

INFO | Eduard

191

e-magazine FREE ■ Vol 25 ■ January 2026



Spitfire Story: *The Sweeps*

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e-magazine FREE ▪ Vol 25 ▪ January 2026

191



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

JANUARY 2026

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EDITORIAL

Good day, Dear Friends

Welcome to the new year! In addition to the usual wishes of much happiness, health and well-being, I also wish you a lot of modeling successes, many new inspirations and a sufficient supply of kits and accessories. I can promise you that we will do everything to ensure that you have a regular supply of them from us. The January newsletter is usually about what we have in store for you in the upcoming year. I am now a little worried that I will not actually have much fresh off the presses information for you today, since much of what is coming has already been revealed at E-day, but perhaps you will still find something. So let's get to it.

Hybrid

The new Hybrid series, combining plastic with 3D printed parts, had its premiere at E-day in the form of our new 48th scale Avia S-199 and a 1:72nd Enstrom 490. I probably won't surprise anyone when I admit that we chose these essentially off-the-wall types because we wanted to test the concept of the new series on them, find out what works and what doesn't according to the original conceptual assumptions and what will need to be changed. I dare say that most of the elements on these projects turned out as we expected. It turns out that there is not much point in producing very small parts via 3D printing. This does not give the modeler much of an advantage, the details are not that much better, and it is more difficult to separate such parts from the print supports. It is precisely the separation from the supports and cleaning of the parts that is problematic, especially for modelers without previous experience with 3D parts. 3D printing of complex cockpit and landing gear leg assemblies is far more effective. These items can be designed and produced to an exceptionally high level of detail, with the details integrated into one or a few basic larger parts. They do not need to be designed or manufactured as separate small glue-together parts, which saves time for both us and the modeler. And that time is not small. Here Hybrid brings significant advantages and technological progress. It is similar with landing gear legs and wheels. We will stick to this method of production of landing gear legs, as it has proven itself. And at the same time, we will expand their availability within aftermarket accessory production.

What does provide a bit of a dilemma are seats with integrated seat belts. These were received positively by some of the modeling

public, and as is often the case, negatively by another. The negative part is louder than usual, but it seems that the ratio between them is in around that fifty-fifty ratio. To tell the truth, we do not want to fight for a long time to promote this innovation, but we also do not want to back down from it, because we think it is a good innovation. But you can't break through a wall with your head and we have a lot of experience with customer resistance to new products. So we are looking for a reasonable solution, within which we try to avoid the option with two alternative seats as much as possible. We are currently working on separate printed belts, glued to the seat. However, we do not have a definitive result as yet.

So then the obvious question becomes what specific kits await us in the Hybrid series? Already in January, the next release being worked on is the second production version of the Avia S-199 in 1:48th scale, the one with the bulged sliding canopy. It follows on from the first version and differs in a few small details, of course the canopy and its accessories. We have also modified some of the problematic parts of the first version, we have strengthened some, added protective covers to minimize breakage and adjusted the packaging method. In February, we are releasing the first version, the S-199 Erla, already in its second re-edition. The kit is selling well and this gives us hope for a good future for the Hybrid series.

This year, it will be mainly about kits in 1:32 scale. The closest to release is the P-51B Mustang. It will be in two basic versions, with a birdcage canopy and a Malcolm hood. The first release of the Mustang will be in the Limited Edition series. I already pointed out that we will go this way with the Hybrid series during the detailed introduction of this idea at last year's E-day. This initial Limited Edition release will be based on the Overlord/D-Day Mustangs that was the subject of a 48th scale Limited Edition kit earlier. The composition of the markings will be the same as in that kit and the content will of course correspond to the Hybrid series standard. The subsequent kits will all be Hybrids, in which the composition of the markings will more or less correspond to the 48th scale Profipack releases. The first 1:32nd scale Mustang should be released as a new product in May.

Another project in the Hybrid series is the Spitfire Mk.IX, also in 1:32nd scale. I am already working on more than two production versions within this project. We will gradually release the early F.Mk.IX Spitfires, then the LF.Mk.IXc



main production version, and, of course, also the Mk.IXe and, as with the previous 48th scale kits, the Mk.VIII including the high-altitude HF.Mk.VIII. In this case too, there will be Limited Edition releases, again following in the footsteps of their 48th scale little brothers. So count on the Czechoslovak Mk.IX Spitfires from the The Boys Are Back Limited Edition, and the Australian Spitfire Mk.VIII in the Aussie Eighth Limited Edition. If all goes well, the first 32nd Spitfire will be released as a July new release and will have its premiere at E-day. And while we are on the subject of Spitfires, we will not stop with the design work on the eights and nines, but we will also make the Spitfire Mk.XII and Mk.14. In this case, however, we will start with projects in 1:48 scale, so that we don't have only 1:32 scale items popping up in the new release category.

The third project we are working on in the Hybrid series is the Focke-Wulf Fw 190 A. As part of this project, we will release all versions of the Fw 190 A from the A-2 to the A-8, including the Fw 190 A-9/R2 and the Fw 190 F-8 fighter/bomber. We will then continue with the Fw 190 D-9. We are also quite far along in terms of the design work with the Focke-Wulfs, and I think that the first of them, the Fw 190 A-8/R2, could be on the market sometime in the last quarter of this year.

The Classics

In the Hybrid series, we have quite a few projects in preparation that are based on older 48th scale releases. And we will not neglect this classic kit either. In the advanced stages of preparation, which means that we are already working on the molds, we have the 1:72nd scale MiG-21R and Bf 109 K-4. The Bf 109 K-4 should be a new item for March in the form of a Kurfürst Limited Edition, and we are counting on the MiG-21R for May or June. We will release

the R version first as a Limited Edition, in this case with a book by Martin Janoušek, dedicated to the Czechoslovak service life of the MiG-21R.

We will continue with the 1:72nd scale Spitfires. First in April or May we will release the Spitfire Mk.Vc in the Profipack range, then we will continue with Limited Edition kits based on the Mk.Vb of various versions, and the Mk.Vc. These will include Eagle's Call, dedicated to American Spitfires, followed by Spitfire Story: Southern Star dedicated to the tropical Mk.Vb and Mk.Vc versions. We will follow them up with the Spitfire Mk.I and Mk.II both in the Profipack range and as Limited Edition releases, which will again follow from the 48th scale versions released previously.

As for 48th scale news, we are working on the P-40K. We will release it in both short and long versions in the second half of the year in both the Limited Edition and Profipack ranges. Another upcoming new item this year involves the MiG-15 family. We have the MiG-15 ready in both the basic MiG-15 and the MiG-15bis versions. The set of parts also includes parts for the Czechoslovak specific ground attack versions of the MiG-15SB and MiG-15bisSB. The first kit of the 48th scale MiG-15 will be released at the very end of the year, in November or December. We also have the design drawn up for a two-seat MiG-15UTI training version ready for the future, but we will probably incorporate this into the Hybrid series.

Reboxes

We have quite a few Limited Edition releases planned that will make use of other manufacturers' plastic. Just a gnat's hair from being released is 'Alien', a Mi-35 in 1:48 scale. We published a lot about that in December, so I assume you know what it is. We sold 720 pieces through pre-orders, the rest of the total circulation of 1000 pieces will go to selected retailers, where those who do not trust pre-orders or had other reasons for holding back will still have an opportunity to get their hands on this unique item. We will most likely ship the kits at the beginning of February. I do not know the exact date yet, because it is not yet clear how quickly the printing of decals with integrated positive riveting will go. We know that this is a complex technology that is not fully tested, and therefore it is not clear exactly how long the production will take. It may happen that we will ship these kits in January, but that is still uncertain.

In February we should also ship 'Strafers', the HKM Eduard B-25J Mitchell in 1:48th scale. The plastic is on its way to us, they are now going by train and should now be somewhere in Turkey, maybe even somewhere in the Balkans. And to top it all off, we also have plastic for the 48th scale F/A-18C from Kinetic on the way. This

will be included as part of April's new releases. Other upcoming projects include a 48th scale A-20G Havoc and a B-25J Mitchell with a glass nose. This kit will be an extension of the 72nd scale Angel of Mercy release, with the same markings.

Accessories

I expect our accessory production to undergo a radical transformation this year. It is in response to technological changes and the associated changes in demand and sales. To make a long story short, we are selling fewer and fewer photoetched items and cast resin Brassin sets. Demand has shifted to 3D prints and Space sets. So, last year we retrained most of our PE designers to 3D design, and as you know, we are expanding our 3D printer farm to increase our 3D printing capacity. It is not an easy matter, it also involves building modifications and changes in the organization of work, but we are working hard on it and with a clear goal in mind. This does not mean that we will stop the production of photoetched sets altogether. There are still types of etchings that are in demand, for example, colored steel seatbelts are still selling very well. We will also leave the photoetched components in kits, in the Profipack and in the Limited Edition releases. They are also interesting for some new kits, and flaps are also selling well. So PE is far from being done, but overall we will purposefully reduce them and we will carefully choose which etched sets we will release for production.

E-day and Other Events

We have mentioned E-day quite a bit in the recent past and all of that is quite clear. I'll just recap that this year's E-day will take place from June 26th to 28th at the Zahrada Čech exhibition center in Litoměřice. And it will be two days, or rather two and a half days, opening on Friday afternoon.

Monthly Info Newsletter and the EMD

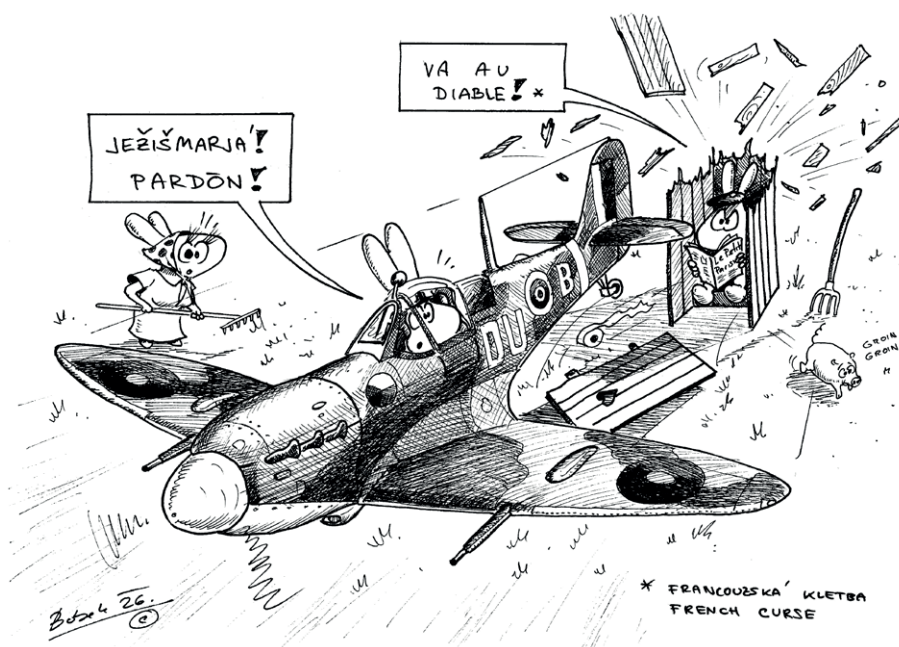
Our regular monthly newsletter will continue more or less unchanged, it will just take on some of the columns intended for the EMD, which is ending this month. If I had to briefly explain why the EMD is ending, it is because it is not profitable for us. It sells too little to sustain itself in its present form. When we started with EMD, we believed that, given the readership figures of our regular monthly, the EMD could be a commercially interesting project. But that did not come true. The truth is that readers do not want to pay for Internet content, even at relatively small costs. We were unable to break through this block, so we decided to end the project and devote the time spent on it to something more useful. For example, the publications that come with many of our Limited Edition releases. There is a lot of interest in those.

Model Exhibitions

On Saturday, January 10th, we will be in Prostějov at an event organized by the on-line retailer MN Modelář. We will be giving lectures there about much of what you have just read, a large part of which will be dedicated to 3D printing and the Hybrid series. At the end of January, from the 27th to the 31st, we will be in Nuremberg at the Spielenwaren Messe, as we do every year at this time. We still haven't given up, even though we are one of the few who are still at the fair. If you are going to Nuremberg, stop by for a coffee and let's chat.

And that will be it for me for now. I hope you enjoy this month's newsletter, and I wish you all happy modeling!

Vladimir Sulc



Spitfire Mk.V: Technical Development in 45 Frames

REVISED VERSION OF THE ARTICLE FROM 2022

Part 2: Spitfire Mk.Vc/Mk.Vc Trop

Vladimír Šulc

The previous part of the article on the technical development of the Spitfire Mk.V dealt with the Mk.Va and Vb variants. The current part concludes with the Mk.Vc variant and its special tropicalized modification for the conditions of the Mediterranean and Far Eastern regions.

Summary of the previous part: At the turn of 1940-1941, the RAF came under pressure from the rapid technical development of German fighters. The arrival of the new Bf 109, Bf 109 F, and Fw 190 A variants posed a threat of technical and performance superiority for the Luftwaffe. The RAF's main fighter type, the Spitfire in the Mk.I and Mk.II versions, was beginning to lag behind the German types, and it was clear that it was high time for a major modernization and performance upgrade.

After trying out several dead ends, the practical solution proved to be the installation of the Merlin 45 engine, structurally similar to the older Merlins, into the Spitfire Mk.I airframe. This modernization enabled the rapid introduction of the new type into production and the conversion of existing Spitfire Mk.I and Mk.II aircraft. This led to the creation of the Spitfire Mk.V series, which was produced and converted into several versions from the outset and gradually became the backbone of the RAF Fighter Command. Production took place simultaneously at several manufacturers and at a tremendous pace, which led to the intermingling of versions, non-standard combinations of equipment, and considerable variability between individual aircraft.

During more than two years of production, the Spitfire Mk.V underwent continuous modifications - from reinforced armor, changes in armament, cooling, and radio equipment to modernization of the cockpit, landing gear, and wings. Modifications to the engines optimized for different altitudes, the development of carburetors, and the introduction of additional fuel tanks to extend the range were also of fundamental importance. In tropical areas, special filters were used,

which slightly reduced performance but significantly increased operational reliability in the area.

The development of the Spitfire Mk.V was neither straightforward nor entirely systematic. It was the result of wartime pressure, improvisation, lack of time and materials, and efforts to deliver a sufficient number of powerful aircraft to the front as quickly as possible. The apparent technical chaos was in fact a natural consequence of total war, in which quantity, speed, and responsiveness were as important as technical quality itself.

The development of the Spitfire Mk.V can be divided into two basic stages. The first stage, comprising the Spitfire Mk.Va and Mk.Vb in all its production variants, represents the installation of the Merlin 45 engine (and its variants) in the virtually unchanged airframe of the Spitfire Mk.I and Mk.II, respectively. The second stage, represented by the Spitfire Mk.Vc, brought more significant design changes, primarily to the wings and landing gear, as well as a greater degree of standardization in the production of the aircraft, which was subsequently manufactured in large series at several production plants. The Spitfire Mk.Vc was also the platform for the installation of the new powerful Merlin 61 engine, which led to the creation of the Spitfire Mk.IX, the first versions of which began to arrive at RAF units in mid-1942.

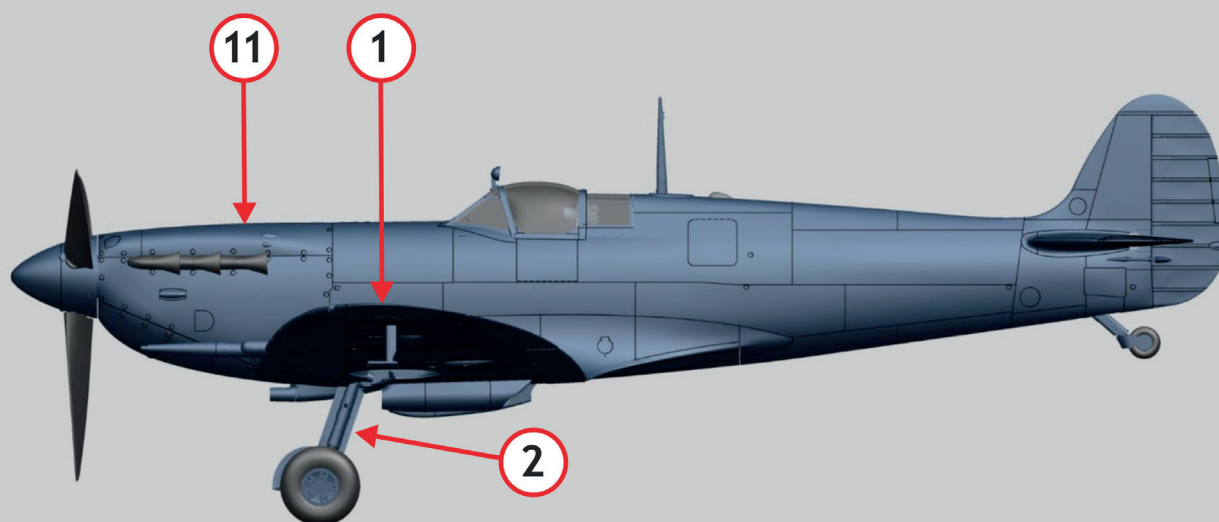
The full text describing the development of the Spitfire Mk.V and the characteristics of the Va and Vb variants can be found in the first part of the article (Info No. 190 - December 2025). Today's second part will introduce you to the development and versions of the Spitfire Mk.Vc.



*Spitfire Mk.Vc. This aircraft was manufactured by Westland factory in September 1942.
(photo: Simon Erland)*

Spitfire Mk.Vc

Fig. 25



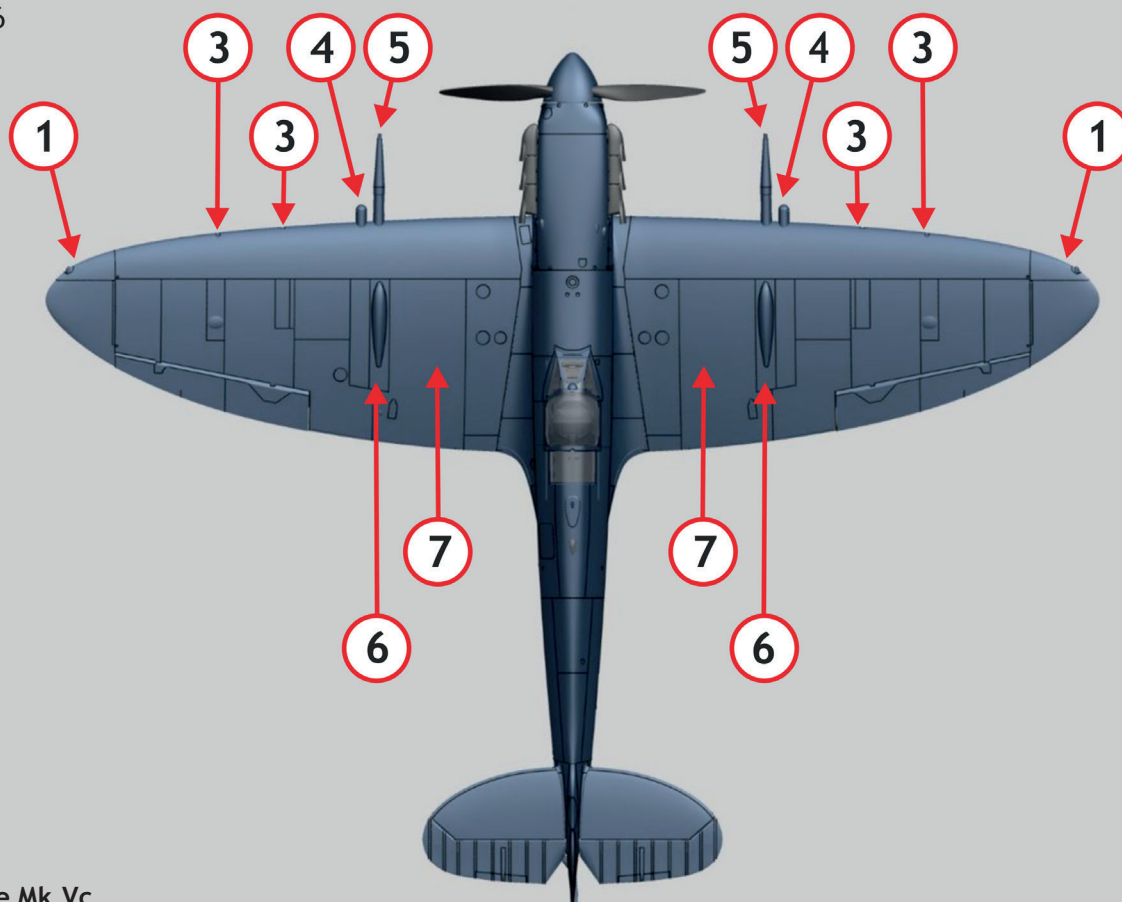
Spitfire Mk.Vc

Figure 25

11. Exhausts missing the pipe of the guns hot air heating system

- 1. New C type wing
- 2. New landing gear with increased rake

Fig. 26

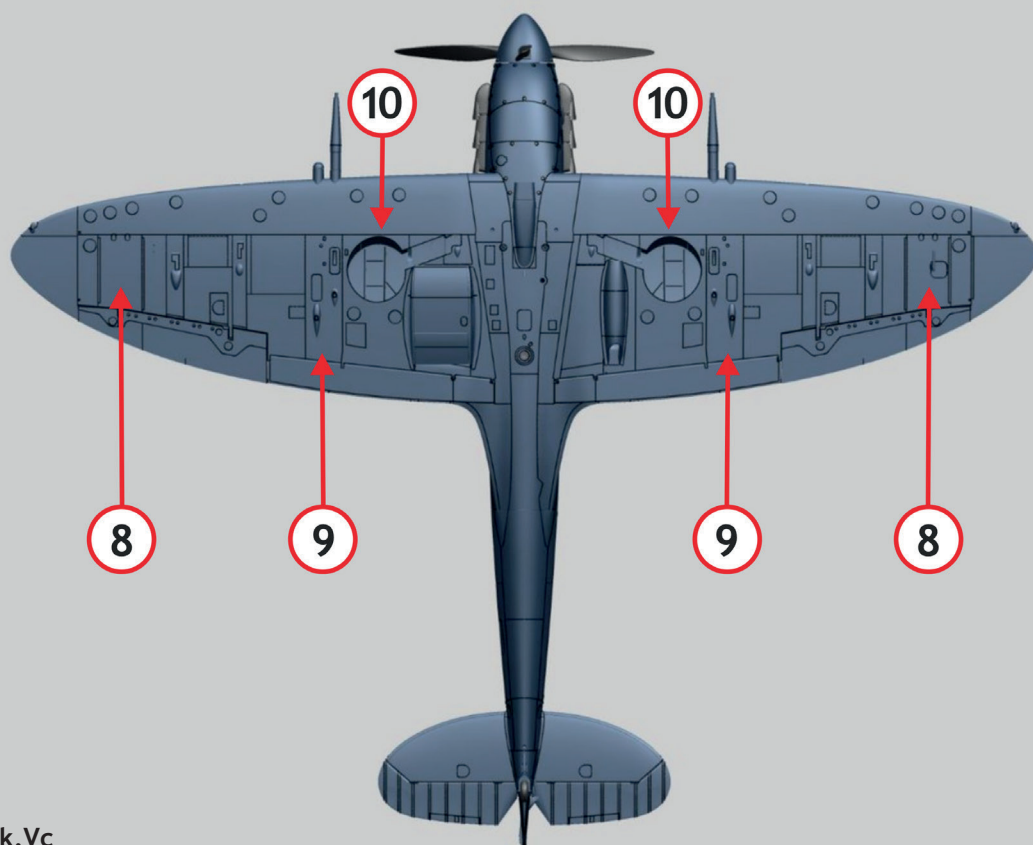


Spitfire Mk.Vc

Figure 26:

- 1. New C type wing
- 3. 7.7 mm caliber Browning machine guns
- 4. Design to accommodate either 20 mm cannon or 12.7 mm machine gun
- 5. 20 mm caliber Hispano belt-fed cannons
- 6. Two piece gun well cover with narrow bulge on the inner part
- 7. Flat upper wing skin missing the bulge above wheel well

Fig. 27



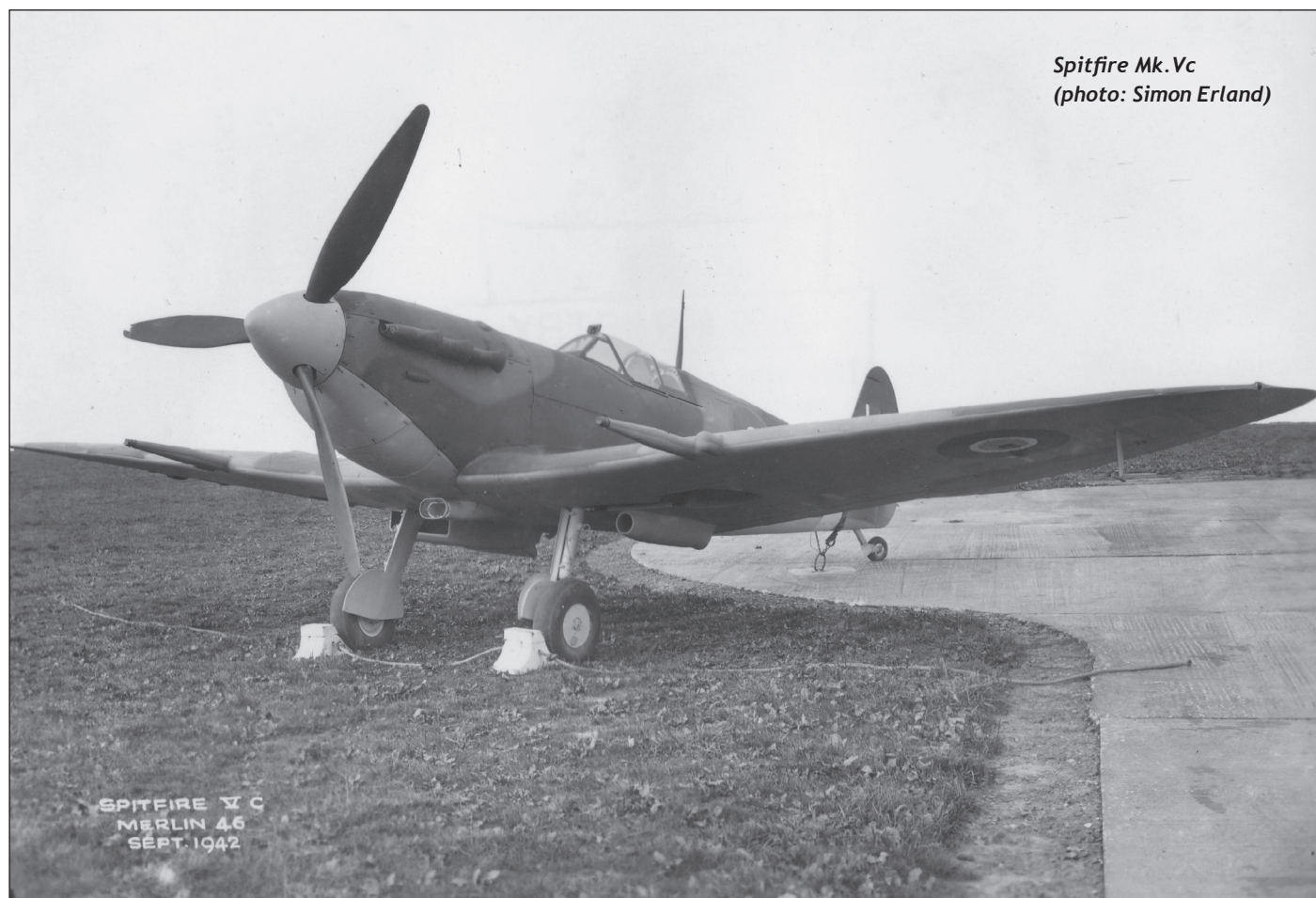
Spitfire Mk.Vc

Figure 27:

8. Hot air weapons heating system replaced with the electrical one

9. Cannon wells covers missing the large bulge

10. New wheel well with slanted side walls and elliptical outline



Spitfire Mk.Vb and Mk.Vc landing gear and wheel wells comparison

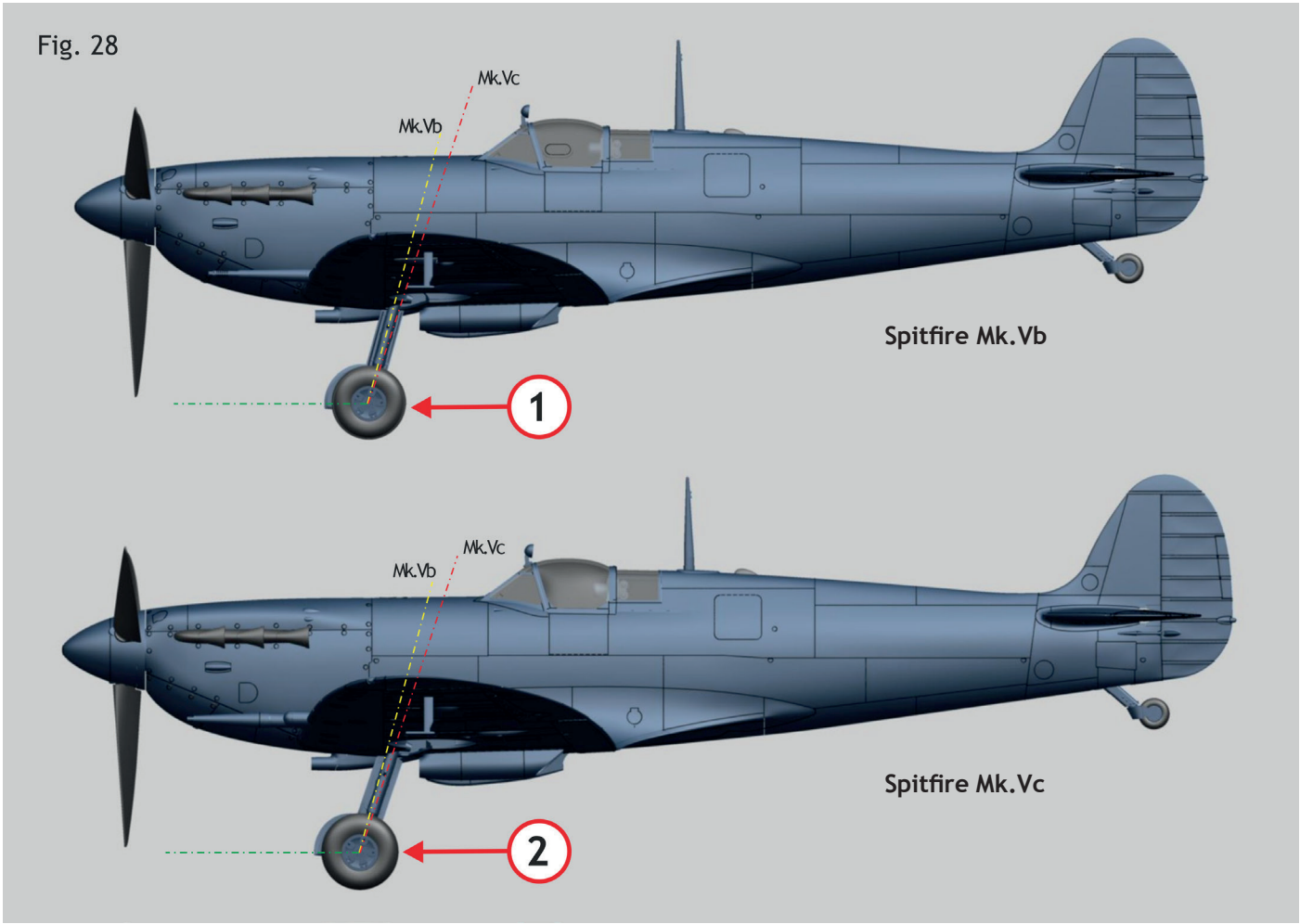


Figure 28:
 1. Spitfire Mk.Vb landing gear
 2. Spitfire Mk.Vc landing gear. The change in rake resulted in the wheel location 5 cm forward of the wing span axis compared to Spitfire Mk.Vb and different wheel well outline.

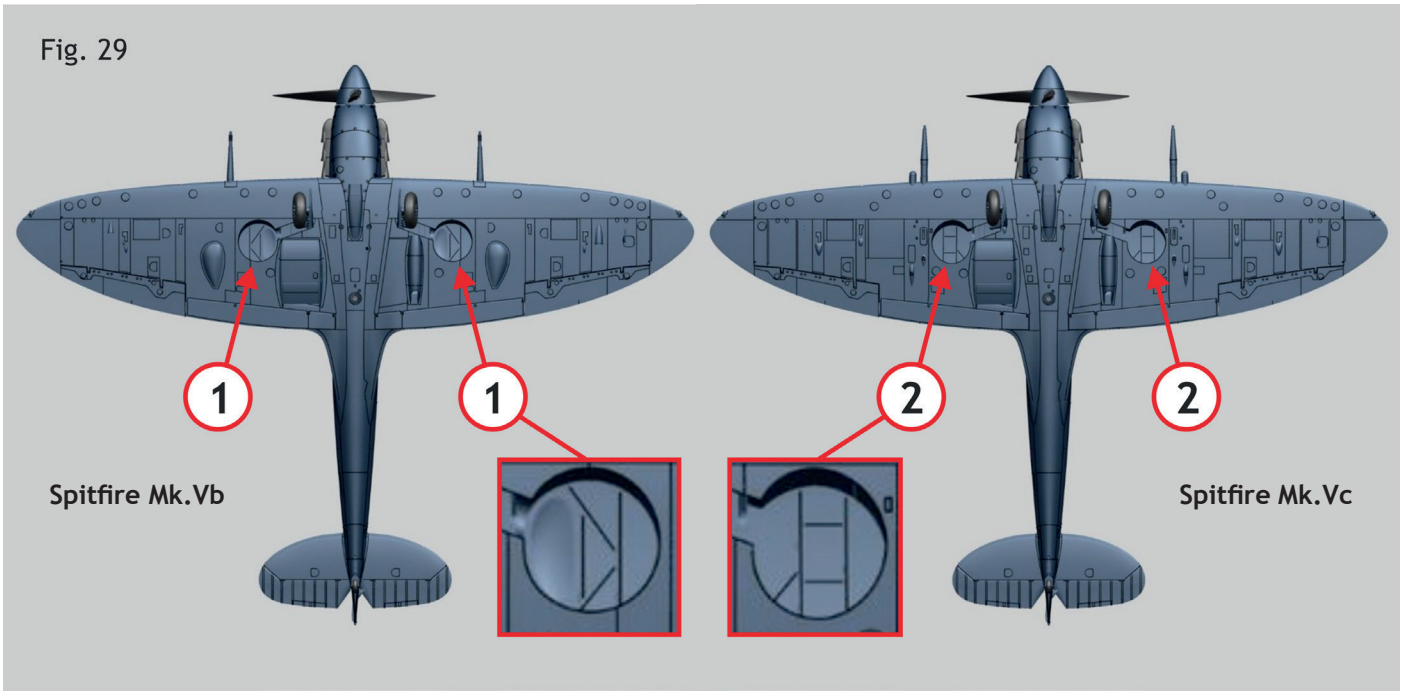
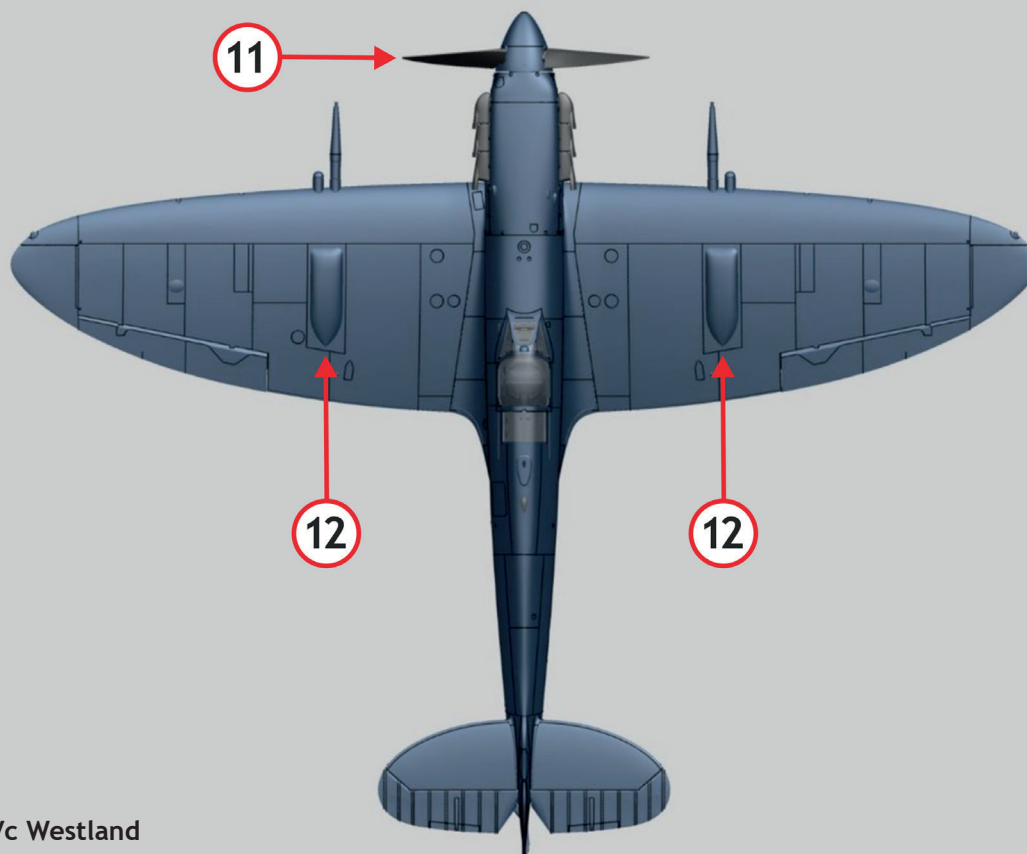


Figure 29:
 1. Spitfire Mk.Vb circular outline wheel well
 2. Spitfire Mk.Vc oval outline wheel well

Spitfire Mk.Vc (Westland)

Fig. 30



Spitfire Mk.Vc Westland

Figure 30:

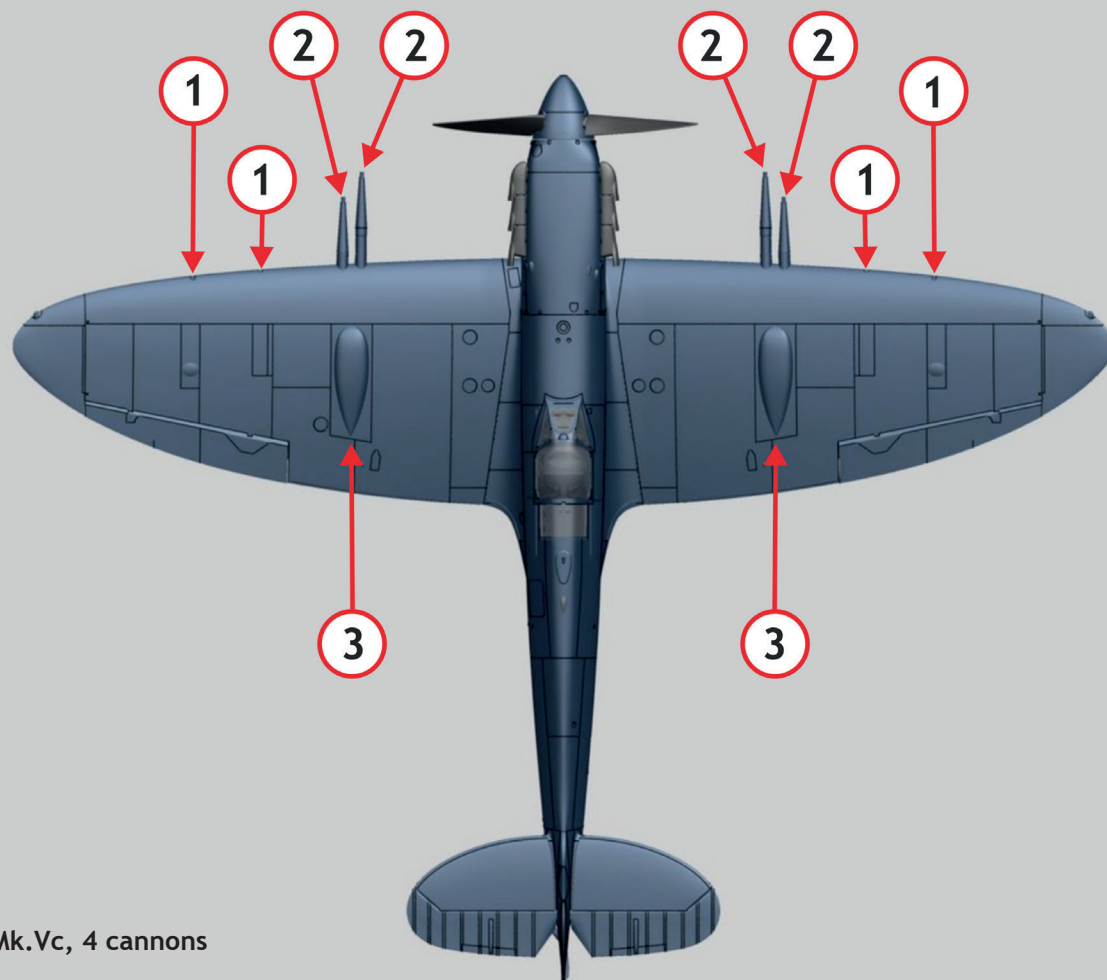
1. Different versions of Rotol propeller used

12. Large pentagonal bulge over the gun well, typical for Westland, license-built Spitfires



Spitfire Mk.Vc with four 20 mm Hispano cannons

Fig. 31



Spitfire Mk.Vc, 4 cannons

Figure 31:

1. 7.7 mm caliber Browning machine guns were not installed

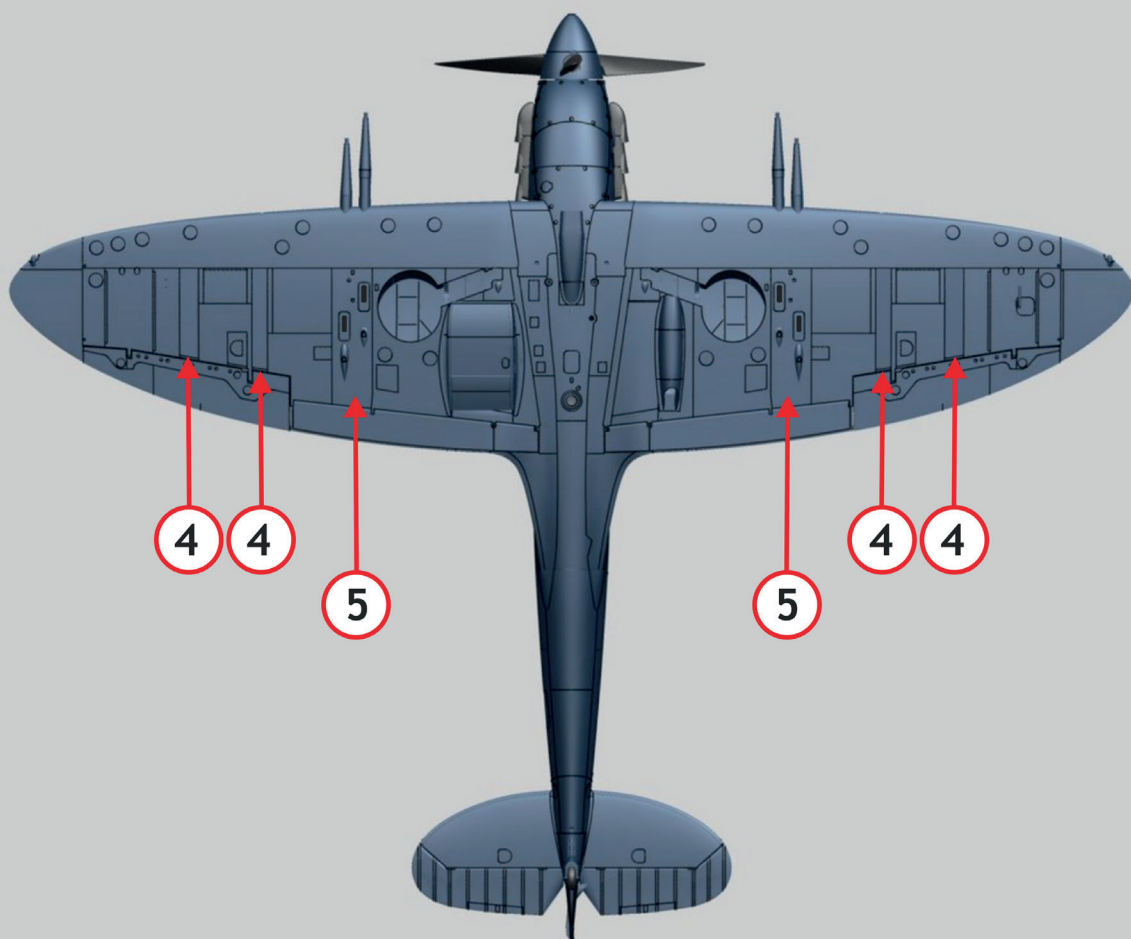
2. Four Hispano Mk.2 cannons in the weapon wells

3. Weapon wells upper covers feature large oval bulge



*Spitfire Mk.Vc with four
Hispano Mk.II cannons
(photo: Simon Erland)*

Fig. 32



Spitfire Mk.Vc, 4 cannons

Figure 32:

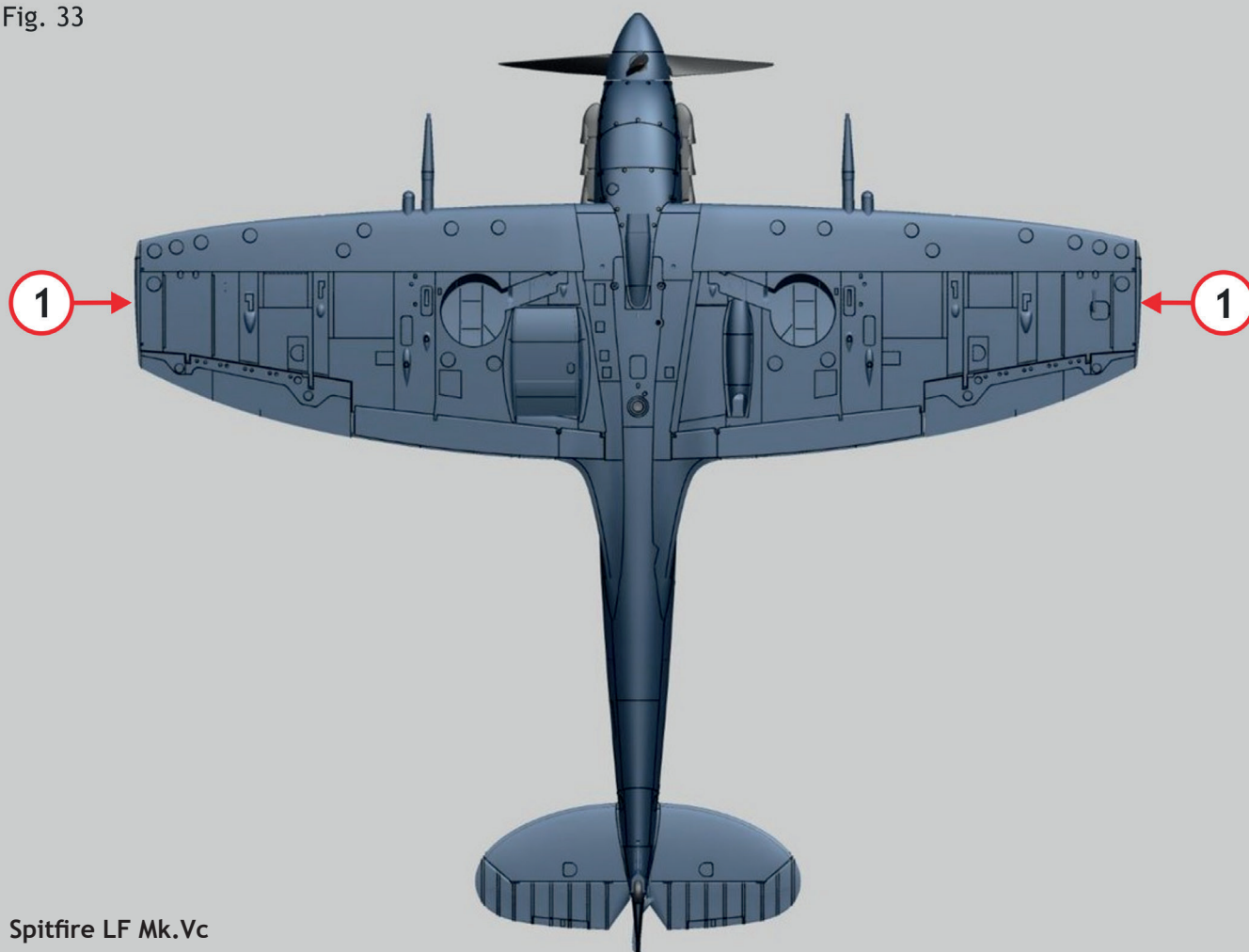
4. Weapon wells lower covers missing little bulges and shell ejection openings 5. Weapon wells covers featuring two shell ejection openings

*Spitfire Mk.Vc with four
Hispano Mk.II cannons
(photo: Simon Erland)*



Spitfire LF Mk.Vc

Fig. 33



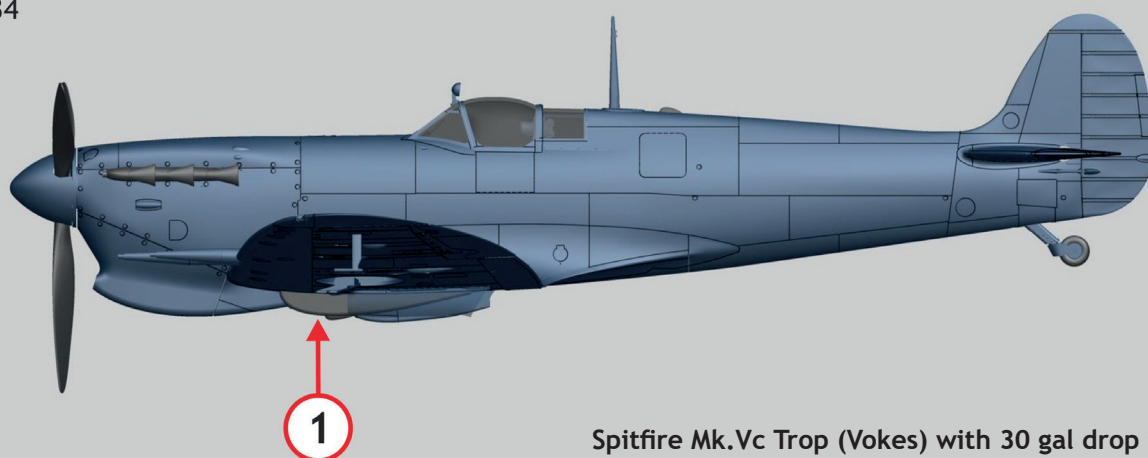
Spitfire LF Mk.Vc

Figure 33:

1. Standard LF Mk.V shortened wing tips

Drop tanks

Fig. 34

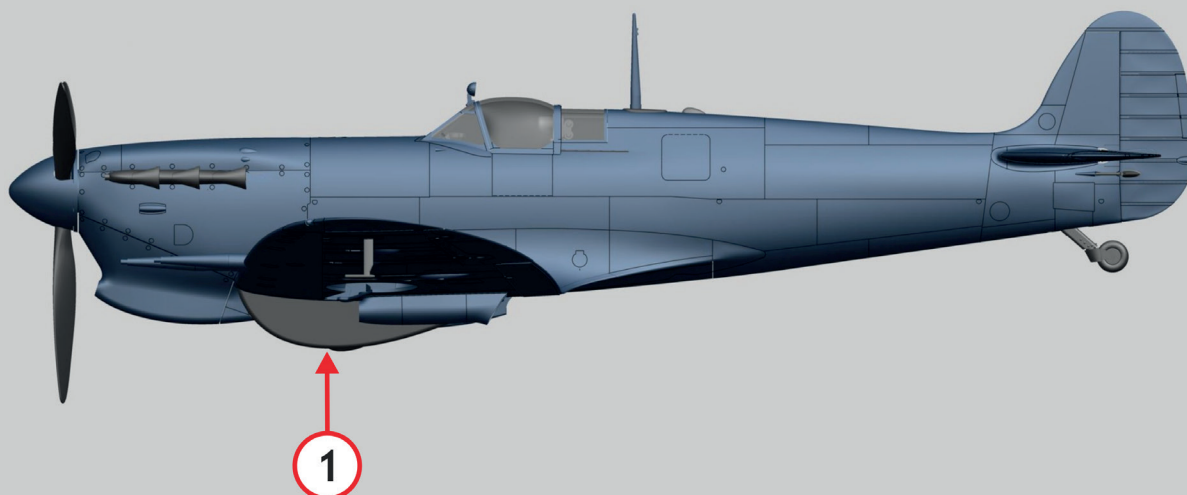


Spitfire Mk.Vc Trop (Vokes) with 30 gal drop tank

Figure 34:

1. 30 gallon drop tank. All later Spitfire versions were equipped with these tanks. Spitfire Mk.Vc in the picture features Vokes dust filter and four 20 mm Hispano Mk.2 cannons

Fig. 35



Spitfire Mk.Vc Trop (Vokes) with 90 gal. drop tank

Figure 35:

1. The same aircraft with 90 gallon drop tank attached

Fig. 36

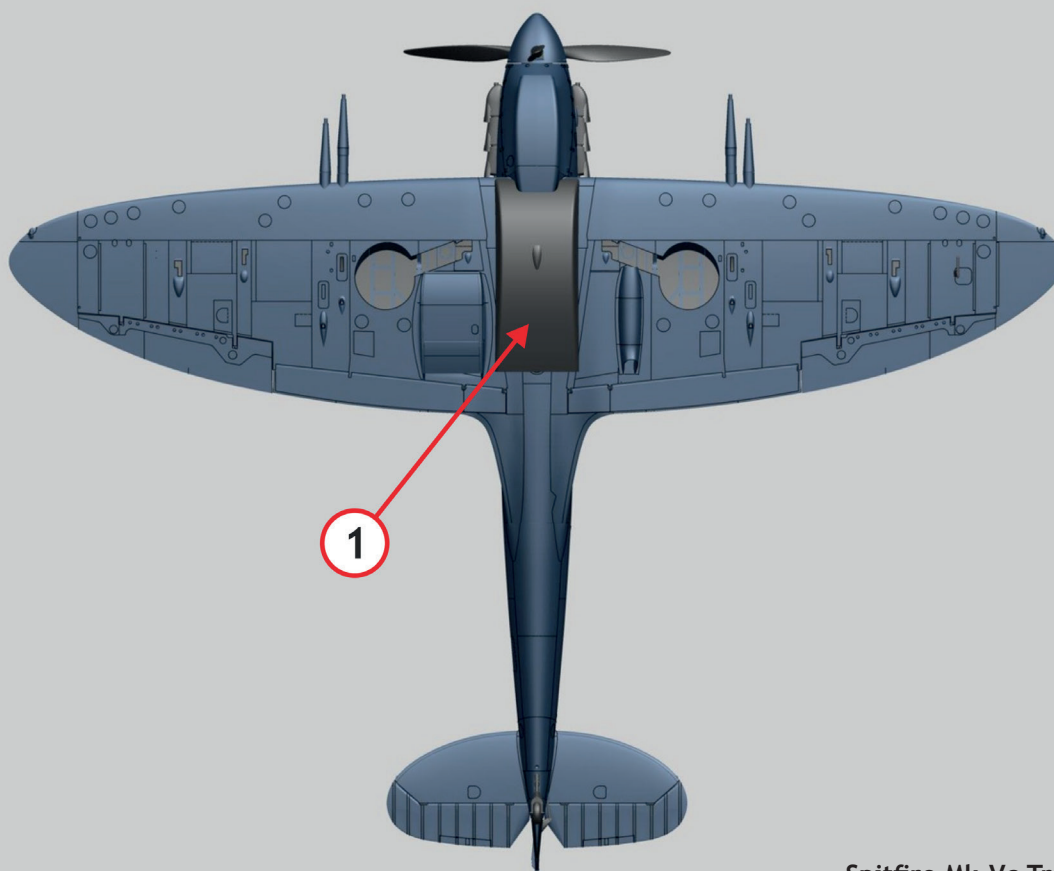
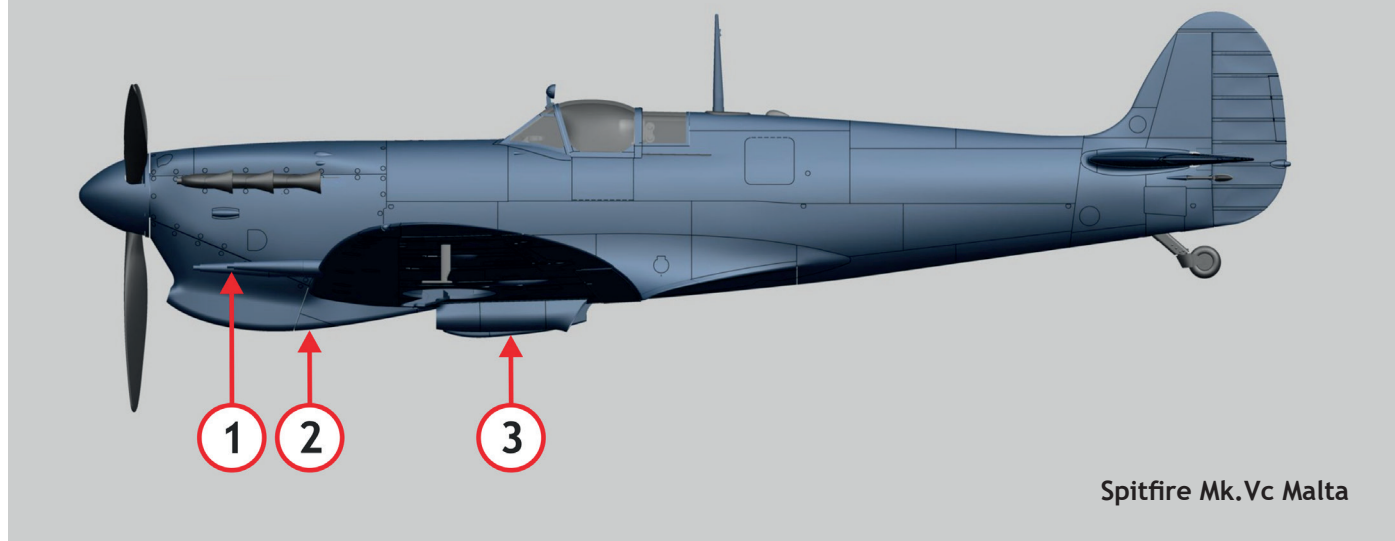
Spitfire Mk.Vc Trop (Vokes)
with 90 gal. drop tank

Figure 36

1. 90 gallons drop tank

Spitfire Mk.Vc Malta

Fig. 37

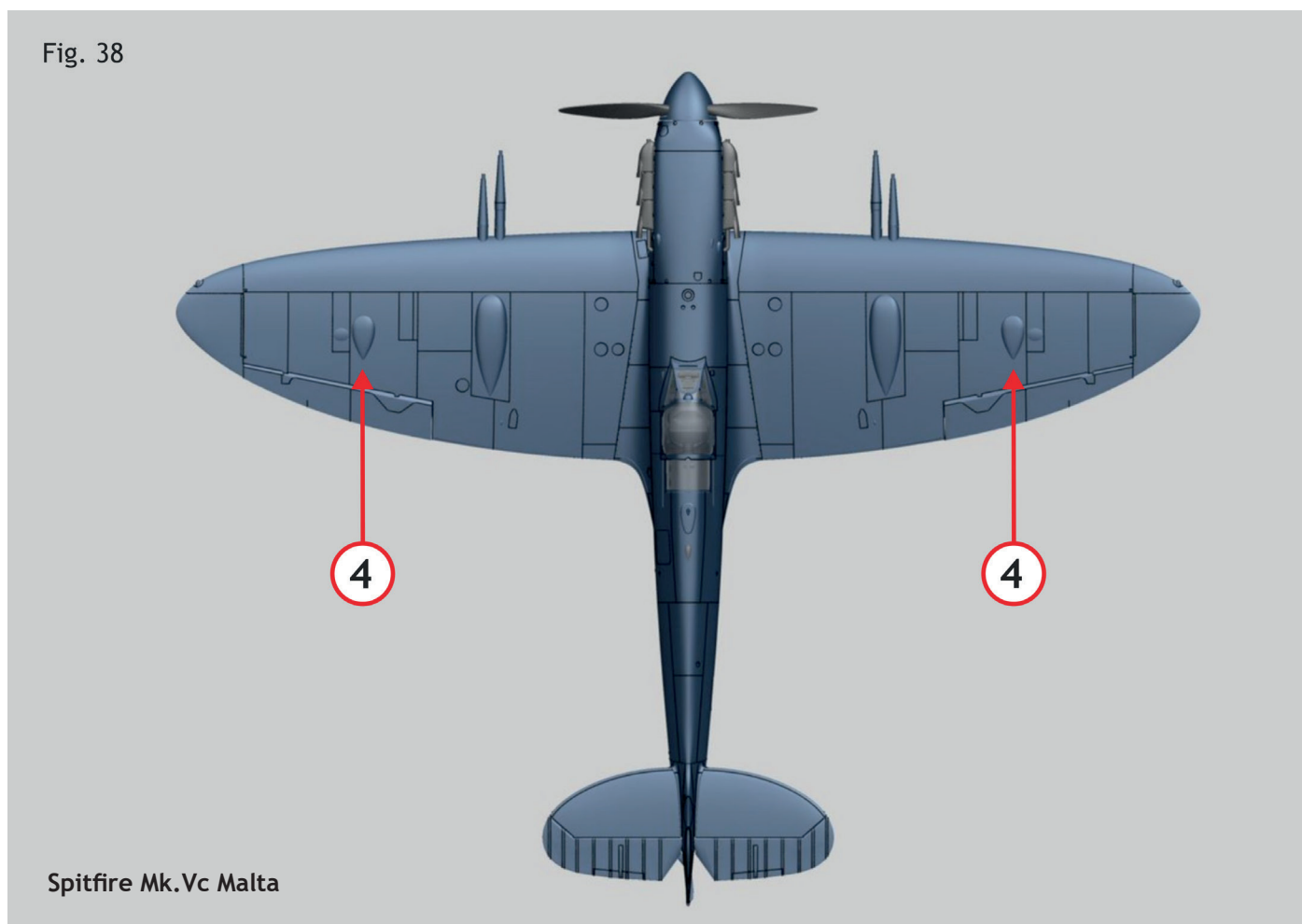


Spitfire Mk.Vc Malta

Figure 37:

1. Four Hispano Mk.2 cannons. Many MK.Vc Spitfires delivered to Malta were equipped with four cannons. During the combat deployment two cannons were usually fairly quickly removed and the aircraft operated with two cannons only. If two 7.7 mm caliber Browning machine guns were added at the same time cannot be confirmed from the available records.
2. Vokes dust filter
3. Large tropical oil cooler (not all aircraft featured it)

Fig. 38



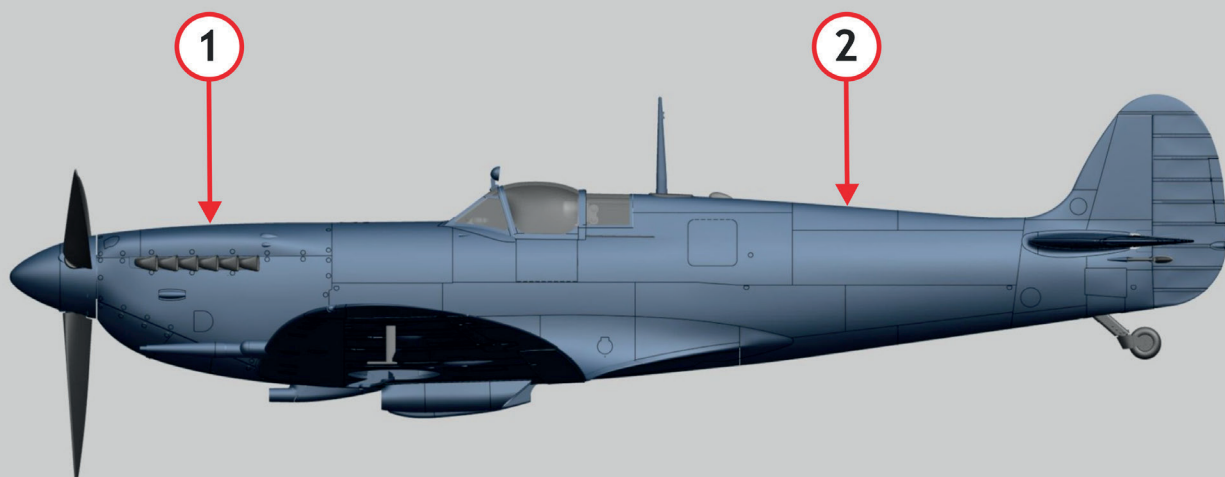
Spitfire Mk.Vc Malta

Figure 38:

4. A bulge on the upper wing skin. It was documented on several Malta deployed airframes. Their purpose remains unknown

Spitfire Mk.Vc late

Fig. 39



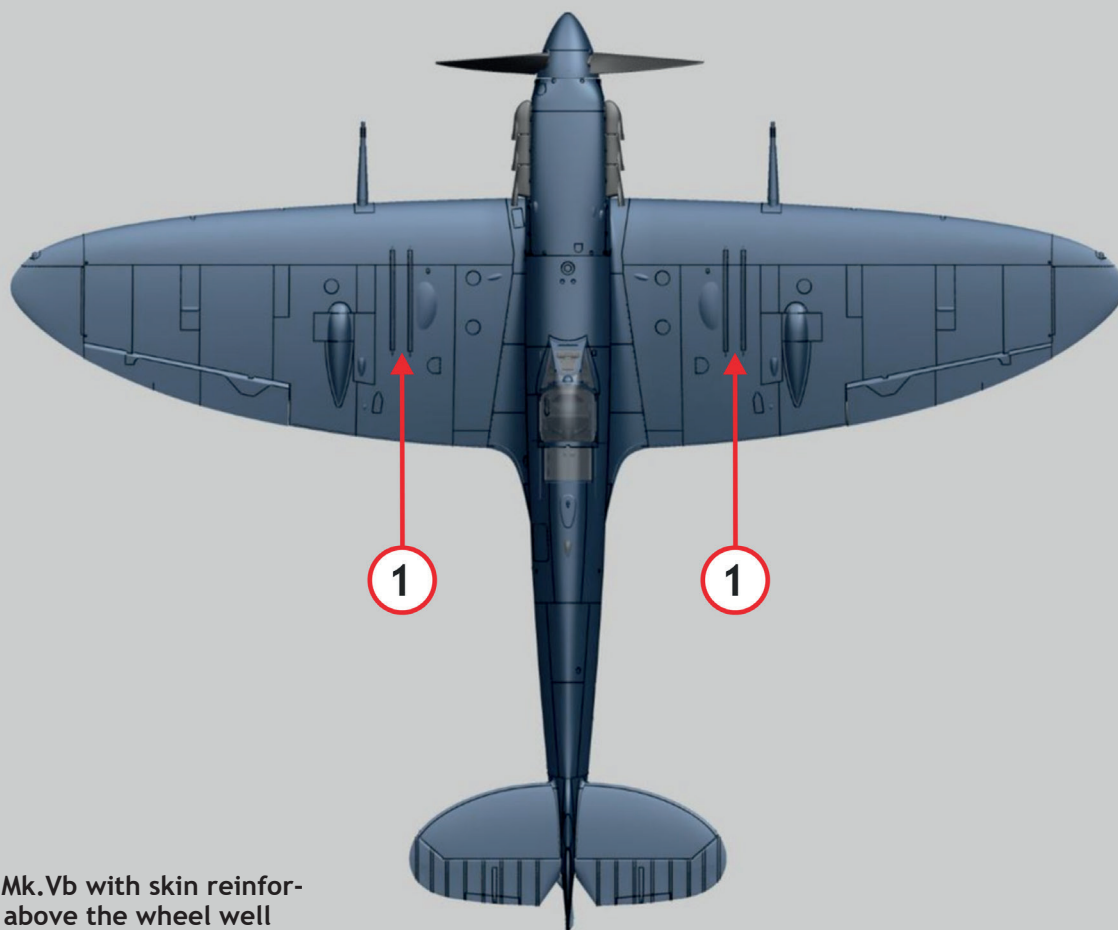
Spitfire Mk.Vc late

Figure 39:

1. Exhausts feature the individual pipes, typical for later Spitfires Mk.IXc

2. A number of Westland-built airframes featured the flush-riveted rear fuselage as opposed to the standard raised rivets used

Fig. 40



Spitfire Mk.Vb with skin reinforcement above the wheel well

Figure 40:

1. Skin reinforcement above the wheel well. These reinforcements were not only installed on Spitfires Mk.V but on the other Spitfire versions as well, typically after their overhaul having accumulated a certain number of flight hours. The skin reinforcement

prevented the skin damage in the wheel well area where it was extremely stressed during the takeoffs and landings and there was a risk of its collapse due to the fatigue

Spitfire Mk.Vc with bomb attachments

Fig. 41

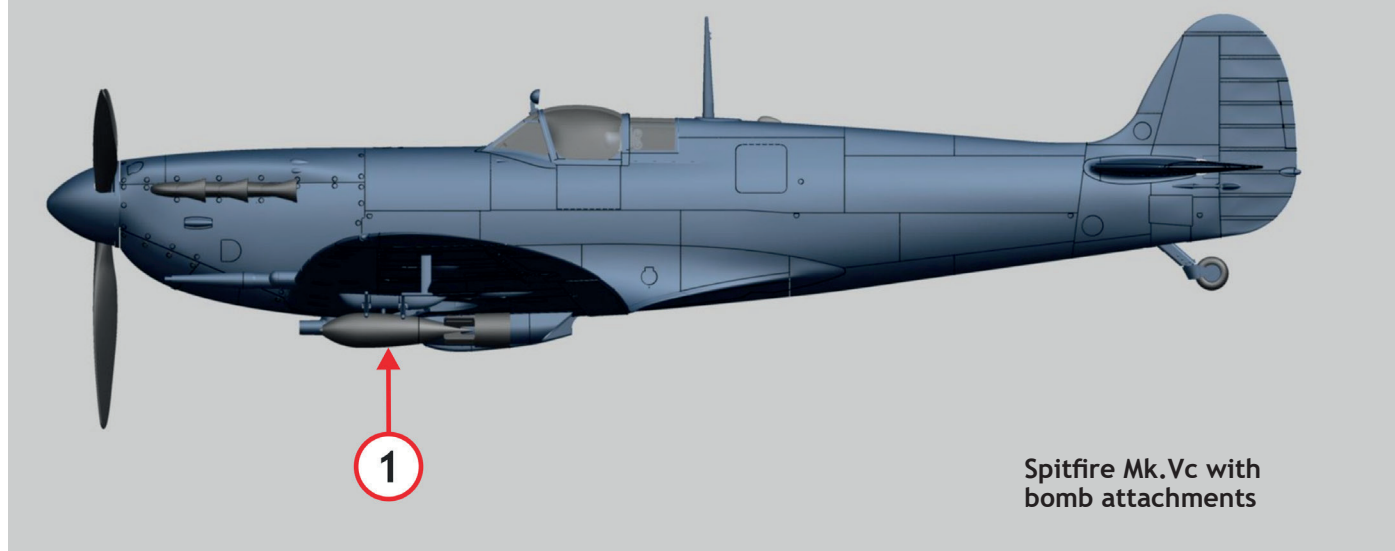
Spitfire Mk.Vc with
bomb attachments

Figure 41:

1. Underwing bomb attachments with 113 kilos bombs. Under the fuselage attachment for 226 kilos bomb was also used.

Fig. 42

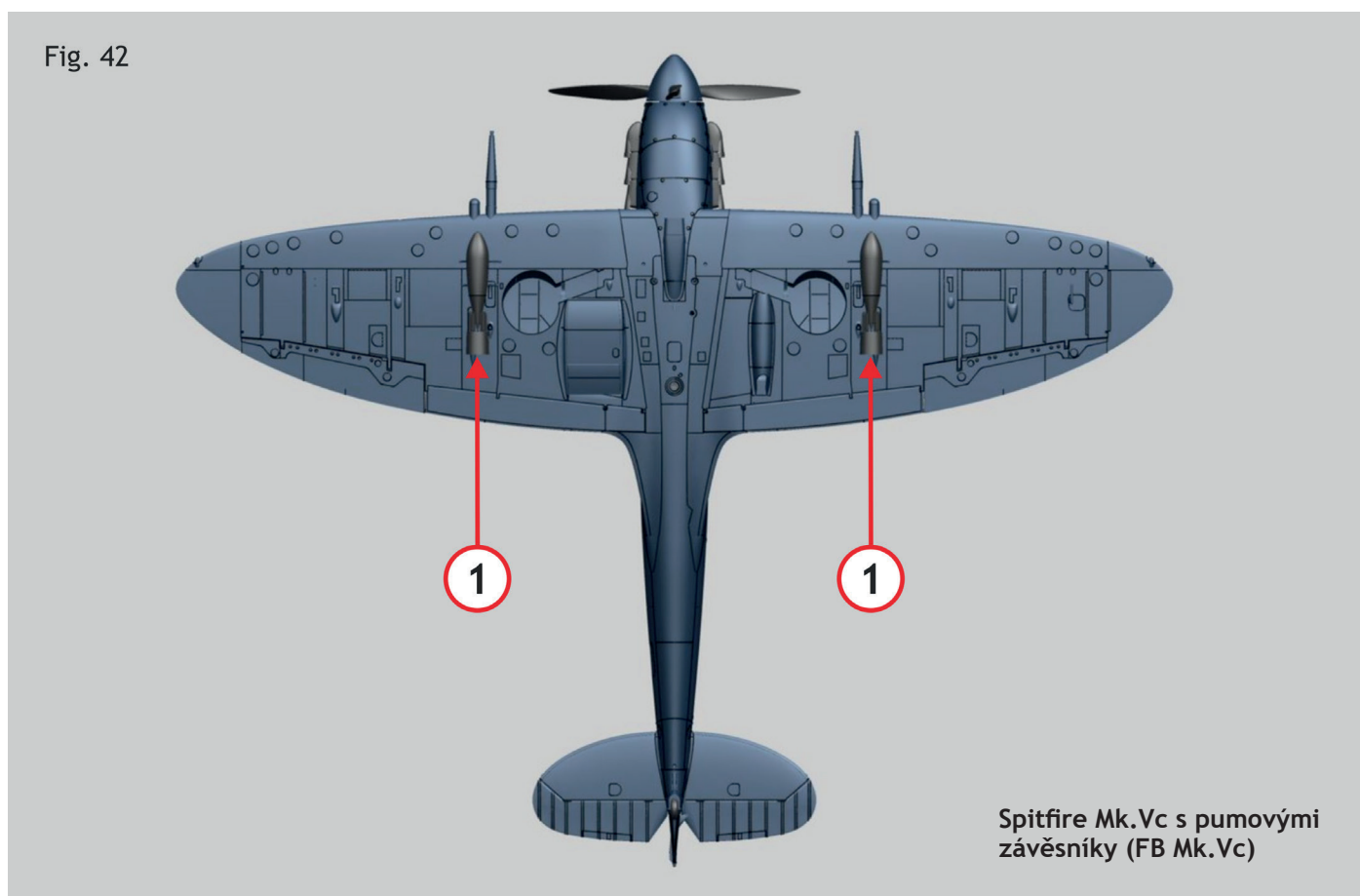
Spitfire Mk.Vc s pumovými
závěsníky (FB Mk.Vc)

Figure 42:

1. Underwing bomb attachments with 113 kilos bombs

Spitfire Mk.Vc late with bomb attachments

Fig. 43

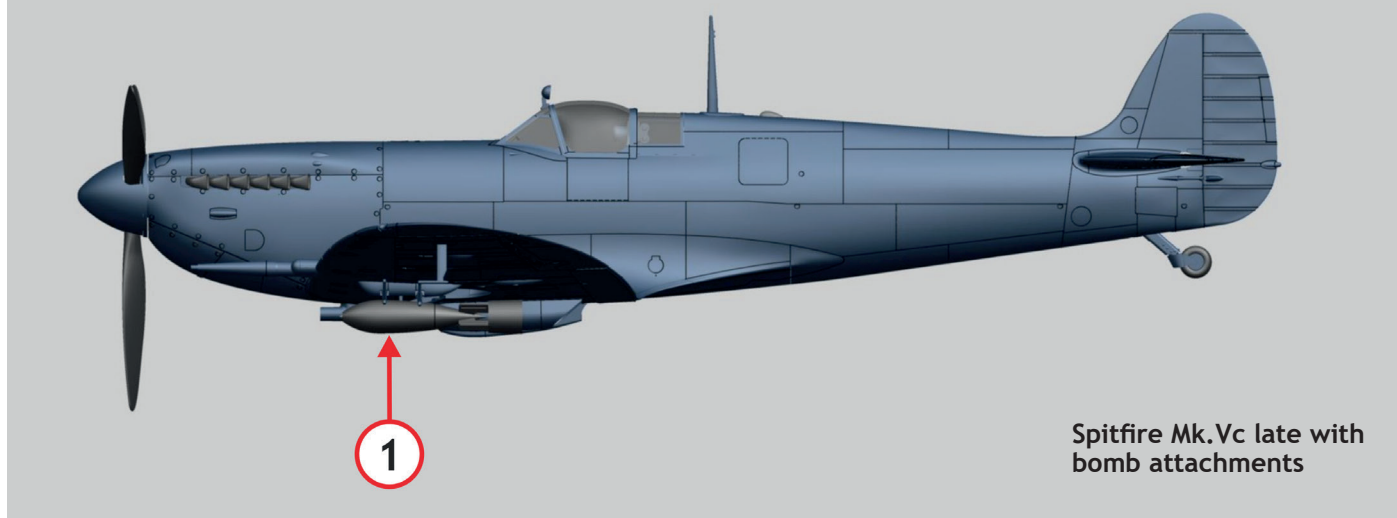


Figure 43:

1. Underwing bomb attachments with 113 kilos bombs

Spitfire Mk.Vc Trop with Aboukir type 2 dust filter

Fig. 44

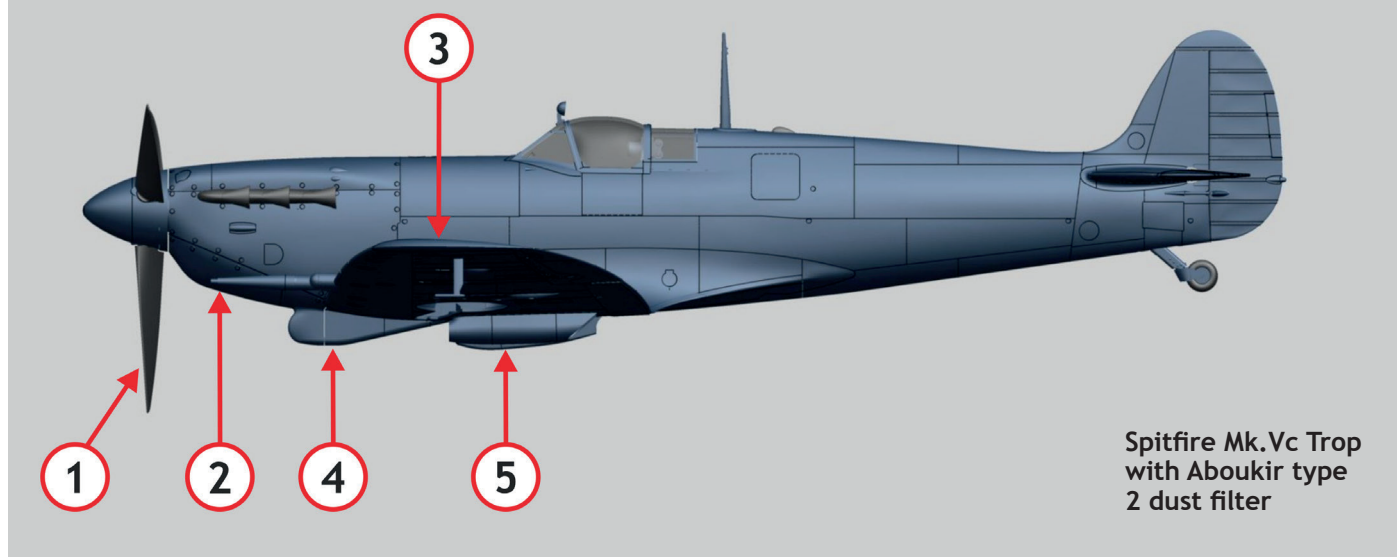


Figure 44

1. Rotol propeller
2. Lower engine cowling modified
3. Shortened wing tips for the low level operations. These shortened wingtips are typical of the tropicalised Spitfire Mk V, which was modified at Aboukir. They have a different shape to the standard shortened wingtips found on factory-produced Spitfire LF Mk Vb and Vc aircraft.
4. Aboukir type 2 (later design) dust filter
5. Large tropical oil cooler

Fig. 45

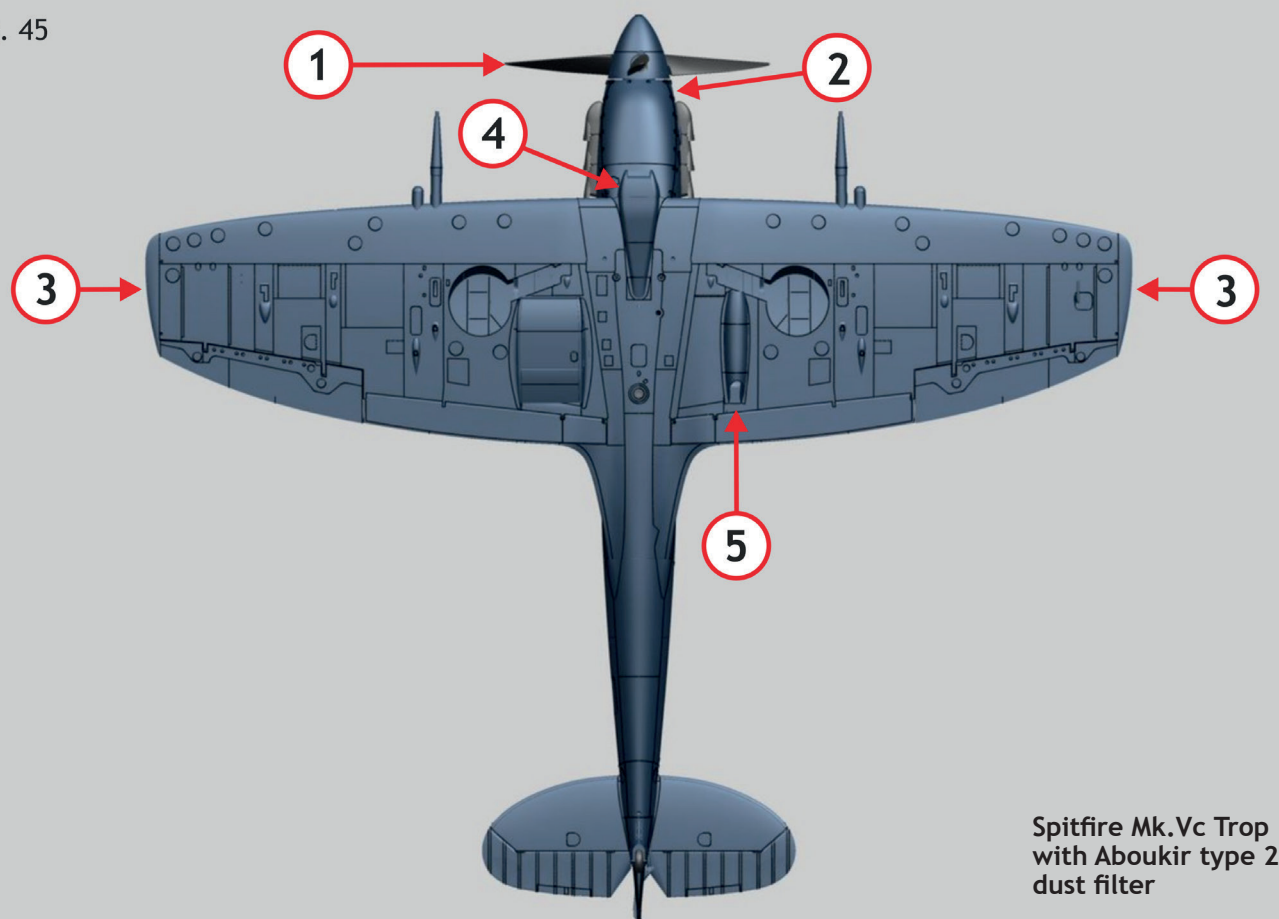
Spitfire Mk.Vc Trop
with Aboukir type 2
dust filter

Figure 45:

1. Rotol propeller
2. Lower engine cowling modified
3. Shortened wing tips for the low level operations. These shortened wingtips are typical of the tropicalised Spitfire Mk V, which was modified at Aboukir. They have a different shape to the standard shortened wingtips found on factory-produced Spitfire LF Mk Vb and Vc aircraft.
4. Aboukir type 2 (later design) dust filter
5. Large tropical oil cooler



The Spitfire Mk.Vb ER622 of No. 40 Squadron SAAF was manufactured at the CBAF factory in September 1942. It served in North Africa sporting shortened wingspan fitted with Aboukir-type wingtips and Aboukir-type tropical filter. It was decommissioned from the RAF on 30 April, 1943, and was sold to Turkey in February 1945. Note the gun heating pipe behind the rear exhaust pipe, typical for the late Spitfires Mk.Vb (photo: IWM via Wikimedia Commons).

ALWAYS NEW MODELS, MASKS ACCESSORIES, DECALS

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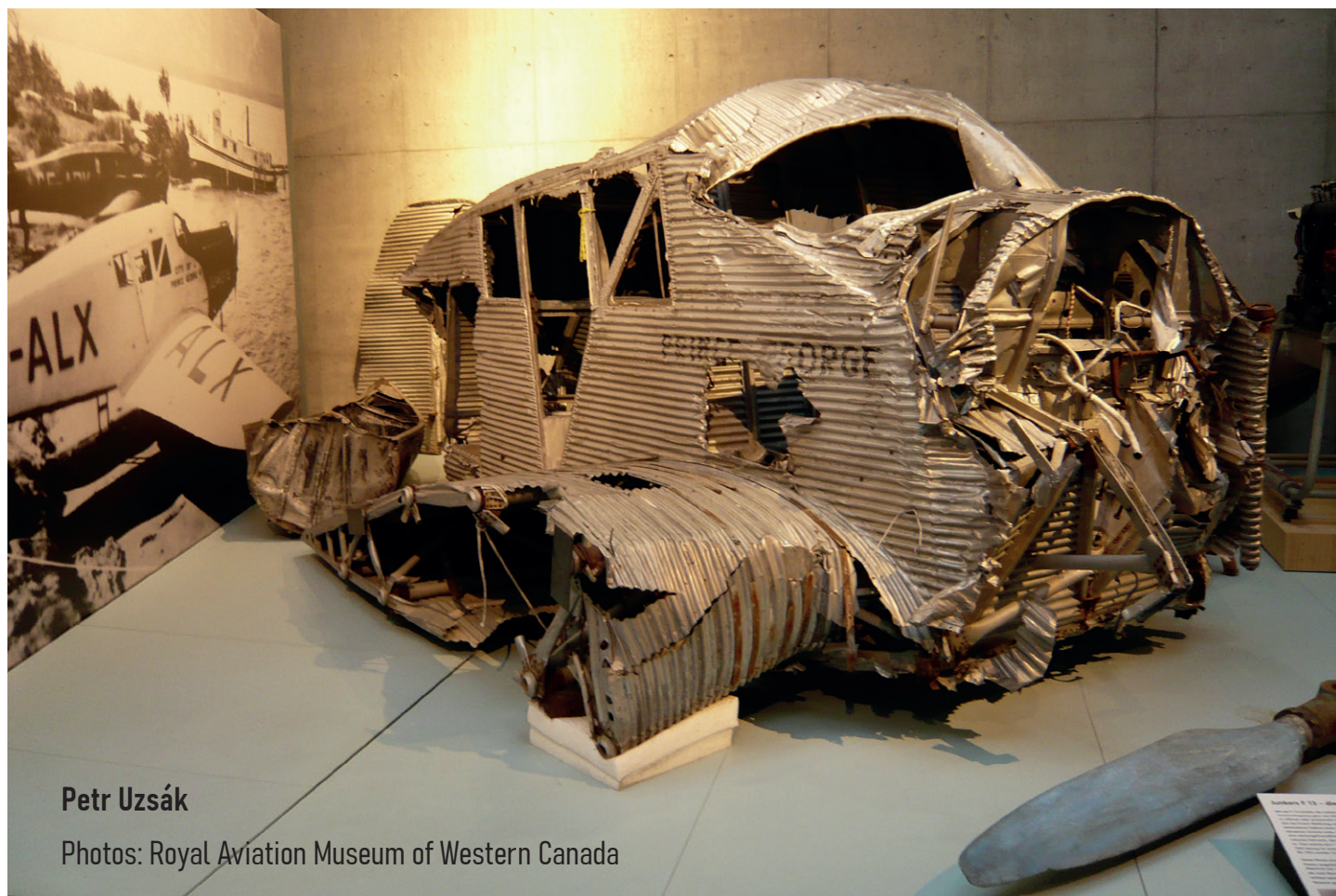
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The Rebirth of a Canadian Junkers



Petr Uzsák

Photos: Royal Aviation Museum of Western Canada

Professor Hugo Junkers' company was a highly progressive airplanes' manufacturer. For example, as early as the First World War it was already mass-producing all-metal combat airplanes—at a time when wood and fabric still unquestionably dominated other aviation designs.

This article, however, focuses the post-war aviation, more precisely, a single-engine transport airplane that was operated in the harsh and inhospitable Canadian tundra. Her factory designation was Junkers F 13g, construction number 2050, and she was registered as CF-ALX. She was built at the beginning of 1930, sold to Canada in May of that year, and registered there the same month. Her owner became the Air Land Manufacturing Company, which used her together with her sister airplane CF-AMX—for the operational tasks in support of mining activities. Given the then poorly developed infrastructure of rural Canada, it is hardly surprising that the airplane was equipped with floats, allowing it to land on

many local lakes and other waterways. As of June 1930, the airplane was christened City of Prince George.

The company operated the airplane for full three years before it was sold, on May 17th, 1933, to the merchant and farmer Victor Spencer of Vancouver, Canada, who was also active in the mineral industry. Likewise the previous owner, he used her for a similar range of tasks—not for long though.

Her sudden demise came on Sunday, July 23rd 1933, about 120 kilometers north of Lake Takla, near Lake McConnell in the province of British Columbia. After takeoff, the aircraft lost altitude due to descending air currents, clipped the treetops, and subsequently made a forced landing in a rocky terrain. The pilot was William McCluskey, the flight mechanic Fred Staines, and there were two passengers on board. Fortunately, the accident claimed no lives; all four occupants were only slightly injured, but the aircraft itself was effectively a write-off. Despite the remoteness of the

location, some parts of the aircraft were later salvaged.

After the accident, the wreck laid at the site for many decades virtually untouched, until in the summer of 1981 it was recovered by several enthusiasts and transported to the storage facilities of the Royal Aviation Museum of Western Canada (RAMWC) in Winnipeg, Manitoba.

After many years in storage, in 2006 a loan and restoration agreement was reached with the Berlin Technical Museum. This was followed by the airplane's transport aboard a Lufthansa MD-11 freighter from Chicago to Frankfurt am Main, from where it was transported on the ground to Berlin. The cargo airplane was flown by Captain Claus Cordes, who, incidentally, is also a pilot of the vintage Junkers airplanes such as the sport A 50 or the transport Ju 52. In addition he also flew the Lockheed Super Constellation.

After several years on display in Berlin, the Junkers wreck was transported to Hungary,

where it underwent a long and demanding restoration to her original condition. This work was carried out in Héreg near Budapest, home to a well-known workshop specializing in the vintage aircraft restoration. Their work can be seen in many museums.

Following its return to Canada in September 2024, the final finishing work was completed. In order to preserve her historical authenticity, the float landing gear was reinstalled in May 2025, and in this configuration the Junkers is now on display in the RAMWC museum in Winnipeg. Unfortunately, the airplane currently lacks the engine. Regardless, she makes an extraordinary impression in the exhibition.

The Junkers F 13 left an indelible mark on the world aviation and it can be said outright to have been one of the airplanes that helped transform the commercial air transport. This was primarily due to its advanced all-metal design, operational reliability and sturdiness which also contributed to the promotion of the aviation as a whole. Her successors included, for example, the single-engine W 34 and the three-engine G 23/24, and the most famous Ju 52. In total, around 320 airframes of the "Thirteen" were produced between 1919 and 1930. Other surviving original airplanes can be found, for example, at the Air and Space Museum in Le Bourget near Paris, the Deutsches Museum in Munich, or the Transport Museum in Budapest.

In the pre-war Czechoslovakia, two examples of the "Thirteen" were in use—one with Czechoslovak registration and another with a German one. In 1932, the footwear businessman Tomáš Baťa was killed while aboard on one of these airplanes.

Modeler's note: 1/48 scale replica of this airplane can be built from the recently released MiniArt plastic model.





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



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Curtiss SB2C Helldiver

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



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The Air War in Ukraine

Death of Rare Birds

Miro Barič

In today's installment of the series, we look at the period from 1 November 2025 to 30 November 2025. During an attack on the Beriev plant in Taganrog, Russia lost two unique test aircraft in the monitored month: the Beriev A-60 and the Beriev A-100LL.

On the ground front, Russian pressure continued at several locations. The most critical situations were around Pokrovsk and Myrnohrad in Donetsk Oblast, Huliaipole in Zaporizhzhia Oblast, and Kupiansk in Kharkiv Oblast. In the case of the latter, on Thursday, 20 November, Russian General Sergey Kuzovlev even announced in a live television broadcast to Putin that the city had been completely captured—allegedly as early as 4 November—and received a decoration for it. However, this was not true. Only small Russian units (estimated at around 200 soldiers) had infiltrated Kupiansk, and Ukrainian forces recaptured most of the city. When this deception came to light, General Kuzovlev disappeared and was later found dead.

In the other mentioned cities, however, the situation was far worse for Ukrainian defenders. The reason was not only Russian pressure, which relied primarily on infiltration by small groups and disruption of the Ukrainian rear. Frontline positions were patched together by various units with poor coordination. When the enemy bypassed them on the flanks, withdrawal orders often did not arrive in time, and some units were lost as a result. Ultimate responsibility for this long-unresolved situation lies with the Commander-in-Chief of the Armed Forces of Ukraine, Oleksandr Syrskyi.

On the very first day of the monitored period, Saturday, 1st of November, Ukrainian military intelligence special forces (GUR)

attempted to reverse the unfavorable situation in Pokrovsk. During the operation, GUR chief Kyrylo Budanov was reportedly personally present in the city. From the perspective of the air war, it is particularly noteworthy that the operation included a helicopter deployment. GUR operates several UH-60 Black Hawk helicopters, including one purchased by donations from the Czech Republic and named Čestmír. It is unclear how many helicopters were used; drone reconnaissance footage captured only one. The mission of the special forces was to penetrate and clear supply routes within the city that had been infiltrated by Russian troops. The course and outcome of the operation remain unknown. Russia claims that all Ukrainian soldiers were killed shortly after disembarking from the helicopter, which Ukraine denies. While the mission was close to suicidal, the Ukrainians likely achieved some success, as the situation improved—albeit only temporarily.

In this context, it is also notable that a few days later Czech pro-Russian disinformation actors began spreading claims that the Čestmír helicopter took part in the Pokrovsk operation and was shot down with all personnel on board. However, even the Russian side made no such claim—and Kremlin propaganda would certainly have exploited the downing of a Black Hawk. Russian statements only claimed that Ukrainian special forces were eliminated after landing during ground combat. No mention was made of a helicopter being destroyed.

Moreover, the helicopter seen in the video shows different paint details and was likely not Čestmír at all.

Russian Losses

As far as aviation losses are concerned, November was a successful month for Ukraine. It suffered no known losses, while the Russian Air Force lost several aircraft. On Thursday, 13 November, a Sukhoi Su-30SM2 fighter was destroyed. This loss was not directly related to combat in Ukraine, although years of war undoubtedly take a toll on aircraft condition and crew fatigue. The aircraft crashed at Besovets Air Base in Karelia, near the Finnish border, just a few hundred meters from the runway. Both pilots were killed. One was identified as Lieutenant Colonel Kirill Kartsev.

Other Russian losses were directly caused by Ukraine. On Friday, 21 November, Ukrainian military intelligence GUR released video footage of a drone attack on a Kamov Ka-27 helicopter at Prymorskyi Air Base in Crimea. The attack itself had occurred earlier, likely at the beginning of the month. Only drone footage was released; the aftermath was not documented by other means, such as satellite imagery.

By contrast, the attack on Tuesday, 25 November, is very well documented by both ground footage and satellite images. Ukrainian drones struck Taganrog-South Airfield on the coast of the Sea of Azov in Russia's Rostov Oblast. This site is the G. M. Beriev Taganrog Aviation Scientific-Technical Complex, in other words, the Beriev factory. Satellite imagery revealed multiple hits on the assembly hall (holes in the roof) and two aircraft destroyed on the apron: a Beriev A-60 and a Beriev A-100LL. In both cases, these were experimental test aircraft based on the Ilyushin IL-76 transport platform.

The A-60 originated in the late 1970s and early 1980s and was used to test laser weapons. Two examples were built; the aircraft destroyed in Taganrog carried the registration RA-86879. Its explosion was also captured on video. Officially, this A-60 was retired in 2016,



Infiltration of the Ukrainian special forces from a UH-60 Black Hawk helicopter near Pokrovsk.

but in 2020 reports emerged of new laser weapon development and testing, accompanied by fresh flight footage of the aircraft. In July 2021, however, it was definitively grounded at the location where it was now destroyed.

Just a few meters away stood the A-100LL, registration RF-93953, tail number "Red 52," which had been parked since December 2023. The "LL" designation stands for Flying Laboratory. This aircraft was intended to test electronic systems for the successor to the A-50 airborne early warning and control aircraft. A true A-100 prototype was later built, after which the A-100LL was parked, although it is likely that ground tests continued.

In both cases, these were unique aircraft that had largely already fulfilled their purpose and had been parked long-term. Their destruction therefore made sense primarily for propaganda purposes, boosting the prestige of Ukrainian drone units. From a military standpoint, the significance was limited. It is likely that the main target was the Beriev production hall, and the aircraft were destroyed simply because they had not moved for a long time. Their fixed



Beriev A-100LL, photographed years ago on a Russian spotters' website by a user named bonsai.



Footage from a Ukrainian FPV drone during an attack on a Ka-27 helicopter in Crimea.



Video still of the Beriev A-60 aircraft explosion.



Satellite image of Taganrog-South Airfield from 2024. The Beriev A-60 (left inset) and Beriev A-100LL (right inset) were already parked at that time.



Satellite image showing the destroyed aircraft after an attack.

coordinates allowed long-range drones to be dispatched with confidence that the targets would not relocate. In such deep strikes inside Russian territory, Ukrainians cannot remotely control drones and instead send them to pre-programmed coordinates.

Attack on Ternopil

Russia continued its systematic attacks on Ukrainian energy infrastructure. Among the many air raids that occurred almost every night, one stood out—the attack carried out in the early Wednesday morning, 19th of November. Russia launched 476 drones and 48 cruise missiles, primarily targeting western Ukraine. The strike involved six Tu-95MS and four Tu-160MS bombers, which launched Kh-101 missiles. Ukrainian air defenses destroyed 442 drones and 41 missiles.

It was these Kh-101 missiles from Russian strategic bombers that penetrated the



city of Ternopil. In the final phase of flight, they deployed infrared decoys to reduce interception chances. Industrial facilities and energy infrastructure were hit, but two nine-story apartment buildings also suffered direct hits and were largely destroyed. Thirty-eight people were killed, including seven children, and more than one hundred were injured. This was one of the deadliest Russian air attacks since the start of the war.

Meanwhile, Russian propaganda repeatedly claims that it strikes only military targets with surgical precision and causes no harm to civilians. The Kremlin clearly has a good teacher in the fight against "Nazism." Who was it that said a lie repeated a hundred times becomes the truth? Was it the Nazi Goebbels?



A Russian Kh-101 missile attack on apartment buildings in Ternopil killed 38 civilians, including seven children.

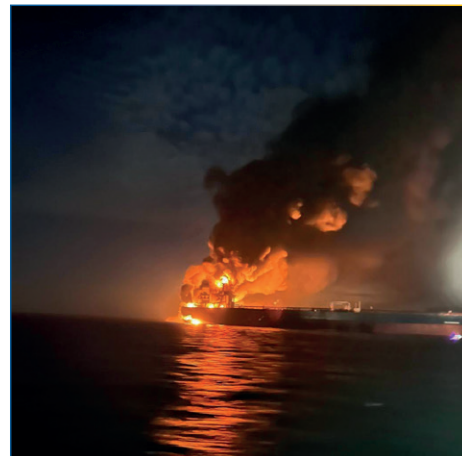


Tanker Explosions

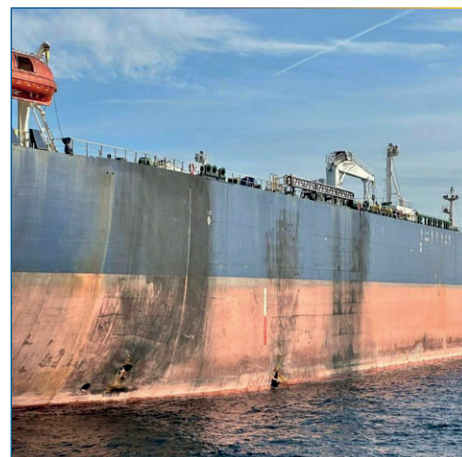
On the Ukrainian side, a new type of attack appeared during the monitored period: naval drones targeting tankers of Russia's shadow fleet. These vessels are scattered worldwide, often in questionable technical condition, and are used by Moscow to export oil under international sanctions. As a result, they cannot be insured or serviced in ports.

In the Black Sea, on Saturday, 29 November, naval drones Sea Baby struck two tankers, Kairos and Virat. Both were empty and heading to Novorossiysk to load oil. Both ships were hit in the stern, where their engines and fuel tanks are located. Fires broke out on both vessels but were later extinguished, and the damaged tankers remained afloat.

Another attack occurred in an unexpected location: the tanker Mersin was hit by four "external explosions" while anchored off the coast of Senegal in West Africa. As a result of the naval drone attack, the engine room was flooded.



Ukrainian naval drones attacking Russian tankers in the Black Sea.



Damaged tanker the day after the fire was extinguished.



New images of the ex-Slovak MiG-29AS fighters. The characteristic antenna behind the cockpit, overpainted original markings, and heavily worn paint can be noticed.

A cockpit video still of a wildly maneuvering ex-Slovak MiG

equipped with pylons for guided bombs. One aircraft appears capable of carrying GBU-39 SDB (Small Diameter Bomb) munitions, while the other has pylons for GBU-39 JDAM-ER (Joint Direct Attack Munition - Extended Range). The former Slovak aircraft have thus gained capabilities in Ukrainian service that they never had at home, as Slovak Air Force MiG-29AS fighters were not equipped for precision ground attack.

At the same time, cockpit video footage was released showing an ex-Slovak MiG-29AS in action. The aircraft was flying a mission in the frontline area (likely a bombing mission) when it was targeted by Russian air-defense missiles. The pilot was forced to evade through a series of violent maneuvers at very low altitude. That it was a former Slovak



Ukraine Mirage 2000.

aircraft was confirmed by the BAE Systems AN/APX-113(V) IFF antennas, visible in front of the windscreen on the upper fuselage. Slovak MiG-29AS fighters received these during modernization in 2005–2006.

Ground Equipment for Mirage 2000

Ukraine is also preparing for the future strengthening of its air force. Some time ago, the Ukrainian Air Force received mobile mission-planning complexes for its F-16 fighters, which constantly relocate between bases to avoid detection by Russian missiles.

Not all airfields, however, are adequately equipped for Western fighters, so necessary equipment is transported by truck.

After the F-16s, the Ukrainian Air Force has now received similar mobile ground support complexes for Mirage 2000-5F aircraft delivered from France. In addition, it has acquired mobile meteorological stations, further improving mission planning and preparation.

In France, Ukrainian President Volodymyr Zelenskyy and French President Emmanuel Macron signed a framework agreement on new air-defense systems and Rafale fighter jets

on Monday, 17 November. At least regarding the fighters, this is similar to the agreement Zelenskyy signed a month earlier in Sweden on Gripen fighters—that is, an agreement on possible future deliveries. Should such purchases actually take place, they would form part of the post-war reconstruction of Ukraine's air force. First, however, a sustainable peace must be achieved—not a Ukrainian capitulation along the lines of the November U.S. proposal, which, according to all available information, was dictated from the Kremlin.



Ukrainian Mirage 2000-5F fighters received the mobile ground support equipment and meteorological stations.



*This Ukrainian drone failed to reach its target.
Footage of its wreckage was published by Russian media.*

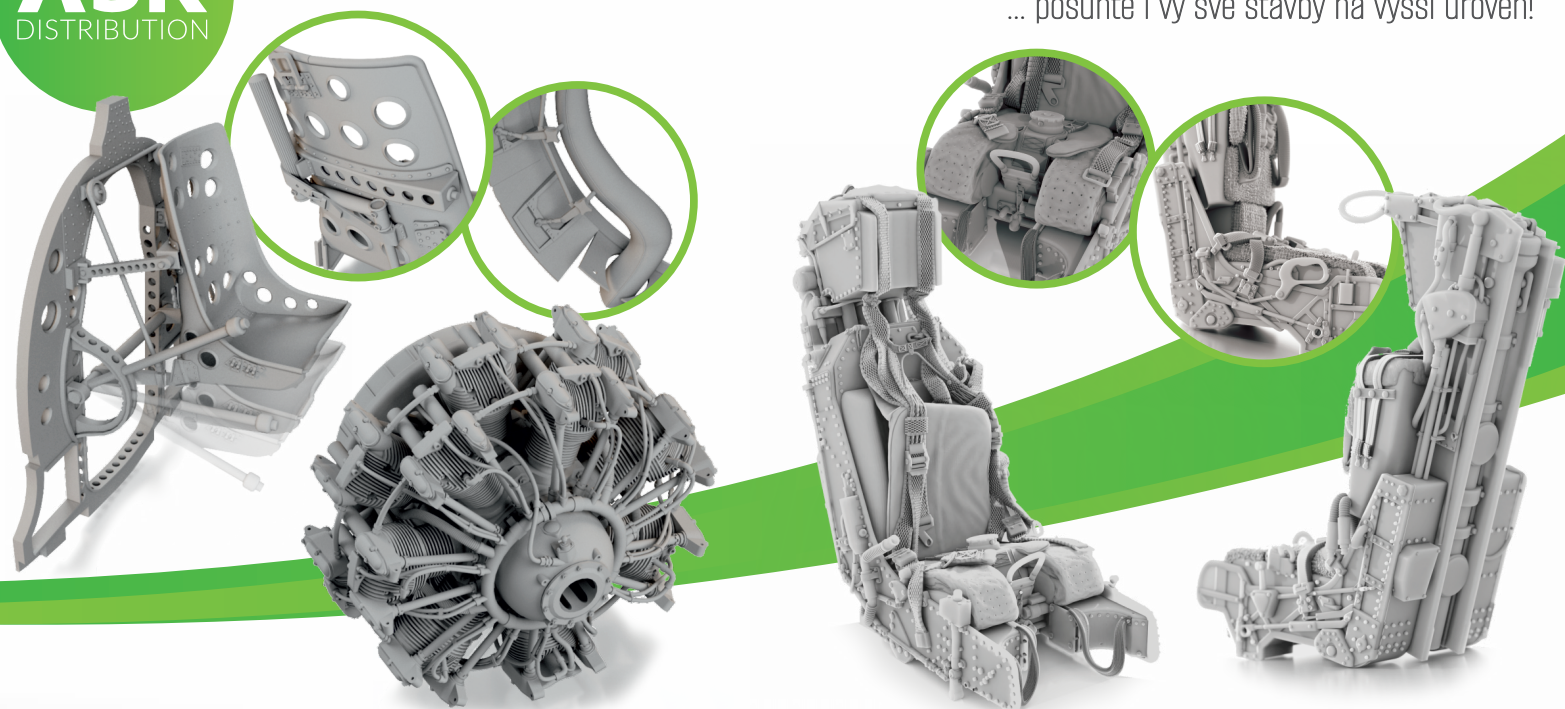


A series of images of the Ukrainian MiG-29 fighters which belong to the 40th Tactical Aviation Brigade.

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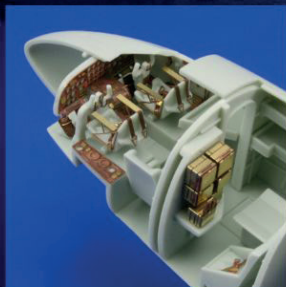


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P-51B-1, 44-42421, Lt. Col. James H. Doolittle, 33rd Fighter Group, 8th AF, Europe, April 1945.
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Text: Jan Zdiarský

Illustration: Piotr Forkasiewicz



The roots of the post-war Police Air Patrol of the Security Air Force in Czechoslovakia date back to the First Czechoslovak Republic. As early as the 1930s, the Gendarmerie Air Patrol (Četnické letecké hlídky - ČLH) was established, which was a relatively modern tool of the young Czechoslovakia state for the surveillance of its territory, especially its border areas. These units of the Ministry of the Interior were formally established on July 1, 1935, and were based on the Czechoslovak Air Police, which had been established by parliament shortly before (June 12, 1935). The main tasks of the ČLH were observation, search and communication activities, monitoring the state borders, searching for wanted persons, assisting in natural disasters, and supporting gendarmerie units in difficult-to-reach terrain. The ČLH did not constitute a separate armed force, but was closely linked to the army air force in terms of organization and personnel. The ČLH also played a special role during the May and September mobilizations of 1938, when their reconnaissance flights around the borders not only helped to monitor the situation in the border area of Nazi Germany, but also contributed to efforts to calm the hot situation in the Czechoslovak Sudetenland. The fact that these efforts were subsequently thwarted by the betrayal of Czechoslovakia's allies, and that the border areas were torn away from the country and annexed primarily to Germany, in no way detracts from the merits of the ČLH members during this tense period. After the German occupation in March 1939, the ČLH was disbanded. Some of its members subsequently left the country and joined the fight against Nazism, particularly as members the RAF.

After the occupation and World War II, Czechoslovakia found itself in a completely new security and political situation. The restoration of state power after 1945 led to the creation of the

National Security Corps (Sbor národní bezpečnosti - SNB), which included an air force component. The tradition of the ČLH was continued in 1945 by the National Security Air Force, renamed the Police Air Patrol of the Security Air Force in December 1947. Similar to the ČLH, its main task was to control the borders and support the security forces. While in the interwar period, the primary use of aircraft was for police and observation purposes, post-war tasks were linked to the problems of Czechoslovakia, which was still finding its feet in the turbulent years of 1945–48. At that time, the main tasks were to protect Czechoslovak airspace, control civil air traffic, search for criminals, search service after air accidents, and provide rescue services in the event of natural disasters.

From 1946 to 1948, a total of ten Security Air Force air patrols were established in Czechoslovakia. These air patrols were again deployed with an emphasis on the border areas. However, given the anticipated tasks, the interior was not neglected either. At that time, they were stationed in Prague, Pilsen, Carlsbad, Jičín, Brno, Olomouc, Bratislava, Rimavská Sobota, and Košice.

The Police Air Patrol, began a completely new chapter after the communist coup in February 1948. Its tasks were adapted to the needs of the communist government, which was enslaving Czechoslovakia within the Eastern Bloc and, last but not least, to the needs of the emerging Iron Curtain.

With the establishment of the Ministry of National Security in 1950 and the transfer of powers between the SNB and the army, or rather the military air force, the Police Air Patrol underwent a significant decline until it was abolished a day before the Christmas Eve 1950.

However, the spherical triangle, a specific variant of the Czechoslovak aircraft insignia used by the

pre-war ČLH, did not disappear. In January 1951, the Security Flight was established, later renamed the Aviation Unit (Letecký oddíl) of the Ministry of the Interior, whose tasks were similar to those of the Police Air Patrol, but with greater emphasis on transport and courier activities, and from the 1970s onwards also as support for the traffic police. Helicopters found wider application, gradually replacing classic aircraft. From the late 1980s, the aircraft of the Aviation Administration of the Federal Ministry of the Interior (as this unit was renamed in 1979) were used increasingly for rescue and search operations. This is also the function and form in which we perceive the police helicopter fleet in the Czech Republic today.

The use of Avia S-199 aircraft between 1947 and 1950 represents a special chapter in the history of the Police Air Patrol. This type, which arose from post-war efforts to resume the production of fighter aircraft in conditions of a shortage of suitable engines, was originally intended primarily for the army air force. Its inclusion in the arsenal of the Police forces was largely a temporary solution, resulting from the availability of technology and the tense situation at the end of the 1940s, when the boundaries between military and police tasks were often blurred.

The Police Air Patrol represented an important chapter in Czechoslovak aviation history. It combined the experience of the ČLH service during Czechoslovakia's early years, with modern post-war technologies and, in the form of Avia S-199 aircraft, with technical compromises that were typical of both the post-war reconstruction of the state and the coming decades of the Cold War.

Medal of Honor

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The boxart of the January P-51 release is symbolic in many respects, both for the deployment of this type over the Europe and for its pilot, Major James Howell Howard. The painting depicts Howard's victory over a Bf 110 on 30 January 1944, thanks to which he became the first ace of the 354th FG.

"Jimmy" Howard was born in April 1913 to American parents living in Canton, China. His father worked as an ophthalmologist. When "Jimmy" was fourteen years old, the family returned to the USA and settled in St. Louis, Missouri.

In 1937 James Howard graduated from college and intended to continue studying medicine, but ultimately decided to join the U.S. Navy. In August 1939, he became a naval aviator, with the rank of Ensign, and successively served with three different fighter units, including VF-6 aboard USS Saratoga.

In June 1941, however, he joined the American Volunteer Group (AVG), known as Flying Tigers. During the fighting in China, as a flight leader within the 2nd Squadron of the AVG, he destroyed four Japanese aircraft on the ground, shot down two fighters, and was credited with a one-third share in the destruction of one reconnaissance aircraft.

In January 1943, with the rank of Captain, he was assigned to the 332nd FS of the 329th FG. This was an operational training unit equipped with P-38s. It operated from several bases in California, and Howard served with it until May 1943. His next posting became the 354th Fighter Group, which was preparing in California for combat deployment with P-39s. James Howard assumed command of the 356th Fighter Squadron, replacing Capt.

Charles Johnson, a veteran of combat over New Guinea. Howard inherited from Johnson a group of highly motivated pilots, but it was Howard himself who, through his rigorous leadership and a training program based on experience from the AVG, turned his airmen into a perfectly prepared, cooperative, and aggressive team.

At the turn of October and November 1943, the 354th FG sailed to Great Britain. At that time, American command in Europe decided that units equipped with P-51B Mustangs powered by Merlin engines would be administratively assigned to the 9th Air Force, but operationally subordinated to the 8th Air Force. The Mustangs were a key reinforcement for heavy bomber escorts.

The first unit to receive Merlin-powered Mustangs was the 354th FG, which is why it earned the nickname "Pioneer Mustang Group"; this was not, however, an official combat designation. Its enthusiastic pilots were given only two weeks to convert to the new type!

The unit actually took off for combat for the first time on 1 December according to the deadline. But its first confirmed aerial victory was scored only on its fifth mission, on 16 December, when Lt. Charles F. Gumm was credited with a Bf 109 during a raid on Bremen.

Before the end of 1943, James Howard also contributed to the first successes when he shot down a Bf 109 on 20 December. It is not clear, however, whether he achieved this victory in his personal aircraft marked AJ-A.

Howard's great day came on 11 January 1944, during the raid on Halberstadt and Oschersleben. On this mission he flew aircraft AJ-X and led the formation of the entire 354th FG. His task was to

cover the bombers over the target. He sent one squadron ahead to cover the forward box and, with two squadrons, covered the rear boxes. After the first encounter with enemy fighters, Howard found himself alone, without his flight. Despite this disadvantage, he decided to stay with the bombers in the central part of the Combat Wing and, over the course of thirty minutes, attacked German aircraft within his reach a total of five times. Gradually, three of his Mustang's machine guns ceased firing, but he managed to claim two Bf 110s and one Fw 190 as confirmed kills, one Bf 109 as a probable, and damaged another.

During the hour-long battle, the Pioneer Mustang Group claimed 16 confirmed victories, 7 probables, and 19 damaged aircraft.

After returning to England, the 401st BG reported in, having searched for the lone Mustang pilot that had defended them for thirty minutes against 30 to 40 German aircraft. It was Howard, and the crews aboard the B-17 bombers testified that Howard had achieved six confirmed kills. Howard, however, refused any change to his claims.

The modest Howard was somewhat taken aback by the press attention and took it poorly that the press officers forced him to use symbols of the Japanese aircraft he had destroyed on the ground beneath his cockpit.

For his performance on 11 January 1944, James Howard was awarded the Medal of Honor on 5 June. He was the only fighter pilot on the Western European battlefield to receive the highest American decoration. When Lieutenant General Carl Spaatz presented it to him, Howard modestly told the press: "I seen my duty and I done it."

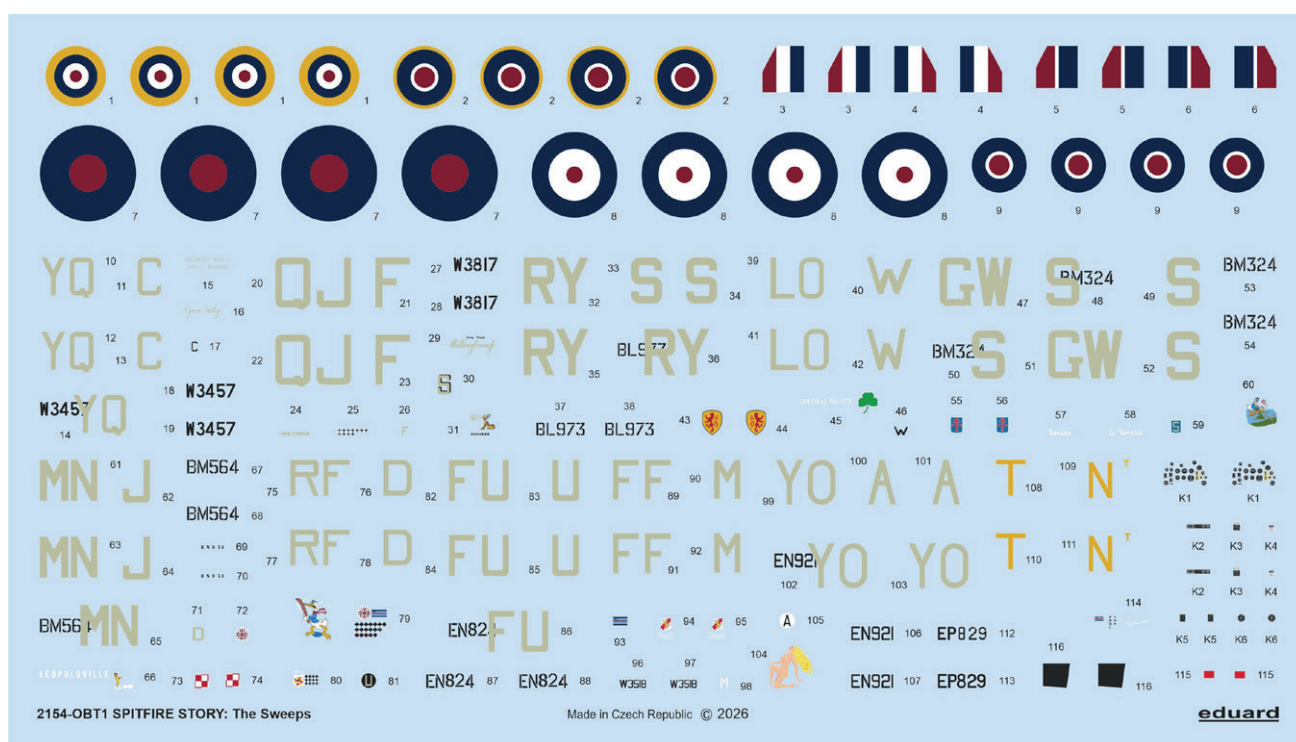
SPITFIRE STORY: The Sweeps 1/72

#2154

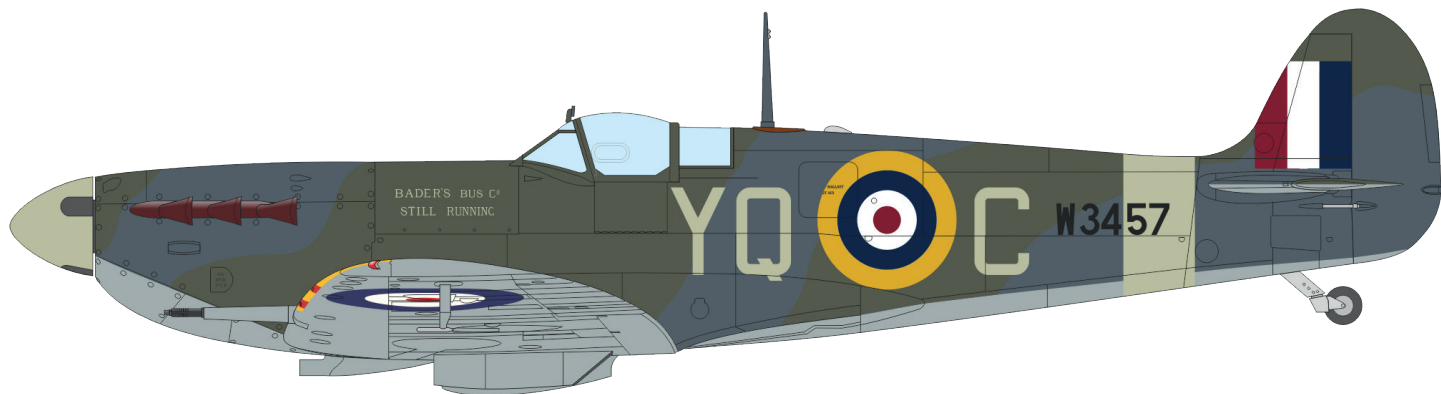
Limited edition kit of British WWII fighter aircraft Spitfire Mk.Vb in 1/72 scale.
 From the kit you can build Spitfires of pilots of different nationalities flying in the RAF fighting over the occupied west part of Europe.

DUAL COMBO

- plastic parts: Eduard
- marking options: 11
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


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

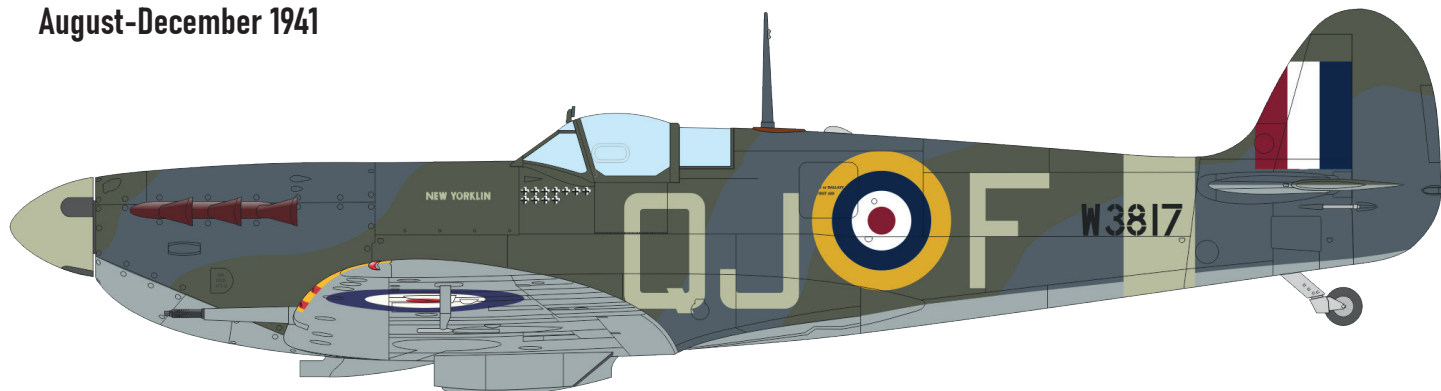


"Johnnie" Johnson was the Commonwealth's most successful fighter ace with 41 confirmed kills. After pilot training in August 1940, he was briefly assigned to No. 19 Squadron and transferred to No. 616 Squadron in early September. In the spring of 1941, Tangmere Wing commander Douglas Bader chose him as his

wingman in his four-man formation. After Bader was shot down and captured on August 9, 1941, Johnson had the words BADER'S BUS Co. STILL RUNNING painted on the left side of the fuel tank cover of his Spitfire W3457. On the right side of the fuselage, W3457 bore the inscription CYNON VALLEY, referring to the urban areas of Aberdare

and Mountain Ash Glamorgan, which had paid for this Spitfire through a fundraising campaign. Preserved photographs confirm the application of the new Fighter Command camouflage valid from August 15, 1941, in shades of Dark Green, Mixed Gray, and Medium Sea Gray.

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



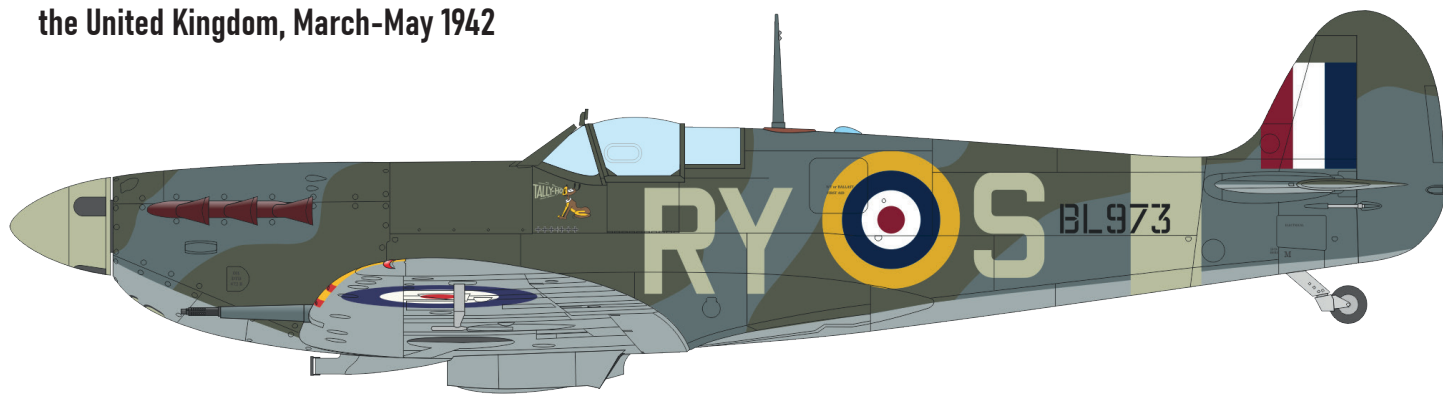
"Dickie" Milne became an ace with No. 151 Squadron during the Battle of Britain and was transferred to No. 92 Squadron based at Biggin Hill in mid-1941. Initially, he was serving as commander of A Flight but overtook the command of the entire Squadron in September. On January 19, 1942, he took command of No. 222 Squadron at North Weald and led it until May, when he ended his operational tour. In early January 1943, he was appointed

commander of the elite wing at Biggin Hill. On March 14, 1943, after shooting down an Fw 190, Dickie was shot down by an Fw-190A-4 from II/JG 26 during a dogfight over Berck-Sur-Mer and was captured. After his liberation in May 1945, he was discharged from the RAF in 1946 as a Wing Commander. During his wartime career, he shot down 15 enemy aircraft plus one probably and damaged 11. The Spitfire W3817, which Milne flew as commander of

No. 92 Squadron, was a presentation aircraft from Wellinborough, acquired with funds raised by the Northamptonshire Evening Telegraph. It already bore the new Fighter Command camouflage in shades of Dark Green, Ocean Grey (Mixed Grey), and Medium Sea Grey. On the left side of the fuel tank cover, it bore the inscription "New Yorklin" and under the cockpit there were 11 black and white crosses painted as killmarks.



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

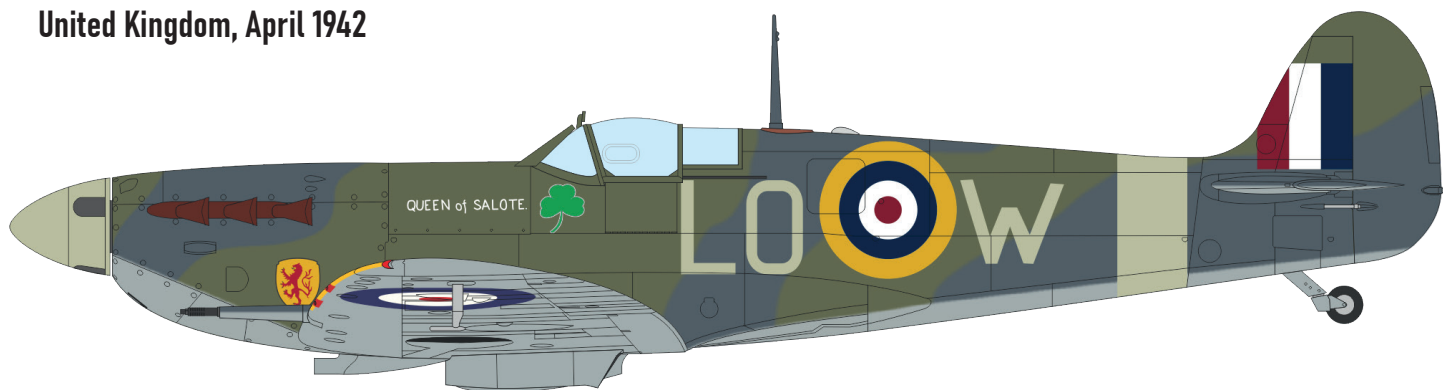


Stanislav Fejfar, a member of Czechoslovak Air Force before the war, flew as commander of 45th Fighter Squadron based in Slovakia during the Munich crisis. He scored his first two kills during the Battle of France as a member of Armee de l'Air flying MS.406 with GC I/6. On July 12, 1940 he arrived in Great Britain

aboard the ship Neurulia. On September 9, he started his operational career as a Pilot Officer with No. 310 (Czechoslovak) Squadron RAF scoring his first out of three kills claimed during the Battle of Britain. On July 21, 1941, he joined No. 313 (Czechoslovak) Squadron as a F/Lt in the position of B Flight leader. Stanislav

Fejfar perished on May 17, 1942, in the cockpit of Spitfire Mk.Vb BL973 during the Ramrod 33 mission. He was shot down by Hptm. Josef Priller between Guines and Audebert in the northern France. A couple of days earlier Priller had also shot down Sergeant Karel Pavlík, author of Pluto the Dog nose art on Fejfar's Spitfire.

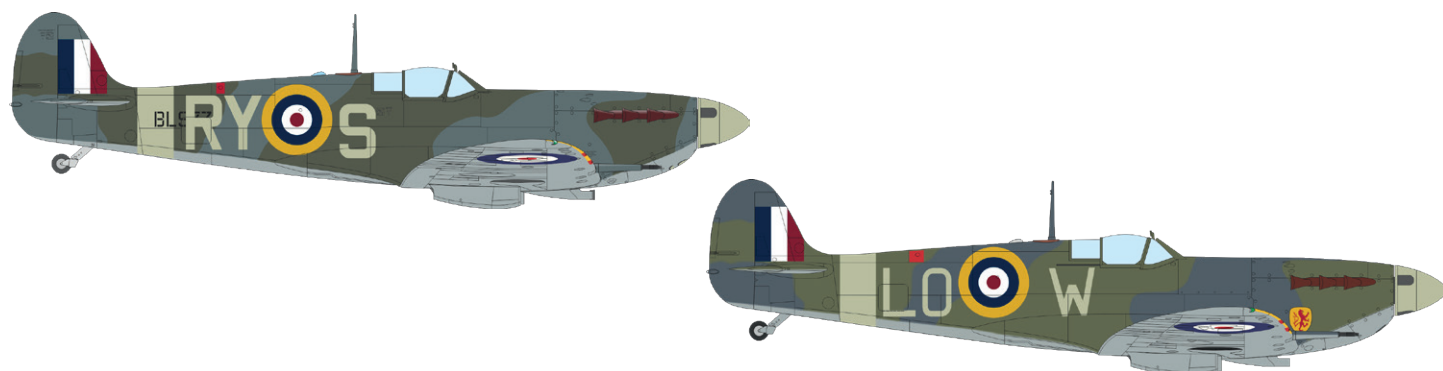
■ **BM124, S/Ldr Brendan E. F. Finucane, CO of No. 602 Squadron, RAF Kenley, United Kingdom, April 1942**



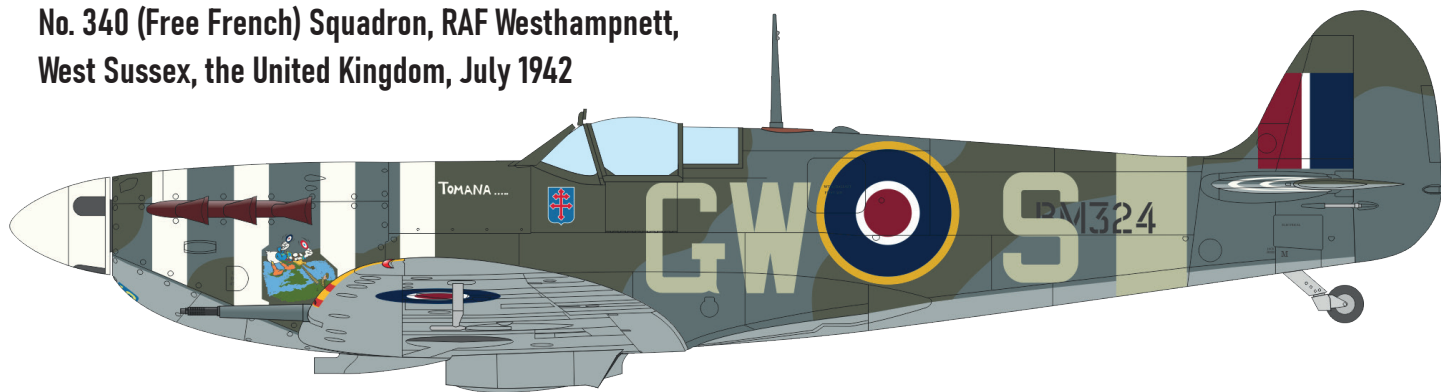
Spitfire s/n BM124 was a presentation aircraft donated to Britain by Queen Salote of Tonga and assigned to S/Ldr Brendan Finucane. It was delivered on March 14, 1942, and Finucane was flying with it continuously until June 18, 1942, when he hit the ground with the tip of the wing while landing at Redhill. 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, 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.



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

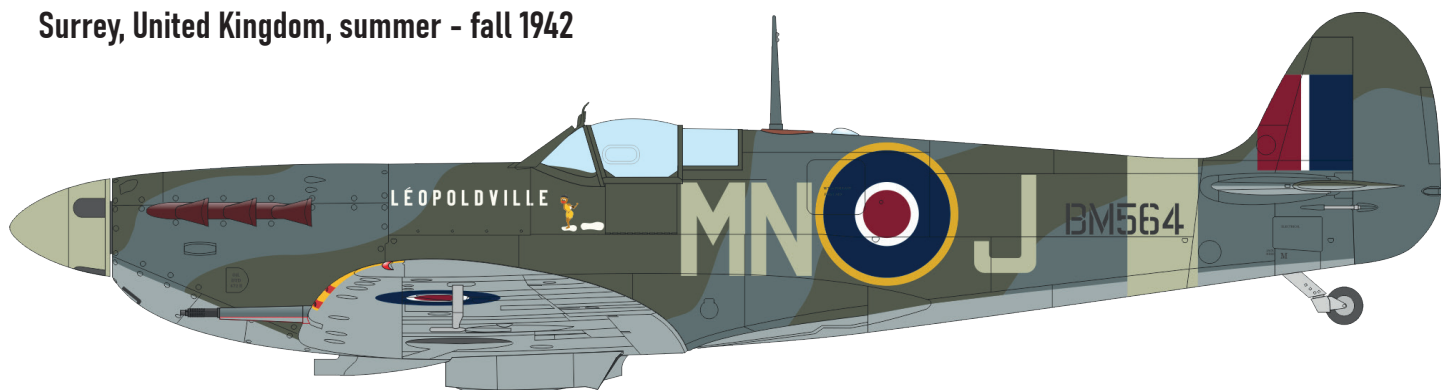


Bernard Dupérier, whose real name was Leon Sternberg de Armella, enlisted in the Free French Air Force in New York on January 15, 1941 under his mother's maiden name. Having served with No. 242 and No. 615 Squadrons RAF, in October 1941 he joined No. 340 (Free French) Squadron (GC II/4 Ile-de-France) as B Flight (Versailles) leader. As of May 1, 1942, he assumed command of the whole squadron. From December 1942 he served at FAFL

Headquarters. From August 30, 1943, he was given command of No. 341 (Free French) Squadron (GC III/2 Alsace) and from September 1943 he commanded the Biggin Hill Wing. On June 25, 1944, he was parachuted to Bretagne where he acted as a commander of 3. Headquarters of FFI. On August 6, 1944, during the liberation of the city of Saint-Brieuc he was severely wounded. He returned to the duty in April 1945. After the hostilities he worked in several positions

including Air France director. In 1958 he entered the world of politics and in 1962 was elected member of Parliament. The white stripes on the nose and horizontal tail surfaces of his BM324, in which he scored two victories, pertain to the cancelled invasion operation Rutter scheduled for July 7, 1942. This markings are mistakenly attributed to the operation Jubilee in which No. 340 (Free French) Squadron also took part.

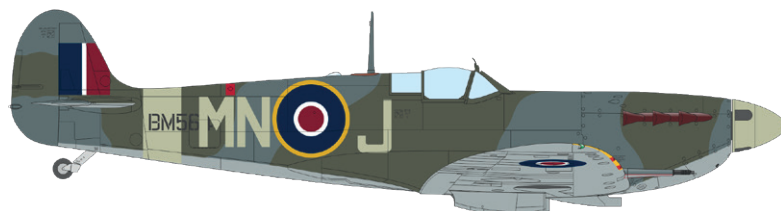
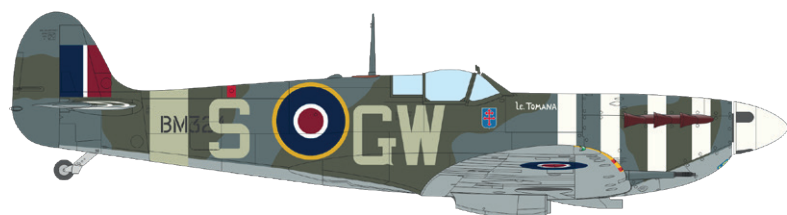
■ **BM564, P/O André M. A. F. Plisnier, No. 350 (Belgium) Squadron, RAF Redhill,
Surrey, United Kingdom, summer - fall 1942**



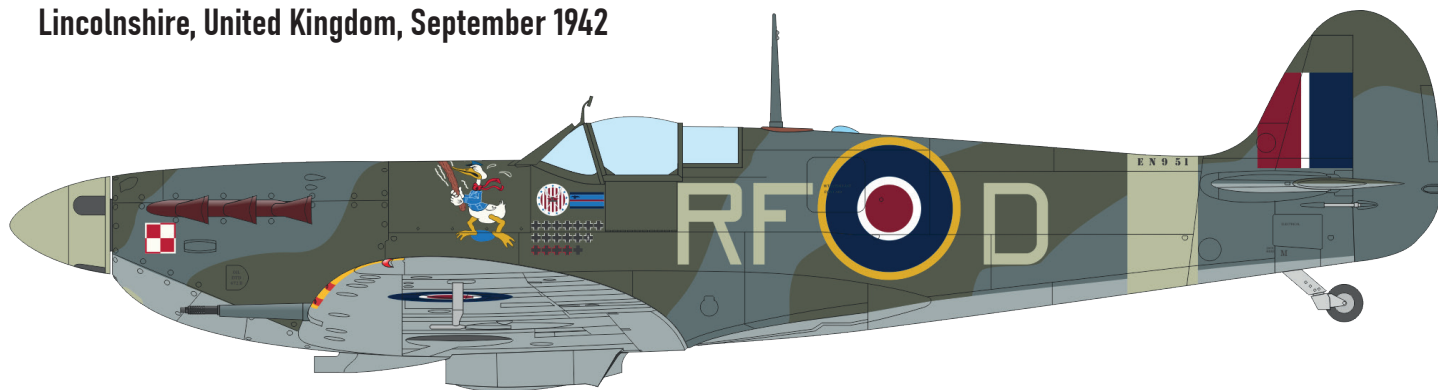
Spitfire Mk.Vb BM564 flew with No. 350 (Belgium) Squadron from April 30, 1942 till December 27, 1942. During this period all sixteen Spitfires of the unit sported presentation inscriptions from a list which allocated the inscription Léopoldville to BM564. This aircraft was almost exclusively flown by well-known Belgian pilot and ace P/O André Marie Alfred Frederick Plisnier who

in its cockpit scored four kills, two during the operation Jubilee, landing at Dieppe on August 19, 1942 and two more kills later in November. His total score during the war was six kills. The presentation inscription Léopoldville is also included in the later list of the Belgium presentation Spitfires and allocated to AA720. This aircraft flew missions briefly, from

June 6, 1944 till June 10, 1944 when the pilot F/Lt Alec Alexander perished in it. At that time this airplane certainly sported the invasion stripes and its windshield probably featured the integrated armored glass. Apparently it didn't sport anymore the nose art under the canopy.



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

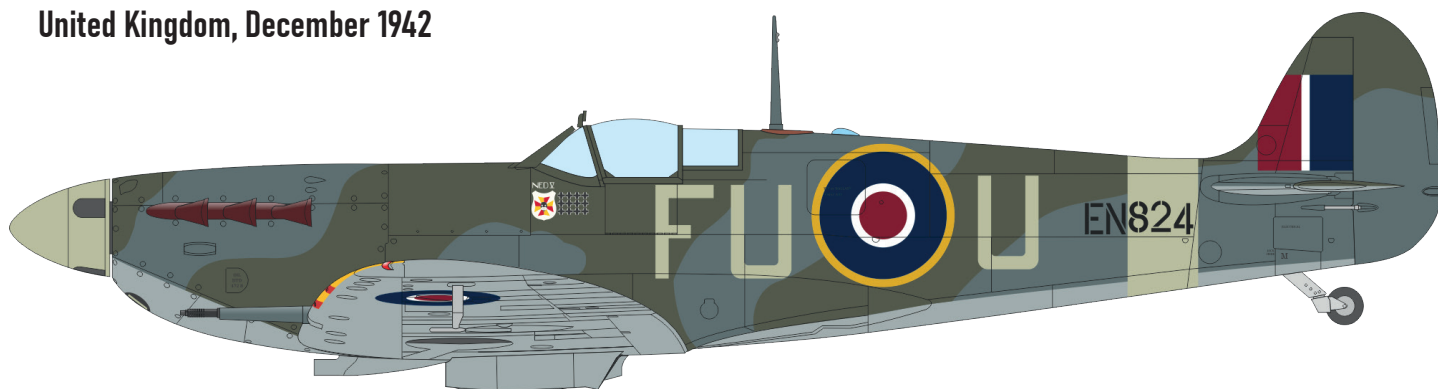


Jan Zumbach, a grandson of a Swiss emigrant, Swiss citizen himself, served with No. 111 Fighter Squadron of the Polish Air Force from 1938. After Poland was defeated he fought in the ranks of the French GCD 1/55. On August 2, 1940, he joined No. 303 (Polish) Squadron with which he scored eight kills during the Battle of Britain. On May 17, 1942, he was given command of No. 303 (Polish) Squadron. From

the end of September till December 1942 he flew Spitfire EN951, the former personal mount of Don Blakeslee from the USAAF 336th FS, 4th FG. The aircraft sported Zumbach's personal emblem in the form of Donald the Duck nose art, known in several versions from several Zumbach's Spitfires. During the war, in which end he was shot down and briefly imprisoned, Jan Zumbach's total score was thirteen

confirmed kills and five probables. His life after the war is no less colorful than during wartime. He engaged in the international arm dealing, often illegal, and fought as a mercenary in Africa, in the service of the insurgent forces in Katanga and later Biafra. He died under unclear circumstances in Paris on January 3, 1986.

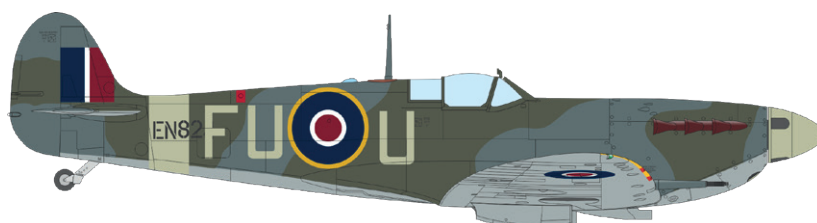
■ **EN824, F/Lt John Yarra, No. 453 Squadron RAAF, RAF Ipswich, Suffolk, United Kingdom, December 1942**



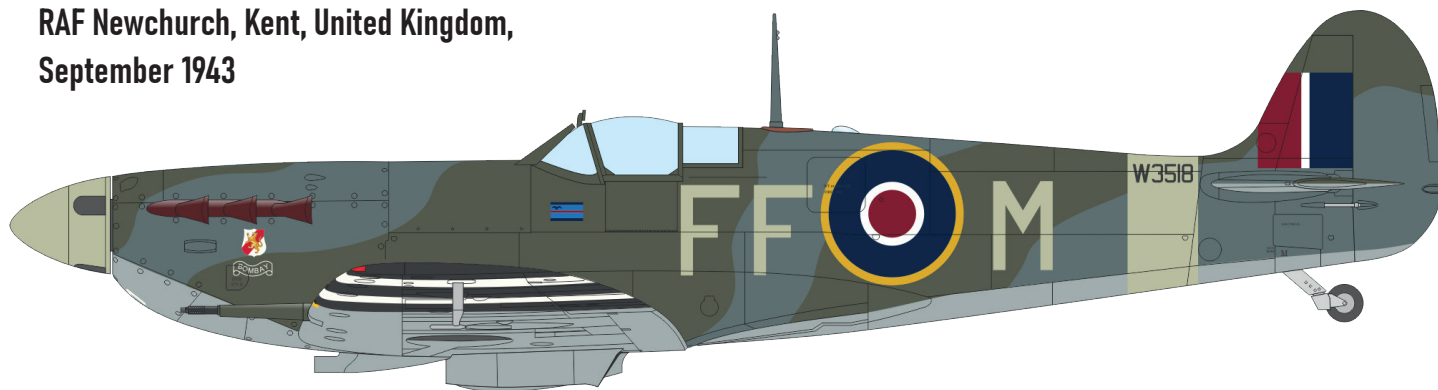
Nicknamed "Slim", Yarra was one of the most successful pilots defending the island of Malta during the hot summer of 1942. During the tough battles for Malta he scored 12 kills. In September 1942 he was promoted to Flight Lieutenant and assigned to the Australian No. 453 Squadron, part of the Hornchurch Wing, flying offensive raids over France. F/Lt Yarra's fateful date came

on December 10, 1942, when during the attack on a shipping at the Holland coast, his Spitfire EN824 was hit by AA fire and crashed into the sea. He tried to bail out of the damaged aircraft but was hit by the tail surfaces damaging his parachute, which did not fully deploy. Pilot's body hit the sea surface falling from 300 meters. His brother Robert Ernest, fighter pilot as well,

was also shot down by the AA fire and killed on April 14, 1944, while attacking the V-1 missiles launching pads at Ligescourt (operation Ramrod 735).



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

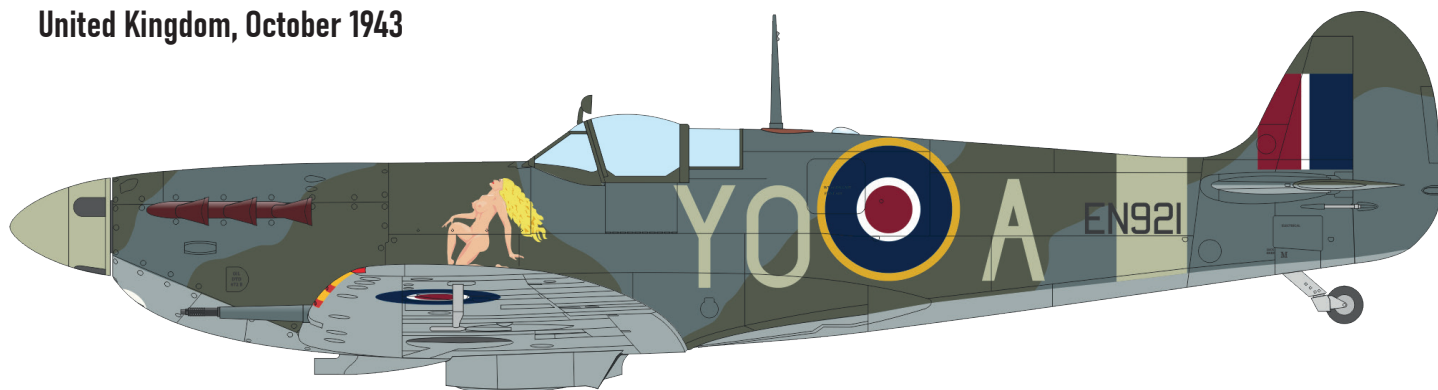


An American citizen, Harvard University graduate, Franz Ferdinand Count of Colloredo-Mansfeld, was born in Rome, the son of an Austrian diplomat, Count Ferdinand Colloredo-Mansfeld (1878-1967) and his American spouse Eleonor, born Iselin. After 1918 the family settled in the USA. Before the USA entry into WWII, Franz Ferdinand volunteered for RAF where he

achieved the rank of Squadron Leader and on August 15, 1943, he assumed the command of No. 132 Squadron. On September 9, 1943, flying Spitfire Mk.Vb W3518 he participated in the mock invasion operation Starkey which purpose was to create fear of invasion in the German Command and lure the German troops out of Italy and the Eastern Front to the West. On that

occasion the wing tips were painted with black and white identification stripes, predecessors of the later well-known invasion stripes used during the operation Overlord. S/Ldr Franz F. Colloredo-Mansfeld perished in his Spitfire Mk.IX near Berck-sur-Mer on January 14, 1944.

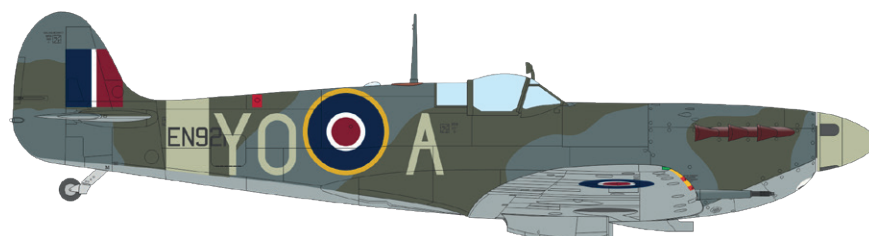
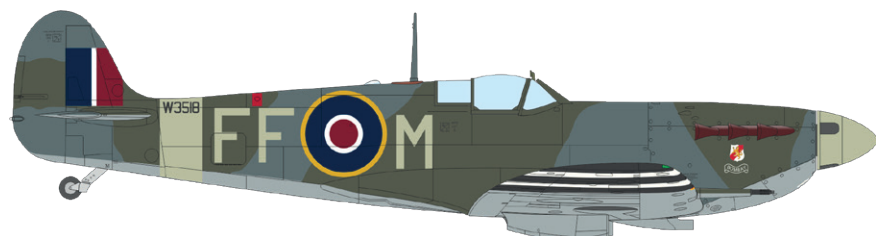
■ **EN921, F/O Jackson E. Sheppard, No. 401 Squadron RCAF, RAF Biggin Hill,
United Kingdom, October 1943**



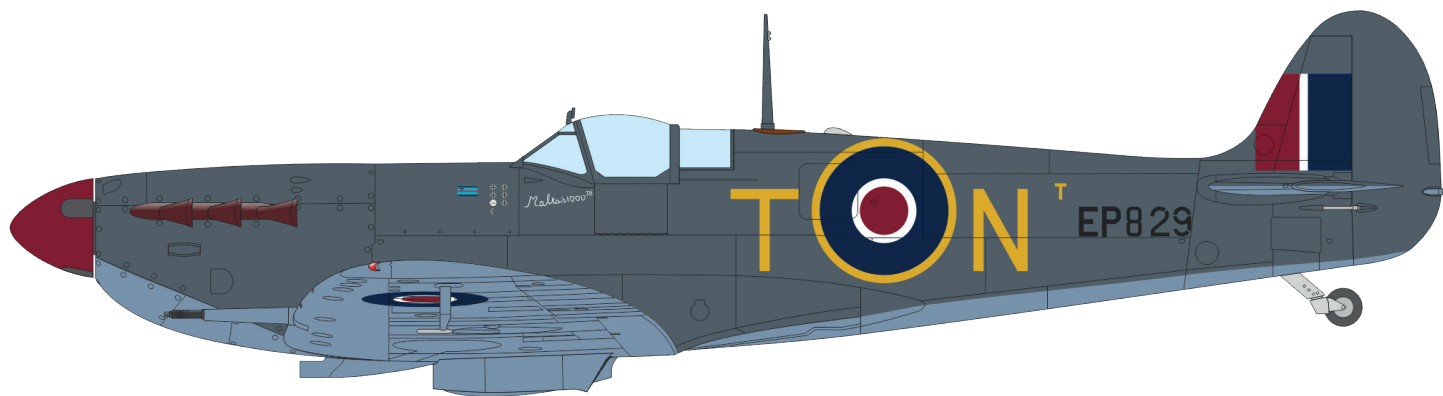
"Jack" Sheppard, originally a dock worker, enlisted in the RCAF in 1939 and till August 1940 served with No. 120 Squadron. In August 1941 he completed the pilot training at No. 53 OTU and in November 1941 was assigned to No. 43 Squadron. In December he volunteered for the convoy escorts. On February 10, 1942, he crashed into the sea in Hurricane Z4569 having been catapulted

from a deck of a transport boat. In July 1943 he became an A Flight leader with No. 401 Squadron. In April 1944 he assumed command of a flight of the No. 412 Squadron and led the unit till August 2 when he was shot down by German fighters in Normandy. He managed to avoid capture and returned to the unit. On August 22 he was decorated with DFC and in October he returned

to Canada. In February 1946 he finally left the military service. Jackson Sheppard flew Spitfire serialised EN921 on regular basis from July till October 1943. Even though he did not score any of his five kills in its cockpit, he flew this aircraft on many offensive sweeps including the mock operation Starkey on September 9, 1943.



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



John Joseph Lynch was born on February 3, 1918, in Alhambra, California. In 1941, he joined the RAF and his first assignment was with No. 232 Squadron. The following month, he was attached to No. 121 "Eagle" Squadron. This was followed by a stint with No. 71 "Eagle" Squadron, during which he shared in the destruction of a Ju 88 on April 17, 1942. In November 1942, he was transferred to Malta and assigned to No. 249 Squadron, with which he actively participated in its defense. At the beginning of 1943, he was promoted to Commander of the unit

and recorded a number of victories over Axis transport aircraft supplying Tunisia. The Ju 52 kill came about on April 28, being the 1,000th kill recorded by the defenders of Malta. In July 1943, he was reassigned to the USAAF but saw no combat with the service. Spitfire EP829, with which Lynch flew from February to May 1943 as a member of No. 249 Squadron, was part of Operation "Train", which represented the final shipment of Spitfires to the defenders of Malta, delivered by an aircraft carrier. EP829 initially had clipped wings and later flew with the

standard span wings. The main fuel tank cover carried the Squadron Commander marking and seven kill markings that were recorded up to April 28, 1943. Below the windscreen, there was an inscription "Malta's 1000", in honor of that kill over Malta. Over his combat career, Lynch recorded 17 kills (ten individual and seven shared), along with a single probable and two damaged enemy aircraft.

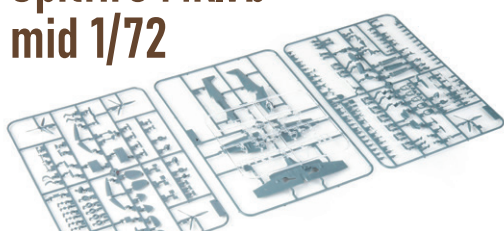
For Spitfire Mk.Vb 1/72 RECOMMENDED:

674057	Spitfire Mk.Vb LööK (Brassin)
672434	Spitfire Mk.V wheels (Brassin)
672435	Spitfire Mk.V six-stacks exhaust fishtail PRINT (Brassin)
672440	Spitfire Mk.V three-stacks exhaust fishtail PRINT (Brassin)
672441	Spitfire Mk.V three-stacks exhaust rounded PRINT (Brassin)
3DL72078	Spitfire Mk.Vb SPACE (3D Obtisk)



OVERTREES

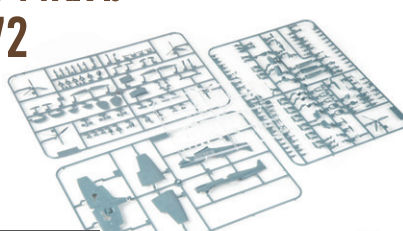
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Spitfire Mk.Vb
mid 1/72



[Product page](#)

OVERTREES

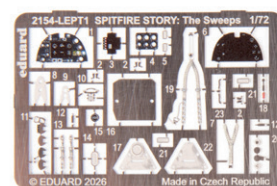
#70207X
Spitfire Mk.Vb
late 1/72



[Product page](#)

OVERLEPT

#2154-LEPT1
Spitfire Story
1/72



[Product page](#)

Avia S-199 bubble canopy

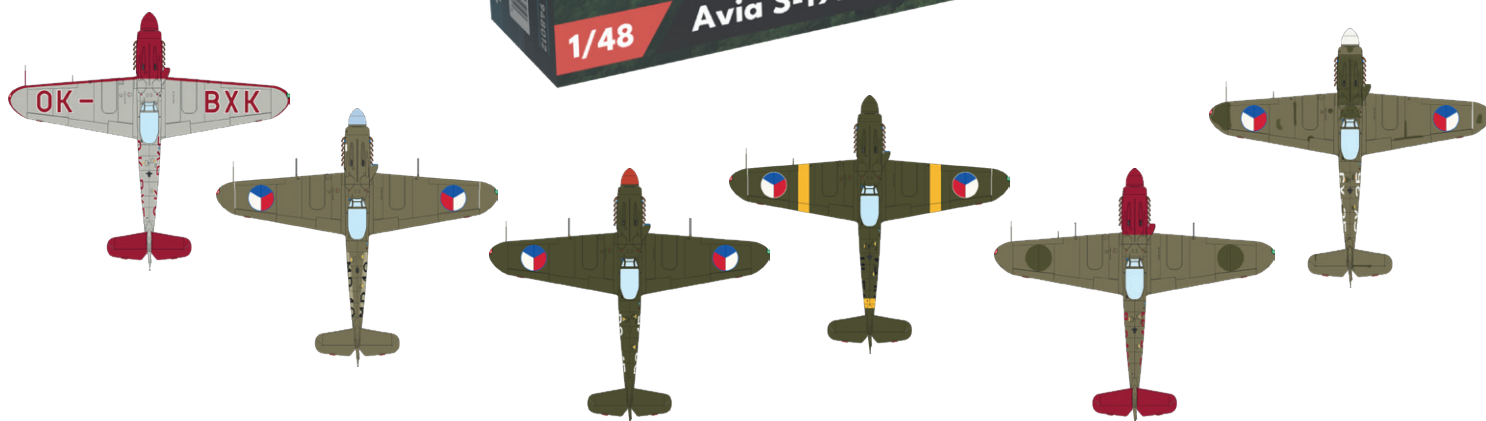
1/48

#948012

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

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

Product page



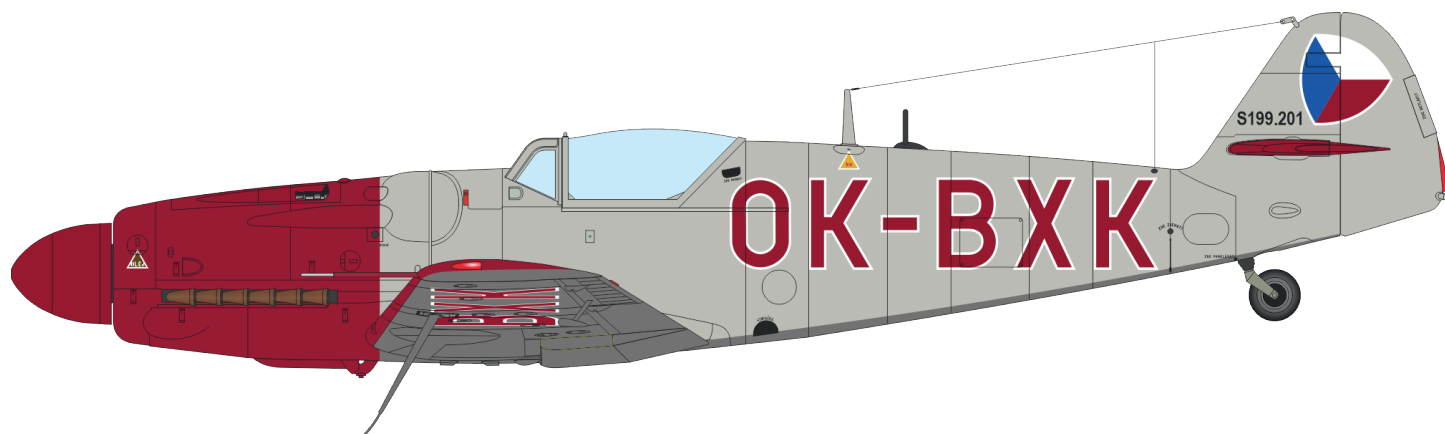
1	2	3	4	5	6	7	8	13	OK-BXK OK-BXK		14
9	9	10	10	15	16	20	MP-10		24	S199-210	
11	11	12	12	19	19	21	MP-10		24	S199-210	
31	32	33	34	35	36	37	38	39	25	S199-165	
29	30	31	32	33	34	35	36	37	26	S199-310	
38	39	40	41	42	43	44	45	46	27	S199-340	
47	48	49	50	51	52	53	54	55	27	S199-340	
56	57	58	59	60	61	62	63	64	28	S199-531	
65	66	67	68	69	70	71	72	73	28	S199-531	

948012-OBT1 Avia S-199 bubble canopy

Made in Czech Republic © 2026

eduard

Police Air Patrol, Brno/Olomouc, Czechoslovakia, 1949

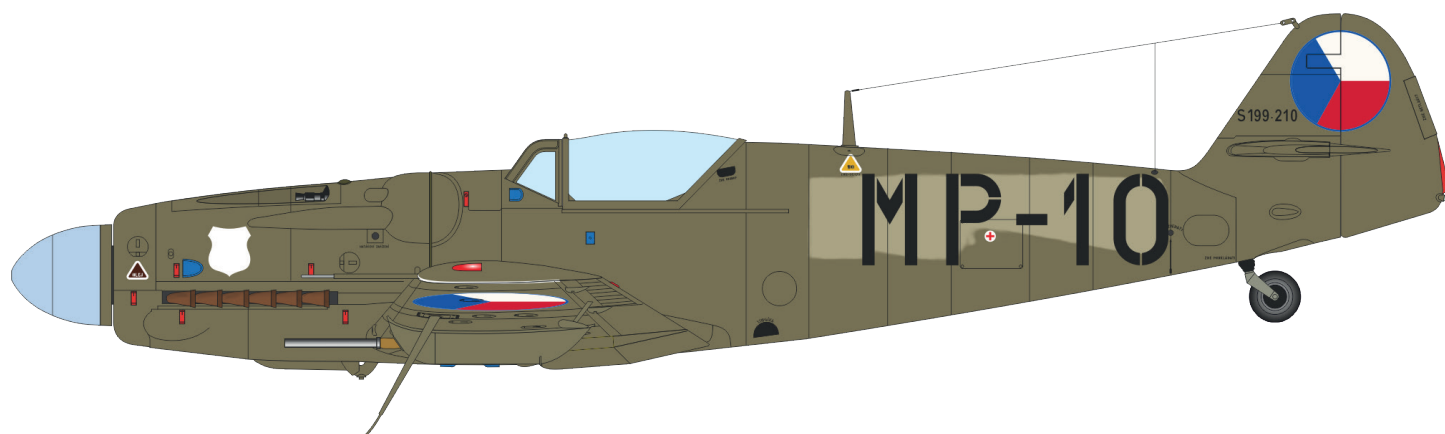


The Police Air Patrol of the Security Air Force (until mid-December 1947 the National Security Air Force) used this aircraft at Brno and Olomouc airports. At the time of its service with the Police Air Patrol, it bore the standard livery of this air force, i.e., light grey paint on

the upper surfaces and dark grey on the lower surfaces, complemented by scarlet paint on the nose and leading edge of the wing. Also, the horizontal tail surfaces were the same color. The reconstruction of the color scheme was based on photographs of similar aircraft as no

photographs of OK-BXK have survived. The serial number is still unknown, but could probably be 201, 410 or in the range 414 to 416. There is full range of digits for creating any number.

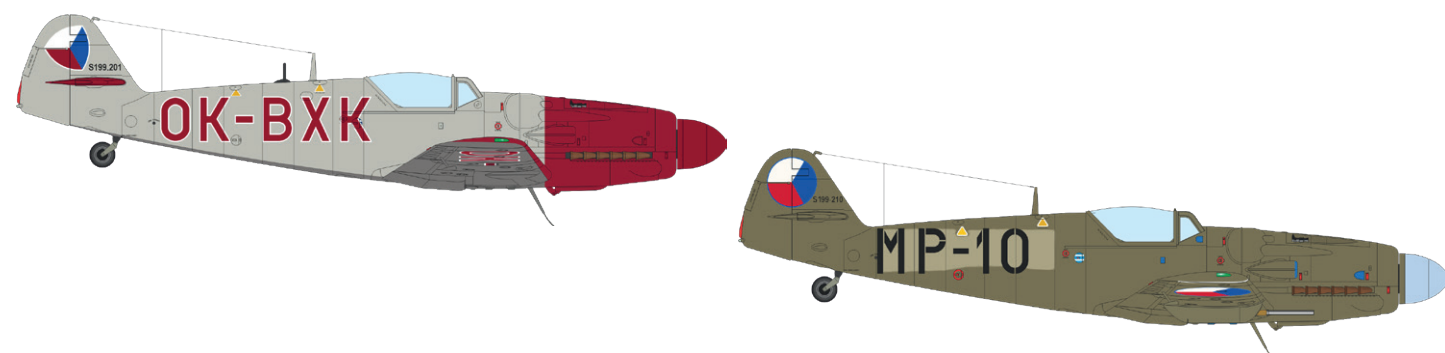
S-199.210, Aviation Regiment 5, Plzeň-Bory, Czechoslovakia, 1950



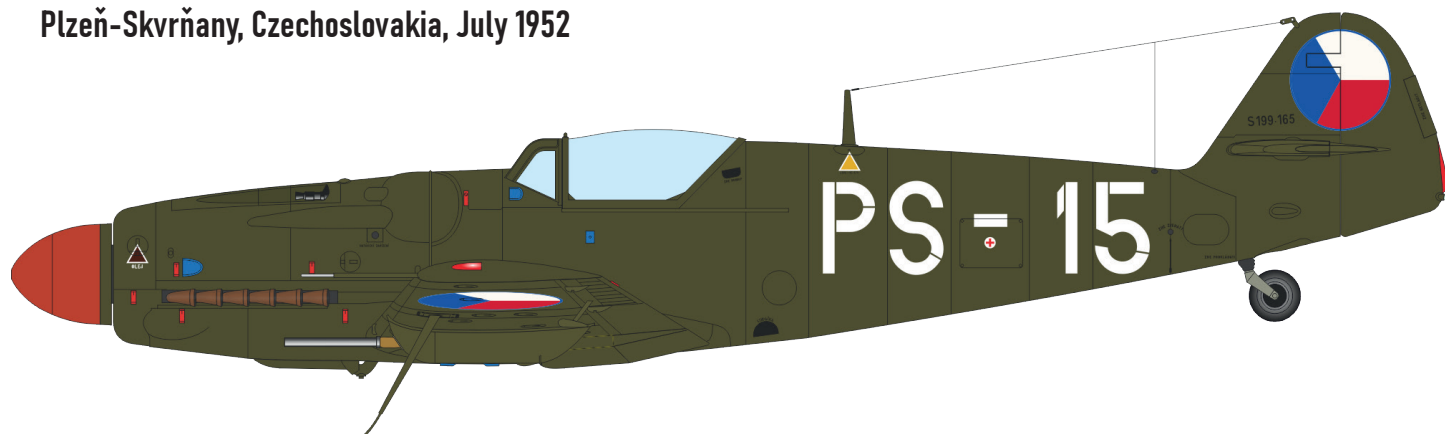
Nose-art was rare on Czechoslovak Air Force aircraft in the 1950's and 1960's. Rigid discipline and regulations did not favor such activities, but from time to time commanders apparently turned a blind eye to a certain level of expressionism. Something like this may have happened in 1949 or 1950 at LP 5 (Aviation Regiment 5). A carefully crafted heraldic silhouette in white appeared on the aircraft. We will probably never know which emblem was to be subsequently added to it, because before the painting could be finished, the

aircraft suffered an emergency landing. During subsequent repairs, the aircraft either received a new engine cowl or the in-progress nose-art was deleted. One likely possibility of the original intent might be the emblem of the local football club Baník Líně. As a result, this aircraft can be modeled in both states, i.e., with the white coat of arms only, or in the form it probably would have taken, if higher powers had not intervened. We don't know if the emblem would have been painted on the starboard side as well, since only the port side was photographed.

However, decals are provided for either version. This aircraft was subsequently used by training units. It was handed over by LP 5 (Aviation Regiment No. 5) on July 8, 1950 to the Aviation Training School. From April 1953, it served with No. 4 lsp (Aviation Training Regiment 4) and then was transferred to No. 2 lsp (Aviation Training Regiment 2). Finally, at the end of 1954, it was passed on to No. 1 lsp (Aviation Training Regiment 1) where it completed its service career.



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

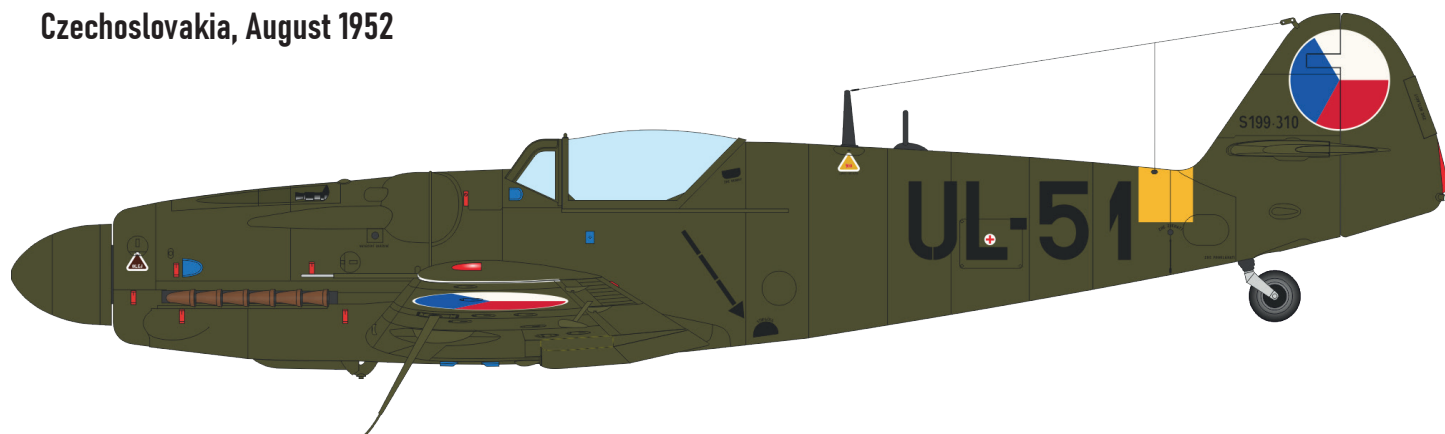


This aircraft was test-flown at the end of October 1948 by the factory pilot Petr Široký and on November 23 it was flown to the designated Pilsen Aviation Regiment 4. On March 19, 1950, the aircraft was damaged, subsequently repaired and reassigned to its unit in mid-July

of the same year. From April 1952 it was used by the 1 Squadron of the 18 Aviation Regiment at the Plzeň-Skvrňany airfield. On July 23, 1952, this Avia, codenamed PS-15, was flown by Lt. Vladislav Petráš who was performing a training flight. During it, a technical

malfunction occurred, and the pilot had to make an emergency belly-landing near Trhové Dušníky, Příbram district. In such a landing, the aircraft suffered only minor damage, especially to the propeller blades and was subsequently repaired.

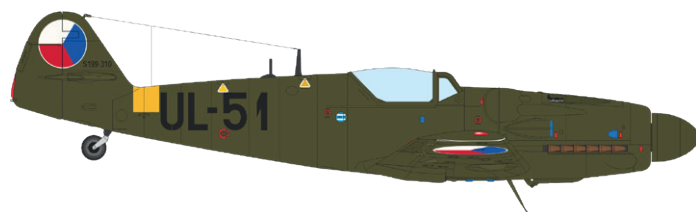
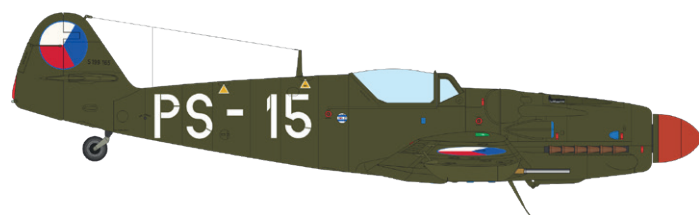
■ **S-199.310, PFC Josef Mucha, Aviation School Regiment 5, Zvolen, Sliač AB,
Czechoslovakia, August 1952**



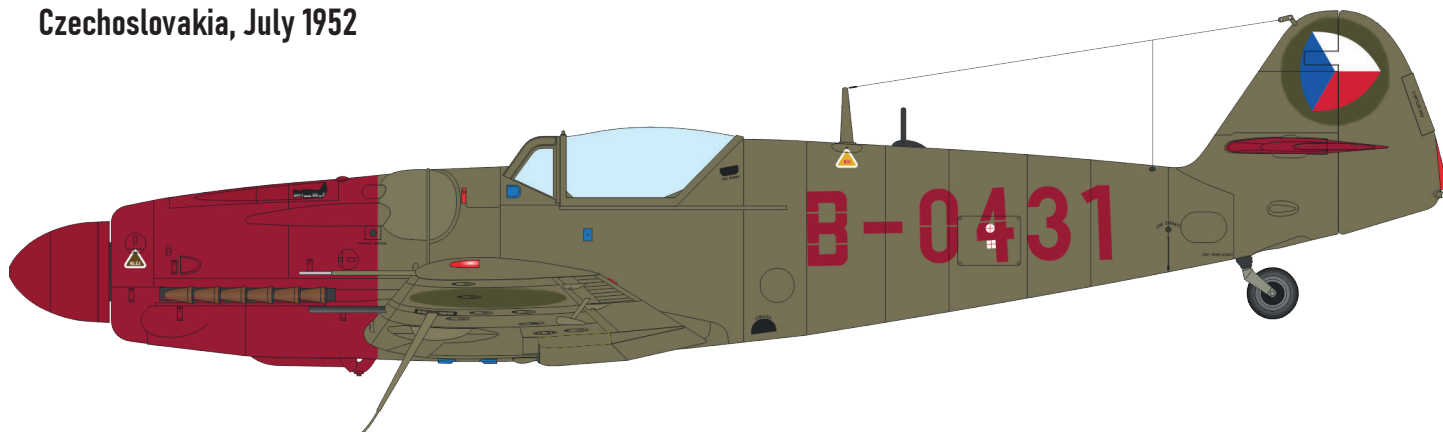
This "Mezek" was assigned to Aviation Regiment 7 on August 4, 1948 and flew first with the Staff Flight coded JP-1. Later, it was assigned to No. 3 Squadron, and its code was changed to KT-3. On March 9, 1949, it was damaged during an emergency landing near Boskovice and was sent in for factory repairs. Staff Captain Truhlář conducted an acceptance flight on July 14, 1949, in Kunovice and on August 17, 1950, the aircraft was transferred from Aviation Regiment 1 to the Aviation School. Later, after repairs at Avia, it was assigned to Aviation School Regiment 5,

where it received the code UL-51. On August 26, 1952, a take-off was aborted by PFC Josef Mucha, causing damage. No further records are available. This aircraft is listed among the ones delivered to Israel, although the records of its service in Czechoslovakia contradict this. The same can be said for S-199s Nos. 302, 307 and 311. Of the five "Mezek" aircraft produced by Aero and delivered to Israel as part of the second batch of fifteen aircraft (ten being delivered by Avia), only the case of No. 287 is certain. As part of its service with the school regiment, aircraft 310 was given

yellow markings, indicating its function as a trainer. These consisted of a band on the spine at the rear fuselage and stripes on the upper sides of both wings. The wing stripes wrapped around the leading edge before terminating behind it on the lower surface. Interestingly, although the aircraft lacked the wing-mounted machine guns, at least in available photographs, the spent cartridge collector bulges remained below the wings.



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

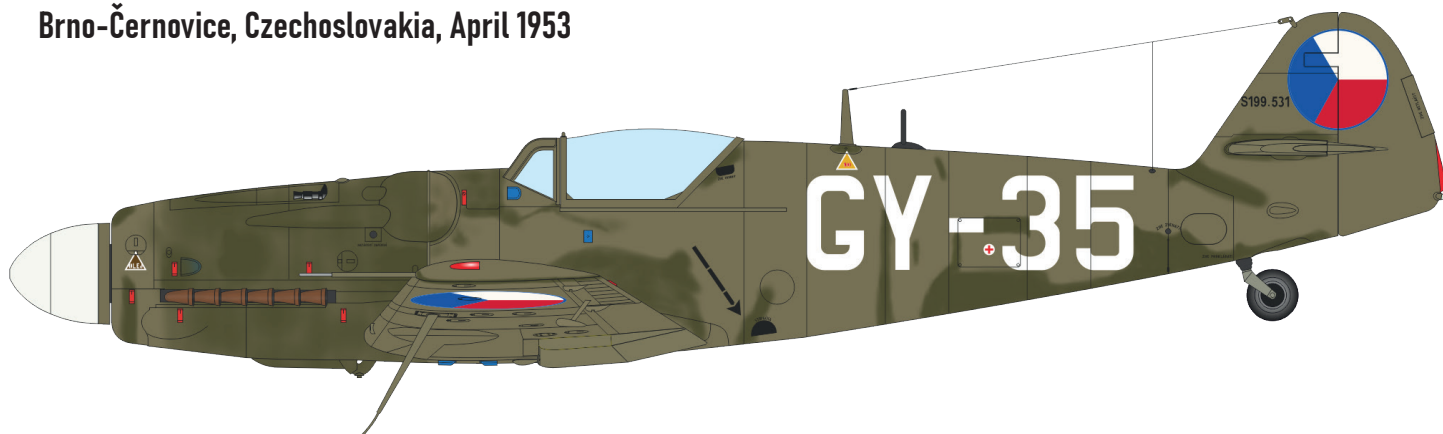


Not much is known about the early service of this aircraft. It was manufactured in the summer of 1948. The aircraft underwent general overhaul in Kunovice from June 5 to November 20, 1950, and served with the Police Air Patrol service briefly (this aviation arm of the Police was disbanded on December 23, 1950). In May 1952, it was assigned to Aviation Regiment 51, where it was first assigned to No. 4 Squadron

and then served, after reorganization of the regiment, with No. 3 Squadron, which retained the original Police code of its aircraft (numbers B-0311 and higher). On July 30, 1952, the aircraft made an emergency landing in Zvolen while being flown by Lt. František Kratochvíla. This aircraft was one of a number that retained their simplified Police markings, including the red nose, horizontal stabilizer and elevator. The

army roundels on the wings were overpainted in a darker colour than the camouflage coat. The same color was used to adapt the insignia on the rudder from circular to triangles with curved edges. It is not known what specific color was used, but it may have been a darker shade of green used later on the S-199.

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



This "Mezek" was test flown on April 19, 1950 and was one of the last of this type produced. From June 12, 1950 it was assigned to the Air Reserve (LZ 8) at Zvolen Air Base with assignment to the VLT (Air Force Headquarters) in Prešov. Later it was transferred to Aviation Regiment 3, which was part of 22 Air Fighter Division, comprising units flying piston engined fighter aircraft.

There, "Mule" 531 served with the code GY-35. On April 5, 1953, Lt. Václav Dvořák made an emergency landing with it due to an injection pump malfunction. The airframe was written off. The aircraft was visibly worn at the time with numerous signs of repairs to the original paint, which had been made in a darker shade of green. The engine cowling was apparently

a replacement unit from a machine painted in the later, darker shade, but darker spots were also visible on it. These were likely the result of contrast between fresh and faded paint of the same shade. Similar signs of repairs were found on older Avia S-199s of the unit.

For Avia S-199 bubble canopy 1/48 RECOMMENDED:

- | | |
|---------|--|
| 481177 | S-199 upgrade set (PE-Set) |
| 644337 | Avia S-199 LööK (Brassin) |
| 6481152 | S-199 4xETC 50 rack w/ bombs PRINT (Brassin) |
| EX1158 | S-199 bubble canopy TFace (Mask) |



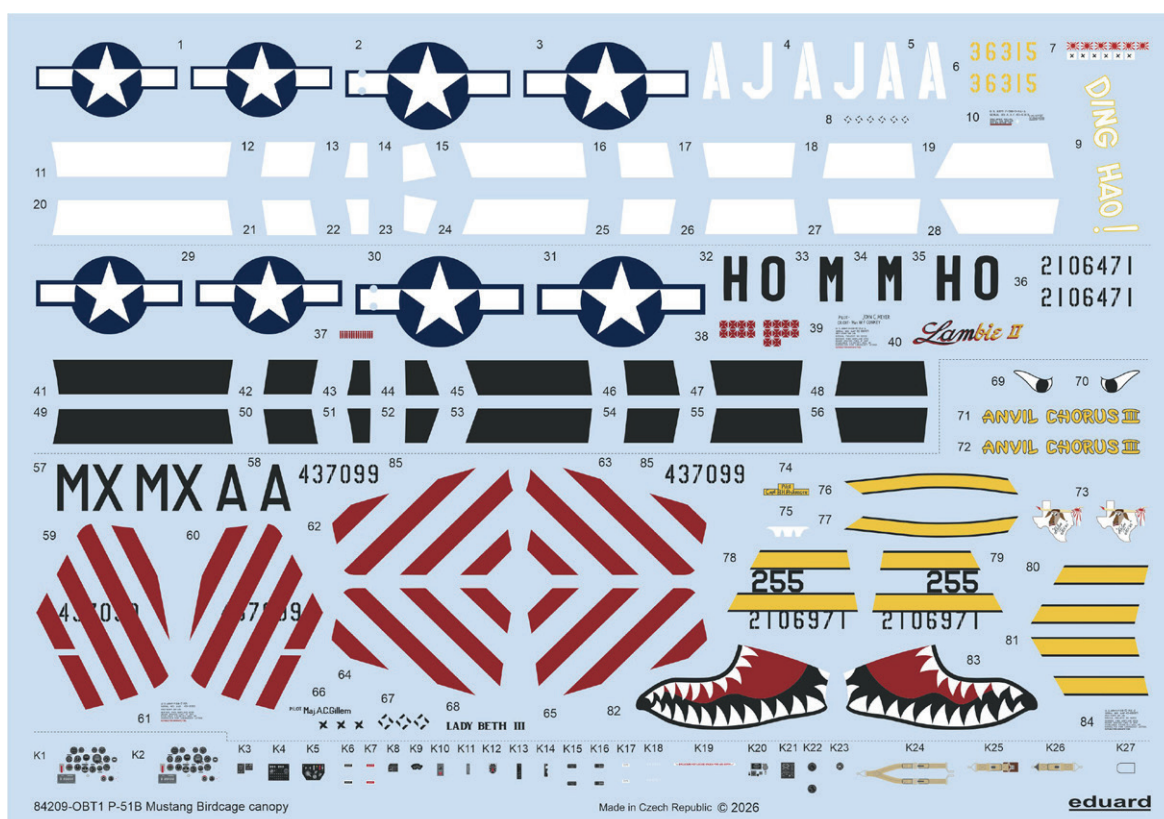
P-51B/C Mustang Birdcage canopy 1/48

#84209

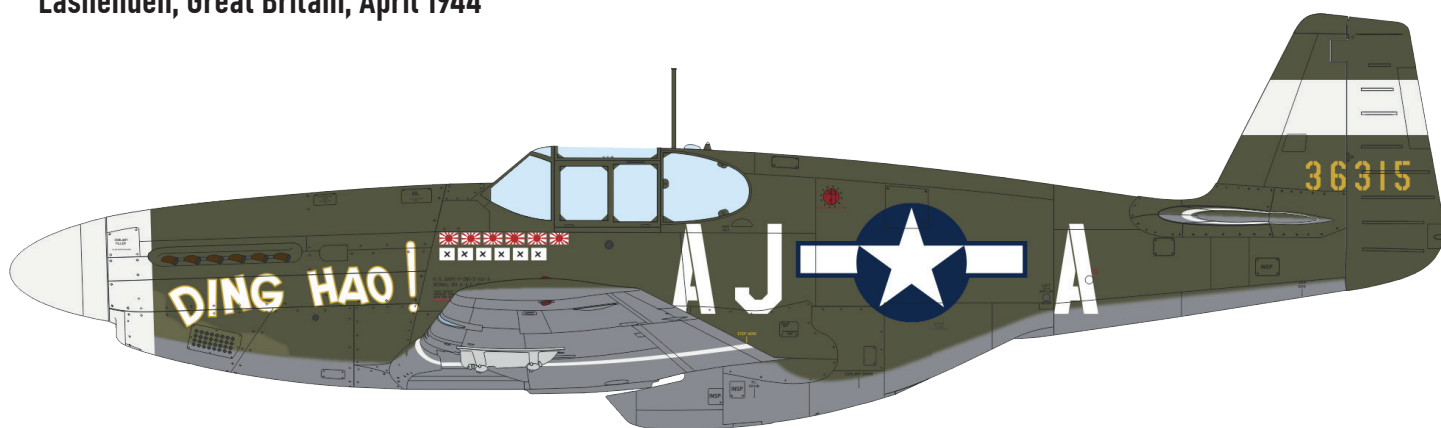
The Weekend edition kit of US fighter aircraft P-51B Mustang in 1/48 scale. It allows to build the aircraft with standard Birdcage canopy in one of six USAAF markings.

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

Product page



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

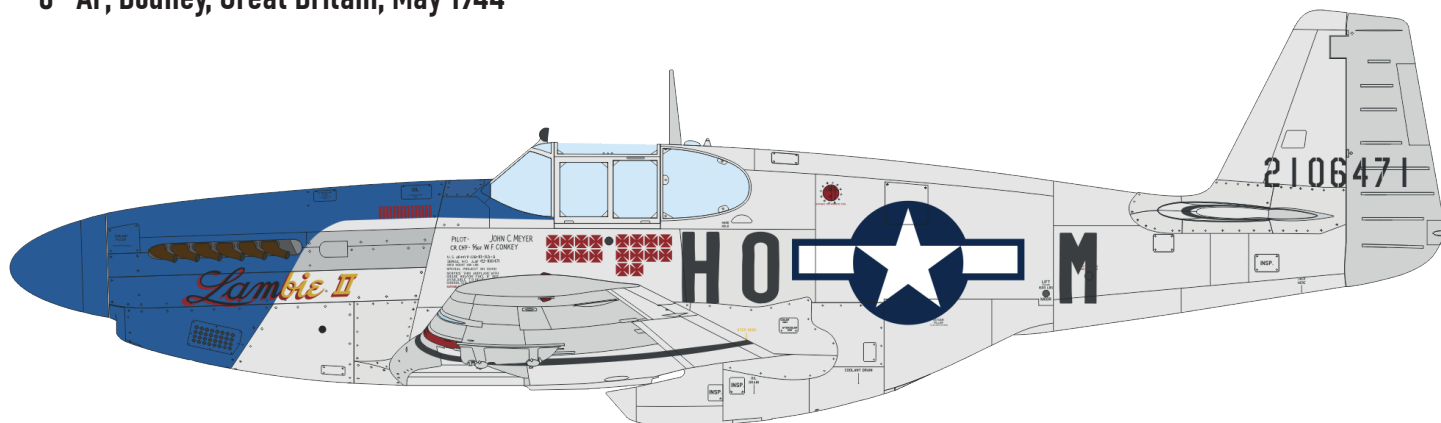


The nickname Ding Hao was a Chinese expression for good luck that Jim Howard brought to Europe from his service in the Far East, where he flew with the AVG. The number of kill marks on his aircraft is misleading, as Howard did not actually down six Japanese aircraft during his service with the Flying Tigers in 1941-1942. The official number of kills with the AVG was two

plus one shared, to which he added four enemy aircraft destroyed on the ground. On January 11, 1944, he single-handedly faced a group of about 30 Luftwaffe fighters while protecting a group of bombers. During the action, he shot down four aircraft and damaged several others and in the following days he added two more victories. Due to the pressure from the USAAF propaganda

department, he had allowed S/Sgt Marcus Hanson to paint six "rising suns" on his aircraft in addition to six swastikas, even though this did not correspond to his combat achievements with the AVG. Howard's Mustang later became one of the first aircraft of this type in the 354th FG to be equipped with a Malcolm hood canopy, which was highly valued by P-51B pilots.

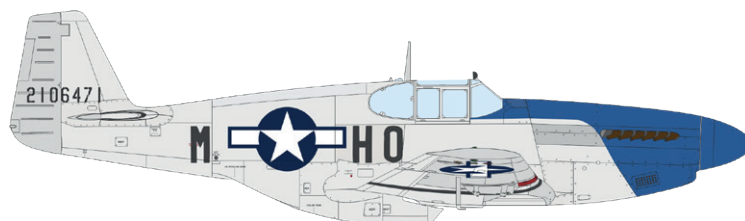
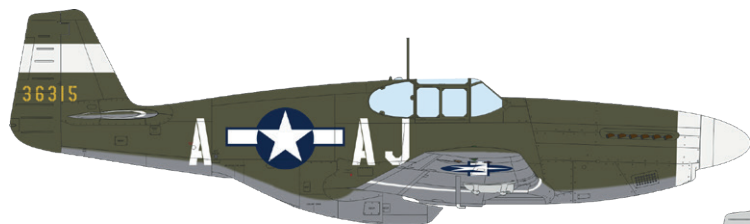
■ P51B-5-NA, s/n 42-106471, Lt. Col. John C. Meyer, CO 487th FS, 352th FG,
8th AF, Bodney, Great Britain, May 1944



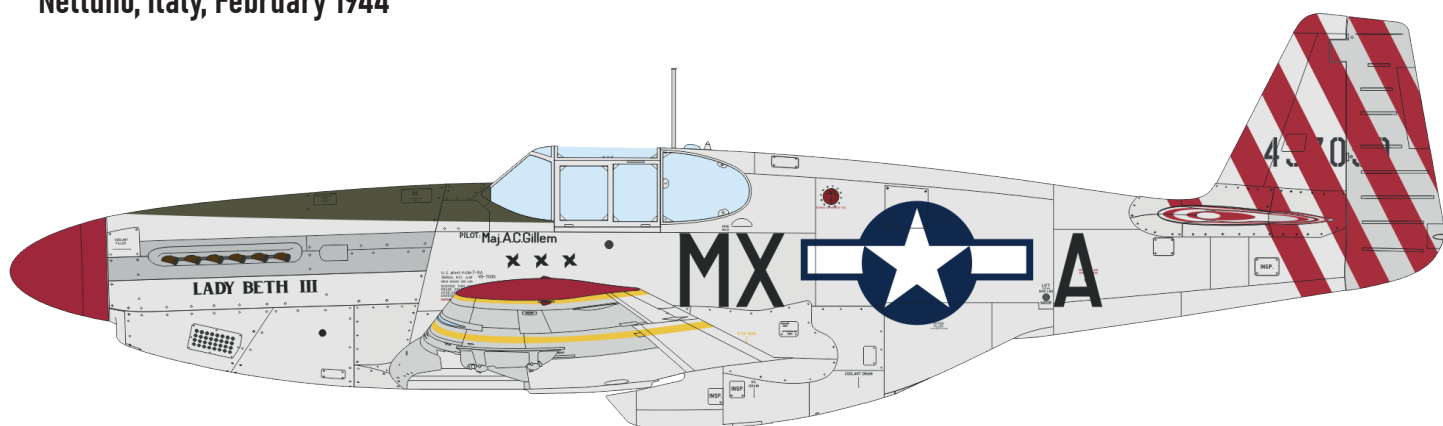
The appearance of the name Lambie on Meyer's Mustang went through several phases. Initially, it was painted black but when the Mustangs of the 352nd FG were given their famous blue nose paint in the spring of 1944, the inscription was first changed to yellow and then was given

red shading on the black and yellow lettering as portrayed in this scheme. John Meyer shot down a total of five aircraft flying this P-51B between April 10 and May 12, 1944, plus one in cooperation with others. He added six more aircraft destroyed on the ground. In total, Meyer

achieved 24 victories during his wartime career and destroyed another 13 aircraft on the ground. The Lambie II was destroyed on June 7, 1944, when Lt. Clifford Garney collapsed in its cockpit near Bodney while returning from a mission to France and died.



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

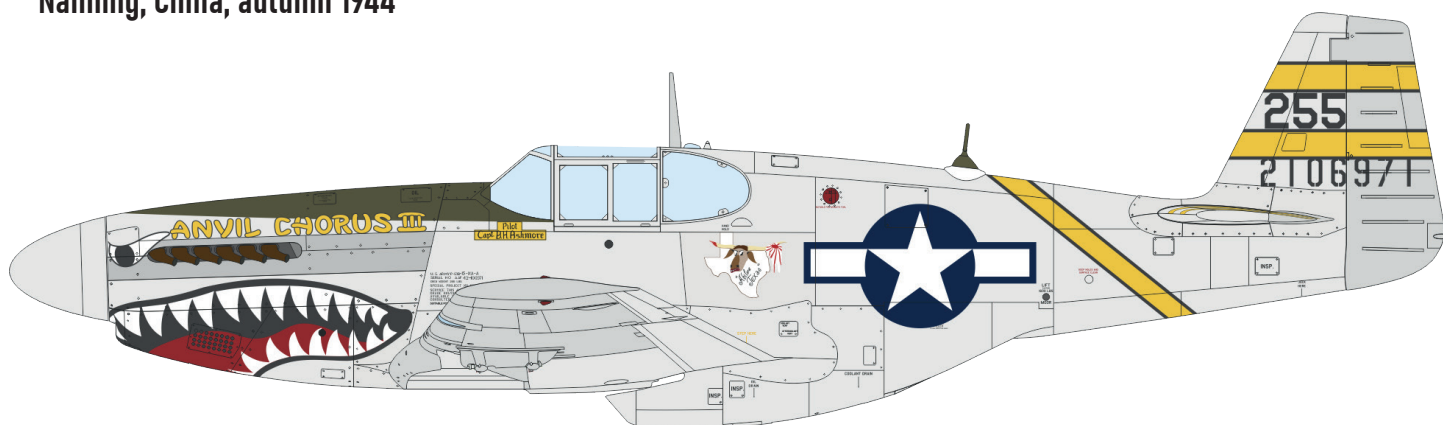


Alvan Cullom Gillem II, a native of Arizona, served with the 307th Fighter Squadron on Spitfire Mk VIII aircraft and later on North American P-51 Mustangs. He took command of the 307th FS in February 1944. He participated in many missions over Italy, the Balkans, Austria, and Romania. On May 2, 1944, he shot down a Macchi C.205

Veltro and two more aircraft of the same type on May 7, 1944. He also led escort and attack missions on strategic targets in Ploiești and Anzi and received the Distinguished Flying Cross (DFC) for his outstanding performance in aerial combat. After the war, he stayed in service and retired in 1973 with the rank of General.

The Gillem family boasted a long military tradition dating back to the Civil War and Alvan became the second general in three consecutive generations of Gillems. Not only he, but also his father and then his son achieved the rank of general. His father served in the US Army, his son in the USAF.

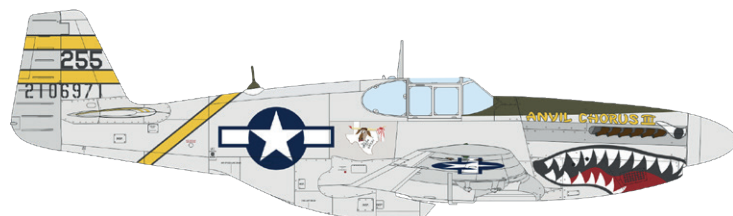
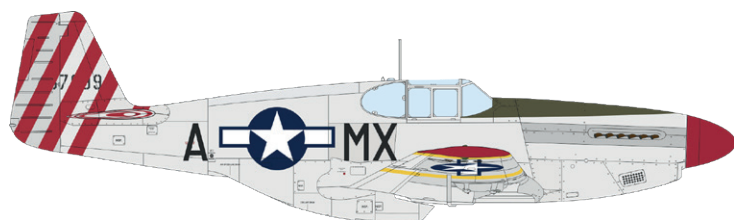
■ P-51B-15-NA, s/n 42-106971, Capt. Benjamin H. Ashmore, 26th FS, 51st FG,
Nanning, China, autumn 1944



Benjamin Howard Ashmore fought in the ranks of the 26th FS in 1943/44. He used two P-40N Warhawks for combat flights, which he exchanged for a P-51B Mustang in the summer of 1944. All his aircraft bore the name Anvil Chorus and the emblem of a bull on a map of Texas on the sides of the fuselage under the cockpit. On September 10, 1944, Ashmore, flying

a P-51B, led a trio of Warhawks from the 25th FS on patrol north of Longling. There, he engaged in aerial combat with a formation of four Ki-48 Lily light bombers protected by a dozen Ki-43 Oscar fighters. Ashmore first attacked one of the bombers and shot it down. He then engaged the accompanying Oscars and damaged two with his fire. On December 18, 1943, he added

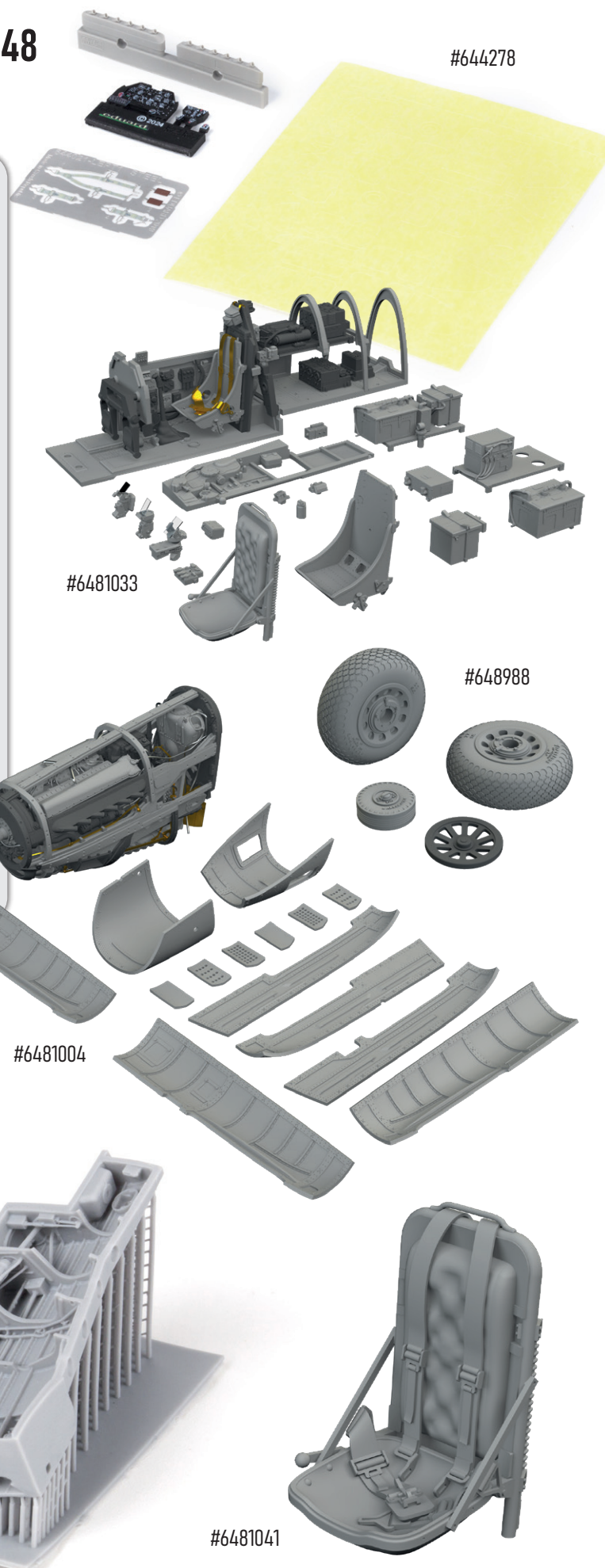
one Zero to his tally. Altogether he flew 78 combat missions during the war. The Mustang named Anvil Chorus III was lost on January 14, 1945. At that time, it was serving with the 3rd FG CACW and bore the name Big Blue Eyes. Lt. Van N. Moad Jr. was killed in its cockpit.



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

RECOMMENDED:

FE1449	P-51B/C seatbelts STEEL (PE-Set)
644268	P-51B/C LööK (Brassin)
644278	P-51B/C framed canopy LööKplus (Brassin)
648986	P-51B/C wheels diamond tread (Brassin)
648987	P-51B/C wheels oval tread (Brassin)
648988	P-51B/C wheels cross tread (Brassin)
648989	P-51B/C wheels block tread (Brassin)
648990	P-51B/C wheels diamond tread 2 (Brassin)
648991	P-51B/C wheels block tread 2 (Brassin)
648992	P-51B/C exhaust stacks (Brassin)
648993	P-51B/C exhaust stacks w/fairing (Brassin)
648994	P-51B/C undercarriage legs BRONZE (Brassin)
648997	P-51B/C gun bays PRINT (Brassin)
6481001	P-51B/C 108gal drop tanks PRINT (Brassin)
6481002	P-51B/C seat Type 1 PRINT (Brassin)
6481003	P-51B/C seat Type 2 PRINT (Brassin)
6481004	P-51B/C engine (Brassin)
6481005	P-51B/C 75gal drop tank early PRINT (Brassin)
6481006	P-51B/C Hamilton Standard propeller (Brassin)
6481007	P-51B/C Hamilton Standard propeller uncuffed (Brassin)
6481008	P-51B/C bazooka rocket launcher (Brassin)
6481009	P-51B/C/D seat Type 3 PRINT (Brassin)
6481010	P-51B/C wheel bay PRINT (Brassin)
6481031	P-51B/C gun sights PRINT (Brassin)
6481033	P-51B Birdcage canopy cockpit PRINT (Brassin)
6481039	P-51B/C seat w/ integral belts Type 1 PRINT (Brassin)
6481040	P-51B/C seat w/ integral belts Type 2 PRINT (Brassin)
6481041	P-51B/C seat w/ integral belts Type 3 PRINT (Brassin)
D48118	P-51B stencils (Decal Set)
3DL48177	P-51B/C SPACE (3D Decal Set)
EX1036	P-51B/C framed canopy TFace (Mask)
EX1038	P-51B/C US national insignia (Mask)
EX1051	P-51B/C framed canopy (Mask)
EX1119	P-51B/C D-day stripes (Mask)

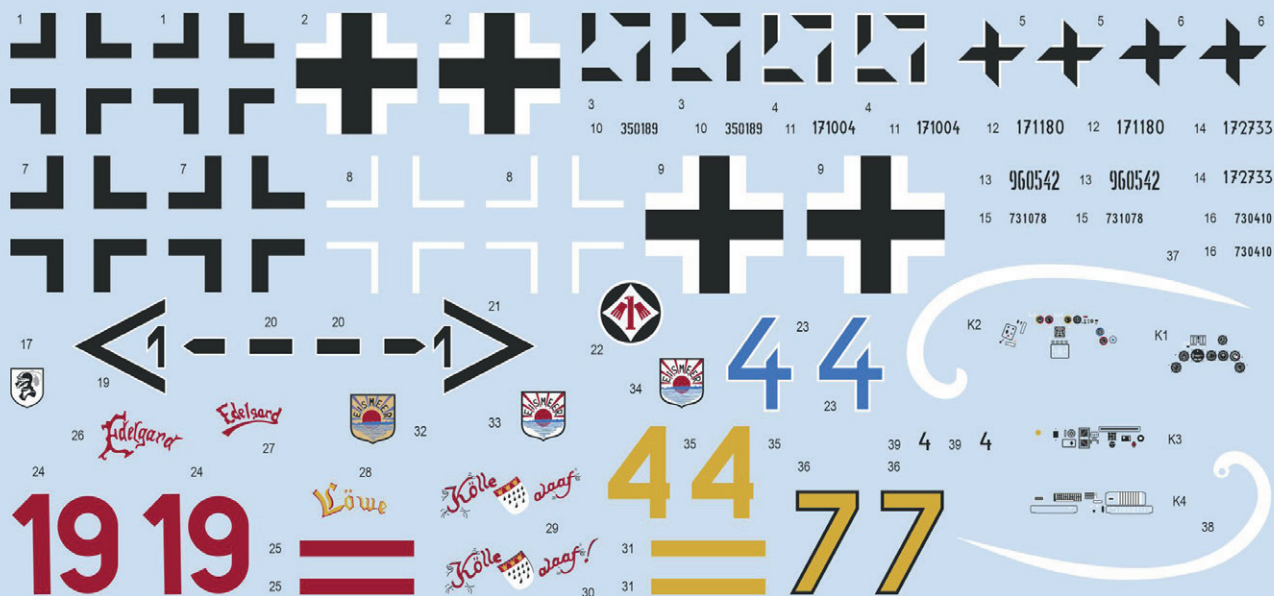


1/48

The ProfiPACK edition kit of German WWII fighter aircraft Fw 190A-8 in 1/48 scale.

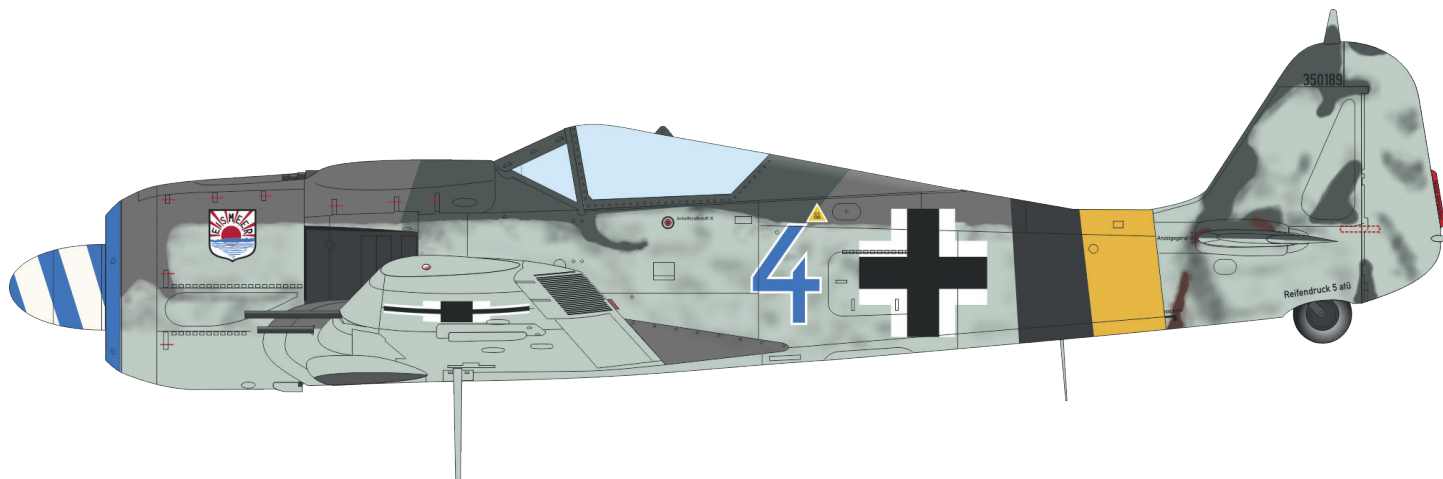
- plastic parts: Eduard
- marking options: 5
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

Product page



4.11.2025 eduard

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

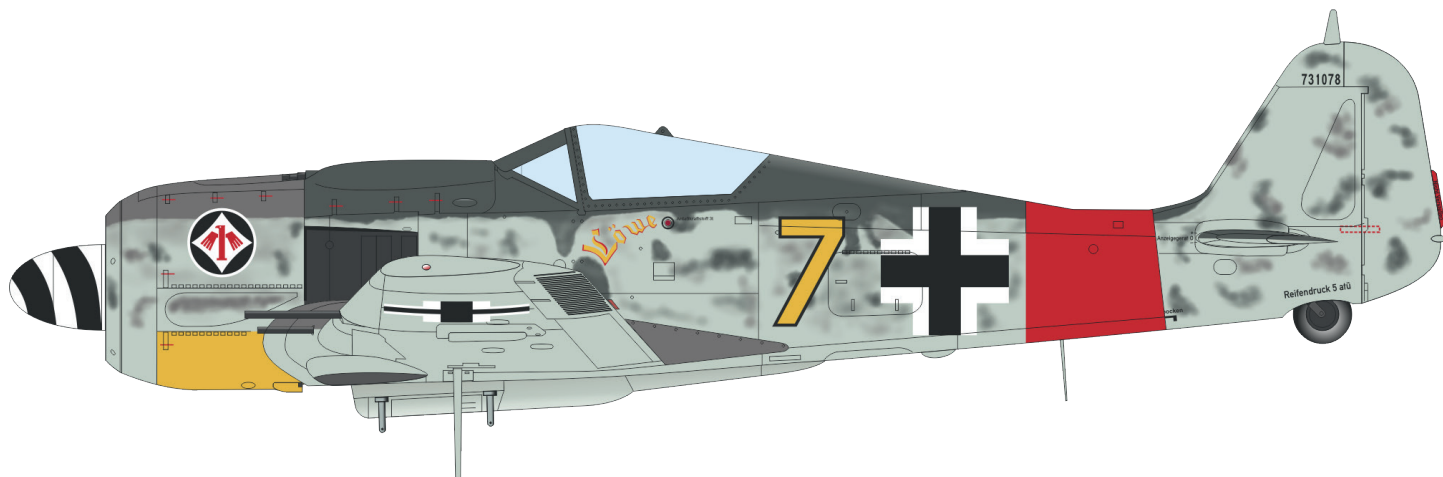


The end of the war found 9. and 12. Staffeln JG 5 stationed at Herdla. While 9. Staffel flew a mix of Fw 190A-2/3/8s and even the odd Fw 190F-8 used exclusively in the fighter role, 12. Staffel was equipped with the Fw 190A-8.

Fw 190s flown by 12./JG5 carried the standard camouflage scheme consisting of RLM 74/75/76 and have been photographed on several occasions carrying the Defence of the Reich yellow and black band on the rear fuselage.

The code was painted in blue, consistent with the Staffel, as were the cowl ring and spinner.

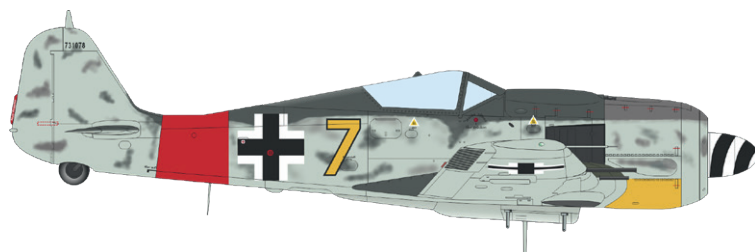
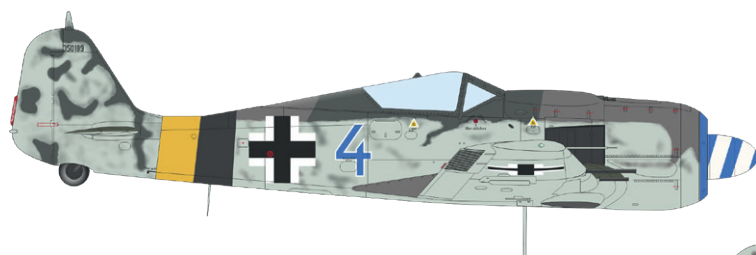
■ Ofhr. Walter Köhne, 3./JG 1, Bad Lippspringe, Germany, May 1944



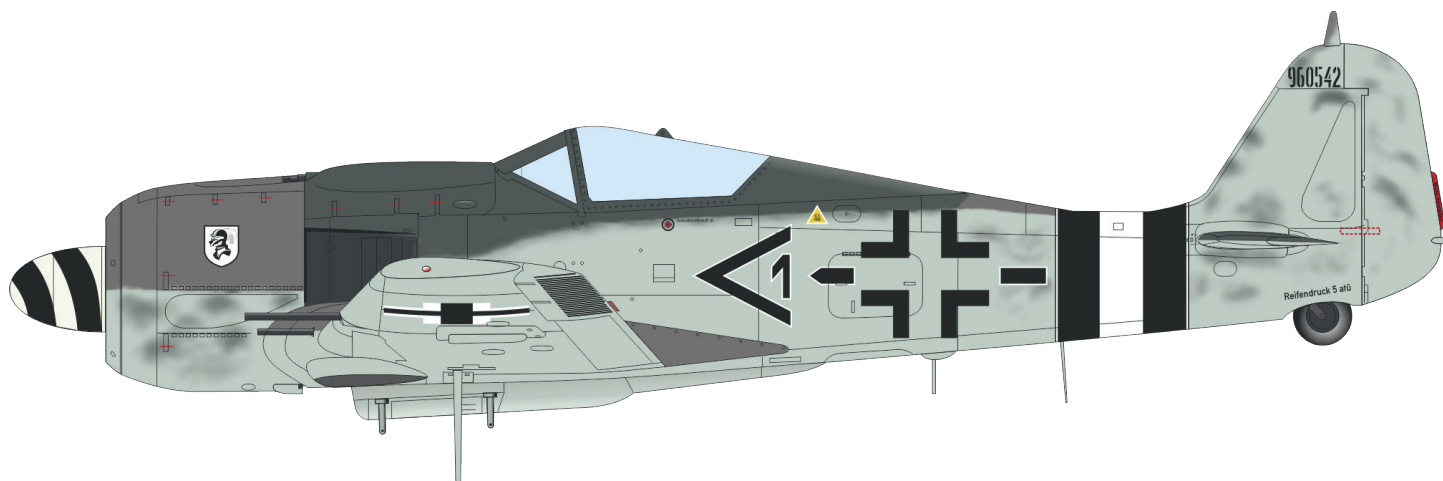
Shortly after the attack on the Soviet Union, Walter Köhne was seriously wounded. Following a long period of recuperation, on June 4, 1943, he was assigned to 2./JG 1, which at this time was based at Deelen, Netherlands. He flew

combat over western Europe up to the end of the war, achieving a total of thirty kills, the majority of which were B-17 and B-24 heavy bombers. The standard camouflage scheme of this Fw 190A-8 is supplemented by Defence of

the Reich JG 1 markings, a 900-mm wide red fuselage band, the JG 1 unit emblem and a personal marking in the form of the name of the dog that was the 3. Staffel mascot.



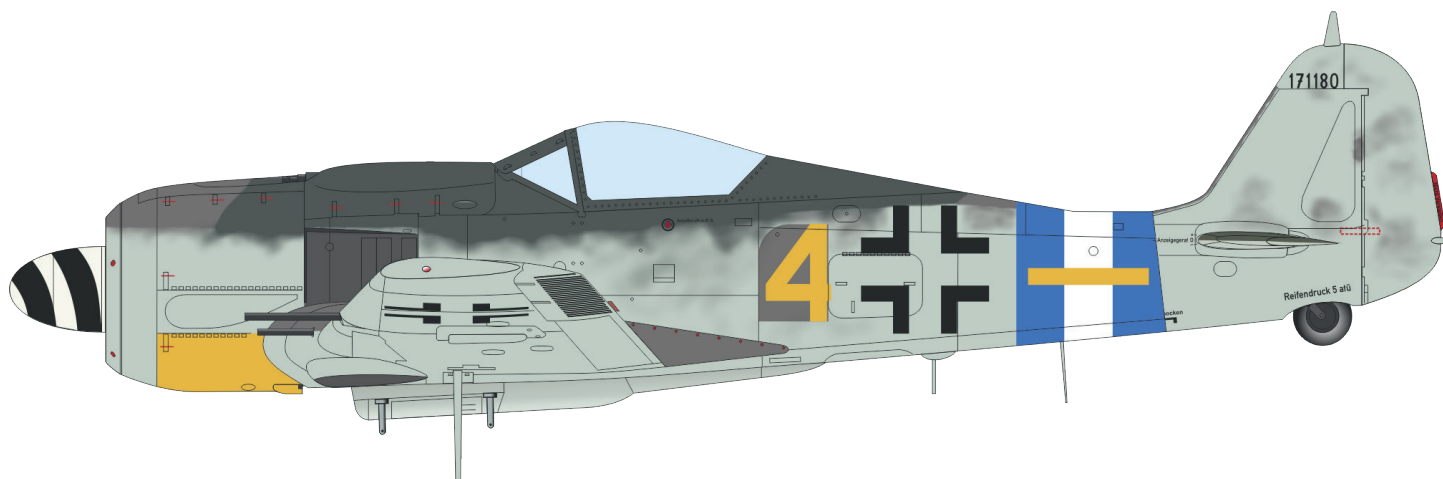
W.Nr. 960542, Stab/JG 4, Jüterbog-Damm, Germany, Spring 1945



Stab of JG 4 used Fw 190D-9 against the Allies and this Fw 190A-8 was likely a reserve aircraft. It was built under license by Norddeutsche Dornier in Wismar and was painted in the standard camouflage scheme consisting of RLM

74/75/76. The JG 4 aircraft that were integrated into the Defense of the Reich system carried a black-white-black fuselage band. The JG 4 unit emblem appeared on the left side of the cowl.

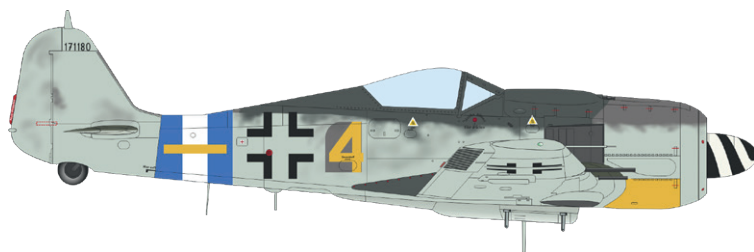
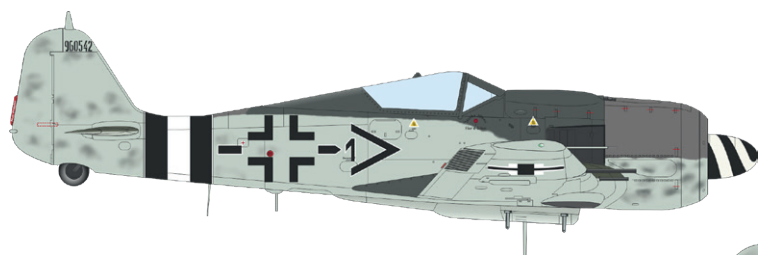
W.Nr. 171180, 6./JG 300, München-Neubiberg, Germany, April-May 1945



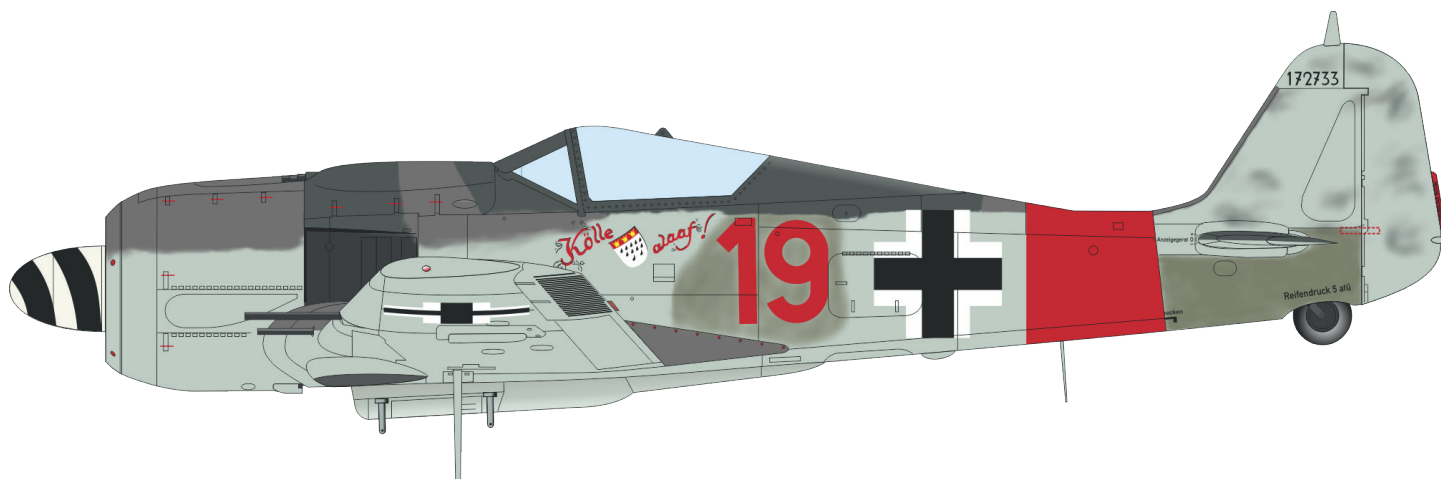
Fw 190A-8, W.Nr. 171180, built by the parent company, was discovered by the Allies at the end of the war at the airfield in Neubiberg, not too far from Munich. Damage sustained during taxiing on April 24, 1945, was never repaired. JG300,

as a Defense of the Reich unit flying over Germany, marked its aircraft with a blue-white-blue 900 mm wide fuselage band in 1945. The previous red fuselage band was discontinued in January 1945 and kept only on aircraft

serving with JG 1. The original fuselage crosses were overpainted and replaced with simplified versions in black. Similarly, the fuselage code was replaced with the yellow 4.



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



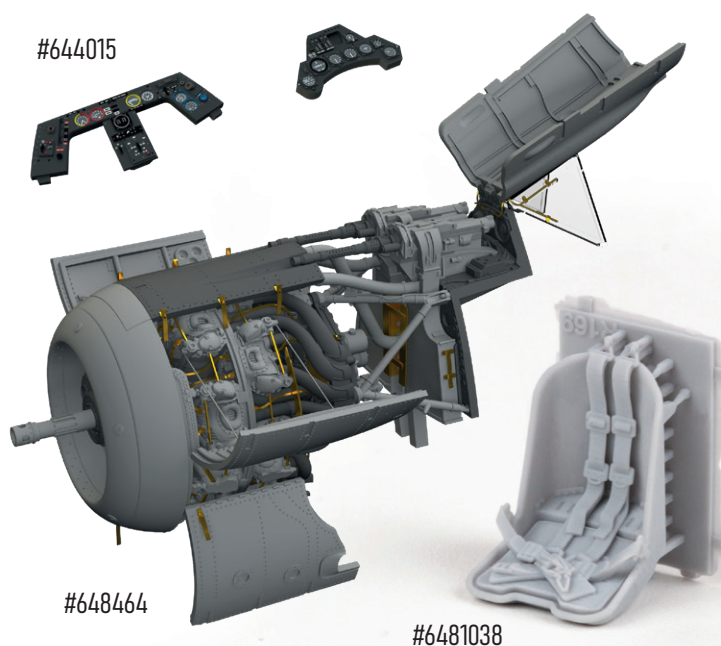
The aircraft flown by Ernst Schröder in October 1944 carried II. Gruppe marking in the form of a horizontal bar in the Staffel color behind the fuselage cross. The slogan *Kölle alaaf* (Cologne forever) with the Cologne Coat of Arms appeared

on the left side of the fuselage, while the name of Schröder's girlfriend, Edelgard, appeared on the right. In November, the II. Gruppe marking disappeared under the 900 mm wide red band on the rear fuselage. At the same time, the coat

of arms was complemented with shadowing as was the second part of the inscription. Also an exclamation point was added. The name of the girlfriend took on a fancier appearance.

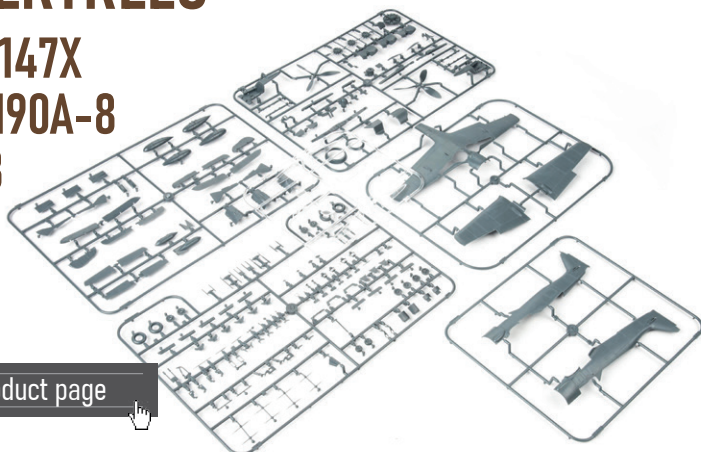
For Fw 190A-8 1/48 RECOMMENDED:

481161	Fw 190A landing flaps (fotolept)
FE863	Fw 190A seatbelts STEEL (fotolept)
644015	Fw 190A-8 LööK (Brassin)
648356	Fw 190A wingroot gun bays (Brassin)
648366	Fw 190A propeller (Brassin)
648371	Fw 190A control surfaces early (Brassin)
648381	Fw 190A exhaust stacks (Brassin)
648464	Fw 190A-8 engine & fuselage guns (Brassin)
648476	Fw 190A-8 undercarriage legs BRONZE (Brassin)
648736	Fw 190A landing flaps PRINT (Brassin)
648785	Fw 190A-8 cockpit PRINT (Brassin)
6481014	Fw 190A seat PRINT (Brassin)
6481038	Fw 190A seat w/ integral belts PRINT (Brassin)
3DL48079	Fw 190A-8 SPACE (3D obtisk)
EX587	Fw 190A TFace (maska)



OVERTREES

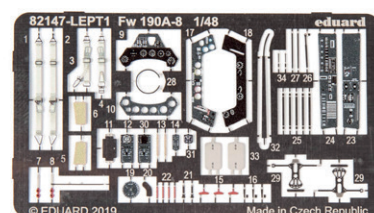
#82147X
Fw 190A-8
1/48



Product page

OVERLEPT

#82147-LEPT1
Fw 190A-8
1/48



Product page



eduard



Katka
Borecká

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eduard
ON AIR



www.youtube.com/@EduardOnAirPodcast

Advert - book Battle of Britain

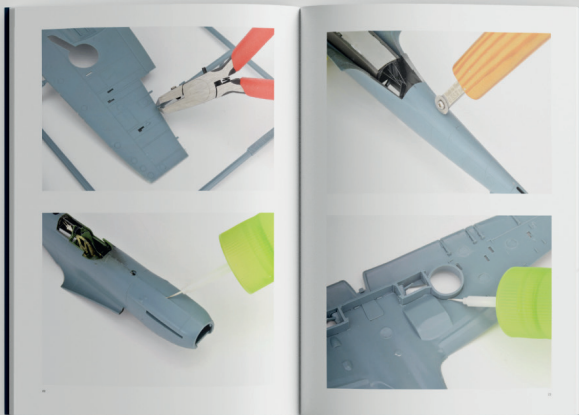


To mark the 85th anniversary of the Battle of Britain, an independent publisher Plastic Invasion has launched a new book project on Indiegogo – Wings Over Britain – A Tribute to the Few. The publication connects historical research, aviation heritage, and scale modeling, focusing on the iconic Spitfire 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.





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.

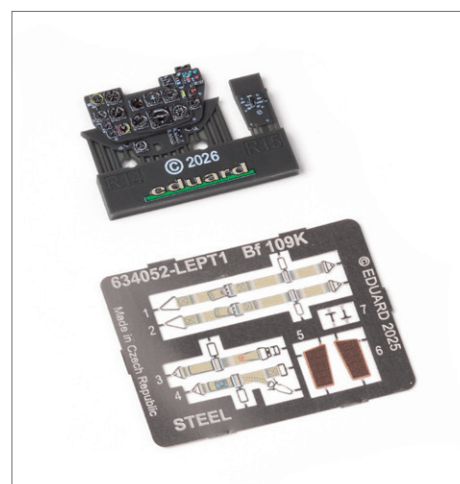
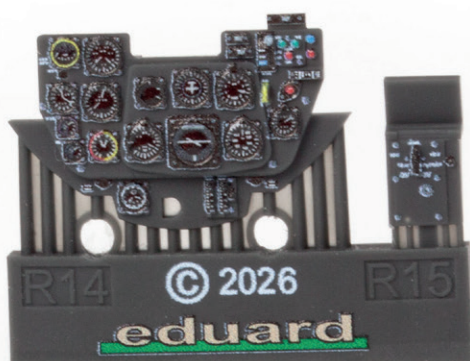
Easy to assemble, replaces plastic parts.

Recommended kit: Kotare

Set contains:

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

[Product page](#)



644334

Hs 129B LööK

1/48 Takom

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

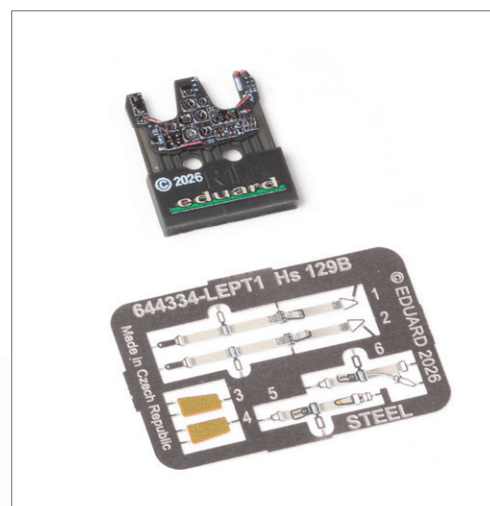
Easy to assemble, replaces plastic parts.

Recommended kit: Takom

Set contains:

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

[Product page](#)



644337

Avia S-199 LööK

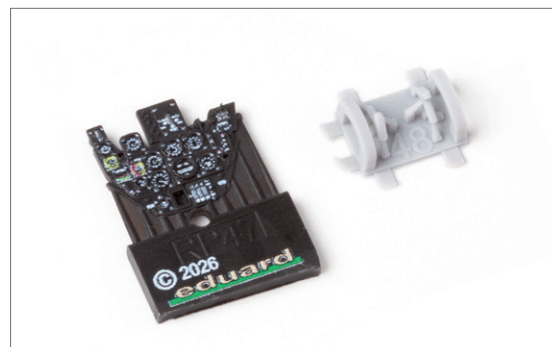
1/48 Eduard

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

Product page



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

Product page



674054

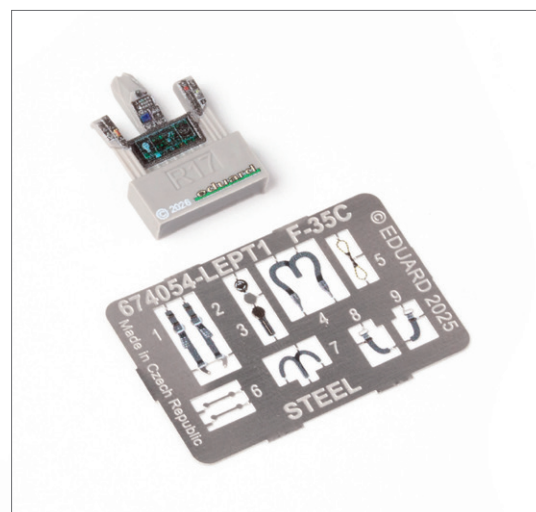
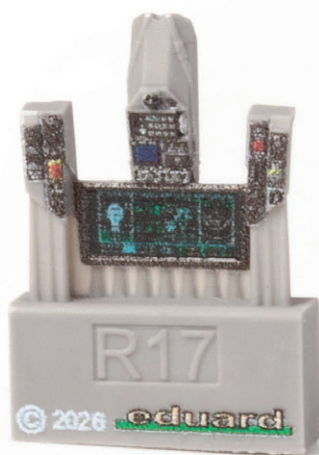
F-35C LööK

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

[Product page](#)


674057

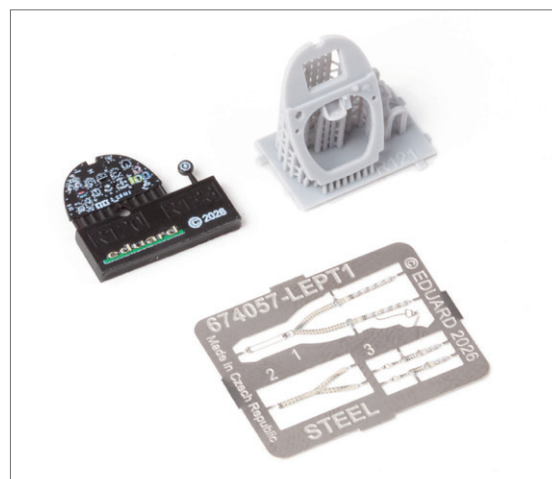
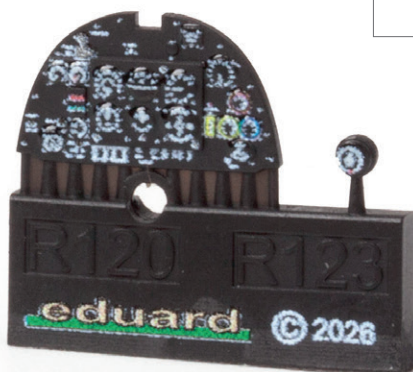
Spitfire Mk.Vb LööK

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

[Product page](#)


674058

P-51D LööK

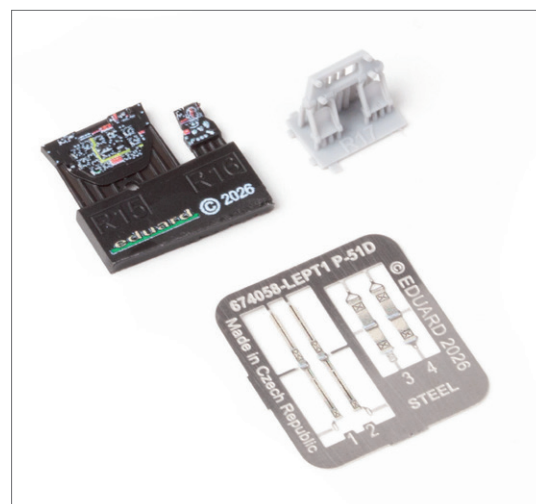
1/72 Arma Hobby

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

Product page



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

Product page



644341

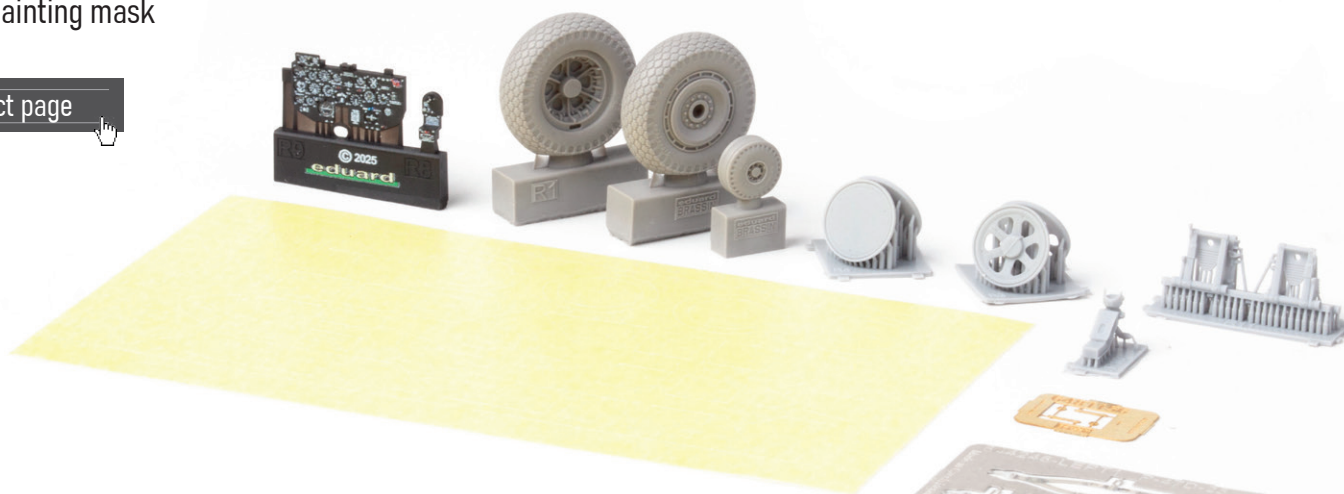
P-47D Razorback LööKplus

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


[Product page](#)


674059

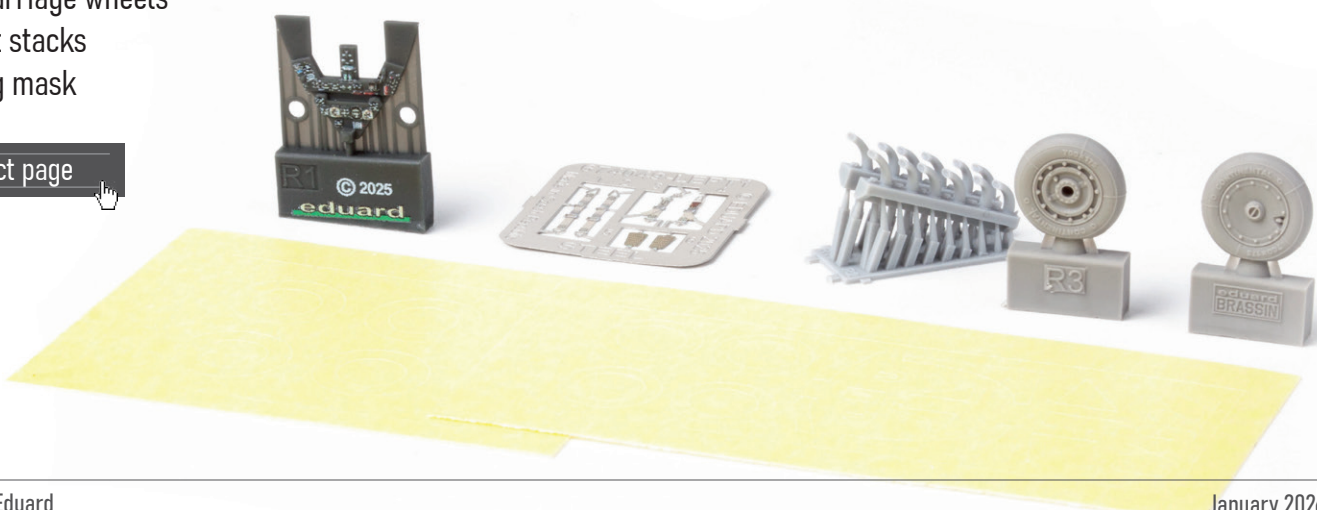
Fw 190D LööKplus

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


[Product page](#)


632211

Bf 109K-4 gun barrels PRINT

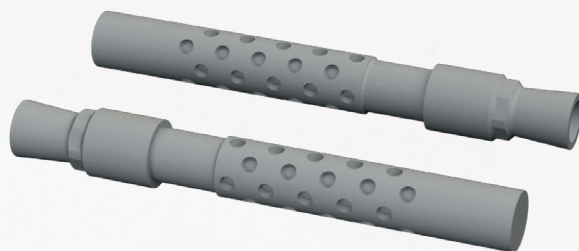
1/32 Kotare

Brassin set - gun barrels for Bf 109K-4 in 1/32 scale. Made by direct 3D printing. 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

[Product page](#)



6481013

B-26B/C engines PRINT

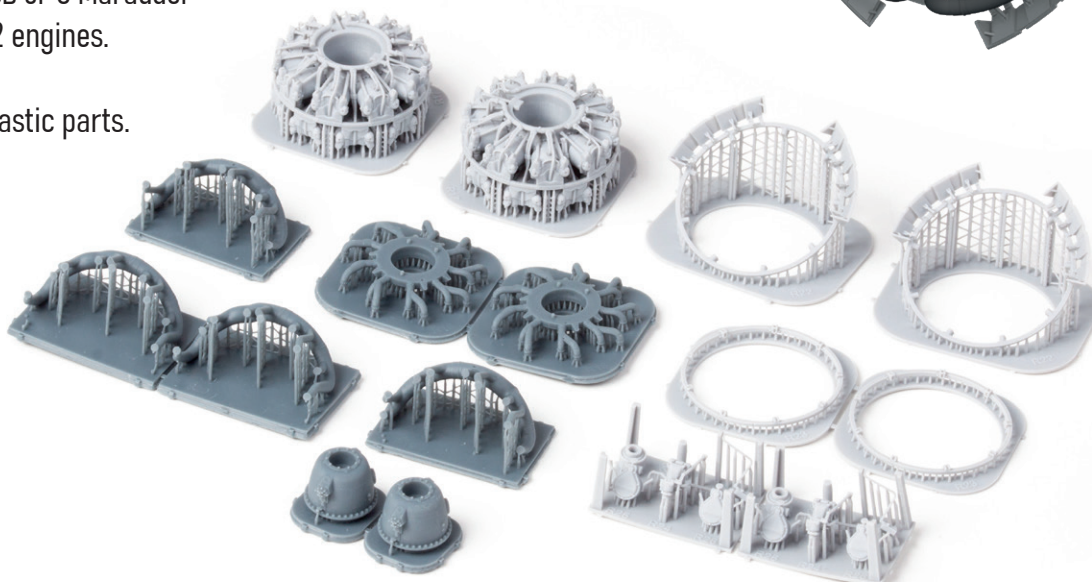
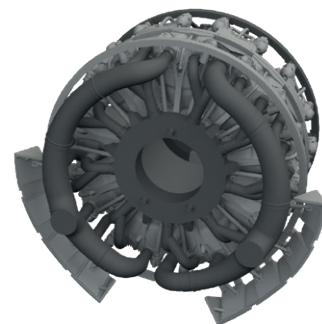
1/48 ICM

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

[Product page](#)



6481160

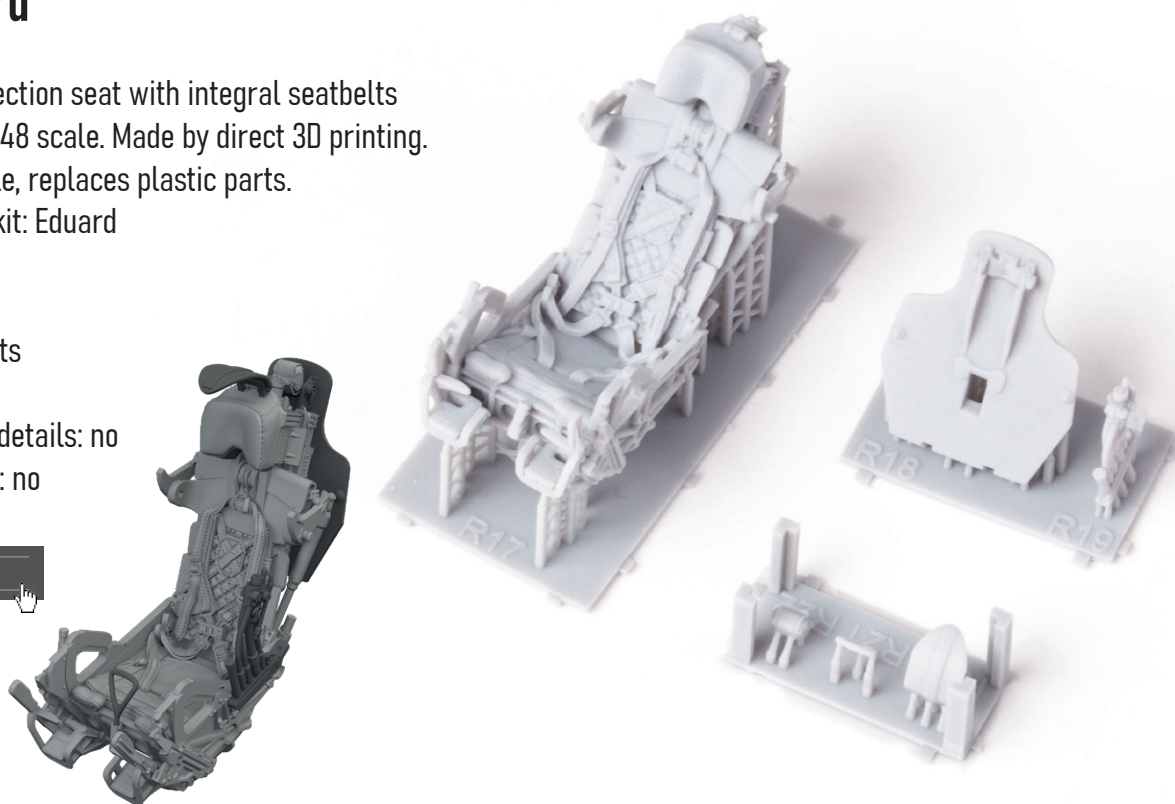
MiG-21F ejection seat w/ integral seat belts PRINT

1/48 Eduard

Brassin set - ejection seat with integral seatbelts for MiG-21F in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


6481163

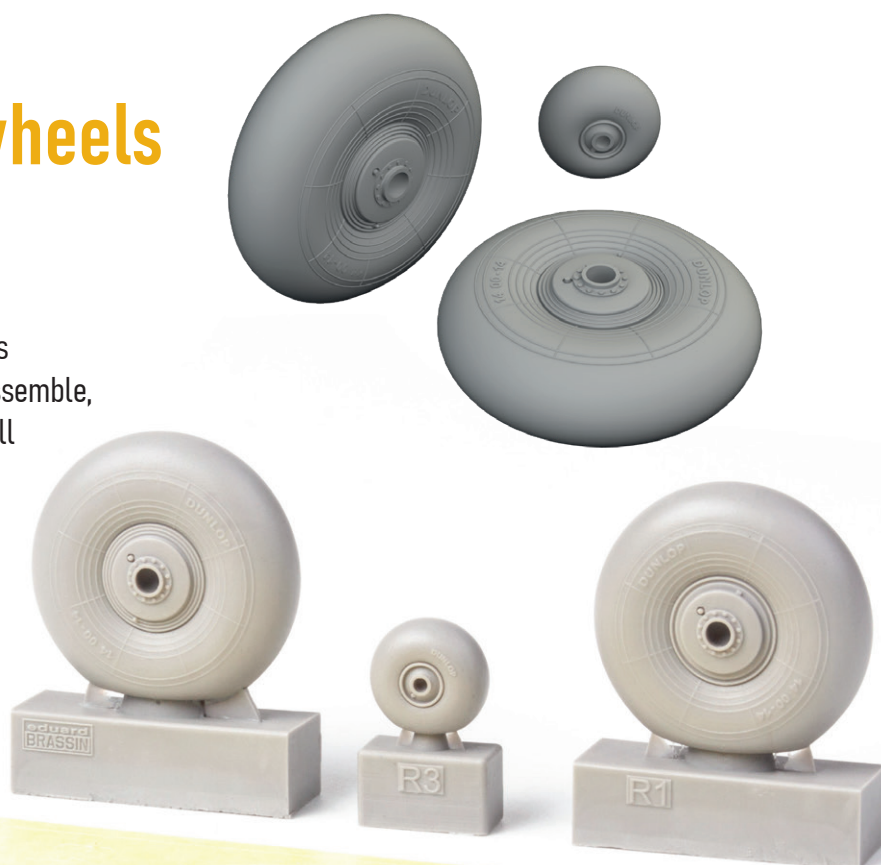
Beaufighter Mk.VI wheels

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

[Product page](#)


6481170

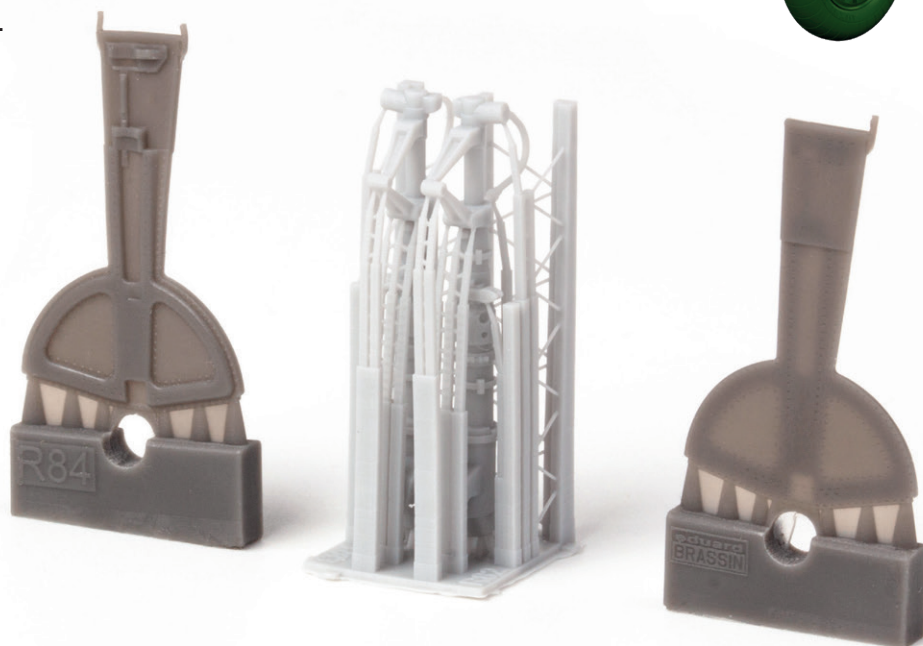
Bf 109G undercarriage legs PRINT

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

[Product page](#)

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

[Product page](#)


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

[Product page](#)



672432

F-35C cockpit PRINT

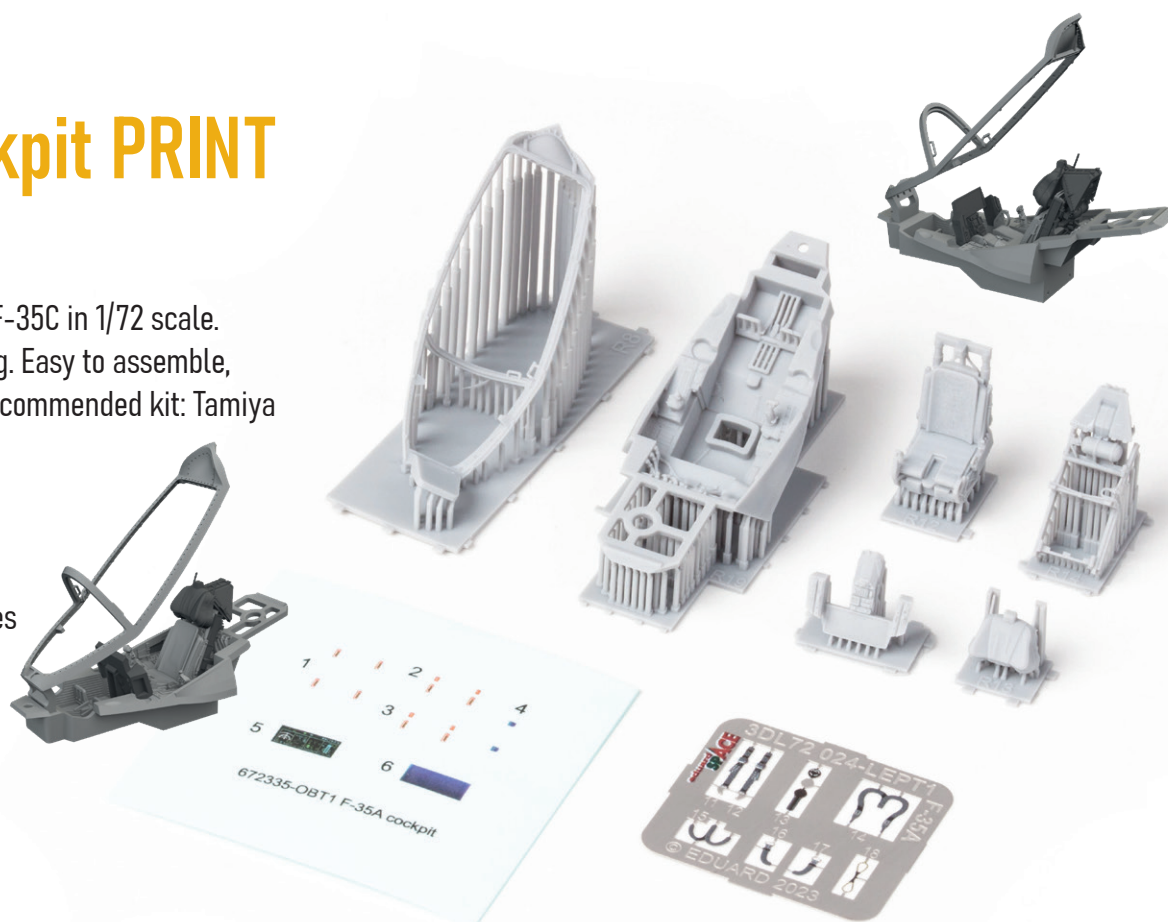
1/72 Tamiya

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

[Product page](#)



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

[Product page](#)

672435

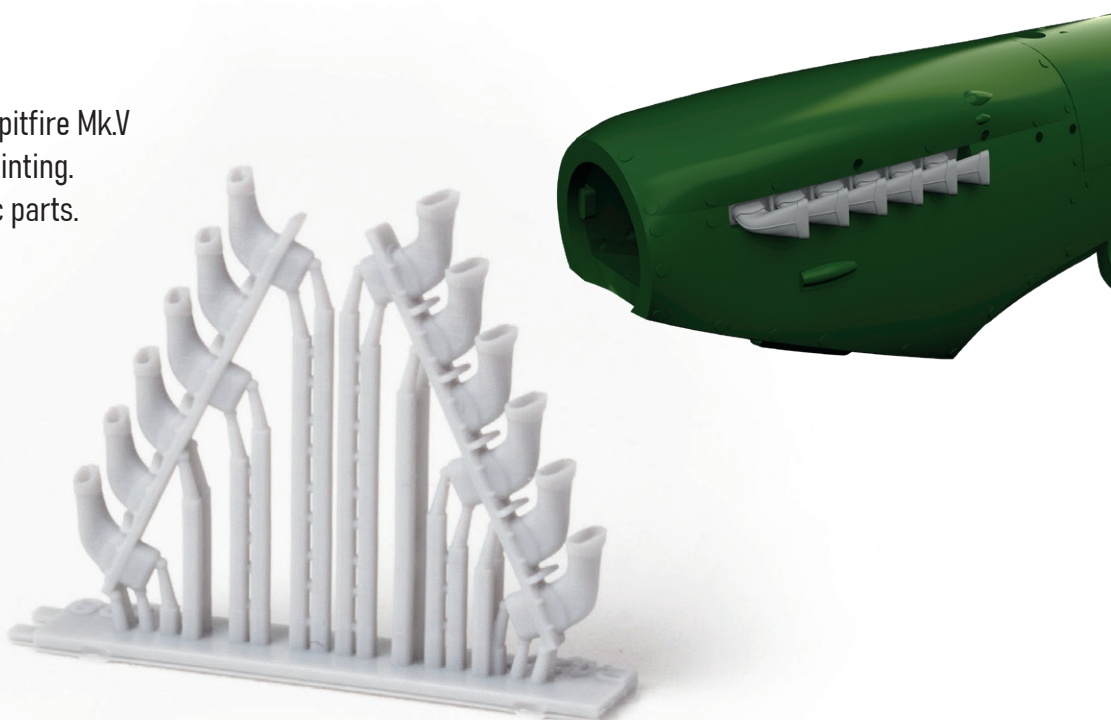
Spitfire Mk.V six-stacks exhaust fishtail PRINT

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

[Product page](#)


672440

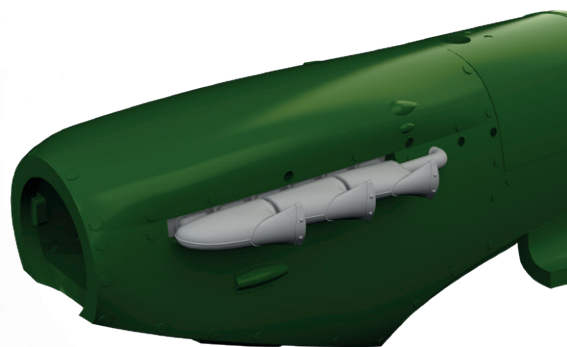
Spitfire Mk.V three-stacks exhaust fishtail PRINT

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

[Product page](#)

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

[Product page](#)

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

[Product page](#)

672448

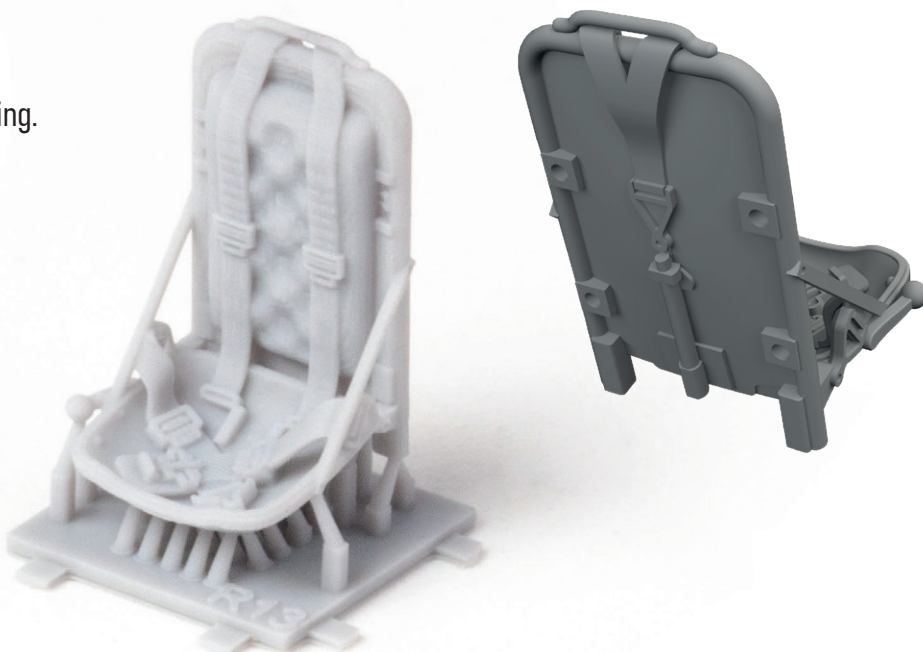
P-51D seat w/ integral seat belts PRINT

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

[Product page](#)


SIN648147

Jaguar GR.1A

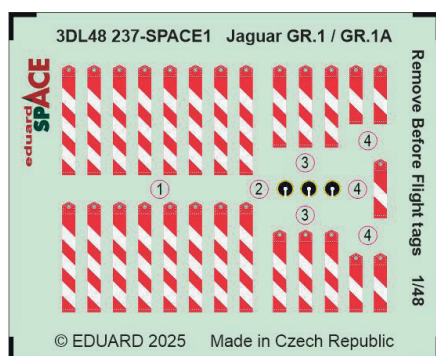
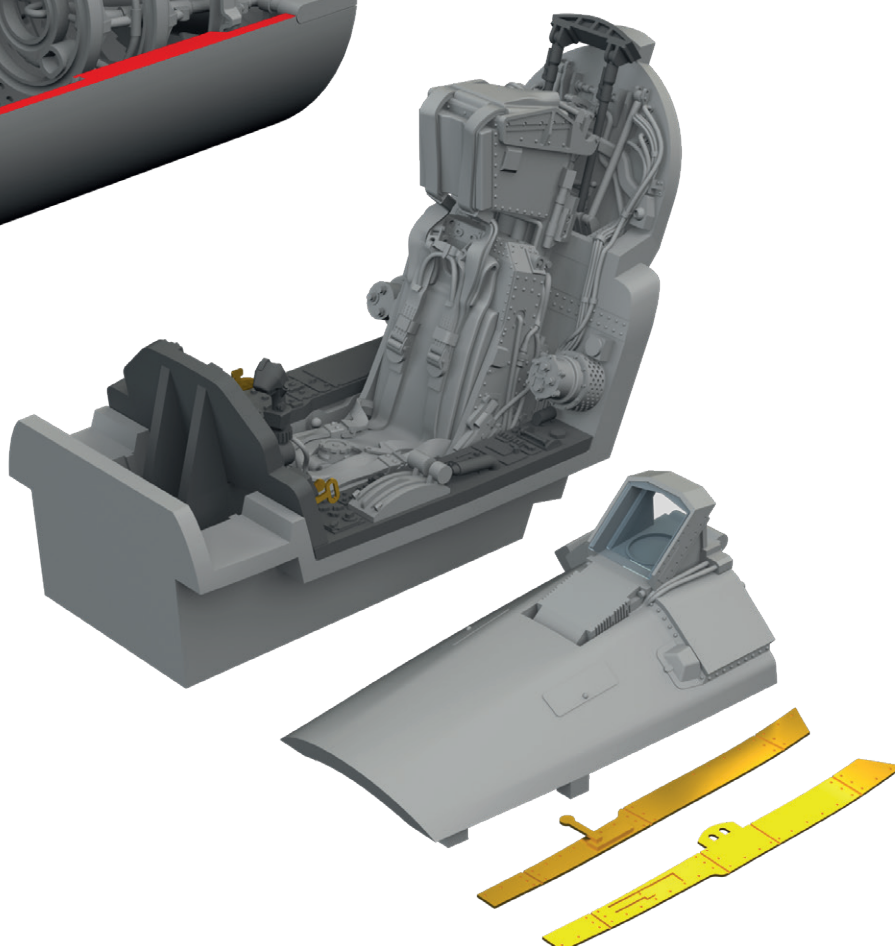
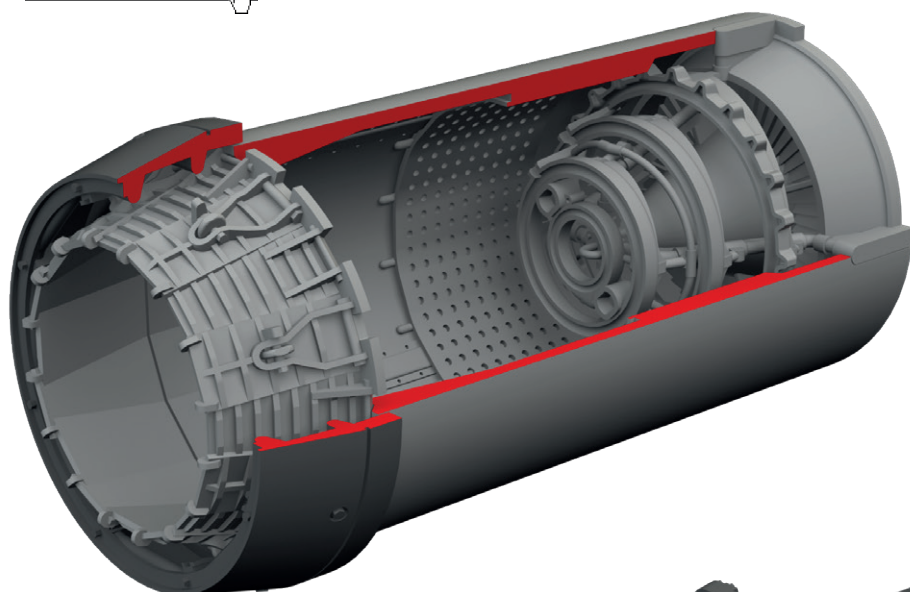
1/48 Airfix

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 %.

[Product page](#)


SIN648148

P-40N ADVANCED

1/48 Eduard

Collection of 3 sets for P-40N in 1/48 scale.

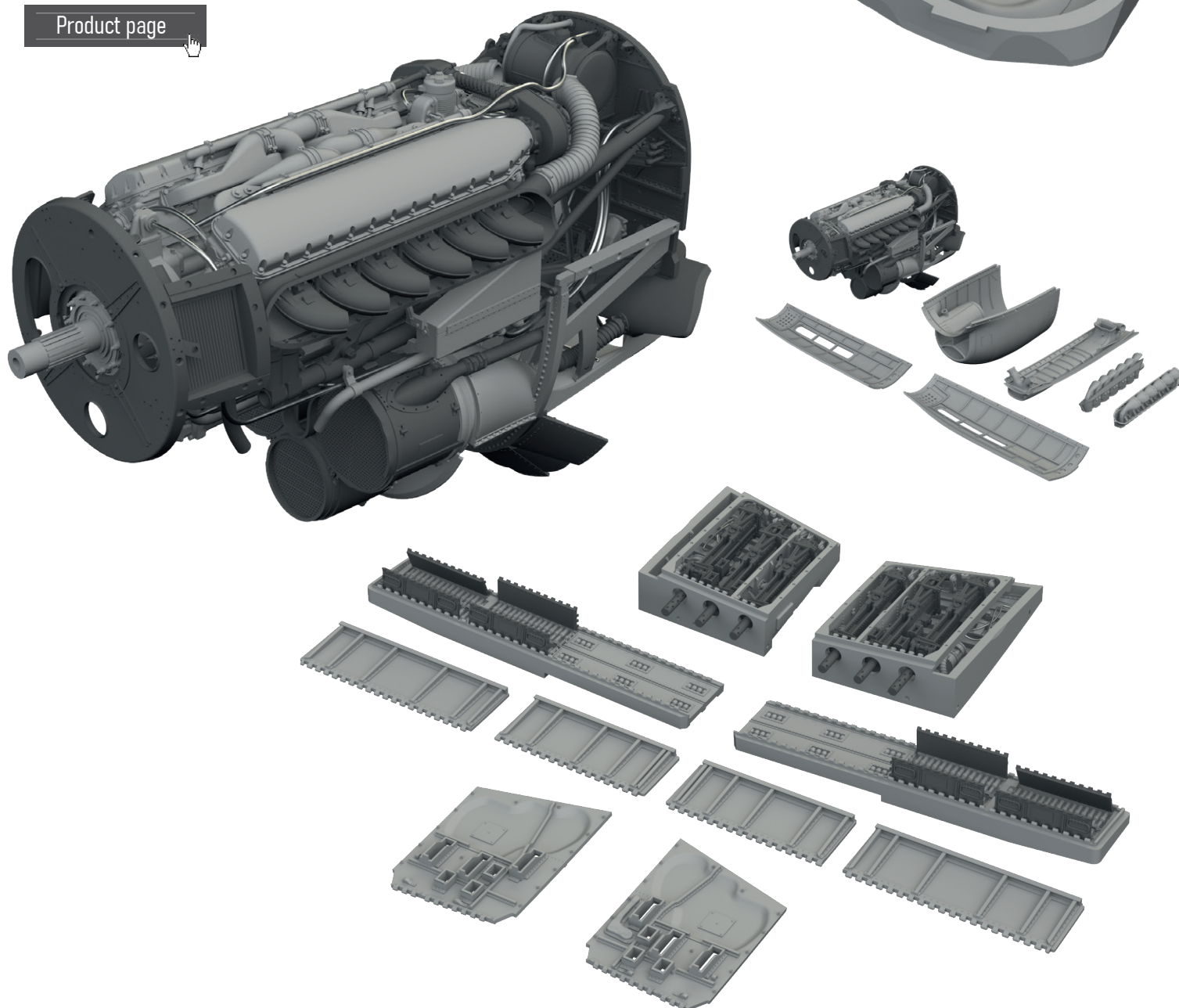
Recommended kit: Eduard

- 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 %.

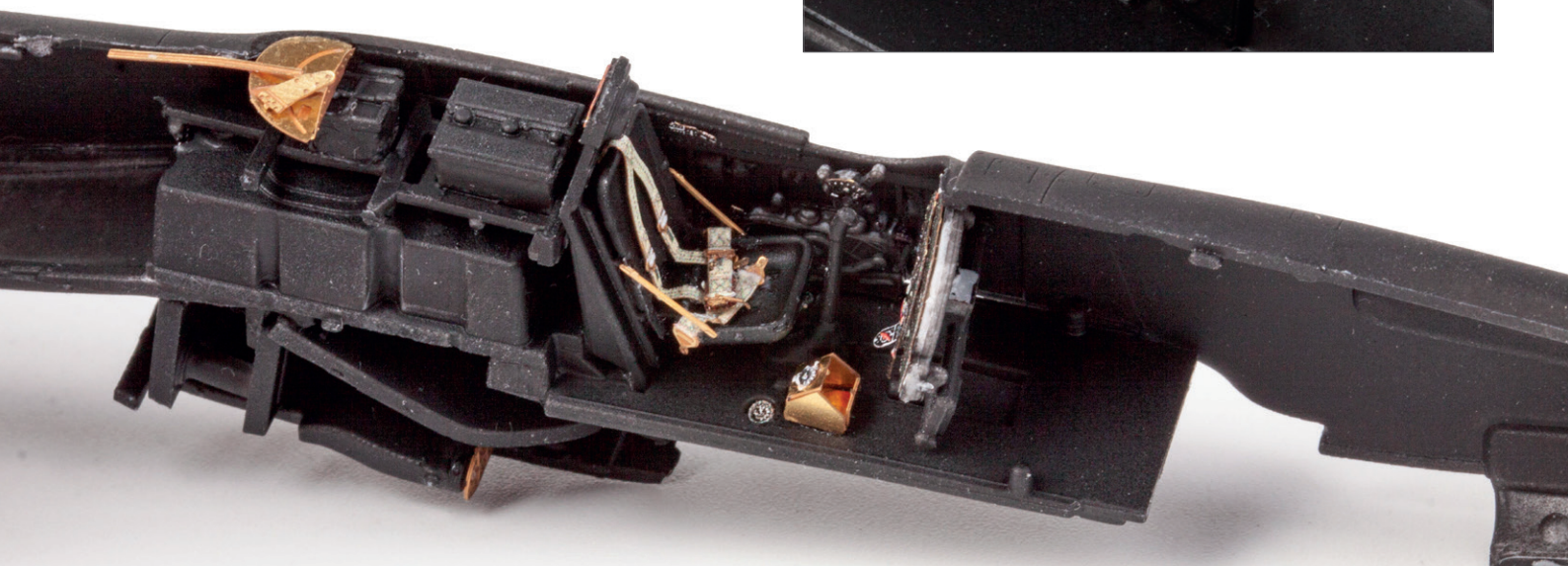
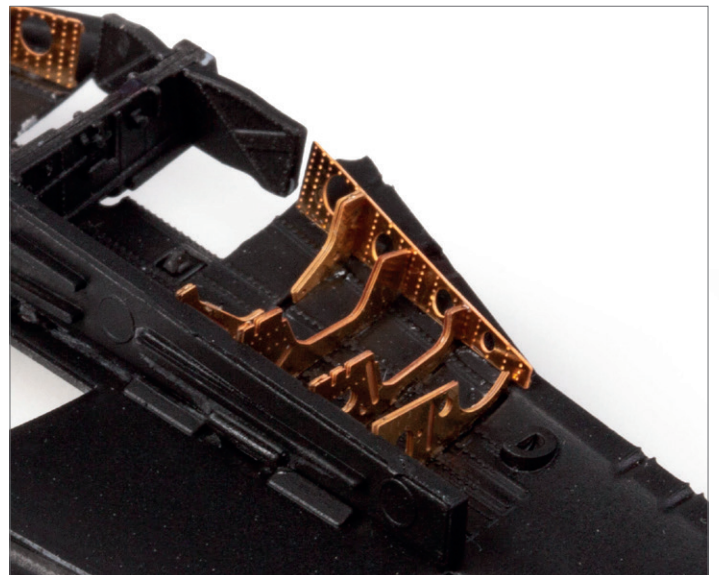
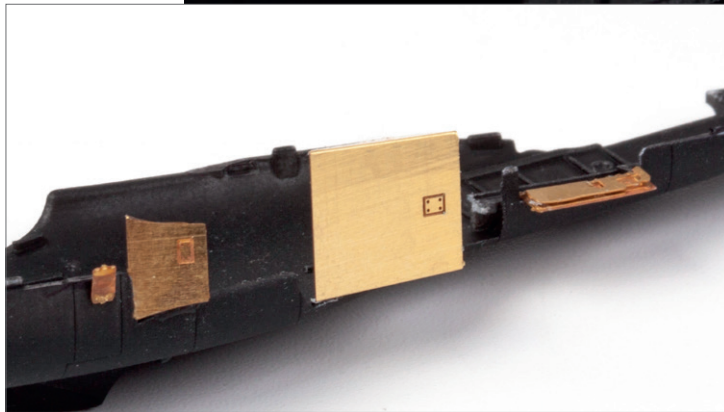
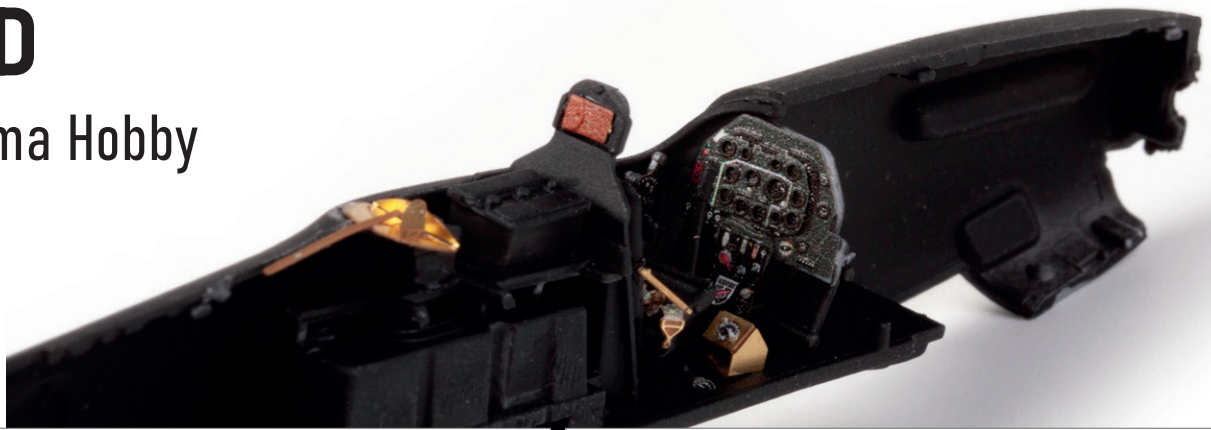
Product page



P-51D

1/72 Arma Hobby

#73863

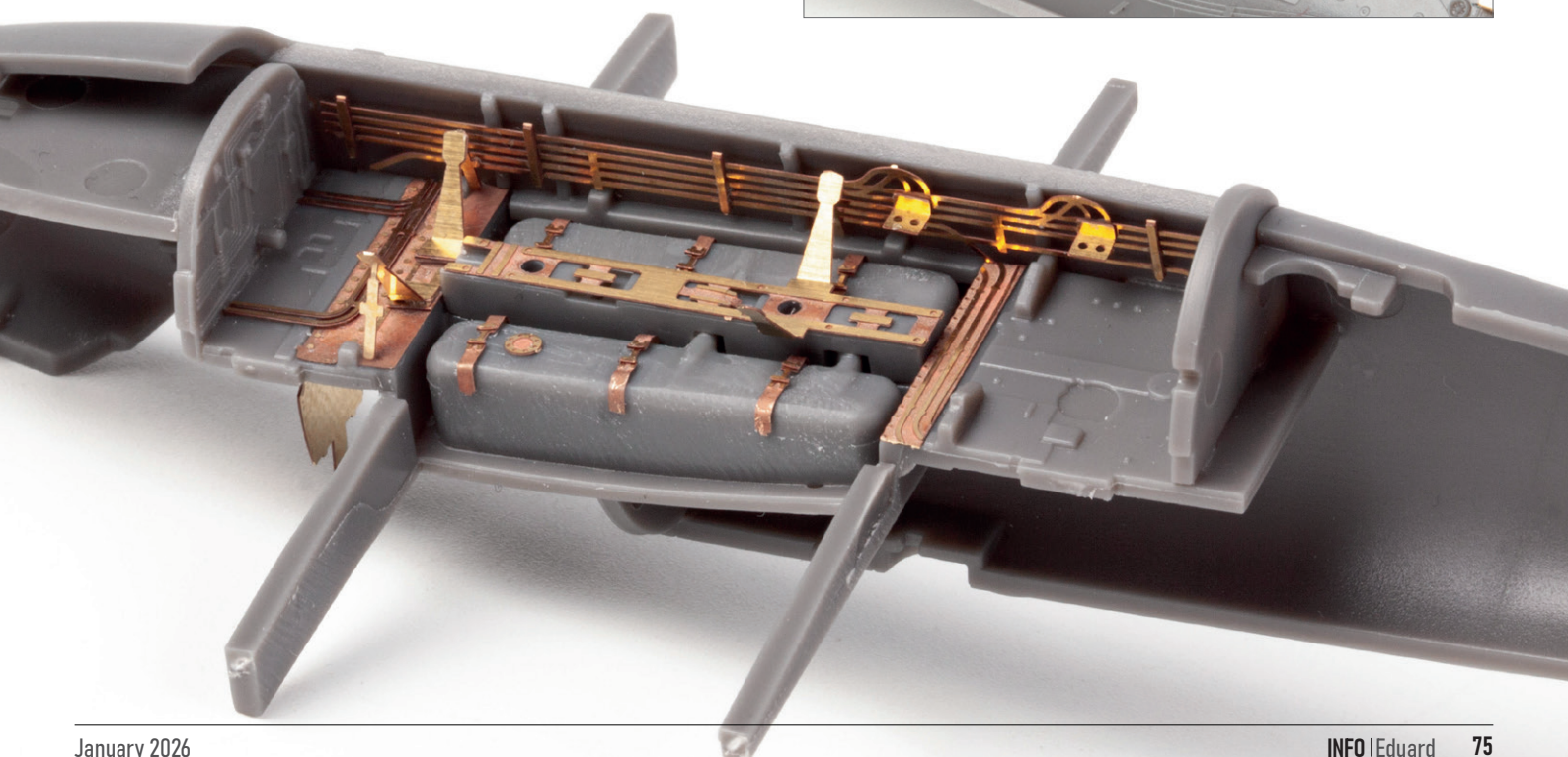
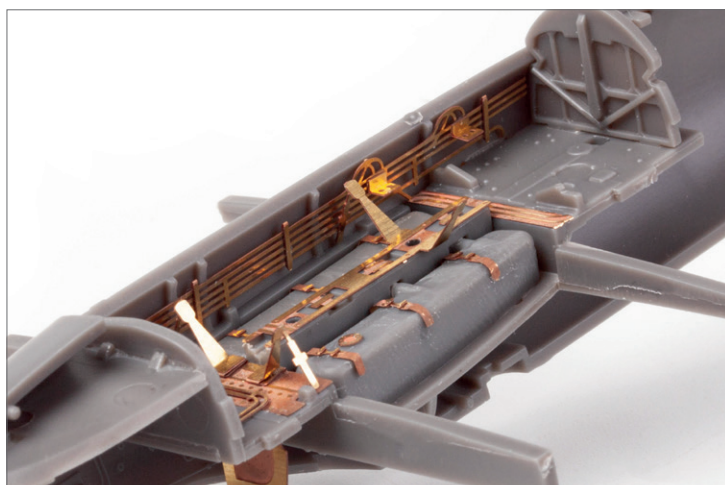


Mosquito B.35

1/72 Airfix

#73864

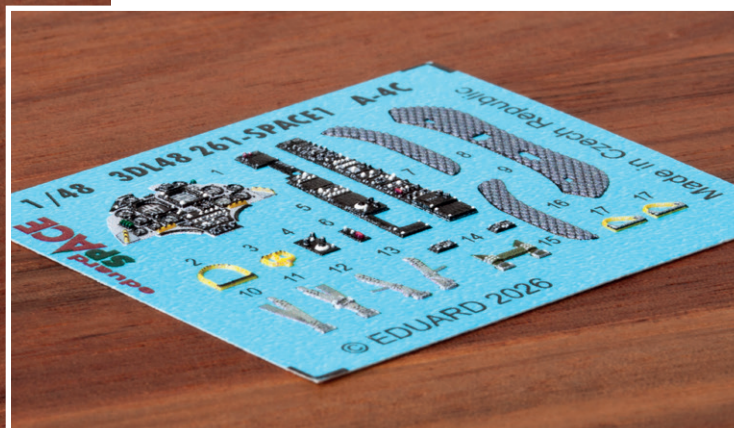
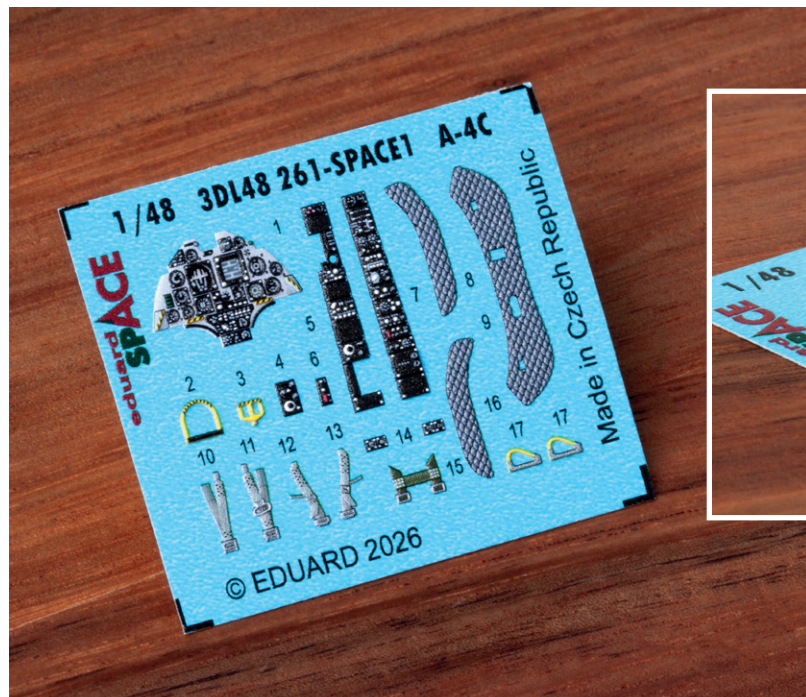
#SS864



3DL48261 **A-4C** 1/48 Hobby Boss

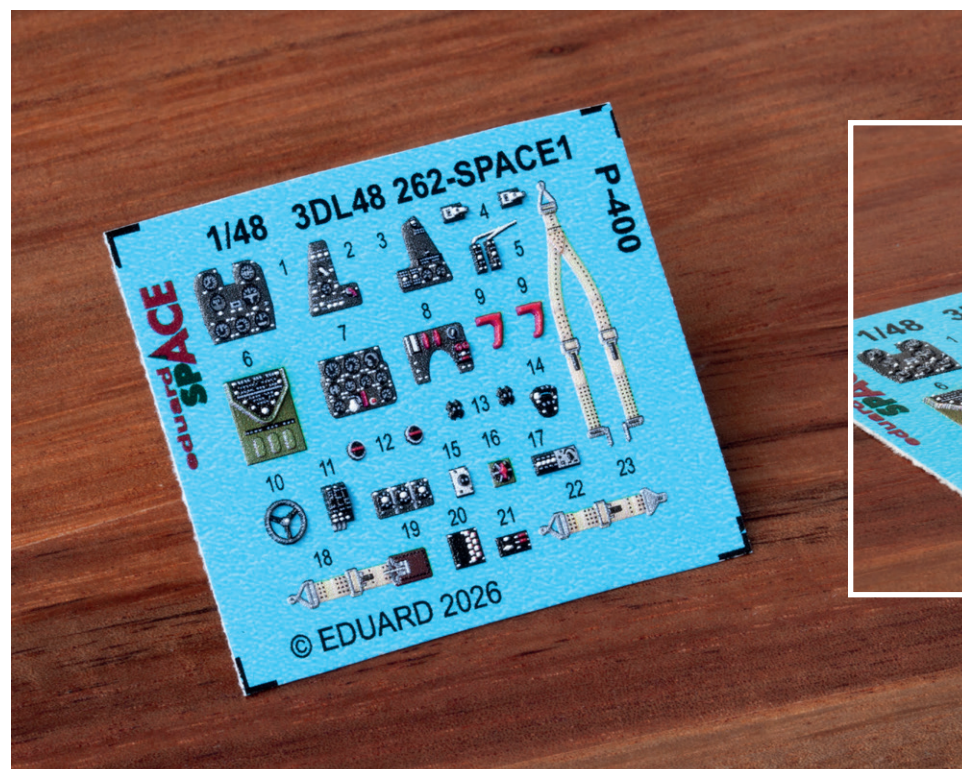
[Product page](#)

*EASY
APPLICATION*



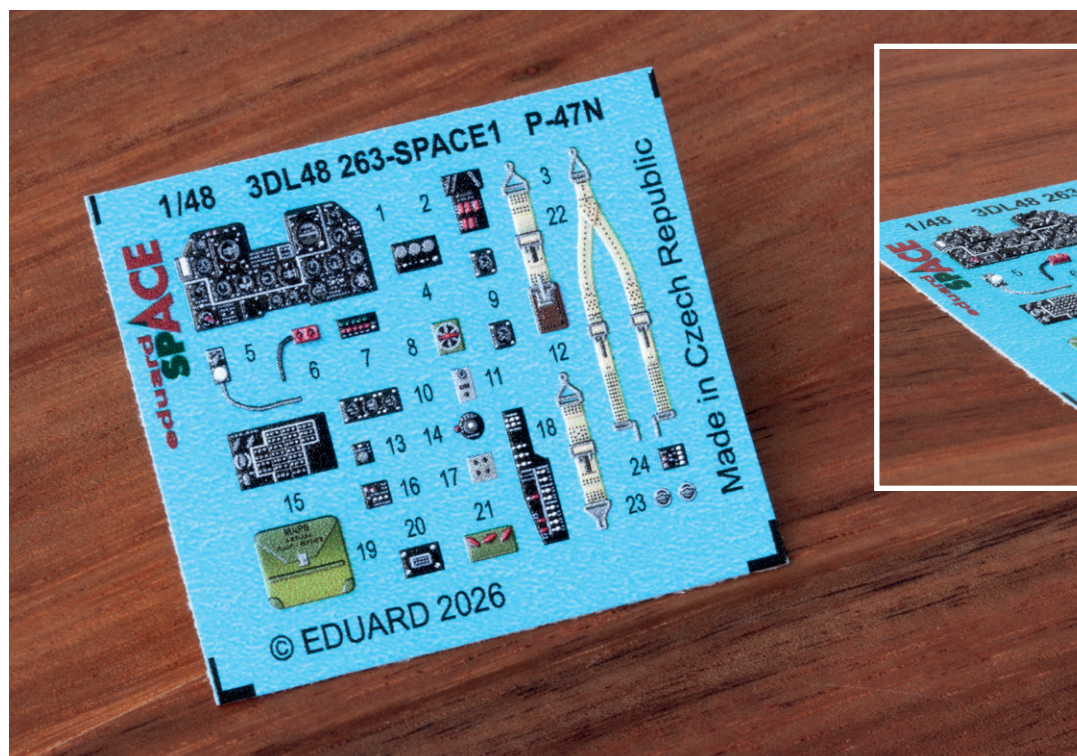
3DL48262 **P-400** 1/48 Arma Hobby

[Product page](#)



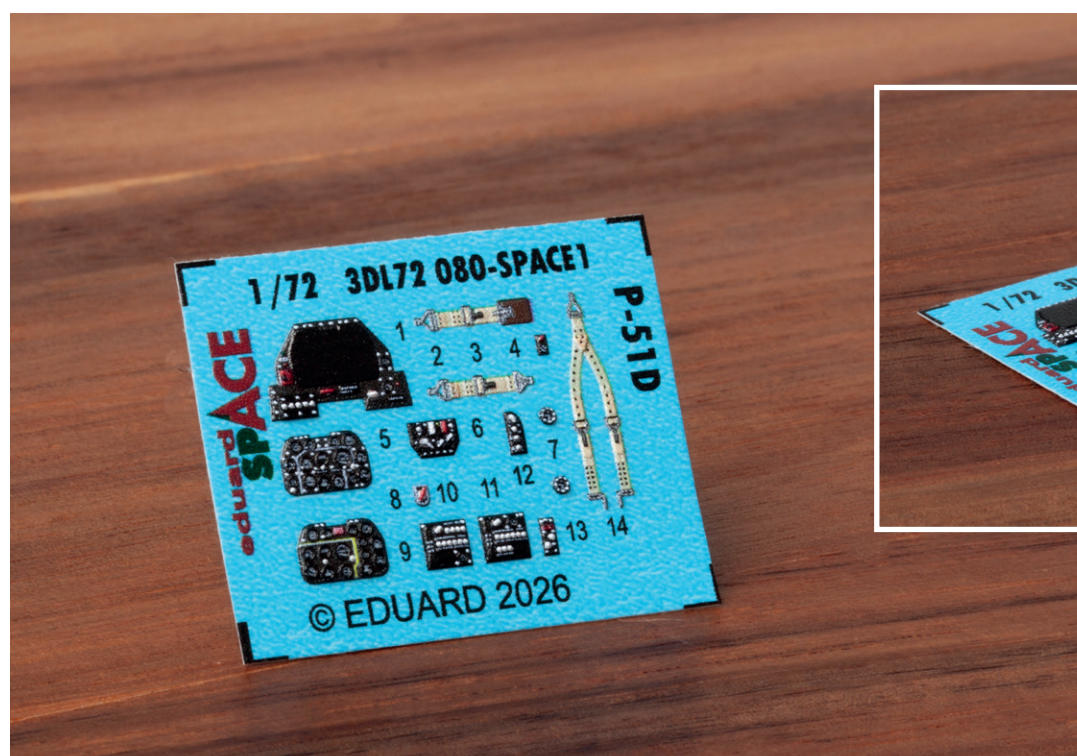
3DL48263 **P-47N** 1/48 MiniArt

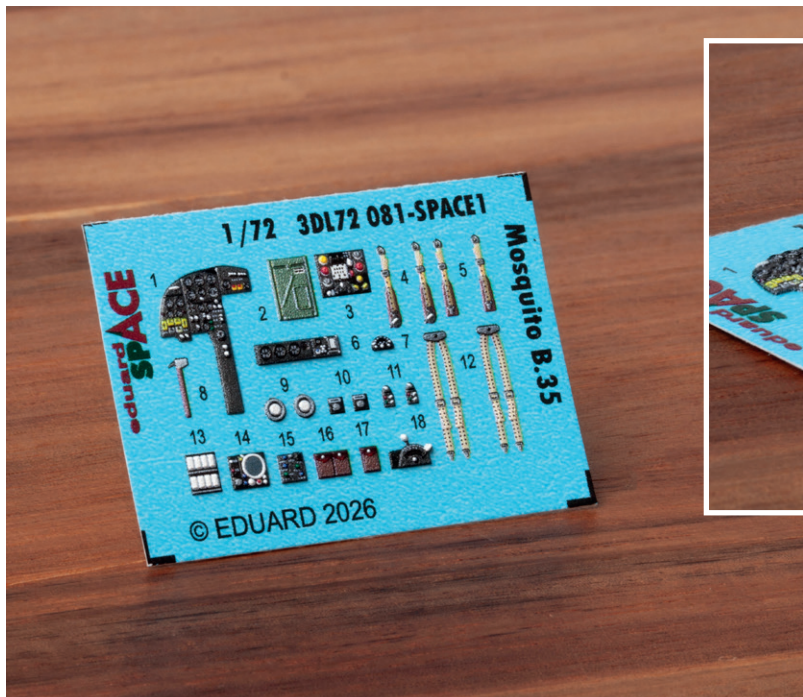
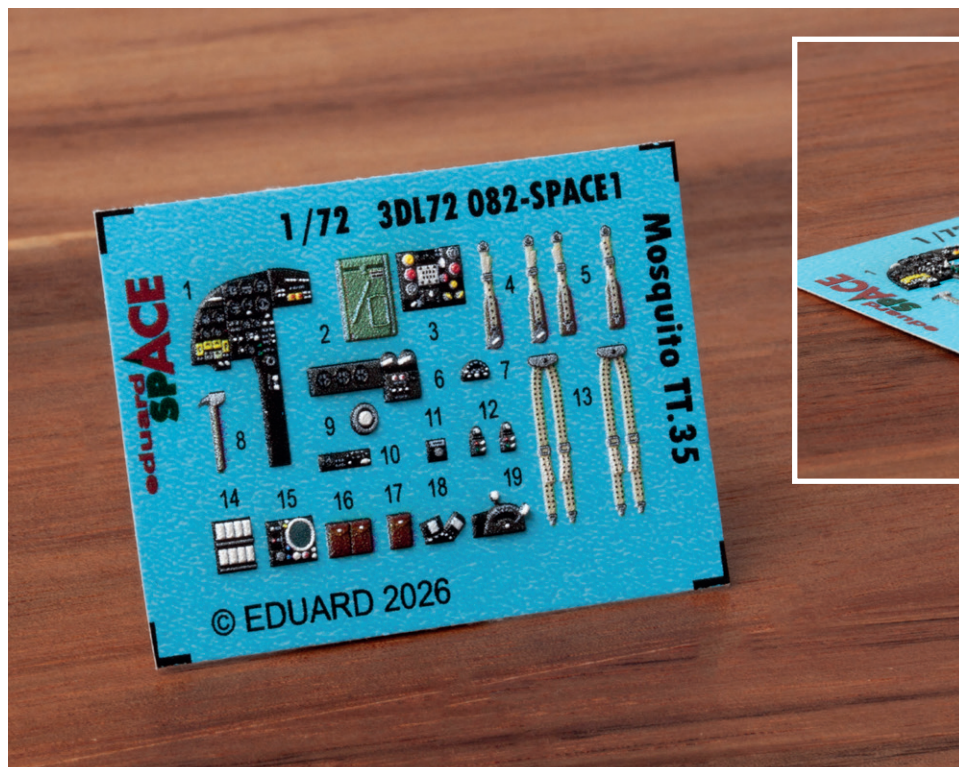
[Product page](#)



3DL72080 **P-51D** 1/72 Arma Hobby

[Product page](#)



3DL72081 **Mosquito B.35 SPACE** 1/72 Airfix[Product page](#)3DL72082 **Mosquito TT.35 SPACE** 1/72 Airfix[Product page](#)

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

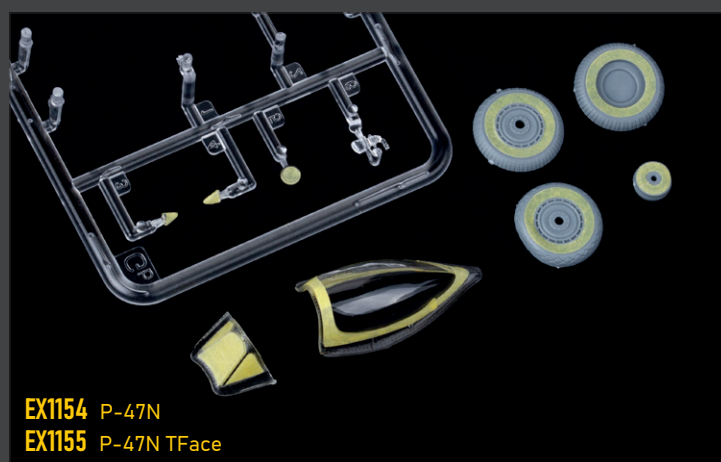
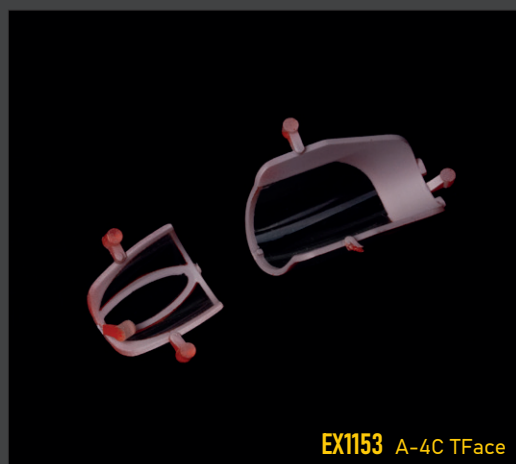
1/48 Eduard

CX702 Mosquito B.35

1/72 Airfix

CX703 Mosquito TT.35

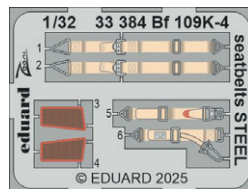
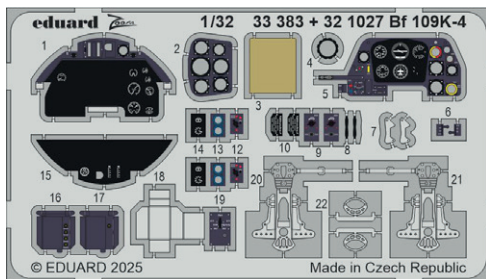
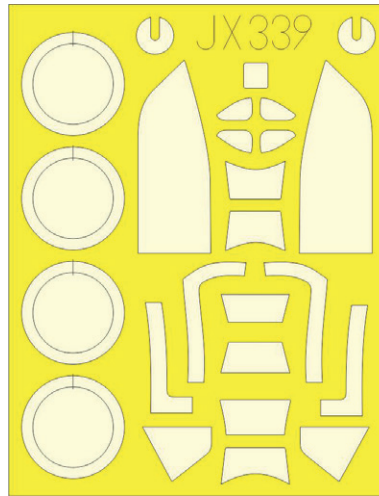
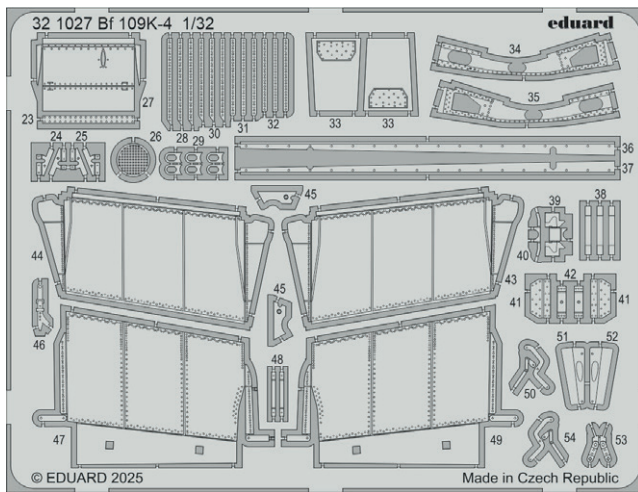
1/72 Airfix



BIG33169 Bf 109K-4 1/32 Kotare

[Product page](#)

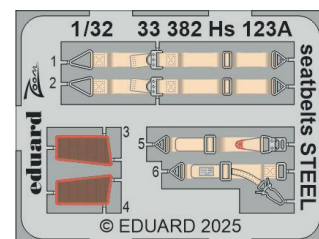
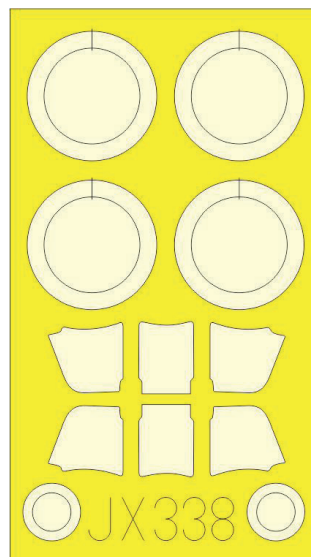
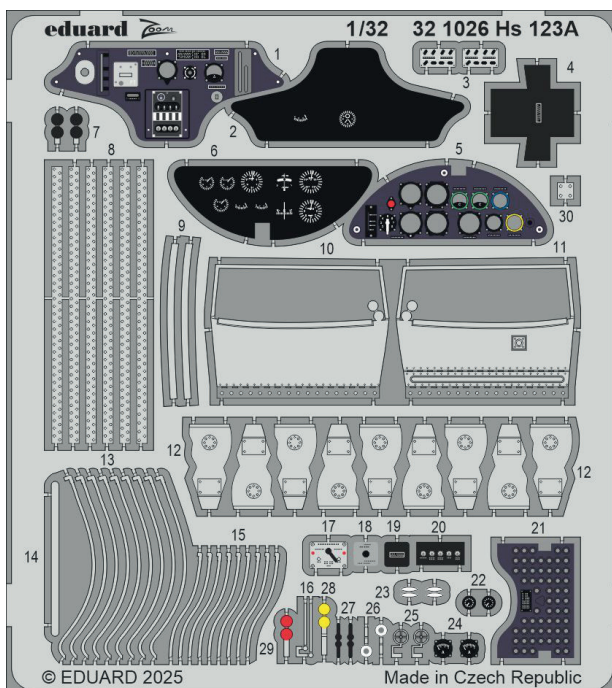
321027 Bf 109K-4
33384 Bf 109K-4 seatbelts STEEL
JX339 Bf 109K-4



BIG33170 Hs 123A 1/32 ICM

[Product page](#)

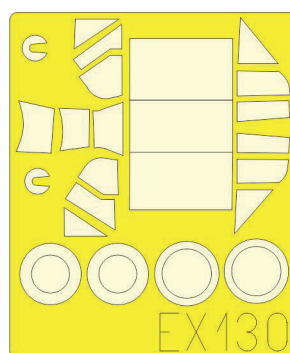
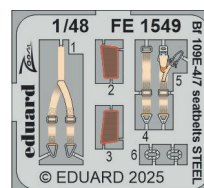
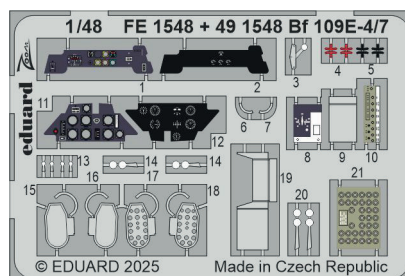
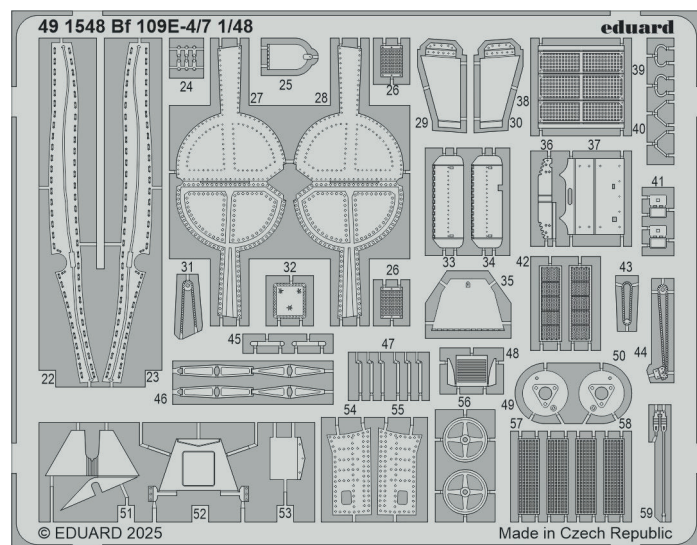
321026 Hs 123A
33382 Hs 123A seatbelts STEEL
JX338 Hs 123A



BIG49467 Bf 109E-4/7 1/48 Tamiya

[Product page](#)

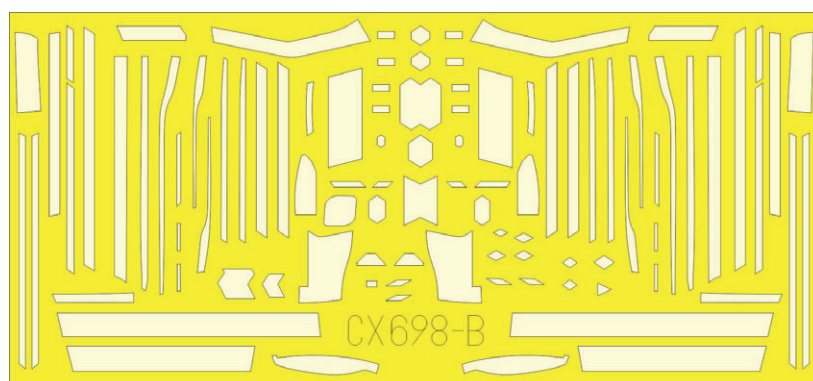
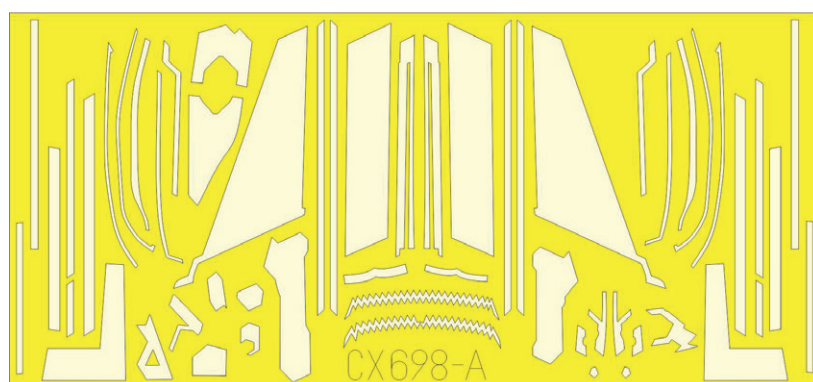
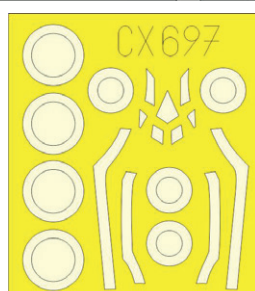
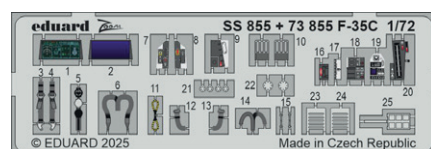
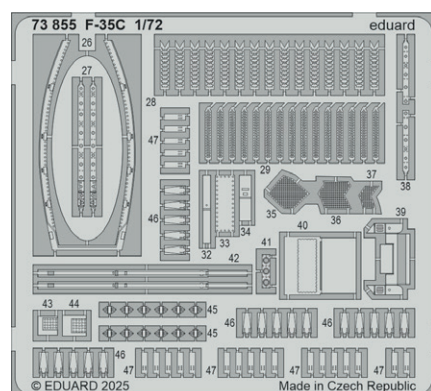
491548 Bf 109E-4/7
FE1549 Bf 109E-4/7 seatbelts STEEL
EX130 Bf 109E-4/7



BIG72188 F-35C 1/72 Tamiya

[Product page](#)

73855 F-35C
CX697 F-35C
CX698 F-35C RAM coating



KITS

2154	SPITFIRE STORY: The Sweeps DUAL COMBO	1/72	Limited
948012	Avia S-199 bubble canopy	1/48	HYBRiD
84209	P-51B/C Mustang Birdcage canopy	1/48	Weekend
82147	Fw 190A-8 Re-Release	1/48	ProfiPACK

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

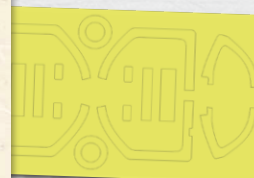
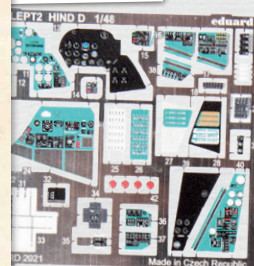
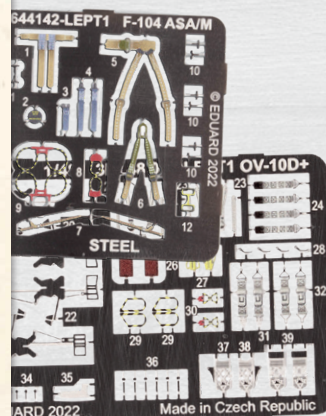
BIG ED

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



ProfiPACK
edition

WEEKEND
edition



BRASSIN

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

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

BIGSIN

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

eduard
BRASSINeduard
BRASSIN
*Print**LööK**LööKt*eduard
SPACE



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



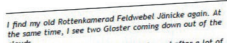
This Messerschmitt Me 410 was found by Soviet troops together with others parked and abandoned alongside the highway from Schroda to Großenhain. Black digit "40" is nicely visible to be painted on the nose of the aircraft. Also typical ZG 76 marking of the propeller hubs is recognizable. Unfortunately,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



On 15 August 1940 lost ZG 76 a final number of thirty-four men. One of them was a member of 6./ZG 76, Pw. Jakob B. He was an experienced fighter, successfully fighting in the French campaign. Jakob Birndorfer, a twenty-two-year-old native of Wazzenburg an Inn, is buried in the German section of the military cemetery at Cannock Chase in England. It is believed, that shot by soldiers on the ground after the landing. RAF intelligence reported the following details about his plane: Marking yellow, red, and white design on the nose. Engines DB 601 made at Genshagen-Kr. Armament: four MG17; two 20 mm cannons MG15. The unit was deduced from the aircraft code letters.



106



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

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

[illegible]

Another Bf 110 which was hit by anti-aircraft fire piloted by Lt. Erhart Kort. He and his Bordfunker



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



Above: A Bf 110 from 1./ZG 76 with code "MH+FH" in the care of mechanics. An additional "Dackelbauch" tank is attached under the fuselage. The aircraft with the same designation was downed in a dogfight with Norwegian Gloster Gladiator biplanes on 9 April 1940 near Sandvik, west of Oslo. It's pilot Uffr. Helmut Müttschelle and his Bordfunker Ogrfr. Karl Lorey were captured.

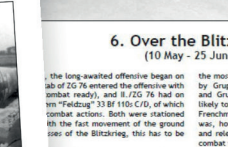
At this point, the rest of the Bf 110s flew on the remaining petrol fumes. Five of the fire-damaged Bf 110s tried to land, and the sixth one covered the others with its wings. The aircraft was piloted by Lt. Helmut Lent:



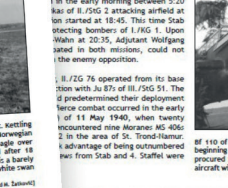
... was
Ogfr.
of 110



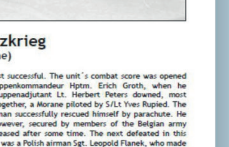
via J. L. Robs]

Only use these tags: ['p>, *i>...*

ichgeschwader" flew on 10 May two protect the Luftwaffe comrades. The : in the early morning between 5:30



33 istic picture of a Bf 110 from II./ZG 76 taken during an air battle can be distinguished. The aircraft is



ing the fighting over France. On the tail of the aircraft, registered "MB+AP", therefore this plane belonged to



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

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

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

I was totally blown away by the shocking amount of new facts that Kassak and Zatkovic have been able to publish - clearly the result of an absolutely impressive amount of deep research into probably all primary sources that in any way can be connected to ZG 76. THIS is how history shall be written! It is an objective and tremendously detailed work, well-written and stunningly fascinating!

I simply can't give it enough praise!

Christer Bergstrom

ORDER AT LULU.COM Search: "ZG 76"

Search: "ZG 76"

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



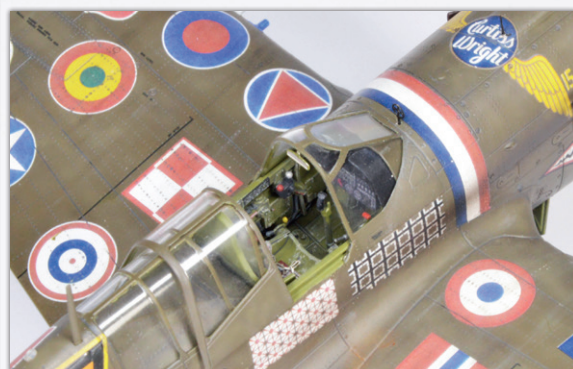
BUILT

LIMITED
EDITION

15,000th P-40N Warhawk

1/48

#11193
MARKING A
built by **Robert Szwarc**



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

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

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



AVIA S-199 ERLA canopy 1/48



#948011
MARKING A
built by **Angelo Lodetti**



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

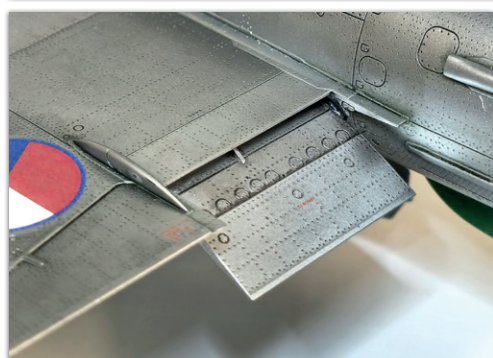
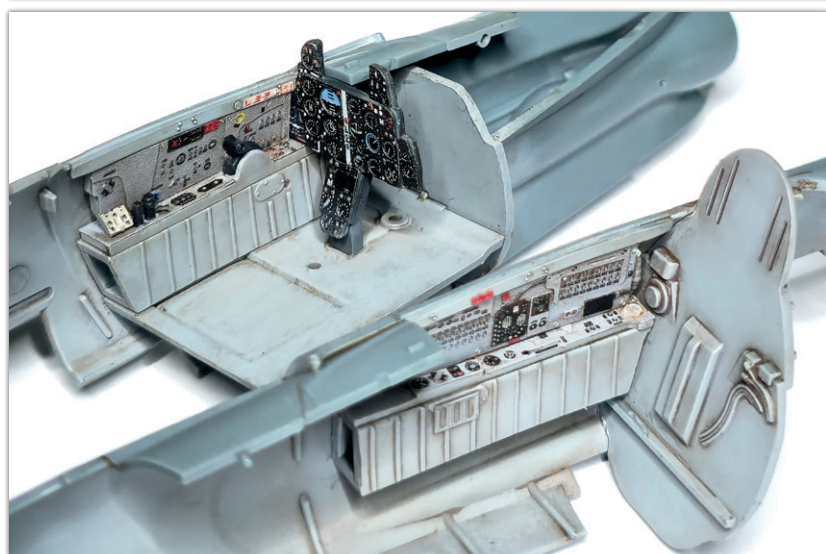
system. There are a few repairs to the fuselage that appear darker areas on photos of D-123. This has led some researchers to believe the aircraft received a two-tone camouflage. However, it is merely a contrast of older and newer paint of the same shade of green.



EFA MiG-21F-13

1/48

#11190
MARKING B
built by **Paolo Portuesi**

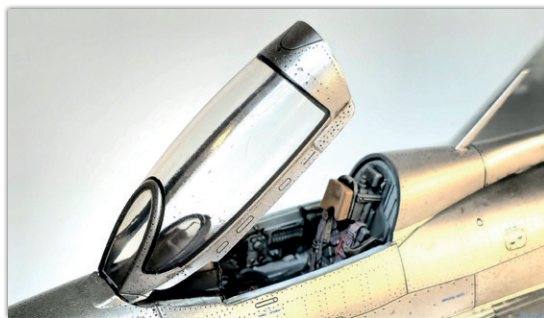
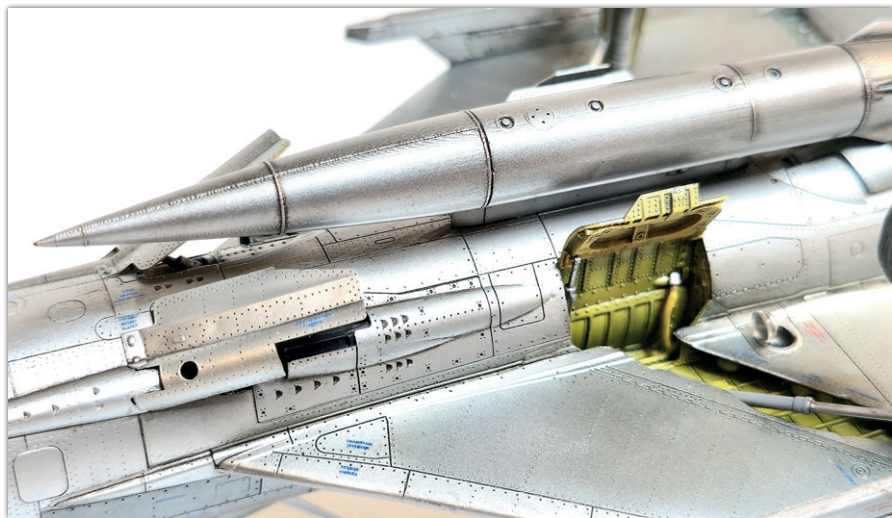


MiG-21F-13, c/n 660416, 1 Fighter Air Regiment, České Budějovice AB, Czechoslovakia, 1968-1970

Czechoslovak political changes in the spring of 1968 were also reflected in the coloring of some of MiG-21Fs. Members of the 1 Air Force Regiment in České Budějovice took the initiative to design their own squadron insignia. While the insignia for the MiG-21PF and PFM all-weather and night interception squadrons featured nocturnal creatures, specifically a bat and an owl, the symbol chosen for the first training squadron was a devil with a pitchfork

against a clear blue sky. The author of the design was Miloslav Martenek, later known for his cartoons and illustrations. The inspiration for the drawing was the strict squadron commander, Major Jan Jansa. It was said that serving under him was hell. His red nose was also an inspiration for the devil drawing. All designs were approved on May 17, 1968, and subsequently spray-painted onto the aircraft. The same symbol also appeared in

a smaller form as a decal on the pilots' helmets. The devil drawing was used until August 20, 1970, when an order was issued to remove all such symbols. The aircraft served until 1983 with the 1. Air Regiment in České Budějovice, then between 1983 and 1991 with the 5 Air Regiment in Plzeň-Líně, and in 1991 it ended its service with the 1 Air Training Regiment in Písek.



BIG ED (February)

BIG33171	Sea Hurricane Mk.IIc 1/32 Revell
BIG49468	P-47D Razorback 1/48 MiniArt
BIG72189	B-24D part I 1/72 Airfix
BIG72190	B-24D part II 1/72 Airfix

BRASSIN (February)

644339	P-47N LööK 1/48 MiniArt
674055	F-35A LööK 1/72 Tamiya
674056	F-35B LööK 1/72 Tamiya
632213	Fw 190 undercarriage legs 1/32 Revell
632214	Bf 109G undercarriage legs 1/32 Revell
632215	Bf 109G-6 wheels 1/32 Revell
6481153	Do 217K guns PRINT 1/48 ICM
6481165	Jaguar wheel bays & undercarriage legs PRINT 1/48 Airfix
6481166	F-35C cockpit PRINT 1/48 Tamiya
6481181	P-47N cockpit upgrade set PRINT 1/48 MiniArt
672444	P-51D exhaust stacks w/ fairing PRINT 1/72 Arma Hobby
672445	P-51D exhaust stacks PRINT 1/72 Arma Hobby
672446	P-51D undercarriage legs PRINT 1/72 Arma Hobby
672447	P-51D gun sights PRINT 1/72 Arma Hobby

LööKPlus (February)

644342	Beaufighter Mk.VI LööKplus 1/48 Revell
674060	P-51D LööKplus 1/72 MiniArt
674061	F-35C LööKplus 1/72 Tamiya

BIGSIN (February)

SIN648149	B-26B Marauder 1/48 ICM
SIN67234	F-35B armament 1/72 Tamiya

644339

P-47N LööK

1/48 MiniArt

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-47N 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



674055

F-35A LööK

1/72 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seat belts for F-35A 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



674056

F-35B LööK

1/72 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seat belts for F-35B 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

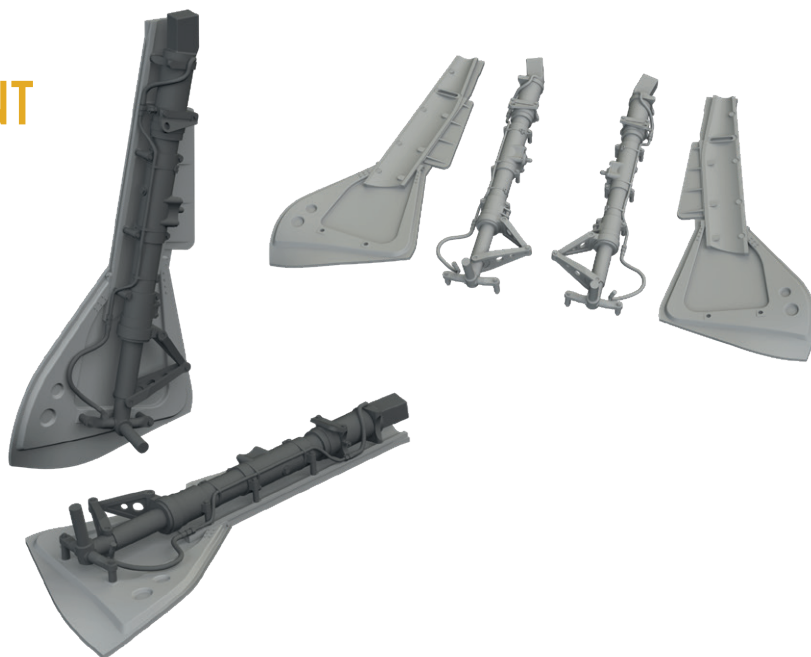


632213**Fw 190 undercarriage legs PRINT****1/32 Revell**

Brassin set - the undercarriage legs and wheel bay doors for Fw 190 in 1/32 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

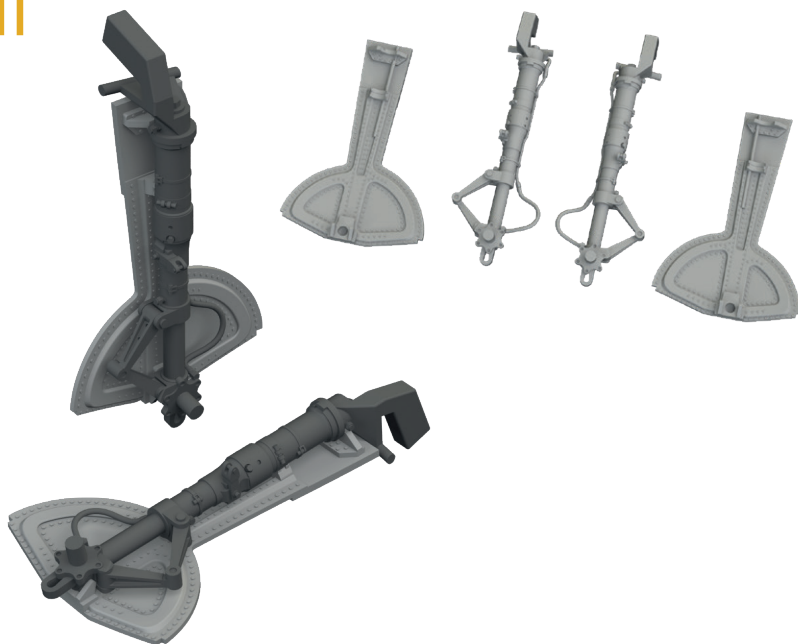
- 3D print: 2 parts
- resin: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no

**632214****Bf 109G undercarriage legs PRINT****1/32 Revell**

Brassin set - the undercarriage legs and wheel bay doors for Bf 109G in 1/32 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

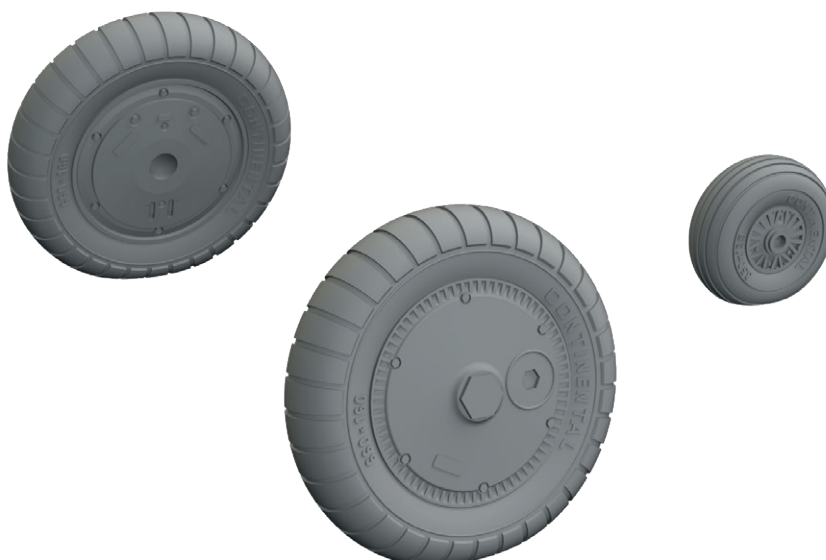
- 3D print: 2 parts
- resin: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no

**632215****Bf 109G-6 wheels****1/32 Revell**

Brassin set - the undercarriage wheels for Bf 109G-6 in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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



6481153

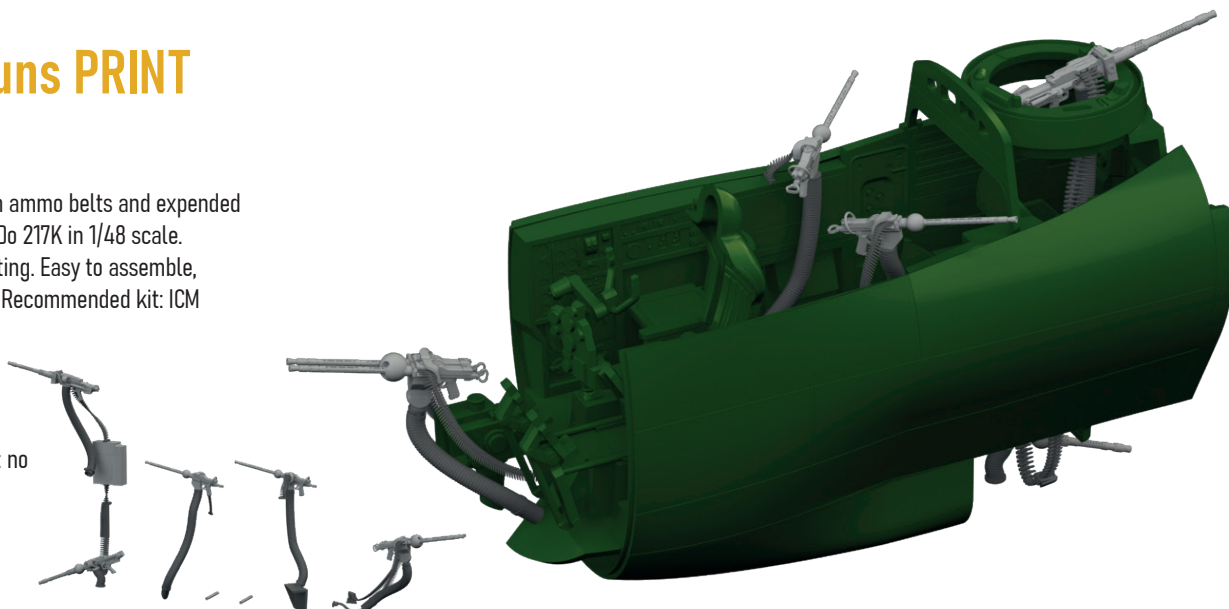
Do 217K guns PRINT**1/48 ICM**

Brassin set - guns with ammo belts and expended shell case sleeves for Do 217K in 1/48 scale.

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

Set contains:

- 3D print: 19 parts
- decals: no
- photo-etched details: no
- painting mask: no



6481165

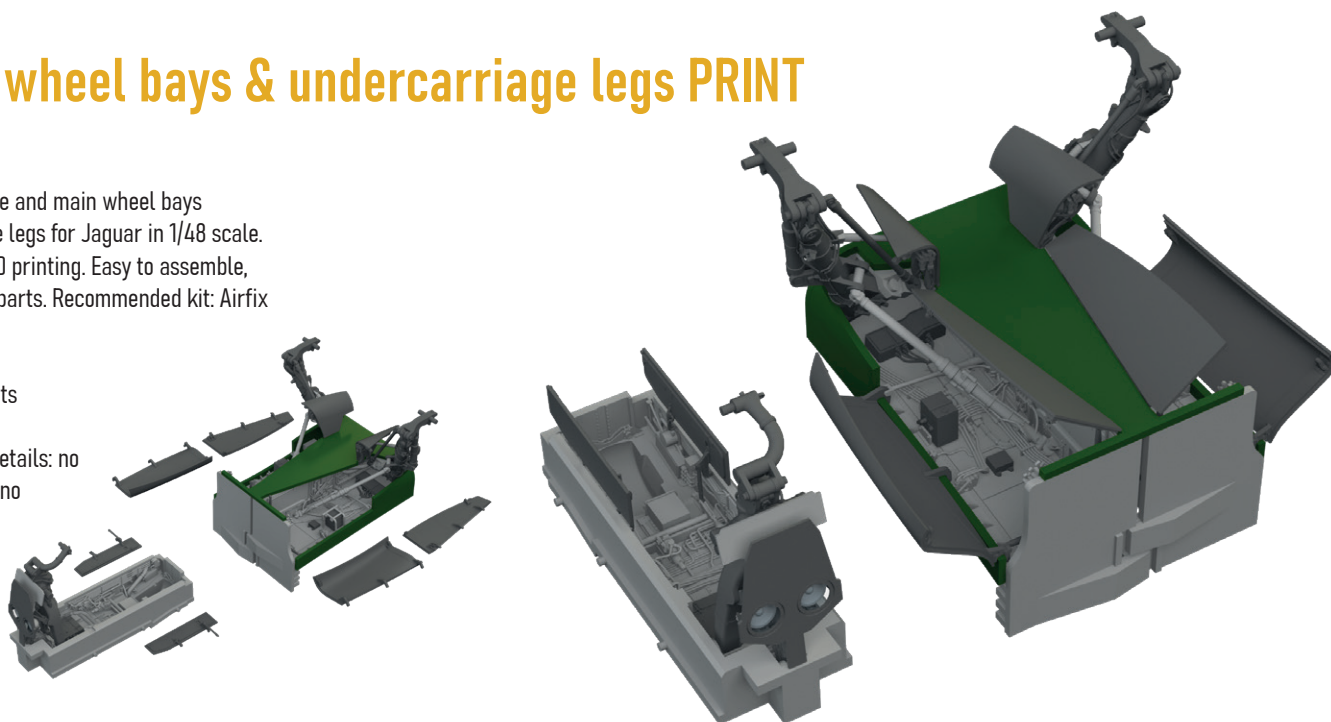
Jaguar wheel bays & undercarriage legs PRINT**1/48 Airfix**

Brassin set - nose and main wheel bays w/ undercarriage legs for Jaguar in 1/48 scale.

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

Set contains:

- 3D print: 33 parts
- decals: yes
- photo-etched details: no
- painting mask: no



6481166

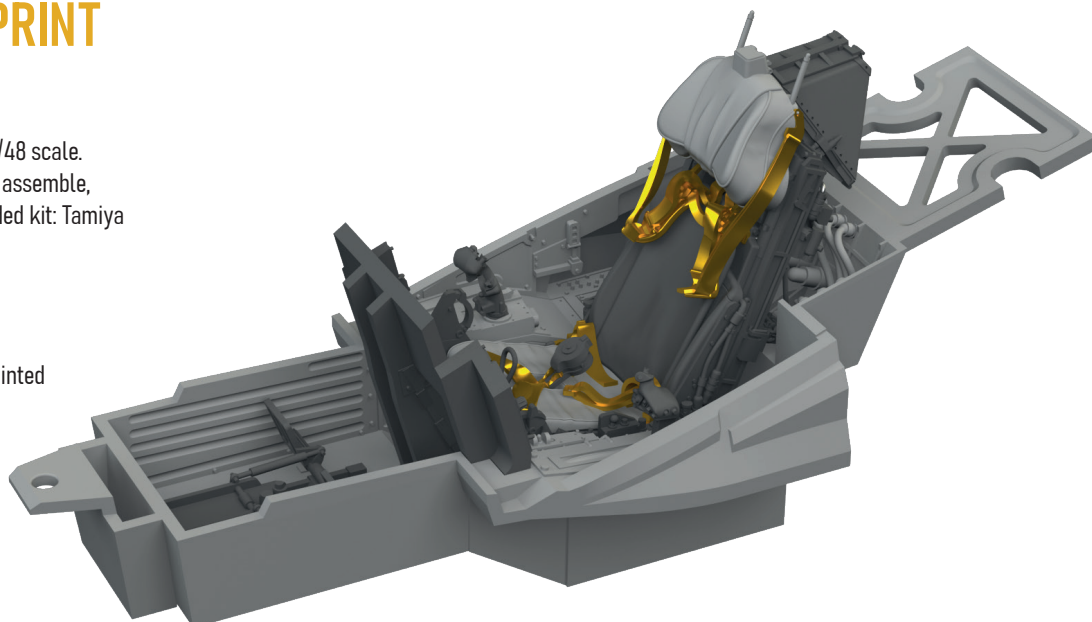
F-35C cockpit PRINT**1/48 Tamiya**

Brassin set - cockpit for F-35C in 1/48 scale.

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

Set contains:

- resin: 14 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no



6481181

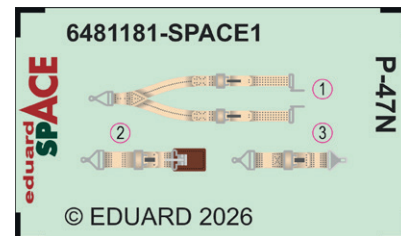
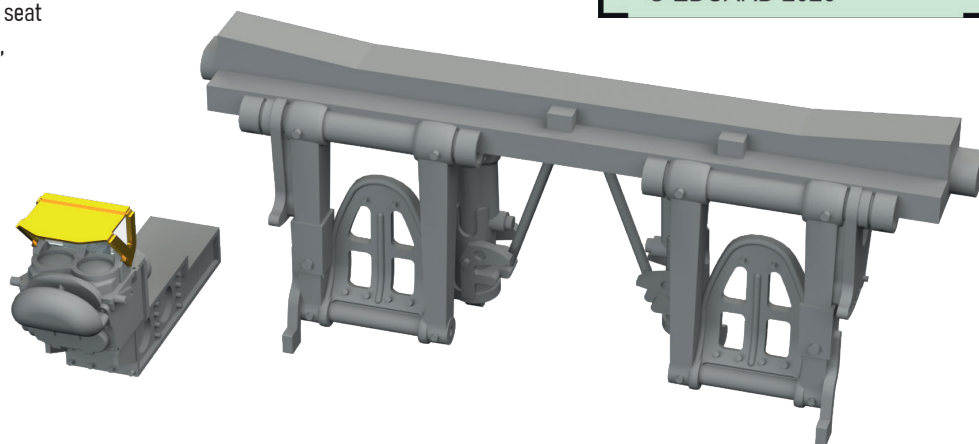
P-47N cockpit upgrade set PRINT

1/48 MiniArt

Brassin set - cockpit upgrade set for P-47N 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



672444

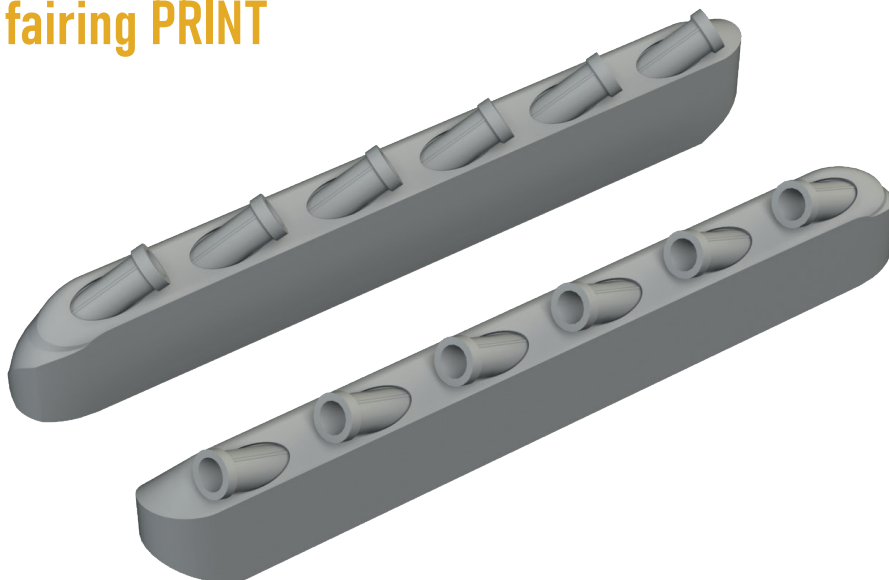
P-51D exhaust stacks w/ fairing PRINT

1/72 Arma Hobby

Brassin set - exhaust stacks 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: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



672445

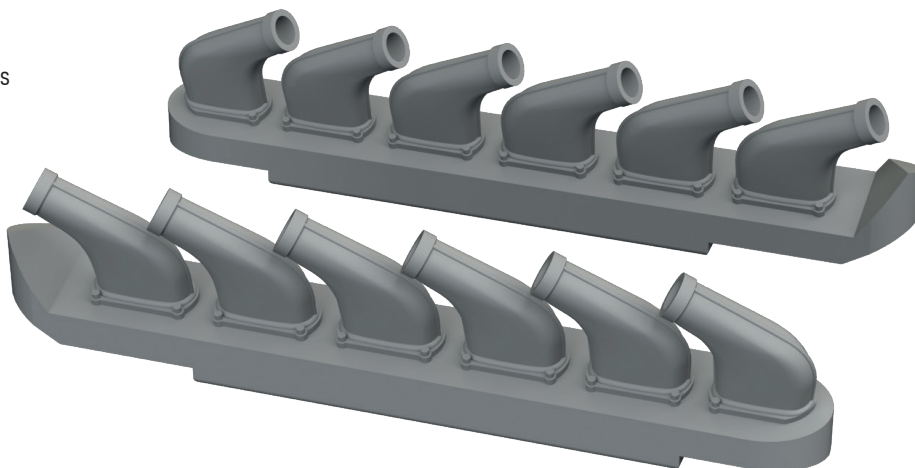
P-51D exhaust stacks PRINT

1/72 Arma Hobby

Brassin set - exhaust stacks 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: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



672446

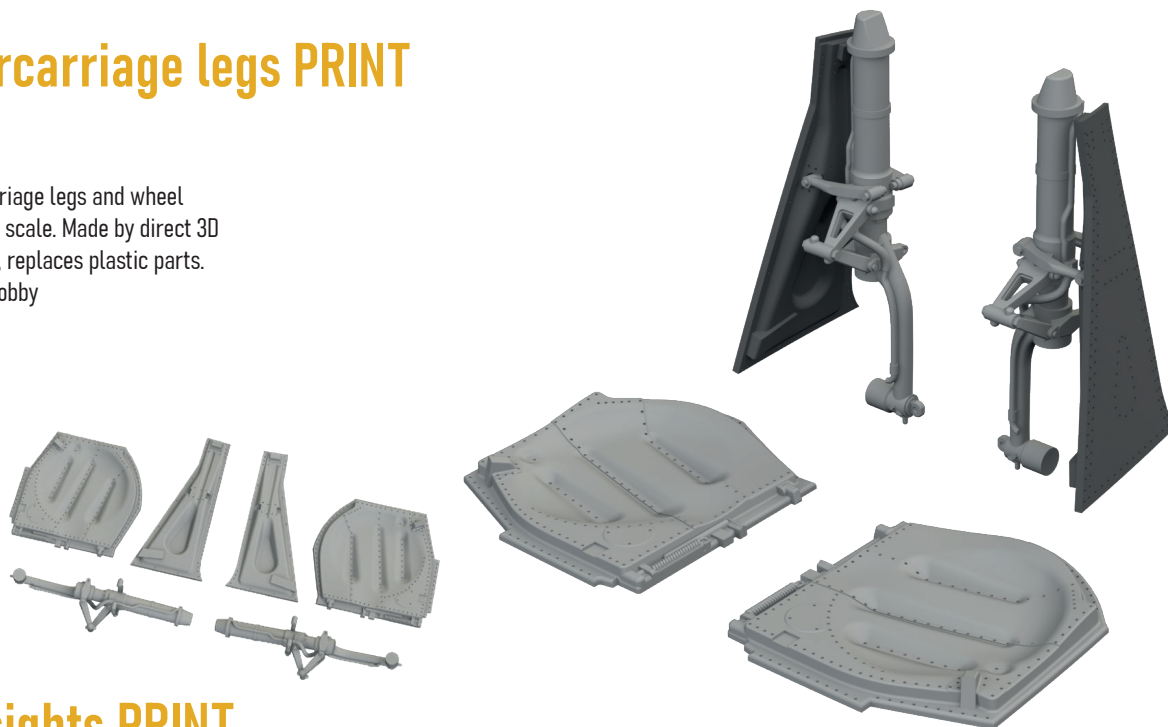
P-51D undercarriage legs PRINT

1/72 Arma Hobby

Brassin set - the undercarriage legs and wheel bay doors 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 6 parts
- decals: no
- photo-etched details: no
- painting mask: no



672447

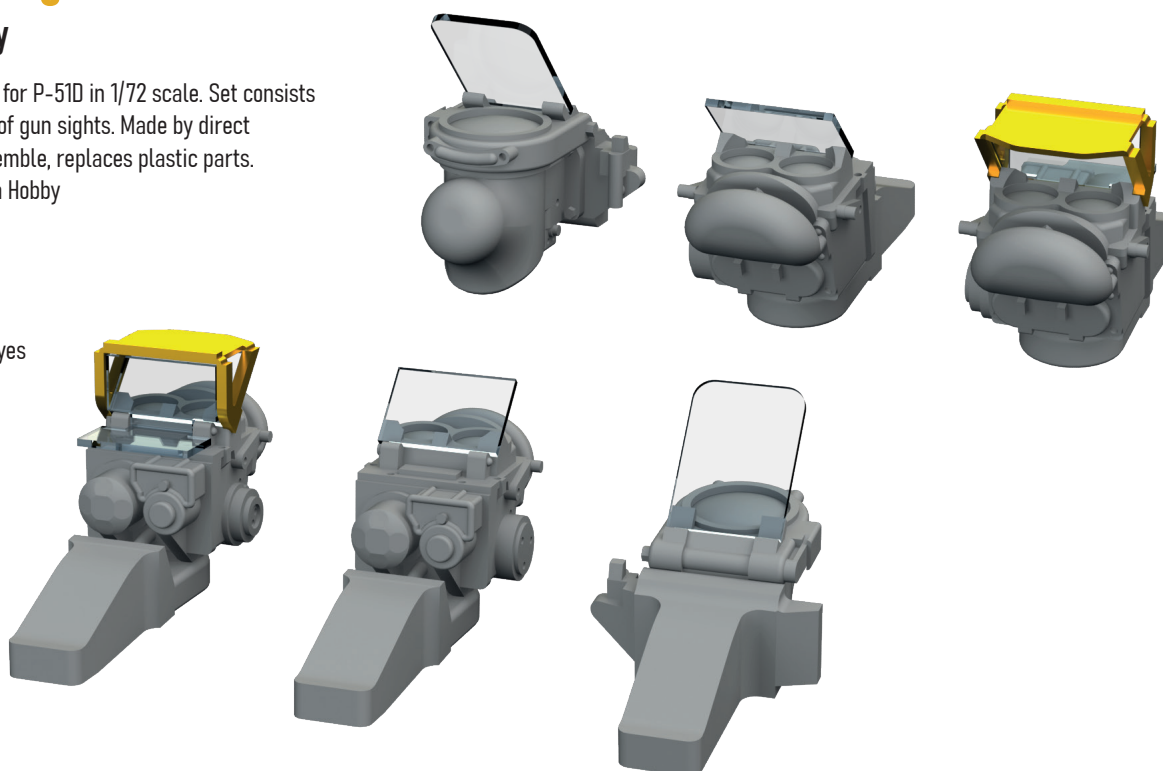
P-51D gun sights PRINT

1/72 Arma Hobby

Brassin set - gun sights for P-51D in 1/72 scale. Set consists of three different types of gun sights. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



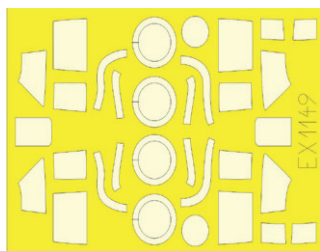
644342

Beaufighter Mk.VI LööKplus

1/48 Revell

Collection of 3 sets for Beaufighter Mk.VI in 1/48 scale.
Recommended kit: Revell

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



Löökt

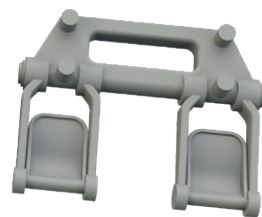
674060

P-51D LööKplus

1/72 MiniArt

Collection of 3 sets for P-51D in 1/72 scale.
Recommended kit: Arma Hobby

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- pilot seat w/ integral seat belts



Löökt

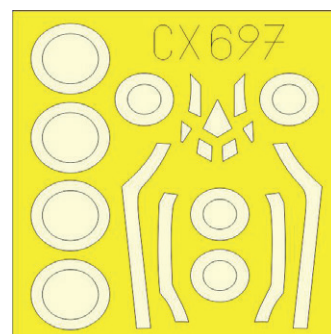
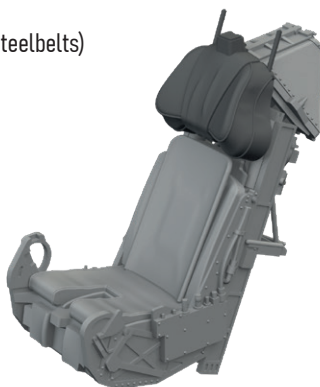
674061

F-35C LööKplus

1/72 Tamiya

Collection of 4 sets for F-35C in 1/72 scale.
Recommended kit: Tamiya

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



Löökt

SIN648149

B-26B Marauder

1/48 ICM

Collection of 4 sets for B-26B Marauder in 1/48 scale.
Recommended kit: ICM

- LööK set (pre-painted dashboard & STEELbelts)
- engines
- bomb racks
- wheels

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



SIN67234

F-35B armament

1/72 Tamiya

Collection of 5 sets for F-35B in 1/72 scale.

Recommended kit: Tamiya

- AIM-120C AMRAAM
- GBU-12
- GBU-39 w/ BRU-61
- AIM-9X
- GBU-31(V)3/B JDAM

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



PE-SETS

23044	Bf 109G-5 interior	1/24	Airfix
23045	Bf 109G-6 interior	1/24	Airfix
23046	Bf 109G-5/6 seatbelts STEEL	1/24	Airfix
23047	Bf 109G-5/6 exterior & rudder pedals	1/24	Airfix
32498	Meteor F.8/FR.9 landing flaps	1/32	Revell
481180	Spitfire Mk.IXe landing flaps	1/48	Airfix
491571	Spitfire Mk.IXe	1/48	Airfix

ZOOMS

33389	Meteor F.8/FR.9 seatbelts STEEL	1/32	Revell
FE1571	Spitfire Mk.IXe	1/48	Airfix
FE1572	Spitfire Mk.IXe seatbelts STEEL	1/48	Airfix
SS866	P-51D Weekend	1/72	Eduard

MASKS

LX011	Bf 109G-5/6 national insignia	1/24	Airfix
LX012	Bf 109G-5/6 spinner spirals	1/24	Airfix
EX1159	Spitfire Mk.IXe	1/48	Airfix
EX1160	Spitfire Mk.IXe TFace	1/48	Airfix
EX1161	P-47M	1/48	MiniArt
EX1162	P-47M TFace	1/48	MiniArt
EX1163	Hampden B Mk.I	1/48	ICM
EX1164	Hampden B Mk.I TFace	1/48	ICM
CX704	Wessex HC.2	1/72	Airfix

SPACE

3DL32040	Bf 109G-5/6 seatbelts SPACE	1/24	Airfix
3DL32041	Meteor F.8 SPACE	1/32	Revell
3DL32042	Meteor FR.9 SPACE	1/32	Revell
3DL32043	Meteor F.8/FR.9 seatbelts SPACE	1/32	Revell
3DL32044	Bf 109G-5 SPACE	1/24	Airfix
3DL32045	Bf 109G-6 SPACE	1/24	Airfix
3DL48264	Bf 109G seatbelts SPACE	1/48	
3DL48265	Spitfire Mk.IXe SPACE	1/48	Airfix

Bf 109G-6

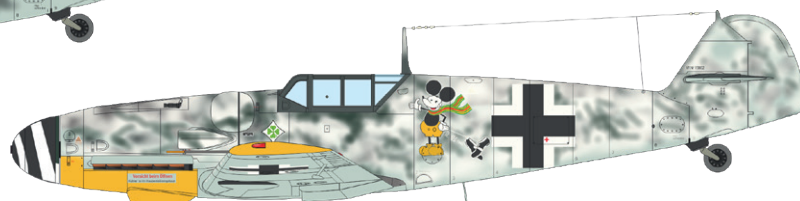
1/48



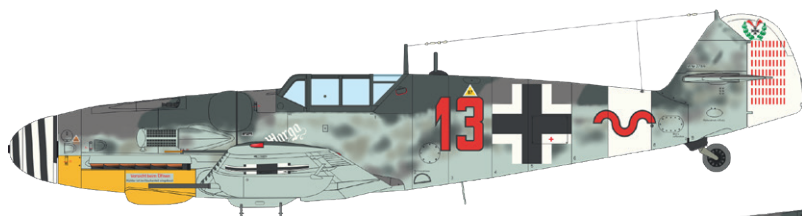
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ProfiPACK
edition

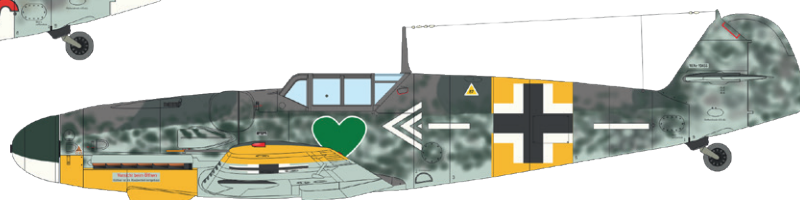
Bf 109G-6, W.Nr. 18107, Uffz. Georg Amon, 7./JG 53,
Torazzo-Catania, Sicily, June 1943



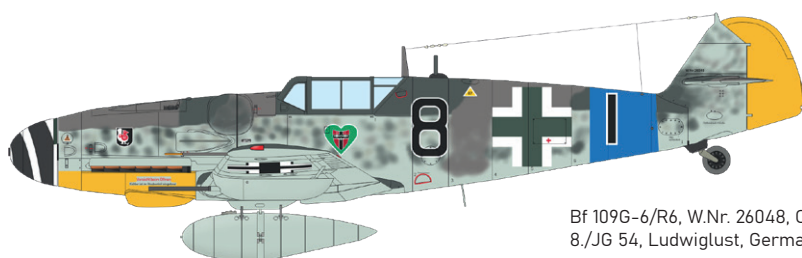
Bf 109G-6/R6, W.Nr. 18502 or 18503,
Hptm. Horst Carganico, CO of II./JG 5, Pskov-South,
the Soviet Union, early 1944



Bf 109G-6/R6/Trop, W.Nr. 27169, Fw. Heinrich Bartels,
11./JG 27, Kalamaki, Greece, November 1943



Bf 109G-6, W.Nr. 19456, Oberst. Hannes Trautloft,
Stab General der Jagdflieger, The Soviet Union,
August 1943



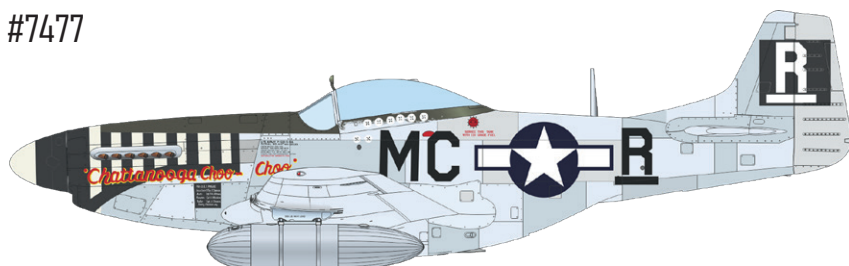
Bf 109G-6/R6, W.Nr. 26048, Oblt. Friedrich Brock,
8./JG 54, Ludwigslust, Germany, January 1944

P-51D Mustang

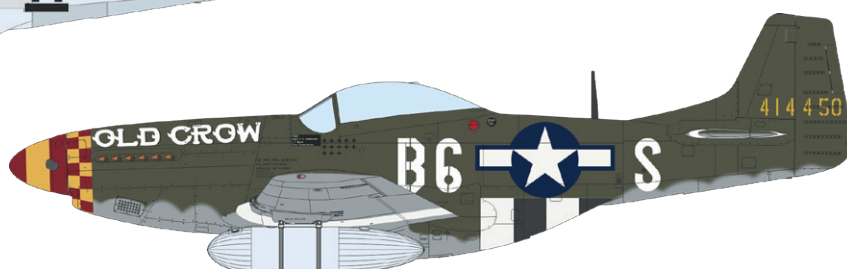
1/72



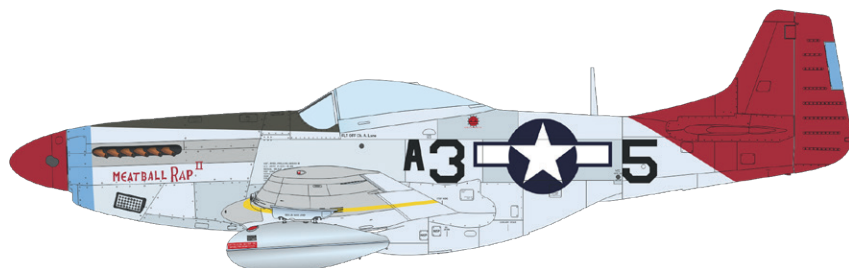
#7477

WEEKEND
 edition


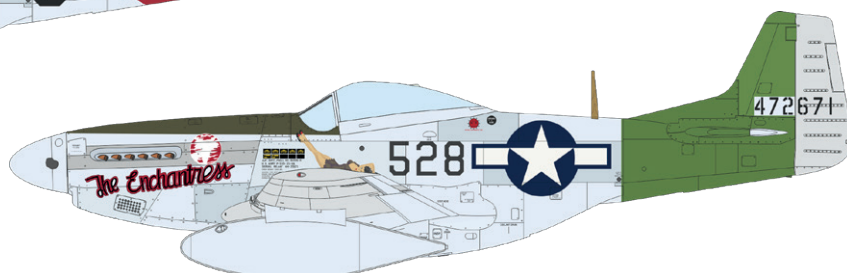
P-51D-5, s/n 44-13535, Lt. Edward F. Pogue,
79th FS, 20th FG, 8th AF, Kings Cliffe,
United Kingdom, 1945



P-51D-10, s/n 44-14450,
Capt. Clarence E. Anderson,
363rd FS, 357th FG, 8th AF, Leiston,
United Kingdom, October 1944



P-51D-15, Flt. Off. Charles A. Lane, 99th FS, 332nd FG,
15th AF, Ramitelli, Italy, March 1945



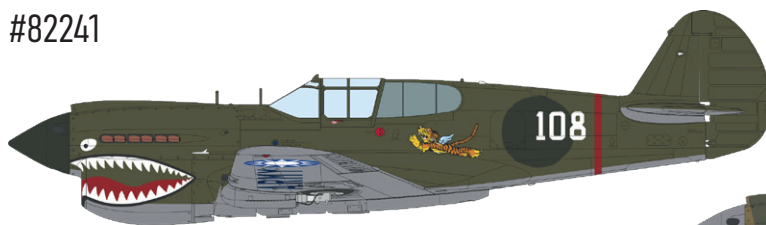
P-51D-25, s/n 44-72671, 2nd Lt. William Saks,
457th FS, 506th FG, 20th AF, Iwo Jima,
June 1945

P-40E Warhawk Re-Release

1/48



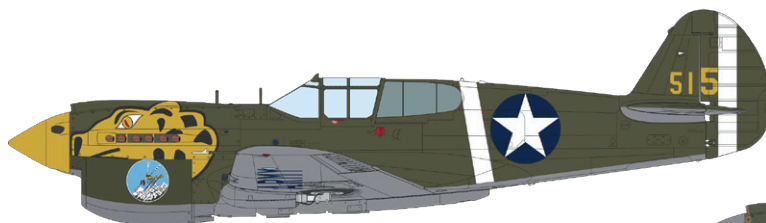
#82241

ProfiPACK
 edition


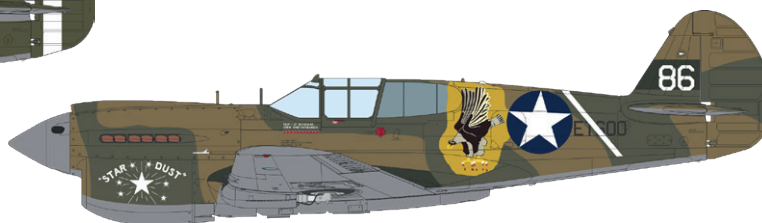
David L. Hill, 2nd FS, AVG, 14th AF,
Kuomintang, China, May 1942



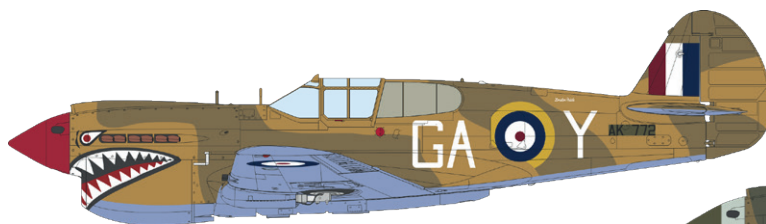
ET795, 1Lt. Clay Tice, Jr, 9th FS, 49th FG,
Port Moresby, New Guinea, 1942



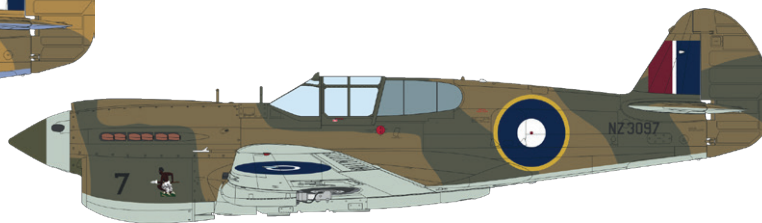
11th FS, 343rd FG, Adak, Adak Island, 1942



ET600, Lt. Andrew J. Reynolds, 9th FS, 49th FG,
Darwin, Australia, August 1942



AK772, Sqn. Ldr. Clive Caldwell, F/Sgt Henry G. Burney,
No. 112 Squadron (RAF), LG152 Gambut, Libya,
March-May 1942

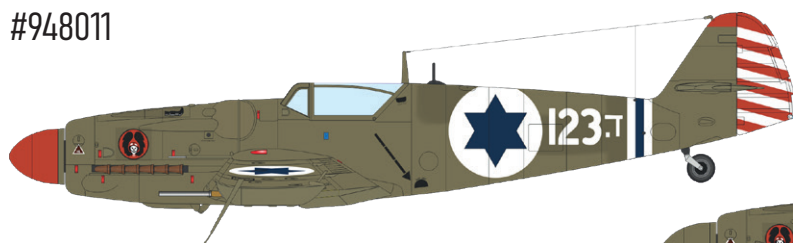


NZ3097, F/O Aitken M. Davis, No. 15 Squadron RNZAF, Espiritu Santo, 1943

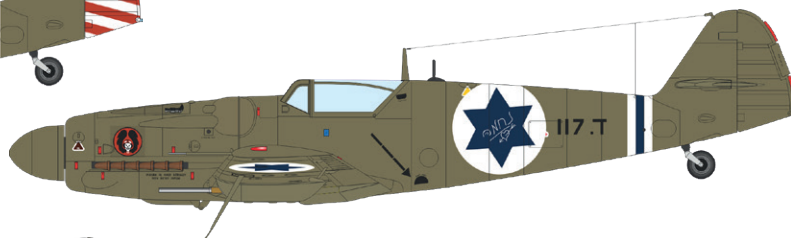
Avia S-199 ERLA canopy Re-Release 1/48



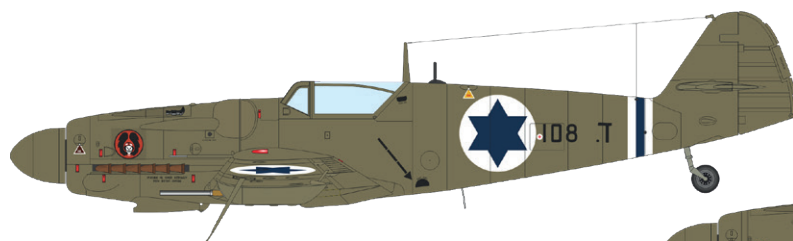
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EDUARD BRASSIN
HYBRID

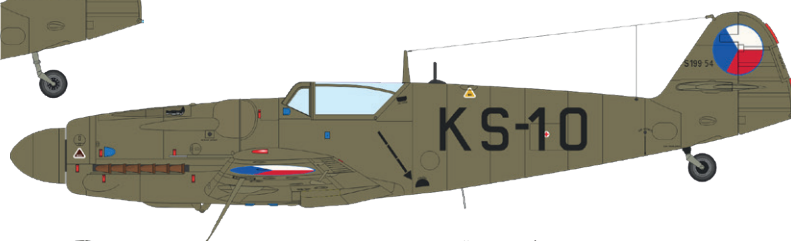
101 Tayeset, Cheyl Ha'avir, Hatzor, Israel, October 1948



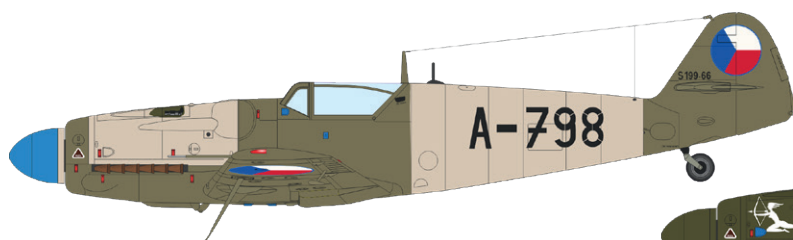
101 Tayeset, Cheyl Ha'avir, Herzliya, Israel, July-August 1948



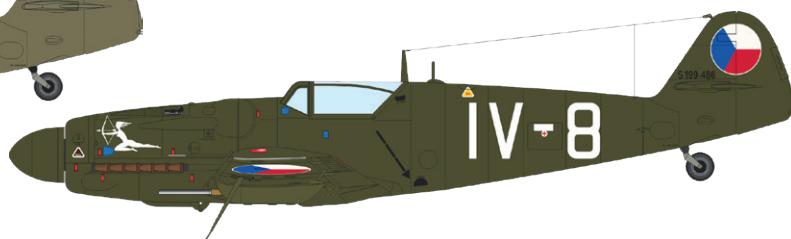
101 Tayeset, Cheyl Ha'avir, Herzliya, Israel, July 1948



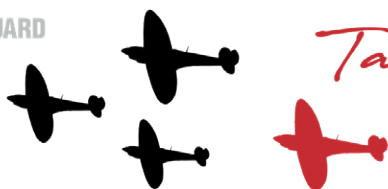
S-199.54, Sgt. František Novák, Fighter Training Center, No. 2 Squadron, Aviation Regiment 4, Planá u Českých Budějovic, Czechoslovakia, May 1948



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



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



SO, WHAT NEW THINGS AWAIT US IN 2026?

Text: Jakub Nademlejnský

January is traditionally the month when Eduard reveals in detail the plans for the next twelve months. That is, mainly for the first half of the year. The second half is traditionally sprinkled with too many variables dictated by the amount of time between now and then. That makes it hard to implement any plans with certainty. We always have a general idea of what we might be able to accomplish, but you know how things are going in the world lately. Today, you never know when some leader of a great power will decide to start a war with a foreign country and change the course of the world, which, to no one's surprise will carry smothering consequences for a small country, even one as capable as the Czech Republic.

Although you will already be familiar with the main points from Vladimír Sulc's editorial for this newsletter, I would still like to elaborate in more depth on a few key ones that I have something to say about, since I am part of the team that works on these innovative projects.

Alien

Alien is clearly our most complex decal project to date, bar none. You have certainly heard a lot about it, and if you haven't heard enough about it, I recommend you listen to the Eduard podcast with Zdeněk Nozicka. But I would like to write about something else here that is not talked about much with respect to this project, and that is the riveted decals. I think this will be the first time that someone has done something like this. The idea is that the individual decal segments in the Alien kit will be riveted directly using the same technology as we used to produce rivets as a separate product for the Mi-24V. The set was very popular at the time, it was very successful, and over the years I have seen several built Hinds with these rivets on the Internet and at model exhibitions. And I have to admit that they really suit this helicopter.



They are a prominent feature of the real thing. The procedure for producing such decals is as follows. First, the decal itself is printed on decal paper. This is then varnished with a full-surface varnish. After the varnish dries, raised rivets are printed onto the decal using our UV printers and the topcoat underneath serves as the carrier. So do not remove this varnish from the model under any circumstances if you want the rivets on the model to last. The test prints look great and I am very much looking forward to feedback from modelers. If such



a concept is accepted, as I expect it will (looking at it strictly as a modeler), it opens up new possibilities for us in the field of model design and what can be practically offered to the modeler.

Events

I would like to continue by touching on exhibitions, where we have two new events worth mentioning. This year, for the first time, we are adding the Glue & Glory event to our events calendar, which is taking place in Deringingen, Switzerland. We will be presenting new products on site, and we plan to organize seminars there, so if you are traveling in the vicinity, definitely stop by. Regarding E-day, I would like to add that in addition to the fact that it will be a multi day affair and in the summer, we will also expand our scope throughout the area and occupy practically most of the Zahrada Čech working area. This will mean two

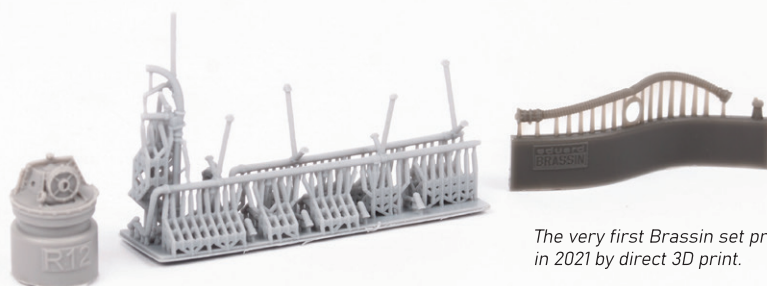
additional halls, more space for people to move around or room for refreshment stands, etc. We are also planning other new events for E-day, and we will keep you informed about all of them. It's seriously shaping up to be a good one. Stay tuned....

3D Prints

Since we introduced 3D printing as a direct and practical manufacturing aid in 2021, this year we are celebrating the 5th anniversary of its use. I think it has been a great five years,

full of dynamic development. Today, we only have one of the machines on which we started production. The others have been replaced with much more modern machines, the production capacity has also been increased and, given the boom offered by the Hybrid concept used in kits being developed here, it will be dramatically increased this year. At the same time, we will continue to modernize this year and keep up with and implement the latest printer technology. Phrozen, whose printers we use for printing our new Hybrids, is already supplying distributors with the latest 16K resolution printers and we will definitely include them in our 3D printer arsenal.

I will also talk about these and other bits of news at the modeling get together in Prostějov, which will take place this Saturday, January 10th, on the premises of the sports stadium there. I cordially invite you all to this event. I wish you all a happy and successful 2026!



The very first Brassin set produced in 2021 by direct 3D print.

NOVEGRO MODEL CONTEST

5th edition

€ 15,00

17/18 JANUARY 2026

MILAN, ITALY



EXHIBITION COMPETITION OF SCALE MODELLING

SATURDAY 17 FROM 14.00 TO 18.00

SUNDAY 18 FROM 10.00 TO 17.30

AWARDS SUNDAY FROM 15.30

WIDE COMMERCIAL AREA

MODEL DELIVERY

Friday 16 from 14.30 to 18.00

Saturday 17 from 9.30 to 12.30

SPECIAL CONTEST

COLD WAR

1956 SUEZ CRISIS

RALLY CARS FROM THE 70s TO DAY

SCI-FI MOVIE