

INFO | Eduard

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

NOVEMBER 2025

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EDITORIAL

Good day, fellow modelers!

Welcome to the tenth issue of our newsletter for this year. It is of course dedicated to October's new releases, which, like every month, are many and need to be reported on in detail. In addition, you will also learn something about November's new items, specifically about the Avia S-199 in 1:48th scale, the first kit of the new Eduard Brassin HYBRiD line. This kit, along with the entire new series, had its world premiere last weekend at E-Day in Litoměřice. We have been introducing this project on various occasions since the beginning of August, so it is unlikely that you would not have heard anything about it by now. Nevertheless, I will take the liberty of saying a few words about what you can expect from this new concept for kits.

These are composite kits manufactured using two technologies, the tried and true injection molding using metal molds along with 3D printing. Large and medium-sized parts are made of plastic, primarily the fuselage, wings, tail surfaces, propellers, as well as canopies and all other transparencies. Complete cockpit and landing gear strut assemblies will be manufactured using 3D printing, as well as some small parts, such as exhausts, antennas, or especially onboard weapons. Wheels will also be manufactured using 3D printing. The landing gear legs of the S-199 are made of a special material, used for the production of prostheses and implants within the dental industry. This material is characterized by high resistance to deformation, low flexibility and dimensional stability. It is therefore suitable for the production of parts that require load resistance and long-term strength overall.

The HYBRiD series kits use the good properties of both types of material. The plastic parts are precise with high quality surface details and feature perfect fit. The printed parts also have great precision and, compared to their predecessors, resin castings, also have perfect fit, but compared to plastic small parts, they have a much, much greater fidelity of detail. The printed parts and specifically the printing process provides advantages that allow parts to be produced as one without needing to make multiple parts that might be necessary because of things like undercutting. The result is a reduction in the number of small parts that the modeler has to glue together as with classic injection molded parts. The wheel wells in the first HYBRiD kit, the S-199 in 1:48 scale, consists of a single part that is simply glued into the wing, where it naturally fits perfectly. The same is



true of the cockpit, where the floor with pedals and seat, including the rear wall of the cockpit, is printed as one part. Other parts of the cockpit include the side panels, again each printed from a single piece, the rear cockpit wall, the control stick, the instrument panel, and the trim control wheels.

This concept allows for the reduction of the number of parts in the kit while raising the bar for the quality of the details. For comparison, in the 1:48 S-199, the number of plastic parts was reduced from 126 parts in the previously conceptualized all-injection molded kit to 56 in the HYBRiD series kit. In addition to plastic and 3D printed parts, the HYBRiD series kits will be equipped with a cockpit painting mask, a decal sheet for six color versions and instructions as standard. Photo-etched parts are not included in these kits. An important detail is that plastic and printed parts can be glued together with classic solvent adhesives, it is not necessary to use instant adhesives. But that is of course also possible, the results of both gluing techniques will be equivalent.

In terms of price, the first HYBRiD 1/48 kits will be in a similar price range to the 1:48 Profipack kits. The first EDUARD BRASSIN HYBRiD kit, No. 948011, the 1:48 scale S-199 Erla will cost 925 CZK (about 45 American Greenbacks). It is new for November 2025, but was sold for the first time last weekend at E-Day and during the associated Afterparty, and then will be again in November. In January, the second version of the S-199 with the sliding canopy will follow, and for 2026 we are also preparing HYBRiD 1:32 scale kits, which will be priced in line with classic kits of this scale available on the market today.

The concept of the new series is brought to you clearly and concisely by Jakub Nademlejnsky in his article about the new Avia S-199 kit. As a thank you for participating in the exhibition, modelers exhibiting at E-Day will receive another HYBRiD series kit, an Enstrom 480 helicopter in 1:72 scale. We have prepared

this kit as a technological demonstrator that will give its owners a good opportunity to try out exactly what the new series brings in terms of construction and utility properties.

Other November new releases will also be on sale at E-Day, but only in kit form. They are the MiG-21F-13 in 1:48 and the P-40N in the same scale, with both kits being members of the Profipack line.

This year's E-day, which took place last weekend in Litoměřice, was successful but cold. The influx of Arctic air and hurricanes across the Atlantic did their job. Fortunately, it didn't rain until Saturday afternoon, but even so, it was probably the coldest of all 22 E-Days to date. However, we had the most models and modelers on display, a total of 1,459 models, compared to 1,123 models last year, and we are very happy about that! There were always lots of people around them. The discussions with the MiG-21F pilots and even with one of them, Colonel Spinka, who flew the S-199, were amazing, and the modelers enjoyed other discussions and lectures as well. And we sold all the S-199s in the new Eduard Brassin HYBRiD series by 2 p.m. So, all in all, it was a good event, and if you weren't there this year, come next year!

Happy Modeling!
Vladimir Sulc



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From the content of EMD 08/2025 release 7. 11. 2025

The IRIS-T Air-Defense System

Current Affairs / Petr Uzsák

A frequently discussed topic in recent weeks has been Russian provocations carried out by airborne assets across the borders of neighboring states — namely those European countries that are members of the North Atlantic Alliance. An important part of a clear response is having one's own air-defense systems. The most often mentioned system — also in connection with the war in Ukraine — is the American MIM-104 Patriot. However, in the European area this is not the only means of protecting allied territory from external air strikes, as the article will explain.



The Modern French Navy

World Naval Forces / Petr Uzsák

The naval forces of the country of the Gallic Rooster have a very long tradition, lasting almost four hundred years continuously. The French Navy was founded in 1626 during the reign of Louis XIII. and since then it has had many famous and defining moments. It is enough to recall the famous overseas expeditions of officers Jean Ribault, Louis Antoine de Bougainville and Jean-Francois de Galup de Laperouse to drive the point home. It can also be said that the French naval forces were pioneers in putting innovations into practice with, for example, ships with a steel hull, armored cruisers, the first seaplane carrier or the first mechanically propelled submarines..

eday

international
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4/10/2025





CLUBS AND SIGS

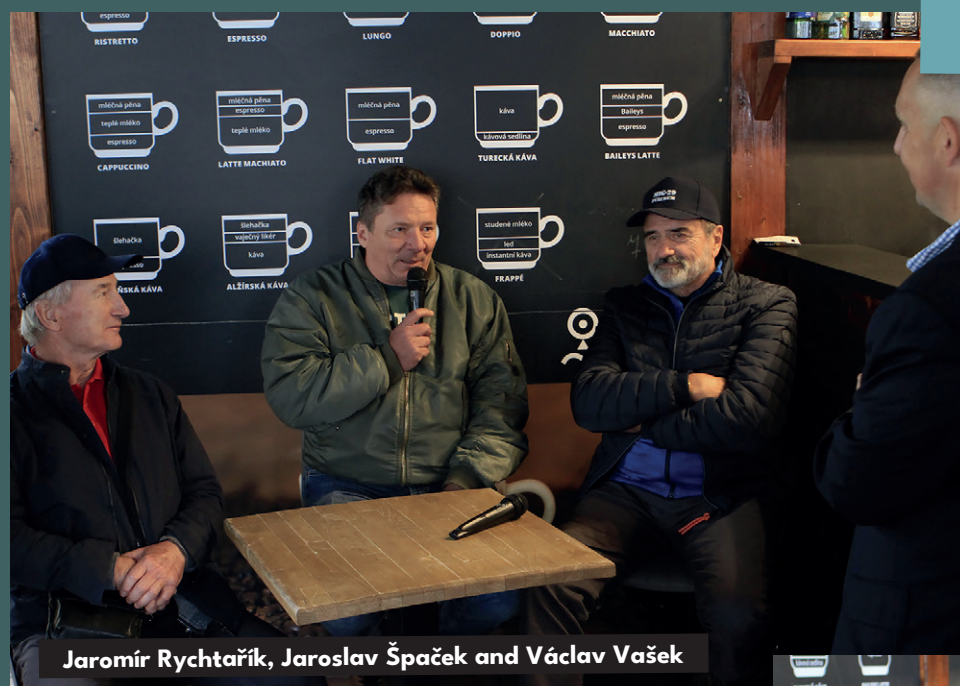






CONVERSATIONS

IN A CAFÉ









WORKSHOPS





RETAILERS





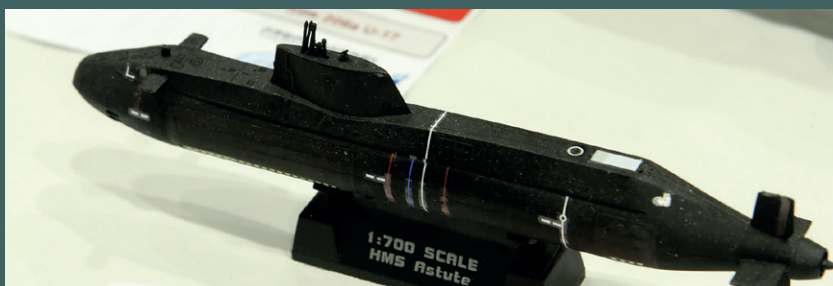
EXHIBITION













WINNING MODEL

Suchoj Su-22M4 'Fitter-K' - No. 3704/ 44 20.SBOLP, August 1993



Absolute winner
Christian GERARD

EDUARD NEWS 2026

E-DAY BRIEFING, LITOMĚŘICE, CZECH REPUBLIC, 4 OCTOBER 2025

MIg-21F-13 PROFIPACK 1/48



This is the November new release, however, **MiG-21F-13** in the Profipack 1/48th scale series made its sales debut at E-Day. A Weekend edition kit will also be launched in the summer of 2026.

EDUARD BRASSIN HYBRID AVIA S-199 1/48



The first model kit in the new **EDUARD BRASSIN HYBRID** series, the **Avia S-199** in 1/48 scale, also had its sales premiere at E-Day. This first boxing represents the first production version of the S-199 with the original German Erlahaube canopy.

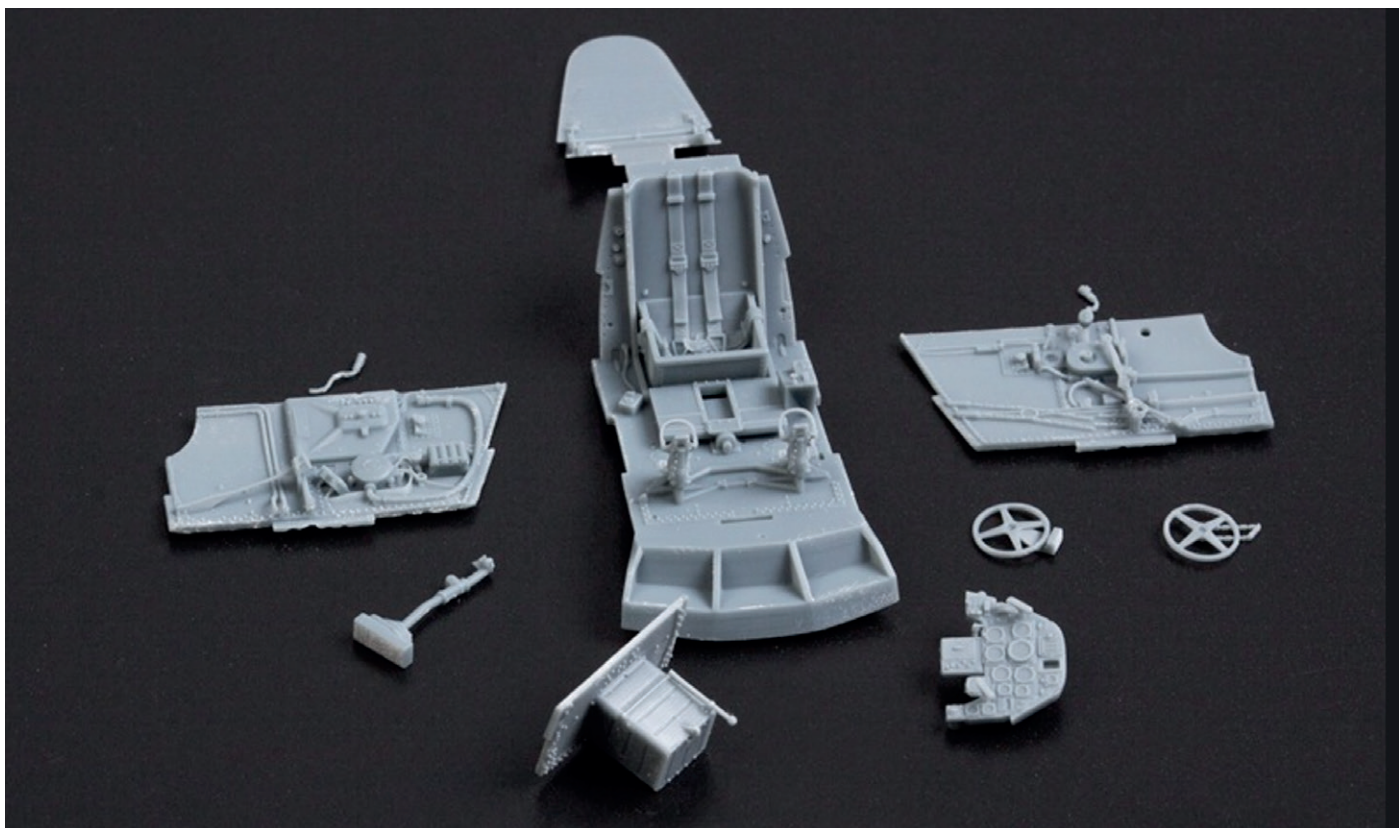
EDUARD BRASSIN HYBRID 1/48



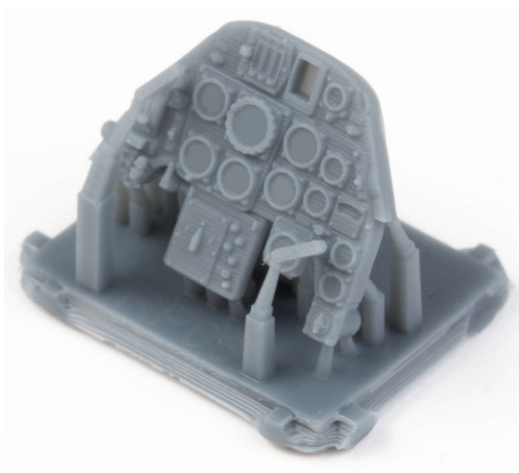
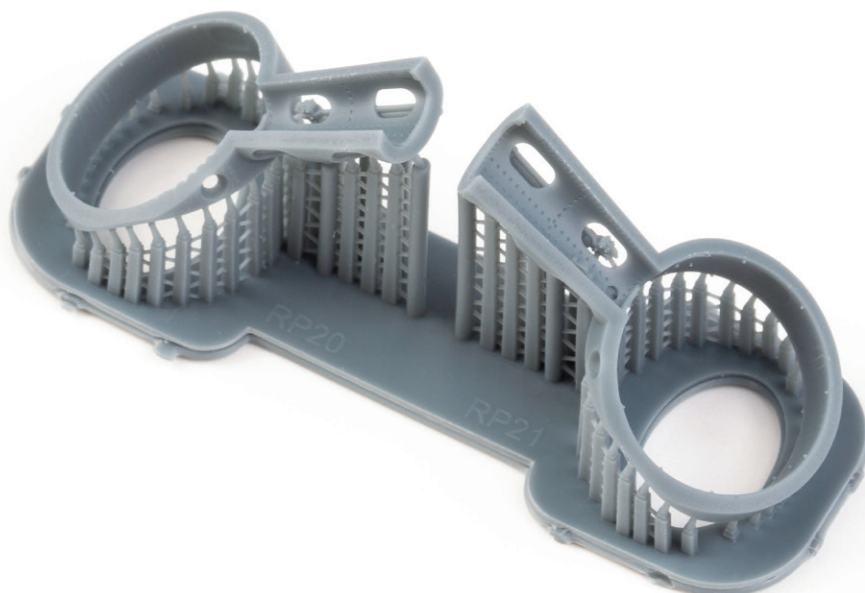
The new **EDUARD BRASSIN HYBRID** series presents composite kits manufactured using two technologies: classic plastic injection into metal molds and 3D printing. Large and medium-sized parts are made of plastic, primarily the aircraft fuselage, wings, tail surfaces, wing mechanisms, propellers, as well as cockpit canopies and all other transparent parts. Complete cockpit and landing gear bay assemblies, as well as some small parts such as exhausts, antennas, and mainly onboard weapons, will be produced using 3D printing.



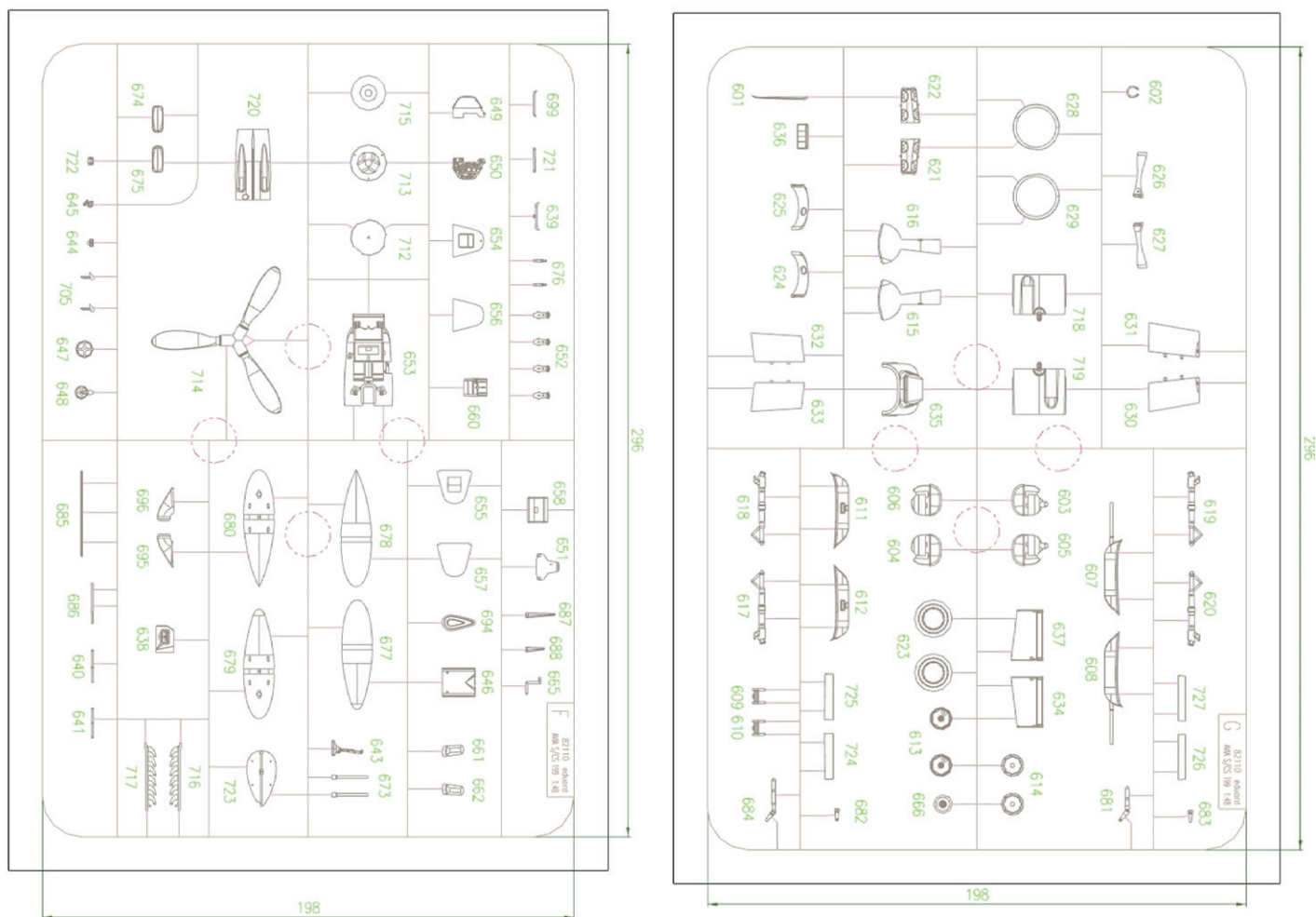
The wheels and landing gear legs are also made using 3D printing. The landing gear legs are made from a special material that is commonly used in the manufacture of dental prostheses and implants. This material is characterized by high durability, flexibility, and dimensional stability. It is therefore suitable for the manufacture of parts that require load resistance and long-term dimensional stability.



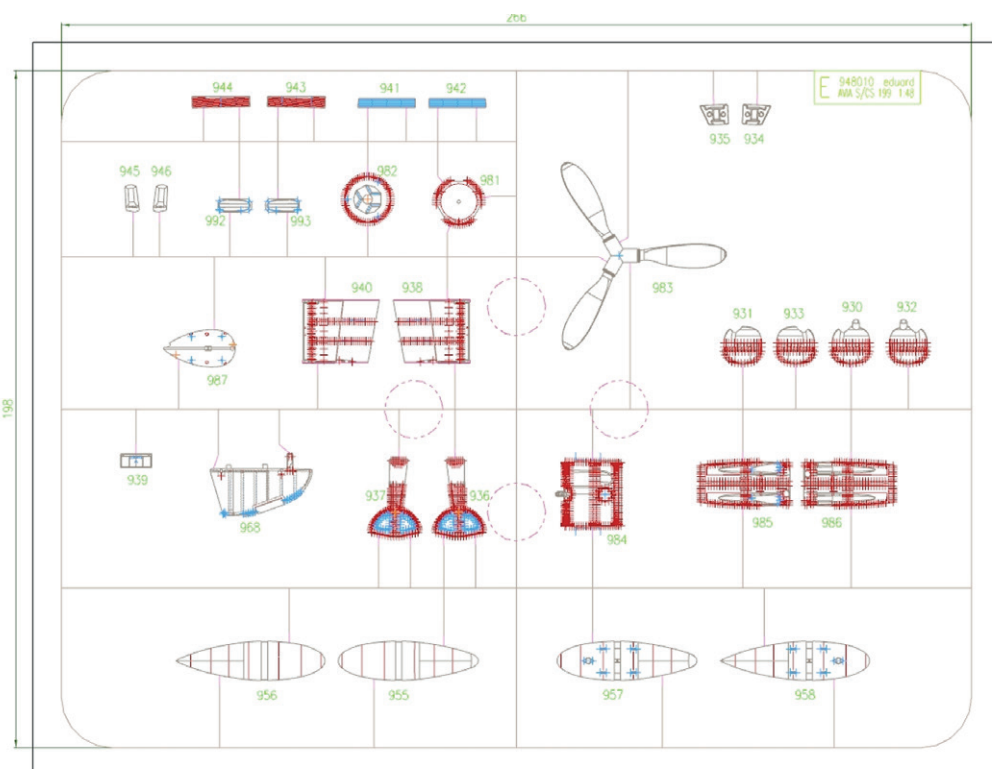
The Hybrid series kits take advantage of the best features of both types of material. The plastic parts are precise, with high-quality surface details and perfect fit. The printed parts are also very precise and perfect, but compared to the small plastic parts, they have sharper and finer details. At the same time, they allow details to be combined into a single part, eliminating the need to divide, for example, the landing gear bay or side panels in the cockpit into several parts due to technological limitations of molding. The result is a reduction in the number of small parts that the modeler has to glue together in a classic kit. The landing gear bay in the first kit of the Hybrid series, the S-199 in 1/48 scale, consists of a single part that is simply glued into the wing. Similarly, in the cockpit, the floor with pedals and seat, including the rear wall of the cockpit, is printed as a single part. Other cockpit parts include side panels, again each printed from a single piece, the rear cockpit wall, control stick, dashboard, and trim control wheels.



EDUARD BRASSIN
HYBRID



The difference in the number of parts between the **HYBRID** series and classic kits is shown by comparing the frames with small parts for the classic kit and for the Hybrid series kit. This sheet shows a drawing of two frames with small parts planned for the classic Avia S-199 kit in 1/48 scale. In the classic kit, these two frames would contain a total of 108 parts.



In this sheet, you can see a frame drawing with small parts for the S-199 kit in 1/48 scale in the **EDUARD BRASSIN HYBRID** series. This frame contains 32 parts and replaces two frames from the classic kit shown in the previous photo. A total of 6 frames with 136 plastic parts would be produced for the classic kit, while 4 frames with 63 plastic parts were produced for the Hybrid series kit.

AVIA S-199 1/48 JANUARY 2026



Another kit in the HYBRID series, the **Avia S-199** from later production series with a sliding canopy in **1/48 scale**, will follow in January 2026.

EDUARD BRASSIN HYBRID ENSTROM 480 1/72



As a thank you for their participation, exhibiting modelers received a **1/72 scale Hybrid Enstrom 480** model kit at this year's E-Day. Enstrom will be released in March 2026 as a 1/72 scale EDUARD BRASSIN HYBRID model kit and will be available for purchase.

EDUARD BRASSIN
HYBRID

1/32

EDUARD BRASSIN HYBRID 2026 ...



The **EDUARD BRASSIN HYBRID** series will continue with several kits in **1/32 scale**. The first of these will be the **P-51B Mustang** in the first half of 2026. The 1/32 scale kit is based on the design of the 1/48 scale P-51B kit, but has been technologically modified for both the 1/32 scale and the HYBRID series.

Next in the **HYBRID 1/32** series will be the **Spitfire Mk.IX** family. The expected release date is Summer 2026. The design is based on the Spitfire Mk.IX project in 1/32 scale, which was originally developed before 2010 but was suspended and changed to a 1/48 scale project. This project includes both the development versions of the Spitfire Mk.IX, namely the Spitfire F.Mk.IX, LF.Mk.IXc, and Spitfire LF.Mk.IXe, as well as the Spitfire Mk.XVI, Spitfire Mk.VIII, and Spitfire HF. Mk.VIII.

SPITFIRE Mk.IX 1/32



Fw 190 A 1/32

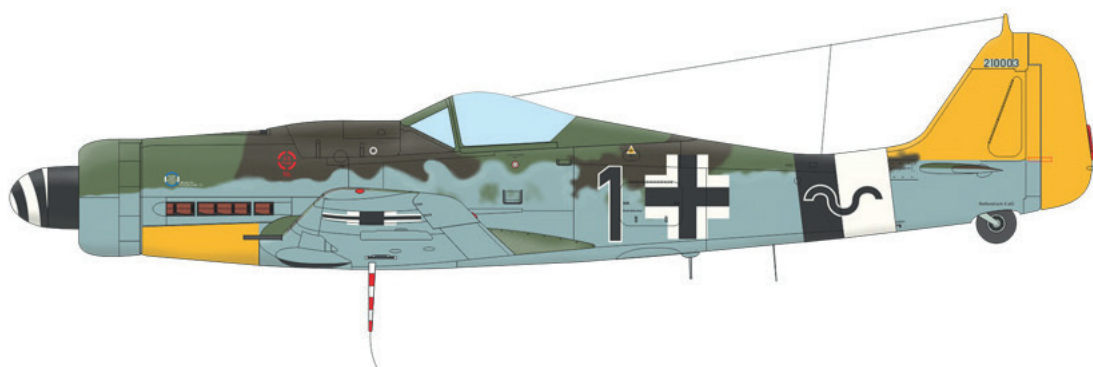


The third in a series of 1/32 scale kits from the **EDUARD BRASSIN HYBRID** series is the **Focke-Wulf Fw 190 A family**. The first of these will be the Fw 190 A-8/R2, which is expected at the end of 2026 or early 2027. The plan is to gradually release all development versions of the Focke-Wulf Fw 190A from Fw 190 A-2 to Fw 190 A-9, including Fw 190 F-8.

Fw 190 D 1/32



The Fw 190 D will follow on from the Fw 190 A. The **Fw 190 D** project is also based on a 1/48 scale model kit, but will be significantly modified and improved in terms of design. We will focus primarily on the shape deficiencies of the original design. However, this is a project for 2027.





EDUARD BRASSIN HYBRID LIMITED

EDUARD BRASSIN
HYBRID

We will also be releasing
**EDUARD BRASSIN HYB-
RID** kits as **LIMITED** series
kits. These will be based on
similar kits in 1/48 and 1/72
scale.



B-25J MITCHELL 1/48 EDUARD HKM



We are preparing another new series of kits for 2026, EDUARD HKM. These will be 1/48 scale kits based on molds from the Hong Kong company HKM. The first will be the B-25J Mitchell with a machine gun nose, followed by the A-20G Havoc.

LANCASTER Mk.I 1/48 EDUARD HKM

We are preparing a **Lancaster Mk.I** kit for the **EDUARD HKM** series for 2027. We will probably not be able to release it in 2026, because two additional frames with parts that are not included in the Lancaster Mk.I kit from HKM will need to be produced for this kit, but they will be necessary for our kit in the joint EDUARD HKM series.



CLASSIC PLASTIC KITS 2025 / 2026

SPITFIRE Mk.Vb EARLY 1/72



We are also continuing with classic model kits. We are preparing a new 1/72 scale Spitfire Mk.Vb model kit for December 2026. First, we are releasing the Spitfire Mk.Vb Early in the Profipack 1/72 series in December, followed by a Limited series model kit called The Sweeps.

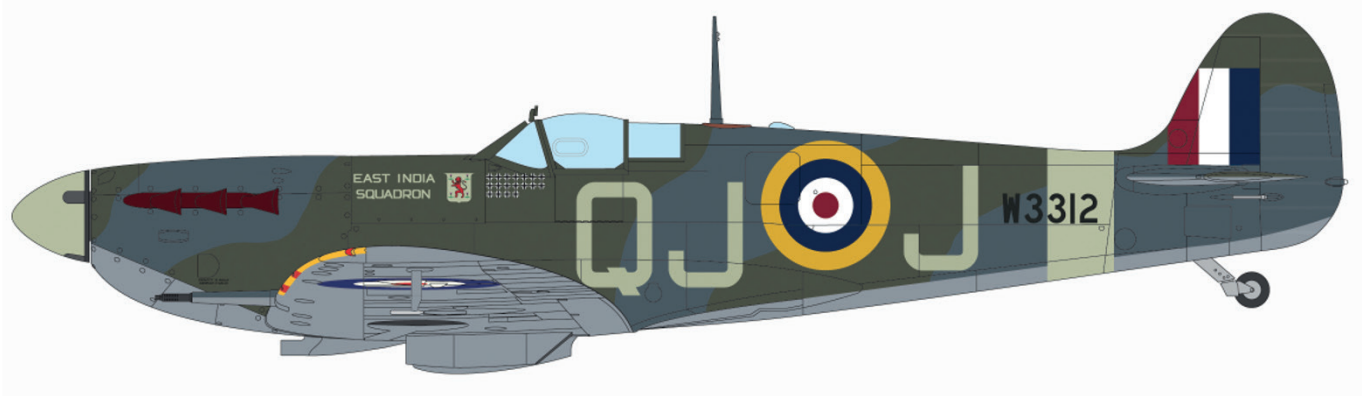
Color schemes selected for the new Spitfire Mk.Vb Early 1/72 kit:



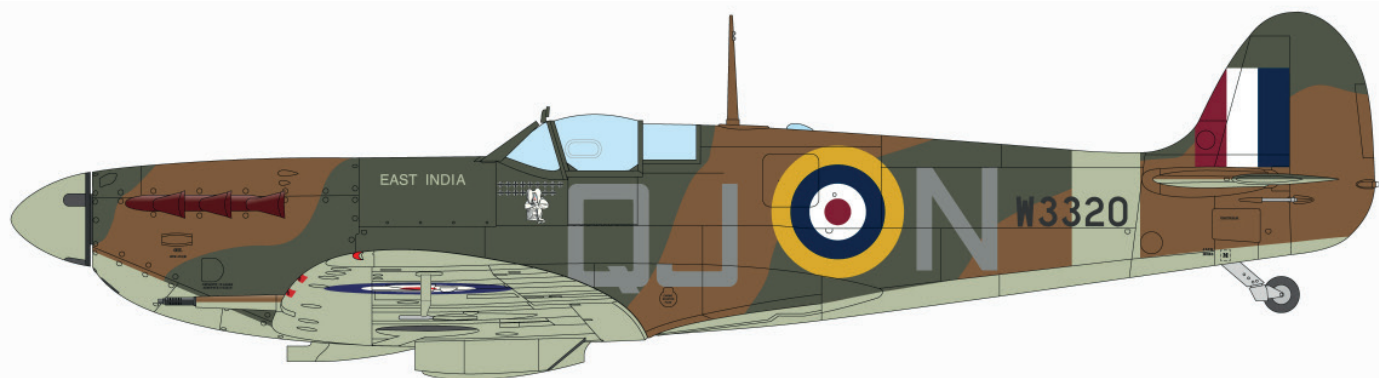
P8699, F/Lt J. Bisdee, No. 609 Squadron, Biggin Hill, July 1941, Vic: 8+2



W3257, F/Lt E.S. Lock, No. 611 Squadron, Hornchurch, July – August 1941, Vic: 26



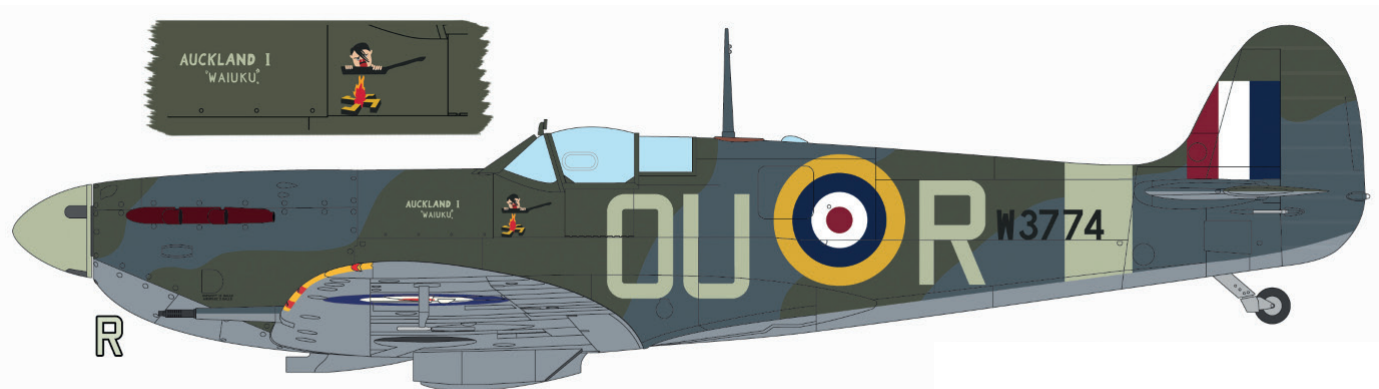
W3312, W/CDR J. Rankin, Biggin Hill Wing, September - December 1941, Vic: 17 + 5



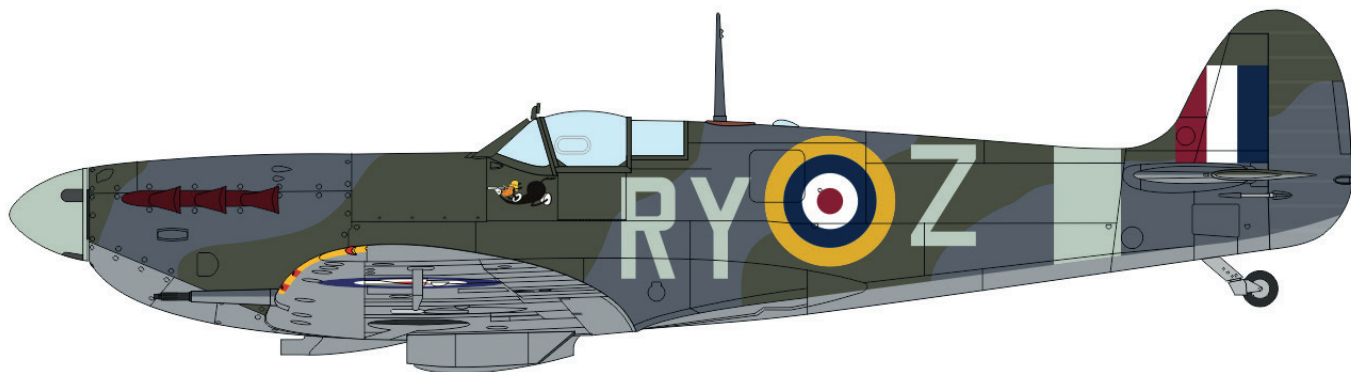
W3320, P/O D.E. Kingaby, No. 92 Squadron, Biggin Hill, July - August 1941, Vic: 21+2



P8783, Sgt D.R. Morrison, No. 401 Squadron RCAF, Biggin Hill, November 1941 - Feb. 1942, Vic: 4+3



W3774, P/O W.V. Crawford Compton, No. 485 Squadron, Kenley, Nov. 1941 - Mar. 1942, Vic: 21+1



P8537, Sgt J. Hloužek, No. 313 Squadron, Hornchurch, November 1941 – March 1942

SPRING 2026: Bf 109 K-4 1/72

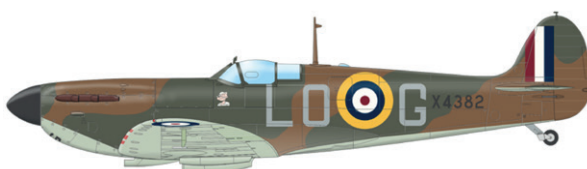


We are preparing a 1/72 scale **Bf 109 K-4** kit for mid-2026, the last unreleased type from our Bf 109 F, G & K series.

SUMMER 2026: SPITFIRE Mk.I 1/72

In the second half of 2026, the Spitfire Mk.V will be followed by the first **Spitfire Mk.Ia** kit, also in 1/72 scale, of course.

In this case, too, it will be released as a **LIMITED** series kit, followed by Profipack and Weekend series kits.



SUMMER 2026: MiG-21R 1/72



We are preparing to release the **MiG-21R** in **1/72 scale** in our classic model kit series in 2027. A Limited series model kit with a book will be released gradually, followed by Profipack and Weekend series model kits.

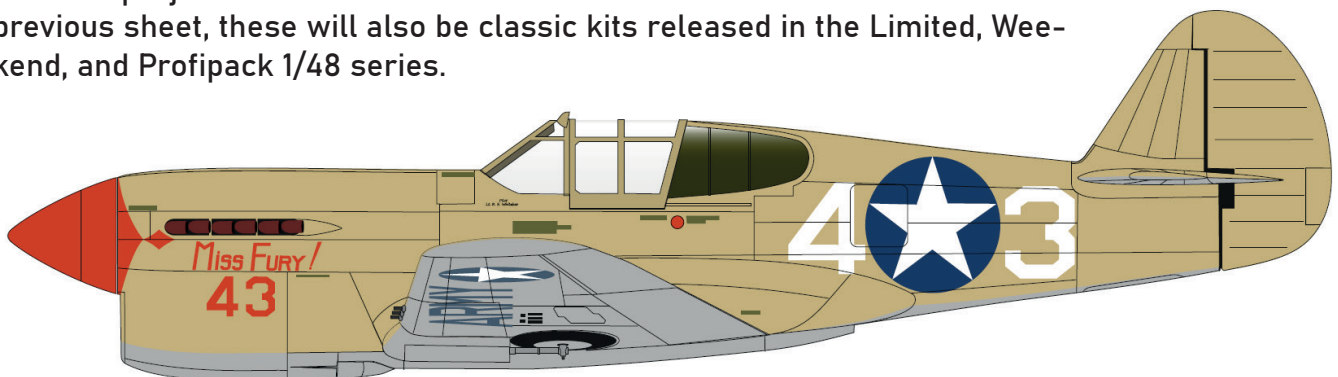
SUMMER 2026: P-40K 1/48



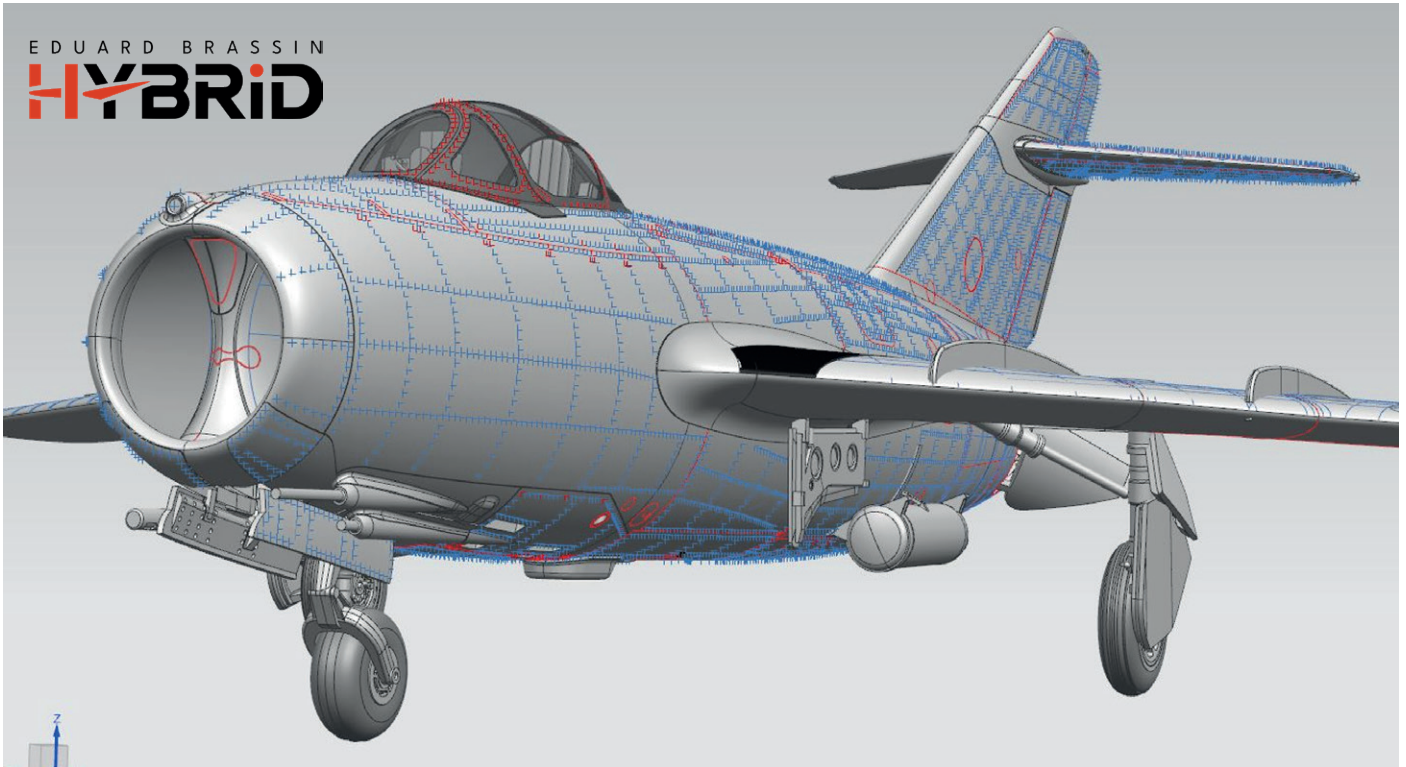
We are also working on **classic projects** in **1/48 scale**. For the second half of 2026, we are preparing the **P-40K** in both versions, long and short, with its characteristic tail keel. This project also includes the **P-40M** version, which is very similar to the long version of the P-40K.

FALL OF 2026: P-40F/L 1/48

The next projects in the P-40 series are the **P-40F** and **L**. Like the kits on the previous sheet, these will also be classic kits released in the Limited, Weekend, and Profipack 1/48 series.

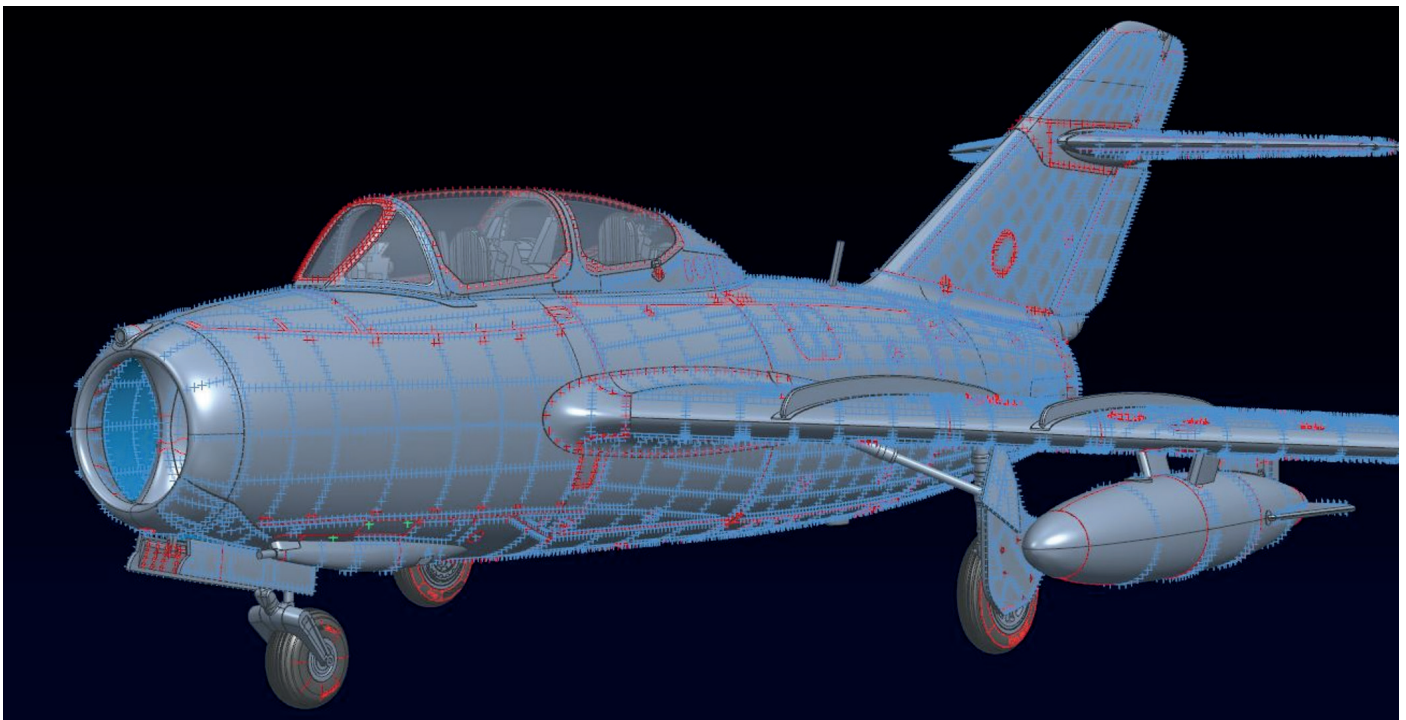


OCTOBER 2026: MiG-15 1/48



In our classic series, we are also preparing **MiG-15** and **MiG-15bis** kits in **1/48 scale**. These will again be classic kits in the Limited, Weekend, and Profipack series. We are preparing to release the first of these at the end of 2026. It will most likely be a kit from the LIMITED line named Czechoslovak Fifteen.

As part of the **MiG-15 1/48 project**, kits for the **UTI MiG-15** training version, as well as the **MiG-17F** and **MiG-17PF**, are also being developed. However, all of these kits will be released as part of the **HYBRID** series.



And that's all the news for next year. As every year, this is a preliminary schedule, and it is very likely that there will be changes. However, all these announced projects are already in various stages of the design and production process.

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Aerial War in Ukraine

Russian drones over Poland

Miro Barič

The biggest event during the period covered in this installment of the series (1 Sept. to 30 Sept.) was the massive violation of NATO airspace by Russian drones. It took place during the night of 9–10 Sept. in Poland. During a large-scale Russian attack on Ukraine, about two dozen unmanned aerial vehicles continued westward. While, as always, Moscow made excuses, Warsaw's officials say the Russian drones penetrated intentionally.

The alarm began on Tuesday 9 Sept. shortly before midnight and lasted roughly seven hours until the following morning. Poland closed the airports in Warsaw, Modlin, Rzeszów and Lublin and scrambled F-16 fighters. NATO allies also assisted — the Netherlands deployed F-35 fighters, Italy provided an airborne early warning and control aircraft, and Belgium sent an Airbus A330 MRTT tanker. Germany put its Patriot batteries stationed in Poland on the highest alert; they helped track the drones' movements.

At least four drones were shot down by fighters. This was the first time NATO had destroyed Russian drones over its territory. A kill marking later appeared under the cockpit of F-35 F-027 from the Royal Netherlands Air Force's 313 Squadron. Other drones crashed in various areas, mainly in eastern Poland. One,

however, flew as far as a field near Mniszków in the Łódź Voivodeship in central Poland, and another was found near the village of Oleśno in the north of the country. Both thus flew hundreds of kilometres within Polish airspace.

Searching for drone wreckage took several days, and in the end as many as 21 were found. Some sources even give the number 23. Most likely, however, those counts also include two cases where AIM-120 AMRAAM missiles struck the ground. One of those air-to-air missiles, fired from a Polish F-16 after missing a drone, deviated from its trajectory and hit a house in the village of Wryki-Wola. It heavily damaged the roof on impact but did not explode and no one was injured. Wreckage from the other AIM-120 was later found near the village of Choiny.

At least 17 of the drones recovered were the Russian Gerbera type; their serial numbers — found on the wrecks — are often known. Four drones could not be identified. At least two of those four were among those shot down and, after the explosion of the air-to-air missile, likely little remained to identify.

The Gerbera is a cheap drone with a wingspan of 2.5 metres. In shape it resembles the Iranian Shahed unmanned aerial vehicles, and at first it was used as a decoy to swamp Ukraine's air defences. Later it began to be used for reconnaissance, electronic warfare and kamikaze missions with small amounts of explosives.



Ukrainian Su-27 fighter jets



A Geran drone with serial number 31695 was found near the village of Oleśno in northern Poland.



A drone with serial number 32384 was found in Czosnówka, Lublin Voivodeship.



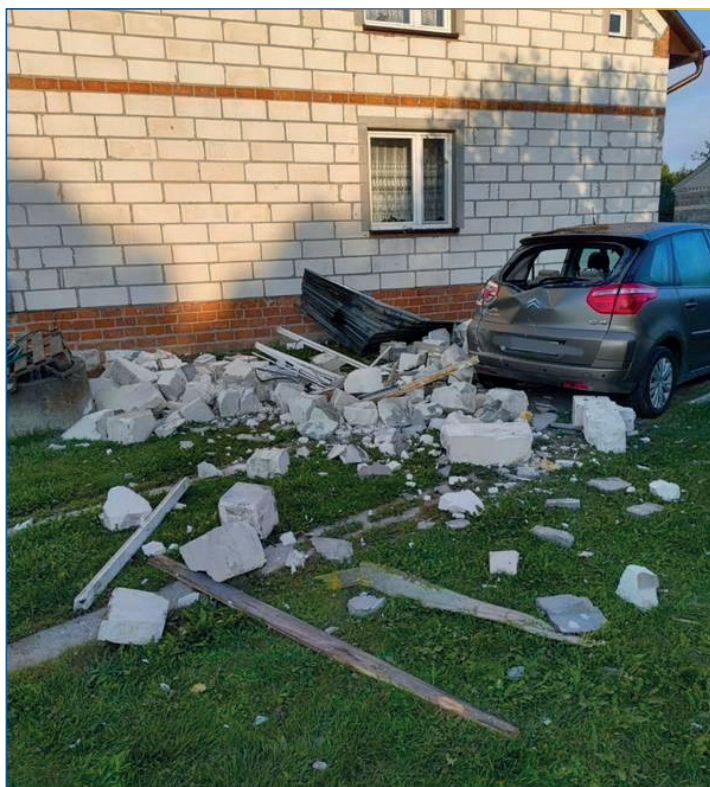
A Geran with serial number 32053 was found near the village of Rabiany.



A drone with serial number 31849 crashed near Nowe Miasto nad Pilicą.



During the repelling of a Russian drone incursion, a stray AIM-120 AMRAAM missile fell on a house in the village of Wyrki-Wola. 20 AMRAAM.





An F-35 marked F-027 from the 313th Squadron of the Royal Netherlands Air Force, with a marking of a shot down drone.

Intentional or not?

None of the drones found in Poland carried explosives. All, however, were equipped with additional fuel tanks to extend their range. That is an important detail. Russian officials claimed (and Russian propaganda happily spread this claim) that Gerbera drones have a range of less than 700 km and could not have reached Poland from Russia. Therefore, they argued, Ukraine must have launched them to draw NATO into war with Russia. Russian officials and propaganda conveniently “forgot” to mention the additional fuel tanks in the drones.

Other Russian officials tacitly admitted the drones were theirs, but categorically denied they were launched into Poland intentionally. Belarus also contributed to the version of an unintentional incursion by warning Poland in advance that stray drones were heading its way. That was an exceptional step. Many drones have previously ended up over Belarusian territory after being disturbed by Ukrainian electronic-warfare systems. Some were shot down by Belarusian forces in the past, some penetrated further into Poland or the Baltics. However, a warning from Belarus came for the first time. Warsaw politely thanked Minsk for the warning but at the same time indicated it believed the warning was an attempt to create an alibi for later claims that the incursion was not intentional. Polish officials publicly stated

that the incursion was a deliberate violation of airspace by Russia. Previous single-drone incursions could be considered accidents; this time, however, around two dozen drones entered Poland at once — which is hard to regard as a mistake. Russia probably wanted to test NATO's response and also to collect valuable electronic data during that response. Shortly thereafter, a large exercise involving Russian forces was beginning in Belarus, and this incident could have been part of it.

NATO's response

Subsequently, Russian drones also appeared in Romanian airspace, and on Friday 19 Sept. three Russian MiG-31 aircraft violated Estonian airspace. They remained there for 12 minutes and NATO fighters had to escort them out. Both Estonia and, earlier, Poland requested consultations under Article 4 of the North Atlantic Treaty, meaning they asked member states for consultations. In response NATO launched Operation Eastern Sentry, intended to increase protection of the alliance's eastern border.

Reinforcements from NATO member states headed to Poland — Sweden sent Gripen fighters, France sent three Rafale fighters, the Netherlands deployed air-defence systems, and the Czech Republic contributed three Mi-171 helicopters. Ukraine decided to help Poland with training on drone defence.

Unknown drones began to appear toward the end of the covered period over Denmark, Germany and other countries. NATO warned it would use force against intruders — drones or aircraft — and shoot them down if necessary. The European Union likewise decided to strengthen the defence of the eastern states and create a so-called “drone wall” there. Ukraine's experience and technologies are to help in building it.

One of the new technologies are so-called drone interceptors — small drones designed to destroy other drones. Their key characteristic is high speed so they can quickly catch their target. Several types exist and, where used, they show promisingly high effectiveness, but there are not yet as many of them as would be needed. In the fight against Russian unmanned systems, Ukraine therefore still has to rely on conventional ground air defence and airborne assets. In this series we have described the deployment of fighters and also light training, sport and agricultural aircraft against drones. Now we will take a closer look at helicopters.

Helicopters with dozens of „kills“

Helicopters are beginning to appear as one of the most effective weapons against drones. This is evidenced by the score markings seen in many photographs. On the sides of helicopters are dozens of silhouettes of Shahed drones, as well as heavier reconnaissance drones that



Ex-Czech Mi-24 helicopters bearing numerous kill markings.





This Ukrainian Mi-8 helicopter has a large number of Russian drones to its credit as well.



The Ukrainians also showcased a transport aircraft An-28, which they use as a gunship against drones.

operate well behind the front line. There are so many silhouettes that on some helicopters space ran out and further “victories” are recorded only with simple tally marks.

Helicopters have several advantages in the fight against drones. They have enough speed to catch their target, but are not so fast as jet fighters, which risk colliding with drones. Light aircraft risk damage from detonations and drone debris when firing at Shaheds. Helicopters fly parallel to drones at similar speeds and usually a bit higher. They therefore operate from a position slightly behind and above the drone. If a Shahed explodes, the helicopter is in a space that is least exposed to its debris.

The Mi-24 has the advantage of a movable rotating 12.7 mm machine gun in the nose and target-searching and aiming equipment. Some versions carry a twin-barrel 30 mm cannon,

with which they can engage Shaheds from greater distance.

Mi-8 helicopters have also proved effective against drones. They carry Soviet PKT or PKM machine guns of 7.62 mm in the nose or side windows. Ukraine began to upgrade its Mi-8s for counter-drone missions by installing American M134 Miniguns. These are also 7.62 mm but are rotary guns with a rate of fire of 3,000–6,000 rounds per minute, whereas the PK has only 500–800 rounds per minute. The Minigun therefore needs a shorter burst to shoot down a drone. Mi-8s also began receiving an optical station with day and night cameras mounted ahead of the front landing gear, and a searchlight to illuminate targets at night was added to their equipment.

A photograph also appeared of a light transport plane, the Antonov An-28, with a similar tally painted on its fuselage. This is

a twin-engine turboprop which Ukrainians modified to a gunship. Most likely it too uses 7.62 mm machine guns in side windows or doors. However, a video has also surfaced implying the An-28 is firing a weapon mounted at the front; that cannot be confirmed because the published photograph does not show the aircraft's nose.

At the same time, jokes began to spread comparing the Dutch F-35 fighter with a single kill marking to these helicopters or the An-28 with dozens of kills. Humor helps people to cope with stressful situations, but this comparison is not appropriate. If the F-35 had to face hundreds of drones every night, it too would rack up a large score.

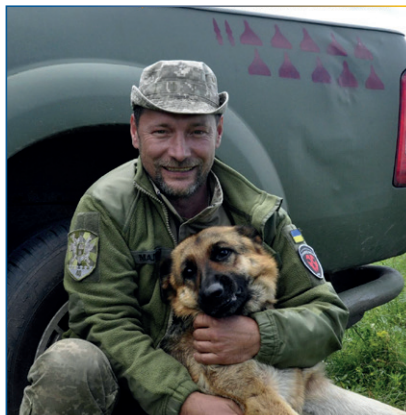
Massive Air Raids

Unfortunately, this is the grim reality in Ukraine. It became clear on the night



The score is rising also for ground-based air defense systems. Unfortunately, this is due to the increasing intensity of Russian attacks.





The score is rising also for ground-based air defense systems. Unfortunately, this is due to the increasing intensity of Russian attacks.

During the September 7 air raid, a government building in Kyiv was hit for the very first time.

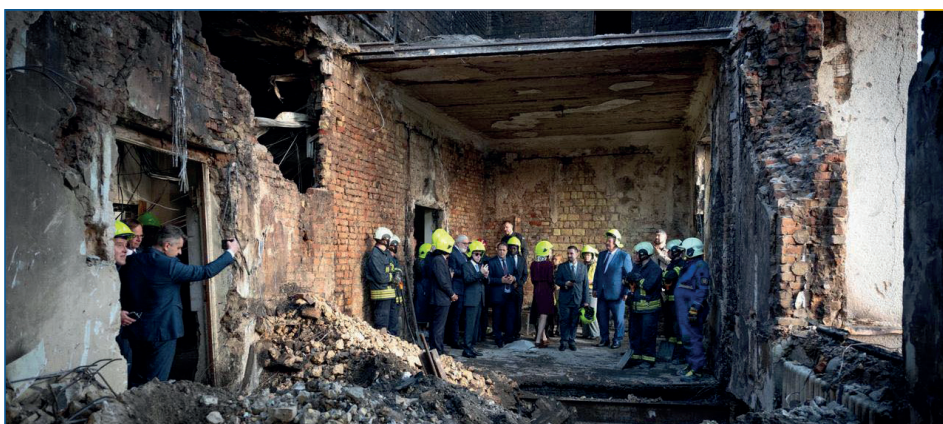
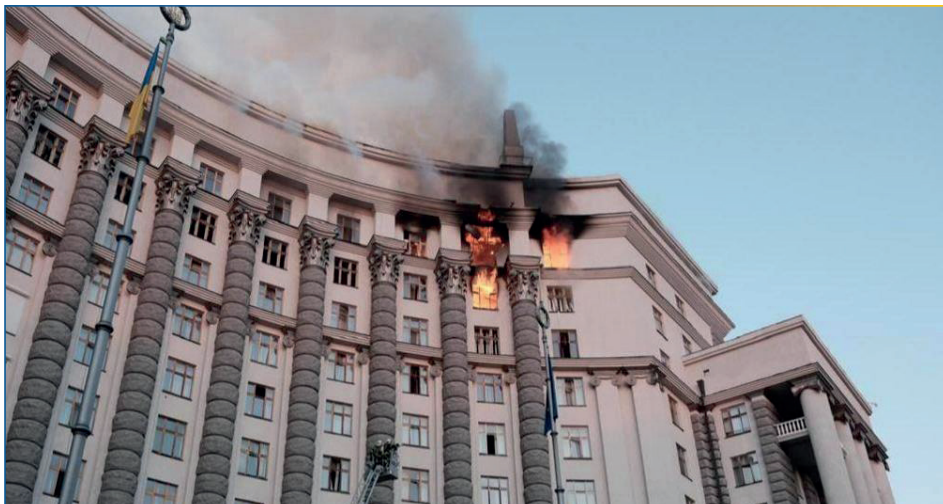
of Wednesday, September 3, when Russia launched 502 drones, 16 Kalibr missiles, and 8 Kh-101 cruise missiles. The main targets were in western Ukraine. Ukrainian defenses shot down 430 drones and 21 missiles. The remaining projectiles killed one person and wounded 35.

On the night of Thursday, September 4, another large-scale Russian air raid followed. Some Russian channels reported significant technical problems during the operation. Three Tu-160 bombers were supposed to participate, but only one managed to launch cruise missiles. The second was struck by lightning in flight and had to return to base; the third failed to take off. Despite that, the raid killed 15 people and injured 26. Two Russian drones also violated Polish airspace during this attack.

That same day, Russian forces committed another war crime — an Iskander missile strike on a group of Danish humanitarian workers clearing mines left by Russian troops in the Chernihiv region. The workers wore blue vests marking them as part of a humanitarian mission and used white civilian vehicles. The mission had been officially announced in advance via proper communication channels. The attack killed two people and injured eight. Russia cynically boasted about the strike in a video, calling it a “successful attack on enemy logistics.”

On the night of Friday, September 5, Russia launched 157 drones and seven missiles or cruise missiles, killing 11 people and injuring 32.

On Sunday, September 7, Russia once again broke its own record, launching a total of 818 drones and other projectiles at Ukraine. Ukrainian air defense shot down 747 drones and four additional missiles. Four people were killed, including a young mother and her two-month-old baby in Kyiv. Forty-four others were wounded. A horse-riding club in Kyiv was also hit, killing three horses. For the first time, a Russian air raid struck a Ukrainian government building. It was initially believed that a drone hit the Cabinet of Ministers’ headquarters, but it was later confirmed to be



an Iskander-K cruise missile. Its warhead did not detonate — the damage was caused by its kinetic impact and a subsequent fire from its fuel. During the same raid, one Russian drone again strayed into Poland and crashed 50 km from the Ukrainian border.

On the night of September 10, Russia launched 415 drones and 43 missiles or cruise missiles. The targets were infrastructure facilities in western and southern Ukraine. During this raid the incursion into Poland of about twenty drones occurred as described earlier in this article.

That same day, Russia committed another war crime. In the village of Yarova in the Donetsk region, a Russian aircraft dropped a guided bomb on a group of civilians waiting in line to receive pensions. Twenty-five people

were killed, mostly local elderly residents. Among the dead were two postal workers responsible for distributing the pensions. Nineteen others were wounded.

On the night of Saturday, September 20, another major raid came. Nine Ukrainian regions were hit — Russia launched 579 drones, eight missiles, and 32 cruise missiles. Ukrainian defenses shot down 552 drones and 31 missiles or cruise missiles. One projectile carrying cluster munitions struck an apartment building in Dnipro, killing three people and injuring dozens.

The final major raid in the period occurred on the night of Sunday, September 28, when Russia launched 595 drones and 48 missiles or cruise missiles. Ukrainian defenses destroyed 611 out of 643 projectiles. The main target was



Ukrainian MiG-29 fighter jets.



A MiG-29 releasing guided bombs on Russian positions.



A MiG-29 from the 40th Tactical Aviation Brigade with mission symbols.



This photo was published by the 114th Tactical Aviation Brigade. The MiG-29 likely originates from Poland and on its nose sports a painted image of a warrior with a spear.



Kyiv, where four people were killed, including a 12-year-old girl. The Cardiology Institute in Kyiv was also hit, killing one patient and a nurse and injuring 70 others.

The Battle for Fuel Continues

During the observed period, Ukraine continued its attacks on Russia's oil industry, which we covered in detail in the previous installment. Over three months (July, August, September), Ukrainian drones carried out 34 attacks on refineries (some of them multiple times). Between September 1 and 30, Ukrainians struck refineries 13 times. The Il'sky refinery was targeted twice, Saratov twice, and Salavat refinery in distant Bashkortostan twice as well.

In addition to refineries, Ukrainians targeted other facilities in Russia's oil and gas industry, which finances the Kremlin's war. A significant drone raid hit Primorsk near St. Petersburg, damaging an oil export terminal, pumping stations, and two oil tankers.

On Wednesday, September 24, Ukrainian naval and aerial drones attacked Russian Black Sea ports. Russia claimed to have neutralized at least five naval drones in Novorossiysk. Aerial drones damaged port infrastructure and started fires. In Tuapse, at least one naval drone penetrated the harbor (as confirmed by Russian videos) and exploded on a pier. Tuapse is also used for exporting Russian oil and gas.

Altogether, by the end of September, Ukrainian attacks had knocked out 40 percent of Russia's fuel production. This caused growing gasoline shortages at fuel stations across many Russian regions.

Losses on Land and in the Air

Besides targeting oil infrastructure, Ukrainian drones also struck Russian radar systems and airfields in Crimea, gradually

degrading the peninsula's air defenses. Several helicopters and aircraft were destroyed on the ground.

On Sunday, September 21, Ukrainian FPV drones attacked a Nebo-U radar, two Mi-8 helicopters at a former border guard training base in Shkilne, and another Mi-8 at the Simferopol airfield. Videos of the attacks were released by Ukraine's military intelligence agency (GUR). Satellite images and Russian footage confirmed that one helicopter in Shkilne burned completely, most likely belonging to the FSB Border Service. The fate of the other two helicopters is unclear.

On Monday, September 22, GUR released a video of another FPV drone strike — this time on Kača airbase in Crimea, targeting one Mi-8 helicopter and two Beriev Be-12 amphibious aircraft. The Be-12s were developed in the 1950s, but a few remain in service. After Russia's 2022 invasion, reports suggested they were used for patrolling the Black Sea to detect Ukrainian naval drones. The aircraft in the video appeared derelict — one lacked a propeller. One Be-12 bore the number 08 on its fuselage. In the footage, the attacking drone seems to dive toward the ground in front of the plane, but the operator corrected its course at the last moment, and it apparently struck the side of the fuselage near the landing gear.

The third consecutive successful night for GUR came on Tuesday, September 23, when Kača airbase was again targeted. An Antonov An-26, registration RF-46878, fuselage code "Blue 30," belonging to the 318th Independent Composite Aviation Regiment of the Russian Naval Air Force, was completely destroyed. The aircraft burned out after the strike. Another FPV drone targeted a second An-26, but the result of that attack remains unconfirmed.

The unfavorable chain of events for the Russian Air Force continued on Thursday,

September 25, when a Su-34 fighter-bomber was shot down near the village of Vasylivka in the Zaporizhzhia region. One of the two crew members was killed. Russian channels identified him only by his first name, Yevgeny.

A spectacular feat was achieved by a Ukrainian FPV drone operator on Monday, September 29, who struck a Russian Mi-8 helicopter in flight near the village of Nadiivka in the Donetsk region. Some media reported this as the first such case in history, though Ukrainians had previously hit several Russian helicopters with drones — some were only damaged, but at least one crashed after being hit. That was the case this time as well. Russian sources reported that pilot Lt. Mikhail Avramenko attempted an emergency landing in the burning helicopter to save his crew. However, videos show the helicopter hitting the ground at high speed in flames, with the wreck sliding for dozens or even hundreds of meters. In the end, two crew members survived with injuries, while Avramenko and seven passengers were killed.

Russia also lost another aircraft in an accident during this period — at Kubinka Air Base, a Su-30SM or Su-35 fighter crashed during landing. The pilot, a colonel in the Russian Air Force, suffered severe injuries.

On the Ukrainian side, one combat loss was confirmed during this period. On Thursday, September 11, in the afternoon, a Su-27 fighter was shot down near Dobropillia in the Zaporizhzhia region. It was piloted by Major Oleksandr Borovyk of the 39th Tactical Aviation Brigade. He did not survive the crash.

On Wednesday, September 24, Russia launched a strike on the Kamyanka air base in Dnipro, destroying several light aircraft shelters. It is not known whether any aircraft were inside at the time.



One of the Russian Mi-8 helicopters attacked by Ukrainian FPV drones on September 21.



During the September 22 attack, this Be-12 seaplane, number 08, was also targeted.



View from the attacking FPV drone heading towards the second Be-12. Note that the seaplane is missing one propeller.



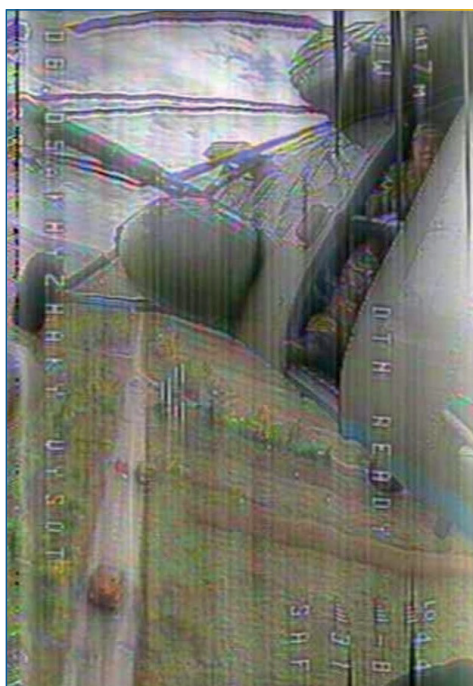
Attack on a Russian Mi-8 helicopter at the Kača air base in Crimea on September 22.



A Russian Antonov An-26, registration RF-46878, fuselage number "blue 30", which burned after the September 23 attack.



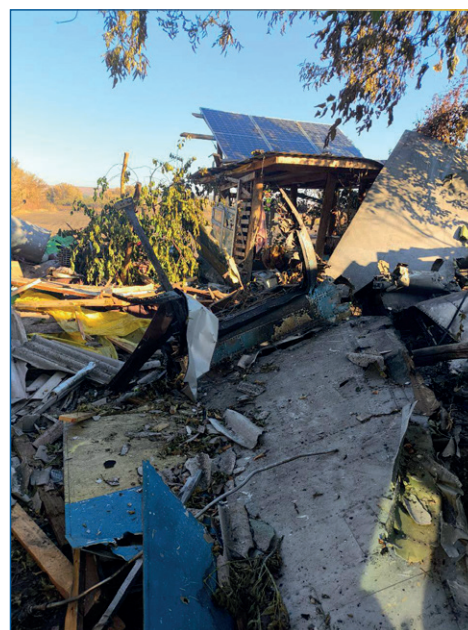
Another Russian An-26 caught during the September 23 attack on the Kača air base.



A Russian Mi-8 moments before being hit by an FPV drone on September 29



The burning Russian Mi-8 after being struck by the drone on September 29.



Wreckage of the Ukrainian Su-27 that was shot down on September 11 near Dobropillia.



Ukrainian Su-27 fighter jets



Major Oleksandr Borovyk was killed when his Su-27 was shot down.

Messers above the Negev Desert

Text: Jan Zdiarský

Illustration: Piotr Forkasiewicz



After the end of World War II, major political and territorial changes took place not only in Europe and the Pacific region, but also in the Middle East. The problems that this process brought to the latter region continue to this day.

One of the fundamental issues of the anticipated changes was the end of British control over the territory of Palestine. On November 29, 1947, the UN General Assembly issued Resolution No. 181, on the basis of which the territory of Palestine should be divided into two independent states, Jewish and Arab. While the Jewish side agreed to the proposal, the representatives of the Arab world rejected it. Months of armed clashes between the two sides followed, which escalated into open conflict after the British left in May 1948.

Based on the aforementioned UN decision, the independent state of Israel was proclaimed on May 14, 1948. The very next day, the armies of five Arab countries invaded its territory, and gradually some others became involved in the conflict to varying degrees. These were Jordan, Egypt, Iraq, Lebanon, Syria, Yemen, and Saudi Arabia. Thus began the first Israeli-Arab war, known as the War of Independence. The Arab world refers to it as An-Nakba – The Catastrophe.

At first, Israel had only a few tens of thousands of soldiers and very inadequate weapons. The Arab armies were more numerous and better equipped, but they lacked unified command and a clear strategy. The UN responded to the conflict by imposing an arms embargo on the entire region. The young state of Israel, which lacked its own production of heavy weapons, was thus left without the possibility of at least purchasing arms. Israel's requests for help were heard by Czechoslovakia, with the tacit consent of the Soviet Union, which was consolidating its influence in the Czechoslovakia after the communist

coup in February 1948. Czechoslovakia was thus the only European country to decide to secretly provide military aid to Israel. The process of supplying weapons and training Israeli pilots and technicians in Czechoslovakia was based on agreements that had been concluded even before the formal establishment of Israel. Czechoslovakia supplied Israel with some of its own Avia S-199s aircraft, along with light and heavy weapons with ammunition, many of which were of German World War II origin, and later also Spitfire Mk.IX aircraft, with which the Czechoslovak RAF squadrons had returned from Great Britain in the summer of 1945.

Mezek (Mule) in Czech, Messer in Israel – Avia S-199, a fighter aircraft with problematic characteristics, was created by combining a Bf 109G airframe and a Jumo 211 engine, designed for bomber aircraft. In the immediate post-war years, together with the Spitfires, it became the backbone of the Czechoslovak fighter air force. A total of more than 500 S-199 and CS-199 (two-seater training version) aircraft were produced in postwar Czechoslovakia.

During the secret Balak operation, 24 Avia S-199s were sold to Israel. Four of them carried out their first attack on May 29, 1948, against Egyptian columns heading for Tel Aviv. The militarily controversial result had a huge moral impact. Deliveries of Czechoslovak S-199s to Israel were gradual. The aircraft shown, marked D-123, was delivered on July 28 aboard Balak flight No. 79 and entered combat on August 15, 1948. It was assigned to the 101st Squadron, whose emblem at the time was a winged skull wearing a flight helmet and goggles. The skull symbolizes the Jewish belief in the resurrection of the dead, who will form a great army when the Messiah comes to earth. The D-123 aircraft took part in Operation Yoav, which took place over seven days in October 1948 in the Negev Desert. The aim was to divide the Egyptian forces located

along the coast and on the road between the cities of Beersheba, Hebron, and Jerusalem. The Mezek D-123 entered these battles on the first day of the offensive on October 16, 1948, when Israeli pilot Rudi Augarten claimed to have shot down an Egyptian Royal Air Force Spitfire Mk.IXc. The seven-day operation was successful and significantly strengthened Israeli positions.

In 1949, Israel began the process of concluding ceasefires with individual Arab states. However, the situation remained very fragile. The outcome of the conflict, namely the initial Arab rejection of the 1947 UN resolution on a two-state solution for the territory of former Palestine, and the subsequent attack on Israel, meant political and territorial strengthening of the Jewish state in the region. The first Israeli-Arab war was not only a clash for borders, but above all a question of identity and the right of the State of Israel to exist. For the Palestinians, it meant the loss of their homes and the beginning of refugee exile. The echoes of this war still resonate today in all other conflicts in the region. The 1948 – 1949 War of Independence claimed the lives of around 6,000 Israelis and 10,000–15,000 Arabs. About 700,000 Palestinian Arabs fled or were expelled from their homes.

Thanks in part to aid from Czechoslovakia, Israel was able to defend itself in this war. The same was true in subsequent wars, in which, however, aid from Czechoslovakia did not come. Under the rule of the communist USSR, Czechoslovakia gradually turned away from Israel. A return to normalcy, based on the fact that Czechoslovakia had helped Israel in the most difficult moments of its birth, came only after the collapse of the socialist block at the end of the 1980s.

The Burma Banshees

Text: Jan Bobek

Illustration: Gareth Hector



Burma (today's Myanmar) during the Second World War may have seemed like a less significant battleground. On the Allied side, however, a total of one million soldiers from several nations were eventually deployed on the Burmese front.

In 1942, the Japanese at first sought to maintain transportation links between their conquered territories in China and Burmese Rangoon (today's Yangon). Burma was to serve as a sort of buffer zone protecting further conquered areas in Southeast Asia. Before long, however, the Japanese, supported by armed forces of various puppet regimes, began to attempt an invasion of India, which ultimately did take place, though in a limited form.

After the fall of Singapore, the British had no intention of allowing a disaster on such scale, and they exerted maximum effort to defend India and to retake Burma. During 1942 and 1943, however, they had little success on the battlefield, and stabilization did not come until 1944.

This Sisyphean task would not have been possible without the support of air units. At the beginning of the fighting in Burma, the Japanese faced only a few dozen British aircraft from No. 221 Group RAF and a small contingent of "Flying Tigers" from the legendary American Volunteer Group (AVG).

The situation gradually improved, and by the autumn of 1943, under the command of the South-East Asia Air Command led by Air Chief Marshal Sir Richard Peirse, there were 48 RAF squadrons and 17 American squadrons deployed. By mid-1944, the number had increased to 64 and 28 respectively. The primary tasks of these units were supplying ground troops, conducting bombing and ground-attack missions, providing fighter

escorts, and carrying out patrol operations. Aerial reconnaissance was of course an indispensable part of operations, but aircrews were also assigned duties such as spraying insecticides to improve the living conditions of soldiers on the ground.

It may not be surprising that the British 14th Army fighting in Burma, nicknamed "The Forgotten Army," was considered "the the most air-minded army that ever existed."

By 1944, the Japanese Army air units in the region were already significantly weaker in numbers, and their aircraft lagged behind those of the Allies. Nevertheless, Japanese pilots remained dangerous opponents, as they mostly faced smaller, isolated engagements and did not suffer the extensive, devastating aerial battles that their naval comrades experienced around places such as Rabaul or the Marianas.

One of the American fighter units that reinforced other combat formations in the region was the 80th Fighter Group. Activated in February 1942, it arrived in India by sea in May 1943 and was assigned to the 10th Air Force. Initially it was equipped with P-40s, and in 1944 it transitioned to the P-47 Thunderbolts. One part of the 80th FG, the 459th FS, equipped with twin-engine P-38 Lightnings operated largely independently from the rest of the group and in 1945 was reassigned to the 33rd FG. If this separate squadron is excluded from the group's tally, the core of the 80th F, consisting of the 88th, 89th, and 90th Fighter Squadrons together with group headquarters, achieved 44 confirmed aerial victories, with 4 more aircraft probably destroyed and 27 damaged.

During its operations, the 80th Fighter Group wrote off approximately three hundred P-40 and

P-47 aircraft, and twelve of its pilots went missing in action. The only ace of the 80th FG flying single-engine fighters was 1st Lt. Samuel Eugene Hammer of the 90th FS, with five victories. Flying a Curtiss P-40 in March 1944, he scored two Ki-49 Helen heavy bombers, and in December of the same year he added three Ki-44 Tojo fighters while flying a Thunderbolt.

Striking white skull drawings soon appeared on the noses of the Curtiss P-40s of the 80th FG, giving the group its nickname, the "Burma Banshees." This name was reinforced by some pilots and mechanics who mounted air-driven sirens under the aircraft, producing a characteristic wailing sound. According to Celtic legends, the banshee, a female spirit, emits a terrible ear-piercing wail.

Gareth Hector's artwork portrays an aerial combat scene involving four pilots of the 89th FS on May 17, 1944, after they had bombed a bridge near Kamaing. They were attacked by about a dozen Ki-43s of the 204th Hikō Sentai. In the fierce dogfight, Lt. Philip R. Adair claimed two Oscars shot down, Lt. Thomas E. Rogers claimed one more and another one damaged, and Lt. Joel A. Martinez claimed two damaged. Two American aircraft were damaged and one pilot was injured, but both P-40s made it back to base. The Japanese suffered no losses and after the engagement claimed four P-40s shot down.

Lt. Philip R. Adair ended the war with three confirmed victories and three damaged aircraft to his credit. His aircraft is the one depicted on the box art.

Against the Stukas on Eagle Day

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The Battle of Britain is one of the legendary milestones of the Second World War and also the first battle fought entirely by air forces. From the RAF perspective, it began on July 10, 1940, and lasted until the end of October 1940. Its international impact is amplified by the fact that pilots from thirteen other countries fought on the RAF side. From the German point of view, the battle began almost a month later and ended with their first military failure since the outbreak of the war. After earlier fighting over the Channel, German command launched the Battle of Britain on 8 August 1940, with the start of the so-called "intensified air war against England" (verschärfte Luftkrieg gegen England), which lasted until the end of October 1940.

The Germans launched "Operation Eagle Attack" (Unternehmen Adlerangriff) on August 13, 1940, after two days of extensive air battles over England. The day had the code name "Eagle Day" (Adlertag) and brought a shift in German strategy. Instead of focusing on naval convoys, the Germans intended to systematically destroy airfields and other infrastructure of RAF Fighter Command. The selection of targets, however, suggests that Luftwaffe intelligence and strategic planners did not understand the purpose and importance of many RAF bases.

The long-planned Adlertag went awry for the Germans right from the start. The raids were supposed to begin in a coordinated manner at 07:00, but heavy cloud cover, ground fog, and poor visibility over occupied northern France hindered their execution. Although a recall order was issued, not all bomber units received it. The result was a series of isolated raids, some without fighter escort and sometimes without

even reaching the target. After the official renewal of the Adlertag order, the most concentrated series of raids began after noon, though again complicated by clouds and navigation issues. During this phase of the day, Stukas formed a significant part of the bombing forces.

Crews of St.G 1 and II./St.G 2 were assigned to strike Warmwell and Yeovil, but due to weather they ended up over Portland. Their escorts were Bf 109s from I. and II./JG 53 "Pik As." Their colleagues from JG 27 escorted a large formation of Stukas from St.G 77, while the fighters of JG 26 "Schlageter" provided free-hunt fighter cover for the Stukas of IV.(St)/LG 1, whose target was Detling. The latter formation hit its target very successfully and without losses. A total of 22 aircraft were destroyed on the ground, 67 service personnel and civilians, including the station commander Gp Capt. E. P. Meggs-Davies, were killed, and more than 40 people were wounded. The Coastal Command base was temporarily put out of action, but the strategic significance of the raid was minor, since the airfield did not fall under Fighter Command. The success can be attributed in part to cloud cover, which made it harder for defenders to spot the Stukas, and also to the freie-Jagd cover of all three Gruppen of JG 26, which were used together in action for the first time.

The difficulty of escorting dive bombers is described in the memoirs of Günther Rall (275 victories): "Escorting Stukas over the Channel could be likened to trying to get a family of hedgehogs across a highway. Stukas flew horizontally at some 250km/h, which wasn't much more than a fully loaded and fueled Bf 109 needed just to stay in the air...on the highway,

you can only save the hedgehogs by stopping traffic as far away as possible, and not by zigzagging through traffic with them."

The raid of II./St.G 2 went very differently. They were to be protected by free-hunt of JG 53, but the escort became entangled with RAF aircraft, lost situational awareness, and part of the escort arrived behind the bombers with several minutes' delay.

Pilots of Spitfires from No. 609 Squadron RAF, including Polish airmen, took advantage of this situation and attacked the Stukas near the Solent. They claimed nine bombers shot down for certain, three probably destroyed and three damaged. In reality, six Ju 87s were shot down, mostly from 5. Staffel.

One of the British pilots who scored victories in this action was F/O John Charles Dundas, DFC & Bar. His aircraft is depicted on the box art of the kit. This outstanding pilot was killed on 28 November 1940, in an air battle in which Kommodore of JG 2 Helmut Wick was also lost. Dundas's brother, Hugh Spencer Lisle Dundas, also fought in the Battle of Britain, survived the war, was awarded CBE, DSO & Bar, DFC, and was later knighted.

From 13 to 18 August 1940, German fighters (flying Bf 109s and Bf 110s) claimed 386 aerial victories, while losing 61 Bf 109s and 70 twin-seat Bf 110s shot down or heavily damaged. During less than a week, the Luftwaffe lost 93 twin-engine bombers and 42 Ju 87 Stuka dive bombers. The Ju 87s were no longer employed over Britain. However, this was not because of the losses, which were quickly replaced, but because of their short operational range.

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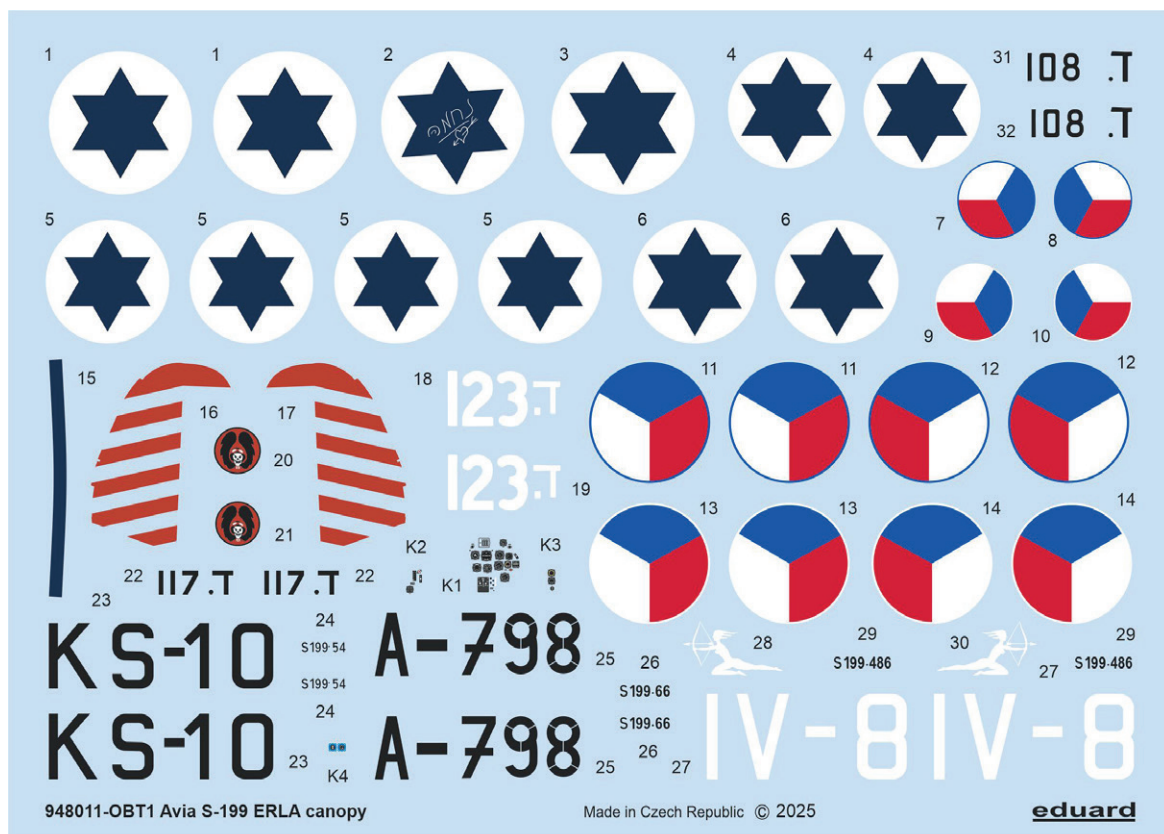
Avia S-199 ERLA canopy

1/48

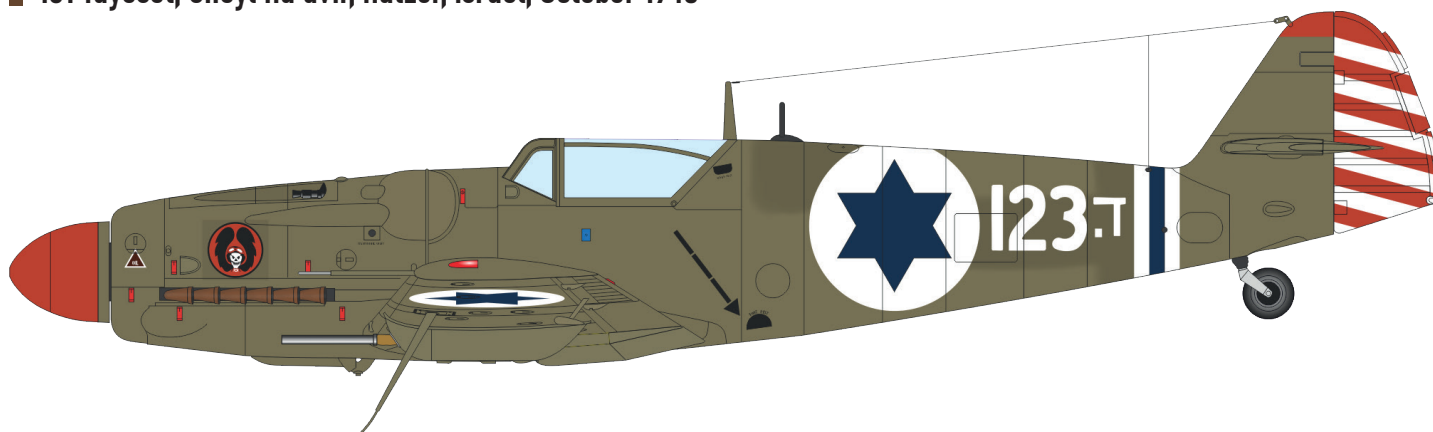
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HYBRID edition kit of Czechoslovak single engine fighter Avia S-199 with ERLA canopy in 1/48 scale.

- plastic parts: Eduard
- marking options: 6
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes, TFace
- resin parts: yes, cockpit, wheel wells, exhausts, barrels, antennas, air intake

[Product page](#)


■ 101 Tayeset, Cheyl Ha'avir, Hatzor, Israel, October 1948

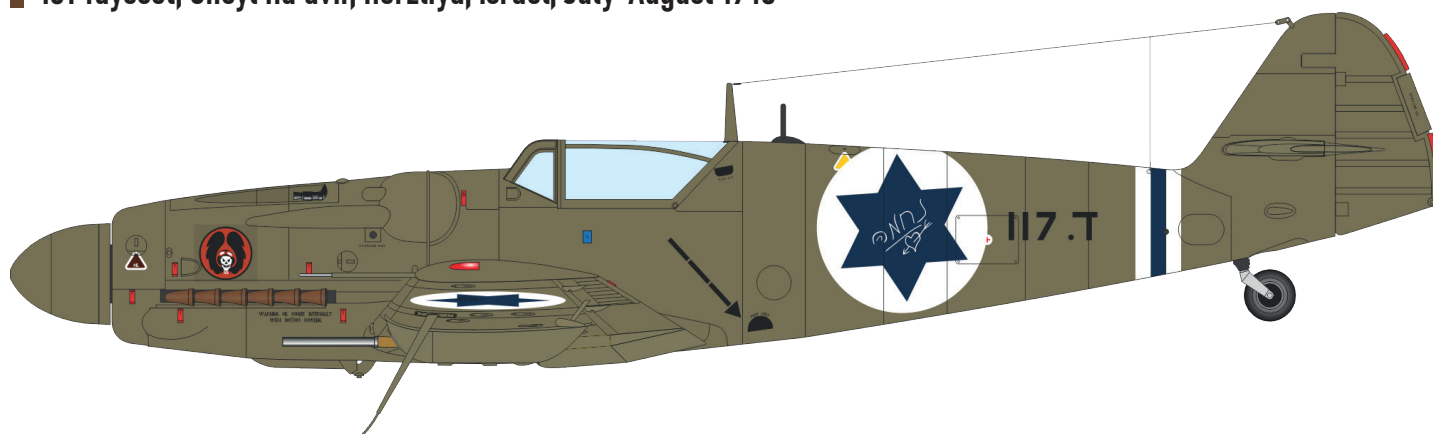


The aircraft coded D-123 was delivered to Israel on July 28 on board Balak Flight No. 79 and joined the action on August 15, 1948. A month prior to entry into service, ex-USAAF volunteer pilot Stan Andrews drew up the 101 Tayeset's (Squadron) insignia of a winged skull of death wearing a flight helmet and goggles. The skull symbolizes the Jewish faith's belief in the rising of the dead to form a large army when the messiah comes to earth. The insignia was printed on paper and applied to the left side of the nose of 101 Tayeset's

planes. In preparation for Operation Ten Plagues (October 15-22, 1948), later renamed Operation Yoav, 101 Tayeset fighters obtained high visibility markings consisting of red spinners and red and white stripes on the rudders in order to distinguish them from Egyptian aircraft. More to it, the Star of David roundels were applied atop the wings for the first time. During Operation Yoav, Rudi Augarten claimed a Royal Egyptian Air Force Spitfire Mk.IXc flying D-123 on the first day of the offensive, on October 16. The kill was

not confirmed by IAF intelligence. In November, D-123 was given the number 1905 as part of the introduction of a new military aircraft marking system. There are a few repairs to the fuselage that appear darker areas on photos of D-123. This has led some researchers to believe the aircraft received a two-tone camouflage. However, it is merely a contrast of older and newer paint of the same shade of green

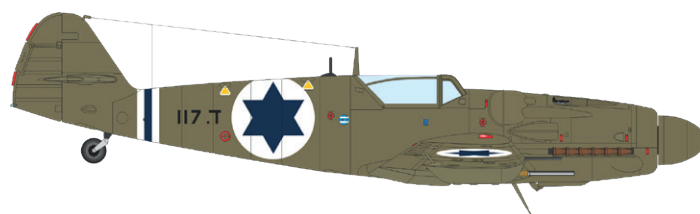
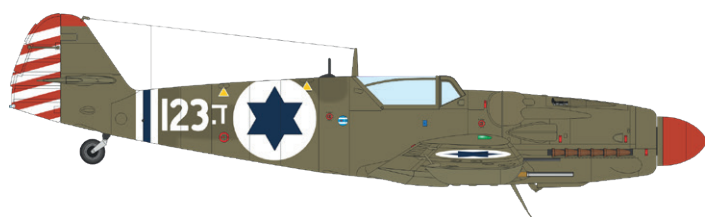
■ 101 Tayeset, Cheyl Ha'avir, Herzliya, Israel, July-August 1948



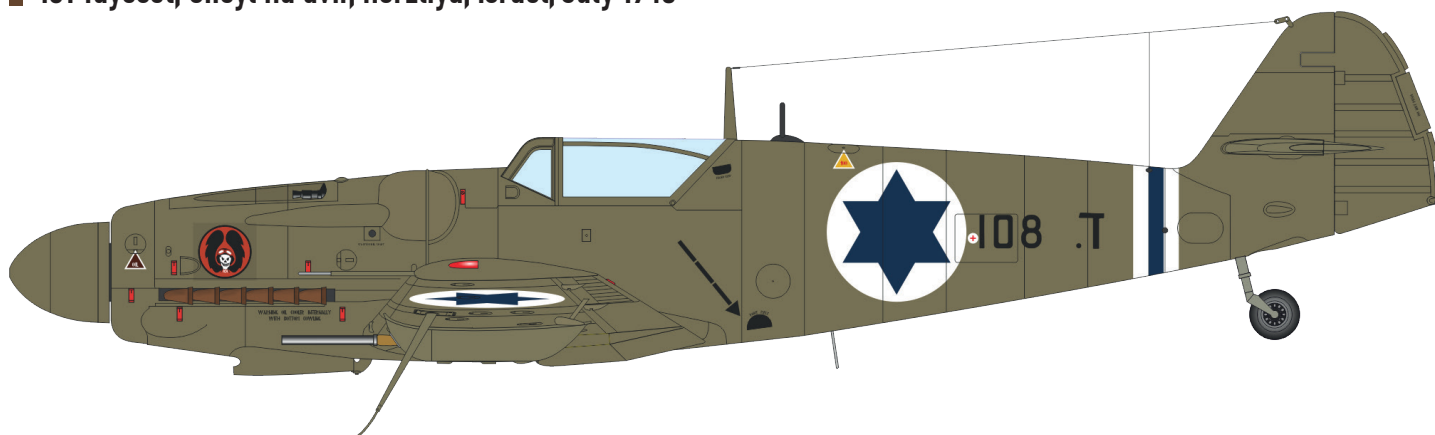
One of the "Messers", as these aircraft were dubbed in Israeli use, that survived the First Arab-Israeli War, was this aircraft coded D-117. It was delivered on July 15, 1948, aboard Balak Flight No. 63 and made its first operational sortie on July 21. In the summer of 1948, 101 Tayeset's (Squadron) lead mechanic, Eli Reuveni fell in love with his sweetheart named Nechama. He commemorated this occasion with a photograph in which he posed next to "Messer"

D-117 with Nechama's name chalked atop the airplane's Star of David; Nechama went on to become his wife. However, D-117 had a less romantic future, suffering its first accident on August 20, 1948, when Mitchell Flint flipped it over onto its back in a crash landing. Further serious fuselage damage occurred on October 17 when, after being hit by ground fire, Giddy Lichtman made a forced landing at Aqir Air Base. Along with the repairs made to the airframe,

D-117 was also fitted with a high-resolution camera to conduct photo reconnaissance missions. In November 1948, the Israeli Air Force changed its alpha numeric aircraft numbering system to a four-digit identification number, and D-117 was renumbered 0101, where 19 stood for the airplane type and 01 for the first airframe on the squadron list.



101 Tayeset, Cheyl Ha'avir, Herzliya, Israel, July 1948

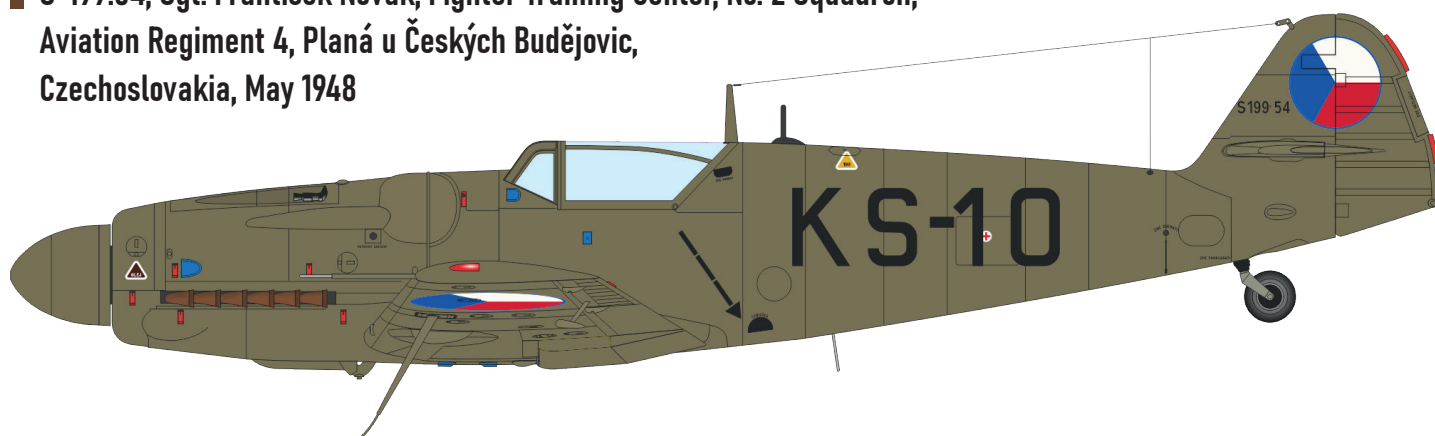


D-108 was part of the first shipment of S-199s from Czechoslovakia to Israel to be deployed in combat in the Arab-Israeli War of 1948. D-108, as can be inferred from its designation, was among the last examples to arrive in the first series, and thus missed the very first missions of the Israeli S-199s. D-108 was fully assembled and ready for combat within the 101 Tayeset (Squadron) sometime in early June, along with D-107 and D-109. At the time of their assembly, the Israeli Air Force had only five operational S-199s. To avoid Egyptian air raids, the 101st

Squadron moved to an improvised dirt airstrip near the town of Herzliya. Mitchell Flint crashed D-108 on August 21 during landing, and this incident put the aircraft out of service for a significant part of the war. The accident also marked the end of Flint's service with the unit. D-108 was returned to service after extensive repairs on November 21, when the 101 Tayeset was transferred to Qastina. At that time, the numbering system in the Israeli Air Force was changed, and D-108 was given the designation 1906. With this designation, it participated

in Operation Horev at the end of December 1948. Among other things, it accompanied the Beaufighter TF Mk.X during the attack on El Arish airport on December 24, and the Spitfire D-130 during a photographic reconnaissance mission over Gaza. At the end of the war, it was one of four operational S-199s that survived the Arab-Israeli War and the only one to survive from the first series of S-199s delivered. It was finally scrapped sometime after October 15, 1950.

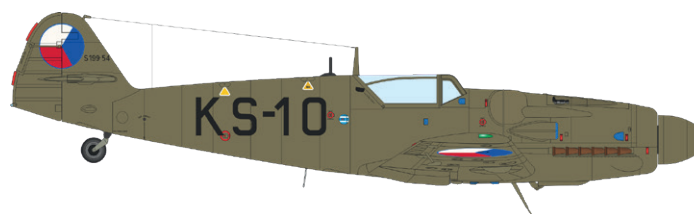
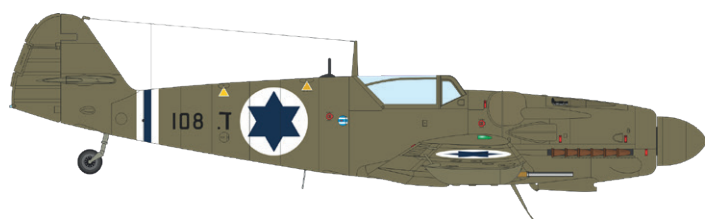
S-199.54, Sgt. František Novák, Fighter Training Center, No. 2 Squadron, Aviation Regiment 4, Planá u Českých Budějovic, Czechoslovakia, May 1948



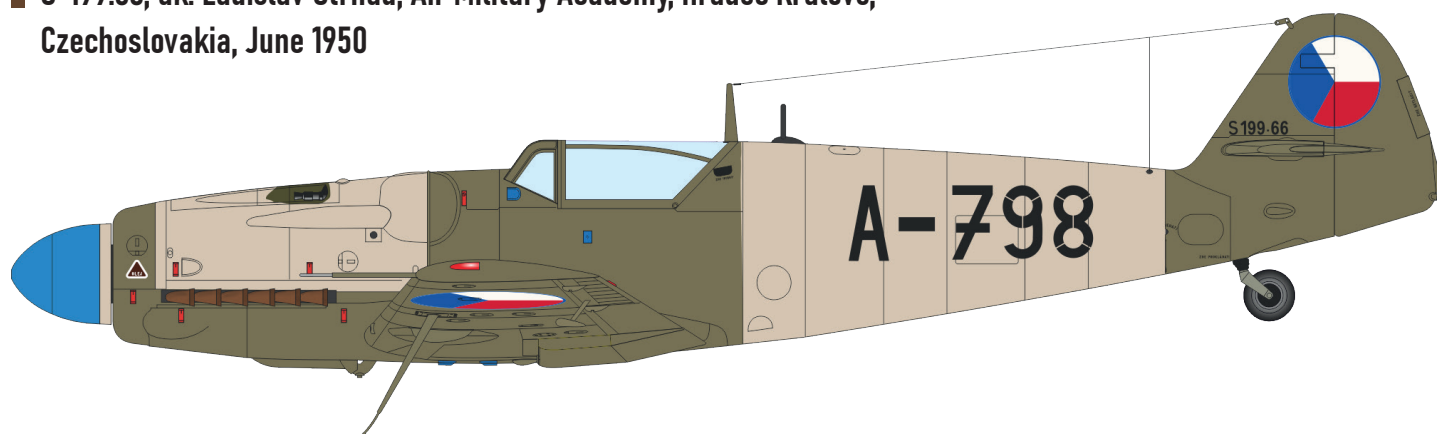
After the communist takeover of Czechoslovakia, military pilot defections to the West were nothing unusual. Former RAF members, who either suspected or even knew that they would be persecuted by the communists, crossed the border and many younger pilots also decided to leave the country. One of them was Sgt. František Novák, at that time a trainee

of the second class from the Fighter Training Centre (SVS), who fled to then West Germany on May 24, 1948. The aircraft was stored in Munich and, after various obstacles were ironed out, was transported to Czechoslovakia by land in March 1950. From March 31 until October 24, 1950, there was a general overhaul at the Avia factory. Later it served with LP 4 (Aviation

Regiment 4). The Avia produced aircraft bore the standard MNO Smalt Avion 2036.02 paint scheme on all surfaces and this aircraft was the tenth Avia factory production piece to be fitted with a heat exchanger instead of the original oil cooler. The canopy was of the older design, and the aircraft did not have machine guns in the wings, nor underwing cannons.



■ **S-199.66, ak. Ladislav Strnad, Air Military Academy, Hradec Králové,
Czechoslovakia, June 1950**

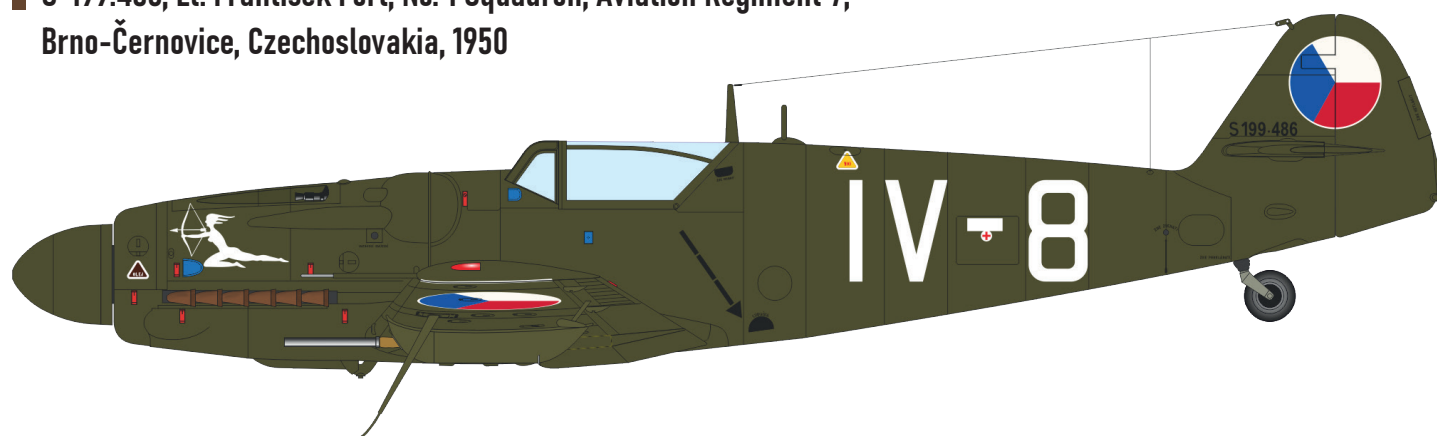


This aircraft was assigned to Air Regiment 7 on August 4, 1948. On May 10, 1950, it was sent to the LVA (Air Military Academy), where it was damaged during take-off from the Pardubice airfield. A good quality photo of this crashed aircraft exists and shows very interesting coloring, as the rear fuselage and engine cowl are clearly different shade of lighter color compared to the original green. There might be several reasons about this aircraft's colors. We believe there were probably some minor

repairs needed on the rear fuselage (or just overpainting of original user's code) and as the LVA probably did not have the standard green color the tan color intended for C-104s was used. As there was also a need to change the engine cowl at some point, the cowl from a dark green aircraft was used and overpainted in the same color as the rear fuselage to keep the aircraft in some color "order". But the new coat chipped around the machine gun barrels and the darker green surfaced there. Also, the right

slat is clearly dark green color. The question mark hangs over the national insignia on upper wing surfaces. On the photo it seems like they were not painted there, but it might well be only due to the over exposition of the surface under the direct sun. Interesting is also the obvious absence of most of the stencils. The front of the fuselage and wings were quite worn out, while both green and rear tan part of fuselage looks like new. The engine cowl sports some chipping and repairs in contrast.

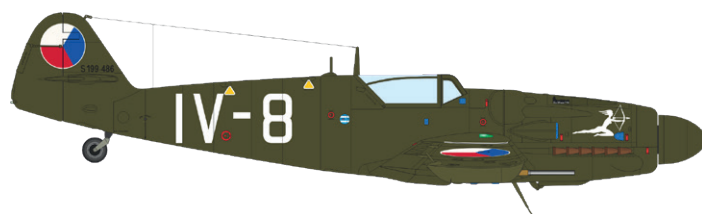
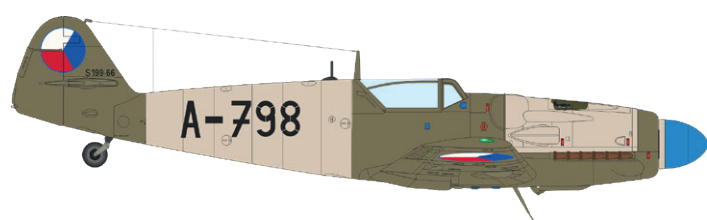
■ **S-199.486, Lt. František Fořt, No. 1 Squadron, Aviation Regiment 7,
Brno-Černovice, Czechoslovakia, 1950**



This "Mezek" was test flown by factory pilot Antonín Kraus on December 12, 1949. On January 24, 1950, the aircraft was taken over by the military administration and assigned to LP 7 (Aviation Regiment 7) stationed at Brno-Slatina airport on February 7 of the same year. It was coded IV-8 and, according to the memories of veterans and unit logs, it sported a drawing of Diana carrying her bow. The author of the drawing was the

fiancée and future wife of the deputy Squadron Commander and Flight Commander František Fořt. According to period witnesses, the same emblem also appeared on the aircraft of two other Flight Commanders, Lieutenants Jaro-mír Jech and Jiří Váňa. As is mentioned in the unit memoirs, more S-199s were equipped with various emblems, at least for a certain period of time. They are even documented in the said

memoirs, but it is not clear to which specific aircraft they refer to. The aircraft was probably painted with darker green paint on all surfaces. At that time, the white of the spinner belonged to the aircraft of Air Division, to which LP 7 and LP 8 (Aviation Regiments 7 and 8) belonged, but not all aircraft were so marked, and IV-8 was probably one of these. There is no photographic evidence, unfortunately.



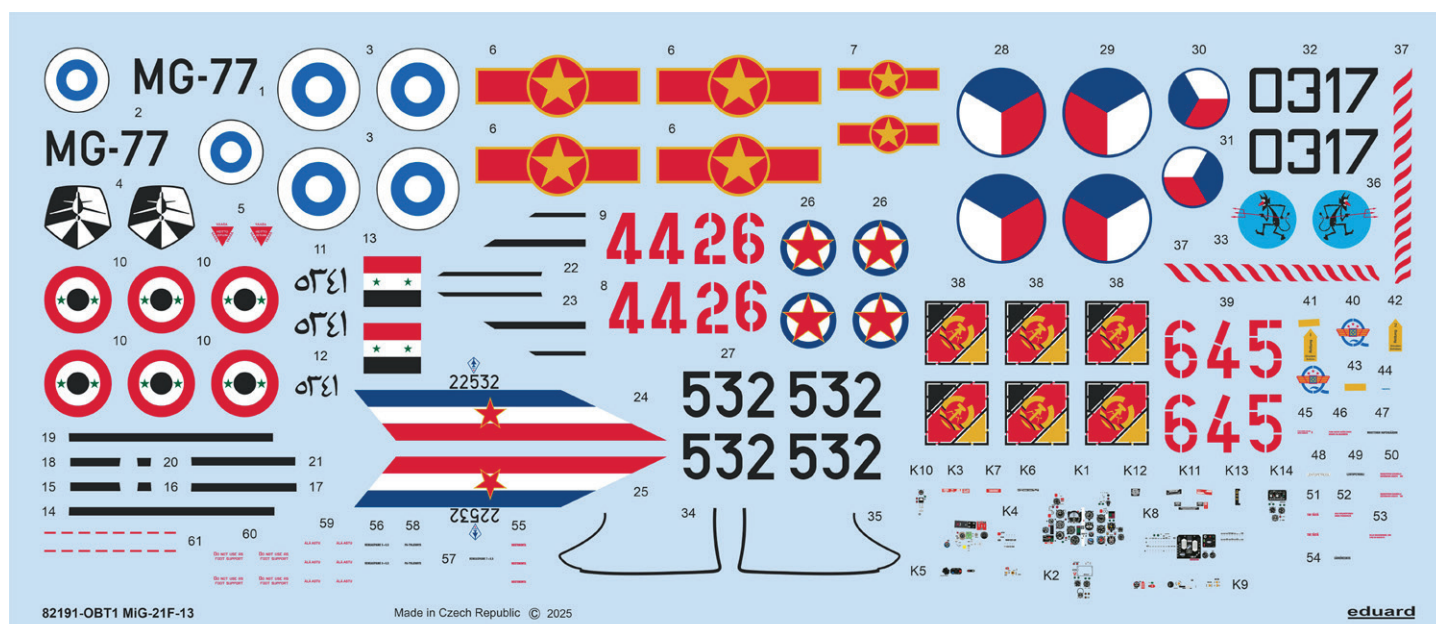
MiG-21F-13

1/48

#82191

The ProfiPACK edition kit of Soviet jet plane MiG-21F-13 in 1/48 scale. The kit offers markings for 6 aircraft used in different countries around the world..

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

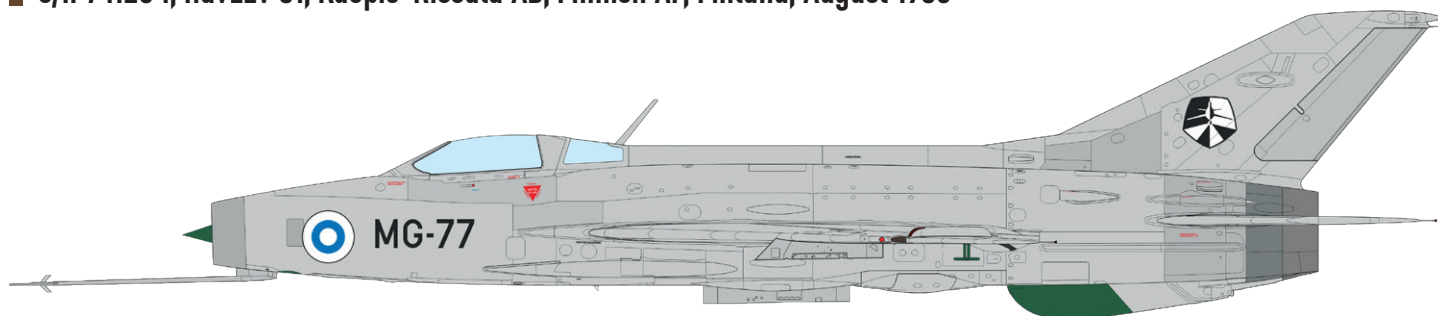
[Product page](#)


82191-OBT1 MiG-21F-13

Made in Czech Republic © 2025

eduard

■ s/n 741204, HävLLv 31, Kuopio-Rissala AB, Finnish AF, Finland, August 1985

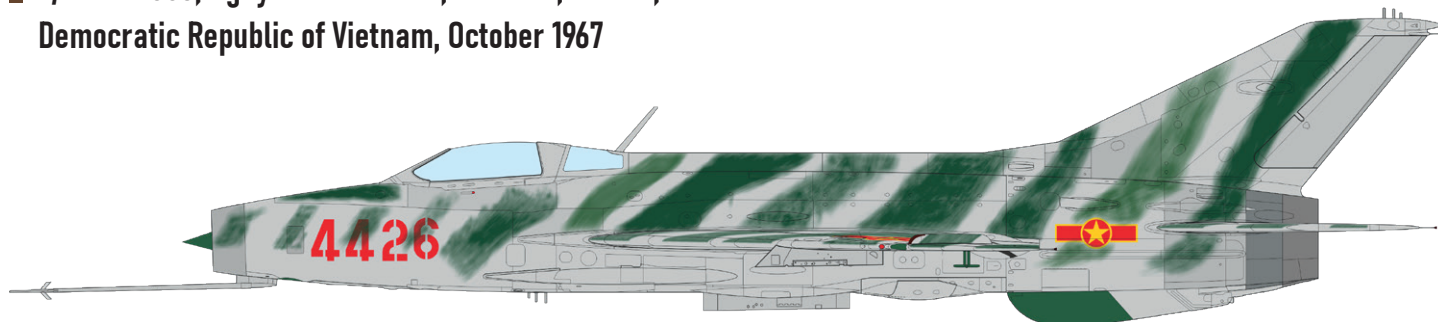


Finland replaced its de Havilland Vampire and Folland Gnat aircraft with MiG-21s in the early 1960s, becoming the first non-communist European country to use this type. The first ten MiG-21F-13s were delivered to Suomen ilmavoimat (the Finnish Air Force) in April 1963, with another 11 following in November of the same

year. Between 1971 and 1973, nine MiG-21F-13s were converted into reconnaissance versions. HävLLv 31 in Kuopio-Rissala began gradually replacing its F-13s with new MiG-21bis at the end of 1978. The last flight of the Finnish F-13 version took place in January 1986. The aircraft with the fuselage number MG-77 was delivered

in November 1963. It made its last flight on August 16, 1985. After being decommissioned, it served as a dummy with the number MG-127 in Pirkkala and was later transferred to the Aviation Museum in Vantaa.

■ s/n 74211503, Nguyen Nhat Chieu, 921st FR, Sao Do, Democratic Republic of Vietnam, October 1967

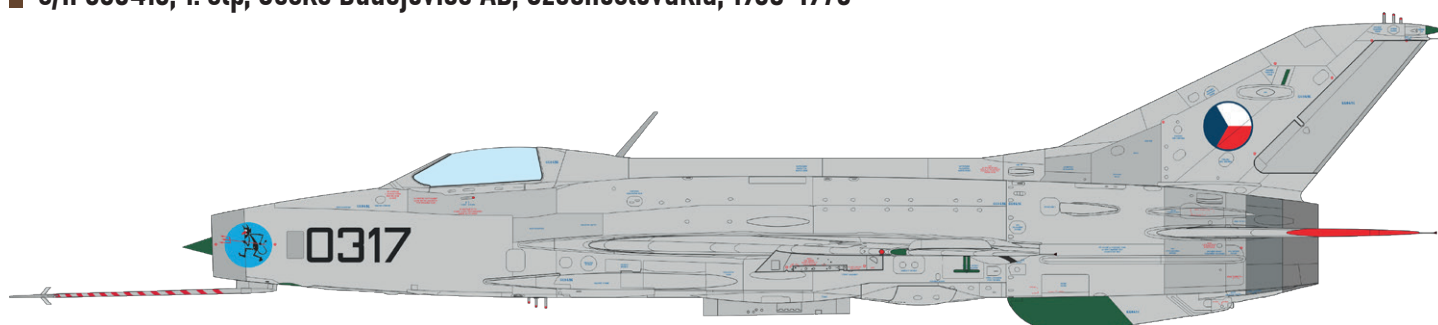


The Vietnamese People's Liberation Army Air Force acquired its first MiG-21F-13s in 1966. The first dogfight in which North Vietnamese MiG-21s clashed with American aircraft took place in February 1966. In March of the same year, two American Ryan Firebee unmanned aircraft were destroyed, but the first aerial victory for

Vietnamese pilots was not achieved until June 9, 1966, when two F-4 Phantoms II were shot down by several MiG-21s. On October 29, 1967, pilot Nguyen Nhat Chieu used a green-camouflaged MiG-21F-13 with tactical number 4426 in a dogfight in which he shot down an American F-4 Phantom II over the Nam Dinh-Ninh Binh

area. It was Chieu's sixth aerial victory, although according to USAF records, no Phantoms II were lost on that day. During the Vietnam War, 67 American fighter aircraft were shot down by MiG-21s, while the US Air Force shot down 86 MiG-21s. Thirteen MiG-21 pilots achieved fighter ace status between 1967 and 1972.

■ s/n 660416, 1. slp, České Budějovice AB, Czechoslovakia, 1968-1970

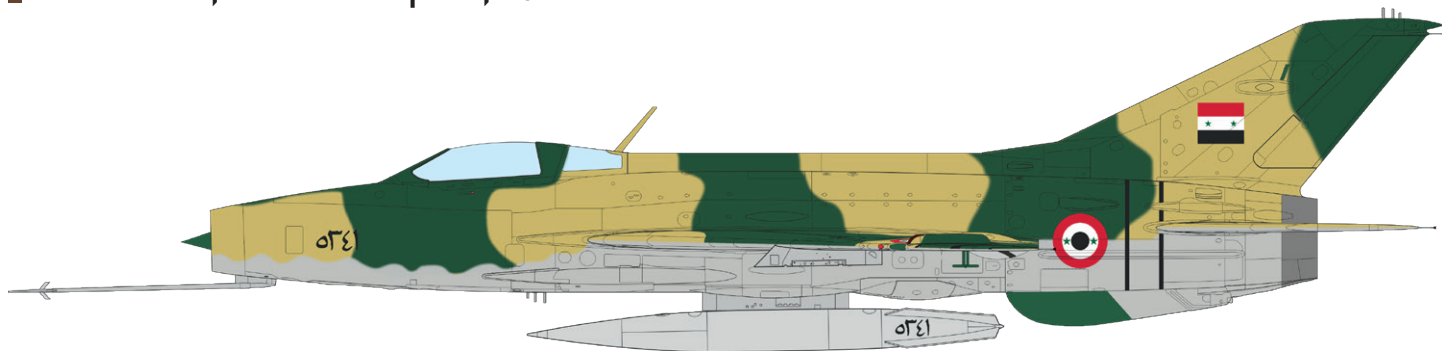


The easing of the political atmosphere in the spring of 1968 was also reflected in the coloring of some Czechoslovak MiG-21Fs. Members of the 1 Fighter Wing in České Budějovice were the first to design their own insignias. While the insignias for the MiG-21PF and PFM fighter squadrons for operations in difficult weather conditions and at night featured typical nocturnal animals like

a bat and an owl, the first training squadron chose the symbol of a devil with a pitchfork against a clear blue sky. The author of the design was Miloslav Martenek, later known for his cartoons and illustrations. The inspiration for the drawing was the strict squadron commander, Major Jan Jansa. It was said that serving under him was hell. His red nose was also an

inspiration for the devil drawing. All the designs were approved on May 17, 1968, and then spray-painted onto the aircraft. The same symbol also appeared in a smaller form as a decal on the pilots' helmets. The devil drawing was used until August 20, 1970, when an order was issued to remove all such symbols.

■ Cairo-West AB, United Arab Republic, 1967

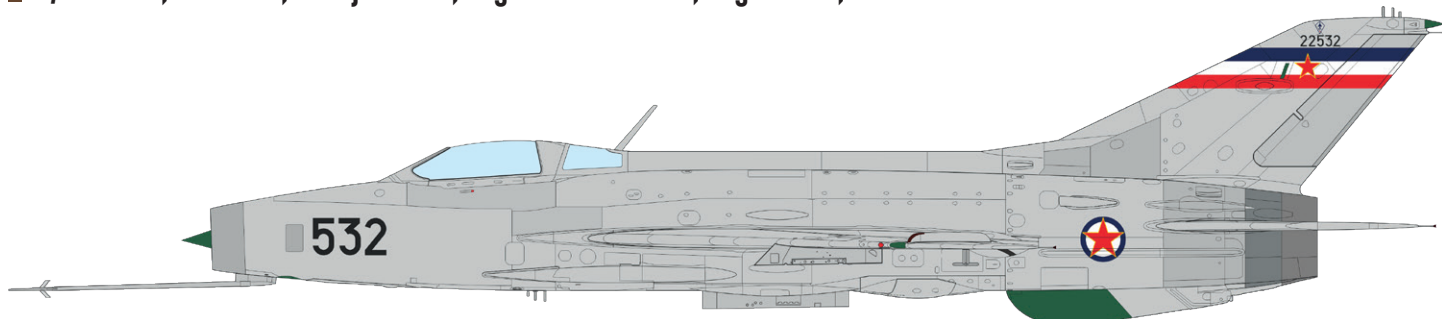


The MiG-21F-13 with fuselage number 5341 came from one of the first series of MiG-21F-13s delivered to Egypt before the Six-Day War and was one of 22 aircraft of this type that survived

the Arab-Israeli War in June 1967. After the war, it was camouflaged using automotive paint. This was applied around the black identification stripes located on the rear of the fuselage and at

the wing tips. The auxiliary fuel tank was usually left unpainted but bore the aircraft's black serial number (5341) on its side.

■ s/n 22504, 204. LAP, Batajnica AB, Yugoslav Air Force, Yugoslavia, 1962

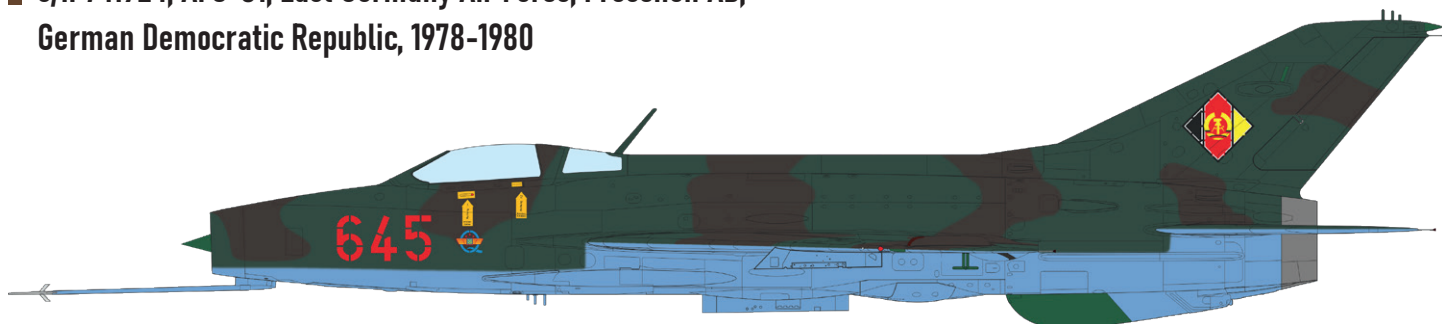


The MiG-21F-13 JRViPVO (Ratno Vazduhoplovstvo i Protivvazdušna Odbrana) aircraft bore registration numbers 22501 to 22541. The first five of them were delivered in September 1962. By the end of 1964, the rearmament of the 204 Fighter Regiment, consisting of three fighter

squadrons, each with 12 aircraft, was completed. In August 1968, the Yugoslav Air Force had 38 MiG-21F-13 aircraft at its disposal. The last flights were made in March 1980. The aircraft were subsequently maintained until May 11, 1981, when it was decided to decommission them.

During their service, the MiG-21F-13 aircraft flew 23,559 hours and 15 minutes. A total of 17 were destroyed, with 11 pilots losing their lives in various circumstances.

■ s/n 741924, AFS-31, East Germany Air Force, Preschen AB, German Democratic Republic, 1978-1980



The MiG-21F-13 entered service with the East Germany Air Force on May 4, 1962, when the first one landed at Neuhardenberg Air Base. A total of 76 aircraft of this type were delivered. The MiG-21F-13 stayed in active service with

the NVA only until 1974, when it began to be replaced by the more modern MiG-21PFM and MiG-21SPS. The aircraft with the red fuselage number 645 was part of Jagdgeschwader 3 (JG 3) and later JG 15. When it ended its service

with JG 15 in 1978, it served with AFS-31 and TAFS-47 as a tactical reconnaissance aircraft. The newly restored red 645 is currently on display at the Luftwaffenmuseum at Berlin-Gatow Airport.

For MiG-21F-13 1/48

RECOMMENDED:

- 481175 MiG-21F-13 upgrade set (PE-Set)
- FE1556 MiG-21F-13 seatbelts STEEL (PE-Set)
- 644329 MiG-21F grey LööK (Brassin)
- 6481149 MiG-21F exhaust nozzle PRINT (Brassin)
- 6481151 MiG-21F wheels (Brassin)
- 6481154 MiG-21F PTB-490 fuel tank PRINT (Brassin)
- 3DL48249 MiG-21F-13 black SPACE (3D Decal Set)
- 3DL48250 MiG-21F-13 turquoise SPACE (3D Decal Set)
- 3DL48251 MiG-21F-13 seatbelts SPACE (3D Decal Set)
- EX1142 MiG-21F-13 TFace (Mask)

#3DL48249



#3DL48250



#3DL48251



#644329



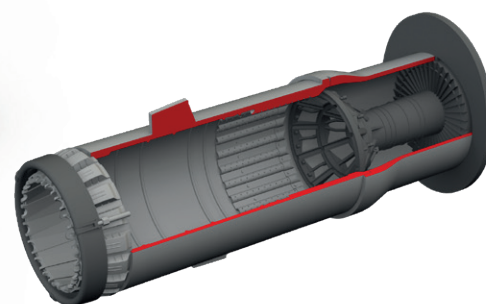
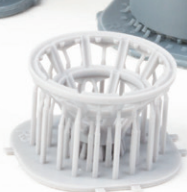
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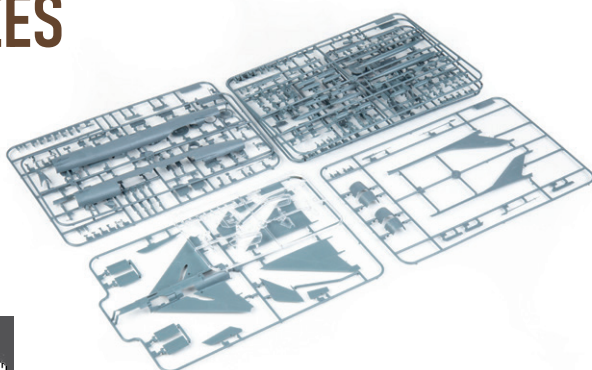


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OVERTREES

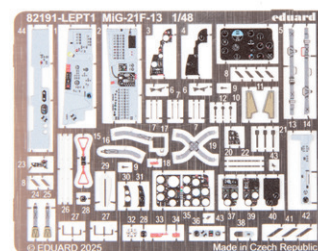
#82191X
MiG-21F-13
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Product page

OVERLEPT

#82191-LEPT1
MiG-21F-13
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Product page

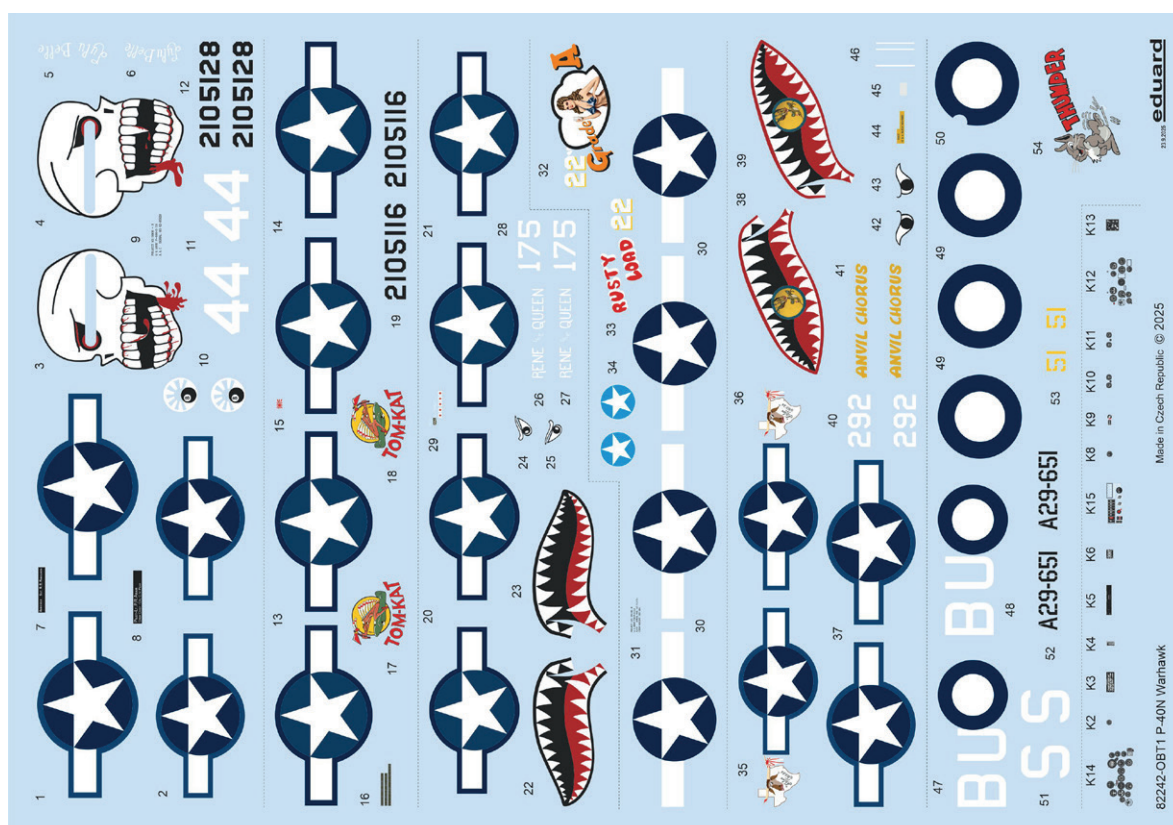
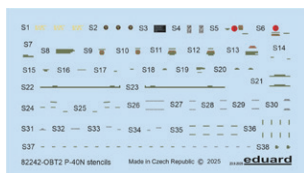
P-40N Warhawk

1/48

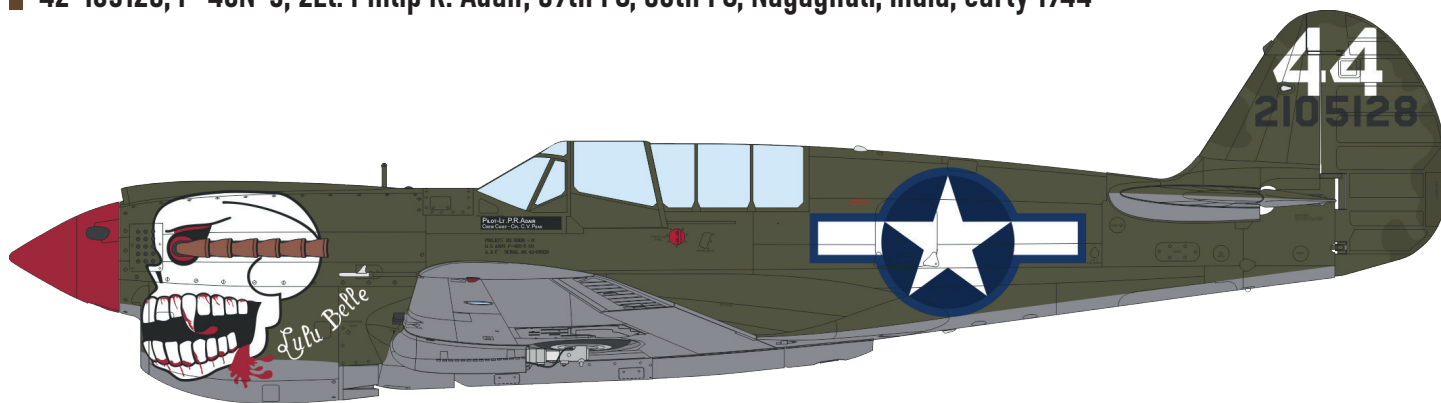
#82242

The ProfiPACK edition kit of American WWII fighter aircraft P-40N Warhawk in 1/48 scale. The kit offers 6 marking options of USAAF, RAAF users.

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

[Product page](#)


■ 42-105128, P-40N-5, 2Lt. Philip R. Adair, 89th FS, 80th FG, Nagaghuli, India, early 1944

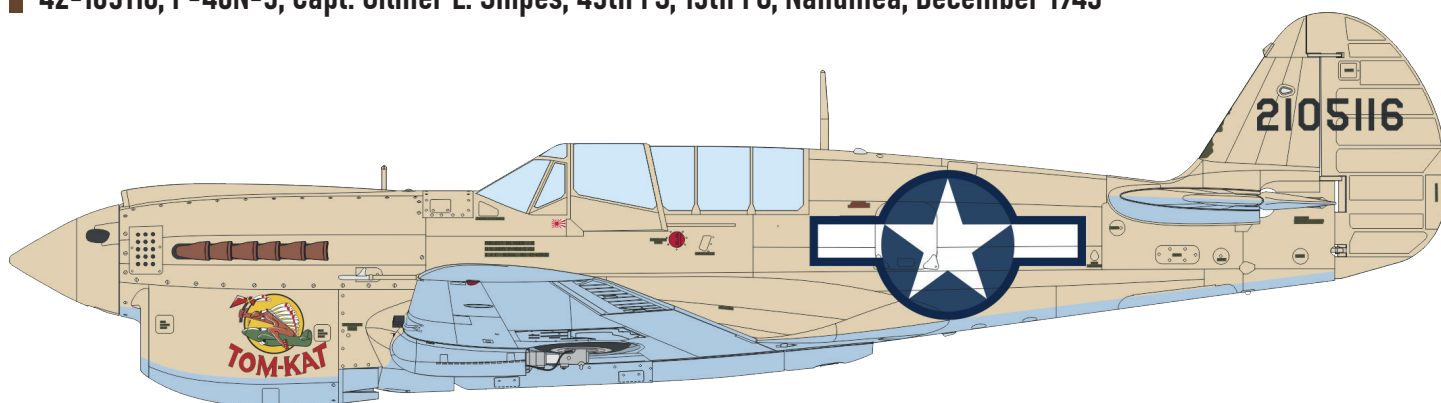


Philip Reed Adair enlisted in military flight training after the attack on Pearl Harbor. He served with the 80th FG for eighteen months in 1943 and 1944 and flew 139 combat missions. The most remarkable of these took place on December 13, 1943, when he fought alone against a formation of 24 Japanese bombers and 40 fighters. He was credited with one confirmed kill and three other aircraft as damaged, but most importantly, he managed to break up the enemy formation and disrupt the bombing of

his own base. He himself was hit several times in this combat and received the Silver Star for his bravery. During this mission, he flew his first Lulu Belle, which was a P-40N-1 Warhawk. The second aircraft of the same name, shown here, was already a P-40N-5 version. Adair received it in early 1944 and on May 17, again fighting against superior forces, he shot down two Oscars. In June 1944, he and the entire group began retraining on Thunderbolts, but he did not achieve any further kills. The 80th FG

was called the Burma Banshees, and most of its aircraft were decorated with a skull on the nose. None of them were the same, although they sometimes differed only in details. The primary role of the group was to provide air cover for bases involved in air supply operations to units in China via the Himalayas (Hump operations). Later, from October 1943, the group was tasked with providing air support to units in northern Burma. Philip Adair died at the age of 97 on May 13, 2017.

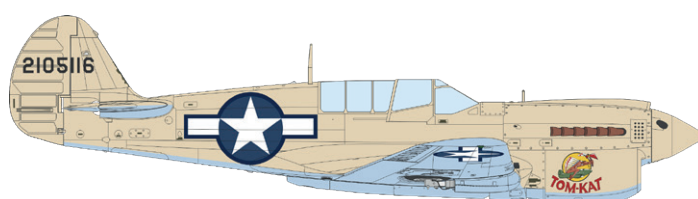
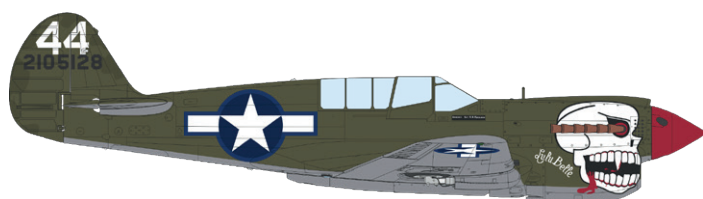
■ 42-105116, P-40N-5, Capt. Gilmer L. Snipes, 45th FS, 15th FG, Nanumea, December 1943



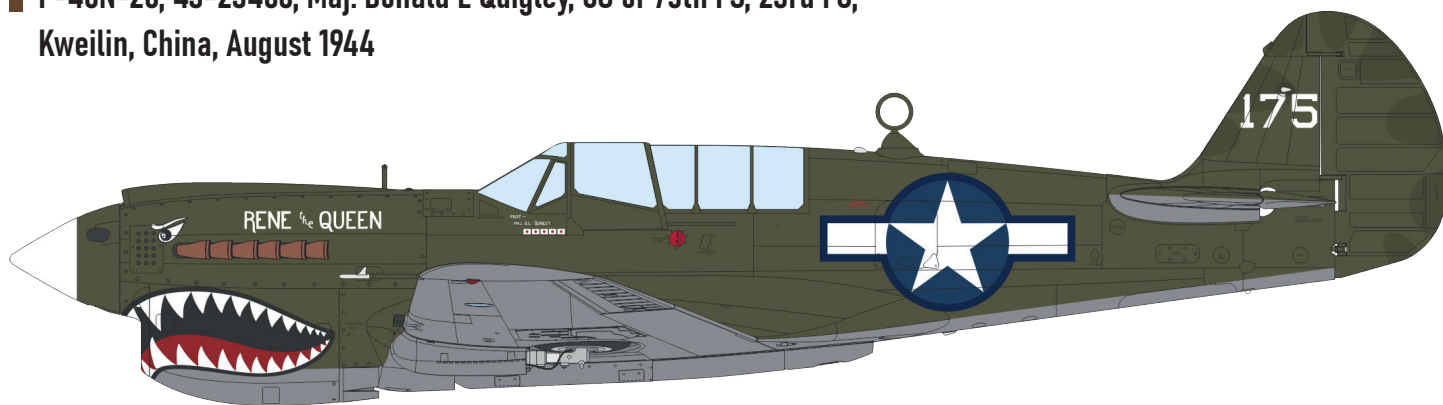
Although the 15th FG was based in the Hawaiian Islands, it kept sending its squadrons to various locations in the central and southern Pacific. One of these was Baker Atoll, where the 45th FS was sent in September 1943, before moving on to Abemama Island and then Makin in the fall of 1943, from where it carried out raids against bases on the Julait and Mili atolls until March 1944. The transfer of the 45th FS Warhawks to Baker in mid-September 1943 took the Japanese by surprise, and they paid for it with the loss of

an H8K Emily flying boat. On October 23, 1943, a pair of P-40s was guided to an aircraft of this type and sent it into the waves of the Pacific. The kill was credited to Capt. Gilmer L. Snipes, who had 2nd Lt. R. Hendrickson as his wingman. It was the first kill of 45th FS in the war. In April 1944, "Buck" Snipes took command of the squadron and, after rearming with Mustangs, participated in the deployment of the 15th FG from Iwo Jima, including three VLR missions over Japan. During the first of these, on April

7, 1945, he was credited with shooting down a Ki-44 Tojo. Because the standard P-40 color scheme did not serve its purpose on the coral atolls, the technical staff mixed a sand color that matched the local conditions before the squadron moved to Baker Atoll. The undersides were repainted with a light blue color mixed from insignia blue and white. The stencils were mostly masked during repainting and therefore have the original background.



■ P-40N-20, 43-23400, Maj. Donald L Quigley, CO of 75th FS, 23rd FG, Kweilin, China, August 1944

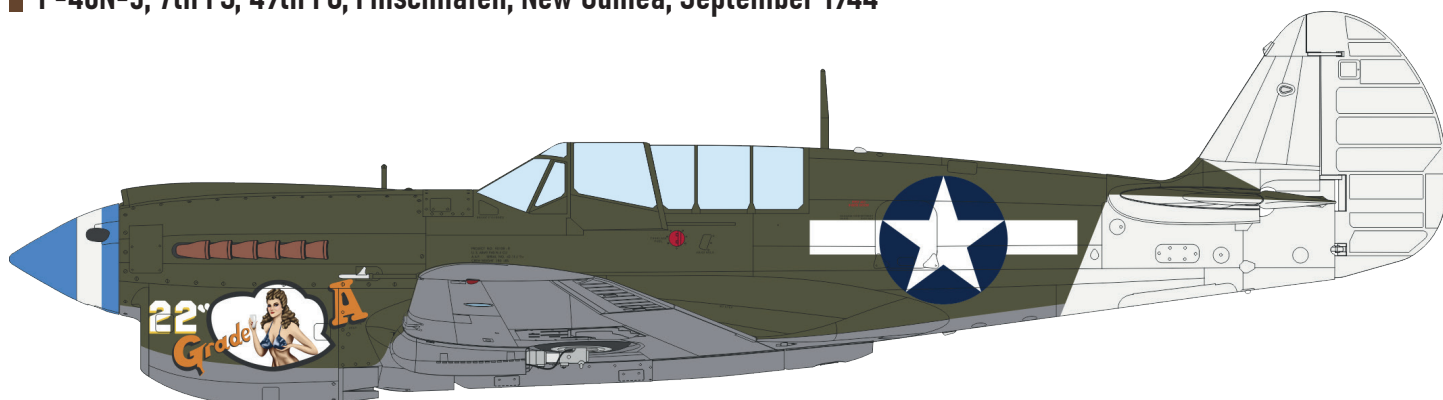


Donald Quigley was born on December 28, 1919, in Shippensburg, Pennsylvania, and after his studies he worked for the Marion Power Shovel Company. He joined the Army Air Corps in March 1941 and, while still in training at Randolph Field in Texas, became engaged to his future wife, Irene Klingel. In her honor, Quigley had the words "Rene The Queen" (Rene is a diminutive

form of Irene) painted on the cowlings of his personal P-40N. Before serving with the 75th FS, 23rd FG, Quigley served with the 80th FG, where he flew 23 combat missions with the 90th FS. In June 1944, Quigley took command of the 75th FS and shot down five enemy aircraft in July and August 1944 before being shot down himself over enemy territory on August 10, 1944.

He spent 13 long months in captivity and was promoted to Lieutenant Colonel after his release. After the war, he left the army and worked for 60 years as

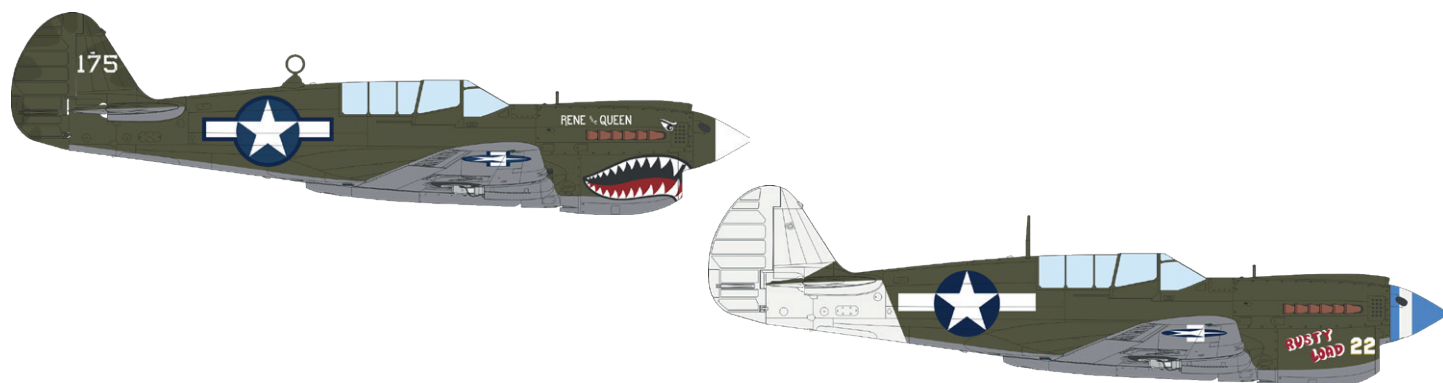
■ P-40N-5, 7th FS, 49th FG, Finschhafen, New Guinea, September 1944



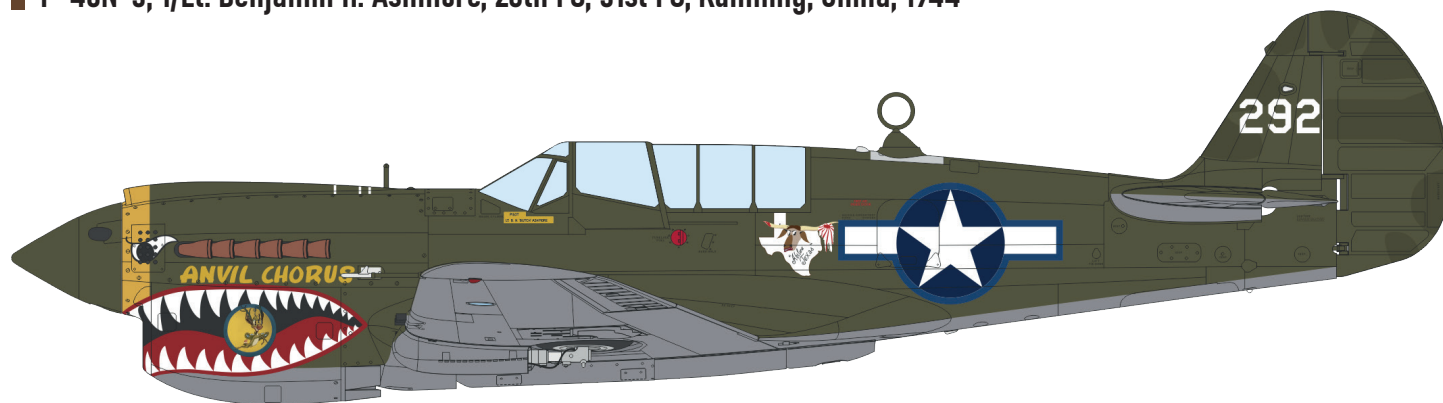
Aircraft number 22 was part of a series of 7th FS Warhawks decorated with a painting of a girl on the engine cowling. The author of the paintings was Johnie Dunne, who also decorated the noses of Daddy Please / Milky Wagon Express, Dawn Patrol, Island Dream, Empty Saddle, Scarlet Night, and others with his characteristic style. Not much is known about the history of the aircraft named Grade A. It is reported that it was occasionally flown by Capt.

Elliott E. Dent Jr. Further information is linked to Lt. Warren Greczyn, a pilot of Polish origin, who shot down two Ki-43 Oscars over Biak on May 15, 1944, while flying Grade A. This profile shows the final appearance of Grade A in the 7th FS, as documented at Finschhafen Airfield in September 1944. Here, along with other Warhawks from the 7th FS, it was stripped of its weapons and decommissioned. The aircraft was unusual in that it did not have white-

painted leading edges on its wings. It also did not have the blue paint on the top of the rudder indicating its affiliation with the 7th FS, and the serial number was also painted over. Many of the decommissioned Warhawks of the 49th FG were subsequently used by the 71st TRG, which used them during the fighting in the Philippines in early 1945.



■ P-40N-5, 1/Lt. Benjamin H. Ashmore, 26th FS, 51st FG, Kunming, China, 1944

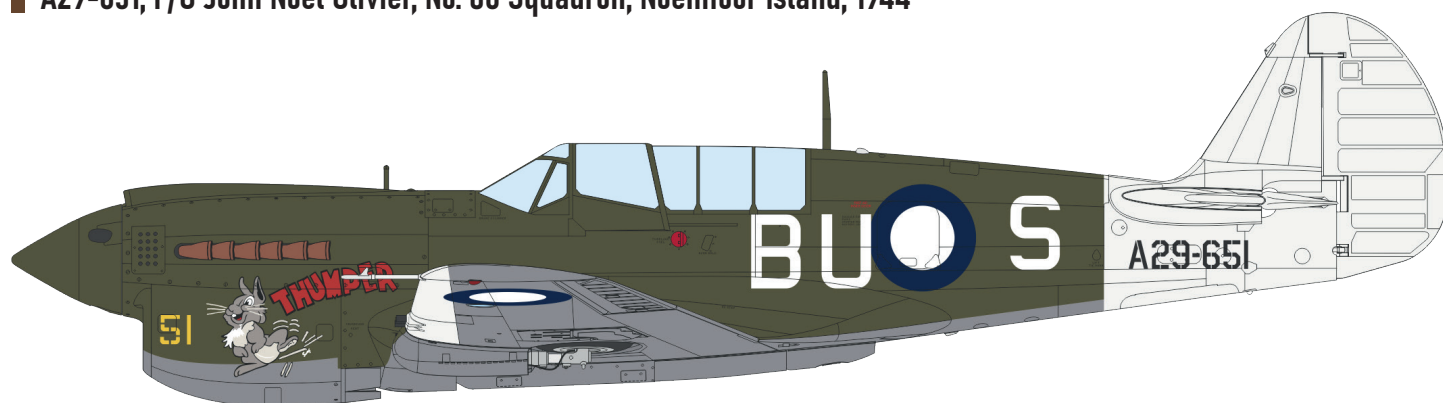


Benjamin Howard Ashmore's father was a pilot, and his son intended to follow in his footsteps. In 1942, he began Army flight training, which he completed a year later when he retrained on Thunderbolts. He was originally supposed to go to Europe, but at the last minute he was redirected to India, where he joined the 26th FS 51st FG. He flew 78 missions with this unit, shot down two aircraft in aerial combat, and earned, among other decorations, the Chinese pilot wings, which was personally awarded to

him by General Chiang Kai-shek. He flew two Warhawks P-40N and later a P-51B Mustang in combat. All three aircraft bore the name Anvil Chorus and the emblem of a bull's head on a map of Texas with a torn Japanese flag in one corner. In accordance with squadron custom, the emblem was most likely applied to both sides of his aircraft. After the war, he graduated from the University of Nebraska and served in the USAF for another 21 years. He flew as part of the Berlin Airlift, reactivated five RAF air bases in

post-war England, and in the early 1960s served as commanding officer at the then newly opened US Air Force Academy. He flew the F-84, F-100, and F-102. After leaving the military, he spent 15 years as a cattle rancher on his property in Garfield, Arkansas, and farmed in Monte Ne. He owned a private plane and hangar at the airport near Ingleside and flew until he was 90. He died on March 30, 2014, at the age of 92.

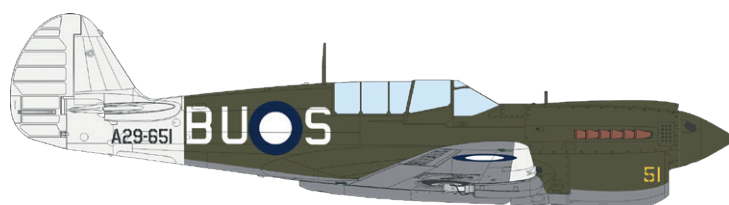
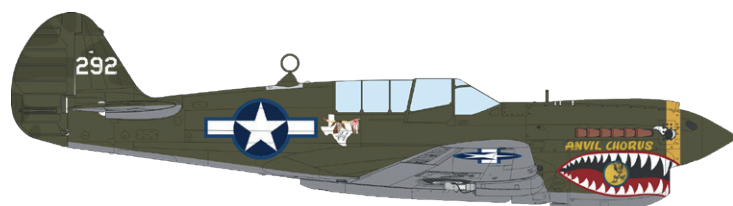
■ A29-651, F/O John Noel Olivier, No. 80 Squadron, Noemfoor Island, 1944



No. 80 Squadron was formed in Townsville on September 10, 1943, and was equipped with P-40 Kittyhawks. On October 9, it moved to Aitkenvale and on November 13 became part of No. 10 Operational Group, whose main task was to support the advance of Allied troops along the northern coast of New Guinea.

No. 10 Operational Group was redesignated as the First Tactical Air Force on October 25, 1944. No. 80 Squadron moved to Morotai on January 21, where it continued operations over the Maluku Islands. The lack of significant targets in the vicinity caused a decline in morale among the unit and other RAAF units in the area from

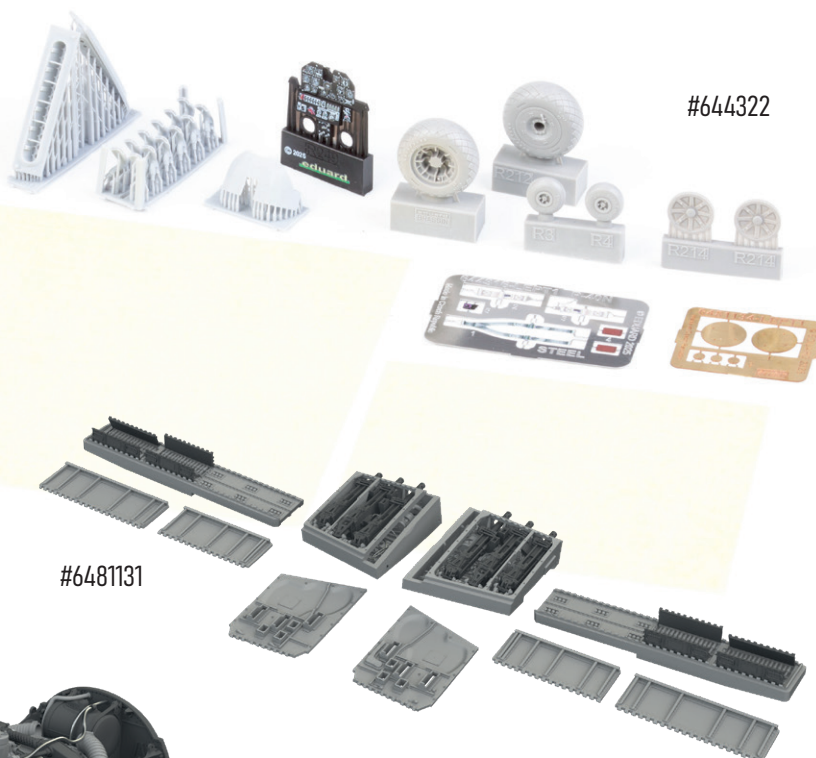
the end of 1944. The aircraft with a drawing of the Disney character Thumper the Rabbit was transferred to No. 78 Squadron at the end of 1944 and redesignated HU S. The drawing of the rabbit remained on it.



For P-40N Warhawk 1/48

RECOMMENDED:

- | | |
|----------|---|
| 481167 | P-40N landing flaps (PE-Set) |
| 644316 | P-40N LööK (Brassin) |
| 644317 | P-40N-25+ LööK (Brassin) |
| 644322 | P-40N LööKplus (Brassin) |
| 644324 | P-40N-25+ LööKplus (Brassin) |
| 6481130 | P-40N engine PRINT (Brassin) |
| 6481131 | P-40N gun bays (6 guns) PRINT (Brassin) |
| 6481132 | P-40N cockpit PRINT (Brassin) |
| 6481133 | P-40N radio compartment PRINT (Brassin) |
| 6481134 | P-40N wheels diamond tread (Brassin) |
| 6481135 | P-40N wheels cross tread (Brassin) |
| 6481136 | P-40N wheels block tread (Brassin) |
| 6481142 | P-40N undercarriage legs PRINT (Brassin) |
| 6481143 | P-40N tail wheel bay PRINT (Brassin) |
| 6481144 | P-40N radiators upgrade set PRINT (Brassin) |
| 3DL48238 | P-40N SPACE (3D Decal Set) |
| 3DL48239 | P-40N seatbelts SPACE (3D Decal Set) |
| EX1130 | P-40N TFace (Mask) |
| EX1134 | P-40N US national insignia (Mask) |

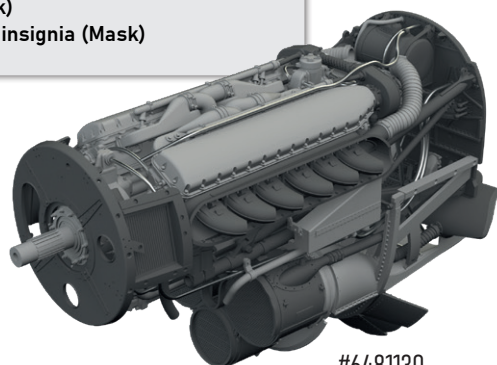


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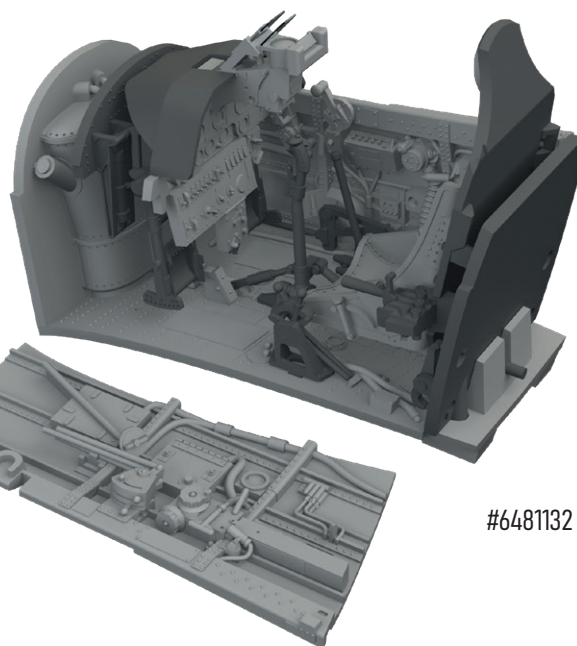
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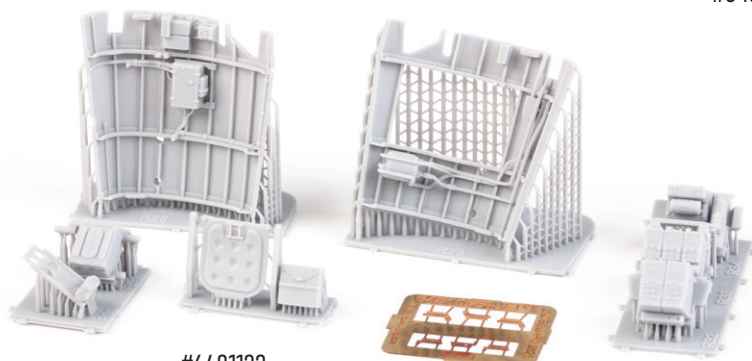
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#6481130



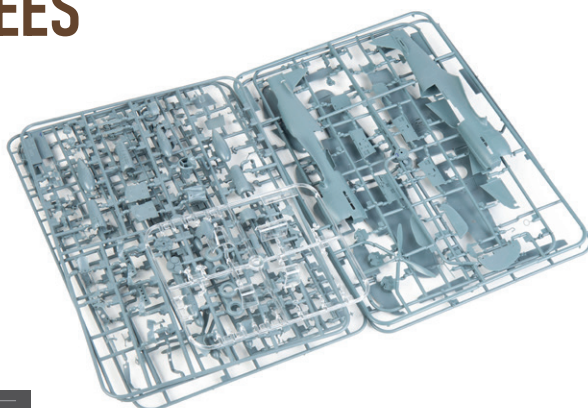
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#6481133

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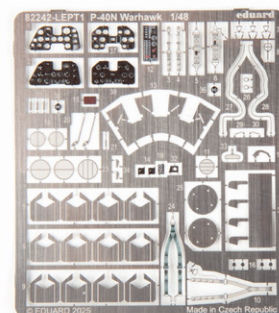
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This latest Warpaint title covers the Aero L-39 Albatros, a Czech-designed jet trainer and light attack aircraft developed by Aero Vodochody during the 1960s as a successor to the L-29 Delfin. It first flew in 1968 and entered service in 1972, becoming the standard jet trainer for Warsaw Pact nations. With over 2,900 units built, the L-39 became one of the most widely used jet trainers globally, praised for its reliability, ease of maintenance, and versatility. Building on this legacy, the L-159 ALCA (Advanced Light Combat Aircraft) was introduced in the late 1990s, developed to replace aging Soviet-era fighters in the Czech Air Force, first flying in 1997 and entering service in 2000. This authoritative and highly relevant title includes all the regular Warpaint features with historical text and images, a full breakdown of the aircraft's widespread global service, and artwork an scale drawings by Petr Kolmann.



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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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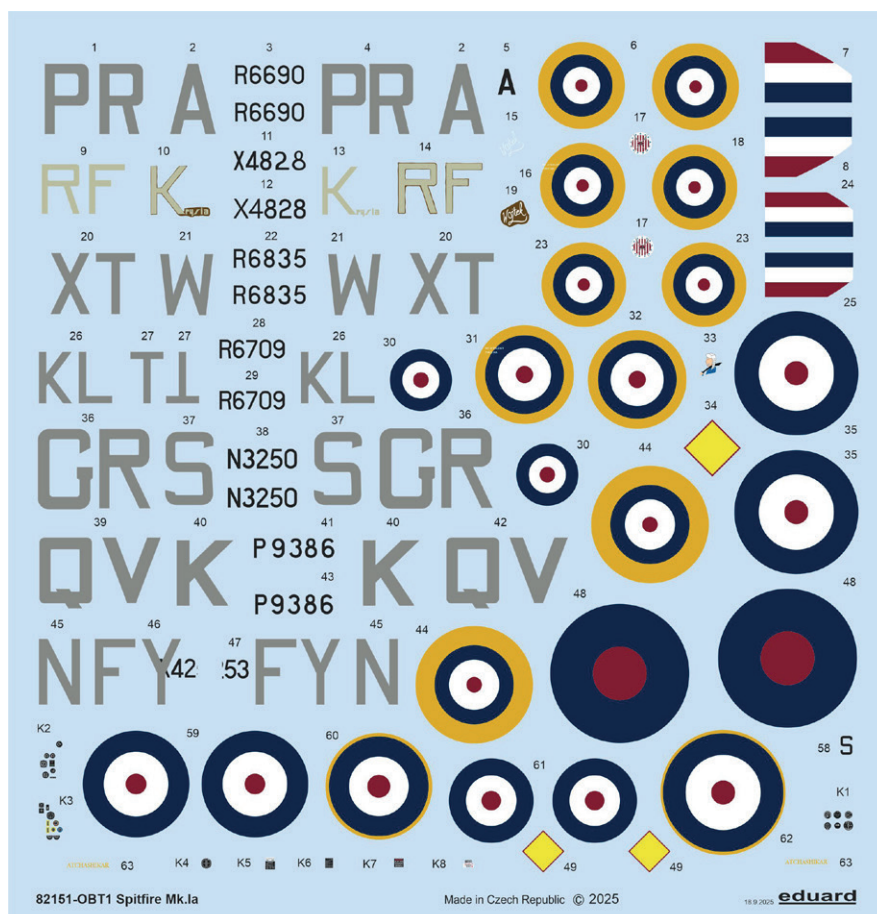
Spitfire Mk.Ia

1/48

#82151

The ProfiPACK edition kit of british WWII aircraft Spitfire Mk.Ia in 1/48 scale.

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- marking options: 7
- decals: Eduard
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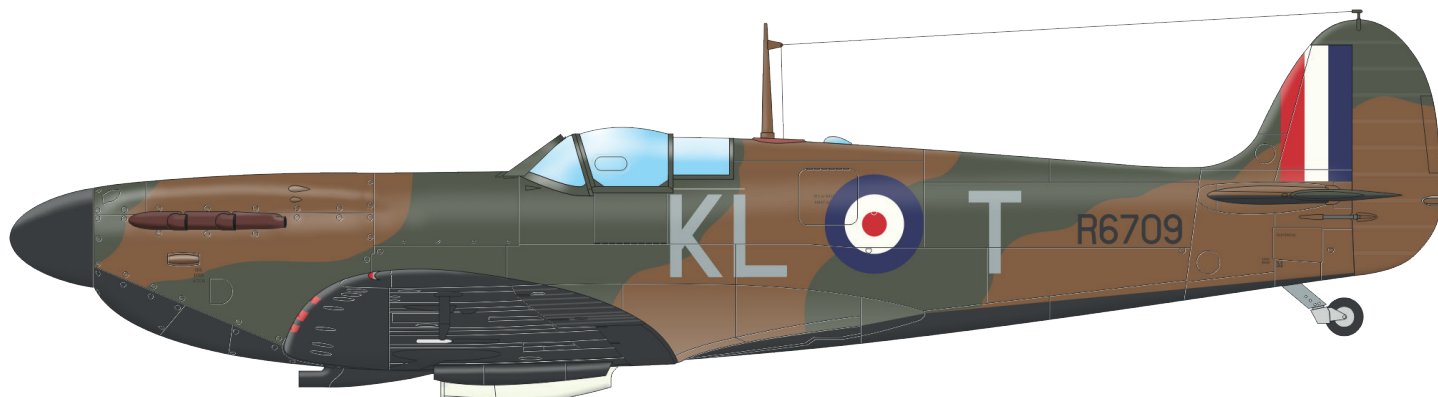
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82151-OBT1 Spitfire Mk.Ia

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18.9.2025 eduard

R6709, P/O Colin F. Gray, RNZAF, No. 54 Squadron, RAF Hornchurch, United Kingdom, March 1940



Flown by P/O Colin Falkland Gray, R6709, coded KL-T, wore the standard RAF Temperate Land Scheme of Dark Green and Dark Earth on the upper surfaces, and White/Night lower surfaces. Type A fuselage roundels, Type B upper wing roundels and Mixed Grey code letters were carried. No roundels on the bottom surfaces. Note the Rotol constant speed propeller. This aircraft was equipped with an older TR.9B radio, with the wire antenna stretching between

the antenna mast and fin tip. The antenna mast isolator was a little bit longer than the one used with the newer TR.9D radio. There was no rear mirror or head armor yet installed. Colin Gray got his first kill, a Bf 109E, on May 25, 1940, while escorting a Swordfish formation to bomb Gravelines. By early September he had claimed 14½ kills. He finished the war as Wing Commander with 27 kills, two shared, six probable and four shared probable kills.

This score makes him the top scoring New Zealand fighter ace of the Second World War.

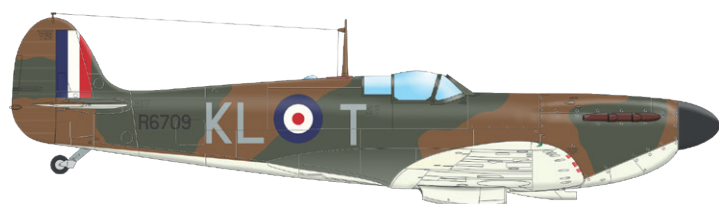
N3250, P/O Allan R. Wright, No. 92 Squadron, RAF Croydon, United Kingdom, late May/early June 1940



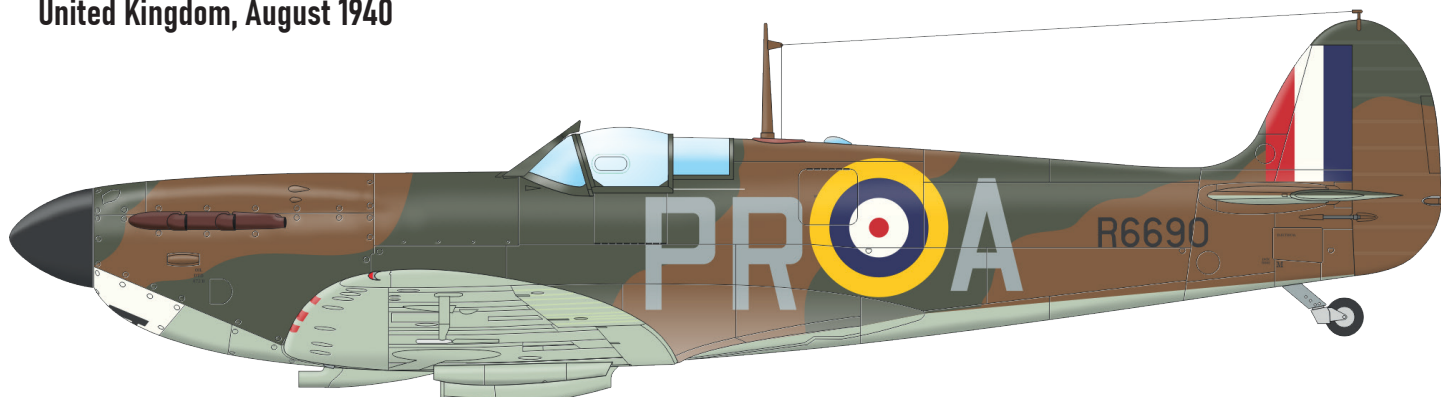
No. 92 Squadron received their first Spitfires in March 1940, replacing their Bristol Blenheim Mk.IFs. The squadron became operational on May 9, 1940. Interestingly, the unit's Spitfires retained the pre-war GR codes until the end of July, when the switch was made to QJ. The code letters, as well as the fuselage Type A.1 roundels, look to be non-standard. The bottom wing

surfaces were standard black/white, with the remainder of the bottom surfaces in aluminum. Type A roundels were added to the bottom surfaces during the Battle of France, being bordered in yellow on the left black painted wing. Note black aircraft code letter S painted on the bottom of the nose. Wire antenna was a component of the TR.9D radio that equipped

this aircraft. It is believed that N3250 was flown by P/O Alan R. Wright, who flew his first combat mission on May 23, 1940. He claimed two Bf 110s damaged and another probably destroyed during this sortie over Dunkirk. The next day, Wright added a Bf 110 destroyed and one more probable. During WWII, he was credited with 11 confirmed kills.



■ R6690, P/O John C. Dundas, No. 609 Squadron, RAF Middle Wallop/RAF Warmwell, United Kingdom, August 1940

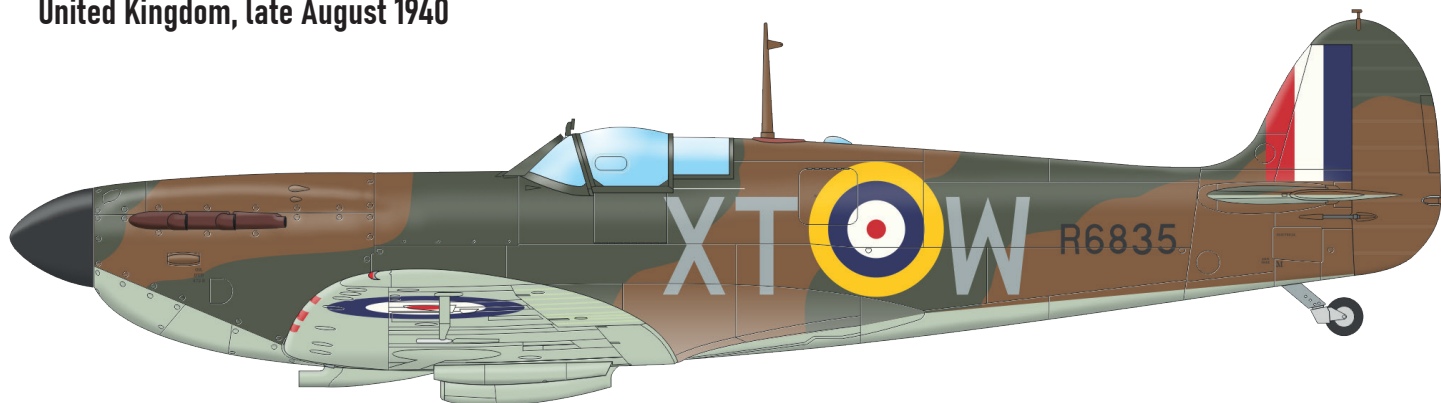


It is believed that this aircraft, serialised R6690 and coded PR-A, was flown by F/O John Dundas when he shot down a Ju 87B of 5./StG 2 west of Portland on August 13, 1940. While attacking another Stuka, Dundas was hit by defensive fire from the rear gunner, crippling the oil system of his engine, forcing him down at Warmwell Aerodrome. The aircraft was

written off. Although the AM directive to paint blue/white/red roundels on the bottom surface of wings was already issued on August 11, No. 609 Squadron hadn't put the order into practice as of the middle of August. The squadron's aircraft wore the individual code letter, in this case A, painted in black on the bottom nose panel, which was painted in a light

color, probably white. It is not certain if the rear-view mirror was installed at this time, but it is unlikely. The aircraft was equipped with a TR.9D radio with the wire antenna stretched between the antenna mast and the fin. The IFF device is not yet installed, and so no aerial wires are stretched between the fuselage sides and the horizontal tail.

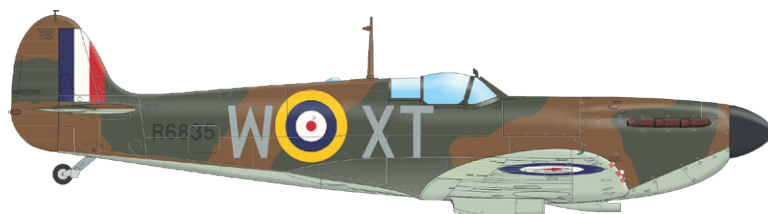
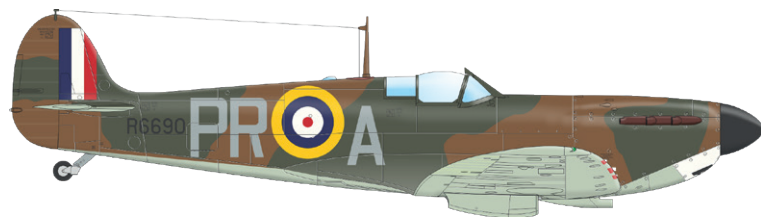
■ R6835, F/O Brian J. Carbury, No. 603 Squadron, RAF Hornchurch, United Kingdom, late August 1940



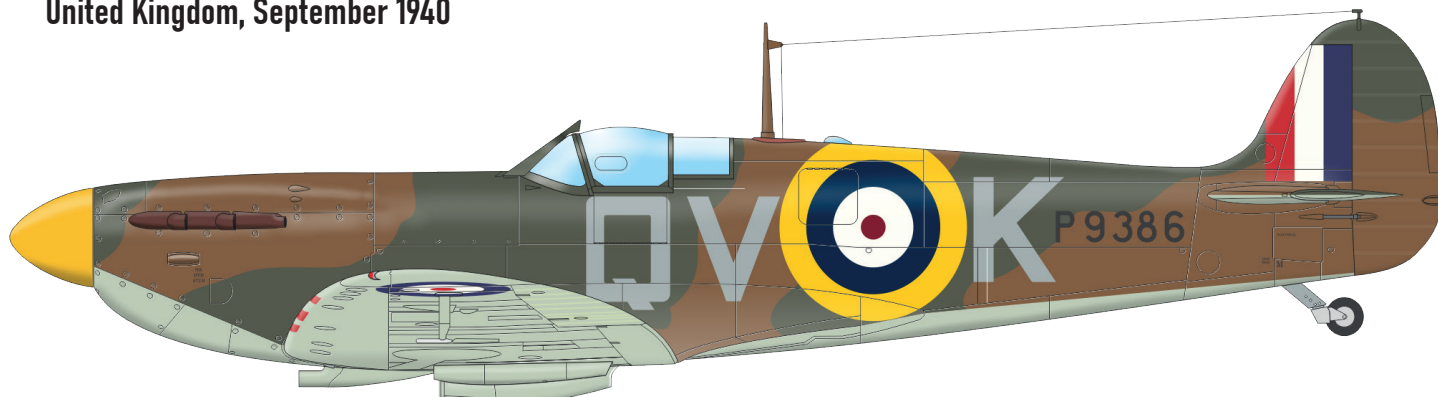
Spitfire R6835 XT-W was flown by a New Zealander named Brian J. Carbury, who shot down two Bf 109Es on August 27, 1940, when No. 603 Squadron arrived at Hornchurch to replace the battle-weary No. 65 Squadron. He scored 15½ kills during the Battle of Britain. On August 31, 1940, he shot down five enemy aircraft over the span of three sorties, becoming

one of two RAF 'Ace in a Day' pilots able to claim that status during the BoB. His aircraft carried the standard RAF Temperate Land Scheme consisting of Sky bottom surfaces. The blue/white/red roundels painted on the bottom surfaces were mandated by the Air Ministry on August 11, 1940. The aircraft was equipped with a TR.9D radio with the wire antenna

stretching between the antenna mast and fin. The IFF device is not yet installed, explaining the absence of the associated aerial wires between the fuselage sides and the horizontal tail. No rear-view mirror was carried yet, nor was the head armor plating in the cockpit



■ **P9386, S/Ldr Brian J. Lane, CO of No. 19 Squadron, RAF Fowlmere, United Kingdom, September 1940**



Spitfire P9386 arrived from No.7 OTU at Fowlmere as a replacement aircraft for the problem plagued, cannon armed Spitfire Mk.Ib on September 3, 1940. The yellow spinner appears to be the remnant of the OTU's markings. This aircraft is an example of the final Battle of Britain camouflage and marking practice, with the small diameter version of the bottom

surface roundels located near the wing tips. No stenciling is seen on the bottom surfaces. Note the aerial wire between the antenna mast and the fin. The IFF device is not yet carried. No hot air gun heating system under the wing tips could be seen, so it is possible that an electrical gun heating system was installed. Although the aircraft is referred to as being 'somewhat poorly

maintained', it is also mentioned as a favorite of two famous members of No. 19 Squadron, F/Lt Walter Lawson and S/Ldr Brian Lane, who claimed a Stab II./ZG 2 Bf 110 on September 7, and another two Bf 110s on September 11, while Lawson claimed a Bf 110 on September 9, 1940.

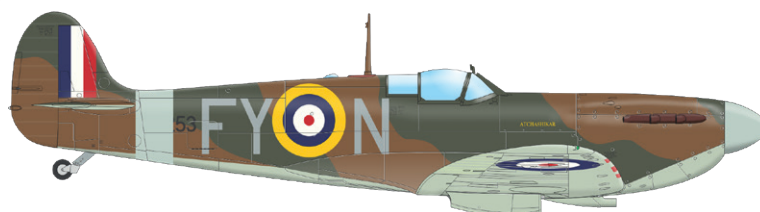
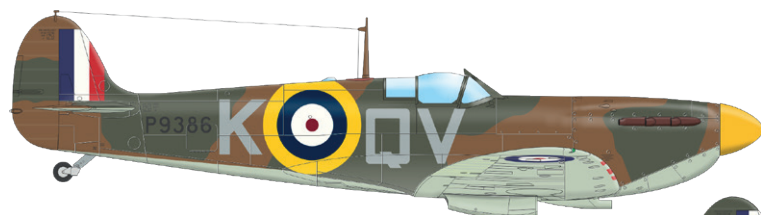
■ **X4253, P/O Wilfrid G. Duncan Smith, No. 611 Squadron, RAF Hornchurch, United Kingdom, February 1941**



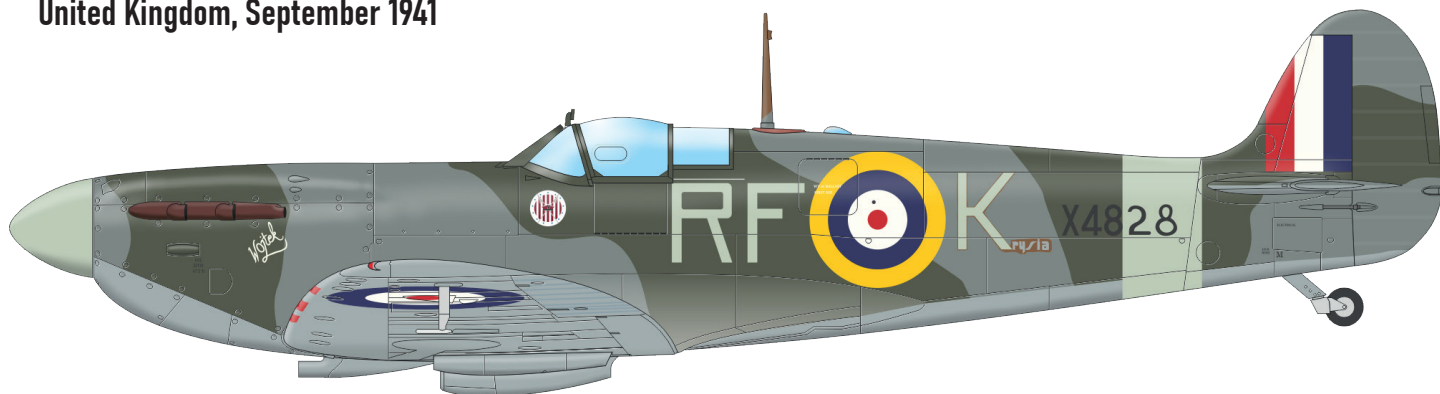
This Spitfire Mk.Ia, serialled X4253, illustrates the camouflage scheme and markings of Fighter Command aircraft in late 1940 and early 1941. The black painted (Night) left wing was ordered by the Air Ministry on November 27, 1940. The left wing roundel was then appropriately outlined in yellow. To improve recognition of friendly aircraft, an 18-inch wide Sky Blue fuselage band was added ahead of the tail, and the spinner

was painted in the same colour. This paint was usually a little bit bluer than the standard under surface Sky. Some sources name this colour "Air Ministry Blue". This aircraft was equipped with the new VHF TR.1133 radio and, as such, there is no aerial wire between the antenna mast and the fin tip. The R.3002 IFF device was carried, indicated by the two associated aerial wires stretching between the fuselage sides and

the leading edges of the horizontal tail. Note the external rearview mirror, and the armor plating behind the pilot's head was installed. This aircraft was flown by future ace P/O Wilfrid G. Duncan Smith, who joined No. 611 Squadron at RAF Hornchurch in October 1940 with the rank of Pilot Officer.



■ X4828, F/Lt Wojciech Kolaczowski, No. 303 Squadron, RAF Speke,
United Kingdom, September 1941



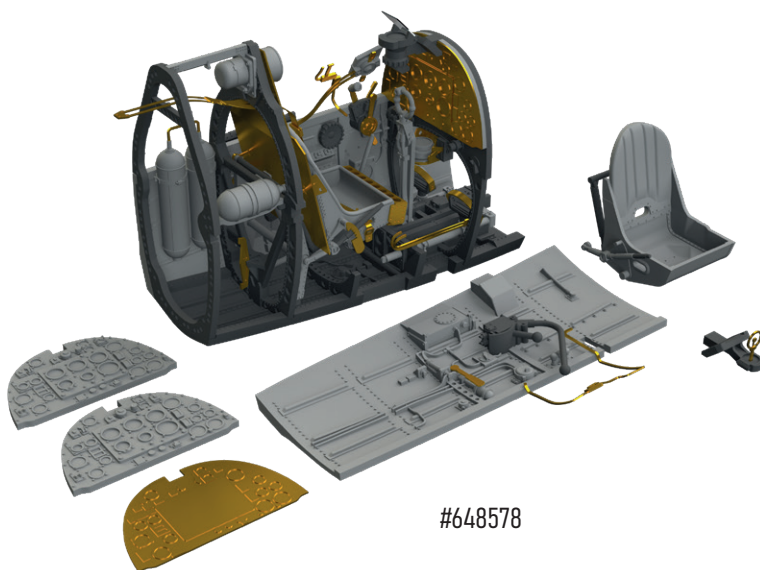
Spitfire Mk.Ia, carrying the serial X4828 and RF-K code, belonged to No. 303 (Polish) Squadron and is representative of the new Day Fighter Scheme, introduced on August 19, 1941. From that date, RAF day fighters were painted in Dark Green and Ocean Grey on the upper surfaces and Medium Sea Grey on the lower surfaces. The aircraft letters were by then changed to Sky, and the fuselage band and spinner remained in the same colour. Note the thin dark border around

the letters and the stencil data inscriptions painted on the Ocean Grey surfaces, which are believed to be remnants of the original Dark Earth layer. No. 303 Squadron was moved to RAF Speke from RAF Norholt on July 17, 1941, leaving their Spitfire Mk.IIb aircraft behind to receive old war weary Mk.Is for training purposes. RF-K was flown by A Flight leader F/Lt Kolaczowski, who was later No. 303 Squadron Leader from November 21, 1941 to May 7, 1942. The name

'Vojtek' is Kolaczowski's nickname and the name 'Krysia' was the nickname of his girlfriend Kristina. It is not known with certainty if these inscriptions were painted on the right side as well. No. 303 Squadron returned to Norholt on October 7, 1941 to be re-armed with the new Spitfire Mk.Vb and engaged the new German Fw 190As in intense combat on the other side of the Channel.

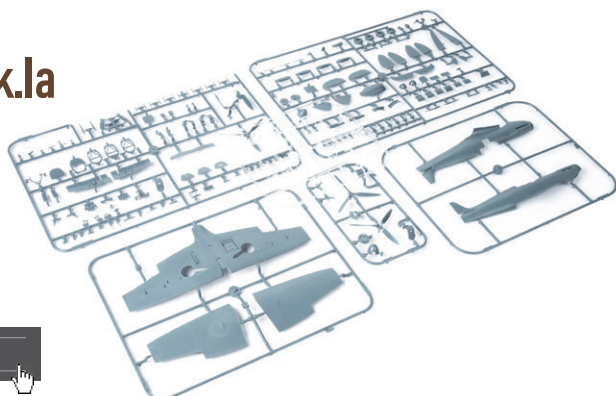
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644064	Spitfire Mk.I late LööK (Brassin)
648578	Spitfire Mk.I cockpit (Brassin)
648579	Spitfire Mk.I wheels (Brassin)
648580	Spitfire Mk.I exhaust stacks (Brassin)
648582	Spitfire Mk.I engine (Brassin)
648589	Spitfire Mk.I undercarriage legs BRONZE (Brassin)
3DL48005	Spitfire Mk.I early SPACE (3D Decal Set)
3DL48006	Spitfire Mk.I late SPACE (3D Decal Set)
D48064	Spitfire Mk.I stencils (Decal Set)
EX709	Spitfire Mk.I TFace (Mask)
EX713	Spitfire Mk.I (Mask)



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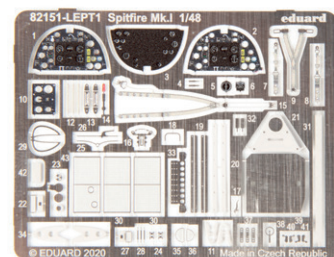
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1/48



Product page

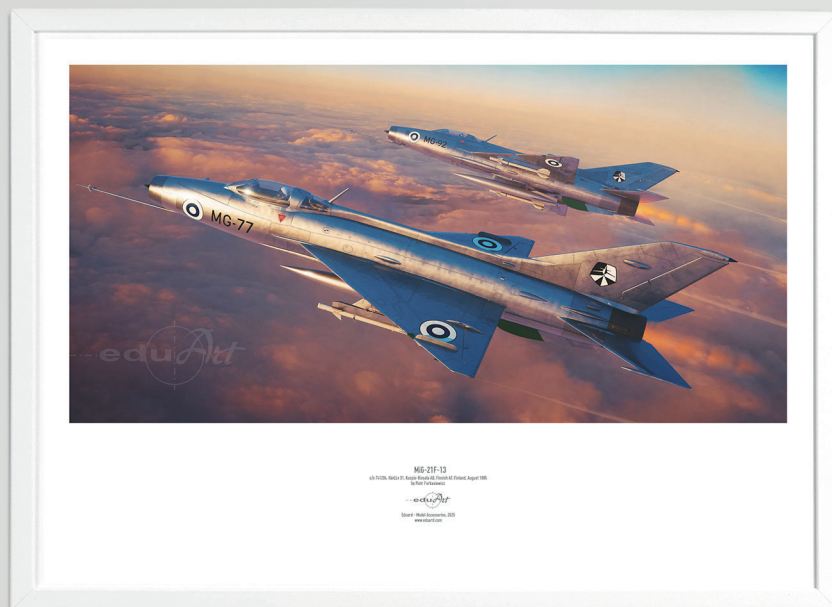
OVERLEPT

#82151-LEPT1
Spitfire Mk.Ia
1/48



Product page

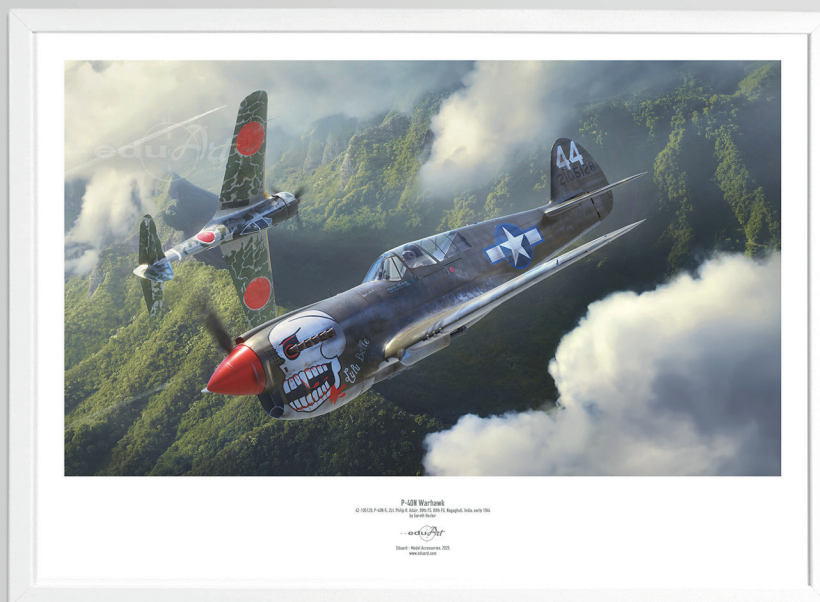
ARTWORK PRINTS



MiG-21F-13

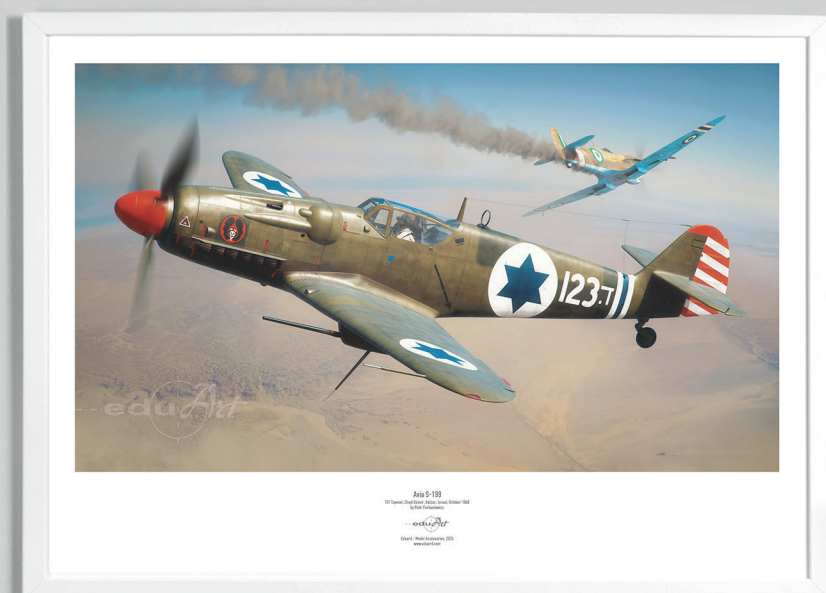
82191-ART

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



82242-ART

P-40N



948011-ART

Avia S-199

www.eduard.com only

Advert - book Battle of Britain

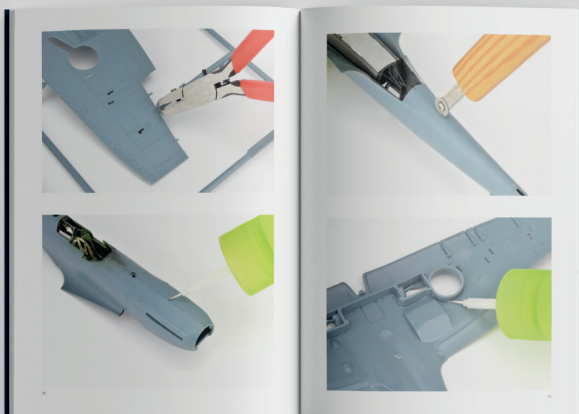


To mark the 85th anniversary of the Battle of Britain, an independent publisher Plastic Invasion has launched a new book project on Indiegogo – Wings Over Britain – A Tribute to the Few. The publication connects historical research, aviation heritage, and scale modeling, focusing on the iconic Spitfire Mk.I and the men who flew it. Built around the Eduard 1/48 Spitfire kit, the book offers an in-depth photographic guide covering assembly, painting, and weathering, com-

plemented by studies of RAF pilot equipment and period references. It combines clear, workshop-level instruction with visual storytelling that puts the reader right into the atmosphere of 1940. The book will be available in Standard and Limited Indiegogo Editions, with optional signed copies and a Battle of Britain A2 art poster. Early supporters can still access Early Bird pricing while it lasts.

Wings Over Britain – A Tribute to the Few is a focused, visually rich publication created for those who value both craftsmanship and historical accuracy.





644327

Ki-115 Tsurugi LööK

1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Ki-115 in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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

[Product page](#)


644329

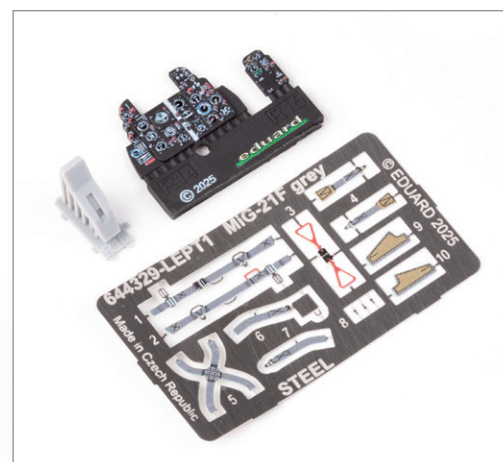
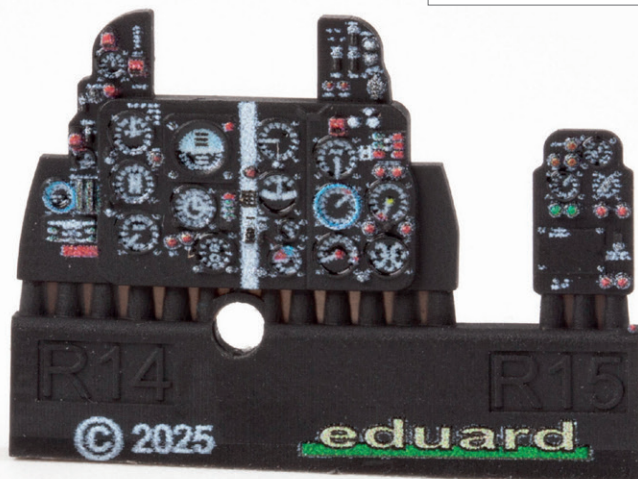
MiG-21F LööK

1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seat belts for MiG-21F in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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

[Product page](#)


674045

P-36A LööK

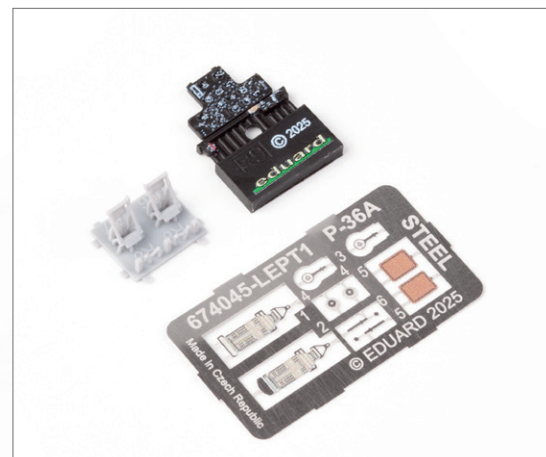
1/72 Arma Hobby

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-36A in 1/72 scale.
 Easy to assemble, replaces plastic parts.
 Recommended kit: Arma Hobby

Set contains:

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

[Product page](#)



674049

Fw 190D LööK

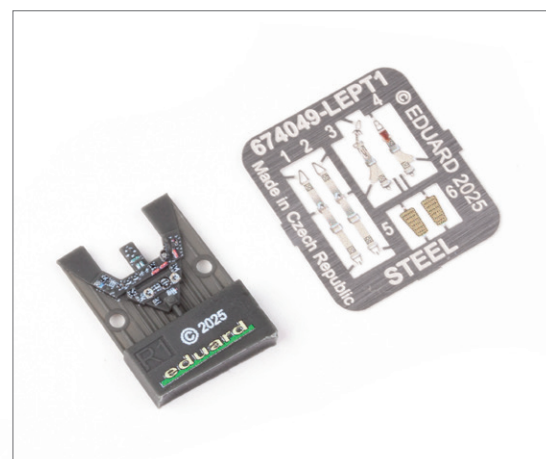
1/72 IBG

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Fw 190D in 1/72 scale.
 Easy to assemble, replaces plastic parts.
 Recommended kit: IBG models

Set contains:

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

[Product page](#)



674052

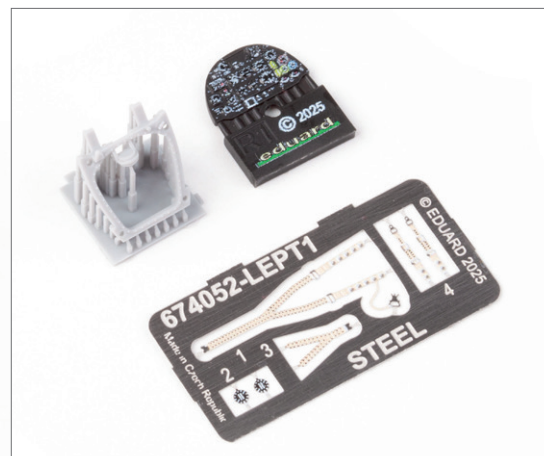
Spitfire Mk.I LööK

1/72 IBG

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

Set contains:

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

[Product page](#)


674053

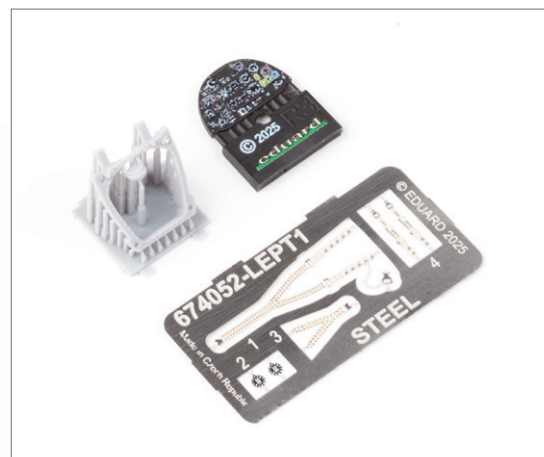
Spitfire Mk.II LööK

1/72 IBG

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

Set contains:

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

[Product page](#)


644328

Ju 88A-4 LööKplus

1/48 Eduard/ICM

Collection of 5 sets for Ju 88A-4 in 1/48 scale.

Recommended kit: Eduard / ICM

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



Product page



674050

P-51B/C LööKplus

1/72 Arma Hobby

Collection of 3 sets for P-51B/C in 1/72 scale.

Recommended kit: Arma Hobby

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



Product page



674051

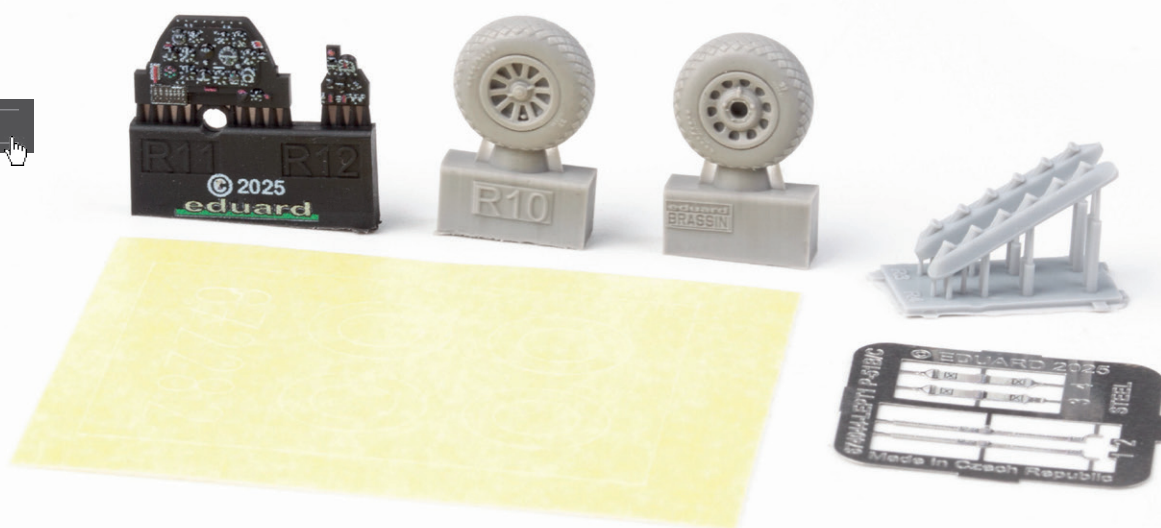
P-51B/C exhausts w/ fairings LööKplus

1/72 Arma Hobby

Collection of 3 sets for P-51B/C in 1/72 scale.

Recommended kit: Arma Hobby

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

[Product page](#)


632206

Bf 109K-4 wheels

1/32 Kotare

Brassin set - undercarriage wheels for Bf 109K-4 in 1/32 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Kotare

Set contains:

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

[Product page](#)


632207

Bf 109K-4 exhaust stacks PRINT

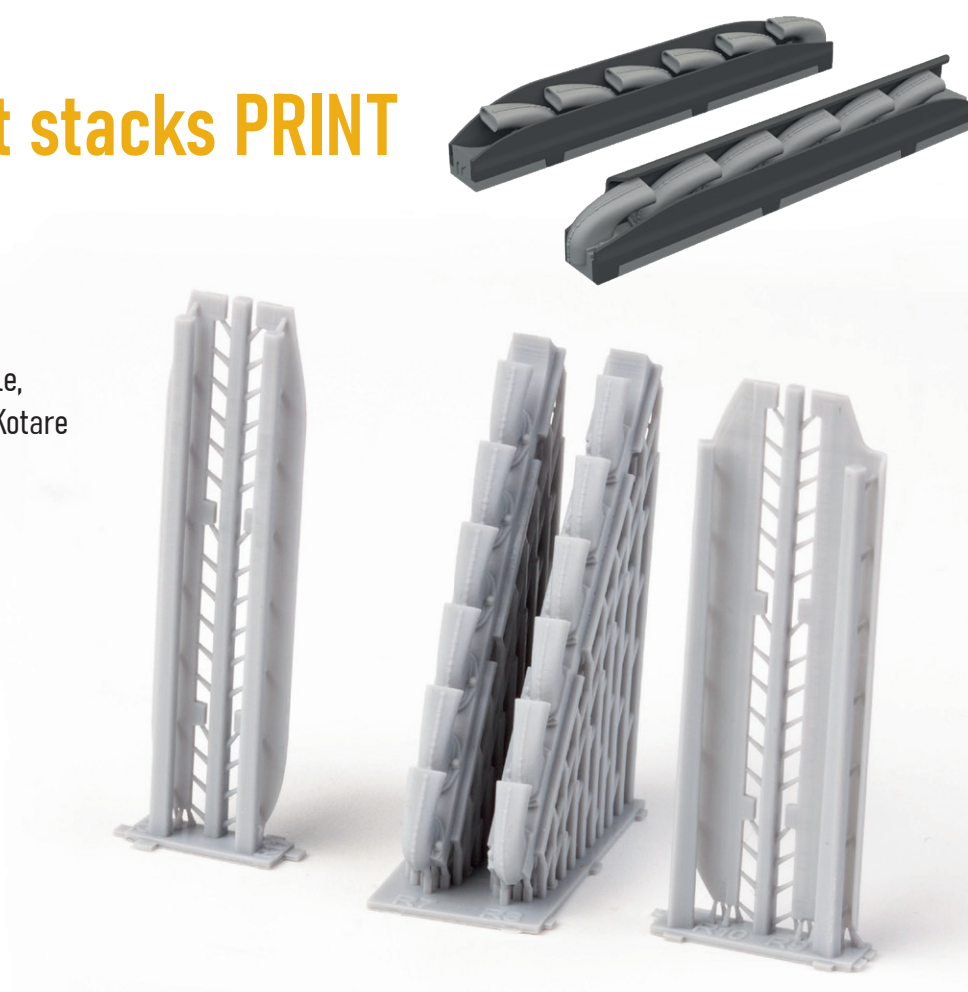
1/32 Kotare

Brassin set - exhaust stacks for Bf 109K-4 in 1/32 scale. Made by direct 3D printing. Made by direct 3D printing Easy to assemble, replaces plastic parts. Recommended kit: Kotare

Set contains:

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

[Product page](#)



6481116

Ki-115 wheels

1/48 Eduard

Brassin set - the undercarriage wheels for Ki-115 in 1/48 scale. The set consists of the main wheels. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



6481149

MiG-21F exhaust nozzle PRINT

1/48 Eduard

Brassin set - the exhaust nozzle for MiG-21F in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


6481151

MiG-21F wheels

1/48 Eduard

Brassin set - the undercarriage wheels for MiG-21F in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


6481152

S-199 4xETC 50 rack w/ bombs PRINT

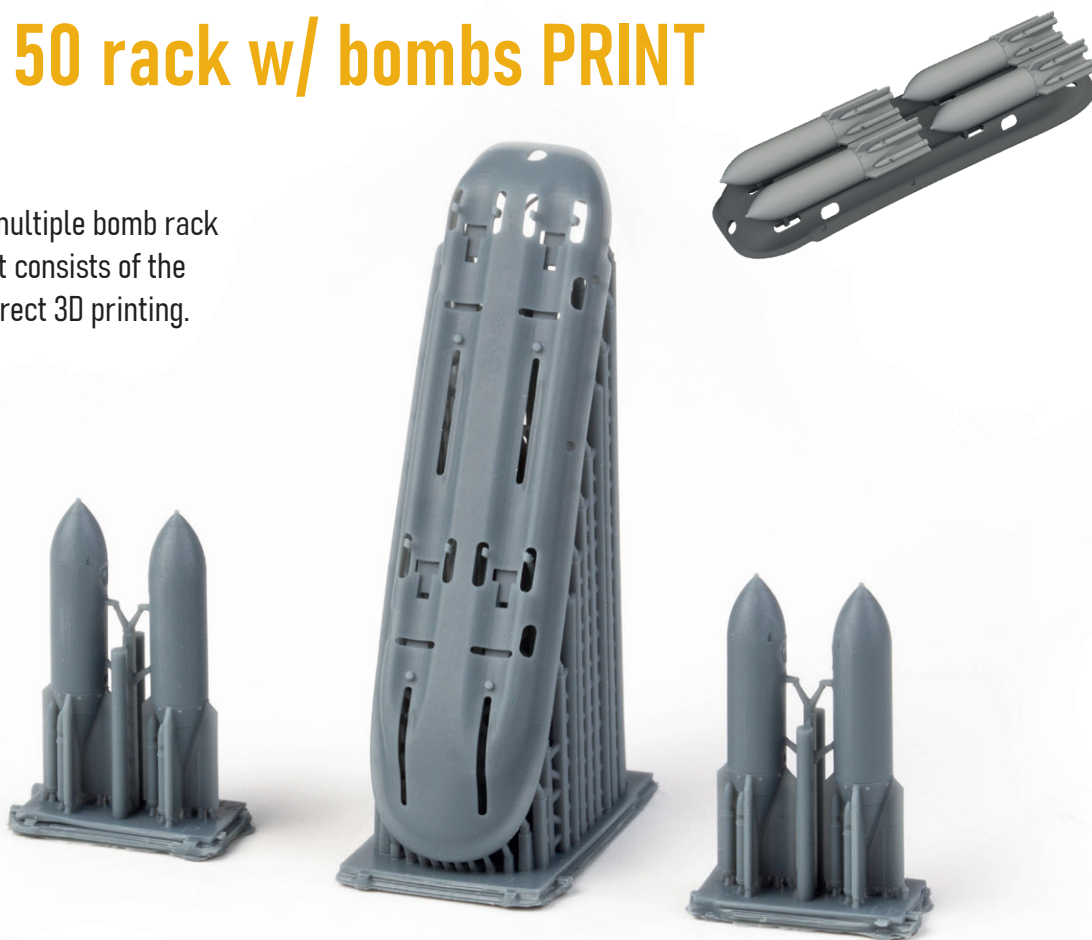
1/48 Eduard

Brassin set - the underbelly multiple bomb rack for S-199 in 1/48 scale. The set consists of the rack and 4 bombs. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)



6481154

MiG-21F PTB-490 fuel tank PRINT

1/48 Eduard

Brassin set - the fuel drop tank for MiG-21F in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



672423

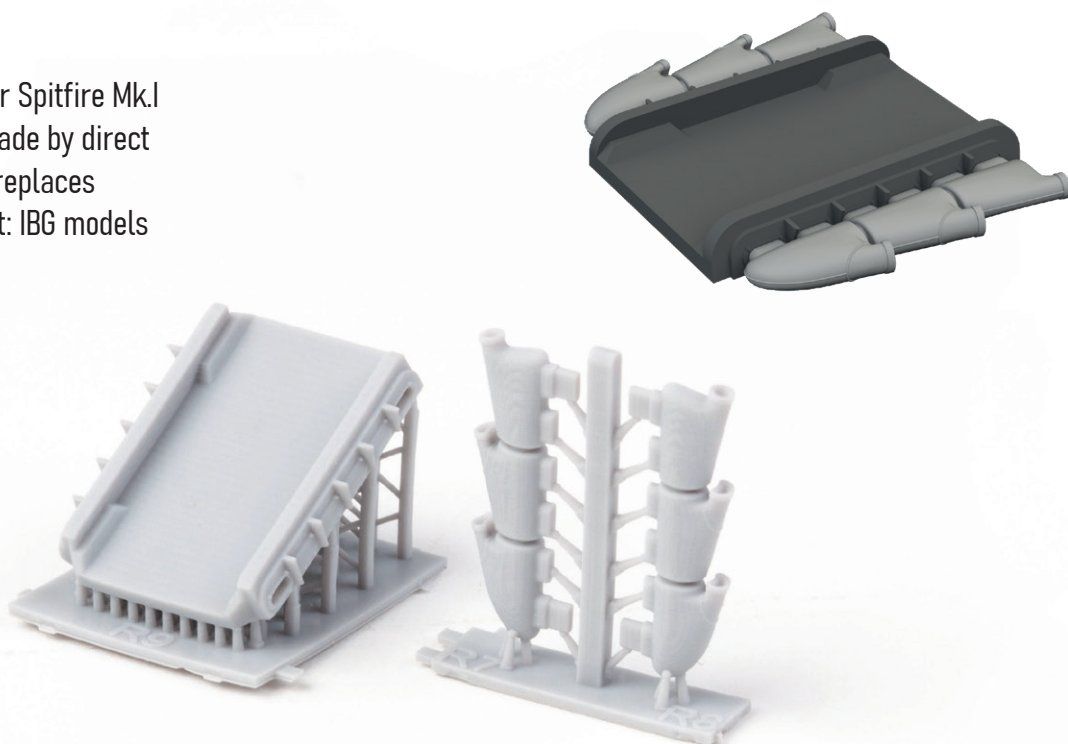
Spitfire Mk.I/II/V three-stacks exhaust rounded PRINT

1/72 IBG

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

Set contains:

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

[Product page](#)


672424

Spitfire Mk.I/II/V wheels

1/72 IBG

Brassin set - undercarriage wheels for Spitfire Mk.I or Mk.II or Mk.V in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: IBG models

Set contains:

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

[Product page](#)


672425

AGM-130

1/72

Brassin set - US air-to-ground guided missile AGM-130 in 1/72 scale. Set consists of 2 misiles.

Set contains:

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

[Product page](#)



672426

Spitfire Mk.I/II/V bakelite seat w/ integral belts PRINT

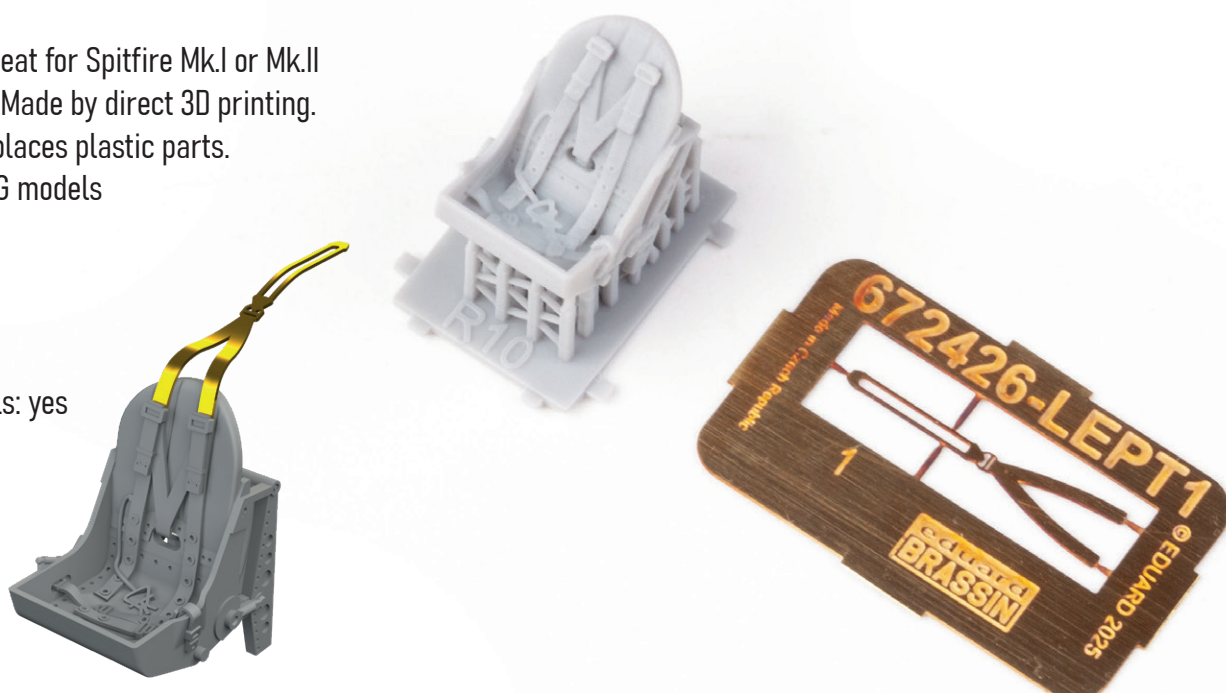
1/72 IBG

Brassin set - pilot's seat for Spitfire Mk.I or Mk.II or Mk.V in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: IBG models

Set contains:

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

[Product page](#)



672427

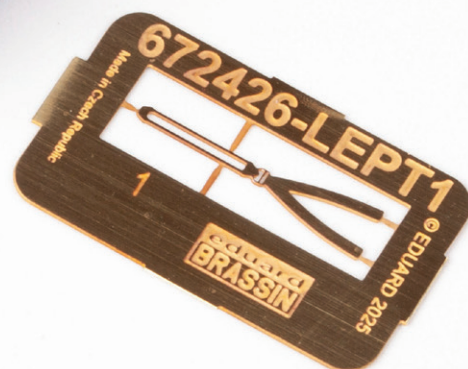
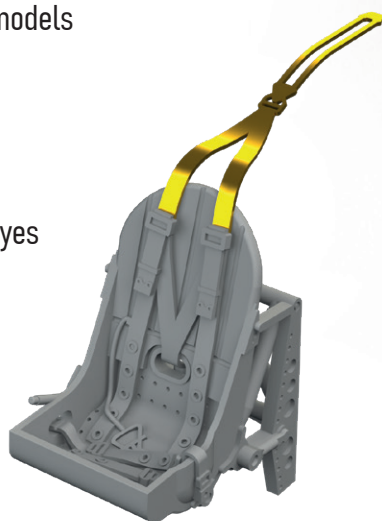
Spitfire Mk.I/II/V metal seat w/ integral belts PRINT

1/72 IBG

Brassin set - pilot's seat for Spitfire Mk.I or Mk.II or Mk.V in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: IBG models

Set contains:

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

[Product page](#)

SIN648143

A6M3 Zero Type 32 ADVANCED

1/48 Eduard

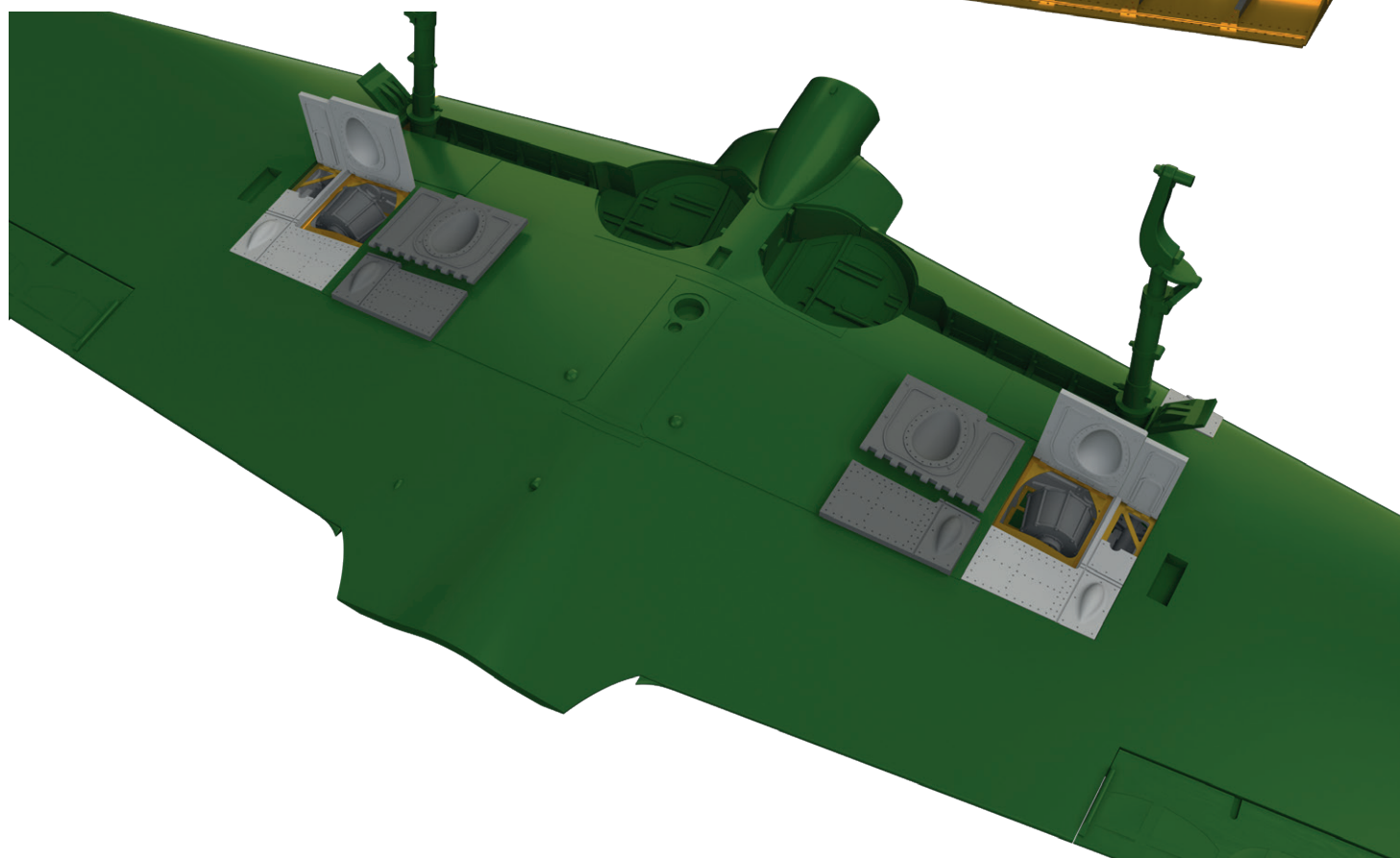
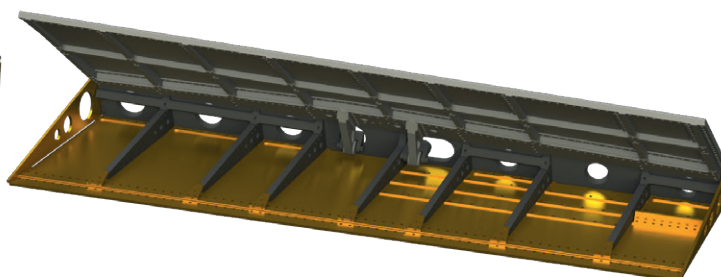
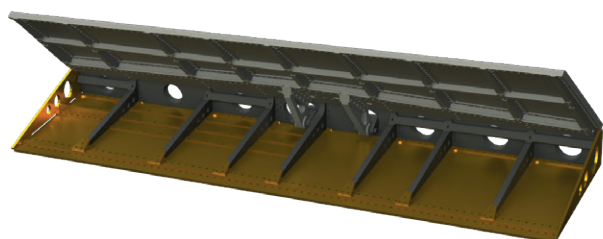
Collection of 3 sets for A6M3 Zero Type 32 in 1/48 scale.

Recommended kit: Eduard

- tail wheel
- landing flaps
- wings gun bays

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

Product page



SIN648144

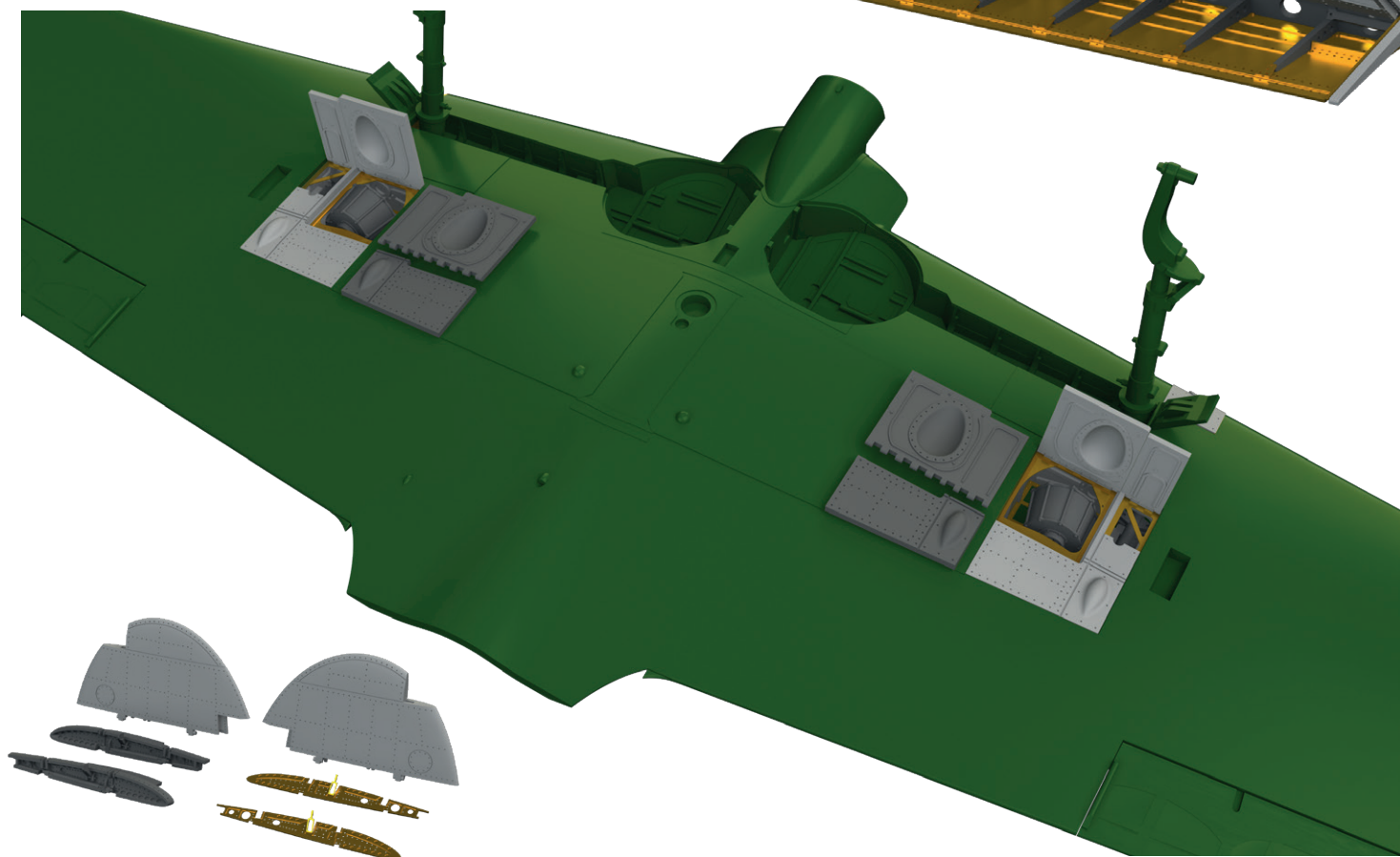
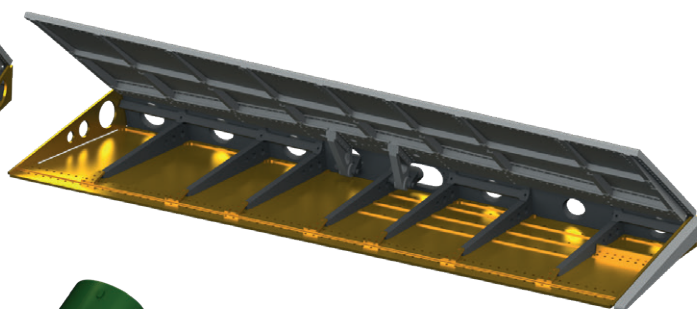
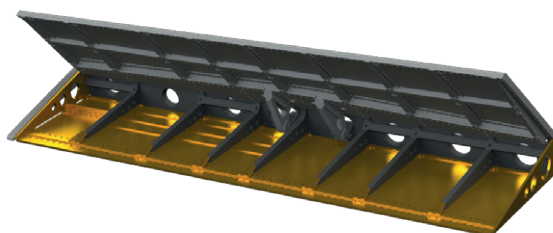
A6M3 Zero ESSENTIAL

1/48 Eduard

Collection of 4 sets for A6M3 Zero Type 22 in 1/48 scale.
Recommended kit: Eduard

- tail wheel
- folding wingtips
- landing flaps
- wings gun bays

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

[Product page](#)



eduard



Katka
Borecká

YOUTUBE PODCAST CHANNEL

eduard
ON AIR

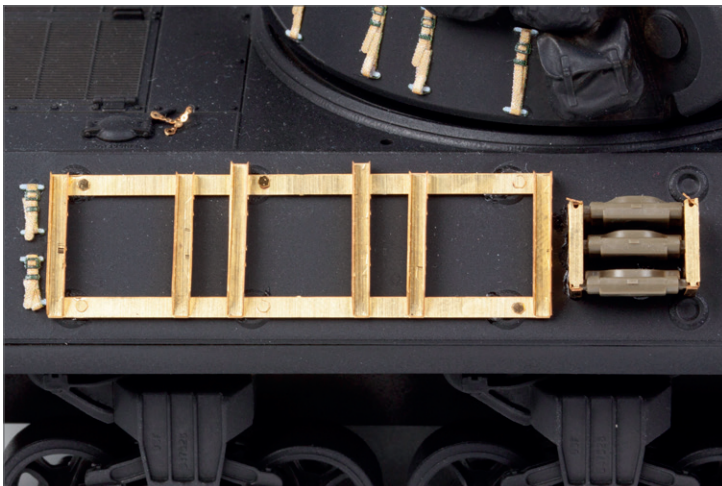
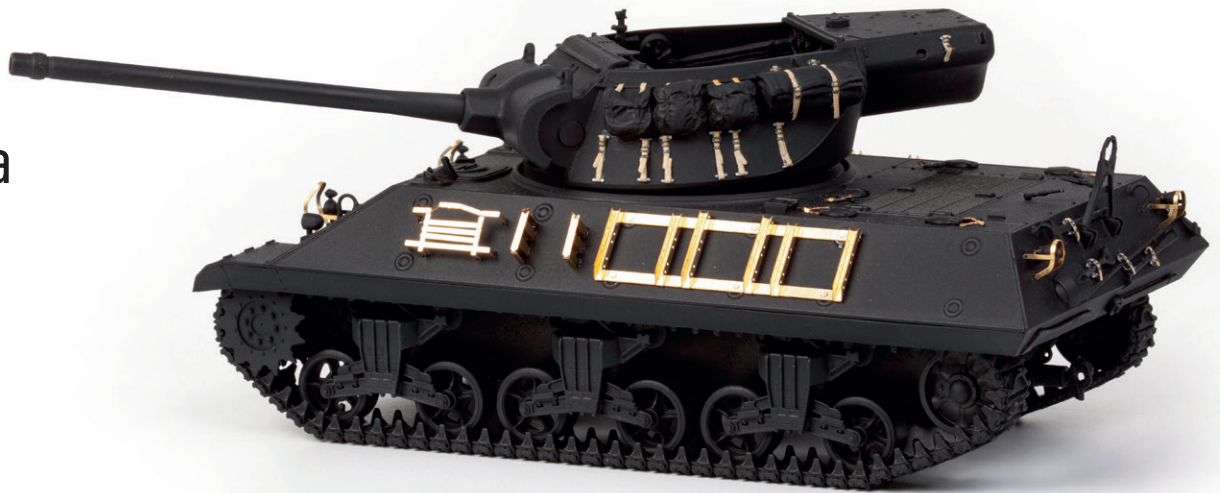


www.youtube.com/@EduardOnAirPodcast

M 36

1/35 Tamiya

#36537



Sea Hurricane Mk.IIc landing flaps

1/32 Revell

#32496



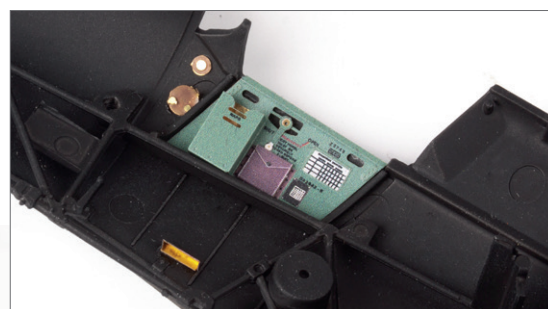
Sea Hurricane Mk.IIc

1/32 Revell

#321028

#33385

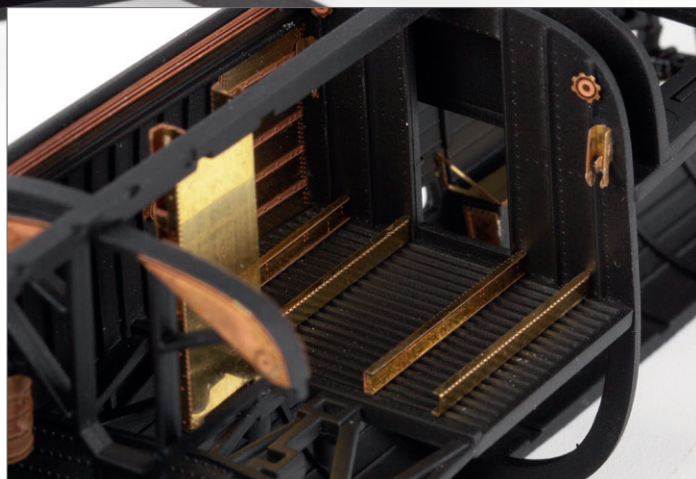
#33386



B-24D bomb bay

1/72 Airfix

#72752

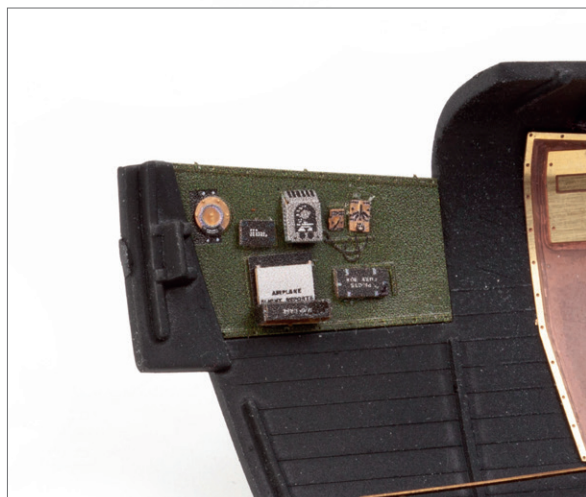


B-24D cockpit and engines

1/72 Airfix

#73860

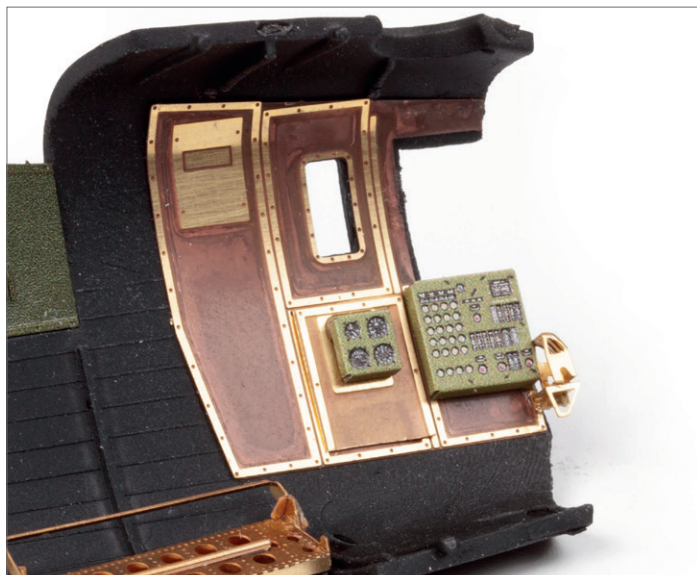
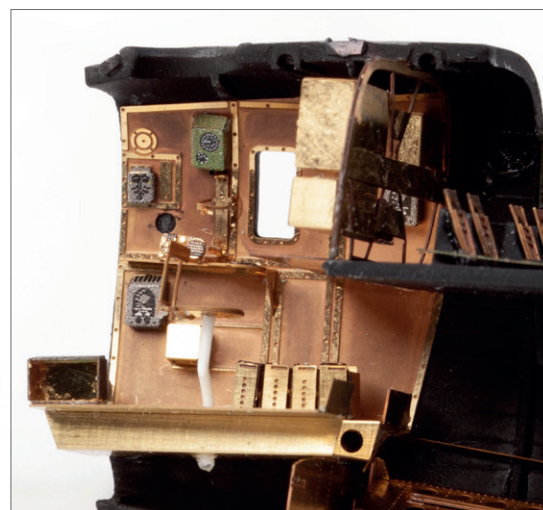
#SS860



B-24D nose and radio compartment

1/72 Airfix

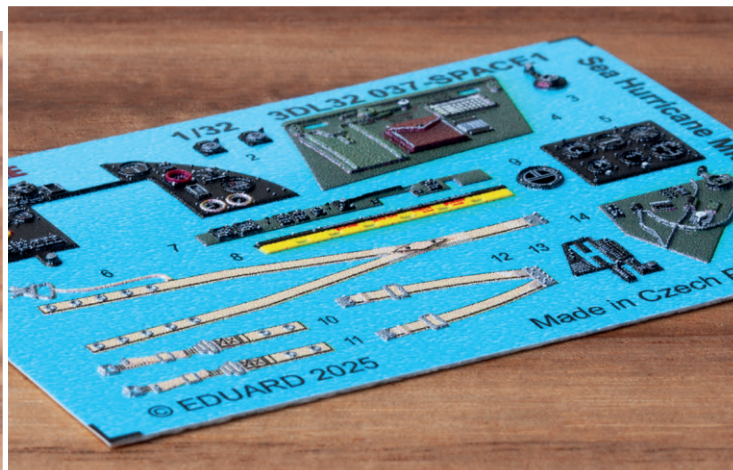
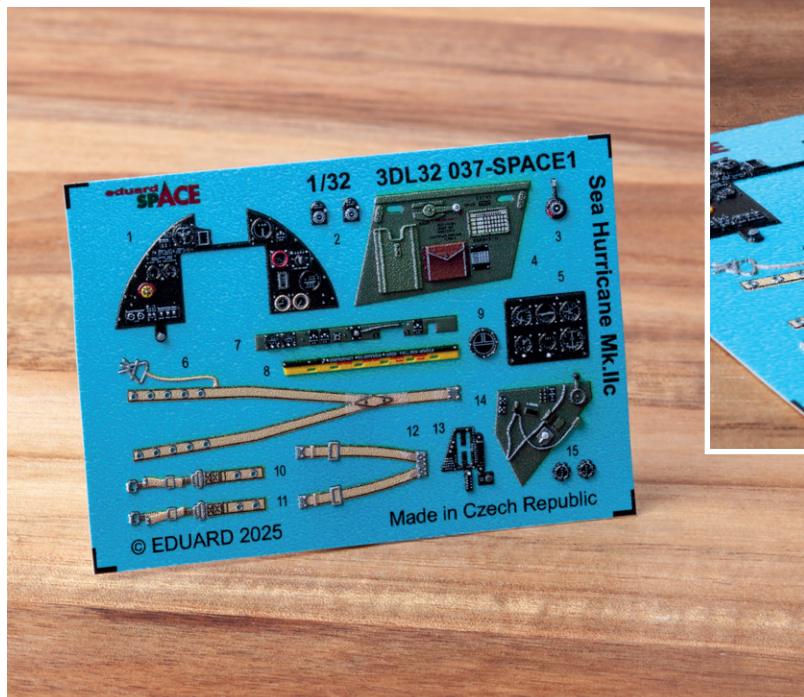
#73861



3DL32037 **Sea Hurricane Mk.IIc SPACE** 1/32 Revell

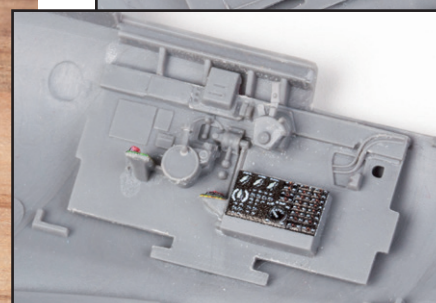
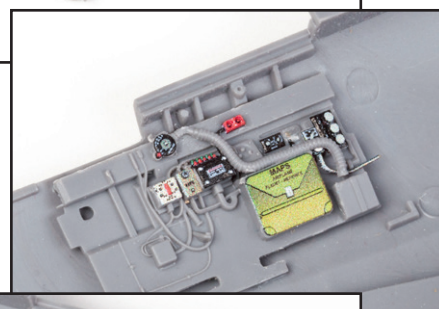
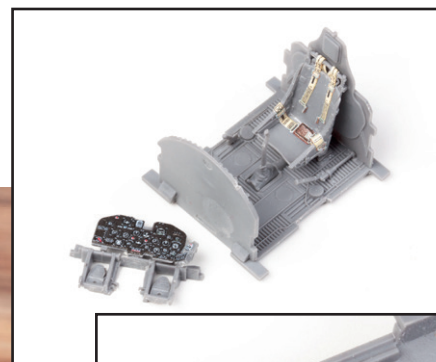
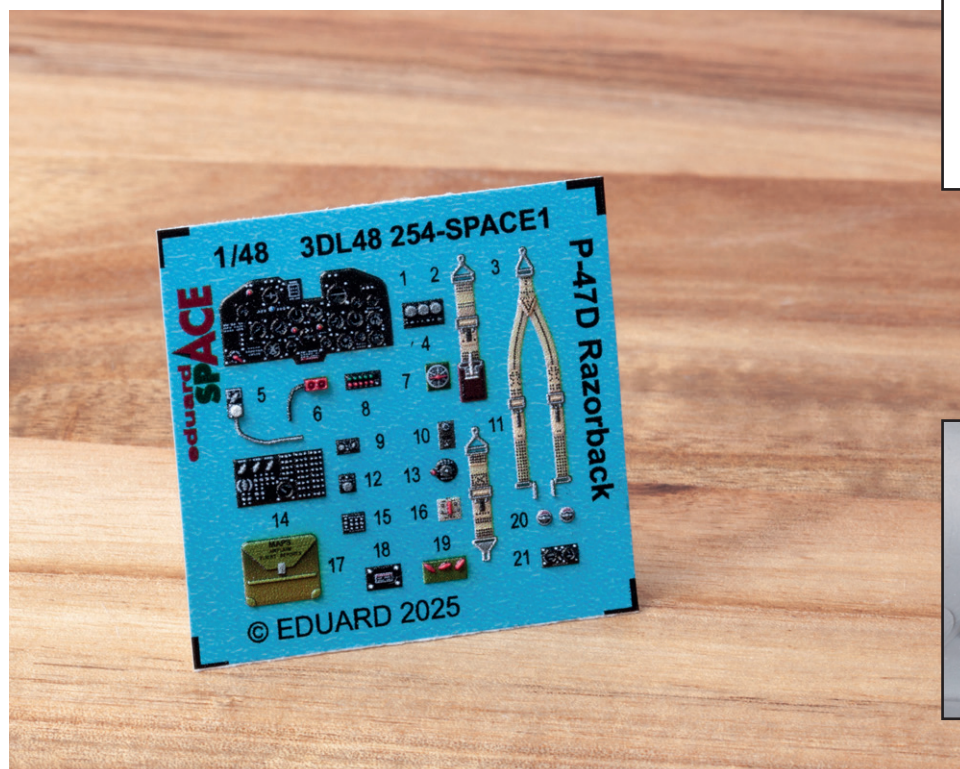
*EASY
APPLICATION*

[Product page](#)

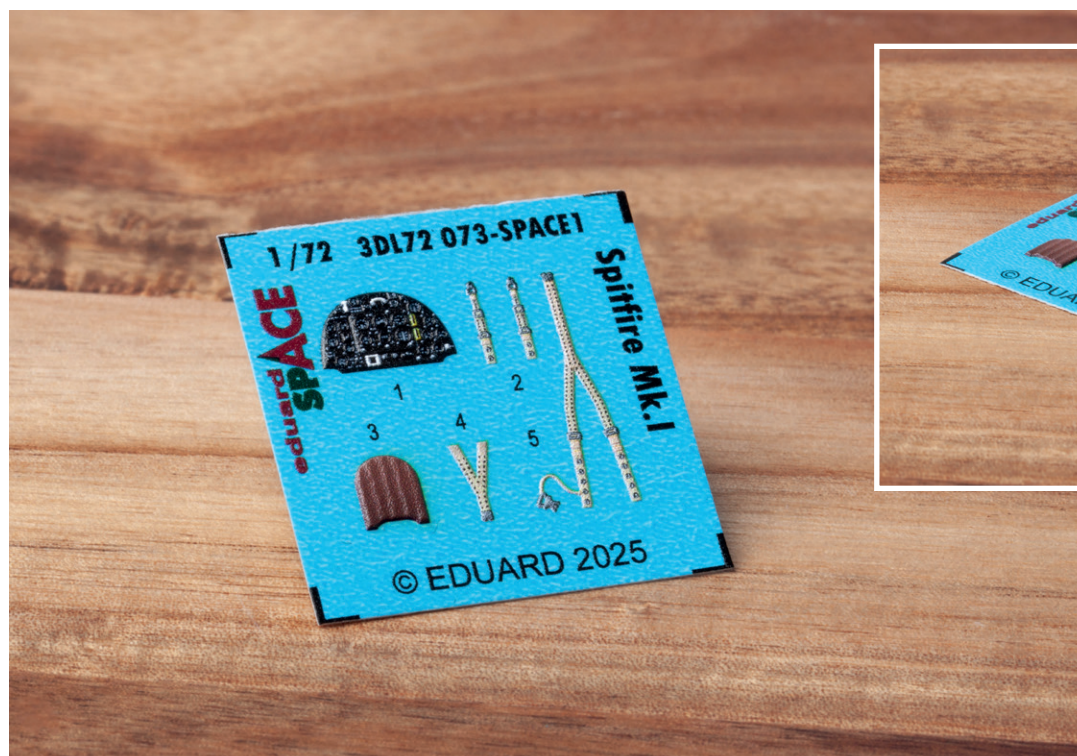


3DL48254 **P-47D Razorback SPACE** 1/48 MiniArt

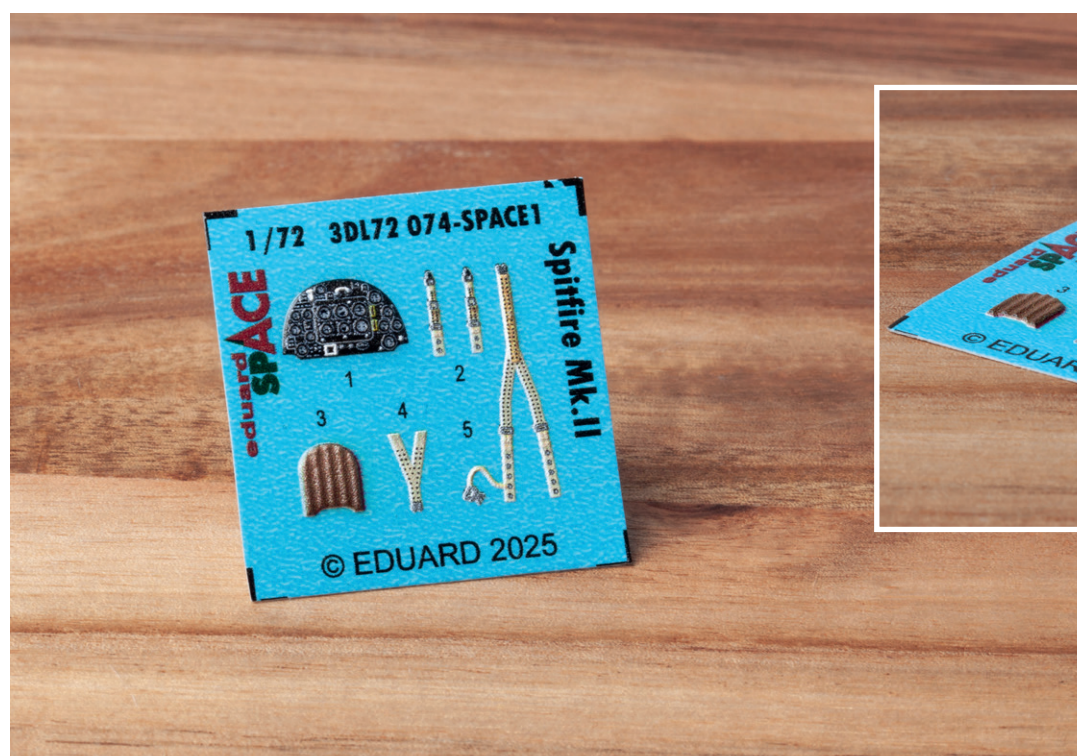
[Product page](#)

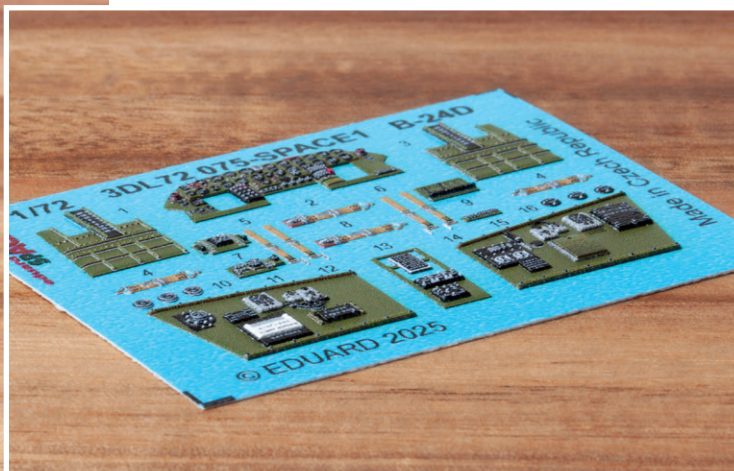
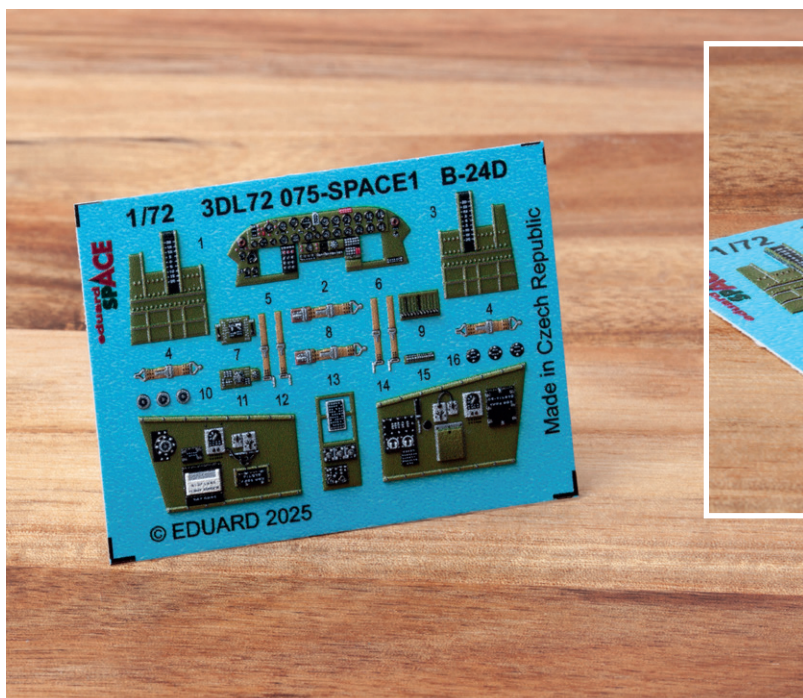
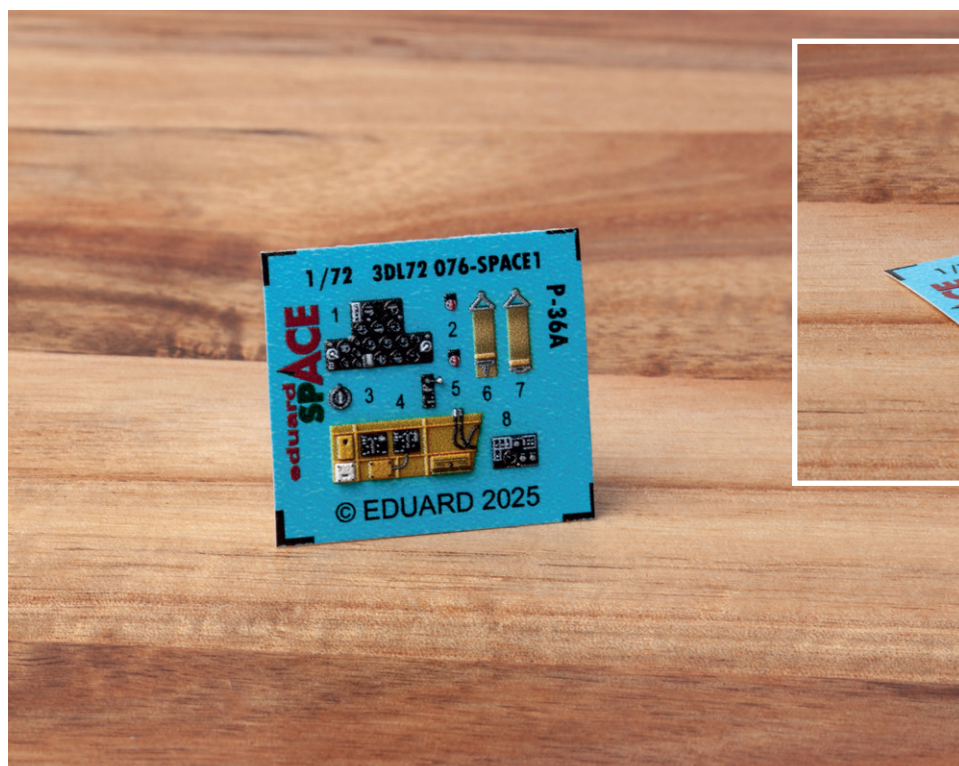


3DL72073 Spitfire Mk.I SPACE 1/72 IBG

[Product page](#)

3DL72074 Spitfire Mk.II SPACE 1/72 IBG

[Product page](#)

3DL72075 **B-24D SPACE** 1/72 Airfix[Product page](#)3DL72076 **P-36A SPACE** 1/72 Arma Hobby[Product page](#)

eduard

**LIMITED
EDITION**

**SEPTEMBER
2025**



11194

SCHNELLBOMBER Ju 88A-4 1/48

The kit of German medium bomber Ju 88A-4 in markings of six Luftwaffe units conducting their tasks on the Eastern Front and within Mediterranean area of operations, namely Greece and Sicily.



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



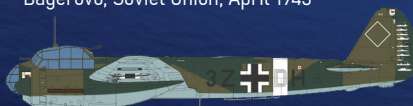
Hptm. Klaus Häberlen, CO of Stab I./KG 51, Bagerovo, Soviet Union, April 1943



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



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



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



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



Bf 108 1/32

3405

The kit of German WWII liaison aircraft Bf 108.



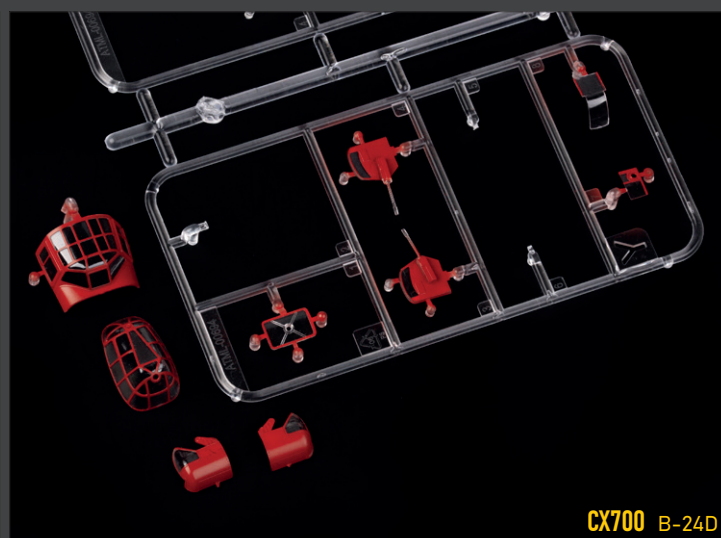
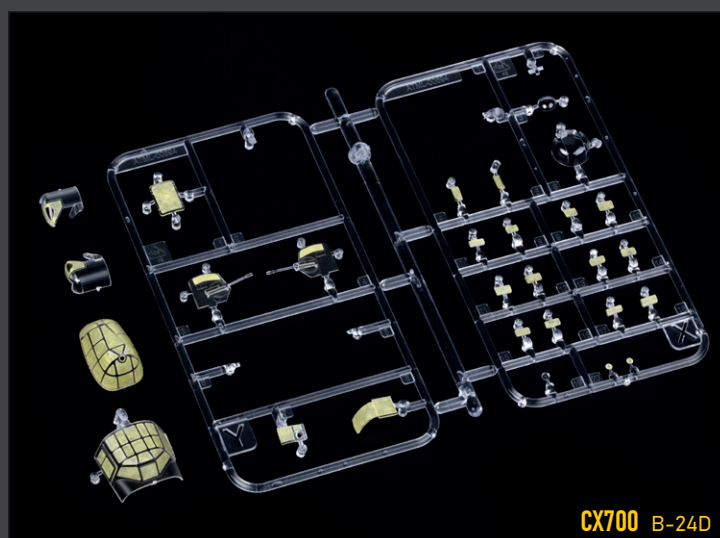
Ki-115 Tsurugi 1/48

11192

The kit of Japanese WWII suicide plane Ki-115 Tsurugi.

www.eduard.com

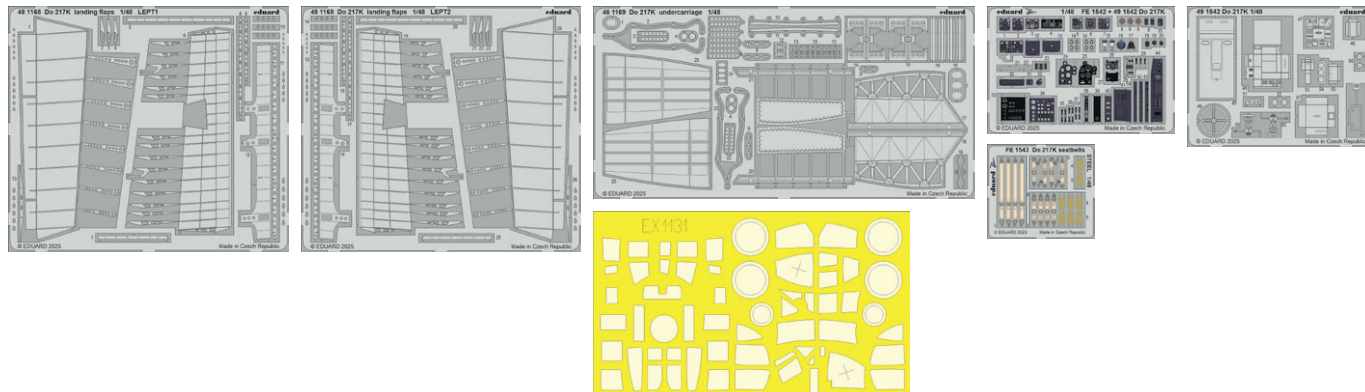
JX341 Sea Hurricane Mk.IIc
 1/32 Revell
JX342 Sea Hurricane Mk.IIc TFace
 1/32 Revell
JX343 Sea Hurricane Mk.IIc
 national insignia
 1/32 Revell
EX1145 S-199 TFace
 1/48 Eduard
CX700 B-24D
 1/72 Airfix
CX701 B-24D US national insignia
 1/72 Airfix



BIG49461 Do 217K 1/48 ICM

[Product page](#)

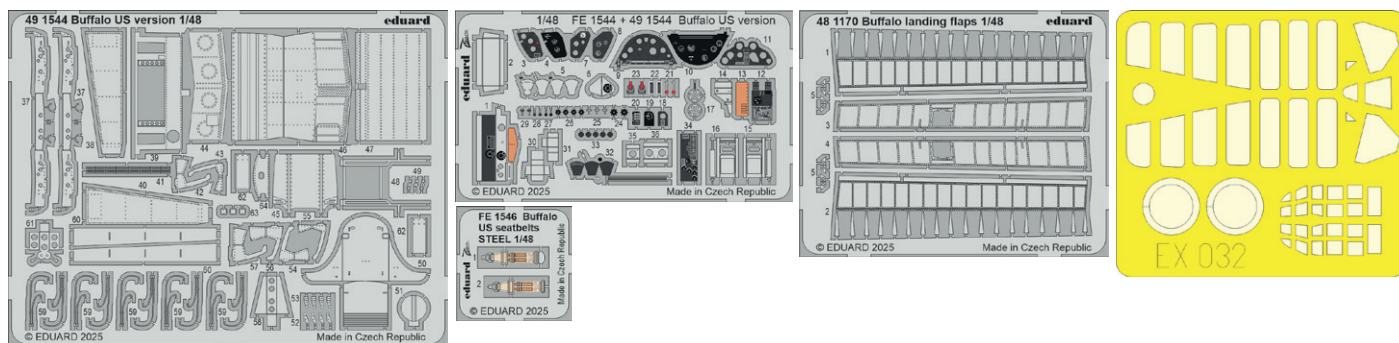
- 481168 Do 217K landing flaps 1/48
- 481169 Do 217K undercarriage 1/48
- 491542 Do 217K 1/48
- FE1543 Do 217K seatbelts STEEL 1/48
- EX1131 Do 217K 1/48



BIG49462 Buffalo US version 1/48 Tamiya

[Product page](#)

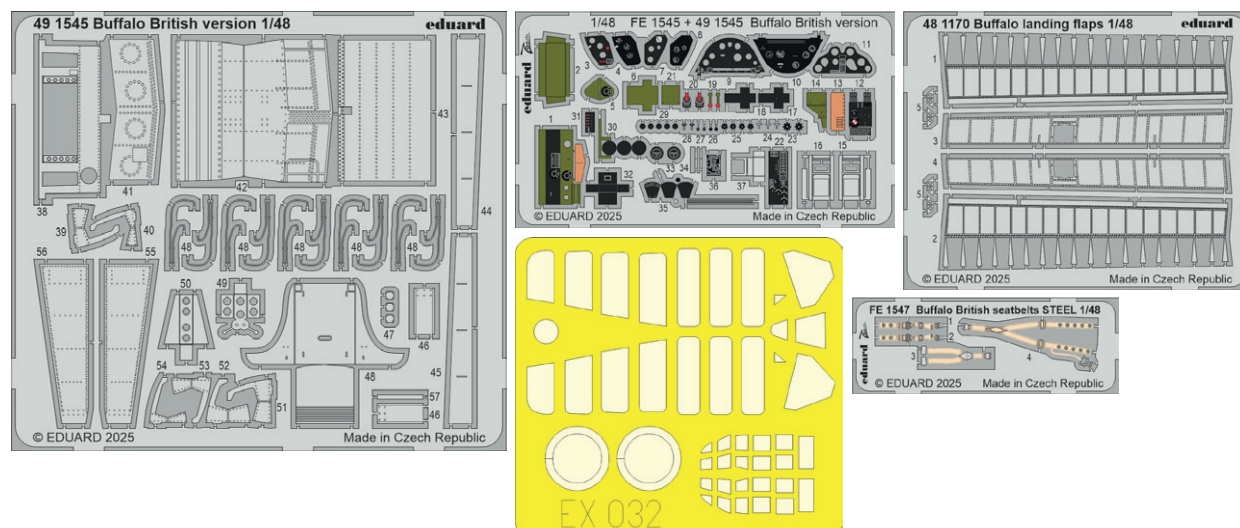
- 481170 Buffalo landing flaps 1/48
- 491544 Buffalo US version 1/48
- FE1546 Buffalo US seatbelts STEEL 1/48
- EX032 F2A 1/48



BIG49463 Buffalo British version 1/48 Tamiya

[Product page](#)

- 481170 Buffalo landing flaps 1/48
- 491545 Buffalo British version 1/48
- FE1547 Buffalo British seatbelts STEEL 1/48
- EX032 F2A 1/48



KITS

948011	Avia S-199 ERLA canopy	1/48	HYBRiD
82191	MiG-21F-13	1/48	ProfiPACK
82242	P-40N Warhawk	1/48	ProfiPACK
82151	Spitfire Mk.Ia Reedice	1/48	ProfiPACK

PE-SETS

32496	Sea Hurricane Mk.IIc landing flaps	1/32	Revell
321028	Sea Hurricane Mk.IIc	1/32	Revell
36537	M 36	1/35	Tamiya
491558	P-47D Razorback	1/48	MiniArt
72751	B-24D undercarriage	1/72	Airfix
72752	B-24D bomb bay	1/72	Airfix
73858	Spitfire Mk.I	1/72	IBG
73859	Spitfire Mk.II	1/72	IBG
73860	B-24D cockpit & engines	1/72	Airfix
73861	B-24D nose & radio compartment	1/72	Airfix
73862	P-36A	1/72	Arma Hobby

ZOOMS

33385	Sea Hurricane Mk.IIc	1/32	Revell
33386	Sea Hurricane Mk.IIc seatbelts STEEL	1/32	Revell
FE1558	P-47D Razorback	1/48	MiniArt
FE1559	P-47D Razorback seatbelts STEEL	1/48	MiniArt
SS858	Spitfire Mk.I	1/72	IBG
SS859	Spitfire Mk.II	1/72	IBG
SS860	B-24D	1/72	Airfix

MASKS

JX341	Sea Hurricane Mk.IIc	1/32	Revell
JX342	Sea Hurricane Mk.IIc TFace	1/32	Revell
JX343	Sea Hurricane Mk.IIc national insignia	1/32	Revell
EX1145	S-199 TFace	1/48	Eduard
CX700	B-24D	1/72	Airfix
CX701	B-24D US national insignia	1/72	Airfix

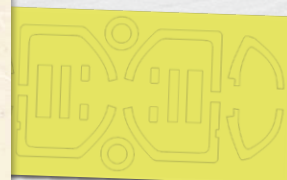
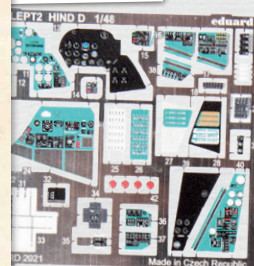
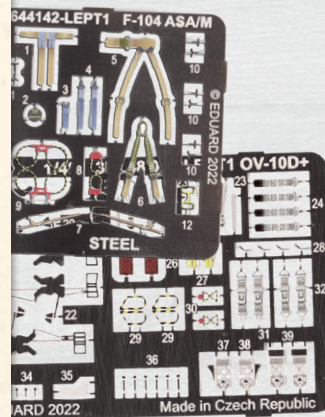
BIG ED

BIG49461	Do 217K	1/48	ICM
BIG49462	Buffalo US version	1/48	Tamiya
BIG49463	Buffalo British version	1/48	Tamiya

LIMITED
EDITION

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

644327	Ki-115 Tsurugi LööK	1/48	Eduard
644329	MiG-21F grey LööK	1/48	Eduard
674045	P-36A LööK	1/72	Arma Hobby
674049	Fw 190D LööK	1/72	IBG
674052	Spitfire Mk.I LööK	1/72	IBG
674053	Spitfire Mk.II LööK	1/72	IBG
632206	Bf 109K-4 wheels	1/32	Kotare
632207	Bf 109K-4 exhaust stacks PRINT	1/32	Kotare
6481116	Ki-115 wheels	1/48	Eduard
6481149	MiG-21F exhaust nozzle PRINT	1/48	Eduard
6481151	MiG-21F wheels	1/48	Eduard
6481152	S-199 4xETC 50 rack w/ bombs PRINT	1/48	Eduard
6481154	MiG-21F PTB-490 fuel tank PRINT	1/48	Eduard
672423	Spitfire Mk.I/II/V three-stacks exhaust rounded PRINT	1/72	IBG
672424	Spitfire Mk.I/II/V wheels	1/72	IBG
672425	AGM-130	1/72	
672426	Spitfire Mk.I/II/V bakelite seat w/ integral belts PRINT	1/72	IBG
672427	Spitfire Mk.I/II/V metal seat w/ integral belts PRINT	1/72	IBG

LööKPLUS

644328	Ju 88A-4 LööKplus	1/48	Eduard / ICM
674050	P-51B/C LööKplus	1/72	Arma Hobby
674051	P-51B/C exhausts w/ fairings LööKplus	1/72	Arma Hobby

BIGSIN

SIN648143	A6M3 Zero Type 32 ADVANCED	1/48	Eduard
SIN648144	A6M3 Zero Type 22 ADVANCED	1/48	Eduard

SPACE

3DL32037	Sea Hurricane Mk.IIc SPACE	1/32	Revell
3DL48254	P-47D Razorback SPACE	1/48	MiniArt
3DL72073	Spitfire Mk.I SPACE	1/72	IBG
3DL72074	Spitfire Mk.II SPACE	1/72	IBG
3DL72075	B-24D SPACE	1/72	Airfix
3DL72076	P-36A SPACE	1/72	Arma Hobby

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



Messerschmitt Me 410 A „MS + yellow 8" of the II. Gruppe ZG 76 photographed at Seerapen airfield in late autumn 1944. In the cockpit, ZFR 4 Reflexvisier can be recognized, however the armament in the nose is not visible. It is although highly probable, that plane had either extra MG 151/20s mounted or pair of MK 103s.



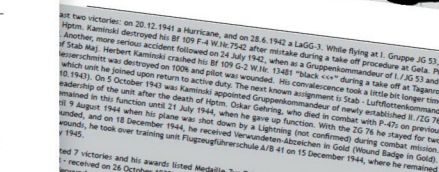
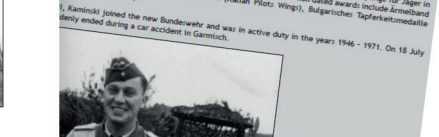
This Messerschmitt Me 410 was found by Soviet troops together with others parked and abandoned alongside the highway from Schroda to Großenhain. Black digit "40" is nicely visible to be painted on the nose of the aircraft. Also typical ZG 76 marking of the propeller hubs is recognizable. Unfortunately, and as very usual, the Werk Number of the plane is not visible (or not applied at all).



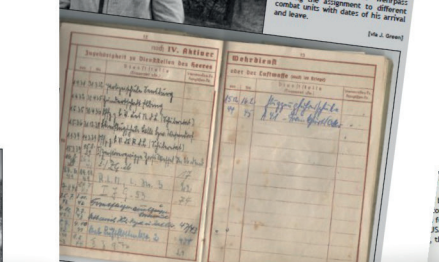
On 15 August 1940 lost ZG 76 a final number of thirty-four men. One of them was a member of 6./ZG 76, Pw. Jakob B. He was an experienced fighter, successfully fighting in the French campaign. Jakob Birndorfer, a twenty-two-year-old native of Wazzenburg an Inn, is buried in the German section of the military 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. Engines DB 601 made at Genshagen-Kr. Armament: four MG17; two 20 mm cannons MG15. The unit was deduced from the aircraft code letters.



106

[illegible]

Left: Herbert Kaminski photographed at the field while serving with ZG 26.
Below: Pages from his Wehrmacht showing the



76 76



[via P. Sèpinski]



Group of 47 P-47 "Thunderbolts" of the famous 56th Fighter Group, also nicknamed by its leader as „Hub Zemke's Wolfpack", flew on this day under the command of Major David C. Schilling. Schilling led the 56th Fighter

110 G-22 equipped with the WGr 21/42, with the 61st, 62nd, and 63rd Squadrons, over the Channel continuing inland to rendezvous with bombers arriving from England and Germany at 11:30 on 11:35. Bombers were loosely formed into three wings of boxes. The 353rd Fighter Group covered the first two boxes, and the 56th Fighter Group the second two with the 61st and 62nd Squadrons to the front and the 63rd Squadron to the rear. The group gave escort to the vicinity of Wetzlar and made landfall out at Walchern Island at 12:23 at 7600

At 11:32, at bomber level (8200 m) were enemy aircraft of types Fw 190, Bf 109s, Ju 88s, and Bf 110s preparing to attack. The attacks were apparently meant to be launched on the bombers from 5 to 7 o'clock but were not initiated because "Die Wolfpack" bounced the enemy aircraft from the rear and broke them up. Several combats ensued from Rendsburg Point and ended after about 10 minutes. As a result of combats, seven claimed

The second Gruppe, only Lt. Klaus Möllner claimed one "Flying Fortress" near Mühlheim-
16-20 Bf 110s destroyed, probably destroyed and damaged.
Several Bf 110s were reported carrying rocket guns and being painted in very dark colors.

1st Lt. FRANK E. McCAULEY, pilot of the 61st Squadron of the 56th Fighter Group, claimed his victory between 11:30 and 11:35:

"I was flying Keyworth Yellow Three. Our squadron was just making a turn in front of the last box of bombers when I spotted two Me 110s to the right of and parallel to the last box of bombers. We were at 8200 m and they were

about 1500 or 1800 m below. I called the Yellow leader and told him to make 180 that I was going down.



6. Over the Blitzkrieg

the long-awaited offensive began on 26 July 1976 entered the offensive with combat ready, and II./ZG 76 had on 'm-Feldzug' 338 f100 C/D, of which combat formations. Both were stationed in the fast movement of the ground forces of the Blitzkrieg, this has to be

the most successful. The unit's combat score was opened by Gruppenkommandeur Hptm. Erich Groth, when he and Gruppenadjutant Lt. Herbert Peters downed, most likely together, a Morane piloted by S/Lt Yves Ripault. The Frenchman subsequently rescued himself by parachute. He was captured by members of the Belgian army and released after some time. The next defeated in this combat was a Polish airman Sgt. Leopold Flanek, who made



the enemy opposition.

II ZIG 76 operated from its base position with 3x 87 of III ZIG 51. The predetermined their deployment force combat occurred in the early of 11 May 1940, when twenty encountered nine Moranes NS 406: 2 in the area of St. Trond-Lamur.

of 110 of II ZIG 76 photographed at one of the airfields at the

beginning of the deployment against France. The ground staff procured spruce branches and thoroughly covered parts of the aircraft with them in an attempt to camouflage it from the enemy.

33. A picture of a Bf 110 from II./ZG 76 taken during the fighting over France. On the tail of the aircraft, 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 Zatkovíc.

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 - 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"

Search: "ZG 76"

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



ENSTROM 480

1/72



#972011
MARKING B
built by **Zdeněk Svíták**



Enstrom TH-480B, Japan Ground Self-Defense Force, Akeno Base, Japan, November 2024

In 2010, the Japanese Ground Self-Defense Force selected Enstrom 480 helicopters, manufactured by Enstrom Helicopter Corporation, based in Menominee, Michigan,

to replace their aging fleet of helicopters used for training military pilots. The first helicopters were delivered in 2011, with a total of 30 aircraft delivered by March 2015. The Enstrom

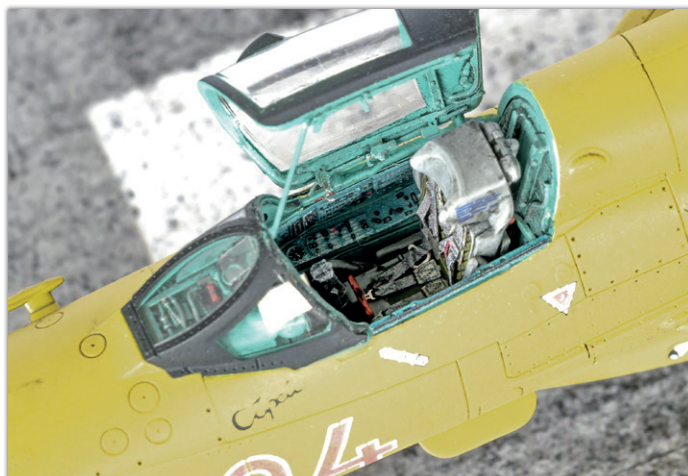
TH-480Bs used to train Japanese pilots are painted entirely blue with gold stripes.



MIG-21bis

1/72

#2151
MARKING A
built by **Matthias Becker**



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

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

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

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



[Product page](#)

BIG ED (December)

BIG49464	B-26F Marauder PART I 1/48 ICM
BIG49465	B-26F Marauder PART II 1/48 ICM
BIG49466	Spitfire Tr.9 1/48 Airfix
BIG72187	B-24J 1/72 Hasegawa

BRASSIN (December)

634051	Sea Hurricane Mk.II LööK 1/32 Revell
644330	P-47D Razorback LööK 1/48 MiniArt
644335	MiG-21F turquoise LööK 1/48 Eduard
644336	AV-8B Harrier Plus LööK 1/48 UMA Models
674046	Mosquito PR Mk. XVI LööK 1/72 Special Hobby
674047	Mosquito NF Mk. XXX LööK 1/72 Special Hobby
632209	Hurricane Mk.II cockpit door PRINT 1/32 Revell
632210	Hurricane Mk.IIc gun barrels 1/32 Revell
635041	H39 French Light Tank equipment PRINT 1/35 Tamiya
6481156	P-47D Razorback cockpit upgrade set PRINT 1/48 MiniArt
6481157	P-47D undercarriage legs PRINT 1/48 MiniArt
6481161	P-51D undercarriage legs PRINT 1/48 Eduard
672428	Mosquito seats w/ integral belts PRINT 1/72 Special Hobby
672430	F-35C exhaust nozzle PRINT 1/72 Tamiya
672431	F-35C ejection seat PRINT 1/72 Tamiya

LööKPlus (December)

644331	Jaguar GR.1 LööKplus 1/48 Airfix
644332	Jaguar GR.1A LööKplus 1/48 Airfix
644333	MiG-21F grey LööKplus 1/48 Eduard

BIGSIN (December)

SIN648145	P-40N ESSENTIAL 1/48 Eduard
SIN648146	Jaguar GR.1 1/48 Airfix

634051**Sea Hurricane Mk.II LööK****1/32 Revell**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Sea Hurricane Mk.II in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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

**644330****P-47D Razorback LööK****1/48 MiniArt**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-47D Razorback in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Miniart

Set contains:

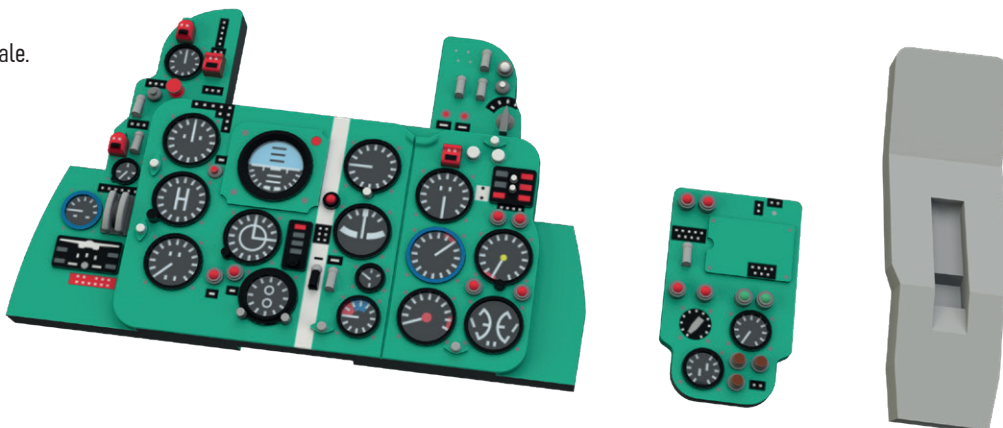
- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644335****MiG-21F turquoise LööK****1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for MiG-21F in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



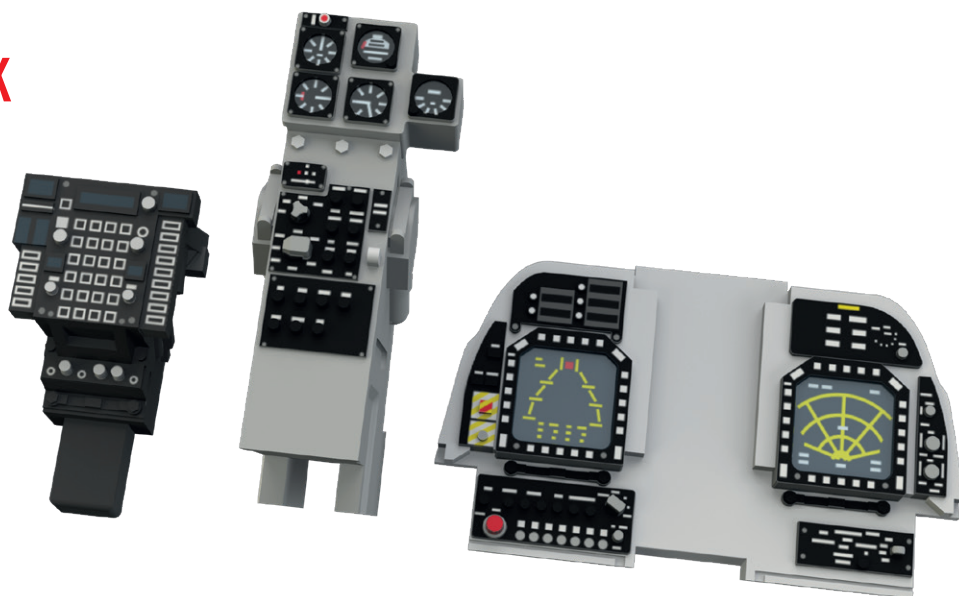
644336

AV-8B Harrier Plus LööK**1/48 Uma Hobby**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for AV-8B Harrier in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Uma Hobby

Set contains:

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



674046

Mosquito PR Mk. XVI LööK**1/72 Special Hobby**

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

Set contains:

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



674047

Mosquito NF Mk. XXX LööK**1/72 Special Hobby**

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

Set contains:

- resin: 5 parts
- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



632209

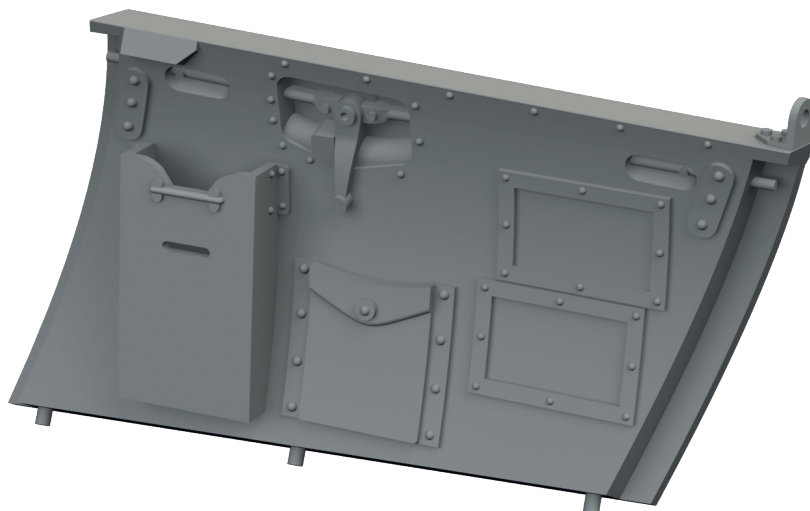
Hurricane Mk.II cockpit door PRINT

1/32 Revell

Brassin set - cockpit door for Hurricane Mk.II in 1/32 scale. Made by direct 3D printing. Made by direct 3D printing Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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



632210

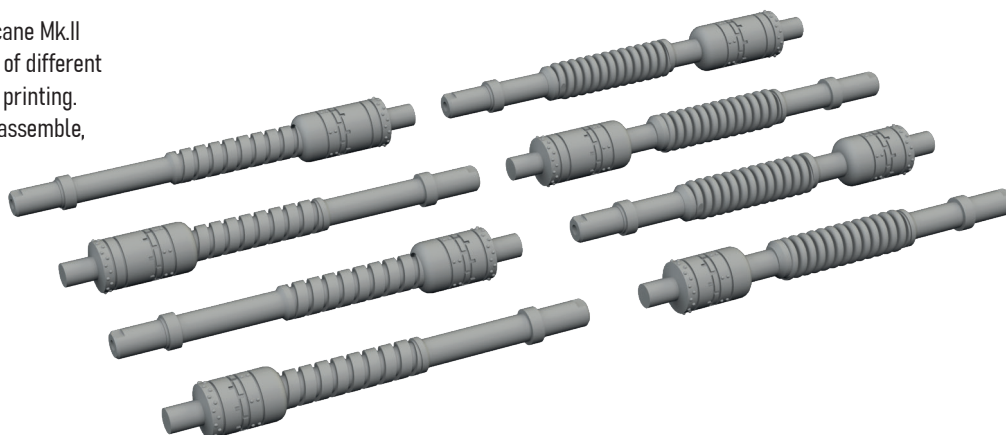
Hurricane Mk.IIc gun barrels

1/32 Revell

Brassin set - gun barrels for Hurricane Mk.II in 1/32 scale. Set consists of 2 sets of different types of barrels. Made by direct 3D printing. Made by direct 3D printing Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

- resin: 8 parts
- decals: no
- photo-etched details: no
- painting mask: no



635041

H39 French Light Tank equipment PRINT

1/35 Tamiya

Brassin set - equipment for H39 French Light Tank in 1/35 scale. Set consists of equipment and separate clamps. Made by direct 3D printing. Made by direct 3D printing Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print: 18 parts
- decals: no
- photo-etched details: no
- painting mask: no

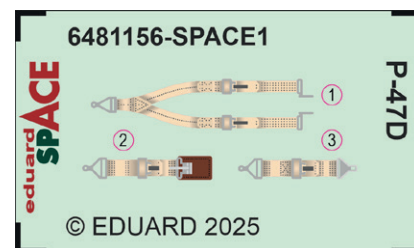


6481156

P-47D Razorback cockpit upgrade set PRINT

1/48 MiniArt

Brassin set - cockpit upgrade set for P-47D in 1/48 scale.
Set consists of rudder pedals, gun sight and SPACE seat belts.
Made by direct 3D printing. Easy to assemble, replaces plastic parts.
Recommended kit: Miniart



Set contains:

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



6481157

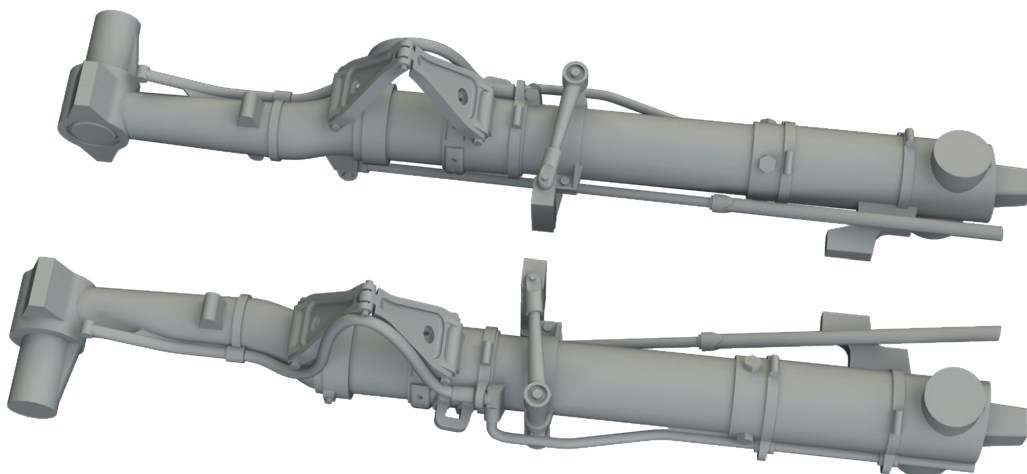
P-47D undercarriage legs PRINT

1/48 MiniArt

Brassin set - the undercarriage legs for P-47D in 1/48 scale. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Miniart

Set contains:

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



6481161

P-51D undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legs for P-51D in 1/48 scale. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



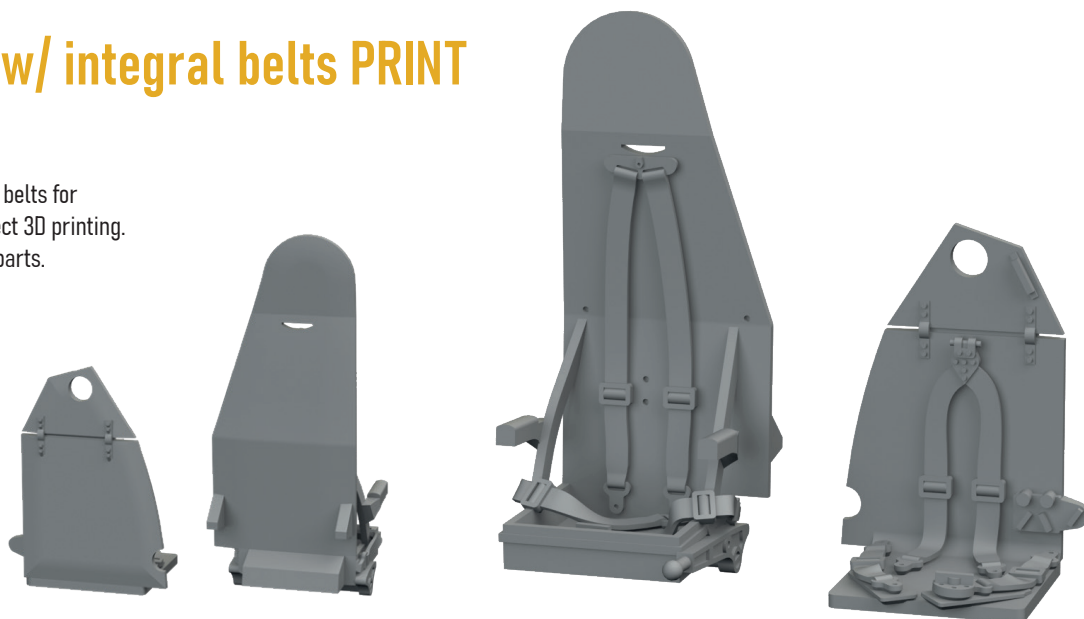
672428

Mosquito seats w/ integral belts PRINT**1/72 Special Hobby**

Brassin set - seats w/ integral seat belts for Mosquito in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Special Hobby

Set contains:

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



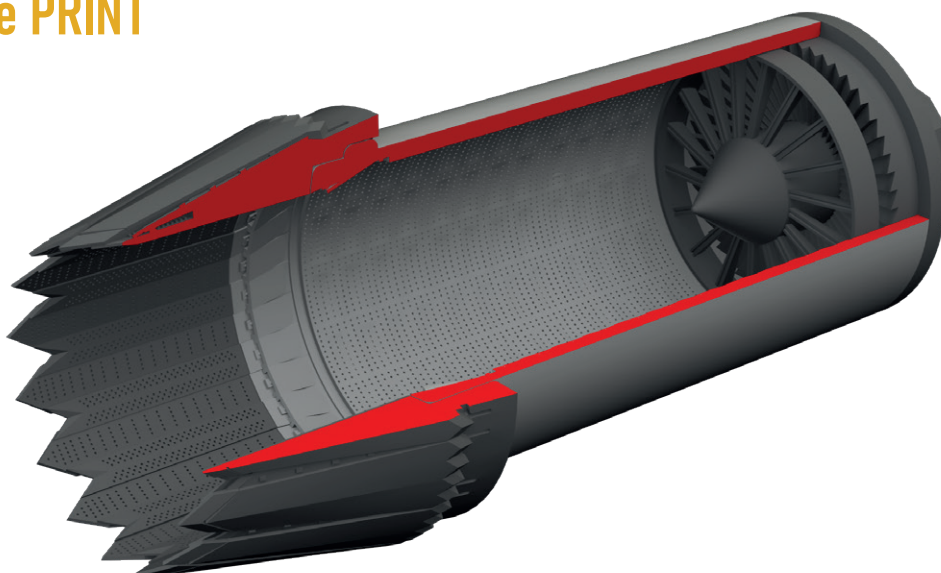
672430

F-35C exhaust nozzle PRINT**1/72 Tamiya**

Brassin set - exhaust nozzle for F-35C in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



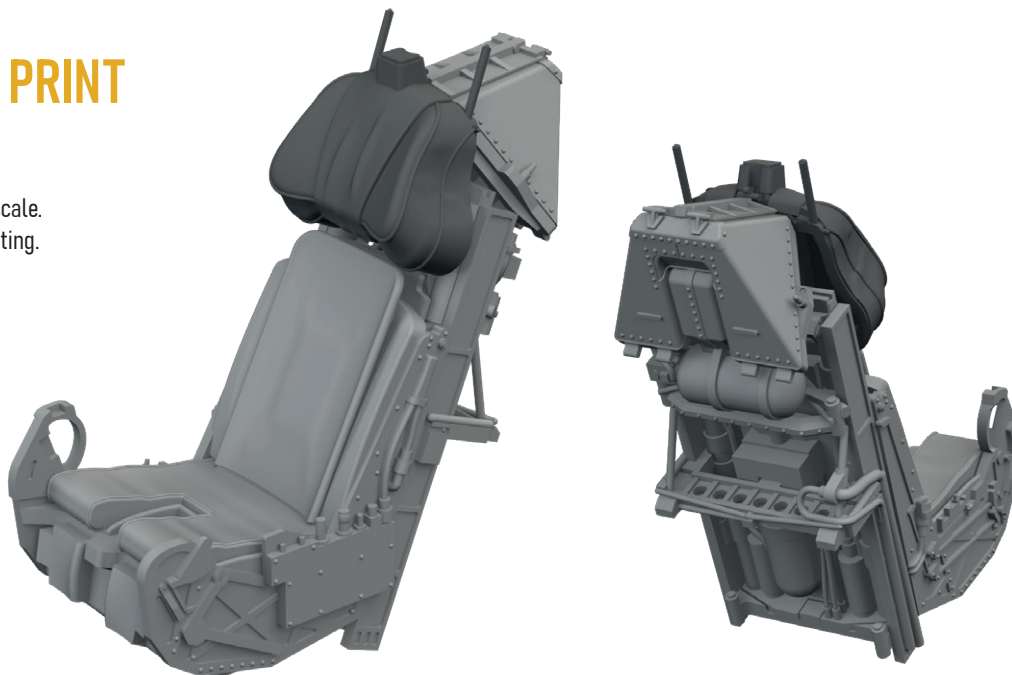
672431

F-35C ejection seat PRINT**1/72 Tamiya**

Brassin set - ejection seat for F-35C in 1/72 scale. Set consists of 1 seat. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



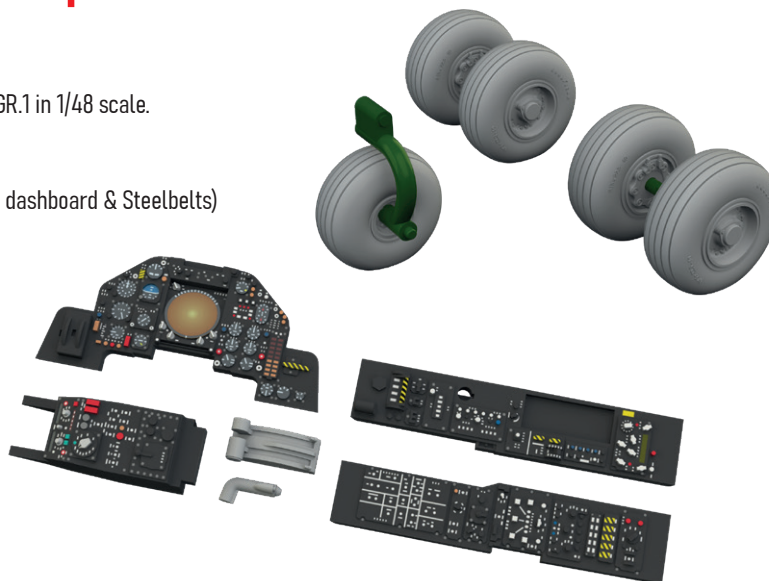
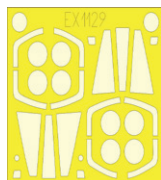
644331

Jaguar GR.1 LööKplus

1/48 Airfix

Collection of 4 sets for Jaguar GR.1 in 1/48 scale.
Recommended kit: Airfix

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



LööK+



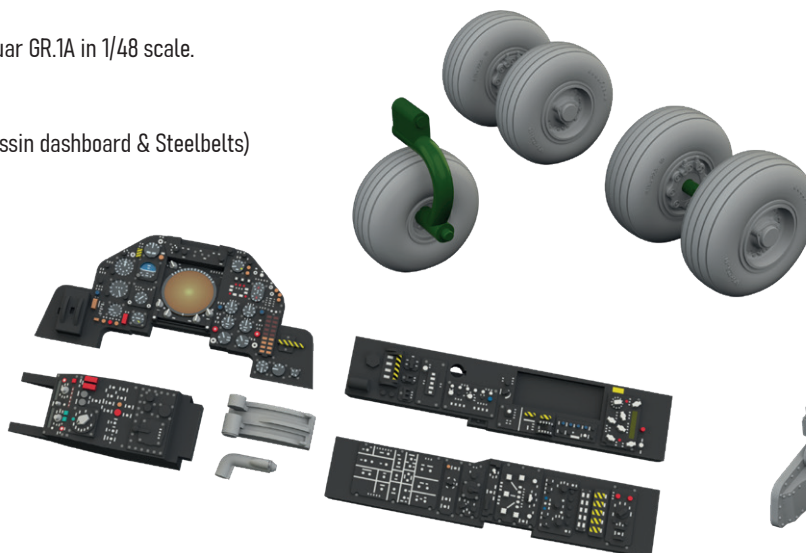
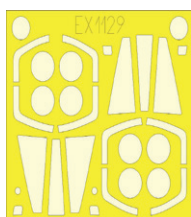
644332

Jaguar GR.1A LööKplus

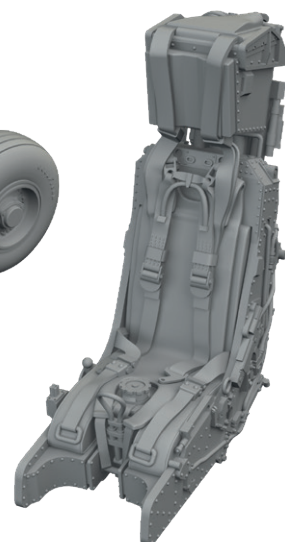
1/48 Airfix

Collection of 4 sets for Jaguar GR.1A in 1/48 scale.
Recommended kit: Airfix

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



LööK+



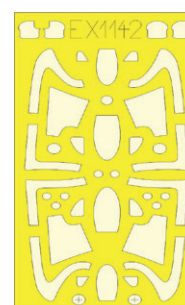
644333

MiG-21F grey LööKplus

1/48 Eduard

Collection of 3 sets for MiG-21F in 1/48 scale.
Recommended kit: Eduard

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



LööK+

SIN648145

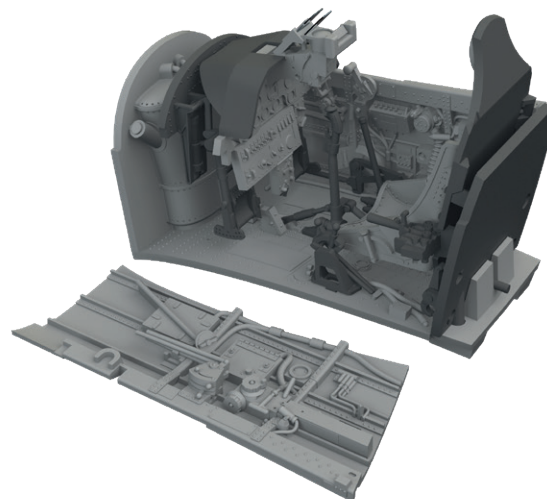
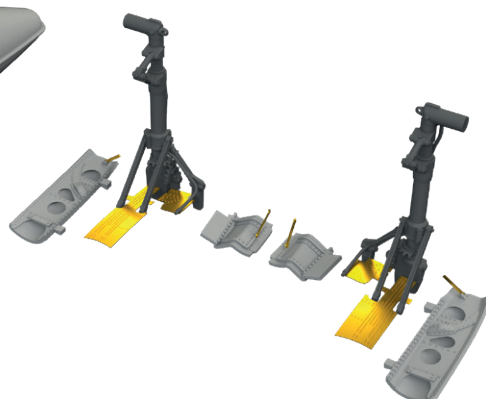
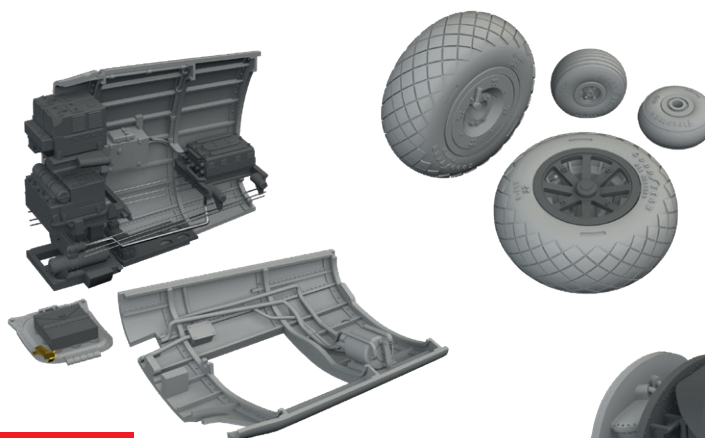
P-40N ESSENTIAL

1/48 Eduard

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

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

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



SIN648146

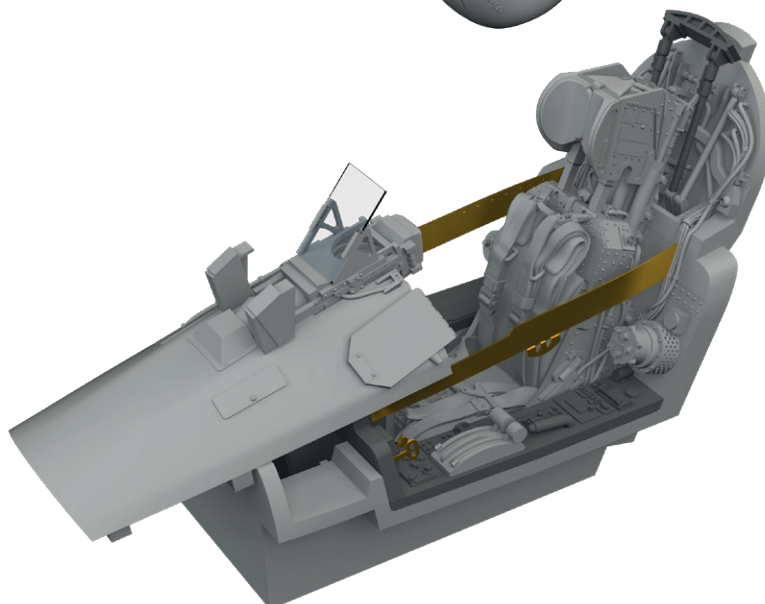
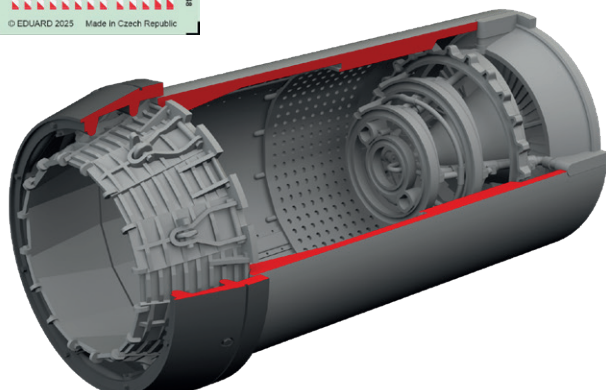
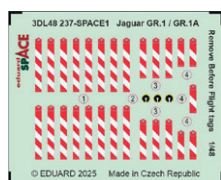
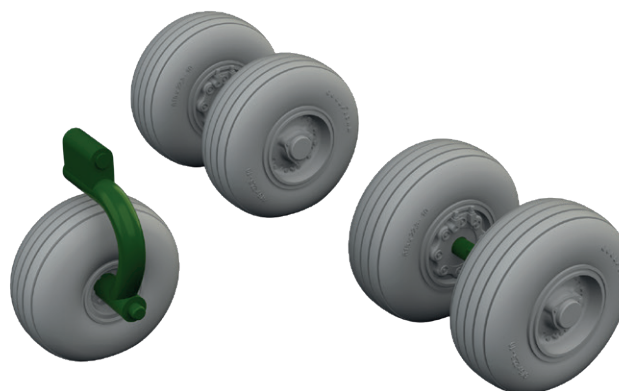
Jaguar GR.1

1/48 Airfix

Collection of 4 sets for Jaguar GR.1 in 1/48 scale.
Recommended kit: Airfix

- cockpit
- undercarriage wheels
- exhaust nozzles
- Remove Before Flight tags.

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



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JULY 2025

Tales of Iwojima

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

#2152

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

A6M2-K

Two-seat version of the legend

#82218

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

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JULY 2025

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PE-SETS

32497	Tornado GR.1 exterior	1/32	Italeri
321029	Tornado GR.1 interior	1/32	Italeri
321030	Tornado GR.1 undercarriage	1/32	Italeri
36538	FV 622 Stalwart	1/35	Airfix
481176	Beaufighter Mk.VI landing flaps	1/48	Revell
481177	S-199 upgrade set	1/48	Eduard
491560	Hs 129B	1/48	Takom
491561	Beaufighter Mk.VI	1/48	Revell

ZOOMS

33387	Tornado GR.1	1/32	Italeri
33388	Tornado GR.1 seatbelts STEEL	1/32	Italeri
FE1560	Hs 129B seatbelts STEEL	1/48	Takom
FE1561	Beaufighter Mk.VI	1/48	Revell
FE1562	Beaufighter Mk.VI seatbelts STEEL	1/48	Revell
FE1563	A6M2-N Rufe Weekend	1/48	Eduard

MASKS

EX1146	Hs 129B	1/48	Takom
EX1147	Hs 129B TFace	1/48	Takom
EX1148	Beaufighter Mk.VI	1/48	Revell
EX1149	Beaufighter Mk.VI TFace	1/48	Revell
EX1150	Kittyhawk Mk.Ia TFace	1/48	Eduard
EX1151	Kittyhawk Mk.IV TFace	1/48	Eduard

SPACE

3DL32038	Tornado GR.1 SPACE	1/32	Italeri
3DL32039	Tornado GR.1 seatbelts SPACE	1/32	Italeri
3DL48255	Hs 129B SPACE	1/48	Takom
3DL48256	Beaufighter Mk.VI SPACE	1/48	Revell
3DL48257	F6F seatbelts SPACE	1/48	Eduard
3DL48258	P-51B/C seatbelts SPACE	1/48	Eduard
3DL48259	Kittyhawk Mk.Ia SPACE	1/48	Eduard
3DL48260	Kittyhawk Mk.IV SPACE	1/48	Eduard
3DL72077	Bf 109G seatbelts SPACE	1/72	
3DL72078	Spitfire Mk.Vb SPACE	1/72	Eduard
3DL72079	B-24D nose & radio compartment SPACE	1/72	Airfix

KITTYHAWK

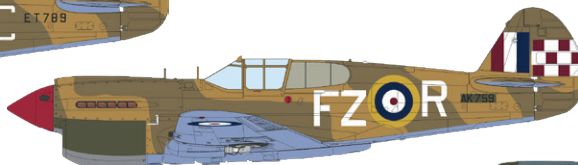
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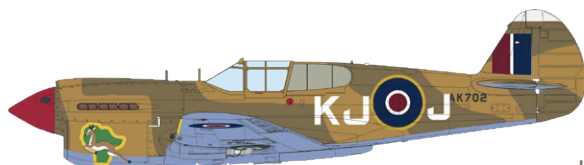
11187



ET789, Sgt. Wallace D. Hogg,
No. 112 Squadron (RAF), LG 91 Amriyha,
Egypt, October 1942



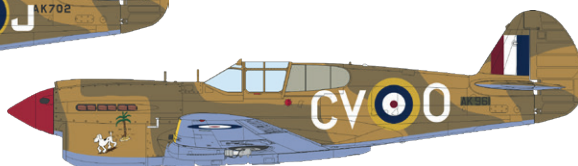
AK759, F/Sgt. Phillips, No. 94 Squadron (RAF),
Gasr El Arid, Libya, March 1942



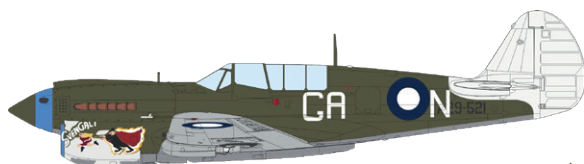
AK702, F/O W. P. Pictorius,
No. 4 Squadron SAAF, Gambut II,
Libya, 1942



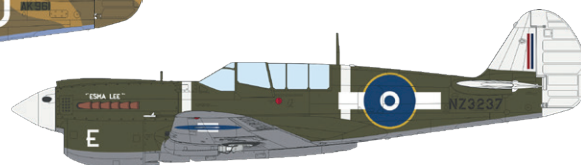
NZ3007, F/O Peter Gifford,
No. 14 Squadron (RNZAF), Masterton,
New Zealand, February 1943



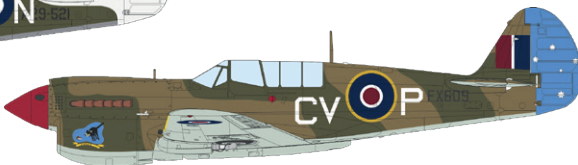
AK961,
F/Sgt Lloyd Boardman,
No. 3 Squadron (RAAF),
June 1942



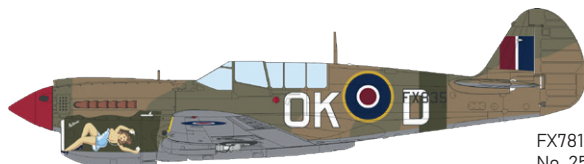
A29-521, F/O T. R. Jacklin,
No. 75 Squadron (RAAF),
Noemfoor Island, August 1944



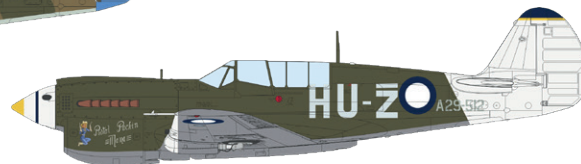
NZ3237, Allan Watson,
No. 19 Squadron (RNZAF),
Torokina, 1944



FX609, S/L Murray P. Nash,
No. 3 Squadron RAAF,
Italy, 1944



FX781, Kittyhawk Mk.IV,
No. 250 Sqn RAF, Iesi, Italy, 1944



A29-512, S/L Adam H. Brydon,
No. 78 Squadron (RAAF),
Noemfoor Island, 1944

LIMITED EDITION

Spitfire Mk.Vb mid

1/48



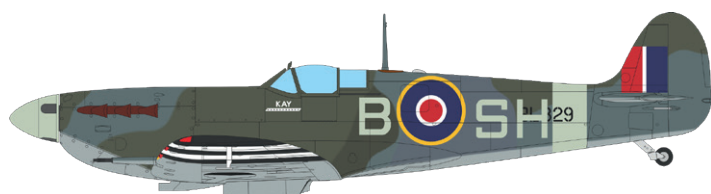
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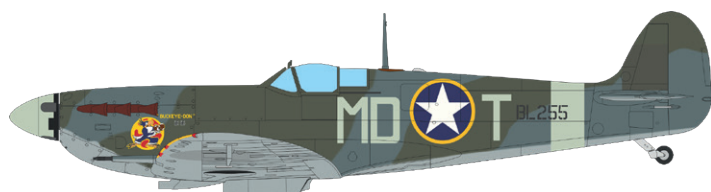
BL336, W/Cdr Robert S. Tuck, CO of Biggin Hill Wing, RAF Biggin Hill, United Kingdom, December 1941 - January 1942



BL299, S/Ldr Michael G. F. Pedley, CO of No. 131 Squadron, RAF Lianbedr, United Kingdom, January - April 1942



BL829, F/Lt John Plagis, No. 64 Squadron, RAF Coltishall, United Kingdom, March-September 1943



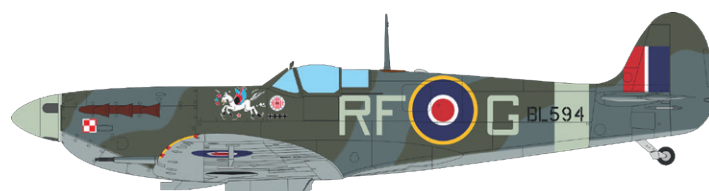
BL255, Lt. Don S. Gentile, 336th FS, 4th FG, 8th AF, Debden, United Kingdom, November 1942

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BM124, S/Ldr Brendan E. F. Finucane, CO of No. 602 Squadron, RAF Kenley, United Kingdom, April 1942



BL594, F/O Eugeniusz Horbaczewski, No. 303. Squadron, RAF Kirton-in-Lindsey, United Kingdom, June 1942



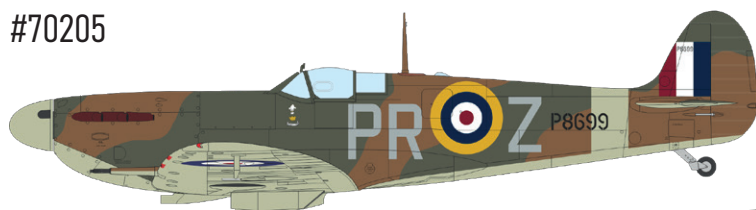
BL547, F/O Rick R. Richards, No. 402 Squadron, RAF Horne, Great Britain, June 1944

Spitfire Mk.Vb early

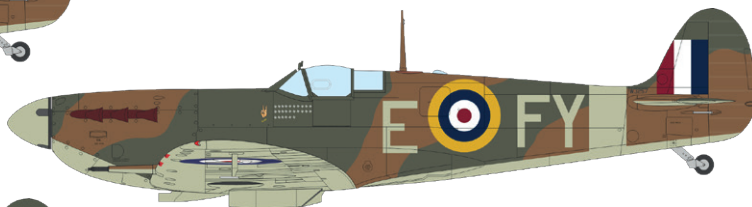
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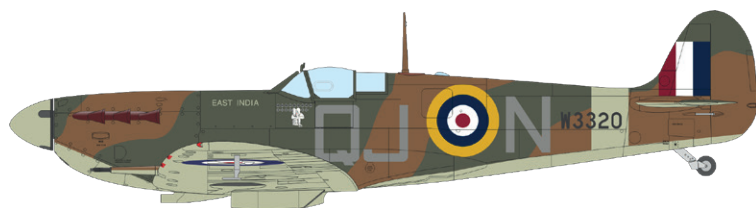
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P8699, F/Lt John Bisdee, No. 609 Squadron, RAF Biggin Hill, United Kingdom, July 1941



W3257, F/Lt Eric S. Lock, No. 611 Squadron, RAF Hornchurch, United Kingdom, July-August 1941



W3320, P/O Donald E. Kingaby, No. 92 Squadron, RAF Biggin Hill, United Kingdom, July-August 1941



P8783, Sgt Donald R. Morrison, No. 401 Squadron RCAF, Biggin Hill, United Kingdom, November 1941 - February 1942



W3774, P/O William V. Crawford-Compton, No. 485 Squadron, RAF Kenley, United Kingdom, November 1941 - March 1942



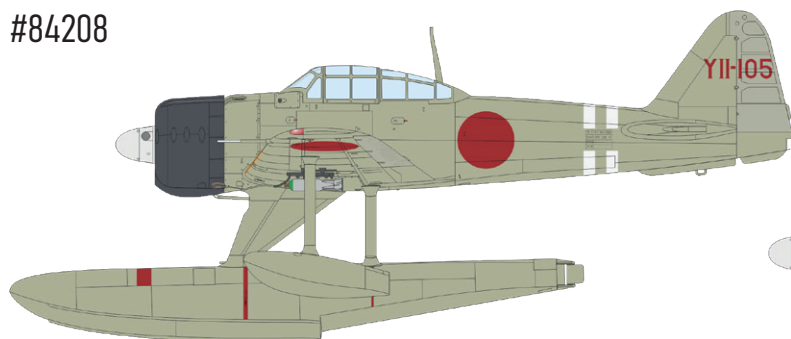
P8537, Sgt Jaroslav Hlouček, No. 313 Squadron, RAF Hornchurch, United Kingdom, November 1941 - March 1942

A6M2-N Rufe

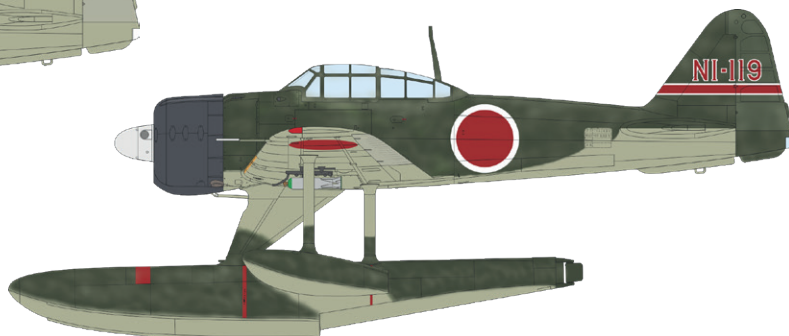
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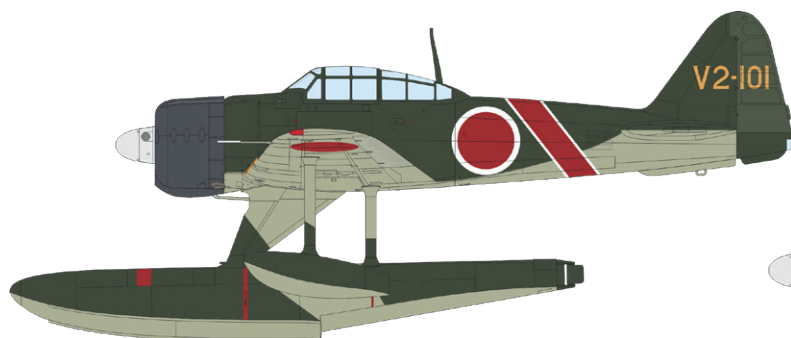
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WEEKEND
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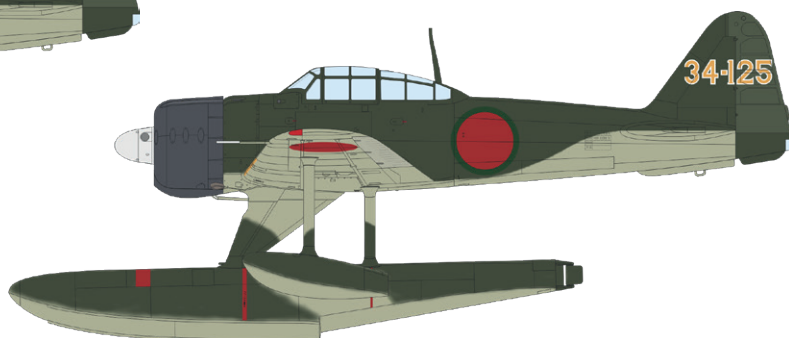
Aviation unit of seaplane tender Kamikawa Maru,
Shortland, September 1942



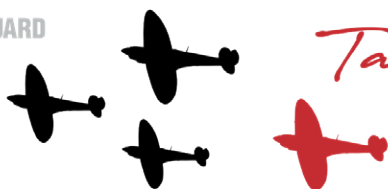
Kōkūtai 802, Faisi-Poporang base,
Shortland Islands, February 1943



Lt (JG) Toshio Araki, Kōkūtai 452, Bettobi Lake,
Shumshu Islands, Kuriles, summer 1943



Kōkūtai 934, Ambon island,
Moluku Islands, March 1944



ON TWO-DAY EVENTS

Text: Jan Zdiarský

Several events recently gave me the opportunity to participate in a debate on the topic of a two-day model exhibition schedule in the Czech Republic and Slovakia. The topic was most intensely discussed just after this year's E-Day, and most recently last weekend at the Stará Kotolňa restaurant, where my friends from the Nitra model club and I discussed plans for the upcoming years of their competition.

It seems that the two-day scheme, which is somewhat standard at larger foreign exhibitions, is met with contradictory reactions from Czech and Slovak modelers. And it's not that we don't know two-day events at home. For example, E-Day was a two-day affair for many years and only in the last few years has it been reduced to the one day. In contrast, events such as Scale Model World in Telford, Moson Model Show in Hungary, Scale Model Challenge in Eindhoven, the Polish Bytom Model Festival and others are all weekend long and this does not surprise any foreign (including Czech and Slovak) modelers. The American National Convention is a comparatively staggering four-day event.

Such events are not just a competition show, where modelers measure their skills, discuss prices and where sellers stand for several hours at their tables to improve their sales incomes. Such events are primarily modeler holidays, meeting places, interaction of reciprocity. Of course, a two-day scheme is not suitable for all competitions. An event, so to speak, on a municipal scale, where two hundred or a little more models gather, does not make sense to spread over two days. The demands on the organizers and the modelers themselves would be too great in such a case. However, events of a supra-regional nature certainly deserve such consideration.

Of course, organizing a model competition over two days has its advantages, but also its significant pitfalls. The main ones include increased financial requirements and demands on the organizers. When it comes to the financial side, I naturally mean the costs of renting space and energy. Not every club has the understanding of the operator of the necessary equipment, or the support of an understanding sponsor. In such a case, considerations of a two-day event are eliminated with the first question. The same is true with human resources. Only strong and stable clubs can afford more demanding events. Anyone who decides to include a larger event in the model calendar should be sure that they will be able to repeat it in subsequent years.

Two-day events, of course, also have an impact on the exhibiting and competing modelers themselves. If you bring a model and enter it into the competition one day, you would typically pick it up again the next day. This means having somewhere to sleep, dedicating essentially the entire weekend to such an event. These are not insignificant arguments.

The type of modelers who arrive at an event, quickly sell their few trinkets to the vendors, and then, well, collect any prizes, take their model off the table, and be gone again will probably never disappear. Above all, they remain the main opponents of the idea of whether a given event should last longer than one day. Anyone who wants to transform their one-day competition into a two-day one must certainly count on grumblings, and perhaps even a temporary decrease in the number of exhibiting modelers. It is simply a challenge, a consideration that no one who wants their event to go somewhere further, to grow in its

importance and prestige, can avoid. Of course, a two-day event is not the only way to turn your competition into a modeling star attraction.

On the other hand, a two-day event brings many advantages and associated effects. At exhibitions where the organizers try to provide an interesting accompanying program such as workshops, lectures, trips, etc., you will avoid excessive stress and hassles. If the competition part of the event is more demanding, you also give the judges more space to devote themselves to their work - perhaps only on Saturday evening after the exhibition closes to the public. Last but not least, sellers, who are usually represented, especially at larger events, can increase their sales in a two-day scheme (and by extension make modelers more happy) and not have expenses climb too much. And finally, I deliberately left out the reason that I consider the most important - a free evening (or two, if we count Friday) gives participants a great opportunity to socialize, to sit down somewhere in a pub, to get closer to solving endless model debates, mysteries and questions.

When I mentioned the demands on the human potential of the organizers, I naturally also had in mind the need for an accompanying program for both days, which is certainly not a given. However, if we can afford it, and the event can be self sufficient or with the contribution of sponsors, if we have enough hands, space and ideas, and also sufficient tradition and desire of modelers not to miss our event, the consideration of a two-day format is certainly worth considering.

However, let's not be under any illusions that most model-making events in the Czech Republic and Slovakia should be two-day events. That would not be to the benefit of the cause. The diversity of the nature of the events gives greater variety, and moreover, most model-makers don't necessarily have plenty of free time that they can use as they wish. Nevertheless, it would certainly be beneficial if, especially the larger events in the Czech Republic and Slovakia, were to shift into a real model-making festival, which its participants would enjoy more intensely and with longer time spent together.

The first Czech event will be the next E-Day, which will bring with it two major changes. Not only is it moving to a new date at the end of June 2026, it is also returning to a two-day program.

