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EDITORIAL

Dear Friends,

Hard to believe, but once again, instead of a significant, interesting and hopefully previously unreleased type of aircraft, we have released another out of God knows how many Spitfires. So it looks as though we have missed another opportunity, if we weren't such die-hard lovers of boring and uninteresting Spitfires, we could have released, for example, a Sea Vixen, preferably in the D.3 version and in 1:48 scale. Well, what can you do? It is what it is. We are sticking to our plan, which is to reduce all the kits that we have released so far, and will release, in 1:48 scale to 1:72. This is not an easy plan. In fact, it is very likely an unachievable plan, as you surely can understand. It's kind of like the hare that never catches up with the tortoise, but we are doing what we can. You can see the new Spitfire Mk.Vb is part of this effort, but you can also just forget about trying to see any complete sense in it and just enjoy this Spitfire kit, because it is a damn nice and fun little item. After all, it is not a rehash of old kits, it is the first in the family of 72nd scale Spitfires to include the Mk.I, II and V and it is a new project that has almost nothing in common with the older Mk.IX and Mk.VIII Spits. Yes, of course it is a Spitfire, and these are versions that preceded the Nines and Eights in terms of development, but with these kits it is the other way around. In our case, the Mk.IX kits precede the Mk.V and Mk.I, and we are somehow going against the flow of time, and this speaks well for the new kits. The biggest weakness of the Mk.IX (and VIII) kits is the small parts. Twelve years ago, we had the molds for them made in China, it was part of a project with which we wanted to increase the production capacity of our 1:72nd scale line by having the molds containing sprues with small parts made in China. It was a very adventurous affair, we carried out the plan to the end and we actually made the molds for two kits, the Spitfire Mk.IX and the Fw 190 A, in China. We made the fuselage and wing parts, and main airframe parts, ourselves, and a tool shop in China made the small parts for us. But I will not specifically say that this was successful, it was a typical Pyrrhic victory, the molds were far from our standard and you can see it in the moldings. To tell the truth, I have never stopped regretting this result. But I won't burden you with that story today, you can read it in time in my Plastos series about the history of plastic kit production in Bohemia, which is being published in our EMD journal. The important fact for today



is that the Spitfire Mk.Vb in 1:72 is 100% Eduard, and that can be seen in the kit's quality. But it's not just about the small parts, of which there are quite a bit, because the Spitfire simply had a lot of development variants, a feature it shares with the Bf 109 F and G, and we, because we want to make the kits to the highest standard possible with the full knowledge of the fact that we won't please everyone anyway. Some reviewer will always write somewhere that the kits are complicated and that Tamiya kits go together easier and quicker, which is of course true and we won't contest that, or some other expert will complain that the eighth incarnation of the propeller is missing, a fundamental flaw, because it was on Spitfires operating from the grass strip in Beersheba causing him a lifelong trauma. Which is, of course, absurd, but it's nothing that we would worry about, either. If you want to find fault with those small parts, I'll give you some advice. There are tiny holes in the exhausts. Quite a few holes, just like on the 48th scale Spitfire Mk.V. Unfortunately, we can't eliminate those holes, so we have no choice but to ask for your indulgence. Either fill them in, or leave them there, or don't buy the kit. But that actually be a shame, the rest of the kit is very nice and we give you a number of small parts there two or three times, just in case, as so

often does happen, your tweezers send a small part into oblivion, never to be heard from again. Consider it compensation for the problem with the exhausts.

But, you know, it's not just about the small parts. The airframe parts have also undergone development, after all, our technological capabilities, regardless of the holes on the side of the exhausts, have advanced considerably over the last decade, and it seriously shows. There are also subtle, raised rivets on the rear of the fuselage, quite a rarity for 72nd scale I would say, and although they are not completely visible at first or second glance and can be easily overlooked, they are charming and if you decently highlight them, you will have a very nice model in your display case. As is customary with us, you have a decent number of color versions to choose from, and if someone wants to write to me again that the decals have thick paint, shifted registration, faded colors, and that we should return to using Cartograf for our decals, please don't. We will not return to using Cartograf decals, because we never put them in our Profipack and Weekend kits anyway. They also do not have thick ink layers and they are not off-register and the colors are also fine. I admit that we have not quite hit the mark on some of the shades in the past, but we are trying



not to repeat those mistakes. You can find out what the kit looks like, how it is built and what to look out for in an article by Jakub Nadejmlejsky. If you want to refresh your knowledge of technical history, today we also offer you a repeat of my article on the technical development of the Spitfire Mk.V. Today is the first part, dedicated to the Spitfire Mk.Va and Mk.Vb, and in the January issue of the newsletter there will be a second part dedicated to the Spitfire Mk.Vc. We have already published that article once, sometime in 2020 I think, at the premiere of the Spitfire Mk.I, II and V kits in 1:48th scale. We decided to repeat it because, firstly, repetition is the mother of wisdom, and secondly, the information may be useful to someone who may have missed the first time around. After all, the demographic of modelers building in 72nd differs from that building 48th, even though the two partially overlap. I promise that sometime in the spring I will also write an article about the development of Spitfire Mk.V camouflage schemes. We will publish these articles as we publish various versions of the 72nd scale Spits. As I have already mentioned, we are publishing them somewhat against the flow of time, starting with the Mk.V and ending with the Mk.I, which is a different procedure than we chose for the 48th scale line. However, both when it comes to the selection of color versions for the 72nd scale kits, and when it comes to the release scheme, where there will again be a number of theme based Limited Edition kits, the smaller kits essentially following the release pattern and marking options of their larger predecessors. In this case, we are starting with the Mk.V because we want to avoid a collision with our colleagues from IBG, who have recently started releasing Spitfire Mk.I kits, also in 1:72 scale, and we do not want to interfere with them. If, due to the lack of international coordination, it turned out that we and they produce the same type of aircraft. I wanted to write the same thing, but they are not the same kits. We have our similarities, but you will find marked differences.

If you are wondering why we premiered the entire Spitfire Mk.I to V family as a Profipack kit this time around, it is because we wanted to have it ready by the beginning of November so that we would be able to have it at Telford. In the end, that didn't work out, it was a too ambitious plan, in the end we were two weeks short of completing the final form and thus the entire kit. But we managed to get two more kits to Telford, the Limited Edition Kittyhawk in 1:48th scale and the Spitfire Mk.Vb Mid in the 1:48 Profipack line. Both kits are also December releases, as is the A6M2-N Rufe in the Weekend line, also in 48th. You can see them all in today's newsletter, unless of course you have already seen them on our Facebook page or perhaps over the weekend in Bratislava. So I assume



that you have already seen them somewhere, but we will show them to you again here, just in case.

But I am afraid that today is not all good news. One bit of bad news is related to my mention of the Plastos series, where I made mention of using Chinese sources for some mold production in our 72nd scale kits. Many of you will not be familiar with this line of articles, since not everyone subscribes to the EMD. That's the problem. Few modelers subscribe to the EMD, while it costs us a lot of effort to prepare and publish it. The result is that it's not worth it for us and we'd rather devote that effort to something more successful. So the EMD is ending, the last issue will be published in January. Subscribers will receive an email with information on how we will settle their subscriptions. However, because everything bad is for something good, EMD will not disappear completely. We will return to the original idea that it will be a paid supplement to our regular newsletter. We will transfer articles that are of interest to it, and this will also apply to Plastos. We will explain how it will all look and work after the New Year.

Not wanting to end on a sour note, I will end on a high one. We're finishing with the Alien. You know what that's about, right? This was a Czech Mi-24V with an absolutely wicked Alien-inspired paint scheme. We've been working on this project for a long time, so long that you may have lost faith that we'd ever finish it, but we will. If anyone wants to protest that we're cooperating with Russia's Zvezda company, which supports Putin's regime and the war against Ukraine, and that we're pretty fake when we profess to support Ukraine, let's be clear, we support Ukraine, we haven't given up and won't give up articles about the air war in Ukraine despite various attacks and hate mail, as you can see on the other pages of today's newsletter, and we don't do business with

Zvezda. We just have some pre-war stampings still hidden away, and those are the ones that will be used. We have about 1,000 of them walled up on the first floor of our sprue warehouse, and we think it's time to open that wall and use the what is stored there. By the way, Alien is currently fighting in Ukraine in the ranks of the Ukrainian Air Force. Because we have a limited number of molds, this kit will not be sold via the usual channels, it will only be sold via subscription. Not all retailers will get it either. Another thing you should know is that it will be an expensive kit. Not because we are greedy, but because it is a demanding and expensive project, both in terms of design and production. Given the nature of its color scheme, it will be a demanding project even for potential builders, getting that decal on the model will require skill, experience and patience. Those decals will be specific not only in their design, but also in their technical implementation – I won't tell you that now, you can find it in the information about the kit's contents when the pre-order offer kicks in. It will start on December 12th and end on Christmas Eve, December 24th. Definitely something to look forward to!

And with that, friends and modelers, I want to thank you all for your support, friendship, praise and criticisms of the past year, and I wish you a very Merry Christmas and a very prosperous New Year!

Happy Modeling!
Vladimir Sulc

PS. I shouldn't forget to mention that our traditional and very popular New Year's PE greeting will again be available from our e-shop.

Spitfire Mk.V: Technical Development in 45 Frames

REVISED VERSION OF THE ARTICLE
FROM 2022



Part 1: Spitfire Mk.Va/Vb

Vladimír Šulc

In the course of 1940, the Spitfire Mk.I large scale production at Supermarine company has been fine-tuned so it could meet the Air Ministry orders, supply the RAF Fighter Command combat units with the new aircraft and replenish the combat losses. The situation was similar at Castle Bromwich Aircraft Factory in Birmingham which after some initial organizational problems reliably supplied the fighter squadrons with license-built, and, compared to Mk.I, slightly improved Spitfires Mk.II.

SPITFIRE Mk.V HISTORY

In the end of 1940, the new aircraft were arriving at the units in their final weapon and equipment configuration as full-fledged, fully functional combat aircraft. Earlier manufactured airplanes were continuously upgraded with the installation of armor and more modern equipment to meet the standards of the newly manufactured Spitfires. However, during the same time, the modernized Bf 109 versions were arriving at the German Luftwaffe fighter units. The Spitfires were able to keep up the pace with Bf 109E-7 quite successfully when they appeared in the fall 1940, but with the arrival of Bf 109F-1 and F-2 in the end of 1940 and beginning of 1941, the tables turned in favor of the Germans. In order to counter the growing German technical supremacy, the Spitfires' performance had to be improved rapidly.

A traditional way to increase the aircraft performance is to install the more powerful engine. The first attempt to develop a more powerful Spitfire version was the project Improved Spitfire, later renamed Superiority Spitfire, launched as early as the beginning of 1939. The prototype with the factory designation Type 330 and military one as Spitfire Mk.III was ready for its maiden flight in March 1940. It was designed by modifying the standard Spitfire Mk.I serial number N3927. The airframe was modified by installing a new Rolls-Royce Merlin RM 2SM engine, the future Merlin XX, featuring a single-stage, two-speed compressor with the maximum output of 1,320 hp (1,037 kW). In order to accommodate Merlin XX, the engine bearers were strengthened and the nose lengthened by four inches.

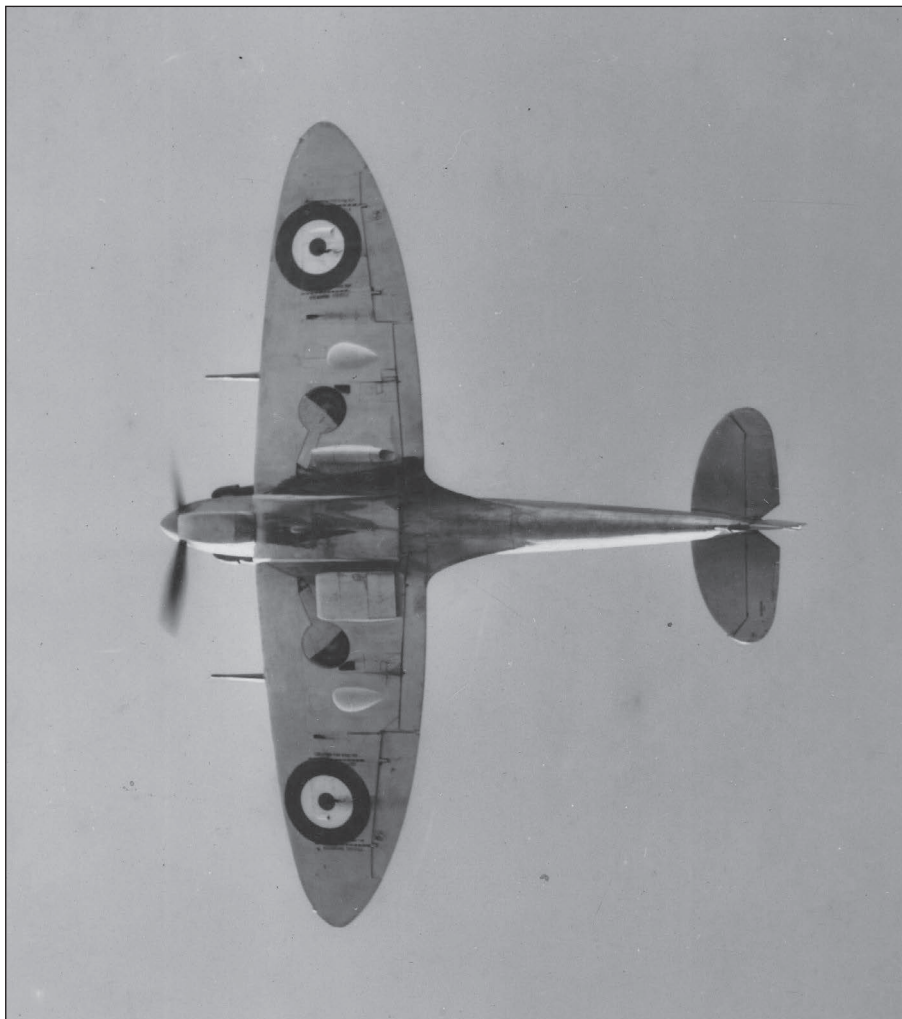
The wingspan was shortened to 9.30 meters by removing the wingtips and shortening the ailerons while the internal design remained unchanged. During the flight trials, the prototype apparently never reached the calculated maximum airspeed of 644 kph at 6,400 meters, the maximum recorded speed is said to be 620 kph which was still an outstanding improvement in comparison to Mk.I performance. Air Ministry demanded that the large-scale production of Spitfire Mk.III was accelerated, however there was a serious obstacle to this effort due to the complicated development of Merlin XX and teething troubles with its large-scale production. In the fall 1940, the available engines were utilized for Hurricane Mk.II and Defiant Mk.II upgrades and they were also installed in Bristol Beaufighter Mk.II, Avro Lancaster B Mk.I, Mk.III and Mk.IV and Handley Page Hali-

fax Mk.II and Mk.V. There were none left for Spitfires and the idea of an accelerated, large-scale Spitfire Mk.III production was silently swept under the table. The smaller series of photo-reconnaissance Spitfires PR Mk.III was manufactured under the same designation, mostly by converting Spitfires Mk.I.

Merlin 45

Once the Merlin XX installation proved to be more and more complicated, in the end of 1940 Rolls-Royce company offered a feasible and fast solution in the form of parallelly developed and easier to manufacture engine Merlin RM55 later marked Merlin 45. It featured a one-stage, single-speed compressor optimized for high altitudes, its output at 5,400 meters was 1,210 hp (902 kW), some sources state rather optimistic, and to tell the truth, less probable output of 1,440 hp (1,074 kW). Merlin 45 had the same dimensions as Merlin III powering Spitfires Mk.I and its design enabled Merlin III upgrade to Merlin 45 standard by replacing the compressor. This facilitated the simple installation into the current Spitfire Mk.I and II airframes and the conversion of the already manufactured aircraft as well. RR company promised to supply 300 Merlin 45 by March 1, 1941 and further 200 by April 1.

The first airframe to receive the new engine, modified from Merlin XX, was supposedly Spitfire Mk.I K9788 on December 26, 1940, in Boscombe Down. It was followed by PR Mk.III X4334, converted into the photo-reconnaissance version from Spitfire Mk.I, which took to the air on January 13, 1941, from the Rolls Royce factory airport in Hucknall. Spitfire Mk.I N3053, too test-flown on February 13, 1941, in Hucknall, was another conversion. Right after both airplanes were flown over to Boscombe Down for further testing. The flight trials recorded the maximum speed of 593 kph at 6,100 meters was recorded during the flight trials, climbing time to this altitude was 6 min and 12 seconds and the operational ceiling 11,590 meters. The trial also discovered the problems with the constant-speed propellers De Havilland when oil in their control system was freezing at high altitudes. There were troubles with the Mk.II oil cooler as well as it was not efficient enough for the more powerful engine. Even though this was considered an interim solution, as the Spitfire Mk.III production was still being planned, the order



Later production Spitfire Mk.Vb featuring the asymmetrical lower bulges under the cannon well, tropical filter and a drop tank (photo: Simon Erland).

Squadron Leader M Rook, Commanding Officer of No. 43 Squadron RAF, and noted as the tallest pilot serving in the RAF at the time, poses with his Supermarine Spitfire Mk.Vc, JK101 'FT-Z', at Jemappes, Algeria. The aircraft is fitted with a Vokes tropical filter (photo: IWM).



for new Spitfires was placed, or better said, the program for converting Spitfires Mk.I and II into Spitfires Mk.V was ordered.

Spitfire Mk.Va and Mk.Vb

While the Spitfires Mk.V, re-built at Rolls-Royce, were trialed, the program of converting Spitfires Mk.I was under way at Supermarine. In the middle of March 1941, another aircraft, X4922 built in Eastleigh at Spitfire Mk.I assembly line, arrived at Boscombe Down. It already featured Merlin 45 and was test-flown on February 7. During the trials it was fully armed and equipped and reached the maximum speed of 603 kph at the altitude of 6,344 meters, to which it climbed in 7.1 minute. The operational ceiling was 11,499 meters. In Eastleigh, in the second half of February, a total of 23 Spitfire Mk.I airframes, mostly cannon version Mk.Ib, received Merlin 45, thus becoming the first Spitfires Mk.Vb. Several airplanes were also produced with eight wing machine guns and became the first Spitfires Mk.Va.

Besides the engine, the equipment of these aircraft corresponded to Spitfire Mk.I standard including the smaller oil cooler with U-shaped intake which was the cause of higher oil temperature of the first Spitfires Mk.V and posed a certain risk of engine overheating. The first unit to receive Spitfires Mk.Vb was No. 92 Squadron commanded by S/Ldr Jamie Rankin, which up until then was flying Spitfires Mk.Ib. The first Spitfire Mk.Vb X4257 was delivered to the unit on February 16, but since Rolls-Royce in Hucknall was gradually converting current Mk.Ibs, sent over from the unit, to Mk.Vb standards, No. 92 Squadron was fully equipped with "fives" only in the beginning of April.

During March, the Supermarine assembly lines were switching to Spitfire Mk.V production and by the end of the month 12 Mk.Vb and 26 Mk.Va were built, with Mk.I still in production. In April the Mk.V production was at the full speed resulting in 36 Mk.Va and 22 Mk.Vb completed. The last manufactured Mk.I was R7257, also produced in April. By the end of May, the RAF squadron Nos. 54, 74, 603 and 611 were equipped with new Mk.V. The production at Supermarine ran until October 1942 and its final output was 1,352 airframes out of which 94 were versions Mk.Va, 780 Mk.Vb and 478 Mk.Vc.

The CBAF (Castle Bromwich Aircraft Factory) launched the Spitfire Mk.V production in June 1941 while it was fulfilling the contract for 1,000 Mk.IIs, signed on April 12, 1939. Gradually the company received another eight orders to produce Spitfires Mk.V, of which the last one, from May 1942, largely transitioned to the manufacture of modernized Spitfires Mk.IX. Until the end of April 1943, the total production at CBAF reached 3,003 Spitfires Mk.Vb and 1,474 Spitfires Mk.Vc.

Since the summer 1943, the Mk.V production was under way at Westland company located in Yeovil in county of Somerset. Westland manufactured various versions of Spitfire Mk.V until November 1943 and ultimately delivered a total of 140 Mk.Vb and 495 Mk.Vc.

In the summer 1943, the Mk.V production was under way at Westland company located in Yeovil, in the County of Somerset. Westland manufactured various versions

of Spitfire Mk.V until November 1943 and gradually delivered a total of 140 Mk.Vb and 495 Mk.Vc. Except for several initial production Mk.Vb all Westland-built Spitfires featured the inner, integrated armor glass. Westland-built Mk.Vc featured specific wing cannon upper covers shaped as bulges with flattened sides and front not used by any other manufacturer.

Spitfire Mk. V modernization

During the two and half years of Spitfires Mk.V production, the airframe was gradually developed and improved. Already at the beginning of manufacture they featured thicker armor in comparison to Mk.I and Mk.II. The oil cooler was soon replaced with a larger one featuring a circular intake which was retroactively installed on the first batch of Spitfires Mk.V, converted from Mk.I and Mk.II, and became one of the features distinguishing Spitfires Mk.V. At the same time the armament of eight 0.303 Browning machine guns was abandoned. Only 94 Mk.Va, with such armament, were manufactured, while 6,370 Mk.Vb and Mk.Vc, armed with two 20mm Hispano cannons and four 0.303 Browning machine guns left the assembly lines.

The problems with weapons freezing at the higher altitudes persisted on Spitfires Mk.V. Therefore, the weapons compartment heating was enhanced by introducing the heat from the engine exhausts which was visually distinguishable by an additional pipe running through the exhausts, entering the engine cover from the last one and running through the fuselage and wing leading edge to the cannons. The exhaust pipes were gradually changed as well. The first Spitfires Mk.V featured the same exhausts as Mk.I and Mk.II. Then the various types of pipes with rectangular openings (fish tails) were introduced. In the end of production and after overhaul the "fives" received six independent exhaust pipes as featured on Spitfires Mk.IX.

Canopy

The windshield, which originally featured the armored glass mounted on its outside, was in later "fives" modified so as the armored glass was integrated into it in a way that it was no longer sticking out. The sliding portion of the canopy was modified as well. In the later production batches it was not only bulging upwards but to the sides as well (Malcom hood, modification nr. 461). This new canopy lacked the small hinged window. Most Spitfires were equipped with laminated pilot seats.

Radio equipment

The first Spitfires Mk.V converted from Spitfires Mk.I were still fitted with TR.9D shortwave radios with a wire antenna stretched between the antenna masts behind the cabin to the top of the rudder. The new-built production aircraft were already equipped with the new TR.1133 and later TR.1143 VHF radios, which replaced the older units from the summer of 1941. The TR.1133 and 1143 had no wire antenna, so the serial aircraft equipped with them had the antenna mast on top of the rudder deleted. Similarly, the first of the converted Mk.Vs had the IFF R.3002 identification Friend or Foe device, soon replaced by the newer IFF device ARI 5000. Both had wire antennas between the fuselage sides and the leading edge of the elevator. The IFF antenna on later Spitfires was located on the lower surface of the right wing half. From November 1941, the A.1271 radio navigation system for radio beam guidance on landing was also gradually introduced.

Engine modifications

Several engine versions powered Spitfires Mk.V. Besides the essential Merlin 45, the high altitude Merlin 46 with a more powerful compressor providing higher manifold pressure at high altitudes. But the original assumption that the combats with Luftwaffe will move up to higher altitudes did not materialize and quite the opposite happened, many missions then took place at lower altitudes. So, the low altitude version Merlin 45M was developed and tuned for the optimal performance at low altitudes.

The carburetor development is a story on its own. The original drawback of the Merlin III carburetors SU A.V.T.40, during negative G maneuvers an intermittent fuel supply interruption occurred, was partially eliminated by means of RAE restrictor a.k.a. Tilly's orifice, named after its inventor, Beatrice Shilling.

But it was not a perfect solution. The problem was fully resolved by introducing a membrane-type carburetor designed by Rolls-Royce and introduced into the production in 1942. They were installed in Merlin 50 and 55 powering Spitfires Mk.Vc.

Propeller

Spitfires Mk.V manufactured at mother company Supermarine mostly featured De Havilland Hydromatic Type 5/29A, 5/39, 45/1 and 45/4 propellers which differed primarily in a pitch. These propellers demanded careful maintenance and pitch control assembly tended to freeze at high altitudes. The same propellers were installed on Spitfires Mk.V manufactured by Westland. Spitfires Mk.V manufactured by CBAF were traditionally equipped with more reliable and popular propellers Rotol RX5/14 and RX5/24 with metal blades, later with propellers RX5/10 with wooden blades Jablo of a slightly smaller diameter (3.12 meters compared to 3.28 meters of metal propeller).

Spitfires Mk.Vc equipped with the four-bladed propellers could be encountered during the second half of the conflict.

Exhausts

The early Spitfires Mk.V featured the exhausts with straight, oval orifice same as Spitfires Mk.I. These were fairly promptly replaced by new exhausts with flattened orifice known as fishtail. Several variations of this type of exhaust are known. With the introduction of 20 mm caliber Hispano cannons to Spitfire Mk.Vb equipment it was found out that the current weapons' heating system using the oil cooler hot air was insufficient and the cannons were freezing at the higher altitudes. Therefore, the heating was enhanced by the hot air from the pipe running through the exhausts exiting behind the last exhaust pipe, entering the fuselage in front of the fuel tank, running through the fuselage to the wing leading edge and further to the cannons. These pipes were a trademark of Spitfires Mk.Vb. Spitfires Mk.Vc received the electrical heating of the guns therefore the aforementioned pipe was missing from their exhaust sets. In theory because it can still be recognized in many Mk.Vc photographs. These were probably Mk.Vc converted from Mk.Vb mating the new C wings with the old Mk.Vb fuselages

Ailerons

There were continuing problems with the fabric-covered ailerons on Spitfires Mk.V, dating back to Spitfires Mk.I and Mk.II. Even though the all-metal ailerons were designed and tested in the end of 1940, in the middle of 1941 they were still not installed as a standard on the aircraft leaving the assembly lines. Therefore, not only Mk.Vs converted from Mk.I and Mk.II featured fabric-covered ailerons but the first mass-produced "fives" as well. Only after the Air Ministry interference in June 1941 the all-metal ailerons were introduced into the mass production which significantly improved the dog-fighting ability of the Spitfires that were equipped with them. This case shows the cumbersome process of implementing technical improvements into a large-scale production. The situation was so serious, and nonsensical, that the American units equipped with Spitfires Mk.V supposedly replaced the fabric-covered ailerons with plywood-covered ones.

Spitfire Mk.Vc

Spitfire Mk.Vc represented the logical combination of all gradual modifications of the original Spitfire design. Besides the modernized bulged sliding canopy and armored glass integrated internally into the windshield, the most important and fundamental change was a newly-designed and strengthened wing (called the Universal wing or c type). Traditionally, the ability to house variety of weapons installations is considered a main advantage. These options were eight machine guns (variant a), two cannons and four machine guns (variant b) or four cannons (variant c only possible in the new c type wing but c isn't the designation of this option). In fact, out of all these, variant b, two cannons and four machine guns, was absolutely dominant. Four cannons installation was rarely used because heavy cannons had significantly negative impact on the aircraft flight characteristics so if the four cannons had been installed at the factory regardless, usually two of them, mostly at inner locations, were removed at the unit level. Variant a. was practically



Early production Spitfire Mk.V manufactured in October 1941 with symmetrical lower bulges under the cannon well, enlarged cooler, older canopy style with exterior armor and hinged window hatch. The aircraft still lacks the armament, it's equipped with the De Havilland propeller and newer type of radio Tr.1133 (photo: Simon Erland).

never installed on Spitfires Mk.Vc. An important change was the introduction of the belt-fed Hispano II cannons allowing for larger ammunition load (120 bullets per cannon as opposed to 60 bullets with the older, drum-fed Hispano Mk.I (as on the earlier b type wing). These cannons were also less prone to jamming. The visual indication of their installation was a missing bulge under the cannon well which on Spitfire Mk.Vb appeared in two forms, straight, symmetrical on the older airframes and kidney-shaped, asymmetrical on the newer aircraft. In comparison, the upper bulge above the cannon well on Mk.Vc appeared in at least three different shapes based on the anticipated armament variant and was also subject to a certain improvisation at the unit level. Another fundamental change was the landing gear re-design, featuring strengthened gear legs' attachments and increased rake, moving the wheels 5 cm forward in comparison to the older Spitfire versions. This solution improved the aircraft stability during taxiing and ground maneuvers and was visually recognizable by a new, elliptical wheel well shape. Undercarriage retraction was already standard on all Mk.V Spitfires with a hydraulic pump driven by the engine. The wings and fuselage design were strengthened by the application of thicker sheet metal skin and later Mk.Vc batches featured flush rivets on the rear fuselage. The later aircraft also featured the horizontal tail surfaces with modified weight balance, pressurized fuel tanks, submersible fuel pump in the bottom tank and six single exhaust pipes on each side of the engine. Later Spitfires Mk.Vc batches were almost exclusively powered by Merlin engines series 50 and 55/56 with membrane-type carburetor. Moreover, Merlin 55/56 featured the separate piston blocks. Their specific versions were distinguished by compressors tuned for the optimal output at various operational altitudes.

Short wing/low level Spitfires LF Mk.V

In the course of 1942, the number of both defensive and offensive, low altitude missions increased. It led to the requirement to modify Spitfire Mk.V design in order to optimize their low altitude performance. Low level Spitfires LF Mk.Vb and LF Mk.Vc received Merlin engines series M (Merlin 45M, 50M and 55M) with smaller compressor diameter which gave the engine the highest output at low altitudes. In case of Merlin 45M it was 1,585 hp (1,182 kW) at 838 meters altitude. Another modification was the wing's strengthening design by means of two strips

on the wing upper surfaces above wheel wells area. Some of the Spitfires LF Mk.V received "clipped wings", in fact shorter wingtips reducing the wingspan to 9.8 meters. This modification improved the rate-of-roll and moderately increased the maximum speed. The wingtips varied, both short and long ones could be installed. Therefore, the short wingtips do not decidedly identify the LF version.

Auxiliary fuel tanks

There were several types of auxiliary tanks of different capacity developed in order to extend Spitfire Mk.V range. The smallest one was 30gal (136 liters) tank introduced into service in September 1941 extending the range to 1167 km. It was followed by a larger, 45gal tank (204.5 liters). Both tanks were of so-called blister-type (also known as slipper-type) referring to the tank's curved outline on the bottom and upper flat surface mating with fuselage and wing's center-plane. Both were droppable. The cylinder-shaped 45gal tanks were also used. In Malta, 44gal (200 l) cylindrical tanks from Hurricanes Mk.II were used, attached in pairs, next to each other under the fuselages. In the end of 1941, 90gal (409 l) non-droppable fly-over tank was introduced extending the range to 1,988 km. In 1942 even 170gal (773 l) fly-over tank arrived extending the range to 2,334 km, however at the cost of significantly worse flight characteristics. Both of these tanks were of the blister-type, there was also a cylindrical 170gal fly-over tank. In the actual operations, since the middle of 1942, the combination of 29gal (132 l) tank mounted in the fuselage behind the cockpit and a 170gal drop tank was used. This combination allowed an extended range to 2,615 km at the maximum altitude of 4,575 m.

Tropical filters

In the dusty tropical and sub-tropical environments, the engine was subject to potential damages caused by sucked-in dust. To lower this risk Vokes company designed a voluminous, fully covered filter which formed a typical chin under the aircraft nose. The worsened aerodynamics together with the lower pressure of the entering air on such modified aircraft resulted in the maximum speed drop by approximately 12 kph, which was actually better value than the anticipated drop by 37 kph. These tropicalized versions were quite widely used in both Mediterranean and Far East theaters of operations. Tropicalized



Spitfire Mk.Vc armed with four Hispano Mk.II cannons. Propeller is De Havilland, new canopy style with interior glass armor on the windshield and bulged sides of the canopy sliding portion. The aircraft supposedly carries an older type of radio Tr.9D (photo: Simon Erland).

airplanes undergoing maintenance at No. 103 Maintenance Unit in Egyptian Aboukir, received the Aboukir type filter manufactured by this unit. They were better aerodynamically shaped and featured a louver which opened the filter on the intake only at critical flight stages when larger dust volume could be sucked in. Two versions of this filter are known. The majority of aircraft equipped with Aboukir filter were of Mk.Vc version and in the course of modifications at No. 103 MU usually received the clipped wingtips and Rotol propellers as well.

The shortened wingtips fitted in Aboukir had a different shape to the conventional shortened wingtips of the LF Mk.Vb and Mk.Vc versions and did not have position lights fitted. Some aircraft retained the original wing design with classic wingtips, and aircraft with extended wingtips for high altitude operations, later used on the Spitfires HF Mk.VIII, are also known..

In combat

Spitfires Mk.V of all versions served in all combat areas practically until the end of WWII. They bore the brunt of the RAF fighter offensive in 1941-1942 and became the main fighter type which in 1942 defended Malta against the intense German Luftwaffe as well as Italian Regia Aeronautica raids. Apparently, they were the most powerful fighters deployed during the Allied landing in North Africa and were of essential importance for the RAAF to modernize their equipment in the Far East. They did well during the build-up of the first USAAF fighter groups in Europe and Mediterranean where two American fighter groups, 31st FG and 52nd FG flew them until the end of 1944. They were flown by pilots of many nations serving in RAF: Canadians, South Africans, French, Czechoslovaks, Polish pilots, Norwegians, Belgium pilots and others. They were supplied to the Soviet Union under the Lend-Lease program, became the backbone of the Italian Air Force fighting on the Allied side after Italy's surrender in 1943 and served in the air forces of many neutral countries such as Turkey or Ireland.

Some hard truth in the end

From the preceding outline of Spitfire Mk.V development you may get the feeling that it was pretty logical, one precisely specified version replaced another one on the assembly lines, the performance and characteristics were gradually increased. In short a text-book step by step evolution. Unfortunately not

so. As usual, reality is much more diverse than the best thought out theory. The characteristics of the Spitfire versions were intertwining. The development was not straightforward, on the contrary, it was rather turbulent. The airframes were gradually upgraded during the overhauls or regular maintenance. So we encounter the aforementioned Mk.Vc with the exhaust pipes for the weapons' heating which were not supposed to be there or Mk.Vb with smooth leading edge featuring only the Hispano cannon barrel which is typical for Mk.Vc. Spitfire Mk.Vb categorization into Early, Mid and Late is neither precise nor clear. In fact many airframes with the integrated armor glass, considered as Mk.Vb late, were manufactured earlier than the series of aircraft with the outer armor glass designated as Mk.Vb mid. Similarly if the airframe features the integrated armor glass it does not automatically mean it also features the bulged Malcolm Hood sliding canopy. There were airplanes with the combination of the integrated armor glass and older sliding canopy with the flattened sides and ventilation opening. And then we have tropical Spitfires. Theoretically the vast majority of Spitfires Mk.Vb and Vc modified at No.103 OU in Aboukir were converted to LF Mk.Vb/c with the shortened wings. In fact many of these aircraft retained the standard non-clipped wing and we know about the aircraft with lengthened wings for high altitude operations typical for later versions HF Mk.VIII and IX. Much confusion still exists around the wing skin strengthening strips above the wheel wells. These were installed on the war-weary airframes when the skin degradation and fatigue cracks started to appear. These aircraft are typically the well-preserved museum exhibits. For that reason these strengthening elements are considered the integral parts of Spitfire Mk.V design as well as Mk.I and Mk.II. Not true again. Actually it is very difficult, maybe even impossible to find these strips on the wartime Spitfires operational at the combat units. We could continue naming these types of anomalies indefinitely. Let's conclude this chapter on Spitfire Mk.V development with the statement that as far as this aircraft is concerned nothing is impossible, features that are not supposed to be there are found and vice versa. But that's the life I guess. Well, it's not only a matter of life, it's a matter of war as well. War is the true reason for this apparent chaos. However, it's the chaos from today's point of view, point of view of the people in whose world the technical progress is fast but contained by certain conditions and norms or let's say by the letter of law. This was completely different at the time of war. The whole life in the society, all manufacturing and the individual lives were subject to one single goal: the victory.

It was the goal cherished by the victorious nations decades after the end of hostilities and up until these days. Since the outbreak of the war, which some people naively expected to be short and easy, it was clear that the victor will be the tougher, more powerful and more creative one. It has been like that in every war as far as we can remember just due to some mysterious reasons people, including their top leaders, kept forgetting it to only re-learn those facts when the new conflicts occurred. The Second World War was no different in this aspect; it was however unique in its scale, persistence, damages and horrors it caused. Everyone involved was determined, tough and persistent, all nations that took part in it reached to the bottom of their resources despite different levels in casualties, suffering of the soldiers and civilian population as well. As we know it was getting worse going further to the East. The aviation industry reflects the given period of time and this was identical on both sides of the front. You will find the Spitfire's development mirror image in Messerschmitt Bf 109 development. The same motivations, same goals, same problems and same results. The greatest effort was made to produce as many aircraft as possible, with the best performance possible and surpass the enemy both in numbers and quality. There was the same effort on both sides resulting in the deadly race. Every innovation on one side triggered the innovation on the opponent's side, every increase in performance almost immediately caused the rapid reaction in the enemy's camp. If we apply this principle to the competition between Spitfire and Bf 109 it will be crystal clear. Just the scale of troubles experienced during manufacturing will be opposite on the timeline. With a fair amount of simplification we can say that while in Britain, or the Allied side, the most serious problems were encountered at the beginning of the war, culminating during 1940-1942, things got streamlined towards the end of the conflict when the material supremacy of the Allies was absolute. Of course the economical potential of the United States played a crucial role but we cannot underestimate the importance of the British industry and its share in the Allied manufacturing achievements. It was the opposite on the Axis side. Out of all countries Germany was best prepared for war and in 1940 lived in euphoria that its industries could supply the armed forces without problems until the victorious end. The breakpoint was reached however in the second half of 1942 with the opposite trend than in Allied countries. Even though the productivity of the German industry continued growing it was consistently falling behind the Allied industries and the supplies to the armies at the fronts were getting worse proportionally to improving supplies to the Allied armies.

From this aspect some apparently illogical facts start to emerge in a different light. As an example, the aforementioned fabric-covered ailerons on Spitfires Mk.I and Mk.V remained in production long after the new, more effective all-metal ailerons were developed. They were approved for large-scale production in December 1940 but almost the whole first half of 1941 Spitfires were leaving the assembly lines with the fabric-covered ailerons and in some combat units a large number of aircraft still featured these ailerons in late summer and fall 1941. During this time, typically pragmatic Americans, without any lengthy approval process, started to cover the ailerons on their Spitfires with the plywood. So this was happening almost a year after the all-metal ailerons were to undisputedly replace the fabric-covered ones on manufacturing lines (one can hardly imagine the situation like this nowadays). If we however factor in all other facts of that period of time we will get another picture. What was happening then? The winter 1940/41 German bombing raids on Britain continued until the spring. The Spitfires production however was seriously affected by the raid on September 26, 1941 when the Supermarine plants in Wolston and Itchen were heavily damaged. This resulted in the production reorganization, component manufacturing had to be spread among the number of subcontractors and the aircraft final assembly was being transferred to new locations. This of course caused a number of problems not only in manufacturing but also in the logistics which had to be dealt with promptly. Restarting the Spitfire Mk.I manufacturing before the end of 1940 is from this point of view a miracle enhanced by a fact that the aircraft manufactured were continuously improved. After New Year's 1941 Spitfire Mk.V production was being launched. The goal was to improve Spitfire performance to the level of the most powerful RAF fighter before Bf 109F started to appear at the front and soon even better and more dangerous FW 190A made their debut. At the same time RAF losses were mounting after commencing the permanent offensive in the spring of 1941 which created an

enormous pressure on their replenishment. In such a situation the quantity beats quality and the manufacturer under pressure prioritizes fulfilling the orders at all cost. The requirement was to deliver the aircraft with a more powerful engine and more powerful weapons in sufficient numbers to meet combat needs. The production met the goals however at the cost of the enormous problems. There was a shortage of everything, from labor force to material to means of daily consumption but time was in the shortest supply. In such a situation the fabric-covered ailerons were a minor problem for the manufacturers. Their production was going smoothly, it was well established, fabric was applied by highly skilled female workers and as such it was not a burden for the overall plant tasks. All-metal ailerons were a different cup of tea. Their immediate implementation would take away some capacity from the airframe production. While the responsible department would train for the new technology it would result in the short supplies of the ailerons and for some time no deliveries at all. The personnel enthusiasm for technology change has never been great either. It's been a problem since the Industrial Revolution and it remains the issue nowadays. People don't like to change something that works and can put up a persistent and sophisticated resistance against the change. If you are a manager you are under the customer's pressure and if you don't want to get a heart attack you need to minimize the problems resolving the major ones first addressing minor ones later. Big problem was new engines and heavier weapons installation. That had to be solved, it was a fundamental problem. The ailerons were a minor problem, the manufacturing was going smoothly, the airplanes were flying with them just fine so the problem was put on the back burner. The air force got their share of trouble while introducing Mk.V into the operations such as engine overheating, guns freezing etc. therefore the ailerons and their limits were not really on the radar screen. Once these initial problems were resolved in the summer of 1941 the damned ailerons came back on the agenda and the air force demanded the thorough replacement of the fabric-covered ailerons for all-metal ones on all Spitfires in service. So finally the manufacturers had to yield and implement the change. Does it make sense to you? It does to me, it sounds all too familiar. It is exactly the same with new technologies introduction in our company, with one exception, no one is dropping bombs on our heads and instead of RAF the modellers are yelling at us when something does not work at the first shot. And nothing works satisfactorily for the first time.

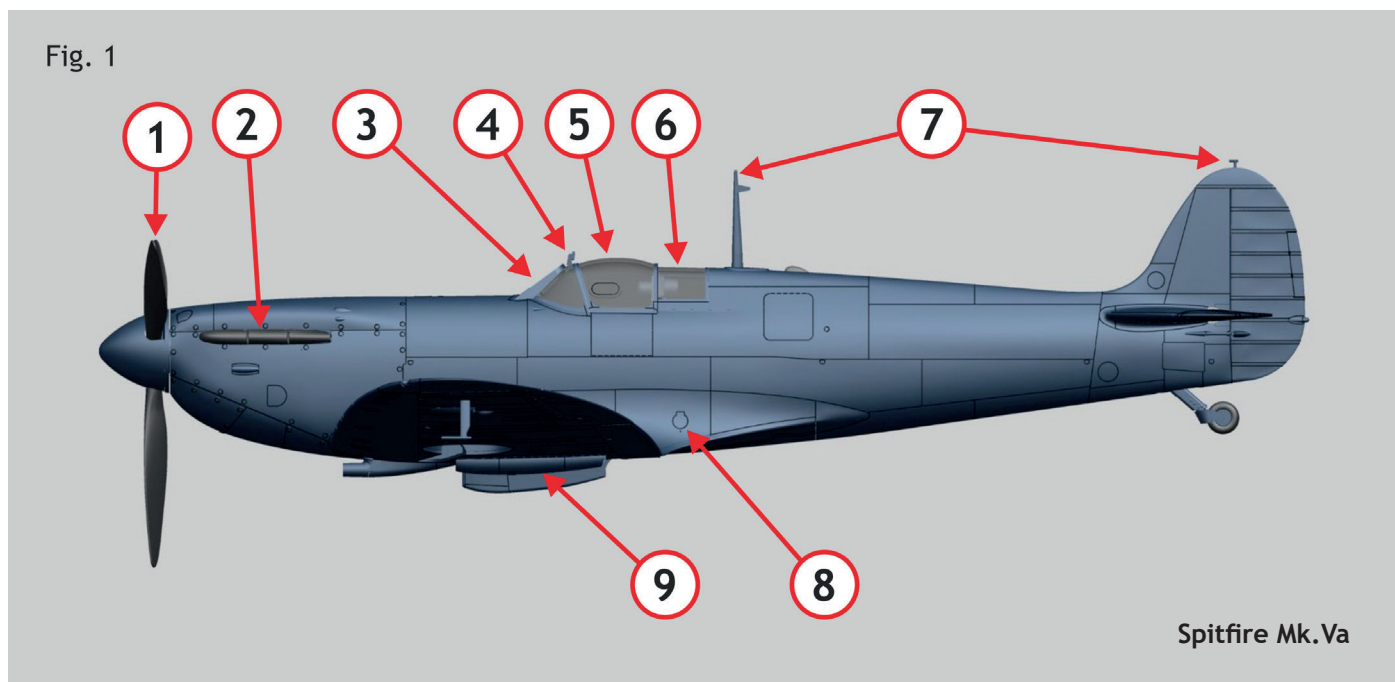
We can go case by case and it will be the same story. Ridiculing it, talking about chaos and inability is not fair. Only us, people from the future, from our perspective of the over-educated and over-regulated smart heads living in comfort who have rather vague and Hollywood-distorted visions about the conditions our ancestors lived in and problems they dealt with. Once we get in-depth familiar with these conditions and put the historic processes and facts into the perspective, which we otherwise tend to judge separately, we will change our opinion. We will appreciate what our ancestors achieved and have to bow to them very low. And regardless of the nation we belong to. It doesn't matter if we speak about the British, Americans, Germans, Japanese, Czechs or Russians. In principle the stories are the same. Let's respect and honour our ancestors and let's make an effort not to lose the well-being, achieved thanks to their work and sacrifices, because of our ignorance and arrogance.

The following 47 figures will lead you through the Spitfire Mk.V development depicting the details peculiar to each version. The focus is on the changes made in comparison to the previous version. The common features are usually not described and commented on, however exceptions can be found in some figures.

Enjoy studying the following references.

SPITFIRE Mk.V DEVELOPMENT

Spitfire Mk.Va



This view pictures Spitfire Mk.V converted from Spitfire Mk.Ia by Merlin 45 engine installation into the Spitfire Mk.Ia airframe.

Figure 1:

1. De Havilland Hydromatic Type 5/39 constant speed propeller
2. Exhausts feature straight tubes of the same type as on Mk.I and Mk.II
3. 2 in thick outer armor glass mounted on the windshield
4. Rear mirror
5. Convex canopy with a ventilation opening
6. Transformer located on the fuselage bulkhead behind the headrest
7. TR.9D radio antenna masts for antenna wires. Some airframes were still equipped with these radios, some were already furnished with new TR.1133 radios without antenna wires
8. 12V electrical socket
9. The original smaller oil cooler with U-shaped air intake

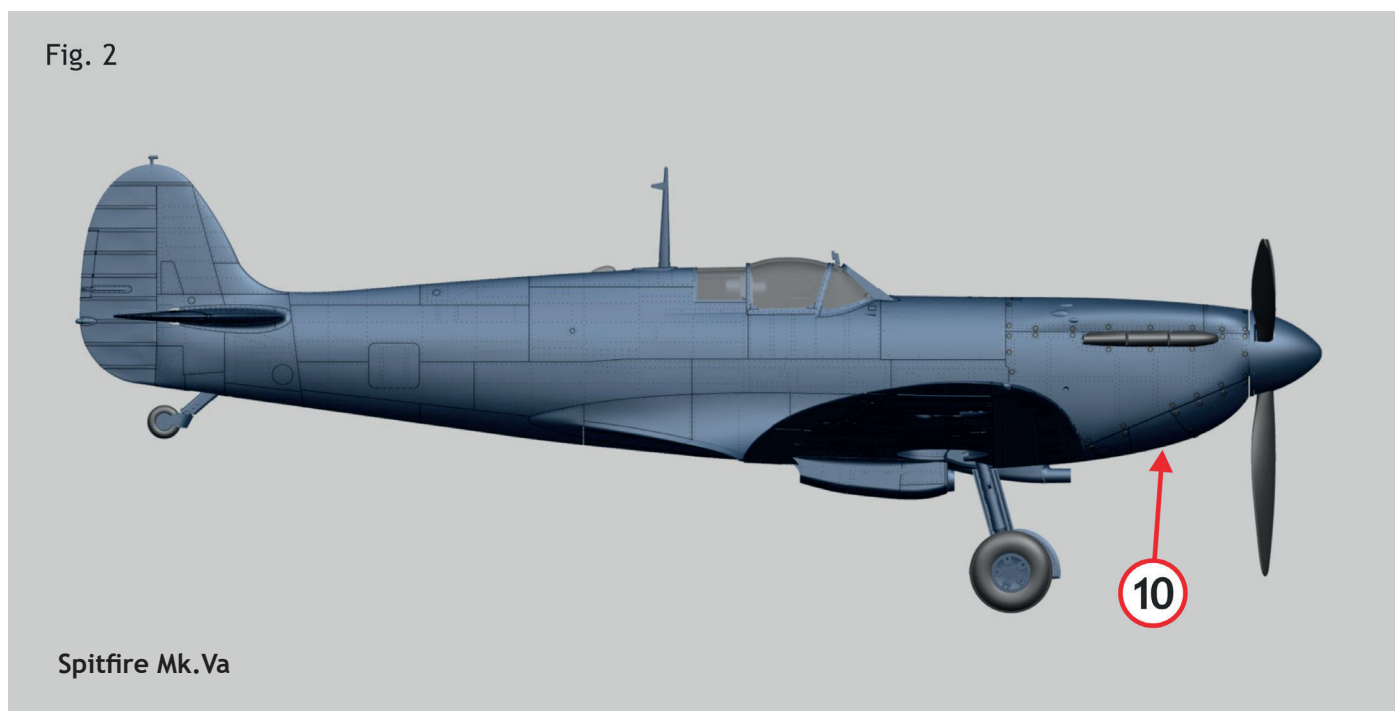
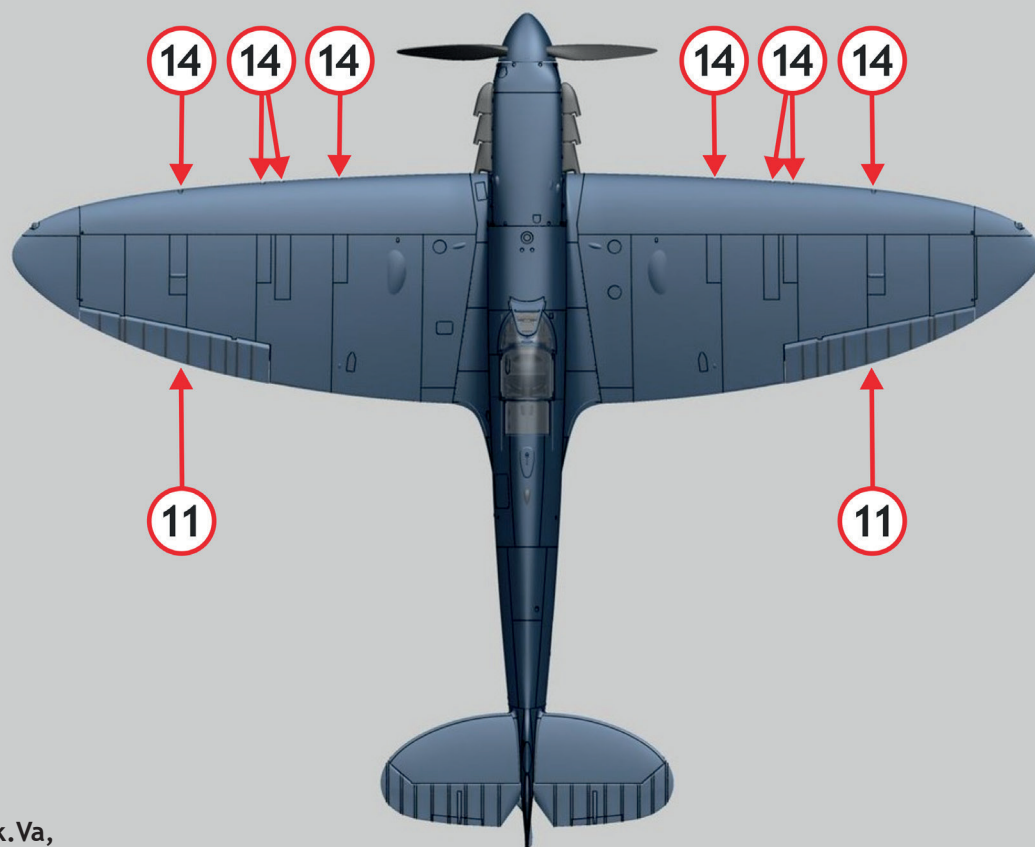


Figure 2:

10. Merlin 45 engines already lacked the Cowman pyro starter, engine cowling is missing the starter's cover bulge

Fig. 3



Spitfire Mk.Va,
conversion
from Mk.Ia

Figure 3:

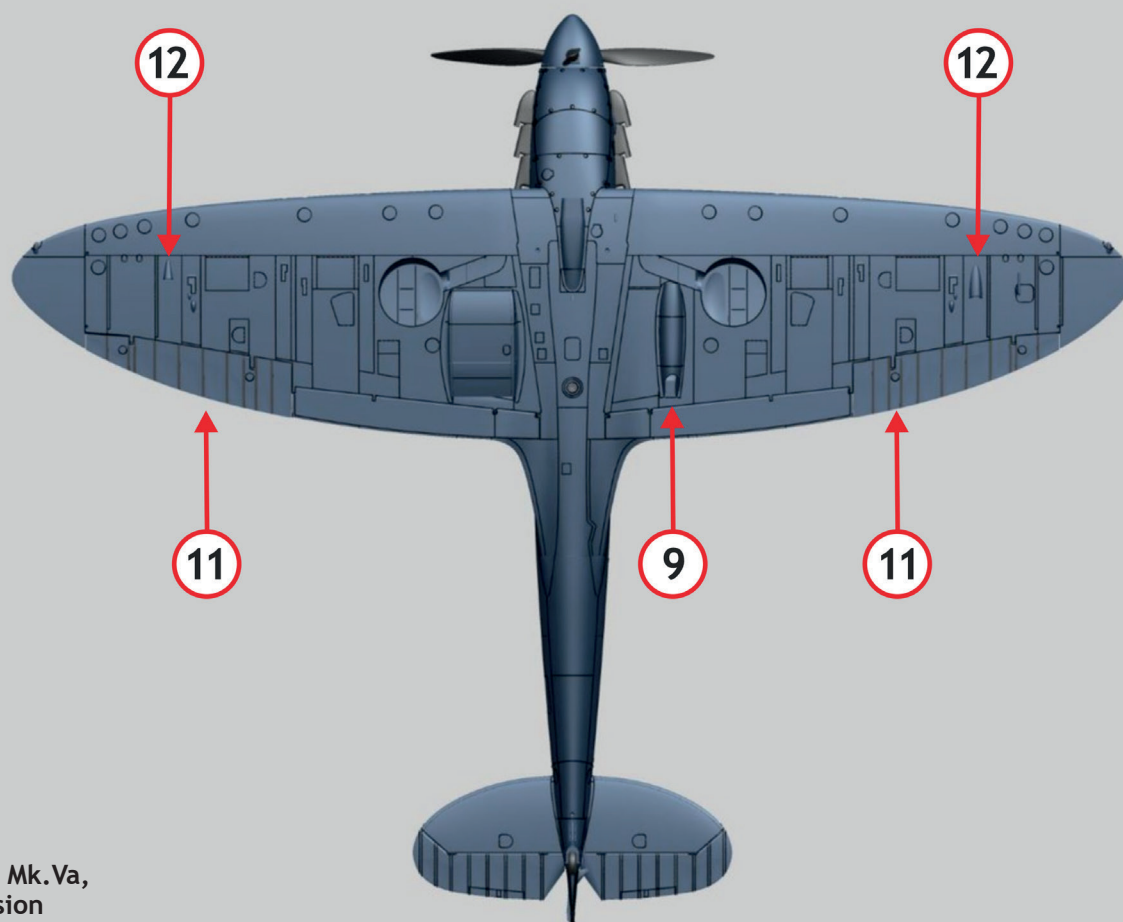
11. The fabric covered ailerons. Large number of Mk.Va and Mk.Vb Spitfires still featured the fabric covered ailerons. Significant portion of Spitfires Mk.V, converted from Spitfires Mk.I, featured them as well.

14. Eight 7.7 mm caliber Browning machine guns



Spitfire Mk.Va
(photo: Simon Erland)

Fig. 4



Spitfire Mk.Va,
conversion
from Mk.Ia

Figure 4:

9. The original smaller oil cooler with U-shaped air intake
11. Fabric covered ailerons

12. Exhausts for the weapons hot air heating

Spitfire Mk.Va with tropical filter Vokes
(photo: Simon Erland)



Fig. 5

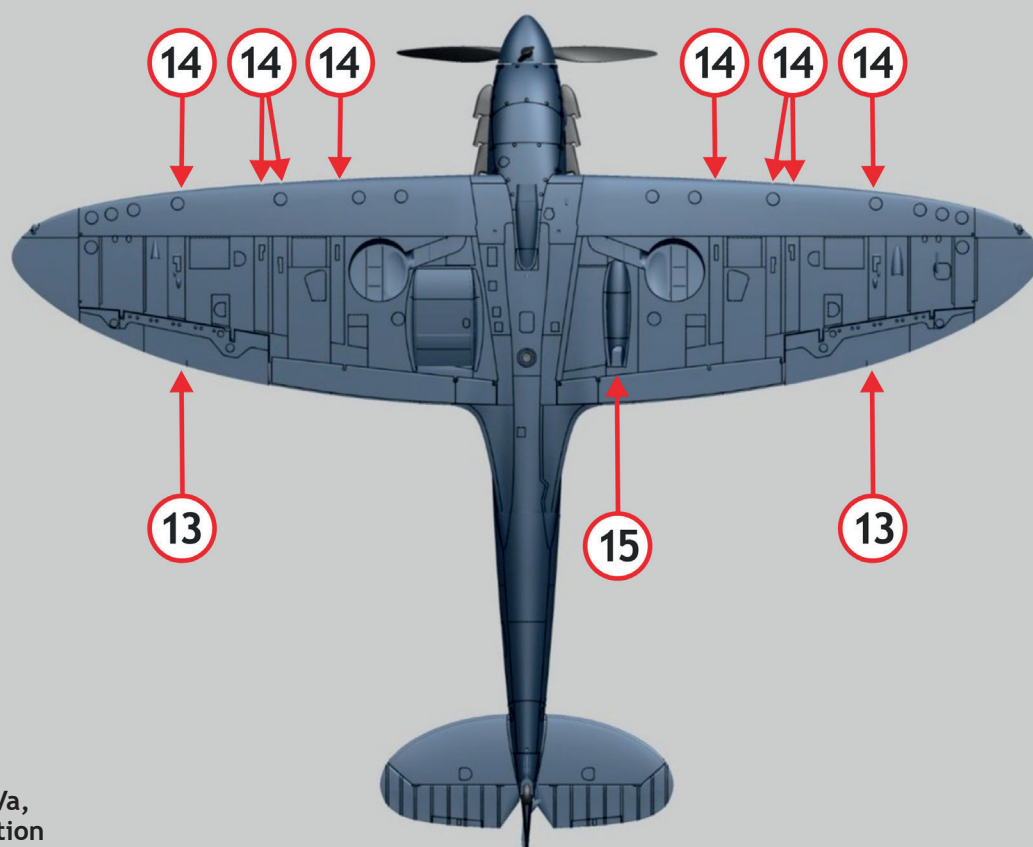
Spitfire Mk.Va,
new production

Figure 5:

13. All-metal ailerons

14. Eight 7.7 mm caliber Browning machine guns

15. Larger oil cooler with the circular air intake

Spitfire Mk.Vb early

Fig. 6

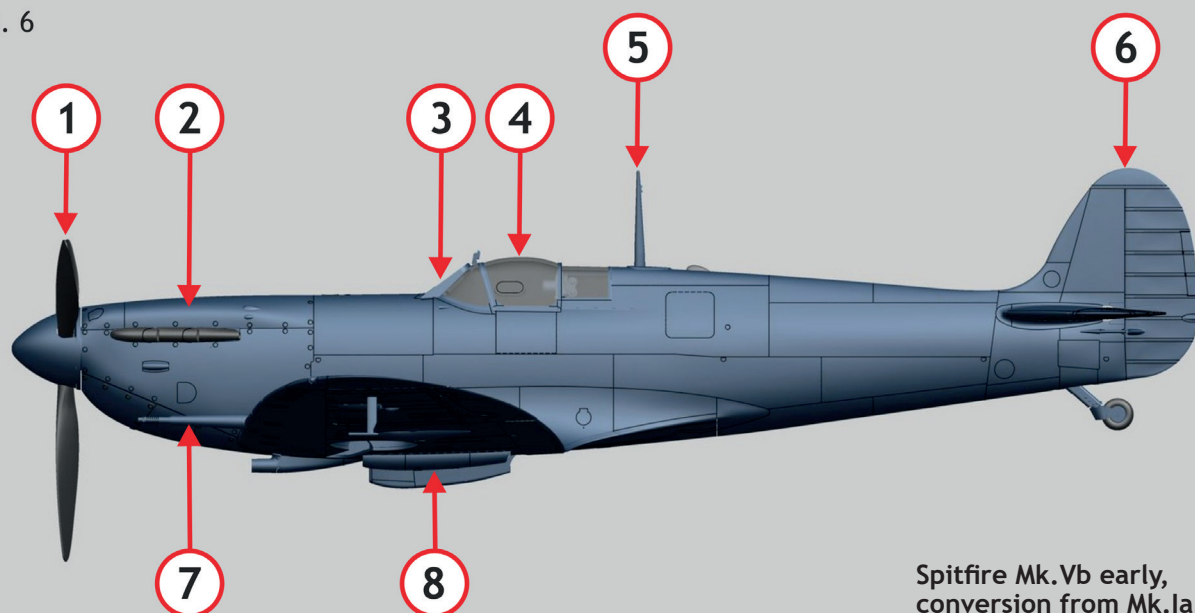
Spitfire Mk.Vb early,
conversion from Mk.Ia

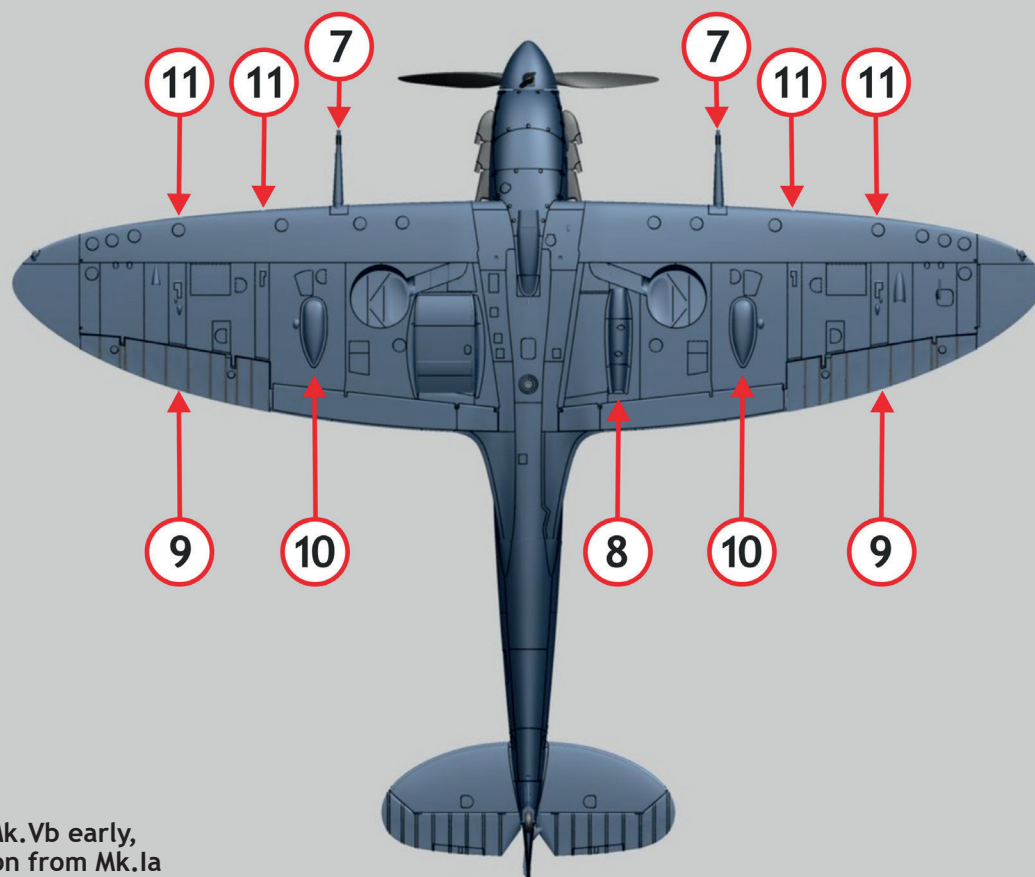
Figure 6:

1. Rotol RX5/24 constant speed propeller
2. Straight exhausts
3. 2 in thick outer armor glass mounted on the windshield
4. Convex sliding canopy with a ventilation opening
5. TR.1133 radio antenna mast without antenna wires
6. Rudder missing antenna mast

7. 20 mm caliber Hispano Mk.1 cannons

8. Older, smaller oil cooler with the U-shaped air intake. These coolers were replaced on the assembly lines with new, larger oil coolers with a circular air intake and were retro-fitted to the airframes initially manufactured with smaller coolers

Fig. 7



Spitfire Mk.Vb early,
conversion from Mk.Ia

Figure 7:

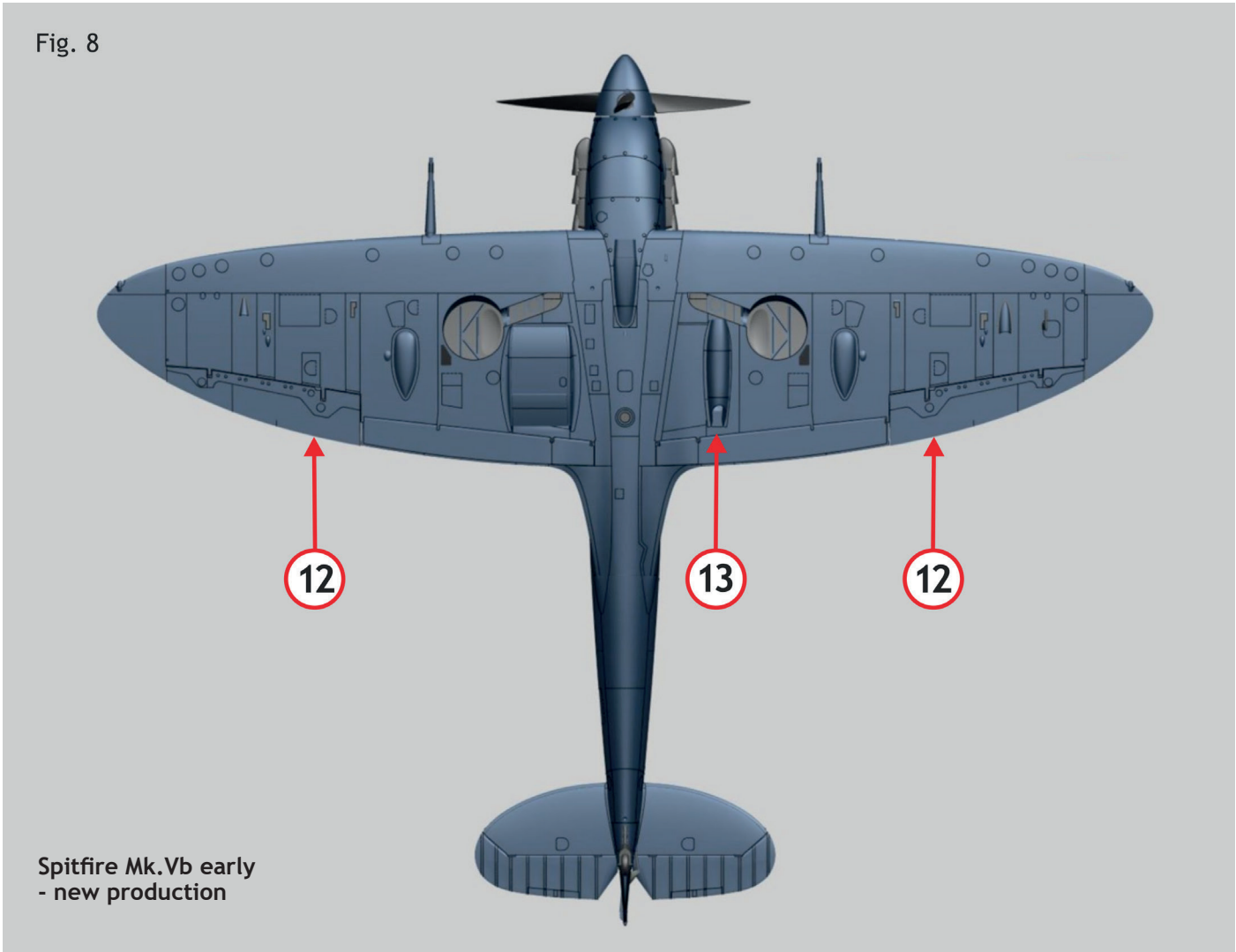
- 7. 20 mm caliber Hispano cannons
- 8. Older, smaller oil cooler with the U-shaped air intake
- 9. Fabric covered ailerons
- 10. Longer, narrow, symmetrical bulges on the guns well lower cover
- 11. 7.7 mm caliber Vickers machine guns



Spitfire Mk.Vb early
(photo: Simon Erland)

SPITFIRE V.B.
MERLIN 45
OCT. 1941

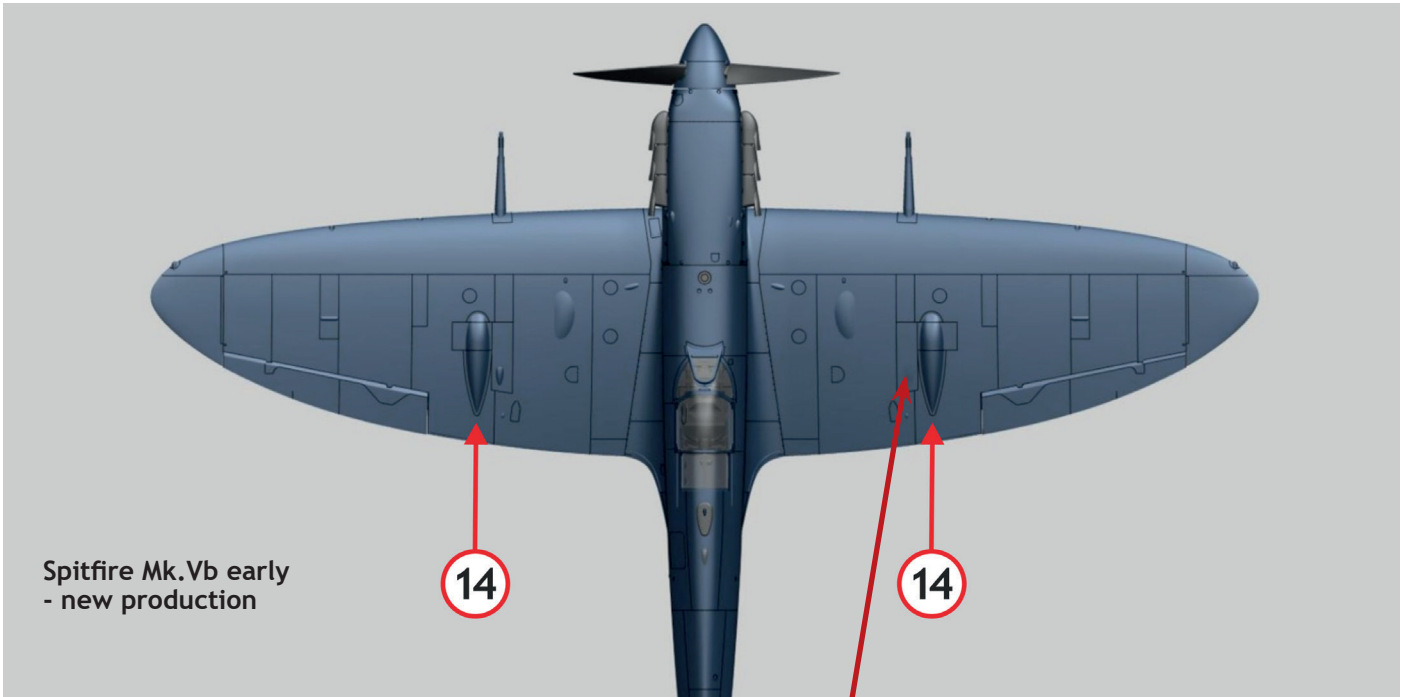
Fig. 8



Spitfire Mk.Vb early
- new production

Figure 8
12. All-metal ailerons

13. Larger oil cooler with the circular air intake



Spitfire Mk.Vb early
- new production

Figure 9
14. Bulges on the cannon well upper cover

The small bump on the gun bay maintenance door only appears on the left wing of the Mk.Vb version. Therefore, this bump must be sanded off the right wing of the Spitfire Mk.Vb kit.

Spitfire Mk.Vb mid version

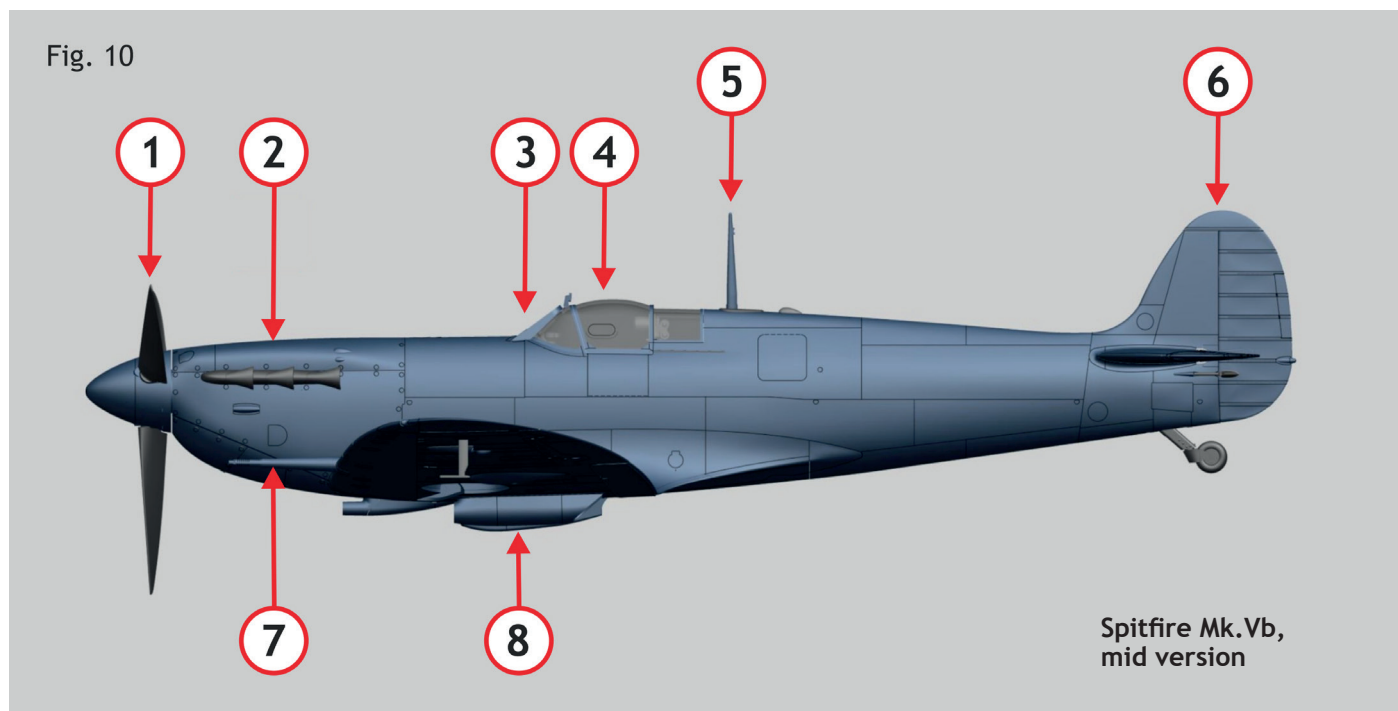


Figure 10

1. Rotol RX5/24 constant speed propeller
2. Fishtail exhausts
3. 2 in thick outer armor glass mounted on the windshield
4. Convex sliding canopy with the ventilation opening

5. TR.1133 radio antenna mast without antenna wires

6. Rudder missing the antenna mast

7. 20 mm caliber Hispano cannons

8. Larger oil cooler with the circular air intake

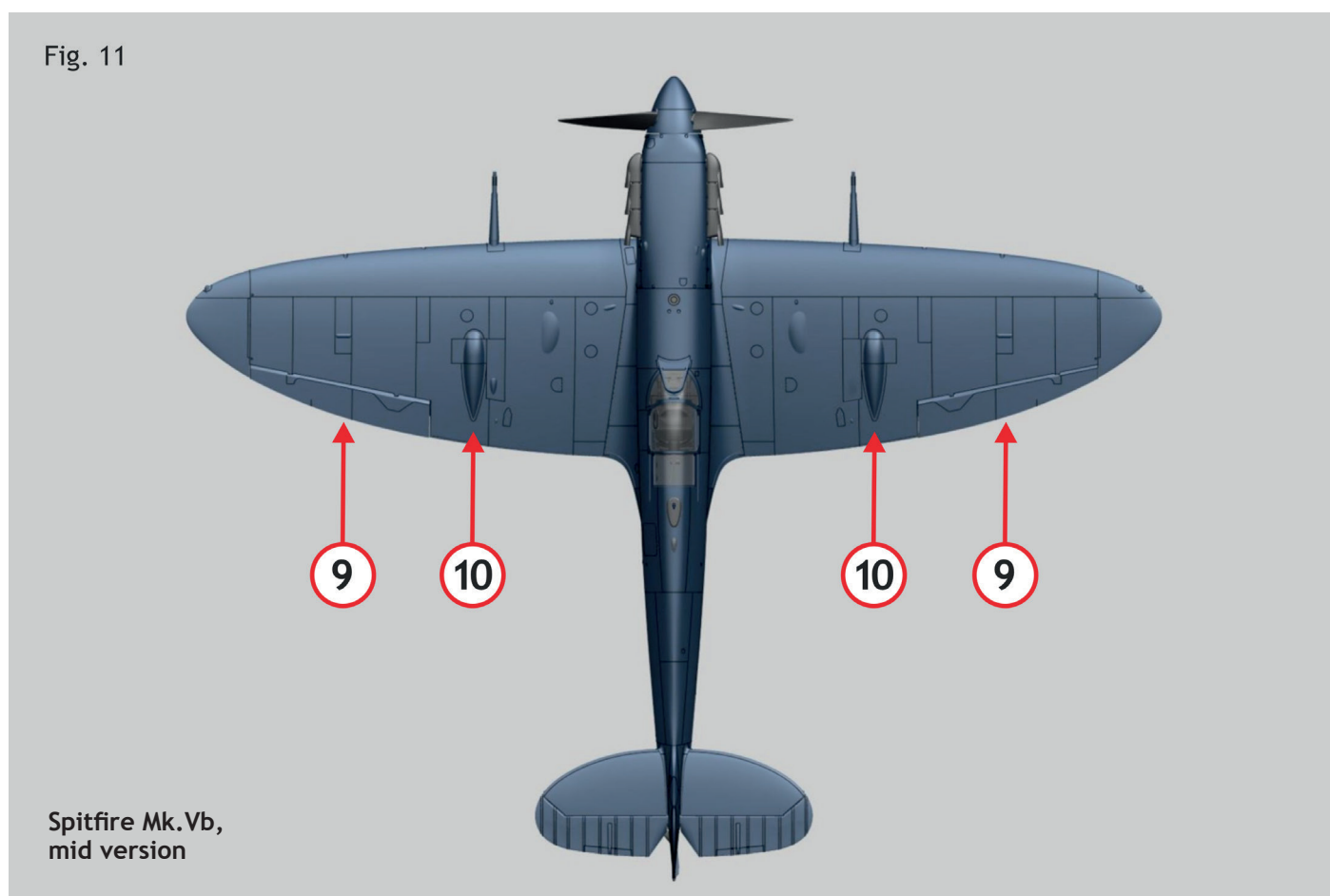


Figure 11

9. All-metall ailerons

10. Bulges on the cannons well upper cover

Fig. 12

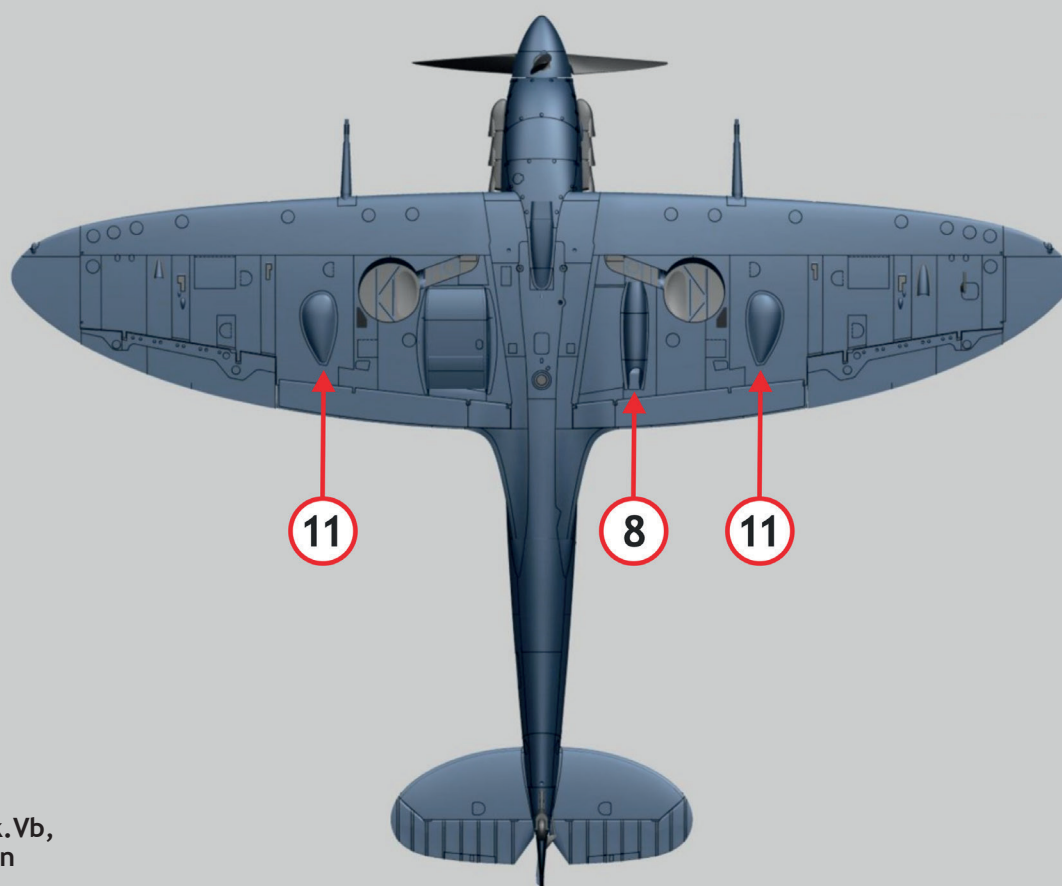
Spitfire Mk.Vb,
mid version

Figure 12:

8. Larger oil cooler with the circular air intake

11. Asymmetrical bulges on the guns well lower cover

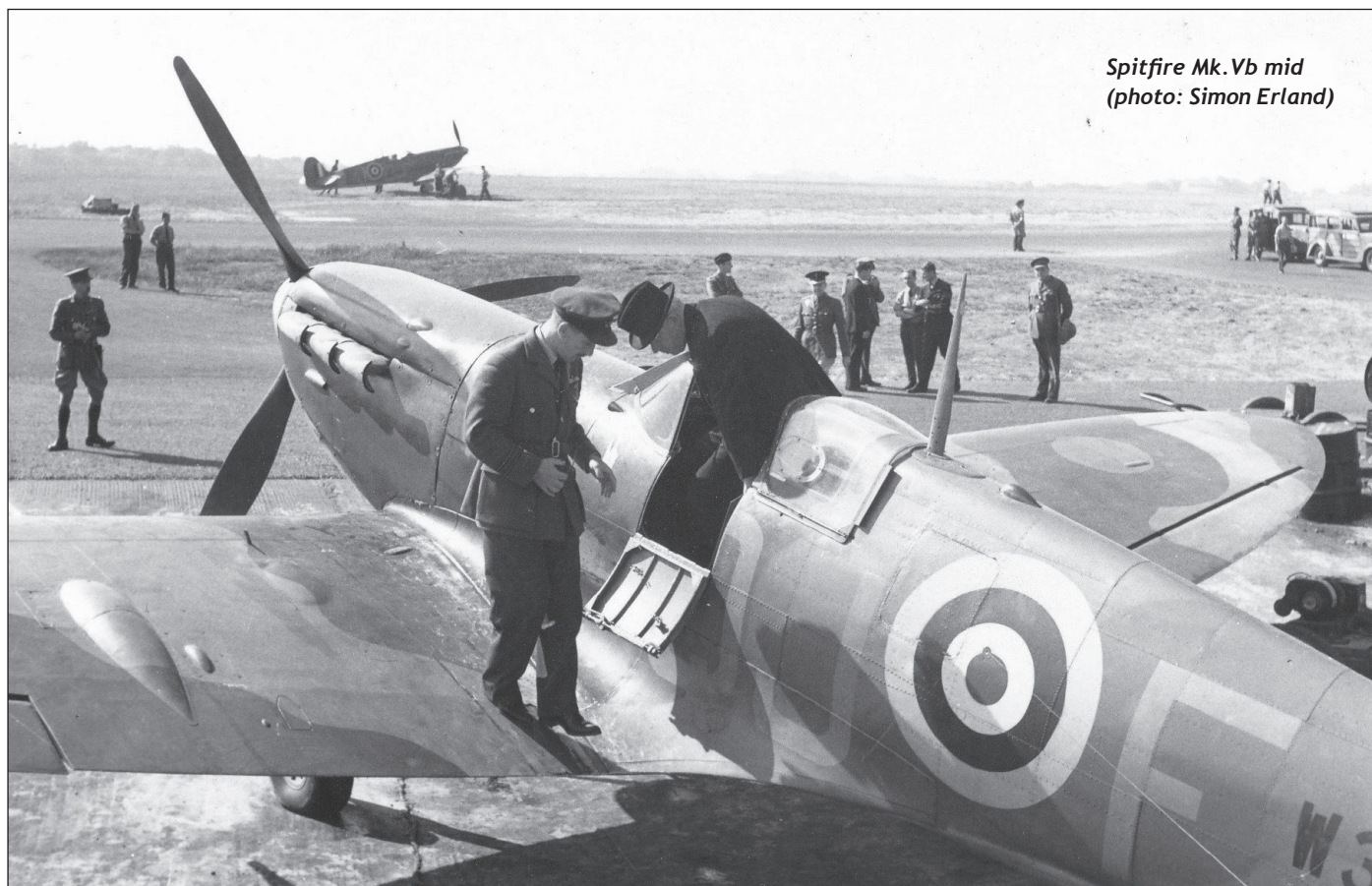


Fig. 13

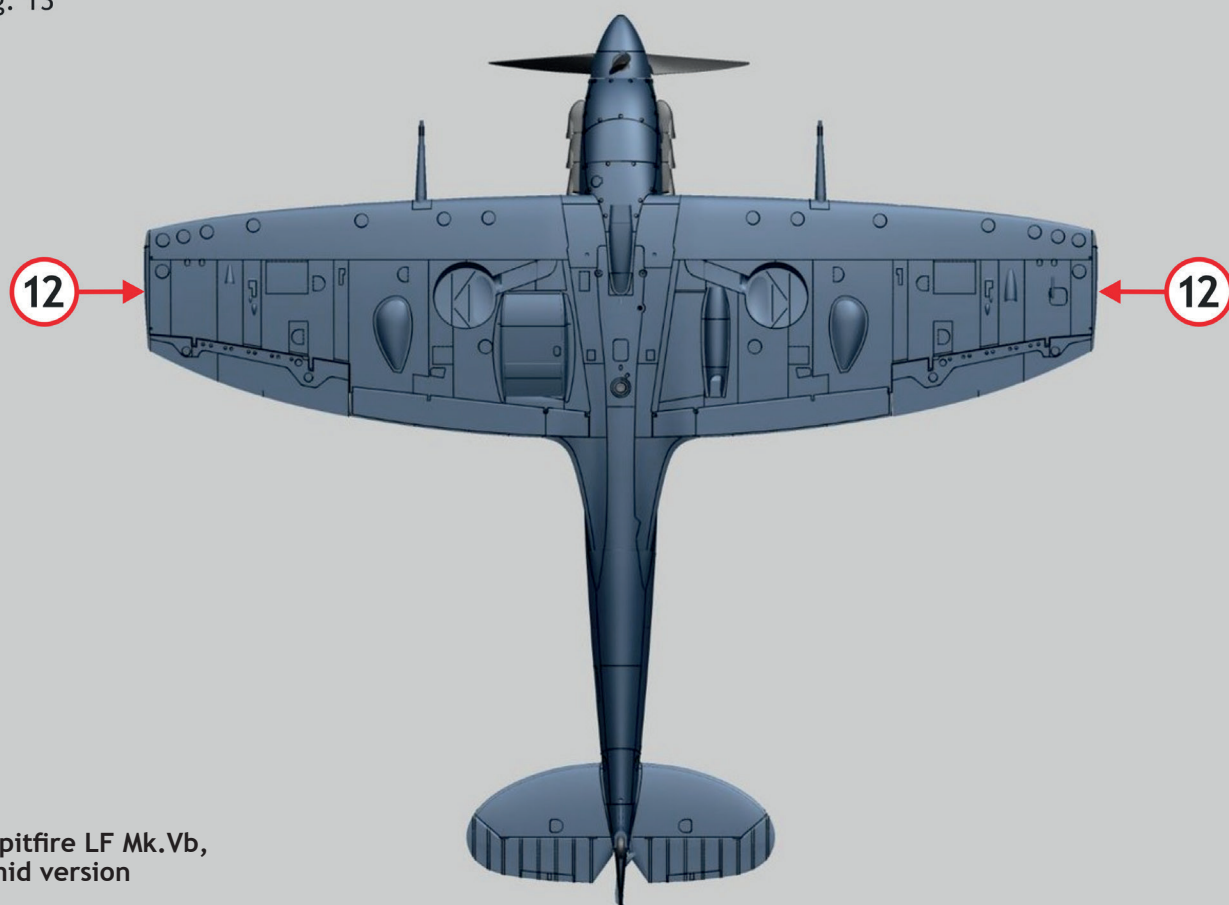


Figure 13

12. Shortened wing tips (LF Mk.Vb). They were used on all Spitfire versions.

Spitfire Mk.Vb late

Fig. 14

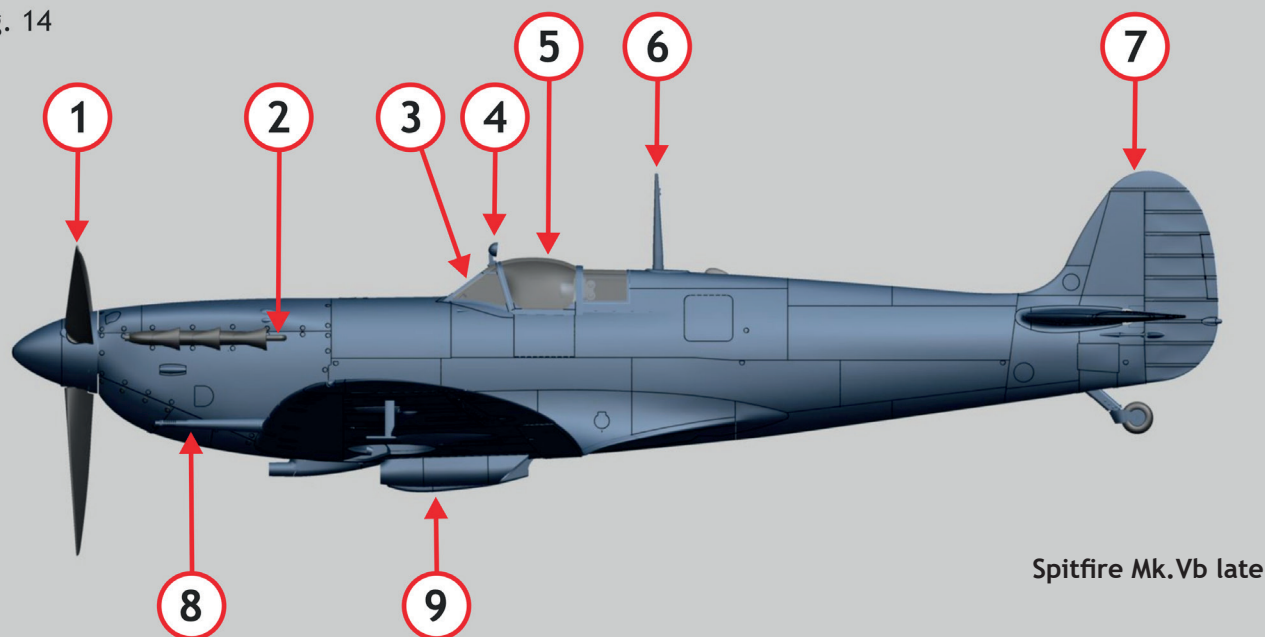
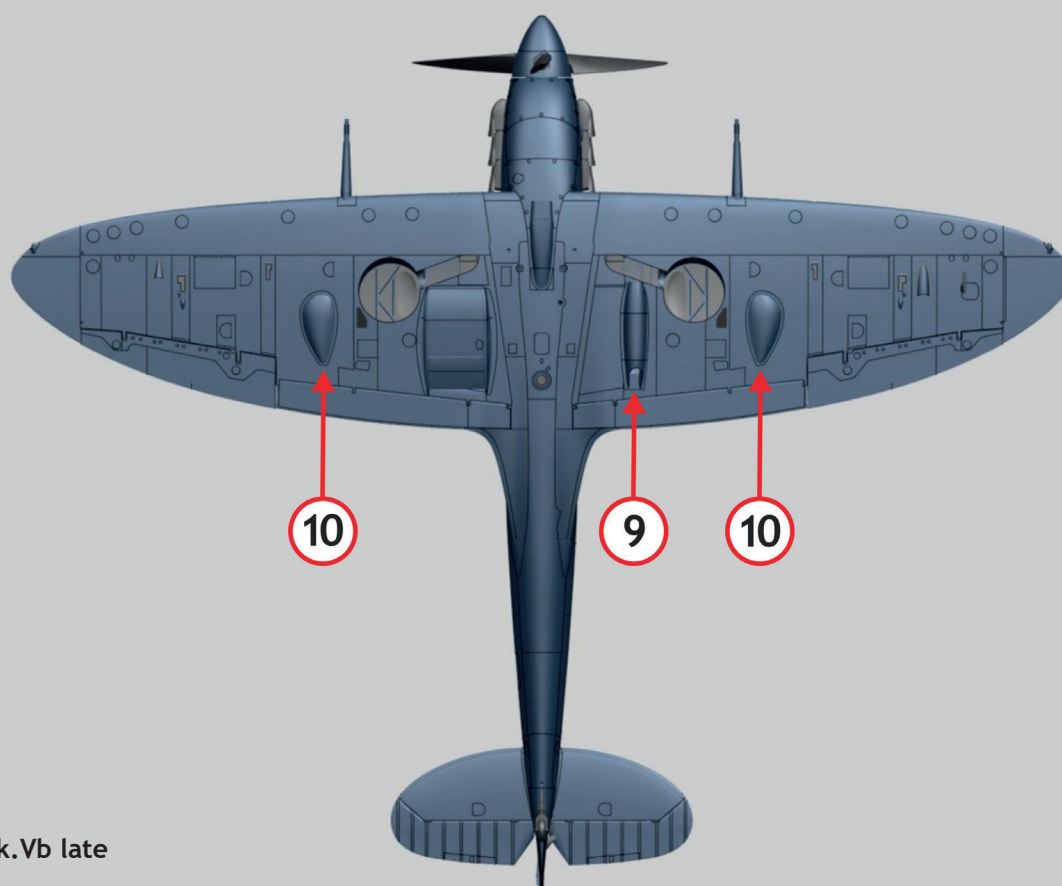


Figure 14

1. Rotol RX5/24 constant speed propeller. Various types of propellers were used.
2. Fishtail exhausts with a pipe for hot air guns heating
3. Inner (integrated) armor glass on the windshield
4. Larger rear mirror. Various types of mirrors were used.

5. Bulged sliding canopy missing the ventilation opening
6. TR.1133 radio antenna mast without antenna wires
8. 20 mm caliber Hispano cannons
9. Larger oil cooler with the circular air intake

Fig. 15



Spitfire Mk.Vb late

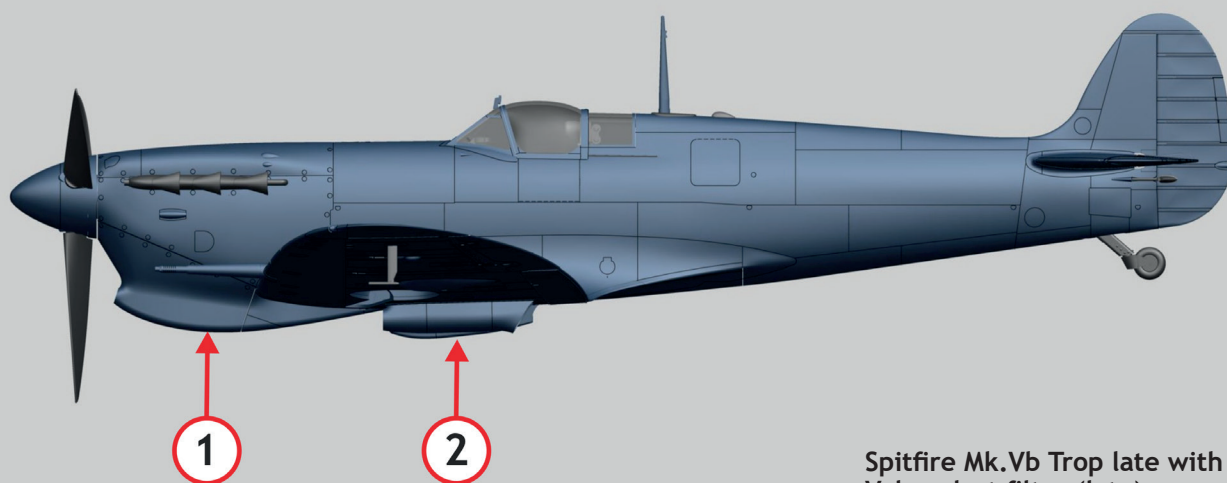
Figure 15:

9. Larger oil cooler with the circular air intake

10. Asymmetrical bulges on the gun well lower cover

Spitfire Mk.Vb Trop late with Vokes dust filter

Fig. 16



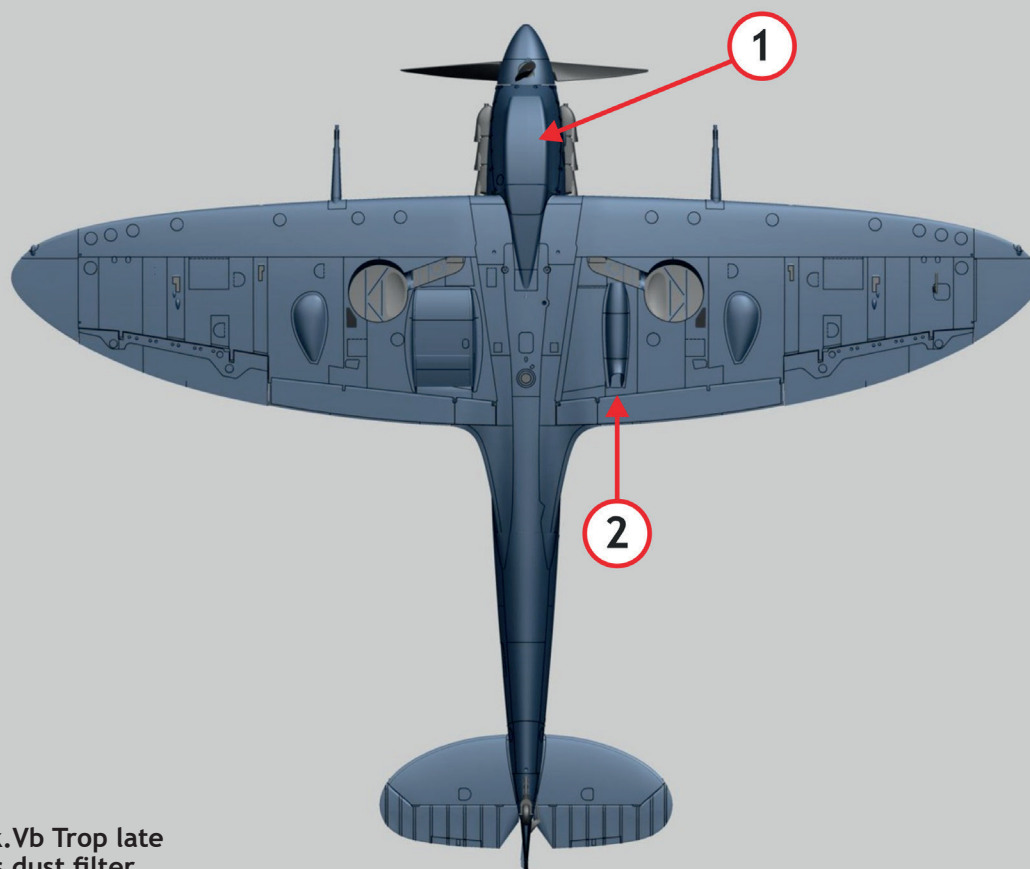
Spitfire Mk.Vb Trop late with Vokes dust filter (late)

Figure 16:

1. Vokes dust filter. Vokes filters were used on all Spitfire Mk.Vb and Mk.Vc versions

2. Large tropical oil cooler.

Fig. 17



Spitfire Mk.Vb Trop late
with Vokes dust filter

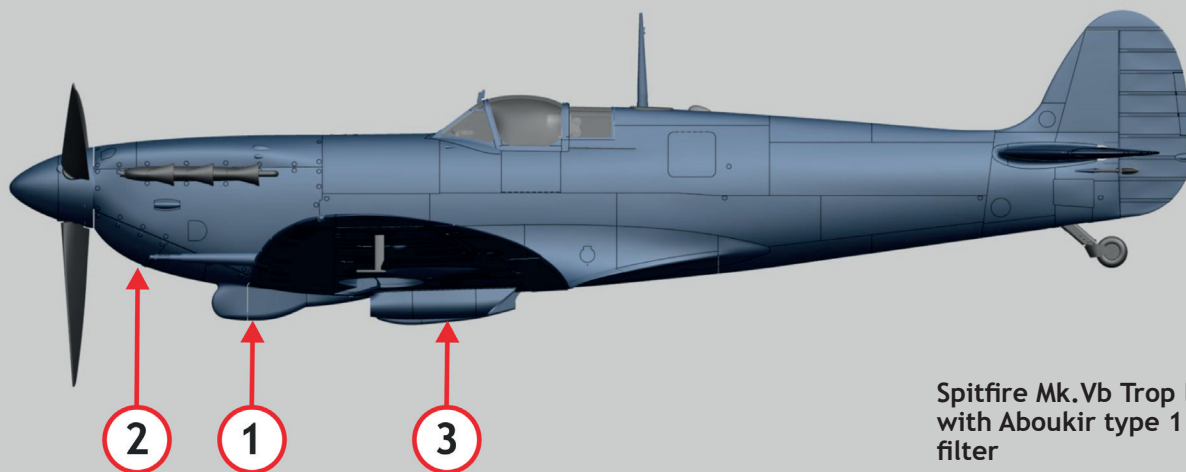
Figure 17:

11. Vokes type dust filter

2. Large tropical oil cooler (it is not the same as the „Larger oil cooler with the circular air intake“, see 9. on fig.14)

Spitfire Mk.Vb Trop late with Aboukir type 1 dust filter

Fig. 18



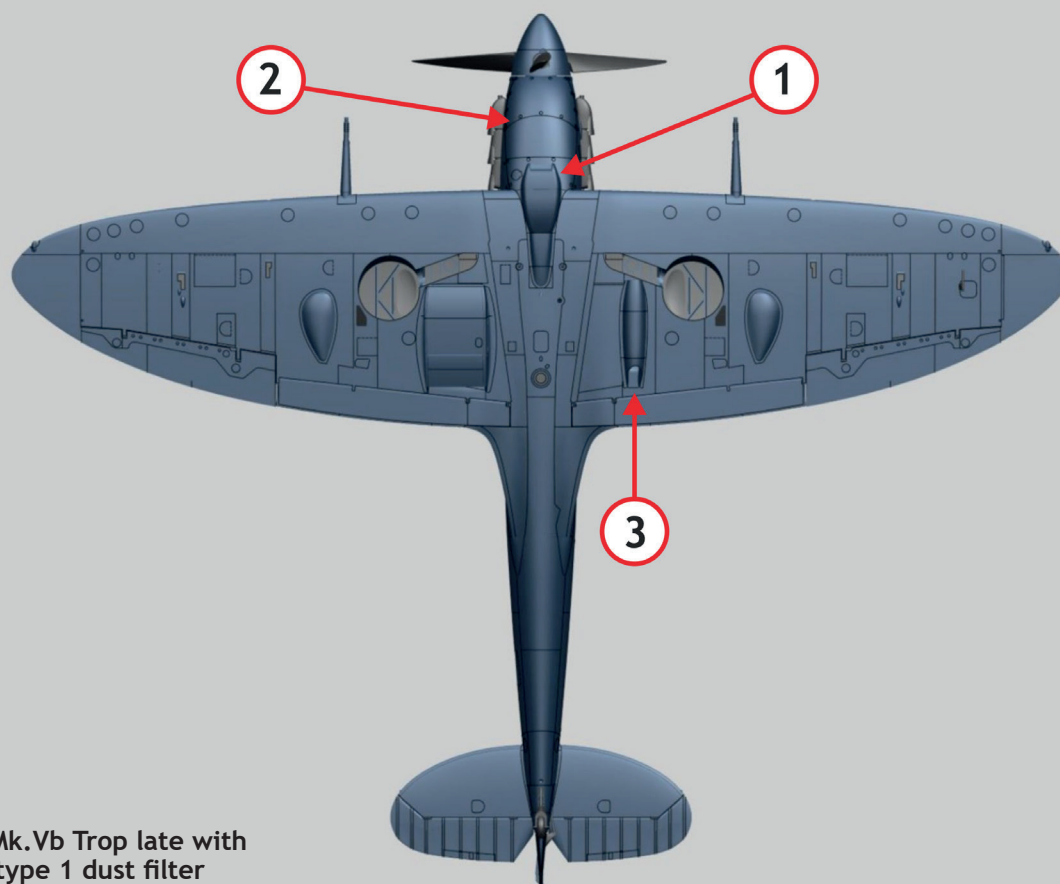
Spitfire Mk.Vb Trop late
with Aboukir type 1 dust
filter

Figure 18:

1. Type 1 (older) Aboukir dust filter
2. Unchanged front lower engine cowling

3. Large tropical oil cooler

Fig. 19

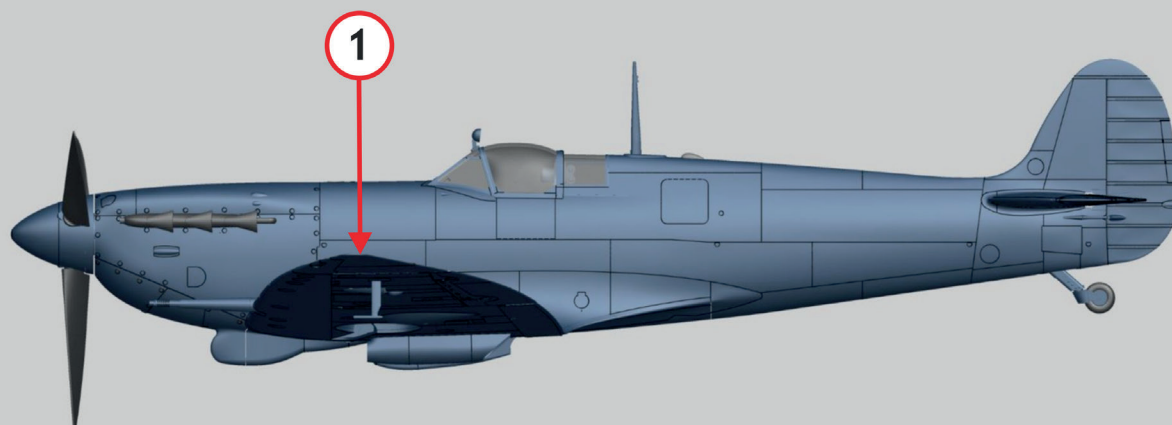


Spitfire Mk.Vb Trop late with
Aboukir type 1 dust filter

Figure 19:

1. Type 1 (older) Aboukir dust filter
2. Unchanged front lower engine cowling
3. Large tropical oil cooler

Fig. 20

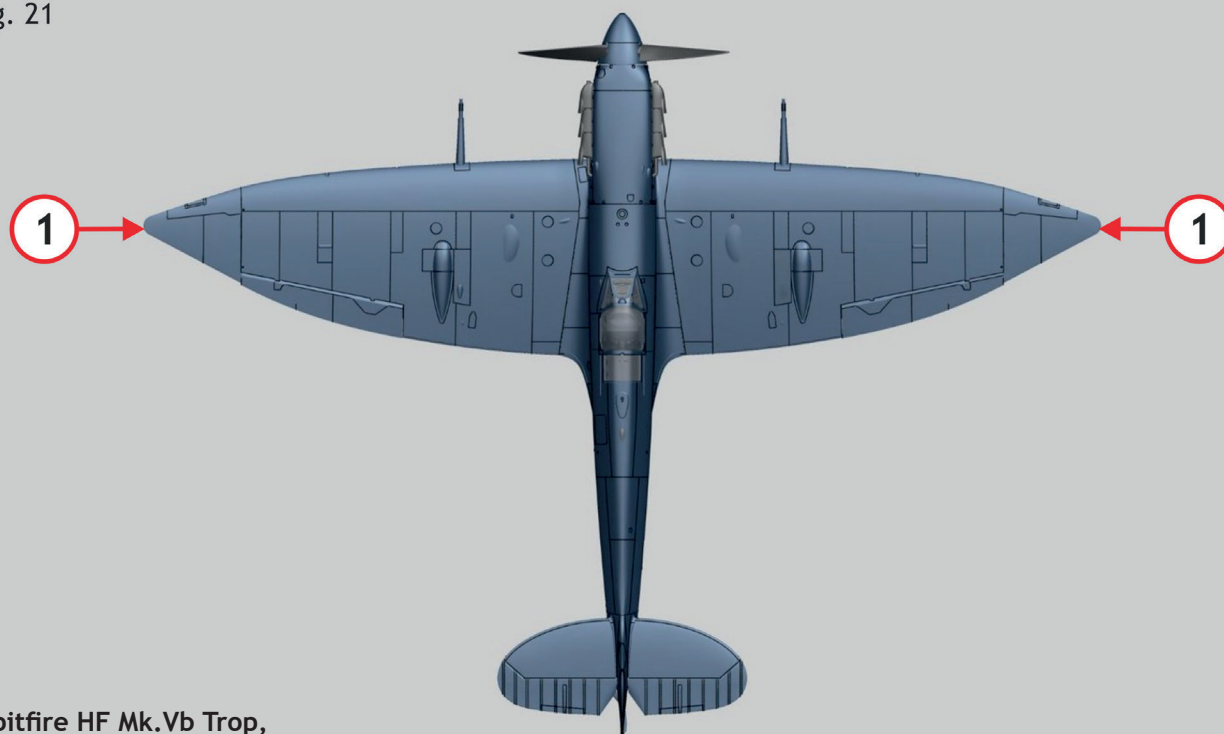


Spitfire HF Mk.Vb Trop,
late with Aboukir
type 1 dust filter

Figure 20

1. Lengthened wing tips for high altitude operations (HF.Mk.Vb)

Fig. 21



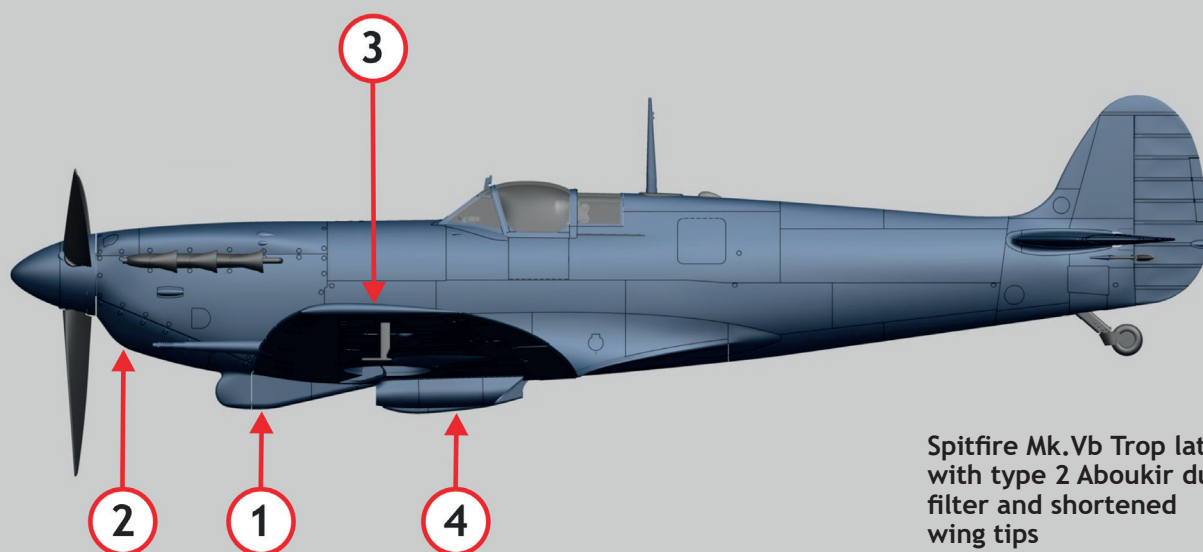
Spitfire HF Mk.Vb Trop,
late with Aboukir
type 1 dust filter

Figure 21:

1. Lengthened wing tips for high altitude operations (HF.Mk.Vb)

Spitfire Mk.Vb Trop late with type 2 Aboukir dust filter

Fig. 22



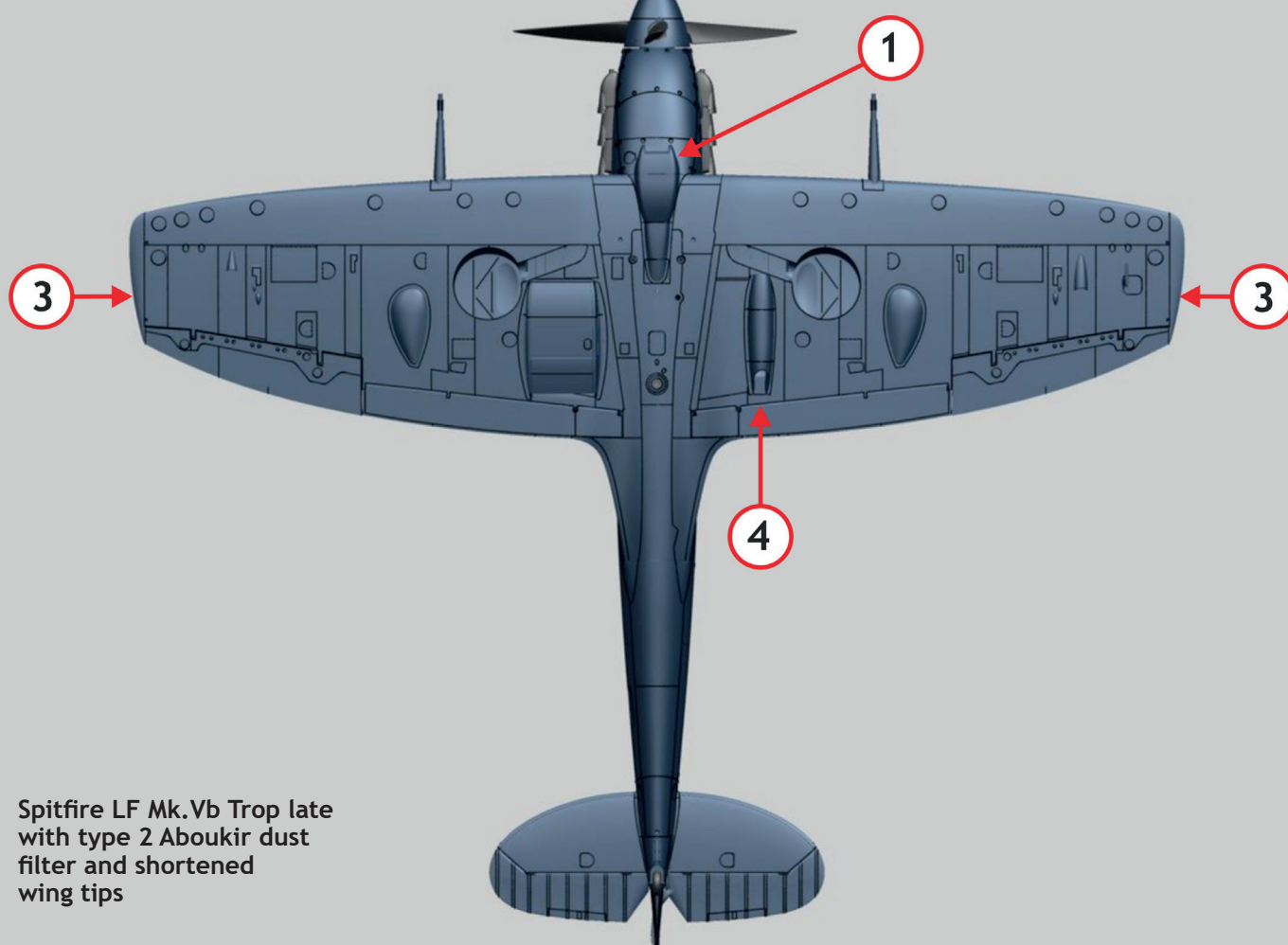
Spitfire Mk.Vb Trop late
with type 2 Aboukir dust
filter and shortened
wing tips

Figure 22:

- 1. Type 2 (later) Aboukir dust filter
- 2. Modified lower engine cowling

- 3. Shortened wing tips for the low level operations (LF.MK.Vb)
- 4. Large tropical oil cooler

Fig. 23



Spitfire LF Mk.Vb Trop late
with type 2 Aboukir dust
filter and shortened
wing tips

Figure 23:

- 1. Aboukir type 2 (later) dust filter
- 3. Shortened wing tips for the low level operations (LF.MK.Vb).
Wing tips manufactured in Aboukir depot featured a specific shape and were not equipped with the position lights.
- 4. Large tropical oil cooler



Spitfire LF Mk.Vb with tropical filter and shortened wing
tips Aboukir (photo: IWM via Wikimedia Commons)

Fig. 24

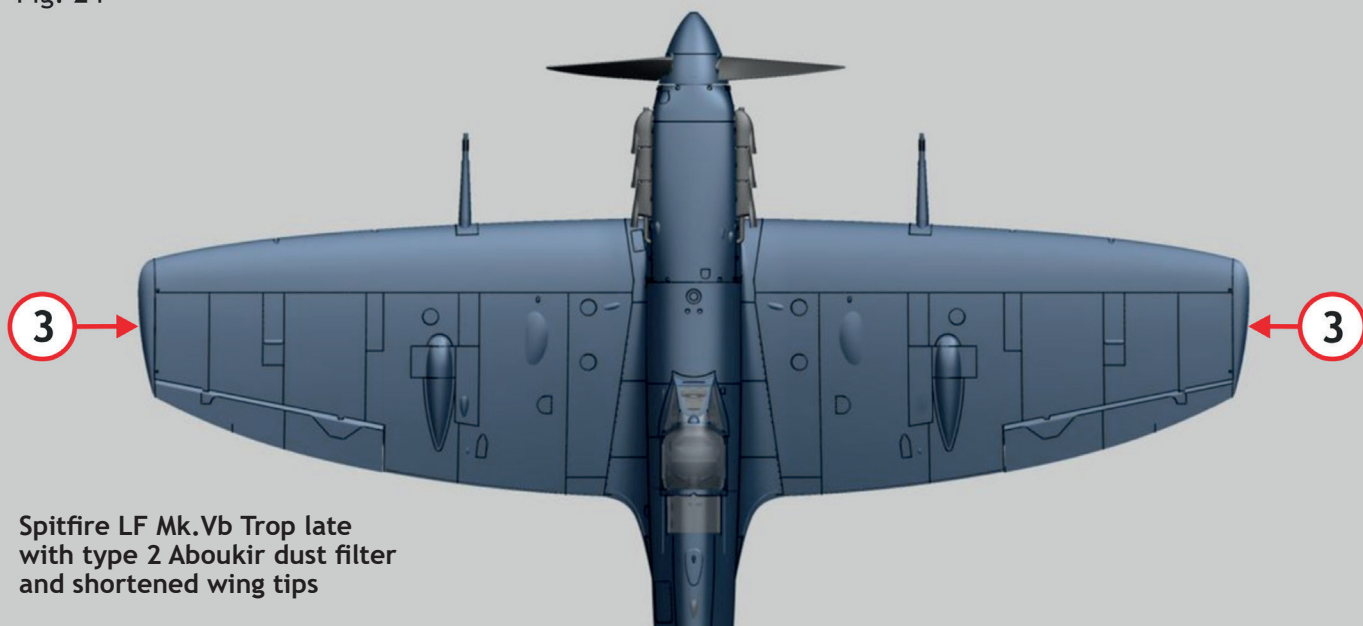


Figure 24

3 . Aboukir type Spitfire Mk.Vb shortened wing tips for the low level operations (LF.MK.Vb)



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From the content of EMD 08/2025

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..

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HISTORY

ZKÁZA FLOTILY

CHRIS GOSS

Stanisław Skalski

Model & Story / Vladimír Šulc, Jan Baranec

The most successful Polish fighter pilot was definitely not an exemplary soldier at that time. He received several disciplinary reprimands, including two for insulting a superior officer, and a rather curious one for attempting to join the Chinese Army and take part in the war with Japan. On October 1st, 1938, he was appointed second lieutenant and assigned to the 4th Air Regiment in Toruń and attached as a pilot to the 142nd Fighter Squadron, armed with the famous Polish PZL P-11c high-wing aircraft.

On the very first day of World War II, on September 1st, 1939, he jumped a Henschel Hs 126, the kill of which was credited to his colleague Marian Pisarek. Skalski then landed next to the downed aircraft, helped the wounded crew members and arranged for their transport to a military hospital, thus probably saving them from lynching by the local civilian population.

Plastos – History of Scale Plastic Modelling

Part Two – Once Upon A Time In The East / Vladimír Šulc

Arrival of the former British Frog kits on the Eastern European model market significantly accelerated international barter exchanges between modelers. Just as the industrial production of traditional plastic kits and the cottage industry epoxy kits and associated trade developed in Czechoslovakia, so too did the production of kits from Frog molds and the associated trade develop in the Soviet Union. And despite both doing so officially, some of that production certainly made it into the retail network, even though testimonials from that time say that Soviet stores were permanently empty. But the main thing was again that gray economy. I assume that a lot of what was produced was stolen, smuggled out of the factory and sold illegally.

Death of a Fleet

History / Chris Goss

On 8 November 1942, Allies forces landed in Morocco and Algeria as part of Operation Torch. The Luftwaffe's response was codenamed Stockdorf and a number of combat units quickly but temporarily moved to south-west France, at that time under Vichy French control, in response to the perceived threat of an invasion in southern France and to secure airfields and military stores

Tornado ECR 46+38

NATO Tiger Meet 2025 Beja

Ing. Jaroslav Špaček

Photo credits:
Jaroslav Spacek,
Uli Metternich
and TLG 51.



At this year's NATO Tiger Meet held in Beja, Portugal, the 1st Squadron of Germany's Taktisches Luftwaffengeschwader 51 based at Schleswig, Germany, was present with six Tornado aircraft in both the IDS and ECR versions. The aircraft with fuselage number 46+38 was adorned with a matte sand scheme reflecting the Desert Tiger theme. The camouflage was very attractive and finished second in terms of the most attractive scheme, right behind a domestic F-16.

The Tornado ECR was created by modifying the airframe of the IDS attack version, into which sophisticated electronic equipment for the suppression of enemy air defense systems (SEAD) was installed. In the space where the normal attack version of the IDS has cannons, the ELS (Emitter Location System) was installed, which can detect, determine the position of and classify various sources of electromagnetic radiation in the form of radars and communication systems. Its antennas are also located in the wing roots. The FLIR (Forward Looking Infra-Red) system located in the housing under the nose helps the crew in navigation and target search at night and in difficult weather conditions. Its image is transmitted to both cockpits. The primary armament of the Tornado ECR is the AGM-88 HARM (High Speed - Anti Radiation Missile). This old, but still very effective, supersonic weapon with a range of 25 to 150 km, depending on the launch altitude, can itself (even after being launched from a carrier aircraft) search, identify and guide itself to all possible types of electromagnetic radiation sources. The HARM missile, combined with information from the ELS, makes the Tornado

a very effective means of destroying enemy air defenses. The Luftwaffe acquired a total of 247 Tornados, of which 35 were ECR versions. All of them were newly produced between 1990 and 1992. Currently, only two units operate approximately 93 Tornados – TaktLwG 33 in Büchel and the 1st Tiger Squadron TaktLwG 51 'Immelmann' in Schleswig. However, there are twenty-one of the ECR version used only by TaktLwG 51. In 2022, it was announced that the Tornado fleet would be replaced by 35 F-35A Lightning IIs in the strike role, and from 2030, the new Typhoon EK version would also replace the Tornado ECR.

Starting in 2000, the German Tornado received the ASSTA 1 (Avionics System Tornado in Ada 1) modernization package, which included a new weapons computer, a modern GPS navigation system, and a laser inertial navigation system. In addition to the HARM missiles, the new weapons computer enabled the integration of new the Taurus KEPD 350 missile, Rafael Litening II laser designator pods, and Paveway III laser-guided bombs. In 2005, ASSTA 2 modernization began, which included the installation of additional digital avionics systems and new electronic warfare equipment. However, only 85 Tornados were upgraded to the ASSTA 2 standard, 20 of which were ECR versions. This is due to the ongoing replacement of Tornados by Eurofighter Typhoon aircraft.

The ASSTA 3.1 package introduced the introduction of color multifunction displays and the integration of the Link 16 system, which significantly increased the crew's situational awareness and data exchange between

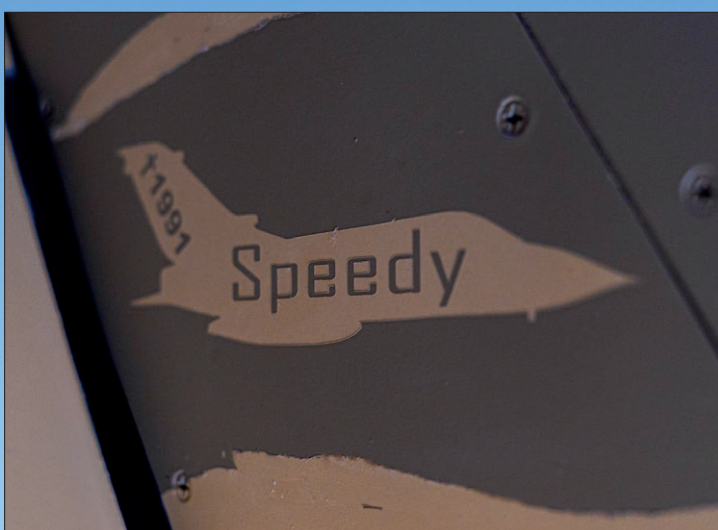
other NATO assets. Currently, the Tornado ECR is undergoing ASSTA 4.1 integration and subsequent ASSTA 4.2 software modification, which will allow the use of modern AGM-88E AARGM (Advanced Anti-Radiation Guided Missile) missiles, this system being successfully tested in April 2025 at the US Navy's China Lake firing range.

The photos accompanying this article show the details of the Desert Tiger from Beja with the camouflage scheme. It was sprayed with a rather dull sand color with bands of a darker brown-green. These are also on the bottom of the fuselage, on the top of the air intakes and on the part of the fuselage between them as well as on the elevator. On the left side, when viewed from the upper left, there is a large '51', and on the back of the fuselage there is a black panther. On both sides of the rudder there is a drawing of a black tiger (or rather a perhaps a sand panther?) with the inscription 'Tiger since 1994'. On the right auxiliary tank there is the inscription 'TIGRE DO DESERTO', and on the left then 'TIGRE TIGRE TIGRE'. On both nose landing gear doors there are drawings of a tigerized rooster, on the front door there is a tiger head with the inscription 'Team Paint' above and below which there are the names "DIGITAL HANSI ALEX DANE TURAN ANNA and below it the names "SLIP ROCKY SPALKI".

During the exercise, the aircraft carried a gray container with decoy launchers and a radar warning system FDS (Future Dispenser System) on the right outer pylon, and a TSPJ (Tornado Self Protection Jammer) on the left. At departure, it had standard gray auxiliary tanks on the under-fuselage pylons, which were heavily weathered.











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World of Plastic Modeling

Petr Vacek

Greetings from Brno! At the time of posting of the December issue of our newsletter we are halfway through the The World of Plastic Modeling event, which takes place at the Brno Technical Museum from September 17, 2025 to March 22, 2026. The total number of models has stabilized at an incredible 1,352 pieces from 111 modelers.

I have heard the idea of 'I have seen those models at other exhibitions, so what new can I get out of this?', but you won't see models without the crowds, displayed on glass shelves at different heights, including at eye level, and with good light like this anywhere at another competition, where the models are mostly crammed close together, on low tables, with limited light and visible only from one side. You are also pressed up against a crowd with backpacks and phones in their hands...

At the Technical Museum in Brno it is different. There is calm, light, models to see in a way you don't normally see, and spaces containing other displays that are also worth seeing. Everything is topped off by a pleasant restaurant, which you can access directly from the exhibition of steam engines and aircraft engines.

Currently, one of the largest Christmas markets around is taking place in the center of Brno, in five squares in total, and these are also worth seeing.... There is nothing better than combining the pleasant with the even

more pleasant and taking the family to Brno at this time, going to an exhibition and also soaking up the Christmas atmosphere.

On weekends we conduct improvised model workshops in the Technical Museum, conducted by my colleagues, including myself on Sundays. We can discuss many modeling issues, you can learn about unusual modeling techniques, or even about the best way to start or return to this hobby after years of being absent from it. For example, during November we built the new Avia S-199 from Eduard's new Hybrid approach to kit design philosophy.

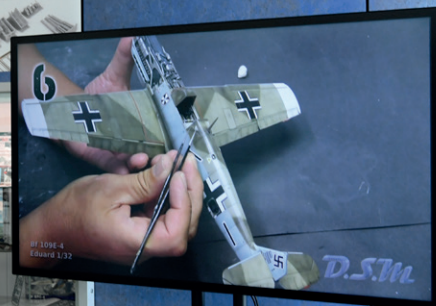
The average daily attendance is about 230 people, and it tends to increase as weather improves. The exhibition is open Wednesday to Friday between 9:00 - 17:00 and Saturday and Sunday between 10:00 and 18:00h. Since its opening on September 17th, 2025, as of the date of this report on 10/11/2026, the exhibition has been visited by over 10,000 visitors.

PS. Currently, in an improvised workshop right in the exhibition hall, you can see tools such as modeling lamps, and of course you can try them out. During December, we should test an ultrasonic wireless knife for trimming 3D printed parts, this emerging trend in our hobby being probably irreversible. A large part of the accessories is essentially made using 3D printing technology. Several companies already produce entire kits using 3D printing. After our experience with the Avia S-199

Hybrid edition kit, my colleague and I decided that an ultrasonic knife will be an integral part of the modeling table in the future. And what better way to witness this than over a weekend at the Technical Museum, to try out the knife and share our experiences. Information about events outside of the classic weekend modeling can always be found on our FB page, World of Plastic Modeling. I would also like to thank all our colleagues who provided us with models for the exhibition.

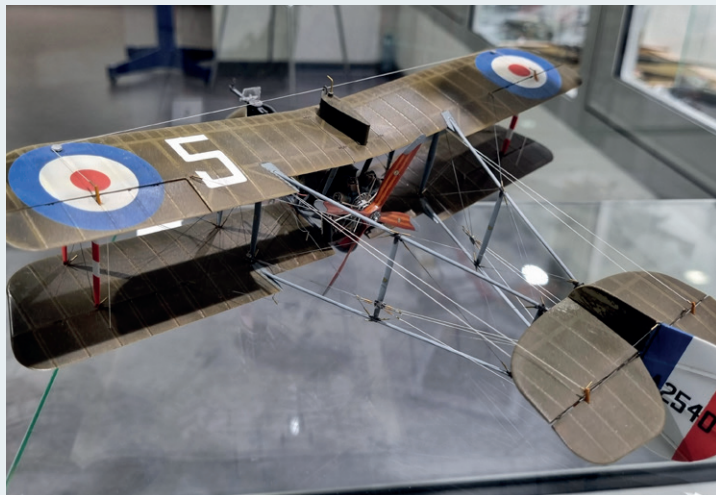




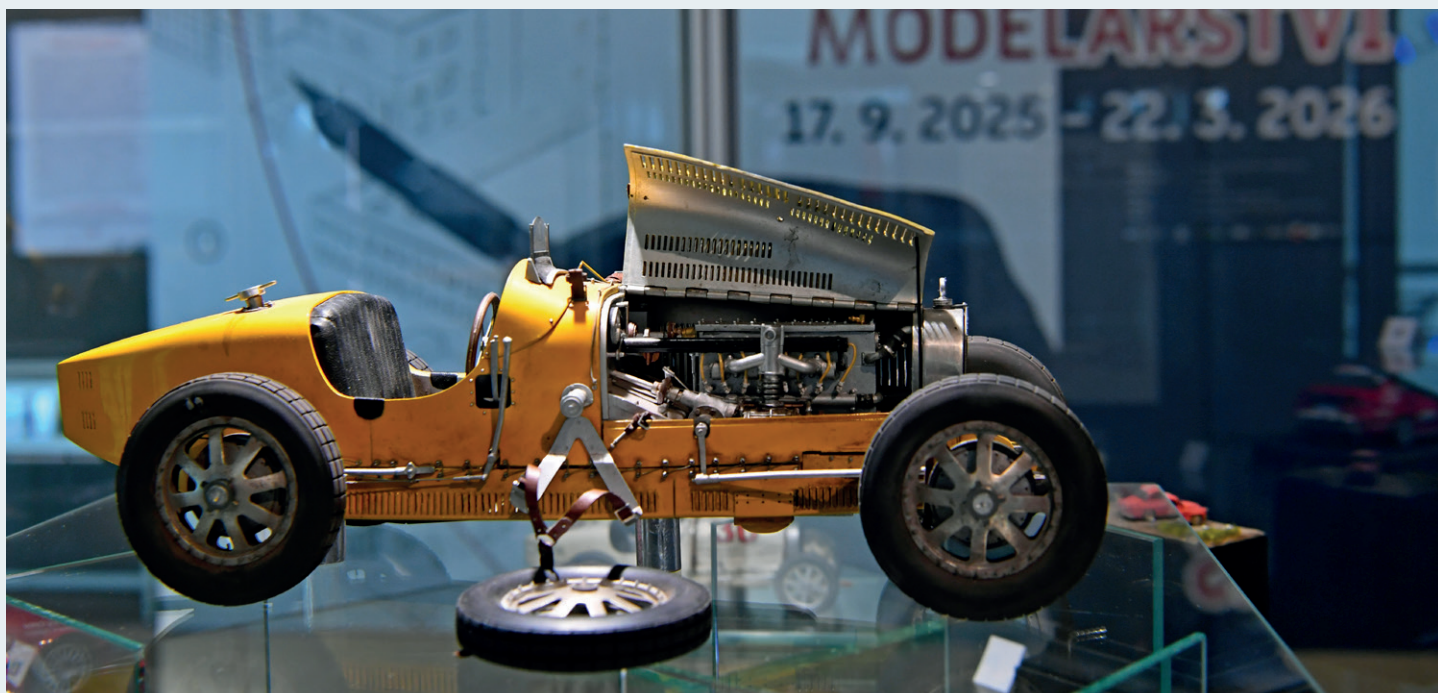


















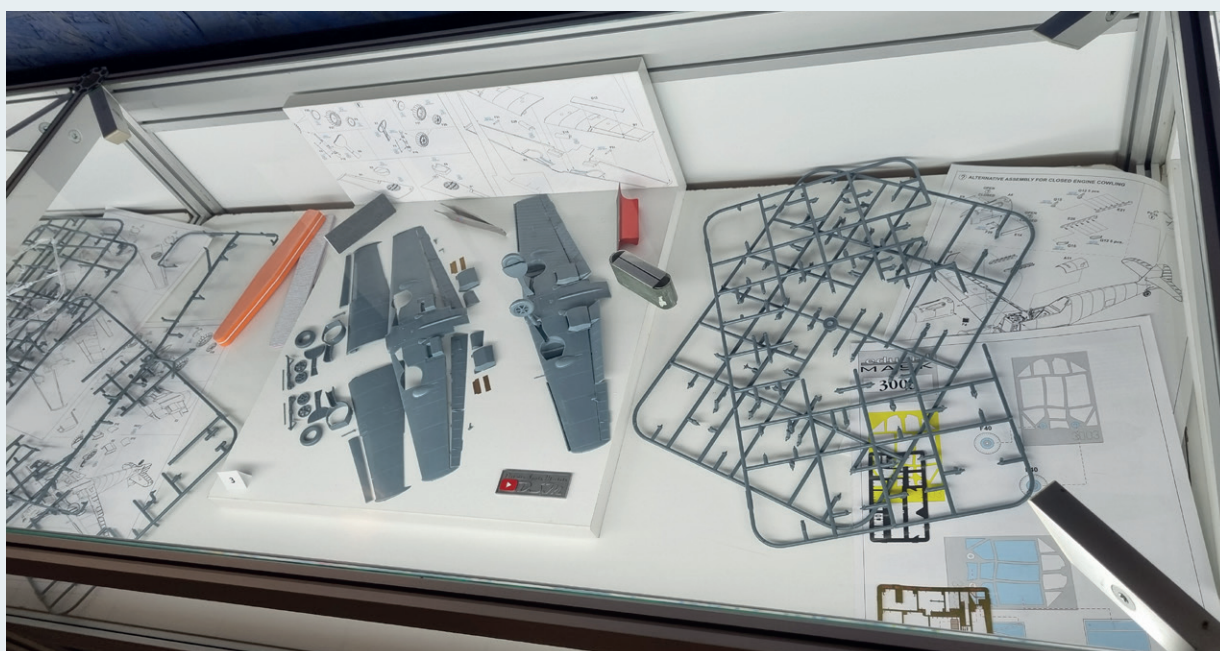


A significant part of the exhibition team from KPM Brno.

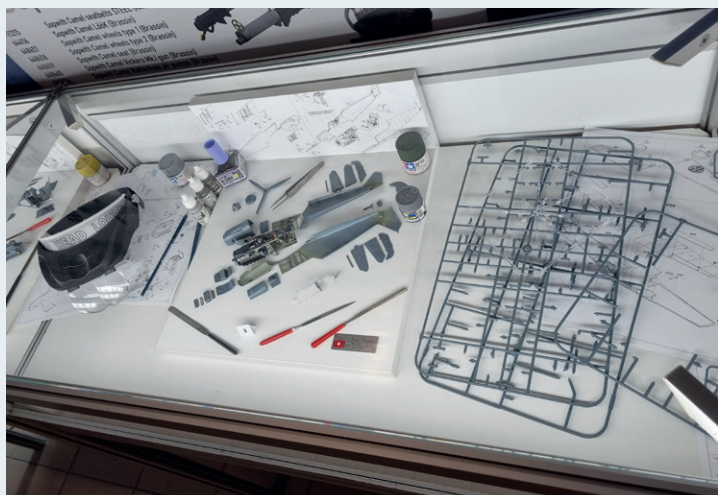


A snapshot of the exhibition installation.

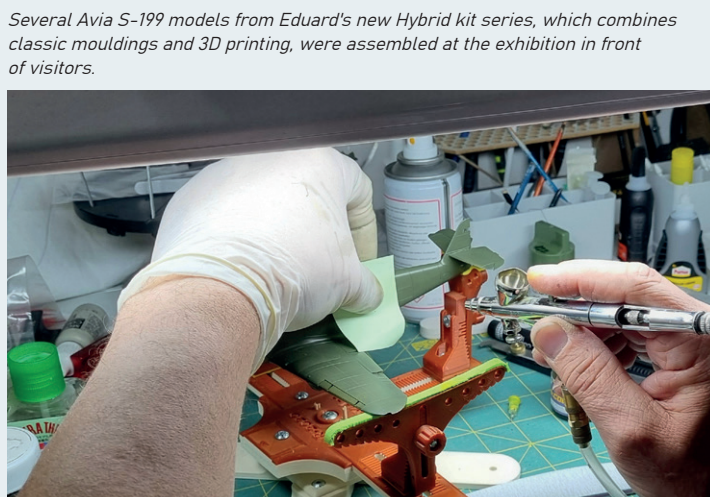
One of the display cases shows visitors how scale affects the appearance of the finished model. This is demonstrated using the Spitfire Mk.IX in the following scales: 1/144, 1/72, 1/48, 1/32 and 1/24.



This and the following page show a series of photographs of the process of creating a plastic model from a kit to the final piece.



Several Avia S-199 models from Eduard's new Hybrid kit series, which combines classic mouldings and 3D printing, were assembled at the exhibition in front of visitors.





Spojte si výstavu Svět plastikového modelářství s návštěvou nezapomenutelných Vánočních trhů v Brně.

Zve Petr Vacek a KPM Brno!

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The Air War in Ukraine

Starring the F-16

Miro Barič

Ukrainian Su-27 and MiG-29 fighters are still flying and fighting, including those delivered from Slovakia and Poland. However, Western military assistance is becoming increasingly important for the Ukrainian Air Force. In recent months, F-16 fighters have carried the main burden of combat, performing up to 80 percent of Ukrainian Air Force missions.

During the observed period from 1 October to 31 October 2025, Russian forces attempted attacks in several sectors—from Kupiansk on the border of Kharkiv Oblast, through Pokrovsk in Donetsk Oblast, down to Zaporizhzhia Oblast in the south. The Russian advance was facilitated by the increasingly massive use of glide bombs, against which Ukrainian defenders still have no effective counter. Russian aviation is also constantly trying to improve them. In October, the use of glide bombs equipped with an additional rocket motor was documented for the first time. It is estimated that such a modified bomb, with a 100-kg explosive warhead, has a range of 200 km. This allows Russian aircraft to release them at a safe distance from the front line, completely avoiding Ukrainian air defenses.

Record Numbers

Deep inside Ukrainian territory, Russian strikes on energy infrastructure continued.

Their aim is to terrorize the civilian population by depriving them of electricity and heating during winter. In October, Russia launched 5,298 long-range drones and 270 missiles and cruise weapons at Ukraine. The number of missiles was the highest since early 2023, when Kyiv began publishing daily statistics. For comparison, in September this year, 185 missiles and cruise weapons were launched at Ukraine. Thus, October saw a 46-percent increase.

During the night of Friday, 3 October, Russia launched 381 drones and 35 missiles. The massive attack did not target any military facility but exclusively energy infrastructure. Another large raid followed during the night of Sunday, 5 October. Western Ukraine was targeted by 496 drones and 53 missiles. Out of the total 549 projectiles, Ukrainian defenses intercepted 478. The remaining ones struck mainly energy facilities in Ivano-Frankivsk and Lviv. In Lviv, a large warehouse of Polish

clothing brands was also hit. At least nine people were killed. Near Lviv, one Russian projectile struck a house, killing a family of four, including a 15-year-old girl.

Ukraine is trying to hit Russia where it truly hurts. In addition to attacks on refineries—which reduced gasoline production by one million tons per month—Ukraine also began to strike Russian energy infrastructure, something it had previously avoided. A major Ukrainian drone strike occurred on the night of Monday, 6 October. It hit the electrical grid near Belgorod and a heating plant near Bryansk. Ukrainian drones also targeted an oil terminal in Feodosia in Crimea, a refinery in Tuapse, a munitions factory near Nizhny Novgorod, the Saky airbase, and other sites. Among the refinery attacks, one especially noted was the strike on the Tyumen refinery on Tuesday, 7 October—more than 2,000 km from the Ukrainian border.

The Ukrainian Air Force released a series of F-16 flight images.



Russia launched another large raid during the night of Friday, 10 October, after which nine Ukrainian regions lost electricity and hot water. Russia deployed 465 kamikaze drones and 32 missiles. In Zaporizhzhia, an apartment block was struck, killing a 7-year-old boy—the son of a Ukrainian soldier recently returned from Russian captivity.

On Tuesday, 14 October, in Kherson Oblast, Russia hit two vehicles clearly marked as UN World Food Programme, which were carrying humanitarian aid. Fortunately, their drivers were uninjured.

During the night of Wednesday, 22 October, a Russian raid killed at least six people. In Kyiv, a projectile struck a family home, killing a woman and her two children, aged six months and 12 years. Russia launched 405 drones and 28 missiles that night.

During the night of Saturday, 25 October, nine ballistic missiles struck Kyiv. Four of them targeted heating plants. Two people were killed and 12 injured. On the night of Sunday, 26 October, the following “military” targets in Kyiv were struck—a pharmaceutical warehouse, a coffee roastery, and an

apartment building where at least three civilians died and 32 were injured.

The largest attack of the period came to its end, during the night of Thursday, 30 October. Russia launched 653 drones and 52 missiles. Ukrainian defenses shot down 592 kamikaze drones and 31 out of 43 cruise missiles. However, none of the nine Iskander-M and Kinzhal ballistic missiles were intercepted. Energy infrastructure was hit once again, as well as apartment buildings where civilians were killed.



Burning garment warehouse, hit on October 5 in Lviv.



On October 14, Russians destroyed vehicles of the UN World Food Programme in the Kherson region.



After the attack on Kyiv on October 26, a Eurocopter EC225 Super Puma helicopter of the Ukrainian Interior Ministry helped with putting the fires out.

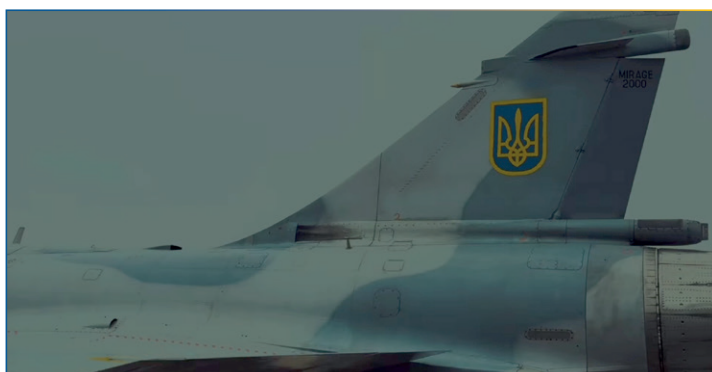
The Workhorse

Fighter aircraft of the Ukrainian Air Force play a major role in countering these attacks. Increasingly, these are the Western-supplied aircraft. According to the latest statistics, F-16s now fly up to 80 percent of all combat missions. MiG-29s and Su-27s are still important, but their numbers are dwindling, while F-16 supplies are expected to continue.

The Air Force Command reported that since the first F-16s were delivered in August 2024, these jets have destroyed more than 1,300 enemy aerial targets—primarily cruise missiles, with French Mirage 2000s, delivered this year, also contributing. Besides air targets, F-16s also support ground forces. Using guided bombs, they have struck more than 300 Russian ground targets—mainly vehicles, command posts, ammunition depots, logistics hubs, and drone-operator sites.



The Ukrainian Air Force released a series of F-16 flight images.



A video footage of a Ukrainian Mirage 2000-5F fighter jet. The aircraft number has been censored (the large one under the cockpit and the small one above the national insignia on the tail), but on the left side of the fuselage you can see cruise missiles kill markings.



Ukrainian Su-27 fighters continue to serve alongside Western aircraft ...



...and so do MiG-29s, such as this one from the 40th Tactical Aviation Brigade.



This former Slovak MiG-29AS also continues to fight (notice the antenna behind the cockpit), although its surface shows heavy weathering.

While fighter jets primarily shoot down Russian cruise missiles, ground-based air defenses focus on Shahed drones.



More Mirages, F-16s, and Even Gripens

During the monitored period, several positive developments occurred regarding the future of the Ukrainian Air Force. France confirmed it would deliver additional Mirage 2000 fighters. Belgium received its first F-35 aircraft, meeting the condition for releasing older F-16s for Ukraine. Thus, in addition to jets from Denmark, the Netherlands, and Norway, Ukraine will soon receive more F-16s from Belgium.

The most significant development, however, appears to be the agreement concluded in Linköping on Wednesday, 22 October, between Ukrainian President Volodymyr Zelenskyy and Swedish Prime Minister Ulf Kristersson. It is a preliminary document expressing intent to procure JAS 39 Gripen fighters. Both sides have since been working intensively on the details of a final agreement.

Ukraine is expected to acquire 100 to 150 Gripens, most of which would be delivered after the expected end of the war as part of the rebuilding and modernization of the postwar Ukrainian Air Force. However, some Gripens are expected to be delivered as early as 2026, and Ukrainian pilots and ground crews are already training for them. These will almost certainly be older JAS 39C/D versions.



Ukrainian President Volodymyr Zelenskyy and Swedish Prime Minister Ulf Kristersson sign a letter of intent to procure JAS 39 Gripen fighters.

During the signing ceremony in Linköping on October 22, one Gripen also performed a flight demonstration.



Later, Ukraine is expected to receive the newest JAS 39E fighters. Pilot training for this version should begin next year. Starting in 2033, Ukrainian industry is planned to take part in their production, manufacturing some components domestically. But that lies far in the future. Financing also needs to be resolved—much will come from Ukraine's postwar budget, but Sweden is considering other options such as frozen Russian assets or military-aid funding allocated for Ukraine.

Friendly Fire

However, for now, the war in Ukraine is still ongoing, and its daily reality includes battles in the air. During the period covered by this article, no confirmed losses of the Ukrainian Air Force were acknowledged. On the contrary, the Russian Air Force lost several aircraft—and some sources suggest that part of these Russian losses were caused by their own air defenses.

The first known Russian loss took place in October, however, was non-combat related. It occurred far from the Ukrainian border, in the Chaplygin district in the northern part of Lipetsk Oblast. In the early evening of Thursday, 9 October, a MiG-31 fighter crashed there. According to official Russian sources, the aircraft was on a training flight and carried no weapons. As it prepared to land at the base on its return, the left landing-gear leg failed to deploy. The crew therefore directed the aircraft toward an uninhabited area and ejected. Both pilots survived.

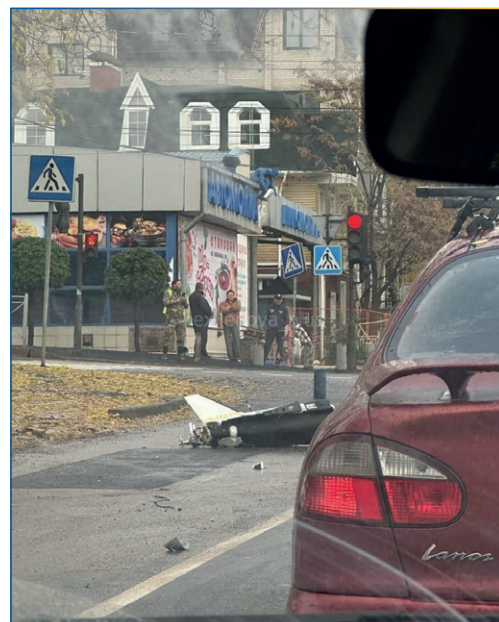
The very next day, on Friday, 10 October, a Russian Kamov Ka-52 helicopter crashed. This time, neither the circumstances nor the location of the crash were disclosed. However, Russian channels confirmed that both crew members were killed. Senior Lieutenant Alexander Dubrovin and Senior Lieutenant Alexander Mozharov belonged to the 15th Army Aviation Brigade.

A week later, on Friday, 17 October, a Su-30SM fighter from the 43rd Independent Naval Assault Regiment crashed in Crimea. The aircraft was engaged in repelling a Ukrainian drone attack. After launching a missile at a Ukrainian drone, a on-board fire broke out. When the crew failed to extinguish it, both pilots ejected and were quickly rescued by a search-and-rescue helicopter. The cause of the fire is still unknown. Russian sources mention three main possibilities—technical malfunction, collision with drone debris, or being hit by a missile from their own air defenses.

Friendly fire is also mentioned in connection with the loss of another Ka-52 helicopter, which occurred on Monday, 27 October. According to some reports, Russian air defenses mistook



For the strikes deep inside the Russian territory, Ukraine also uses these E-300 drones.



On October 29, Russians shot down their own Gerbera drone over Donetsk, though propaganda claimed it was a Ukrainian missile.



The Russian Ministry of Defense image shows a Ka-52 helicopter. During the monitored period, Russia lost two helicopters of this type.



their own helicopter for an attacking Ukrainian drone. The two-man crew did not survive.

They Burned the Trash—Along With the Helicopter

Another incident, that could be described as an own goal, was the destruction of two light aircraft, which occurred sometime before Tuesday, 21 October, when video of the attack was published. Russian propaganda television played a major role in making this possible. Russia had begun using Ukrainian-style tactics in the fight against drones, deploying light aircraft from which the second crew member fires at drones with small arms installed in the cockpit.

Russian television filmed a report about this, showing not only a Yak-52 with registration RA-1874G from the Bars-Sarmat unit, but also detailed shots of the airfield it

operated from. This airfield was quickly identified as the former private airfield Korsak, near the village of Pryazovske, 20 km southeast of occupied Melitopol and only 80 km from the front line. It had recently been renovated, and the Russians had begun using it as a base for anti-drone operations. Immediately after the Russian report was broadcast, Ukrainian drones "paid a visit" and destroyed at least two aircraft—a Yak-52 and a high-wing aircraft, probably a Cessna 172, which also appeared in the televised report. Instead of a cockpit gunner, this Cessna carried two machine guns mounted at the wing-strut attachment points.

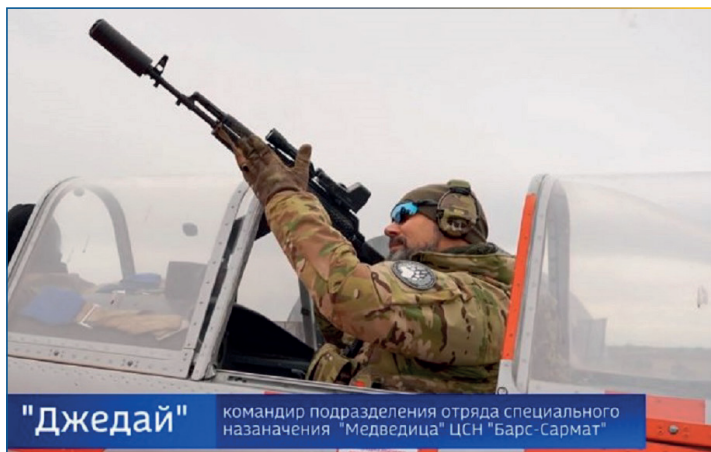
Another loss occurred earlier but was confirmed only recently. Court documents reveal that on 4 September 2024, a Mi-8 helicopter belonging to Russia's National Guard, Rosgvardia, burned down at a training airfield near Novocherkassk in Rostov Oblast.

It happened under tragicomic circumstances. Captain Nikolai Novoselov ordered trash that had been dumped into a pit to be burned, even though regulations explicitly forbade this. Strong winds caused the burning trash to ignite dry grass nearby—and from there, the helicopter itself caught fire.

The helicopter was fully fueled and loaded with rescue, parachute, and pyrotechnic equipment. The entire aircraft, along with its cargo, burned to ashes. Rosgvardia calculated the damage at 574 million rubles (7.3 million USD) and sought compensation from Novoselov through the courts. However, the court dismissed the claim and fined the captain 350,000 rubles only (4,400 USD), reasoning that he would never be able to pay such a huge sum anyway.



Russian propaganda boasted about using light Yak-52 aircraft against drones, inadvertently revealing the exact location of the airfield.



The Ukrainian drone response did not take long.





The Ukrainian drone response did not take long.



Russia also uses Cessna 172 aircraft against the drones, armed with the machine guns mounted on the struts near the fuselage.



Ukraine has been using Yak-52 aircraft against drones for a long time. Each of these planes sports a different paint scheme, often their original civilian ones. Footage of the Yak-52M in this color scheme is new and was only released recently.

We have already reported that Ukrainian Mi-8 helicopters use M134 Minigun machine guns against Russian drones. A new image has surfaced showing the placement of this machine gun in the Mi-8's side door.

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Finucane's Spitfire

Michał Krechowski

Illustration: Piotr Forkasiewicz



Irish fighter pilot Brendan Finucane ranks among the most famous figures in the history of aerial combat during the Second World War. Not only his combat career and tragic death are surrounded by numerous question marks, but even one of his Spitfires required a thorough reassessment of all previously published material during the preparation of the kit and box art. The non-standard upper-surface scheme depicted in Piotr Forkasiewicz's box art has already sparked debate within the modelling community. It is therefore useful to explain in more detail how we arrived at this interpretation.

Surviving period photographs of Spitfire BM124 suggest, at first glance, a major anomaly in the aircraft's upper-surface colours when compared to standard camouflage patterns. The reason why the Temperate Sea Scheme shades were ultimately selected for the upper surfaces of BM124 in this kit is something I will attempt to explain briefly, as deciphering colour schemes from black-and-white photographs can be an almost alchemical process, one that at times produces surprising conclusions.

Spitfire BM124 was a brand-new aircraft, donated to Britain by Queen Sālote of Tonga and assigned specifically to S/Ldr Finucane. On March 14, 1942, it was delivered to No. 602 Squadron, already in the new Day Fighter Scheme (DFS) of Dark Green/Ocean Grey/Medium Sea Grey. For reasons

unknown, shortly after its arrival, the upper surfaces were completely repainted in a new camouflage layout. This is well documented in numerous black-and-white photographs taken at Kenley on March 26, 1942, by a Life magazine photographer. These photographs of Finucane's BM124 show a low contrast between colours, strongly reminiscent (on closer examination) of the "maritime" shades Dark Slate Grey/Extra Dark Sea Grey. The wing leading edge exhibits an unusual wavy demarcation between upper and lower camouflage, and the upper wing surfaces are missing the characteristic black walkways and stencilling, all of which were overpainted by the new camouflage. The undersides remained in Medium Sea Grey with factory stencils intact. Three further photographs of BM124 are preserved in the

IWM archive under catalogue numbers CH5575, CH5576 and CH5577. These were taken on May 21 1942, when the Home Office commissioned images for propaganda purposes and for distribution to the media in Tonga. For this purpose, the inscription "QUEEN of SALOTE" was painted on the left side of the fuel tank cover. As it later became clear, the inscription was not grammatically correct, and the Air Ministry subsequently demanded that the caption be altered on the photographs from "QUEEN of SALOTE" to "QUEEN SALOTE." The word "of" was therefore scraped off the negatives, and all three images show obvious retouching.

It is thus certain that Brendan Finucane flew BM124 carrying the incorrect name "QUEEN of SALOTE." Besides the inscription,



Close-up of the "QUEEN SALOTE" inscription on Spitfire BM124. The word "of" was removed from the negatives. (Photo: Imperial War Museum)



F/Sgt W. J. "Bill" Loud with Spitfire BM124, donated to Britain by Queen Sālote of Tonga. Delivered on 14 March 1942 to No. 602 Squadron. This photograph, taken on 21 May 1942 at Kenley, confirms that the wings carry neither black walkways nor stencilling, and it is entirely evident that, for "some reason," the upper surfaces of the fuselage and wings were completely repainted. (Photo: Imperial War Museum)

the photographs also show the squadron emblem placed on the engine cowling, an upright red Scottish lion on a yellow shield. Out of respect for the heritage and traditions of No. 602 Squadron, Finucane had this emblem applied to the engine cowlings of the squadron's Spitfires. Once again, the photographs clearly show the repainted upper surfaces, which have historically been misinterpreted as an "inverted" Ocean Grey/ Dark Green camouflage, something that, in light of the detailed Life photographs, is pure nonsense. Several similarly repainted No. 602 Squadron Spitfires from autumn 1941 to spring 1942 are documented (interestingly, all from "B" Flight).

A key detail in determining the most probable scheme was to establish which photographic filter had been used and then compare the images with those of other aircraft photographed under the same conditions. In this case, the filter was red. When comparing various camouflage possibilities, the final comparison yielded the closest match between BM124 and aircraft PA103, BM124 and NX890, BM124 and NX857, and BM124 and EP200. Within the same tonal spectrum, the aircraft appears to be finished in the Temperate Sea Scheme.

What was the reason for overpainting a newly delivered aircraft? The most probable explanation is described by Paul Lucas in Guideline Publications' *Colour Conundrum: RAF Day Fighter Schemes 1941-1943*, vol. 2:

"The reason why the Temperate Sea Scheme might have been adopted by some Fighter Command Day Fighters could be explained by the operational requirement

to escort and support No.2 Group Bomber Command's Blenheims in their low level anti-shipping strikes, which were being carried out as Operation Channel Stop. As part of this Operation, the Blenheim Bombers of No.2 Group had adopted the Temperate Sea Scheme for their upper surfaces from 26 July 1941, as described in the June 2018 issue of SAM. As for why Fighter Command might have been motivated to adopt the same camouflage scheme, an RAF Intelligence report, dated 18 August 1941, stated that No.602 Squadron report new camouflage on bombers very effective as they found it difficult to keep them in view. In addition to this, fighter aircraft themselves took on an increasing anti-shipping role during 1941, with Hurricanes modified to carry two 250lb General Purpose or Semi Armour piercing bombs for this purpose.

These Fighter attacks were considered so successful, especially in view of the much lower casualties suffered by the Hurricane Bombers compared to the Blenheims, that from 9 October 1941, Fighter Command began to assume responsibility for Operation Channel Stop with Bomber Command being fully relieved of its commitment to the Operation from 25 November. Thus the application of the Temperate Sea Scheme to the upper surfaces of the Day Fighters involved in these attacks would make tactical sense."

From the above, it becomes clear why the new BM124 upper surfaces were immediately overpainted upon its arrival with No. 602 Squadron. It provided superior concealment during low-level escort missions and Rhubarb operations.



Flight Lieutenant Brendan "Paddy" Finucane DFC. (Photo: Imperial War Museum)

Kittyhawks of Two Continents

Text: Jan Zdiarský

Illustration: Gareth Hector



Limited edition kit boxarts do not usually convey a specific story or situation. They are meant to evoke a certain atmosphere and visually prepare the modeler for what awaits them in the box. This is especially true regarding Dual Combo kits, where the selection of markings is very diverse and colourful, and the aircraft depicted on the box may be related to war zones that are quite distant from each other.

This is the case with the Dual Combo Kittyhawk, where an RAF Kittyhawk from the African battlefield and an RAAF aircraft from the South Pacific fly together over the desert.

Nevertheless, both aircraft have a lot in common, the elegant and combative expression characteristic of all P-40s being not the least.

The British used Tomahawks (P-40B/C) and Kittyhawks (P-40D - N) in Africa with great success. These aircraft played an important role as workhorses in the North African desert campaign. In addition to the RAF, they were flown by Australians, New Zealanders, South Africans, and Canadians (who did not have their own RCAF squadrons in Africa and were assigned to RAF squadrons).

These aircraft were not the fastest or the best at higher altitudes, but their sturdy construction, which could withstand considerable damage in combat, and their ability to perform ground attack missions made them indispensable to the Allies in North Africa.

Probably the most notable unit using Kittyhawks in Africa and the Mediterranean in general was the RAF 112 Squadron. It was famous not only for its great combat successes

(by the end of the war, its pilots had claimed 206 enemy aircraft destroyed in the air and 62 on the ground), but also for the distinctive shark mouth painted on the radiators at the bottom of the nose of their aircraft. This feature was adopted from the American Flying Tigers (1st American Volunteer Group), which operated in the Sino-Japanese War in 1941-42. Both instances of the "sharkmouth" created a kind of trademark, a visual image inextricably linked to the P-40 aircraft.

The first of the two aircraft in the picture, Kittyhawk ET789, belonged to the aforementioned No. 112 Squadron RAF and was flown in 1942 by Australian pilot Sgt. Wallace Daniel Hogg. Among other things, he took part in a major battle with German Ju 87s in April 1942, during which his Kittyhawk was seriously damaged. Sgt. Hogg nevertheless managed to get home and continued to fight for the following months, until October 21, 1942, when he was shot down and captured. He spent the rest of the war in the Stalag Luft 3 POW camp in Sagan.

The pilot of the second Kittyhawk from the box art was also Australian. Unlike Hogg, he served in a purely Australian unit (No. 75 Squadron RAAF) and also much closer to home. The squadron's heyday came in the spring of 1942, when it served on Noemfoor Island in the South Pacific, where it primarily defended the port of Port Moresby. During just over six weeks of fighting, the squadron shot down 35 enemy aircraft and damaged nearly 60. However, it also suffered considerable losses. It lost 12 pilots and 22 aircraft in combat and accidents. Most of its

Kittyhawks were lost or seriously damaged by the end of this period. On May 3, 1942, the squadron was withdrawn from combat and returned to the Australian mainland. After being re-equipped with aircraft and new pilots, it was deployed to Milne Bay, not far from its previous battlefield. The squadron then operated from various bases in Papua New Guinea until December 1944.

The story of the second aircraft shown here falls within this period, specifically August 1944. The Kittyhawk with RAAF designation A29-521 was piloted by F/O T. R. Jacklin of the RAAF's No. 75 Squadron. On August 9, 1944, Jacklin's aircraft suffered serious damage in combat, with more than a quarter of the left wing destroyed. The left aileron was completely missing. Despite an aircraft so badly damaged, F/O Jacklin managed to fly more than 200 miles to Noemfoor Island and land at his base.

In two very different combat areas, the desert environment of North Africa and the extremely humid climate of the South Pacific, the Kittyhawks suffered considerably, yet without losing their combat value. The demanding climatic conditions affected not only the airframe, instruments, weapons, and power units, but also the surface. Camouflage paint in these areas faded and chipped significantly. This makes these planes even more interesting for modelers today. This interest is also enhanced by the numerous paintings, emblems and nose art that usually adorned the Kittyhawks and P-40 aircraft in general.

Kamikawa Maru

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The floatplane variant of the Zero, designated A6M2-N and known to the Allies under the codename Rufe, ranks among the most elegant aircraft designs to emerge during the World War II. Its mission was to protect newly established island air bases during their construction and to carry out reconnaissance, patrol, and fighter sorties. A detailed account of the development and operational history of this floatplane can be found in the two-part article Rufe published [in the April and June 2023 issues of INFO Eduard](#).

Rufes were not used aboard Japanese warships, which typically operated two-seat observation aircraft. The Rufe was not designed for catapult launches, and as a result the only vessel from which this type operated was the seaplane tender Kamikawa Maru.

This ship was completed in 1936 as an ocean-going passenger liner for Kawasaki Kisen K. K. Line. The name Kamikawa Maru later designated an entire class of seaplane tenders, of which three additional vessels were commissioned. Following the outbreak of the war against China, Kamikawa Maru was requisitioned by the Navy in September 1937, and from October of that year she operated several E8N2 floatplanes (known to the Allies as Dave). Her aircraft first saw action in December 1937.

Kamikawa Maru took part in securing the Yangtze River landing on July 4, 1938. During October she operated off Shanghai, and before the year's end the IJN formally took her over. She then supported operations in Canton area.

Her conversion into a dedicated seaplane tender was completed in November 1939. The ship displaced 6,853 tons, made 17 knots, and carried

six 120 mm guns. Embarked were four E7K Alf and eight E8N2 Dave floatplanes.

In mid-November her former skipper, Captain Ichihei Yokogawa, assumed command of the carrier Hiryū, and he was succeeded by Captain (later Rear Admiral) Shigeki Andō, formerly executive officer of the carrier Hōshō. Later that same month the ship again supported operations around Canton, remaining in this task until the summer of 1940. She returned briefly to Chinese waters in April 1941 during operations in the Shanghai area.

From December 7, 1941, Kamikawa Maru took part in the Malayan campaign. Her air unit at the time was equipped with E13A Jake and F1M Pete floatplanes. On the first day of the Pacific War, an E13A crew achieved the unit's inaugural combat success when they damaged a Catalina of No. 205 Squadron RAF. With its radio knocked out, the flying boat later fell victim to Japanese Army fighters.

The unit achieved a more notable success on 17 December, when an F1M forced down a Dutch Dornier Do 24 "X-34" of GVT-7. Two Allied airmen were killed in the engagement. F1M crews claimed additional victories on 19 and 20 December, downing one Dutch Glenn Martin B-10 VIG-I bomber on each occasion. During the fighting for the Netherlands East Indies, Kamikawa Maru's aviators also successfully engaged other enemy aircraft, including Hawker Hurricanes.

In early May 1942, Kamikawa Maru covered the Japanese landings on Santa Isabel, Tulagi, and Guadalcanal. During the Battle of Midway, the ship carried fourteen F1M2 and four E8N2 floatplanes, slated to remain ashore once the island was secured. In June and July she operated in the

Aleutians, both ferrying aircraft for other units and conducting patrols with her own planes.

In September 1942, Kamikawa Maru joined the seaplane units committed to the struggle for Guadalcanal, deploying Rufe and Pete floatplanes. Operating from Shortland Base near Bougainville, the Rufes began flying on September 4, 1942, scoring their first victory on 13 September. That day, CPO Jirō Kawai and WO Makio Kawamura took off from Rekata to determine whether Henderson Field on Guadalcanal was back in Japanese hands. They found no Japanese troops, but they did encounter a lone SBD Dauntless from VMSB-231, which they shot down before attacking ground targets. Both American crewmen were killed, including gunner Cpl. Horace B. Thomas, who had survived the Battle of Midway with VMSB-241. The final moments of this unexpected engagement are depicted on Piotr Forkasiewicz's box art.

By November 7, 1942, Kamikawa Maru's fighter unit had carried out 360 combat sorties in 211 missions. Fourteen aerial victories were claimed, but nine pilots were lost. After this date, the remaining Rufes were transferred to Kōkūtai 802.

Kamikawa Maru continued operations with her Pete biplanes, and in early March 1943 her air unit was merged with that of her sister ship Kunikawa Maru to form Kōkūtai 938. On May 28 1943, shortly after noon near Kavieng, Kamikawa Maru was heavily damaged by three torpedoes from the submarine USS Scamp. Although the crew managed to keep her afloat, the submarine struck again shortly after midnight, and Kamikawa Maru was finally lost.

The Darlington Spitfire

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The debut edition of the new 1/72 Spitfire kit is the early Mk.Vb variant. A release of this significance practically demanded the box art to feature an exceptional aircraft and one of the Spitfire's legendary pilots. There were several candidates, but it is more than symbolic that the choice fell on airframe W3320 and Donald Ernest Kingaby – the only RAF airman to receive the Distinguished Flying Medal (DFM) three times during the war.

Donald Ernest Kingaby was born on January 7, 1920, in Holloway, London, the son of a clergyman. Before the war he worked in insurance and studied at King's Ely.

He entered the Royal Air Force Volunteer Reserve in April 1939, and in June 1940, now a Sergeant and pilot, he joined No. 266 Squadron flying Spitfire Mk.IIs. In the early phase of the Battle of Britain he damaged two Junkers Ju 88s and one Bf 110. In September 1940, he was posted to No. 92 Squadron. On September 27, he claimed damage to a Bf 109 and repeated the feat three days later. During October he added three confirmed victories, one shared with five other pilots, one probable and one damaged. In November he downed four Bf 109s and probably destroyed another, most of these successes achieved on a single day, 15 November.

In January 1941, the town of Darlington, in County Durham, donated £5,082 to the Ministry of Defence, and a few months later this funded the purchase of Spitfire Mk.Vb W3320, officially named The Darlington Spitfire. The aircraft went on to become one of the most successful Spitfires of the entire war. More than fifty pilots flew it on 212 operational sorties, logging

a total of 337.35 flying hours. "Don" Kingaby flew W3320's first combat sortie on July 20, 1941 and later completed 37 operational missions on the aircraft, claiming three confirmed kills while flying it, plus three probables and one damaged.

Later, W3320 served with Nos. 54, 118, 64, 611, 234 and finally 63 Squadron RAF. Her career ended on October 28, 1944, when she was destroyed on the North Weald airfield after colliding with a Spitfire of the Czechoslovak No. 310 Squadron. Two collisions occurred at the airfield almost simultaneously, and the Darlington Spitfire was struck by Spitfire Mk.IX "NN-T" (MA228) with F/Sgt. Václav Nikl at the controls. At the time it was the oldest Mk.V Spitfire still on active duty. This iconic aircraft is the subject of a dedicated website (<http://www.rogerdarlington.me.uk/Spitfire.html>) and a book by Peter Caygill.

With No. 92 Squadron Kingaby claimed a dozen enemy aircraft during the 1941 sweeps operations, and the press soon labelled him a "109 specialist." On November 22, 1941, he received an emergency commission as Pilot Officer (probationary) and was temporarily withdrawn from operations.

In March 1942, he returned to operational flying with No. 111 Squadron. A month later he was transferred to No. 64 Squadron, where he again scored two kills and damaged two more aircraft.

On 30 June he was promoted to Flying Officer (war substantive), and in November 1942 he was posted to No. 122 Squadron as its commanding officer, leading the unit until April 1943. During March, the Czechoslovak fighter ace Otto Smik flew as his wingman.

After a rest period at Fighter Command HQ, he returned to combat duty in the summer of 1944 as a wing leader, this time over the invasion beaches of Normandy. His final victory, a half shared Bf 109, was still scored flying a Spitfire Mk.Vb on June 30. His final tally stood at 21 confirmed victories, two aircraft destroyed in cooperation, six probables and eleven damaged.

On July 24, 1944, he was promoted to Squadron Leader (war substantive) and subsequently served as a gunnery instructor at the Advanced Gunnery School, RAF Catfoss, where he remained until the end of the war. In the post-war period he commanded as an acting Wing Commander, receiving the United States Distinguished Flying Cross on May 15, 1945, and the Belgian Croix de guerre on June 15 of the same year.

After the war he received a permanent commission as Flight Lieutenant (from November 29, 1946, with seniority dating back to September 1, 1945) and retained his war substantive rank of Squadron Leader until January 1, 1948. After briefly reverting to Flight Lieutenant, he was promoted to the permanent rank of Squadron Leader on January 1, 1949.

From February 1949 to April 1952, he commanded No. 72 Squadron, then flying the jet-powered de Havilland Vampires. On June 5, 1952, he was awarded the Air Force Cross.

He served in the RAF until his retirement on September 29, 1958, at which point he retained the rank of Wing Commander. He then moved with his wife to the United States to be near their daughters, living there until his death on December 31, 1990, in Westfield, Massachusetts.

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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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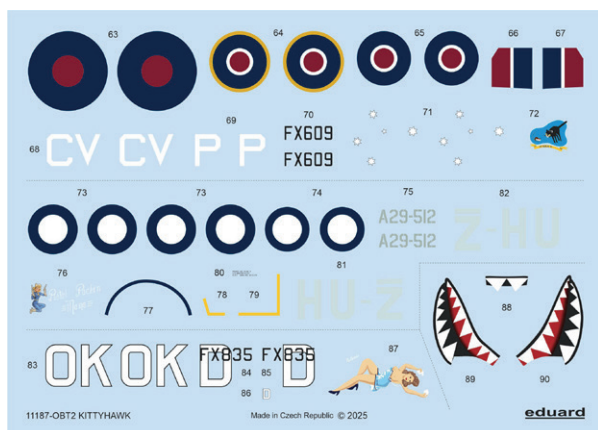
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1/48

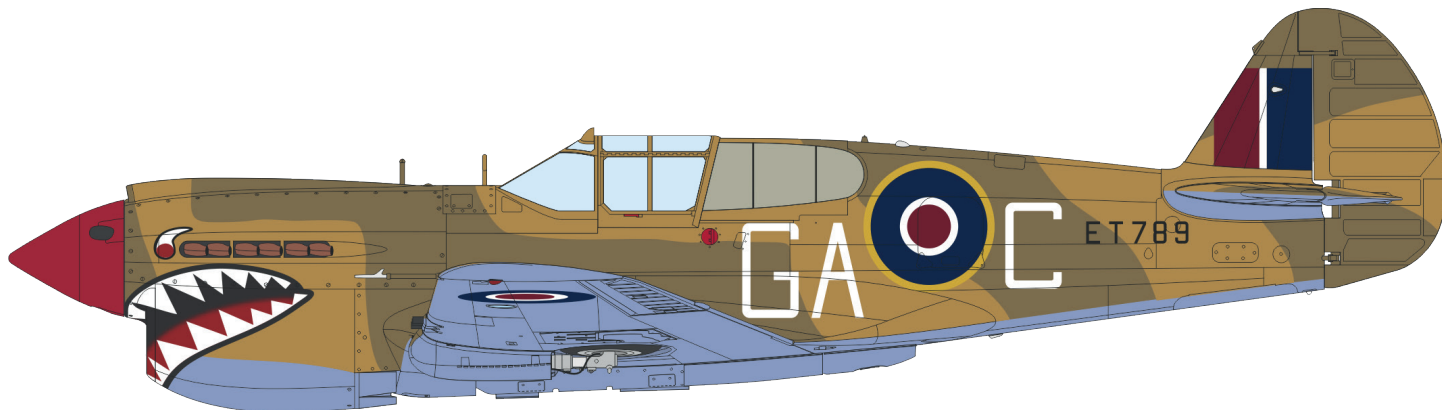
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The Limited edition kit of US WWII fighter aircraft Kittyhawk Mk.Ia (P-40E) and Kittyhawk Mk.IV (P-40N) in 1/48 scale. The kit offers 10 Kittyhawks serving in the RAF, RAAF, RNZAF and SAAF.

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

[Product page](#)


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

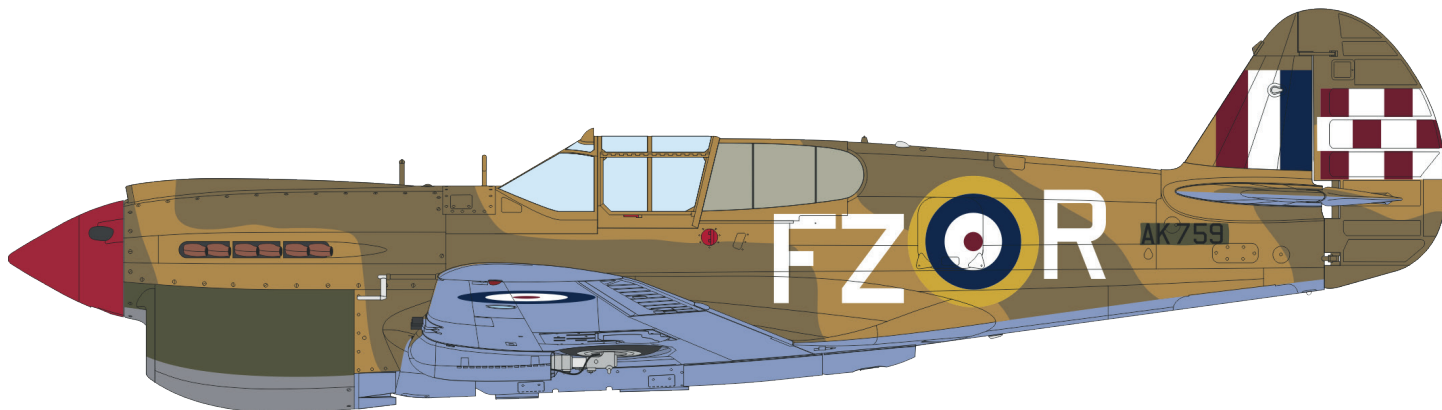


Aircraft with the characteristic shark mouth on the nose belonged to No. 112 Squadron in Africa, which had been using Kittyhawks since the end of 1941, when they replaced the Tomahawks. The Shark Squadron then used several versions of this type until June 1944, when it began to rearm with Mustangs. Kittyhawk ET789 is a typical representative of the appearance of that unit's aircraft except for the cockades on the underside of the wing with hand-painted enlarged red center. It is not clear from the well-known photograph whether the nose was only

red inside or whether it also had a black section with a diffuse transition between the colors. In any case, the decals offer both variants. Sgt Wallace D. Hogg participated in combat with a large group of Ju 87s (up to fifty are mentioned). He was hit, but was able to return to base with his damaged aircraft. Hogg joined No. 112 Squadron on April 14, 1942, and was nicknamed "Stalin" by his colleagues (we don't know why). He was not lucky on October 21 of that year, when he was shot down by anti-aircraft fire while Kittyhawks from No. 112 Squadron, together with the 66th

FS USAAF, were escorting a large formation of American B-25s attacking German bases. The "Sharks" were flying into battle for the first time with the new Kittyhawk III (P-40K), while the Americans were flying P-40Fs. Hogg was captured and interned until the end of the war in POW camp L3 under number 6283. He was shot down in the cockpit of Kittyhawk III FR286.

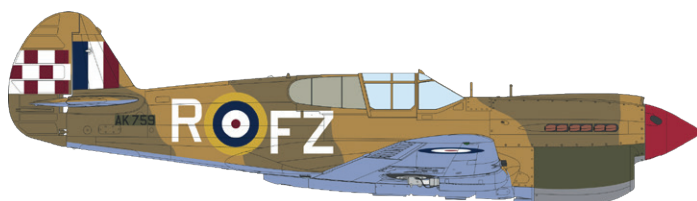
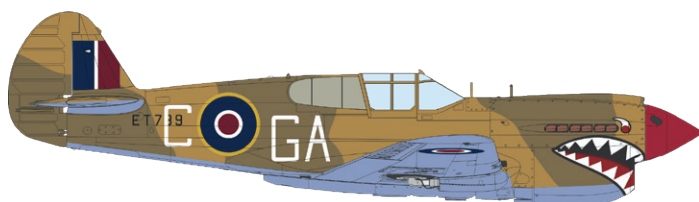
■ AK759, F/Sgt. Phillips, No. 94 Squadron (RAF), Gasr El Arid, Libya, March 1942



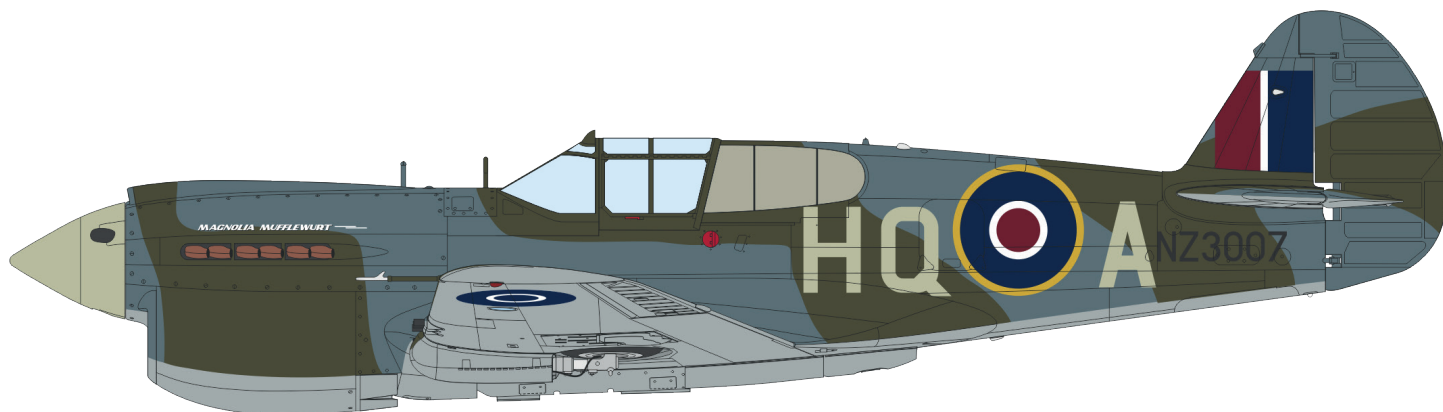
No. 94 Squadron was not a typical operator of Kittyhawks. It only had them in service for twelve weeks, from mid-February to mid-May, 1942. Their code designation was changed from GO to FZ in February 1942 and then back to GO at the end of April. However, the aircraft retained their individual letters. In such a short time, 53 aircraft passed through the unit, a number corresponding to roughly three squadrons. From May 11, it handed over its Kittyhawks to

No. 2 Squadron SAAF and re-equipped itself with Hurricanes. The newly formed No. 94 Squadron took off on its first combat mission on February 15, 1942. The target of the attack was the German base at Martuba, from which only Offw. Otto Schulz managed to take off. During the ensuing ten-minute battle, he shot down four Kittyhawks, including Squadron Leader Ernest Mason. The AK759 aircraft survived the action but crashed at the end of February. After repairs

in April, the red and white checkerboard on the rudder was removed, as was the case with other aircraft. Members of the squadron had painted it on the rudders, apparently before the first operational mission, because the Germans believed they were being attacked by a Polish RAF unit. F/Sgt Phillips flew this aircraft from February to April 1942.



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

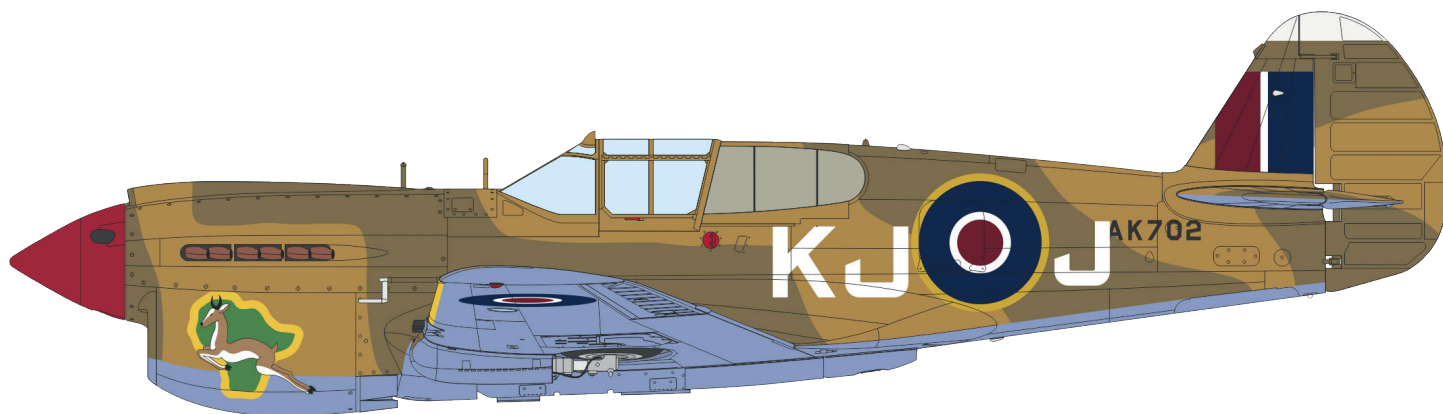


Peter Gifford was born on April 14, 1915, in Christchurch. At the beginning of his career, he flew with No. 100 Squadron RAF with Vickers Vildebeests in Singapore, later he was transferred to No. 488 Squadron RNZAF, where he flew Buffalos and Hurricanes. At that time, he scored two hits on Ki-21 Sally bombers. After the unit was redesignated No. 14 Squadron, it re-equipped with Kittyhawks. Gifford then claimed one probable kill of a Zero, and after completing his first tour of duty with No. 14 Squadron, he completed two more with No. 19 Squadron, where he continued to fly

Kittyhawks and then Corsairs. In total, he flew 112 combat missions. He died on December 16, 2001. Aircraft NZ3007 bore the inscription Magnolia Mufflewurt on its nose, which was a female character from a comic strip published by the Australian magazine Man. The plane was delivered in a standard British camouflage scheme using American DuPont paints, equivalents of British Dark Green and Dark Earth on the upper surfaces and Sky on the lower surfaces. The New Zealanders then repainted aircraft that were sent to fight outside New Zealand, either with Olive Drab paint or

simply replaced the unsuitable Dark Earth with their own Ocean Blue paint. This was probably also the case with this aircraft. The lower surfaces may have been left in Sky, or they may have been repainted with the local Sky Grey.

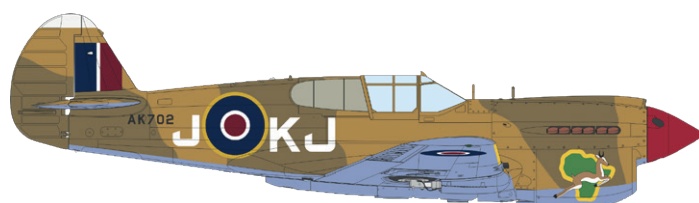
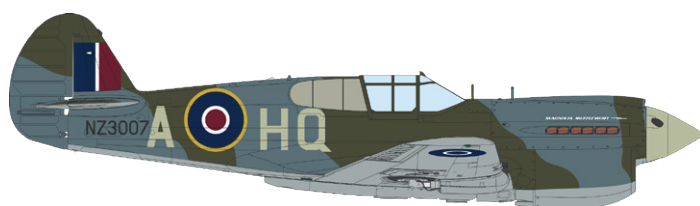
■ AK702, F/O W. P. Pictorius, No. 4 Squadron SAAF, Gambut II, Lybie, 1942



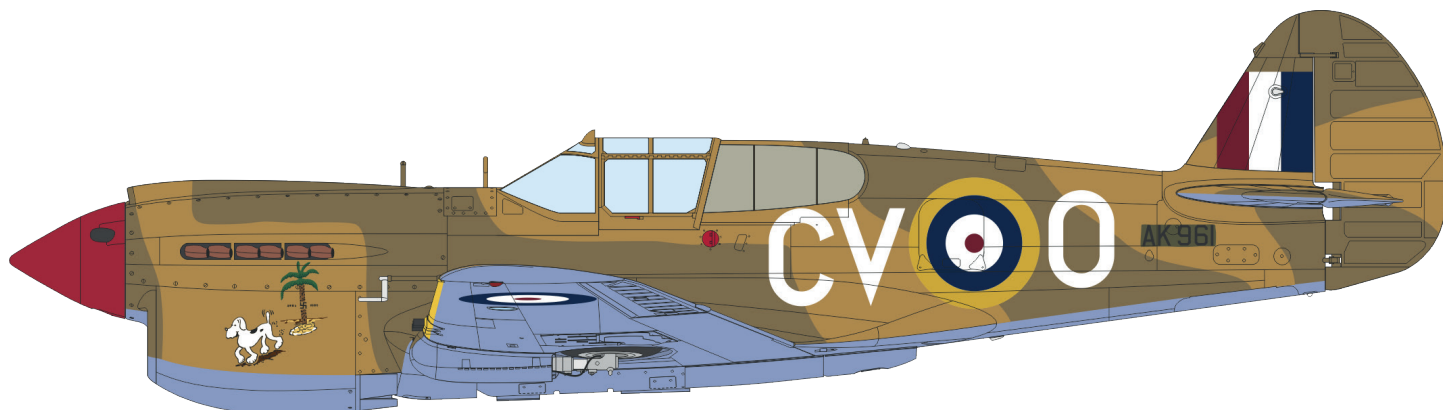
No. 4 Squadron of the South African Air Force was formed in April 1939 in Durban. Initially, it was equipped with Hawker Hartbees, Furies, and Wapitis. It was disbanded in December of that year and reestablished on March 24, 1941, at Waterkloof Air Base, where it took delivery of Hurricanes. Operational training took place in Kenya, where the unit protected the country from possible Italian attacks from Somaliland

(an unrecognized republic in northern Somalia). There its pilots first tried out the Tomahawks. From September 1, 1941, the squadron moved to Egypt, where it was fully re-armed with Tomahawks. It completed its first operational mission with them on November 12 and remained in Egypt to take part in all the desert battles from Operation Crusader to El Alamein. The squadron also supported the advance into

Tunisia and the invasions of Sicily and Italy. In July 1943, it exchanged its Kittyhawks III for Spitfires and moved to Sicily in August. From there, it headed for the Italian mainland, where it carried out attacks on ground targets until the end of the fighting. The aircraft, in standard desert camouflage, were supplemented with an antelope symbol in a green, yellow-edged field in the shape of the African continent.



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

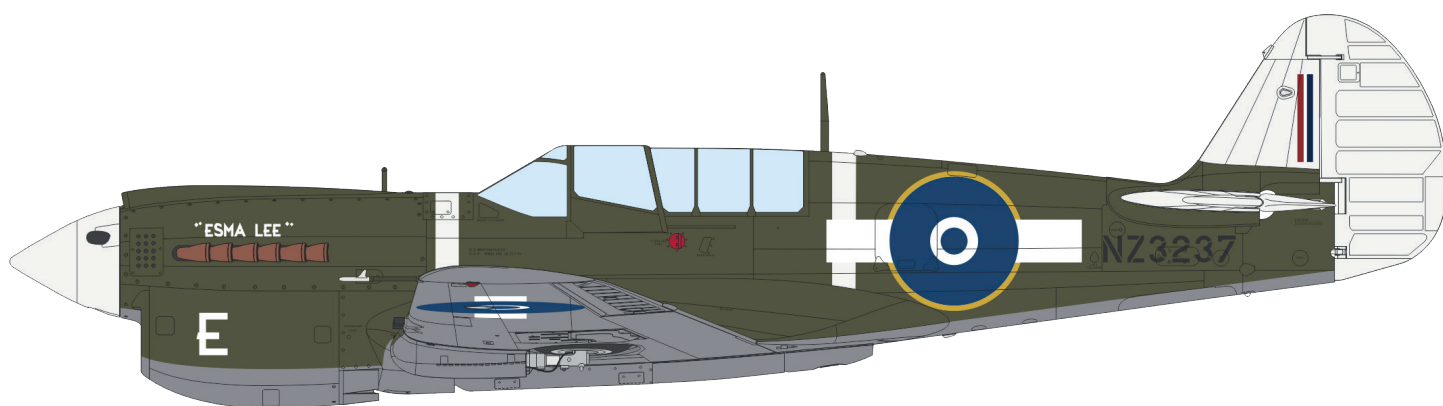


Flight Sergeant Lloyd "Danny" Boardman underwent flight training in Southern Rhodesia when he was twenty years old. He first completed basic training at No. 26 EFTS at Guinea Fowl Air Base, which he finished on May 20, 1941. He continued his training at No. 22 SFTS in Thornhill, and after combat training, he became a pilot with No. 3 Squadron

RAAF, which was based in Gambut at the time, on February 16, 1942. He earned the nickname Danny for his soulful rendition of the well-known Irish song Danny Boy. His combat experience and leadership skills, despite his rank of sergeant, earned him recognition in the form of command of a flight and even, on several missions, the entire squadron in the air. The then squadron

commander, Bobby Gibbes, realized that rank was not important for command in combat, so he did not hesitate to entrust operational command to sergeants. Boardman's Kittyhawk was decorated with a drawing of a dog happily walking away from the Afrika Korps emblem, a palm tree with a swastika, which he had apparently successfully urinated on...

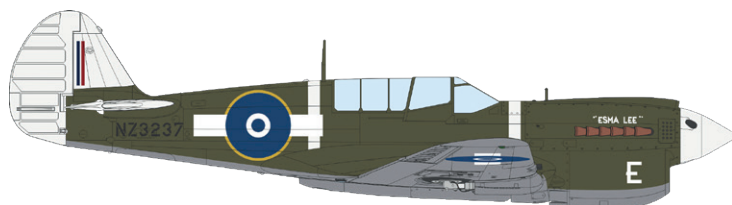
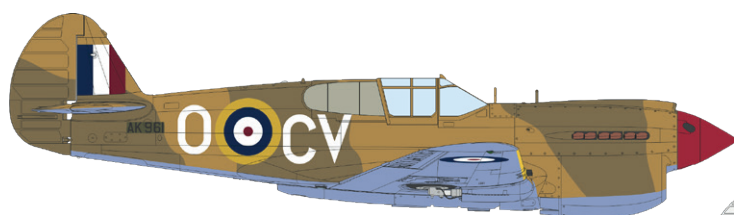
■ NZ3237, Allan Watson, No. 19 Squadron (RNZAF), Torokina, 1944



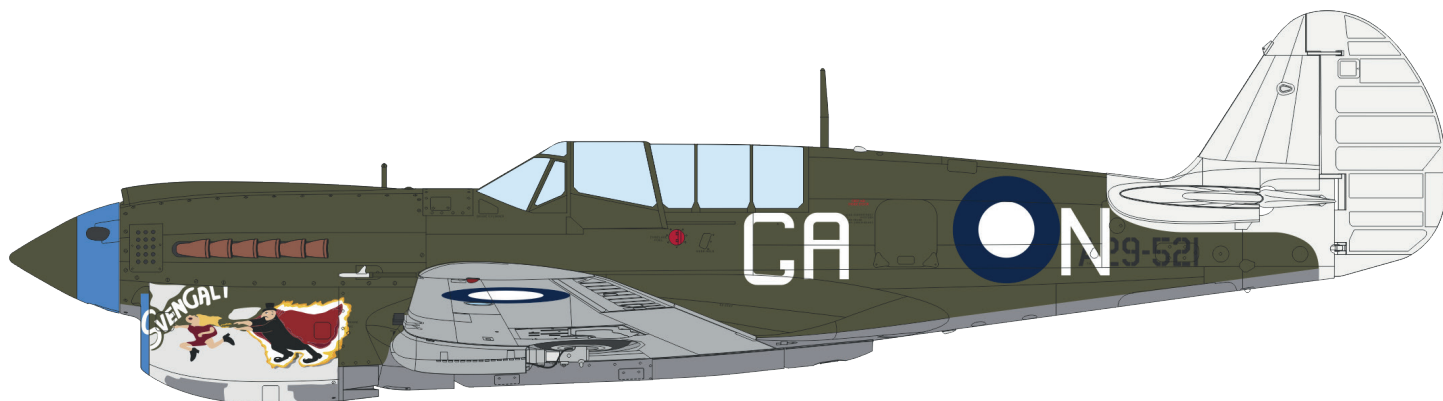
Allan Archibald "Skip" Watson was born on January 31, 1922. After pilot training, he first served one tour with No. 19 Squadron and then three more with No. 22 Squadron. In total, he flew 188 missions and 351 hours. He earned his promotion to Squadron Leader thanks in part to his decisiveness in combat. For example, on January 29, 1945, he led his section in a low-altitude attack on enemy anti-aircraft positions and completely silenced Japanese fire,

allowing other aircraft to carry out bombing runs without losses. Just three days later, he led an attack on enemy installations in Kavieng and, despite heavy anti-aircraft fire that damaged his aircraft, he completed the attack and destroyed a hangar with a direct hit. At that time, he was already leading No. 22 Squadron. After the war, he devoted himself to rugby, becoming a reserve player for the Grammar team and winning the Auckland Rugby Union senior premier league

with them. He subsequently remained involved in rugby as a referee and worked at the international level. He also ran marathons and was said to be an excellent singer. He died just three weeks before his 90th birthday in 2012. He named his Warhawk Esma Lee after his girlfriend at the time. He eventually married another girl named Nancy Hickling, but that didn't happen until 1948.



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

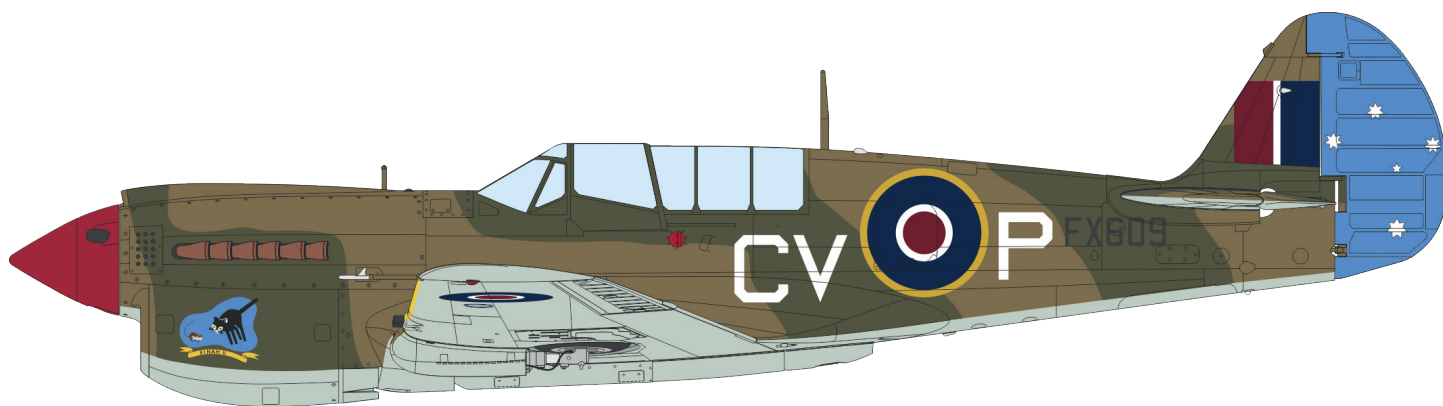


The Australian No. 75 Squadron, also known as the Magpies, was formed in Townsville, Queensland, on March 4, 1942, and received its first Kittyhawks on March 21, serving as the sole defender of Port Moresby against enemy air raids for the next 44 days. The intensity of the fighting during that time is evidenced by 35 enemy aircraft being destroyed and 58 damaged, with the loss of twelve of its own pilots. Later, No. 75 Squadron moved to Milne Bay and then to Borneo, where its pilots covered Australian forces during the Battle of Balikpapan

in the final weeks of the war. On August 9, 1944, Jacklin was hit in the left wing with this aircraft. He lost not only the aileron, but the damage also affected more than 25 percent of the wing area. With his aircraft so badly damaged, the pilot had to fly more than 350 km over the sea before he could land exhausted at his base. His landing was documented by a quick-thinking cameraman, and based on this material, the appearance of the aircraft was reconstructed. We identified the light spots on the nose as paint washed off the metal. The aircraft also has

a visibly lighter color on the underside of the wing. There is a known photograph of the aircraft with the paint on the nose still untouched and with white leading edges of the wing. In the meantime, the wing was probably replaced, maybe from another aircraft with faded Neutral Grey paint (possibly due to storage of the wing in the sun).

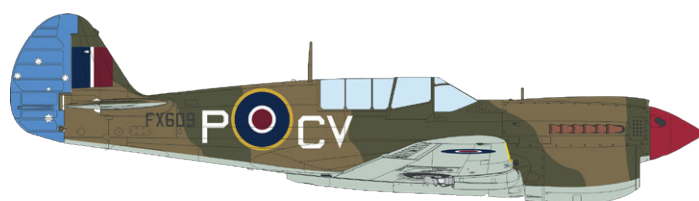
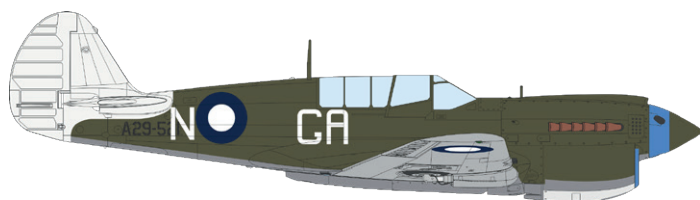
■ FX609, S/L Murray P. Nash, No. 3 Squadron RAAF, Italy, 1944



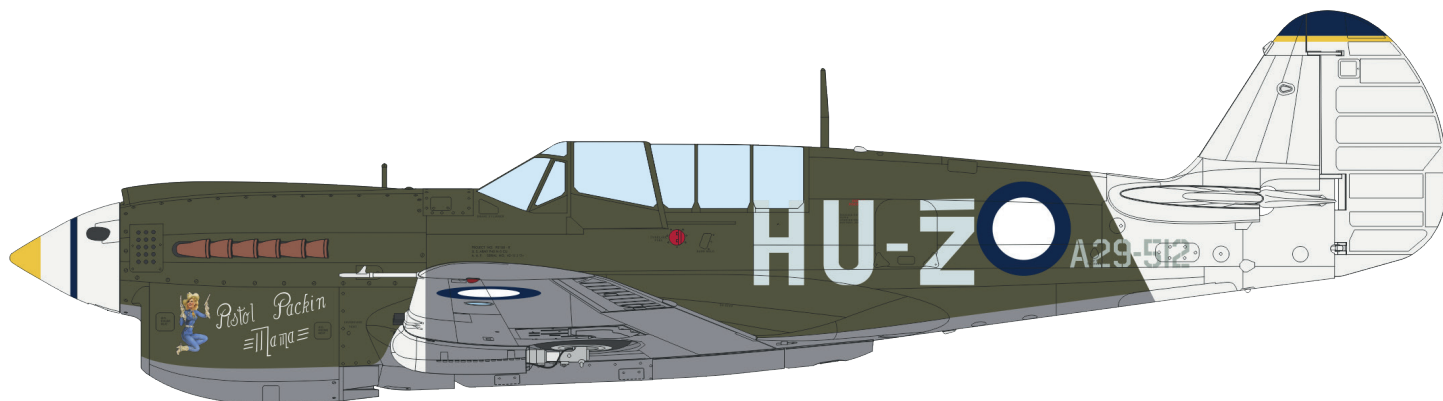
Murray Percival Nash was born in northern Melbourne on October 21, 1919. After the outbreak of war in Europe, he decided to join the RAAF and began military training as a pilot in 1940 at Point Cook. In 1941, he completed an instructor course and subsequently devoted himself to training new pilots. In early 1943, he joined No. 3 Squadron, with which he moved to North Africa and then to Malta. The aircraft of No. 3 Squadron RAAF were the first Allied aircraft to land in Italy. On November 16, 1944, Nash flew his last combat mission with Warhawk FX609,

in the last mission the squadron flew with this type of aircraft. He had inherited the aircraft from the previous squadron commander, Rex H. Bayly. It was also Nash's first aircraft with the code CV P. Subsequently, after rearming with Mustangs, Nash used the same designation on this type as well. According to contemporary records, Nash's piloting and command skills were exceptional. For example, on January 8, 1945, he attacked enemy transport vehicles at such a low altitude that he broke the wing tip on a tree. Thanks to his experience he took part in

a special course of Squadron commanders for air combat tactics at Tangmere. After completing the course, he again took command of No. 3 Squadron and led it in the Italian campaign until the end of the war. After the war, he returned to his father's engineering company and then devoted himself to farming. He died in 2009.



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

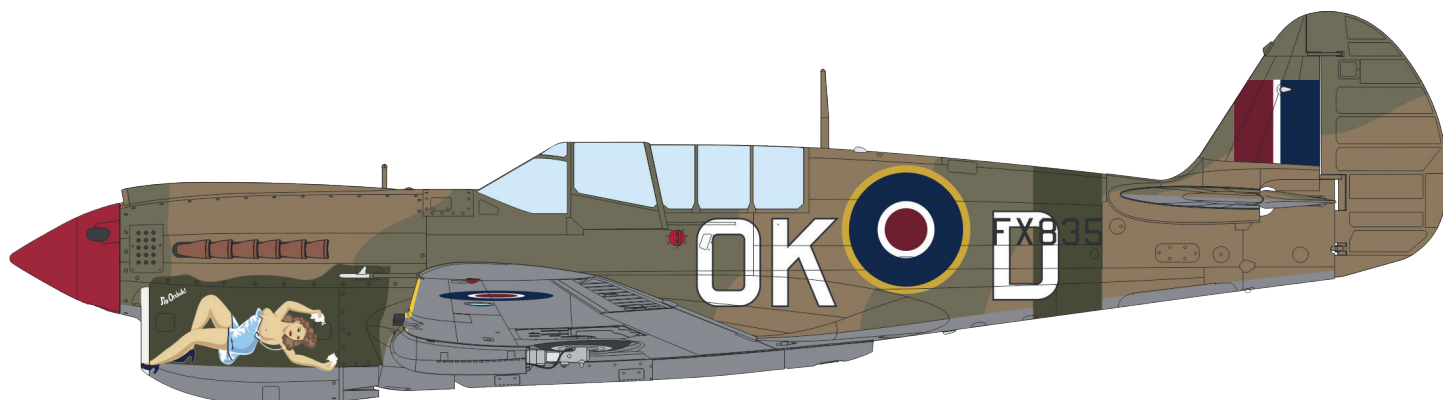


Adam Howie "Curley" Brydon was born on April 14, 1921, in Armidale, and at the age of 18, the day after Australia entered the war, he enlisted in the RAAF. A year later, he became a member of No. 1 Squadron, where he flew Hudson bombers. It was the first Australian unit to fight outside its home territory, and on August 1, 1943, he became its commander. At the age of 22, he was the youngest Squadron Leader in the Australian Air Force. From December 30, 1943, he was a member of No. 78 Squadron, and from July 1 to October

12, 1944, he commanded the unit. Subsequently, from July 26, 1945, he was assigned to the Royal Australian Navy Volunteer Reserve with the rank of lieutenant and flew Supermarine Seafires on the aircraft carriers HMS Indefatigable and HMS Implacable (as a member of the Fleet Air Arm). In total, he flew 470 operational hours during 138 missions, including 52 attacks on ground targets. He left the Royal Australian Navy on July 18, 1946, and devoted himself to car racing. During his service with No. 78 Squadron, he flew

a total of 19 different Kittyhawks, Pistol Packin' Mama being one of them. The aircraft, taken over by the USAAF under number 42-105360, was decorated with a drawing by Alberto Vargas. From the photographs, it is clear that this was a poster clipped from Esquire magazine, which was apparently stuck to the hood. The dark border could have been a layer of glue used to cover the edges.

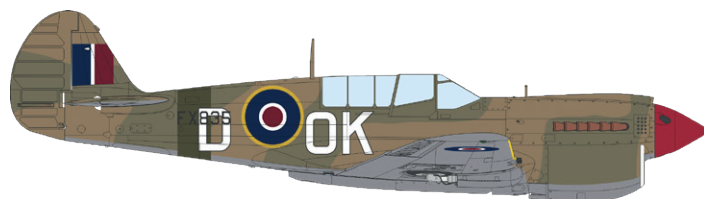
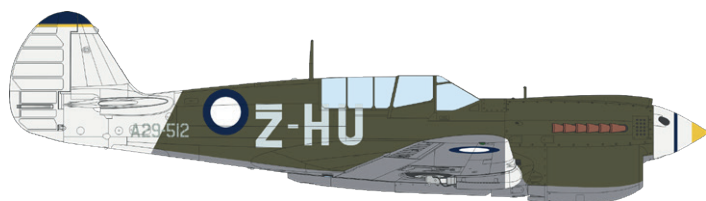
■ FX835, Kittyhawk Mk.IV, No. 450 Sqn RAAF, Italy, Spring 1944



The Australian No. 450 Squadron was activated in February 1941 at RAAF Station Williamtown in New South Wales and became the first Australian squadron established under the Empire Air Training Scheme. In February 1942, it began combat operations with Kittyhawks and fought in the North African and Tunisian campaigns over the next 15 months. It performed both fighter and fighter-bomber roles in support of ground forces. Its pilots destroyed 49 German

and Italian aircraft, and the unit earned the nickname "The Desert Harassers." After the end of the African campaign, No. 450 Squadron took part in the invasion of Sicily following the move to the RAF base at Luqa in Malta on July 13, 1943. This was followed by a move to Sicily and then to the Italian mainland in December. The unit flew Kittyhawks until the end of the war, rearming with Mustangs only after the war ended in Europe, and was disbanded on August

20, 1945. Kittyhawk FX835 bore the typical colors of Kittyhawk IVs, which were delivered in American Olive Drab on the upper surfaces. This was complemented by Dark Earth camouflage patches. Both colors were already considerably faded on this aircraft. The drawing of a girl and the inscription "No Orchids" on the nose was painted on a field of fresh Dark Green paint. The engine cowling with this drawing was used on several aircraft.



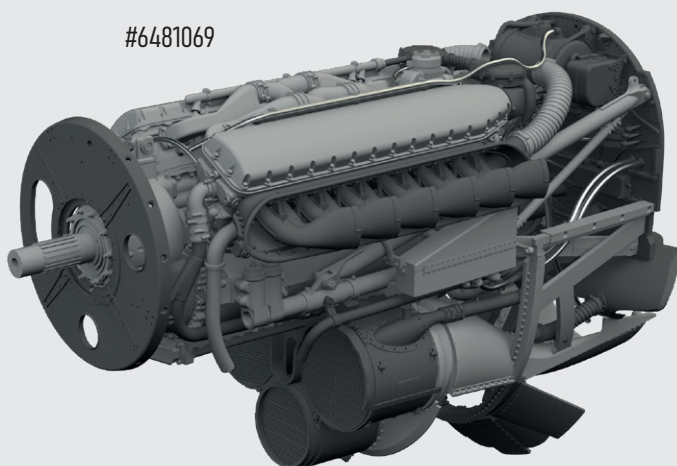
For P-40E and P-40N 1/48

RECOMMENDED:

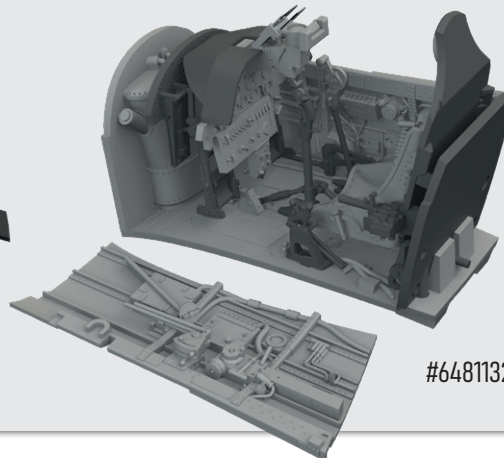
481155 P-40E landing flaps (PE-Set)
 FE1498 P-40E seatbelts STEEL (PE-Set)
 644295 P-40E LööK (Brassin)
 644298 P-40E w/ rounded exhaust stacks LööKplus (Brassin)
 644300 P-40E w/ fishtail exhaust stacks LööKplus (Brassin)
 6481057 P-40E wheels diamond tread (Brassin)
 6481058 P-40E wheels cross tread (Brassin)
 6481059 P-40E wheels block tread (Brassin)
 6481060 P-40 exhaust stacks rounded PRINT (Brassin)
 6481061 P-40 exhaust stacks fishtail PRINT (Brassin)
 6481064 P-40 seat w/ integral belts Type 1 PRINT (Brassin)
 6481065 P-40 seat w/ integral belts Type 2 PRINT (Brassin)
 6481067 P-40 wheel bays PRINT (Brassin)
 6481068 P-40 wheel bays with canvas PRINT (Brassin)
 6481069 P-40E engine PRINT (Brassin)
 6481074 P-40E undercarriage legs PRINT (Brassin)
 6481075 P-40E gun bays PRINT (Brassin)
 6481077 P-40 250lb Mk.2 British bomb PRINT (Brassin)
 6481078 P-40 30lb frag bombs PRINT (Brassin)
 6481080 P-40 500lb GP British bomb PRINT (Brassin)
 6481081 P-40 250lb Mk.1 British bomb PRINT (Brassin)
 6481082 P-40 250lb MC British bombs PRINT (Brassin)
 6481084 P-40 75gal drop tank PRINT (Brassin)
 6481085 P-40 52gal drop tank PRINT (Brassin)
 6481096 P-40E cockpit PRINT (Brassin)
 6481097 P-40E radiators upgrade set PRINT (Brassin)
 6481100 P-40E tail wheel bay PRINT (Brassin)
 6481124 P-40E cockpit w/ late seat PRINT (Brassin)
 6481098 P-40 cold weather exhaust stacks fishtail PRINT (Brassin)
 6481099 P-40 cold weather exhaust stacks rounded PRINT (Brassin)
 3DL48208 P-40E SPACE (3D Decal Set)
 EX1089 P-40E TFace (Mask)
 481167 P-40N landing flaps (PE-Set)
 FE1541 P-40N seatbelts STEEL (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) (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)

#6481069



#644316



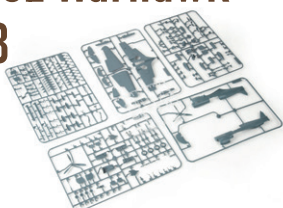
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OVERTREES

#82241X

P-40E Warhawk

1/48



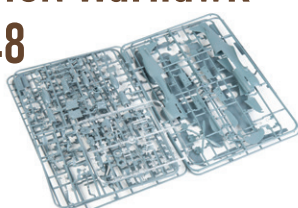
Product page

OVERTREES

#82242X

P-40N Warhawk

1/48



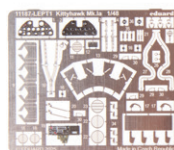
Product page

OVERLEPT

#11187-LEPT1

KITTYHAWK

1/48



Product page

OVERLEPT

#11187-LEPT2

KITTYHAWK

1/48



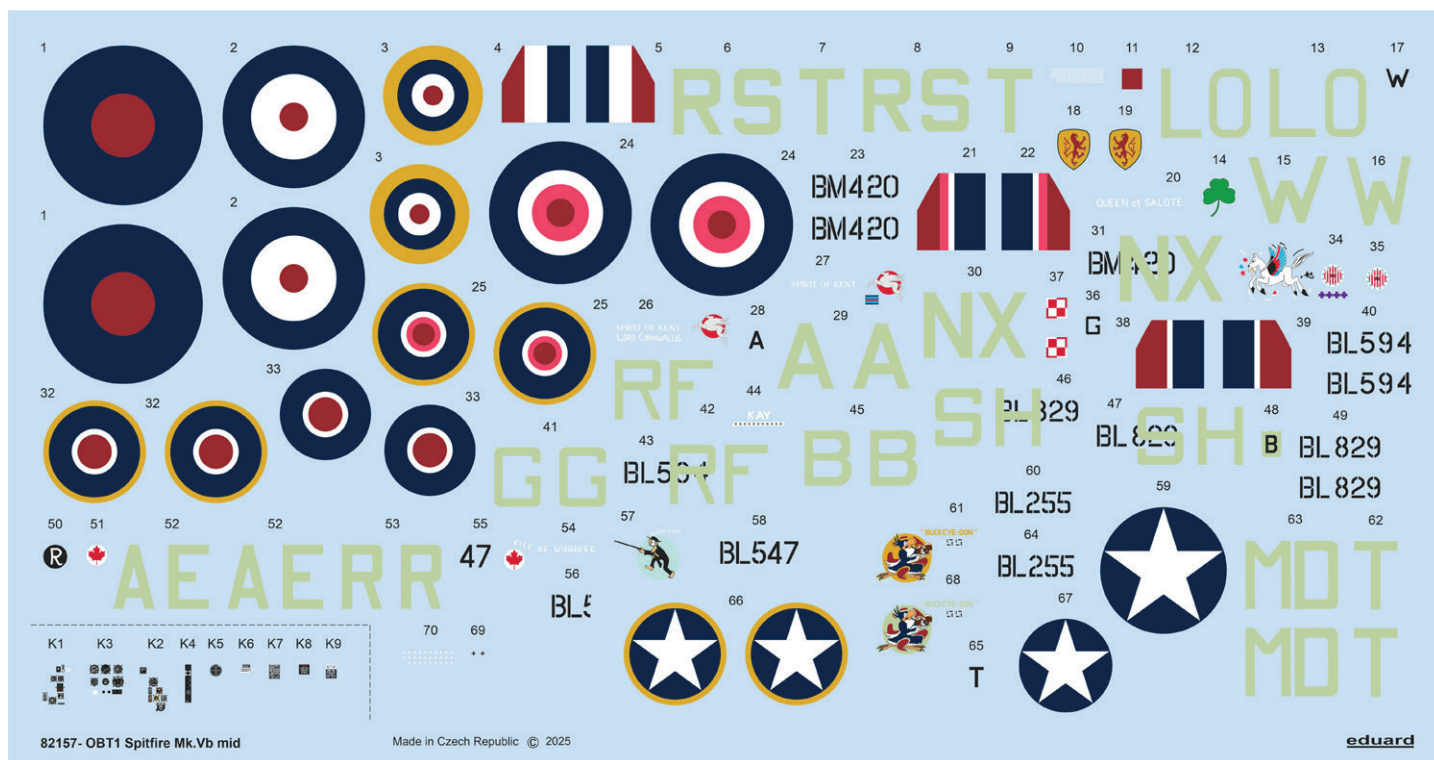
Product page

1/48

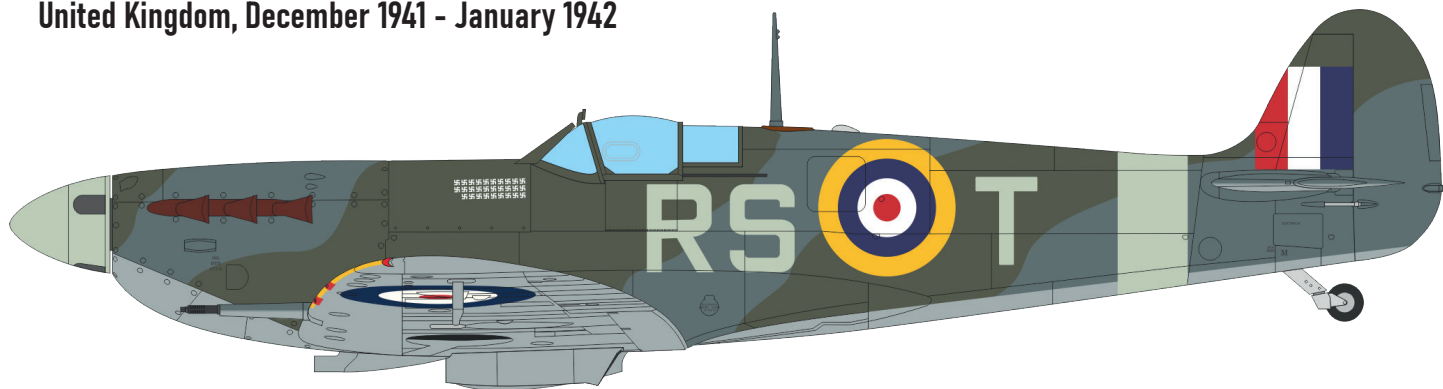
The ProfiPACK edition kit of British WWII fighter plane Spitfire Mk.Vb in 1/48 scale. All Spitfires are mid version with armor glass before the windshield and have under the wings asymmetrical bulges.

- plastic parts: Eduard
- marking options: 7
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

Product page



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

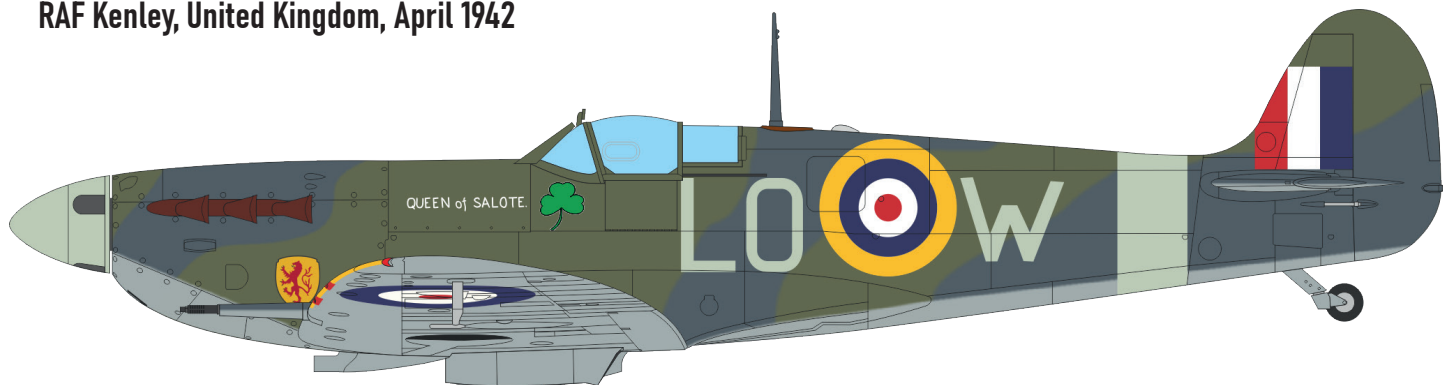


W/Cdr Robert Stanford "Bob" Tuck, with 29 confirmed kills, is one of the most successful RAF fighter pilots. He achieved his first kills with No. 92 Squadron over Dunkirk. By September 11, 1940, when he was appointed commander of No. 257 Squadron, he already had 14 kills to his credit. It is believed that one of his victims, on September 23, 1940, was the future Luftwaffe

ace Hans-Joachim Marseille. In early December 1941, Tuck was appointed commander of an elite wing at Biggin Hill. However, on January 28, 1942, his Spitfire BL336 RS-T was hit by flak and Tuck had to make an emergency landing at Boulogne sur Mer, where he was subsequently captured. At Stalag Luft III in Sagan, he participated in preparations for the Great Escape, but just

before it was carried out, he was transferred to the Belaria subcamp. On February 1, 1945, he escaped during the evacuation of the camp and joined the Russians. He left the RAF in the 1950s and devoted himself to farming. While filming the movie *The Battle of Britain*, he befriended Adolf Galland, whose son he was godfather to. He died at the age of 70 on May 5, 1987.

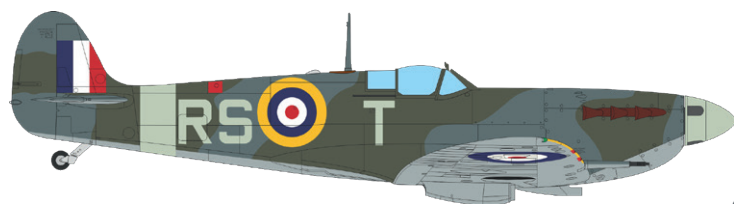
■ **BM124, S/Ldr Brendan E. F. Finucane, CO of No. 602 Squadron, RAF Kenley, United Kingdom, April 1942**



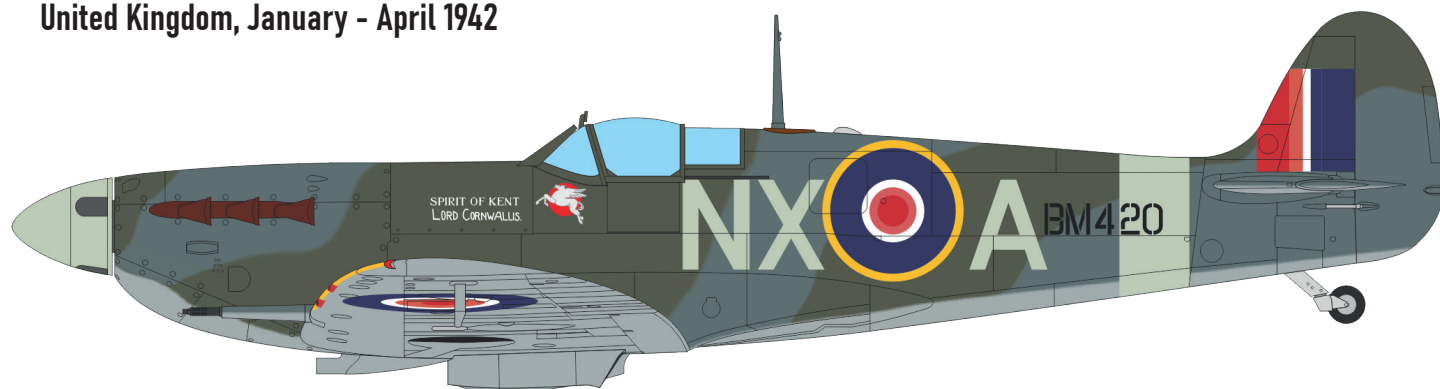
Spitfire s/n BM124 was a presentation aircraft donated to Britain by Queen Salote of Tonga and assigned to S/Ldr Brendan Finucane. It was delivered on March 14, 1942, and Finucane was flying with it continuously until June 18, 1942, when he hit the ground with the tip of the wing while landing at Redhill. The aircraft was severely damaged, and although it was returned to the unit after extensive repairs, Finucane did not fly it again. He scored his last victories in its cockpit. Finucane's BM124, like his previous Spitfires, was repainted on the upper surfaces

in Dark Slate Grey / Extra Dark Sea Grey naval shades. Under the front badge, he had his personal Shamrock emblem and the fuselage letter W painted on. For propaganda purposes, the inscription *QUEEN of SALOTE* was painted on the fuel tank cover in May. As it later turned out, the inscription was not written correctly, and the Air Ministry submitted an amendment requesting that the photographs taken be changed from *QUEEN of SALOTE* to *QUEEN SALOTE*. The word "of" was thus roughly scraped off the negatives. Out of respect for the origins

and traditions of No. 602 Squadron, Finucane had the squadron's emblem, a red Scottish lion rampant in a yellow shield, placed on the engine cowlings of the No. 602 Squadron Spitfires. During his wartime career, Finucane achieved 32 aerial victories, becoming the third most successful Spitfire pilot during World War II.



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

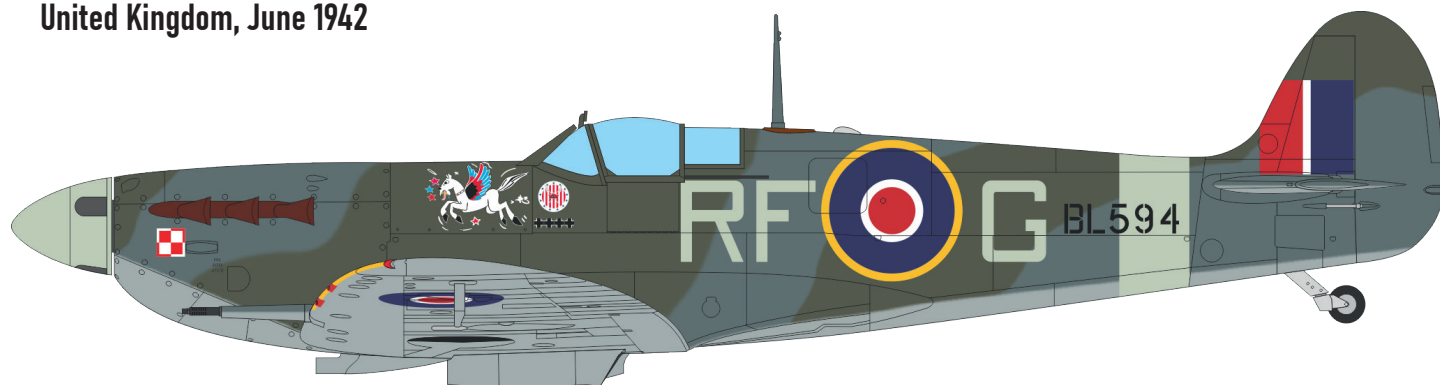


Michael Pedley joined the RAF in 1935 and served with No. 2 (Army) Squadron until 1939, when he became an instructor. In November 1941, he took command of No. 131 Squadron. During Operation Jubilee (the Dieppe landing), he scored two aerial victories. In September, he was awarded the DFC and promoted to commander of No. 323 Wing, with which he took part in Operation Torch in Northwest Africa. During the war years, he scored five aerial victories and in 1956 was appointed an Officer of the Order of the

British Empire (OBE) for his work in directing and commanding offensive air operations against terrorists in Malaya. He retired in 1957. An interesting feature of the Spitfire BM420, which S/Ldr Pedley flew with No. 131 Squadron, is the non-standard size of the lower wing insignia and the fresh application of the type C insignia, under which the original type A insignia shines through. The inscription Spirit of Kent refers to the county of Kent in Great Britain, which paid for the entire Spitfire squadron.

Lord Cornwallis was largely responsible for the collection of funds from the residents of Kent. He appealed to the people of Kent, and after a meeting of the War Emergency Committee, the Kent County Spitfire Fund was established. The residents of Kent and the surrounding towns soon began competing among themselves to see who could raise the most money, and by November 1941, they had managed to raise more than £100,000, which was enough for an entire squadron of Spitfires.

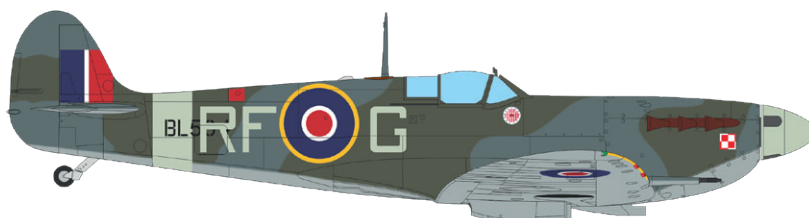
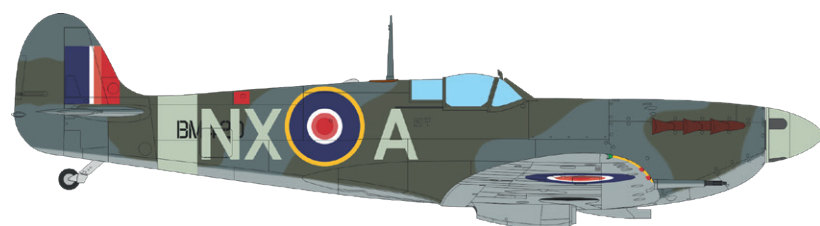
■ **BL594, F/O Eugeniusz Horbaczewski, No. 303. Squadron, RAF Kirton-in-Lindsey, United Kingdom, June 1942**



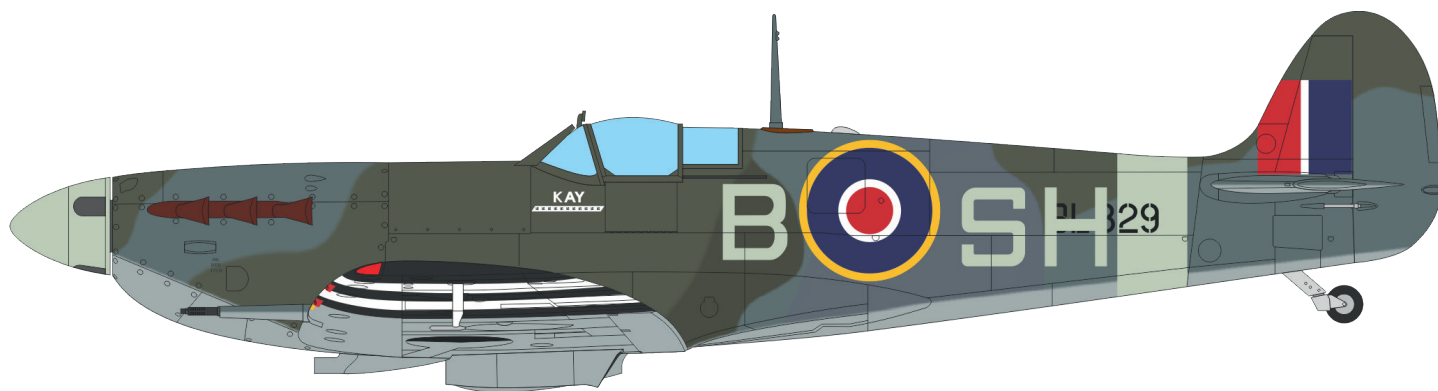
BL594 was delivered to No. 242 Squadron in April 1942, but was damaged in an accident in May, subsequently repaired and delivered to No. 303 (Polish) Squadron, which was operating from Kirton-in-Lindsey airfield at the time. Here it was given the code RF-G and became

the personal aircraft of F/O Horbaczewski, who had his current score of four confirmed kills and a personal emblem of a somewhat wild-looking Pegasus painted on the fuselage. In early February 1943, No. 303 Squadron moved to Heston, but BL594 remained at Kirton-in-

Lindsey airfield and became the personal aircraft of the commander of No. 2 Polish Wing, W/Cdr Alexander Gabszewicz, with the new code G-WX.



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

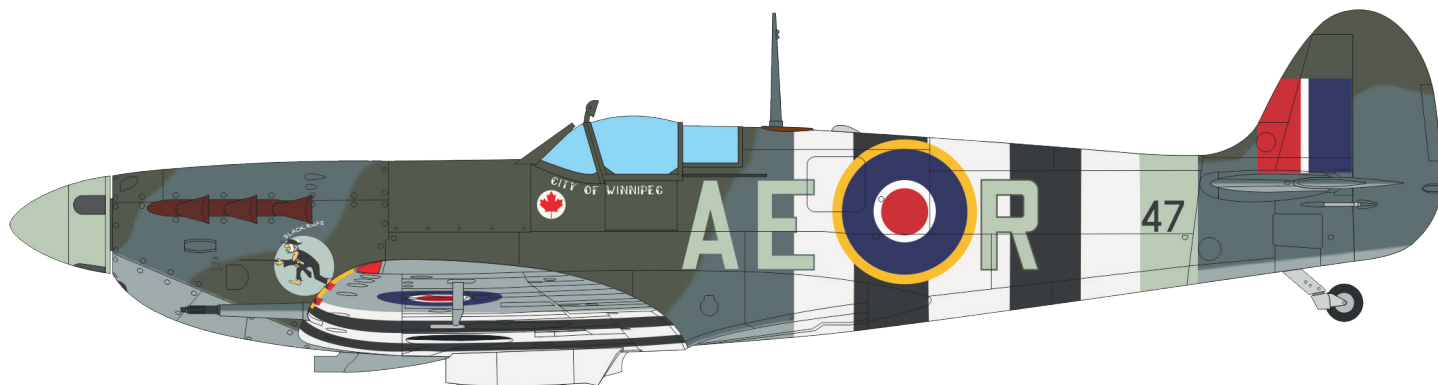


John Plagis was born on March 10, 1919, in Hartley, Southern Rhodesia. After the outbreak of war, he applied to join the Rhodesian Air Force but was rejected because he was officially a Greek citizen. He therefore joined the RAF in 1940. At the end of June, he first joined No. 65 Squadron, then transferred to No. 266 Squadron. At the end of January 1942, he was transferred to the Middle East, and on March 7, he became one of the first pilots to fly Spitfires to Malta from HMS Eagle during Operation Spotter.

He initially flew with No. 249 Squadron, shooting down nine aircraft between March and May, two of which were shared. He was then transferred to No. 185 Squadron as commander of A Flight and shot down three more enemies by the end of June. In early July, he returned to Great Britain and was transferred to No. 53 OTU. He returned to operational duty in April 1943 with No. 64 Squadron, with which he participated in Operation Starkey in September and scored two more kills by the end of the year. In July

1944, he took command of No. 126 Squadron and scored three more kills during the Normandy landings. In December, the unit re-equipped with Mustangs and Plagis was promoted to Wing Commander. After the war, he commanded No. 234 Squadron and No. 266 Squadron flying Meteor Mk.III aircraft. He left the RAF in May 1948 and returned to Rhodesia. During the war, he shot down 15 aircraft solo and two in cooperation with others, becoming the most successful Greek pilot of the war.

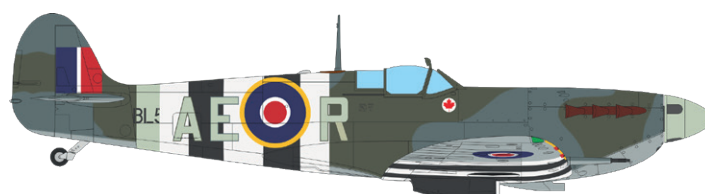
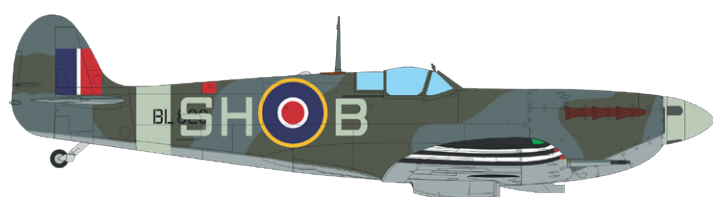
■ BL547, F/O Rick R. Richards, No. 402 Squadron, RAF Horne, Great Britain, June 1944



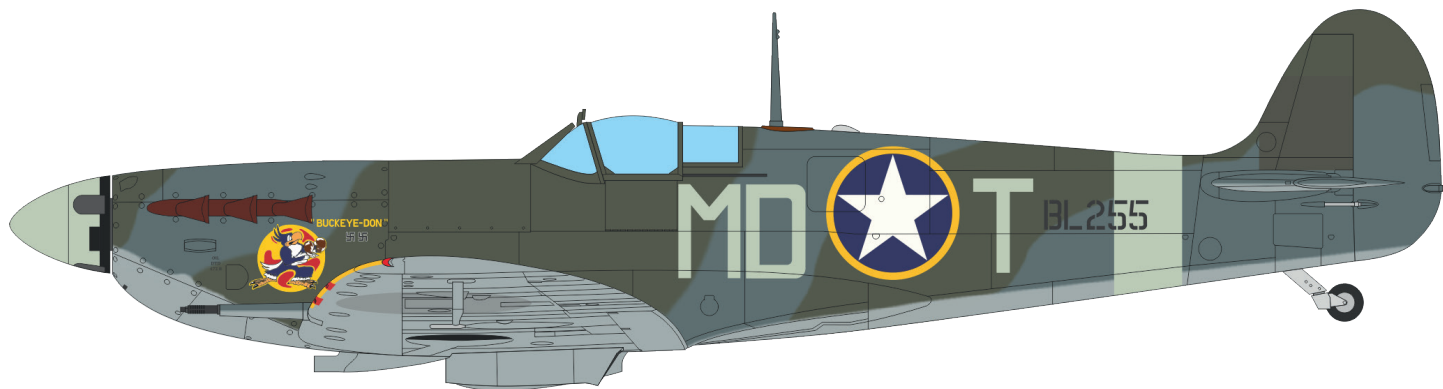
On D-Day, No. 402 Squadron had a mixture of older Mk.Vb and Mk.Vc Spitfires in its armament and was led by the famous ace S/Ldr G. W. Northcott. The squadron was part of No. 142 Wing, which, under the command of another well-known Canadian ace, W/Cdr John Milne Checketts, operated as part of the air defense of Great Britain, albeit under 2 TAF operational control in the role of fighter-bombers. No. 402 Squadron was re-equipped with Spitfires Mk.IX in July, but their time with the unit was brief.

Early August 1944 saw a move to Hawkinge, where the Squadron was rearmed with the new Spitfires Mk.XIV with which they immediately engaged in combat against V-1 flying bombs. In late September 1944 the squadron was transferred to 2 TAF in Belgium and joined No. 125 Wing. In December it then joined No. 126 Wing RCAF, where it flew alongside Mk.IX Spitfires. The end of the war found the unit on German soil at Wunstorf with a total score of 49.5 enemy shot down. One of the Spitfires

Mk.Vb operating with No. 402 Squadron during D-Day was serial number BL547 which sported the fuselage codes AE-R. It was most often flown by F/O Rick Richards who had a drawing of Black Rufe, a character from the comic strip Li'l Abner, painted on the nose of his Spitfire. Under the cockpit, it bore the standard markings of most No. 402 Squadron Spitfires, a red Canadian leaf in a white crest with the City of Winnipeg in white lettering.



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



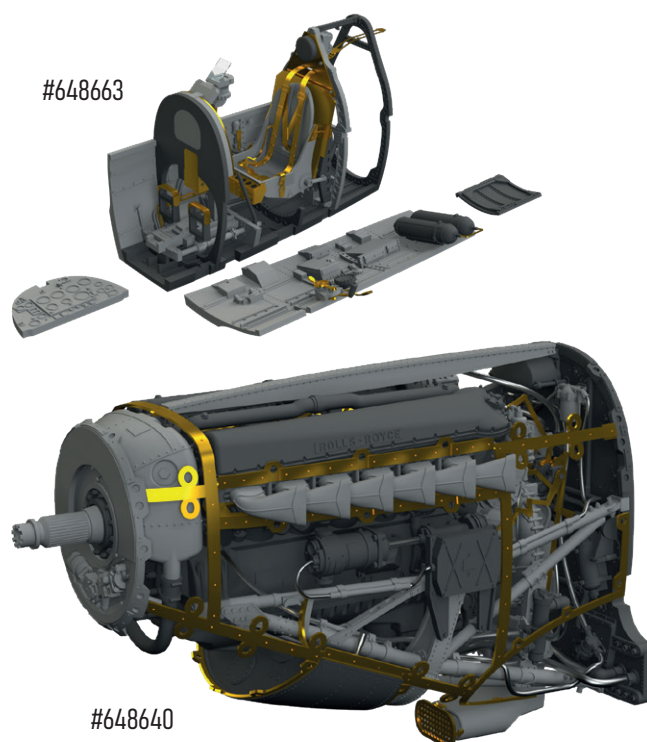
No. 133 (Eagle) Squadron formed in July 1941 at RAF airbase Coltishall, was in 1942 the first American squadron re-equipped with Spitfires Mk.IX. However, the unit lost its twelve "Nines" in only three days before Eagle squadron was transferred under the USAAF command, during the B-17 escort over Morlaix. After its inclusion

into 8th AF USAAF on September 29, 1942, it continued flying the good old Spitfires Mk.Vb as it was transformed from No. 133 (Eagle) Squadron RAF into 336th FS, 4th FG. The BL255 Spitfire, nicknamed Buckeye Don, was the personal aircraft of Don Gentile, the future most successful fighter pilot of the 8th AF with

19 kills, 3 damaged and 6 destroyed on the ground enemy aircraft. He was credited with two more kills during the combat over Dieppe on August 19, 1942, while he was still serving with RAF. The same nose art as on BL255 was later sported on the famous P-51B Shangri La and it was also incorporated into 334th FS insignia.

For Spitfire Mk.Vb mid 1/48 RECOMMENDED:

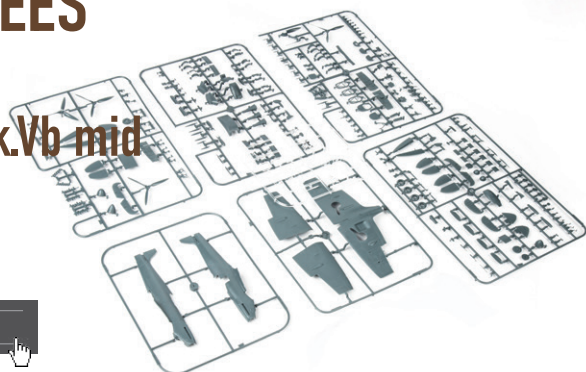
FE1207	Spitfire Mk.V seatbelts STEEL (PE-Set)
644113	Spitfire Mk.V LööK (Brassin)
648640	Spitfire Mk.V engine (Brassin)
648663	Spitfire Mk.V cockpit (Brassin)
648664	Spitfire Mk.V wheels (Brassin)
648667	Spitfire Mk.V three-stacks exhausts rounded (Brassin)
648668	Spitfire Mk.V three-stacks exhausts fishtail (Brassin)
648669	Spitfire Mk.V six-stacks exhausts fishtail (Brassin)
648670	Spitfire Mk.Va/b undercarriage legs BRONZE (Brassin)
648738	Spitfire Mk.V landing flaps PRINT (Brassin)
3DL48031	Spitfire Mk.V SPACE (3D Decal Set)
D48088	Spitfire Mk.V stencils (Decal Set)
D48101	Spitfire Mk.V national insignia (Decal Set)
EX914	Spitfire Mk.V TFace (Mask)



OVERTREES

#82159X

Spitfire Mk.Vb mid
1/48

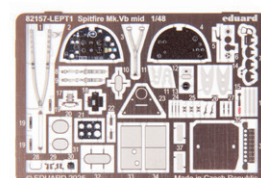


Product page

OVERLEPT

#82157-LEPT1

Spitfire Mk.Vb mid
1/48



Product page

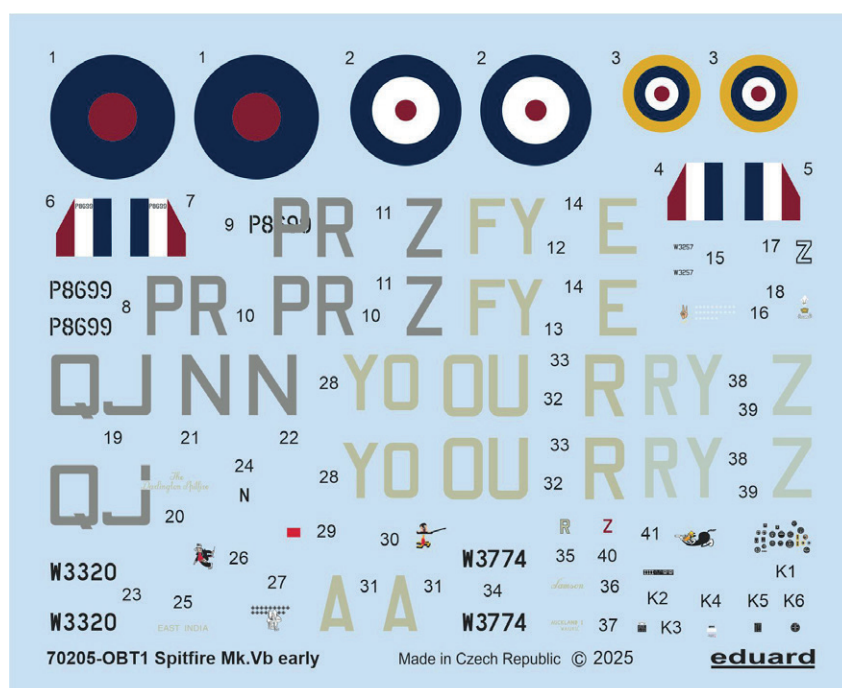
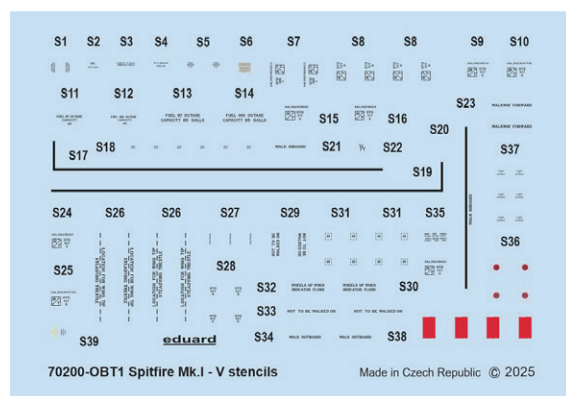
Spitfire Mk.Vb early

1/72

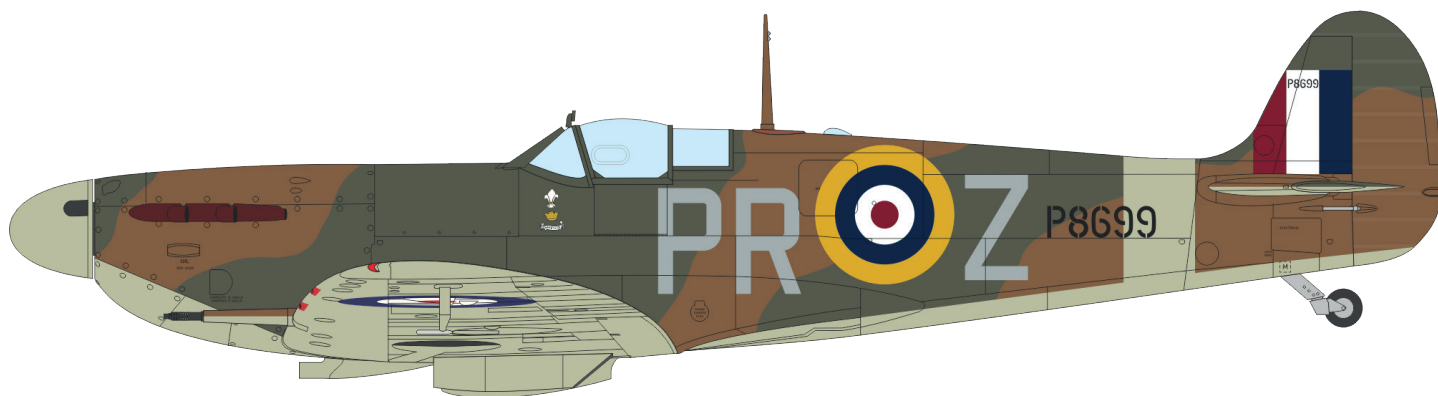
#70205

The ProfiPACK edition kit of British WWII fighter plane Spitfire Mk.Vb in 1/72 scale. All Spitfires are early version with armor glass before the windshield and have under the wings symmetrical bulges.

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

[Product page](#)


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

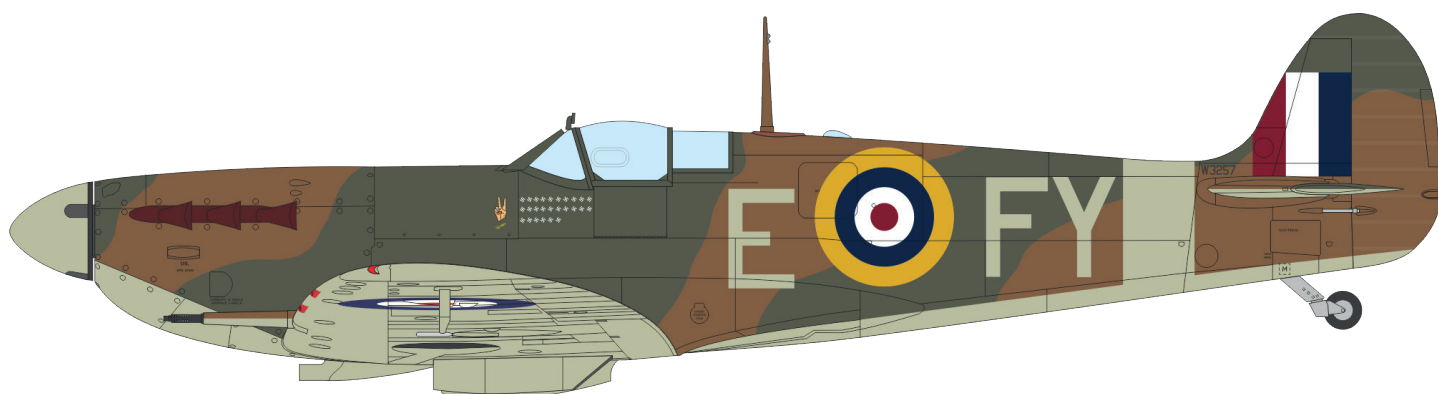


John Bisdee was born in Weston-super-Mare, Somerset. After the outbreak of World War II, he was called up for service in the RAF. After completing his training, he was assigned to No. 609 Squadron, with which he participated in the Battle of Britain and achieved several aerial victories. In 1942, he was transferred to Malta as commander of No. 601 Squadron.

After moving to North Africa, he took part in the Western Desert campaign. In 1943, he was appointed military governor of Lampedusa. He spent most of the rest of his wartime service in training and as commander of No. 323 Wing in Italy. In June 1945, he received the Order of the British Empire. During the war, he achieved ten aerial victories, two of which were shared, plus

four probable victories, and he also damaged four enemy aircraft. Like all of Bisdee's previous Spitfires, P8699 had his personal emblem, a lily flower with a crown, under the windshield. In August 1941, P8699 was taken over by S/Ldr George "Kemp" Gilroy, who scored four of his 24 kills with it.

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



The most successful pilot of the Battle of Britain, Eric Stanley Lock, sortied for the first time with his Spitfire W3257 on July 14, 1941. He baptized his new aircraft by fire by shooting down a Bf 109F, which was also his very last kill. Barely three weeks later, on August 3, returning from a Rhubarb mission, he attacked a German column near Pas de Calais and has been missing

ever since. It's supposed he was shot down by AA fire and crashed into the sea. Neither his Spitfire Mk.V W3257 nor Lock himself have ever been found. At the time of his disappearance his score stood at 26 kills achieved during 25 weeks of the operational deployment in course of one year out of which he spent six months in the hospitals. Spitfire Mk.Vb W3257

was camouflaged in the standard Dark Green/Dark Earth/Sky. Code letters E-FY were painted in Sky which was standard code letters color of the Hornchurch Wing Spitfires. The serial was overpainted in the camouflage color.

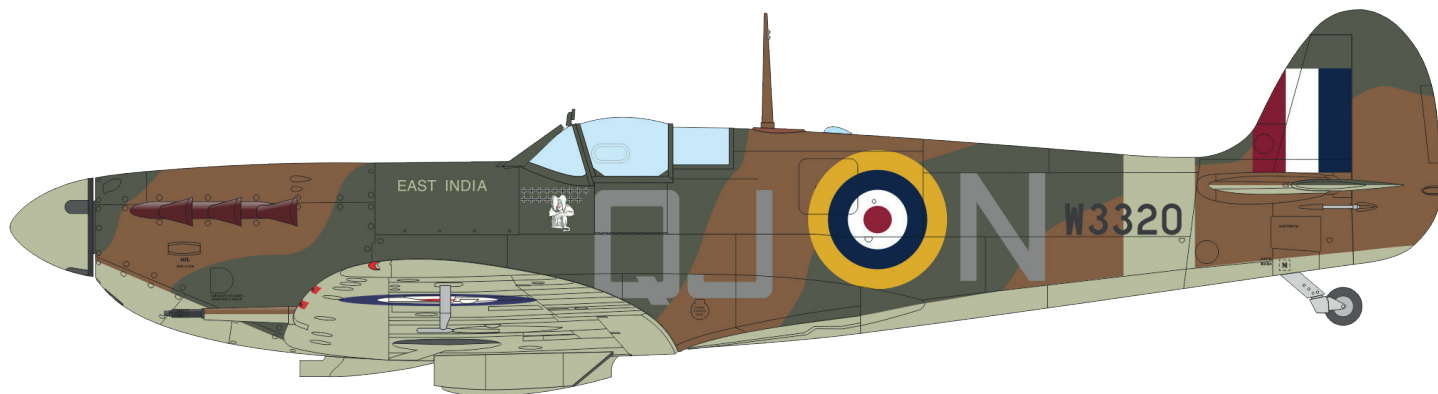
For Spitfire Mk.Vb early 1/72 RECOMMENDED:

3DL72078 Spitfire Mk.Vb SPACE (3D Decal Set)



#3DL72078

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

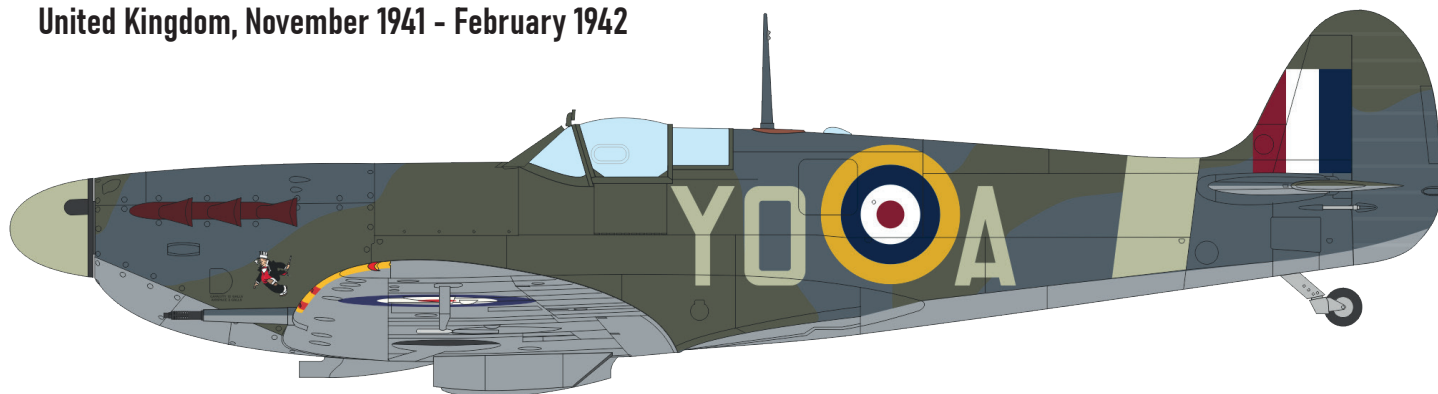


Donald Ernest "Don" Kingaby was one of the most successful RAF fighter pilots flying Spitfires. He achieved his first successes during the Battle of Britain in the ranks of No. 266 and No. 92 Squadrons, and by the end of 1940 he had eight kills to his credit. Further successes quickly followed, and by the summer of 1941 he had already scored 14 aerial victories. Spitfire W3320, named The Darlington Spitfire, was his last personal Spitfire with No. 92 Squadron. He flew it from July 20, 1941, to October 16,

1941, and completed 33 operational flights in its cockpit, during which he shot down three Bf 109Fs with certainty, another three with probability, and damaged one. He returned to operational flying in March 1942 with No. 111 Squadron and subsequently as squadron commander with No. 64 Squadron. In the fall of 1942, he took command of No. 122 Squadron. During the Normandy invasion, he served at Fighter Command headquarters and ended the war as commander of the Advanced Gunnery

School in Catfoss. He achieved a total of 23 aerial victories. The citizens of Darlington in County Durham in northeast England contributed £5,082 towards the purchase of Spitfire Mk.Vb W3320, thus known as The Darlington Spitfire. After August 15, 1941, the W3320 had the fields of Dark Earth repainted with a Mixed Grey on the upper surfaces and Medium Sea Grey on the lower surfaces.

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



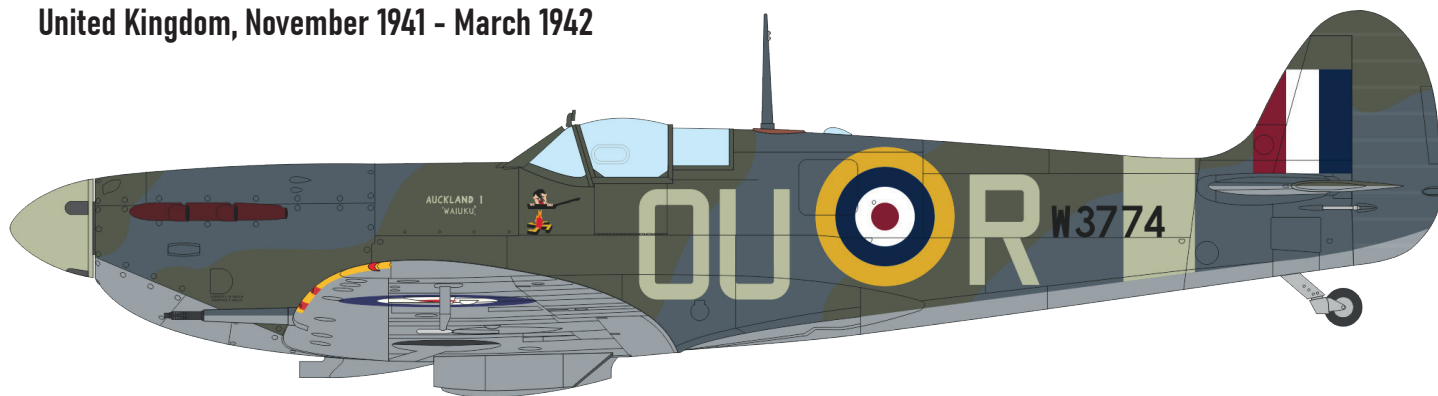
Donald Morrison was born on June 2, 1921, in Toronto, Ontario and joined the RCAF in October 1940. In July 1941, he completed his training and left for Great Britain. He was assigned to No. 122 Squadron and two months later to No. 401 Squadron RCAF, where he quickly began to make a name for himself. By the end of February 1942, he had achieved three confirmed kills. On August 19, 1942, he was shot down during a dogfight with an Fw 190, bailed out of his damaged aircraft, and parachuted into the English Channel, from where

he was rescued. During the rescue operation, he operated machine guns on the boat and fired at attacking enemy aircraft. On November 8, he was shot down again, captured and seriously wounded by shrapnel. German doctors were forced to amputate his leg. Due to his disability, he was repatriated back to Great Britain and returned to Canada in November. In May 1944, Morrison became an instructor with No. 20 EFTS. He left the RCAF on March 14, 1945. In 1947, he returned to Great Britain and joined the RAF, where he served until 1951. He later worked

for Trans Canadian Airways. In total, he had seven confirmed kills during his wartime career, including three shared kills, four probable kills, and five damaged aircraft. Sgt Don Morrison had the character Jiggs, created by cartoonist George McManus, drawn on every aircraft he regularly flew with No. 401 Squadron. The first Spitfire on which this character was drawn was Spitfire P8783.



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

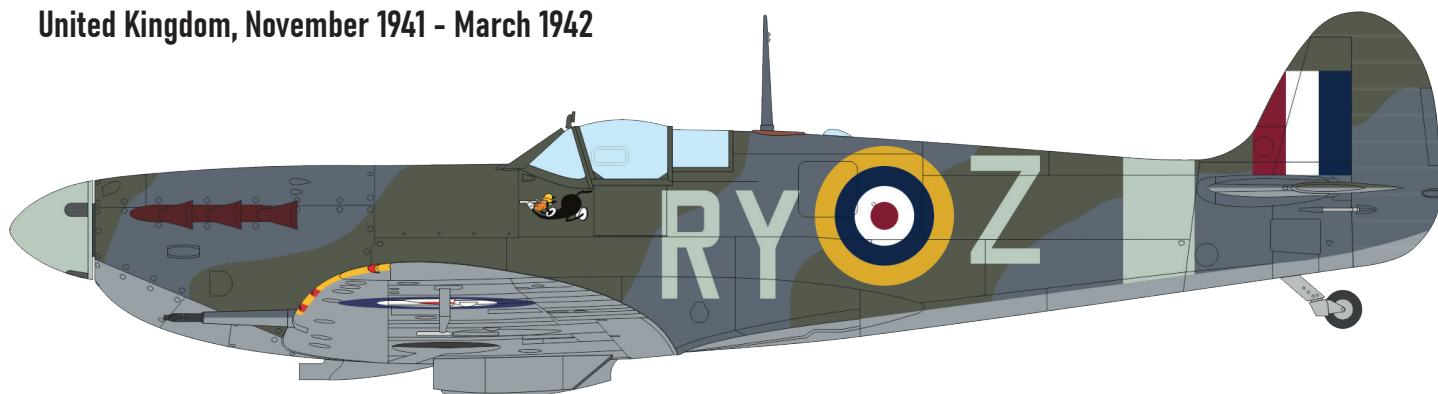


One of the RAF's most successful pilots was New Zealander William Vernon Crawford-Compton. He joined the RAF in 1939 as a mechanic, and was subsequently accepted for flight training, which he completed in 1940. After spells with Nos. 485 and 611 Sqn. he took command of No. 64 Sqn. in late 1942 and led it until the end of March the following year. After a period of staff duties, he became Commander of Hornchurch Fighter Wing in mid-1943 and led it until the end of the year. After his tour of operations, he lectured for three months in the United

States on RAF operations. He returned to active service as commander of No. 145 Wing. After the war he held senior posts in the RAF, retiring as Air vice-marshal at the end of 1968. He died in January 1988 at the age of 72. He achieved 22 kills, four probable and he also damaged a further 13 aircraft. The Spitfire W3774 was his first personal aircraft, and he achieved four kills flying it. It had a drawing of a burning swastika on the left side under the cockpit and a pan with Hitler's head above it. The left side of the tank cover was decorated with the inscription

Auckland 1 "Waiuku". On the right side under the cockpit was a Samson donation sign. W3774 was given a new livery effective August 16, 1941. Photographs show the use of a very dark shade of mixed grey (probably Extra Dark Sea Grey) in place of the original Dark Earth, the Sky band was repainted with a new shade of Medium Sea Grey on the lower surfaces.

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



Spitfire Mk.Vb P8537 served operationally with No. 313 Squadron from November 2, 1941, to March 28, 1942. The most frequent pilots in its cockpit were Sgt J. Hloužek, F/L K. Vykoukal and F/S K. Foglar. The figure of Horace the Horse was painted on this Spitfire by Sgt Karel Pavlík, a Pilsen native, letter painter and author of all drawings on Spitfires of No. 313 Squadron.

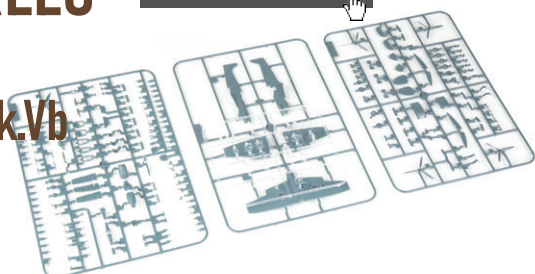
The figure was a bit of mystery for many years, as only half of the drawing was known from photographs. It was until two uncut photographs emerged from the archive of mechanic F/O Karl Beinhauer and helped to solve the appearance of the other half. Spitfire P8537 had been repainted in the new camouflage shades in effect from August 16, 1941. Surviving photographs

document the complete change of the Spitfire's camouflage. A very light shade of Mixed Grey was used in place of the original Dark Earth, and a Sky Blue band was repainted with a new shade of Medium Sea Grey on the lower surfaces. The code letters RY-Z were in the Sky Blue shade, as were the spinner and band in front of the tail.

OVERTREES

#70205X
 Spitfire Mk.Vb
 early
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OVERLEPT

#70205-LEPT1
 Spitfire Mk.Vb
 early
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Product page



Introducing ...

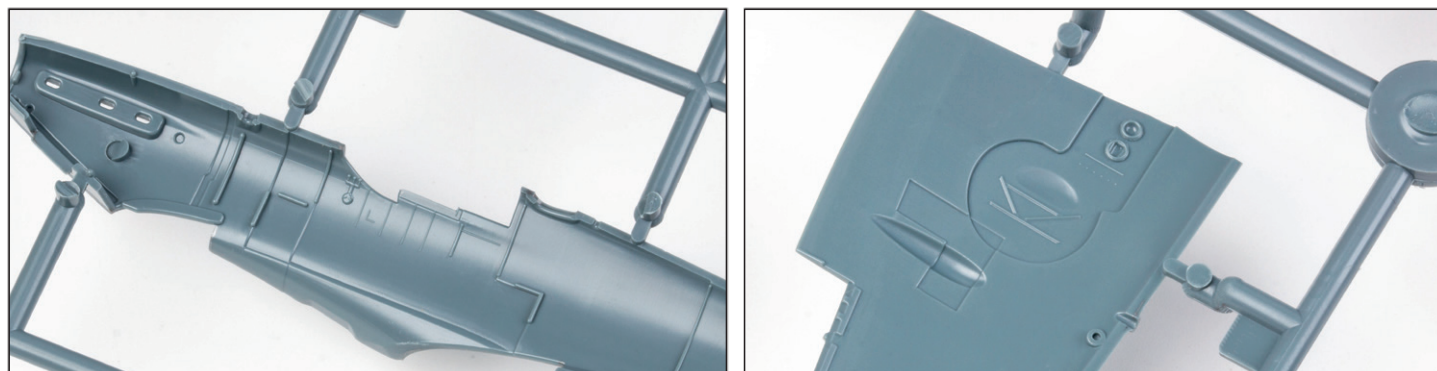
Spitfire Mk.Vb ProfiPACK 1/72



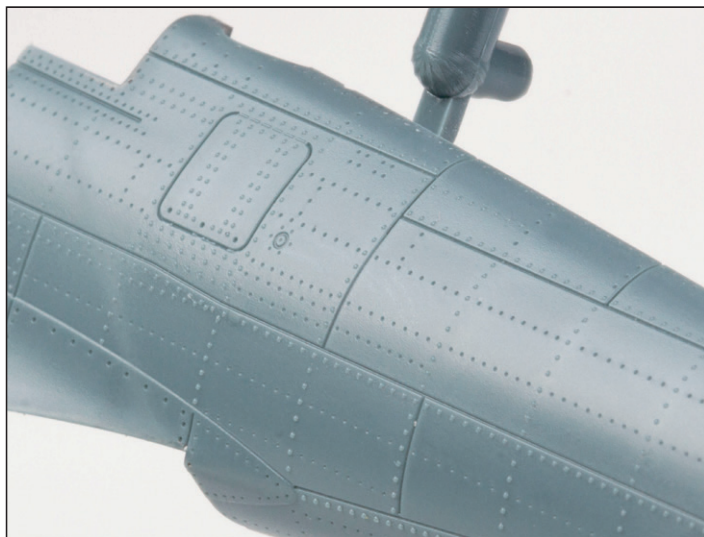
#70205

Jakub Nademlejnský

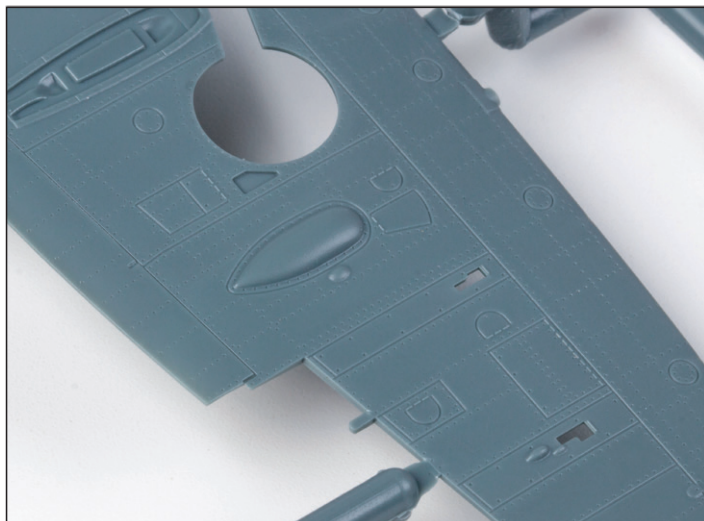
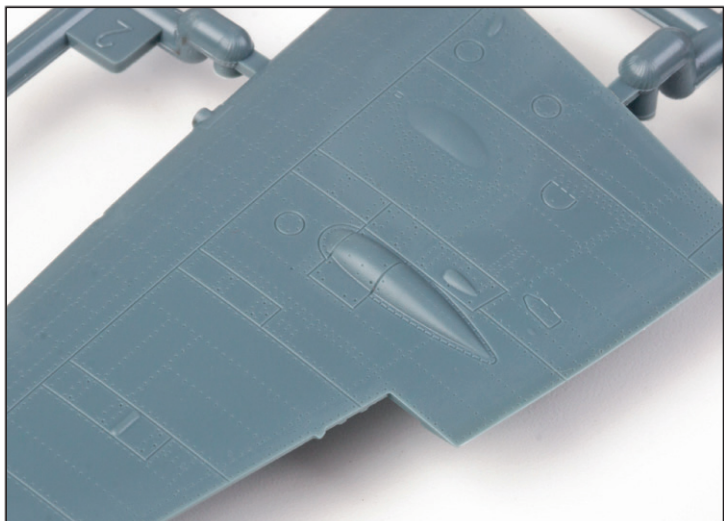
Here it is, the new 1/72 Spitfire from Eduard is out! It has a completely new look, with all tools made entirely by Eduard, unlike the Spitfire Mk.IX 1/72, for which some of the tools were finished in China. The kit consists of three larger sprues and one medium sprue with clear parts. The entire project is designed as a family of Spitfires Mk.I, Mk.II, and Mk.V, thus some sprues contain common parts for all these versions and their subversions, and so we find several parts in the sprues that we will not use to build the selected version. I won't keep you in suspense any longer, let's take a look at what the kit contains.



The moulds were again designed to make good use of the bottom joints. This applies mainly to the fuselage and wing parts. The bottom sprue-part joints allow for cleaner separation of parts and do not damage the surface details. The fuselage halves are attached to the frame by only six joints, and the wing halves by only three joints



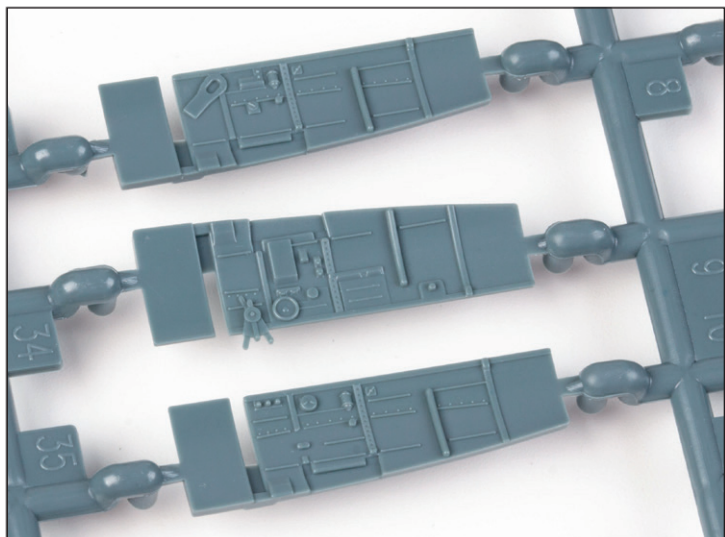
The fuselage surface is riveted with fine negative and positive rivets, exactly according to the original. The engraving is fine and sharp.



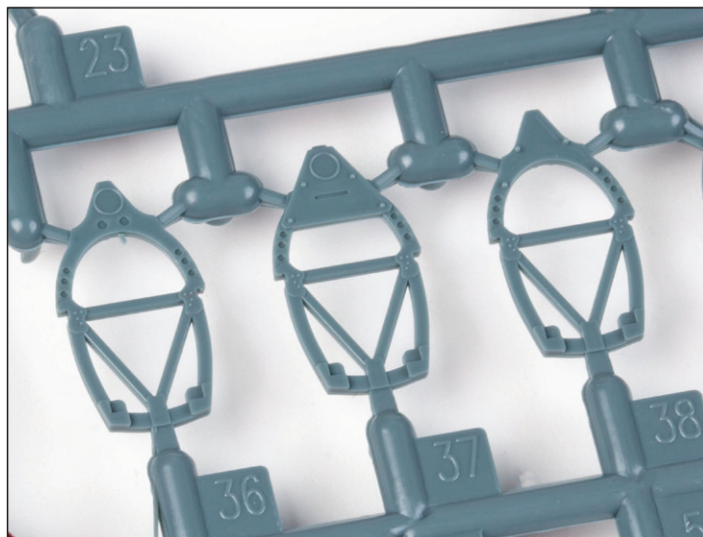
The panelling and maintenance doors on the wing halves correspond to the Mk.Vb version. For each version of the Spitfire, from Mk.I to Mk.V, the kit will always contain the corresponding wing part.



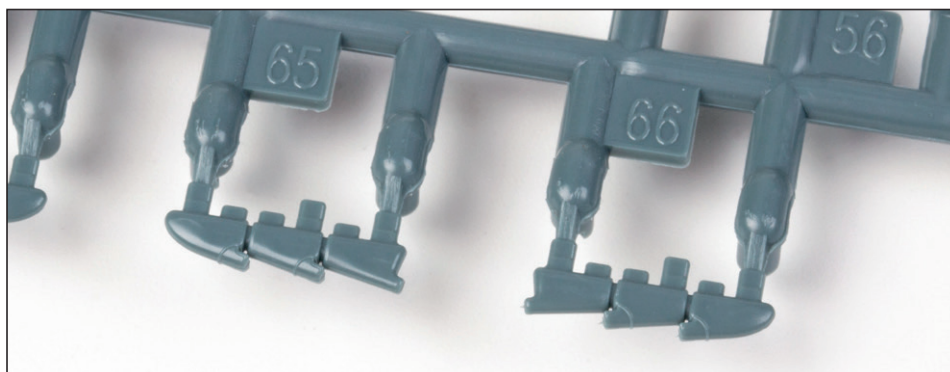
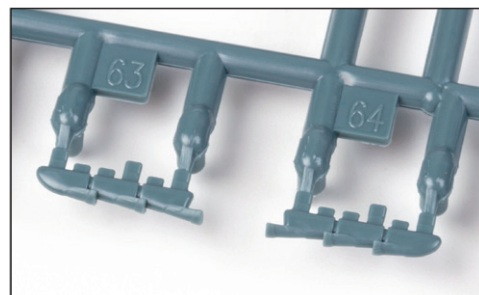
The kit contains 6 (!!!) types of propellers. This is probably a record; I don't think we have ever given modelers such a wide choice in any of our previous models. They are, of course, framed on a sprue common to the Mk.I to Mk.V versions.



The kit also contains 2 types of right-side cockpit inside panel...



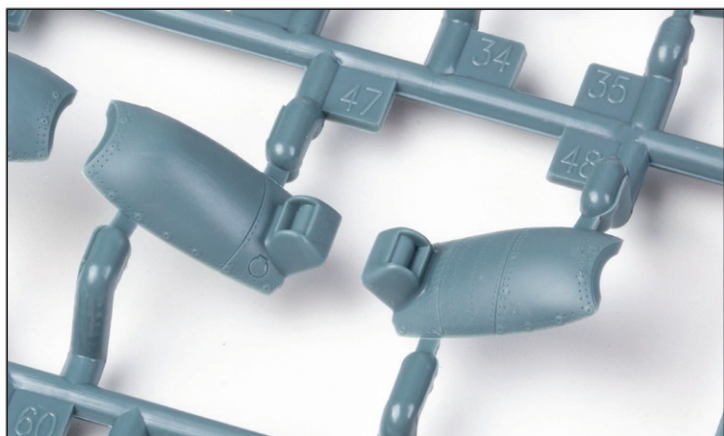
... 3 types of fuselage bulkhead behind the pilot's seat...



...4 types of exhausts, both six-pipe and three-pipe variants...



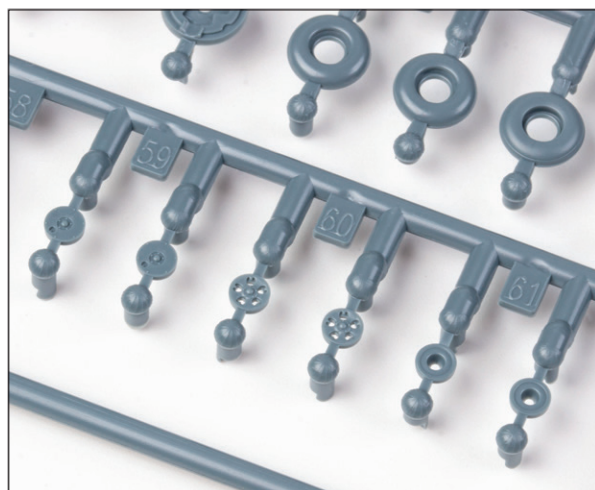
...2 types of rudder pedals...



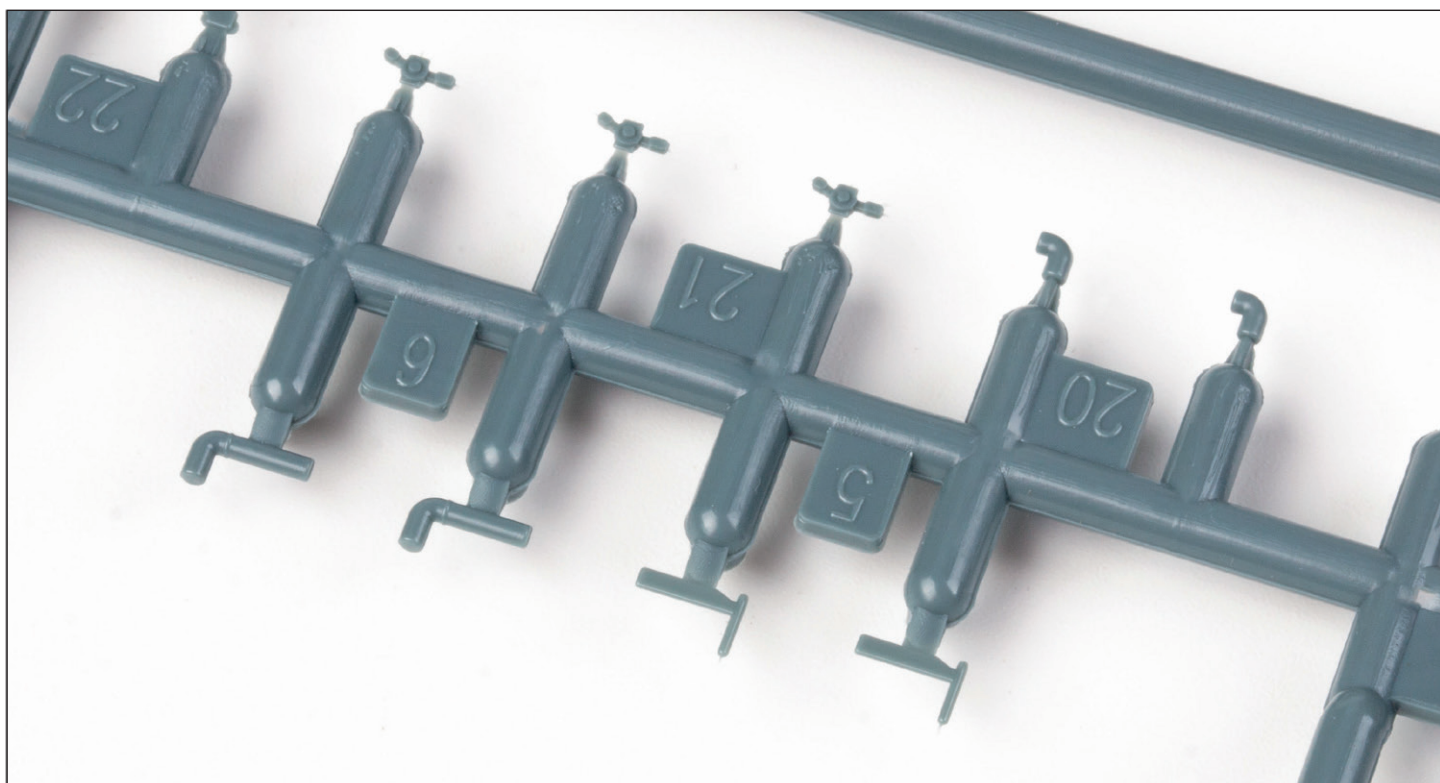
...4 types of lower engine cover, with and without a tropical filter...

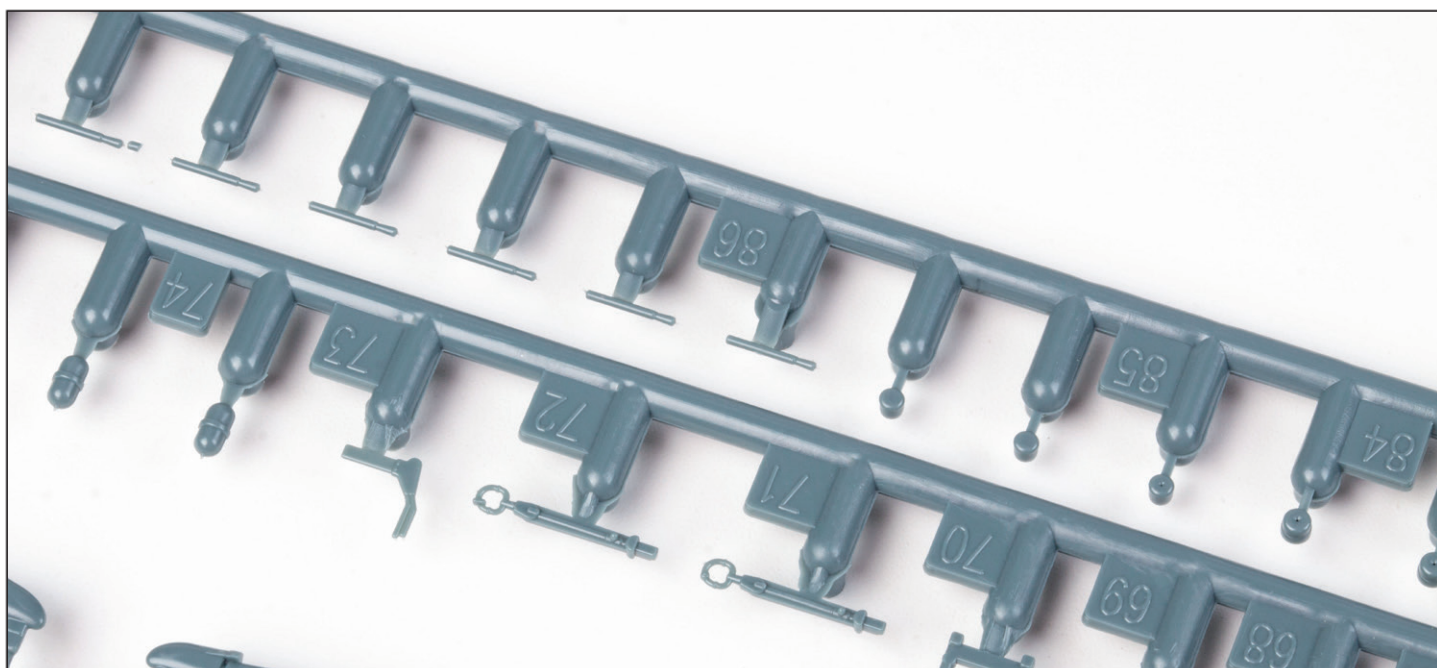


...or 3 types of seat.

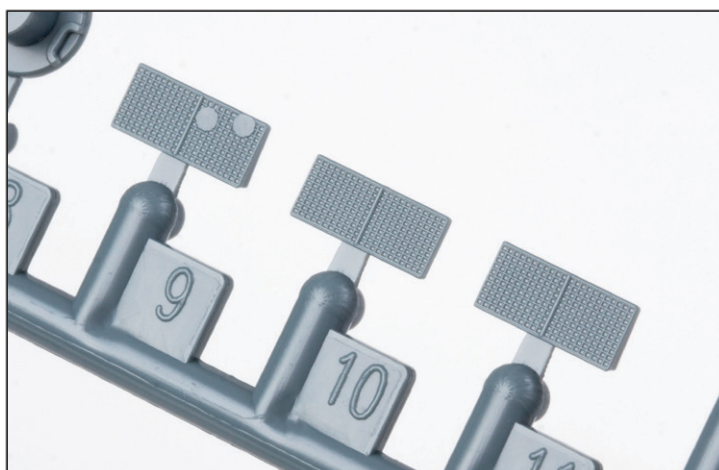


The kit allows you to build wheels with a five-spoke disc or with a disc covered by a cap.





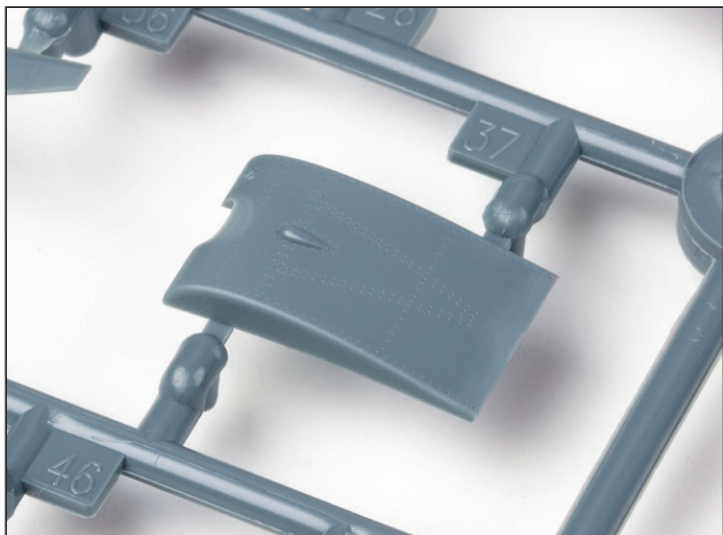
The sprues also contain many small parts, at least doubled. These include parts of the control stick, various pressure sensors, antennas, and mirrors. So if you lose any of the small parts, you don't have to search for them (often unsuccessfully) in the carpet.



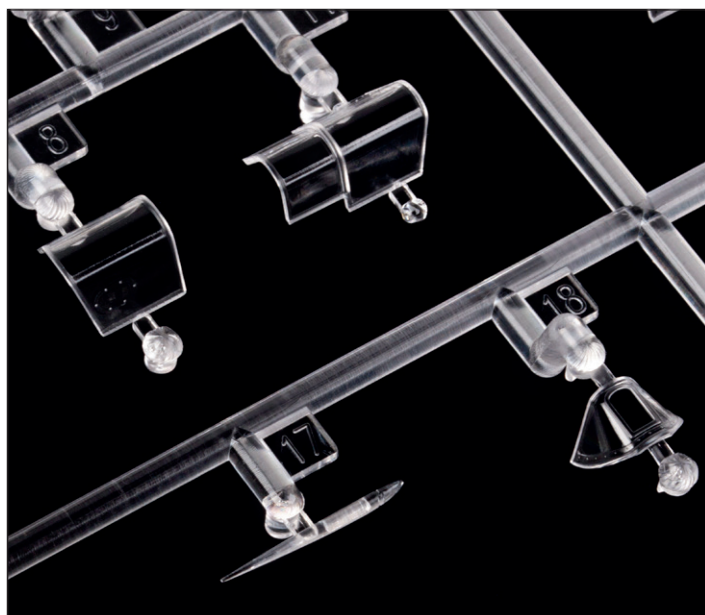
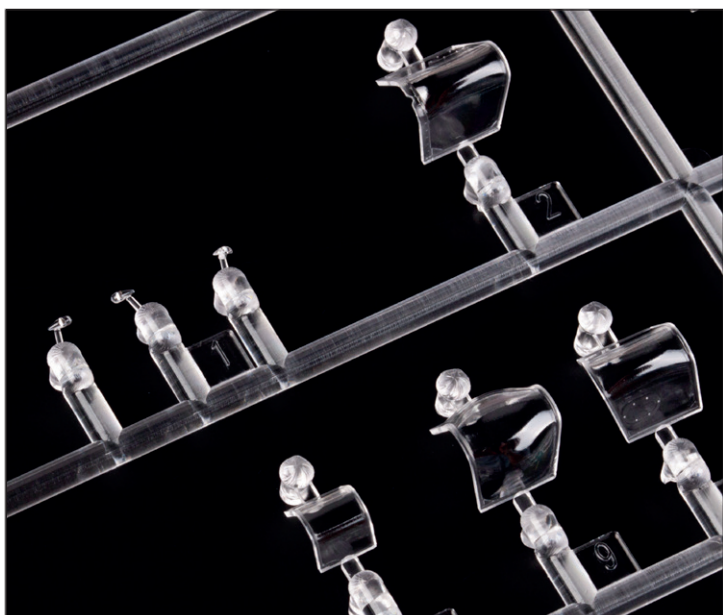
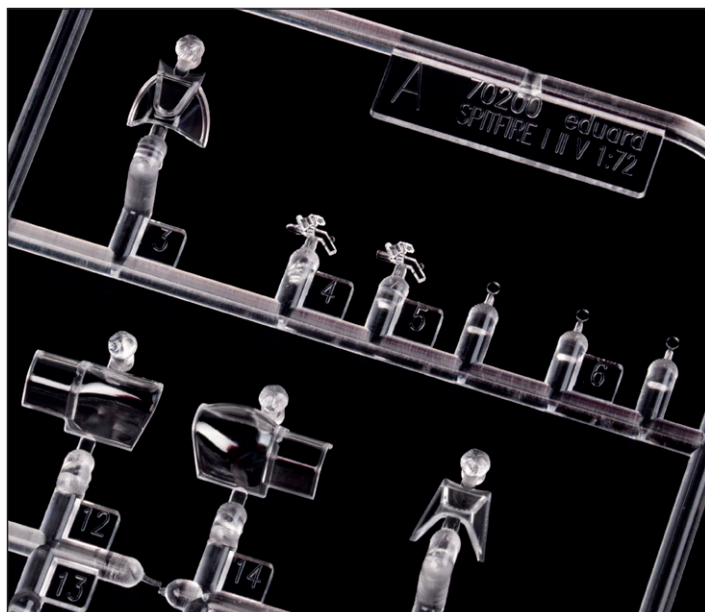
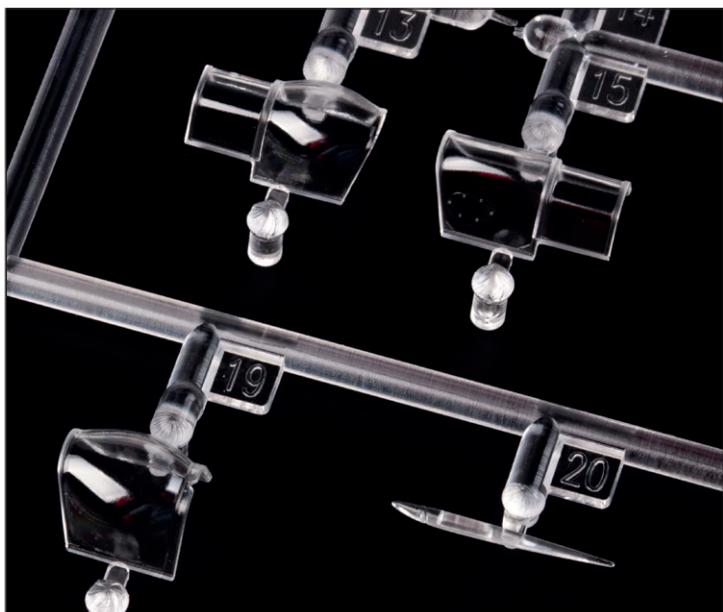
The wing radiator grilles are very nicely and sharply rendered.



Modelers can also choose from several types of door, with or without a crowbar.



The frames also contain two types of external fuel tank.



The frame with clear parts is huge for 1/72 scale, containing 5 versions of the cockpit canopy and 3 versions of the windscreen.



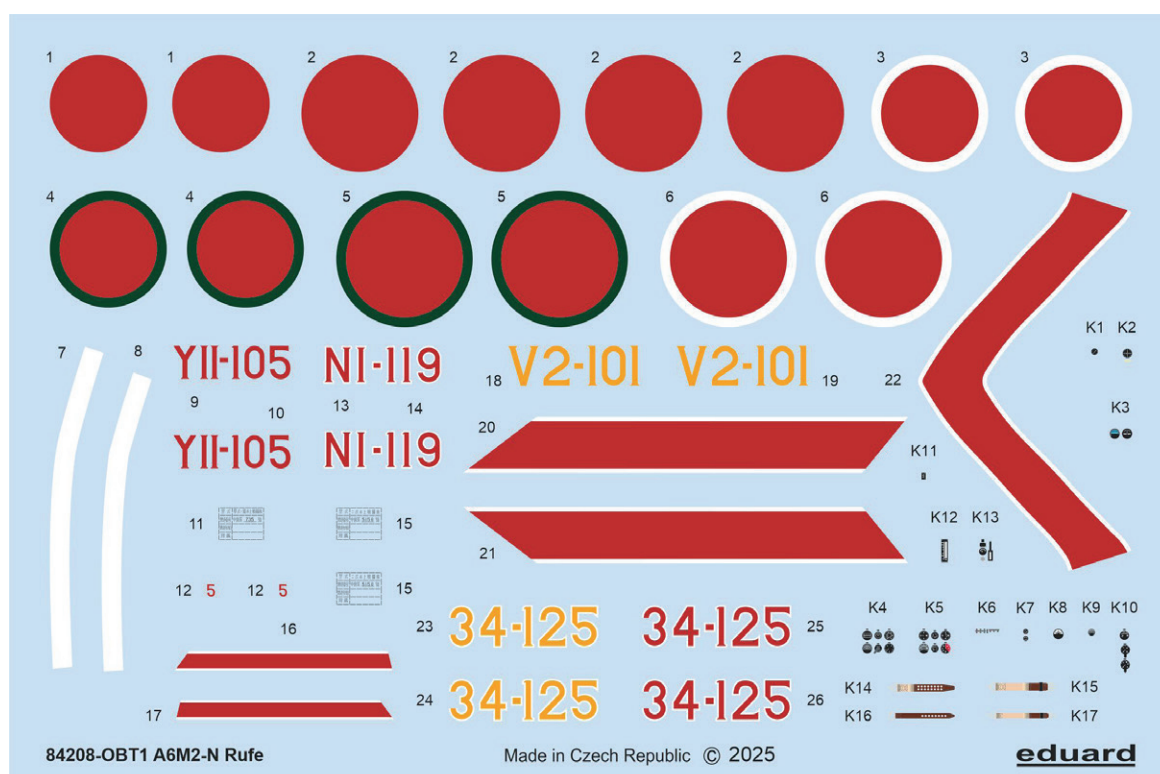


1/48

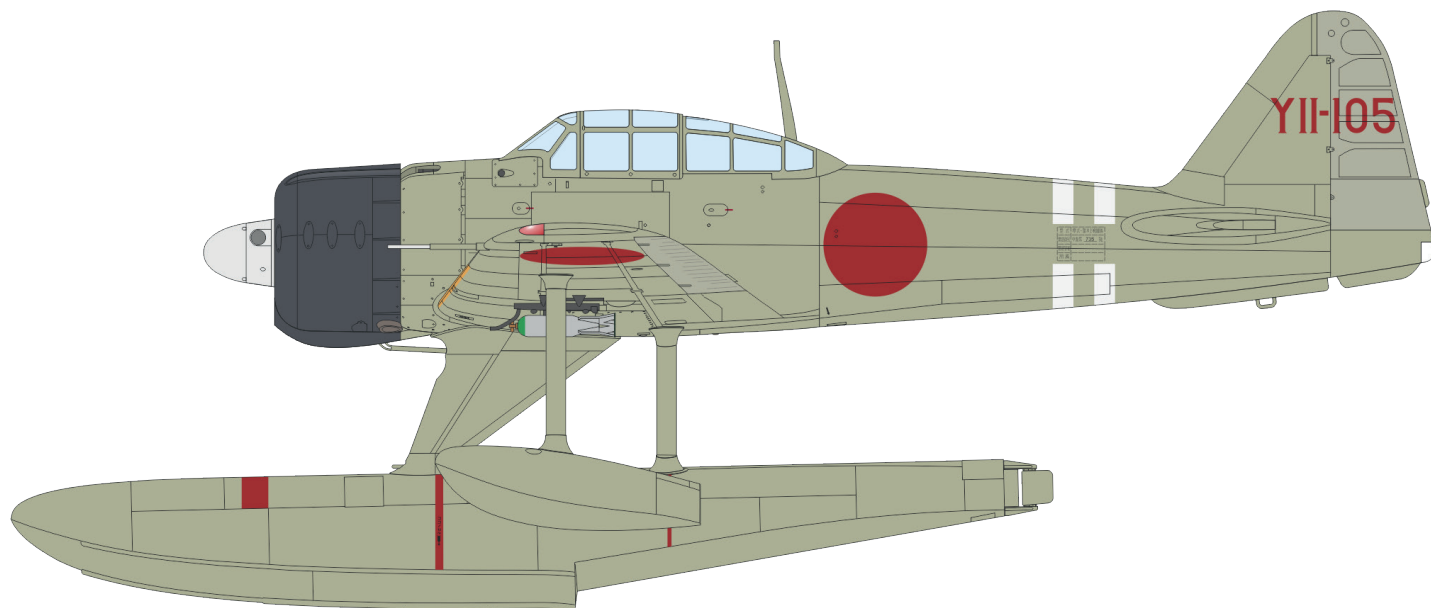
The Weekend edition kit of Japanese interceptor/fighter bomber floatplane A6M2-N (Allied code name Rufe) in 1/48 scale. Kit presents Rufe serving in Imperial Japanese Navy Air Service during World War II.

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

Product page



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

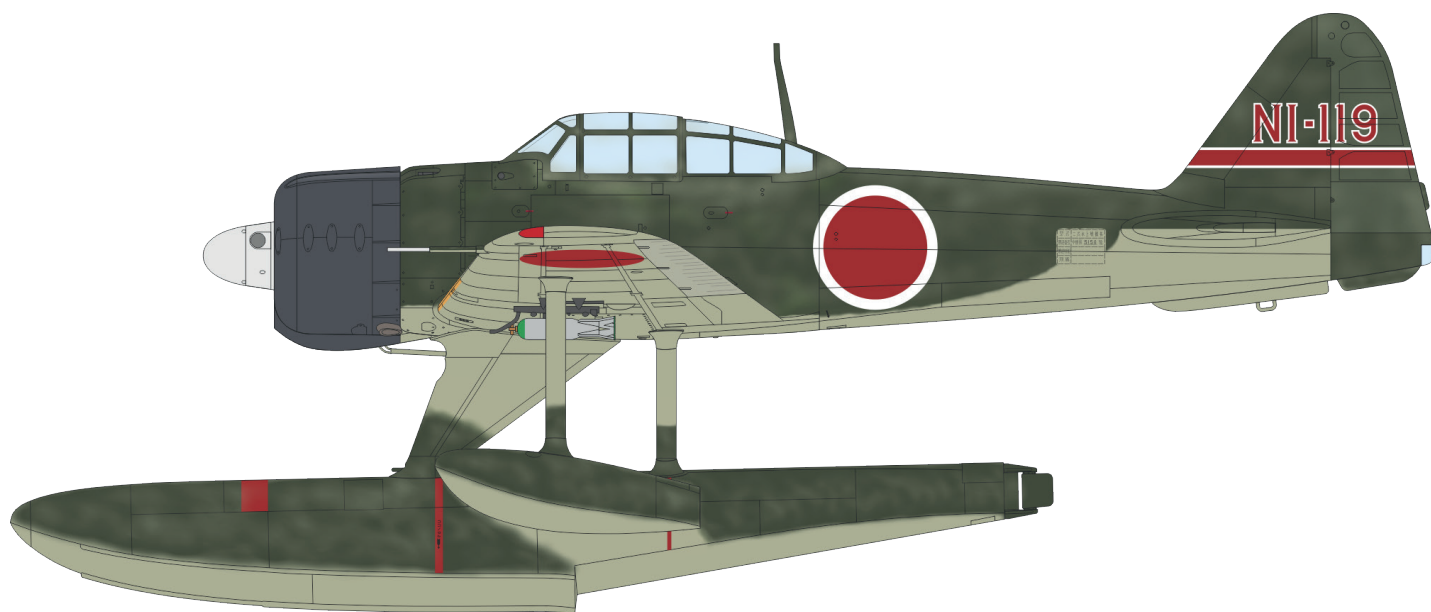


This plane was an early production Rufe with folding wingtips. The Kamikawa Maru was completed in 1936 as an ocean liner but was converted to a seaplane tender a year later and was combat deployed in the aggression against China until the spring of 1941. At the start of the fighting in the Pacific, her air unit was equipped with E13A1 Jake and F1M2 Pete seaplanes, then

by September 1942, she was deployed in the Solomon Islands area with eleven A6M2-Ns and two F1M2s. The main tasks of her airmen were base protection, convoy escorts and also attacks on ground troops on Guadalcanal. In addition to engagements with B-17s and Cactus Air Force pilots, the Kamikawa Maru airmen also got into combat with aircraft from

the USS Hornet (CV-8). On the box art, the aircraft is depicted while engaged in an aerial battle that took place over Guadalcanal on September 13, 1942; by that time, it probably already carried a yellow identification marking on the leading edge of the wing.

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

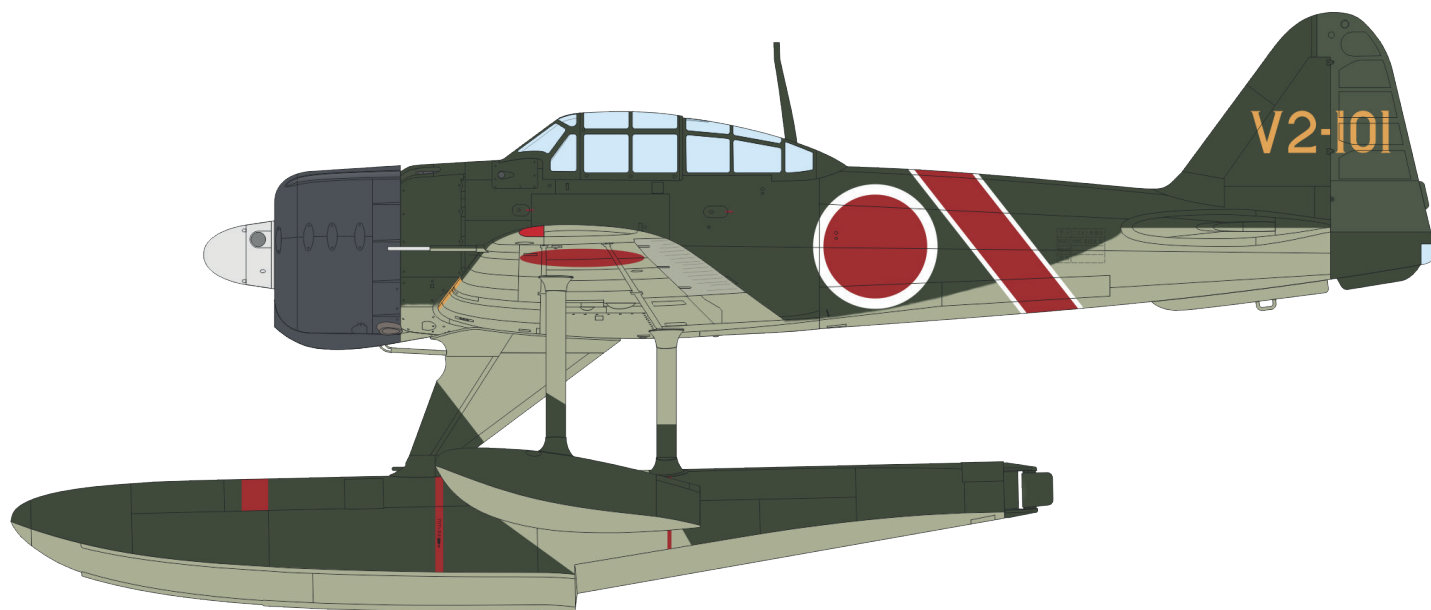


This aircraft was among the new ones that Kōkūtai 802 took over in Japan during early 1943. At the unit level, the aircraft received a dark green paint and it probably had a late production stencil on the fuselage. It sported a horizontal red stripe on the vertical tail surfaces, which was probably the unit's identifying marking. It is likely that this aircraft

took part in the aerial combat on February 13 and 14, during the defense of the Shortland Islands and Buin, in which the American units suffered fairly significant losses. After relocation to the Marshall Islands area in March 1943, Kōkūtai 802, under the command of Lt.(jg) Yamazaki, was primarily engaged in anti-submarine patrols and the pursuit of four-

engine bombers. Long-range reconnaissance was carried out by another part of this unit, which was armed with H8K Emily flying boats. In October, fighter unit of Kōkūtai 802 was integrated into Kōkūtai 902, and in November, the fighter unit clashed with US Navy aircraft during a raid on Truk.

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

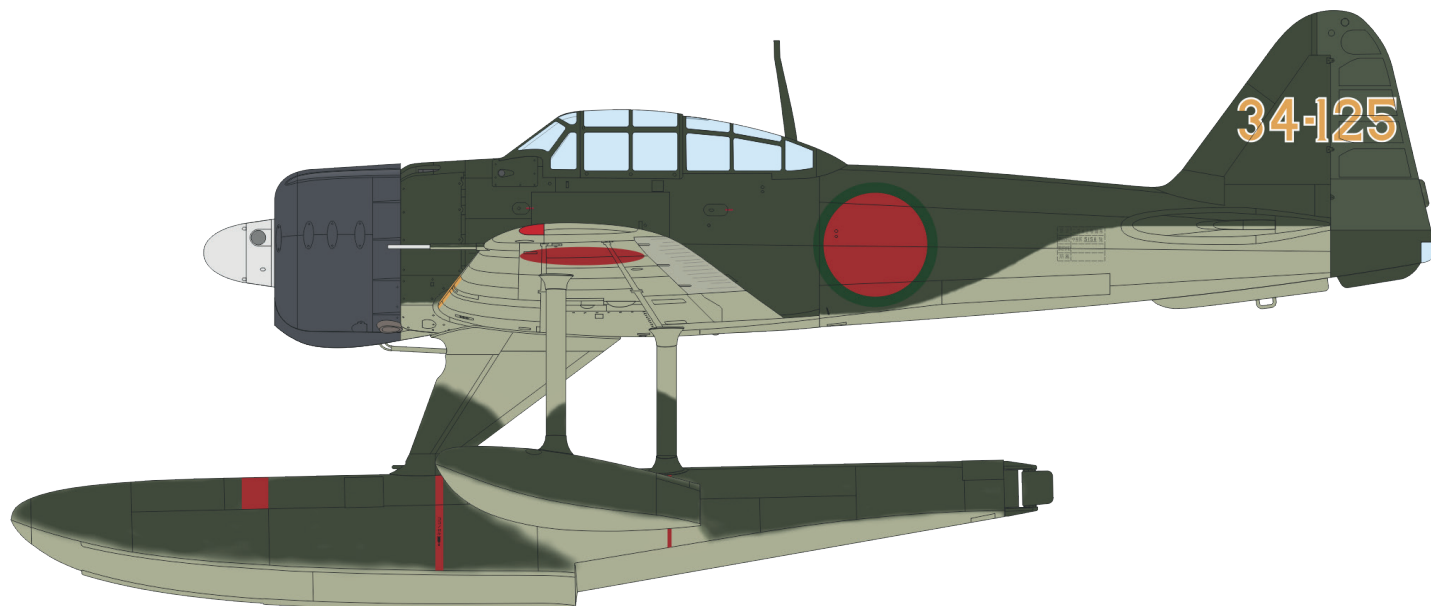


The aircraft of this fighter unit successively bore at least four different markings on their tail surfaces, depending on how the unit was designated and subordinated to different commands. After being evacuated from the Aleutian Islands to Japan, the unit was deployed in the Kuril area under the command of Toshio (Shunji) Araki. This aircraft shown with distinct markings may have been his personal mount. This officer graduated from the 67th class of

the Naval Academy in July 1939. After serving aboard the submarine I-10, he began his aviation career with the Kashima Kōkūtai. During the combat operations of Kōkūtai 452, his pilots primarily engaged B-25 and B-24 bombers. Araki was a very meticulous and strict officer who loved playing the violin, though at times this hobby somewhat tried the patience of those around him. In the harsh northern conditions of the Kurils, he boosted morale by collecting

phonograph records, one of his personal passions. He later served with the Sukumo Kōkūtai, then with Kōkūtai 453, and ultimately became the leader of a Zero fighter unit within the Kōkūtai 302 during the defense of Japan. He was killed on February 16, 1945, while attempting an emergency landing after a dogfight with Hellcats over Atsugi Air Base.

■ Kōkūtai 934, Ambon island, Moluku Islands, March 1944



This late production aircraft was finished in a factory applied dark green paint. At the unit level the white outline of Hinomaru was repainted to reduce the visibility of the machine. The aircraft designation 34-125 is interpreted in some publications as 34-135, which describe it as being finished in red. In early 1944 the

Kōkūtai 934 was equipped with E13A Jake and F1M Pete observation aircraft and also with Rufe and N1K Rex fighter seaplanes. Their frequent opponents were the Beaufighter crews of No. 31 Sqn. RAAF. One of the Kōkūtai 934 pilots, P02c Hidenori Matsunaga, scored approximately ten shared victories against

Beaufighters. Fighter squadron unit commander was Lt.(jg) Toshiharu Ikeda, who scored a victory over a Spitfire with a Rufe. Ikeda later became commander of Hikōtai 603 and was killed on June 23, 1944, at Saipan.



eduard



Katka
Borecká

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eduard
ON AIR



www.youtube.com/@EduardOnAirPodcast

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.

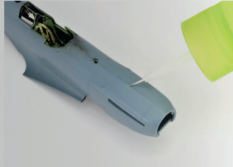
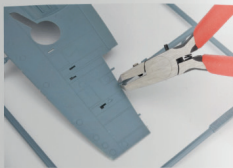
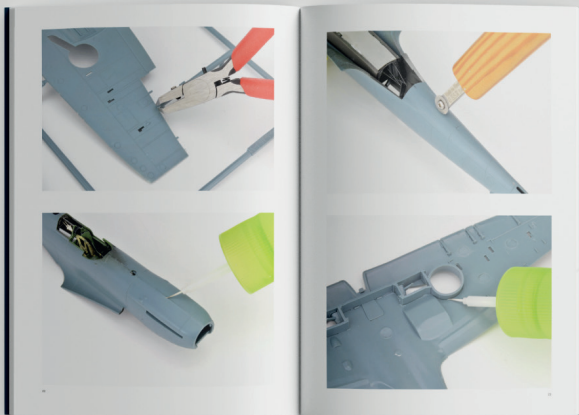




In 1940, the British military design team produced their own version of the German Messerschmitt Bf 109, the Hawker Hurricane. It was designed to be a single-engine, single-seat fighter aircraft, with the capability of being able to operate from short runways.



The British design team was a collaboration of high-profile military and aviation experts. It was led by the then Chief of the Air Staff, Lord Dowding, and included some of the most talented engineers and designers of the time. The team was responsible for the development of the Hurricane, which was a single-engine, single-seat fighter aircraft, with the capability of being able to operate from short runways.



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634051

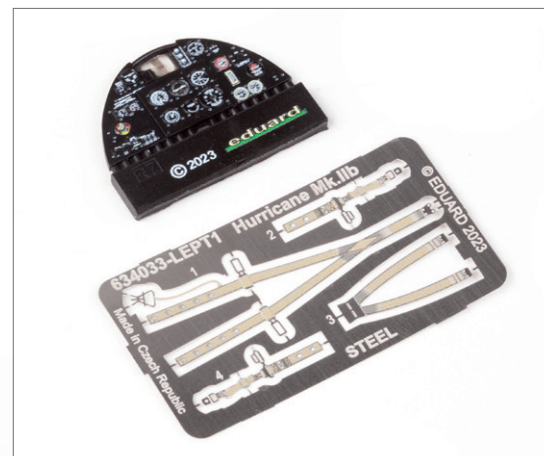
Sea Hurricane Mk.II LööK

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

[Product page](#)


644330

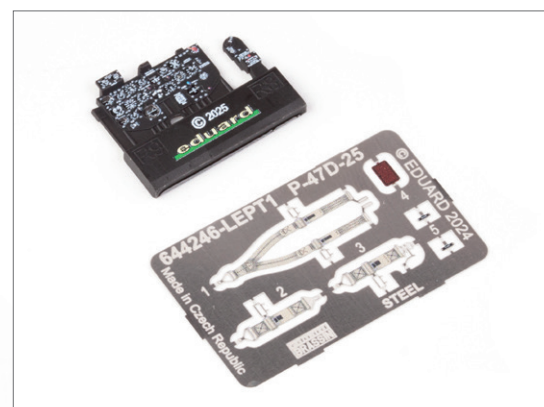
P-47D Razorback LööK

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

[Product page](#)


644335

MiG-21F turquoise LööK

1/48 Eduard

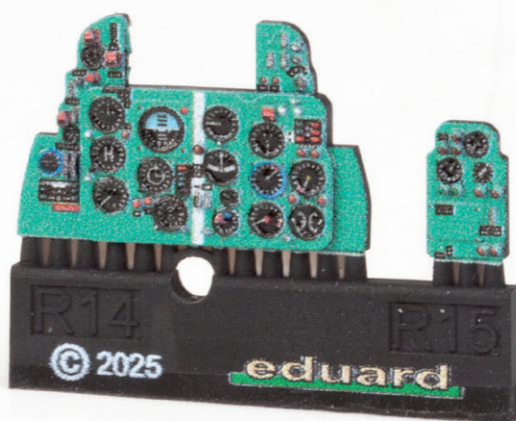
LööK set - Brassin pre-painted dashboard and STEEL seat belts for MiG-21F in 1/48 scale.
 Easy to assemble, replaces plastic parts.
 Recommended kit: Eduard

Set contains:

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



[Product page](#)



644336

AV-8B Harrier Plus LööK

1/48 UMA Models

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



[Product page](#)



674046

Mosquito PR Mk. XVI LööK

1/72 Revell

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

[Product page](#)


674047

Mosquito NF Mk. XXX LööK

1/72 Revell

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

[Product page](#)


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



[Product page](#)



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



[Product page](#)



644333

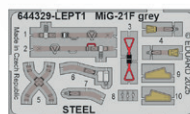
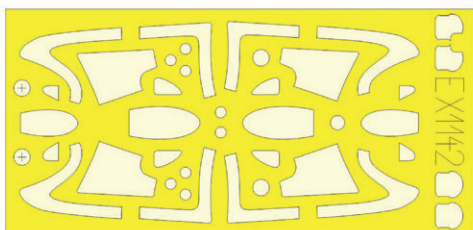
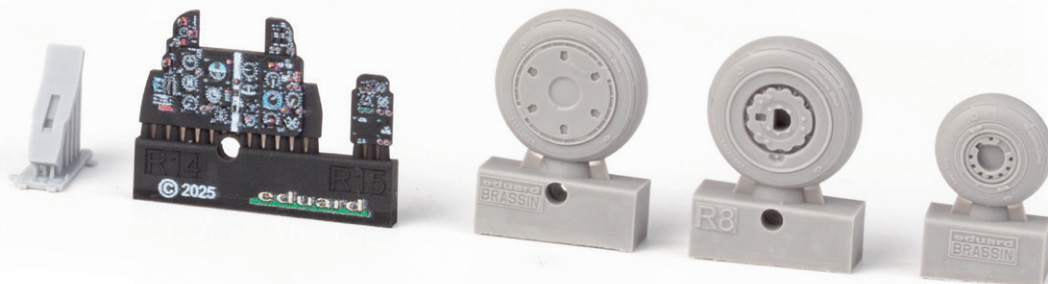
MiG-21F grey LööKplus

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


[Product page](#)


635041

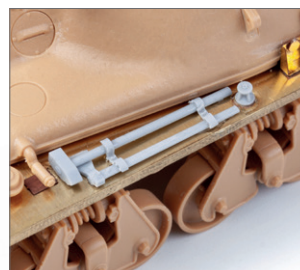
H39 French Light Tank equipment PRINT

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


[Product page](#)


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

[Product page](#)



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

[Product page](#)



6481156

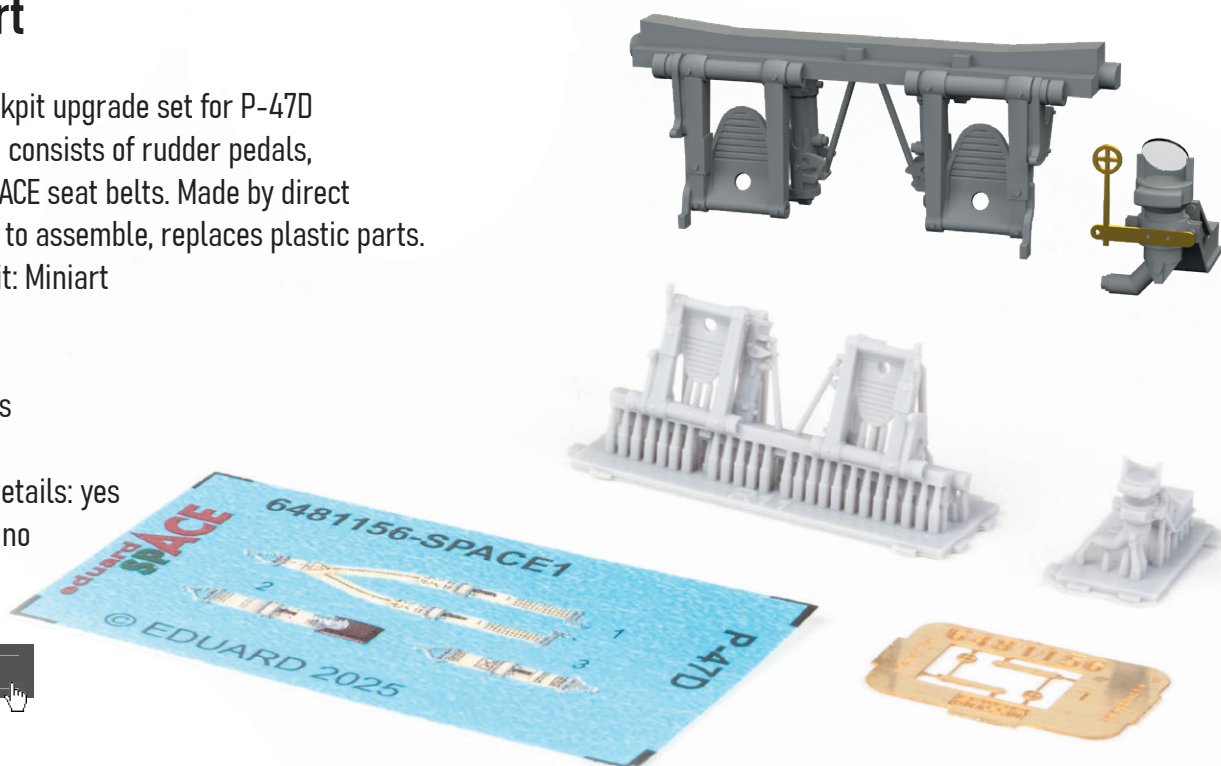
P-47D Razorback cockpit upgrade set PRINT

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

[Product page](#)


6481157

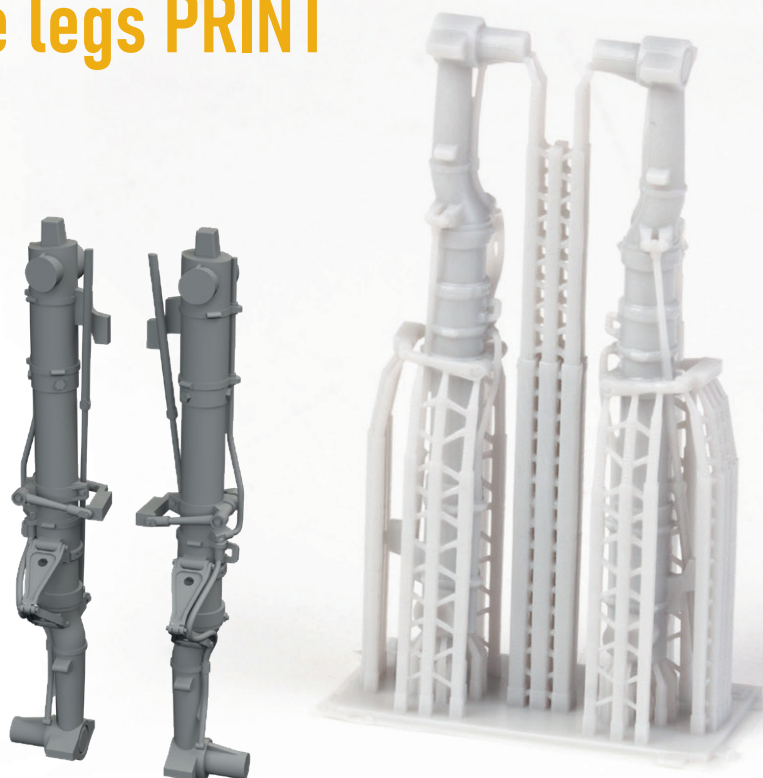
P-47D undercarriage legs PRINT

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

[Product page](#)


6481161

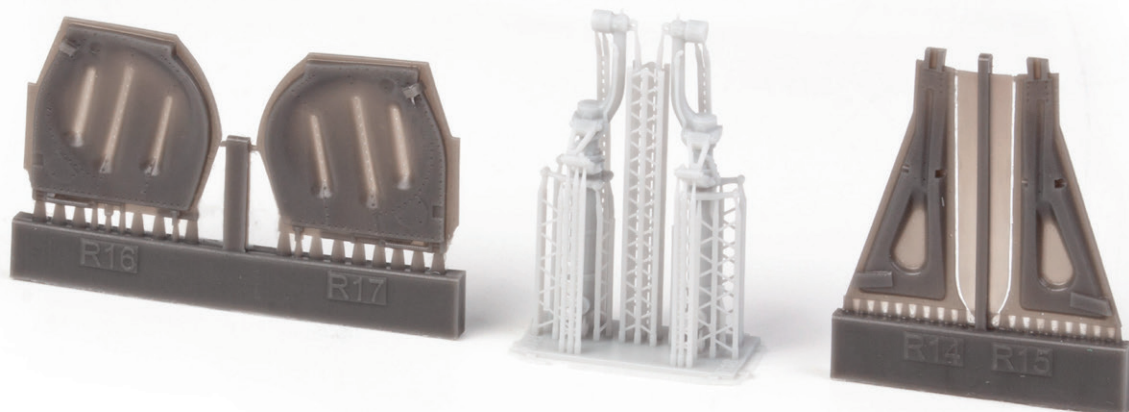
P-51D undercarriage legs PRINT

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


[Product page](#)
672428

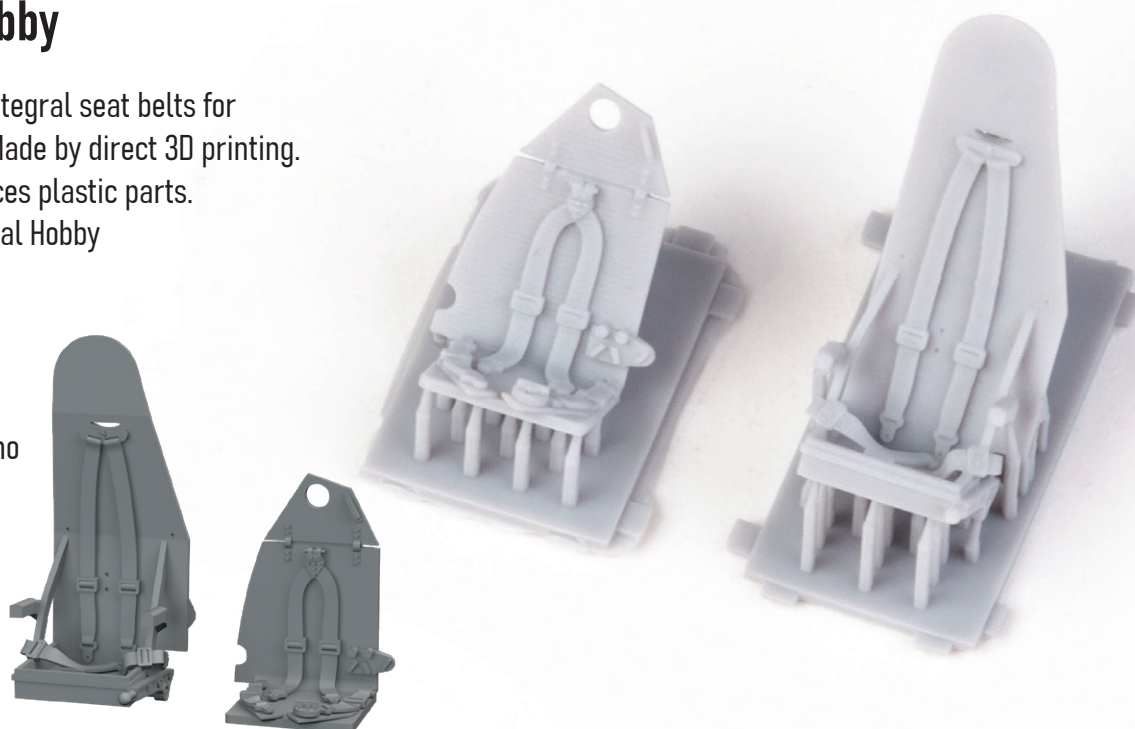
Mosquito seats w/ integral belts PRINT

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


[Product page](#)

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

[Product page](#)


672431

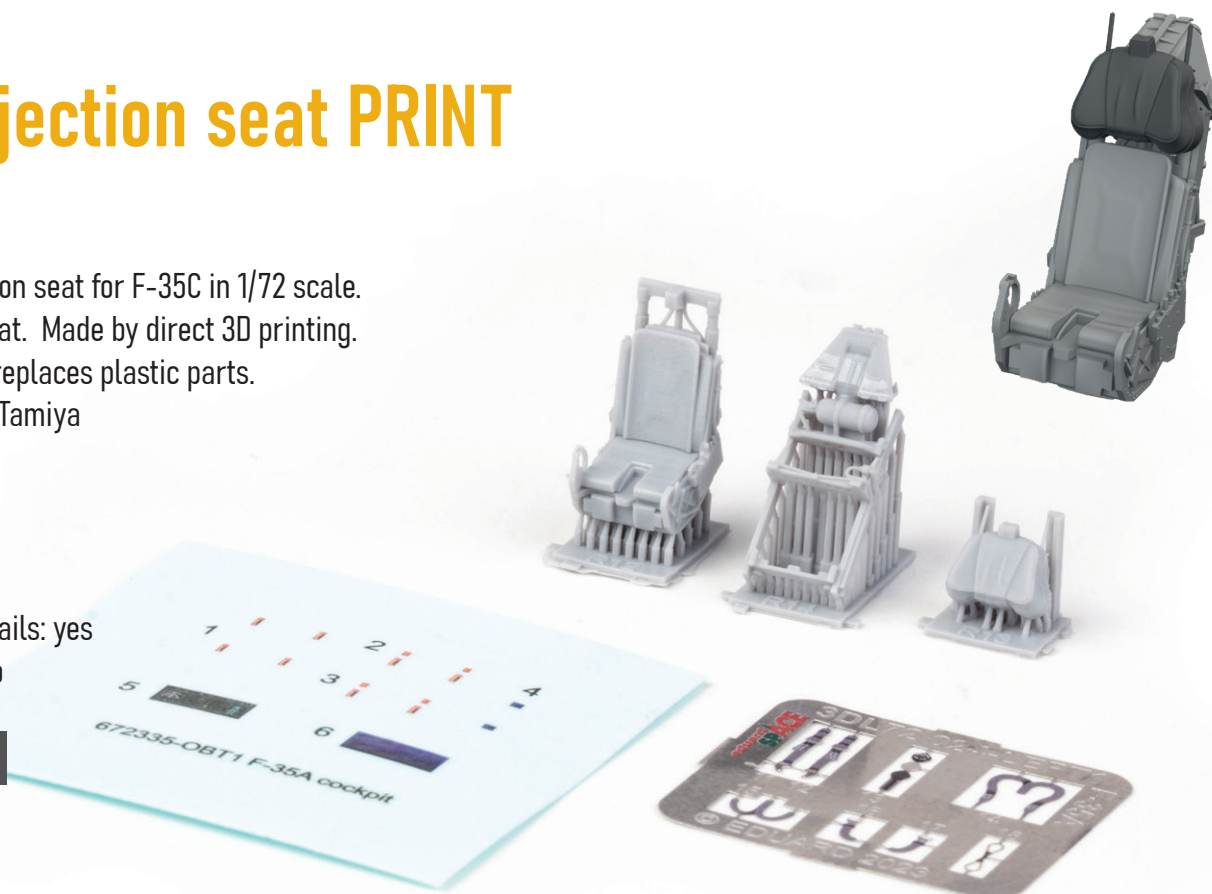
F-35C ejection seat PRINT

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

[Product page](#)


SIN648145

P-40N ESSENTIAL

1/48 Eduard

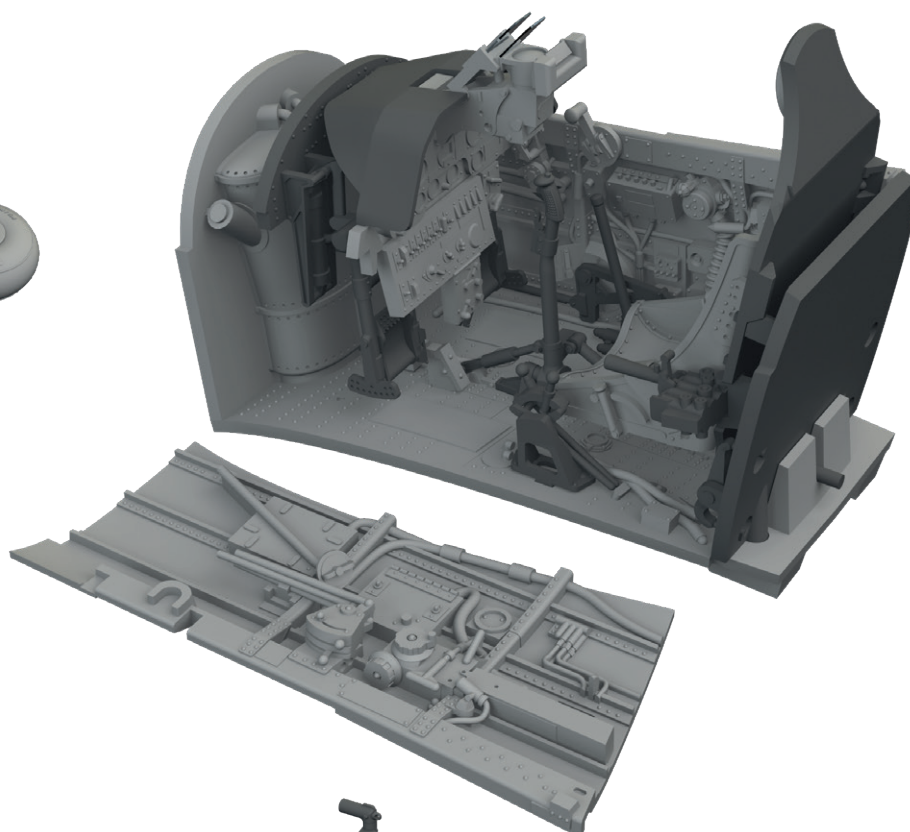
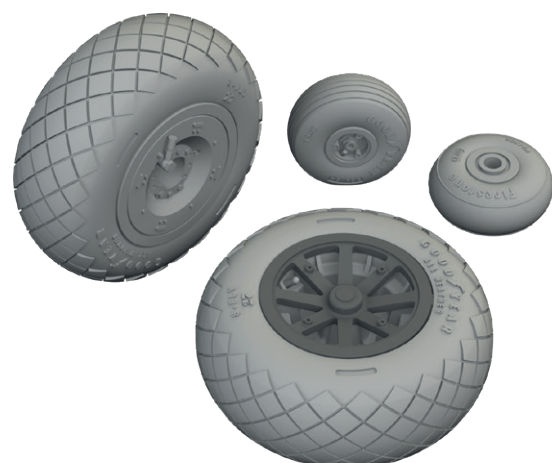
Collection of 5 sets for P-40N in 1/48 scale.

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 %.

[Product page](#)



SIN648146

Jaguar GR.1

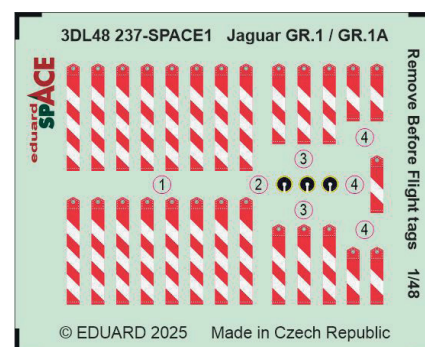
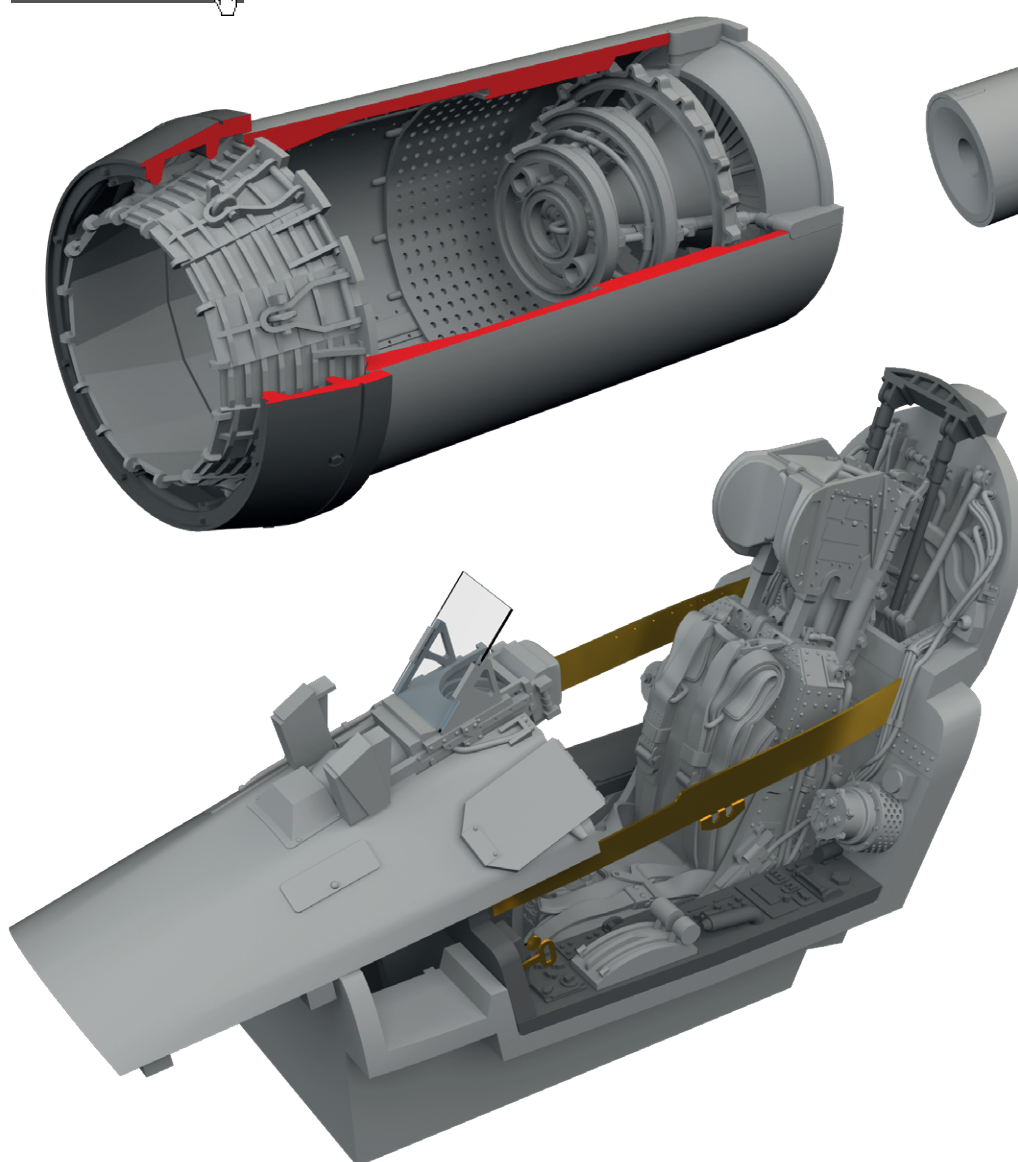
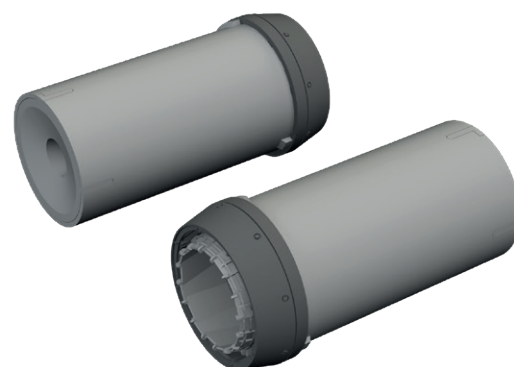
1/48 Airfix

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 %.

[Product page](#)


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

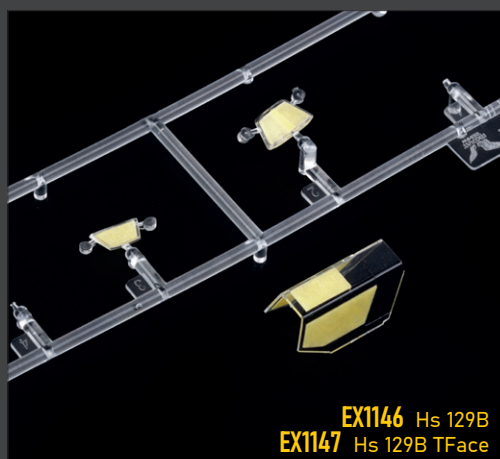
1/48 Revell

EX1150 Kittyhawk Mk.Ia TFace

1/48 Eduard

EX1151 Kittyhawk Mk.IV TFace

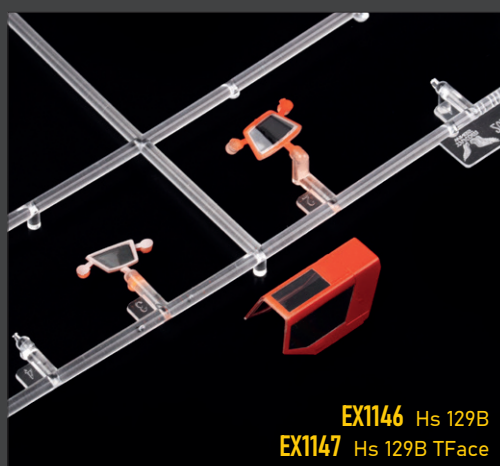
1/48 Eduard



EX1146 Hs 129B
EX1147 Hs 129B TFace



EX1147 Hs 129B TFace



EX1146 Hs 129B
EX1147 Hs 129B TFace



EX1147 Hs 129B TFace



EX1148 Beaufighter Mk.VI
EX1149 Beaufighter Mk.VI TFace



EX1149 Beaufighter Mk.VI TFace



EX1148 Beaufighter Mk.VI
EX1149 Beaufighter Mk.VI TFace

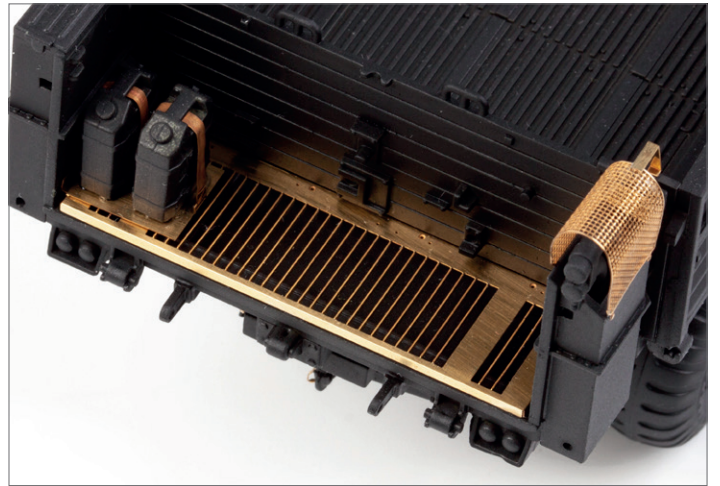
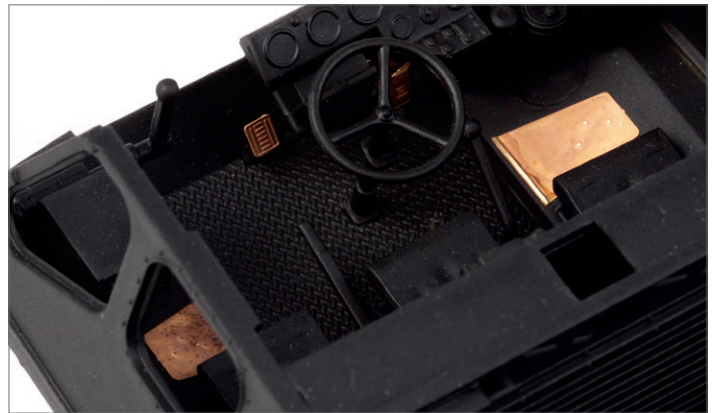
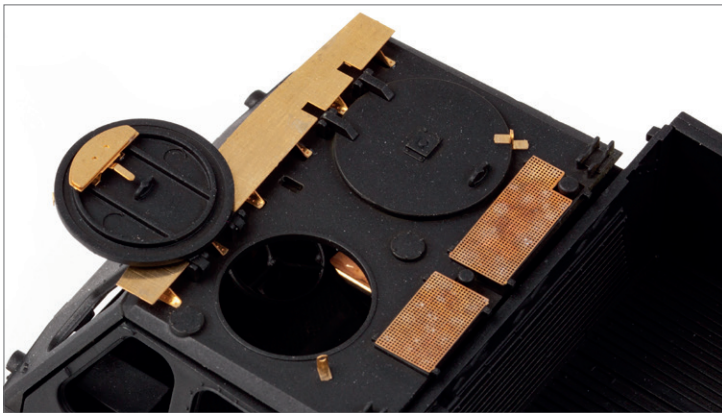


EX1149 Beaufighter Mk.VI TFace

FV 622 Stalwart

1/35 Airfix

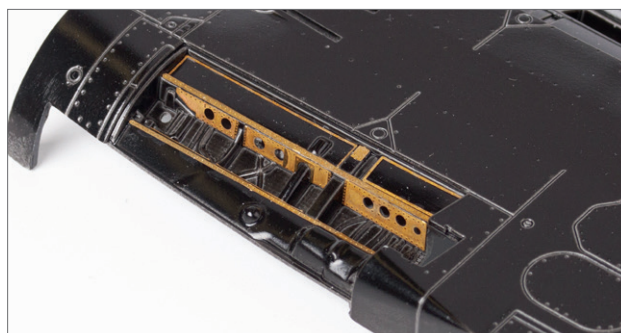
#36538



Tornado GR.1 exterior

1/32 Italeri

#32497



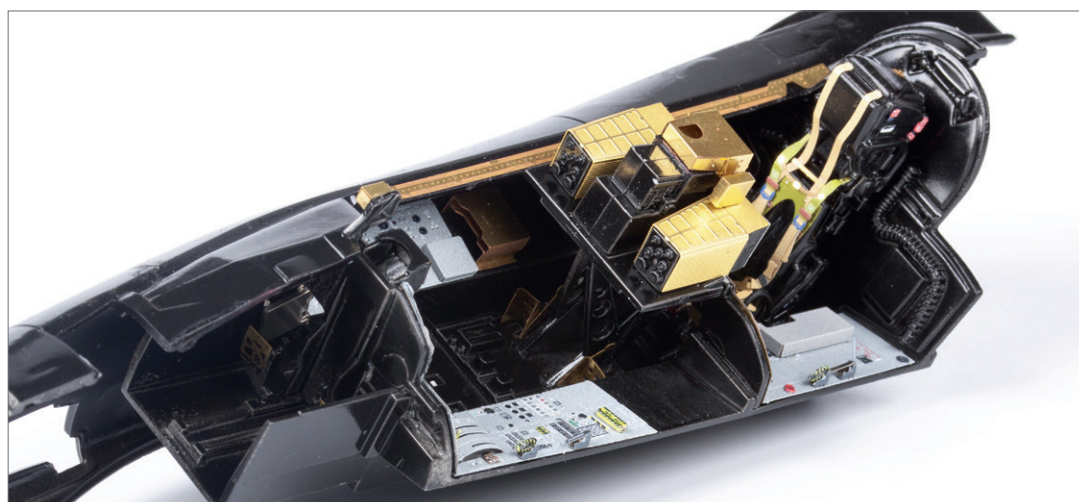
Tornado GR.1 interior

1/32 Italeri

#321029

#33387

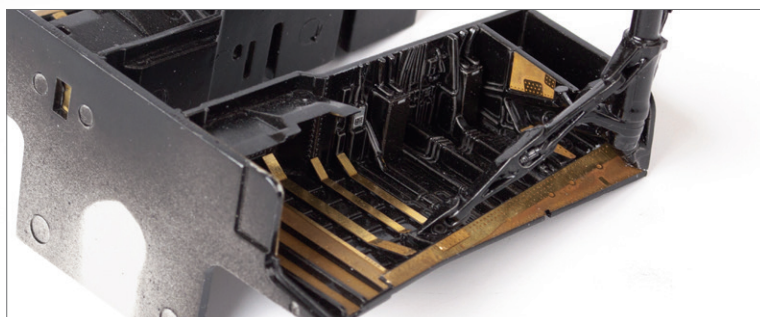
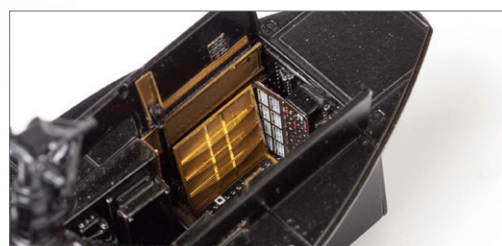
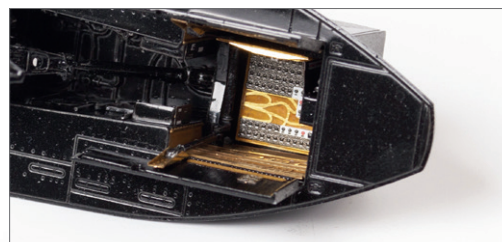
#33388



Tornado GR.1 undercarriage

1/32 Italeri

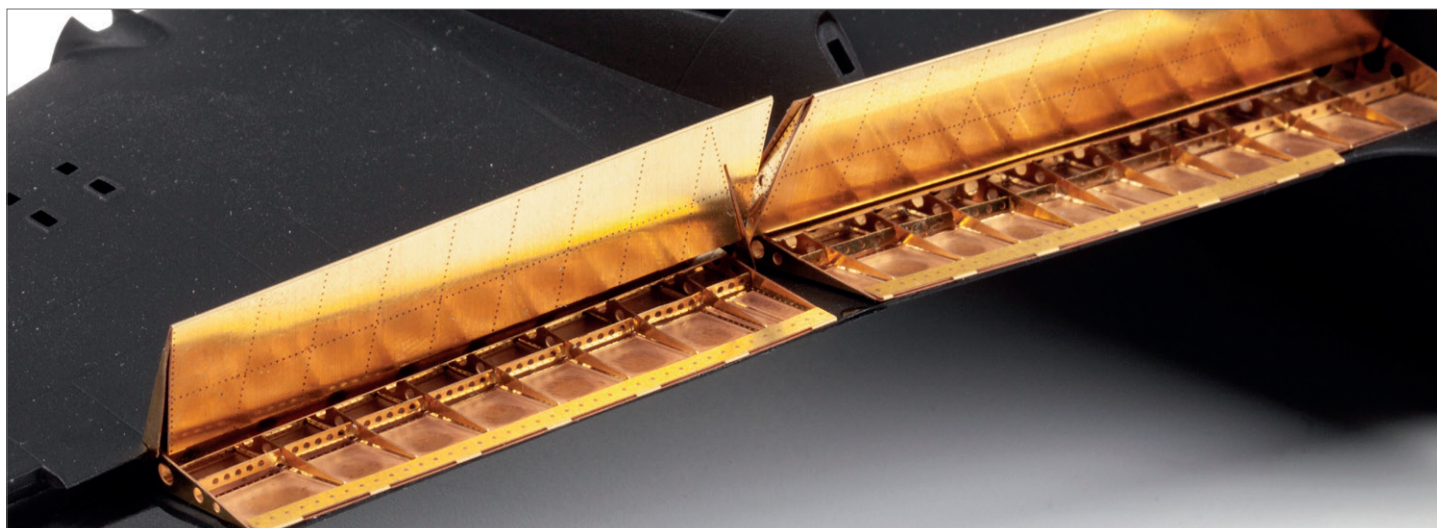
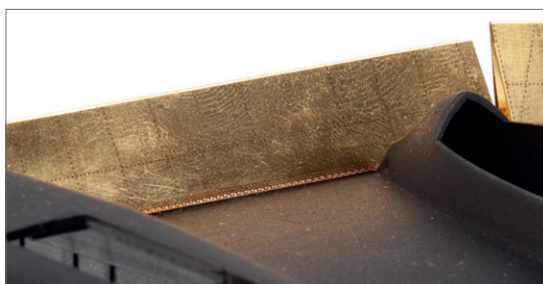
#321030



Beaufighter Mk.VI landing flaps

1/48 Revell

#481179



ARTWORK PRINTS

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



Kittyhawk
1942 Sp. Model A-1, Reg. No. 44-24000, 1st US Army Air Corps, 1942
by Eduard Art
Eduard Art
Eduard Art
Eduard Art



Spitfire Mk.Vb
1943 Spitfire Mk.Vb, Reg. No. 44-24000, 1st US Army Air Corps, 1942
by Eduard Art
Eduard Art
Eduard Art
Eduard Art

Kittyhawk

11187-ART

Spitfire Mk.Vb

70205-ART



Spitfire Mk.Vb
1943 Spitfire Mk.Vb, Reg. No. 44-24000, 1st US Army Air Corps, 1942
by Eduard Art
Eduard Art
Eduard Art
Eduard Art



A6M2-N Rufe
1943 A6M2-N Rufe, Reg. No. 44-24000, 1st US Army Air Corps, 1942
by Eduard Art
Eduard Art
Eduard Art
Eduard Art

Spitfire Mk.Vb

82157-ART

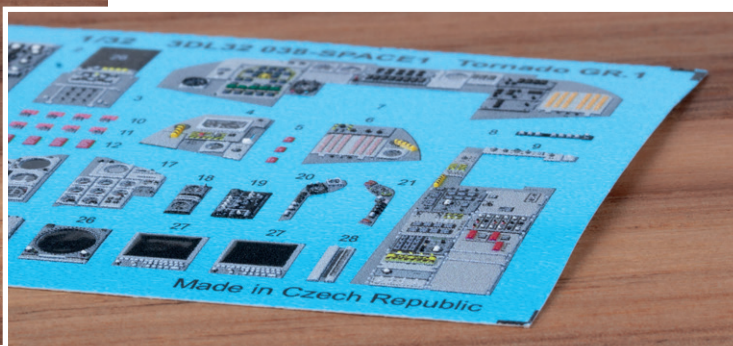
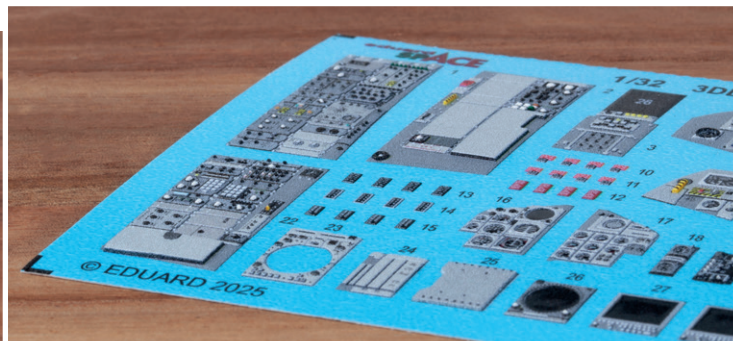
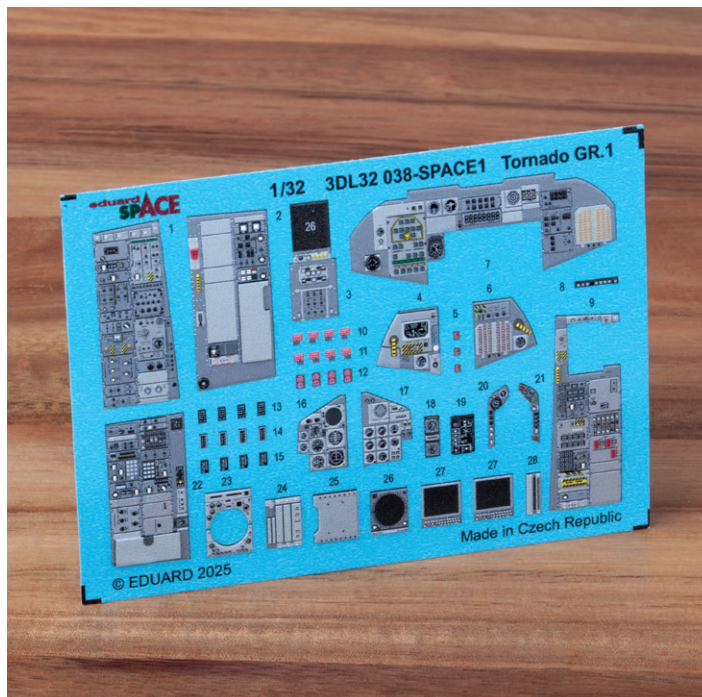
A6M2-N Rufe

84208-ART

3DL32038 Tornado GR.1 SPACE 1/32 Italeri

*EASY
APPLICATION*

[Product page](#)

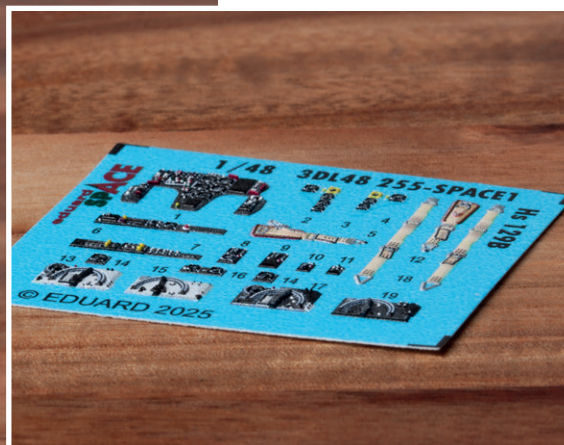
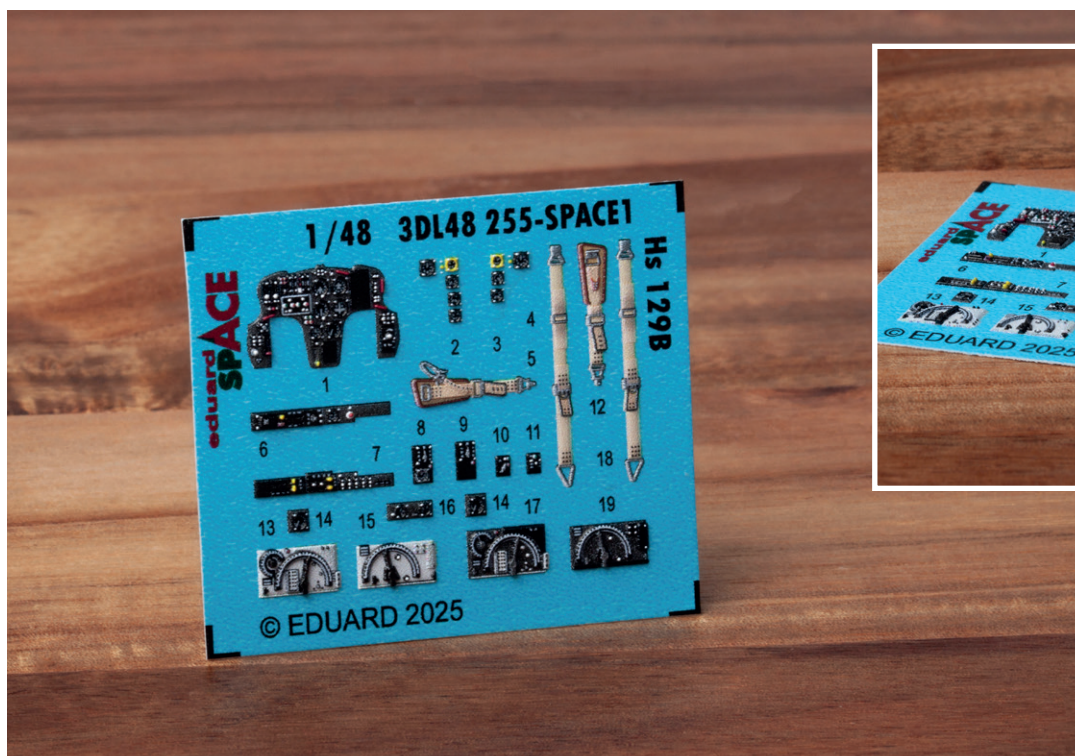


3DL32039 Tornado GR.1 seatbelts SPACE 1/32 Italeri

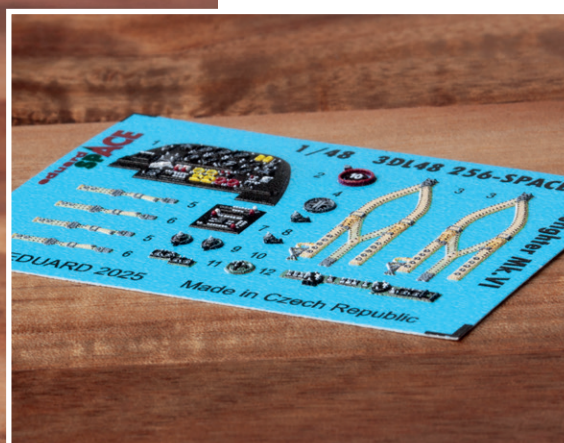
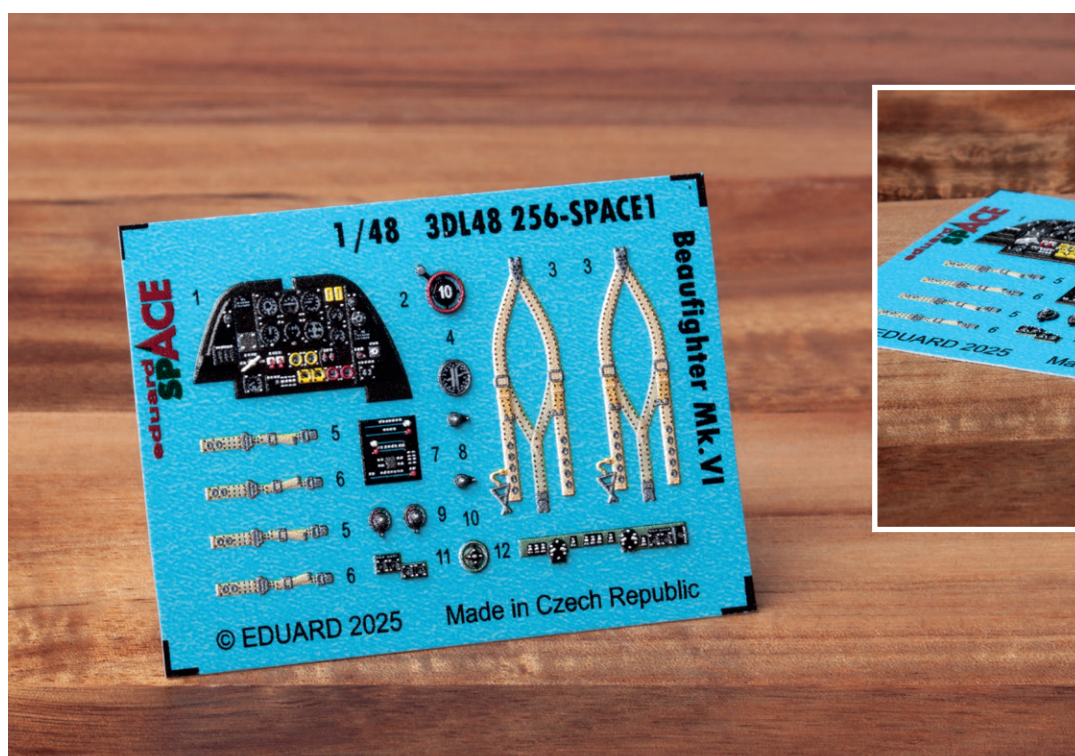
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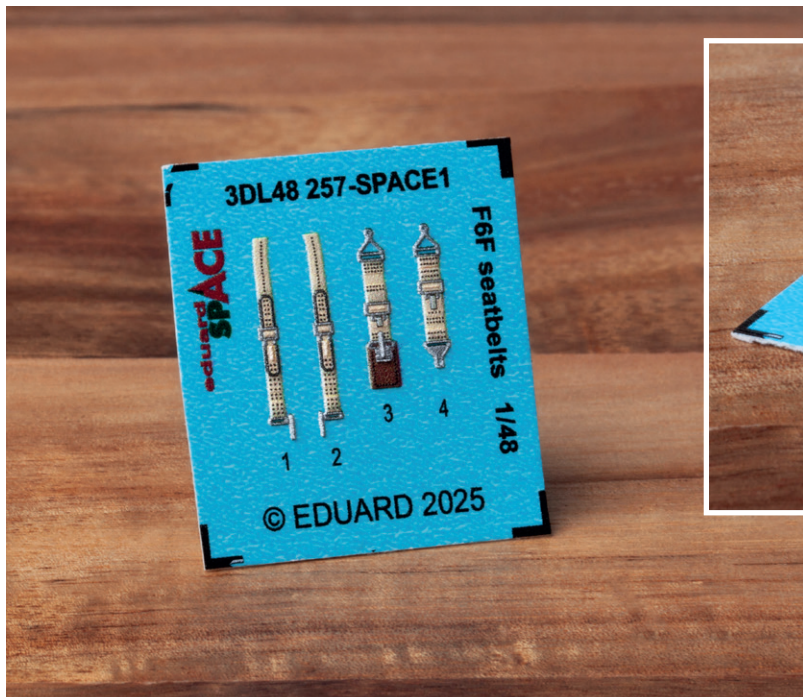
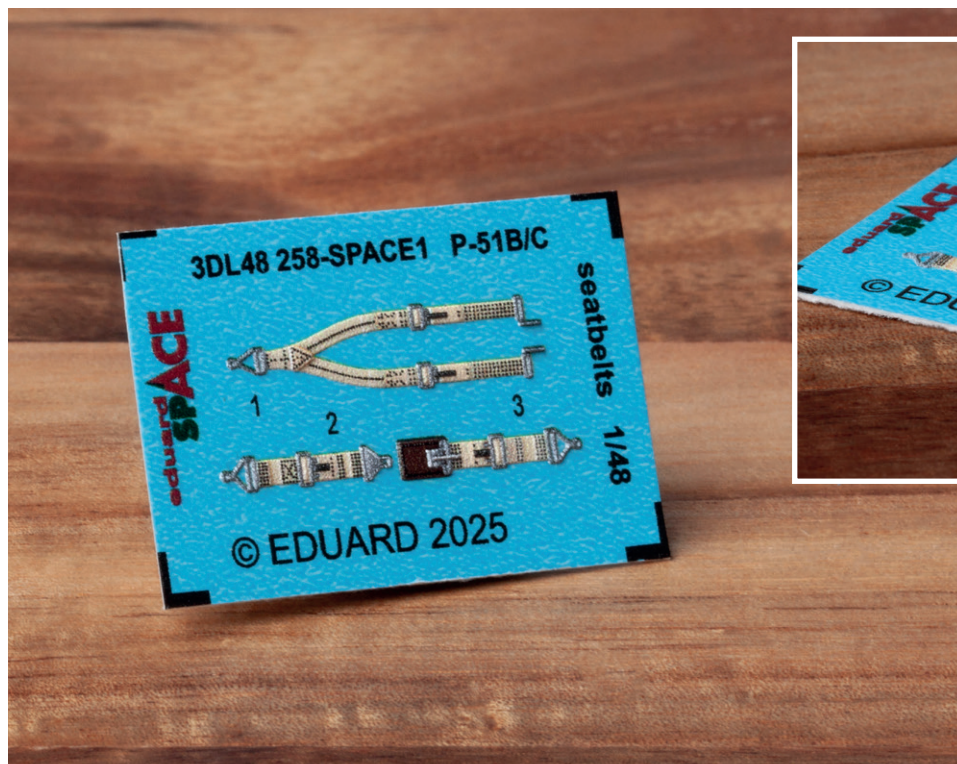


3DL48255 Hs 129B SPACE 1/48 Takom

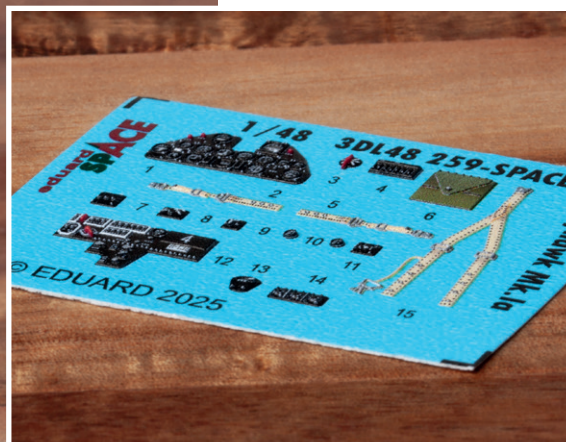
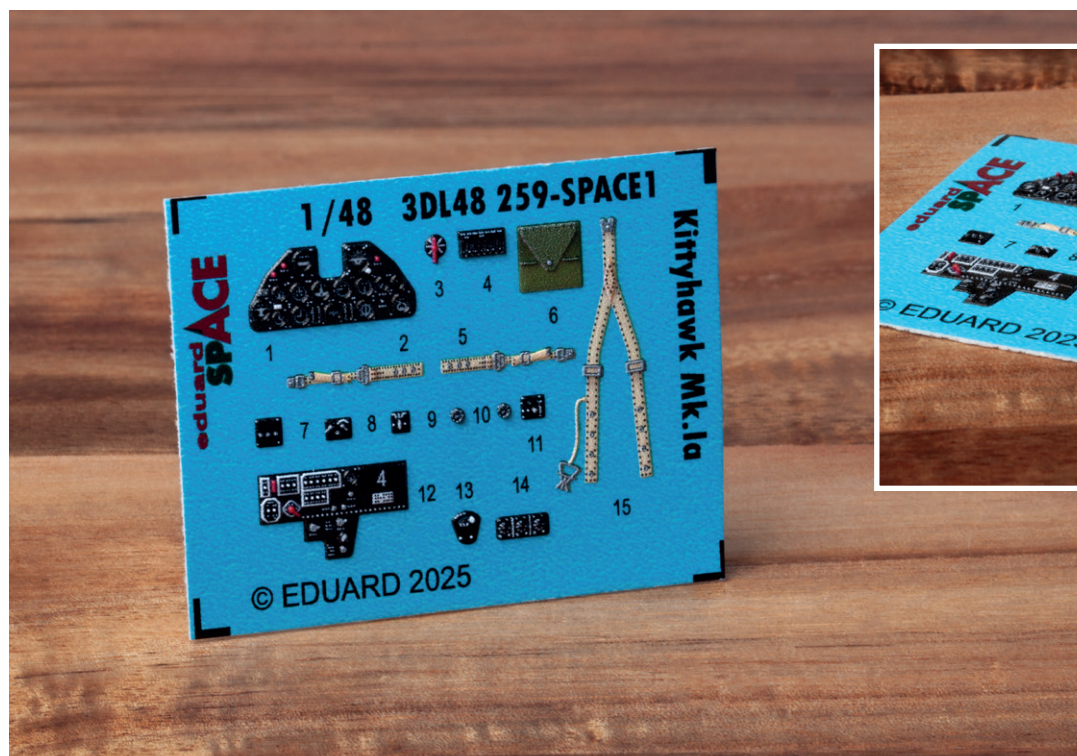
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3DL48256 Beaufighter Mk.VI SPACE 1/48 Revell

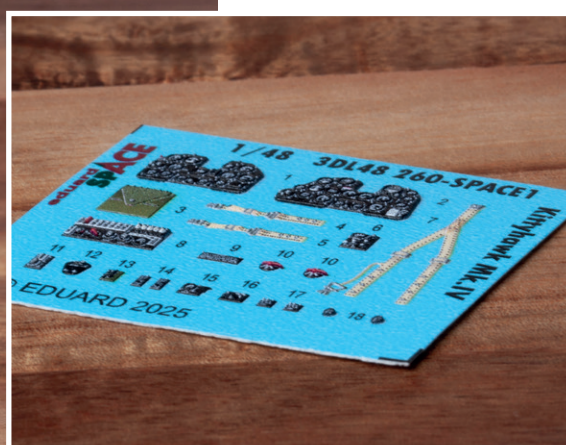
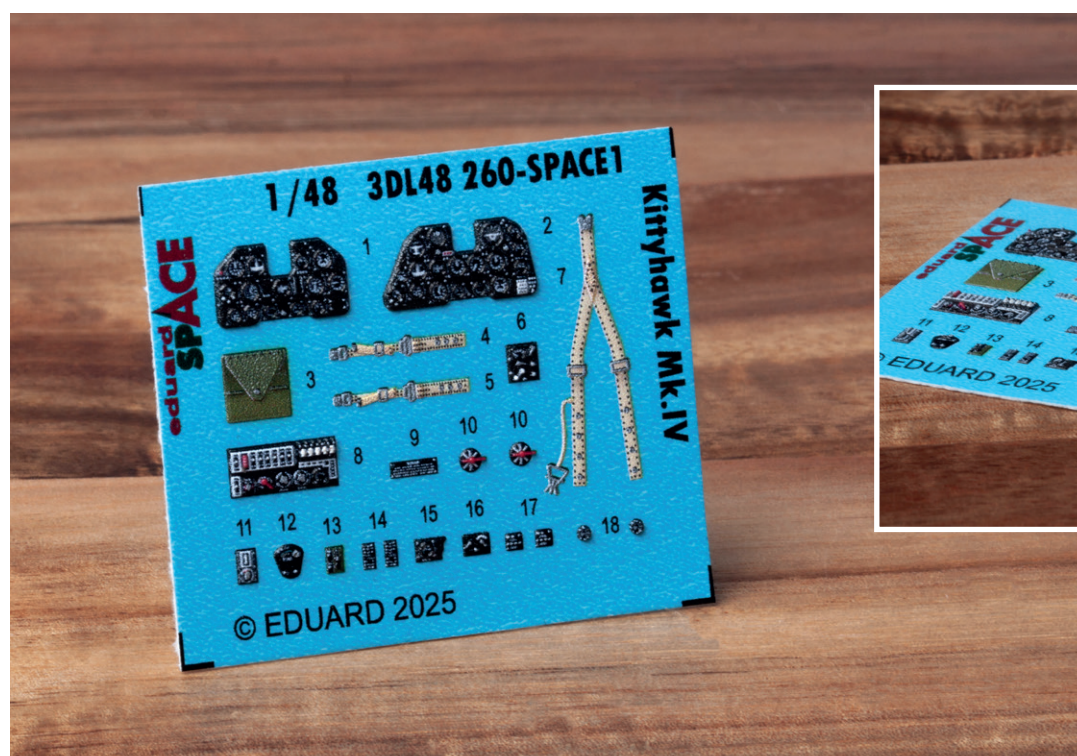
[Product page](#)


3DL48257 **F6F seatbelts SPACE** 1/48 Eduard
[Product page](#)
3DL48258 **P-51B/C seatbelts SPACE** 1/48 Eduard
[Product page](#)


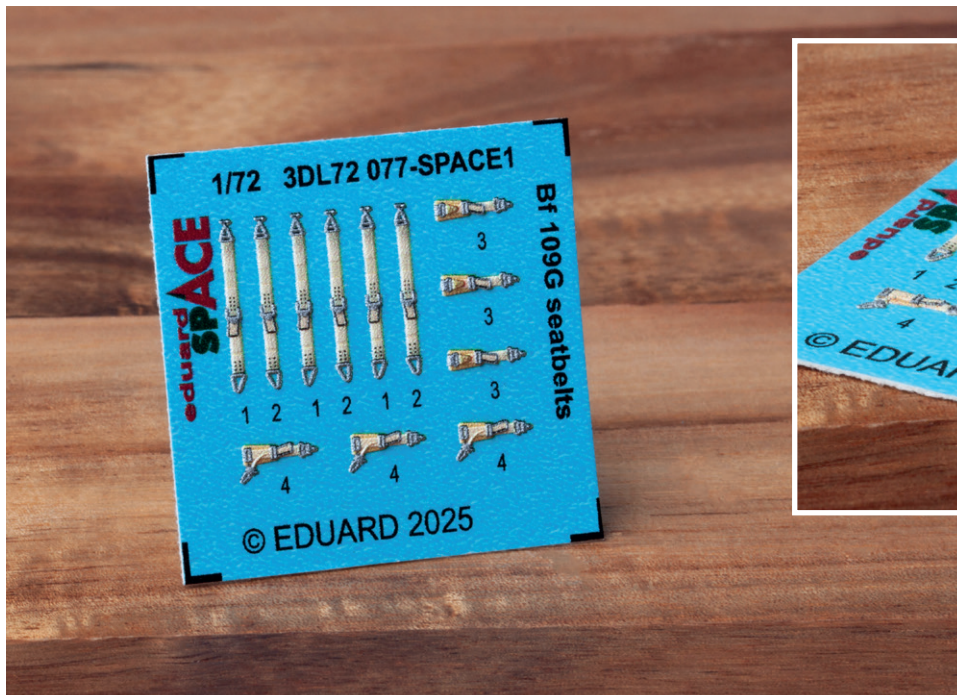
3DL48259 Kittyhawk Mk.Ia SPACE 1/48 Eduard

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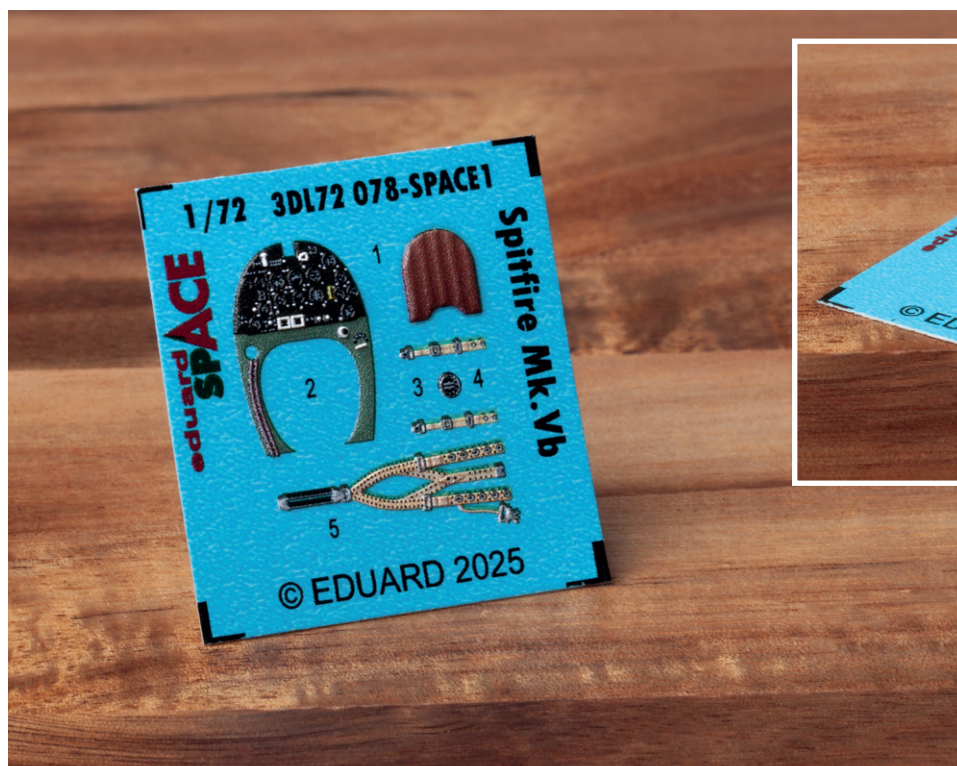
3DL48260 Kittyhawk Mk.IV SPACE 1/48 Eduard

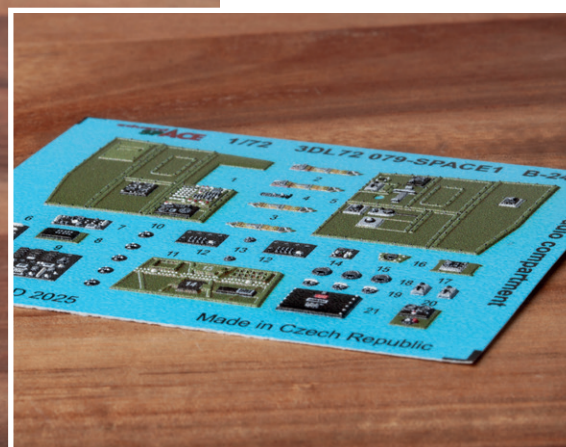
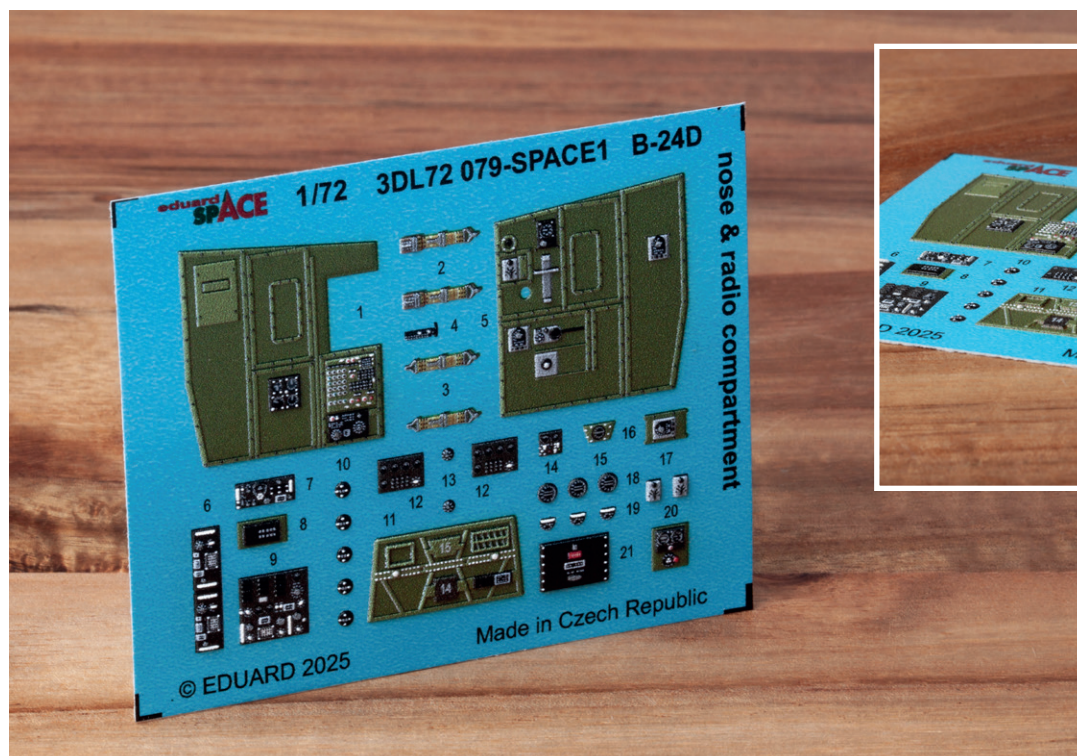
[Product page](#)


3DL72077 Bf 109G seatbelts SPACE 1/72

[Product page](#)


3DL72078 Spitfire Mk.Vb SPACE 1/72 Eduard

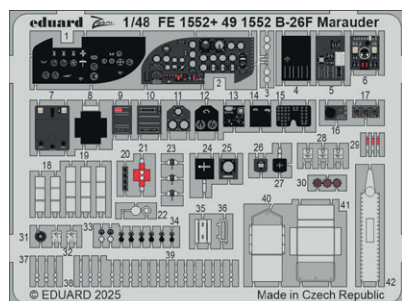
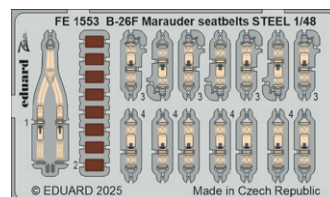
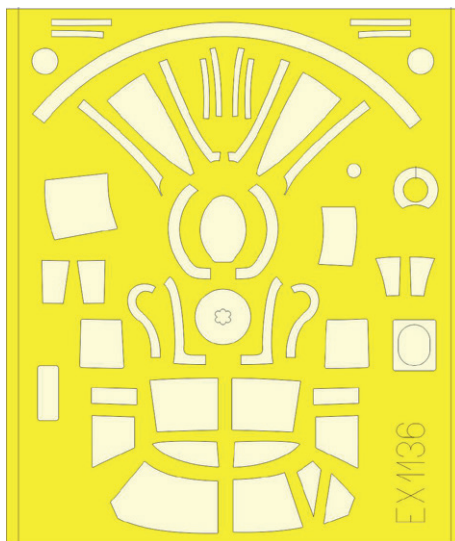
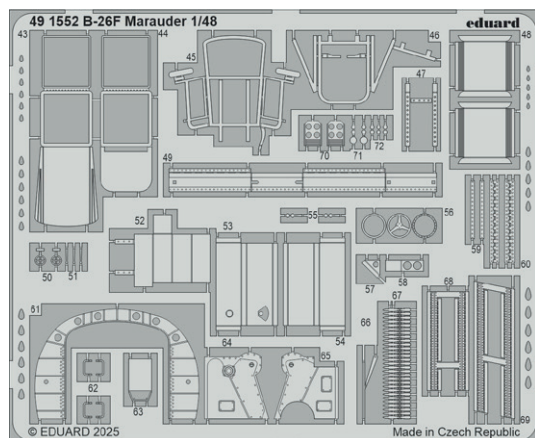
[Product page](#)


3DL72079 **B-24D nose & radio compartment SPACE** 1/72 Airfix[Product page](#)

BIG49464 B-26F Marauder PART I 1/48 ICM

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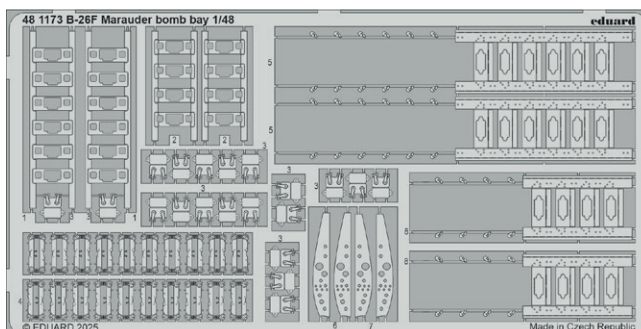
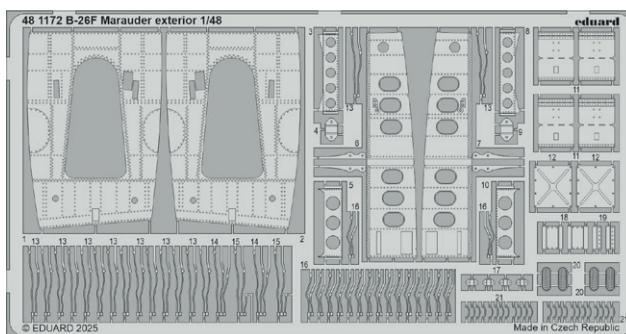
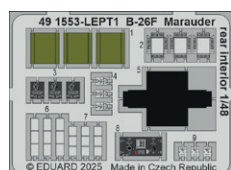
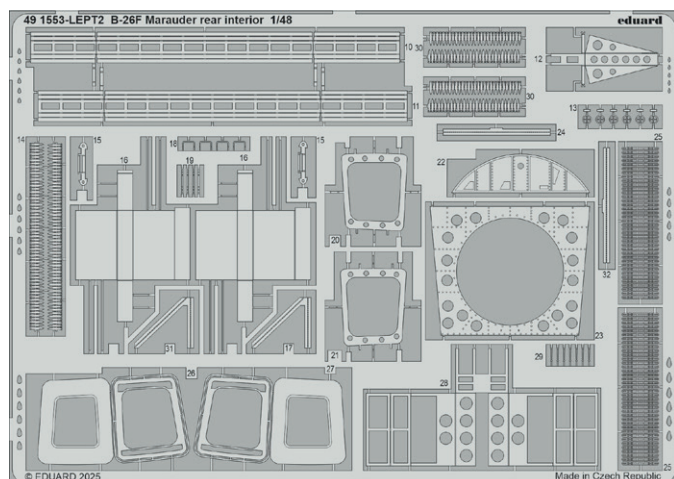
- 491552 B-26F Marauder 1/48
FE1553 B-26F Marauder seatbelts STEEL 1/48
EX1136 B-26F Marauder 1/48



BIG49465 B-26F Marauder PART II 1/48 ICM

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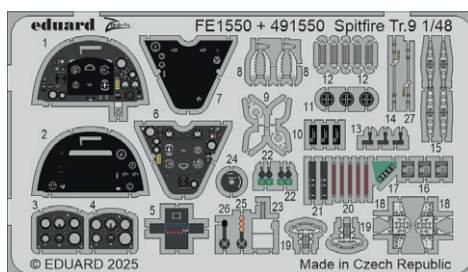
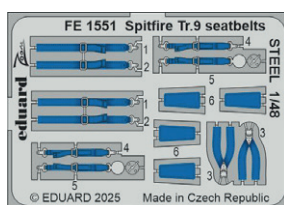
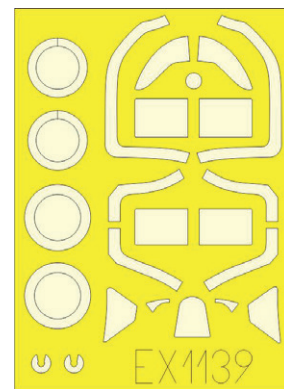
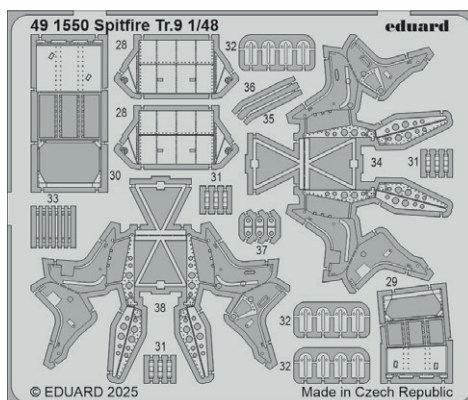
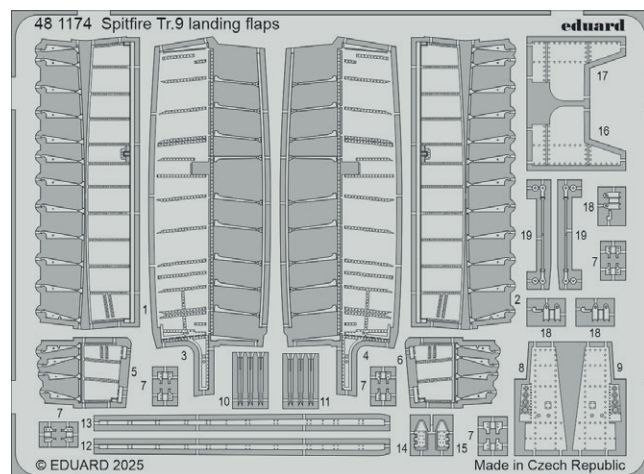
- 481172 B-26F Marauder exterior 1/48
481173 B-26F Marauder bomb bay 1/48
491553 B-26F Marauder rear interior 1/48



BIG49466 Spitfire Tr.9 1/48 Airfix

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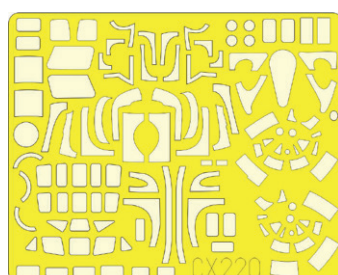
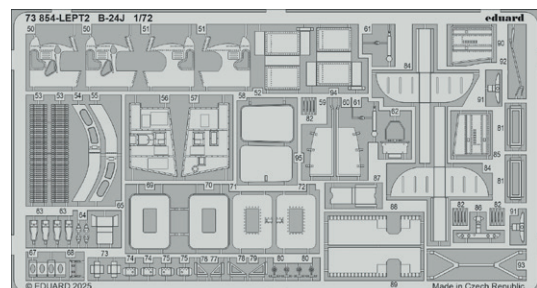
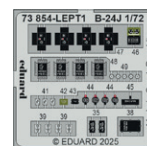
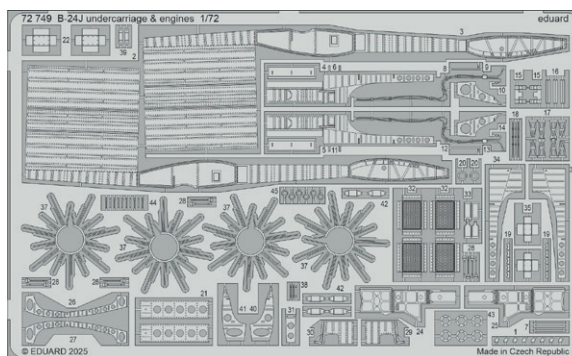
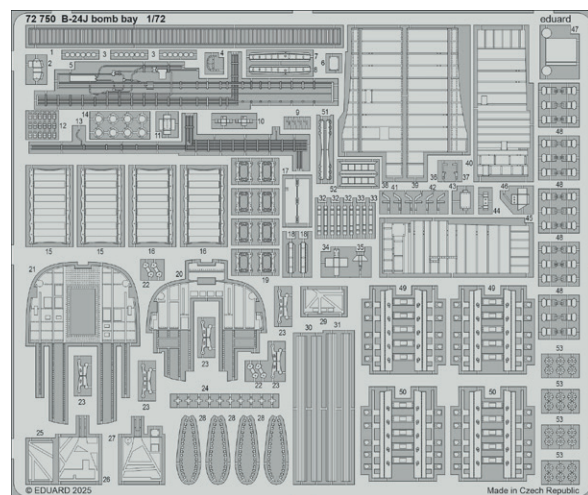
- 481174 Spitfire Tr.9 landing flaps 1/48
- 491550 Spitfire Tr.9 1/48
- FE1551 Spitfire Tr.9 seatbelts STEEL 1/48
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BIG72187 B-24J 1/72 Hasegawa

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11187	KITTYHAWK DUAL COMBO	1/48	Limited
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70205	Spitfire Mk.Vb early	1/72	ProfiPACK
84208	A6M2-N Rufe	1/48	Weekend

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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

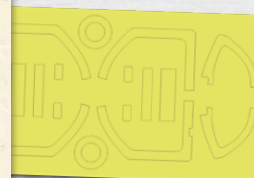
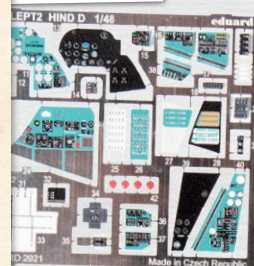
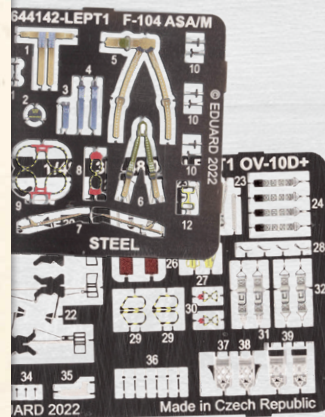
33387	Tornado GR.1	1/32	Italeri
33388	Tornado GR.1 seatbelts STEEL	1/32	Italeri
FE1560	Hs 129B seatbelts STEEL	1/48	Takom
FE1561	Beaufighter Mk.VI	1/48	Revell
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EX1148	Beaufighter Mk.VI	1/48	Revell
EX1149	Beaufighter Mk.VI TFace	1/48	Revell
EX1150	Kittyhawk Mk.Ia TFace	1/48	Eduard
EX1151	Kittyhawk Mk.IV TFace	1/48	Eduard

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



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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

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

BIGSIN

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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

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SPACE

History of the German Luftwaffe unit 1939-1945



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



Left Majors Walter Borchers and right Hptm. Erich Groth

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

We still're at a fairly high altitude. We were cold and needed oxygen. Then it happened: One last surprise on this mission, which certainly hadn't been uneventful. The second engine on our Kommandeur's aircraft was seized! Right above the Channel, far from our own coast! I must admit that I felt scared. What could our Kommandeur do? Ball out? Hardly conceivable! Glide, then! In the right hands, our Me 109s were excellent gliders. And as I said, the Chief really knew how to fly! Luckily, we found ourselves at a high altitude. I was unsure of the ratio between the heaviest gliding weight of the aircraft and the lift, so I can glide horizontally while it drops a certain number of meters. But everything went well. Slowly, painfully slowly the French coast grew increasingly clear in the distance and after a while, I could make out the broad, yellowish



If #10-C-4 from Stab II./ZG.76 ("Puma")⁸, W.Nr.3285), photographed on the beach at Etaples. The emergency landing executed by Gruppenkommandeur Augustin Erich Groth on 11 September 1940. However, the aircraft was a persona non grata in the battle of Britain. At the time the Luftwaffe had few fighters left for the FZ.76, it had been flown with the aircraft for most of the August and September. The plane was temporarily withdrawn from service a new one in September 1940. The aircraft, however, returned to the service some time later as a part of Stab II./ZG.76. Apart from the headrest, which has been damaged, no other damage is visible. The major contributing factor in this crash was the surface of the beach. (see Zöfel Nr. 1)

brown beach. At that point, I up, because our Kommandeur I glide flight. Suddenly, he made parallel to the coast. What I pointed in the direction of the didn't seem to be heading their glide along the beach.

Now things really looked critical. The aircraft would crash at it became clear what a skilled pilot he discovered the danger and afterwards the aircraft made as an unknown surface and dead end the only option. It was low tide, was very wide. Our Kommandeur where land and water met. For a disappeared in spouting water, down again, I saw the aircraft I with the Chief standing on one

The not-very well-known actor Johan Heinrich:
"I arrived at II./ZG 76 in late 1940. I had flown my first mission over England but this was canceled as my pilot continually employed flying shot—the major workshop facility at Le



1000

... Rf 110 G-2 W.Nr.3169, "M8+AL"



3./ZG 76
pilot Staffkapitän Herbert Schob

On 28 November 1943, Herbert Schob crashlanded Bf 110 "MB+AL" on the icy runway of Great Airport and collided with another Bf 110 of 1./ZG 76. Note the "BHNW" letters under the cockpit. The "BHNW" would mean "Hir Ncht Weich Werden", which in English means something like "Just don't get soft" and has been declared by Schob as motto for his operations in Spain. The Messerschmitt had rather unusual heavily mottled camouflage on the fuselage. Also the propeller hub seems to be painted out of standards of the staffel, with mottling applied there as well.



Profile No. 30: Messerschmitt Bf 110 G-2 W.Nr. unknown, "M8-UH"



1./ZG 76

Formation of Messerschmitts Bf 110 G of 1. Staffel. Planes carried somewhat thinner yellow RVT band and atypically the Staffel letter "H" is overlapping the RVT band. WGr.42 rocket tubes are mounted under the wings of both aircraft. The MG 17s were not mounted in the nose and the holes for the barrels were closed.



was still burning deep inside the crater, and I hear gasoline being ignited deep inside. It's like hoo, hoo... When the soldiers dug into it, there was a danger that the accumulated gas in the crater would explode. That's why they stopped excavation work. To this day, this downed plane is buried where it landed in 1968.

Sichel parachuted from his machine, but as allegedly fired upon by an American pilot told that the American pilot cut off (with) of his legs from the knees down. The pilot kilometer away from the crash site. But the pilot suffered the amputation of his the machine when his legs got between the repeller of his plane. The pilot landed ere women who were working in the to him. The pilot was alive and asked in they took him down from the tree, ater and succumbed to the injury due

that 5./ZG 76 lost was the Me 410
twin-engine plane crashed almost

...black 6". This one was also hit by a German fighter. It crashed into the Ospital (now Dofany). According to the machine flew in a gliding flight its engines worked irregularly. At the moment it was coming from the plane, and

...and
pound, it was breaking trees in
on. The machine crashed into
d about a kilometer above the
saw fire at the point of impact.
id Bordfunker Uffz. Friedrich
awa
Gru

Zum frommen Andenken
an meinen lieben Mann, meinem lieber-
sten Vater, unserem unvergesslichen Sohne,
Bruder, Onkel, Großvater und Vetter

Ernst Petry

erleuchtet und flammglühender in einer
Zerkenswelt.

Am 8. K. L., i. E. K. L., Rudolphsdorf, 2.
Entstehungsbildnis des Goldes mit
Münzen, des Kronprinzlichen Hofes,
des kaiserlichen Kronens in Gold,

am geborenen am 27. Juli 1916 zu Wismar
und fand am 28. April 1946 nach dem
drücker ersten Fährtenstellung des Bild-
nisses im Jahre 1946 nach dem Bild-
nisse im Jahre 1946 nach dem Bild-
nisse im Jahre 1946 nach dem Bild-

In seiner Trauer:
Frau ANNE PETRY, geb. Lager
mit zwei Kindern und Großwaisen.

Akteur 37, Kirchweg 39

The remaining dispatc home bases in Seyring and 10:30. Stab ZG 76 shot c 1./ZG 76 had two B-17's co One B-17 and two B-24's re reported two Liberators cor curiously, one P-51 Mustang an undoubted right to clai remained anonymous - appa time to announce his succo

Ernst Petry (left) photographed
ward of Eiserne Kreuz 1. Klasse to
n. At that time, they were both me



Oberfeldwebel **Ernst Valentin Franz Joseph Petry** was at the time of his death 29 years and 11 months old.

ed Me 410s returned to their
to the airports in Praha around
down one B-17 Flying Fortress.
confirmed and one B-24 Liberator.
remained unconfirmed. II./ZG 76
confirmed, one P-38 Lightning and,
t. At the same time, ZG 76 had
m another P-38, but the pilot
rently, he died and did not have



on 3. Juni 1942 after the
together with Pw. Bernhard
members of 3./NAG II.

AVIA S-199 ERLA canopy

1/48

#948011

MARKING A

built by **Jan Baranec**

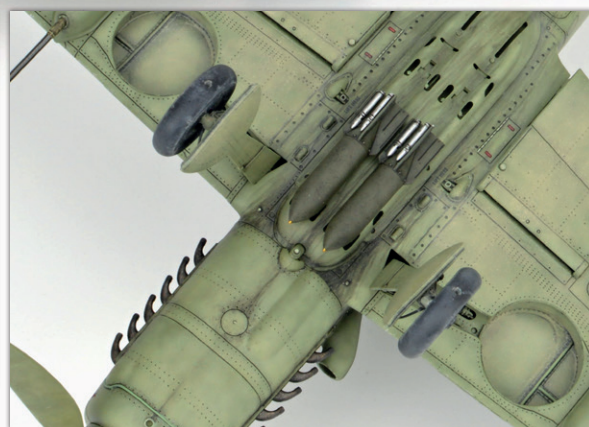


101 Tayeset, Cheyl Ha'avir, Hatzor, Israel, October 1948

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.

[Product page](#)

ENSTROM 480

1/72



#972011
MARKING A
built by **Jan Novotný**



Enstrom 480B-G, CLV Pardubice, Pardubice Airfield, Czech republic, 2025

When the search began in 2017 for a replacement for the aging Mi-2 helicopters used to train future army helicopter pilots, Enstrom entered the competition with its 480B-G model. This helicopter ultimately won the competition and,

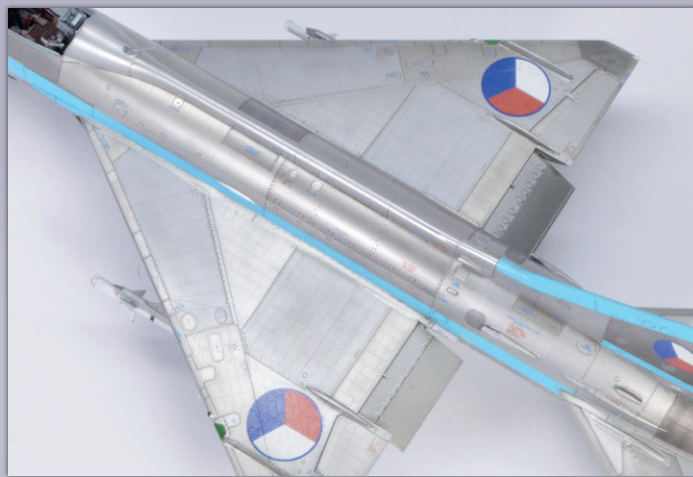
in mid-2018, was incorporated into the Aviation Training Center, based at Pardubice Airport and operated by the state-owned company LOM Praha. Currently, CLV (Aviation Training Center) Pardubice operates nine of these

helicopters. One of the first Enstroms delivered to Pardubice was helicopter registration number 0473, named Pernštejn, which received standard NATO camouflage with yellow color additions.



Efka MiG-21F-13

1/48



#11190
MARKING G
built by **Robert Szwarc**



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

The aerial part of the parade on May 9, 1975, was led by the command Tu-134A 1407, accompanied on each side by a pair of Pardubice MiG-21Fs from the 3 Squadron of the 4 Air Force Regiment. The formation took off from Pardubice Airport, and a color documentary film entitled "Conduct

a Flyover" was made about the entire event. The Pardubice unit received the honorary title of Slovak National Uprising Unit for organizing the air show. Probably for color harmonization with the Tu-134A transport aircraft, the MiG-21s were equipped with pale blue marking details

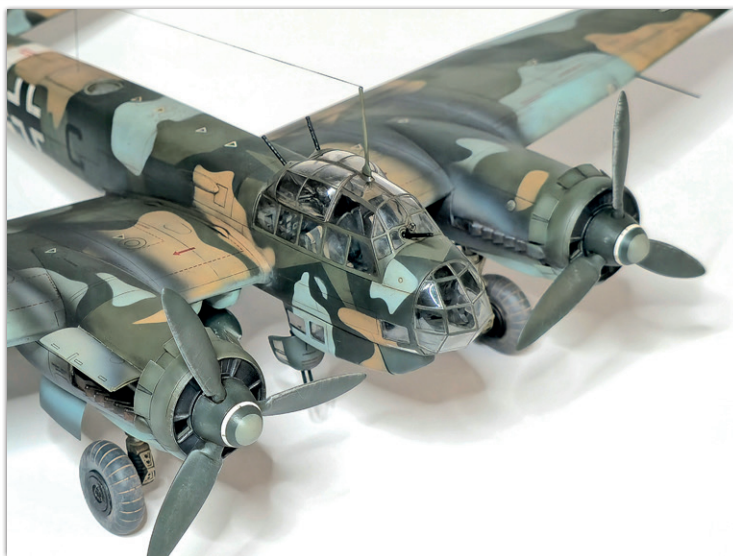
with washable paints. The aircraft was modified to a reconnaissance version and its operation in the Czechoslovak Air Force was terminated on December 22, 1987, with 1,234 flight hours.



SCHNELLBOMBER

Ju 88A-4

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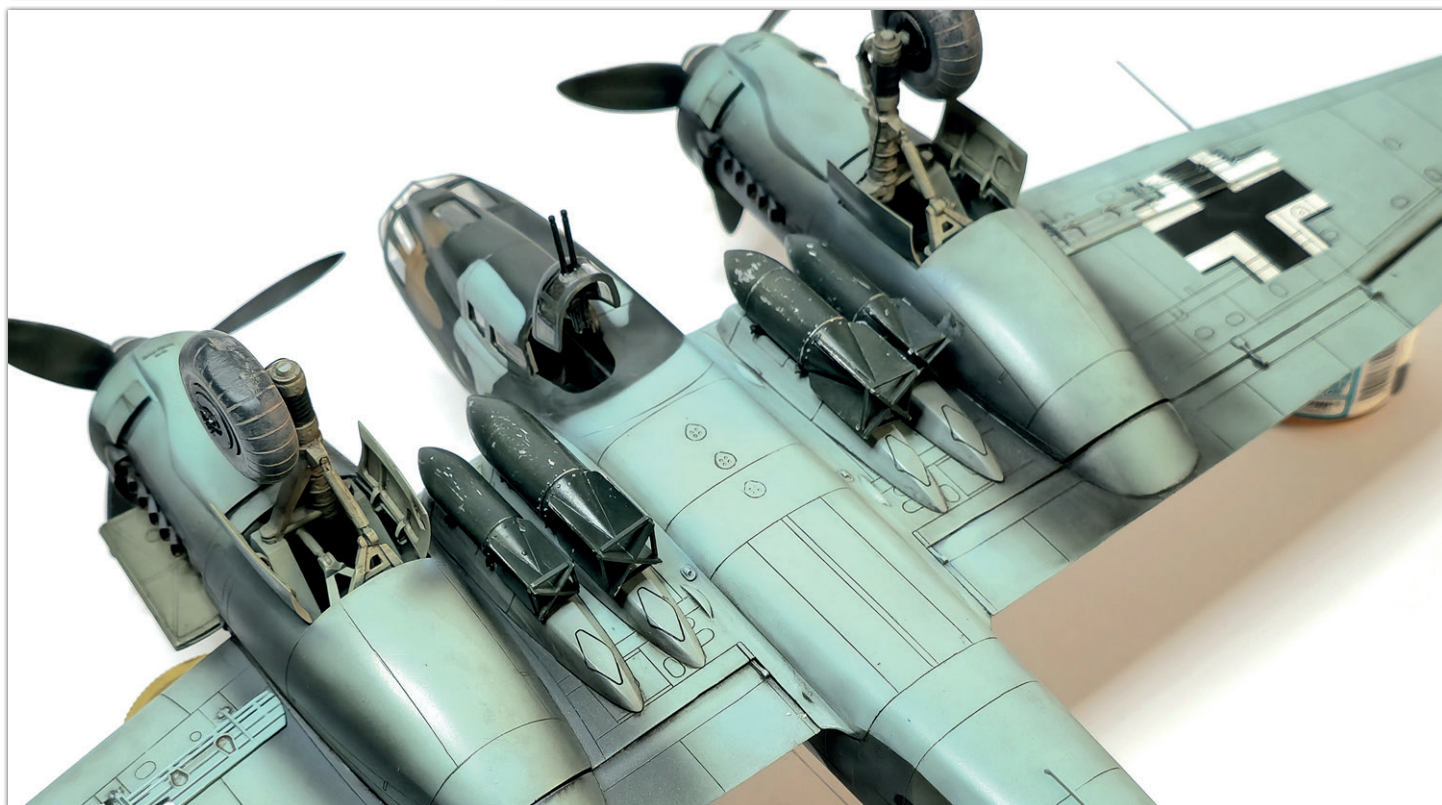
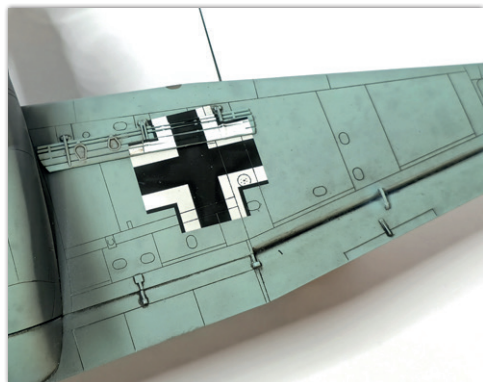


W.Nr. 140206, Hptm. Heinrich Paepcke, CO of Stab II./KG 77, Gerbini, Italy, October 1942

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

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

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



BIG ED (January)

BIG33169	Bf 109K-4 1/32 Kotare
BIG33170	Hs 123A 1/32 ICM
BIG49467	Bf 109E-4/7 1/48 Tamiya
BIG72188	F-35C 1/72 Tamiya

BRASSIN (January)

634052	Bf 109K LööK 1/32 Kotare
644334	Hs 129B LööK 1/48 Takom
644337	Avia S-199 LööK 1/48 Eduard
644338	Beaufighter Mk.VI LööK 1/48 Revell
674054	F-35C LööK 1/72 Tamiya
674057	Spitfire Mk.Vb LööK 1/72 Eduard
674058	P-51D LööK 1/72 Arma Hobby
632211	Bf 109K-4 gun barrels PRINT 1/32 Kotare
6481013	B-26B/C engines PRINT 1/48 ICM
6481160	MiG-21F ejection seat w/ integral seat belts PRINT 1/48 Eduard
6481163	Beaufighter Mk.VI wheels 1/48 Revell
6481170	Bf 109G undercarriage legs PRINT 1/48 Eduard
6481174	A6M undercarriage legs PRINT 1/48 Eduard
672429	F-35C wheels 1/72 Tamiya
672432	F-35C cockpit PRINT 1/72 Tamiya
672434	Spitfire Mk.V wheels 1/72 Eduard
672435	Spitfire Mk.V six-stacks exhaust fishtail PRINT 1/72 Eduard
672440	Spitfire Mk.V three-stacks exhaust fishtail PRINT 1/72 Eduard
672441	Spitfire Mk.V three-stacks exhaust rounded PRINT 1/72 Eduard
672442	P-51D wheels block tread 1/72 Arma Hobby
672448	P-51D seat w/ integral seat belts PRINT 1/72 Arma Hobby

LööKPlus (January)

644340	Ki-115 Tsurugi LööKplus 1/48 Eduard
644341	P-47D Razorback LööKplus 1/48 MiniArt
674059	Fw 190D LööKplus 1/72 IBG

BIGSIN (January)

SIN648147	Jaguar GR.1A 1/48 Eduard
SIN648148	P-40N ADVANCED 1/48 Airfix

634052**Bf 109K LööK****1/32 Kotare**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Bf 109K-4 in 1/32 scale.

Easy to assemble, replaces plastic parts.

Recommended kit: Kotare

Set contains:

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

**644334****Hs 129B LööK****1/48 Takom**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Hs 129B in 1/48 scale.

Easy to assemble, replaces plastic parts.

Recommended kit: Takom

Set contains:

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

**644337****Avia S-199 LööK****1/48 Eduard**

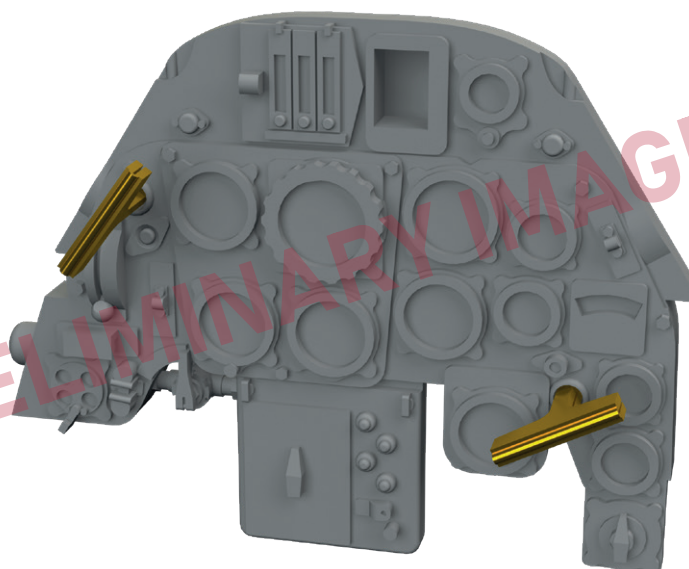
LööK set - Brassin pre-painted dashboard and STEEL seat belts for S-199 in 1/48 scale.

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



644338

Beaufighter Mk.VI LööK

1/48 Revell

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

Set contains:

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



674054

F-35C LööK

1/72 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seat belts for F-35C in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



674057

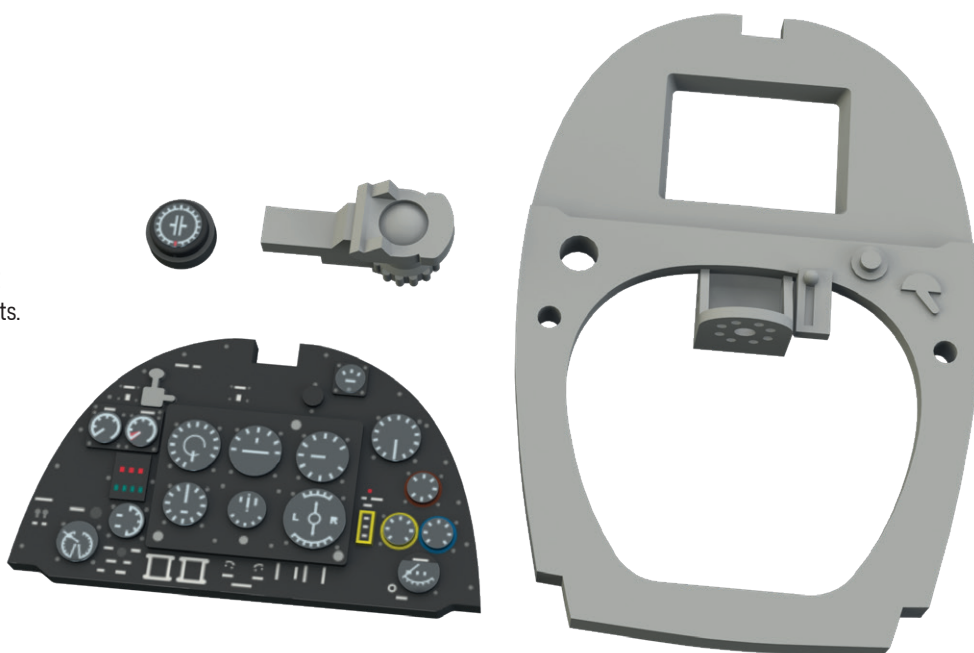
Spitfire Mk.Vb LööK

1/72 Eduard

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

Set contains:

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



674058

P-51D LööK**1/72 Arma Hobby**

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

Set contains:

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



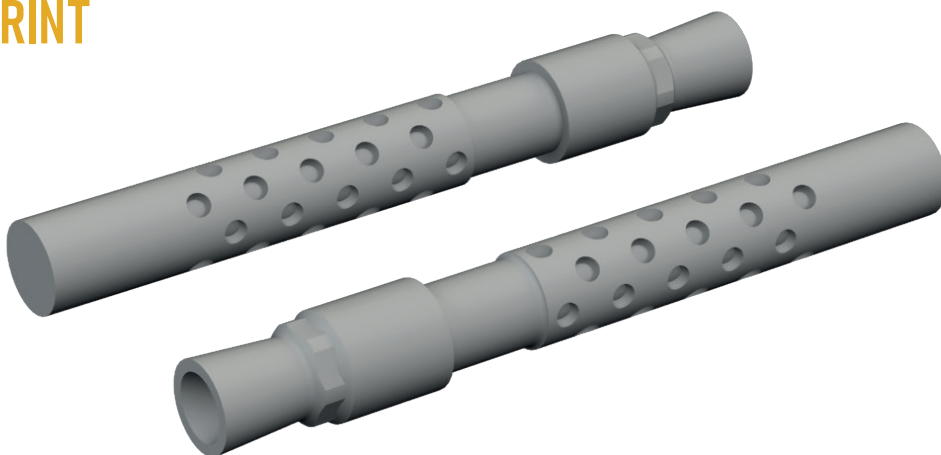
632211

Bf 109K-4 gun barrels PRINT**1/32 Kotare**

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

Set contains:

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



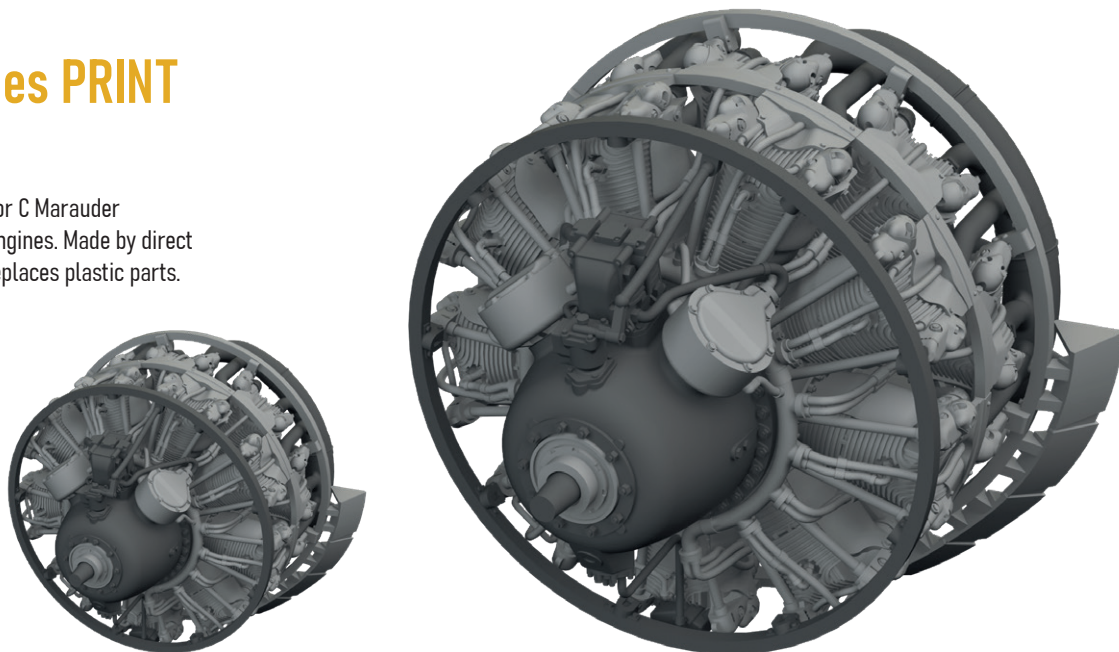
6481013

B-26B/C engines PRINT**1/48 ICM**

Brassin set - engines for B-26B or C Marauder in 1/48 scale. Set consists of 2 engines. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

- resin: 26 parts
- decals: no
- photo-etched details: no
- painting mask: no



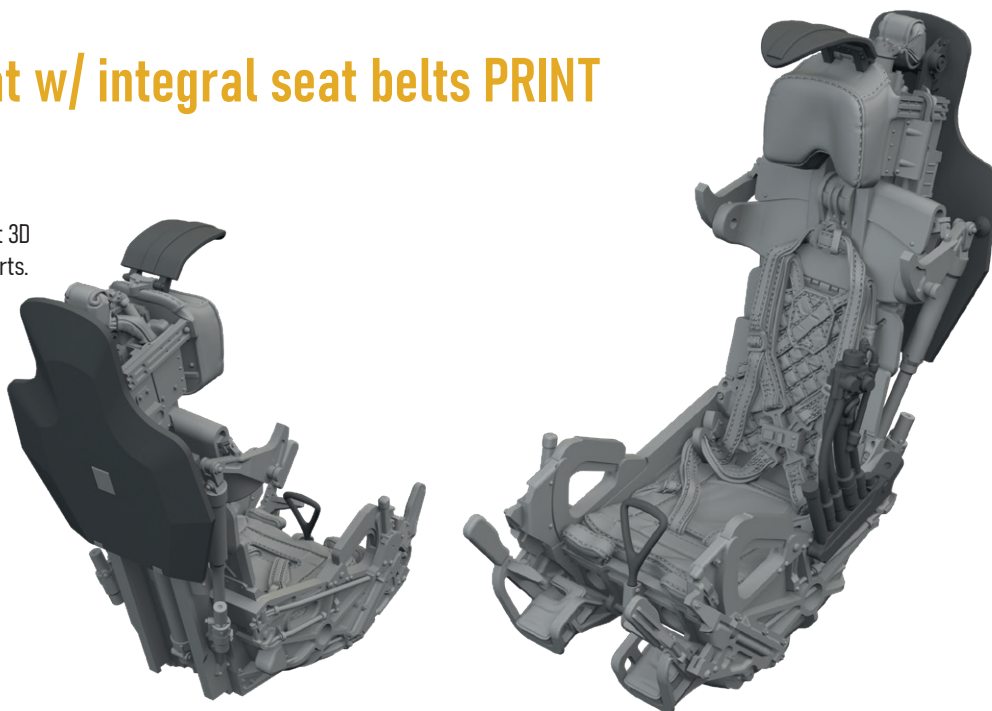
6481160

MiG-21F ejection seat w/ integral seat belts PRINT**1/48 ICM**

Brassin set - ejection seat with integral seat beltss 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



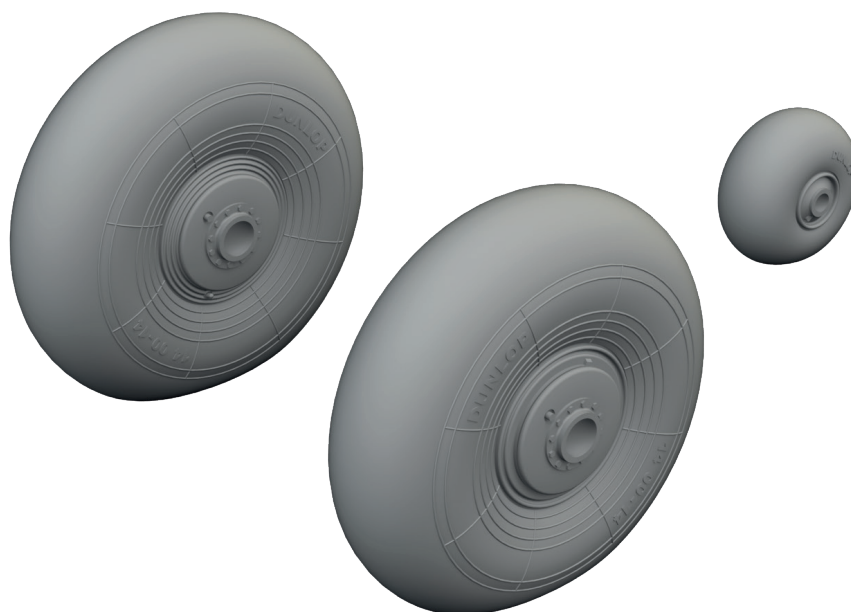
6481163

Beaufighter Mk.VI wheels**1/48 Revell**

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

Set contains:

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



6481170

Bf 109G undercarriage legs PRINT**1/48 Eduard**

Brassin set - the undercarriage legs for Bf 109G 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: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



6481174

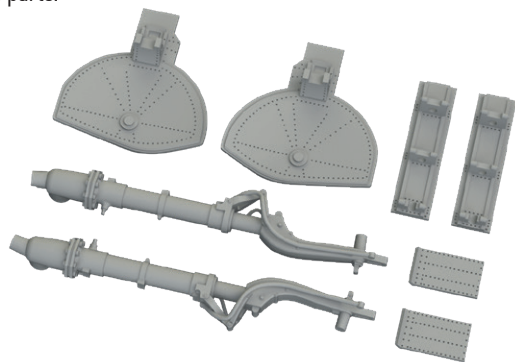
A6M undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legs for A6M Zero 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: 6 parts
- decals: no
- photo-etched details: no
- painting mask: no



672429

F-35C wheels

1/72 Tamiya

Brassin set - the undercarriage wheels for F-35C in 1/72 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



672432

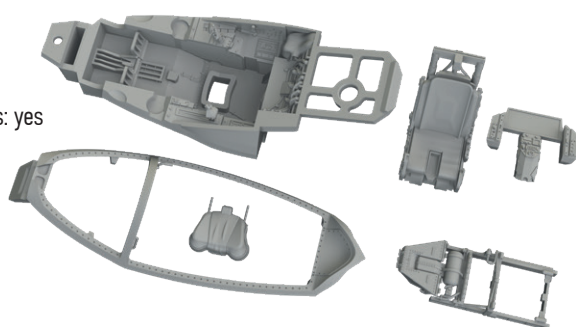
F-35C cockpit PRINT

1/72 Tamiya

Brassin set - cockpit 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: 7 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



672434

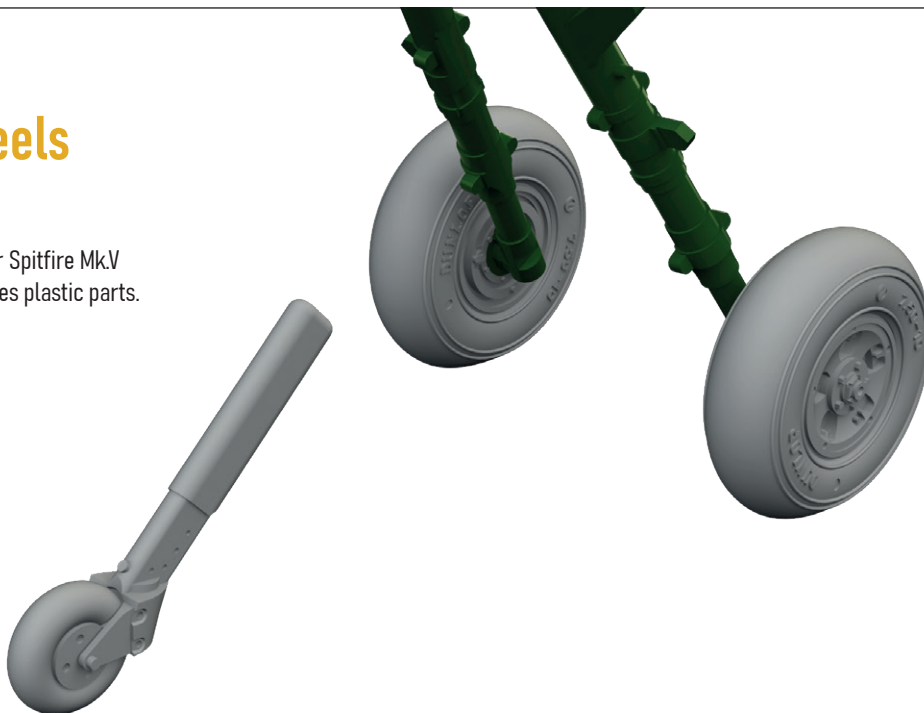
Spitfire Mk.V wheels

1/72 Eduard

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

Set contains:

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



672435

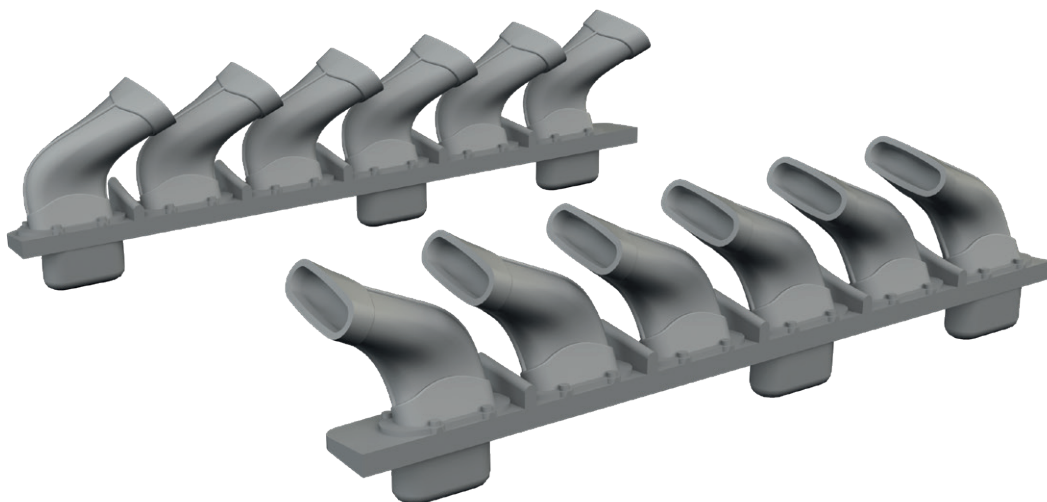
Spitfire Mk.V six-stacks exhaust fishtail PRINT

1/72 Eduard

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

Set contains:

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



672440

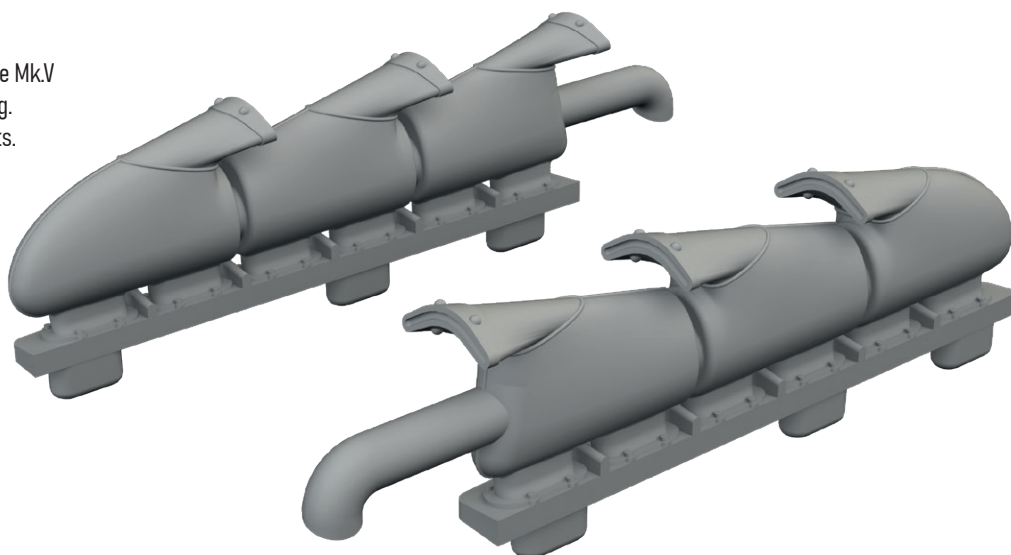
Spitfire Mk.V three-stacks exhaust fishtail PRINT

1/72 Eduard

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

Set contains:

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



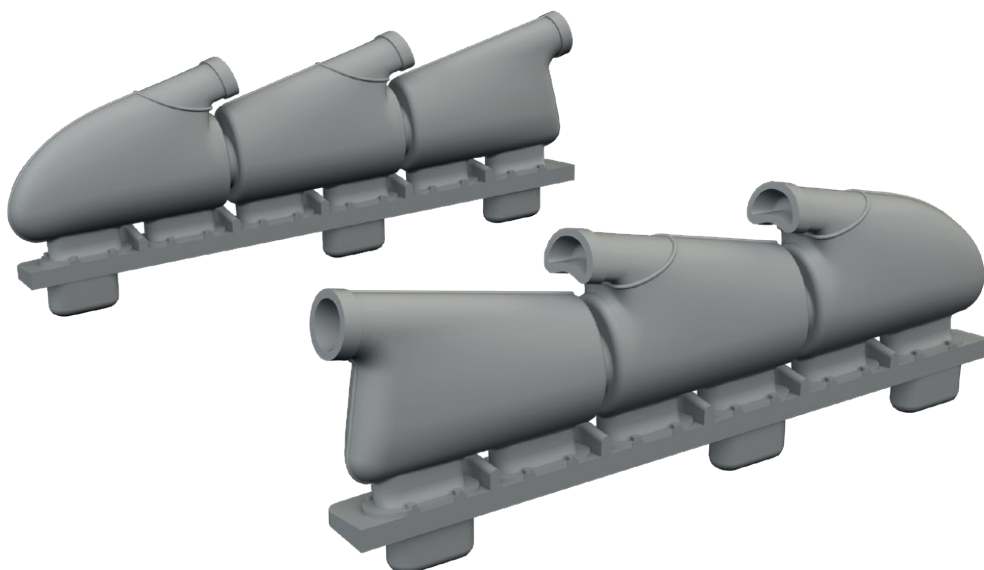
672441

Spitfire Mk.V three-stacks exhaust rounded PRINT**1/72 Eduard**

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

Set contains:

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



672442

P-51D wheels block tread**1/72 Arma Hobby**

Brassin set - undercarriage wheels for P-51D in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



672448

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

Brassin set - seat w/ integral seat belts for P-51D in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



644340

Ki-115 Tsurugi LööKplus

1/48 Eduard

Collection of 3 sets for Ki-115 Tsurugi in 1/48 scale.
Recommended kit: Eduard

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- 800kg bomb



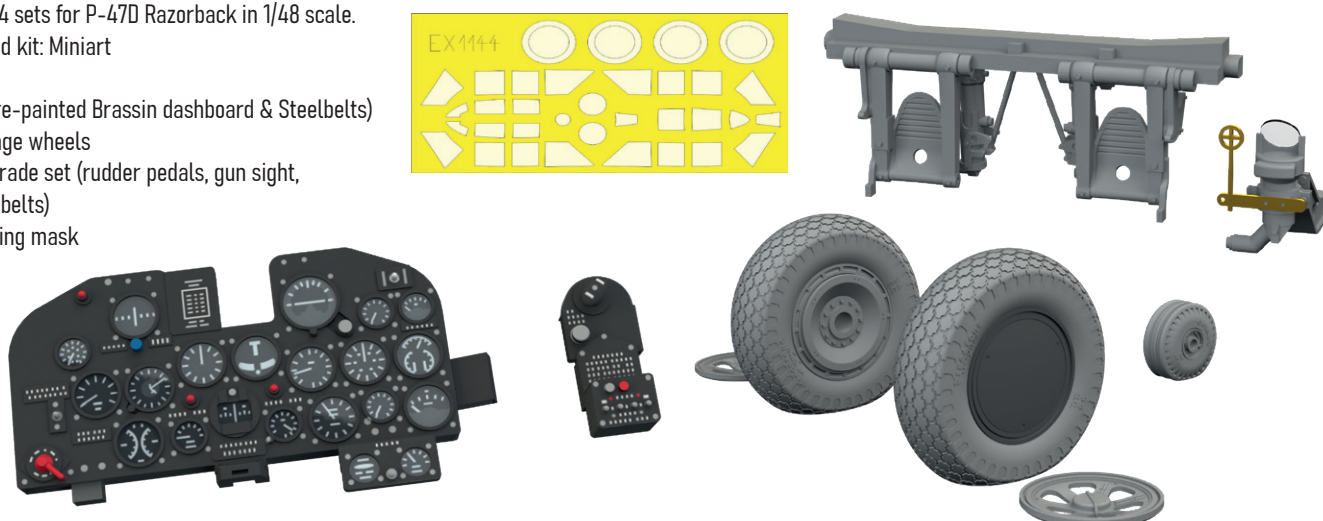
644341

P-47D Razorback LööKplus

1/48 MiniArt

Collection of 4 sets for P-47D Razorback in 1/48 scale.
Recommended kit: Miniart

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- cockpit upgrade set (rudder pedals, gun sight, SPACE seat belts)
- TFace painting mask



674059

Fw 190D LööKplus

1/72 IBG

Collection of 4 sets for Fw 190D in 1/72 scale.
Recommended kit: IBG models

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



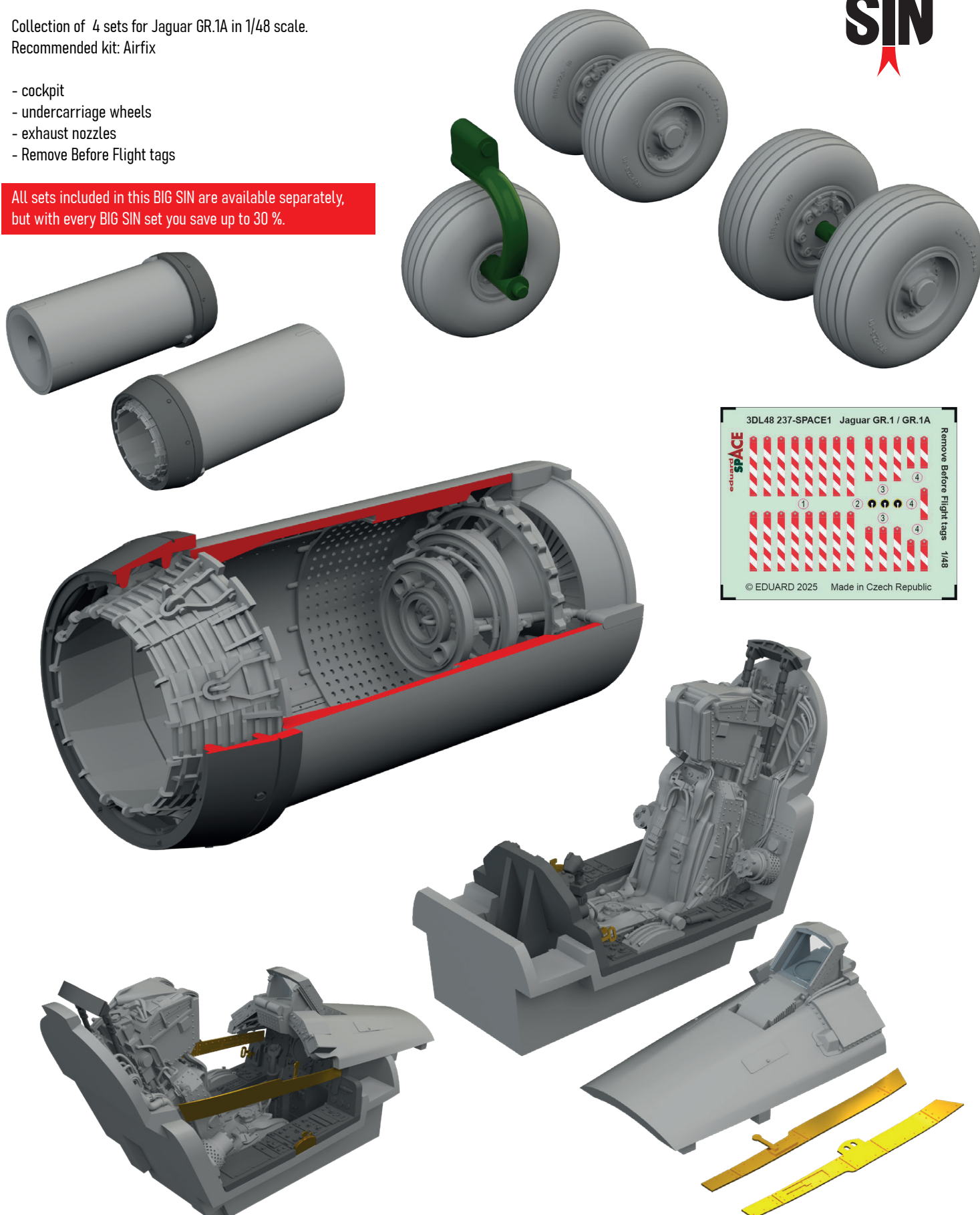
SIN648147

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

Collection of 4 sets for Jaguar GR.1A 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 %.



SIN648148

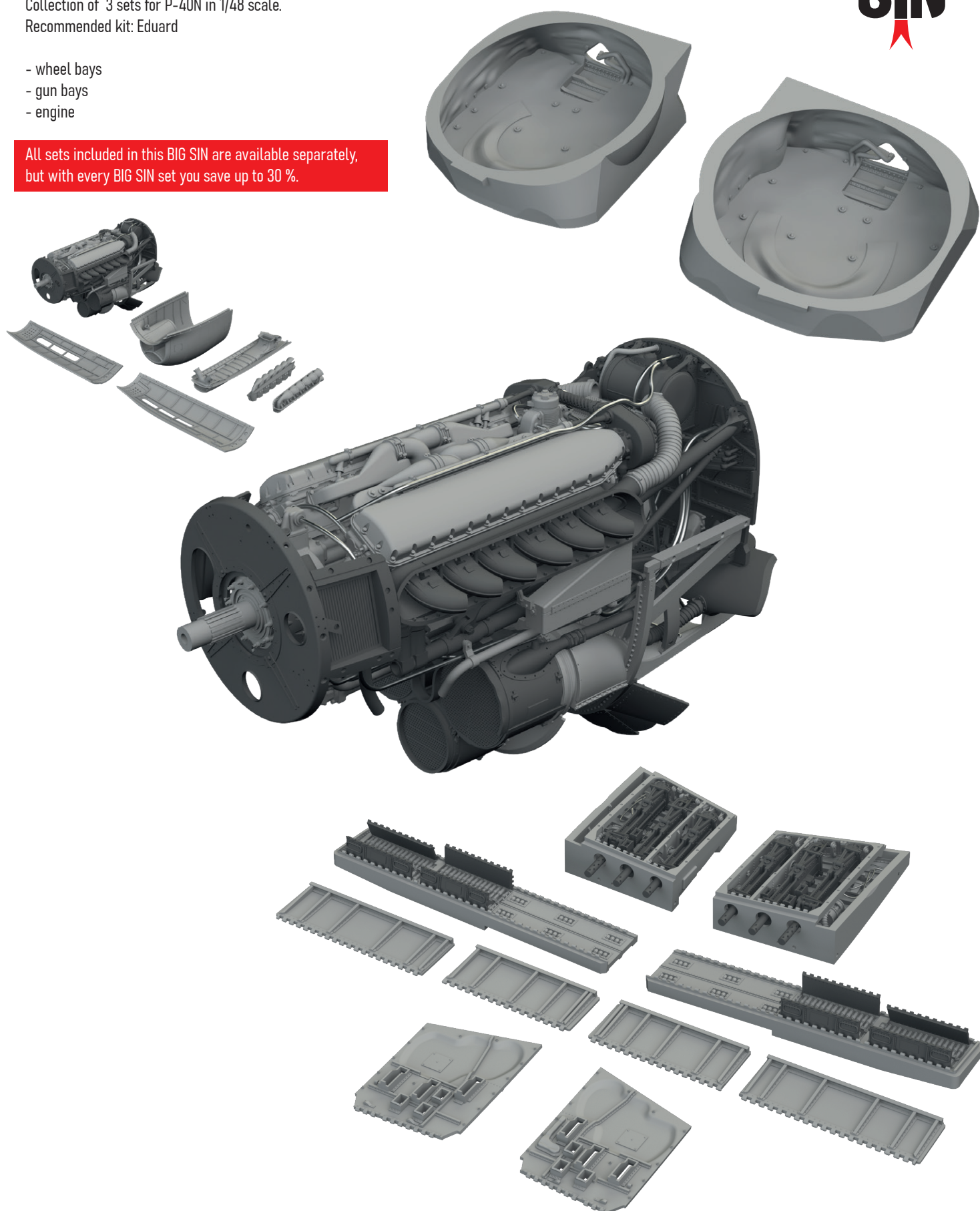
P-40N ADVANCED

1/48 Eduard

Collection of 3 sets for P-40N in 1/48 scale.
Recommended kit: Eduard

- wheel bays
- gun bays
- engine

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



PE-SETS

481178	A-4C air brakes	1/48	Hobby Boss
481179	P-400 landing flaps	1/48	Arma Hobby
491564	A-4C	1/48	Hobby Boss
491566	P-400	1/48	Arma Hobby
491568	P-47N	1/48	MiniArt
73863	P-51D	1/72	Arma Hobby
73864	Mosquito B.35	1/72	Airfix
73865	Mosquito TT.35	1/72	Airfix

ZOOMS

FE1564	A-4C	1/48	Hobby Boss
FE1565	A-4C seatbelts STEEL	1/48	Hobby Boss
FE1566	P-400	1/48	Arma Hobby
FE1567	P-400 seatbelts STEEL	1/48	Arma Hobby
FE1568	P-47N	1/48	MiniArt
FE1569	P-47N seatbelts STEEL	1/48	MiniArt
FE1570	P-51B/C Weekend	1/48	Eduard
SS864	Mosquito B.35	1/72	Airfix
SS865	Mosquito TT.35	1/72	Airfix

MASKS

EX1152	A-4C	1/48	Hobby Boss
EX1153	A-4C TFace	1/48	Hobby Boss
EX1154	P-47N	1/48	MiniArt
EX1155	P-47N TFace	1/48	MiniArt
EX1156	F-35A RAM coating early	1/48	Italeri
EX1157	F-35A RAM coating late	1/48	Italeri
EX1158	S-199 bubble canopy TFace	1/48	Eduard
CX702	Mosquito B.35	1/72	Airfix
CX703	Mosquito TT.35	1/72	Airfix

SPACE

3DL48261	A-4C	1/48	Hobby Boss
3DL48262	P-400	1/48	Arma Hobby
3DL48263	P-47N	1/48	MiniArt
3DL72080	P-51D	1/72	Arma Hobby
3DL72081	Mosquito B.35 SPACE	1/72	Airfix
3DL72082	Mosquito TT.35 SPACE	1/72	Airfix

SPITFIRE STORY: THE SWEEPS 1/72



2154



W3457, F/O James E. Johnson,
No. 616 Squadron, RAF Tangmere,
the United Kingdom, August 1941



W3817, S/Ldr Richard M. Milne,
No. 92 Squadron, RAF Gravessend,
the United Kingdom,
August-December 1941



BL973, F/Lt Stanislav Fejfar, No. 313
(Czechoslovak) Squadron, RAF Hornchurch,
the United Kingdom, March-May 1942



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



BM324, F/Lt Bernard Dupérier
(Baron Léon Sternberg de Armella),
No. 340 (Free French) Squadron,
RAF Westhampnett, West Sussex,
the United Kingdom, July 1942



BM564, P/O André M. A. F. Plisnier,
No. 350 (Belgium) Squadron,
RAF Redhill, Surrey, United Kingdom,
summer - fall 1942



EN951, S/Ldr Jan Zumbach,
CO of No. 303 (Polish) Squadron,
RAF Kirtan in Lindsey, Lincolnshire,
United Kingdom, September 1942



EN824, F/Lt John Yarra, No. 453
Squadron RAAF, RAF Ipswich, Suffolk,
United Kingdom, December 1942



W3518, S/Ldr Count Franz
F. Colloredo-Mansfeld, CO of No. 132
Squadron, RAF Newchurch, Kent,
United Kingdom, September 1943



EN921, F/O Jackson E. Sheppard,
No. 401 Squadron RCAF, RAF Biggin Hill,
United Kingdom, October 1943



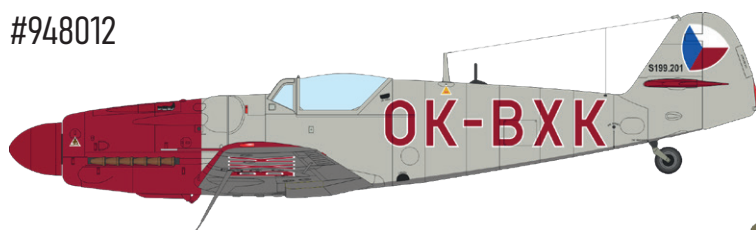
EP829, S/Ldr John J. Lynch,
No. 249 Squadron, Krendi, Malta,
May 1943

Avia S-199 bubble canopy

1/48

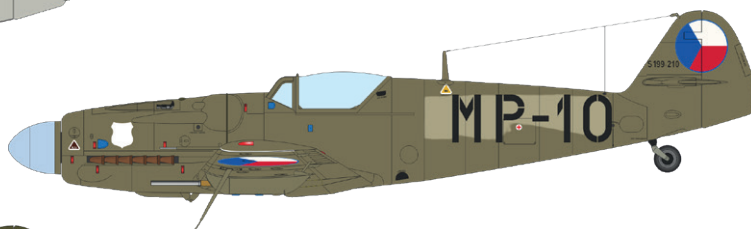


#948012



Police Air Patrol, Brno/Olomouc, Czechoslovakia, 1949

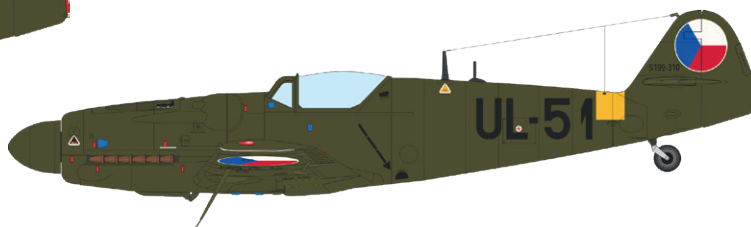
EDUARD BRASSIN
HYBRID



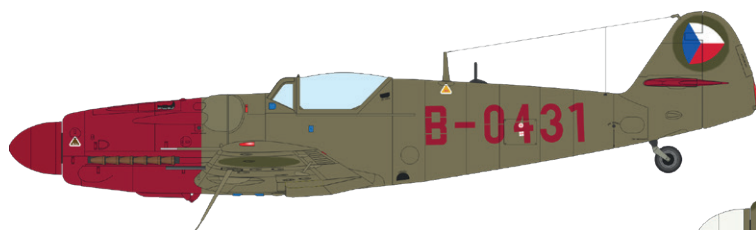
S-199.210, Aviation Regiment 5, Plzeň-Bory, Czechoslovakia, 1950



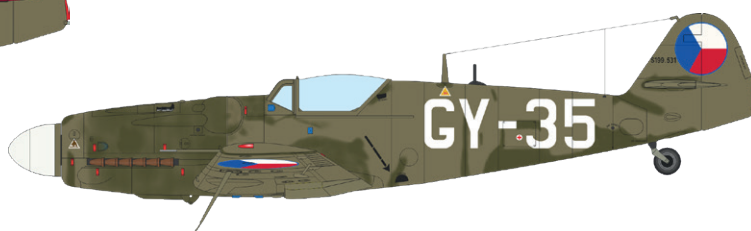
S-199.165, Lt. Vladislav Petráš, 1 Squadron, 18 Aviation Regiment, Plzeň-Skvrňany, Czechoslovakia, July 1952



S-199.310, PFC Josef Mucha, Aviation School Regiment 5, Zvolen, Sliač AB, Czechoslovakia, August 1952



S-199.340, Lt. František Kratochvíla, No. 3 Squadron, 51 Aviation Regiment, Mladá, Czechoslovakia, July 1952

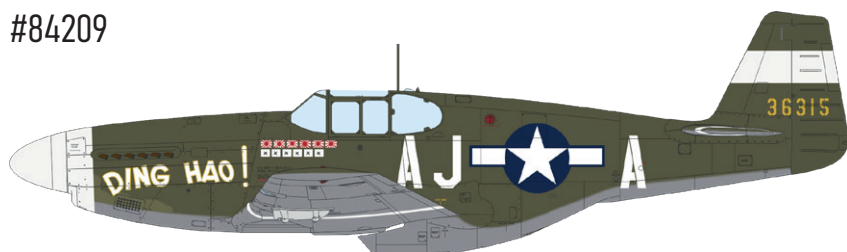


S-199.531 Lt. Václav Dvořák, No. 2 Squadron, Aviation Fighter Regiment 3, Brno-Černovice, Czechoslovakia, April 1953

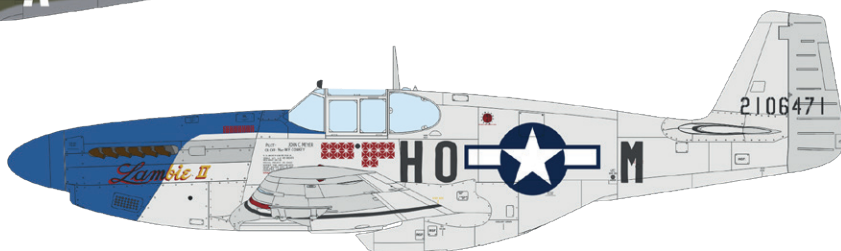
P-51B/C Mustang Birdcage canopy 1/48



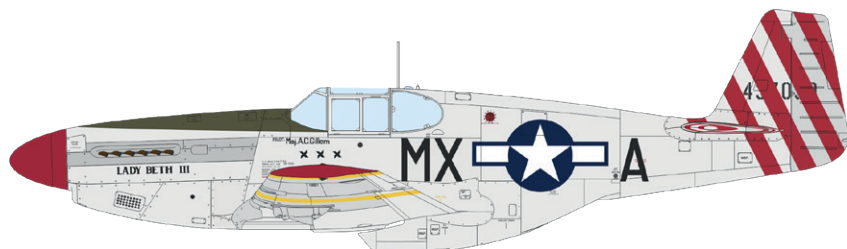
#84209

WEEKEND
 edition


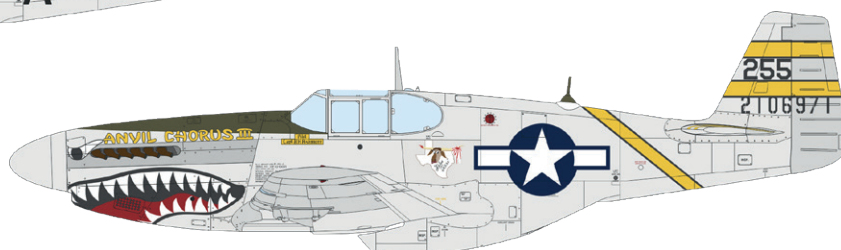
P-51B-5-NA, s/n 43-6315, Lt. Col. James Howard,
 CO 354th FG, 9th AF, Lashenden, Great Britain,
 April 1944



P51B-5-NA, s/n 42-106471, Lt. Col. John C. Meyer,
 CO 487th FS, 352th FG, 8th AF, Bodney,
 Great Britain, May 1944



P51B-10-NA, s/n 43-7099, Maj. Alvan C. Gillem II,
 CO 307th FS, 31st FG, 15th AF, Nettuno,
 Italy, February 1944



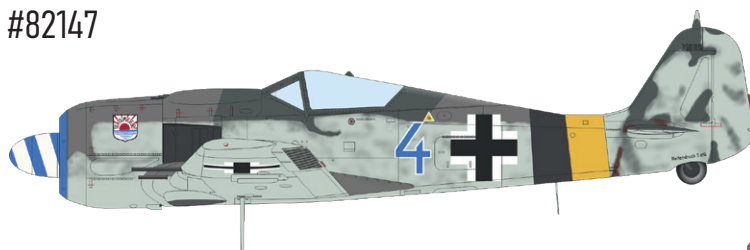
P-51B-15-NA, s/n 42-106971, Capt. Benjamin
 H. Ashmore, 26th FS, 51st FG, Nanning, China,
 autumn 1944

Fw 190A-8 Re-Release

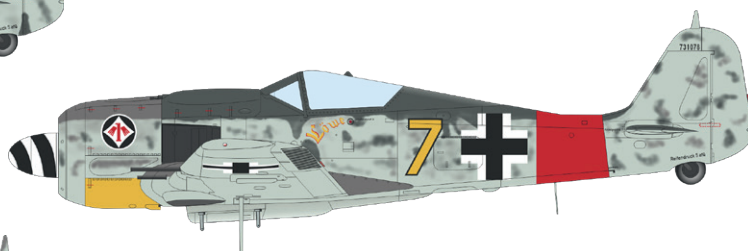
1/48



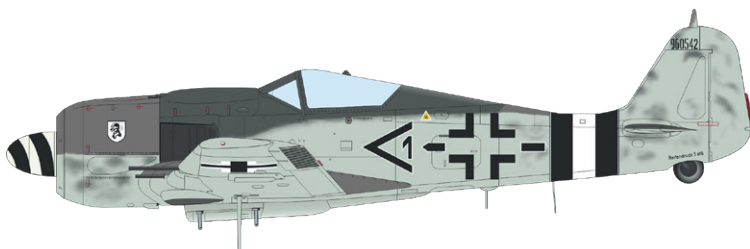
#82147

ProfiPACK
 edition


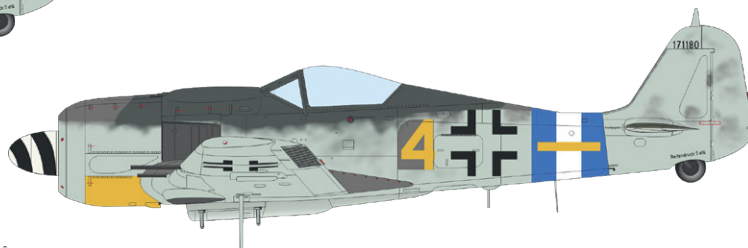
W.Nr. 350189, 12./JG 5, Herdla, Norway, Spring 1945



Ofhr. Walter Köhne, 3./JG 1, Bad Lippspringe, Germany, May 1944



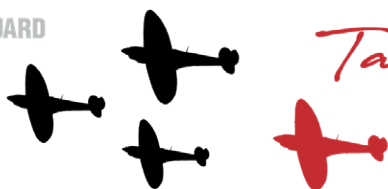
W.Nr. 960542, Stab/JG 4, Jüterbog-Damm, Germany, Spring 1945



W.Nr. 171180, 6./JG 300, München-Neubiberg, Germany, April–May 1945



W.Nr. 172733, Uffz. Ernst Schröder, 5./JG 300, Löbnitz, Germany, October 1944



POST SCRIPTUM TO THE WORLD OF PLASTIC MODELING

Text: Petr Vacek

While preparing an article about the exhibition at the Technical Museum in Brno for this issue, and especially during many conversations with visitors to the event, I came to think about the meaning of such exhibitions and the meaning of model competitions as a whole. The explanation requires me to go back a few years. The idea of holding a large exhibition based on plastic models and what this hobby needs and entails has a long history with me (the club KPM BRNO also organized two similar large exhibitions in the 1980s in cooperation with the Technical Museum) and I was indirectly connected by extension with MODELLBRNO, not being a traditional model exhibition. We always tried to relegate any competitive aspects to the background at MODELLBRNO to give as much space as possible to club tables and theme displays. We were among the first to public workshops called MODELLBRNO XXL in order to get new trends among as many modelers as possible going and spreading, thanks to the space available. This was also incorporated into the side lectures and demonstrations plugged into the event. And I am very pleased that today this trend is part of almost every event of this calibre. Thanks to conversations during weekend modeling with visitors to the current event in TM, both active and non-active modelers, we discovered that

they don't go because they feel they are not up to it and yet when they show me photos of their creations, it's clear that they have nothing to keep them from attending. I see the whole problem in the naming of these events and I think it is time to open up this hobby to the wider public, to transform the competition system into a series of meetings and displays. It is great that, for example, E-DAY has the phrase INTERNATIONAL MODELING EXHIBITION in its name. The fact that modelers (a commission of modelers) will choose the so-called BEST OF in some categories at the exhibition is probably okay. And also that especially young people will receive some kind of recognition, but when I hear that someone refuses further attendance because they did not receive a prize for their efforts, I find that almost laughable. Let's stop racing, let's have fun. It's modeling.

I have nothing against a championship competition, but that type of event is a different, somewhat restricted dynamic. Clearly defined rules, trained judges, models are limited to stringent specifics. OK, they can be. It can also be part of a larger exhibition....

It is first and foremost a hobby and every modeler makes creates as best they can, and through meetings and exhibitions that include workshops, all modelers can move forward

and improve. Yes, some people are satisfied with how they build, but many modelers do not know what to do at all, they do not know new technologies and techniques, and so have no opportunity to master them. Above all, the proverbial plunge needs to be taken, and I see that on weekends at our shows. The book PSPM 1, published by Kuba Vilinger, is perfect for this, and thanks to him and the connection to the publisher, we have a limited number of copies for sale - the publisher no longer has even a copy of No. 1. Maybe it would be worth considering updating the book over time and publishing an expanded edition. Time flies even in our hobby, and this juicy little cookbook has been on the shelves for a year. Similarly, a model school could be published in model periodicals, or try to rework this book into a how-to manual, for example on Youtube, to include up-to-date trends. Legislation and the approach of the spread of learning do not help our hobby much either, while every modeler is a bit of a historian, artist, builder and architect. It develops a lot of things - patience, diligence, skill, and all of that the new generation will need. We should, while there are still many of us, try to start new model-making blood. That is the main reason for the current exhibition at the Technical Museum - to show our hobby to the general public.



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