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EDITORIAL

The annual evaluation of the Nuremberg Fair is a February editorial staple. There were times when the evaluation of all participants was carried out in superlatives and optimistic assessments of the flood of new products. There were also times when exhibiting at the fair was an honor and not an easily achievable privilege. When we went to the fair for the first time, I think in 1991, we never even dreamed that we would have a booth there, we were happy to get into the halls and be able to offer our then very modest assortment to potential customers. There were quite a few of them at that early exhibition, but most of them looked at us somewhat suspiciously, but we still left satisfied and full of hope. European companies didn't care about us, but we left with two crucial contacts, we met Mr. Ono, the owner and founder of the Japanese company Beaver, and the Americans Chuck Harransky and Jerry Campbell, the owners and heads of the then famous and renowned publishing house Squadron Signal and its affiliated distribution company MMD. Both companies still exist today, although they have long since had different owners, and their ownership structure has changed several times over the years, but the important thing is that we still do business with both of them today.

A year later, we started trying to get our own booth at the fair. However, getting one at the fair was not easy in the early nineties, the demand from potential exhibitors exceeded the supply and the capabilities of the exhibition center. You could apply, which got you on a waiting list, and then you waited for several years for a place to become available. So we applied, and nothing happened, until in 1995, thanks to active lobbying, we were promoted to the position of standbys and, surprisingly, we got a booth that year. The exhibition center was expanding at the time, the exhibition center built temporary inflatable halls and we got into one of them as stand-ins for a Chinese company. We were



probably the only Europeans in that hall among all the Chinese, we didn't even have time to let our partners know that we had a booth or where it was, but Mr. Ono found us in a flash. I still don't know how he did it.

In the second half of the nineties, thanks to the completion of additional halls and the expansion of the exhibition area, booths in Nuremberg became available to practically anyone who wanted to exhibit at the fair, and companies took advantage of this. The end of the nineties, the turn of the millennium and the 2000s were the golden age of plastic models in Nuremberg. You could find practically everything from our field there. In addition to manufacturers, distribution companies also exhibited there, not only European but also from overseas, so if a manufacturing company did not have its own booth, you could find its products at the booth of its distributor. Those distributors who did not have a booth got a level of exposure at Nuremberg anyway, but for them it was the other way around, they usually made use of the booths from one of their suppliers. For example, Eduard. Companies in Nuremberg announced news, organized press conferences and dinners with their business partners. Modeling journalists and modelers themselves attended the fair, and for many, visiting the fair was one of

the highlights of the year. ModellFan magazine presented its Model of the Year awards at a ceremony in one of the conference halls, and the award carried its own weight.

At the end of the 2000s, the fair began to change. As is often the case, change came gradually, slowly and inconspicuously. Changes often come in stealth mode, and when they are fully implemented, there is nothing you can do about them. When I think about it, the first subtle sign of the fair's declining prestige was that ModellFan magazine stopped presenting its award at a joint meeting with the award-winning manufacturers, with a banquet and gifts for the participants. Instead, the editor-in-chief, Mr. Lacina, began presenting the awards at the booths of the award-winning manufacturers. It still had its level, but it was no longer the same. They also started giving the Model of the Year award to more manufacturers, maybe it wasn't quite as extreme, but it seemed that everyone who attended the fair, or maybe everyone who sent samples or advertised in ModellFan, received a Model of the Year award. This began a slow, inflationary erosion of the clout of the award. It still exists today, but it is no longer the same. And I'm not writing this because we didn't get the Model of the Year this year. We haven't been getting it for a few years, since



we stopped sending samples to ModellFan. I don't really miss the fact that we don't get the award anymore. I miss what was behind it and what it meant. The fact that not everyone got it and that really good kits were awarded and rewarded. And that there was a ceremony for that...but that was a long time ago, and it won't come back. I'd like to be wrong, but I'm afraid that we'll never have something like the Model of the Year from ModellFan here again, even though the award still exists.

Another change was brought about by the crisis in 2008/2009. After that, a number of old traditional companies gradually withdrew from the fair, the number of Japanese and American companies began to decrease, and so did the number of smaller companies and distributors. By this I mean that those companies no longer exhibited, they did not have their own booths. At the same time, however, newly emerging companies came to the fair, mainly Chinese, but also European, mostly Eastern European, so any decrease in the participation of exhibiting companies was not noticeable at first glance. However, there was talk among exhibitors and visitors alike that the number of visitors to the fair was decreasing, that fewer people were moving from booth to booth than before. For a long time, I blamed the thinning of the crowds in the aisles on the event's playing around with the length of the exhibition. The organizers extended the exhibition from the original four days, from Thursday to Sunday, to six days, while also experimenting with the start and end dates of the event. When they first came up with this, they extended the exhibition to Tuesday, and later, it also began on a Tuesday. There was no increase in visitors, the only thing it brought was that their number was spread out over more days. From the point of view of us exhibitors, it brought nothing. We just extended our meetings and negotiations from four days to six, and we started to get a bit annoyed. We paid extra money for those two days. If I don't count that the exhibition area and everything connected with the event gradually became more expensive over the years, notably after a crisis from which everyone was slowly recovering and some did not even survive, there was a jump in costs of practically 50%. Of course, it's not just about the exhibition area and booths and I can assure you that hotels in Nuremberg are hellishly expensive during the fair.

And then came Covid, a two-year break, and after all that, what was only hinted at before Covid became reality. The decline in the number of exhibitors and visitors was now clear, distinct and dramatic. After the first fair after the Covid break, in February 2023, we still said to ourselves that the fair needed some time to recover. Unfortunately, now, after four years, we are still not at the pre-Covid level in terms of



either the number of exhibitors or the number of visitors. On the contrary, other significant exhibitors have decreased, for example Miniart, a major German distributor of Glow2B, and Fallar was also absent, which was probably the most discussed absence this year. Fallar is large and significant, and its decision clearly influences the thinking of the remaining exhibitors. Even though other exhibitors have increased, I dare say that the importance of the fair is continuing to decline and doubts about the meaning of participating in it are increasing. We had over forty meetings and a number of other shorter encounters in five days at the fair, many of which we consider important and some, surprisingly, even brought us new contacts. However, we can replace many of these meetings with video conferences or we can meet at a model show somewhere. Both internet communication, emails and video conferences, and model exhibitions have gained in importance during and after Covid. I would say that it is similar in other fields. I estimate that only about a fifth, maybe a quarter of our meetings would not have taken place without participation at Nuremberg. We will see what will actually happen from all these meetings. We are still undecided whether we will also pack it in with Nuremberg and not have a booth next year, or whether we will continue to participate in the fair in some form. This year we were officially there for the thirtieth time. If we stop now, we certainly would be ending on a milestone year.

Tiger 3366

You all know what this is about. A helicopter, but you know precisely which one. It is known by a different name than the name of our kit, which was eventually named Tiger 3366 so as not to infringe on the copyright of the film company that made a series of sci-fi horror films with that character. We originally assumed that we

would send the kits to pre-order customers at the end of January or in the first half of February. However, we have a complication in the production of the decals. In addition to the patterns following the helicopter's surface contours, raised rivets are also printed on them. Unfortunately, the printing of the rivets is slow. One decal requires a full forty minutes of work time to complete, that is, to print the rivets. The entire batch of kits for pre-order customers will most likely be ready by the end of February, so we will most likely be able to start shipping the prepaid kits at the end of February and finish during March. We apologize for the delay and ask all customers who pre-ordered for their patience. 720 kits will be available to them, with the remaining 230 kits being made available to selected retailers. Those who missed the pre-order option can get the kit from the retailers.

Strafer

Another pre-order item is Strafer, a B-25J Mitchell in 1:48 in the new EDUARD HKM line. The most important thing for this kit, the plastic, is already in stock and we will start putting together kits this week. We will start shipping out packages to fill pre-orders around mid-February. And again, for those wanting the kit but did not pre-order will be able to purchase from select retailers.

And that's all from me for today. On the following pages, you can find out more information regarding new releases for February and March. Jakub Nademlejnsky also brings us a detailed report from the Nuremberg Toy Fair at the end of this month's newsletter.

Happy Modelling
Vladimir Sulc

NATO Tiger Meet 2016 Zaragoza and the Mi-35 Coded 3366

Tomáš Dedera



Recently, I was asked for my personal recollections of the Mi-35 Hind coded 3366, known due to its later tiger camouflage.

Back then, in 2016, after a long time and after a difficult approval process, it was supposed to be the bird that received a completely new camouflage scheme in line with the type connected with Tiger Meet events. This was due to its planned participation in the NATO Tiger Meet 2016 exercise.

Mi-35 coded 3366 was part of a group of newly delivered helicopters,

acquired as part of the repayment of the Russian Federation's debt to the Czech Republic, in September 2005, to the then 23rd Helicopter Air Force Base in Prerov-Bochor. It bore the standard camouflage scheme consisting of dark green, medium gray, dark gray on the upper surfaces and light gray on the lower surfaces. Its appearance did not change even after the transition to a new location, in 2008, when all Mi-24V (Mi-35) helicopters were transferred to the then 22nd Air Force Base, in Namest nad Oslavou.



A fundamental change in its coloration was brought about only in the spring of 2016, when the LOM Prague paint shop applied Jan Růkr's design dubbed 'Tiger'. This happened just before the planned participation in the international exercise NTM 2016 in Zaragoza, Spain. The four additional fuel tanks with a capacity of 450 liters also received a corresponding paint scheme.

The actual exercise, which was to be the largest in the 55-year history of NATO's Tiger Association, would see the participation of thirteen countries and more than eighty aircraft, began with a flyover of participating helicopters. On May 12th, 2016, two Mi-35 attack helicopters, bearing fuselage codes 3366 and 3370, took off.



The appearance of 3366 was completely new. The aircraft was named 'Kosta', whose unconventional camouflage scheme had been introduced a year earlier, on the occasion of the 70th anniversary of the end of World War II, when it received a scheme based on that of the Liberators of our 311th Czechoslovak Bomber Squadron RAF in Great Britain, to whose legacy the helicopter base in Namest proudly claims its honorary name 'Biskajská' (Biscay). To make it clear that it belonged to the same stable as 'Tiger', 3370 also received at least the same color on the PZU dust filters on the air inlets to the engines.

The third helicopter involved was a transport Mi-17, coded 0839, which was on loan to the 221st Squadron in Namest nad Oslavou for a certain period of time from the 24th Transport Air Force Base in Prague-Kbely.

The rest of us followed them on May 15th, 2016, also by air, on an Airbus A-319CJ transport aircraft, from Čáslav Air Base, whose 211th squadron also participated in the exercise with JAS-39 Gripen.

After a few hours of flight, we landed safely at the air base in Zaragoza, which is the home base of ALA 15 (15th wing of the Spanish Air Force) McDonnell EF-18 Hornet aircraft and which became our temporary home for the next fourteen days. In addition to the bright



spring sun, we were greeted by a relatively strong wind. What caught my attention at first sight was the huge concrete stand for

all the event participants. Another pleasant surprise awaited me at the joint introductory briefing. After several years, I met my friend



and colleague, Major K., who flew an E-3 AWACS early warning aircraft, a completely unplanned encounter. He gave me his patch, which became the basis of a collection of mine. Our place of work was at the very end of the apron, together with other helicopter pilots. Our closest neighbors were, exotic for us land lubbers, French naval aviators with the Northrop Grumman E-2C Hawkeye early warning aircraft, from Flotilla 4F, operating from the land base in Lann - Bihoué and at sea during operational deployment from the aircraft carrier Charles de Gaulle.



Our mutual cooperation also began somewhat unconventionally, about the third day after our arrival. It was due to a defect in our external source, which is used for pre-flight checks and the actual takeoff of the helicopters. An error message indicating a defect requiring the replacement of the entire electronic block, put us in a difficult situation. How would we carry out further maintenance and preparation of the helicopters in the following days, when there were still about ten flying days remaining until the end of the event? The gaze of our electrical and special equipment specialists fell upon a nearby external source, a somewhat larger item, that belonged to our French colleagues, with the idea that it could solve our current problems. So, my colleague and I set off on a 'reconnaissance' mission. Fortunately, their chief technician, a young captain, spoke good English, even the cable ends were appropriate, and he obligingly lent us their source.

As a token of our appreciation, several cans of chilled Pilsner beer and a few patches did well to break the ice and subdue the initial uncertainty due to the language barrier. But that is jumping a little further ahead, as the first day the exercise was officially opened with the ceremonial arrival of all participants. NATO Tiger Meets have certain specifics, it is not just an 'ordinary' military exercise, but for

example, the personnel's attire with specific squadron tiger accessories is evaluated – in our case it was a black T-shirt with the 'Tiger' motif and a large version of the emblem, enlarged from the patch on the back, another insignia on the shoulder created especially for this exercise, a tiger scarf and a black 'toreador' hat with Spanish colors.





The exercise program, in addition to joint flying and other task performances, also included many official and unofficial activities. These are intended to help members of the Tiger Squadrons get to know each other, strengthen the spirit of working together and strengthen relationships between them for their possible future cooperation. Probably the only military exercise in the world where alcohol consumption is permitted on the base, I think after 4:00pm, in designated areas and of course only with the consent of the commanding officers, in reasonable quantities and provided that the drinkers will not directly participate in any flight events as members of the flying or technical personnel soon after.

Our 3366 attracted a considerable amount of attention from the very beginning of the exercise, and many of them tipped it as the winner in the competition for the best scheme. A big plus was that our helicopters, known in the Western world under the reporting name 'HIND', still attract well-deserved attention after so many years. One of our flight tasks was a CSAR training mission, Combat Search and Rescue, rescuing a pilot shot down in combat. The transport of the rescue team, in this case the Spanish Special Forces with a EZAPAC unit, was provided by our three helicopters. I had the opportunity to capture some moments with a camera from the deck of the Mi-17 transport.





After flying and the subsequent flight debriefs, we were taken by bus to our accommodations, which were a complex of modern hotels not far from the base. Together with our colleagues from Čáslav, we occupied one floor of the hotel with members of the Signal Corps of the German Bundeswehr. They turned out to be very sociable and friendly, so our informal get-to-know-you party, combined with tasting our national dishes and drinks, lasted well into the night.

The German commander, a captain originally from the former GDR, was properly exhausted by the combination of the Spanish climate and our excellent Moravian plum brandy and chilled Pilsner beer, so he had his subordinates line up in the corridor and he ceremoniously handed over the command of his unit to me, along with his rank insignia. I searched my memory and put together a few sentences in German, saying that I was proud of my new unit and promised them that we would continue our meetings as long as our supplies lasted! In the morning, we met some of them for breakfast, they looked very exhausted and sleepless, and they graciously declined our offer of another flight debriefing in the evening after the flying had been concluded.



The atmosphere was absolutely excellent throughout the fourteen days; never before or since have I encountered such friendliness and willingness from all participants. Gradually, after our machines had flown off on their mission, I walked around the apron and took pictures of the interestingly colored machines of the event participants. They greeted me everywhere with a smile and offered me the opportunity, if possible, to sit in the cockpit and take pictures of more or less whatever I wanted. In return, I invited them to a reciprocal visit and get up close and personal with our helicopters, and we exchanged more patches and various other souvenirs. Most of them actually stopped by our little corner of the field, inspected our machines, sat in the cockpits

and took pictures. Some lucky ones even got the opportunity to ride in one of our machines. That is why you can see stickers of some participating squadrons whose members flew with us on the left side of the Mi-17 under the pilot's canopy. The event went off without any major problems, and the winners in the various

competition categories were announced. The Silver Tiger Award for the overall winner was awarded to the 31st Squadron of the Belgian Air Force from Kleine Brogel, flying F-16A/B MLU aircraft.



The Best Flying Display category was won by French naval aviators from Flottille 11 F from Landivisiau with their Rafale M aircraft.

And the Best Paint Scheme award for the best-painted exercise aircraft was won by... yes, you guessed it... the 221st Helicopter Squadron from Namest nad Oslavou with our 'Tiger'...

A stormy farewell party followed, during which some individuals 'tigered' us, even when it came to appearance...



Then all that was left was to return home on board our A-319CJ. Looking back, even after almost a decade, I have only wonderful memories of this exercise, a tiger scarf, a photo book and several dozen framed patches on my wall at work, many of them connected with personal memories of specific participants in this unique air event. And of course, there is our Tiger...



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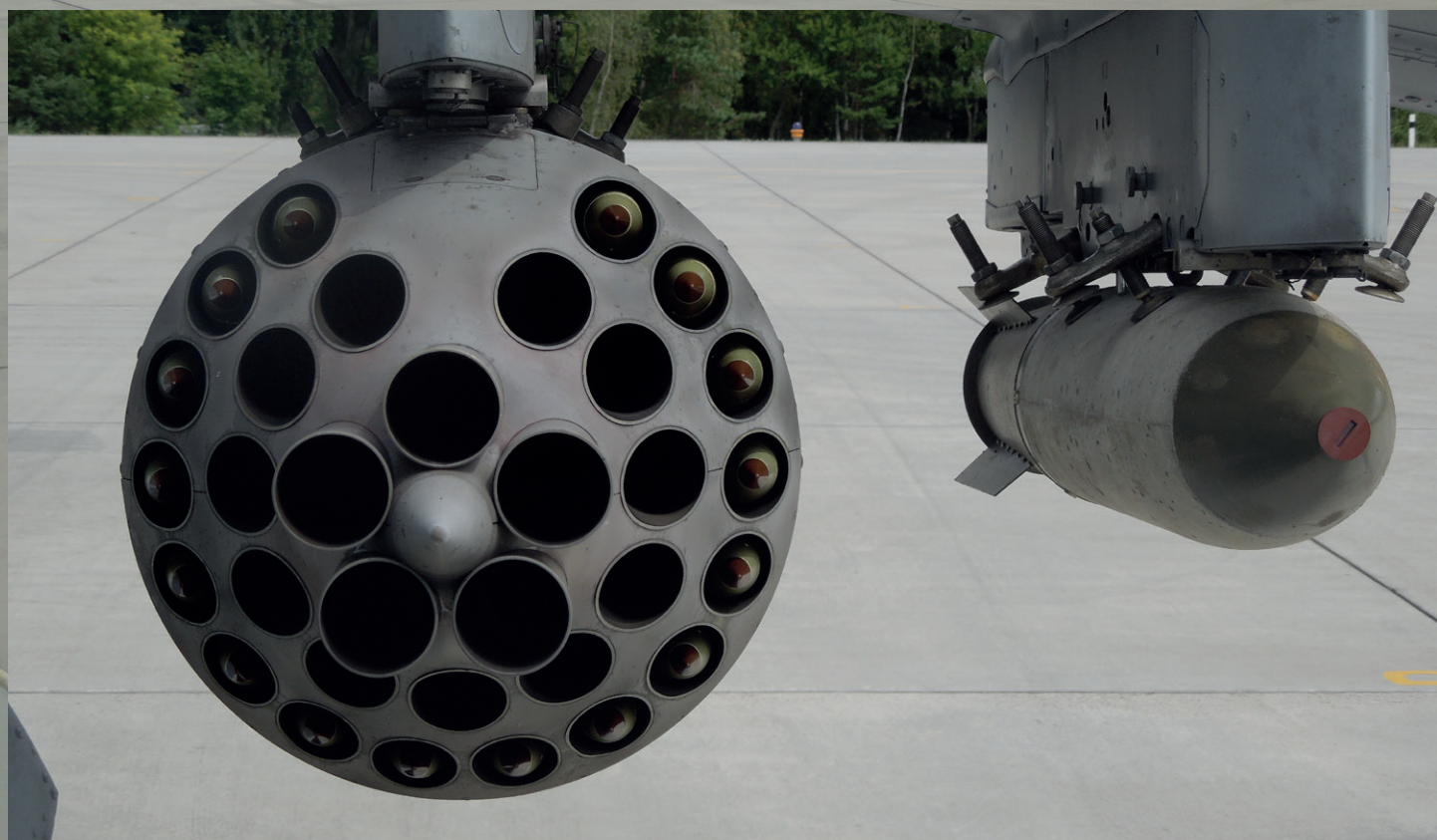
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Gallery Mi-35/24V No. 3366

1. In original camouflage, firing exercise on August 22, 2013

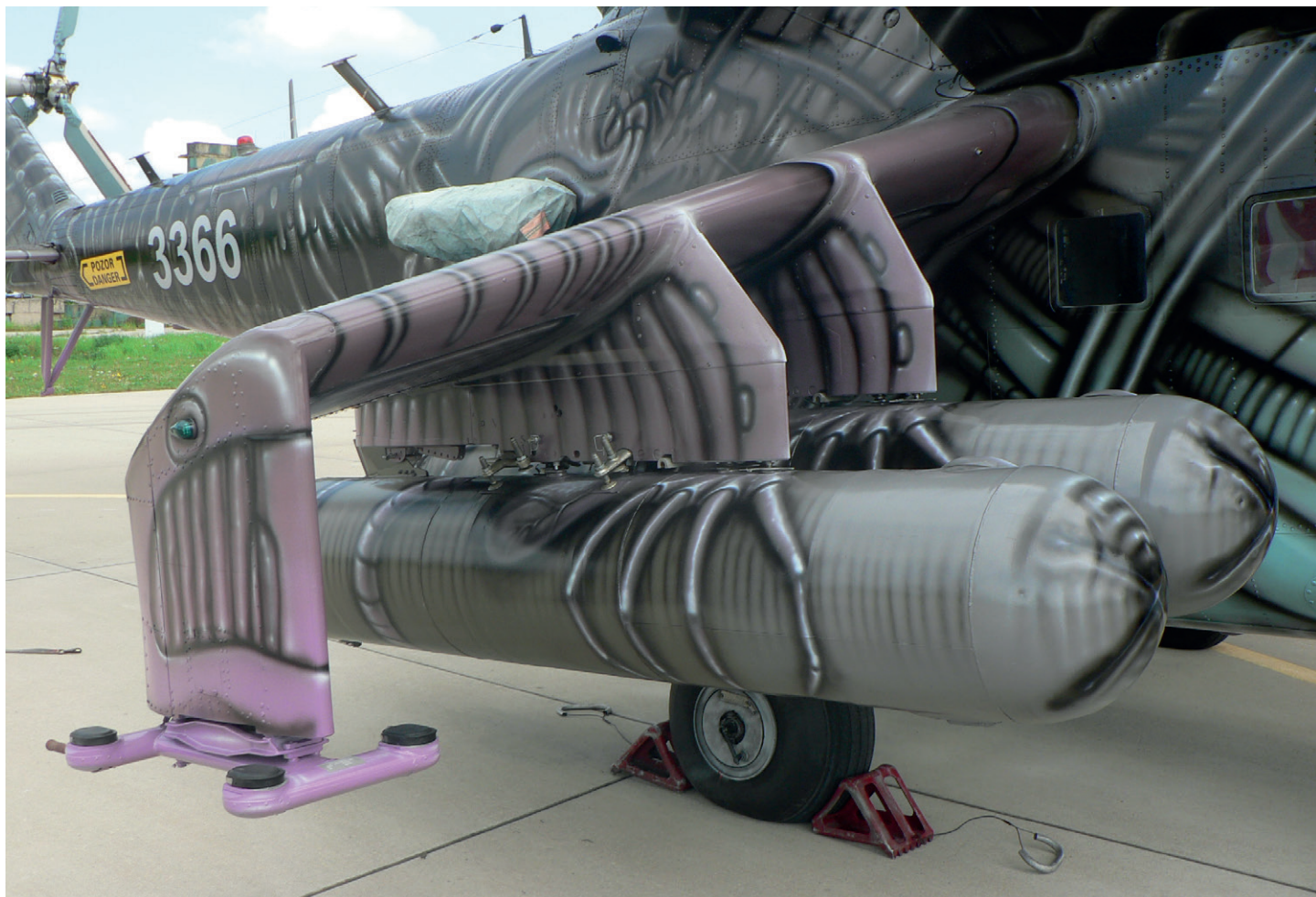


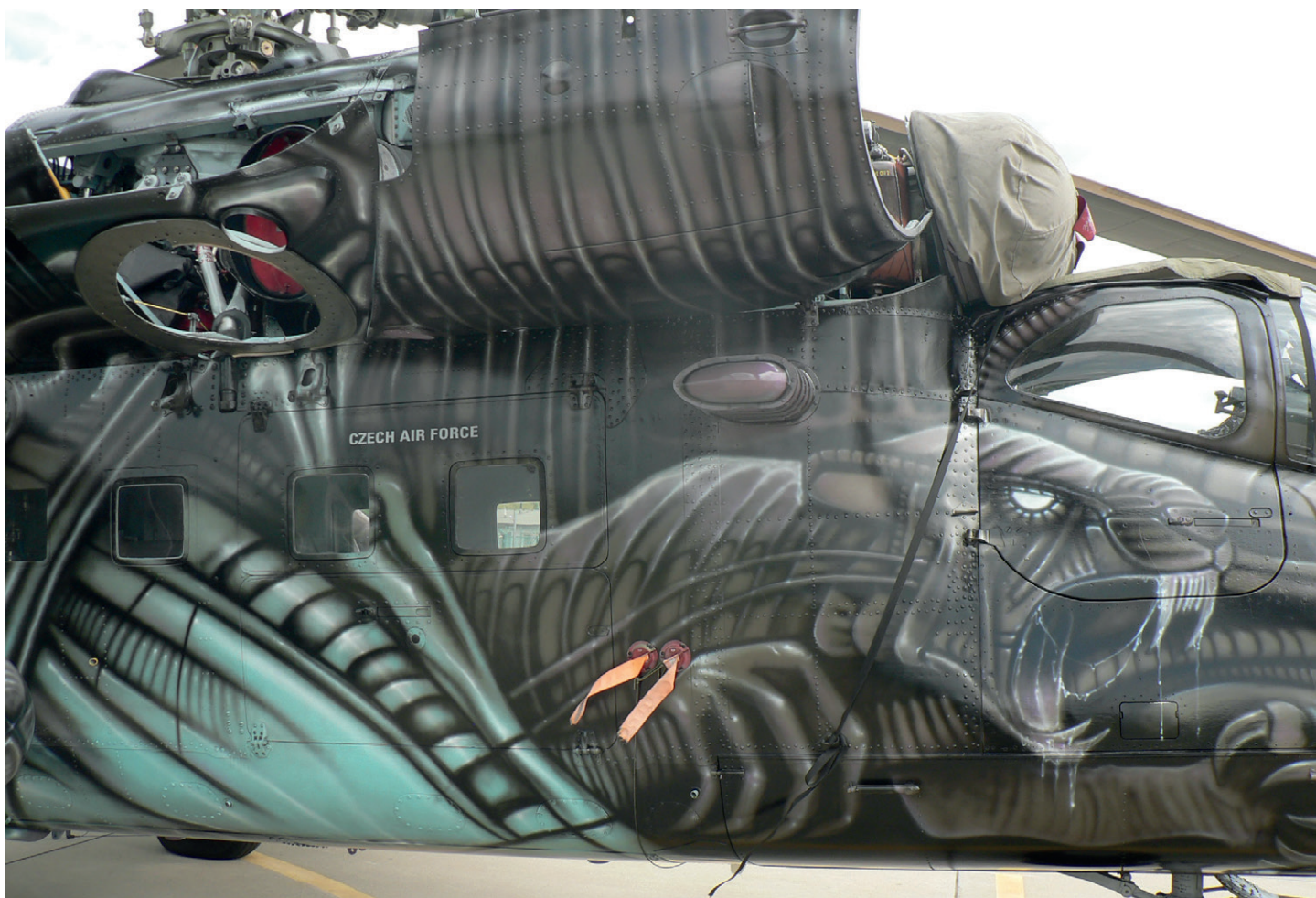




2. Departure for NATO Tiger Meet 2016, Náměšť Air Base, May 12, 2016















3. NATO Tiger Meet in Zaragoza, Spain, May 2016









4. Firing exercises Libavá, March 2017





5. Return to classic camouflage before handover to Ukraine, Náměšť base, March 2024







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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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Air war over Ukraine

Another Russian Black Month

Miro Barič

The period covered in this part of the series (December 1 to December 31) can easily be described as yet another black month for Russian aviation. During Ukrainian drone attacks, acts of sabotage, and also due to accidents, it lost at least 10 aircraft, and air personnel also suffered casualties. Unfortunately, Ukraine cannot take much joy in this. It too failed to avoid losses. Although significantly smaller, they are very painful for a defending country.

Footage of the first successful attack of the month was released by the Ukrainian military intelligence service GUR on Thursday, December 4, although it may have occurred earlier. The video comes from the camera of an FPV drone that attacked a Russian naval aviation MiG-29K at the Kacha airbase in Crimea during the night. The fighter jet had its cockpit canopy open, indicating that it was an operational aircraft undergoing maintenance or flight preparation. According to the video, the drone struck the aircraft in the area of the lower front part of the engine nacelles. Later, a satellite image of the Kacha base was also released, and at the spot where this MiG-29K had previously stood, a clearly visible burn mark could be seen.

Just one day later, on Friday, December 5, another video appeared, this time showing a Ukrainian FPV drone attack on a Su-24M bomber at the Saky airbase in Crimea. This was again an operational aircraft, as evidenced by a ladder positioned at the cockpit and camouflage netting used to conceal it. Despite these concealment measures, the Su-24M was hit from the side in the fuselage.

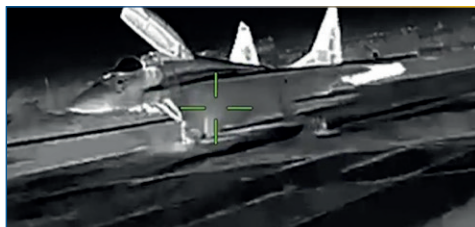
On Thursday, December 11, another blow followed. At the Kacha base in Crimea, a drone struck an Antonov An-26KPA from the 318th Mixed Aviation Regiment with the tail number "Blue 54" and registration RF-46873. The aircraft was standing on the runway with its engines running, meaning that a crew was on board – not only pilots, but also operators of special equipment. The An-26KPA version (Kontrol'no-Poverochnaya Apparatura) is used to test and calibrate radio-navigation systems at airfields. In its cargo cabin it carries Standard KPA-ES-1 equipment and operator workstations. Russian sources reported dead and wounded after the destruction of this aircraft.

Next, the Belbek airbase, also in Crimea, came into the sights of Ukrainian drone operators. First, on Thursday, December 18,



An older image released by the Russian Ministry of Defense shows Su-30SM "Red 12." This was most likely the aircraft that became the target of an arson attack at the Lipetsk base during the night of December 20–21.

the Ukrainian Security Service (SBU) released footage of an attack on a MiG-31. The aircraft had both cockpit canopies open and a tow bar attached to the front landing gear, clearly indicating that it was operational. Then, on Sunday, December 20, the SBU released images of an attack on two Su-27 fighters, also at Belbek airfield. In addition to the aircraft, Ukrainian drones struck several radars and a Pantsir-S2 air defense system.



A footage from a Ukrainian drone attack on a Russian naval aviation MiG-29K at the Kacha base in Crimea.



A Russian Su-24M hit at the Saky base in Crimea.



An-26KPA "Blue 54" struck by a Ukrainian drone at the Kacha base.



Attack on a MiG-31 at the Belbek base.



Images from the attack on two Su-27 fighters at the Belbek base.



Hunt for a Submarine

Footage from the last successful Ukrainian drone attack against Russian aviation appeared on Tuesday, December 23, although it had occurred much earlier. In this case, the reason for the delayed publication was secrecy. The target was an Ilyushin Il-38N aircraft at the Yeisk airbase, and the strike was part of a much more complex operation.

The Il-38N is an upgraded version of the Russian maritime patrol aircraft. It can monitor objects on the surface within a radius of 320 km and can simultaneously track 32 targets on the surface and underwater. However, the Russian Navy received only a few of these modernized aircraft (eight are reported). Only one operated in the Black Sea region. Since the SBU was preparing an attack on the port of Novorossiysk and the Il-38N could have detected it in advance, this aircraft had to be disabled first. The attack on Novorossiysk took place on Monday, December 15, so the Il-38N must have been hit earlier. The operation was carried out by the 13th Main Counterintelligence Directorate of the SBU. They used a drone equipped with a warhead from an anti-aircraft missile. It contained 2,000 fragments, which were fired downward as the drone flew over the Il-38N. The aircraft was not destroyed, but the shrapnel seriously damaged the fuselage and especially the antenna on its upper forward section. As a result, the aircraft lost its ability to perform patrol duties.



The attack on the Il-38N maritime patrol aircraft in Yeisk enabled the subsequent attack on the port of Novorossiysk.

This then allowed the Ukrainians to attack Novorossiysk, where the Russian Black Sea Fleet had withdrawn. An underwater naval drone of the Sea Baby type penetrated the inner harbor basin and subsequently exploded at the pier just behind a moored submarine. The Ukrainians hacked into the port's security cameras, enabling them to monitor and record the attack. The submarine, whose name was not disclosed, was not destroyed, but the powerful explosion apparently damaged its

rudders and propulsion system. The Russians later released a video claiming to show that the submarine was undamaged, but the rear section was missing from the footage. And most importantly, by the end of January – a month and a half after the attack – the vessel had not moved from its position.



The explosion in the port of Novorossiysk was captured by Ukrainians via hacked security cameras.

Bizarre Accidents

During the period under review, Russian aviation also suffered significant losses due to acts of sabotage and accidents. The first extraordinary incident occurred on Sunday, December 7, in an unspecified bomber regiment. A Su-34 was preparing for a combat mission in support of Russian infantry (probably carrying guided bombs). The aircraft was still inside its shelter, but the crew was already in the cockpit when the ejection system malfunctioned. It activated unexpectedly and fired both airmen out of the aircraft. They struck their heads on the ceiling of the reinforced shelter and did not survive. The aircraft was damaged in the incident. The pilot was 27 years old and the navigator 40. The older of the two was identified as Senior Lieutenant Mikhail Korkin, a veteran of the Russian campaign in Syria. All of this information comes from Russian sources, so it is certainly not Ukrainian propaganda.



Senior Lieutenant Mikhail Korkin was one of the two Russian airmen who died on December 7, when the ejection system fired them out of a Su-34 bomber inside a shelter during preparations for a combat sortie.

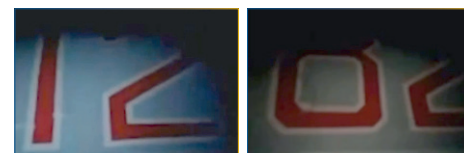
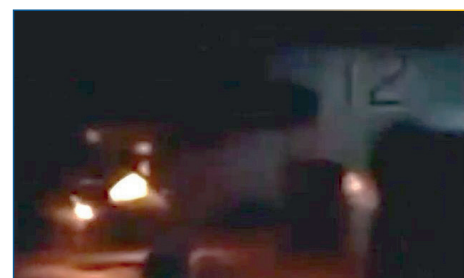
Just two days later, on Tuesday, December 9, another serious accident occurred. Near the village of Ivankovo in the Ivanovo region, 300 km northeast of Moscow, a four-engine Antonov

An-22 transport aircraft with registration RF-08832 and the name Vasiliy Semenenko broke apart in flight. It belonged to the 8th Military Transport Aviation Regiment and, according to some sources, was undergoing a test flight after a major overhaul. Its end was captured on video, which shows the rear section of the fuselage breaking off just behind the wings, after which the aircraft crashed into the Uvodskoye reservoir. All eight people on board were killed. They were Lieutenant Colonel Sergei Shmakov, Captain Roman Korotkov, Senior Warrant Officers Igor Ishkhanov and Alexei Dorofeyev, and further Dmitry Yatsenko, Kiril Vakulenko, Igor Belyakov and Alexei Tyksheyev without specified ranks.



The final moments of the An-22, which broke apart mid-air on December 9. Eight Russian airmen lost their lives.

Two more losses were caused by saboteurs on the night of Saturday, December 20 through Sunday, December 21, when they set fire to two Su-30SM fighters at the Lipetsk airbase. One of them carried tail number "Red 82" and registration RF-81740, and the other tail number "Red 12" and probably registration RF-95838. The saboteurs ignited fires in the engine intakes. The final result of the attack is not known, but at the very least both aircraft were damaged.



Low-quality images documenting the arson attack on a pair of Russian Su-30SM fighters at the Lipetsk base.

Ukrainian Losses

Ukraine suffered four known losses during the period under review. Two of them were particularly serious, because a total of five Ukrainian pilots were killed.

On Monday, December 8, a Su-27 fighter crashed during a combat mission in eastern Ukraine. It is possible that it was shot down by a Russian missile. Lieutenant Colonel Yevhen Ivanov, who was piloting it, was killed. News of his death was reported by the 39th Tactical Aviation Brigade, of which he was a member.

During a combat mission on Wednesday, December 17, a Ukrainian Army Aviation Mi-24 helicopter was also lost. The aircraft with tail number 292 belonged to the 12th Army Aviation Brigade. Four airmen were on board; one of them was identified as Lieutenant Colonel Oleksandr Shemet. The Mi-24 has cockpit space for two crew members, so the remaining two must have been in the cabin in the fuselage. Their task was most likely to operate weapons installed in the side windows. The helicopter was on a mission against Russian drones, and machine guns in the side windows could increase its chances of shooting down as many unmanned vehicles as possible. However,

it collided with one drone and subsequently crashed near the village of Kovray Druhyi in the Cherkasy region. No one on board survived the crash.

Details of this incident are not known. During the period under review, however, the number of cases in which Russian drones attempted to defend themselves against being shot down increased. First, cameras began to appear on Shahed/Geran drones. These allowed the drones to detect when a Ukrainian helicopter or aircraft was approaching. Thanks to the cameras, they could not only evade, but there were also cases in which a Russian drone attempted to ram a Ukrainian aircraft. Whether this also happened in the case of the Mi-24 crash is not known.

Shahed/Geran drones, however, are also trying to defend themselves using missiles. During the monitored period, a drone carrying an R-60 missile was shot down. These short-range air-to-air missiles have not had much use in the war in Ukraine. Enemy aircraft simply do not get close enough to each other to deploy them. The Ukrainians therefore began to use them against drones, including in a surface-to-air role. The Russians have now started using

R-60 missiles to defend their drones. Later, these missiles also appeared on a new version of the Shahed/Geran drone equipped with a jet engine. As can be seen, Russia is constantly trying to improve its arsenal, which it uses primarily to attack civilian targets. During the winter period, these are mainly elements of energy infrastructure, whose destruction deprives the civilian population of electricity and heating.

The last confirmed Ukrainian losses were published on Monday, December 29, in a Russian drone video. Although "confirmed" is a relative term... The Russians were clearly trying to imitate the successful Ukrainian attacks on their airbases. They attacked a forward base near Zachepylivka in the Poltava region and the international airport in Mykolaiv. At the first location they hit a Mi-24 helicopter, and at the second a transport aircraft Antonov An-26. According to some sources, however, the helicopter that was hit was only a decoy (which cannot be verified). What can be verified, however, is that the An-26 has not moved from its position since February 2022, and it was therefore certainly a decommissioned aircraft.



Lieutenant Colonel Yevhen Ivanov was killed on December 8 when a Ukrainian Su-27 fighter was shot down.



Lieutenant Colonel Oleksandr Shemet was one of the four Ukrainian airmen who died on December 17 in a Mi-24 helicopter crash.

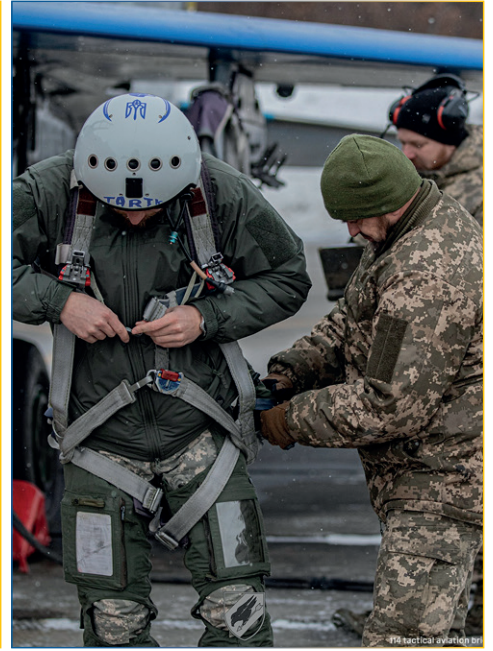


Wreckage of a downed Russian Geran drone that had been armed with an R-60 missile.



Ukrainian Army Aviation in action! A series of photos of Mi-8 helicopters was released by the 11th Separate Army Aviation Brigade "Kherson."





Images from preparations of Ukrainian MiG-29 fighters for a combat mission, released by the 114th Tactical Aviation Brigade.

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



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



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



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



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



BM324, F/Lt Bernard Dup  rier (Baron L  on Sternberg de Armella), No. 340 (Free French) Squadron, RAF Westhampnett, West Sussex, the United Kingdom, July 1942



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



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



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



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



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

2154

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Sorry, I'm German

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The Messerschmitt Bf 109 G-6 with the painting of a little figure in a boat and the inscription Seemann is, for some reason, one of the most popular decal options among modelers. During the summer of 1943, this aircraft served with 7./JG 53 "Pik As" in Sicily, and its pilot was twenty-three-year-old Uffz. Georg Amon. More details about him can be found in the historical text included in the model kit instructions, and I also recommend the article "Where does Pik-As Mann hail from?" in [INFO magazine, August 2016](#).

In early July, due to rather absurd circumstances, Georg Amon was in prison, but his comrades continued flying his aircraft. One of them, Uffz. Walter Reinicke, was photographed in its cockpit on 3 July 1943 before a combat mission, which may have brought him bad luck. At 15:57, the 7. and 8. Staffel received a scramble order against low-level attackers. The encounter with the enemy "Jabos" (fighter-bombers) took place off the southeastern coast of Sicily.

Six Spitbombers from No. 126 Squadron RAF were to attack the Biscari base, with close escort provided by Spits from No. 111 Squadron, while high cover was assigned to a trio of Spit IXs led by the commander of No. 324 Wing RAF, the legendary Wg. Cdr. H. S. L. Dundas DSO DFC. Biscari was attacked around 16:15 without serious opposition. However, on withdrawal Spitfires were engaged by approximately twenty 109s and Macchi C.202s. Firstly, about half of the German formation attacked the escort, then immediately continued downward and attacked the fighter-bombers. Then, the second half of the German formation attacked the escort and engaged it. The commander of

No. 111 Squadron, George Hill, reported one Bf 109 shot down, and Sgt. Hall was credited with another, while two more Bf 109s were claimed damaged. On the German side, however, only one aircraft and its pilot were missing – Uffz. Reinicke in Amon's "White 9."

Uffz. Jens Bahnsen of 8./JG 53 claimed two Spitfires, and Uffz. Kurt Zielke of the same Staffel reported one. However, no Spitfire was shot down during the engagement.

The only loss was EN259 of No. 111 Squadron RAF, piloted by Flt. Sgt. Frank Mellor. On the return flight to Malta, his engine temperature began to rise and the Spitfire trailed a streak of white smoke. It is difficult to say whether this was a mechanical failure, the result of fighter gunfire, or flak damage. The problem manifested at 16,000 feet, and Mellor was escorted back toward Malta by his leader, Wg. Cdr. Dundas. When they were about halfway to Malta, George Hill reported by radio that he was circling a dinghy with a man in it about two or three miles south of Cape Passero (southeastern Sicily) and requested support, as Bf 109s had appeared in the vicinity. By that time, Dundas was only 15 miles from the Maltese coast and requested a rescue boat to be dispatched. He told his wingman to bail out if the engine temperature rose above 125 degrees.

When Dundas returned toward Sicily, he observed that six Germans were attacking a lone Spitfire circling low over the sea. They attacked from above in a coordinated sequence, one after another. Dundas flew through the circle of Messerschmitts and fired several unaimed bursts. He hoped to scare the enemy, and to his

astonishment, the Bf 109s broke off and flew north.

When Dundas and Hill landed on Malta, practically on empty tanks, they discovered that Mellor had not returned. Four Spitfire squadrons were committed to the search for their missing comrade, but instead of Mellor, the rescue vessel HSL107 brought back someone completely different. The British had rescued Reinicke. It is quite likely that he was the pilot over whom Hill had been circling, and the six Bf 109s may have been trying to protect Reinicke rather than shoot down Hill.

Reinicke bailed out due to engine failure at an altitude of 5,000 meters. In the sea, he attached his parachute to the dinghy as an improvised anchor and released signal dye into the water. After the air battle ended, Spitfires began flying over his dinghy. Reinicke repeatedly jumped into the water in fear, but then noticed that they were waving their wings at him in a friendly manner. After several hours, he was picked up by a British rescue boat. Reinicke later recalled: "I still clearly remember the eight life rings with swastikas hanging on the railing, each symbolizing a German airman rescued by this vessel. They gave me blue, oversized RAF trousers and equally oversized canvas shoes. And then the reason for such extraordinary conduct by the Royal Air Force became clear: in the same air battle, a wingman of British Squadron Leader – a man with 11½ victories (sic) – had been shot down and had apparently bailed out. British assumed that I was the missing pilot and took every conceivable measure to protect me from German attacks. With my school English, I could only reply: Sorry, I'm German."

Chattanooga Express across Europe

Text: Jan Zdiarský

Illustration: Piotr Forkasiewicz



The Mustang, known by the iconic name "Chattanooga Choo Choo," was a P-51D-5NA with serial number 44-13535, manufactured in the spring of 1944 in Inglewood, California.

It was assigned to the 20th Fighter Group on July 4, 1944, as one of the first Mustangs to arrive at the unit in Kings Cliffe. Unexpectedly, the aircraft served with this same unit until the end of the war, completing 107 operational sorties.

Its first regular user was Lt. Frank Roark of the 79th Fighter Squadron, who named it "Wilma" and took part in the 20th FG's first "P-51 only" mission on July 24, 1944 (the unit had previously used P-38s and was gradually being re-equipped with Mustangs). The objective was to support the invasion forces in northern France. Wilma opened its combat score against Luftwaffe aircraft on its seventh mission. On August 9, while escorting bombers to Munich, the 20th FG encountered Reich defense fighters. Lt. Roark shot down an Fw 190 in the ensuing battle.

Further victories came in the form of aircraft damaged and destroyed on the ground, with various pilots taking turns at the controls of Wilma. One of the important missions in which 44-13535 participated during this period was Operation Frantic VI, when the 20th FG escorted 3rd BD bombers to the Soviet Union. Their target was factories in Chemnitz, and it was in this area that the 20th FG took over the bombers from another escort unit to continue eastward. It was September 11, 1944, and although it was one of the most intense days of the entire air war over Europe, the 20th Fighter Group did not encounter any German fighters during its mission. However, the operation meant another claim for 44-13535 –

the aircraft joined the Mustangs that were allowed to visit the Soviet Union (or rather its Ukrainian part) and Italy during their operational career.

At the end of the year, Wilma received a fillet on the leading edge of the fin to enlarge the vertical stabiliser surface and thus improve the aircraft's lateral stability, this modification was added to a number of Mustangs from the D-5 production block. For a certain period, the aircraft also carried green camouflage paint on its upper surfaces. However, this was removed after plans to relocate some of the VIII Fighter Command units to the continent were canceled. Similarly, the invasion stripes were gradually reduced. On the contrary, a new 20th FG identification was added in the form of black and white "keyboard" stripes on the nose. Another change, not only in the form of the aircraft, was that Frank Roark completed his combat tour, and Wilma was assigned to Lt. Richard Black, who renamed it "Black's Bird."

In mid-February 1945, the aircraft got another permanent user. It was Lt. Edward Pogue, who renamed the aircraft again, this time to "Chattanooga Choo Choo," as a reminder of where he came from and, above all, Glenn Miller's 1941 hit song.

Lt. Pogue's second mission in Chattanooga Choo Choo on February 20, 1944, was another success for the aircraft. And that is the subject of Piotr Forkasiewicz's current illustration. On that day, the 20th FG was to attack rail transport in the Nuremberg area. The unit arrived there around 11:50 AM and began searching for targets on the main lines leading out of the city.

The 79th FS report on the ten-minute attack states, among other things: "After our squadron

had strafed transportation targets in the area Lt. Jones, leading Blue Flight, sighted an airfield on which there were approximately 35 He111s, 8 Me110s, 1 Me410, 1 Me109 and 1 Fw190. The airfield was strafed from 12:35 until 12:45. Blue Flight led by Lt. Jones made two passes, Red Flight led by Capt. Hollins made three passes, Yellow Flight led by Capt. Kies made two passes and White Flight led by Major Meyer made two passes. Light flak was encountered coming from the woods north west of the airfield. It was moderate and inaccurate. Capt. Kies was wounded in the right leg by a single .30 cal projectile. Planes were dispersed and an attempt had been made to camouflage them by covering them with boughs from trees and mesh netting"

Among the successful pilots was Lt. Pogue in his Chattanooga Choo Choo. He fired 530 rounds at his targets and destroyed two He 111s. His 79th FS destroyed 22 aircraft and another 15 were damaged in the attack.

Lt. Pogue scored another success against ground targets on April 13, 1944, when he damaged a Bf 109 in Jagel. He then damaged a He 177 at another airfield near Hutzfeld. This was the last confirmed victory for the pilots in the cockpit of 44-13535. The aircraft made six more combat flights, the last of which was on April 21, 1945. During its operational service, this Mustang flew a total of 107 combat missions throughout occupied Europe, was flown by 35 different pilots, and destroyed five enemy aircraft and damaged four others.

(Sincere thanks to Mike Murray, the 20th FG historian, for valuable details about this plane)

Bf 109G-6

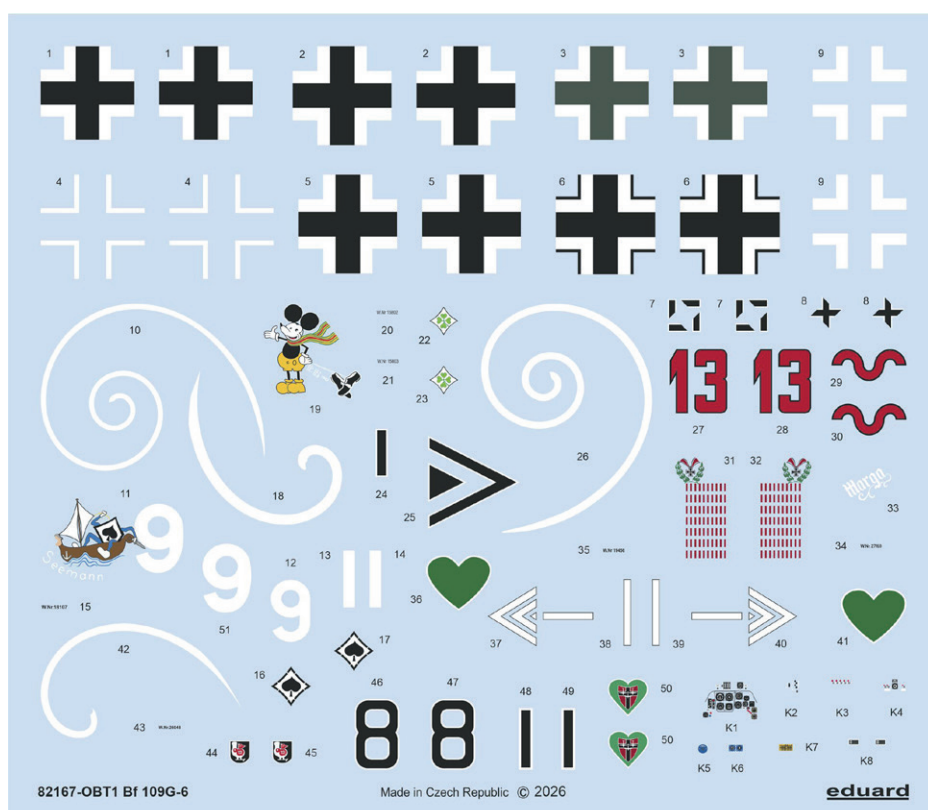
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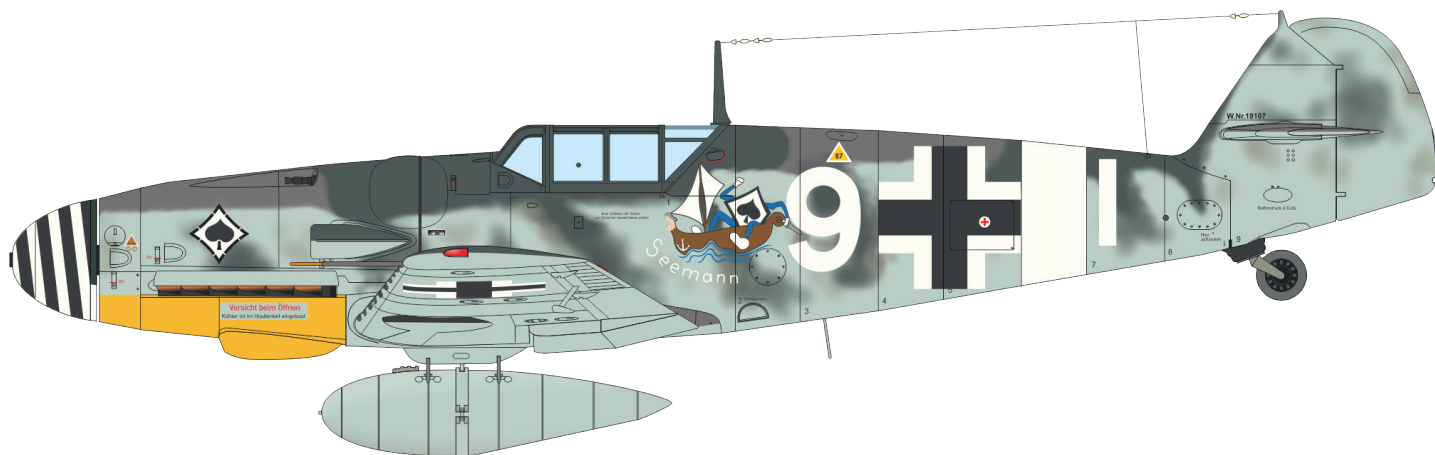
The ProfiPACK edition kit of German WWII fighter aircraft Bf 109G-6 in 1/48 scale. From the kit it is possible to build Messerschmitts with standard canopy and standard rudder.

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

Product page



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

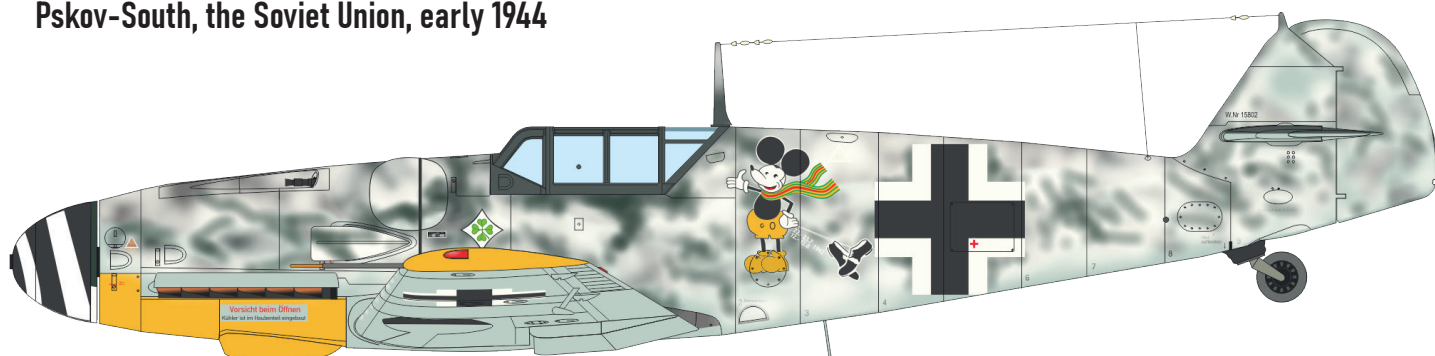


Georg Amon was born on July 1, 1920. He joined the Luftwaffe in 1941 and began fighter training in January 1942. In September 1942, he was assigned to 7./JG 53, which was then operating in the African theater. In the summer of 1943, the Luftwaffe was under great pressure from Allied air raids, resulting in the withdrawal from the African theatre of operations and the subsequent capture of Sicily as German forces retreated to Italy. This aircraft was manufactured in April

or early May 1943 at the Messerschmitt plant in Regensburg. The camouflage of RLM 74, 75 and 76 colors was complemented by splotches of RLM 02 on the fuselage sides. The color of the limbs of the Spade floating in the boat is not completely confirmed, the blue color is based on the theory that der Seemann (sailor), which was Amon's nickname, wore blue clothing. The aircraft was lost on July 3, 1943, when Uffz. Walter Reinicke was shot down flying it, thus

falling in captivity. In January 1944, Georg Amon began working as a fighter instructor in the south of France. The last day of Georg Amon's wartime career was April 2, 1945. He was shot down by American anti-aircraft half-track fire. He jumped from a low-flying, burning aircraft. With serious burns, he was captured and survived the war. Georg Amon achieved nine victories.

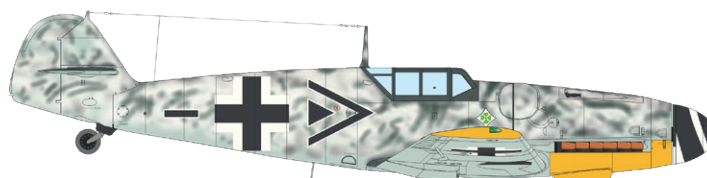
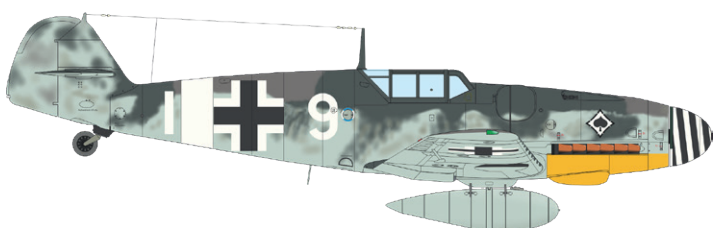
■ Bf 109G-6/R6, W.Nr. 18502 or 18503, Hptm. Horst Carganico, CO of II./JG 5, Pskov-South, the Soviet Union, early 1944



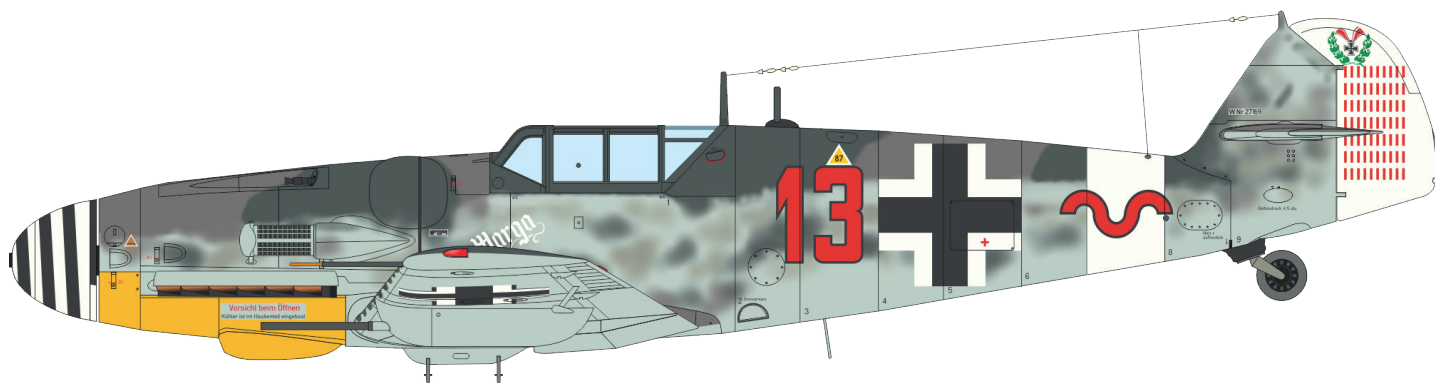
Horst Carganico was born on September 27, 1917, in Breslau (Wrocław in Poland nowadays). The first combat unit to which the then twenty-two-year-old Lt. Carganico joined was JG 1 at the beginning of the war. This was followed by an assignment to Norway on January 1, 1941, where he served as commander of 1./JG 77. On September 25, 1941, Carganico was awarded the Knight's Cross after achieving his 27th victory. In March 1942 Carganico's unit was renamed 6./JG 5, but by April 1942 he had already taken

command of the entire II. Gruppe. On March 26, 1944, he was appointed commander of I./JG 5, which participated in the fighting against the Allies as part of the Defense of the Reich. On May 27 of that same year, Major Carganico flew his last sortie. During an attack on a B-17 formation his Bf 109G-5 was badly damaged, hitting a high-tension power line while attempting an emergency landing. He did not survive the crash near the French town of Chevry. Carganico's total score stands at sixty kills in 600 missions.

The camouflage of his aircraft was painted over white and RLM 70 on the upper surfaces. Under the cockpit was the emblem of II./JG 5 aircraft on both sides. On the left side of the fuselage behind the cockpit was Carganico's personal emblem – Mickey Mouse dragging his boots with dates commemorating the pilot's returns to his unit after emergency landings behind enemy lines. On the right side of the fuselage, there was probably the marking of the Gruppe commander – a double chevron and a horizontal bar.



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

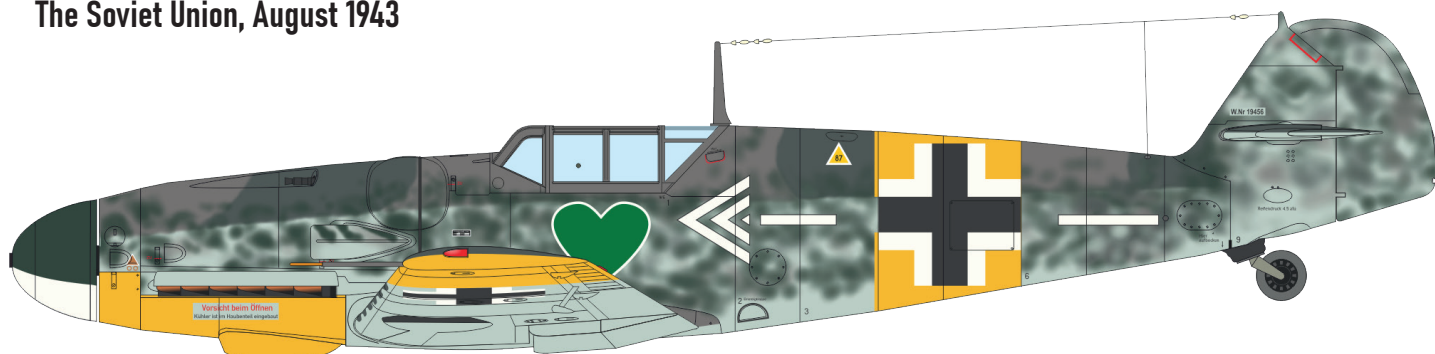


Austrian Heinrich Bartels was born on July 13, 1918, in Linz. He began his career as a fighter pilot over the English Channel, where, as a member of the Erg./JG 26, he shot down two Spitfires in August 1941. He then went on to the ranks of JG 5 in northern Europe, where he scored 47 victories against the Soviet air force. The remainder of his 99 victories came in the ranks of JG 27. Fateful to Bartels was an

encounter with American fighters on December 23, 1944. He managed to shoot down one of the Thunderbolts, but he did not return to the base. The wreckage of his aircraft was not found until a quarter of a century later in January 1968. An unused parachute was found in the cockpit, which is now on display at the Deutsches Technikmuseum in Berlin. Bartels' Bf 109G-6 is shown as it was captured in photographs taken

on the occasion of his 70th kill. The photographs can thus be dated to November 17, 1943. A total of 70 Abschussbalken (victory marks) are painted on the rudder along with the Knight's Cross, which Bartels had received a year earlier, on November 13, 1942. The sawtooth border of camouflage paint on the upper surface of the wing is typical of some of the aircraft produced at the Erla factory in 1943.

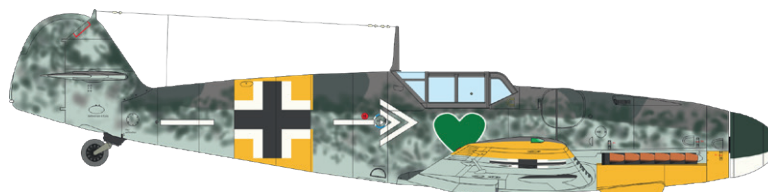
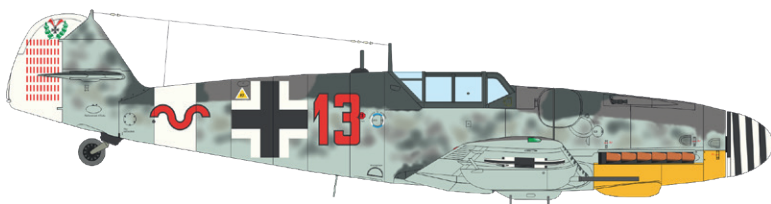
■ Bf 109G-6, W.Nr. 19456, Oberst. Hannes Trautloft, Stab General der Jagdflieger, The Soviet Union, August 1943



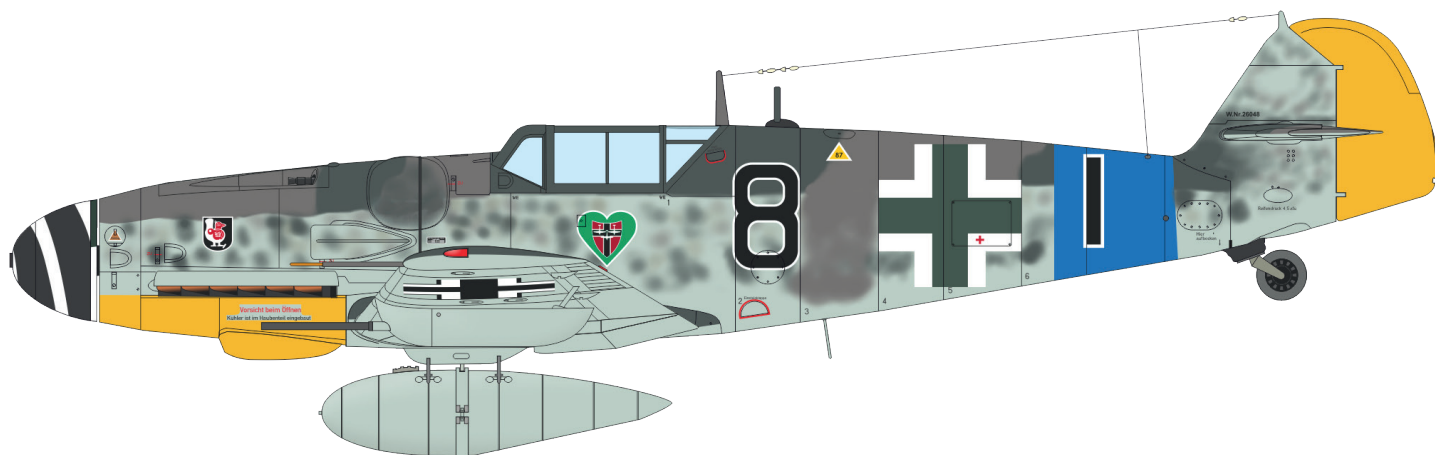
This aircraft was originally manufactured as Bf 109G-4 with factory code CL+OQ and was assigned to 6./JG 27 in the Mediterranean. After being severely damaged at Trapani on May 10, 1943, it was converted to the G-6 version during an overhaul and accepted by the Stab of General der Jagdflieger Adolf Galland. In the summer and autumn of 1943, the plane was used by Oberst Trautloft, the inspector for fighter units on the Eastern Front. The aircraft

bore a markings that tied it to JG 54, the unit he was previously commanding. However, Günther Lützw, then inspector for fighter units in the West and MTO, was also photographed in its cockpit. Hannes Trautloft began his fighting career in the Spanish Civil War. There he flew the Bf 109 and was instrumental in developing the tactics for the deployment of this type. He also flew in the Polish campaign and the French campaign. During each conflict he

scored at least one victory. On August 25, 1940, he became commander of the newly formed JG 54. Trautloft's overall record totals 58 victories, and he was able to pin the Knight's Cross on July 27, 1941. The aircraft bears the standard RLM 74/75/76 camouflage scheme, with splotches of what was probably RLM 70 green paint on the fuselage.



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



Friedrich Brock was born on May 6, 1916, in Perlach. In August 1939, he began his training at the Schule/Flieger-Ausbildungs-Regiment 23 in Kaufbeuren. In November 1940, he transferred to Flugzeugführerschule A/B 63 in Marienbad. In March 1942, he joined Jagdfliegererschule 3 in Vienna-Schwechat. He completed his fighter pilot training on November 12, 1942, with Ergänzungs-Jagdgruppe Ost in France. His first combat unit became

8./JG 54 at Siverskaya Air Base on November 13, 1942. In January 1943, III./JG 54 was transferred to Oldenburg to defend northern Germany. There Brock achieved his first kill on June 13, 1943. He was shot down several times during fightings with American B-17s and was seriously wounded on April 8, 1944. His Black 8 machine bore all the identifying features of the period, i.e., the 8./JG 54 emblem on the nose, the III./JG 54 emblem under the cockpit, and a blue

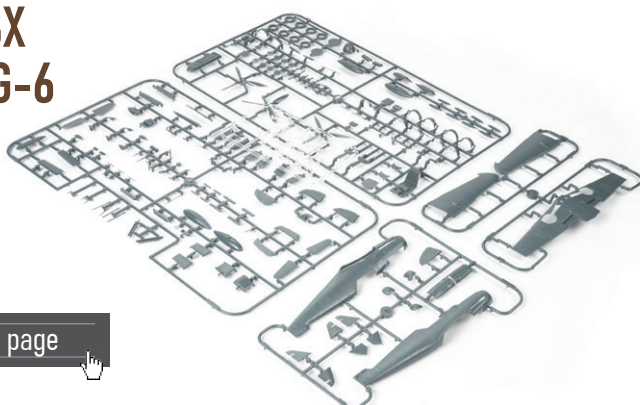
identification stripe on the rear. Flying this aircraft, Uffz. Günther Sahl was shot down and killed on April 9, 1944. After his recovery, Friedrich Brock became the operations officer of III./JG 54 (later renamed IV./JG 26) in October 1944 and did not intervene in combat anymore. In May 1945, he was captured and after his release in September 1945, he devoted himself to his profession as a dentist. He died on May 3, 1994, in Berlin.

For Bf 109G-6 1/48 RECOMMENDED:

48885	Bf 109G-6 (PE-Set)	648843	Bf 109G-6 cockpit PRINT (Brassin)
FE910	Bf 109G seatbelts STEEL (PE-Set)	6481170	Bf 109G undercarriage legs PRINT (Brassin)
644003	Bf 109G-6 LööK (Brassin)	3DL48014	Bf 109G-6 SPACE (3D Decal Set)
644060	Bf 109G-6 LööKplus (Brassin)	3DL48264	Bf 109G seatbelts SPACE (3D Decal Set)
648247	Bf 109G exhaust stacks (Brassin)	D48025	Bf 109G stencils (Decal Set)
648250	Bf 109G-6 engine & fuselage guns (Brassin)	D48045	Bf 109G-6 national insignia (Decal Set)
648255	Bf 109G-6 propeller (Brassin)	EX509	Bf 109G camo scheme - Mtt (Decal Set)
648261	Bf 109G-6 wheels (Brassin)	EX510	Bf 109G camo scheme - Erla (Decal Set)
648265	Bf 109G external fuel tanks (Brassin)	EX511	Bf 109G camo scheme - WNF (Decal Set)
648401	Bf 109G-6 gun barrels (Brassin)	EX512	Bf 109G spinner spirals (Decal Set)
648402	Bf 109G-6 exhaust stacks (Brassin)	EX581	Bf 109G Erla canopy TFace (Decal Set)

OVERTREES

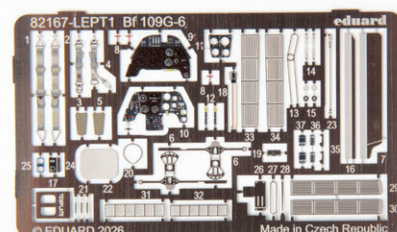
#82113X
Bf 109G-6
1/48



Product page

OVERLEPT

#82167-LEPT1
Bf 109G-6
1/48



Product page

P-51D Mustang

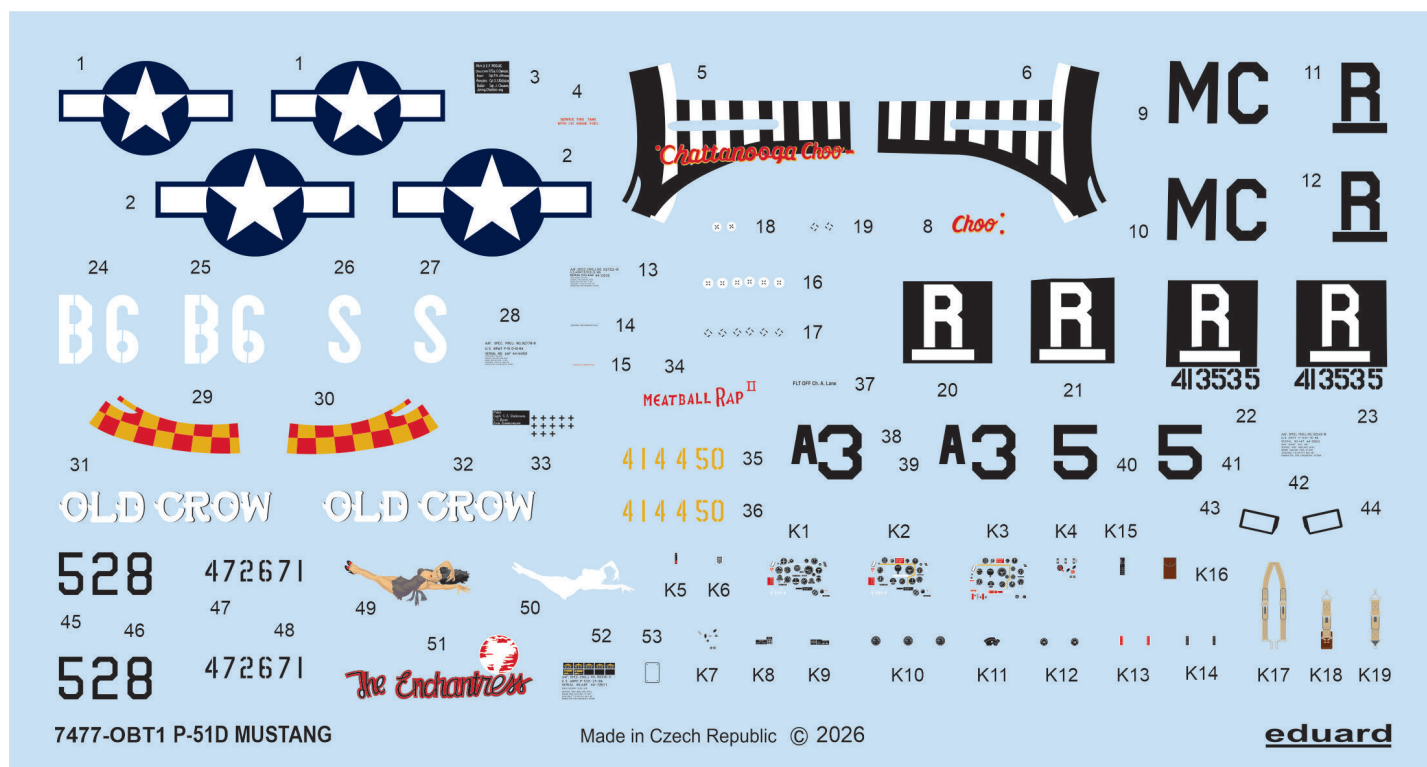
1/72

#7477

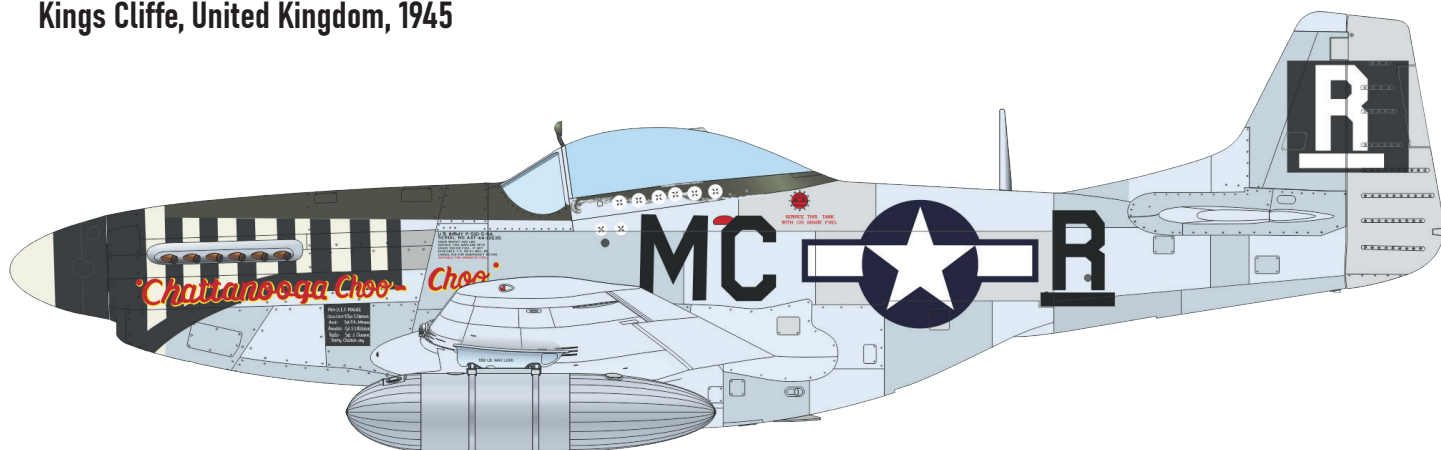
The Weekend edition kit of US WWII fighter aircraft P-51D Mustang in 1/72 scale.

The kit is focused on machines with the dorsal fin assembly from the 8th, 15th and 20th Fighter Group USAAF.

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

[Product page](#)


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

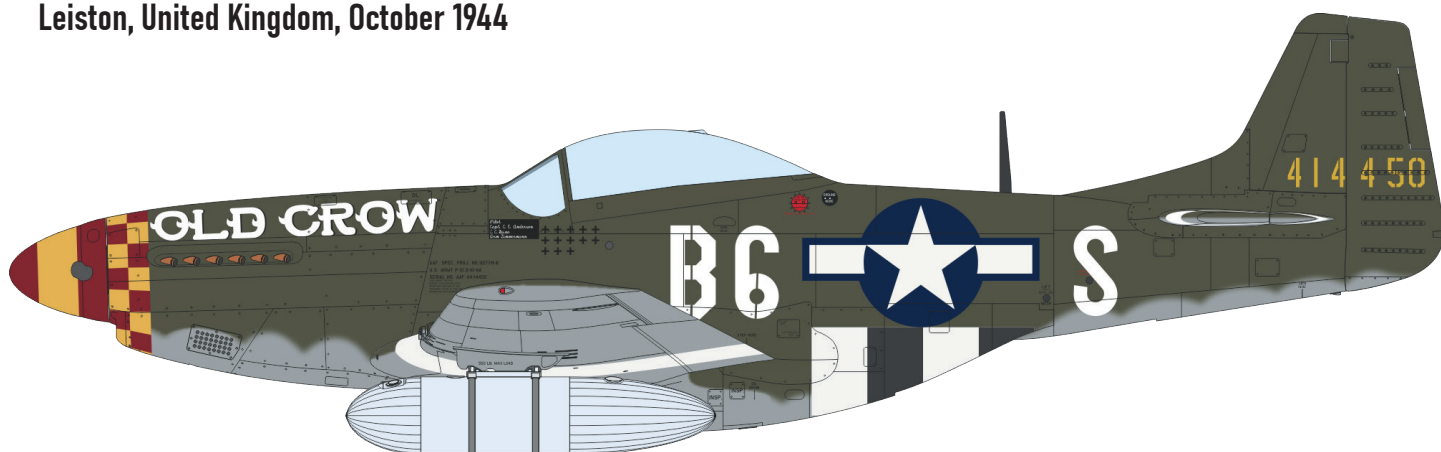


This Mustang was flown by Lt. E. F. "Pogie" Pogue at the end of 1944, it already had a long and rich service career that saw a list of 20th FG pilots in its cockpit. The aircraft carried names like Black's Bird and Wilma, but it was under the name of "Chattanooga Choo Choo" that the airplane made its mark, a name taken from the popular song made famous by Glenn Miller. As the names of the plane changed, so did its appearance. The original 20th FG markings consisting of black and white stripes on the nose behind the spinner were later supplemented by vertical black and white bands, the 20th

Fighter Group identifier. The black square on the tail indicated service with the 79th Fighter Squadron. Later on, the serial number of the aircraft also made a return on the fin and rudder. The illustration here captures the look of the aircraft as it appeared in the spring of 1945, by then carrying the name Chattanooga Choo Choo. The application of the invasion stripes also went through an evolution. By this time, the invasion stripes had been removed, and so were the ETO quick identification markings, the remnants of which are only visible on the main gear covers. The underlined individual aircraft letter

indicated that, at the time, there was already an airframe coded MC-R flying. During this period, it was flown almost exclusively by Lt. Pogue and according to available sources, was used in achieving all of his six destroyed enemies. After the end of the Second World War, Lt. Pogue piloted F-80s in Japan and later flew F-84s during the Korean War. He ended his career as a Lt. Colonel. For his outstanding service, he received nine Air Medals and two DFCs, among others.

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

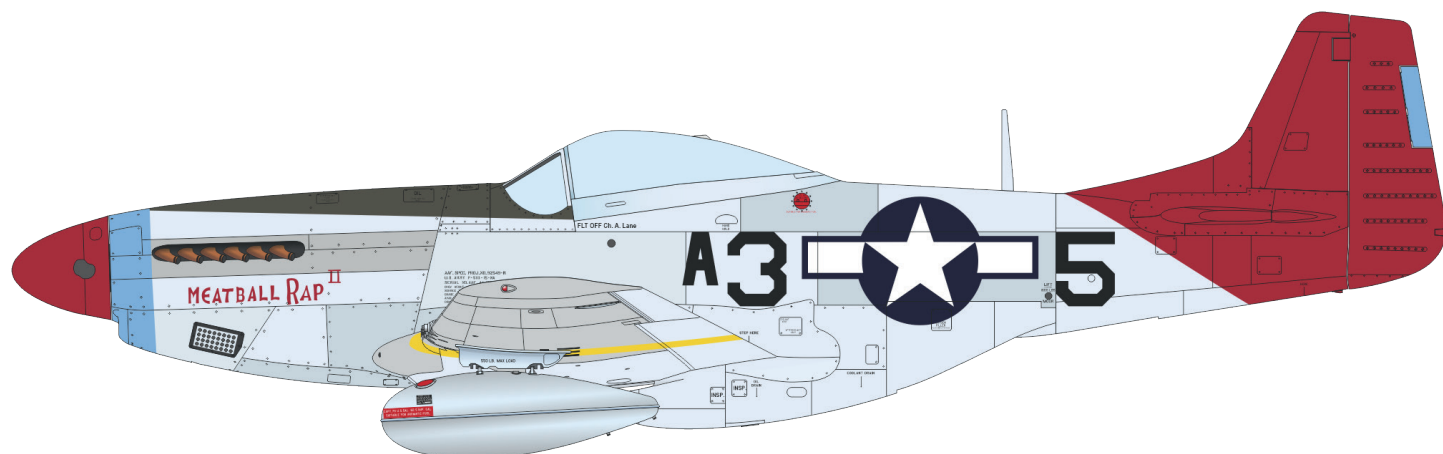


"Bud" Anderson was born on January 13, 1922, in Oakland, California. In January 1942 he joined the Army and till September 28, 1942, served as an Air Cadet. In November 1943 he was assigned to the 363rd FS, 357th FG. He finished his first tour of duty in June 1944 and returned to the United States for two months. In September 1944 he returned to his original unit. In the beginning of December 1944, he was promoted to Major and in January 1945 finished his second tour of duty. In total he flew 116 combat missions and

logged 1423 flight hours. His final score was 17 confirmed aerial victories. After the war he mostly flew as a test pilot, and he retired from the Air Force on March 31, 1972. The Mustang flown by Clarence "Bud" Anderson during his second tour was initially camouflaged on all upper surfaces, including the landing flaps interiors, in dark green paint, probably RAF Dark Green. The lower surfaces were painted in Medium Sea Grey. In the end of 1944 Bud had the camouflage paint removed from his Mustang

and flew it in the natural metal finish. "Bud" Anderson named his new Mustang the same as the previous ones, Old Crow and shot down four more German aircraft while flying it. After he finished his second tour of duty, his Old Crow was handed over to Lt. James Taylor from the 363rd FS and renamed Pretty Pix. After the war the aircraft was transferred to Neubiberg air base in Germany where it ended up as scrap metal.

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

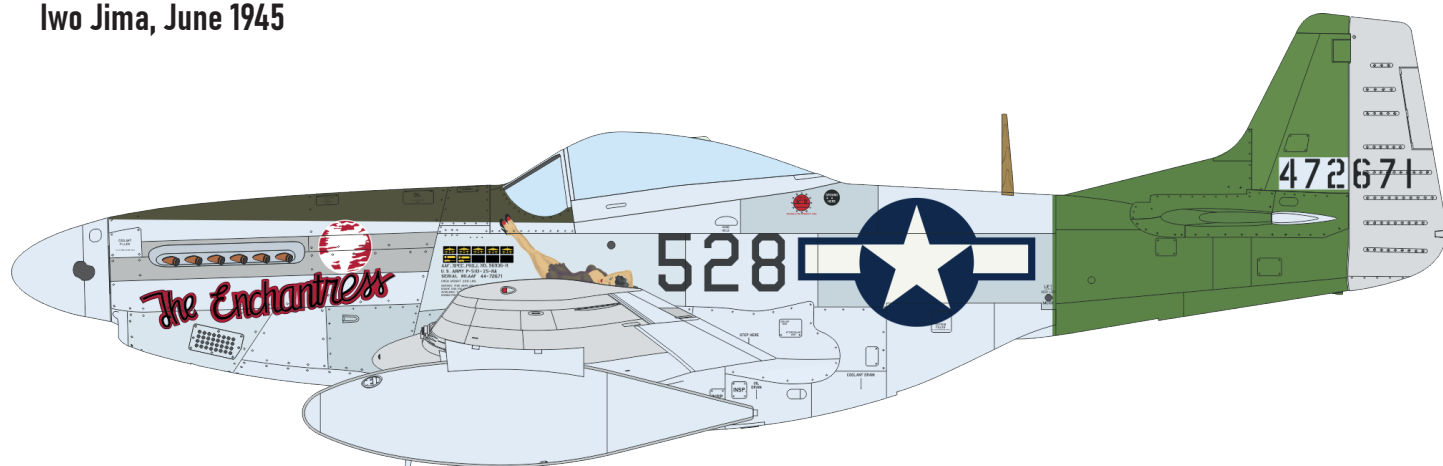


Charles Lane, a St. Louis, Missouri, native started his pilot training in 1943 in Tuskegee, Alabama. After its completion he was ordered to 99th FS where, until the end of war, he completed 26 missions on P-47 and P-51. He continued in the military career after the war and spent altogether 27 years flying fighters,

transports and even B-52 bombers. In 1970 he retired with the rank of Lieutenant Colonel. He passed away in 2016. Same as the other sister squadrons of the 332nd Fighter Group, the 99th Fighter Squadron aircraft marking was the rear fuselage and tail surfaces painted in eye-catching overall red which helped the

crews of the escorted bombers to recognize their own fighters. The marking gave the unit the nickname Red Tails.

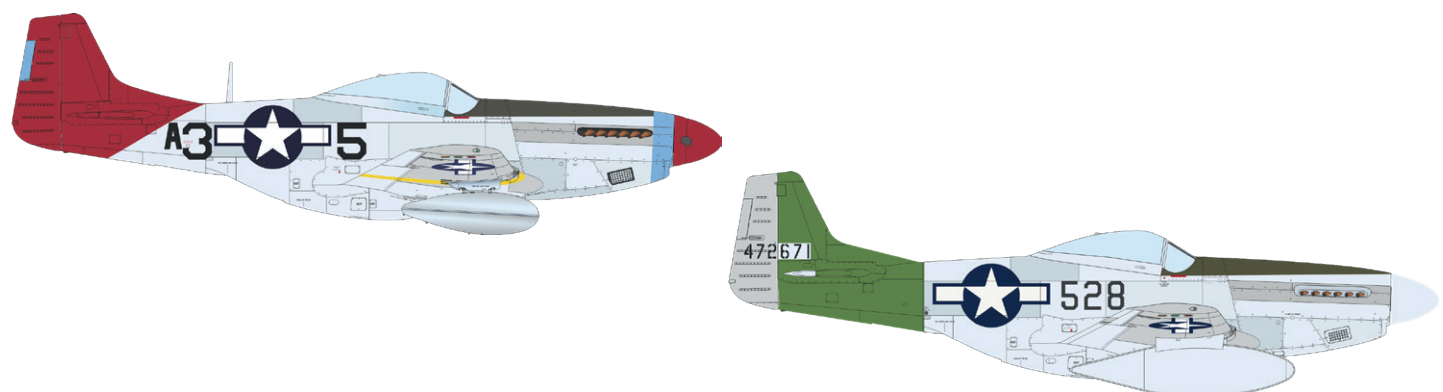
■ P-51D-25, s/n 44-72671, 2nd Lt. William Saks, 457th FS, 506th FG, 20th AF, Iwo Jima, June 1945



2nd Lt. William Saks is better known among historians for his Mustang's decoration than his combat achievements and enemy aircraft kills. In the ranks of 457th Fighter Squadron he participated in the B-29 bombers escort sorties which were devastating Japanese islands and in the whole 506th FG Mustang fleet raids

against the logistical centers and other military targets in Japan. His fate was sealed on June 1, 1945, when returning to Iwo Jima he perished together with another eleven pilots of his unit due to bad weather. The day is therefore called Black Friday in 506th FG records. William Saks flew this mission with aircraft 44-72885. Tails

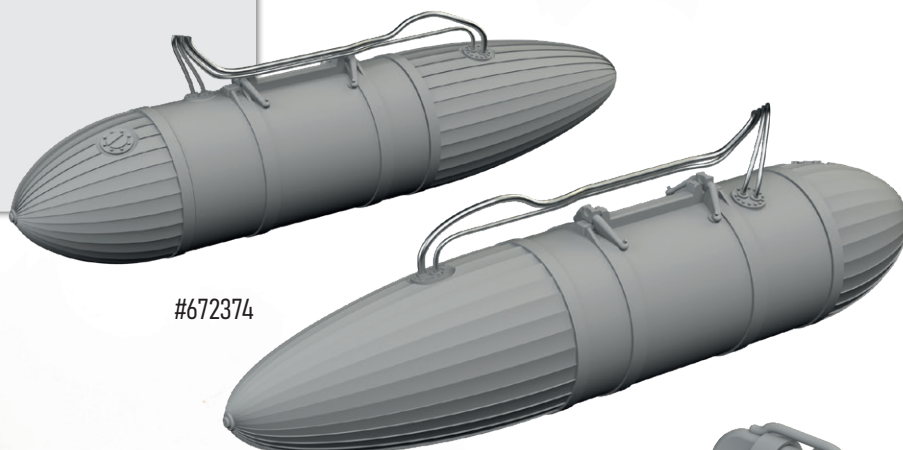
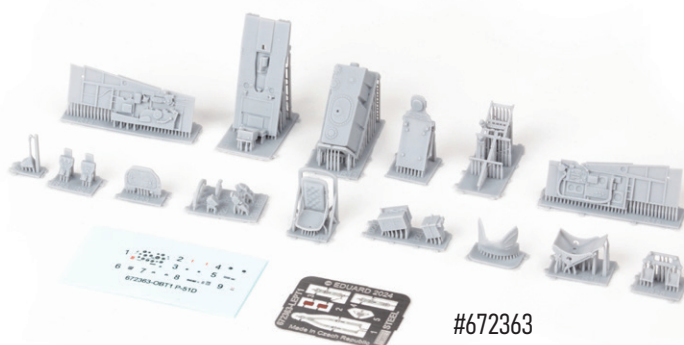
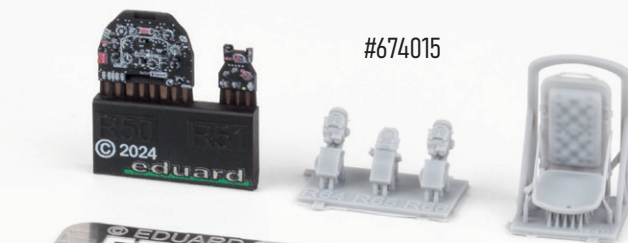
of the 457th FS aircraft were sprayed in green color for better recognition during the long range escort flights. 2nd Lt. Saks named his aircraft Enchantress. There was a sparsely-clad girl painted under the windshield inspired by Albert Varga's artwork.



For P-51D Mustang 1/72

RECOMMENDED:

SS826	P-51D seatbelts STEEL (PE-Set)
672358	P-51D exhaust stacks PRINT (Brassin)
672359	P-51D exhaust stacks w/ fairing PRINT (Brassin)
672360	P-51D wheel bay PRINT (Brassin)
672361	P-51D Hamilton Standard propeller PRINT (Brassin)
672362	P-51D Hamilton Standard propeller uncuffed PRINT (Brassin)
672363	P-51D-5 cockpit PRINT (Brassin)
672364	P-51D-10 cockpit PRINT (Brassin)
672365	P-51D-15+ cockpit PRINT (Brassin)
672366	P-51D wheels diamond tread (Brassin)
672367	P-51D wheels oval tread (Brassin)
672368	P-51D wheels cross tread (Brassin)
672369	P-51D wheels block tread (Brassin)
672370	P-51D wheels diamond tread 2 (Brassin)
672371	P-51D wheels block tread 2 (Brassin)
672372	P-51D seat PRINT (Brassin)
672373	P-51D 75gal drop tanks PRINT (Brassin)
672374	P-51D 108gal paper drop tanks PRINT (Brassin)
672375	P-51D 110gal fuel tanks PRINT (Brassin)
672376	P-51D 165gal fuel tanks PRINT (Brassin)
672377	P-51D gun sights PRINT (Brassin)
672378	P-51D bazooka rocket launcher (Brassin)
672379	P-51D gun bays PRINT (Brassin)
672384	P-51D undercarriage legs PRINT (Brassin)
672389	P-51D engine PRINT (Brassin)
672413	P-51D seat w/ integral belts PRINT (Brassin)
674012	P-51D-5 LööK (Brassin)
674013	P-51D-10 LööK (Brassin)
674014	P-51D-15+ LööK (Brassin)
674015	P-51D-5 LööKplus (Brassin)
674016	P-51D-10 LööKplus (Brassin)
674017	P-51D-15+ LööKplus (Brassin)
3DL72035	P-51D-5 SPACE (3D Decal Set)
3DL72036	P-51D-10 SPACE (3D Decal Set)
3DL72037	P-51D-15+ SPACE (3D Decal Set)
D72050	P-51D stencils (Decal Set)
D72051	P-51D US national insignia (Decal Set)
D72053	P-51D-5 "8th AF" (Decal Set)
D72054	P-51D-5 "15th AF" (Decal Set)
CX664	P-51D US national insignia (Mask)
CX665	P-51D surface panels (Mask)
CX673	P-51D (Mask)



1/48

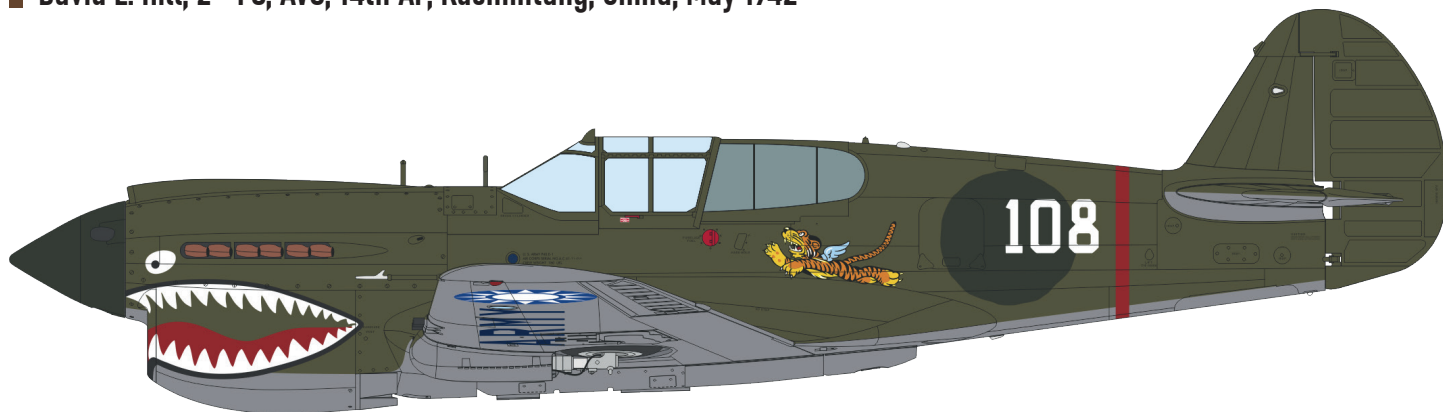
The ProfiPACK edition kit of American WWII fighter aircraft P-40E Warhawk in 1/48 scale. The kit offers 6 marking options of USAAF, RAF and RNZAF users.

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

Product page



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

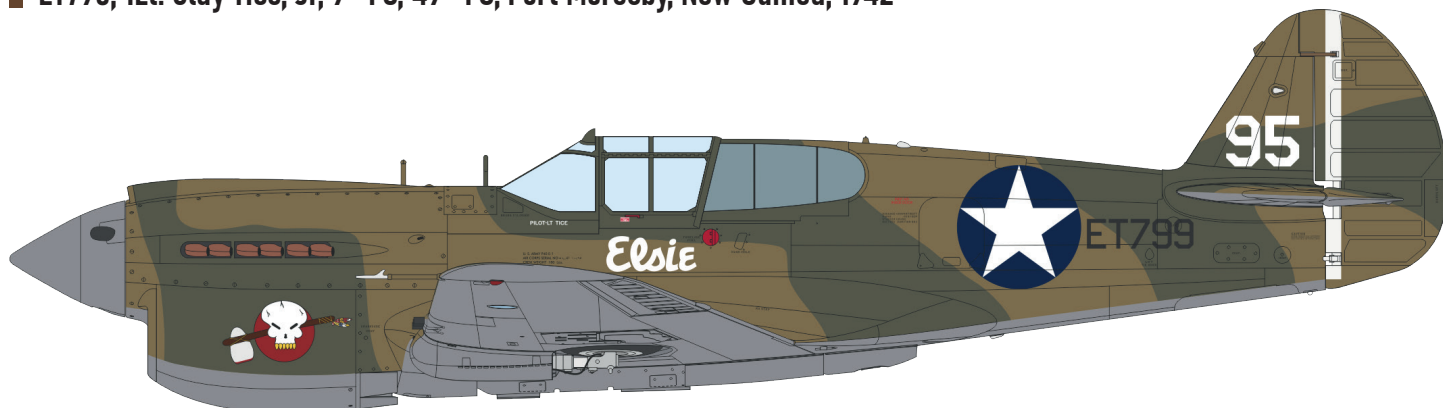


David Lee "Tex" Hill was the most successful ace of the Chennault's Flying Tigers (American Volunteer Group) as he downed 12,25 Japanese aircraft and destroyed two on the ground. He added six more plus four aircraft damaged after he entered the service with USAAF, becoming a triple fighter ace. Young David Hill and another boy paid local pilot Marion P. Hair to give them a ride in his Travel Air 4000 aircraft and was so impressed that he enlisted in the Navy after graduating from Austin College in 1938. He earned his Naval Aviator wings in

November 1939 and flew TBD Devastators and SB2U Vindicators. In 1941 he resigned from Navy to join the 1st American Volunteer Group (AVG) and he learned to fly P-40 in the AVG training program in Burma. Shortly afterwards he became Flight Leader of the 2nd PS (the "Panda Bears") and then squadron CO. After the AVG was disbanded Hill entered the USAAF and after he was cured of malaria and dysentery in USA, he took command of the 23rd FG on November 4, 1943. Back in USA at the end of 1944 he served as CO of 412th FG flying P-80 jets

from September 1945. He resigned from USAF in June 1946 but joined Texas Air National Guard and was appointed Brigadier General. He died at the age of 92 on October 11, 2007. His P-40E from the time of flying with AVG sported Chinese national insignias, which were painted over the original US insignias. The fuselage ones were overpainted in unspecified dark green color and the fuselage sported painting of the typical mascot of the "Flying Tigers".

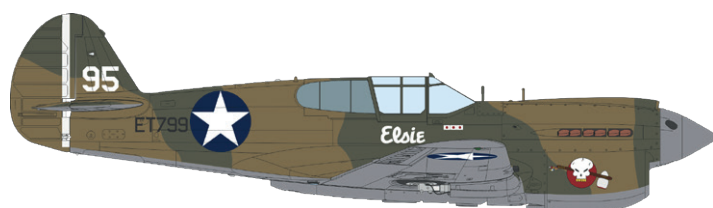
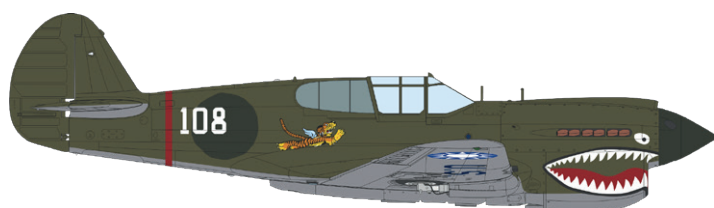
ET795, 1Lt. Clay Tice, Jr, 9th FS, 49th FG, Port Moresby, New Guinea, 1942



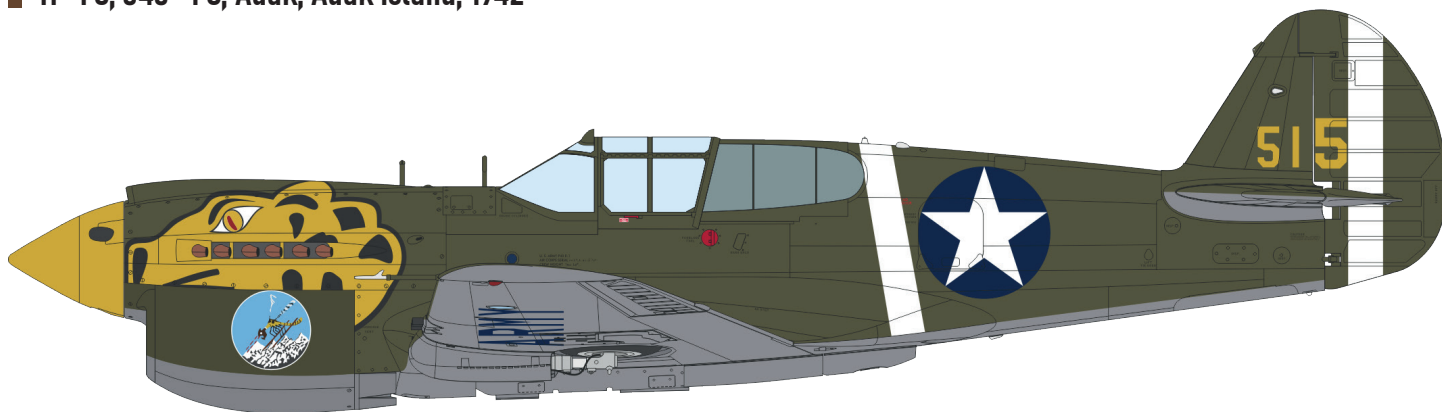
A long serving fighter pilot on two theaters of operations, Pacific and Europe, he did not achieve the status of fighter ace, as he earned only three aerial victories, but he became famous as one of two first Americans putting their foot on the Japanese soil. It happened on August 25, 1945, when, on a sweep mission to Kyushu, Tice landed his P-38 on Nittagahara

airfield as he accompanied another pilot who was short of fuel. Clay Tice, Jr. Served a tour with the 49th FG in the Pacific early in the war, flying P-39, next came a combat tour as CO of the 507th FS, 404th FG in Europe. Later he went back to the 49th FG as CO of the group starting from July 16, 1945. All his aircraft bore the name Elsie, this P-40E from his first time with

49th FG was no exception. The nose was adorned with the skull and the axe motif. The bottom surfaces, originally in Sky color, were repainted dark gray, probably Neutral Gray. During the repainting process of the Warhawks of 49th FG received in the RAF camouflage, also the nose cone in the Sky was repainted. Again, the gray of undersurfaces was probably used.



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

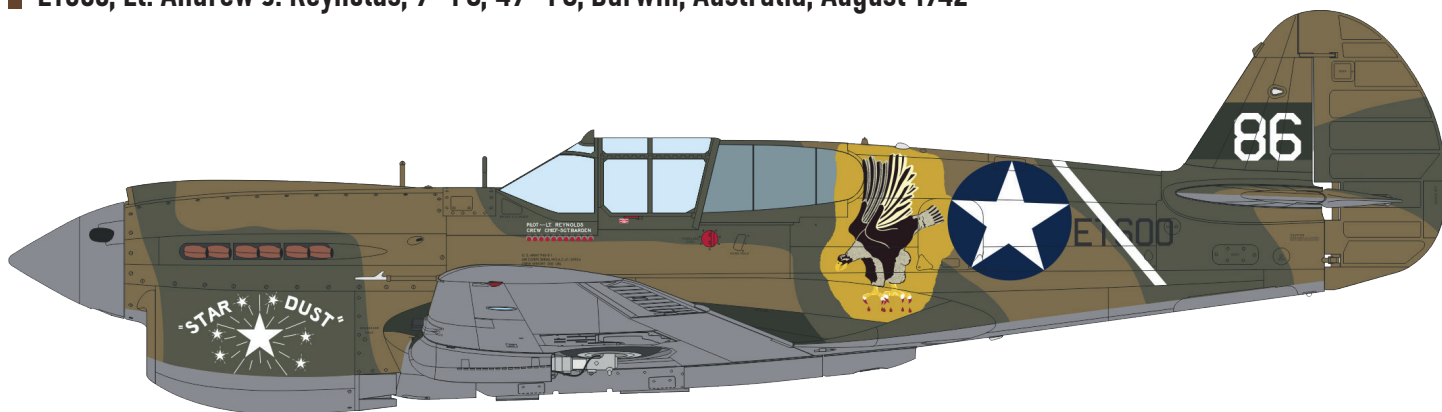


The 343rd FG became famous for its actions against Japanese in the area of Aleutian archipelago, operating from Alaska territory. Harsh conditions took their tax on both airmen and their machines forcing to interchange parts on daily basis. In this example. The P-40E got not only a new rudder with part of serial

number of different aircraft, but also the bottom engine cowl, which interrupted the famous tiger head painting, which became a "trademark" of Aleutian Tigers. Instead, there was a painting of the probably personal emblem of the pilot – the angry mosquito over the Aleutian mountains. As there is only one photo of the plane in

this state of markings, we cannot be sure the emblem was painted also on starboard side of the nose.

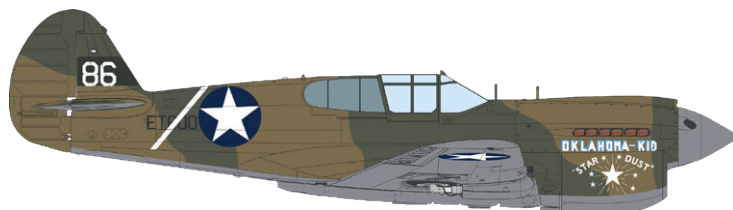
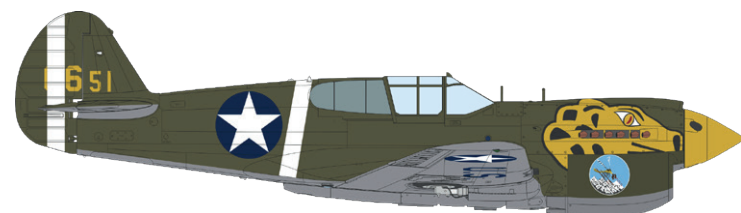
ET600, Lt. Andrew J. Reynolds, 9th FS, 49th FG, Darwin, Australia, August 1942



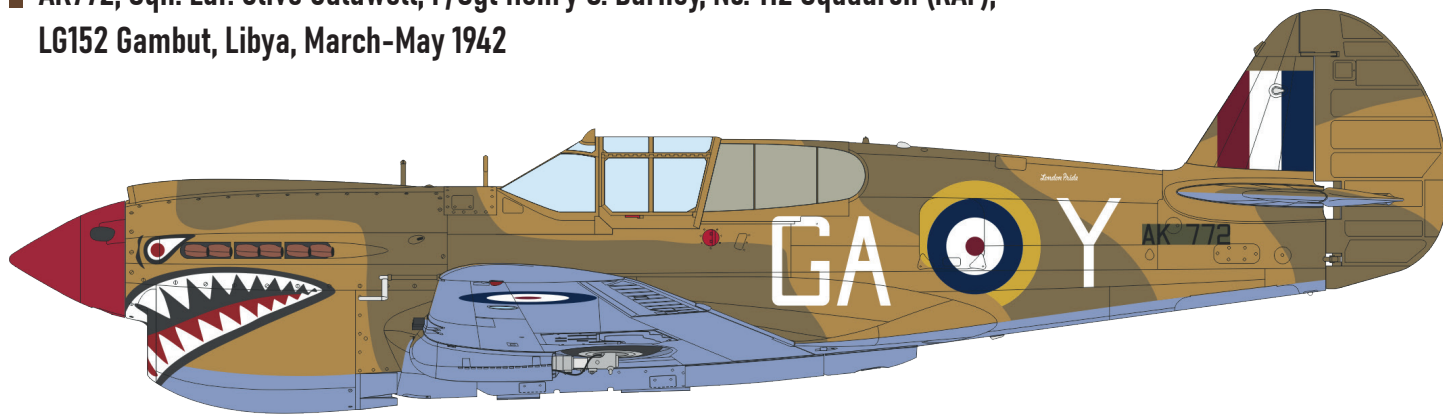
Andrew Jackson Reynolds was born on August 17, 1917, in Seminole, Oklahoma. He studied Chemical engineering and graduated from University of Oklahoma prior to joining the Army Reserves in November 1940. On July 12, 1941, he was rated a pilot at Kelly Field and joined 20th PS (Prov.) in Australia. He moved with the unit to Java and became member of 17th PS (Prov.) there. After escape back to Australia he joined 9th FS of the 49th FG. His first individual aerial victory came on February 18, 1942, when he

shot down a Zero over Java. Prior to that, he participated by 0,333 share on aerial victory over what has been stated as Bf 110, but was in fact a Mitsubishi G3M of 1. Kōkūtai flown by WO Seiai Iwamoto. At the end of the war, he had 9,333 aerial victories on his account and was promoted up to the Lieutenant Colonel rank during the war. At the end of the hostilities he transferred to the new US Air Force and retired in 1969 as a Colonel. His Star Dust P-40E-1 was known for the painting of the eagle in the

yellow field on the port side of the fuselage. Other members of his flight replicated this to form the Eagle Flight. The appearance of the Star Dust inscription and graphics on the nose changed during time, this one represents the earlier version. The additional name Oklahoma Kid was added on starboard side and it is not known which color was added to the white as the shading. We offer blue or yellow variants.



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

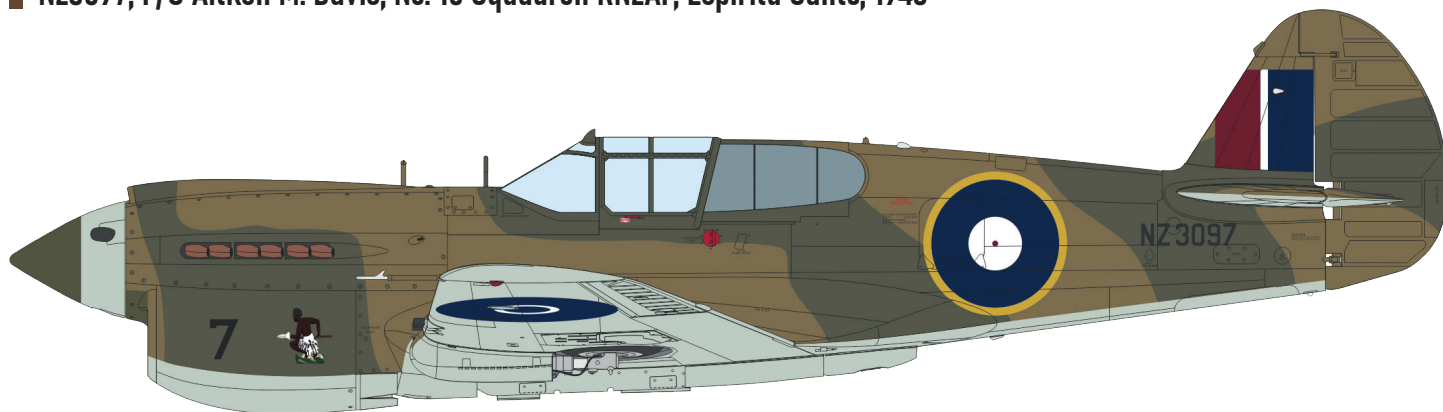


Clive Robertson Caldwell became the most successful Australian fighter pilot of WWII. He shot down 27 enemy aircraft individually and three shared. Also six probably destroyed and 15 damaged enemy aircraft are part of his success during over 300 operational sorties. Only eight of his aerial victories were achieved with Spitfire, the aircraft he was flying during his operational tour in South West Pacific Theatre. The rest made him the highest-scoring P-40 pilot of any air force and also the highest-

scoring Allied pilot in North Africa. He became CO of the famous No. 112 Squadron RAF on January 6, 1942. After his return to Australia, he took command of the No. 1 Fighter Wing of RAAF. Later he was posted to Mildura to command No. 2 Operational Training Unit and then was given command of No. 80 Fighter Wing. With this unit he played lead role in the so called Morotai Scrutiny and was also court martialled for his involvement in an alcohol racket, where the liquor was flown in by RAAF aircraft and then

sold to US forces contingent on Morotai. Caldwell was reduced to the rank of Flight Lieutenant in January 1946 and left service next month. He became successful in clothing business in the post war era and died on August 5, 1994, at the age of 83. He flew this Kittyhawk named London Pride as the CO of No. 112 Sqn, sharing it with Sgt. Henry Burney.

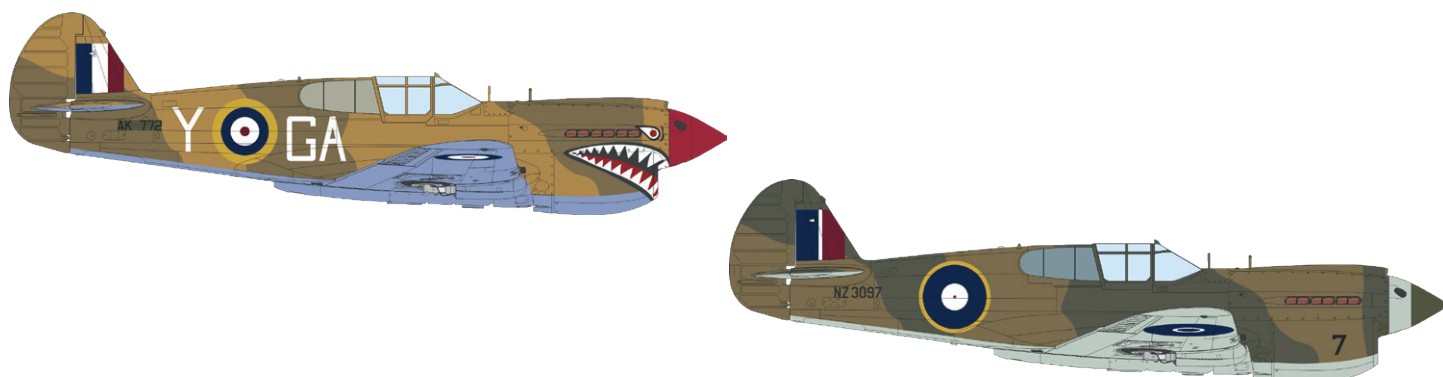
■ **NZ3097, F/O Aitken M. Davis, No. 15 Squadron RNZAF, Espiritu Santo, 1943**



Aitken Maxwell Davis was born on January 8, 1922. He joined No. 15 Squadron in October 1942 in Tonga, and there he flew this P-40E-1 number 7 from November 1942 to February 1943. When the squadron moved to Nadi, Fiji, in March 1943, he flew this aircraft again. In April he ferried it from Nadi to Port Villa in New Caledonia, and then onto Espiritu Santo on April 12, 1943. Davis

carried out two tours of duty in the Solomons area and completed 173 hours of operational flying. He was severely wounded in the left shoulder and leg and while suffering from these wounds, he managed to fly his crippled aircraft back to base where he made a successful belly landing. This did not stop him to return for a second tour of duty during which he destroyed

three Japanese aircraft. One of them was a Zero fighter and the two other victims were unspecified Japanese dive bombers. Aitken M. Davies died on June 19, 1986.

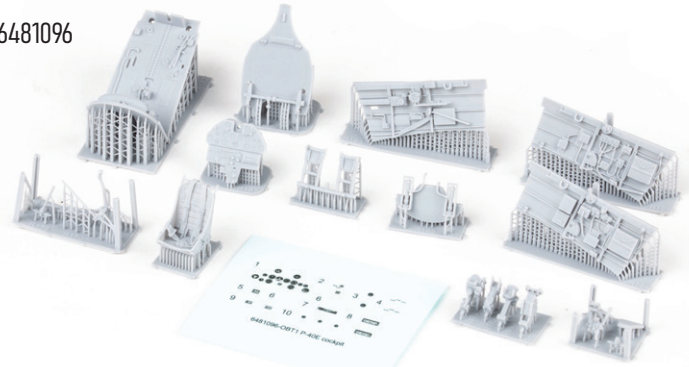


For P-40E Warhawk 1/48

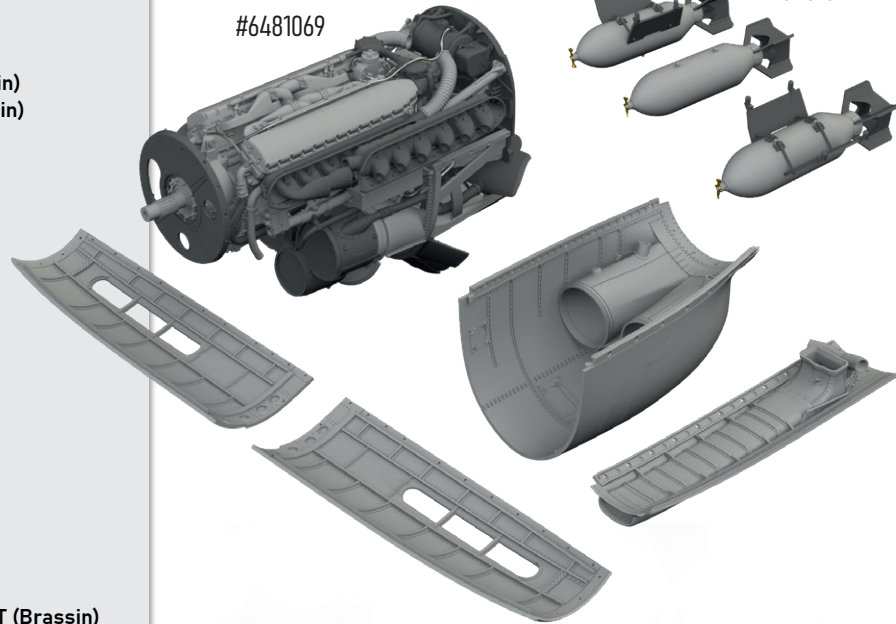
RECOMMENDED:

481155	P-40E landing flaps (PE-Set)
FE1498	P-40E seatbelts STEEL (PE-Set)
644295	P-40E LööK (Brassin)
644298	P-40E w/ rounded exhaust stacks LööKplus (Brassin)
644300	P-40E w/ fishtail exhaust stacks LööKplus (Brassin)
6481057	P-40E wheels diamond tread (Brassin)
6481058	P-40E wheels cross tread (Brassin)
6481059	P-40E wheels block tread (Brassin)
6481060	P-40 exhaust stacks rounded PRINT (Brassin)
6481061	P-40 exhaust stacks fishtail PRINT (Brassin)
6481064	P-40 seat w/ integral belts Type 1 PRINT (Brassin)
6481065	P-40 seat w/ integral belts Type 2 PRINT (Brassin)
6481066	P-40E radio compartment PRINT (Brassin)
6481067	P-40 wheel bays PRINT (Brassin)
6481068	P-40 wheel bays with canvas PRINT (Brassin)
6481069	P-40E engine PRINT (Brassin)
6481070	P-40 seat Type 1 PRINT (Brassin)
6481071	P-40 seat Type 2 PRINT (Brassin)
6481074	P-40E undercarriage legs PRINT (Brassin)
6481075	P-40E gun bays PRINT (Brassin)
6481076	P-40 1000lb US bomb (Brassin)
6481077	P-40 250lb Mk.2 British bomb PRINT (Brassin)
6481078	P-40 30lb frag bombs PRINT (Brassin)
6481079	P-40 500lb M64 US bombs (Brassin)
6481080	P-40 500lb GP British bomb PRINT (Brassin)
6481081	P-40 250lb Mk.1 British bomb PRINT (Brassin)
6481082	P-40 250lb MC British bombs PRINT (Brassin)
6481083	P-40 100lb M30 US bombs PRINT (Brassin)
6481084	P-40 75gal drop tank PRINT (Brassin)
6481085	P-40 52gal drop tank PRINT (Brassin)
6481098	P-40 cold weather exhaust stacks fishtail PRINT (Brassin)
6481099	P-40 cold weather exhaust stacks rounded PRINT (Brassin)
6481100	P-40E tail wheel bay PRINT (Brassin)
6481124	P-40E cockpit w/ late seat PRINT (Brassin)
3DL48208	P-40E SPACE (3D Decal Set)
EX1089	P-40E TFace (Mask)
EX1120	P-40E US national insignia circular (Mask)
EX1124	P-40E US national insignia w/ red center (Mask)

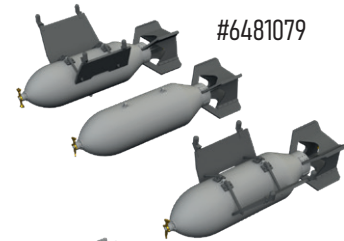
#6481096



#6481069



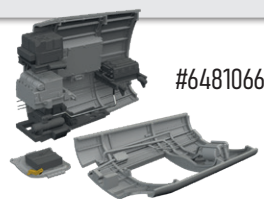
#6481079



#644298



#6481067

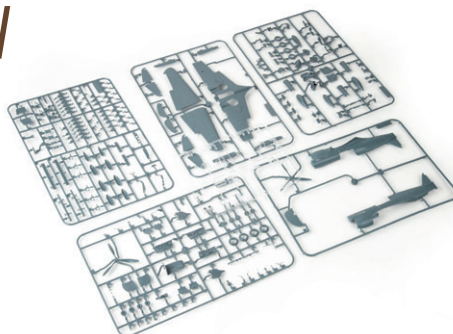


#6481066

OVERTREES

#82241X

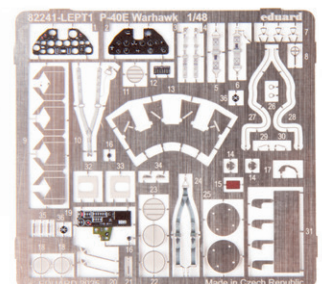
P-40E Warhawk/
Kittyhawk Mk.Ia
1/48


[Product page](#)

OVERLEPT

#82241-LEPT1

P-40E Warhawk
1/48


[Product page](#)



eduard



Katka
Borecká

YOUTUBE PODCAST CHANNEL

eduard
ON AIR



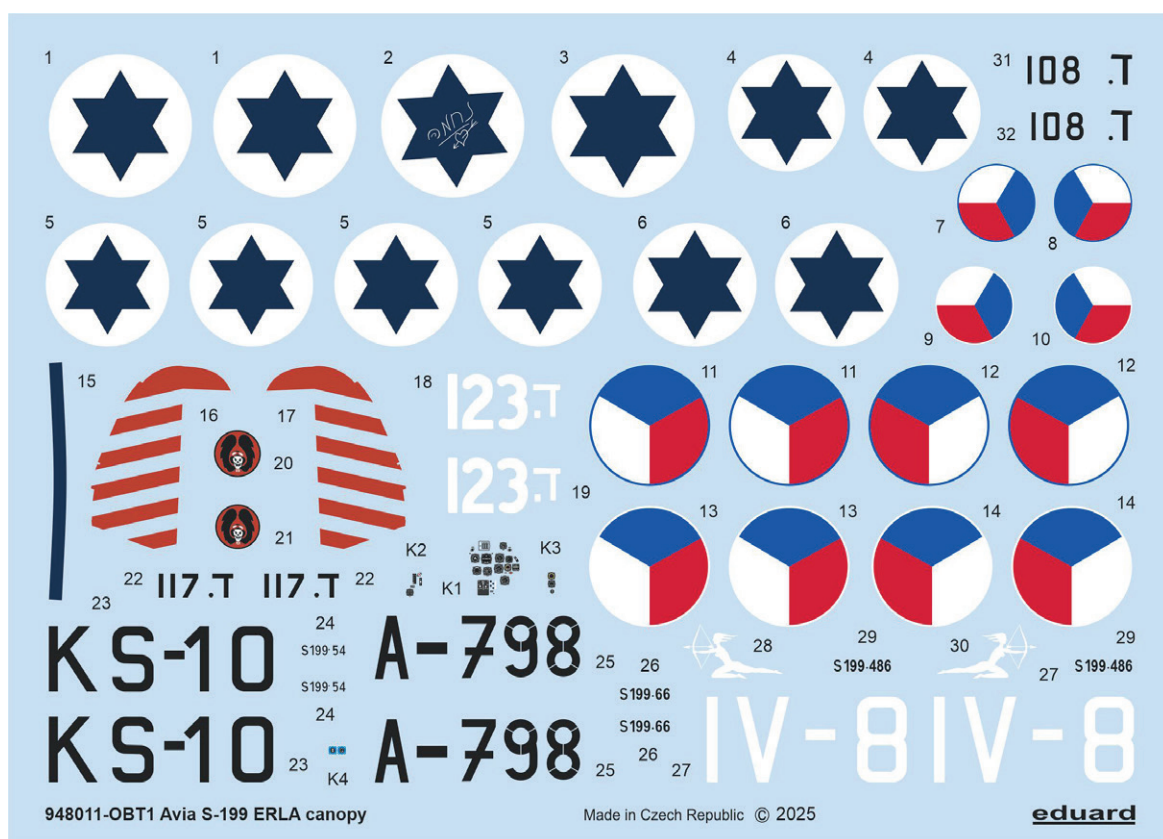
www.youtube.com/@EduardOnAirPodcast

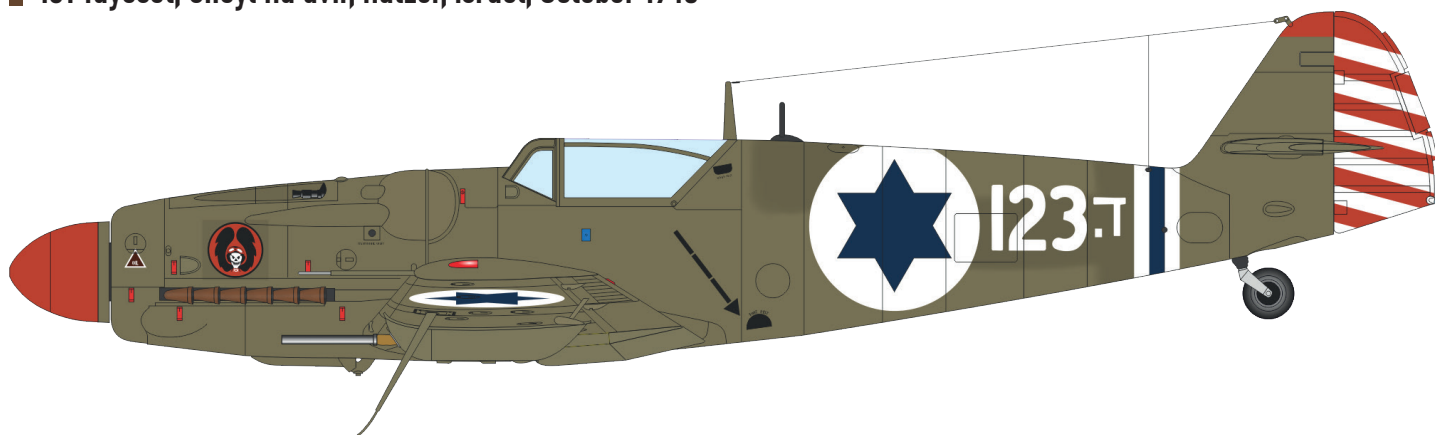
Avia S-199 ERLA canopy Re-Release 1/48

#948011

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

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

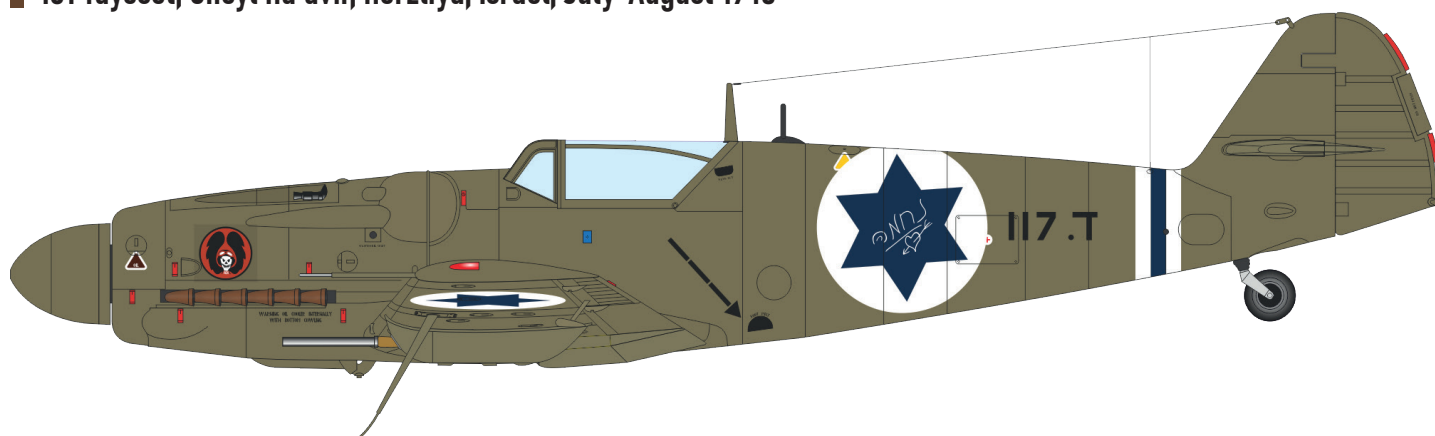
[Product page](#)


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

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

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

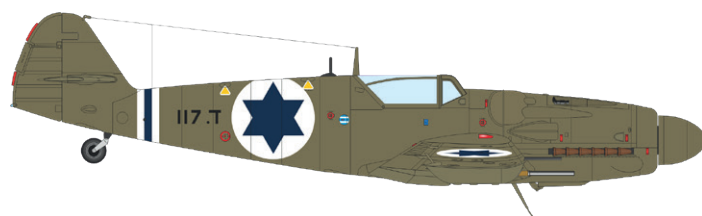
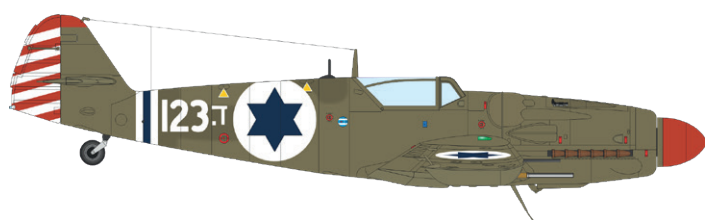
not confirmed by IAF intelligence. In November, D-123 was given the number 1905 as part of the introduction of a new military aircraft marking system. There are a few repairs to the fuselage that appear darker areas on photos of D-123. This has led some researchers to believe the aircraft received a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

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

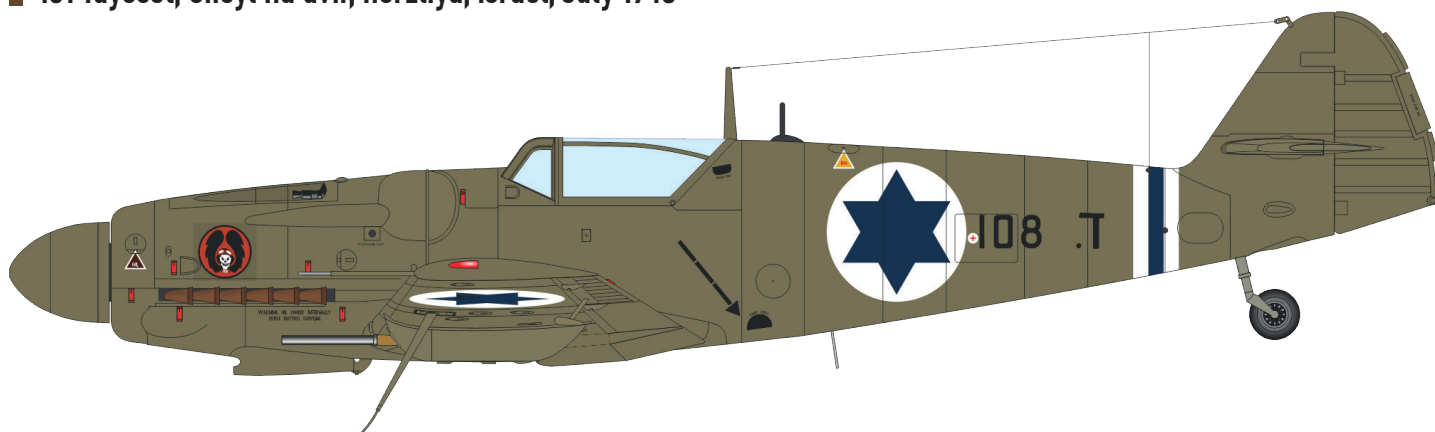
One of the "Messers", as these aircraft were dubbed in Israeli use, that survived the First Arab-Israeli War, was this aircraft coded D-117. It was delivered on July 15, 1948, aboard Balak Flight No. 63 and made its first operational sortie on July 21. In the summer of 1948, 101 Tayeset's (Squadron)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

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

was also fitted with a high-resolution camera to conduct photo reconnaissance missions. In November 1948, the Israeli Air Force changed its alpha numeric aircraft numbering system to a four-digit identification number, and D-117 was renumbered 1901, where 19 stood for the airplane type and 01 for the first airframe on the squadron list.



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

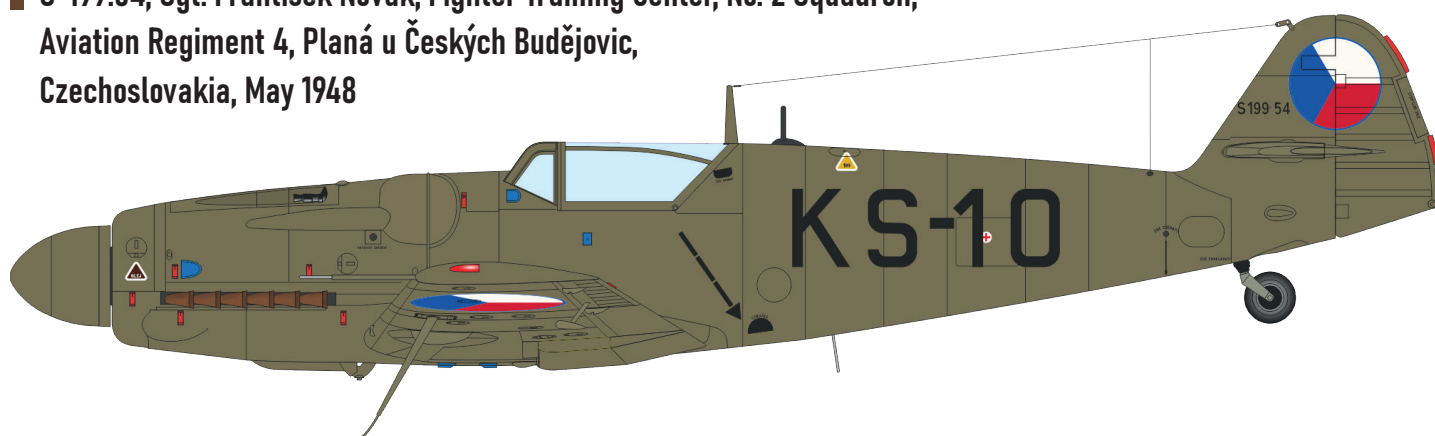


D-108 was part of the first shipment of S-199s from Czechoslovakia to Israel to be deployed in combat in the Arab-Israeli War of 1948. D-108, as can be inferred from its designation, was among the last examples to arrive in the first series, and thus missed the very first missions of the Israeli S-199s.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

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

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

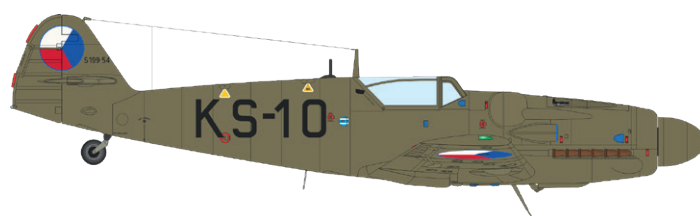
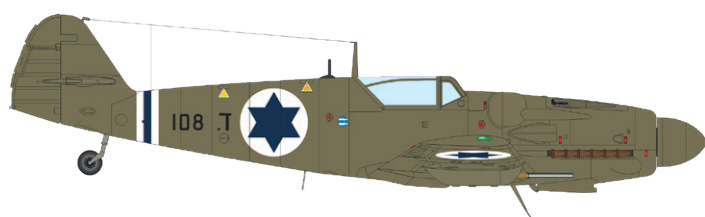
■ S-199.54, Sgt. František Novák, Fighter Training Center, No. 2 Squadron, Aviation Regiment 4, Planá u Českých Budějovic, Czechoslovakia, May 1948



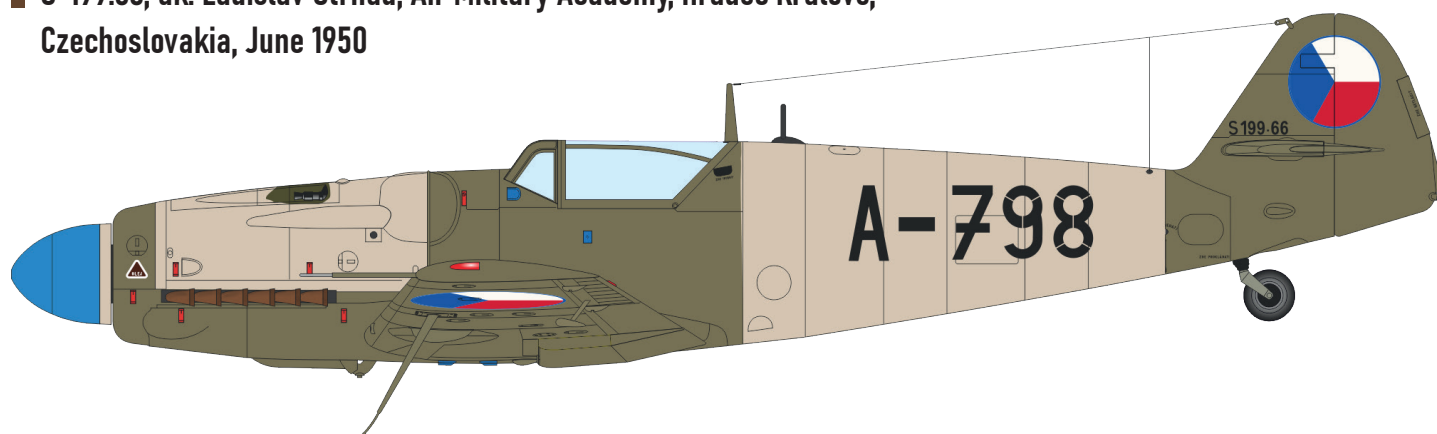
After the communist takeover of Czechoslovakia, military pilot defections to the West were nothing unusual. Former RAF members, who either suspected or even knew that they would be persecuted by the communists, crossed the border and many younger pilots also decided to leave the country. One of them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

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

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



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

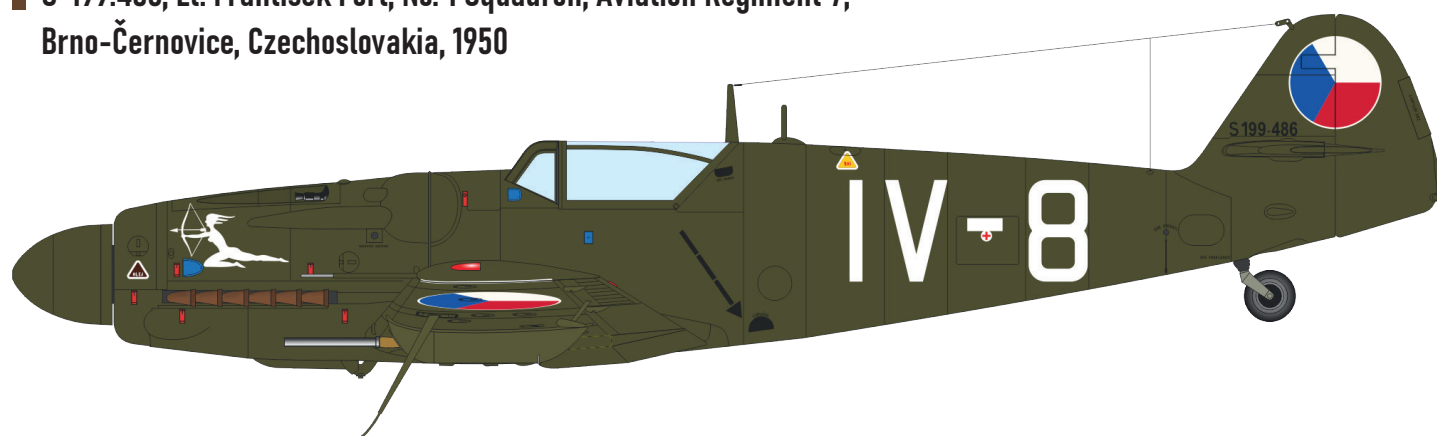


This aircraft was assigned to Air Regiment 7 on August 4, 1948. On May 10, 1950, it was sent to the LVA (Air Military Academy), where it was damaged during take-off from the Pardubice airfield. A good quality photo of this crashed aircraft exists and shows very interesting coloring, as the rear fuselage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

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

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

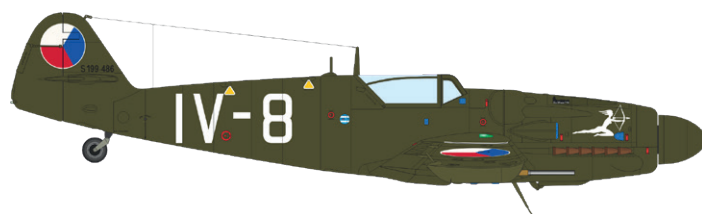
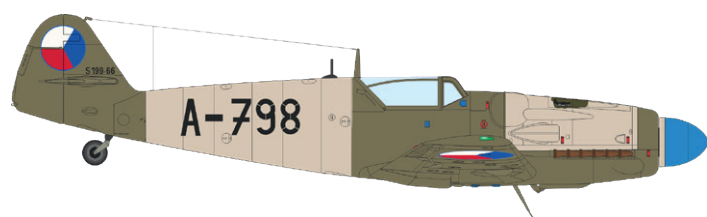
■ **S-199.486, Lt. František Fořt, No. 1 Squadron, Aviation Regiment 7, Brno-Černovice, Czechoslovakia, 1950**



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

the deputy Squadron Commander and Flight Commander František Fořt. According to period witnesses, the same emblem also appeared on the aircraft of two other Flight Commanders, Lieutenants Jaromír Jech and Jiří Váňa. As is mentioned in the unit memoirs, more S-199s were equipped with various emblems, at least for a certain period of time. They are even documented in the said memoirs, but it is not clear to which specific aircraft they refer to.

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



Advert - book Battle of Britain

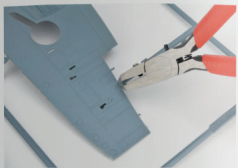
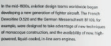


To mark the 85th anniversary of the Battle of Britain, an independent publisher Plastic Invasion has launched a new book project on Indiegogo – Wings Over Britain – A Tribute to the Few. The publication connects historical research, aviation heritage, and scale modeling, focusing on the iconic Spitfire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





644339

P-47N LööK

1/48 MiniArt

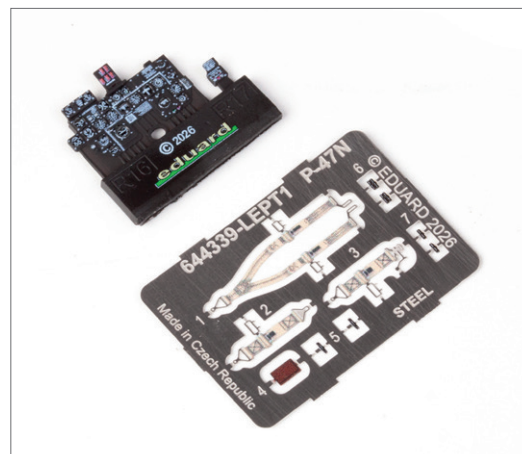
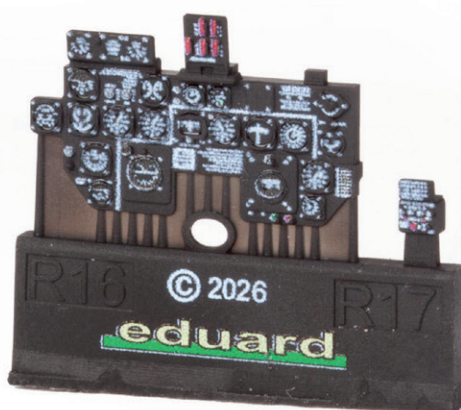
LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-47N in 1/48 scale.

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

[Product page](#)


644342

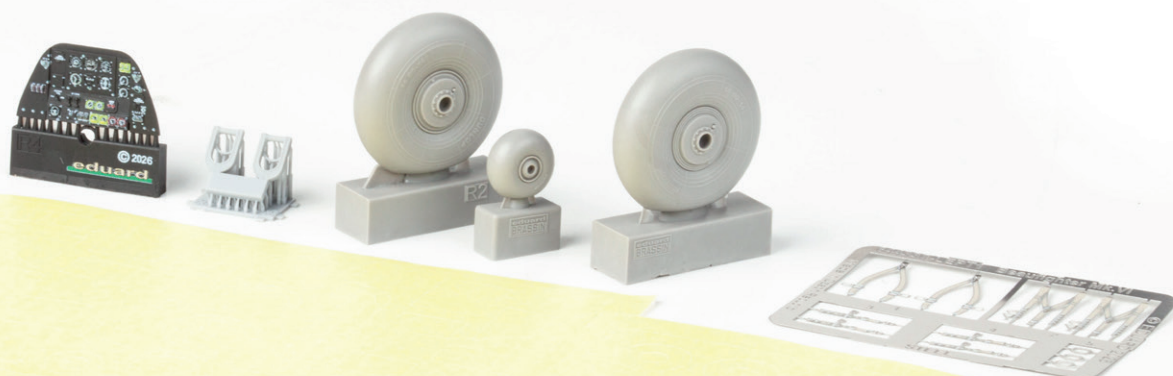
Beaufighter Mk.VI LööKplus

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

[Product page](#)


674055

F-35A LööK

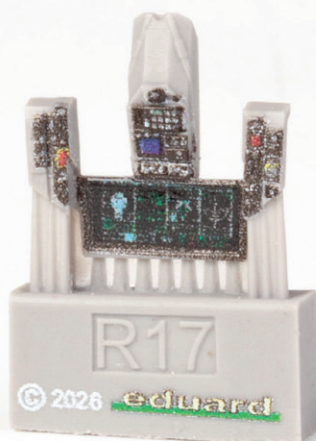
1/72 Tamiya

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

Product page



674056

F-35B LööK

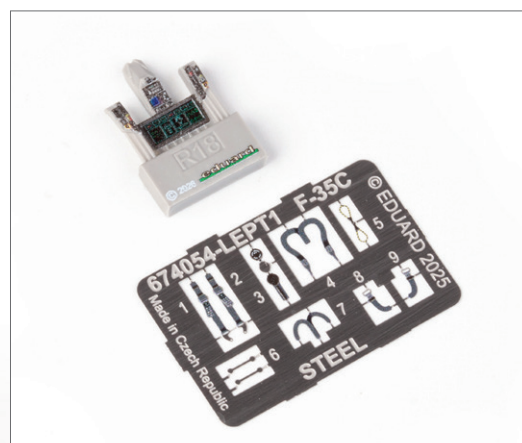
1/72 Tamiya

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

Product page



674060

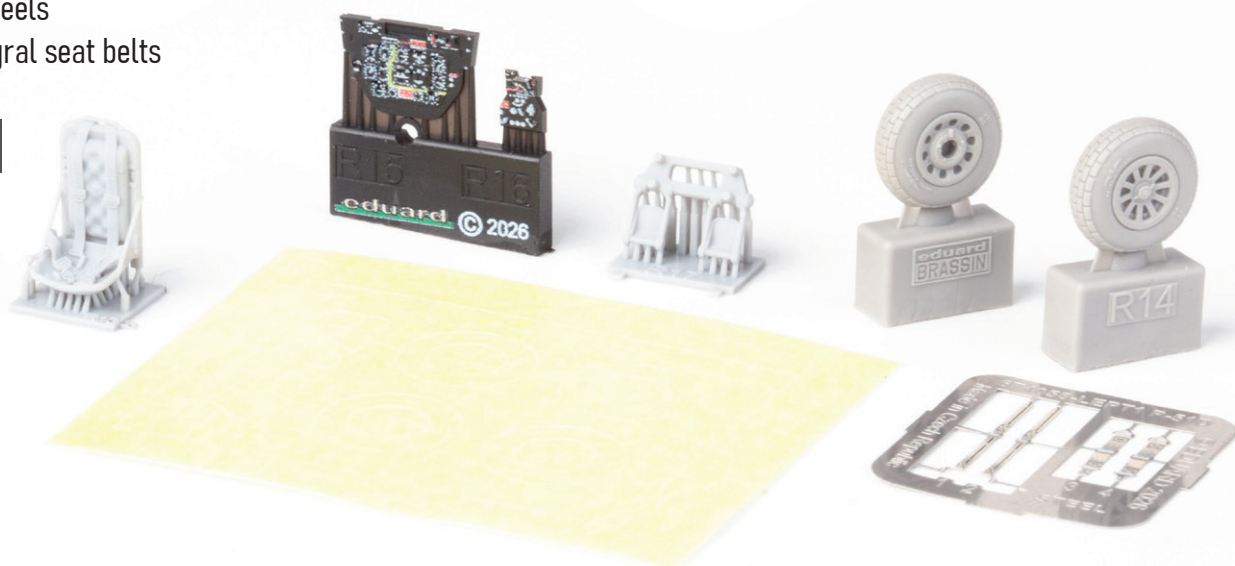
P-51D LööKplus

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

[Product page](#)


674061

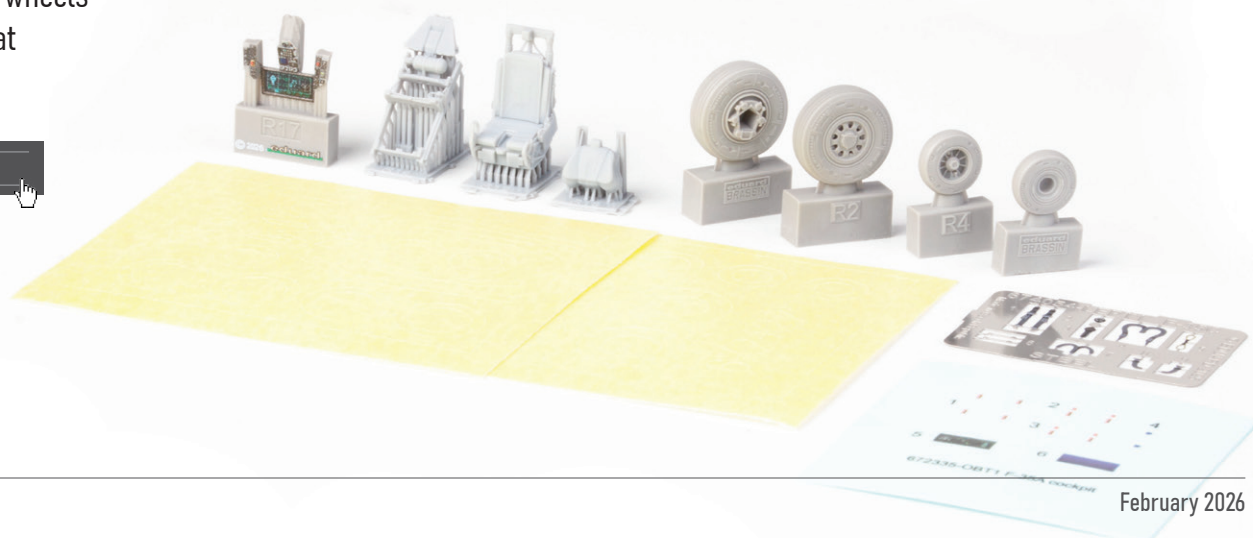
F-35C LööKplus

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

[Product page](#)


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

[Product page](#)



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

[Product page](#)



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

[Product page](#)


6481153

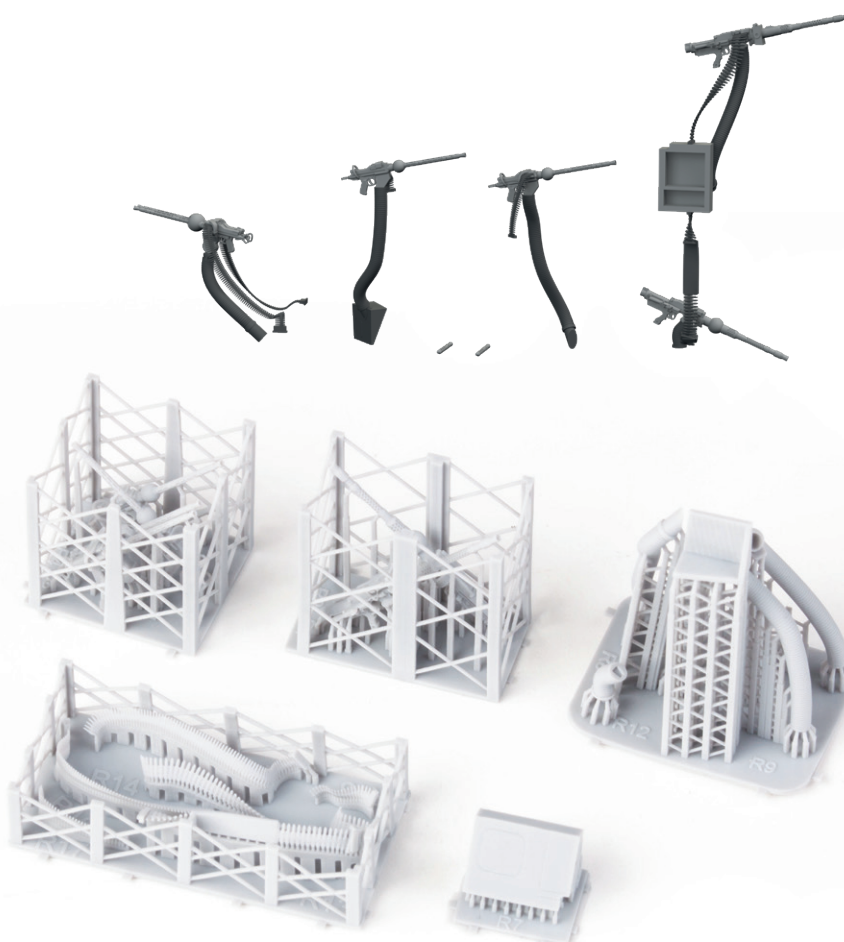
Do 217K guns PRINT

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

[Product page](#)


6481165

Jaguar wheel bays & undercarriage legs PRINT

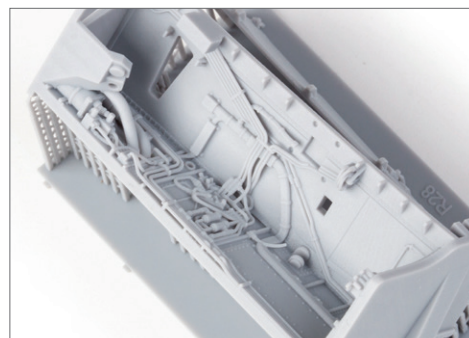
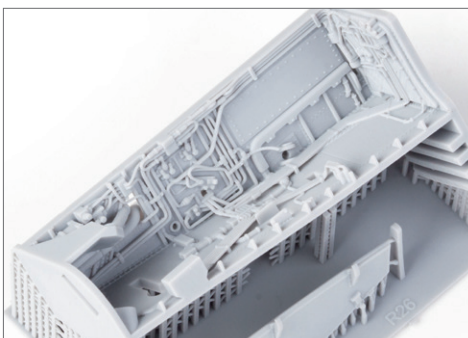
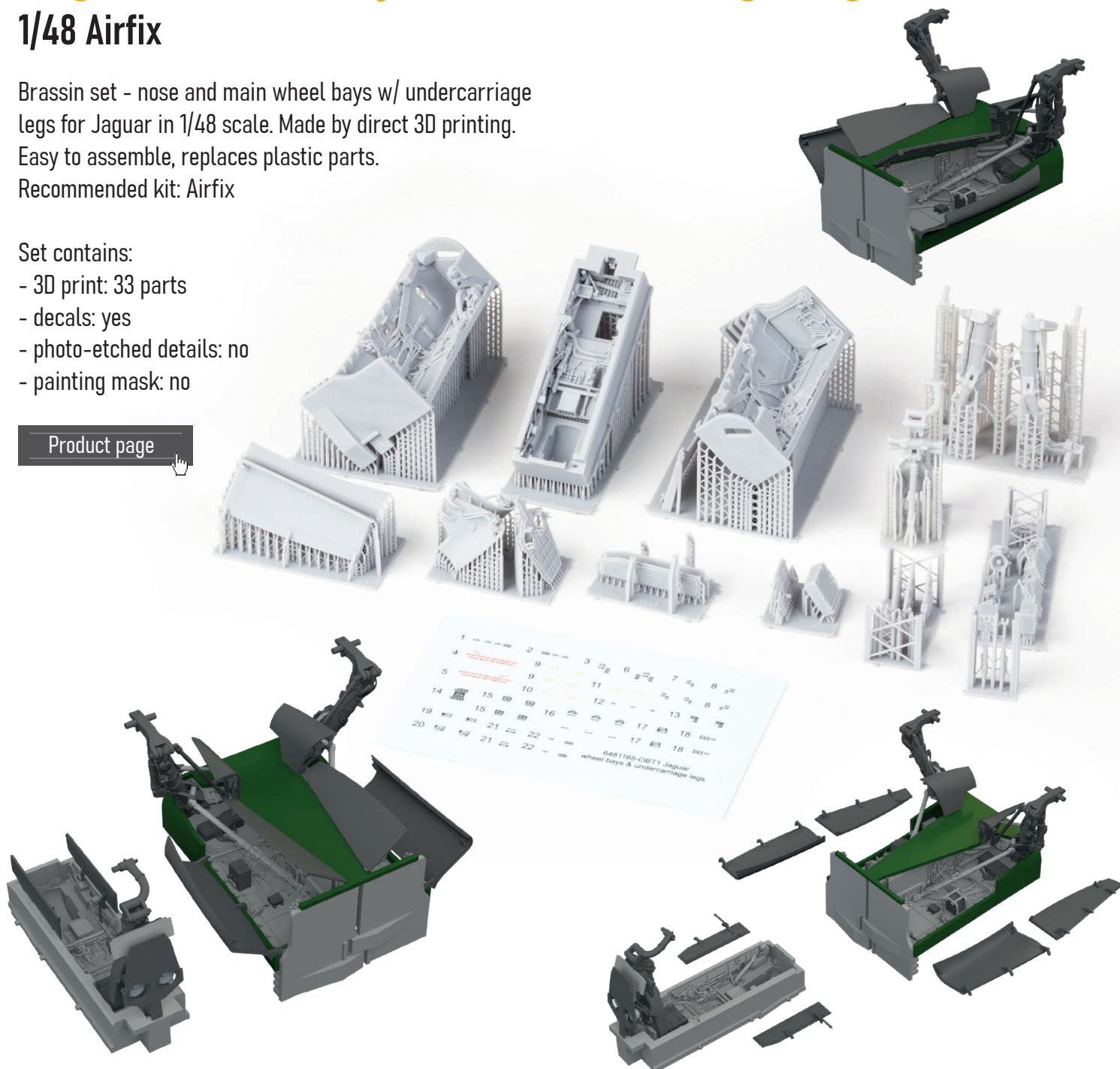
1/48 Airfix

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

[Product page](#)



6481166

F-35C cockpit PRINT

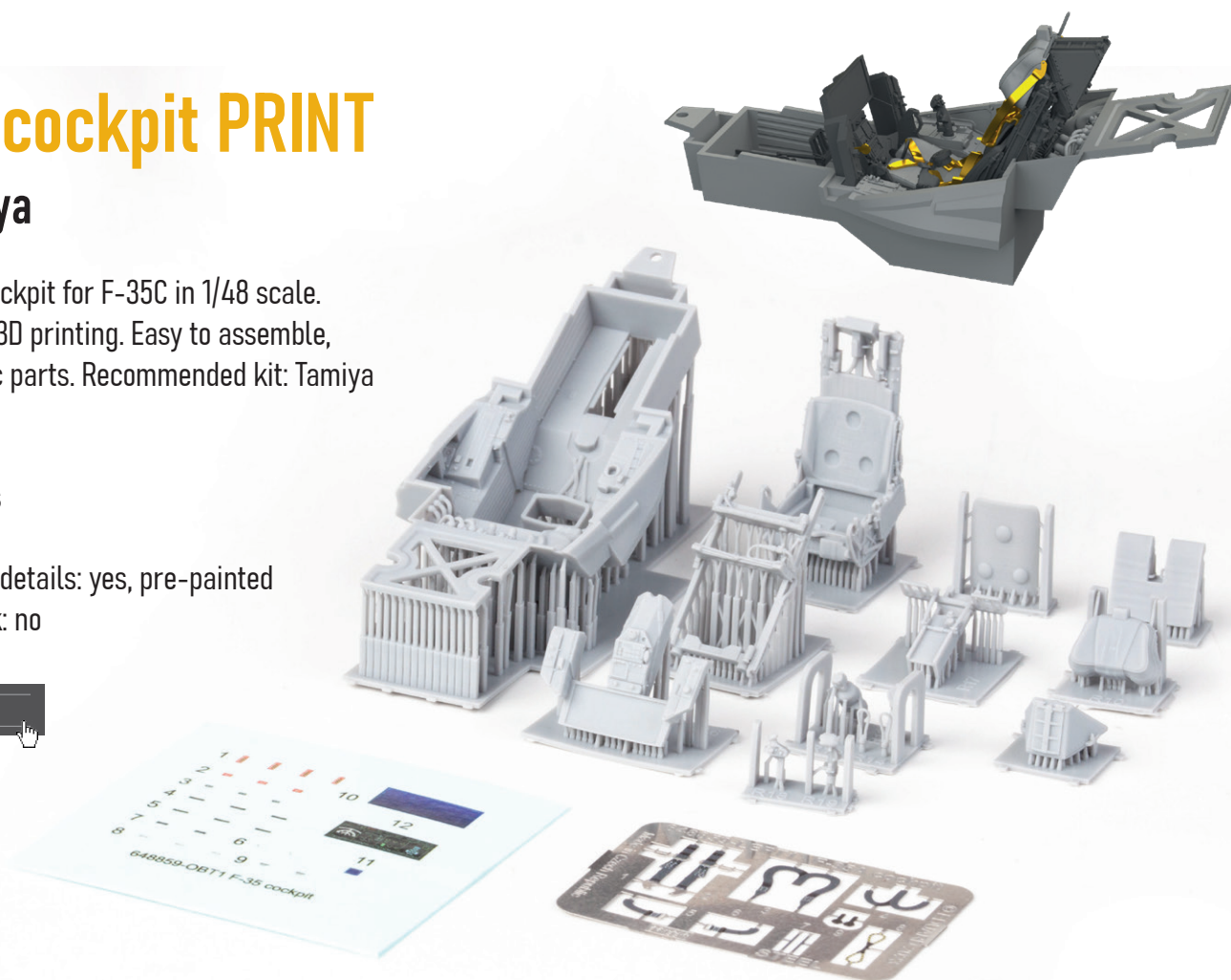
1/48 Tamiya

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

[Product page](#)



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

[Product page](#)



672444

P-51D exhaust stacks w/ fairing PRINT

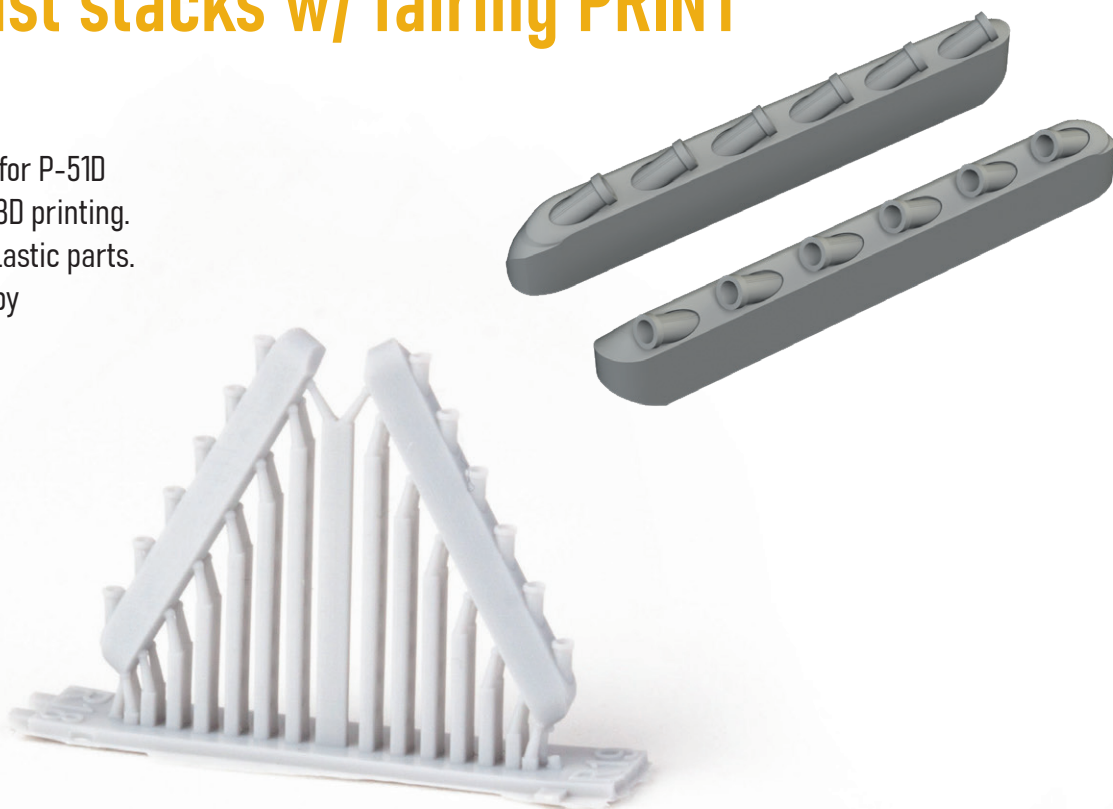
1/72 Arma Hobby

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

[Product page](#)



672445

P-51D exhaust stacks PRINT

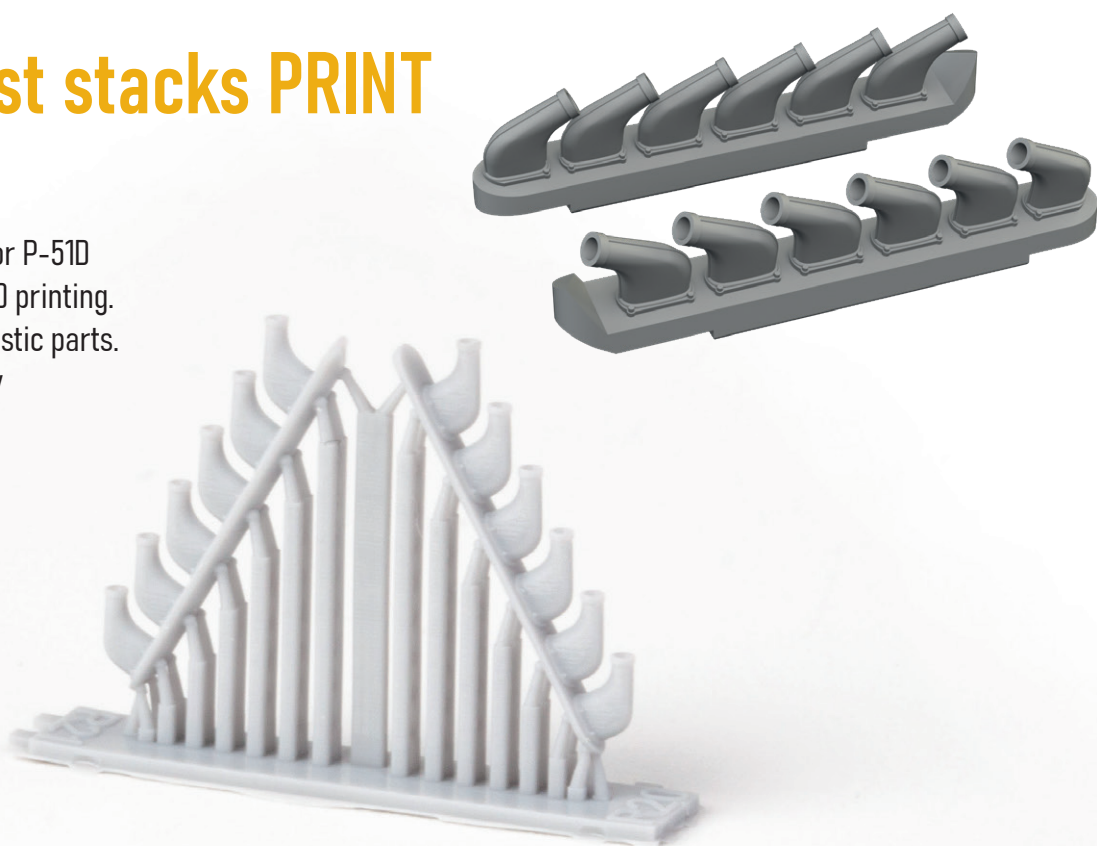
1/72 Arma Hobby

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

[Product page](#)



672446

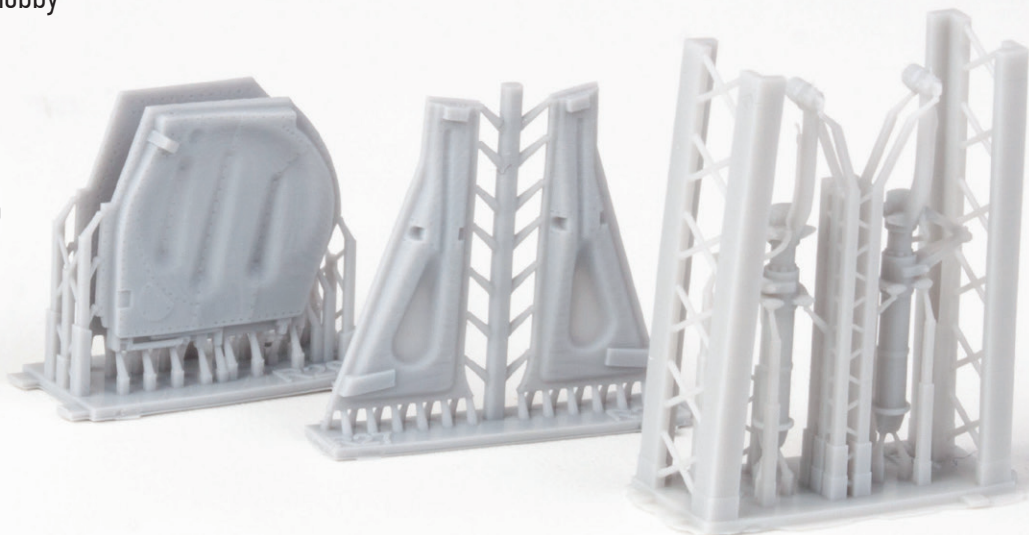
P-51D undercarriage legs PRINT

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

[Product page](#)


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

[Product page](#)


SIN648149

B-26B Marauder

1/48 ICM

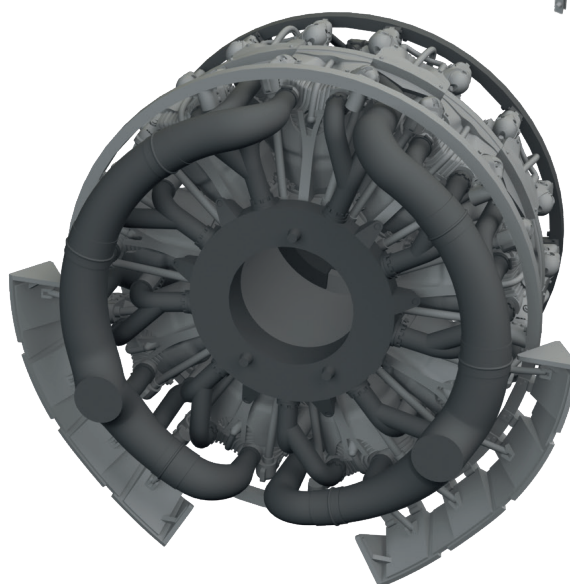
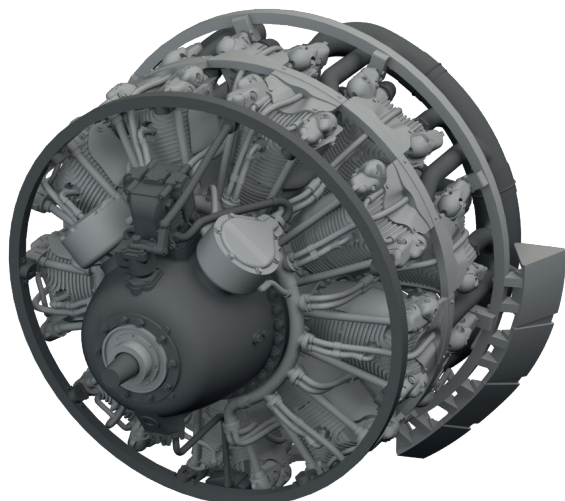
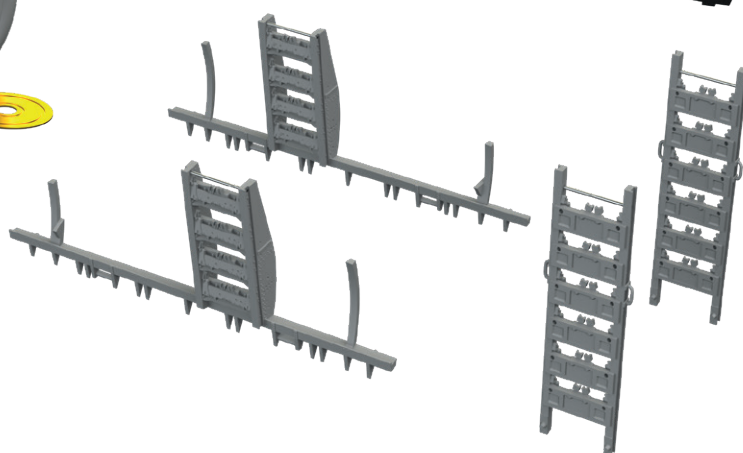
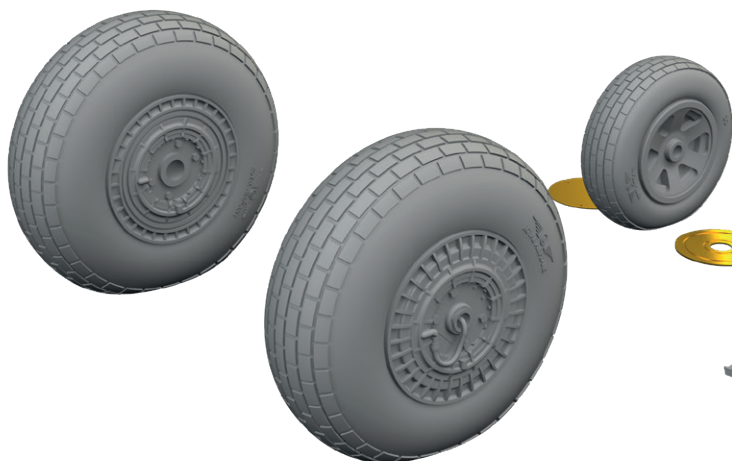
Collection of 4 sets for B-26B Marauder in 1/48 scale.
Recommended kit: ICM

- 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 %.

Product page



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 %.

[Product page](#)



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

P-51D Mustang

7477-ART



P-51D Mustang
P-51D-6, s/n 44-13825, Lt. Edward F. Papp, 78th FS, 35th FG, 8th AF, King's Cliffe, Northampton, 1945
by Piotr Farkasiewicz



Bf 109G-6

84167-ART



Bf 109G-6
Wk 10107, 9th, Sturzkampf, 7th SS, 1st SS, 1st SS, Sicily, June 1943
by Piotr Farkasiewicz



3DL32040 **Bf 109G-5/6 seatbelts SPACE** 1/24 Airfix

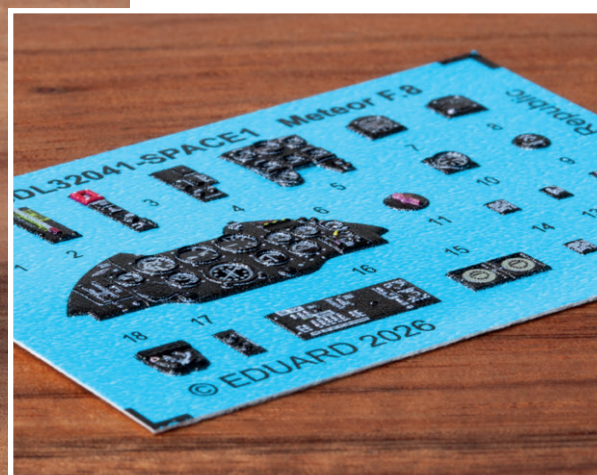
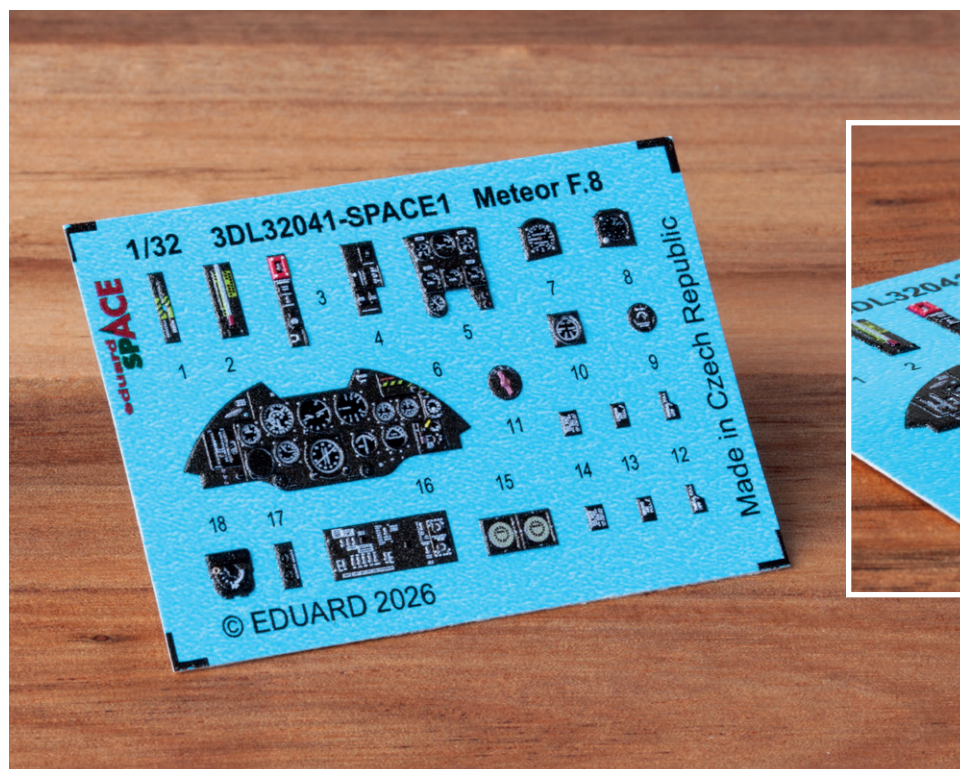
*EASY
APPLICATION*

Product page



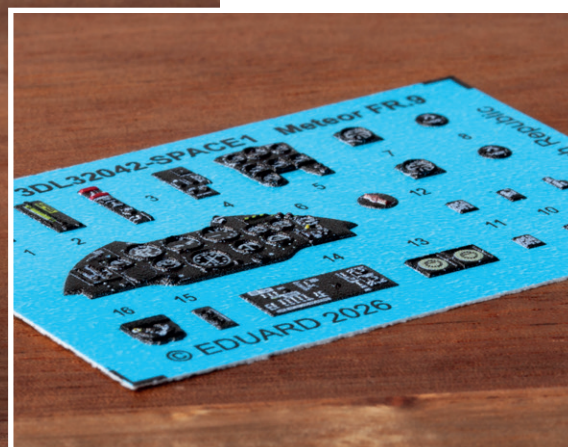
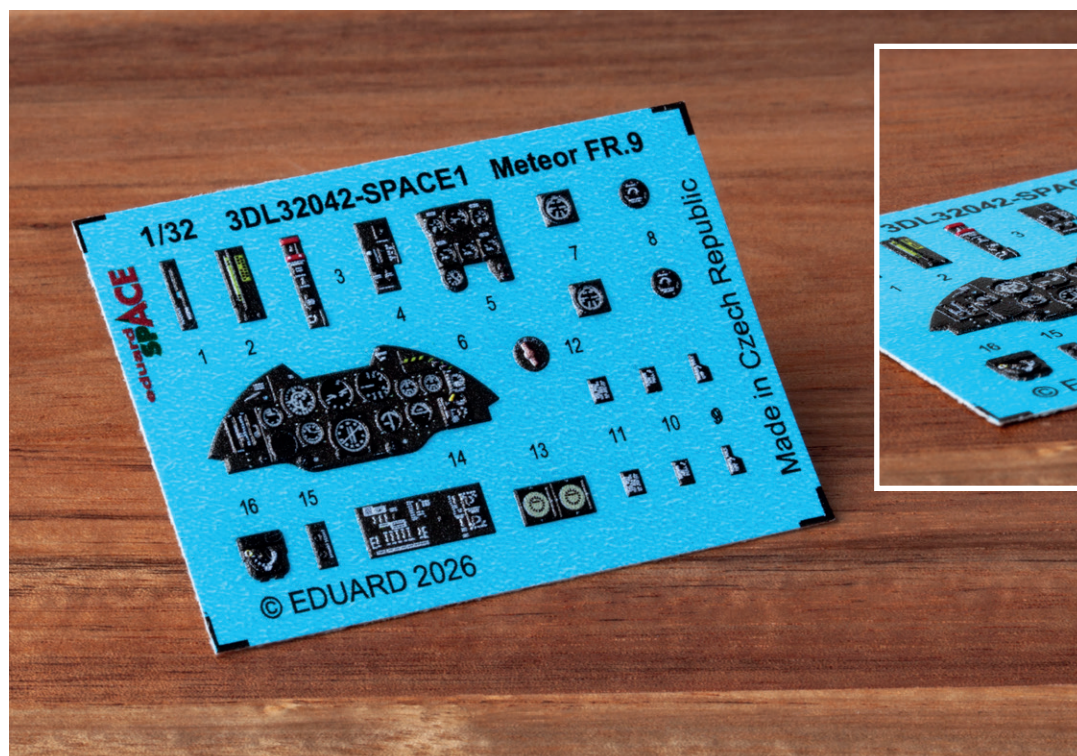
3DL32041 **Meteor F.8 SPACE** 1/32 Revell

Product page



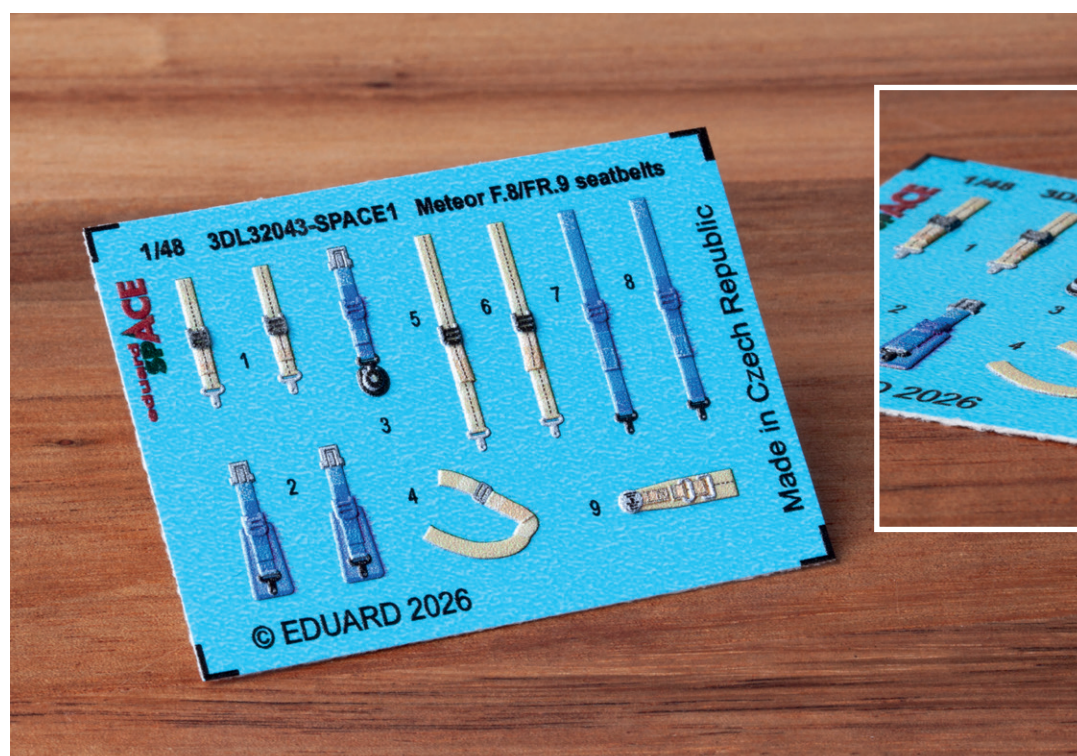
3DL32042 Meteor FR.9 SPACE 1/32 Revell

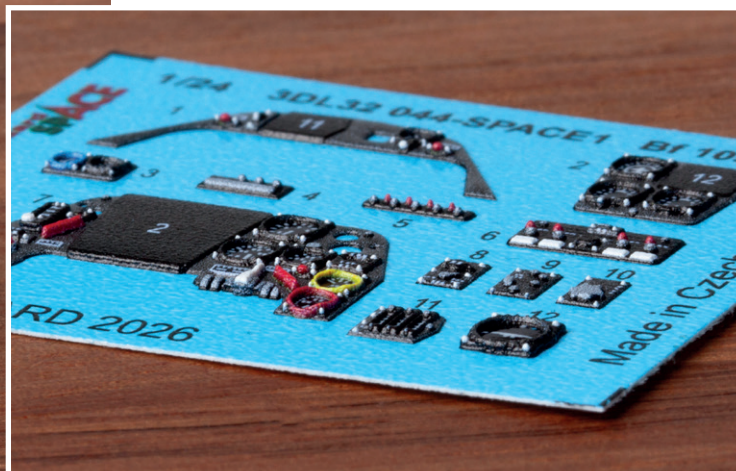
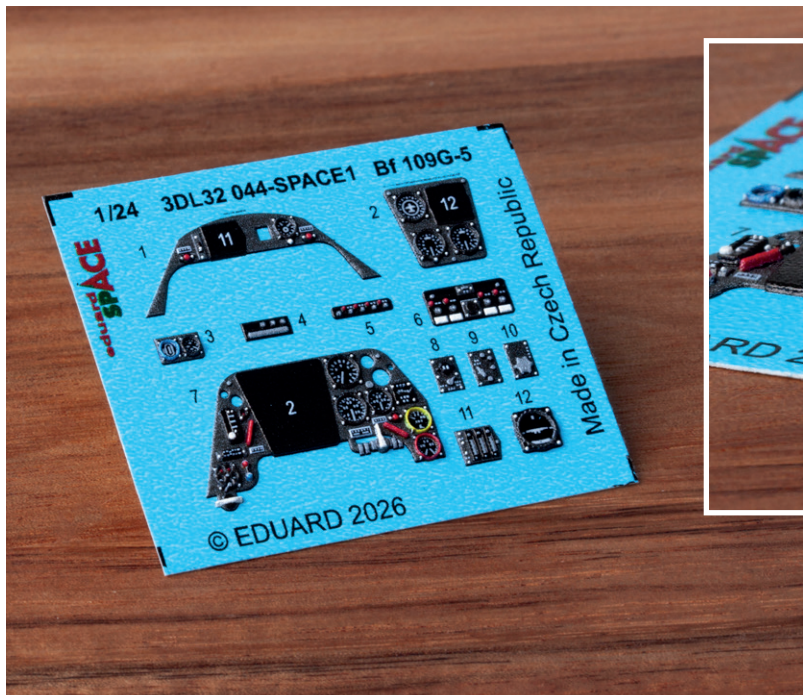
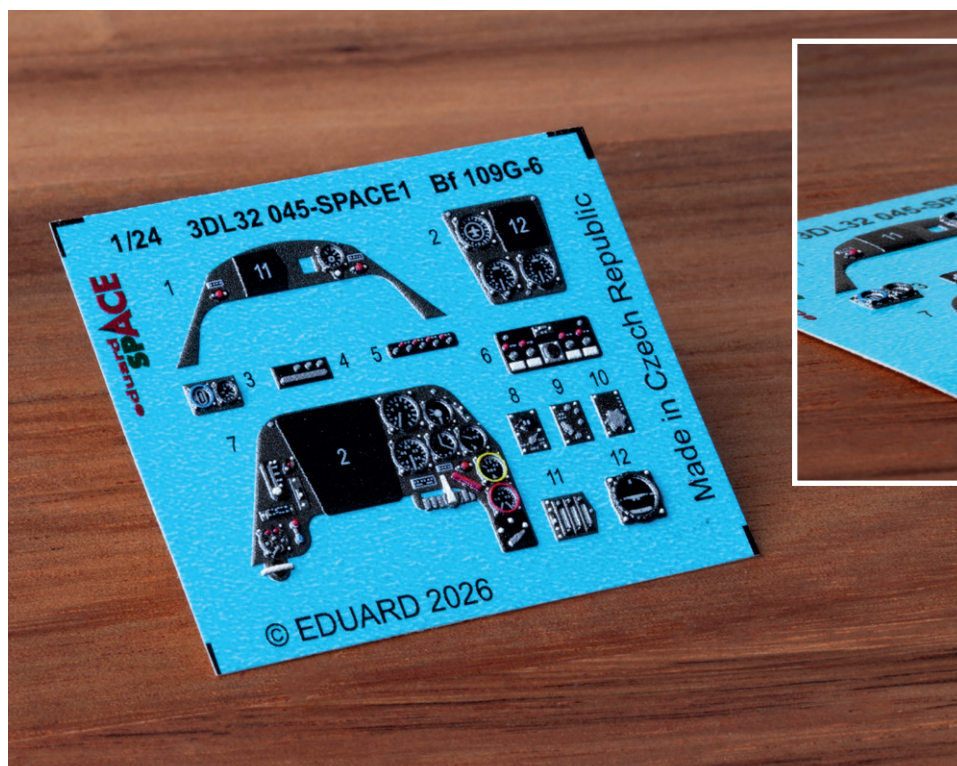
[Product page](#)



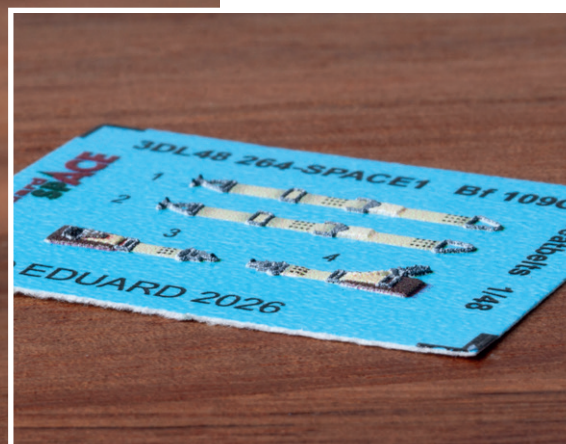
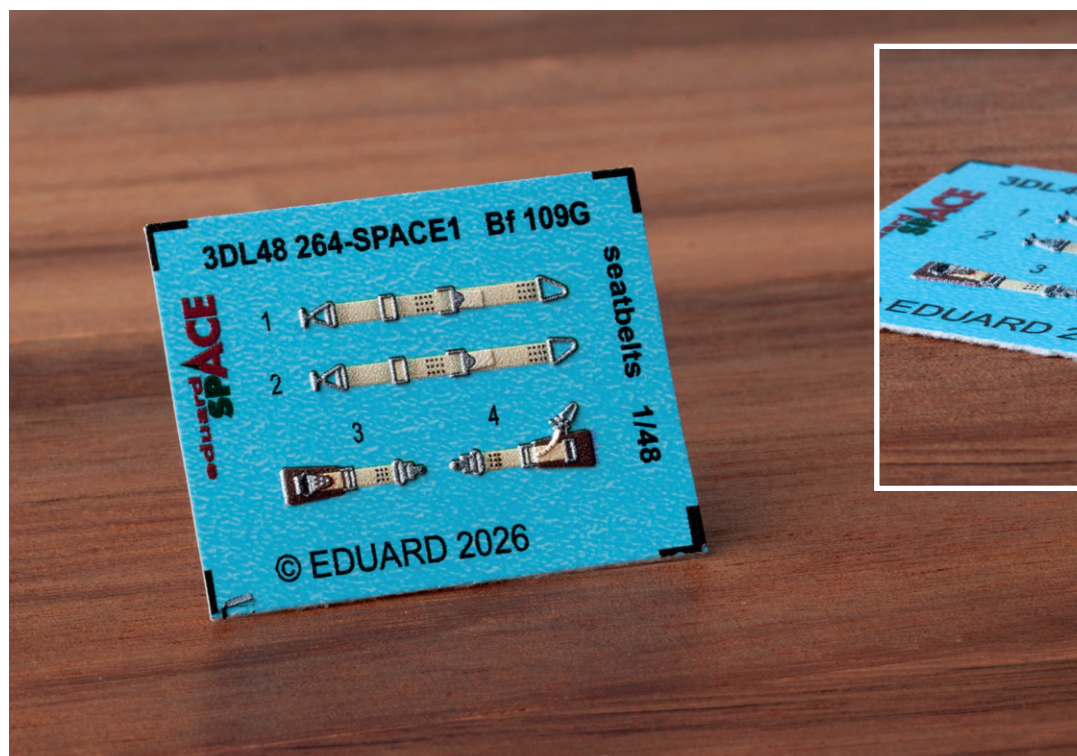
3DL32043 Meteor F.8/FR.9 seatbelts SPACE 1/32 Revell

[Product page](#)

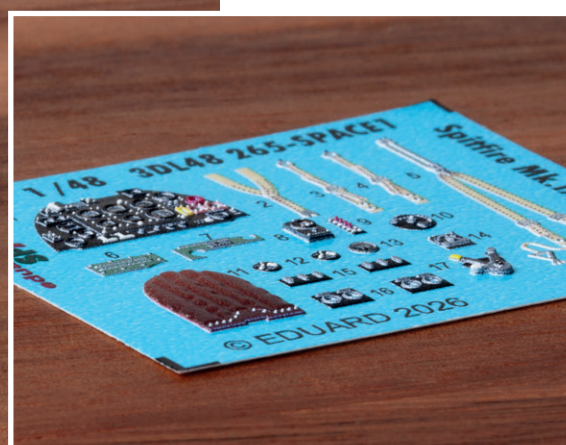
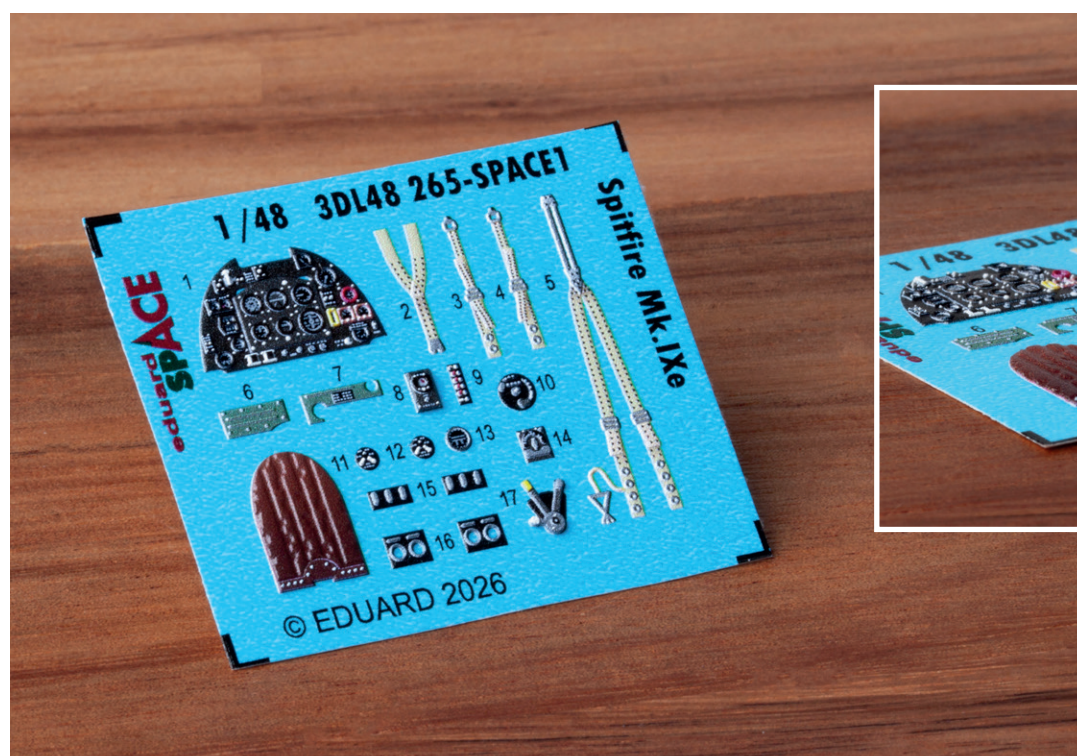


3DL32044 **Bf 109G-5 SPACE** 1/24 Airfix[Product page](#)3DL32045 **Bf 109G-6 SPACE** 1/24 Airfix[Product page](#)

3DL48264 Bf 109G seatbelts SPACE 1/48

[Product page](#)


3DL48265 Spitfire Mk.IXe SPACE 1/48 Airfix

[Product page](#)


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



EX1159 Spitfire Mk.IXe
EX1160 Spitfire Mk.IXe TFace



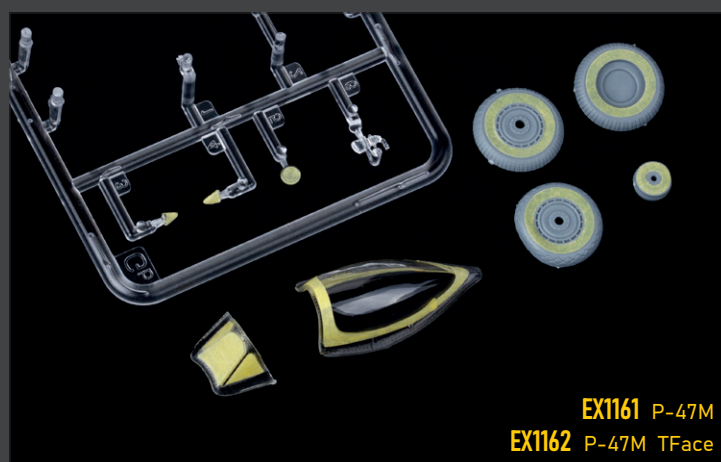
EX1160 Spitfire Mk.IXe TFace



EX1159 Spitfire Mk.IXe
EX1160 Spitfire Mk.IXe TFace



EX1160 Spitfire Mk.IXe TFace



EX1161 P-47M
EX1162 P-47M TFace



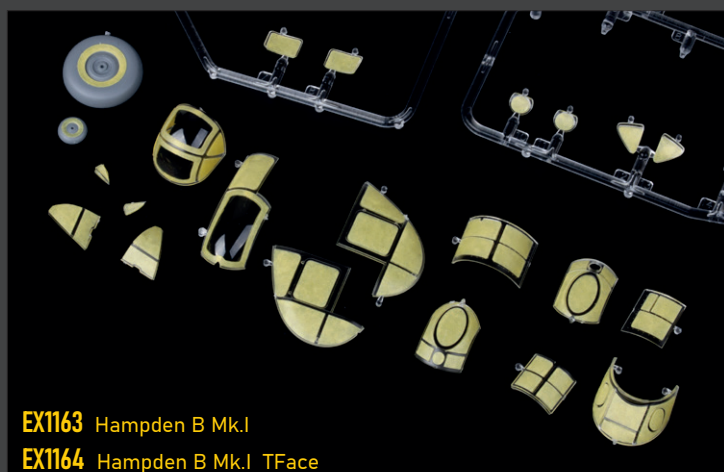
EX1162 P-47M TFace



EX1161 P-47M
EX1162 P-47M TFace



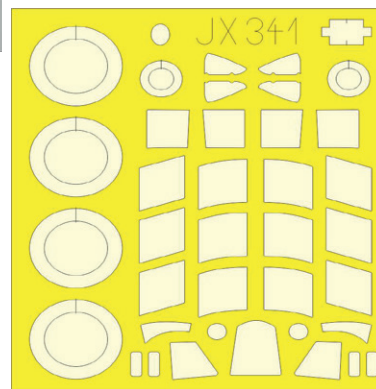
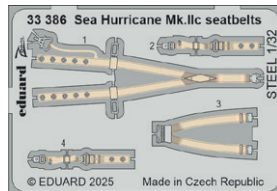
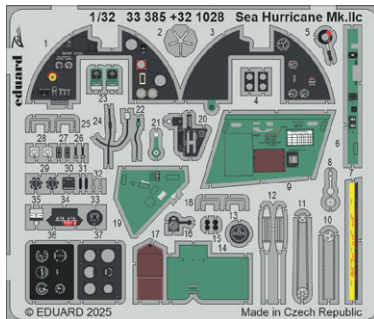
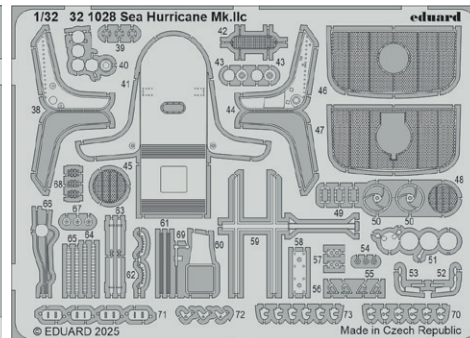
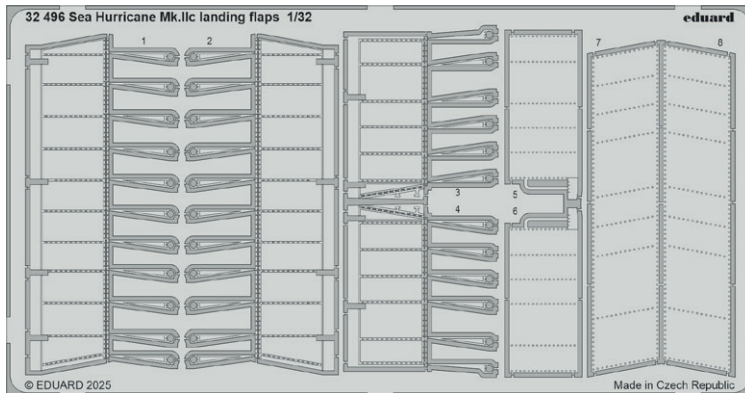
EX1162 P-47M TFace



BIG33171 Sea Hurricane Mk.IIc 1/32 Revell

[Product page](#)

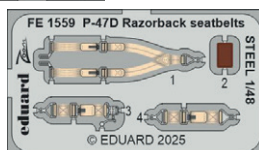
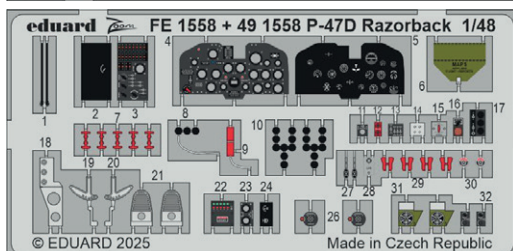
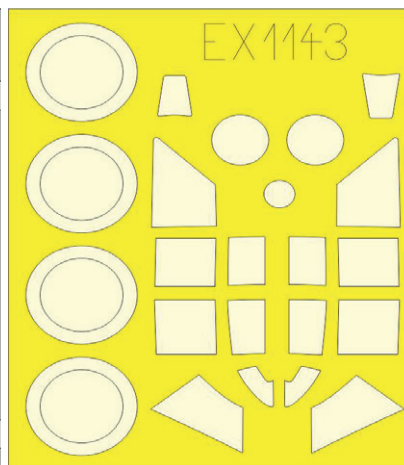
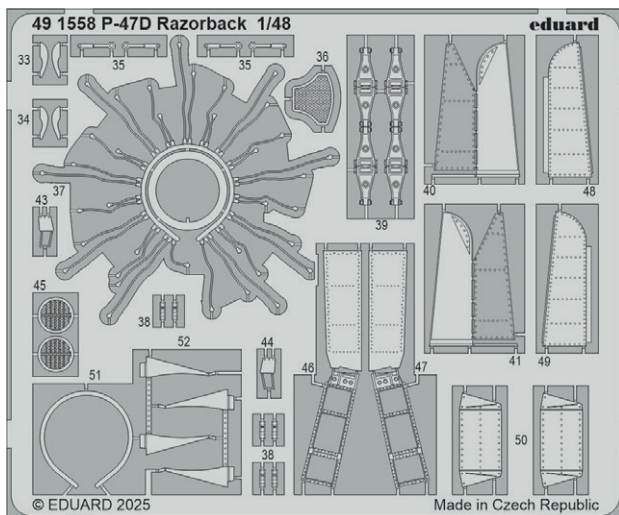
- 321028 Sea Hurricane Mk.IIc
- 32496 Sea Hurricane Mk.IIc landing flaps
- 33386 Sea Hurricane Mk.IIc seatbelts STEEL
- JX341 Sea Hurricane Mk.IIc



BIG49468 P-47D Razorback 1/48 MiniArt

[Product page](#)

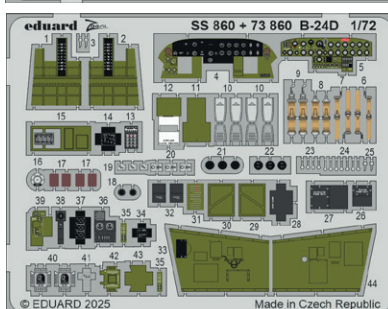
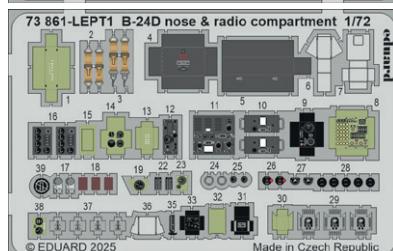
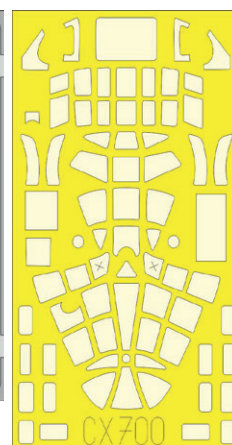
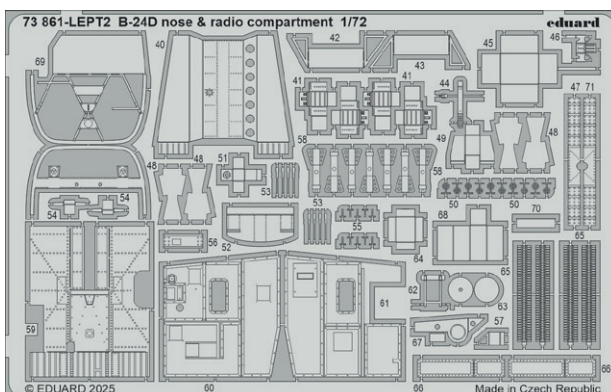
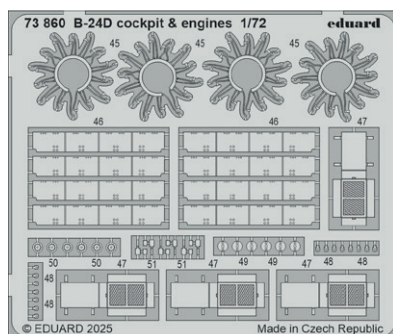
- 491558 P-47D Razorback
- FE1559 P-47D Razorback seatbelts STEEL
- EX1143 P-47D Razorback



BIG72189 B-24D part I 1/72 Airfix

[Product page](#)

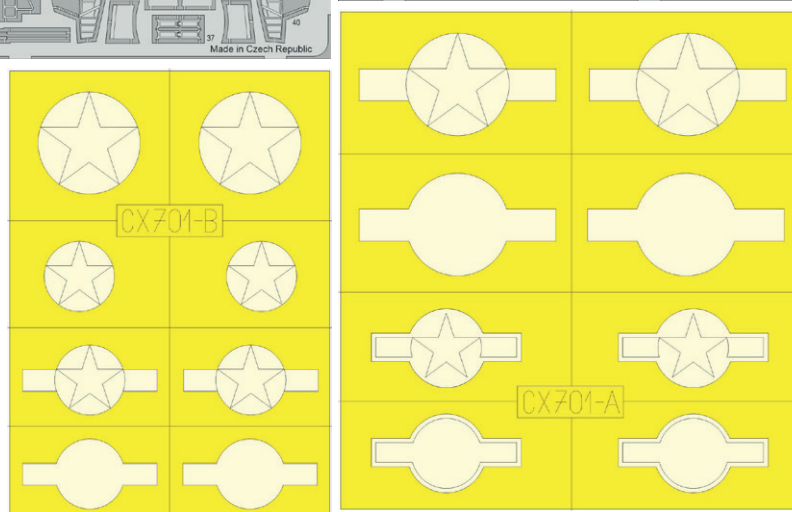
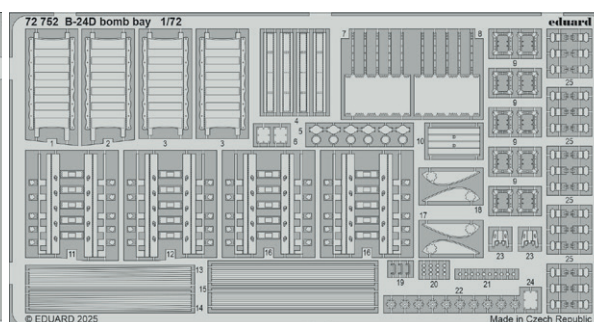
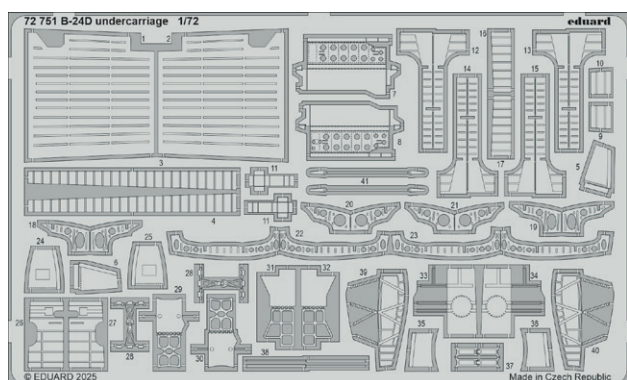
- 73860 B-24D cockpit & engines
- 73861 B-24D nose & radio compartment
- CX700 B-24D



BIG72190 B-24D part II 1/72 Airfix

[Product page](#)

- 72751 B-24D undercarriage
- 72752 B-24D bomb bay
- CX701 B-24D US national insignia



STAVEBNICE

82167	Bf 109G-6	1/48	ProfiPACK
7477	P-51D Mustang	1/72	Weekend
82241	P-40E Warhawk Re-Release	1/48	ProfiPACK
948011	Avia S-199 ERLA canopy Re-Release	1/48	HYBRiD

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

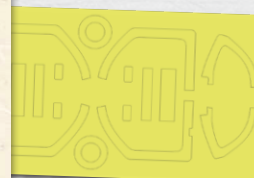
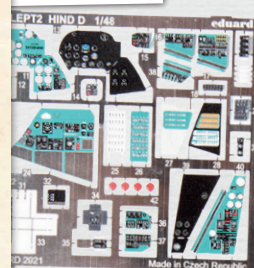
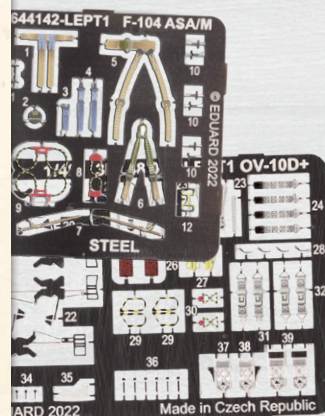
33389	Meteor F.8/FR.9 seatbelts STEEL	1/32	Revell
FE1571	Spitfire Mk.IXe	1/48	Airfix
FE1572	Spitfire Mk.IXe seatbelts STEEL	1/48	Airfix
SS866	P-51D Weekend	1/72	Eduard

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

BIG ED

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

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

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

BIGSIN

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

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

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



Profile No. 45: Messerschmitt Me 410 W.Nr. unknown, "MB + yellow 8"



6/ZG 76
pilot unknown

Messerschmitt Me 410 A "MB + yellow 8" of the II. Gruppe ZG 76 photographed at Seerapen airfield in late autumn 1944. In the cockpit, 278 4 Reflexivster 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 MG 103s.



Profile No. 46: Messerschmitt Me 410 W.Nr. unknown, "MB + black 10"



Stab 2./ZG 76
pilot unknown

This Messerschmitt Me 410 was found by Soviet troops together with others parked and abandoned alongside the highway from Schroda to Grodenhain. Black digit "10" 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 Nummer of the plane is not visible (or not applied at all).



Gebetsseinnung

Bei einem Gedächtnisfest und England bei den Winternächten von 22 Jahren am 15. August 1940 für Deutschland ihre und Seiner Majestät die Königin Mutter.

Flugzeugführer

Jakob Bindorfer

geboren in einem Jagdfliegerbataillon
Stabskapitän der 1. Gruppe
Jahresheft des 1. und 11. und anderer Regimenter.

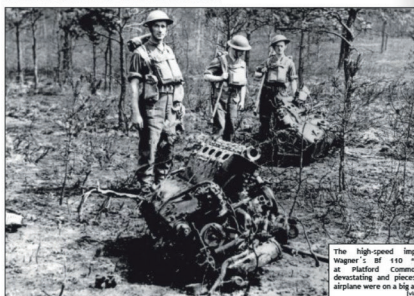
Der Herr ist ein Mann, der sich für die Luftfahrt interessiert und die Luftfahrt mit großer Begeisterung verfolgt. Er ist ein Mann, der sich für die Luftfahrt interessiert und die Luftfahrt mit großer Begeisterung verfolgt.

Spärl Fried

geboren am 21.3.1913
Oberleutnant
1. Gruppe
Klein

Above: Bindorfer, Spärl, who operate "MB + yellow 8" and "MB + black 10" were not on 15 August "Black 10" Farm at P.

On 15 August 1940 lost ZG 76 a final number of thirty-four men. One of them was a member of 6./ZG 76, Fw. Jakob B. He was an experienced fighter, successfully fighting in the French campaign. Jakob Bindorfer, a twenty-two-year-old, was a member of the German section of the military cemetery at Cannock Chase in England. It is believed, that he was killed on the ground after the landing. Air intelligence reported the following details about his plane: Marlin yellow, red, and white design on the nose. Engines on 601 made at Genshagen-Kr. Armament: four MG17s, two 20 mm cannons. The unit was detached from the aircraft code letters.



I find my old Rottenkammer Feldwebel Jöncke again. At the same time, I see two Glotter coming down out of the clouds.

My Rottenkammer 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 clouds. He don't see him again. Perhaps after he was damaged in the attack - we will never know.

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

The airfield's anti-aircraft defenses joined the fight with their six fixed and two mobile sites. First, the German fighters managed to hit and disable the mobile firing position. Helmut Jöncke then targeted the fixed one. Helmut Jöncke suffered several hits on his machine wearing code "MB-H". Once again, extending the previous ones from Sp. Solje's Due to this, he had to make an emergency landing fire. Due to this, he had to make an emergency landing fire. Due to this, he had to make an emergency landing fire. Due to this, he had to make an emergency landing fire.

Another BF 110 which was hit by anti-aircraft fire was piloted by Lt. Erhart Kurt. He and his Bordflieger Ogt. Heinrich Bahlmann were killed in the crash of their BF 110.



Lt. Erhart Kurt and his grave in the snowy Norway. (Drawing by J. J. H.)

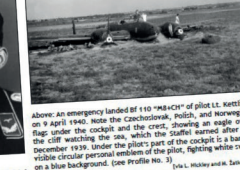


Above: A BF 110 from 1./ZG 76 with code "MB-H" in the case of an additional "Geltungsbuch" tank is attached under the fuselage. The aircraft with the same designation was downed in a dogfight with Horwegian Glotter glider planes on 4 April 1940 near Sande, west of Oslo. It's pilot Ulf. Helmut Jöncke and his Bordflieger Ogt. Karl Löwe were captured. At Breckla. Later investigations showed that the Horwegian fighter Lt. Dag Krohn played a significant role in the hitting and downing of this aircraft with his Glotter.

At this point, the rest of the BF 110s flew on the only remaining ground target. Five of the fire-damaged BF 110s tried to land, and the sixth one covered the others with his shooting. The aircraft was piloted by Lt. Helmut Jöncke.



Above: an emergency landed BF 110 "MB-H" of pilot Lt. Helmut Jöncke on 4 April 1940. Note the Czechoslovak, Polish, and Norwegian flag under the cockpit and the crest, showing an eagle over the crest watching the sea, which the staffel earned after 18 December 1939. On the pilot's part of the cockpit (a barely visible circular emblem of the pilot, fighting white swan) on a blue background. (see Profile No. 3)

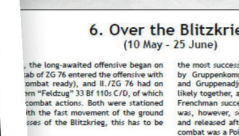


Left: Helmut Jöncke and his grave in the snowy Norway. (Drawing by J. J. H.)

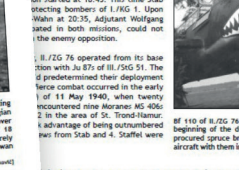


Above: a BF 110 from 1./ZG 76 with code "MB-H" in the case of an additional "Geltungsbuch" tank is attached under the fuselage. The aircraft with the same designation was downed in a dogfight with Horwegian Glotter glider planes on 4 April 1940 near Sande, west of Oslo. It's pilot Ulf. Helmut Jöncke and his Bordflieger Ogt. Karl Löwe were captured. At Breckla. Later investigations showed that the Horwegian fighter Lt. Dag Krohn played a significant role in the hitting and downing of this aircraft with his Glotter.

At this point, the rest of the BF 110s flew on the only remaining ground target. Five of the fire-damaged BF 110s tried to land, and the sixth one covered the others with his shooting. The aircraft was piloted by Lt. Helmut Jöncke.



Above: an emergency landed BF 110 "MB-H" of pilot Lt. Helmut Jöncke on 4 April 1940. Note the Czechoslovak, Polish, and Norwegian flag under the cockpit and the crest, showing an eagle over the crest watching the sea, which the staffel earned after 18 December 1939. On the pilot's part of the cockpit (a barely visible circular emblem of the pilot, fighting white swan) on a blue background. (see Profile No. 3)

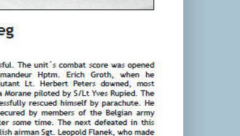


Left: Helmut Jöncke and his grave in the snowy Norway. (Drawing by J. J. H.)

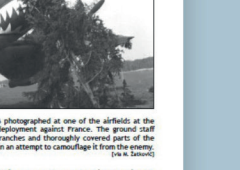


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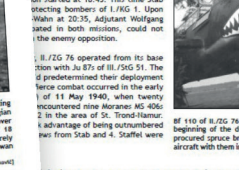


Left: Helmut Jöncke and his grave in the snowy Norway. (Drawing by J. J. H.)

6. Over the Blitzkrieg (10 May - 25 June)

The long-awaited offensive began on 10 May 1940. The 1st Gruppe ZG 76 entered the offensive with combat ready, and 11./ZG 76 began on "Feldzug" 33 BF 110 G-0, of which combat actions. Both were stationed at the first movement of the ground force of the Blitzkrieg, this had to be the enemy opposition.

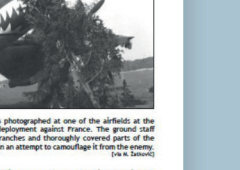
11./ZG 76 operated from its base near Ju 87 of III./ZG 51. The predetermined their deployment force combat occurred in the early 11 of May 1940, when twenty encountered nine Moranes MS 406 2 in the area of St. Trond-Hamur. The advantage of being outnumbered was from Stab and 4. Staffel were



Left: Helmut Jöncke and his grave in the snowy Norway. (Drawing by J. J. H.)

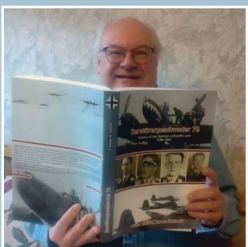
The most successful. The unit's combat score was opened by Gruppenkommandeur Hptm. Erich Groth, who he and Gruppenadjutant Lt. Herbert Peters downed, most likely together, a Morane piloted by 51/Lt. Yves Ruyet. The Frenchman successfully rescued himself by parachute. He was, however, rescued by members of the Belgian army and released after some time. The next defeated in this combat was a Polish airman Sgt. Leopold Flanek, who made

BF 110 of 1./ZG 76 photographed at one of the airfields at the beginning of the deployment against France. The ground force procured press branches and thoroughly covered parts of the enemy with them in an attempt to camouflage it from the enemy.



Left: Helmut Jöncke and his grave in the snowy Norway. (Drawing by J. J. H.)

Left: Helmut Jöncke and his grave in the snowy Norway. (Drawing by J. J. H.)



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"

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

AVIA S-199 ERLA canopy 1/48

#948011

MARKING A

built by **Matthias Becker**



Product page



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

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

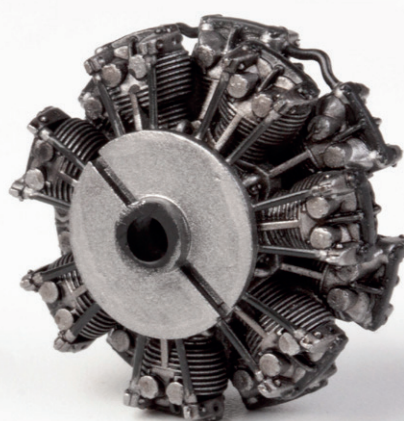
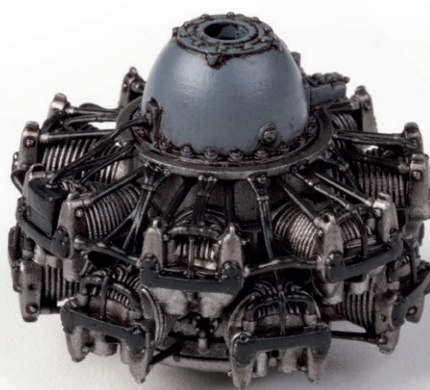
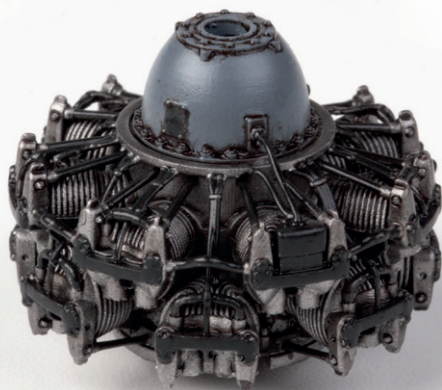
for Operation Ten Plagues (October 15–22, 1948), later renamed Operation Yoav, 101 Tayeset fighters obtained high visibility markings consisting of red spinners and red and white stripes on the rudders in order to distinguish them from Egyptian aircraft. More to it, the Star of David roundels were applied atop the wings for the first time. During Operation Yoav, Rudi Augarten claimed a Royal Egyptian Air Force Spitfire Mk.IXc flying D-123 on the first day of the offensive, on October 16. The kill was not confirmed by IAF intelligence. In November,

D-123 was given the number 1905 as part of the introduction of a new military aircraft marking system. There are a few repairs to the fuselage that appear darker areas on photos of D-123. This has led some researchers to believe the aircraft received a two-tone camouflage. However, it is merely a contrast of older and newer paint of the same shade of green.



B-24D ENGINES PRINT

#6481111

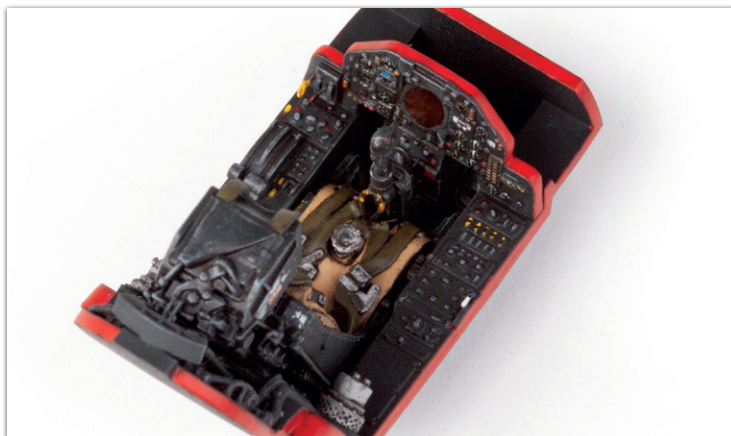
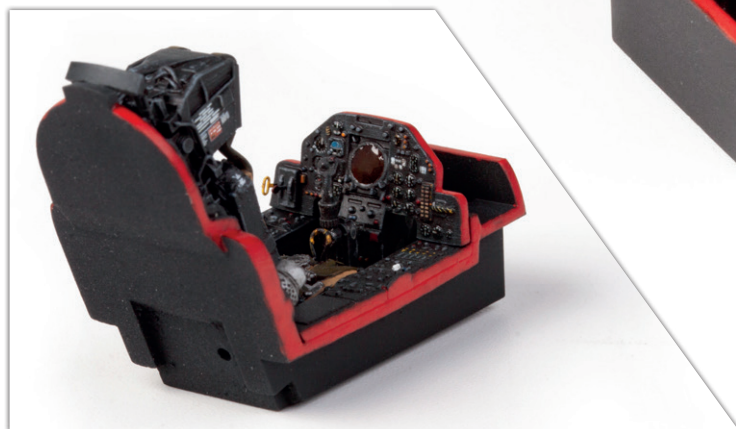
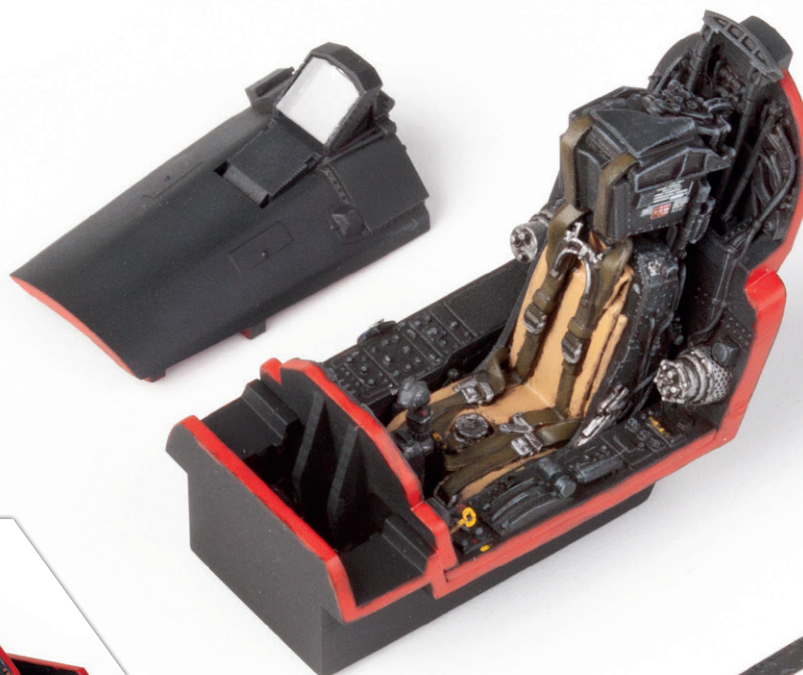
built by **Tomáš Pavlík**[Product page](#)

JAGUAR GR.1A COCKPIT PRINT

#6481146

built by **Tomáš Pavlík**

Product page



BIG ED (March)

BIG33172	Tornado GR.1 1/32 Revell
BIG49469	Beaufighter MkVI 1/48 Revell
BIG49470	Hs 129B 1/48 Takom

BRASSIN (March)

634053	Bf 109G-6 LööK 1/24 Airfix
634054	Bf 109G-5 LööK 1/24 Airfix
6481155	P-47D Razorback seat w/ intergral seat belts PRINT 1/48 MiniArt
6481158	Hs 129B MK 101 gun pod PRINT 1/48 Takom
6481159	Hs 129B wheels 1/48 Takom
6481162	S-199 radio compartment PRINT 1/48 Eduard
6481164	Harrier wheels 1/48 UMA Models
6481173	Spitfire Mk.Vc undercarriage legs PRINT 1/48 Eduard
6481175	AIM-7M PRINT 1/48
6481178	Fw 190A-8 undercarriage legs PRINT 1/48 Eduard
672437	Spitfire Mk.V radio compartment PRINT 1/72 Eduard
672450	AIM-7M PRINT 1/72
672451	GBU-12 PRINT 1/72
672453	GBU-31 (V)1/B JDAM PRINT 1/72

LööKPlus (March)

634055	Bf 109K LööKplus 1/32 Kotare
674062	Spitfire Mk.Vb w/ fishtail exhausts LööKplus 1/72 Eduard
674063	Spitfire Mk.Vb w/ rounded exhausts LööKplus 1/72 Eduard

BIGSIN (March)

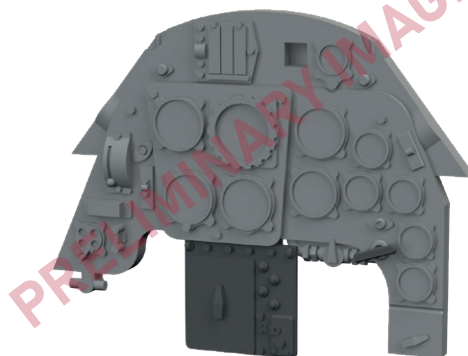
SIN648150	F-35C 1/48 Tamiya
SIN67235	F-35C 1/72 Tamiya

634053**Bf 109G-6 LööK****1/24 Airfix**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Bf 109G-6 in 1/24 scale. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

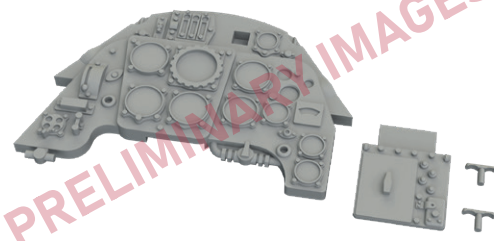
- 3D print: 2 parts
- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**634054****Bf 109G-5 LööK****1/24 Airfix**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Bf 109G-5 in 1/24 scale. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

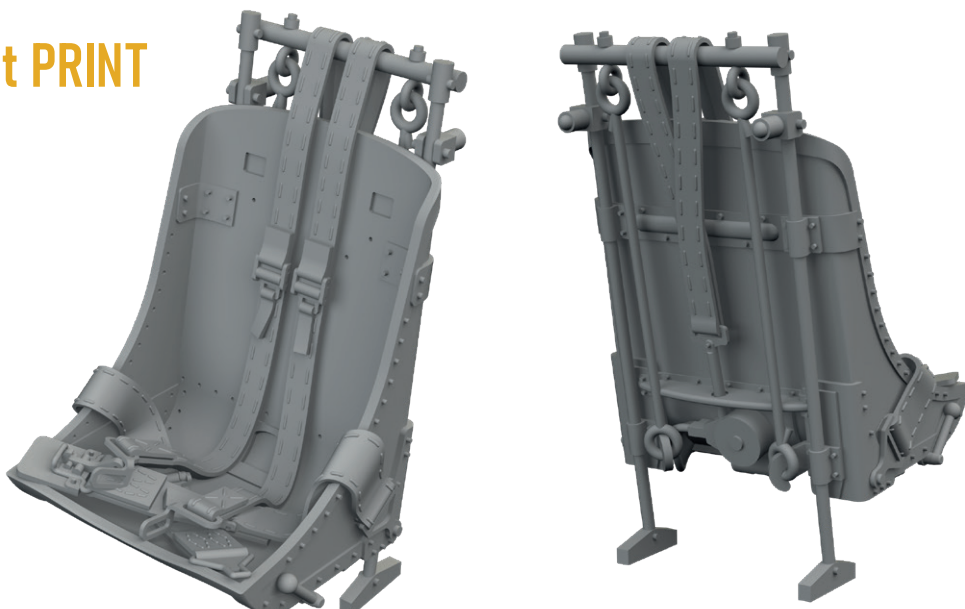
- 3D print: 2 parts
- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**6481155****P-47D Razorback seat PRINT****1/48 MiniArt**

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

Set contains:

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



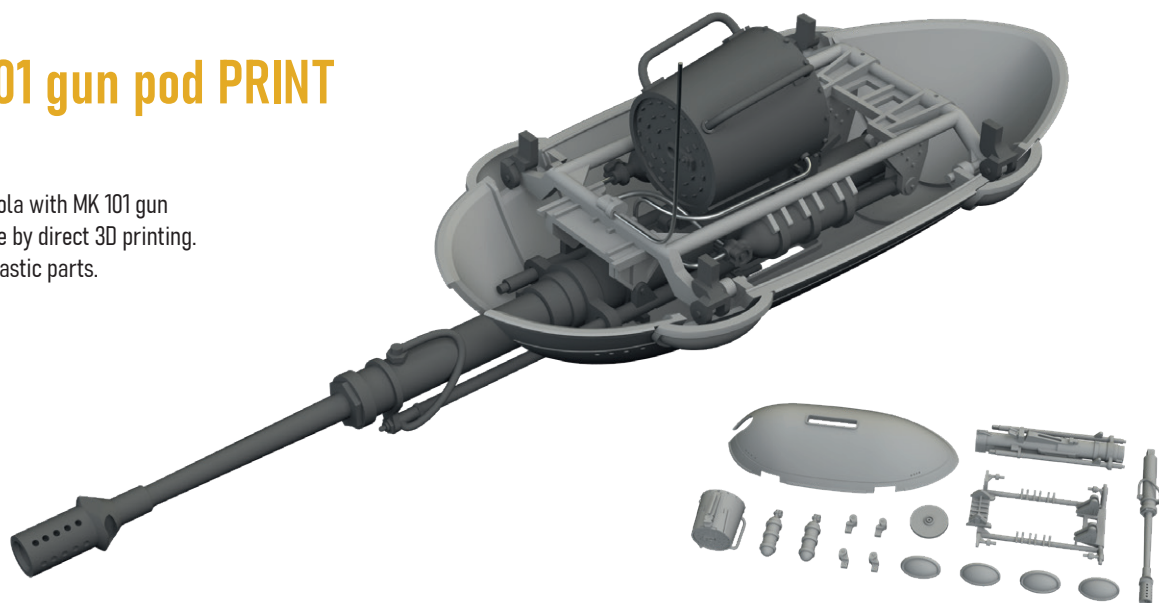
6481158

Hs 129B MK 101 gun pod PRINT**1/48 Takom**

Brassin set - a fuselage gondola with MK 101 gun for Hs 129B in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Takom

Set contains:

- 3D print: 16 parts
- decals: no
- photo-etched details: no
- painting mask: no



6481159

Hs 129B wheels**1/48 Takom**

Brassin set - the undercarriage wheels for Hs 129B in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Takom

Set contains:

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



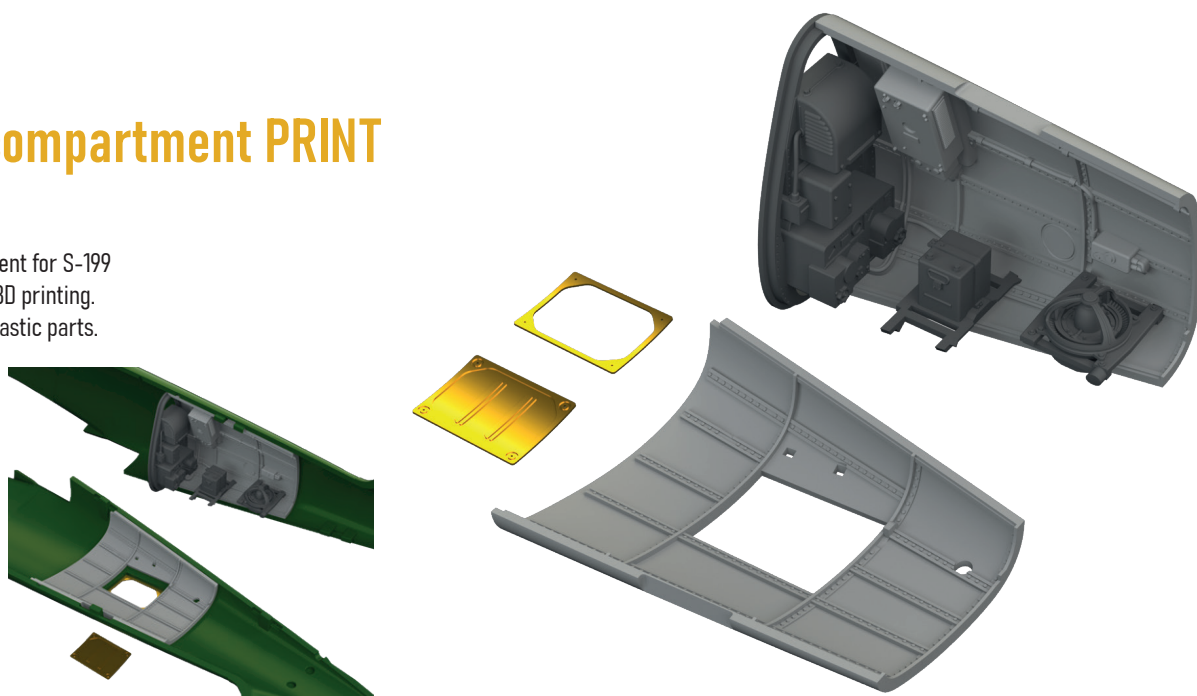
6481162

S-199 radio compartment PRINT**1/48 Eduard**

Brassin set - radio compartment for S-199 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



6481164

Harrier wheels

1/48 UMA Models

Brassin set - the undercarriage wheels for Harrier in 1/48 scale. The set consists of the main wheels and wings wheels. Easy to assemble, replaces plastic parts. Recommended kit: Uma Model

Set contains:

- resin: 5 parts
- 3D print: 2 parts
- decals: no
- photo-etched details: no
- painting mask: yes



6481173

Spitfire Mk.Vc undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legs and wheel bay doors for Spitfire Mk.Vc in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



6481175

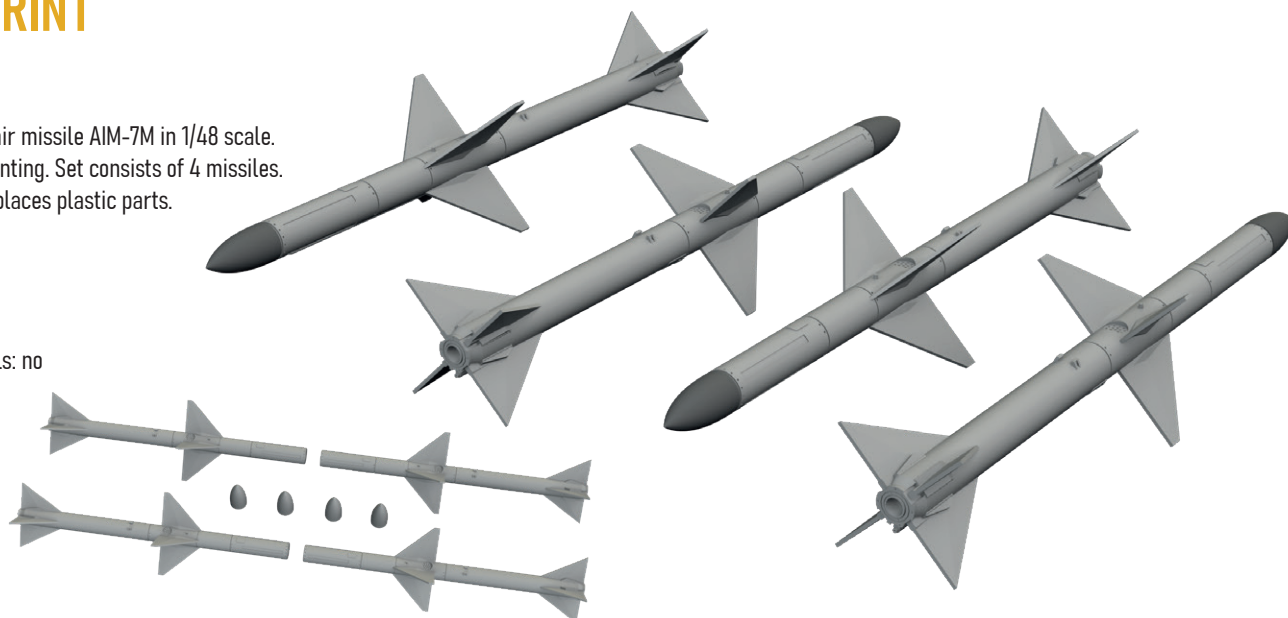
AIM-7M PRINT

1/48

Brassin set - air-to-air missile AIM-7M in 1/48 scale. Made by direct 3D printing. Set consists of 4 missiles. Easy to assemble, replaces plastic parts.

Set contains:

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



6481178

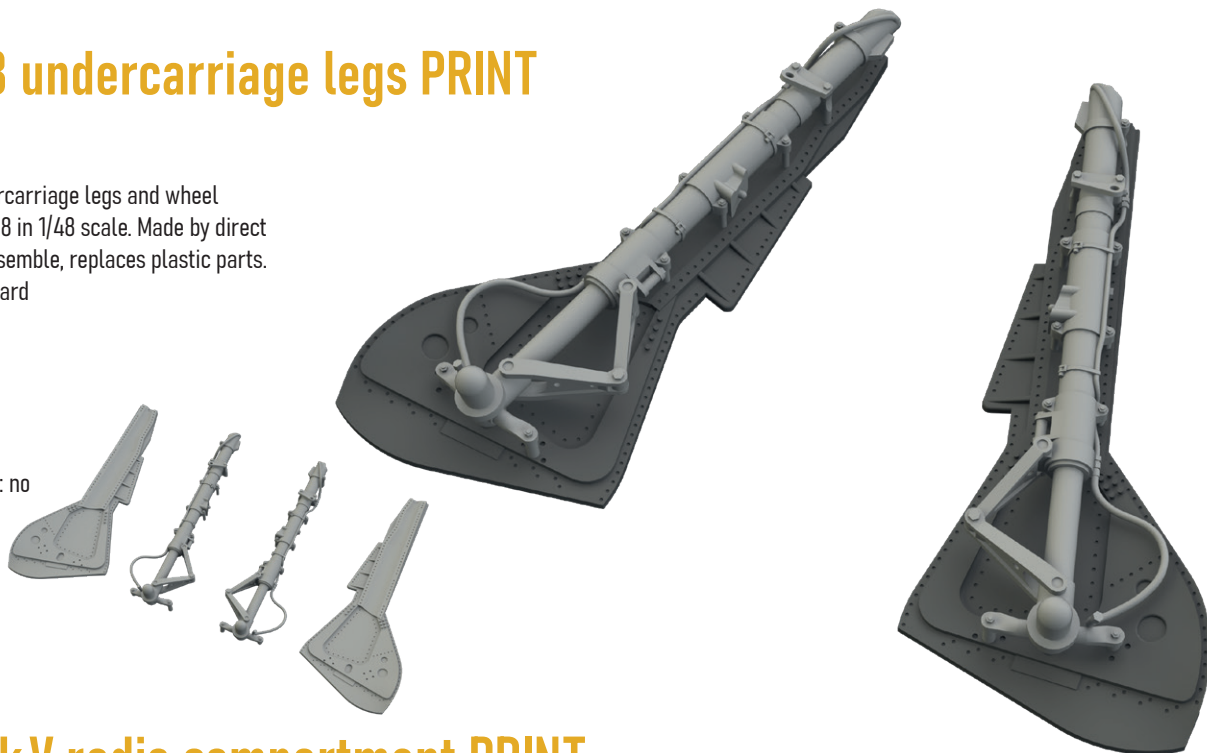
Fw 190A-8 undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legs and wheel bay doors for Fw 190A-8 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



672437

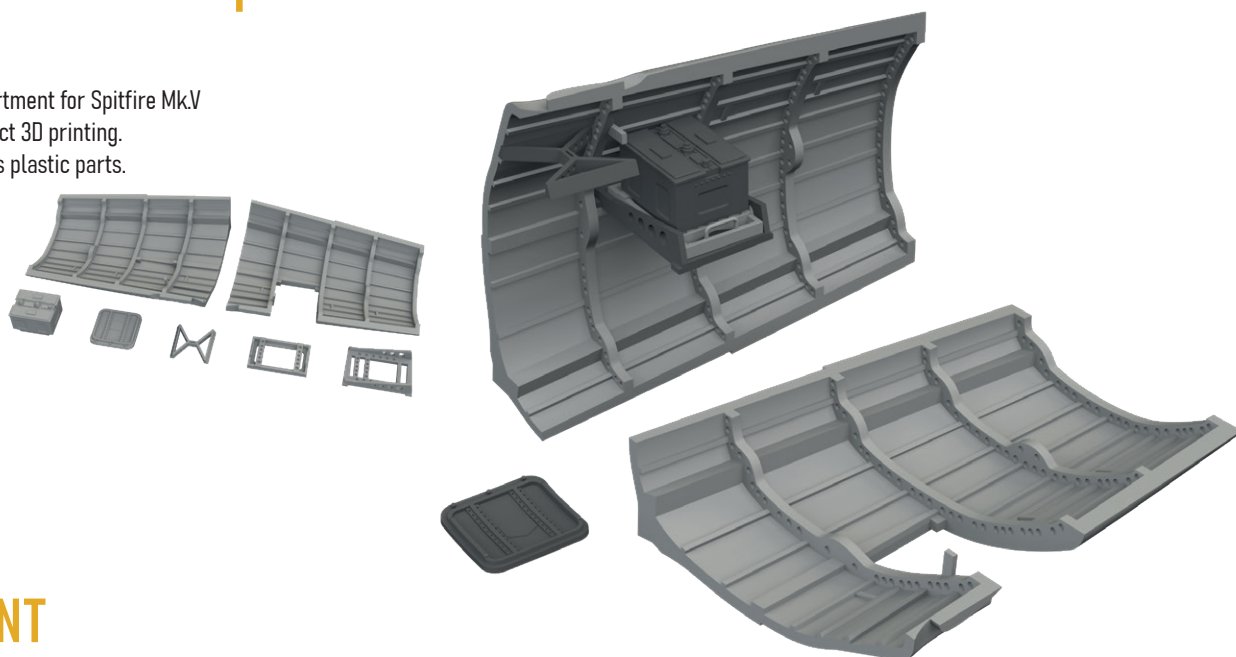
Spitfire Mk.V radio compartment PRINT

1/72 Eduard

Brassin set - radio compartment 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: 7 parts
- decals: no
- photo-etched details: no
- painting mask: no



672450

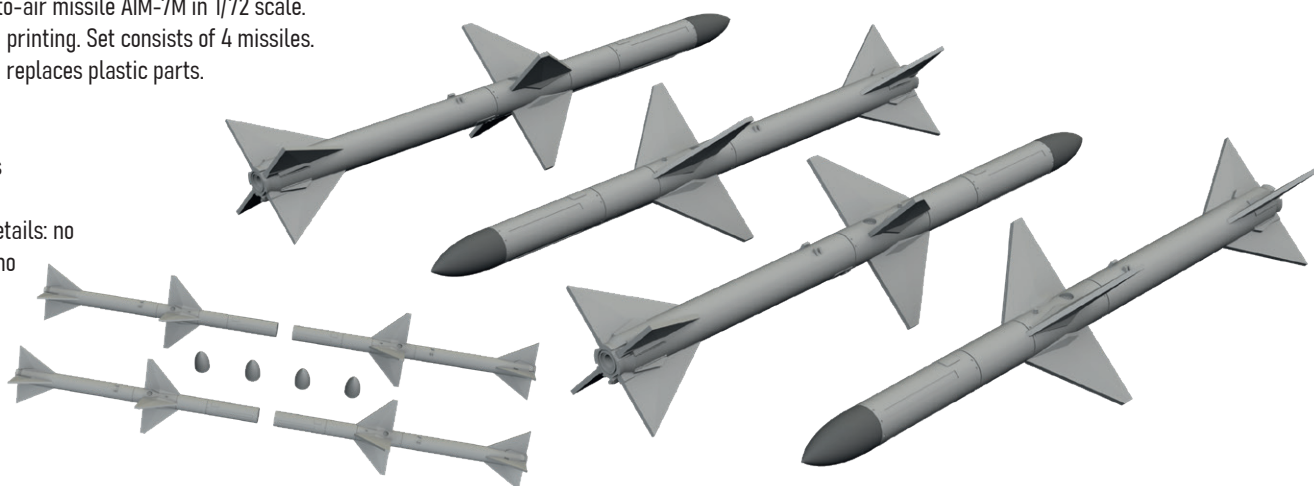
AIM-7M PRINT

1/72

Brassin set - air-to-air missile AIM-7M in 1/72 scale. Made by direct 3D printing. Set consists of 4 missiles. Easy to assemble, replaces plastic parts.

Set contains:

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



672451

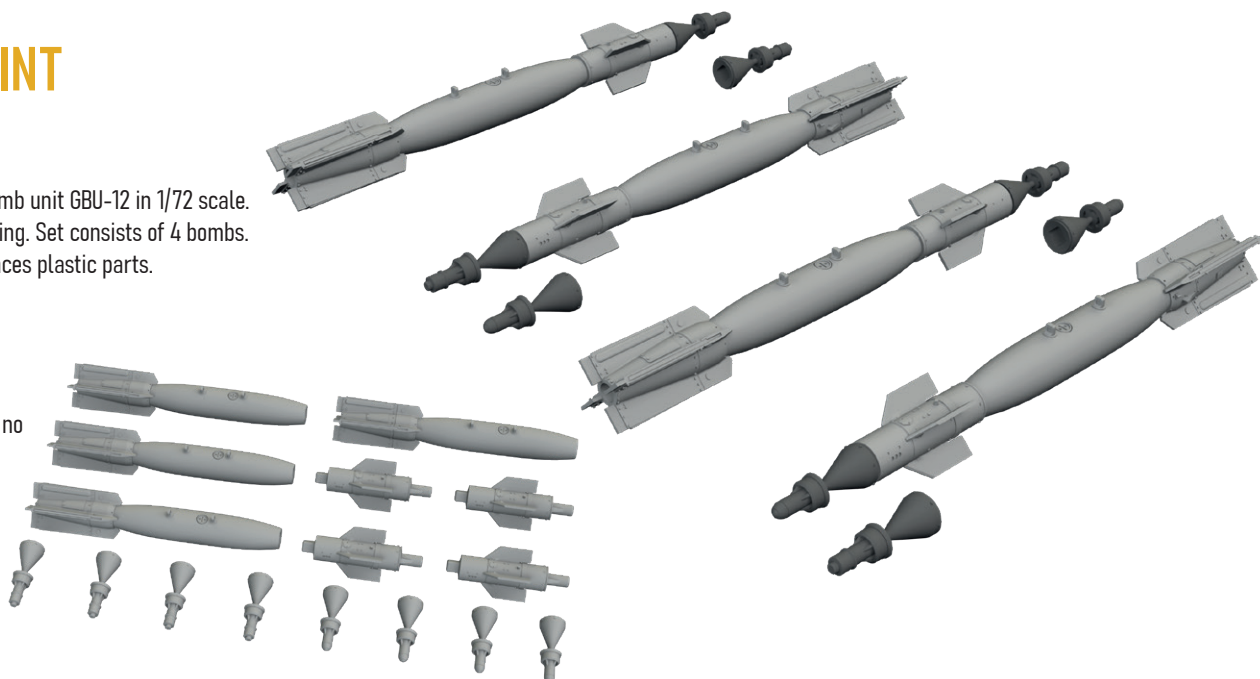
GBU-12 PRINT

1/72

Brassin set - guided bomb unit GBU-12 in 1/72 scale.
Made by direct 3D printing. Set consists of 4 bombs.
Easy to assemble, replaces plastic parts.

Set contains:

- 3D print: 16 parts
- decals: yes
- photo-etched details: no
- painting mask: no



672453

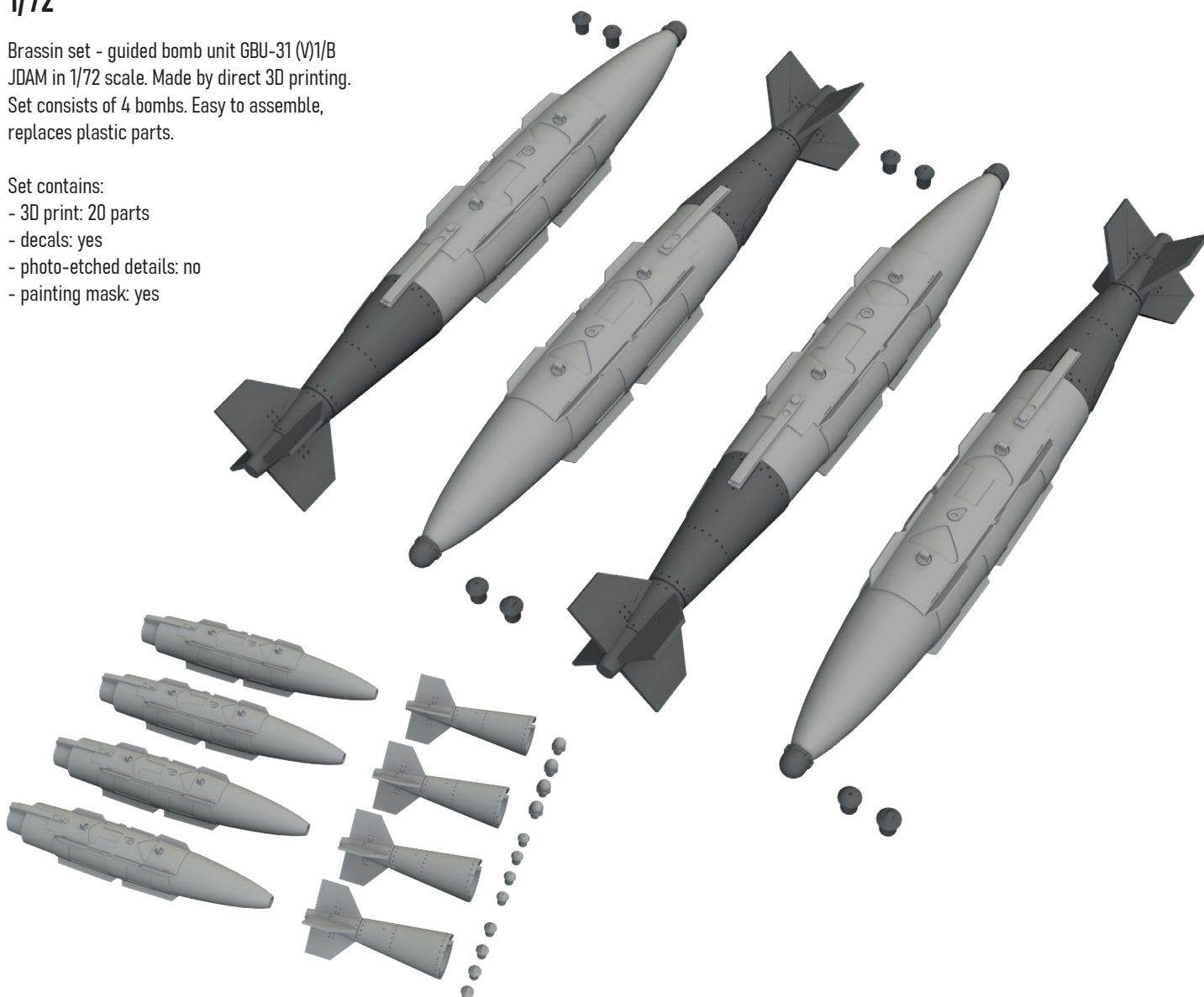
GBU-31 JDAM PRINT

1/72

Brassin set - guided bomb unit GBU-31 (V)1/B
JDAM in 1/72 scale. Made by direct 3D printing.
Set consists of 4 bombs. Easy to assemble,
replaces plastic parts.

Set contains:

- 3D print: 20 parts
- decals: yes
- photo-etched details: no
- painting mask: yes



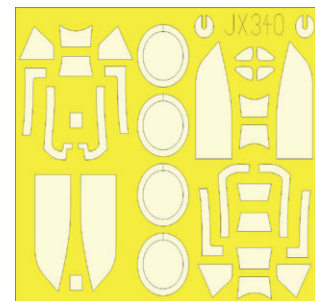
634055

Bf 109K LööKplus

1/32 Kotare

Collection of 5 sets for Bf 109K in 1/32 scale.
Recommended kit: Kotare

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

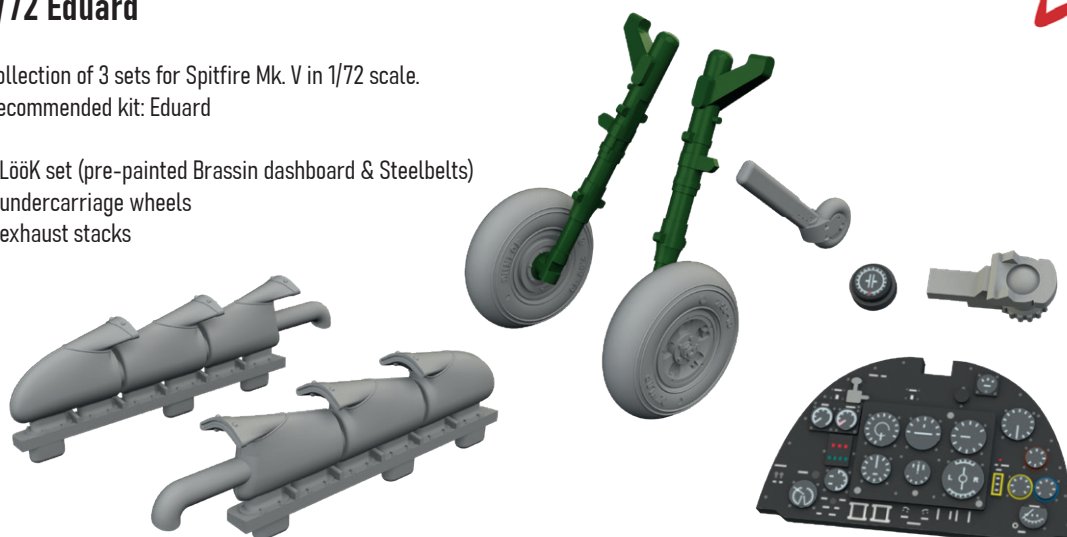
674062

Spitfire Mk.Vb w/ fishtail exhausts LööKplus

1/72 Eduard

Collection of 3 sets for Spitfire Mk. V in 1/72 scale.
Recommended kit: Eduard

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



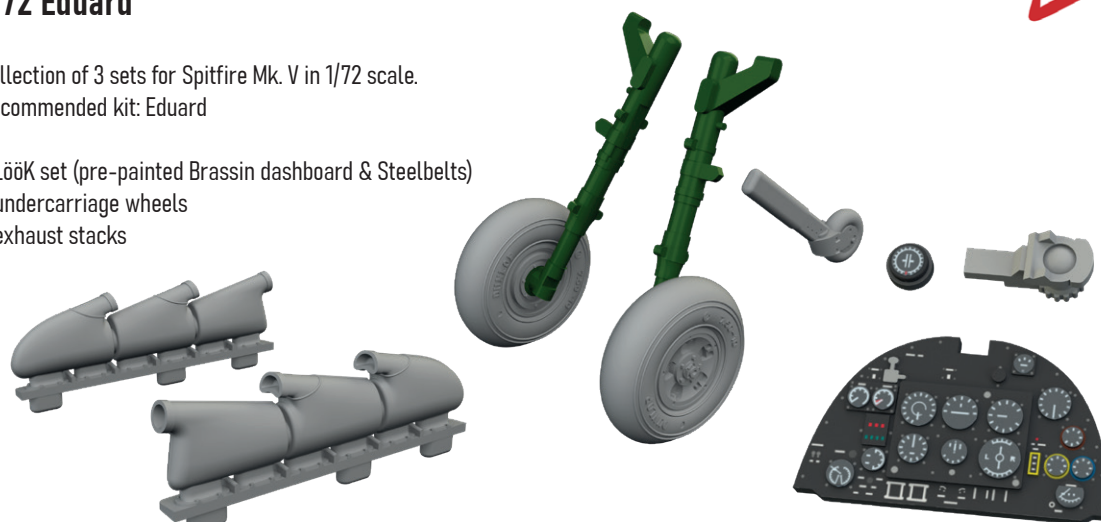

674063

Spitfire Mk.Vb w/ rounded exhausts LööKplus

1/72 Eduard

Collection of 3 sets for Spitfire Mk. V in 1/72 scale.
Recommended kit: Eduard

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




SIN648150

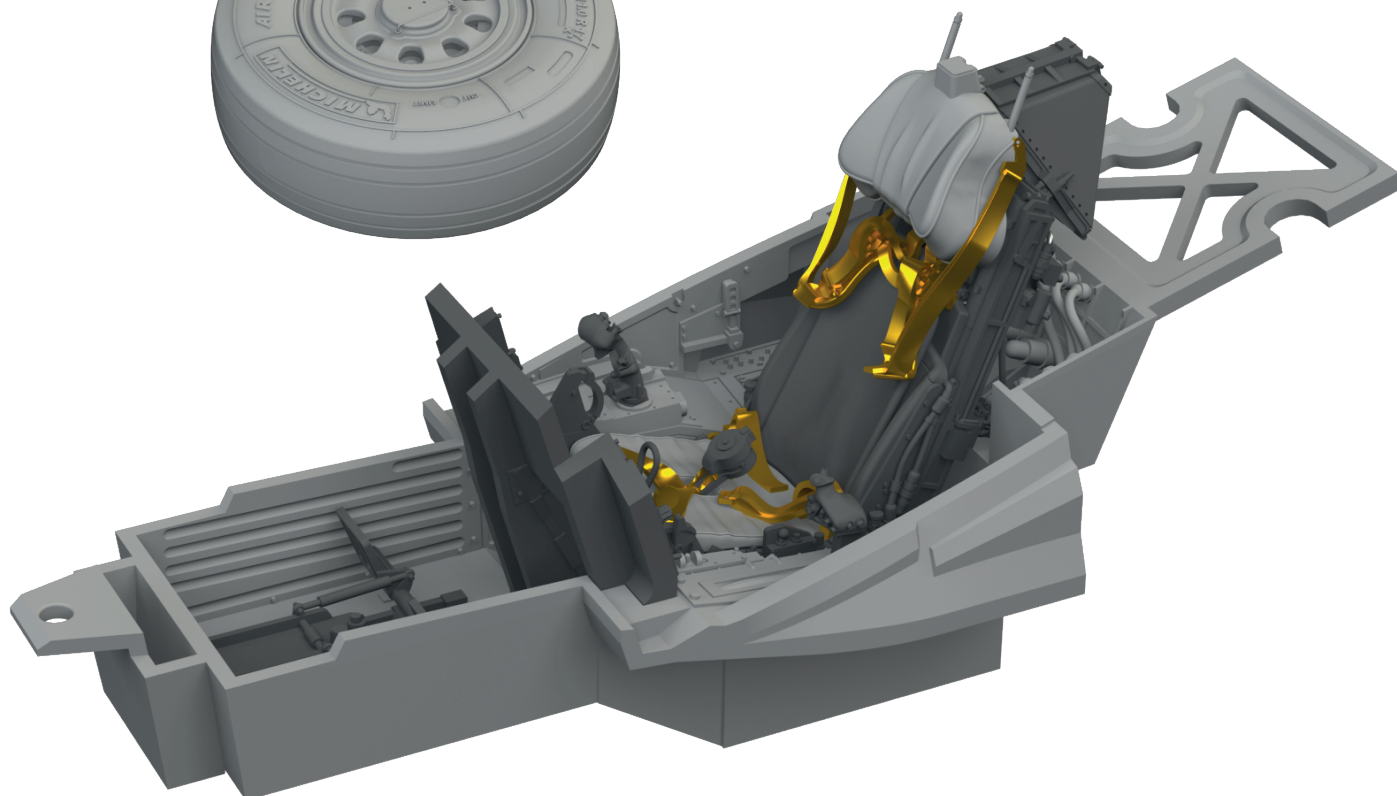
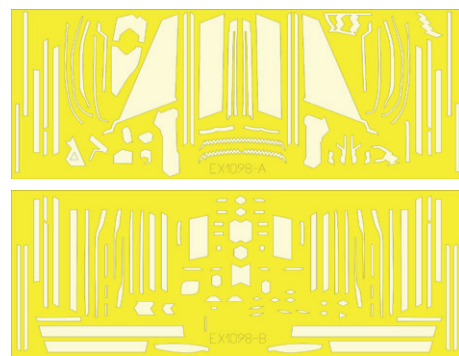
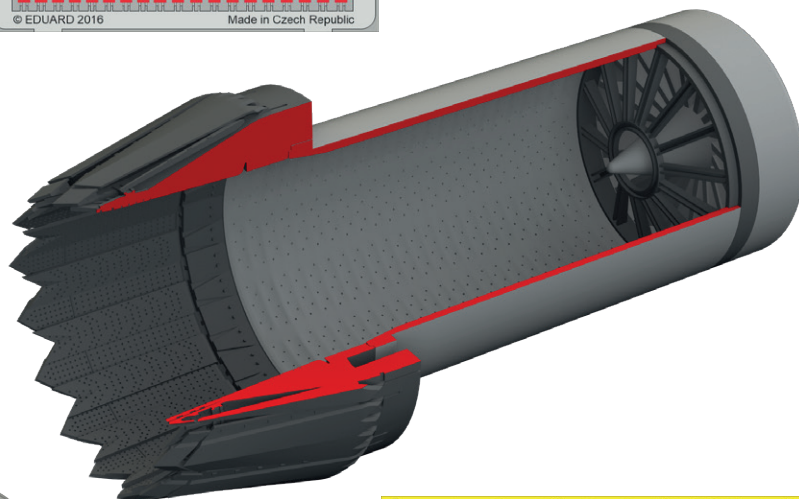
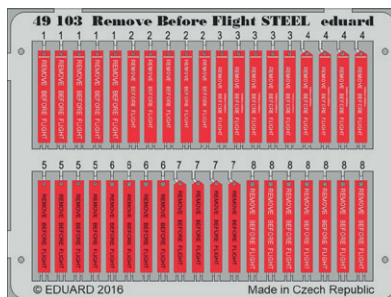
F-35C

1/48 Tamiya

Collection of 6 sets for F-35C in 1/48 scale.
Recommended kit: Tamiya

- cockpit
- exhaust nozzle
- painting mask for canopy
- painting mask for RAM coating
- undercarriage wheels
- 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 %.



SIN67235

F-35C

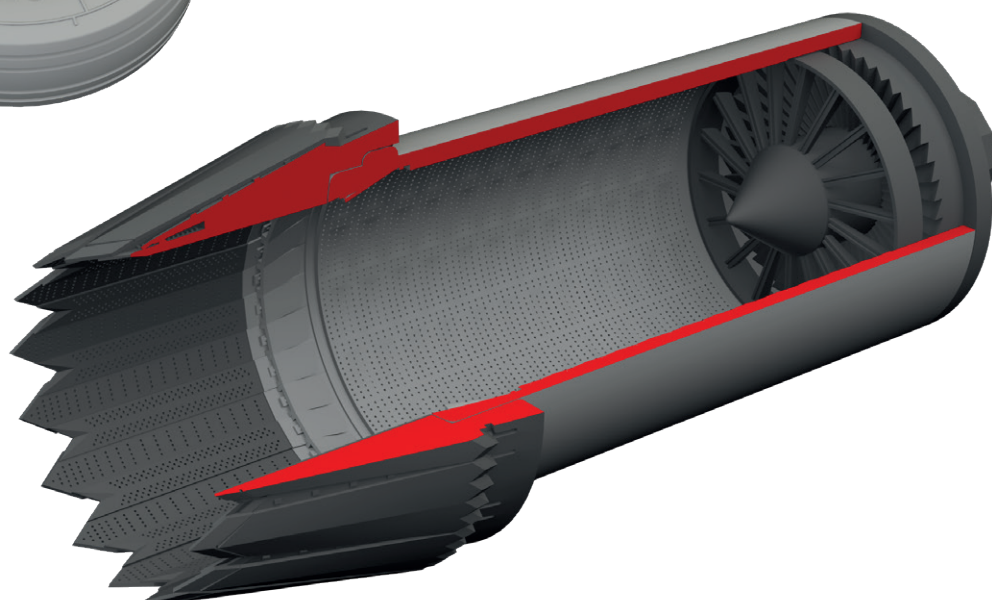
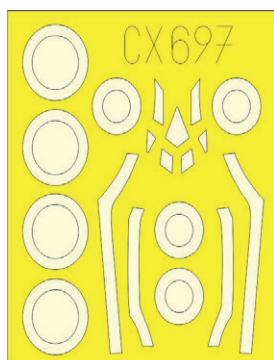
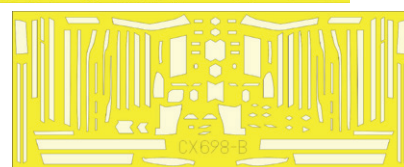
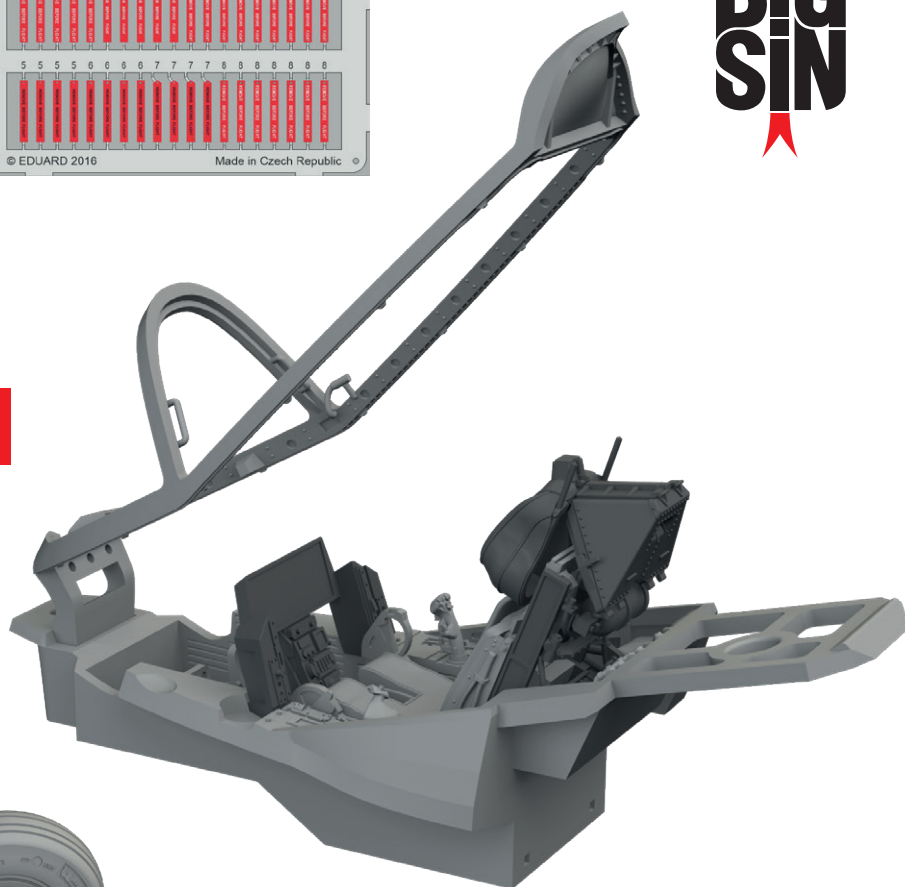
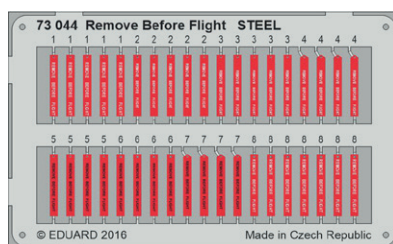
1/72 Tamiya

Collection of 6 sets for F-35C in 1/72 scale.

Recommended kit: Tamiya

- cockpit
- exhaust nozzle
- painting mask for canopy
- painting mask for RAM coating
- undercarriage wheels
- 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 %.



PE-SETS

32499	Meteor F.8/FR.9 air brakes	1/32	Airfix
32500	Meteor F.8/FR.9 exterior	1/32	Airfix
491573	F-35A	1/48	Italeri
491575	P-47M	1/48	MiniArt
491577	Hurricane Mk.I	1/48	Arma Hobby
491579	Hampden B Mk.I	1/48	ICM

ZOOMS

FE1573	F-35A	1/48	Italeri
FE1574	F-35A seatbelts STEEL	1/48	Italeri
FE1575	P-47M	1/48	MiniArt
FE1576	P-47M seatbelts STEEL	1/48	MiniArt
FE1577	Hurricane Mk.I	1/48	Arma Hobby
FE1578	Hurricane Mk.I seatbelts STEEL	1/48	Arma Hobby
FE1579	Hampden B Mk.I	1/48	ICM
FE1580	Hampden B Mk.I seatbelts STEEL	1/48	ICM

MASKS

JX344	MC.200 Saetta wings national insignia	1/32	Italeri
JX345	MC.200 Saetta tactical marking	1/32	Italeri
EX1165	STRAFER TFace	1/48	Eduard
CX705	Bf 109K	1/72	Eduard
CX706	F-104J	1/72	Fine Molds

SPACE

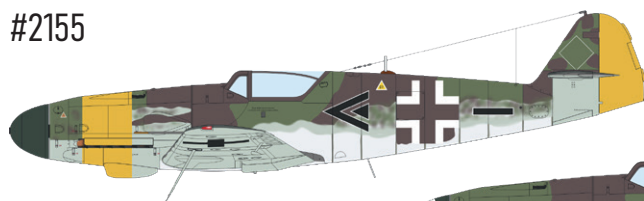
3DL32046	MC.200 Saetta seatbelts SPACE	1/32	Italeri
3DL48266	Hampden B Mk.I SPACE	1/48	ICM
3DL48267	P-47M SPACE	1/48	MiniArt
3DL48268	Hurricane Mk.I SPACE	1/48	Arma Hobby
3DL48269	F-35A SPACE	1/48	Italeri
3DL48270	Fw 190A seatbelts SPACE	1/48	
3DL48271	Spitfire Mk.IX seatbelts SPACE	1/48	
3DL72083	Wessex HC.2 SPACE	1/72	Airfix

KURFÜRST DUAL COMBO

1/72

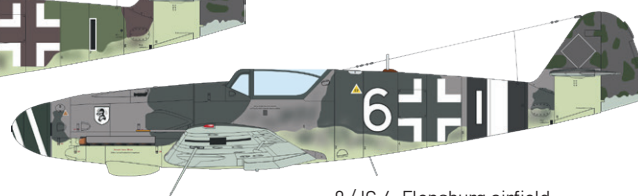
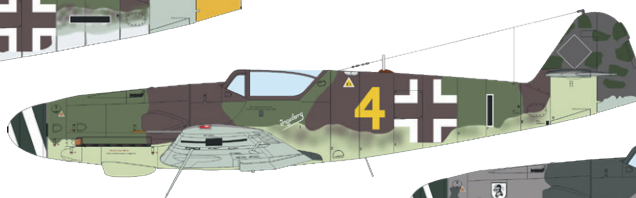


#2155

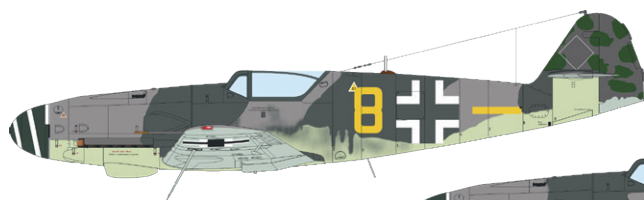


Maj. Wilhelm Batz, CO of II./JG 52,
Zeltweg, Austria, May 1945

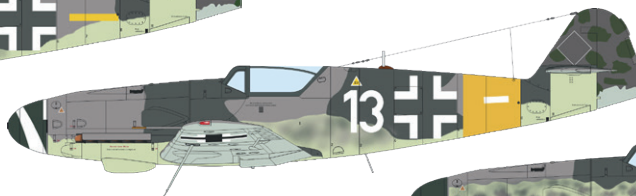
Fw. Hans Strebel, 11./JG 3, Franzfelde airfield
near Pasewalk, Germany, March 1945



9./JG 4, Flensburg airfield,
Germany, May 1945



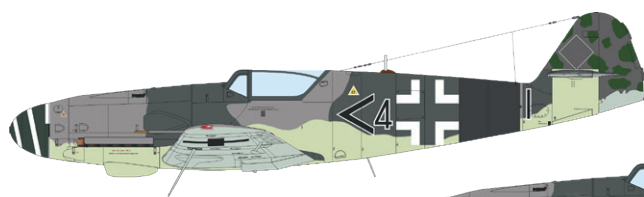
6./KG(J) 6, Klecany airfield,
Protectorate of Bohemia
and Moravia, May 1945



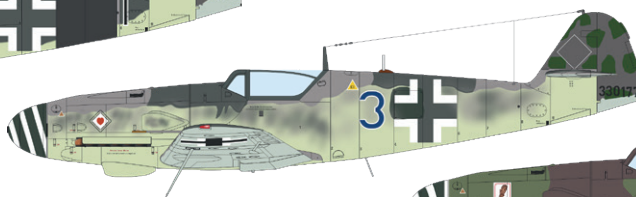
5./JG 11, Strausberg airfield,
Germany, early 1945



12./JG 27, Prague-Kbely airfield,
Protectorate of Bohemia of Moravia,
May 1945



Lt. Horst Potreck, Stab III./JG 53,
Kreuzstrasse near Holzkirchen,
Germany, April 1945



WNr. 330177, Uffz. Alfred Nitsch,
12./JG 77, Neuruppin, Germany,
November 1944



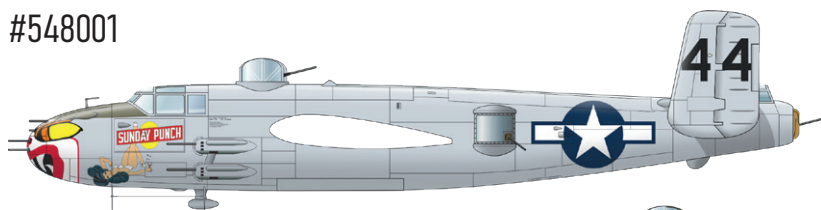
WNr. 333878, S. Ten Umberto Gallori, 3ª Squadriglia, 1º Gruppo Caccia,
Lonate Pozzolo, Italy, March 1945

STRAFER

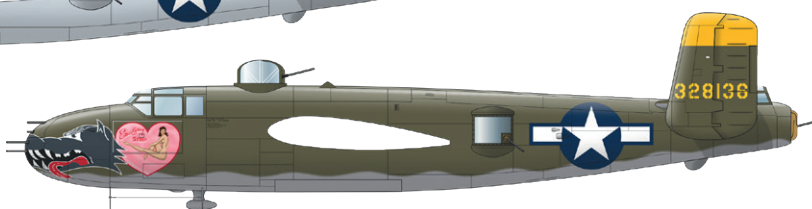
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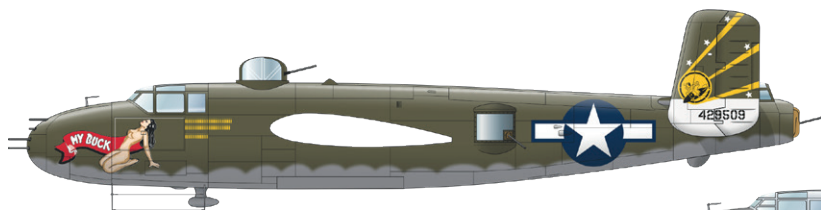
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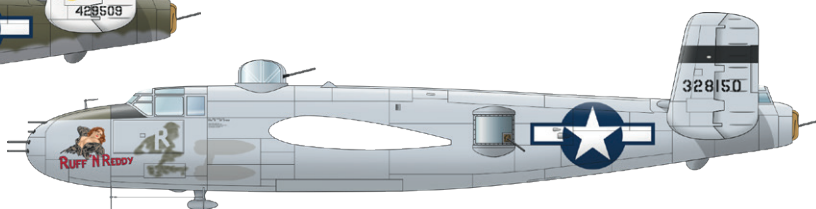
B-25J-27, 44-30866, 1/Lt. Thomas Evans,
82nd BS, 12th BG, 10th AF, Fenny, India,
spring 1945



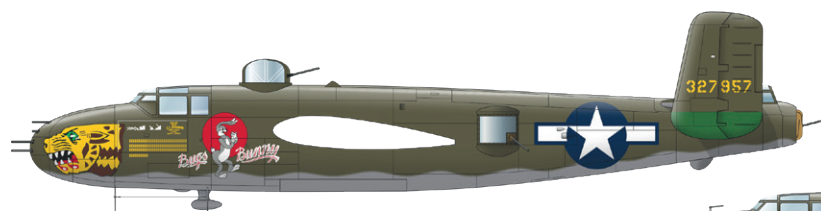
B-25J-10, 43-28136, 71st BS, 38th BG, 5th AF, Luzon, Philippines, 1945



B-25J-20, 44-29509, Capt. Link Piazza, 17th RS,
71st RG, 5th AF, Lingayen, Philippines, 1945

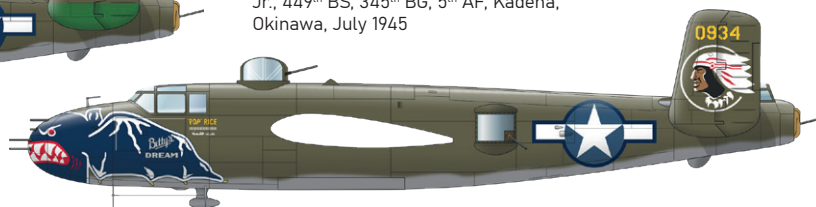


B-25J-10, 43-28150, 1/Lt. Chauncy Kershaw, 48th BS, 41st BG,
7th AF, Kadena, Okinawa, July 1945



B-25J-6, 43-27957, Capt. Ervin J. Werhand, 823rd BS,
38th BG, 5th AF, Kadena, Okinawa, July 1945

B-25J-30, 44-30934, 1/Lt. Charles E. Rice,
449th BS, 345th BG, 5th AF, Kadena,
Okinawa, July 1945



ENSTROM 480

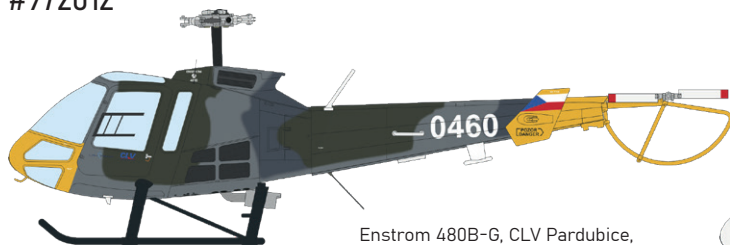
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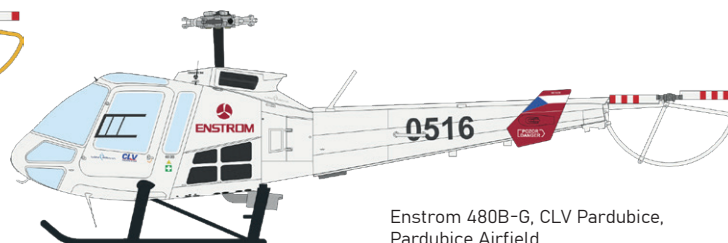
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EDUARD BRASSIN

HYBRID



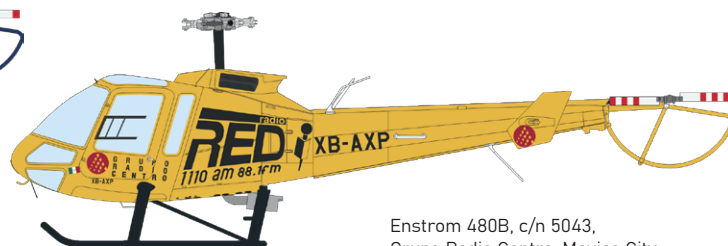
Enstrom 480B-G, CLV Pardubice,
Pardubice Airfield,
Czech Republic, 2025



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



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



Enstrom 480B, c/n 5043,
Grupo Radio Centro, Mexico City
Licenciado Benito Juarez Int'l,
Mexico, November 2016



Enstrom TH-480B, Royal Thai
Air Force, Lopburi Air Base,
Thailand, January 2012



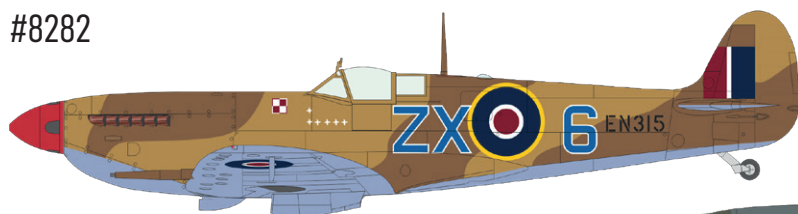
Enstrom 480B, Venezuela Air
Force, Maracay - Base Aerea
Mariscal Sucre, Venezuela,
August 2020

Spitfire F Mk.IX Re-Release

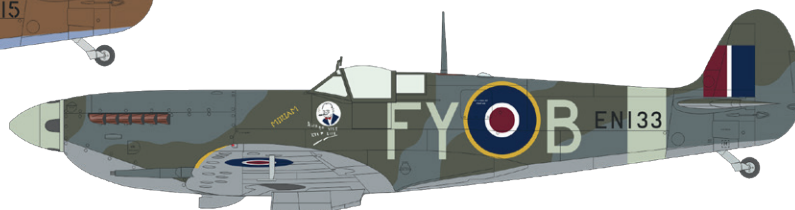
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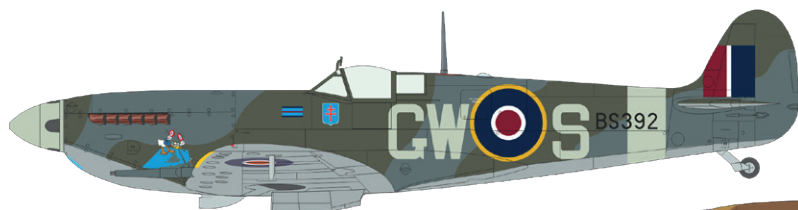
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ProfiPACK
 edition


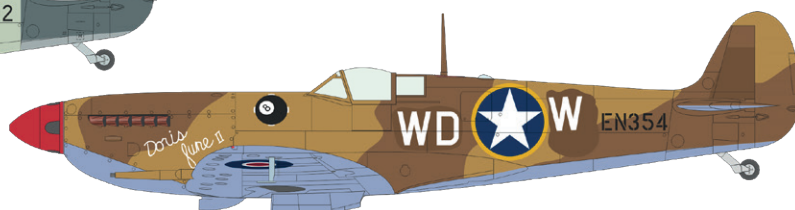
EN315, S/Ldr. Stanislaw Skalski, Polish Combat Team,
No. 145 Squadron, Northern Africa, Spring 1943



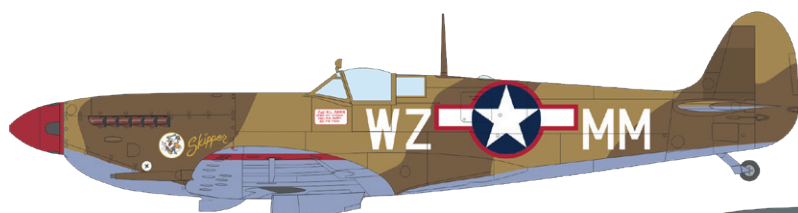
EN133, No. 611 Squadron, RAF Biggin Hill,
The United Kingdom, Early 1943



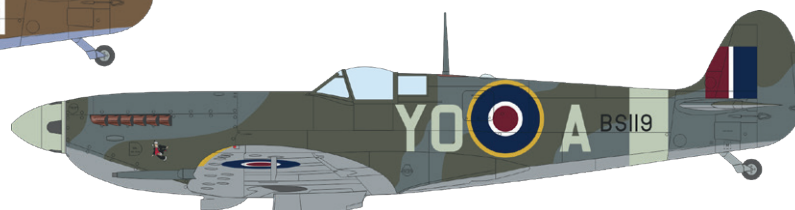
BS392, S/Ldr. Bernard Dup  rier, CO of No. 340 Squadron,
RAF Biggin Hill, The United Kingdom, Autumn 1942



EN354, 1st Lt. Leonard V. Helton, 52nd FG, 4th FS,
La Sebala, Tunis, June 1943



Cpt. Harry Barr, 309th FS, 31st FG, 12th AF, Italy,
December 1943



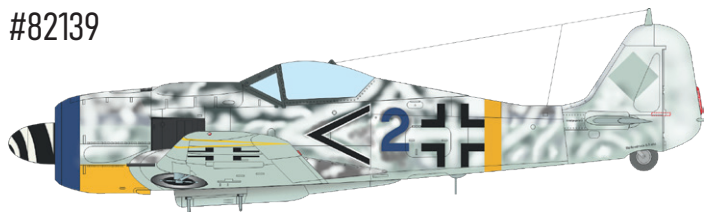
BS119, P/O D.R. Morrison, No. 401 squadron RCAF,
RAF Biggin Hill, United Kingdom, August 1942

Fw 190F-8 Re-Release

1/48



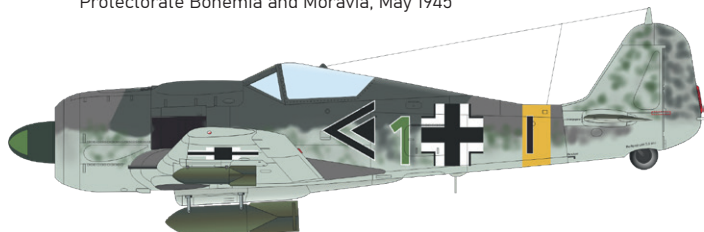
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Stab I./SG 2, Csar or Raab, Hungary,
winter 1944/1945



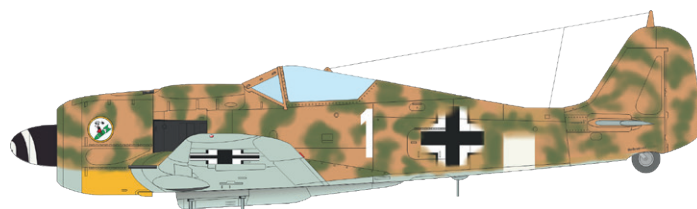
W.Nr. 586188, Stab III./SG 10, Hohenmauth (Vysoké Mýto),
Protectorate Bohemia and Moravia, May 1945



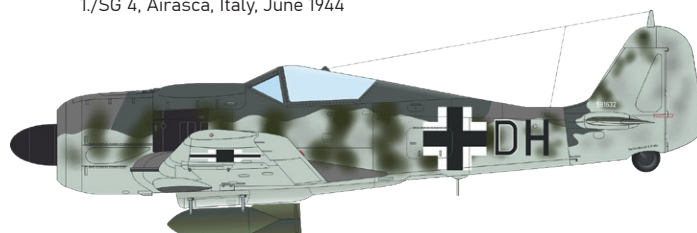
Maj. Karl Schrepfer, CO of III./SG 1, Kraków,
General Government (Poland nowadays), August 1944



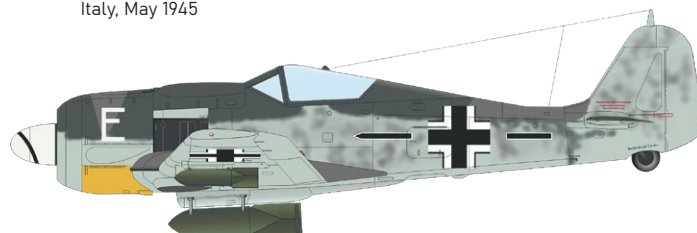
W.Nr. 584205, III./SG 3, Sabile (Zabeln), the Soviet Union (Latvia nowadays), May 1945



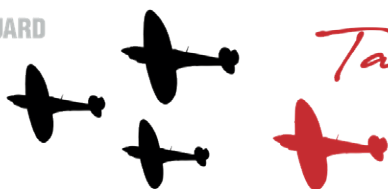
I./SG 4, Airasca, Italy, June 1944



W.Nr. 581632, I./NSGr. 9, Villafranca di Verona,
Italy, May 1945



Stab SG 77, Schönfeld-Seifersdorf (Łukaszów nowadays),
Germany (Poland nowadays), August 1944



"GENTLEMEN (AND LADY), HOW WAS NUREMBERG?"

Text: Jakub Nademlejnský

We began with Nuremberg in Mr. Šulc's editorial, and we will conclude this issue with Nuremberg as well. And what can I actually write about Nuremberg Toy Fair? I still have mixed feelings about it. It wasn't actually as bad as many people in our industry think. Just two weeks before the fair, I had five meetings scheduled in our shared planning calendar, and I thought to myself that it was going to be a real flop. I was thinking about which halls to visit so that I could finally see the whole fair properly, except for the trip to Revell, which I have faithfully made every year and which is really worth it. Revell has a stand in Hall 12.2, which is one of the furthest halls from our Hall 7, and it's a really long way to walk. We usually allow 15 minutes for the trip, but this year we even managed to get lost on the way, so even 15 minutes wasn't enough and we arrived late. In our defense, I must add that it was on Tuesday at 9:00 a.m., which is the official start of the fair, and we underestimated it a bit. But I digress.

It didn't turn out as badly as we feared. As you read in the introduction, we had around 40 meetings, and Tuesday, Wednesday, and Thursday were particularly busy days for us. Friday and Saturday were slower, but that's usually the case. However, the number of meetings was nowhere near what it had been in previous years, when a larger Eduard team traveled to Nuremberg, meetings were held simultaneously in three booths, and our colleagues were happy to keep up with everything. This year, there were only three

of us attending: myself, Mr. Šulc, and Kateřina Borecká, it was probably the smallest Eduard team at this event in the last 30 years.

Let's now summarize which other companies from the industry had stands at the event. In addition to us, Special Hobby, Tamiya, Airfix at the Hornby stand (which is getting smaller and smaller every year), Academy, Trumpeter/HobbyBoss, Clearprop together with the accessory manufacturer Reskit, Italeri, the trading company Modellbau König, which also brought together friendly or affiliated companies such as Andy's Headquarters, Das Werk and others at its stand, and the distributor and profiles manufacturer Albion Alloys and Revell in Hall 12.2.

An interesting development, however, was the participation of Zvezda, which, unlike in previous years, (when it was keeping low profile.) after the Russian invasion of Ukraine, either staying hidden in offices in the bowels of the fair or behind walls in a closed stand, now presented itself at a completely open stand with a large Zvezda sign...

Compared to last year, Miniart and Heller were missing from their joint booth with European distributor Glow2B. Fallar was also missing, which resonated throughout the fair, as its booth used to be one of the largest in our hall. When I write it down like this and compare it to last year, it's not actually that bad. Only a few companies were missing, and they didn't actually disappear from the fair completely, as their representatives were there for a few days, visiting the individual stands. There is

a sharp decline in interest from the media and influencers, and unfortunately, there is also a sharp decline in distributors and traders who come to the fair. This is the biggest stumbling block and, in fact, the main reason not to come to the fair next time. Thanks to the fact that we see each other there every year, we are already in contact with the regulars among the manufacturers. Relationships have been established and maintained, and we see each other throughout the year at various exhibitions. Thanks to these, we don't have to spend huge amounts of money on participating in the fair. So now we can hope that this year's negotiations with potential new distributors will lead to mutual cooperation and that we will thus have new reasons to go to the fair again next year.

Almost every other visitor to our stand during the event asked how satisfied we were with Nuremberg this year. They asked if we would be packing up next year, as other companies were talking about it quite loudly. We replied that it wasn't so bad. But actually, it's not up to us. The fair will make sense for us as long as other companies continue to attend. If they pack up and don't come, the fair will cease to make sense for all of us. And plastic models will practically disappear from the International Toy Fair. Sure, companies like Tamiya will probably stay, but only a fragment of the original hall full of plastic modeling companies will remain.

