

INFO | Eduard

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EDITORIAL

Welcome to the April edition of the Eduard Newsletter and this, its editorial. Today, as always, it will be about current news, but first I will give you some tidbits about the coming months.

Among kit releases, another MiG-21 in 1:72 scale will be making its debut in April, the MiG-21R reconnaissance version. We are releasing it in the Profipack line first. We had a surprisingly hard time making the molds for this kit, and in mid-March it looked like we would have to postpone the release of the recce bird by a month. In the end, we managed to tame the beast, complete the molds, and release the kit on schedule. I must admit that I was relieved. Not only because postponing the release of an announced new item is unpleasant and a bit of an embarrassment, but also because such a delay is not an isolated event. It holds up machines and people and causes further delays in subsequent projects. Projects are produced serially, one after the other, so if one project is delayed, the path of the next one is blocked. It's like a traffic jam on the road. It occurs quickly, is removed slowly, and usually results in further accidents and other frustrations. Which is, as we know, annoying and generally just plain unpopular. After the MiG-21R, it was the turn of the P-40K in 1:48, a May release. And not just any ol' release, but a Royal Class, and you can certainly understand that its delay would cause great annoyance. Fortunately, we managed the situation, we released the MiG as planned, and



yesterday we also finished the mold for the P-40K, which in the meantime also needed one minor adjustment. Today we tried this mold for the first time in the injection molding machine and next week we will start packaging.

Another project is already in the machines, the P-51B Mustang in 1:32nd scale. We already have one mold ready for it, we have to make four molds in total and we have about two months to do them. One of them, for the wing, is already in a high stage of development and we can expect that we will have a test shot sometime in the middle of the month. Thus, those who come to Mošon at the end of April will be able to see it with their own eyes. The Mustang is an important project, it will be the first kit of the Hybrid series in 1:32nd scale. At the same time, it is not a particularly simple project, it is in 1:32 scale and it is large, both in terms of plastic parts and molds for them, and in terms of printed parts

as well. These are also large, very detailed and will be extremely demanding on our production capacity. In all aspects, completing this project will be a very adventurous affair. Among other things to consider, we have to create new types of boxes to safely store the 3D prints in within the main package. We are also building a new 3D printer farm for it, which we have finished, but we currently do not have the printers for it. They have become a bit of a scarce commodity, but according to the latest news from the supplier, they have already arrived at customs in Bulgaria, so they are not that far from us. The 32nd scale Mustang is a July release and will have its premiere at E-Day in Litoměřice at the end of June.

Of course, delays can occur for many reasons, and we are not the only ones who have problems with this phenomenon. If the delay affects a cooperating company, such as Kinetic, then it also has an impact on us and the final slippage can amount to several months. We have already postponed the release of the F-18C Hornet 1:48 in the Limited Edition line several times. This release is based around Kinetic's plastic, and the good news is that last week they were already in the truck and traveling to the airport. They are in China for now, but the chance that they will be in the Czech Republic during April is quite high. However, it's not a sure thing. The new war in the Middle East makes us a bit nervous, and problems with fuel prices and the lack of granuals for molding have hit China and practically all of Asia before us here in Europe.

That the war in Iran makes us a little nervous is an understatement. In fact, it makes us a lot nervous, and I probably don't even need to go into the reasons. It looks like we have another difficult period ahead of us, when many things will be unavailable or expensive or will have long delivery times. The fact that there is a threat of a shortage of helium leaves us relatively calm, but that plastic granuals for molding is in danger





of being scarce, unfortunately, is a raw reality. Even if the Hornets are here, until we have them in stock, there is reason to be nervous. On the other hand, there is also good news. For example, we will probably receive the 1:48th scale Catalina plastic in April, even though it is only a July release. That is not all good news though, since this plastic will unnecessarily occupy warehouse real estate, but as I say, times are nervous and what is at home counts.

The Gunze paints and accessories are already here. This large delivery arrived yesterday, and the Gunze products are back in stock. We will try to order another shipment in April, because GSi is moving its shipping warehouse to the Netherlands and the shipping will be out of service for several weeks. The preparation of two more book projects, the Limited Edition Battle of Britain Spitfire Mk.I in 1:48, and the MiG-21R in 1:72nd, are also going well and without major problems thus far. The Spitfire is a June release, the MiG-21R, July. Both are Limited Editions and both will be on sale at E-Day in Litoměřice in June. Some longer-running projects in the Brassin series are also approaching implementation, such as the wheel wells for the F-16 in 1:48, which will be released including the landing gear legs, and the weapon bay for the F-35 in 1:48th. It's huge and production is sure to be slow, it's not only big, but it's also heavy. Only one well fits on the standard printing platform area, and its test print took 22 hours and 45 minutes to make. Unless we come up with something to speed up production, production will be slow. Hellishly slow. But it's a nice item, no doubt about that.

As for current April news, in addition to the already mentioned 1:72 MiG-21R, today we present to you a 48th scale kit from the Limited Edition Mighty Eighth: 65th Fighter Wing series, dedicated to the P-51D Mustangs serving in four fighter groups of the 8th USAAF Air Force, grouped into the 65th Fighter Wing. The kit includes a total of thirteen paint schemes for the Mustangs of the 4th FG, 355th FG, 361st FG, and 379th FG. Among them are well-

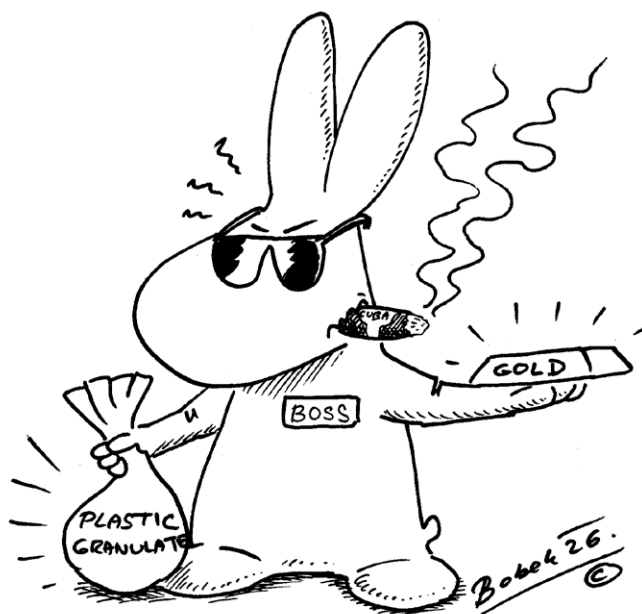
known and lesser-known aircraft and pilot names, among the very famous ones we can mention are Hubert Zemke and Claiborne Kinnard. This kit contains one set of plastic and follows on from the successful Mighty Eighth: 66th Fighter Wing (11174), released three years ago in July of 2023. The third April release among kits is the 1:48th scale P-40N in the Weekend series, completing the P-40N release in all our editions. As a reissue, we are releasing the MiG-21MF as a Profipack kit in 1:48, which is, by the way, the most successful MiG-21 kit in our store.

Turning our attention to aftermarket accessories, I would like to draw your attention to the photo-etched sets for the MC.200 Saeta in 1:32 by Italeri and for the 1:48 F-16I SUFA by Great Wall Hobby, as well as the Brassin cockpit and ladder for the MiG-21F, designed for our 1:48th scale kit. Of course, you can find many more interesting accessory sets in our current offer, for example, smaller Brassin sets for the 1:24 Airfix Bf 109G-5 and for the Hurricane Mk.I in 1:48 by Arma Hobby, among many others.

In addition to the new products, we are once again introducing reissues of several photo-etched sets issued in time-limited and quantity-limited series.

As was the case in March, we will again be taking part in several events in April. Spring is simply the exhibition season, so the day after tomorrow we will be in Prostějov, and at the end of April we will go to Mošon in Hungary. We are also continuing with the preparations for E-Day. The parameters of the Saturday party and its accompanying program have been clarified, where we are still waiting for the confirmation of the band. We also have the framework of the main program of discussions, workshops and interviews in the café. The moderators have confirmed their participation, including Jindra Štěrbáček, who will moderate the Pot Q and A session. And because we expect warm summer weather, we have also ordered an ice cream stand!

Happy Modelling!
Vladimir Sulc



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The first operations of the US bomber forces in Europe in 1942 revealed the overlooked weakness of the strategic four-engine bombers when faced with the German Luftwaffe. Contrary to the assumptions of the leaders of the so-called „bombing mafia“ in the US Army Air Force command, the reality showed the great vulnerability of the bombers, which, with the increasing deployment of aircraft and frequency of missions, soon manifested itself in the form of enormous losses.

The assumption that four-engine bombers formations would be the unchallenged masters of the skies over the continent, easily repelling attacks by enemy fighters and flying high above the range of German anti-aircraft guns, was soon proven wrong. The losses were so enormous that consideration was given to halting strategic bombing missions or incorporating the USAAF's VIII Bomber Command into the RAF command and focusing on night bombing.

This was at a time when the Americans were attacking targets in occupied France or just on the edge of the Reich itself. However, it was clear that the time would soon come when it would be necessary to penetrate much deeper into German territory. The only thing that could protect the bombers were their own fighter units. The problem was that neither the Americans nor the British had an aircraft that could fully handle such a role. The existing P-47 and P-38 were not sufficient in this regard. The development of a suitable aircraft was the task of the designers and engineers; the creation of an appropriate organizational structure fell to the strategists and commanders. Ambitious goals were to lead to the creation of the most powerful air force in the world. And this was achieved in less than two years from the moment when, on August 17, 1942, American bombers from the 8th AF undertook their first independent operation, an attack on the Rouen-Sotteville marshalling yard in France.

(Note: for more information, we recommend the introductory text to the 11174 MIGHTY EIGHTH: 66th Fighter Wing kit, or the article Little Friends in Info Eduard magazine No. 161 - 7/2023.)

Although the USAAF already had its own fighter units in the United Kingdom, but these needed to be logistically and func-

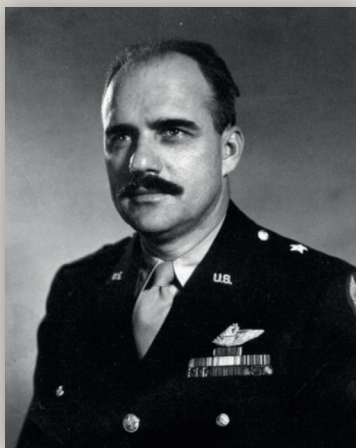
tionally linked to the bomber units. In February 1944, the US Strategic Air Forces in Europe (USSTAF) were formed, and the 8th Air Force was reorganized on the basis of VIII Bomber Command, incorporating VIII Air Support Command and VIII Fighter Command in addition to Bomber Command itself. The latter structure consisted of three fighter wings, whose primary task was to protect the bombers. Initially, the VIII FC did not have as many aircraft and personnel as it needed. However, these were soon replenished, and by August 1944, the 8th AF had sixteen fighter groups at its disposal. These were incorporated into three fighter wings, namely the 65th Fighter Wing (FW), 66th FW, and 67th FW. With a few exceptions, the affiliation of specific fighter groups to a given wing remained stable. At the same time, these wings usually provided escort to Big Brothers of specific Bomber Divisions from the 8th AF (the 65th FW escorted Liberators from the 2nd BD, the 66th FW escorted B-17s from the 3rd BD, and the 67th FW escorted B-17s from the 1st BD).

65th Fighter Wing

The 65th Fighter Wing (65th FW) was established on March 25, 1943, as the 4th Air Defense Wing. Its headquarters moved to England in late spring 1943, where it was redesignated the 65th Fighter Wing a month later. Its primary tasks were to escort bombers of the 2nd Bomb Division (later the 2nd Air Division), but also to attack ground targets during preparations for the invasion in June 1944 and subsequently to provide direct support to ground forces or to attack transport targets and airfields deep inside the continent.

While the fighter groups of the 65th FW did not have as many top aces as other units, there were still some notable names emerged, including Col. Hubert A. Zemke, LtCol. Francis S. Gabre-

Title photo: A two flights formation of Mustangs from the 375th and 376th FS, assigned to the 361st Fighter Group.



Brigadier General Jesse D. Auton, commander of the 65th FW.

ski, Col. Donald M. Blakeslee, Capt. Don S. Gentile, and Lt-Col. Claiborne H. Kinnard, Jr. Some the unit commanders were men whose successes were primarily associated with their service in units of the other two fighter wings of the VIII Fighter Command, including Col. John D. Landers and Col. John C. Meyer.

Col. Jesse Auton commanded the 65th FW for most of its time in Europe. In 1944, the 65th FW consisted of five fighter groups: the 4th, 56th, 355th, 361st and 479th. However, this composition was not entirely stable, with some groups being temporarily detached and others were added. Combat experience also led to the establishment of additional units to support the wing's activities, primarily the Scouting Force and the Emergency Rescue Squadron.



On 25 March 1944, Brigadier General Jesse D. Auton pinned a second DFC on Captain Don S. Gentile of the 4th FG.

4th Fighter Group Debden Eagles

The group was formed on August 22, 1942. It was based on American volunteers with combat experience from serving in the RAF, where they formed the core of the Eagle Squadrons. Now under American command, they returned to combat in October 1942. With a few minor exceptions, the 4th FG was based at Deb-



Maintenance of the P-51D s/n 44-13315 VF-W 'Djigooblie II' from the 336th FS, which was mostly flown by Lt. Warren H. "Willie" Williams.

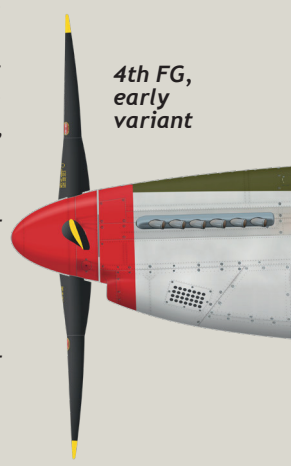
den, approximately 13 miles south of Cambridge, for the entire duration of its combat operations. Debden had previously been home to the aforementioned RAF Eagle Squadrons, specifically the 71st and 121st. One of the peculiarities of the 4th FG, compared to other groups of the VIII FC, was the use of British Spitfires in the first six months of its operation. The Spitfires were subsequently replaced by P-47s, and after another year, in April 1944, by P-51s.

During the 4th FG's operation, its pilots were credited with destroying more than 1,000 enemy aircraft, making it the most successful fighter group in the entire 8th AF in terms of the number of aircraft destroyed in the air and on the ground.

The white stripe across the engine cowling - the identification mark of the 4th FG's Thunderbolts - was also applied to the unit's first Mustangs. It was later replaced by red paint. Initially, this was also sprayed in the form of a stripe across the nose, but later it was extended in an arc across the lower part of the engine cowling to the leading edge of the wing. The propeller spinner was also red, and sometimes the red section on the engine was complemented by a small red and white checkerboard pattern.



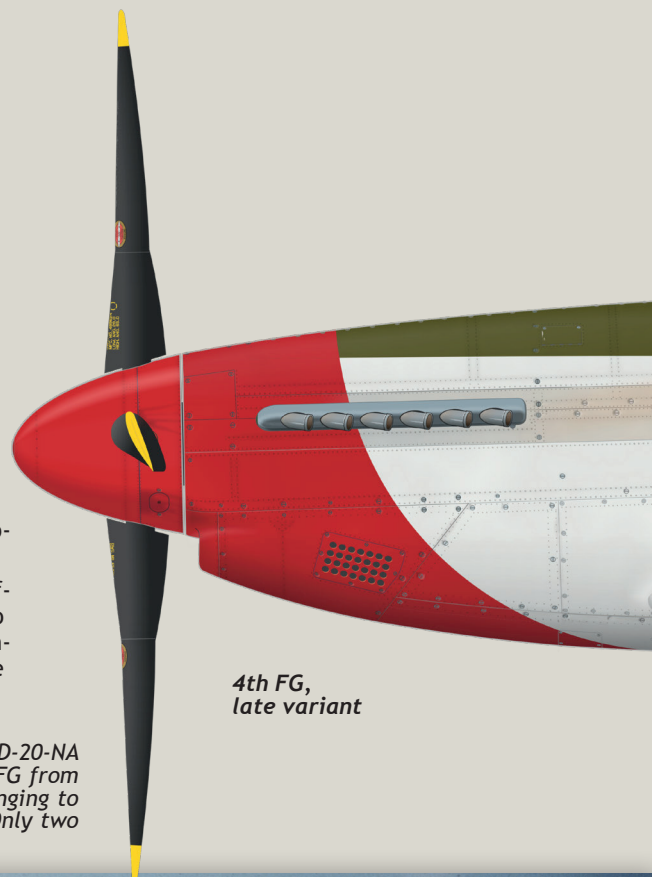
One of the iconic Mustangs of the 4th FG - Don S. Gentile's P-51B 43-6913 VF-T 'Shangri-La'. Gentile was one of the 4th FG pilots who formed the core of the unit upon its establishment, due to his prior service with the RAF's 133rd Squadron. During his service, he achieved 21.83 confirmed aerial victories, damaged 3 aircraft, and destroyed another 6 on the ground. This does not include the Mustang 'Shangri-La' shown here, which Gentile destroyed in a crash on April 13, 1945, while performing a (too) low flyby to pose for journalists. The crash ended his combat service at a time when he was the acting top ace of the 8th Air Force.





Lt. George D. Green of the 355th FS, 4th FG, with his Mustang, which is likely 44-14137 WD-N 'Suzon'. The second red stripe closer to the exhausts is not part of the markings; it was caused by red paint blowing through a narrow 'mask' while spraying the nose's base color. These inaccuracies were later corrected by ground crews.

Among other things, Lt. Green distinguished himself during a mission on March 18, 1945, when he landed near the German airbase in Neubrandenburg to rescue his squadron commander, Pierce McKennon, who had been shot down by flak. Both men, crammed into the cockpit of Green's Mustang, returned safely to Debden.



4th FG,
late variant

However, the checkerboard pattern was not a rule; although it appeared on several aircraft, it was more of an individual decoration.

In accordance with the 8th AF directive of October 1944, color differentiation of the vertical tail surfaces in squadron colors began to be introduced at the end of the year as an additional means of identification. The 334th FS was assigned red, the 335th FS white, and the 336th FS blue.

The late variant of the 4th FG Mustang markings is shown on the P-51D-20-NA s/n 44-72181 Sunny VIII, flown by Col. Everett Stewart, CO of the 4th FG from February to April 1945. The blue color, identifying the aircraft as belonging to the 336th FS, also covers the anti-glare strip in front of the cockpit. Only two P-51s in the 4th FG carried this feature.



56th FG Zemke's Wolfpack

The 56th FG was established as the 56th Pursuit Group even before the US entered the war, on November 20, 1940, making it the oldest part of the 65th FW. A little more than six months before its transfer to the European theater of war at the turn of 1942/43, it replaced the original P-39 and P-40 with the P-47. With these, it entered combat in April 1943 and very quickly gained a great reputation. We mentioned that the previous unit, the 4th FG, was the most successful unit of the 8th AF in terms of the total number of enemy aircraft destroyed - both in the air and on the ground. However, if we were to apply such statistics only to aerial victories, the 56th FG would take the lead. This fact is all the more remarkable given that all these victories were achieved exclusively with the P-47. Despite its many qualities, the P-47 did not have the characteristics that would make it the best American fighter aircraft on the battlefield. It was therefore not the aircraft that won air superiority for the Allies over continental Europe. That aircraft was, of course, the P-51 Mustang.

The 56th FG moved between several bases in England (Kings Cliffe, Horsham St Faith, Halesworth) before settling permanently in Boxted in April 1944.

The distinguishing feature of the 56th FG's Thunderbolts was the red color of the front part of the engine cowling, which replaced the original white color. With its red nose, the unit matched the color scheme of the 4th FG's Mustangs from the same fighter wing. In this case, however, given the characteristics of both aircraft types, there was no danger of misidentification.

The color scheme of the rudders from the end of 1944 also affected the 56th FG. Its 61st FS received red, the 62nd FS yellow, and the 63rd FS received blue rudders.

This P-47, nicknamed "In The Mood," illustrates the original appearance of the 56th FG's Thunderbolts.



Capt. Hubert Zemke in the cockpit of a P-40 at Michel Field, NY. In September 1942, he became the commander and driving force behind the 56th FG, one of the most successful American fighter units of World War II. Zemke remained at the command of the unit until August 12, 1944, when he took command of the 479th FG. When he was forced to bail out of his aircraft on October 30, 1944, due to structural damage, and was taken prisoner, he had 17.75 confirmed kills to his credit.





LtCol. Francis S. Gabreski, CO of the 61st FS, 56th FG, with ground crew next to their P-47D shortly before he was shot down and captured with this aircraft at Bassenheim airfield on July 20, 1944.



The final identification markings of the 56th FG show a P-47D s/n 42-26641 LM-S 'Hairless Joe'. The red nose identifies the aircraft as belonging to the 56th FG, while the yellow rudder corresponds to the 62nd FS. In the cockpit sits Col. David C. Schilling, who took over command of the 56th FG from Hubert Zemke.

78th FG The Duxford Eagles

The Duxford Eagles are an integral part of the sister 66th FW. Their involvement in the 65th FW for less than two weeks in August 1943 was only a brief episode in this famous fighter group's story.

355th FG Steeple Morden Strafers

Jednotka byla založena 12. 11. 1942, následné měsíce intenzivně. The unit was formed on November 12, 1942, and spent the following months training intensively with P-47 aircraft. In July 1943, the unit moved to England, and became part of the 8th AF. Two months later, in September 1943, the unit joined the fighting, initially flying P-47s which were replaced by Mustangs in April 1944. During the invasion on June 6, 1944, it was one of the fighter units of the VIII FC that provided direct air support to the invasion forces. Otherwise, the main daily routine of the pilots of this unit, as with other groups of the 65th FW with P-51 aircraft, was escorting and sweeping in support of 2nd BD Liberators missions, and, of course, the subsequent free hunting for ground targets.

Throughout its time in Europe, the unit was based at Steeple Morden near Royston, southwest of Cambridge. This does not include the bases in Germany during the occupation duty after the war ended.

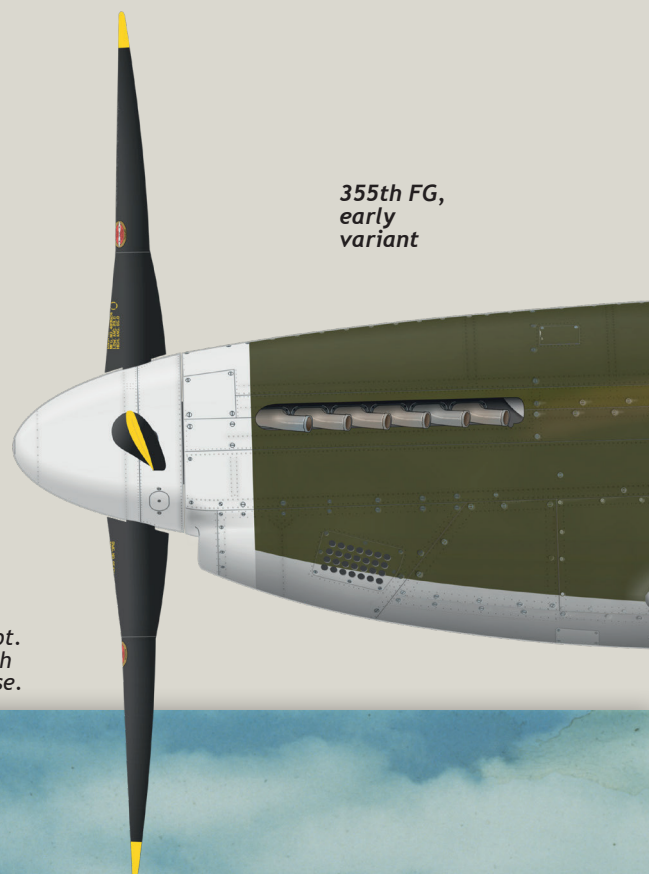
The identification colors of the aircraft of this fighter group deviated to a certain extent from the standards maintained by the 65th FW and the entire VIII FC.

The engine cowlings of the 355th FG's Thunderbolts (as with some others) had a white front section, and the unit retained this

The P-51B, serial number 43-6520 WR-W 'Woody's Maytag', flown by Capt. Robert E. Woody, displays the initial identification markings of the 355th FG Mustangs, consisting of a white spinner and a white stripe on the nose.

marking even after switching to the P-51. During the six months from April to October 1944, a white ring on the nose and a white engine cowling were standard for this unit. However, following the introduction of the 8th AF directive on color differentiation of individual squadrons within fighter groups in October 1944, the 355th FG applied these colors unusually not only to the rudders of its aircraft but also to the place of the original white stripe on the nose. The only white color remaining as an identification mark of the 355th FG was the white propeller spinners, and even that was not always adhered to.

The colored stripes on the nose and the rudder were arranged according to the following scheme: red for the 354th FS, blue for the 357th FS, and yellow for the 358th FS.

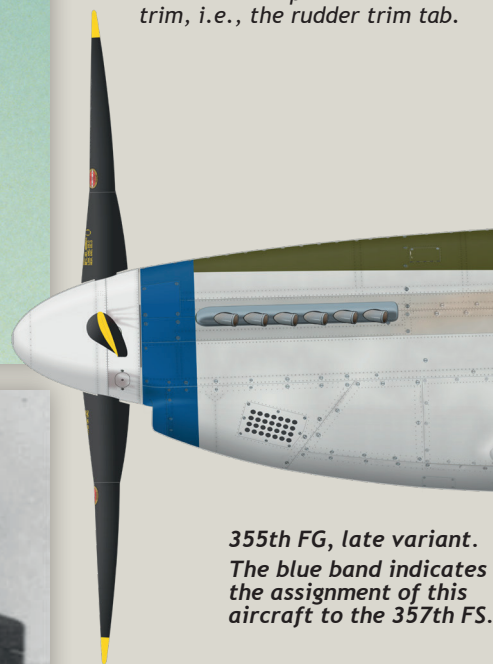


355th FG,
early
variant





In addition to the basic identification markings, the aircraft of the 355th FG often bore additional color schemes. Like the Mustang in the previous photograph, this P-51B has red wheel rims, as well as a red-painted mirror and trim, i.e., the rudder trim tab.



355th FG, late variant.
The blue band indicates the assignment of this aircraft to the 357th FS.



P-51D-15-NA s/n 44-15625 was one of several 'Man O' War' aircraft flown by Col. Claiborne H. "Zoot" Kinnard Jr., commander of the 355th FG. He flew this aircraft, representing the late markings of the 8th FC Mustangs, in early 1945. Of the original 355th FG identification markings, only the white propeller spinner remain. The rudder, and nose stripe are painted in the red color of the 354th FS.



356th FG The Blue Diamonds / Martlesham Playboys

The 356th FG, activated on December 8, 1942, was assigned to two fighter wings during its service in Europe, similar to the 78th FG. In addition to the 65th FW, it was also assigned to the 67th FW (from August 1944 until the end of the war).

Upon its arrival in Europe in August 1943, this unit was assigned to the 65th FW and was deployed in combat in October of the same year. It used P-47 aircraft until November 1944, including the period when it was transferred from the 65th to the 67th FW. Thus the imaginary circles represented by the terms '65th FW' and 'P-51' never intersected.

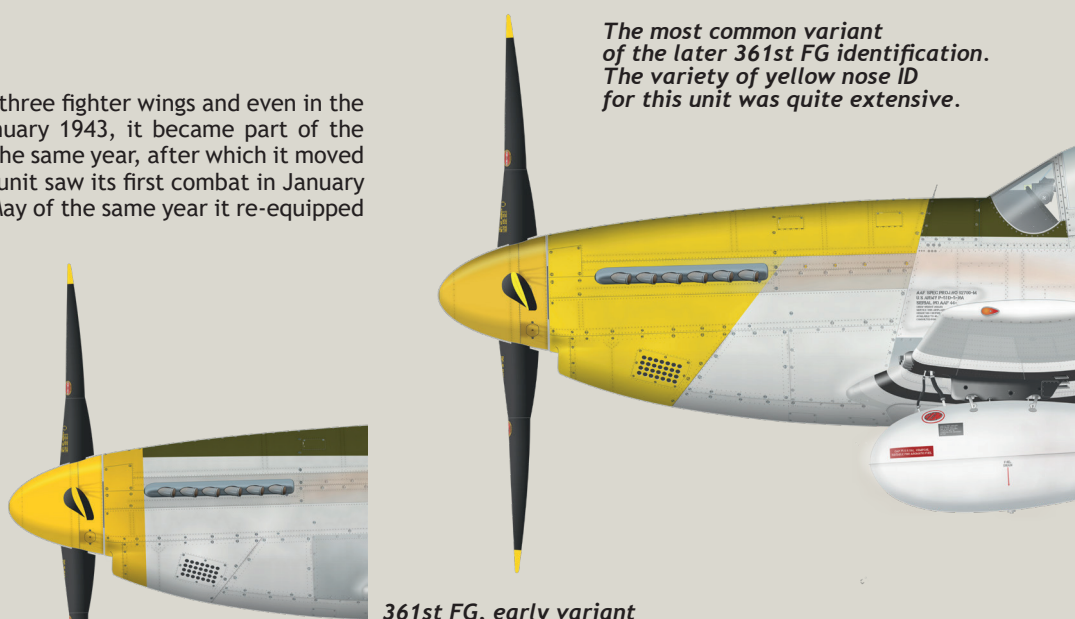
361st FG Yellowjackets

The 361st FG served in all three fighter wings and even in the 9th AF. Established on 28 January 1943, it became part of the 8th Air Force in November of the same year, after which it moved to Bottisham in England. The unit saw its first combat in January 1944, still with P-47s, and in May of the same year it re-equipped with P-51s. The group remained in Bottisham until September 1944, when it moved to Little Walden. From there, at the turn of 1944/45, it was called to the continent. First to France, where it participated in supporting Allied forces during the Battle of the Bulge, and then to the Chievres base in Belgium. It returned to Little Walden for the last weeks of the war in April 1945.

The distinctive identification markings of this unit were the yellow noses of their P-51s. As with other groups, they initially consisted only of a yellow propeller cone

and a stripe behind it. Later, the yellow color was extended in an arc or broken line across the top of the engine cowling to the front canopy, often covering the olive anti-glare stripe on the nose. There is also a documented variant where only the propeller cone was yellow. The Mustangs of this unit also often stand out with their green camouflage color, applied to the upper fuselage and wings of aircraft in their original metal color. This color scheme was related to plans and later implemented deployment of the group at continental airfields.

Like other groups, the 361st FG applied squadron identification markings to the rudders of its Mustangs. In its case, these were the colors red, blue, and yellow, assigned in that order to the 374th, 375th, and 376th FS.

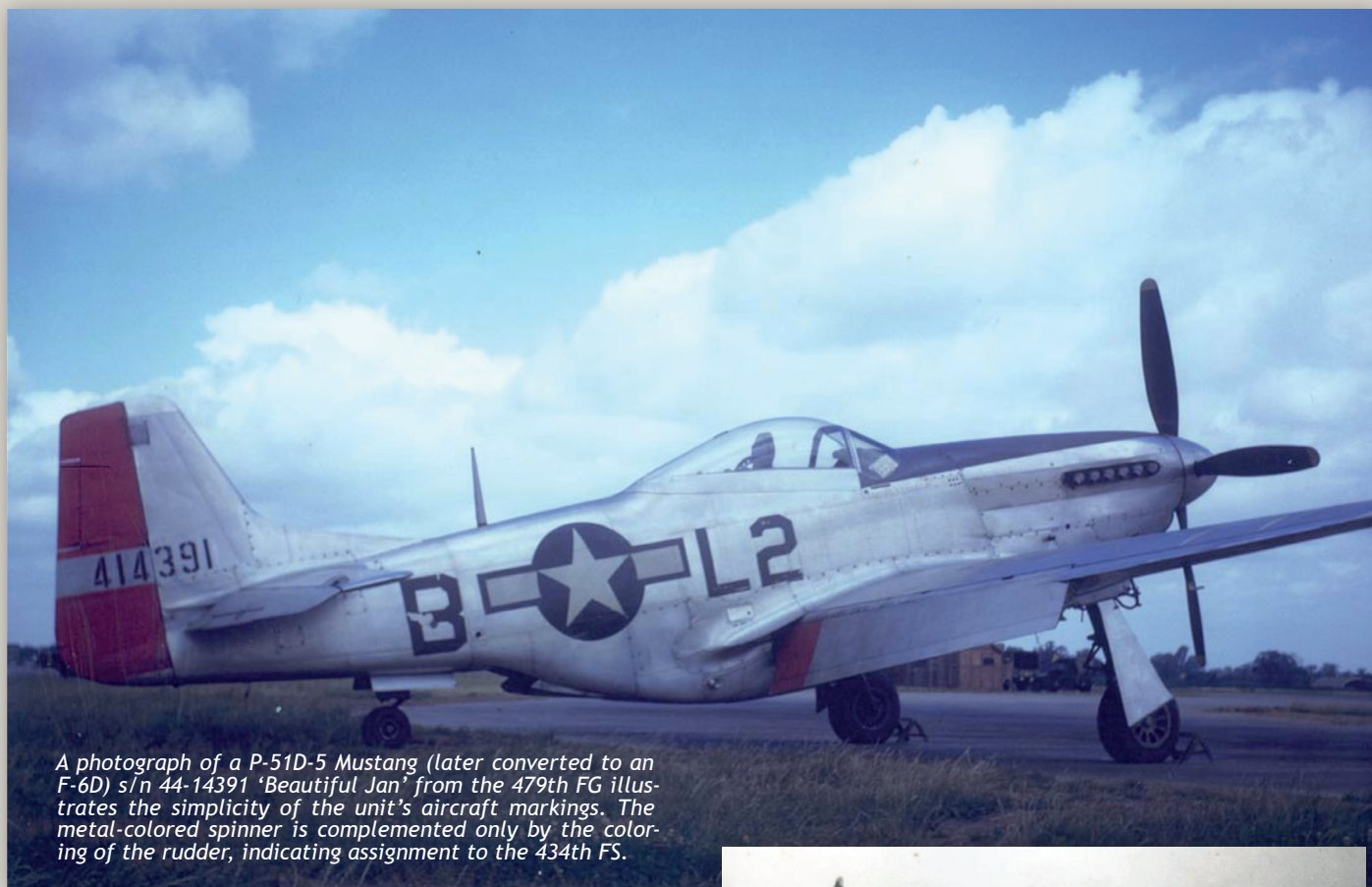


The most common variant of the later 361st FG identification. The variety of yellow nose ID for this unit was quite extensive.

361st FG, early variant

One of the photographs from the well-known and impressive series of shots of the 375th FS Mustang flight, taken on July 26, 1944, shows two of the three basic variants of the 361st FG's yellow markings. Of these three P-51Ds and one P-51B, over the following months, all were destroyed in crashes. The green overcoat added to the fuselage and upper wing surface is unmistakable, indicating the planned temporary deployment of the group to one of the liberated continental bases. Anyway, this did not happen for the group until the end of 1944. The accompanying photograph shows the 'Lou IV' once again, piloted by Col. Thomas J.J. Christian, Jr., commander of the 361st FG, who was killed in the cockpit of this aircraft on August 12, 1944, during an attack on the railway station near Boisleux-au-Mont, France.





A photograph of a P-51D-5 Mustang (later converted to an F-6D) s/n 44-14391 'Beautiful Jan' from the 479th FG illustrates the simplicity of the unit's aircraft markings. The metal-colored spinner is complemented only by the coloring of the rudder, indicating assignment to the 434th FS.

A photograph of Mustang s/n 44-72516 'Ambrosia', flown by Lt. Henry P. Plunk of the 436th FS, shows the modest color marking of the 479th FG aircraft. The only feature on the nose of some of this unit's aircraft was the red-painted edge of the carburetor air intake. The tail fin bears the temporary identification of the 436th FS before the 8th AF directive was applied at the end of 1944 and the tail fins of this squadron's aircraft were repainted in solid black.



479th FG Riddle's Raiders

As the youngest unit of the 65th FW, the 479th FG became part of it in May 1944, when it completed its transfer to England. It was not only the youngest part of the 65th FW, but also the last fighter group to be attached to the 8th AF. It was established six months earlier, on October 12, 1943. Its European base was Wattisham, and it entered combat with P-38 aircraft. Between October (some sources say mid-September) and December 1944, it re-equipped with Mustangs.

Unlike other groups in the 65th FW, the 479th FG did not use any color identification on its Mustangs, i.e., nose painting. The aircraft of this unit were generally less colorful, including the application of nose art and kill marks. The only formal color marking was the differentiation of rudders according to individual squadrons, and even that was not strictly adhered to. According to VIII FC instructions, the rudders were to be painted red for the 434th, yellow for the 435th, and black for the 436th FS.

However, the reality was different, including the fact that the coloring of the rudders for the 479th FG appeared earlier than for most other groups within the VIII FC. This happened during the period when Col. Hubert Zemke took command of the unit (he led it from August 12, 1944, until his capture on October 30, 1944). Zemke introduced squadron markings for the unit based on a similar scheme to that used at the time by his previous 56th FG. The colors corresponded to the later 8th AF directive, with the exception of the 436th FS. Zemke left its rudders unpainted, and in the following period a black-and-white checkerboard pattern appeared, later replaced by solid black. However there is also unverified information about the application of blue paint.

479th FG

The nose of the Mustang s/n 44-15317 'American Maid' from the 434th FS, 479th FG.



SFX and 2nd Scouting Force

One of the problems faced by 8th AF bomber crews was the unreliability of weather forecasts deep over the continent. This manifested itself not only in difficulties during the journey to the target, but above all in bomb runs. Contrary to forecasts, it was not uncommon for the target to be obscured by clouds. Although radar-based bombing methods capable of 'seeing' through solid cloud cover were developed, the results of such procedures were worse than better, especially in the early stages of their development. It would be more advantageous for the bombing units to turn to a secondary, opportunity target, or a 'last resort target' in time. However, the realization that it was impossible to bomb the primary target usually came too late.

The commander of the 384th Bomb Group, Col. Budd J. Peaslee, came up with a solution to this problem. He proposed creating a special unit comprising fast single-engine fighter aircraft. The pilots would fly solo over the target area and report the situation to the bomber wing commanders by radio. The P-51D was the obvious choice, although the 8th Air Force also used British Mosquitoes for similar purposes. The pilot of such a Mustang would primarily be an experienced bomber pilot who had already completed their operational tour, preferably as a Commanding Pilot (formation or wing commander). These pilots' experience gained during their bombing missions meant they knew exactly what information bomber wing commanders needed.

The Scouting Force Experimental (SFX), which was to test this theory in practice, found its base in Steeple Morden with the 355th FG, belonging to the 65th FW. Its size was supposed to correspond roughly to one squadron, but in terms of the number of pilots and aircraft, it was smaller, more in the range of one flight. Between July 16 and September 12, 1944, SFX flew 35 successful missions, after which it was decided that similar units would be established for all three fighter wings, or the bomber divisions respectively. Col. Peaslee continued to command the 1st Scouting Force, assigned to the 1st BD (B-17), and moved to Honington (home of the 364th FG and 1st Strategic Air Depot). The newly formed 2nd Scouting Force remained under the arms and operational support of the 355th FG at Steeple Morden and provided service for the 2nd BD (B-24). The 3rd Scouting Force, which provided service for the 3rd BD (B-17) within the 66th FW, was established at Wormingford (55th FG).



Col. Budd J. Peaslee, former commander of the 384th BG and founder of the Scouting Force Experimental, next to his P-51D 44-13283 YF-A 'Carolyn Ann'. After the Scouting Force Experimental expanded into three separate units for each bomber division, Col. Peaslee continued to command the 1st SF.

The color scheme of the SFX and later 2nd SF (established on September 26, 1944) Mustangs was based on the practice of the units from which they were borrowed or transferred. In this case, it was the Mustangs of the 355th FG. The 2nd SF did not use any



P-51D s/n 44-14524 YF-M 'Li'l Larry II' (L) 'Yo.o.o!!' (R), from the 2nd SF, flown on weather reconnaissance missions by Lt. Ray L. Shewfelt, a former B-17 pilot with the 479th BG.

special color markings, and the aircraft generally retained their white noses and code letters (usually with a black bar added above or below the squadron letters) used during their previous service with the 355th FG.

LtCol. John A. Brooks III, commander of the 2nd Scouting Force, was a former commanding pilot with the 398th Bomb Group (BG) and its superior, the 96th Combat Wing (CW). His P-51D, serial number 44-14309, YF-X "Calamity Jane"/"Punkin," originated with the 355th Fighter Group (FG). The code letters "YF" of the 358th FS, to which the aircraft originally belonged, are supplemented with a horizontal stripe, as is the case with most other 2nd SF aircraft.

The P-51D, serial number 44-13699, 'G.I. Jive', was originally assigned to the 355th FG and flew with the Scouting Force Experimental before transferring to the 1st SF.



On right: Although the photograph shows signs of age, it nevertheless provides an excellent example of SFX aircraft markings. The white spinner and the front section of the engine cowling indicate its original affiliation with the 355th FG, as do the letters YF, belonging to the 358th FS. Only the horizontal stripe above the squadron letters identifies this aircraft as belonging to the SFX. This is the same aircraft (44-14524) shown in the photograph on the previous page.

5th Emergency Rescue Squadron Shepherd of the Seas

The list of units under the 65th FW would not be complete without a brief mention of the 5th ERS. The idea was inspired by the ARS - the RAF's air and sea rescue system, which had helped many American crews on more than one occasion. Nevertheless, the 8th AF command felt the need to introduce a similar service within its own structures. At a conference of Allied air force commanders on May 8, 1944, it was decided to establish such

a unit and place it under the 65th FW. The 5th ERS was based in Saffron Walden and Boxted, and later also as a detachment in Halesworth. The patrol aircraft were retired P-47s, which monitored not only the sea surface but also radio traffic during the departure and return of bomber formations and their fighter escorts across the English Channel and the North Sea. Thunderbolt pilots could drop dinghies and other equipment to crews in dis-

P-47 Thunderbolt s/n 42-75855 5F-A from the 5th Emergency Rescue Squadron. The unit's markings include a red-white-blue stripe on the nose and wide yellow stripes on the wings and tail surfaces. Noteworthy is the installed Malcolm Hood-type convex canopy.





A pair of Thunderbolts from the 5th ERS escorting Liberators from the 2nd BD across the water. The aircraft have rescue equipment suspended under their wings, which their pilots could drop in an emergency to crews forced to land on the water.

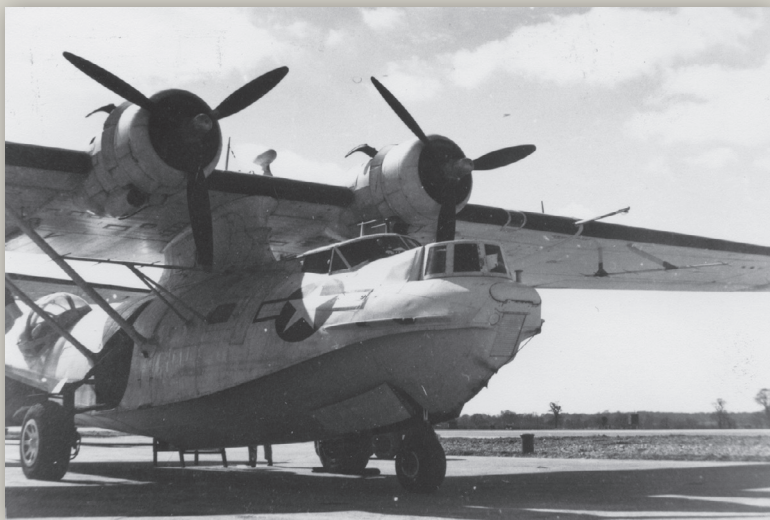


A P-47 from the 5th ERS on the tarmac at its base. The aircraft in the foreground is named 'Primrose Peggy' and originally served with the 359th FG. It was transferred to the 5th ERS as "War Weary," which is marked by the letters "WW" beneath the serial number on the vertical stabilizer.



dress and, above all, ensure accurate fixing their location. To improve the subsequent rescue procedures, the unit was later equipped with PBY Catalina aircraft.

In terms of identification markings, the 65th FW was characterized by greater variability and more frequent differences between individual groups than its sister units, the 66th and 67th FW, whose color schemes were generally more distinctive and previously established. This makes it interesting from both a modeling and research perspective. The markings of the subordinate fighter groups were less conspicuous and less rigidly standardized in the 65th FW. The 65th Fighter Wing was also characterized by a combination of older, highly experienced groups (e.g., the 4th Fighter Group and 56th Fighter Group) and newer units (such as the 479th Fighter Group), and it was this diversity that was one of its defining features within the VIII Fighter Command's operations over Europe.



PBY Catalina aircraft from the 5th ERS were used for longer patrol flights and to rescue "swimming" crews.

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Schemes of the P-51 nose ID: by author

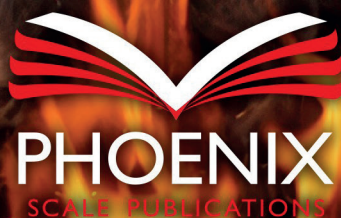


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MIGHTY EIGHT: 65th Fighter Wing 1/48

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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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Josef "Pips" Priller and his Focke-Wulf WNr. 310

Text: Jan Bobek

Model built: Jan Baranec

Josef "Pips" Priller ranks among the best-known airmen of the Second World War. He gained public awareness thanks to Cornelius Ryan's book *The Longest Day* and the portrayal of his character in the film of the same name. Priller even served as an adviser during its production. Among other things, he assisted in reconstructing the scene in which, together with his wingman, he attacked the Allied landing area in Normandy on 6 June 1944. Priller spent most of his wartime career in the ranks of JG 26 "Schlageter," and through outstanding leadership of this Geschwader, both in combat and on the ground, he helped keep his men at the forefront of German fighter units. After the war, he wrote the history of this unit under the title *J.G. 26 Geschichte eines Jagdgeschwaders*.

Nine years in the ranks of the Luftwaffe

Josef Priller was born on 27 July 1915 in Ingolstadt, Bavaria. In 1935 he entered armed forces as a Fahnenjunker with Infanterieregiment 19. Holding the rank of Oberfähnrich, he transferred to the Luftwaffe and began flight training at Salzwedel in October 1936. As a Leutnant, he was assigned to the Stab I./JG 135 on 1 April 1937. In November 1938 the unit was redesignated I./JG 233, and on 1 May 1939 its designation was finally standardized as I./JG 51. From July 1939 he served with I./JG 71, which in October 1939 was redesignated II./JG 51. On 1 October 1939, he was appointed commander (Staffelkapitän) of 6./JG 51, which formed part of II./JG 51.

Priller achieved his first two victories on 28 May 1940, over Dunkirk in air combat with RAF fighters. During the French campaign he recorded six kills. His



Josef Priller in a photograph from August 1942 beside his new personal aircraft, Fw 190 A-3 WNr. 0552. With this machine, Priller scored only a single victory, when he shot down a Spitfire on 21 August 1942. This Fw 190 was damaged several times while serving with III./JG 26, then suffered further damage with the operational training unit I./JG 105, and was finally destroyed in a fatal crash with 2./JGr. Süd in May 1944. Photo: Gordon Permann Collection SDASM

20th victory was claimed on 17 October, for which Priller was awarded the prestigious Ritterkreuz on 19 October.

Priller was transferred to a new unit on 20 November 1940, becoming Staffelkapitän of 1./JG 26 "Schlageter." After his unit's winter rest and its return to operations in spring 1941, Priller recorded an extraordinary run of success between 16 June and 11 July 1941, when he shot down nineteen RAF aircraft, including 17 Spitfires, raising his score to 39 victories. For his 41st victory, achieved on 19 July 1941, he was awarded the Eichenlaub (Nr. 28) the following day.

His next promotion came on 6 December 1941, when Priller, now holding the rank of Hauptmann, became Kommandeur of III./JG 26. By the end of 1941, his score had reached 58 confirmed victories. He was awarded the Deutsches Kreuz in Gold on 20 December 1941. This decoration usually preceded the award of the Ritterkreuz, but it had only been introduced in 1941.

From December 1941, Priller's unit was re-equipped from the Messerschmitt Bf 109 F to the Focke-Wulf Fw 190 A. By the end of 1942, Priller had a total of 81 confirmed kills to his credit. Priller assumed command of the entire JG 26 on 11 January 1943, as its Geschwaderkommodore, replacing the previous commander, Major Gerhard Schöpfel (45 victories, holder of the Ritterkreuz). At the end of



The Kommandeur of III./JG 26, Hptm. Priller, stands by the tail unit of his personal aircraft, Fw 190 A-2 WNr. 310, together with his wingman Lt. Johann Aistleitner (killed on 14 January 1944). Photo: PK Foto

December 1943, he was at the same time temporarily entrusted with command of the air operations of 4. Jagddivision, and served as Jagdfliegerführer 4 until March 1944.

He achieved his 100th victory on 15 June 1944, over France by shooting down a four-engine B-24 bomber of the 492nd BG. For this feat he was awarded the Schwerter (Nr. 73) to the Ritterkreuz on 2 July 1944, and at the same time was ordered to cease combat flying, since the Nazi regime did not wish to lose such an outstanding air officer in combat against the omnipresent numerical superiority of the Allied air forces. Priller later, however, returned to combat operations.

His final, 101st victim was a Mustang on 12 October 1944, flown by Captain Hershel T. Pascoe of the 357th FG. During a raid on Bremen, Priller shot him down near Wunstorf, and Pascoe ended



Preparation of an Fw 190 A-2 or A-3 from II./JG 26 before take-off, probably at Abbeville-Drucat during 1942. It was precisely this airfield that gave rise to the Allied nickname for JG 26, the "Abbeville Boys." Photo: Bernie Thorsch Collection via Peter Merlin

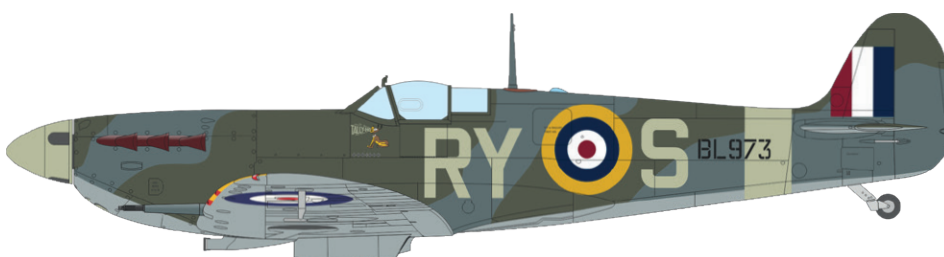


This photograph of aircraft from II./JG 26 clearly shows the practice of carrying mechanics on the wing of the Fw 190, helping the pilot to orient himself while taxiing. Interestingly, the aircraft on the left is an Fw 190 A-1, that is, fitted with 7.92 mm machine guns in the wing roots. II./JG 26 used this early Focke-Wulf version until August 1942, alongside Fw 190 A-2 and A-3 aircraft. Photo: Bernie Thorsch Collection via Peter Merlin

up in captivity. During the attack on Allied airfields in Operation Bodenplatte on 1 January 1945, Priller led his JG 26 and III./JG 54 (which later became IV./JG 26) in the assault on Brussels-Evere and Brussels-Grimbergen. His service with JG 26 ended on 28 January 1945, when he was appointed Inspekteur der Jagdflieger Ost, which also meant the end of his combat activity. He held this post until the end of the war.

Josef "Pips" Priller flew 307 combat missions, during which he achieved 101 victories on the Western Front, including 11 four-engined bombers.

After the war, Josef Priller ran the brewery of family Riegele. During 1948, Allied authorities confiscated art objects, furniture, and furnishings he had acquired during the war in France and Belgium. In the end, however, he managed to recover a substantial portion of these items through patient dealings with the authorities. He died on 20 May 1961 in Böbing, Upper Bavaria, as a result of a heart attack. He is buried at the Westfriedhof in Augsburg.



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

Stanislav Fejfar, a member of Czechoslovak Air Force before the war, flew as commander of 45th Fighter Squadron based in Slovakia during the Munich crisis. He scored his first two kills during the Battle of France as a member of Armée de l'Air flying MS.406 with GC I/6. On July 12, 1940 he arrived in Great Britain aboard the ship Neuralia. On September 9, he started his operational career as a Pilot Officer with No. 310 (Czechoslovak) Squadron RAF scoring his first out of three kills claimed during the Battle of Britain. On July 21, 1941, he joined No. 313 (Czechoslovak) Squadron as a F/Lt in the position of B Flight leader. Stanislav Fejfar perished on May 17, 1942, in the cockpit of Spitfire Mk.Vb BL973 during the Ramrod 33 mission. He was shot down by Hptm. Josef Priller between Guines and Audebert in the northern France. A couple of days earlier Priller had also shot down Sergeant Karel Pavlík, author of Pluto the Dog nose art on Fejfar's Spitfire.

Schlagetergeschwader converts to the Focke-Wulfs

When the decision was made as to which fighter unit would be the first to use the new Focke-Wulf Fw 190 A-1, the choice fell upon II./JG 26 "Schlageter," which was equipped with Bf 109 E aircraft. Around the beginning of August 1941, the Erprobungsstaffel 190, led by Oblt. Otto Behrens, moved from Rechlin in Germany to the Paris airfield of Le Bourget.

His Staffel had successfully completed the operational trials and was now to pass on its findings to II./JG 26 of Hptm. Walter Adolph. Had it not been for Behrens's experience and dedication, the entire project would in all probability have been cancelled, because it was continually dogged by problems (above all with the BMW 801 C-1 powerplant) that would have discouraged less determined men.

Although part of II./JG 26 was converting to the Focke-Wulf in Paris, the remainder of the unit stayed in Belgium at Moorsele airfield and continued to take part in combat operations. This procedure later became standard for other units converting to the Fw 190 A. The Focke-Wulfs first saw successful operational use as early as 14 August 1941.

III./JG 26 was the second Gruppe to begin re-equipping with the Fw 190 A-1, in November 1941. Difficulties with the powerplants still persisted. In field conditions, mechanics had to modify the exhaust piping, and the unit had to procure some spare parts on its own from all over Germany.

The fact that Oblt. Borris, commander of 8./JG 26, received a gold watch from BMW because the engine of his Fw 190 exceeded 100 operating hours speaks for itself. At the turn of 1941 and 1942, the first Fw 190 A-2 aircraft with the improved BMW 801 C-2 powerplant are documented with III./JG 26.

The first aircraft of this version was already recorded with II./JG 26 in December 1941, in the same month, I./JG 26 took delivery of its first A-1 aircraft.

During 1941, the Geschwaderstab JG 26 under the command of Adolf Galland retained the Messerschmitt Bf 109 F-4. By then, many pilots had come to appreciate this version of the Bf 109. After Maj. Gerhard Schöpfel took over command of JG 26, his Stab began converting to the Fw 190 A-2 in January 1942 and started using the A-3 version in April. The fighter-bomber Staffel, 10./JG 26, changed over from the Bf 109 F-4/B to the already proven Fw 190 A-2 and A-3 only in June and July 1942. The A-3 version was equipped with the BMW 801 D-2 powerplant, which was already relatively trouble-free.

Josef Priller selected as his personal aircraft an Fw 190 A-2 (W.Nr. 20 206) built by Focke-Wulf. The machine received the Kommandeur's marking "double chevron," and from 11 December 1941 to 11 January 1942 Priller flew 25 non-operational sorties in its cockpit while familiarizing himself with the new type. At its controls, he achieved his 59th victory on 3 January, claiming a Hurricane near



WNR. 0125310, Hptm. Josef Priller, CO of III./JG 26, Wevelghem, Belgium, June 1942

Josef "Pips" Priller was born on July 27, 1915, in Ingolstadt, Bavaria. In 1935, he joined Wehrmacht and as soon as a year later, in October 1936, he started to attend the fighter pilot training. He achieved his first aerial victory as a commander of 6. Staffel JG 51 when he downed a Spitfire above Dunkerque on May 28, 1940. In November 1940, he was appointed a commander of the 1./JG 26. On December 6, 1941, he became commander of III./JG 26 and from January 11, 1943, he led the whole Jagdgeschwader 26. His number of victories kept growing and on December 20, 1941, his success was rewarded and Priller was decorated with Knights Cross of the Iron Cross with Oak Leaves and Swords. On January 28, 1945, he was appointed Inspekteur der Jagdflieger Ost, where he remained till the end of WWII. Priller's total score was 101 victories over enemy aircraft. All of them were achieved in the Western Front. After the War Priller married Johanna Riegele, the proprietor of a brewery and became general manager of Riegele brewery in Augsburg, Germany. He died of heart attack on May 20, 1961. This aircraft was flown by Josef Priller in June 1942. It sported the standard camouflage scheme for Luftwaffe fighters and had yellow rudder and bottom part of the engine cowl. It also carried the marking for the CO of the III. Gruppe. The tail carried 73 kill markings, Priller's tally to June 1, 1942.

Calais. Priller later flew this aircraft several more times. Once he exchanged it for a newer machine, WNR. 20 206 remained with Priller's Stab III./JG 26, and the mechanics merely painted over the inner part of the command chevron on the fuselage. This altered the marking to a single chevron, that is, the aircraft of the Katschmarek (wingman), who was Fw. Walter Grünlinger. Beneath the canopy, in place of Priller's "ace-of-hearts card marked Jutta", there appeared the "seven-of-hearts marked Rata" Grünlinger's personal emblem. Priller last sat in the cockpit of WNR. 20 206 on 22 April 1942.

In the meantime, Josef Priller occasionally flew aircraft from various Staffeln of his III./JG 26. These included WNR. 5215 (White 1), 0084 (White 8, an A-1 version), 0216 (Black 7), 054 (Black 3, an A-1 version), and he also flew aircraft from his own Stab, specifically Fw 190 A-2 WNR. 5292 and 5296. In aircraft WNR. 054 and 0216, which belonged to 8./JG 26, he scored his 59th and 60th victories respectively. In the latter case, on 27 March 1942, his victim was Spitfire Mk. VB (AD197) of No. 313 (Czechoslovak) Squadron RAF, whose pilot, P/O Vladimír Michálek, was killed.

The Focke-Wulf WNR. 310

The model of Priller's aircraft that is the subject of this article bears the Werknummer is recorded as 5310, and the Abschussmeldungen (victory reports) connected with this aircraft show that it was an A-2 version. From these fragments, it is therefore possible to conclude that it was an Fw 190 A-2 built under licence by Arado at Warnemünde. Its full Werknummer was 0125310, and when it left the factory gates, it carried the Stammkennzeichen TQ+SJ.

Priller first took this aircraft into the air on the evening of 23 April 1942 at Wevelghem airfield. It was a test flight. In the following months, WNR. 310, marked with the double command chevron, became the aircraft most frequently flown by Priller.

He first scored a victory in it on 25 April 1942, when during Circus No. 137 he shot down a Spitfire. In total, he achieved thirteen successes in this machine,

all of them Spitfires. Among his victims were the Czechoslovak fighter ace F/Lt Stanislav Fejfar of No. 313 Squadron RAF and his comrade Sgt. Karel Pavlík.

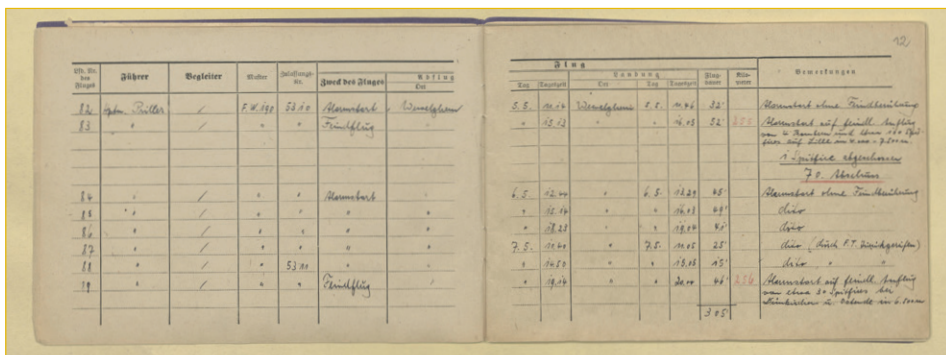
This Fw 190 also destroyed Spitfire Mk.VB (BM296) of No. 402 Squadron RCAF. Its pilot, F/Sgt. Hughes, came low over the sea into Priller's fire on 15 July during the unsuccessful operation to rescue W/Cdr Brendan "Paddy" Finucane. Unlike the legendary Irish Wing Leader, the downed Canadian, though wounded, was rescued. Although during the spring and summer of 1942 Priller occasionally used other aircraft as well,

in the overwhelming majority of cases he flew WNR. 310. He last took its controls on 10 September 1942. Thereafter it was passed to the operational training unit Jagdgruppe West, where it crashed on take-off on 13 April 1943 and was damaged to the extent of 45 percent. At that time, the aircraft was listed as an A-3 version, which would suggest that it had meanwhile been fitted with a more modern engine. On 27 May it was sent for repair to the Ago branch at Villacoublay and in the process was once again registered as an A-2 version. No further data on this Focke-Wulf are known.

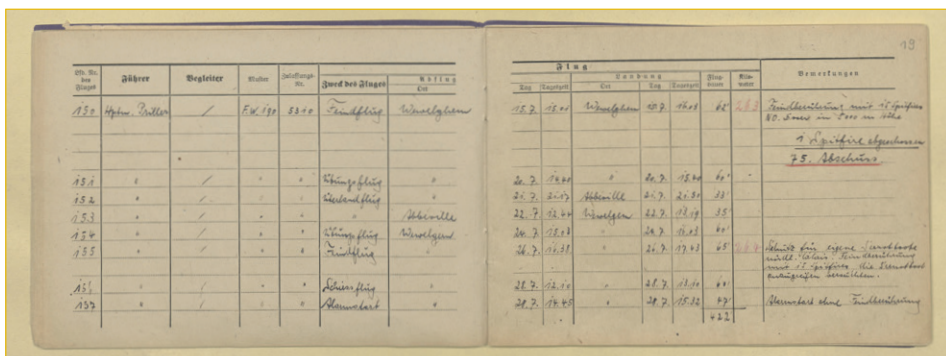
In preparing this article, I was kindly assisted by David Lengyel and Peter Merlin, and I would like to thank them here.

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Pages from Josef Priller's logbook, on which the Werknummern 5310 and 5311 can be seen. On the right is a note relating to the air combat of 5 May 1942, in which Priller shot down Spitfire Mk.VB (BM261) of No. 313 (Czechoslovak) Squadron RAF. Its pilot, Sgt. Karel Pavlík, was killed near the Belgian village of Dranouter. The wreckage buried itself so deeply into the hillside that his body could not be recovered until 1945. Photo: Bundesarchiv



An entry from Josef Priller's logbook recording the result of the combat of 15 July 1942 over the sea. During the unsuccessful British attempt to rescue W/Cdr Brendan "Paddy" Finucane, Priller shot down one of the Spitfires of No. 402 Squadron RCAF, which had volunteered to provide cover for the rescue operation. Another Canadian pilot was wounded in the combat, but landed safely in England. The Canadians, who countered the Germans' altitude advantage by forming a defensive circle, claimed one Fw 190 destroyed, but III./JG 26 lost no aircraft. Photo: Bundesarchiv

Eduard Kit, Cat. No. 82146, Fw 190A-2 1/48

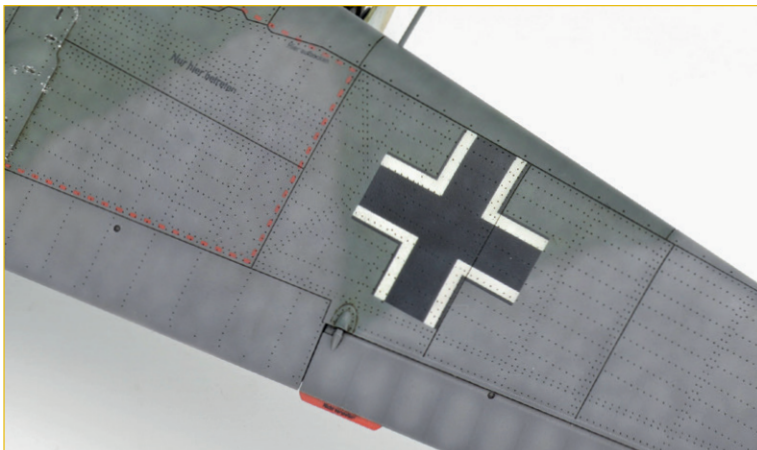
WNR. 0125310, Hptm. Josef Priller, CO of III./JG 26,
Wevelghem, Belgium, June 1942



Accessories used:

48971	Fw 190A-2 Upgrade set (PE-Set)
644009	Fw 190A-2 LööK (Brassin)
648152	Fw 190 wheels early (Brassin)
648366	Fw 190A propeller (Brassin)
648381	Fw 190A exhaust stacks (Brassin)







Air War in Ukraine

What happened over the past year?

Miro Barič

Russia's full-scale invasion of Ukraine began four years ago, on February 24, 2022. This continuation of the series therefore does not deal only with the recent period from February 1, 2026 to February 28, 2026, but also recaps events from the past year.

The full-scale invasion of Ukraine has already lasted longer than Nazi Germany's war against the Soviet Union from 1941–45. Over the past year, the Russian army has advanced in several places along the front line. In some areas it did manage to move forward (for example, Pokrovsk), but only slowly and at the cost of enormous losses. The pace of the Russian advance was even slower than during the major battles of World War I, which was considered largely static. In some areas, despite heavy pressure and losses, Russian forces achieved virtually nothing (Kupiansk).

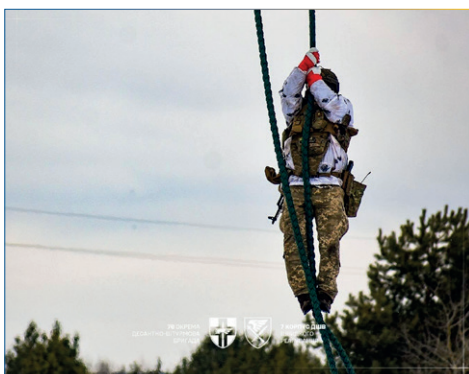
During the currently observed period, Ukrainian armed forces even carried out successful local counterattacks (especially in the Zaporizhzhia region) and liberated several villages. The Ukrainians were also helped by the fact that Elon Musk promptly responded to their request and disabled Starlink terminals used by Russian forces. The Russians had relied on them not only for communication but also for guiding long-range drones. Using

unmanned systems equipped with Starlink terminals, they had been able to remotely attack moving trains or aircraft at Ukrainian airfields. Such attacks on air bases did not occur during this observed period.

At the end of February, however, something happened that affected the entire world, including developments in Ukraine. The United States and Israel attacked Iran. At the outset, they eliminated much of the country's top political and military leadership and significantly degraded Iran's military capabilities—though they did not destroy them completely, nor did the Iranian regime collapse. On the contrary, Iran began launching missiles and drones not only at Israel but also at all surrounding Persian Gulf states and blocked oil exports through the Strait of Hormuz. This situation has lasted for another month and is causing economic problems worldwide. It appears the U.S. was caught off guard and did not have a backup plan—similar to Russia after the failure of its “three-day” operation



An almost artistic shot of Ukrainian MiG-29 fighter jets. The aircraft on the left is, based on the antenna behind the cockpit, a former Slovak MiG-29AS.



Training of Ukrainian paratroopers in rappelling from a Mi-8 helicopter.

four years ago. How does this specifically affect Ukraine? Russia can benefit in the long term from higher oil prices and thus gain more money to wage war. Ukraine may also suffer from reduced deliveries of weapons and ammunition. For comparison: over three years, Ukraine received a total of 600 missiles for Patriot air defense systems. The U.S. and other countries in the Middle East used 800 Patriot missiles in just the first three days of the war with Iran. They are also using them to destroy cheap Shahed drones, which Iran launches in large numbers. Ukrainians responded quickly and offered assistance to several countries. They sent specialists to the Middle East who help destroy Shahed drones more cheaply—for example, using drone interceptors.

In any case, the world is descending into chaos that even the Info Eduard editorial team may no longer be able to keep up with. For now, let us look at what happened in Ukraine over the past year.

February 2025

Ukraine received another type of Western fighter jet—the French Mirage 2000-5F. This purely fighter version with a high-quality radar was modified for Ukrainian needs to carry guided air-to-ground weapons. Initially, Ukraine received only three of these aircraft, but even that expanded the capabilities of the Ukrainian Air Force.



In February 2026, it was confirmed for the first time that Ukraine had begun using its Mirage 2000-5F aircraft for ground attacks with AASM Hammer guided bombs.

March 2025

With the support of North Korean soldiers, Russian forces managed to push Ukrainian troops out of the Kursk region, where they had been since August 2024. Russian aviation experienced one of its black days this month, losing one Su-25 in an accident on March 24, 2025, and four helicopters destroyed by HIMARS rockets at a forward base. The first recorded engagement between a Ukrainian F-16 and a Russian Su-35 also occurred, ending inconclusively with no losses.



On Friday, February 27, 2026, Russian aviation dropped 328 guided glide bombs on Ukrainian positions—the highest number in a single day so far. The previous record was on October 17, 2025, when 268 such bombs were dropped. Their primary carrier is the Su-34.

April 2025

On Palm Sunday, April 13, two Iskander-M ballistic missiles with cluster warheads struck busy streets in the city of Sumy, full of people heading to churches. The result was 35 dead and 129 injured—the worst attack on Ukrainian civilians since 2023. The day before, April 12, Ukraine lost an F-16 along with its pilot, Captain Pavlo Ivanov. The aircraft was hit by Russian air defense. This was the second Ukrainian Air Force F-16 loss.

May 2025

Ukraine lost another F-16, the third overall. It happened on the night of May 16 during combat with Russian cruise missiles. The pilot destroyed three and was attacking a fourth with the onboard cannon when the fighter was likely struck by debris. This time, the pilot successfully ejected and survived.

For the first time in history, Ukrainians managed to shoot down supersonic fighters using missiles launched from a naval drone. This occurred on the night of May 2, when Magura V7 drones using AIM-9X Sidewinder missiles shot down two Russian Su-30 aircraft.



A Ukrainian Gepard marked with symbols representing downed Shahed drones.





Training of Ukrainian paratroopers with Mi-8 helicopters.

June 2025

On the very first day of the month, Ukraine carried out the largest attack on Russian airfields during the entire war. Operation “Spiderweb” was conducted by the SBU, which smuggled small domestically produced Osa quadcopters into Russian territory. The drones were hidden in trucks and launched near four bases: Belaya (Irkutsk region, 4,300 km from Ukraine), Olenya (near Murmansk, 1,800 km from the front), Dyagilevo (Ryazan region), and Ivanovo Severny (Ivanovo region, 200 km from Moscow). An attack on a fifth base failed.

Destroyed or heavily damaged were eight Tu-95MS strategic bombers, one An-12 transport aircraft, two decommissioned A-50 aircraft, and 7-12 Tu-22M3 medium bombers. Additional aircraft and helicopters were

destroyed in regular Ukrainian attacks, and two were lost during combat flights. Altogether, Russia lost 29 to 33 aircraft and helicopters that month.

Ukraine suffered only one loss—an F-16 and its pilot. On June 27, Lieutenant Colonel Maksym Ustymenko destroyed seven Russian drones and missiles before being hit, possibly by debris. He managed to steer the aircraft away from populated areas but could not eject and died in the crash. This was the fourth and most recent F-16 loss.

July 2025

On July 22, Ukraine lost its first Mirage 2000-5F. Shortly after takeoff, the pilot reported critical instrument failure and successfully ejected. The aircraft crashed

into a swamp and disappeared, leaving only a water-filled crater. Russia set grim records in mass attacks, launching 6,297 drones in July—the highest since the invasion began. The worst day was July 29, when airstrikes killed 25 people.

August 2025

Ukraine launched a campaign against Russian oil refineries, with drones striking at least 10 facilities in one month. The Druzhba pipeline, supplying Russian oil to Slovakia and Hungary, was also repeatedly hit. A Ukrainian drone also struck a Russian ship in the Caspian Sea for the first time.



A Ukrainian drone strike on a Beriev Be-12 in Crimea.

A Russian Ka-27 naval helicopter hit by a Ukrainian drone.

September 2025

On September 7, Russia set another “record,” launching 818 drones and other projectiles at Ukraine. The most significant event occurred on September 10, when about two dozen Russian drones strayed into Poland—likely to test NATO’s defensive response.

It was otherwise a black month for Russian aviation, which lost 8 to 11 aircraft and helicopters.

October 2025

This month confirmed the importance of F-16 fighters. While MiG-29s and Su-27s continued to operate, F-16s carried out 80% of Ukrainian Air Force combat missions.

Russia lost six aircraft and helicopters, including cases of friendly fire where air defenses mistook Russian aircraft for Ukrainian drones.

November 2025

Ukraine conducted several successful drone attacks on Russian airfields. Notably, a strike on the Beriev plant in Taganrog damaged a production hall and two experimental aircraft (A-60 and A-100LL).

Russia, in turn, struck Ternopil, hitting residential buildings and killing 38 people, including seven children. Kh-101 cruise missiles launched from Tu-95MS and Tu-160 bombers were used.

December 2025

Another black month for Russian aviation, losing at least 10 aircraft and suffering personnel losses. Most were destroyed in drone attacks on airfields. A naval Il-38N patrol aircraft was also hit at the Yeysk base, enabling a naval drone attack on a submarine in Novorossiysk.

Ukraine also suffered losses: two aircraft destroyed on the ground and two in the air (Su-27 and Mi-24), with five crew members killed.

January 2026

This month was marked by severe frost. Russia intensified attacks on Ukraine’s energy system. Attempts to retaliate against Ukrainian drone strikes on airfields had mixed results. Reported hits on two Su-27s involved decommissioned aircraft, and a struck F-16 was likely a decoy.

February 2026

During the observed period from February 1 to February 28, 2026, the Ukrainian side suffered only one loss. This occurred on Monday, February 9, when a Mi-24 helicopter

from the 11th Independent Army Aviation Brigade failed to return from a combat mission. Sadly, its crew was killed.

The Russians lost a Ka-27 naval helicopter, which was destroyed in a Ukrainian drone strike in Crimea. Footage of the attack was released by the General Staff of the Armed Forces of Ukraine on Tuesday, February 17. The strike therefore took place either on that day or shortly before.

The same source—the Ukrainian General Staff—released additional footage on Saturday, February 21, showing a successful drone strike on a Beriev Be-12 amphibious aircraft at an aircraft repair facility in Yevpatoria, Crimea. According to the website The Military Watch, it was a decommissioned aircraft with the tail

number “yellow 30” and serial number 9601502, which had been parked at the same location for over 20 years. A photograph of its wreck was later published by the Russian channel Dossier Spy.

Interestingly, the same Russian channel also released footage showing a hit and heavily damaged hangar, inside which a Mi-8 helicopter was damaged. This confirmed greater damage than what had been reported by the Ukrainians.



The Russian channel Dossier Spy published an image of the destroyed Be-12. It was a long-retired aircraft.



At the same time, Dossier Spy also published images of a damaged hangar and a Mi-8 helicopter inside.

Over the Jungles of New Guinea

Text: Jan Bobek

Illustration: Gareth Hector



One of the most distinguished fighter units, which saw combat over Australia, New Guinea, and the Philippines, was the 49th Fighter Group. It comprised the 7th, 8th, and 9th Fighter Squadrons. Its pilots were credited with a total of 664 confirmed victories, and among their ranks stood the most successful American fighter ace, Richard Bong, who achieved forty aerial kills.

As the 49th FG began transfer to New Guinea in late 1942, its pilots, then flying Curtiss P-40E aircraft, hoped to transition to the P-38 Lightning. At the beginning of the year, only the 9th FS re-equipped with the new type. Men of 7th and 8th FS instead received P-40K aircraft from late 1942 then transitioned to the P-40N version in August 1943. Nor did the 9th FS always operate the aircraft they preferred. At the end of 1943, they were forced to exchange their P-38s for P-47s, regaining the P-38 only in April 1944.

From the second half of 1942 onward, American and Australian ground forces fought their way along the coast of New Guinea for nearly three years, advancing either overland or through amphibious landings. These operations would not have been possible without the air support provided by the air forces of both Allied nations.

Over New Guinea, American pilots faced predominantly aviators of the Imperial Japanese Army Air Force. Fighter units were equipped with single-engine Ki-43 and Ki-61 aircraft, while twin-engine Ki-45s were also deployed in the area. Japanese units operated under severe constraints, including inadequate infrastructure of undersized airfields, irregular supply, and both technical and numerical Allied superiority in the air.

Between August 1943 and February 1944, the IJAAF in New Guinea lost 225 aircraft in aerial combat, 373 were destroyed on the ground, and 112 were damaged in accidents or from other causes. In the same period, USAAF pilots claimed over 600 confirmed victories over New Guinea.

One of the 49th FG fighter pilots who took part in this climactic phase of the campaign was 1st Lt. David R. Winternitz of the 8th FS. His P-40N is depicted in Gareth Hector's box art while covering a damaged "gunship" from the 345th BG, the "Air Apaches." Winternitz first appeared in unit records on July 30, 1943, when he damaged a P-40E (41-35951) while taxiing at Horanda airfield.

He achieved his only aerial victory on February 14, 1944, during a raid on Dagua airfield on the northern coast of New Guinea. A-20 bombers destroyed twenty Japanese aircraft on the ground, while escort was provided by P-40s of the 49th FG and P-47s of the 35th FG. One P-47 was lost on the return flight due to mechanical failure. Its pilot, 2nd Lt. John H. Hartsfield, managed to glide nearly twenty miles, but was killed during the attempted emergency landing.

Seven fighter pilots from the 7th and 8th Fighter Squadrons each claimed a single-engine fighter destroyed. In one case, the aircraft was identified as a "Tony," while in the remaining cases the Japanese Army Ki-43s were reported as "Oscar" or "Zeke." One such aircraft was credited to 1st Lt. Winternitz.

Although the above mentioned comparison of Japanese losses and American victory claims over the seven-month period suggests that U.S.

pilots understandably overclaimed in the heat of combat, this was not the case on February 14, 1944. Japanese fighter units lost seven aircraft and pilots in combat between Dagua and Wewak. The 59th Hikō Sentai lost three Ki-43s, while the 63rd Hikō Sentai lost two more. The 68th and 78th Hikō Sentai each lost one Ki-61 following the engagement.

Winternitz's colleague, 1st Lt. Nelson DeCoursey Flack, Jr., shot down a Ki-61 in a head-on pass, the enemy aircraft crashing into the sea. However, the Japanese pilot managed to damage Flack's aircraft, striking its cooling system.

Flack made an emergency landing approximately sixty miles north of Gusap. The pilot of an L-5 liaison aircraft sent to retrieve him unfortunately crashed in tall grass. After supplies were dropped, an Australian member of the 2/7th Commando Company parachuted (in his first jump ever) on February 16 to assist the stranded airmen by clearing an improvised landing strip in the grass. A second rescue attempt on February 21 ended in another L-5 crash. Although a third pilot managed to land safely, he discovered that takeoff from the soft grassy surface was only possible if he flew alone. The four stranded men therefore set out on foot toward friendly lines. They were eventually rescued by an Australian patrol on March 10, 1944. The fortunate quartet was severely emaciated and suffering from malaria. Nelson Flack later transitioned from the Warhawk to the Lightning in September 1944 with the 8th FS, and with five confirmed kills and one probable victory, he achieved ace status.

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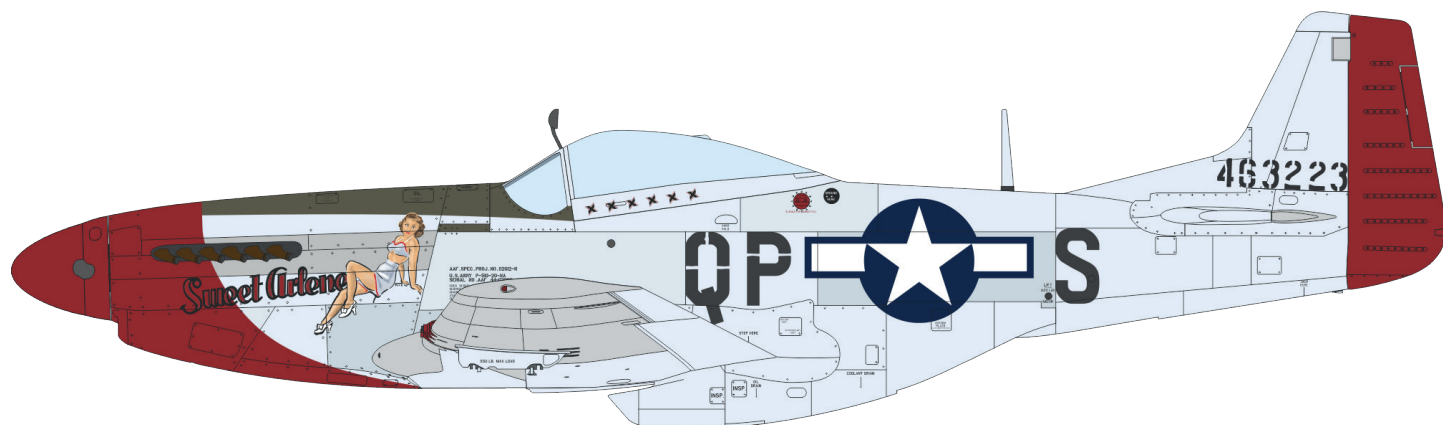
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The Limited edition of the kit of the famous US WWII fighter aircraft P-51D Mustang in 1/48 scale. The kit offers aircraft from the 4th FG, 355th FG, 361st FG and 479th FG.

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- marking options: 13
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels, two types of exhausts

[Product Page](#)


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

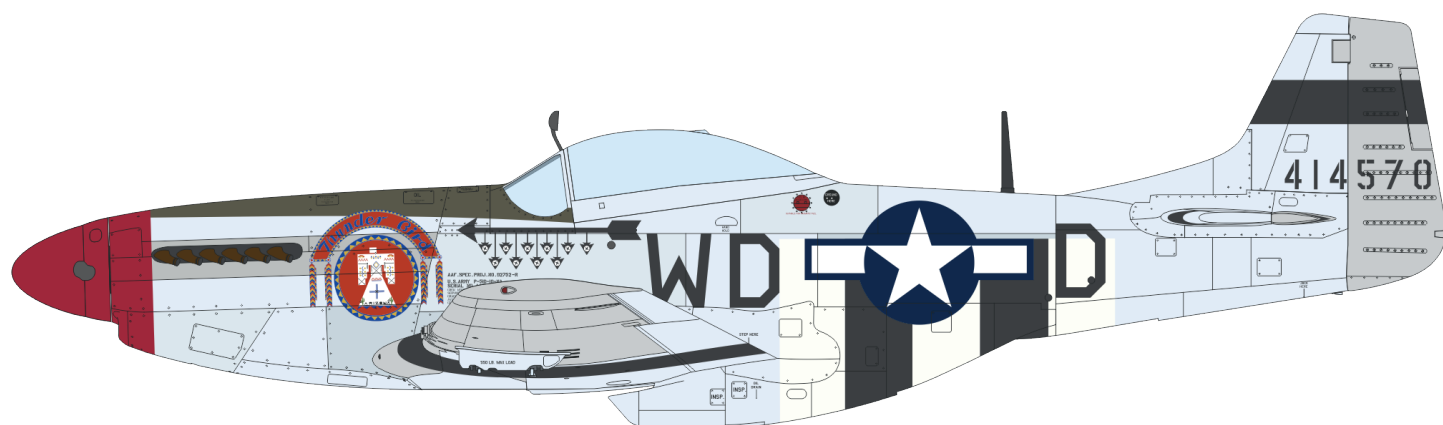


Arthur Bowers served with the 334th Fighter Squadron from November 16, 1944, until the end of the war. He named the Mustang assigned to him "Sweet Arlene" after his wife, whose photograph was also the model for the nose art. The author of the drawing was S/Stg Donald Allen, who signed his name under the black

line on which "Arlene" was sitting. Bowers flew a total of 30 missions and, although he did not achieve any victories in aerial combat, he still became an ace by destroying six enemy aircraft on the ground. The red nose was the main identifying feature of the 4th Fighter Group and came in three successive forms. "Sweet Arlene"

sports here the final version, valid from January 1945. The distinctive colors of the individual squadrons within the 4th Fighter Group were applied to the rudder from November 1944, i.e., red for the 334th FS, white for the 335th FS, and blue for the 336th FS.

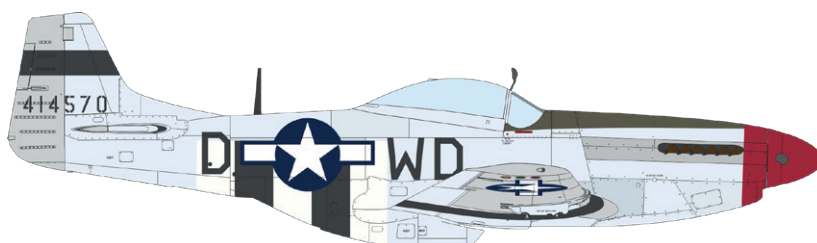
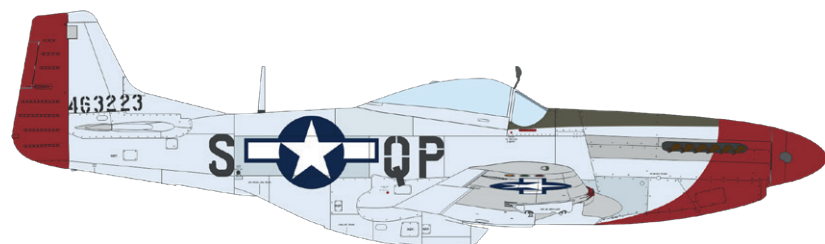
■ P-51D-10, 44-14570, Capt. Ted Lines, 335th FS, 4th FG, 8th AF, Debden, United Kingdom, October 1944



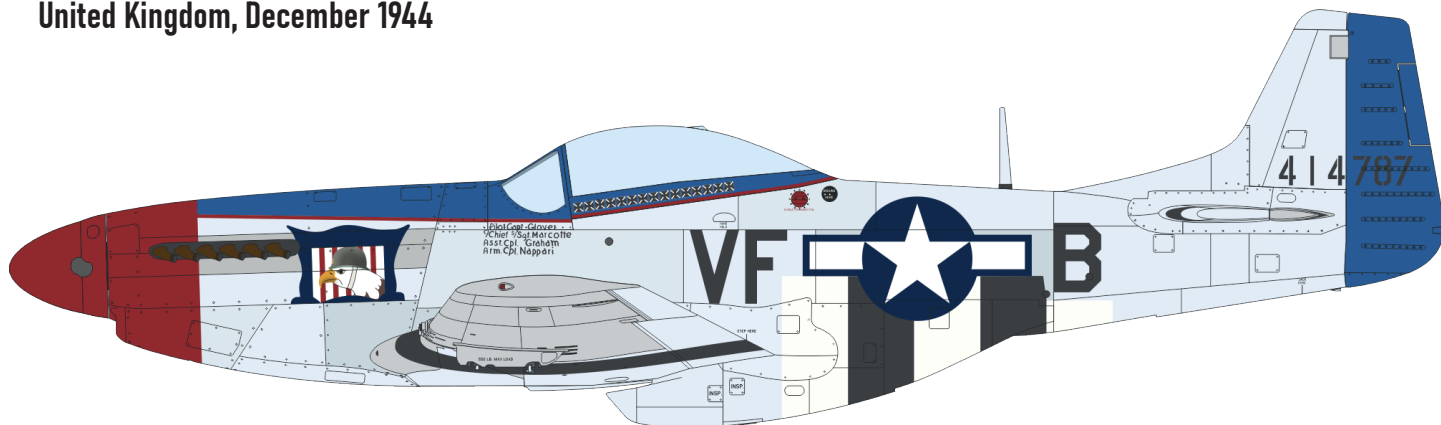
Ted Lines took over this Mustang in early October 1944 (it originally wore the code WD-A and was named "Ridge Runner") from Maj. Pierce McKennon, who had completed his combat tour. After being recoded as WD-D, Ted Lines

decorated his new Mustang in the same way as his two previous aircraft, i.e., with a coat of arms with Native American motifs, the inscription "Thunder Bird", and a unique style of marking kills. Although Lines is officially credited with

ten victories, examination of combat reports shows that he actually destroyed 14 enemy aircraft. The red nose depicts the original appearance of the aircraft, valid from March to November 1944.



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

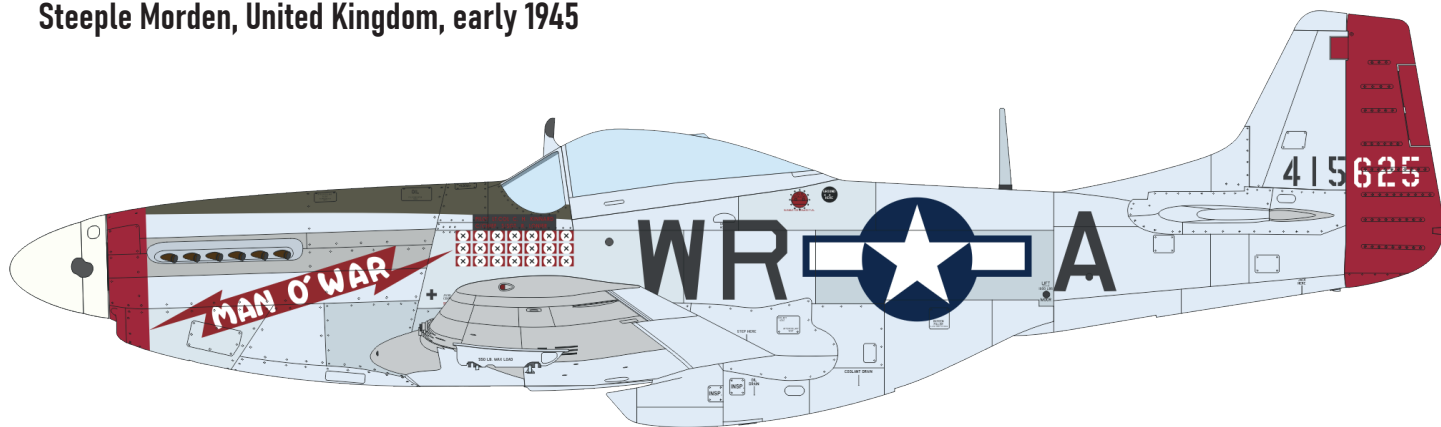


A native of Asheville, North Carolina, after completing flight training, F. W. Glover was assigned to England to the No. 310 Ferry Squadron. He was completely dissatisfied with this assignment because he wanted to be a fighter pilot. Since his requests were repeatedly ignored, he performed a steep dive with an Oxford transport aircraft. The authorities did not like the pilot's insubordination, but Glover got his way and on February 20, 1944, he was sent to the 336th Fighter Squadron,

part of the 4th Fighter Group, to take part in combat operations. On April 30, while strafing the Lyon/Bron airfield, Glover's Mustang was hit by anti-aircraft fire and the pilot had to bail out. He managed to avoid capture and eventually returned to England on May 28. In August 1944, he became commander of the 336th Fighter Squadron. During his wartime career, he achieved 11 aerial victories and also destroyed 13 aircraft on the ground. Among his victories was a Me 163 Komet rocket plane,

whose pilot made a fatal mistake when he decelerated to attack a formation of USAAF bombers. Glover flew the Mustang shown here in the fall of 1944. The extended red nose is valid for the turn of 1944/1945. The anti-glare panel, cockpit frame (indicating commander status), and rudder were painted blue, which was the distinguishing mark of the 336th Fighter Squadron.

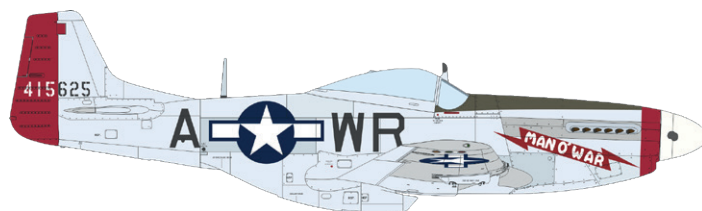
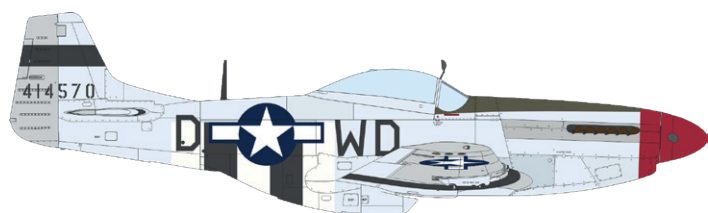
■ P-51D-15, 44-15625, Col. Claiborne Kinnard Jr., CO 355th FG, 8th AF, Steeple Morden, United Kingdom, early 1945



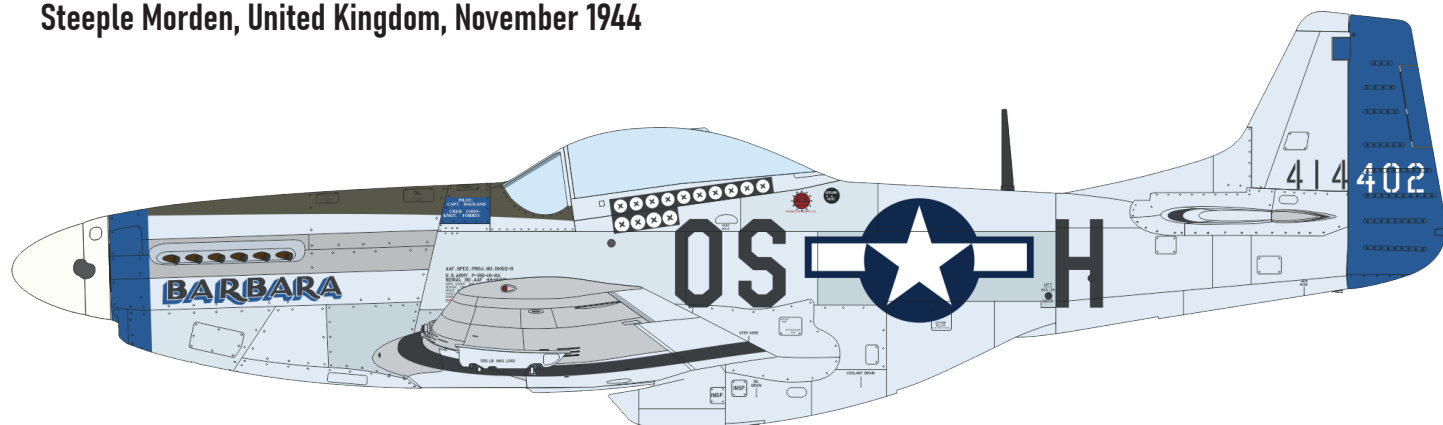
Claiborne Holmes Kinnard was one of the most successful pilots in combat against ground targets. After obtaining his pilot's license in 1939, he served as an instructor in the USA. He was deployed to England in May 1943, then led the 354th Fighter Squadron from November 1943 to June 1944. On June 12, 1944, he was entrusted with command of the superior 355th Fighter Group, which he led until the end of August.

In September, he was transferred to the 4th Fighter Group, which he also commanded for a short time from November 3 to November 29, 1944. He then returned to the 355th FG, where he served until May 1945. During his career, he achieved eight victories in aerial combat and destroyed another seventeen aircraft on the ground. Kinnard flew the Mustang shown here after returning to the 355th FG as its commander

in late February 1945. Like his previous Mustangs, this one also bore the name "Man O'War" on both sides of the engine cowling, this time in a red lightning bolt. The 355th Fighter Group was the highest-rated group in destroying aircraft on the ground, earning the nickname "Steeple Morden Strafers". After the war, it was relocated to Gablingen, Germany, and became part of the occupation army.



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

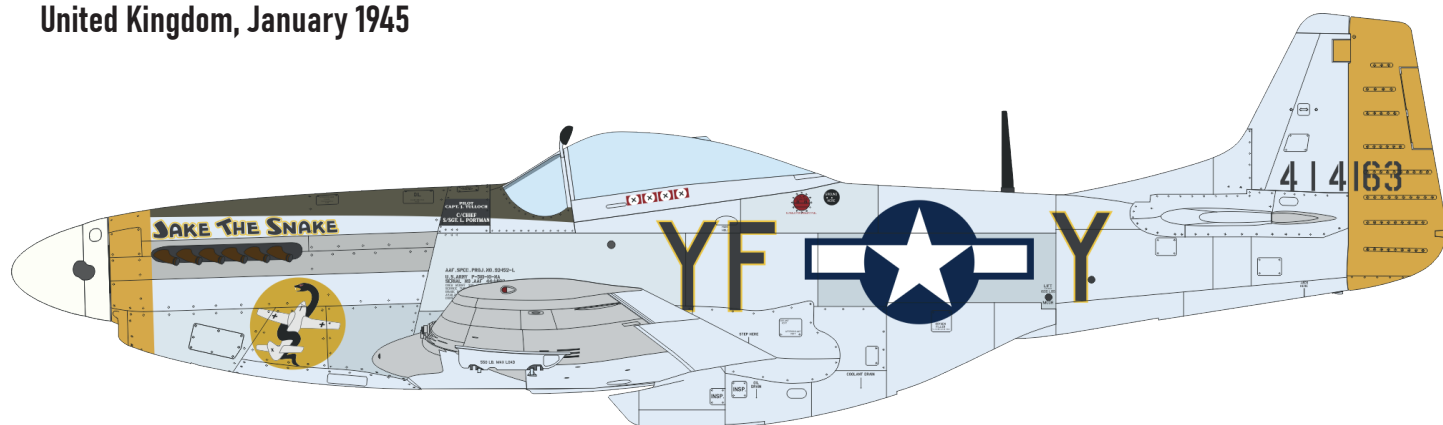


Fred Haviland obtained his pilot's license on May 20, 1942, with the rank of 2nd Lieutenant. He was sent to Great Britain, where he first served with the 496th Fighter Training Group. On June 11, 1944, he was transferred to the 65th Fighter Wing and from there to the 357th Fighter Squadron, 355th Fighter Group.

In January 1945, he was promoted to Major and left the group on February 11, 1945. He ended the war with a total score of six enemy aircraft destroyed in the air and the same number destroyed on the ground, making him the second most successful pilot in the 357th FS. For the rest of the war, he was

transferred to the headquarters of the 65th Fighter Wing. Fred Haviland's Mustang, named "Barbara", bore the blue identification markings indicating its affiliation with the 357th FS and achieved his last two kills with this unit.

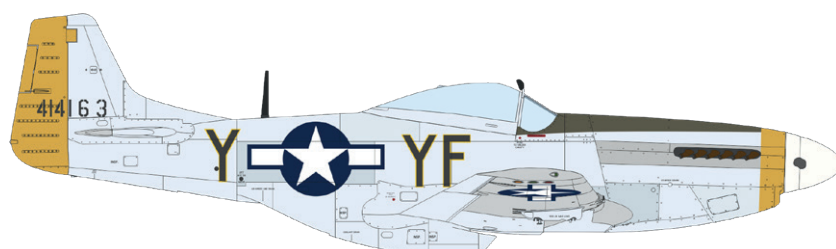
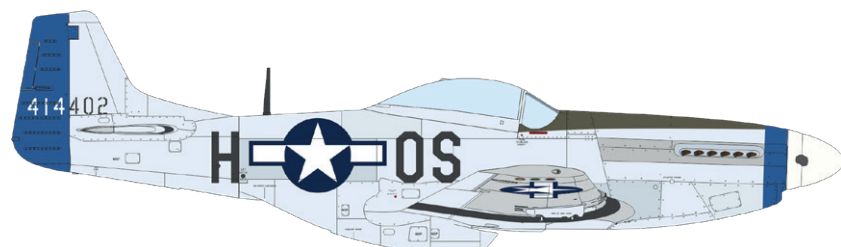
■ P-51D-10, 44-14163, Capt. John F. Tullock Jr., 358th FS, 355th FG, 8th AF, Steeple Morden,
United Kingdom, January 1945



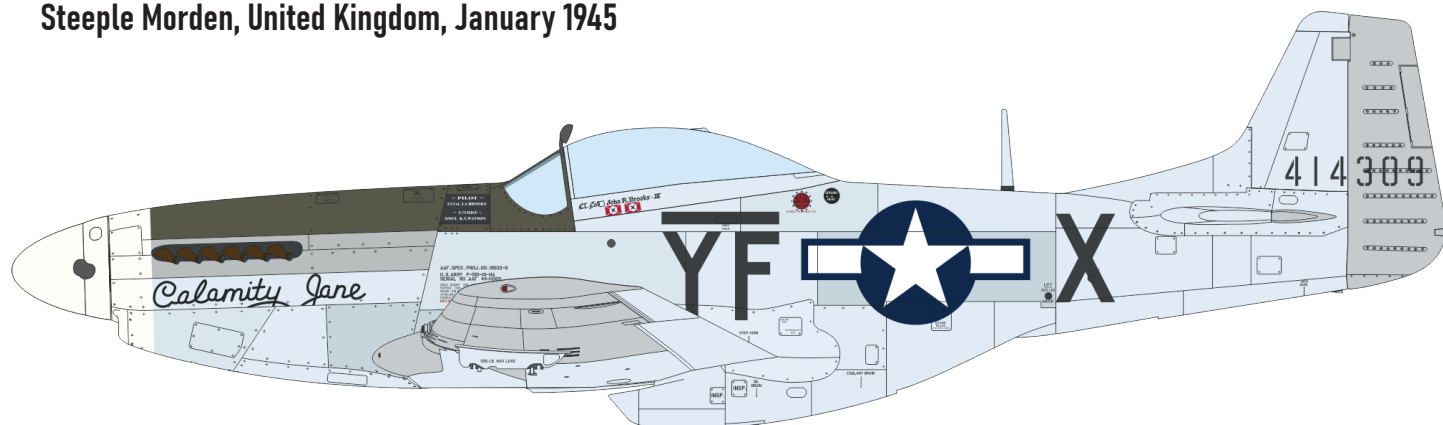
This strikingly colored Mustang, nicknamed "Jake The Snake", was flown in the spring of 1945 by Capt. John Tulloch Jr. His aircraft was decorated not only with his personal emblem,

a snake strangling a Messerschmitt, but also with four kills on the fuselage frame and non-standard yellow-lined fuselage codes. Like many pilots of the time, John Tulloch Jr. had

two external rearview mirrors mounted on the frame of his Mustang's cockpit.



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

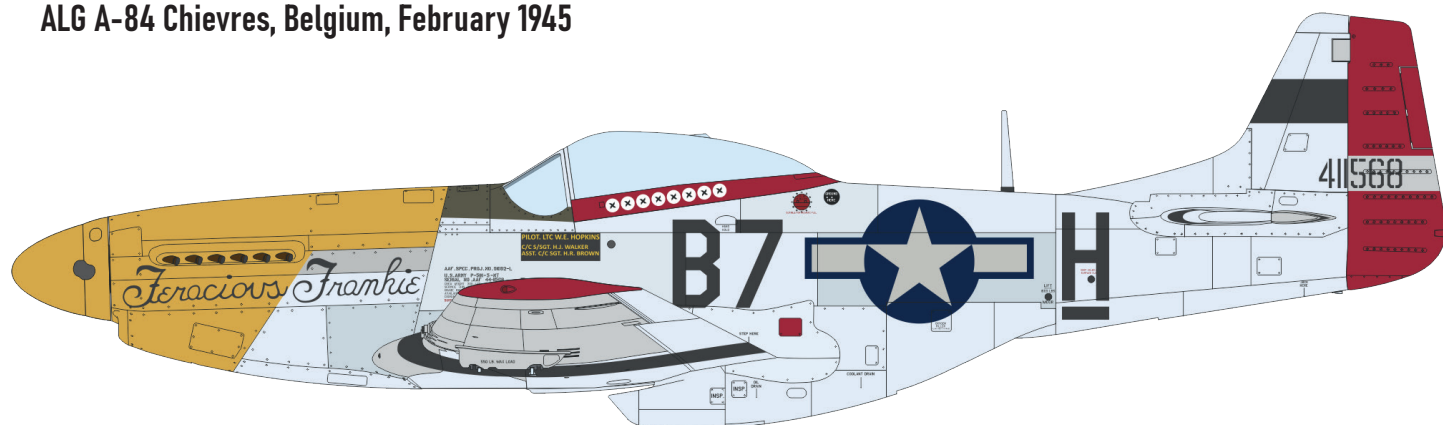


The Scouting Force was set up by Colonel Bud Peaslee, commander of the 384th Bombardment Group in 1944, as a way to obtain real-time intelligence prior to bombing missions by the Eighth Air Force over occupied Europe and Nazi Germany. The 2nd Scouting Force was established and activated on September 26, 1944, as the fourth squadron of the 355th Fighter Group. The approach to creating the new squadron was for each existing squadron (354th, 357th, and 358th FS) to form an "E" squadron consisting of

six Mustangs. The unit's pilots were assigned from several different fighter and bomber units. The commander of the 2nd Scouting Force was Lieutenant Colonel John A. Brooks III. Brooks brought a wealth of experience from bomber operations, including leading the 389th BG in the attack on Ploesti on August 1, 1943, for which he was awarded the Silver Star. Although air combat was not the primary mission of the 2nd Scouting Force, on February 9, 1945, John and his wingman attacked more than

100 German fighters. Brooks shot down two Bf 109s, completely stopping the German attack on the bomber formation and saving the lives of hundreds of bomber crew members. For his leadership skills and heroic actions, he was awarded the second highest military medal, the Distinguished Service Cross. The white-painted nose of the Mustangs was the main identifying feature of the 2nd Scouting Force within the 355th Fighter Group.

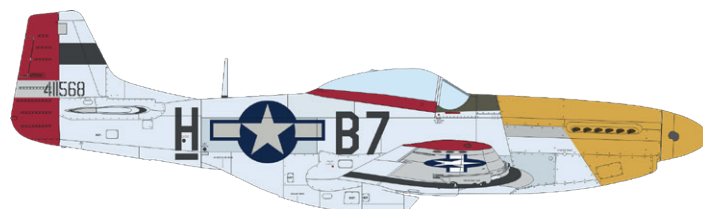
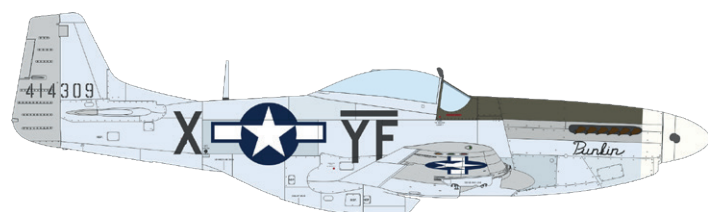
■ P-51K-5, 44-11568, Lt. Col. Wallace E. Hopkins, 374th FS, 361st FG, 8th AF,
ALG A-84 Chievres, Belgium, February 1945



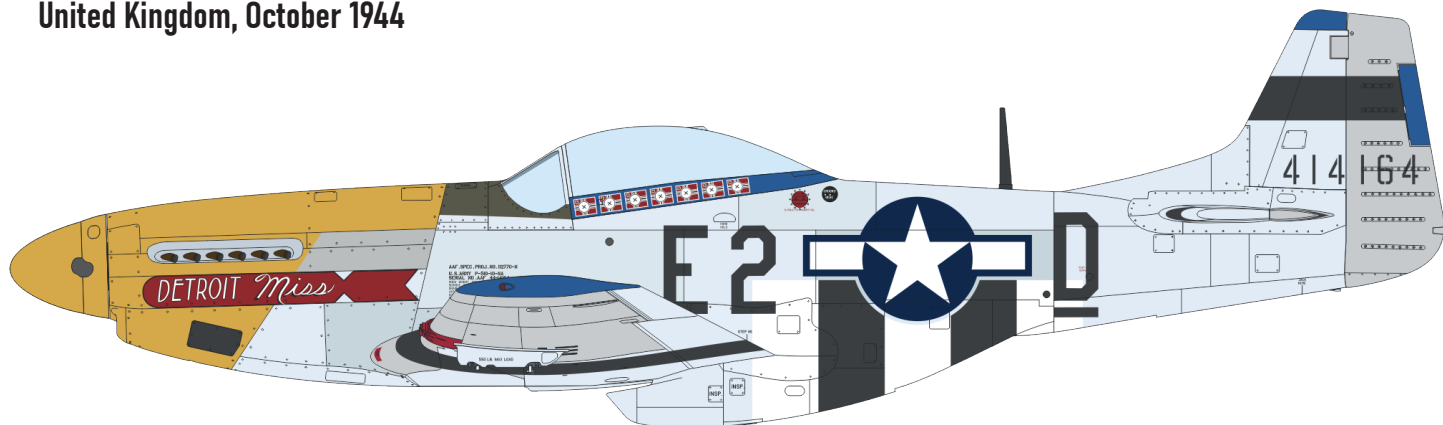
Wallace Hopkins flew several Mustangs, which he named in honor of his wife, "Ferocious Frankie". The last of them was one of the few P-51Ks assigned to the 361st Fighter Group. It already had a yellow nose, introduced in August 1944 in accordance with the style of the blue-nosed Mustangs of the 352nd FG. Distinctive

coloring on the rudders was added in November 1944. Red was designated for the 374th FS, blue for the 375th FS, and yellow for the 376th FS. Previously, some 361st FG aircraft used colored trims or rudder tips. With eight confirmed kills evenly divided between air and ground victories, Wallace Hopkins eventually rose to

the rank of Lieutenant Colonel and became deputy commander of the group. For his combat achievements, he received four DFCs and 17 air medals, including the French Croix de Guerre.



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

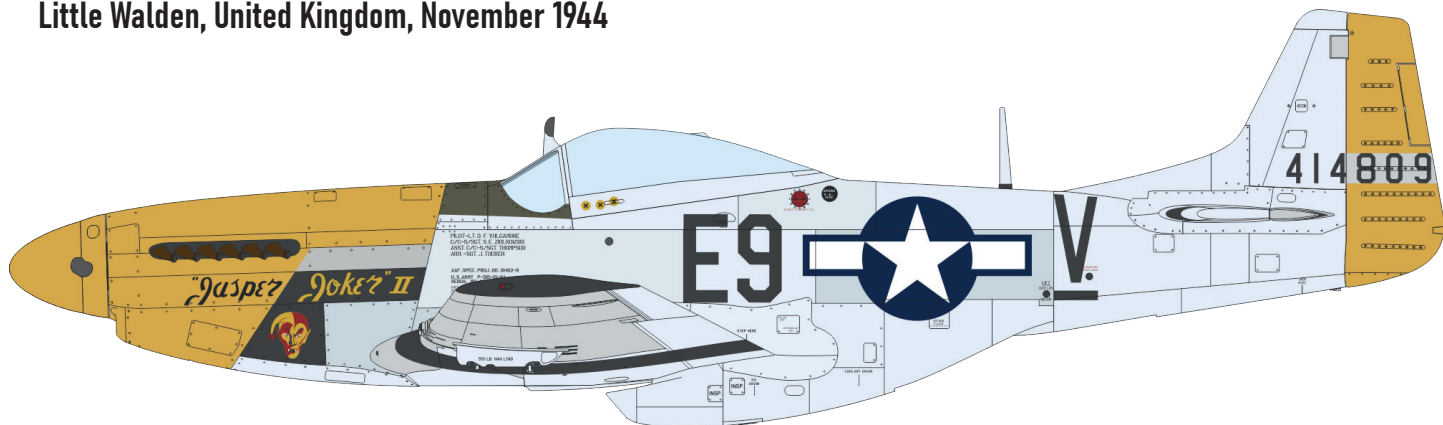


Urban Leonard Drew received his education at Wayne University and the University of Michigan. Three months after the Japanese attack on Pearl Harbor, he enlisted in the USAAF and entered the Aviation Cadet Program in October 1942. He was commissioned as a Second Lieutenant and awarded his pilot wings on October 1, 1943. Instead of combat assignment, he was trained as an instructor for the P-51 Mustang and served in this role with the 56th FS. He went overseas in May 1944 and was assigned to 375th Squadron of the 361st Fighter Group "Yellowjackets", stationed

at RAF Bottisham and later at Little Walden. During his tour Drew completed 75 missions and after leading the A Flight, he was promoted to the role of CO of 375th FS. He was credited with six aerial victories, one damaged enemy aircraft and one destroyed on the ground. He added one special victory, when he destroyed the Blohm & Voss BV 238V-1, the largest aircraft in the world at the time. Another interesting achievement came on October 7, 1944, when Drew shot down two Me 262 jets at Achmer. He remained the only pilot who managed to do so in one mission.

He was assigned to the 413th FS of 414th FG flying Thunderbolts at Iwo Jima in 1945. After the war he helped to organize the 127th FG of Michigan ANG and became deputy commander and later was appointed the first Adjutant General of the state of Michigan. He stayed in the position until the end of his active duty in 1950.

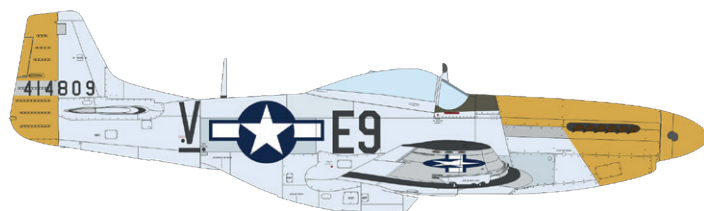
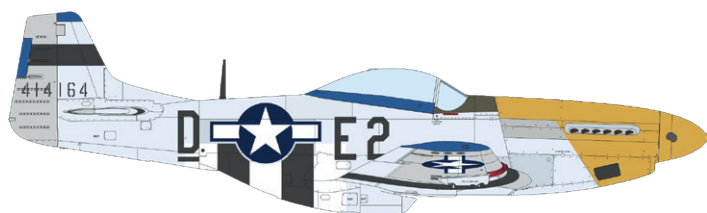
■ P-51D-10, 44-14809, Lt. Donald F. Vulgamore, 376th FS, 361st FG, 8th AF, Little Walden, United Kingdom, November 1944



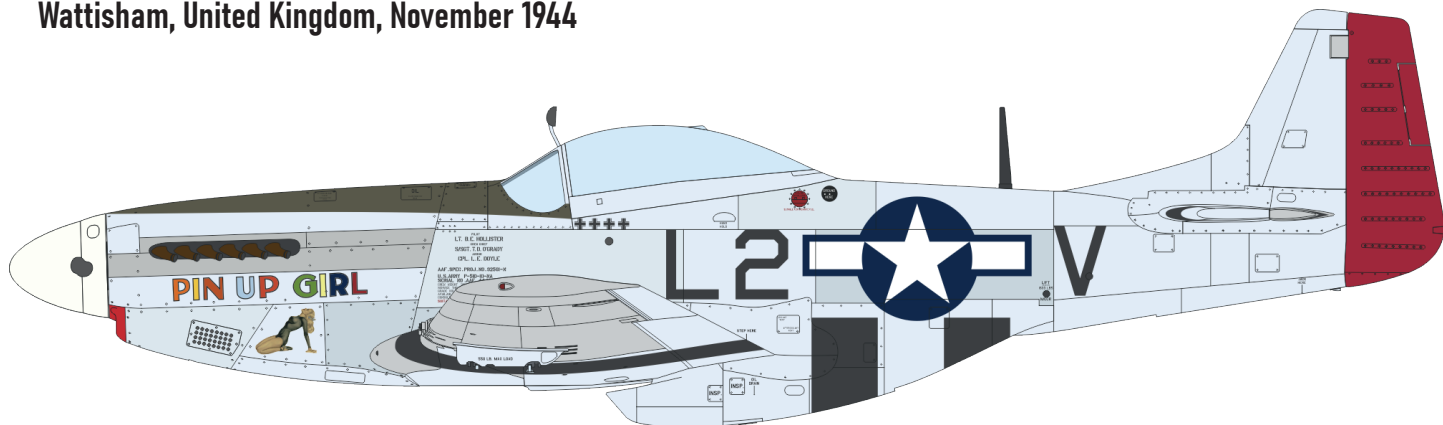
One of the most colorfully painted Mustangs in the 376th Fighter Squadron was "Jasper Joker II", named by Lt. Donald F. Vulgamore after his hometown of Jasper, Ohio. The 361st Fighter Group was re-equipped with P-51 Mustangs in May 1944. This Mustang had a yellow nose, introduced in August 1944, and a yellow rudder,

which was the identifying mark of the 376th FS. Donald Vulgamore scored two aerial victories with this Mustang and destroyed two aircraft on the ground.. In September 1944, the entire group moved from RAF Bottisham to Little Walden Airfield in Essex and continued escorting bombers until February 1, 1945, when it was

transferred to France, from where it operated until April 9, 1945. It then returned to Little Walden, where it remained until November 1945.



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

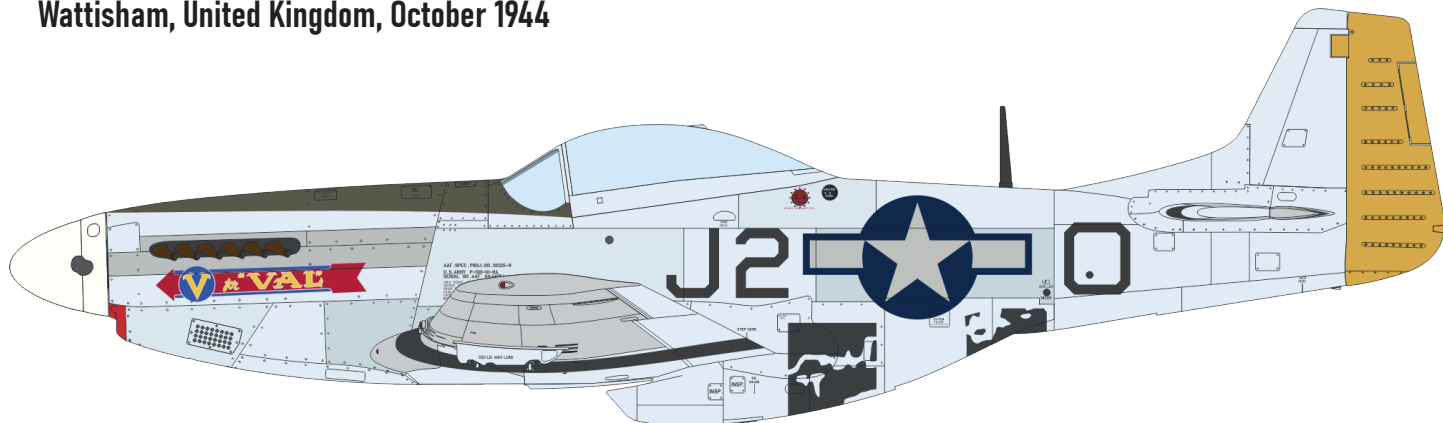


The 479th Fighter Group was the last fighter group to join the 8th Air Force, on May 14, 1944. The group was known as "Riddle's Raiders" after its first commander, Lt. Col. Kyle L. Riddle. Initially flying P-38 Lightning aircraft, it was re-equipped with P-51 Mustangs in September 1944.

The inscription "Pin Up Girl", painted in rainbow colors on the left side of the nose, was the work of Sgt. Fred Hayner. Hollister scored two victories with this aircraft in August 1944. On February 14, 1945, "Pin Up Girl" was lost, along with pilot Lt. John Donnell, during an air battle

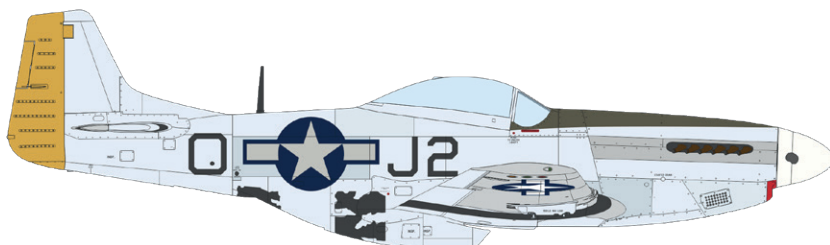
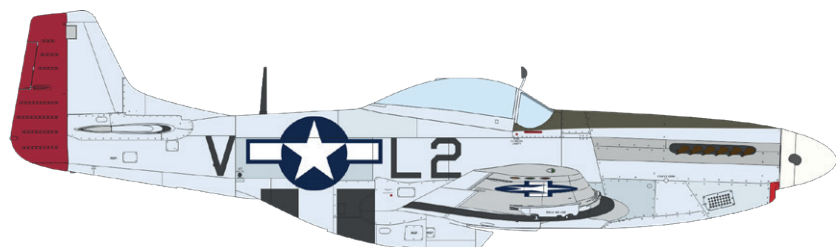
near Berlin. The identifying mark of the 435th Fighter Squadron was a red rudder.

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

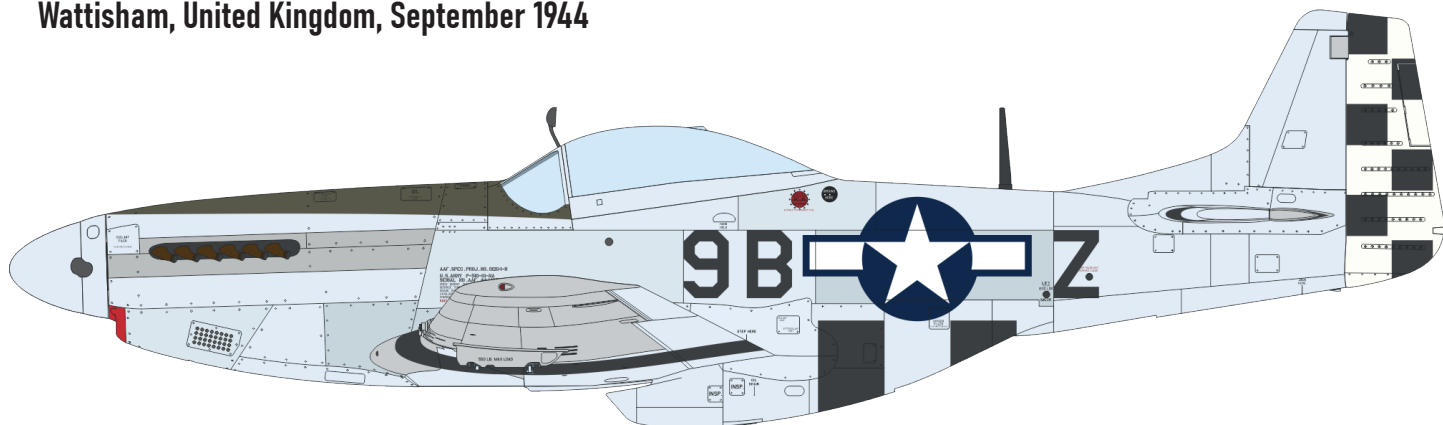


After the 435th Fighter Squadron was re-equipped from P-38 Lightning to P-51D Mustang in mid-September 1944, the Mustang shown with the inscription "V for VAL" was assigned to Lt. Phillip Gossard. On December 2, 1944,

it was damaged, and when Gossard's tour of duty ended a few days later, "V for VAL" was retired. The yellow rudder was the identification mark for the 435th Fighter Squadron.



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



Hubert "Hub" Zemke was one of the most successful pilots of World War II and an outstanding commander. In 1936, he completed basic pilot training at Randolph Field in Texas. In 1937, he completed the fighter pilot course at Kelly Field in Texas, and in 1941 he was assigned to the US Embassy in Moscow, where he trained Russian pilots on P-40 Tomahawk aircraft. After returning to the United States, Zemke took command of the legendary 56th Fighter Group in September 1942, the first Army Air Forces unit equipped with the then-new P-47

Thunderbolt. Under his leadership, "Zemke's Wolf Pack" achieved more than 500 of the 56th Fighter Group's total 674 aerial victories. Zemke himself contributed 16 kills. In early August 1944, he took command of the 479th Fighter Group armed with P-51D Mustangs, and on September 26, during his first aerial engagement with the enemy while flying a Mustang, Zemke shot down two Bf 109s over Münster, Germany. One of the German pilots shot down was Alfred Gristawski, an ace with 132 kills. Zemke achieved his last kill on October

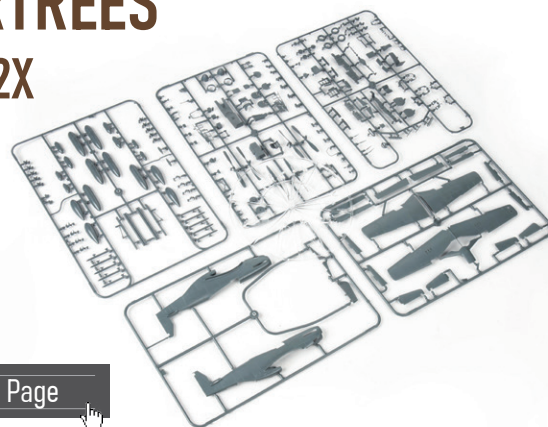
7, when he participated in the destruction of a Bf 109. On October 30, 1944, during his 154th combat mission, Zemke had to bail out of his Mustang in adverse weather over enemy territory. After several days on the run, he was captured and sent to the Stalag Luft I prisoner of war camp, where he spent the rest of the war. He became the unofficial commander of approximately 7,000 prisoners, who called themselves "Provisional Wing X". After the war, Zemke remained in the Air Force, participated in the Berlin Airlift, and worked at the Pentagon.

For P-51D 1/48 RECOMMENDED:

FE1021	P-51D seatbelts STEEL (PE-Set)
644030	P-51D-10 LööK (Brassin)
644031	P-51D-15+ LööK (Brassin)
648086	US 250lb bombs (2 pcs) (Brassin)
648485	P-51D exhaust stacks (Brassin)
648486	P-51D exhaust stacks w/ fairing (Brassin)
648487	P-51D Hamilton Standard propeller (Brassin)
648494	P-51D wheels diamond tread (Brassin)
648503	P-51D wheels oval tread (Brassin)
648504	P-51D wheels cross tread (Brassin)
648505	P-51D wheels block tread (Brassin)
648511	P-51D wheels diamond tread 2 (Brassin)
648517	P-51D gun bays (Brassin)
648522	P-51D cockpit (Brassin)
648555	P-51D engine (Brassin)
648570	P-51D gun sights (Brassin)
648571	P-51D 75gal drop tanks (Brassin)
648742	P-51D wheel bay PRINT (Brassin)
6481161	P-51D undercarriage legs PRINT (Brassin)
3DL48003	P-51D-10 SPACE (3D Decal Set)
3DL48004	P-51D-15+ SPACE (3D Decal Set)
3DL48036	P-51K-5 SPACE (3D Decal Set)
EX953	P-51D surface panels (Mask)
EX954	P-51D national insignia (Mask)

OVERTREES

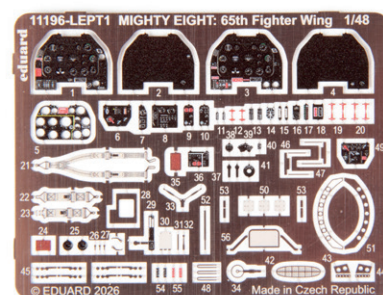
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P-51D
1/48



Product Page

OVERLEPT

#11196-LEPT1
P-51D
1/48



Product Page

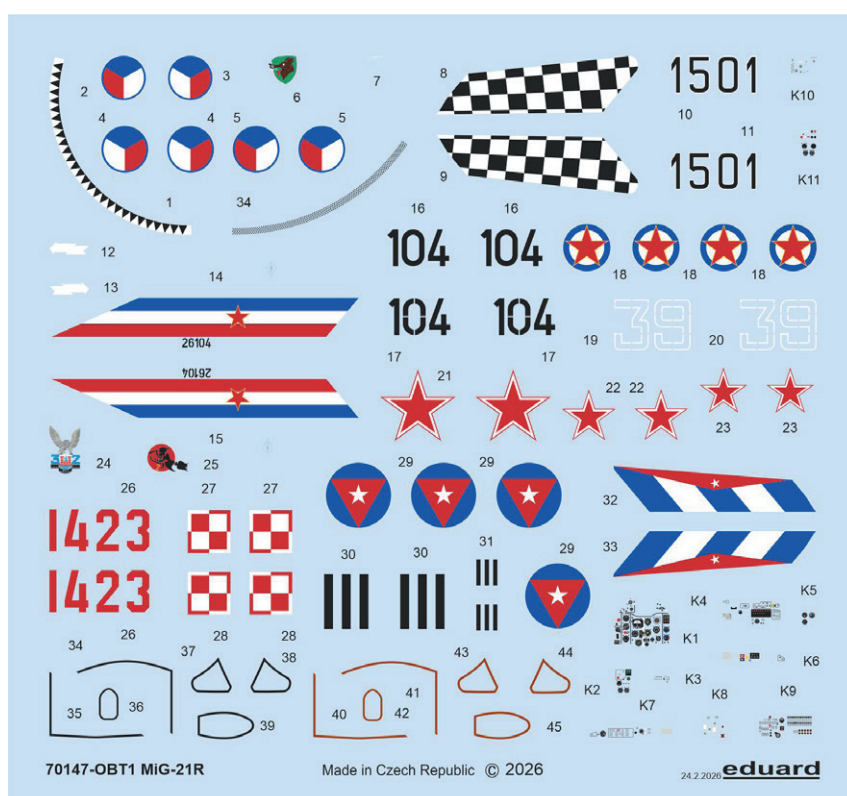
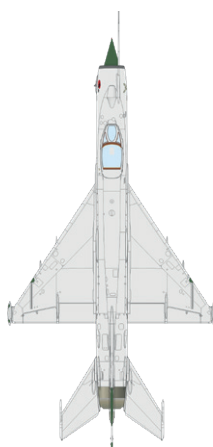
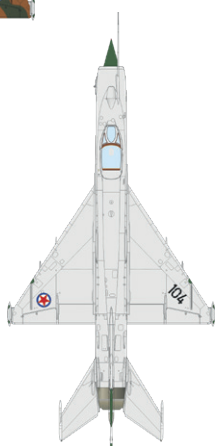
MiG-21R

1/72

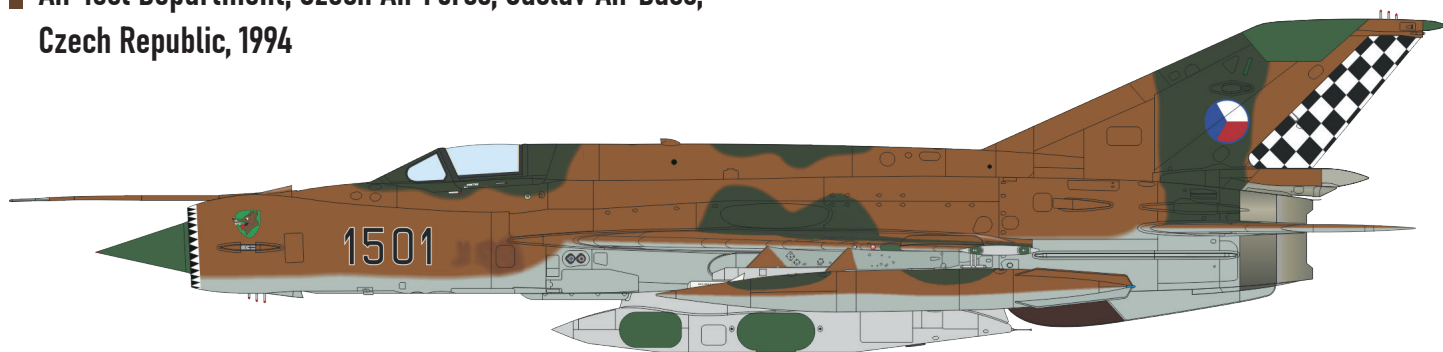
#70147

ProfiPACK edition kit of Soviet Cold War jet reconnaissance/scout plane MiG-21R in 1/72 scale.

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

[Product Page](#)


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

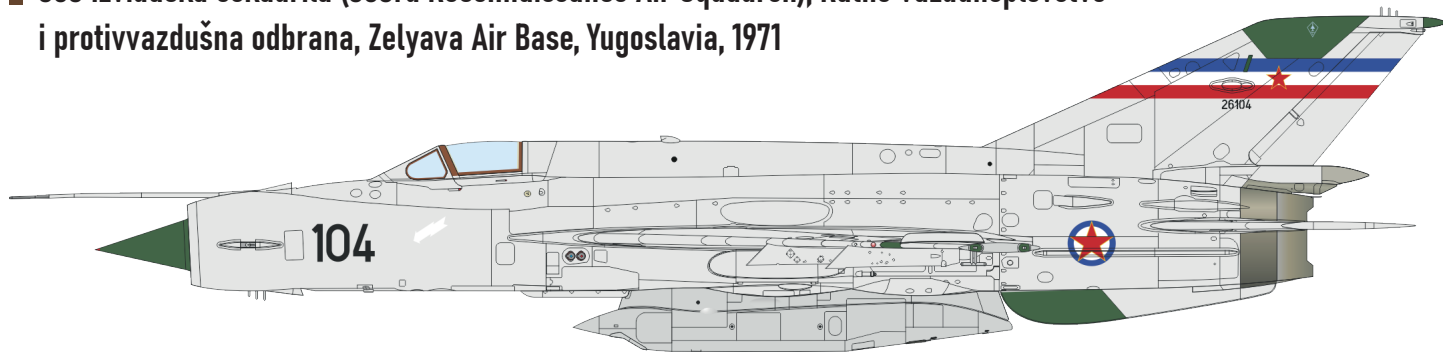


The appearance of the MiG-21R No. 1501 (s/n 94R001501) changed many times during its service in the Czechoslovak and Czech Air Force. Delivered in natural metal finish, it served in that form until general overhaul when a green and brown camouflage was applied. The black and white checkerboard on the rudder and

triangles on the nose were painted afterwards. The aircraft was delivered to Czechoslovakia in January 1969 and was flown by the 47th Reconnaissance Air Regiment till 1993. In 1994, after overhaul, it was flown by the 28th Fighter-Bomber Air Regiment for a short period and then used by the Air Test Department (also

known as 'Stress Flight') during late 1994 and 1995. The 47th Recce Air Regiment unit badge – a jackal head – is painted on the port side of the nose. The nickname of ground personnel member DOKTOR is painted on the canopy frame. Currently, the aircraft is preserved in Prague-Kbely Air Museum.

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

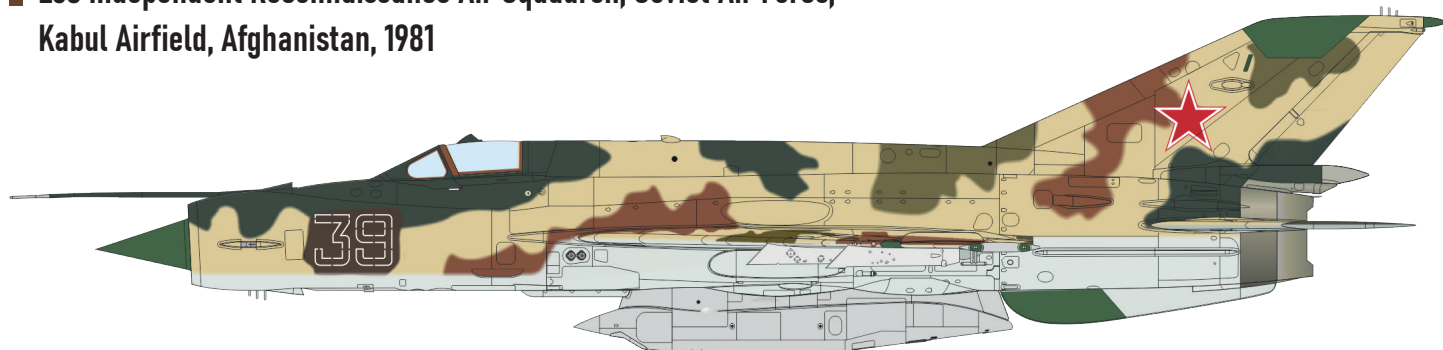


The Yugoslav Air Force purchased a dozen MiG-21Rs from the Soviet Union. These were delivered either in 1968 or 1969 and served under the local type designation L-14I. The first user of Aircraft 26104 was the 126 Reconnaissance

Squadron that flew all of the Yugoslav MiG-21Rs. This Squadron was a part of the 204 Fighter Air Regiment. The next users of this aircraft were the 352 and 353 Reconnaissance Squadrons, before it was scrapped at Kraljevo. The white

lightning appeared on the nose during "Sloboda" military exercise in 1971.

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

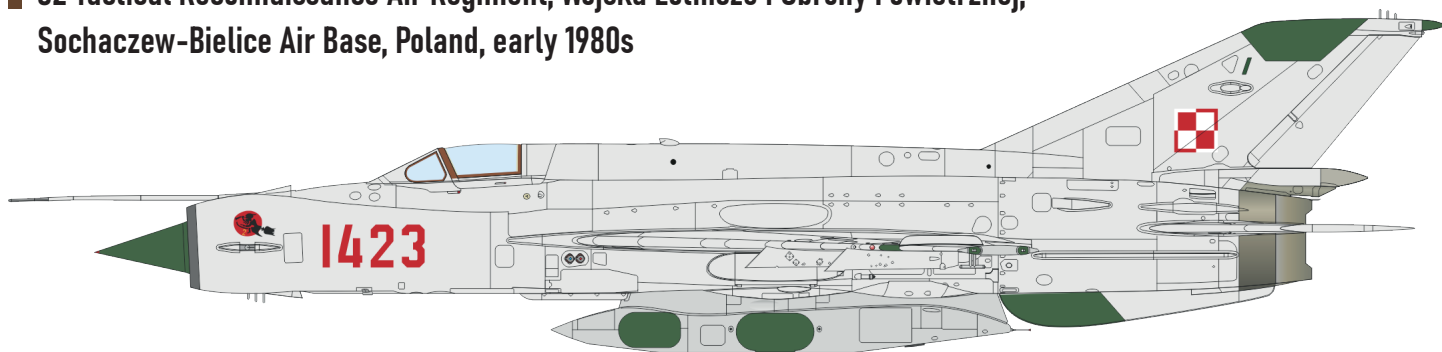


Following the Soviet invasion of Afghanistan, recce aircraft appeared at local airfields. The 263 Independent Reconnaissance Air Squadron (ORAE) moved to Afghanistan in early January 1980 and found its home at Bagram and Kandahar air bases. The squadron began to fly

their aircraft from Kabul in late April 1980 and stayed there till 1984. The MiG-21R depicted was one of the recce aircraft that operated from this air base. The camouflage scheme was created to match the appearance of the local landscape. Many Soviet aircraft flown in Afghanistan were

equipped with chaff and flare dispensers. These could be carried by this specific aircraft as well, however they are not visible in photographs.

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

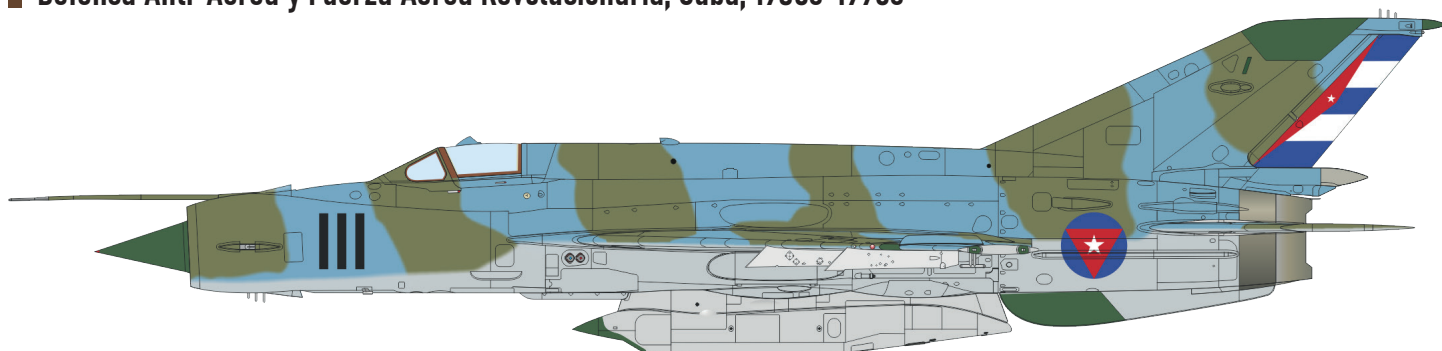


MiG-21R s/n 94R011423 was delivered to Poland on September 29, 1968, along with another "R". These two units were the first MiG-21Rs to arrive in Poland. The aircraft No. 1423 was flown by the 41 Fighter Air Regiment based at Malbork Air Base for a short period of time. On July 8, 1969,

the aircraft was overhanded to the 21st Tactical Reconnaissance Air Regiment and moved to Sochaczew. From December 1982, it entered the inventory of the 2nd Squadron, 32 Tactical Reconnaissance Air Regiment. Service with this unit was symbolized by the squadron badge on

the port side of the nose, while the starboard side sports the 32 Tactical Reconnaissance Air Regiment unit badge. This aircraft is preserved at the air museum in Drzonow, Poland.

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



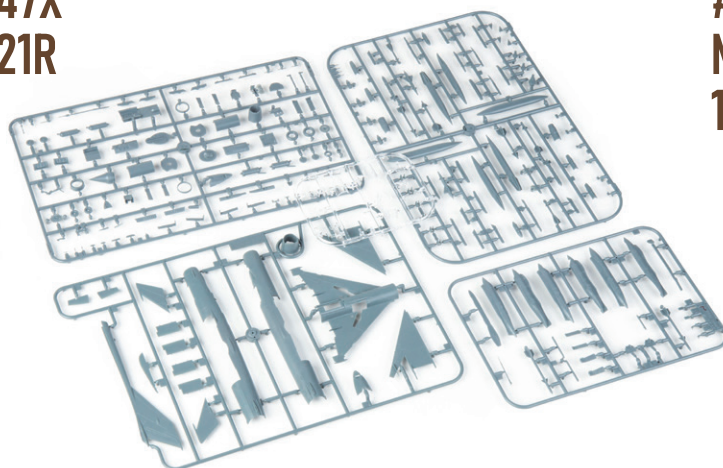
The Cuban Air Force obtained twelve MiG-21Rs in total. These were delivered from the Soviet Union and put into service in 1968. Aircraft No. 111 can be seen at the air museum in Havana.

The green and blue camouflage scheme was recently seen on Cuban Air Force aircraft. The instrument panel of this MiG is painted black despite the specification calling for turquoise.

Cuban MiG-21Rs were typically armed with two R-3S missiles mounted along with recce pod and two external 490L fuel tanks.

OVERTREES

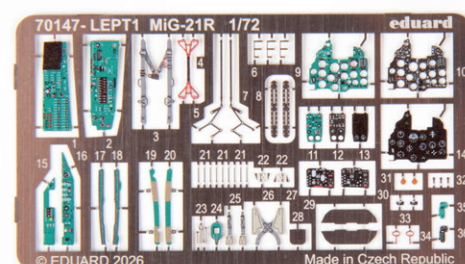
#70147X
MiG-21R
1/72



Product Page

OVERLEPT

#70147-LEPT1
MiG-21R
1/72



Product Page

P-40N Warhawk

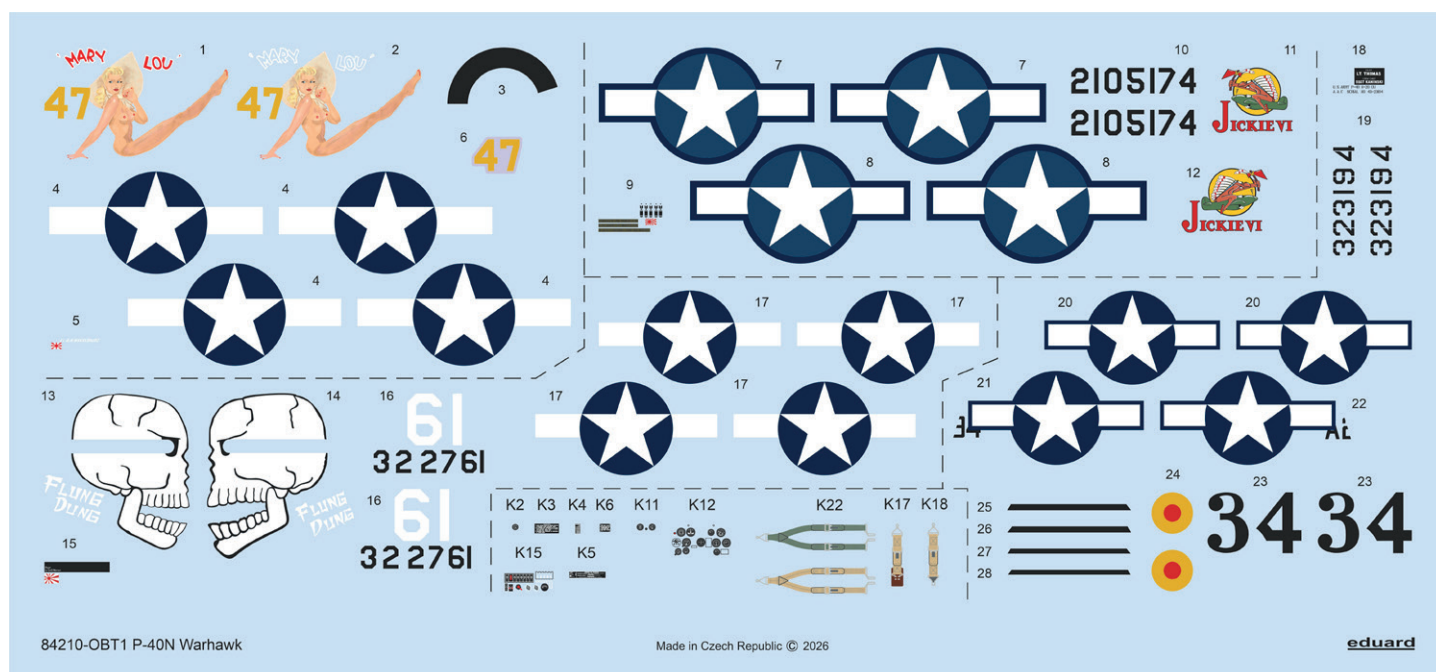
1/48

#84210

The Weekend edition kit of American WWII fighter aircraft P-40N Warhawk in 1/48 scale.

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

Product Page

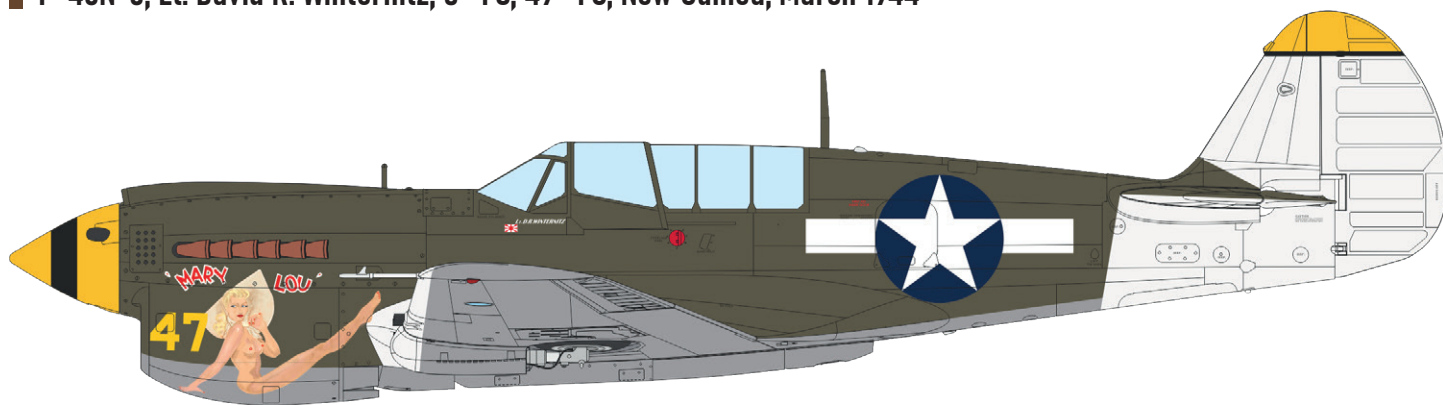


84210-OBT1 P-40N Warhawk

Made in Czech Republic © 2026

eduard

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

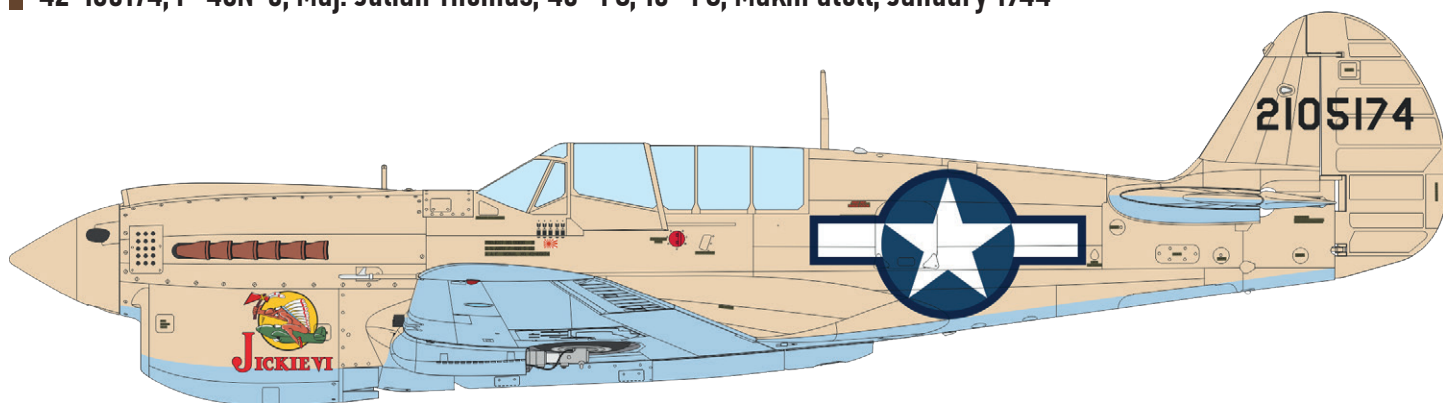


David Robert Winternitz was born on April 20, 1922, in Colorado Springs. He joined the army in March 1942 and was sent to the Pacific region after training. At the beginning of 1944, he was assigned to the 8th FS, 49th FG. In February of that year, he achieved his first kill when he shot down a Japanese Oscar in aerial combat. He left the service immediately after the war and later became a doctor. He died on July 11, 1982. His P-40N with nose art and the name Mary Lou is one of the most famous P-40Ns from the 49th FG.

The drawing was based on Vargas' "September Girl" of 1940 Esquire calendar. Many sources mention the color of the MARY LOU inscription as only a white border, but the red or dark blue color appears the same as Olive Drab on many black-and-white photographs, and on some of the nose sections of this aircraft, the inside of the inscription appears darker. Furthermore, it is more likely that the colored inscription was outlined with a white line than that someone painted only white line. The version with red

lettering outlined in white is our reconstruction, but we also leave the option of a purely white outline in the decal. The aircraft later changed pilots and was flown by Lt. E. V. May, who had the inscription painted over with fresh paint of Olive Drab and added a yellow border to the cooling opening in the nose. Later, the aircraft was transferred to the 71st TRG. There, too, the drawing of the girl on the nose was left intact.

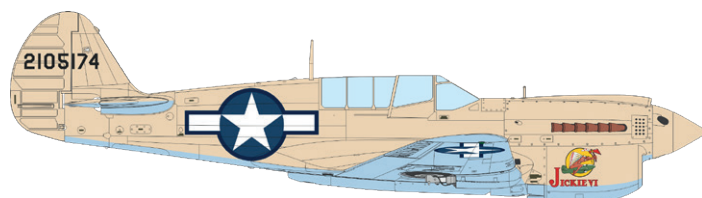
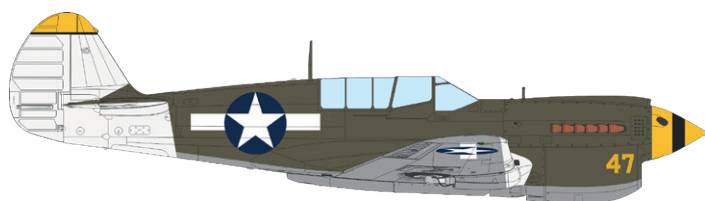
■ 42-105174, P-40N-5, Maj. Julian Thomas, 45th FS, 15th FG, Makin atoll, January 1944



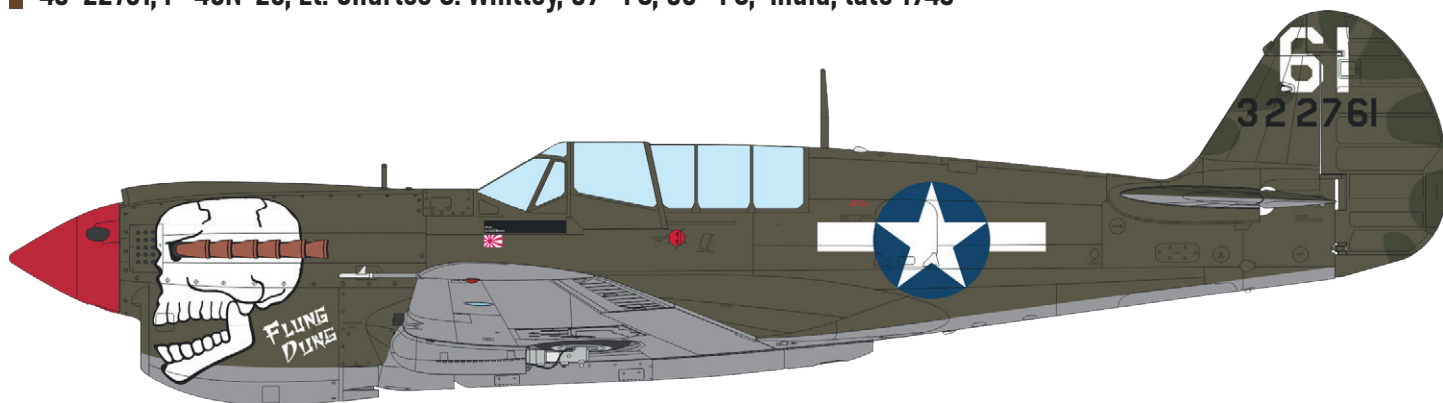
The home of the 15th FG was the Hawaiian Islands, where it was activated on December 1, 1940, and served as part of local defense system. During the war, however, it sent its individual squadrons to various locations in the central and southern Pacific. The Warhawks of the 45th FS took off for combat missions from Makin Atoll, which the unit reached via a detour. The squadron was first sent to Baker Island, where it operated until October 1943, then moved to Abemama Island. At the repeated request of Maj. Julian Thomas, the CO of the squadron, first a detachment and then the entire unit was transferred to Makin

Atoll, where the 46th and 72nd FS Airacobras had been operating for several weeks already. Finally, the 45th FS was brought into action as they flew their first mission on January 17, when they attacked flak emplacements and barracks on Mili. Because the standard paint scheme was not effective on the coral atolls, technical personnel mixed a sand color that was suitable for the local conditions. In black-and-white photos, the paint sometimes appears as if the undersides were also painted sand color, but upon closer inspection, the color border is visible on the aircraft, and the undersides were

most likely repainted with a light blue color mixed from insignia blue and white. The stencils were masked during repainting and therefore had original colour background. The Warhawk named Jackie IV was flown by Maj. Thomas, who later took command of the whole 15th FG on April 16, 1945. At the time he was already promoted to Lieutenant Colonel rank and the 45th was equipped with Mustangs P-51, conducting Very Long Range sorties from Iwo Jima.



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

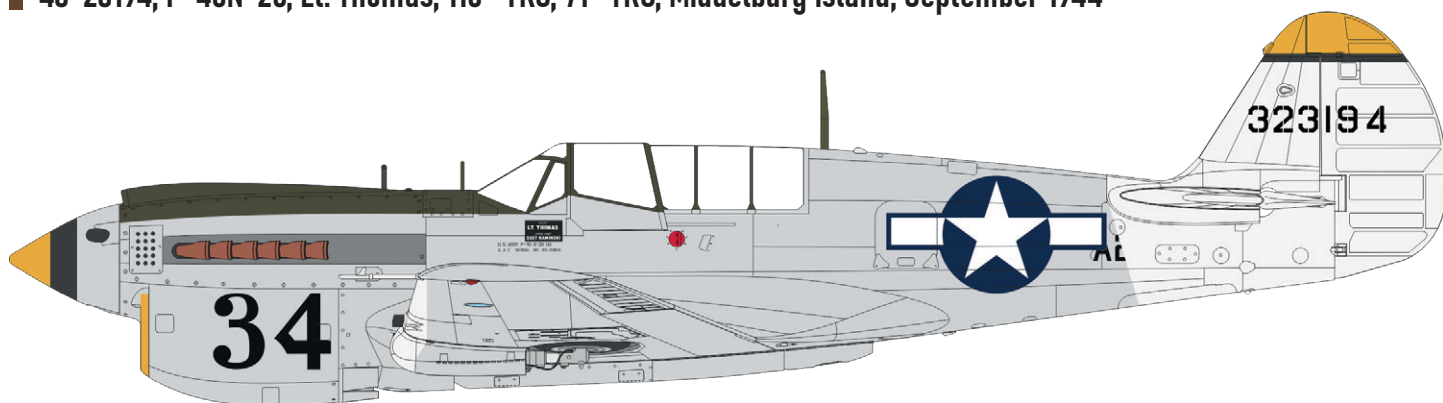


The 80th fighter group was set up at Farmingdale and Mitchel Field in New York in 1942 and originally was training with P-47s for European assignment. Things changed with new priorities and all three original squadrons, i.e., 88th, 89th, and 90th were diverted to Karachi, India, where they arrived on June 28 and 29 (fourth squadron, 159th FS, equipped with P-38Hs, was formed by October 1943). There, they obtained P-40Ns and after necessary preparations they deployed to the Assam Valley, where their mission was air defense of the 10th Air Force bases, engaged

in the "Hump Airlift Operation" (flying supplies across the High Himalayas to the 14th Air Force bases in China). The very first engagement with Japanese enemy occurred on October 12, 1943, when flight led by Captain Harrell saw three medium bombers and four fighters. They dropped their belly tanks and headed up toward the enemy formation. In ensuing combat each of the four pilots achieved one victory. Harrell with his wingman Lt. McCarthy shot down one fighter and bomber. Lt. Whitley, who attacked from below after he shook off enemy fighter on his

tail destroyed bomber as well as his wingman Sheppard. The P-40N-20CU flown by Charles Whitley was named after his habit to react to many situations by wording "Who Flung Dung"? The skull on the nose was typical endorsement of the P-40s of 80th FG. None of them was the same.

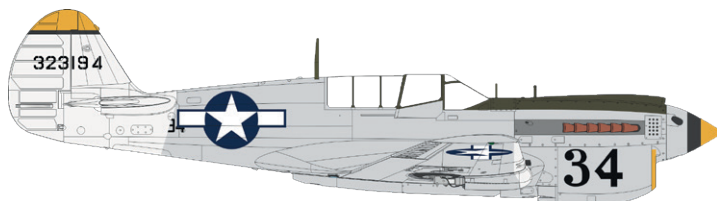
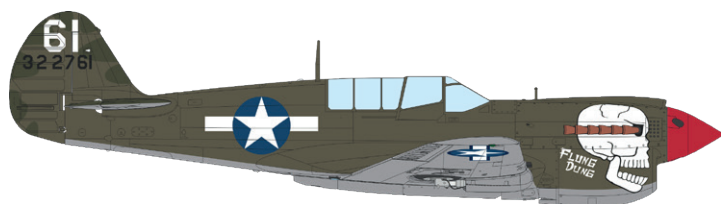
■ 43-23194, P-40N-20, Lt. Thomas, 110th TRS, 71st TRG, Middelburg island, September 1944



The 110th TRS began combat operations in New Guinea in early 1944, armed with Airacobras with their distinctive nose numbers. In the summer of 1944, it began replacing its heavily worn aircraft with P-40N Warhawks, which came from the 49th FG, which was rearming with P-38 Lightnings at the time. This Warhawk

was photographed one day in September 1944 at the airport on the island of Middelburg. The aircraft mechanic was Sgt. Kaminski, who was responsible for several aircraft designated with the number 34 at the 110th TRS. The pilot was most likely Lt. J. A. Thomas, who also flew the previous number 34, the Airacobra "Southern

Belle." Another pilot flying aircraft under Sgt. Kaminski's care was Lt. W. O. Twiggs. The 110th TRS's combat duties consisted mainly of combat and reconnaissance missions, during which the unit also scored 21 Japanese aircraft destroyed in the air and 102 on the ground.

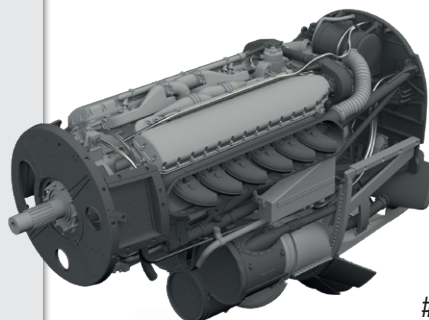
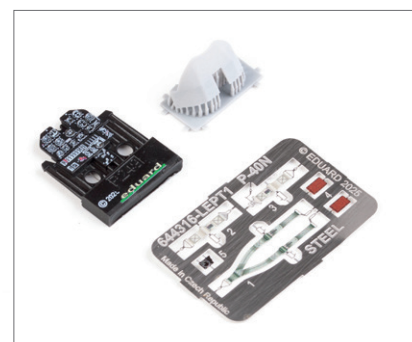


For P-40N Warhawk 1/48

RECOMMENDED:

481167	P-40N landing flaps (PE-Set)
FE1583	P-40N Weekend (PE-Set)
644316	P-40N LööK (Brassin)
644317	P-40N-25+ LööK (Brassin)
648081	US 500lb bombs (2 pcs) (Brassin)
648086	US 250lb bombs (2 pcs) (Brassin)
6481076	P-40 1000lb US bomb (Brassin)
6481079	P-40 500lb M64 US bombs (Brassin)
6481083	P-40 100lb M30 US bombs PRINT (Brassin)
6481130	P-40N engine PRINT (Brassin)
6481131	P-40N gun bays (6 guns) PRINT (Brassin)
6481132	P-40N cockpit PRINT (Brassin)
6481133	P-40N radio compartment PRINT (Brassin)
6481134	P-40N wheels diamond tread (Brassin)
6481135	P-40N wheels cross tread (Brassin)
6481136	P-40N wheels block tread (Brassin)
6481142	P-40N undercarriage legs PRINT (Brassin)
6481143	P-40N tail wheel bay PRINT (Brassin)
6481144	P-40N radiators upgrade set PRINT (Brassin)
3DL48238	P-40N SPACE (3D Decal Set)
3DL48239	P-40N seatbelts SPACE (3D Decal Set)
EX1130	P-40N TFace (Mask)
EX1134	P-40N US national insignia (Mask)

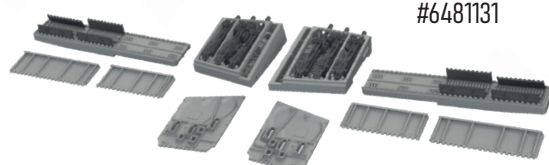
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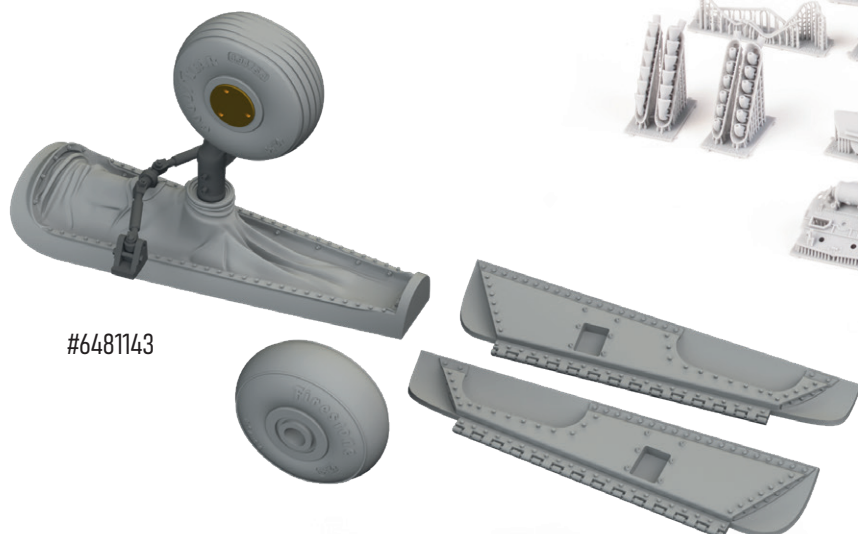
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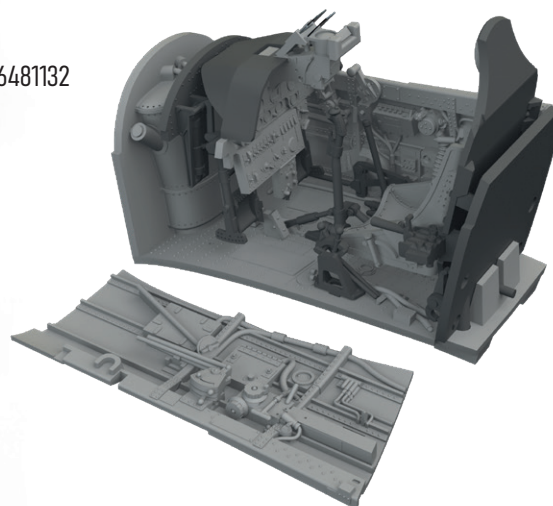
#6481131



#6481143



#6481132



MiG-21MF

Re-Release

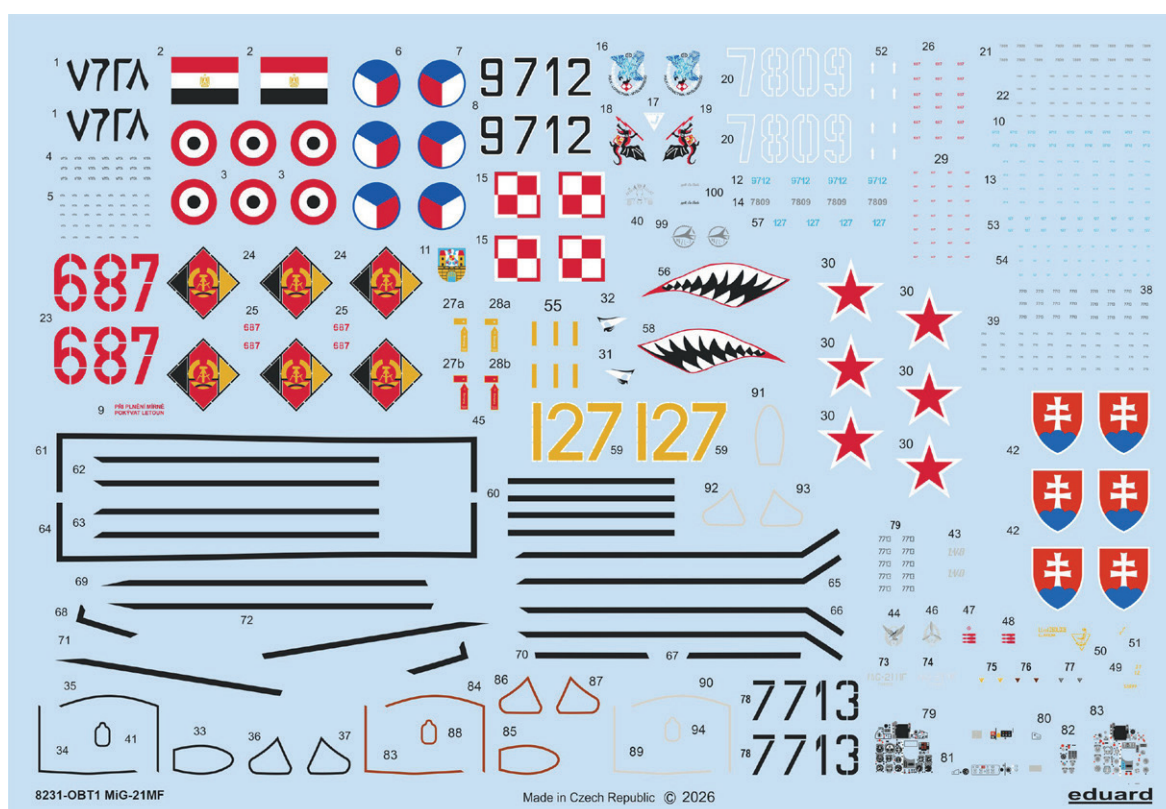
1/48

#8231

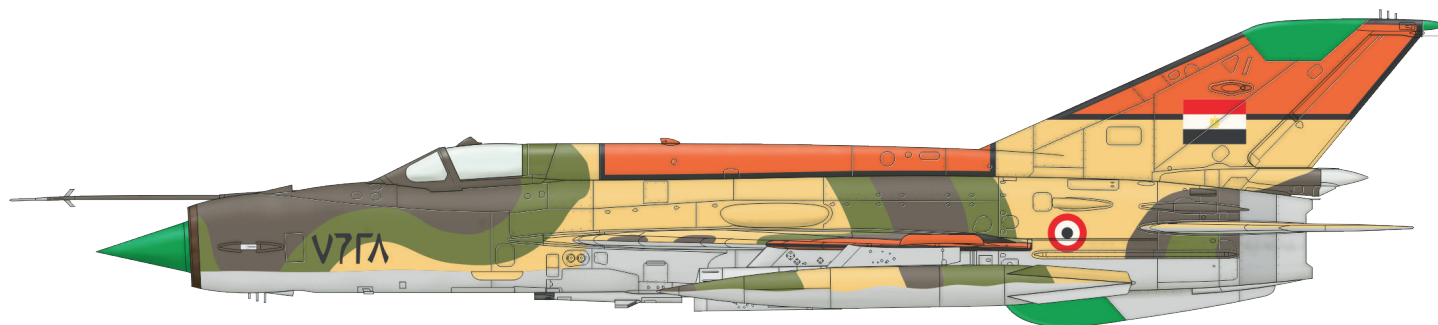
ProfiPACK edition kit of Soviet Cold War jet fighter plane MiG-21MF in 1/48 scale.

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

Product Page



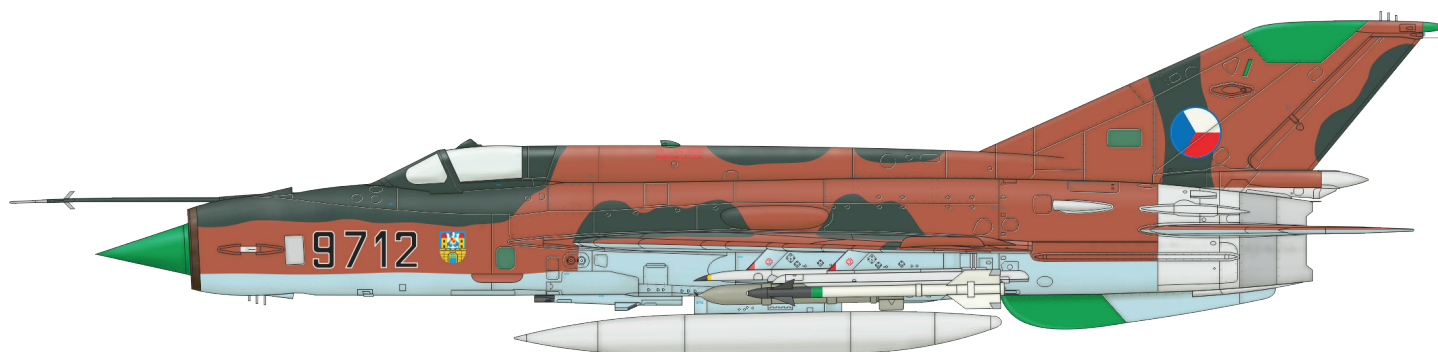
■ MiG-21MF, No. 7628, Egyptian Air Force, Tanta AB, Arab Republic of Egypt, 1988



Aircraft No. 7628 illustrates the look of Egyptian military aircraft as they are known through to present day. The black outlined bright orange fields appeared on Egyptian aircraft at the end of the seventies, not only on the MiG-21s,

but also on other fighters such as the MiG-19, F-4 Phantom and Mirage. The reason for this practice was better visual recognition of friendly aircraft in combat during the war with Libya.

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

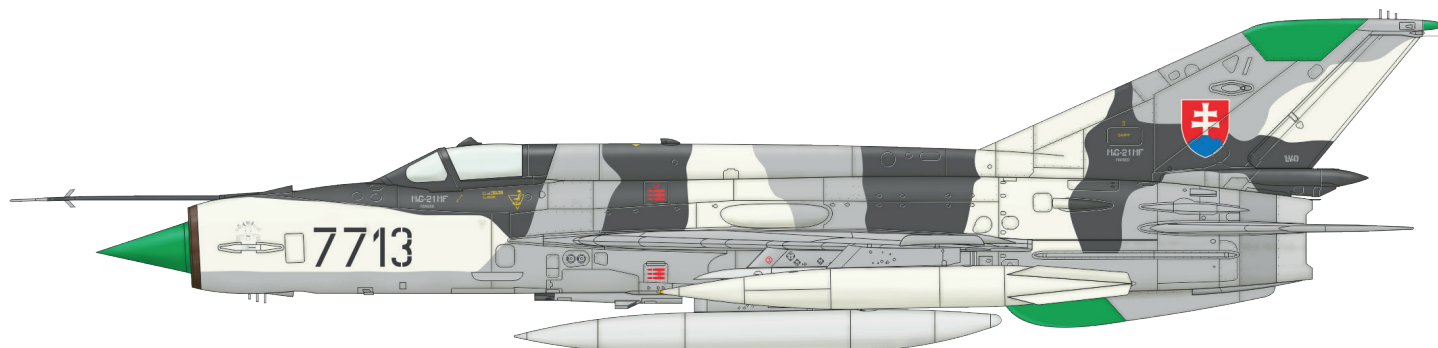


This aircraft was built in 1974 with serial number 969712, then was delivered to Czechoslovakia. It served with the 4th Fighter Regiment at Pardubice until it was transferred to the 9th Fighter Regiment based at Bechyně in May 1989.

The aircraft was decorated with the coat of arms of the Bechyně city on the left side of the nose. After the dissolution of Czechoslovakia, this aircraft was assigned to the Slovak Air Force, and is currently in the collection of the Trenčín

Air Museum. The aircraft sports the original camouflage scheme as it was delivered from the Soviet Union.

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

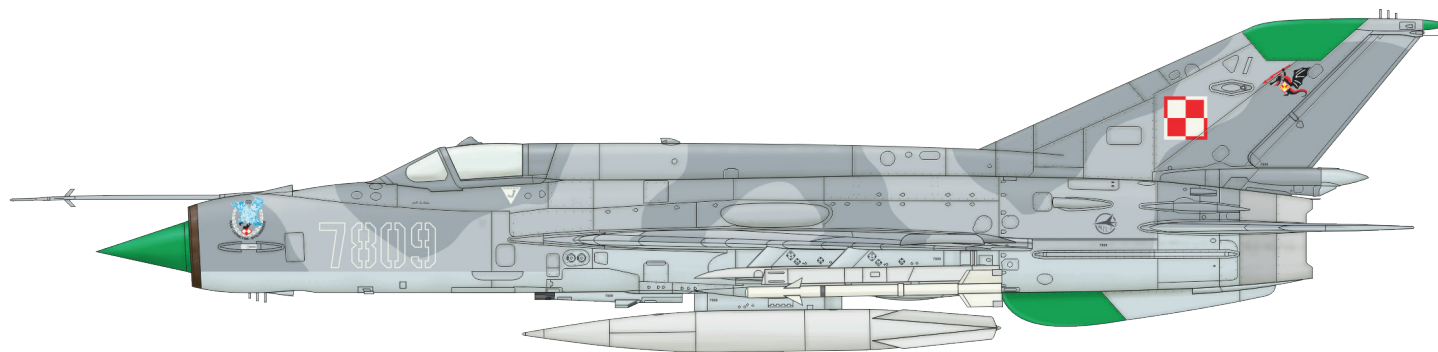


This unique camouflage scheme came about in July 1997, when 31st AFB Sliač personnel applied it to the aircraft with serial No. 967713, and subsequently dubbed it "Milka" for its resemblance to the coloring of a cow. The aircraft flew until August 2000 and was scrapped

at Přelouč in 2010. The individual shades on the painting scheme were obtained by mixing black and white paints available to the general public, and as such, these were not military standard paints. The left side of the nose carried the 4th Squadron emblem, while the right side

carried the marking of the 31st AFB Sliač. This aircraft was flown by pplk. (LtCol.) Zsoldos, and its crew chief was kpt. (Capt.) Krucina.

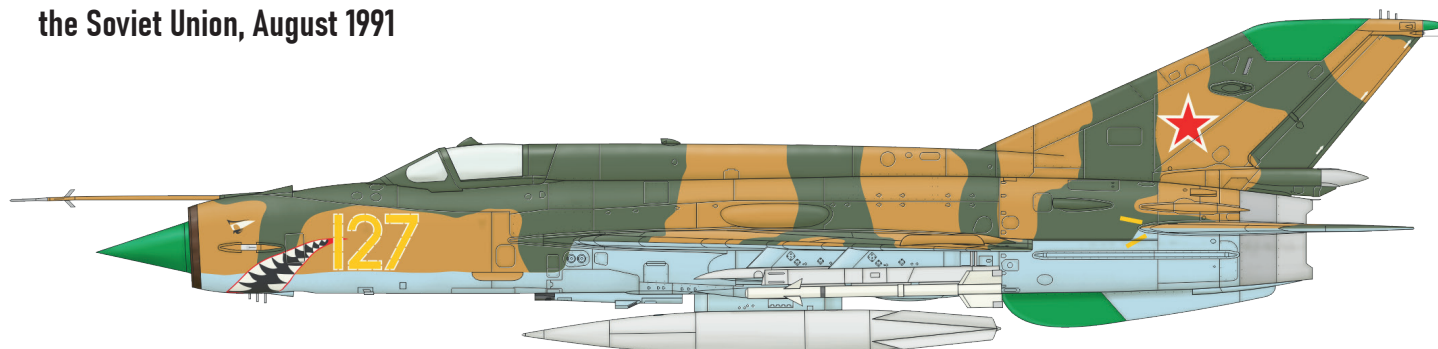
■ MiG-21MF, 10th Tactical Squadron, Lask AB, Poland, 2001-2003



At the turn of the century, Poland began to reequip its air force, moving from Soviet (and later Russian) aircraft to American equipment, namely Lockheed Martin F-16 Fighting Falcon. One of the MiG-21MFs that were, at the time,

nearing the end of their service life was the No. 7809, serving with the 10th Tactical Squadron. This unit was based at Lask Air Base between 2001 and 2003.

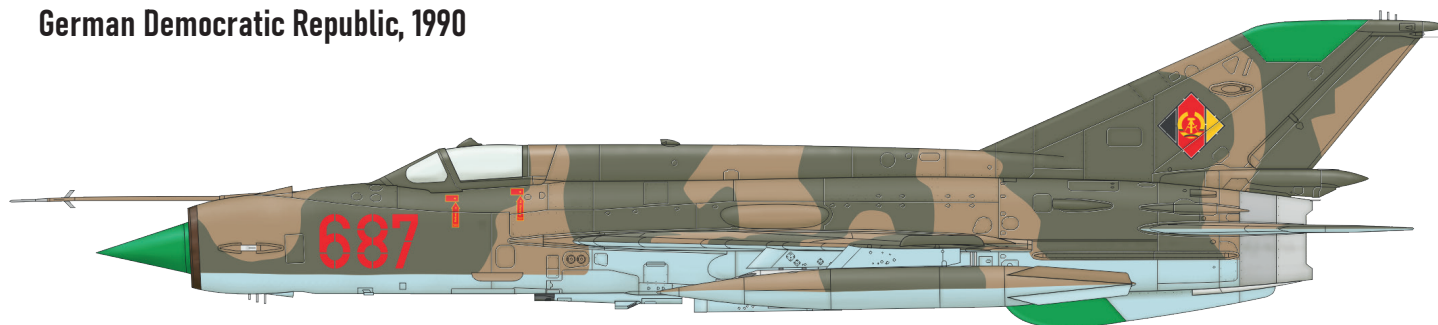
■ MiG-21SM, 812th UAP, Kharkov Higher Military Academy, Kupyansk AB, the Soviet Union, August 1991



This aircraft, adorned with a shark mouth and eyes, served with the 812th UAP (Training Regiment), operating within the structure of

the Kharkov higher military academy. This MiG-21SM was among the aircraft displayed during the open house day on August 18, 1991.

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



Red '687' was assigned to JG-3 based at Preschen air base near the town of Forst through the eighties and into the nineties. At that time, the unit operated MiG-21MFs as well as MiG-29s, and pilots also had MiG-21UM and

MiG-29UB available for training flights. The unit, which was part of the air force of the German Democratic Republic, also known as East Germany, was graced with the name 'Wladimir Komarow', in honor of the Soviet cosmonaut who

died on April 24, 1967, during the landing after return from the orbit in the Soyuz 1 capsule. This aircraft is part of the collection of the Deutsches Museum Flugwerft in Oberschleissheim.

For MiG-21MF 1/48

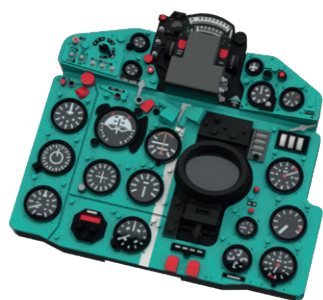
RECOMMENDED:

48702	MiG-21MF exterior (PE-Set)
48994	MiG-21 surface panels (PE-Set)
644048	MiG-21MF LööK (Brassin)
644055	MiG-21MF early LööK (Brassin)
648026	MiG-21 wheels (Brassin)
648027	MiG-21MF/SMT exhaust nozzle (Brassin)
648030	MiG-21 seat late (Brassin)
648036	MiG-21MF interior late (Brassin)
648049	MiG-21 wheel wells (Brassin)
648064	MiG-21 late airbrakes (Brassin)
648082	R-60 / AA-8 Aphid (Brassin)
648490	MiG-21 F.O.D. (Brassin)
6481150	MiG-21F ladder (Brassin)
3DL48034	MiG-21MF SPACE (3D Decal Set)
EX526	MiG-21MF w/ canopy seal (Mask)
EX636	MiG-21MF TFace (Mask)

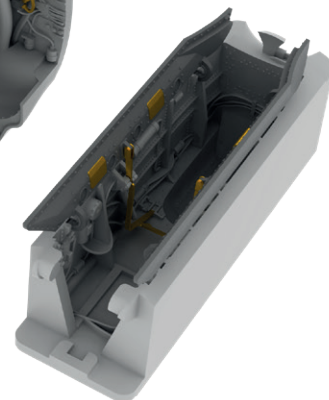
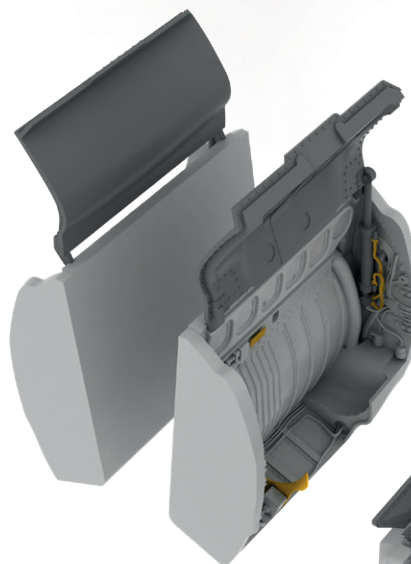
#6481150



#644048



#648049

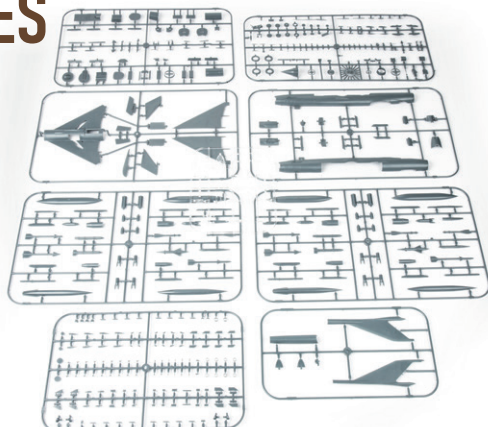


#648490



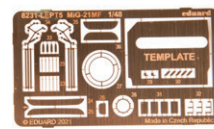
OVERTREES

#8235X
MiG-21MF
1/48


[Product Page](#)

OVERLEPT

#8231-LEPT
MiG-21MF
1/48


[Product Page](#)



eduard



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Borecká

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Advert - book Battle of Britain

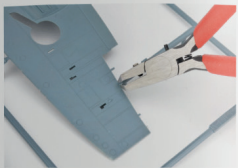
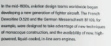


To mark the 85th anniversary of the Battle of Britain, an independent publisher Plastic Invasion has launched a new book project on Indiegogo – Wings Over Britain – A Tribute to the Few. The publication connects historical research, aviation heritage, and scale modeling, focusing on the iconic Spitfire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





644343

Hurricane Mk.I LööK

1/48 Arma Hobby

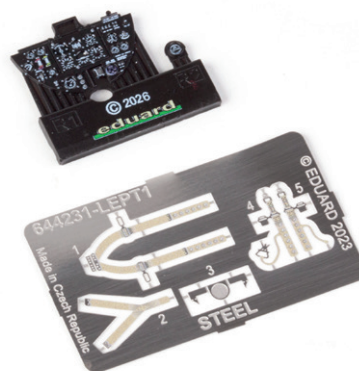
LööK set - Brassin pre-painted dashboard and
STEEL seat belts for Hurricane Mk.I in 1/48 scale.

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

[Product Page](#)


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

[Product Page](#)


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.

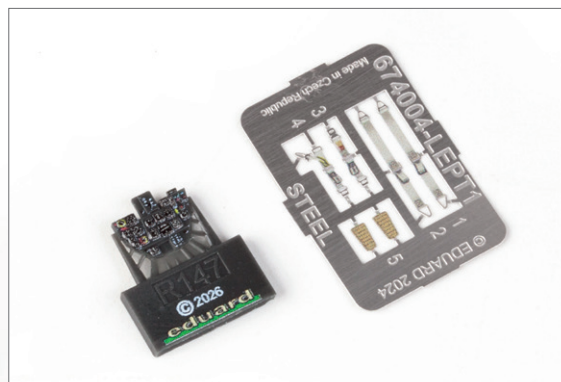
Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

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

Product Page



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



Product Page



674065

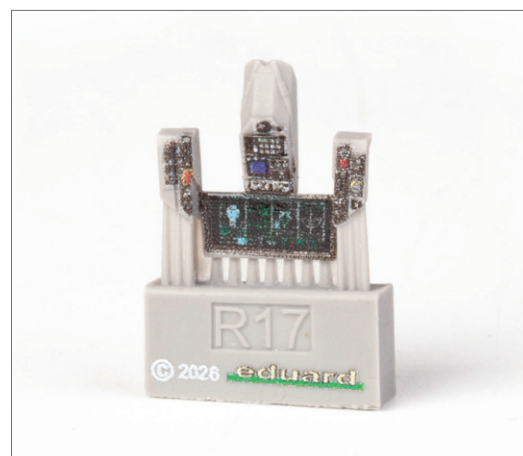
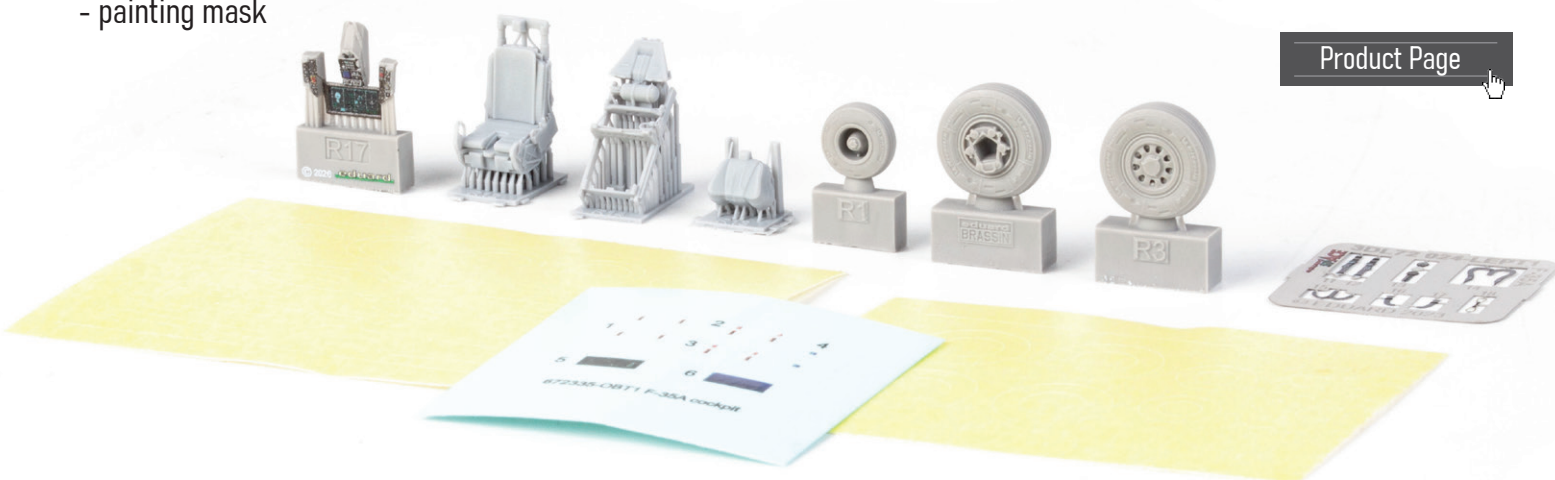
F-35A LööKplus

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


[Product Page](#)


674066

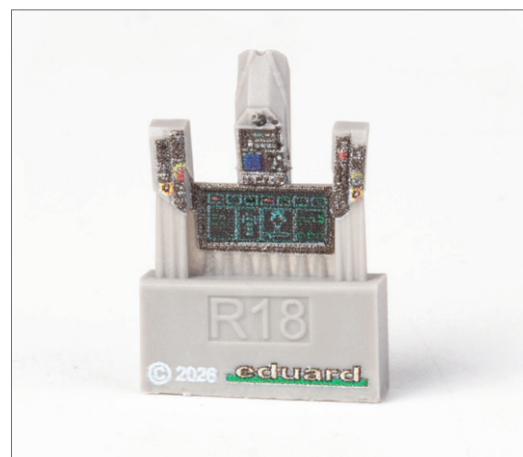
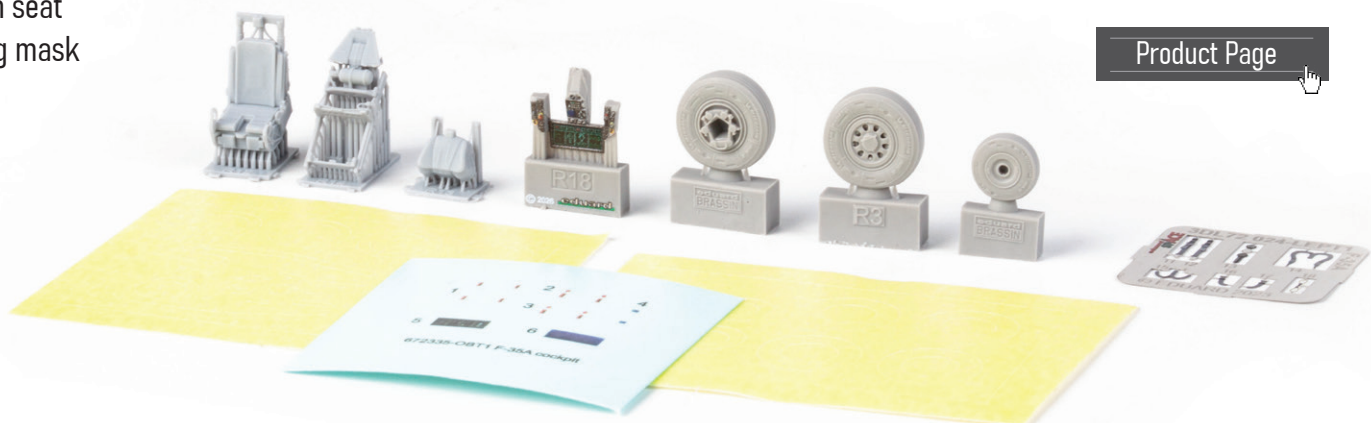
F-35B LööKplus

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


[Product Page](#)


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.

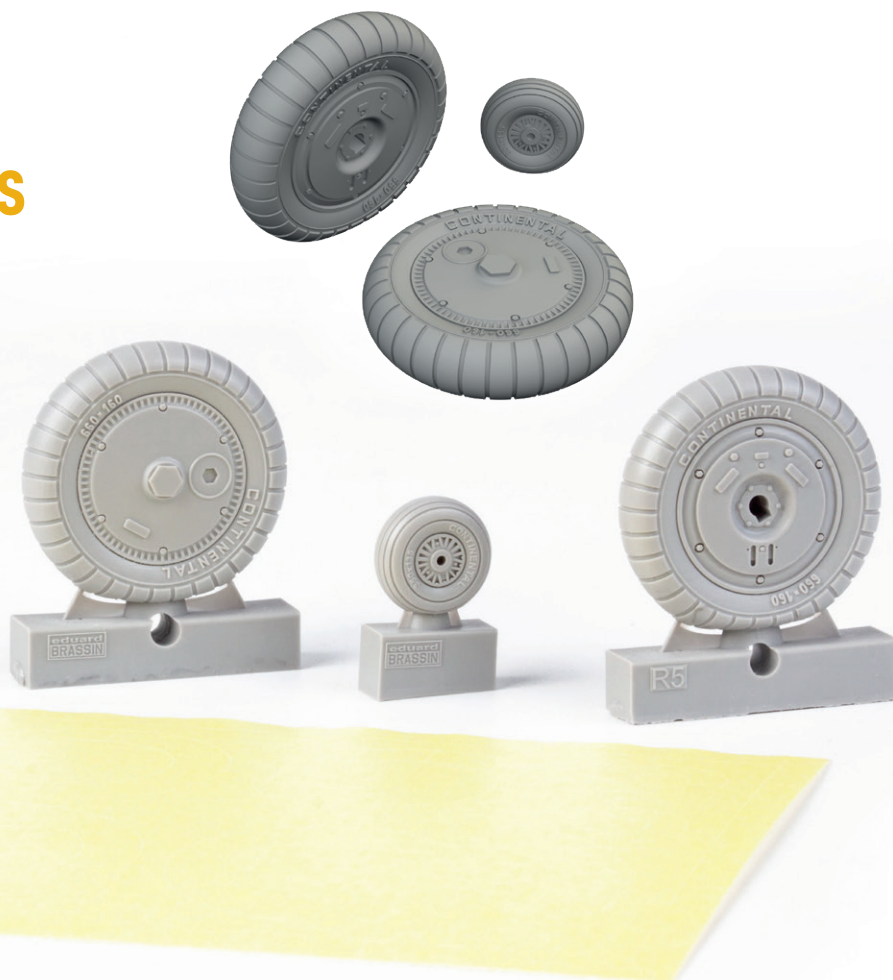
The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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

[Product Page](#)



624009

Bf 109G-5/6 rudder pedals PRINT

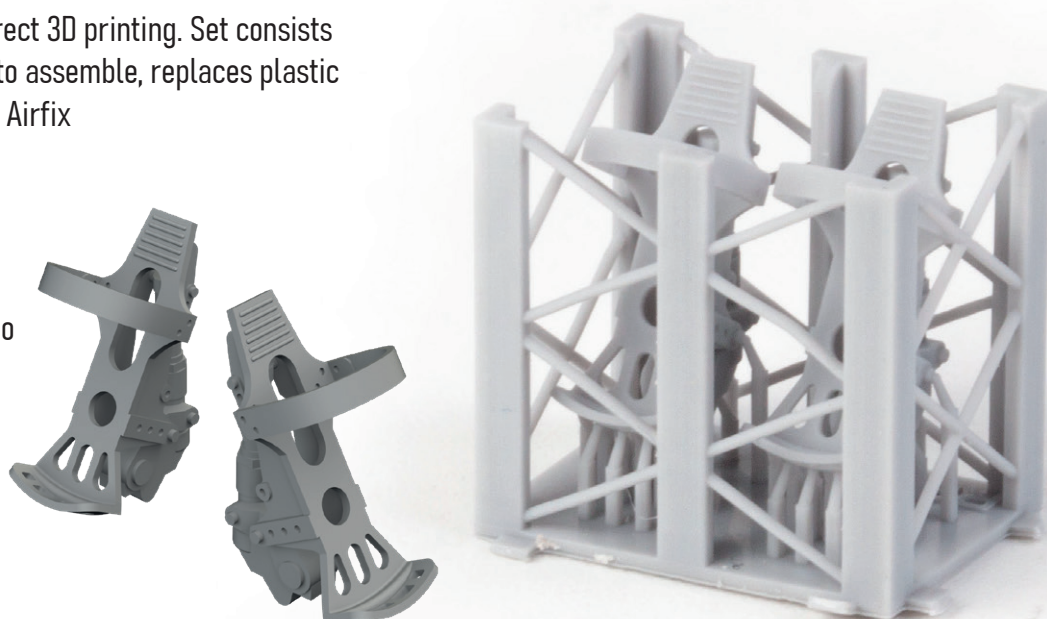
1/24 Airfix

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

[Product Page](#)



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


[Product Page](#)

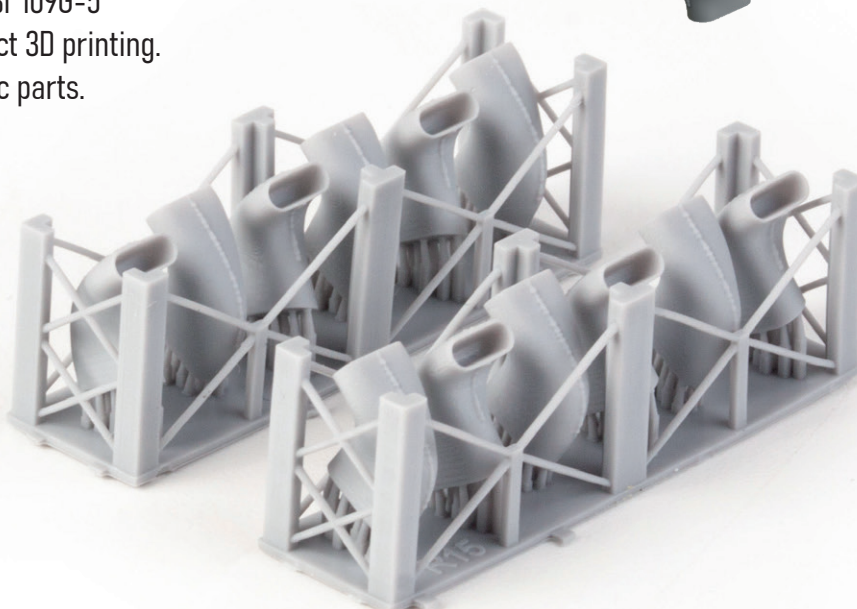
624011

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


[Product Page](#)

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

[Product Page](#)



624014

Bf 109G gun sights PRINT

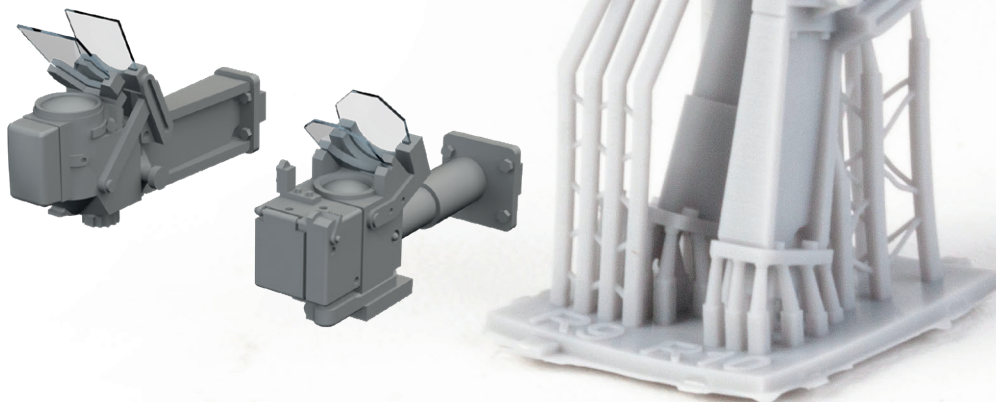
1/24 Airfix

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

[Product Page](#)



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

[Product Page](#)



6481171

Spitfire Mk.I/II/Va/Vb undercarriage legs PRINT

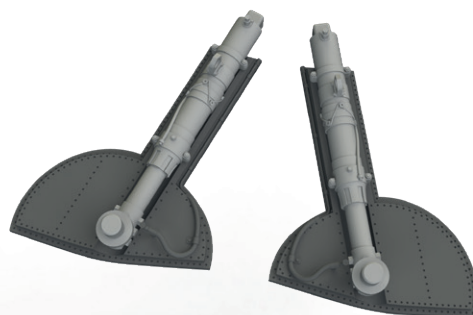
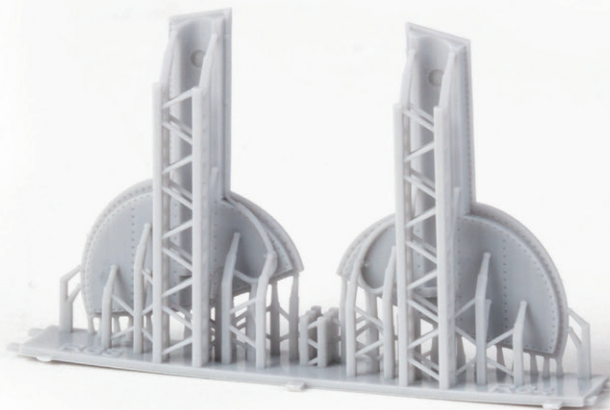
1/48 Eduard

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

[Product Page](#)



6481176

AIM-120A/B PRINT

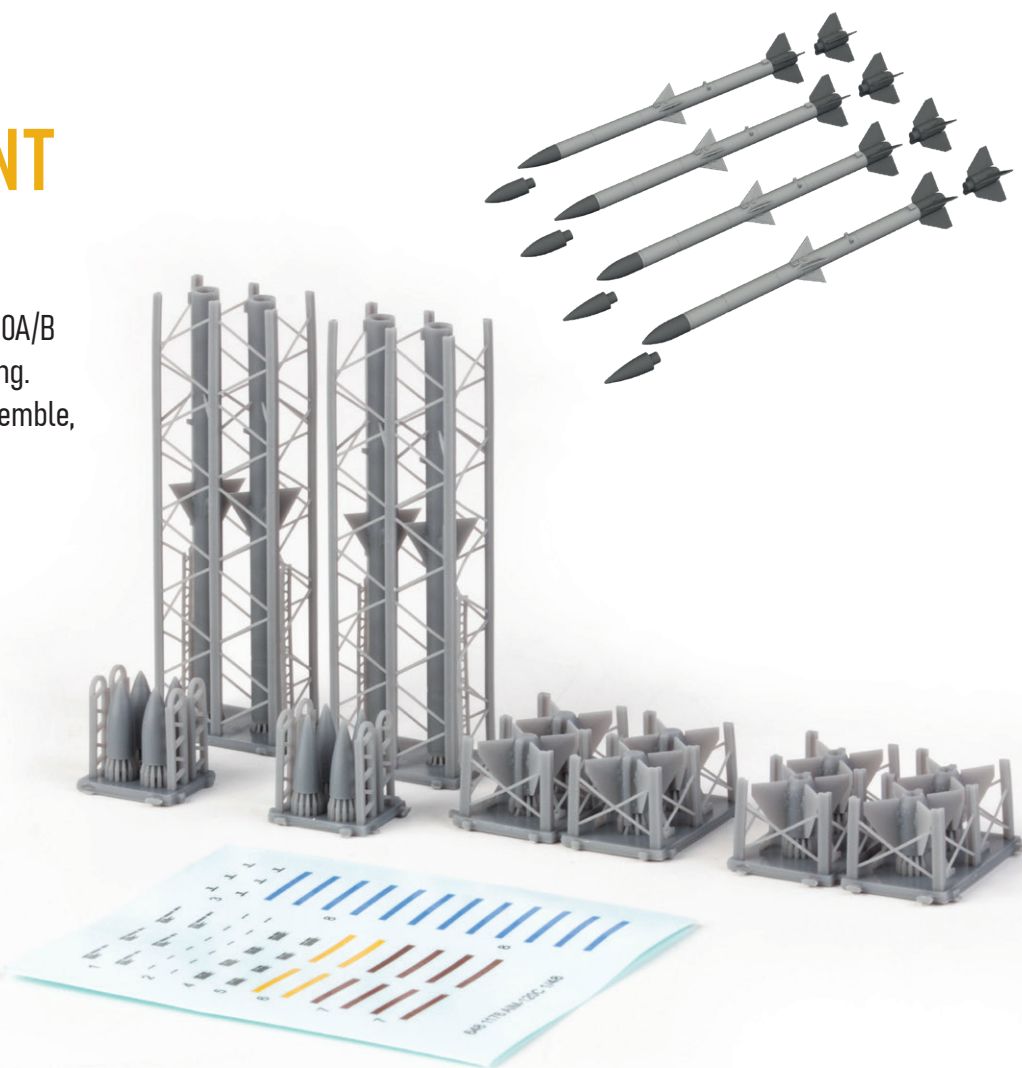
1/48

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

[Product Page](#)



6481177

AIM-120C PRINT

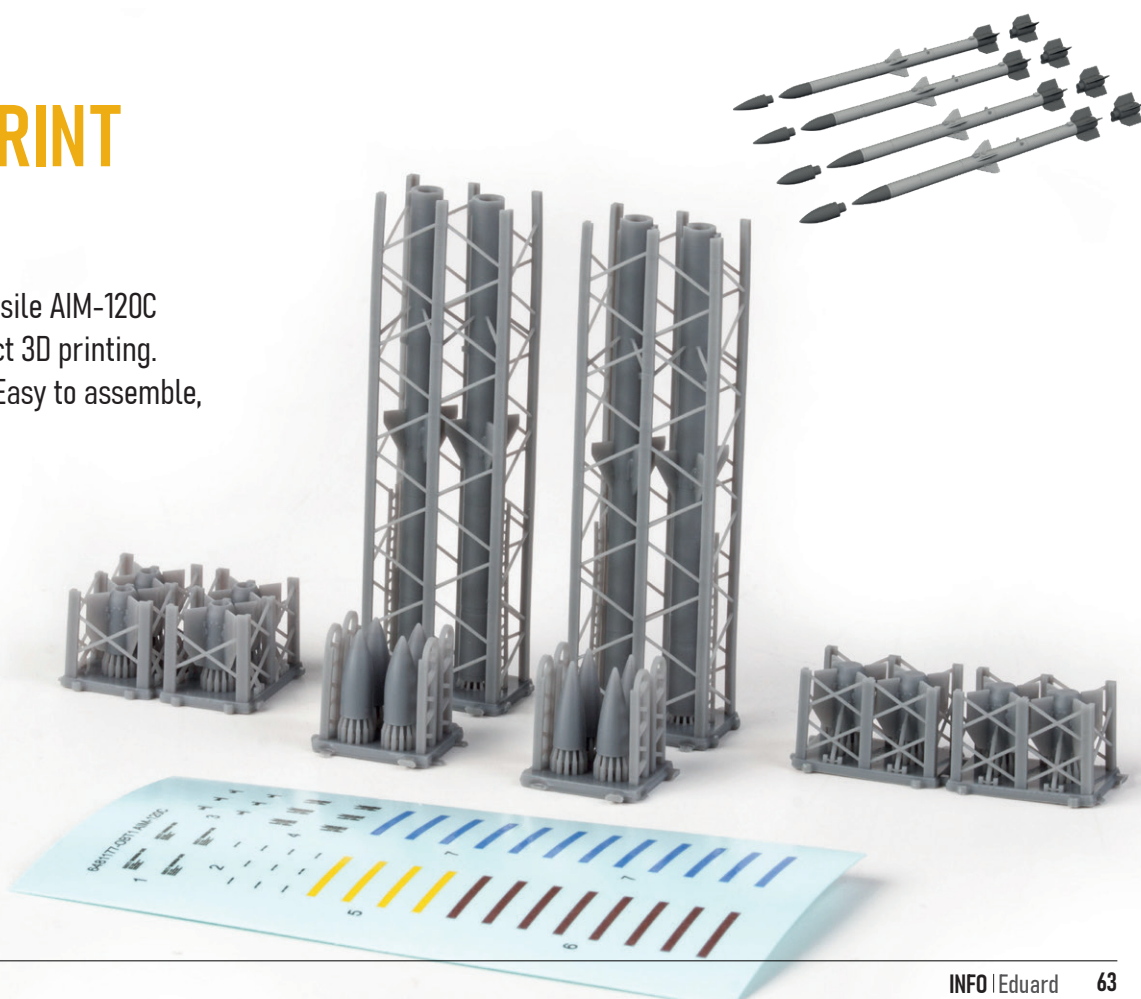
1/48

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

[Product Page](#)



6481179

Fw 190A-8/R2 undercarriage legs PRINT

Product Page 

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

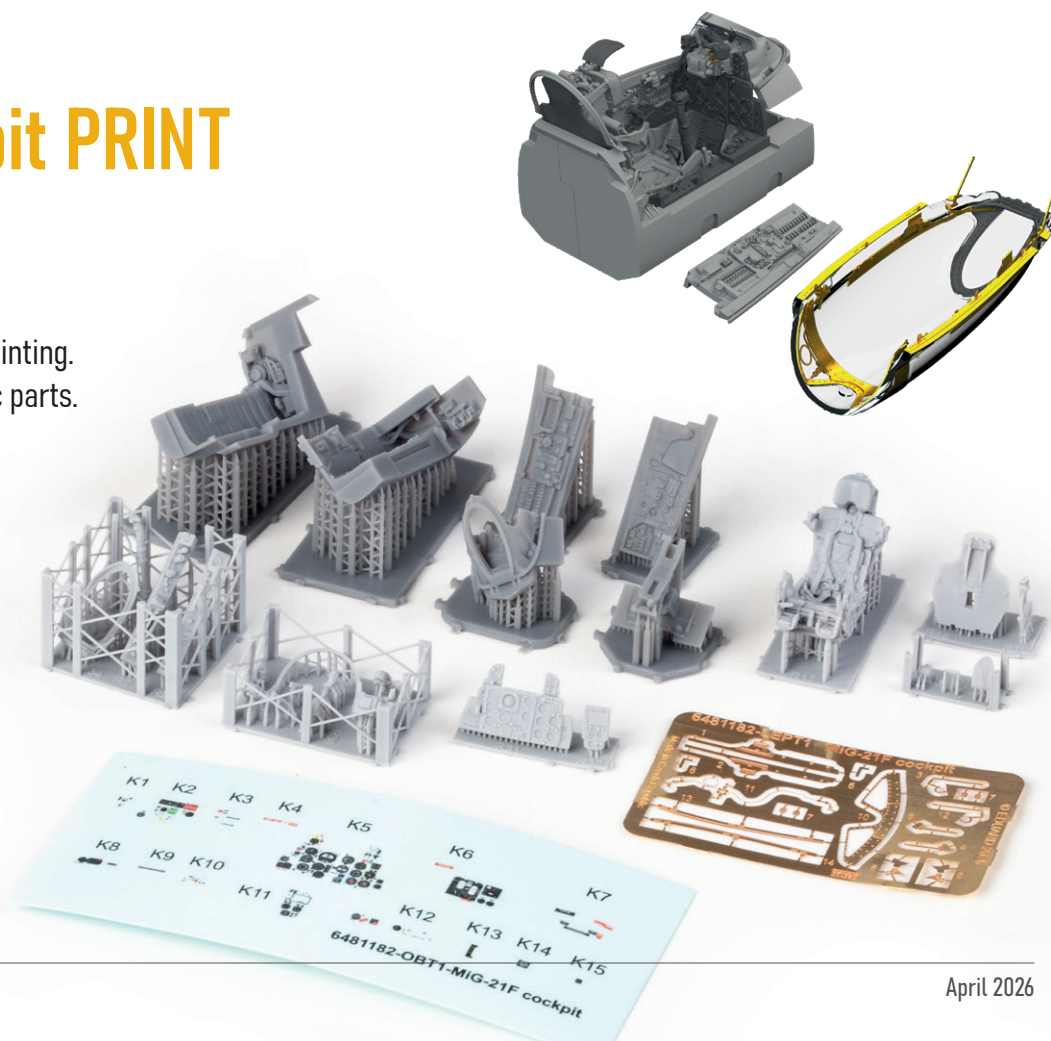
MiG-21F cockpit PRINT

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

Product Page 

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

[Product Page](#)



6481185

Hurricane Mk.I exhaust rounded PRINT

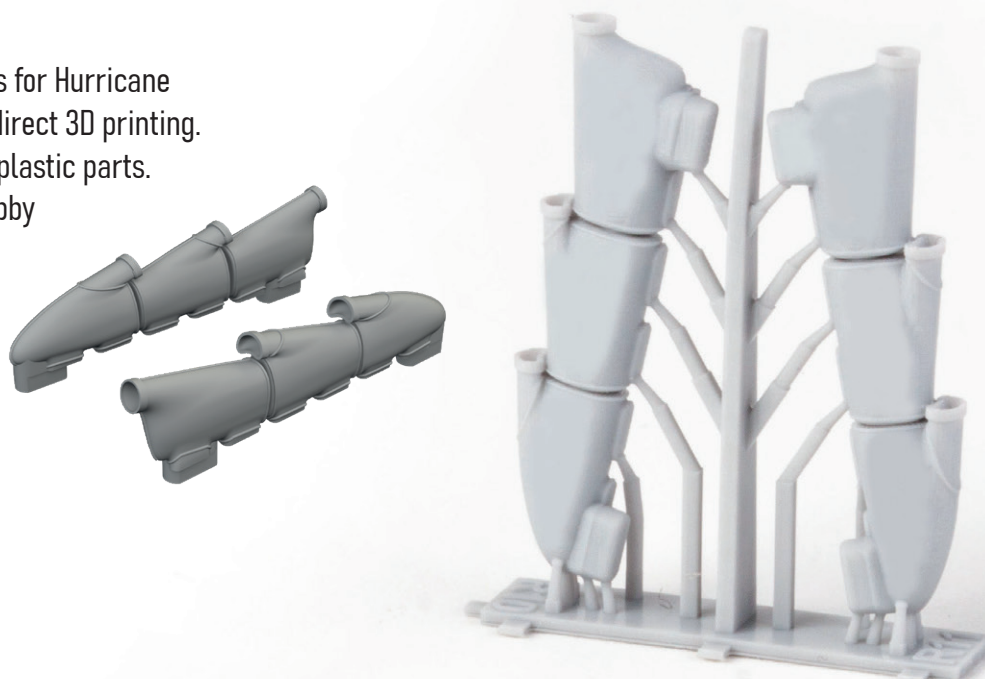
1/48 Arma Hobby

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

[Product Page](#)



672443

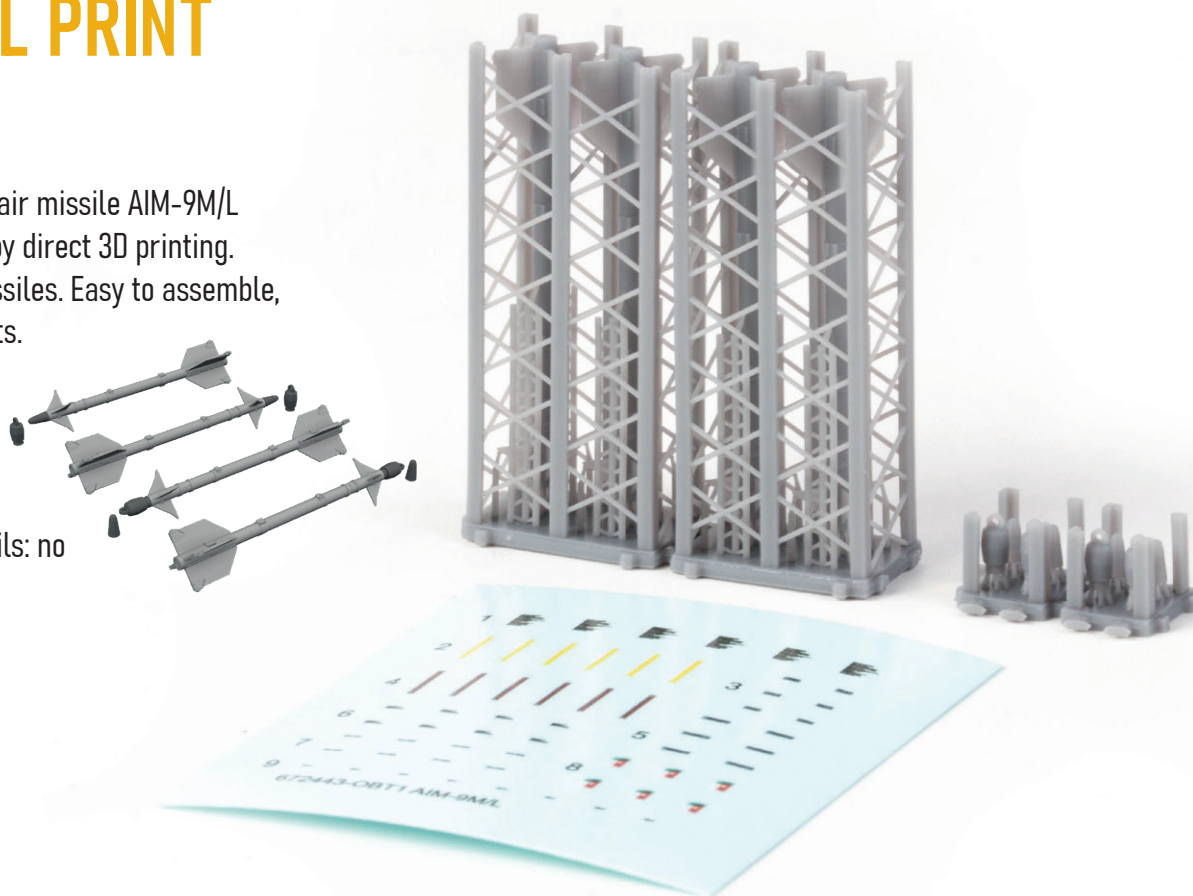
AIM-9M/L PRINT

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

[Product Page](#)


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

[Product Page](#)


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 sheels
- 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 %.

Product Page



SIN648152

Hurricane Mk.IIc w/ rounded exhausts

1/48 Arma Hobby

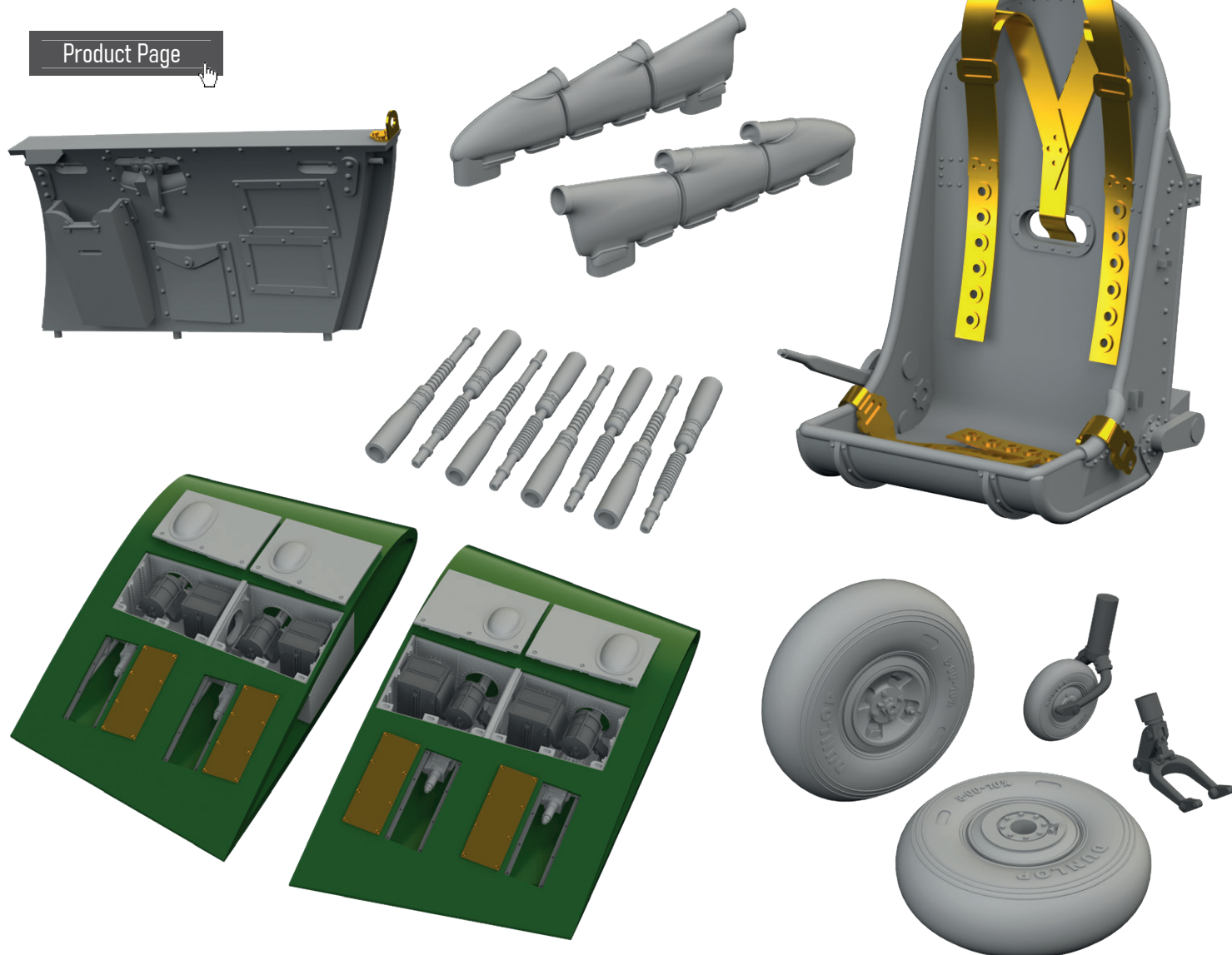
Collection of 7 sets for Hurricane Mk.IIc in 1/48 scale.

Recommended kit: Arma Hobby

- LööK pre-painted dashboard
- exhaust stacks
- undercarriage sheels
- 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 %.

[Product Page](#)




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

MiG-21R

70147-ART



MiG-21R
Air Test Department, Czech Air Force, Čáslav Air Base, Czech Republic, 1996
by Piotr Pankiewicz
---eduArt
Edvard - Model Accessories, 2020
www.eduard.com

P-40N

84210-ART

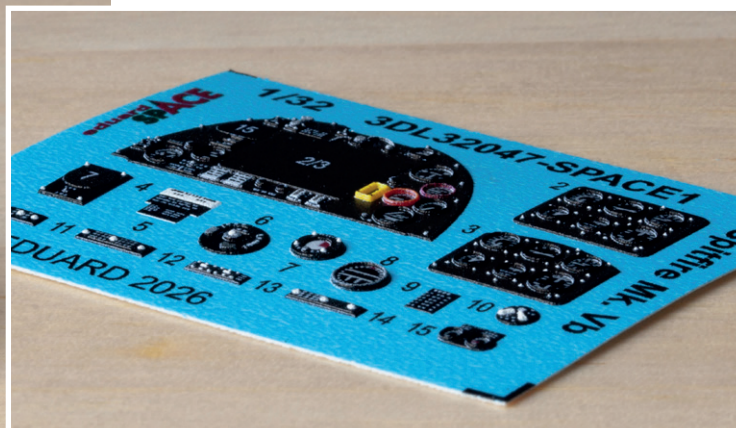
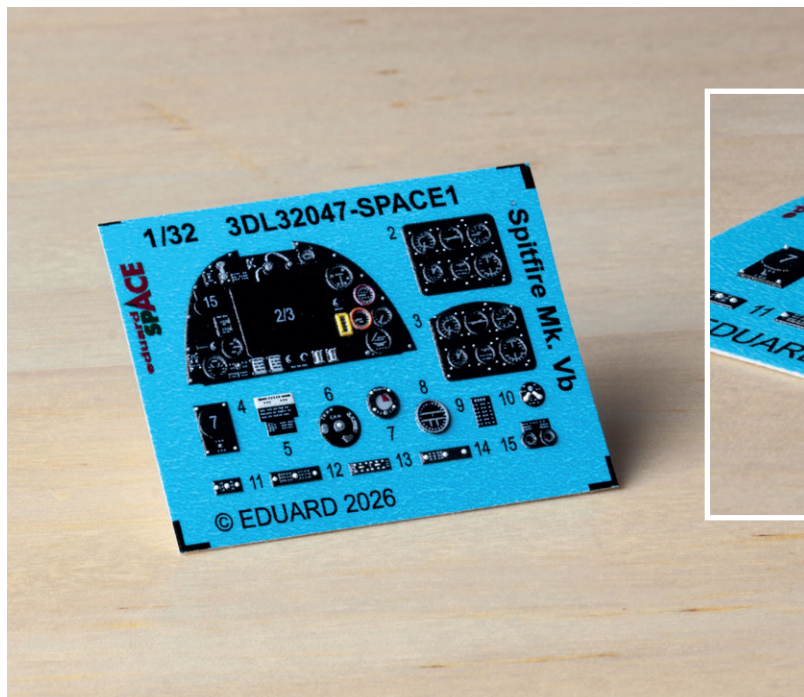


P-40N Warhawk
P-40N-5, Lt. David E. Williams, 48th FS, 48th FG, New Guinea, March 1944
by Ewald Hecker
---eduArt
Edvard - Model Accessories, 2020
www.eduard.com

3DL32047 Spitfire Mk.Vb SPACE 1/32 Kotare

Product Page

*EASY
APPLICATION*

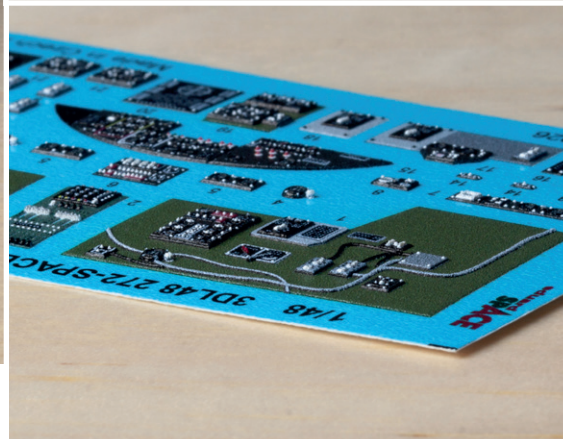
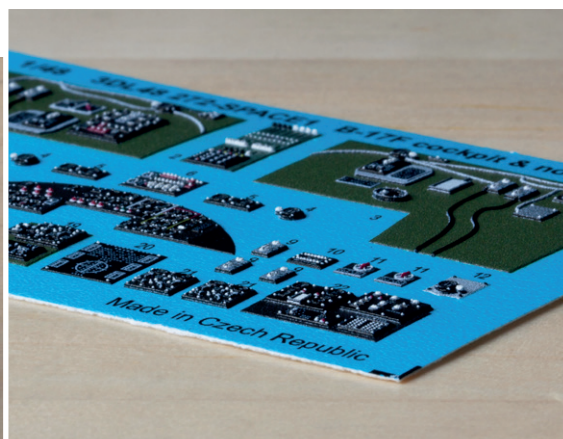
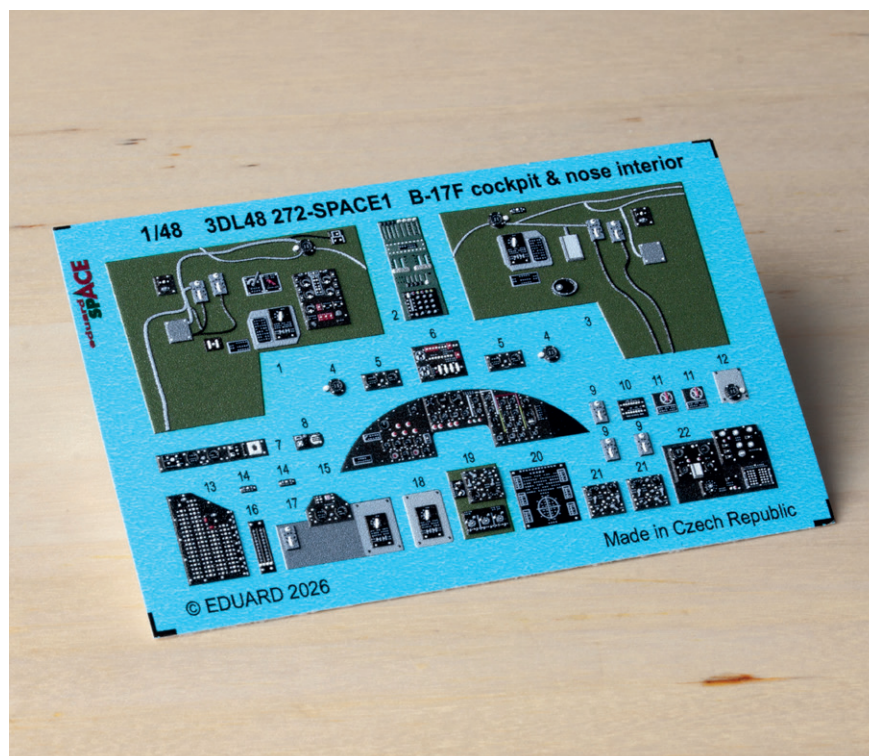


3DL32048 Spitfire Mk.Vb seatbelts SPACE 1/32 Kotare

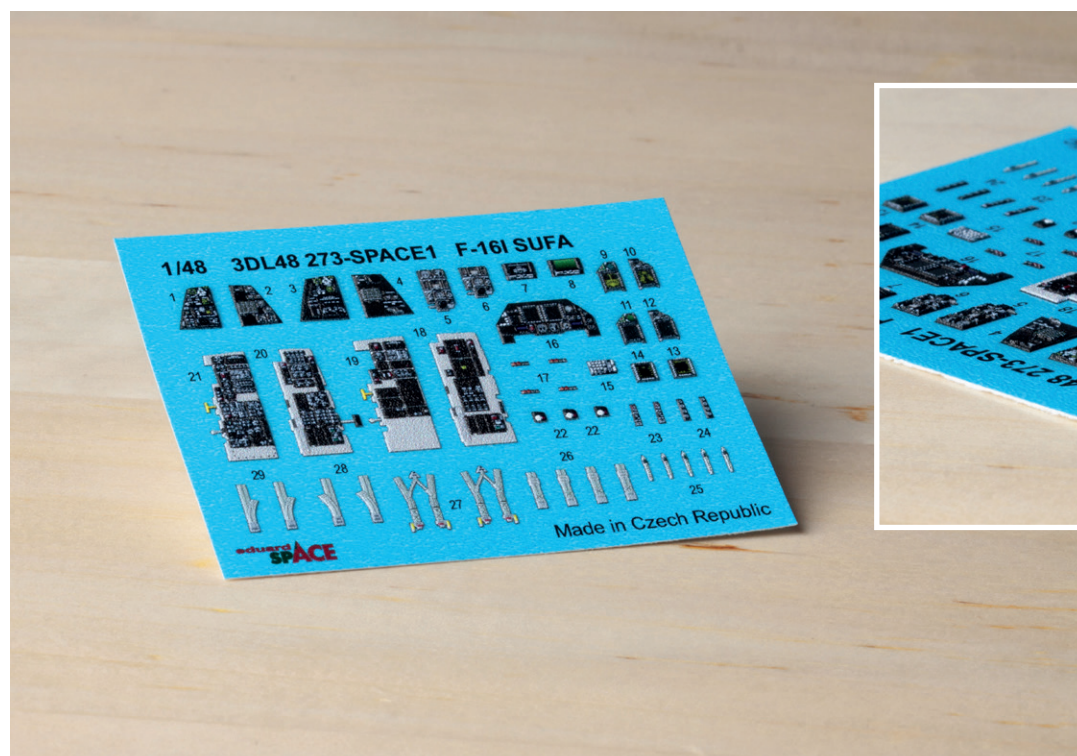
Product Page

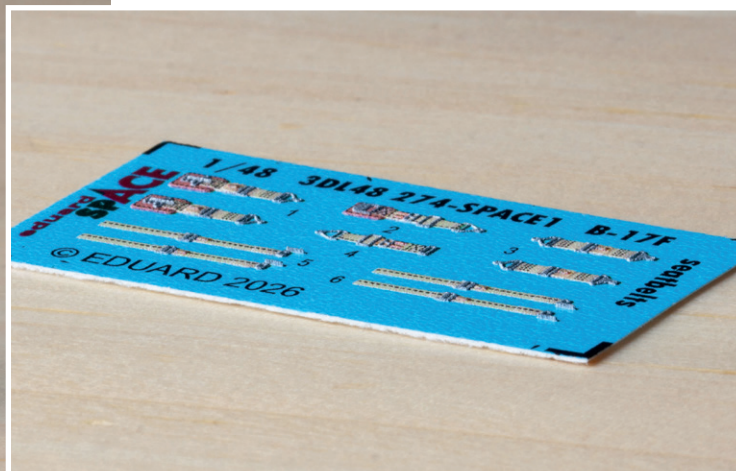
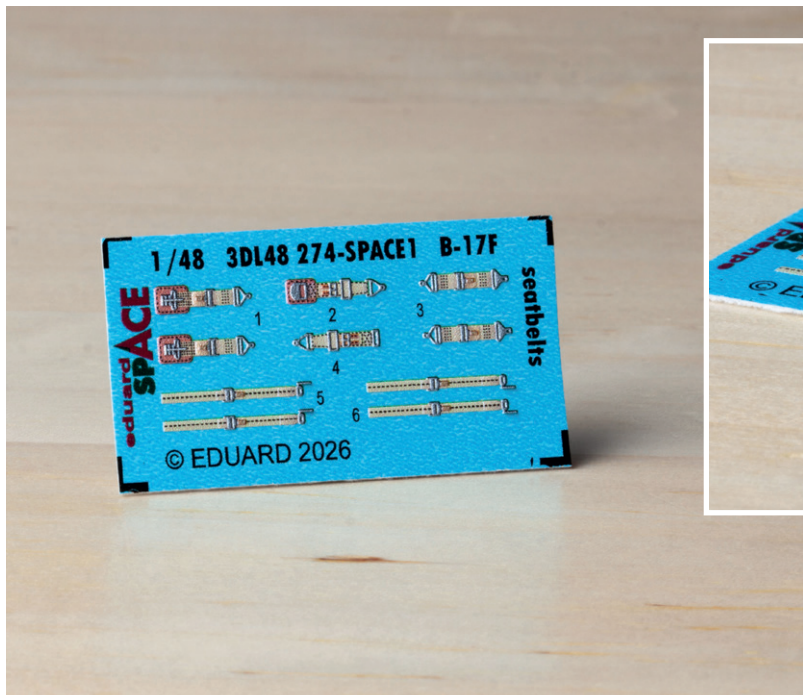
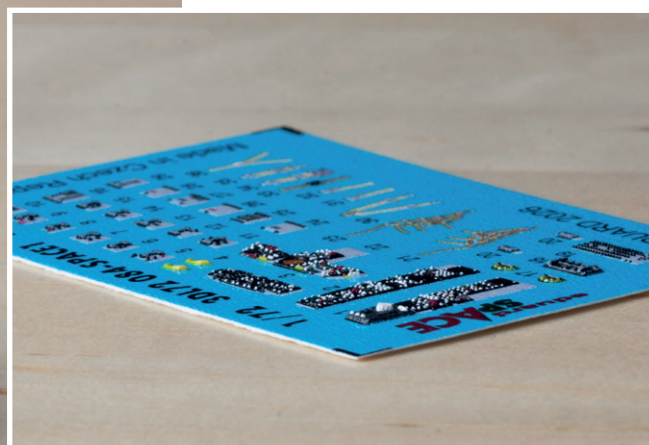
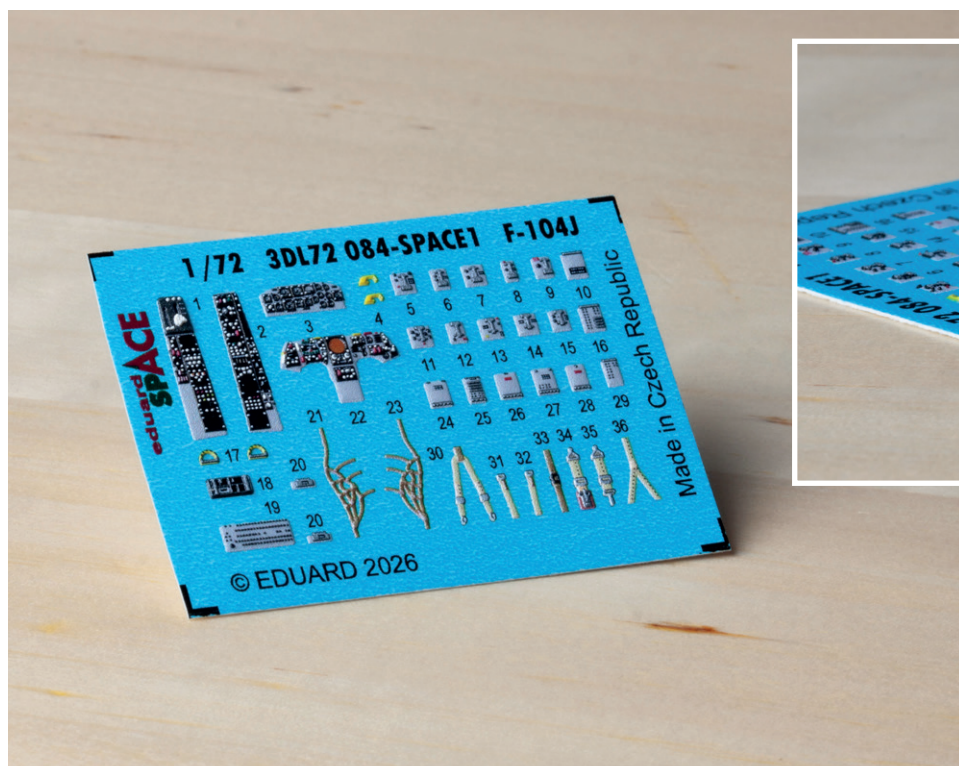


3DL48272 B-17F cockpit & nose interior SPACE 1/48 Revell

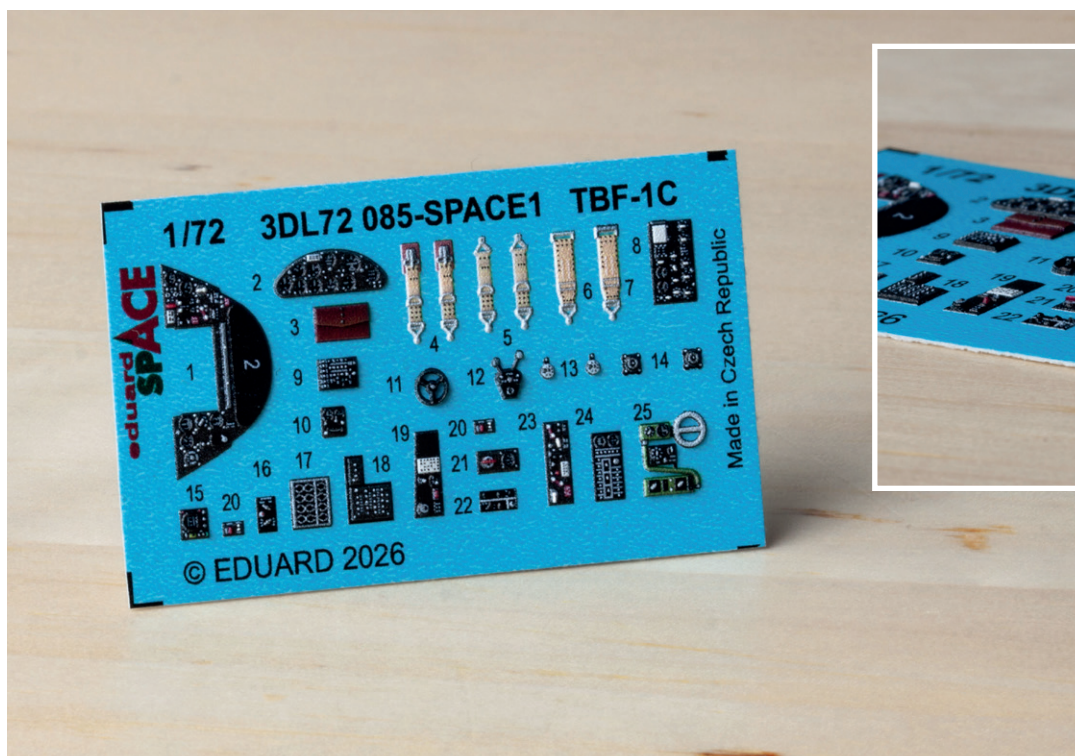
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3DL48273 F-16I SUFA SPACE 1/48 Great Wall Hobby

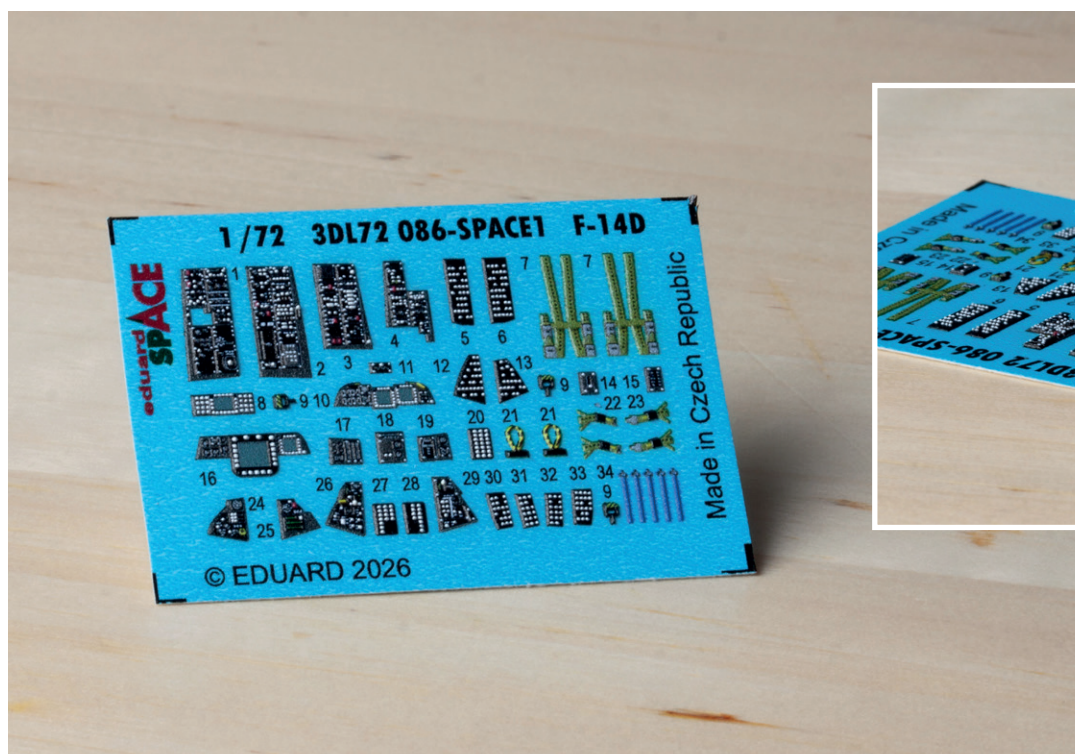
[Product Page](#)


3DL48274 **B-17F seatbelts SPACE** 1/48 Revell
[Product Page](#)
3DL72084 **F-104J SPACE** 1/72 Fine Molds
[Product Page](#)


3DL72085 **TBF-1C SPACE** 1/72 Hobby Boss

[Product Page](#)


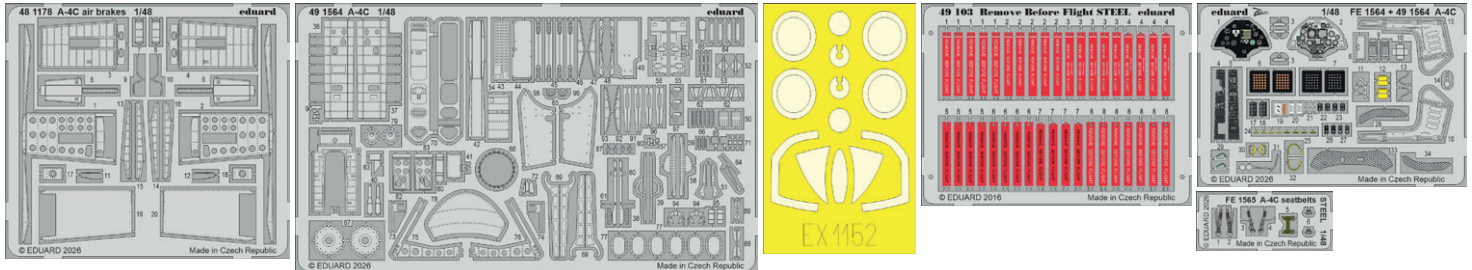
3DL72086 **F-14D SPACE** 1/72 Tamiya

[Product Page](#)


BIG49471 **A-4C** 1/48 Hobby Boss

481178 A-4C air brakes
49103 Remove Before Flight STEEL
491564 A-4C
FE1565 A-4C seatbelts STEEL
EX1152 A-4C

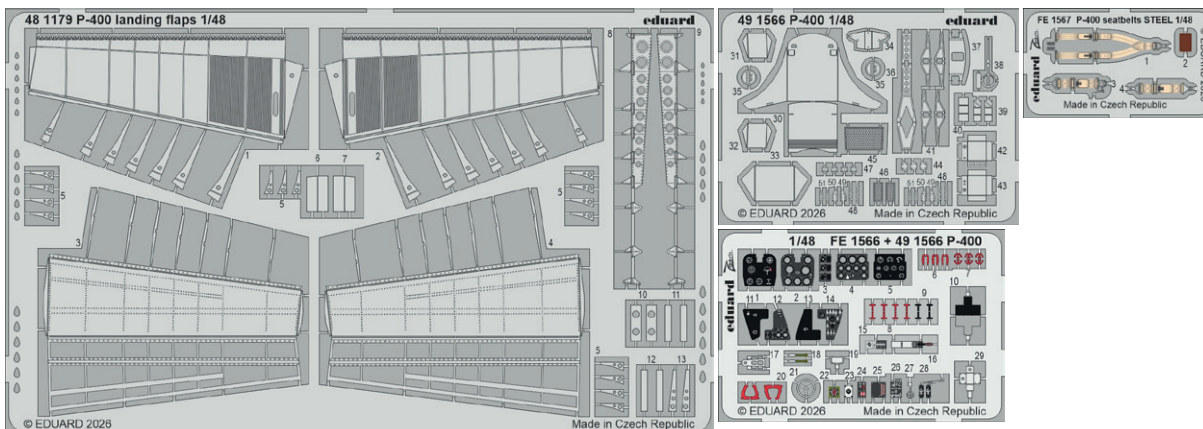
[Product Page](#)



BIG49472 **P-400** 1/48 Arma Hobby

481179 P-400 landing flaps
491566 P-400
FE1567 P-400 seatbelts STEEL

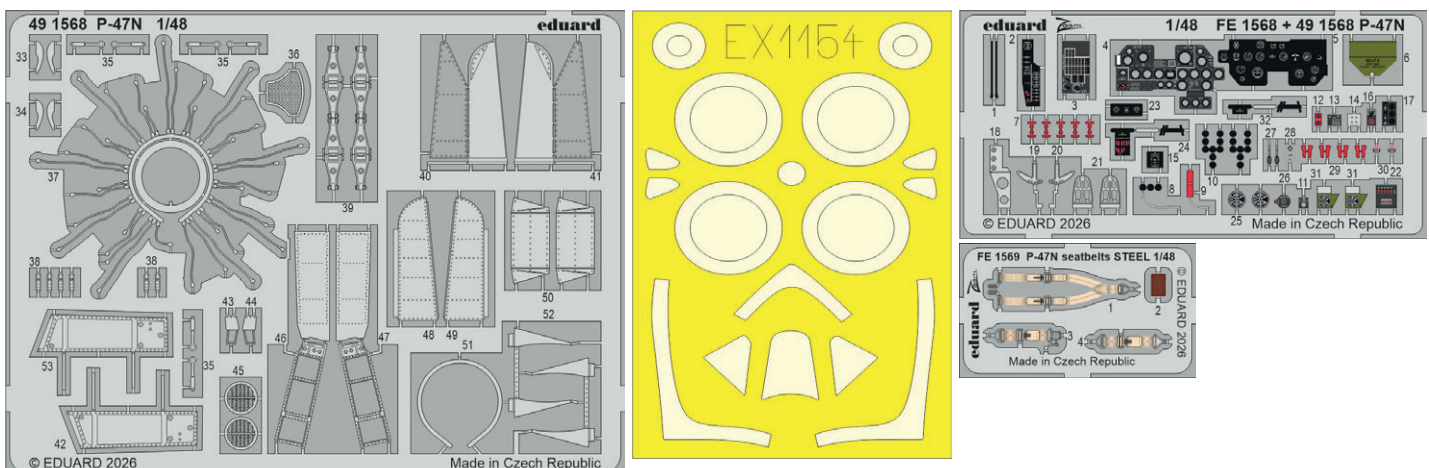
[Product Page](#)



BIG49473 **P-47N** 1/48 MiniArt

491568 P-47N
FE1569 P-47N seatbelts STEEL
EX1154 P-47N

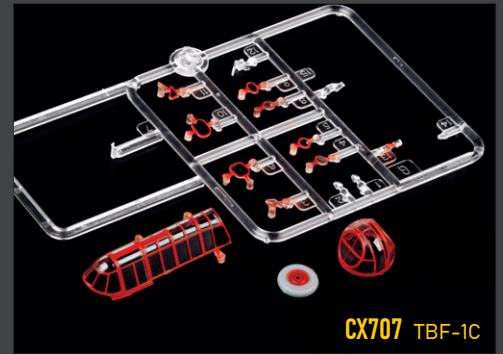
[Product Page](#)



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



CX707 TBF-1C



CX707 TBF-1C



CX708 F-14D

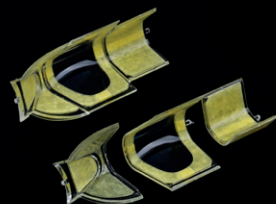


CX708 F-14D

JX346 Spitfire Mk.Vb
JX347 Spitfire Mk.Vb TFace



JX347 Spitfire Mk.Vb TFace



JX346 Spitfire Mk.Vb
JX347 Spitfire Mk.Vb TFace



JX347 Spitfire Mk.Vb TFace



EX1166 B-17F
EX1167 B-17F TFace



EX1167 B-17F TFace



EX1166 B-17F
EX1167 B-17F TFace



EX1167 B-17F TFace

KITS

11196	MIGHTY EIGHT: 65 th Fighter Wing	1/48	Limited
70147	MiG-21R	1/72	ProfiPACK
84210	P-40N Warhawk	1/48	Weekend
8231	MiG-21MF Re-Release	1/48	ProfiPACK

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

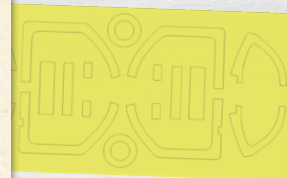
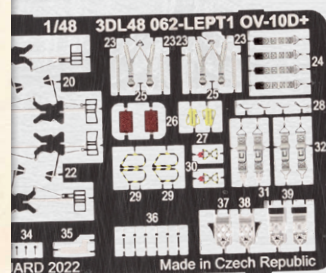
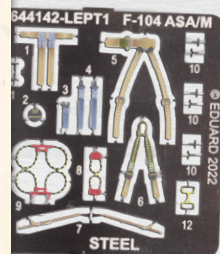
BIG ED

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

LIMITED
EDITION

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

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

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

BIGSIN

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

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

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

History of the German Luftwaffe unit 1939-1945



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



Left Majors Walter Borchers and right Hptm. Erich Groth

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

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



If #10-C-4 from Stab II./ZG.76 ("Puma")⁸, W.Nr.3285), photographed on the beach at Etaples. The emergency landing executed by Gruppenkommandeur Augustin Erich Groth on 11 September 1940. However, the aircraft was a persona non grata in the battle of Britain. At the time the Luftwaffe had few fighters left for the FZ.76, it had been flown with the aircraft for most of the August and September. The plane was temporarily withdrawn from service a new one in September 1940. The aircraft, however, returned to the service sometime later as a part of Stab II./ZG.76. Apart from the head-on collision damage visible in the picture, there are no other signs of damage. Very noticeable in the picture. It is interesting, that the IfU 10 also retains the symbol of its previous owner: '1' and 'Stab II./ZG.76'. An interesting detail is the dismantled part of the cab overlying. The aircraft lost the tail altogether during the flight. Apart from the head-on collision damage visible, the major contributing factor in this crash was the surface of the beach. (see Zöfel Nr. 1)

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

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

The not-very well-known actor Johan Heinrich:

"I arrived at IL/ZG 76 in late 1940. I flew my first mission over England but this was canceled as my pilot was continually employed flying shot-down aircraft to the major workshop facility at Le...



ed on the beach at Etaples. The emergency land-
ing in 1940. However, the aircraft was a persona
when Jabs flew with it for 6/2/76, it had the
plane was temporarily withdrawn from service.
to the service sometime later as a part of Stab II
the connection to the Stab II/76. The repaint
to retain the symbols of its previous owner's act
ab overlay. The aircraft lost the aft tailwheel duri
visible. The major contributing factor in this fac

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



3./ZG 76 Herbert Schob

On 28 November 1944, Herbert Schob crashedlanded BF 110 "MB+AL" on icy runway of Graz Airport and collided with another BF 110 of 1./ZG 26. Hote the "IBRW" letters under the cockpit. The "IBRW" would mean "Ihr Nicht Weich Werden", which in English means something like "Just don't get soft" and has been declared by Schob as his motto since operations in Spain. The Messerschmitt had rather unusual black like mottled camouflage on the fuselage. Also the propeller hub seems to be bit out of standards of the Staffel, with mottling applied there as well.



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



1./ZG 76
-not known

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



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

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

Wilhelm Hemeter also jumped from
chute did not open, and he was killed
that 5./ZG 76 lost was the 11th

...twin-engine plane crashed almost
"black 6". This one was also hit
American fighter. It crashed into the
Ompital (now Dolany). According
to machine flew in a gliding flight
its engines worked irregularly. At
is coming from the plane, and
pound, it was breaking trees in
on. The machine crashed into
d about a kilometer above the
lak fire at the point of impact.
nd Bordfunker Uffz. Friedrich

[illegible]

The remaining dispatched Me 410s returned to their home bases in Seyring and to the airports in Praha around 10:30. Stab ZG 76 shot down one B-17 Flying Fortress. 1./ZG 76 had two B-17s confirmed and one B-24 Liberator. One B-17 and two B-24s remained unconfirmed. II./ZG 76 reported two Liberators confirmed, one P-38 Lightning and, curiously, one P-51 Mustang. At the same time, ZG 76 had an undoubted right to claim another P-38, but the pilot remained anonymous - apparently, he died and did not have time to announce his success.



Ernst Petry (left) photographed on 3. Juni 1942 after the award of Eiserne Kreuz I. Klasse together with Pw. Bernhard. At that time, they were both members of 3./NAG 11.



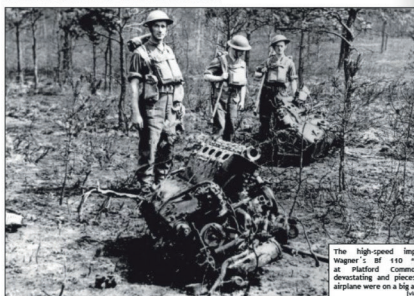
Messerschmitt Me 410 A „MS + yellow 8" of the II. Gruppe ZG 76 photographed at Seerapen airfield in late autumn 1944. In the cockpit, ZFR 4 Reflexvisier can be recognized, however the armament in the nose is not visible. It is although highly probable, that plane had either extra MG 151/20s mounted or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



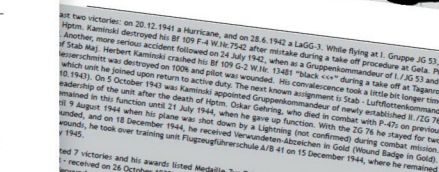
This Messerschmitt Me 410 was found by Soviet troops together with others parked and abandoned alongside the highway from Schroda to Großenhain. Black digit "40" is nicely visible to be painted on the nose of the aircraft. Also typical ZG 76 marking of the propeller hubs is recognizable. Unfortunately,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



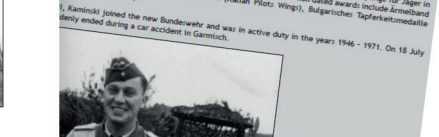
On 15 August 1940 lost ZG 76 a final number of thirty-four men. One of them was a member of 8./ZG 76, Pw. Jakob B. He was an experienced fighter, successfully fighting in the French campaign. Jakob Birndorfer, a twenty-two-year-old native of Wazberger an Inn, is buried in the German section of the military 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.



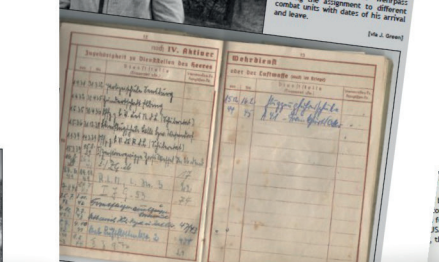
106



(Wunderten-Abzeichen in Silber (Verwundet-Abzeichen) auf Den 1 Oktober 1938 (Commemorative Operational flying clasp in Silver / Wound Badge in Silver - received on 25 May 1941), Frontflug-Spange ring clasp in Gold for fighters - received on 10 August 1941), Frontflug-Spange ring clasp in Silver for fighter pilots - received on 3 January 1942). Other non dated decorations include: Italienische Flugzeugführerabzeichen (Italian Pilot's Wings) awarded on 19 May 1942 as Major).



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



76 76



[via P. Sèpinski]



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

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

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

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

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

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

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



6. Over the Blitzkrieg

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

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



the enemy opposition.

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

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

ed after 18
it is a barely
g white swan

K advantage being outnumbered
was from Stab and 4. Staffel were
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. Zaslavsk]

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



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

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

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

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

I simply can't give it enough praise!

Christer Bergstrom

ORDER AT LULU.COM Search: "ZG 76"

Search: "ZG 76"

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



1/48

AVIA S-199
BUBBLE CANOPY

#948012
MARKING A
built by **Jan Baranec**

https://www.instagram.com/48_scale_hangar/

Product Page



Police Air Patrol, Brno/Olomouc, Czechoslovakia, 1949

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

the upper surfaces and dark grey on the lower surfaces, complemented by scarlet paint on the nose and leading edge of the wing. Also, the horizontal tail surfaces were the same color. The reconstruction of the color scheme was based on photographs of similar

aircraft as no photographs of OK-BXK have survived. The serial number is still unknown, but could probably be 201, 410 or in the range 414 to 416. There is full range of digits for creating any number.



P-51D MUSTANG

1/48

built by **Mariusz Hasiuk**



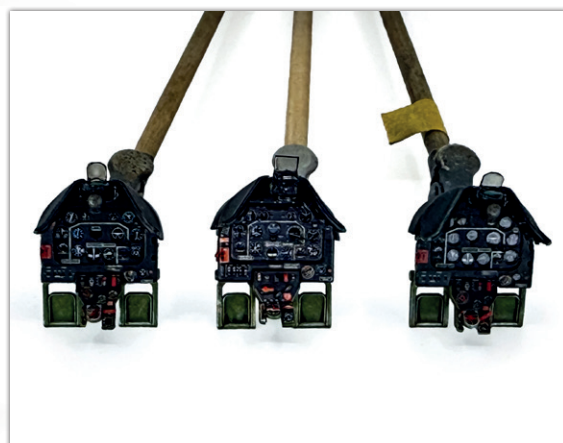
MH SCALE MODELS

1/32 & 1/48 Scale

Behind this Three colour nose Mustangs project is very inspiring story. A friend of mine send me one of the .50cal shells from P-51D found in the area where Lt. James L. Brooks lead formation of the Mustangs from 307th FS to fight with 36-40 Ju-87 Stuka Dive Bombers, where squadron achieved a great victory shooting down 21:0 Luftwaffe planes, and Brooks shot

down 2xJu 87. It happened during operation "Frantic III, when 307th squadron operated from airfields in Ukraine over Poland (attacking airfield in Mielec). Choosing Brooks plane for the build I thought that it would be a great opportunity to improve painting skills with regard to Bare Metal Finished Mustangs making more planes. It brings me to idea that adding

other two Aces planes (blue nose P-51 piloted by Preddys - the best ace flying on P-51 and yellow nose P-51 Drew's - famous of shooting down 2 Me-262 jet fighters).



P-51D-5 MUSTANG

#82101

MARKING B

built by **Mariusz Hasiuk**

1/48

Accessories used:

- 648486 exhaust stacks w/fairing (Brassin)
- 648570 Gun sights (Brassin)
- 648571 75gal drop tanks (Brassin)
- 648872 P-51D/K radiator Print (Brassin)
- 648987 P-51B/C wheels oval thread (Brassin)
- 6481009 P-51B/C/D seat type 3 Print (Brassin)
- 6481161 P-51D undercarriage legs Print (Brassin)
- EX953 P-51D surface panels (Mask)



P-51D-5 MUSTANG

#82101X

Aftermarket decals

built by **Mariusz Hasiuk**

1/48

Accessories used:

FE1141	P-51D-5 Weekend (PE-Set)
648486	exhaust stacks w/fairing (Brassin)
648511	P-51D wheels diamond thread 2 (Brassin)
648570	Gun sights (Brassin)
648571	75gal drop tanks (Brassin)
648872	P-51D/K radiator Print (Brassin)
6481009	P-51B/C/D seat type 3 Print (Brassin)
6481161	P-51D undercarriage legs Print (Brassin)
EX953	P-51D surface panels (Brassin)



P-51D MUSTANG

#82102X

Aftermarket decals

built by **Mariusz Hasiuk**

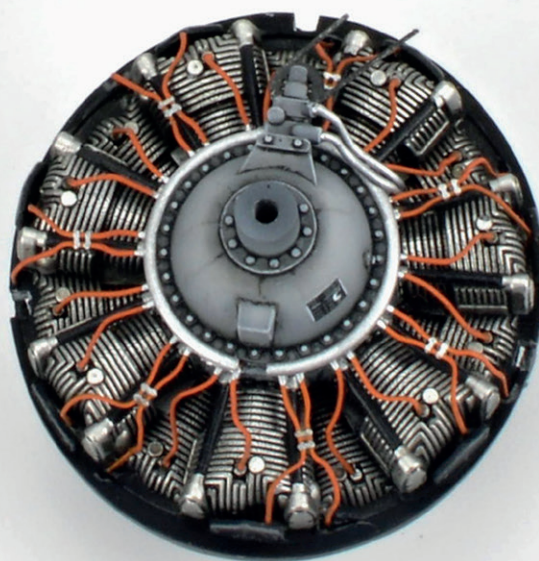
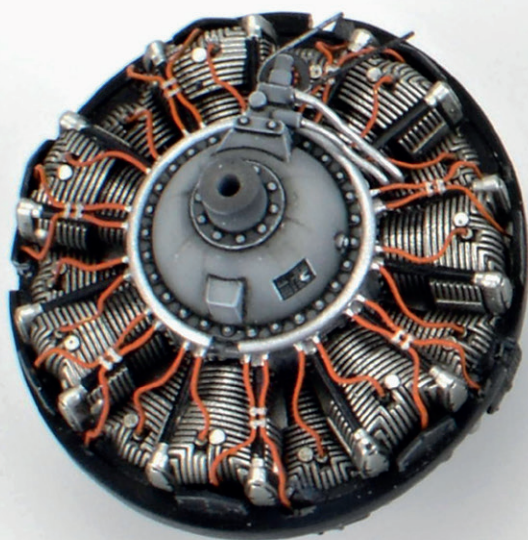
1/48

Accessories used:

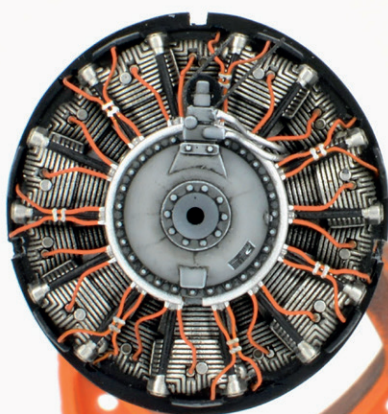
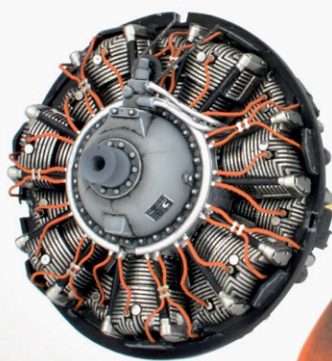
82102-LEPT	P-51D PE-set (PE-Set)
648486	exhaust stacks w/fairing (Brassin)
648511	P-51D wheels diamond thread 2 (Brassin)
648531	110gal fuel tanks (Brassin)
648570	Gun sights (Brassin)
648872	P-51D/K radiator Print (Brassin)
6481009	P-51B/C/D seat type 3 Print (Brassin)
6481161	P-51D undercarriage legs Print (Brassin)
EX953	P-51D surface panels (Brassin)



B-25J ENGINES PRINT



#648870

built by **Jan Baranec**[Product Page](#)

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BIG ED (May)

BIG2407	Bf 109G-5 1/24 Airfix
BIG2408	Bf 109G-6 1/24 Airfix
BIG49474	Spitfire Mk.IXe 1/48 Airfix

BRASSIN (May)

644345	F-16I SUFA LööK 1/48 Great Wall Hobby
674068	F-14D LööK 1/72 Tamiya
6481169	Spitfire Mk.IX/XVI undercarriage legs PRINT 1/48 Eduard
6481180	Fw 190A-3/A-4 undercarriage legs PRINT 1/48 Eduard
6481184	Hurricane Mk.I seat PRINT 1/48 Arma Hobby
6481186	Bf 109G wheel bays angular PRINT 1/48 Eduard
6481187	Hurricane Mk.I cockpit door PRINT 1/48 Arma Hobby
6481191	P-40K radio compartment PRINT 1/48 Eduard
6481192	P-40K undercarriage legs PRINT 1/48 Eduard
6481193	P-40K radiators upgrade set PRINT 1/48 Eduard
6481194	P-40K tail wheel bay PRINT 1/48 Eduard
6481195	P-40K gun bays PRINT 1/48 Eduard
672436	Spitfire Mk.Vb cockpit PRINT 1/72 Eduard
672449	F-14D wheels 1/72 Tamiya
672454	Bf 109K-4 wheels 1/72 Eduard
672458	Bf 109K-4 undercarriage legs PRINT 1/72 Eduard

LööKPlus (May)

634056	Bf 109G-5 LööKplus 1/24 Airfix
634057	Bf 109G-6 LööKplus 1/24 Airfix
674067	F-16CJ Block 50 LööKplus 1/72 Tamiya

BIGSIN (May)

SIN63217	Bf 109G-5 1/24 Airfix
SIN63218	Bf 109G-6 1/24 Airfix

644345

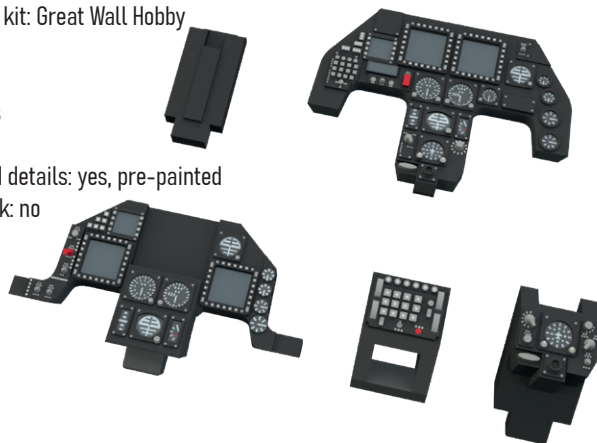
F-16I SUFA LööK

1/48 Great Wall Hobby

LööK set - Brassin pre-painted dashboard and STEEL seat belts for F-16I SUFA in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

- resin: 5 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



674068

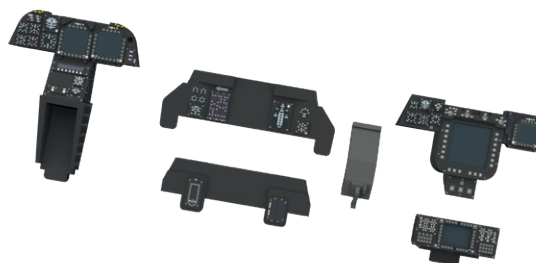
F-14D LööK

1/72 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seat belts for F-14D in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



6481169

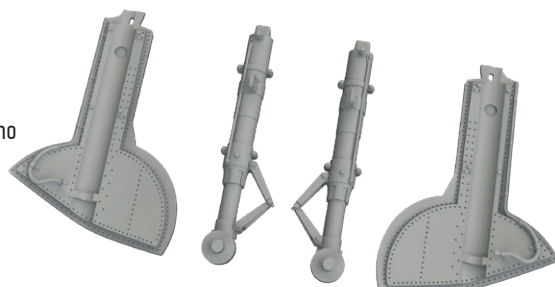
Spitfire Mk.IX/XVI undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legs and wheel bay doors for Spitfire Mk.IX or Mk.XVI 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



6481180

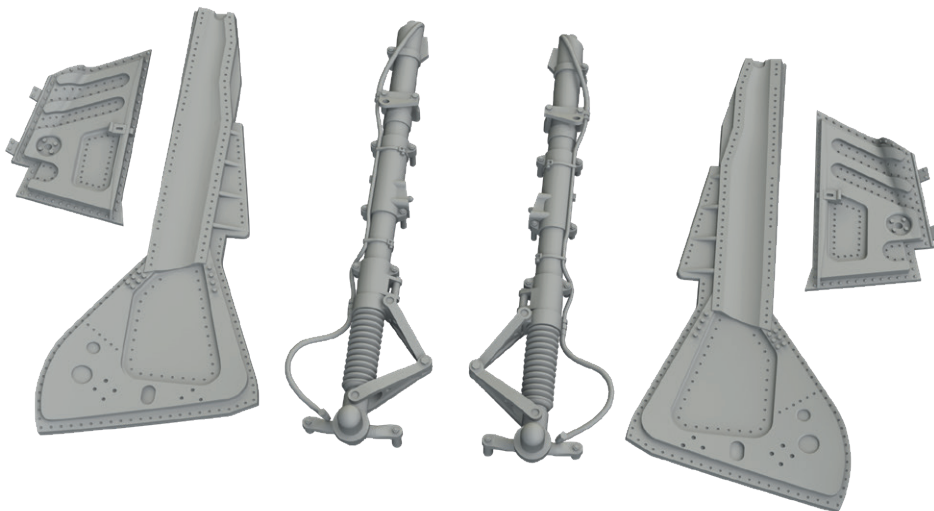
Fw 190A-3/A-4 undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legs and wheel bay doors for Fw 190A-3 or A-4 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



6481184

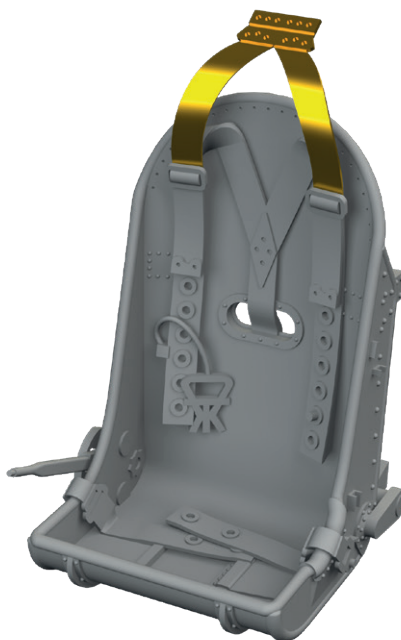
Hurricane Mk.I seat PRINT

1/48 Arma Hobby

Brassin set - pilot seat with integral seat belts 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 1 part
- decals: no
- photo-etched details: no
- painting mask: no



6481186

Bf 109G wheel bays angular PRINT

1/48 Eduard

Brassin set - wheel bays for Bf 109G in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



6481187

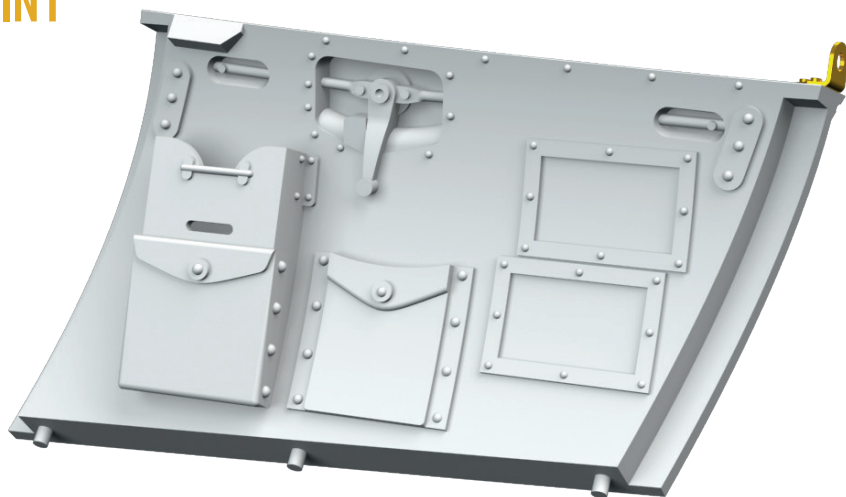
Hurricane Mk.I cockpit door PRINT

1/48 Arma Hobby

Brassin set - cockpit door 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 1 part
- decals: yes
- photo-etched details: yes
- painting mask: no



6481191

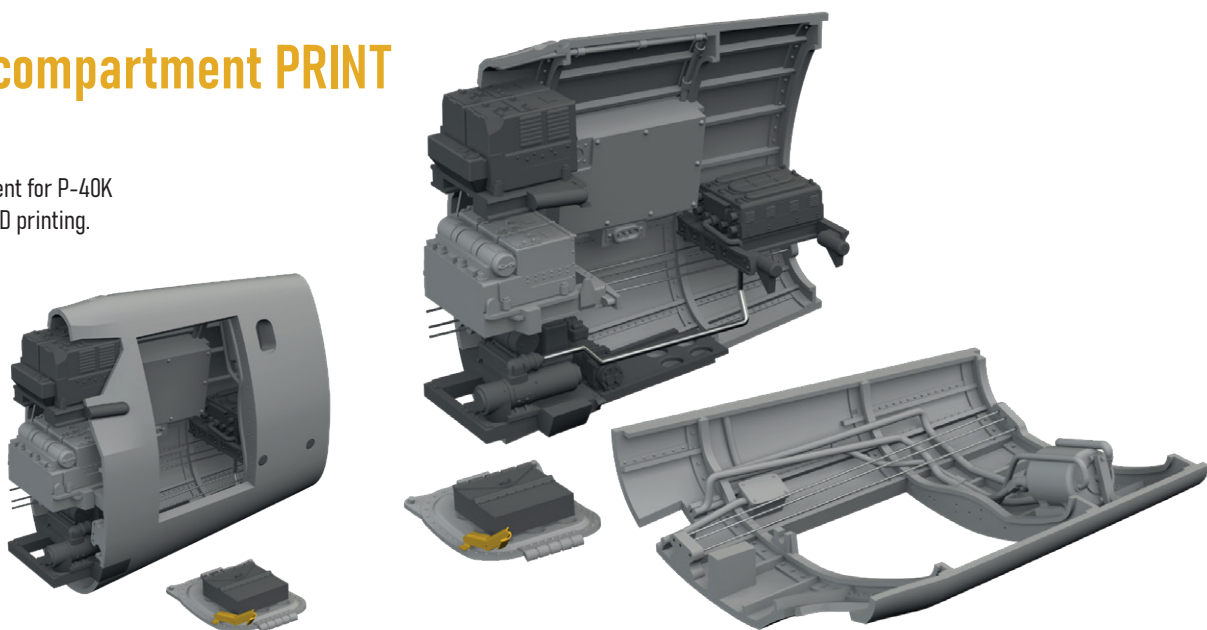
P-40K radio compartment PRINT

1/48 Eduard

Brassin set - radio compartment for P-40K in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 9 parts
- decals: no
- photo-etched details: yes
- painting mask: no



6481192

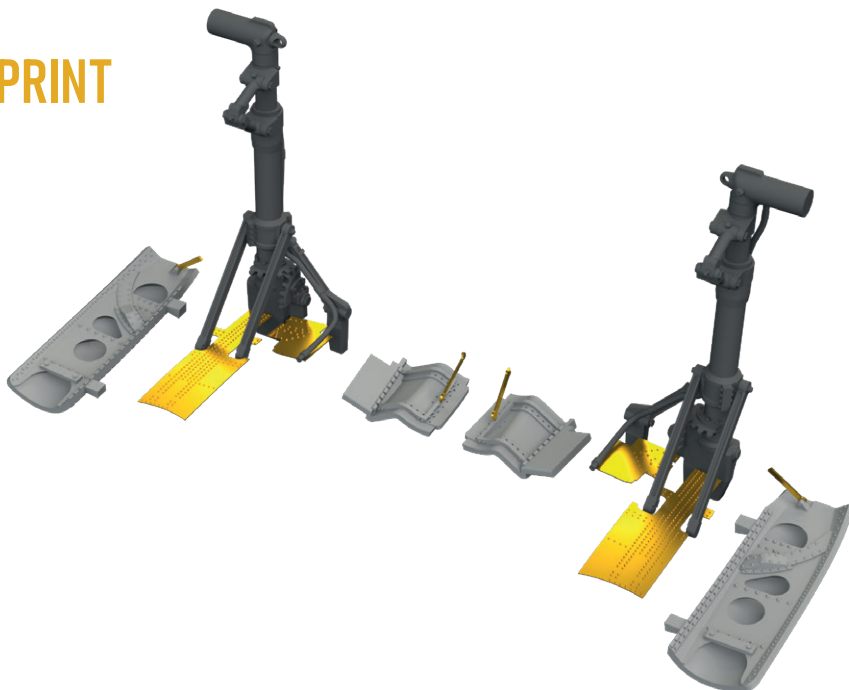
P-40K undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legss for P-40K in 1/48 scale. The set consists of the main legs and a tail wheel leg. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



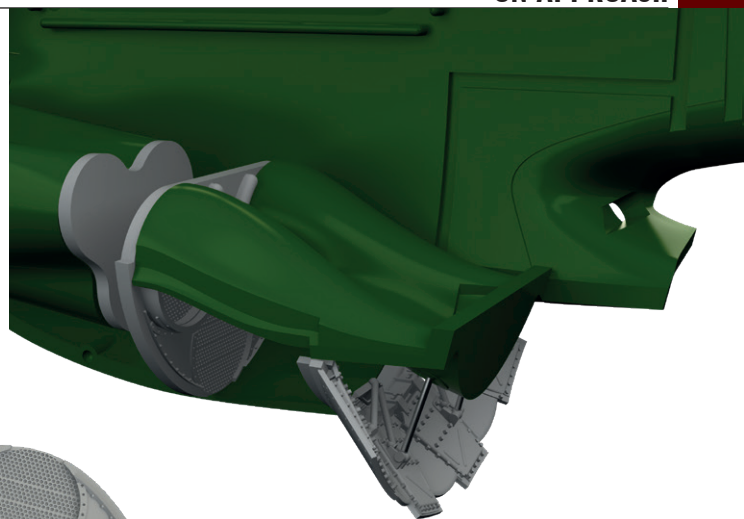
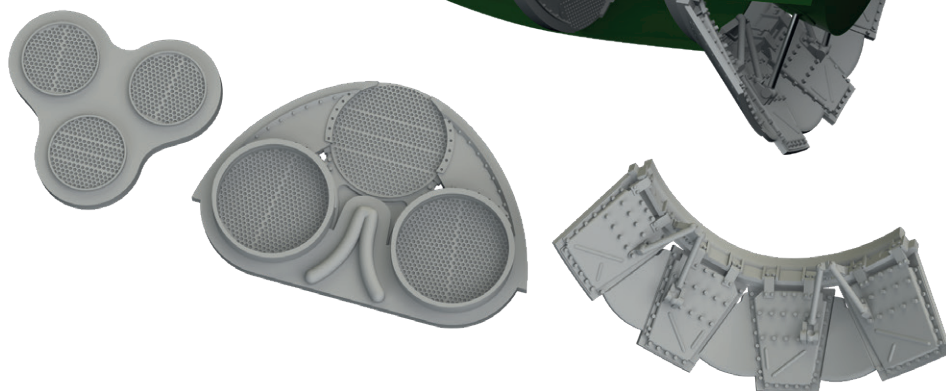
6481193

P-40K radiators upgrade set PRINT**1/48 Eduard**

Brassin set - engine oil and cooling radiators and radiator flaps for P-40K in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



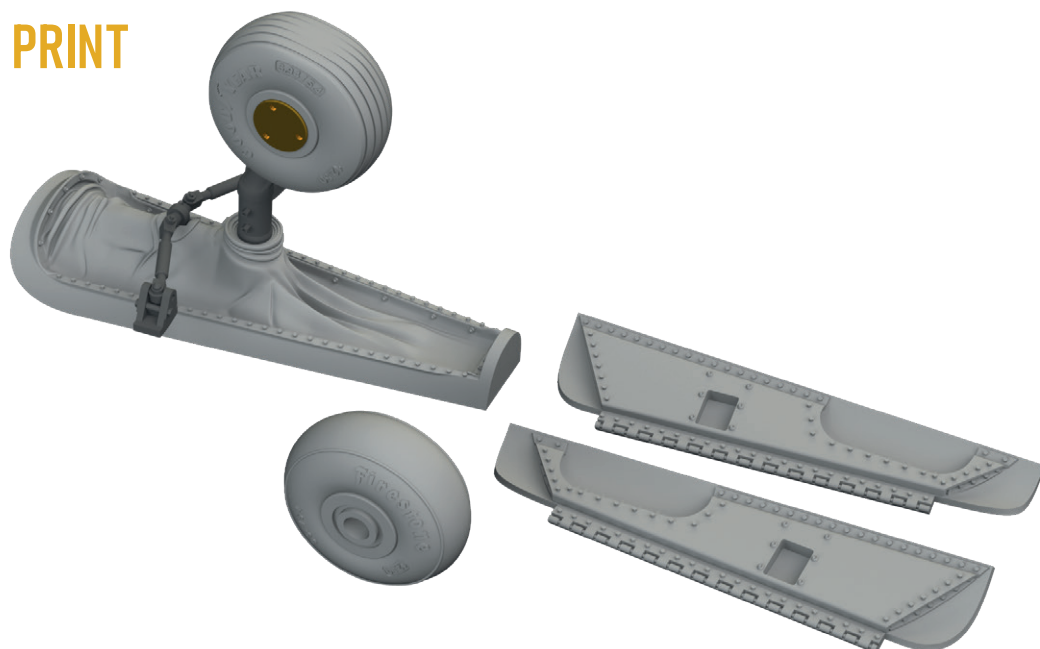
6481194

P-40K tail wheel bay PRINT**1/48 Eduard**

Brassin set - tail wheel bay for P-40K in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



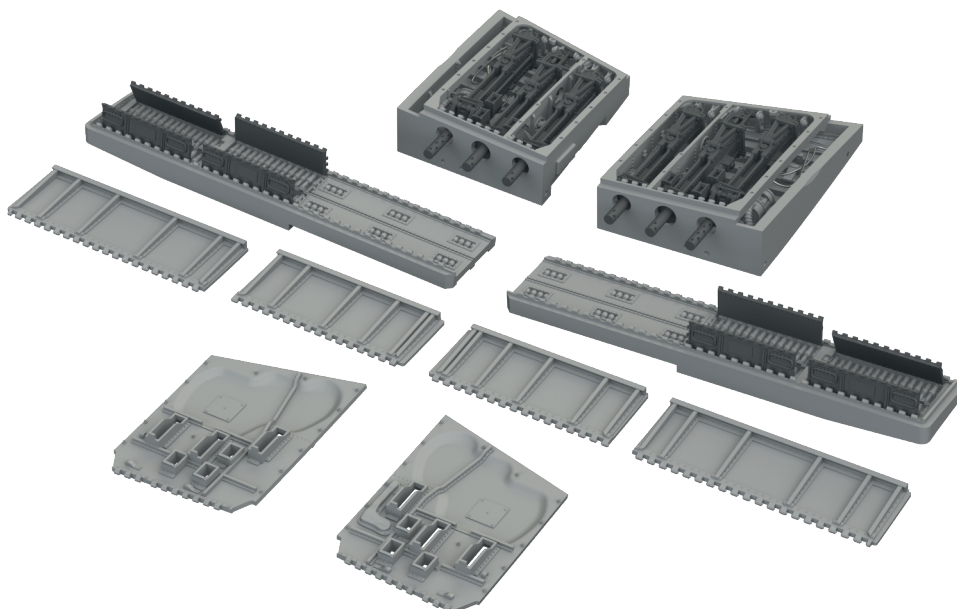
6481195

P-40K gun bays PRINT**1/48 Eduard**

Brassin set - gun bays with 6 guns (3 in each wing) for P-40K in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 30 parts
- decals: yes
- photo-etched details: no
- painting mask: no



672436

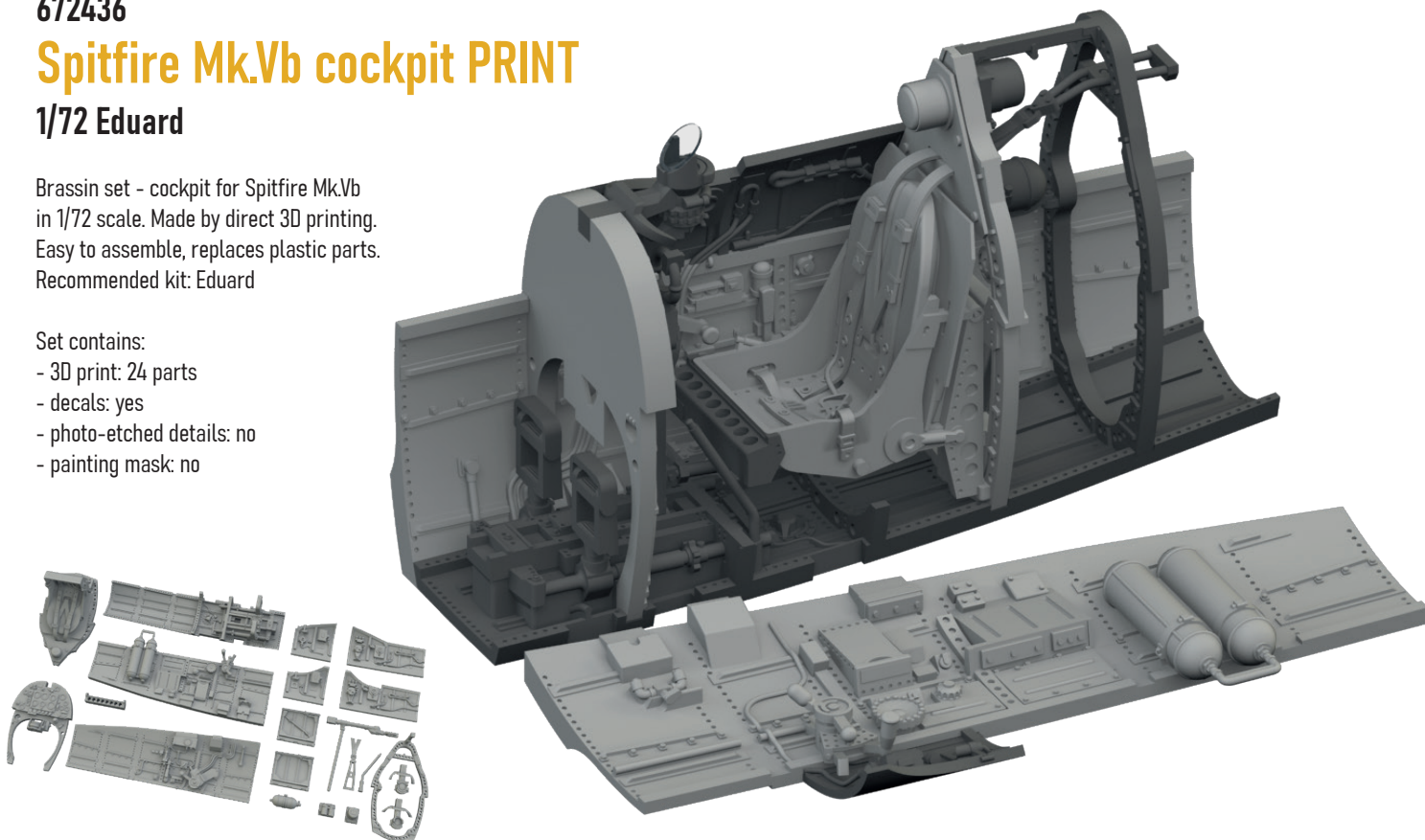
Spitfire Mk.Vb cockpit PRINT

1/72 Eduard

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

Set contains:

- 3D print: 24 parts
- decals: yes
- photo-etched details: no
- painting mask: no



672449

F-14D wheels

1/72 Tamiya

Brassin set - the undercarriage wheels for F-14D in 1/72 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



672454**Bf 109K-4 wheels****1/72 Eduard**

Brassin set - the undercarriage wheels for Bf 109K-4 in 1/72 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

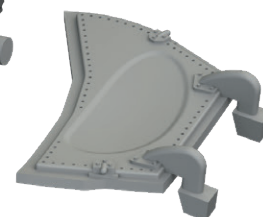
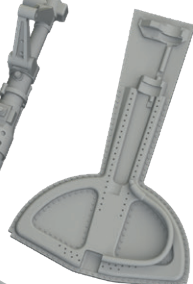
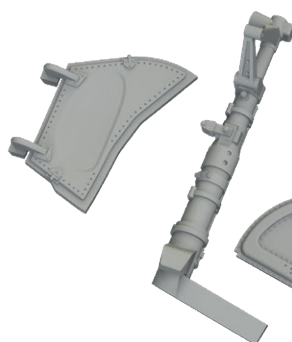
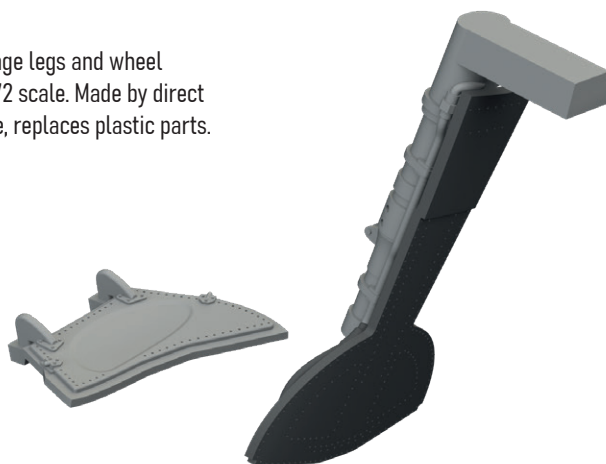
- resin: 2 parts
- 3D print: 1 part
- decals: no
- photo-etched details: no
- painting mask: yes

**672458****Bf 109K-4 undercarriage legs PRINT****1/72 Eduard**

Brassin set - the undercarriage legs and wheel bay doors for Bf 109K-4 in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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





SCALE MODEL SHOW

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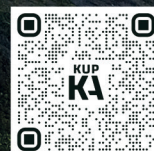
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634056

Bf 109G-5 LööKplus

1/24 Airfix

Collection of 4 sets for Bf 109G-5 in 1/24 scale.
Recommended kit: Airfix

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



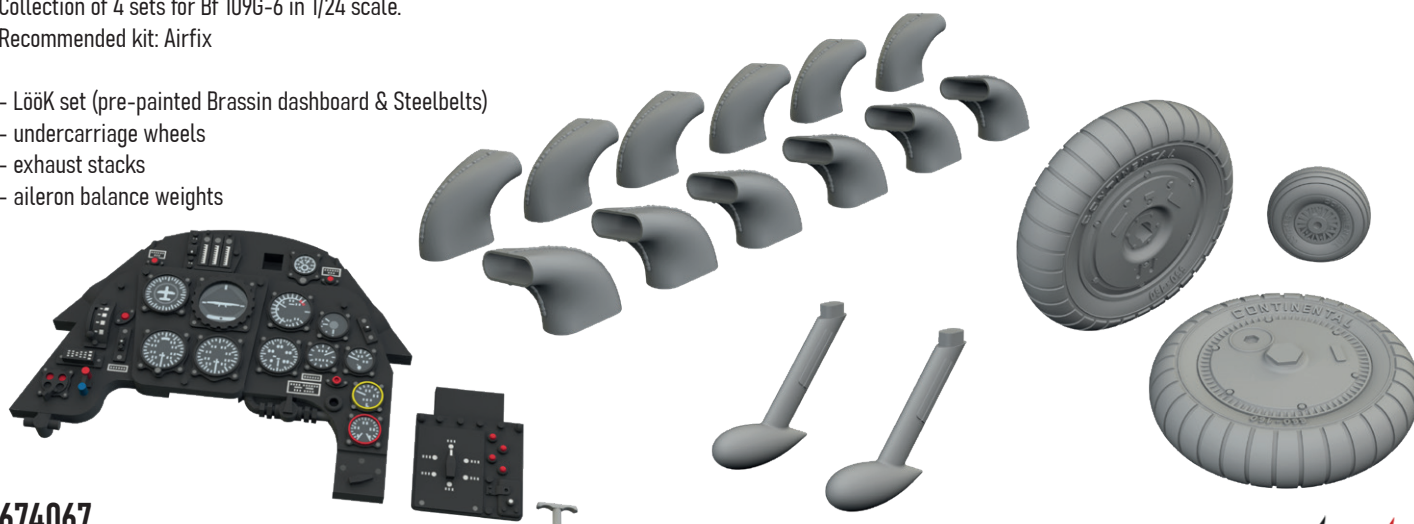
634057

Bf 109G-6 LööKplus

1/24 Airfix

Collection of 4 sets for Bf 109G-6 in 1/24 scale.
Recommended kit: Airfix

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



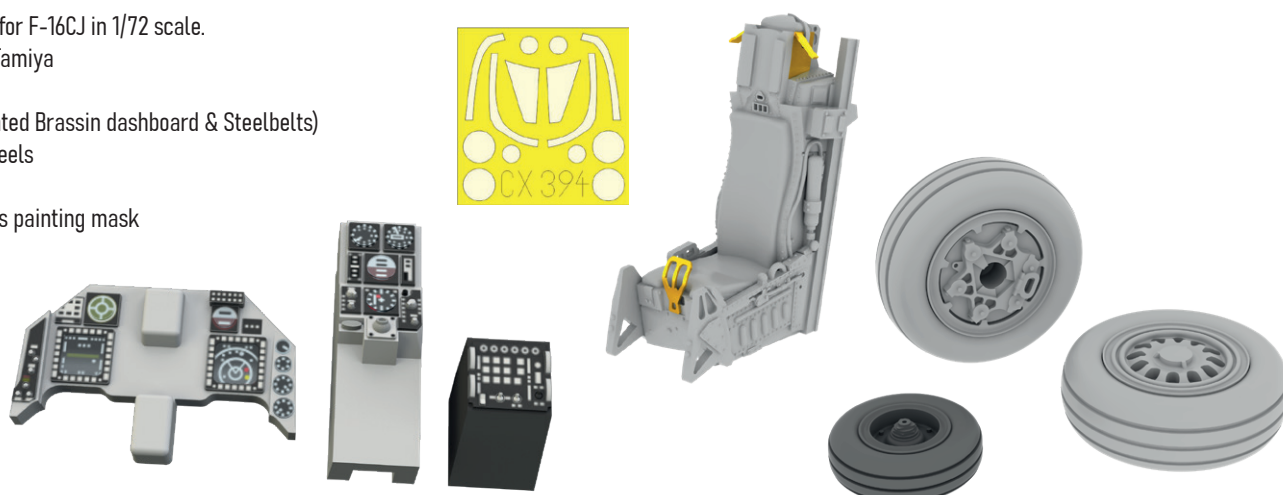
674067

F-16CJ Block 50 LööKplus

1/72 Tamiya

Collection of 4 sets for F-16CJ in 1/72 scale.
Recommended kit: Tamiya

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



SIN63217

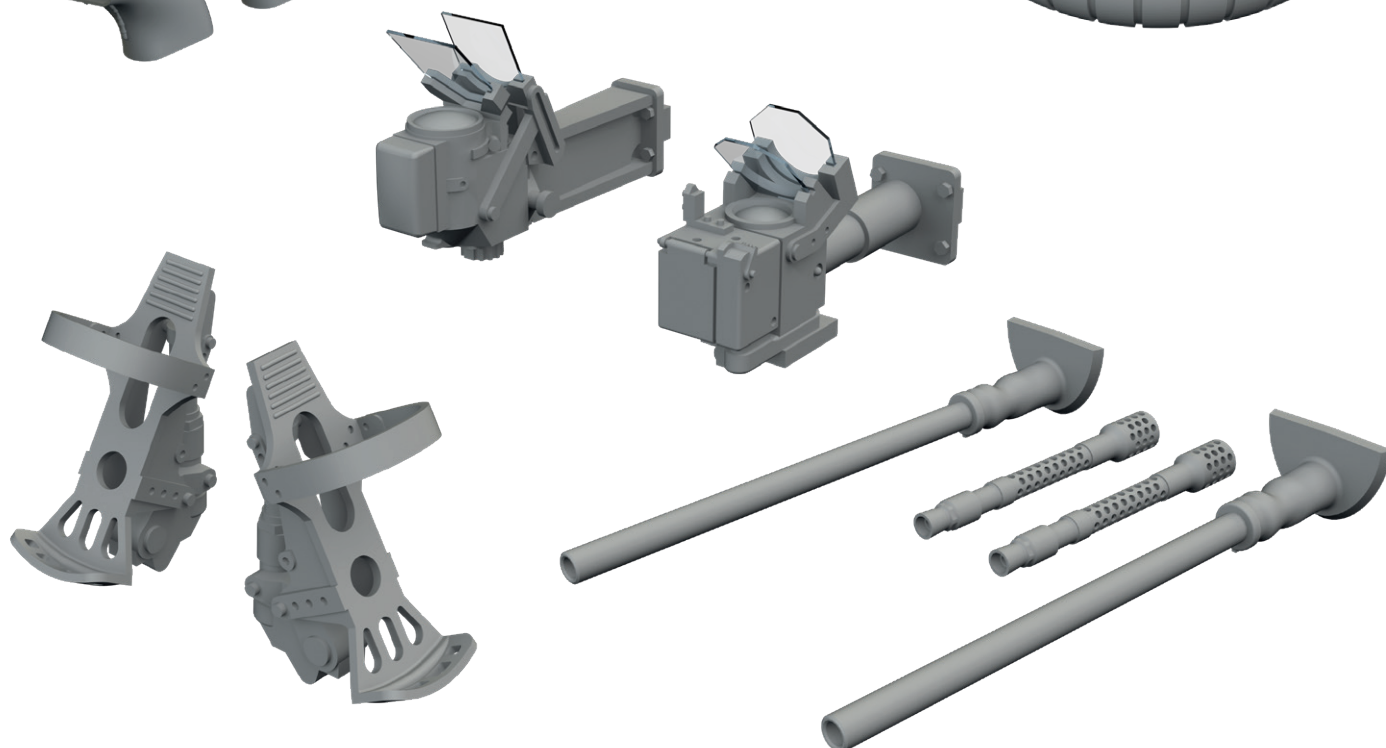
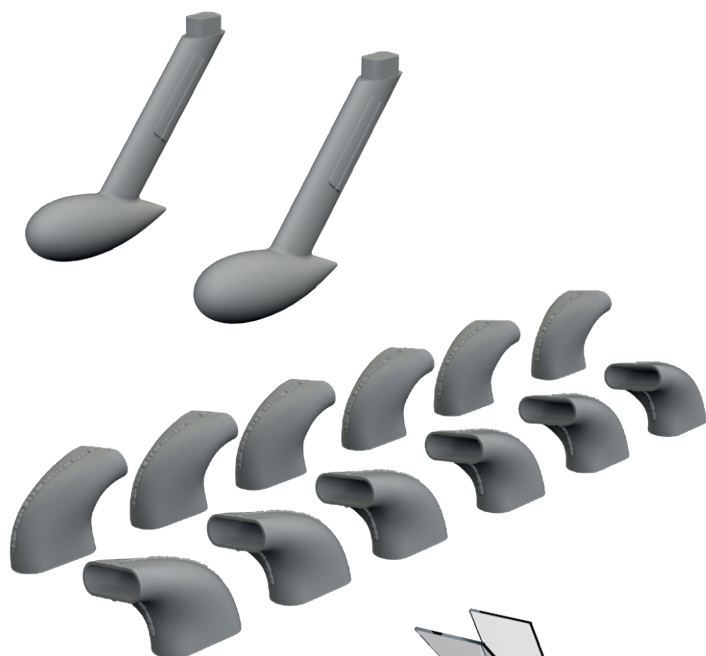
Bf 109G-5

1/24 Airfix

Collection of 7 sets for Bf 109G-5 in 1/24 scale.
Recommended kit: Airfix

- LööK pre-painted dashboard
- exhaust stacks
- undercarriage wheels
- ailerons ballance weights
- rudder pedals
- gun barrels
- gun sights

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



SIN63218

Bf 109G-6

1/24 Airfix

Collection of 7 sets for Bf 109G-6 in 1/24 scale.

Recommended kit: Airfix

- LööK pre-painted dashboard
- exhaust stacks
- undercarriage wheels
- ailerons ballance weights
- rudder pedals
- gun barrels
- gun sights

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



PE-SETS

325003	Spitfire Mk.Vb landing flaps	1/32	Kotare
481181	P-40K landing flaps	1/48	Eduard
491586	MH-6J	1/48	ICM
73868	F-14D	1/72	Tamiya
73869	Spitfire Mk.Vb	1/72	IBG Models

ZOOMS

33391	Spitfire Mk.Vb seatbelts STEEL	1/32	Kotare
FE1584	A6M2-K Weekend	1/48	Eduard
FE1585	P-40K seatbelts STEEL	1/48	Eduard
FE1586	MH-6J seatbelts STEEL	1/48	ICM
SS868	F-14D	1/72	Tamiya
SS869	Spitfire Mk.Vb	1/72	IBG Models

MASKS

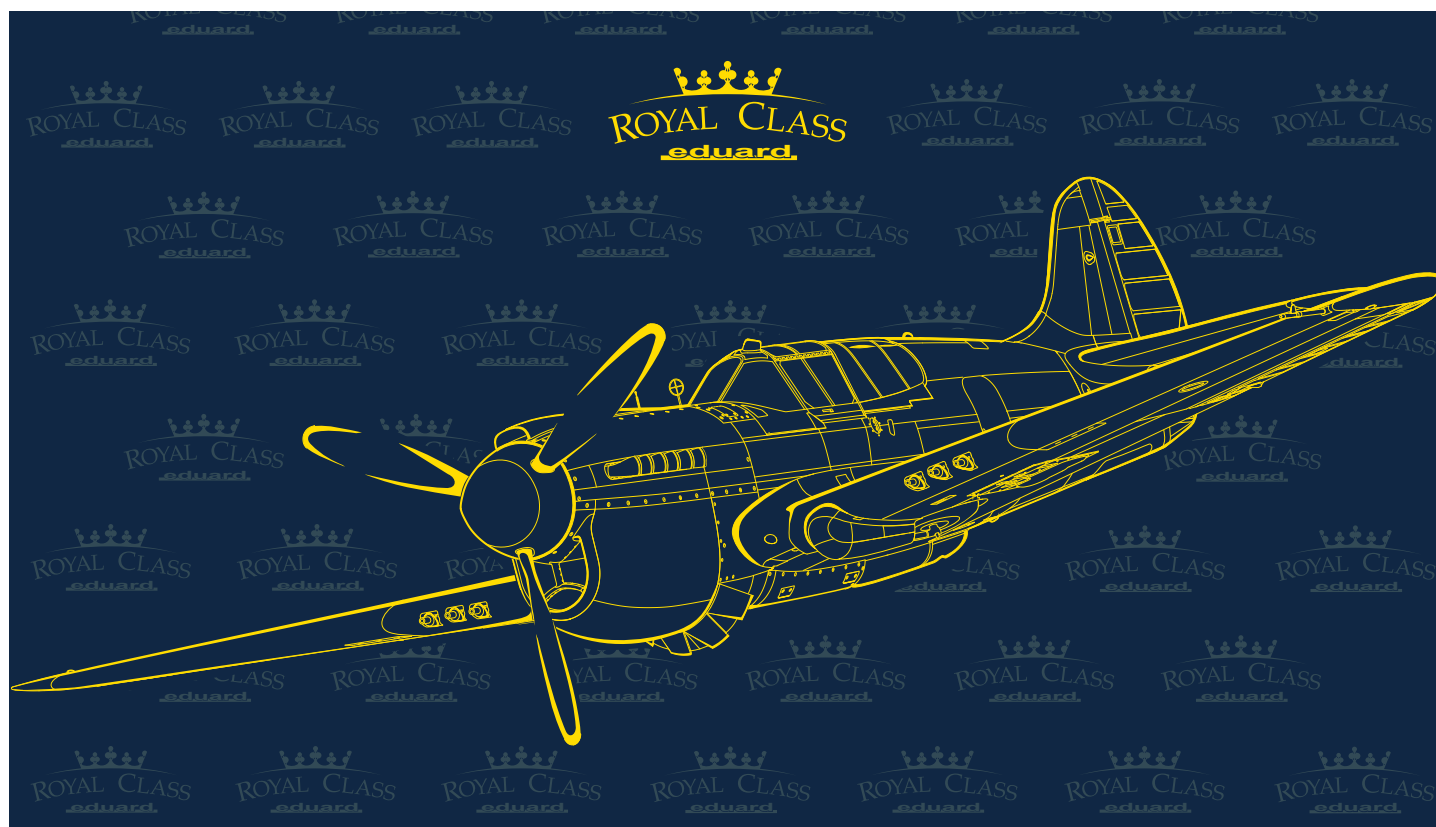
JX348	Spitfire Mk.Vb early British national insignia	1/32	Kotare
JX349	Spitfire Mk.Vb early US national insignia	1/32	Kotare
JX350	Spitfire Mk.Vb early code letters (for 32006 kit)	1/32	Kotare
EX1171	P-40K TFace	1/48	Eduard
EX1172	P-40K US national insignia	1/48	Eduard
EX1173	MH-6J	1/48	ICM
EX1174	MH-6J TFace	1/48	ICM
EX1175	Hampden TB Mk.I torpedo bomber	1/48	ICM
EX1176	Hampden TB Mk.I torpedo bomber TFace	1/48	ICM

SPACE

3DL48275	P-40K SPACE	1/48	Eduard
3DL48276	F-16CJ Block 50 SPACE	1/48	Tamiya
3DL48277	MH-6J SPACE	1/48	ICM
3DL48278	MiG-21MF seatbelts SPACE	1/48	
3DL48279	Bf 109F-2 SPACE	1/48	Eduard
3DL48280	Hampden TB Mk.I torpedo bomber SPACE	1/48	ICM
3DL72087	MiG-21R SPACE	1/72	Eduard
3DL72088	Spitfire Mk.Vb SPACE	1/72	IBG Models
3DL72089	Bf 109K-4 SPACE	1/72	Eduard

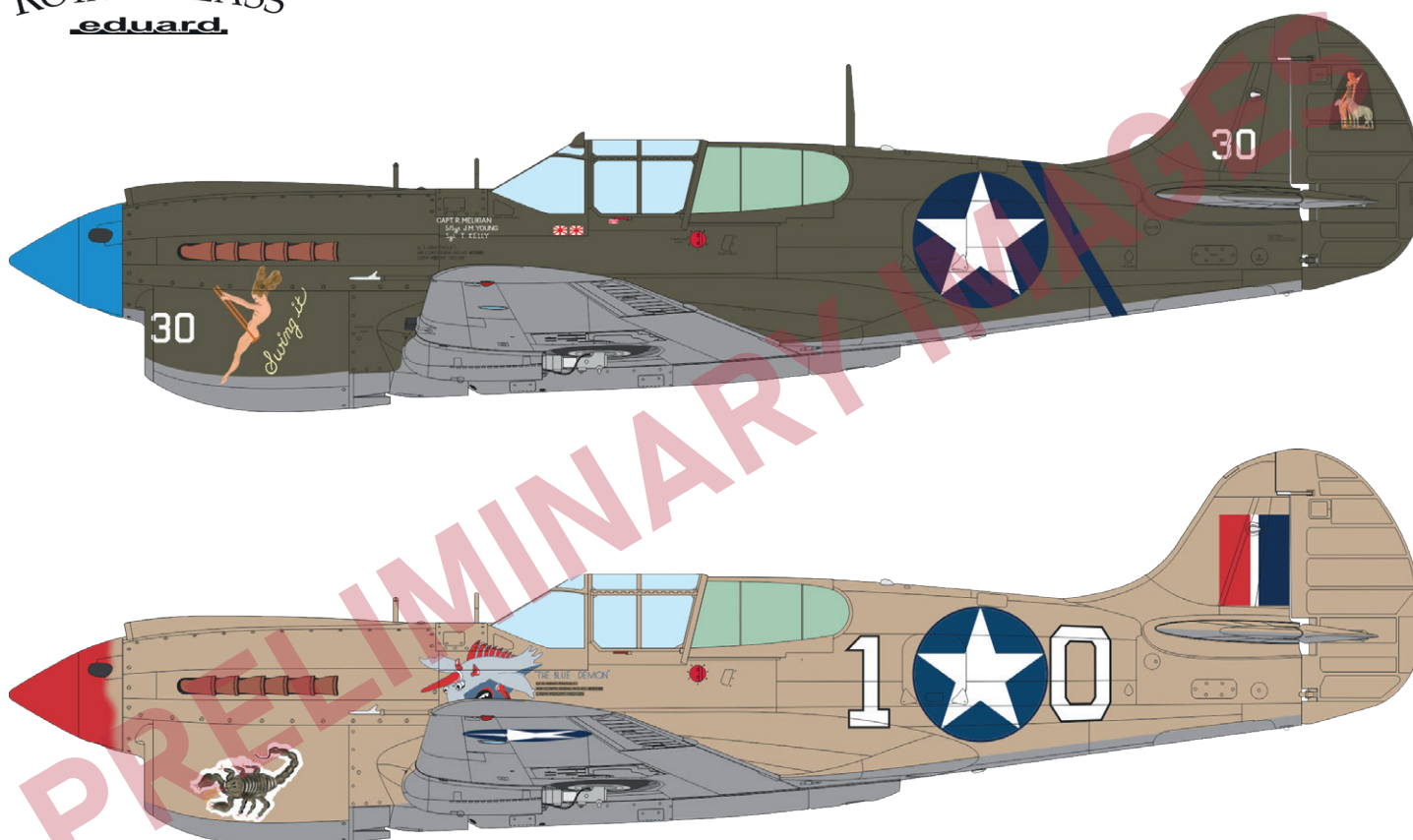
P-40K Warhawk

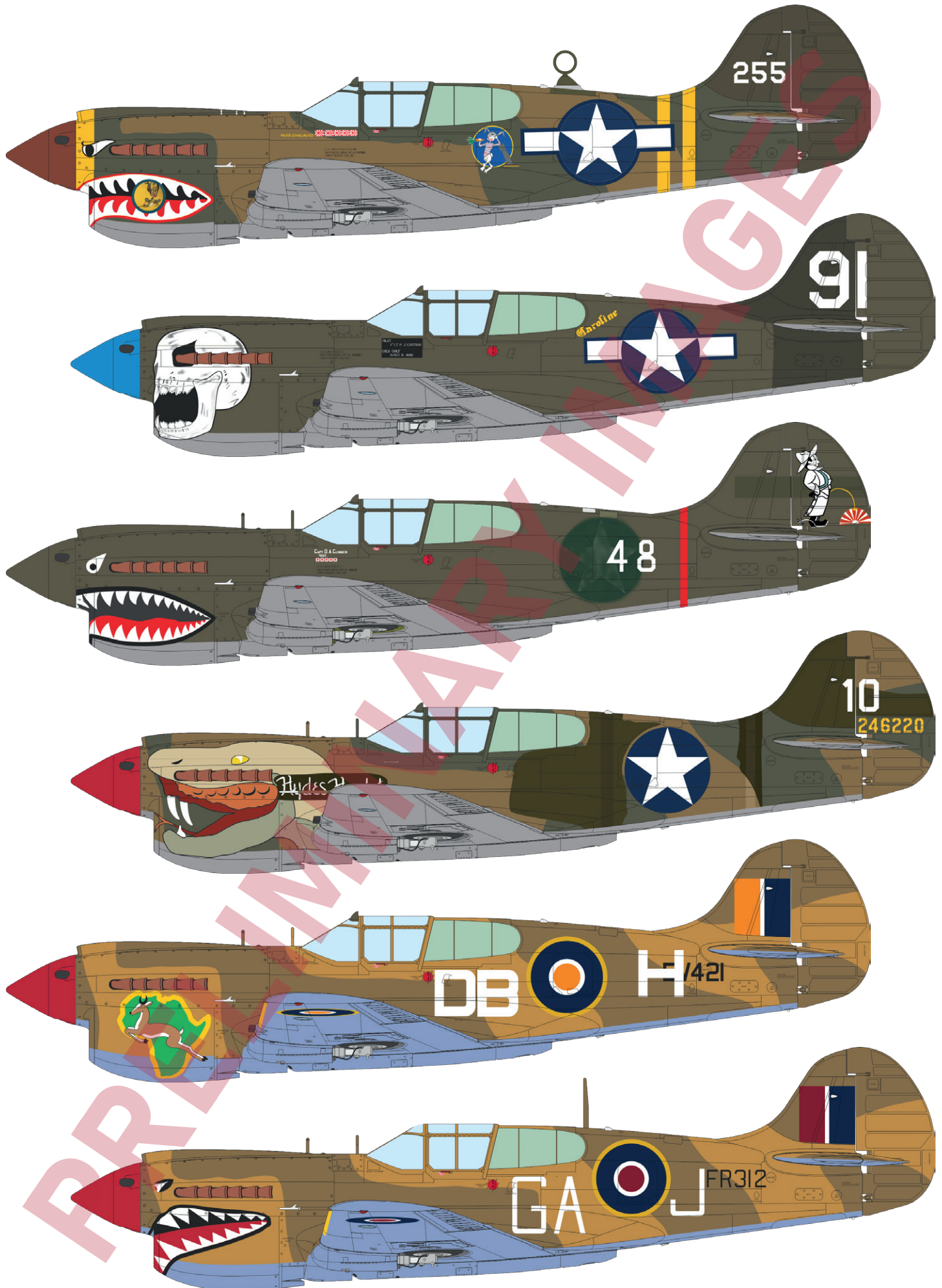
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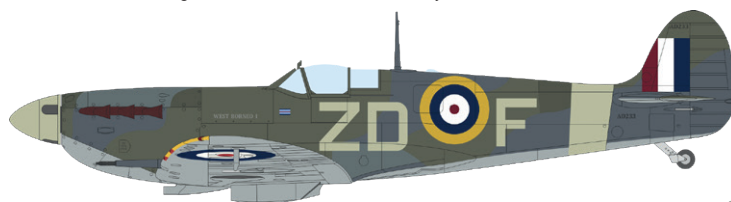
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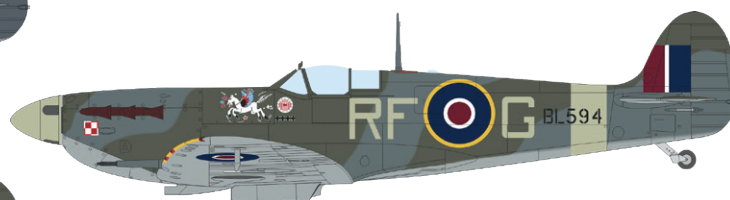

BL336, W/Cdr Robert S. Tuck, CO of Biggin Hill Wing, RAF Biggin Hill, the United Kingdom, December 1941 - January 1942



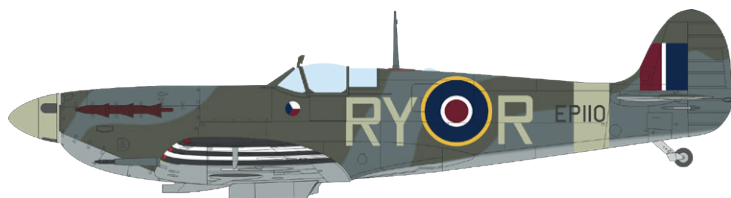
AB972, F/Lt Brendan E. F. Finucane, No. 452 Squadron, RAF Kenley, the United Kingdom, October 1941



AD233, S/Ldr Richard M. Milne, No. 222 Squadron, RAF North Weald, the United Kingdom, January-May 1942



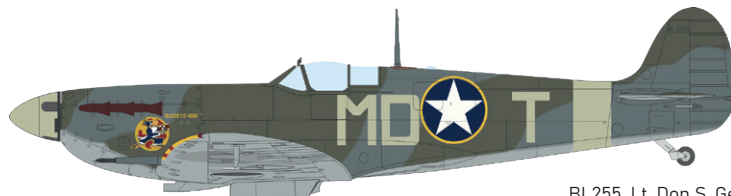
BL594, F/O Eugeniusz Horbaczewski, No. 303. Squadron, RAF Kirtlington, the United Kingdom, June 1942



EP110, F/Lt Otmar Kučera, No. 313 Squadron, RAF Hawkinge, Kent, the United Kingdom, August-September 1943



BL547, F/O Rick R. Richards, No. 402 Squadron, RAF Horne, the United Kingdom, June 1944



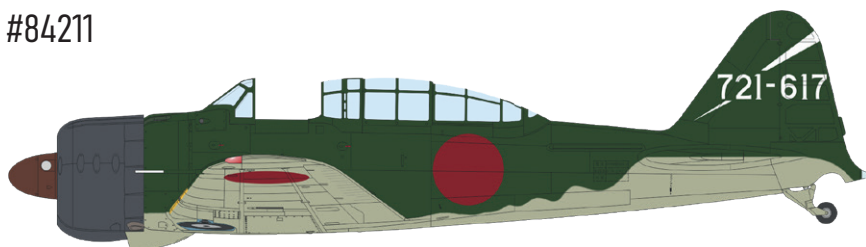
BL255, Lt. Don S. Gentile, 336th FS, 4th FG, 8th AF, Debden, the United Kingdom, November 1942

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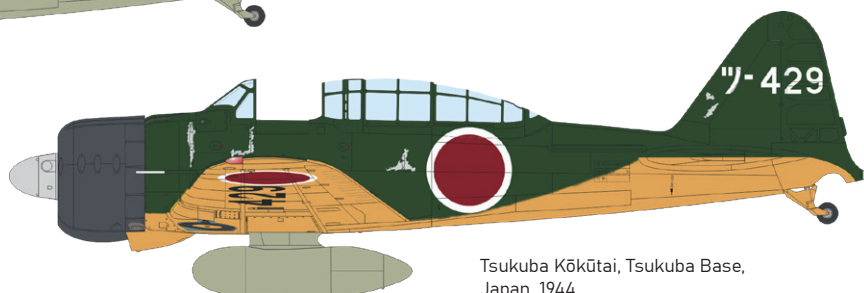
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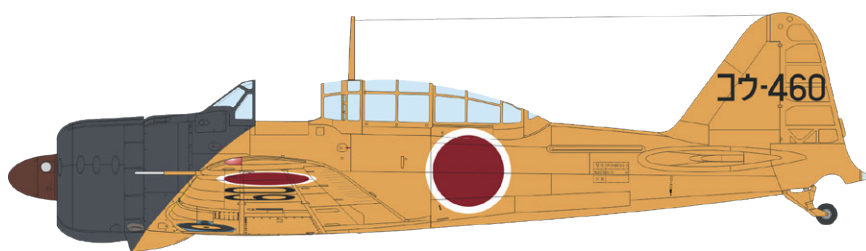
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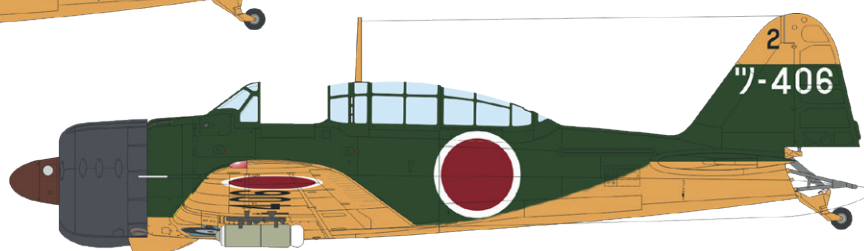
Kōkūtai 721 Jinrai, Kōnoike airbase,
Japan, 1945



Tsukuba Kōkūtai, Tsukuba Base,
Japan, 1944



Kōnoike Kōkūtai, Kōnoike airbase,
Japan, 1944



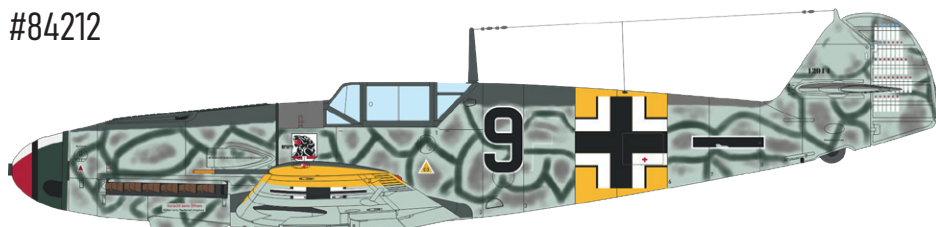
Tsukuba Kōkūtai, Tsukuba Base, Japan, 1944

Bf 109F-2

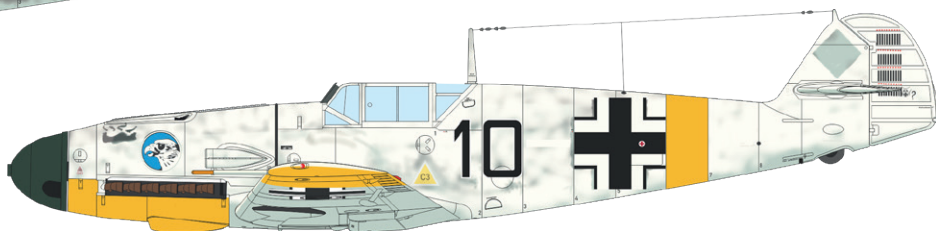
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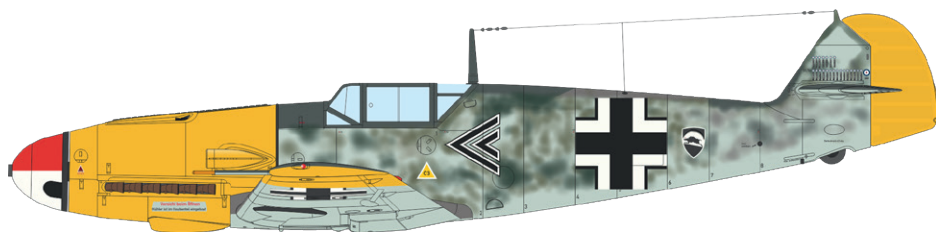
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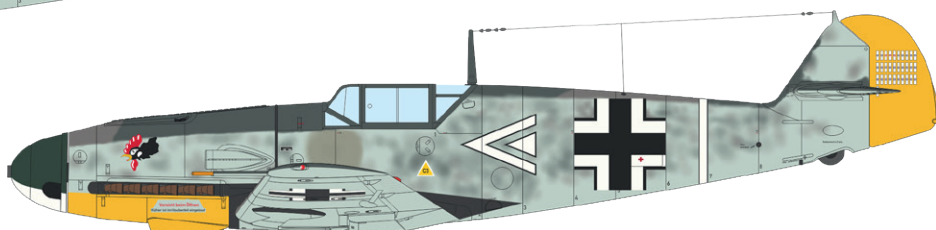
W.Nr. 12914, Lt. Josef Pöhs, 5./JG 54,
Malaya Ovsishtshi, the Soviet Union,
August 1941



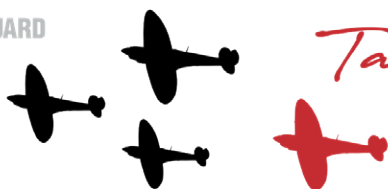
W.Nr. 8239, Lt. Hans Strelow, 5./JG 51,
Bryansk, the Soviet Union, March 1942



W.Nr. 8165, Hptm. Karl-Heinz Leesmann,
CO of I./JG 52, Amsterdam, the Netherlands,
June 1941



Hptm. Hans Hahn, CO of III./JG 2, Saint-
-Pol-sur-Ternoise, France, July 1941



PHOENIXES RISING FROM THE ASHES

Text: Jan Zdiarský

Warbirds — or historic aircraft maintained in airworthy condition — are the highlight of many air shows and have allowed many of us to experience the atmosphere of a time when their engines roared in the sky by the dozens. Naturally, World War II aircraft attract the most interest, linked to powerful stories — whether their own or those of aircraft that no longer exist, whose paint schemes and markings are now worn by other warbirds. In this way, they help preserve the memory of these famous aircraft and, above all, their crews.

And last but not least, they remain technical gems.

I will devote today's reflection to the topic of the rebirth of historic aircraft, focusing specifically on those whose restoration is intended to result in airworthiness. The goal is not to provide a complete list of aircraft undergoing restoration, but to highlight a few interesting current projects. And in doing so, to whet your appetite a bit and show that even in today's world, full of paranoids in the highest positions, madness, and destruction, there are people who build. Who, with a love for technology, history, and also for flying, are working to ensure that some phoenixes rise from their ashes.



B-17G "Champaign Lady" in the advanced stages of construction (Champaign Aviation Museum, Urbana, OH)

In order for a restored aircraft to be considered a machine of a specific type and serial number, a certain percentage of original parts must be used in its restoration. This allows for the use of parts from old stock or newly manufactured parts in the restoration process. A warbird can thus be created even from an aircraft that was nearly destroyed in a severe crash. It is more than clear that this is not a cheap endeavor. This is also one of the reasons why some renovations take many years, and in some cases even decades. So let's touch on the stories of a few of the current projects.

De Havilland Mosquito TE881, which is undergoing a demanding restoration at Avspecs Ltd in New Zealand, is not the first Mosquito they have returned to the air there. This particular aircraft is expected to make its test flight in 2026.

The B-25J Mitchell 44-30733 is also being prepared for flight. In July 1969, after both engines failed during takeoff while responding to a forest fire, it made an emergency landing in remote terrain. The wreckage of the aircraft lay in the sandy alluvial deposits of the Tanana River in Alaska until 2013, when it was recovered and transported to Michigan. The local Warbirds Of Glory Museum is restoring the aircraft to airworthy condition using parts from another Mitchell they managed to acquire, aircraft s/n 44-28898. That aircraft was part of the Lend-Lease program in 1944, as a delivery to the Soviet Union. However, it was damaged during landing at Satellite Field in Alaska and, after valuable parts were removed, left to its fate. The completely vandalized remains of the airframe were rescued at the turn of the millennium by the Nome Aviation and Military Museum in Alaska and later donated to Michigan.

The **Spitfire Mk.I R6613** truly rises from the ashes, its airframe reconstructed from the wreckage of an aircraft shot down on September 11, 1940. Before it was lost, the



The noses of two B-25Js at the Warbirds Of Glory Museum in Michigan. In the foreground is aircraft 44-28898, behind it the restored 44-30733.



Restoration of the wing of the Turkish Focke-Wulf.

Fw 190A-8N at the Turkish MSÖ Air & Space Museum.



famous Squadron Leader Roland R. Stanford Tuck of the RAF's No. 92 Squadron flew this aircraft into battle several times during the Battle of Britain. The current restoration process, based on wreckage recovered from the crash site, has been completed. The aircraft has passed inspection by the British CAA and, with the civil registration G-RRST, is

currently awaiting investors to take the next steps toward returning to the skies.

An interesting project is the restoration of the **Fw 190A-8** in Turkey (Türkiye's MSÖ Air & Space Museum). In this case, however, it is not a warbird, but a comprehensive restoration of a new-build aircraft that is approximately twenty years old. Specifically, it is an



Fw-190F-8 W.Nr. 931862 in the care of experts from GossHawk Unlimited.



The aircraft in the final phase of a demanding process.

Fw 190A-8/N from Flugwerk. Nevertheless, it must be said that the aircraft is undergoing a process as demanding and thorough as if it were an eighty-year-old machine. The entire airframe, as well as its individual systems, is undergoing a complete overhaul.

The aforementioned German manufacturer, Flugwerk, is also involved in another restoration of the **Fw 190**, this time the **A-5** version, which is being carried out in collaboration with GossHawk Unlimited in Casa Grande, Arizona, USA, using parts from an aircraft that crashed in France during World War II.

GossHawk Unlimited is also restoring an **Fw 190F-8** for the US Collins Foundation, based on aircraft W.Nr. 931862. It crashed on February 9, 1945, in the Norwegian inland, from where its wreckage was recovered in 1983. This aircraft is even being restored to flying condition with a BMW 801D engine.

The Lincolnshire Aviation Heritage Centre has been working on the restoration of its

Just Jane — the **Avro Lancaster NX611** — for quite some time. As part of a long-term restoration project, the aircraft is being repaired in sections, and work progresses over the course of the year, primarily during the winter months. During the tourist season, Just Jane, together with the museum in East Kirkby, slowly earns money for its renovation. The aircraft is capable of taxiing with all four engines and is also open for interior tours. The restoration project is estimated to cost 4 million pounds. The aircraft is sourcing some of its essential components from the remains of other Lancasters, primarily those with serial numbers KB976 (rear fuselage sections), NX664 (wing sections), and PA474. It should be noted that restoring Just Jane to airworthy condition and completing the associated tests and certifications is not the only obstacle to Just Jane taking off from East Kirkby. The airport runway has been blocked for decades by a post-war road, the nature of which currently prevents an aircraft as large

as a Lancaster from taking off. The **Hawker Typhoon Mk.Ib RB396** is also undergoing an extremely challenging restoration project, led by the British organization The Hawker Typhoon Preservation Group. The aircraft, which has a combat history, was severely damaged after an emergency landing on April 1, 1945, near the Dutch-German border. After the war ended, like many others, it was destined for the scrapyard, but was saved by a local chemical company that intended to use some of its parts for its own needs. Years later, Dutch enthusiasts salvaged the remains of the aircraft for a local museum. In 2012, the Typhoon returned to the United Kingdom. Subsequently, a restored Napier Sabre engine was acquired, bringing the enthusiasts' dream of returning this aircraft to the skies significantly closer to reality.

The American Planes of Fame Air Museum in Chino is currently working on several restoration projects with the goal of getting the aircraft back in the air :



Just Jane at the East Kirkby base shows off the splendor of her majesty and the sound of all four of her Merlin engines while taxiing.



Original condition of the tail surfaces of Typhoon RB396.



The rear fuselage of the same aircraft after a complete restoration.

One of them is the **Bell YP-59A Airacomet**. If the project is successfully completed, it will be the only airworthy Airacomet in the world. Currently, approximately 75% of all work has been completed. The wing spars and fuel system have been replaced, and both engines and the landing gear have undergone a complete overhaul.

The Hispano **HA-1112 MIL "Buchon"** is, of course, intended to represent the Bf 109E at air shows. The aircraft is virtually ready for inspections and tests.

Work has begun on the restoration of the 1937 North American O-47A reconnaissance aircraft. In this case, the restoration primarily involves replacing the skin panels and a complete renovation of the control surfaces.

In contrast, the **Aichi D3A2 Type 99 (Val)** is one of the more demanding projects. In addition to a complete renovation of the skin, the aircraft requires restoration of the tail surfaces, a complete overhaul of the

engine, propeller, and other components. The renovation of the **C-47**, which the museum received as a donation in 2009, appears to be relatively less demanding. Although it is a wartime Skytrain that even participated in the D-Day, it is in relatively good condition. The engines and fuselage components, as well as the control surfaces, are scheduled for a complete overhaul. Currently, the aircraft has had its topcoat removed and is awaiting wing installation.

The most demanding restoration project at the Planes of Fame Air Museum, with a budget of \$2,000,000, is the **B-17G**. Aircraft s/n 44-83684 was delivered to the Air Force the day before the end of World War II in Europe. In the 1950s, it served in the Aphrodite project as a "mother ship" for guiding QB-17s, in 1959, it became the last B-17 to carry out an operational mission within the USAF. Until the mid-1970s, this B-17 appeared in several films, after which it became a museum exhibit.

Currently, all interior equipment has been removed, the interior paint has been stripped, and thorough inspections and repairs are underway. All control surfaces have been restored. Among the tasks still awaiting the restoration team are repairs to all spars (in accordance with an FAA directive addressing cracks in the main spars of airworthy B-17s), as well as overhauls of the engines, propellers, and landing gear.

The Flying Fortress from the Planes of Fame Air Museum is not the only B-17 whose return to the skies we can look forward to. The appeal of this model is inspiring several organizations at once to undertake this extremely demanding and costly process :

A relatively well-known example is the B-17G **Champaign Lady** from the Champaign Aviation Museum in Urbana, Ohio. This aircraft is being painstakingly built from the wreckage of several different planes. Currently, large sections of the fuselage and wings are complete. Where original parts cannot be used, new components are being fabricated according to the original blueprints. At present, the Champaign Lady takes the form of a nearly finished aircraft. Most of the interior equipment is installed, including the gun turrets and cockpit fittings. The Champaign Lady is proof that even without major sponsors, it is possible to build a top-notch, airworthy warbird from wreckage, provided you have sufficient resources, expertise, and volunteers who are determined to pursue their dream.

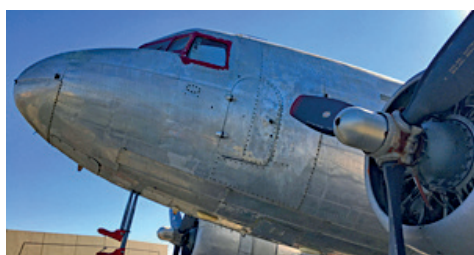
Another **B-17G** is undergoing a complete



Bell YP-59A Airacomet in Chino.



Restored tail surfaces of the Aichi D3A2 Type 99 (Val).



A Skytrain with a history dating back to before the D-Day awaits a new paint job.



The B-17G stood in a museum in Chino for a long time as an outdoor exhibit. Its restoration is demanding and precise, yet simpler than that of other aircraft of this type, which their owners are preparing to fly again.

restoration to airworthy condition at the airport in Salem, Oregon. Hangar "C" at the historic McNary Field, which opened in January 2015, houses the museum and restoration center of the B-17 Alliance Foundation. The B-17G, newly named Lacey Lady (44-85790), became famous as a gas station roof-top in Milwaukie, Oregon, where it stood from 1947 until the mid-1990s. The time spent on the gas station roof took its toll. Nevertheless, the original birthday bet that led to the purchase of the bomber and its placement above the gas pump saved this aircraft from being scrapped. Later, after suffering serious damage from the weather and vandals, the engines and nose were removed from the aircraft, primarily for safety reasons. In 2014, the remainder of the aircraft was lowered to the ground, dismantled, and moved to the airport in Salem, where it is undergoing a complex renovation. Among other things, it is intended to serve as a memorial to its original owner, Art Lacey, which is why the B-17G was renamed the Lacey Lady.

The **B-17G Liberty Belle** suffered the real fate of a phoenix. The hearts of many B-17 enthusiasts stopped when, on June 13, 2011, news broke that the Liberty Belle had burned down in a field near Oswego, Illinois, following a perfect emergency landing. A relatively small fire on the left wing, caused by a ruptured fuel tank, spread shortly after landing and largely destroyed the aircraft. The Liberty Foundation, which operated the aircraft, took a long time to recover from the shock. Nevertheless, soon after the fire, it was decided to seek ways to bring the Liberty Belle back to life. The unbelievable became reality. Today, the Liberty Belle is in an advanced stage of restoration, being carried out at Brooks Aviation Inc. The faith of many who, after the crash, did not even dare to hope that it would return to the skies, is now miraculously strengthened.

In addition to the aircraft listed above, four more B-17s are being restored in the United States with the goal of returning them to airworthy condition. Some of them have flown as warbirds in the past but were grounded some time ago for various reasons.

Restoring warbirds cannot be based solely on enthusiasm. It requires deep technical knowledge, adherence to complex guidelines and regulations, and, last but not least, the expenditure of considerable funds. Virtually every organization involved in restoring the aircraft mentioned here as examples offers various ways to get involved in the project, primarily through donations. Any amount is welcome. If you'd like to help or learn more, additional information and contact details can be easily found online.



The B-17G, named 'Champaign Lady' after its place of origin, is assembled from the wreckage of at least five other Flying Fortresses.



B-17G 44-85790 on the roof of a gas station south of Portland during its heyday.



It was a major attraction for several decades. After the gas station closed, it remained on its pylons and became an eye-catcher for the nearby "Bomber Restaurant."



Decades of attention and exposure to the elements have taken their toll on the aircraft.



The ongoing restoration of B-17G 44-85790, newly named Lacey Lady, at the Salem airport (B-17 Alliance Foundation).



The tragedy that unfolded on the morning of June 13, 2011, near the town of Oswego, Illinois, left few people hopeful that the Liberty Belle would ever take to the skies again...



... today, it is almost unimaginable how much effort has gone into the attempt to bring this aircraft back to life. The reality exceeds many expectations.

