

INFO | Eduard

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

JUNE 2026

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EDITORIAL

Just like last month, today I will devote a large part of my editorial to this year's E-day. The exhibition date is fast approaching, so it is appropriate to pay due attention to some specifics. The E-day program has evolved a bit since the beginning of May, compared to what I wrote last time, and the changes are for the better.

We start on Friday evening. This is a long standing tradition. The acceptance of competition models opens in Hall H on Friday from 5:00 PM. We have put together a new model for this year and are using it as our admissions kit. Each competitor who registers on the competition website will receive an assigned QR code, with which they will pass through the entrance gate to the exhibition center on both Friday and Saturday without paying or further delay. You can register [here](#).

There are two new product presentations planned for Friday. First, at 6:00 PM, there will be a presentation to introduce new Eduard products, which will put a strong emphasis on the Hybrid 1:32 series. After that, there will be a presentation of Special Hobby new products, which will be presented by Fredy Riedel at 7:00 PM.

Saturday, June 27

On Saturday, registration for competition models begins at 8:00AM, when the ticket offices and entrance gates will open aswell. The exhibition officially begins at 9:00AM.

HALL G, 9:30AM – 11:00AM

We start the program in Hall G at 9:30 with a presentation introducing Eduard's new products and the 1:32nd scale P-51B in the Hybrid line, and in fact, in this case, the Royal Hybrid. The presentation will be very similar to Friday's presentation, but it will be shorter. It is planed to end at 10:00.

At 10:15AM, the presentation of the film *The Lone Wolf* will begin in Hall G, and will be presented by its director Ondřej Veverka, screenwriter Peter Pelech, and author of the comic book that is the basis for the film, Jakub Dušek. The filmmakers contacted us at the last minute and, through Filip Nevečeřal, asked us for the opportunity to present their work at E-Day. The film, which its creators refer to as a docudrama, is about the famous Czech fighter pilot and ace of the Battle of Britain, Josef František. So far, only a short trailer has appeared on the Seznam news server, but let's face it, the topic is so interesting for modelers that I didn't hesitate for a moment and adjusted the program so that we could fit this in. I did this by shortening Saturday's Eduard presentation to half an hour, believing that it would be enough. The thing is, there are actually very few, if any, new things about Eduard that you don't already know about. That's why I believe this was the right way to go.

HALL A 10:00AM – 10:45AM

Unlike last year, the program in Hall G and the U jezírka Café (The Lakeside Cafe) will not overlap. When there is an event taking place the Café, there will be a break in Hall G and vice versa. Unfortunately, what still conflicts with the program in the Café and Hall G are the workshops. These are held in Hall A, you can get to them through the side entrance to the back of the hall. Starting at 9:00 a.m., there will be a demonstration of HGW's new 3D rivet technology led by Daniel Marek. Free samples of these rivets will be available to visitors at this workshop. This will be followed by the presentation of the Echotech ultrasonic knife led by Daisuke Yanagimoto. Mr. Yanagimoto will speak in English, his presentation will be interpreted into Czech by Petra Šolcová. Petra is extremely popular among modelers and I am glad that she will have an important role at E-day this year. We will still consider whether she would also interpret the English-led talks in the café. But we are in a tight time crunch there and I admit that I am worried about complicating the matter by adding pressure even more with translations.

HALL A 11:00AM – 11:45

From 11:00, Jan Baranec will start a presentation of the 1:32nd scale P-51B Mustang assembly of the new EDUARD HYBRID series kit in Hall A. We assume that at that moment the lecture will be given by a person who will be one of the few modelers in the world with practical experience in building this kit, and for this reason alone it is worth listening to. In addition, he is also an excellent modeler, so his advice and recommendations are always valuable. We do not yet have a single complete piece of this kit that we could give to someone to build, but that will change. The remaining unfinished molds are at a very advanced state of development and the production of 3D prints on our new 3D printing farm is successfully underway, and decals will also be printed soon.

The Cafe, 11:00AM – 11:50AM

After the presentation of the film *The Lone Wolf*, there will be a break in Hall G, which you can either use to ask questions of the film crew members or for other activities, or you can move to the U jezírka Café, (Lakeside Cafe) where at 11:00AM Jaroslav Háječek will begin an interview with Stanislav Riegel, director and co-owner of Aires. At 11:30AM, the program in the Café will continue with a conversation between Petr Švihovec and Aleš Beránek about the fortress city of Terezín. If you are interested, you can go to Terezín with Mr. Beránek on Sunday, see the fortifications and learn something about how the fortress functioned when it fulfilled its original military mission of defending the northwestern approaches to Bohemia. The trip to Terezín will depart from the NS Hall on



Sunday at 9:15AM; you must have your own transport.

At 12:00, the program continues in Hall A with a workshop by Jozef Blažek about the latest news from Gunze GSi, also known by its original name Gunze Sangyo. Here we come to one of the critical points of the program, because at the same time, also at 12:00, another program begins in Hall G.

HALL G 12:00PM

This is Jaroslav Háječek's interview focusing on the famous Alien, the Mi-35 coded 3366, the subject of, among other things, a model we released back in January, which all of you will remember and many will have in their stash or on their workbench. This discussion may also be a good reason to come out to Litoměřice, because the real Alien will be discussed here by Jan Růkr, the originator of the Alien scheme design, Karel Novotný, one of its pilots, and Martin Havlín. The latter may not talk much, but he will scare a lot of people. He is a cosplayer and will be there in an Alien costume. After their program, there will be an hour-long break in Hall G, which we will use for an autograph session, so if you bring your Alien kit or at least the instructions or publication from it, you have a great opportunity to improve them with the signatures of people who had a significant hand in the development of this masterpiece of a kit.

Cafe 1:00PM, HALL A 1:00PM

The intermission autograph session is scheduled for Hall G from 1:00PM, while at the same time, Jakub Nademlejnský's interview with David Plasmo Damek, a successful YouTuber and online modeler, will begin in the Café. At 1:30PM, Jakub will continue his interview with Italian modelers Paolo Portuesi and Fabio Besani in the café. The interview will be conducted in English.

In Hall A, Jan Merhaut's workshop on the basics of painting figures is scheduled for 1:00PM.

HALL G 2:00PM

The program in Hall G will come to life at 2:00PM with the Eduard Pot Q and A session, moderated by Jindra Štěrbáček with myself as his guest. Needless to say, the Pot is a guarantee to provide a good mood every year, especially if it is moderated by Jindřich, because Jindřich is really knowledgeable in our field and knows how to ask interesting things. There will be a break in the Cafe from 2:00PM., and at the same

time, Lukáš Deml's workshop on Terrain Creation for Dioramas will be held in Hall A.

Cafe 3:00PM HALL A 3:00PM

The Café at 3:00PM will return to the theme of the personality of Josef František in an interview with Petr Švihovec and the director of the film Lone Wolf, Ondřej Veverka. At 3:30PM the programme in the Café continues with an interview with Jaroslav Háječek and last year's overall winner of the E-Day / Czech Model Master competition, Christian Gerard. This interview will also be in English. In Hall A at the same time, starting at 3:00PM, there will be a workshop with Jan Merhaut and Albert Šorm on the topic of model shading.

HALL G 4:00PM

Raffle results will be announced in Hall G starting at 4:00PM. We introduced the raffle last year and due to its great success, we are including it in the program again this year. Compared to last year, however, we will announce the main prizes publicly, and we want to give more publicity to the raffle and the prizes. And make a bit of a show out of it, in the process. The prizes will be of a high quality, in addition to last year's prizes, such as a tour of the company or an airplane flight, there will be valuable rare kits, but also airplane parts and original paintings.

HALL A 4:00PM

With the announcement of the raffle winners, which is also the last program on Saturday in Hall G, only the workshop of Petr Šilhánek from the company Part2Print in Hall A remains. Petr is a great expert in 3D printing, he has been dealing with this issue since the very beginning of this field and he really understands his work. And because, among other things, he prints for many Czech modeling companies and, for example, supplies us with material for printing, he has a lot to say about the topic of 'The Use of SLA Printing in Model Making'. So if you make that mistake and don't have a raffle ticket, or if you win something quickly leaving you the time, go to Hall A and see Petr Šilhánek. You will learn a lot of interesting things.

After SLA printing and Petr Šilhánek, the last workshop of the day begins at 5:00PM, in which Mr. Jan Bobek from HGW will demonstrate the new generation of his positive rivet decals.

Cafe 5:00PM

It will probably be hot in June, which is the better of the weather scenarios. I don't even want to talk about the second scenario, so as not to jinx it, but we can expect that by five in the evening we will all be very tired. Nevertheless, I invite you to tea at five or afternoon coffee at the Cafe by the Lake, because we will still be far from finishing by then. And one of the highlights of this year's E-Day will be in the Café. At 5:00 p.m., Jaroslav Háječek will be talking to Albert Kronek, a Brno café owner, bartender and, above all, a collector of Czechoslovak wartime aviation equipment. Mr. Kronek will be selling coffee at E-Day

and organizing a tasting of his rums, which I hope will be part of the evening Afterparty.

At 5:30PM, you have the chance to experience an event in the Café that was completely unimaginable until recently. A meeting of three personalities from the Czech modeling industry, Petr Muzikant (KP(AZ)), Fredy Riedel and myself. The interview is moderated by Jindra Štěrbáček. Since this will be the last part of Saturday's program, we don't necessarily have to end at the planned 5:50PM deadline, but we can talk a little longer and there will certainly be enough time for your questions. And then, if necessary, we can move on to the next part of the program together.

AFTERPARTY 6:00PM

At 6:00 PM, the evening Afterparty will slowly start in the catering area. You can easily find it, it will be there for the entire duration of the event and will be led by the same group as last year. The Afterparty will be about food and drink and discussions and so on, compared to the standard menu there will be something extra, for example, a roast pig. And a musical interlude, as well...

CONCERT 6:30PM

Yes, there will be a concert this year. On the main stage, and to be honest, I'm a little bit nervous as to how this is going to come off. The band Kabát will play, not to be confused with the Czech mega rock band Kabaty, that probably doesn't even play anymore. This is a tribute band. They are very good and worth seeing. In this way, we can end the discussions in the Café in style, if they drag on. The concert ends at 8:00PM, so as not to disturb the peace of the night, and then it's up to you when you go to bed. The Afterparty continues after the concert.

SUNDAY JUNE 28 HALL G 9:30AM

On Sunday we start in Hall G at 9:30 with a discussion between Jaroslav Háječek and Ilja Sobolev and his colleagues from the British company DBMK. DBMK is a fairly new company, they make 1:32nd scale British aircraft and there is a lot of discussion about them. Ilja himself is an interesting personality, he once fought in Afghanistan, he has been living in Britain for thirty years, he also has a military career there and is a modeler, remembering the beginnings of the model industry in the USSR and Ukraine. The conversation will be in English.

HALL A 10:00AM, Café 10:30AM

In Hall A, Petr Vacek's workshop 'Getting Started with Models' starts at 10:00. Here we are in a bit of a time conflict with both the program in Hall G and the conversation in the Café, which will be led from 10:30 by Jakub Nademlejnský with Pavol Beránek, founder of the Plastic Invasion brand. Pavol's passion is the figures he creates and produces using modern methods, and his views on how to do things make sense and has drive.

HALL G 11:00AM

At 11:00, another of the traditional points of the program begins, the Pot Q & A session with Fredy Riedel, director of CMK, moderated by Petr Švihovec. Bring your questions for Fredy.

HALL A 11:15AM

In Hall A, shortly after Fredy's Q & A, Jan Novotný's workshop on Eduard decals will begin. Our decals still cause all sorts of controversy and comprehension, so to tell the truth, we will welcome everyone who still has reservations about Eduard decals to this workshop. I'll go there too and I'd be happy to talk to you about decals.

Café 12:00PM

The last conversation between Petr Vacek and Jaroslav Háječek about the exhibition at the Brno Technical Museum will start in the Café at 12:00. It was a hugely successful event that deserves to be continued. And, knowing Petr, he certainly already has a dynamic in mind. He has a lot of ideas, among other things, he is bringing his idea for presentations of model clubs to this year's E-Day, which will be concentrated in Hall T. To be honest, I have no idea how it will actually work, but I believe it will bring something new and interesting. If you want to know more, stop by Hall T and check it out. Those club exhibitions were always worth seeing. The club program will be running continuously on both days, and will feature things such as introduction to gluing models together for children, led by members of the KPM Litoměřice in Hall NS.

HALL G 12:30PM

And we are in the hot stretch! At 12:30 the announcement of the results of the children's and junior categories begins. The overall winner of the children's categories will again receive the Václav Šorel Cup, donated by the Václav Šorel Foundation.

The announcement of the results of the children's and junior categories will be smoothly followed by the announcement of the senior categories. This year, the announcement will be moderated by members of the club KPM Litoměřice.

At the same time, the release of competition models and participant kits, as well as prizes for the awarded model, will take place in Hall H.

To navigate the rich E-Day program, we are introducing an information APP on WhatsApp this year. We will send notifications about the beginning of individual parts of the program and other useful information during the event. You can download the app [here](#).

And that's all from me today. I wrote about the June and July new releases, as well as the August's feature, the P-51B in 1:32nd, in the last editorial. If you missed this information, check out the May Newsletter. I look forward to seeing you in Litoměřice on the last weekend of June!

Happy Modelling!!

Vladimir Sulc

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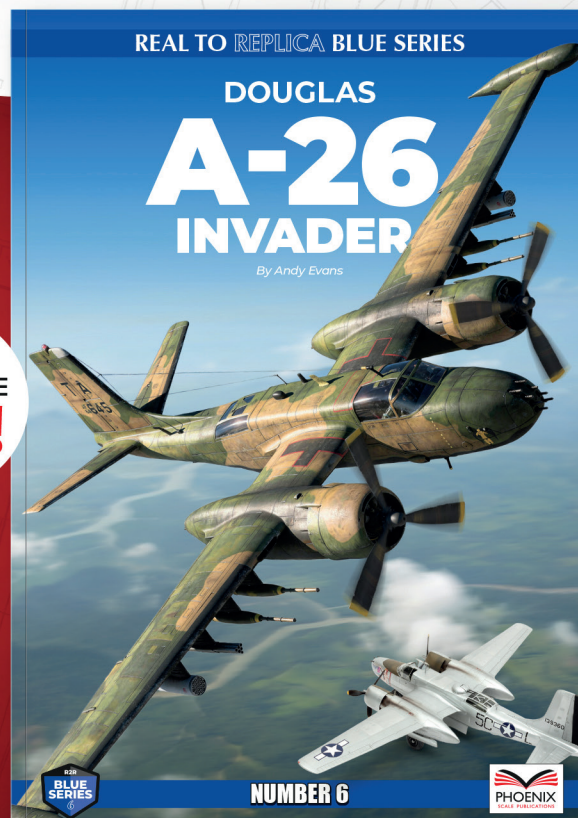
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Qatar Emiri Air Force

Petr Uzsák

A Qatar Emiri Air Force Dassault Rafale ready to receive fuel from a U.S. Air Force KC-135 Stratotanker over Qatar on Dec. 31, 2020, during a bilateral air-to-air refueling training mission designed to enhance interoperability between the two air forces. Photo: Staff Sgt. Sean Carnes, U.S. Air Force



The Qatar Emiri Air Force entered global headlines following the reported shootdown of two Iranian Sukhoi Su-24M bombers during the opening phase of this year's conflict with Iran. The aircraft were reportedly intercepted over the waters of the Persian Gulf while approaching targets in Qatar and were engaged near the country in international airspace. Leaving aside subsequent disputes regarding the incident itself, this article focuses instead on the air arm behind the action.

The aerial component of Qatar's armed forces has a history spanning nearly six decades. Its origins date back to 1967, when the British government announced the withdrawal of its forces from the Persian Gulf region. Initially established as the Qatar Public Security Forces Air Wing, the service operated only Westland Whirlwind helicopters. In 1974, it was reorganized into a fully fledged air force. A major expansion followed in 1979, bringing rapid growth in both personnel and equipment. Jet combat aircraft, helicopters, transport aircraft and training platforms were acquired, while unmanned systems joined the inventory during the last decade. The buildup was clearly influenced by rising tensions between Iraq and Iran, which escalated into the Iran-Iraq War a year later. Over time, the Qatar Air Force also absorbed the country's police aviation branch.

Overall, Qatar's military aviation has advanced significantly since its creation, establishing the country as a major regional air power.

Air Force headquarters is located at Al-Udeid Air Base near the capital Doha. Additional units are stationed at Dukhan/Tamim Air Base and the military section of Doha International Airport. Current personnel strength is estimated at around 2,100, although reserve personnel may recently have been

mobilized due to the ongoing regional conflict. Organizationally, the service is structured around air bases, each controlling several air wings that in turn oversee individual squadrons. Another key component is the Al-Zaeem Air College, responsible for pilot and specialist training.

The primary missions of the air force include protection of Qatar's airspace and maritime borders, urban centers, industrial



A pilot of the Qatar Emiri Air Force conducts the preflight inspection of a Dassault Mirage F1 prior to a combat mission during Operation Desert Storm. Photo: Staff Sgt. Lee F. Corkran, U.S. Air Force

facilities, military installations and vital sea lanes. Offshore infrastructure is particularly important for Qatar as one of the world's leading exporters of natural gas. The service also supports both the army and navy in their operations.

A closer look at the inventory immediately reveals a combination of European and American military technology. The backbone of the fighter fleet consists of the F-15, Rafale and Typhoon multirole combat aircraft. Current combat aircraft strength approaches 106 machines, while another 60 aircraft remain on order or in production.

The Dassault Rafale represents one of the service's most important combat assets and is regarded as a highly capable weapons system. The air force currently operates 36 aircraft, with an additional 36 scheduled for future delivery.

A similar situation applies to the Boeing F-15QA Ababil, designed for both air superiority missions and strikes against ground or maritime targets. The service currently fields 46 aircraft distributed among three combat squadrons, while another 24 remain on order. Incidentally, F-15s were reportedly responsible for the interception of the two Iranian bombers mentioned earlier. The third major combat type is the Eurofighter Typhoon, with two squadrons operating a total of 24 aircraft.

Qatar's rotary-wing combat component is centered on the McDonnell Douglas AH-64E Apache, of which 24 are in service. Support helicopters include the Italian AgustaWestland AW109 (two aircraft) and AW139 (39 aircraft), employed in a wide range of roles. The fleet also includes 27 NH90 helicopters in both land and naval variants, as well as the Airbus H125 light utility helicopter.

Transport duties are carried out by four Lockheed Martin C-130J Hercules and eight Boeing C-17 Globemaster III aircraft. A single Swiss-built Pilatus PC-24 business jet also serves in the transport role.



A Qatar Emiri Air Force Dassault Mirage 2000-5 departs Souda Bay, Greece, during Operation Odyssey Dawn in March 2011. The multinational operation, led by U.S. Africa Command, enforced United Nations Security Council Resolution 1973 over Libya. Photo: Paul Farley, U.S. Navy



A Qatar Emiri Air Force Boeing AH-64E Apache Guardian attack helicopter. Qatar requested the purchase of 24 AH-64Es in July 2012, with approval granted in March 2014. Deliveries of the fleet began in 2019. Photo: Colin Cooke



A Qatar Emiri Air Force Boeing C-17A Globemaster III seen at Bangkok Don Mueang International Airport, Thailand, in November 2013. Photo: Alec Wilson



Two Qatar Emiri Air Force Boeing F-15QA Ababil fighters fly in formation with a U.S. Air Force KC-46A Pegasus during Exercise Eagle Resolve 25 over Qatar on Jan. 21, 2025. The exercise highlighted allied interoperability and the U.S. commitment to regional deterrence and collective defense with Gulf Cooperation Council partners. Photo: Staff Sgt. Gerald Willis, U.S. Air Force

The training fleet consists of eight Pakistani-built PAC Super Mushshak turboprop trainers, followed by 24 Pilatus PC-21 advanced trainers. Jet training is conducted using nine BAE Hawk Mk.167 aircraft and six Italian Leonardo M-346 trainers, which will be discussed later. A single twin-engine PC-24 is used for transport pilot conversion training. Helicopter crews train on four AgustaWestland AW169 helicopters.

Unmanned aerial systems in Qatari service include the Turkish Baykar Bayraktar family, made famous during the early stages of the war in Ukraine, as well as the American General Atomics MQ-9B. For air defense, Qatar has acquired the long-range American MIM-104 Patriot system and the European medium-range NASAMS system.

Given the often unstable situation in neighboring countries, the Qatar Emiri Air Force has already seen operational deployment in several regional conflicts. Its first combat involvement came during the 1991 Gulf War, when Qatar joined the international coalition formed after Iraq invaded Kuwait. Qatari aircraft later participated in operations connected with the Libyan and Syrian civil wars as well as actions against Houthi forces in Yemen. The reported shootdown of the Iranian Su-24Ms marked the first air-to-air victories in the history of the Qatari Air Force. Additional interceptions of missiles and drones have also reportedly been achieved.

Participation in multinational exercises with both Western allies and regional partners is now routine. Qatar has trained extensively with Pakistan and Turkey, among others. Qatari aircraft also took part in Greece's

Iniochos 2025 exercise, where they reportedly encountered Israeli counterparts for the first time. Another example of international cooperation is the establishment of a joint unit with the Turkish Air Force at Dukhan Air Base, where the Turkish contingent operates six General Dynamics F-16s. Incidentally, the Turkish Air Force had been expected to receive twelve second-hand Typhoons from Qatar, although it remains unclear whether the transfer proceeded due to the ongoing regional war. A similar partnership exists with the Royal Air Force, which since January this year has operated a joint Typhoon squadron with Qatar. British deployments to the unit were further reinforced in March because of the Iranian threat. Close cooperation is also maintained with the United States, which uses Al-Udeid Air Base as its largest military installation in the region.

The wide variety of equipment operated by Qatar clearly reflects the country's determination not to become dependent on a single supplier. This policy also provides Doha with greater strategic flexibility in dealing with foreign partners. On the other hand, maintaining several advanced fourth-generation aircraft types inevitably creates increased logistical and training demands.

Another interesting aspect is the extent of overseas pilot training. In the United Kingdom, Qatari pilots train on BAE Hawk aircraft at RAF Leeming as preparation for conversion to the Typhoon. A similar arrangement exists in Italy, where the Alenia M-346 is used for advanced training. Since 2025, an agreement with the United States has also enabled training on the

F-15QA at Mountain Home Air Force Base in Idaho.

A lesser-known fact is the extensive use of foreign specialists and contractors throughout the Qatar Emiri Air Force. These personnel serve not only as aircrew, but also as ground technicians and instructors. The practice reflects both Qatar's relatively small population and the rapid pace of its military expansion.

As part of the continued development of Qatar's military capabilities, a ten-year defense cooperation agreement with Ukraine was recently signed. Ukraine is currently regarded as a global leader in counter-drone warfare, and the agreement is clearly linked to growing concerns over Iranian missile and drone attacks in the region.

Overall, the assessment of the Qatar Emiri Air Force is positive. Its equipment is modern, personnel are well trained and international cooperation continues to broaden operational experience. The main drawback remains the diversity of equipment types, which increases demands on logistics and training. At the same time, however, this diversity prevents the country from becoming strategically dependent on a single foreign partner.

Modeler's note: Special Hobby produces a dual-kit boxing of the Dassault Mirage F.1 that includes a Qatari variant. Decal sheets for other Qatari aircraft are available separately from companies such as Caracal, Syhart, Two Bobs and Mark1, among others.



BAE Systems Hawk T.2A 'ZB131', operated by No. 11 Squadron, Qatar Emiri Air Force/Royal Air Force Joint Squadron, on static display at the Royal International Air Tattoo (RIAT) at RAF Fairford, United Kingdom, in 2022. Photo: Alan Wilson



A Qatar Emiri Air Force Leonardo AW139 helicopter flies during Exercise Lahoub at Al-Qalaal Drop Zone, Qatar, on May 9, 2018. The type is employed in utility, troop transport, search-and-rescue and special operations roles. Photo: Staff Sgt. Corey Hook, U.S. Air Force

A Qatar Emiri Air Force Eurofighter Typhoon displayed at the Royal International Air Tattoo (RIAT) in the United Kingdom in 2023. Photo: Oren Rozen



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New release

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Curtiss SB2C Helldiver

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



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Air War in Ukraine

Disaster in Tuapse

Miro Barič

April was the second consecutive month in which Russia lost more territory than it gained. Ukrainian gains amounted to only a few dozen square kilometers, but they still exceeded Russian advances. This was especially true in the Zaporizhzhia region, where Ukrainian forces cleared several villages during the reporting period (April 1–30).

A pair of Ukrainian MiG-29 fighter jets during the takeoff.



A major factor was Ukraine's current drone superiority, which is destroying Russian logistics up to 150–200 km from the front line. Russian units are suffering losses before they even reach the battlefield, and their supply lines are increasingly inadequate. In addition, long-range drone strikes continue to target strategic sites deep inside Russian territory.

As early as Thursday, April 2, Ukrainian drones struck several targets at the Kirovske air base in occupied Crimea. The attack was carried out by the 1st Separate Center of Unmanned Systems Forces in cooperation with the 9th Department of Ukraine's military intelligence agency (GUR). Ukrainian-made FP-2 drones with a range of 200 km were used carrying explosive warheads weighing 60–100 kg.

A destroyed An-72 transport jet was among the targets, although it had been out of service and parked at the site for at least 20 years. According to The Military Watch, it was a specialized An-72PS version built as a one-off aircraft intended for maritime search-and-rescue operations. The aircraft had serial number 36572080775 and originally carried the Soviet registration CCCP-71052. It later received the Ukrainian tail number "Blue 15." By the time Russian forces occupied Crimea in 2014, it had already been retired.

A much more significant success of the Kirovske attack was the destruction of three

hangars used by Russia for Orion drone operations. These drones have an endurance of 24 hours and can operate up to 300 km inside enemy territory. They are used either for reconnaissance or in a combat role, carrying up to 250 kg of missiles and bombs.

The very next day, Friday, April 3, Russian aviation suffered a loss in an accident. This also occurred in Crimea and involved a naval aviation Su-30SM fighter jet. According to the Russian Ministry of Defense, the aircraft was on a training flight and carried no weapons. Both crew members ejected safely. Unofficial Russian sources reported that an engine fire broke out during the flight and efforts to extinguish it failed. The uncontrolled aircraft reportedly crashed into a house in the village of Heroiske.

During the night of April 3–4, Ukrainian drones launched a large-scale attack against Russian military infrastructure in the occupied Donetsk and Luhansk regions and in Crimea, where an S-400 radar in Feodosia was hit. Over the previous ten months, nearly 500 components of Russia's air defense network had reportedly been struck. Importantly, this attack also hit two Russian Shahed/Geran drone bases and launch sites—one in Russia's Bryansk region (the village of Navlya) and another in Russia's Kursk region (Khalino airfield).

Strikes on Ships

Ukraine also continued its air-drone attacks against Russian ships at anchor. Unlike naval drones or Storm Shadow missiles, aerial drones generally do not carry enough explosives to sink large vessels. However, they can damage sensitive areas such as bridges and electronic systems, putting ships out of service until repairs are completed.

On Monday, April 6, a strike against the frigate Admiral Grigorovich was reported. The ship was docked in the port of Novorossiysk. This is an important vessel capable of launching Kalibr cruise missiles. The same attack reportedly hit an oil terminal and an offshore drilling platform as well.

During the night of April 6–7, a ferry in the port of Kerch was damaged. This formed part of a broader campaign aimed at cutting Crimea off the supply lines. The land route to the peninsula is now fully within range of Ukrainian drones, which are destroying Russian logistics all the way to Mariupol. This has led to shortages of fuel and other goods in Crimea. Disabling ferries leaves the Kerch Bridge as the only remaining supply route, and it too has been struck multiple times in the past.

On Saturday, April 18, Ukrainian intelligence announced that several ships had been hit overnight in the port of Sevastopol. Among them were reportedly the landing ships Yamal and Azov, as well as a warship of an unidentified



An-72PS with serial number 36572080775 had remained retired and stationary in the same location for about 20 years.



The existence of the An-72PS at Kirovske Air Base was ended by a Ukrainian drone.



Three hangars used in Russian Orion drone operations were also destroyed at Kirovske Air Base.



Attack on the Russian Mi-8 helicopter with the tail number "Red 60" at the Babki field airstrip.



At the moment of the attack, a mechanic was working on the helicopter's engine.



Explosion of the Mi-8 helicopter with the tail number "Red 60."



A Mi-28 helicopter with the tail number "Yellow 07" was also targeted in the attack at the Babki field airstrip.

type. A communications system and several coastal radars were also destroyed.

Another attack followed the next night, April 19. In total, five ships were reportedly hit in Sevastopol. At least two strikes were confirmed by video footage, while satellite imagery suggested additional damage.

The Ukrainian Security Service (SBU) reported another drone attack on Sevastopol on Sunday, April 26. Three ships were targeted, two of which had already been damaged in previous attacks. At the same time, Belbek Air Base was targeted, with reported damage to infrastructure, radar systems, air defenses, and possibly a MiG-31 fighter. However, the strike on the aircraft was not confirmed.

Footage released by Ukrainian special forces on Wednesday, April 29, confirmed an airstrike against a Russian Iskander missile storage facility at the Ovrazhki base, approximately 40 km from Simferopol in occupied Crimea.

The final confirmed strike during the reporting period also occurred on April 29. At the forward field base of Babki in Russia's Voronezh region, Ukrainian drones targeted two helicopters: a Mi-28 with the tail number "Yellow 07" and a Mi-8 with the number "Red 60." Both helicopters were severely damaged. At the moment of impact, repairs were reportedly being carried out on the Mi-8, and a mechanic

was standing near the engine on the left side. Nothing is known about his fate, but since the explosion occurred exactly where he was standing, he most likely did not survive.

Refineries On Fire

This chronological overview of Ukrainian drone attacks excludes strikes on oil refineries. Several were hit, but the attacks on Tuapse deserve special attention. This port on Russia's Black Sea coast contains an important refinery and oil export terminal. Tuapse had been targeted by Ukrainian drones before, but never on the scale seen during the reporting period.

The first attack came on Thursday, April 16, causing a major fire that engulfed fuel tanks and port infrastructure. The refinery was forced to halt operations completely, and the fire was not extinguished for three days.

A second attack followed on Monday, April 20, causing even greater damage and larger fires. Those fires were still burning when a third wave of strikes arrived on Tuesday, April 28. Tuapse continued to burn after the reporting period ended, and attacks reportedly continued.

Beyond the economic damage inflicted on Russia's war effort, which relies heavily on oil exports, the attacks also caused an environmental disaster. The burning refinery

resembled a volcanic eruption. Thick smoke made breathing difficult throughout the city, while droplets of oil reportedly fell from the sky and covered everything.

Local authorities attempted to downplay the situation. Schools were closed and children were told to stay home, but adults were still expected to go to work. A full state of emergency covering the entire municipal district was declared only after the third attack. Russian officials even claimed that the situation was part of a Ukrainian psychological operation, alleging that Ukrainian drones were dropping flammable tanks to create dramatic images of smoke and fire.

The Commander of Ukraine's Drone Forces

At the time of the attacks on Tuapse, Robert Brovdi, commander of Ukraine's Unmanned Systems Forces and better known by the nickname "Magyar," gave an interview to the BBC.

"1,500 to 2,000 kilometers deep inside Russian territory is no longer a safe rear area," Brovdi said. He expressed no sympathy for the residents of Tuapse.

"If oil refineries are a tool for generating money to finance the war, then they are legitimate military targets and must be



In the end of April the Tuapse refinery was hit three times within a span of a few days.



The Tuapse refinery supplied a significant amount of fuel to the Russian armed forces. After the attacks, fires raged there almost continuously for two weeks, and operations were suspended.

destroyed,” said the Ukrainian commander, who comes from the Zakarpattia region and is of Hungarian ethnicity.

However, his focus is not limited to long-range strategic strikes. He is equally concerned with reducing Russia’s advantage in manpower. Brovdi has reportedly issued a direct order to his subordinates: kill more Russian soldiers each month than the Kremlin can recruit.

That figure is approximately 30,000 per month.

“Thirty percent of all drone strikes each month must be directed against military personnel. You can call it a killing plan, yes—and we are exceeding it,” Brovdi told the BBC, adding that the target had been met for four consecutive months.

Every claimed strike must be supported by video evidence. If there is no video, the claim is not counted.

According to the BBC, these are brutal statements, but Brovdi expresses no regret. In his view, Russian soldiers are far beyond their own borders because Putin sent them there to destroy the Ukrainian nation.

“If we do not kill them, they will kill us,” Brovdi said.

At the same time, he emphasized that he has no illusions about launching major counteroffensives or rapidly reclaiming large areas of territory. His goal is to contain Russian forces.

“We have an effective weapon: not to wage an offensive war, but to prevent the enemy from advancing effectively on our territory,” he said.

Brovdi hopes that high Russian losses, combined with major fires and destruction inside Russia, will gradually undermine Russian morale.

His Unmanned Systems Forces currently account for only 2 percent of Ukraine’s armed forces, yet they are reportedly responsible for one-third of all destroyed Russian targets. Their own losses, meanwhile, are said to be less than 1 percent annually.

Final Note

During the reporting period, the Ukrainian Air Force did not suffer any known losses.



A Ukrainian anti-aircraft gun displaying symbols representing confirmed kills.

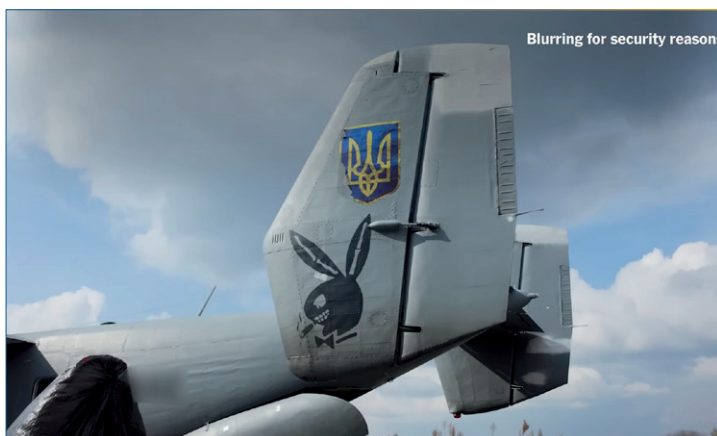


A series of images released by the Ukraine's 114th Tactical Aviation Brigade.



Training of the Ukrainian pilots on Mirage 2000 fighter jets is still ongoing in France

We have written several times before about the An-28 aircraft modified for hunting Russian drones. A new series of images has now been released, showing the aircraft in greater detail. The tail number remains obscured, but several markings are visible, including a rabbit painted on one vertical stabilizer and enraged wolves on the other. Also visible are hardpoints for drone-interceptor systems under the wings, a Minigun mounted in the side door, and an electro-optical system beneath the aircraft's nose. In the latest photographs, the An-28 is marked with 213 confirmed kills on the side of its fuselage. The success of this aircraft has led Poland to modify its own M28 Skytruck aircraft—derived from the An-28 design—for the counter-drone operations.



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Battle of the Thames Estuary

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The Battle of Britain was one of the decisive turning points of the Second World War. From the German perspective, it began on 8 August 1940 with the launch of the "intensified air war against England" and continued until the end of October.

During the preceding "contact phase" from early July to early August, the Luftwaffe sought to test RAF tactics and capabilities, gain air superiority over the Channel, and weaken British fighter forces. Most of these operations were carried out by JG 51 and several independent Jagdgruppen, flying bomber escorts against convoys and fighter sweeps that frequently reached the coast of south-eastern England.

As fighter strength in north-western France grew to twenty-five Jagdgruppen within eight Jagdgeschwader by early August, the Luftwaffe was about to discover how well prepared the defenders of Albion were. One of the largest clashes of this period occurred on 24 July 1940 and was later remembered by the pilots of No. 54 Squadron RAF as the "Battle of the Thames Estuary."

At RAF Rochford, No. 54 Squadron stood ready with its Spitfires before noon. Earlier that morning, the squadron had already engaged Dornier Do 17s of I./KG 3, two British fighters were damaged by their defensive fire, but the convoy it protected escaped unharmed.

Shortly after midday, No. 54 Squadron scrambled against eighteen Do 17s of I./KG 2 heading to attack another convoy in the Thames Estuary. Twelve Spitfires patrolling over Deal at 7,000 feet soon sighted the bombers and their strong escort, called for reinforcements, and were

quickly engaged by fighters identified as Bf 109s and He 113s.

Ahead of the bombers, ten Bf 109 Es of II./JG 26 were flying a free hunt mission. After encountering nine Spitfires from No. 610 Squadron, the commander of II./JG 26 mistakenly believed he was facing thirty fighters and broke off the mission. He was later killed in a landing accident in France.

The bombers were subsequently attacked by Spitfires of No. 65 Squadron. Despite skilful evasive manoeuvres and accurate mutual defensive fire by the German crews, RAF pilots were credited with four damaged bombers. In fact, only two German aircraft were damaged and two crewmen wounded, while the British convoy escaped unscathed.

Direct escort for the bombers was provided by approximately forty Bf 109 Es of III./JG 26 under the command of Maj. Adolf Galland. It was this formation that became engaged with No. 54 Squadron and six pilots from No. 65 Squadron. According to the diary of No. 54 Squadron, it was the most intense engagement since the fighting over Dunkirk. The Spitfires found themselves outnumbered roughly three to one. Combat took place among the clouds, partly in rain showers, and also at low altitude over the countryside. Galland's Gruppe remained in action until its fuel reserves for the return flight to France were nearly exhausted, losing two Bf 109s and their pilots in the process. The Germans claimed two Spitfires destroyed; in reality, one damaged Spitfire crashed while returning to base and another landed with its canopy damaged. A further Spitfire of No. 54 Squadron was written off after running out of fuel

while pursuing an opponent. The return of the bombers was to be covered by III./JG 52, although it appears that only aircraft from the Stab and 7./JG 52 actually engaged the Spitfires. The pilots of 9./JG 52 took off approximately twenty minutes after their comrades but failed to make contact with the enemy. The Spitfires shot down the commander of III./JG 52 along with two pilots from 7./JG 52. Some accounts also associate the loss of the commander of 8./JG 52 with this action, but he in fact took part in another escort mission later that afternoon.

In this dramatic battle, No. 54 Squadron was credited with two confirmed victories by P/O Colin Gray and Sgt George Collett, while P/O H. K. F. Matthews claimed one damaged aircraft. Twelve additional claims for destroyed Bf 109s were not confirmed, including one by Red Leader F/Lt Alan C. Deere, whose aircraft is depicted on the box art. F/Lt J. Ellis of No. 610 Squadron was credited with one Bf 109 destroyed, while S/Ldr H. C. Sawyer of No. 65 Squadron had a victory claim rejected but was credited with three damaged Bf 109s.

The RAF's strict confirmation standards reflected both the intensity of the combat and poor weather conditions. Confusion was further caused by the Germans' split-S escape manoeuvre, which produced flames and smoke from the exhausts and often gave the impression of a fatally damaged aircraft.

That evening, Adolf Galland criticised the performance of his unit and acknowledged that the RAF had proven itself to be an exceptionally formidable opponent.

Theo from the Dackelstaffel

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



The Messerschmitt Bf 110 is known primarily for the high number of victories achieved by German night fighters flying this type. The deployment of the Bf 110 in daytime fighter operations is sometimes associated with various stereotypes that assign this twin-engine aircraft an inferior role compared to single-engine fighters.

In combat against American escort fighters over Germany in 1943 and 1944, the Bf 110 crews indeed had little chance of scoring victories or even surviving an engagement. During the early years of the WW2, however, the Bf 110, or *Zerstörer*, enjoyed a completely different reputation. It was a fast, heavily armed aircraft that, when employed correctly, was an exceptionally dangerous opponent. During the Battle of Britain, it was the Bf 110 that achieved the best victory-to-loss ratio both within the Luftwaffe and in comparison with the RAF.

The Luftwaffe also exploited the advantages of this type in the Mediterranean and on the Eastern Front. In addition to its considerable firepower, the aircraft had the advantage of a longer range than the Bf 109 and could carry a relatively large bomb load.

At least fifteen German airmen achieved more than twenty victories in daytime operations with the Bf 110. Among the top five was Theodor "Theo" Weissenberger. He first flew a glider in 1935, later became a flight instructor, and as a reserve Feldwebel began conversion training on the Bf 110 in 1941 at Zerstörerschule Neubiberg.

Weissenberger began his combat career in early September 1941 above the Arctic Circle with a Bf 110 unit operating against both British

and Soviet forces. This unit was successively designated 1.(Z)/JG 77, 6.(Z)/JG 5, 10.(Z)/JG 5, and 13.(Z)/JG 5. Formed in early 1941 with aircraft and crews from III./ZG 76, it was subordinated to I./JG 77 equipped with Bf 109s. While retaining the multi-engine aircraft coding system, the former ZG 76 code "2N+" was replaced with unusual "LN" on its Bf 110s; the third letter identified the individual aircraft, while the final letter denoted the Staffel within the Gruppe or Geschwader. Initially "S" was used as the final letter, later replaced by "R".

The Zerstörerstaffel first carried the three-wasp emblem of III./ZG 76 on its aircraft noses, but in the summer of 1941 adopted a dachshund (German: Dackel) carrying a Rata (Polikarpov I-16) in its jaws. This emblem became the unit's trademark, giving rise to the nickname Dackelstaffel. Three dachshunds served as its living mascots throughout the unit's existence and occasionally even accompanied crews on combat sorties.

When Weissenberger arrived at the unit, his comrades had already accumulated more than 20 aerial victories, including six Albacore aircraft from Royal Navy carrier units. However, nine airmen had been killed or captured, seven Bf 110s had been destroyed, and another six had been damaged.

Weissenberger scored his first aerial victory on 24 October 1941 when he shot down a Polikarpov I-153 approximately 40 km west of Litsa. He achieved ace status in February 1942.

When Weissenberger claimed two aerial victories in the early morning hours of

25 April 1942 during combat with a formation of twelve Pe-2s, bringing his total to 12 and 13 victories, defensive fire from one of the gunners (apparently from 608th BBAP) heavily damaged his Bf 110. The aircraft subsequently crashed at Salmijärvi and was written off as a 100% loss.

Weissenberger achieved a total of 23 victories with the Bf 110 and became the most successful ace of the Dackelstaffel. He also claimed fifteen locomotives, two anti-aircraft positions, one radar station, destroyed a railway station on the Murmansk railway, and ten large barracks buildings. His subsequent service took him into the cockpit of the Bf 109. In September 1942 he was transferred to 6./JG 5, which formed part of the newly established JG 5 "Eismeer." His former Dackelstaffel was also incorporated into this Geschwader. In June 1943 Weissenberger became commander of 7./JG 5, and three months later assumed command of 6./JG 5. From April 1944 he commanded the entire II./JG 5, and from June 1944 led I./JG 5, which had been transferred to Normandy. In December 1944 he took command of I./JG 7, equipped with the jet-powered Me 262, and one month later assumed command of the entire JG 7. While flying this revolutionary twin-engine aircraft, he made extensive use of the experience he had gained in the cockpit of the Bf 110. Altogether, Weissenberger flew more than 500 combat missions and achieved 208 aerial victories, including eight in the Me 262. He began the war as a reserve non-commissioned officer and ended it with the rank of Major, serving as a Kommodore.

Operation Diamond

Text: Zdeněk Nožička sr & jr

Illustration: Antonis Karydis



The history of secret services in the State of Israel dates back to the late 1940s. It was during this period that 'Ha-Mosad le-Teudat,' or the Mossad for short, was founded. Operation Diamond is one of the most successful operations in the history of the Mossad. However, two failed attempts preceded its success. Only the third attempt was successful.

The objective of Operation Diamond was to acquire a MiG-21F-13 aircraft for Israel, which, at the time, was one of the most advanced Soviet fighter jets. The aircraft was then to undergo flight performance testing by an Israeli pilot and technical personnel from the Israeli Air Force.

Coincidentally, the Mossad had already established contact with the Iraqi military pilot Munir Redfa in 1964 and attempted to recruit him. Redfa was a Christian living in Iraq and, because of his religious beliefs, was not given the same career opportunities as other pilots. Moreover, he faced restrictions in both his personal and professional life. Nevertheless, he was one of five pilots who had earned the government's trust to the extent that he was permitted to fly the MiG-21F-13.

Captain Redfa's first opportunity to fly the MiG arose on 14 August 1966. That day, he took off from Al-Taqaddum Airfield, which was located 74 km west of Baghdad. However, he was forced to return to base shortly after take-off due to a technical malfunction in the aircraft.

Two days later, on 16 August 1966, the next opportunity to hijack the aircraft from Iraq arose. On this occasion, Redfa took off from his home airfield again and headed towards Israel. A flight of approximately 800 km lay ahead of him. At an average speed of 800 km/h, Redfa's flight lasted

an interminable hour. During the flight, he was detected by Jordanian radar over northern Jordan. This prompted communication between Jordan and Syria, during which Syria mistakenly informed Jordan that the MiG belonged to the Syrian Air Force and was carrying out a routine exercise. This allowed Redfa to continue hijacking the aircraft.

Once Captain Redfa had crossed the Israeli border, the Israeli Air Force scrambled two Mirage III aircraft. They were dispatched to intercept the MiG that had violated Israeli airspace.

When Redfa spotted the Mirage jets, he immediately extended the landing gear. This signalled his intention to land in Israeli territory. The Mirages then escorted him to Hatzor Airfield, which is located 28 km south of Tel Aviv. Hatzor subsequently became the hijacked aircraft's new home base.

During this period, members of the Israeli Air Force began examining the aircraft's design and individual systems in detail. At the same time, Israeli test pilot Danny Shapira began familiarising himself with the new aircraft and its piloting, with the help of Munir Redfa and the aircraft's flight manual, which Redfa had taken with him just before departure. After several test flights during which Shapira mastered flying the aircraft, the Israeli Air Force launched a programme designed to train Israeli pilots to engage successfully in aerial combat against enemy MiGs.

Danny Shapira completed an impressive 120 flights during the training programme. During these flights, he mastered the handling of the aircraft and, alongside his 'opposing' colleagues, developed a methodology for conducting aerial combat in

various scenarios and conditions. It is likely that most of the pilots' air combat missions took place over the Mediterranean Sea. There were several reasons for this. Firstly, in the event of a malfunction or pilot error, the aircraft would end its flight in the sea rather than endangering the civilian population. Another reason was to keep the MiG secret from the general public.

The box art for this new release features a scene depicting a training exercise involving one of the MiG-21F-13's air combat scenarios against an Israeli Mirage IIICJ. The MiG has already been painted in the colour scheme that was photographed at the end of the test programme, and is performing a routine air combat drill. The aircraft are practising one-on-one aerial combat. The depicted Mirage No. 59 belonged to the 101st Fighter Squadron and was among the first Mirages to shoot down MiG-21F-13s in actual combat. By the end of its operational service, this aircraft had achieved 13 confirmed kills. The MiG depicted in this box art was also tested against the Vautour II and the Super Mystère. The test programme that followed Operation Diamond was crucial for developing air combat tactics against enemy MiG-21F-13 aircraft. During the subsequent Six-Day War (1967), Israel shot down six MiG-21F-13s using its Mirage IIICJ aircraft, thanks to this methodology. It did so without losing a single aircraft.

Other conflicts influenced by Operation Diamond included the War of Attrition (1967-1970) and the Yom Kippur War (1973). Captain Munir Redfa died in Israel in 1998 at the age of 64. His former enemy and later colleague, Danny Shapira, died in Israel in 2022 at the age of 97.

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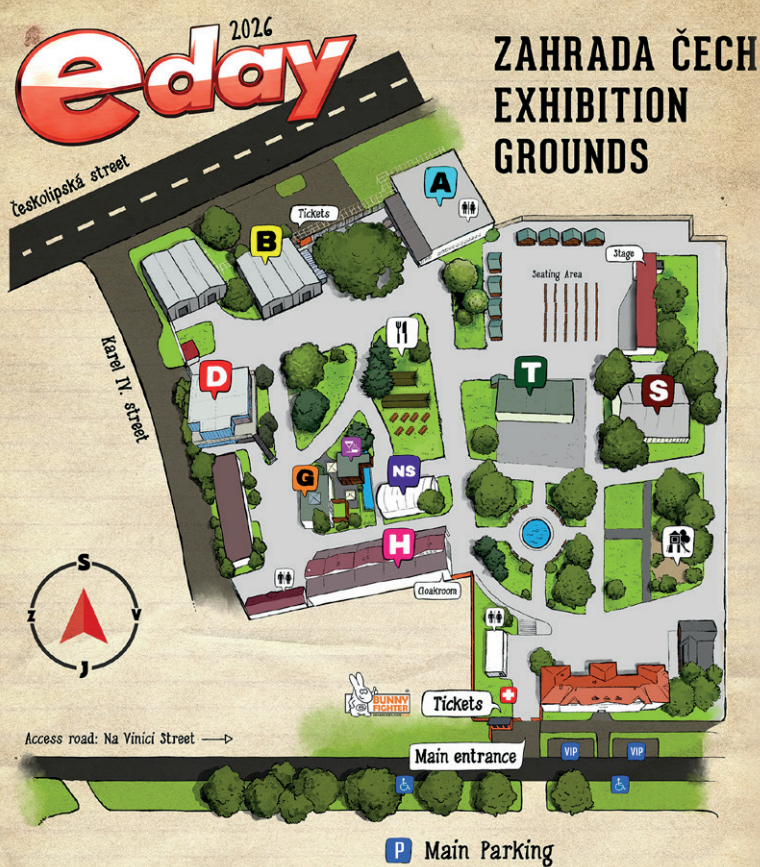
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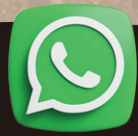
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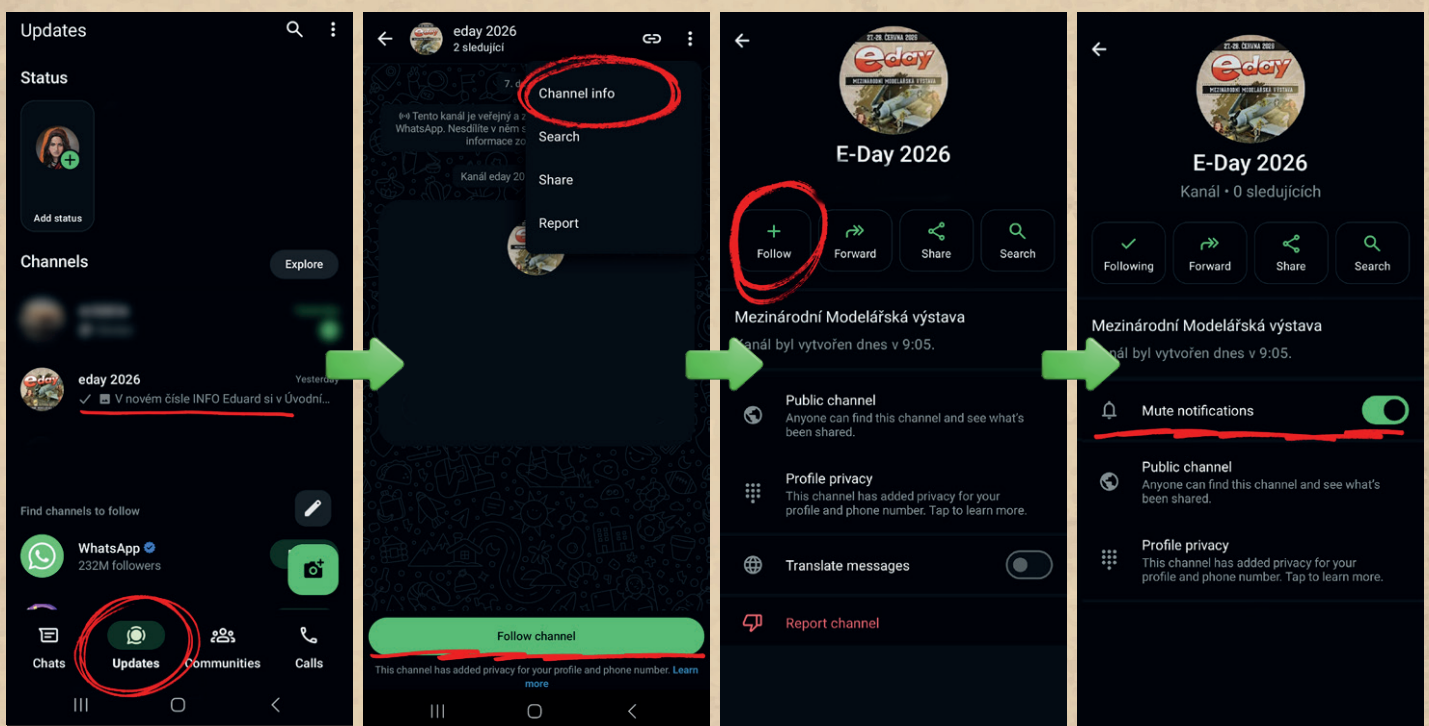


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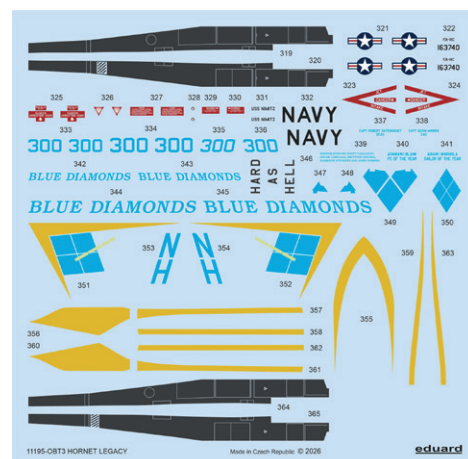
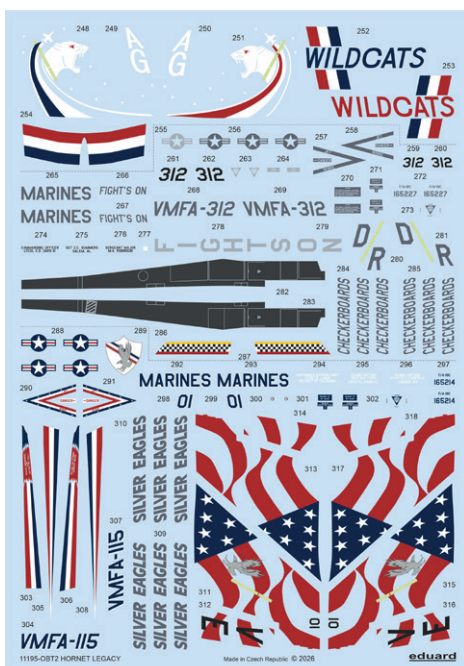
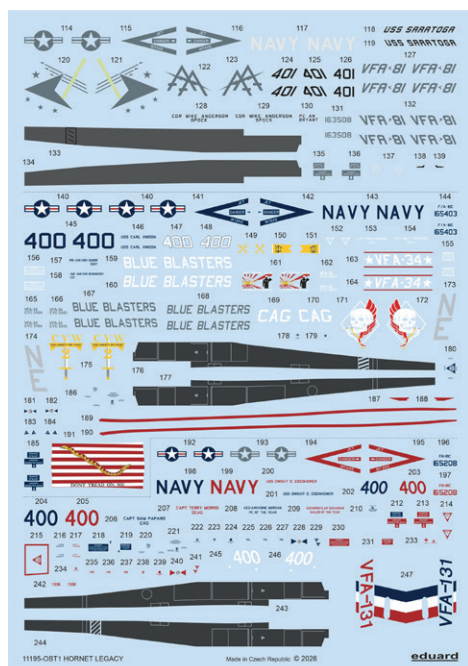
HORNET LEGACY

1/48

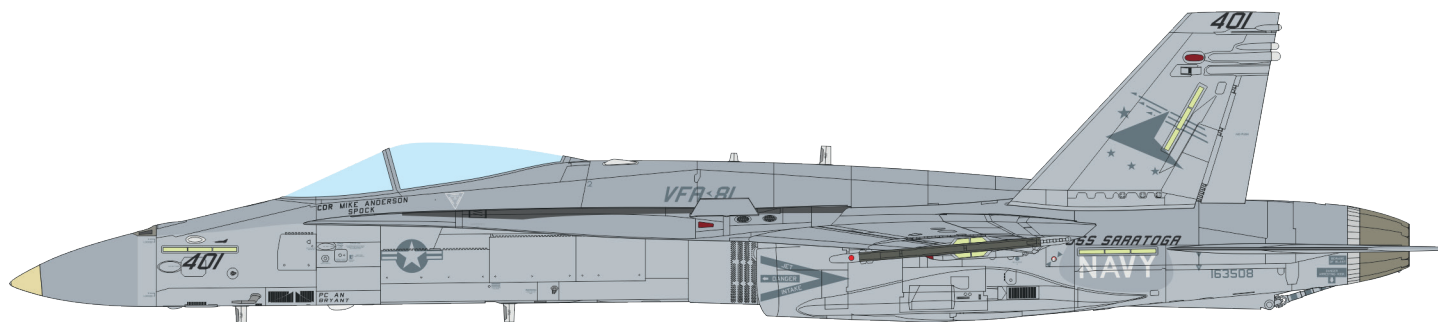
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■ **F/A-18C, BuNo. 163508, Lt/Cdr. Mark Fox, CO of VFA-81 Sunliners, USS Saratoga (CV-60), Jan 1991**

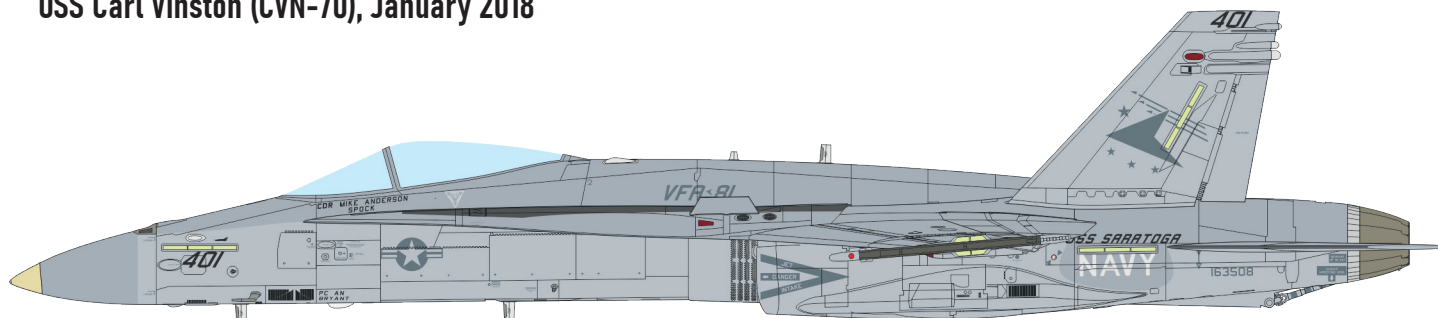


Mark Irby Fox was born on March 1, 1956, Abilene, Texas. He was commissioned in June 1978 upon graduation from the United States Naval Academy and designated naval aviator in March 1980. During his career, Fox deployed from both coasts in five fleet tours, flying the A-7E Corsair II and F/A-18 Hornet in over 100 combat and contingency missions off the coasts of Lebanon and Libya, and over the

Balkans and Iraq. On January 17, 1991, en route to bomb an Iraqi airfield, he scored the first Navy MiG kill of Operation Desert Storm. He also led the opening strike of Operation Iraqi Freedom on March 21, 2003. During his career he progressed to the rank of Vice Admiral and served in many positions up to the Commander United States Naval Forces Central Command (CENTCOM). Fox retired from the navy in April

2016, and worked as Customer Affairs Vice President for Huntington Ingalls Industries, the largest military shipbuilding company in the USA.

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



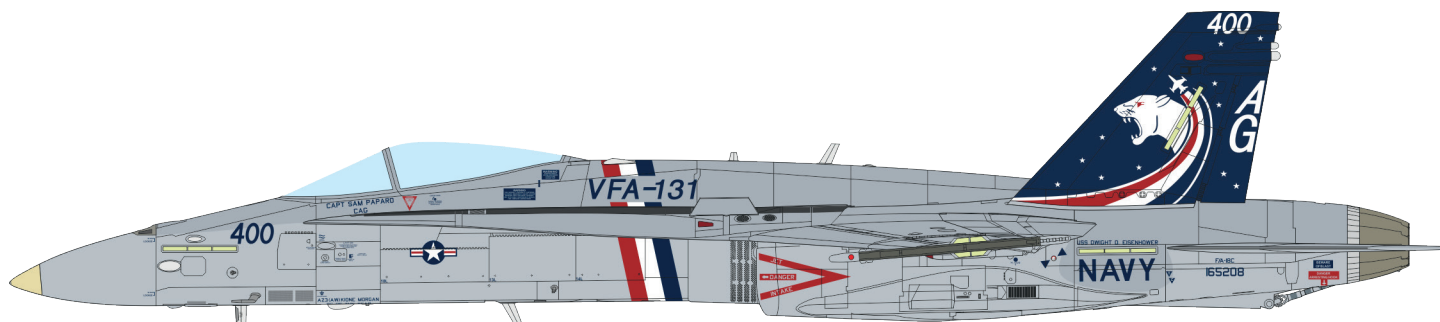
Gregory Newkirk, a native of Medina, Ohio, graduated from the U.S. Naval Academy in 1993. He was designated a naval aviator in May 1996 and after he completed his training on F/A-18 in 1997, he joined the Blue Diamonds of VFA-146. He completed multiple deployments on board the USS Nimitz (CVN-68) and USS John C. Stennis (CVN-74) during Operation Southern Watch against Iraq in 1992. Newkirk was ordered to VFA-122 in October 2000 as part of an initial cadre of instructor pilots for the new F/A-18E/F Super Hornet. He then reported to the Kestrels of VFA-137, already in the rank

of Rear Admiral, later he was transitioned to VFA-122 Flying Eagles and instructor pilot and then to the Argonauts of VFA-147, where he served as its CO from December 2010. In 2012, Newkirk reported to the National Defense University in Washington, D.C. as part of the inaugural class of the Dwight D. Eisenhower School for National Security and Resource Management. In 2016 he reported to Carrier Air Wing TWO (CVW-2) embarked on the USS Carl Vinson (CVN-70) making two deployments to the Western Pacific. It is believed he was the pilot who lost his F/A-18E in a crash on April 21, 2017,

when the pilot was unable to maintain on-speed angle of attack due to a hydraulics malfunction. In April 2024, he took command of Task Force 70 and Carrier Strike Group 5, forward-deployed to Yokosuka, Japan. Rear Admiral Newkirk has accumulated over 4000 flight hours, 1000 arrested landings on 10 aircraft carriers and has served as a Strike Lead in four Air Wings.



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



Wildcats of VFA-131 were established at Naval Air Station Lemoore, California, on October 3, 1983. The squadron received their first Hornets F/A-18A in May 1984. In January 1985, the squadron moved to Naval Air Station Cecil Field, Florida, becoming the Atlantic Fleet's first F/A-18 squadron. In April 1986 the squadron participated in the Operation El Dorado Canyon against Libyan missile sites, when the F/A-18s were used in combat for the first time. In February 1998, the unit joined USS John C. Stennis (CVN-74) for her maiden deployment, supporting Operation Southern Watch in Iraq.

In February 2002, the squadron deployed to the North Arabian Sea to take part in Operation Enduring Freedom, flying combat sorties over Afghanistan and from January to July 2004, VFA-131 deployed aboard USS George Washington (CVN-73) in support of Operation Freedom. Between June and December 2016 the squadron deployed aboard USS Dwight D. Eisenhower (CVN-69) in support of Operation Inherent Resolve, flying combat missions in Iraq and Syria. On September 22, 2017, VFA-131 flew the F/A-18C Hornets for the last time at NAS Oceana, before transitioning to the

Super Hornets. This aircraft sported the name of Capt. Terry S. Morris, who was at the time DCAG of Carrier Air Wing (CVW) 7. Morris later took command of CVW 7, leading it from 2012 to 2014. However, he was not a pilot and did not fly the Hornet. He was Naval Flight officer for E-2C Hawkeyes and as a young officer he bailed out from an E-2C which had caught a fire. When the crew was safe, this plane was shot down in order to avoid it reaching the populated area.

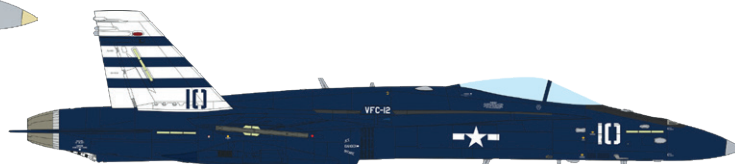
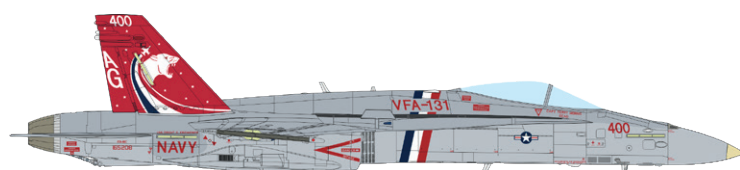
F/A-18C, BuNo. 164673, CONA, VFC-12, Naval Station Oceana, February 2011



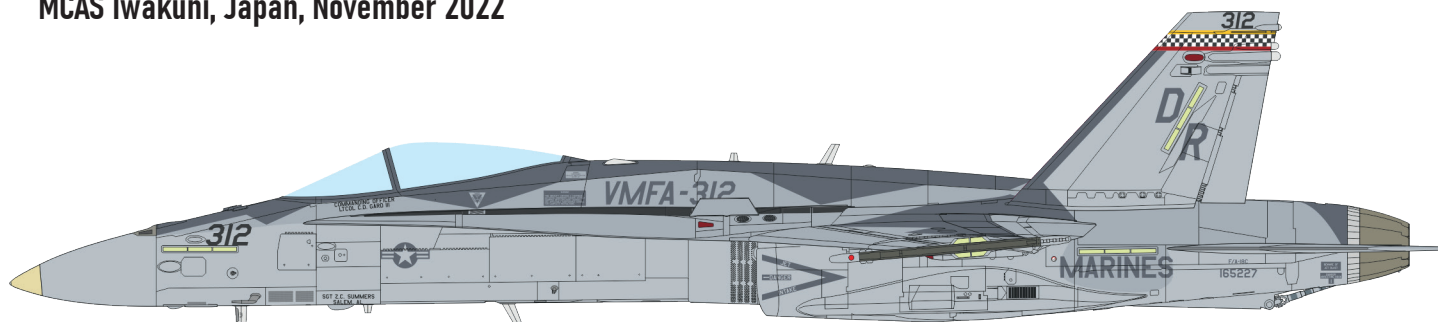
The history of VFC-12 Fighting Omars started on October 6, 1943, when the Composite Squadron VC-12 was set and armed with F4F Wildcats and TBF Avengers, operating aboard USS Card (CVE-11) in Western Pacific. On June 7, 1945, the unit was disbanded. Three years later the Carrier Airborne Early Warning Squadron VAW-2 was established, redesignated VC-12 on September 1, 1948. The unit operated TBM-3W Avengers, AF-2W Guardians and AD-5W Skyraiders. During the Korean War, a VC-12 detachment saw combat while operating from USS Bon Homme Richard (CV-31). In July 1956 the unit

was redesignated VAW-12 and disbanded on April 1, 1967. The current VFC-12 was established on September 1, 1973, at NAF Detroit, Michigan as the Navy's first Reserve Fleet Composite Squadron with A-4 Skyhawks and dual seat TA-4Js under designation VC-12. The Squadron provided support services including air combat training for other US Navy air units. In 1975, VC-12 moved to its current home at NAS Oceana, Virginia Beach, California. In June 1988, VC-12 was redesignated Fighter Squadron Composite Twelve (VFC-12). In 1994, the unit transitioned to the F/A-18A/B Hornets, in 2004 the As were

upgraded to A+ standard and two years later they were changed for F/A-18Cs from VFA-87. In 2012 VFC-12 gave them back to VFA-87 and kept F/A-18A+ until 2021 when the Squadron converted to F/A-18E/F Super Hornets. The Hornet depicted here was painted Sea Blue with additional white markings of the Hellcats operating in WW2 onboard USS Randolph (CV-15). The special colors were part of the Centennial of US Naval Aviation (CONA) in 2011.



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

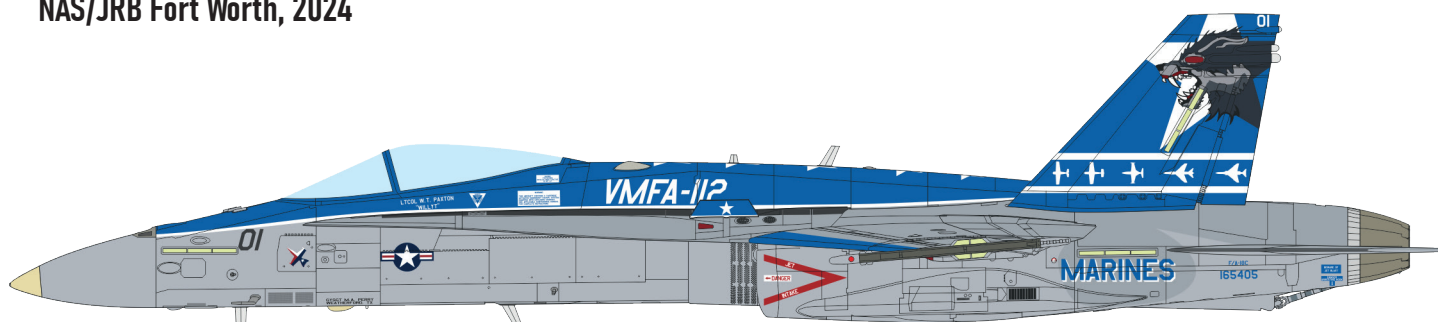


Clayton Douglas Gard III comes from a military family as the third generation of men of this name serving in military. He graduated from Miami Southridge Senior High School in 1983 and received his Bachelor's Degree in aerospace engineering from the U.S. Air Force Academy in 1988. Gard's military career is primarily

associated with flying the F/A-18 Hornet. He was commander of VMFA-312 from December 2021 to June 2023. During his command, he led the squadron in major exercises in the Pacific, such as in Japan during Exercise Ryukyu Vice 23.1 at Kadena Air Base. On May 31, 2023, he flew his ceremonial final flight with VMFA-312 and,

one day later, handed over command to Lt.Col. Matthew Gaede. In November 2024, he was officially promoted to the rank of colonel.

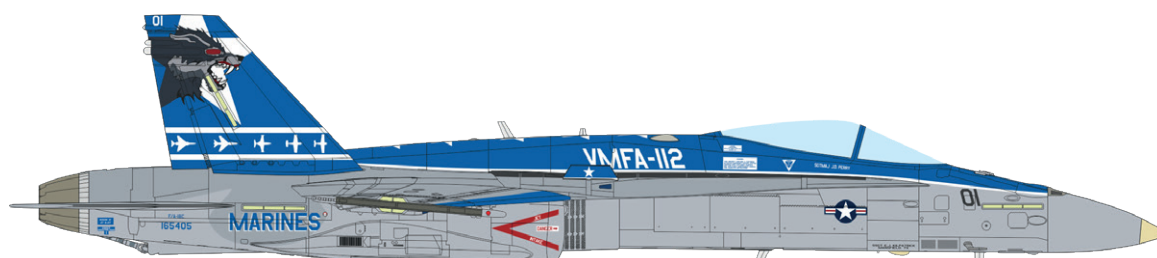
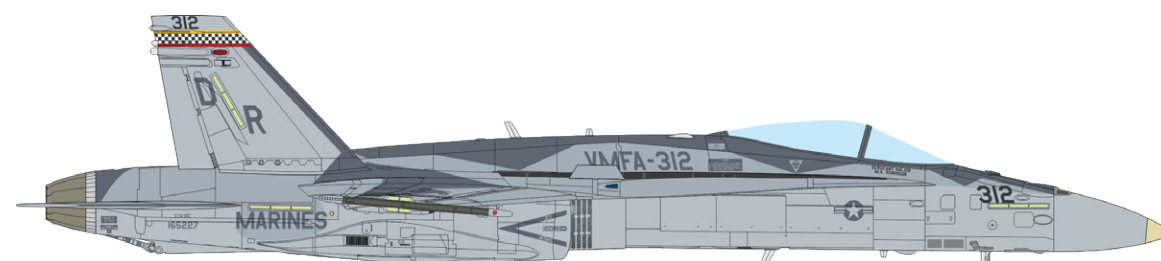
■ F/A-18C, BuNo. 1645405, LtCol. William T. Paxton, CO of VMFA-112 Cowboys, NAS/JRB Fort Worth, 2024



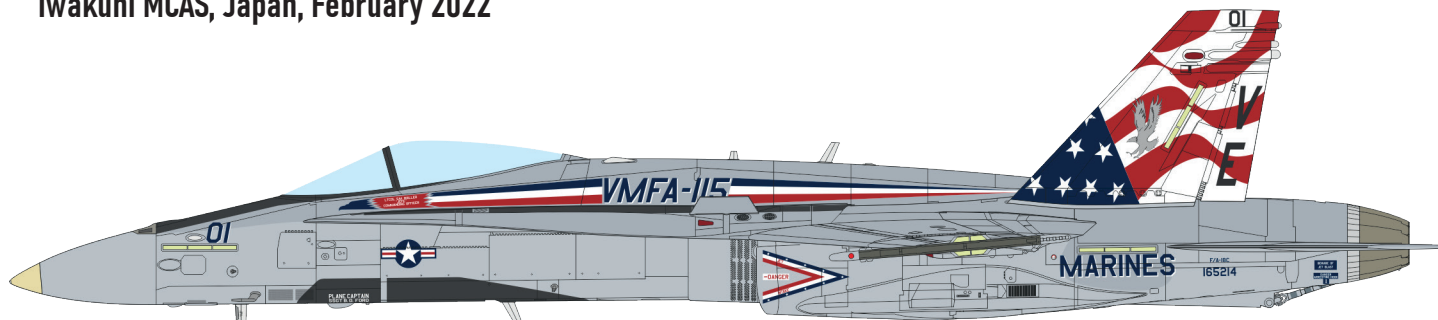
William Thomas Paxton hails from rural farm country in Berlin, Pennsylvania. He attended the United States Naval Academy and graduated in 2005 with a Bachelor of Science in Ocean Engineering. Upon graduation, he was commissioned a Second Lieutenant and reported to The Basic School in July of 2005. He was designated a naval aviator in July of 2008, and then reported to VFA-106 in Virginia

Beach to learn to fly the F/A-18 in August of 2008. In July 2009, Paxton reported to MCAS Beaufort, South Carolina, where he was assigned to VMFA-312 as part of CVW-3 in preparation for a deployment. In spring 2010, the Checkerboards deployed on the USS Harry S Truman (CVN-75) supporting coalition forces in Afghanistan for Operation Enduring Freedom. He finished this tour in 2012 as the Pilot Training

Officer, preparing the unit for a follow-on carrier deployment. In November 2013, Paxton returned from his service as Forward Air Controller to join VMFA- 251. The Thunderbolts embarked on the USS Theodore Roosevelt (CVN-71), supporting Operation Inherent Resolve. He took command of VMFA-112 in May 2024.



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

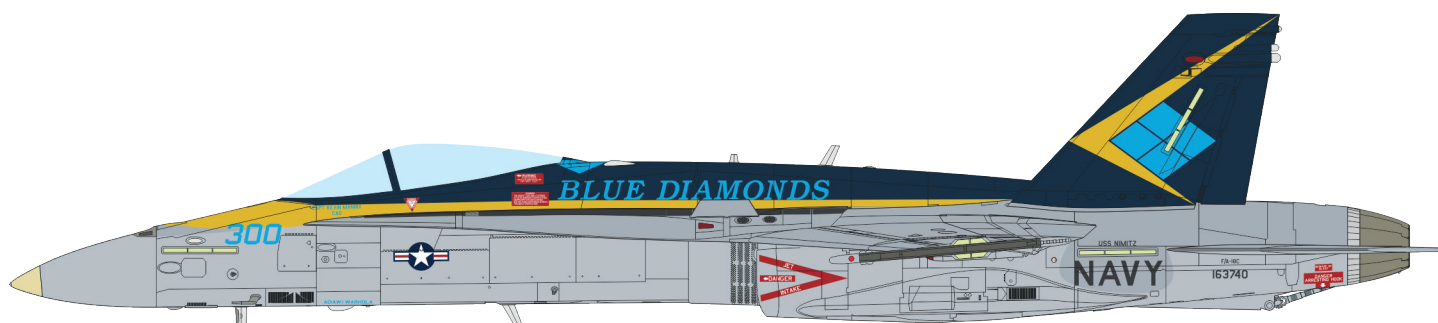


The predecessor to VFA-115, VMF-115 was organized on July 1, 1943 at Santa Barbara, California. Sixteen days later, the command was assumed by one of the Marine Corps' most famous Aces, Major Joseph Foss, holder of the World War II Marine Corps record of twenty-six enemy aircraft shot down. The squadron quickly picked up the nickname Joe's Jokers. In December 1949, VMF-115 became the first

Marine Corps squadron to receive a full complement of Grumman F9F-2 Panther jet fighters and after a long spell with Skyrajs, the unit was re-designated VMFA-115 on January 1, 1964, and transitioned to Phantoms II. After flying them for more than 20 years, VMFA-115 began the transition to the F/A-18A Hornet on January 1, 1985, and officially stood up with 14 aircraft on August 16, 1985. The following year, the squadron

became officially known as the Silver Eagles. Nearing the end of 2001, the squadron obtained their first F/A-18A+ aircraft modification. VMFA-115's achievements have highlighted the history of Marine Corps aviation as the squadron has seen extensive service in nearly every conflict in which Marines have fought.

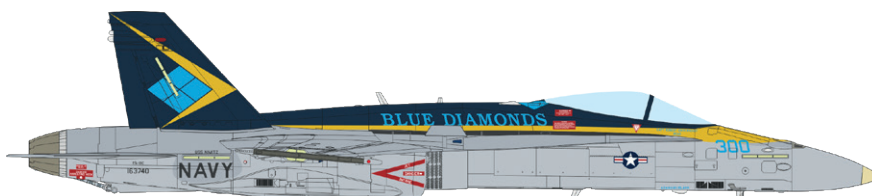
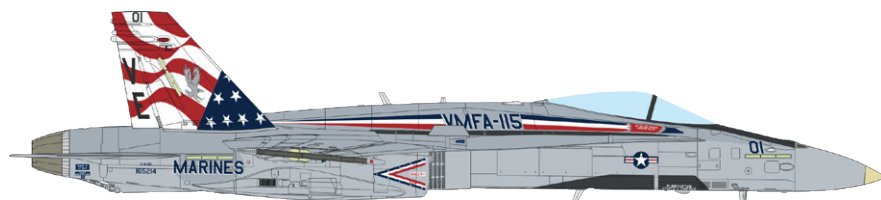
■ **F/A-18C, BuNo. 164709, VFA-146, Blue Diamonds, USS Nimitz (CVN-68), July 2014**



The Attack Squadron 146 was set on February 1, 1956, as the Navy's newest jet attack squadron. The squadron's original nickname was the Blacktails, which was derived from its assigned color as the sixth squadron of the air group. VA-146 started with only a handful of F9F-8 Cougars and its first West Pac deployment began on January 21, 1957, as CVG-14, embarked in USS Hornet (CVA-12) and departed from San Diego. Upon the squadron's return in July, the Blacktails began transitioning into the new FJ-4B Fury. In 1959, under Cdr. W. W. Alldredge, the

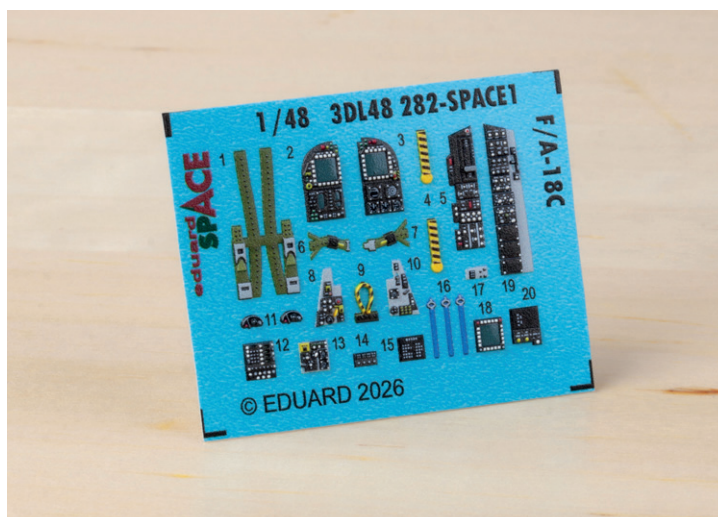
squadron adopted the Blue Diamonds nickname. In December 1968, VA-146 was completely re-equipped with the A-7B Corsair II. In the spring of 1989, VA-146 was re-designated VFA-146 and transitioned to F/A-18C. The Blue Diamonds were the first fleet squadron to receive this new version of the Hornet. VFA-146 made its first deployment with the Hornet on USS Nimitz (CVN-68) in 1991, arriving on station to participate in the last days of Operation Desert Storm. VFA-146 and Carrier Air Wing Eleven deployed on board USS Nimitz (CVN-68) in April 2013.

They flew combat missions in support of Operation Enduring Freedom, additionally, the Diamonds participated in multinational exercises with South Korea, Japan, France, and Great Britain. On May 26, 2015, the Blue Diamonds achieved their qualification in the Super Hornet. Since then, the Blue Diamonds tested some of the new systems and capabilities of the Super Hornet, executing live missile shoots with CVW-11 during multiple detachments.

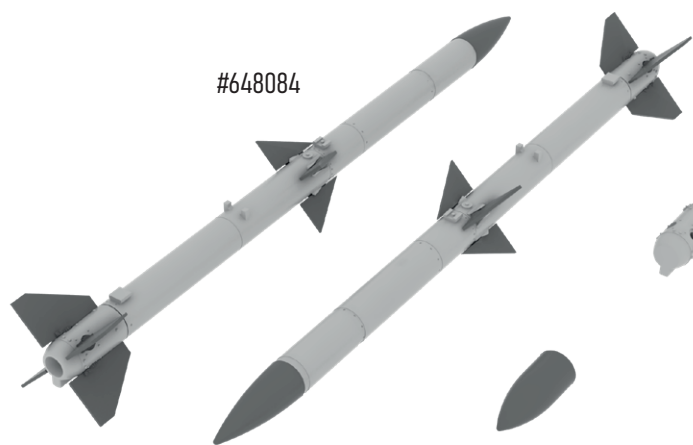


For F/A-18C 1/48 RECOMMENDED:

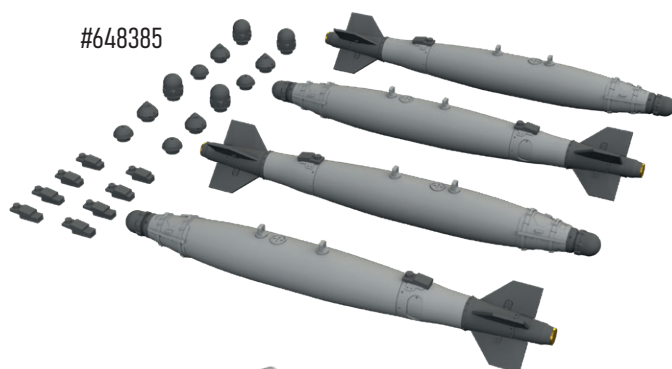
648029	AIM-9M/L SideWinder (Brassin)
648084	AIM-120A/B AMRAAM (2pcs) (Brassin)
648087	AIM-120C AMRAAM (2pcs) (Brassin)
648155	GBU-12 bomb (Brassin)
648274	CBU-87 (Brassin)
648385	GBU-38 Non-Thermally Protected (Brassin)
648386	GBU-38 Thermally Protected (Brassin)
648435	AIM-9X (Brassin)
SIN648154	F-15C armament (Brassin)
3DL48282	F/A-18C SPACE (3D Decal Set)
EX1179	F/A-18C TFace (Mask)



#3DL48282



#648084



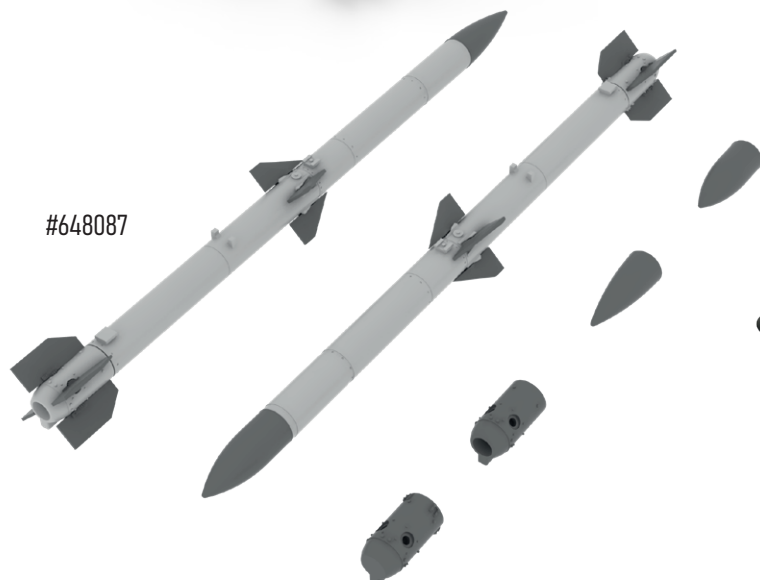
#648385



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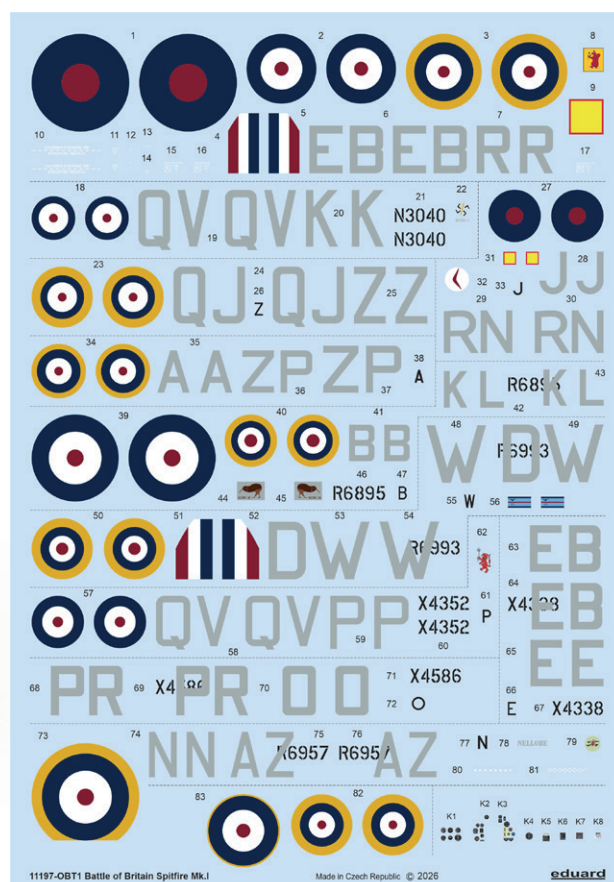
Battle of Britain Spitfire Mk.I

1/48

#11197

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- plastic parts: Eduard
- marking options: 11
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no
- Extra: a book about the Spitfire Mk.Is in Battle of Britain written by Pavel Beránek

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



Hillary Richard Lionel "Robin" Hood took command of No. 41 Squadron in April 1940. While returning from a mission providing air support for the Dunkirk evacuation on June 1, he spotted three Ju 88 bombers flying just above the sea surface. Although he had already spent all his ammunition, he dove straight at the last bomber and forced its pilot to perform an evasive maneuver, causing the German aircraft to crash into the sea. During the Battle of Britain, he

scored two more kills on July 29 (a Bf 109 and a Ju 87). On September 5, during an attack on a Do 17, his Spitfire collided with another aircraft, and S/Ldr Hood crashed into the sea with his Spitfire. His body was never found. The Spitfire P9428, which S/Ldr Hood flew continuously from May through September 5, was adorned on the left side beneath the cockpit with a family crest depicting a squirrel holding a thistle. Period photographs show the aircraft

without code letters, though these were applied in the standard locations during June. The livery shown here reconstructs the appearance from the second half of June during the support of the Dunkirk evacuation. In early July, P9428 was painted in a new regulation livery with Sky Type S on its undersides; in mid-August, the undersides of the wings were again marked with national insignia.

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



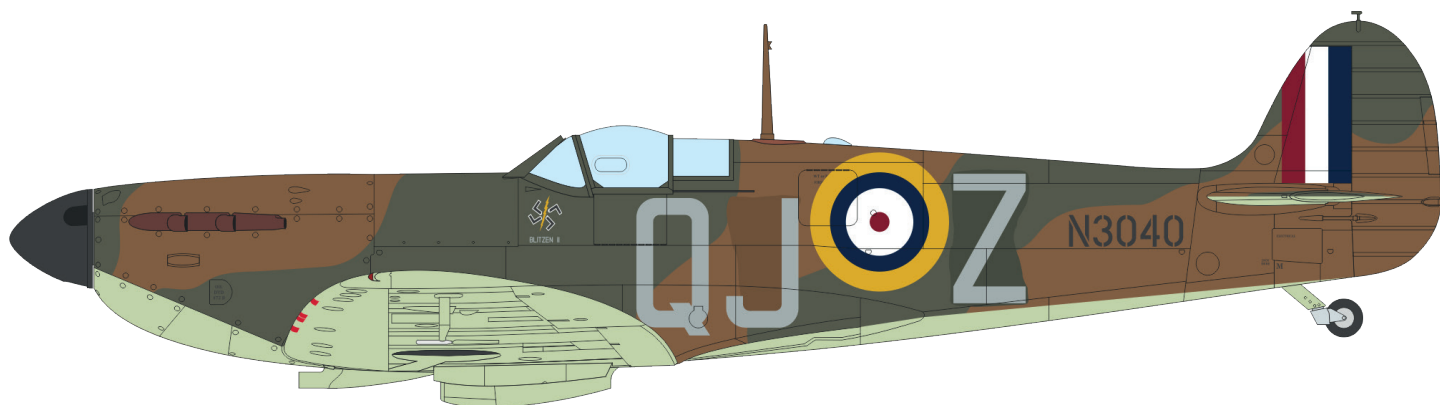
Brian "Sandy" Lane was transferred to No. 19 Squadron shortly after the outbreak of war as commander of Flight A. After the squadron's commander, S/Ldr Geoffrey Stephenson, was killed over Dunkirk, Lane became acting squadron commander. The Spitfire he flew regularly in the first half of 1940 was serial number N3040, and he scored three aerial victories with it during the battles over Dunkirk. Lane's Spitfire bore a personal emblem beneath the cockpit—a swastika crossed by a yellow lightning bolt and the inscription "BLITZEN." This emblem was successively painted on four

of his Spitfires. The Spitfire N3040 shown here represents the paint scheme and markings of Fighter Command Spitfires from the period immediately preceding the aerial support for the Dunkirk evacuation. The fuselage roundels do not yet have a yellow ring, and the roundels on the underside of the wings and the squadron insignia on the rudder are missing. These markings were added in May. In early June, N3040 was given a new paint scheme with undersides in Sky Type S. After No. 19 Squadron was re-equipped with Spitfire Mk.Ib aircraft, N3040 was taken over by No. 92 Squadron,

where it served as the personal aircraft of the famous Robert Stanford Tuck from July to August 1940. On September 5, 1940, Brian Lane formally became commander of No. 19 Squadron. He left the unit in early June 1941. In December 1942, he was entrusted with command of No. 167 Squadron. Four days after his arrival, he was shot down during Operation Rhubarb by Lieutenant Walter Leonhardt of 6./JG 1. During his wartime career, Lane scored nine aerial victories, one of which was a shared victory. Under the pseudonym B. J. Elan, he wrote the book Spitfire (John Murray, 1942).



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

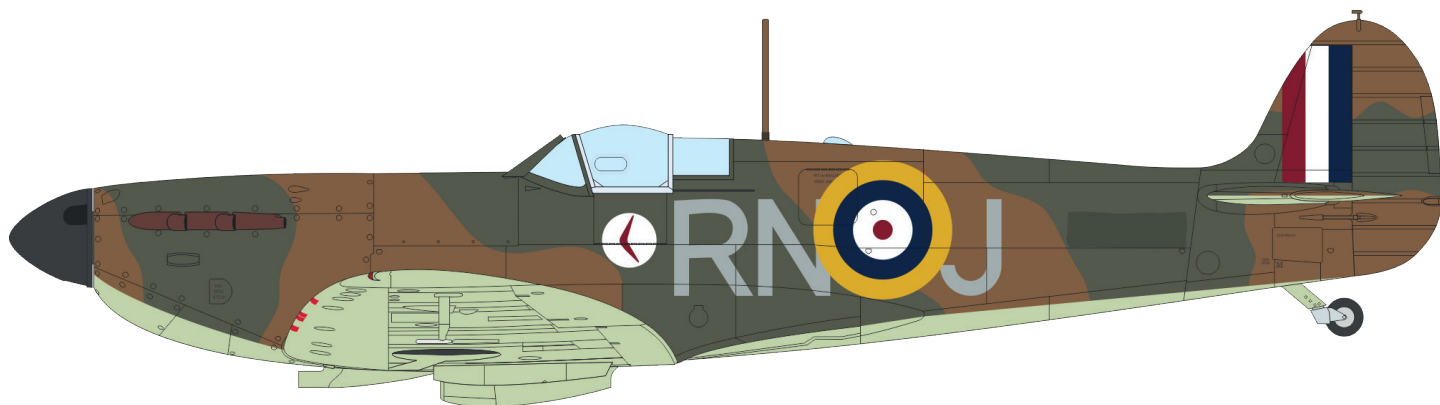


Robert Stanford "Bob" Tuck was one of the RAF's most successful fighter pilots, with 29 confirmed kills. In May 1940, he was transferred to No. 92 Squadron as commander of Flight B, and during the battles over Dunkirk, he scored six kills in Spitfire N3192, designated GR-L. Further successes followed during the intense summer of the Battle of Britain. The Spitfire with which he achieved his greatest successes was N3040 QJ-Z. He flew it regularly from mid-July through August 18, 1940, and with which he shot down four Ju 88s. On August 18, after a dogfight

with a Ju 88, Tuck's Spitfire was severely damaged by return fire from the Junkers' gunner, and Tuck had to bail out of his Spitfire. He was slightly injured upon landing, and his Spitfire crashed at Park Farm, later named Tuck's Cottages. On September 11, 1940, he was appointed commander of No. 257 Squadron, and in December 1941, commander of the elite wing at Biggin Hill. On January 28, 1942, Tuck's Spitfire BL336 RS-T was hit by anti-aircraft fire following a successful attack on a military train, and Tuck was forced to make an emergency

landing near Boulogne-sur-Mer, where he was subsequently captured and spent the remainder of the war in the Stalag Luft III and Belaria prisoner-of-war camps. The illustration depicts a reconstruction of the appearance of Spitfire N3040 after No. 19 Squadron was re-equipped with cannon-armed Spitfire Mk.I(b) aircraft and Lane's personal aircraft, N3040 QV-K, was taken over by No. 92 Squadron, where it received the new fuselage code QJ-Z. It is likely that Lane's personal emblem—a swastika crossed by a lightning bolt—remained on the aircraft.

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

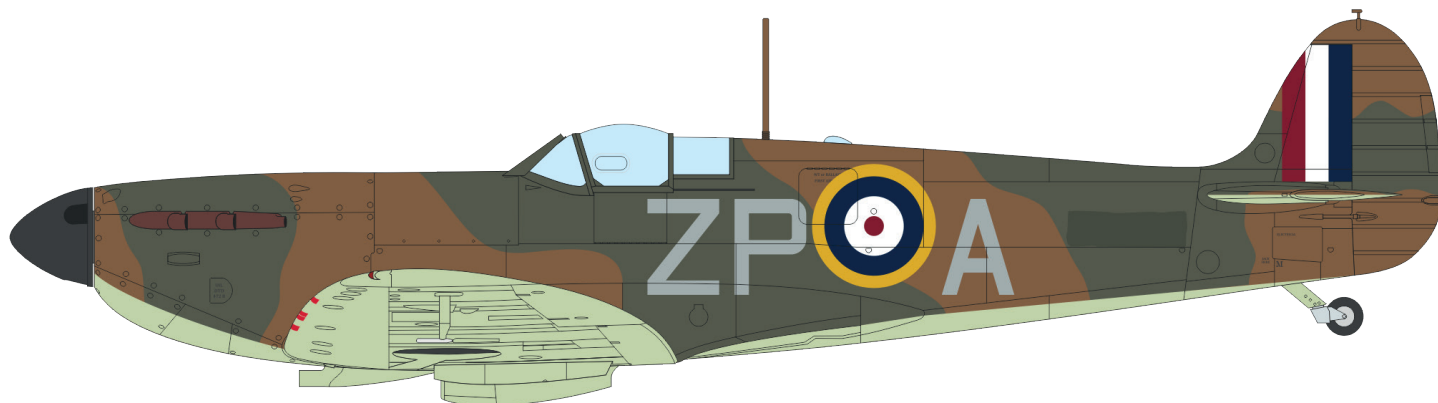


One of the longest-serving Spitfires in the RAF during the early stages of the war was the one with serial number K9959, which was flown by F/O Desmond Sheen of No. 72 Squadron. In April 1940, he was transferred to No. 212 Squadron and served in France as a photographic reconnaissance pilot. After the fall of France, he rejoined No. 72 Squadron and was reunited with his K9959 RN-J. His Spitfire was marked with a personal emblem—a red boomerang in a white circle. The Spitfire K9959 that Sheen flew underwent many visual changes during

his service with No. 72 Squadron. The depicted configuration is valid for the period from June 6 to August 13, 1940, when the original black-and-white lower surfaces were repainted in Sky type S without the application of cockades on the underside of the wing. On his first flight in the new Spitfire X4109 RN-J on August 15, Sheen shot down two more aircraft (a Ju 88 and a Bf 110). In the following months, he was shot down twice, first on September 1, then on October 7, when he was burned because his aircraft caught fire. After recovering, he

returned to the unit as a flight commander, and in April 1941 he was entrusted with command of No. 72 Squadron, which he led until October 1941. A year later, in November 1942, he took command of RAF Manston, which he led until April 1943. He subsequently commanded the Skeabrae and Drem airfields in Scotland. From 1944 to 1945, he commanded No. 148 Wing with 2 TAF. During his wartime career, Desmond Sheen shot down five aircraft, probably two more, and damaged two.

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

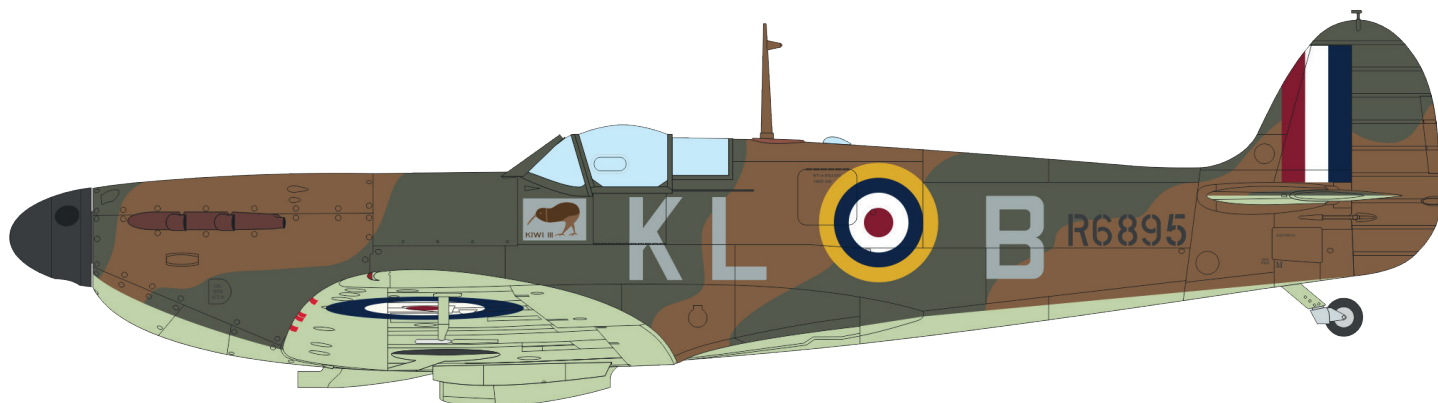


No. 74 Squadron was re-equipped with Spitfires in February 1939. South African Adolf “Sailor” Malan, a sailor by trade, entered the war on September 6 in an incident known as the Battle of Barking Creek, when his A Flight accidentally shot down two Hurricanes from No. 56 Squadron. During Operation Dynamo, he scored five aerial victories; on the night of June 19–20, 1940, he shot down two He 111s. Malan was an opponent of line-astern formation and, with his pilots, used the more flexible finger-four formation. Legend has it that on July 28, he damaged

Werner Mölders’ aircraft and wounded Mölders himself. On August 8, he took command of No. 74 Squadron, which achieved 38 aerial victories on August 11 during four operational sorties led by Malan. The event is known as Malan’s August 11. Malan himself achieved 16 aerial victories in the Battle of Britain, and by the end of his operational career in August 1941, he had 27 solo victories and seven shared victories. He was an outstanding tactician, famous for his Ten Rules of Air Combat. He retired as a Group Captain in April 1946

and subsequently farmed in South Africa. In the 1950s, he became politically active as an opponent of apartheid. The Spitfire with serial number K9953, bearing the fuselage code ZP-A, was from the early production run of Spitfires. Sailor Malan flew it regularly from the fall of 1939 until the end of August 1940, scoring 11 confirmed kills, making K9953 one of the longest-serving and most successful Spitfires in the Battle of Britain.

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

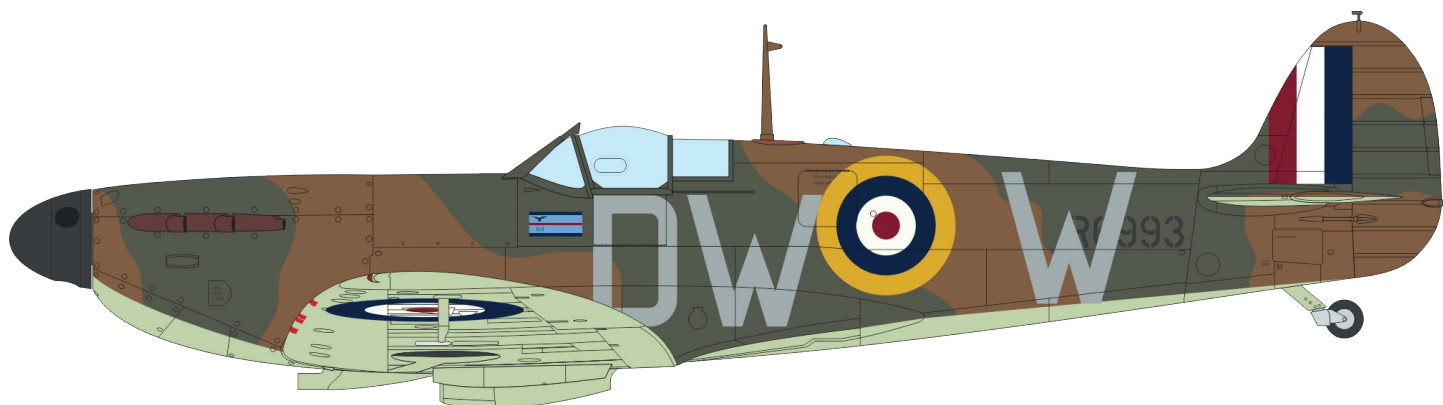


The Spitfire R6895 is from the late production series of the Mk.I version and was the third and final Spitfire flown by the legendary New Zealander flying ace Alan “Al” Deere. The pilot’s personal emblem, a kiwi bird, was painted on the fuselage below the cockpit. Al Deere flew a total of 30 sorties in this Spitfire from July 11, 1940, to August 31, 1940, and scored two of his 21 aerial victories in it. His Kiwi III was destroyed on August 31, 1940, while attempting to take off during the bombing of Hornchurch Airfield. At that time, No. 54 Squadron was the only one

fully equipped with Spitfires fitted with Rotol RX5/1 propellers. Al Deere took part in No. 54 Squadron’s very first operation, providing air cover for retreating Allied forces in Belgium on May 16, 1940. Deere shot down his first two Bf 109s on May 23 while escorting F/Lt. J. Leathart, who was flying a Miles Magister for the commander of No. 74 Squadron, S/Ldr L. White, who had been shot down near Calais. On the evening of May 26, Operation Dynamo—the evacuation of Dunkirk—began, and two days later, Deere made an emergency landing on a Belgian beach. After

a nineteen-hour ordeal, however, he managed to return to Hornchurch. Following the conclusion of the Dunkirk evacuation, No. 54 Squadron joined the Battle of Britain, during which Al Deere scored seven aerial victories. During World War II, he held a number of command posts, including commanding the elite Wing at Biggin Hill, and during the Allied invasion of the continent, he led No. 145 (Free French) Wing. His total score stands at 21 aerial victories (some sources cite 17). He retired with the rank of Air Commodore.

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

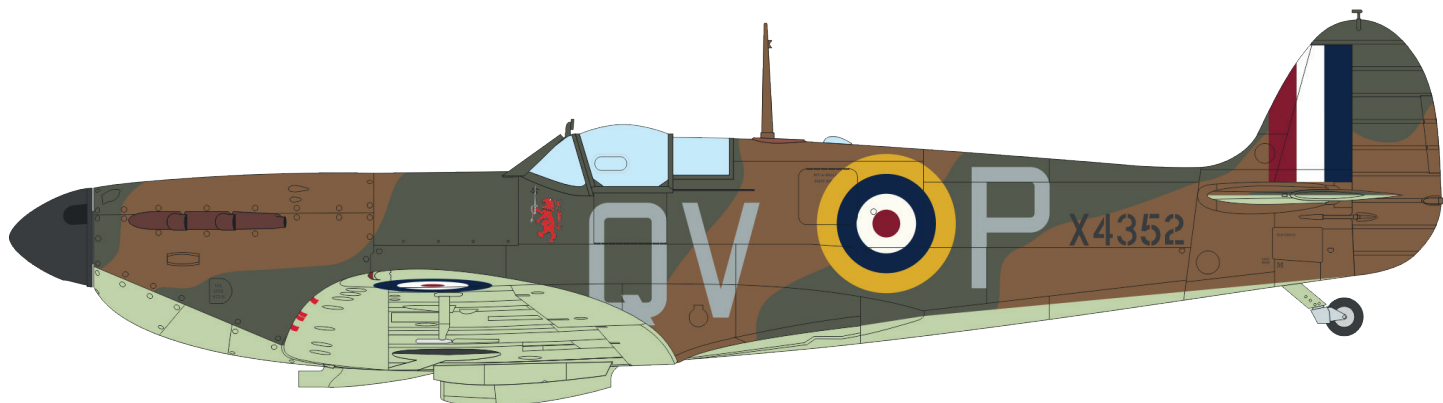


John Ellis was a highly experienced fighter ace credited with 13 confirmed aerial victories. After becoming commander of No. 610 Squadron on July 26, 1940, he scored five victories in August 1940 flying his personal Spitfire R6993. Spitfire R6993 was one of only ten Spitfires in the R series equipped with a Rotol RX5/4 constant-speed propeller. Like most of the Spitfires in No. 610 Squadron, R6993 was equipped with an automotive-style exterior mirror, which was procured for the squadron by technical officer W/O Bentall from local auto repair shops.

No. 610 Squadron was known for its large code letters on the fuselage, and Ellis's DW-W was no exception; it also carried the squadron commander's pennant under the windshield. Ellis flew at the forefront of No. 610 Squadron throughout the Battle of Britain, until the unit was sent north for rest. In May 1941, he was transferred to No. 55 OTU as an instructor. Later, he was sent to the Middle East as Wing Commander of No. 701 OTU in Khartoum, Sudan. In the spring of 1943, he took command of the Krendi Wing in Malta and participated

in preparations for the invasion of Sicily. On June 13, 1943, while escorting B-24 bombers attacking Gerbini Airfield, he was shot down by Hptm. Gerhard Michalski (57 victories). He was captured and imprisoned at Stalag Luft III, where he actively participated in the planning of the Great Escape as Roger Bushell's deputy. After the war, he remained in the RAF and, with the rank of Wing Commander, became responsible for pilot training within Fighter Command.

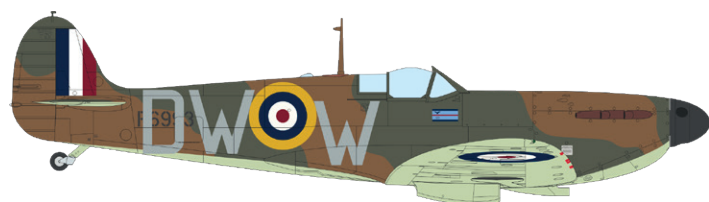
■ X4352, F/O Leonard A. Haines, No. 19 Squadron, RAF Fowlmere, United Kingdom, September 1940



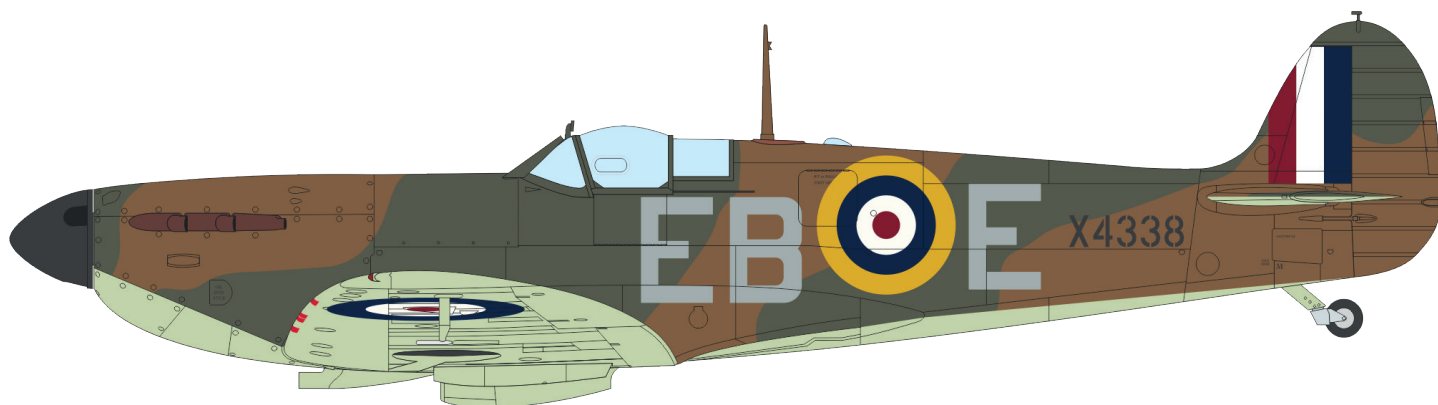
Leonard Haines joined the RAF in September 1937 and, after completing his training, was assigned to No. 19 Squadron, the first unit equipped with the new Spitfires. In June 1940, he took part in the fighting at Dunkirk, where he scored his first aerial victory, and subsequently performed very successfully in the Battle of

Britain. From September to November, his personal aircraft was Spitfire X4352, with fuselage codes QV-P, which had a lion painted beneath the cockpit, striking a swastika with a saber. With this aircraft, he achieved five confirmed kills and had a total of 12 to his credit, eight of which were solo and four in cooperation

with others. He likely destroyed two additional aircraft, making him one of the most successful pilots of No. 19 Squadron during the Battle of Britain. At the end of 1940, he was reassigned to a training unit as an instructor, but he was killed in a plane crash in April 1941.



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

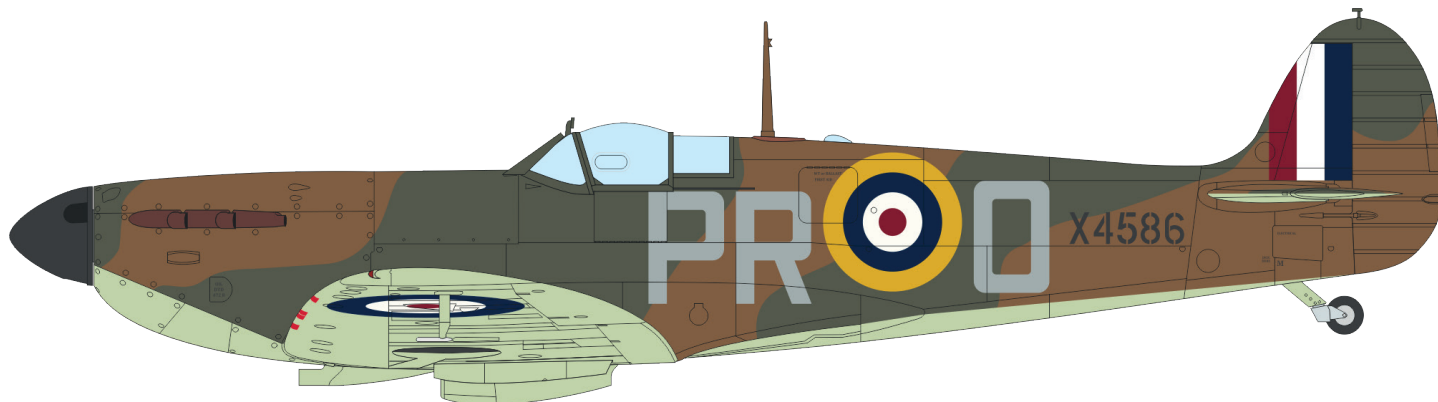


Eric Lock joined No. 41 Squadron as a rookie in June 1940. On August 15, he scored the first of his 21 aerial victories during the Battle of Britain, becoming the most successful Allied fighter pilot of that battle. The Spitfire that Eric Lock flew the most during the Battle of Britain was X4338, with the code letters EB-E. He scored four confirmed and four probable kills with it. Lock's Spitfire was severely damaged on November 8 during a dogfight with several Bf 109Es, after which he made an emergency

landing in a field. On November 17, Lock himself was seriously wounded by fire from a Bf 109E, sustaining injuries to his right arm and both legs. Over the next three months, he underwent 15 major operations; he spent the following three months recovering at a rehabilitation center at the Royal Masonic Hospital, where he was operated on again by the pioneer of plastic surgery, Archibald McIndoe. He returned to No. 41 Squadron in June 1941; in July, he was promoted to Flight Lieutenant and appointed

commander of A Flight, No. 611 Squadron. On August 3, while returning from a Rhubarb-type mission, he attacked a German convoy near Pas-de-Calais and has been missing ever since. It is believed he was shot down by anti-aircraft fire and crashed into the sea. Neither the Spitfire Mk.Vb W3257 FY-E nor Lock himself were ever found. At the time of his disappearance, he had 26 aerial victories to his credit, achieved during 25 weeks of operational deployment over the course of a single year.

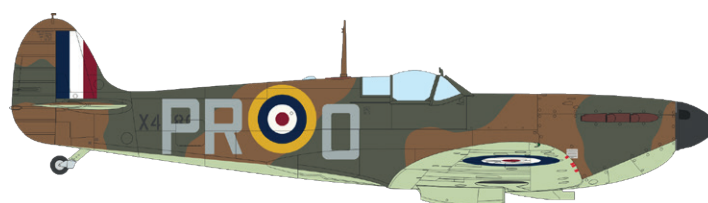
■ X4586, F/Lt John C. Dundas, 609. Squadron, RAF Warmwell, United Kingdom, October-November 1940



F/Lt John Charles Dundas of Yorkshire was the older brother of G/Cpt H. S. L. "Cocky" Dundas. Before the war, he worked as a journalist for the Yorkshire Post, and in 1938 he joined No. 609 Squadron of the Auxiliary Air Force. In August 1939, he was called up for active duty and fought with No. 609 Squadron at Dunkirk and in the Battle of Britain. With 16 aerial victories,

he became one of the most successful fighter pilots of both No. 609 Squadron and the Battle of Britain itself. On November 28, off the Isle of Wight, he engaged in combat with Bf 109s in his beloved Spitfire X4586 PR-O, reporting over the radio that he had just scored his 16th aerial victory. Most likely, his victim was Major Helmut Wick, commander of JG 2 and at that time the

Luftwaffe's top active ace with 56 kills to his credit. A moment later, however, Dundas himself fell victim to Wick's wingman, Lieutenant Rudi Pflanze, also an ace from JG 2. Although Wick was seen parachuting to safety, he was never found, nor was his downer, Dundas.



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


Alan Harker completed his training on twin-engine Anson aircraft in September 1939. He volunteered for the night fighters and was assigned to No. 234 Squadron, which was equipped with Blenheim Mk.II aircraft. In May 1940, however, the unit was re-equipped with Spitfires and subsequently became one of the most successful during the entire Battle

of Britain. Alongside F/Lt Peterson Hughes (17 kills) and P/O Robert Doe (16 kills), Alan Harker, who achieved seven confirmed kills, four probable kills, and damaged two enemy aircraft, was another successful pilot. Sgt. Harker flew Spitfire R6957 from September 1940 to March 1941. On November 27, 1940, a new regulation for rapid friend-or-foe identification came

into effect for all Fighter Command aircraft. The propeller spinner and the ring in front of the tailplane were now painted in a new shade of Sky or Sky Blue, and the underside of the left wing was now black.

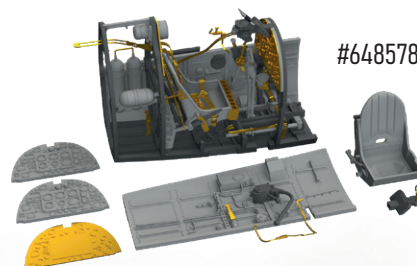
For Spitfire Mk.I 1/48 RECOMMENDED:

- | | |
|----------|---|
| 644064 | Spitfire Mk.I late LööK (Brassin) |
| 648578 | Spitfire Mk.I cockpit (Brassin) |
| 648579 | Spitfire Mk.I wheels (Brassin) |
| 648580 | Spitfire Mk.I exhaust stacks (Brassin) |
| 648582 | Spitfire Mk.I engine (Brassin) |
| 6481171 | Spitfire Mk.I/II/Va/Vb undercarriage legs PRINT (Brassin) |
| 3DL48006 | Spitfire Mk.I late SPACE (3D Decal Set) |
| EX709 | Spitfire Mk.I TFace (Mask) |

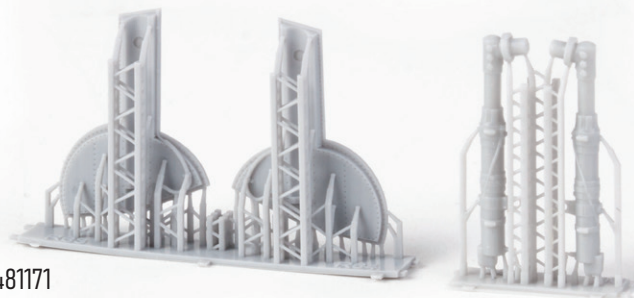
#644064



#648578



#6481171



OVERTREES

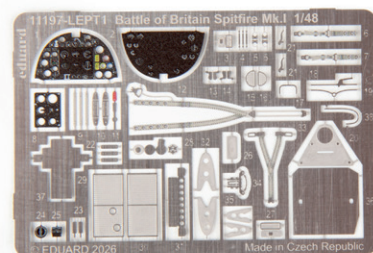
#82152X

**Spitfire Mk.Ia late
1/48**

[Product Page](#)

OVERLEPT

#11197-LEPT1

**Battle of Britain
1/48**

[Product Page](#)



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.

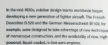
It combines clear, workshop-level instruction with visual storytelling that puts the reader right into the atmosphere of 1940.

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.





Bf 110F

1/72

#7084

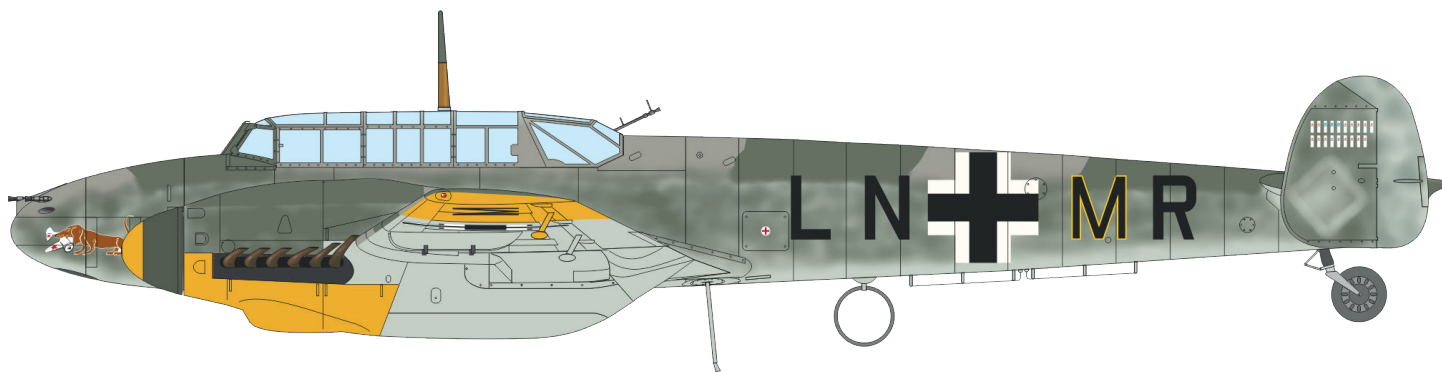
The ProfiPACK edition kit of German WWII twin-engine heavy fighter aircraft Bf 110F in 1/72 scale.

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

Product Page



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

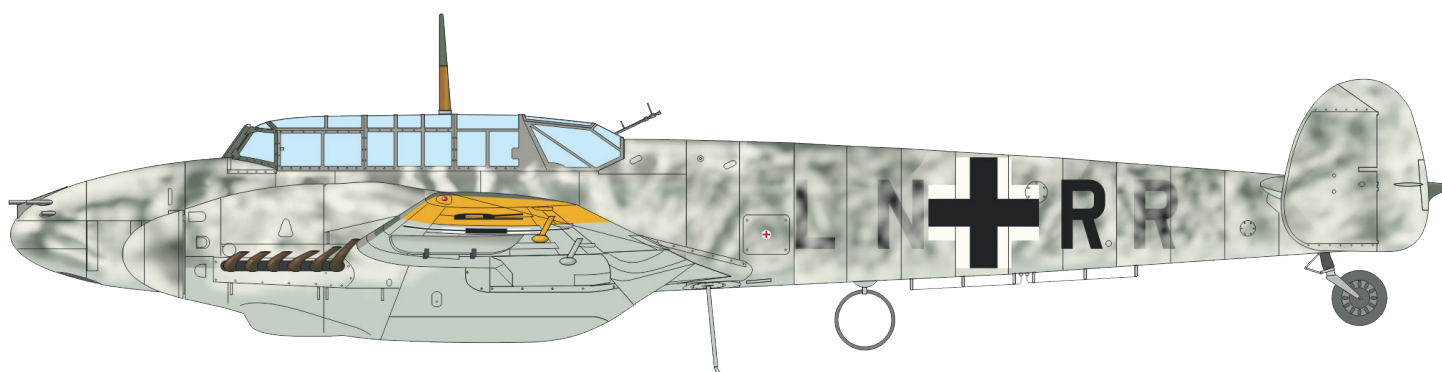


Prior to becoming a German fighter ace with 208 kills to his credit and holder of the Knight's Cross with Oak Leaves, Theodor Weissenberger was, at an early age, already involved in flying on gliders. He joined the Luftwaffe in 1936. After completing fighter training, he became an instructor and in 1941 he was assigned to 1.(Z)/JG 77 (on March 16th, this unit was

redesignated 10.(Z)/JG 5). In September 1942, Weissenberger was transferred to 6./JG 5, where he flew single engined Bf 109s. On October 24, 1944, he took over command of the newly formed 1./JG 7, equipped with the Me 262. On January 1, 1945, he took over the entire JG 7 and remained in this function up to the end of the war. He was killed on June 11, 1950, during an automobile

race in Nürnbergring. Weissenberger's Bf 110F was sprayed RLM 74/75/76, the standard camouflage used for fighter aircraft. The sides of the fuselage received a heavy and irregular overspray of RLM 74 and 75. The aircraft carries his kill marks on the tail surfaces and on the nose is the JG 5 Zerstörer unit's emblem, a dachshund with an I-16 in its mouth.

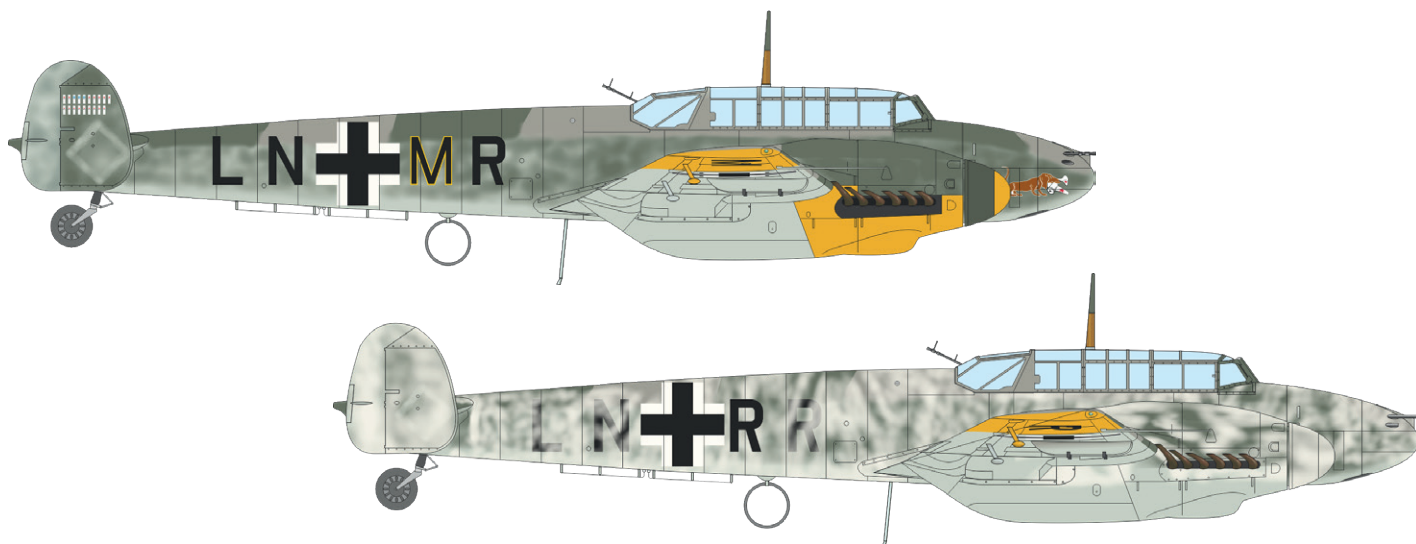
■ Bf 110F-2, W.Nr. 5080, Lt. Walter Forst, 13.(Z)/JG 5, Kirkenes, Norway, Winter 1942/1943



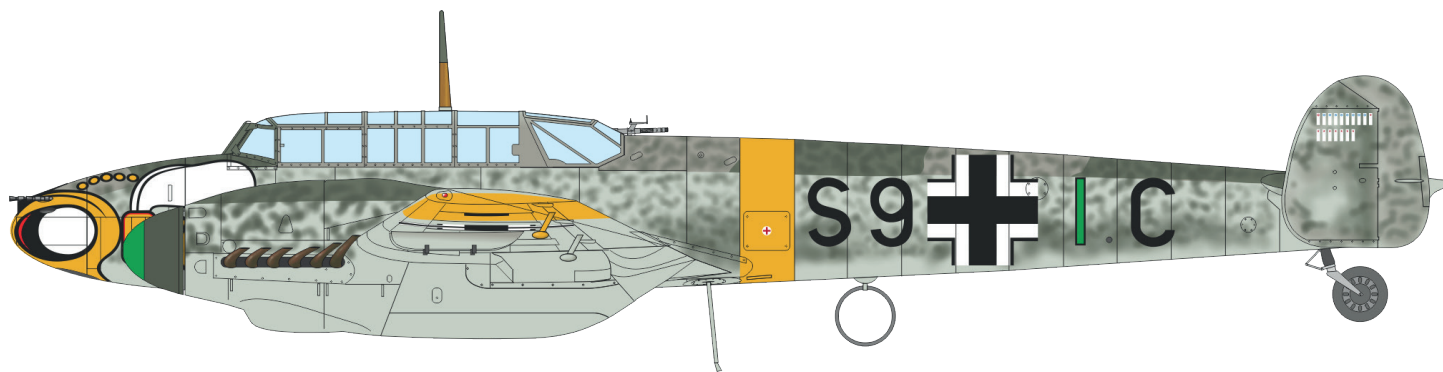
In preparation for the invasion of the Soviet Union, 1.(Z)/JG 77, a unit equipped with Bf 110 heavy fighters, was moved to northern Norway. Their main task was to attack the strategically important railway line to the port of Murmansk. In the spring of 1942 it was moved under the

command of JG 5 and at first redesignated 6.(Z)/JG 5 in June 1942, then as 13.(Z)/JG 5. During the winter period, the upper surfaces of both warring sides' aircraft were sprayed over with a white washable paint for obviously better concealment. This applied also to this

Bf 110F-2 which code letters were also partially painted over by the ground crew (except for the individual aircraft letter). The yellow wingtips indicated service on the Eastern Front.



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

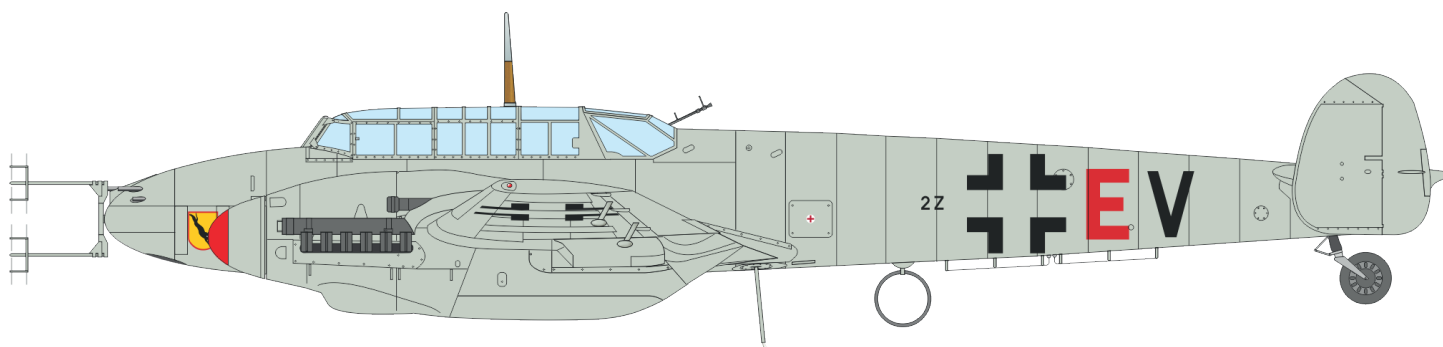


Günther Tonne was born on May 21, 1916, in Frankfurt and in 1935 he joined the German Navy (Kriegsmarine). In 1937, he stepped into the ranks of the Luftwaffe. After undergoing training on Bf 110 heavy fighters, he was assigned to ZG 1. In 1940, he shot down seven British aircraft in combat over the English islands and added a British Blenheim to his score in April 1941, while serving as CO of 6./SKG 210. On January 4, 1942, this unit was redesignated as 6./ZG 1 and from February 4, 1942, Tonne commanded

the entire II./ZG 1. In December 1942 he took over command of the newly formed SKG 10 armed with Fw 190 fighter-bombers. Engine failure on take off cost him his life while flying an Fw 190A-5 out of Reggio di Calabria on July 15, 1943. In combat during the Second World War he shot down some twenty enemy aircraft and for his success he was awarded the Knight's Cross on October 5, 1941, to which were posthumously added Oak Leaves on October 24, 1944. While serving with II./ZG 1 in 1942 over the Russian

plains, Oblt. Tonne flew several Bf 110F-2s. Zerstörergeschwader 1 was named 'Wespe' (Wasp) and the noses of their aircraft carried artwork depicting these aggressive insects. The standard camouflage scheme was sprayed over with squiggles of RLM 70 or 71 on the upper and side surfaces while the yellow surfaces denoted service on the Eastern Front.

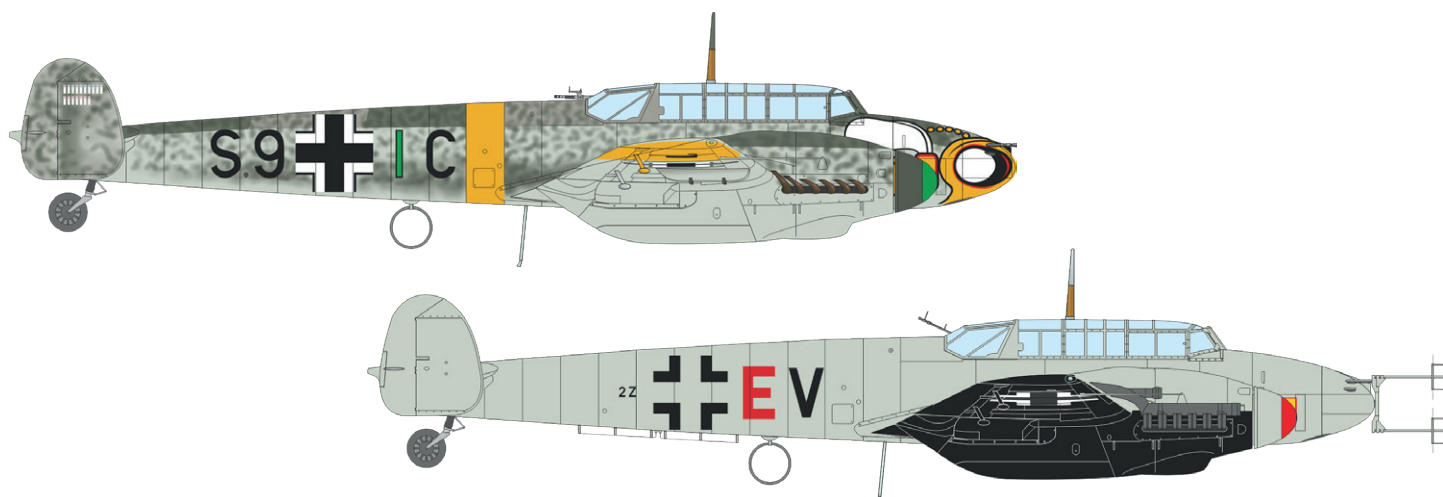
■ Bf 110F-4, Oblt. Martin Bauer, CO of 11./NJG 6, Zilistea, Romania, June 1944



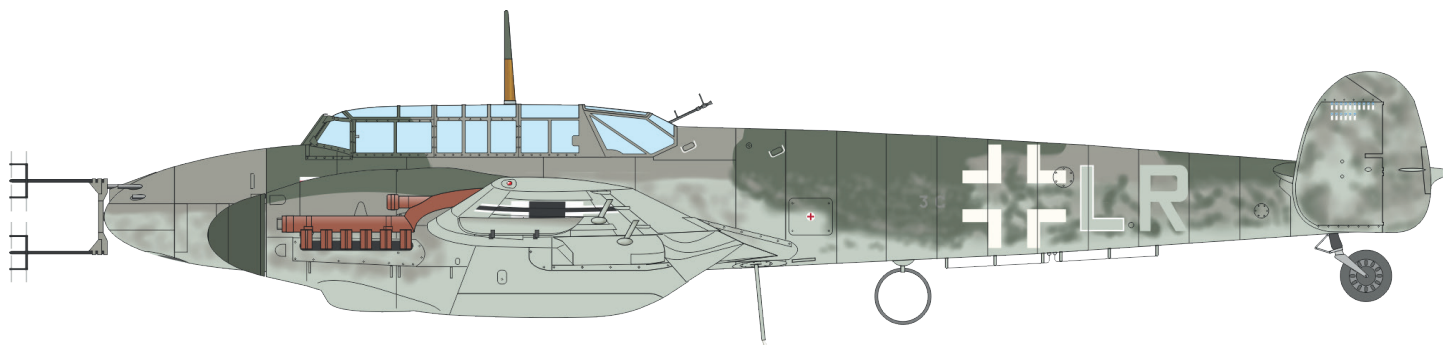
After the completion of pilot training in March 1941, Martin Bauer continued with blind flying instruction and was subsequently assigned to Nachtjagdgeschwader 1. At the beginning of

June he was transferred to NJG 6, with which he would serve out the war. His final tally of aerial victories is not precisely known, and historians place it at between seven and nine.

At the beginning, the night fighter Bf 110s of NJG 6 carried a monotone RLM 76 scheme on all surfaces, the black starboard wing bottom appeared later.



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



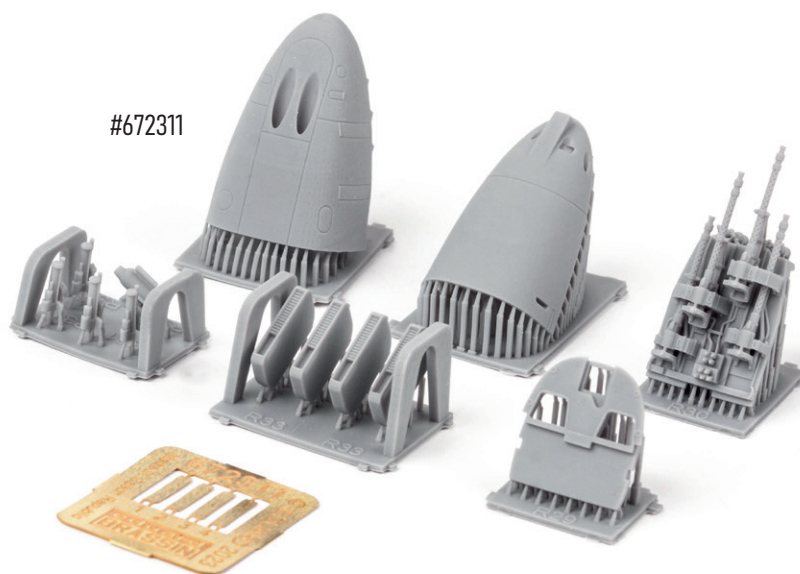
Reinhard Kollak entered the ranks of the Reichswehr in 1932 and after the formation of the Luftwaffe he transferred to this service, in 1935 he began his training as a fighter pilot, after which he joined ZG 1. After completing blind flying training, he was assigned to the newly formed NJG 1 in October 1940. While serving with this unit, he shot down his first aircraft, a British Whitley, on June 17, 1941. On May 1942, 1./NJG 1

was redesignated 7./NJG 4. His score steadily grew, and on August 29, 1943, he was awarded the Knight's Cross for his 29 kills. His final score at the end of the war was 49. He joined the newly formed Luftwaffe and served until his retirement. He passed away on February 6, 1980. Kollak's aircraft carried the standard Luftwaffe Bf 110 day fighter camouflage scheme. The RLM 76 on the sides of the fuselage were oversprayed

with irregular patterns of RLM 74 and 75 for better concealment. The NJG 4 unit insignia was painted under the windscreen and kill marks were painted on the tail surfaces. It is possible that these also bore the national insignia of the aircraft he shot down.

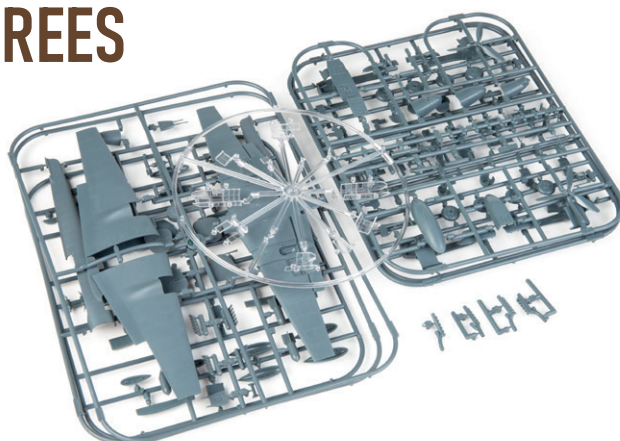
For Bf 110F 1/72 RECOMMENDED:

- | | |
|----------|-----------------------------------|
| 672115 | SC 50 German WWII bombs (Brassin) |
| 672310 | Bf 110E wheels (Brassin) |
| 672311 | Bf 110E nose guns PRINT (Brassin) |
| 3DL72092 | Bf 110F SPACE (3D Decal Set) |



OVERTREES

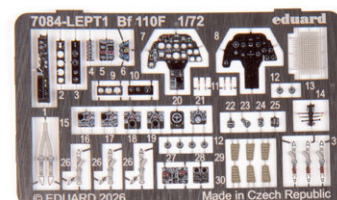
#7084X
Bf 110F
1/72



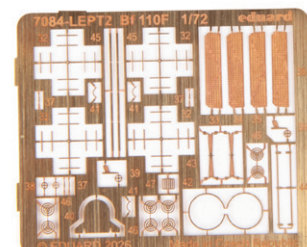
Product Page

OVERLEPT

#7084-LEPT1
Bf 110F
1/72



Product Page



MiG-21F-13

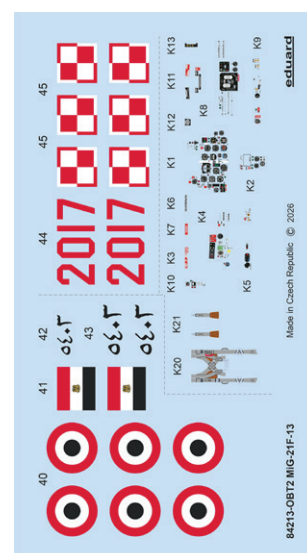
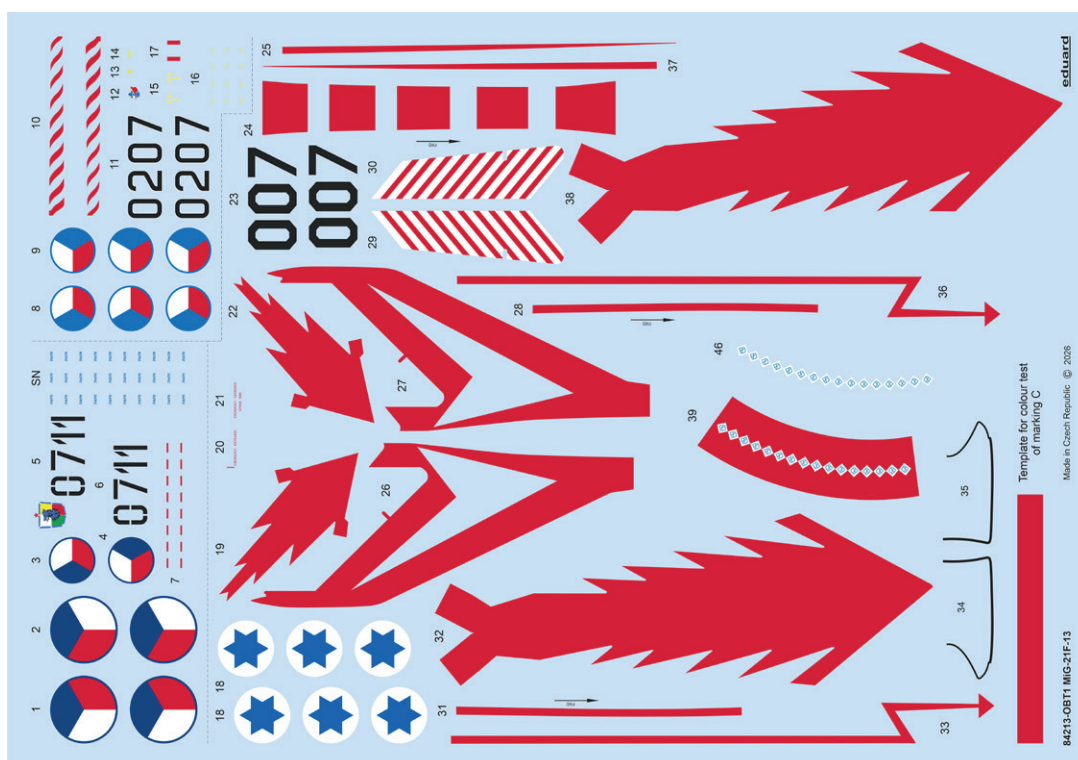
1/48

#84213

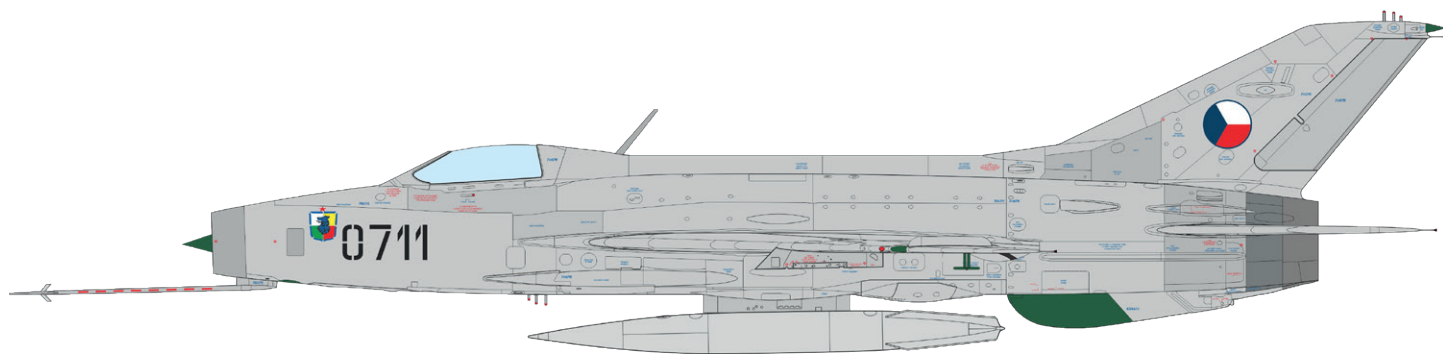
The Weekend edition kit of Soviet jet plane
MiG-21F-13 in 1/48 scale.

- plastic parts: Eduard
- marking options: 5
- decals: Eduard
- PE parts: no
- painting mask: no
- resin parts: no

Product Page



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



In 1970, a unit emblem was painted on the newly introduced MiG-21Fs of the 5 Fighter Wing, it consisted of a four-color field inspired by the coat of arms of the city of Pilsen, with a dog's head in the center. The whole design was complemented by a small red star. The MiG-21F

with fuselage number 0711 retained the unit emblem even after its mid-life overhaul in 1974. The aircraft was modified into a reconnaissance version by installing AFA-39 camera support systems in underwing pods, and its service with the Czechoslovak Air Force ended on February

26, 1985, with a total flight time of 1,148 hours and 46 minutes. After being retired from service, it was displayed at the Hrabyně memorial; since 2000, it has been on display at Air Park in Zruč near Plzeň.

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

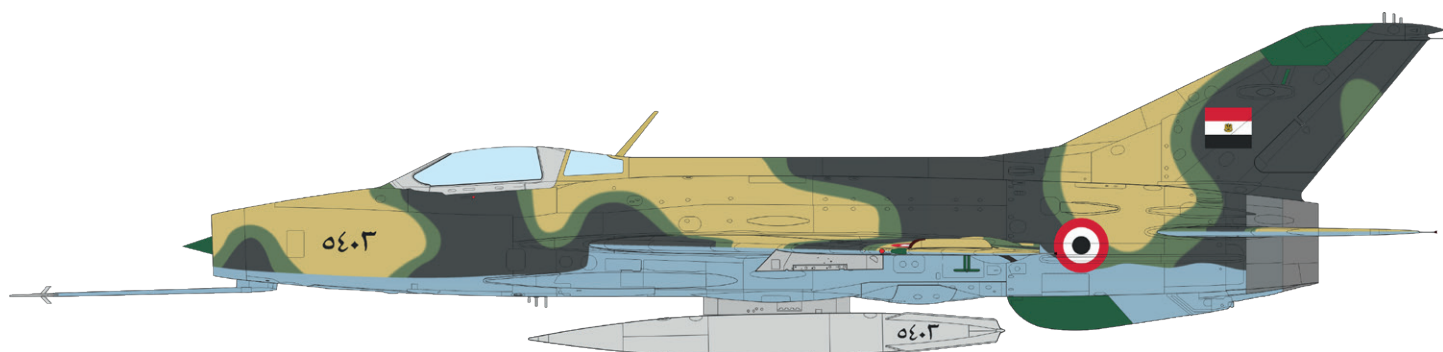


Aircraft number 0207 served at the Air Force training center in Milovice starting in April 1965, then with the 2nd Squadron of the 4th Fighter Wing at the Pardubice airfield from August 1967 to July 1969, and subsequently with the 9th

Fighter Wing in Bechyně. In 1979, 0207 became one of ten aircraft to receive the experimental LERAN camouflage. The goal was to reduce visibility to the enemy in combat conditions. The aircraft's service with the Czechoslovak Air

Force ended on May 23, 1988, with a total flight time of 1,622 hours and 30 minutes. After being retired from service, it was sold to the People's Republic of Hungary.

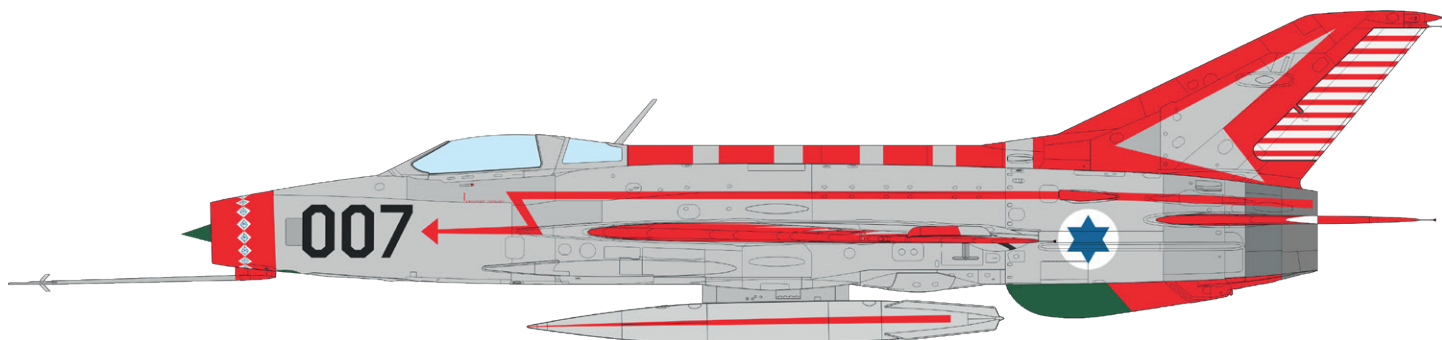
■ MiG-21F-13, 102nd Air Brigade, Sayah el-Sharif AB, UARAF, Egypt, 1973



This MiG-21F-13 survived the Six-Day War, the subsequent War of Attrition, and the October War in 1973. This made it a virtually legendary aircraft for the Egyptian Air Force. During the war, it bore a two-tone camouflage on its upper

surfaces, but shortly before the 1973 conflict, it was given a new scheme, known as "Nile Valley," in shades of sand, slate gray, and spinach green, with sky-blue undersides, along with a new style of national insignia.

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

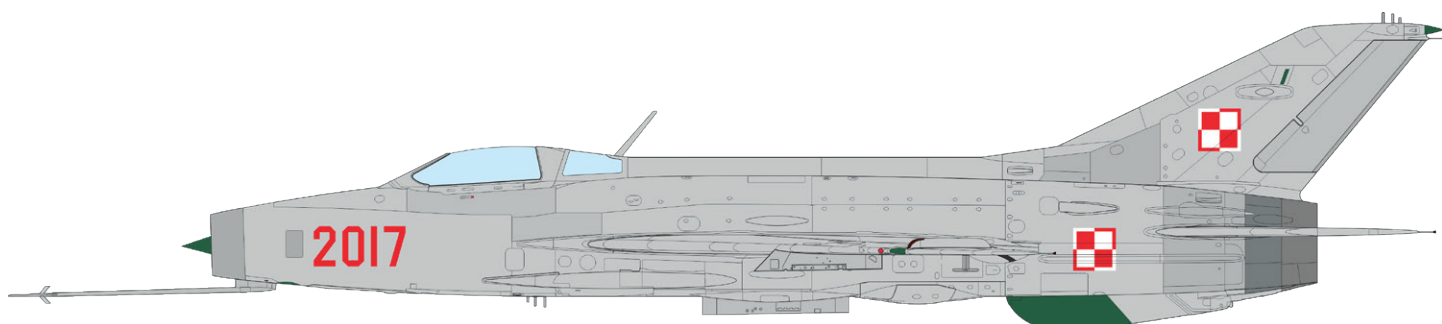


This aircraft became famous in 1966 as the first MiG-21 Fishbed captured by the West. On August 16, 1966, Munir Redfa, an Iraqi Air Force pilot of Assyrian Christian descent, defected to Israel in a top-secret Mossad operation known as Operation Diamond. After the operation, the aircraft was painted with Israeli Air Force markings and assigned the number 007. The MiG was then used in extensive testing to evaluate its flight characteristics and for simulated dogfights. The insights gained proved crucial in later conflicts, including the

Six-Day War (1967), the War of Attrition (1970), and the Yom Kippur War (1973). During the tense period leading up to the Six-Day War, 007 was repainted, fitted with red identification stripes, and armed with Shafrir-2 missiles. It was then placed on combat alert to counter Egyptian MiG-21R reconnaissance aircraft, which flew at altitudes and speeds that Israeli Mirages could not reach. Although 007 was on high alert, it did not participate in combat during the war. Shortly thereafter, it was transferred to the United States, which, under the name Project Have

Doughnut, subjected the MiG-21F to thorough testing by Air Force and Navy pilots, not only to assess its performance but also to measure its radar characteristics. These findings directly influenced pilot training at the Top Gun center and enabled the development of excellent air combat tactics, which were ultimately used against North Vietnamese MiG-21s during the Vietnam War.

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



The Polish Air Force (PWL - Polskie Wojska Lotnicze), as it was known at the time, took delivery of its first MiG-21F-13 aircraft, designated "Red 1217," on June 29, 1961. Another 24 MiGs arrived between September 19, 1962, and September 16, 1963. The first thirteen aircraft delivered were manufactured at Plant No. 21 in Gorky, and the last twelve at MMZ No. 30 Znamaya Truda in Moscow, which began producing this model in 1962 exclusively for export. The Polish Air Force's MiG-21Fs bore

red serial numbers, with the first two digits indicating the production batch number and the last two digits the aircraft's number within that batch. The first nine MiG-21F-13s delivered went directly to the training center in Modlin (CSL - Centrum Szkolenia Lotniczego). Another four MiG-21Fs arrived on January 11, 1963, at the 62 PLM (Pulk Lotnictwa Mysliwskiego) at the Poznan-Krzesiny airfield; six MiGs arrived on January 14, 1963, to the 1 PLM Warsaw at the Minsk-Mazowiecki airfield, and the final six

MiGs on January 18, 1963, to the 11 PLM (later redesignated as the 9 PLM) in Debrzno. When the more modern MiG-21PF aircraft entered service in 1964, all MiG-21F-13 aircraft were transferred in 1965 to the Szczecin-Goleniów base, where they remained in active service with the 4 PLM (later renamed the 2 PLM) until their retirement in 1973. The last twelve operational aircraft were delivered to Syria that same year to replace losses suffered during the war.

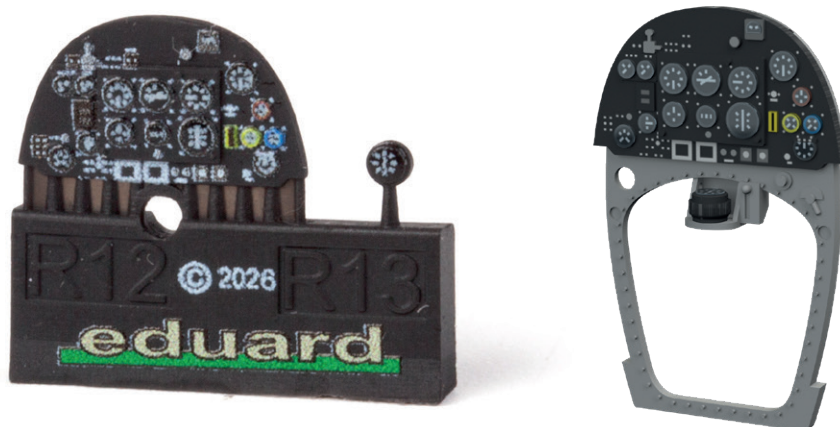


1/72 IBG

Recommended kit: IBG

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

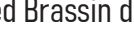
Product Page



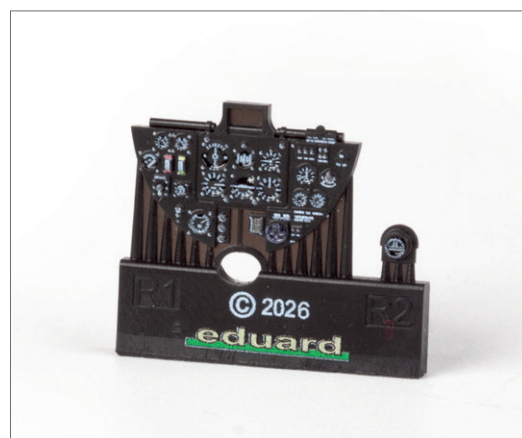
1/48 Arma Hobby

Recommended kit: Arma Hobby

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



Product Page



644350

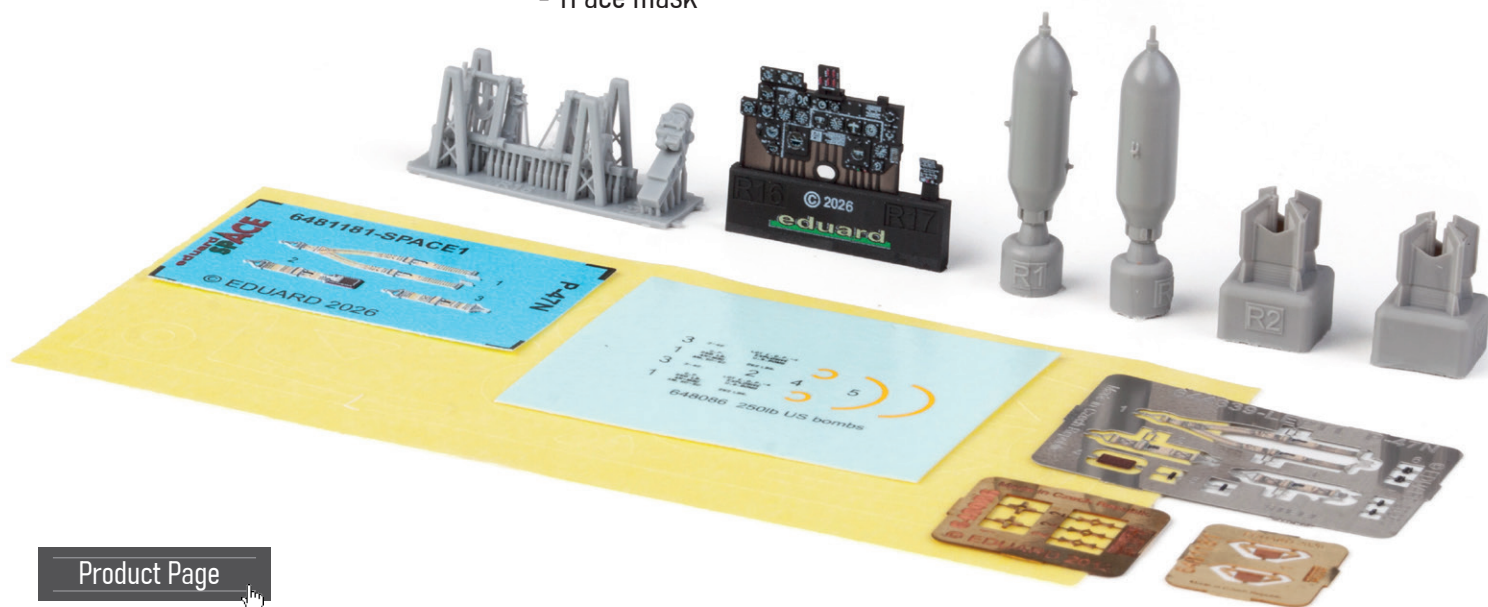
P-47N LööKplus

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



Product Page

635042

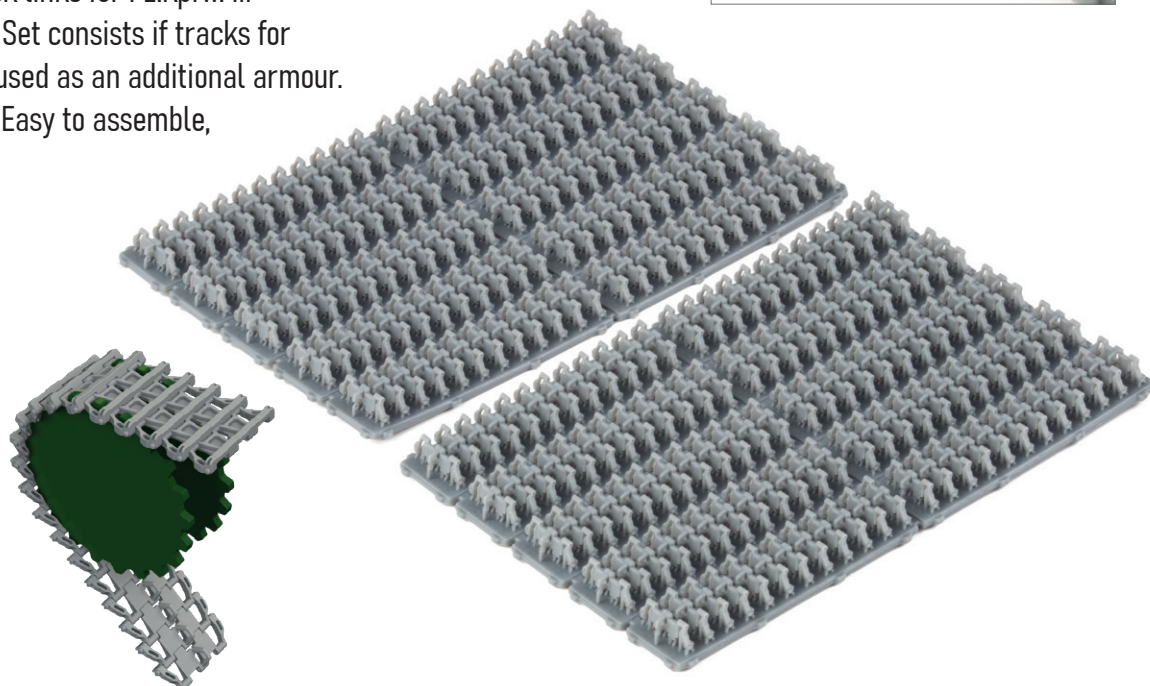
Pz.Kpfw. III/IV tracks PRINT

1/35

Brassin set - workable track links for Pz.Kpfw. III or Pz.Kpfw. IV in 1/35 scale. Set consists if 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



Product Page

6481188

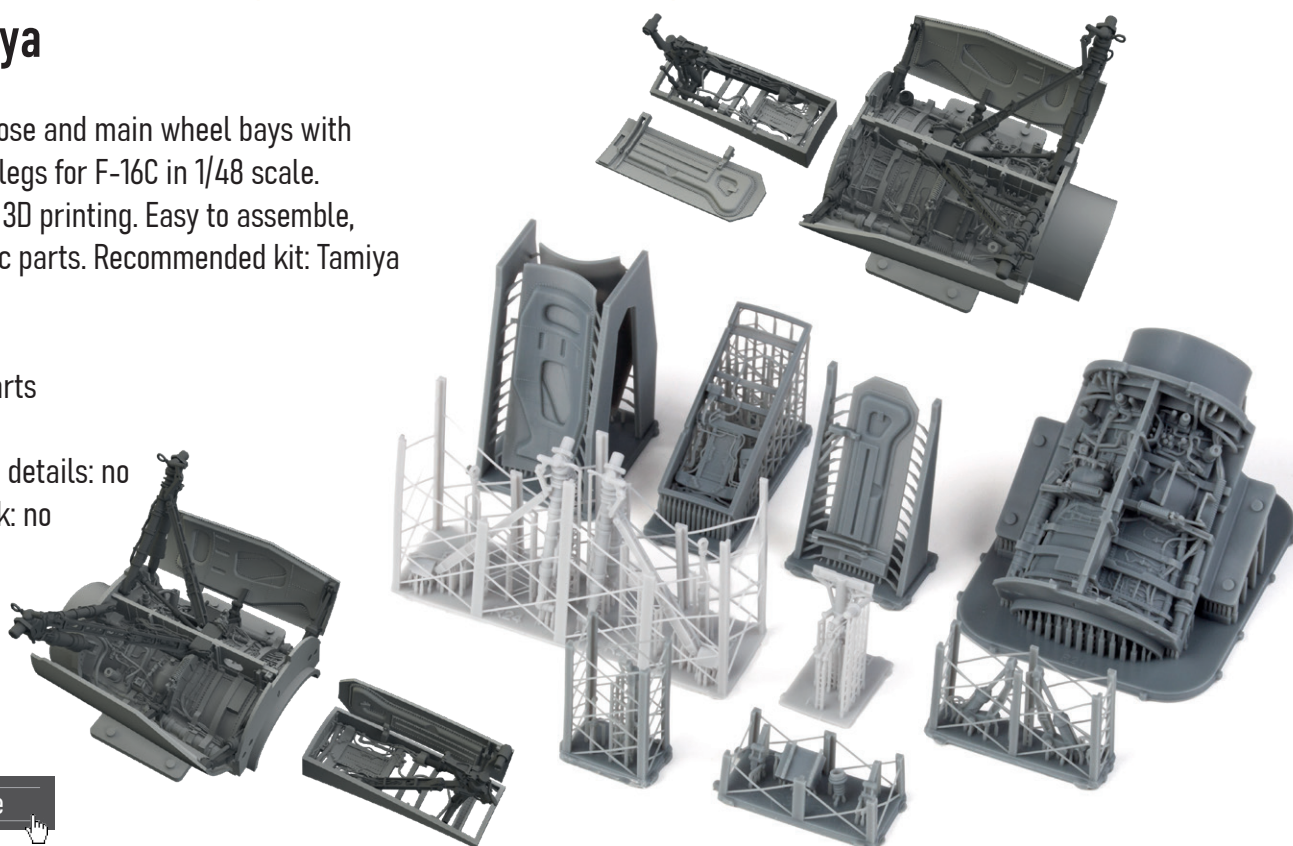
F-16C wheel bays & legs heavyweight PRINT

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


[Product Page](#)

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


[Product Page](#)

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.

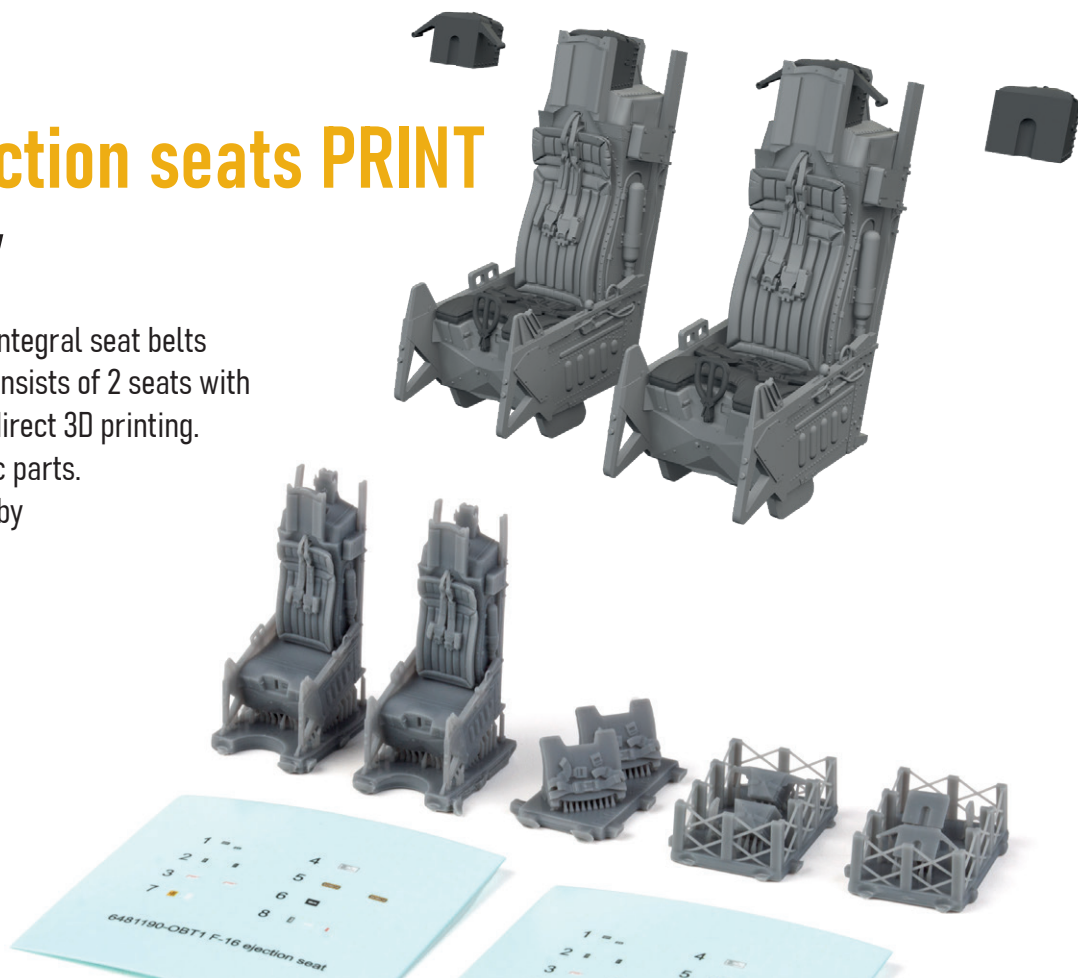
Easy to assemble, replaces plastic parts.

Recommended kit: Great Wall Hobby

Set contains:

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

[Product Page](#)



6481196

FAB-250 bomb PRINT

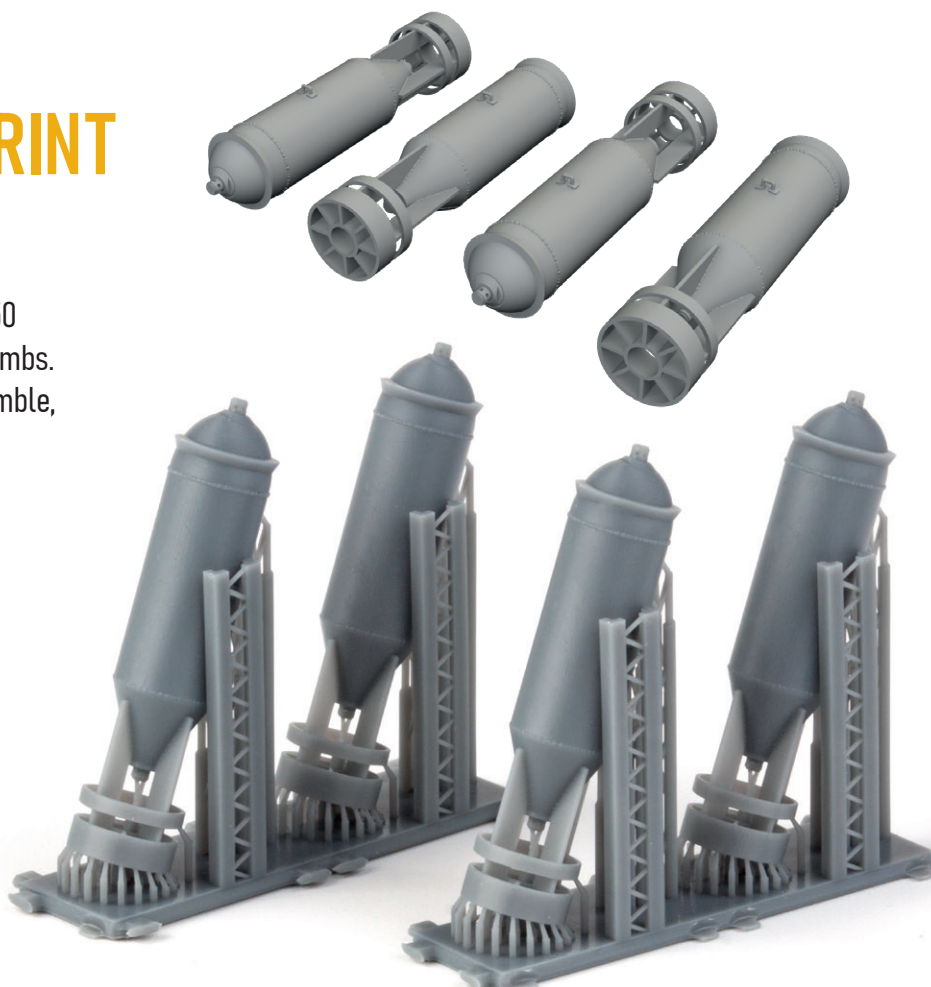
1/48

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

[Product Page](#)



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

[Product Page](#)


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

[Product Page](#)


672455

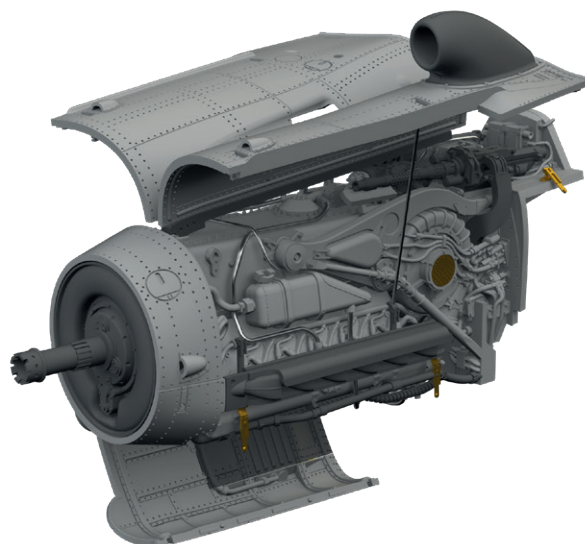
Bf 109K-4 engine PRINT

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

[Product Page](#)

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

[Product Page](#)


672460

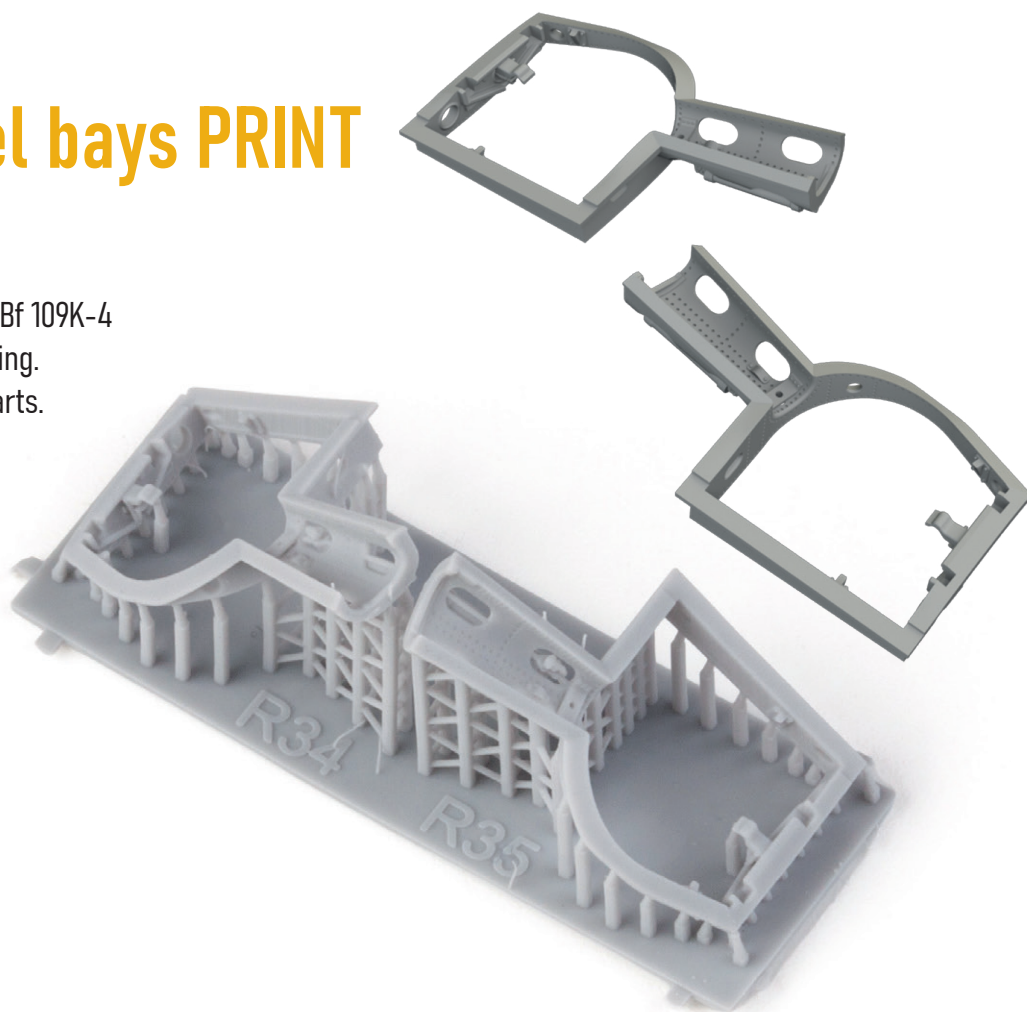
Bf 109K-4 wheel bays PRINT

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

[Product Page](#)



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

Bf 110F

7084-ART



Bf 110F
Bf 110F-2, MW: 2547, 8th. Thos. Wessenberg, 1.12.1915, Putnam, Finland, June 1942
by Peter Forrester
EduArt - Model Accessories, 2020
www.eduard.com

MiG-21F-13

84213-ART



MiG-21F-13
MiG-21F-13, Soviet Air Force, 1st Air Army, April 1988
by Anton Kozlov
EduArt - Model Accessories, 2020
www.eduard.com

SIN648153

MiG-21F ESSENTIAL

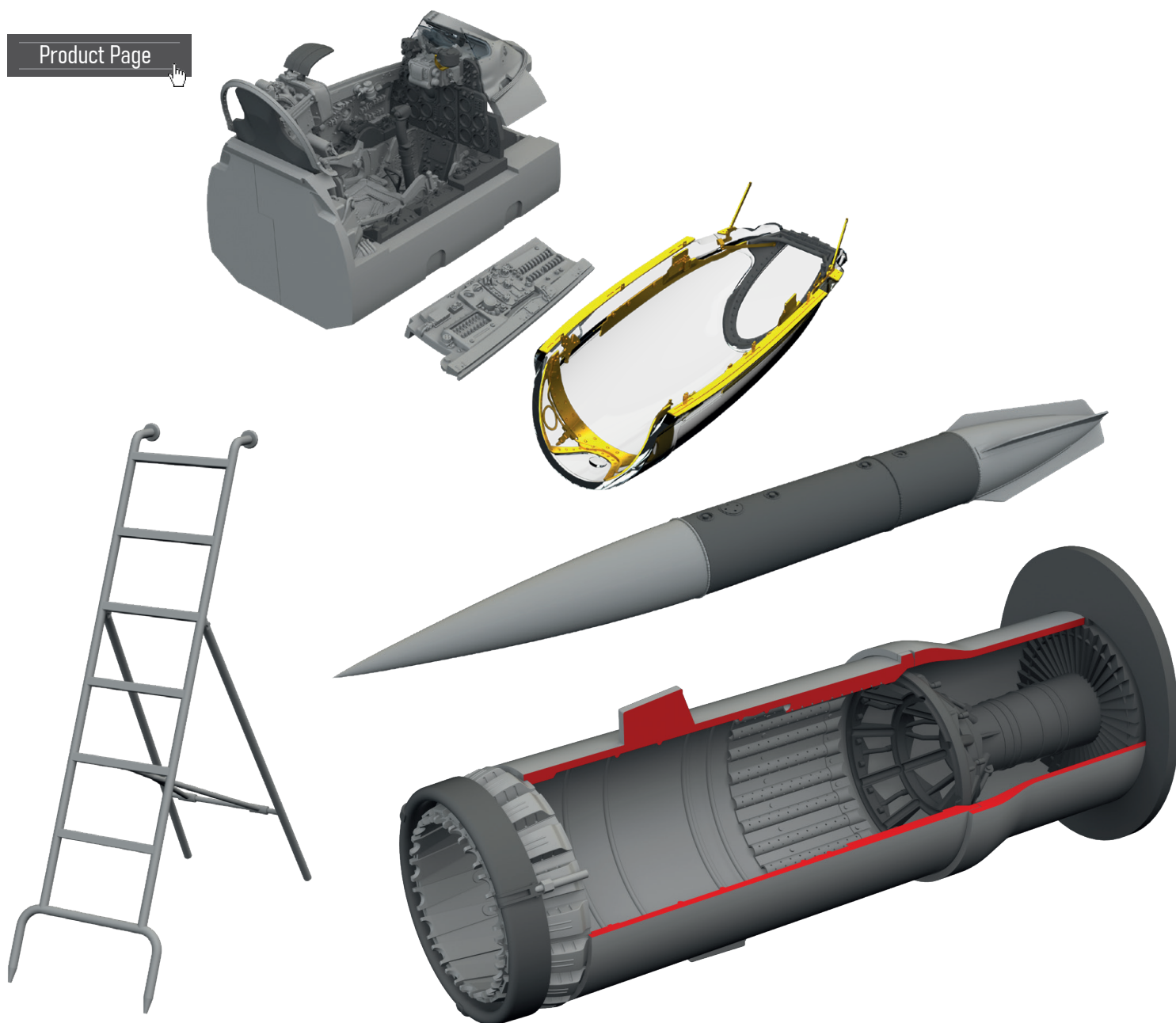
1/48 Eduard

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 %.

[Product Page](#)

SIN648154

F/A-18C armament

1/48 Eduard/Kinetic

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

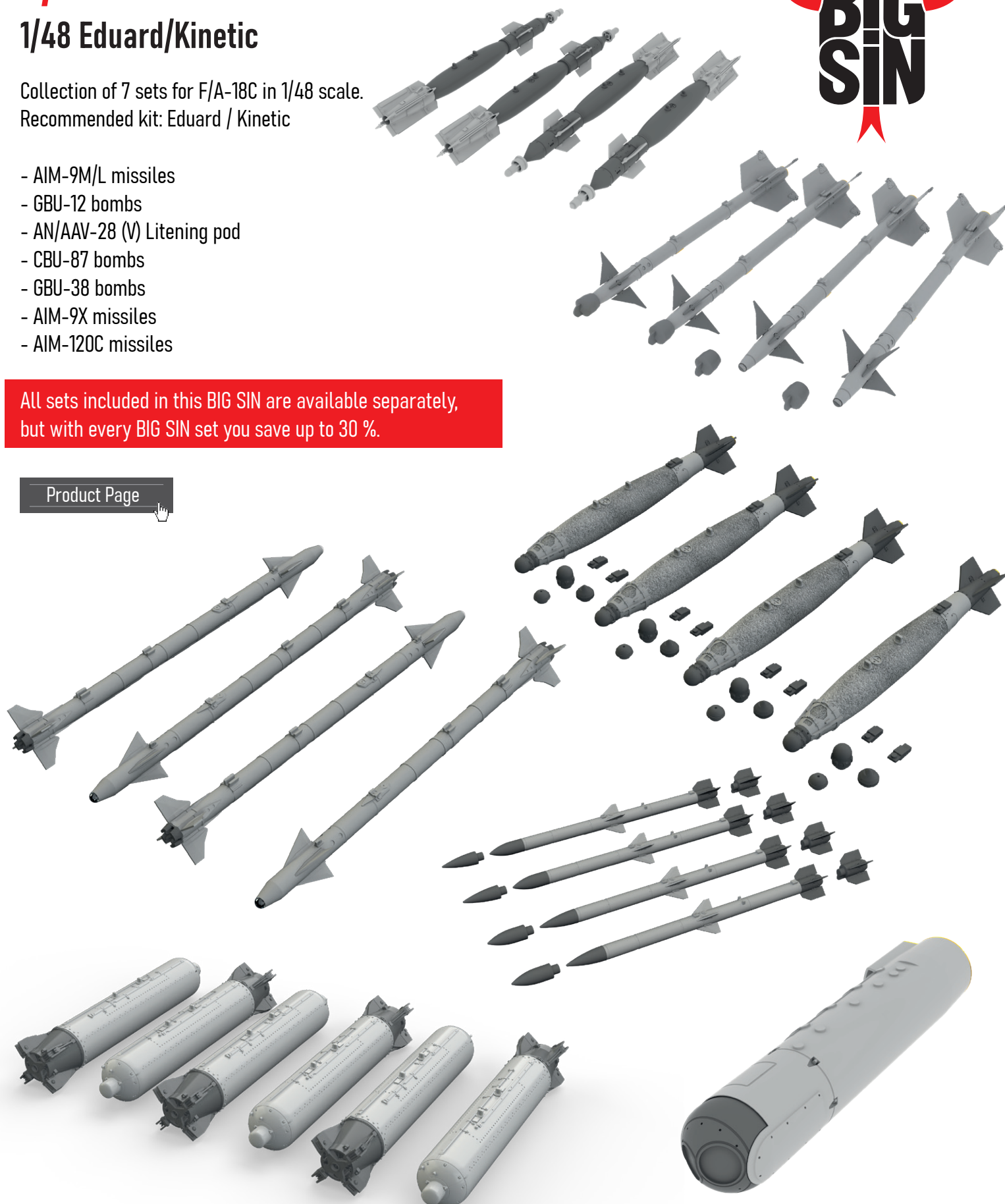
Recommended kit: Eduard / Kinetic

- 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 %.

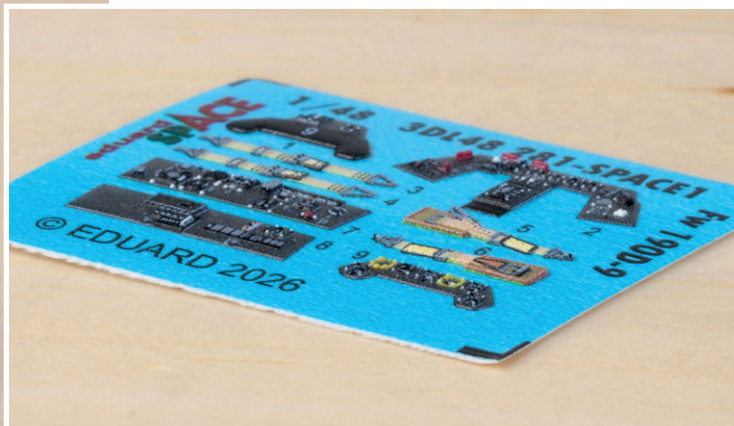
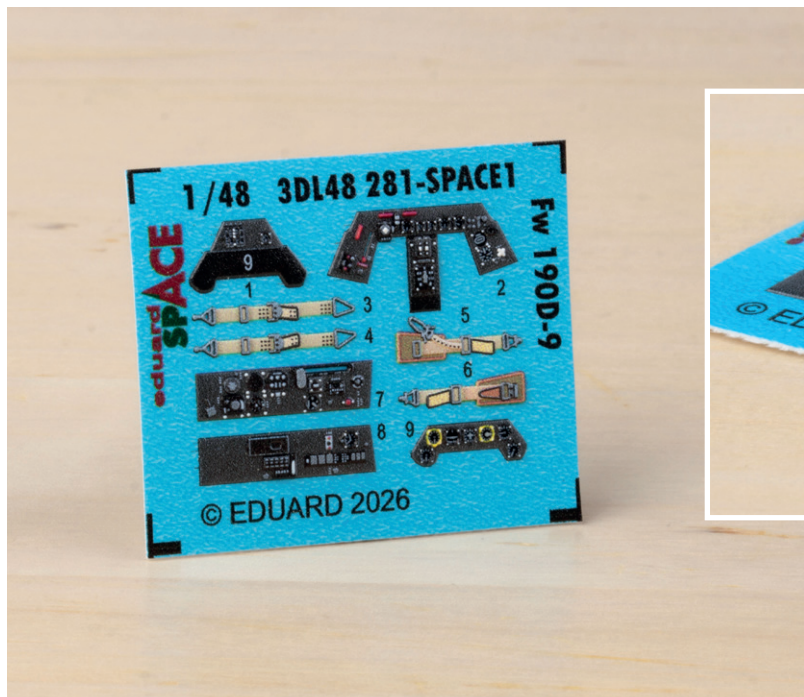
Product Page



3DL48281 **Fw 190D-9 SPACE** 1/48 MiniArt

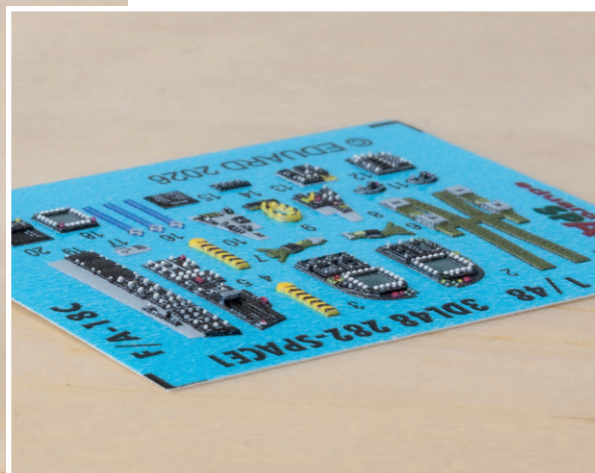
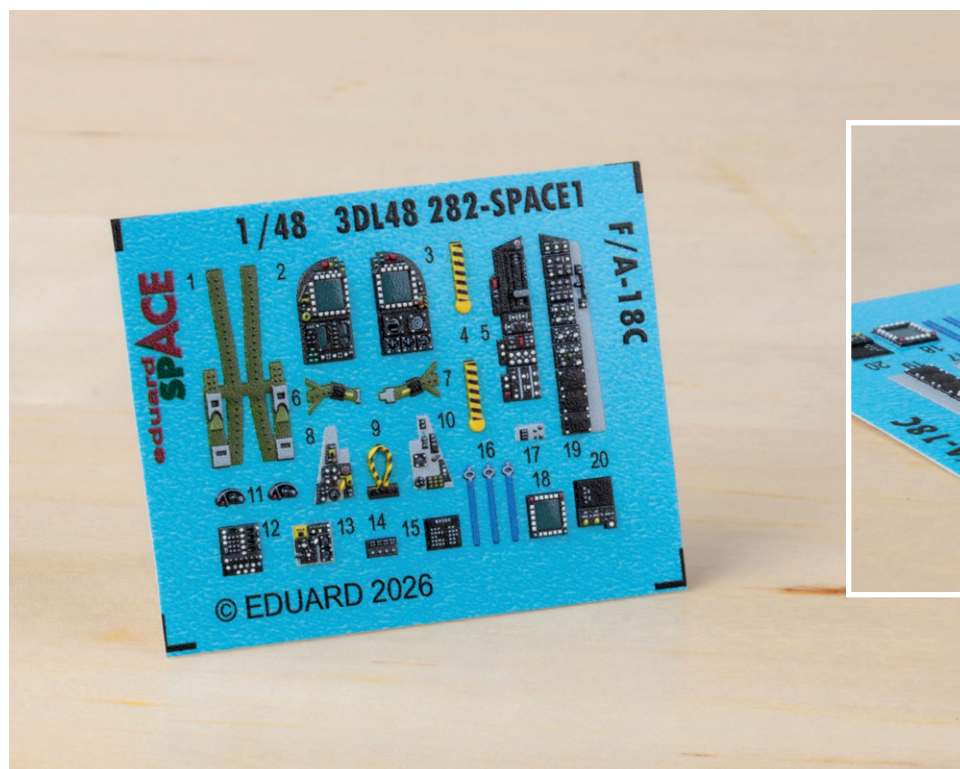
Product Page

*EASY
APPLICATION*

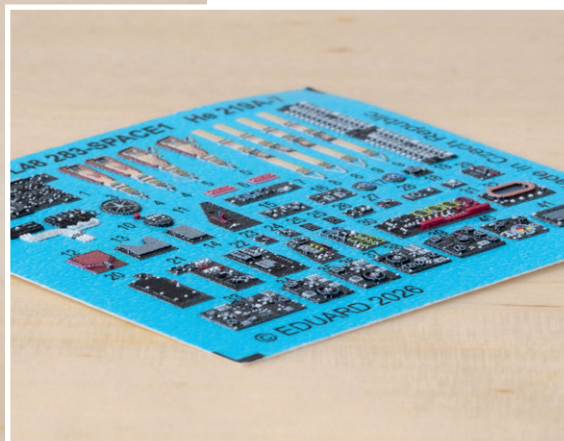
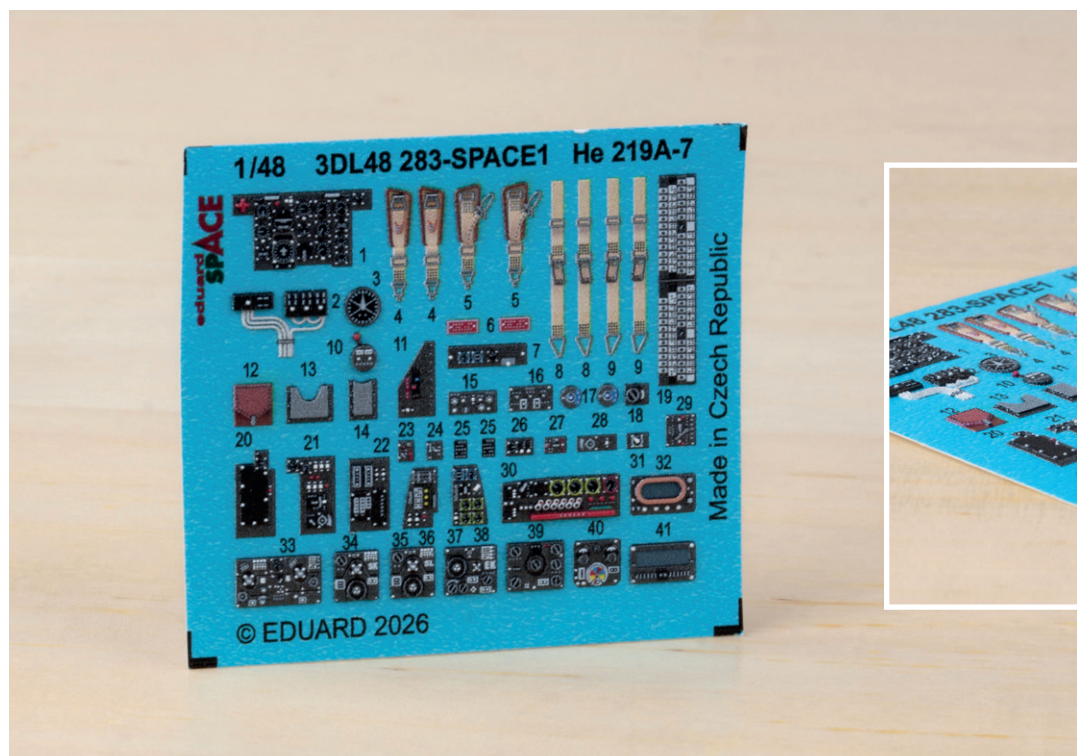


3DL48282 **F/A-18C SPACE** 1/48 Eduard/Kinetic

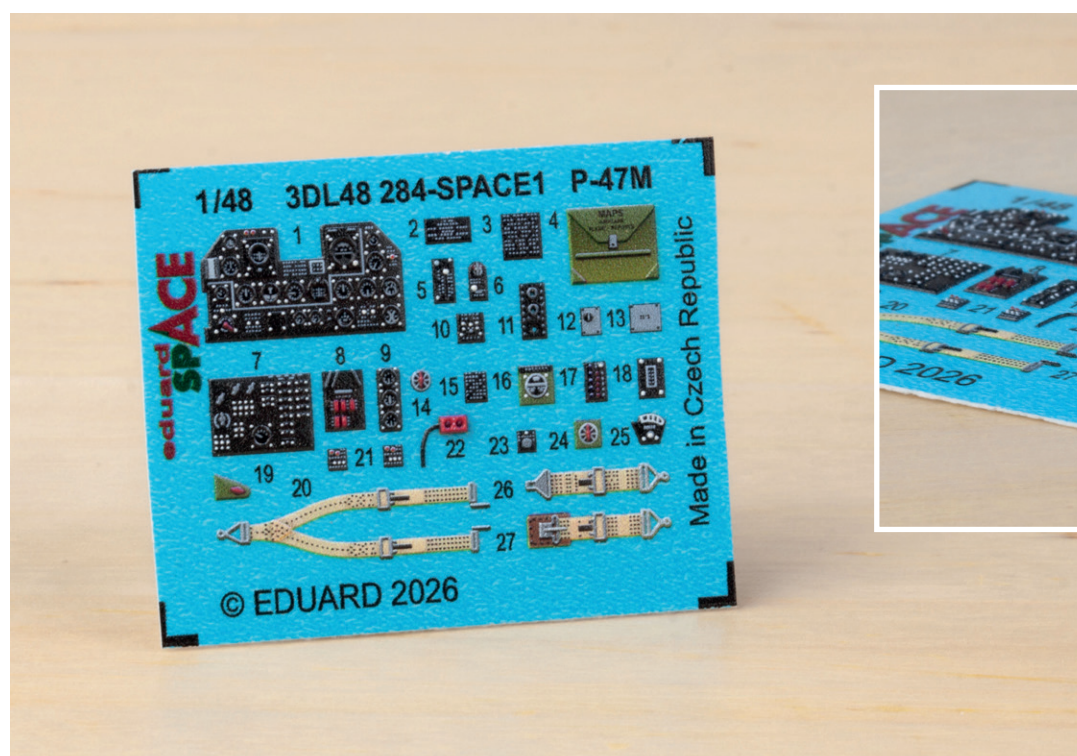
Product Page



3DL48283 He 219A-7 SPACE 1/48 Tamiya

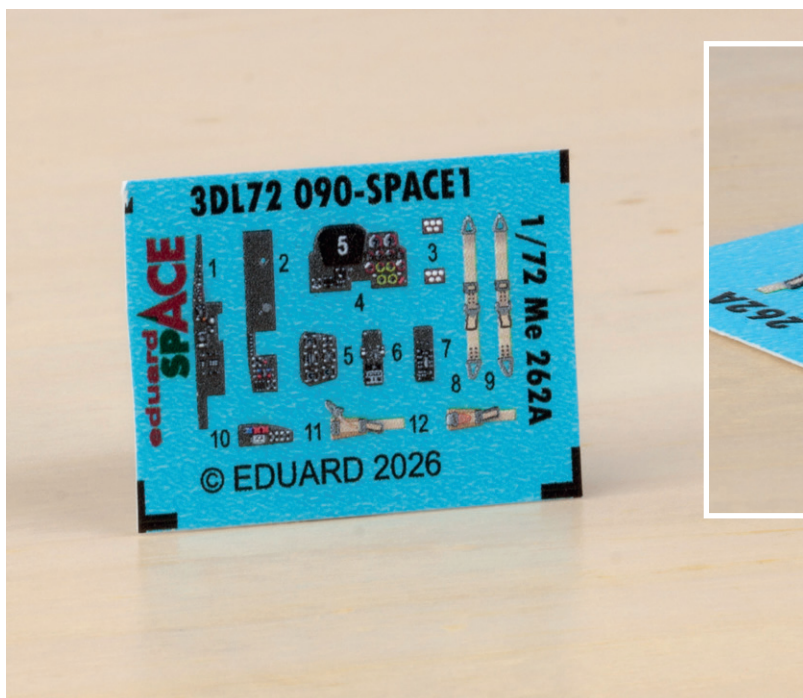
[Product Page](#)


3DL48284 P-47M SPACE 1/48 Tamiya

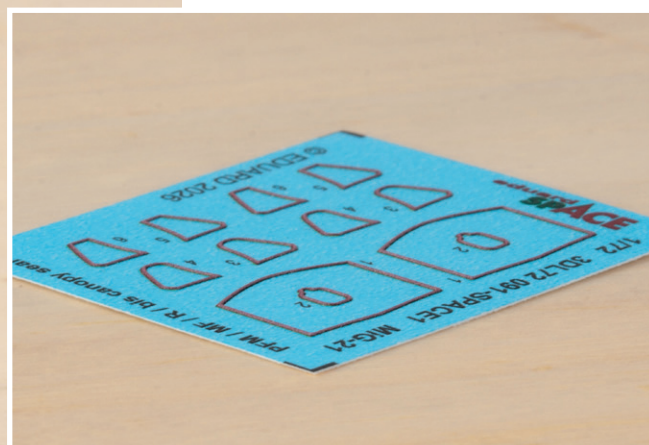
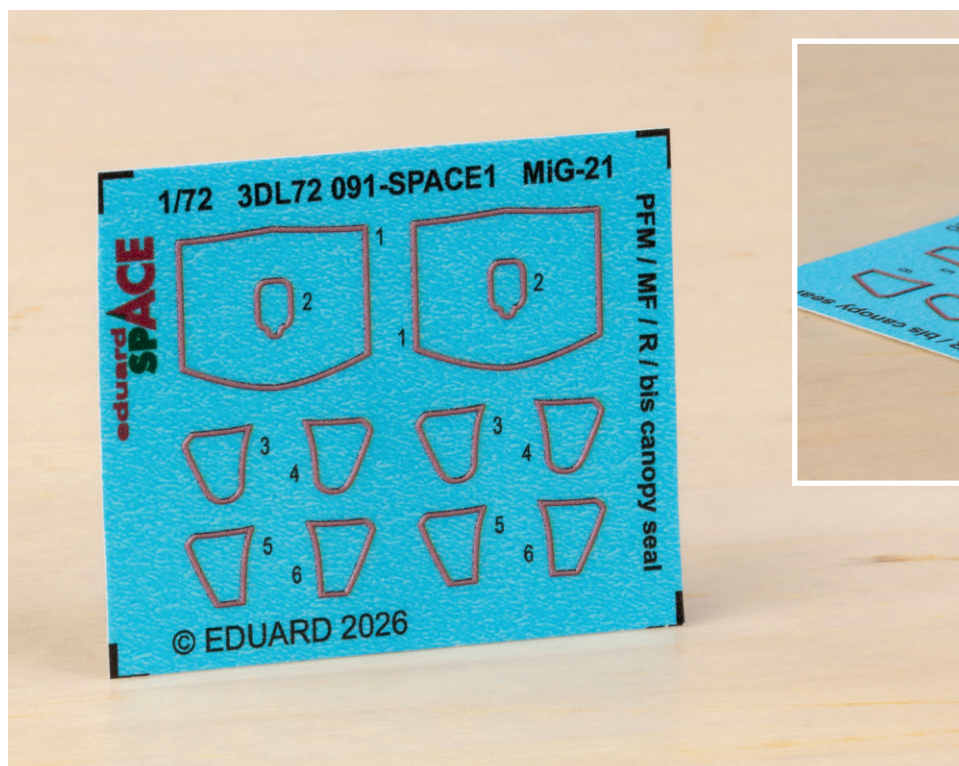
[Product Page](#)


3DL72090 **Me 262A SPACE** 1/72 Arma Hobby

Product Page

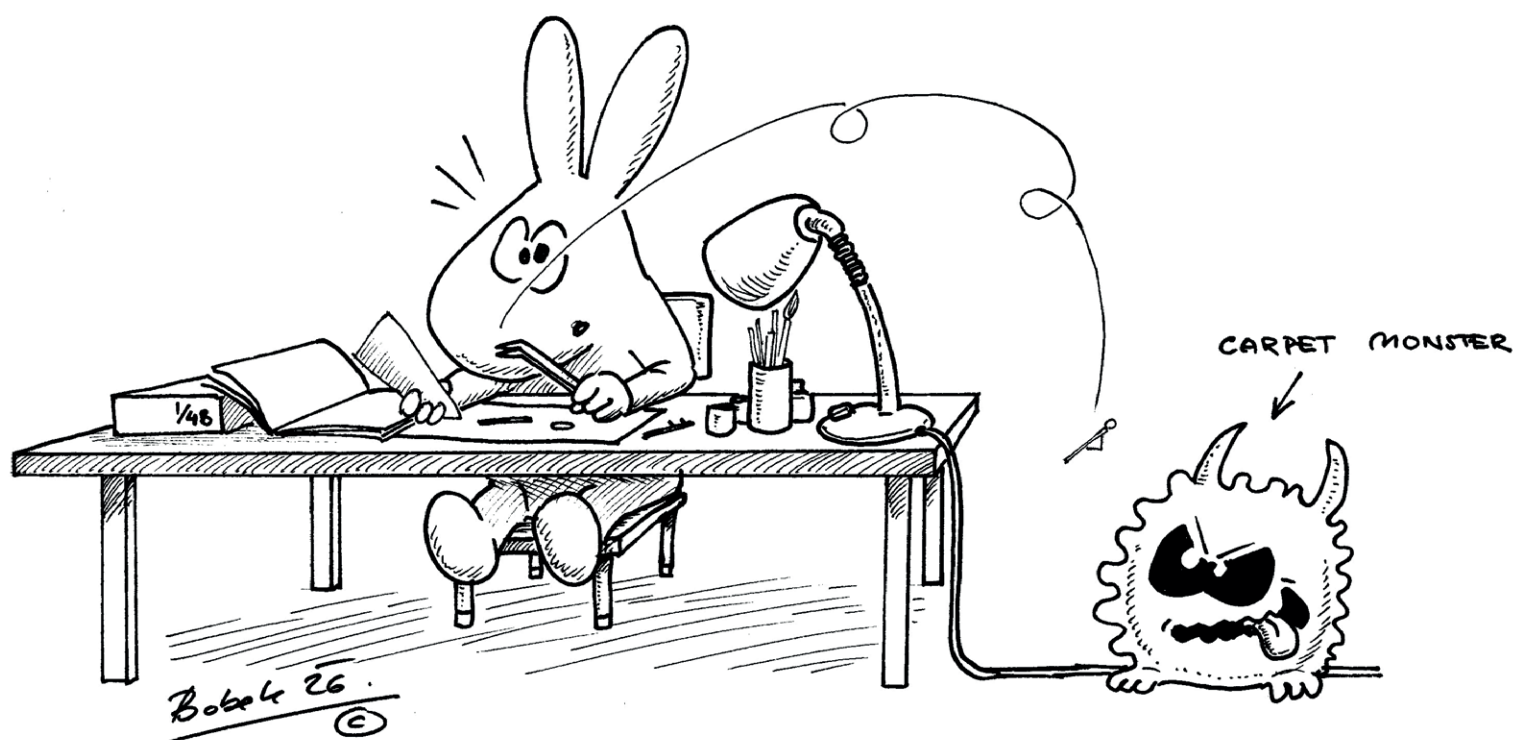
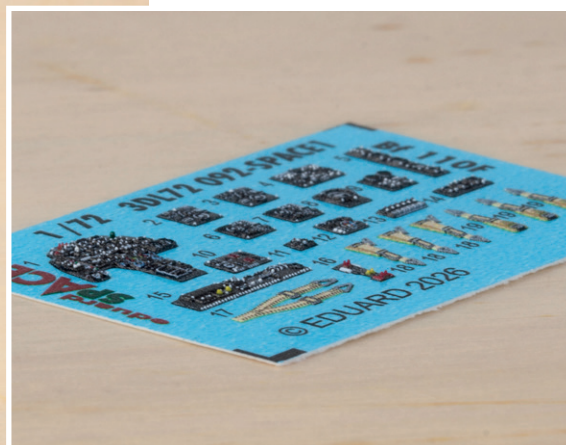
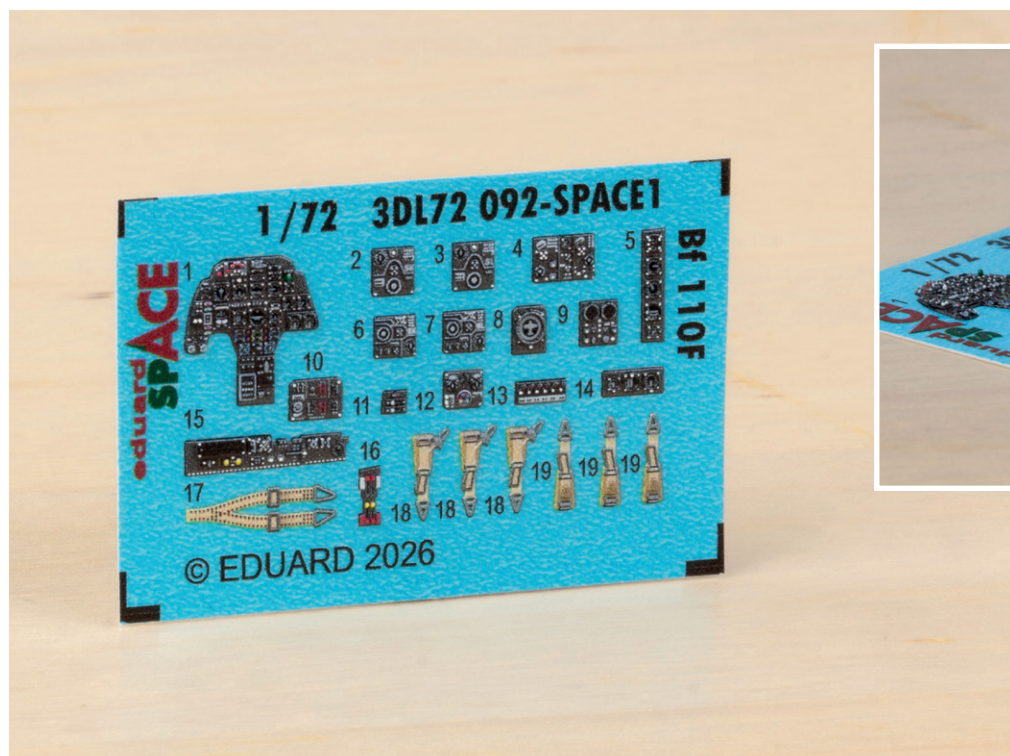
3DL72091 **MiG-21 PFM / MF/ R / bis canopy seal SPACE** 1/72 Eduard

Product Page



3DL72092 **Bf 110F SPACE** 1/72 Eduard

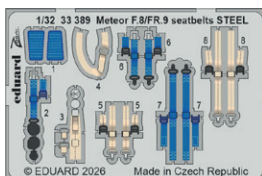
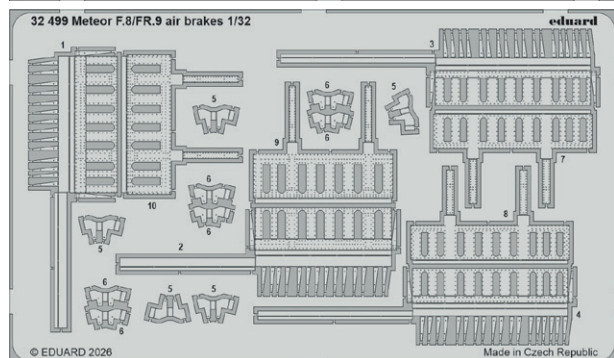
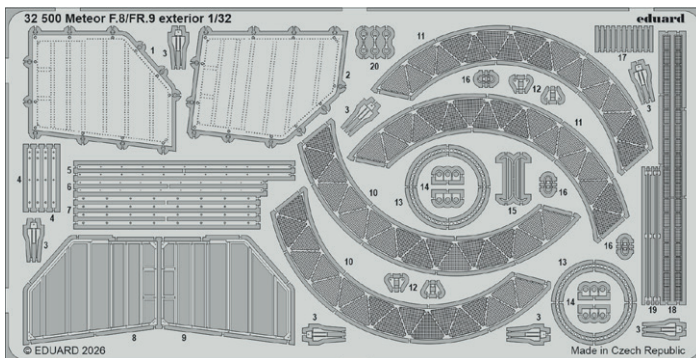
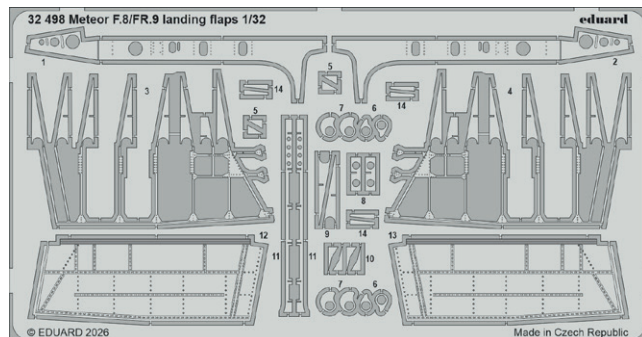
Product Page



BIG33173 Meteor F.8 1/32 Revell

Product Page

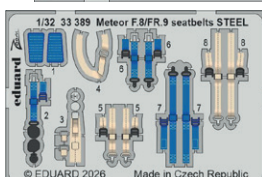
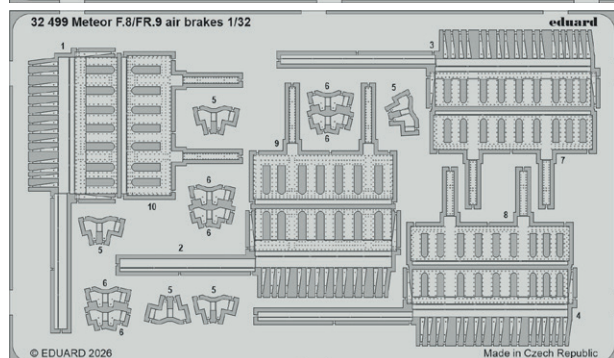
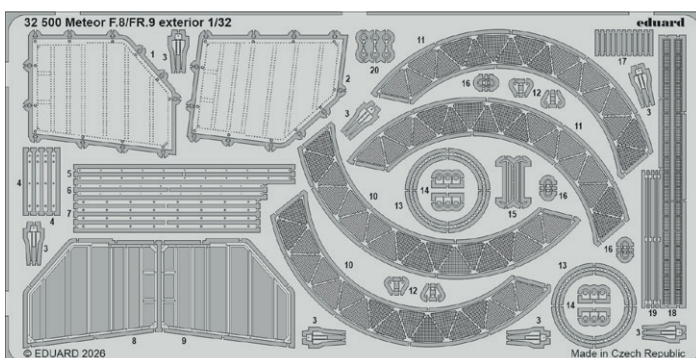
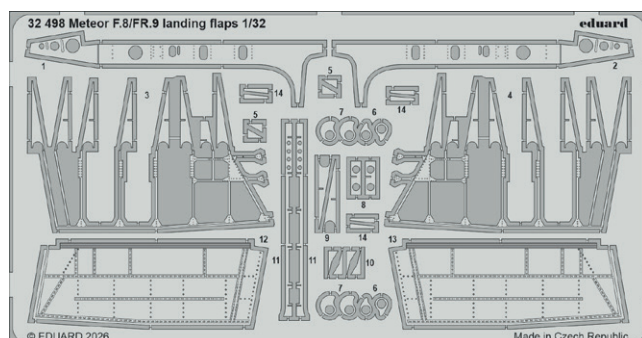
- 3DL32041 Meteor F.8 SPACE
- 32498 Meteor F.8/FR.9 landing flaps
- 32499 Meteor F.8/FR.9 air brakes
- 32500 Meteor F.8/FR.9 exterior
- 33389 Meteor F.8/FR.9 seatbelts STEEL



BIG33174 Meteor FR.9 1/32 Revell

Product Page

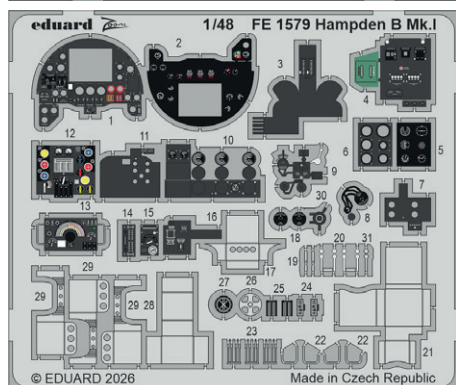
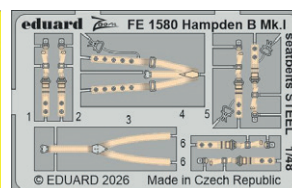
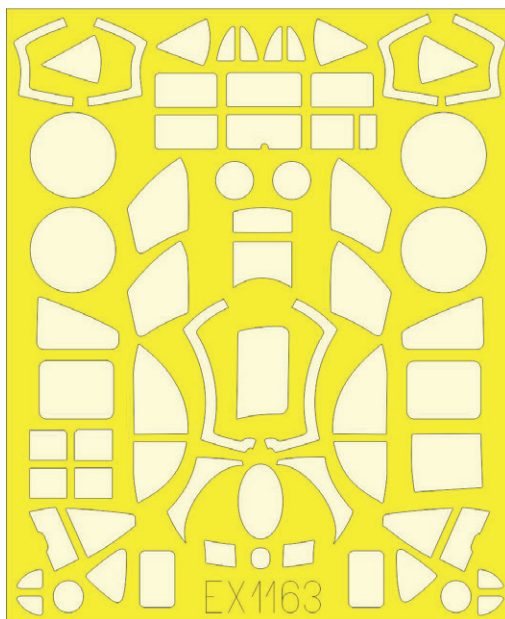
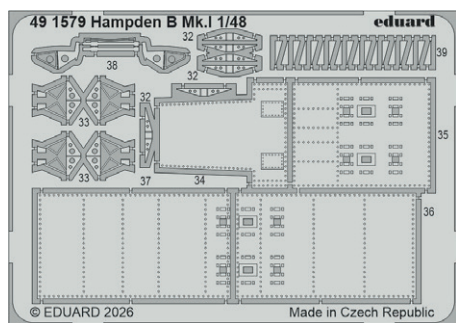
- 3DL32042 Meteor FR.9 SPACE
- 32498 Meteor F.8/FR.9 landing flaps
- 32499 Meteor F.8/FR.9 air brakes
- 32500 Meteor F.8/FR.9 exterior
- 33389 Meteor F.8/FR.9 seatbelts STEEL



BIG49475 Hampden B Mk.I 1/48 ICM

Product Page

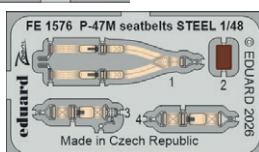
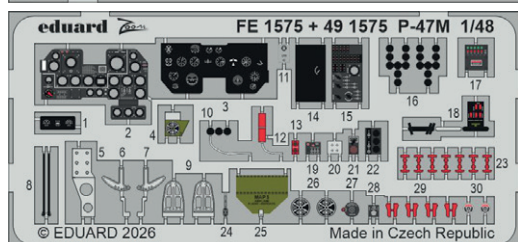
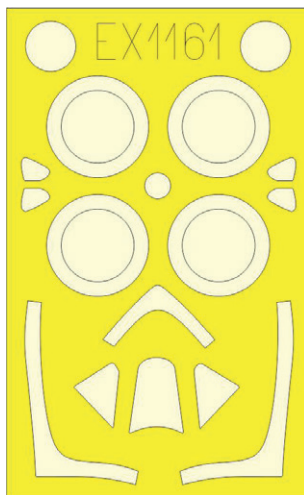
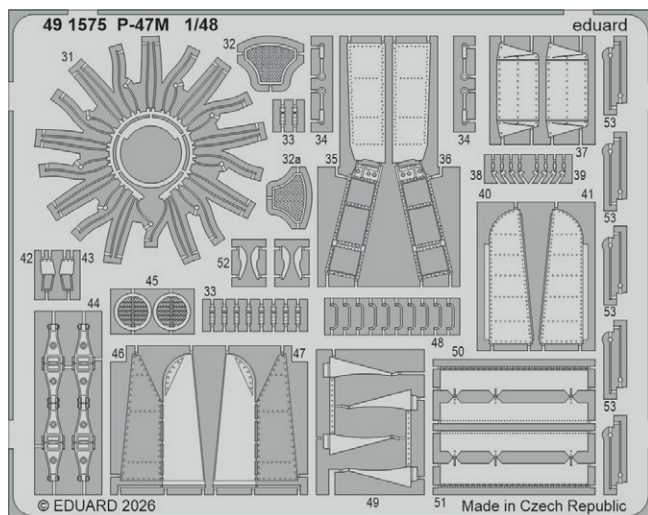
491579 Hampden B Mk.I
FE1580 Hampden B Mk.I seatbelts STEEL
EX1163 Hampden B Mk.I



BIG49476 P-47M 1/48 MiniArt

Product Page

491575 P-47M
FE1576 P-47M seatbelts STEEL
EX1161 P-47M





eduard



Katka
Borecká

YOUTUBE PODCAST CHANNEL

eduard
ON AIR



www.youtube.com/@EduardOnAirPodcast

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



EX1177 Fw 190D-9

EX1178 Fw 190D-9 TFace



EX1178 Fw 190D-9 TFace

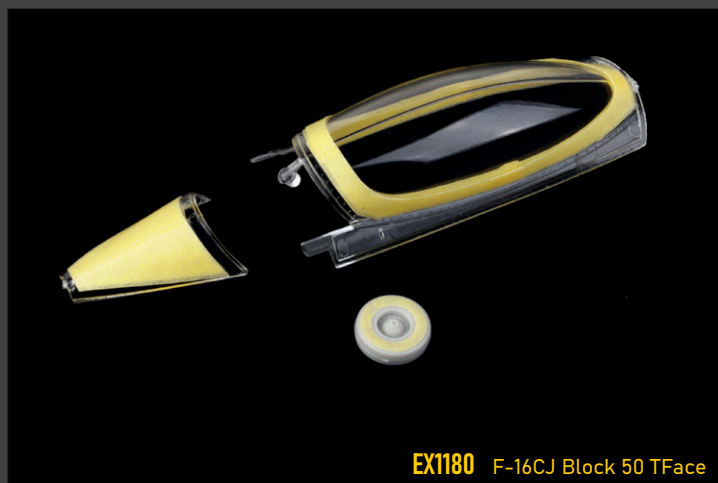


EX1177 Fw 190D-9

EX1178 Fw 190D-9 TFace



EX1178 Fw 190D-9 TFace



EX1180 F-16CJ Block 50 TFace



EX1180 F-16CJ Block 50 TFace



EX1181 P-47M TFace



EX1181 P-47M TFace

KITS

11195	HORNET LEGACY	1/48	Limited
11198	Battle of Britain Spitfire Mk.I	1/48	Limited
7084	Bf 110F	1/72	ProfiPACK
84213	MiG-21F-13	1/48	Weekend

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

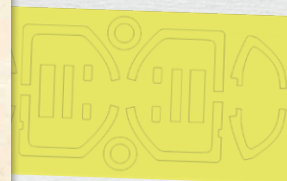
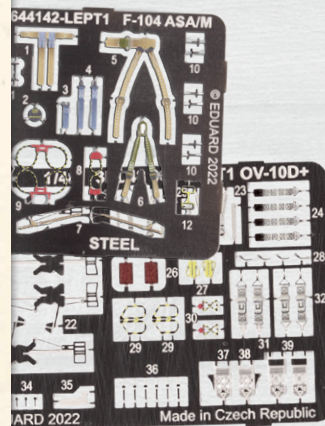
BIG ED

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

LIMITED
EDITION

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

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

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

BIGSIN

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

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.



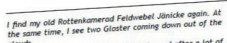
This Messerschmitt Me 410 was found by Soviet troops together with others parked and abandoned alongside the highway from Schroda to Großenhain. Black digit "40" is nicely visible to be painted on the nose of the aircraft. Also typical ZG 76 marking of the propeller hubs is recognizable. Unfortunately, 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 8./ZG 76, Pw. Jakob B. He was an experienced fighter, successfully fighting in the French campaign. Jakob Birndorfer, a twenty-two-year-old native of Wazberger an Inn, is buried in the German section of the military cemetery at Cannock Chase in England. It is believed, that shot by soldiers on the ground after the landing. RAF intelligence reported the following details about his plane, Marking yellow, red, and white design on the nose. Engines DB 601 made at Genshagen-Kr. Armament: four MG17s, two 20 mm cannons MG15. The unit was deduced from the aircraft code letters.



106



Aly 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 *the other one will never know.*"

Another Norwegian airplane was hit by Fw. Helmut Jänike 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 Oblt. Werner Hagien.

[illegible]

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



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, it's pilot Uff. Helmut Mütschelle and his Bordfunker Ogr. Karl Lorey were captured.

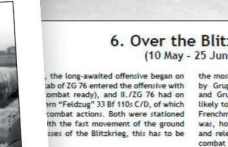
At this point, the rest of the Bf 110s flew on the remaining petrol fumes. Five of the fire-damaged Bf 110s tried to land, and the sixth one covered the others with a formation. The aircraft was piloted by Lt. Helmut Lent:



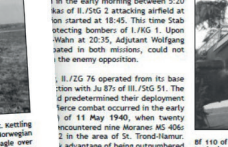
... was
Ogfr.
of 110



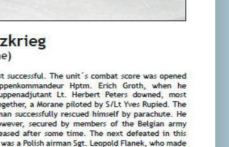
the cliff watching the sea, which the Staffel earned December 1939. Under the pilot's part of the cockpit is a visible circular personal emblem of the pilot, fighting with a blue background. (see Profile No. 3)

Only
10s
his

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



beginning
procured
aircraft w



of the deployment against France. The ground staff spruce branches and thoroughly covered parts of the ditch in an attempt to camouflage it from the enemy.

[via M. Zatkovic]



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

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

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

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

I simply can't give it enough praise!

Christer Bergstrom

ORDER AT LULU.COM Search: "ZG 76"

Search: "ZG 76"

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



1/48

AVIA S-199

ERLA CANOPY



#948011

MARKING A

built by **Robert Szwarc**

Product Page



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

The aircraft coded D-123 was delivered to Israel on July 28 on board Balak Flight No. 79 and joined the action on August 15, 1948. A month prior to entry into service, ex-USAAF volunteer pilot Stan Andrews drew up the 101 Tayeset's (Squadron) insignia of a winged skull of death wearing a flight helmet and goggles. The skull symbolizes the Jewish faith's belief in the rising of the dead to form a large army when the messiah comes to earth. The insignia was printed on paper and applied to the left side of the nose of 101 Tayeset's planes. In preparation for Operation Ten Plagues (October 15-22, 1948), later renamed Operation Yoav, 101 Tayeset fighters obtained high visibility markings consisting of red spinners and red and white stripes on the rudders in order to distinguish them from Egyptian aircraft. More to it, the Star of David roundels were applied atop the wings for the first time. During Operation Yoav, Rudi Augarten claimed a Royal Egyptian Air Force Spitfire Mk.IXc flying D-123 on the first day of the offensive, on October 16. The kill was not confirmed by IAF intelligence. In November, D-123 was given the number 1905 as part of the introduction of a new military aircraft marking system. There are a few repairs to the fuselage that appear darker areas on photos of D-123. This has led some researchers to believe the aircraft received a two-tone camouflage. However, it is merely a contrast of older and newer paint of the same shade of green.

1/48

P-40N
Warhawk

#R0025
MARKING B
built by **Mariusz Hasiuk**



1/Lt. Arthur A Bridge, 45th FS, 15th FG, Makin Atoll, Gilbert Islands, December 1943

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

where the 46th and 72nd FS Airacobras had been operating for several weeks already. Because the standard paint scheme was not effective on the coral atolls, technical personnel on Canton Atoll mixed a sand color that was suitable for the local conditions. In black-and-white photos, the paint sometimes appears as if the undersides were also painted sand color, but upon closer inspection, the color border is visible on the aircraft, and the undersides were most likely repainted with a light blue color mixed by ground personnel from insignia blue and white. The stencils on the upper surfaces were masked during repainting and

therefore have an Olive Drab background. The Warhawk named Miss Cappy was assigned to Art Bridge, but it was used by several pilots for combat flights, and the number of bombs painted under the fuselage represents all the missions in which Miss Cappy participated. Lt. Art Bridge flew 20 combat missions during his deployment to Makin Atoll, the most of any pilot. In the spring of 1945, he participated in several VLR missions from Iwo Jima in the cockpit of a Mustang.



A6M2-N RUFE

1/48



#82219
MARKING A
built by **Marek Hlůšek**



Kōkūtai 452, Kiska island, Aleutians, early 1943

This Rufe got dark green paint at the unit level. The camouflage later showed signs of wear, especially on the wing and on the rear fuselage around the horizontal tail surfaces. The aircraft of this fighter unit successively bore at least four different markings on the tail surfaces, depending on how the unit was designated and subordinated to different commands. Its

most successful fighter was the CPO Gi-ichi Sasaki. The native from Miyagi Prefecture joined the Navy in 1937. He became a pilot of two-seat float planes and participated in combat in China. He took part in the conquest of the Philippines and the Dutch East Indies on board of the Mizuho seaplane tender. After its sinking, he was assigned to the Tōkō

Kōkūtai in the Aleutians, which was eventually renamed the 5th Kōkūtai and then Kōkūtai 452. He achieved a total of four individual victories – five shared and one aircraft credited shared as probably destroyed. He was killed on February 19, 1943, over Amchitka Island in a dogfight with a Curtiss P-40 pilot.



BIG ED (July)

BIG33175	MC.200 Saetta 1/32 Italeri
BIG49477	F-16I SUFA 1/48 GWH
BIG72191	TBF-1C 1/72 Hobby Boss
BIG72192	TBF-1C (folded wings) 1/72 Hobby Boss

BRASSIN (July)

644346	Fw 190D-9 LööK 1/48 MiniArt
644351	P-40K LööK 1/48 Eduard
635043	Pz.Kpfw. III/IV winter tracks PRINT 1/35
635044	Merkava Mk.I/II tracks PRINT 1/35
6481167	F-16C wheel bays & legs standard PRINT 1/48 Tamiya
6481168	MiG-21F undercarriage legs PRINT 1/48 Eduard
6481199	Fw 190D-9 exhaust stacks PRINT 1/48 MiniArt
6481200	Fw 190D-9 seat PRINT 1/48 MiniArt
6481201	Fw 190D-9 wheels 1/48 MiniArt
6481210	P-40K cockpit PRINT 1/48 Eduard
6481211	P-40K engine PRINT 1/48 Eduard
6481212	Fw 190D-9 gun sight PRINT 1/48 MiniArt
6481213	P-40 40lb frag bombs PRINT 1/48 Eduard
672457	Bf 109K-4 radio compartment PRINT 1/72 Eduard

LööKPlus (July)

644353	F-16I SUFA LööKplus 1/48 GWH
674071	Bf 109K-4 LööKplus 1/72 Eduard

BIGSIN (July)

SIN648155	MiG-21F armament 1/48 Eduard
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644346**Fw 190D-9 LööK****1/48 MiniArt**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Fw 190D-9 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: MiniArt

Set contains:

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

**644351****P-40K LööK****1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for P-40K in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

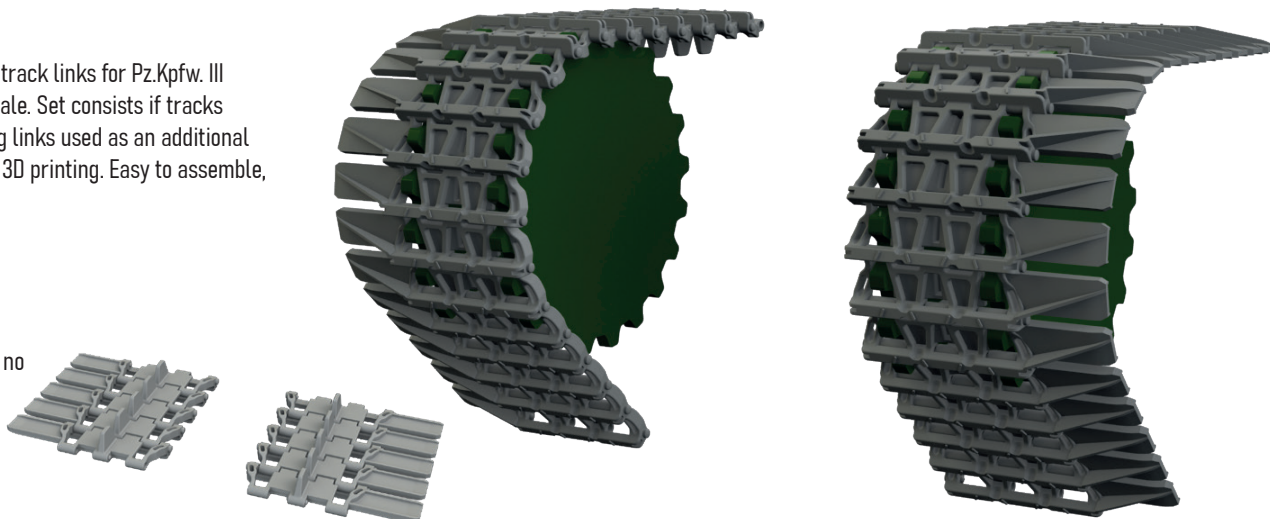
- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**635043****Pz.Kpfw. III/IV winter 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



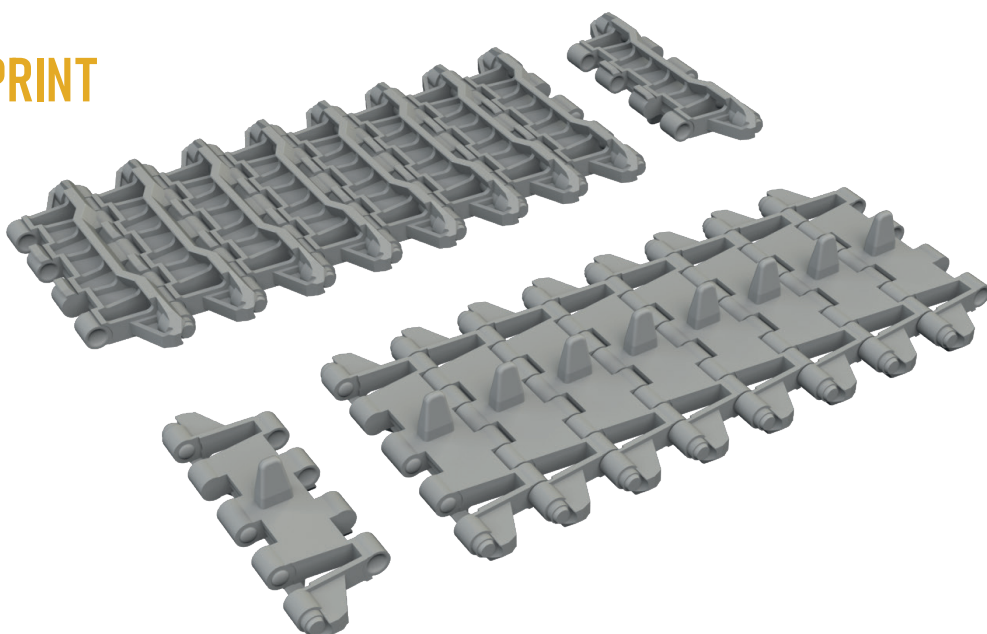
635044

Merkava Mk.I/II tracks PRINT**1/35**

Brassin set - workable track links for Merkava Mk.I or Mk.II in 1/35 scale. Set consists of tracks for one model. 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



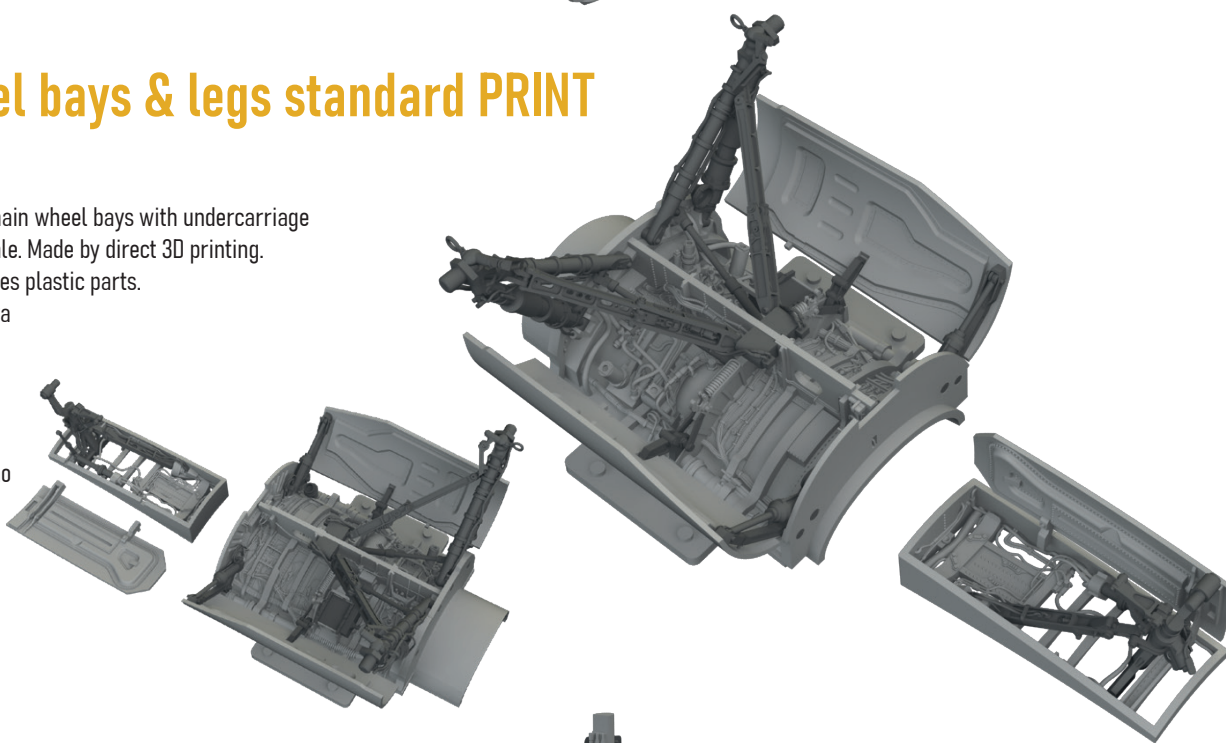
6481167

F-16C wheel bays & legs standard 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



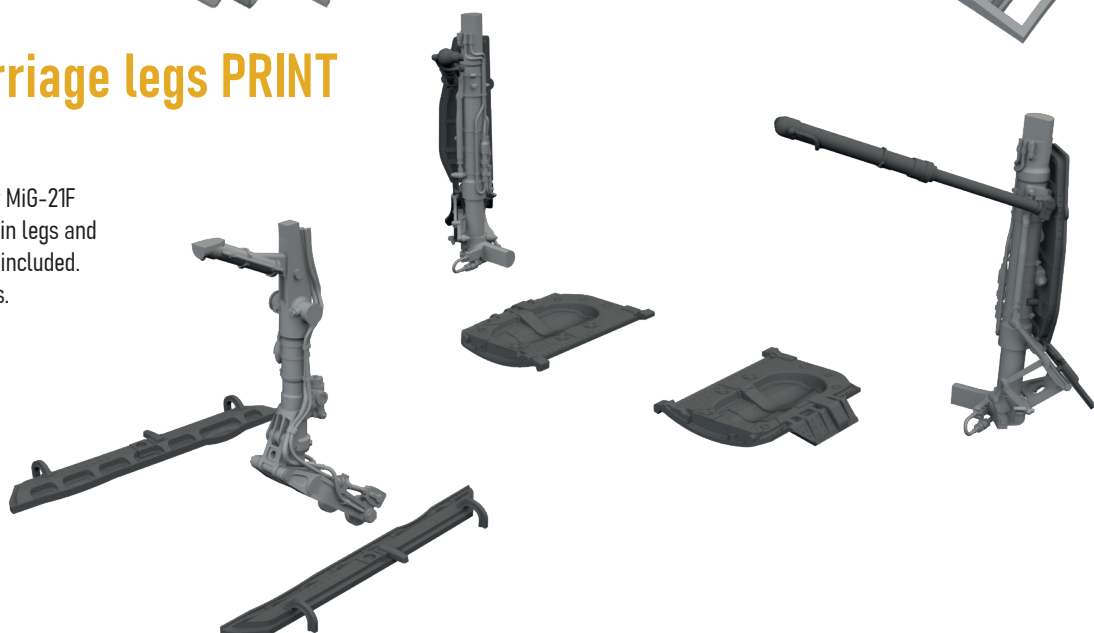
6481168

MiG-21F undercarriage legs PRINT**1/48 Eduard**

Brassin set - the undercarriage legs for MiG-21F in 1/48 scale. The set consists of the main legs and a nose wheel leg. Wheel bays doors are included. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 13 parts
- decals: no
- photo-etched details: no
- painting mask: no



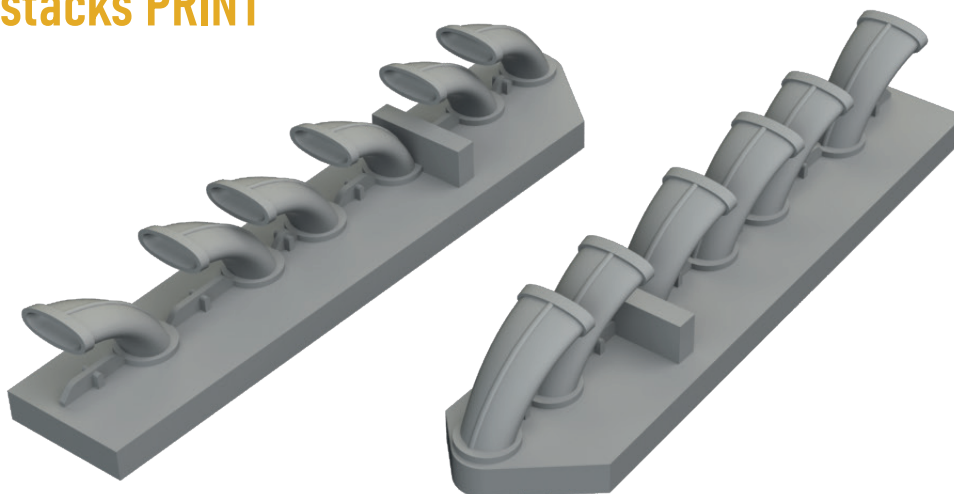
6481199

Fw 190D-9 exhaust stacks PRINT**1/48 MiniArt**

Brassin set - exhaust stacks for Fw 190D-9 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Miniart

Set contains:

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



6481200

Fw 190D-9 seat PRINT**1/48 MiniArt**

Brassin set - pilots seat with integral seat belts for Fw 190D-9 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Miniart

Set contains:

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



6481201

Fw 190D-9 wheels**1/48 MiniArt**

Brassin set - the undercarriage wheels for Fw 190D-9 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Miniart

Set contains:

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



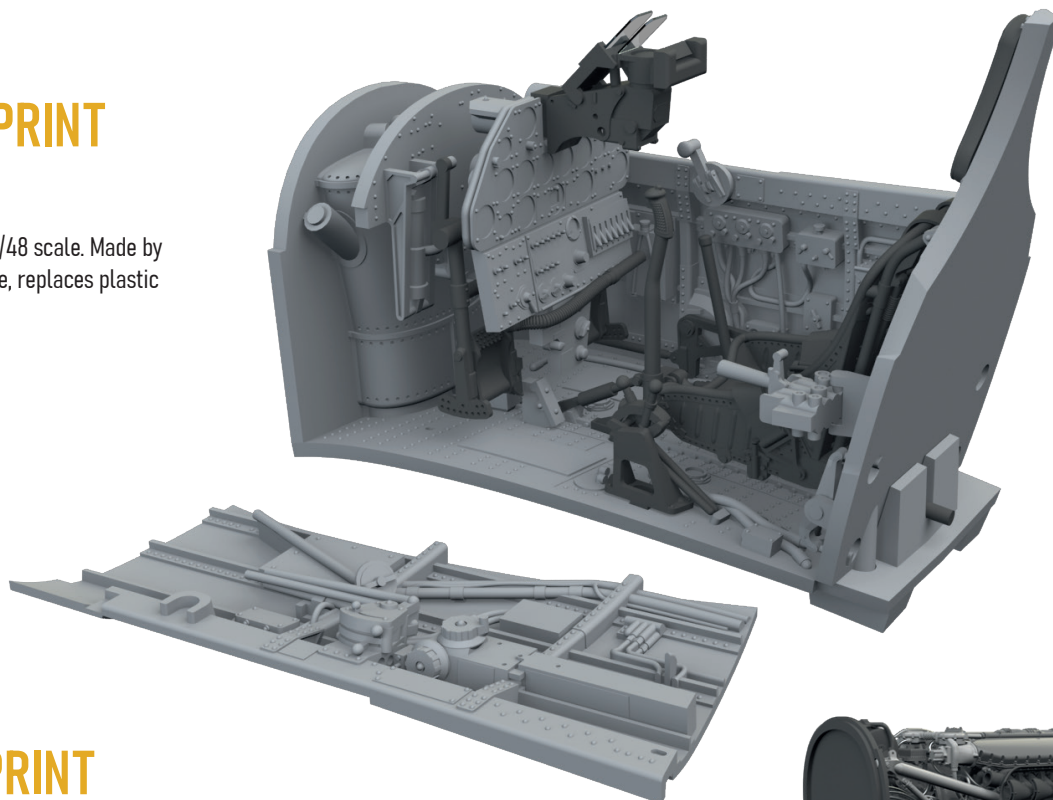
6481210

P-40K cockpit PRINT**1/48 Eduard**

Brassin set - cockpit 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: 17 parts
- decals: yes
- photo-etched details: no
- painting mask: no



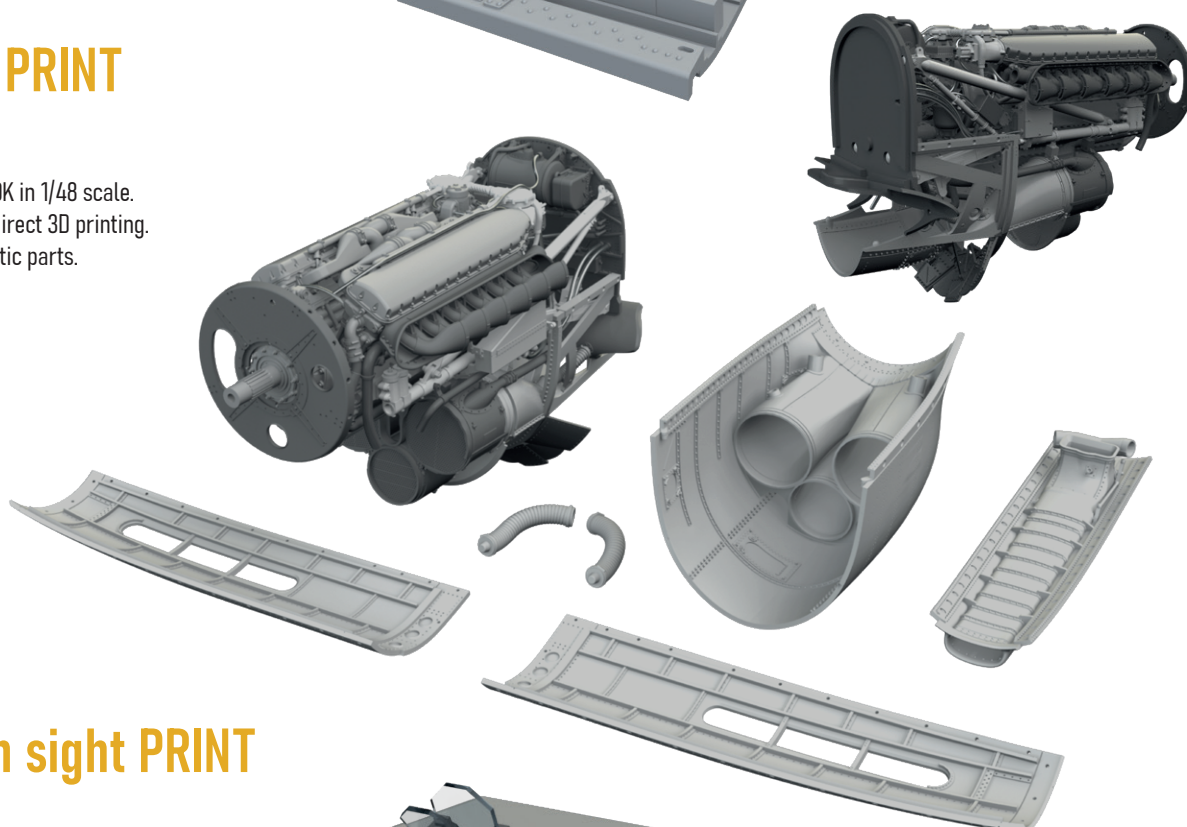
6481211

P-40K engine PRINT**1/48 Eduard**

Brassin set - an engine for P-40K in 1/48 scale. Cowling are included. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 38 parts
- decals: no
- photo-etched details: no
- painting mask: no



6481212

Fw 190D-9 gun sight PRINT**1/48 MiniArt**

Brassin set - gun sight for Fw 190D-9 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Miniart

Set contains:

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



6481213

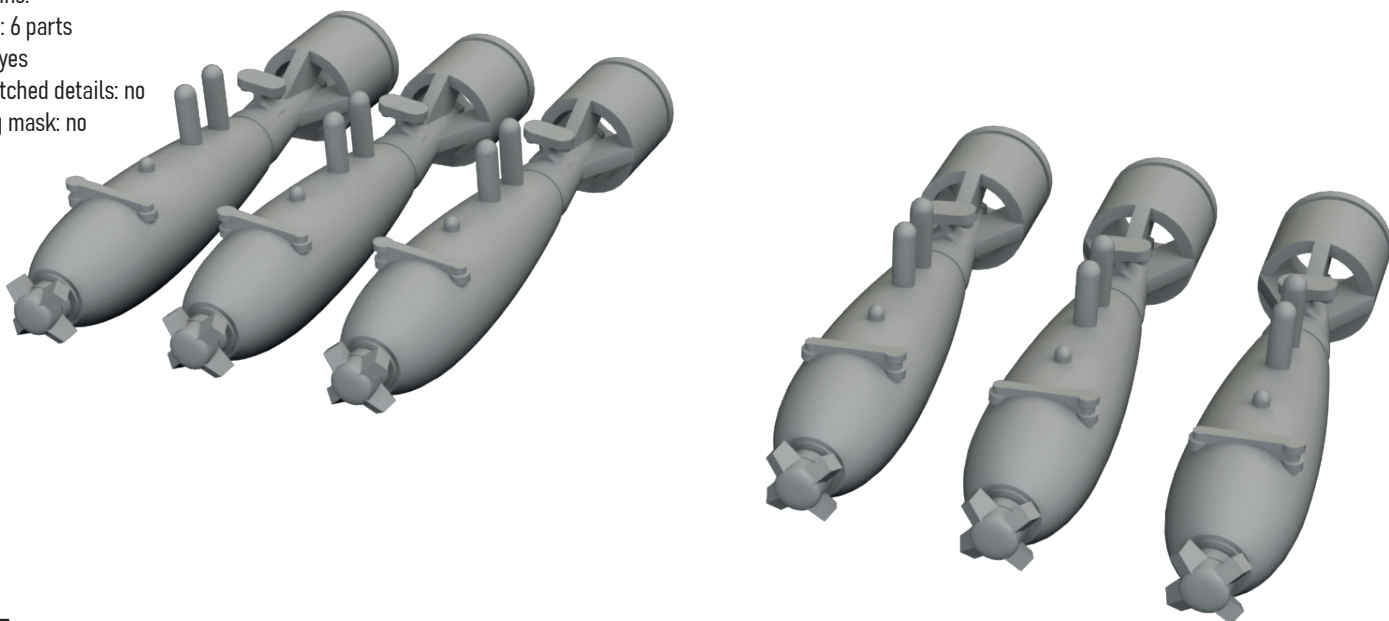
P-40 40lb frag bombs PRINT

1/48 Eduard

Brassin set - 40lb frag bombs for P-40 in 1/48 scale.
Set consists of 12 bombs. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.

Set contains:

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



672457

Bf 109K-4 radio compartment PRINT

1/72 Eduard

Brassin set - a radio compartment for Bf 109K-4
in 1/72 scale. Easy to assemble, replaces plastic
parts. Recommended kit: Eduard

Set contains:

- 3D print: 7 parts
- decals: no
- photo-etched details: yes
- painting mask: no



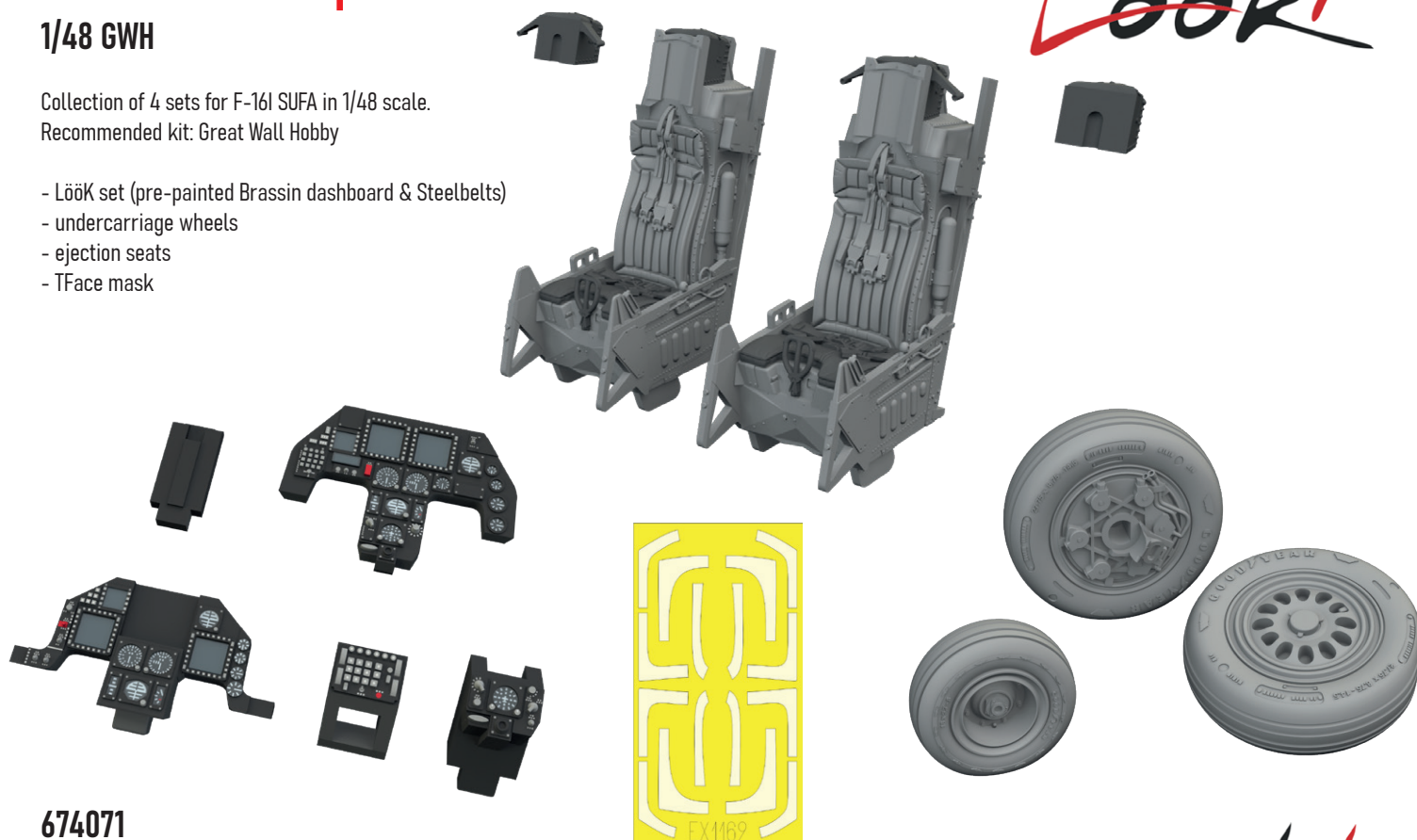
644353

F-16I SUFA LööKplus

1/48 GWH

Collection of 4 sets for F-16I SUFA in 1/48 scale.
Recommended kit: Great Wall Hobby

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



LööK+

674071

Bf 109K-4 LööKplus

1/72 Eduard

Collection of 3 sets for Bf 109K-4 in 1/72 scale.
Recommended kit: Eduard

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



LööK+

SIN648155

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

Collection of 5 sets for MiG-21F in 1/48 scale.
Recommended kit: Eduard

- PTB-490 fuel drop tank
- R-3S missiles
- UB-16 rocket launchers
- S-24 rockets
- FAB-250 bombs

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1/48



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

PE-SET

491590	F-16I SUFA (Kinetic Gold edition kit)	1/48	Kinetic
73871	CH-54A	1/72	ICM

ZOOMS

FE1590	F-16I SUFA (Kinetic Gold edition kit)	1/48	Kinetic
FE1591	F-16I SUFA seatbelts STEEL (Kinetic Gold edition kit)	1/48	Kinetic
FE1592	PBY-5A seatbelts STEEL	1/48	Eduard/Revell
SS871	CH-54A	1/72	ICM

MASKS

EX1182	PBY-5A TFace	1/48	Eduard/Revell
EX1183	PBY-5A US national insignia (stars & bars)	1/48	Eduard/Revell
EX1184	PBY-5A US national insignia (stars w/ red center)	1/48	Eduard/Revell
CX709	CH-54A	1/72	ICM

SPACE

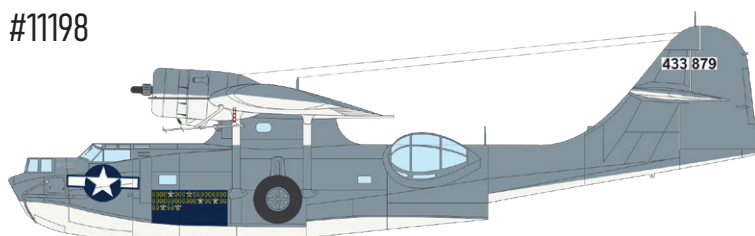
3DL32049	He 162A SPACE	1/32	Hobby 2000
3DL48285	PBY-5A cockpit SPACE	1/48	Eduard/Revell
3DL48286	PBY-5A rear interior SPACE	1/48	Eduard/Revell
3DL48287	PBY-5A exterior SPACE	1/48	Eduard/Revell
3DL48288	F-16I SUFA SPACE	1/48	Kinetic
3DL48289	AH-1Z Viper SPACE	1/48	Hobby 2000
3DL48290	Typhoon Mk.Ib SPACE	1/48	Hasegawa
3DL48291	PBY-5A rear interior ribs & spars SPACE	1/48	Eduard/Revell
3DL72093	CH-54A SPACE	1/72	ICM

PBY-5A Catalina

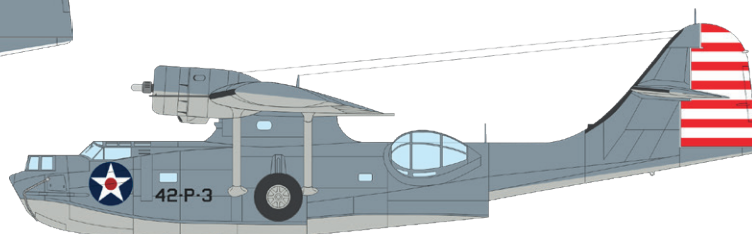
1/48



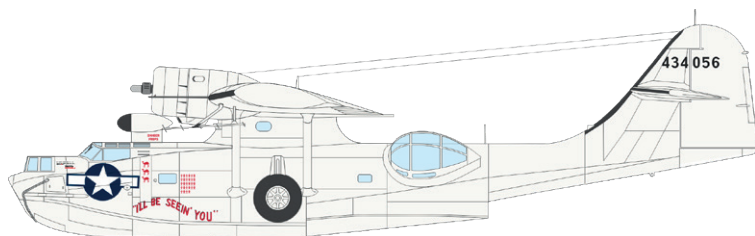
#11198

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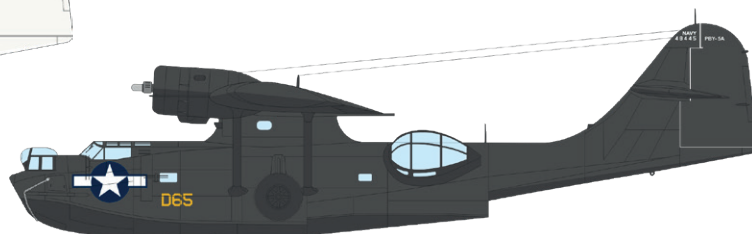
OA-10A, 44-33879, 2nd Emergency Rescue Squadron,
Dipolog base, the Philippines, 1945



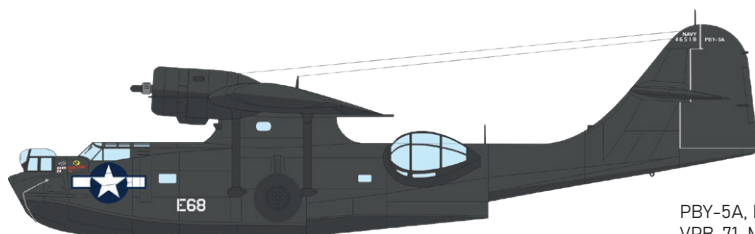
PBY-5A, VP-42, Kodiak Island, Alaska,
the United States, Winter 1942



OA-10A, 44-34056, 2nd Emergency Rescue Squadron,
the Philippines, 1945



PBY-5A, BuNo. 48445, Lt(jg). Howard Miner,
VP-54, Henderson Field, Guadalcanal,
Solomon Islands, 1944



PBY-5A, BuNo. 46517, Capt. L. E. Rearden,
VPB-71, Manus Island, November 1944

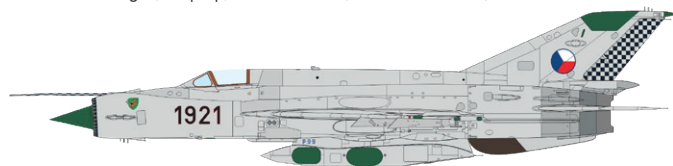
ERKA MiG-21R v Československu 1/72



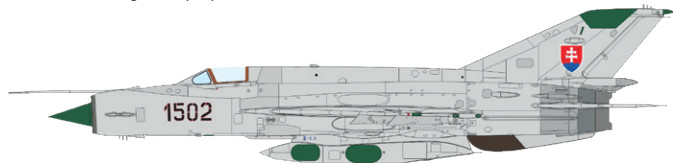
#2156



1 Flight, 47 pzlp, Pardubice AB, Czechoslovakia, 1969-1975



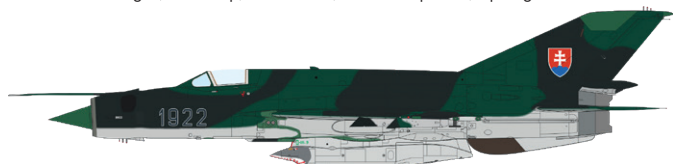
1 Flight 47 pzlp, Pardubice AB, Czechoslovakia, 1969-1975



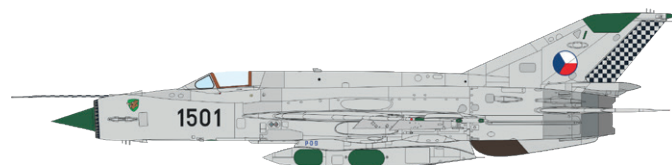
2 Flight, 3 sbolp, Malacky AB, Slovak Republic, Spring 1993



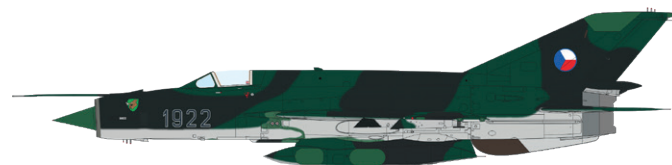
3 Flight, 28 sbolp, Čáslav AB, Czech Republic, Spring 1994



2 Flight, 3 sbolp, Malacky AB, Slovak Republic, Summer 1994

**LIMITED
EDITION**


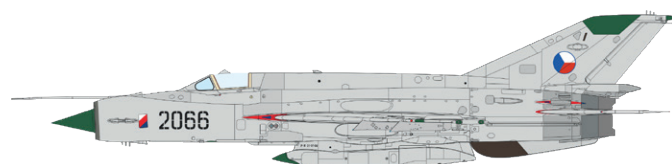
1 Flight, 47 pzlp, Pardubice AB, Czechoslovakia, 1969 - 1975



2 Flight, 47 pzlp, Hradec Králové AB, Czech and Slovak Federative Republic, Summer 1992



47 pzlp, Hradec Králové AB, Czechoslovakia, 1987



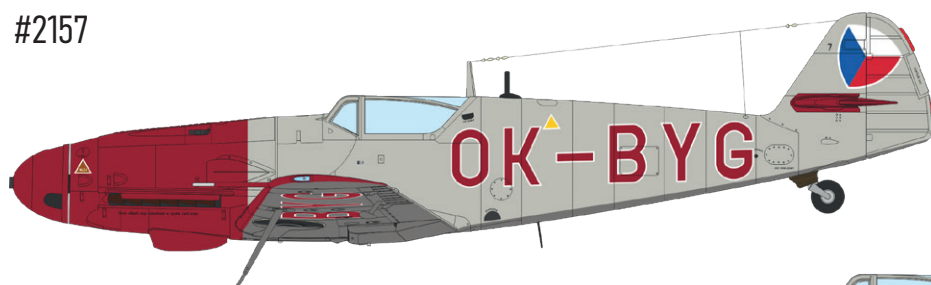
3 Flight, 28 sbolp, Čáslav AB, Czech Republic, Spring 1994

Avia S-99/C-10

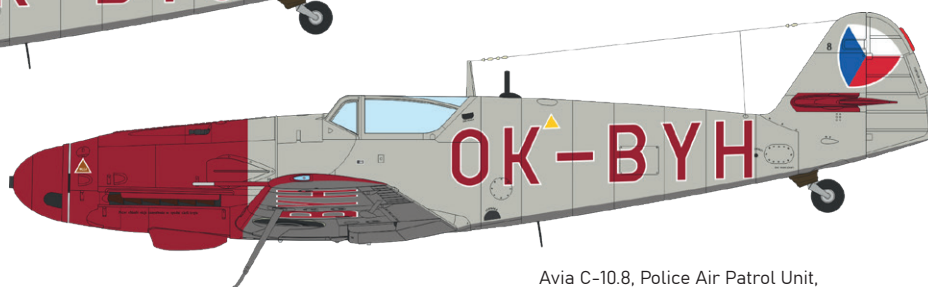
1/72



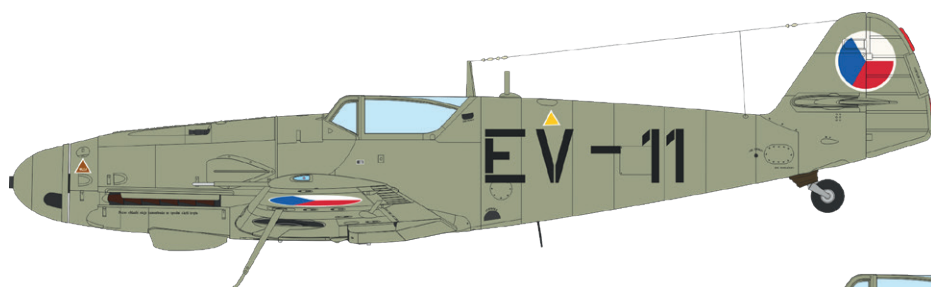
#2157

**LIMITED
EDITION**


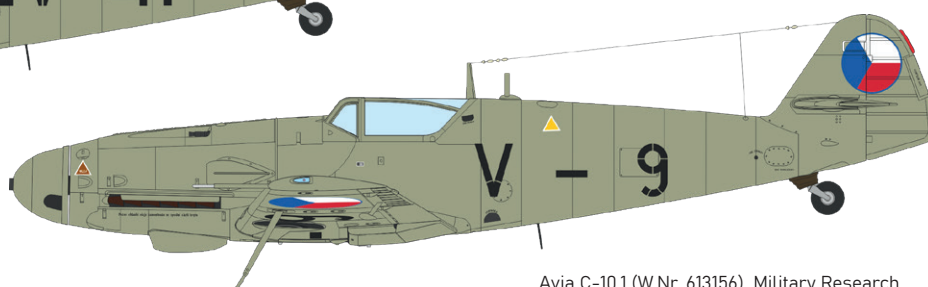
Avia C-10.7, Police Air Patrol,
Czechoslovakia, 1947



Avia C-10.8, Police Air Patrol Unit,
Brno-Slatina, Czechoslovakia,
1947-1950



Avia C-10.6, Command Flight,
2nd Air Division, Fighter Training Centre,
Czechoslovak Air Force, Planá Air Base,
Czechoslovakia, Spring 1947

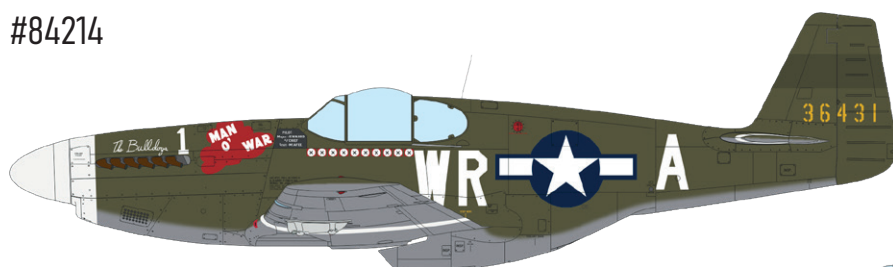


Avia C-10.1 (W.Nr. 613156), Military Research
Institute (VLÚ) Letňany, Czechoslovakia,
February 1946

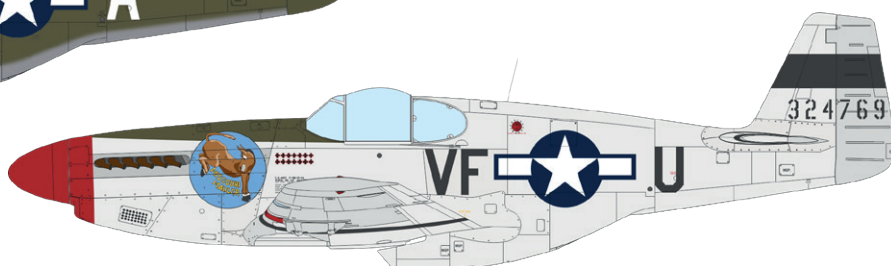
P-51B/C Mustang Malcolm Hood canopy 1/48



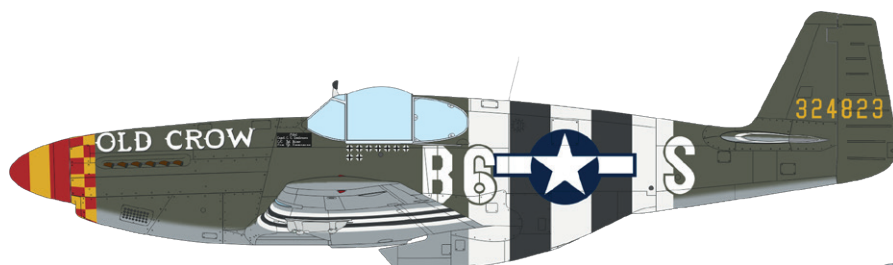
#84214

WEEKEND
 edition


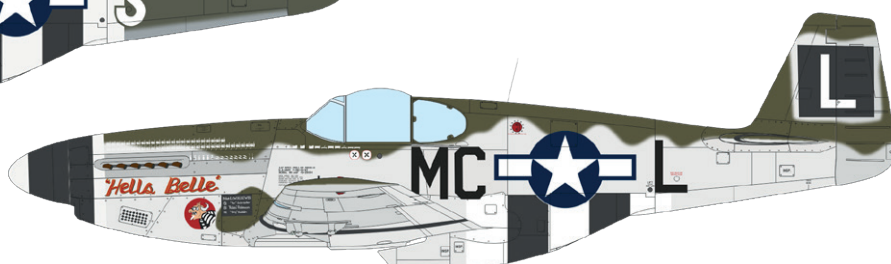
P-51B-5-NA, s/n 43-6431,
 Mjr. Claiborne H. Kinnard Jr., 354th FS,
 355th FG, 8th AF, Steeple Morden,
 United Kingdom, March 1944



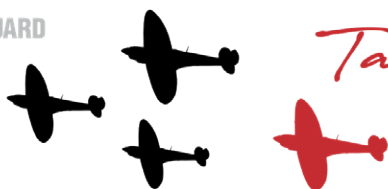
P-51B-15-NA, 43-24769,
 Capt. Willard W. Millikan, 336th FS,
 4th FG, 8th AF, Debden,
 United Kingdom, May 1944



P-51B-15-NA, 43-24823,
 Capt. Clarence Anderson, 362nd FS,
 357th FG, 8th AF, Leiston,
 United Kingdom, June 1944



P-51C-10-NT, 43-25054, 1Lt. Willard H. Lewis Jr., 79th FS, 20th FG, 8th AF,
 Kings Cliffe, United Kingdom, August 1944



A QUARTER-CENTURY OF E-DAY

Text: Jan Zdiarský

A few days ago, I came across a portfolio of smaller graphic design projects from years ago while going through my old things. In it were some cards in the colours of the city of Pilsen that took me back to around the turn of the millennium. At that time, my friend and colleague Jaromír Kohout from the Pilsen club asked me to design tickets for a model-making event that he was co-organising. He was acting as the organiser's right-hand man and director of the event. The event, E-Day, took place at the Dukla sports club shooting range in Pilsen and was supposed to be a major plastic modelling competition organised by Eduard, the largest Czech manufacturer of plastic models.

At the time, as an inactive modeler for many years, I didn't know much about the company. I knew it was a Czech manufacturer that supposedly produced high-quality plastic kits and metal accessories, and that was about it. In the years that followed, I gave a lecture on the air war of 1944 at Pilsen's E-Day about twice. I remember that even back then, E-Day had a supporting programme featuring the Czech Army, military history clubs, the police and even auto racing clubs.

While the scale of the event was smaller than in recent years, E-Day still stood out significantly from other model-making competitions in the region thanks to Eduard's support. With its comprehensive concept, it gradually became an exceptional event not only in Central Europe.

After around four years, E-Day relocated to the Exhibition Grounds in Prague's Holešovice district due to issues at the original venue relating to the 2002 floods and other technical problems. It spent one year there in 2005, and

although this chapter is often overshadowed in participants' memories by both the preceding and subsequent years, it marked two major milestones for E-Day: Firstly, it broke free from the West Bohemian region and moved to the centre of the country. The second was the event's integration with the Czech Republic Plastic Modellers (IPMS) Championship for the first time. Personally, I lost touch with E-Day during this period, and I had no idea that I would become part of it just a few years later.

Following a one-year interlude in Holešovice, E-Day relocated once more, this time to the underground car parks of a shopping centre in Prague's Nové Butovice district. It remained there for an impressive 10 years (2006–2016). The shopping centre's underground garage naturally gave rise to plenty of criticism. However, if you haven't experienced the event in the Butovice shopping centre car park, it's difficult to imagine how a concrete area marked with parking lines can change when enclosed with green nylon netting, tables and vendor stands are set up, brighter overhead lights are installed to provide the right lighting, and, most importantly, the space is filled with thousands of people and plastic models. While the garages were gradually accepted by most, the later move away from Butovice sparked fresh grumbling. A modeller is simply never satisfied. I believe that it was precisely the Butovice period – which was linked to the Czech Republic Championship throughout – that shaped E-Day's character and influenced the event's future direction. At the same time, it was during this period that the event shifted to a two-day format for several years. However, the environment in which E-Day took

place meant there were relatively limited possibilities. The urban housing estate and transport infrastructure in the area made outdoor events almost impossible. Even the indoor events were challenging because everything took place in a single, albeit large and enclosed, space. Consequently, the supplementary events remained merely an addition to the main attraction: the competition exhibition itself and the offerings from a large number of vendors. Personally, I became involved with E-Day again roughly halfway through the Butovice era, in 2008. By that point, I had been part of Eduard for almost a year, and we had started to develop our own independent corporate marketing strategy. Naturally, the activities surrounding E-Day became part of that.

After ten years in Butovice, news emerged in 2016 of upcoming construction work on the department store's car park. It was clear that E-Day would no longer be able to use those spaces. We scrambled to find new options. For the 2017 edition, we moved to the luxurious Top Hotel in Prague's Chodov district. However, this was a year that most E-Day veterans remember least fondly, and it was clear that we needed to keep looking. It was also the first year that E-Day returned to a one-day format. We subsequently chose the Exhibition Grounds in Lysá nad Labem, which primarily focused on agricultural exhibitions. A few days after the horses had left the hall, modellers and vendors moved in and transformed the place beyond recognition. The venue offered further possibilities for the event's development. At the time, complaints mainly centred on the move away from Prague, although transport



links from the capital remained exceptionally favourable and posed virtually no obstacle.

Memories of the two-year period in Lysá nad Labem are dominated by the outdoor events, particularly the solo performance of the blue-nosed P-51D Mustang in 2019 and, above all, the Spitfire's attack on a historic train in 2018. These are events that will be hard to surpass.

Following a hiatus in 2020–21 due to the pandemic, E-Day relocated to the former AFV training ground in Milovice, just a short distance away. It retained its one-day format. The Tankdrome and its exhibition hall offered opportunities for a diverse supporting programme, combining the event with a unique atmosphere and the presence of numerous historic military ground vehicles, as well as outdoor activities with an adventurous character.

E-Day at the tank training ground certainly had great potential and appeal, but it encountered some limitations. Although the exhibition spaces were extensive, they required significant compromises from both organisers and participants. Above all, the ever-present dust was not ideal for the top-of-the-range competition models. This complaint was certainly justified.

During the two-year period of the pandemic (2020–2021), the Czech Championship naturally became separated from E-Day. This was not just due to the pandemic itself. For several years, it had become apparent that the concept

and organisation of the 'Championship' did not fully align with the event organisers' vision at Eduard. The first Czech Model Masters competition was held as part of E-Day during the first year in Milovice, and it quickly became the largest and most prestigious plastic model building competition in the Czech Republic. Eduard continues to collaborate with the Association of Plastic Model Builders (SMČR/IPMS CZE) as a partner for their Czech Championship. However, this separation has enabled E-Day and its competition to evolve in a way that better reflects the nature of the event itself.

The Milovice period, as well as the previous two years in Lysá, saw a further evolution in the importance of the supporting events. Rather than being mere 'side events', they became a pillar that was just as important as the competition itself and the gathering of manufacturers and retailers in the industry.

This trend was clearly evident at the 2025 event, which was held for the first time at the Litoměřice exhibition grounds. When it became clear that it would not be suitable to continue holding E-Day at the Milovice tankdrome, modelers from Litoměřice and Eduard management colleagues Jakub and Martin Nademlejnský proposed holding E-Day at the Zahrada Čech exhibition grounds in their hometown. Negotiations with the exhibition grounds' administration, as well as an initial survey of the site, revealed the venue's potential

and the possibility of cooperation. The first Litoměřice E-Day took place in October 2025. Some years ago, a Friday evening programme was added to the Saturday event for those who did not want to arrive on Saturday morning. The accompanying programme continued the trend of previous years, growing in both interest and significance for the event itself.

One limitation of the 2025 E-Day was the timing — the relatively cold October weather caused problems, which is also why the 2026 E-Day was moved to the end of June. After nine years, it is returning to a two-day format. Including Friday evening, it is essentially more than a two-day event.

The organisation of the Czech Model Masters competition, the participation of major manufacturers and retailers in the industry, extensive club and Special Interest Group (SIG) exhibitions, stylish dining and, above all, a rich supporting programme running across several tracks demonstrate just how far the event has come since the beginning of the millennium.

Today, E-Day is not just a plastic modelling competition with vendors and a supporting programme; it is a PLASTIC MODELLING FESTIVAL — a place and time for gathering where the hobby of plastic modelling thrives and is energised. Come to Litoměřice on the weekend of 26–28 June to experience it for yourself.

