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MARCH 2026

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EDITORIAL

In February, after overcoming many obstacles, we finally successfully completed two large and exceptional projects, the Alien and Strafer kits. The first one in particular put up a good fight, but clean livin' prevailed! Those of you who followed the preparation of this project on our Facebook or Instagram pages know what I'm talking about. I dare say that we have probably never created anything more complex, at least when it comes to decal sheets. We are therefore happy that we were able to send out all preordered kits to customers by the end of February. It was a little later than ideal in the end, and I thank all those who preordered for their patience and understanding for all the big and small difficulties we encountered with this project. I believe that all of this was a fair price to pay for owning such a unique kit. By the way, we ended up producing a total of 950 Tigers 3366, which is an extremely small edition by our standards. Thanks to this small number of pieces produced, it is clear that everyone who invested in this kit received a truly unique item. Of the 950 kits, we sold 720 via preorders, and the rest were delivered to retailers. So if you hesitated in reordering, you still have a small and very limited chance to purchase this kit, but be aware that these kits are available to retailers in very small numbers as well.

In principle, the situation is similar with the Strafer kit, the B-25J Mitchell in 1:48th from the new HKM EDUARD series. We also sold these kits through preorders, but unlike Tiger 3366, aka Alien, in this case the total number of kits is significantly higher. We produced a total of 3800 pieces, most of which are at retailers. Strafer is one of the March Limited Edition releases, so at



this point it is already available at most retailers who ordered it, but it is no longer available in our e-shop. This is because we produced the exact number of pieces that we received preorders from our e-shop and from retailers for.

We will proceed in the same way with several other new products prepared for this year. The closest of them to reality is the Royal Class P-40K 1:48. Preorders for this kit will start next week, on Friday, March 13th, and will end on Tuesday, March 24th. The kit is officially a May release, and we will ship it to customers and dealers in the second half of April.

A month later, on Friday, April 10th, preorders for the second HKM EDUARD kit, the A-20G Havoc in 1:48, will begin. Preorders on this item end on April 21st, shipping to online customers will begin in the first half of August.

New Releases for March

Going back for a moment to the current flock of March new releases, we have the Enstrom 480 in the Hybrid line in 1:72nd scale. This kit follows

on from the kit that modelers who exhibited at E-Day received in October 2025. Since it is a HYBRID series kit, it consists of plastic and 3D printed parts. Compared to the kit from E-Day, with catalog number 972011, this March new release has structurally modified 3D printed parts so that they are more durable both during transportation and during model building. This simply means that both the parts themselves and their attachment to the base are reinforced. There have also been changes to the printing support system and their shape to allow easier separation of parts from the support structure. The new kit with catalog number 972012 also has a classic box with a boxart image, unlike the exhibition one, and offers a choice of six color and marking versions.

Another kit in the March collection of new items is the Messerschmitt Bf 109 K-4, released for the first time as a 1:72nd scale Limited Edition kit under the name Kurfürst. Like most new Limited Edition kits, the Kurfürst is released as a Dual Combo affair with two sets of plastic and a decal sheet with nine color and marking options. The Bf 109K-4 is also the last part of the Bf-109F/G/K project. With the Kurfürst, we have fulfilled our expectations as far as the Messerschmitt Bf 109 with the DB 605 engine is concerned, although we will of course release other boxed versions in all series, Weekend, Profipack and Limited Editions.

In March, we are also putting out two reissues of older kits. While one of the most popular kits of recent times, the Fw 190F-8 (Profipack 1:48), is being released unchanged from its original guise, the Spitfire F Mk.IX (also Profipack 1:48) is different. In its case, we have decided to revamp the markings options. We have removed one of the original paint schemes and have added two new ones, one Canadian and one American.

You can also find some reissues among aftermarket accessories, specifically among





photoetched items. There are seven reissued sets in total and are practically identical to their original versions, and I must warn you that we expect them not to remain in production and on offer for too long. I therefore recommend that you do not hesitate in ordering them if you are among those that have been missing them.

Events

In March, we will attend several exhibitions and other modeling events. We will not go to Verona this year, but we will not miss the exhibition in Bytom next weekend. Jan Zdiarský and Standa Archman will be in Bytom, and they will be selling our products there. On that same date, I myself will be at a meeting of model-makers at the Technical Museum in Brno, where the World of Plastic Modeling exhibition is coming to an end. I will have a presentation there on the topic of the upcoming P-51B Mustang kit in 1:32nd scale. To be honest, we do not have much of the Mustang finished yet, so the presentation will mainly be about renders of 3D printed parts, I may also have samples of prints with me. But even so, visitors will not be bored. My presentation will also include projects for kits we will release from Revell and other companies' plastic, which we agreed on at the Nuremberg Fair. These are attractive kits and some quite surprising projects, so I believe that the participants will enjoy this lecture, if not only because they will be the first to hear about these news.

The next exhibition with our participation will be Glue Glory in Deringer, Switzerland. Jakub Nademlejnsky and I will be there again, we will not be selling, we will be giving lectures and the

program will be similar to the one in Brno, only it will be in English. We will conclude the March exhibition activities in Prosek, at the Panthers Cup, where we will both sell our products and give lectures. So those who will not be in Brno will hear the news at Prosek. However, it will only be surprising if the participants of the Brno event keep silent and not act as spoilers. That is unlikely, but stranger things have happened!

We will also be in Prostějov for a week. But that's getting into April, so more about that next time. I will also mention the articles in today's edition of our monthly newsletter. You will find the ongoing, already 48th installment of the Air War over Ukraine, an article about the Enstrom 480 helicopter by Jaroslav Spacek. This is an article directly from the source,

so don't miss it. Petr Uzsak writes about the Algerian Air Force, then we have the Model & Story column, one of the features carried over from the EMD, and in it the P-51D-5 Mustang model by Jan Baranec and the story of 'Miss Steve' airplane her pilot, William J. Cullerton. I wrote that article myself. Then there are two Box Art stories by Jan Bobek, about the B-25J for the Strafer kit and about the Bf 109 K-4 for the Kurfürst kit. The third Box Art story is about the Enstrom 480 and was written by Martin Jandourek. The closing words were written in the Tail End Charlie section by our colleague Jan Bobek. And that's all from me today.

Happy Modeling!
Vladimir Sulc



William J. Cullerton Sr. and 'Miss Steve'

Text: Vladimír Šulc

Model built: Jan Baranec

Bill Cullerton was born on June 2nd, 1923, in Chicago to a well-off family from Oak Park, Illinois. Oak Park is now part of Greater Chicago. It is home to several notable landmarks, including the birthplace of writer, journalist, and Nobel Prize winner Ernest Hemingway. The city also still has a number of buildings designed by the famous American architect Frank Lloyd Wright, who lived and worked here for two decades in the late 19th and early 20th centuries. His architectural studio is now a museum and is listed on the National Register of Historic Places.

Bill Cullerton's family also includes several notable individuals, such as former Chicago City Council member and Illinois State Senator Edward Cullerton, and his cousin John Cullerton, who was even President of the Illinois State Senate. His grandfather Bill Jamison, in whose fishing bait manufacturing company he helped as a teenager, had a great, perhaps fundamental influence on his personal development. Bill Cullerton graduated from the local high school in Oak Park, the private Catholic Fenwick High School, and after graduating, he entered university. However, he did not complete his university studies, because after the US entered the war he put them on the back burner and on September 11th, 1942, he joined the USAAF. After completing his training, he became a member of the 357th Fighter Squadron, 355th Fighter Group at Steeple Morden Air Base on June 12th, 1944. He completed his first operational tour on November 4th, 1944.

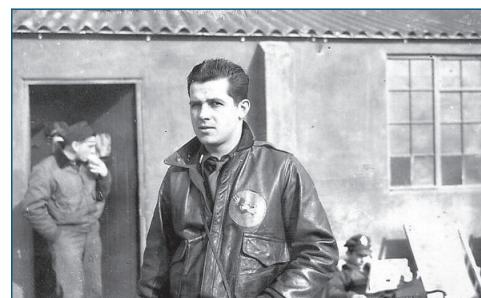
During his first operational tour, Bill Cullerton flew P-51D-5, serial number 44-13677, named 'Miss Steve' after his fiancée Elaine Stephen. After his departure, the aircraft was taken over by David P. Watkins and renamed 'Fickle Fanny'. The aircraft was written off after an emergency landing when another pilot, Richard F. Misner, crashed about a mile from Steeple Morden Air Base on March 18th, 1945, following an engine failure. Cullerton returned to the unit, probably in early March of 1945, and flew P-51D-20, serial number 44-64011, also named 'Miss Steve'. On April 8th, he was shot down by flak while strafing Ansbach airfield. According to the report of another pilot who participated in the attack on the airfield, Walter



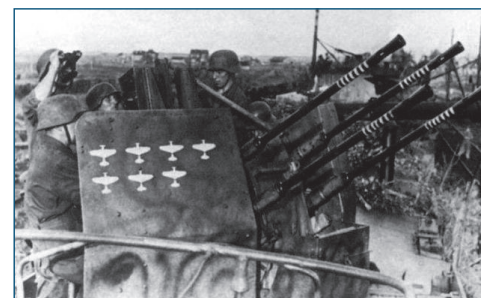
Bill Cullerton seated on the wing, with ground crew members tending to Cullerton's Mustang. Standing second from left is Staff Sergeant Jerome E. Seidl, Crew Chief.



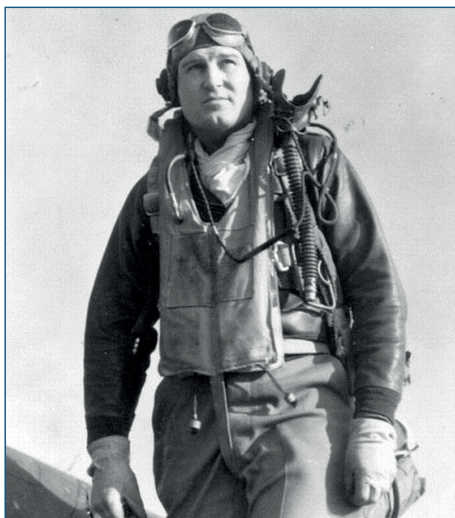
Bill Cullerton in the cockpit of 'Miss Steve'.



Bill Cullerton at Steeple Morden in the fall of 1944.



German 20 mm Flakvierling 38 anti-aircraft gun. The anti-aircraft quad had a rate of fire of 600 rounds per minute.



This photograph, dated March 30th, 1945, is most likely from Cullerton's 'Miss Steve's' gun camera and shows the shelling of the airfield at Lowenstadt.

The citation for his Distinguished Service Cross states:

The President of the United States is pleased to award the Distinguished Service Cross to William J. Cullerton (O-706360), Lieutenant Commander, United States Air Force, for extraordinary gallantry in connection with military operations against an armed enemy while serving as a pilot of a P-51 fighter aircraft with the 357th Fighter Wing, 355th Fighter Group, Eighth Air Force, in aerial combat against enemy forces on the 2nd of November, 1944. On that day, Lieutenant Cullerton shot down two enemy aircraft. Lieutenant Cullerton's unquestionable gallantry in aerial combat is in keeping with the highest traditions of the military service and brings great credit to himself, the Eighth Air Force, and the United States Army Air Forces.



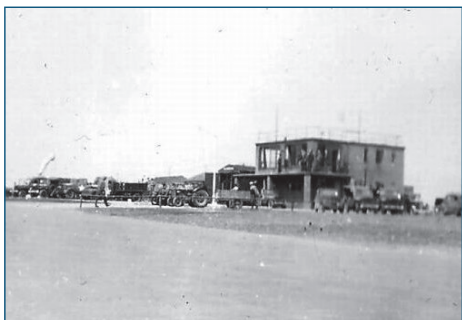
Crew Chief Jerry Seidl with 'Miss Steve', also probably in the spring of 1945.



Bill Cullerton in front of 'Miss Steve', probably in the spring of 1945.



Aerial view of Steeple Morden base.



The control tower at Steeple Morden base.

Griswold, Cullerton's Mustang was hit by about four rounds from a 20 mm anti-aircraft gun in the fuselage tank. The aircraft caught fire after being hit, and the pilot managed to bail out. Griswold saw the parachute open and the impact on the ground, but he did not see Cullerton flee from the impact site.

He was captured by an SS unit after coming down. German soldiers disarmed him and after a brief discussion among the soldiers, the officer shot him in the stomach with the words "The war is over for you". He was found wounded by a German farmer who took him to the hospital. There he was treated and hospitalized, and after a few days he escaped from the hospital. He stated that he had jumped out of a window into a pile of sheep manure. On April 20th, advancing American troops found him hidden under a bridge near Feuchtwangen in Bavaria. American soldiers verified his true nationality by the usual question about Boston Red Sox baseball player Ted Williams and handed him over to the paramedics.

Bill Cullerton was an ace with five confirmed kills. He shot down his first two Bf 109s on the 16th of August, 1944, another B 109 on November 2nd and was also credited with an Fw 190 near Wernigerode on the same day. His last kill, another Fw 190, was on April 4th 1945 in the Halberstadt area. Just four days before he was shot down near Ansbach. He also claimed fifteen enemy aircraft destroyed on the ground and nine damaged. In terms of the number of aircraft destroyed on the ground, he was the second most successful pilot of the 355th FG. For his service, Cullerton was awarded the Distinguished Service Cross (DSC), the Silver Star, the Distinguished Flying Cross (DFC), the Air Medal, and the Purple Heart. His flying career was followed by the local (Chicago) press, which also noted Cullerton's near-miraculous rescue, described in an article entitled 'Capt. Cullerton's Return Hailed as Near Miracle.' After the war, John J. Kevil Jr. wrote a biography about Cullerton entitled 'The Last Dragon of Steeple Morden'.

He retired as a civilian with the rank of captain in the Air Force. He returned to his grandfather's fishing business and married his 'Miss Steve', Elaine Stephen. Their wedding again did not escape the attention of the local press. They lived together in Elmhurst, a suburb of Chicago, but later moved on several occasions. They raised five children, three daughters and two sons, and had nineteen grandchildren. In the 1950s, Bill Cullerton founded the Cullerton Co., a company selling outdoor and fishing equipment. From the 1970s, he hosted the Saturday morning talk show Great Outdoors on Chicago's local radio station WGN for two decades. He retired as a host in 1999, when he handed over his hosting position to Charlie Potter and retired.

He was not only a businessman and a popular talk show host, but he was also a pioneer in fishing tourism and conservation. A nature lover, he was an advocate for environmental protection in Illinois and other states west of the Great Lakes. He was instrumental in restoring the Midewin National Tallgrass Prairie, now a United States National Grassland in Illinois, and was involved in the creation of an artificial reef on the shore of Lake Michigan that improved the habitat for native fish. He was also a founding member of the Illinois Conservation Foundation and was later inducted into its Hall of Fame, as well as the Freshwater Fishing Hall of Fame in Hayward, Wisconsin. On May 9th, 2000, Illinois Beach State Park and North Point Marina in Zion, Illinois, were named the William J. Cullerton Complex in his honor. Two P-51D Mustangs flew over the 4,160-acre complex during the opening ceremony.

William J. Cullerton died on January 12th, 2013, and is buried in Bronswood Cemetery in Oak Brook,

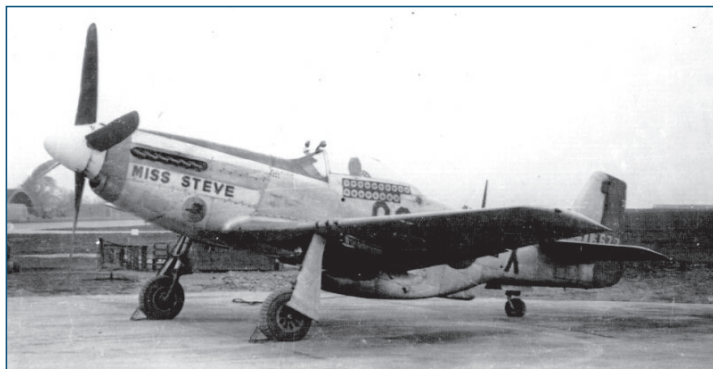
Special thanks to James W. Marshall, historian of the 355th FG



Mustang low over Steeple Morden base, summer 1944.



Bill Cullerton sitting on the wing of 'Miss Steve', autumn, 1944. The aircraft still has remnants of invasion stripes and on the frame of the sliding portion of the cockpit canopy are ten kill marks of destroyed German aircraft. This appearance of the aircraft was the reference for Jan Barance's model that accompanies this article.



Later appearance of 'Miss Steve', without invasion stripes and with eighteen kill markings of destroyed enemy aircraft.

Zdroje:
<http://veterantributes.org/TributeDetail.php?recordID=104>
<https://americanarchive.iwm.org.uk/archive/person/william-j-cullerton>
https://en.wikipedia.org/wiki/William_J_Cullerton
https://en.wikipedia.org/wiki/Oak_Park,_Illinois
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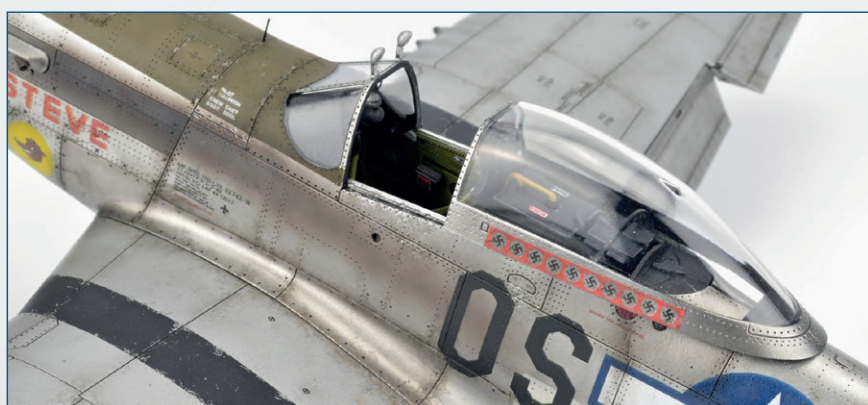
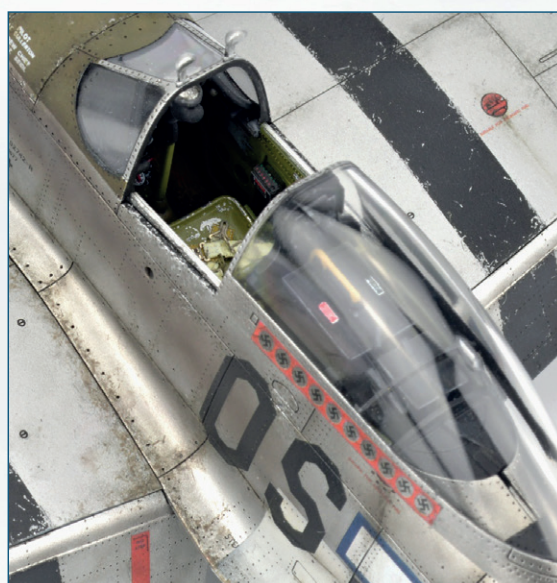


This photo is dated March 18th, 1945, the date of the emergency landing due to an engine failure, after which the aircraft was written off. The pilot was Richard F. Misner. The photo contradicts the information that this aircraft, s/n 44-13677, was renamed 'Fickle Fanny' in November, 1944 and recoded OS-N. It is possible that Bill Cullerton flew P-51D-5 44-13677 again after his return to the unit, and received a new P-51D-20 with serial number 44-64011 only after the illustrated and irreversible damage suffered by 44-13677 in the emergency landing and its subsequent writing off.

Eduard Kit # 11134, Chattanooga Choo Choo 1/48

s/n 44-13677, Lt. William G. Cullerton, 357th FS, 355th FG, 8th AF, Steeple Morden, Velká Británie, 1944









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How I Came to Meet Enstrom....

Jaroslav Špaček



Foto: Petr Kolmann

In January 2017, I took up the position of Director of the Pardubice Flight Training Center of the state-owned company LOM PRAHA. When the director of LOM offered me this position at the time, the main reason gave rise to the possibility that, after eight years with the air ambulance service, I would again fly the Mi-24. These beasts were undergoing general overhaul at LOM and this was always followed by the obligatory test flight. I had experience with this type of work and was looking forward to it.

The second attraction to accept the post that came up during the interview was the line 'Instead of the Mi-2s, you will get a new helicopter'. So I accepted, started to get acquainted with the environment and the many tasks that the CLV required at that time (not much different today). Finally, around March, I asked: 'So tell me Roman, what will the new helicopter be, anyway?' The answer was surprising....'what? You haven't chosen one yet?'

So I started playing around with specifications in the evenings, which I then

fine-tuned with my helicopter pilot colleagues, and finally came up with a tender for a light, single-engine training helicopter with a turbine engine, a 'glass cockpit', equipment for carrying payloads and flying with NVG. In the end, four companies entered the competition with offers. If I go from the most expensive, there was the Airbus H-125, Agusta (Swidnik) SW-4, Bell 505 and Enstrom 480B-G. The H-125 was expensive to the point of absurdly so, and its agility was not entirely suitable for basic training. The Poles from the academy in Deblin themselves warned us against the SW-4, and the Bell 505 was not able to deliver NVG certification on time. So we were left with the Enstrom... No one really liked it, it didn't dazzle in any way, but it met all the conditions of the competition, and it was also the cheapest. A contract was signed for the lease of four helicopters in military camouflage with yellow trim and the installation of a third, military, radio. The camouflage scheme roughly corresponded to that of Czech military helicopters (albeit with one less grey shade,

that of the bottom colour) and came from the well-known aviation journalist Petr Kolmann, who later also designed camouflage schemes for the L-39NG and Z-143/242.

Even before the arrival of our Enstroms, I, together with two other CLV instructors with civilian licenses, retrained on helicopter OK-ENS with an analog instrument panel and on OK-ENG with a glass cockpit G1000 of the Hradec Králové company DSA. I was retrained by Canadian instructor Charles Powis, and recertification, including that of an instructor, was conducted by Dan Tucek. There was one little gem from flying with Charles, coming when he specified a place for me to land in the middle of a forest on an area that an experienced ambulance pilot would not be ashamed of, I pointed out that it was a single-engine helicopter... the answer that made its way back to me was 'But it has a good engine, you have to have faith in it!' And I started to like flying that little thing!

On June 1st, 2018, another Enstrom instructor, an American, and I flew the first



machine, still with the American registration N829JK, from Hradec Králové to Pardubice, so that we could show it off at an aviation day event the following weekend. Since the first two helicopters were still American property, I could not fly it alone. During the flight, at my request, we tried some maneuvers.

On June 20th, we flew the machines with military registrations 0474 and 0473 from Hradec to Pardubice. After flying over VPD 27, I hung above Bravo taxiway to slowly fly the helicopter under the streams from the water cannon of two fire trucks. The moment I saw that the firefighters started spraying, I throttled the helicopter down to fly through the water spray. It was quite a shock when I was hit from above by a blow that felt like it came from Thor's hammer (it really was that strong!), the helicopter shook madly, sank and

I only prevented a collision with the concrete below thanks to the lightning-fast lifting of the team! The fact that I couldn't see outside at all at that moment, or anything at all, is just a bare fact of life at the moment. The firefighters somehow forgot, although I had told them in the agreement, that they had to aim the water stream diagonally, to the side. They just let it go straight at each other, so the tons of water met right above me and deflected down on top of me. I managed it with honor, the helicopter too, but for a while water was still leaking out of it everywhere... So the first military flight of the brand new Enstrom might've ended with a collision with a lot of concrete right in front of many onlookers! A close call....

The next day, the helicopters were officially put into service at CLV. Minister Karla Slechtova was also in attendance. Helicopter

0473 was put on static display together with the just-retired Mi-2 coded 0711, while I was to do a joint demo flying 0474 with the Mi-2 coded 0718 as the Mi-2 flew off into history leaving me to do a short display with the Enstrom. Small American helicopters are (I really don't know why!) equipped with a key.

I had my first experience with a key a few years earlier, when I lost my set to my Robinson 44 overnight at the NATO Days airshow in Ostrava. You can't get into the helicopter without a key, and if you do get in, you can't start it... After some martyrdom, thanks to my acquaintances in the air force and bikers from the military police, I managed to get a replacement key made somewhere in the city, which, surprisingly, fit another one of the five Robinsons brought to Ostrava. After a short delay, we managed to take off on those



sightseeing flights with all the helicopters. So on that memorable day, I turned on the battery, checked everything I needed, and pressed the start button.... and crickets... Just nothing...! So I turned off the battery, a 'glass cockpit' is actually a sort of Windows, and turned it on again, checked everything, pressed the button. And nothing again! The Mi-2 next to me was already spinning, time was running out and the Enstrom was completely silent. So I quickly picked up the phone and called the technicians to get the other helicopter parked a short distance from the minister ready for launch. I jumped in the electric cart, the only available means at the end of the Apron E, put the pedal to the metal and set off at a speed of twenty kilometers an hour to the ÚLs. The helicopters were prepared by our instructor, Radek Lalak, who knew the Enstrom like the back of his hand. I called out to him: 'Mr. Lalak,

I can't get her started!' And he just said: 'what about the key?!' Oh, right! The Enstrom has a key too – on the bottom left by the right foot... You have to put it in, turn it to the right and then it can be started. The interesting thing is that while the engine is running, you can pull the key out and go for a drive with it... I slapped myself on the forehead and, swearing "F***! Key!", I drove that amazing electric car back to the stand. Well, of course, I don't know why they turn it off on the stand!... Everything was done, but I never want another helicopter key in my care again. After the demonstration, the minister sat in the helicopter with me, so I described it to her nicely. She then said to me: 'And why don't I actually know you?' I replied that I didn't know and gave her my business card. Well – and the next day she was fired. Since then, I prefer not to give business cards to anyone...

Then we converted the first military instructors and on August 1, 2018, we began training the first military pilots. Lieutenant Antonin Onuca was the very first to make history. That's how military pilots began training on Enstroms here.

And how satisfied are we with that little thing? Very much so. I don't know of a better training helicopter with a turbine engine and normal control sticks that would be available today. In fact, no other is being produced! Thanks to the increasing requirements of the Czech Air Force for pilot training, a total of nine machines are or have been operated by the CLV. First, four camouflaged machines were purchased, which were later supplemented by two white ones (0484 and 0485), taken over from the defunct company LOM PRAHA Trade. Because that wasn't enough, three more helicopters were leased from the DSA



company (0515, 0516 and the black coded 0522 with an analog instrument panel). However, the last-named one, due to its equipment, only flew in the CLV for a short time. After more than 14,000 flight hours and almost 62,000 landings, I think it is possible to objectively evaluate the helicopter, even in comparison with the previously and widely used Mi-2s.

Petr Hladík, one of the most experienced pilot-instructors at CLV with more than 4,000 hours of flight time logged on the Mi-2, comments: 'The Enstrom 480 is much friendlier to young, novice pilots, who are able to learn the basics of piloting techniques faster on it. It is equipped with a modern glass cockpit based on the Garmin G1000H with an NVG mode, allowing training with night vision goggles. Due to the skid landing gear, the same direction of rotation of the main rotor, and the digital cockpit, subsequent retraining to the introduced helicopters of the H-1 system is much smoother. Modern avionics allow for instrument training, including RNP procedures and approaches, and the equipment with a suspension hook allows for training flights utilizing that aspect of flying. True, we only carry a ninety-kilogram 'bag' under us, but with such a small baby, the need for power changes when lifting it is very similar to large helicopters. The Enstrom is smaller and lighter, which amounts to only a third of the fuel consumption compared to the Mi-2 helicopter, while its cockpit is larger, more comfortable and its abundant glazing provides excellent visibility in all directions. It is able to fly in stronger winds than the Dash Two. Its disadvantage is the single-engine concept, which is common for this category of helicopters in terms of price and operating costs, and the fact that it lacks IFR certification precisely because of this concept and the absence of an autopilot.

The second posting by Vit Kucera is also a bit about a comparison with the Mi-2: 'The type on which I experienced my rough beginnings in helicopter flying was the Mi-2. The helicopter was not very pretty to me, for example compared to the Mi-24 that I flew later, and even then it suffered from not very powerful engines, compared to the weight of the helicopter. But as a preparation for other Mil types, the 'Dash Two' was more than good. When I met it again at the CLV after years as an instructor, I was not at first enthusiastic at all, because it was no prettier than before and still not very powerful... Moreover, outside visibility was not great, so, for example, flying at ground level was very uncomfortable. But thanks to the large volume of flight hours during training with Iraqi pilots, I eventually took it to heart. Not that I shed a tear when the Mi-2 was taken out of service, that's for sure, but I experienced 'something' with that type.



Foto: Petr Kolmann





Enstrom... Hmm, again very rough beginnings for me. But for completely different reasons. At first glance, the helicopter was about 2% nicer than the Mi-2 and I already had experience flying other types, including a short episode on a small Schweizer. So I hoped that it would 'somehow work itself out' right away. But it didn't! Compared to Mil types, the Enstrom is something completely

different. Less weight, so less inertial forces, but a significantly higher maneuverability, direct control without hydraulics, you can see it beautifully, when flying with a reasonable amount of fuel it is also quite powerful... except for the 'torques'... So at first it was a lot more work than I expected, but after getting used to it I have to say that it is an absolutely amazing helicopter. Although it doesn't look like it – it

really feels fragile, but its construction is very durable and it can withstand hundreds of autorotations, simulations of rotor or engine failure, with honor. So hats off! When, after a few years (at least I did), you get used to it, learn to read it 'with your ears and your butt', find out when and what to look out for, you realize that it is a pure joy to fly, or at least sit in it, teach someone else and pretend that they



Foto: Petr Kolmann

can fly it. So I am very glad that I was able to become this familiar with the Enstrom, the joy of our paths intersecting was certainly greater than that of the Mi-2, and so I just hope that it will last in the CLV for a long time.

Another observation from fellow pilot Martin Jandourek: 'From the outside, the helicopter looks small, but from the inside, you feel like you're flying in something significantly bigger. Everything is simple and clear. With the Garmin 1000, all the information is in one place, which spoils students during IFR (instrument flight) training because it doesn't force them to scan the instruments. The Mi-17, which I flew before, allows you to fly 'forcefully' with excess power, and people who get used to it stop flying by their ass and are then surprised when the power is not enough for them. The Enstrom subconsciously forces you to fly the 'path of least resistance', that is, with feeling and with a small excess of power, even though you don't actually have to fly that way. And then you'll be pleasantly surprised that it sometimes lets you load it too. It beautifully demonstrates all the helicopter theory in practice during emergencies. It's playful on the ground and the impression from a height of 50 feet is that you are very high (compared to, for example, a Mi-17). When flying along a route, there is little difference between travel speed and maximum speed, so if you get behind, you will never catch up. So from the beginning you force students to pay attention to calculating flight time. In the rain, you can't see much from it and you also pray that the water doesn't trigger the chip signaling in the final reducer. In other words - it's a great helicopter for training and I'm glad we met! And finally an evaluation of pilot Tomas Brustik, who has flown airplanes

his whole life - from the L-29, through the L-39, the L-159 to the L-410, and even single-engine piston toys, even trying his hand at the Čmelák and today he puts on displays with the likes of the legendary C-11: 'From the perspective of a pilot who has flown airplanes his whole life, a helicopter was a challenge. With the Mi-2, I learned for the first time in my life what it is to fly a naturally unstable machine. But it still had two engines. But I understood that there is no room for letting go of the controls and that flying an airplane is actually a 'toy'. And then came the En-480. It was a great change. Suddenly I found order in the cockpit, the checklist had logic and meaning, it was not an on-board chaos like with the Mi-2... But most importantly, I understood that 'in it' you are completely alone and with only one engine. With minimal time to react in case of an emergency, with sensitive controls and zero rescue equipment. That's what guys with excess power and a parachute up their asses are talking about! But a helicopter - that's something completely different! Either you grow up with it, or you'll always play second fiddle. Crop dusting was and is very hard work, flying a helicopter is closely connected to it. When you realize that you're actually just taming an unbalanced entity, you sometimes have to admit that it's hard work too, because you can't switch off in a helicopter even for a second. And so, after years of flying, I came to the sad realization that fighters are not TOP, maybe that's how quickly they can independently assess circumstances. After all, they still have the bang seat under them, enough power, usually great altitude and a lot of time to solve difficult moments. And what did Enstrom give me? it gave me back my numb

humility and brought me the realization of what a joy it is to learn something again.

If I summarize all of the above and add a little something, the Enstrom is significantly easier to maintain than the Mi-2. Although the technicians are not entirely thrilled with the fact that the entire cyclic control unit is actually located in the fuselage and is therefore significantly more difficult to access than in other helicopters. Yes, that is why the Enstrom has no rods to the rotor head, because all three lead inside the hollow shaft. This design is significantly more resistant in the event of a collision with birds or power lines. The periods between regular maintenance are also longer. The Rolls-Royce 250-C20W engine with an output of 313 kW is among the most reliable engines in the world and allows the replacement of individual modules directly at the CLV. Here it is possible to repair some units yourself (as opposed to the Mi-2 or Mi-17 helicopters), such as the cyclic control unit, the balancing rotor or the freewheel clutch. For the kind of helicopters that beginners receive during their training, they are really reliable, and it is no problem to fly them for around 400 hours a year. Due to its small size, the helicopter is very easy to handle; in the event of a forced landing in terrain outside the airport, the helicopter can be easily loaded up on a flatbed or something and brought back to base.

After every 100 hours of work (and more), a flight is performed, which also includes a vibration measurement. The parameters are evaluated directly by technicians on board the helicopter. With the introduction of the Enstroms, the technicians had to become familiar with a new measuring technique that



measures vibration parameters directly in the air and at all speeds in flight, which had never been done on the technology used so far.

The En-480 is not really a beauty, from the side it looks a bit like a squashed banana. They say that what looks nice also flies nice. In the case of the Enstrom, it is the complete opposite, it flies great. Much better than it looks... At first glance, it is not very pretty, the front has some fairly graceful shapes, but then - it is as if the designers ran out of imagination and the tail and landing gear look a bit like an afterthought coming from a completely different workshop, perhaps in a completely different world.

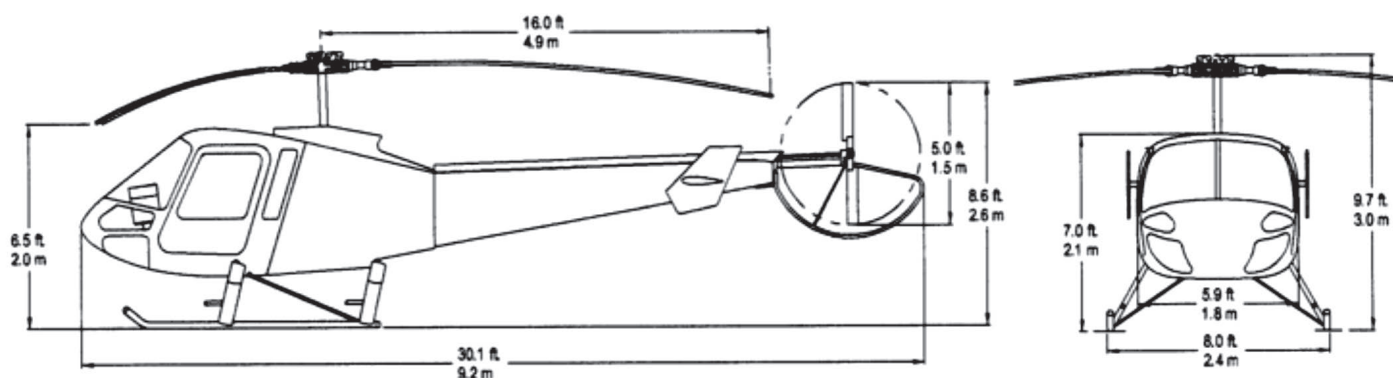
Among our technicians, it has earned the nickname 'fruit fly'. Otherwise, the Enstrom is amazingly controllable, you just have to think and make a small movement with the control stick and it will simply do what the pilot wants it to do. It has no hydraulic boosters, only electric balancing. In the beginning, however, it is necessary to be constantly on the alert with the students, the helicopter is sensitive to the use of the left leg or the rapid lifting of the collective - then there is a risk of exceeding the torque (torque on the transmission shaft) in a moment or two. That is why pilots learn piloting skills on this type, and not the use

of brute force. It is great during autorotation, because it has a huge range of possible main rotor speeds. Otherwise, it is playful and agile and brings experienced pilots real joy of flying, it also allows excellent training in tactical flying very close to the ground. And what is the huge advantage? That it is incredibly quiet compared to the noisy Mi-2. After the introduction of the En-480, the number of complaints about noise decreased by 90%. Simply thanks to it, even when we fly very intensively, we do not disturb the locals as much.



Overview of military En-480B:

0459 En-480B-G	serial number: 5242 N832AD Kaspar
0460 En-480B-G	serial number: 5243 N832CZ Taxis
0473 En-480B-G	serial number: 5240 N829GY Pernstejn
0474 En-480B-G	serial number: 5241 N829JK Arnost
0484 En-480B-G	serial number: 5230 N546HE OK-VRG
0485 En-480B-G	serial number: 5245 N832DQ OK-LPT
0515 En-480B-G	serial number: 5157 N480PD OK-ENG
0516 En-480B-G	serial number: 5229 N546EE OK-ENV
0522 En-480B	serial number: 5083 G-TRYX OK-ENS



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Algerian Air Force

Petr Uzsák

Algeria is a country located in the northern part of the African continent, on the coast of the Mediterranean Sea, and by size it is the largest country in Africa. To the east it borders Tunisia and Libya, to the south and southwest Niger, Mali, and Mauritania, and to the west Western Sahara and Morocco. In the past it was part of the French colonial empire; since 1962 it has been an independent state. It is a traditional ally of China and Russia in the region, yet Algeria consistently insists on maintaining an independent foreign policy orientation. For example, it does not permit the establishment of foreign military bases on its territory.

Thanks to its mineral wealth and exports, the national economy enjoys substantial revenues. The country possesses significant reserves of oil and natural gas, as well as deposits of various metals and phosphates. The textile and food industries are also important. Tourism is limited due to a demanding visa process and underdeveloped tourist infrastructure. On the other hand, the country continues to face socio-economic challenges, such as youth unemployment, which also contributes to outward migration.

The history of the Algerian Air Force began even before independence was declared. Pilot training started as early as 1957 in Syria, and additional personnel were later sent for study to Egypt, Iraq, China, and the Soviet Union. The air force was officially established in 1959, during the height of the struggle against French colonial forces. The first aircraft arrived in 1962 from Egypt, forming the material foundation of this branch of the armed forces.

At present, Algeria militarily dominates the North African region, with approximately 620 aircraft in service. This places it 24th

in the global ranking of air forces. Its main striking power consists of Russian multirole aircraft Sukhoi Su-30MKA, Su-35, and MiG-29 in various versions, together with Su-24M bombers. In terms of specific numbers, 35 MiGs and 33 Su-24M bombers are available. There are 63 Su-30MKA combat aircraft, plus another nine ordered, while 15 more modern Su-35s are expected, although it is unclear whether all have already been delivered. Training is currently underway on these aircraft prior to achieving operational status. Incidentally, an unpleasant

affair was associated with the delivery of MiG-29SMT (factory type 9.19) aircraft, which briefly strained relations with Russia. After delivery, the Algerians discovered that the airframes were not newly manufactured but older, previously used aircraft merely modified to the new version. The aircraft were immediately returned to the supplier, and following negotiations the Russian side offered Su-30MKA aircraft at a discounted price as compensation. However, even the Sukhois may not be the optimal choice, as Egypt previously refused to purchase Su-35s due to issues

*Algerian Air Force Lockheed C-130H Hercules (7T-WHT) at RAF Waddington in 2012.
Photo: Aeroprnts.com*





*Algerian Air Force Sukhoi Su-30MK at Irkutsk-2 Air Base, Russia.
Photo: Alexey Korshunov*

with engine consumption, significant thermal signature, and an outdated radar. Algeria subsequently took over these rejected aircraft. Given the confirmed losses of Su-30/34/35 series aircraft in Ukraine, reportedly reaching 67 planes, it can not be assumed that Algerian pilots would fare significantly better in combat.

The Algerian training fleet consists of several types. Basic training is conducted on the Czech propeller-driven Zlín Z-142, while advanced and weapons training takes place on Czech jet aircraft Aero L-39 Albatros in C or ZA versions, together with the Russian Yakovlev Yak-130 (16 units). There are 43 Albatros aircraft in total, of which 36 are ZA light attack variants and the remaining seven are C-version trainers. These jet aircraft can also be used on a limited scale for strike missions against ground targets, but only in areas with neutralized enemy air defenses and with a limited range of munitions.

The helicopter force represents a significant component of the inventory and provides comprehensive support for both ground and air operations. It is equipped with Mi-24 combat helicopters (32 units) and 42 Mi-28s. These are complemented by transport, liaison, and rescue types such as the Mi-2, Mi-8/17/171, Mi-26, AS355, and Ka-27.

It is also important to mention liaison, transport, and special-purpose aircraft, as they support combat operations as well. Among transport aircraft, the proven Lockheed C-130 stands out, with 18 planes available, along with the newer Airbus C-295 (5 planes) and the IL-76, of which there are eleven ships. A key component consists of IL-78 aerial refueling tankers, with 5–6 aircraft available to the Algerian Air Force. Additional smaller liaison and transport types are also in service. For electronic support of combat missions, nine Beechcraft Twin Bonanza turboprop aircraft are available, capable of conducting electronic reconnaissance and jamming.

Unmanned aerial vehicles must not be overlooked either. The Algerian Air Force



Algerian Air Force Su-34 fighter-bomber. Photo: Baracho Didi



*Algerian Air Force Safir 142 (7T-VFB), a licence-built Czech Zlín 142, photographed in South Africa in 2000.
Photo: Bob Adams*



Algerian Air Force Ilyushin IL-76TD (7T-WIP), photographed in 2021. Photo: Anna Zvereva



Algerian Air Force Mil Mi-28 attack helicopter.
Photo: Ashraf216

operates Chinese-origin systems (Wing Loong II, Rainbow, WJ-700) as well as South African Seeker drones. Domestic UAV production is represented by the Yabhon Flash and United types.

Among the new acquisitions of the air force are some of the flagship products of current Russian aircraft manufacturing. First to be mentioned is the well-known Su-34E bomber, with 14 planes reportedly scheduled for delivery. Another type is the even more prominent Su-57E, a 5th generation combat aircraft widely discussed for many reasons. The first two units are said to have already been delivered. However, numerous questions surround both types, foremost whether the Russian industry is capable of delivering them at all given ongoing technological and production difficulties. Furthermore, the Su-57 stealth aircraft is hampered by technological immaturity, limited access to necessary technologies for final refinement, and the absence of a fully developed engine. Another unknown is the level of manufacturer support after delivery and the user's ability to provide the required conditions for operational deployment.

All these factors are critical for introducing and operating such a complex system, and without them its practical use is difficult to assess. Media statements such as "two delivered aircraft have been assigned to combat service" should therefore be treated with considerable caution. Testing operations and training personnel to the required operational level alone will take many months, assuming trouble-free operation of the new aircraft.

It also remains unclear why Algeria opted for the Su-57 if its development is not yet fully mature. This may be due to pressure or a favorable offer from the Russian Federation, as well as a reaction to the armament of neighboring Morocco, which intends to order 32 Lockheed Martin F-35A aircraft, with delivery likely in the middle of the next decade. Prestige among neighboring states may also

play a role. Algeria evidently does not wish to lag behind and aspires to become the first full-fledged operator of stealth aircraft on the continent and in the Arab world, while Morocco would become the first African operator of the F-35.

On the other hand, export success would also bring credibility to the manufacturer when offering the aircraft to other customers. One such potential partner was India, which even sought to participate in development and production. However, it later withdrew due to disagreements over access to source codes for avionics and weapons systems, financial participation, engine issues, and unconvincing stealth characteristics. In general, without significant combat success of this type in the Russo-Ukrainian war, further export achievements appear unlikely.

The Sukhoi design bureau, and Russia more broadly, have already experienced embarrassment with the SSJ-100 Superjet transport aircraft, which entered service amid high expectations only for its shortcomings to emerge a few years later, leading to its return to the manufacturer. One of the companies affected in this way was Mexico's Interjet, prior to its collapse.

With regard to the operational use of air power, several important factors influencing the security environment must be noted. These include terrorist groups in the Saharan region, such as Islamist militias linked to Al-Qaeda or the Islamic State. They operate mainly in southern border regions, maintaining bases in neighboring countries. Another important factor is the tense situation with neighboring Morocco and Tunisia. For these reasons, the Algerian Air Force requires multirole aircraft capable of covering a wide range of missions in line with current operational demands.

One generally little-known fact is the long-standing connection between the Algerian Air Force and the Czechoslovak, and later Czech, defense industry. Immediately after independence, MiG-15bis fighter aircraft and UTI MiG-15 trainers were obtained from



Footage published in early February 2026 showing a 5th generation fighter plane Su-57 flying over Algeria, possibly near Oum El Bouaghi. The cellphone video, recorded by a shepherd, is available on the above Twitter account.
Photo: Twitter OSINTWarfare

Egypt, and these machines were most likely of Czechoslovak origin. Likewise, the Helwan Gomhouria training and liaison aircraft, originally the German Bücker 181, was also produced in Czechoslovakia after the war and sold to Egypt. In Algeria today, licensed production of Zlín training and sport aircraft is underway, specifically the two-seat Z-142 (Safir-142) and the four-seat Z-43 (Safir-43), used for training and liaison purposes. Furthermore, the air force operates Aero L-39 Albatros jet trainers, as mentioned above. In the future, the sale of new Aero L-39NG Skyfox training aircraft cannot be ruled out, as Algeria has already expressed interest. Given the long-term operation of the original L-39 fleet, generational replacement is a logical step.

The national aviation industry as a whole is currently capable only of maintaining such complex systems in operation, while dependence on foreign technological and service support persists. Nevertheless, there are plans to gradually increase self-sufficiency in both defense and aviation production in general.

When assessing the current strength of the Algerian Air Force, it is certainly impressive in terms of number and types of equipment in service. These factors place it among the strongest air forces on the African continent. Another matter, however, is how many aircraft from the stated inventory are actually combat-ready, how well trained the personnel are, and how effectively manufacturer and supplier support functions. All of this plays a role in evaluating the capabilities of the air force as a whole.

*Su-30 aerial refuelling demonstration during
a public event in November 2024.
Photo: Twitter mdnGovDz*



Algerian Air Force Lockheed C-130H Hercules (7T-WHN), photographed in Switzerland in 2013. Photo: Markus Eigenheer

Air War over Ukraine

Cities Are Freezing

Miro Barič

In this installment of the series, we cover the period from January 1, 2026 to January 31, 2026. During this month, Russia focused on attacks against energy infrastructure — power plants, heating plants, substations. The goal is to terrorize the civilian population with freezing temperatures. Apart from intensive shelling, not much happened in the air. There were several drone attacks on Ukrainian airfields, but their results were mixed.

At the turn of the year, two events related to the drone attacks took place. First, Russian Foreign Minister Lavrov accused Ukraine of attacking the residence of Russian President Putin near Lake Valdai in the Novgorod region. According to Lavrov, all 91 Ukrainian drones were shot down, Putin was not at the residence, and no one was injured.

The problem is that no air alert was declared in the area, local residents did not hear any explosions that would normally accompany air defense operations and falling drone debris, and even the Russian military initially reported Ukrainian drone attacks in completely different areas — just not near Putin's residence. Lavrov's claims were also rejected by foreign intelligence services. It was merely another lie aimed at disrupting peace negotiations.

The second incident involved Denis Kapustin, commander of the Russian Legion fighting on Ukraine's side. At the end of last year, reports emerged that he had been killed in a drone

attack in the Zaporizhzhia region. A week later, however, it became clear that the report was false. It was part of a secret operation that had lasted for over a month. Russian intelligence services had ordered Kapustin's assassination, but Ukrainian military intelligence (HUR) learned about the plan. They staged a video showing an FPV drone attacking Kapustin near a vehicle. The footage was cut off at the moment of "impact." Subsequently, another drone recorded the vehicle engulfed in flames. The Russian Legion announced that Kapustin had died and that they would avenge his death. Together with the drone footage, this served as proof, and the Russians paid the "perpetrator" half a million dollars. In reality, the money was collected by HUR, which later released a video showing Kapustin alive.

Russian Shame

While these two incidents brought a ridicule to Russia from abroad, throughout the entire

month it brought shame upon itself through terrorist attacks on Ukrainian civilians. How else can one describe the deliberate bombing of energy infrastructure during severe frosts? The result was hundreds of thousands of residents left without electricity and heat.

At the end of the month, U.S. President Trump announced that the Russians would refrain from attacking energy infrastructure for one week, but even this truce was not fully observed. Moreover, during this period they attacked civilians in other ways. In frontline areas, they began targeting road traffic, including civilian buses. Deep inside Ukrainian territory, they targeted trains, with Shahed/Geran drones guided using Starlink terminals mounted on them.

The Ukrainian side is trying to retaliate against attacks on energy infrastructure, but its options are limited. The Belgorod region near the border is therefore a primary target, whose local officials have already complained



A series of images of Su-27 aircraft from the Ukrainian 831st Myrhorod Tactical Aviation Brigade.



A Russian attack on a civilian bus. The driver was killed, and two passengers were seriously injured.



This Russian Lancet drone missed its target. It was caught by a net stretched above the road

that after every Russian attack on Kyiv, Ukrainian retaliation follows against them. They have asked why Russia does not first ensure air defense for its own border cities before shelling Ukrainian cities.

On the other hand, Ukrainians do not even need to strike deep into Russian territory. The Murmansk region in northern Russia was without power for several days after strong winds knocked down power line pylons. Those pylons dated back to the 1960s and had a service life of 40 years. They had already been operating a quarter-century beyond their intended lifespan. The money Russia spends on one large air raid on Kyiv would have been enough to repair the power lines and avoid the problem entirely.

One Sukhoi Less

Aside from mass drone, missile, and cruise missile attacks, little happened in the air. During the monitored period, Russia lost only one aircraft during a combat mission. On Wednesday, January 28, a Su-34 fighter-bomber crashed in the Kursk region. Rescue helicopters were immediately dispatched to search for the crew, but both pilots were killed. For some time, reports circulated about the

loss of two aircraft. On the same day, a Russian Su-30 was said to have disappeared from radar over the Black Sea near Snake Island. However, this was not confirmed by neither Russian nor Ukrainian sources.

Attacks On Decoys?

In the previous month, Ukrainians carried out a series of successful drone attacks on Russian airfields in Crimea. As it often happens in this war, when one side introduces something new, the other tries to develop countermeasures while also imitating the enemy's tactics. This month, the Russians therefore launched drone attacks on Ukrainian airfields as well.

Only the attack on a small airfield near the village of Mala Vyska in the Kirovohrad region can be described as successful. Russian drones destroyed a Mi-24 helicopter and damaged a Mi-8 helicopter there. Video of the attack was published on Saturday, January 24.

At the end of the month, the Russians also released videos of BM-35 drone attacks on the Kanatove airfield in the Kirovohrad region and Myrhorod airfield in the Poltava region. However, these can easily be described as a waste of ammunition. In Myrhorod, for example, two Ukrainian Su-27 fighter jets were hit. Both

aircraft carried older camouflage and had their engines removed (their exhaust nozzles were missing). It can therefore be reasonably assumed that they were decommissioned aircraft that had already served as sources of spare parts. According to The Military Watch website, both fighters had been parked in the same location since August 2025 and September 2025 respectively.

The video from Kanatove Air Base is somewhat more interesting. It shows attacks on a Ukrainian F-16 fighter jet. The first strike was not entirely successful; the drone hit the side wall of the shelter and made a hole in it but did not directly hit the aircraft. That only happened during the second attack. However, upon closer inspection, the F-16 shows several odd details. Its canopy appears yellowed, and it has several shape irregularities, such as squared sides of the intake under the fuselage. It is therefore either a mock-up or a decommissioned aircraft that was used for ground crew training and later became a decoy. Exactly such a decommissioned aircraft with a yellowed canopy stood behind Ukrainian President Volodymyr Zelensky in 2024 when he announced the arrival of F-16s in Ukraine.

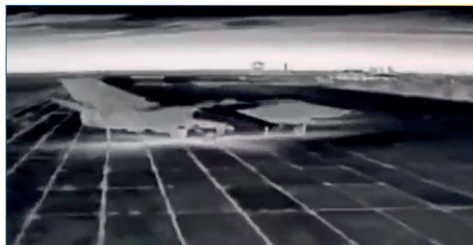
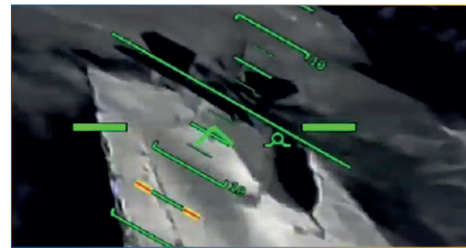


A Russian BM-35 drone attack on two Ukrainian Su-27 fighters in Myrhorod. In both cases, these were decommissioned aircraft without engines.

A Russian BM-35 drone attack on an F-16 at the Ukrainian Kanatove air base. Note the yellowed canopy and the squared engine intake. It is either a mock-up or a decommissioned aircraft.

Zelensky in 2024 standing in front of an old F-16 fighter with a yellowed canopy. It was apparently a decommissioned aircraft delivered for ground crew training and spare parts.





Previously unpublished footage of Ukrainian drone attacks on Russian Su-24M aircraft at Saky air base in Crimea. The footage comes from a video released by the Ukrainian Security Service (SBU). It shows 15 attacks on Russian aircraft from 2025. In the last image, the Su-24M has a damaged tail, apparently from a previous drone strike.

Ukrainian Attacks in 2025

During the reporting period, the Ukrainian side did not announce any new attacks, but at the end of the month the SBU intelligence service released a video compilation of 15 successful attacks from 2025. Some were already known, but part of the footage was released for the first time. Some fall into the same category as the previous Russian attacks — wasting ammunition on decommissioned aircraft.

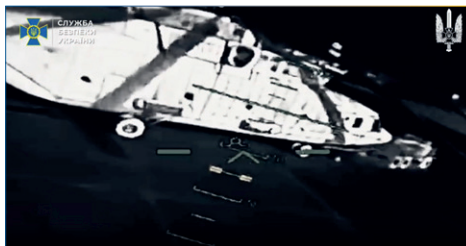
This includes footage of a group of An-12 transport aircraft at Saky airfield in Crimea. These aircraft had been parked in the same location for more than 20 years.

Among the previously released and known footage are attacks on two Su-27 fighters and a Mi-8 helicopter. The video also includes two attacks on Mi-26 helicopters. One was known from last year, but the second appeared for the first time. Footage also appeared for the first time showing several attacks on Su-24 aircraft, one Su-30, a Mi-28 helicopter, and An-24 and An-26 transport aircraft.



A still from the SBU video, this time showing a Russian Naval Aviation Su-30SM at Saky air base.

This Mi-28NM helicopter at Kirovskoe air base also did not escape a strike. The image also comes from the SBU video.



Attacks on two Russian Mi-26 helicopters at Kirovskoe air base. The first case was previously known; the second was not.



Western F-16 Training Was Not Sufficient

During the monitored period, a video also appeared in which a Ukrainian F-16 pilot spoke about his combat experience. The basic message was that the training they underwent in the West was unsuitable for the Ukrainian battlefield, and the pilots had to develop their own tactics.

"When we returned home from training, we faced reality: the tactics we were taught abroad did not match the war we are fighting. These tactics were based on wars that our partners

had fought before. But this war is fundamentally different," said the pilot in the video, whose identity was not disclosed.

Most of the pilots who participated in the first training groups had considerable experience, and after returning home they



Destruction of his Russian An-26 at Kirovskoe air base was confirmed.



The SBU video also showed an attack on a Russian An-24 in Simferopol.

jointly developed new tactics on how best to destroy drones and cruise missiles, as well as how to strike the enemy near front lines saturated with air defense systems and hostile aircraft. According to him, the greatest threat comes from Russian fighters such as the Su-35, Su-57, and MiG-31. Practically every mission near the front line means that Ukrainian aircraft are targeted by Russian missiles, most frequently air-to-air missiles.

"They can remain in standby mode, fly at high altitude, and wait for our air groups. Unfortunately, we don't have that advantage. We have to fly low to avoid the threat from surface-to-air systems," the F-16 pilot said. To avoid Russian attacks, Ukrainian pilots



A group of An-12 aircraft from the SBU video at Saky air base. These were decommissioned aircraft that had been parked at this location for more than 20 years.

use low-altitude maneuvering tactics. This creates numerous ground reflections and prevents Russian radars from locking onto them accurately. During frontline missions, part of the F-16s forms an escort group. The



A Ukrainian Mirage 2000-5F fighter armed with a MICA missile.

A Ukrainian F-16 fighter armed with GBU-39 SDB (Small Diameter Bomb) guided bombs.

strike group consists either of other F-16s armed with guided bombs or older aircraft such as MiG-29s or Su-27s. Sometimes F-16 pilots in the escort group deliberately expose themselves to enemy fighters, forcing them to fire and expend their missiles. This creates an opportunity for the strike group. The pilot recalls such a mission when he was in a three-aircraft group and they forced the enemy to launch missiles at them from two different directions, which they then had to outmaneuver.

"The result, however, was that we gave the strike aircraft the opportunity to destroy the target, and the entire group safely returned to base, back to our unit and families," the pilot added.

Mirage Fighters Are Just Few

In addition to F-16s, the Ukrainian Air Force uses one more Western type. Some details about the Mirage 2000-5F fighters also emerged during the monitored period. It appears that Ukraine has so far received only three aircraft, one of which has already

been lost in an accident. According to statements by French officials, however, the training of Ukrainian pilots is ongoing, and Ukraine should soon receive two more fighters.

The first photo has also appeared confirming that Ukrainian aircraft are armed with MICA EM missiles. In the image, a Mirage 2000-5F carries them under the fuselage. Under the wings it carries the large external fuel tanks, and on the outer wing pylons it carries Matra R.550 Magic 2 missiles. Until now, only photos showing these short-range Magic 2 missiles had been known. The MICA EM missiles are medium-range (reported at 60 to 80 km), which theoretically allows engagement of enemy aircraft as well. However, like the F-16s, Ukrainian Mirage 2000-5Fs primari-



Cruise missile kill marking sported by a Mirage 2000-5F.

ly serve to destroy cruise missiles that Russia sends toward Ukrainian cities almost every night. In 2025, for example, there were only four days when no projectile was directed at Ukraine. In the remaining 361 days, it had to face drone, missile, and cruise missile attacks.



German Gepard anti-aircraft tanks continue fighting the drones.

Against Drones

Most of these Russian projectiles consist of Shahed/Geran-type drones. Against them, Ukraine deploys a large number of assets that are cheaper than supersonic fighters. These include ground-based systems, where in addition to German Gepard anti-aircraft tanks, Ukraine has successfully modernized and deployed Soviet ZSU-23-4 Shilka vehicles armed with four 23 mm cannons.

Helicopters and light aircraft also engage the long-range drones. One of the deployed types is the twin-engine Antonov An-28 transport aircraft, about which we reported previously. Now, however, French television TF1

has published a report showing details of its combat use. The An-28 shoots down Shaheds with a six-barrel M134 Minigun mounted in the side door. And as many kill markings painted on the aircraft's nose show, its crew has been very successful.

Human Losses

In the end, allow me a rather bitter remark regarding occasional claims that model companies should not get involved in politics. But this is not about politics — it is about a war that harshly affects millions of innocent people including those model companies. And we are not talking about power outages and

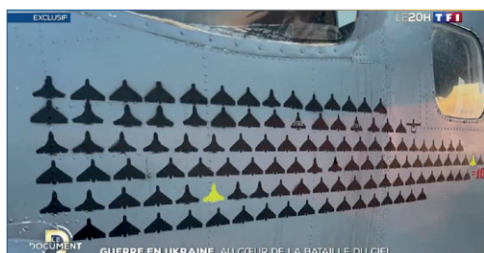
related problems that prevent them from work working.

In January, two employees of MikroMir company, being soldier as well, lost their lives. In the beginning of January, Oleksii Shvorak was buried. Two weeks later Kostyantyn Kolobov also fell while defending the independence of his country. He worked as a 3D designer for several companies, including AMP and DBMK. His last design for MikroMir was Junkers Ju 388 in 1/72 scale. Once released it will be his last work.

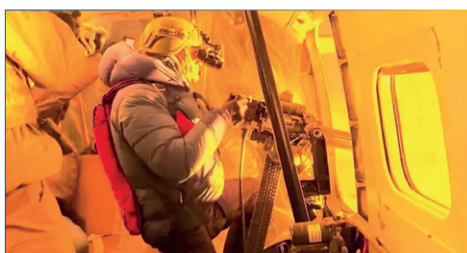
Sadly, he is survived by his wife Oksana and young son Mykola. Our deepest condolences.



In October 2025, the Ukrainian An-28 carried only three rows of kill markings on its nose...



...in the TF1 report, it already sports 117 of them.



The M134 Minigun mounted in the side door of an An-28.



Kostyantyn Kolobov was a 3D designer who worked for MikroMir and other Ukrainian scale model companies. In January, he was killed defending his homeland.



Soviet ZSU-23-4 Shilka systems, recently modernized by Ukraine, are also being used against drones. This vehicle was named "Aligator" and sports four kill markings.

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



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Curtiss SB2C Helldiver

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



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The Last Bf 109

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



Eduard's March release introduces a 1/72 scale new tool kit of the Bf 109 K-4. This particular variant holds a special fascination for enthusiasts of aviation history. It is probably because of close ties to grim final months of the Second World War in Europe and to the complex subject of late-war Luftwaffe camouflage.

Discussions within the German high command as early as 1942–1943 acknowledged that production of the Bf 109 would one day have to end. However, proposed successors emerging from Messerschmitt's design office failed to develop as planned.

As the war progressed and pressure on the German industry intensified, production plans were revised with increasing frequency, sometimes as often as every two weeks during the final months. This situation is difficult for aviation historians to untangle today, but it was hardly clearer to those directly responsible for organizing production at the time.

For example, in September 1944 there was a plan for the Erla plant to begin producing the Bf 109 K-6/R6 from January 1945, while the WNF factory in Austria was to launch K-6 production in February 1945. Erla was scheduled to deliver 2,070 aircraft by September 1945, and WNF was tasked with producing 2,585 examples by March 1946. The K-6 was to be armed with a 30 mm MK 108 cannon firing through the engine, two 13 mm MG 131 machine guns mounted above the engine, and two additional 30 mm MK 108 cannon installed in the wings.

The K-6 variant was expected, thanks to improved high-altitude performance, to replace the Fw 190 fighters of the Sturmgruppen specialized

in attacking four-engined bombers. In the end, however, this version never entered production. The WNF plant was overrun by the Red Army in the spring of 1945, and Erla managed to complete only a small number of Bf 109 K-4 aircraft.

The majority of Bf 109 K-4s were produced at facilities operating under Messerschmitt's Regensburg organization. The parent factory itself was no longer capable of manufacturing aircraft due to the consequences of Allied bombing. Production was therefore dispersed among a large number of independent workshops and subcontractors. The process was fragmented into so many intermediate steps that, for example, certain firms produced fuselage shells, while other facilities were responsible for outfitting them.

Logistics within this highly atomized industrial structure were hampered by transport shortages and by the need to relocate facilities in response to advancing front lines or Allied bombing. Shortages of basic raw materials also intensified. As a result, for instance, two official versions of the RLM 81 color were introduced: in one case a dark brown, in the other a dark green. Each formula relied on different raw materials, and the leadership was indifferent to the fact that two distinct colors were being produced under the same RLM code, even if their differing shades were verbally distinguished. When this is combined with the large number of paint manufacturers, fluctuating material quality, and the multitude of dispersed production sites, the camouflage of Luftwaffe aircraft built in the final months of the war becomes an endless subject of research, discovery, interpretation, and debate. The current state of knowledge, consulted

with colleagues from JaPo, is reflected in the color instructions accompanying the kit.

German wartime production used slave labor from concentration camps and the forced deployment of young people from selected age groups in occupied territories. Of the many hundreds of thousands of concentration camp prisoners involved in aircraft production, up to 75 percent perished under the brutal program known as "Vernichtung durch Arbeit" ("extermination through labor"). Among forced civilian laborers, mortality reached as high as 25 percent.

Final assembly also took place at camouflaged forest sites known as Waldwerke, where aircraft were completed, test-flown, and then immediately transferred to another location or delivered directly to operational units. All of this production was carried out under the constant threat of bomber raids and fighter attacks.

In 1945, German leadership repeatedly revised its priorities. Before the end of hostilities, emphasis shifted to jet aircraft such as the Me 262 and He 162, the four-engined Ar 234 C, the rocket-powered Me 163 and its projected successors, as well as the piston-engined Focke-Wulf Ta 152. Heavy fighter production of the Dornier Do 335 was to continue on a smaller scale. In April 1945, one Staffel of JG 400 was withdrawn from the front to prepare for experimental operations with the Horten brothers' twin-engine jet flying wing. The Messerschmitt Bf 109 was no longer included in future plans, thus the K-4 remained the final production variant of this legendary aircraft.

The Earthquakers

Text: Jan Bobek

Illustration: Gareth Hector



The box art of this B-25 limited-edition kit released in cooperation with HKM depicts a gunship of the 12th Bombardment Group attacking a Burmese airfield in 1945. The unit, bearing the combat nickname The Earthquakers, had, however, spent a significant portion of its wartime career on an entirely different battlefield.

The 12th BG was activated on 15 January 1941 and from the spring of 1942, aircrews and ground personnel began converting to the B-25 Mitchell medium bomber in the A and C variants. In July and August of that year, the group deployed to the Mediterranean and was assigned to the 9th Air Force. Throughout its service in this area, the unit operated B-25C and D models.

At the beginning of 1943, two squadrons of the 12th BG came under the 12th Air Force, supporting the Allied advance across North Africa, while the remaining squadrons continued under 9th Air Force command, striking enemy positions in Tunisia.

For its combat operations in North Africa and Sicily between October 1942 and August 1943, the 12th BG was awarded the Distinguished Unit Citation. In August 1943, the entire formation was formally reassigned to the 12th Air Force and, until January 1944, operated primarily against targets in Italy, with some missions extending over the Balkans.

Between February and April 1944, the 12th BG redeployed to India and was incorporated into the 10th Air Force. The first elements arrived at Tezgaon and Kurmitola airfields between 20 March and Easter Sunday. The foresight of the technical personnel, who had brought complete

tool sets with them, enabled a rapid return of the aircraft to operational status. By 16 April, the 81st Bombardment Squadron was combat-ready and carried out its first raid against Mogaung.

The arrival of the 12th BG in the theater came at a critical juncture. Japanese forces had captured Kohima, encircled Imphal, and threatened Dimapur, the key supply base of the British 14th Army. Severing the Burma-Assam railway would have gravely endangered Allied supply lines to China. The reinforcement of strategic air power by more than one hundred aircraft thus carried not only military but also profound moral significance.

Systematic attacks followed against supply depots at Mogaung, Kalewa, and Kalembo; railway traffic between Mandalay and Myitkyina was disrupted; bridges were destroyed; and the Tiddim Road was subjected to repeated bombardment. Operational tempo did not slow-down even during the monsoon season.

In July, the crews were ordered to support the capture of Myitkyina. Intensive bombing significantly weakened the city's defenses and enabled advancing Chinese forces to press their assault. After its fall, General Stilwell formally commended the 12th BG for its contribution.

In addition to strike missions, the 12th BG performed substantial supply duties. More than 600,000 pounds of ammunition were delivered to Imphal and Palel in over 1,200 flying hours. Some pilots also attached themselves to transport units, logging additional dozens of hours to help maintain the continuity of the vital air bridge.

Over two years of combat, the 12th BG flew more than 550 missions, carried out over 7,000 combat

sorties, and dropped in excess of 10,000 tons of bombs. It consumed more than eight million gallons of fuel and, even before its transfer to India, had logged over 40,000 flying hours above North Africa and Europe.

In the summer of 1945, the group began conversion from B-25H and J variants to the more modern A-26 Invader, while at least one P-61 Black Widow night fighter also appeared on its strength.

Encounters between 12th BG Mitchell crews and enemy aircraft were relatively rare, and losses over hostile territory in India and Burma amounted to only about a dozen machines. One of these was B-25J (43-3964) of the 83rd Bombardment Squadron, commanded by Lt. John R. Coach. On 6 October 1944, it was part of a twelve-aircraft formation tasked with bombing a bridge at Nyaungyan. As the formation descended toward the target in the late morning, it was attacked by Ki-43 fighters of the 64th Hikō Sentai, led by Captain Nakamura. In a head-on pass, the Japanese fighters damaged five aircraft, including the lead machine. Coach's bomber was hit hardest and caught fire; one or two parachutes were observed before it crashed.

Nakamura was compelled to press his next attack from the rear but flew into the crossfire of two defensive gunners and was killed by a bullet striking him in the forehead. His aircraft disintegrated, and his parachute deployed automatically. It was a serious loss: Nakamura was credited with twenty aircraft shot down or damaged and had been engaged in training novice pilots.

Training with the Enstrom

Text: Martin Jandourek
Illustration: Antonis Karydis



In 2018, the Mi-2 helicopters were replaced with the new Enstrom 480 type at the Pardubice Flight Training Center (CLV).

Until then, Mi-2 helicopters had been the basic training platform for many years. They were robust, structurally durable machines of Soviet origin, which made it possible to train several generations of pilots. However, their technical concept hearkened back to the time of their creation, complete with analogue instrumentation, higher operational requirements and limited possibilities for integrating modern systems, gradually decreasing their ability to meet the requirements of the current air force.

The choice of the Enstrom 480 for basic helicopter pilot training means a transition to a lighter and more technologically advanced platform as compared to the Mi-2. The new technical maintenance system and better operating economy are positively reflected in the better availability of equipment for training and a higher number of flying hours. However, the Enstrom brings even greater advantages in terms of flight characteristics and the range of tasks performed in the helicopter pilot training system. In contrast to the past, when helicopters were only flown after previous training on fixed-wing aircraft (Z-142), the Enstrom is the first real flight experience for most novice helicopter pilots. The new helicopter, with its design and flight characteristics, is a suitable combination for mastering the often breakneck beginnings of flying, practicing emergency

procedures such as autorotation or directional control failure, as well as more complex flight tasks, such as flying with night vision goggles (NVG) or tactical flights.

One of the most significant benefits offered by the type is the modern avionics fit, based on the Garmin G1000H system, which allows pilots to work with a 'glass cockpit' concept from the very beginning. This element is key, especially in terms of continuity with further training on more advanced types of helicopters, specifically the Bell H-1 for the Czech Air Force, where digital data displays are a standard. Despite the relative simplicity, students already at the basic stage master working with more complex information systems, which simplifies the demands when switching to more sophisticated technology.

A fundamental advantage over the Mi-2 helicopter is the possibility of flying with night vision goggles (NVG). The ability to operate in night conditions is now an integral part of not only military helicopter operations. The integration of NVG training at the basic type level represents a fundamental qualitative shift, as young pilots get used to the specifics of this type of flying from the very beginning. Flying with NVG was, until recently, the domain of only the most experienced military pilots.

The new training curriculum includes a considerable number of solo flights. The Enstrom 480 helicopter is historically (for many decades) the only helicopter on board which military pilots of the Czech Armed

Forces have to rely only on themselves, and the popular saying of instructors on the Mi-2 'if you mess up while flying solo, the on-board flight engineer will land for you' has ceased to apply. A solo flight, during which you only look at the empty seat next to you, undoubtedly represents an important psychological and professional milestone for every pilot, during which the student must demonstrate full responsibility for the flight without the possibility of direct intervention by the instructor. Despite a certain stress factor, it is an experience that the older generation of helicopter pilots envy the younger ones for.

The Enstrom 480 CLV Pardubice helicopter fleet recently reached a total of 15,000 flight hours. This is undoubtedly a sufficient number to conclude that the ideal type of helicopter was chosen for the basic training of a new generation of military pilots. Maybe not the prettiest and most powerful, but definitely reliable and perfect for training during the first 150 flight hours in a pilot's career. On this basis, the bar for the top pilots of combat, transport and rescue helicopters of the Czech Air Force has been raised.

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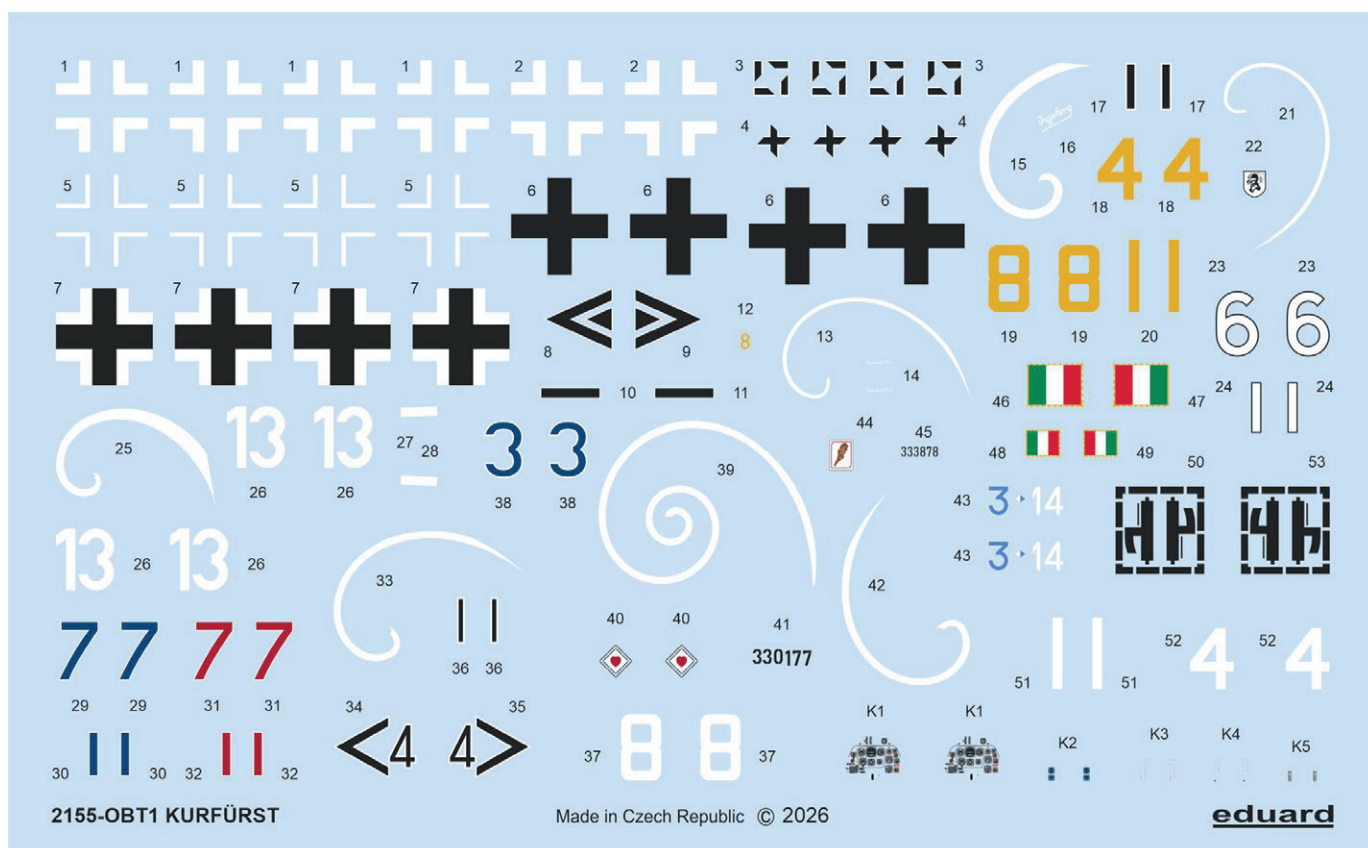
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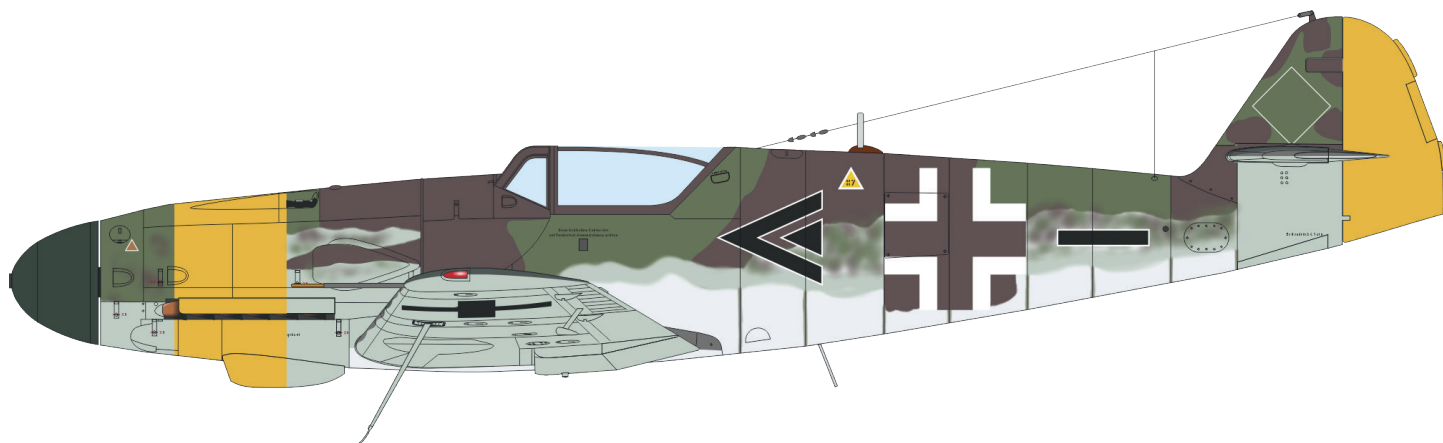
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The Limited edition kit of the German WWII fighter plane
 Bf 109K-4 in 1/72 scale.

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- painting mask: yes
- resin parts: no

[Product page](#)


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

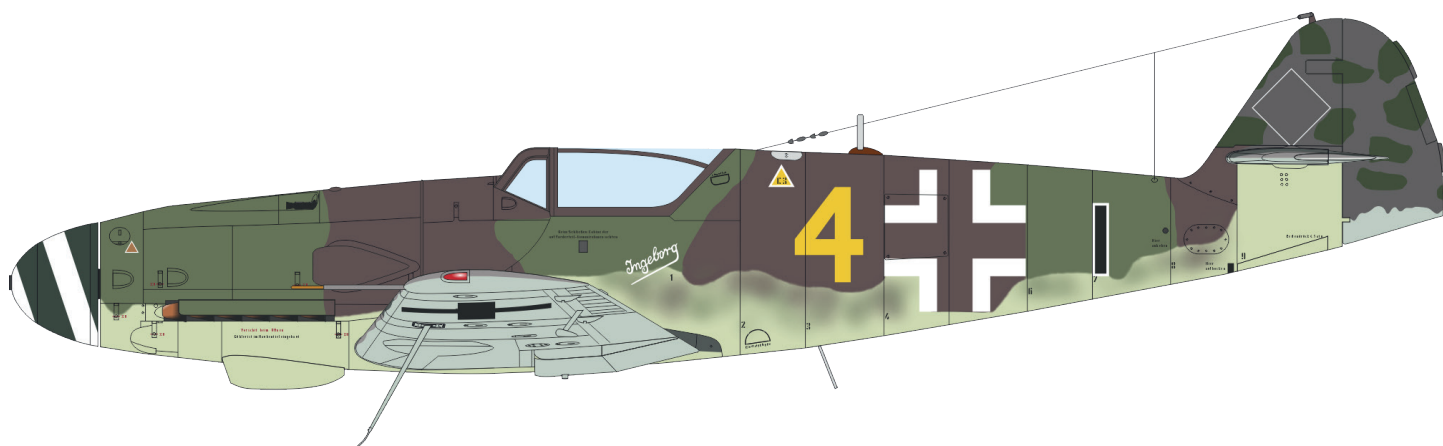


This aircraft (probably from the 334xxx series) was the personal mount of the CO of II./JG 52, Maj. Wilhelm Batz. In February 1943 he was assigned to the Stab II./JG 52 on the Eastern Front and won his first victory on March 11. In May he was appointed CO of 5./JG 52. By March 1944 he had already achieved his 100th victory and in April he was appointed CO of III./JG 52. In early February 1945 he became commander of II./JG 52 in Hungary. He scored his last victory

(237th) on April 16, 1945. Five days later he received the Swords to the Knight's Cross with Oak Leaves. Batz and his unit flew from Zeltweg, Austria, to Bad Aibling, Bavaria, to surrender on May 8, 1945, escorted by a formation of Thunderbolts in the final part of the route. After the war he joined the Bundesluftwaffe and successively commanded Flugzeugführerschule S and Lufttransportgeschwader 63. Yellow markings were introduced by Luftflotte 4 in

March 1945. The fuselage and vertical tail were painted with RLM 81 (dark brown variant) and RLM 82. The lower part of the fuselage was left unpainted and the joints were filled. Fuselage sides were sprayed with RLM 76, which was also used on the oil cooler cowling. The wing was camouflaged with RLM 74, 75 and 76.

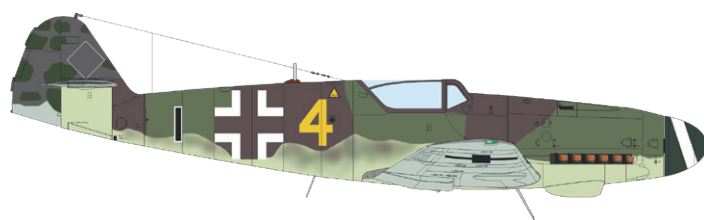
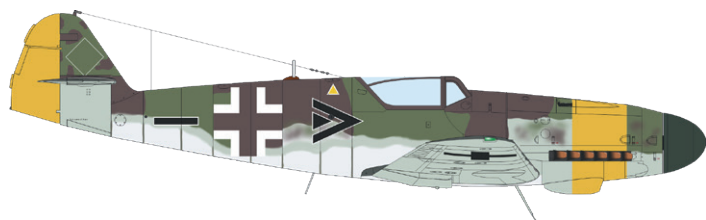
■ Fw. Hans Strebel, 11./JG 3, Franzfelde airfield near Pasewalk, Germany, March 1945



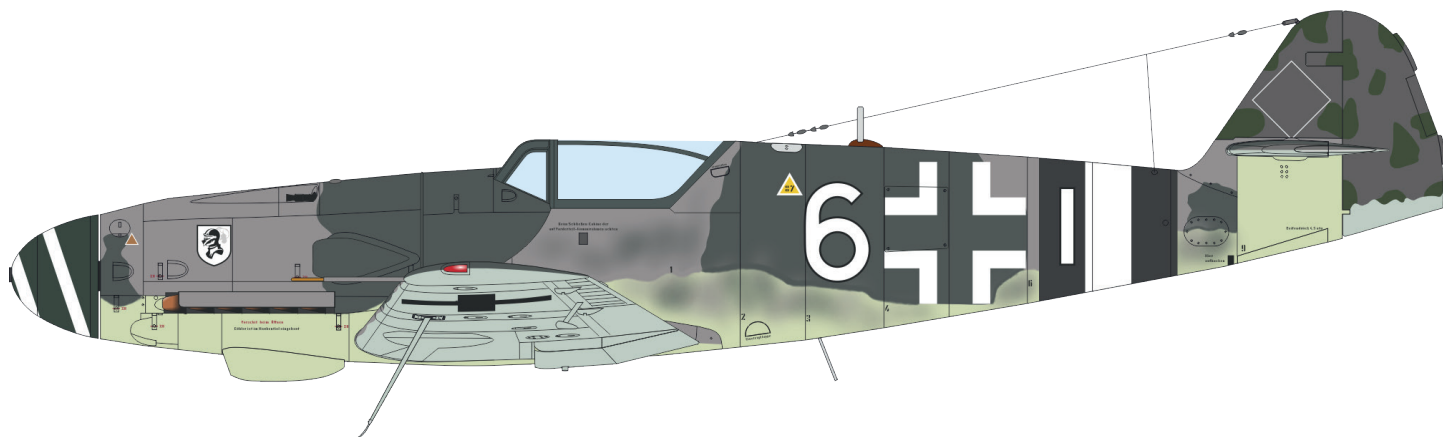
Hans Strebel originally served with 9./JG 3 and achieved his second victory during Operation Bodenplatte. In early 1945 he was transferred to 11./JG 3, which was also part of III./JG 3 Udet. From the end of January 1945, this unit was deployed in combat against the Red Army and by the end of the war had achieved at least 80 victories. Its missions also included attacking supply columns or escorting anti-tank Ju 87s. The last commander of 11./JG 3 was Lt. Rudolf Escherich,

who originally served on He 177s with KG 1. In mid-April, 14 pilots of III./JG 3 volunteered for suicide deployment as part of Operation Freiheit. These were attacks by crashing into bridges over the Oder River. Their suicide action scheduled on April 16 ended in failure and the formation under Escherich's command lost six airmen. The C3 label on the fuel tank indicates engine that required 100-octane fuel. At the end of the war, an aircraft with the same design of fuselage

number was photographed by a Soviet reporter at Finow airfield. Fuselage was probably painted in RLM 81 (dark brown variant) and RLM 82 with greenish version of RLM 76. Vertical tail was painted in darker version of RLM 74 and 75, the RLM 74 had a tinge of green. Wing was painted with lighter shade of colors RLM 74, 75 and 76.



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

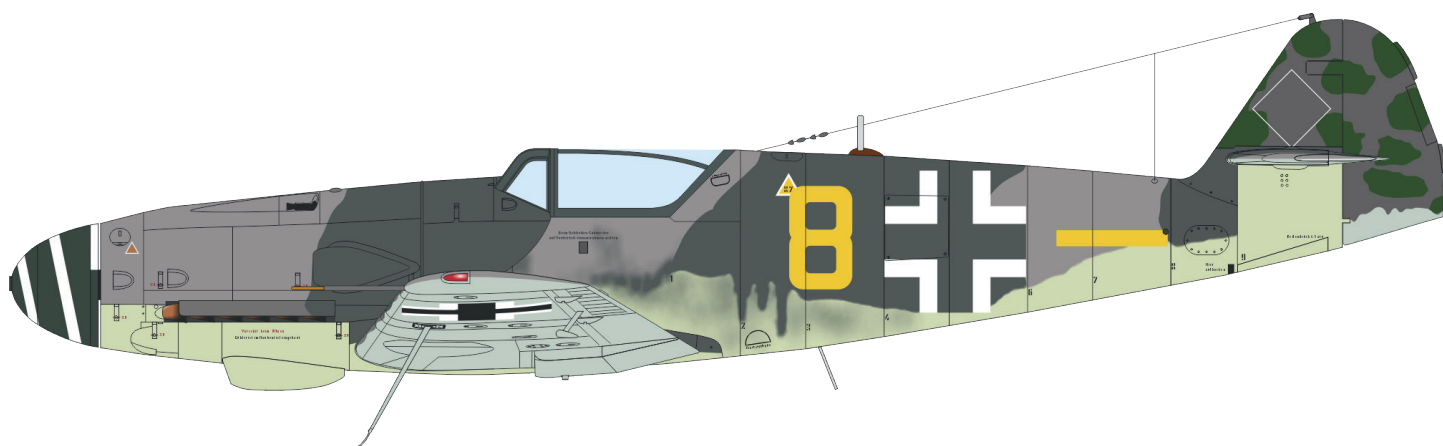


The emblem of JG 4, a knight's helmet, is painted on the cowl of this aircraft, which probably belonged to 9. Staffel of III./JG 4. It is possible that its pilot was Fw. Hans Braun, who used an aircraft with the same markings in late 1944. The Messerschmitt Bf 109K-4s were received by III./JG 4 in October 1944 and used along with the G-14 and G-10 versions. At that time, the temporary commander of 9./JG 4 was Lt. Hans Klaffenbach (21 victories), who briefly

represented Hptm. Johannes Kaufmann (10 v.). Hans Klaffenbach became commander of JaboG 32 with F-104s in 1964 and led it for eight years. In 1997 he was one of the most prominent guests at the opening of the Museum of the Air Battle over the Ore Mountains in Czech Republic, in which he had taken part on September 11, 1944. Kaufmann led his unit from the end of January 1945 in battles against the Red Army, and on several occasions his unit escorted airmen in

suicide attacks on bridges on the Oder River. His daughter was the famous German actress Christina Kaufmann. Fuselage was probably painted in RLM 74 and RLM 75 with greenish version of RLM 76. Vertical tail was painted in darker version of RLM 74 and 75, the RLM 74 had a tinge of green. Wing was painted with lighter shade of colors RLM 74, 75 and 76.

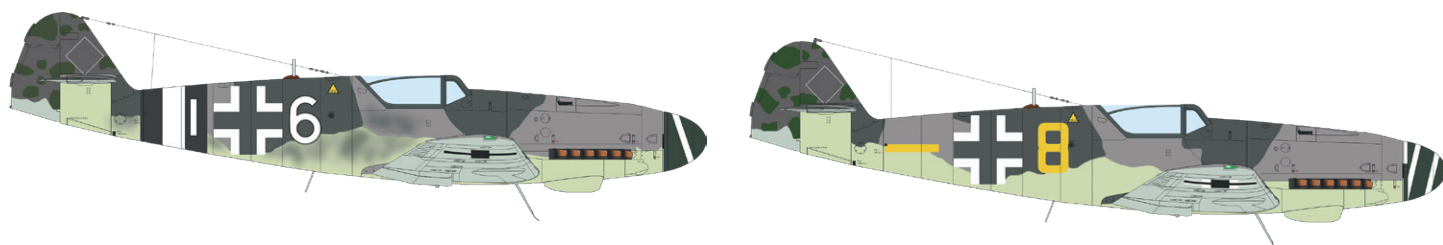
■ 6./KG(J) 6, Klecany airfield, Protectorate of Bohemia and Moravia, May 1945



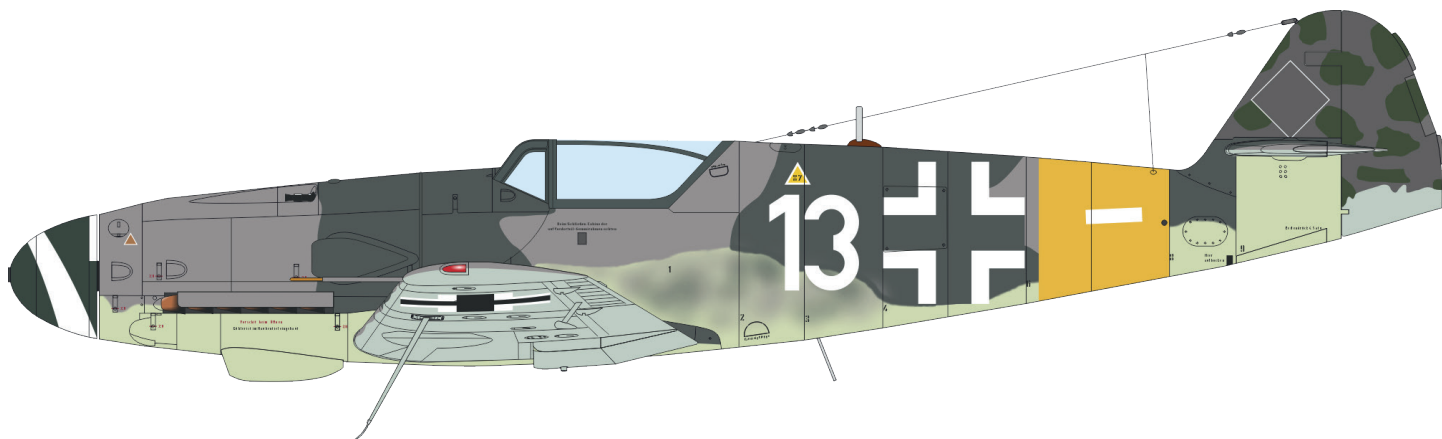
This aircraft, probably produced in the 332xxx series, found at the end of the war, bore signs of damage probably caused by an American air raid. KG(J) 6 was being retrained from bombers to fighter aircraft at bases in and around Prague. Eventually it was to be armed with Me 262 jets, but the retraining was done on single-engine fighters. The I. and II. Gruppe were equipped with Messerschmitt Bf 109G and K. For most of the time II./KG(J) 6 was undergoing retraining

for fighters, its commander was Hptm. Hans-Joachim Faulhaber, who had previously served with KG 77 and was awarded the Knight's Cross. In 1942 he had escaped an encounter with a night fighter over England and returned with a damaged plane. Faulhaber was replaced at the end of March 1945 by Hptm. Wilhelm Kunze, who had seen combat on the Western Front with KG 2 and was also shot down by a British fighter, in December 1943, during a training

flight near Eindhoven. His unit was defeated in aerial combat on March 31, 1945, against Mustangs from the 309th FS, 31st FG. Fuselage was probably painted in RLM 74 and RLM 75 with greenish version of RLM 76. Vertical tail was painted in darker version of RLM 74 and 75, the RLM 74 had a tinge of green. Wing was painted with lighter shade of colors RLM 74, 75 and 76.



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

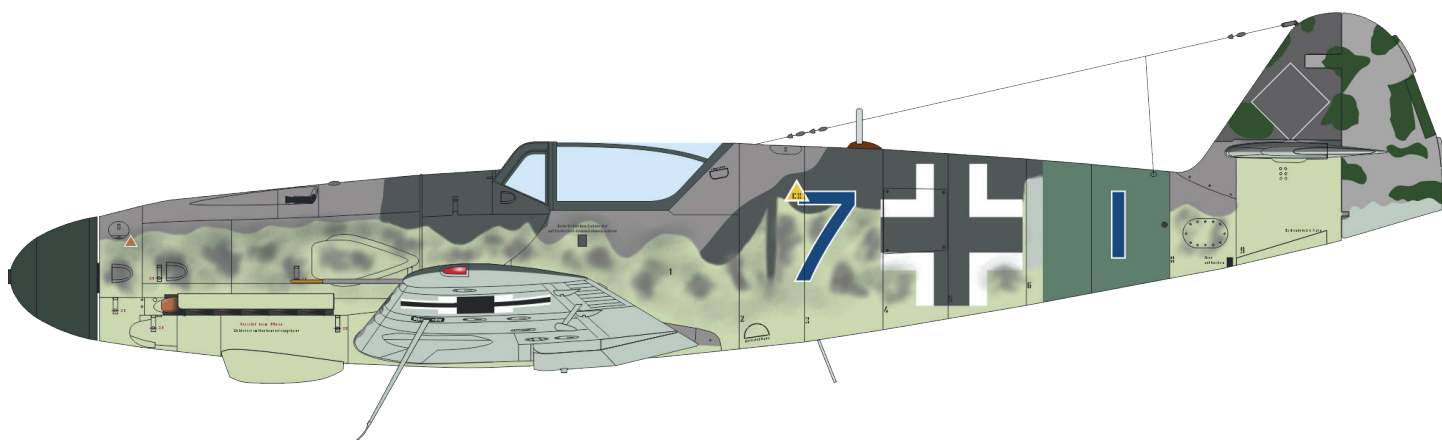


By the end of 1944, II./JG 11 was equipped mainly with Messerschmitts Bf 109K-4/AS. During December this unit lost 42 machines in combat and to accidents. In the same month the first delivery of K-4 version arrived. During Operation Bodenplatte the II./JG 11 lost nine more planes, including the first two K-4s lost in combat. This unit was deployed from late January 1945 to Strausberg air base east of Berlin against the Soviet Air Force. This aircraft probably carried

a yellow band as a quick identification feature of JG 11 among Luftwaffe fighter units. The commander of II./JG 11 from August 1944, until its disbandment in early April 1945, was Hptm. Karl Leonhard. Born in 1913, he served with I./JG 53 at the start of the war and achieved his first victory, a Potez 63, on May 26, 1940. His last victories (21st-23rd) were achieved on April 16, 1945, in an Fw 190A against Soviet bombers, as the last commander of I./JG 11. After the war he

moved to the USA and died in San Diego in 1995. Fuselage was probably painted in RLM 74 and RLM 75 with greenish version of RLM 76. Vertical tail was painted in darker version of RLM 74 and 75, the RLM 74 had a tinge of green. Wing was painted with lighter shade of colors RLM 74, 75 and 76.

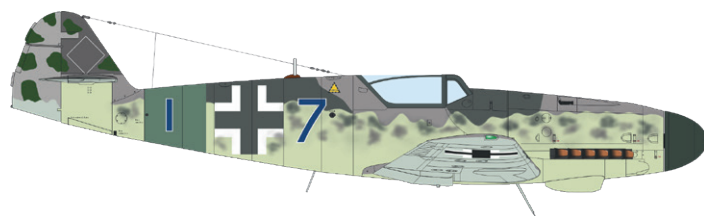
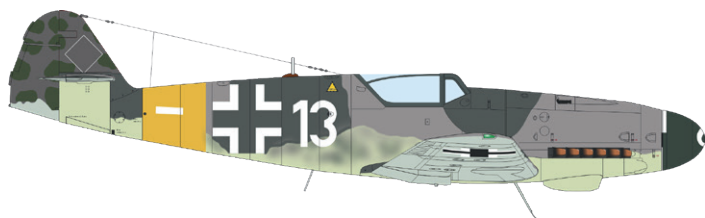
■ 12./JG 27, Prague-Kbely airfield, Protectorate of Bohemia of Moravia, May 1945



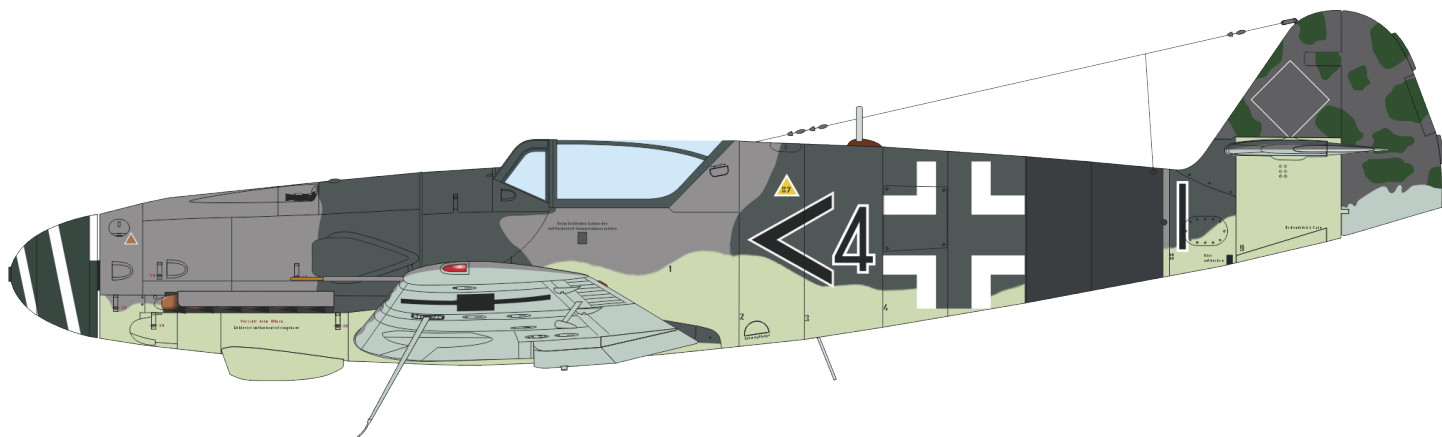
The commander of III./JG 27, from October 1944, when the unit received its first Bf 109K-4, until the end of the war, was Austrian Hptm. Dr. Peter Werfft (26 victories). From February 1945 his deputy was CO of 12./JG 27, Oblt. Emil Clade (27 victories). While serving in Africa with II./JG 27, Clade and his Schwarm attacked a lone low-flying Bristol Bombay transport from No. 216 Sqn RAF on August 7, 1942, in the Allied rear. He managed to shoot it down and

the aircraft was destroyed on the ground by Uffz. Schneider, who was awarded the victory. The commander of the British Eighth Army, Lt. Gen. W. H. E. Gott was killed on board. Lt. Gen. Montgomery, for whom Gott's death became a major milestone, since he was appointed in his place. Clade led 12./JG 27 from November 1944, during the fighting in western Germany, until its disbandment in early April 1945. In the last month of the war, he commanded I./JG 27. After

the war, he worked as an airline pilot, took up sport flying, and published a memoir in 1996. Fuselage was probably painted in RLM 74 and RLM 75 with greenish version of RLM 76. Vertical tail was painted in darker version of RLM 74 and 75, the RLM 74 had a tinge of green. Wing was painted with lighter shade of colors RLM 74, 75 and 76.



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

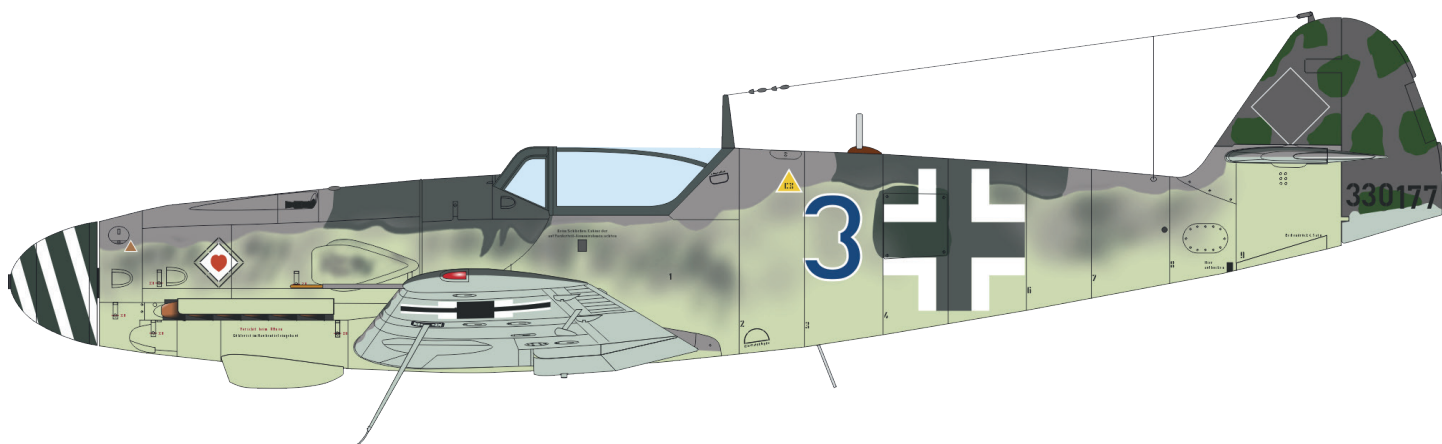


Twenty-year-old Horst Potreck served in the 11./JG 53 in 1944 and later was assigned to Stab III./JG 53. The CO of III./JG 53 at that time was Hptm. Siegfried Luckenbach. In the summer of 1943, at the age of thirty-one, he began serving with Stab III./JG 1 in the Netherlands and scored three victories. A year later, he briefly commanded I./JG 27 on the Western Front. In September 1944 he was reassigned to Stab III./JG 53 and took over 12. Staffel. During

Operation Bodenplatte he was shot down by an American fighter but escaped. At the end of January 1945 he became commander of III./JG 53 and scored several more victories. In February he was again shot down in combat with the Americans. In April his career ended to an accident, when Luckenbach unexpectedly stopped after landing and climbed out onto his wing. Potreck apparently did not see him, rammed his aircraft and Luckenbach was

severely wounded. The wreckage of the machine Chevron 4, probably Potreck's, was found by Allied soldiers after the fighting ended. Fuselage was probably painted in RLM 74 and RLM 75 with greenish version of RLM 76. Vertical tail was painted in darker version of RLM 74 and 75, the RLM 74 had a tinge of green. Wing was painted with lighter shade of colors RLM 74, 75 and 76.

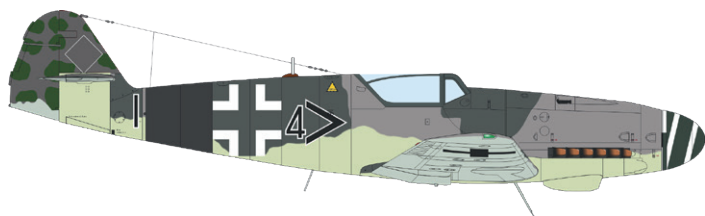
■ WNr. 330177, Uffz. Alfred Nitsch, 12./JG 77, Neuruppin, Germany, November 1944



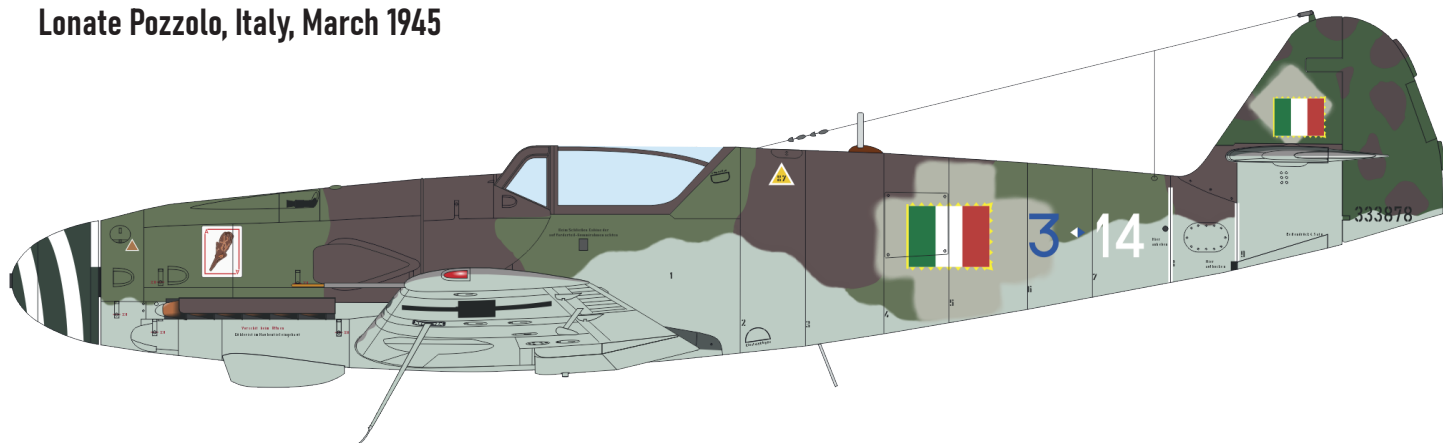
In October 1944, III./JG 77 became the first Luftwaffe fighter unit to be completely re-equipped with the Bf 109K-4. They received 68 of these aircraft. Its commander was the experienced JG 77 veteran Major Armin Köhler (40 victories, KC). Uffz. Alfred Nitsch was photographed with the "Blue 3" in November 1944. It is highly likely that the aircraft was serial number 330177. Fw. Hans Rössner (12 victories) was lost in this plane during

a dogfight with Thunderbolts on December 23, 1944, near Münstereifel. Although the Germans claimed three P-47s as shot down, 13 Bf 109K-4s were destroyed or damaged. Two pilots were killed and four were wounded. During December 1944, III./JG 77 lost about half of its aircraft. So, during Operation Bodenplatte, in which III./JG 77 lost a further 11 machines and pilots, part of its armament comprised again various versions of the Bf 109G. From

mid-January 1945, the unit was deployed on the Eastern Front. At the end of the war it fought in Upper Silesia, based at Beneschau in the Hlučín region (today Dolní Benešov, Czech Republic). Fuselage was probably painted in RLM 74 and RLM 75 with greenish version of RLM 76. Vertical tail was painted in darker version of RLM 74 and 75, the RLM 74 had a tinge of green. Wing was painted with lighter shade of colors RLM 74, 75 and 76



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



This aircraft, produced in February 1945, was one of six Bf 109K-4s received by the Aeronautica Nazionale Repubblicana in Northern Italy. During February it was assigned to 3^a Squadriglia "Arciere", which was part of 1^o Gruppo Caccia "Asso di Bastoni" under the command of Maggiore Adriano Visconti (10 victories). The aircraft, WNr. 333878 "3-14", was damaged in aerial combat on April 10, 1945. In the early morning hours, three Bf 109s from

1^o Gr. C. were sent against four P-47s from the 65th FS, 57th FG, which were conducting a weather reconnaissance in the Milan-Lago di Como area. In the aerial combat a Bf 109G-14/AS "1-7", piloted by M.lli Veronesi, and a Bf 109K-4 "3-14", piloted by S. Ten Gallori, were damaged. One P-47 was reported damaged by M.lli Forlani. The American pilots did not claim any victories. In late April, the 1^o Gr. C. moved to Malpensa and on April 29, after receiving security guarantees,

laid down its arms and surrendered. Visconti and his aide, however, were shot dead by the Russian bodyguards of resistance commander Aldo Aniasi. Fuselage and vertical tail were probably painted in RLM 81 (dark brown variant) and RLM 82 with greenish version of RLM 76. Wing was painted with colors RLM 74, 75 and 76, the RLM 74 was darker version with tinge of green.

For Bf 109K-4 1/72 RECOMMENDED:

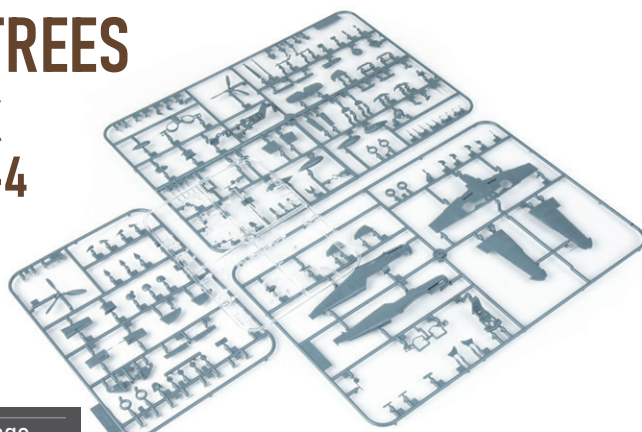
672326 Bf 109F/G/K gun pods PRINT (Brassin)
672383 Bf 109G-10/K-4 propeller (Brassin)
CX705 Bf 109K (Mask)

#672383



OVERTREES

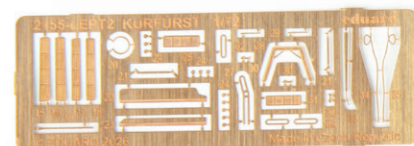
#70166X
Bf 109K-4
1/72



Product page

OVERLEPT

#2155-LEPT1
Bf 109K-4
1/72



Product page

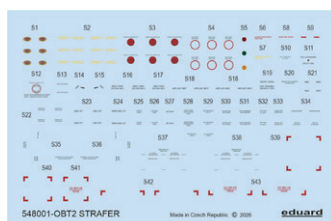
STRAFER

1/48

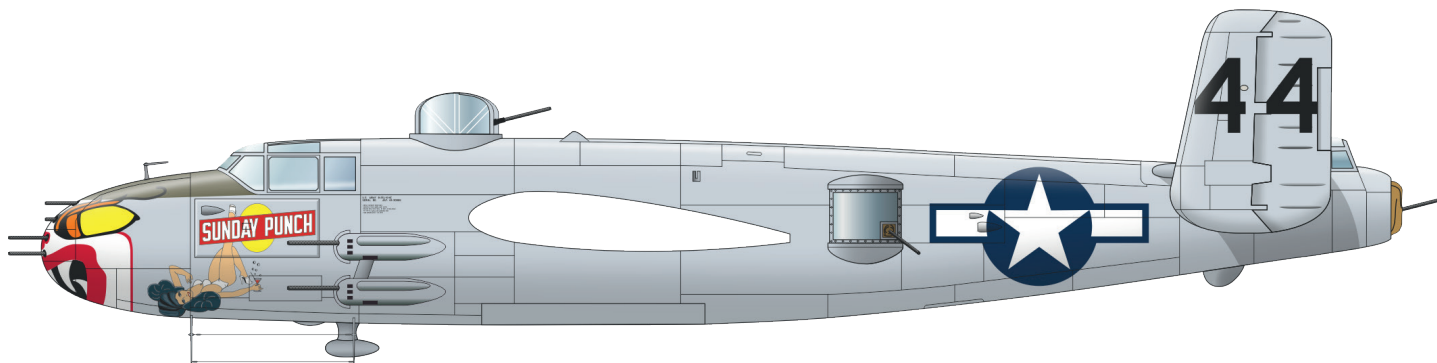
#548001

The EDUARD HKM edition kit of US WWII medium bomber B-25J Mitchell with solid nose in 1/48 scale. The kit is focused on planes used in attack on ground targets from low level sky on the battlefields of the Pacific and Southeast Asia.

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



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

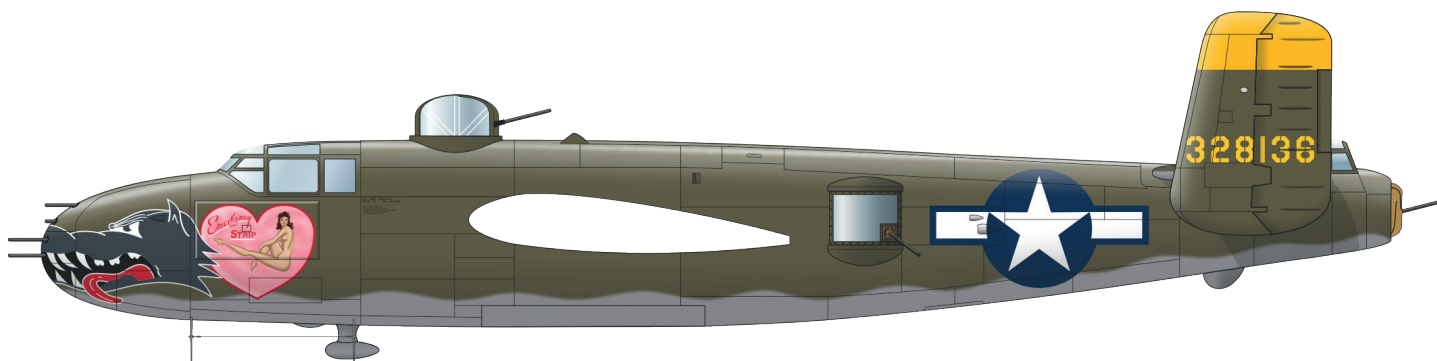


This aircraft was purchased thanks to the fundraising campaign conducted by employees of the Oak Ridge (K-25) plant in Tennessee. The plant was part of the Manhattan Project, and when each employee donated their two Sunday overtime pay checks, \$250,000 was raised - enough to buy one Mitchell. Factory representatives then christened the plane

with a bottle of champagne at McGhee Tyson Airport in Knoxville on March 18, 1945, with the name "Sunday Punch". This name referred to the Sunday punch card paychecks. After shipment to India, the aircraft was assigned to the 82nd BS, where the staff added a drawing of a scantily clad girl to the lettering. And when one of the pilots, 1/Lt. Thomas Evans, learned

that the ship had been purchased thanks to the campaign conducted in his home state, he requested her assignment. By the end of the war, Evans had flown 14 of his 28 combat missions with her. One of these was the May 27 attack on Takli Airfield in Thailand, when they made a total of 2,580 km (1,600 miles) flight and the subsequent attack in poor weather conditions.

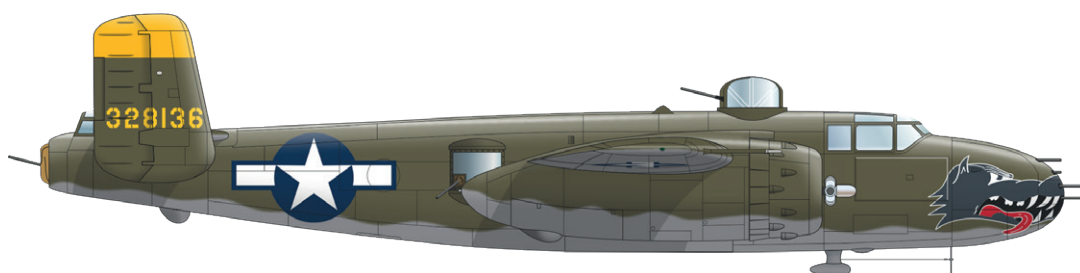
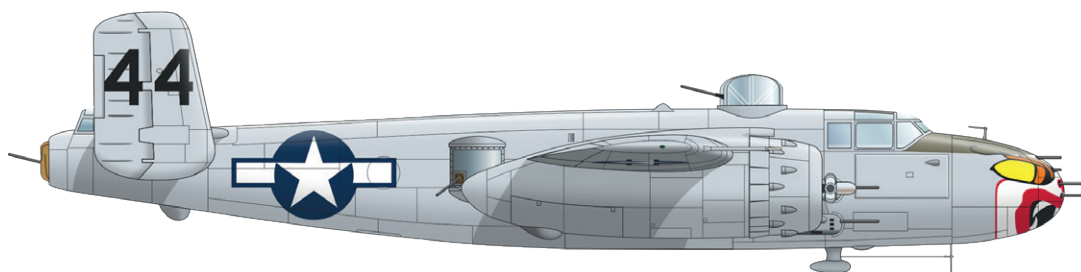
■ B-25J-10, 43-28136, 71st BS, 38th BG, 5th AF, Luzon, Philippines, 1945



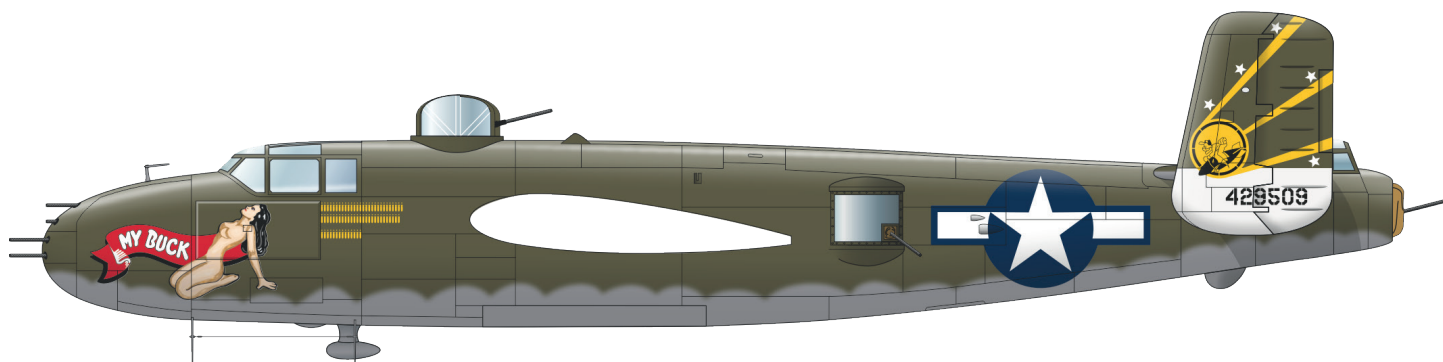
This Mitchell originally served with the 388th BS, 312th BG where it received a drawing of a pink heart with a naked girl. At that time, it had a glass nose. In mid-June 1945 the ship was transferred to the 71st BS "Wolf Pack", part of the 38th BG, and subsequently underwent conversion

to a solid gun nose. The nose was then decorated on both sides with the unit's emblem, a drawing of a wolf's head. The aircraft was not assigned to any particular pilot, and, interestingly, there are no records of operational flights for either the 312th BG or the 38th BG. It is therefore possible

that it served as a liaison aircraft for the needs of the staff. There is, on the other hand, a record of an accident in 1946. By that time, however, the aircraft had been stripped of both the wolf's head and pink heart artwork.



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

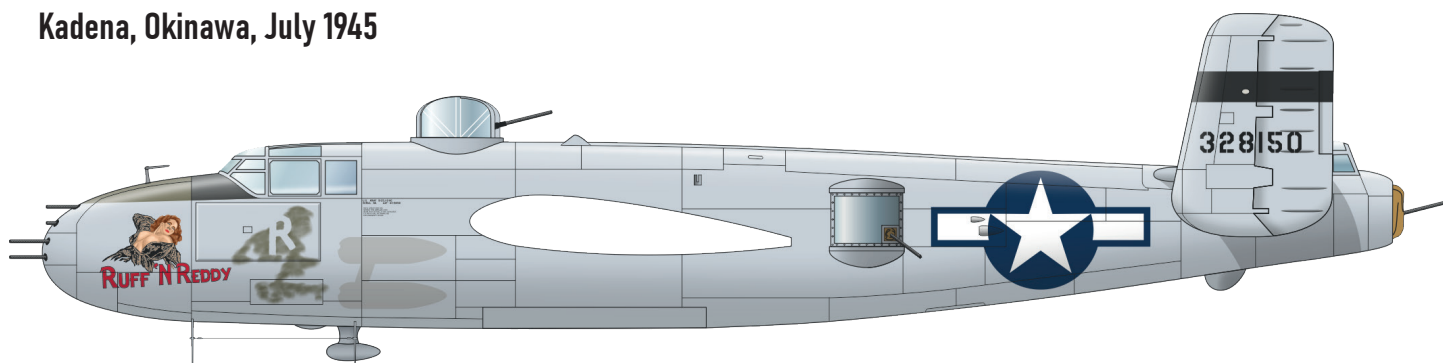


The aircraft named "My Buck" belonged to the 17th RS (Reconnaissance Squadron) which was nicknamed "Reckoners". It was a heavy reconnaissance squadron of the 71st Reconnaissance Group which was activated on March 2, 1942, and conducted anti-submarine patrols on the US West Coast until September of that year. From April 2, 1943, the group was in process of rearming to B-25s and moved

to New Guinea in January 1944. Although it was a reconnaissance squadron, the pilots also routinely conducted bombing and attack missions in support of ground troops. Even during long-range reconnaissance flights, their Mitchells were fully armed so they could attack ground targets they found enroute. The unit moved to the Philippines in November 1944 and flew reconnaissance missions over Luzon from

there. On April 27, 1946, the unit was deactivated. The "My Buck" ship looks quite new considering the numerous mission symbols painted on her fuselage. Also, the border of the Olive Drab and Neutral Grey colors is unusually shaped. It is possible, therefore, that she received a new paint job at the unit for some reason.

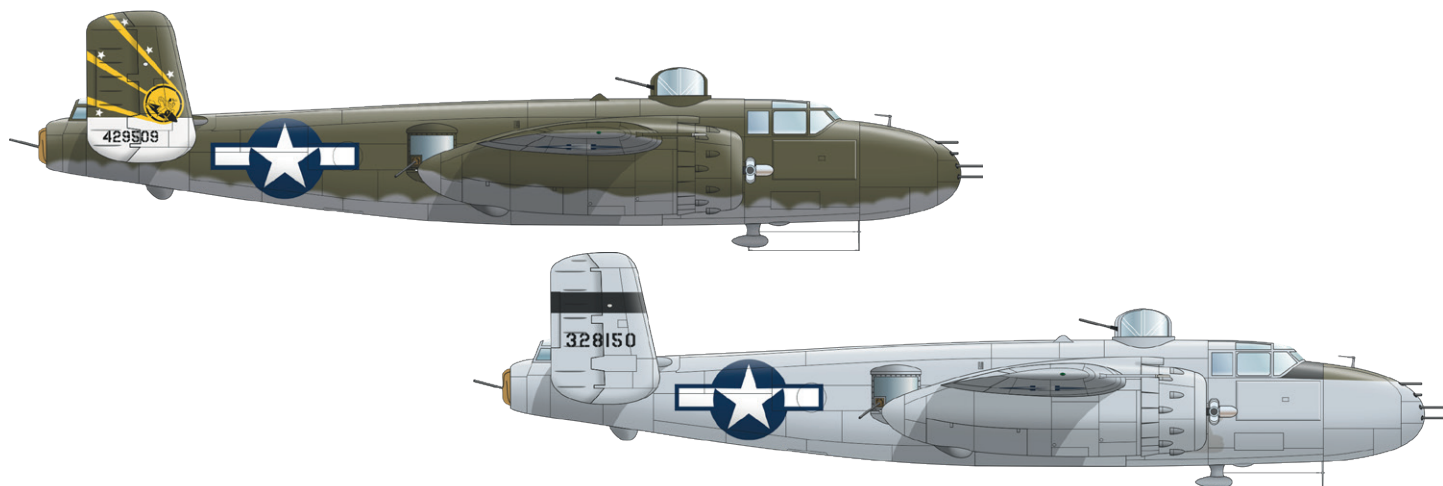
■ B-25J-10, 43-28150, 1/Lt. Chauncy Kershaw, 48th BS, 41st BG, 7th AF, Kadena, Okinawa, July 1945



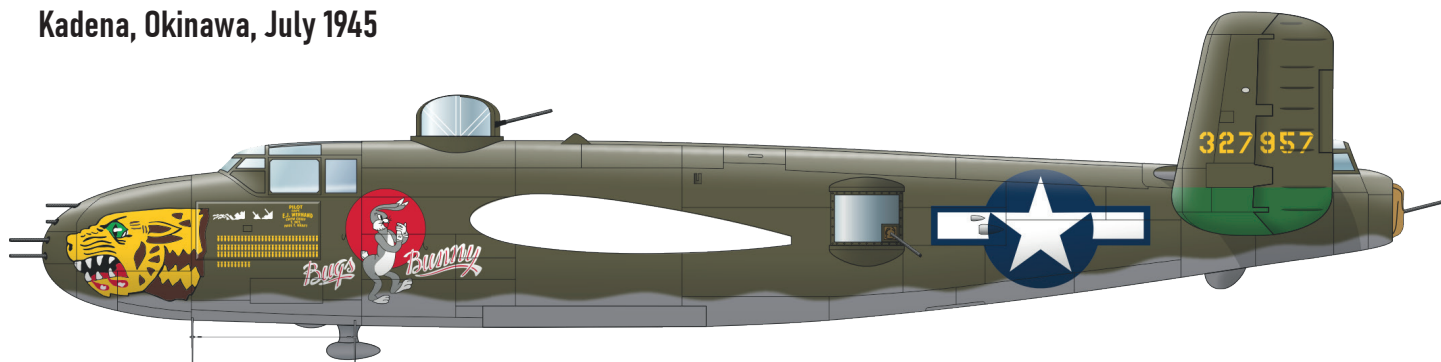
The 41st BG was activated on January 15, 1941, with pilots training on B-18 Bolo and A-29 Hudson aircraft. Later, the group was equipped with Mitchells and patrolled the US West Coast during 1942 and 1943. In October 1943, it moved to the Hawaiian Islands, where it was assigned to the 7th Air Force. After completing the final phase of training, the unit then moved to the Gilbert Islands and conducted attacks

on enemy positions and installations on the Marshall Islands. After February 1944, it moved several times, primarily conducting attacks on enemy vessels. After a break on Hawaii, where crews trained rocket firing, the 41st BG moved to Okinawa. This ship originally served with a glass-nose and bore the name "Per". She retained this name even after conversion to solid-nose version, the renaming to "Ruff'n

Reddy" did not occur until August 1945 when this aircraft was assigned to 1/Lt. Chauncy Kershaw. The pilot himself was the author of both the drawing and the name. While still named "Per", the aircraft had fuselage machine guns fitted but no longer has them in the pictures where it carries the girl's drawing.



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

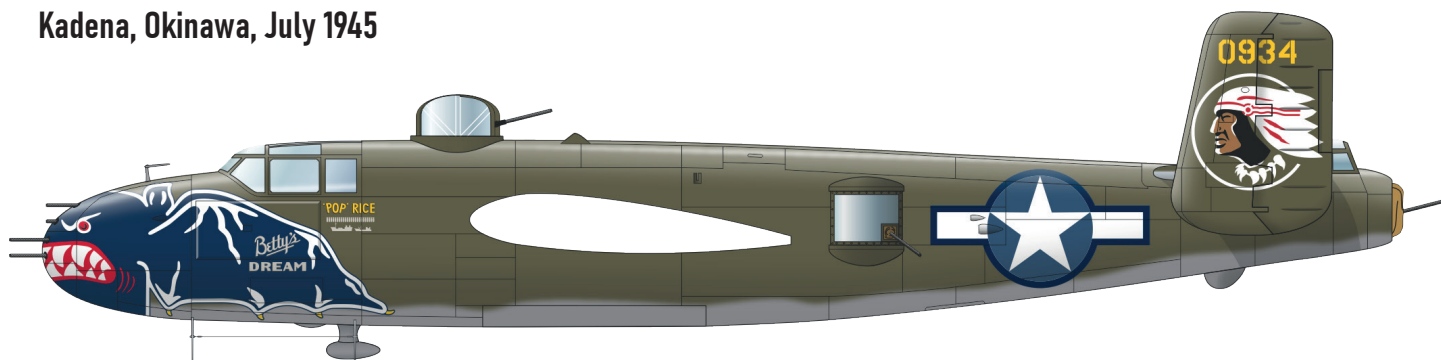


This ship was originally named "Little Princess Deanna" and was assigned to Capt. Zane E. Corbin. He was succeeded by Capt. Ervin J. "Joe" Werhand who renamed the ship "Bugs Bunny", an animated cartoon character best known for his starring roles in the Looney Tunes and Merrie Melodies series. The name of the 823rd BS was "Terrible Tigers", and the noses of their aircraft were decorated with a tiger painting. This unit, along with the 822nd BS, was activated in Australia in April 1943 as replacements for two squadrons that had been withdrawn from

the 38th BG "Sun Setters" composition. However, the 823rd Squadron did not reach its full strength until the end of June that year when it moved to Port Moresby, New Guinea. By August, the unit was already engaged in offensive action against the Japanese at Cape Gloucester, New Britain and received a Distinguished Unit Citation (DUC) for this activity. The second time they received DUC, in June 1944, it was for attacks on Japanese airfields, ports and ships on New Guinea. From October 1944, the "Terrible Tigers" operated from the Maluku Archipelago in eastern

Indonesia, from where they attacked targets in the Philippines in support of Operation Leyte. Then, on November 10, the pilots of the 823rd BS dispersed a large enemy convoy, for which they received their third DUC. In February 1945, the unit moved to Okinawa, from where it attacked targets in southern Japan until the end of the war. It was then part of the occupation forces until September 1946, when it was inactivated as the 38th BG was transitioned to peacetime status with two squadrons.

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



The most significant mission of the Mitchell named "Betty's Dream" was escorting two white Betty bombers aboard which Japanese peace envoys traveled to Ie Shima on August 21, 1945, after the previous surrender in Manila.

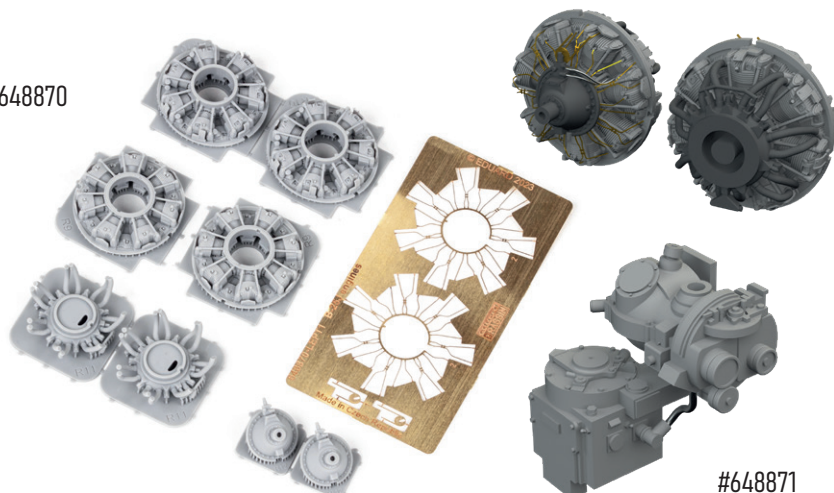
The aircraft was assigned to 1/Lt. Charles "Pop" Rice, Jr. who later became the unit's operations officer. The Betty's Dream ship was only briefly with the 449th BS, having been assigned to the unit in June 1945, so it showed just little sign

of war wear and tear. The typical drawing of a bat on the nose referred to the unit's name, "Bats Outa Hell".

For B-25J Mitchell 1/48 RECOMMENDED:

481101	B-25J bomb bay (PE-Set)
644206	B-25J LööK (Brassin)
648075	Browning M-2 guns (6pcs) (Brassin)
648081	US 500lb bombs (2 pcs) (Brassin)
648086	US 250lb bombs (2 pcs) (Brassin)
648870	B-25J engines PRINT (Brassin)
648871	B-25J bombsight PRINT (Brassin)

#648870



#648871

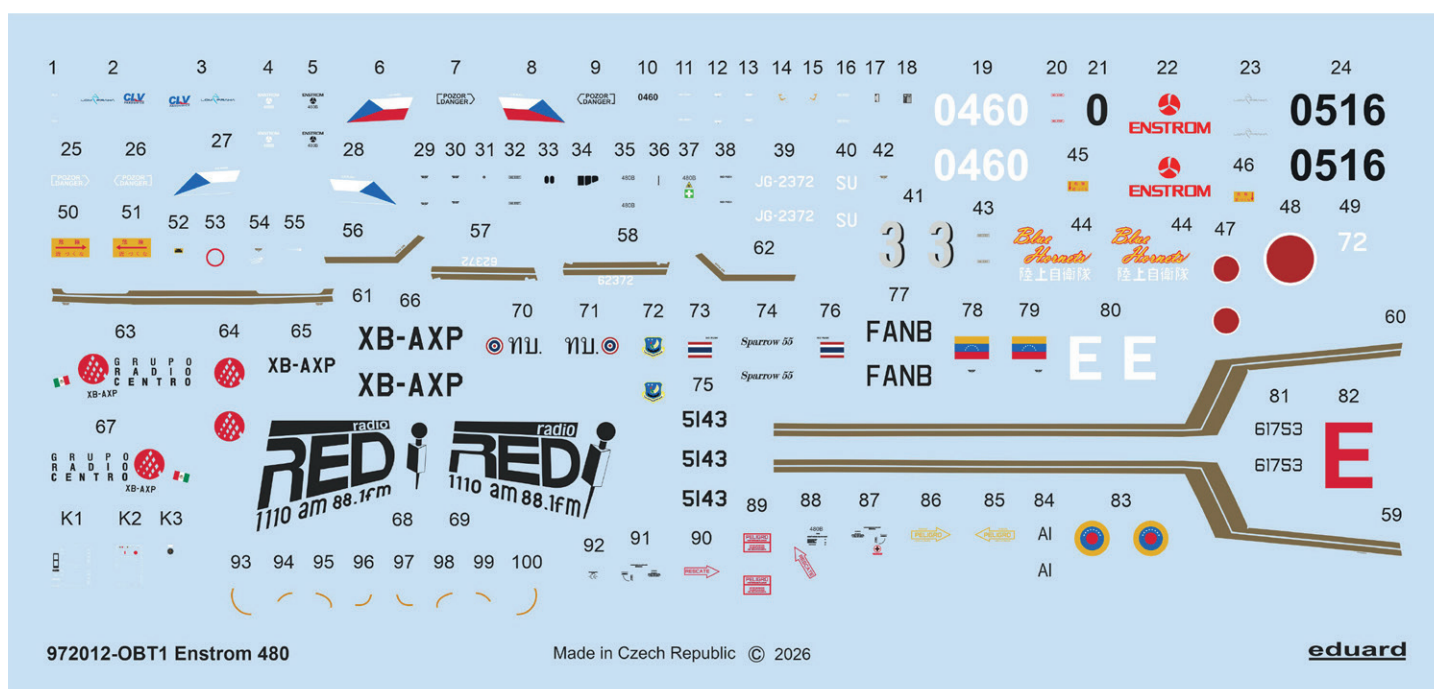
ENSTROM 480

1/72

#972012

The HYBRID edition kit of US light helicopter
ENSTROM 480 in 1/72 scale.

- plastic parts: Eduard
- marking options: 6
- decals: Eduard
- PE parts: no
- painting mask: yes
- resin parts: yes, cockpit, antennas, rotor head, tail rotor

[Product page](#)


972012-OBT1 Enstrom 480

Made in Czech Republic © 2026

eduard

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

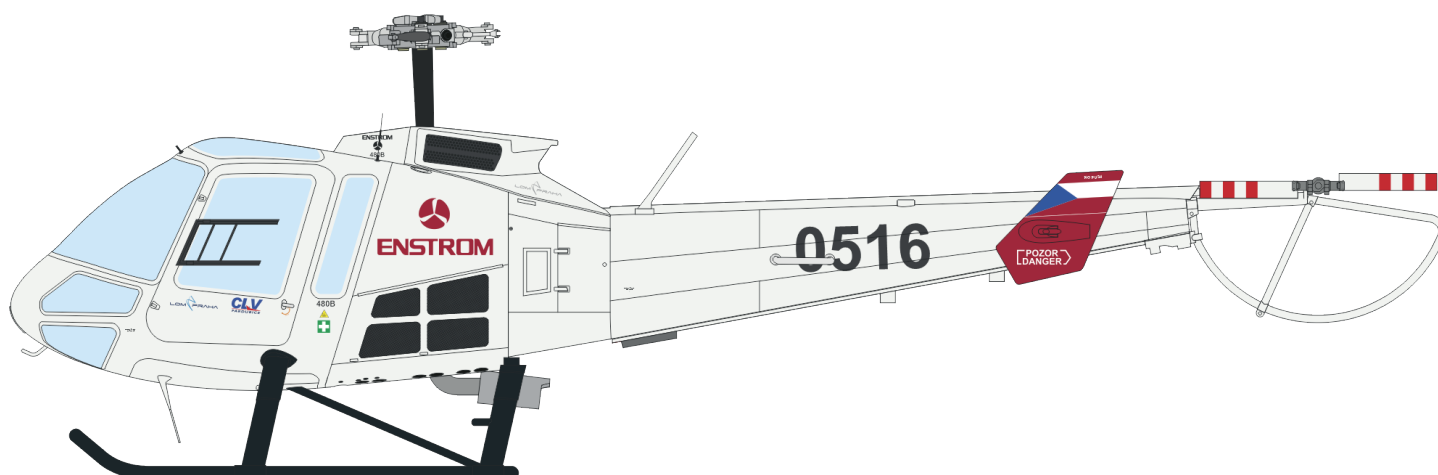


When the search began in 2017 for a replacement for the aging Mi-2 helicopters used to train future army helicopter pilots, Enstrom entered the competition with its 480B-G model. This helicopter ultimately won the competition and,

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

One of the first Enstroms delivered to Pardubice was this helicopter registration number 0460, which received standard NATO camouflage with yellow color additions.

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



CLV Pardubice also operates this uncamouflaged aircraft with the fuselage number 0516. It was manufactured in 2018 and registered in the

Czech Republic as OK-ENV with the operator DSA in July 2019. In December 2022, it became part of the CLV fleet.



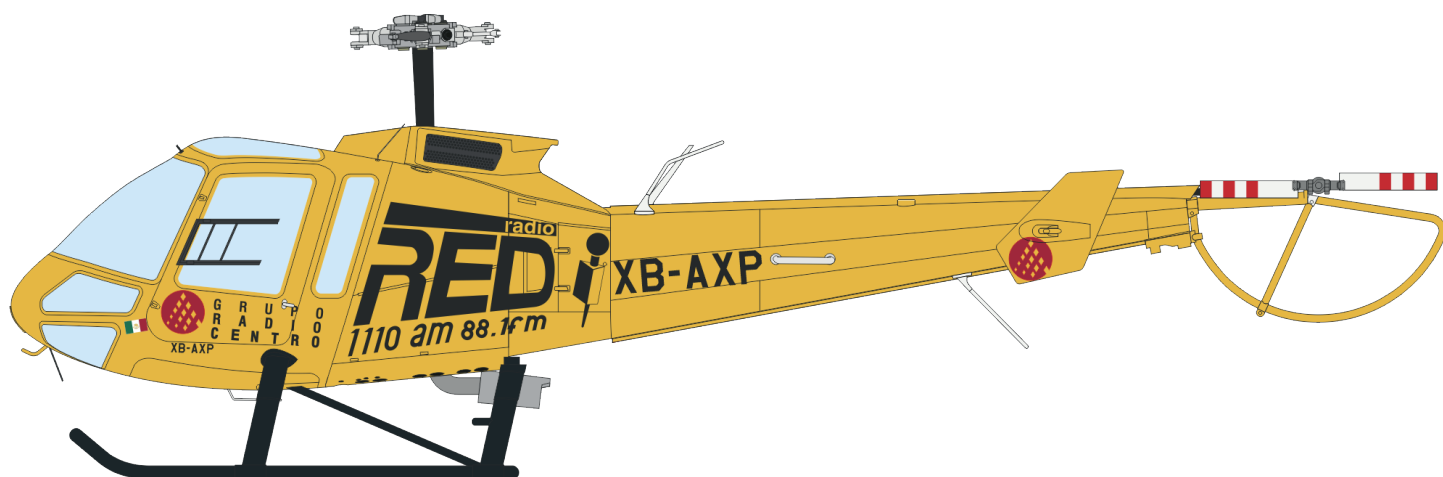
■ Enstrom TH-480B, Japan Ground Self-Defense Force, Akeno Base, Japan, November 2024



In 2010, the Japanese Ground Self-Defense Force selected Enstrom 480 helicopters manufactured by Enstrom Helicopter Corporation based in Menominee, Michigan, to replace their aging fleet of helicopters used for training of military

pilots. The first helicopters were delivered in 2011, with a total of 30 aircraft delivered by March 2015. The Enstrom TH-480Bs used to train Japanese pilots are painted blue with gold stripes.

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



The yellow Enstrom is used for corporate purposes by Grupo Radio Centro in Mexico, which has been Mexico's most important radio

group for more than 75 years. The group also operates television and digital platforms.



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

In 2012, Enstrom Helicopter Corp delivered 16 of its 480B training and utility helicopters to the Royal Thai Army (RTA).

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

At Maracay Air Base, the Venezuelan Air Force and Navy use 16 Enstrom 480B training helicopters to train military pilots.



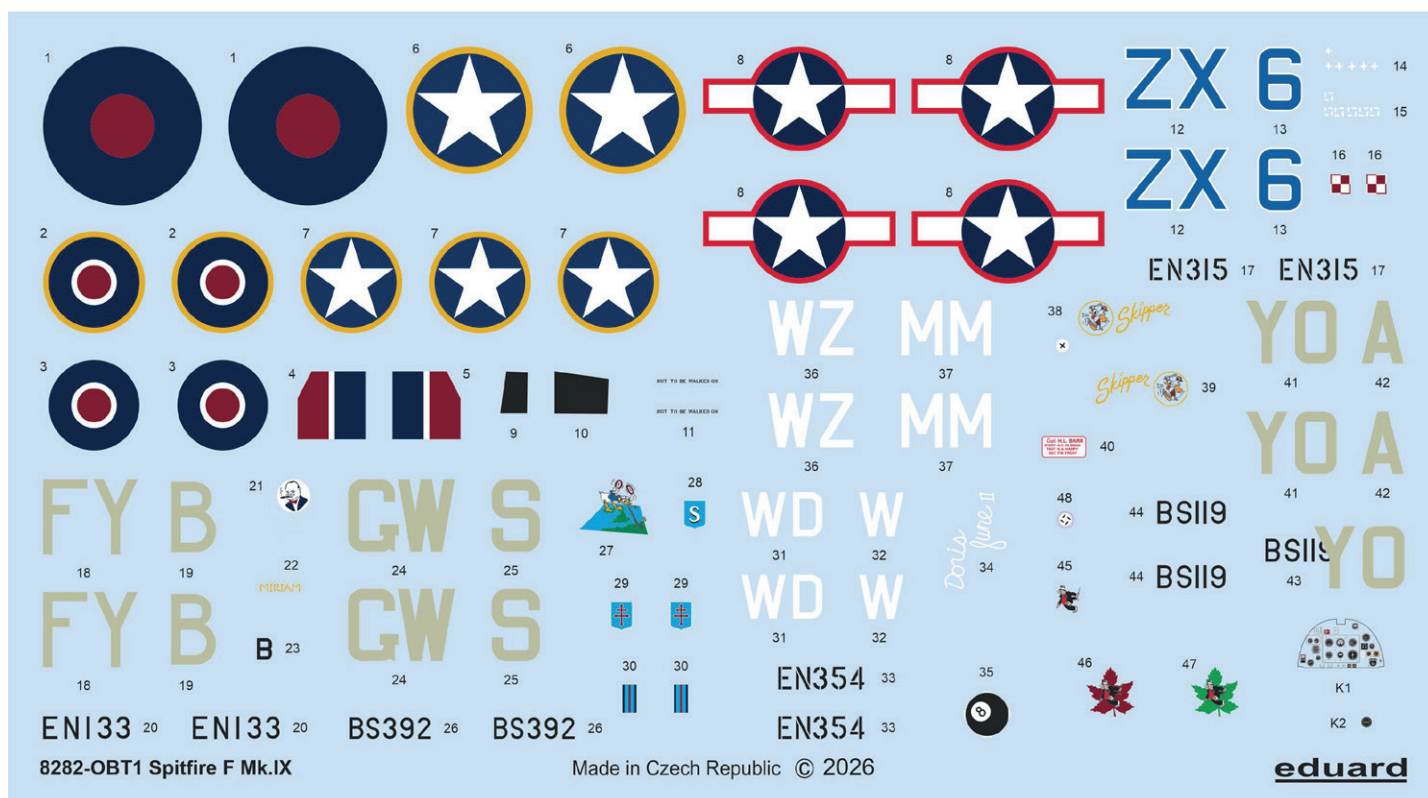
Spitfire F Mk.IX Re-Release

1/48

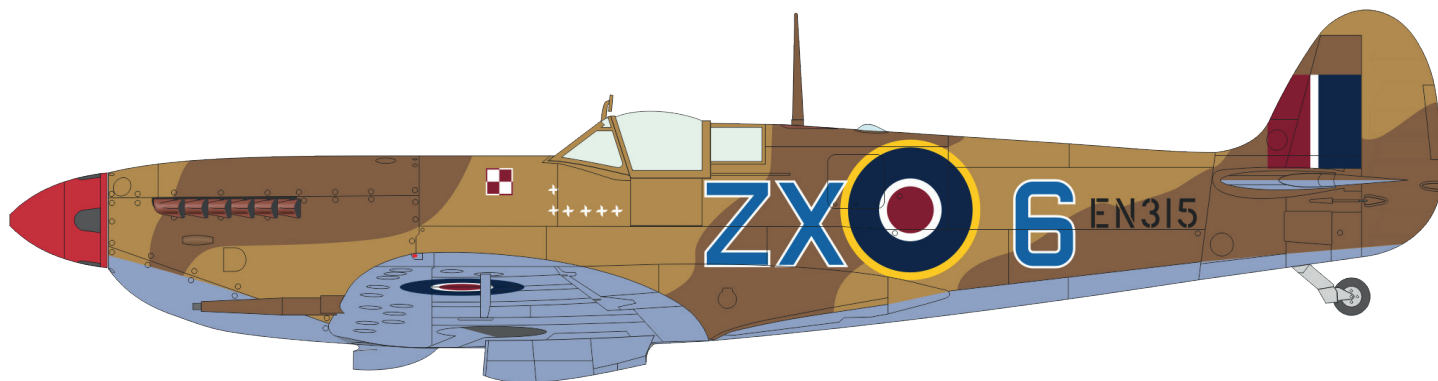
#8282

The ProfiPACK edition kit of British WWII fighter aircraft Spitfire F Mk.IX in 1/48 scale.

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

[Product page](#)


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

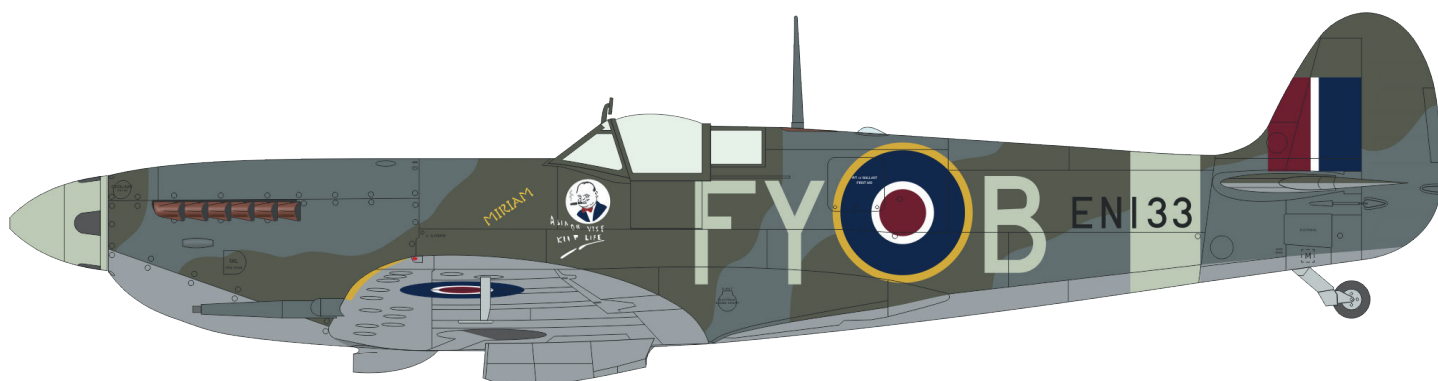


This aircraft was one of ten Spitfires flown by Polish pilots in the north African sky. The independent unit was called the Polish Combat Team. Stanislav Skalski, the famous fighter pilot with eighteen kills to his credit, acted

as Squadron Leader for the Team. He was one of the pilots who flew this aircraft. Six swastikas on the fuselage probably symbolize the victories achieved by various pilots while flying the Spitfire. The desert camouflage

scheme consisted of Mid Stone and Dark Earth uppersides and Azure Blue undersides.

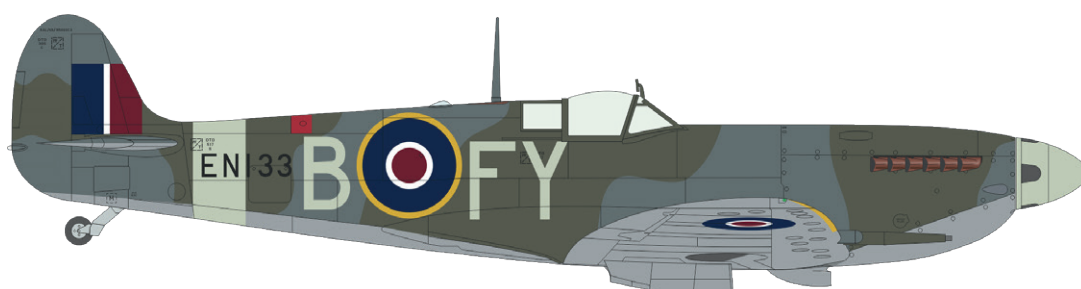
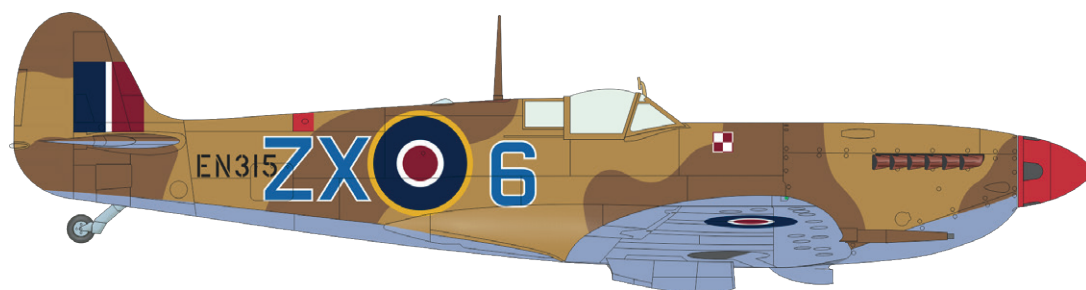
■ EN133, No. 611 Squadron, RAF Biggin Hill, The United Kingdom, Early 1943



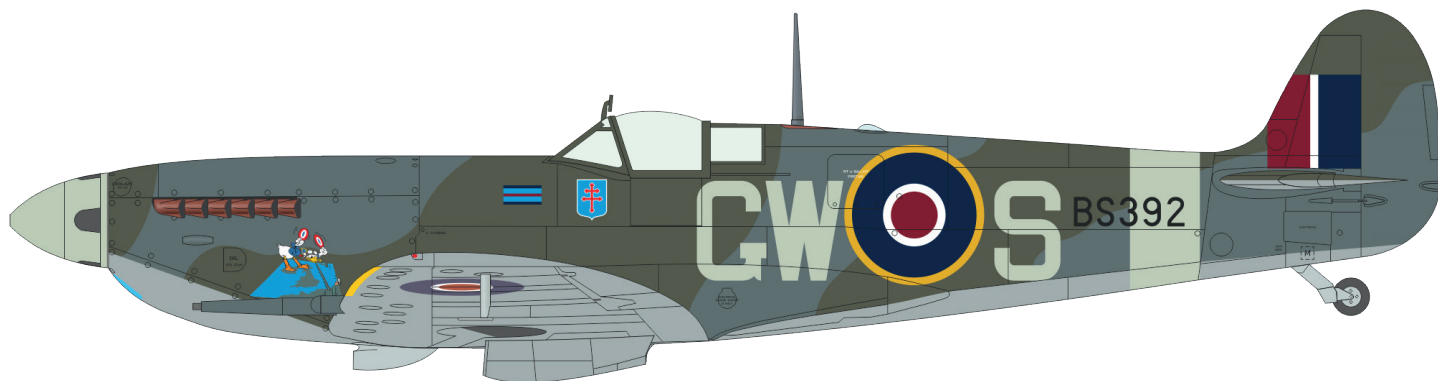
This Spitfire flew for the first time on November 16, 1942, and its first and only known affiliation is with No. 611 Squadron, RAF. Among squadron members who were entrusted with this aircraft was Franz Ferdinand Colloredo Mansfeld,

a member of Austrian nobility and a US citizen (three confirmed kills and four probable). The EN133 was destroyed on March 14, 1943, during an attack on Abbeville airfield in France (operation Ramrod 188), when Spitfires clashed

with Fw 190s from JG26. W/Cdr. James H. Slater, the CO of No. 453 Sqdn RAAF, was killed in this combat when in cockpit of EN133.



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

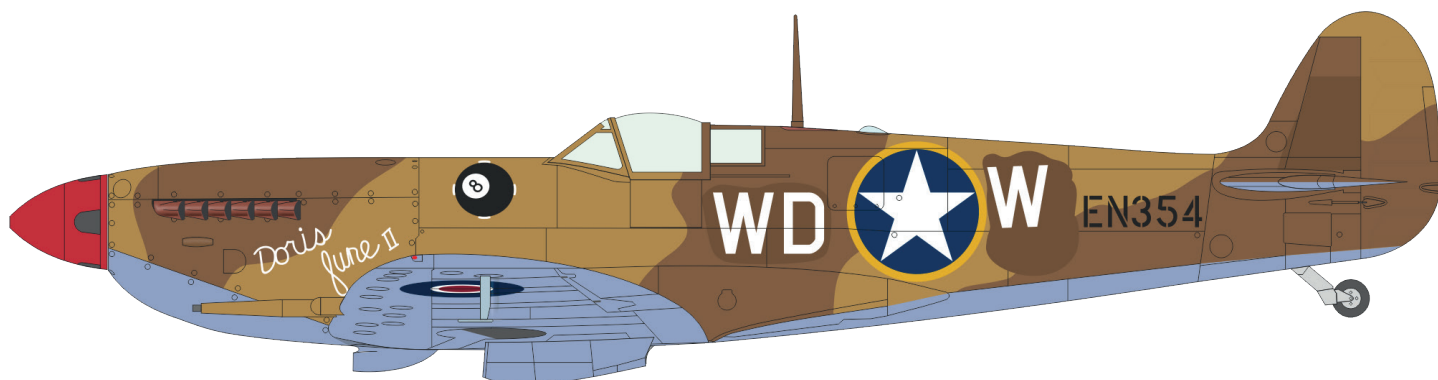


Bernard Dup  rier, the CO of No. 340 Squadron, instructed ground personnel to paint the Donald Duck artwork on several of his aircraft. Besides this Spitfire, the artwork was applied to his Douglas DB-7 and Spitfire Mk.Vb, BM324. As the CO's aircraft it was marked with a pennant brushed on the fuselage and with the Lorraine Cross, which was used by Free French Squadrons. The Ocean Grey camouflage color

seems to be quite light in B&W photos. Probably a non-standard mix of paint was used while Ocean Grey was not temporarily available in sufficient quantities. Dup  rier, an ace credited with seven victories, took command of No. 340 Squadron on April 10, 1942. That day, previous CO Phillippe de Scitivaux, was downed and captured by the enemy. Dup  rier flew this Spitfire rarely in the period from October 25 to

November 7, 1942. Later on, he became the CO of No. 341 Squadron and after the war was active in politics as supporter of General de Gaulle. Spitfire BS392 was used by various units, its fate being sealed on September 9, 1944. A member of No. 310 Squadron, Sgt. Vojtech Skreka-Baudoin, overran the runway during a landing maneuver and BS392 had to be written off.

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



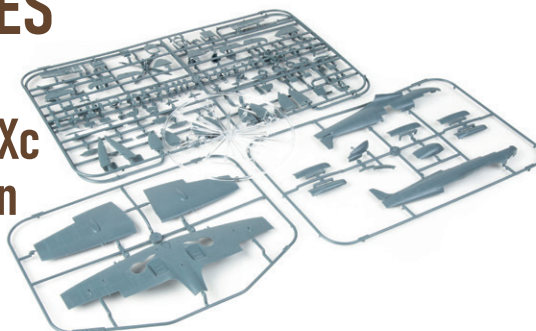
The US Army Air Force was one of the Spitfire MK.IX operators in the Mediterranean Theatre of Operations. The 52nd Fighter Group flew Spitfires till March/April 1944 when it was rearmed with P-51 Mustangs. The Group came to northern Africa as a part of the invading Allied forces

during Operation Torch that was launched on November 8, 1942. The British camouflage is topped up with US national insignia. At least one British roundel was left on the left wing underside. The former markings were overpainted with fresh colors that seem to be

darker than the rest of the camouflage. The new code letters were added. The yellow outline of the national insignia was applied during Operation Torch to distinguish US aircraft and frequently seen in the Mediterranean during the following months.

OVERTREES

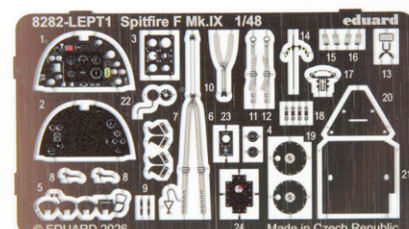
#8292X
Spitfire Mk.IXc
early version
1/48



Product page

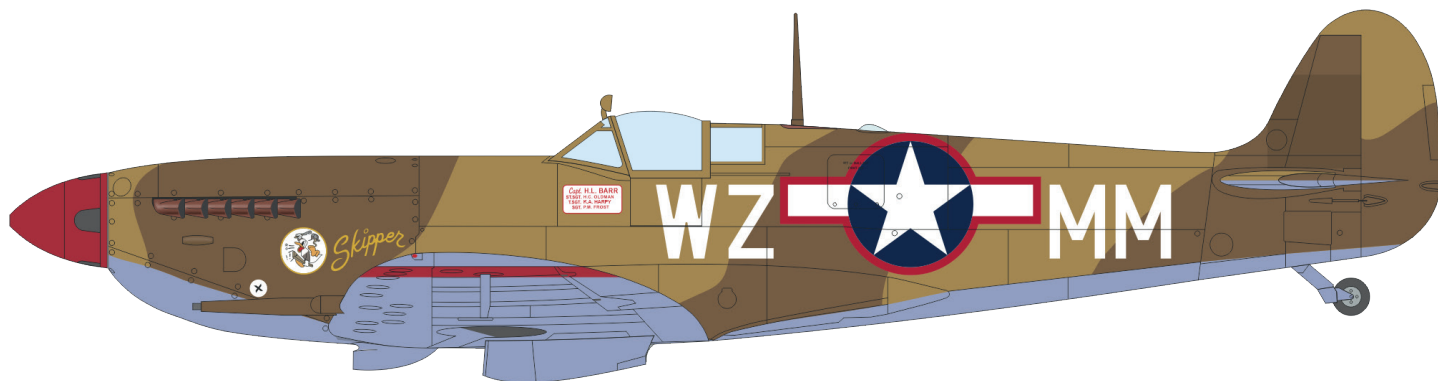
OVERLEPT

#8282-LEPT1
Spitfire F Mk.IX
1/48



Product page

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

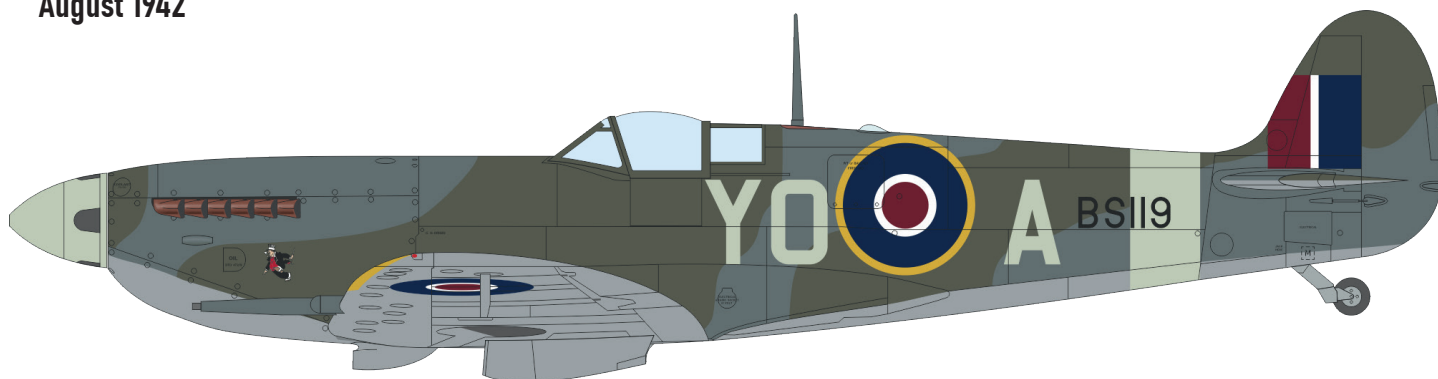


The first USAAF unit to engage in combat outside England from August 1942 was the 31st Fighter Group. At the end of 1942, it was sent from England to North Africa. Captain Harry Barr served within the 31st Fighter Group with

the 309th Fighter Squadron, armed with Spitfires Mk. IX. In his personal Spitfire named Skipper he achieved two victories (Me 109 and Fw 190). When the 31st Fighter Group was forced to switch to P-51 aircraft in the spring of 1944, it was

much to the displeasure of the pilots. Harry Barr had completed the number of missions (98) that entitled him to return to the United States at that time and until the end of the war he served as an instructor for P-47 pilots.

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



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

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

he returned to Great Britain and joined the RAF, where he served until 1951. He later worked for Trans Canadian Airways. In total, he had seven confirmed kills during his wartime career, including three shared kills, four probable kills, and five damaged aircraft. Sgt Don Morrison had the character Jiggs, created by cartoonist George McManus, drawn on every aircraft he regularly flew with No. 401 Squadron.

For Spitfire F Mk.IX 1/48 RECOMMENDED:

49639	Spitfire Mk.IXc (PE-Set)	648113	Spitfire Mk.IX gun bay (Brassin)
FE840	Spitfire Mk.IX seatbelts STEEL (PE-Set)	648119	Spitfire wheels - 5 spoke, smooth tire (Brassin)
648098	Spitfire wheels - 5 spoke (Brassin)	648120	Spitfire - radio compartment (Brassin)
648099	Spitfire exhaust stacks fishtail (Brassin)	648305	Spitfire Mk.IX top cowl early (Brassin)
648100	Spitfire Mk.IX cockpit (Brassin)	648748	Spitfire Mk.IX landing flaps PRINT (Brassin)
648112	Spitfire Mk.IX engine (Brassin)	EX1082	Spitfire Mk.IX TFace (Mask)

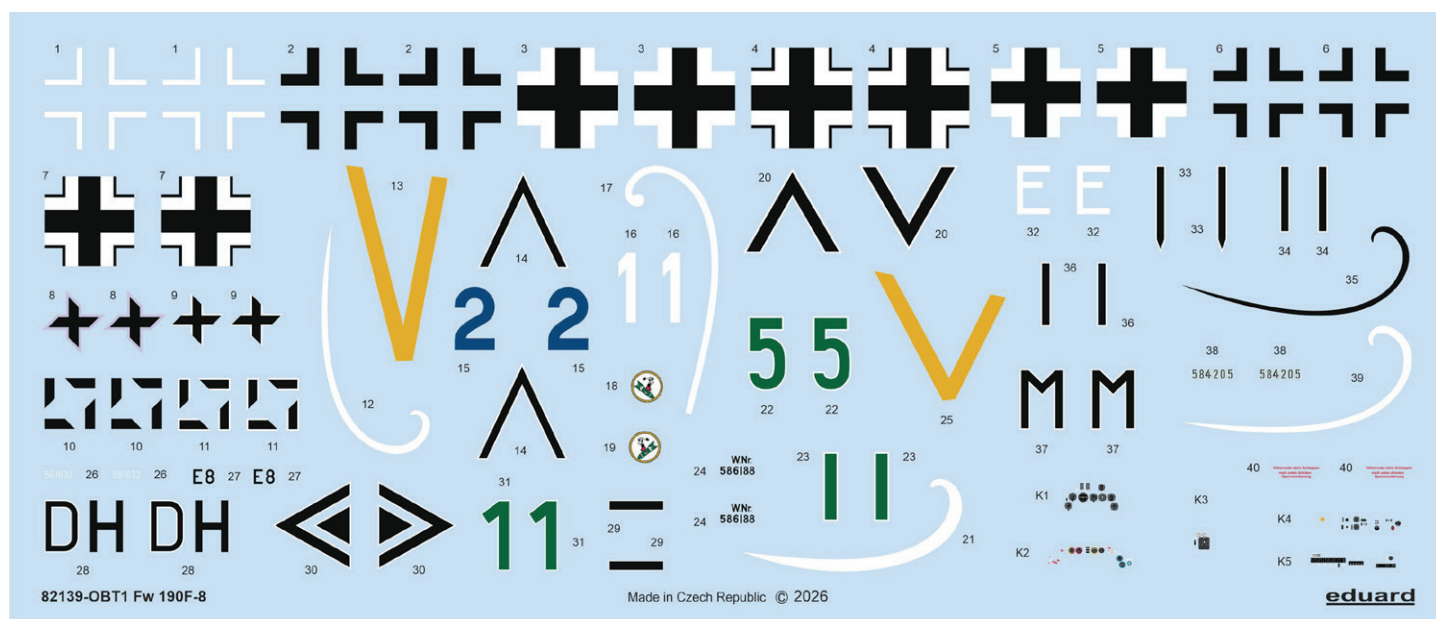
Fw 190F-8 **Re-Release**

1/48

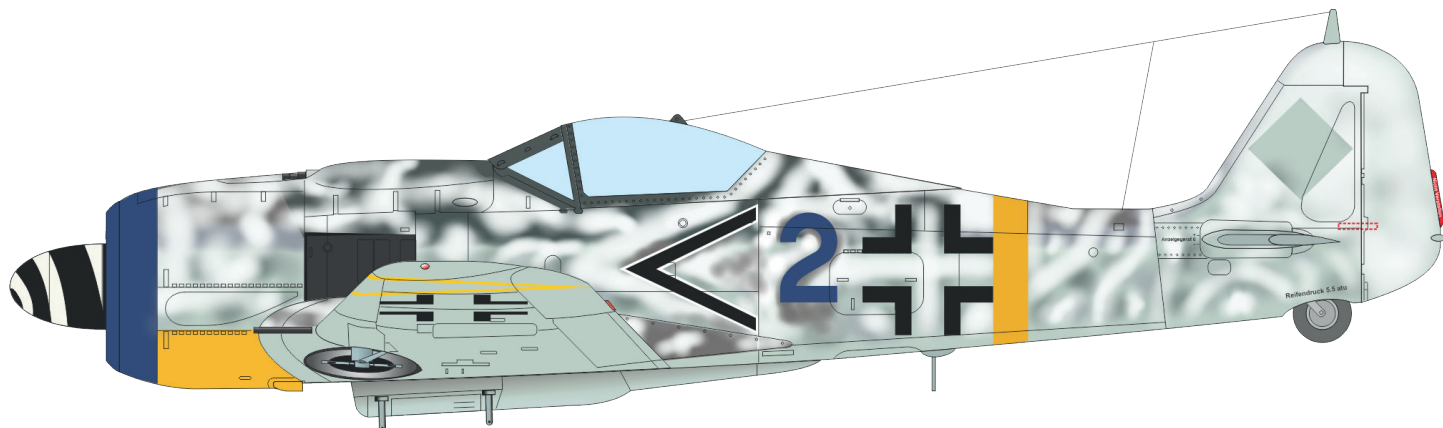
#82139

The ProfiPACK edition kit of German WWII fighter-bomber version of the Fw 190F-8 in 1/48 scale.

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

[Product page](#)


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

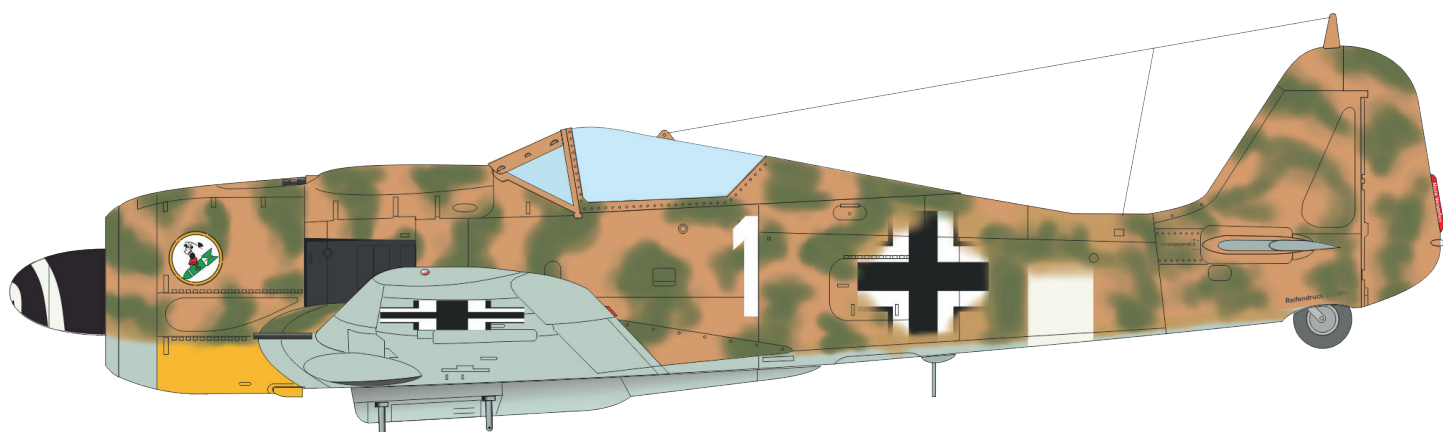


The original camouflage in the colors RLM 74 and 75 was overpainted with washable white winter paint on this aircraft. Focke-Wulf 190s of the Stab I. Gruppe SG 2 had blue numbers in their fuselage markings during this period. The I./SG 2 was deployed in Hungary until March 1945. Hptm. Herbert Bauer, an Austrian native from Innsbruck held the command of the unit

from November 1944 until the end of the war. From the beginning of 1941 he flew Stukas with I./St.G. 2 Immelmann (later I./SG 2). From June 1943 to May 1944, he was commander of the 3. Staffel. Prior to rearming the unit with Fw 190F during May 1944, he was given the task of commanding operational training unit II./SG 103 in France. During the war, he

conducted 1071 combat flights, 70 of them with Fw 190. He destroyed 51 tanks, two armored trains and achieved a direct hit of the battleship Oktyabrskaya Revolutsiya. He was awarded 11 aerial victories as well (one with Ju 87), while another 12 were not confirmed. Bauer was awarded the Knight's Cross with an Oak leaves.

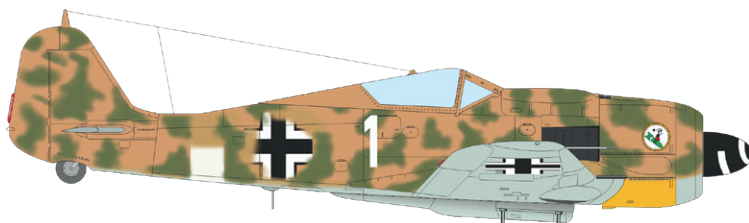
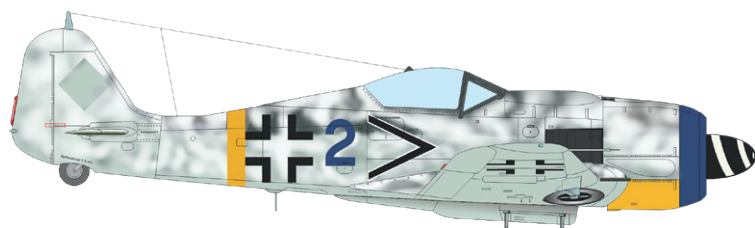
■ I./SG 4, Airasca, Italy, June 1944



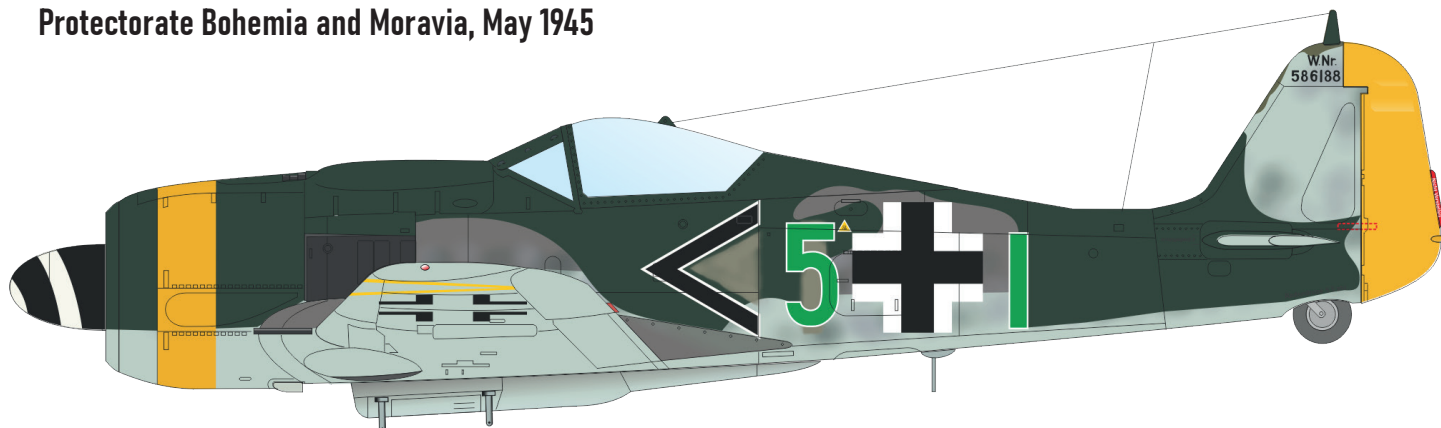
The I./SG 4 was formed from the II./Sch.G. 2 in Italy during October 1943. The unit used Fw 190s of A and G versions and the F-8 starting from June 1944. By then, the unit lost almost sixty aircraft in combat on the Italian battlefield, as the Luftwaffe faced strong Allied air superiority in Italy over this period. Therefore, to achieve

lower visibility over the battlefield, the crosses on the upper surfaces and the upper half of the white fuselage band of this aircraft were overpainted. The I./SG 4 took over Fw 190F-8s in June 1944 at the base of Airasca during rest and refitting. In July, the unit moved to the Eastern Front under the command of Maj. Werner

Dörnback, who later became Kommodore of SG 4. At the end of the war, I./SG 4 had a base in Kostelec na Hané in the then Protectorate Böhmen und Mähren (Czechoslovakia after the war and Czech Republic today).



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

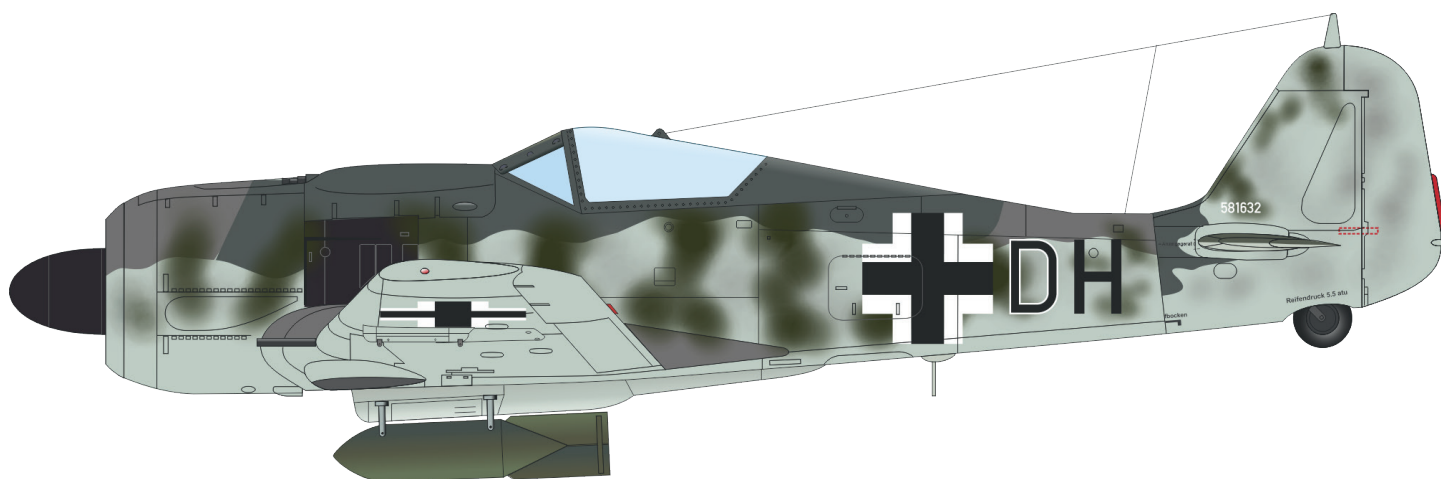


This aircraft was found in Dolní Kamenice (the then Protectorate Bohemia and Moravia) at the end of the war after an emergency landing. It probably belonged to SG 10. Camouflage colors RLM 74, 75 and 76 are partly overpainted on the upper surfaces with dark paint, probably RLM 70. The Yellow V and the band on the engine cover

identified Luftflotte 4 aircraft since September 1944. This identification was introduced due to the Romanian Air Force, which joined the Allied forces and used German aircraft. From July 1944 to April 1945 the III./SG 10 was commanded by Hptm. Horst Steinhardt, former member of I./JG 2 Richthofen and Sch.G. 1. In the last weeks

of the war, the unit was commanded by Major Arnulf Blasig. He flew Stuka bombers before the war and successively served in St.G. 77, IV.(Stuka)/LG 1 (later I./St.G. 5) and St.G. 51. He was awarded the Knight's Cross in September 1941 and completed a total of about 200 combat flights.

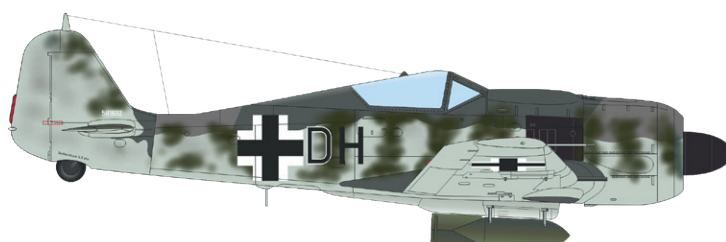
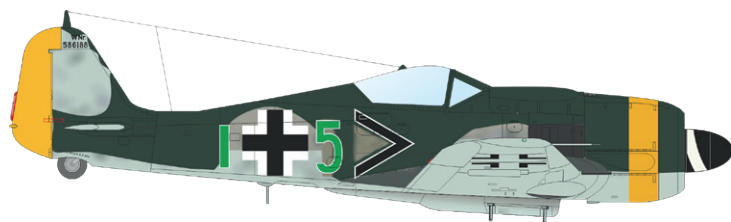
■ W.Nr. 581632, 1./NSGr. 9, Villafranca di Verona, Italy, May 1945



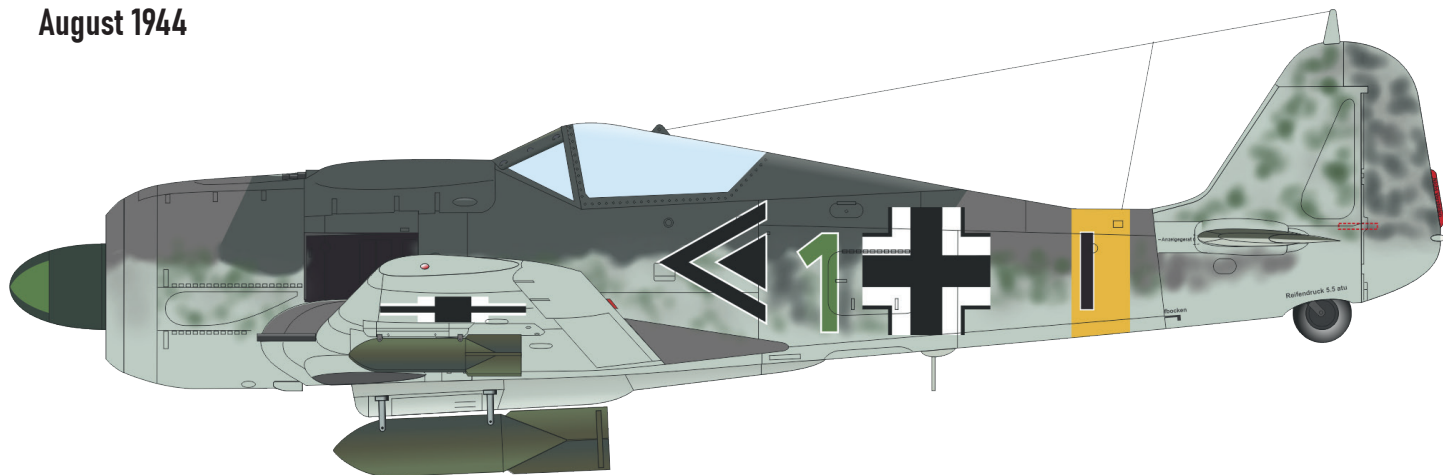
The aircraft is painted in colours RLM 74, 75 and 76 with spots of green on the side of the fuselage. Due to night combat flights, it was probably equipped with a FuG 25a (IFF). Nachtschlachtgruppe 9 was formed in Italy at the end of 1943 and was used for night bombing

missions using aircraft types Ju 87, Fiat Cr.42 and Caproni Ca 314. During 1944 the unit converted to Stukas completely. The only part of NSGr. 9, which received the Fw 190F planes in early 1945, was the 1. Staffel, which used F-8 and F-9 versions. Commander of NSGr. 9 was

Obstlt. Dipl. Ing. Karl Vehmeyer, who previously led several Gruppen of Lehrgeschwader 1. From the autumn of 1944, Hptm. Karl-Heinz Kuhle the former Bf 110 pilot of ZG 26, was commanding the 1./NSGr. 9.



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

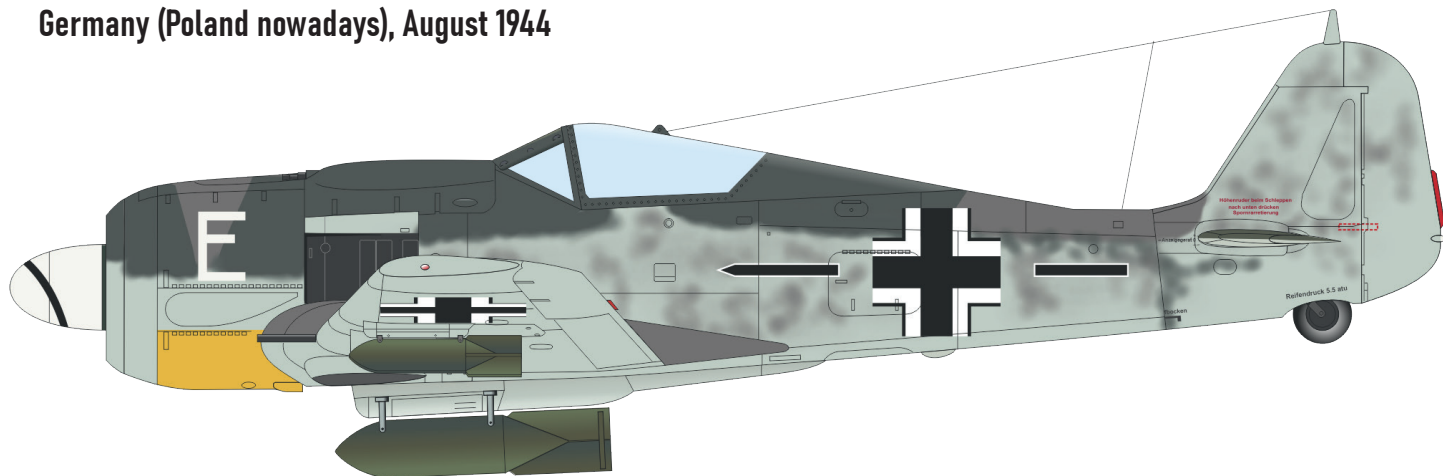


The unit this aircraft belonged to is tentatively identified as Stab III./SG 1, but it is just probable, not certain. This group was in fact renamed III./St.G. 1, the change occurred in October 1943. Until May 1944 the unit used Junkers Ju 87D-5 bombers, but from March it started to rearm with Focke-Wulf Fw 190s planes of A and G versions. In May the unit received its

first F-8 aircraft. Major Karl Schrepfer was the commander of the III./SG 1 from April 1944. He flew Stukas before the war and for the entire duration of his frontline service he was assigned to St.G. 1 (SG 1). He was deployed in the Battle of Britain, carried out raids on Malta, took part in the African campaign and from June 1941 fought on the Eastern Front. During the period from

May 1943 to March 1944 he led two training units. Schrepfer completed approximately 800 combat flights and received Oak Leaves to the Knight's Cross as the last ground attack pilot on April 28, 1945. He died in an accident in September 1946 in Wertheim.

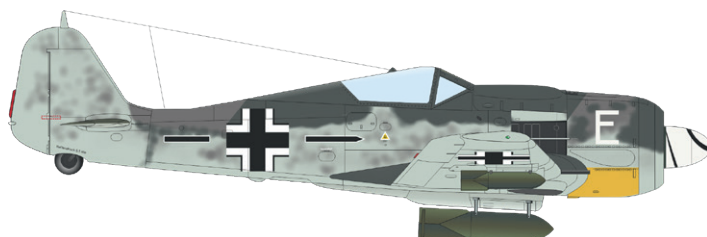
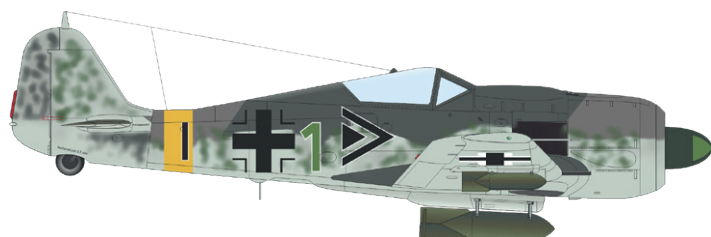
■ Stab SG 77, Schönfeld-Seifersdorf (Łukaszów nowadays),
 Germany (Poland nowadays), August 1944



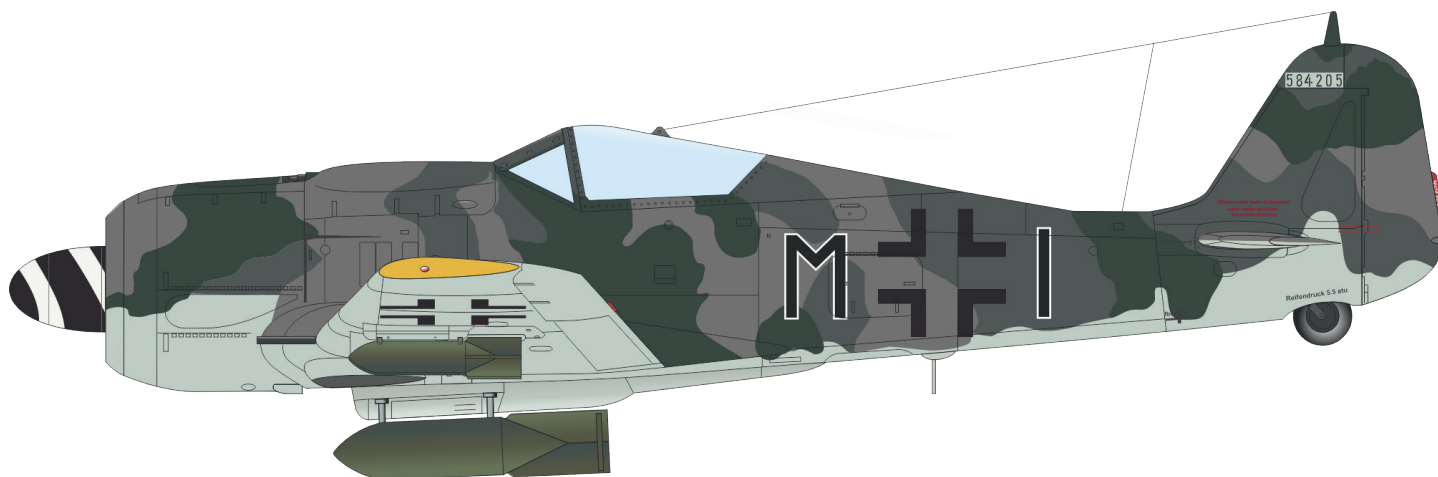
This aircraft probably belonged to the Stab SG 77. The fuselage marking indicate a wingman within the Geschwaderstab. The white E identifies the fifth wingman's machine. Stab SG 77 received Fw 190 F-8 planes in June 1944 and had six of them available. From February 1943 to November 1944, Oberst Helmut Bruck was commander of SG 77. He joined the Luftwaffe in 1935 and served

with St.G. 77 (SG 77) during his whole frontline career. He was shot down during the attack against Poland on September 1, 1939, and was rescued by a German tank crew. In August 1940 he took command of I./St.G. 77 and participated in the campaign against Yugoslavia and Crete. For the rest of his frontline service, he was deployed on the Eastern Front. Twice he landed

in the enemy territory to pick up a downed crew. From January to April 1945, he commanded the operational training unit SG 151. In April he was appointed General der Schlachtfliieger-Nord. He completed 973 combat flights, including 15 with Fw 190. He was awarded the Knight's Cross with Oak Leaves.



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



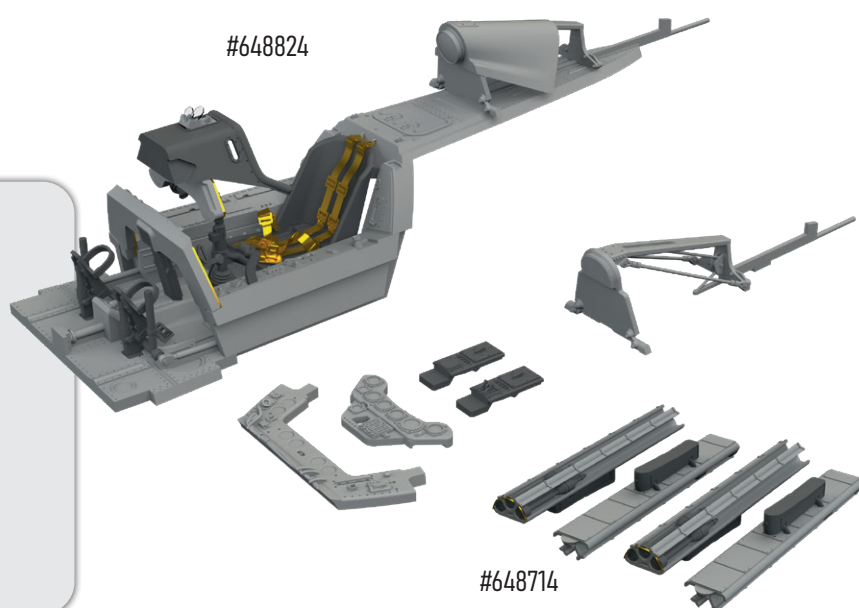
This aircraft escaped from the Courland pocket in the Baltics on May 8, 1945, and landed in Glemminge (Ystad), Sweden, at 5:55 p.m. On board there were three members of the Luftwaffe - pilot Stabsfeldwebel Werner Skirlo, Fw. Johann Gruber and Fw. Adolf Karnel. Originally, they wanted to fly to the Danish island

of Bornholm. Parts of this aircraft were handed over to the USSR in November 1945. The usual camouflage RLM 74, 75 and 76 is supplemented on the upper surfaces with a dark color, probably RLM 70. The last commander of III./SG 3 was supposedly Hptm. Erich Bunge. He joined the army in 1935, first serving in the artillery, later

in the reconnaissance aviation unit. From 1941 he worked as an instructor and in February 1944 became commander of the 5./SG 4. A month later he received the Deutsches Kreuz in Gold. In July 1944 he became commander of the training unit I./SG 151 and in March 1945 commanded III./SG 3 in Courland.

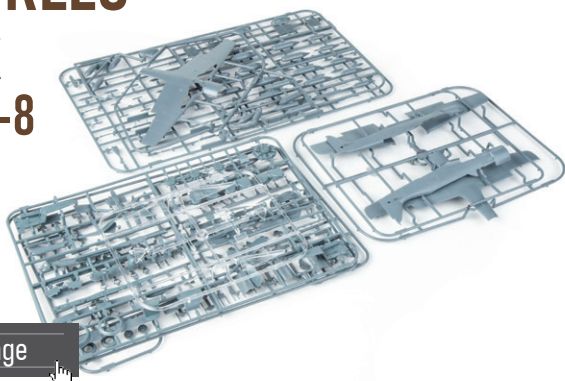
For Fw 190F-8 1/48 RECOMMENDED:

481161	Fw 190A landing flaps (PE-Set)
FE863	Fw 190A seatbelts STEEL (PE-Set)
648150	Fw 190 wheels late (Brassin)
648648	Fw 190F-8 engine (Brassin)
648649	Fw 190F-8 fuselage guns (Brassin)
648356	Fw 190A wingroot gun bays (Brassin)
648366	Fw 190A propeller (Brassin)
648381	Fw 190A exhaust stacks (Brassin)
648714	Panzerschreck 1 for Fw 190F PRINT (Brassin)
648736	Fw 190A landing flaps PRINT (Brassin)
648824	Fw 190F-8 cockpit PRINT (Brassin)
6481014	Fw 190A seat PRINT (Brassin)
6481038	Fw 190A seat w/ integral belts PRINT (Brassin)
3DL48017	Fw 190F-8 SPACE (3D Decal Set)



OVERTREES

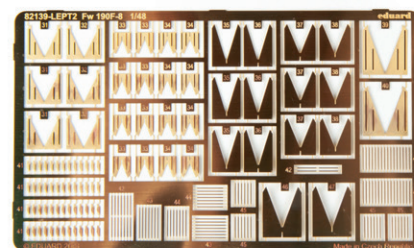
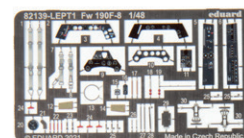
#82139X
Fw 190F-8
1/48



Product page

OVERLEPT

#82139-LEPT1
Fw 190F-8
1/48



Product page



eduard



Katka
Borecká

YOUTUBE PODCAST CHANNEL

eduard
ON AIR



www.youtube.com/@EduardOnAirPodcast

Advert - book Battle of Britain

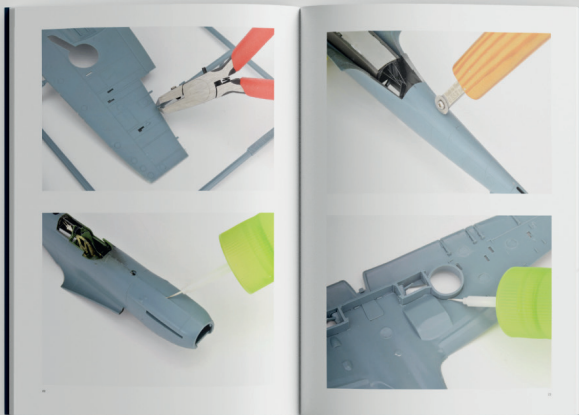


To mark the 85th anniversary of the Battle of Britain, an independent publisher Plastic Invasion has launched a new book project on Indiegogo – Wings Over Britain – A Tribute to the Few. The publication connects historical research, aviation heritage, and scale modeling, focusing on the iconic Spitfire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

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

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





634053

Bf 109G-6 LööK**1/24 Airfix**

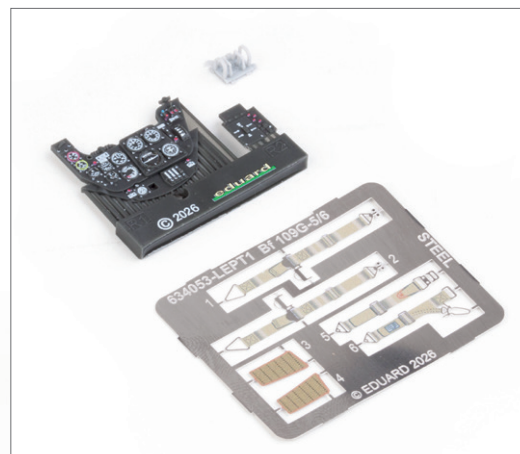
LööK set - Brassin pre-painted dashboard and STEEL seat belts for Bf 109G-6 in 1/48 scale.

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

[Product page](#)


634054

Bf 109G-5 LööK**1/24 Airfix**

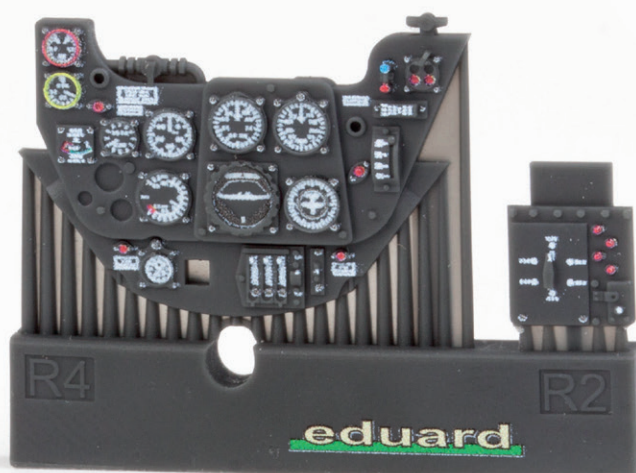
LööK set - Brassin pre-painted dashboard and STEEL seat belts for Bf 109G-5 in 1/48 scale.

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

[Product page](#)


634055

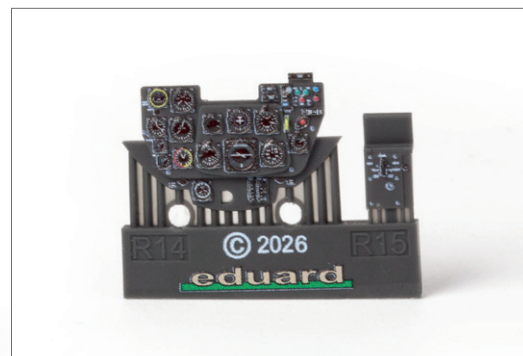
Bf 109K LööKplus

1/32 Kotare

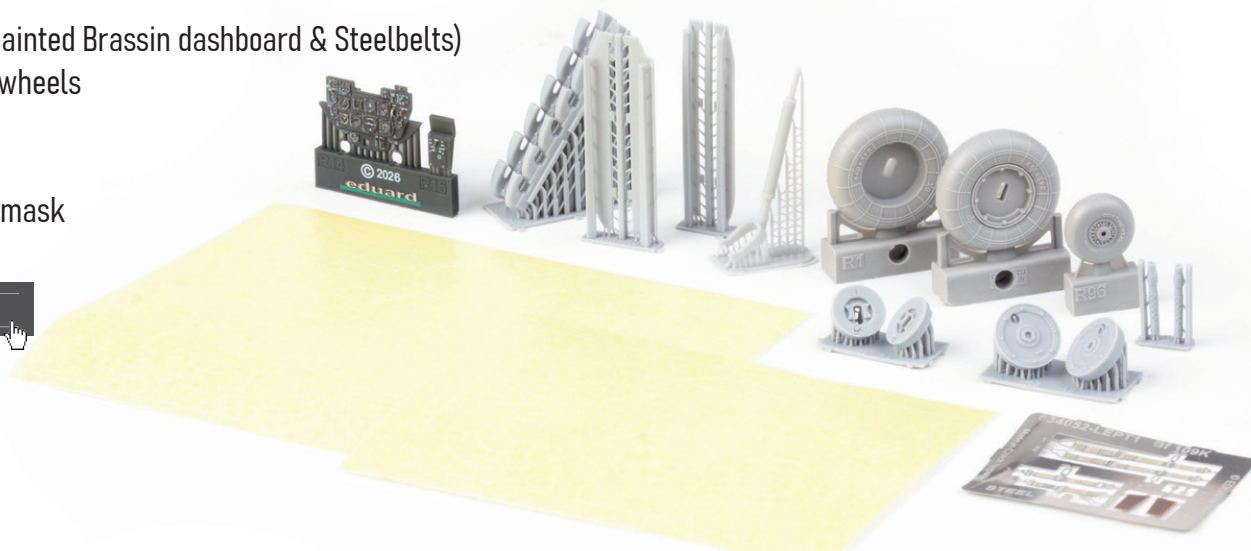
Collection of 5 sets for Bf 109K in 1/32 scale.

Recommended kit: Kotare

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



Product page



674062

Spitfire Mk.Vb w/ fishtail exhausts LööKplus

1/72 Tamiya

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



Product page



674063

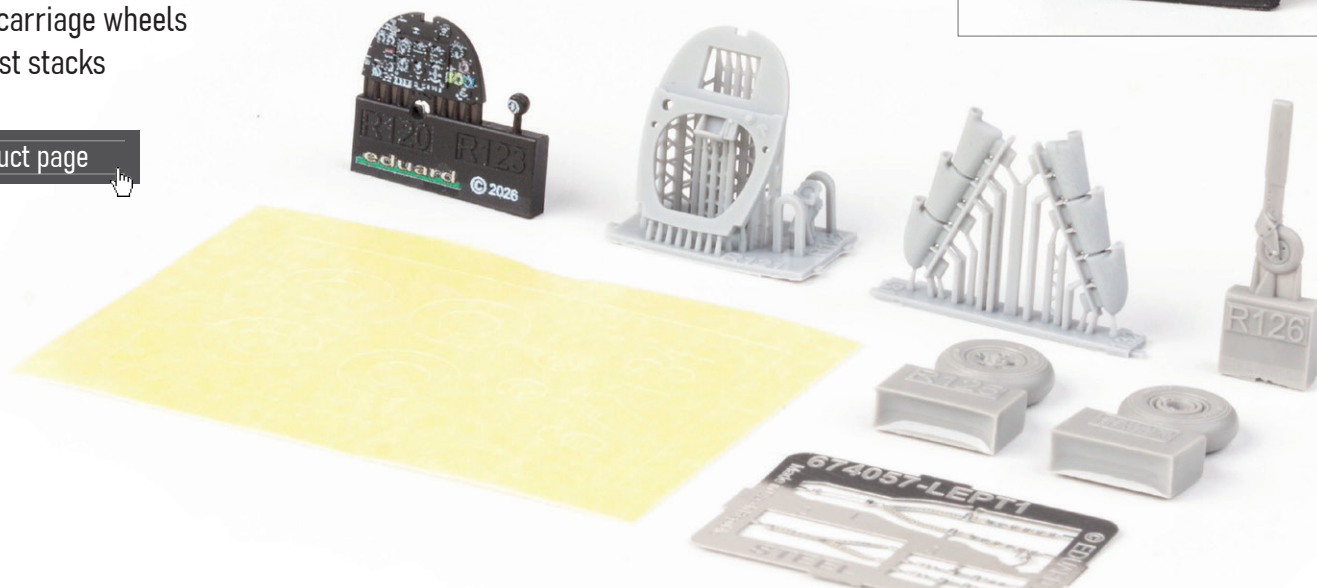
Spitfire Mk.Vb w/ rounded exhausts LööKplus

1/72 Tamiya

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

[Product page](#)


6481155

P-47D Razorback seat PRINT

1/48 MiniArt

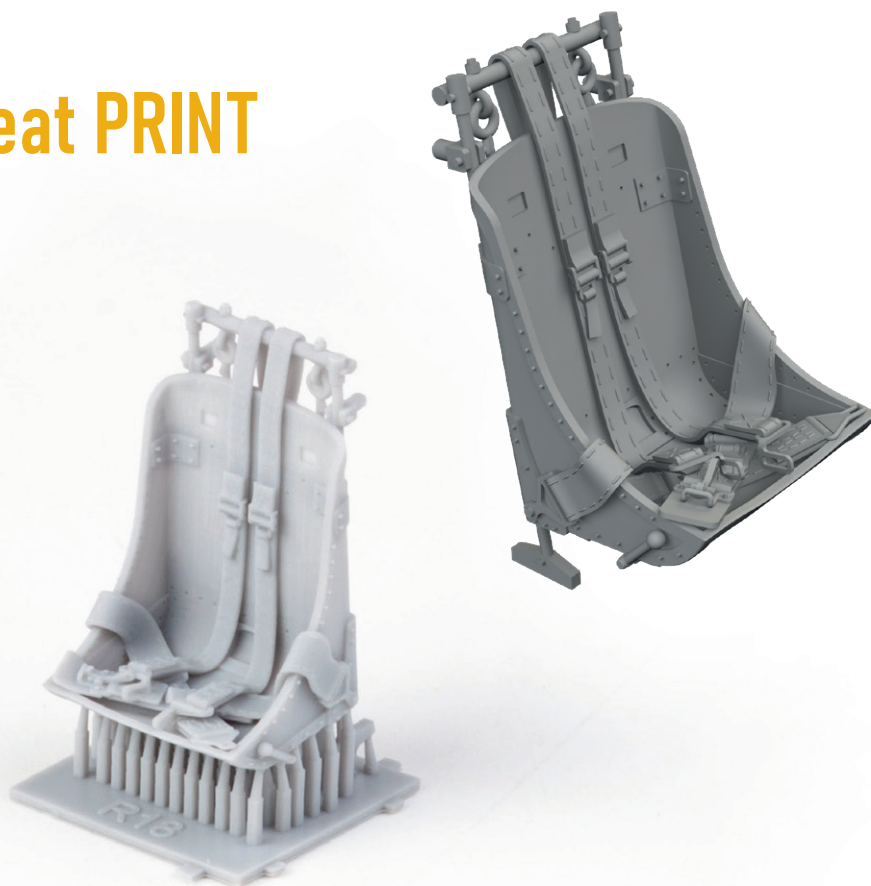
Brassin set - pilot seat for P-47D Razorback in 1/48 scale. Made by direct 3D printing.

Easy to assemble, replaces plastic parts.

Recommended kit: Miniart

Set contains:

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

[Product page](#)


6481158

Hs 129B MK 101 gun pod PRINT

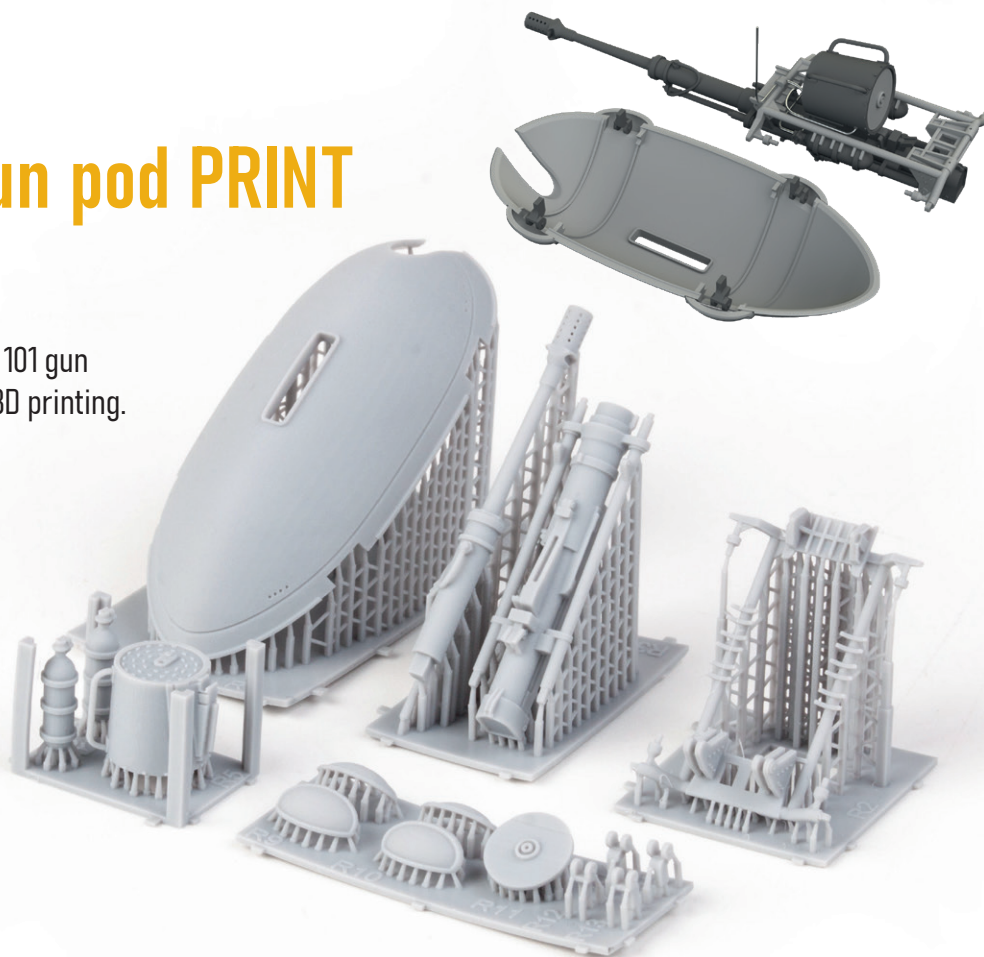
1/48 Takom

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

[Product page](#)



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

[Product page](#)



6481162

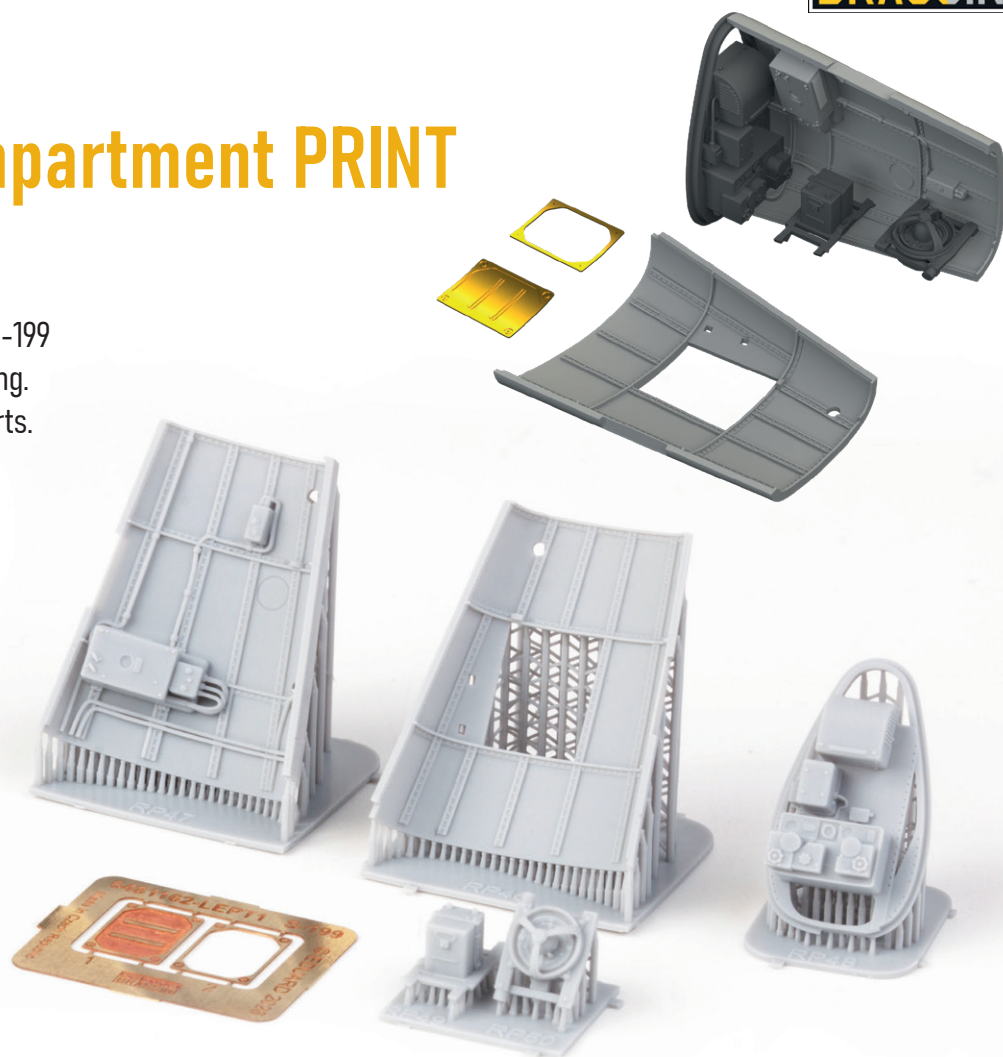
S-199 radio compartment PRINT

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

[Product page](#)


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

[Product page](#)


6481173

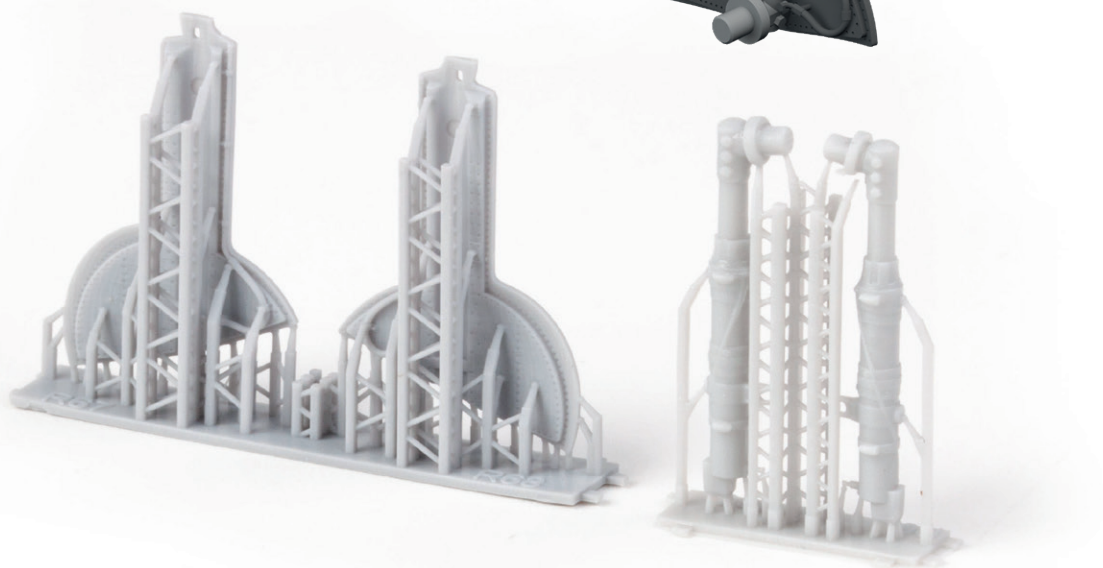
Spitfire Mk.Vc undercarriage legs PRINT

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

[Product page](#)

6481175

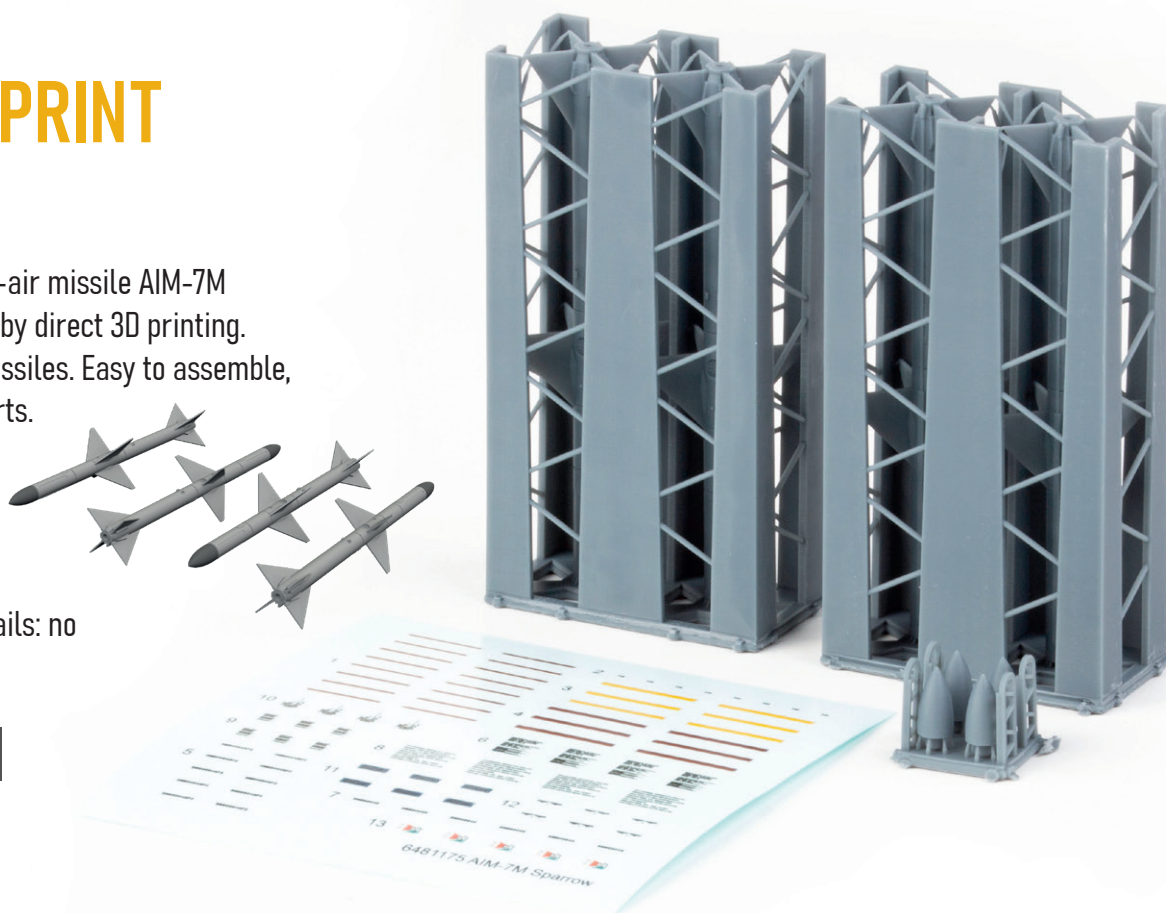
AIM-7M PRINT

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

[Product page](#)


6481178

Fw 190A-8 undercarriage legs PRINT

1/48 Eduard

[Product page](#)

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

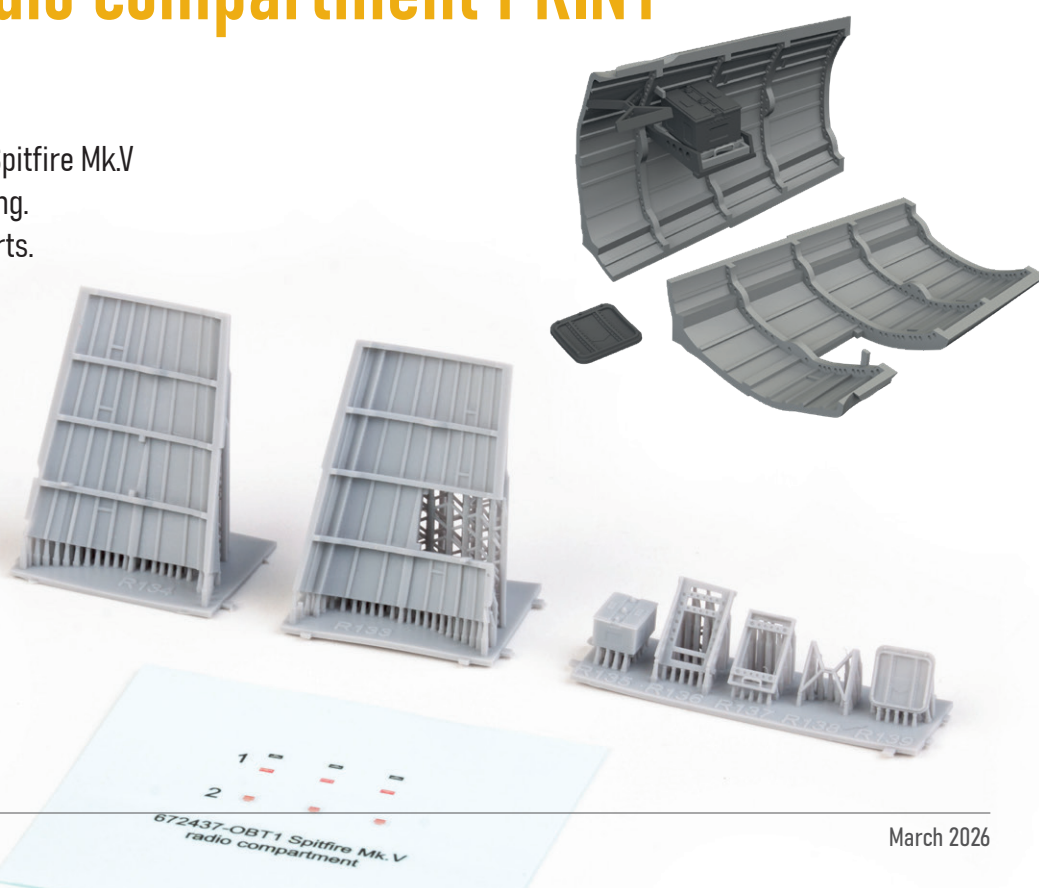
Spitfire Mk.V radio compartment PRINT

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

[Product page](#)


672450

AIM-7M PRINT

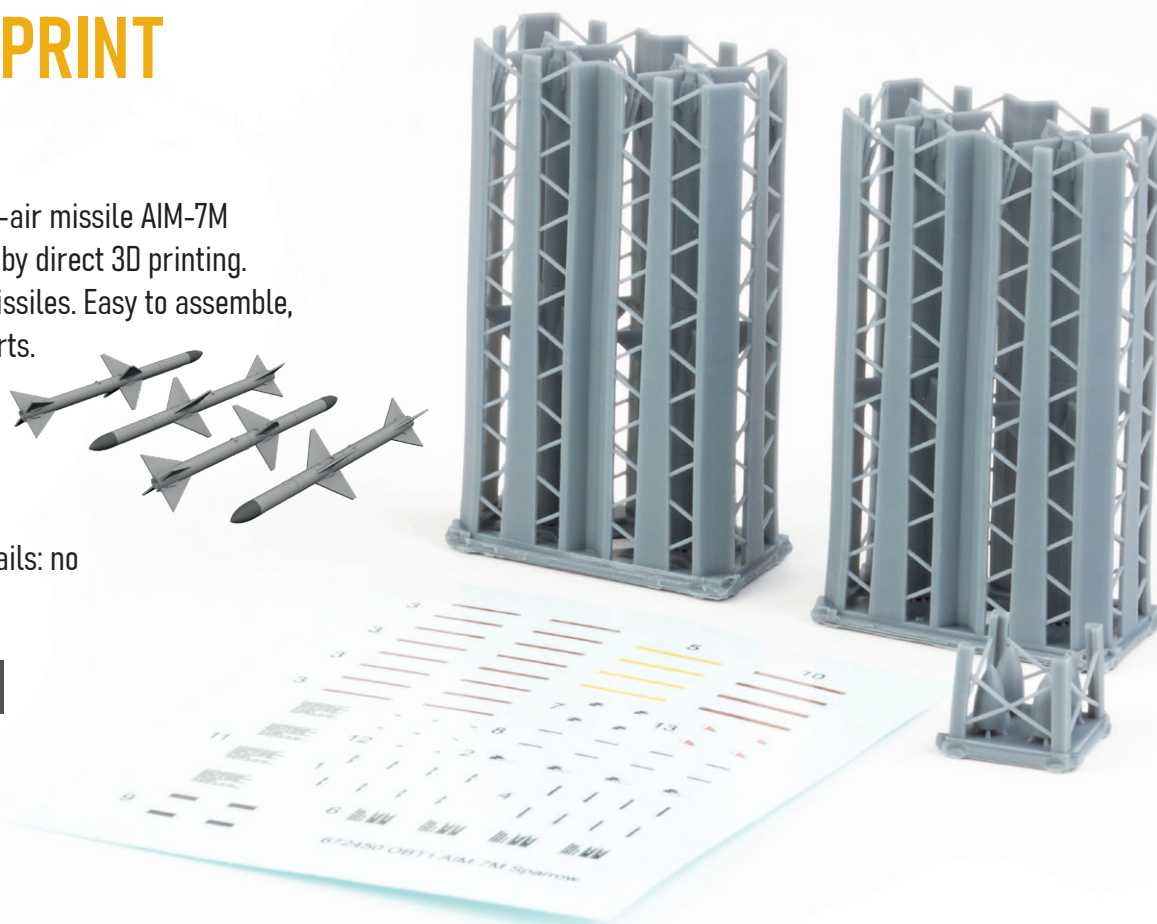
1/72

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

[Product page](#)



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

[Product page](#)



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

[Product page](#)


BACK IN STOCK

PHOTO-ETCHED SETS

49294

BŘEZEN 2026

48652	F-15E exterior 1/48
49291	Harrier Gr Mk.7 1/48
49294	F-8J 1/48
49485	F-15E seatbelts 1/48
49492	F-15E interior 1/48
49579	A-4N 1/48
FE579	A-4N 1/48



SIN648150

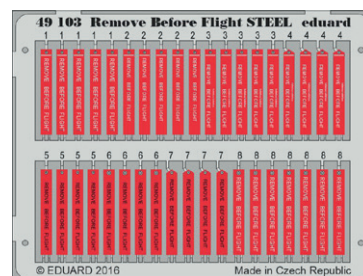
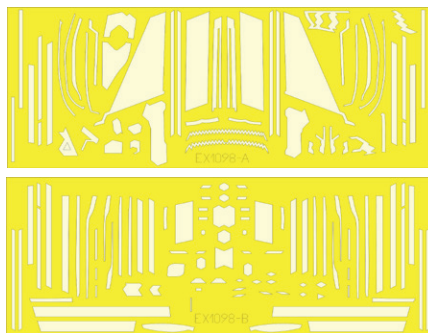
F-35C

1/48 Tamiya

Collection of 6 sets for F-35C in 1/48 scale.

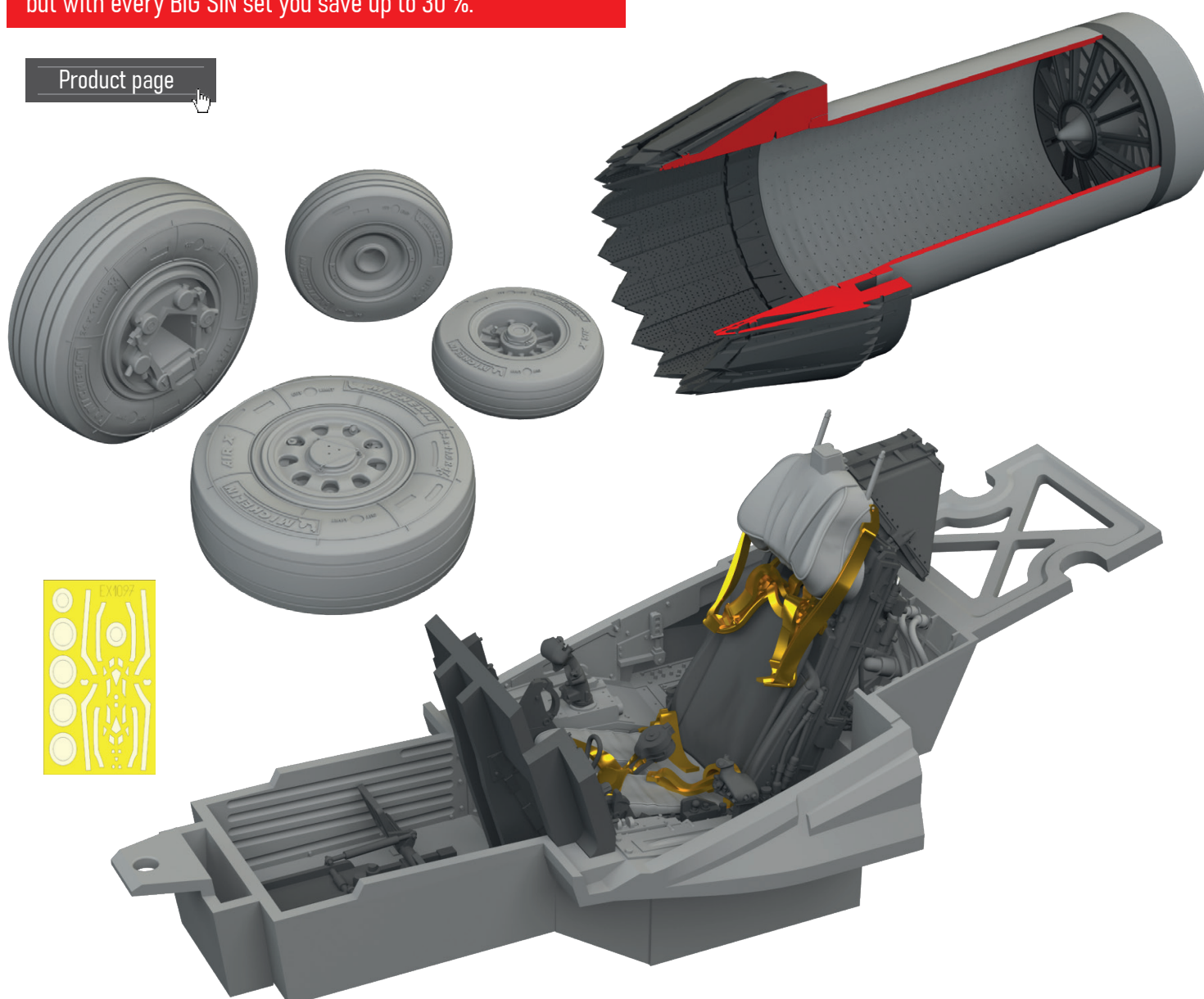
Recommended kit: Tamiya

- 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 %.

Product page



SIN67235

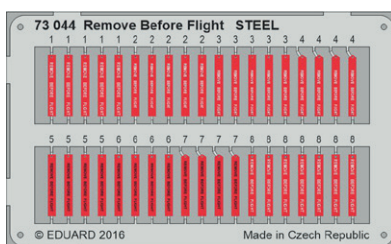
F-35C

1/72 Tamiya

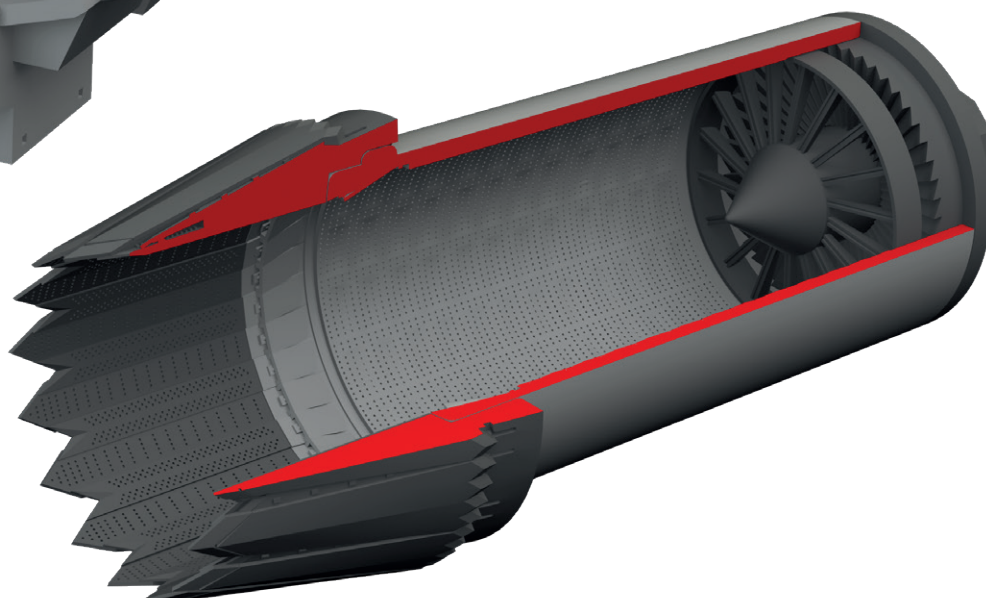
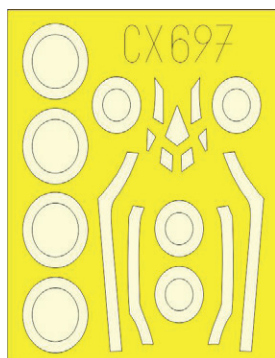
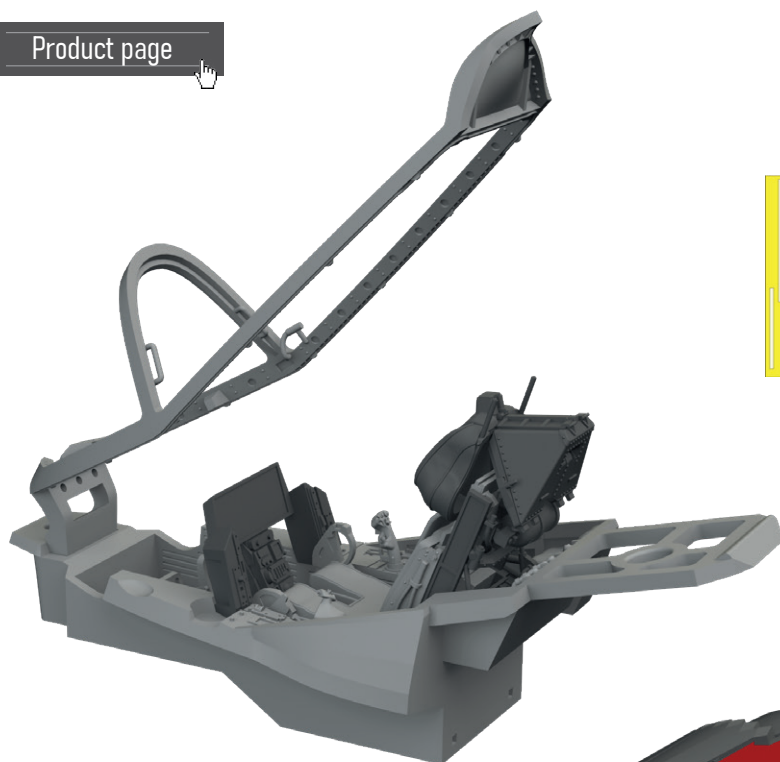
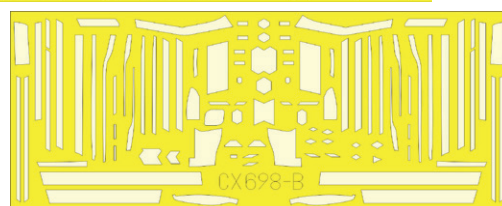
Collection of 6 sets for F-35C in 1/72 scale.

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 %.

[Product page](#)


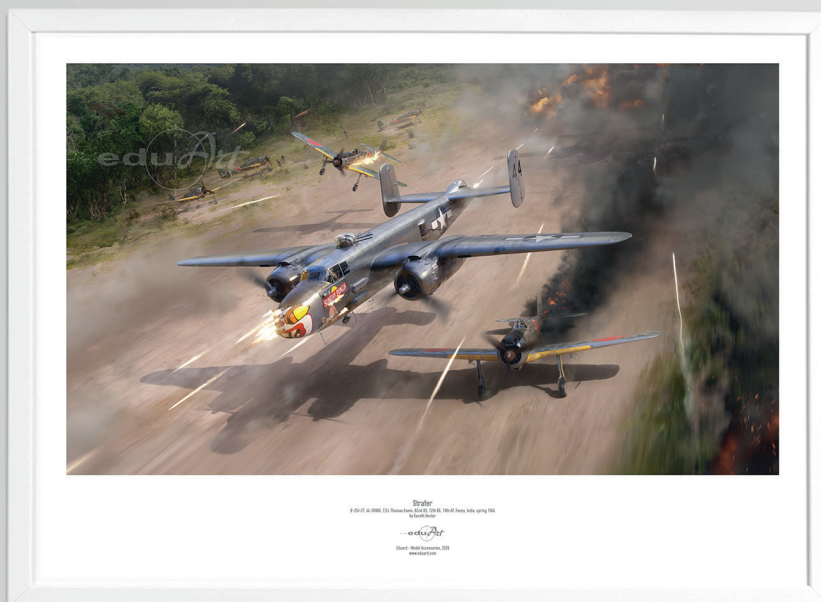
ARTWORK PRINTS



Bf 109K-4

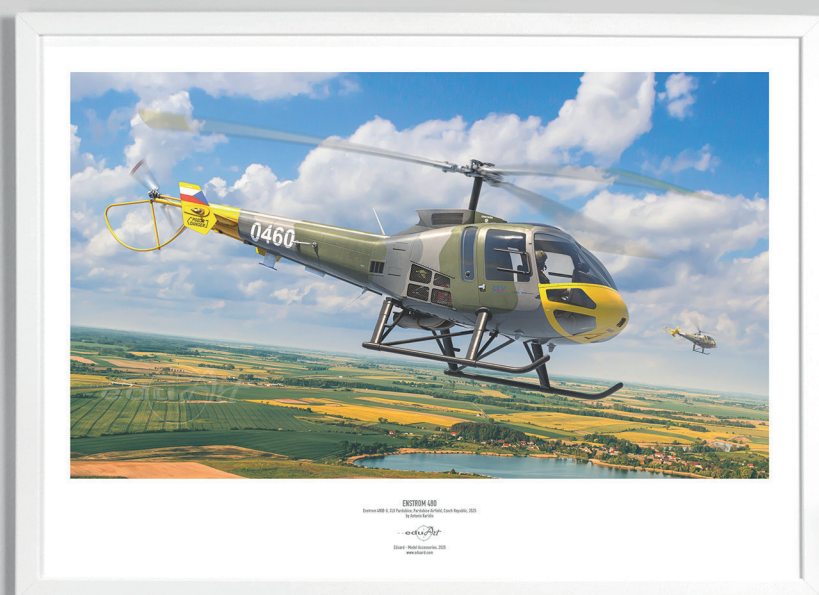
2155-ART

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



548001-ART

B-25J



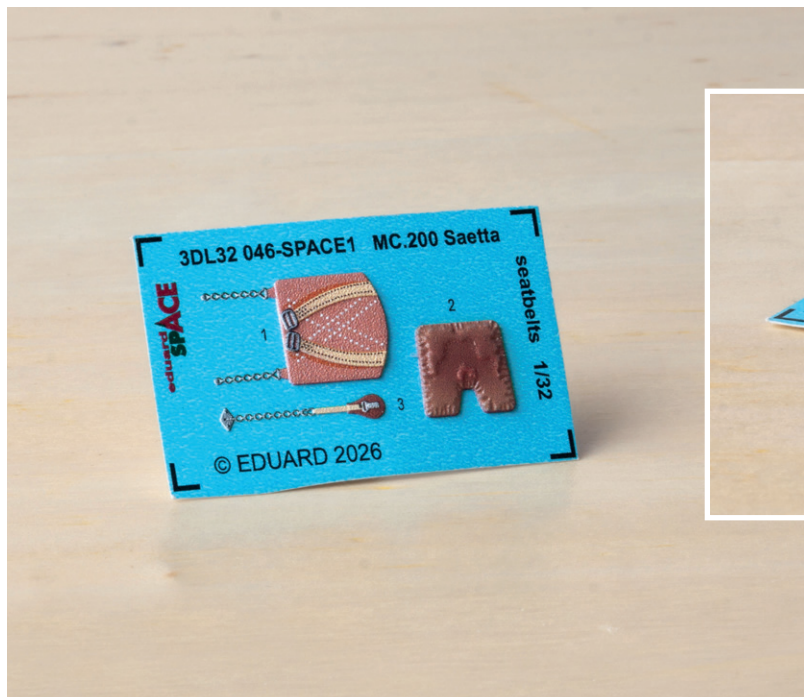
972012-ART

Enstrom 480

www.eduard.com only

3DL32046 MC.200 Saetta seatbelts SPACE 1/32 Italeri

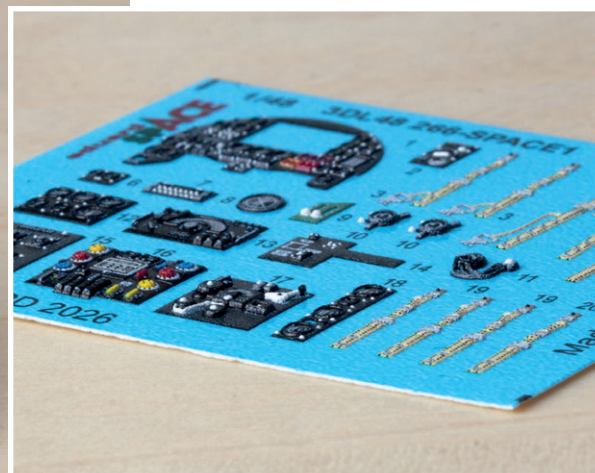
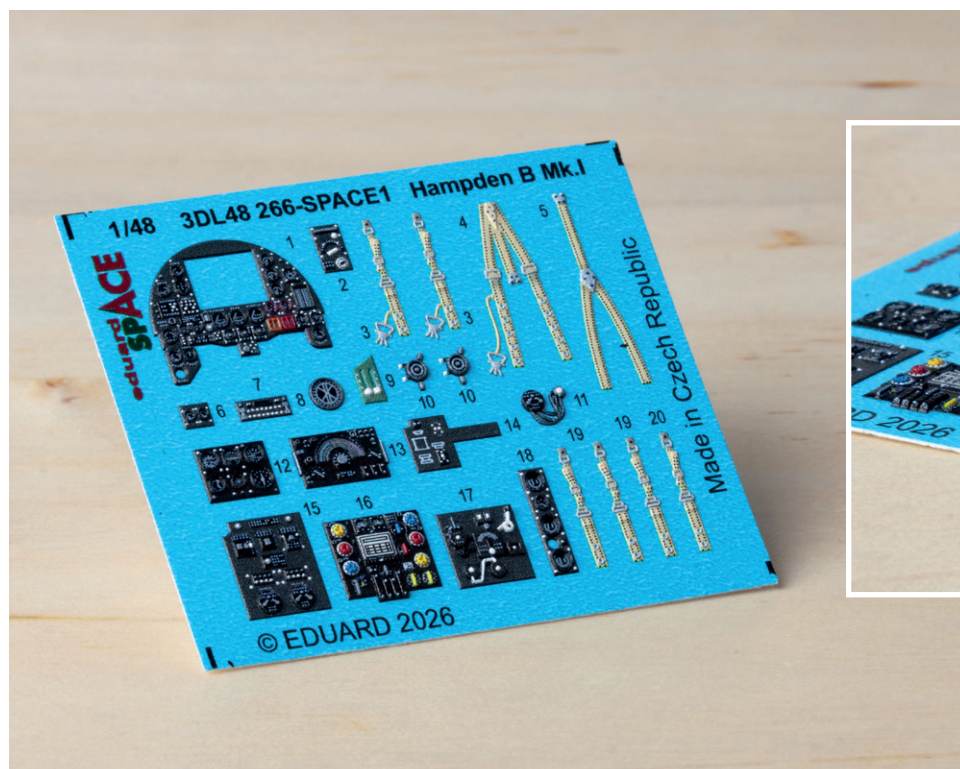
[Product page](#)



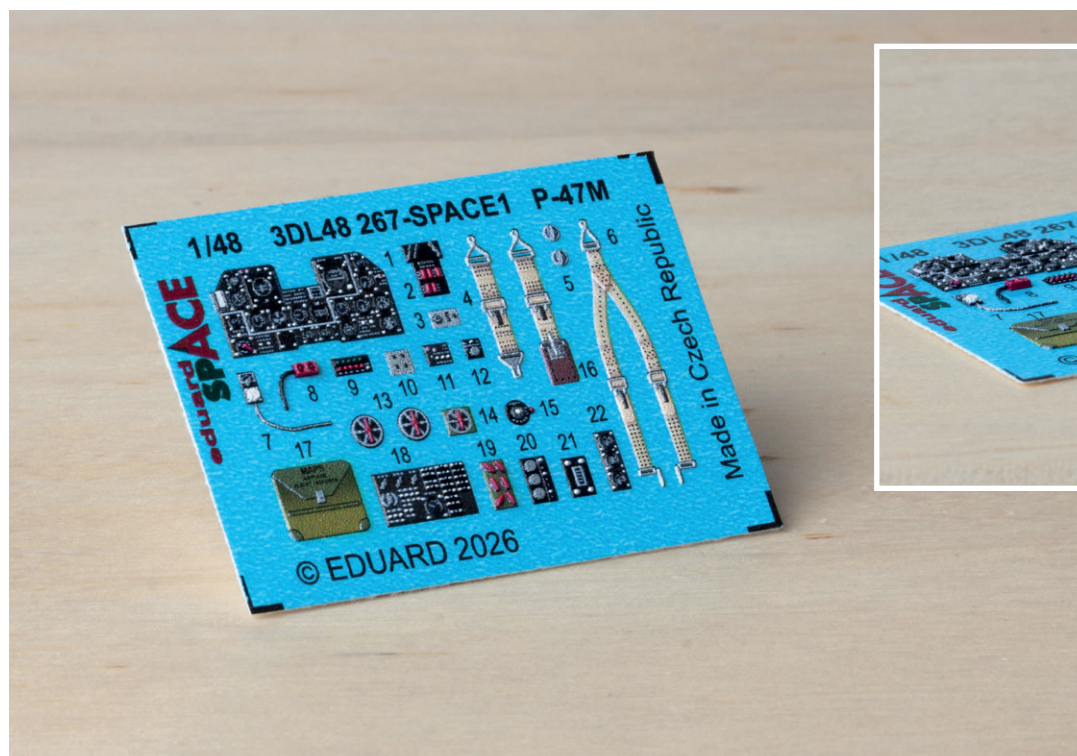
*EASY
APPLICATION*

3DL48266 Hampden B Mk.I SPACE 1/48 ICM

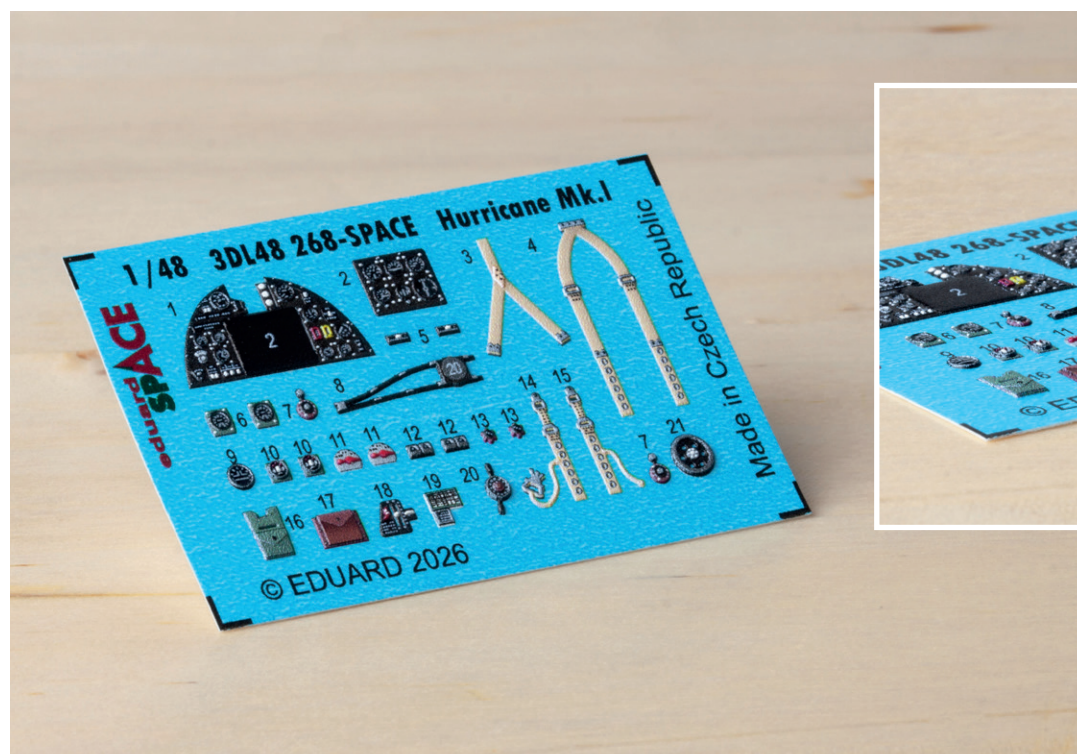
[Product page](#)

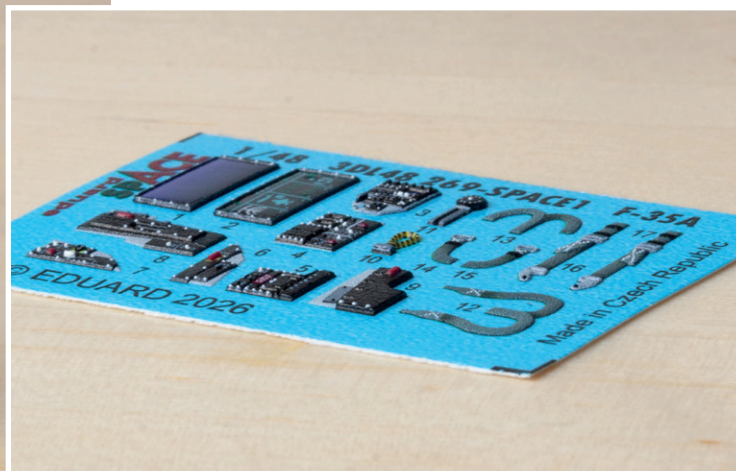
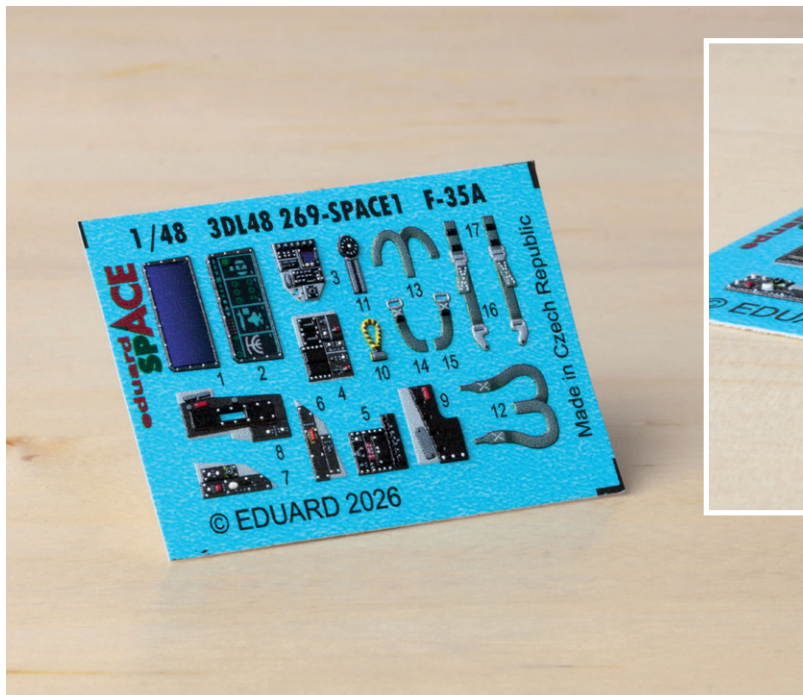
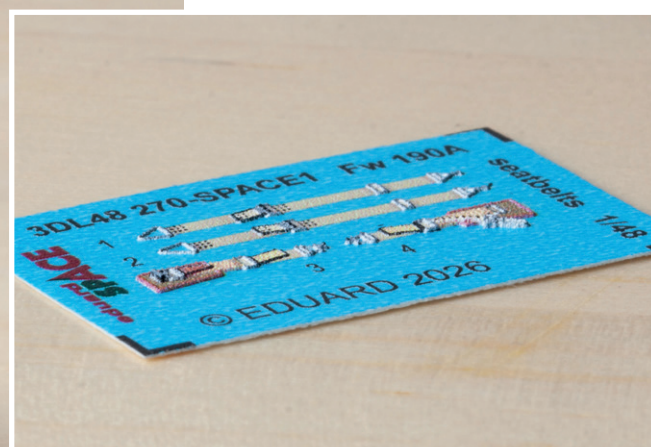
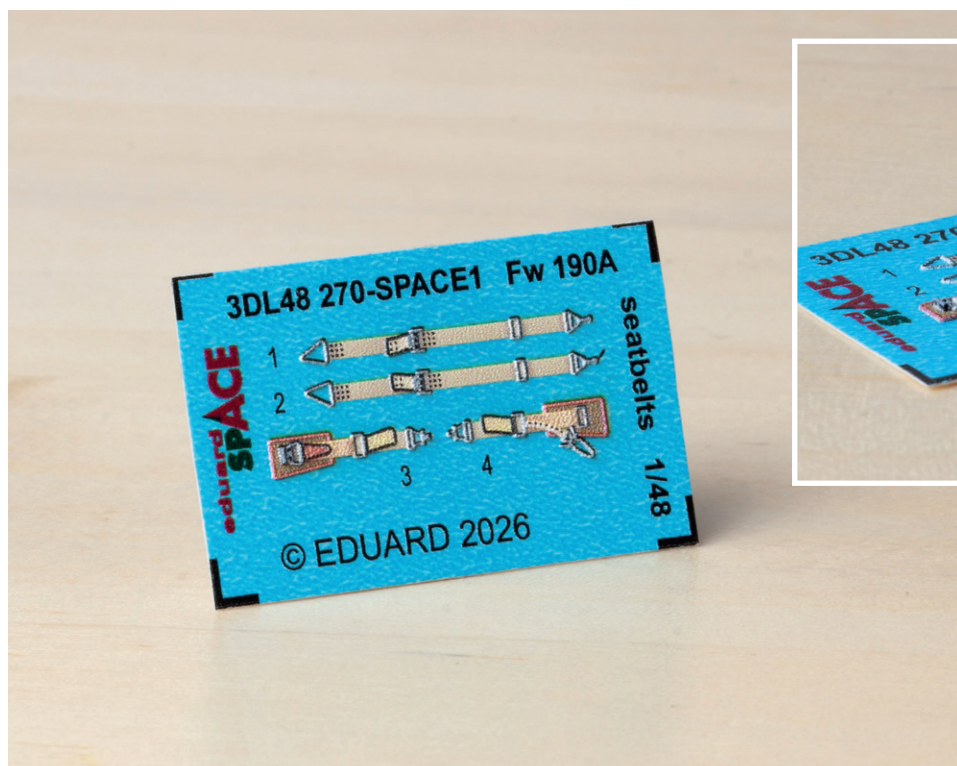


3DL48267 P-47M SPACE 1/48 MiniArt

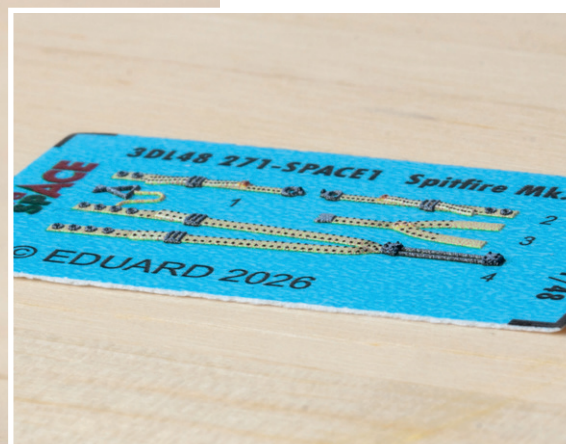
[Product page](#)


3DL48268 Hurricane Mk.I SPACE 1/48 Arma Hobby

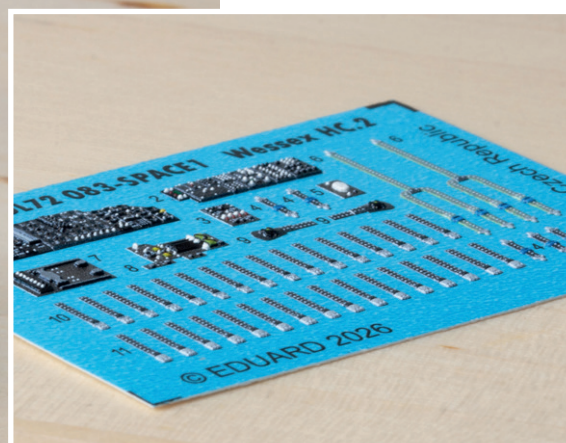
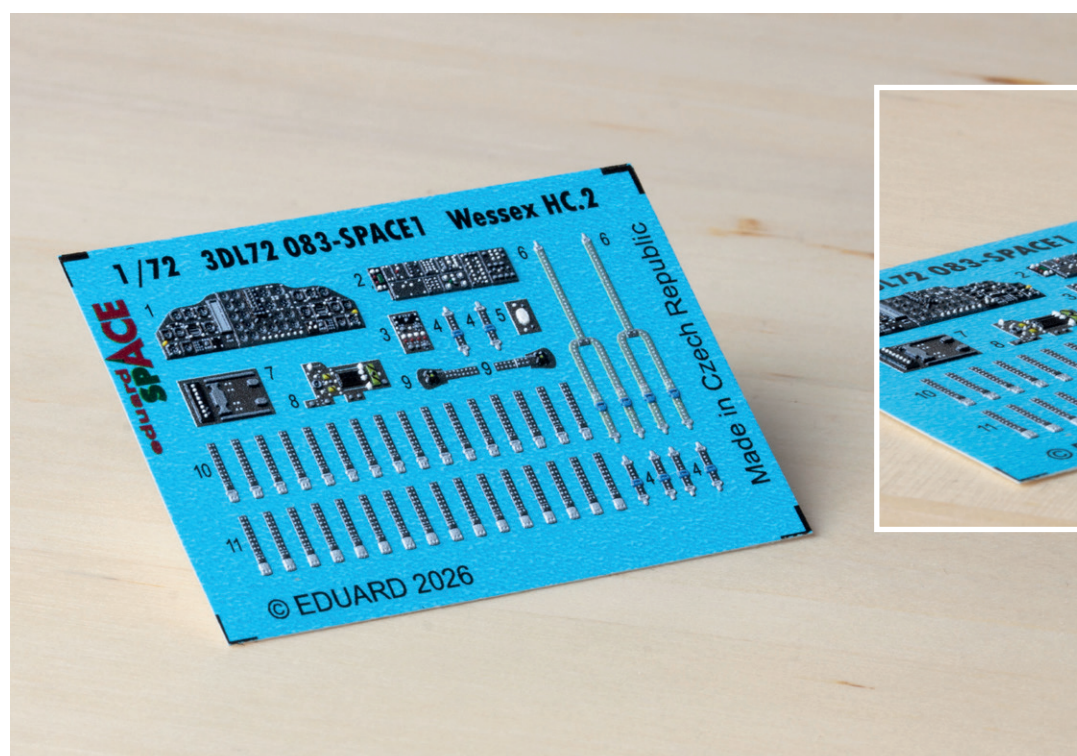
[Product page](#)


3DL48269 **F-35A SPACE** 1/48 Italeri[Product page](#)3DL48270 **Fw 190A seatbelts SPACE** 1/48[Product page](#)

3DL48271 Spitfire Mk.IX seatbelts SPACE 1/48

[Product page](#)


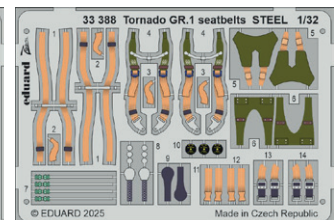
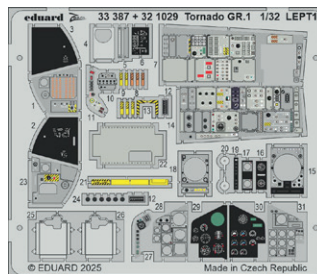
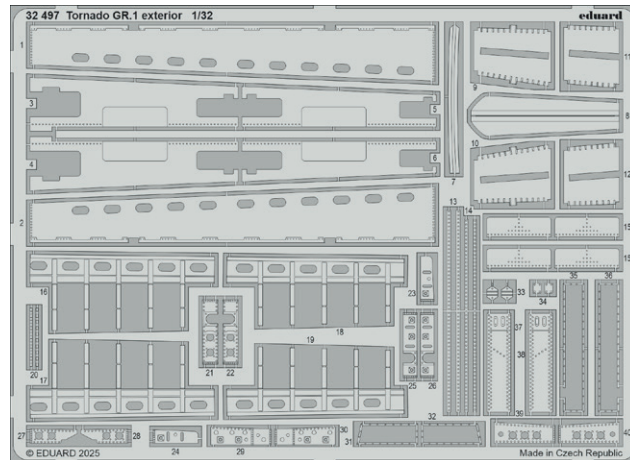
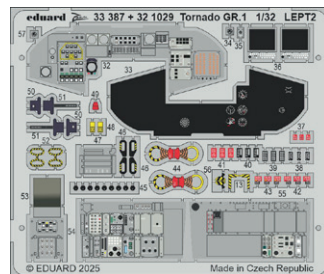
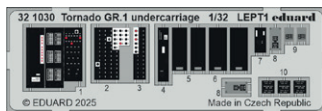
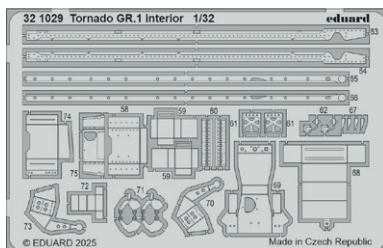
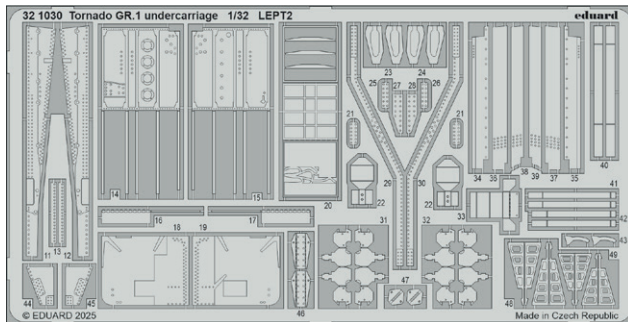
3DL72083 Wessex HC.2 SPACE 1/72 Airfix

[Product page](#)


BIG33172 Tornado GR.1 1/32 Revell

[Product page](#)

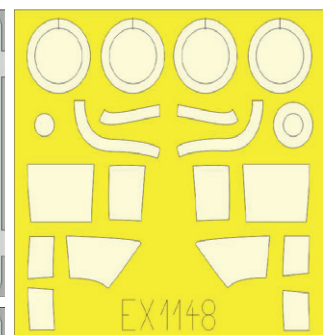
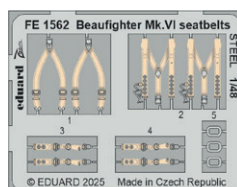
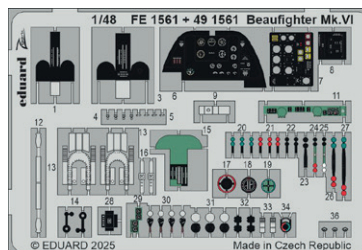
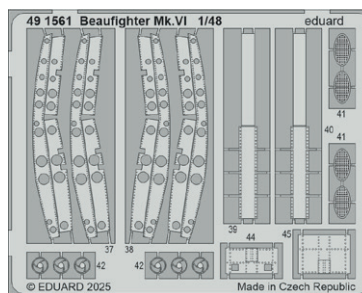
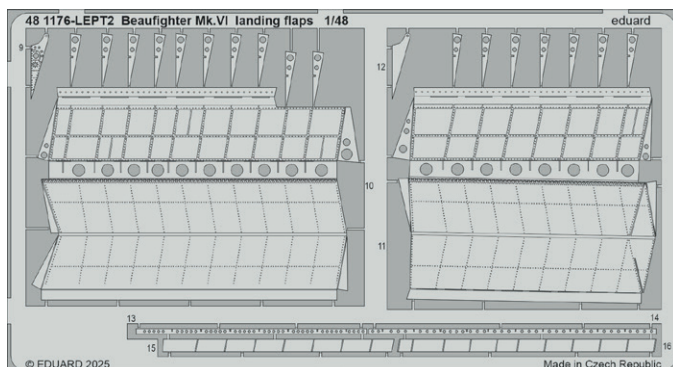
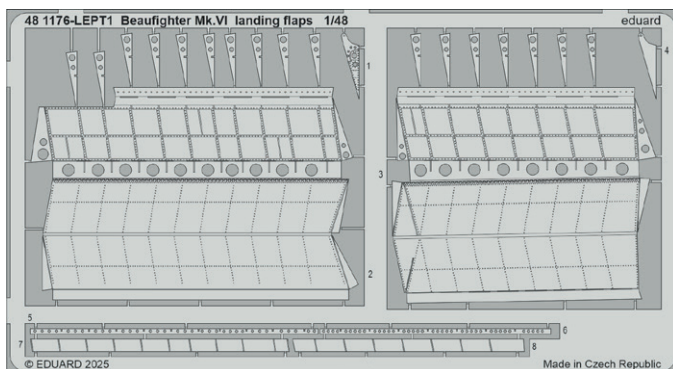
- 321029 Tornado GR.1 interior 1/32
- 321030 Tornado GR.1 undercarriage 1/32
- 32497 Tornado GR.1 exterior 1/32
- 33388 Tornado GR.1 seatbelts STEEL 1/32



BIG49469 Beaufighter Mk.VI 1/48 Revell

[Product page](#)

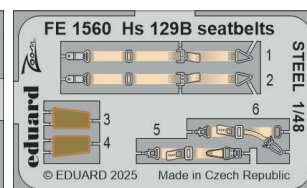
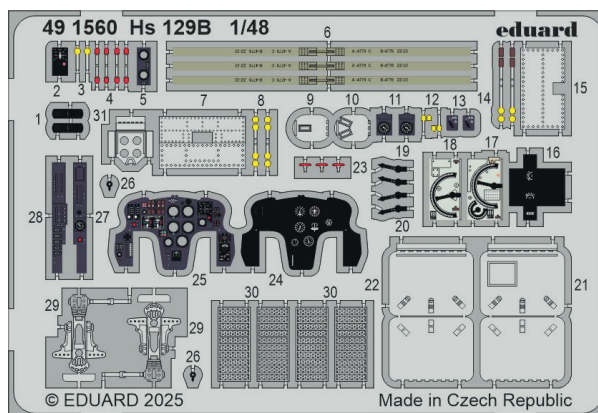
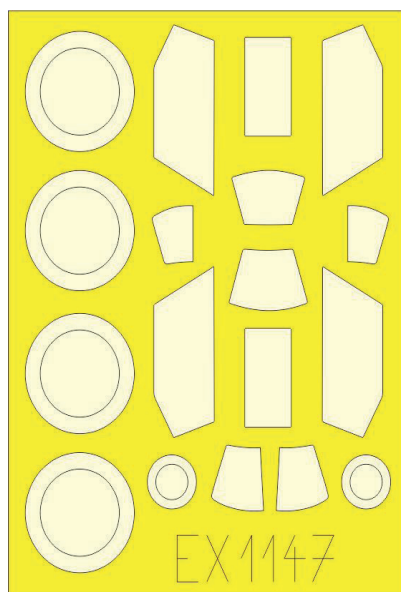
- 481176 Beaufighter Mk.VI landing flaps 1/48
- 491561 Beaufighter Mk.VI 1/48
- FE1562 Beaufighter Mk.VI seatbelts STEEL 1/48
- EX1148 Beaufighter Mk.VI 1/48



BIG49470 **Hs 129B** 1/48 Takom

Product page

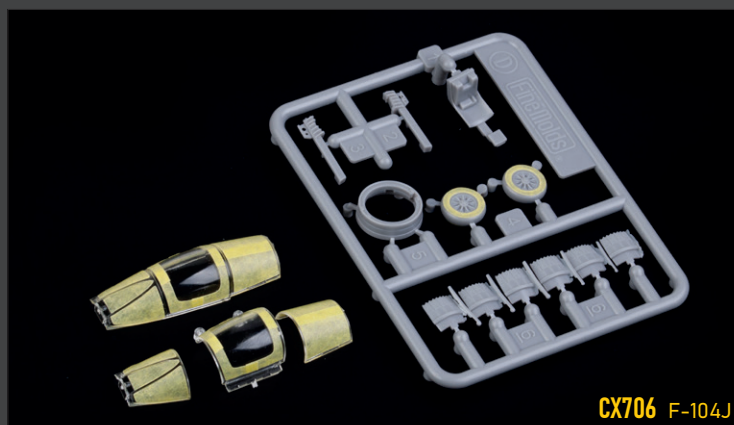
491560 Hs 129B 1/48
FE1560 Hs 129B seatbelts STEEL 1/48
EX1147 Hs 129B TFace 1/48



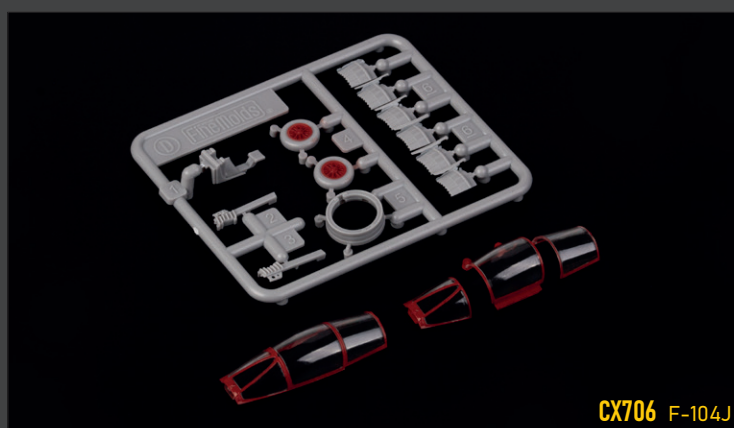
MASKS

IT FITS!

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



CX706 F-104J



CX706 F-104J

KITS

2155	KURÜRST	1/72	Limited
548001	STRAFER	1/48	HKM and Eduard
972012	ENSTROM 480	1/72	HYBRiD
8282	Spitfire F Mk.IX Reedice	1/48	ProfiPACK
82139	Fw 190F-8 Reedice	1/48	ProfiPACK

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

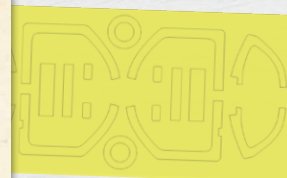
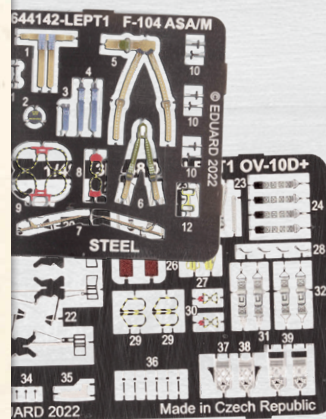
BIG ED

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



ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

634053	Bf 109G-6 LööK	1/24	Airfix
634054	Bf 109G-5 LööK	1/24	Airfix
6481155	P-47D Razorback seat w/ integral 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

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

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

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

eduard
BRASSIN

eduard
BRASSIN
Print

LööK

LööK+

eduard
SPACE



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



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



On 15 August 1940 lost ZG 76 a final number of thirty-four men. One of them was a member of 8./ZG 76, Pw. Jakob B. He was an experienced fighter, successfully fighting in the French campaign. Jakob Birndorfer, a twenty-two-year-old native of Wazzenburg an Inn, is buried in the German section of the military cemetery at Cannock Chase in England. It is believed, that shot by soldiers on the ground after the landing. RAF intelligence reported the following details about his plane, Marking yellow, red, and white design on the nose. Engines DB 601 made at Genshagen-Kr. Armament: four MG17s, two 20 mm cannons and one MG15. The unit was deduced from the aircraft code letters.



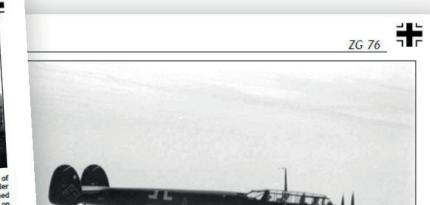
106

[illegible]

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

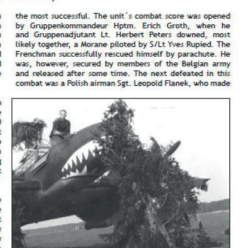


Above: An emergency landed Bf 110 "M8+CH" of pilot L. on 9 April 1940. Note the Czechoslovak, Polish, and flag under the cockpit and the crest, showing in the cliff watching the sea, which the Staffel earned December 1939. Under the pilot's part of the cockpit is visible circular personal emblem of the pilot, fighting in background. (see Profile No. 3)



6. Over the Blitzkrieg

the long-awaited offensive began on 16 May 1940 (the 2G 76 entered the offensive with combat ready), and II./ZG 76 had on 17 May 1940 (the 2G 76 had on 17 May 1940) "Feldzug" 33 Bf 110s C/D, of which 11 were combat actions. Both were stationed in the fast movement of the ground forces of the Blitzkrieg, this has to be



ichgeschwader" flew on 10 May two
rotest the Luftwaffe comrades. The
i in the early morning between 5:20
kas of II./StG 2 attacking airfield at
ion started at 18:45. This time Stab
ecting bombers of I./KG 1. Upon
-Wahn at 20:35, Adjutant Wolfgang
ated in both missions, could not
the enemy opposition.

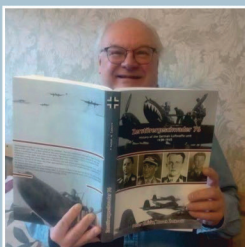
II./ZG 76 operated from its base station with Ju 87s of III./StG 51. The division predetermined their deployment for fierce combat occurred in the early morning of 11 May 1940, when twenty-four encountered nine Moranes MS 406s. Two in the area of St. Trond-Hamur. The advantage of being outnumbered was from Stab and 4. Staffel were

Bf 110 of IL/ZG 76 photographed at one of the airfields at the beginning of the deployment against France. The ground staff procured spruce branches and thoroughly covered parts of the aircraft with them in an attempt to camouflage it from the enemy.

[Via M. Zuckovic]

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

81



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

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

Well, what can I say about "Zerstörergeschwader 76: History of the German Luftwaffe unit 1939-1945"? I was totally blown away by the shocking amount of new facts that Kassak and Zatkovic have been able to publish - absolutely impressive amount of deep research into probably all primary sources that in any way can be connected to ZG 76. Well-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>



Bf 109F-2



Masters of Sprues

1/48



#82115
MARKING A
built by **Evan Watkins**

Product page



Bf 109F-2, Hptm. Hans Philipp, CO of I./JG 54, Krasnogvardeysk, the Soviet Union, March 1942

Hans "Fips" Philipp, an ace with 206 kills to his credit over the course of some 500 sorties, was born on March 17, 1917, in Meissen. He joined the Luftwaffe in 1936. At the beginning of the Second World War, he served with I./JG 76, redesignated II./JG 54 in July 1940. As a member of this unit, he participated in the fighting over Britain and the Balkans. He also took part in Operation Barbarossa and was appointed CO

of JG 1 in April 1943. For his combat success he was awarded the Knight's Cross with Oak Leaves and Swords. Philipp was shot down on October 8, 1943, and did not survive his attempt to bail out. The aircraft flown by Hans Philipp was camouflaged with white color over the upper and side surfaces to better suit the conditions of the winter of 1943 in the vicinity of Leningrad. The Gruppe Commander marking

was carried on the fuselage, as were the II. Gruppe and JG 54 (Green Heart) identifiers. Both sides of the rudder carried kill marks. The landing gear covers were removed due to their tendency to pile up snow.



P-51B MUSTANG

1/48



#R0019
MARKING K
built by **Marek Hlůšek**

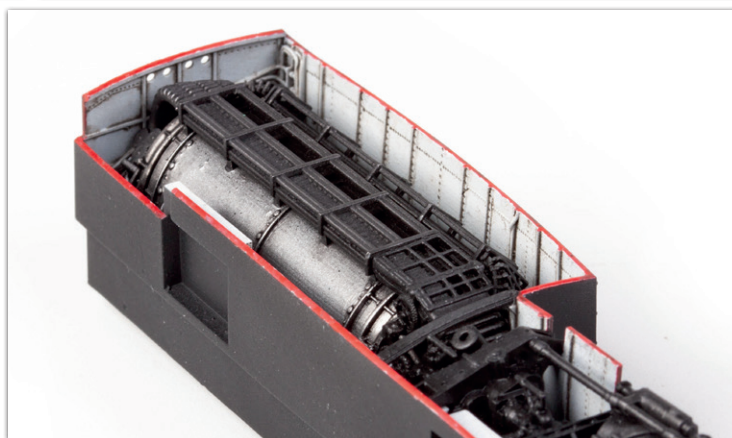
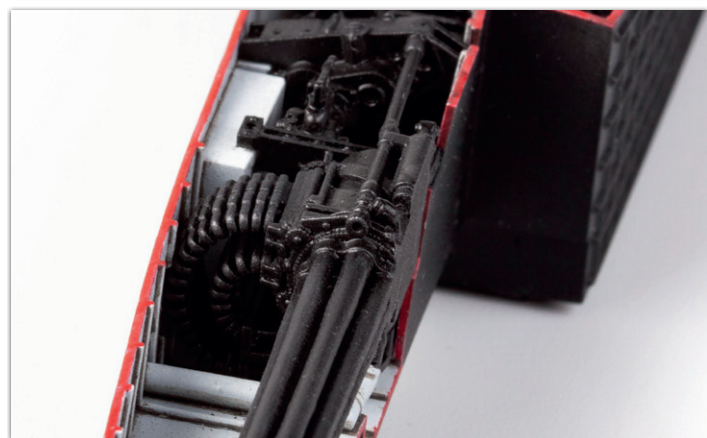
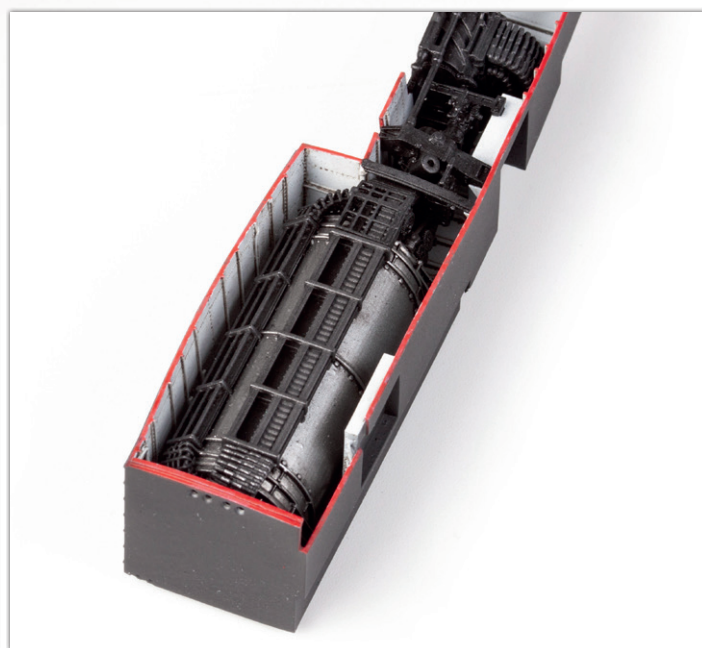
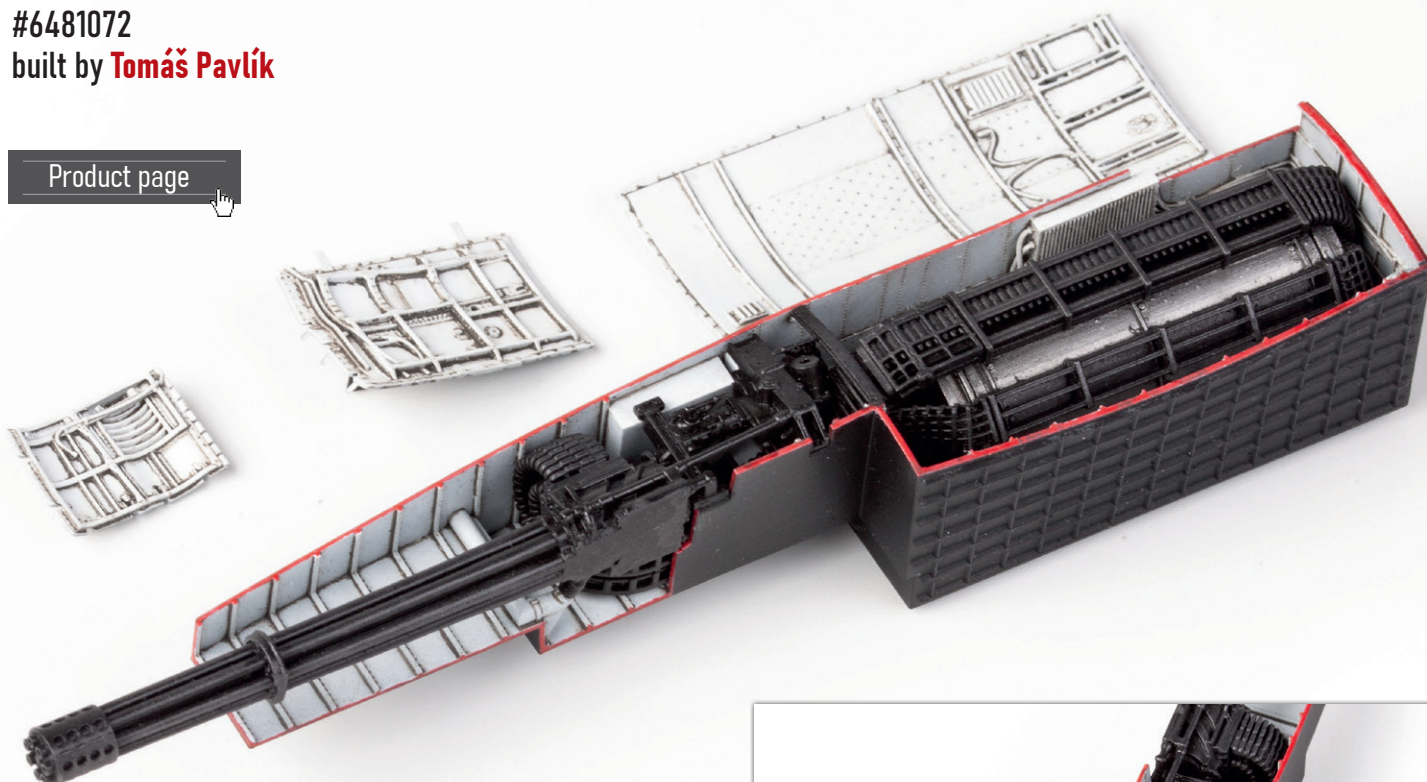


A-10C ROTARY CANNON BAY

#6481072

built by **Tomáš Pavlík**

Product page



Bf 109G-6

1/48

#82167

MARKING A

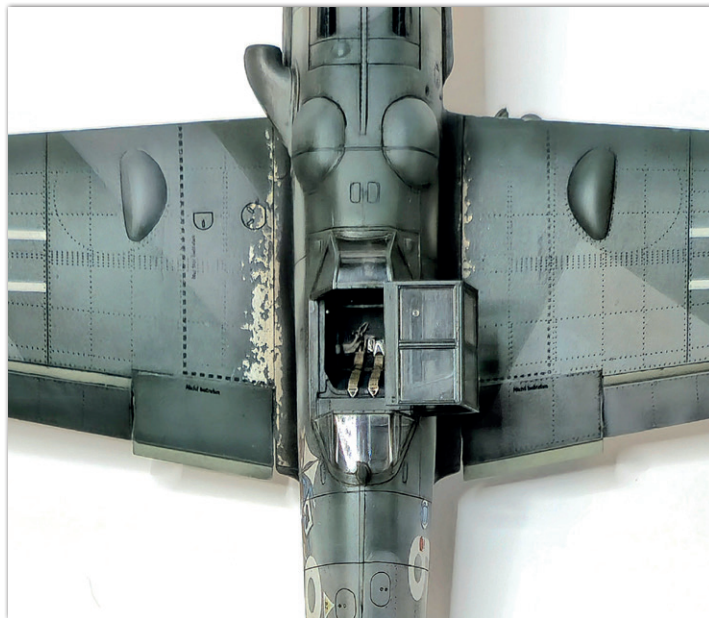
built by **Paolo Portuesi**[Product page](#)

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.



BIG ED (April)

BIG49471	A-4C 1/48 Hobby Boss
BIG49472	P-400 1/48 Arma Hobby
BIG49473	P-47N 1/48 MiniArt

BRASSIN (April)

644343	Hurricane Mk.I LööK 1/48 Arma Hobby
674040	F-16CJ Block 50 LööK 1/72 Tamiya
674064	Bf 109K-4 LööK 1/72 Eduard
624008	Bf 109G-5/6 wheels 1/24 Airfix
624009	Bf 109G-5/6 rudder pedals PRINT 1/24 Airfix
624010	Bf 109G-5/6 gun barrels PRINT 1/24 Airfix
624011	Bf 109G-5/6 exhaust stacks PRINT 1/24 Airfix
624013	Bf 109G balance weights PRINT 1/24 Airfix
624014	Bf 109G gun sights PRINT 1/24 Airfix
6481150	MiG-21F ladder PRINT 1/48 Eduard
6481171	Spitfire Mk.II/Va/Vb undercarriage legs PRINT 1/48 Eduard
6481176	AIM-120A/B PRINT 1/48
6481177	AIM-120C PRINT 1/48
6481179	Fw 190A-8/R2 undercarriage legs PRINT 1/48 Eduard
6481182	MiG-21F cockpit PRINT 1/48 Eduard
6481183	Hurricane Mk.I wheels 1/48 Arma Hobby
6481185	Hurricane Mk.I exhaust rounded PRINT 1/48 Arma Hobby
672443	AIM-9M/L PRINT 1/72
672452	AN/AAQ-28 PRINT 1/72

LööKPlus (April)

644344	Hs 129B LööKplus 1/48 Takom
674065	F-35A LööKplus 1/72 Tamiya
674066	F-35B LööKplus 1/72 Tamiya

BIGSIN (April)

SIN648151	Hurricane Mk.IIc w/ fishtail exhausts 1/48 Arma Hobby
SIN648152	Hurricane Mk.IIc w/ rounded exhausts 1/48 Arma Hobby

644343**Hurricane Mk.I LööK****1/48 Arma Hobby**

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

Set contains:

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

**674040****F-16CJ Block 50 LööK****1/72 Tamiya**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for F-16CJ Block 50 in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

**674064****Bf 109K-4 LööK****1/72 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Bf 109K-4 in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



624008**Bf 109G-5/6 wheels****1/24 Airfix**

Brassin set - the undercarriage wheels for Bf 109G-5 or G-6 in 1/24 scale. The set consists of the main wheels and a tail wheel.

Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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

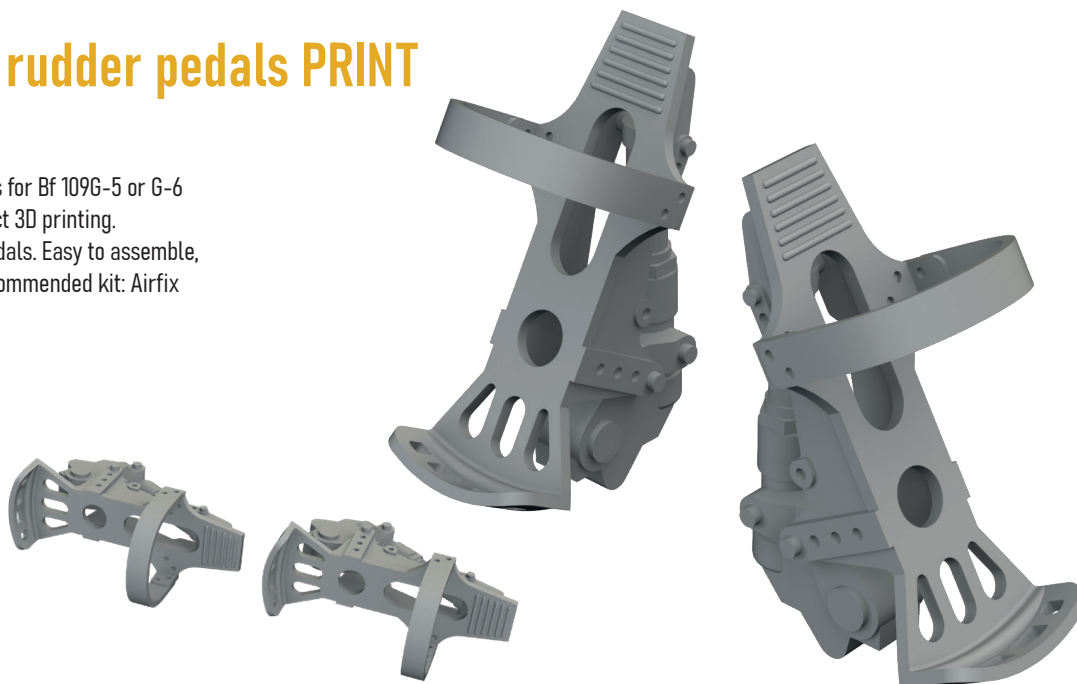
**624009****Bf 109G-5/6 rudder pedals PRINT****1/24 Airfix**

Brassin set - rudder pedals for Bf 109G-5 or G-6 in 1/24 scale. Made by direct 3D printing.

Set consists of a pair of pedals. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

**624010****Bf 109G-5/6 gun barrels PRINT****1/24 Airfix**

Brassin set - gun barrels for Bf 109G-5 or G-6 in 1/24 scale. Made by direct 3D printing.

Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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



624011

Bf 109G-5/6 exhaust stacks PRINT**1/24 Airfix**

Brassin set - exhaust stacks for Bf 109G-5 or G-6 in 1/24 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

- 3D print: 12 parts
- decals: no
- photo-etched details: no
- painting mask: no



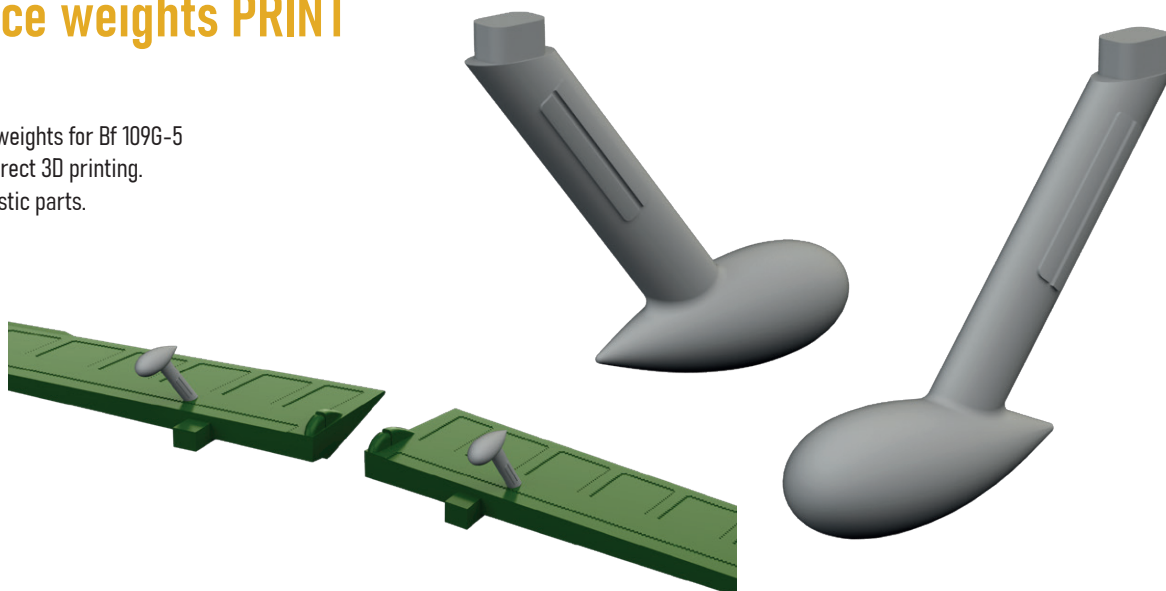
624013

Bf 109G balance weights PRINT**1/24 Airfix**

Brassin set - aileron ballance weights for Bf 109G-5 or G-6 in 1/24 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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



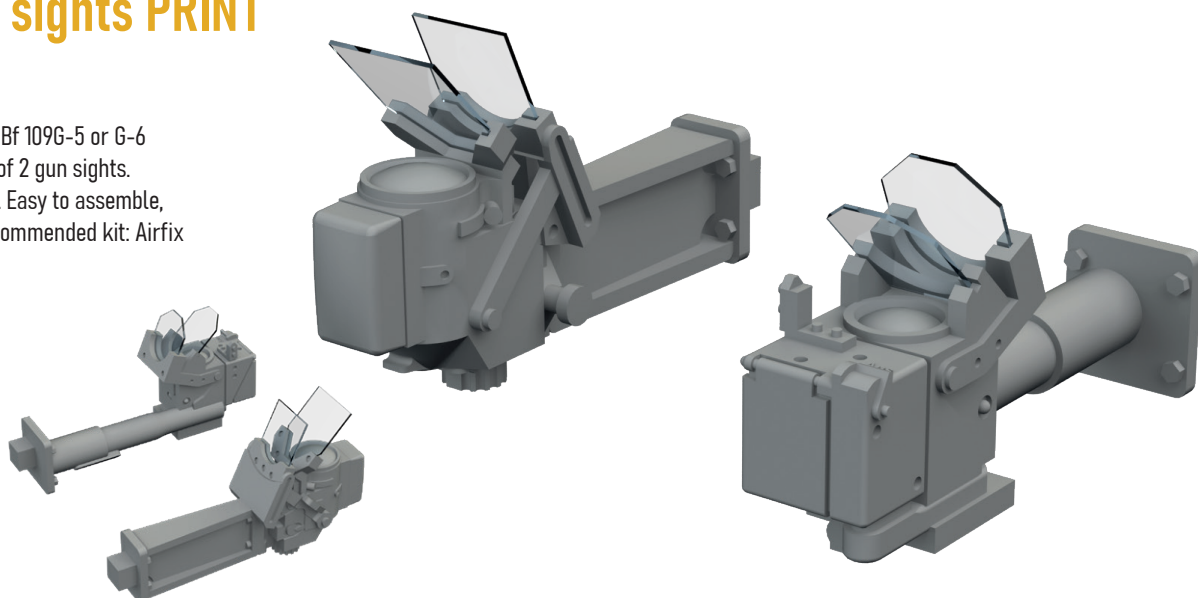
624014

Bf 109G gun sights PRINT**1/24 Airfix**

Brassin set - gun sight for Bf 109G-5 or G-6 in 1/24 scale. Set consists of 2 gun sights. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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



6481150

MiG-21F ladder PRINT**1/48 Eduard**

Brassin set - a ladder used by pilot to board MiG-21F in 1/48 scale. Made by direct 3D printing. Easy to assemble. Recommended kit: Eduard

Set contains:

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



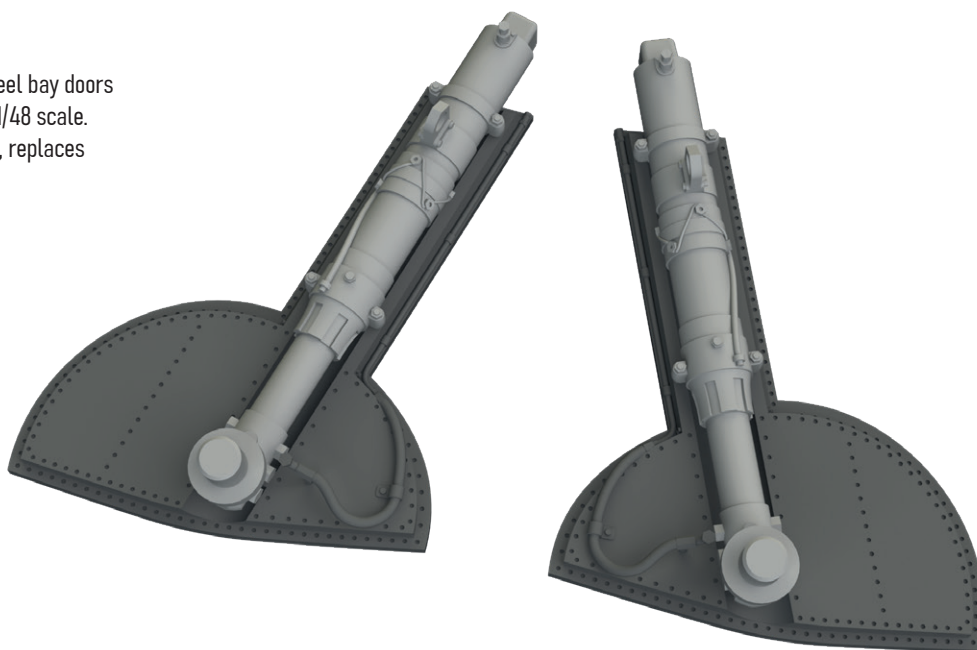
6481171

Spitfire Mk.I/II/Va/Vb undercarriage legs PRINT**1/48 Eduard**

Brassin set - the undercarriage legs and wheel bay doors for Spitfire Mk.I or Mk.II or Mk.Va or Mk.Vb 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



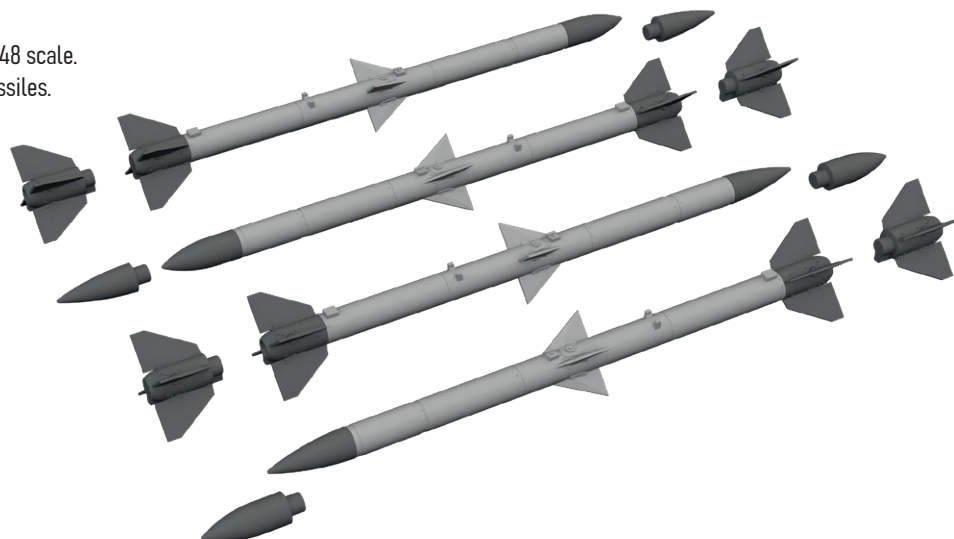
6481176

AIM-120A/B PRINT**1/48**

Brassin set - air-to-air missile AIM-120A/B in 1/48 scale. Made by direct 3D printing. Set consists of 4 missiles. Easy to assemble, replaces plastic parts.

Set contains:

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



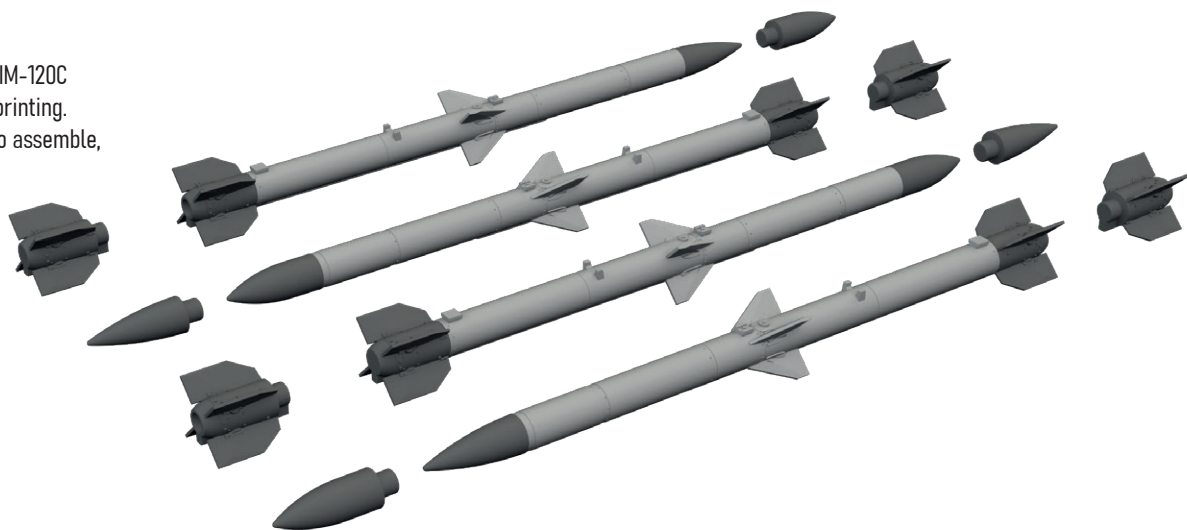
6481177

AIM-120C PRINT**1/48**

Brassin set - air-to-air missile AIM-120C in 1/48 scale. Made by direct 3D printing. Set consists of 4 missiles. Easy to assemble, replaces plastic parts.

Set contains:

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



6481179

Fw 190A-8/R2 undercarriage legs PRINT**1/48 Eduard**

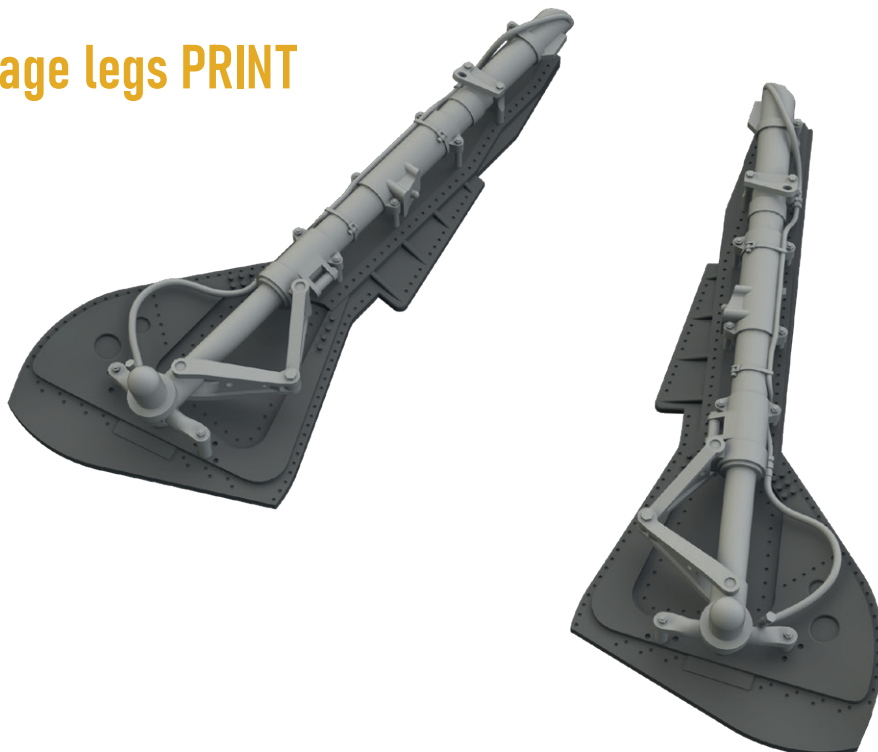
Brassin set - the undercarriage legs and wheel bay doors for Fw 190A-8/R2 in 1/48 scale.

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



6481182

MiG-21F cockpit PRINT**1/48 Eduard**

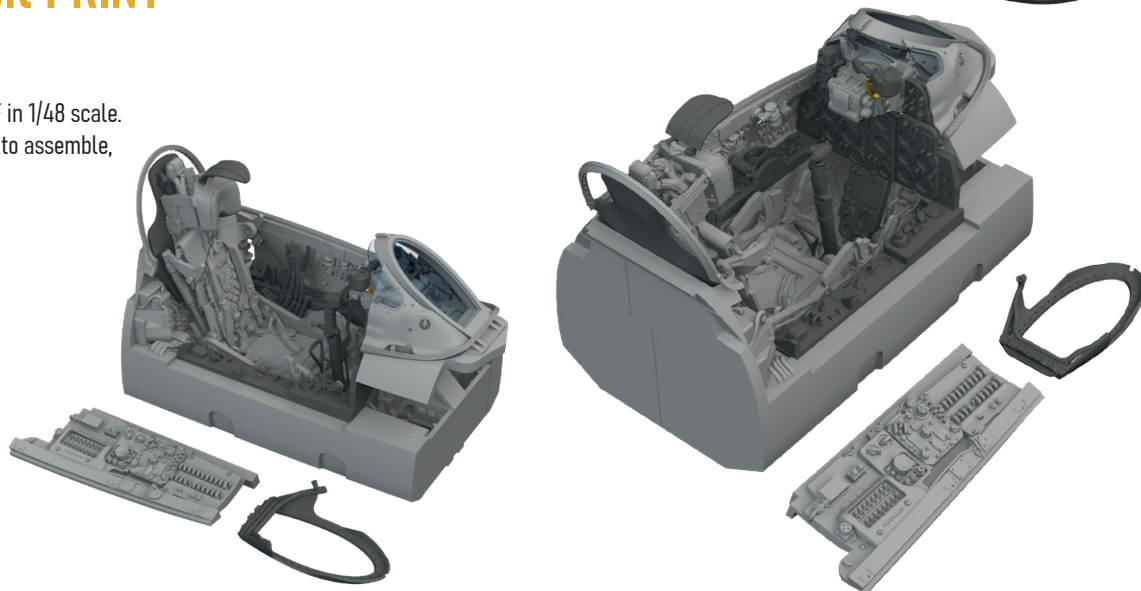
Brassin set - cockpit for MiG-21F in 1/48 scale.

Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

- 3D print: 25 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



6481183

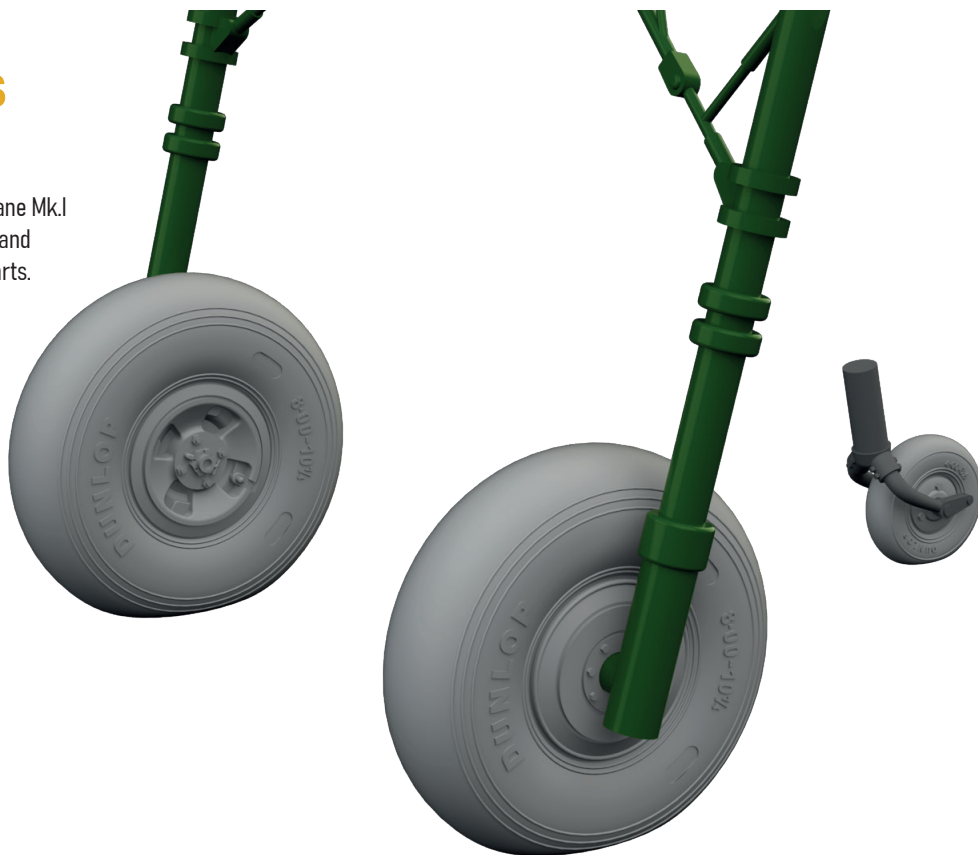
Hurricane Mk.I wheels

1/48 Arma Hobby

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

Set contains:

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



6481185

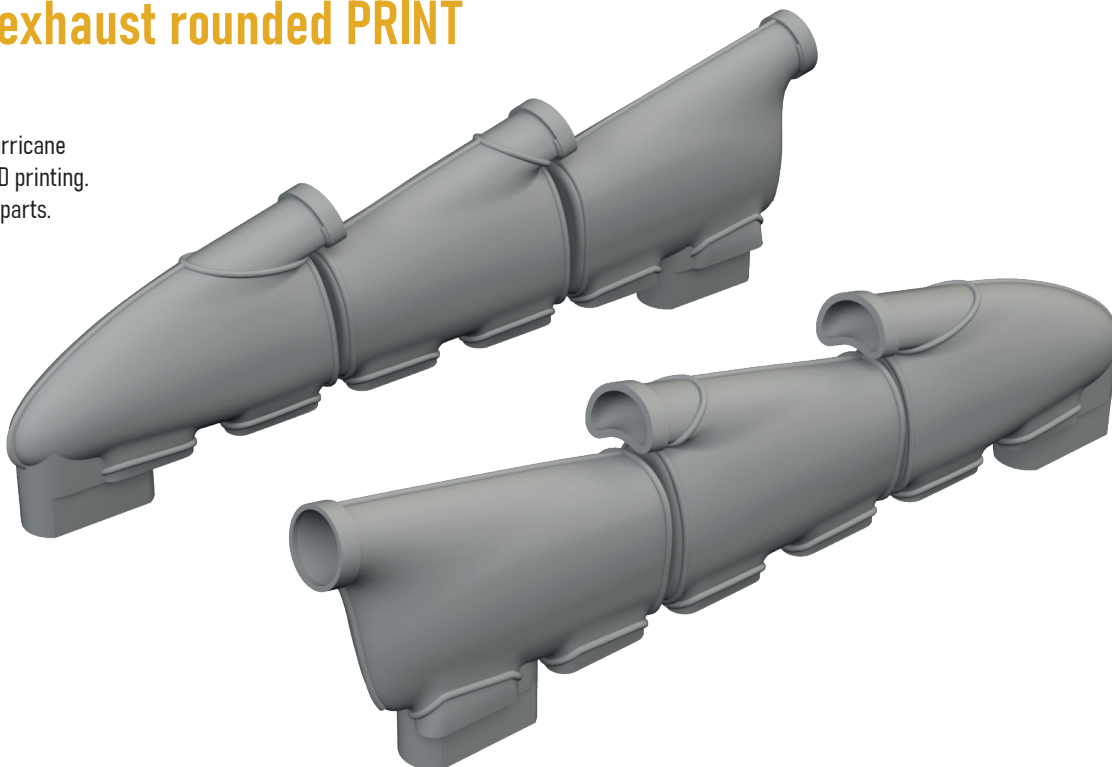
Hurricane Mk.I exhaust rounded PRINT

1/48 Arma Hobby

Brassin set - exhaust stacks for Hurricane Mk.I in 1/48 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



672443

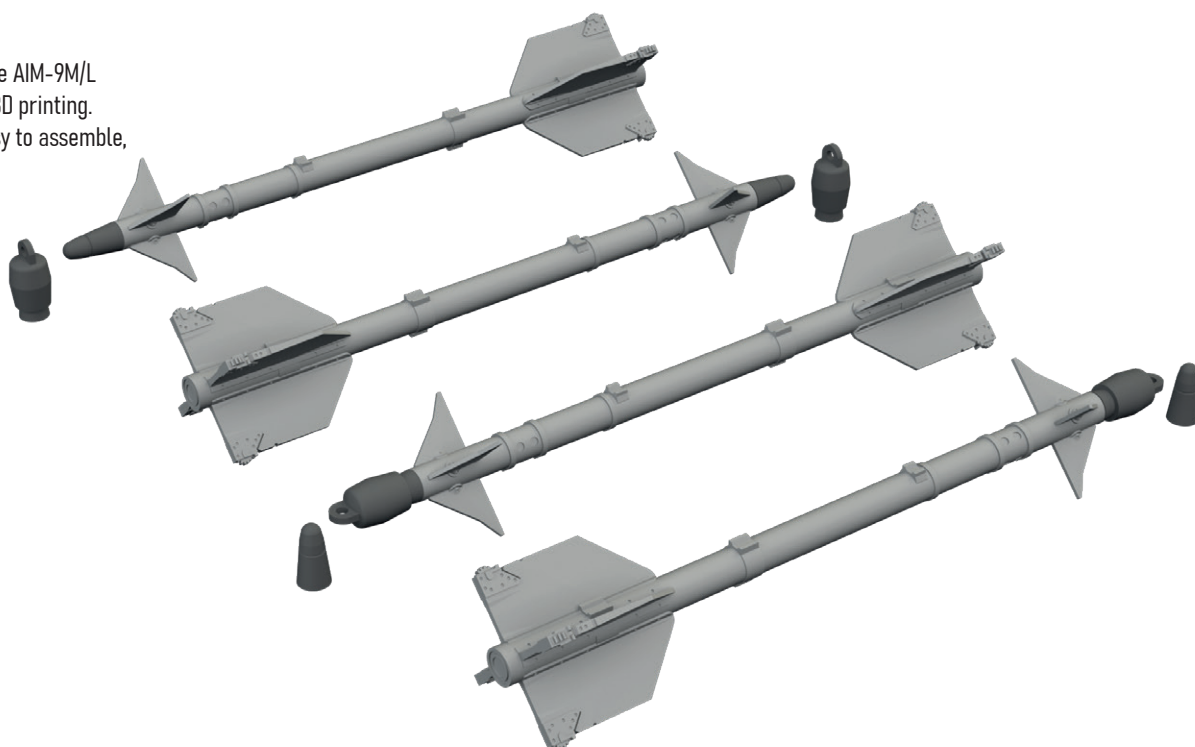
AIM-9M/L PRINT

1/72

Brassin set - air-to-air missile AIM-9M/L in 1/72 scale. Made by direct 3D printing. Set consists of 4 missiles. Easy to assemble, replaces plastic parts.

Set contains:

- 3D print: 12 parts
- decals: yes
- photo-etched details: no
- painting mask: no



672452

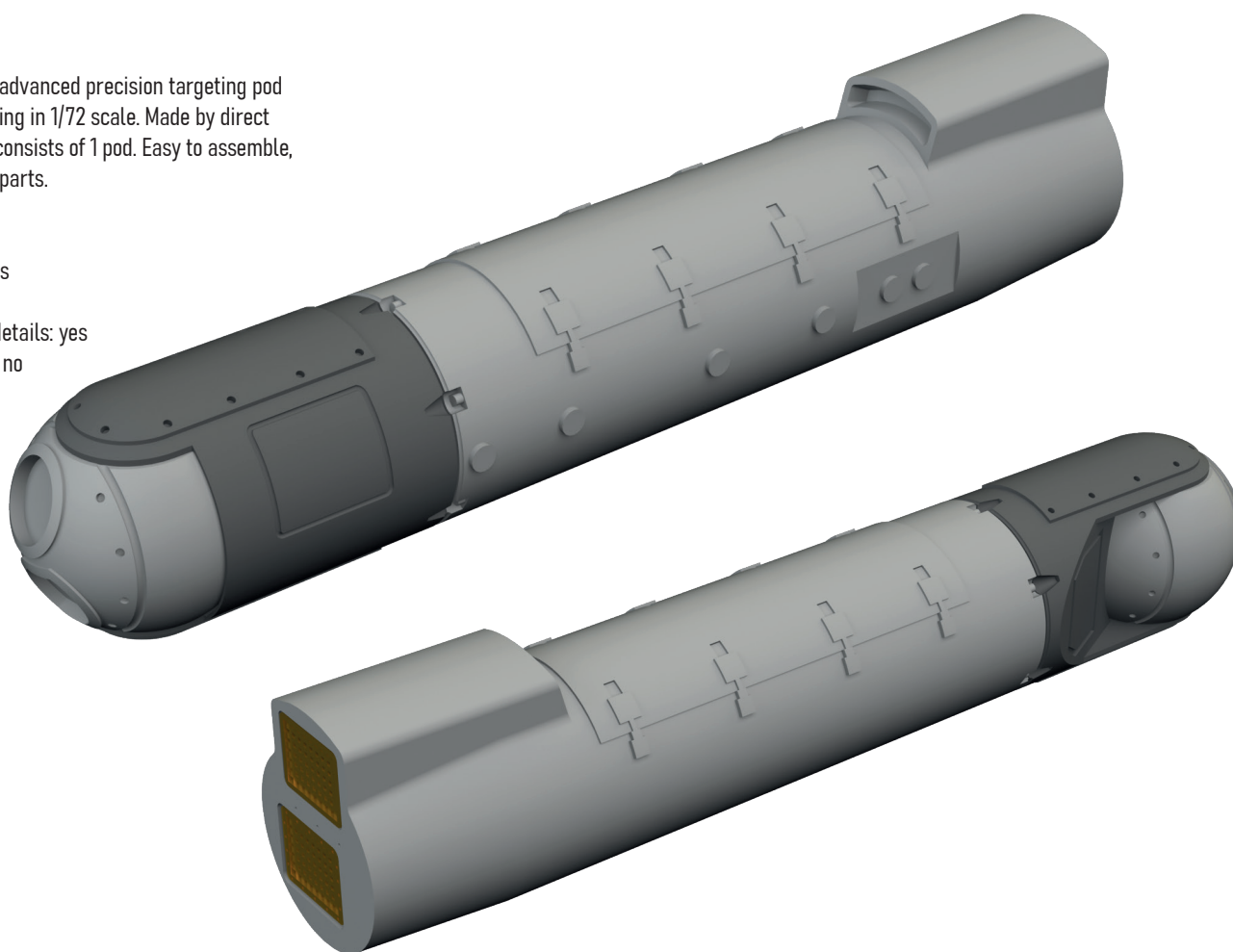
AN/AAQ-28 PRINT

1/72

Brassin set - an advanced precision targeting pod AN/AAQ-28 Litening in 1/72 scale. Made by direct 3D printing. Set consists of 1 pod. Easy to assemble, replaces plastic parts.

Set contains:

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



644344

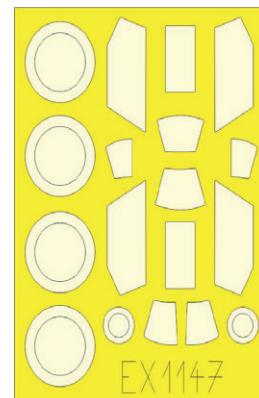
Hs 129B LööKplus

1/48 Takom

Collection of 3 sets for Hs 129B in 1/48 scale.

Recommended kit: Takom

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

674065

F-35A LööKplus

1/72 Tamiya

Collection of 4 sets for F-35A in 1/72 scale.

Recommended kit: Tamiya

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




674066

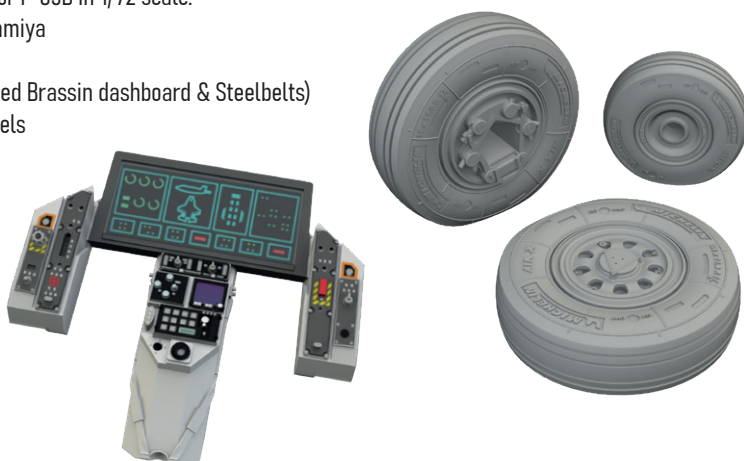
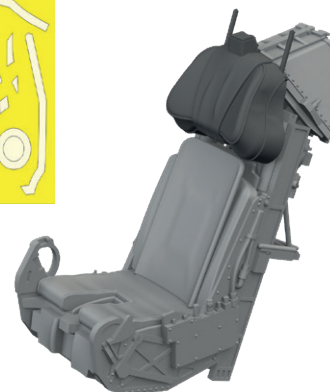
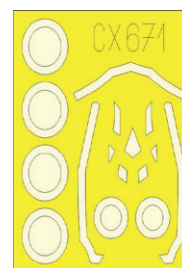
F-35B LööKplus

1/72 Tamiya

Collection of 4 sets for F-35B in 1/72 scale.

Recommended kit: Tamiya

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

SIN648151

Hurricane Mk.IIc w/ fishtail exhausts

1/48 Arma Hobby

Collection of 7 sets for Hurricane Mk.IIc in 1/48 scale.

Recommended kit: Arma Hobby

- LööK pre-painted dashboard
- exhaust stacks
- undercarriage wheels
- seat
- cockpit doors
- gun barrels
- wing gun bays

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



SIN648152

Hurricane Mk.IIc w/ rounded exhausts**1/48 Arma Hobby**

Collection of 7 sets for Hurricane Mk.IIc in 1/48 scale.

Recommended kit: Arma Hobby

- LööK pre-painted dashboard
- exhaust stacks
- undercarriage wheels
- seat
- cockpit doors
- gun barrels
- wing gun bays

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



PE-SETS

325001	MC.200 Saetta landing flaps	1/32	Italeri
325002	MC.200 Saetta undercarriage	1/32	Italeri
491581	F-16I SUFA	1/48	Great Wall Hobby
72753	Spitfire Mk.V landing flaps	1/72	Eduard
72754	TBF-1C folded wings	1/72	Hobby Boss
72755	TBF-1C bomb bay	1/72	Hobby Boss
72756	TBF-1C exterior	1/72	Hobby Boss
72757	TBF-1C landing flaps	1/72	Hobby Boss
73867	TBF-1C	1/72	Hobby Boss

ZOOMS

33390	MC.200 Saetta seatbelts STEEL	1/32	Italeri
FE1581	F-16I SUFA	1/48	Great Wall Hobby
FE1582	F-16I SUFA seatbelts STEEL	1/48	Great Wall Hobby
FE1583	P-40N Weekend	1/48	Eduard
SS867	TBF-1C	1/72	Hobby Boss

MASKS

JX346	Spitfire Mk.Vb	1/32	Kotare
JX347	Spitfire Mk.Vb TFace	1/32	Kotare
EX1166	B-17F	1/48	Revell
EX1167	B-17F TFace	1/48	Revell
EX1168	F-16I SUFA	1/48	Great Wall Hobby
EX1169	F-16I SUFA TFace	1/48	Great Wall Hobby
EX1170	B-17F US national insignia & code letters	1/48	Revell
CX707	TBF-1C	1/72	Hobby Boss
CX708	F-14D	1/72	Tamiya

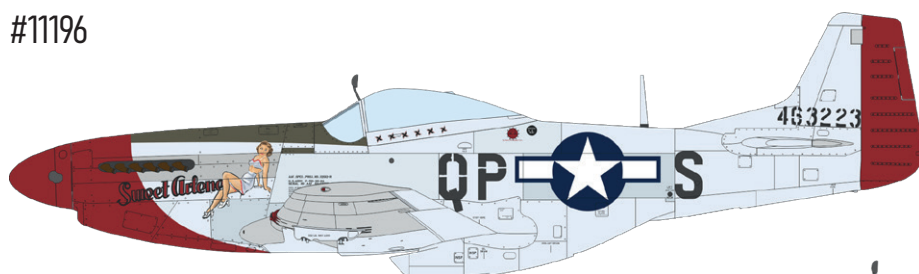
SPACE

3DL32047	Spitfire Mk.Vb SPACE	1/32	Kotare
3DL32048	Spitfire Mk.Vb seatbelts SPACE	1/32	Kotare
3DL48272	B-17F cockpit & nose interior SPACE	1/48	Revell
3DL48273	F-16I SUFA	1/48	Great Wall Hobby
3DL48274	B-17F seatbelts SPACE	1/48	Revell
3DL72084	F-104J SPACE	1/72	Fine Molds
3DL72085	TBF-1C SPACE	1/72	Hobby Boss
3DL72086	F-14D SPACE	1/72	Tamiya

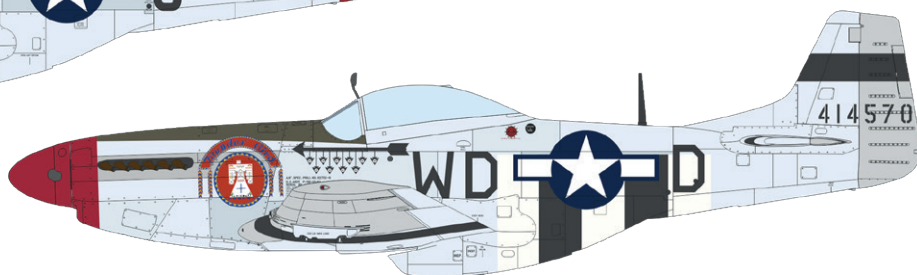
MIGHTY EIGHT: 65th Fighter wing 1/48



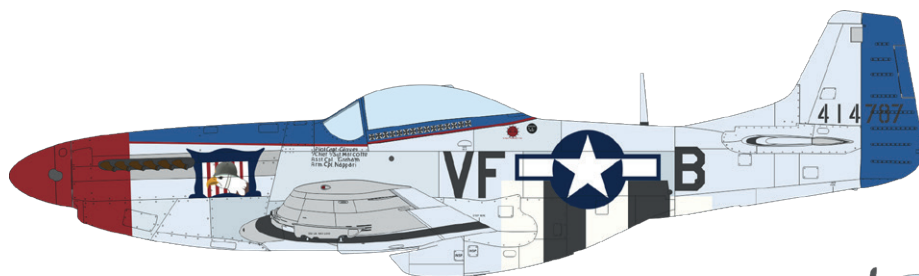
#11196

LIMITED EDITION


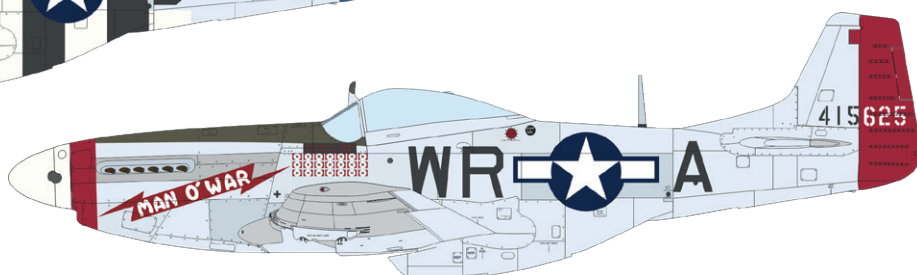
P-51D-20NA, 44-63223,
2Lt. Arthur R. Bowers, 334th FS,
4th FG, 8th AF, Debden,
United Kingdom, February 1945



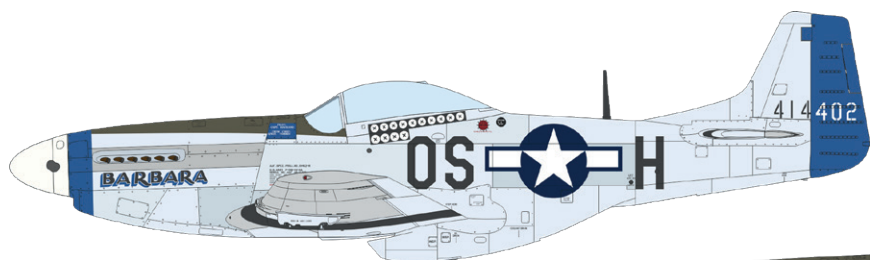
P-51D-10NA, 44-14570,
Capt. Ted Lines, 335th FS,
4th FG, 8th AF, Debden,
United Kingdom, October 1944



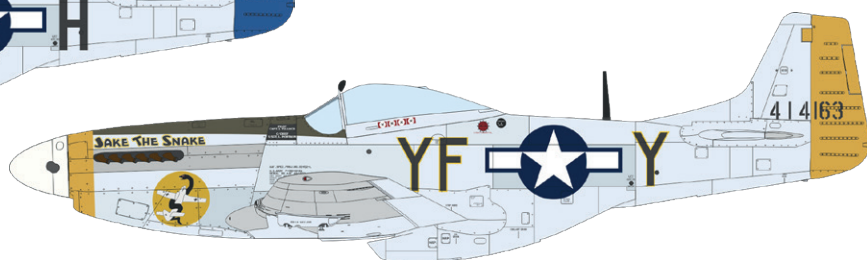
P-51D-10NA, 44-14787,
Maj. Frederick W. Glover,
336th FS, 4th FG, 8th AF, Debden,
United Kingdom, December 1944



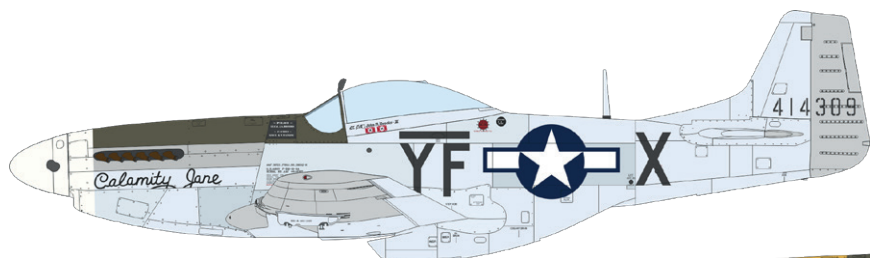
P-51D-15NA, 44-15625, Col. Claiborne Kinnard Jr., CO 355th FG, 8th AF,
Steeple Morden, United Kingdom, early 1945



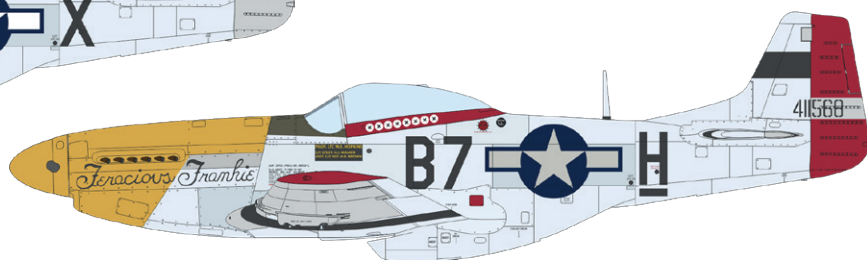
P-51D-10NA, 44-14402, Capt. Fred R. Haviland,
357th FS, 355th FG, 8th AF, Steeple Morden,
United Kingdom, November 1944



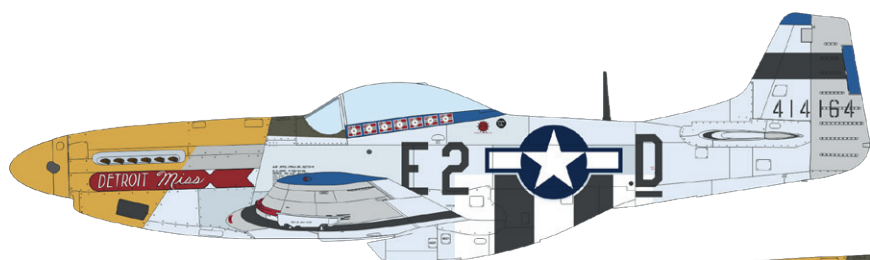
P-51D-10NA, 44-14163, Capt. John F. Tulloch Jr.,
358th FS, 355th FG, 8th AF, Steeple Morden,
United Kingdom, January 1945



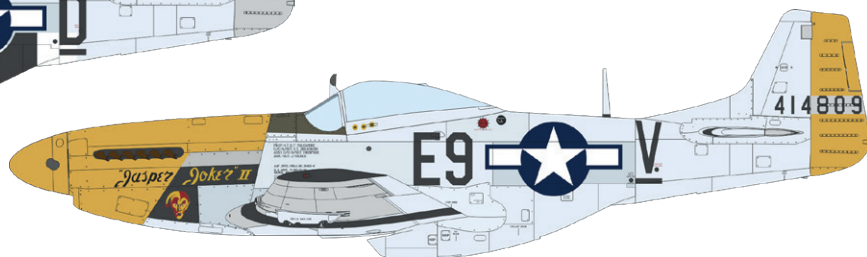
P-51D-10NA, 44-14309, Lt Col John A Brooks III,
2nd Scouting Force, 355th FG, 8th AF, Steeple Morden,
United Kingdom, January 1945



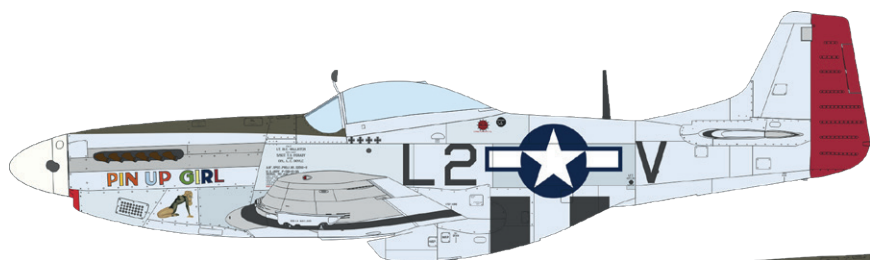
P-51K-5NT, 44-11568, Lt. Col. Wallace E.
Hopkins, 374th FS, 361st FG, 8th AF,
ALG A-84 Chievres, Belgium, February 1945



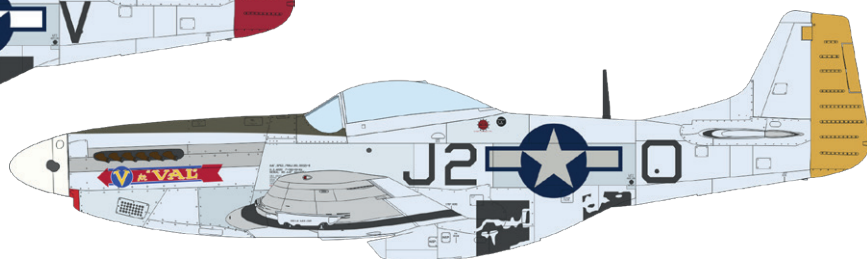
P-51D-10NA, 44-14164, Lt. Urban L. Drew,
375th FS, 361st FG, 8th AF, Little Walden,
United Kingdom, October 1944



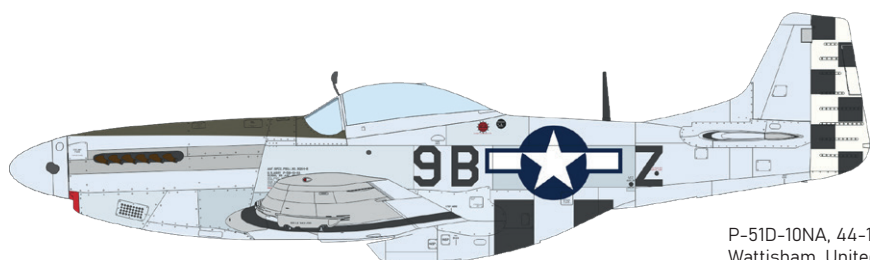
P-51D-10NA, 44-14809, Lt. Donald F. Vulgamore,
376th FS, 361st FG, 8th AF, Little Walden,
United Kingdom, November 1944



P-51D-10NA, 44-14651, Capt Barkley Holister
and Lt. John C. Donnell, 434th FS, 479th FG, 8th AF,
Wattisham, United Kingdom, November 1944



P-51D-10NA, 44-14354, Lt. Phillip D. Gossard,
435th FS, 479th FG, 8th AF, Wattisham,
United Kingdom, October 1944



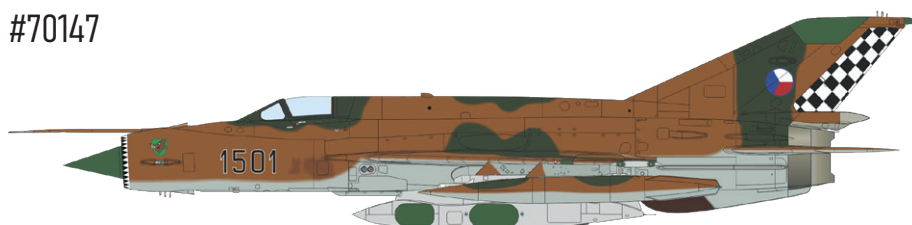
P-51D-10NA, 44-14351, Col. Hubert Zemke, HQ 479th FG, 8th AF,
Wattisham, United Kingdom, September 1944

MiG-21R

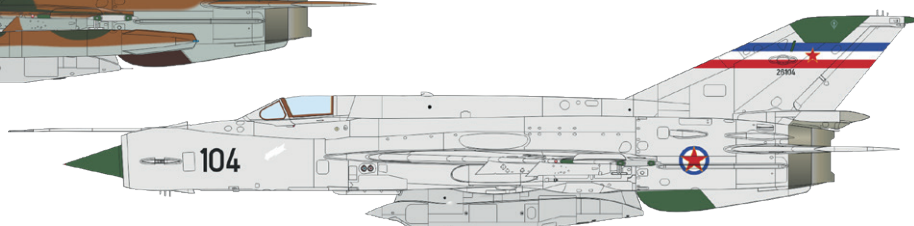
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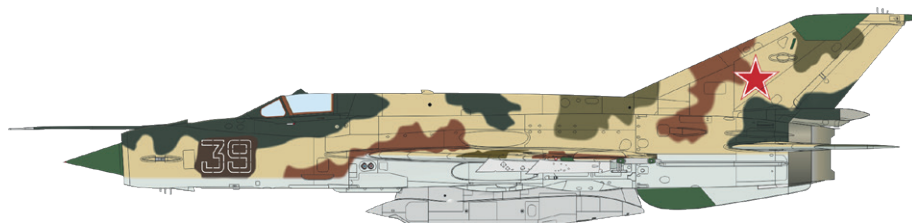
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ProfiPACK
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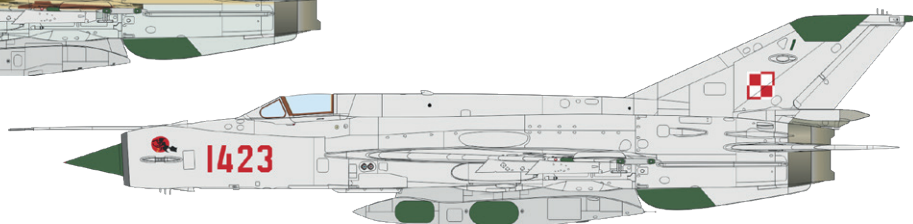
Air Test Department, Czech Air Force,
 Čáslav Air Base, Czech Republic, 1994



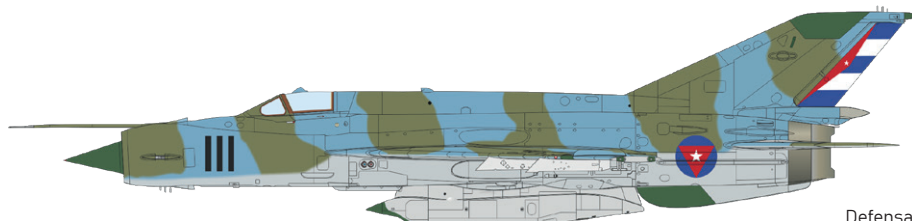
353 izviđačka eskadrila (353rd Reconnaissance
 Air Squadron), Ratno vazduhoplovstvo
 i protivvazdušna odbrana, Zelyava Air Base,
 Yugoslavia, 1971



263 Independent Reconnaissance
 Air Squadron, Soviet Air Force,
 Kabul Airfield, Afghanistan, 1981



32 Tactical Reconnaissance Air Regiment,
 Wojska Lotnicze i Obrony Powietrznej,
 Sochaczew-Bielice Air Base, Poland, early 1980s



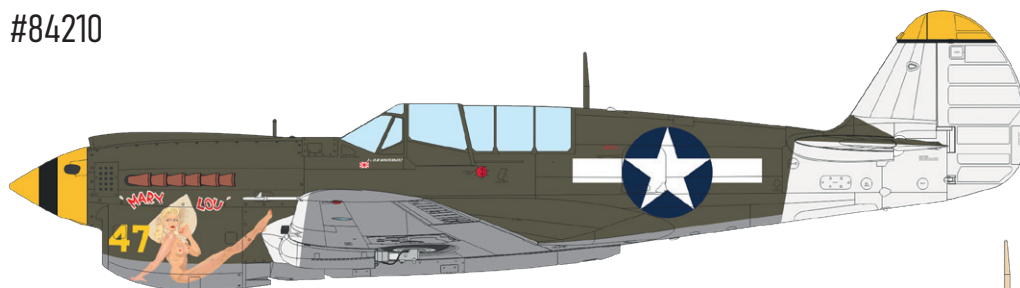
Defensa Anti-Aérea y Fuerza Aérea Revolucionaria, Cuba, 1980s-1990s

P-40N Warhawk

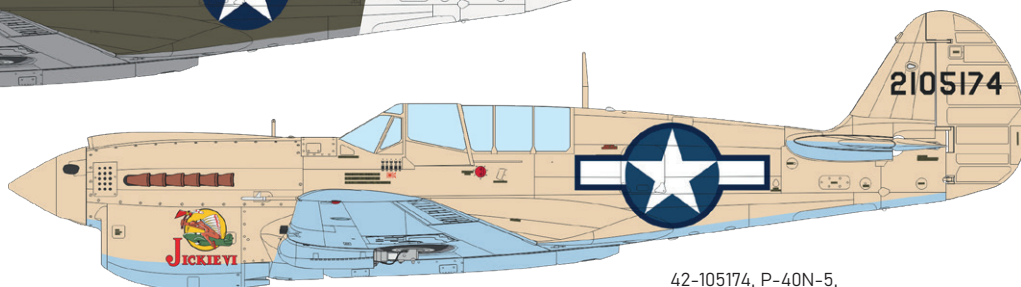
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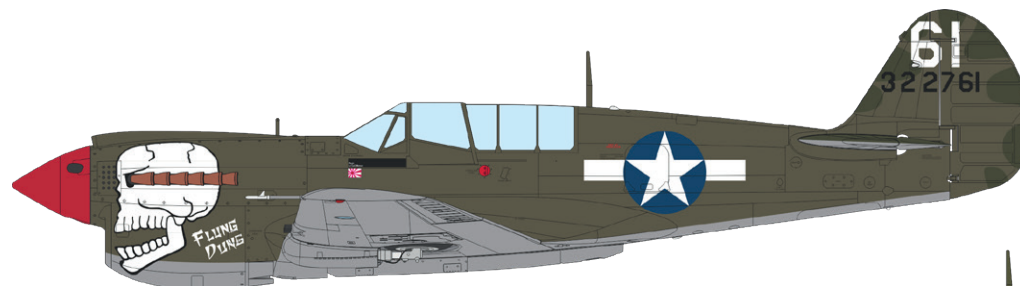
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WEEKEND
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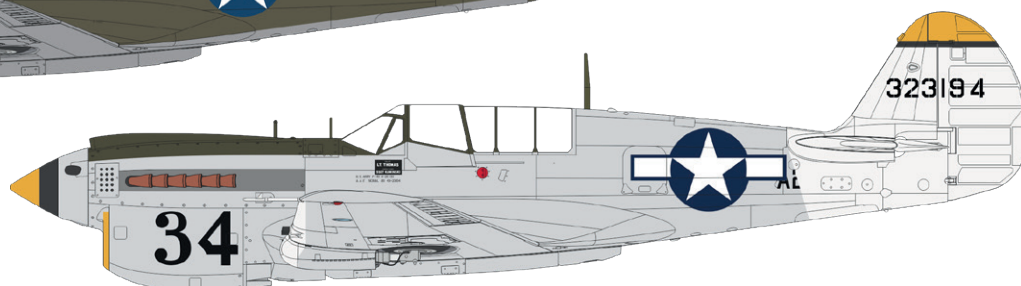
P-40N-5, Lt. David R. Winternitz,
8th FS, 49th FG, New Guinea,
March 1944



42-105174, P-40N-5,
Lt. Col. Julian E. Thomas,
CO of 45th FS, 15th FG, Makin atoll,
January 1944



43-22761, P-40N-20,
Lt. Charles G. Whitley,
89th FS, 80th FG, India,
late 1943



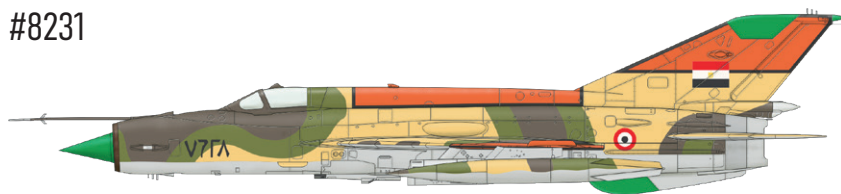
43-23194, P-40N-20, Lt. J. A. Thomas, 110th TRS, 71st TRG, Middelburg island, September 1944

MiG-21MF Re-Release

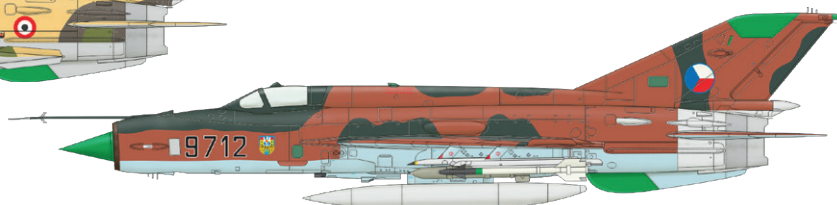
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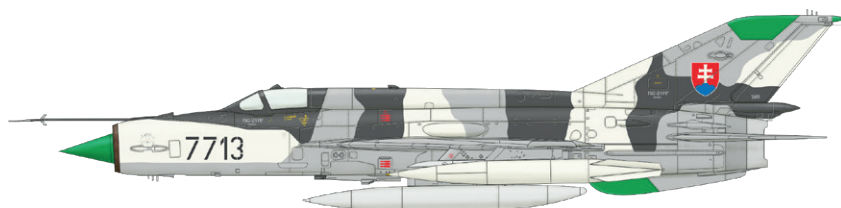
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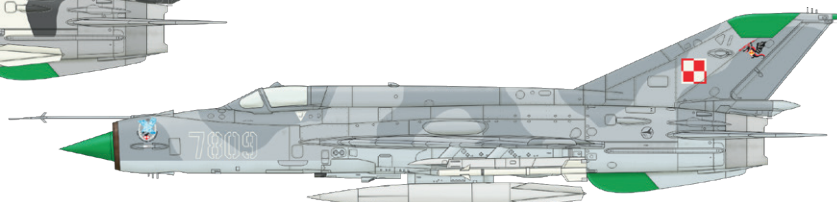
MiG-21MF, No. 7628, Egyptian Air Force,
Tanta AB, Arab Republic of Egypt, 1988



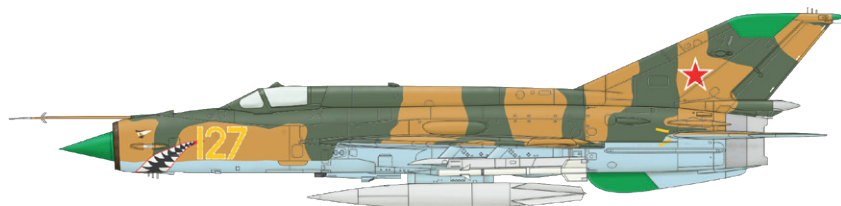
MiG-21MF, 9th Fighter Air Regiment, Bečyně AB,
Czechoslovakia, 1989-1993



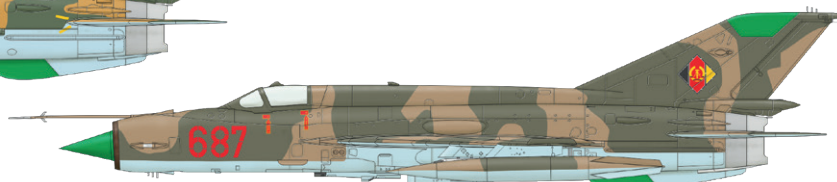
MiG-21MF, 4th Squadron, 31st Fighter Wing,
Sliač AB, Slovakia, July 1997



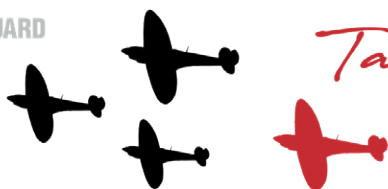
MiG-21MF, 10th Tactical Squadron, Lask AB,
Poland, 2001-2003



MiG-21SM, 812th UAP, Kharkov Higher Military
Academy, Kupyansk AB, the Soviet Union,
August 1991



MiG-21MF, Jagdfliegergeschwader 3, Preschen AB,
German Democratic Republic, 1990



WHERE IS HARTMANN'S BF 109 K-4?

Text: Jan Bobek

If you have an interest in Luftwaffe aircraft and German fighter aces, sooner or later you have likely encountered the question of Erich Hartmann's last personal aircraft: did he fly a Bf 109 K-4, or did he not?

Over the years, numerous interpretations of Hartmann's alleged Bf 109 K-4 have appeared, some relatively restrained, others strikingly colorful. It is obvious that more than one reconstruction artist though lacking a firm grasp of the subject matter, made up for it with abundant artistic enthusiasm. Hartmann did indeed command I./JG 52 under the authority of Luftflotte 6 in the final phase of the war, but never mind, let's simply add the yellow identification markings of Luftflotte 4 to the profile, it will look more attractive!

In the last days of the war, Hartmann and his unit relocated from what was then German Silesia (today southwestern Poland) to occupied Bohemia, to the airfield at Deutsch Brod (Německý Brod, today Havlíčkův Brod). The Geschwaderstab of JG 52, commanded by Kommodore Hermann Graf, also moved there, along with III./JG 52 under Maj. Adolf Borchers. Other units were present at the base as well, including air elements of the Russian Liberation Army (ROA). Part of the ground crew even consisted of Czech mechanics assigned to the airfield under the so-called Totaleinsatz (comprehensive mobilization) from Prague air bases.

After several days of the Czech national uprising in early May 1945 and the departure of the German units from Deutsch Brod into American captivity, local inhabitants were able to access the airfield. The aircraft left behind were damaged to varying degrees, and fortunately for researchers a considerable number of photographs were taken. Among the wrecks were Messerschmitt Bf 109s bearing large tulip motifs painted on their engine

cowlings - markings well known from earlier aircraft flown by Graf and Hartmann.

When the 16th issue of REVI magazine was published in May 1997, containing the fourth part of Erich Hartmann's biography co-authored by Martin Šíla and myself, we could claim a small distinction. We were the first to publish photographs of a Bf 109 K-4 from Deutsch Brod featuring the tulip motif on its nose. The images came from the collection of Mr. Tománek, and access to them was arranged by Zdeněk Fikar, Mr. Pešek, and, if memory serves, Aleš Ehrenberger and Pavel Grund, who played an important role in facilitating communication. Later, we assisted colleagues from JaPo publishing in obtaining access to the photographs as well. In subsequent years, it was somewhat amusing to observe these same images appearing in foreign publications with the caption "author's collection."

Looking back at the article three decades later, I would not change anything that Martin Šíla and I wrote at the time regarding a hypothetical Hartmann's Bf 109 K-4.

Photographs from Deutsch Brod confirm the presence of three aircraft with the tulip motif on their noses. In two cases, these were Bf 109 K-4s from the Stab JG 52, carrying small fuselage numbers positioned behind the Balkenkreuz. The third tulip-marked aircraft is a Bf 109 G-10, so far known from only a single frontal photograph. Could this be Hartmann's Bf 109 G-10 built by the Erla factory, the aircraft with which he was photographed in mid-April 1945? It is difficult to say.

According to the testimony of a Czech mechanic who served at the airfield, an unexpectedly large number of Bf 109s with tulip motifs were present among the JG 52 aircraft upon their arrival. Therefore, further surprises cannot be ruled out. However, if Hartmann was satisfied with his Bf 109 G-10, he would have

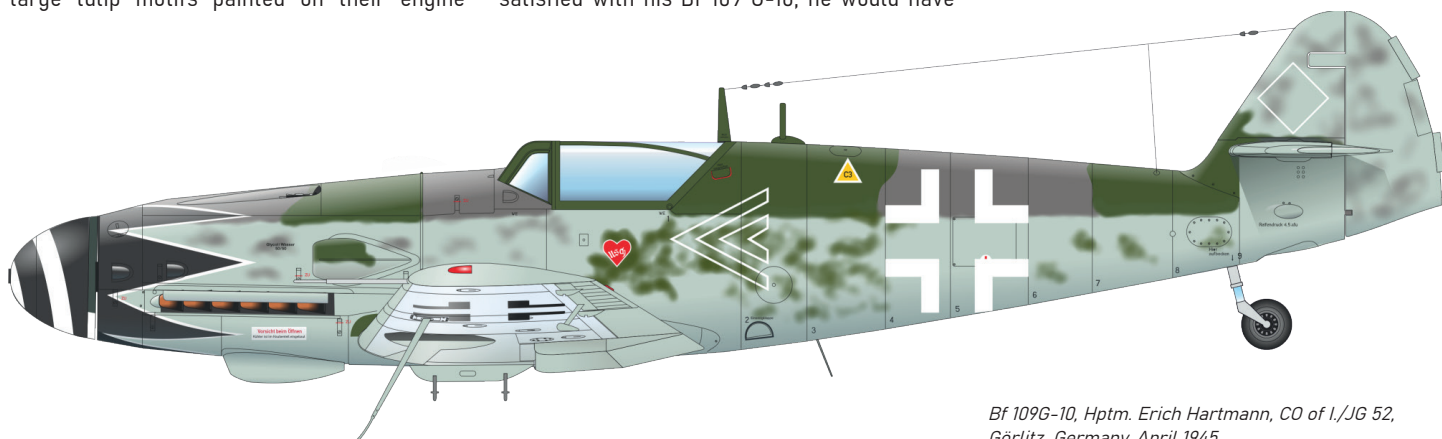


(Photo: Narodowe Archiwum Cyfrowe)

had little reason to change. Both the G-10 and the K-4 were powered by the DB 605D engine, and Hartmann may have preferred the G-10's 20 mm cannon, which, compared to the 30 mm cannon installed in the K-4, was more reliable, offered a higher rate of fire, and had more favorable ballistic characteristics.

Within Stab JG 52, several Bf 109 K-4s are documented in various sources, as they are within III./JG 52, including Wilhelm Batz's personal aircraft. In Hartmann's I./JG 52, however, only a single Bf 109 K-4 has so far been reliably confirmed. And that machine was damaged at the end of March 1945.

So do not entirely abandon hope for the discovery of Hartmann's Bf 109 K-4. Yet until a photograph is published, or a verifiable record emerges that unequivocally links this variant of the Bf 109 to the pilot, the subject should remain in the realm of legend.



Bf 109G-10, Hptm. Erich Hartmann, CO of I./JG 52, Görlitz, Germany, April 1945



SCALE MODEL SHOW

MAY 16th, 2026



MUSEUM OF THE HOMELAND WAR KARLOVAC–TURANJ, CROATIA

MUZEJ DOMOVINSKOG RATA KARLOVAC–TURANJ

SPECIAL CATEGORIES › Desert Storm › P-47 Thunderbolt › 'Fabriqué en France'



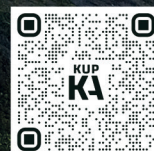
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