

INFO | Eduard

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

MAY 2026

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EDITORIAL

Dear Friends,

Today we have 52 days to go until the start of E-Day, so it's high time to talk as much as possible about what awaits us this time around. You probably know the basics by now. We start on Friday, June 26th in the evening, and end on Sunday, June 28th in the afternoon. Friday evening will, as usual, be a warm-up for the early birds, with model registration opening at 5pm. We will only have time to focus on one item from the program on Friday, the presentation of Eduard's new products for the rest of this year. Catering will be available for the rest of the evening, provided, as last year, by members of the military history club of the 97th Infantry Division of the US Army from Litoměřice. On Saturday, catering will be strengthened by additional entities, the Café by the Lake will be open, which will again be included in our program, the Brno Air Café will have its stand at the exhibition, and several other businesses will also be added offering ice cream and other snack items, and the cafeteria opposite Hall G will also be open. It will most likely be warm, maybe even hot, so refreshments will be useful. However, it may also rain, so we will have covered spaces in the NS Hall on standby, if needed.

Saturday

We start at nine o'clock in the morning on Saturday. The parking lot will be secured just like last year, the parking fee and the entrance fee are valid for both days, which means that if you pay on Saturday, you don't pay on Sunday unless you lose your identification band. Unlike previous years, this year BFC members will also pay an entrance fee. Before you start chewing me out, read the following first. BFC members will receive a special admittance kit, different from other visitors. It is a 48th scale model aircraft. We also have a admittance kit for non-BFC members, in this case it is a 1:144 scale plane. This indicates that there still is a unique admittance for BFC members. The entrance fee is still not paid by participating modelers, who will again receive a unique 'participant's kit'. If a BFC member is an exhibiting modeler, he also does not pay an entrance fee, and he will also receive a participant kit. If a BFC member would like to add a ticket model to it, they can voluntarily pay the entrance fee and then they will receive the ticket model as well. I will not reveal the types of ticket and participant kits to you just now. As is our custom, we keep them secret until the start of the event. That is, until Friday, June 26.

Workshops

On Saturday, the program will have a significantly higher pace. Workshops will be held in Hall A, six of which will be on Saturday and two on Sunday. The workshops will include a presentation of new Gunze paints and weathering materials by Jozef Blazek, building a new Hybrid P-51B Mustang in 1:32 scale with Jan Baranec, a demo on working with ultrasonic knives



from the Japanese company Echotech hosted by Daisuke Yanagimoto, painting figures with Jan Merhaut, another workshop will be led by Lukas Deml, and we are also counting on a presentation of new products in 3D printing with Petr Silhanek, owner of the company Part2Print.

The Pot Q & A

There will be big discussions and presentations in Hall G. We will start on Saturday with the presentation of Eduard releases, followed by other sessions, the first dedicated to Eduard, moderated by Jindrich Sterbacek and hosted by me, the second dedicated to Special Hobby, moderated by Petr Švihovec and my guest Alfred Riedel. We still have room for one more discussion with a foreign participant, but he is not yet confirmed, so I will tell you about him in the June editorial. For Sunday, we are leaving the presentation and discussion on the Eduard Hybrid series and the new P-51B Mustang kit in 1:32 scale. It will first be in Czech for the locals that come to E-day, and then in English for foreign visitors.

Discussions by the Lake

Compared to last year, there will be fewer large discussions in Hall G. The large discussions will, like last year, be supplemented by shorter interviews with guests in the Cafe by the Lake location. That is the café right behind Hall G. Last year, the interviews in the café took place at the same time as the program in Hall G, which somehow interfered with each other both in terms of time and sound. This year, we will do it so that the programs in these two locations do not overlap, but complement each other. We assume that it will be somewhat more relaxed, and it will give visitors a better chance to complete more points of interest offered by the program than they were able to in the somewhat hectic program of the one-day event. In the interviews in the café, you can listen to other Czech producers, such as Petr Muzikant, owner of the company AZ / KP, Stanislav Rieger from Aires and Jiri Bodecek, owner of the company Boa. Guests will also include Jaroslav Hajecek, director of the Czech representation of Bell, Lebanese modeler and Airbus A-350 captain Karim Bibi, Lubos Kuna, member of the SMCzR board and also the man without whose service no model competition in the

Czech Republic can do without, Italian modelers Paolo Portuezi and Fabio Besani, café owner and collector Albert Kronek, figurine manufacturer and book publisher Pavel Beranek... and I could go on.

Model Club Presentations

Compared to last year, two more halls will be available this year. In one of them, in Hall S, model clubs with their presentations will be the focus of attention. Some of the clubs will participate in a performance led by Petr Vacek, the purpose of which will be to present model work to the non-modeling public. If you are not quite sure what to expect from this activity, don't worry, I feel the same way, but given Petr Vacek's abilities and personality, I am quite sure that it will be a good investment in your time. If it's stimulating a curiosity in you, go to Hall T and see what it's about. You will definitely meet many of your friends there and I am sure that you will not be bored there.

Raffle

The Saturday program will conclude with a raffle. After last year's experience and positive response, we decided to expand the raffle. We have been able to secure a number of valuable prizes, such as paintings, aircraft parts and unique model kits. I will not hide the fact that we have been eyeing raffle announcements at foreign exhibitions for some time now, where the Japanese are the real masters in this field, who can turn the raffle announcement into a great show. So we decided to try it too and prepare a great show. It will start on Saturday at 4:00pm in Hall G. When it ends, the afterparty will begin in the catering area, again provided by our partners from the 97th Infantry Division. The program will also include a tasting of rums by Mr. Albert Kronek, the owner of the Brno bar and Air Café.

Sunday. Awards Presentations and Tours

On Sunday, we will be taking the foot off the gas pedal a bit. In addition to the already mentioned double presentation of the Hybrid series and the new P-51B in 1:32, we have two trips prepared. These are optional, only for those who are interested in historical events and memorable places. The first is to the battlefields of

the Napoleonic Wars, you can visit the battle memorials at U Chlumce, see the places from where the Russian Tsar Alexander or the French Emperor Napoleon monitored the battles. Your guide will be Mr. Jiri Bures, and I can assure you that Mr. Bures really knows his stuff. The second trip is to Terezin, it will focus on the baroque fortifications of this breathtaking fortress and the function of Terezin in the defense of the northern border of the Austrian Empire. The guide will be Mr. Ales Beranek from the military history club...

The announcement of the awards results will then begin on Sunday after noon.

Not a terribly weak lineup, is it? It won't be easy to keep the program and individual events in mind. That's why we've opened a communication channel in WhatsApp, through which we'll keep you updated on what's happening at E-Day, especially about which part of the program is starting and where. You can find the communication channel [here](#).

New Things at E-DAY

One of the reasons why I love going to E-Day is always the news from both Eduard and the other manufacturers and dealers who attend the event. I can't speak for them, but I know enough about our own releases and I have to tell you about it, and I want to.

June Releases

E-Day takes place at the end of June and the June releases will still be relevant at that time, although we assume that a large part of you will already have them at home by then. Nevertheless, I will remind you of them. Because they are interesting, at this moment they are still future items and some of them are unique in their own way. Or they will become unique over time. First and foremost, we have the Hornet Legacy limited Edition kit, which focuses on the F/A-18C in 1:48 scale. The moldings come from Kinetic, everything else is ours. The preparation of this kit was and still is some adventure, mainly due to problems with the production of moldings in China and also due to transport, which became complicated for several reasons, mainly due to the war in Iran. The moldings come to us in two batches, the first of which we will pack in the kits for preorders, and are slated to arrive at Prague's Václav Havel Airport this week. It is still not entirely clear when the second batch will arrive, from which the kits for retailers and distributors will be packaged, but we hope it will be next week. In any case, we should have the Hornets for E-Day, if we don't sell out by then. In fact, most of them are already ordered, but a few dozen units could still be available at the end of June.

It is similar to another Limited Edition release, the Battle of Britain Spitfire Mk.I. We did not hold a preorder offer for this kit, which was perhaps a mistake, because in this case a large part is sold as well. The total production run totals 2000 pieces and at the moment we have less than 300 left. This item is interesting because of the book published by Plastic Invasion, which is part of the package. The book, over its 186 page length, deals with the history of the Spitfire Mk.I, the development of camouflage and markings, pilot equipment and

examines the assembly of a Spitfire Mk.Ia model from Eduard. In addition to these two Limited Edition items, June's release list also includes the 72nd scale Profipack Bf 110F, which is a version of the Messerschmitt Bf 110 that we have never released in 72nd scale. The fourth June kit will be the MiG-21F as part of the Weekend 1:48 series.

July Releases

The July releases will be much more interesting at E-Day than the June ones, because they will only be on sale at the time of E-Day and will therefore be new releases with very limited prior exposure. And they are interesting items. The PBV-5A Catalina in the LIMITED EDITION 1:48 series is a true international heavyweight. It is a cover of the Revell kit that has been unavailable for a long time. The total run of the Catalina is 3300 pieces, and the kits will be on sale for the first time at E-Day as a hot new item. We hope that this will not be the last time and that the Catalina will last in our assortment at least for the E-Day internet afterparty, which will run from Thursday, June 25. According to the responses to its announcement on Facebook, the interest in the Catalina is currently enormous.

Especially for E-Day we have prepared two specifically Czech items in 1:72 scale. The first is a MiG-21R in Czechoslovak service, a Limited Edition release with a book by Martin Janoušek and a selection of marking options exclusively for Czechoslovak, Czech and Slovak aircraft. The production run of the edition has not yet been determined, but we expect it to be around 1000 pieces. We do not plan to pre-sale this item, the sales premiere will be on E-day.

The Avia S-99/C-10, which is the postwar version the Bf 109 G-10 in Czechoslovak service, will be in practically the same condition. The plastic is from the Eduard Bf 109 G-10 WNF, the selection of markings copies the 48th scale kit with the same name and catalog number 11122. This kit also will also have its sales premiere at E-Day, the number of pieces will be significantly limited, the only difference compared to the MiG-21R is that the S-99 will not include a book.

The fourth kit enjoying its premiere at E-Day will be the P-51B Mustang with a Malcolm Hood in the Weekend 1:48 scale series, but it is neither the only nor the most important Mustang at E-Day.

P-51B Mustang 1:32

The other is the 32nd scale P-51B Mustang, a new addition to the Eduard Hybrid line. Officially, it is not a release until August, but it will have its premiere in June at E-Day. There, we will also present it in the Royal Hybrid edition, which will continue to be the premiere edition for each new project. The concept of the Royal Hybrid will be different from the Royal Class kits, it will differ in the offer of bonuses. The main bonuses for the Royal Hybrid edition will be a publication and a pilot figure. The publication will guide the modeler through the technical and operational history of the type, and will deal with the stories of the machines and their pilots. The figure will be 3D printed and will be from the workshop of the Plastic Invasion publishing house. The figures of

this manufacturer are created based on a scan of the body, which the artist then works with to complete the design. The marking options will typically offer eight versions choices. The 32nd scale Mustang will be our main new item at E-Day. In addition to being on sale at our stand, it will be interspersed with presentations, using its example we will explain how and to what extent the concept of the Hybrid series has changed since the autumn release of the S-199, how the materials used, the packaging of the kits and especially the packaging of the printed parts have developed. We will also demonstrate optimal construction techniques at it as part of Jan Baranec's workshop, and it will certainly be the subject of discussion in the Pot Q & A.

In addition, we will have a number of interesting accessories for sale, and we have ordered more Gunze products to satisfy the anticipated demand. These should arrive around mid-June, so we should have a complete range for E-day. Our stand will be the only one located in Hall D.

May Releases

Although today's editorial deals with the June E-day event over several pages, May's highlights should not be ignored. Among the kits, another P-40 Warhawk is premiering in May, this time in the shape of the P-40K version. We are releasing it in the Royal Class 1:48 edition as a Dual Combo with two sets of plastic for as many kits. It will be possible to build the so-called short version of the P-40K-5 from the kit. We offered this kit via a preorder, the total edition was eventually pegged at 1800 pieces. The sale has now ended on our e-shop, but the kits are still available from retailers.

Another new addition for May is the Spitfire Mk.Vb Mid Production as a 1:72nd scale ProfiPack kit. The kit represents mid production run aircraft. The range of new kits is then complemented by two Weekend series kits in 1:48 scale, the two-seat Zero A6M2-K, and the Messerschmitt Bf 109 F-2.

As for accessory sets, in the photo-etched and decal lines we have interesting sets for the Spitfire Mk.Vb kit in 1:32nd scale from Kotare. Masks offer interesting sets for the Hampden TB Mk.I in 1:48 scale from ICM. In the Brassin line we have a large collection of sets for the P-40K 1:48, connected with the release of the aforementioned Royal Class kit. Other accessory sets for this kit can be found in other accessory lines. In the Brassin range, I would also like to draw your attention to other sets of printed landing gear legs.

And that's all from me today. In addition to news, you will find the usual helping of articles on the following pages, including an interesting summary of the current development of the American-Israeli Operation Epic Fury by Miro Baric, an article about new products from GSi by Jakub Nademlejnsky, who also wrote a final reflection in the Tail end Charlie section about new 3D printers and the meaning of their acquisition. Jan Bobek is the author of three box art stories, and with an article in the Model & Story section we return to Alien, the famous Mi-35 of the Czech Air Force. Have fun and

Happy Modelling!!

Vladimir Sulc

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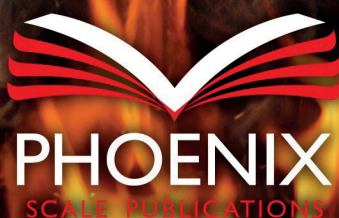
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Mr. Weathering Color Weathering Sets

Text: Jakub Nademlejnský



In the modeling world, there are many companies that produce weathering sets. There are so many that even the most avid weathering enthusiasts probably couldn't name them all. Eduard, as a distributor for GSI Creos, has now added this company's weathering sets to its product range. The set consists of 8 glass bottles of patinator wash in various shades, along with a proper thinner. Why should you choose these weathering products, and how do you actually use them? Let's take a look together in the photo walkthrough below.



The shades are truly diverse, ranging from black, through brown, gray, and white, all the way to rust. All bottles contain a small ball added by the manufacturer to help mix the sediment.



The thinner is packaged in a bottle the same size as the patinator washes

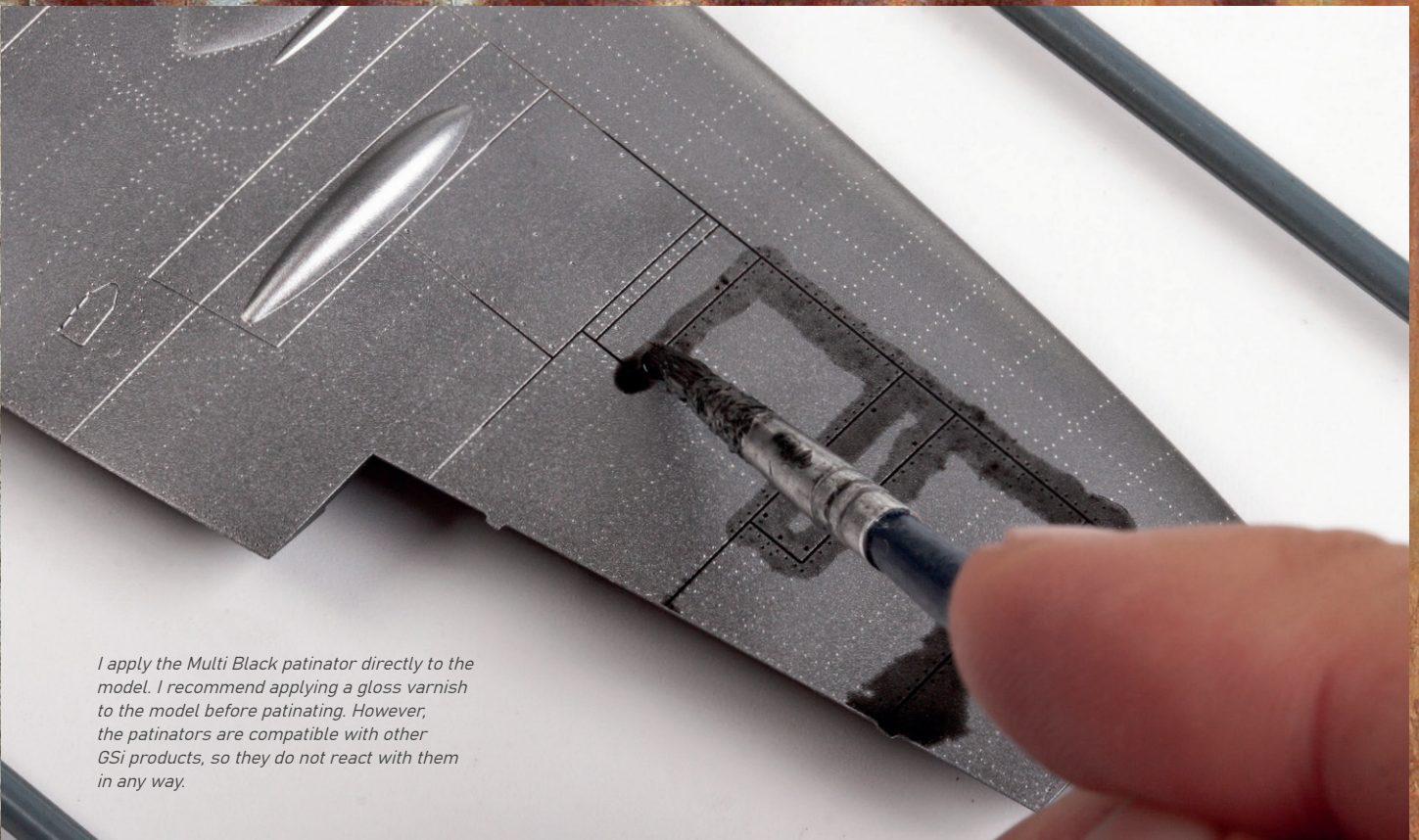




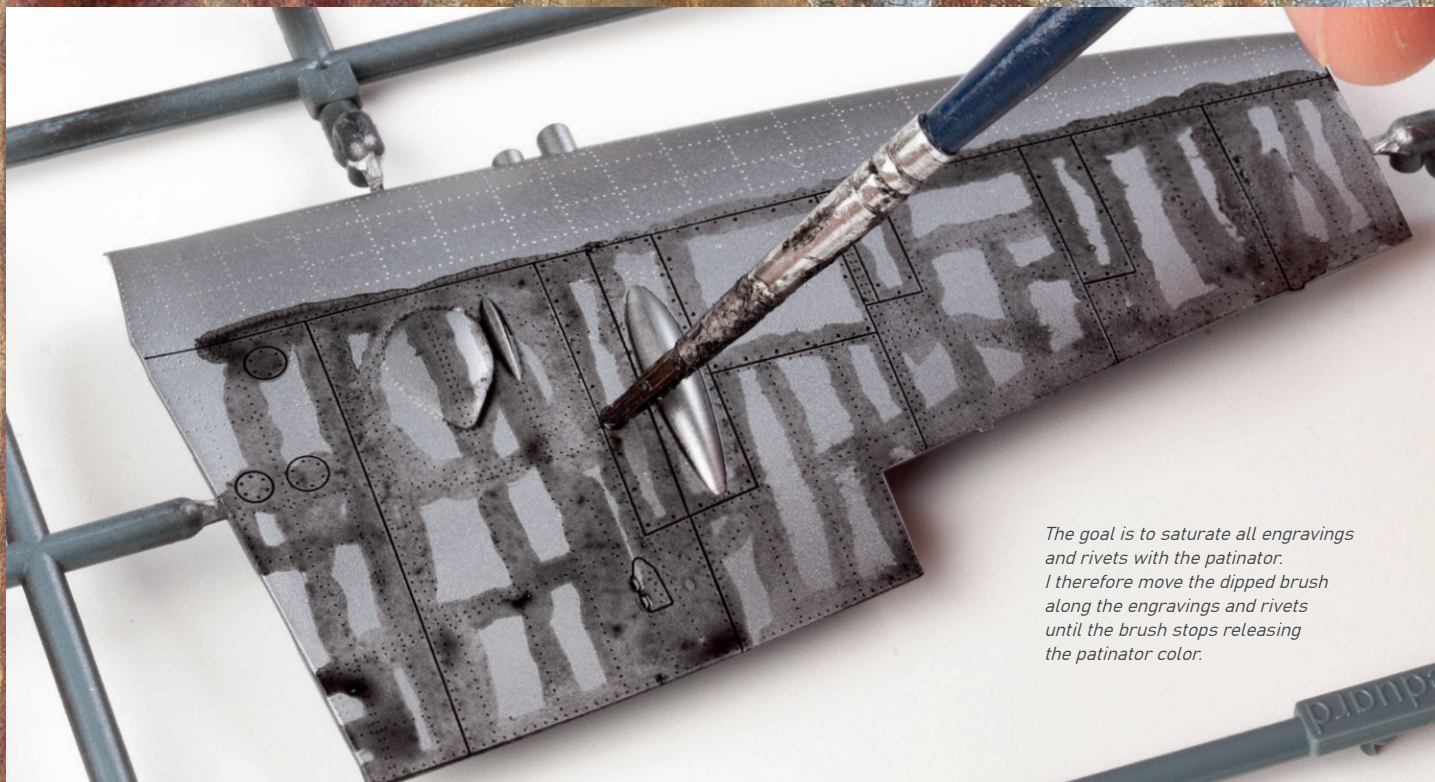
For the purposes of this article, I chose the shades most often used by aircraft modelers: Multi Black, Ground Brown, Stain Brown, and Grayish Brown.



First, I carefully shake the bottle for at least half a minute. Then I take a brush with long and dense bristles, dip it into the patinator, and wipe it along the edge of the bottle.



I apply the Multi Black patinator directly to the model. I recommend applying a gloss varnish to the model before patinating. However, the patinators are compatible with other GSI products, so they do not react with them in any way.



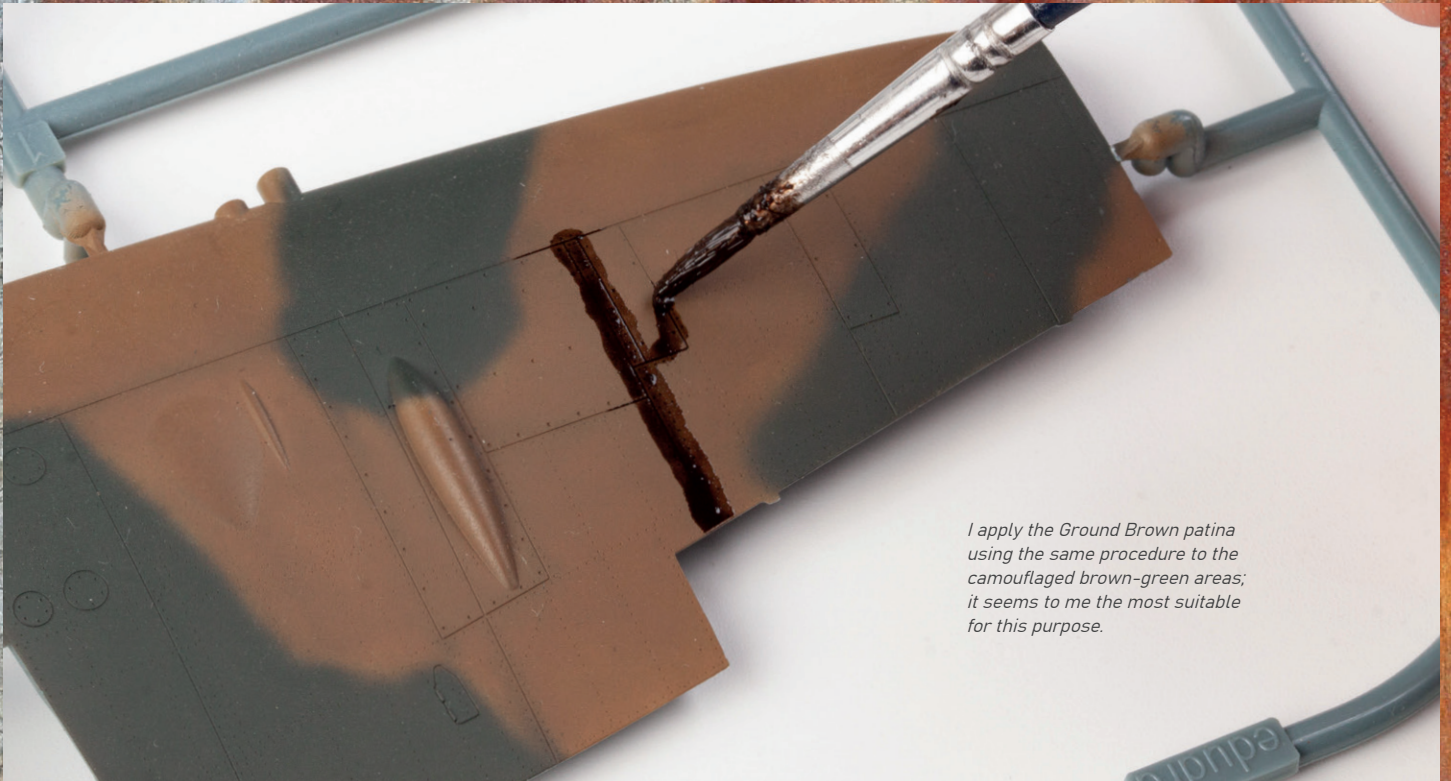
The goal is to saturate all engravings and rivets with the patinator. I therefore move the dipped brush along the engravings and rivets until the brush stops releasing the patinator color.



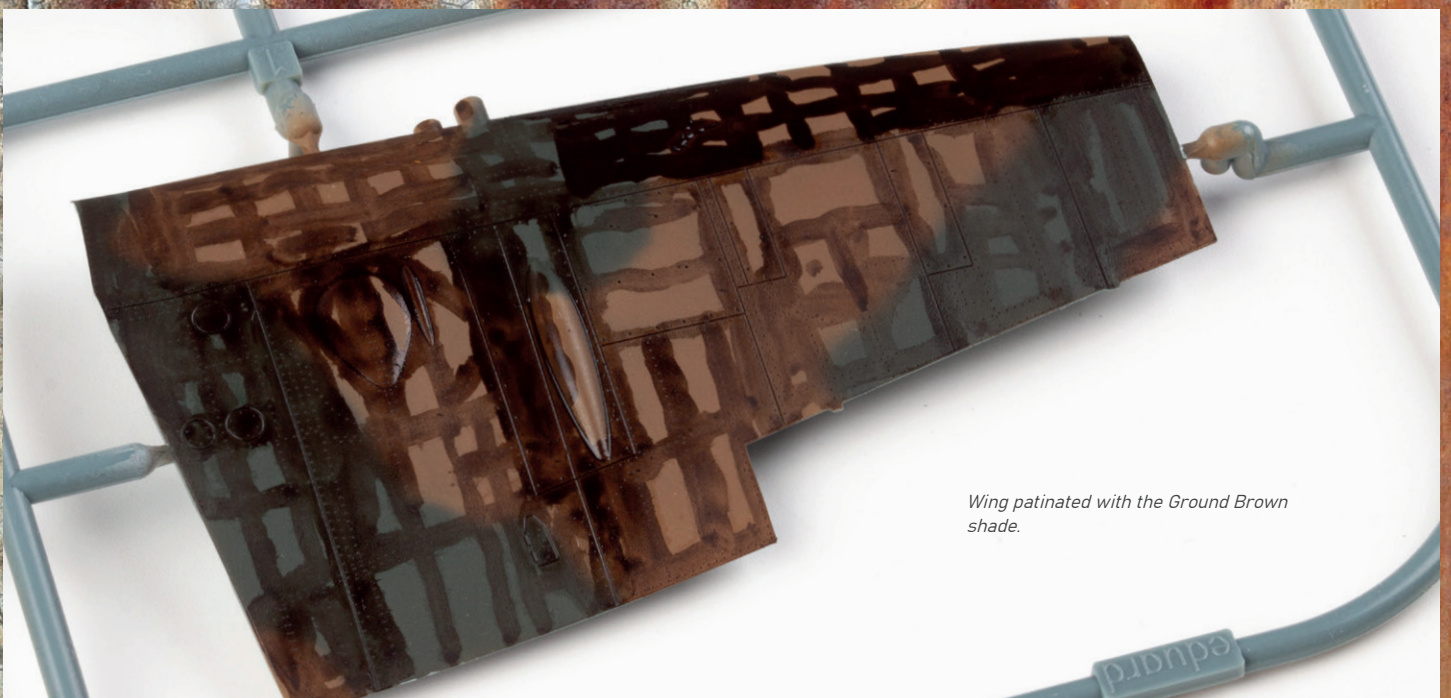
The wing surface after the wash has been fully applied.



I poured the thinner into a small bowl next to me so I could wash the brushes in it after applying the patinators and avoid contaminating the clean thinner in the bottle.



I apply the Ground Brown patina using the same procedure to the camouflaged brown-green areas; it seems to me the most suitable for this purpose.



Wing patinated with the Ground Brown shade.



I also filled in the engravings and rivets on the second wing, which was sprayed with metallic paint, using the Grayish Brown shade.

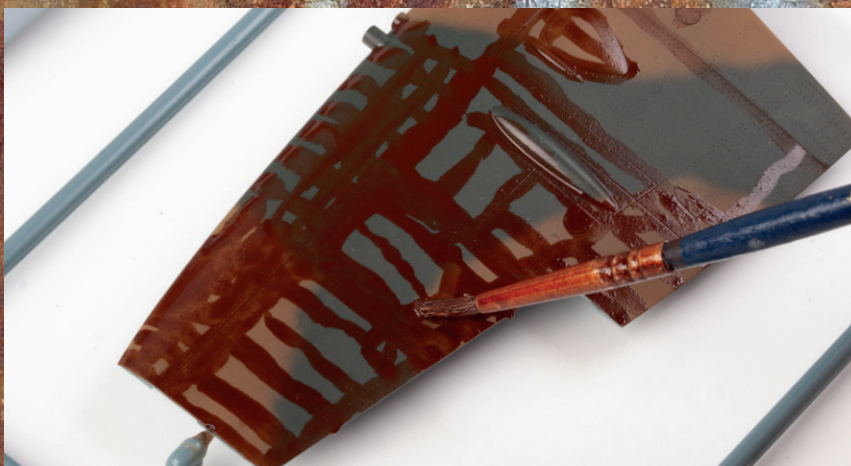




I wiped off the wash using the same procedure.



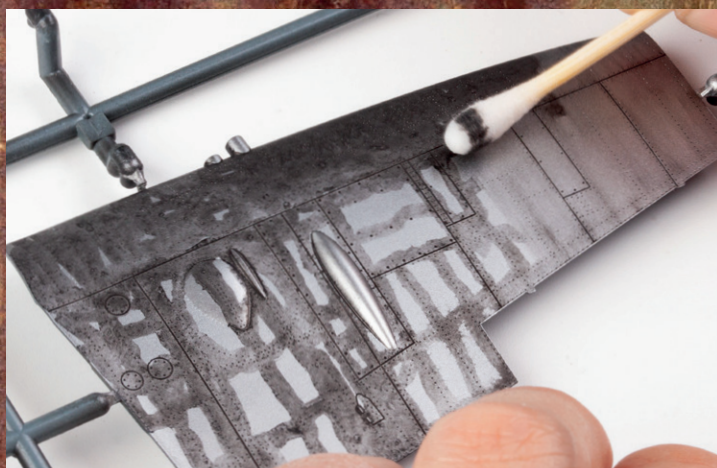
Using a similar procedure, I applied a patina to the other half of the wing using Stain Brown. I let all the patinated parts of the wing dry for half an hour.

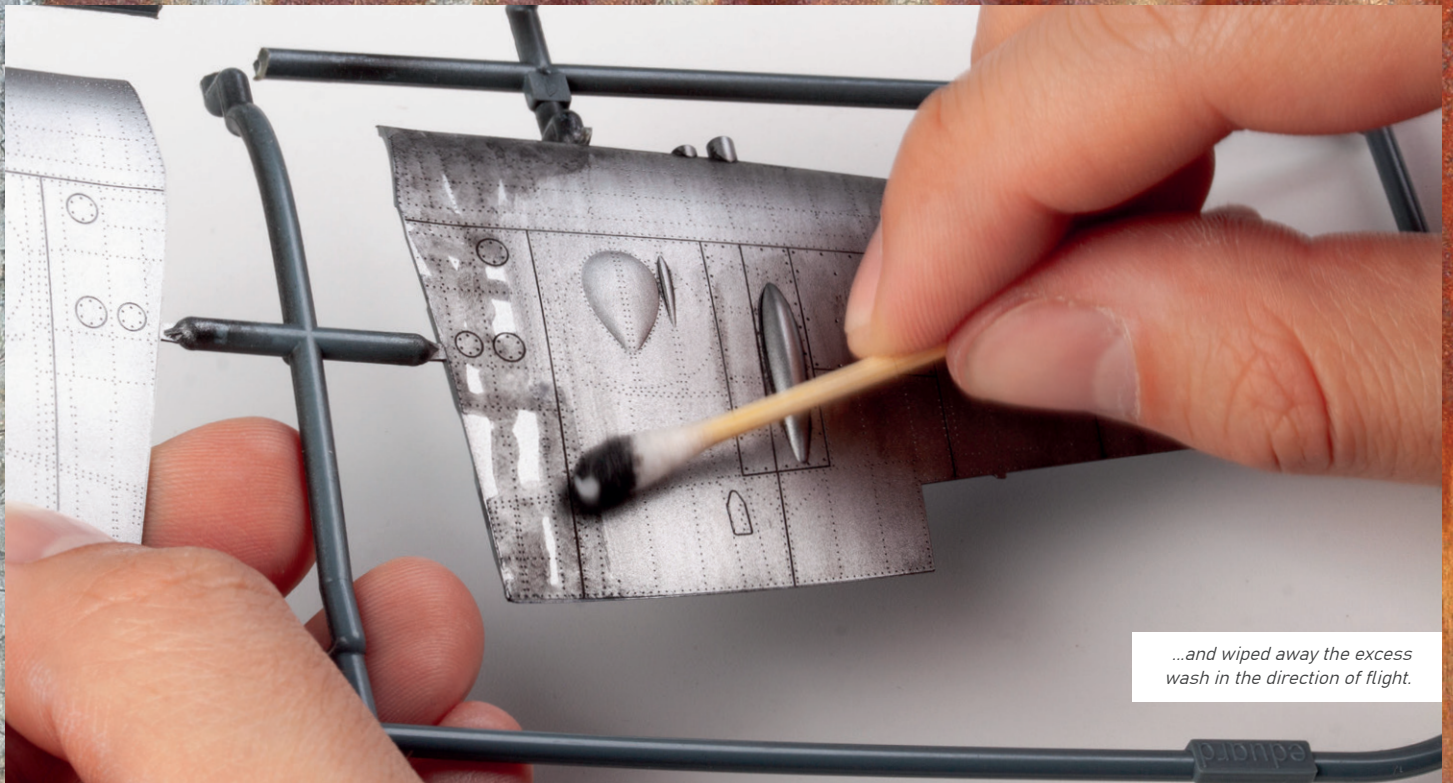


Then I dipped a cotton swab into thinner...



...gently squeezed it on a cloth so it wouldn't drip thinner...

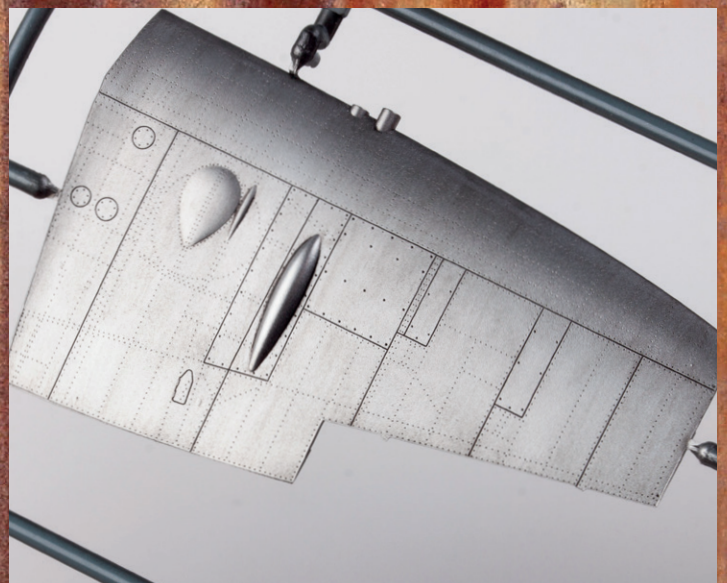




...and wiped away the excess wash in the direction of flight.



I applied the wash to one half of the wing using half a cotton swab; now, in the second round, I will wipe the wash down to its final appearance.



It's up to each modeler how much of the excess wash to wipe off or leave as a base for patina using other products - pigments, oil-based patina, or airbrushed patina.





I'll use the same procedure to wipe off the excess wash from the camouflaged parts of the wing as well.



Here we see the result after wiping off the wash - a darker brown shade.



A lighter brown wash was applied to this half of the wing. The difference is visible at first look.

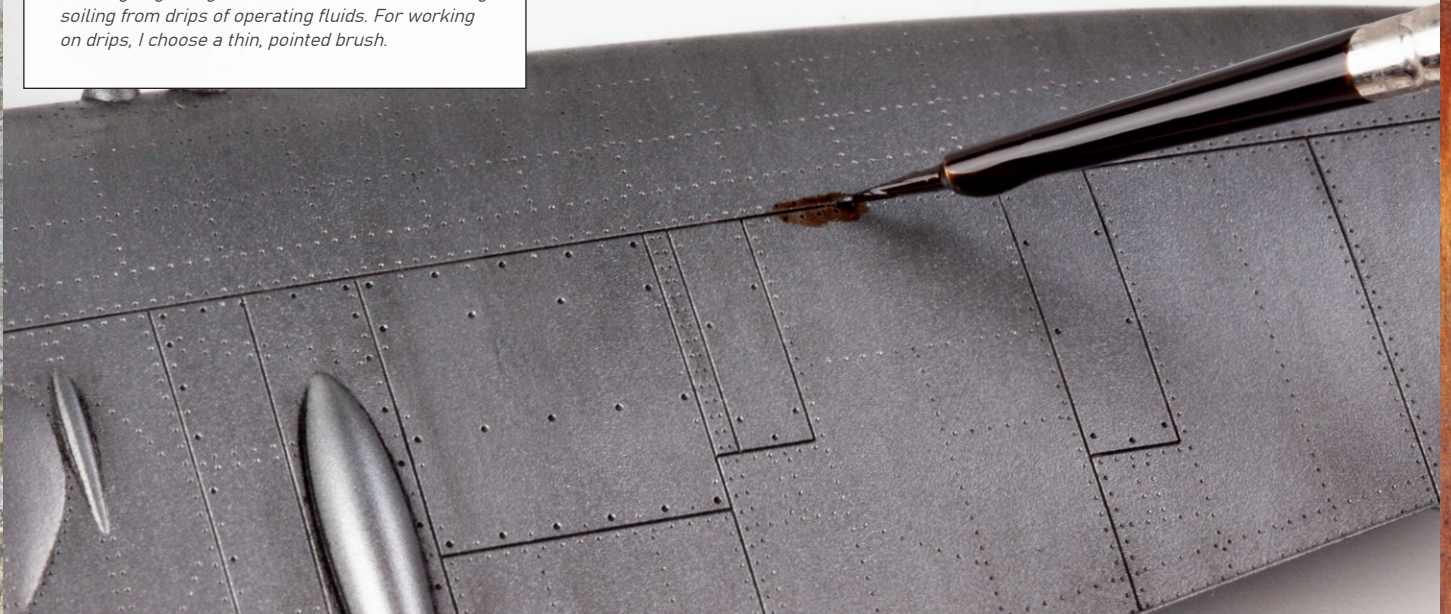


Comparison of the washed wings with different shades of the product.



These patinators can be suitable not only for washing engravings and rivets but also for creating soiling from drips of operating fluids. For working on drips, I choose a thin, pointed brush.

To create this stain, I chose the Ground Brown shade. I selected a random spot on the wing so the stain could be clearly demonstrated. First, I painted the area where I wanted to create the stain with the patinator along the engraving.



I let the area dry for about 3 minutes and then began to blend the drip using a worn-out brush. Depending on the degree of blending, I choose either a dry brush or one dipped only very slightly in thinner.



I then spread and blend the drip in the direction of the feathering.



I gradually remove the paint from the edges of the streak with a brush until I am satisfied with its final appearance.



Finally, I toned it down to a very subtle streak, which, in the right place on the aircraft, could represent, for example, a spot where operating fluids are leaking.

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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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20 Supermarine Seafire (Griffon engine)	£15.00	60 English Electric Canberra	£20.00	100 Republic F-84F and RF-84F	£20.00	140 North American OV-10 Bronco	£28.00
21 Armstrong Whitworth Whitley	£14.00	61 Savoia Marchetti S.79 Sparviero	£14.00	101 de Havilland D.H.82 Tiger Moth	£16.00	141 Vickers Viking, Valetta & Varsity	£19.00
22 Gloster Meteor	£20.00	62 Handley Page Hastings	£14.00	102 Conair B-36	£16.00	142 Dassault Mirage F1	£19.00
23 Fairey Gannet	£15.00	63 Vickers Valiant	£14.00	103 Avro Manchester	£14.00	143 Boeing B-29 and B-50 Superfortress	£25.00
24 Dornier Do 217	£14.00	64 Conair F-102	£15.00	104 General Dynamics F-111 & EF-111A	£20.00	144 Mi Mi-4 Hound	£20.00
25 Short Sunderland	£14.00	65 Westland Wessex	£17.00	105 Sopwith Pup	£14.00	145 H-P Pembroke, Prince and Sea Prince	£17.00
26 Bristol Blenheim	£15.00	66 Bristol Bulldog	£13.00	106 Sikorsky S-55/H-19 and Westland Whirlwind	£18.00	146 Grumman A-6 Intruder & EA-6B Prowler	£19.00
27 de Havilland Vampire	£20.00	67 Folland Gnat and Ajeet	£13.00	107 Ilyushin Il-2 'Sturmovik'	£15.00	147 Nakajima Ki-43 Hayabusa/Oscar	£17.00
28 Fairey Firefly	£17.00	68 Bristol Brigand	£13.00	108 Martin Mariner and Marlin	£17.00	148 Dassault Mystère & Super Mystère	£15.00
29 Hawker Sea Hawk	£15.00	69 Martin B-26 Marauder	£14.00	109 Douglas C-54/R5D Skymaster & DC-4	£21.00		
30 Avro Vulcan	£16.00	70 Vought Corsair	£18.00	110 Westland Scout & Wasp	£16.00		
31 RAF/RN Phantoms	£17.00	71 Armstrong Whitworth 650/660 Argosy	£14.00	111 Vought OS2U Kingfisher	£16.00		
32 Douglas A-20 Boston/Havoc	£17.00	72 Vickers Supermarine Merlin Seafire	£14.00	112 Douglas A3D Skywarrior	£20.00		
33 Heinkel He 177	£14.00	73 North American B-25 Mitchell	£15.00	113 Panavia Tornado ADV	£17.00		
34 Avro Lincoln	£16.00	74 Hawker Siddeley Harrier	£17.00	114 McDonnell F-4 Phantom II	£25.00		
35 Fairey Barracuda	£15.00	75 Eke Sea Harrier	£15.00	115 Armstrong Whitworth Albemarle	£14.00		
36 Handley Page Victor	£16.00	76 Grumman Tracker/Tracer/Tracer	£17.00	116 Hawker Fury and Nimrod	£17.00		
37 Gloster Gladiator	£17.00	77 Curtiss P-40	£15.00	117 Douglas F4D/F-6 Skyray & F5D Skylancer	£15.00		
38 Republic F-105 Thunderchief	£15.00	78 Aer Macchi C.202-205 Folgore-Veltro	£15.00	118 NAA B-45 Tornado	£16.00		
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Air War in Ukraine

FPV Drones vs. Russian Aviation

Miro Barič

During the observed period (March 1 to March 31), the war in Ukraine was overshadowed in the media by the U.S.–Israeli attack on Iran. This does not mean that the fighting in Ukraine subsided—quite the opposite. The most intense activity was taking place in the air.

A Sukhoi Su-27 of the Ukrainian Air Force.



It appears that the Russian advance has nearly exhausted itself. Despite heavy losses in lives, Russian forces have made little progress. On the contrary, in the Zaporizhzhia Oblast, Ukrainian defenders have managed to push the occupiers back slightly.

Drones have played the biggest role in this stagnation, dominating the skies over the front line. Both Ukraine and Russia continue escalating the drone war, and in the past technological superiority has shifted between the two sides. At present, however, Ukraine has held the technological edge for some time. This is evident in both offensive and defensive operations.

For example, Ukraine shot down 33,000 Russian drones in March—a monthly record. This means that although Russia is deploying increasing numbers of unmanned systems, Ukraine is also becoming more effective at destroying them. A significant role is played by interceptors—fighter drones designed to destroy other drones. This is a relatively cheap technology compared to air defense missiles. The number of deployed interceptors and their effectiveness increases each month. Countries in the Persian Gulf, facing Iranian retaliatory strikes, have also shown interest in Ukrainian technologies. Kyiv has

sent specialists to the Middle East and signed military cooperation agreements with several countries.

Interceptors have recently appeared in the armament of the Antonov An-28 aircraft. Its use against Russian drones has been reported multiple times. First mentioned in October last year, it already bore markings for 59 kills. By February this year, that number had nearly doubled to 117. The An-28 originally used the

American M134 Minigun mounted in a side door to engage drones. Ground control had to guide the aircraft to areas where Russian drones were operating. Pilots then had to visually locate Shahed/Geran drones using night vision devices before engaging them.

While the guidance method has not changed, recent footage shows the An-28 carrying six hardpoints for interceptors—three under each wing. According to Ukrainian sources,



An Antonov An-28 in an older image from October 2025.



Launch of a P1-SUN interceptor from a hardpoint under the wing of an Antonov An-28.



A Sting interceptor attacking a Russian Shahed/Geran drone.



A Yakovlev Yak-52 fighting drones in a World War I-style manner.



The fall and subsequent explosion of a Russian drone. Note the camouflage on the wing of the Yakovlev Yak-52.



The ex-Czech Mil Mi-24 is also highly effective in combating drones.



A former Polish Mikoyan MiG-29 in Ukrainian service.

flights with this configuration have been underway for several months. These include P1-SUN interceptors from SkyFall, Sting drones from the Ukrainian company Dyki Sershni ("Wild Hornets"), and American Merops interceptors. This is a far cheaper method of destroying drones than using air-to-air missiles.

Ukraine's offensive drone capabilities have also significantly

increased. At the beginning of the year, small drones could operate up to 50 km from the front line. During the observed period, their range extended to 100 km, significantly disrupting Russian frontline logistics. Long-range drones can now strike targets at distances of 1,600–1,700 km, threatening both Russia's economy and military bases deep in the rear.

In the port of Novorossiysk, Ukrainian aerial drones struck several Russian ships on Monday, March 2. According to the Ukrainian security service (SBU), five vessels were damaged, including the frigate Admiral Essen, which now has a reduced capability to launch Kalibr missiles. Satellite imagery confirms hits on ships, including damage to at least one vessel's command bridge and electronic systems, although the full extent of damage is unclear.

On the night of March 13–14, two ferries used to transport military supplies to the port of Kerch in Crimea were struck and damaged in the Black Sea.

On Tuesday, March 17, the 123rd aircraft repair plant in Staraya Russa, nearly 1,000 km from Ukraine's borders, was hit. The facility repairs aircraft such as Il-76 transports and Beriev A-50

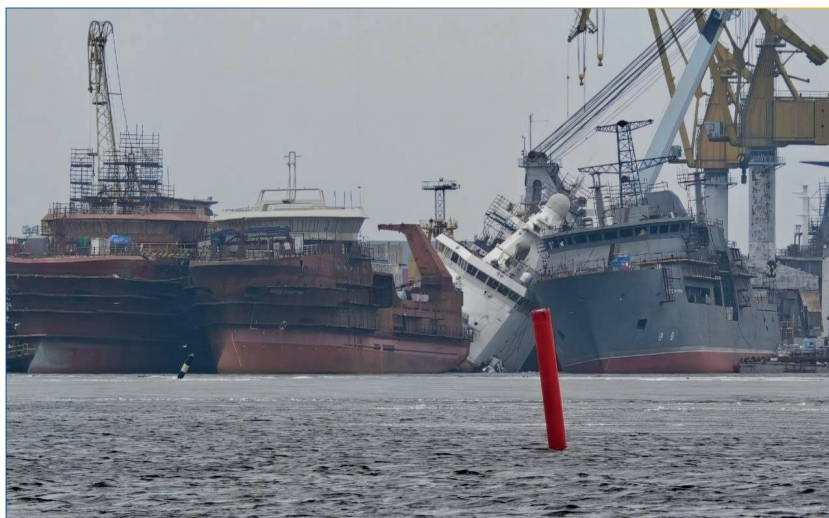
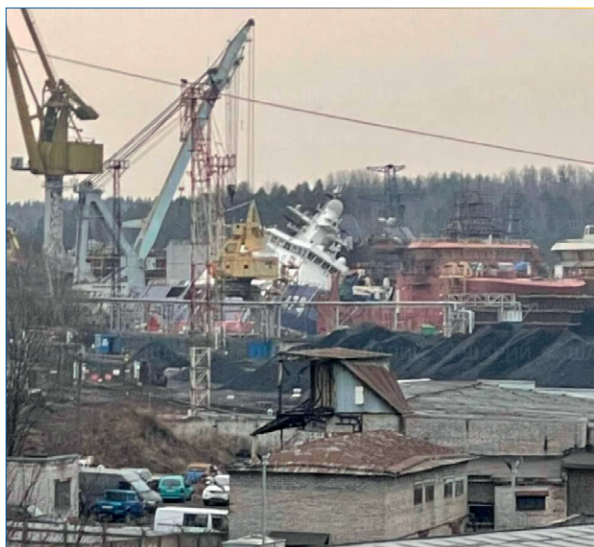
early warning aircraft. Three large holes appeared in the roof of a hangar used for Il-76 repairs, though it is unclear whether any aircraft were inside.

Toward the end of the period, the Leningrad Oblast also became a target. The oil terminal at Ust-Luga was struck multiple times, causing a major fire. In the shipyards of Vyborg, the patrol icebreaker Purga (Project 23550) was nearing completion. After a strike, the vessel listed to one side and partially sank.

Another notable incident occurred far from both Ukraine and Russia. In the Mediterranean Sea between Malta and Libya, the LNG tanker Arctic Metagaz—part of Russia's sanctioned shadow fleet—exploded and caught fire on March 3. It was likely hit by Ukrainian naval drones operating from the Libyan coast. Libya reportedly allowed a small



Fire at a Russian oil terminal in the port of Ust-Luga.



In the port of Vyborg, the patrol icebreaker Purga partially sank after a Ukrainian airstrike.



helicopter landing on the Syvash oil platform in the Black Sea. An attack drone was then directed at it, destroying the helicopter.

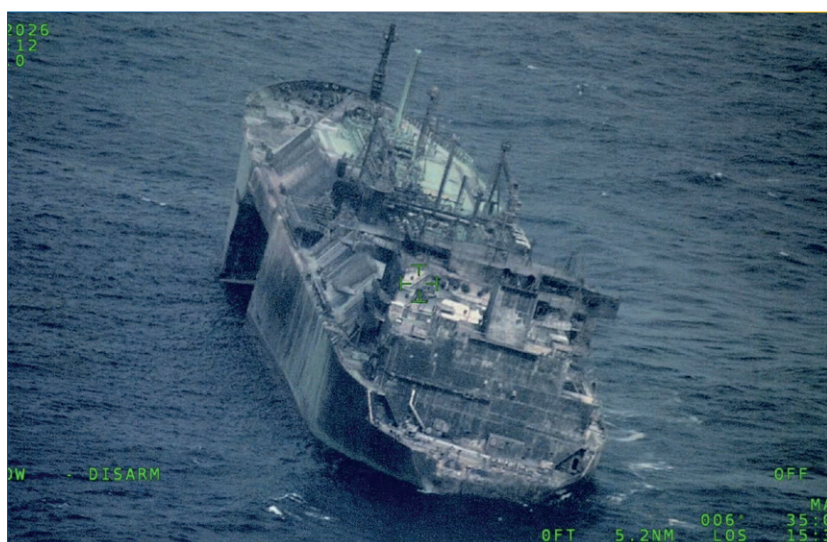
On March 20, a Russian Kamov Ka-52 was hit mid-air by a Ukrainian FPV drone. Although such incidents have occurred before, they remain rare. Video footage suggests the drone was waiting for the helicopters—either tipped off in advance or exploiting predictable flight paths.

The drone belonged to Ukraine's 59th Assault Brigade. It initially failed to intercept the first Ka-52 but maneuvered directly into the path of a second one. The helicopter was hit near Kotliarivka, caught fire, and made an emergency landing near Nadiivka. The crew escaped but were later killed by additional FPV drones. They were identified as Captain Timur Gimranov and Lieutenant Ilya Kuzhlev of Russia's 17th Army Aviation Brigade.

The next day, March 21, Russia lost another Ka-52 under unclear circumstances, though military bloggers suggested it was also hit by a drone. Both crew members ejected, but only one survived.

On March 31, Russian aviation suffered multiple losses. A Sukhoi Su-34 was lost under unclear circumstances—its pilot died, while the navigator reportedly survived.

Later, an Antonov An-26 crashed near Kuibyshevo in Crimea, possibly after colliding with terrain during a Ukrainian drone attack. All 29 people onboard were killed, including six crew members and 23 passengers—officers of Russia's Northern Fleet from Murmansk, including Lieutenant General Alexander Otroshchenko and Colonel Igor Davydov.



The burned-out tanker Arctic Metagaz of Russia's shadow fleet remained drifting in the Mediterranean Sea between Malta and Libya.

Ukrainian unit to operate there in exchange for drone technology transfers. The burned-out wreck of the tanker remains afloat, drifting about 120 miles north of Benghazi, with multiple towing attempts having failed.

Russian losses

The first Russian loss in the observed period occurred on March 3 in Rostov Oblast

during a Ukrainian drone attack. Russian air defenses accidentally shot down their own Mi-8 AMTSh helicopter, which had taken off to counter the drones. The aircraft crashed in flames, killing all three crew members, including Lieutenant Ruslan Yerkin and Lieutenant Ramzil Sadrtidnov.

On March 5, a Ukrainian reconnaissance drone spotted a Russian naval Ka-27PS



Footage from the attack on a Russian Kamov Ka-27 on the Syvash oil platform in the Black Sea.



Footage from a Ukrainian FPV drone attack on a Russian Kamov Ka-52.



A Kamov Ka-52 in an illustrative image from the Russian Ministry of Defense.

Ukrainian losses

Ukrainian forces also lost a helicopter to a drone strike. A Mil Mi-8 was destroyed at a field landing site near Mykhailivka in Dnipropetrovsk Oblast. Russia released footage of the strike on March 6, though it may have occurred earlier.

Another loss occurred on March 9, when a Sukhoi Su-27 failed to return from a combat mission. It was piloted by Colonel Oleksandr Dovhač, commander of the 39th Tactical Aviation Brigade. He had been in combat since the first day of Russia's invasion and had flown hundreds of missions—attacking ground targets, shooting down drones and cruise missiles, and escorting strike aircraft.

He fought over Kyiv, Kharkiv, Kherson, and Snake Island. Later, he became commander of the 39th Brigade and in 2025 was awarded the title Hero of Ukraine.

He completed his final mission—but at the cost of his life. Details are unclear, but according to the Air Force command, the mission took place under conditions of strong enemy air superiority and intense air defense activity, making it likely he was shot down. He was 52 years old.



Ukrainian Colonel Oleksandr Dovhač was killed when his Sukhoi Su-27 was shot down.



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



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



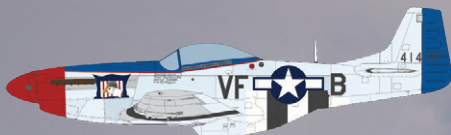
P-51D-10NA, 44-14402, Capt. Fred R. Haviland, 357th FS, 355th FG, 8th AF, Steeple Morden, United Kingdom, November 1944



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



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



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



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



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



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



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



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



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



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

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Operation Epic Fury

Miro Barič

The United States and Israel launched an attack on Iran on the morning of February 28. The Americans called it Operation Epic Fury. Israel later also attacked Lebanon. Intense combat operations lasted until April 8, when a ceasefire mediated by Pakistan came into effect. The ceasefire was still being observed at the time this issue went to press, although negotiations had not yet made any progress.

The conflict with Iran had been simmering for several years. In April, July, and October 2024, Israel and Iran repeatedly exchanged missile and drone strikes. In June 2025, the U.S. Air Force also joined in bombing Iranian nuclear facilities. In January 2026, a wave of protests took place in Iran, which was violently suppressed, costing thousands of demonstrators their lives.

Perhaps the U.S. and Israel were counting on this when they attacked on February 28, expecting regime change. The attack, surprisingly, did not occur at night but in daylight. The aim was to eliminate both the political and military leadership of Iran. This was achieved, and many leaders were killed, including Ayatollah Khamenei and members of the Iranian high command. However, the regime did not collapse.

Iran responded with attacks on neighboring countries and by closing the Strait of Hormuz, which negatively affected the global economy. U.S. stocks of precision-guided munitions and air defense missiles were reduced in some cases to less than half, and replenishing them will take years. This will affect the war in Ukraine (especially



The destroyer USS Delbert D. Black (DDG 119) launches a Tomahawk missile at Iran on February 28. Photo: US Navy

the shortage of missiles for Patriot systems) and also the U.S. itself if another conflict breaks out. At the time of writing, the situation appears to be a stalemate, although President Trump repeatedly (and in varying order) declares that

he won the war, crushed the Iranian army, does not need allied help, and criticizes allies for not helping him (even though he did not inform them in advance of the plan to attack). Political scientists have already covered this extensively and will continue to do so. In the following lines, we will briefly look at what happened in the air and at sea during just over a month of war.

First kill for the F-35

Many Iranian aircraft were destroyed on the ground in the initial phase of the conflict. Drone and satellite footage showed F-4, F-5, F-14, Chengdu J-7, Su-22, Su-24, Su-25, Yak-130, C-130, IL-76, An-74, Fokker F27, P-3 Orion aircraft, and several helicopters. Civilian airliners were also hit, including Fokker 100, Airbus A320 and A340, Boeing 737, 747, and 777. Aircraft shelters at airports were also destroyed. Whatever was inside them did not fare well. The question, however, is how many of the hit aircraft were operational and how many were already out of service or merely decoys. The Iranian Air Force tried, especially in the first days of the war, to actively demonstrate that it was still capable of action. It carried out sorties into Iraq and Kuwait without losses. Another attempted attack on

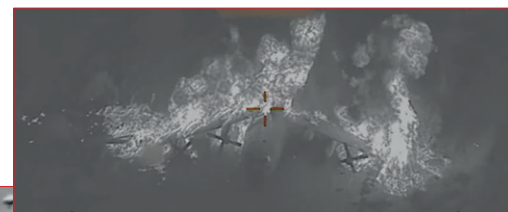


Aircraft on the deck of the USS Abraham Lincoln (CVN 72) on February 27, the day before the attack on Iran. By the end of April, three U.S. aircraft carriers were present in the region. Photo: US Navy



On the first day of the attack, February 28, a school in the city of Minab was hit. More than 150 people were killed, including 120 children. The school was struck three times; the second strike caused the most casualties, when children had gathered in one place. U.S. President Donald Trump long denied responsibility, even suggesting that the Iranians had attacked the school themselves. However, it was hit by U.S. Tomahawk missiles, the remains of which were found in the ruins. The building had been part of a neighboring military complex for years, but after 2013 it was separated by a fence and functioned as a school for more than 10 years. This suggests that the Americans did not update their old intelligence when planning the attack, pointing to rushed planning of the entire operation. It was the deadliest attack on civilians during the war up to the ceasefire.

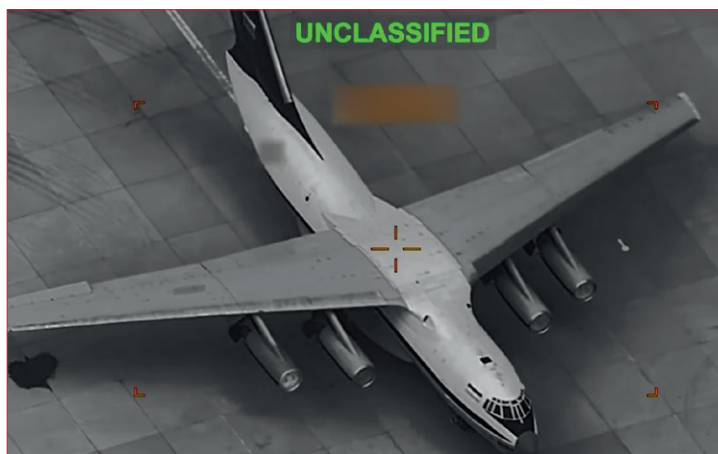
Photo: Mehr News Agency / Abbas Zakeri



An Iranian Su-22 shortly before being destroyed. Photo from open sources



Destruction of an Iranian C-130. Photo from open sources



An Iranian Il-76 in the gunsight. Photo from open sources



Burning Iranian aircraft at an airfield. On the left is the Il-76 from the previous image. Photo from open sources

March 2 against Qatar did not go unpunished. Two Iranian Su-24 aircraft approached at low altitude over the Strait of Hormuz, flying only about 25 meters above sea level. They came within just two minutes of flight from the U.S. base Al Udeid when they were intercepted and shot down by a Qatari F-15QA fighter. The wreckage fell into the water, and the crews did not survive.

Qatar is a small country with three million inhabitants, but it has a heavily armed military. Its fighter fleet includes 30 Rafale aircraft,

20 Eurofighter Typhoons (plus several two-seat versions), and 46 F-15QA aircraft from the F-15EX Eagle II family. These were the first kills in the history of the Qatari Air Force.

Another Iranian aircraft was shot down on March 4 directly over Tehran. It was a subsonic training and light combat aircraft, the Yak-130. What such an aircraft was doing in the air during active combat operations is unclear. In any case, it posed no serious opponent for the Israeli F-35I Adir. This was the first time in history that

an F-35 shot down a manned enemy aircraft. Until then, F-35s had only recorded kills of drones and cruise missiles.

Friendly fire

The U.S. Air Force also suffered losses. The first incident occurred on March 2, when three F-15E aircraft were shot down over Kuwait. It turned out they had fallen victim to friendly fire from a Kuwaiti F/A-18 fighter. All six crew members successfully ejected and



An Israeli F-35I fighter jet. Source: IDF



A Qatari F-15QA fighter jet. Source: Wikimedia / Airwolfhound



The shooting down of three U.S. F-15E aircraft was captured in several videos. Photo from open sources

were taken to a hospital for examination. Several factors may have contributed to the incident. Kuwaiti defenses were facing a massive attack of Iranian missiles, drones, and aircraft, and after more than 48 hours of continuous alert, radar operators were exhausted. The operation against Iran was also accompanied by extensive electronic warfare, and it is possible that identification systems on U.S. aircraft were partially suppressed in such an environment. Poor communication between U.S. and Kuwaiti forces may also have contributed to the misidentification.

Another loss occurred due to an accident. Over western Iraq, in friendly airspace, two KC-135R refueling aircraft collided on March 12. One aircraft managed an emergency landing in Tel Aviv, while the other broke apart in mid-air and crashed, killing all six crew members.

Accidents also affected U.S. allies. On March 9, during a drone defense operation, a UAE AH-64 Apache helicopter crashed due to a technical failure, killing both crew members. On March 21, Qatar lost a helicopter that crashed into the sea due to technical issues, killing all seven people on board.

On 21 March, the Qatari Air Force lost a helicopter which crashed into the sea due to a technical malfunction. All seven people on board were killed: four Qatari pilots, one Turkish soldier and two employees of a Turkish defence contractor. While the type of helicopter was not disclosed, given the number of people on board it was likely either an NH90 or an AW139, both of which are used by the Qatari Air Force.

E-3 Sentry destroyed on the ground

Iran has focused its retaliation mainly through drones and ballistic missiles, causing further U.S. losses. In Saudi Arabia, Prince Sultan Air Base was repeatedly targeted. On March 13, five KC-135 aircraft were damaged on the ground, though not severely. No one was injured.

A more serious attack occurred on March 27, when Iranian ballistic missiles and long-range drones struck the base and destroyed a U.S. Boeing E-3 Sentry airborne early warning and control aircraft. This marked the first combat loss in the long operational history of the type.

Shortly after the attack, reports indicated three damaged aircraft and ten injured soldiers. Later photographs showed the E-3G aircraft almost completely destroyed. It belonged to the 552nd Air Control Wing based at Tinker Air Force Base in Oklahoma. Other damaged aircraft included KC-135 and KC-46.

Before this, the U.S. Air Force had 16 E-3 aircraft. Six were deployed in the Middle East,

and 81-0005 was one of them. One aircraft is in Japan and one in Alaska. The remaining eight are undergoing maintenance. Therefore, the loss of even one of them has serious implications for U.S. air operations.

The E-3 Sentry first entered service in 1977. Its primary operators are the United States and NATO. A few of these aircraft are also operated by France and Saudi Arabia. The United Kingdom has already retired its fleet. There have been three serious accidents involving the aircraft in the past: two involving U.S. aircraft and one involving a NATO aircraft. Two of these crashes resulted in no casualties, but in 1995, all 24 people on board died when the aircraft crashed in Alaska after colliding with a flock of geese.

The first combat loss occurred 49 years after the aircraft entered service. Photos of the damaged aircraft have appeared on the Facebook page 'Air Force AMN/NCO/SNCO'. They show that the entire rear section of the fuselage, including the radar, was destroyed.

It should be noted for the sake of completeness that this is not the first combat loss of an AEW&C



An E-3 Sentry destroyed on the ground in Saudi Arabia. Photo: FB / Air Force amn/nco/snco





A CH-47 destroyed on the ground in Kuwait. Photo from open sources



aircraft worldwide. The Russian Air Force has lost several Beriev A-50 aircraft in Ukraine. Two were shot down by Ukrainian surface-to-air missiles and several others were hit and damaged on the ground.

Turning to Ukraine, it has sent its specialists to several countries in the Persian Gulf region, where they have begun providing assistance with drone defence. According to the latest reports, they are also present at Prince Sultan Air Base, where they are helping the Americans to set up a system for detecting and destroying drones.

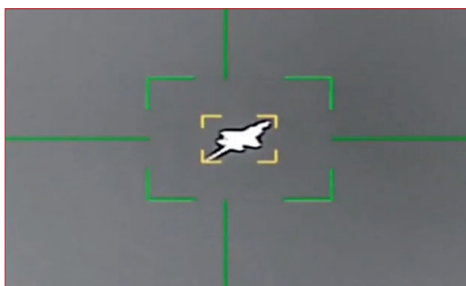
In subsequent Iranian attacks, air bases in other countries in the region were also hit. In the early days of the conflict, the British Akrotiri base in Cyprus was also attacked, but it is unclear what damage was caused. Several civilian aircraft were damaged at Dubai International Airport, including a giant Emirates Airbus A380. On 15 March, an Italian Air Force base in Kuwait was struck. One Italian MQ-9 drone was destroyed and two Eurofighter Typhoon fighter jets were damaged in the attack.

The attacks were not just carried out by long-range drones from Iran. Pro-Iranian militias in Iraq also used small FPV drones against US bases. In Baghdad, a US UH-60 Black Hawk helicopter was hit in this way on 23 March, and an Iraqi Air Force Antonov An-32 was damaged on 30 March. On 3 April, CH-47 Chinook and CH-53E Super Stallion helicopters were destroyed on the ground in Kuwait.

Downed American aircraft

On 19 March, the pilot of a US F-35 fighter jet discovered that Iran's air defence capabilities were still very much intact. The aircraft was hit by a surface-to-air missile while on a combat mission over Iran. Consequently, the pilot was forced to abandon the mission and perform an emergency landing at an undisclosed location in the region. According to US media reports, the landing was hard and the aircraft will not return to service any time soon, if at all. The pilot sustained shrapnel wounds but was in a stable

condition. Iranian news agencies subsequently released a video showing the silhouette of the F-35 being targeted, followed by an anti-aircraft missile exploding. Traces of smoke or leaking fuel appeared behind the F-35 immediately afterwards. This is the first known combat loss of an F-35.



Iranians released footage of a U.S. F-35 being hit. Photo from open sources

Despite the warning that the Iranian air defence system was still active, the F-15E crew did not exercise sufficient caution and their aircraft was shot down over Iranian territory on 3 April. Both crew members ejected, prompting the most epic operation of the entire war. Rescue teams entered Iranian airspace in C-130 aircraft and UH-60 helicopters. The pilot was located and rescued on the same day. Two Black Hawk helicopters were hit by ground fire during the operation and several people on board were injured. However, both helicopters managed to return to base. An A-10 attack aircraft was shot

down by Iranian fire while providing cover for the rescue operation. The pilot reached the Strait of Hormuz before ejecting and being rescued after spending some time in the water.

The second member of the F-15E crew, a colonel and weapons operator, however, remained in Iran. He found himself in a remote, sparsely populated

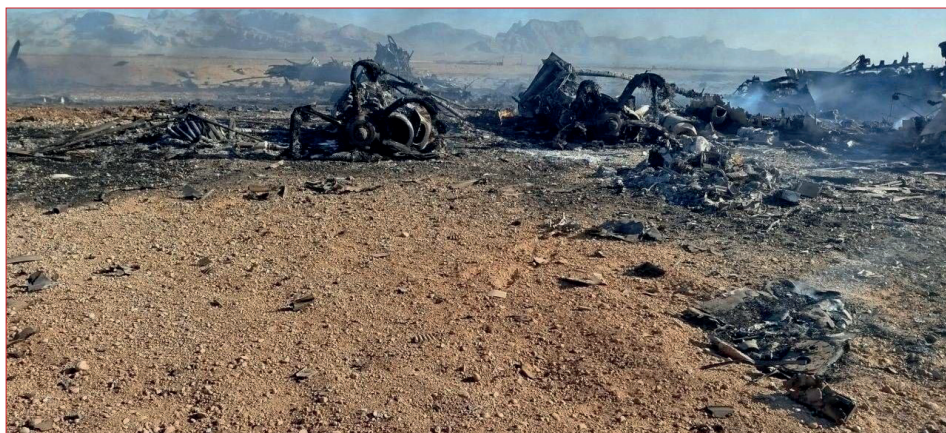


mountain valley. Despite sustaining injuries when the plane was shot down, he climbed to a 2,000-metre-high mountain ridge to hide. The US selected a location in the Iranian valley where they established a temporary base. Special forces were dispatched there in two MC-130 aircraft, which eventually located the colonel and evacuated him on 5 April. Local Iranian militias from mountain villages also searched for the American pilot, but there was no contact with the special forces.

However, the two C-130 Hercules aircraft that had originally flown them in were damaged,



MC-130 aircraft and HH-60 helicopters took part in the search and rescue operation following the downing of the F-15E. Photo: 58th Special Operations Wing



Wreckage of an F-15E shot down over Iran on April 3. Photo from open sources

Wreckage of MC-130 aircraft and MD-6 helicopters that the Americans destroyed on the ground in Iran during their withdrawal after a successful rescue operation on April 5. Photo from open sources

so they were destroyed on the ground and replacement aircraft had to be flown in for the evacuation. Similarly, four MD-6 Little Bird helicopters were destroyed at this temporary base to prevent them from falling into Iranian hands. The E-3 Sentry entered service in 1977. Its primary operators are the US and NATO. France and Saudi Arabia also operate several units. The UK has already retired its aircraft. There have been three serious accidents in the past, two involving US aircraft and one involving a NATO aircraft. Two of these crashes resulted in no casualties, but in 1995, all 24 people on board died when the aircraft crashed in Alaska after colliding with a flock of geese.

The first combat loss occurred 49 years after the aircraft entered service. Photos of the damaged aircraft have appeared on the "Air Force AMN/NCO/SNCO" Facebook page. They show that the entire rear section of the fuselage, including the radar, was destroyed.

It should be noted for the sake of completeness that this is not the first combat loss of an AEW&C aircraft worldwide. The Russian Air Force has lost several Beriev A-50 aircraft in Ukraine. Two were shot down by Ukrainian surface-to-air missiles and several others were damaged on the ground.

Speaking of Ukraine—it has sent its specialists to several countries in the Persian Gulf region, where they have begun assisting with drone defense. According to the latest reports, they are also at Prince Sultan Air Base, helping the

Americans with a system for detecting and destroying drones.

In subsequent Iranian attacks, air bases in other countries in the region were also hit. In the very first days, attacks were also directed at the British Akrotiri base in Cyprus, but it is unclear what damage was caused there. At Dubai International Airport, several civilian aircraft were damaged, including a giant Emirates Airbus A380. In Kuwait, an Italian Air Force base was struck on March 15. One Italian MQ-9 drone was destroyed in the attack, and two Eurofighter Typhoon fighter jets were damaged. It wasn't just long-range drones from Iran that carried out

destroyed on the ground on April 3. The U.S. and Israel also suffered significant drone losses, indicating both heavy use and the continued effectiveness of Iranian air defenses. Israel lost at least 19 drones, mostly Hermes types, while the U.S. lost 24 MQ-9 Reaper drones.

Submarine torpedo attack

The Iranian navy lost virtually all of its large vessels. At the beginning of the conflict, its largest ship—the drone carrier IRIS Shahid Bagheri—was destroyed. It had only entered service in February 2025 and was sunk just a year later.



Attack on the vessel IRIS Shahid Bagheri. Photo from open sources

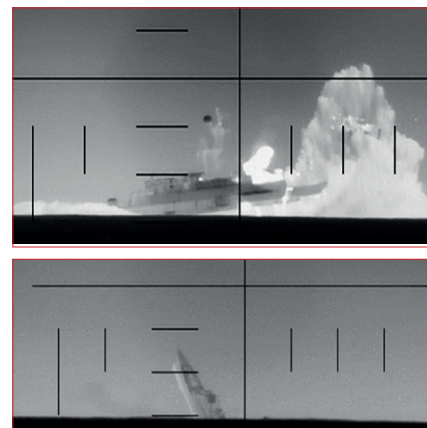


attacks. Pro-Iranian militias in Iraq also used small FPV drones against U.S. bases. In Baghdad, a U.S. UH-60 Black Hawk helicopter was struck in this manner on March 23, and on March 30, an Iraqi Air Force Antonov An-32 was damaged there as well. In Kuwait, CH-47 Chinook and CH-53E Super Stallion helicopters were

The IRIS Shahid Bagheri had been converted from the container ship Perarin, which was equipped with a ski-jump ramp at the bow. The vessel was 240 meters long, had a displacement of 41,000 tons, and could operate helicopters and unmanned systems. This left Iran with only fast boats at its disposal. However, it had



*The frigate IRIS Dena.
Photo: Iranian MoD*



*Sinking of the frigate IRIS Dena.
Photo from open sources*

a large number of them and actively used them against ships stranded around the Strait of Hormuz. These boats can carry cannons, anti-ship missiles, or naval mines. The U.S. Air Force deployed A-10 attack aircraft against the Iranian boats. The United States had repeatedly planned to retire this legendary aircraft, even recently announcing that the last class of A-10 pilots had completed training. However, the resilient aircraft remains in service. It is ideal for combating small boats thanks to its characteristics: it is subsonic, highly maneuverable, has long endurance, and is highly resistant to damage—not to mention its powerful armament. This includes AGM-65 Maverick missiles, APKWS II rockets, and especially the highly effective 30 mm GAU-8/A Avenger rotary cannon.

Most of Iran's ships were lost in airstrikes in ports or in waters near its coastline. However, one vessel stands out—it was sunk far from home by a U.S. submarine.

This occurred early in the morning on March 4 in international waters of the Indian Ocean, 19 nautical miles (35 km) south of Sri Lanka. The Los Angeles-class submarine USS Charlotte (SSN-766) fired two Mark 48 torpedoes at the Iranian frigate IRIS Dena. One torpedo hit and sank it. This was the first time since the end of World War II in 1945 that a U.S. submarine sank an enemy vessel.

The Mark 48 torpedo is capable of attacking fast surface targets as well as submarines at great depths. It is guided, has a caliber of 530 mm, and weighs more than 1.5 tons, including a 293 kg warhead. Its exact performance is classified, but it is reported to have a range of over 20 km at a speed of 120 km/h, with greater range at lower speeds.

The Mark 48 does not strike a surface ship directly; instead, it detonates beneath it, breaking its keel. According to released footage, this is what happened to the IRIS Dena. Although Iran classified it as a destroyer, in terms of size and armament it was closer to a small frigate. It was 95 meters long with a displacement of

1,500 tons. Its armament included a 76 mm gun, one 40 mm gun, two 20 mm guns, four Noor anti-ship missiles, six 324 mm torpedo tubes, and Sayad-2 air defense missiles.

At the time it was sunk, however, it likely carried no ammunition. IRIS Dena had previously participated in an international naval parade in India and, in accordance with participation requirements, was not armed. After being hit, it sent a distress signal, and rescue units from the Sri Lankan navy and air force were dispatched. However, the frigate sank before they arrived. They found 32 survivors and 87 bodies. Additional casualties likely remained inside the ship, as the crew is estimated to have numbered between 140 and 180.

Overall, since World War II, only three ships have been sunk by submarines in combat operations. The first case occurred on December 9, 1971, during the Indo-Pakistani War, when the Pakistani submarine PNS Hangor struck the Indian frigate INS Khukri with a guided torpedo. The second case occurred on May 2, 1982, during the Falklands War, when the British nuclear submarine HMS Conqueror fired three torpedoes at the Argentine cruiser ARA General Belgrano, two of which hit and sank it. The third case occurred now during the war with Iran. For completeness, it is also worth mentioning

the sinking of the South Korean corvette ROKS Cheonan. It broke apart after an explosion on March 26, 2010. South Korea and its allies concluded that the ship was hit by a North Korean CHT-02D torpedo, remnants of which were found on the seabed. The corvette was likely sunk by a North Korean midget submarine capable of operating only near the coast. North Korea denies responsibility. This incident is usually not classified among submarine attacks on the open sea during wartime.

Ceasefire

As already mentioned, a ceasefire came into effect on April 8, mediated by Pakistan. It was originally supposed to last two weeks, but Donald Trump later extended it. Despite this, by the end of April there had been no progress in further negotiations.

The U.S. Navy has even begun blocking the Strait of Hormuz as well, stopping ships heading to or from Iranian ports or those that have paid the fee Iran started demanding. Iran, in turn, is blocking the Strait of Hormuz for all other vessels.

It is unclear how long this situation will last or what the next developments will be. However, the longer it continues, the greater the damage to the global economy will be.



*The submarine USS Charlotte.
Photo: US Navy*

A Fateful Rhubarb

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



When the Spitfire Mk.Vs of the Biggin Hill Wing returned shortly after noon on 28 January 1942 from a Channel sweep, their commander, W/Cdr Robert S. Tuck, was far from satisfied. The sortie, which had lasted less than an hour, was intended to provide cover for a convoy, yet no contact with the enemy had been made.

Together with No. 401 Squadron RCAF, he therefore planned two Rhubarb operations. This type of mission involved one or two aircraft making a low-level attack on ground targets.

Shortly before 1600 hours, two pairs of Spitfires took off from Biggin Hill. One was led by the future American ace P/O Don Blakeslee. Accompanied by his wingman, Sgt Morrison, he crossed the French coast near Étretat and, after strafing ground targets, returned safely to base.

The second pair was led by Tuck himself, with P/O Harley covering his tail; they took off roughly a minute after Blakeslee. Their objective was a distillery located approximately 20 miles from Le Touquet. They made landfall near Berck-sur-Mer, where the cloud base lay at 600 feet with 10/10 overcast. Records of No. 401 Squadron RCAF state that the pair turned northeast over Auxi-le-Château before reaching the target and proceeded into the area northeast of Boulogne. There, both Spitfires came under anti-aircraft fire. Harley observed a stream of glycol pouring from Tuck's aircraft; the wing commander broke to the right, and his wingman lost visual contact. Harley attacked a flak position on the coast and crossed back over the sea south of Marquise. He landed back at base at five minutes past five but could provide no further information on the

fate of the Biggin Hill Wing commander. In his autobiographical book *Fly for Your Life*, Tuck states that he succeeded in attacking the distillery, hitting storage tanks and a nearby building resembling barracks. Near Boulogne, he spotted a target that was hard to resist, a train. During his attack, he came under heavy fire, which brought the engine of his Spitfire "RS-T" to a halt.

Gliding down, Tuck searched for a suitable landing site. He spotted a field, but a truck mounting an anti-aircraft gun lay in his path. He fired at the Germans and moments later, his aircraft touched down, and Tuck struck his face against the gunsight.

German anti-aircraft troops pulled him from the cockpit and brought him to their vehicle. To Tuck's surprise, they showed him, almost admiringly, how he had hit their gun: one of the barrels, split open at the muzzle like a peeled banana, had taken a direct strike from the Spitfire's cannon.

It was immediately clear to the Germans that they had captured an important officer, as Tuck's aircraft bore 29 white swastikas marking his aerial victories. What the occupiers did not realize, however, was that the opponent they treated with such respect was Jewish. Had Tuck's family lived in Germany or occupied territories, they would almost certainly not have survived the Holocaust.

News of Tuck's capture was released by the Germans several days later. Until then, the RAF had kept his disappearance secret, as the possibility of his escape could not be ruled out. His capture caused a considerable stir in Great Britain, as he was a well-known and popular fighter leader. Tuck's brother, serving as an artilleryman,

was already in German captivity since the fighting at Dunkirk. British authorities maintained close contact with the family while also dealing with intense public interest. People wanted to send messages or gifts to Tuck in captivity. In one case, this even involved a mentally unstable man who had previously harassed Tuck with unsolicited letters.

After his capture, Tuck was briefly confined in a cell, where a doctor treated his injured nose; only then did the physical effects of shock begin to manifest. What followed, however, took an unexpected turn. He was collected from his cell by personnel of Jagdgeschwader 26 on the orders of their former Kommodore, Adolf Galland, who had recently become Inspector of Day Fighters.

At the JG 26 base, Galland arranged a dinner for Tuck attended by eight other officers. The gathering turned into a surprisingly pleasant evening, with good food, wine, and even a bottle of Scotch. The German airmen showed interest in Tuck's Polish pilot badge, a gift from a Polish friend. Tuck, however, did not reveal his lucky talisman: he carried a German Iron Cross, given to him by a Luftwaffe pilot he had shot down.

Tuck's experiences in captivity, which would even lead to cooperation with the Red Army, form yet another remarkable chapter in his career. After the war, he became friends with Adolf Galland; they worked together as advisors during the filming of *The Battle of Britain*. They frequently went hunting together, and Tuck became godfather to Galland's son, Andreas.

Thunder Gods

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



If any aviation weapon has come to symbolize the special attack operations of the Japanese armed forces in the closing stages of the Second World War, for many readers it is undoubtedly the rocket-powered MXY-7 Ōka ("cherry blossom").

In August 1944, design work was approved for a rocket aircraft carrying a 1,200 kg warhead. Propulsion consisted of three rocket motors, each producing 2.62 kN of thrust, supplemented by auxiliary units on the wings. A glider version was ready for flight testing by October 1944. The rocket-powered Model 11 was intended for launch from modified G4M Betty bombers. As the pilot lacked an oxygen system, the carrier's slow pre-launch approach had to be flown at 10,000 feet. This restricted the powered and subsequent glide phase to a maximum range of 18 nautical miles (33.3 km), forcing the mother aircraft to fly much of the approach within areas patrolled by enemy fighters. With access to German rocket technology, of which the Japanese had only limited knowledge, the Ōka's range would have been significantly greater.

Kōkūtai 721 was established for operational deployment of the Ōka Model 11, while Kōkūtai 722 was formed to train its pilots. This unit was also intended to operate the smaller Ōka Model 22, planned for launch from PIY Ginga (Frances) bombers, but the concept was abandoned after unsuccessful initial tests. Later, Kōkūtai 725 was created to deploy a larger Ōka variant designed for catapult launch from land bases in Japan's mountainous regions. This was the MXY-7 Model 43 Otsu, planned to use the same turbojet engine as the twin-engine Kikka bomber, already

intended for the Ōka Model 22. From the naval aviation perspective, the Ōka was regarded not as an aircraft but as a weapon, accordingly, it carried no national insignia (hinomaru), usually bearing only a unit and an individual number.

The IJN sought to deliver Ōka aircraft to the Philippines, Taiwan, and Okinawa to ensure sufficient stocks for mass deployment. During these transport efforts (including other cargo) Japan lost two aircraft carriers. Smaller vessels were also used for transport, and the Americans first encountered the Ōka on 1 April 1945 after capturing an airfield on Okinawa. The captured aircraft received the Allied reporting name "Baka," a Japanese pejorative meaning "fool" or "idiot." One theory holds that intelligence officers chose the name based on the assumption that only a madman would pilot such a machine, another suggests it was inspired by the date - April Fools' Day.

Japanese aviators were certainly no fools. They were predominantly volunteers, in many cases veterans, who saw self-sacrifice in a ramming attack as a more effective means of inflicting damage on heavily defended naval formations, missions from which the chances of return were minimal in any case.

Kōkūtai 721, established in October 1944, was given the name Jinrai, often translated as either "Divine Thunder" or "Thunder Gods." The Ōka aircraft were organized into four flights and for a time even had their own fighter escort unit. The carrier aircraft were G4M Betty bombers from Hikōtai 708 and 711, while fighter cover was provided by A6M Zero pilots from Hikōtai 305, 306,

and 307. The principal operational base became Kanoya. Two-seat Zero variants were assigned to various elements of Kōkūtai 721, including the Ōka flights.

Both training and operational deployment were plagued by numerous organizational, technical, and tactical problems. Some Ōka pilots were committed repeatedly due to aborted missions, while many G4M bombers were shot down by American fighters. Several Ōkas were destroyed by defensive fire from U.S. warships, one destroyer was even credited with shooting down two.

On 12 April 1945, Ōka pilots sank the destroyer USS Mannert L. Abele. During various missions, over the next two months, they damaged seven other vessels. Kamikaze operations also included pilots from Hikōtai 306 flying Zero fighters. In addition to the twelve Ōka missions, approximately 200 kamikaze aviators from this unit sacrificed their lives in Zeros, primarily within the Kenmu-tai. Many had originally been trained for Ōka operations, but due to shortages of G4M carriers were forced to fly Zeros. Kōkūtai 721 later coordinated kamikaze operations of other units as well.

Kōkūtai 721 was the largest kamikaze unit in terms of personnel. Within its ranks, 369 pilots of single-seat aircraft and 365 crew members of Betty bombers were killed. Their tragic fate is commemorated by several memorials. The story of this unit is compellingly told by Dan King in his fascinating book *Blossoms from the Sky*. It is highly recommended, having been written in cooperation with surviving veterans of the unit and relatives of deceased or killed unit members.

Pöhs and Späte

Text: Jan Bobek

Illustration: Antonis Karydis



The fates of military aviators can be intricate and interconnected. Such were the lives of the Austrian Josef Pöhs and the German Wolfgang Späte.

Pöhs was born on March 14, 1912, in Altkettenhof No. 7, in what is now Schwechat, Vienna. His father Leopold, a warehouse clerk, came from Mährisch Kromau (Moravský Krumlov), while his mother Berta Nowotny was Viennese. An Austrian proverb says every Austrian has a Czech grandmother, and Pöhs was no exception, his paternal grandmother was Anna Chvátal.

Pöhs became a glider pilot and worked as a mechanic at the Aspern aeroclub. In 1934, he joined the Austrian armed forces and, after qualifying as a military pilot, became an NCO in the Austrian Air Force aerobatic team. After the annexation of Austria by the Third Reich, "Joschi" Pöhs was assigned to 2./JG 76 (later 5./JG 54), and took part in the fighting in Poland, France, and over Great Britain. During this period, he achieved seven victories and was promoted to the rank of Leutnant.

In January 1941, Oberleutnant Wolfgang Späte joined 5./JG 54. Until then, he had served as a reconnaissance pilot, had worked as a glider test pilot before the war, and in 1938 had won the 19th Rhön Gliding Competition. Späte's parents came from Dresden, and his father Kurt was a wealthy agricultural entrepreneur. Born on September 8, 1911, Späte is usually listed as a native of Dresden.

However, in his 1990s correspondence with Jaroslav Hradec, he stated he was born in Podersam (Podbořany) in the Sudetenland, then part of the Kingdom of Bohemia. His father owned

farmland there, later lost during Czechoslovak land reform in the 1920s. The most likely explanation is that Späte was born in Podbořany but baptized in Dresden (no local birth record exists). His sister was born in Dresden, while his youngest brother Helmut, killed in France in July 1943 as a night fighter, was born in Podbořany on August 17, 1917. The family thus lived between Saxony and the Bohemian lands.

During the attack on Yugoslavia in April 1941, Pöhs shot down a Blenheim and a Hurricane. Späte scored his first victory with another Blenheim, and two more bombers of this type were shot down by the commander of 5./JG 54, Oberleutnant Hubert "Hubs" Mütterich. It is not particularly surprising that this trio of officers became the most successful fighter pilots of 5./JG 54 during the first three months of combat against the Soviet Union. Their Staffel, which was part of II./JG 54, was deployed in the Baltic region and went through heavy fighting, some of which, according to one JG 54 officer, could be compared to battles against the RAF.

When Mütterich was killed on September 9, 1941, in combat with Soviet fighters, he had 43 victories to his credit. On the same day, Pöhs recorded his 41st kill, while Späte claimed his 29th opponent and took command of 5./JG 54. Pöhs then achieved two more victories but was transferred in mid-September as an instructor to Erg.Gr./JG 54.

The aircraft "Black 9," depicted on the box art, was for a long time Josef Pöhs's personal aircraft. It is best documented in a photograph taken from the rear left. The issue is that there are patches of snow visible on the ground around the aircraft.

Axel Urbanke pointed this out in *Luftwaffe im Focus* No. 18 and, based on this detail, dates the photograph to the end of September 1941. Axel was able to identify that only one victory marking on the rudder does not refer to a Soviet aircraft, which corresponds to Späte's score at the end of September. However, according to researcher Georg Morrison, Späte rarely flew "Black 9." His personal aircraft was "Black 4." He conducted several test flights with "Black 9" on August 16, 1941, then flew it again on September 24, October 5, and finally on February 22, 1942. The victory markings on the decal sheet in the kit are therefore designed to represent how the aircraft would have appeared when "Joschi" Pöhs had this number of victories.

In May 1942, Wolfgang Späte became the commander of Erprobungskommando 16, which was tasked with testing rocket and jet aircraft. At that time, Pöhs was flying at the Rechlin test center, but by the end of June he began familiarizing himself with the Me 163 A within Späte's team. During the development of the Komet, Pöhs devised several design solutions, including the transport dolly for moving the Me 163 on the ground. He was tragically killed on December 30, 1943, in Bad Zwischenahn in an accident involving Me 163 AV8 (CD+IM). This aircraft had previously been most often flown by his colleague Rudolf Opitz.

Späte survived the war within JG 7, flying the Me 262. In 1956, he joined the Bundeswehr and became a flight safety inspector. Given his hazardous experience testing the Me 163, he was well qualified. He later authored and co-authored several books.

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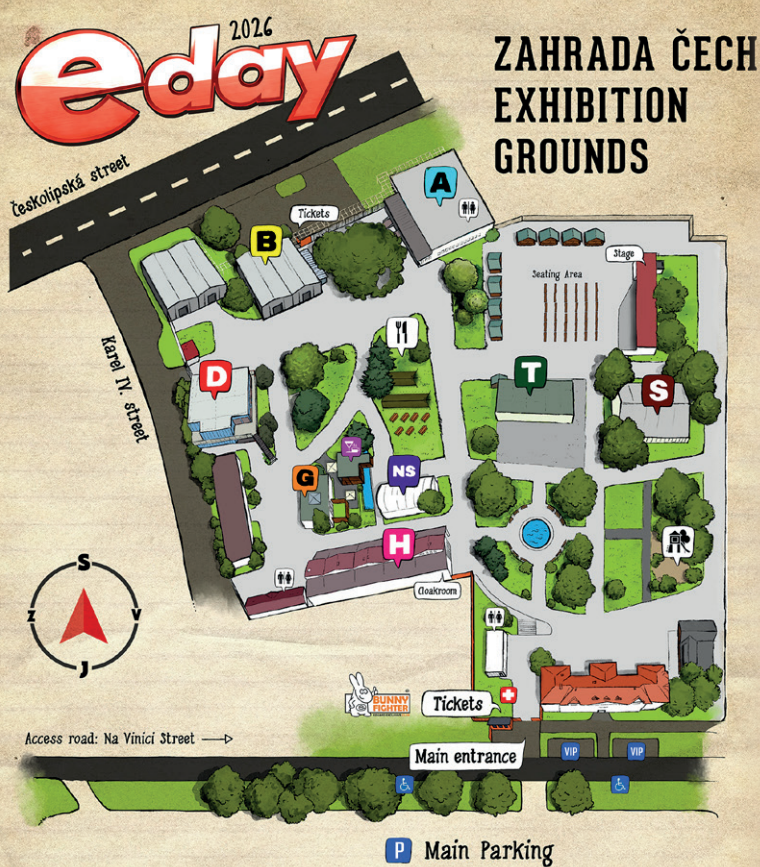
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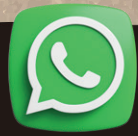
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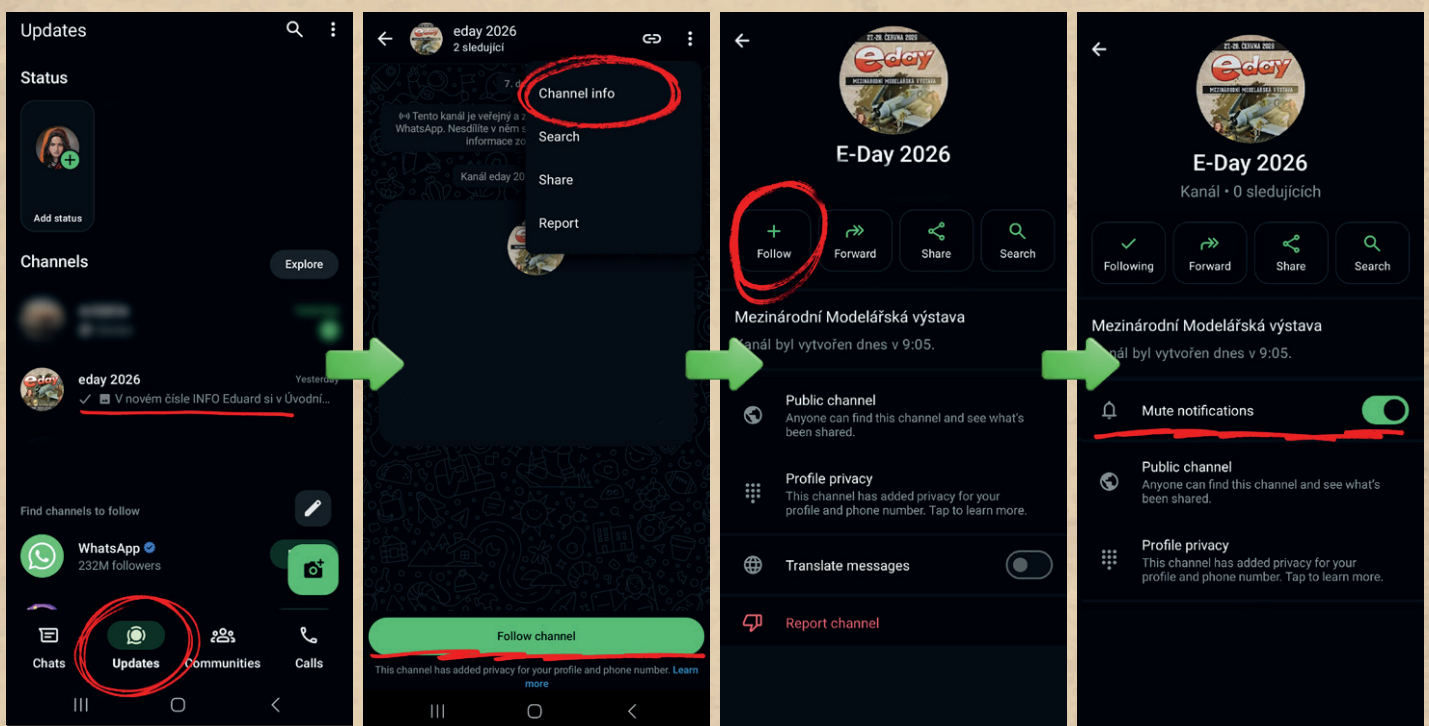


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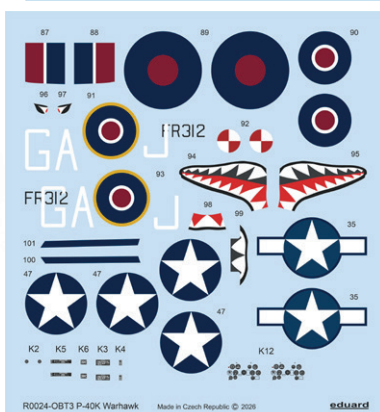
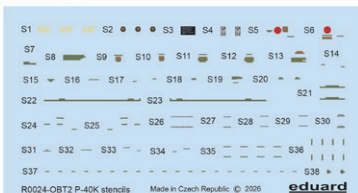
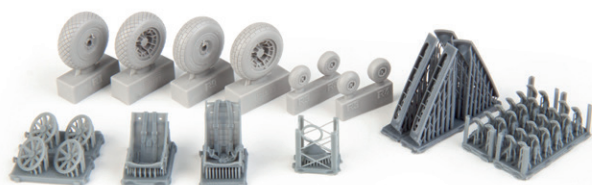
P-40K Warhawk Dual Combo

1/48

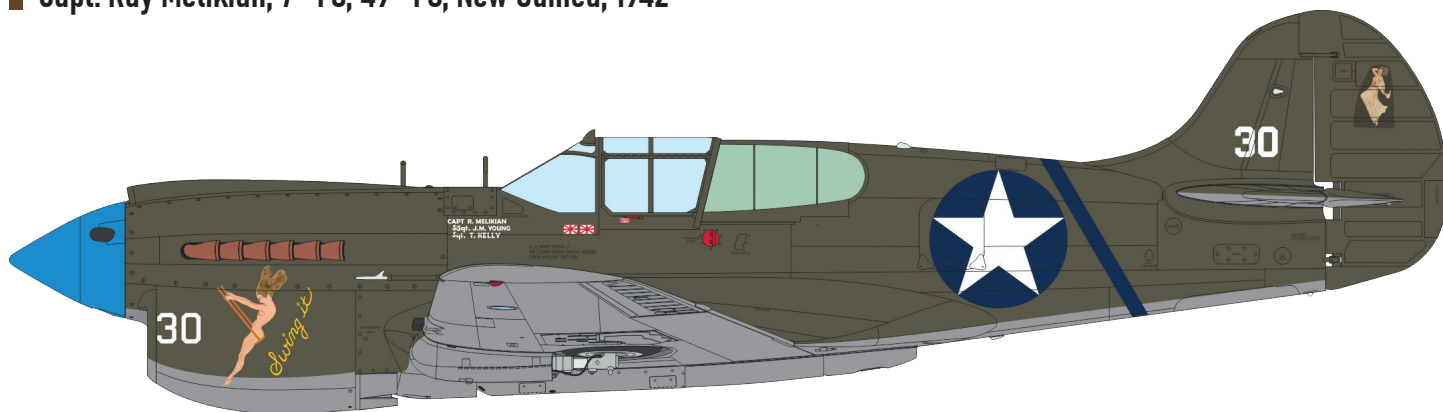
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The Royal Class edition kit of the US fighter aircraft P-40K Warhawk (short tail) in 1/48 scale. The kit offers markings for 8 aircraft. The box contains plastic sprues for two complete kits, from which it is possible to build aircraft flying in USAAF, RAF and SAAF.

- plastic parts: Eduard
- marking options: 8
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes (exhausts; undercarriage wheels – two types, seats with harness), antenna
- wheel wells plugs (Omask)
- mouse pad



■ Capt. Ray Melikian, 7th FS, 49th FG, New Guinea, 1942

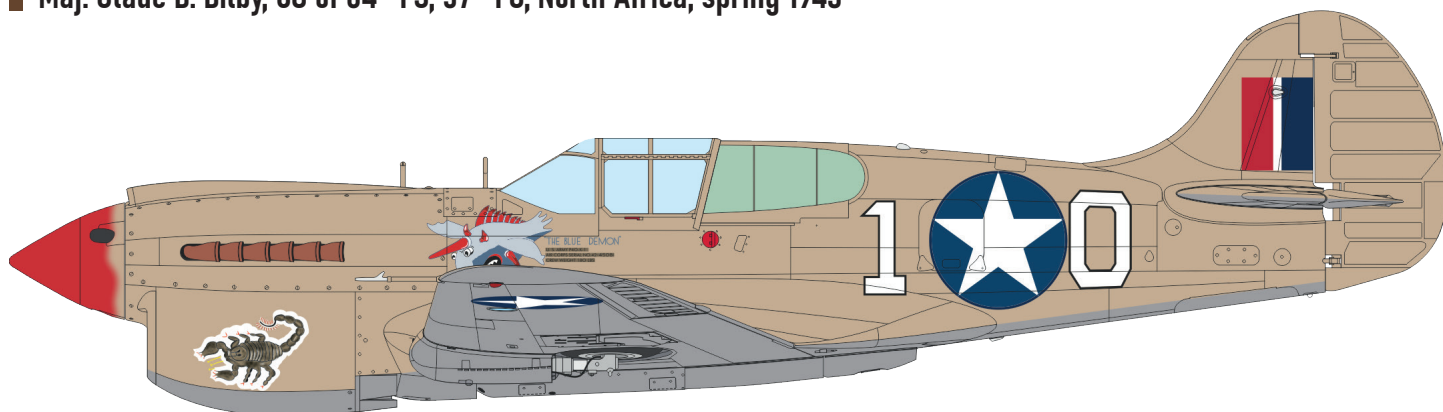


Ray Melikian was born on June 7, 1918 in Fresno, California. He was of Armenian descent. After completion of his military training in August 1941, he was sent to Australia and assigned to 7th FS. His P-40K named "Swing it" was lost in December 1942, when flown by 2/Lt. Dillworth, a rookie

pilot, who had to conduct emergency landing. The aircraft was then used as a source of spare parts. At the time, there were two victory marks under the windshield, Melikian later added a third victory to his credit and was promoted to the rank of Major. He conducted 228 missions

during WWII and was known for having excellent eyesight. He passed away on October 25, 2013.

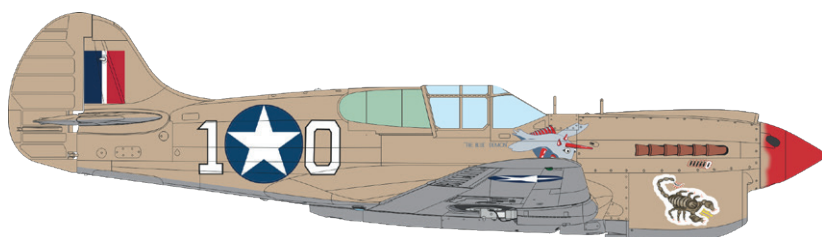
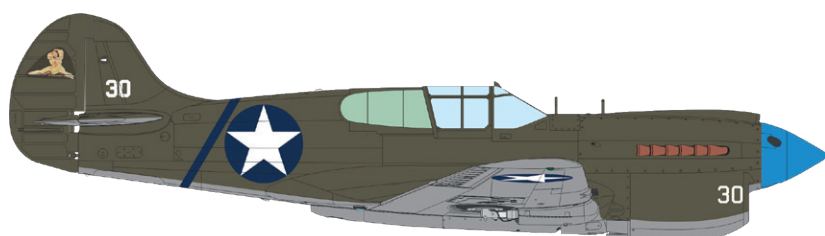
■ Maj. Glade B. Bilby, CO of 64th FS, 57th FG, North Africa, spring 1943



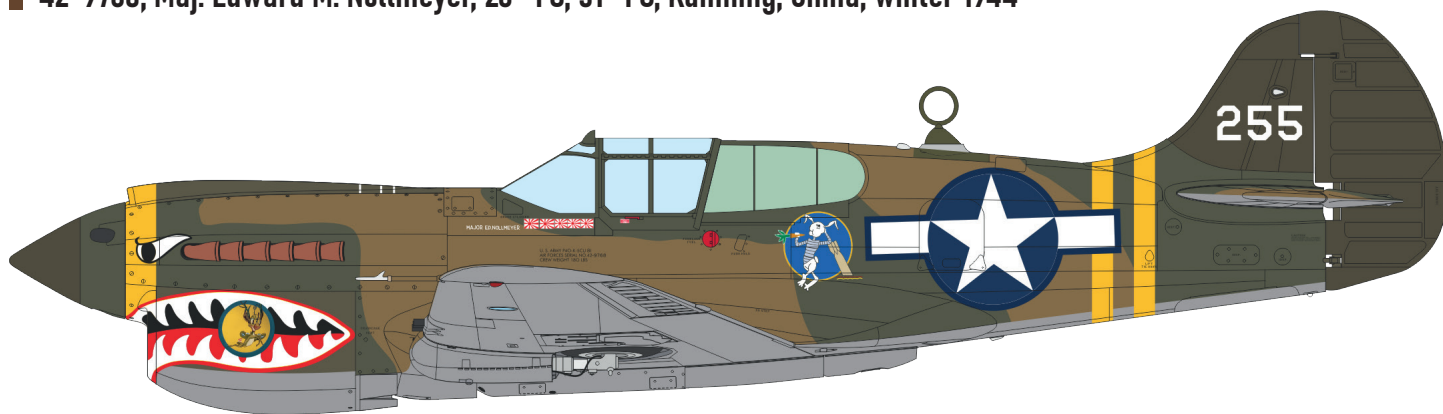
Glade Burke Bilby was born near Skidmore, Missouri, on December 1, 1918, and was one of the first to volunteer when World War II was declared. Thanks to it, he got into fighting early in the war. He got nationwide acclaim when he dropped the first American bomb on the Germans in the American campaign to aid General Montgomery in North Africa. It was said that Bilby flew his plane so low that the Germans

took off their helmets and threw them at his plane. His P-40K was adorned with the rather weird painting of a fish with horns and thorns and was named "Blue Demon". Glade Bilby shot down three enemy planes in the period from October 1942 to January 1943. He was discharged from service in 1946 but reenlisted a year later. He acted as an instructor in the Naval War College at Newport. On November

11, 1957, he conducted a night training flight in formation with another jet. The planes crashed and Col. Bilby died as well as other two airmen.



■ 42-9768, Maj. Edward M. Nollmeyer, 26th FS, 51st FG, Kunming, China, winter 1944

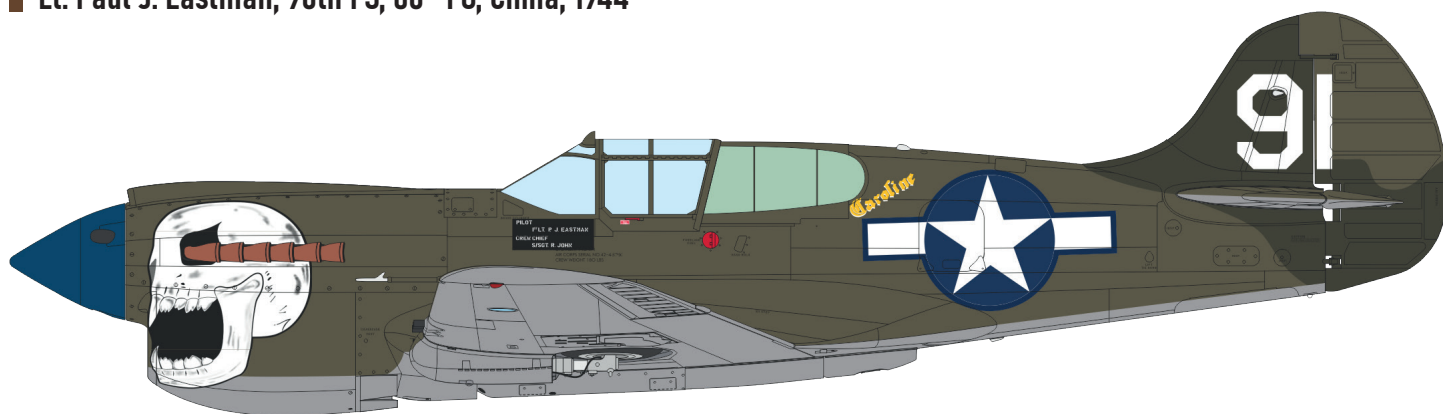


Edward "Big Ed" Nollmeyer was the Commanding Officer of the 26th Fighter Squadron, part of the 51st Fighter Group. His P-40K serial number 42-9768 underwent several changes in appearance, which peaked in the form shown here with the bunny emblem on the port side of the fuselage and shark mouth with inserted squadron badge. The 51st Fighter Group was activated on January 15, 1941, and equipped with P-40s. While training for combat, the unit served

as part of the defense force for the west coast before it moved to India in March 1942. The pilots defended the Indian terminus of the Hump route and airfields in that area. They also flew strafing, bombing, reconnaissance, and patrol missions in support of Allied ground troops during a Japanese offensive in northern Burma in 1943. The group then moved to China in October 1943 to defend the eastern end of the route over the Hump, guard air bases in the Kunming area,

harass Japanese shipping in the Red River delta, and support Chinese ground forces in their drive along the Salween River. The 51st FG returned to India in the fall of 1945 and sailed for the US in November where it was deactivated a month later. Ed Nollmeyer made a name for himself in the epic combat on December 22, 1943, when he managed to shoot down two Zeros as confirmed, three probably and also damaged two others.

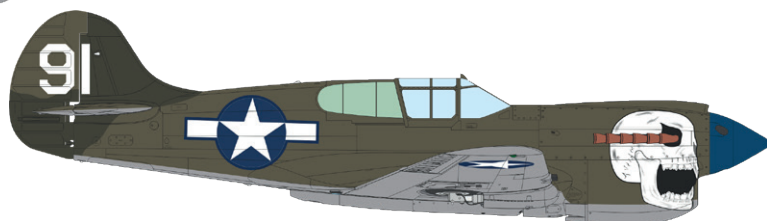
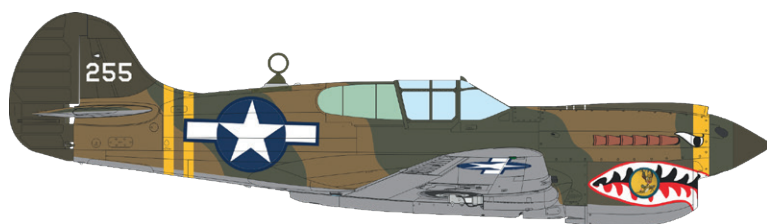
■ Lt. Paul J. Eastman, 90th FS, 80th FG, China, 1944



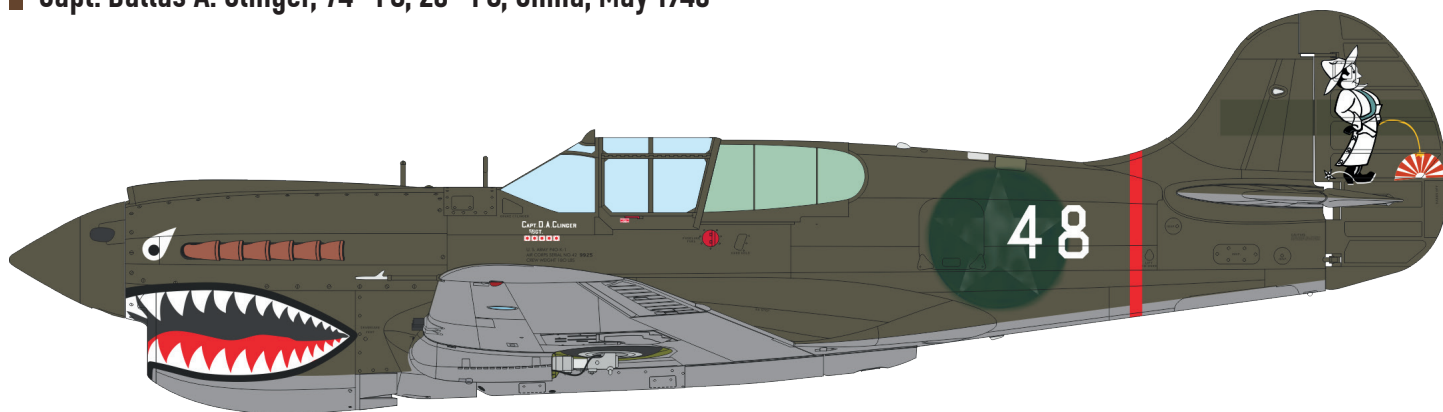
The 80th FG was called the Burma Banshees, and most of its aircraft were decorated with a skull on the nose. None of them were the same, although they sometimes differed only in details. The primary role of the group was to provide air cover for bases involved in air supply operations to units in China via the Himalayas

(Hump operations). Later, from October 1943, the group was tasked with providing air support to units in northern Burma. Paul J. Eastman was one of the pilots to conduct the task, his P-40K was adorned with a stylish skull on the nose and named Caroline. He later changed his P-40 for a P-47. Walt Shiel wrote a book based on his

story and memories from the war times titled *Rough War*.



■ Capt. Dallas A. Clinger, 74th FS, 23rd FG, China, May 1943

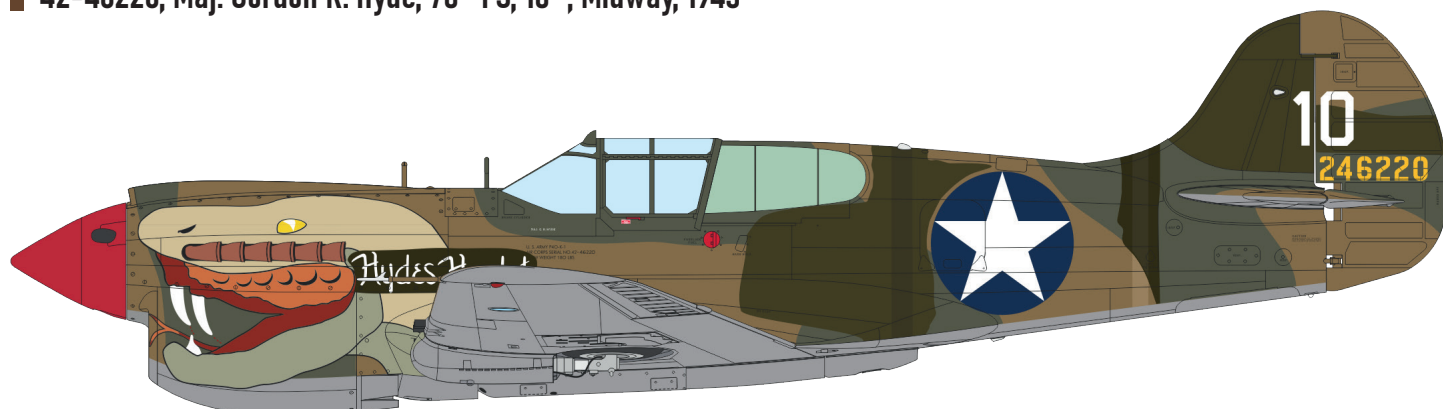


Dallas Adellon Clinger was born on June 2, 1916, in Saint Anthony, Idaho. After completing training in 1941, he was transferred to the 16th FS. He achieved his first victory in aerial combat on July 31, 1942, when he shot down an A6M. He followed this up by shooting down a same type aircraft on November 12 of that year and concluded his score with the 16th FS on

December 26, 1942, shooting down a Zero again. He scored two more confirmed kills during the war. Clinger remained in the service after the war and retired in 1953 at the rank of Major. He died on December 16, 1988 (aged 72). His P-40K was adorned with a similar cartoon as on his previous P-40E, i.e., the peeing cowboy painted on both sides of the rudder. The 16th FS

P-40s had their wheel discs decorated with a blue field with white star and probably with a red circle in the middle and this coloring most probably stayed after Clinger's move to 74th FS. The canvas with the cartoon was removed from the rudder and Clinger had it displayed in his pub.

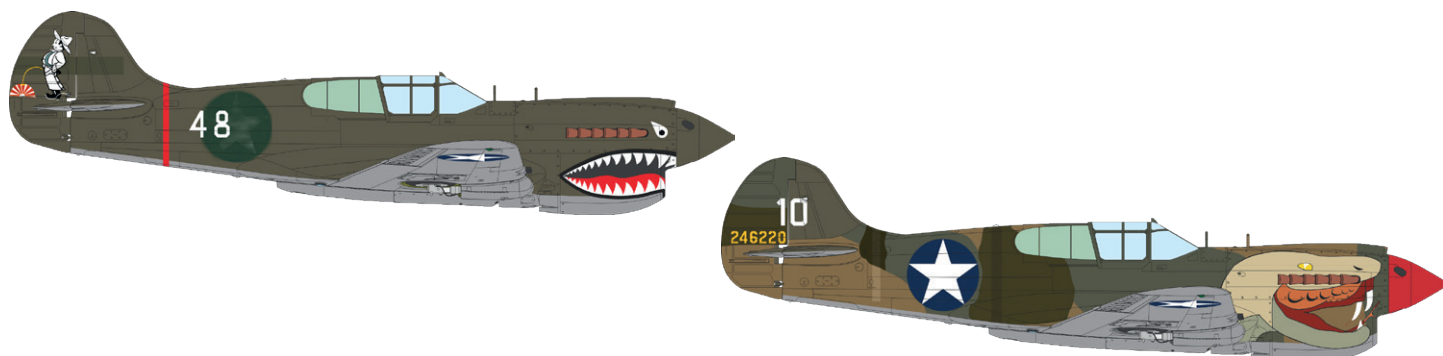
■ 42-46220, Maj. Gordon R. Hyde, 78th FS, 18^{FG}, Midway, 1943



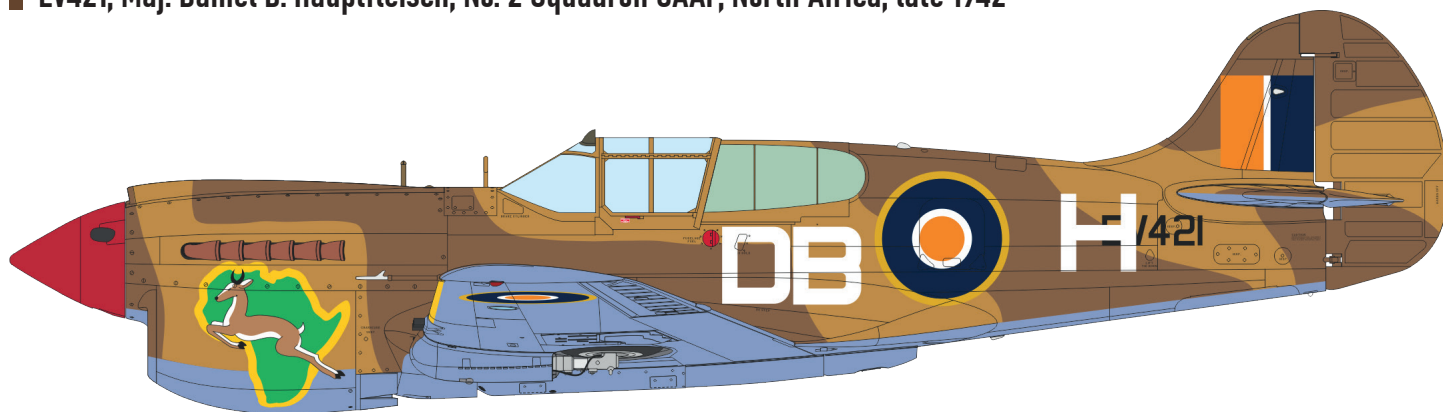
18th Pursuit Group was organized in Hawaii in Jan 1927 and redesignated 18th Fighter Group in 1942. Before World War II the group engaged in routine flying and gunnery training with several aircraft types. When the Japanese attacked Pearl Harbor on December 7, 1941, the group, which had recently converted to P-40s, sustained severe losses. The group, assigned to Seventh AF in Feb 1942, had to be re-equipped before it could resume training and begin patrol missions. The 78th FS was part of 18th FG until March 16, 1943. After that date it was

transferred to 15th FG, as the 18th FG moved to the South Pacific. In January 1943 the pilots of 78th FS conducted a historic long-range, over-water flight to reach Midway in January 1943 and also the return flight. These routes lasted over seven hours of flight each. The 78th was providing aerial defense of the atoll. The 18th FG aircraft were marked with a color bands around the fuselage behind the canopy and also sported big numbers behind the cabin (this plane was 358). Both markings were overpainted with Olive Drab when the planes were sent

to combat. This makes the camouflage of this aircraft interesting. The most interesting though is the large Bushmaster snake head painted on the nose of the aircraft. First iteration of the Bushmaster squadron emblem appeared after the 78th FS began receiving Curtiss P-40K Warhawks while on Hawaii. This aircraft was sent to Gilbert Islands on board USS Brenton in December 1943 as a replacement of destroyed P-40Ns of 45th FS. There it crashed and Lt. Verne B. Snyder died in its cockpit on December 28, 1943.



■ EV421, Maj. Daniel B. Hauptfleisch, No. 2 Squadron SAAF, North Africa, late 1942

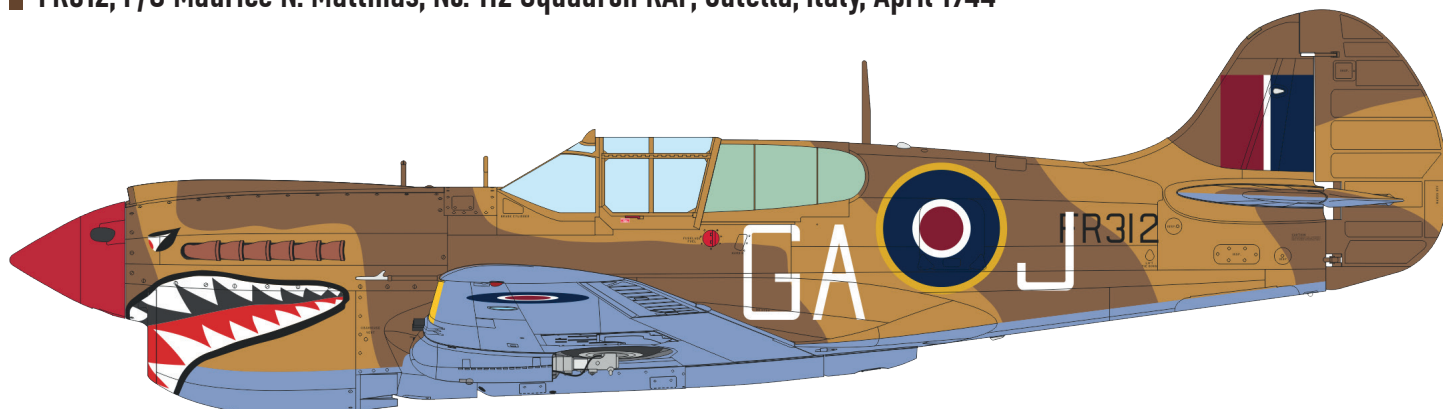


No. 2 Squadron of South African Air Force was formed in January 1939 and equipped with Hawker Hartbees. From its establishment, the unit was involved in every single combat action in which the SAAF took part. The Flying Cheetahs, as the unit was called, made a name for itself in the battles for East Africa, before distinguishing itself in North Africa as

part of the Desert Air Force, and later in Italy. The squadron was reformed in Kenya on October 1, 1940, flying Hurricanes and Gladiators II. After it moved to Egypt, the unit received Tomahawks IIb in April 1941 and Kittyhawks were received from May 1942. In 1943 the squadron moved to Sicily, then Italy, where they were re-equipped with Spitfires which they flew

until the end of the war. Maj. Daniel Benjamin "Hoefie" Hauptfleisch was commanding officer of Flying Cheetahs in late 1942, flying his Kittyhawk adorned with the unit's badge, the outline of Africa continent with jumping antelope. In 1943 Hauptfleisch was moved to No. 5 Squadron.

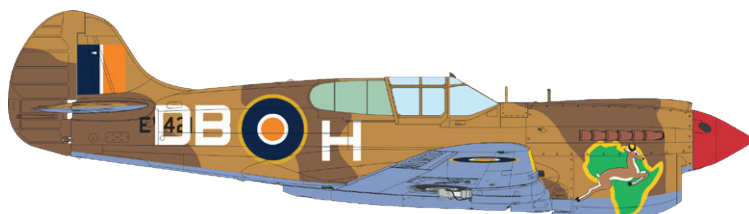
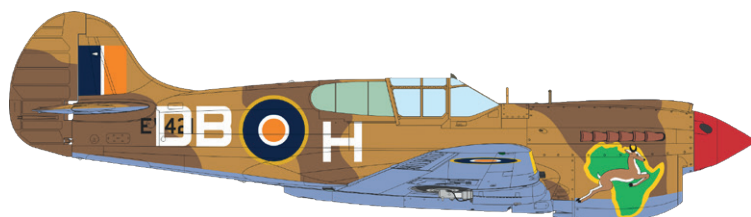
■ FR312, F/O Maurice N. Matthias, No. 112 Squadron RAF, Cutella, Italy, April 1944



No. 112 Squadron was a unit of the Royal Air Force which served in both first and second World War. After the Squadron was re-formed on May 16, 1939, on board the aircraft carrier HMS Argus, its first destination was Egypt. It was the first unit on the Allied side to adopt the shark mouth on their aircraft, which secured them the name "The Shark Squadron". This happened after the unit received their first Tomahawks in July 1941.

This aircraft having a nose more than suitable for the painting of the shark mouth. The unit was the first in the world to become operational with this type and used its successor, Kittyhawk, until June 1944, when it started to receive Mustangs III. After the invasion of Sicily on July 10, 1943, the squadron moved to the island and onto the Italian mainland in September. The squadron remained in Italy at Lavariano as

part of the occupying forces, until disbanding on 30 December 1946 at Treviso. This aircraft took part in combat over Rieti airfield on April 7, 1944 when it was flown by F/O Maurice Neville Matthias.



For P-40K Warhawk 1/48 RECOMMENDED:

481181	P-40K landing flaps (PE-Set)
FE1585	P-40K seatbelts STEEL (PE-Set)
6481067	P-40 wheel bays PRINT (Brassin)
6481068	P-40 wheel bays with canvas PRINT (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)
6481084	P-40 75gal drop tank PRINT (Brassin)
6481085	P-40 52gal drop tank PRINT (Brassin)
6481191	P-40K radio compartment PRINT (Brassin)
6481192	P-40K undercarriage legs PRINT (Brassin)
6481193	P-40K radiators upgrade set PRINT (Brassin)
6481194	P-40K tail wheel bay PRINT (Brassin)
6481195	P-40K gun bays PRINT (Brassin)
3DL48275	P-40K SPACE (3D Decal Set)
EX1171	P-40K TFace (Mask)
EX1172	P-40K US national insignia (Mask)



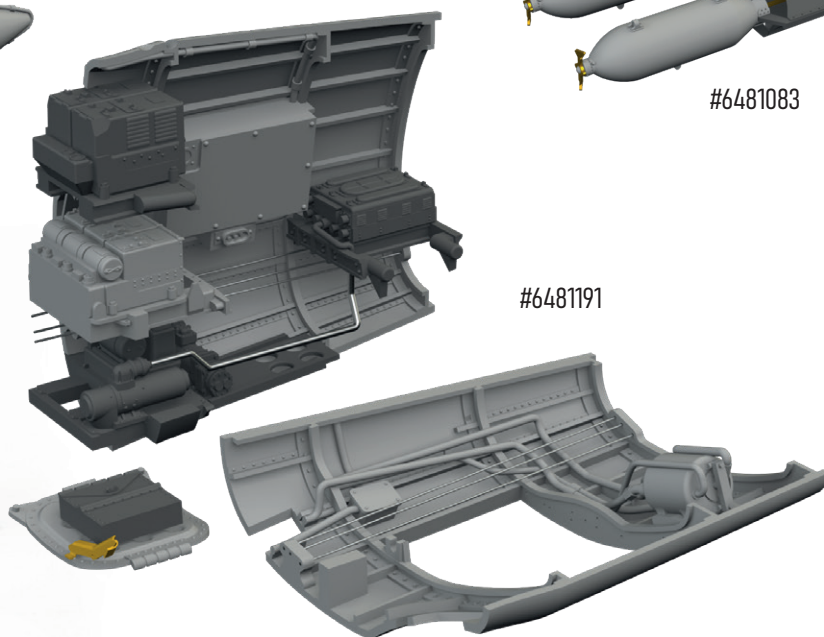
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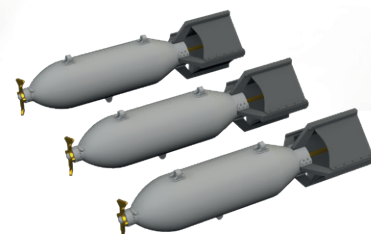
#6481192



#6481191



#6481083

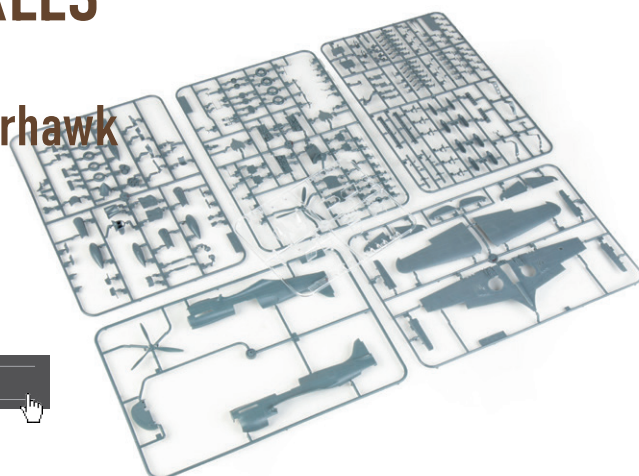


OVERTREES

#82243X

P-40K Warhawk
short tail
1/48

Product Page

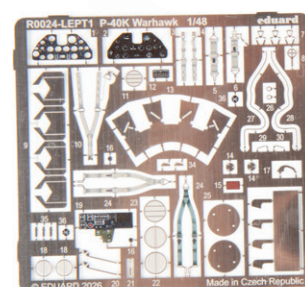


OVERLEPT

#R0024-LEPT1

P-40K Warhawk
1/48

Product Page



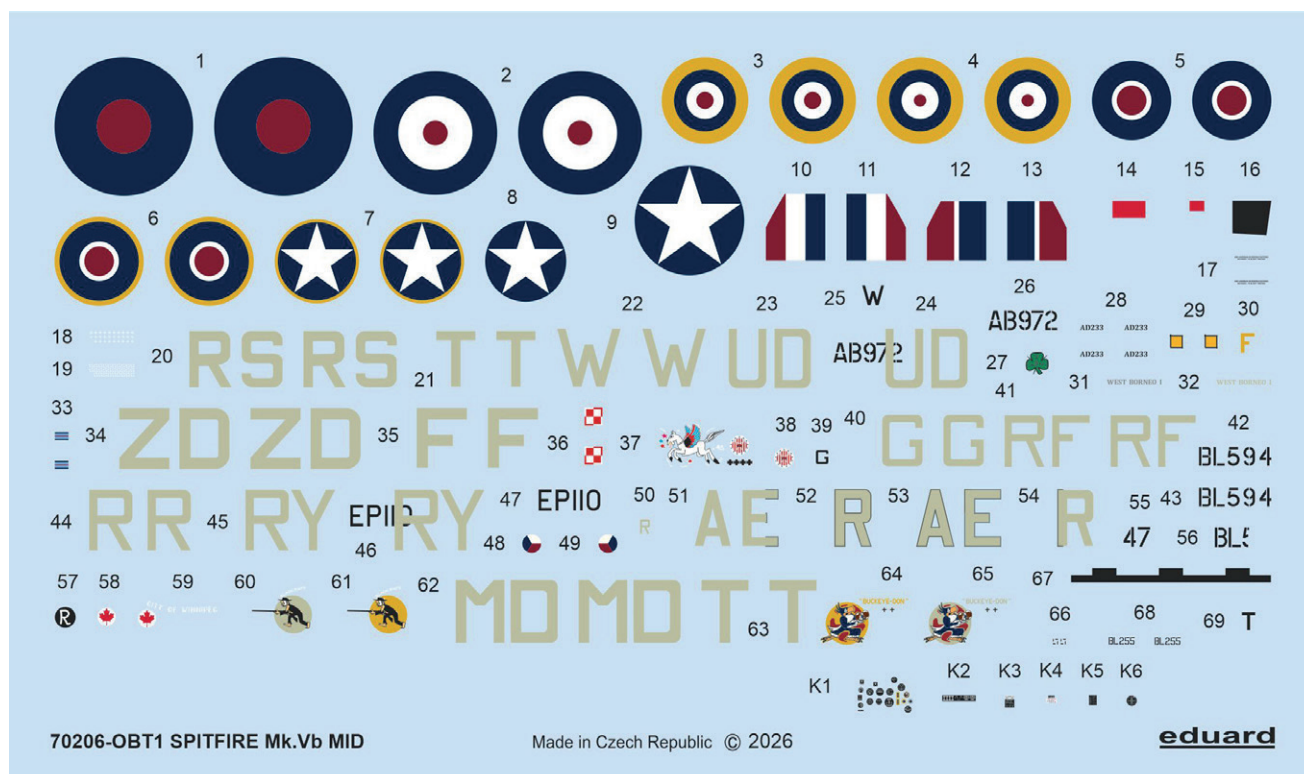
Spitfire Mk.Vb mid

1/72

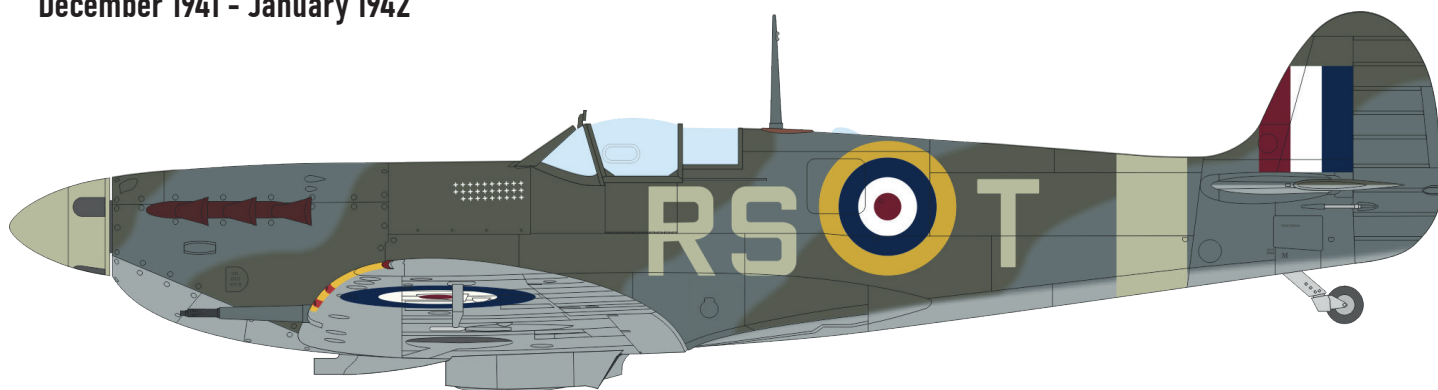
#70206

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

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

[Product Page](#)


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

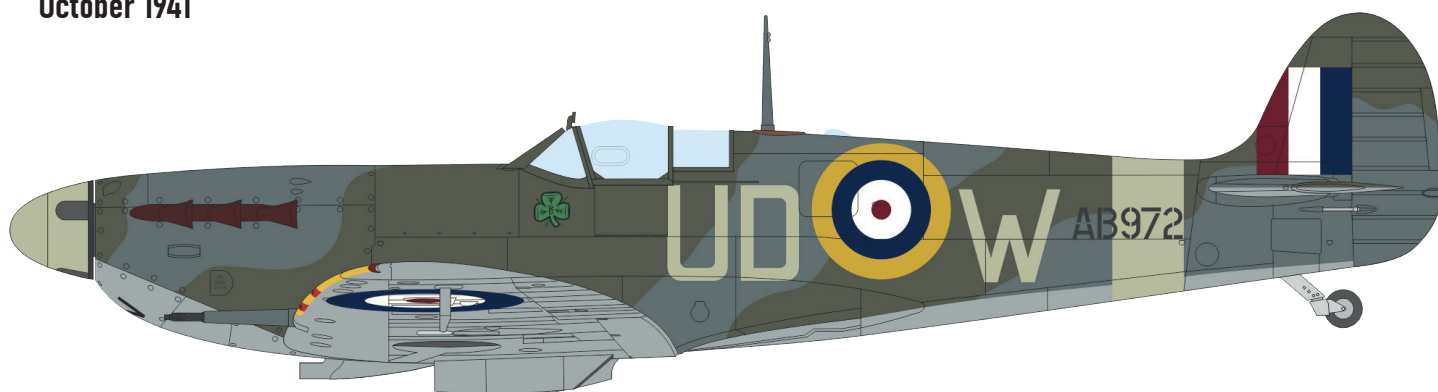


W/Cdr Robert Stanford "Bob" Tuck is one of the most successful RAF fighter pilots with 29 confirmed kills. He achieved the first ones with No. 92 Squadron over Dunkirk. By September 11, 1940, when he was appointed commander of No. 257 Squadron, he already had 14 kills to his credit. It is believed that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

on September 23, 1940. In early December 1941, Tuck was appointed commander of an elite wing at Biggin Hill. However, on January 28, 1942, his Spitfire BL336 RS-T was hit by flak and Tuck had to make an emergency landing at Boulogne sur Mer, where he was subsequently captured. At Stalag Luft III in Sagan, he participated in preparations for the Great Escape, but just before it was carried out, he was transferred

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

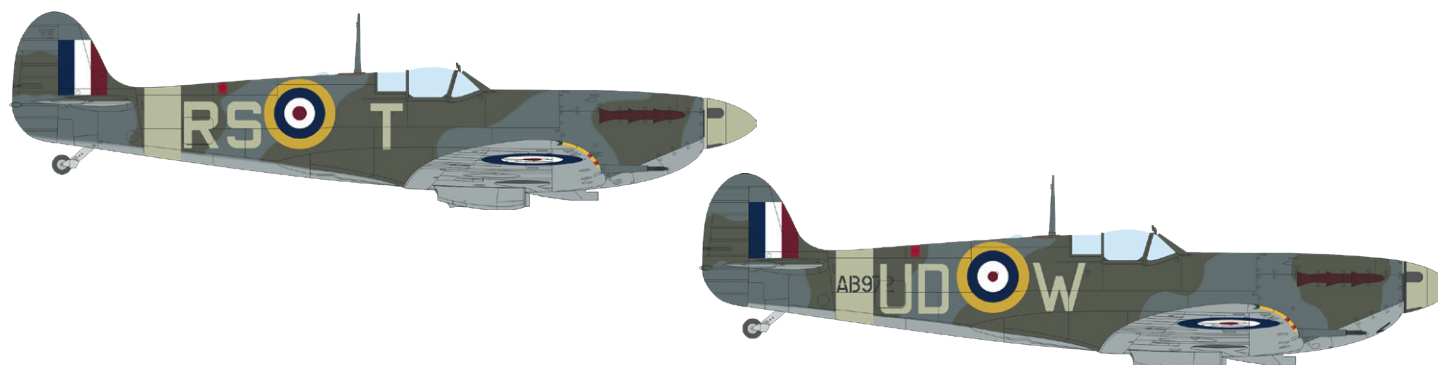
■ **AB972, F/Lt Brendan E. F. Finucane, No. 452 Squadron, RAF Kenley, the United Kingdom, October 1941**



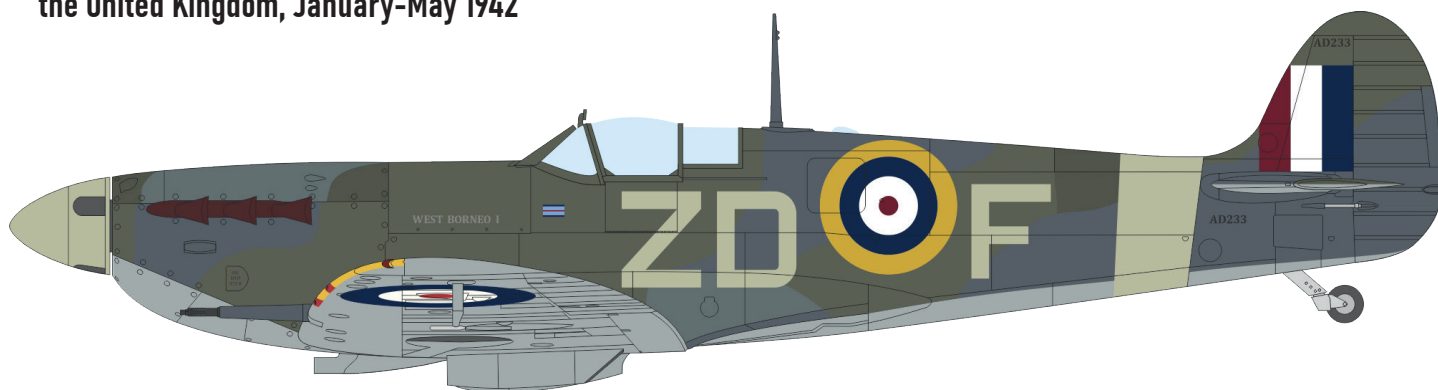
The last Spitfire that Brendan "Paddy" Finucane flew in combat with No. 452 Squadron was AB972. Between October 1 and 13, 1941, "Paddy" flew eight combat missions with it and scored four confirmed victories and two enemy aircraft damaged. After Finucane unfortunately broke his heel bone on October 13, 1941, he spent several weeks in a hospital. Upon his recovery, he was appointed commander of No. 602

Squadron at RAF Redhill on January 20, 1942. The Spitfire AB972 was manufactured in September 1941 and painted in the Temperate Land Scheme. Following an order to change the camouflage scheme for RAF fighter aircraft, AD233 was subsequently repainted in the new Mixed Grey shade (a mixture of Medium Sea Grey and Night Black in a 7:1 ratio) over the original Dark Earth areas, while the undersides were

repainted in the new Medium Sea Grey shade. A personal emblem—a green Irish shamrock with black details, accompanied by the initials BF—was applied in the standard position below the windshield left panel. During his wartime career, Finucane achieved 32 aerial victories, making him the third most successful Spitfire pilot of World War II.



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

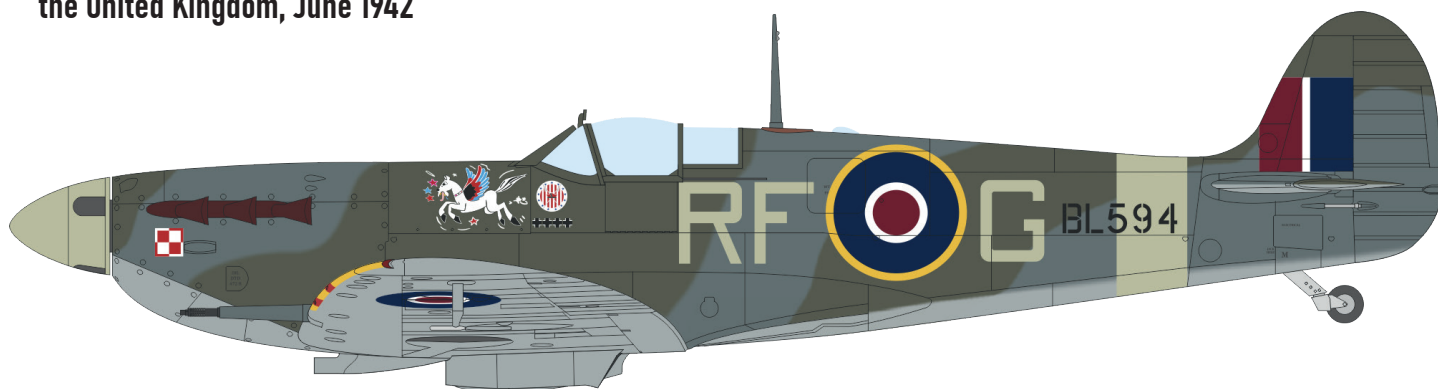


S/Ldr Richard Maxwell "Dickie" Milne took over Spitfire AD233, bearing the dedication "West Borneo I," from his predecessor, S/Ldr Manfred Czernin, one of the RAF's top fighter aces of the Battle of Britain. Dickie Milne flew AD233 in operational service from January to May 1942, and although he did not score any of his 15 aerial victories in it, his Spitfire became famous thanks to a series of preserved color photographs documenting the paint schemes of Spitfires from the turn of 1941-1942. Spitfire AD233 was manufactured in September 1941 and

was painted in shades of the Temperate Land Scheme. Following a change in the RAF fighter aircraft camouflage scheme, AD233 was repainted in the areas originally painted Dark Earth with a very dark bluish shade of Mixed Grey, while the undersides were painted Medium Sea Grey. Spitfire AD233 had several distinctive features. The upper engine cowlings, both ailerons, the left fuselage-wing transition section, and the right wing tip were replaced with parts from another Spitfire on which a lighter shade of Mixed Grey (or possibly the factory shade Ocean Grey) had

been applied. This, along with the asymmetrically placed cockades on the upper surface of the wings, the heavily worn paint on the upper surface of the left wing, and numerous signs of camouflage being repainted, give this Spitfire a unique appearance. On May 22, S/Ldr Milne handed over command of No. 222 Squadron to S/Ldr Jerzy Jankiewicz, the first Polish pilot to lead a British squadron. However, he was killed in the waters of the English Channel on May 25 during his second combat flight in AD233.

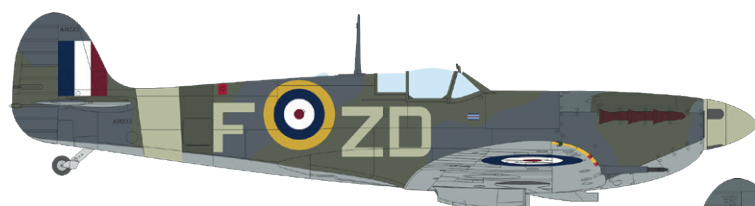
■ BL594, F/O Eugeniusz Horbaczewski, No. 303. Squadron, RAF Kirton-in-Lindsey, the United Kingdom, June 1942



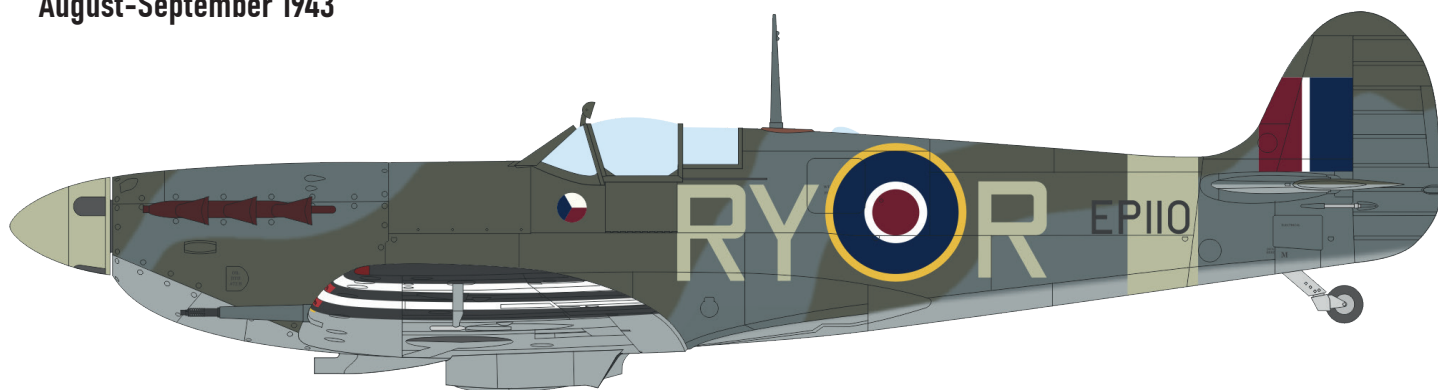
BL594 was delivered to No. 242 Squadron in April 1942, but was damaged in an accident in May, subsequently repaired and delivered to No. 303 (Polish) Squadron, which was operating from Kirton-in-Lindsey airfield at the time. Here it was given the code RF-G and became

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

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



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



The Spitfire LF Mk.Vb EP110 flown by B Flight Commander of No. 313 Squadron RAF, Otmar Kučera, DFC, sported the code RY-R and is pictured here as it looked during Operation Starkey on September 9, 1943. During this operation, black and white invasion stripes were used for the first time to distinguish own and

foreign aircraft. They were painted on aircraft that were to take part in low-altitude operations that day. But these stripes looked different from the well-known "invasion" ones of the later Normandy landings. No. 313 Squadron moved to Hawkinge Airfield, which was under the command of No. 11 Group, Fighter Air Command,

in mid-August 1943 after a recuperation stay and patrolling in the north over the Orkneys. The squadron thus became involved in operational flights of the deceptive Operation Starkey as part of the Hawkinge Wing. During these operations, the unit scored one air combat victory thanks to its commander S/Ldr. Jaroslav Himr.

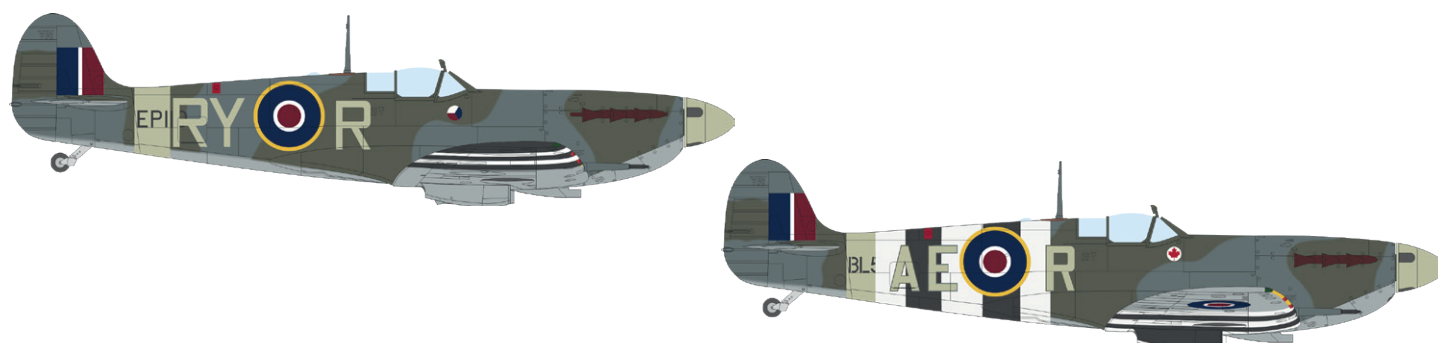
■ **BL547, F/O Rick R. Richards, No. 402 Squadron, RAF Horne, the United Kingdom, June 1944**



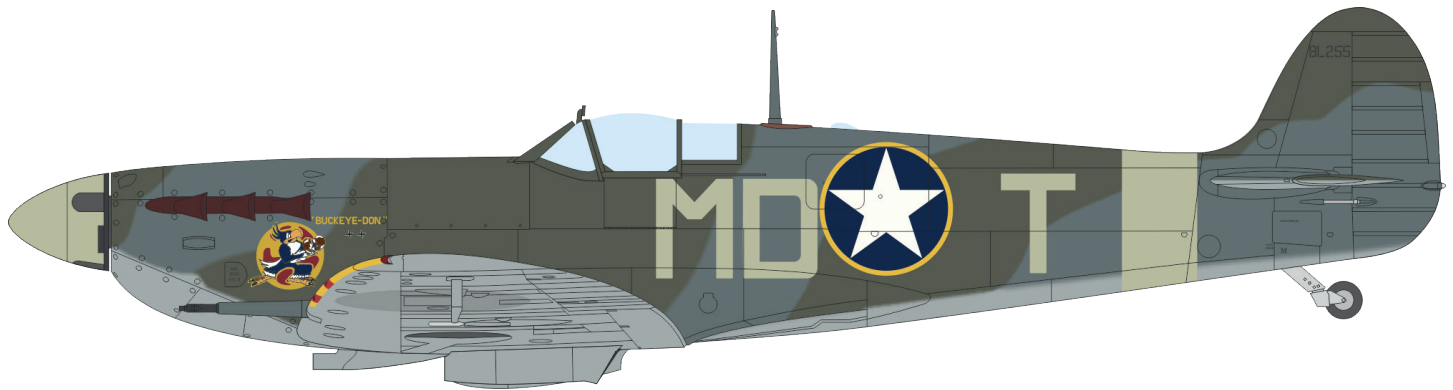
On D-Day, No. 402 Squadron had a mixture of older Mk.Vb and Mk.Vc Spitfires in its armament and was led by the famous ace S/Ldr G. W. Northcott. The squadron was part of No. 142 Wing, which, under the command of another well-known Canadian ace, W/Cdr John Milne Checketts, operated as part of the air defense of Great Britain, albeit under 2 TAF operational control in the role of fighter-bombers. No. 402 Squadron was re-equipped with Spitfires Mk.IX in July, but their time with the unit was brief. Early August 1944 saw a move to Hawkinge,

where the Squadron was rearmed with the new Spitfires Mk.XIV with which they immediately engaged in combat against V-1 flying bombs. In late September 1944 the squadron was transferred to 2 TAF in Belgium and joined No. 125 Wing. In December it then joined No. 126 Wing RCAF, where it flew alongside Mk.IX Spitfires. The end of the war found the unit on German soil at Wunstorf with a total score of 49.5 enemy shot down. One of the Spitfires Mk.Vb operating with No. 402 Squadron during D-Day was serial number BL547 which sported

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



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



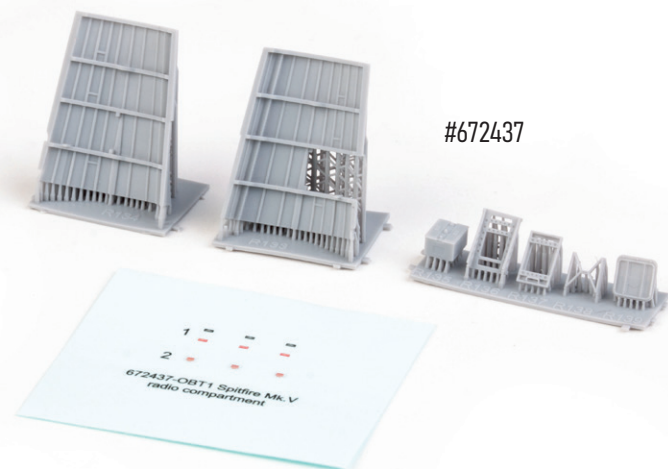
No. 133 (Eagle) Squadron formed in July 1941 at RAF airbase Coltishall, was in 1942 the first American squadron re-equipped with Spitfires Mk.IX. However, the unit lost its twelve "Nines" in only three days before Eagle squadron was transferred under the USAAF command, during the B-17 escort over Morlaix. After its inclusion into 8th AF USAAF on September 29, 1942,

it continued flying the good old Spitfires Mk.Vb as it was transformed from No. 133 (Eagle) Squadron RAF into 336th FS, 4th FG. The BL255 Spitfire, nicknamed Buckeye Don, was the personal aircraft of Don Gentile, the future most successful fighter pilot of the 8th AF with 19 kills, 3 damaged and 6 destroyed on the ground enemy aircraft. He was credited with two

more kills during Operation Jubilee combats over Dieppe on August 19, 1942, while he was still serving with RAF. The same nose art as on BL255 was later sported on the famous P-51B Shangri La and it was also incorporated into 334th FS insignia.

For Spitfire Mk.Vb mid 1/72 RECOMMENDED:

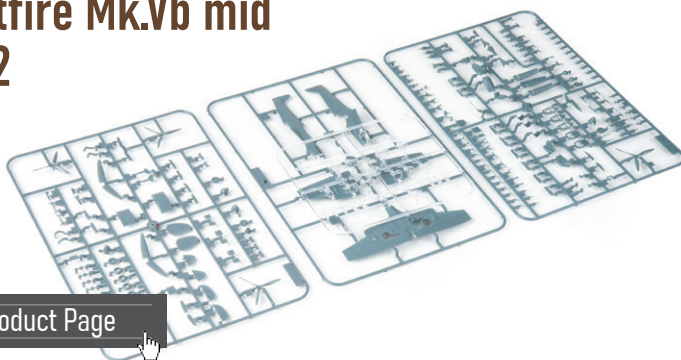
72753	Spitfire Mk.V landing flaps (PE-Set)
674057	Spitfire Mk.Vb LööK (Brassin)
674062	Spitfire Mk.Vb w/ fishtail exhausts LööKplus (Brassin)
674063	Spitfire Mk.Vb w/ rounded exhausts LööKplus (Brassin)
672434	Spitfire Mk.V wheels (Brassin)
672435	Spitfire Mk.V six-stacks exhaust fishtail PRINT (Brassin)
672437	Spitfire Mk.V radio compartment PRINT (Brassin)
672440	Spitfire Mk.V three-stacks exhaust fishtail PRINT (Brassin)
672441	Spitfire Mk.V three-stacks exhaust rounded PRINT (Brassin)



OVERTREES

#70206X

Spitfire Mk.Vb mid
1/72

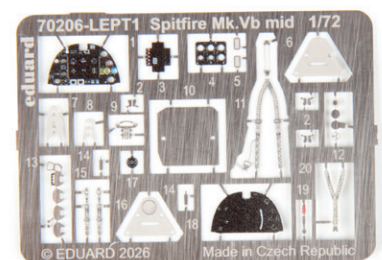


Product Page

OVERLEPT

#70206-LEPT1

Spitfire Mk.Vb mid
1/72



Product Page

A6M2-K

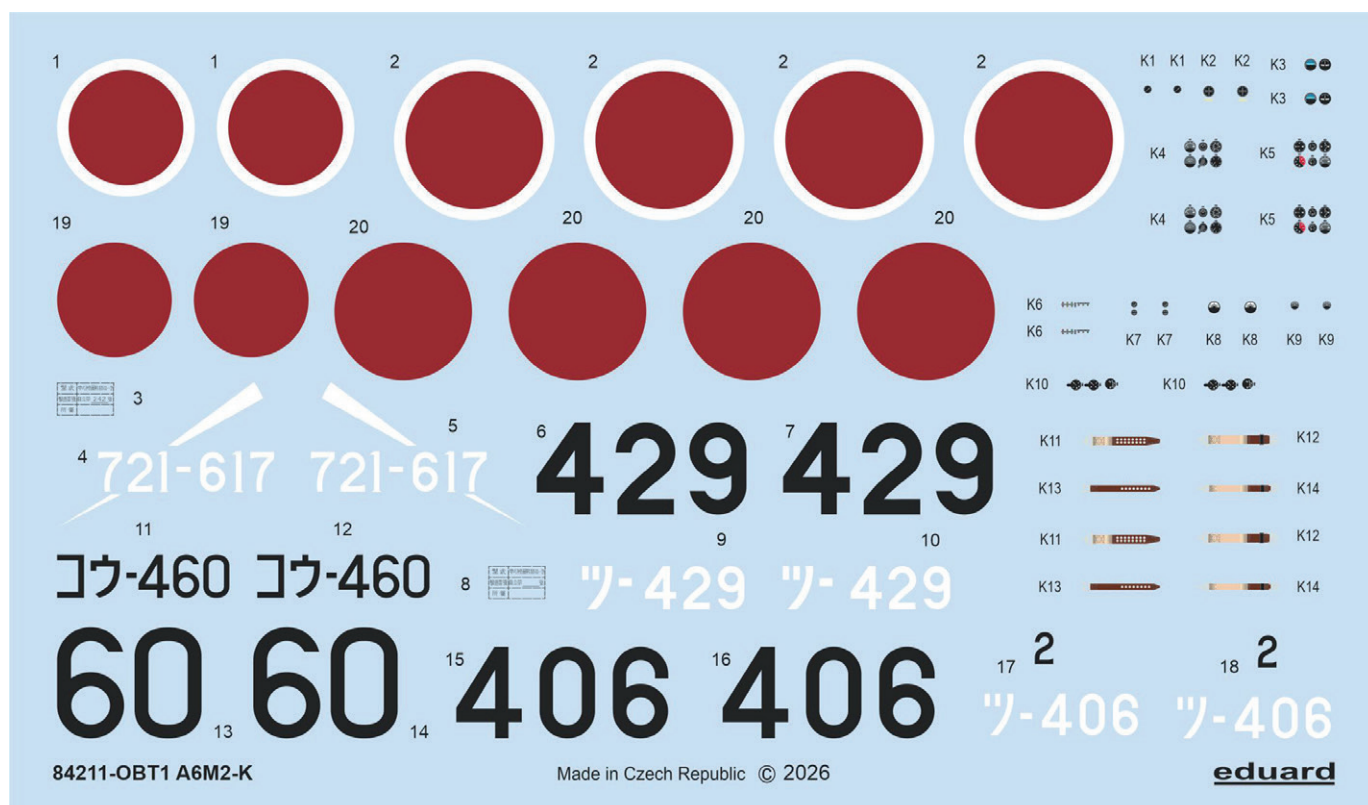
1/48

#84211

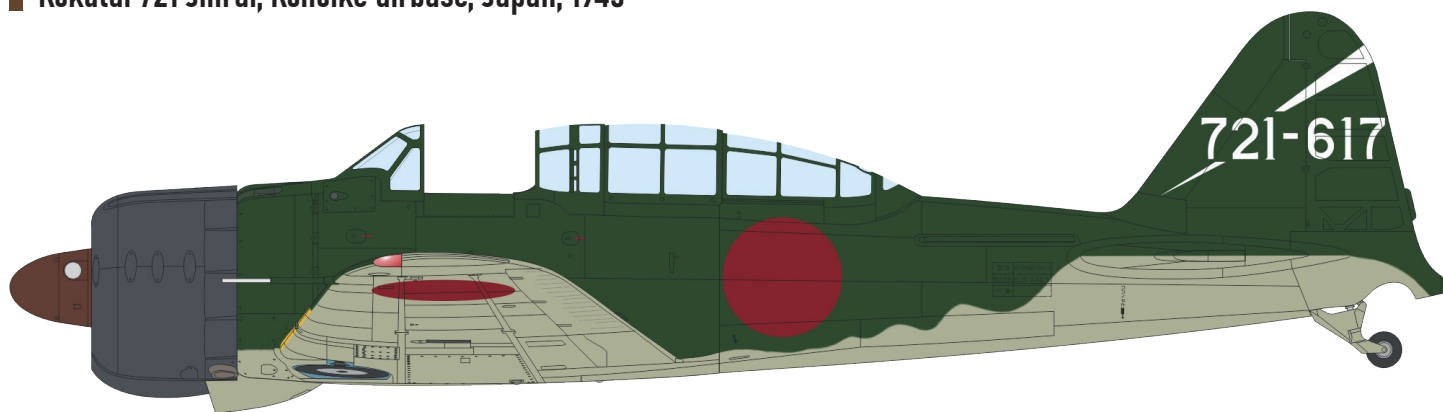
The Weekend edition kit of Japanese two-seat trainer version of the WWII fighter aircraft A6M2-K in 1/48 scale.

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

Product Page



■ Kōkūtai 721 Jinrai, Kōnoike airbase, Japan, 1945

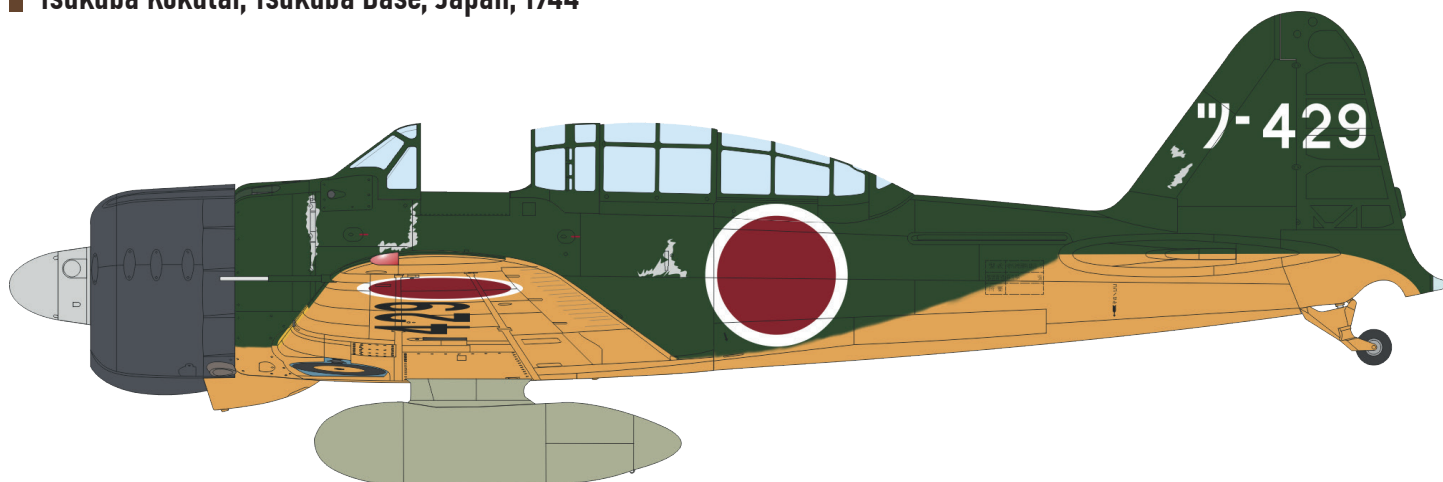


Kōkūtai 721 was preparing for the deployment of the MXY-7 Ōka rocket aircraft at Kōnoike airbase since autumn 1944. These aircraft were organized into four flights that briefly had their own escort flight. G4M Betty bombers from Hikōtai 708 and 711 served as the carriers of the rocket aircraft. Fighter escort was provided by Zero pilots from Hikōtai 305, 306, and 307. The principal base for combat operations became Kanoya, and part of the fighter units

also operated from Tomitaka for a short time. Two-seat Zeros were assigned to various elements of Kōkūtai 721, including Ōka flights. Among them was Ōka pilot Lt.(jg) Hisayoshi Nakane, who also flew a two-seat Zero (KIA on board of Betty on April 14, 1945). The depicted aircraft, from a late production series, bears a lightning bolt emblem on its tail surfaces, associated with the unit's combat name Jinrai (Divine Thunder). Aviators flying Ōka aircraft

sank the destroyer USS Mannert L. Abele (DD-733) and damaged seven other vessels. During kamikaze operations, Zero pilots of Hikōtai 306 were also deployed. Within the ranks of Kōkūtai 721, 369 pilots of single-seat aircraft and 365 crew members of Betty bombers were killed.

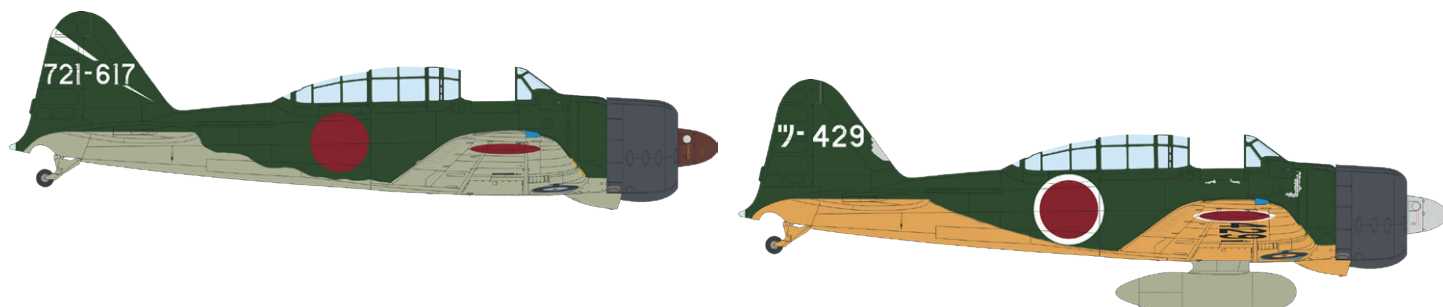
■ Tsukuba Kōkūtai, Tsukuba Base, Japan, 1944



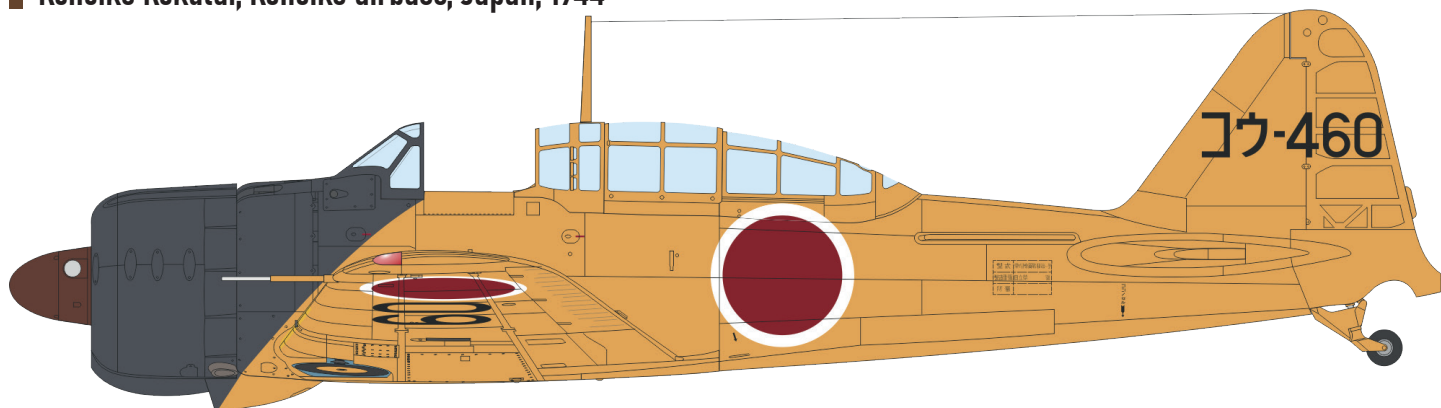
The two-seat trainer Mitsubishi A6M2-K Type 11 was derived from the Mitsubishi A6M2 Type 21 fighter, and its prototype was completed at the 21st Naval Air Arsenal at Ōmura Air Base in November 1942. To reduce weight, the cannons were removed from the wings. Some sources state that only the starboard machine gun was retained, while others mention armament consisting of two machine guns. The front

cockpit for the student pilot was not equipped with canopy and had folding doors on the sides. Two fins were added to the rear fuselage to improve stability. Production of the A6M2-K at the 21st Naval Air Arsenal began in January 1943 using components from Mitsubishi and, primarily, Nakajima. A total of 218 units were produced there by July 1945. The A6M2-K was also manufactured by Hitachi, which delivered

279 units between May 1944 and July 1945. According to a painting regulation issued in September 1942, training aircraft were painted yellow-orange on all surfaces. Due to this, the national insignia on the underside of the wing were given a white border. The aircraft shown, from the Tsukuba Kōkūtai, was later repainted with a dark green finish on its upper surfaces.



■ Kōnoike Kōkūtai, Kōnoike airbase, Japan, 1944

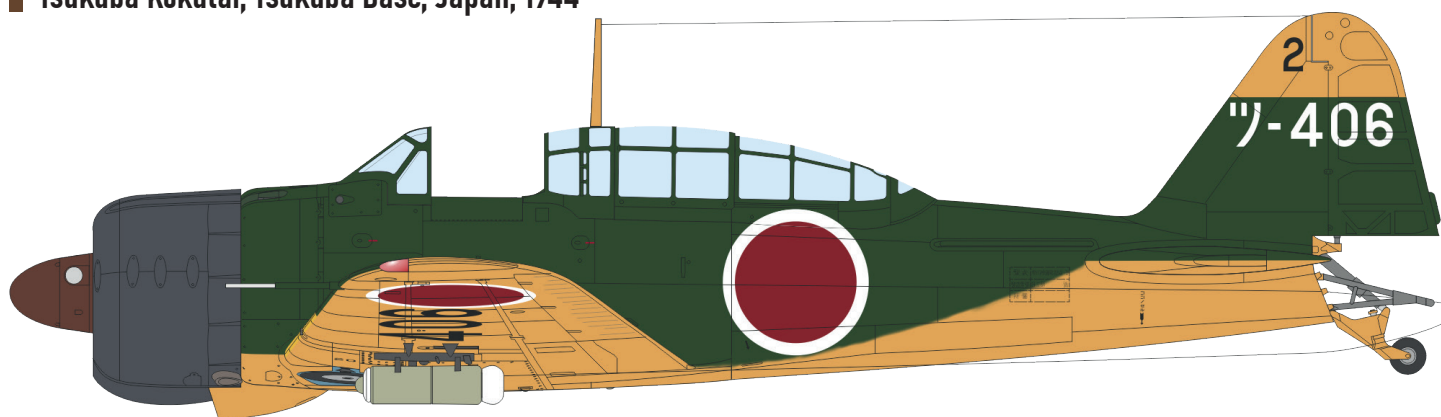


The Kōnoike Kōkūtai was established in mid-February 1944 and conducted training activities until mid-December 1944. Among its instructors were, for example, Warrant Officer Shigeo Sugi-o, who had over 20 victories to his credit, Warrant Officer Momoto Matsumura (13 victories), and Lieutenant Sumio Fukuda

(11 victories). The latter two perished in October 1944 during the Battle of Leyte Gulf as members of carrier-based fighter units. Already during the fighting in the Philippines, Kōnoike Kōkūtai selected a number of volunteers from its ranks for special attack (Kamikaze) missions. The final phase of training for these Kamikaze pilots was

completed in Taiwan. The Kōnoike base had two main runways measuring 1,800 and 1,400 meters in length and also had a number of smaller runways. In mid-February 1945, the airfield was the target of a devastating air raid by U.S. Navy aircraft. Some concrete shelters still survive in the area around the base to this day.

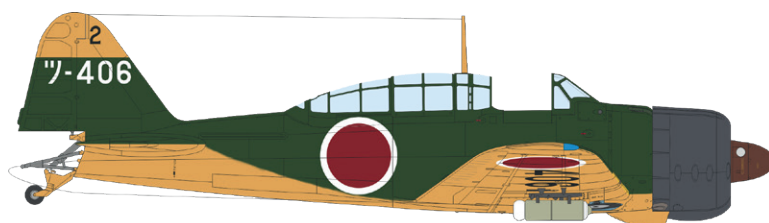
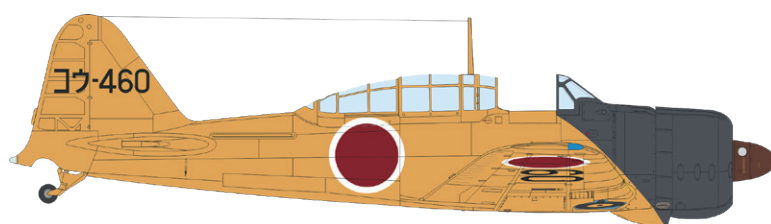
■ Tsukuba Kōkūtai, Tsukuba Base, Japan, 1944



In July 1943, a regulation was issued that, among other things, mandated that training aircraft deployed in combat operations or based in areas where the enemy was active should be painted like combat aircraft. In practice, this led to the repainting of already-produced A6M2-K trainers. A6M2-K aircraft were also used for target towing during training. The use of numbers on the undersides of A6M2-K aircraft

in the Tsukuba Kōkūtai is not photographically confirmed due to the angle on which the available images were taken. However, three-digit numbers on the wings on A6M2s of this unit are confirmed by photographic evidence. Therefore, their use on the A6M2-K is also possible. In February 1945, Tsukuba Kōkūtai was ordered to form Kamikaze units. The training program for these pilots included the following

requirements: at least eight pattern flights, a minimum of seven formation flights, at least ten instrument flights, a minimum of ten special attack training flights, at least six flights in darkness, five flights to a designated target, and a minimum of five navigation flights.



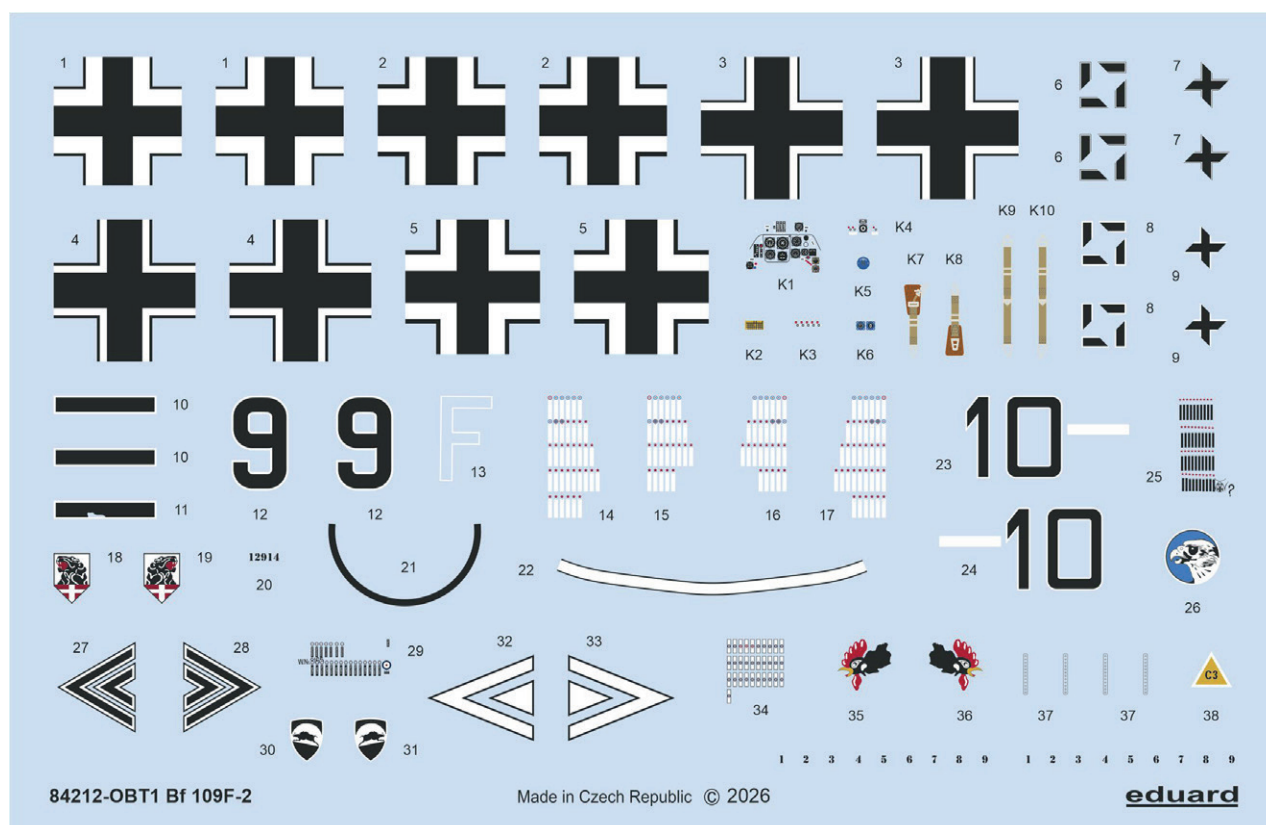
Bf 109F-2

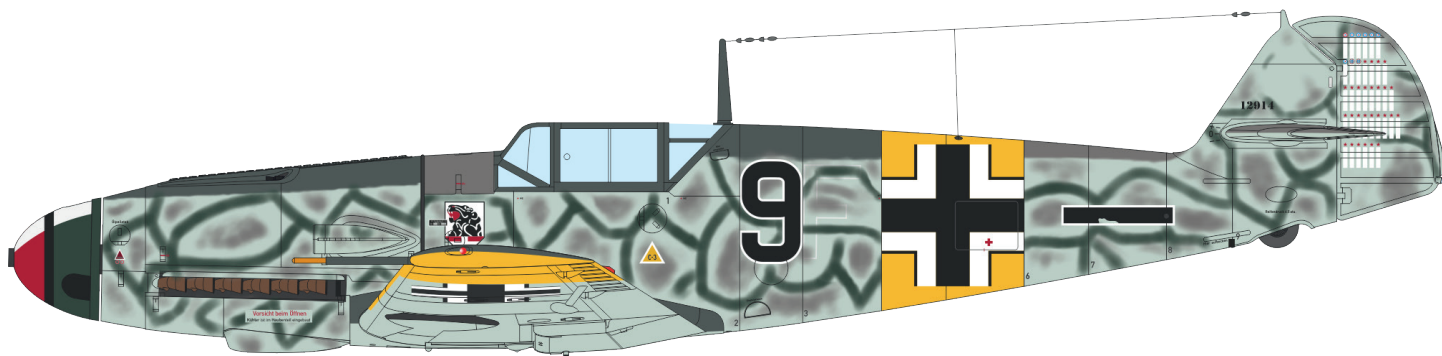
1/48

#84212

The Weekend edition kit of German WWII fighter aircraft Bf 109F-2 in 1/48 scale.

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

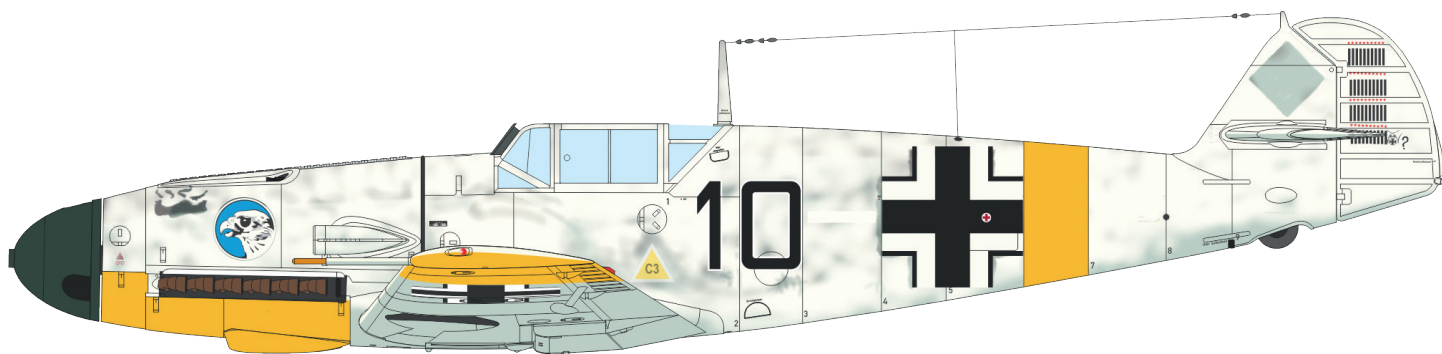
[Product Page](#)


W.Nr. 12914, Oblt. Wolfgang Späte, 5./JG 54, Staraya Russa, the Soviet Union, September 1941

The aircraft was built in summer 1941 by AGO and assigned to 5./JG 54 on the Leningrad front. Initially attributed to Austrian pilot Josef Pöhs (43 v., KC), later analysis identifies Oblt. Wolfgang Späte as its pilot. Späte (1911–1997) was a pre-war competitive glider pilot who flew as reconnaissance pilot in the Polish and French campaigns. After converting to fighters,

he joined JG 54 in January 1941, serving with breaks until September 1944. He later commanded Erprobungskommando 16, testing the Me 163, and led a JG 400 unit with Me 163s until its disbandment, then flew Me 262s with III./JG 7. He scored 99 victories, including 5 on the Me 262, and received the Knight's Cross with Oak Leaves. Aircraft W.Nr. 12914 was

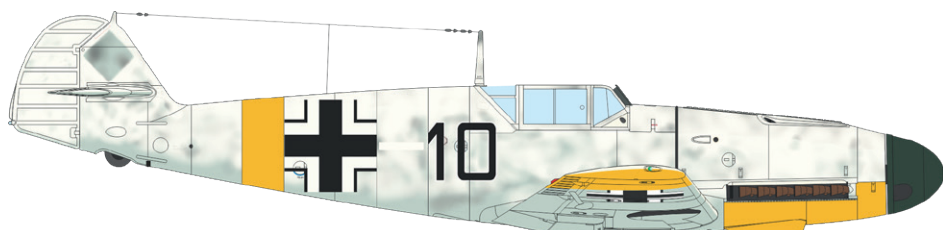
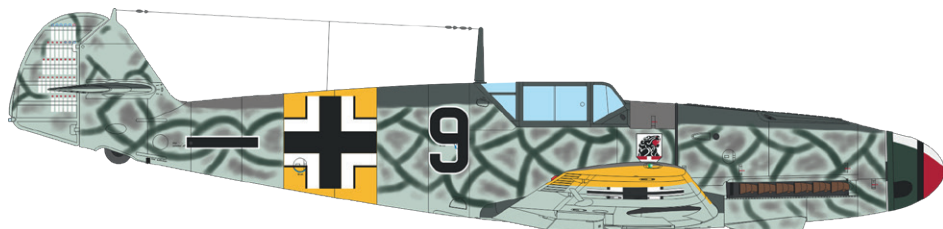
later transferred to II./JG 51 and destroyed on September 3, 1942 during a Soviet air raid on Dugino airfield, where Lt. Herbert Puschmann (54 v., KC) of 4./JG 51 was seriously wounded at its controls.

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

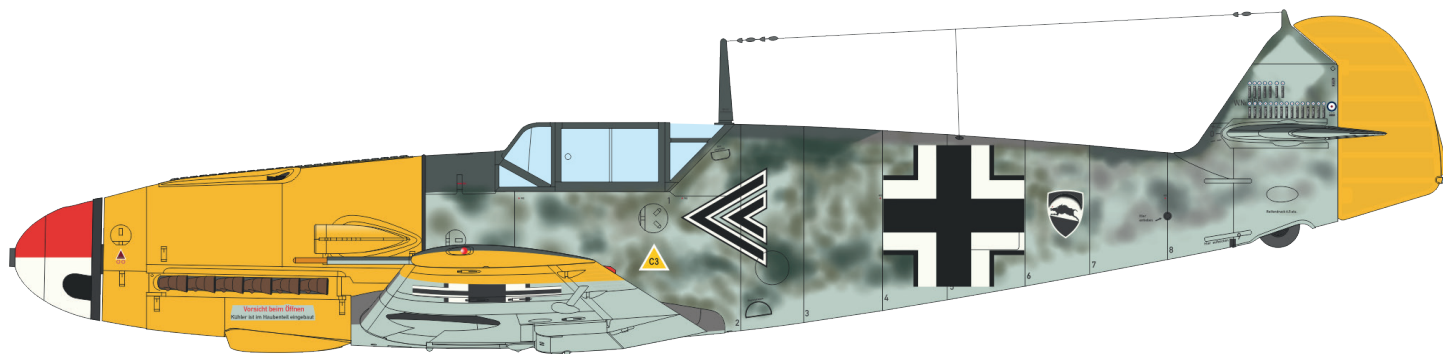
Hans Strelow was born on March 26, 1922, in Berlin. In 1939, he voluntarily joined the Luftwaffe. After completing training in February 1941, he was assigned to 5./JG 51. From the start of Operation Barbarossa, he flew on the Eastern Front. He achieved his first aerial victory on June 25, 1941. In January 1942, he was appointed Staffelkapitän of 5./JG 51. On March

24, 1942, he became the youngest recipient of the Knight's Cross with Oak Leaves. His Black 10 was painted white on the upper surfaces during the winter period. The JG 51 insignia was displayed on both sides of the nose. The yellow band behind the cross and the yellow wingtips were identification markings used on the Eastern Front. The victories he achieved were

marked on the left side of the rudder. On May 22, 1942, Hans Strelow was shot down by a Pe-2 crew and forced to make an emergency landing behind Soviet lines. Fearing capture by the Red Army, he conducted suicide by shooting himself in his head.



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

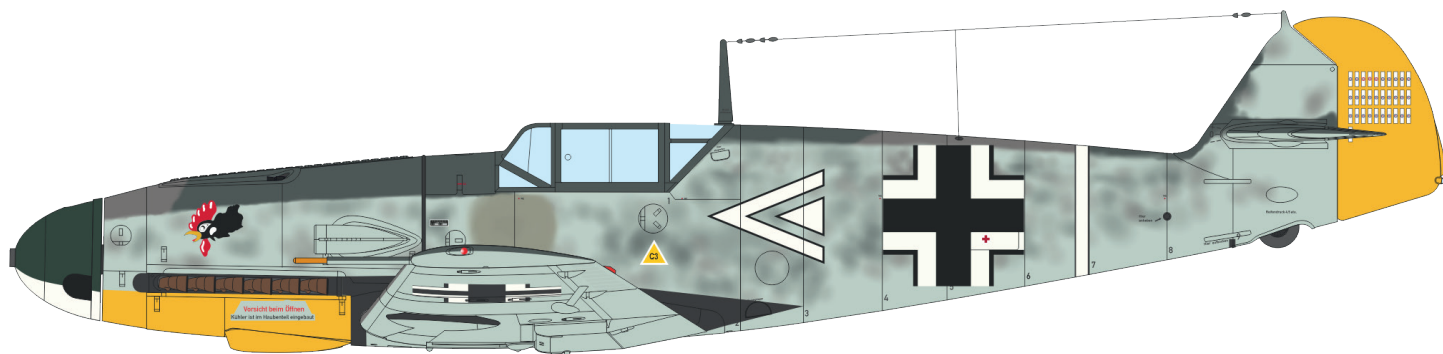


Karl-Heinz Leesmann was born on May 3, 1915, in Osnabrück. After completing pilot training with the Luftwaffe, he participated in the French campaign and the Battle of Britain as a member of JG 52. On August 27, 1940, he was appointed Staffelkapitän of 3./JG 52. On May 24, 1941, he became Gruppenkommandeur of I./JG 52. His W.Nr. 8165 aircraft displayed

victories achieved on the Western Front on the port side of the fin below the swastika. Before Operation Barbarossa, I./JG 52 was transferred to the Eastern Front. On November 6, 1941, during combat with Soviet aircraft, Leesmann made an emergency landing near Ruza with a shattered right forearm. After a long hospitalization and recovery, he returned to I./JG 52 in May 1942.

In March 1943, he transferred to III./JG 11. On July 25, 1943, while flying a Bf 109G-6, he was shot down during an attack on a B-17 over the North Sea near Heligoland. His body was washed ashore on August 16, 1943, and he was buried in Recklinghausen.

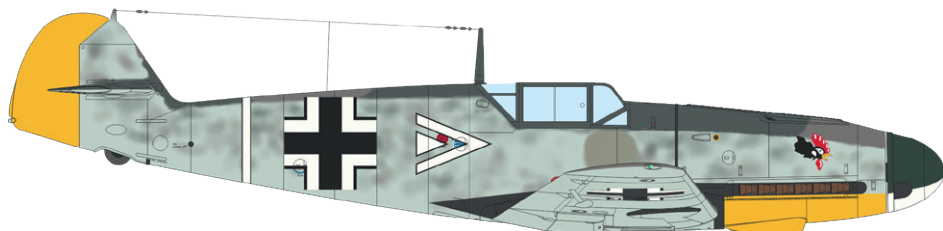
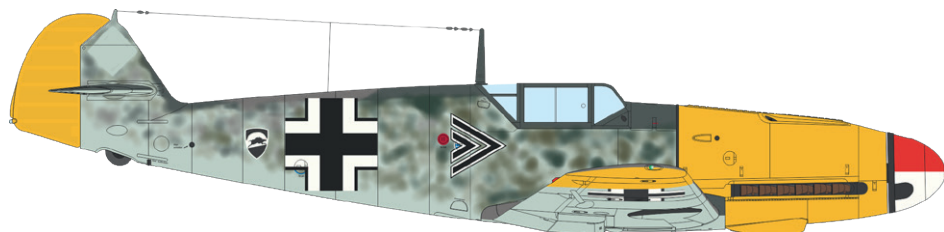
■ Hptm. Hans Hahn, CO of III./JG 2, Saint-Pol-sur-Ternoise, France, July 1941



Hans "Assi" Hahn, a fighter ace and recipient of the Knight's Cross with Oak Leaves, led the 4./JG 2 from December 1939 and the III./JG 2 from October 29, 1940. A total of 31 victory symbols on the tail of his aircraft were tied to Hahn's operations on the Western Front. His 31st victory was achieved on July 10, 1941, near Saint-Omer, when he shot down two Spitfires. Beginning

on November 1, 1942, he took command of II./JG 54 and led this Gruppe until February 21, 1943, when he was shot down and captured by Soviet forces. Hahn was not released from captivity until 1950, during which he wrote a book about his experiences in prison titled "Ich spreche die Wahrheit!" (I speak the truth!). Before his capture, he achieved 108 victories,

66 of which were on the Western Front. The rooster's head painted on his aircraft symbolized the III. Gruppe JG 2's staff planes and was derived from Hahn's surname, as "Hahn" means rooster in German. Hans Hahn passed away in 1982, and his wife later remarried the night fighter pilot Wolfgang Falck.





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Katka
Borecká

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ON AIR



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Advert - book Battle of Britain



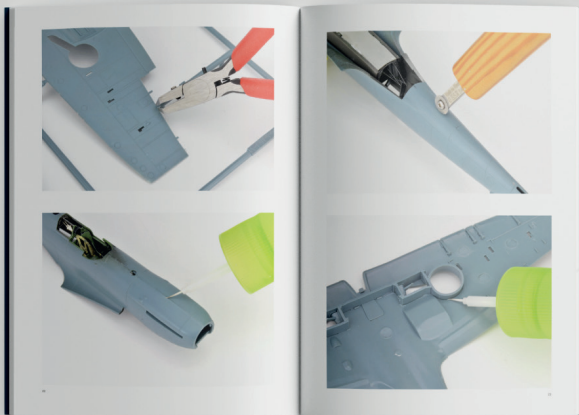
Wings Over Britain – A Tribute to The Few

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.





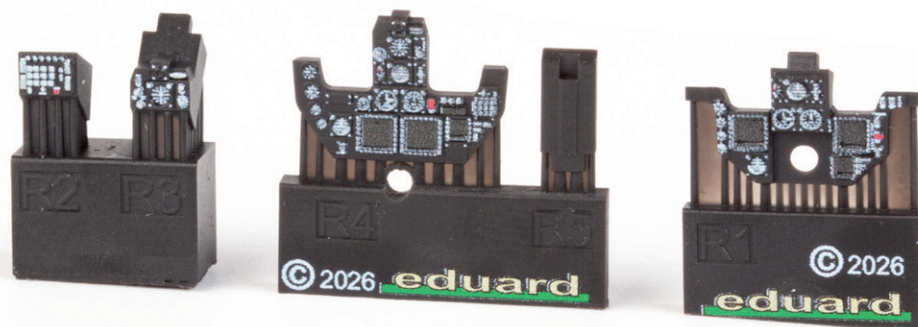
644345

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:

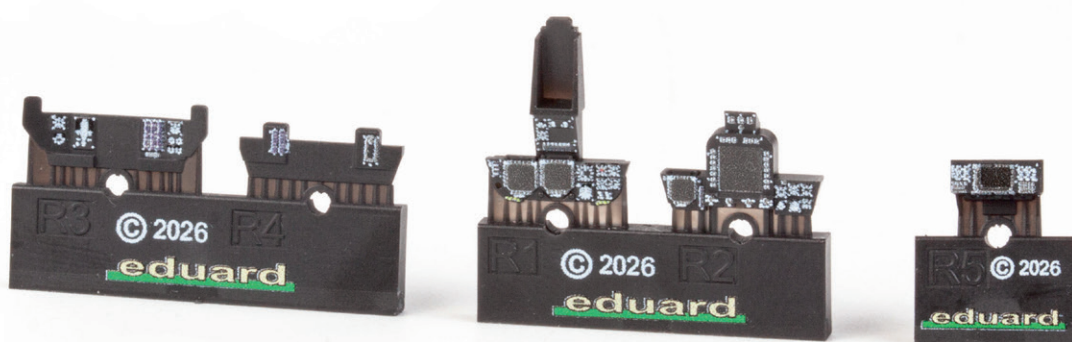
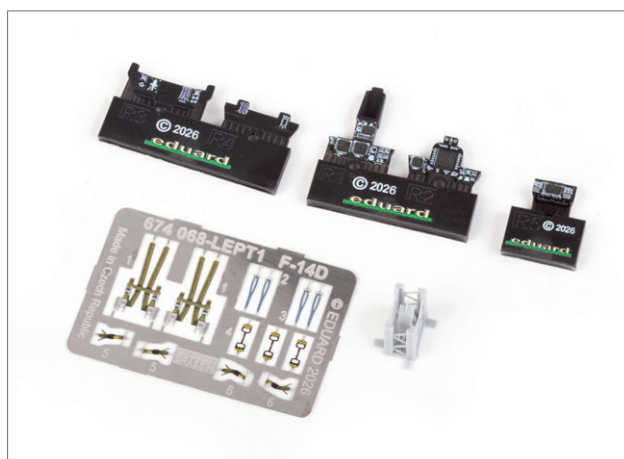
- resin: 5 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no


[Product Page](#)

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


[Product Page](#)

634056

Bf 109G-5 LööKplus

1/24 Airfix

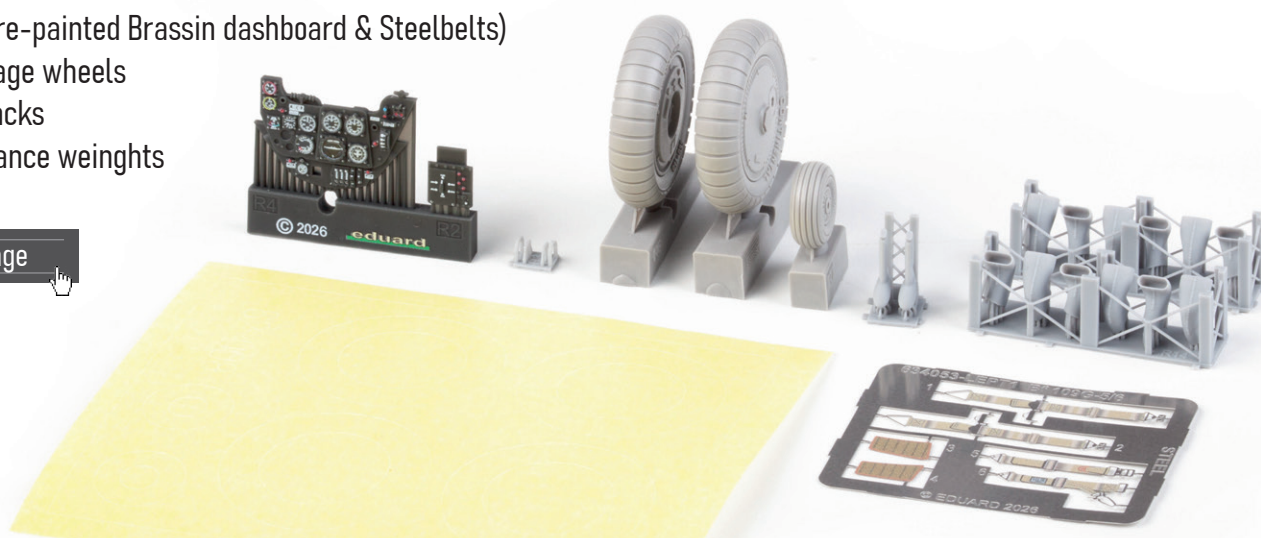
Collection of 4 sets for Bf 109G-5 in 1/24 scale.

Recommended kit: Airfix

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



Product Page



634057

Bf 109G-6 LööKplus

1/24 Airfix

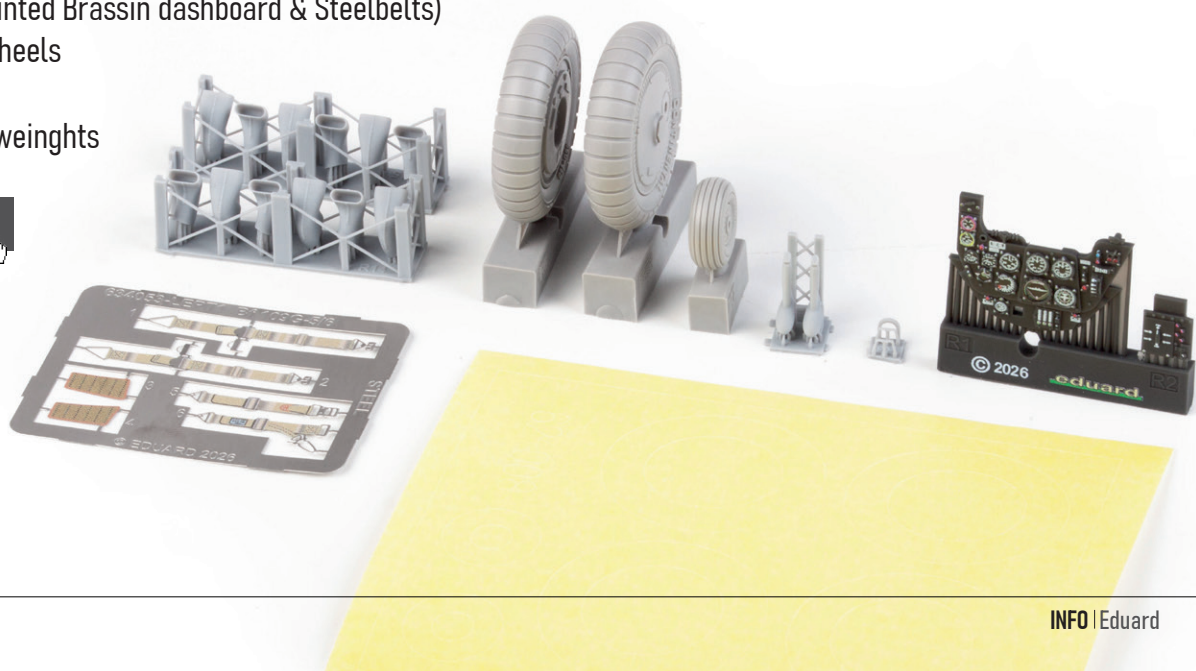
Collection of 4 sets for Bf 109G-6 in 1/24 scale.

Recommended kit: Airfix

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



Product Page



674067

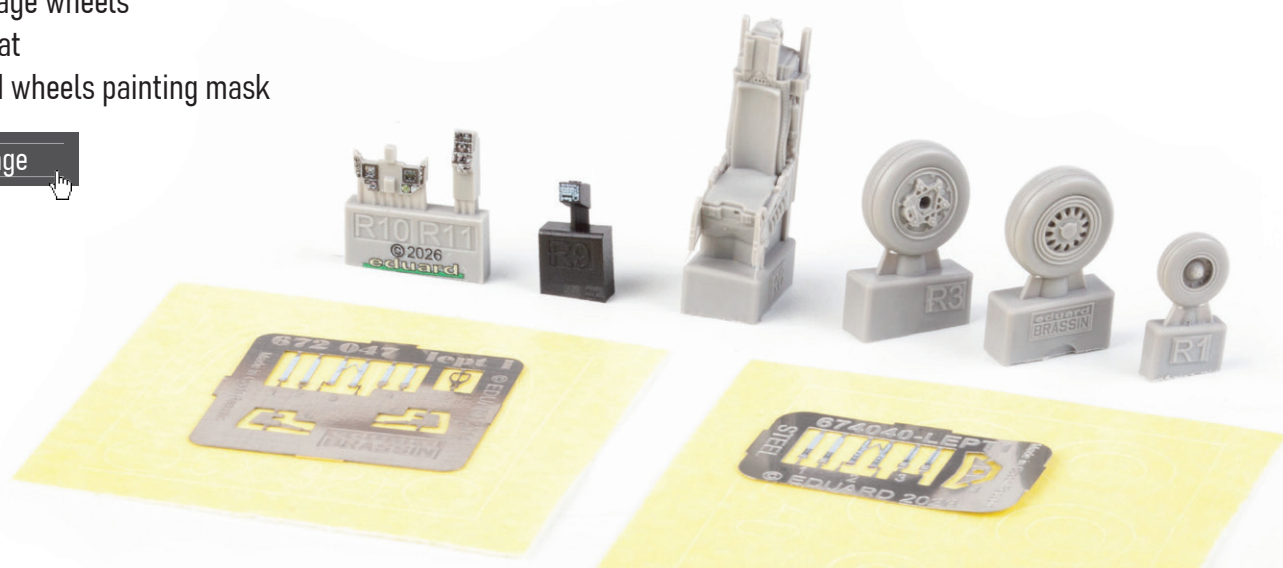
F-16CJ Block 50 LööKplus

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

[Product Page](#)


6481169

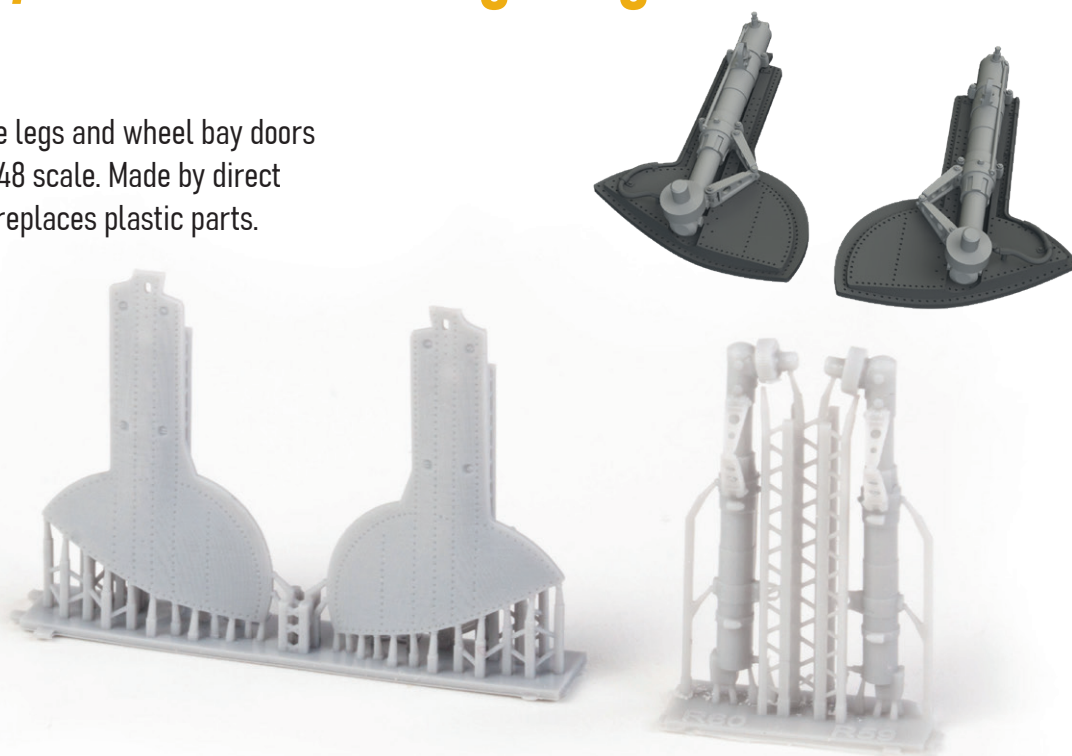
Spitfire Mk.IX/XVI undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legs and wheel bay doors for Spitfire Mk.IX or Mk.XV 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](#)


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

[Product Page](#)

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

[Product Page](#)


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

[Product Page](#)



6481187

Hurricane Mk.I cockpit door PRINT

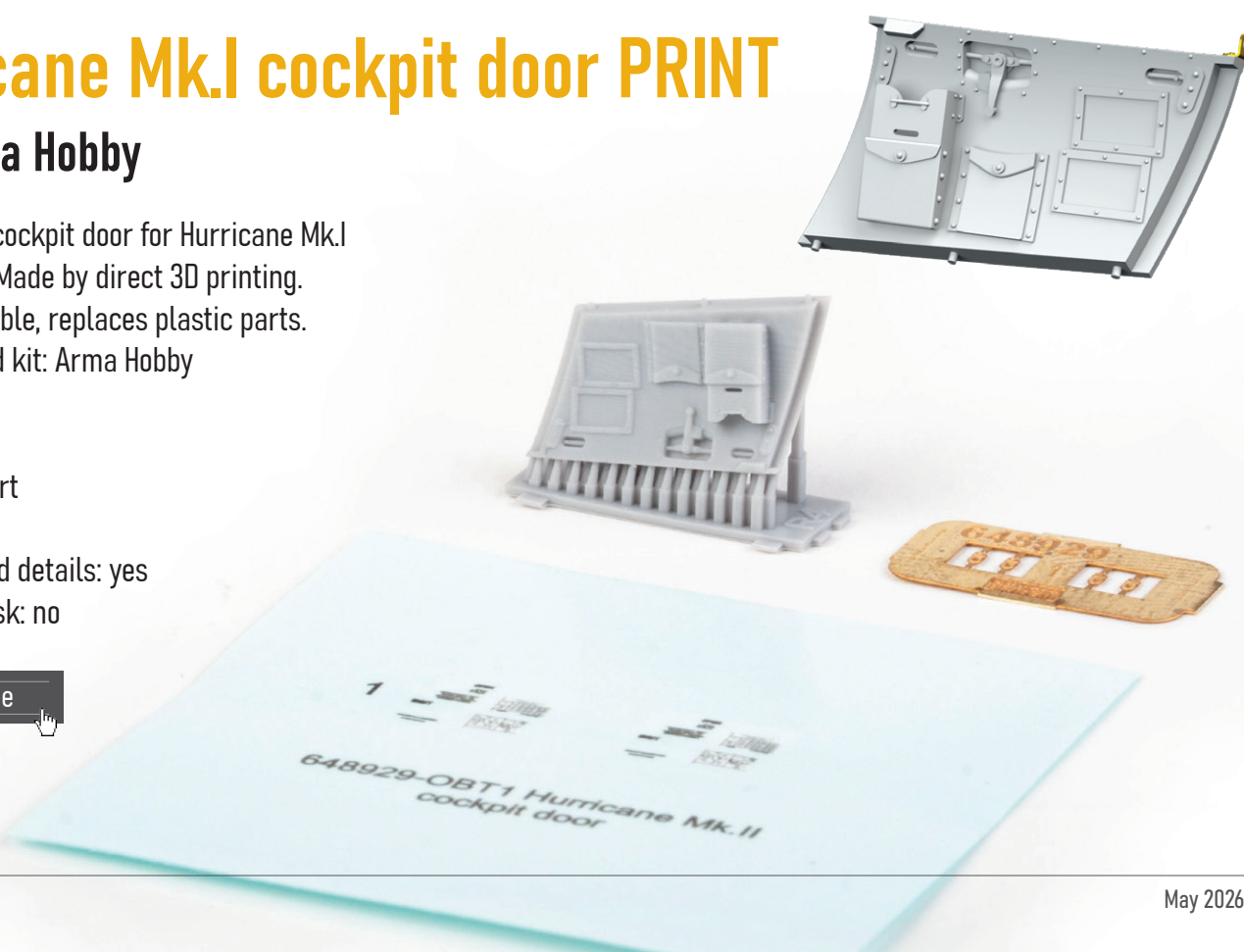
1/48 Arma Hobby

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

[Product Page](#)



6481191

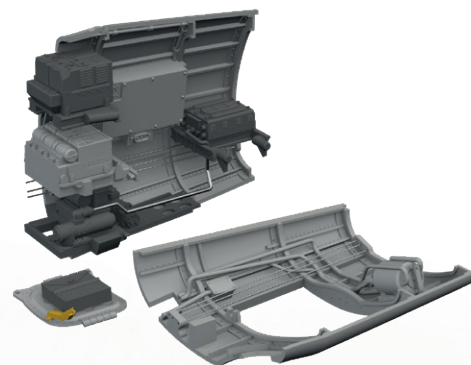
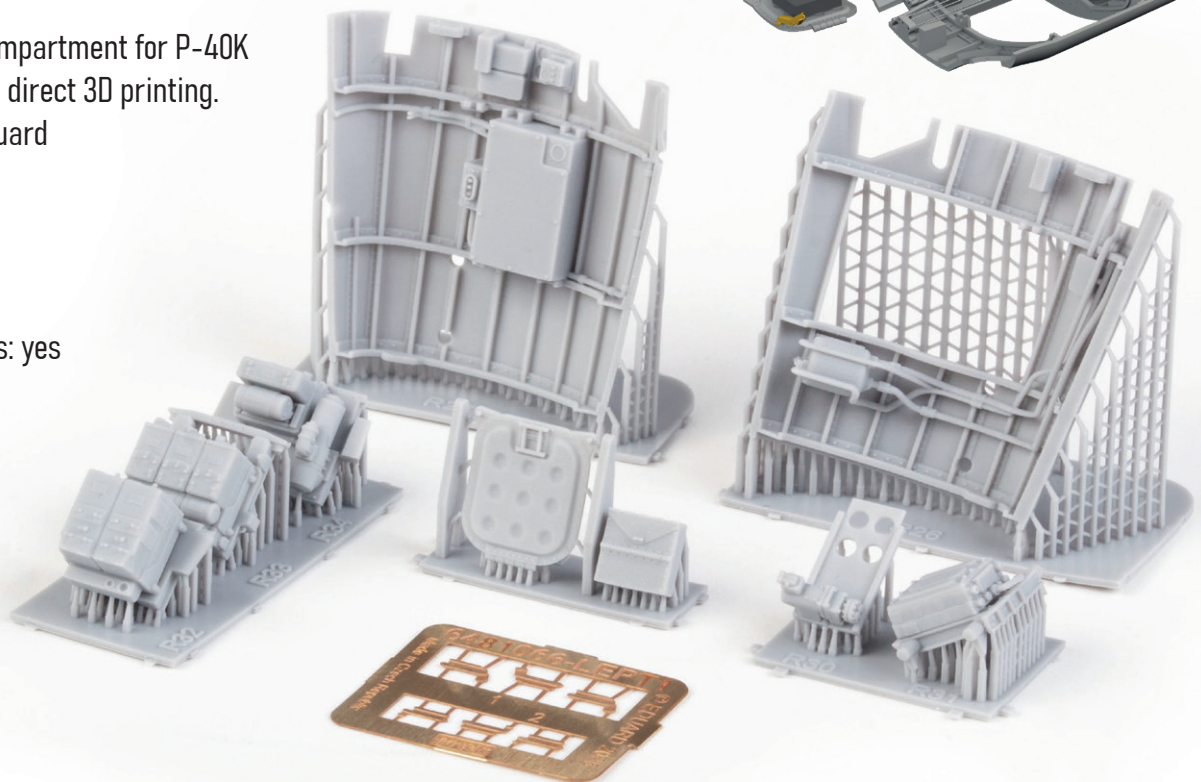
P-40K radio compartment PRINT

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

[Product Page](#)

6481192

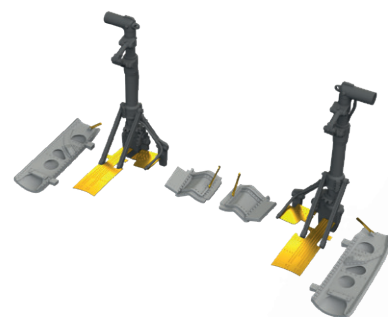
P-40K undercarriage legs PRINT

1/48 Eduard

Brassin set - the undercarriage legs 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

[Product Page](#)


6481193

P-40K radiators upgrade set PRINT

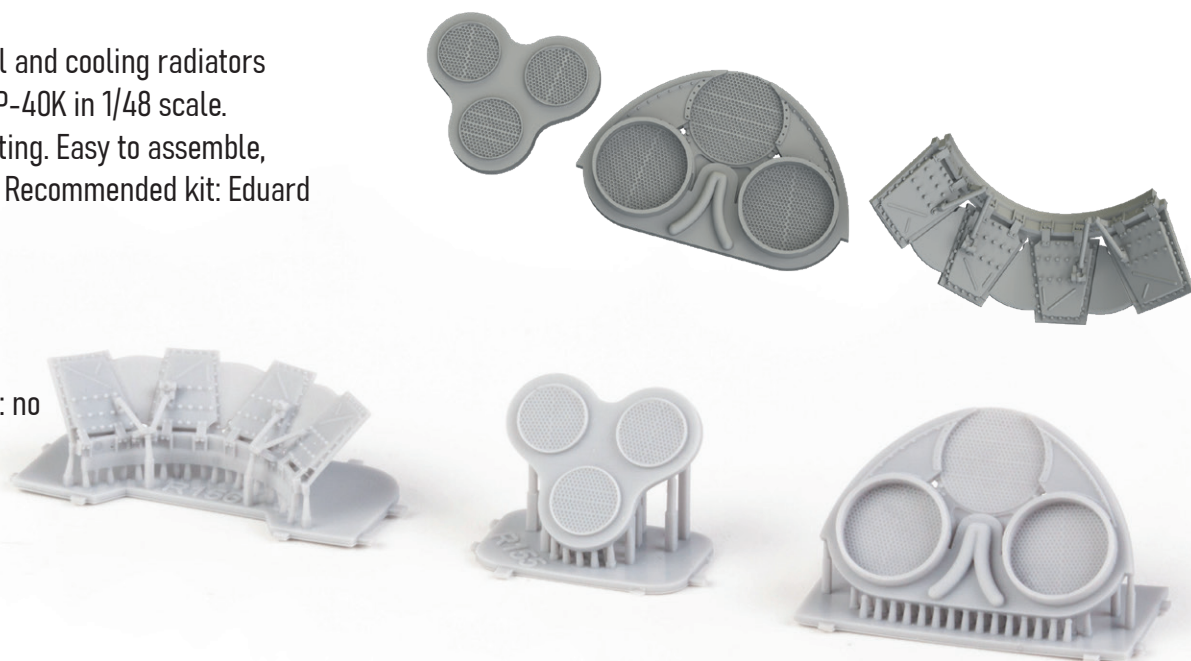
1/48 Eduard

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

[Product Page](#)



6481194

P-40K tail wheel bay PRINT

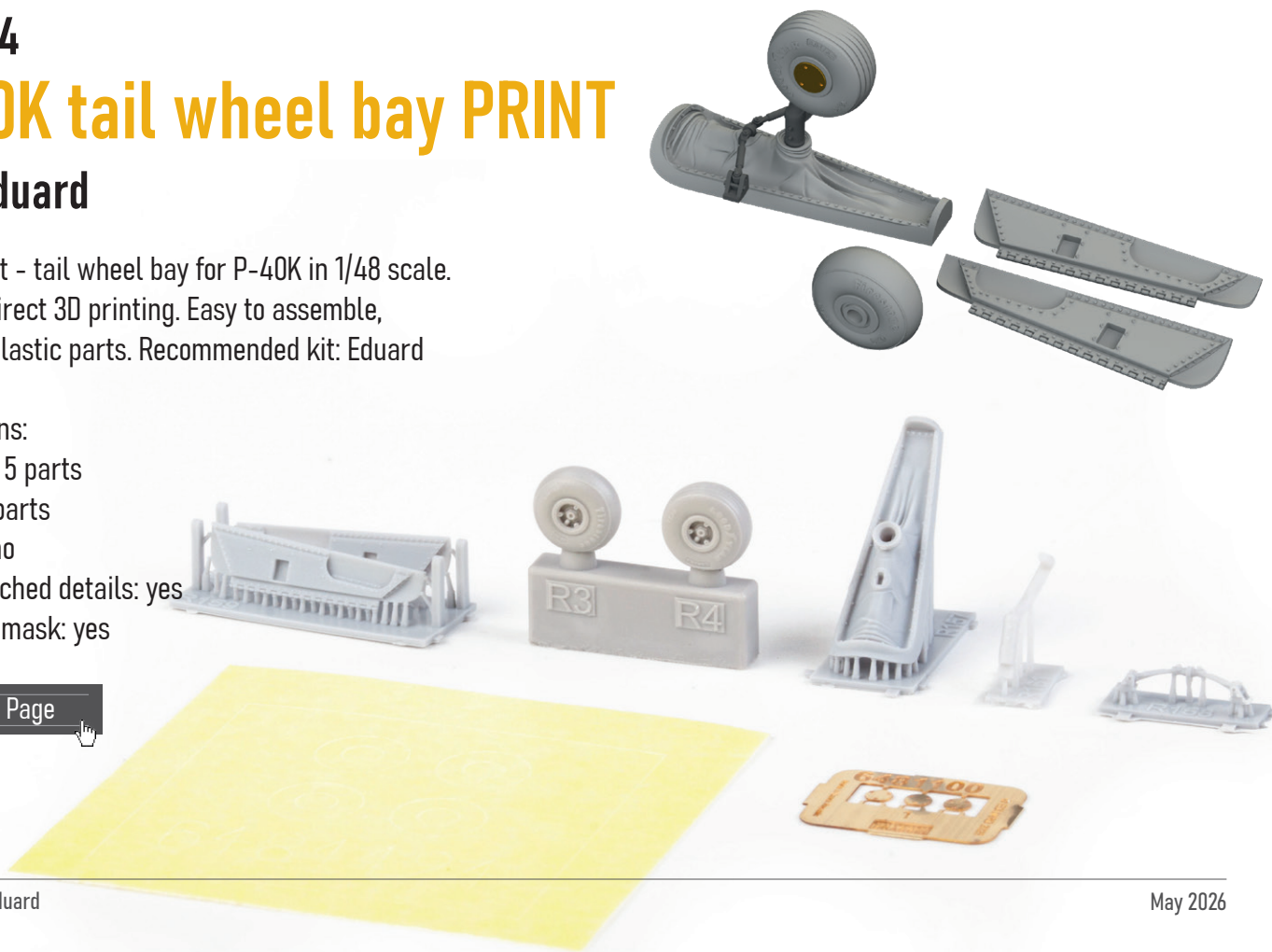
1/48 Eduard

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

[Product Page](#)



6481195

P-40K gun bays PRINT

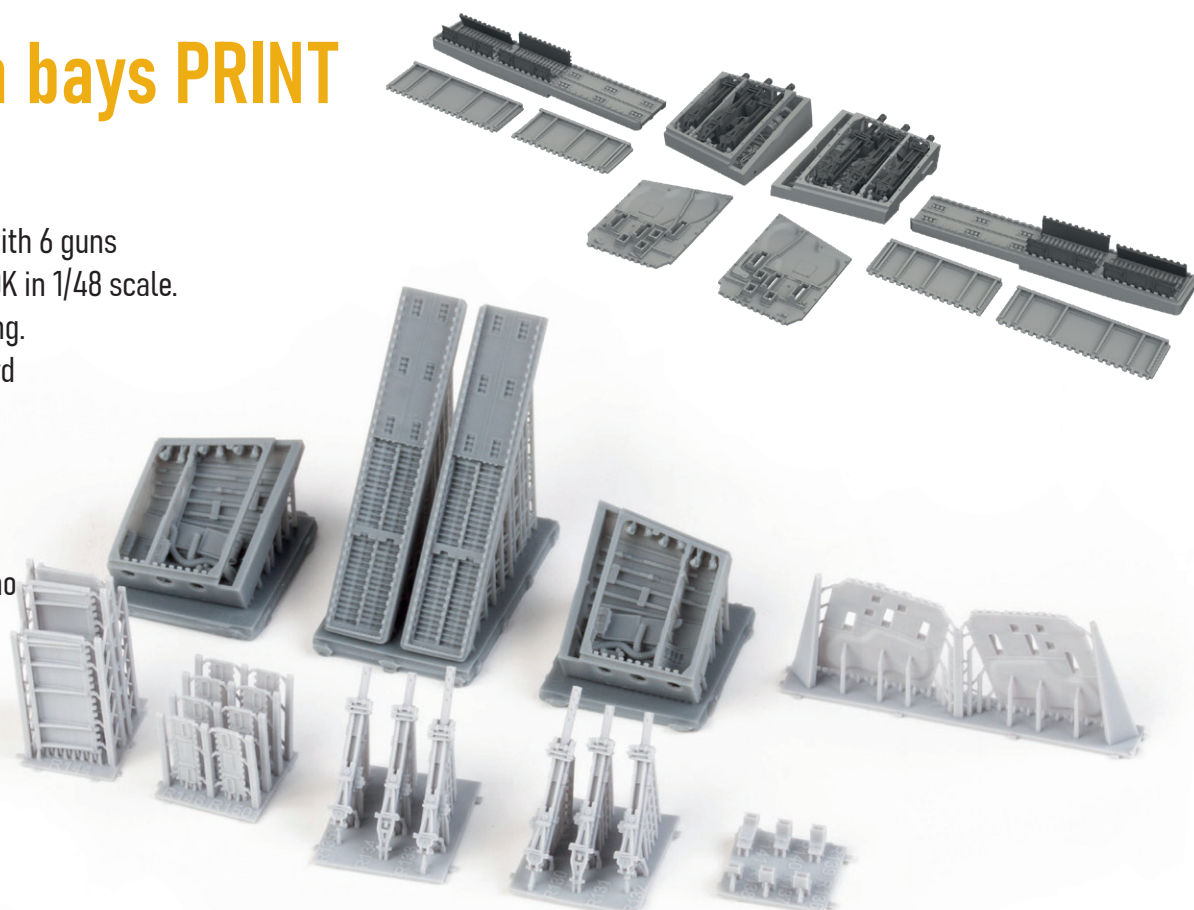
1/48 Eduard

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

[Product Page](#)



672436

Spitfire Mk.Vb cockpit PRINT

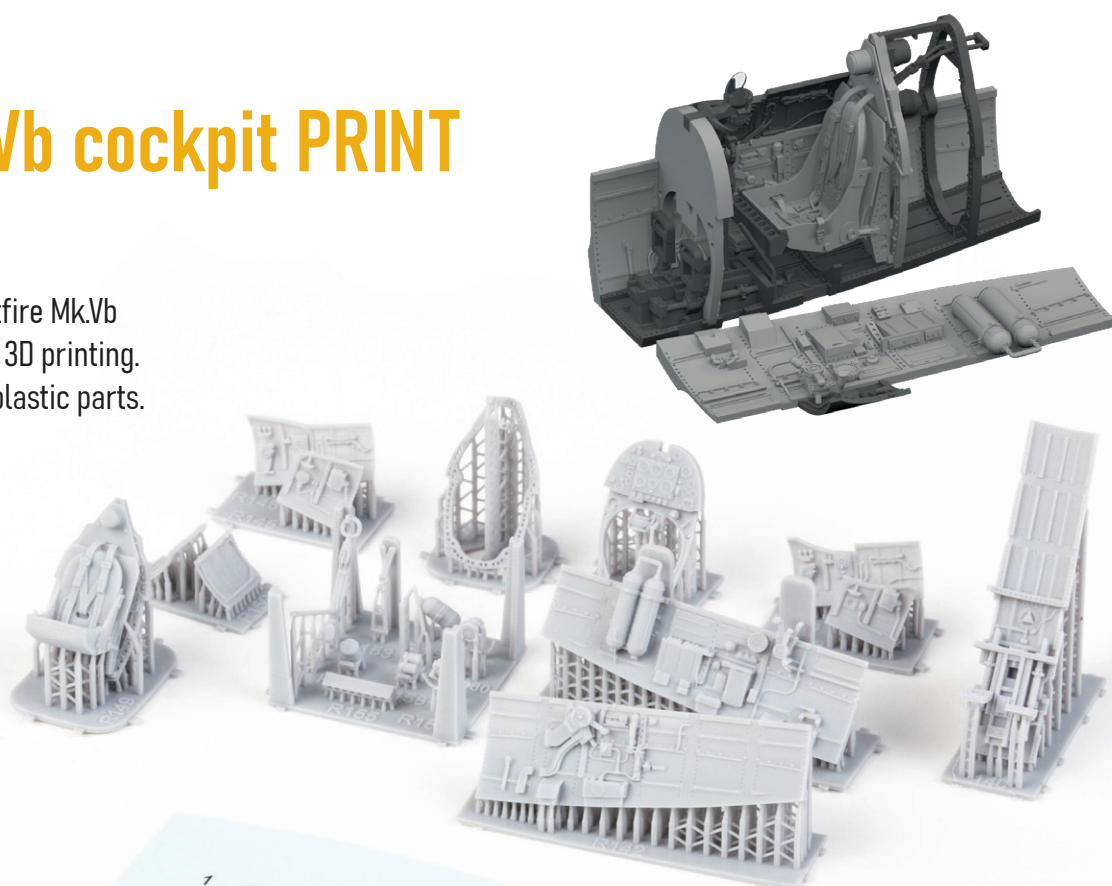
1/72 Eduard

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

[Product Page](#)



672449

F-14D wheels

1/72 Eduard

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

[Product Page](#)



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

[Product Page](#)



672458

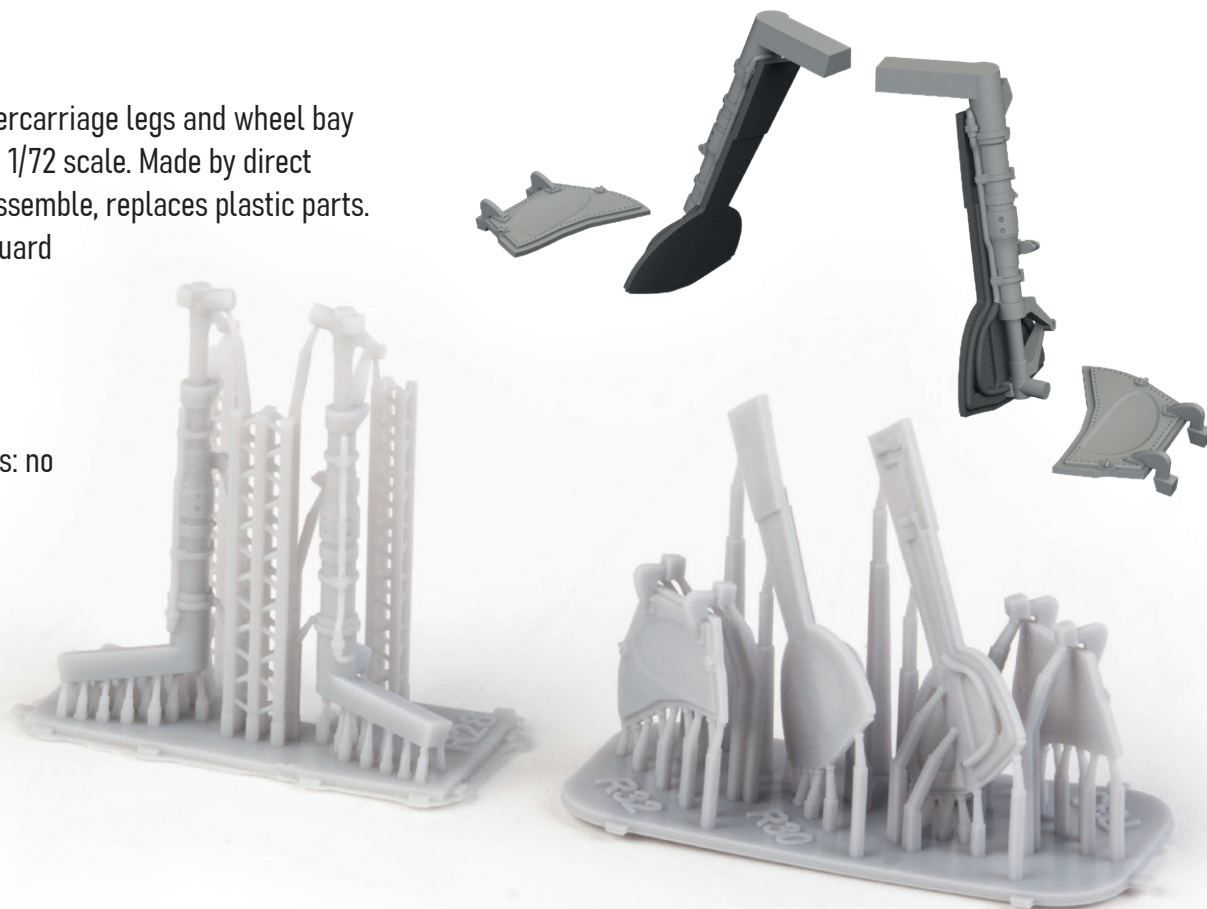
Bf 109K-4 undercarriage legs PRINT

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

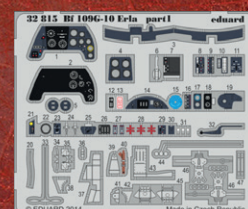
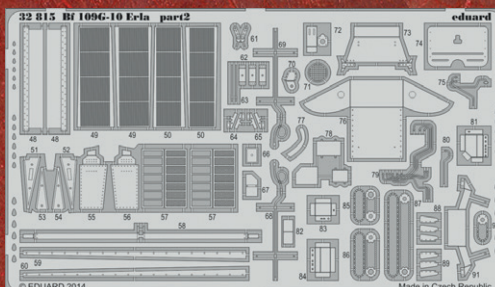
[Product Page](#)

eduard

BACK IN STOCK

PHOTO-ETCHED SETS

MAY 2026

32815 Bf 109G-10 Erla
 33136 Bf 109G-10 Erla interior
 FE893 Bf 109F-2 Weekend



SIN63217

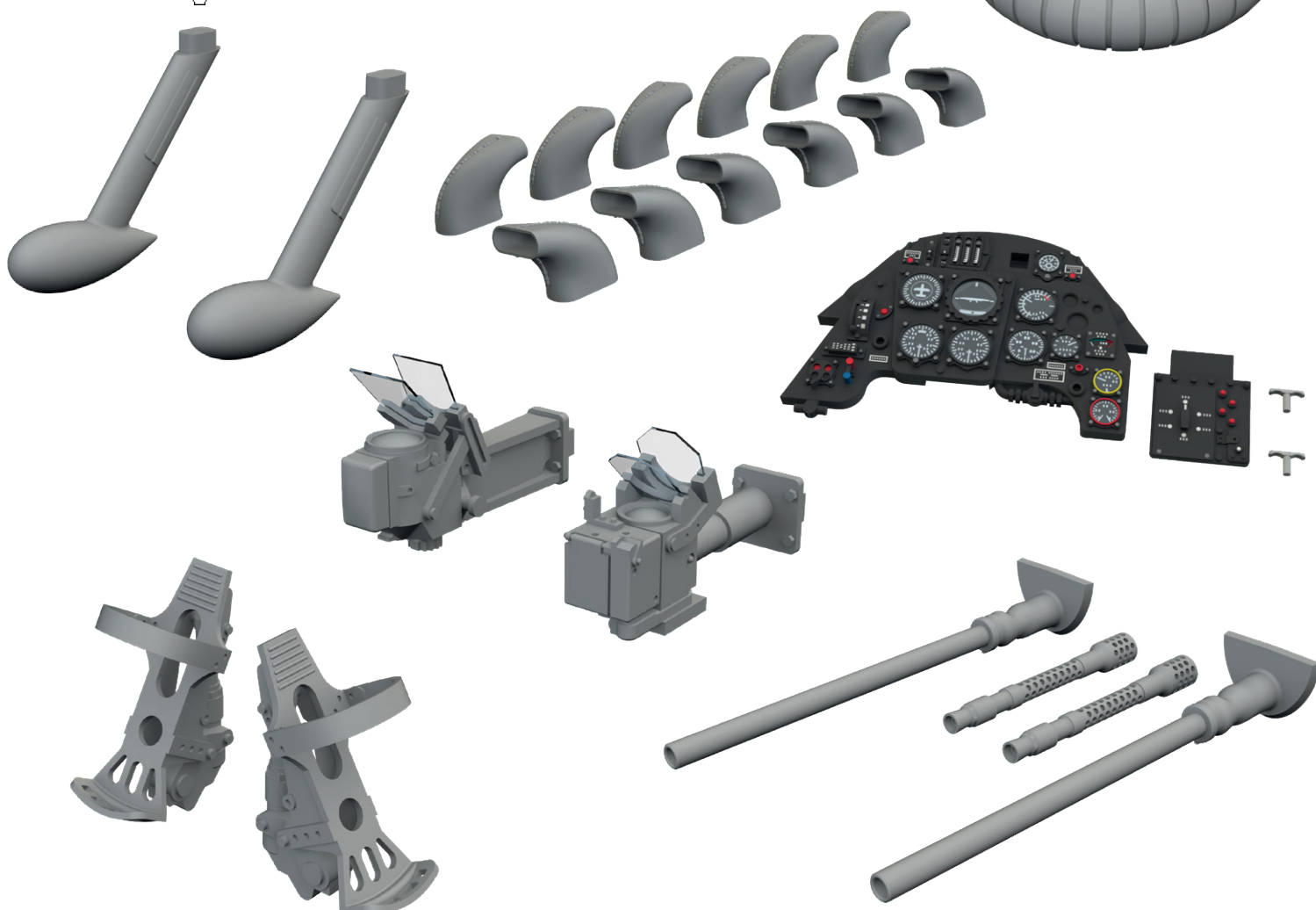
Bf 109G-5**1/24 Airfix**

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 %.

[Product Page](#)


SIN63218

Bf 109G-6

1/24 Airfix

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

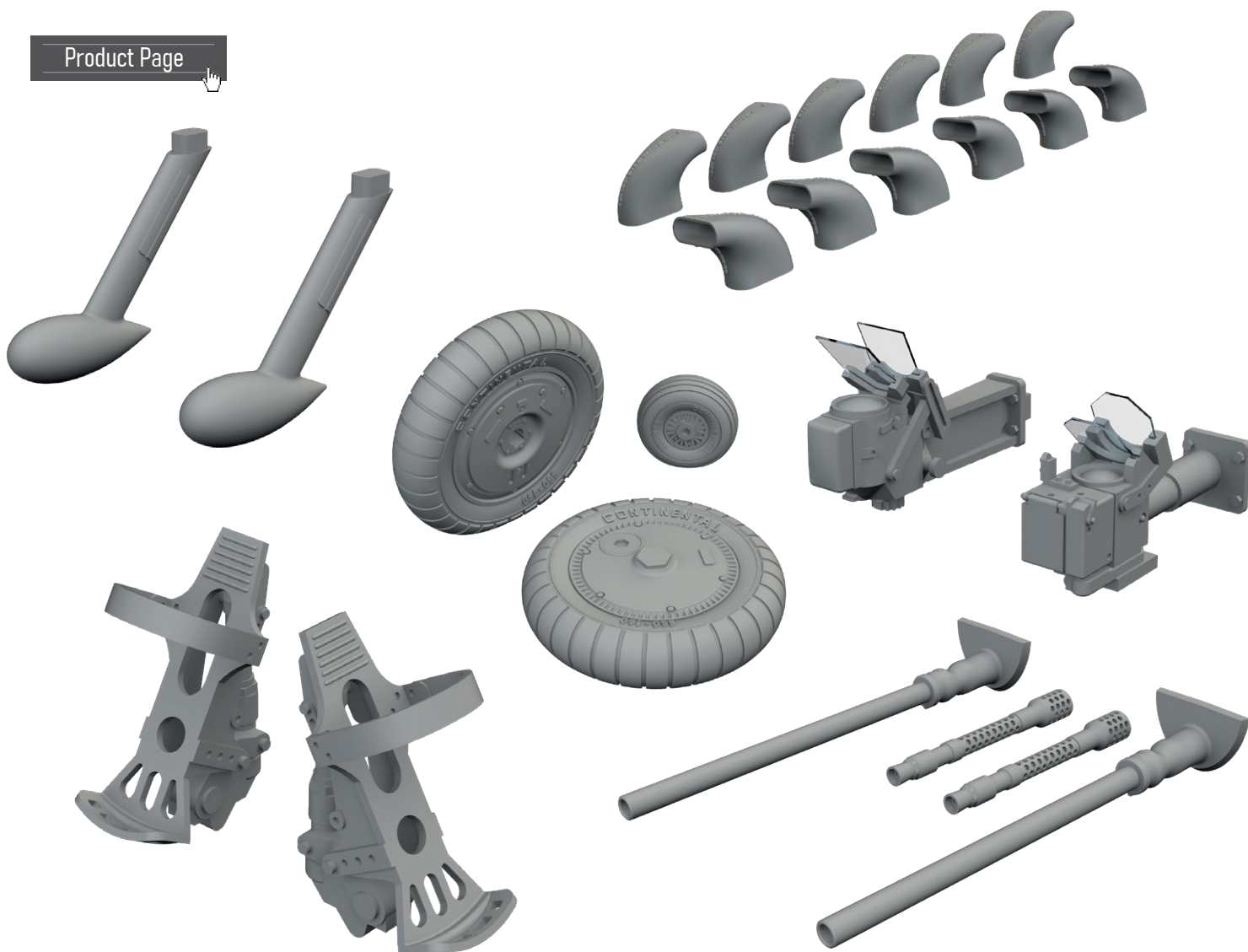
Recommended kit: Airfix

- 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 %.

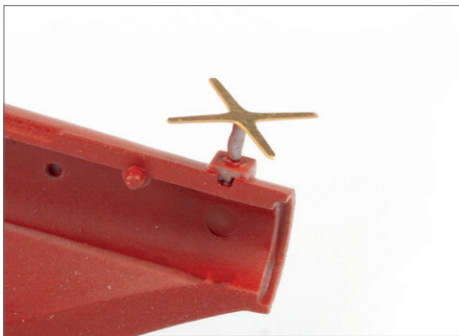
Product Page



MH-6J

1/48 ICM

#491586





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

Spitfire Mk. Vb

70206-ART



Spitfire Mk.Vb
BL236, W/Cdr Robert S. Luck, C/O of 84th Wing RAF, the United Kingdom, December 1941 - January 1942
by Peter Pennington
eduArt
Edvard - Model Accessories, 2020
www.edvard.com

A6M2-K Zero

84211-ART

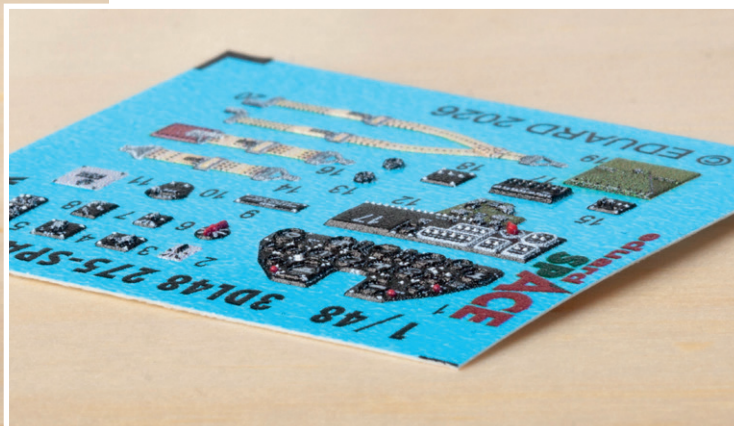
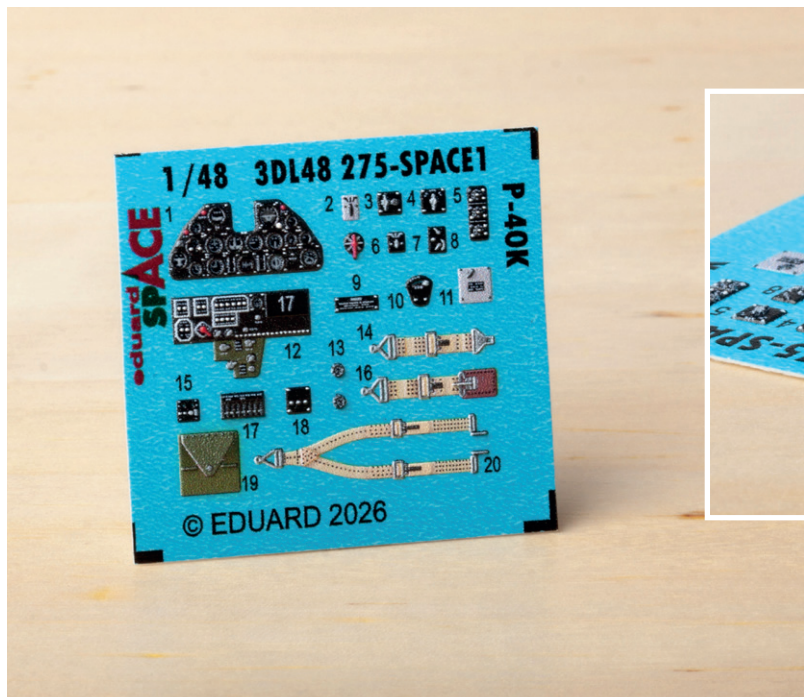


A6M2-K Zero
Kikaku 721 Zero, Kikaku 617 Zero, Japan, 1945
by Peter Pennington
eduArt
Edvard - Model Accessories, 2020
www.edvard.com

3DL48275 **P-40K SPACE** 1/48 Eduard

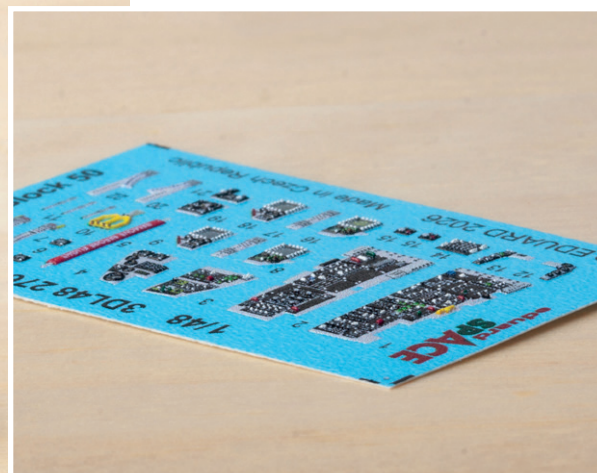
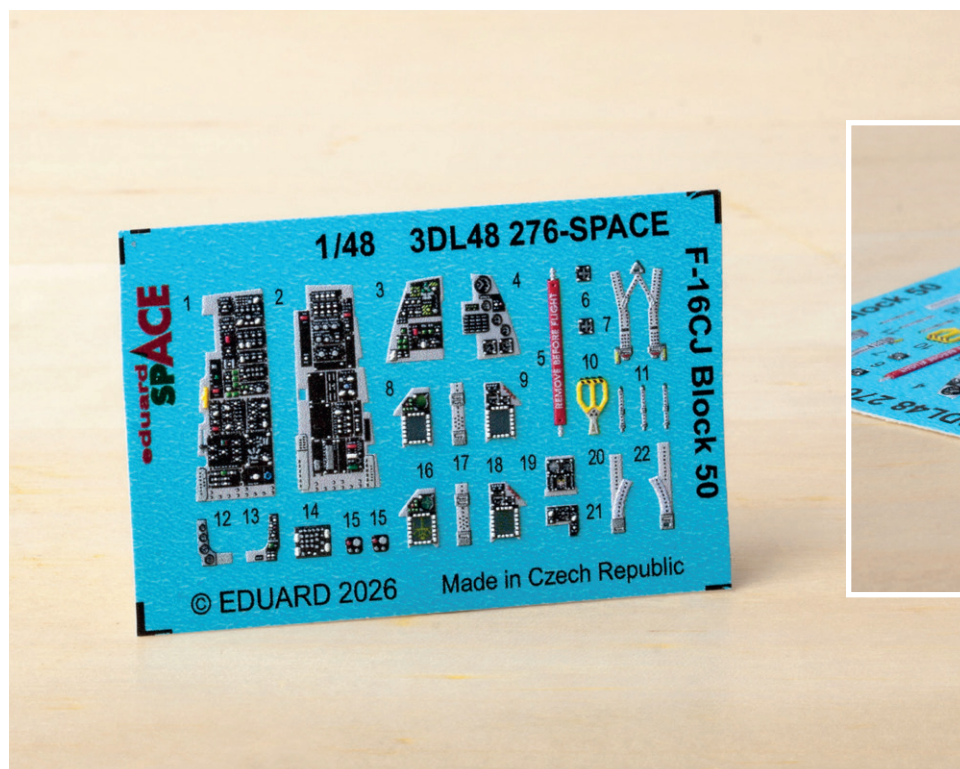
[Product Page](#)

*EASY
APPLICATION*

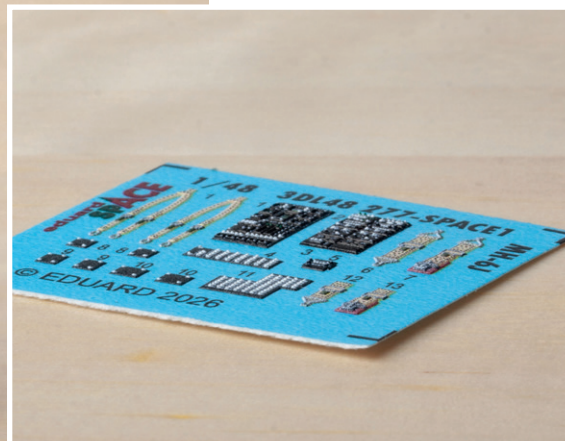
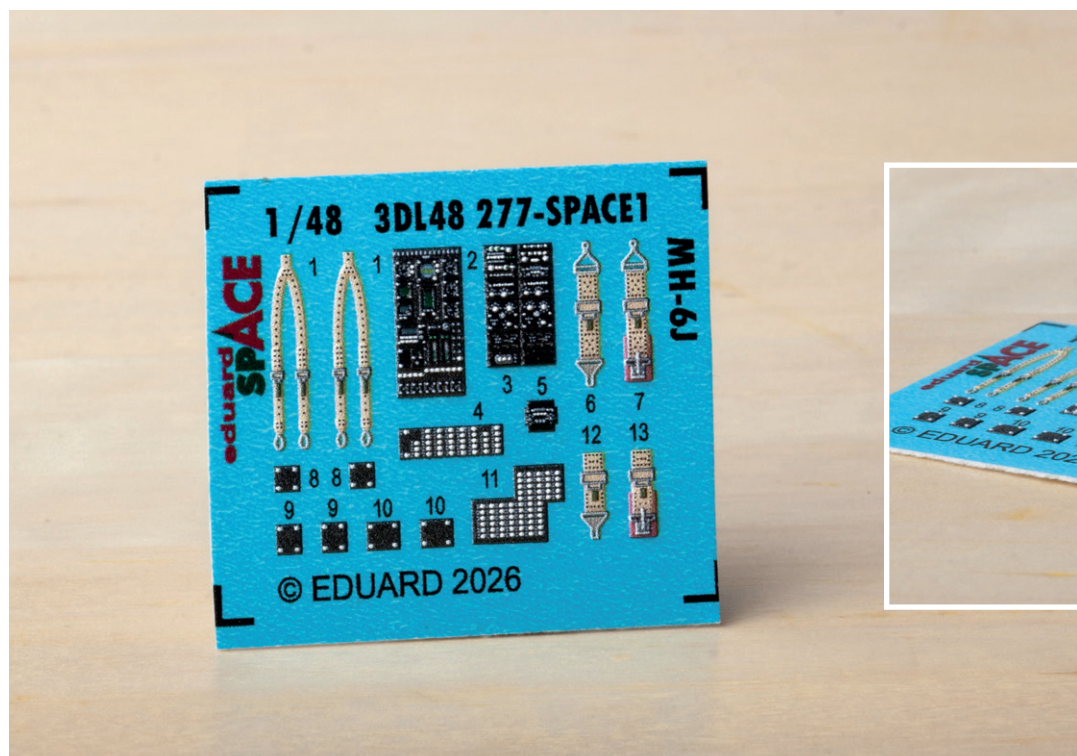


3DL48276 **F-16CJ Block 50 SPACE** 1/48 Tamiya

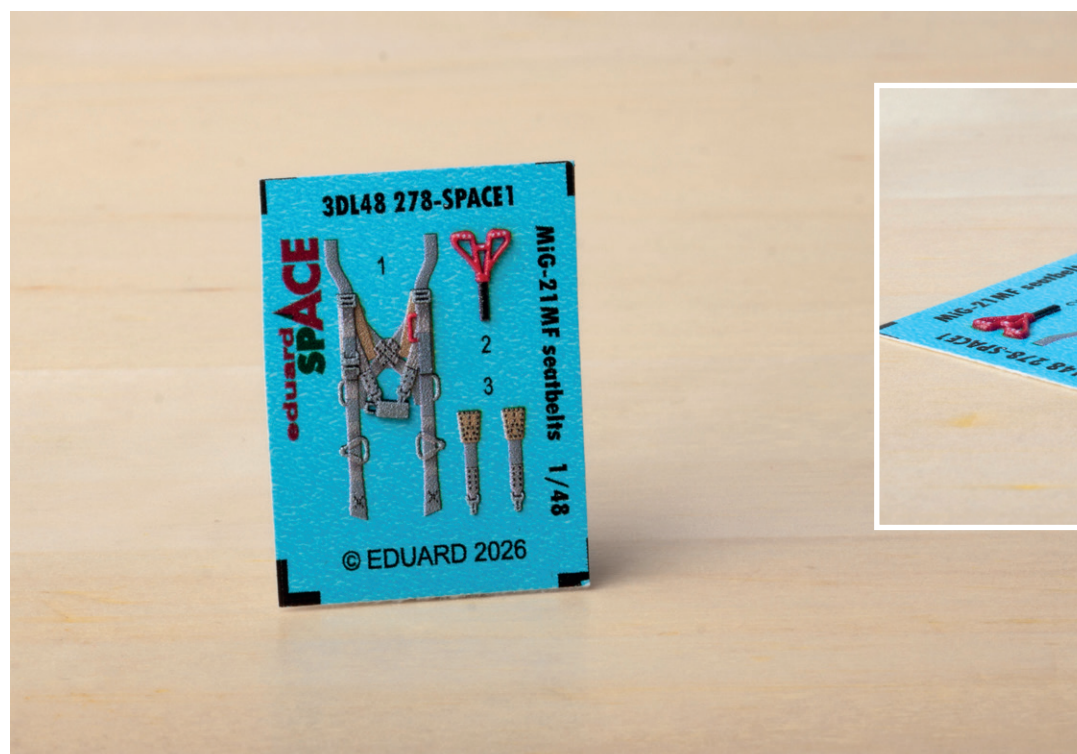
[Product Page](#)

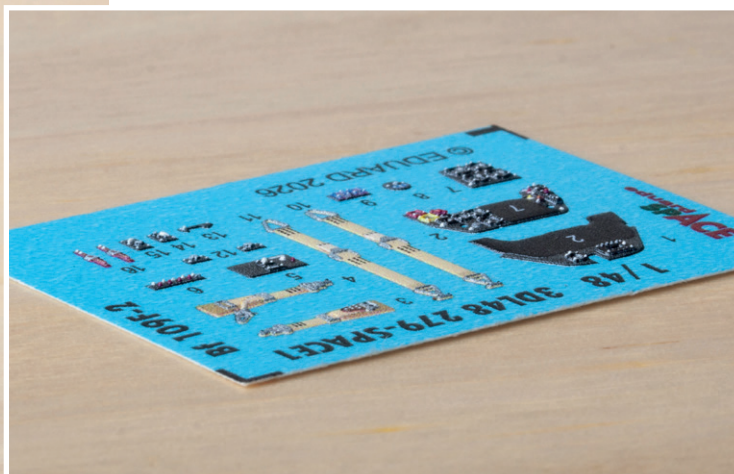
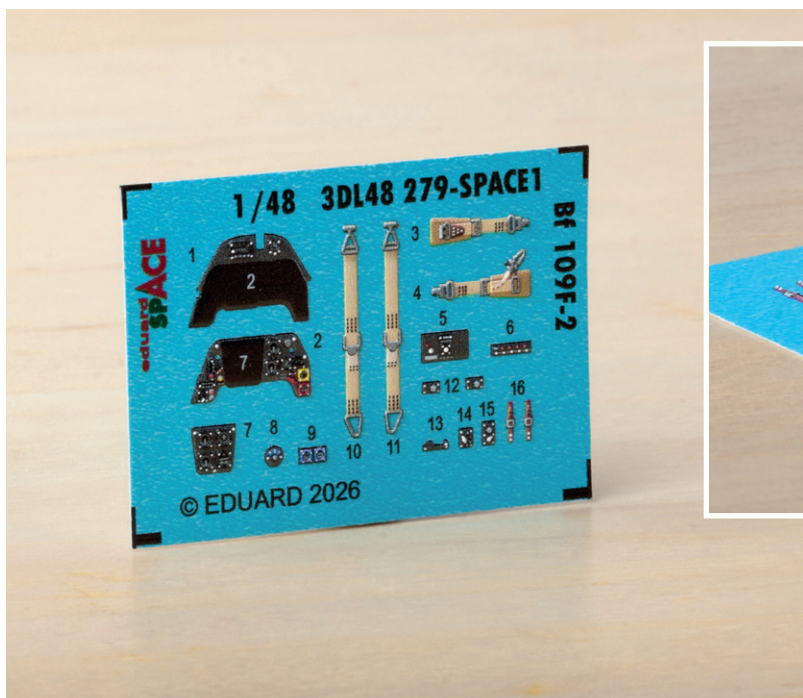
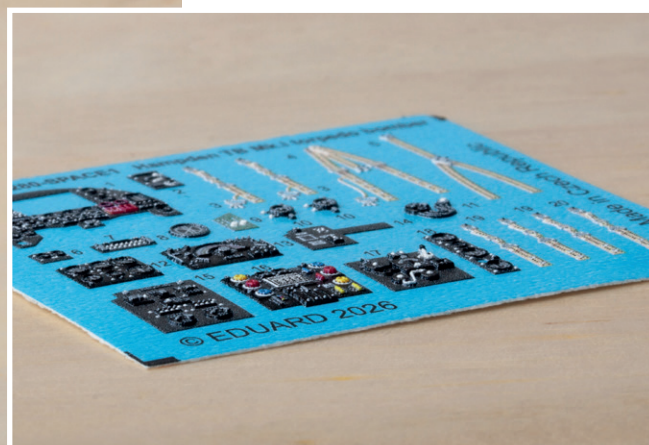
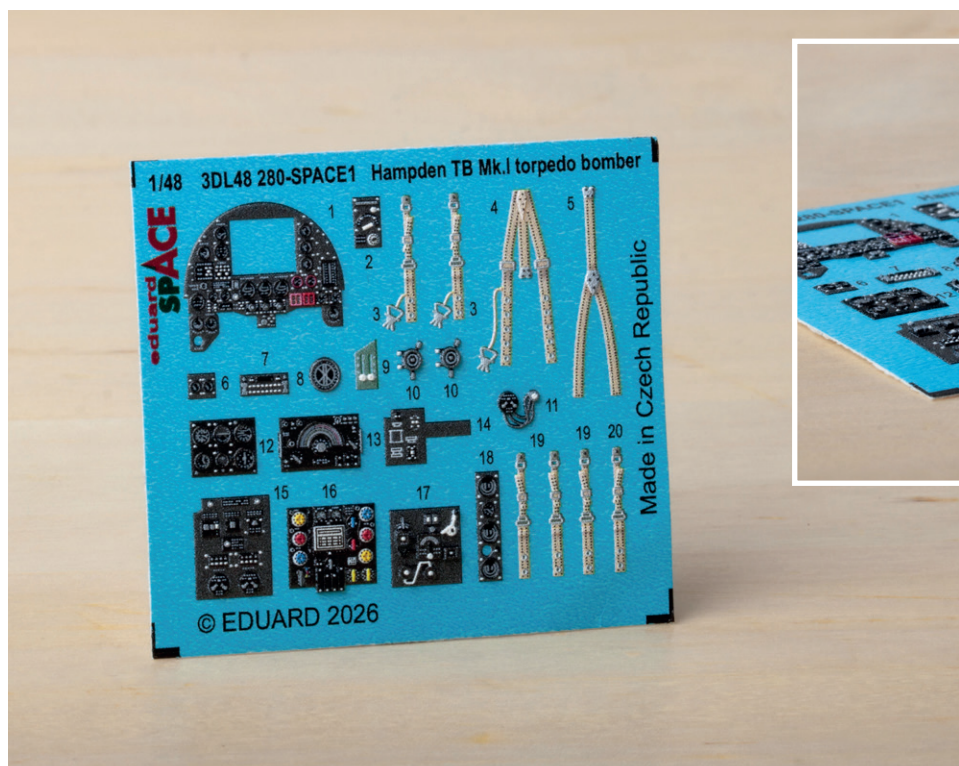


3DL48277 MH-6J SPACE 1/48 ICM

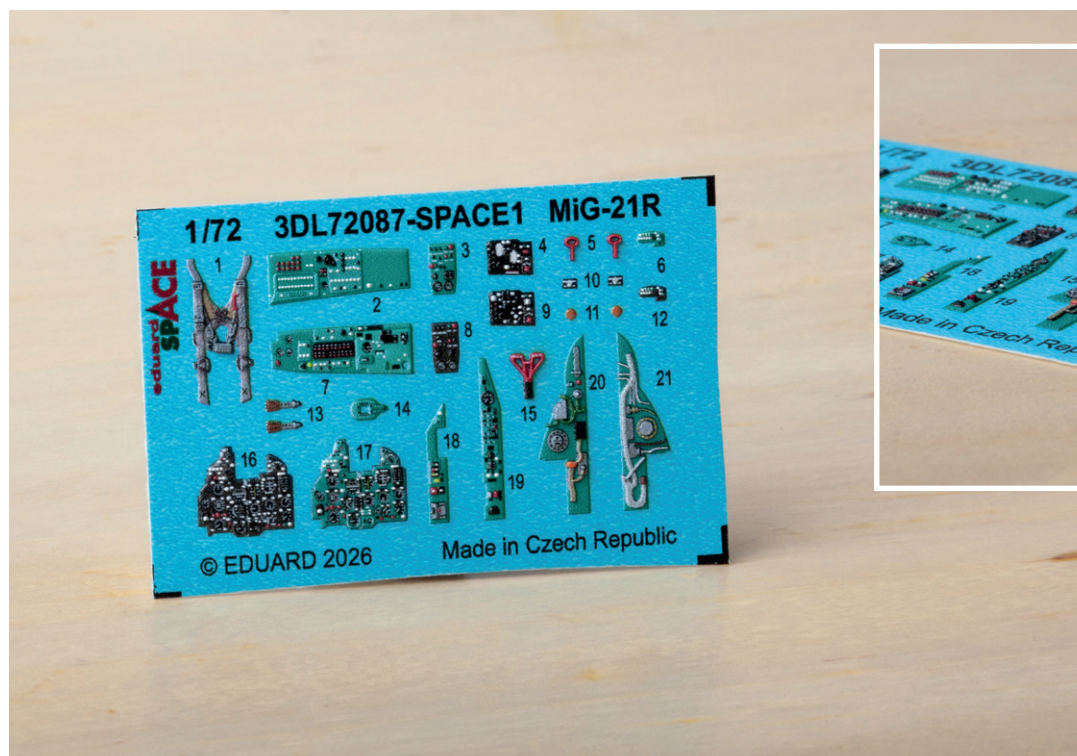
[Product Page](#)


3DL48278 MiG-21MF seatbelts SPACE 1/48

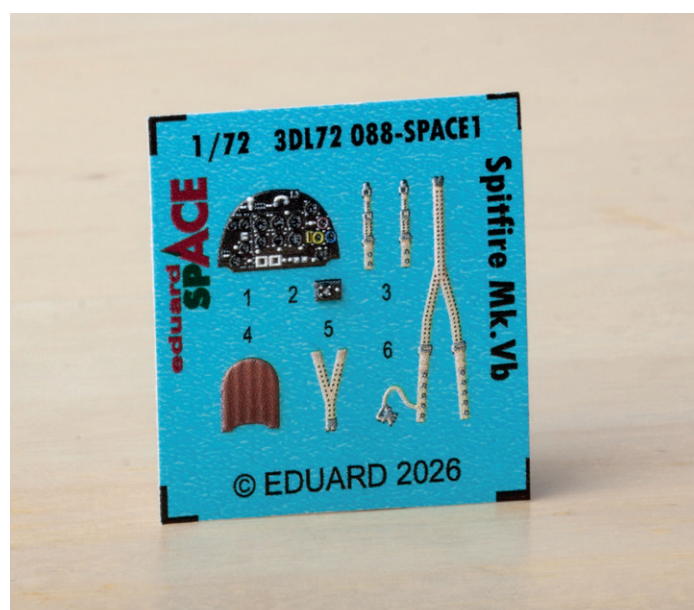
[Product Page](#)


3DL48279 **Bf 109F-2 SPACE** 1/48 Eduard
[Product Page](#)
3DL48280 **Hampden TB Mk.I torpedo bomber SPACE** 1/48 ICM
[Product Page](#)


3DL72087 **MiG-21R SPACE** 1/72 Eduard

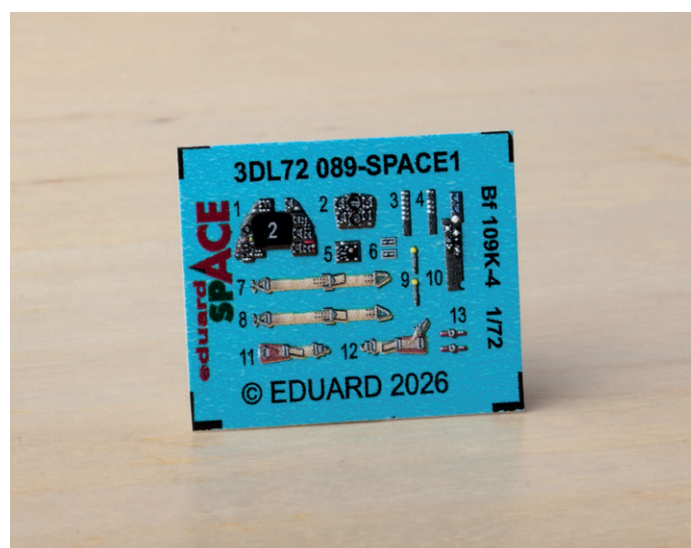
[Product Page](#)


3DL72088 **Spitfire Mk.Vb SPACE** 1/72 IBG Models

[Product Page](#)


3DL72089 **Bf 109K-4 SPACE**

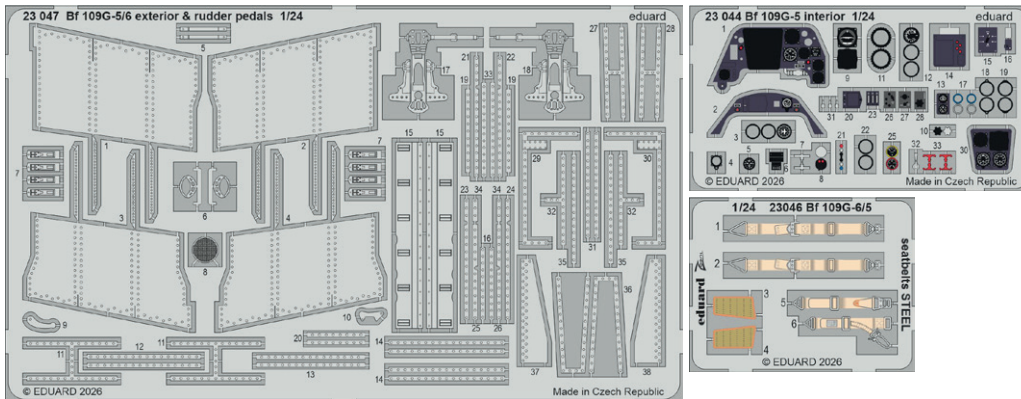
1/72 Eduard

[Product Page](#)


BIG2407 Bf 109G-5 1/24 Airfix

- 23044 Bf 109G-5 interior
- 23046 Bf 109G-5/6 seatbelts STEEL
- 23047 Bf 109G-5/6 exterior & rudder pedals

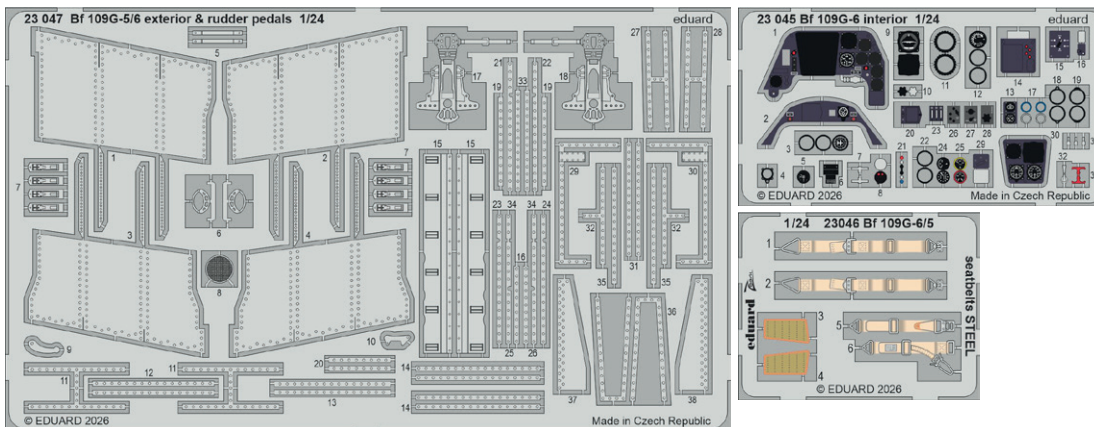
Product Page



BIG2408 Bf 109G-6 1/24 Airfix

- 23045 Bf 109G-6 interior
- 23046 Bf 109G-5/6 seatbelts STEEL
- 23047 Bf 109G-5/6 exterior & rudder pedals

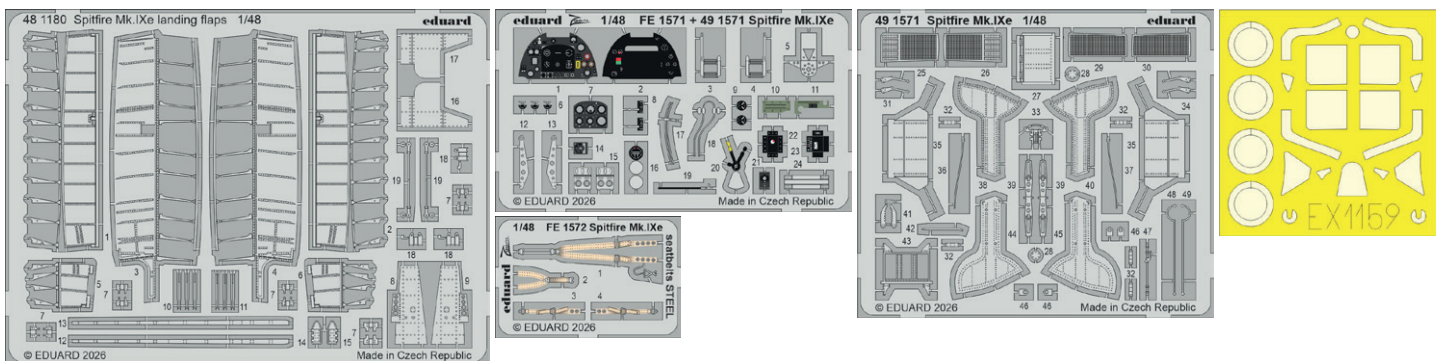
Product Page



BIG49474 Spitfire Mk.IXe 1/48 Airfix

- 481180 Spitfire Mk.IXe landing flaps
- 491571 Spitfire Mk.IXe
- FE1572 Spitfire Mk.IXe seatbelts STEEL
- EX1159 Spitfire Mk.IXe

Product Page



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

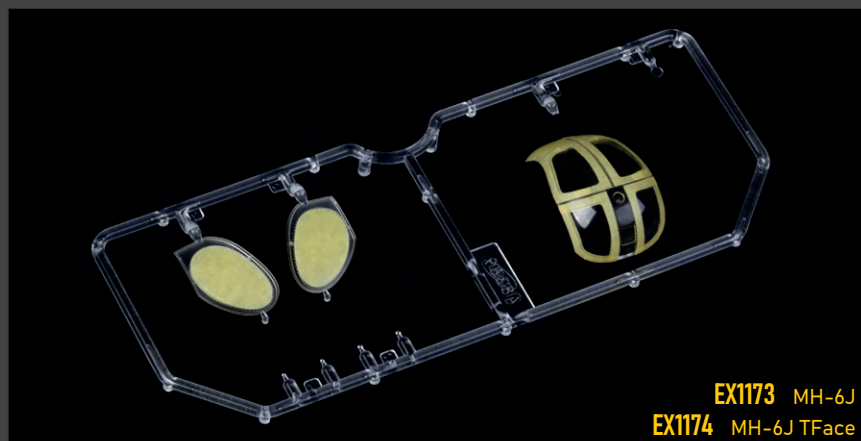
1/48 ICM

EX1175 Hampden TB Mk.I torpedo bomber

1/48 ICM

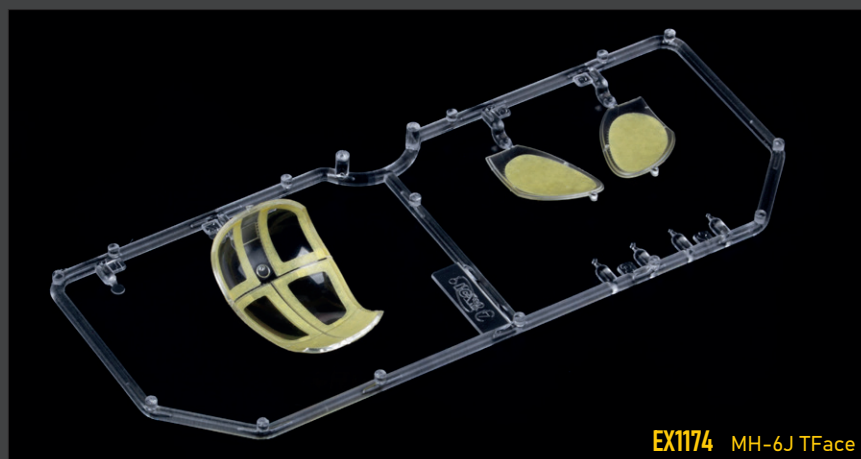
EX1176 Hampden TB Mk.I torpedo bomber TFace

1/48 ICM

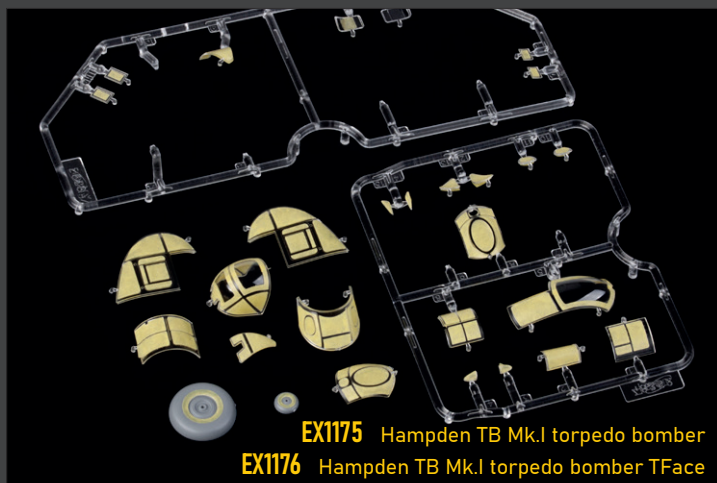


EX1173 MH-6J

EX1174 MH-6J TFace



EX1174 MH-6J TFace

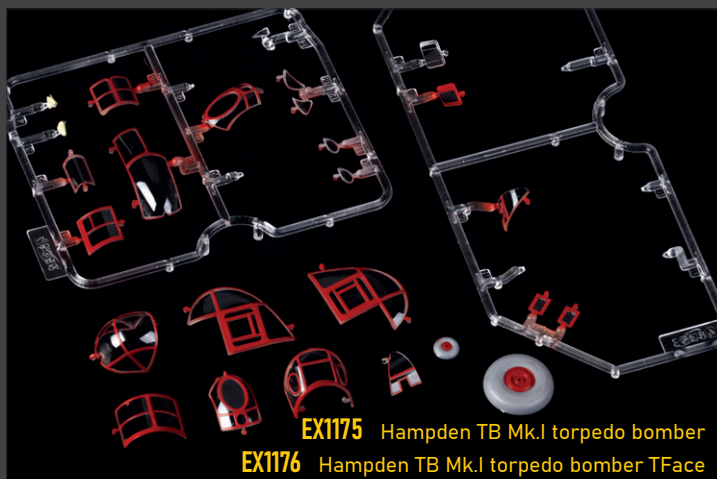


EX1175 Hampden TB Mk.I torpedo bomber

EX1176 Hampden TB Mk.I torpedo bomber TFace



EX1176 Hampden TB Mk.I torpedo bomber TFace



EX1175 Hampden TB Mk.I torpedo bomber

EX1176 Hampden TB Mk.I torpedo bomber TFace



EX1176 Hampden TB Mk.I torpedo bomber TFace

KITS

R0024	P-40K Warhawk Dual Combo	1/48	Royal Class
70206	Spitfire Mk.Vb mid	1/72	ProfiPACK
84211	A6M2-K	1/48	Weekend
84212	Bf 109F-2	1/48	Weekend

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

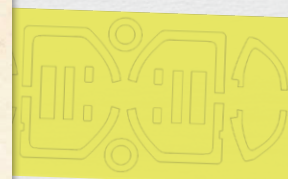
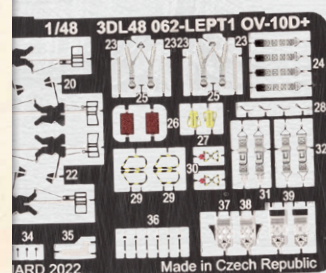
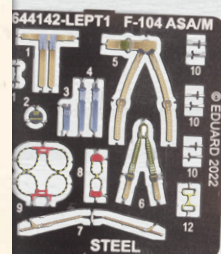
BIG ED

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

LIMITED
EDITION

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

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

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

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

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

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



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



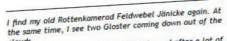
This Messerschmitt Me 410 was found by Soviet troops together with others parked and abandoned alongside the highway from Schroda to Großenhain. Black digit "40" is nicely visible to be painted on the nose of the aircraft. Also typical ZG 76 marking of the propeller hubs is recognizable. Unfortunately,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



On 15 August 1940 lost ZG 76 a final number of thirty-four men. One of them was a member of 6./ZG 76, Pw. Jakob B. He was an experienced fighter, successfully fighting in the French campaign. Jakob Birndorfer, a twenty-two-year-old native of 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 MG17; two 20 mm cannons MG15. The unit was deduced from the aircraft code letters.



106



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

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

[illegible]

Another Bf 110 which was hit by anti-aircraft fire piloted by Lt. Erhart Kort. He and his Bordfunker Heinrich Bakheimer were killed in the crash of their



Above: A Bf 110 from 1./ZG 76 with code "M8+FH" in the care of mechanics. An additional "Dackelbauch" tank is attached under the fuselage. The aircraft with the same designation was downed in a dogfight with Norwegian Gloster Gladiator biplanes on 9 April 1940 near Sandvik, west of Oslo. Its pilot Uffo Hans Mützelbach and his Bordfunker Ogr. Karl Lorey were captured.

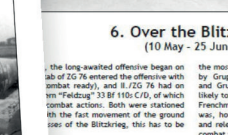
At this point, the rest of the Bf 110s flew on the oil-damaged petrol fumes. Five of the fire-damaged Bf 110s tried to land, and the sixth one covered the others with shooting. The aircraft was piloted by Lt. Helmut Lent:



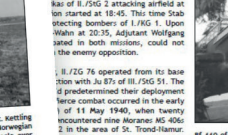
... was
Ogfr.
of 110



on 9 April 1940. He was seen flying over the coast of Norway, showing an emblem on the cockpit and the crest, showing an eagle on the cliff watching the sea, which the Staffell earned in December 1939. Under the pilot's part of the cockpit is a visible circular personal emblem of the pilot, fighting with the Luftwaffe. (see Profile No. 3)

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

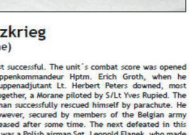
schgeschwader" flew on 10 May two
rotest the Luftwaffe comrades. The
i in the early morning between 5:20



advantage of being outnumbered
ews from Stab and 4. Staffel were



100



It was photographed at one of the airfields at one of the deployment against France. The ground staff spruce branches and thoroughly covered parts of the aircraft with them in an attempt to camouflage it from the enemy.

[via M. Zakhov]



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>



P-40E

Warhawk

1/48

R0023

own camouflage

Build and text: **Val Dessers**



Used accessories:

P-40E cockpit PRINT
P-40E gun bays PRINT
P-40 52gal drop tank PRINT
P-40 engine PRINT
P-40E LööK



Val Dessers

He is from Belgium and has been a big fan of scale modelling since he was a child. He started a military career in the 90s in a tank battalion and later became a helicopter instructor and operational pilot within the Belgian Air Force.

Nearly 30 years of military career allowed him to travel extensively and also to enrich his knowledge of military equipment and its use, which is an advantage for this hobby.

He now lives in Portugal. He would like to share his passion with others, especially with beginners, by sharing tips and tricks, but also by connecting with other specialists.

He hopes he will be able to inspire and help young people who want to embark on this practice. He also hopes to discover new friends who are passionate about plastic modelling.



Some pictures that say a lot about the living conditions in the Aleutian during WW2.

We can notice the leading edge of the wings exposed to bare metal in the prop wash, the wing root as well on the walking areas, the Tiger heads that were hand painted by the crews, a slightly blackened area behind the exhaust and a lot of mud everywhere which implies dirty cockpit and wing root where the crews and



technicians had to work. It's very important to study the living and working conditions of a determined theater prior to start a scale modeling project.

For those interested by that theater, I really recommend you to see "Report from the Aleutian" a movie shot in 1943.

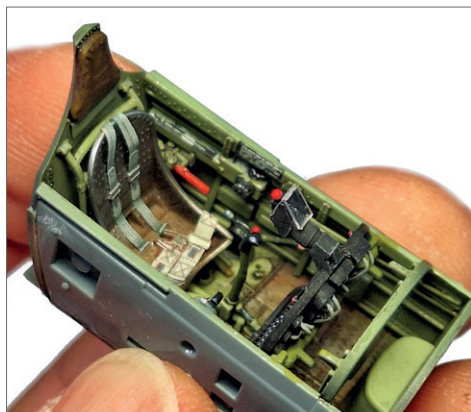
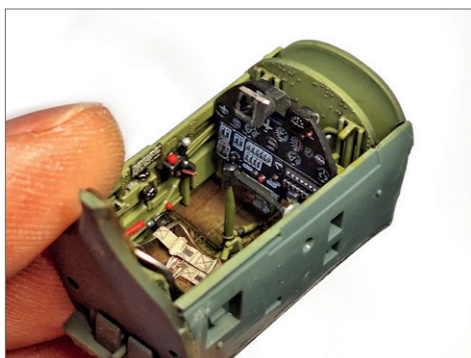
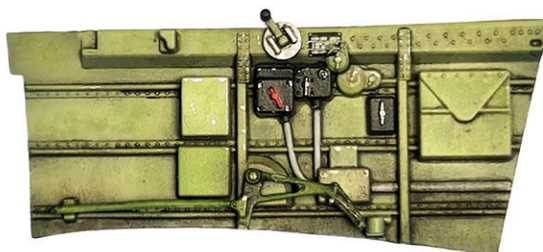


Aleutian Tiger - Adak 1942, 11th Fighter Squadron 343rd Fighter Group, under the command of John "Jack" Stephen Chennault

The Aleutian Tigers represent some of the most attractively colored P-40s, thanks to the tiger head that adorned the nose of most aircraft of this type. The 343rd FG was founded on September 3, 1942, at Alaskan base Elmendorf Field. Initially, the group consisted of the 11th FS and 18th FS, both armed with P-40s, and the 54th FS, which used P-38s and operated out of Adak. The pilots of the 11th FS went operational almost immediately after moving to Umnak Island in the Aleutian Islands. In October 1942, the 344th FS joined the group, also with P-40s. The group provided air defense of the Aleutian Islands and also bombed or strafed Japanese targets on Kiska Island itself. Its pilots flew their last combat mission in October

1943, and subsequently conducted patrol and reconnaissance flights until the end of the war, with the exception of high-altitude flights in early 1945, during which the pilots engaged Japanese balloons with incendiary charges. All units were already using P-38s for this purpose, but the P-40s remained in service alongside them. The Tiger Heads were a reminiscence of the AVG, the Flying Tigers of Claire Chennault, since the 343rd FG was initially led by his son Lt Col John S. Chennault. The aircraft depicted here received a name, in this case Flossie, as one of the few Aleutian P-40s. The insignias had short-lived red lining.

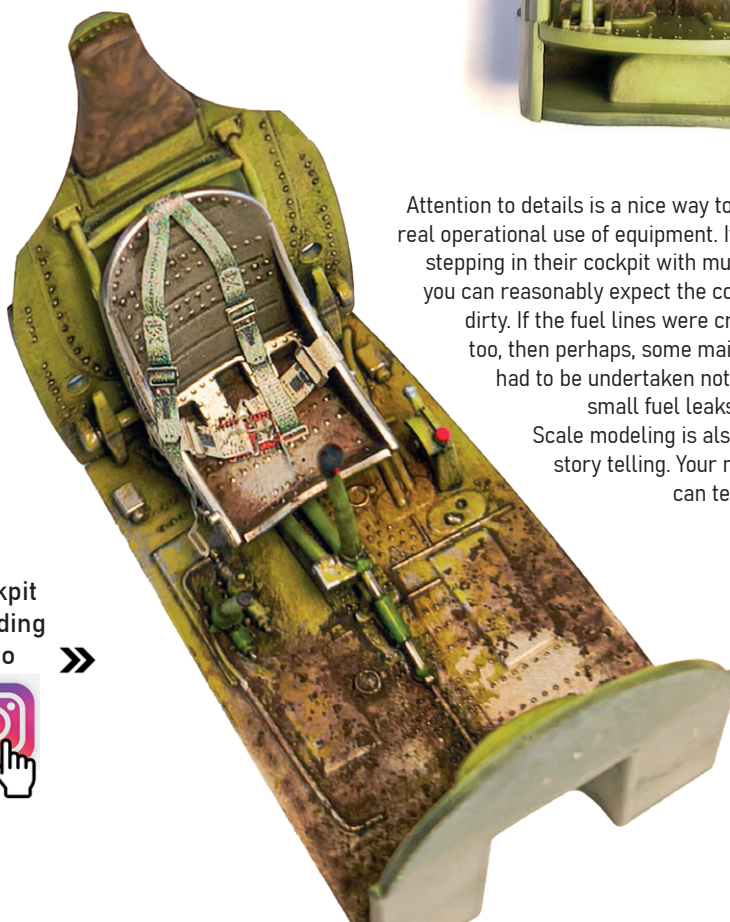
text from the manual for the P-40E Royal Class

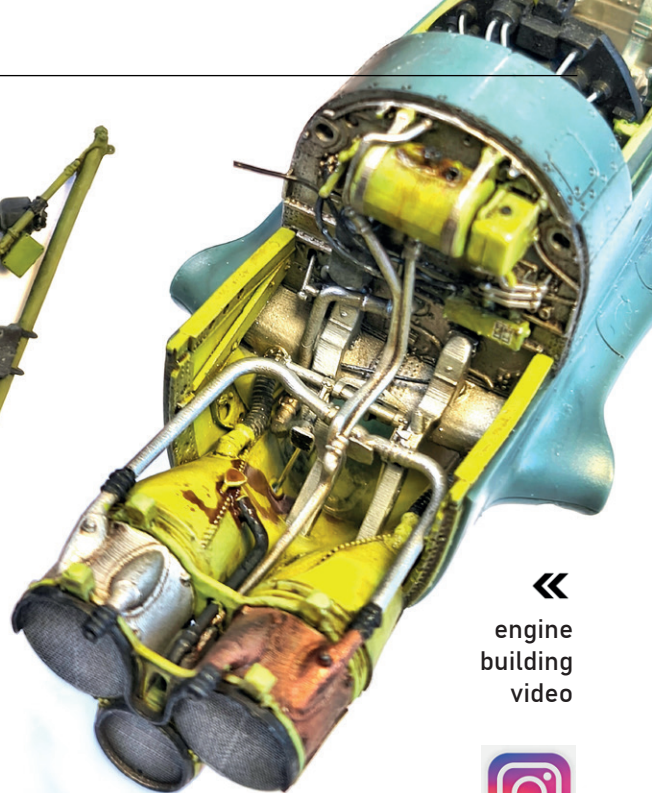


cockpit
building
video

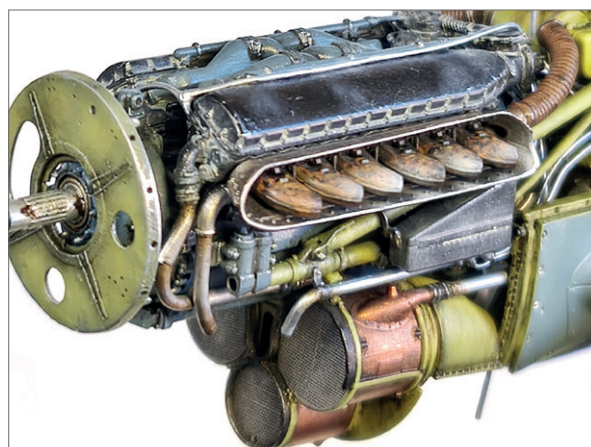
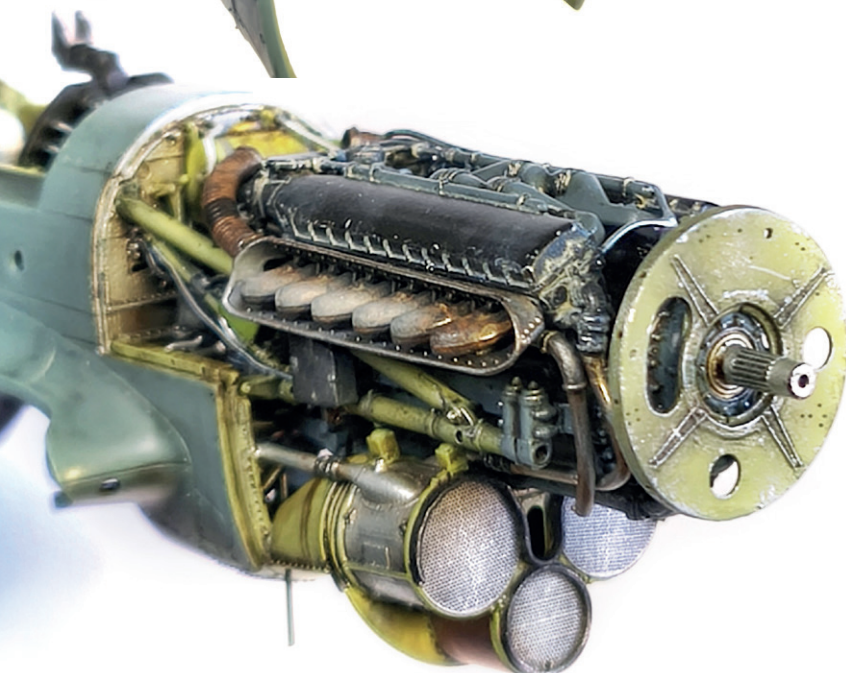


Attention to details is a nice way to learn about the real operational use of equipment. If the pilots were stepping in their cockpit with muddy shoes, then, you can reasonably expect the cockpit floor to be dirty. If the fuel lines were crossing this area too, then perhaps, some maintenance works had to be undertaken not excluding some small fuel leaks in the cockpit... Scale modeling is also a great part of story telling. Your model on its own can tell a lot of things.





«
engine
building
video

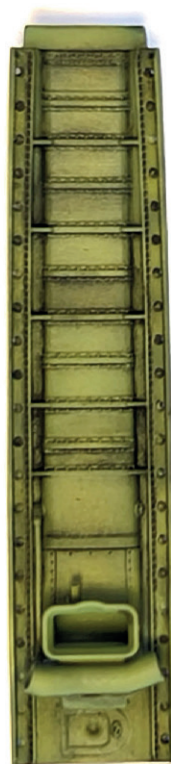


Pre-shading with the airbrush is easy and quick and permits to create an interesting base coat that already has a nice visual depth prior to the weathering steps. In this example, the interior side of the engine panels were simply primed with black.

I just apply some Yellow Zinc Chromate on the central parts of the different panel sections, that paint was diluted at 60%.

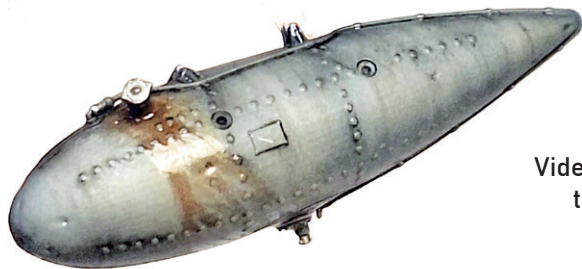
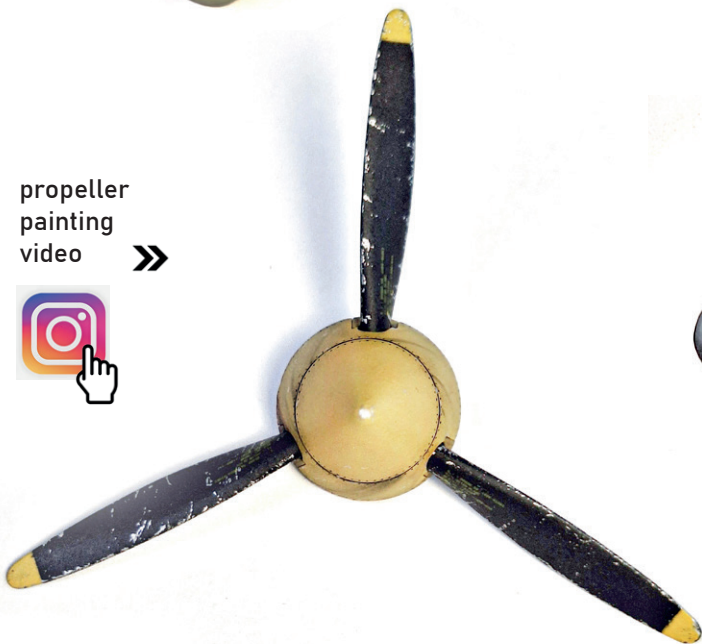
I finished the base coat with a final top layer of US Interior Yellow Green diluted at 70%. I played with the transparency of that layer to blend it as required with the previous layer.

This gives the appearance of a US Interior Yellow Green that is already "faded" and "dirty" in the different corners prior even starting the weathering work.





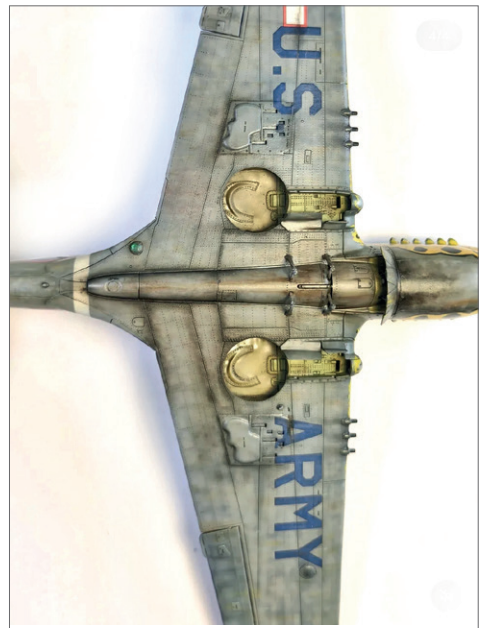
propeller
painting
video

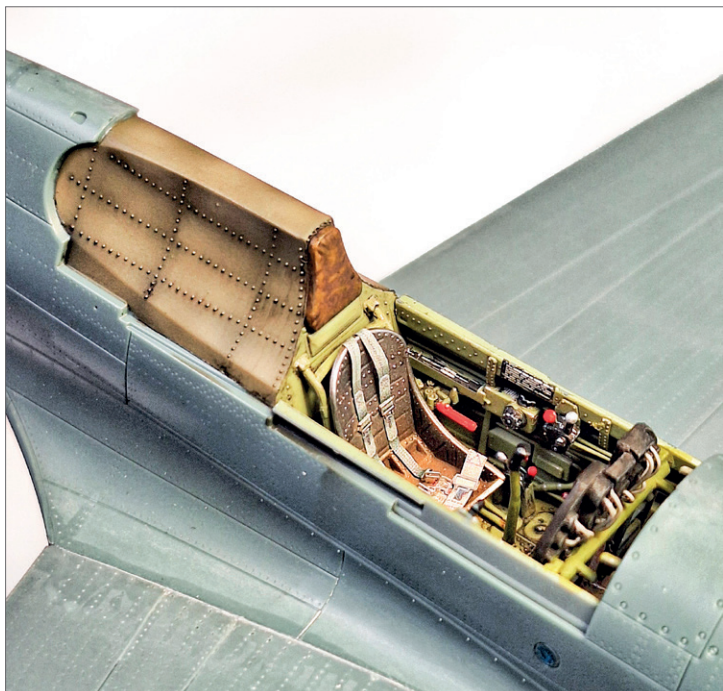


Video of the fuel
tank painting
process



Weathering

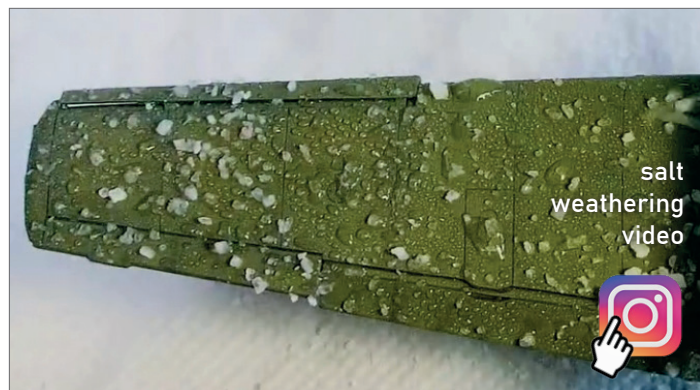


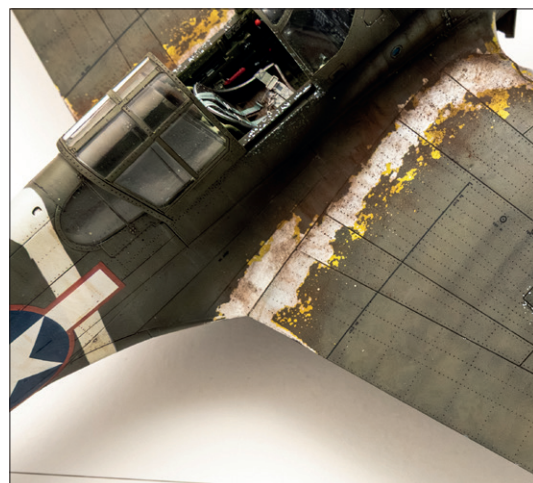
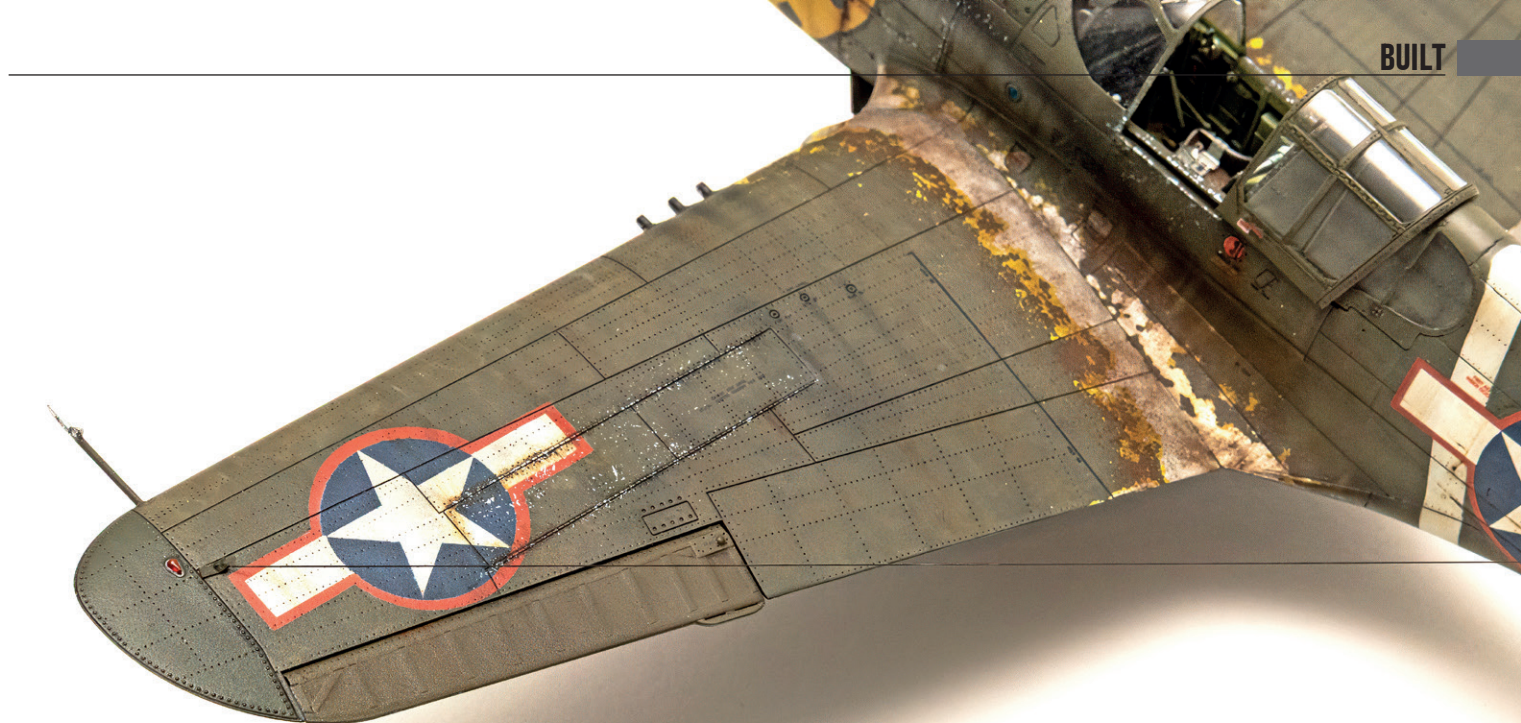


Weathering with salt

A small Monday tutorial to start the week the best way. The salt technique remains a question mark for many modellers. That technique is easy, cheap and works with acrylic and lacquer paints even if it is more tricky with acrylics that

are more fragile paints. No need to apply varnish prior this work not between the different layers, you can go straight after the base coat is done. If you never tried it, just make a practice run on an old model.



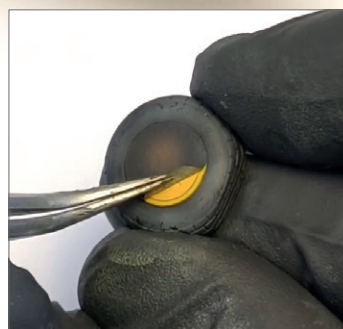
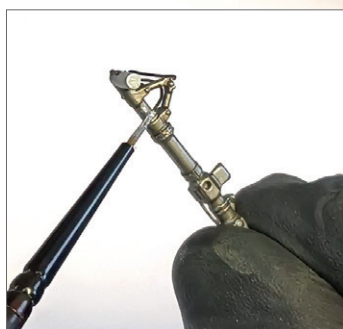


»
Video: Painting,
Masking, and
Weathering





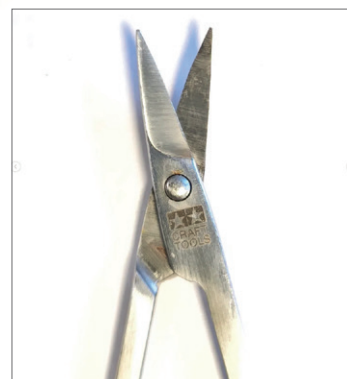
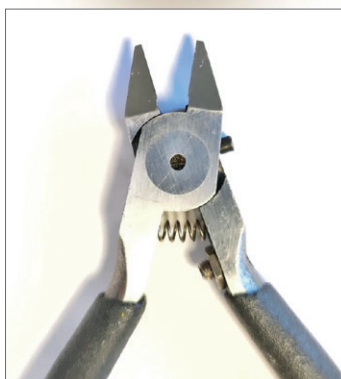
Video: Painting, Masking,
and Weathering Wheels





No good works without adapted good tools:

1. Razor saw with removable blade
2. Hobby knife with removable blades, mine is handle type 3 and blades type 11.
3. Flat-edged side cutting pliers
4. Photo etched carbon blade precision scissors, mine are from Tamiya



Special thanks go to Mr. Val Dessers for the cooperation!
We truly appreciate his work, experience, and willingness to share his know-how with the community. His work can be followed on YouTube and Instagram, where he regularly showcases inspiring projects and techniques.

18thsquadlab



P-51B/C MUSTANG

BIRDCAGE CANOPY

1/48



#84209
MARKING B
built by **Marek Hlůšek**

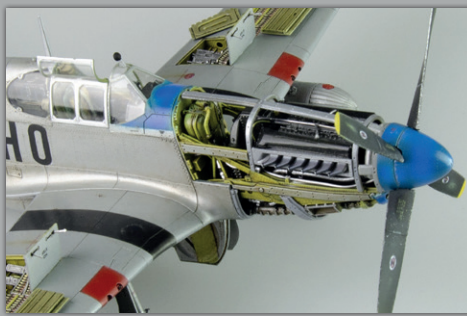
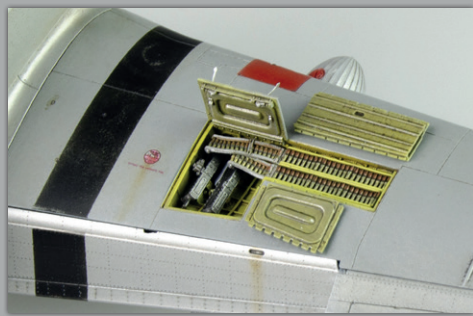
[Product Page](#)

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

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

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

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



P-40N Warhawk

1/48



#82242X
Aftermarket decals
built by **Mariusz Hasiuk**

Product Page



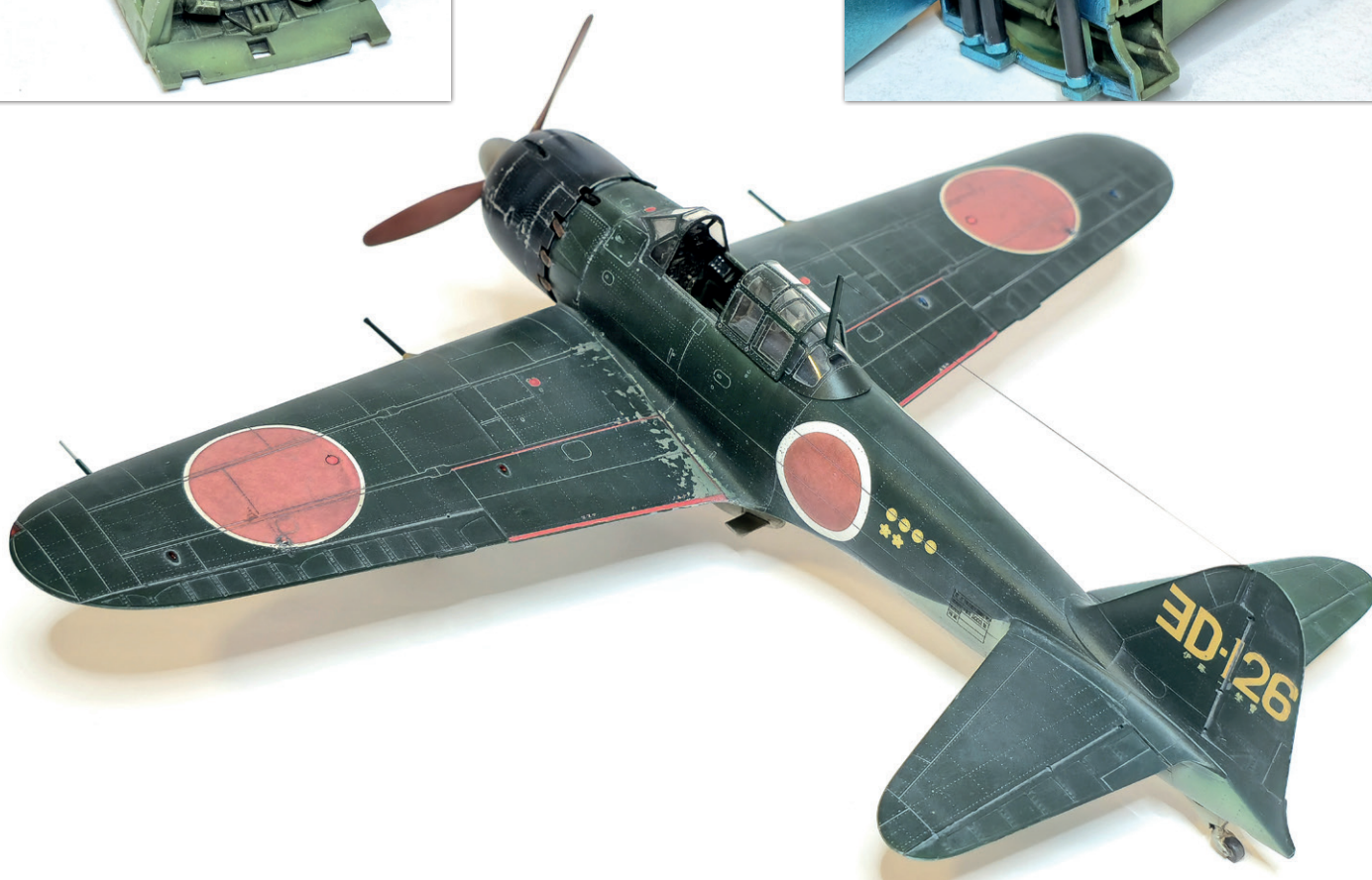
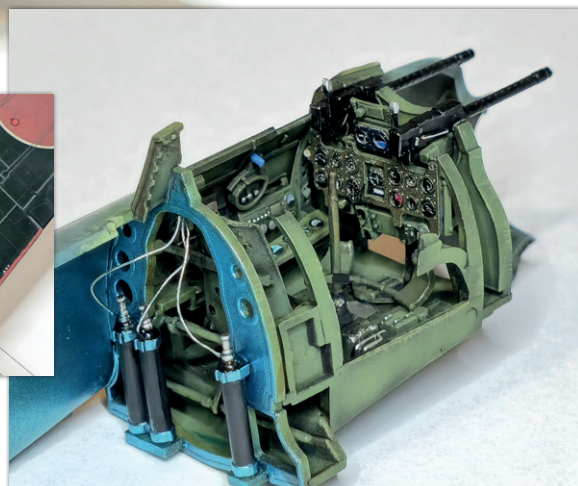


A6M5 ZERO TYPE 52A

1/48

#82216
MARKING D
built by **Paolo Portuesi**

Product Page

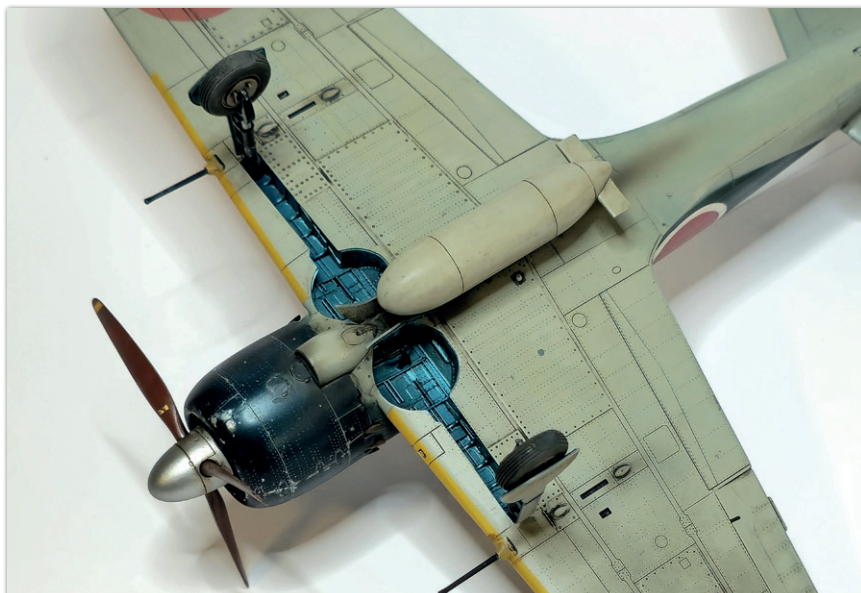


ENS Sada-aki Akamatsu, Kōkūtai 302, Atsugi, Japan, February 1945

Sada-aki Akamatsu was one of the most famous Japanese fighter pilots. Born in 1910, he voluntarily entered the Imperial Navy in 1928 and completed pilot training in March 1932. He successively served aboard the aircraft carriers Akagi, Ryūjō, and Kaga, and also with the Yokosuka and Ōmura Kōkūtai. In December 1937, Akamatsu was assigned to the Kōkūtai 13 in China, where he achieved 11 victories. In April

1941, he was transferred to the Kōkūtai 3 and from December 1941 he took part in the battles for the Philippines and the Netherlands East Indies. In July 1943 he was assigned to Kōkūtai 331 and in December he participated in the raid on Calcutta. In 1945, as part of the Hikōtai 1 of the Kōkūtai 302, he successfully contributed to the defense of the Japanese home islands. Flying the aircraft shown here, built by Nakajima, he

scored four confirmed and two unconfirmed kills against Hellcats in clashes with US Navy pilots on February 16 and 17. These successes were marked on the fuselage of his aircraft with cherry blossom symbols. Akamatsu was known for his courage but also for displays of disobedience and disrespect toward his superiors. He logged over 6,000 flight hours and achieved approximately 27 victories.



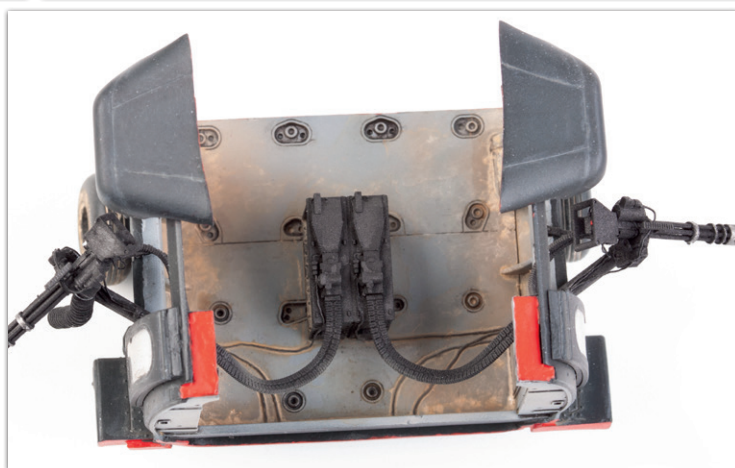
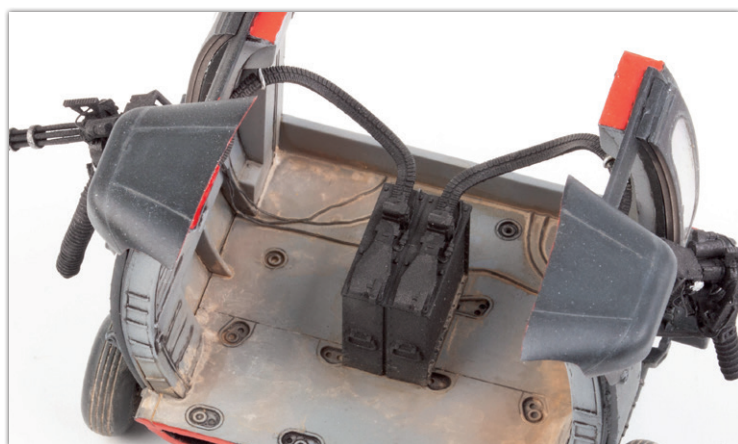
UH-60 MINIGUNS M134

1/48



#6481125
built by **Tomáš Pavlík**

Product Page



MiG-21R 1/72



A COLD WAR LEGEND

70147

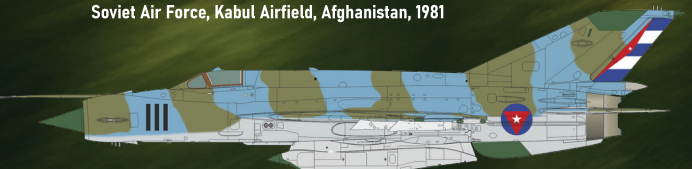
- now in a completely new-tool kit
- 5 camouflage schemes
- color photo-etched parts
- painting mask



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



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



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



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



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

EDUARD APRIL NEW RELEASES



P-51D Mustang 1/48
11196



P-40N Warhawk 1/48
84210



MiG-21MF 1/48
8231

BIG ED (June)

BIG33173 Meteor F.8 1/32 Revell
 BIG33174 Meteor FR.9 1/32 Revell
 BIG49475 Hampden B Mk.I 1/48 ICM
 BIG49476 P-47M 1/48 MiniArt

BRASSIN (June)

674069 Spitfire Mk.Vb LööK 1/72 IBG
 635042 Pz.Kpfw. III/IV tracks Type 3A PRINT 1/35
 6481188 F-16C wheel bays & legs heavyweight PRINT 1/48 Tamiya
 6481189 F-16I SUFA wheels 1/48 Great Wall Hobby
 6481190 F-16I SUFA ejection seats PRINT 1/48 Great Wall Hobby
 6481196 FAB-250 bomb PRINT 1/48
 6481197 F-16I SUFA exhaust nozzle PRINT 1/48 Great Wall Hobby
 672433 F-35B exhaust nozzle PRINT 1/72 Tamiya
 672455 Bf 109K-4 engine PRINT 1/72 Eduard
 672456 F-14D ejection seats PRINT 1/72 Tamiya
 672460 Bf 109K-4 wheel bays PRINT 1/72 Eduard

LööKPlus (June)

644349 Hurricane Mk.I LööKplus 1/48 Arma Hobby
 644350 P-47N LööKplus 1/48 MiniArt

BIGSIN (June)

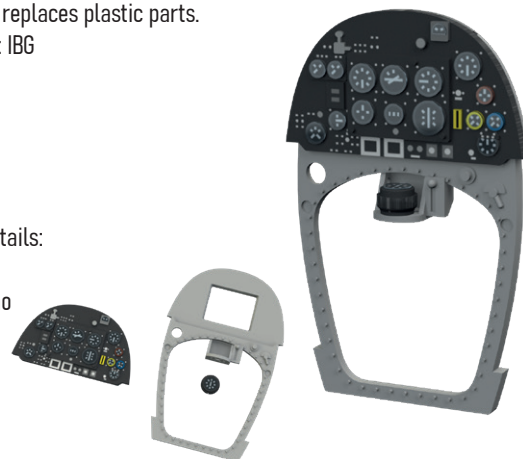
SIN648153 MiG-21F ESSENTIAL 1/48 Eduard
 SIN648154 F/A-18C armament 1/48 Eduard/Kinetic

674069**Spitfire Mk.Vb LööK****1/72 IBG**

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

Set contains:

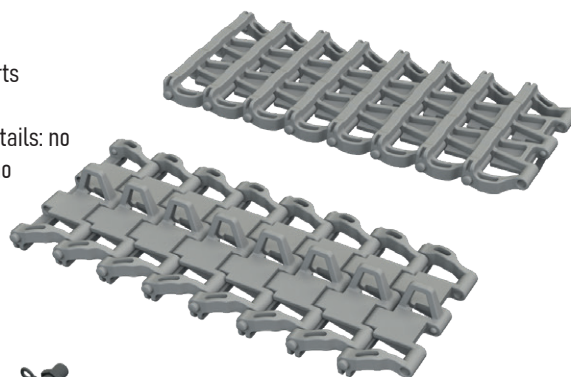
- resin: 2 parts
- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**635042****Pz.Kpfw. III/IV tracks PRINT****1/35**

Brassin set - workable track links for Pz.Kpfw. III or Pz.Kpfw. IV in 1/35 scale. Set consists of tracks for one model, including links used as an additional armour. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

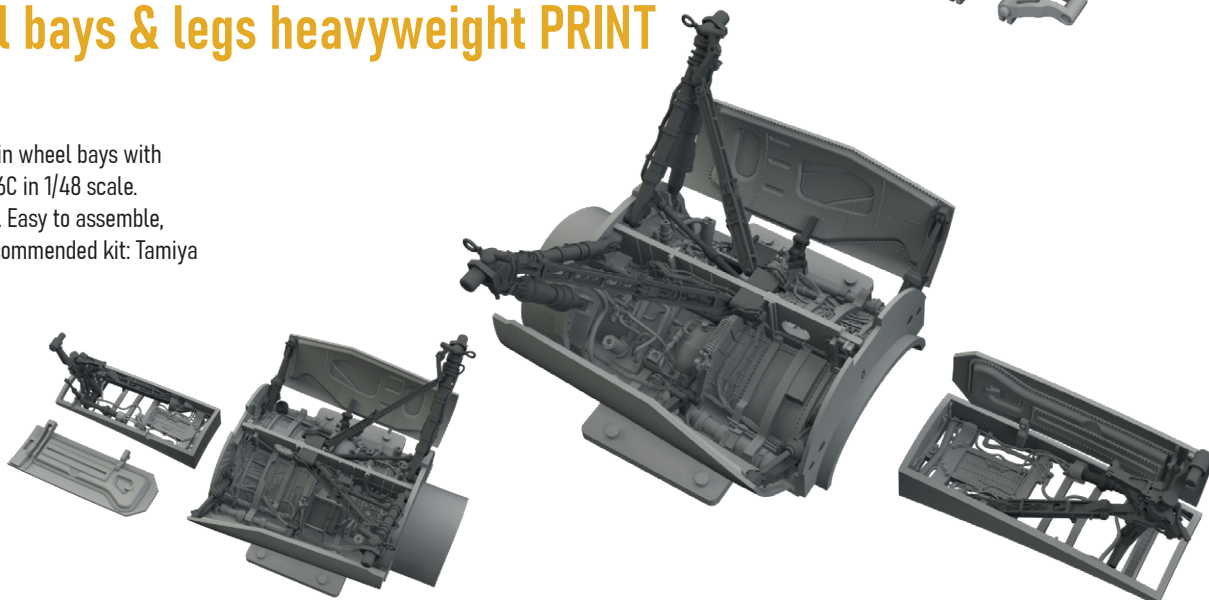
- 3D print: 240 parts
- decals: no
- photo-etched details: no
- painting mask: no

**6481188****F-16C wheel bays & legs heavyweight PRINT****1/48 Tamiya**

Brassin set - nose and main wheel bays with undercarriage legs for F-16C in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- 3D print 18 parts
- decals: no
- photo-etched details: no
- painting mask: no



6481189

F-16I SUFA wheels**1/48 Great Wall Hobby**

Brassin set - the undercarriage wheels for F-16I SUFA in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

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



6481190

F-16I SUFA ejection seats PRINT**1/48 Great Wall Hobby**

Brassin set - ejection seats with integral seat belts for F-16I SUFA in 1/48 scale. Set consists of 2 seats with two optional headrests. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

- 3D print: 10 parts
- decals: yes
- photo-etched details: no
- painting mask: no



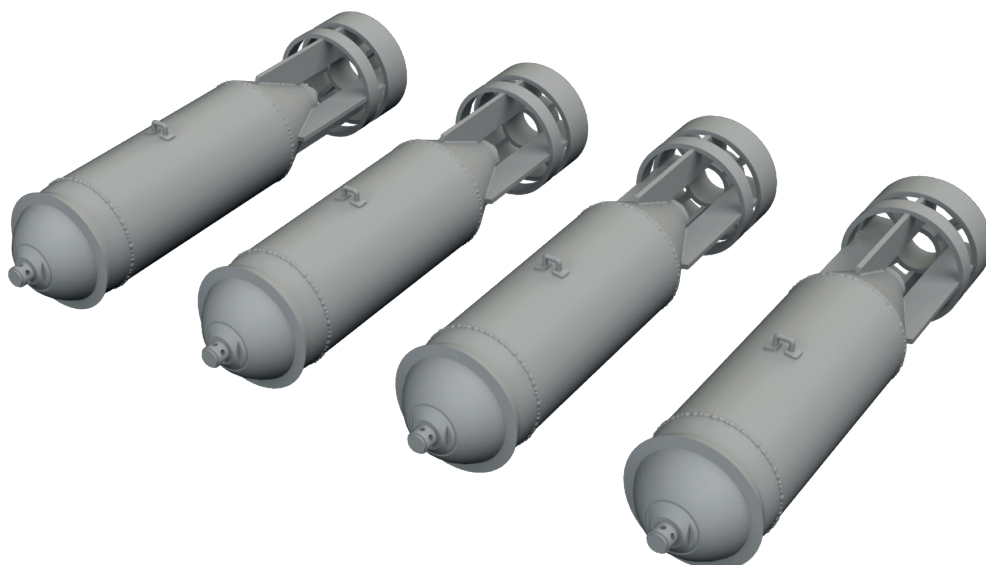
6481196

FAB-250 bomb PRINT**1/48**

Brassin set - Soviet cold war era FAB-250 bombs in 1/48 scale. Set consists of 4 bombs. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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



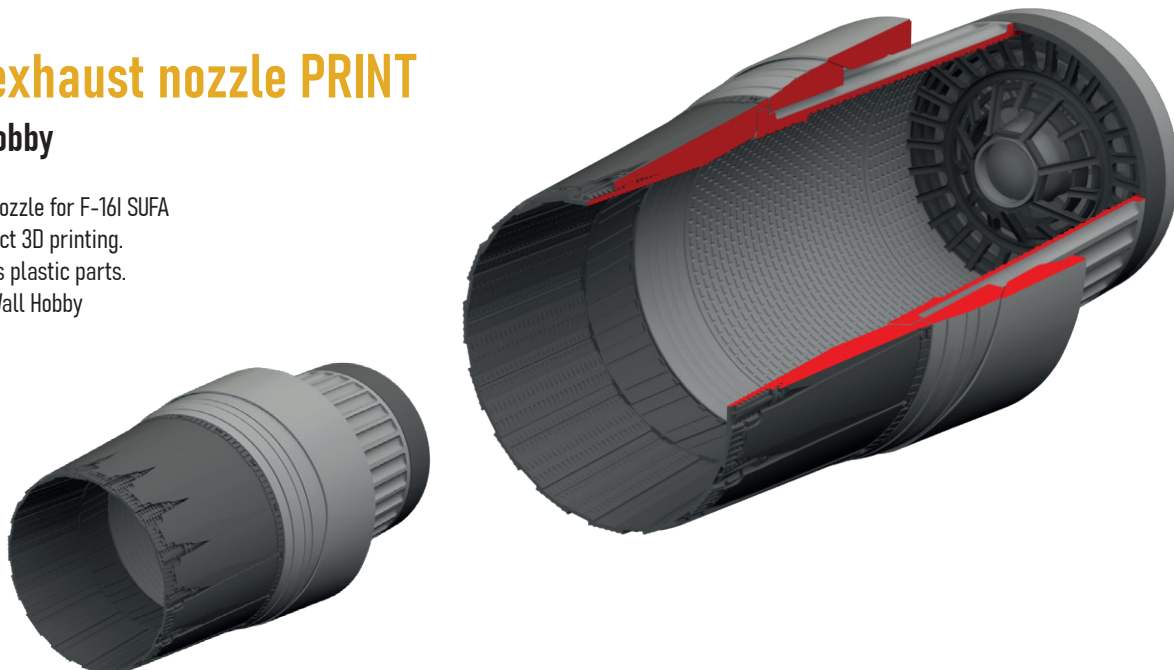
6481197

F-16I SUFA exhaust nozzle PRINT**1/48 Great Wall Hobby**

Brassin set - an exhaust nozzle for F-16I SUFA in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

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



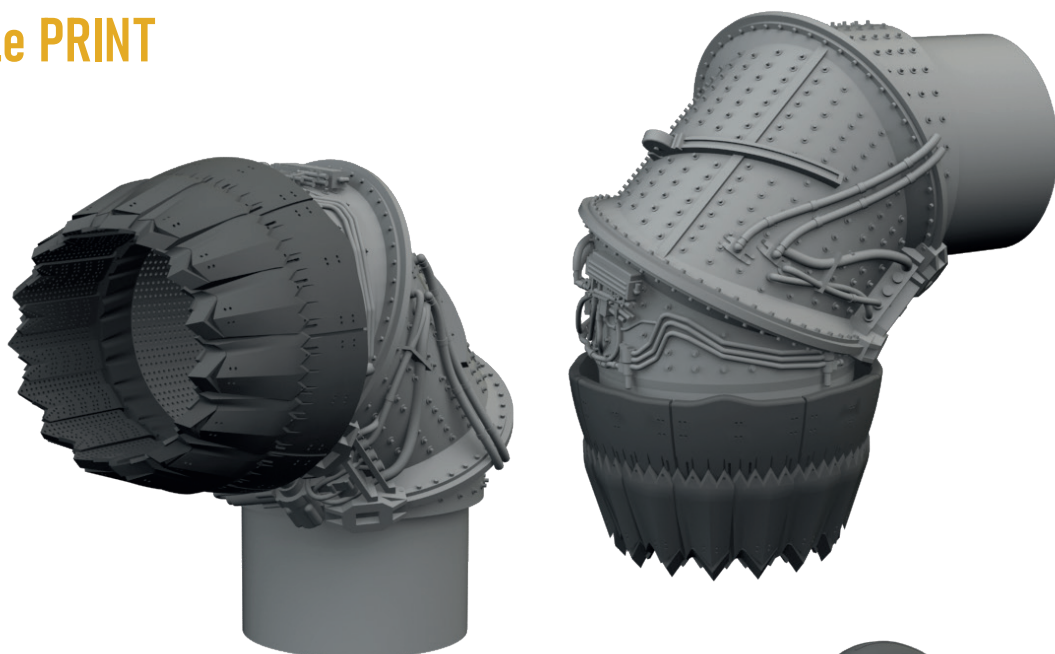
672433

F-35B exhaust nozzle PRINT**1/72 Tamiya**

Brassin set - an exhaust nozzle for F-35B in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



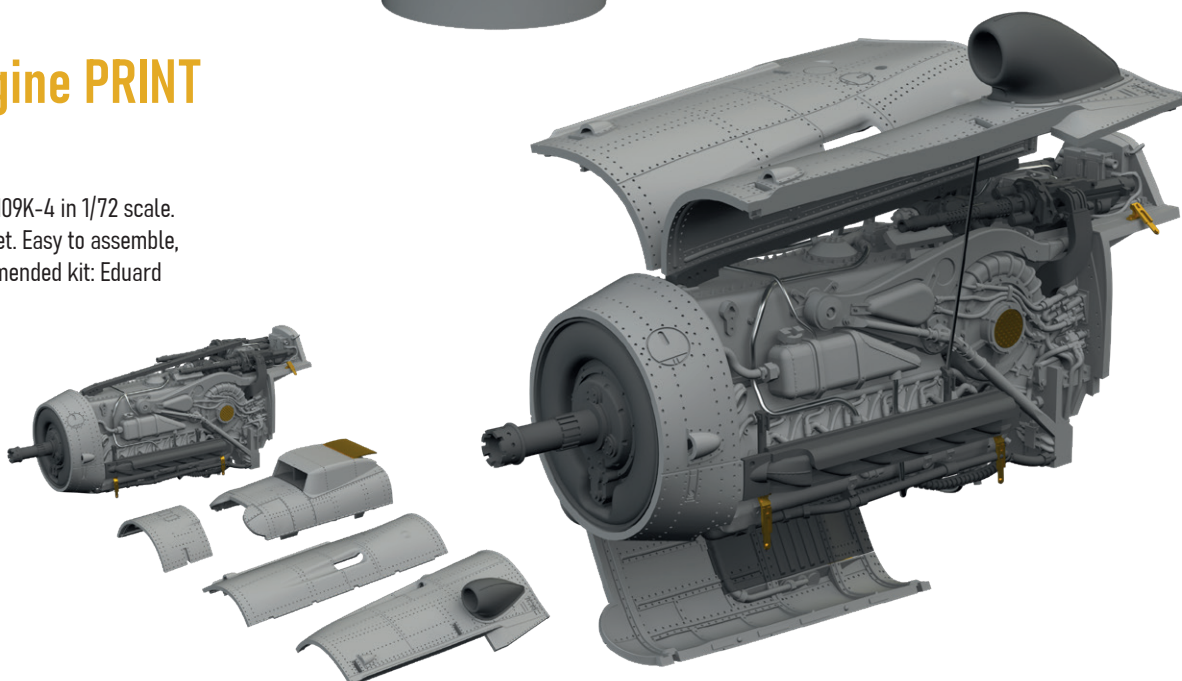
672455

Bf 109K-4 engine PRINT**1/72 Eduard**

Brassin set - an engine for Bf 109K-4 in 1/72 scale. Cowlings are included in the set. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 26 parts
- decals: no
- photo-etched details: yes
- painting mask: no



672456

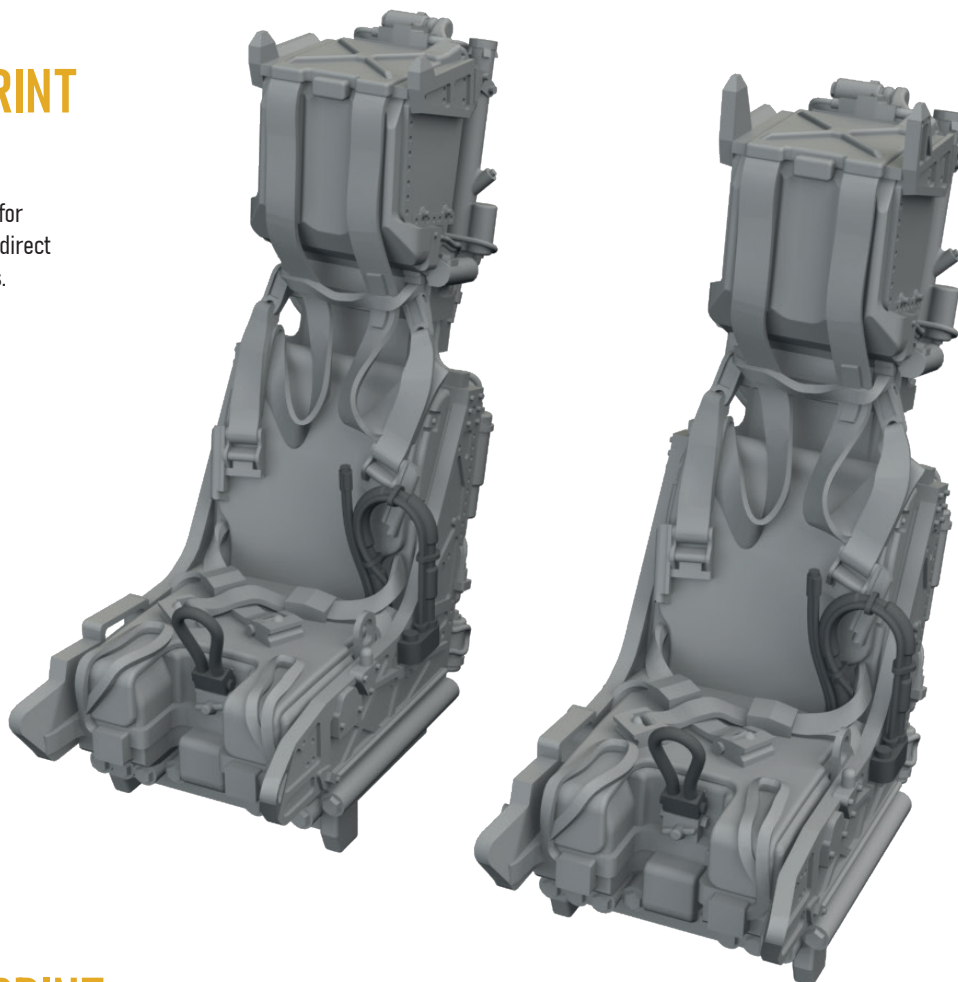
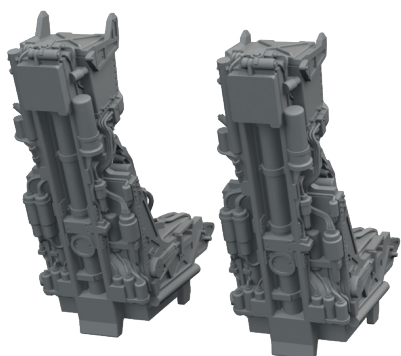
F-14D ejection seats PRINT

1/72 Tamiya

Brassin set - ejection seats with integral seat belts for F-14D in 1/72 scale. Set consists of 2 seats. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



672460

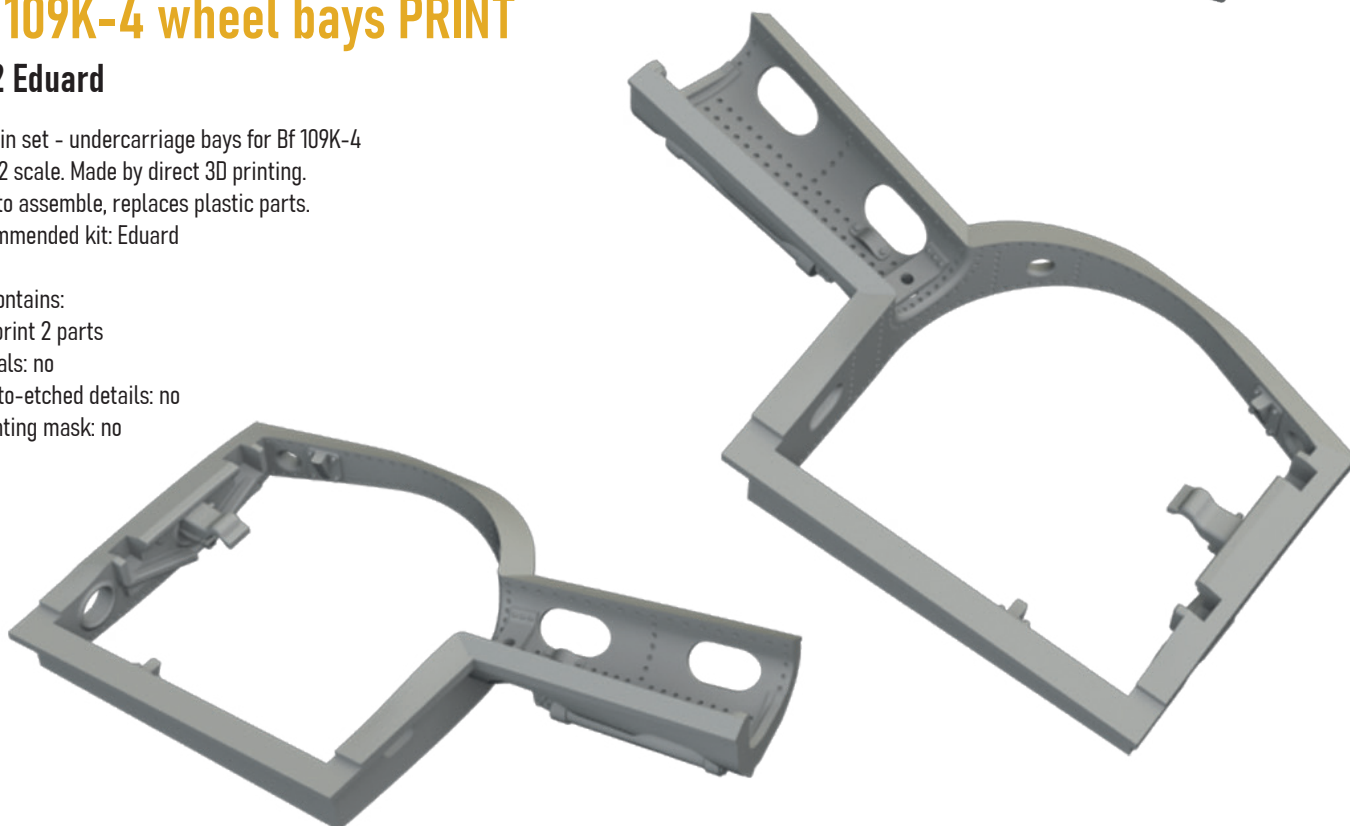
Bf 109K-4 wheel bays PRINT

1/72 Eduard

Brassin set - undercarriage bays 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 2 parts
- decals: no
- photo-etched details: no
- painting mask: no





SCALE MODEL SHOW

MAY 16th, 2026



MUSEUM OF THE HOMELAND WAR KARLOVAC–TURANJ, CROATIA

MUZEJ DOMOVINSKOG RATA KARLOVAC–TURANJ

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



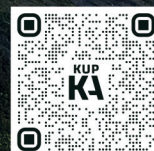
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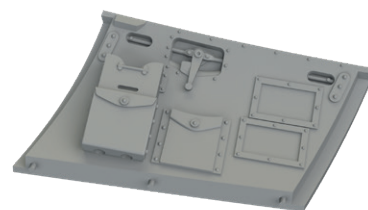
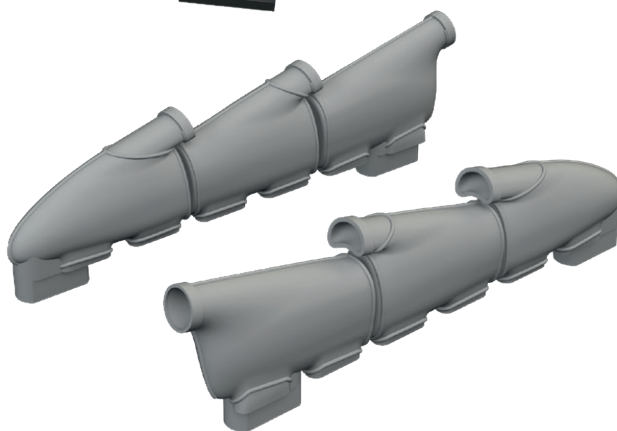
Hurricane Mk.I LööKplus

1/48 Arma Hobby

Collection of 5 sets for Hurricane Mk.I in 1/48 scale.

Recommended kit: Arma Hobby

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- exhaust stacks
- pilot's seat
- cockpit doors



644350

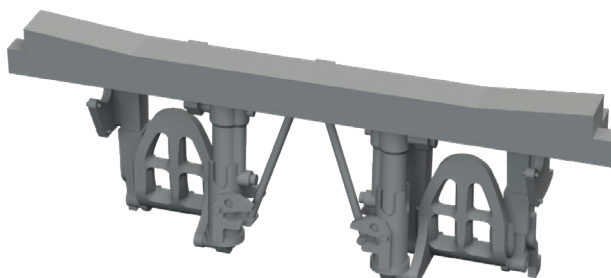
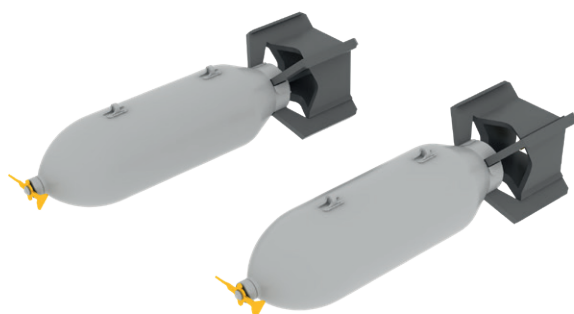
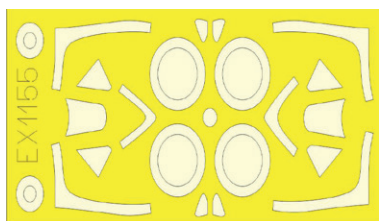
P-47N LööKplus

1/48 MiniArt

Collection of 4 sets for P-47N in 1/48 scale.

Recommended kit: Miniart

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- cockpit upgrade set (rudder pedals, control stick)
- 250kg bombs
- TFace mask



LööK+

LööK+

SIN648153

MiG-21F ESSENTIAL**1/48 Eduard**

Collection of 4 sets for MiG-21F in 1/48 scale.
Recommended kit: Eduard

- cockpit
- cockpit ladder
- drop fuel tank
- exhaust nozzle

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



SIN648154

F/A-18C armament**1/48 Eduard/Kinetic**

Collection of 7 sets for F/A-18C in 1/48 scale.

Recommended kit: Eduard / Kinetic

- AIM-9M/L missiles
- GBU-12 bombs
- AN/AAV-28 (V) Litening pod
- CBU-87 bombs
- GBU-38 bombs
- AIM-9X missiles
- AIM-120C missiles

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



PE-SETS

491587	Fw 190D-9	1/48	MiniArt
73870	Me 262A	1/72	Arma Hobby

ZOOMS

FE1587	Fw 190D-9	1/48	MiniArt
FE1588	Fw 190D-9 seatbelts STEEL	1/48	MiniArt
FE1589	MiG-21F-13 Weekend	1/48	Eduard

MASKS

EX1177	Fw 190D-9	1/48	MiniArt
EX1178	Fw 190D-9 TFace	1/48	MiniArt
EX1179	F/A-18C TFace	1/48	Eduard/Kinetic
EX1180	F-16CJ Block 50 TFace	1/48	Tamiya
EX1181	P-47M TFace	1/48	Tamiya

SPACE

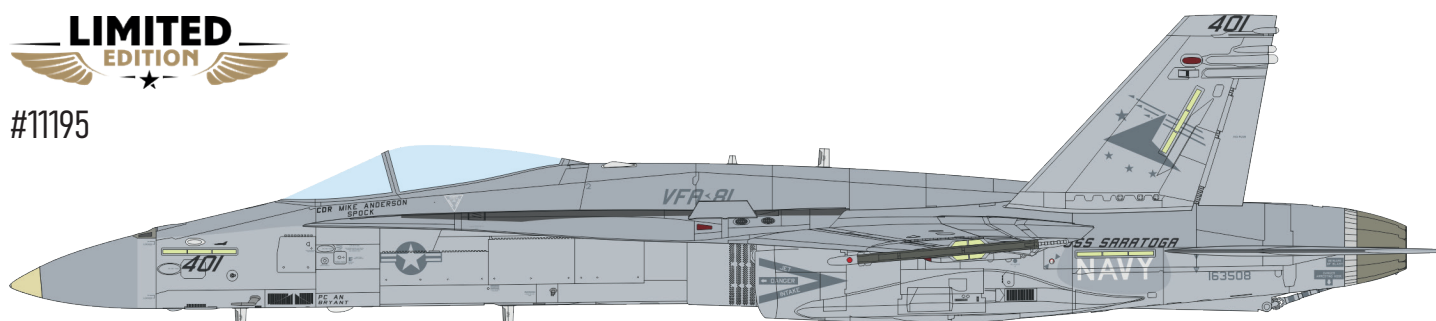
3DL48281	Fw 190D-9 SPACE	1/48	MiniArt
3DL48282	F/A-18C SPACE	1/48	Eduard/Kinetic
3DL48283	He 219A-7 SPACE	1/48	Tamiya
3DL48284	P-47M SPACE	1/48	Tamiya
3DL72090	Me 262A SPACE	1/72	Arma Hobby
3DL72091	MiG-21 PFM / MF/ R / bis canopy seal SPACE	1/72	Eduard
3DL72092	Bf 110F SPACE	1/72	Eduard

HORNET LEGACY

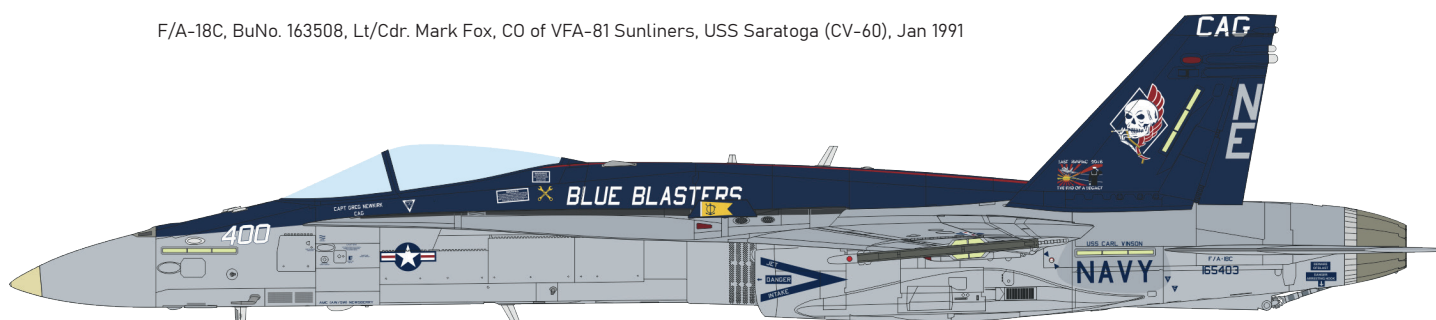
1/48



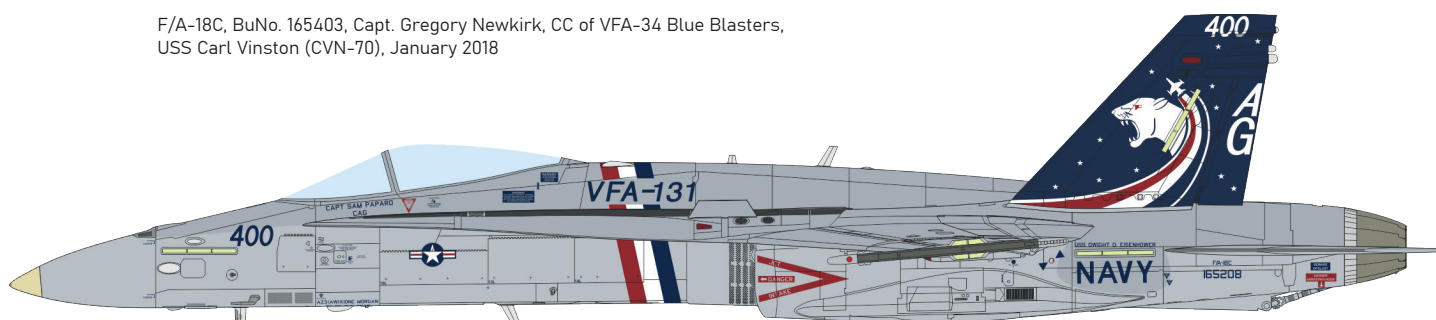
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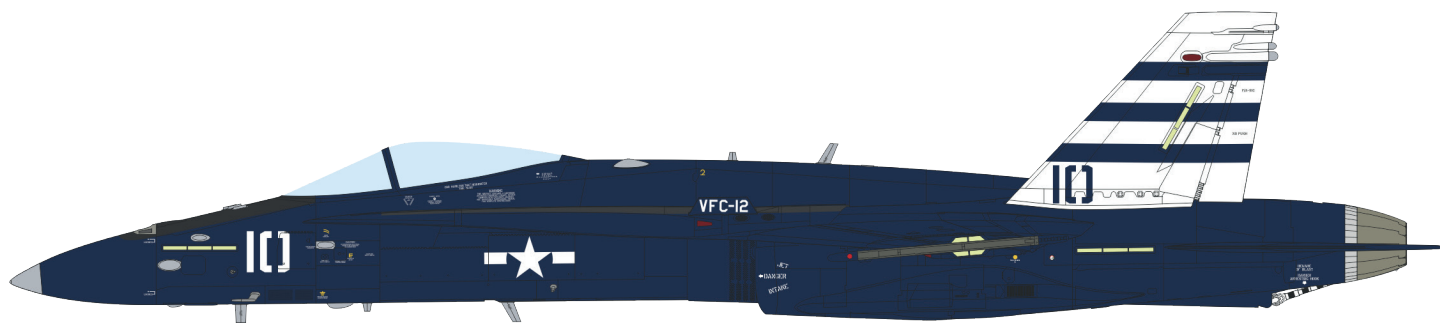
F/A-18C, BuNo. 163508, Lt/Cdr. Mark Fox, CO of VFA-81 Sunliners, USS Saratoga (CV-60), Jan 1991



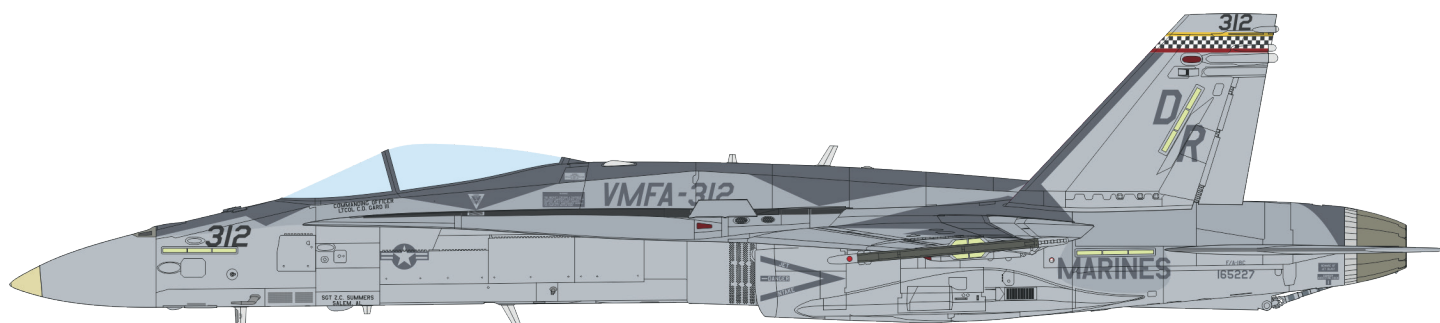
F/A-18C, BuNo. 165403, Capt. Gregory Newkirk, CC of VFA-34 Blue Blasters, USS Carl Vinson (CVN-70), January 2018



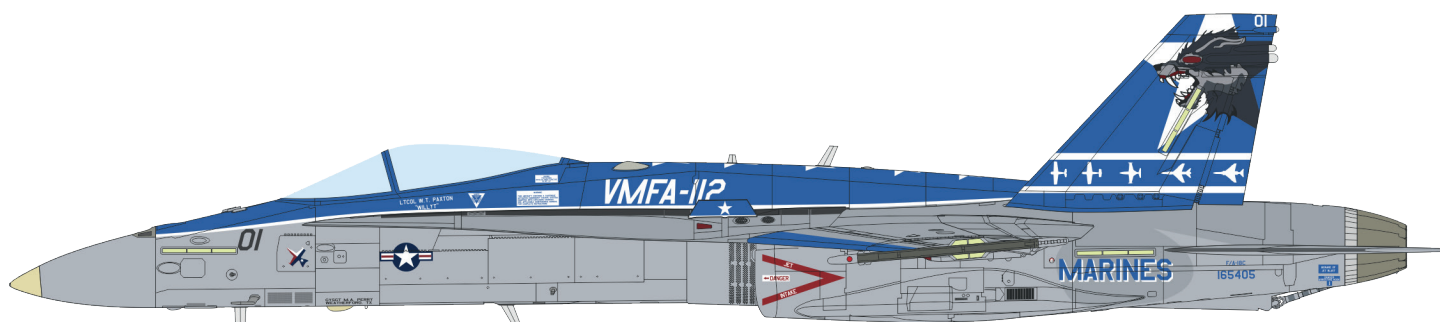
F/A-18C, BuNo. 165208, VFA-131, USS Dwight D. Eisenhower (CVN-69), August 2012



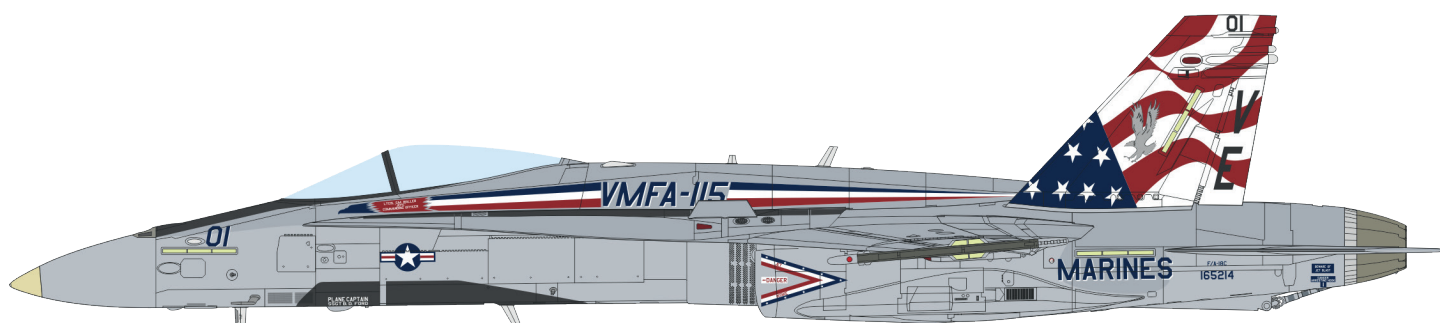
F/A-18C, BuNo. 164673, CONA, VFC-12, Naval Station Oceana, February 2011



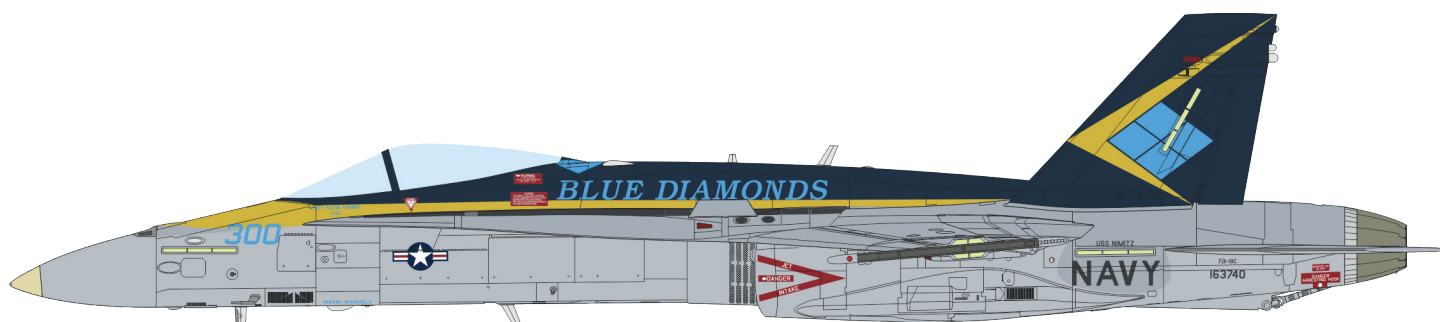
F/A-18C, BuNo. 165227, LtCol. Clayton D. Gard, CO of VMFA-312 Checkerboards, MCAS Iwakuni, Japan, November 2022



F/A-18C, BuNo. 1645405, LtCol. William T. Paxton, CO of VMFA-112 Cowboys, NAS/JRB Fort Worth, 2024



F/A-18C, BuNo. 165214, LtCol. Edmund B. Hipp, VFA-115 Silver Eagles, Iwakuni MCAS, Japan, February 2022



F/A-18C, BuNo. 164709, VFA-146, Blue Diamonds, USS Nimitz (CVN-68), July 2014

Battle of Britain Spitfire Mk.I 1/48



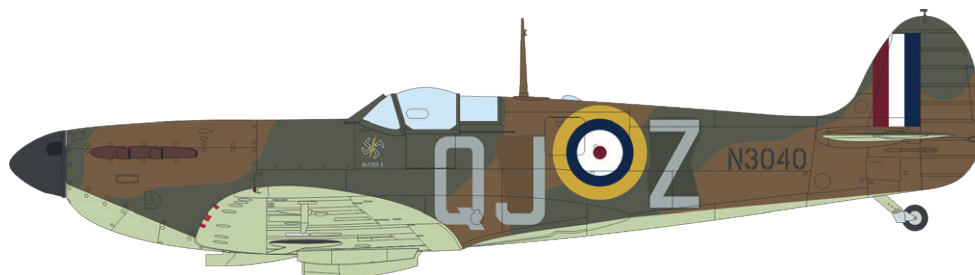
#11197

**LIMITED
EDITION**


P9428, S/Ldr Hilary R. L. Hood,
No. 41 Squadron, RAF Hornchurch,
United Kingdom, May–October 1940



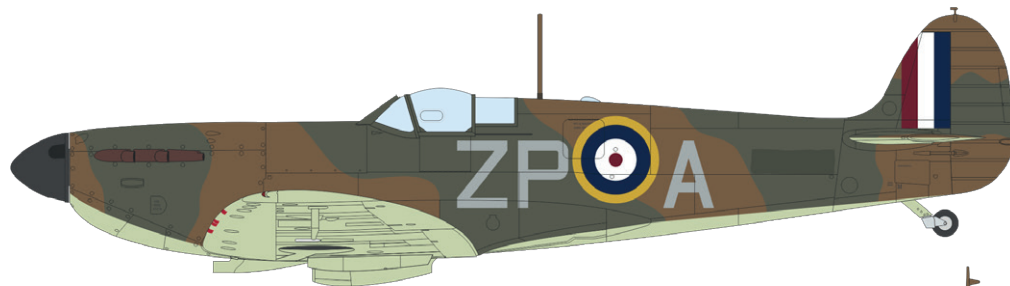
N3040, F/Lt Brian J. Lane,
19. Squadron, RAF Duxford,
United Kingdom, March–June 1940



N3040, F/Lt Robert R. S. Tuck,
92. Squadron, RAF Pembrey,
United Kingdom, July–August 1940



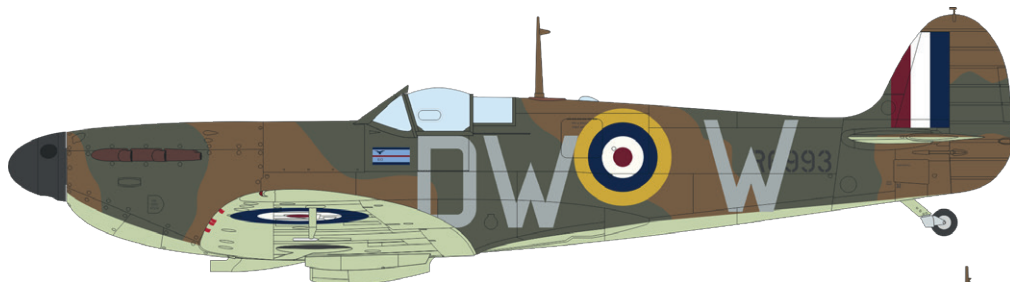
K9959, F/O Desmond F. B. Sheen, No. 72 Squadron, RAF Acklington,
United Kingdom, May–August 1940



K9953, F/Lt Adolph G. Malan,
No. 74 Squadron, RAF Hornchurch,
United Kingdom, June–August 1940



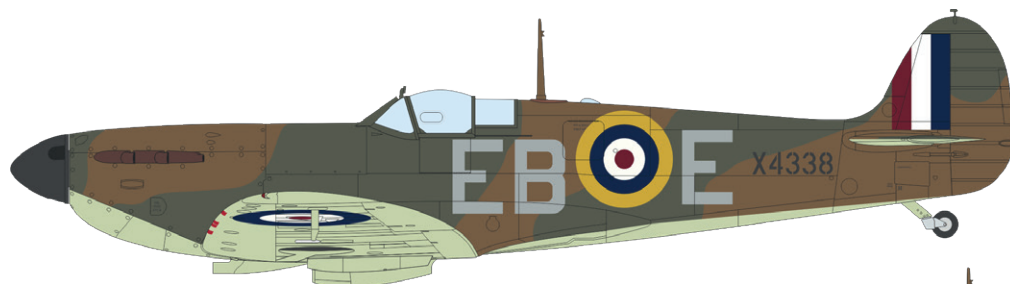
R6895, F/Lt Alan C. Deere,
No. 54 Squadron, RAF Hornchurch,
United Kingdom, July–August 1940



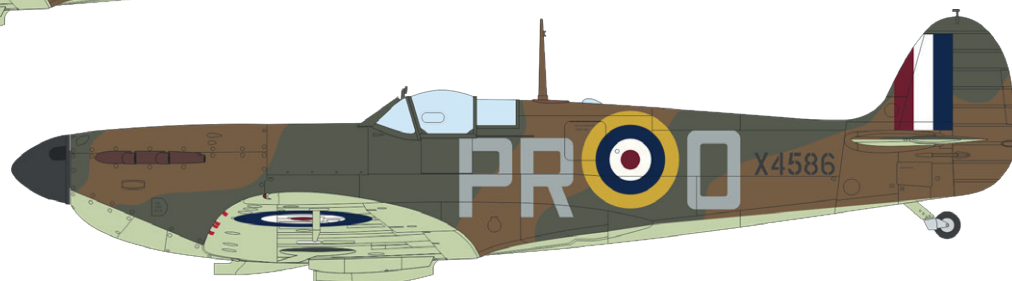
R6993, S/Ldr John Ellis,
No. 610 Squadron, RAF Biggin Hill,
United Kingdom, August 1940



X4352, F/O Leonard A. Haines,
No. 19 Squadron, RAF Fowlmere,
United Kingdom, September 1940



X4338, P/O Eric S. Lock,
No. 41 Squadron, RAF Hornchurch,
United Kingdom,
September–October 1940



X4586, F/Lt John C. Dundas,
609. Squadron, RAF Warmwell,
United Kingdom, October–November 1940



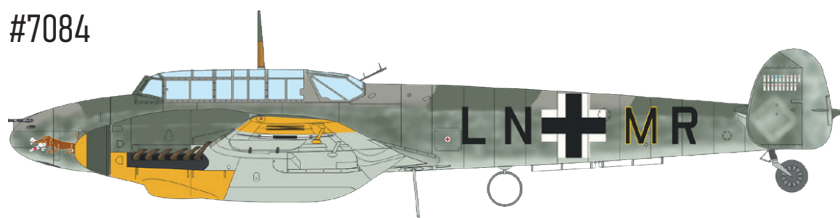
R6957, Sgt Alan S. Harker, No. 234 Squadron, RAF St. Eval,
United Kingdom, November 1940 – March 1941

Bf 110F

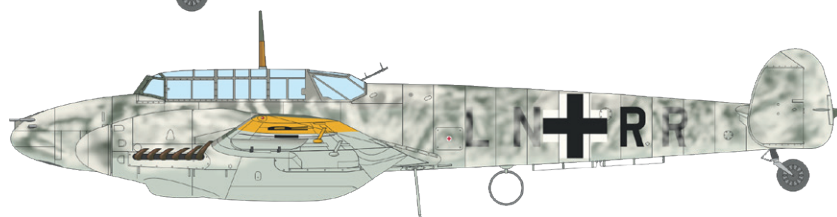
1/72



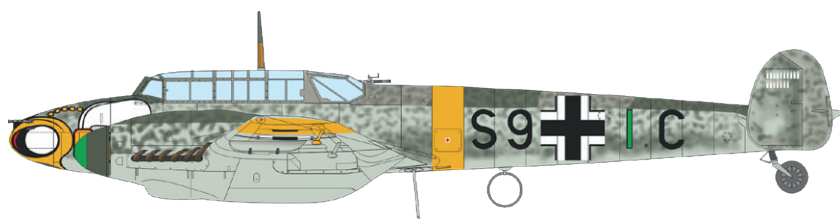
#7084

ProfiPACK
edition

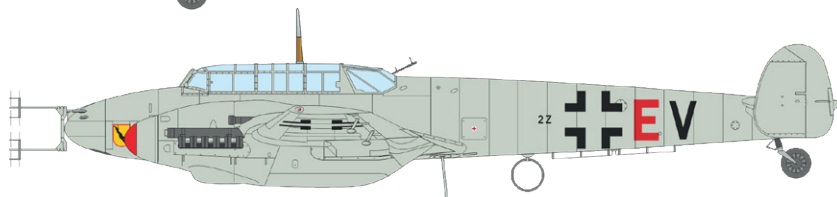
Bf 110F-2, W.Nr. 2547, Ofw. Theo Weissenberger,
6.(Z)/JG 5, Petsamo, Finland, June 1942



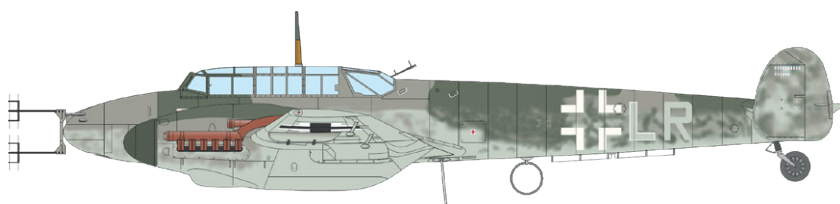
Bf 110F-2, W.Nr. 5080, Lt. Walter Forst,
13.(Z)/JG 5, Kirkenes, Norway, Winter 1942/1943



Bf 110F-2, Oblt. Günther Tonne, CO of II./ZG 1,
Belgorod, the Soviet Union, June 1942



Bf 110F-4, Oblt. Martin Bauer, CO of 11./NJG 6,
Zilistea, Romania, June 1944



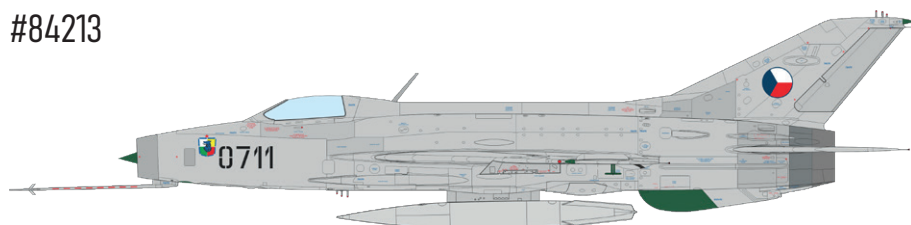
Bf 110F-4, Ofw. Reinhard Kollak, 7./NJG 4,
Juvincourt, France, June 1943

MiG-21F-13

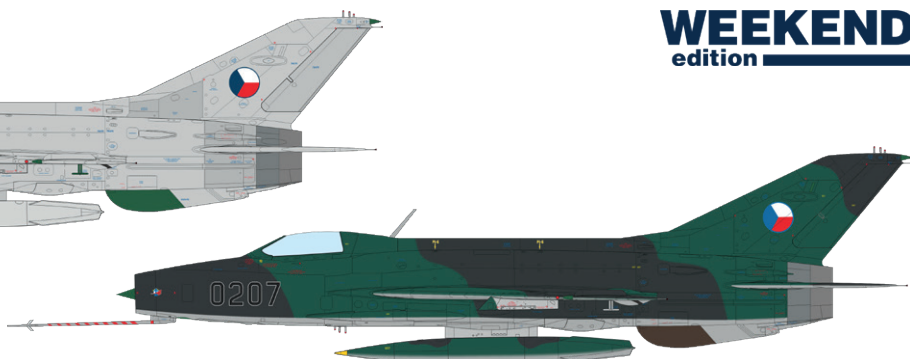
1/48



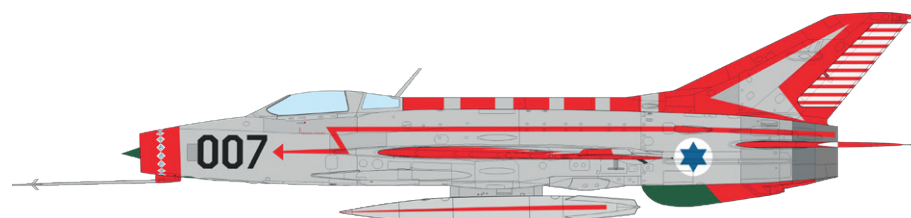
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WEEKEND
 edition


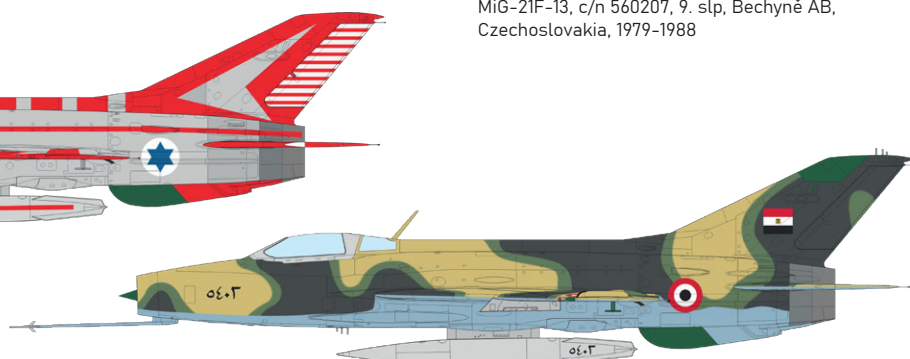
MiG-21FR, c/n 760711, 5. slp, Plzeň-Líně AB,
Czechoslovakia, 1974-1985



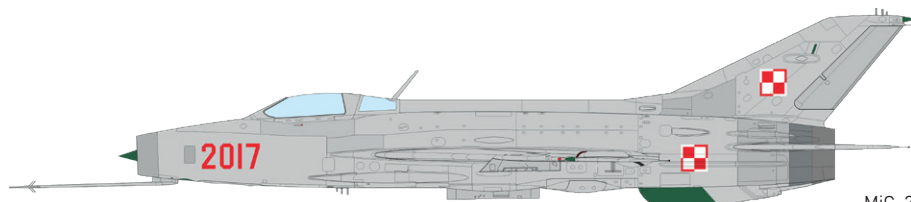
MiG-21F-13, c/n 560207, 9. slp, Bechyně AB,
Czechoslovakia, 1979-1988



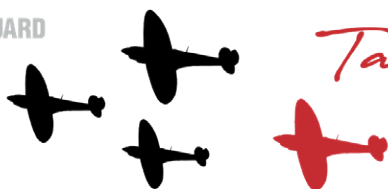
MiG-21F-13, Israel Air Force Hatzor AB,
Israel, April 1968



MiG-21F-13, 102nd Air Brigade,
Sayah el-Sharif AB, UARAF, Egypt, 1973



MiG-21F-13, c/n N74212017, 2. PLM, Wojska Lotnicze,
Szczecin-Goleniów AB, Poland, 1965-1971



WE FINALLY HAVE THEM ALL UNDER ONE ROOF!

Text: Jakub Nademlejnský

You know what it's like to order something online. You find it, click, click, order placed, beep, paid by card, in the delivery box the next day, at your doorstep the day after that.

Well, it wasn't nearly that simple for us with our 3D printers. When we were planning to expand production into our renovated 3D printing workshop in Sedlec, we never would have dreamed how complicated buying 3D printers would actually be. Unfortunately, we scheduled the purchase for a time when the manufacturer, Phrozen, was upgrading its flagship model and starting to offer 16K resolution printers instead of 14K ones. We had planned to buy the 14K models, but we wouldn't have minded the 16K models either—after all, they are the latest models. First, we reached out to our regular suppliers in the Czech Republic; unfortunately, their inventory of these printers was either down to a few units or completely out of stock, but we wanted to purchase between 10 and 20 units. So in December, we decided to reach out to practically all official distributors of the Taiwanese company Phrozen in the European Union—there are about 15 of them as of today. To our surprise, however, we ultimately received offers from only two of them. With delivery as early as February. And that's because even they had only a few units in stock—or none at all. And since these 3D printers are shipped from Asia only by sea, delivery simply takes time.

Here, I'd like to take a brief detour to another topic. It's unclear just how much the outbreak of war in the Middle East ultimately affected delivery times. But it likely affected our printers as well. What it definitely affects, however, are the prices of filament. And significantly so. In the first few weeks after the war began, our business partners in China reached out to me, warning that the price of filament in Asia was skyrocketing, it was becoming a scarce commodity, and middlemen were reselling it to Japan, since that's where it ran out first. Eventually, it caught up with us here in Europe as well. Our latest order of plastic granules cost about 30% more than the previous one, and we'll have to see where prices eventually peak. When the conflict broke out and halted operations at several major airports in the Middle East, shipping costs also skyrocketed. Fortunately, we didn't have anything in transit from Asia by air at the time.

Well, back to the printers. They didn't arrive in February, nor in March. By the first half of April, they were with the distributors, and our supplier from Bulgaria finally delivered them to us around mid-April after all the formalities were settled.

And why did we go through all this, anyway? Phrozen printers ultimately proved to be the perfect replacement for Asiga printers, which, even in the new Ultra version, proved problematic. To be precise, the main issue is the projector and its lifespan. The situation had reached a point where we finally decided to gradually phase out Asiga DLP printers and switch to Phrozen SLA printers. Thanks to rapid innovation and lightning-fast improvements in print resolution, Phrozen went from 4K printing (which was the same resolution the Asiga printer had and still has) to 16K printing in just about two years. It's a huge leap—hats off to such progress. We couldn't ignore this dramatic shift. Our competitors were, of course, using these printers, and it was starting to show in print quality—which is understandable. Given how affordable Phrozen printers are, it wasn't difficult for our competitors to acquire them. What's more, any hobbyist can get one for home use; learning to print or work with 3D designs and prepare print jobs is also quite simple thanks to various tutorials on YouTube, so suddenly everyone around us could be printing at a higher quality than we could. The Phrozen defect rate of prints is higher than with Asiga machines, assuming these work as they should, but everything else speaks in Phrozen's favor. And so we now have 22 of them sitting on our shelves; a third of them are printing parts for the Brassin series, and 15 of them are ready to print components for the first kit in the 1/32-scale Hybrid series, the Mustang P-51B. To be clear and so that modelers have no doubts about print quality, the 3D-printed parts for the 1/48 Avia S-199 were also printed on Phrozen printers. The print quality was very well received, and we have taken modelers' feedback into account. I consider the most significant changes on our part to be the switch to a less brittle material and a change in packaging, where we plan to pack the parts in transparent boxes like Brassin's, which we will secure inside the kit with the model so that they no longer move around in the box. So we'll see at E-Day!

