

INFO | Eduard

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187



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SEPTEMBER 2025

CONTENTS

4 ■ EDITORIAL

6 ■ ARTICLES

Tarrifs!

Air War in Ukraine - *First Mirage 2000 Loss*

Sample from the book EFKA

22 ■ BOXART STORY

Ki-115 Tsurugi

Within sight of Malta

24 ■ KITS

Ki-115 Tsurugi Heavy Retro 1/48

SCHNELLBOMBER Limited 1/48

Bf 108 Weekend 1/32

38 ■ BRASSIN

48 ■ PHOTO-ETCHED SETS

52 ■ SPACE

64 ■ BUILT

P-40E 1/48

P-51D-5 Mustang 1/48

Lynx HMA.8 1/48

70 ■ ON APPROACH - October 2025

82 ■ TAIL END CHARLIE

EDITORIAL

Good day, Dear Friends,
Welcome to September's Newsletter. Having Jakub write about what we did in the States in August in the Tail End Charlie portion of this issue and me about how America is standing the world on its ear with all those wonderful customs, duties and tariffs, frees me up to point out some good, solid reasons why you should consider attending this year's E-day event.

This year's E-day is being held in Litomerice for the first time. Litomerice has a lot to offer a visitor on its own merit. It is a beautiful city, one of the oldest in Bohemia, perhaps the oldest Czech city. The seat of the archbishop is located there, along with many monuments, palaces, churches, a beautiful square, pubs, taverns, bars and cafes. And cafes are important if you want to have a good chat with friends, priceless in fact, especially if they also make good coffee and something good to eat. There are at least two of them in Litomerice. If that seems like a lot to you, believe me, it is not. Many cities can be happy to have one good cafe, and some don't even have that. This means that you can spend your free time well in this town, which is, by the way, a good reason to extend E-day into Sunday again and maybe bring back the two day format for the event. This year it will not be like that, this year we end on Saturday evening, but I personally will probably lobby hard for a two-day E-day. You can join me and make yourself be heard if you like what we do in Litomerice.

Even though E-day ends on Saturday, there is still a reason to extend the trip into Sunday and explore the surroundings, which are as breathtaking as the city itself. There are castles and palaces all around, the region is dominated by the two towers of Hazmburk, which has a beautiful view from nearby Kostalov, and the hidden remains of Kostomlaty Castle under Mílesovka Mountain are breathtaking. Mílesovka is also worth the hike, as is Lovos, even though there are no castles there. One castle is hidden in the Oparenske Valley, which is worth a walk, and not far from Litomerice, rises the mighty Kalich hill with the remains of the unique castle of perhaps the most famous Czech military leader, Jan Žižka of Trocnov, who, after settling in Kalich to the displeasure of the townspeople of Litomerice, referred to himself as Jan Žižka of Kalich. But we also have other famous military leaders in Bohemia, one of them, General Laudon, who fought in the vicinity of Litomerice during the Seven Years' War and lived at the castle in Budyne nad Ohří and defeated the Prussians a short distance from

today's Highway D8 exit to Most. At that time, a certain Baron Trenck also fought with him there, and his mummified remains were laid to rest in a crypt of the Capuchin Monastery in Brno and they named a beer after him. There are more battlefields from Czech history around Litomerice, but the castles, which are absolutely stunning structures, are not to be forgotten. There is the aforementioned castle in Budyne nad Ohří, Libochovice, and Ploskovice is another breathtaking site, where there is also a good café and lots of peacocks on the castle grounds, but you have to watch out for these little pricks, as they like to steal and peck at passing cars. A little further away is the town of Ustek, where there is also good food and good coffee, and on the other side towards Prague is Terezín, an infamous Jewish ghetto during World War II and a prison camp run by the Prague Gestapo in the Small Fortress, but it is also a gem of Baroque architecture and in my opinion, a walk along the walls, or even in the walls, is something that a modeler who respects his honor should definitely not miss. Is that enough for you? It certainly is not the complete list of things to see and do in the area. You can take it to the bank that Litomerice has much to offer, and once you visit, you will want to come back again and again, and we'll have good reason to keep E-day here.

So let's get to the show's program. We'll start on Friday in the early evening with a presentation of news outlining our plans and a discussion. I don't know yet who this discussion will be with, there are more candidates and I can choose only one of them. On Saturday, we'll continue more or less traditionally, starting with a discussion with MiG-21F pilots, moderated by Honza Zika. Then there will be the traditional 'Pot' Q & A, one with Fredy Riedel from Special Hobby, moderated by Zbynek Skopan and Petr Svihovec, and the other will be moderated by Jindra Sterbacek together with Katerina Borecka. Jindra is returning as moderator of the Pot after a break of several years, and he has come up with a new format, which should give this event a new, more modern feel, and he will share the mike with me, and if I should bore you, Jindra will also add bring along his colleague Mr. Muzikant, a former archenemy. He probably expects that this will give the debate more traction and I wish him success. The last discussion will be led by Jarda Hajecek with Katerina Borecka. Jarda will be the moderator, Katerina will be the guest. She is a rising star in our field and our company, and I have a strong



suspicion that this discussion will be completely packed. These discussions will take place in the Hall G next to Hall D, where the Eduard stand will be located. If these discussions are not enough for you, or if you find them too 'formal', or if you simply feel like a beer or coffee, stop by the Café by the Lake, which is a wooden hut with a pond with fish in it, and there I, Katka Borecka, and Petr Svihovec will take turns and we will have short, informal conversations with interesting people from our company and elsewhere. For example, we will talk with Mr. Bures about his diorama of the Battle of Chlumec. It took place in 1813, the Russians, Austrians and Prussians fought against the French, who they defeated there, captured General Vandamme there and it was a somewhat neglected battle today, given its pan-European implications. It was actually the largest victorious battle fought by our army on Czech territory. At that time, our army was the Austrian army, but you will learn all this and much more at the Café by the Lake when you come there.

If all this wasn't enough of a reason for you to visit E-day and Litomerice, then I'll try to give you another material benefit. In addition to the September and October new releases, which, as you probably suspect, will already be well-known by October 4th, we will also present at least two November new releases at E-day.

The first one will be the MiG-21F-13 Profipack 1:48th. We have all the molds ready, we are producing the plastic, the box, instructions and decals are at the printers and we are also producing other components. The same is true with the F-13 Limited Edition release. We will start packing these kits from the pre-order event next week, we will probably ship them to retailers together with October's new releases in the second half of September, and to those who pre-ordered during the third week of

September. We will put together the Profipacks a week before E-day and I assume that we will take about 500 of them there. Not that I expect them all to be sold, but it is better to have more than be short some. The MiG-21F has the potential to surprise, and we already have a pre-order total of some 1850 units.

The second new release for November at E-day will be the S-199 in 1:48 scale. Those of you who have been to my lectures in Pilsen or Hampton, VA, or who follow modelling forums, already know that it will not be a kit in the traditional sense, but that we will release the 'Mule' in the new Eduard Brassin Hybrid series. This is a new series of composite kits, where the airframe, wings, fuselage, tail, and other parts such as the propeller and the cockpit canopy will be classic injection molded plastic, and details such as the entire cockpit, landing gear including struts, will be 3D printed. This solution will bring various advantages for both manufacturers and modelers. These modeler advantages will primarily lie in the high quality of the details, for which the modeler will not have to pay with a disproportionate amount of effort that he would have to put into such a detailed model before now. For example, the landing gear legs, which in a classic kit was glued together from five parts, will be made from one part in the Brassin Hybrid kits and will have details that

could not be made from plastic due to injection molding limitations. The same will be true of the cockpit, where there will be the greatest savings in labor. I discussed this series and what we are planning to do next in Hampton and also in Pilsen, and I will also talk about it at the MR in Liberec. And then of course at E-day, where you will be able to see the S-199 and possibly buy it. The new S-199 format and the concept's merits or its utter nonsense are being discussed on modeling forums as we speak. As with everything new that appears in the Czech Republic, there are many negative opinions, however, by Czech standards, the discussion is taking place in an almost un-Czech optimistic spirit. And at E-day, it will all be broken down and everyone will see what the new product actually is about.

Still not convinced? Let's talk about food! The road to love goes through the stomach and this year we have probably the most extensive catering services ever provided for E-day, if I don't count the food court in Galeria Butovice. But our catering this year has the potential to beat even that!

There's one more thing I'd like to mention. Before I started the editorial, I wrote a Boxart Story about the Ki-115 Tsurugi. That is currently the September release in the Heavy Retro line. The problem with Tsurugi is that there is not much to write about the image. I explain why

in the article, and in order to have something to write about, I also wrote about the history of the kit and its importance in kit development at Eduard. This is related to the fact that in the last issue of the EMD, published last week, we started publishing a new series called Plastos about the history of plastic model making in Bohemia and the surrounding area. So far, we are at the beginning, somewhere in the eighties, but in two or three installments, Eduard will make its appearance and along with it, this kit, which will be accompanied by a more thorough description of this airplane and what the model has brought us, which we are just touching on today. So if you are interested in what it was like to develop and produce model kits at Eduard and elsewhere, who was involved in it all and how, and what we experienced, then watch the new series Plastos in our EMD magazine. It is an amazing, dramatic, funny, and sometimes a little distressing story that you will definitely enjoy!

So, I hope to see you all at one of our upcoming shows, and I wish you a good read with our newsletter!

Happy Modeling!
Vladimir Sulc



Tariffs!

In this article, I would like to explain to you, fellow modelers, our reaction to the introduction of American tariffs. This is a truly historic issue that has been shaking the world since April, when the first wave of various tariffs was imposed on various countries around the world. That this event is not indifferent to customers was also shown by our two posts on Facebook, in which we announced the suspension of sending shipments to the USA due to the cancellation of the duty-free regime for individual shipments (*de minimis*) and the cessation of accepting shipments to the USA by European postal outlets, and also explained our future course of action. The reaction to them was stormy, the discussion long and tense. Something like this rarely happens on our Facebook.

So it turns out that imposing customs tariffs on all countries in the world creates a hell of a mess. In August, the situation around customs escalated with the increase in the US customs tariff on European goods, and therefore also on our products, to 15% from the previous rate of 10%, introduced in April shortly after Donald Trump took office as US President. At the end of August, the situation escalated after European post offices stopped accepting small shipments for individual customers in the US as a result of the abolition of the *de minimis* system. This system allowed sending small shipments worth up to 800 USD to addressees in the US without collecting customs duties or any other form of tax on these shipments. Over the past few months, roughly since June, this system has been undergoing somewhat chaotic development, so to tell the truth, in August it was already quite difficult to figure out what actually applies and what will apply as of August 28th. I won't bore you with the story of how it all unfolded, as it's really easy to get lost in it all, but the bottom line, reminiscent of the cutting of the proverbial Gordian knot, is actually a deliverance. There will be no exceptions, there will be a 15% duty on everything, end of discussion!

However, European post offices responded to this by the aforementioned suspension of accepting shipments to individual customers, which is still ongoing. This was a fairly logical step for post offices and other carriers to take, because it can be expected that customers, typically e-shop customers, would refuse to accept shipments for which they would suddenly have to pay an additional 15% of the declared value of the shipment. Post offices were therefore obviously afraid that they would get stuck in a stalemate when the addressee would reject the package and send

it back. Such customer behavior would mean significant losses for post offices, and of course for senders as well. The whole thing would be on the verge of a postal apocalypse and a total collapse of services. In addition, the post offices' statements indicated that after the restoration of services, the sender would pay customs duties and customs clearance costs. The post office would then mediate the payment of duties to US Customs and Border Protection (USCBP), payment of fees and subsequent smooth delivery of the shipment to the customer. At the time of writing, it is not clear whether this procedure is an explicit request from the American side and part of the decree abolishing the *de minimis* system, or whether it is an initiative of European post offices and other carriers, some of which began offering this service as a standard part of the shipment clearance at the same time. This means transferring the obligation of paying customs and duties to the exporter, which is a completely offensive matter that concerns not only individual senders, but also e-shops like ours. At least at first glance, because no one has the right to pay such high fees for nothing. Neither the exporter nor the importer. Just to be clear, the normal procedure is that the customs duties are paid by the importer, the person who imports the goods into the country applying customs duties. Of course, the importer then reflects the customs duties paid in his prices. It is an additional cost that must be taken into account. The idea that anyone anywhere would pay an additional 15% tax and it wouldn't affect the final price in the store is completely delusional.

When we introduced the 10% tariff in April, we acted to keep the retail price (MSRP) in the US at the same level if at all possible and not increase it. So we took a significant part of the burden on ourselves and reduced the selling price for our distributors. At the same time, we abandoned the American system of determining the retail price for distributors and introduced the European method. So that you understand what the difference is, in America, a discount is set for the retailer from the manufacturer's recommended retail price excluding tax, which is officially called MSRP (Manufacturer's Suggested Retail Price), and then another discount is given to the distributor from the resulting price. Generally, in the old days, the distributor received a 55% discount from the MSRP and that was his purchase price. The old days ended sometime at the beginning of the century with the arrival of the Chinese, who started offering bigger discounts to grab a bigger share of the market, and since then, distributors have wanted more. In Europe, it is usually the other way around, the manufacturer sets the sales price, from which distributors in different countries create their own Retail Price

according to the conditions in their market. Another difference is that in the USA the retail price on store shelves or in e-shops is listed without tax, while in Europe the sticker price includes the tax, which in our case, is the Value Added Tax (VAT).

After the imposition of the 10% tariff, we switched to the European pricing model and began invoicing our American distributors a fixed commercial price. At the same time, we increased their margin, which means we gave them a discount, and thus took on some of the burden that our American distributors carry. We left the recommended retail price, the MSRP, the same. This operation allowed us to keep the price stable on the American market and not increase the price. So we did at least partly what Donald Trump and his supporters imagined would happen after the tariffs were imposed. I am not sure what would have happened if the tariffs had remained at 10%. We might have had to increase the price because we had to give up part of our margin to maintain the price level from before the tariffs. But we don't have to speculate about that anymore, because the American administration solved this problem for us when it raised the tariffs to 15%. After this step, we had no choice but to increase the price anyway. The price increase is on average 11%, so it is still not at the level of the 15% tariff, but unfortunately we had no other choice. Even so, after the introduction of the 15% tariff, one of our four American distributors stopped doing business with us, claiming that it was not worth it for him to buy our goods under these conditions.

When we left the US, it seemed that we had the basic setup of the new tariff system ready and now we can only wait to see how we, our distributors and our customers will be able to function in it. We did not know what the changes to the *de minimis* system would look like, but we knew that they would come and that we would have to deal with them within the new setup, meaning with a higher MSRP and a fixed commercial (export) price. The way the new delivery system setup was announced did not surprise us much, we still believe that we will be able to deal with it. However, the latest news from the US says that the federal appeals court found most of Trump's tariffs illegal. Honestly, I am starting to get a little skeptical. We can deal with some things, but chaos in which no one really knows what is valid and what is not is the worst thing that can happen to a country and its trade. God bless America, and if He has any spare capacity to do so, please let Him remember us as well. Amen!

Vladimír Šulc

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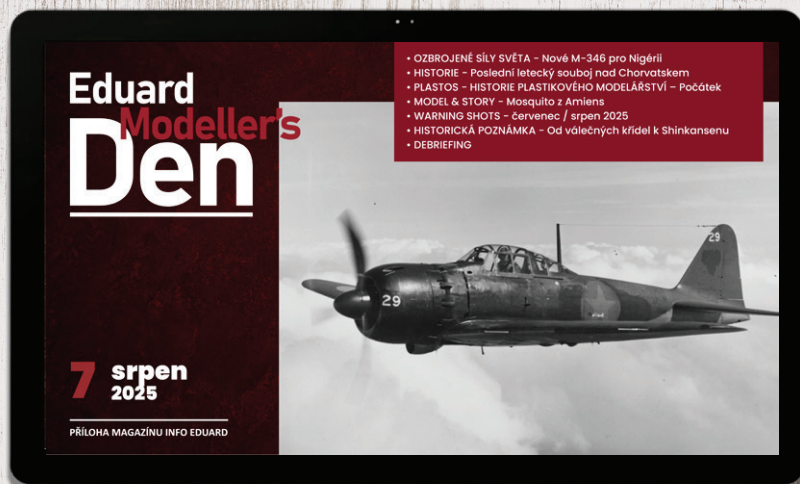
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From the content of EMD 08/2025

The Amiens Mosquito

Model & Story / Vladimír Šulc, David Formánek

The attack on Amiens Prison—later called Operation Jericho—remains one of the most famous and most mysterious air raids of the Second World War. The traditional story was that the raid was carried out at the request of the French Resistance, whose members were imprisoned there and scheduled for mass execution on February 19, 1944. Today, this is largely considered a legend: the Resistance never formally requested the raid, and no British intelligence files confirm any planned executions. Of the roughly 690 inmates, only about 170 were resistance members or political prisoners; the majority were ordinary criminals. Still, someone ordered the raid, though to this day it is unclear who or why. With 80 years gone, any surviving secret files may soon be declassified.



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.

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35 HISTORICKÁ POZNÁMKA

Edvard Modeler's Dem. C. 7 - SRPEN 2023

Od válečných křidel k Shinkansenu

Poválečná proměna japonských konstruktérů

Jan Bobek

Druhá světová válka zanechala hluboké zranění v oblasti leteckých věnování, mimo jiné díky zničením a pozemským náletům. Po skončení konfliktu začali američtí inženýři (jako Louis Bréguet, Wiley Post, Alexander Lippisch a Werner von Braun) nově používat a vyvíjet, což přelomově ve své práci, zejména ve Spojených státech a Evropě.

Do mnohých nových konstrukcí a řad typů křidel a trupů americké nezávislé konstrukční dokumentační, Bréguet, Bréguet, a další průmyslové společnosti a podniky japonských inženýrů se uchýlily a konstruovaly letadla zbraní, jaké předtím japonských konstruktérů neznali. Důležitou roli hráli také japonské letadla z druhé světové války, která byla zničena z nich mnoha pokročilými letadly z 1940.

Nejnovější japonské konstrukční jako Jiro Horikoshi, Tadanori Miki, Kiro Hiroshi, Tetsuo Imai a další v americké konstrukci



Reklama: 100% 150
Tisk: 150%

[illegible]

The Very Last Aerial Combat Over Croatia

History / Marko Jeras

On 8 April 1945, Flight Lieutenant Graham Hulse arrived back to RAF No. 213 Squadron in Biferio, Italy, for his second tour of duty, where he assumed command of "A" flight. He had completed his first tour on operations from Greece and he was to some extent familiar with the set-up and type of operations flown over Yugoslavia. From the beginning of April 1945 pilots of RAF No. 213 Squadron performed bombing and strafing missions on rail and road traffic, as well as fighter escort for bombers to targets in Yugoslavia. On 12 April 1945, the unit used, for the first time, a landing ground at Prkos near Zadar, as an advanced aerodrome. On 18 April 1945, the Squadron was at peak activity against retreating columns North and West of Zagreb. To support this effort, six aircraft were sent daily to advanced L/G Prkos near Zadar and six pilots were permanently detached there for one night at a time. On 22 April 1945, at last, news of the move to Prkos arrived. An advance party of the Squadron was to set out for Zadar on 25 April, with the remaining parties to follow as soon as possible...

Plastos – History of Scale Plastic Modelling

Part One – The Beginning / Vladimír Šulc

16

HISTORIE

IL-10 / AVIA B.33

vají čtyři z těžily, ale tedy by bylo spíš na výprask než na odměnu. Tehdy se ještě ještě testaly, a na dnešní podobu velmi odlišný modelářský mysterium a moc se mi do toho nejdí, nejen je jsem do přílohy rodiče model postavil, slepi jsem na Kanagomo, bylo takové smrávadle předpovědi modelářů lepení modelů modelářů a mým šlím, je Václav Šoré, nestor českého plastikového modelářství a náš Velký učitel před mím ve svých knihách výstavní varoval, na ale měl štěstí čas, domnělně jiného nebylo a do drogerie v známém ceně roční Rozsvět pro vzhodit Čkyli to bylo pečečné dloho. Chrátili by tak

řičtější hodiny, a ten měl čas cenu zlatu. Samozřejmě jsem neměl čas, to bylo technika, která pro mě zůstala dlouhými modelářskými mysteriem a moc se mi do toho nejdí, a stejné model jsem nabuřil výstavní. Ty také nebyly vhodné, ale bylo to stejné jako i lepidlem. Nic jiného jsem neměl. Zdaší jsem i obkřáží z Hradčic, a kochal jsem se vchlepním své práce. Ne dlouho, se čtyřmi zachtárci kme vzájem, na okamžik jsem stál, abylo to maminka, ta byla mále podpořená nad čtyřku pokyvala hlučím, uvolníla své svědění do šuplíku, ot do doby mě mým novém kochám podporovala a já s jejím

čtyřku z žádného předmětu na vyděleční nikde nedostal. Dostal jsem se na testy v maturingm ročníku pěti z ruštiny, ale to je zase jiný příběh, a navíc jsem dneška na tu koulí tak nějak hdy.

Ot do doby jsem stavěl modely a hlavně ohnání stavebnice. Tehdy jsem měl stavebnice letek minulého století se potřebné a hlavně takové ty, zbytné, mohl i trochu luxusu věci ani tak neupokojily, jako šněřily. Nemohli jste jen tak přijít do obchodu a koupit si televizi, nebo v Mototechno auto. Spotřební zboží bylo málo, přesto byl velký, a kdo chtěl to, po čem toužil, ten se musel snažit. Mělo to být pravda i o potupě vedoucí k úspěchu, pro každou osobu trochu jiné. Jednou se zkládání modelů modelářů v husklovském sociálním sedmdesátých a osmdesátých let bylo pravda i postupy po jakému, a jaké modely byly nabuřeny, a tím se na život v tom společenském systému adaptovat. Z dnešního pohledu na byla nesutečná parky, ale zase to přinášelo něco kuriózního a zajímavého, které jsou zkládám dvanácti výpravními nábytkem z dřevěných částí u piva s kochávkou, a obstarávané byly z nich své barvitě přibíhaly, anebo se vpravě dítivě a vnučovat, čím by také nehozažili, ale ráda čtyři příběhy z báje-

Edward Maurer's Den č. 7 - SRPEN 2025

ho zmeziho světa poslouchají a myslí si o tom, jak to bylo.

Sháněl věci, v našem případě plastikových stavebnic letadel, kůl, tanků nebo i civilních vozidel, protože to všechno se hlavně dalo v specializované Československu sehnat, když jste ztrátil nějaký náhradník ruční. Za zkládání byla skoro stejná jako dnes, zájlitě do obchodu a koupit si je tam, co si tam, co se v nabízeném sortimentu bílo nebo hodilo. Modely se nekoupili to, jako opravdru chtěli nebo přetvořili, to obvykle neměli, ale mohli jste mít štěstí a opravdu si vybrat. Mělo na první dobrou zkrátit, to je podle potřeby. Běda leplid Kanagomo nebo tempor barvy měly prakticky vždy a vlude, a to bylo v době, kdy se modelovali v 5. čístečk ČMKU, použitelním jako škvěle lepidla na lepení plastikových modelů už bylo, ale nebylo to takové, jako dnes poměrně snadné namlou, alespoň do doby, než si jiná zájmová skupina obyvatelstva začala pozvat jako substitut návykových léků. Podstatné bílo, že obchodu, kde se daly stavebnice sehnat, byla oprti dnešní nebyvalé chybě. Obchod s modelářskými potřebami, který byl v tehdejších věcníci, ale třeba z balzo, potahovým papírem, motorkou a podobným modelářským sortimentem, bíl prakticky v každém

From Wings of War to the Shinkansen

Historical Reflection / Jan Bobek

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.

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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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Aerial War in Ukraine

First Mirage 2000 Loss

Miro Barič

On both the battlefield and the political front, many events took place during the observed period, but the overall situation between July 1 and July 31, 2025 did not change significantly. The Ukrainian Air Force suffered another notable loss when it lost its first Mirage 2000-5F fighter in an accident. France had supplied these aircraft between February and March of this year.

Let's begin with a brief description of political developments, which are closely linked to the battlefield situation, as will be demonstrated further by several examples. At the beginning of the observed period, American President Donald Trump confirmed that arms deliveries to Ukraine had indeed been halted in June. This was a decision made by Defense Secretary Pete Hegseth. The halted deliveries included key equipment such as missiles for Patriot air defense systems, Stinger missiles, rockets for HIMARS systems, and 155 mm artillery ammunition. President Trump reversed this decision and resumed deliveries, but with one condition. The weapons were to be purchased by European countries and then delivered to Ukraine. Germany already agreed to supply Kyiv with two additional Patriot systems, and later Norway announced it would help Berlin pay for them.

The American President also began losing patience with his Russian counterpart Putin. After a phone call with him, Trump expressed disappointment and later gave Russia fifty days to agree to a ceasefire, otherwise he would impose tariffs as high as one hundred percent on states that continued buying oil and gas from Moscow. At the end of the observed period Trump further shortened this ultimatum to ten days. The result was a meeting in Alaska, where Putin came to meet Trump. This summit

took place the following month, but since it followed directly from these events, it is mentioned here. It can be said that it brought no tangible results, and from the Kremlin's side it was again only a delaying tactics and a time-stretching game.

On the battlefield, the situation did not change much. Russia continued trying to attack and managed to advance, but only slowly and at the cost of heavy losses. This was true in particular in the Pokrovsk direction. In contrast, in the Sumy region of Ukraine the Russian offensive potential was exhausted and Ukrainian armed forces slowly advanced back toward the border.

Sad records

July in Ukrainian skies brought another sad record. The number of Russian drone attacks on Ukrainian cities was the highest since the start of the invasion, and the figure had been increasing for three months in a row. During the observed period Russia launched a total of 6,297 drones, which was fifteen percent more than the previous month. In addition, in July Russia fired 198 missiles and cruise missiles, the second highest number this year after June.

In the night of Friday July 4, the Russians broke a record for the first time in this period when they launched 539 Shahed kamikaze drones and 11 missiles and cruise missiles

at Ukraine. The main target was Kyiv, where even the building of the Polish consulate was damaged. This was also the first of the political connections mentioned earlier – the strike came only a few hours after the phone call between Putin and Trump and was probably meant as a show of force. The very next night, on Saturday July 5, a Russian strike on Odessa also damaged the building of the Chinese consulate.

The new record lasted only a few days, and during the night of Wednesday July 9 the Russians broke it again. They sent 728 drones and 13 missiles and cruise missiles at Ukraine, aiming mainly at Lutsk and Zhytomyr. Ukrainian air defense shot down 303 drones and seven cruise missiles, and jammers disabled another 415 drones. Another large attack came on the night of Saturday July 12 and targeted western Ukraine, especially Lviv, Lutsk and Chernivtsi. Altogether 623 drones and other projectiles were launched. In contrast, during the night of Sunday July 13 everything was quiet. There was not a single drone or missile in the air. Ukraine had last experienced such a night on May 8, but during the day the Russians compensated for this and launched 60 Shahed drones.

When Trump threatened tariffs on states that continued trading with Russia, the response came during the night of Wednesday July 16 with an attack of 400 drones against

This photo shows the training of Ukrainian pilots on the Mirage 2000-5F still in France, released by the French armed forces. The author of the article is aware of two videos of Mirage fighters already flying over Ukraine, but they are of very poor quality and only reveal that the external fuel tanks under the wings are painted yellow on the underside.



targets across Ukraine. The defense shot down 198 drones and jammers disabled another 145, while the rest struck Kharkiv, Vinnytsia, Kryvyi Rih and other cities. On Tuesday July 29 Russian strikes killed 25 people and injured more than 50. The worst incident was at Bilenke prison in the Zaporizhzhia region, where 16 inmates died. A strike on a hospital in Dnipropetrovsk region killed three people including a pregnant woman, and in Kharkiv region five people were killed when the Russians attacked civilians waiting in line for humanitarian aid.

The worst attack in terms of consequences came at the very end of the observed period. During the night of Thursday July 31 the Russians sent 309 Shahed drones and eight Iskander missiles at Kyiv. Ukrainian air defense destroyed 288 drones and three missiles, but explosions on the ground killed 31 people and injured 159. Among the victims were children – two were killed and 16 were

injured. In this last attack on Kyiv the Russians also used, according to the Ukrainian side, Shahed drones with jet engines. These are faster and can carry more explosives. It is clear that such drones are causing Ukraine increasingly serious problems. That is why in its own strikes on Russian territory during this period Ukraine focused on the supply chain for Shaheds. This was not only the factory producing them in Tatarstan but also plants producing electronics or chemicals needed for making drones or their explosives. Russian oil infrastructure was also an important target, and attacks against it intensified again.

Among strikes directly related to the fighting at the front, two were well documented. On Thursday July 3 Ukrainian drones destroyed a Russian ammunition depot in Khartsyzk in occupied Donetsk region. Its explosion was recorded on several videos. The day before, on Wednesday July 2, Ukrainian missiles

eliminated the command post of Russia's 155th Guards Naval Infantry Brigade in the village of Korenevo in Kursk region. This once-elite unit had already been practically destroyed in the fighting in Ukraine several times and had to be rebuilt repeatedly. Now its command was eliminated. The Ukrainian strike killed Major General Mikhail Gudkov, Colonels Nariman Shikhaliev, Leonid Bashkhardin and Sergei Ilyin, Major Shamil Murtazaliev and Captain Alexander Shipunov. These are only the names that are known. According to an obituary published by a Russian veterans' organization, more than 10 officers were killed in this strike.

At the same time the Russians also managed something similar. In a strike on the town of Hulyaipole in Zaporizhzhia region Colonel Serhiy Zacharevych of Ukraine's 110th Mechanized Brigade was killed along with at least one other officer, Dmytro Romaniuk.



The Ukrainian Air Force published a series of photos showing Su-27 fighters being prepared for a combat mission.

F-16 maintenance

During this period two reports also emerged concerning Ukrainian F-16 fighters. The "Come Back Alive" organization, with the support of the government company Ukrnafta, developed a mobile complex accompanying F-16s for the Ukrainian Air Force. These aircraft must frequently move between air bases to avoid unwanted Russian attention, but not every base is equipped to service them and ready for combat. Now, when an F-16 arrives at a new base, such a mobile complex can be waiting. It includes a truck with a trailer for mission planning and pilot briefing. The system also includes mobile equipment for attaching weapons under the F-16's wings. Previously, loading a single piece of ordnance required 10 to 12 people; with this equipment, three are sufficient. A less positive report was that a traitor was operating within the ranks of

the Ukrainian Air Force, attempting to provide Russia with information to help plan attacks on F-16 and Mirage 2000 bases. Ukraine's

Security Service arrested him at the end of the observed period. He faces the life sentence.



A Ukrainian F-16 fighter and the mobile complex that assists with aircraft maintenance during relocations between airfields.





A Ukrainian F-16 fighter and the mobile complex that assists with aircraft maintenance during relocations between airfields.

Russian losses

During the observed period Russia verifiably lost three aircraft. None of these losses occurred during combat flights, and only one was directly connected to the war against Ukraine. The first two losses were accidents. On Tuesday July 1 a Su-34 fighter-bomber crashed near the Savasleika airbase in Nizhny Novgorod region. The aircraft was on a training flight when its left landing gear failed to deploy during approach. The crew was ordered to eject, which they did. The navigator, Major Alexander Pavlov, however, suffered injuries during ejection and died. The accident

may have been linked to greater wear and poorer maintenance due to combat operations in Ukraine. As a reminder, at the end of the previous period Russian aviation lost several Su-34s destroyed or damaged in a Ukrainian strike on Marinovka airbase near Volgograd. Within a single week it lost six of these aircraft.

Another accident occurred on Sunday July 6 deep inside Russian territory, near Kashtak airfield in Chita district of Zabaykalsky Krai. During a hard emergency landing, an An-2 bi-plane was irreparably damaged. The pilot and ten paratroopers were on board. Nine of the eleven people were injured. Why is this

relevant to the war in Ukraine? Because the aircraft belonged to the paramilitary DOSAAF organization, established back in Soviet times, with the mission of "education for homeland defense."

The third confirmed loss occurred in the night from Friday July 25 to Saturday July 26 at Armavir airbase in Krasnodar Krai. Saboteurs set fire to a Su-27UB. The fire damaged its tail section and probably also its engines.

Su-27UB.



Major Alexander Pavlov was killed on July 1 in the crash of the Su-34.





Major General Mikhail Gudkov died on July 2 in a Ukrainian strike on the headquarters of the Russian 155th Guards Naval Infantry Brigade.



An An-2 belonging to the DOSAAF organization, which crashed on July 6 during paratrooper training.



A satellite image from Maxar dated August 20, 2023 shows the An-72 stored at the Odessa aircraft plant. It was destroyed at this location during the night of July 18.

Ukrainian losses

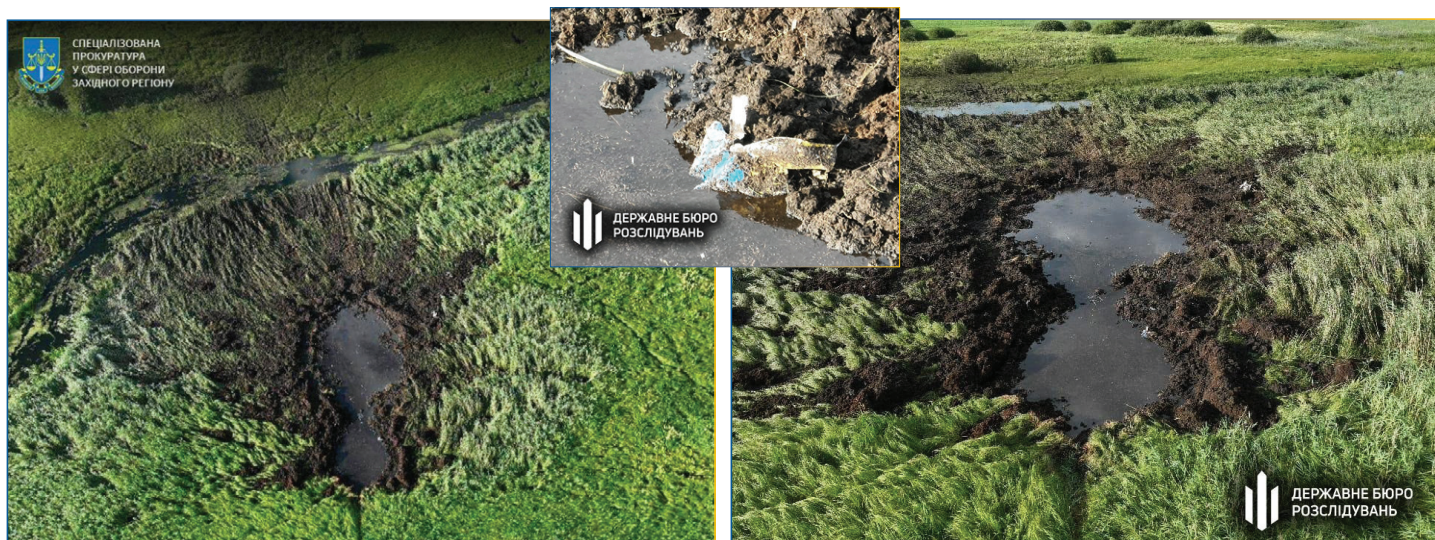
Ukraine lost five aircraft during this period. This happened twice during the Russian strikes on Ukrainian air bases. On Saturday July 12 a turboprop An-26 belonging to Ukraine's State Emergency Service, which manages the country's rescue forces, burned after a Russian strike on Chernivtsi International Airport. During the night of Friday July 18 a Russian strike targeted the Odessa Aviation Plant. Several buildings and hangars were destroyed or damaged. An An-72 was hit as well, however she had been standing unused since 2021 and was clearly not airworthy.

A much more serious loss befell the Ukrainian Air Force on Tuesday July 22 in Volyn region. After taking off for a combat mission, the pilot of a Mirage 2000-5F reported a critical

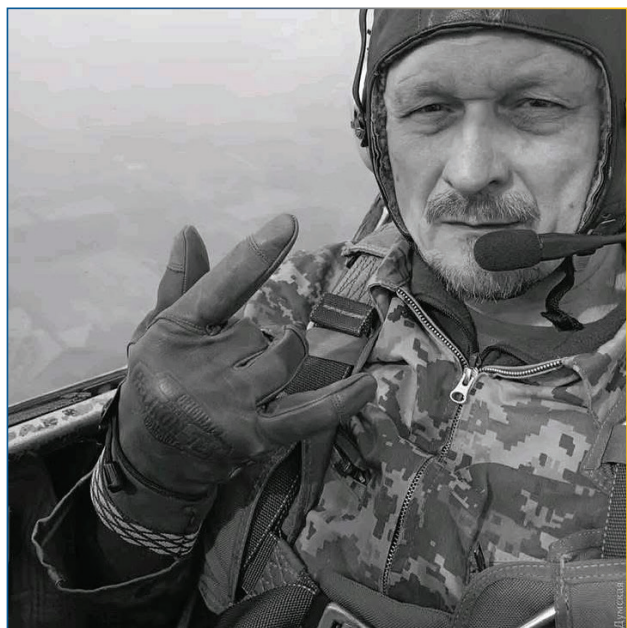
failure of onboard instruments and ejected. The aircraft fell into a swampy area, leaving only a large crater that quickly filled with water. The pilot landed safely by parachute and was soon found by a search and rescue team. His condition was reported as stable. The State Bureau of Investigation began an inquiry into the accident. At this point there was also a positive development for Ukraine. France had originally planned to supply ten Mirage 2000-5Fs, but most recently doubled this number to twenty. It is not yet clear when all the promised aircraft will be delivered. France has a total of twenty-eight aircraft of this version.

The Ukrainian Army Aviation suffered two further losses. Both concerned the deployment of light aircraft against drones.

The first was announced on Thursday July 3, but most likely occurred earlier. A tactical flight group of the Civil Air Patrol lost an aircraft in Kharkiv region. The crew survived without injuries. The aircraft type was not disclosed. In Dnipropetrovsk region, on Friday July 18, two airmen from the Odesa branch of the Civil Air Patrol, which was part of the 11th Army Aviation Brigade, were killed. The aircraft type was again not disclosed, but the patch of the unit shows a Yak-52. The pilot and unit commander, Colonel Konstantin Oborin, and the gunner Senior Sergeant Roman Kutsenko were killed. This happened during a combat mission repelling a Russian air attack. Their Yak-52 most likely fell victim to the close explosion of a Russian drone.



After the Mirage 2000-5F crashed into swampy ground on July 22, only a crater remained, which quickly filled with water.



Colonel Konstantin Oborin, the pilot who died on July 18 during a combat mission flying Yak-52.



Gunner Roman Kutsenko, who died together with Colonel Oborin on July 18.



The patch of the 11th Army Aviation Brigade, the unit in which Oborin and Kutsenko served.

Turbo Bumblebee with anti-drone rockets

The last two incidents underline just how dangerous the work of hunting Russian drones is. One of the pilots of the Ukrainian Civil Air Patrol with the callsign "Stalker" revealed that over seven months his aircraft had been damaged as many as 43 times. Each time, however, it was repaired and returned to action. It is certainly not the kind of activity insurance companies would be happy about. Ukraine, however, must search for and test every possible way to combat the threat of kamikaze drones. Russia is also constantly improving its Shaheds. Lately, they fly higher, carry larger explosive payloads, and above all, attack in ever greater numbers each month.

One option is to give light aircraft the ability to strike Shaheds from a greater distance. This is how the agricultural aircraft of Czech (or Czechoslovak) origin, the Z-137T, has appeared in Ukrainian skies. It is a successor to the famous family that began with the Z-37 Čmeliak (Bumblebee). The aircraft was captured on a short video. It sports green-gray camouflage and two white stripes on the rear fuselage, which are the Army Aviation markings. Under the center section, there are two additional fuel tanks, and two R-73 missiles under the wings. At the location of the missile pylons, two dark bands are visible encircling the wing, apparently reinforcements of the skin.

The R-73 missiles use infrared guidance with a range of 30 to 40 kilometers depending on the version. On the Z-137T they are mounted

on AKU-73 pylons. The aircraft itself has no radar or other equipment for targeting drones. The pilot must therefore be guided into the proper area by a ground control station. From there the missile takes over, being fully autonomous and able to find the target on its own. For this, however, it requires electrical power. It is therefore likely that the Z-137T has been fitted with an additional generator for this purpose.

Voices were raised questioning the authenticity of the video on the grounds that the Z-137T lacks standard camouflage and the blue-yellow identification markings used at the front. It can only be said that none of the known photos of Yak-52 aircraft show a standard camouflage pattern either. They usually retain their original civilian paint, and some have even sported attempts at the wild camouflage schemes. The blue-yellow identification elements required in the combat zone are carried sparingly on Yaks as well, usually on the rudder only. These light aircraft do not operate near the frontline, but rather fight Russian drones in the interior.

The use of R-73 missiles has also been questioned, as they are allegedly too expensive to be wasted on Shaheds. Yet as shown in the previous examples, firing from close range at a drone carrying tens of kilograms of explosives can lead to the loss of the aircraft, and sometimes, tragically, of its crew. This applies not only to the Yak-52. Ukraine,

lacking sufficient ammunition for ground-based air defense, has been forced to employ jet fighters against drones, and in the past has lost several MiG-29s and Su-27s this way. Even two of the four F-16s lost were destroyed by debris from downed drones.

For this reason, the use of R-73s fired from a greater distance is logical from a safety standpoint. Moreover, R-73s are not financially costly for Ukraine. These are older Soviet-made missiles of which it still has a considerable stockpiles. Over the past three years there has been no situation in which Russian and Ukrainian aircraft approached closely enough for the R-73 to be used in air-to-air combat. The lifespan of these missiles is not endless, so it is better to "spend" them on fighting drones. This is not wasteful: a Shahed can hit a valuable target, and it is far preferable to use such a missile than to allow the destruction of a power plant or industrial facility.

The Ukrainian Armed Forces have long employed R-73 missiles from various adapted ground launchers. The Z-137T is something similar, only much more mobile. It can also take off from unimproved grassy fields, making it more flexible and harder to destroy on the ground. Its use can also ease the burden in drone defense on jet fighters, whose operation is far more expensive.



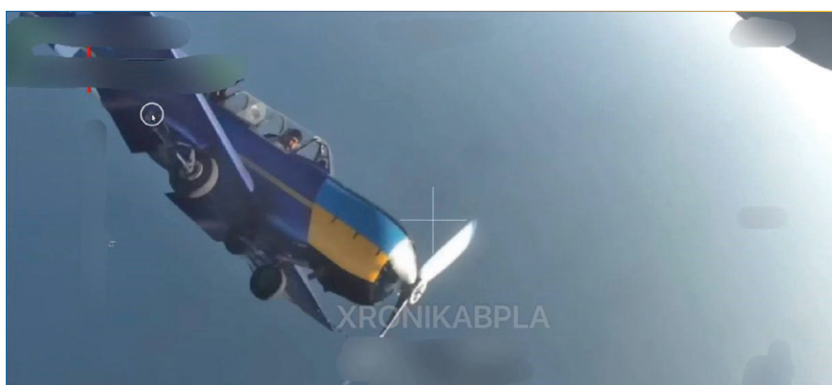
Z-137T with a pair of R-73 missiles. Notice the dark band on the wing – this is probably a reinforcement of the skin.



The explosion of a drone next to the wing of a Yak-52. From the scale of the blast it is clear that hunting Shaheds is a dangerous business.



Some Yak-52 aircraft still fly in civilian paint schemes while hunting drones.



Other Yak-52s have received various wild camouflage patterns.



This MiG-29UB recently appeared in a Ukrainian Air Force video. On its nose it carries kill markings of three drones and one cruise missile. In the video it has four R-73 missiles under its wings. Aircraft like the Z-137T could help relieve jet fighters in this role.

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Text: Vladimír Šulc

Ilustrace: Piotr Forkasiewicz



The Ki-115 Tsurugi is a very specific aircraft, designed for kamikaze missions. It was a technologically simple aircraft that could be built quickly and in large series. Fortunately, the war ended in time for these aircraft to never see combat. Most of the 104 aircraft produced were delivered unpainted, with only the national insignia sprayed on. They never entered service; after the war, they were bulldozed to the edge of the airport and covered with dirt. And there they remain to this day. One relatively well-preserved example, transported to the US after the war, is now on display at the Pima Air and Space Museum in Arizona, right next to a B-29 Superfortress. That is, the aircraft that ended World War II and the associated bloodshed by dropping atomic bombs on Hiroshima and Nagasaki. Without this act, which is generally condemned today, further bloodshed would undoubtedly have continued. And the Tsurugi would certainly have played a significant role in it.

From the perspective of the genre we are currently focusing on, i.e., describing the events in the boxart of the kit, this is not very interesting. The aircraft did not fly or fight, so there is basically nothing to write about. Fortunately. However, what can be written about is the history of the creation of the Ki-115 kit. This is also an interesting story, and I will now tell it to you.

Eduard has a long history of producing plastic kits. We introduced the first two kits, the Sopwith Baby and Schneider floatplanes in 1/72 scale, in the fall of 1992. They were typical short-runs of the 1990s with all their shortcomings, lots of flash, no snap-fit parts, and not much detail. The moulds and moulding were initially provided by MPM, now Special Hobby. We then quickly began working with

Pavel Vand'alík and his father, who also produced epoxy moulds, which they still do today, but because both are professional toolmakers, their moulds were of a much higher technological standard and the quality of the mouldings was much better. This was a big step forward, a huge leap in quality! At the end of the 1990s, we started building our own tool shop. We introduced galvanic electroplating, and so the moulds were already made in metal. However, all the master templates for the kits were still handcrafted. At the peak of this technology, they were produced by two master designers, Zdeněk Sekyrka and Jindřich Balon, who gradually built a team of casters, machinists, toolmakers, and moulders around them. However, the 1990s were also a time of rapid digitization and the advent of computers, and CAD programs, which were still new at the time, were penetrating all areas of industry. We had many years of experience with CAD design, and we began designing etchings on computers as early as 1990, and the same was true for decals.

We always knew that the old motto "give work to machines" still applied. With the arrival of the new millennium, we therefore embarked on a project to digitize the tool shop. We approached it generously, securing financing that enabled us to purchase high-quality machines, programs, and our first CNC milling machine for the time. We didn't skimp; we chose Unigrafix, now Siemens NX, for the design. We were also able to build the foundation of a design and programming team, which consisted of our employees as well as new experts from old engineering companies in the area that were being shut down at the time. Many of these founding figures are still with Eduard today, and

what you receive from us is still their work. However, the beginnings were difficult. We learned a lot in training courses and we already knew a lot, but we were doing new things that no one had any experience with, and learning them came at a high price.

The first project we successfully completed was the engine for the Bf 108 in 1/48 scale. The next piece was more ambitious, a quarter-scale Sopwith Camel. We completed this project as well, but we weren't very satisfied. Some parts of the kit didn't look the way we imagined; it was all so rough and misshapen, and even the moulds didn't work the way we imagined. The next project was Curugi. We chose it not because we were Kamikaze at heart, although in retrospect it may seem that way, but because we needed a simple aircraft in which we could apply what we had learned from building the Camel and also try out some new things. The most important of these was riveting. We riveted the entire surface of the model and launched it on the market with great expectations at the beginning of 2004 and got a lot of criticism from reviewers. The biggest criticism was about the rivets. They wrote that the surface looked like it had been shot through with a machine gun and that this was definitely not the way to go. It was so intense that we decided to remove the rivets. At that time, we were already working intensively on the Mirage IIIC, which we did not rivet and made it in the classic way, with rivets only along the panelling. We returned to riveting eight years later with the arrival of another wave of innovation and the introduction of directly milled and spark-abrasive moulds made of Certal, a special aluminium alloy developed for the production of injection moulds.

Within sight of Malta

Text: Jan Zdiarský

Illustrace: Antonis Karydis



The Mediterranean island of Malta was one of the most important strategic points in the area between southern Europe and Africa. It was said that whoever controlled Malta could control the supply routes between Italy and Morocco, Algeria, Tunisia, Libya, and the occupied part of Egypt. That is why fierce battles were fought over "British" Malta. The Italian Regia Aeronautica began bombing attacks in June 1940, and from 1941 the Luftwaffe took part in the effort, operating from mainland Italy and later from Sicily.

With the arrival of the Luftwaffe, the campaign intensified and reached its peak in 1942. However, the island itself was severely depleted, not only in terms of its civilian population, but also in terms of Allied military supplies, weapons, and equipment. British supply convoys were decimated, and despite the perseverance, ingenuity, and courage of the defenders, the British defense was on the verge of collapse.

The turning point came at the end of the summer of 1942, when the defending RAF began to gain the upper hand as the relentless Italian and, above all, German attacks were accompanied by ever-increasing losses. With the onset of autumn, the situation became critical for German and Italian airmen. The story of Antonis Karydis's box art with a colourfully camouflaged Ju 88 also belongs to this period.

One of the units involved in the bombing of Malta was KG 77. The commander of its II. Gruppe was Hptm. Heinrich Paepcke. This native of Watterscheid was an experienced bomber pilot at the age of almost thirty-two. His entry into the Luftwaffe in 1935 was preceded by service in the merchant navy (Handelsmarine) and a brief stint with the Wehrmacht. In 1939, he completed pilot training, and from then on, the Ju 88A dive bomber became his daily bread

and later also his destiny. This twin-engine aircraft perfectly fulfilled Hitler's desire for a Schnellbomber (fast bomber) capable of striking enemy positions at lightning speed and quickly returning to its own territory, while still having a chance to defend itself against enemy fighters. Although the role of the Junkers Ju 88 evolved and changed between 1939 and 1945, mainly because the nature of the war in its last two years significantly limited the use of Luftwaffe ground attack aircraft, the Ju 88's intended use as a bomber remained dominant almost until the end of the war.

Paepcke's first combat unit was Kampfgeschwader 30, which he joined in December 1939. After only a few months, in April 1940, he became commander of its 7th Staffel, and five months later he was awarded the Knight's Cross.

In October 1941, Heinrich Paepcke was promoted to Hauptmann and took command of II. Gruppe KG 77, with which he moved to the Mediterranean. From its Italian base in Comiso, his unit carried out attacks on Malta and its supply routes, mainly naval convoys, from January 1942 onwards. The Luftwaffe, along with the Regia Aeronautica, did not slacken in their attacks on RAF infrastructure, particularly in an effort to weaken the Allies' growing ability to inflict increasingly heavy blows on the attackers. Maltese airfields were therefore often among the bombing targets.

This was also the case on October 17, 1942, when KG 77 attacked Luga airfield in the southern part of the island. Shortly after 6:30 a.m., a group of seven Ju 88s appeared northeast of Malta, accompanied by approximately 25 fighters. Five Spitfires from No. 249 Squadron RAF took off from Ta Qali airfield almost immediately to engage the attackers, but no contact was made with the enemy. At 6:45 a.m., another eight Spitfires from No. 185 Squadron took

off from Hal Far, soon joined by aircraft from Luqa Air Base – eight from No. 126 Squadron and four from No. 1435 Squadron. Southeast of the capital Valletta, approximately 12 miles from the easternmost point of Malta, the town of Żonqor, a battle ensued in which several Ju 88s were shot down and most of the others were forced to drop their bomb loads into the sea and turn back.

The pilot of one of the attacking Spitfires was US fighter pilot F/Lt Ripley O. Jones from Coopersown, New York, serving in the RAF Volunteer Reserve. During the clash with the Ju 88 group, he collided head-on with Heinrich Paepcke's Junkers. Both pilots were killed in the collision and their planes crashed into the sea. Some of the crew members managed to jump out of Paepcke's Junkers during the fall, were recovered out of the sea and captured (some sources state that the entire crew was killed).

RAF fighters claimed four bombers destroyed in this battle, including Paepcke's Junkers downed by Jones, two others probably destroyed, and one damaged. F/Lt. Jones was the only Spitfire pilot lost in this battle. One other Spitfire returned home damaged, its pilot unharmed.

Heinrich Paepcke was posthumously awarded the Oak Leaves (Eichenlaub) to his Knight's Cross and promoted to the rank of Major.

Despite fierce attacks, the Allies managed to protect Malta. After the victory at El Alamein, and especially after the Allied landings in North Africa in November 1942, Malta ceased to be important enough for Germany and Italy to continue their efforts, and the intensity of the attacks weakened considerably. Later, in the summer of 1943, the island became an important element in the invasion of Sicily.

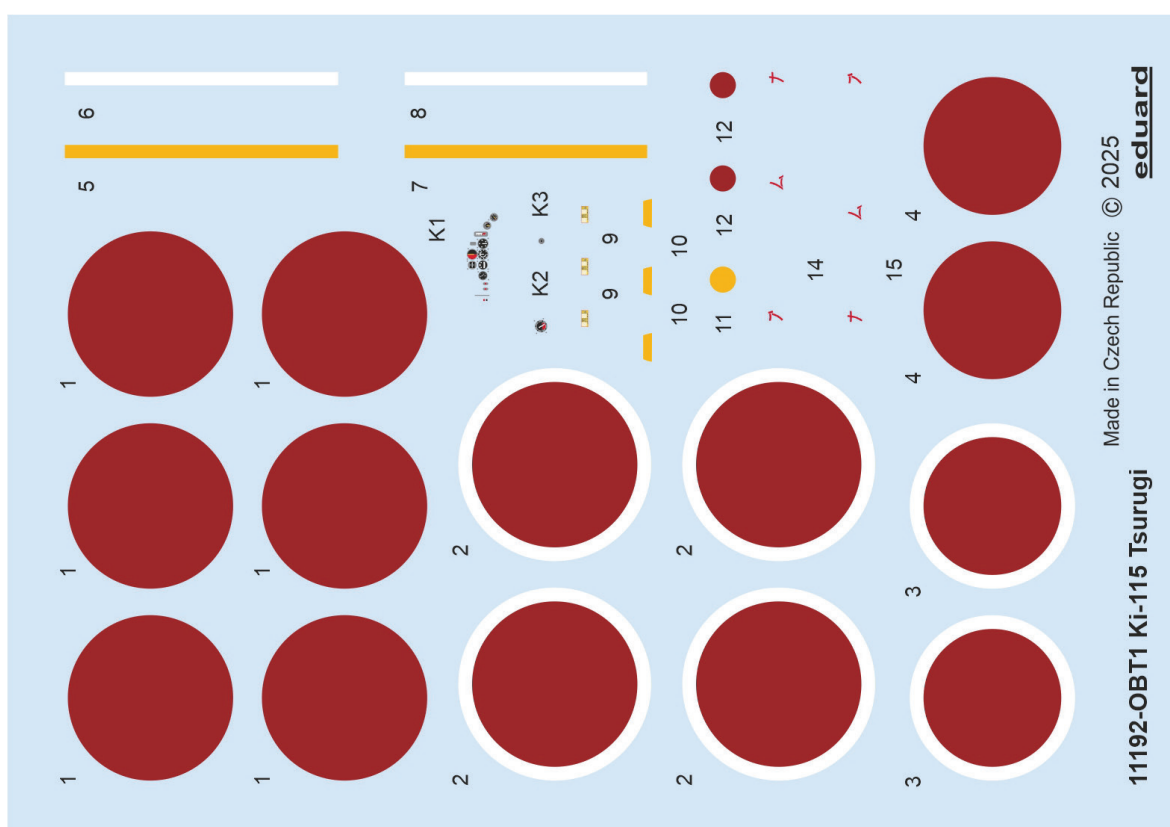
Ki-115 Tsurugi

1/48

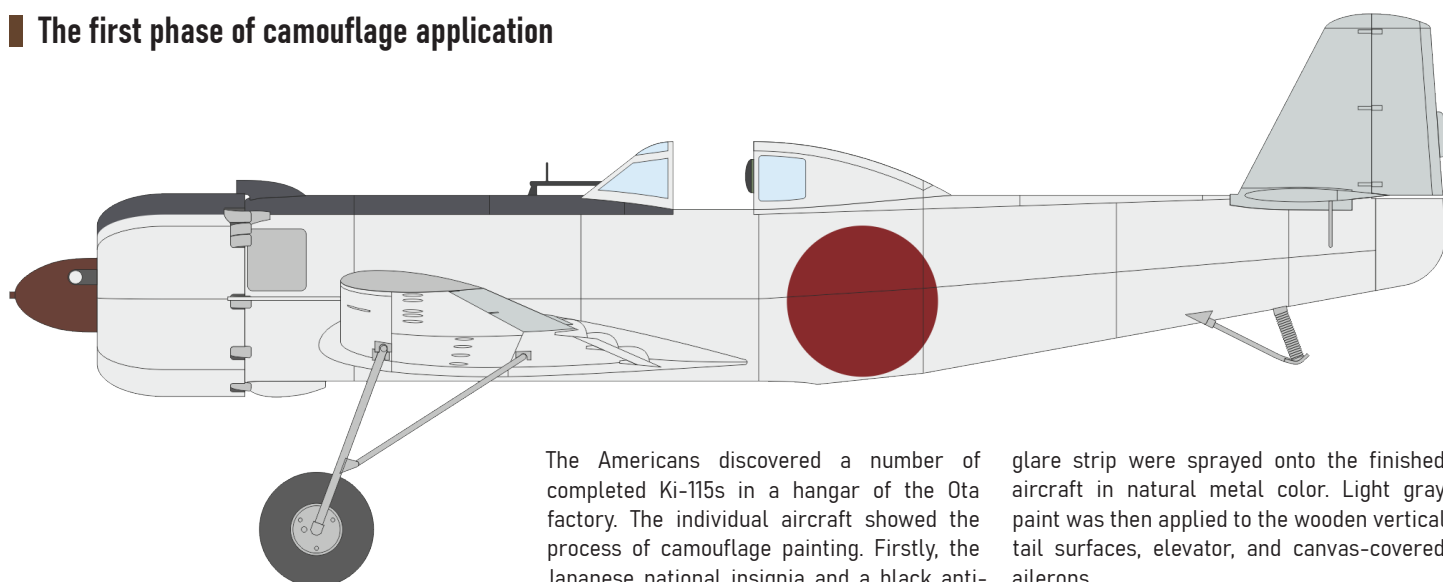
#11192

The Limited edition kit of Japanese WWII suicide plane Ki-115 Tsurugi in 1/48 scale.

- plastic parts: Eduard
- marking options: 3
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


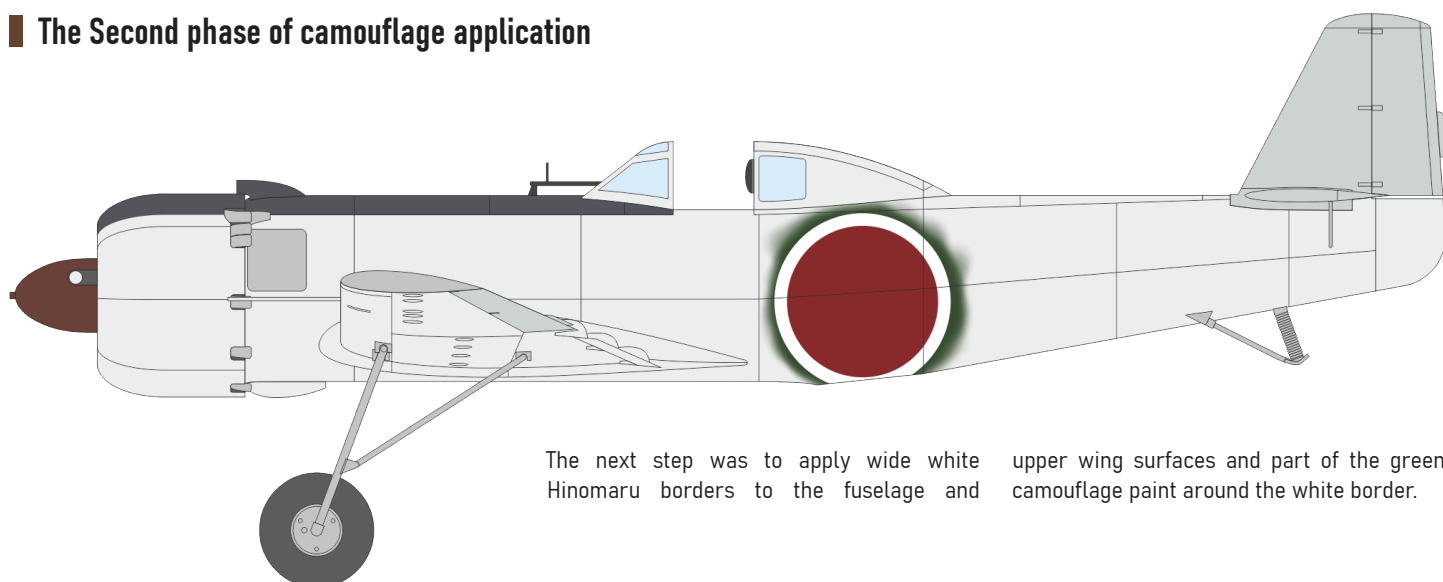
■ The first phase of camouflage application



The Americans discovered a number of completed Ki-115s in a hangar of the Ota factory. The individual aircraft showed the process of camouflage painting. Firstly, the Japanese national insignia and a black anti-

glare strip were sprayed onto the finished aircraft in natural metal color. Light gray paint was then applied to the wooden vertical tail surfaces, elevator, and canvas-covered ailerons.

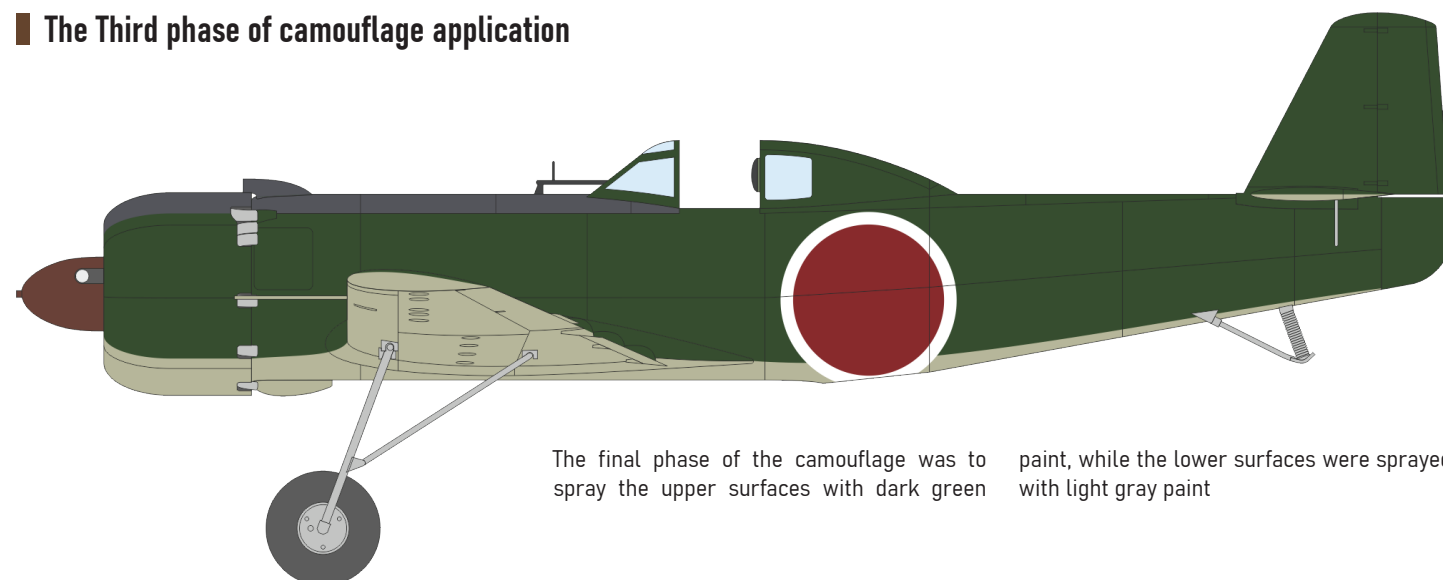
■ The Second phase of camouflage application



The next step was to apply wide white Hinomaru borders to the fuselage and

upper wing surfaces and part of the green camouflage paint around the white border.

■ The Third phase of camouflage application



The final phase of the camouflage was to spray the upper surfaces with dark green

paint, while the lower surfaces were sprayed with light gray paint

SCHNELLBOMBER

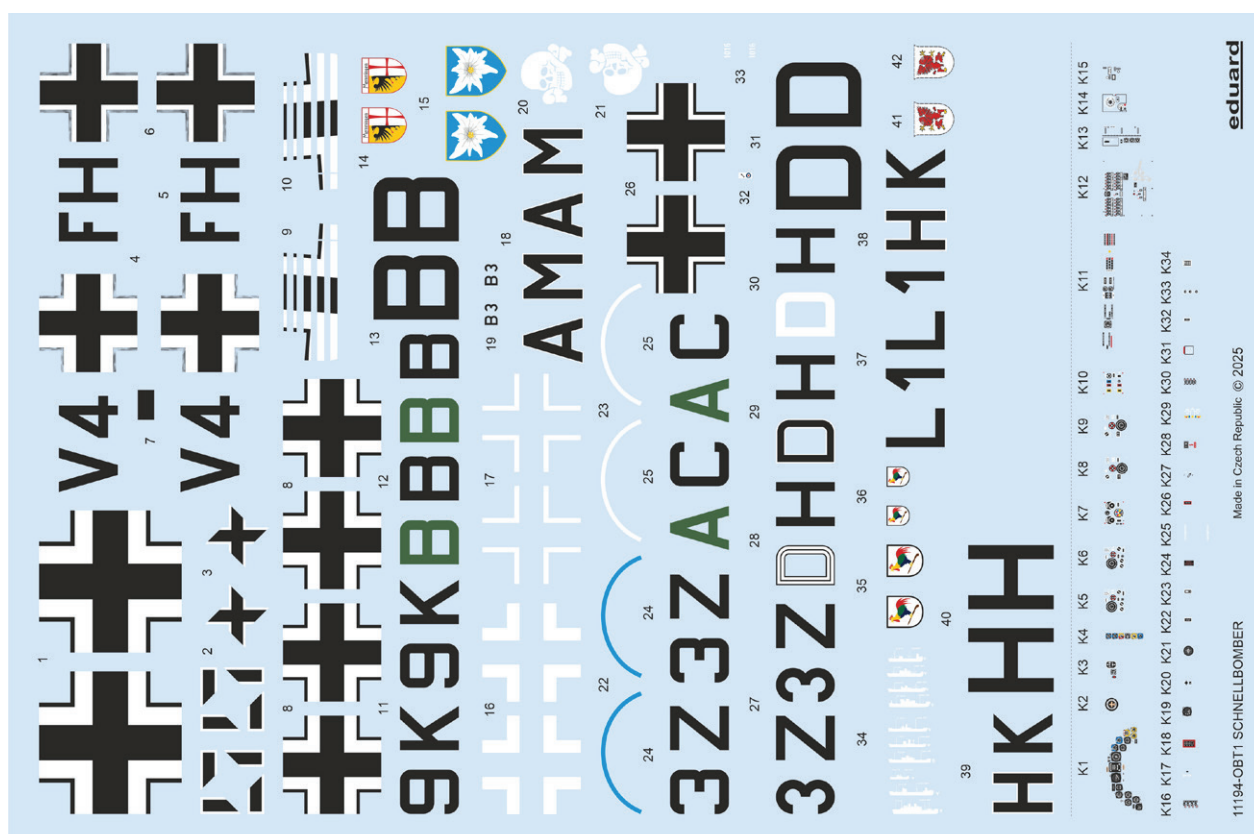
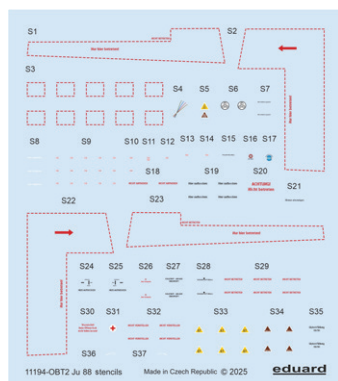
1/48

#11194

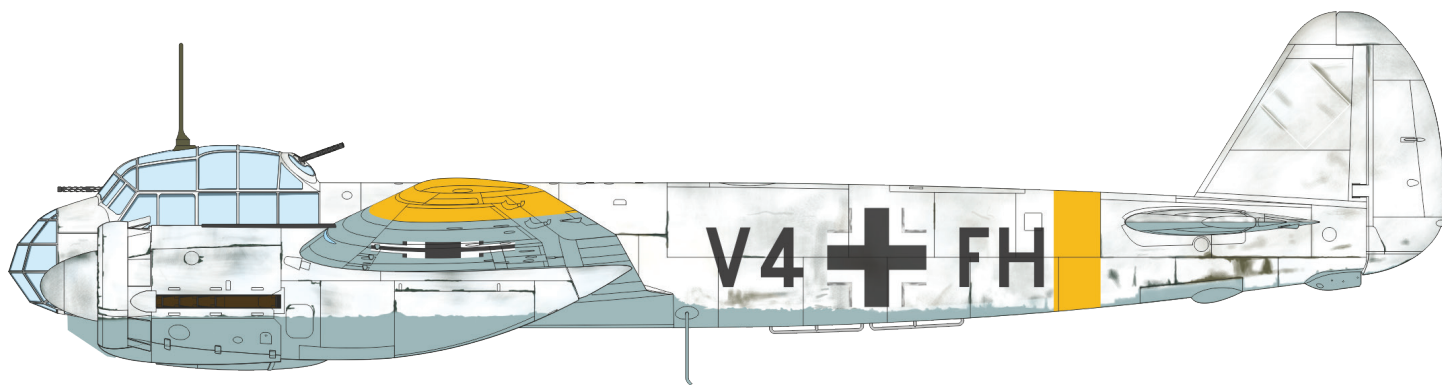
The Limited edition kit of German WWII twin-engined multirole combat plane Ju 88 in 1/48 scale.

The kit offers variant Ju 88A-4, medium bomber.

- plastic parts: ICM
- marking options: 6
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels

[Product page](#)


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

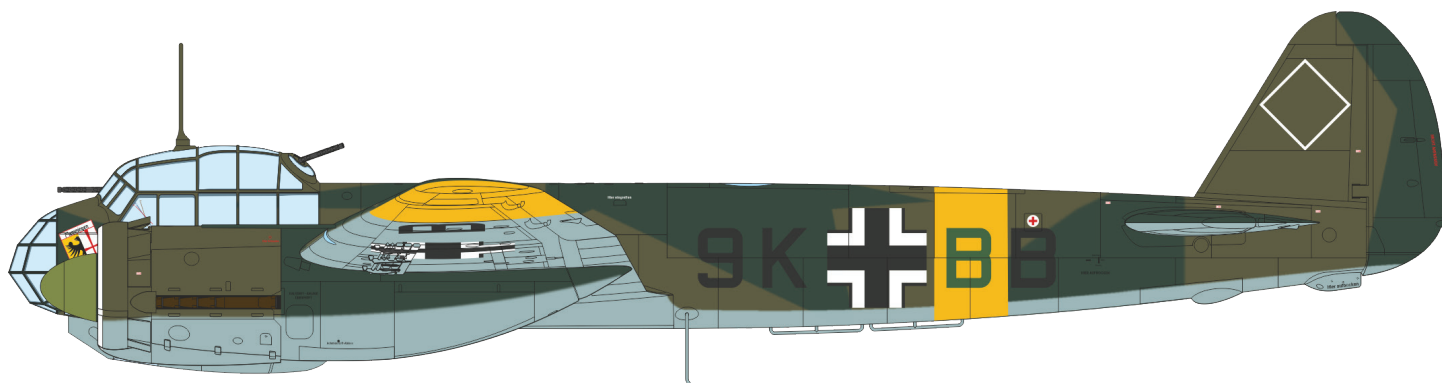


I. Gruppe Kampgeschwader 1 was formed on May 1, 1939, by renaming IV. Gruppe KG 152. The original KG 152 was named after Paul von Hindenburg, and the newly formed KG 1 also took on the name Hindenburg. This unit, initially armed with He 111 bombers, took part in battles over Poland, France, and Great Britain. It took part in the fighting over the Soviet Union with

new equipment, namely Ju 88A bombers. In mid-1943, after a short rest in Germany, Stab, I. and II. Gruppe were transferred to the southern front. At the end of 1943, the entire Geschwader was equipped with He 177 Greif bombers. During their service on the Eastern Front in the winter months, the aircraft were repainted with washable white paint for better camouflage.

Applying it in field conditions caused it to rub off and peel during operation. The aircraft bears the identification marks used on the Eastern Front in the form of a yellow stripe on the fuselage in front of the tail surfaces and yellow-painted undersides of the wing tips.

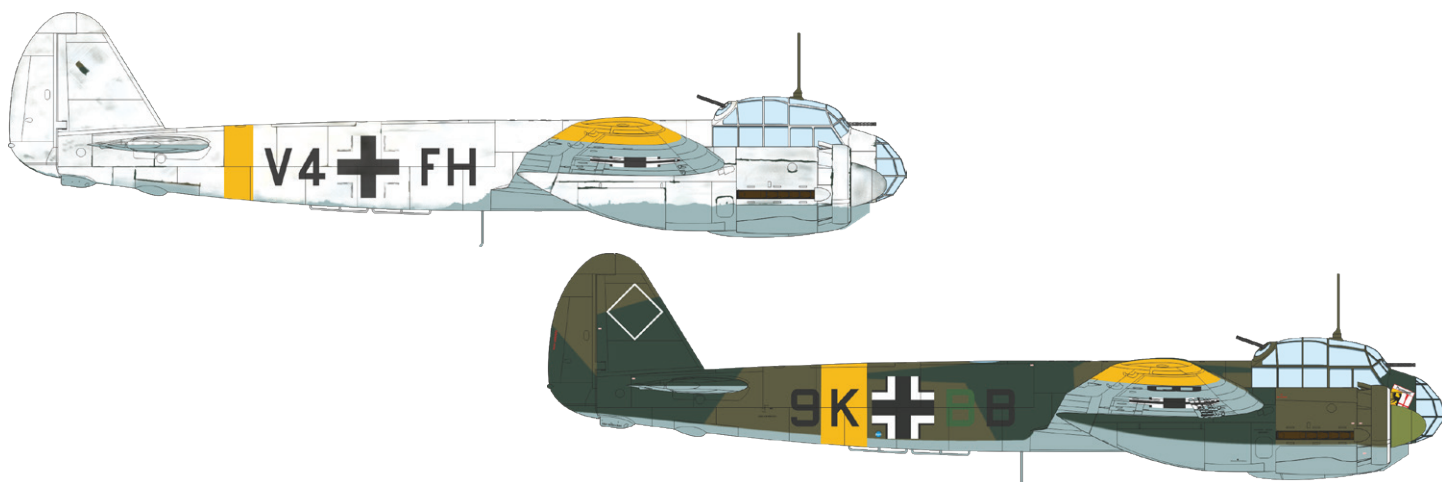
■ Hptm. Klaus Häberlen, CO of Stab I./KG 51, Bagerovo, Soviet Union, April 1943



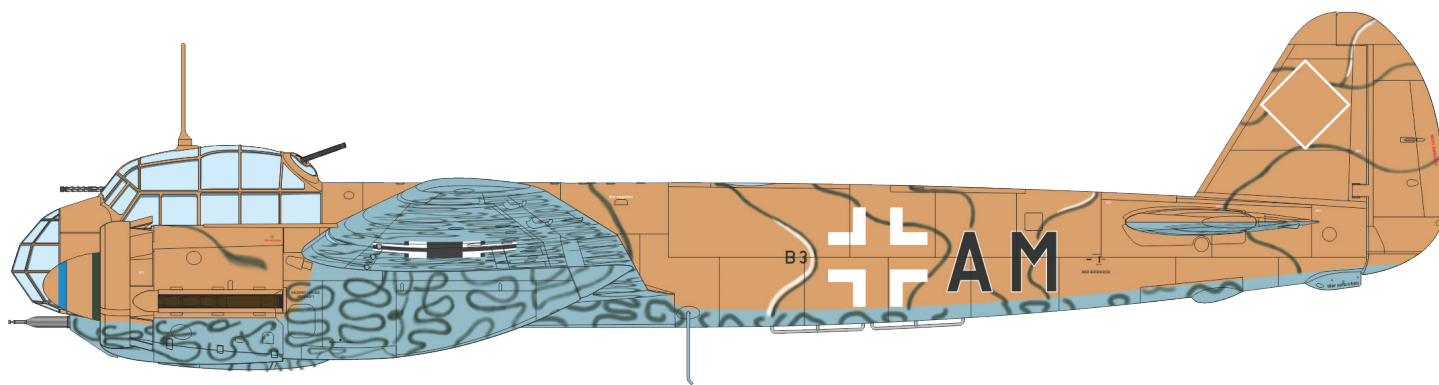
The future recipient of the Knight's Cross, Klaus Häberlen, was born on April 14, 1916, in Geislingen. His military career began on April 1, 1935, in the Wehrmacht, and his aviation career began with studies at the Grosse Kampffliegerschule in Lechfeld on November 1, 1936. In August 1940, he was appointed commander of the 2. Staffel KG 51, armed with Junkers Ju 88s. He flew with KG

51 throughout his combat career, participating in approximately 300 combat missions, for which he was awarded the Deutsches Kreuz in Gold on March 18, 1943, and the Knight's Cross on June 20, 1943. In October 1943, after a verbal confrontation with Göring, he was relieved of his command of the unit and continued to serve in staff positions. He died on April 7, 2002,

in Konstanz. During his time as commander of I. Gruppe KG 51, he used this Ju 88, which bore not only the KG 51 Edelweiss emblem on its nose, but also the emblem of his hometown, the coat of arms of the city of Memmingen. He is the author of the book *A Luftwaffe Bomber Pilot Remembers*.



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

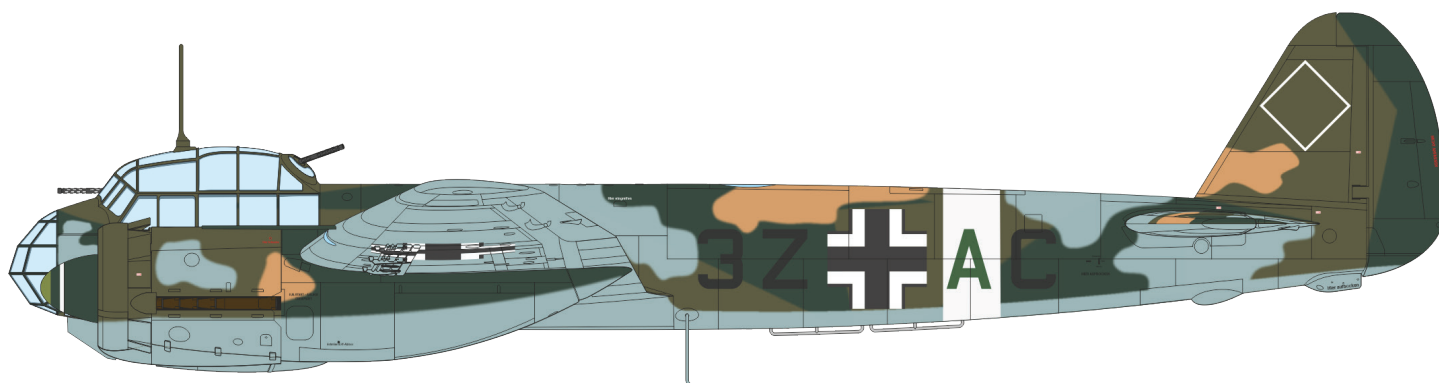


After previous combat operations over France, Great Britain, and the vast plains of the Soviet Union, II. KG 54 was transferred to its sister unit, I. Gruppe KG 54, which had previously been operating with its Ju 88s on the southern front, mainly against Malta, the convoys supplying the island, and the fighting forces on African soil, as well as against Allied airfields and ports in Algeria, Libya, and Tunisia. KG 54 Totenkopf also

participated in supporting German troops in the fighting in Africa. During deployment on the southern front, the camouflage of the aircraft was changed from the standard splinter pattern on the upper and side surfaces with RLM 70/71 colors and the lower surfaces in RLM 65 color, to upper and side surfaces sprayed with RLM 79 color, while the lower surfaces were in RLM 78 color. The upper RLM 79 was supplemented

with waves in RLM 70 and white, while the lower surfaces received waves in RLM 70. The unit's emblem, a skull and crossbones, visible on the Ju 88 in previous battles, was slowly abandoned in 1943. The modeler can decide if he wants to place it on the fuselage, as it is not clear from the photographs of this aircraft whether it was there or not.

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



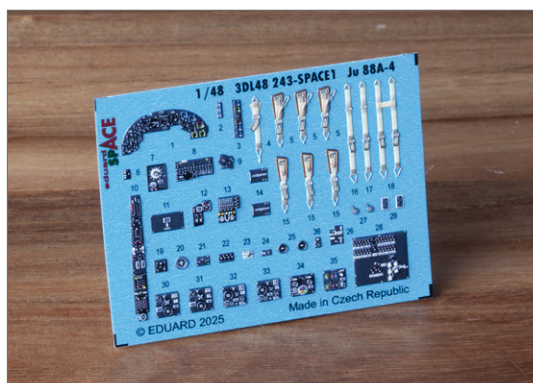
Heinrich Paepcke was born on December 11, 1910, in Wattescheid, Westphalia. In May 1929, he began his career in the merchant navy, he joined the army in July 1934, and enlisted in the Luftwaffe in 1935, to which he remained loyal until his death. After flight training, he was assigned to KG 30, armed with Junkers Ju 88s, in December 1939. In April 1940, he was appointed commander of the 7. Staffel, and in September 1940, he was awarded the Knight's

Cross. On October 1, 1941, he was promoted to Hauptmann and appointed commander of II. Gruppe KG 77, which was at that time in rest and rearming at Ansbach Airfield, preparing for deployment on the southern front. Paepcke's unit was transferred to Comiso Airfield in Sicily in January 1942, from where it carried out attacks on Malta and against supplies being transported to the island. On October 17, 1942, Hptm. Paepcke and his crew were killed in a head-on collision

with a Spitfire approximately 15 km off the coast of Malta during a raid on Luqa Airport. Heinrich Paepcke was posthumously awarded the Oak Leaves to the Knight's Cross and promoted to the rank of Major. The camouflage of his aircraft, consisting of splinter pattern of RLM 70 and 71 colors on the sides and upper surfaces, was supplemented with spots in RLM 65 and RLM 79 colors.

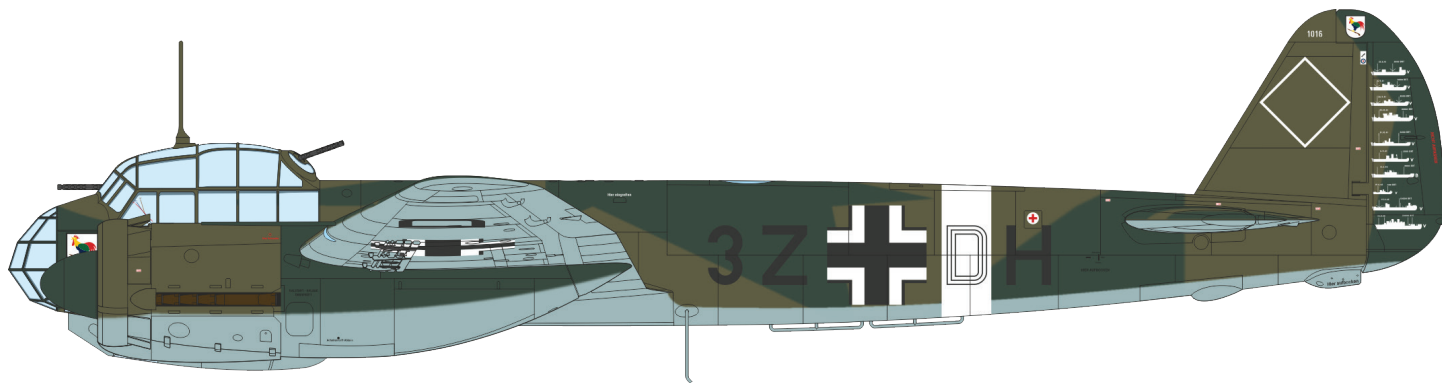
For Ju 88A-4 1/48 RECOMMENDED

481171	Ju 88A-4 upgrade set (PE-Set)
49783	Ju 88A-4 seatbelts STEEL (PE-Set)
3DL48243	Ju 88A-4 SPACE (3D Decal Set)
EX1135	Ju 88A-4 TFace (Mask)



#3DL48243

■ W.Nr. 1016, Lt. Johannes Geismann, CO of 1./KG 77, Catania, Sicily, September 1942

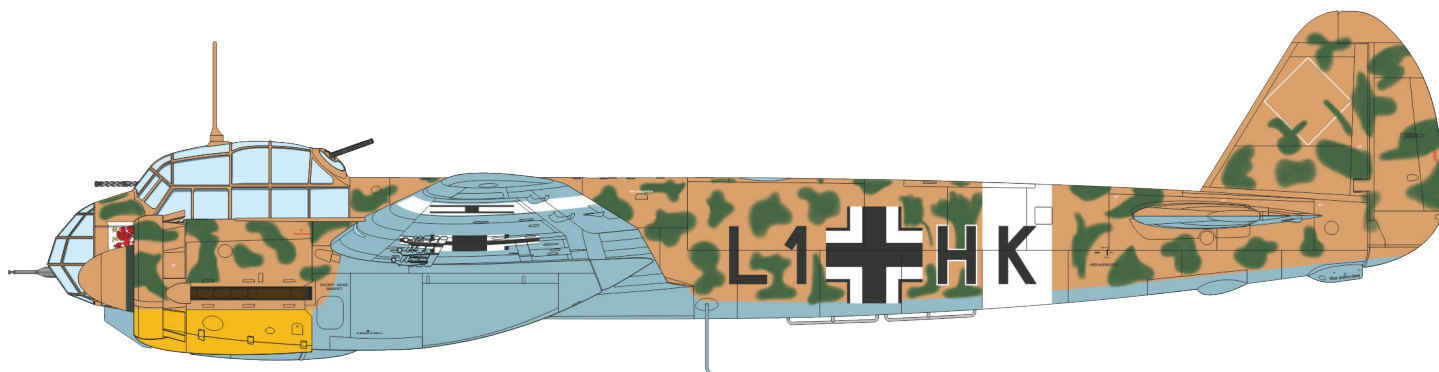


Johannes Geismann was born on June 20, 1920, in Hattingen in the Ruhr region and voluntarily enlisted in the Luftwaffe on November 15, 1939. After flight training, he was assigned to 1. Staffel KGr. 606 in the summer of 1941, specializing in attacks against shipping convoys. Geismann achieved his first success against ships on August 29, 1941, and his score kept growing even

after the unit was transferred to Catania Airport in Sicily in December 1941. In September 1942, the unit was renamed 1./KG 77, and in December 1942, Lt. Geismann received the Knight's Cross for sinking 98,000 BRT of enemy ships. He continued sinking ships until August 1944, when he completed fighter training and subsequently transferred to the night fighter

IV./NJG 1. He lived to see the end of the war and after the war joined the re-established Bundesluftwaffe, from which he retired on September 30, 1979, with the rank of Oberst im Generalstab. He passed away on August 15, 1994, in Aurich.

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



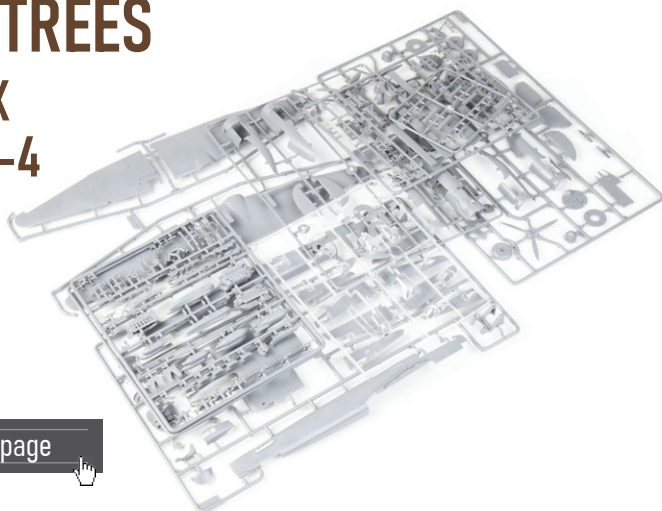
Gerhard Brenner, a native of Ludwigsburg in Württemberg, was born on August 29, 1918. On November 3, 1937, he joined the Luftwaffe and, after training, was assigned on November 28, 1939, to 2./LG 1, which was armed with Heinkel He 111s at the time. At the beginning of 1940, the unit received new Junkers Ju 88A

aircraft, with which it participated in campaigns against France, Great Britain, Yugoslavia, and Greece. In May 1941, during the fighting against shipping convoys in the Mediterranean, he hit a British cruiser, and in July 1941 he was awarded the Knight's Cross. On June 14, 1942, luck abandoned Oblt. Gerhard Brenner's crew,

after being hit by anti-aircraft fire during an attack on a convoy and its escort transporting supplies to hard-hit Malta, they were forced to abandon their aircraft 100 kilometers south of Crete. Part of the crew got into lifeboats, but they probably drowned in a storm south of the Gavdos island. The crew was never found...

OVERTREES

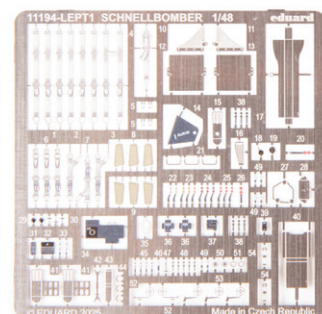
#11194X
Ju 88A-4
1/48



Product page

OVERLEPT

#11194-LEPT1
SCHNELLBOMBER
1/48



Product page

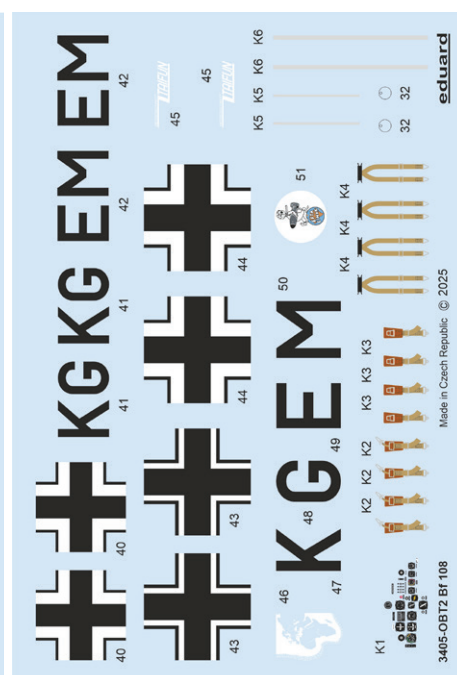
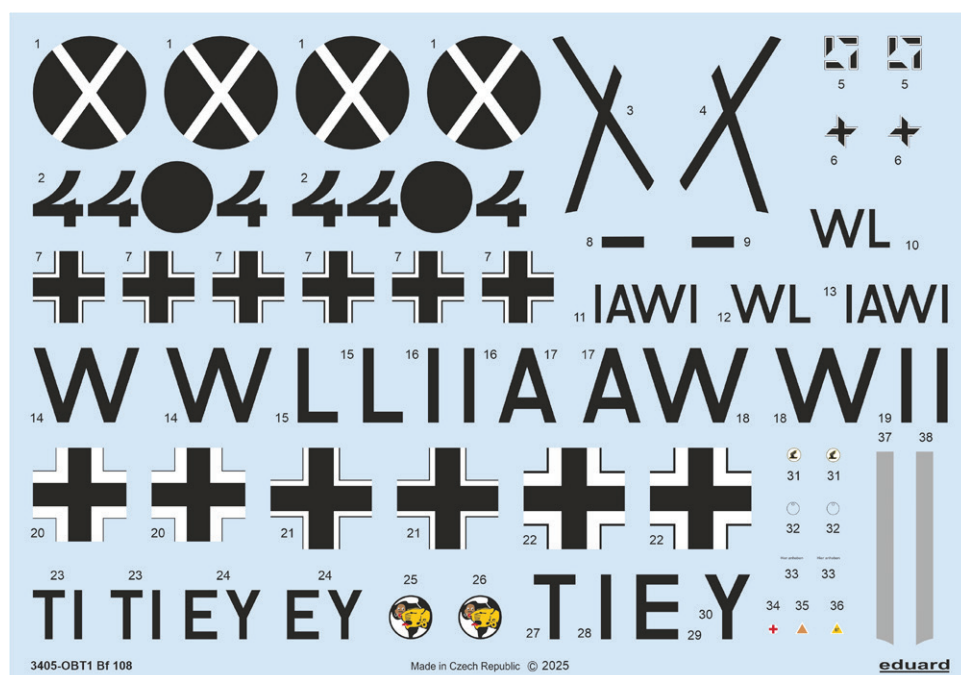
Bf 108

1/32

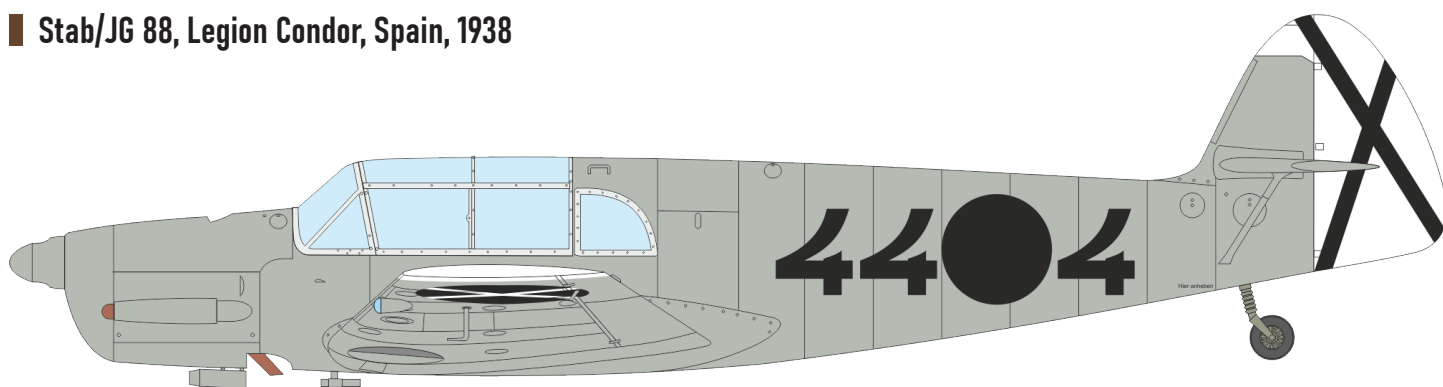
#3405

Weekend edition kit of German WWII liaison aircraft Bf 108 in 1/32 scale.

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

[Product page](#)


■ Stab/JG 88, Legion Condor, Spain, 1938

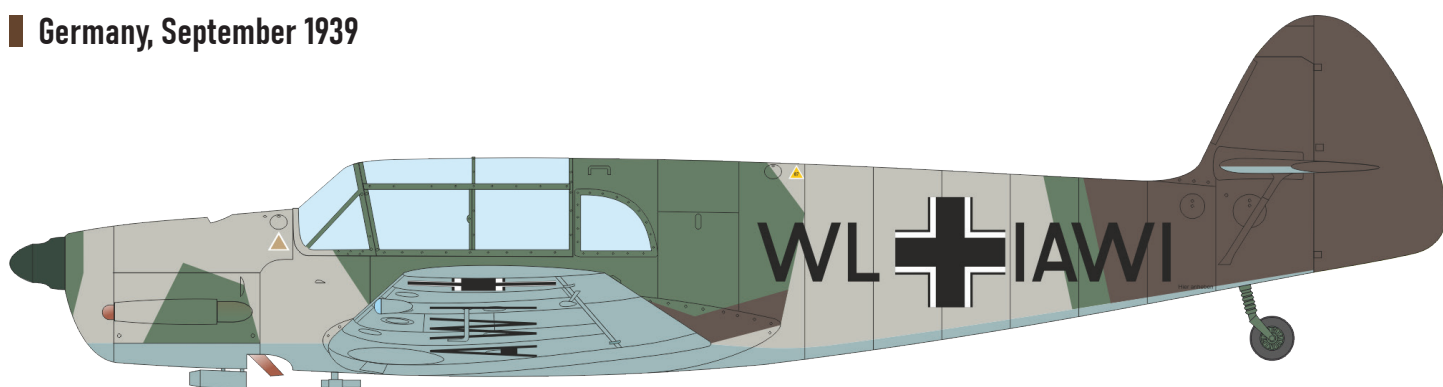


The Legion Condor was an air combat unit sent to assist Spanish nationalists during the Spanish Civil War. The Bf 108 Taifun aircraft were serving with J/88 headquarters command and used for courier, observation, and liaison flights.

The Bf 108s delivered to the Legion Condor flew in Spanish skies from July 1937 to May 1939, with 10 to 15 aircraft deployed there. All surfaces were painted RLM 63. White wing tips, a white rudder with a black cross, black circles on the

fuselage, and black circles with a white cross on the wings were the markings of the Nationalist aircraft.

■ Germany, September 1939

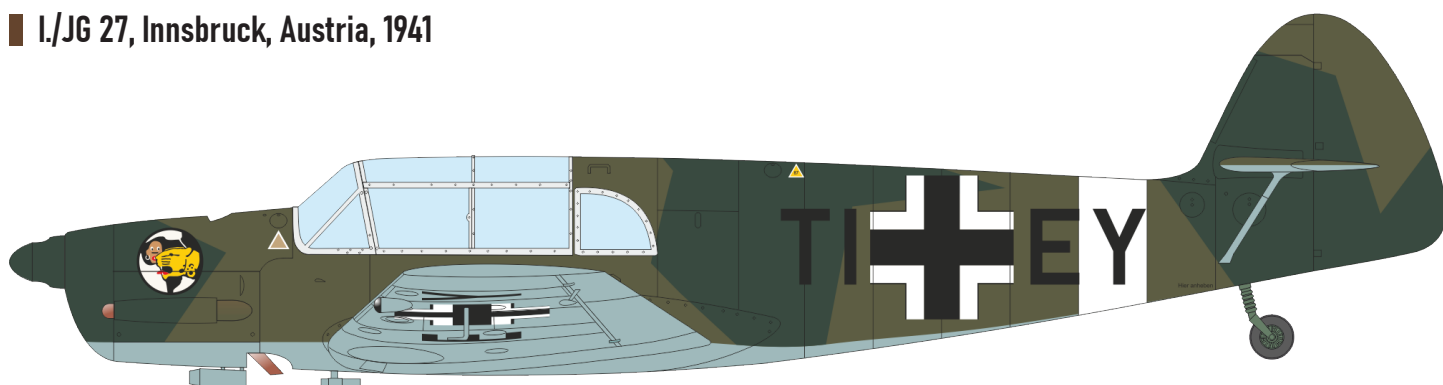


The German pre-war colors were used to camouflage this Taifun. The upper surfaces were painted RLM 61, RLM, 62 and RLM 63 colors, the

undersides were in RLM 65. The camouflage was probably painted over the original factory colors thus the stenciling is not apparent on

contemporary photos.

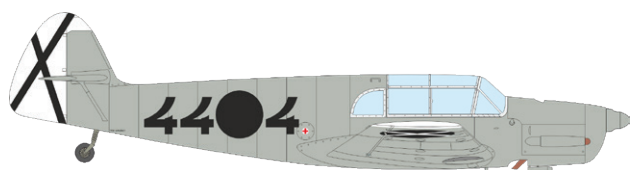
■ I./JG 27, Innsbruck, Austria, 1941



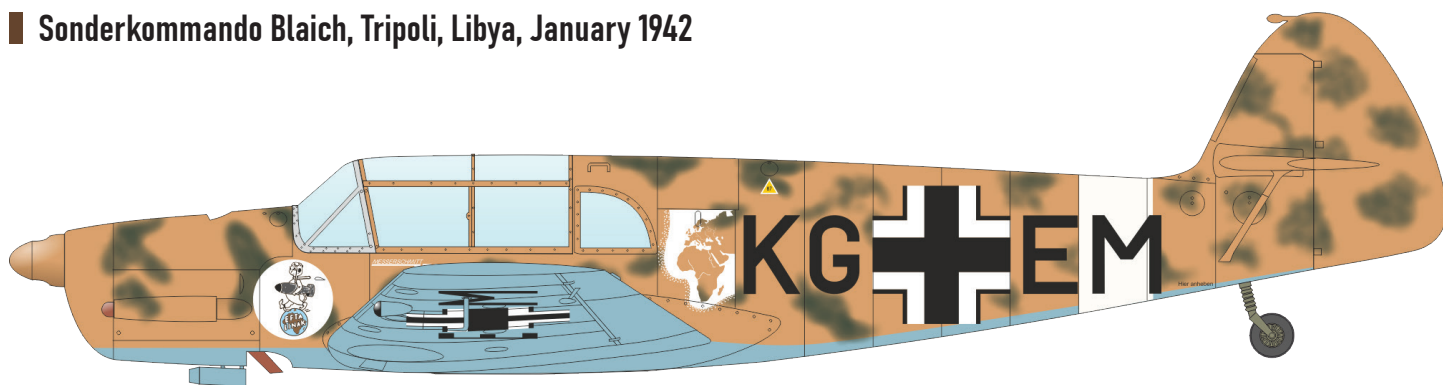
The depicted Taifun served as a courier plane of the I./JG 27 and is portrayed here as it has been photographed on the Innsbruck air base in 1941. Fighter units commonly used this type for their

courier, liaison and conditional flights. The plane had a standard camouflage scheme composed of fields of RLM 70/71 colors on the upper surfaces and RLM 65 on the undersides of the wing.

Matriculation TI+EY was supplemented with the emblem of the I. Gruppe / Jagdgeschwader 27 on both sides of the nose section.



■ Sonderkommando Blaich, Tripoli, Libya, January 1942



Sonderkommando Blaich, named after its Commander, Hptm. Theo Blaich utilised the He 111 in Libya during 1942, but this liaison aircraft was part of their fleet as well. Taifun KG+EM was modified for service in tropical climate and

also received a desert camouflage scheme composed of sand with green spots on the upper surfaces. The most interesting operation undertaken by this unit was a successful bombing raid on an Allied fuel storage facility on

January 22, 1942, in which the depicted aircraft played a partial role as well.

For Bf 108 1/32 RECOMMENDED:

32971	Bf 108 Weekend (PE-Set)
33260	Bf 108 seatbelts STEEL (PE-Set)
634017	Bf 108 LööK (Brassin)
632150	Bf 108 wheels (Brassin)
632151	Bf 108 wooden propeller (Brassin)
632155	Bf 108 wheels spoked (Brassin)
632157	Bf 108 oil cooler (Brassin)
3DL32007	Bf 108 SPACE (3D Decal Set)
JX253	Bf 108 TFace (Mask)
JX258	Bf 108 (Mask)

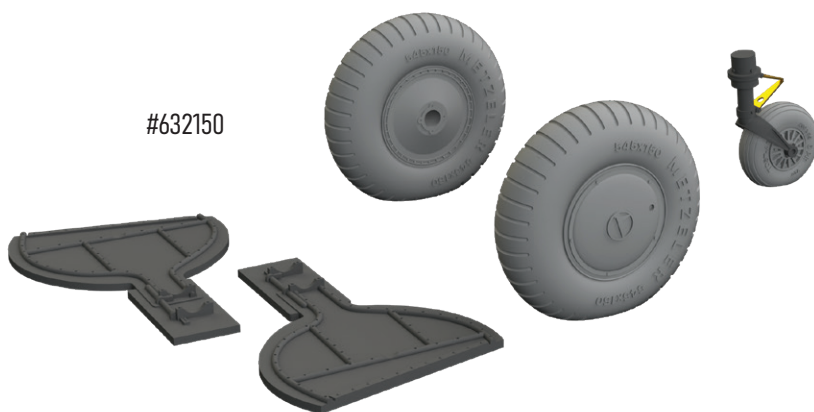
#634017



#3DL32007



#632150

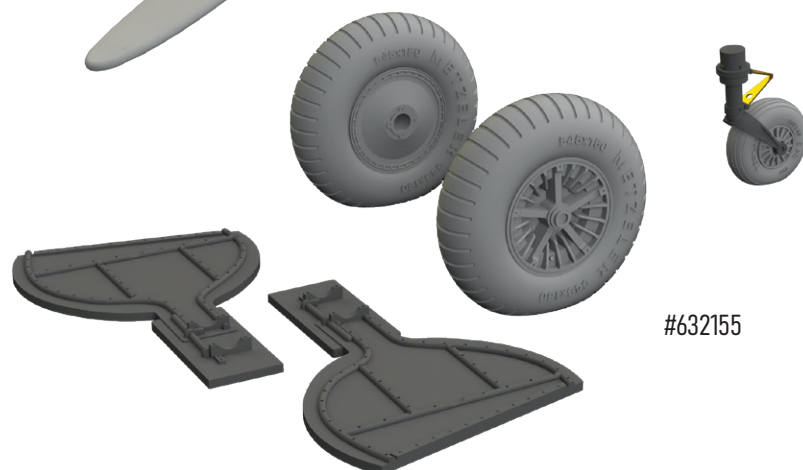


#632157

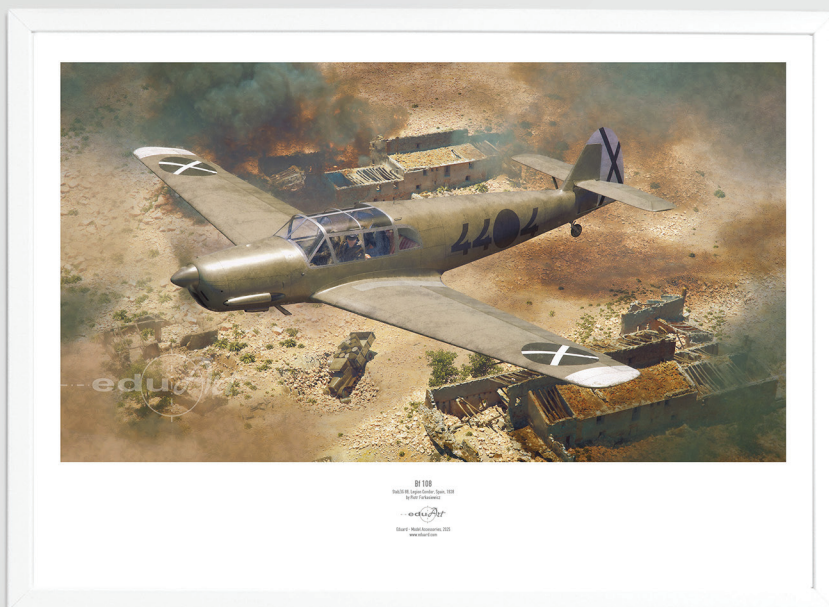


#632151

#632155



ARTWORK PRINTS



Bf 108

3005-ART

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



11192-ART

Ki-115 Tsurugi



11194-ART

Ju 88A-4

www.eduard.com only

Jaroslav Krýda

Year of birth: 1938

Joined the Air Force: 1957 VLU Prostějov, 1959 2nd Air
Force Base Hradec KrálovéAir Force units he served in: 1959 5th Air Force Base Líně,
since 1969 test pilotAircraft he flew: C-105, C-11, MiG-15, MiG-19S and PM,
MiG-21 all versions, L-29, L-39Total flight time: 3,500 hours in total, of which 2,100
hours were on MiG-21 all versions

After retraining, the MiG-21F made a very favorable impression on me. Compared to the MiG-19, the 21 was more agile in lateral control. Thanks to its smaller wingspan, its roll rate was much better than that of the 19 or 15. But the turn radii, both horizontal and vertical, were smaller on the 19. Overall, it was more maneuverable. The MiG-19 could withstand higher G-forces at lower speeds thanks to its swept wing.

From the beginning, we had a trainer available for retraining on the 21, first the MiG-21U without a periscope, then the US and UM with a periscope. The periscope was a great benefit for the instructor, as it provided a view similar to that from a solo aircraft.

Each type had its own characteristics. The first modification is usually the most successful, and each subsequent design change worsened the flight characteristics. The EF did not yet have autopilot, while the other versions did. The eFka was the best in terms of piloting technique. Everything that was added to the aircraft worsened its aerodynamics. It was a trade-off. On the other hand, the R-11F2S engines in the PF were 600 kg more powerful than those in the F. The same R-11F2S engines were also used on the double seater. After the F came the PF, which had 350 liters more fuel and had the most fuel in its tanks of the entire series of 21s, but it was also the fastest in terms of landing speed. It maintained a speed of about 340 km/h, depending on fuel, of course. With the eFka, it was 300-320 km/h. When flying through the distance, a speed of around 400 km/h was recommended with a gradual loss of speed. The MF had 290-300 km/h with SPS and about 500 liters of fuel. The PFM was also nice. After landing, it was necessary to stretch the airplane for aerodynamic braking. We held this until halfway down the runway, when we passed the tower, and then the nose wheel lowered itself. Those who rushed to lower it only complicated further braking.



Please note that the book is written in Czech.
Only this sample article has been translated.

As for the stability of the versions with and without a locator, it differed slightly, but not as significantly as with the MiG-19s. The speed inputs for individual aerobatic elements were practically the same for both the MF and F versions. Of course, the amount of fuel had to be taken into account. The F was definitely more "lively" than the other versions, even though it had less thrust on the afterburner. It did not have any tricky characteristics when flying at high altitudes and speeds. This was due to the adjustment of the ARU stabilizer arm. Therefore, it was not possible to achieve a higher overload than 3 - 3.5G at speeds from Mach 1.5 to 1.8. When maneuvering air combat exercises were flown, it was a "playground." We flew at 50-100 m, and the criterion was that 40% of the flight had to be above 5G. But we flew with MF, which had SARPP, and it was possible to evaluate it. From 1974, barospirographs were also installed on the Fs (they could only record speed and altitude), and after each hopping, the course of the flight was evaluated. The tricky part was when someone got the wing into the so-called second mode, when the airflow broke away and became turbulent. This did not affect the control forces in any way, but the aircraft stopped responding, and the only thing that could be done was to change the angle of attack to restore laminar flow. With the 21, you had to take into account that below 700 km/h, it had to be handled more gently, as the controls became softer. You could feel it, so you had to ease up a little. And it didn't disappoint; it was an excellent aircraft. The limit was not to go below 400 km/h, but as long as you didn't switch to high angles of attack, it behaved like a Z-126 Trener. But switching to high angles of attack ended in disaster. There was only one thing left to do - push the stick all the way forward. The airfoils then cling to the wing.

But on the other hand, you could do various things with it. Once I was supposed to fly at $M = 2.05 - 2.1$. I took off and the dispatcher told me that there was no free space and that I should return to base. I didn't want to just burn fuel, so I tried to pull the plane into a stall with afterburners and then turn off the afterburners. The 21 kept climbing until it reached zero speed, and then it started to fall and roll over. Out of five attempts to recover, it rolled over twice into a loop and twice onto the right wing, but I had to leave the stick loose so that the plane could catch itself. It fell like this from about 9,000 to 5,000 m, where it caught itself, and I let it run up to 900 km/h at 4,000 m, and the plane behaved beautifully like a Trener. The plane could fall on its tail and nothing happened. The engine was stable, nothing happened. I had fun, it was wonderful. With the 21, you had to make friends with it and try out in a reasonable way what you could and couldn't do. For example, you couldn't take it at a speed of 550-600 and try 6G, it just wasn't possible. It's a great pity that we didn't have MiG-21bis in our country. I was very lucky to fly as a test pilot for the regiment. During short test flights (replacement of ailerons, artificial horizon, etc.), I had the rest of the fuel and flight time to myself and could try out whatever I needed. But above all, thanks to this position, I flew over 160 hours a year, which was incomparable to the others.

When I flew the MiG-21F 0514 to Kunovice in 1983 I had fuel left over, so I flew the entire demonstration set for them there. It's true that I drove the whole factory outside to watch. And at the end of the demonstration, I tried to do a roll from a stall and land from there, but I didn't succeed, I couldn't brake this F. Oh well, so I finished the third turn and landed. Then I tried the same thing at home in Líně with the MF, and there was an amazing difference between the two types. With the MF in a stall with the landing gear up, I was chasing the stick all over the cockpit. The EF was different, smoother. But even with the MF, I didn't manage to land like that; only Míra Lančí succeeded, he landed it. So that's how we played.

We also flew the MiG-21F to the Baltic Sea for shooting practice. We flew with 490-liter tanks. It was about a 40-minute flight, then we turned around and flew back around Berlin, where we began our descent. From Berlin, it didn't consume much fuel—about 300-400 liters. It consumed almost nothing. You were nervous when you had 1,200 liters of fuel, but from an altitude of 8,000 meters, it was fun to glide.

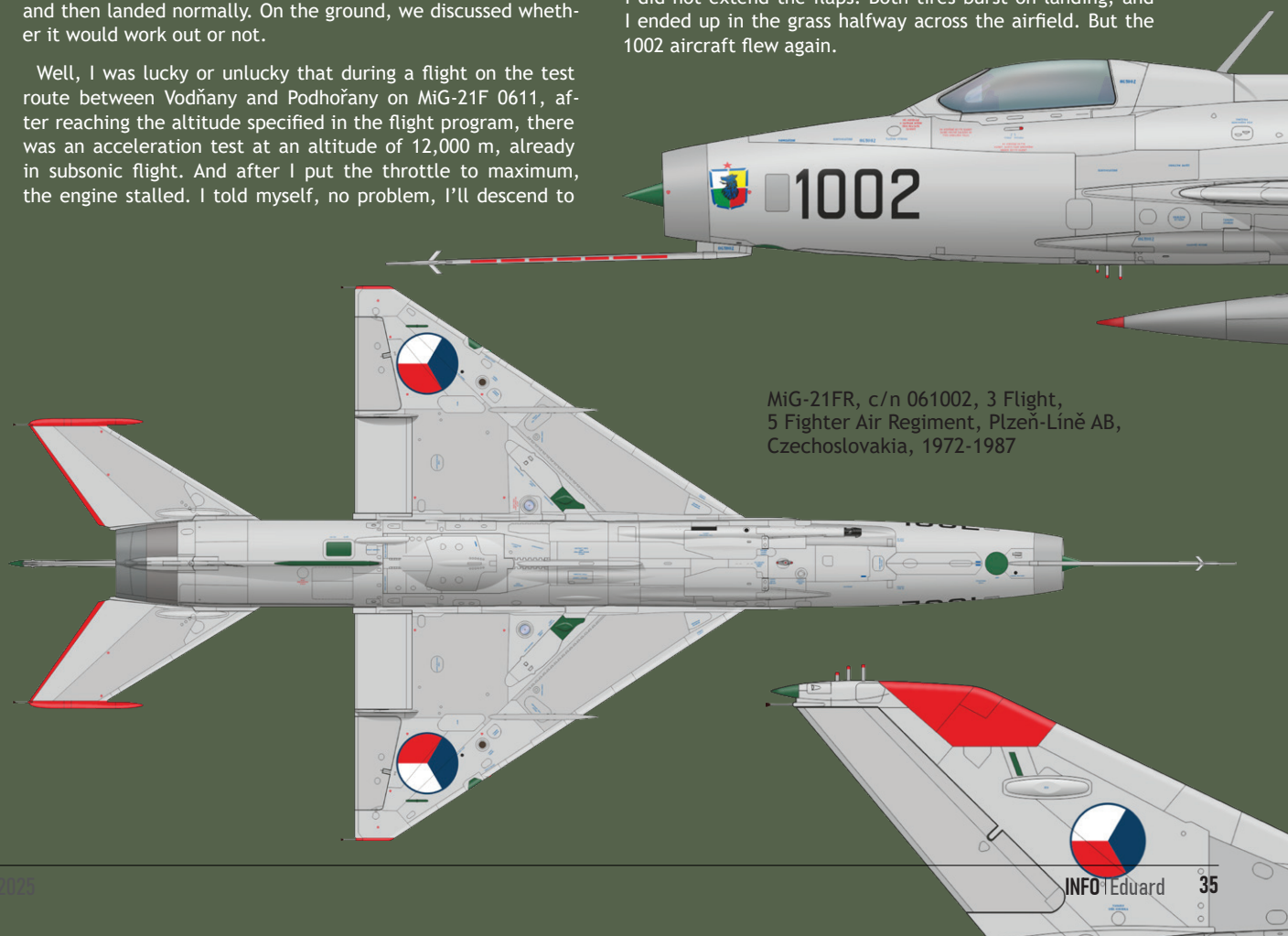
MiG-21Fs served with us in Líně on standby until about 1986 or 1988 or so. Then there were only MiG-21MFs. Until then, MiG-21Fs served in all conditions. Two Fs and two MFs were on standby. Depending on the needs of the command post, they took off with or without a locator.

In September 1975 at the reserve airport in Hořovice, I was forced to land a MiG-21F without an engine for the first time. We had practiced this procedure. This was preceded by the fact that when I went to fly in Kbely, my colleague Emil Přádny, who was already working in research, and I discussed various options for troubleshooting. He graduated from Pardubice Airport at a time when Mikoyan pilot Alexander Fedotov was visiting. Emil asked him about all possible options and ways of dealing with faults on that type of aircraft. Among other things, he asked about landing with a non-functioning engine. Fedotov asked him how long the runway at Pardubice was. Emil said 2.5 km, and Fedotov confirmed that landing was possible on such a runway. This was also addressed in the flight instructions for the MiG-21. So we discussed it with my colleague, test pilot Franta Včelák, who was testing the POL-4 systém in Líně, and we started doing some practice runs here and there. When I was flying him or he was flying me, we would try it out at the end to see if it worked or not. Above the threshold of runway 5,000 or 5,500 m, we reduced throttle, extended the air brakes, and turned 40-45° at a speed of 450 km/h, observing how the aircraft behaved. The vertical descent rate was around 30 m/s. After turning back to the axis, we found that it was possible to adjust the calculation to touchdown by adjusting the landing gear extension point. When we were long, we lowered the landing gear earlier, and when it looked like we were going to be short, we waited, and at 1,200 m we already knew whether we would make it to the runway landing point or not. We went full throttle, retracted the landing gear, entered the third turn, and then landed normally. On the ground, we discussed whether it would work out or not.

Well, I was lucky or unlucky that during a flight on the test route between Vodňany and Podhořany on MiG-21F 0611, after reaching the altitude specified in the flight program, there was an acceleration test at an altitude of 12,000 m, already in subsonic flight. And after I put the throttle to maximum, the engine stalled. I told myself, no problem, I'll descend to

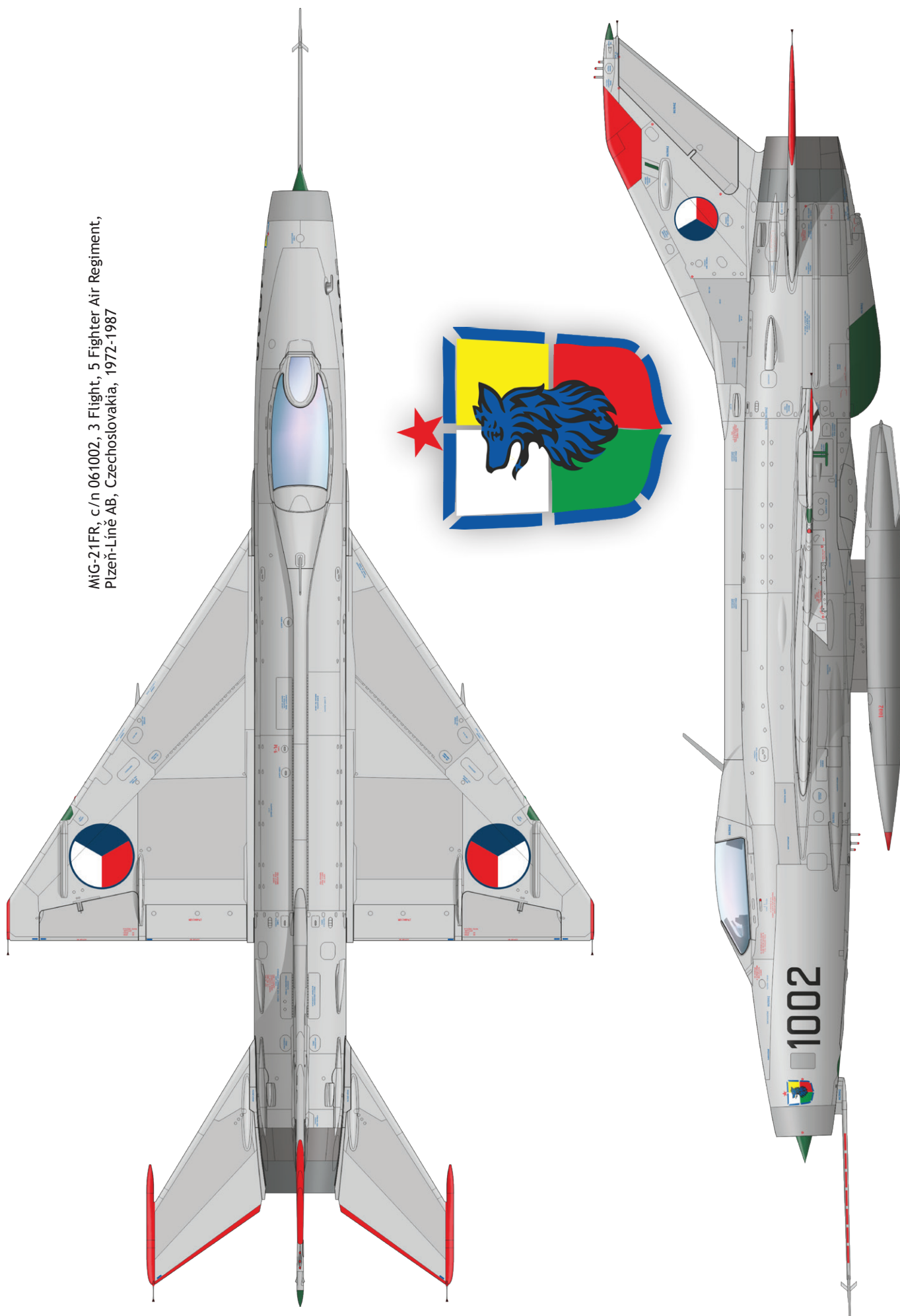
10,000 and restart the engine. I tried, but nothing happened, so I continued to descend. My colleague Franta Včelák gave me the order to go to Brdy and eject. I confirmed this to him, but by then I could already see Hořovice Airport ahead of me. And the descent was working out for a landing from the west. And it was still working, so at about 1,200 m, I made an emergency landing gear deployment to save pressure in the hydraulics. The engine speed dropped from 55-60% to 35-40%, but it was enough to recharge the hydraulic accumulators. This prevented the pressure on the aileron and stabilizer controls from dropping. It seemed to me that I had too much altitude, so I reduced my speed with quick, gentle tilts. It still worked, even with an unusually fast descent of 40 m/s. From 200-250 m, it was a fight for my life. I realized that the minimum altitude for ejection was 500 m. But it worked, and so I landed at a higher speed, about 380 km/h, with the plane overloaded and bouncing, about 80 m beyond the runway threshold. The brake parachute broke off. Its release was limited to a speed of 260 km/h, but the brakes were fine and I ended up on the other side of the airport. A man then brought me the torn parachute. What surprised me was that the police were there within 10 minutes. About 45 minutes later, a helicopter arrived with Col. Diblík, the division commander. The first thing he wanted to know was how much fuel I had left. I still had about 600 liters. He didn't say anything. I think I managed it only because of good training and going over all possible and impossible scenarios. The fault was in the broken accelerator regulator on the pump.

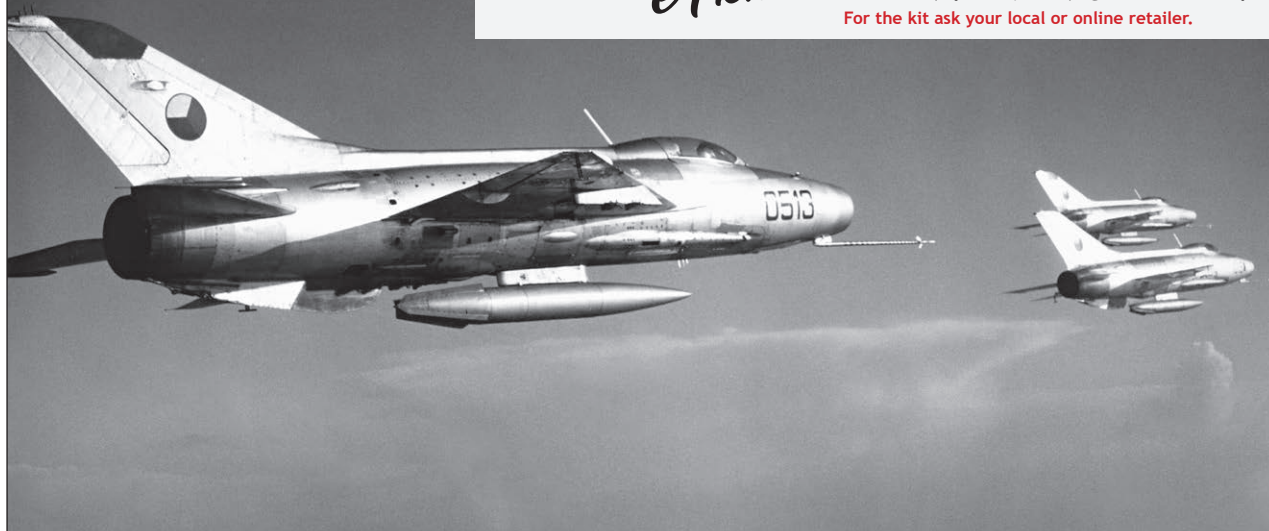
In the second case of an emergency landing without an engine, the fault was a disconnection of the compressor from the turbine. It spun over, and I was very lucky that it did not break apart due to centrifugal force. The blades lengthened by 7 mm and ground along the circumference. The plane vibrated slightly. The engine speed was similar to the previous landing, so the hydraulic pressure was maintained again. If it had dropped to zero, there would have been no choice but to eject. Likewise, the generator was still supplying electrical power. Major Beneš, as flight controller, gave me the order to eject in Brdy. I extended the wheels again by air in an emergency to conserve as much hydraulic pressure as possible. I did not extend the flaps. Both tires burst on landing, and I ended up in the grass halfway across the airfield. But the 1002 aircraft flew again.



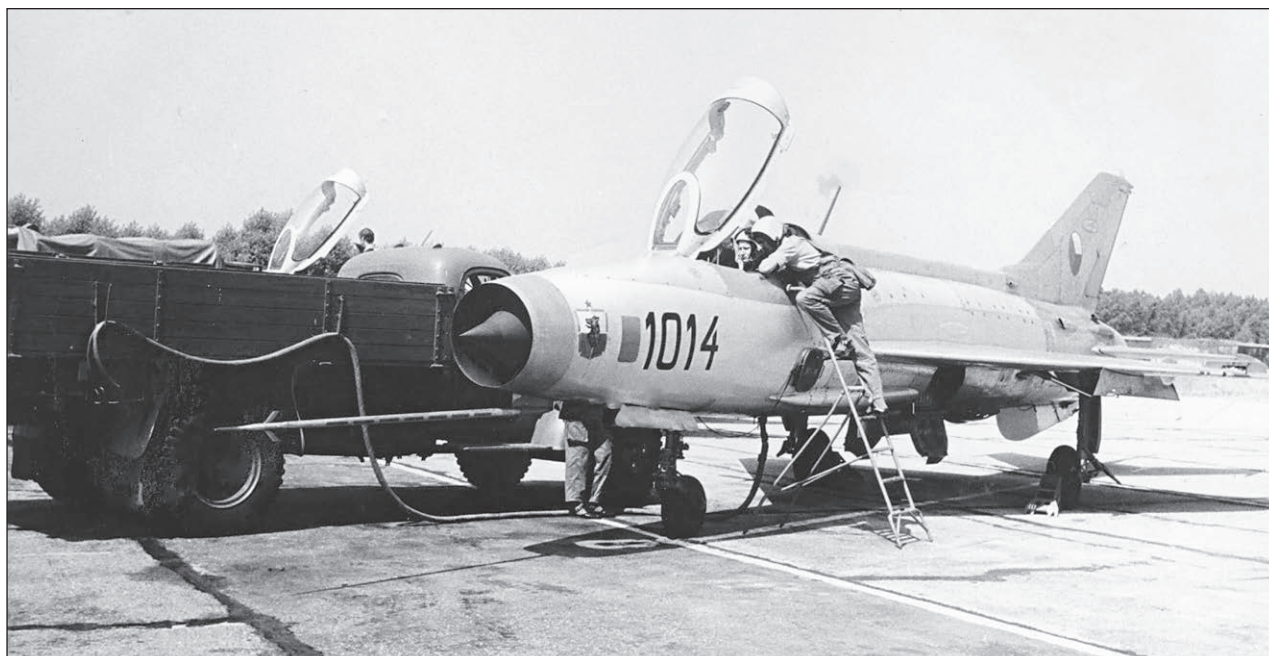
MiG-21FR, c/n 061002, 3 Flight,
5 Fighter Air Regiment, Plzeň-Líně AB,
Czechoslovakia, 1972-1987

MiG-21FR, c/n 061002, 3 Flight, 5 Fighter Air Regiment,
 Píseň-Líně AB, Czechoslovakia, 1972-1987





After initially serving with the 4th Air Regiment for four years, MiG-21F No. 0513 flew with the 5th Air Regiment in Lině for the remainder of its service. The red-painted top of the vertical stabilizer reveals its affiliation with the 3rd Squadron.



A relatively rare photograph of a ground power unit on a ZiL-164 chassis. MiG-21F No. 1014 is connected to the device. APA-7 power units on T805 chassis were commonly used to operate MiG-21F aircraft, later replaced by SUEZ devices on Praga V3S chassis.

The Lině unit insignia was very persistent and successfully resisted efforts to standardize the aircraft. Not only that, it was also reapplied to aircraft returning from medium period repairs. An example is this MiG-21F No. 0711 with a split font style for the fuselage number. Unit insignia were not completely removed until the early 1980s, probably in 1982. After a failed overhaul in 1985, the MiG-21F No. 0711 was handed over to the Ostrava Operation WWII Memorial in Hrabyně. From there, it ended up in a museum in Zruč near Pilsen.



644317

P-40N-25+ LööK**1/48 Eduard**

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

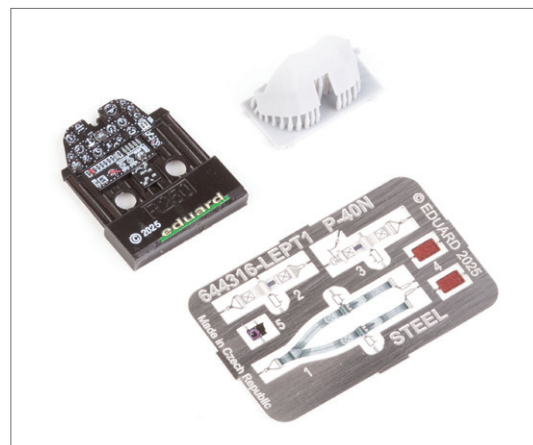
Suitable for N-25 to N-40 production blocks.

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

[Product page](#)


LööK

674041

A-10C LööK**1/72 Great Wall Hobby**

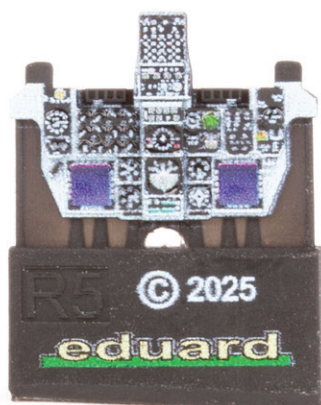
LööK set - Brassin pre-painted dashboard and STEEL seat belts for A-10C in 1/72 scale.

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

[Product page](#)


LööK

674042

H-75 LööK

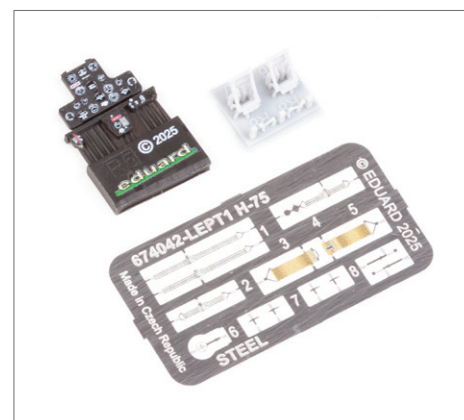
1/48 Arma Hobby

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

Product page



LööK

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

Product page



LööK+



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

[Product page](#)



674043

Fw 190A-3 LööKplus

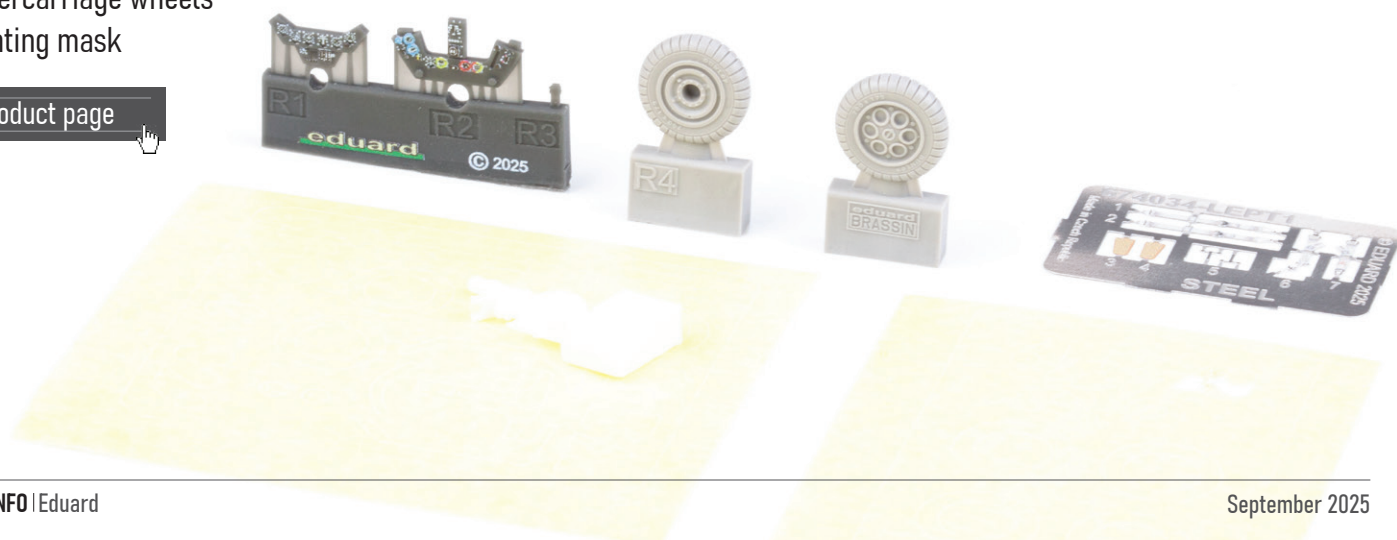
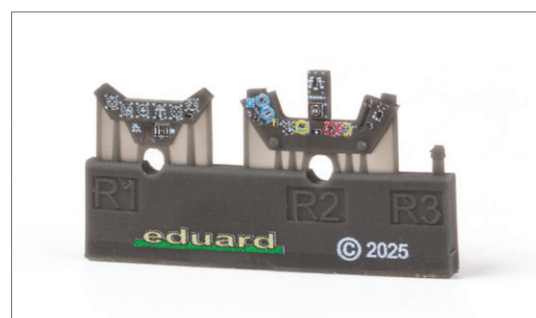
1/48 Tamiya

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

[Product page](#)



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


[Product page](#)
6481070

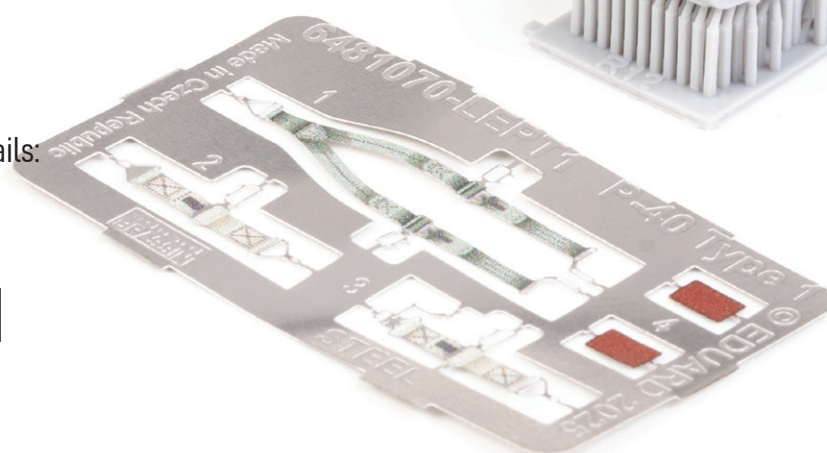
P-40 seat Type 1 PRINT

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


[Product page](#)

6481071

P-40 seat Type 2 PRINT

1/48 Eduard

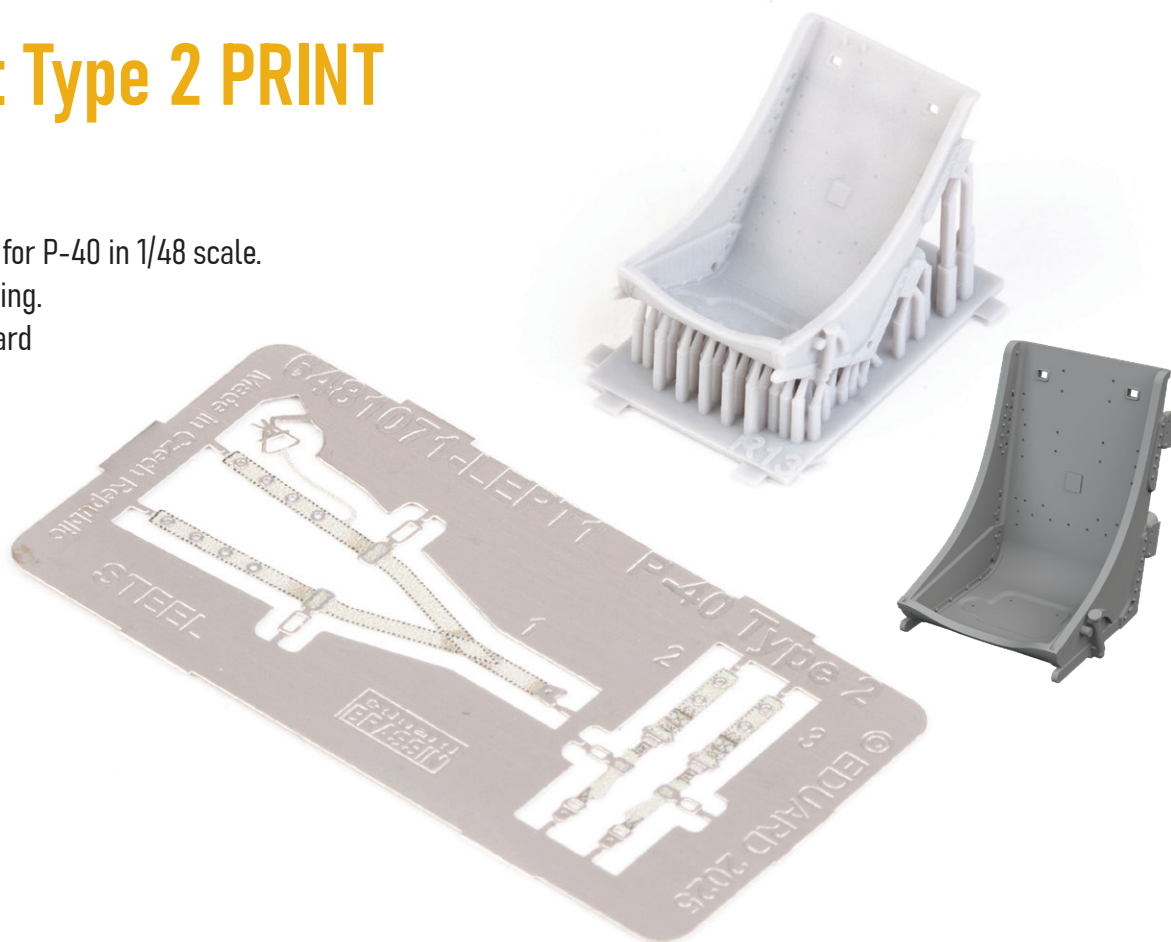
Brassin set - pilot seat for P-40 in 1/48 scale.

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

[Product page](#)


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

[Product page](#)


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

[Product page](#)



6481128

DB-7B Boston III porcupine flame dampers PRINT

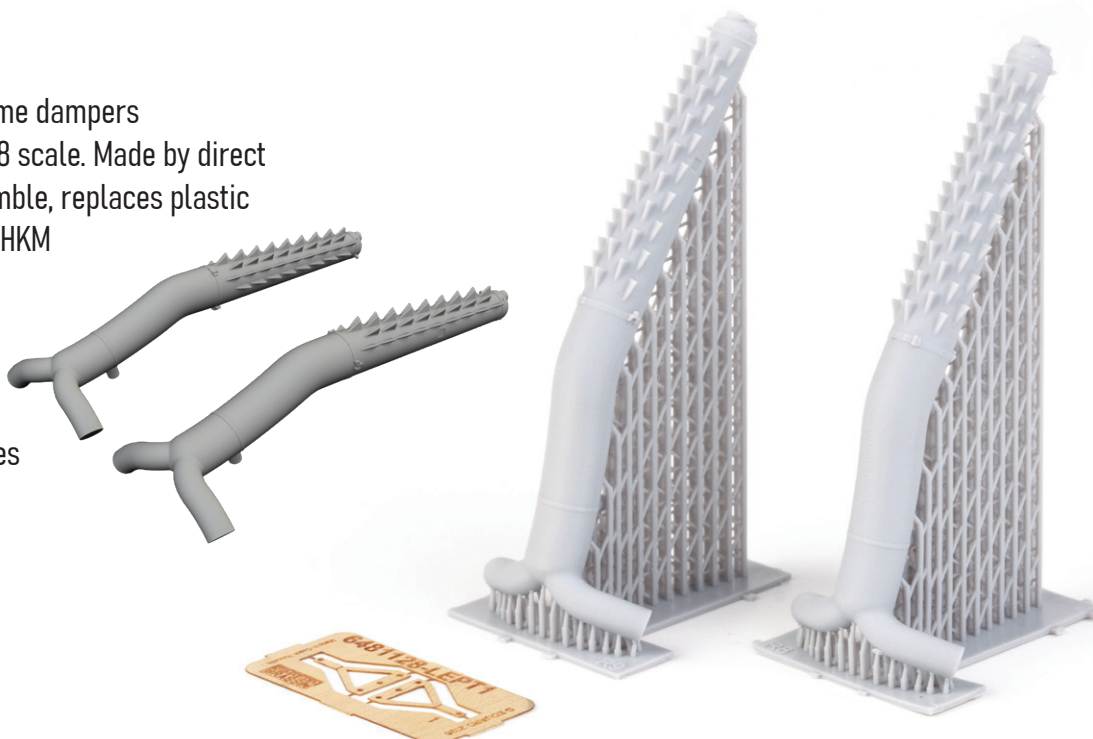
1/48 HKM

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

[Product page](#)



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

[Product page](#)



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

[Product page](#)



6481138

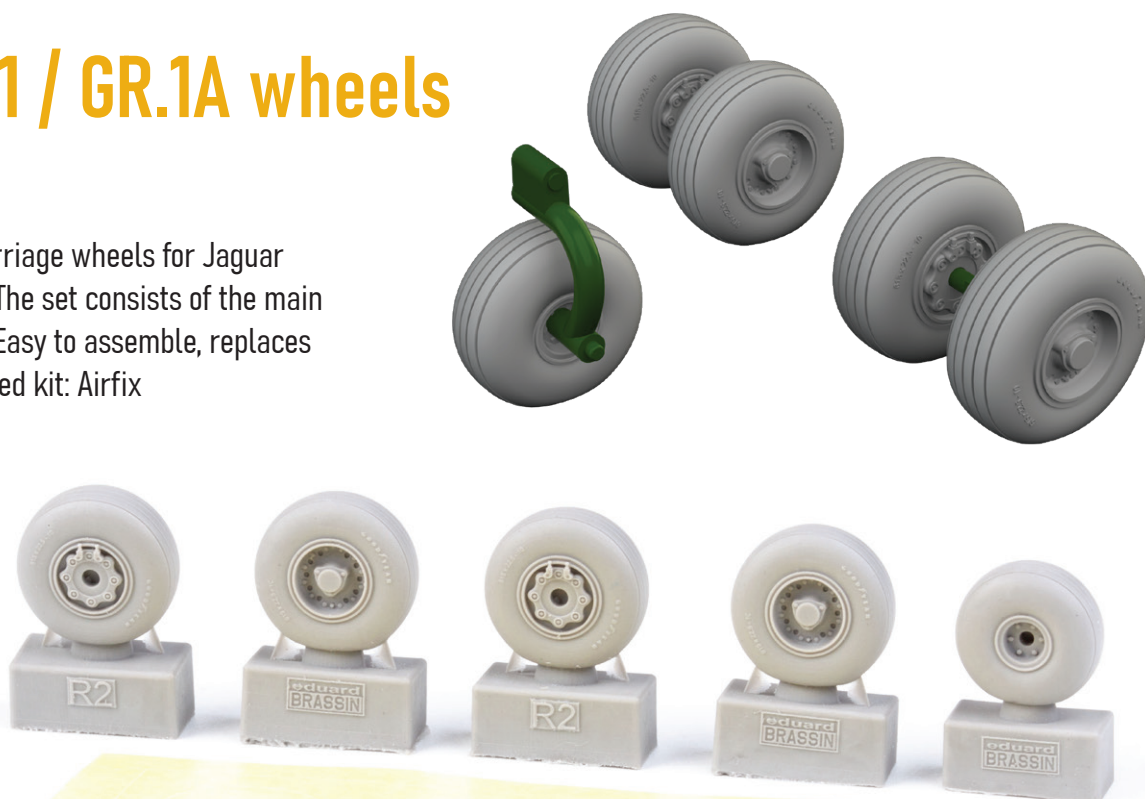
Jaguar GR.1 / GR.1A wheels

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

[Product page](#)

6481141

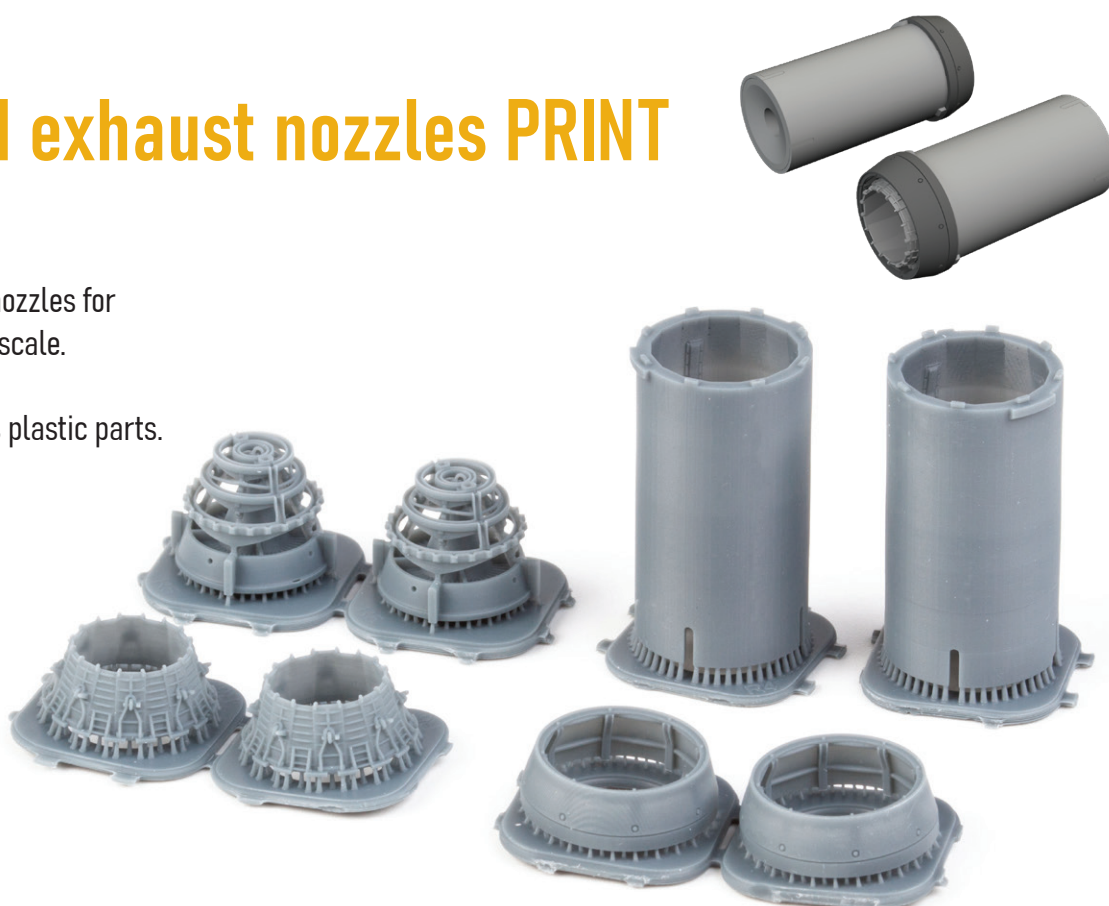
Jaguar GR.1 exhaust nozzles PRINT

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

[Product page](#)


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

[Product page](#)



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

[Product page](#)



672422
[Product page](#)

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


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 %.

[Product page](#)


Bf 109E-4/7

1/48 Tamiya

#491548

#FE1548

#FE1549



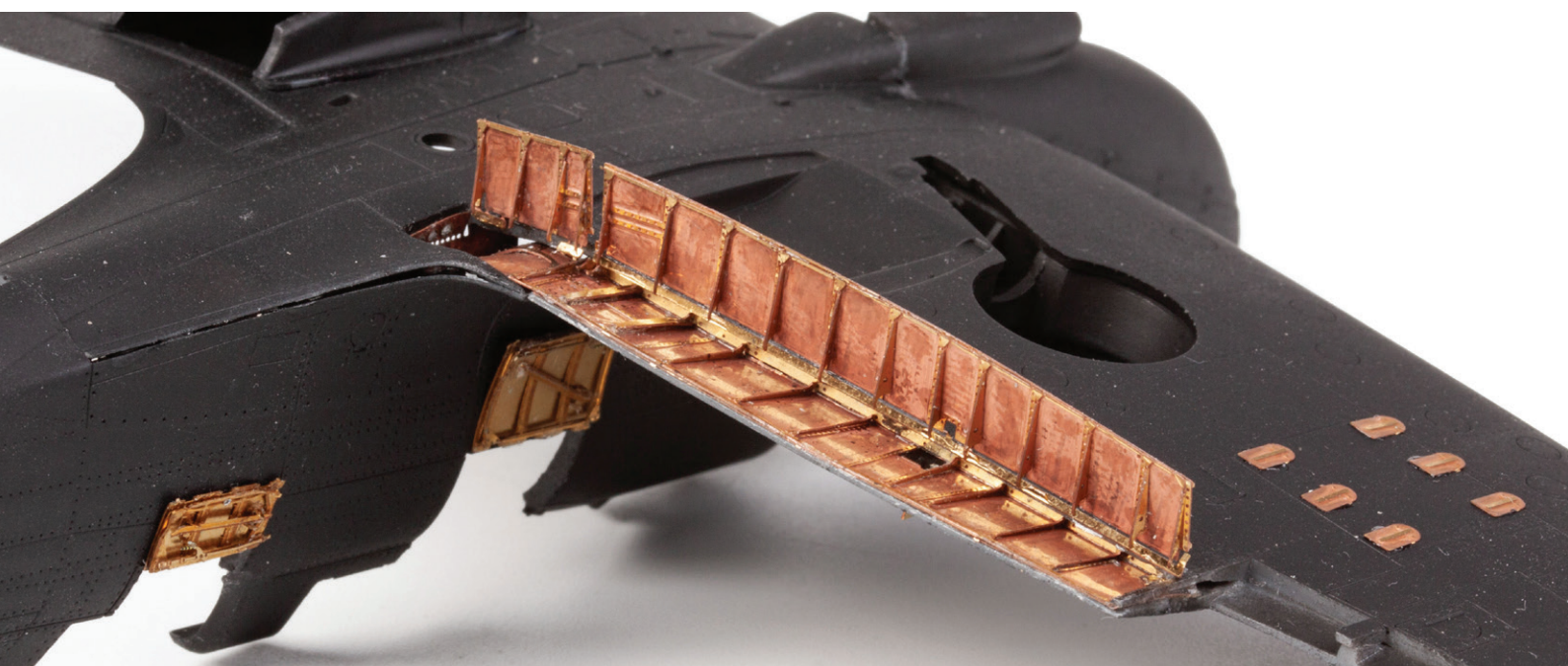
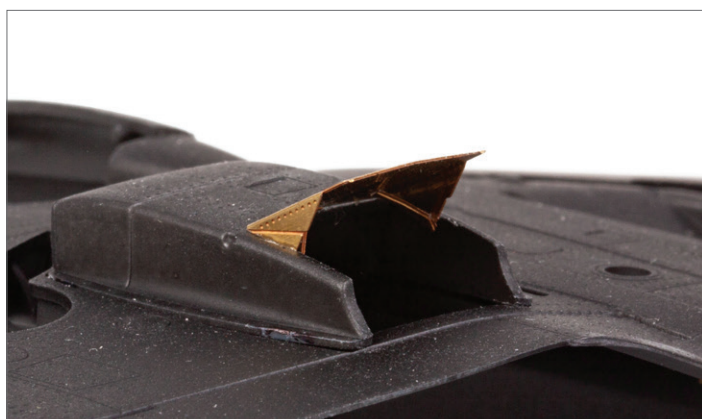
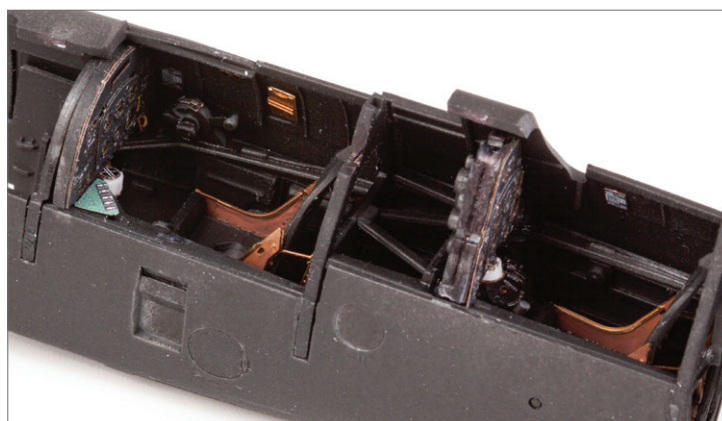
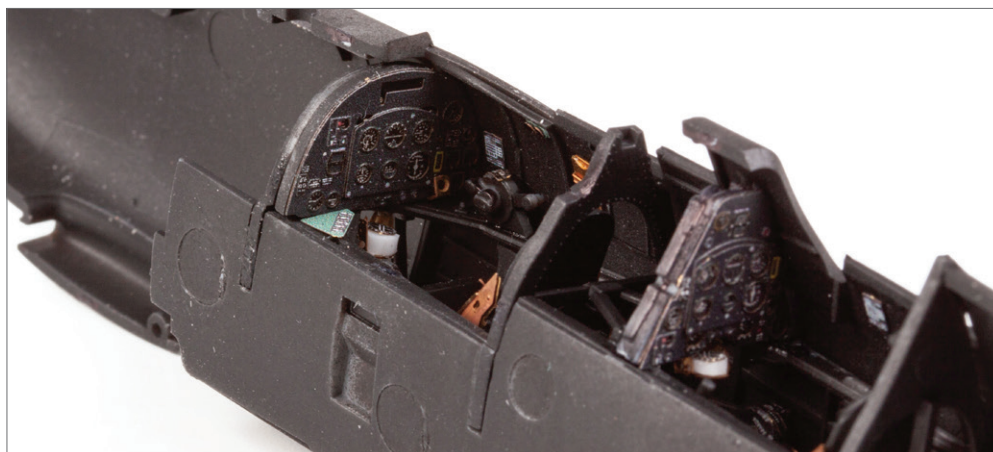
Spitfire Tr.9

1/72 Airfix

#491550

#FE1550

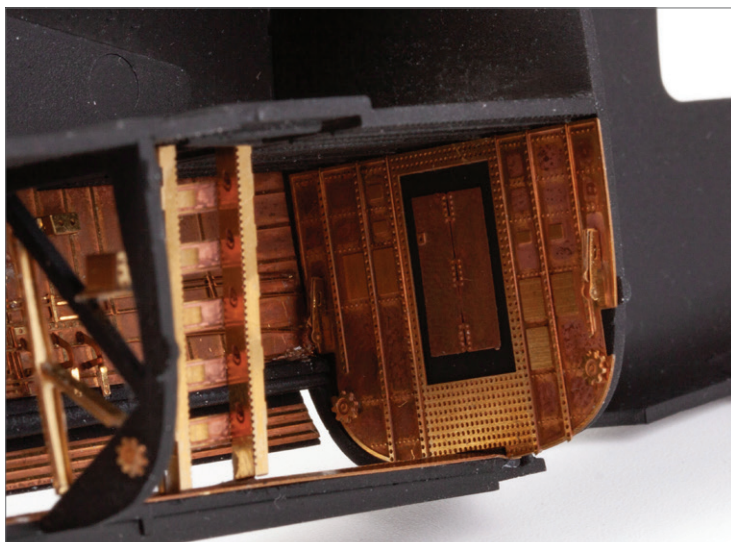
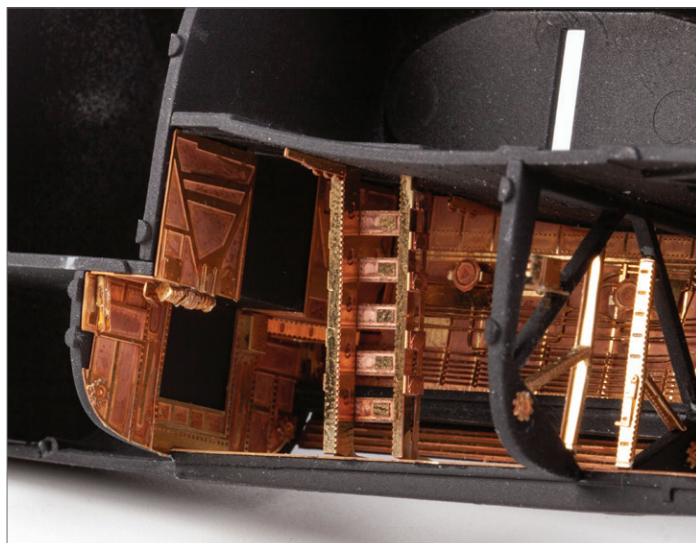
#FE1551



B-24J bomb bay

1/72 Hasegawa

#72750



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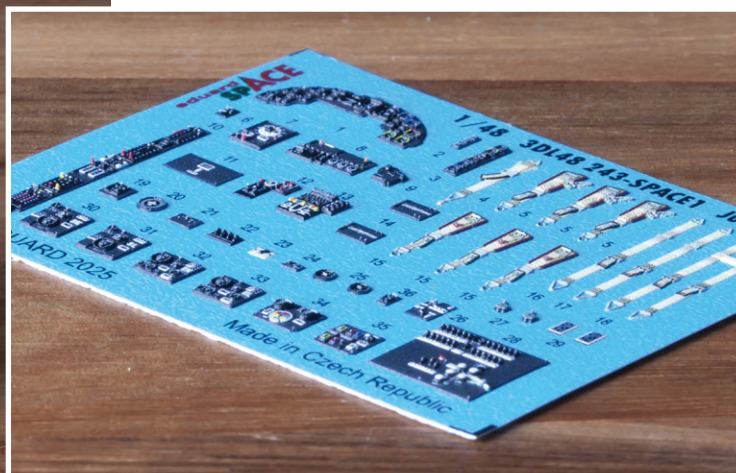
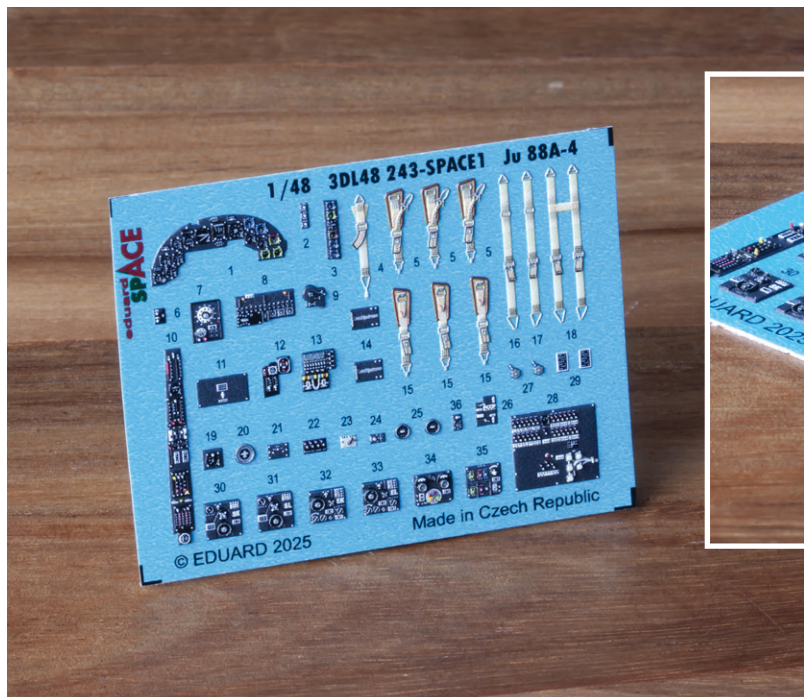
in cooperation with:



3DL48243 **Ju 88A-4 SPACE** 1/48 Eduard

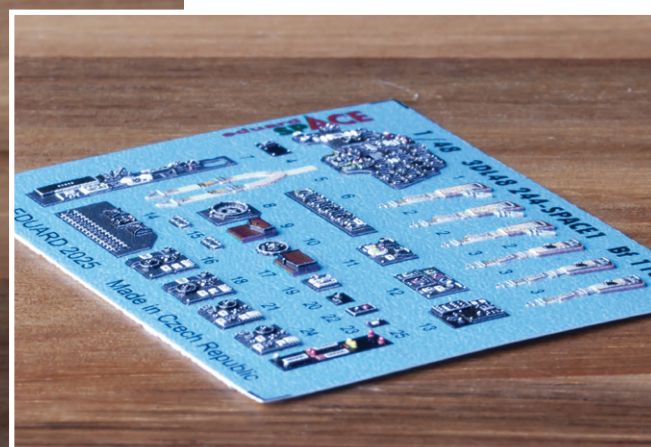
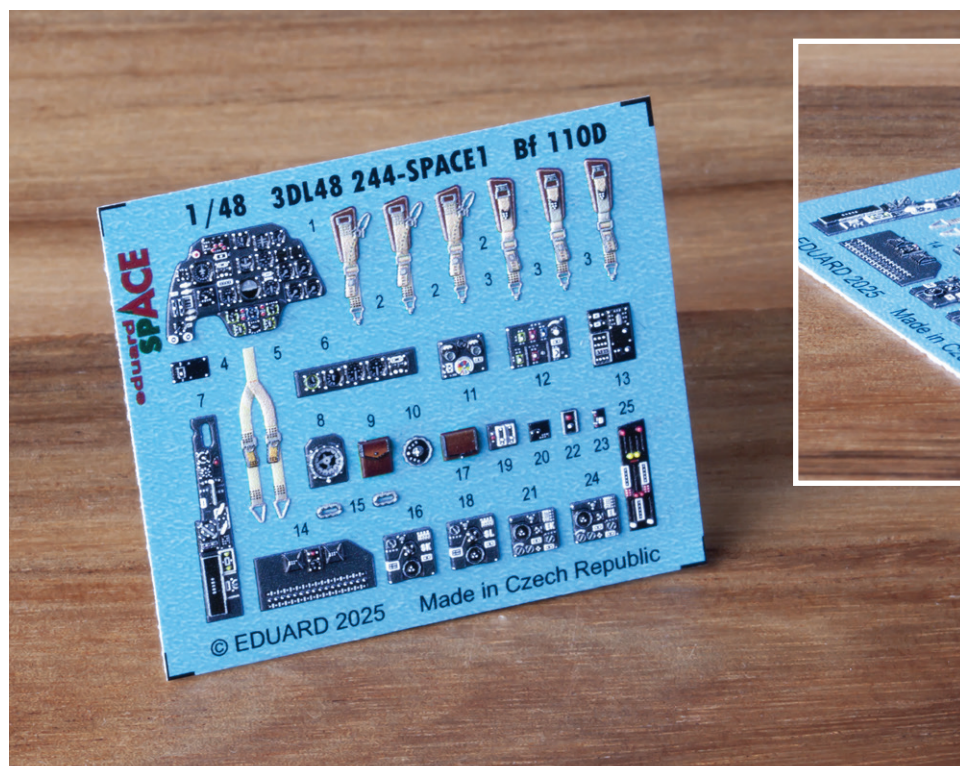
Product page

*EASY
APPLICATION*



3DL48244 **Bf 110D SPACE** 1/48 Eduard

Product page



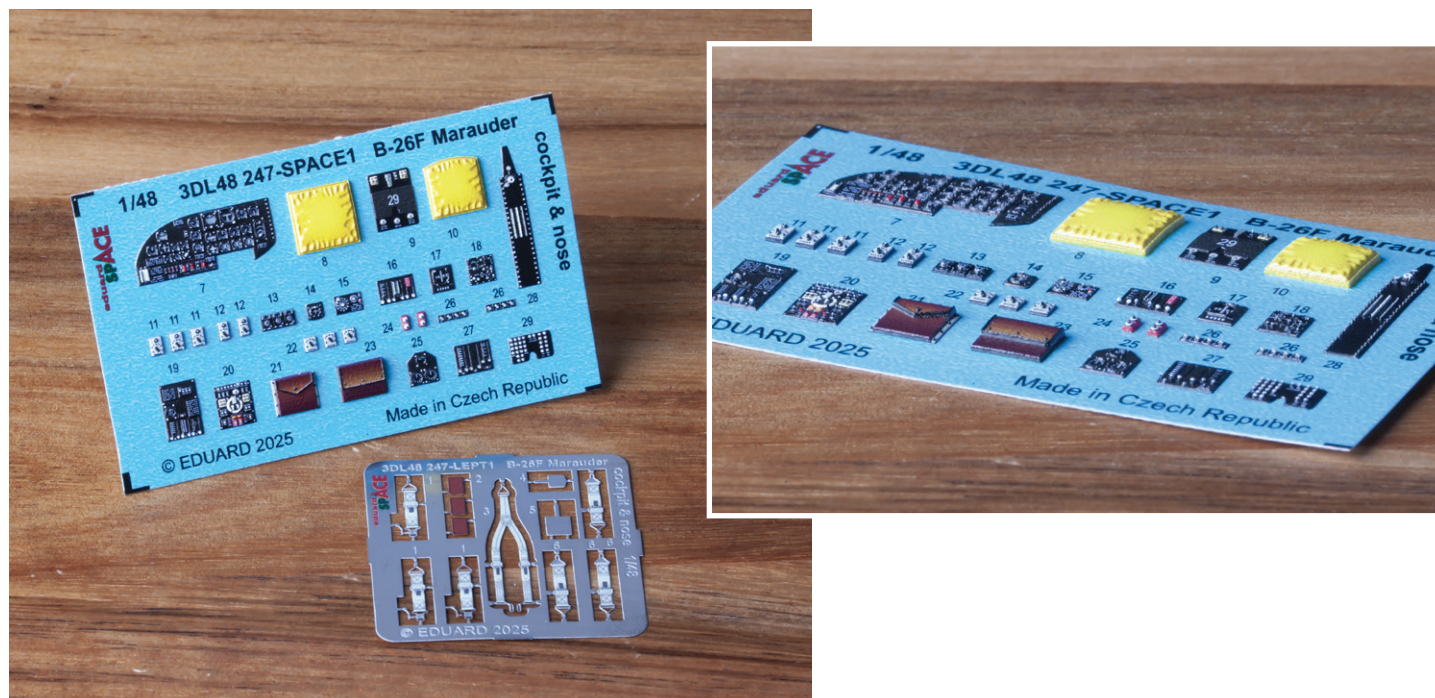
3DL48245 Bf 109E-4/7 SPACE 1/48 Tamiya

[Product page](#)

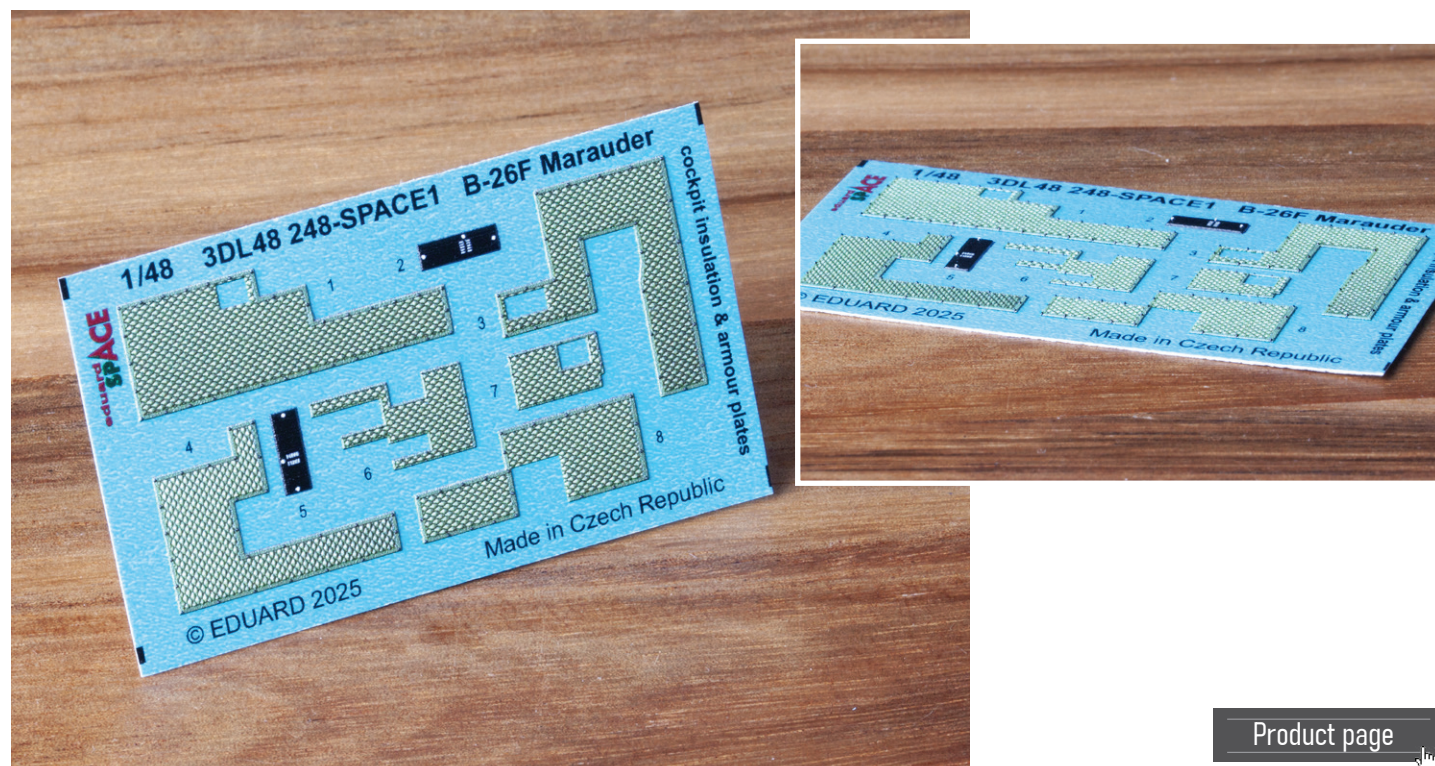

3DL48246 Spitfire Tr.9 SPACE 1/48 Airfix

[Product page](#)


3DL48247 B-26F Marauder cockpit & nose SPACE 1/48 ICM

[Product page](#)


3DL48248 B-26F Marauder cockpit insulation & armour plates SPACE 1/48 ICM


[Product page](#)



eduard



ON AIR

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YOUTUBE PODCAST CHANNEL

eduard
ON AIR

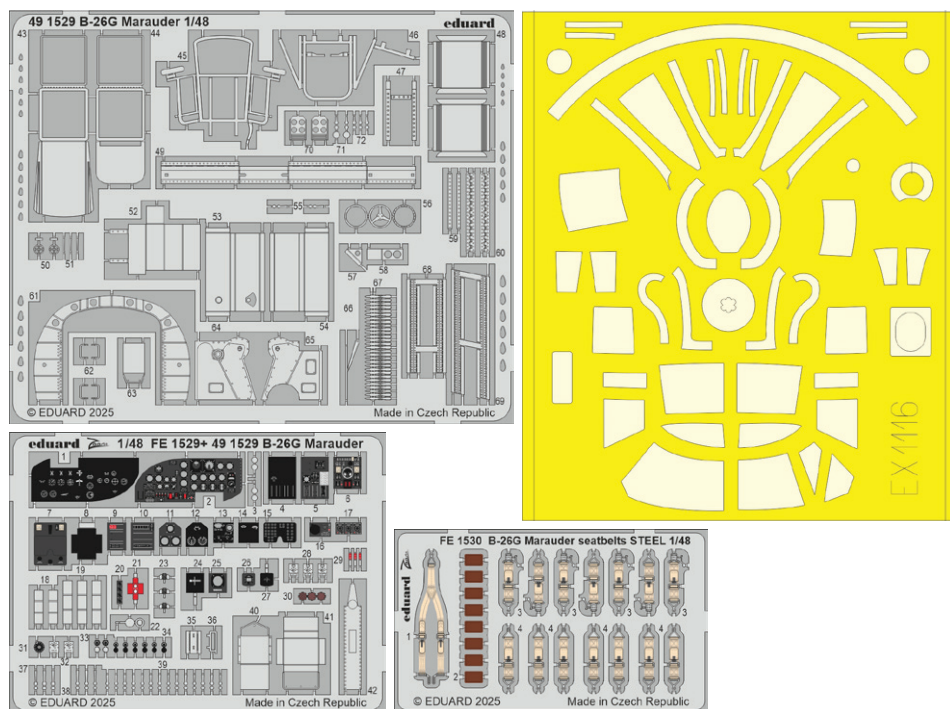


www.youtube.com/@EduardOnAirPodcast

BIG49456 B-26G Marauder part I 1/48 ICM

491529 B-26G Marauder 1/48
FE1530 B-26G Marauder seatbelts STEEL 1/48
EX1116 B-26G Marauder 1/48

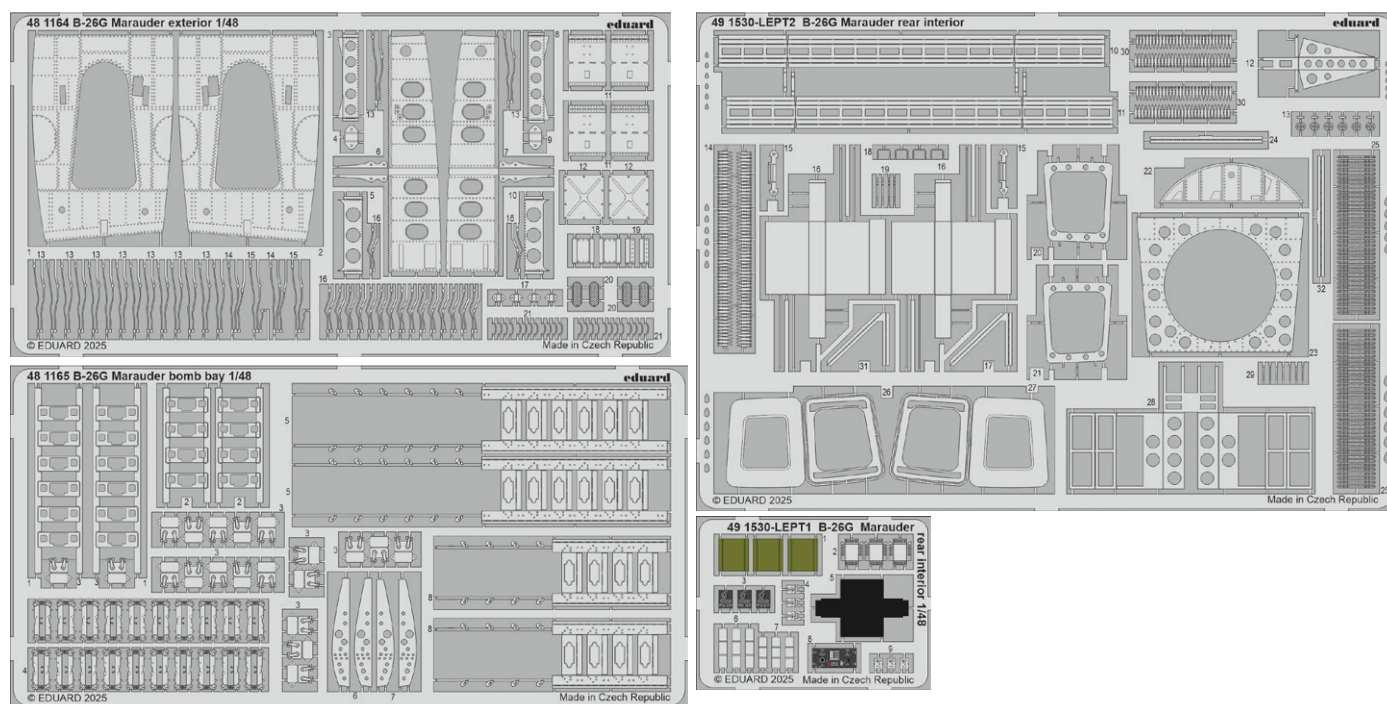
[Product page](#)



BIG49457 B-26G Marauder part II 1/48 ICM

481164 B-26G Marauder exterior 1/48
481165 B-26G Marauder bomb bay 1/48
491530 B-26G Marauder rear interior 1/48

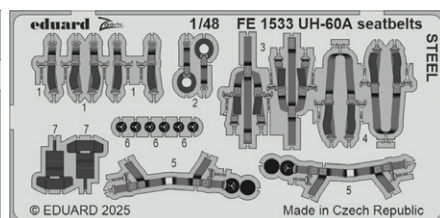
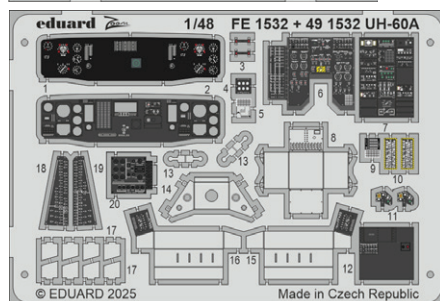
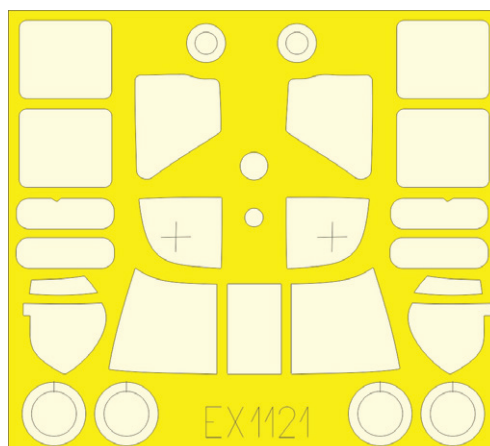
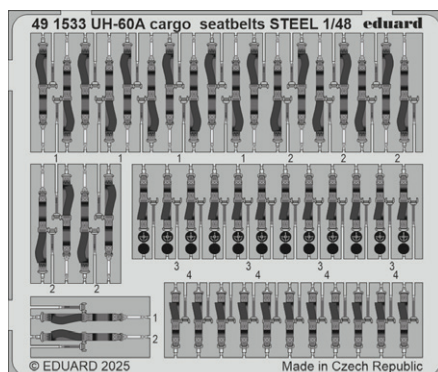
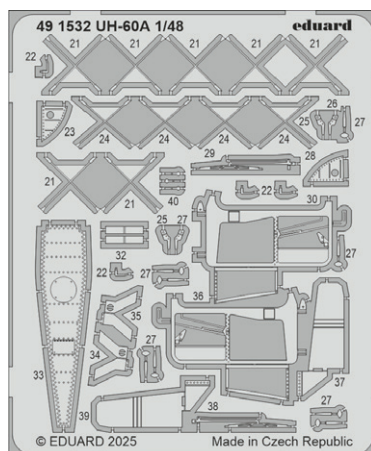
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BIG49458 **UH-60A** 1/48 ICM

[Product page](#)

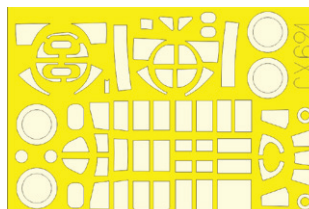
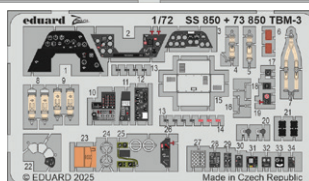
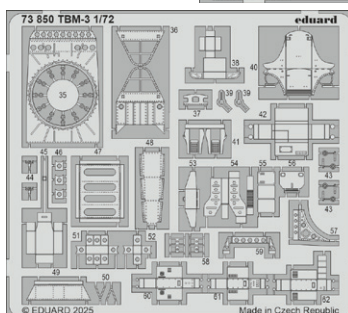
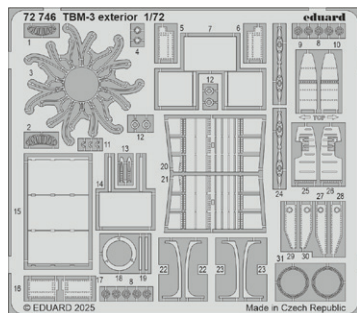
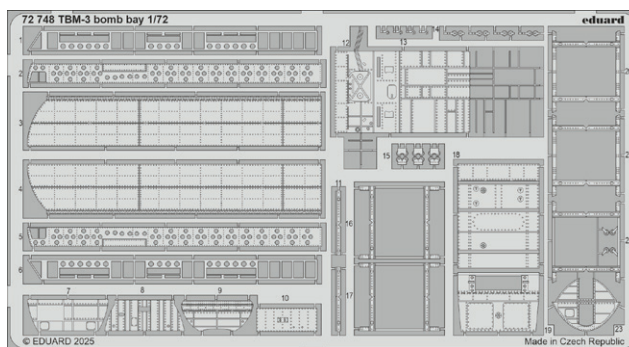
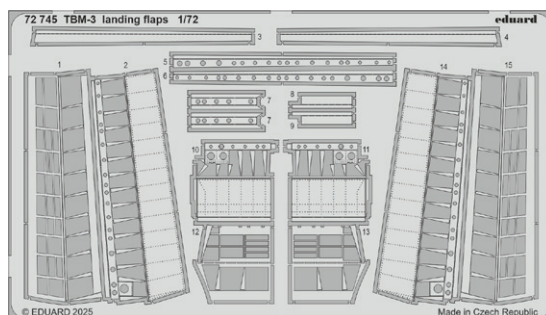
- 491532 UH-60A 1/48
491533 UH-60A cargo seatbelts STEEL 1/48
FE1533 UH-60A seatbelts STEEL 1/48
EX1121 UH-60A 1/48



BIG72186 **TBM-3** 1/72 Hobby Boss

[Product page](#)

- 72745 TBM-3 landing flaps 1/72
72746 TBM-3 exterior 1/72
72748 TBM-3 bomb bay 1/72
73850 TBM-3 1/72
CX691 TBM-3 1/72



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



EX1135 Ju 88A-4 TFace



EX1135 Ju 88A-4 TFace



EX1135 Ju 88A-4 TFace



EX1135 Ju 88A-4 TFace



EX1136 B-26F Marauder
EX1137 B-26F Marauder TFace



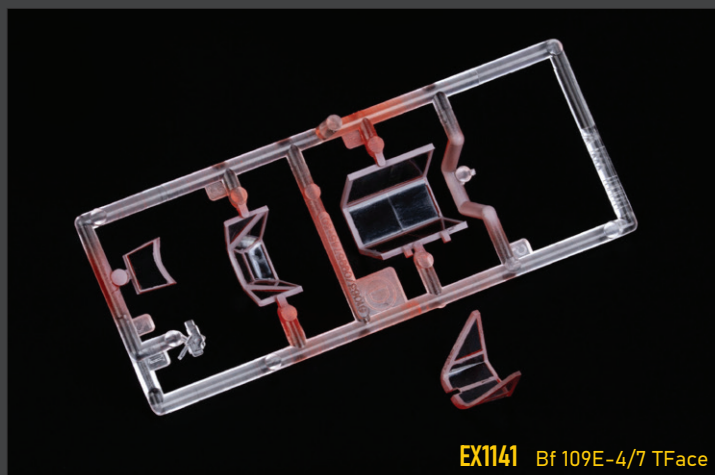
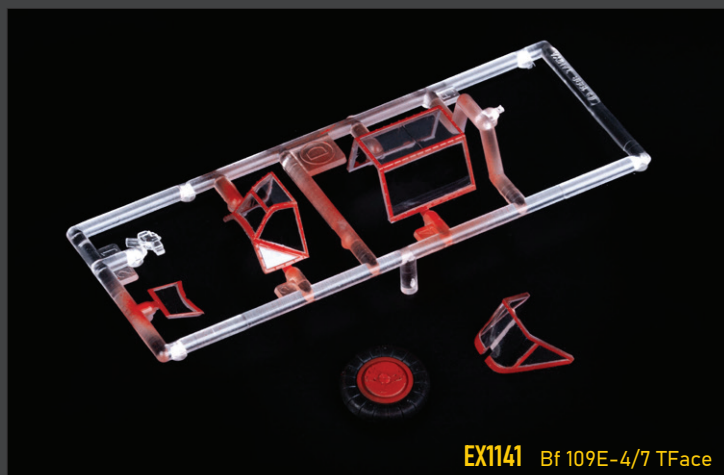
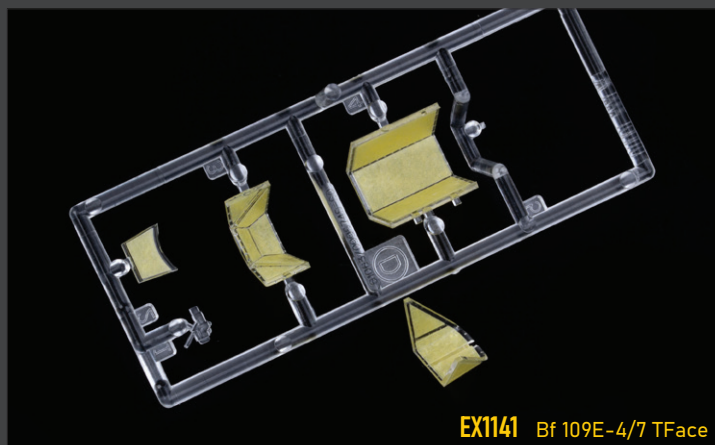
EX1137 B-26F Marauder TFace



EX1136 B-26F Marauder
EX1137 B-26F Marauder TFace



EX1137 B-26F Marauder TFace



KITS

11192	Ki-115 Tsurugi	1/48	Limited
11194	SCHNELLBOMBER	1/48	Limited
3405	Bf 108	1/32	Weekend

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	Hasegawa

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

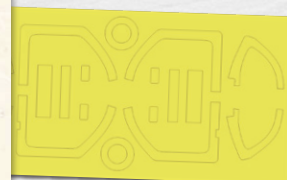
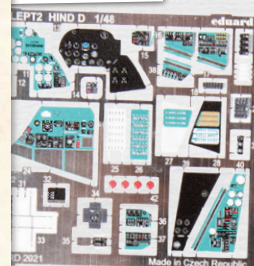
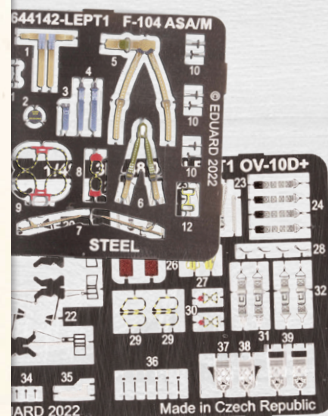
BIG ED

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

LIMITED
EDITION

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

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

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

SIN648141	P-40E ESSENTIAL	1/48	Eduard
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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

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BRASSIN

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BRASSIN
Print

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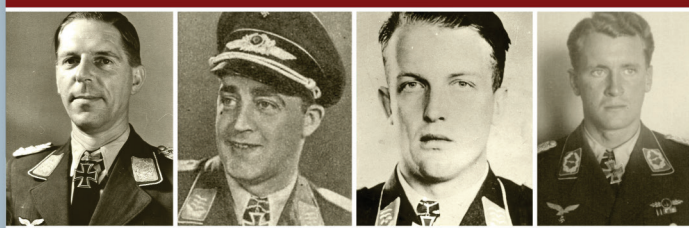
LööK+

eduard
SPACE



Zerstörergeschwader 76

History of the German Luftwaffe unit
1939-1945



Zerstörergeschwader 76

Peter Kaššák, Marek Žatkovič

Zerstörergeschwader 76 had two eras of its existence. The first installment was active from the first days of WWII until 1941. A description of this very combat-active and successful episode of the unit history is published as the first part of this book. The second installment, which is a matter of the second part of this book, was active from autumn 1943 until early 1945.

It has been a long time since. Many men in the unit also had active duties linked to other units, and it is hard to trace all of the facts. But what was available to us from the known sources, is compiled in the text on the following pages.

We believe that this work may be considered as a decent tribute to all men of the ZG 76, and we hope it can be a starting point for other researchers in, if not broadening this work, then just bringing more information and facts about partial events involving ZG 76.

414 Pages, color
A4 size (8.27x11.69 in / 210x297 mm)
Published: March 2025, 1st edition
Language: English
ISBN: 9781326570408
Paperback Perfect Bound



Left Majors Walter Borchers and right Major Erich Grub.

It is always a critical moment as it often happens that the aircraft flying at the rear ends up in trouble. The dogs always bite the last one! But fear not - in this case the Sharks, and no dogs, were the ones biting! We reached the coast without having sustained any losses. We held our Kommandeur in the middle of our formation to avoid any unpleasant surprises, crossed the English coastline, and flew out over the Channel.

We still were at a fairly high altitude. We were cold and needed oxygen. Then it happened! One last surprise on this mission, which certainly hadn't been unexpected. The second engine on our Kommandeur's aircraft was also seized! Right above the Channel, far from our own coast. I must admit that I felt scared. What could our Kommandeur do? Not out! Hardly conceivable! Glider, then! In the right hands, our Me 110s were excellent gliders. And as said, the Chief really knew how to fly! Luckily, we found ourselves at such a high altitude. I was aware of the ratio between the height and glide ability of a Me 110, that is, how far it can glide horizontally while it drops a certain number of meters. But everything went well. Slowly, painfully slowly, the French coast grew increasingly clear in the distance, and after a while, I could make out the broad, yellowish-



Bf 110 C-4 from Stab II./ZG 76 ("Möwe"), W.Nr. 3288, photographed on the beach at Etaples. The emergency land was executed by Gruppenkommandeur Major Erich Grub on 11 September 1940. However, the aircraft was a persona Joachim Jabs from the period of the Battle of Britain. At the time when Jabs flew with it for 4./ZG 76, it had the 'new' flow with the aircraft for most of the August and September. The plane was temporarily withdrawn from service a new one in September 1940. The aircraft, however, returned to the service sometime later as a part of Stab II. It was changed from 'Möwe' to 'Möwe'. The letter 'C' indicates the connection to the Stab II./ZG 76. The resulting very noticeable in the picture. It is interesting, that the Bf 110 also retains the symbol of its previous owner: a Stab II./ZG 76. An interesting detail is the damaged part of the cable overlay. The aircraft lost the aft tailfeather during landing. Apart from the bent propeller blades, no major damage is visible. The major contributing factor in this fact on the sandy surface of the beach. (see Profile No. 18)

Profile No. 29: Messerschmitt Bf 110 G-2 W.Nr. 3169, "Möwe-AL"



3./ZG 76 pilot Staffelführer Herbert Schob

On 28 November 1943, Herbert Schob crashlanded Bf 110 of 1./ZG 76 on icy runway of Graz Airport and collided with another Bf 110 of 1./ZG 76. This was cancelled as my pilot, constantly employed flying short of the major workshop facility at Le...

Profile No. 30: Messerschmitt Bf 110 G-2 W.Nr. unknown, "Möwe-UH"



1./ZG 76 pilot unknown

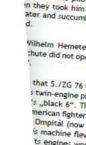
Formation of Messerschmitts Bf 110 G of 1. Staffel. Planes carried somewhat thinner RVT band and typically the Staffelführer "Möwe" is overlapping the RVT band. MG-42 rocket tubes are mounted under the wings of both aircraft. The MG 17s were not mounted in the nose and the holes for the barrels were closed. Pilot of this plane was possibly Herbert Schob, however this is not confirmed 100%.



Left Major Walter Borchers and right Major Erich Grub.

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Bf 110 C-4 from Stab II./ZG 76 ("Möwe"), W.Nr. 3288, photographed on the beach at Etaples. The emergency land was executed by Gruppenkommandeur Major Erich Grub on 11 September 1940. However, the aircraft was a persona Joachim Jabs from the period of the Battle of Britain. At the time when Jabs flew with it for 4./ZG 76, it had the 'new' flow with the aircraft for most of the August and September. The plane was temporarily withdrawn from service a new one in September 1940. The aircraft, however, returned to the service sometime later as a part of Stab II. It was changed from 'Möwe' to 'Möwe'. The letter 'C' indicates the connection to the Stab II./ZG 76. The resulting very noticeable in the picture. It is interesting, that the Bf 110 also retains the symbol of its previous owner: a Stab II./ZG 76. An interesting detail is the damaged part of the cable overlay. The aircraft lost the aft tailfeather during landing. Apart from the bent propeller blades, no major damage is visible. The major contributing factor in this fact on the sandy surface of the beach. (see Profile No. 18)



6./ZG 76
pilot unknown



Stab 2./ZG 76
pilot unknown



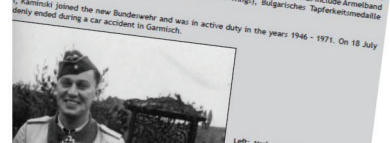
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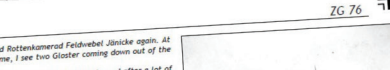
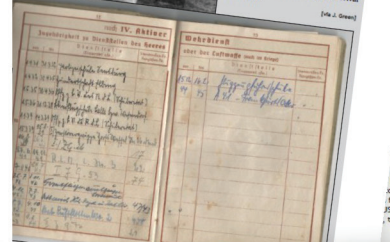
On 15 August 1940 lost ZG 76 a final number of thirty-four men. One of them was a member of 6./ZG 76, Pw. Jakob B. He was an experienced fighter, successfully fighting in the French campaign. Jakob Birndorfer, a twenty-two-year-old native of Wazzenburg an Inn, is buried in the German section of the military cemetery at Cannock Chase in England. It is believed, that shot by soldiers on the ground after the landing. RAF intelligence reported the following details about his plane, Marking yellow, red, and white design on the nose. Engine: DB 601 made at Genshagen-Kr. Armament: four MG17s, two 20 mm cannons and one MG15. The unit was deduced from the aircraft code letters.



106

[illegible]

Below: Pages from his Wehrpass showing the assignment to different combat units with dates of his arrival and leave.



I find my old Rottenkamerad Feldwebel Jänicke again. At the same time, I see two Glaster coming down out of the clouds.

My Rotte attacks them immediately, and after a lot of twisting and turning one of the two has been accounted for. Unfortunately, the other one disappears somewhere in the rocky hills. We don't see him again. Perhaps after all the attack - we will never know."

Another Norwegian airplane was hit by Fw. Helmut Jänicke and disappeared in a northerly direction. He wasn't pursued due to a lack of fuel in German fuel tanks. The lack of fuel had its consequences, and German airmen had to head towards the airfield. There were already two single-seat fighters, which were set on fire by Oblt. Werner Hansen.

[illegible]

Another Bf 110 which was hit by anti-aircraft fire piloted by Lt. Erhart Kort. He and his Bordfunker Heinrich Bakheimer were killed in the crash of their



Erhart Kort and his gravesite in the snowy Norway. [Kettling]

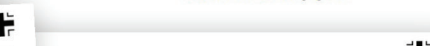


Above: A Bf 110 from 1./ZG 76 with code "MB+FH" in the camouflage. An additional "backelbauch" tank is attached to the fuselage. The aircraft with the same designation was downed in a dogfight with Norwegian Gloster Gladiator biplane on 9 April 1940 near Sandvik, west of Oslo. Its pilot Uffz. Hermann Mütschele and his Bordfunker Ogrfr. Karl Lorey were captured at Drøbak. Later investigations showed that the Norwegian pilot, Ltac Krohn played a significant role in the battle.

At this point, the rest of the Bf 110s flew on to the remaining petrol fumes. Five of the fire-damaged Bf 110s tried to land, and the sixth one covered the others while shooting. The aircraft was piloted by Lt. Helmut Lennig.



Above: An emergency landed Bf 110 "M+CH" of pilot on 9 April 1940. Note the Czechoslovak, Polish, and flags under the cockpit and the crest, showing the cliff watching the sea, which the Staffel earned December 1939. Under the pilot's part of the cockpit is a circular personal emblem of the pilot, fighting in the Normandy campaign. (see Profile No. 3)



ZG 76



...e only
...f 110s
...with his
...at:

6. Over the Blitzkrieg

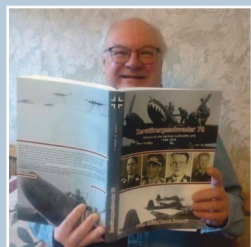
the long-awaited offensive began on 26 of ZG 76 entered the offensive with combat ready, and II./ZG 76 had on sm "Feldzug" 33 BF 110s/C/D, of which combat actions. Both were stationed in the fast movement of the ground sizes of the Blitzkrieg, this has to be

schgerwader" flew on 10 May two retort the Luftwaffe comrades. The i in the early morning between 5:20 kas of the JG 2 attacking airfield at on started at 18:45. This time Stab stinging bombers of 1 JG 1. Uppen Wahn at 20:35, Adjutant Wolfgang staled in both missions, could not

the enemy opposition.

Encountered nine Morane MS 406s
2 in the area of St. Trond-Hamar.
A advantage of being outnumbered
was from Stab and 4. Staffel were

33. A black and white photograph of a Bf 110 from II./ZG 76 taken during the fighting over France. On the tail of the aircraft, the air battles can be distinguished. The aircraft is registered "MB+AP", therefore this plane belonged to



I have hundreds and hundreds of books on World War II. But this book, which I recently received, definitely is ONE OF THE BEST, definitely in top 10: "Zerstörergeschwader 76: History of the German Luftwaffe unit 1939-1945": A 414-page chronicle in A4 size, loaded with hundreds of never before seen photos, copies of logbooks and other documents, aircraft color profiles, etc, by Peter Kassak and Marek Zatkovic.

I am myself very meticulous about research in primary sources from both sides, and to not repeat old myths, when I write my books such as "The Battle of Britain", "Black Cross Red Star", "Arnhem 1944", etc. That makes me very critical when other books don't fill that criteria.

Well, what can I say about "Zerstörergeschwader 76: History of the German Luftwaffe unit 1939-1945"?

I was totally blown away by the shocking amount of new facts that Kassak and Zatkovic have been able to publish -
tremely impressive amount of deep research into probably all primary sources that in any way can be connected to ZG 36

clearly the result of an absolutely impressive amount of deep research into probably all primary sources that in any way can be connected to ZG 76. THIS is how history shall be written! It is an objective and tremendously detailed work, well-written and stunningly fascinating!

I simply can't give it enough praise!

Christer Bergstrom

ORDER AT LULU.COM Search: "ZG 76" 

<https://www.lulu.com/shop/marek-žatkovič-and-peter-kaššák/zerstörergeschwader-76/paperback/product-dyg6zep.html>

BUILT

ROYAL CLASS
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P-40E WARHAWK

1/48

#R0023

MARKING K

built by **Jeremy Moore**

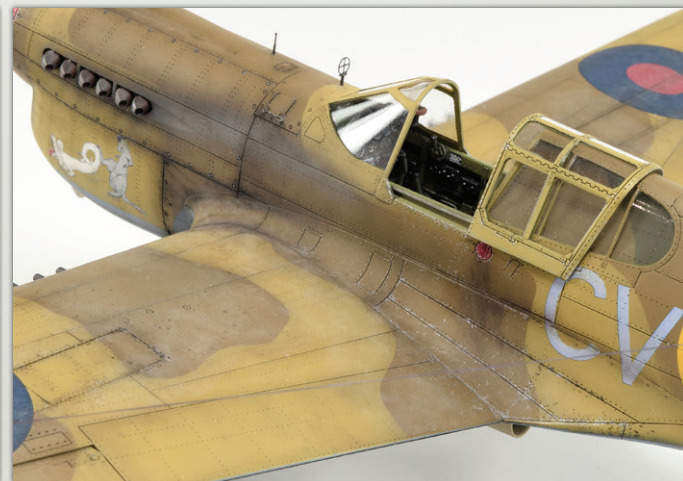


ET953, Sqn. Ldr. Robert H. M. Gibbes, No. 3 Squadron (RAAF), LG91, Egypt, August–September 1942

Robert Henry Maxwell Gibbes was born on May 6, 1916 and joined the ranks of the RAAF in February 1940. After completing his training, he was commissioned on June 28, 1940 and assigned to No. 23 Sqn. flying CAC Wirraways and Lockheed Hudsons. In April 1941 he was transferred to No. 450 Sqn. in the Middle East, but just a month later he moved to No. 3 Sqn. Another month later this unit rearmed from Hurricanes to Tomahawks and began operations in Syria and Lebanon. Gibbes was credited with

one probable kill of a Ju 88 near Beirut on June 13 and achieved his first confirmed kill on July 11. His victim was a Vichy D.520. In September No. 3 Sqn. was moved to Africa. Gibbes shot down two Fiat G.50s and damaged three others plus one Bf 109 on November 25. He then served at Darwin (Australia) at No. 80 Wing as Caldwell's deputy. In all, he scored 12 confirmed kills, five probable ones and 16 damaged aircraft during the war. After the war he built a network of hotels and coffee plantations and kept flying

until the age of 85, dying in April 2007 (aged 90) of a heart attack. His P-40E carried a drawing of a dachshund, symbolizing a German, being kicked in the butt by a kangaroo. The drawing is photographically documented on this aircraft in both unpainted and painted versions, but these drawings differ in detail. It is possible that it was done repeatedly after the engine covers were replaced.



P-51D-5 MUSTANG

1/48



44-13897, Capt. Charles Peters, 363rd FS, 357th FG, 8th AF, Leiston, Great Britain, July 1944



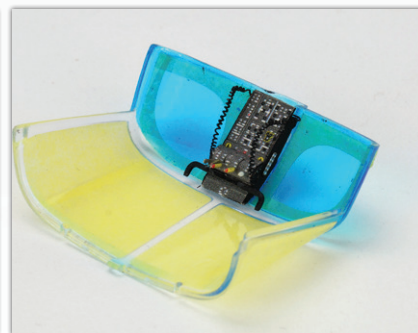
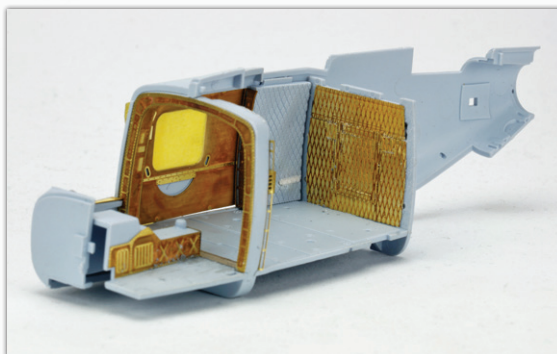
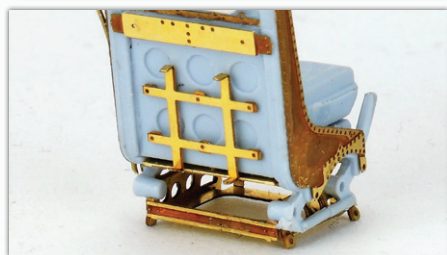
Lynx HMA.8 Airfix 1/48

built by **Rene Van Der Hart**



Accessories used:

BIG4985 Lynx HMA.8 (PE-Set)



eduard

**LIMITED
EDITION**

DUAL COMBO

1/72

JULY 2025

Tales of Iwojima

#2152

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.

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.

ProfiPACK
edition

1/48

JULY 2025



www.eduard.com

BIG ED (October)

BIG5378	USS Gambier Bay CVE-73 1/350 Hasegawa
BIG33168	A6M5 Zero 1/32 Tamiya
BIG49459	DB-7 Boston III US version 1/48 HKM
BIG49460	DB-7 Boston III British version 1/48 HKM

BRASSIN (October)

644323	Jaguar GR.1 / GR.1A LööK 1/48 Airfix
644326	Ju 88A-4 LööK 1/48 Eduard/ICM
674044	P-51B/C LööK 1/72 Arma Hobby
6481107	AGM-130 1/48
6481139	Jaguar GR.1 seat PRINT 1/48 Airfix
6481140	Jaguar GR.1A seat PRINT 1/48 Airfix
6481142	P-40N undercarriage legs PRINT 1/48 Eduard
6481143	P-40N tail wheel bay PRINT 1/48 Eduard
6481144	P-40N radiators upgrade set PRINT 1/48 Eduard
6481145	Jaguar GR.1 cockpit PRINT 1/48 Airfix
6481146	Jaguar GR.1A cockpit PRINT 1/48 Airfix
6481147	Ju 88A exhaust stacks PRINT 1/48 Eduard/ICM
6481148	Ju 88A-4 radio section 1/48 Eduard/ICM

LööKPlus (October)

644324	P-40N-25+ LööKplus 1/48 Eduard
644325	Fi 156C LööKplus 1/48 Tamiya
674048	A-10C LööKplus 1/72 Great Wall Hobby

BIGSIN (October)

SIN648142	A6M3 Zero ESSENTIAL 1/48 Eduard
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644323

Jaguar GR.1 / GR.1A LööK*LööK*

1/48 Airfix

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

Set contains:

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



644326

Ju 88A-4 LööK*LööK*

1/48 Eduard/ICM

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Ju 88A-4 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard / ICM

Set contains:

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



674044

P-51B/C LööK

1/72 Arma Hobby

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

Set contains:

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

*LööK*

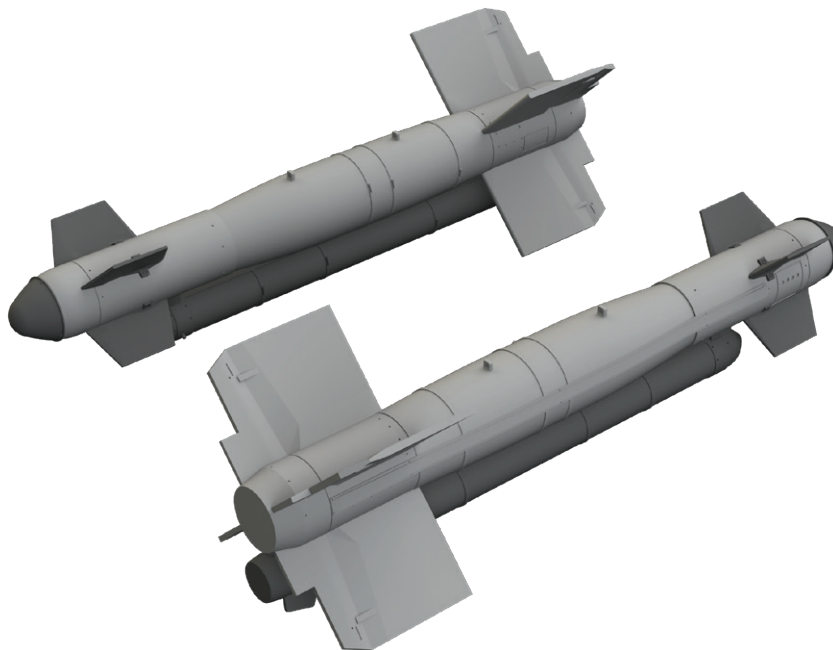
6481107

AGM-130**1/48**

Brassin set - AGM-130 missile
in 1/48 scale. The set consists of 2 missiles.
Easy to assemble, replaces plastic parts.

Set contains:

- resin: 16 parts
- decals: yes
- photo-etched details: no
- painting mask: no



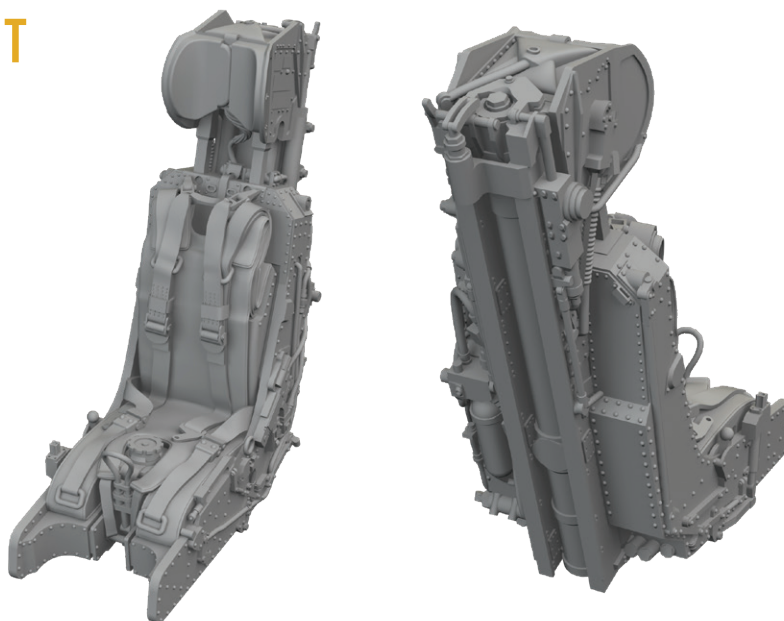
6481139

Jaguar GR.1 seat PRINT**1/48 Airfix**

Brassin set - ejection seat for Jaguar GR.1
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Airfix

Set contains:

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



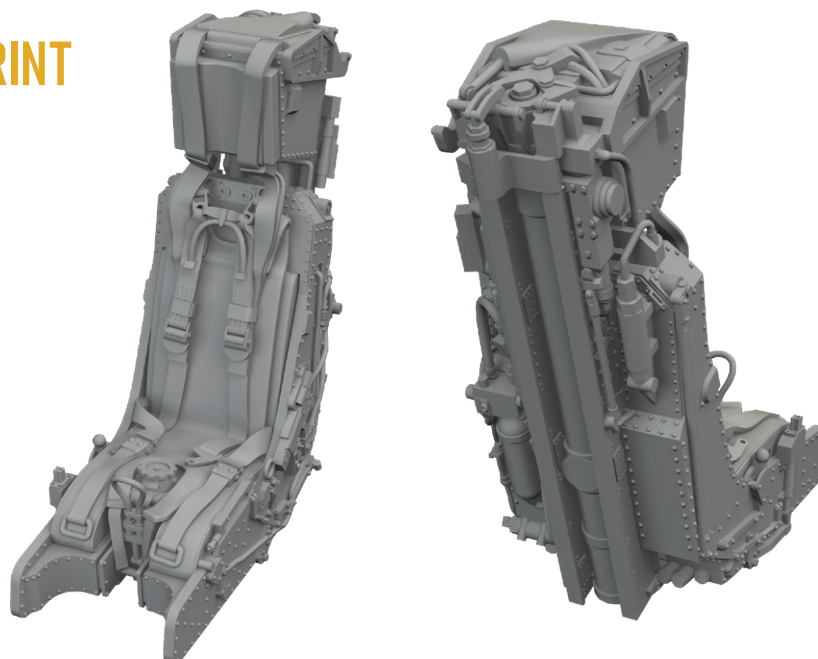
6481140

Jaguar GR.1A seat PRINT**1/48 Airfix**

Brassin set - ejection seat for Jaguar GR.1A
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Airfix

Set contains:

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



6481142

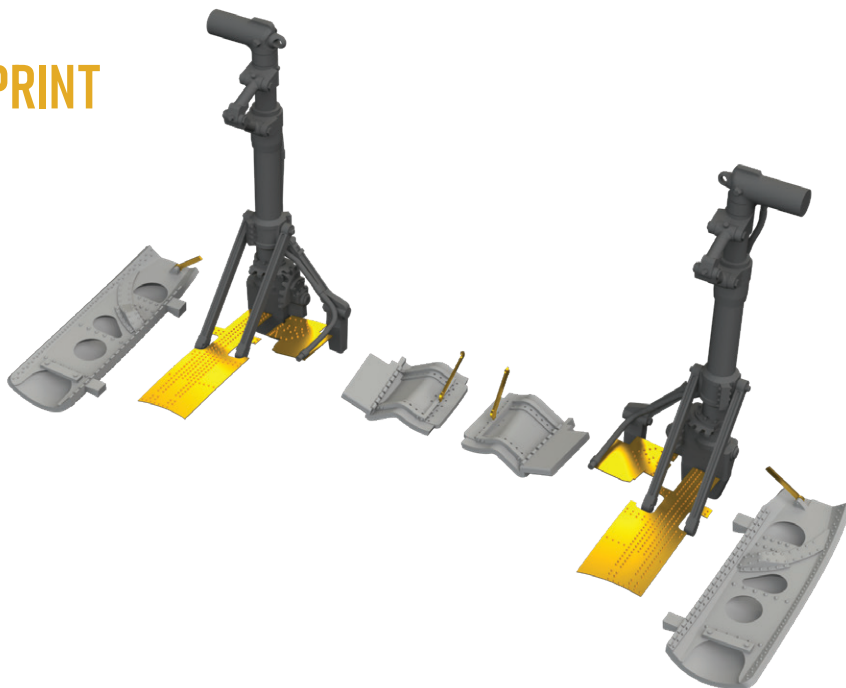
P-40N undercarriage legs PRINT

1/48 Eduard

Brassin set - undercarriage legs for P-40N in 1/48 scale. Set consists of main undercarriage legs and the covers. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



6481143

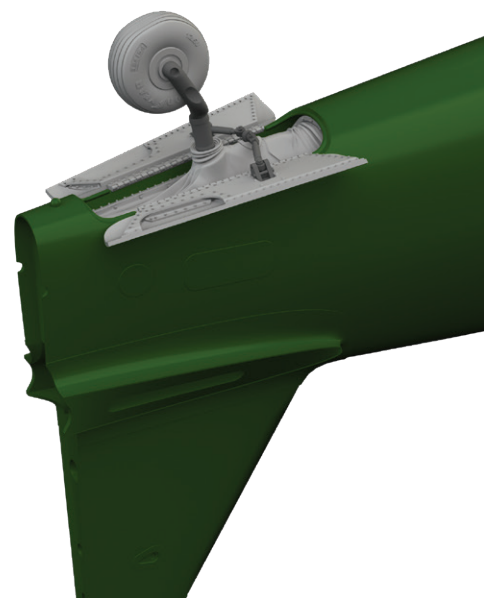
P-40N tail wheel bay PRINT

1/48 Eduard

Brassin set - tail wheel bay 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: 5 parts
- resin: 2 parts
- decals: no
- photo-etched details: yes
- painting mask: yes



6481144

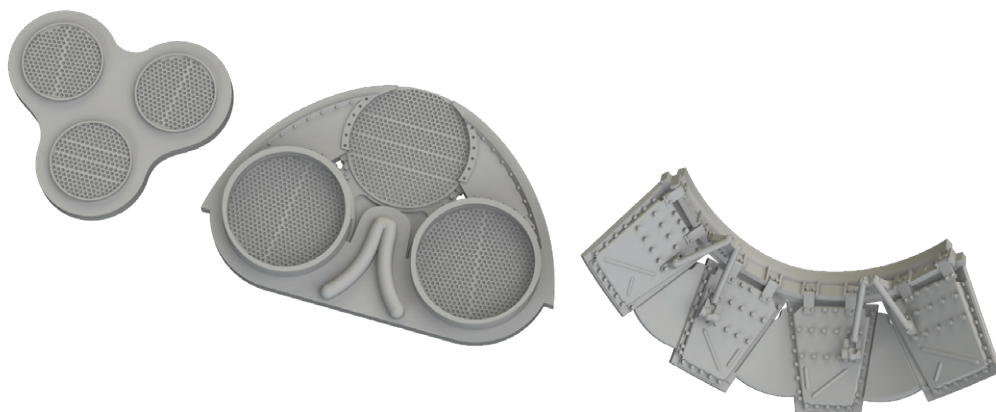
P-40N radiators upgrade set PRINT

1/48 Eduard

Brassin set - engine oil and cooling fluid radiators and radiator flaps for P-40N in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



6481145

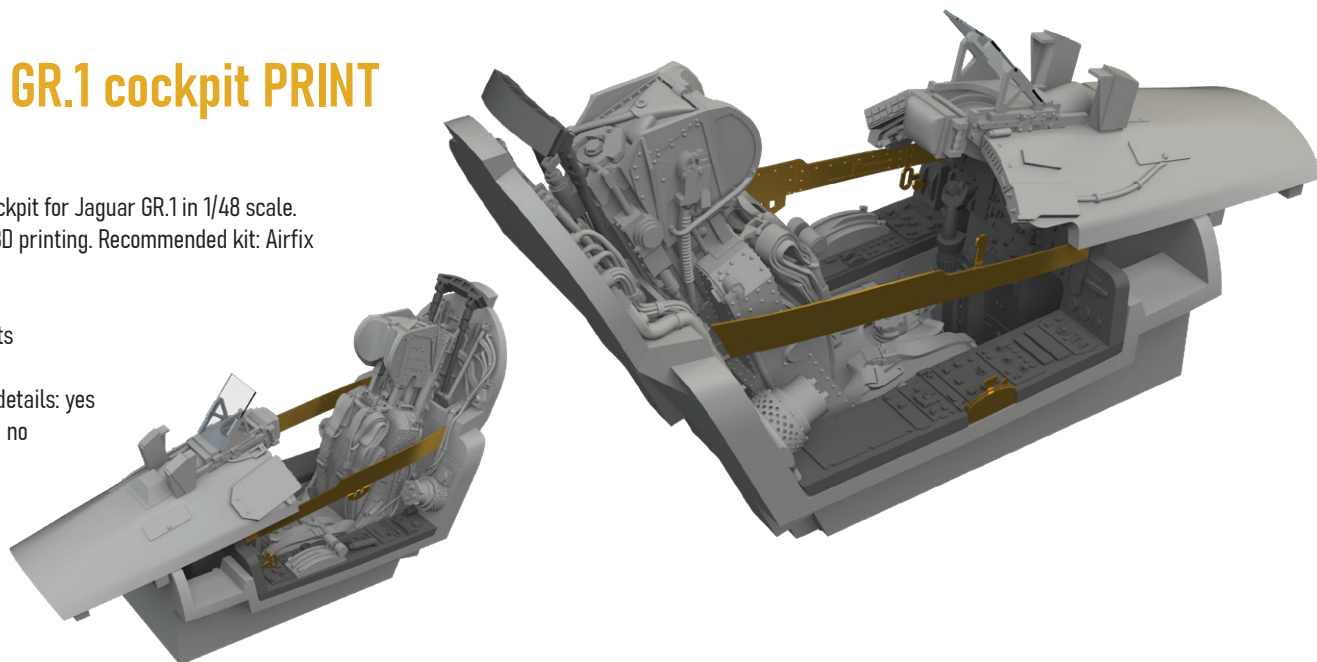
Jaguar GR.1 cockpit PRINT

1/48 Airfix

Brass set - cockpit for Jaguar GR.1 in 1/48 scale.
Made by direct 3D printing. Recommended kit: Airfix

Set contains:

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



6481146

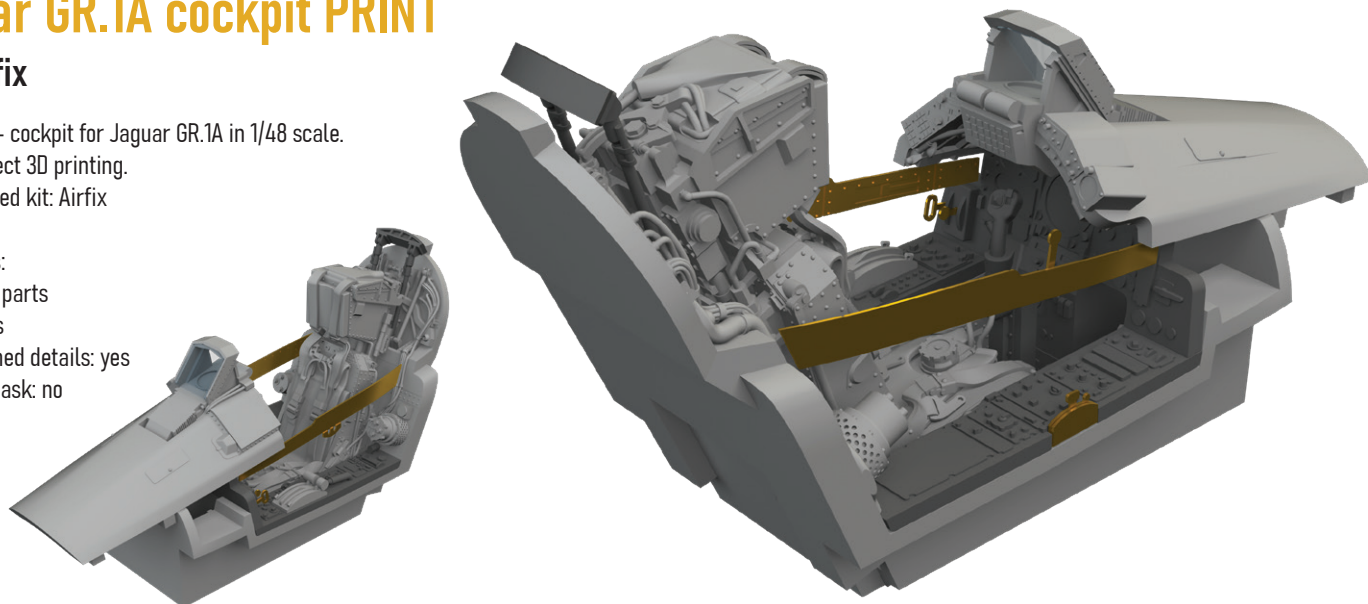
Jaguar GR.1A cockpit PRINT

1/48 Airfix

Brass set - cockpit for Jaguar GR.1A in 1/48 scale.
Made by direct 3D printing.
Recommended kit: Airfix

Set contains:

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



6481147

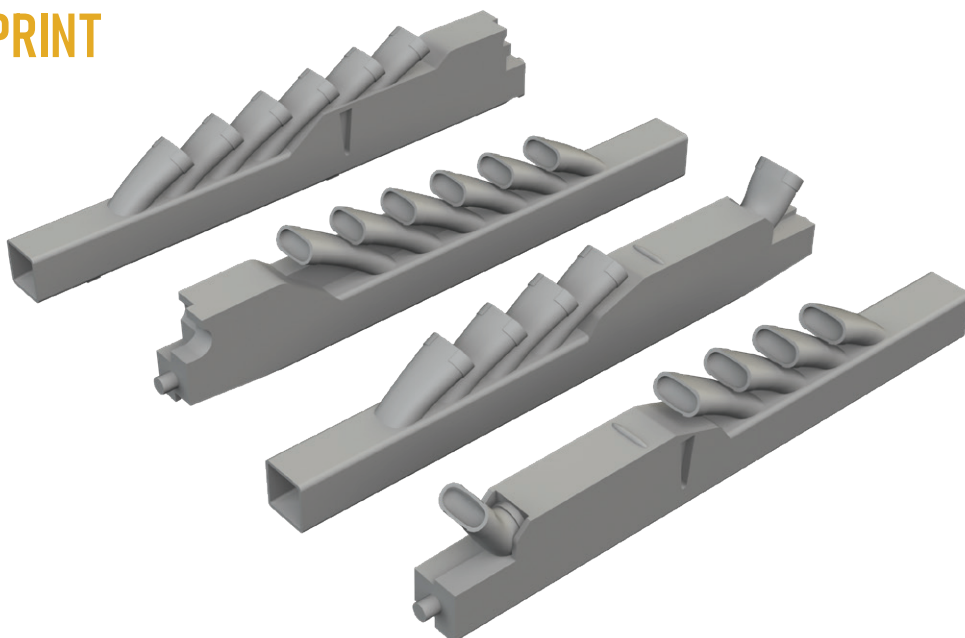
Ju 88A exhaust stacks PRINT

1/48 Eduard/ICM

Brass set - exhaust stacks for Ju 88A in 1/48 scale.
Made by direct 3D printing. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: ICM

Set contains:

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



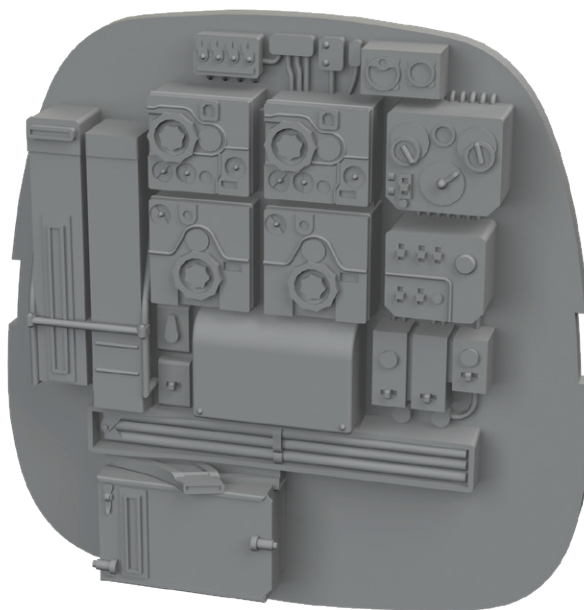
6481148

Ju 88A-4 radio section**1/48 Eduard/ICM**

Brass set - pre-painted radioequipment for Ju 88A in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

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



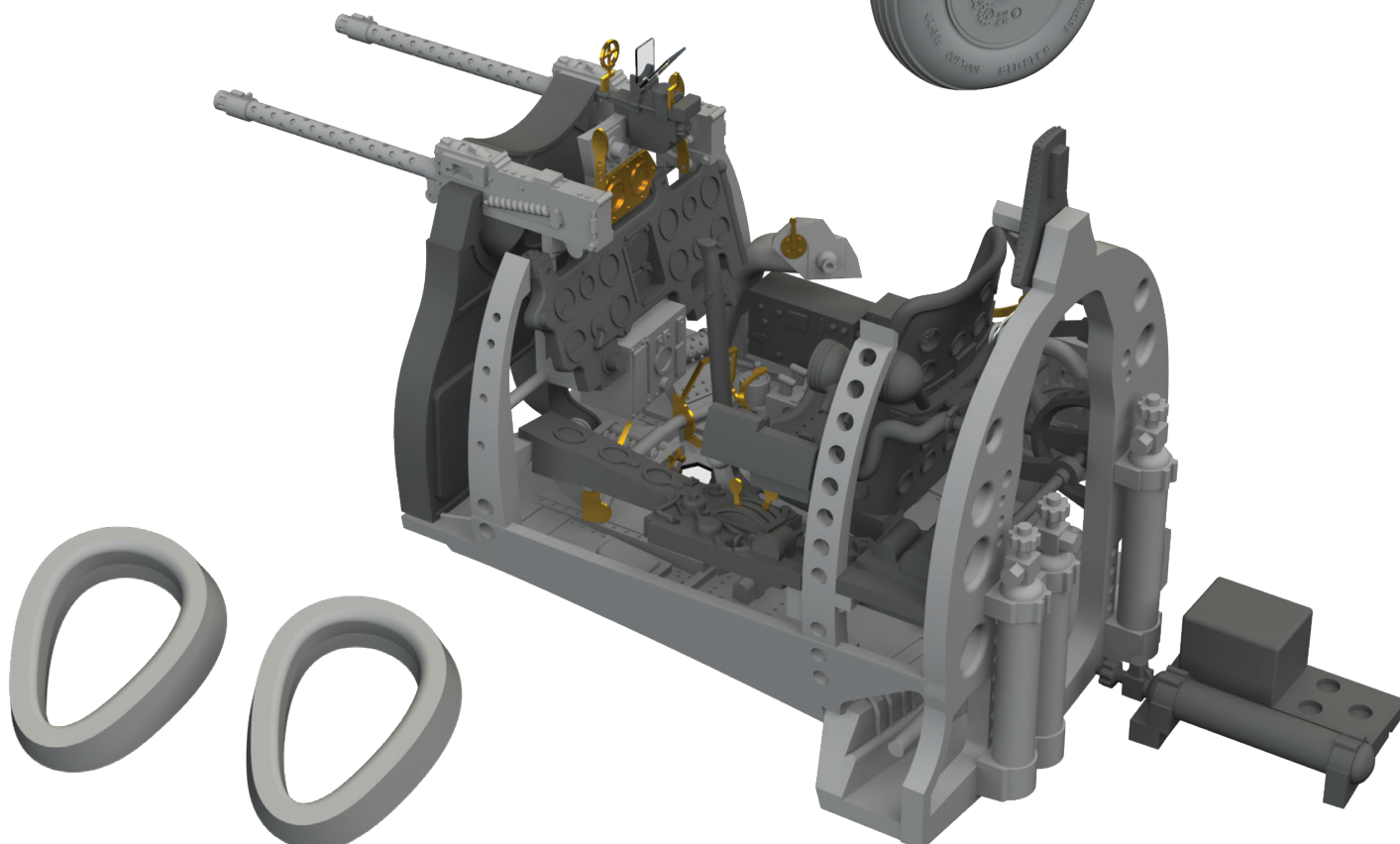
SIN648142

A6M3 Zero ESSENTIAL**1/48 Eduard**

Collection of 3 sets for A6M3 Zero in 1/48 scale.
Recommended kit: Eduard

- undercarriage wheels
- cockpit
- exhaust pipes

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



644324

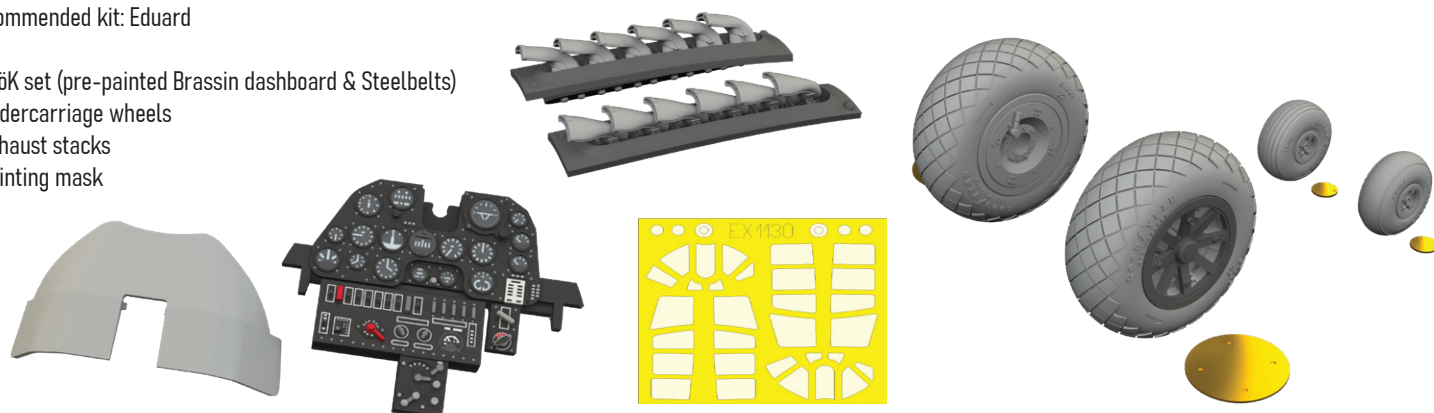
P-40N-25+ LööKplus

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



LööK+

644325

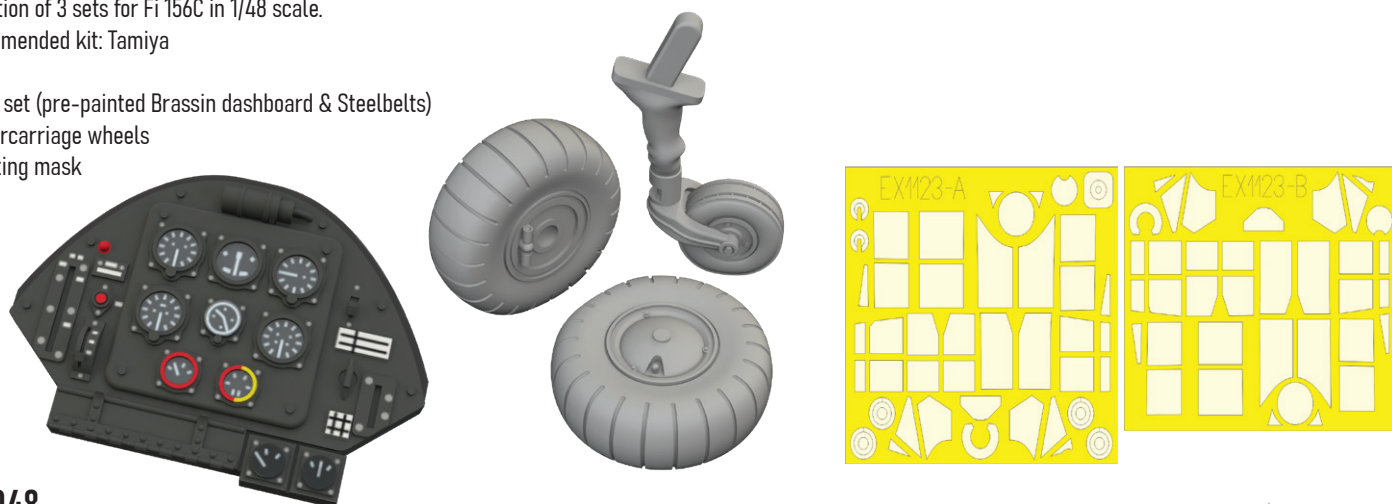
Fi 156C LööKplus

1/48 Tamiya

Collection of 3 sets for Fi 156C in 1/48 scale.

Recommended kit: Tamiya

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



LööK+

674048

A-10C LööKplus

1/72 Great Wall Hobby

Collection of 4 sets for A-10C in 1/72 scale.

Recommended kit: Great Wall Hobby

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- rotary gun flash suppressor
- painting mask



LööK+

PE-SETS

321026	Hs 123A	1/32	ICM
321027	Bf 109K-4	1/32	Kotare
481175	MiG-21F-13 upgrade set	1/48	Eduard
73855	F-35C	1/72	Tamiya
73856	Mosquito PR Mk.XVI	1/72	Special Hobby
73857	Mosquito NF Mk.XXX	1/72	Special Hobby

ZOOMS

33382	Hs 123A seatbelts STEEL	1/32	ICM
33383	Bf 109K-4	1/32	Kotare
33384	Bf 109K-4 seatbelts STEEL	1/32	Kotare
FE1556	MiG-21F-13 seatbelts STEEL	1/48	Eduard
FE1557	P-40E Weekend	1/48	Eduard
SS855	F-35C	1/72	Tamiya
SS856	Mosquito PR Mk.XVI	1/72	Special Hobby
SS857	Mosquito NF Mk.XXX	1/72	Special Hobby

MASKS

JX338	Hs 123A	1/32	ICM
JX339	Bf 109K-4	1/32	Kotare
JX340	Bf 109K-4 TFace	1/32	Kotare
EX1142	MiG-21F-13 TFace	1/48	Eduard
EX1143	P-47D Razorback	1/48	MiniArt
EX1144	P-47D Razorback TFace	1/48	MiniArt
CX697	F-35C	1/72	Tamiya
CX698	F-35C RAM coating	1/72	Tamiya
CX699	Bf 109F Weekend	1/72	Eduard

SPACE

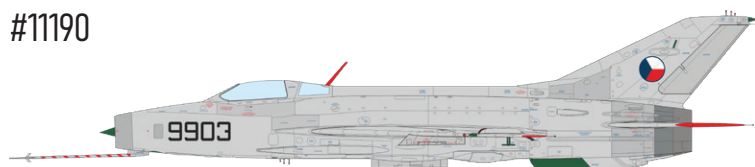
3DL32035	Hs 123A SPACE	1/32	ICM
3DL32036	Bf 109K-4 SPACE	1/32	Kotare
3DL48249	MiG-21F-13 black SPACE	1/48	Eduard
3DL48250	MiG-21F-13 turquoise SPACE	1/48	Eduard
3DL48251	MiG-21F-13 seatbelts SPACE	1/48	Eduard
3DL48252	F4F seatbelts SPACE	1/48	Eduard
3DL48253	P-51D seatbelts SPACE	1/48	Eduard
3DL72070	Mosquito PR Mk.XVI SPACE	1/72	Special Hobby
3DL72071	Mosquito NF Mk.XXX SPACE	1/72	Special Hobby
3DL72072	F-35C SPACE	1/72	Tamiya

EFKA

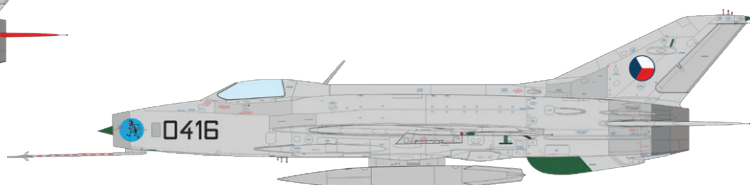
1/48



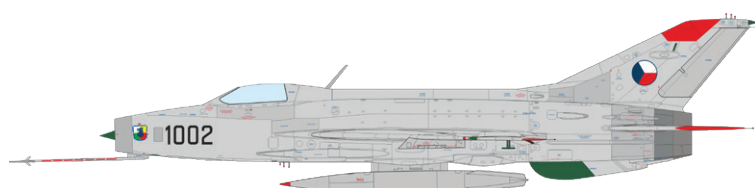
#11190

LIMITED
EDITION


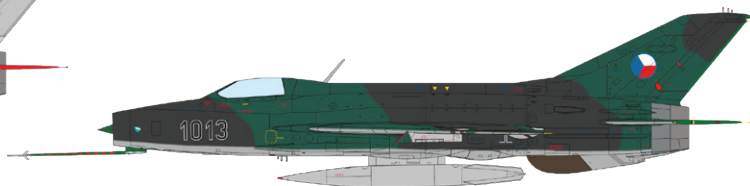
MiG-21F-13, c/n 269903, Air Force Training Center,
 Milovice-Mladá AB, Czechoslovakia, 1962-1966



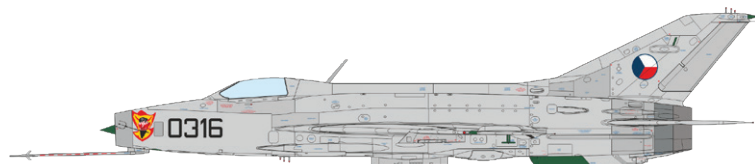
MiG-21F-13, c/n 660416, 1 Fighter Air Regiment,
 České Budějovice AB, Czechoslovakia, 1968-1970



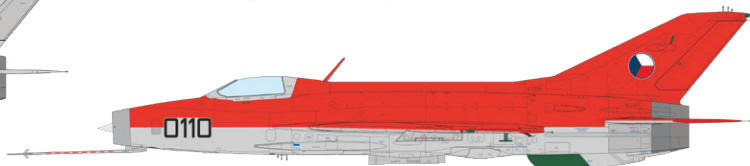
MiG-21FR, c/n 061002, 3 Flight, 5 Fighter Air Regiment,
 Plzeň-Líně AB, Czechoslovakia, 1972-1987



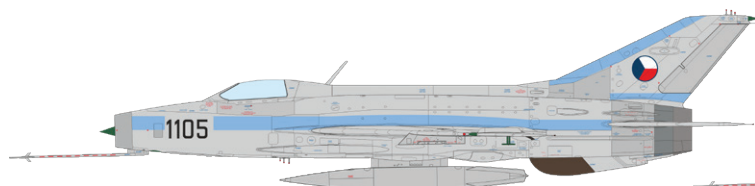
MiG-21FR, c/n 061013, 5 Fighter Air Regiment,
 Plzeň-Líně AB, Czechoslovakia, 1979-1989



MiG-21F-13, c/n 560316, 2 Flight, 9 Fighter Air Regiment,
 Bechyně AB, Czechoslovakia, 1970



MiG-21F-13, c/n 460110, Air Force Training Center,
 Milovice-Mladá AB, Czechoslovakia, 1964-1965



MiG-21FR, c/n 161105, 3 Flight, 4 Fighter Air Regiment, Pardubice AB,
 Czechoslovakia, May 1975



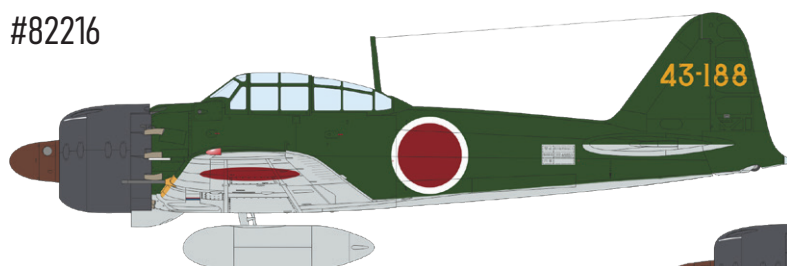
MiG-21F-13, c/n 760609, 1. Fighter School Regiment,
 Přerov AB, Czechoslovakia, 1989-1991

A6M5 Zero Type 52a

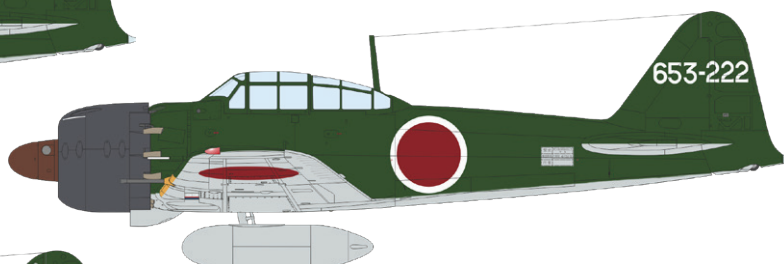
1/48



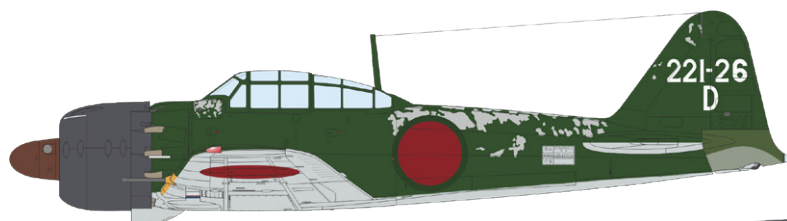
#82216

ProfiPACK
 edition


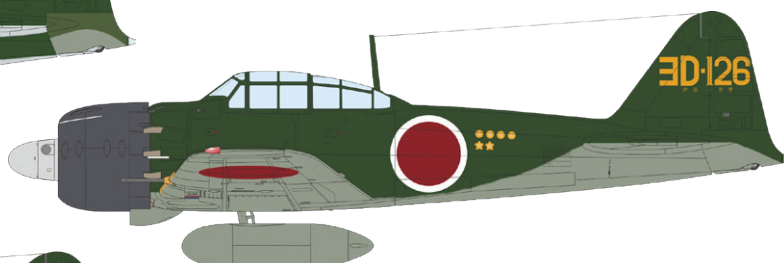
c/n 4685, Lt. Shinya Ozaki, Kōkūtai 343,
Agana airfield, Guam Island, June 1944



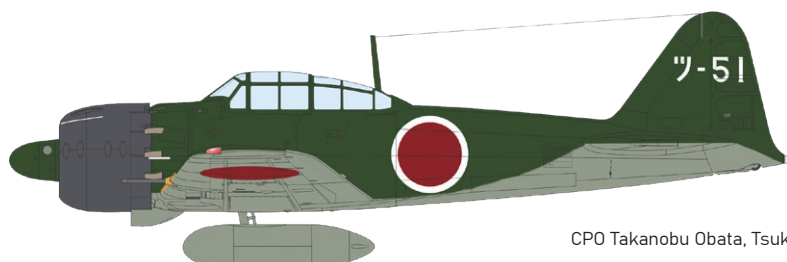
Kōkūtai 653, Hikōtai 166, Ōita base,
Japan, September 1944



Kōkūtai 221, Hikōtai 407, Philippines, February 1945



ENS Sada-aki Akamatsu, Kōkūtai 302, Atsugi,
Japan, February 1945



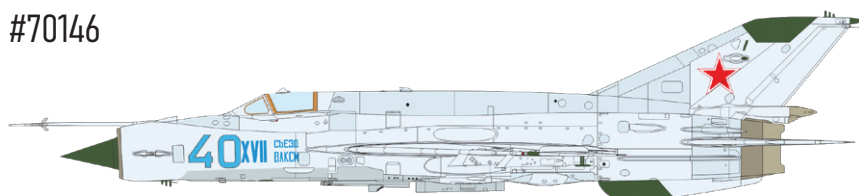
CPO Takanobu Obata, Tsukuba Kōkūtai, Japan, February 1945

MiG-21bis

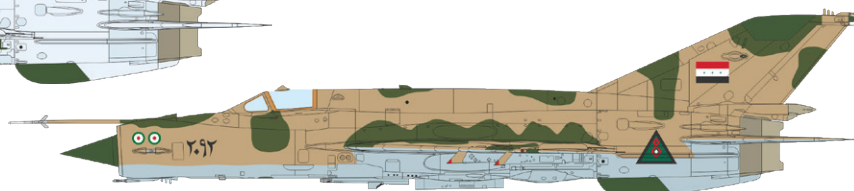
1/72



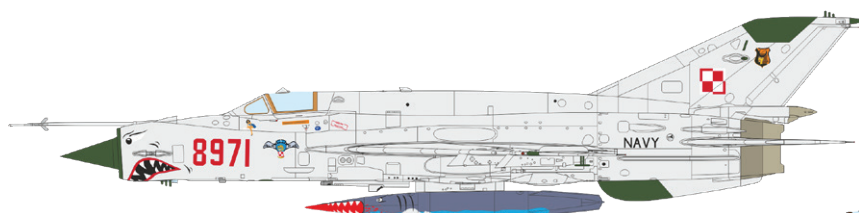
#70146

ProfiPACK
 edition


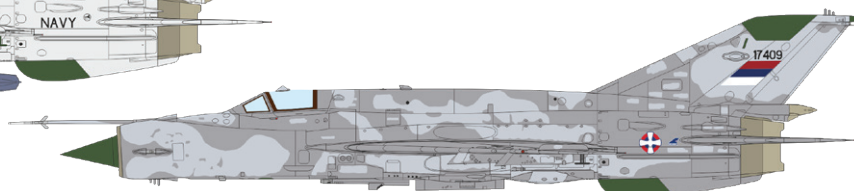
MiG-21bis, 234 IAP, Soviet VVS,
Kubinka Air Base, Soviet Union, 1974



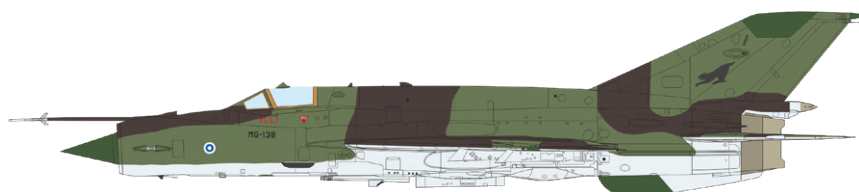
MiG-21bis, 2nd Lieutenant Adnan Saeed al-Fadhli,
No. 11 Squadron, Iraqi Air Force, Tammuz Air Base,
Iraq, 1980-1984



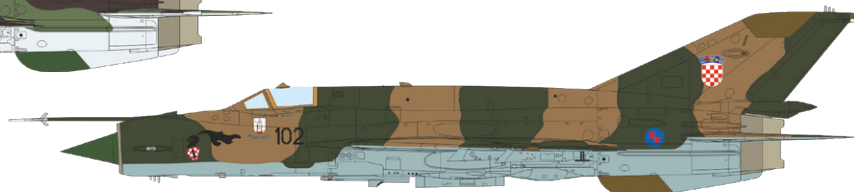
MiG-21bis, 1 Pucki DLMW,
Lotnictwo Marynarki Wojennej,
Gdynia-Babie Doły, Poland, 2003



MiG-21bis, 204 vb, 101.lae, Serbian Air Force, Batajnica
Air Base, Serbia, 2015



MiG-21bis, c/n 75084608, HävLLv 31,
Kuopio airbase, Finland, 1998



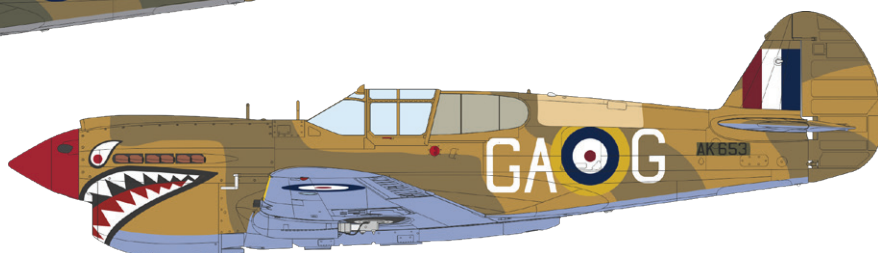
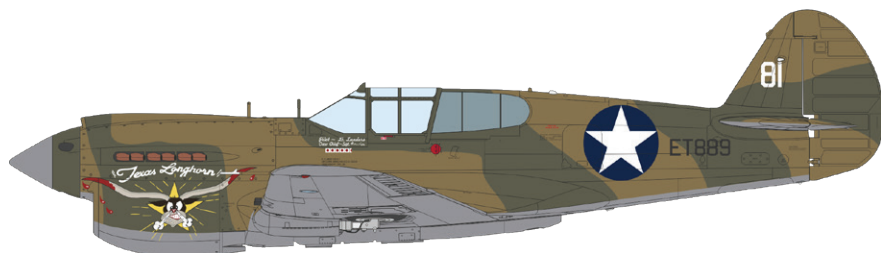
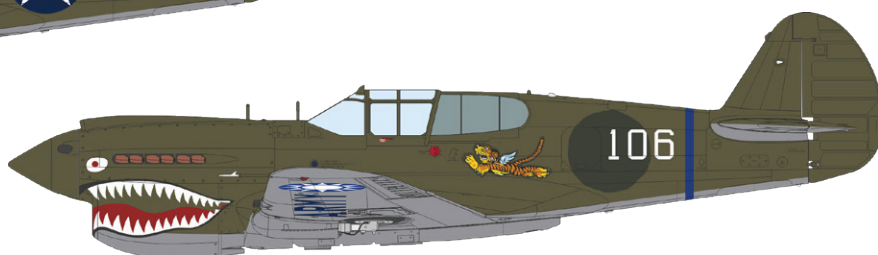
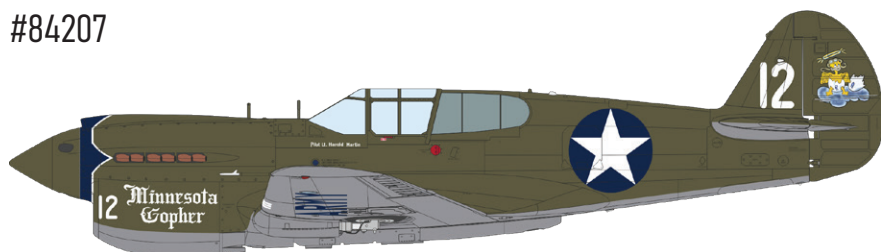
MiG-21bisD, 21 ELZ, HRZ, Zagreb-Pleso, Croatia, December 2016

P-40E Warhawk

1/48



#84207

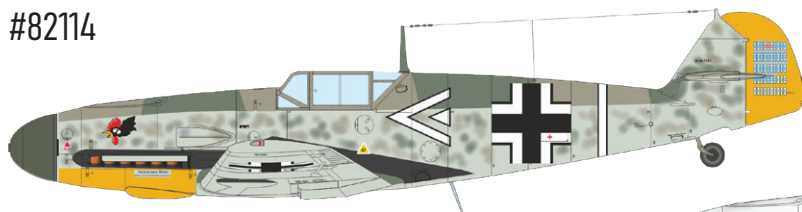
WEEKEND
edition


Bf 109F-4

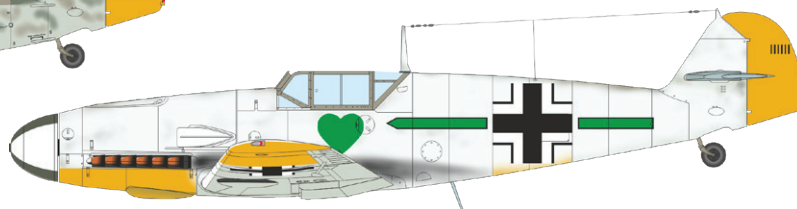
1/48



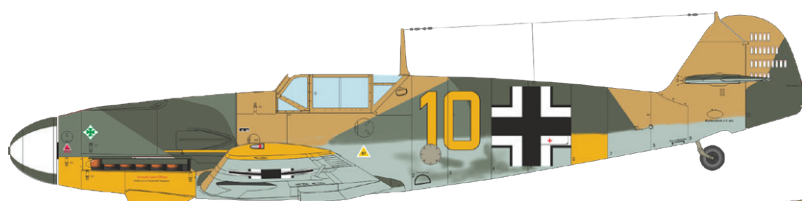
#82114

ProfiPACK
edition

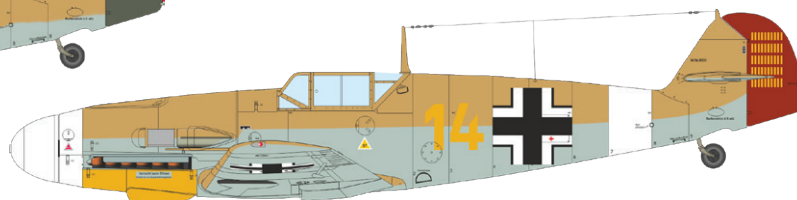
Bf 109F-4, W.Nr. 7183, Hptm. Hans Hahn,
CO of III./JG 2, St. Pol, France, October 1941



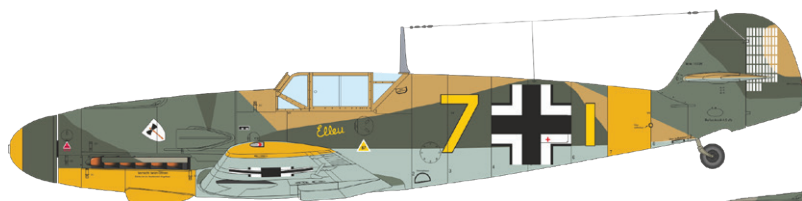
Bf 109F-4, W.Nr. 7243, Oblt. Otto Kath, Stab/JG 54,
Staraya Russa, Soviet Union, early December 1941



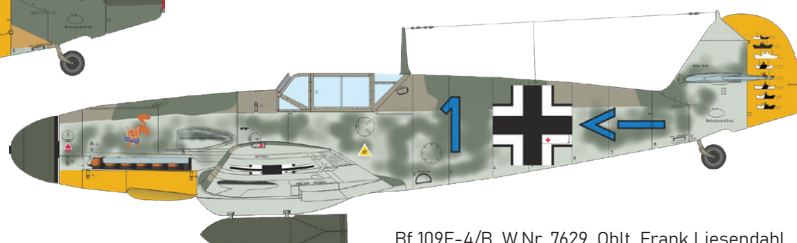
Bf 109F-4, Uffz. Hans Döbrich, 6./JG 5,
Petsamo, Finland, September 1942



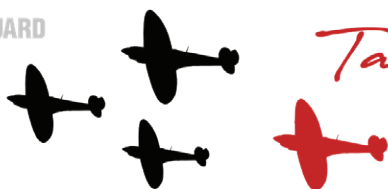
Bf 109F-4/trop, W.Nr. 8693, Lt. Hans-Joachim Marseille,
3./JG 27, North Africa, February 1942



Bf 109F-4, W.Nr. 13325, Oblt. Viktor Bauer, 9./JG 3,
Shchigry, Soviet Union, June 1942



Bf 109F-4/B, W.Nr. 7629, Oblt. Frank Liesendahl,
CO of 10. (Jabo)/JG 2, France, June 1942



IPMS USA NATIONALS 2025

Text: Jakub Nademlejnský

This year's IPMS USA Nationals took place on the first weekend of August in Virginia, specifically at the Convention Center in Hampton. I would like to give readers, especially those from Europe, an idea of how such an American exhibition works, as probably no event organized in Europe lasts as long and offers such a rich program.

The whole event actually begins on Tuesday with preparations of the premises and setting up stands in the sales hall. However, we didn't set up our stand until Wednesday morning, which was better than last year when our goods didn't arrive until Wednesday evening. That was quite a problem, considering that the gates for visitors open on Wednesday after lunch. A large part of the visitors, especially the die-hard modelers, treat this event as a practically week-long affair. They flock from all over the United States to pre-booked hotels located in the immediate vicinity of the exhibition hall and spend the whole week there in the pleasant company of like-minded friends. The whole event ends on Saturday evening with the announcement of the competition results. During the week, around 50 seminars and workshops were held in beautifully furnished lecture rooms. The organizers also arrange bus trips to interesting places in the surrounding area. This year's excursions included the Mariners Museum, the Hampton Roads Naval Museum, the Military Aviation

Museum, and the Nauticus Museum, which also includes the Iowa-class battleship USS Wisconsin. And I don't think it's even necessary to mention the dozens of vendors who had sales stands in the hall, which was the largest in the post-COVID period.

This year, there were almost 3,000 models on display, making this event one of the largest in the world. All in all, there is simply a lot to see and experience at IPMS Nats, and I would like to encourage readers from the US, Europe, and other parts of the world to attend next year's event, as it is definitely worth it.

Another difference from events in Europe is where IPMS will be held next year. Nats is held in a different location every year. Member clubs have the opportunity to present their proposal to host Nats after two years. IPMS USA members then vote during the event and select the winning proposal. So now we know that next year's Nats will take place on August 5-8 in Fort Wayne, Indiana, and in two years it will be July 14-17 in Huntsville, Alabama.

On behalf of the Eduard team, I can say with a clear conscience that we really enjoy attending this event. It is a unique opportunity for us to meet our customers face to face, hear their feedback on our products, which is mostly very positive, and feel that we are sincerely and warmly welcomed there. Last year, for example, a group of modelers helped us build our booth, and this year one of our

customers, who is now also a friend, helped us deliver our goods to the booth on time. In short, America is full of nice and friendly people. This year, we also organized our first raffle at the Eduard booth. Thanks to the participants and their enthusiastic reactions, we had a lot of fun and will definitely repeat it next year. We are also considering including it in our sales booth at other exhibitions.

Finally, I would like to mention that this year we also had a first, namely a long lecture block, which Mr. Šulc and I split in half. He talked about the new products in the pipeline for the coming months, while I talked about 3D printers, the future of 3D printing at Eduard, and the new range of models that Eduard is preparing. One modeler took thorough notes and then wrote an extensive report on our lectures. If you haven't come across it on the internet, don't despair. During the end of summer and during the autumn, we will continue to publish our plans for the future that we presented at Nats. Vladimír Šulc has already started, giving a lecture at Velbloud competition in Pilsen. The highlight of these presentations will take place at E-day, where modelers will hopefully be able to purchase the first of this new series of kits. And that's all for today, I won't reveal any more, but you can listen to our new podcast with Kateřina Borecká, where you'll learn a little more. Have a great rest of the summer!



The lucky winner of the E-2C Hawkeye box art banner from the raffle.



USS Wisconsin, one of the attractions on the tour that was part of this year's IPMS.

The Atlantic Fleet anchored at Norfolk Naval Station. The third ship from the left is the Nimitz-class aircraft carrier USS George H. W. Bush (CVN-77).

