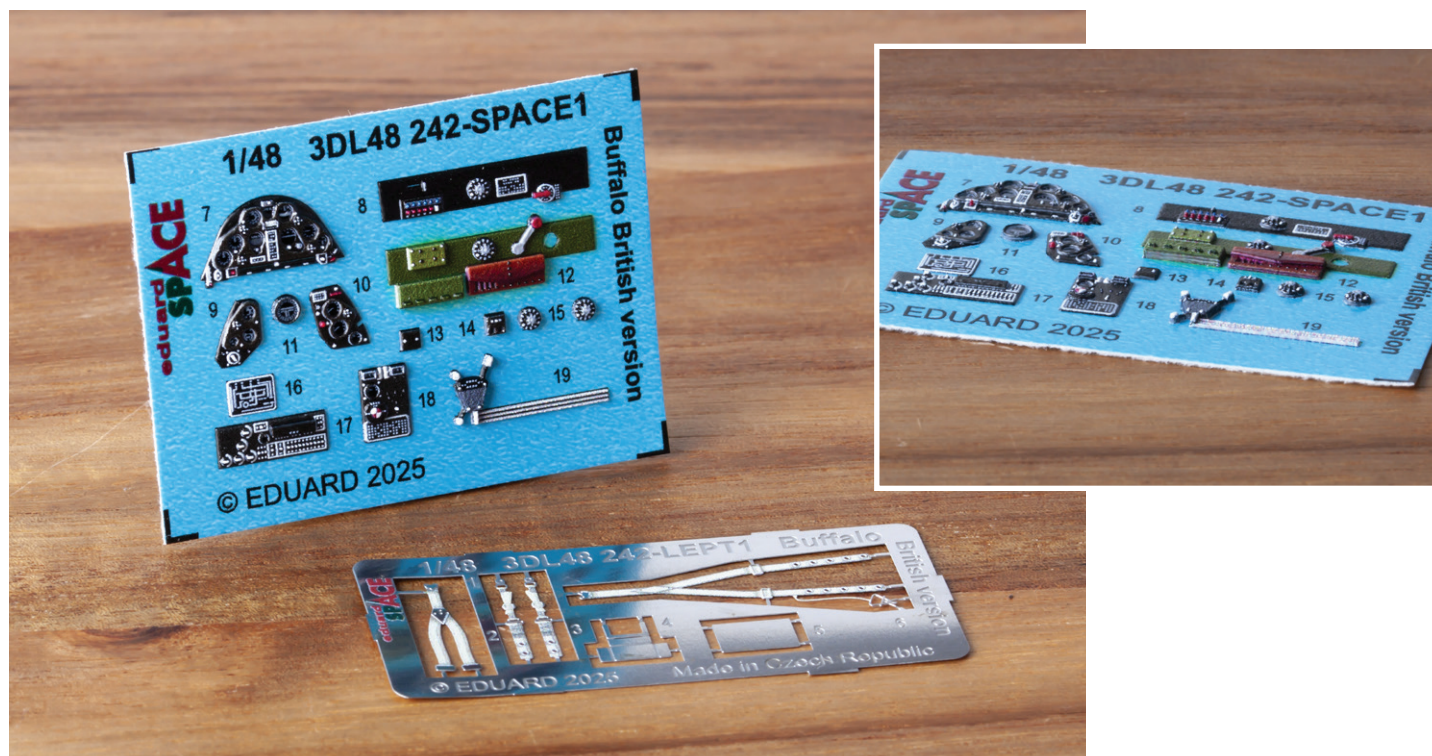


Product page

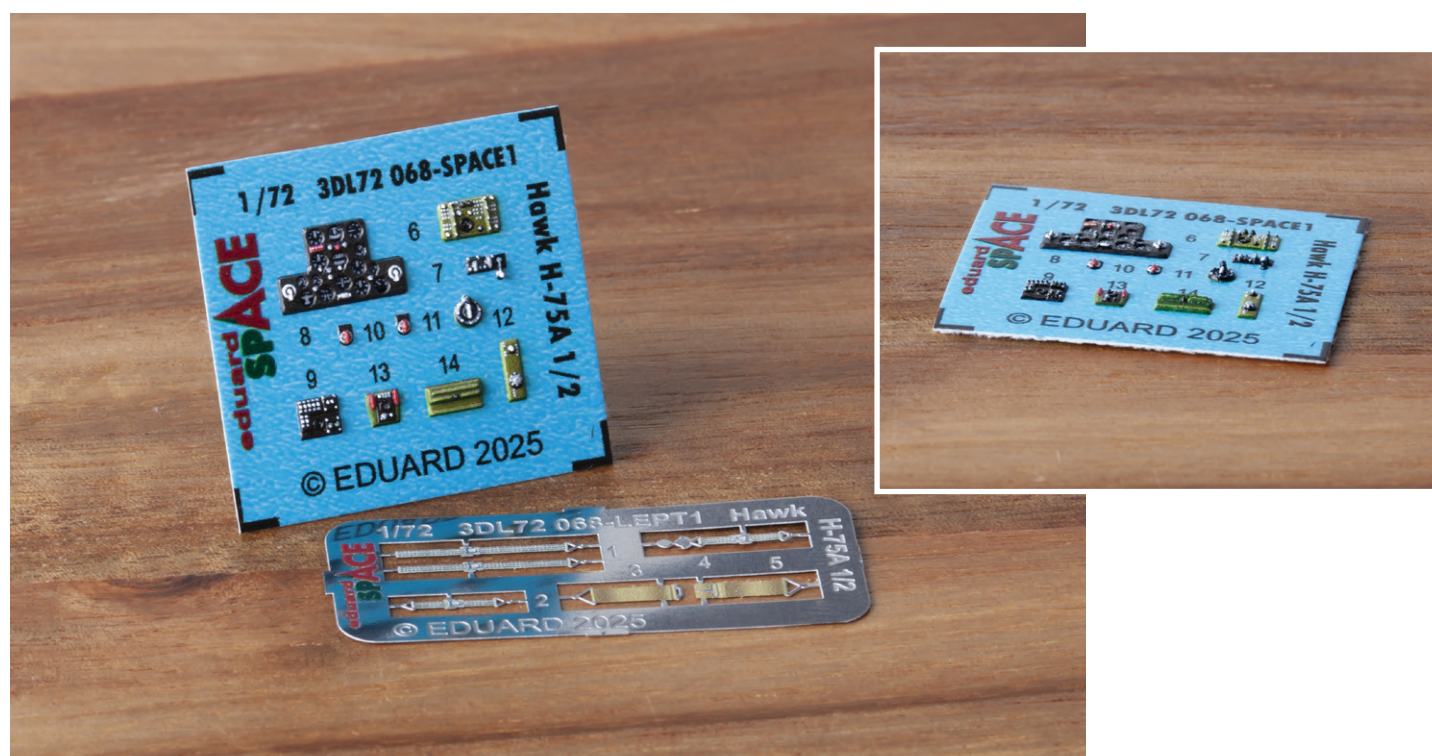
3DL48238 **P-40N SPACE** 1/48 Eduard[Product page](#)3DL48239 **P-40N seatbelts SPACE** 1/48 Eduard[Product page](#)

3DL48240 **Do 217K SPACE** 1/48 ICM
[Product page](#)
3DL48241 **Buffalo US version SPACE** 1/48 Tamiya
[Product page](#)


3DL48242 Buffalo British version SPACE 1/48 Tamiya

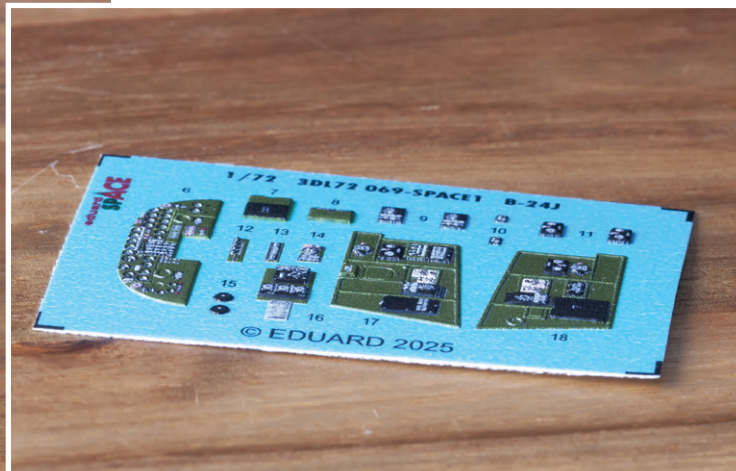
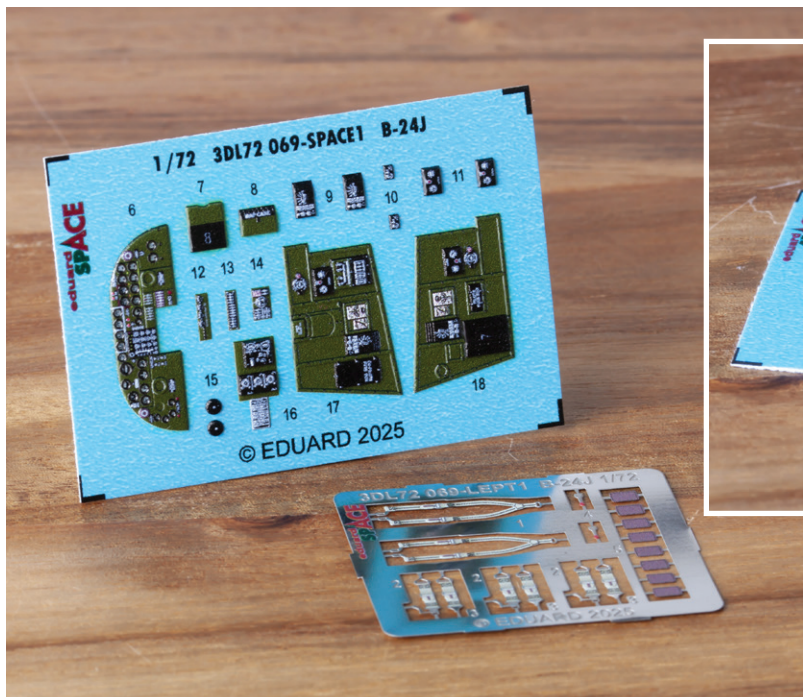
[Product page](#)


3DL72068 Hawk H-75A 1/2 SPACE 1/72 Arma Hobby

[Product page](#)


3DL72069 **B-24J SPACE** 1/72 Hasegawa

Product page



Fw 190A-6

eduard

1/48



ProfiPACK
edition

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eduard



ON AIR

Katka
Borecká

YOUTUBE PODCAST CHANNEL

eduard
ON AIR

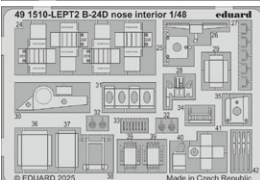
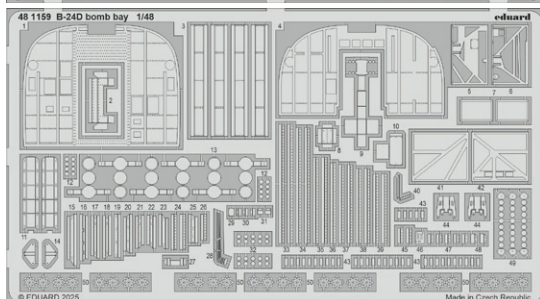
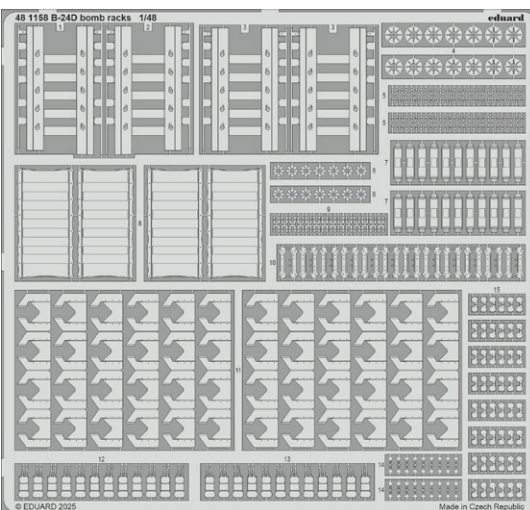
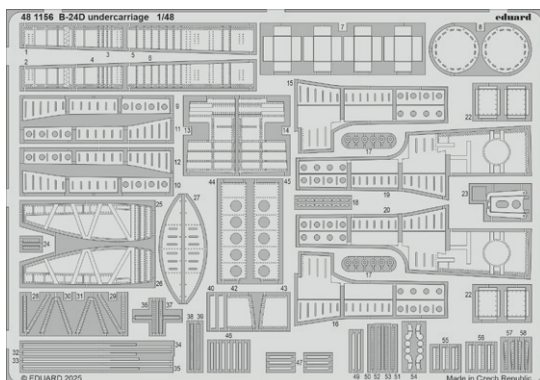


www.youtube.com/@EduardOnAirPodcast

BIG49450 B-24D part II 1/48 Hobby Boss

[Product page](#)

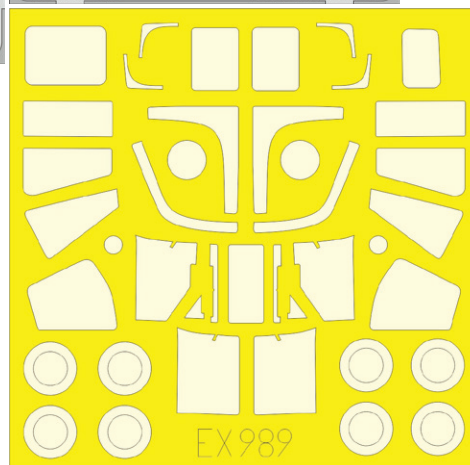
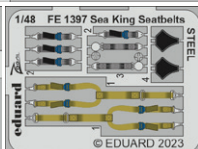
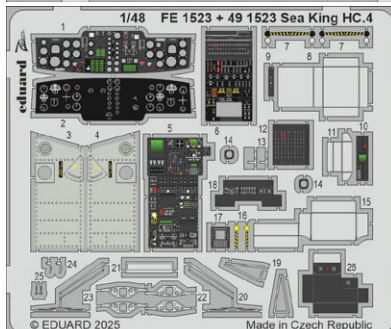
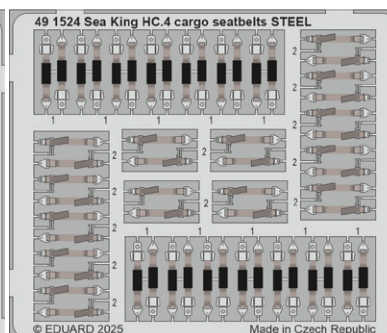
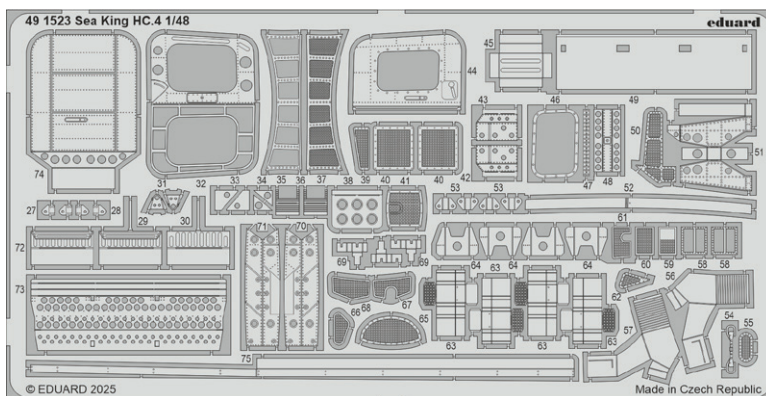
- 481156 B-24D undercarriage 1/48
- 481158 B-24D bomb racks 1/48
- 481159 B-24D bomb bay 1/48
- 491510 B-24D nose interior 1/48



BIG49453 Sea King HC.4 1/48 Airfix

[Product page](#)

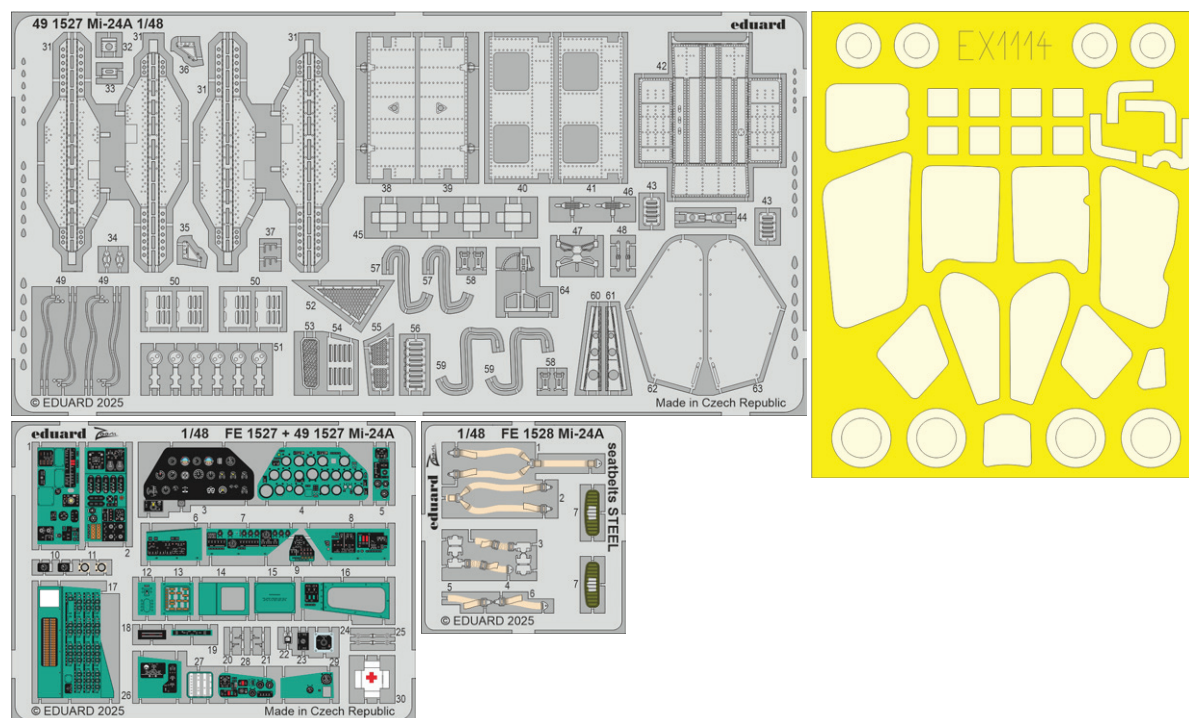
- 491523 Sea King HC.4 1/48
- 491524 Sea King HC.4 cargo seatbelts STEEL 1/48
- FE1397 Sea King seatbelts STEEL 1/48
- EX989 Sea King 1/48



BIG49454 **Mi-24A** 1/48 Trumpeter

[Product page](#)

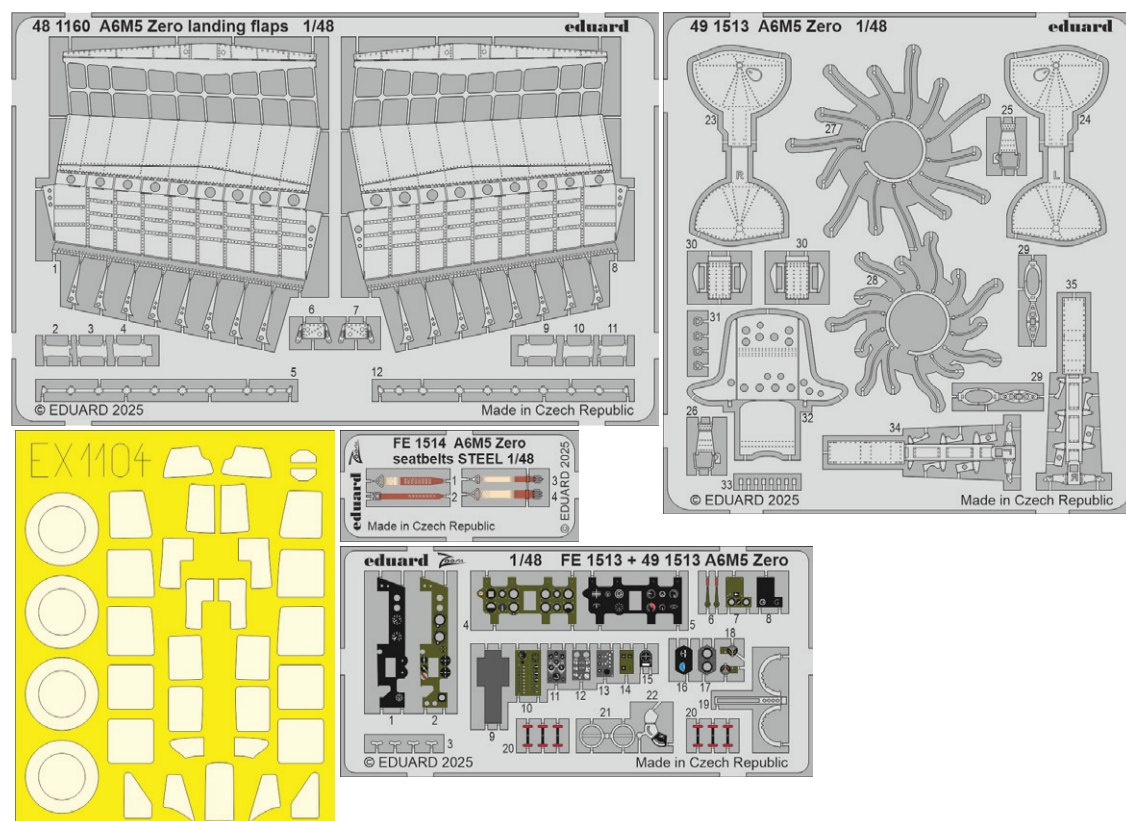
491527 Mi-24A 1/48
FE1528 Mi-24A seatbelts STEEL 1/48
EX1114 Mi-24A 1/48



BIG49455 **A6M5 Zero** 1/48 Fine Molds

[Product page](#)

481160 A6M5 Zero landing flaps 1/48
491513 A6M5 Zero 1/48
FE1514 A6M5 Zero seatbelts STEEL 1/48
EX1104 A6M5 Zero 1/48



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



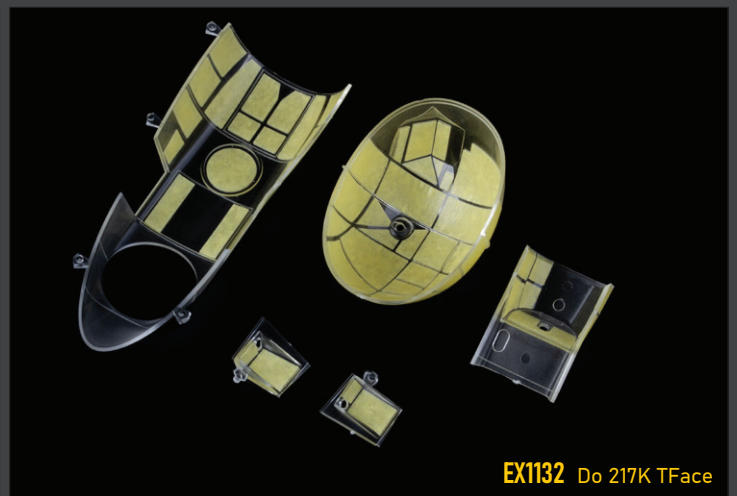
EX1133 Buffalo TFace



EX1133 Buffalo TFace



EX1131 Do 217K
EX1132 Do 217K TFace



EX1132 Do 217K TFace



Cat. No. 8463 @ eduard.com

P-39K/L Airacobra

1/48

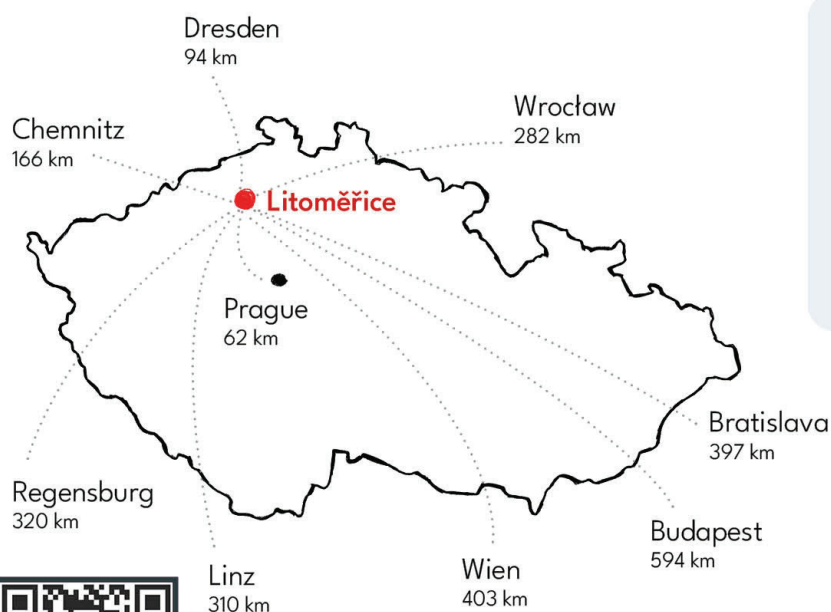
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4/10/2025

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KITS

11192	15,000th	1/48	Limited
R0025	P-40N Warhawk DUAL COMBO	1/48	Royal Class
2153	Eyes of the Fleet	1/72	Limited
70162	Bf 109G-10 ERLA	1/72	ProfiPACK

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

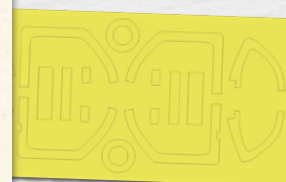
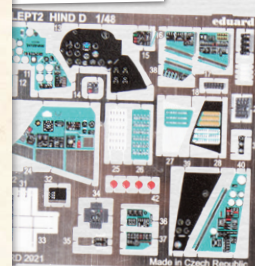
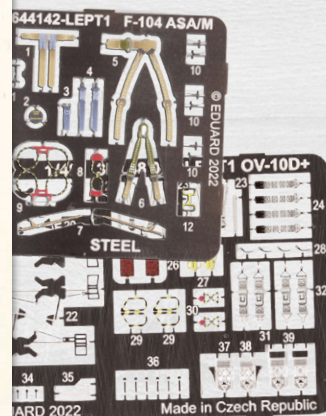
BIG ED

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

LIMITED
EDITION

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

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

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

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

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

Pacific Star

P-40E Warhawk



1/48

#11185
MARKING E
built by **Matthias Becker**



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

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

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

his P-38 was shot down by flak near Cherbourg in France during a strafing mission. His plane crashed on the beach in Normandy with Smith in the cockpit. During his stay with 23rd FG, he flew P-40E-1 which carried the obligatory shark mouth and also the name KatyDid on its nose.



[Product page](#)



P-40N WARHAWK



1/48

#R0025

MARKING E

built by **Paolo Portuesi**

Col. Ivan W. McElroy, CO of 80th FG, Tingkaw Sakan, Burma, 1944

Ivan McElroy commanded the "Burma Banshees," as the 80th FG was nicknamed, in 1943 and 1944. The unit disrupted Japanese activities along the famous Burma Road and throughout northern Burma. On March 27, 1944, the 80th FG intercepted a raid of 15 bombers and 25 fighters and shot down all but one bomber without suffering any losses of its own.

After the war, McElroy remained in service and held a number of staff and command positions, including deputy chief of staff for operations at US Air Force headquarters. On his colorfully painted aircraft, there is a somewhat mysterious spot under the fuel filler cap, whose silhouette somewhat resembles a ghost holding a bomb in its outstretched hand. It appears differently

in various photographs. In some cases, it looks as if the paint has been damaged and worn away to the metal, while in others it appears to be just a wet or greasy stain, but it is clear that it has been sooted by the exhaust, so it must have been on the aircraft for some time.



Bf 109K-4 1/48



#82166
MARKING C
built by **Oliver Peissl**

www.instagram.com/erlawerke

www.facebook.com/erlawerke



Accessories used:

- 648903 Bf 109K-4 propeller PRINT (Brassin)
- 648904 Bf 109K-4 cockpit PRINT (Brassin)
- 648913 Bf 109K-4 exhaust stacks PRINT (Brassin)
- 648954 Bf 109K-4 wheel bays PRINT (Brassin)

Product page



WNr. 334xxx, 11./JG 27, Goslar, Germany, April 1945



S-2 Tracker

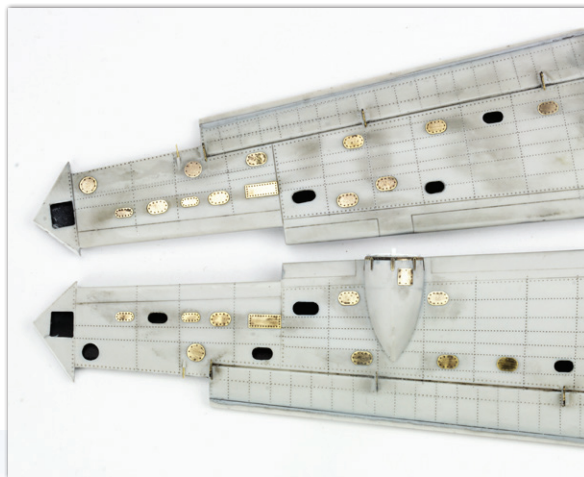
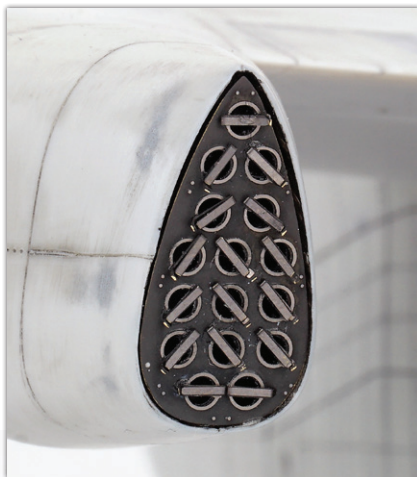
Kinetic 1/48



Accessories used:

48701 exterior (PE-Set)

built by **Rene Van Der Hart**



BIG ED (September)

BIG49456	B-26G Marauder part I 1/48 ICM
BIG49457	B-26G Marauder part II 1/48 ICM
BIG49458	UH-60A 1/48 ICM
BIG72186	TBM-3 1/72 Hobby Boss

BRASSIN (September)

644317	P-40N-25+ LööK 1/48 Eduard
674041	A-10C LööK 1/72 Great Wall Hobby
674042	H-75 LööK 1/72 Arma Hobby
635040	WWII German Jerry Cans PRINT 1/35
6481070	P-40 seat Type 1 PRINT 1/48 Eduard
6481071	P-40 seat Type 2 PRINT 1/48 Eduard
6481117	Fi 156C wheels 1/48 Tamiya
6481125	UH-60 miniguns M134 PRINT 1/48 ICM
6481128	DB-7B Boston III porcupine flame dampers PRINT 1/48 HKM
6481129	DB-7B Boston III exhausts PRINT 1/48 HKM
6481136	P-40N wheels block tread 1/48 Eduard
6481138	Jaguar GR.1 / GR.1A wheels 1/48 Airfix
6481141	Jaguar GR.1 exhaust nozzles PRINT 1/48 Airfix
672420	A-10C wheels 1/72 Great Wall Hobby
672421	A-10C rotary gun flash suppressor PRINT 1/72 Great Wall Hobby
672422	H-75 / P-36 upgrade set PRINT 1/72 Arma Hobby

LööKPlus (September)

644321	DB-7B Boston III LööKplus 1/48 HKM
644322	P-40N LööKplus 1/48 Eduard
674043	Fw 190A-3 LööKplus 1/72 Tamiya

BIGSIN (September)

SIN648141	P-40E ESSENTIAL 1/48 Eduard
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644317

P-40N-25+ LööK*LööK*

1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-40N in 1/48 scale. Suitable for N-25 to N-40 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



674041

A-10C LööK*LööK*

1/72 Great Wall Hobby

LööK set - Brassin pre-painted dashboard and STEEL seat belts for A-10C in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

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



674042

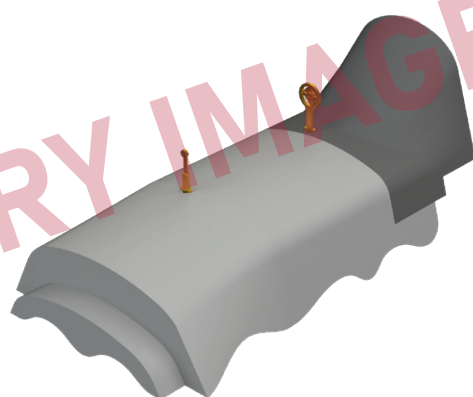
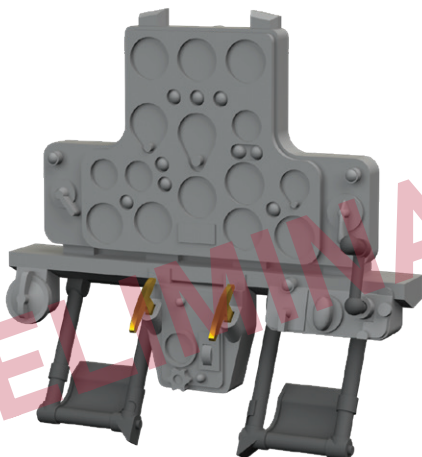
H-75 LööK

1/72 Arma Hobby

LööK set - Brassin pre-painted dashboard and STEEL seat belts for H-75 in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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

*LööK*

635040

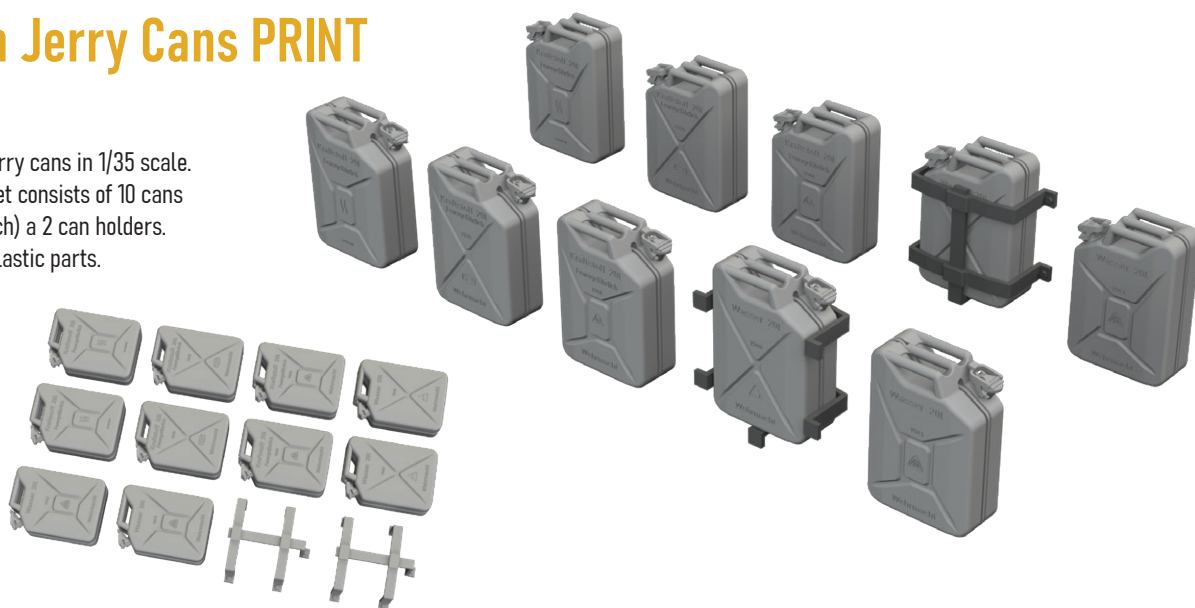
WWII German Jerry Cans PRINT

1/35

Brassin set - German WWII jerry cans in 1/35 scale.
Made by direct 3D printing. Set consists of 10 cans
(5 different types, 2pcs of each) a 2 can holders.
Easy to assemble, replaces plastic parts.

Set contains:

- 3D print: 12 parts
- decals: no
- photo-etched details: no
- painting mask: no



6481070

P-40 seat Type 1 PRINT

1/48 Eduard

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

Set contains:

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



6481071

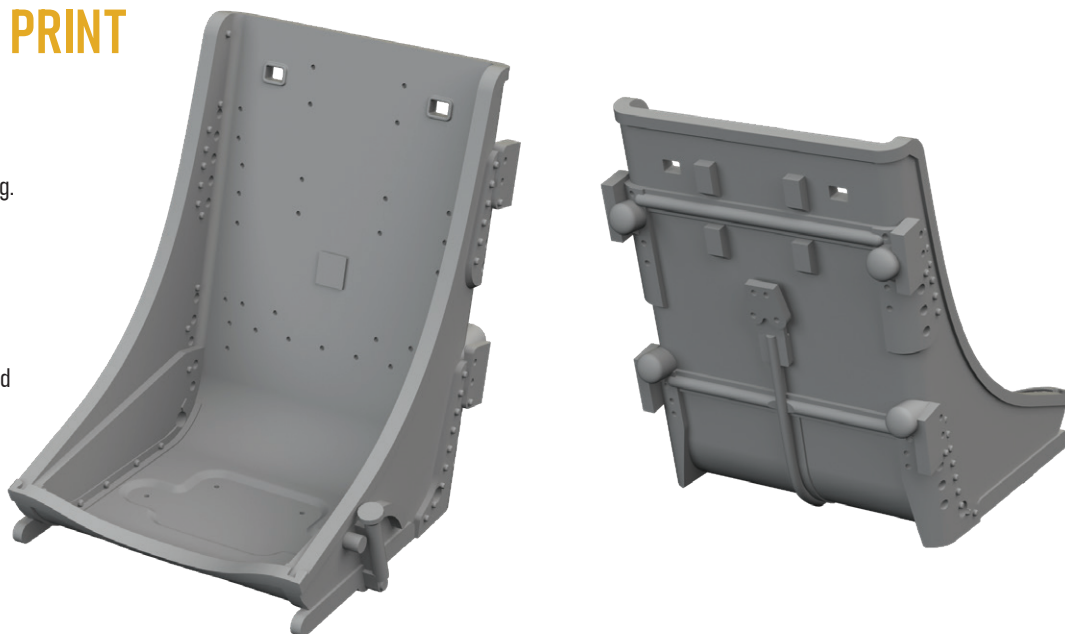
P-40 seat Type 2 PRINT

1/48 Eduard

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

Set contains:

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



6481117

Fi-156C wheels**1/48 Tamiya**

Brassin set - the undercarriage wheels for Fi 156C in 1/48 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



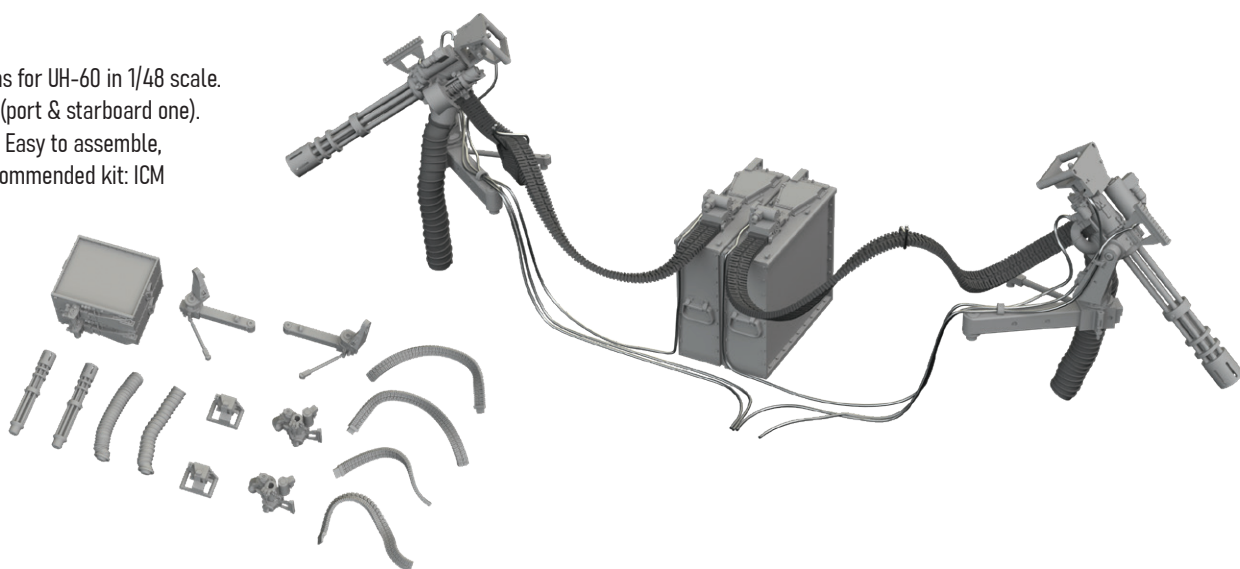
6481125

UH-60 miniguns M134 PRINT**1/48 ICM**

Brassin set - M134 miniguns for UH-60 in 1/48 scale. Set consists of 2 miniguns (port & starboard one). Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

- 3D print: 15 parts
- decals: no
- photo-etched details: no
- painting mask: no



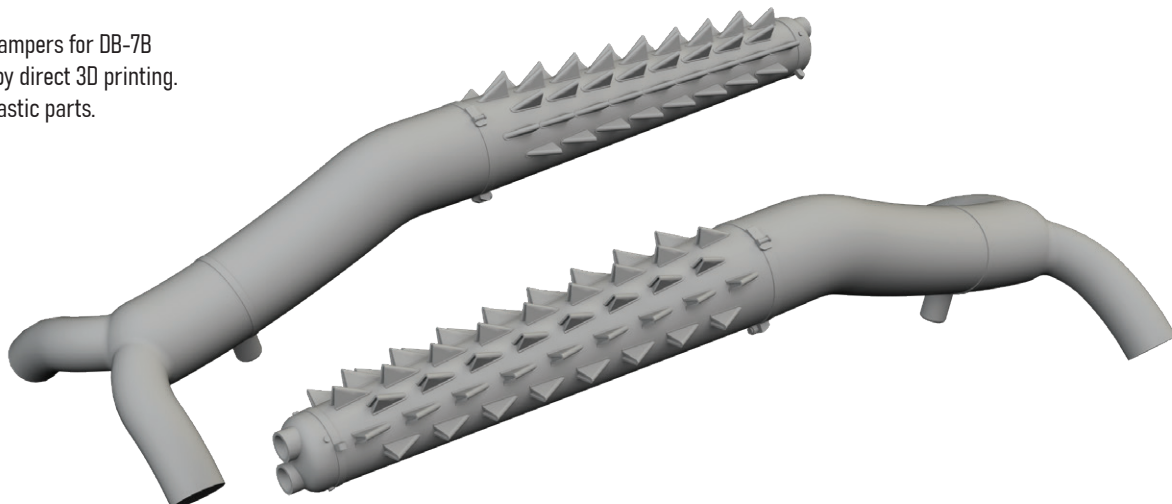
6481128

DB-7B Boston III porcupine flame dampers PRINT**1/48 HKM**

Brassin set - exhaust flame dampers for DB-7B Boston III in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: HKM

Set contains:

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



6481129

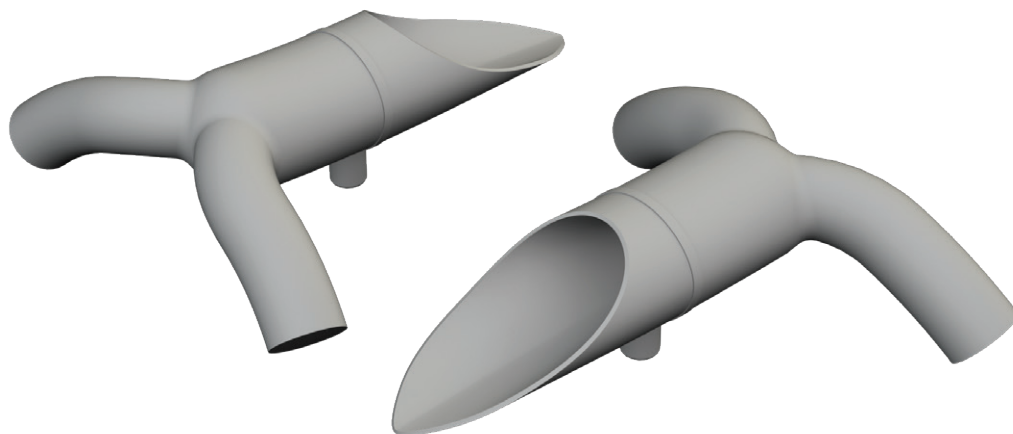
DB-7B Boston III exhausts PRINT

1/48 HKM

Brassin set - exhaust pipes for DB-7B Boston III in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: HKM

Set contains:

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



6481136

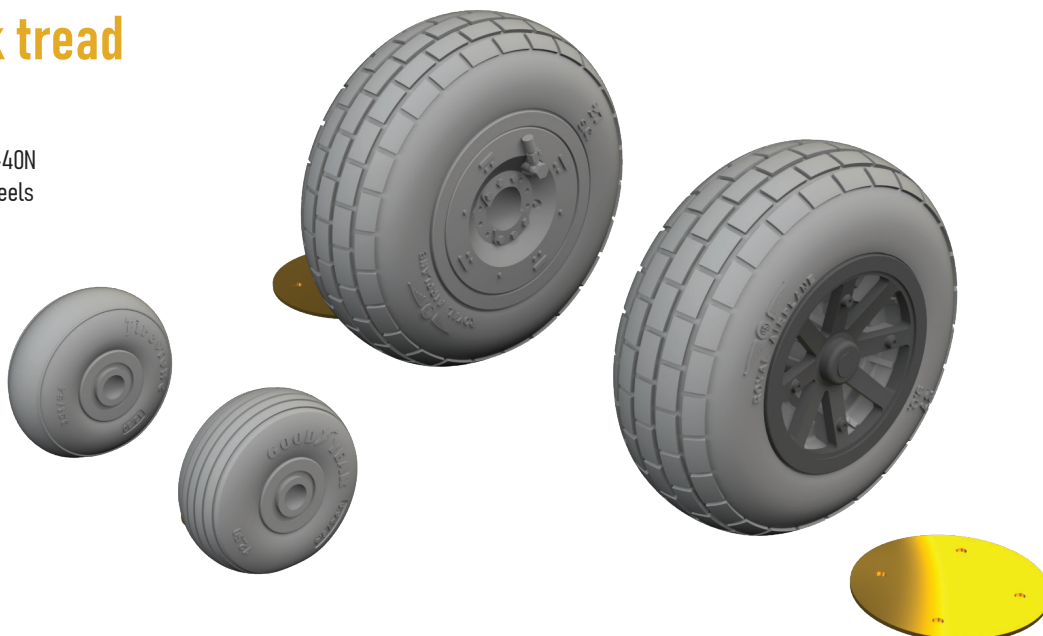
P-40N wheels block tread

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



6481138

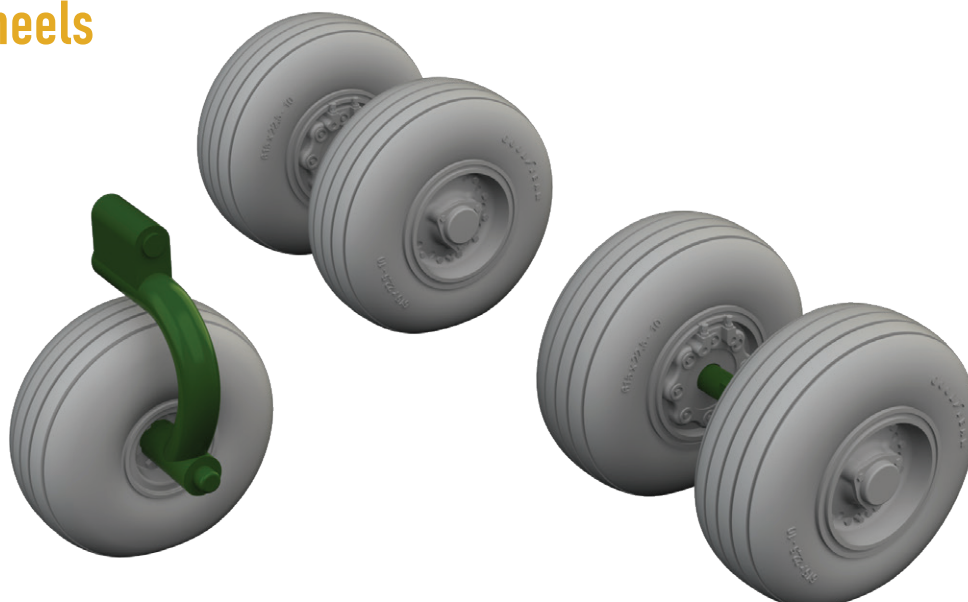
Jaguar GR.1 / GR.1A wheels

1/48 Airfix

Brassin set - the undercarriage wheels for Jaguar GR.1 / GR.1A in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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



6481141

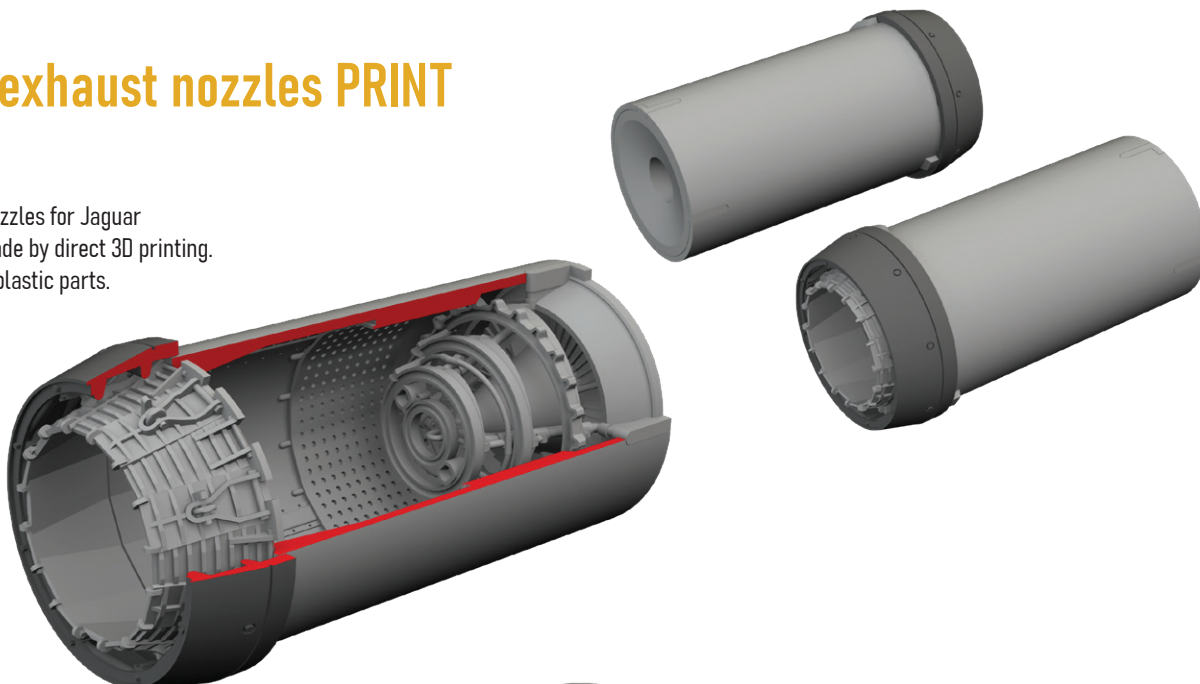
Jaguar GR.1 exhaust nozzles PRINT

1/48 Airfix

Brassin set - the exhaust nozzles for Jaguar GR.1 / GR.1A in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

- 3D print: 8 parts
- decals: no
- photo-etched details: no
- painting mask: no



672420

A-10C wheels

1/72 Great Wall Hobby

Brassin set - the undercarriage wheels for A-10C in 1/72 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

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



672421

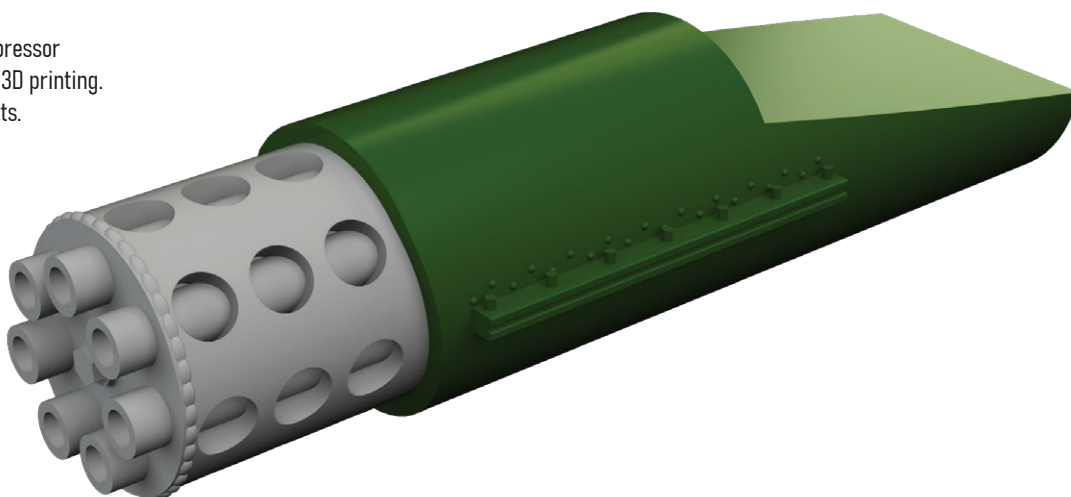
A-10C rotary gun flash suppressor PRINT

1/72 Great Wall Hobby

Brassin set - the rotary gun flash suppressor for A-10C in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

- resin: 1 part
- decals: no
- photo-etched details: no
- painting mask: no



672422

H-75 / P-36 upgrade set PRINT

1/72 Arma Hobby

Brassin set - the upgrade set for H-75 / P-36 in 1/72 scale.
The set consists of a pilot seat, main undercarriage wheels
and gun muzzles. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Arma Hobby

Set contains:

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

An advertisement for the Eduard Bf 110D kit. It features a dramatic sky scene with two Bf 110D aircraft flying over a landscape. The aircraft in the foreground is a twin-engine fighter with the markings 'LN+HRI' and a red tiger logo on the nose. The aircraft in the background is a single-engine fighter with the markings 'LN+GRI'. The sky is filled with white clouds. The text 'WEEKEND edition' is in the top left, 'eduard' is in the top right, and 'Cat. No. 8409 @ eduard.com' is in the bottom left. The bottom of the advertisement has a dark blue background with the text 'Bf 110D' on the left and '1/48' on the right.

WEEKEND
edition

eduard

Cat. No. 8409 @ eduard.com

Bf 110D

1/48

644321

DB-7B Boston III LööKplus

1/48 HKM

Collection of 3 sets for DB-7B Boston III in 1/48 scale.
Recommended kit: HKM

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



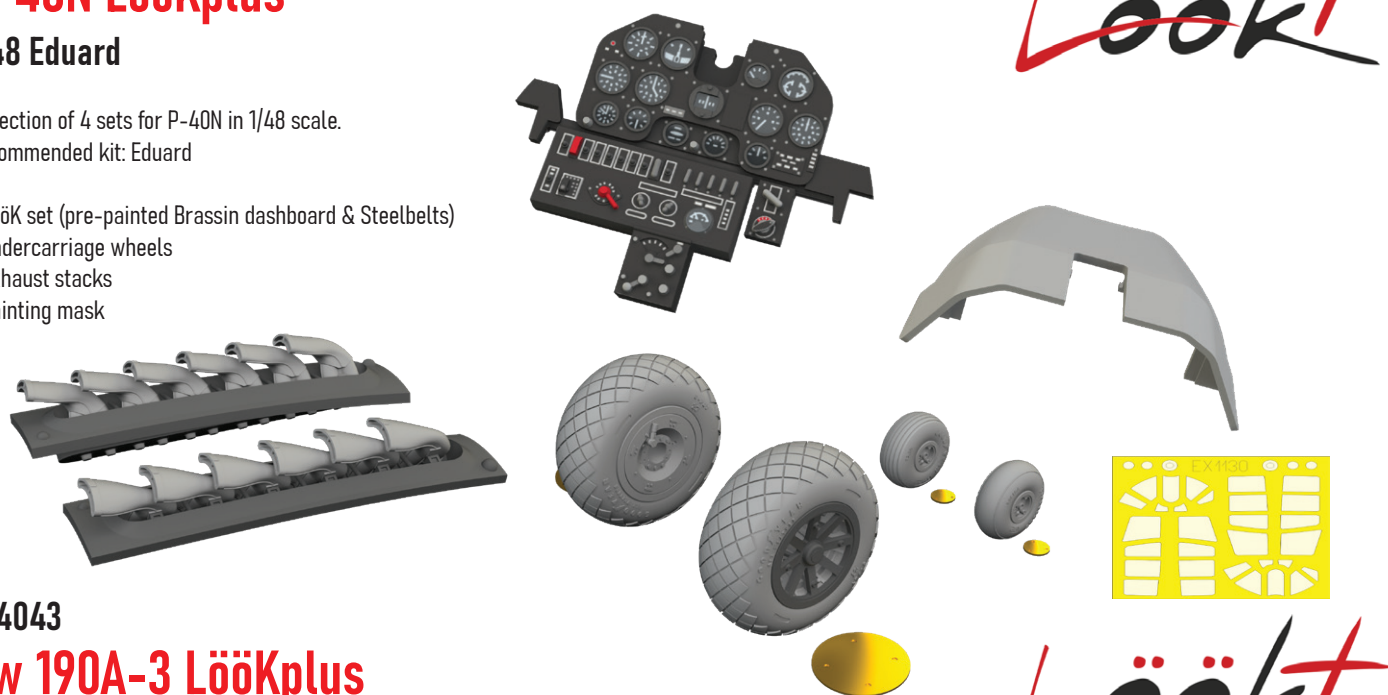
644322

P-40N LööKplus

1/48 Eduard

Collection of 4 sets for P-40N in 1/48 scale.
Recommended kit: Eduard

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



674043

Fw 190A-3 LööKplus

1/72 Tamiya

Collection of 3 sets for Fw 190A-3 in 1/72 scale.
Recommended kit: Tamiya

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



SIN648141

P-40E ESSENTIAL**1/48 Eduard**

Collection of 5 sets for P-40E in 1/48 scale.
Recommended kit: Eduard

- radio compartment
- undercarriage wheels
- undercarriage legs
- cockpit
- 75gal fuel drop tank

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



PE-SETS

481171	Ju 88A-4 upgrade set	1/48	Eduard
481172	B-26F Marauder exterior	1/48	ICM
481173	B-26F Marauder bomb bay	1/48	ICM
481174	Spitfire Tr.9 landing flaps	1/48	Airfix
491548	Bf 109E-4/7	1/48	Tamiya
491550	Spitfire Tr.9	1/48	Airfix
491552	B-26F Marauder	1/48	ICM
491553	B-26F Marauder rear interior	1/48	ICM
491554	Bf 110D	1/48	Eduard
72750	B-24J bomb bay	1/72	Hasega-
wa			

ZOOMS

FE1548	Bf 109E-4/7	1/48	Tamiya
FE1549	Bf 109E-4/7 seatbelts STEEL	1/48	Tamiya
FE1550	Spitfire Tr.9	1/48	Airfix
FE1551	Spitfire Tr.9 seatbelts STEEL	1/48	Airfix
FE1552	B-26F Marauder	1/48	ICM
FE1553	B-26F Marauder seatbelts STEEL	1/48	ICM
FE1554	Bf 110D Weekend	1/48	Eduard
FE1555	Bf 110D seatbelts STEEL	1/48	Eduard

MASKS

EX1135	Ju 88A-4 TFace	1/48	Eduard
EX1136	B-26F Marauder	1/48	ICM
EX1137	B-26F Marauder TFace	1/48	ICM
EX1138	B-26F Marauder US national insignia	1/48	ICM
EX1139	Spitfire Tr.9	1/48	Airfix
EX1140	Spitfire Tr.9 TFace	1/48	Airfix
EX1141	Bf 109E-4/7 TFace	1/48	Tamiya

SPACE

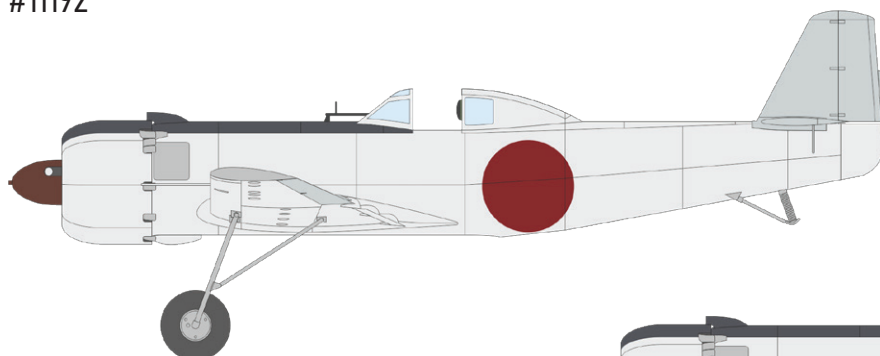
3DL48243	Ju 88A-4 SPACE	1/48	Eduard
3DL48244	Bf 110D SPACE	1/48	Eduard
3DL48245	Bf 109E-4/7 SPACE	1/48	Tamiya
3DL48246	Spitfire Tr.9 SPACE	1/48	Airfix
3DL48247	B-26F Marauder cockpit & nose SPACE	1/48	ICM
3DL48248	B-26F Marauder cockpit insulation & armour plates SPACE	1/48	ICM

Ki-115 Tsurugi

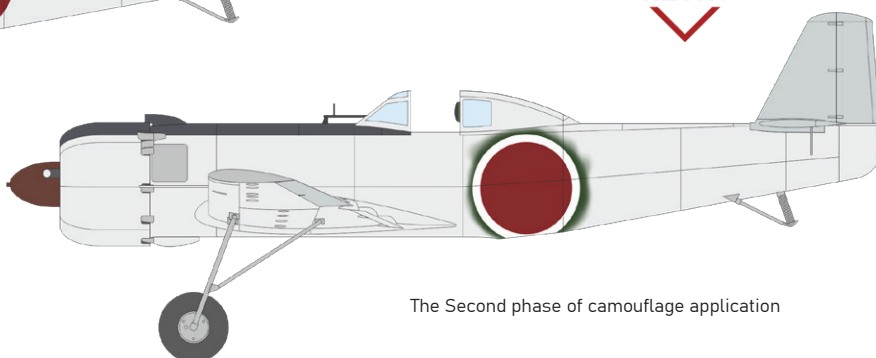
1/48



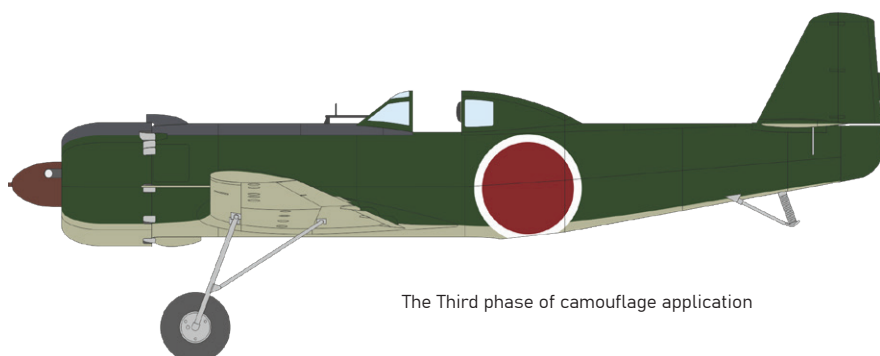
#11192



The first phase of camouflage application



The Second phase of camouflage application



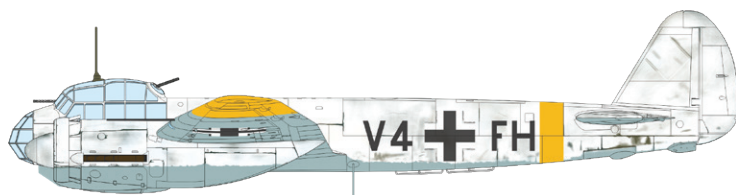
The Third phase of camouflage application

SCHNELLBOMBER

1/48



#11194

LIMITED
EDITION


1./KG 1, Kharkov-Voichenko, Soviet Union, January 1943



Hptm. Klaus Häberlen, CO of Stab I./KG 51, Bagerovo, Soviet Union, April 1943



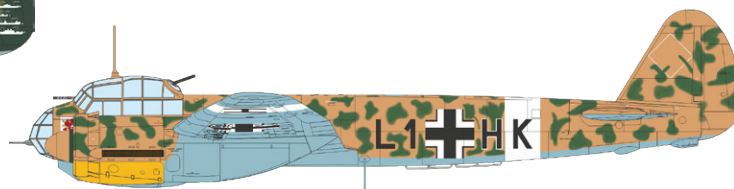
4./KG 54, Catania, Sicily, spring 1943



W.Nr. 140206, Hptm. Heinrich Paepcke, CO of Stab II./KG 77, Gerbini, Italy, October 1942



W.Nr. 1016, Lt. Johannes Geismann, CO of I./KG 77, Catania, Sicily, September 1942



Lt. Gerhard Brenner, CO of I./LG 1, Eleusis, Greece, March 1942

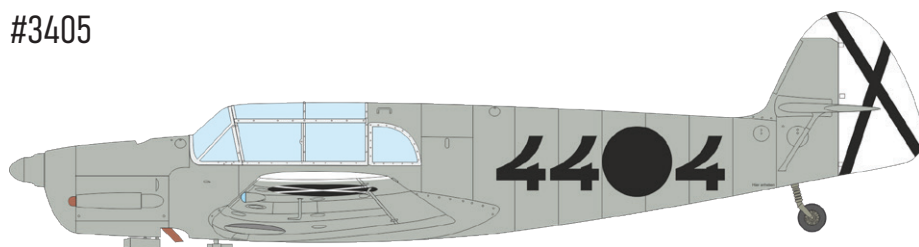
Bf 108

1/32

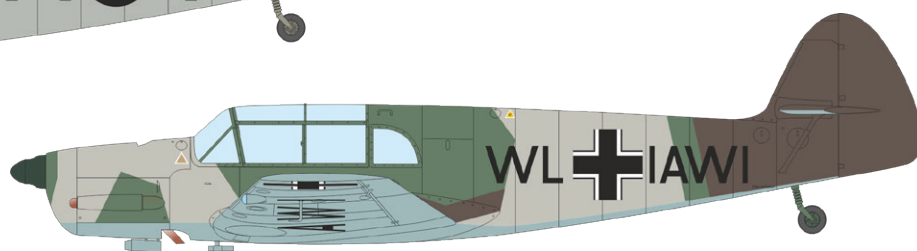


#3405

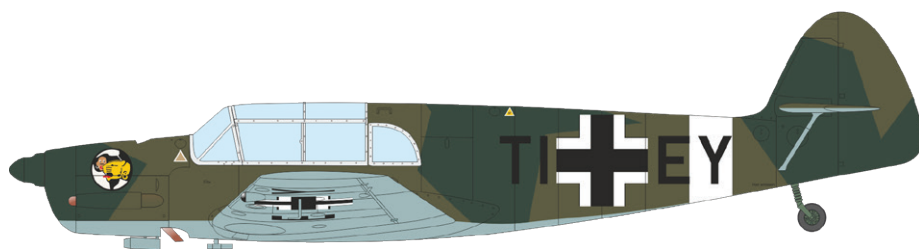
WEEKEND
edition



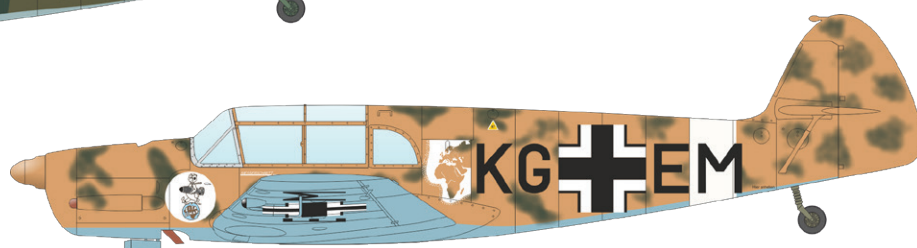
Stab/JG 88, Legion Condor, Spain, 1938



Germany, September 1939



I./JG 27, Innsbruck, Austria, 1941



Sonderkommando Blaich, Tripoli, Libya, January 1942



THE LEGACY OF "THE FEW"

Text: Jan Bobek

In July 1940, when Nazi Germany launched its air offensive against Britain, only a few thousand RAF pilots and ground personnel stood between freedom and tyranny. By the end of October 1940, more than 1,500 of them had paid the ultimate price, and over 50,000 civilians were killed or wounded during the battle. Eighty-five years later, the story of "The Few" and their extraordinary bravery still resonates, not just in history books, but in the skies over Britain.

To mark this important anniversary, 2025 offers a packed calendar of commemorative events. This anniversary isn't just a tribute to the past, but a vivid showcase of historic aircraft and their lasting significance. Although Duxford leads the commemorative calendar, the legacy of the Battle of Britain will be visible across the entire United Kingdom, from the coast of Devon to the skies above Wales, as major and local airshows will carry the torch.

At the heart of Britain's living tribute to wartime aviation is the Battle of Britain Memorial Flight (BBMF) of the RAF. Based at RAF Coningsby, it operates an exceptional collection of historic aircraft, including

Spitfires, Hurricanes, a Lancaster, a Dakota, and other types. This year's programme, officially confirmed by the granting of Public Display Authority on 27 May, is one of the most extensive in recent years. Throughout June and July, BBMF aircraft will appear both at large and regional airshows, Armed Forces Day celebrations, and commemorative flypasts.

For aviation enthusiasts, the Duxford Battle of Britain Air Show (6–7 September 2025) remains the main commemorative event. It takes place at the historic site of the Imperial War Museum Duxford near Cambridge, once an active base during the Battle of Britain (from where, among others, the No. 310 Czechoslovak Squadron RAF operated), and is equally a show and a tribute.

The programme will offer Spitfire and Hurricane formations, simulated dogfights, an appearance by the Lancaster bomber from BBMF (Sunday only), displays of other warbirds, and historical training aircraft.

The experience at Duxford goes far beyond the airshow itself. The entire venue transforms into a 1940s-era airfield, with reenactors, live swing music, period refreshments, historic vehicles, and even simulated "scramble" alerts and other atmospheric touches. Visitors can examine aircraft up close or explore

Duxford's vast hangars and exhibitions. IWM (Imperial War Museum) has also prepared an 85th Anniversary commemorative coin, expanded seating areas, and new services to make the event more accessible to the public. Children under 16 enter for free, and IWM members receive discounted admission.

Special exhibitions are also planned at other sites, such as the Kent Battle of Britain Museum in Hawkinge or the Bentley Priory Museum, the former headquarters of RAF Fighter Command. These exhibitions will highlight lesser-known stories, such as the role of radar, the service of the WAAFs (Women's Auxiliary Air Force), or Commonwealth pilots who came to Britain's aid.

Whether you're a fan of aviation history or attending these events for the first time, this anniversary is a perfect opportunity to witness living aviation heritage, and to remember that freedom once rested on the wings of a brave few.

Useful Links & Dates:

BBMF Display Listings:

vintageaviationnews.com

Duxford Tickets & Info:

iwm.org.uk/duxford

Full UK Airshow Calendar:

britishairshows.com



BBMF formation at Royal International Air Tattoo 2018, RAF Fairford, Gloucestershire.
Photo: Jonathan Webb



The P7350 is a World War II Supermarine Spitfire Mk IIa that is operated by the Battle of Britain Memorial Flight. It is the oldest Spitfire in flying condition and the only flying Spitfire that took part in the Battle of Britain.



Hawker Hurricane Mk IIc (PZ865) was the last of the 14,533 Hurricanes built and was initially retained by Hawkers, later being civil registered as G-AMAU. She is now operated by the RAF Battle of Britain Memorial Flight and carries a different colour scheme every few years.

Photo: Alan Wilson



The Douglas Dakota, ZA947, built at Long Beach, California in March 1942, was issued to the US Army Air Forces and later transferred to the Royal Canadian Air Force where she served until 1971. The aircraft was purchased by the Royal Aircraft Establishment before being issued to the Battle of Britain Memorial Flight in March 1993. She is equipped with authentic period 'para seats' and is used in commemorative parachute drops.

Photo: Ronnie Macdonald



Battle of Britain Memorial Flight (BBMF) planes in the skies above Lincolnshire. Hurricane LF363, painted to represent No. 249 Squadron RAF, Battle of Britain Hurricane 'GN-F' on its port side. GN-F was the aircraft flown during the Battle of Britain by fighter ace Wing Commander Tom Neil DFC and Bar AFC AE LdH. 'SD-A' code letters on LF363's starboard side are the code letters of the 501 Squadron Hurricane flown by Paul Farnes DFM also during the Battle of Britain. Lancaster PA474 is wearing 460 Squadron (RAAF)'s AR-L on her portside and 50 Squadron VN-T on her starboard side.

Photo: Cpl Phil Major ABIPP