

INFO | Eduard

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



JULY 2026

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EDITORIAL

We have sizzler of a heat wave and our E-day event behind us, which are two phenomena that somehow came together in one rather unique weekend this year. After twenty-five years, we changed the timing of the event from autumn to summer, and summer showed us what it can do leaving no doubt for this change we put into practice. The climate, not only at the exhibition site, was truly hot and corresponded more to North Africa or southern Arizona than to Central Europe. At the nearby meteorological station in Doksany, the temperature record of 40.8°C fell on Saturday, and from Friday we were bombarded with warnings of high temperatures and the associated high health risks. This probably discouraged the lay public in particular, as attendance was affected by a roughly 30% drop compared to last year's numbers. It was similar with competition models, where the drop compared to last year was some 40%. Here, it is probably not the heat that is to blame, but rather the distaste of some Czech modelers for two-day and generally multi-day events. We probably won't be able to do much about it, but I'm convinced that it won't actually be a limit for the future of E-day, just as the weekend's infernal heat wasn't. Technical equipment, fans, water stations, hats, sunscreen, drinks and ice cream are all necessary to combat the heat. The combination of all of this helped us survive the heat and enjoy both days. There were a total of five recorded medical interventions at the exhibition grounds during the entire event, and none of them were related to extreme temperatures. Katka Borecká's water gates and the volunteer firefighters from Litoměřice, who sprinkled the exhibition grounds with water several times, deserve a big thank you!

When we were preparing the first E-Day in Litoměřice last year, in the autumn, it was clear to us that the exhibition grounds would not allow us to hold flight demonstrations, but thanks to its structure, prepared for agricultural and gardening exhibitions, it would allow us to prepare an interesting accompanying program. This was confirmed last year, but it turned out that one day was not enough for such a varied event as can be done at the Litoměřice exhibition grounds. Even so, the one-day format of the event brought time conflicts, especially in organizing the competition. There was simply very little time left to evaluate such a large number of models, tabulate the results and announce them and present the awards. It brought stress, tension and reduced the quality of the entire competition. From this it followed that E-day had long been talking about returning to a two-day format. Another finding from last year was that the grounds are good for organizing a model exhibition and competition,

but that good weather is needed for the success of any event there. Organizing an event there in October is problematic, the latest limit is set at the end of September. And unfortunately, this presents a conflict with the end of the agricultural season and every weekend there's some kind of an event being held. Mostly related to agriculture, of course. The solution was quite simple, to move the exhibition from the end of the agricultural season to its beginning. The viable period for this year and for next year is in June. For 2027 it's June 18th to the 20th.

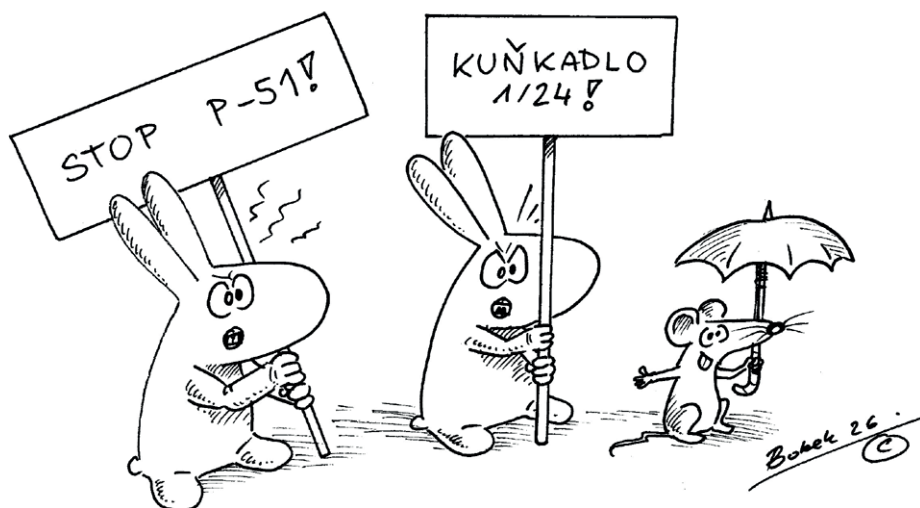
As for the aversion to two-day events that some people hold dear to their hearts, there ain't much we can do about that. Those who don't want to attend, won't. Simple. We will continue to stick to the two-day format, starting again next year with competition model registration and first presentations on Friday early evening and ending with the awards ceremony on Sunday around 2pm. The structure of the program will be the same as this year, and some specific points will of course be different. As you already know, or you will learn from today's newsletter, we would like to have the MiG-29 Limited Edition kit in 1:48 scale and the Spitfire Mk.IX in the Hybrid 1:32 range for sale at E-Day next year. So you can expect a significant part of the accompanying program to revolve around these kits and these aircraft. The catering will also have the same or a similar standard, including an ice cream stand, which was probably more popular than beer as part of the refreshments, given the obvious. I only had six large ice creams on Saturday. We will also repeat the Saturday party including the concert. I was a little apprehensive about that idea, I have to admit, but it turned out well, too. It took almost twice as long as the planned hour and a half, and no one complained about the tunes from the neighboring houses.



What probably cannot be repeated are Sunday's opposition to more Mustangs, Spitfires and Messerschmitts and the Kuňkadlo in 1:24. It was, of course, a kind of a recession, created from a sudden impulse over a coffee, a protest was quickly called, carried out and dispersed. All participants enjoyed it, as well as the entire two days in Litoměřice. That is a brief assessment that practically everyone who was at E-Day agrees on.

Although we protested against the Mustang, more than 150 modelers still took the new kit from Litoměřice. Of the kits ordered as part of the pre-order, 730 still need to be sent to their home addresses. They should be manufactured and packaged during the first half of next week, and we will start sending them out in the second half. In total, we have orders for almost 4,000 kits so far. Production is running at full speed, and next week another twenty printers will arrive, which will further strengthen our production capacity. By the end of July, all ordered 1:32 scale P-51B Hybrids will be in their new homes.

Happy Modeling,
Vladimir Sulc



ALWAYS NEW MODELS, MASKS ACCESSORIES, DECALS

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AREAL





CLUBS AND SIGS







Aleš Beránek and Petr Švihovec



CONVERSATIONS

IN A CAFÉ



Paolo Portuesi and Fabio Besani



Jaroslav Háječek



Ondřej Veverka and Petr Švihovec



Albert Kronek and Jaroslav Háječek



Petr Muzikant, Vladimír Šulc, Alfred Riedel and Jindřich Štěrbáček



Petr Vacek and Jaroslav Háječek

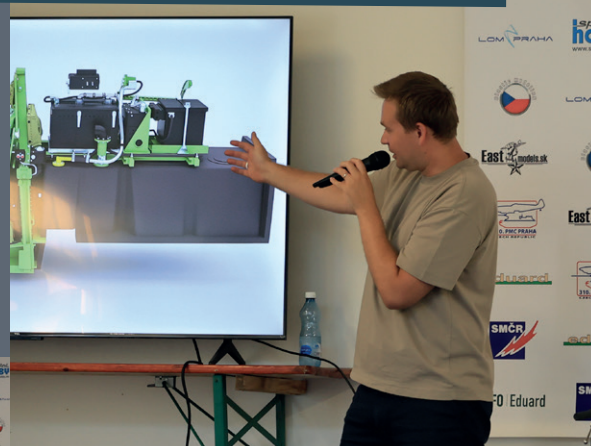


FIREFIGHTERS



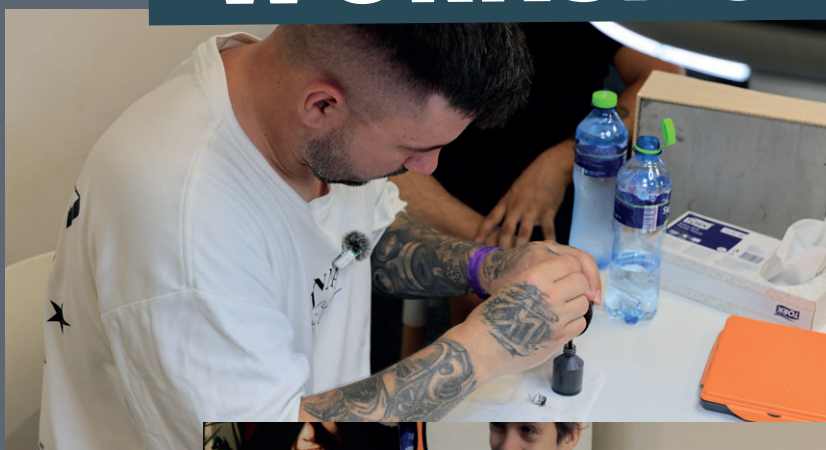


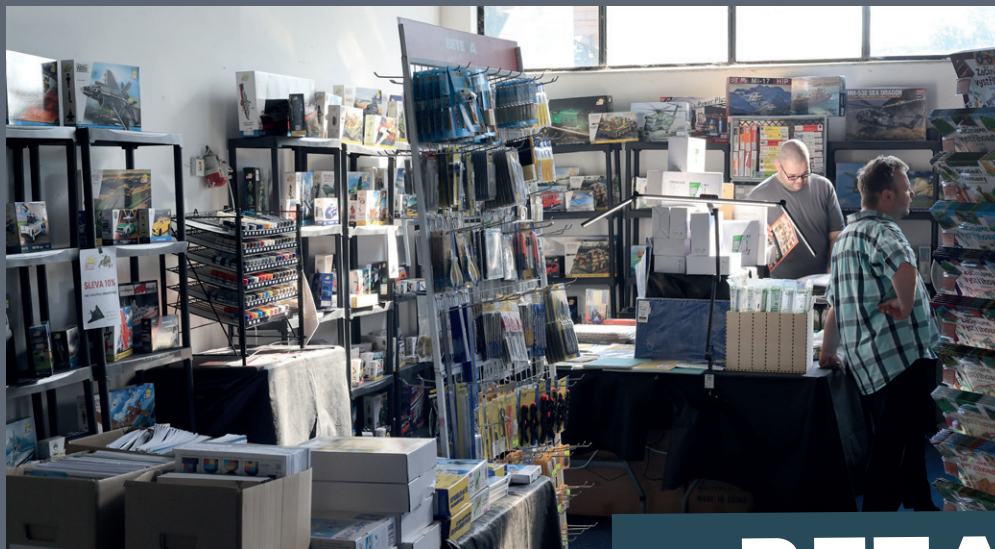
DISCUSSIONS





WORKSHOPS





RETAILERS





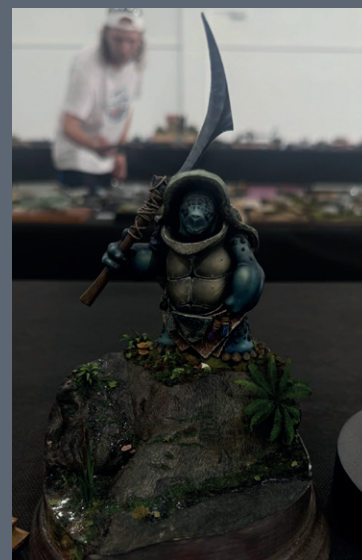
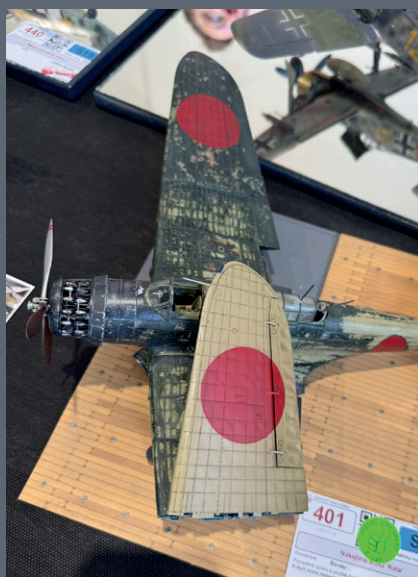
EXHIBITION





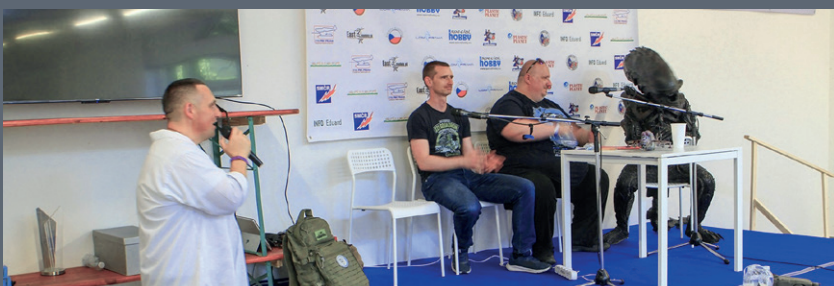


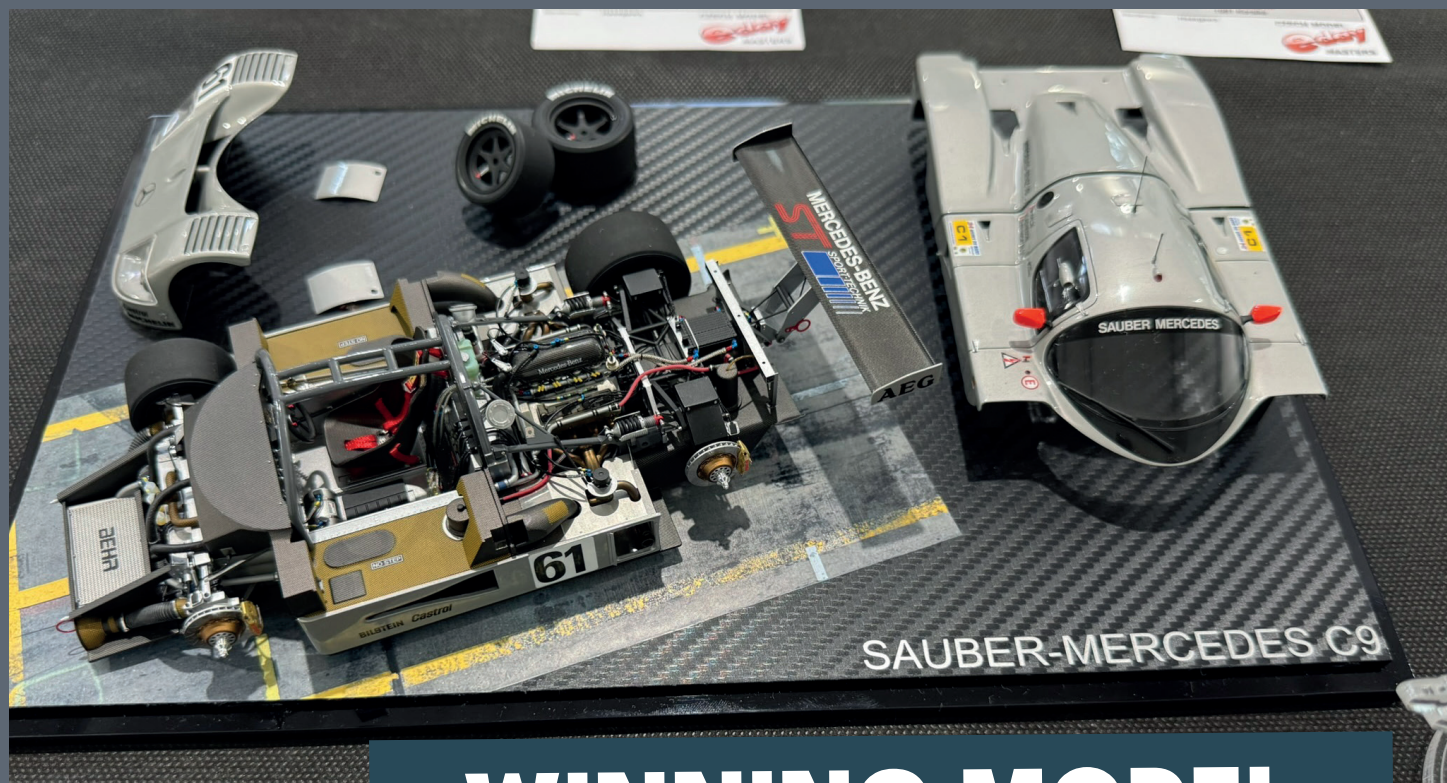






ALIEN





WINNING MODEL

Mercedes Sauber C9



**Absolute winner
Radek POJER**

EDUARD NEWS - MID & LATE 2026

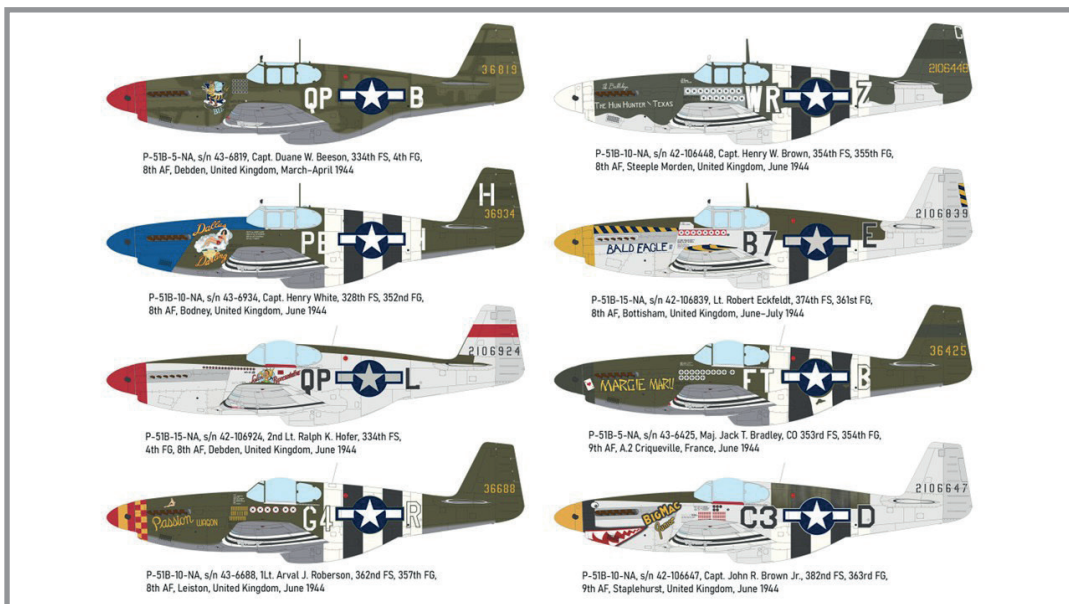
- FROM the E-Day 2026 BRIEFING -



P-51B/C 1/32 HYBRID



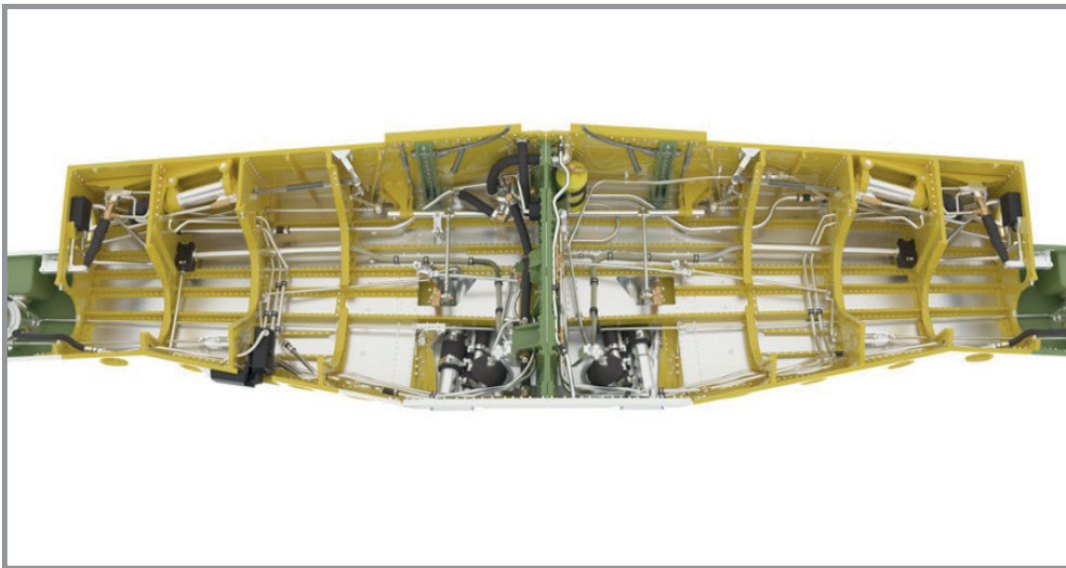
The P-51B Mustang in the ROYAL HYBRID 1/32 line is a new release for August 2026. The kit includes a combination of plastic and printed parts, a printed pilot figure, a decal sheet for 8 marking and painting schemes, small photo-etched parts sheet, a mask sheet for painting the canopy, landing gear bay covers by OMASK, and a book on the development and operational deployment of the P-51B.



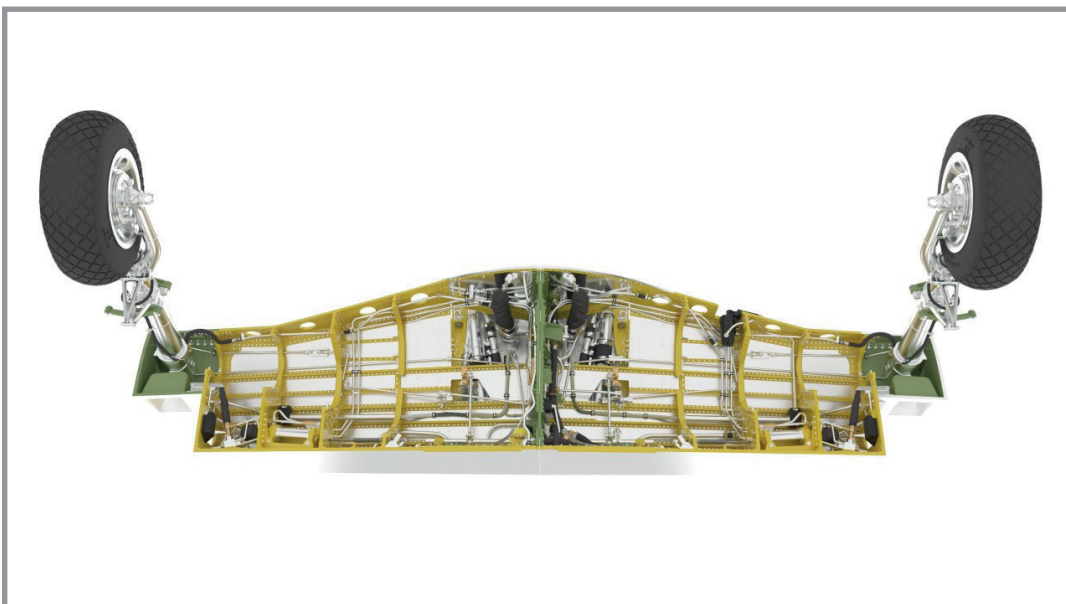
Of the eight color schemes, four are for Mustangs with birdcage canopies and four are for Mustangs with Malcolm Hood canopies. These are aircraft from the fighter groups of the 8th and 9th Air Forces of the USAAF.



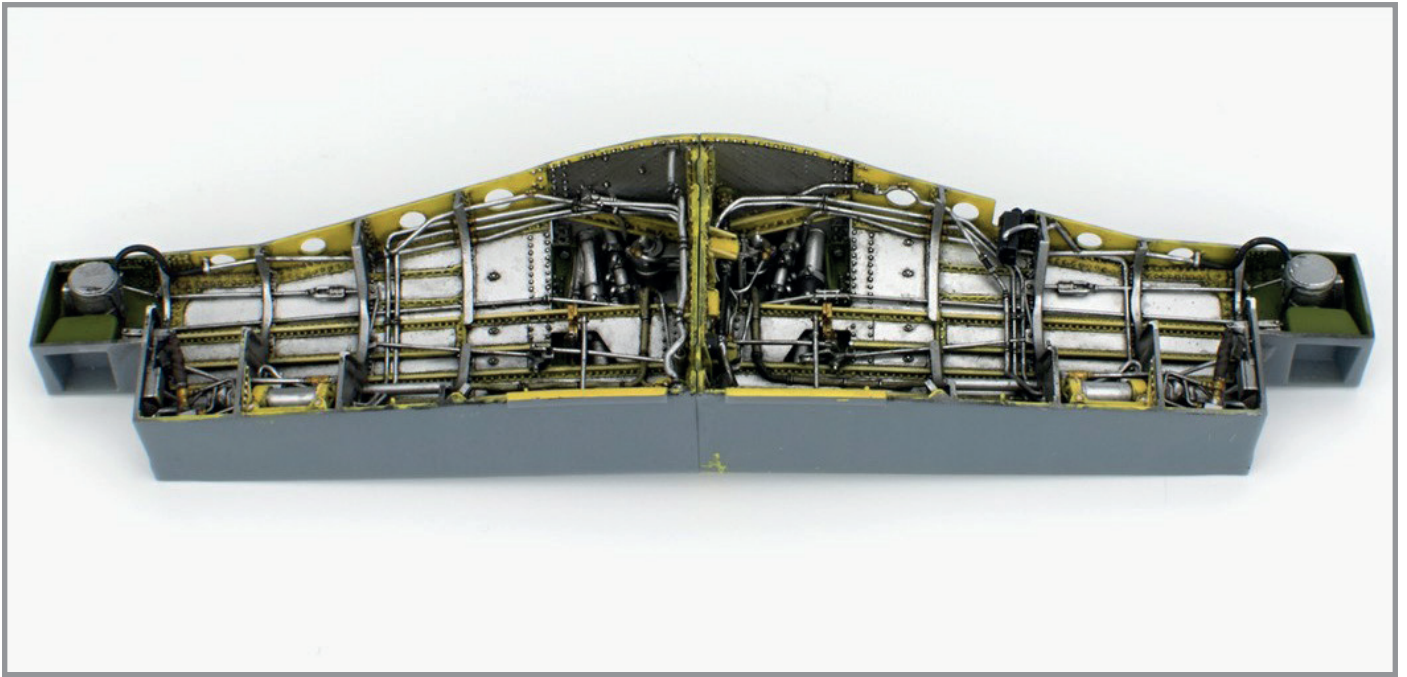
The large airframe parts and clear parts are injection molded from plastic (polystyrene), as are, for example, the landing gear covers, propellers, control surfaces, flaps, and antennas—the plastic parts are shown in green in the picture. The exhausts, machine gun barrels, landing gear legs, and the cockpit and landing gear bay assemblies are 3D-printed. The wheels are cast from polyurethane, and the wheel discs are 3D-printed—the 3D-printed parts are shown in gray in the image.



Printed landing gear bay, render



Printed landing gear bay with landing gear legs and wheels - rendering. The landing gear legs are printed from a material used in the manufacture of dental implants.



Painted undercarriage bay, real part from the kit.



Cockpit assembly, printed parts, render



Painted cockpit assembly, real part from the kit.

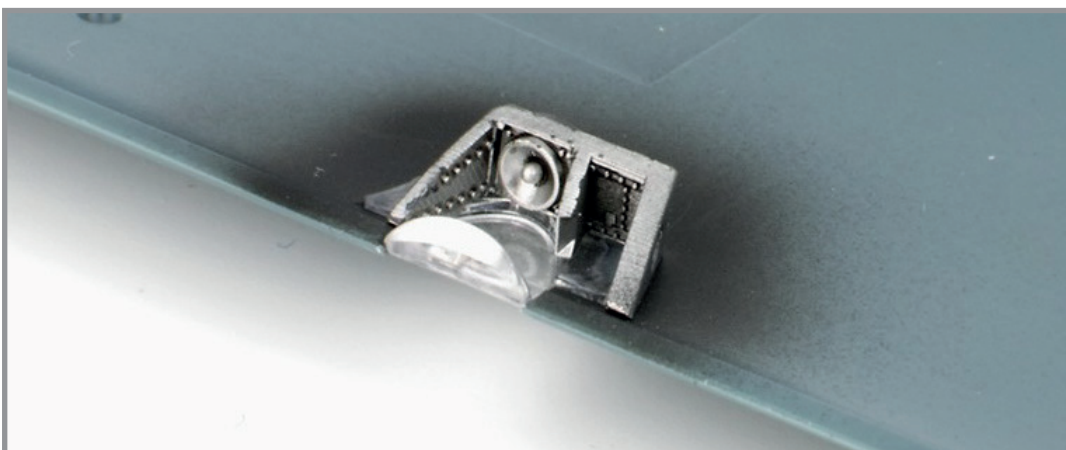


Dashboard and rudder pedals, render.

Dashboard and rudder pedals, real part from the kit.



Pilot seat. On the left is a render, on the right is a painted model built from the kit. The kit includes two alternative seat designs. Like the seat itself, the seat belts are printed as separate 3D printed parts.



A printed landing light on the leading edge of the wing. Its transparent cover is a standard transparent plastic part.



Sample from the book, pages featuring color profiles of airplane

Omask undercarriage bay plugs.





Sample from the book, a pilot's equipment.



Pilot figure (render).

ANOTHER KITS SCHEDULED FOR 2026

P-51B/C MUSTANG „BIRDCAGE“

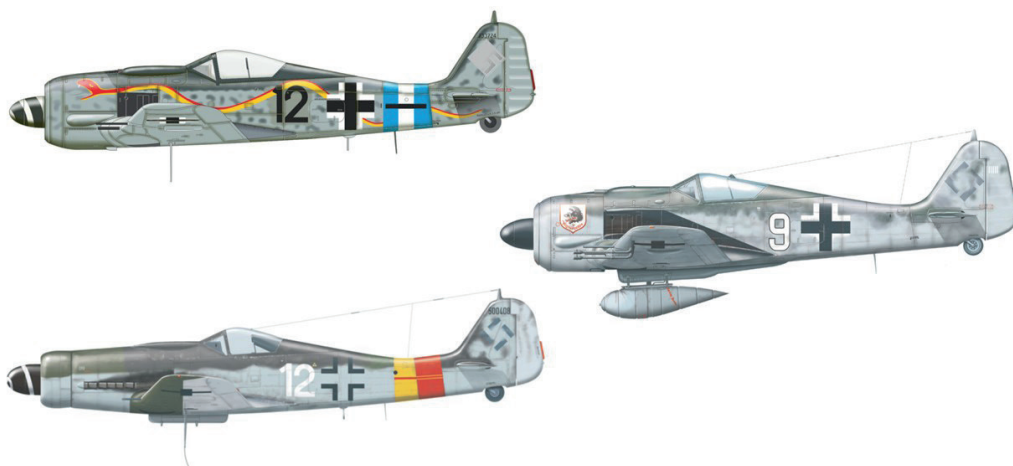
HYBRID 1/32



The P-51B Mustang Birdcage model kit in the HYBRID 1/32 series will be a new release for October 2026. The kit will include a decal sheet for five marking and painting schemes, plastic parts, 3D-printed parts, a small photo-etched sheet, and a cockpit mask.

WILDE SAU EPIZODE THREE

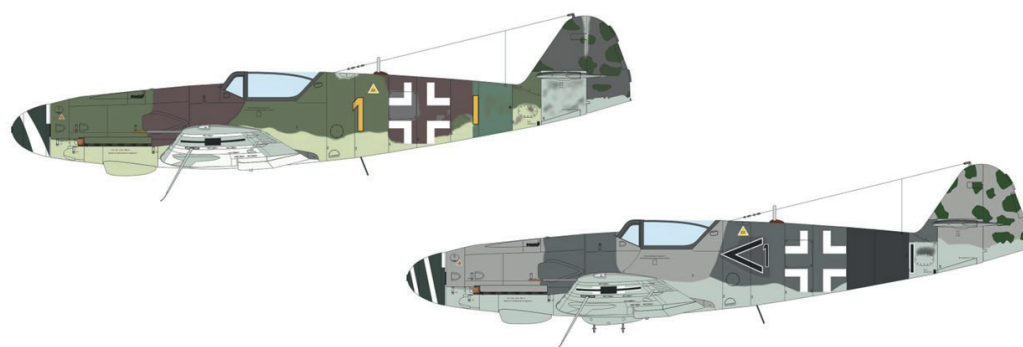
LIMITED 1/48



The LIMITED 1/48 Wilde Sau Episode Three: Fall of the Empire model kit is a new release for August 2026. It will be a Dual Combo kit containing two complete kits, Fw 190A-8 and Fw 190D-9.

Bf 109 K-4 1/72

PROFIPACK



The Bf 109 K-4 Profipack 1/72 is a new release for September 2026. The standard Profipack kit will include a decal sheet with six color schemes.

CHINA BURMA INDIA LIMITED 1/48



We are preparing a 1/48th scale Limited Series kit for September, dedicated to the P-40N and P-51B in the CBI theater of operations—China, Burma, India. As the mold layout suggests, this will be a Dual Combo kit with two sets of molds for two different aircraft types. The color profiles in the presentation are for illustrative purposes only; the kit will include a total of eight different paint schemes.

PROFIPACK 1/72



The Spitfire Mk.I / Mk.V family will continue in October with a 1/72nd scale Profipack boxing.

SPITFIRE STORY The FEW 1/72

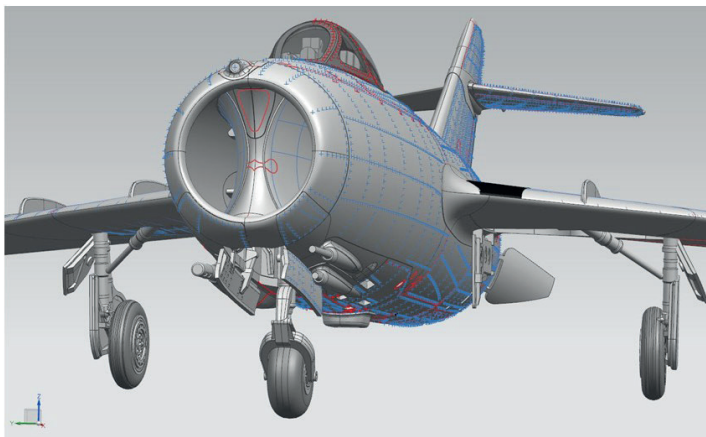


Following the release of Profipack in December, Dual Combo will release the „Spitfire Story: The Few“ kit in its Limited 1/72nd scale series. The selection of paint schemes will be virtually identical to that in the quarter scale kit of the same name.



In October, we will also release a small reissue of the item named 15,000, dedicated to the P-40N anniversary painting

MiG-15 ROYAL CLASS 1:48



Royal Class line will introduce a series of 1/48th scale MiG-15 model kits in November 2026. The Royal Class kit will include two sets of sprues for the MiG-15 and MiG-15 bis.

A-20G Early



HKM EDUARD 1/48

We are preparing to release the 1/48th scale A-20G Havoc kit in December as part of the Eduard HKM line.

WHAT NEXT? 2027 - 2028

DIEPPE 1942



LIMITED 1/48

The „Dieppe 1942“ model kit will focus on the German side of the Battle of Dieppe in 1942. It will be a 1/48th scale Limited line kit that includes a book published by Plastic Invasion publishing house.

P-51B MALCOLM HOOD



HYBRID 1/32

The next kit in the HYBRID 1/32 series will be the P-51B Mustang „Malcolm Hood“

SPITFIRE Mk.IXC

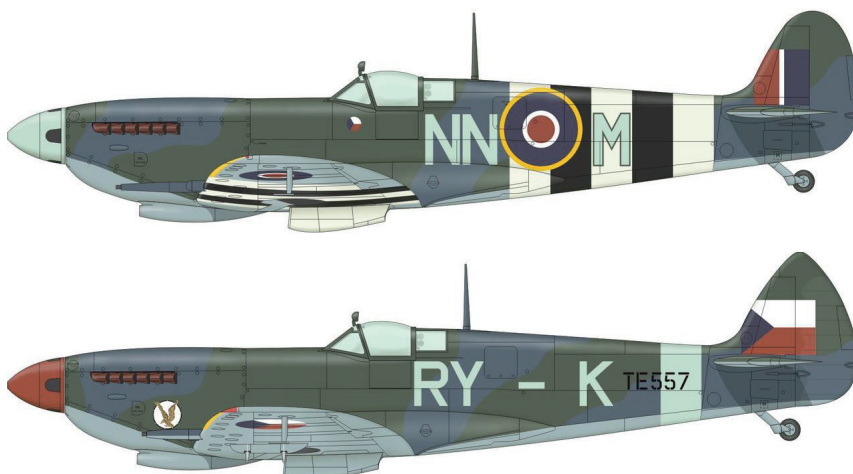


HYBRID 1/32

The HYBRID line will continue with the Spitfire Mk.IX and Mk.VIII in 1/32 scale. We hope to have the first one finished by the E-Day 2027 at the latest.



To mark E-day, we would like to release a limited-edition 1/32 scale Spitfire Mk.IX model kit dedicated to the service of the Spitfire Mk.IXs with Czechoslovak squadrons in the RAF and in the postwar Czechoslovak Air Force



Fw 190 A-8/R2



HYBRID 1/32

Another project in the HYBRID series is the 1/32nd scale Fw 190A family; the first kit in this project will be the Fw 190A-8. The entire project covers development variants from A-2 through A-8/R2, including the Fw 190 F-8 fighter and the long-range Fw 190G. We are also planning to release the Fw 190 D.

SPITFIRE!



HYBRID 1/48

In the HYBRID 1/48 series, we are working on the Spitfire Mk.XII and Mk.14 with Griffon engines.

Bf 109 G-12



HYBRID 1/48

As part of the HYBRID 1/48 series, we will also release the Bf 109 G-12 in three versions.

P-40F/L WARHAWK



1/48

The 1/48th scale P-40F/L will be a classic model kit, released sequentially in the LIMITED, Profipack, and Weekend lines.

Ju 87 STUKA



1/48

We are also starting to work on 1/48 scale Stukas. These will also be classic model kits. In this case, we will begin the release with a kit from the Royal Class series. We plan to release versions of the Ju 87B, Ju 87R, Ju 87D, and Ju 87G.

SB2C HELLDIVER



LIMITED 1/48

We're getting ready to release the SB2C Helldiver 1/48 kit. The parts will be from Revell; they are the original Monogram Promodeller parts.

MiG-29



LIMITED 1/48

The MiG-29 in the 1/48 Limited Series will be one of the main highlights of E-Day 2027. The model kit will be dedicated to the MiG-29s of the Czechoslovak Air Force and their subsequent service in Slovakia, Poland, and Ukraine.

MIGHTY EIGHTH B-17G 1/48



HKM EDUARD 1/48

We are preparing the 1/48 B-17G for the HKM EDUARD line.

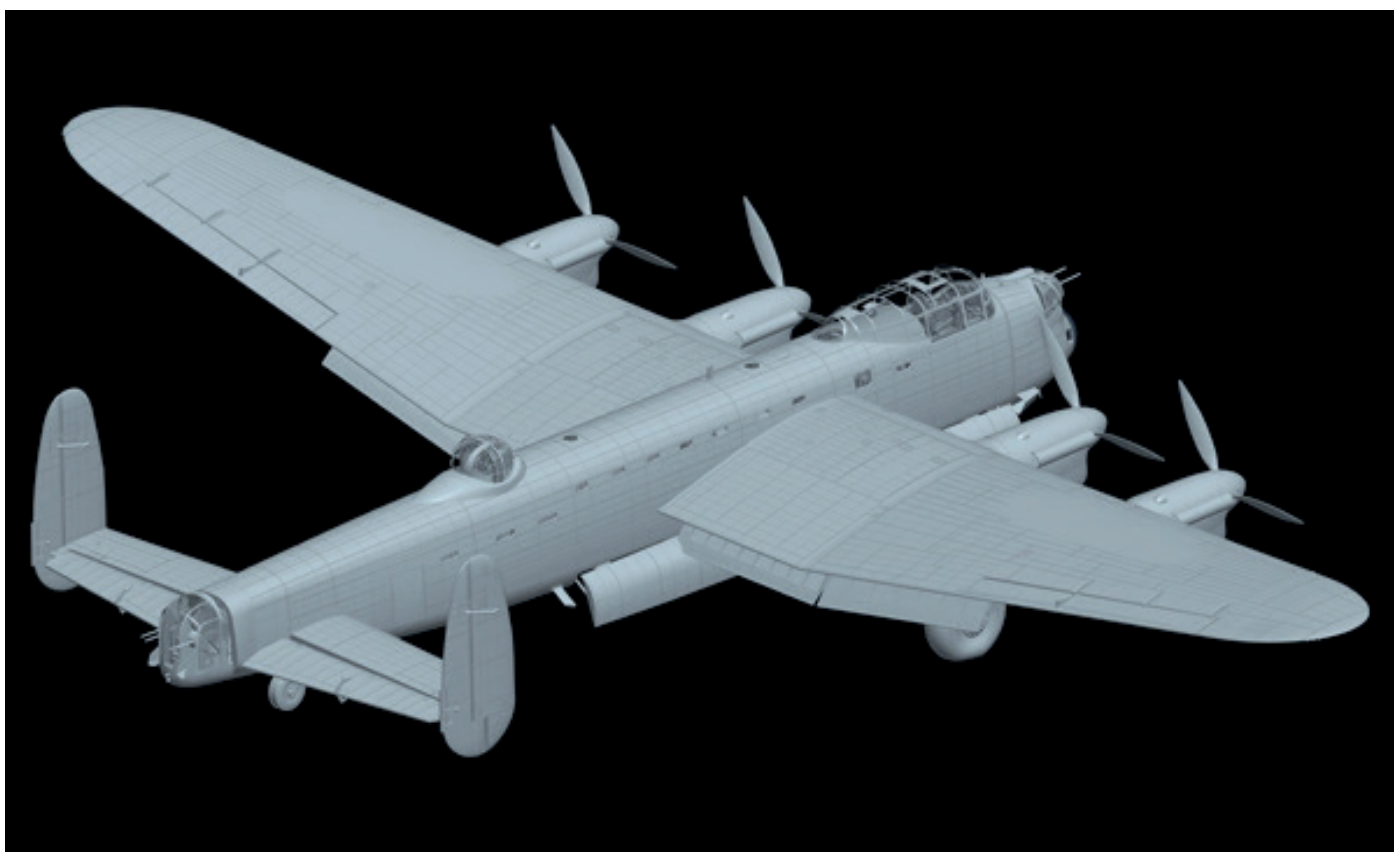
SO MANY - AVRO LANCASTER B.Mk.I



HKM EDUARD 1/48

Just like the Lancaster 1/48.

We are preparing an upgrade set for this kit that will include alternative parts for Lancaster variants not included in the HKM kit.



Warpaint series No.149

Orders from the world's book and hobby trade are invited

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Aero L-39, L-59, L-139 & L-139 Albatros

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



Warpaint Special No.7

£25.00

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.



Previous Warpaint titles

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34 Avro Lincoln	£16.00	74 Hawker Siddeley Harrier	£17.00	114 McDonnell F-4 Phantom II	£25.00		
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Hellenic Navy Open Day

Petr Uzsák



To mark Ohi Day („No Day“), celebrated annually on 28 October, numerous public events and commemorations are held throughout Greece. The occasion is regarded as a symbol of national unity and pride. As part of the 2025 celebrations, the Hellenic Navy presented several of its frontline vessels to the public in Piraeus Port.

The origins of Ohi Day date back to 1940, when Greek Prime Minister Ioannis Metaxas delivered an unequivocal „No“ in response to Italian dictator Benito Mussolini's ultimatum demanding the occupation of strategically important areas of Greece by Axis forces. The rejection led to war with Italy, which was soon joined by Great Britain as Greece's ally, while Germany entered the conflict in support of Italy. Since 1942, this day of national pride has been commemorated by Greek communities around the world.

The ships were berthed in the civilian section of the port, alongside the international passenger terminal. Admission was free, and visitors were allowed to photograph virtually every accessible part of the vessels. Members of the crews escorted visitors throughout the tours, explaining each ship's operational role, service history and technical features. The sailors repeatedly stressed that the public has the right to see how taxpayers' money is being invested. The event attracted considerable interest, with visitors willingly waiting in long queues to board the ships.

Although the origins of the modern Hellenic Navy can be traced back to 1821, when the Greek War of Independence began, its official foundation dates to 1828. Today, the service comprises approximately 30,000 personnel and operates around 180 vessels of various classes and roles.

Three very different types of warships were presented in Piraeus Port. One of them was the missile boat Karathanasis (P78) of the Super Vita class. Based on the British-designed Roussen class, the vessel was constructed domestically at Elefsis Shipyards and entered service in 2020. Its principal armament consists of MM40 Exocet anti-ship missiles with a maximum range of approximately 200 km. The vessel is also equipped with a bow-mounted OTO Melara 76 mm naval gun. Visitors were permitted to

tour only the weather deck, while the interior compartments remained closed to the public. The frigate Psara (F454), a Hydra-class vessel based on the German MEKO 200 design, was the largest ship on display. Although of German design, she was built domestically at Hellenic Shipyards in Skaramagas, near Piraeus. Her principal armament comprises Mk 141 Harpoon anti-ship missiles, complemented by a Mk 45 127 mm naval gun and Mk 32 triple 324 mm torpedo launchers.

According to her crew, Psara is the most combat-experienced warship currently serving in the Hellenic Navy. The tour began with boarding from the port side, followed by a passage through the superstructure towards the forecabin. Along the way, visitors passed the ship's small chapel. On the foredeck, the crew introduced the vessel, outlining her history and weapon systems before leading the group up two steep ladders to the bridge. There, the crew explained the ship's principal operating modes and basic command procedures. The visitors then proceeded through the superstructure to the open starboard deck, passing the torpedo launchers before crossing another section of the superstructure to the quarterdeck, where the helicopter landing deck is located. The aft superstructure also houses the helicopter hangar, which had been temporarily converted into a souvenir shop during the event. The frigate is capable of operating a single helicopter, with the Hellenic Navy currently flying the Sikorsky SH-60R and S-70B. Visitors exited the vessel by passing through the hangar back to the open port-side deck.

Another highlight of the exhibition was the submarine Pipinos (S-121), a Papanikolis-class boat based on the German Type 214 design. Visitors were able to inspect only the submarine's exterior, as access to the pressure hull was not permitted. She is one of four submarines of this class currently serving in the Hellenic Navy and, like the frigate, was constructed at the Skaramagas shipyard under German licence. Commissioned in 2014, the submarine is armed with 533 mm torpedoes and Harpoon anti-ship missiles.

The current international security environment continues to place increasing demands on the Greek Armed Forces. These

challenges include migration across the Eastern Mediterranean and longstanding disputes with Turkey in the Aegean Sea. Greece also contributes to the protection of commercial shipping in the Red Sea under Operation Aspides, safeguarding merchant vessels against Houthi attacks, while simultaneously participating in counter-piracy operations off the Somali coast as part of Operation Atalanta. Another important issue is the ongoing dispute over offshore mineral resources located between Crete and the Libyan coast. These include significant reserves of oil and natural gas, as well as strategic minerals such as manganese, nickel and cobalt. Here too, the presence of the Hellenic Navy plays an important role.

During the recent US-led conflict with Iran, the Hellenic Navy maintained a strictly defensive and precautionary posture. Rather than participating in offensive operations against Iranian territory, it concentrated on safeguarding regional stability and maritime security. Among its principal tasks was the deployment of the frigates Kimon and Psara to waters off Cyprus, operating alongside Hellenic Air Force F-16 fighters to help protect allied military infrastructure following Iranian drone attacks on the British RAF Akrotiri air base.

In the Red Sea, Hellenic Navy warships continued their contribution to the protection of international shipping lanes. Operating as part of the multinational maritime security effort, they escorted merchant vessels and intercepted Houthi drones and anti-ship missiles in the strategically important Bab el-Mandeb Strait.

The Hellenic naval base at Souda Bay, Crete, also played a significant supporting role, serving as a key logistics and operational hub for US naval forces, including the aircraft carrier USS Gerald R. Ford. In addition, Greek-operated Patriot surface-to-air missile batteries contributed to the protection of allied military facilities in the region.

Returning to Piraeus, the crews conducting the tours were able to provide commentary in both Greek and English, a service greatly appreciated by foreign visitors. Overall, the Hellenic Navy deserves high praise for organising an exceptionally well-prepared event conducted in a friendly and welcoming atmosphere.



The stern of the missile boat Karathanasis (P78), with the short-range RIM-116 surface-to-air missile launcher.



OTO Melara 76 mm naval gun mounted on the bow of the missile boat Karathanasis.



MM40 Exocet anti-ship missiles aboard the missile boat Karathanasis.



Frigate Psara (F454), Hydra-class.



The bow of the submarine Pipinos (S-121), Papanikolis-class.



The sail of the submarine Pipinos. Its streamlined shape is particularly noteworthy. The open passage leads to the aft deck, as the sail's design makes it impossible to pass around it externally. It is therefore not an entrance to the pressure hull.



Mk 32 triple 324 mm torpedo launchers on the port side of the frigate Psara (F454).



The stern of the submarine Pipinos with its prominent rudder.



Port-side view of the missile boat Karathanasis.



Mk 45 127 mm naval gun mounted on the bow of the frigate Psara.



View of the forward superstructure and bridge of the frigate Psara. In the foreground is the Mk 15 Phalanx close-in weapon system equipped with a 20 mm Vulcan rotary cannon.



Part of the interior of the bridge aboard the frigate Psara.



The ship's chapel aboard the frigate Psara.



General view of the submarine Pipinos (S-121), Papanikolis-class.

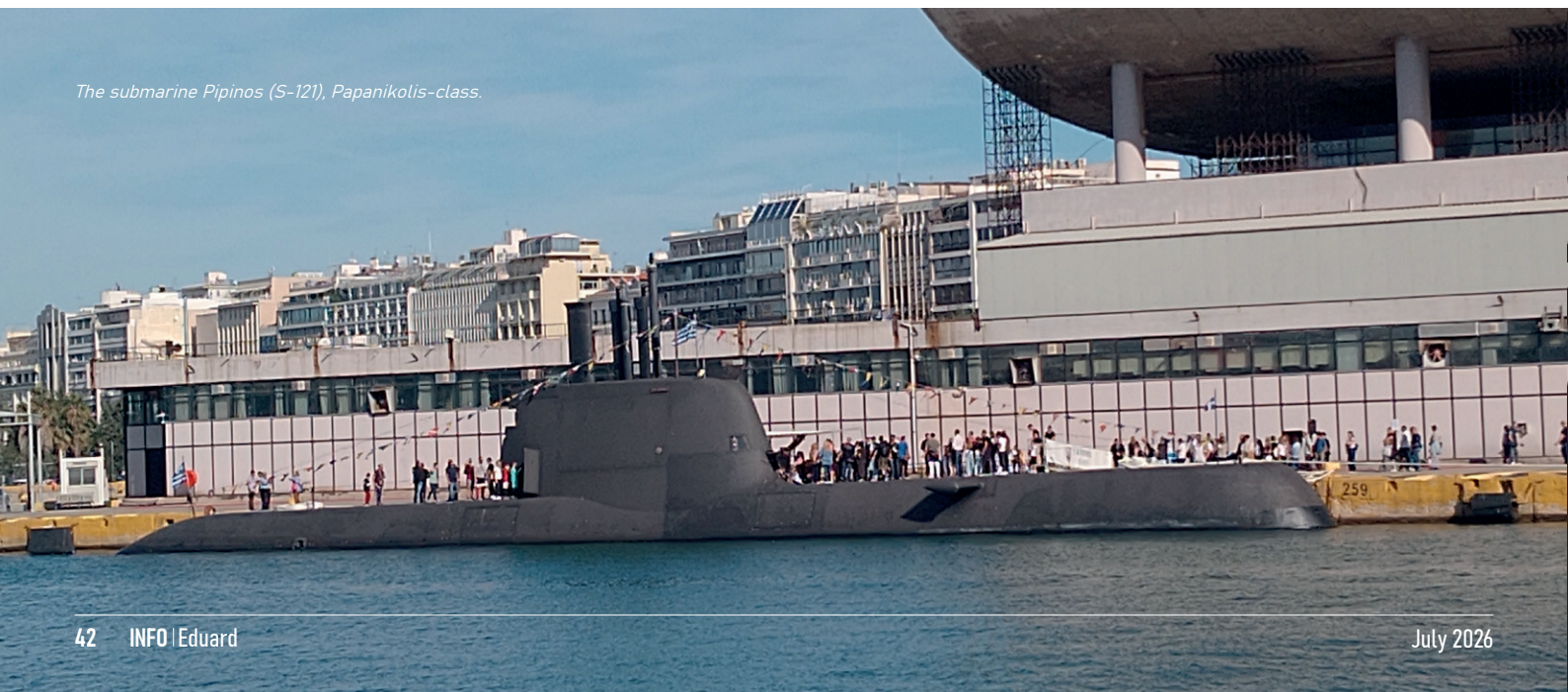


The frigate Psara – the embarked helicopter hangar temporarily converted into a souvenir shop for visitors.



The bow of the missile boat Karathanasis (P78).

The submarine Pipinos (S-121), Papanikolis-class.



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Air War in Ukraine

Gripen – Reinforcements from Sweden

Miro Barič

The most significant event during the period covered in this part of the series (May 1 – May 31, 2026) was the announcement of a specific agreement on the delivery of Swedish Saab JAS 39 Gripen fighter jets to the Ukrainian Air Force. However, much more happened—not only in Ukraine but also, for example, in Romania, where a Russian drone crashed into an apartment building.

After receiving F-16s and Mirage 2000-5F fighters, Ukraine will receive a third Western fighter jet—the Swedish Gripen. In October 2025, the two countries signed a tentative agreement for the future delivery of 100 to 150 JAS 39 aircraft. On Thursday, May 28, 2026, Swedish Prime Minister Ulf Kristersson announced the agreement details while visiting Uppsala Air Base.

According to the agreement, Ukraine will purchase 20 new JAS 39E/F aircraft using €2.5 billion of a European Union loan. In addition, Sweden will donate 16 older JAS 39C/D airplanes to Ukraine.

Training of the Ukrainian pilots on Gripen is already underway and will intensify further by the end of this year. It was confirmed that among the pilots converting to the Swedish airplane is the well-known Ukrainian pilot Vadym Voroshnylov, call sign „Karaya,” who has until now flown MiG-29 fighters in combat.

The JAS 39C/D aircraft are expected to arrive in Ukraine at the beginning of 2027. The new JAS 39E/F aircraft should begin arriving in 2030. Kyiv is also negotiating with Sweden to localize production of these aircraft in Ukraine starting in 2033.

A very important part of the Gripen deliveries will be their armament. The Meteor air-to-

air missile is capable of hitting maneuvering targets at extremely long ranges. Its exact range is classified, but it is estimated to be as much as 200 km (124 miles). This would enable Ukrainian fighters to effectively engage Russian Su-34 bombers, which currently launch glide bombs from distances of around 100 km (62 miles). Saab 340 Airborne Early Warning and Control (AEW&C) aircraft, which Ukraine has already received, could help detect targets for the Gripens.

Another fighter type that may eventually enter Ukrainian service is the French Rafale. Around the same time that Ukraine signed its tentative agreement with Sweden for Gripen deliveries, it also signed a similar agreement with France. However, in this case no specific contract for Rafale deliveries has yet been concluded.

Russian Attacks

On Wednesday, May 13, and Thursday, May 14, Russia carried out one of its largest attacks to date. Over the course of the assault, it launched 1,567 drones and another 56 missiles and cruise missiles against Ukraine.

One of the targets was Uzhhorod in the far west of the country, directly on the Slovak border. Uzhhorod Airport is so close to Slovakia

that the runway end lights are actually located on Slovak territory. The heaviest strike targeted Kyiv, where at least 24 people were killed, including three children. Among them were two girls whose father, Yevhen Yakovlev, had been killed in combat in 2023.

Across Ukraine, a total of 27 people were killed and another 80 were injured.

Another major attack on Kyiv took place during the night of Sunday, May 24. Russia launched 690 projectiles during the assault. Ukrainian air defenses shot down 549 drones and 55 missiles. The projectiles that penetrated the defenses killed four people and injured more than 100.

The list of targets struck included the Ukrainian Ministry of Foreign Affairs building, the Chornobyl Museum, a water treatment facility, a theater, a school, a tax office, a marketplace, and apartment buildings.

Russia also used an Oreshnik missile. The missile is increasingly proving to be a major disappointment in terms of guidance accuracy. In this case, it struck garages in the city of Bila Tserkva. Russia reportedly launched a second Oreshnik missile as well, but it failed to hit Ukrainian-controlled territory altogether and instead landed in the Russian-occupied part of Donetsk Oblast.

Russia also missed its intended target on Friday, May 29, when, during an attack on the Ukrainian Danube port city of Reni, a Russian drone struck the roof of an apartment building in the Romanian city of Galați, located about 20 km (12 miles) from Reni.

The explosion caused a fire in an apartment on the 10th floor and injured two people. The Romanian Air Force scrambled two F-16 fighters, but they were unable to intercept the drone in time. Based on recovered wreckage, Romanian authorities identified it as a Russian Geran (Shahed) drone. Russia, however, denied responsibility.



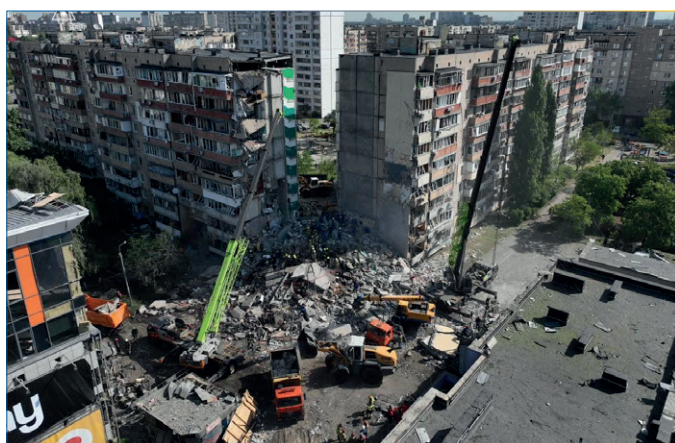
Sweden and Ukraine signed an agreement on JAS 39 Gripen fighter jets deliveries.



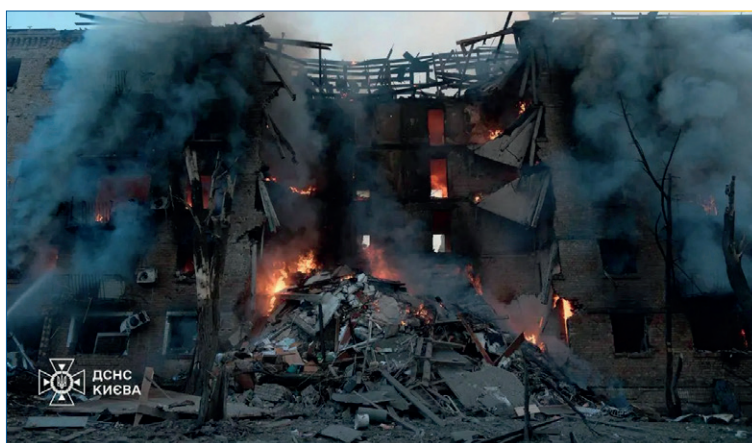
Ukrainian drone defense.



Ukraine has modernized its Shilka air defense systems.



Aftermath of the Russian attack on Kyiv on May 13–14. Most of the casualties occurred in this apartment building, which was destroyed by a Kh-101 cruise missile.



Attack on Kyiv on May 24.



Apartment building in the Romanian city of Galați which was struck by a Russian drone on May 29.



Ukrainian Attacks

Ukraine continued its attacks on Russian oil infrastructure. Among the repeatedly targeted facilities was the refinery in Tuapse, mentioned in the previous part of this series. Russian logistics, especially supply routes leading to Crimea, were also targeted.

A Ukrainian strike on Starobilsk in the occupied Luhansk region caused considerable controversy.

During the night of Friday, May 22, several university buildings, including a dormitory, were hit. Ukraine claims the facilities were being used to recruit and train drone operators,

citing video footage previously published by Russian sources themselves—which was reportedly deleted after the Ukrainian strike—as evidence.

The Russian side claims that the victims were ordinary students. Initially, Russian authorities said six students aged 14–18 had been killed. Later, the reported death toll increased to 21, while the reported age range changed to 18–22 years.

These Russian claims could not be independently verified.

Ukraine challenged the published identities of some of the alleged victims. In at least six

cases, Russian authorities reportedly used photographs of young Ukrainian men and women who had previously been killed in Russian attacks, cynically presenting them as victims from Starobilsk.

Russia rejected United Nations requests for access to the strike site. Although it later brought selected journalists to the location, they were shown only the ruins of one damaged building—the dormitory. They were not allowed to visit the other buildings that had been struck.

As retaliation, President Vladimir Putin ordered the missile strike that employed

Oreshnik missiles (mentioned above). He did not explain what previous Russian attacks were themselves supposed to have been retaliation for.

The largest operator is Russia's Ministry of Emergency Situations, which owns 12 aircraft primarily used to fight forest fires, although only about half are believed to be operational.



Aftermath of the Ukrainian strike on Starobilsk in the Luhansk region on May 22.

Russian Aircraft Losses

On Friday, May 1, Ukraine's Security Service (SBU) announced that it had carried out an attack on the Shagol Air Base in Chelyabinsk, approximately 1,700 km (1,056 miles) from Ukrainian territory. According to the SBU, four aircraft were hit: two Su-57 fighters, one Su-34 fighter-bomber, and one aircraft of an unknown type. However, so far these claims have not been independently verified.

The first confirmed Russian aviation loss during the reporting period occurred on Tuesday, May 5, when a Mi-8 helicopter was destroyed. The aircraft crashed under unknown circumstances while responding to a Ukrainian drone attack. The entire crew was killed. One of the crew members was identified as Lieutenant Nikita Mitroshchenko.

On Thursday, May 14, Ukrainian drones scored another rare success. At Yeysk Air Base on the coast of the Sea of Azov in Russia's Krasnodar Krai, they struck and destroyed a Beriev Be-200 aircraft. The Be-200 is an amphibious jet-powered flying boat. Its prototype first flew in 1998, and around 20 have been produced since then.

Russia's Ministry of Defense purchased three Be-200s. The aircraft destroyed in the attack was apparently operational, as it was connected to a tow bar on its nose landing gear for ground handling.

During the same attack on Yeysk Air Base, a Kamov Ka-27 helicopter was also destroyed. However, it was either already de-commissioned or undergoing maintenance, as its rotor blades had been removed.

On Monday, May 18, the Russian Air Force once again inflicted losses on itself. A Russian fighter aircraft accidentally shot down a Mi-8 helicopter. The entire helicopter crew was killed.

The circumstances of the incident remain unknown, but it most likely occurred during operations against Ukrainian drones. According to several sources, the helicopter was the relatively rare Mi-8MTPR-1 electronic warfare version.

Ukraine launched another major air strike on Wednesday, May 27, using Storm Shadow / SCALP-EG cruise missiles. Shortly after 5:00 a.m., the missiles targeted the Russian cities of Voronezh and Taganrog, as well as Sevastopol

in occupied Crimea. In Voronezh, Baltimor Air Base was struck. The base is home to the 47th Bomber Aviation Regiment of the 105th Mixed Aviation Division. Russian Su-34 aircraft stationed there regularly conduct strike missions against Ukraine.

In Taganrog, located in Russia's Rostov Oblast, initial reports suggested that the local aircraft repair plant was the target. However, the Ukrainian General Staff later clarified that the Storm Shadow missiles had actually targeted Taganrog-Central Air Base, where the repair facility is located. The base is also home to the 708th Military Transport Aviation Regiment of the 18th Guards Military Transport Aviation Division, which operates Ilyushin IL-76 transport aircraft supporting Russian military logistics.

The third target was the headquarters building of the Russian Black Sea Fleet's Naval Aviation Command in Sevastopol. According to video footage that emerged later, the headquarters building was completely destroyed by fire.

On Saturday, May 30, Ukrainian drones attacked Taganrog-South Airfield. Two Tupolev Tu-142 maritime patrol and anti-submarine aircraft were hit. The Tu-142 is a turboprop aircraft developed from the Tu-95 strategic bomber.

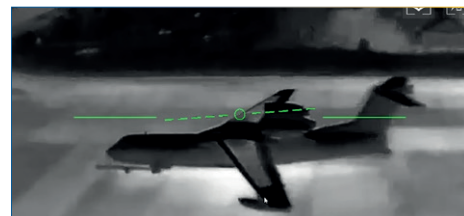
One Tu-142MR was destroyed, while one Tu-142MK was damaged. According to The Military Watch, the damaged aircraft carried the fuselage number „Black 71.“

However, both aircraft had reportedly been out of service for a long time—more than 15 years—although they were occasionally moved around the airfield. They had been parked at their current location only shortly before the attack.

The Ukrainian Air Force suffered no confirmed aircraft losses during the reporting period.



Ukrainian Su-24 carrying Storm Shadow / SCALP-EG cruise missiles.



Beriev Be-200 destroyed during the Ukrainian attack on Yeysk on May 14.



Kamov Ka-27 destroyed during the Ukrainian attack on Yeysk on May 14.



MiG-29 fighters belonging to the Ukrainian 114th Tactical Aviation Brigade.



A Ukrainian MiG-29 pilot launches the guided bombs against a target.



A pilot, callsign „Morgan“, serves with the 204th Tactical Aviation Brigade. He is credited with destroying 26 aerial targets and carrying out 18 precision strikes against ground targets. He scored his first aerial kill in 2023, shooting down a reconnaissance drone. All of his subsequent aerial victories have been against attack drones and cruise missiles.



An attractive tail art sported by a Ukrainian MiG-29 fighter.

Russian Tu-142 aircraft hit at Taganrog-South Airfield on May 30.



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Morning Patrol

Text: Jan Zdiarský

Illustration: Piotr Forkasiewicz



D-Day, June 6, 1944, and the weeks that followed were an extremely demanding period, not only for the Allied ground forces, but also for the British and American air forces. Soldiers in ground and airborne units naturally bore the brunt of the entire invasion and suffered the greatest casualties; anyway, the crews of bombers and the fighter pilots of the RAF and USAAF also did their part. For them, the invasion had actually begun much earlier in the form of direct combat deployment. In the final weeks before the invasion, Allied attacks—in addition to the relentless strategic bombing missions into the heart of the Third Reich itself—increasingly focused on supply routes, airfields, and other targets of military significance along the entire Atlantic coast of the Old Continent. Everyone knew what this meant. The reasons for these operations were clear to pilots, residents of the French coast, and the German Army itself.

The final phase of the secret preparations for the fighter units on D-Day began in the early evening of 5 June, when the bases were sealed off, the mechanics started painting the invasion stripes quickly, and the flight crews started attending briefings. This also applied to the 357th FG, the first unit of the VIII Fighter Command to be equipped with P-51 aircraft. The first invasion briefing took place at the unit's Leiston base at 23:00 on 5 June 1944. For their first mission of the day, the unit's pilots took off in very bad weather at 02:10. Their task was to patrol the Bay of Biscay. Taking off in pitch darkness and forming up proved an extremely difficult task. They failed to form the planned formation.

After passing through the clouds, the aircraft broke up into smaller groups; some continued independently, setting course for their assigned area. Navigation was difficult — the bad weather and low clouds that had aided the landing troops so much that morning now caused the pilots great difficulty.

The commander of one of the 363rd FS, Captain Clarence E. 'Bud' Anderson, forgot to perform the necessary engine cooling procedures while taxiing. As a result, glycol from the overheated engine sprayed onto his windscreen through a safety valve. Anderson corrected his mistake and prayed that the engine would cool sufficiently so that he wouldn't have to abandon the mission prematurely. Fortunately, he didn't lose much coolant and was able to take off into the tense night. He recalled the following moments himself.

"In the dark, we got the three squadrons together. I locked my flight onto that of Don Graham, who was leading the Group, and we headed out over the Channel. The only resistance we met over France was a little flak. Although the glowing tracers looked closer at night, and much scarier. When we reached our sector, Graham ordered lights out, and there was only the blue flame from Graham's exhaust to home in on. I'd lose him from time to time, and despite radio silence, I'd call out, 'Red Lead, flash your lights,' to find him. We circled for hours like that.

Dawn broke, and there were Colonel Graham, his wingman, me, and 'O'Bee' O'Brien—four planes. There wasn't another plane in the sky. I'd locked onto Graham, and O'Brien, leading another flight, had locked onto me. Either we

were in the right place, or the other 44 planes were. Some guys got so lost they ended up over Spain. Jim Browning said later that when the sun came up that morning, he looked down and saw he was over a coastline that ran east and west. He decided it had to be Spain, turned north, and flew for more than two hours to get back to England.

The four of us flew circles until it was time to go home in midmorning. Flying home, we had a quick glimpse of history through the breaks in the cloud cover; the vast armada of ships, the beaches under siege. Six hours and 50 minutes after takeoff, we landed at Leiston with plenty of fuel in reserve."

The 357th FG flew a total of eight missions that day, with some of its pilots taking off repeatedly. Bud Anderson recalled that this was the longest he had ever spent in the cockpit of a P-51 on a single mission. It lasted a full seven hours minus five minutes. In the following days, the focus of the missions shifted from patrols to ground attacks. Between 6 and 15 June 1944, the 357th FG alone dropped more than 469 bombs, primarily on road and rail transport targets.

Like his entire 357th FG, Bud Anderson returned to the routine work of escorting bombers on missions deep into the continent. On 11 July 1944, he completed his operational tour with a score of 12.25 confirmed kills. After a period of rest, he returned to his group and began his second tour. He finished this on 15 January 1945 with a final total of 16.25 enemy aircraft shot down, two probable kills and two damaged aircraft.

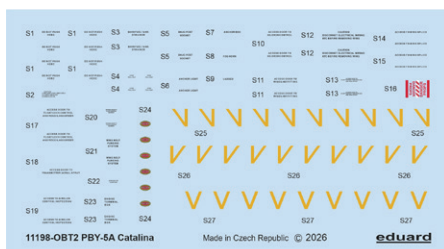
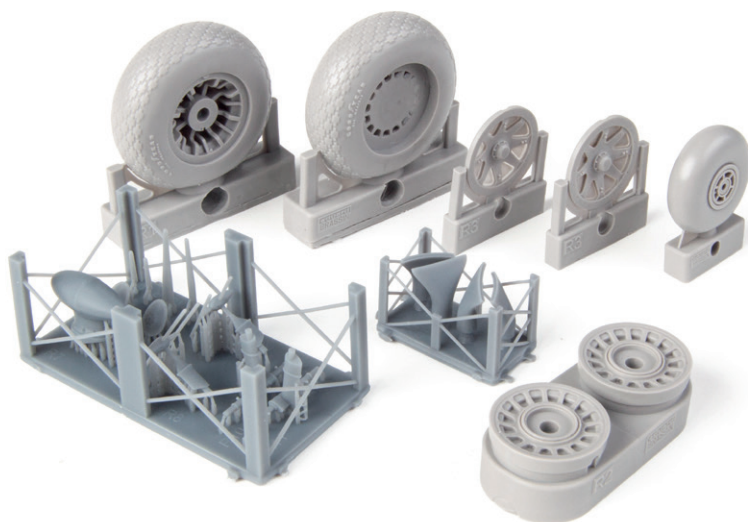
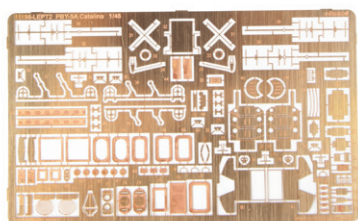
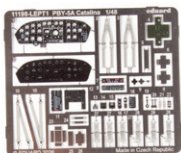
PBY-5A Catalina

1/48

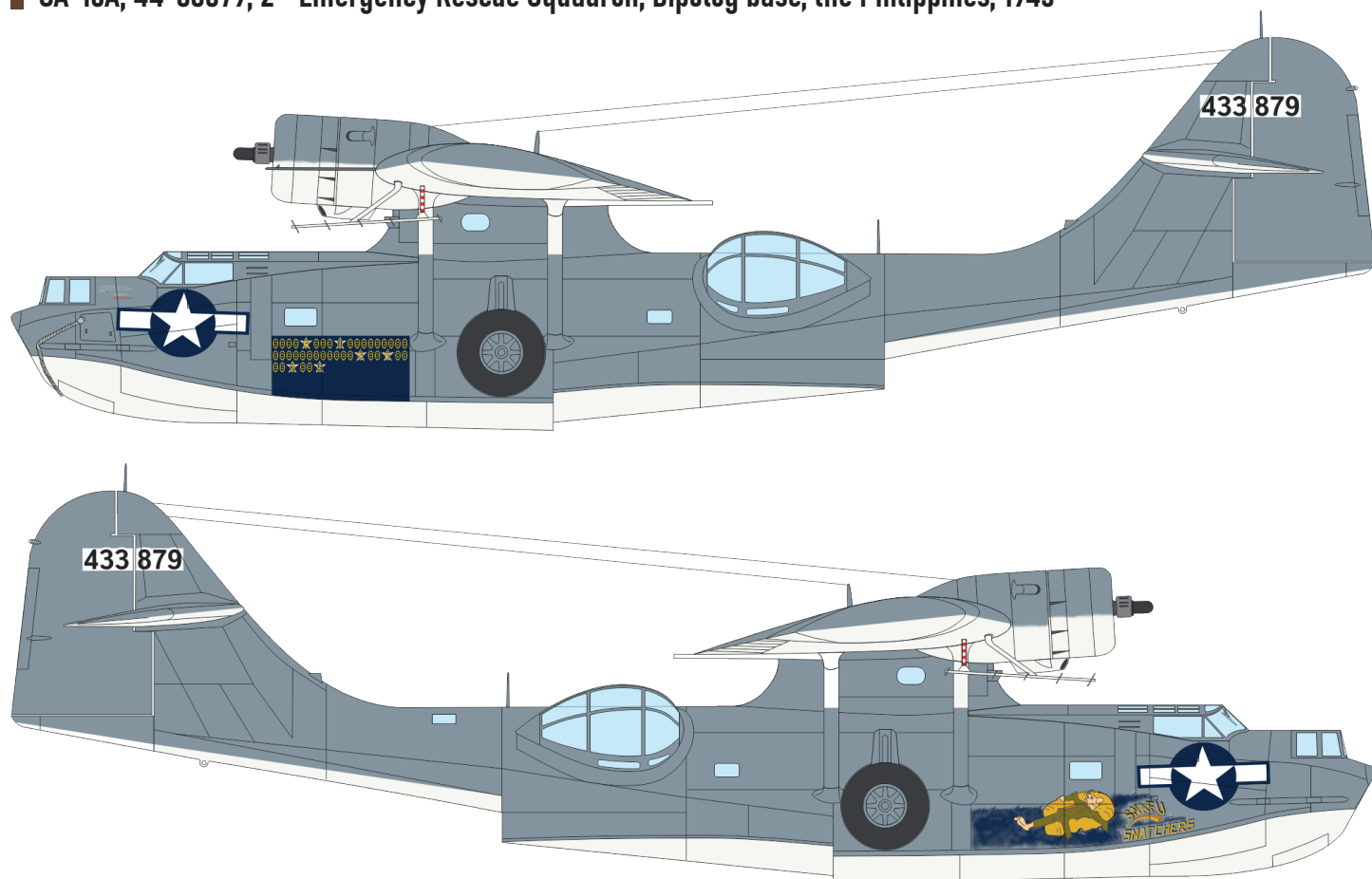
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The Limited edition of the kit of the US amphibious aircraft PBY-5A Catalina in 1/48 scale. The PBY-5A aircraft were equipped with retractable landing gear. The Catalinas in service with the USAAF were designated OA-10A.

- plastic parts: Revell
- marking options: 8
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels, exhausts and antennas



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

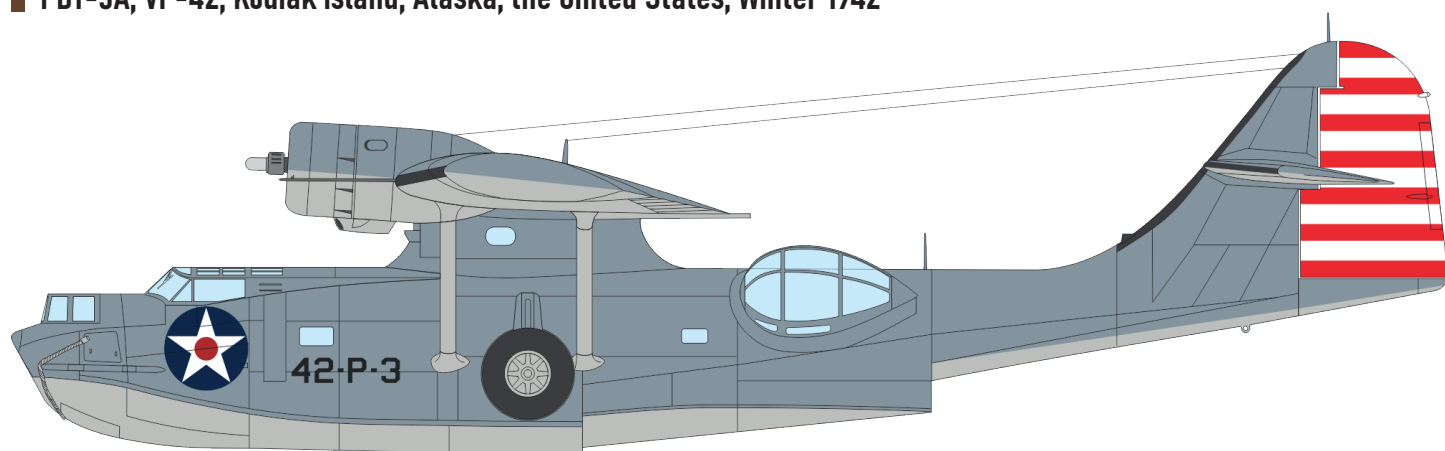


In mid-August 1943, the USAAF drew up a plan to establish seven air rescue squadrons equipped with OA-10A Catalina aircraft (designated PBY-5A by the Navy), whose primary mission was to rescue U.S. Army Air Forces pilots forced to abandon their aircraft over the sea or ocean. All seven of these squadrons were to be

assigned to serve in the Pacific. Two squadrons were ready for operations by the summer of 1944; one of them was the 2nd ERS, whose first area of operations was New Guinea and the surrounding waters, followed by deployment to the Philippines. This Catalina was camouflaged in US Navy colors, with the upper and side

surfaces painted Blue Gray and the lower surfaces painted white. The unit decorated the right side of the fuselage below the pilot's cockpit with a drawing of a pilot lying in a lifeboat, and a "scoreboard" of rescued crews was painted on the right side.

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

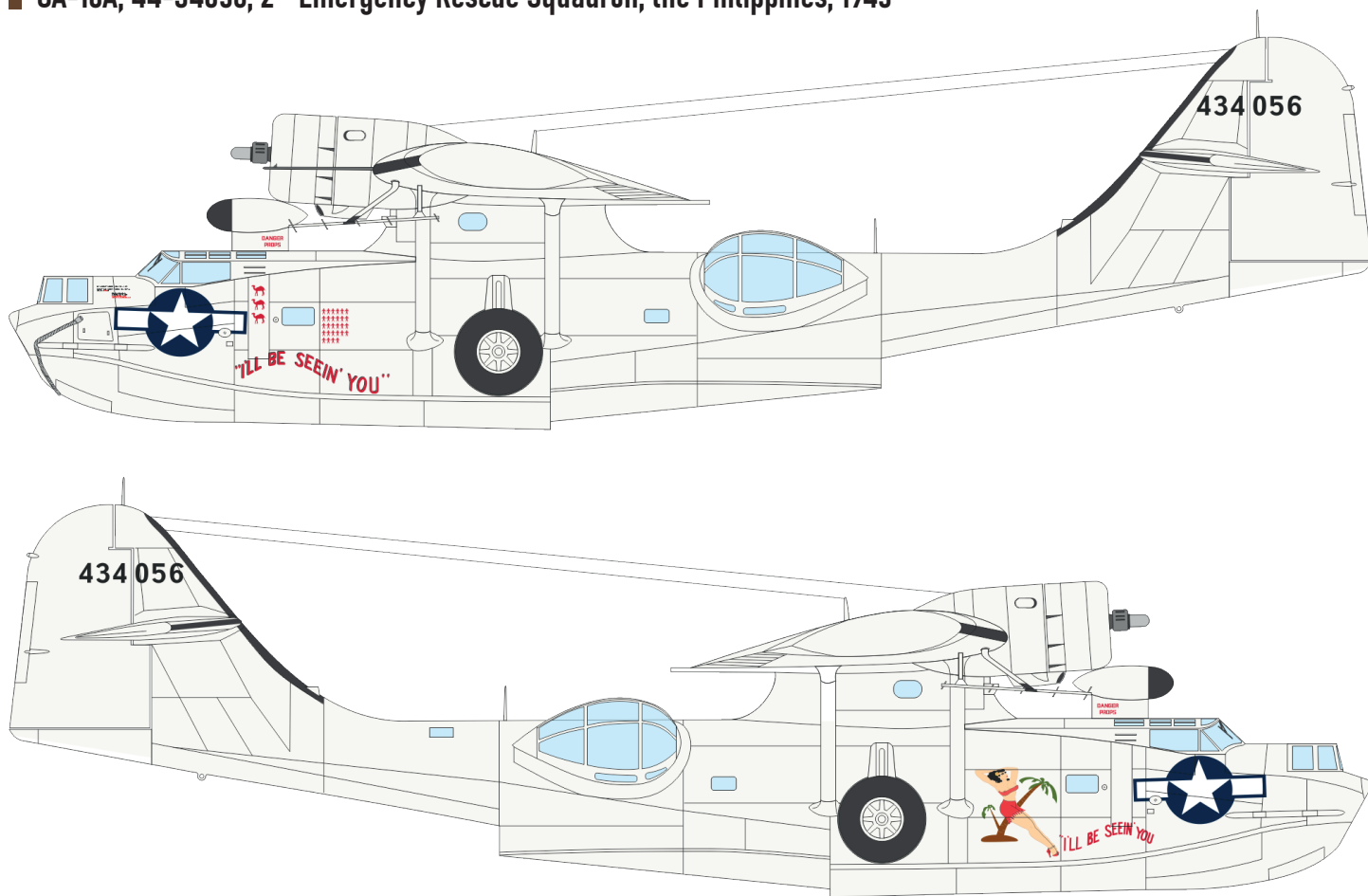


The United States officials were aware of the relatively short distance between the Aleutians and the Japanese islands and therefore began building up its air forces in the region even before the attack on Pearl Harbor. Among the units involved in the defense of the Aleutian

Islands was VP-42, which moved to Alaska in August 1941 from its base in Seattle. Its mission was reconnaissance and, when necessary, rescue operations. One of the Catalinas used in the harsh environment by VP-42 was this PBY-5A. It was camouflaged on the upper and

side surfaces with Blue Gray paint, while the lower surfaces were camouflaged with Light Gray. The red discs in the national insignia and the red and white stripes were removed from U.S. aircraft in mid-May 1942.

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

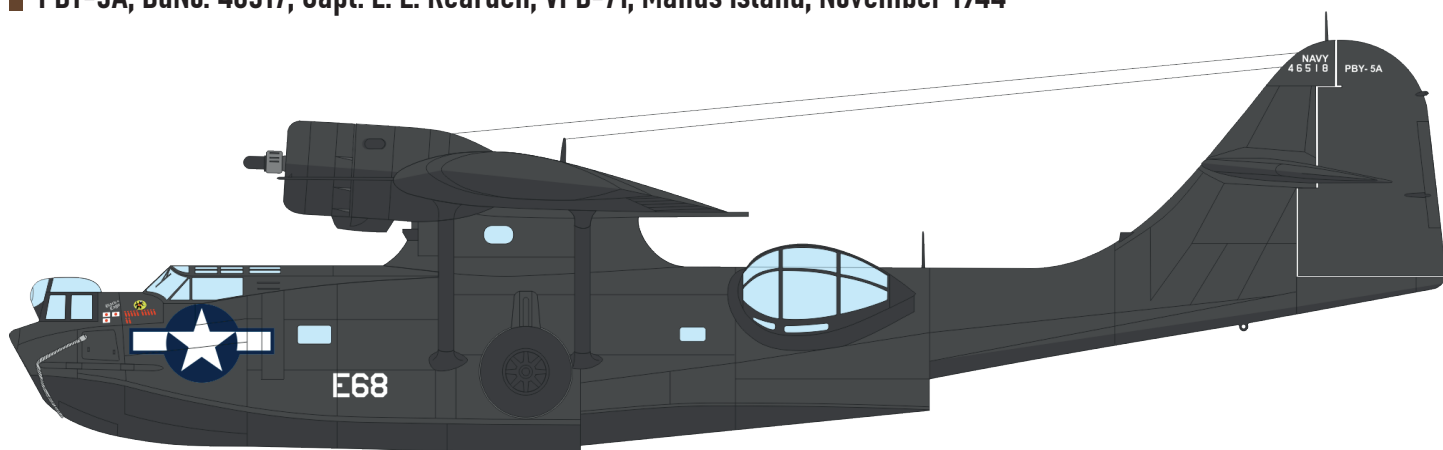


Toward the end of World War II, Catalinas flown by both the U.S. Navy and the USAAF were painted white across the entire fuselage, wings, and tail surfaces. This was also the case for this aircraft, which served with the 2nd Emergency Rescue

Squadron, which participated in the rescue of crews and individual pilots in the vicinity of the Philippine islands. Ground crew decorated this Catalina with the enticing inscription "I'll be seein' you" along with a drawing of a half-

naked girl leaning against a palm tree trunk on the starboard side. On the port side was a "scoreboard" showing the flights completed.

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

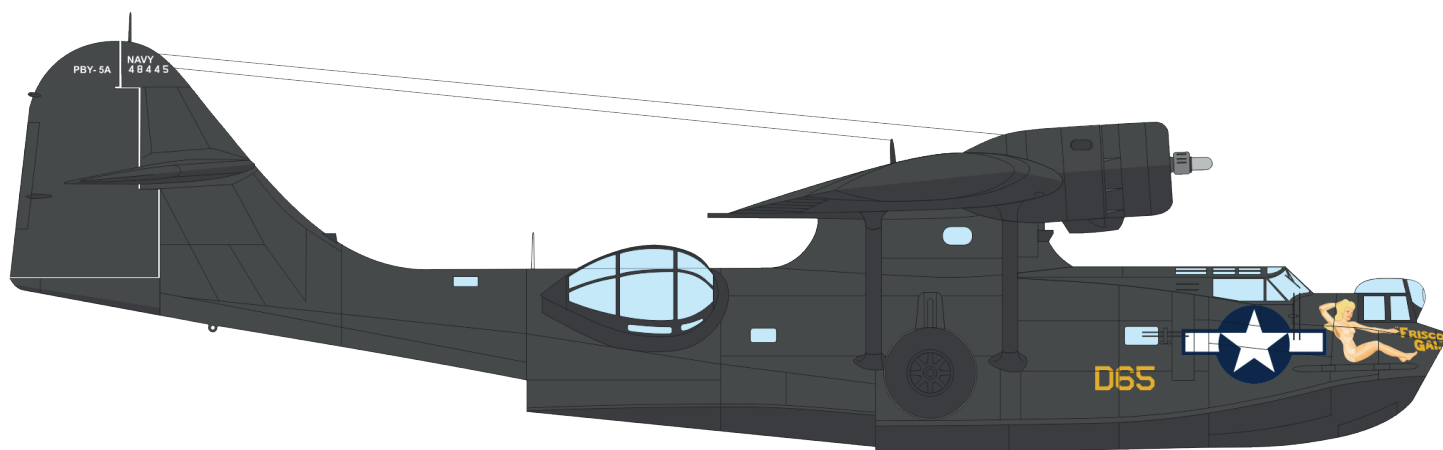
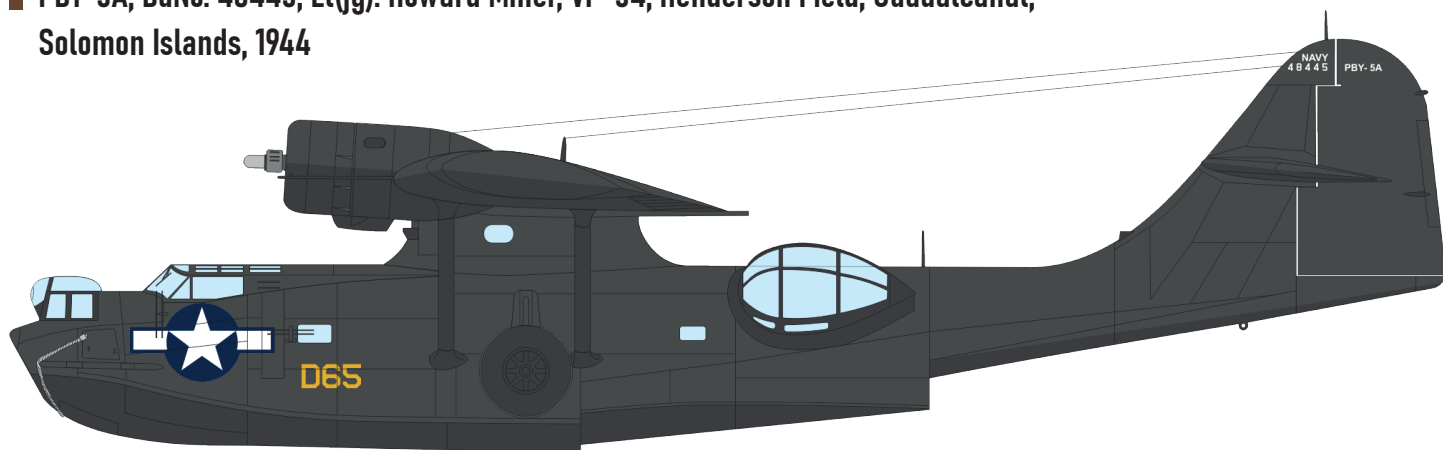


Night operations codenamed "Black Cat," targeting Japanese ships and coastal installations, were carried out by U.S. Navy units equipped with flying boats or Catalina amphibious aircraft. Although this was originally a tactic intended to provide some protection for

the highly vulnerable and slow seaplanes, the operations proved so successful that several units were assigned this role. Thanks to their surfaces painted matte black, these slow and bulky aircraft became feared nocturnal predators. One of the units flying the black-

painted Catalinas was VPB-71, redesignated in October 1944 from VP-71, which conducted flights from Manus Island in November 1944.

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



VP-54 was established on November 15, 1942, at NAS Kaneohe Bay in Hawaii and was equipped with PBY-5A aircraft. Basic training was followed by two weeks of night flight training, after which the unit was deployed to the combat zone, where it conducted anti-ship and anti-

submarine patrols, flights in support of ground forces, and rescue missions. It continued these operations from airfields in the Solomon Islands even after the unit was reactivated at NAS San Diego in California in early 1944. A photograph from this period shows an aircraft designated

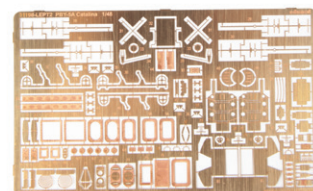
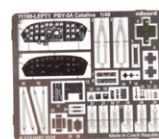
D65 with a drawing of a young woman on the right side of the nose. Catalinas used for night flights were entirely camouflaged in black paint, which suffered greatly in the tropical and humid environment and quickly faded.

For PBY-5A Catalina 1/48 RECOMMENDED:

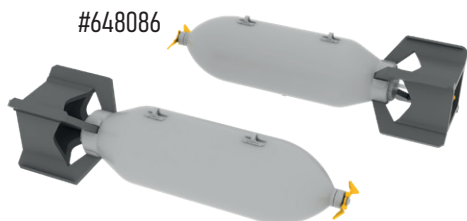
FE1592	PBY-5A seatbelts STEEL (PE-Set)
648086	US 250lb bombs (Brassin)
648751	M2 Browning w/ handles for aircraft PRINT (Brassin)
3DL48285	PBY-5A cockpit SPACE (3D Decal Set)
3DL48286	PBY-5A rear interior SPACE (3D Decal Set)
3DL48287	PBY-5A exterior SPACE (3D Decal Set)
3DL48291	PBY-5A rear interior ribs & spars SPACE (3D Decal Set)
EX1182	PBY-5A TFace (Mask)
EX1183	PBY-5A US national insignia (stars & bars) (Mask)
EX1184	PBY-5A US national insignia (stars w/ red center) (Mask)

OVERLEPT #11198-LEPT1 PBY-5A Catalina 1/48

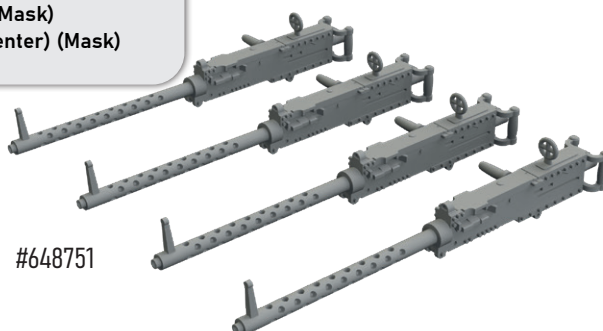
[Product Page](#)



#648086



#648751



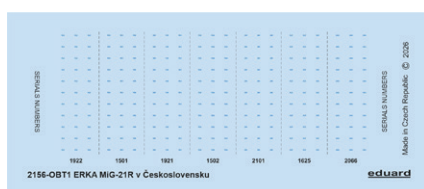
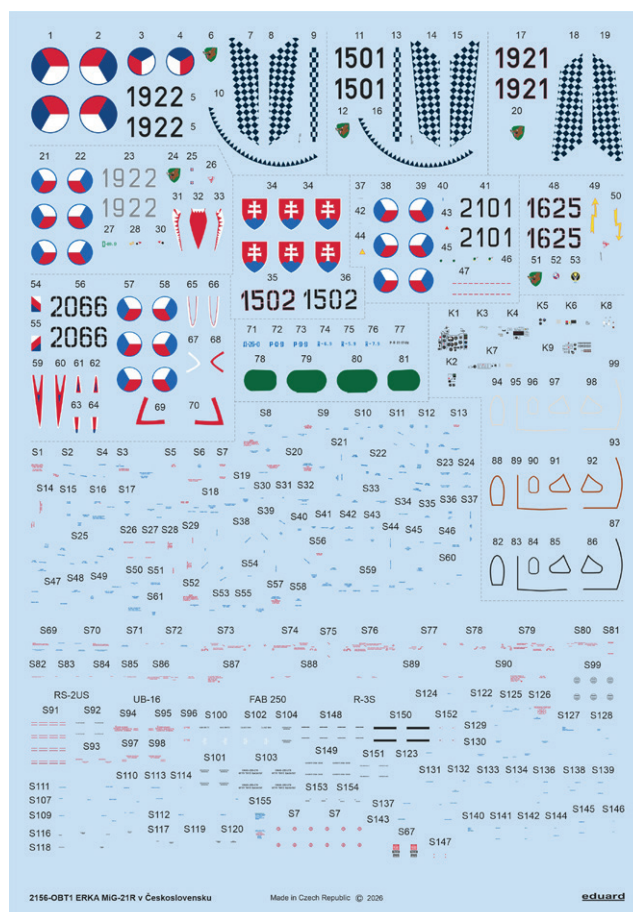
ERKA MiG-21R v Československu

1/72

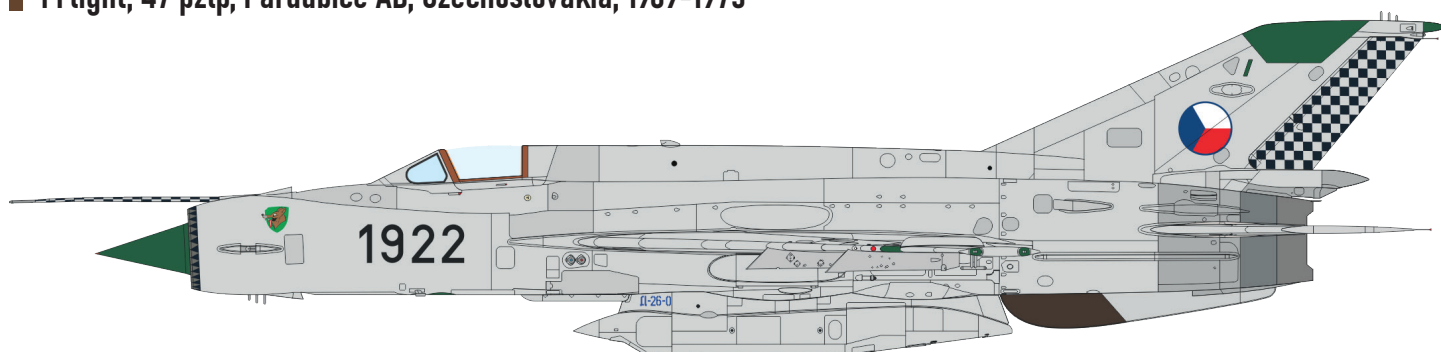
#2156

Limited edition kit of Soviet Cold War jet reconnaissance/scout plane MiG-21R in 1/72 scale. The kit can be used to build reconnaissance MiGs that served in the Czechoslovak, Czech, and Slovak air forces.

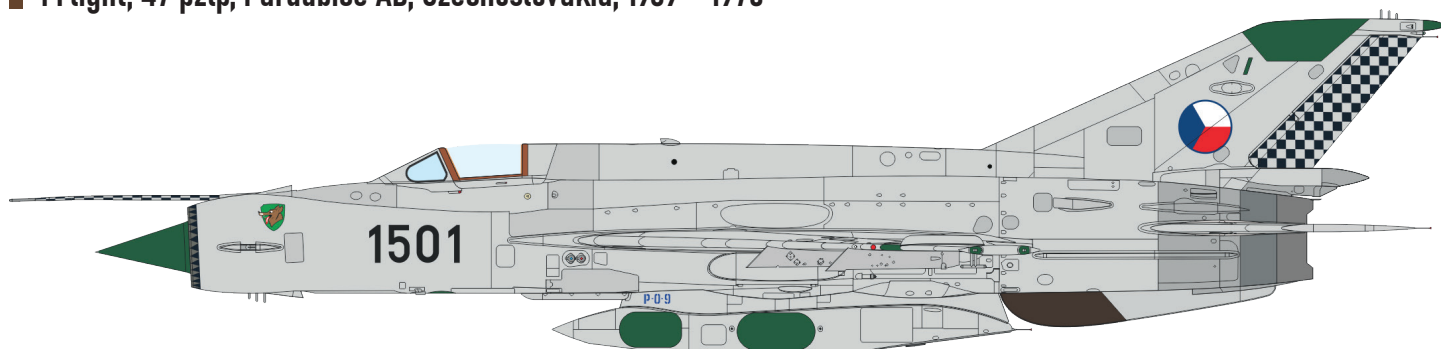
- plastic parts: Eduard
- marking options: 9
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no
- Extra: a pictorial book about service of the MiG-21Rs in Czechoslovak, Czech and Slovak Air Force written by Martin Janoušek

[Product Page](#)


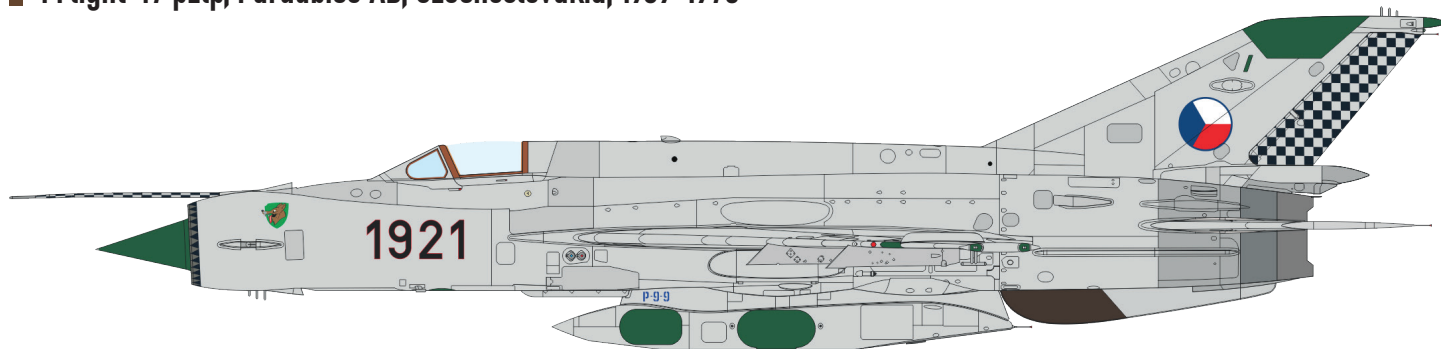
■ 1 Flight, 47 pzlp, Pardubice AB, Czechoslovakia, 1969-1975



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



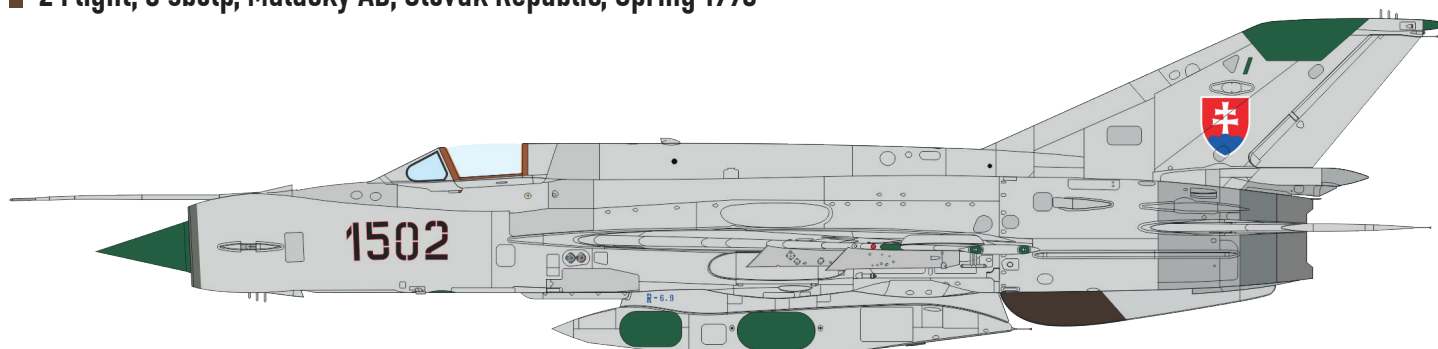
■ 1 Flight 47 pzlp, Pardubice AB, Czechoslovakia, 1969-1975



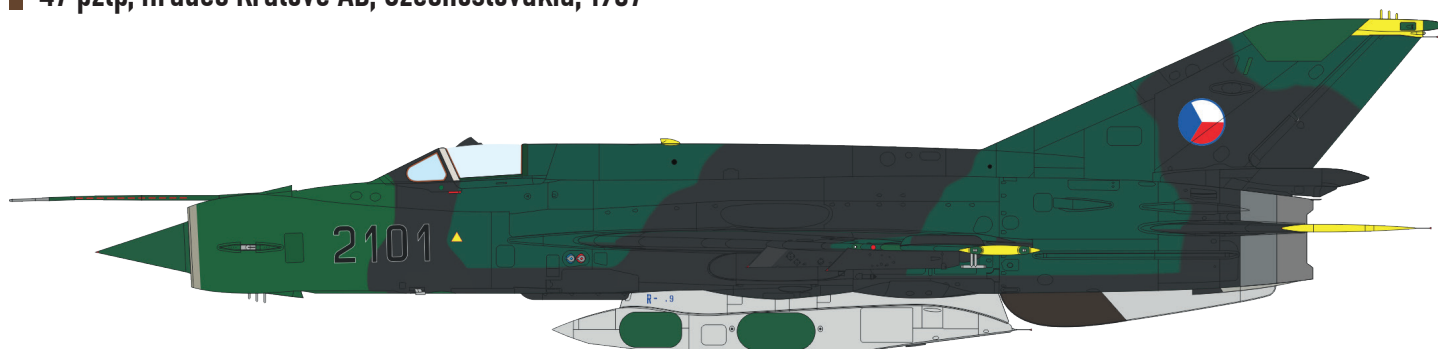
■ 2 Flight, 47 pzlp, Hradec Králové AB, Czech and Slovak Federative Republic, Summer 1992



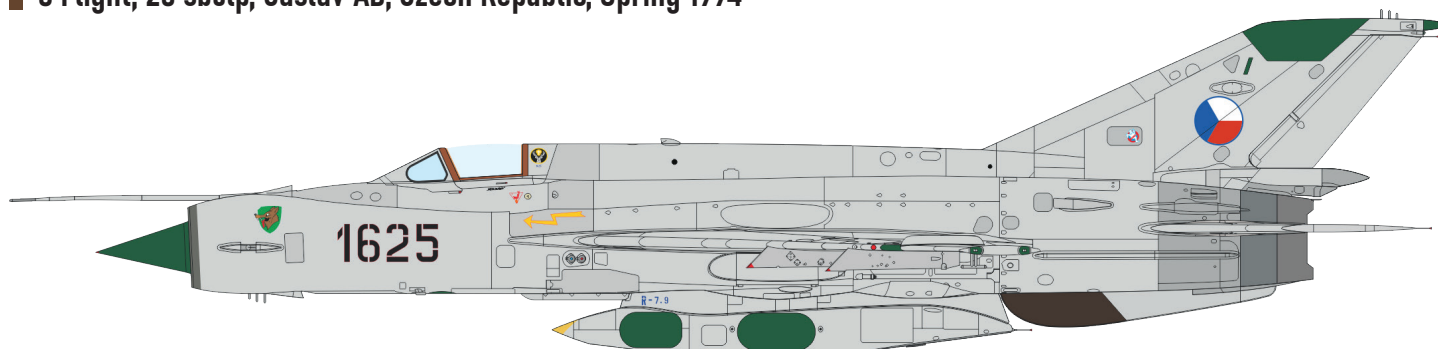
■ 2 Flight, 3 sbolp, Malacky AB, Slovak Republic, Spring 1993



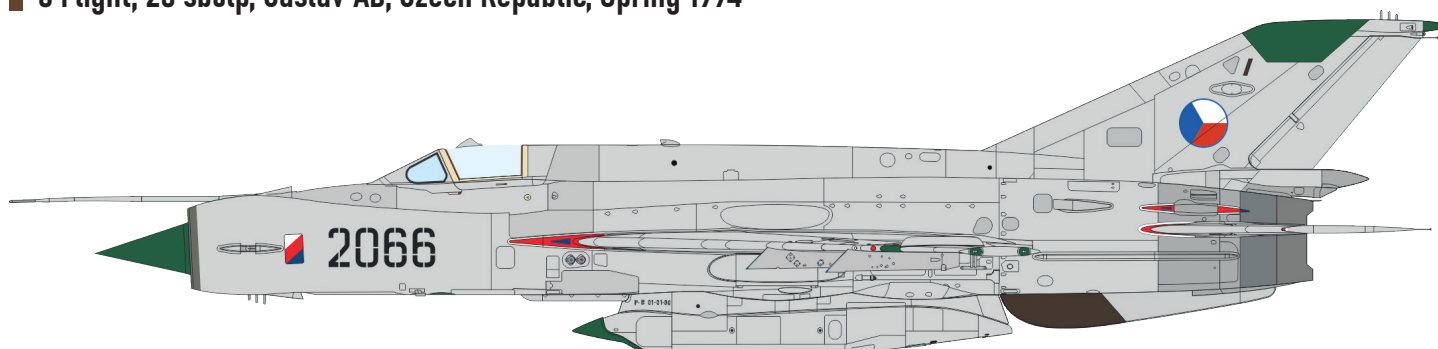
■ 47 pzlp, Hradec Králové AB, Czechoslovakia, 1987



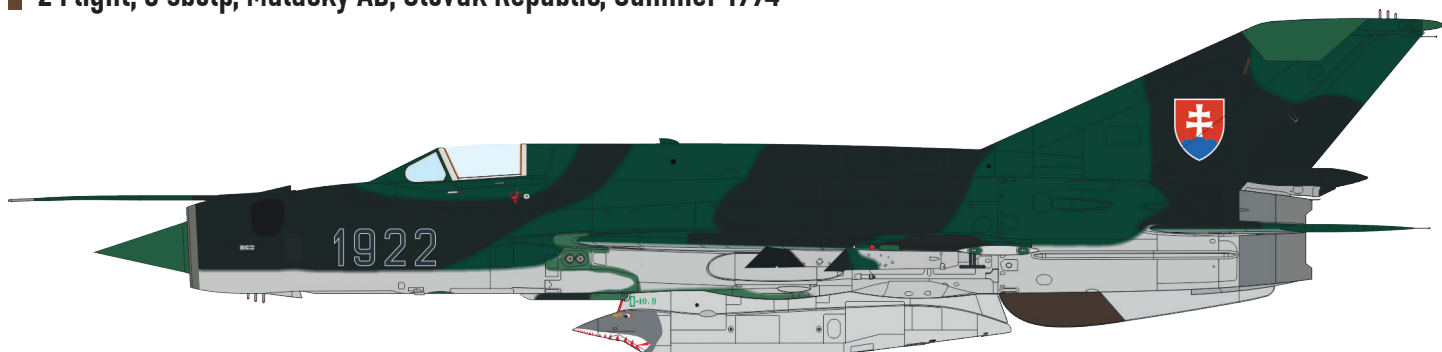
■ 3 Flight, 28 sbolp, Čáslav AB, Czech Republic, Spring 1994



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

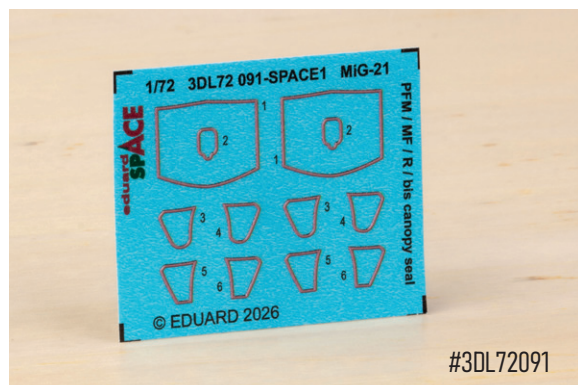


■ 2 Flight, 3 sbolp, Malacky AB, Slovak Republic, Summer 1994



For MiG-21R 1/72 RECOMMENDED:

672104	R-3S / AA-2 Atoll-A (Brassin)
672191	RS-2US missiles for MiG-21 (Brassin)
672218	MiG-21 F.O.D. (Brassin)
672381	MiG-21 wheel bays PRINT (Brassin)
672417	MiG-21 seat PRINT (Brassin)
672418	MiG-21 seat w/ integral belts PRINT (Brassin)
3DL72087	MiG-21R SPACE (3D Decal Set)
3DL72091	MiG-21 PFM / MF / R / bis canopy seal SPACE (3D Decal Set)



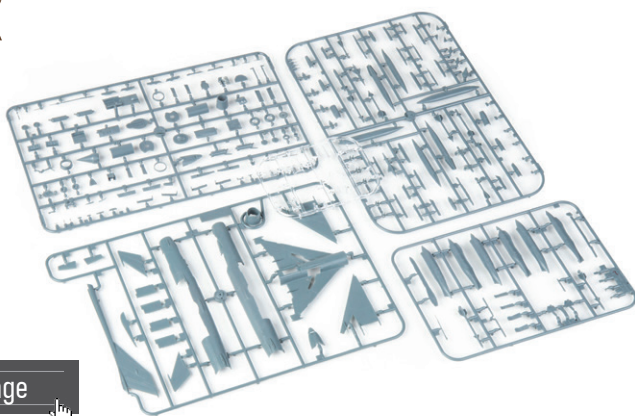
#3DL72091



#672418

OVERTREES

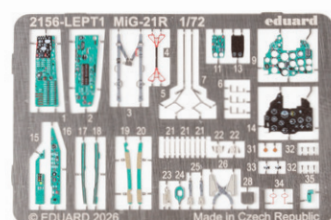
#70147X
MiG-21R
1/72



Product Page

OVERLEPT

#2156-LEPT1
ERKA MiG-21R
v Československu
1/72

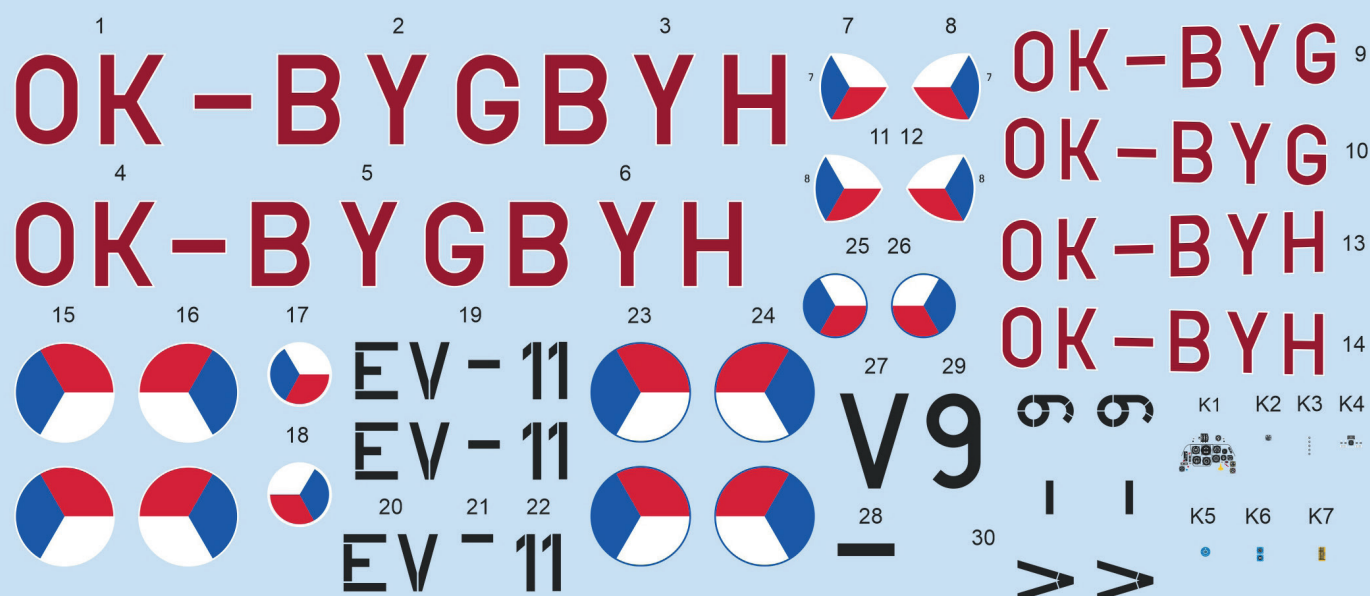


Product Page

1/72

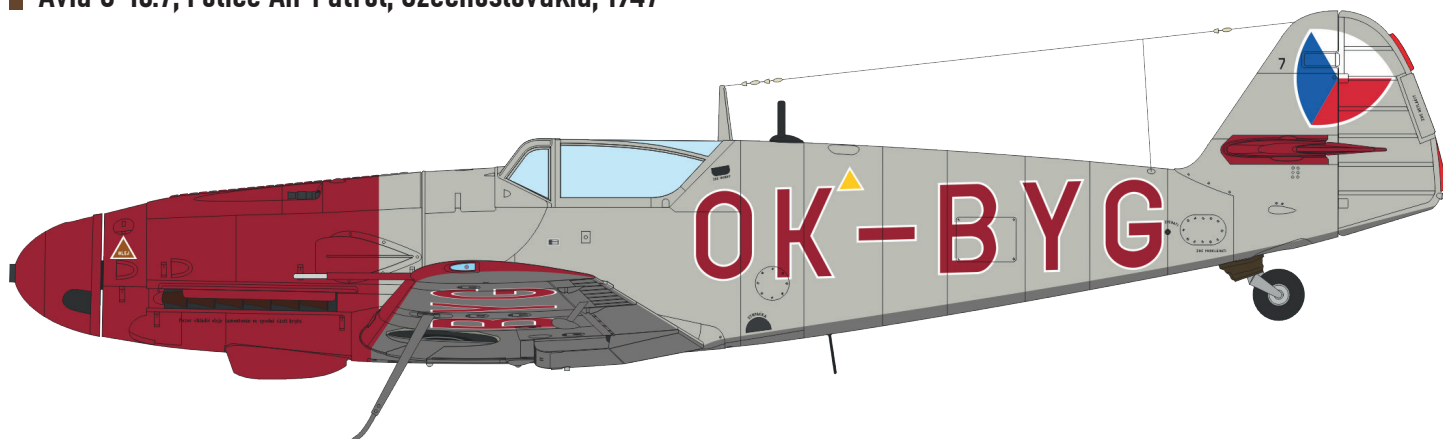
Limited Edition kit of Czechoslovak piston engine fighter aircraft Avia S-99 / C-10 in 1/72 scale. S-99 / C-10 is Czechoslovak post-war designation for Bf 109G-10 (WNF/Diana production) flown by Czechoslovak armed forces.

- plastic parts: Eduard
- marking options: 4
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no



eduard

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



The aircraft was test-flown by Avia chief pilot Antonín Kraus on August 13, 1946, and after being accepted by the military acceptance commission and the Police Air Patrol, it served almost exclusively with its air patrols for virtually the entire duration of the existence of this unit. At least until June 17, 1947, when it was damaged during takeoff at Ruzyně AB

and sent for repairs (and is documented in photographs), it bore the Police Air Patrol meticulously executed livery and registration OK-BYG. A decree by the Ministry of the Interior had stipulated at the time that the color scheme of Police Air Patrol aircraft would consist of a base tone of metallic gray, with the underside of the wings and fuselage in a darker shade, the

upper surface of the wings and the sides of the fuselage in a lighter shade, while the nose, the leading edges of the wings and of the horizontal stabilizer were to be scarlet red. The vertical stabilizer was required to display the national colors in a spherical triangle, and the fuselage and lower surfaces were to bear the registration in the format OK-Bxx.

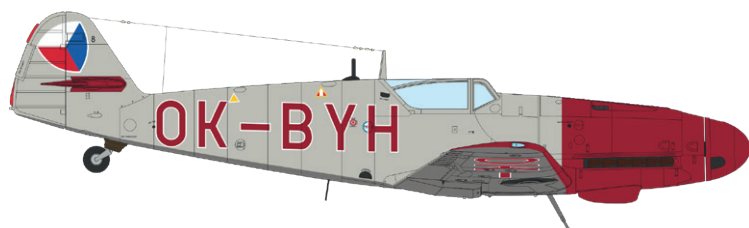
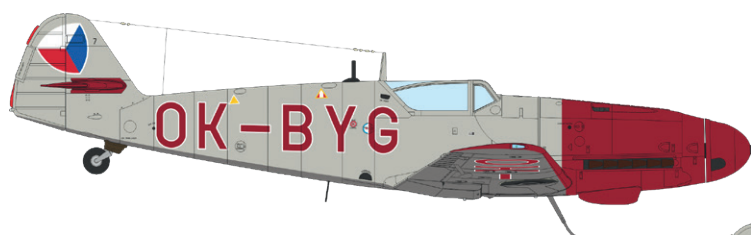
■ Avia C-10.8, Police Air Patrol Unit, Brno-Slatina, Czechoslovakia, 1947-1950



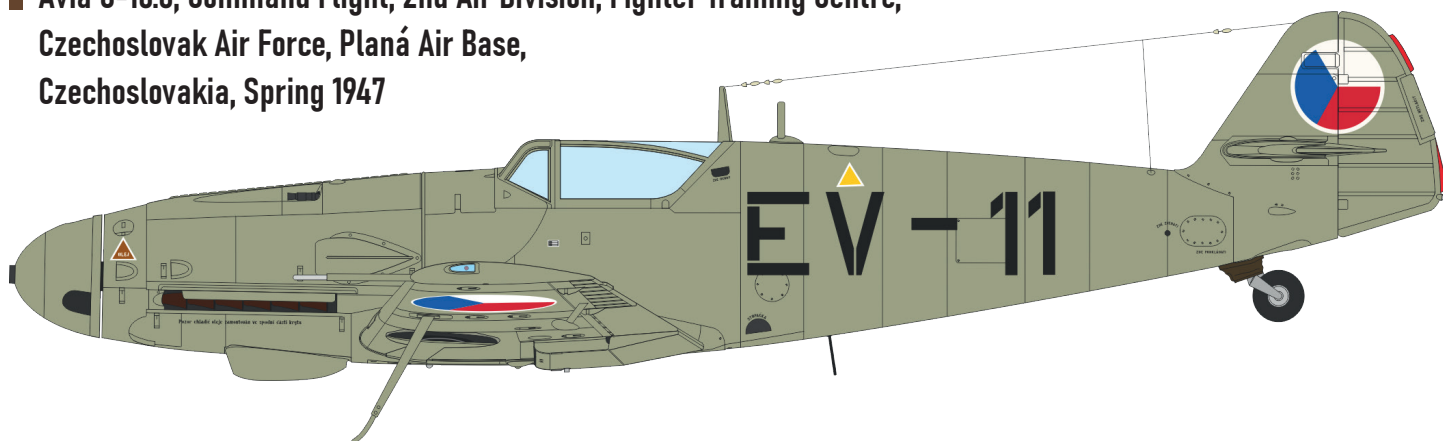
The aircraft was test-flown by Avia test pilot Petr Šíroký on November 6, 1946, and was briefly registered with the Scientific Aviation Institute in Letňany (VLÚ), not for testing, but for the purpose of military and the Police Air Patrol acceptance commission. This aircraft, too,

served almost exclusively with the Police Air Patrol for practically the entire duration of the unit's existence, specifically with the Brno unit from 1947 to 1950. This aircraft, too, bore—at least initially—the Security Air Force's meticulously executed livery and the registration OK-BYH.

It is also one of the S-99s that were subsequently converted to S-199s; this one became the well-known S-199.185 with the fuselage code IF-01.



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

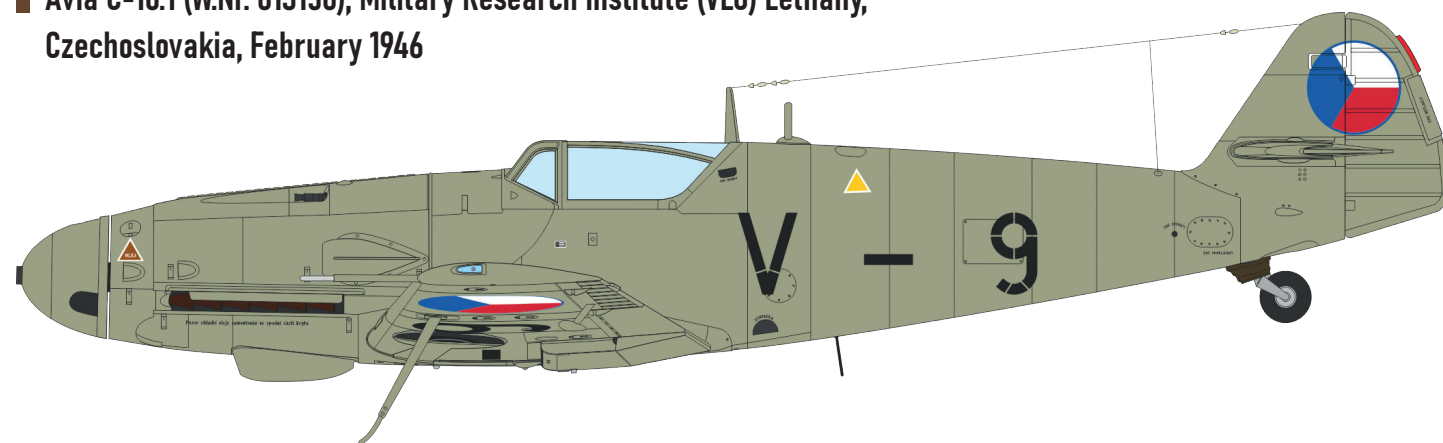


The aircraft was test flown by Avia test pilot Antonín Kraus on July 10, 1946. After being accepted by the military acceptance commission and the Police Air Patrol, it was assigned from September to November 1946 to the pilot retraining course of the 1 Air District Headquarters in Kbely, whose goal was to retrain police pilots on modern aircraft. At that time, it already bore the prescribed color scheme and registration OK-BYF for the Police Air Patrol, which it retained even during its service with subsequent National Security air patrols, or rather the Security Air Force, until the summer of 1947, when it was loaned, along with at least

four other S-99s, to the Fighter Training Center at the 2 Air Division in České Budějovice. Here, while retaining the original paint scheme, the OK-BYF registration was merely carelessly painted over on the fuselage and wings, and the aircraft was re-marked with the new black designation EV-11 on the fuselage. On April 30, 1947, however, the aircraft was damaged during takeoff from Planá and subsequently sent for overhaul. Whether this incident is related to the fact that the aircraft is verifiably documented in photographs with a different, uniform light-colored scheme remains a question. In any case, while the aircraft was still in service with the

Fighter Training Center, it was repainted on all surfaces, apparently with a light gray-green color that Avia also applied to other captured aircraft being put into service at the time (S/CS-92, S-199) and which is often mistakenly confused with the original German RLM 02. The aircraft was then marked with Czechoslovak national insignia with white borders in the usual locations, and on the fuselage black code EV-11 was painted. There is no evidence the code was painted also on the underside of the wing though.

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



This is the very first aircraft to be put into service, originally a Bf 109G-10/U4 (W.Nr. 613156) manufactured at WNF, which was test-flown by Avia test pilot Petr Široký as early as February 22, 1946. This aircraft is known for its colorful history. Not only because such famous WWII pilots as Maj. Jiří Maňák, Capt. Stanislav Hlučka, Lt. Col. František Chábera, and Lt. Col. Jaroslav Taudy, were flying it, but also because until 1948 it was assigned to the Scientific Aviation Institute in Letňany (VLÚ) for testing, including takeoff

tests using launch rockets. It was precisely at that time that the aircraft was painted in a uniform light color on all surfaces, apparently a light gray-green, which Avia also applied to other captured aircraft being put into service at the time (S/CS-92, S-199) and which is often mistakenly confused with the original German RLM 02. It was then fitted with Czechoslovak national insignia with blue borders in the usual locations and a black "V-9" marking on the fuselage. During 1948, the aircraft was

transferred from the VLÚ to the Police Air Patrol (then known as the SNB Air Force), where it served in the new color scheme prescribed for the Police Air Patrol units, with the registration OK-BYA. From May 1950, following repairs at Avia, it is even documented with the registration OK-4381, having made its final flight after the Police Air Patrol was disbanded—now formally under the Ministry of National Defense—on February 2, 1951.

P-51B/C Mustang Malcolm Hood canopy

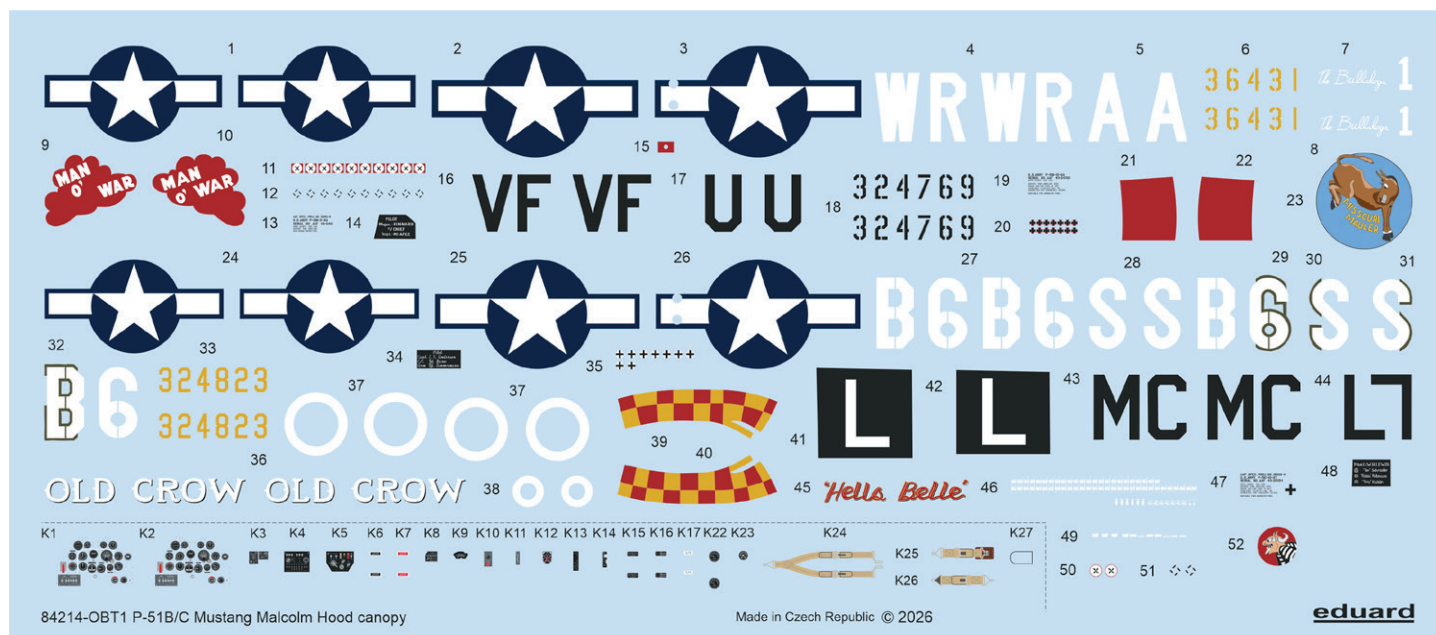
1/48

#84214

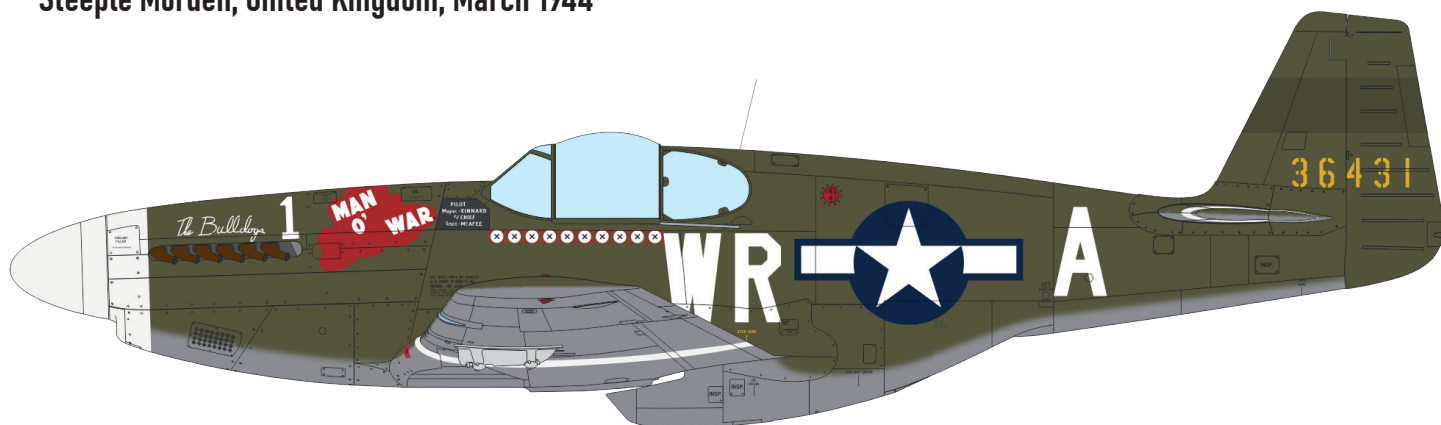
The Weekend edition kit of US WWII fighter aircraft P-51B Mustang in 1/48 scale. The kit offers 4 markings of Mustangs with Malcolm Hood canopy.

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

Product Page



■ 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

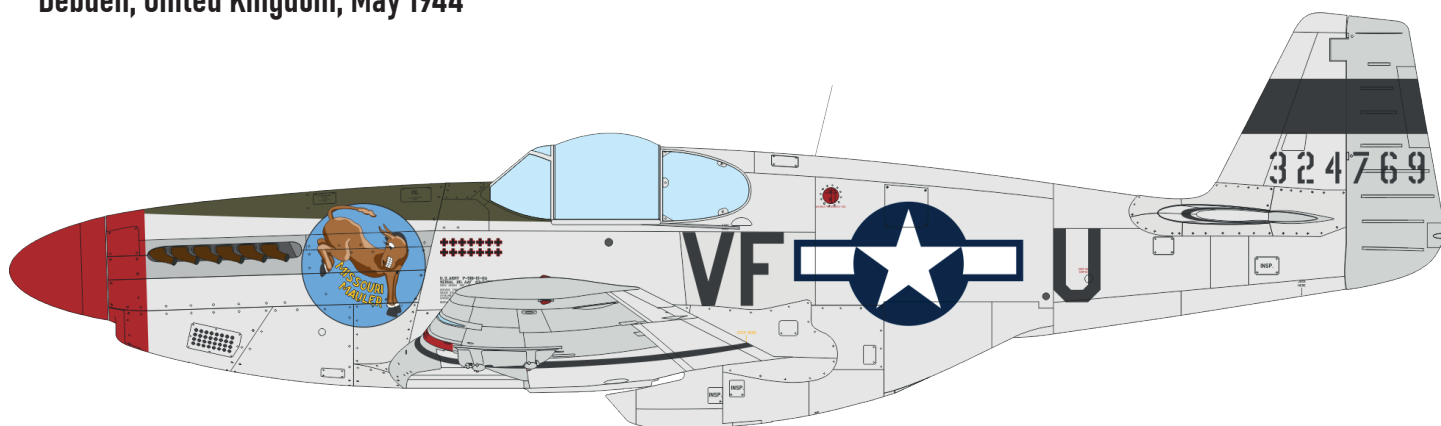


Claiborne Holmes Kinnard was one of the most successful ground targets strafers. From November 1943 to June 1944, he led the 354th Fighter Squadron. On June 12, 1944, he was placed in command of the 355th Fighter Group, which he led until the end of August. In September, he was transferred to the 4th Fighter Group, which he also led for a short time from November 3 to November 29, 1944.

He then returned to the 355th FG, where he served until May 1945. During his career, he scored eight aerial victories and destroyed another seventeen aircraft on the ground. The P-51B shown here was Kinnard's first Mustang with the 354th Fighter Squadron, and between March and July 1944, he scored five aerial victories and the same number of ground victories with it. This aircraft bore the name

"Man O'War" on both sides of the engine cowling, painted in white on a red background. Above the exhausts was the white inscription "Bulldogs 1." Under Kinnard's command, the 355th Fighter Group was the highest-rated group in ground-attack victories, earning it the nickname "Steeple Morden Strafers."

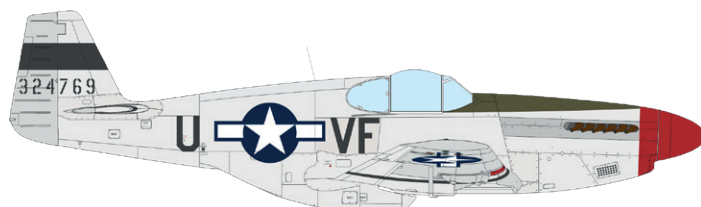
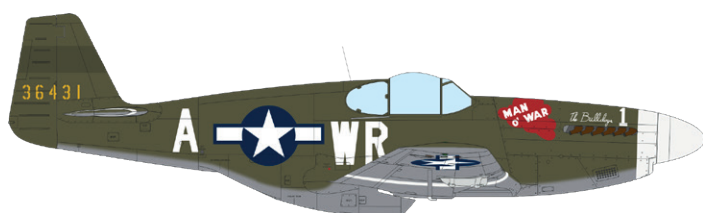
■ P-51B-15-NA, 43-24769, Capt. Willard W. Millikan, 336th FS, 4th FG, 8th AF,
Debden, United Kingdom, May 1944



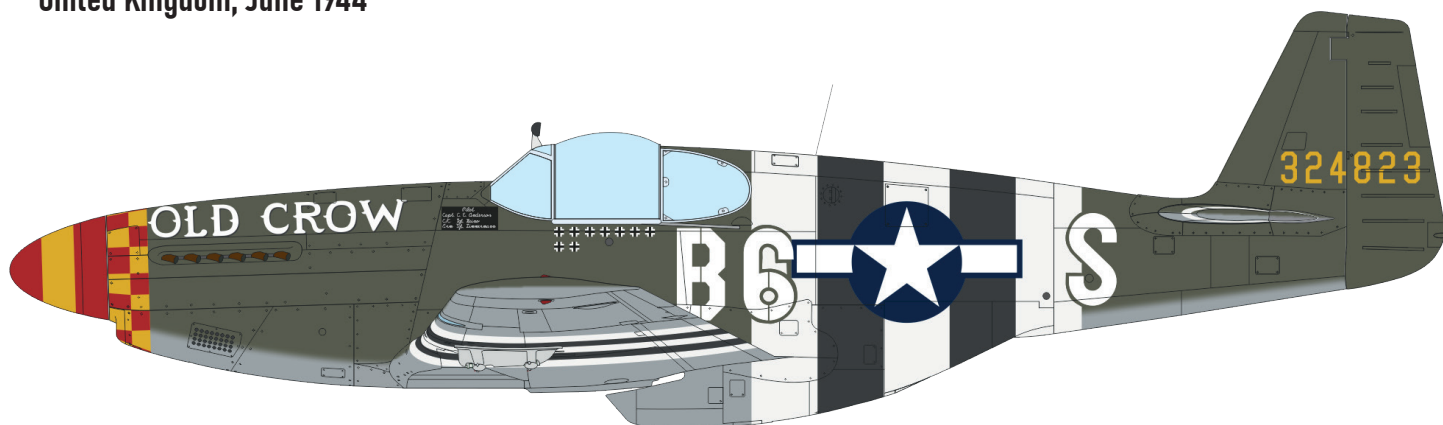
Willard Wesley "Millie" Millikan enlisted as an aviation cadet in the United States Army Air Corps on August 16, 1941. After failing his flight test, he went to England and joined the Royal Air Force, where he served as an F/Sgt with No. 133 Eagle Squadron flying Hurricane and Spitfire aircraft. After the United States entered the war, Millikan was transferred to the U.S. Army Air Forces and, with the rank of 2nd Lieutenant,

served with the 336th Fighter Squadron, which he later commanded. He flew Republic P-47C Thunderbolt and P-51B Mustang aircraft named Missouri Mauler. On May 22, 1944, he scored his final, 13th aerial victory in the Mustang shown here. A few days later, on May 30, 1944, he had to bail out of his Missouri Mauler near Wittenberg, Germany, after colliding with the Mustang of his wingman, Lt. Sam Young, who

was evading anti-aircraft fire. Millikan was captured by the Germans and held as a prisoner of war until April 1945, when, just before Victory in Europe Day in May 1945, he escaped back to his own lines. During World War II, he flew over 200 combat missions, during which he shot down 13 enemy aircraft in aerial combat and destroyed two more on the ground while strafing enemy airfields.



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

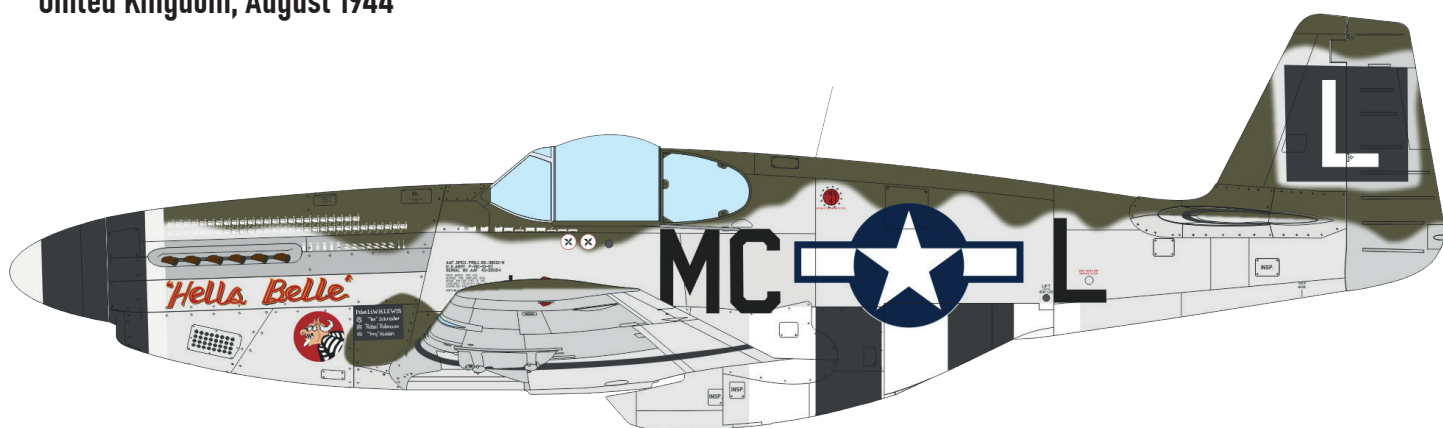


The P-51B Mustang serial number 43-24283 was assigned to Clarence "Bud" Anderson as his third and final wartime P-51B. Like his previous P-51s, this one was named "Old Crow"; this time, the name was painted above the exhausts in large white letters outlined in black. The aircraft was

camouflaged in the British colors Dark Green and Medium Sea Grey. Anderson scored nine of his seventeen confirmed kills with this Mustang, and when he completed his tour of duty with the 363rd FS in July 1944, the aircraft was assigned to Lt. William Overstreet. Overstreet had the

new name "Berlin Express" painted on the left side of the engine cowling and a drawing of a winged Mustang in a circular crest on the right side of the cowling. The identification letter was changed from S to O.

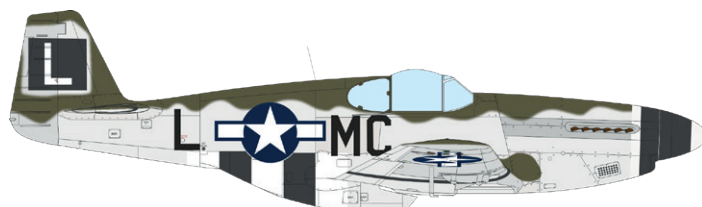
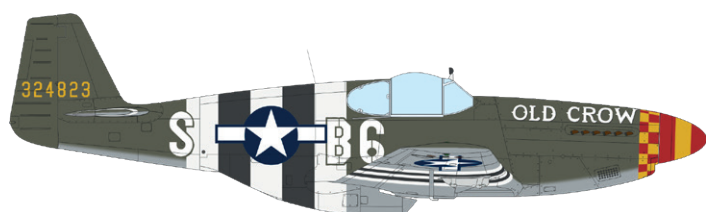
■ **P-51C-10-NT, 43-25054, 1Lt. Willard H. Lewis Jr., 79th FS, 20th FG, 8th AF, Kings Cliffe, United Kingdom, August 1944**



The Mustang with Four Faces—that's how one might describe the history of the paint scheme on this P-51C, serial number 43-25054. After the 20th FS transitioned from P-38s to the new P-51 Mustangs, Lt. Willard "Joe" Lewis flew this aircraft from February to September 1944. At that time, the aircraft's upper surfaces were camouflaged in Olive Drab, and just like Lewis's previous P-38 Lightning, his new Mustang bore the inscription "Hell's Belle" and a devil emblem on the nose. With this aircraft, Lewis

scored two Bf 109 kills and achieved numerous successes against ground targets during the 287 operational hours he flew during World War II. In the fall of 1944, after the addition of a dorsal fin fillet and the subsequent partial removal of the Olive Drab camouflage—primarily on the fuselage—the aircraft received black-and-white vertical stripes on the nose, and the inscription "Beaverhead Filly" was newly painted on the left side. Lt. Keith C. Price flew this Mustang, achieving his only aerial

victory in it. Lt. Robert M. Scott was the next pilot to take over this aircraft, and he had the inscription "Shoot You're Faded" painted on the left side of the engine cowling, which he later supplemented with "Berties Bet." Throughout its wartime career, this Mustang was maintained by the same mechanics and armament specialists, Sgt. E. Schrader and Sgt. A. Kublin. Under their care, it logged over 700 flight hours during the war and survived until its end. Eventually, after the war, it crashed near Munich.



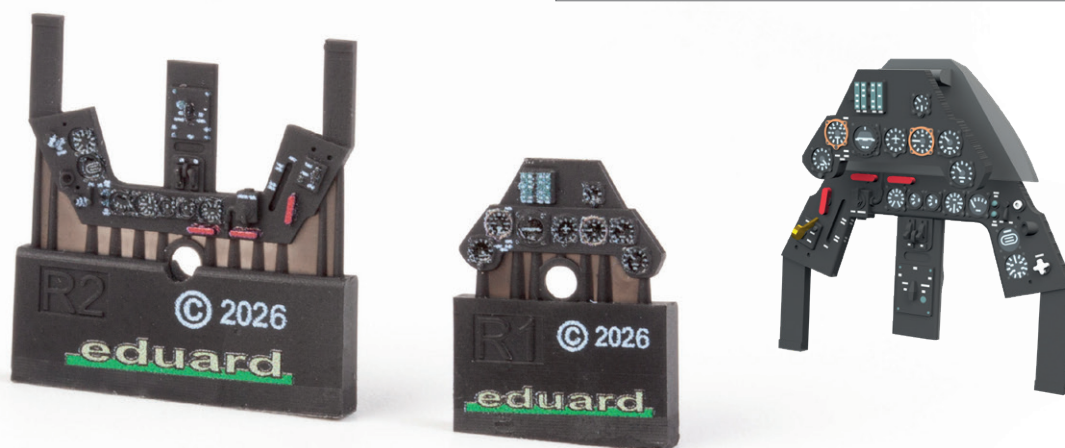
644346

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

[Product Page](#)


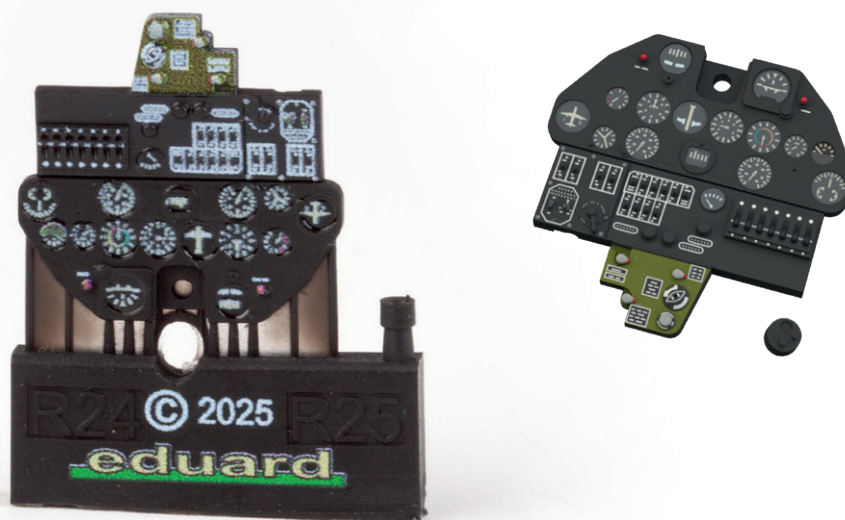
644351

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

[Product Page](#)


644353

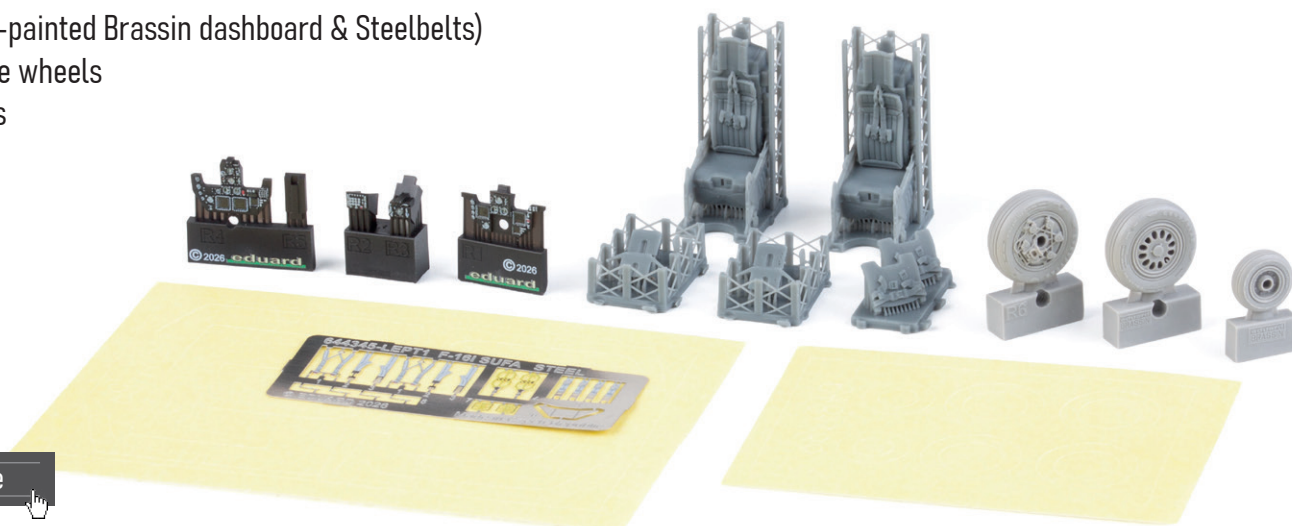
F-16I SUFA LööKplus

1/48 Great Wall Hobby

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



Product Page

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



Product Page

6481167

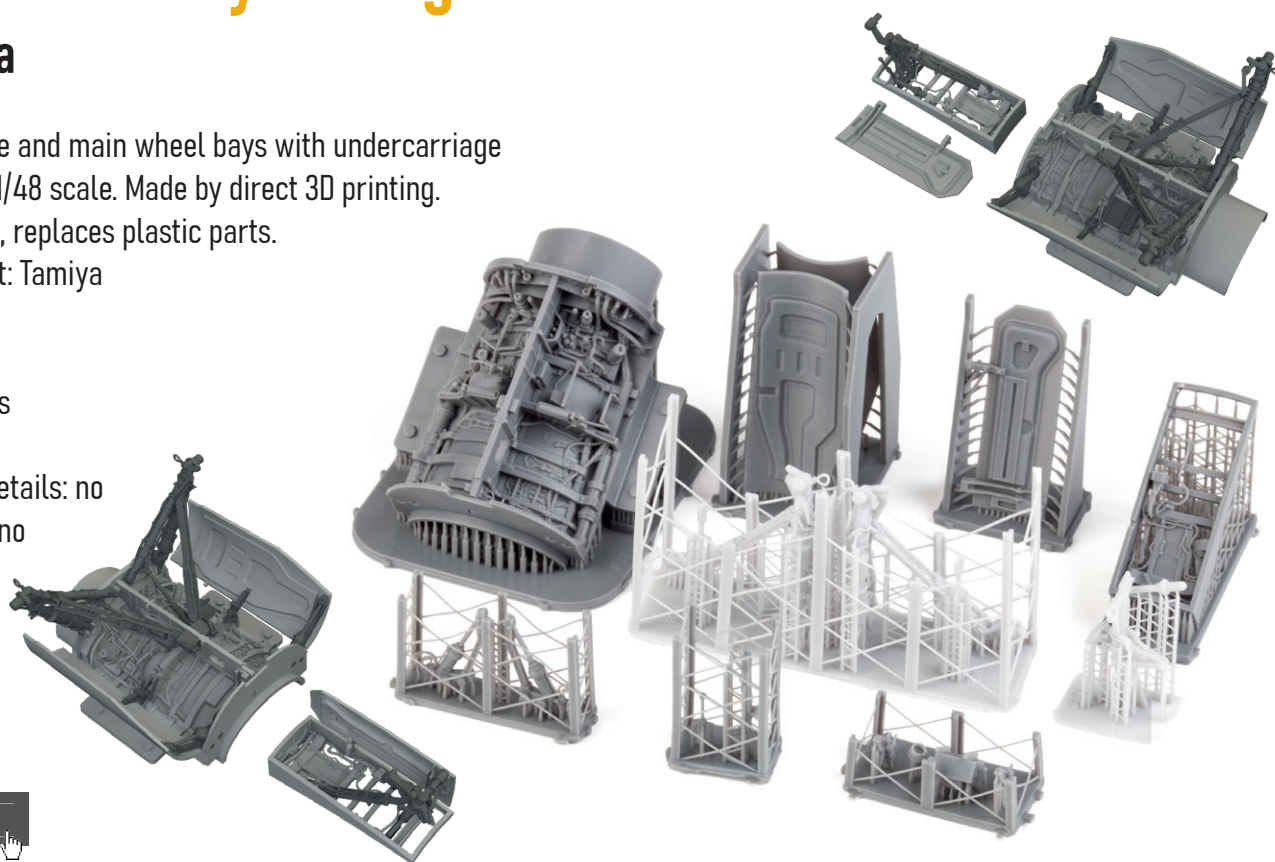
F-16C wheel bays & legs standard PRINT

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


[Product Page](#)


6481168

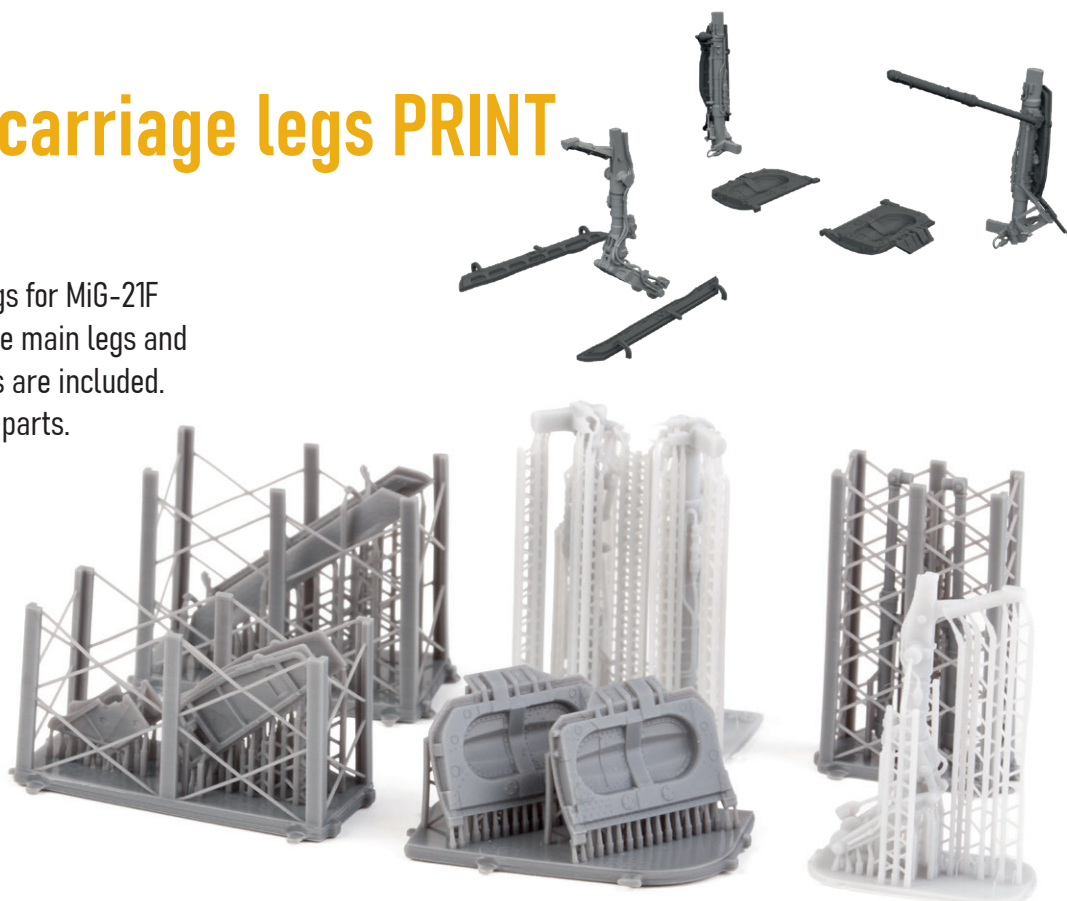
MiG-21F undercarriage legs PRINT

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 dorrs 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


[Product Page](#)


6481199

Fw 190D-9 exhaust stacks PRINT

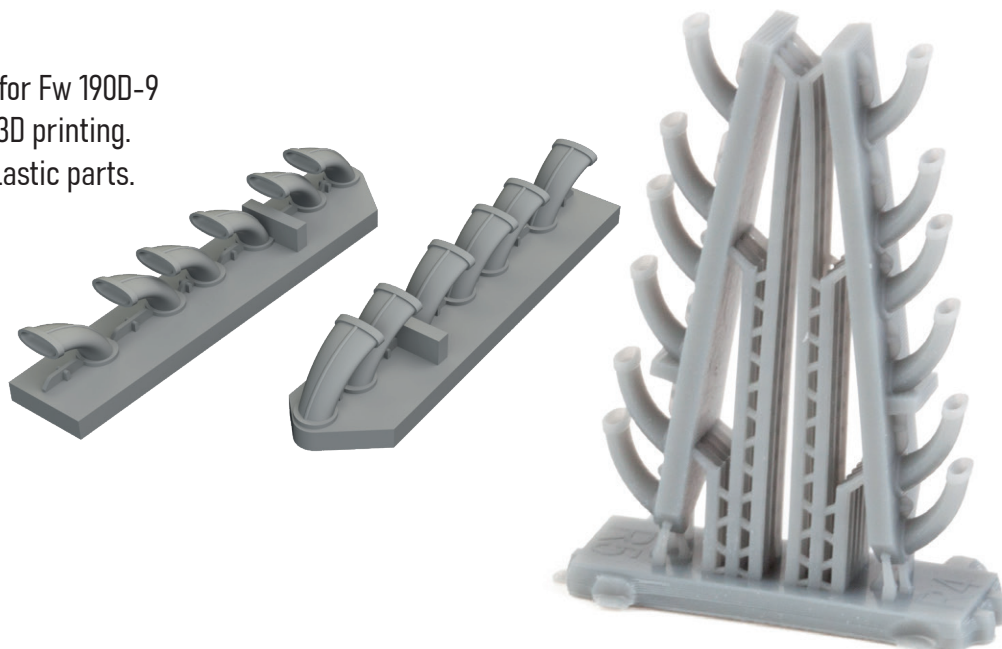
1/48 MiniArt

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

[Product Page](#)



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

[Product Page](#)



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

[Product Page](#)



6481210

P-40K cockpit PRINT

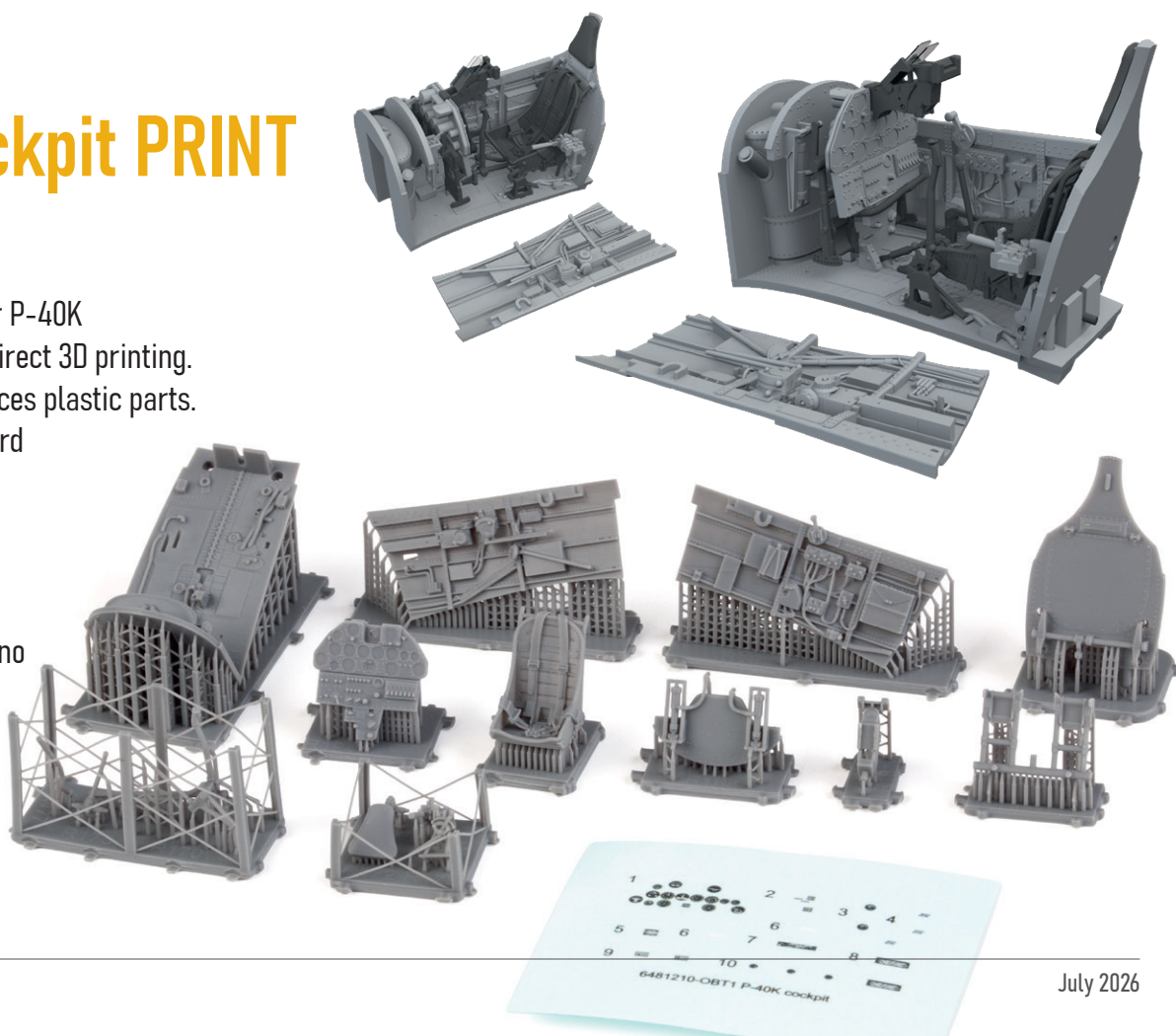
1/48 Eduard

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

[Product Page](#)



6481211

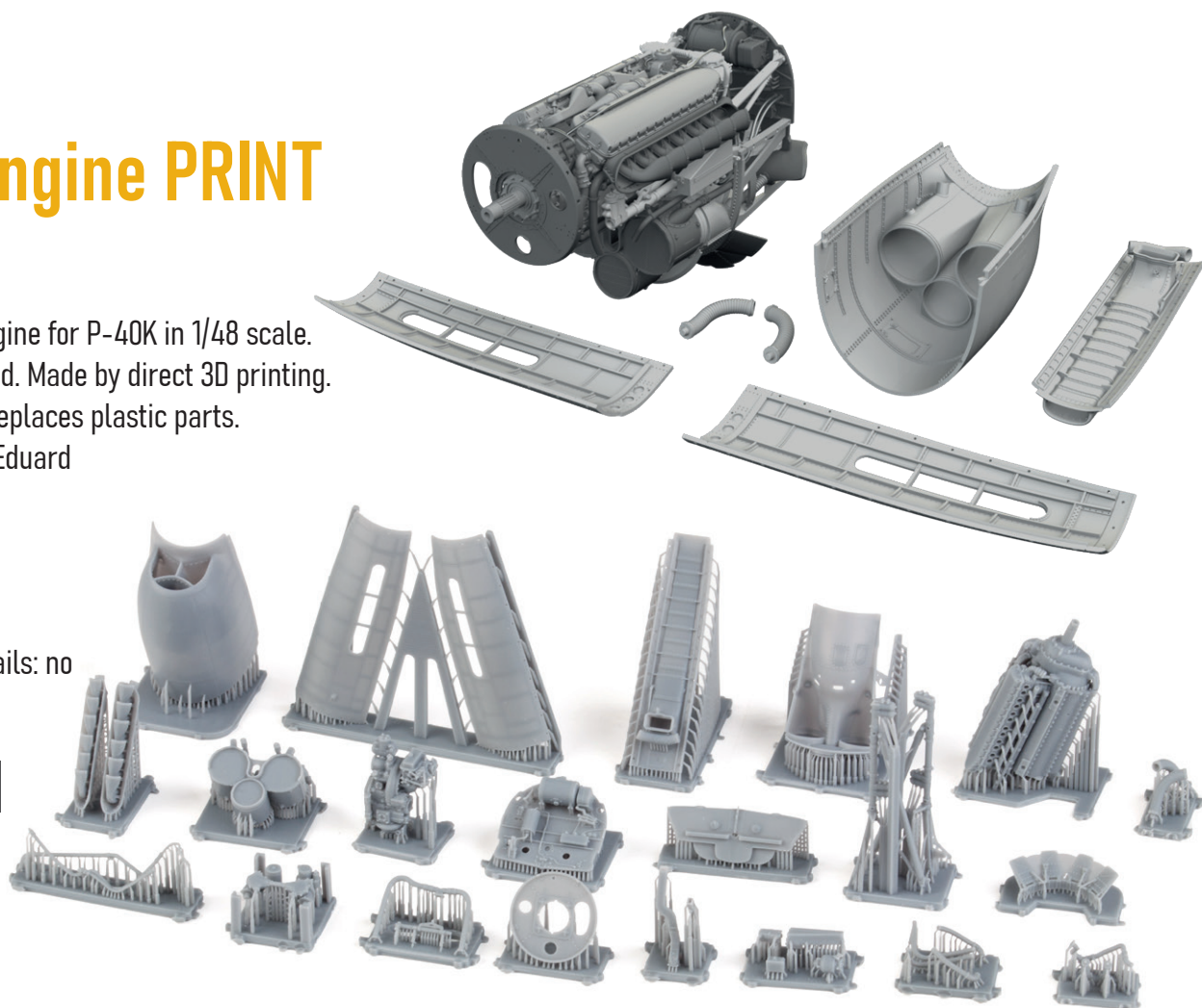
P-40K engine PRINT

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

[Product Page](#)

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

[Product Page](#)


6481213

P-40 40lb frag bombs PRINT

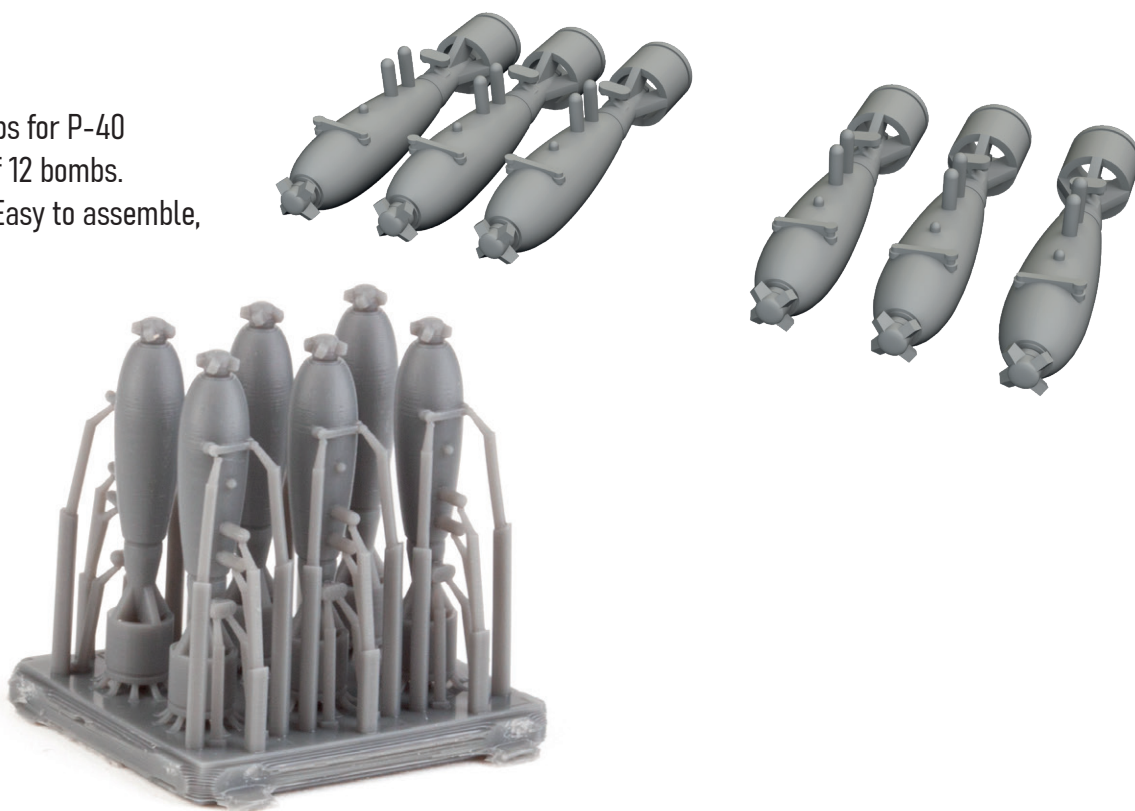
1/48 Eduard

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

[Product Page](#)



672457

Bf 109K-4 radio compartment PRINT

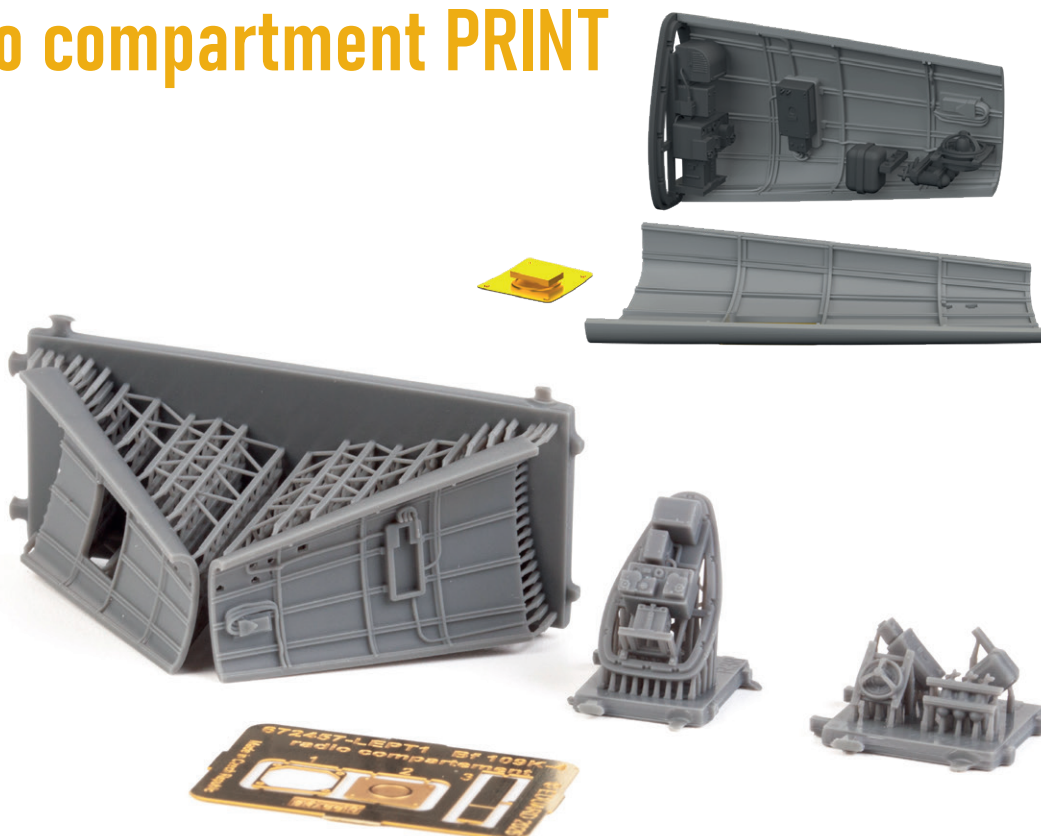
1/72 Eduard

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

[Product Page](#)



635043

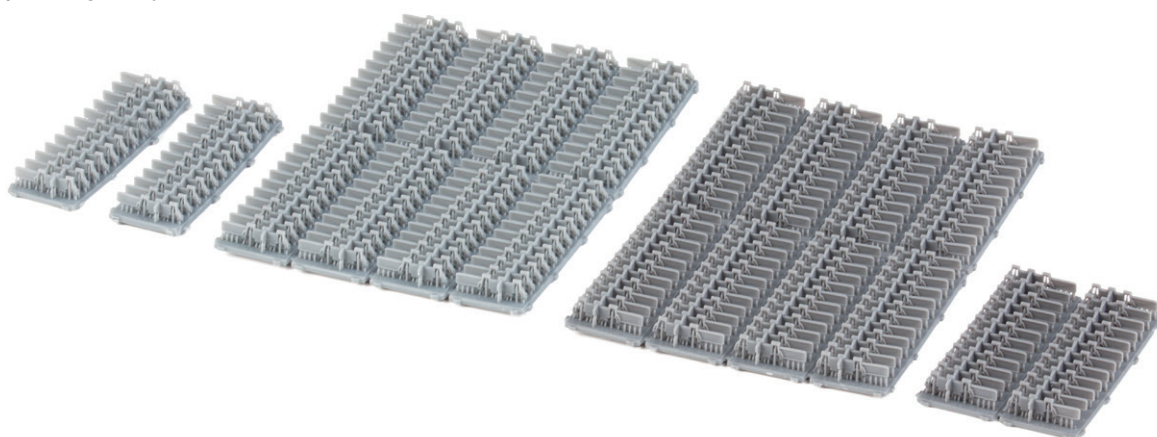
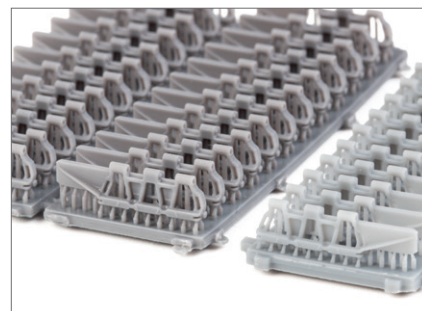
Pz.Kpfw. III/IV winter tracks PRINT

1/35

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

635044

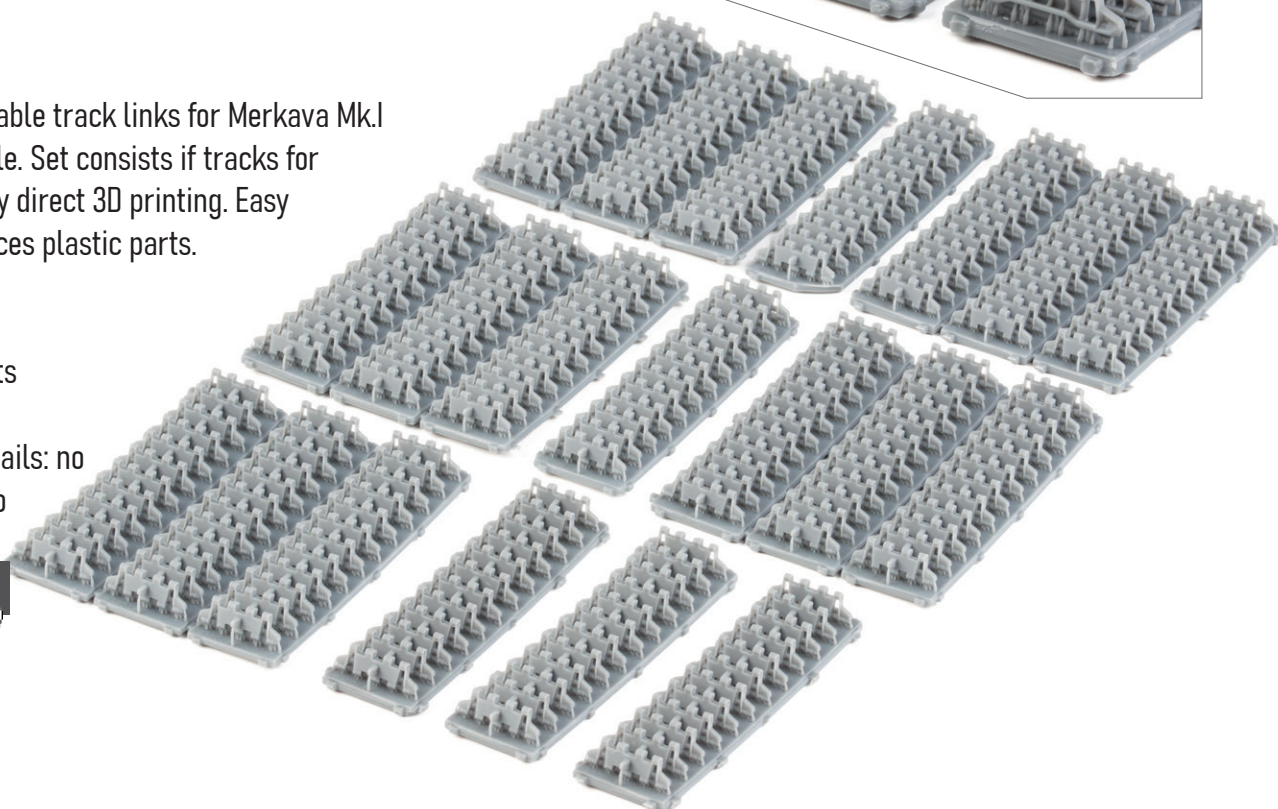
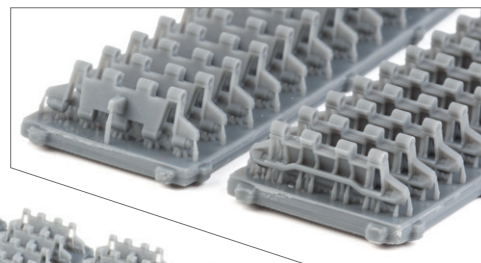
Merkava Mk.I/II tracks PRINT

1/35

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



[Product Page](#)

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

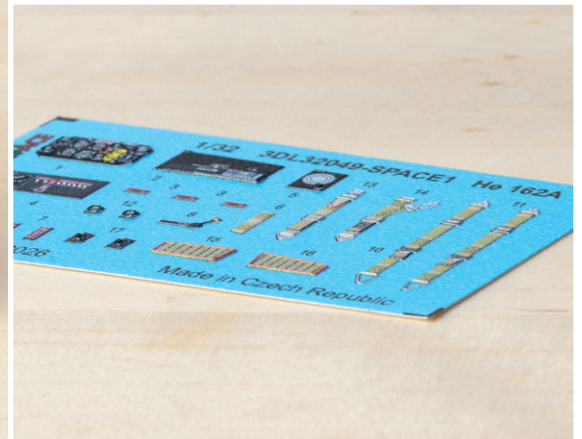
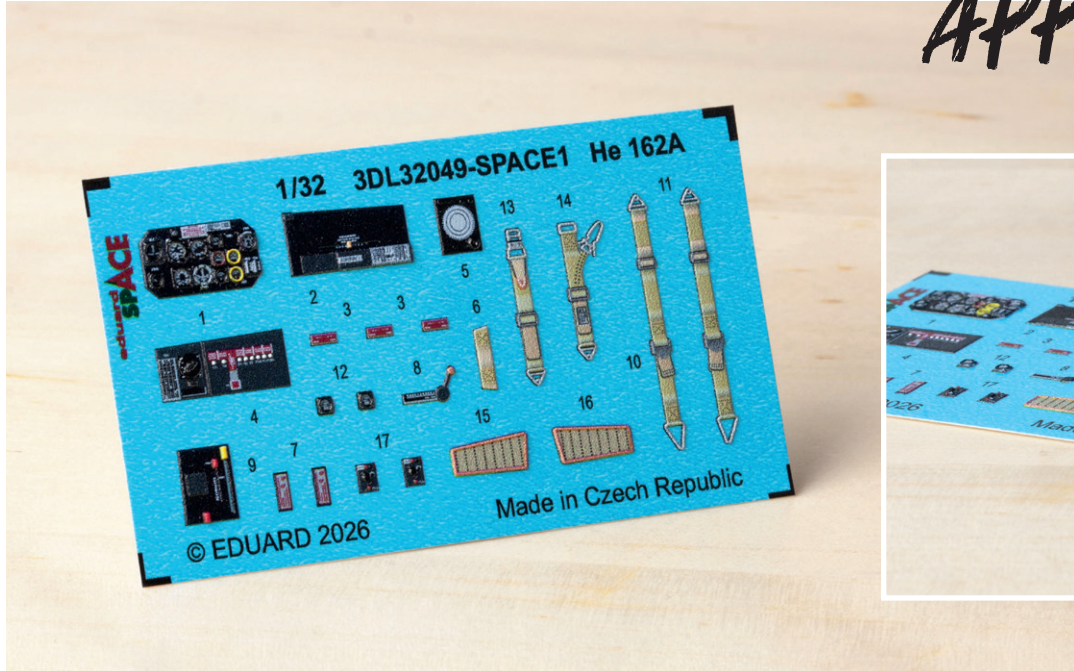
All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30 %.

[Product Page](#)

3DL32049 He 162A SPACE 1/32 Hobby 2000

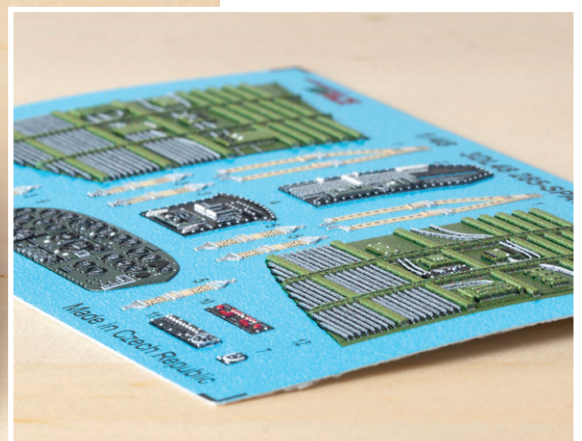
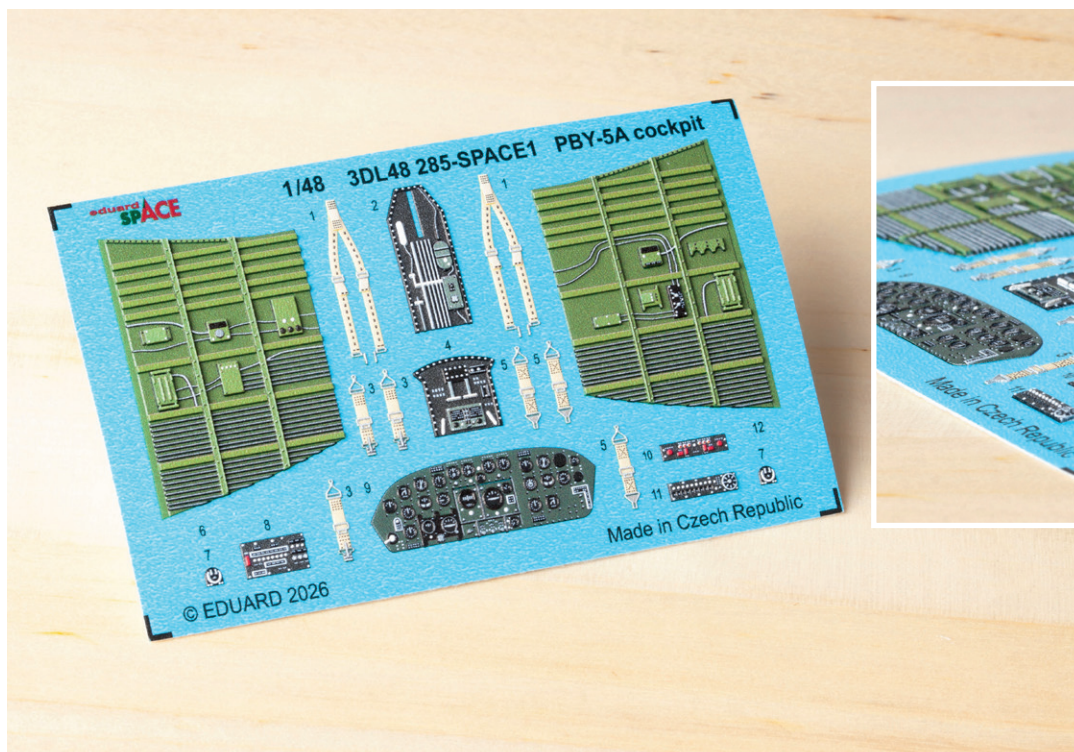
[Product Page](#)

EASY APPLICATION

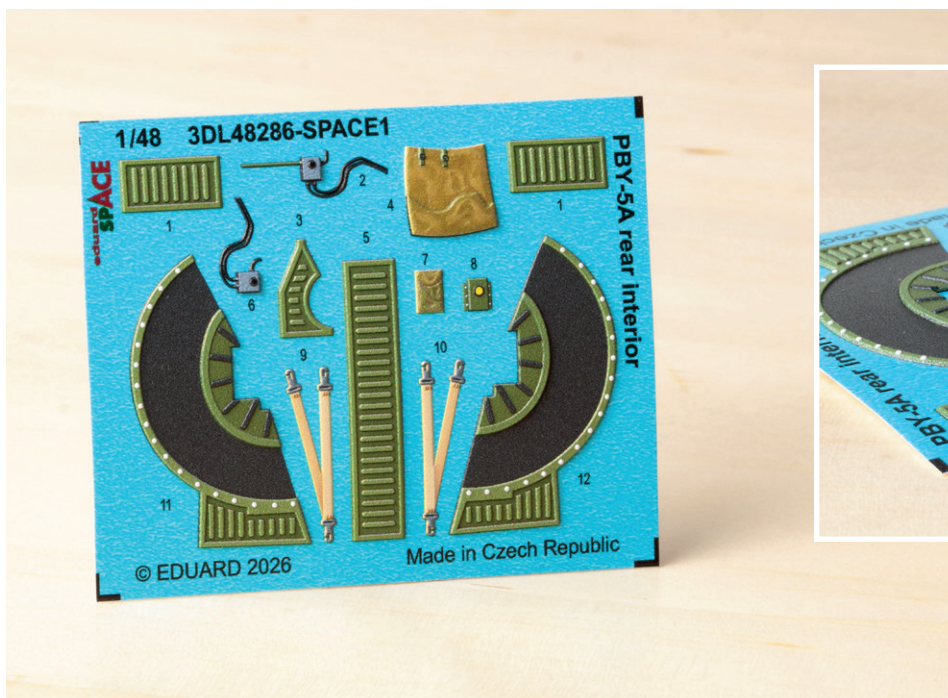


3DL48285 PBX-5A cockpit SPACE 1/48 Eduard/Revell

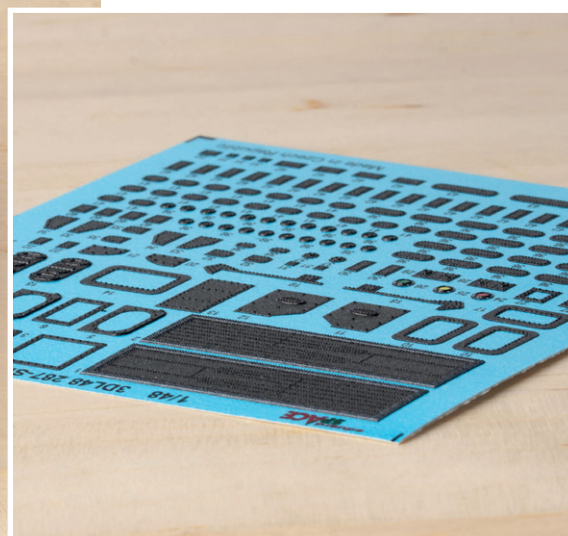
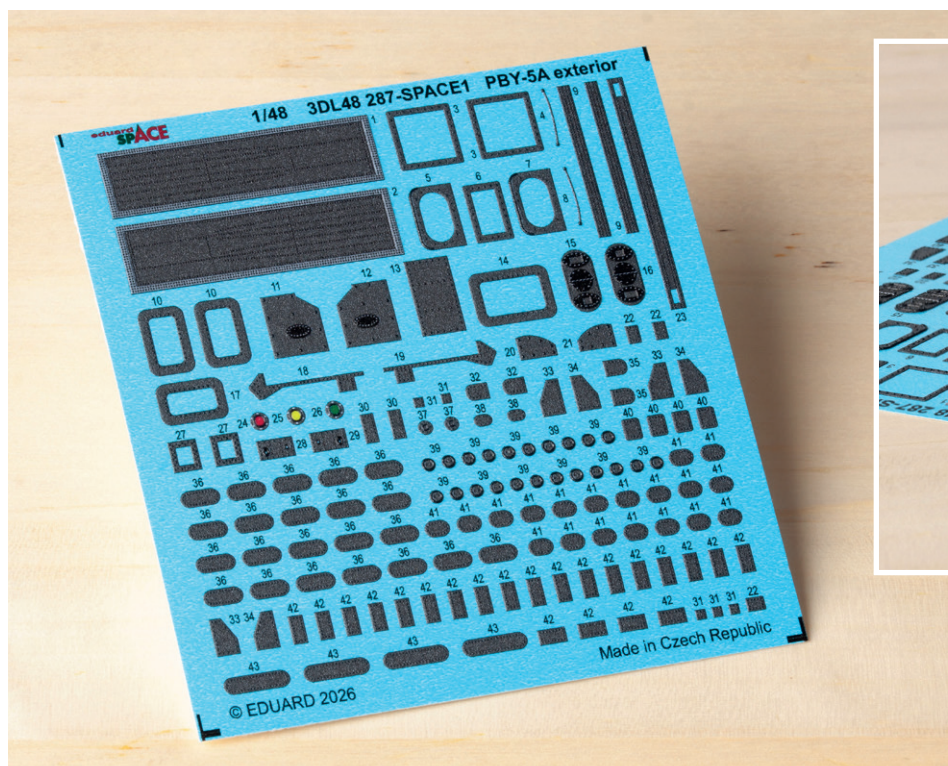
[Product Page](#)



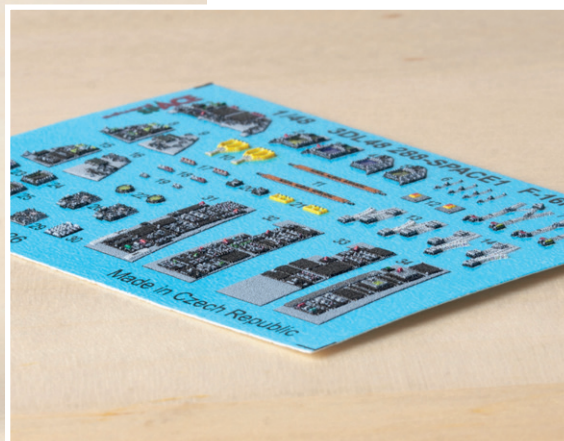
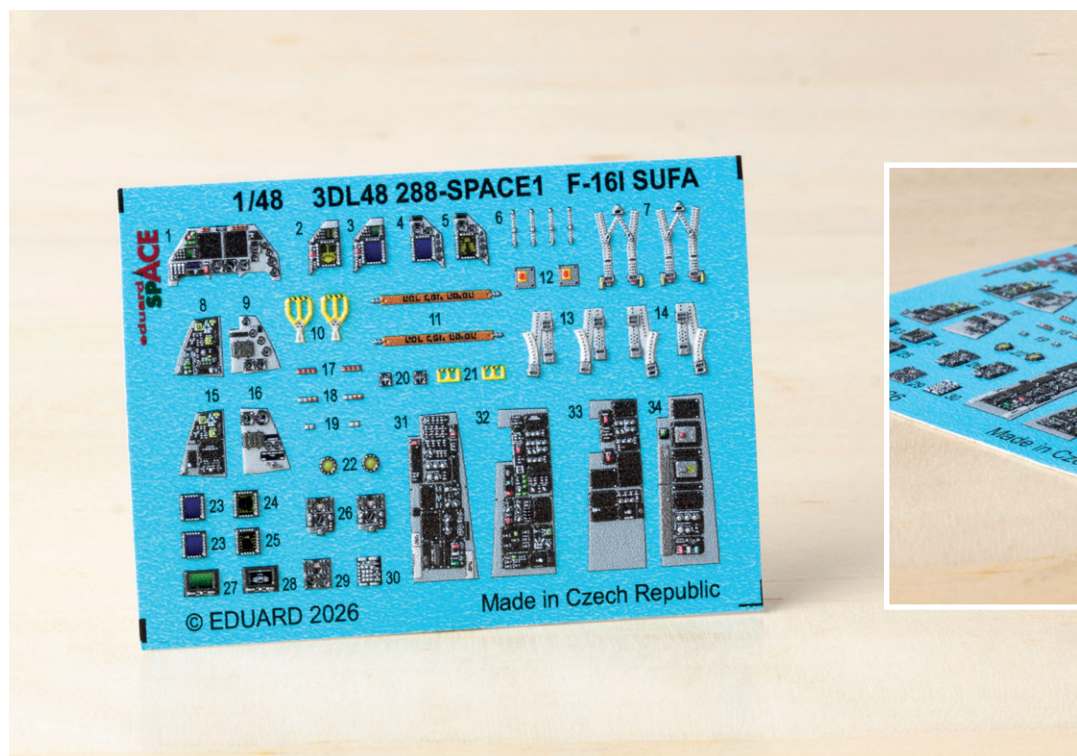
3DL48286 PBY-5A rear interior SPACE 1/48 Eduard/Revell

[Product Page](#)


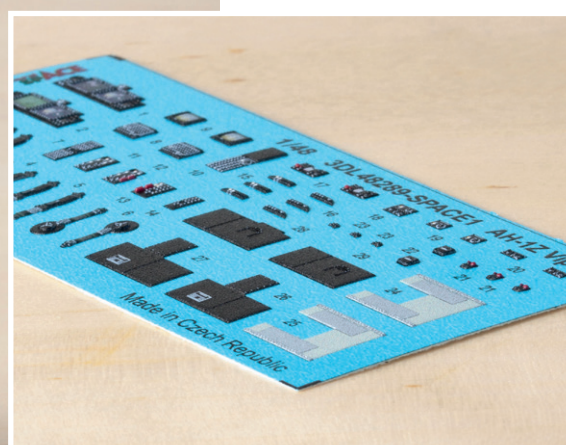
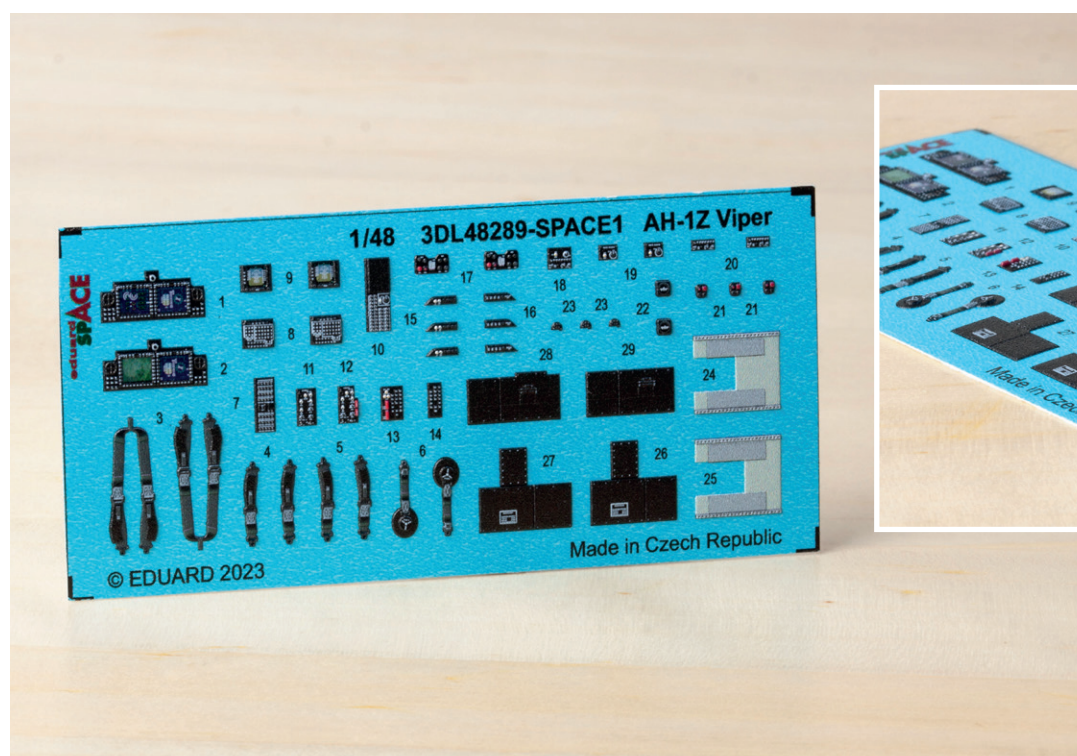
3DL48287 PBY-5A exterior SPACE 1/48 Eduard/Revell

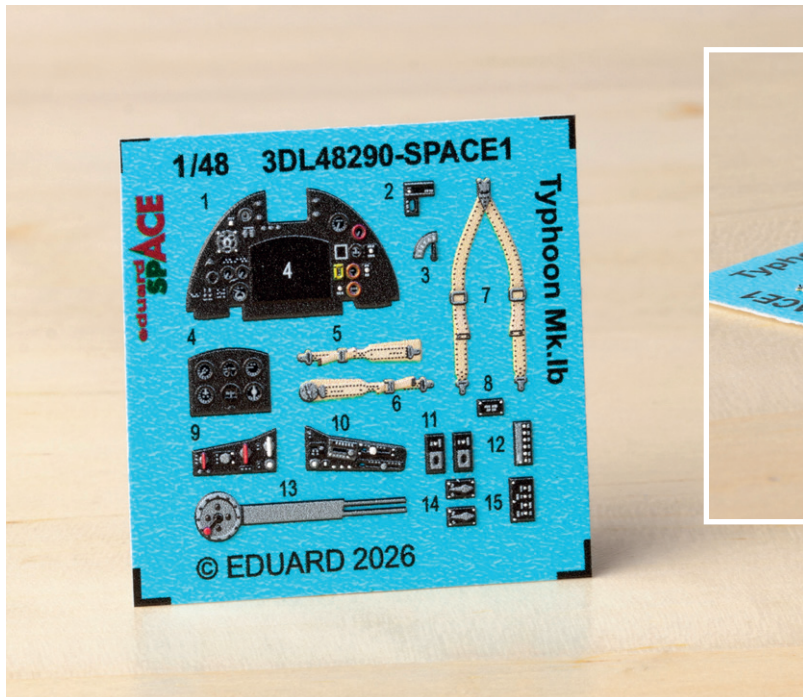
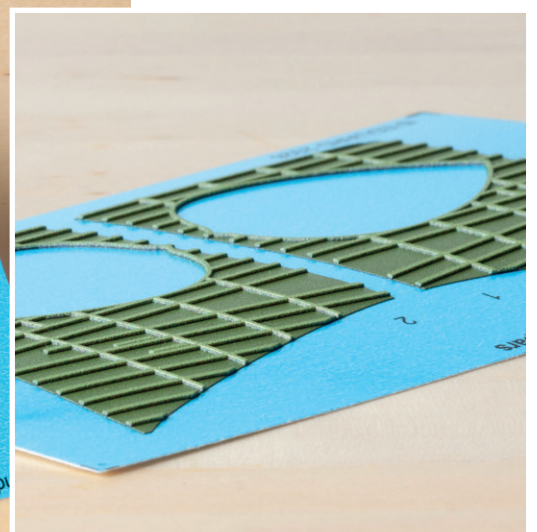
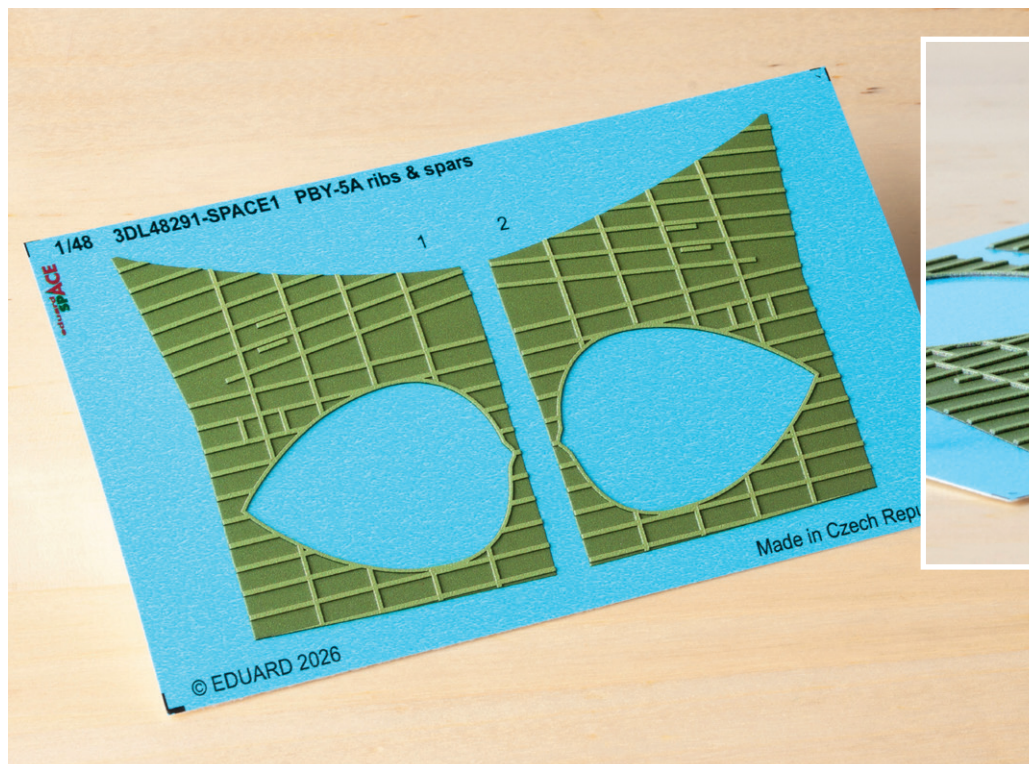
[Product Page](#)


3DL48288 F-16I SUFA SPACE 1/48 Kinetic

[Product Page](#)


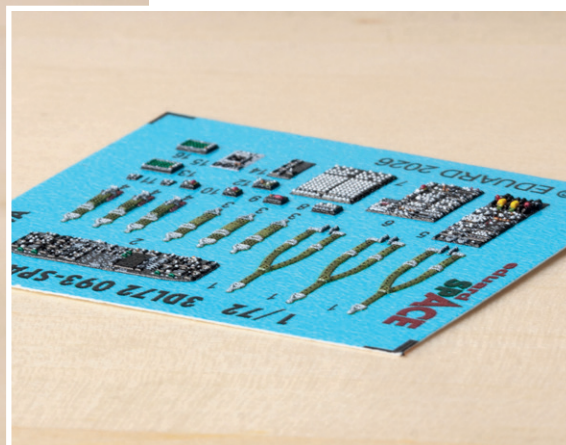
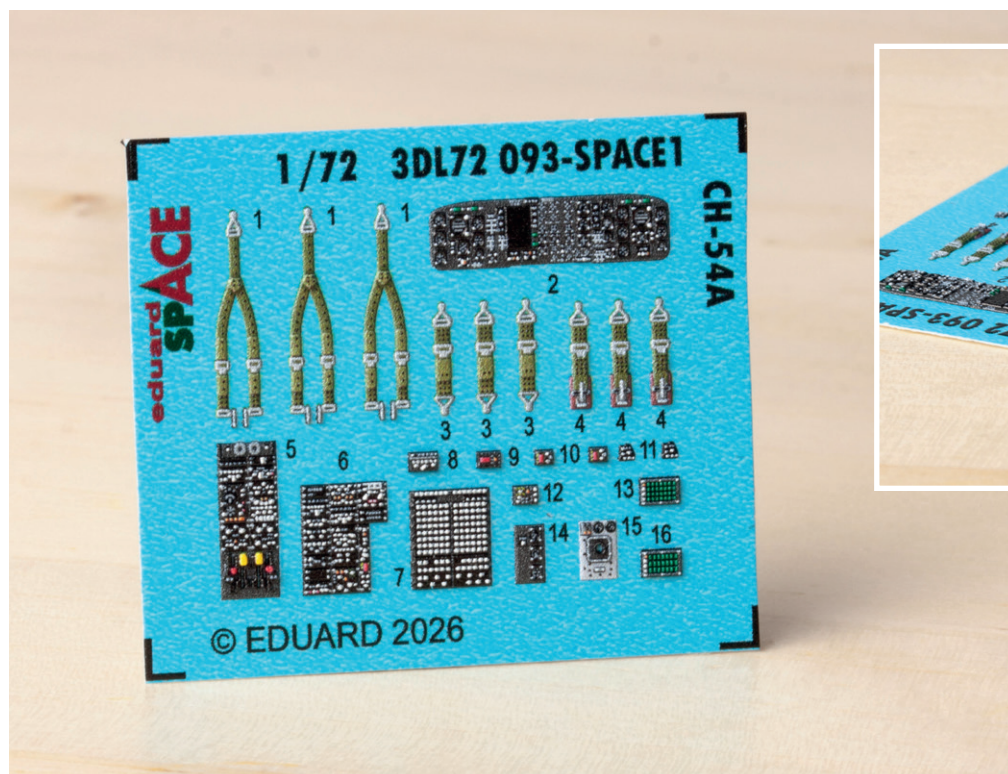
3DL48289 AH-1Z Viper SPACE 1/48 Hobby 2000

[Product Page](#)


3DL48290 **Typhoon Mk.Ib SPACE** 1/48 Hasegawa[Product Page](#)3DL48291 **PBY-5A rear interior ribs & spars SPACE** 1/48 Eduard/Revell[Product Page](#)

3DL72093 **CH-54A SPACE** 1/72 ICM

Product Page



MASKS

IT FITS!

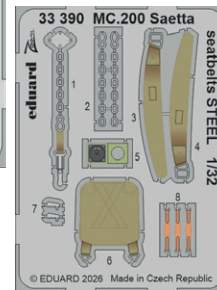
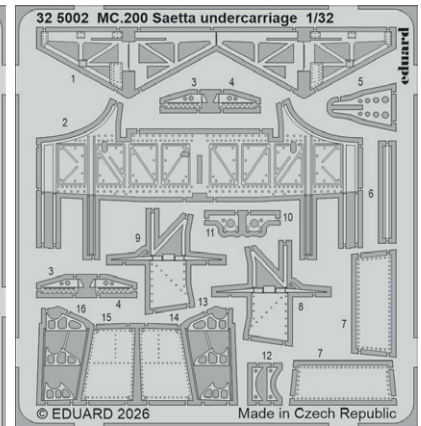
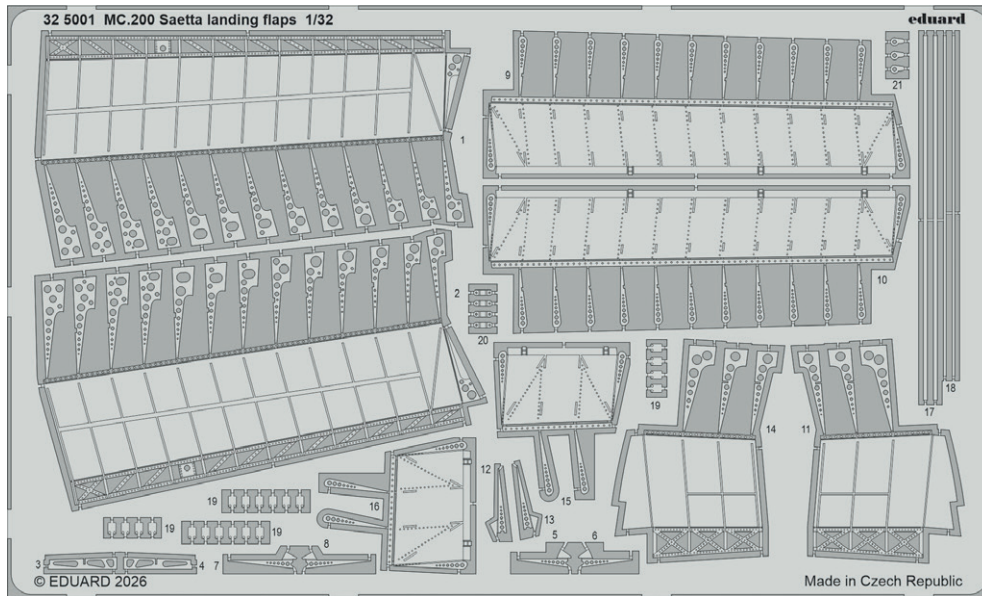
EX1182 PBY-5A TFace
1/48 Eduard/Revell
EX1183 PBY-5A US national
insignia (stars & bars)
1/48 Eduard/Revell
EX1184 PBY-5A US national insignia
(stars w/ red center)
1/48 Eduard/Revell
CX709 CH-54A
1/72 ICM



BIG33175 MC.200 Saetta 1/32 Italeri

325001 MC.200 Saetta landing flaps
325002 MC.200 Saetta undercarriage
33390 MC.200 Saetta seatbelts STEEL

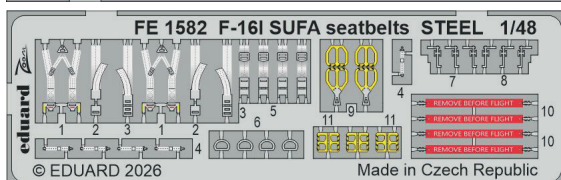
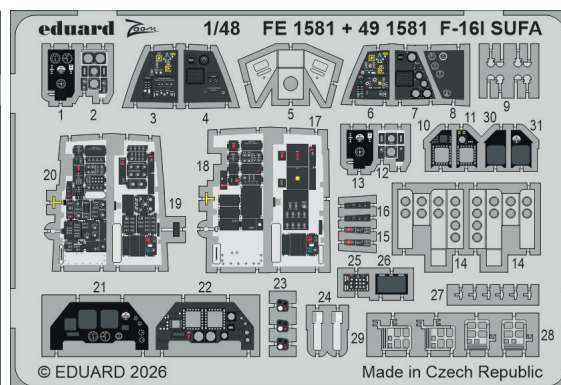
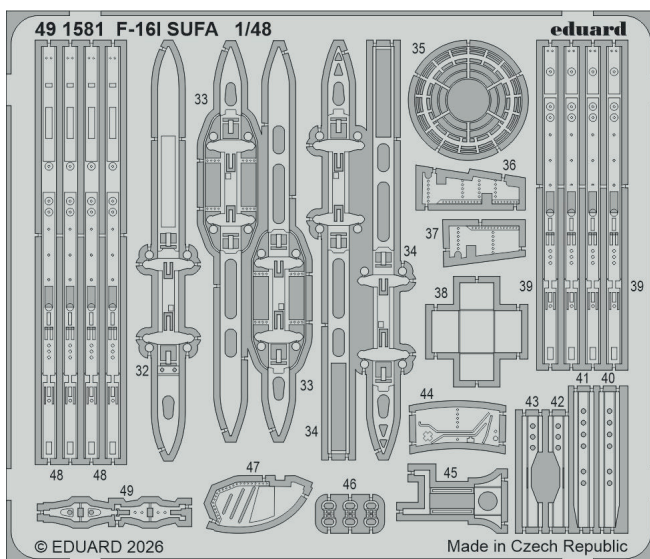
Product Page



BIG49477 F-16I SUFA 1/48 GWH

491581 F-16I SUFA
FE1582 F-16I SUFA seatbelts STEEL
EX1168 F-16I SUFA

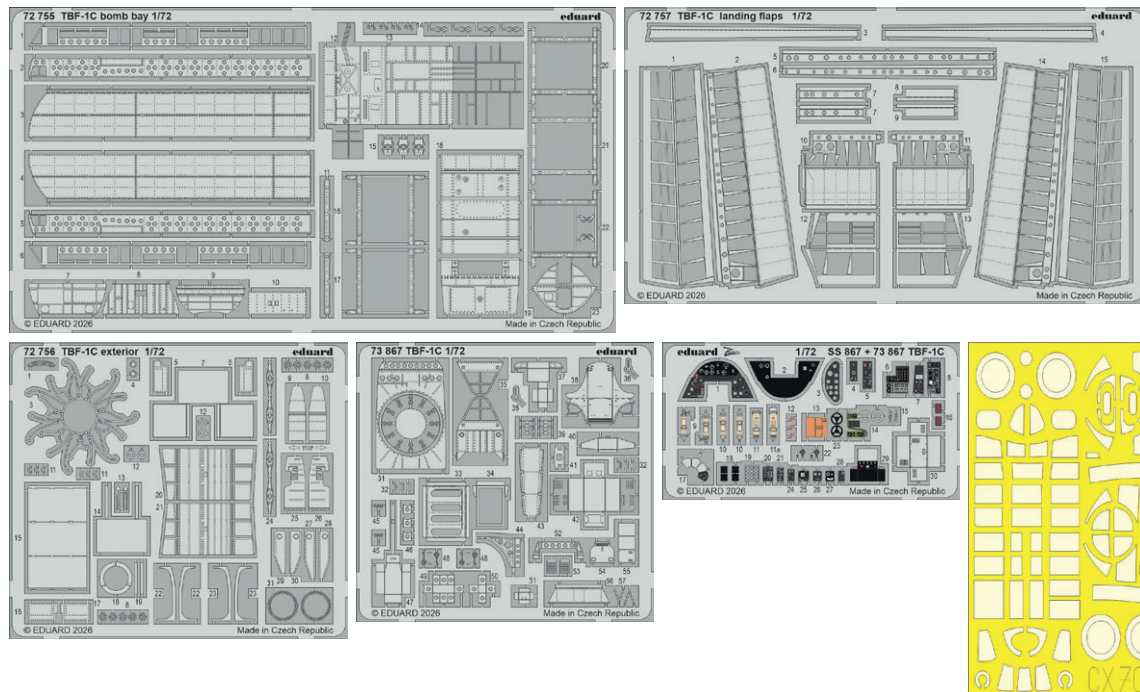
Product Page



BIG72191 **TBF-1C** 1/72 Hobby Boss

Product Page

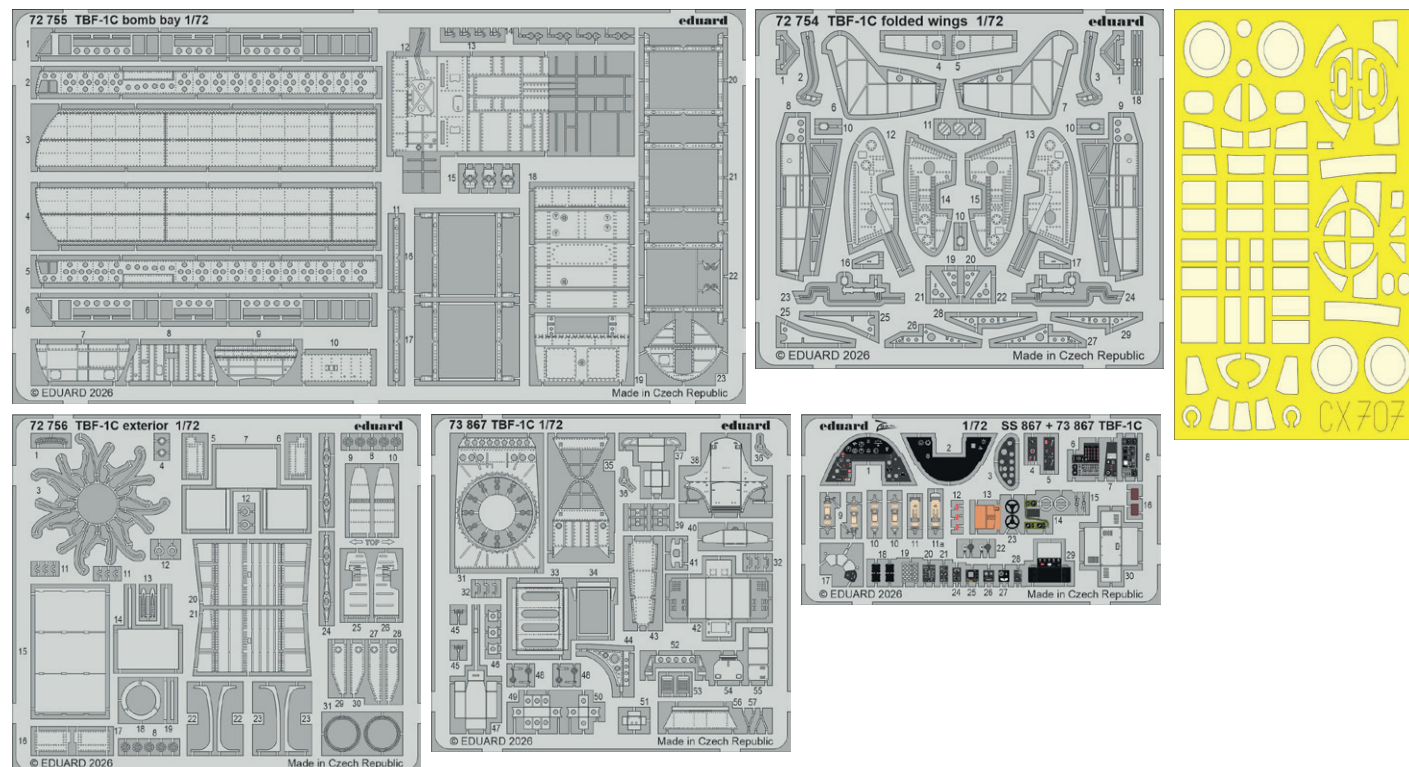
- 72755 TBF-1C bomb bay
- 72756 TBF-1C exterior
- 72757 TBF-1C landing flaps
- 73867 TBF-1C
- CX707 TBF-1C



BIG72192 **TBF-1C (folded wings)** 1/72 Hobby Boss

Product Page

- 72754 TBF-1C folded wings
- 72755 TBF-1C bomb bay
- 72756 TBF-1C exterior
- 73867 TBF-1C
- CX707 TBF-1C



KITS

11198	PBY-5A Catalina	1/48	Limited
2156	ERKA MiG-21R v Československu	1/72	Limited
2157	Avia S-99/C-10	1/72	Limited
84214	P-51B/C Mustang Malcolm Hood canopy	1/48	Weekend

PE-SETS

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

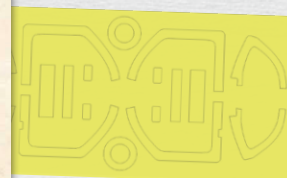
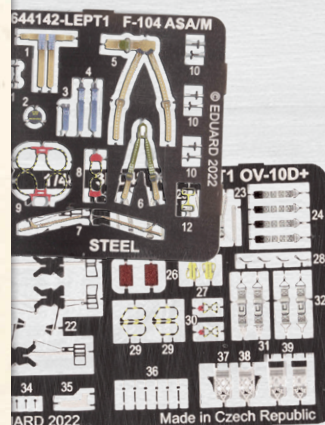
BIG ED

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

LIMITED
EDITION

ProfiPACK
edition

WEEKEND
edition



BIG-ED

BRASSIN

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

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

BIGSIN

SIN648155	MiG-21F armament	1/48	Eduard
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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

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

1/48

P-40N
Warhawk

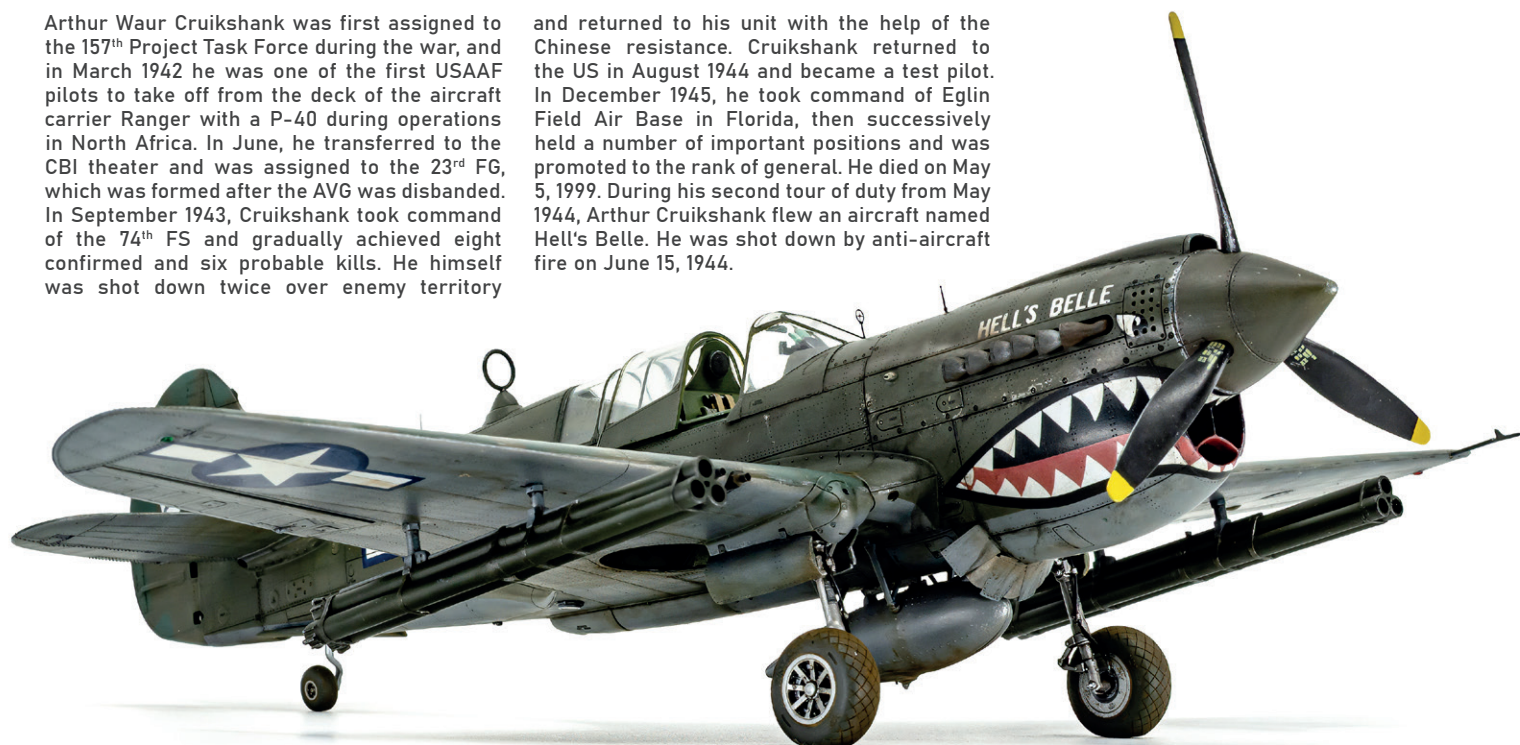
#R0025
MARKING H
built by **Mariusz Hasiuk**



Maj. Arthur W. Cruikshank, 74th FS, 23rd FG, Hengyeng, China, June 1944

Arthur Waur Cruikshank was first assigned to the 157th Project Task Force during the war, and in March 1942 he was one of the first USAAF pilots to take off from the deck of the aircraft carrier Ranger with a P-40 during operations in North Africa. In June, he transferred to the CBI theater and was assigned to the 23rd FG, which was formed after the AVG was disbanded. In September 1943, Cruikshank took command of the 74th FS and gradually achieved eight confirmed and six probable kills. He himself was shot down twice over enemy territory

and returned to his unit with the help of the Chinese resistance. Cruikshank returned to the US in August 1944 and became a test pilot. In December 1945, he took command of Eglin Field Air Base in Florida, then successively held a number of important positions and was promoted to the rank of general. He died on May 5, 1999. During his second tour of duty from May 1944, Arthur Cruikshank flew an aircraft named Hell's Belle. He was shot down by anti-aircraft fire on June 15, 1944.



A6M2 ZERO MODEL 11

1/48



#82211

MARKING E

built by **Robert Szwarc**

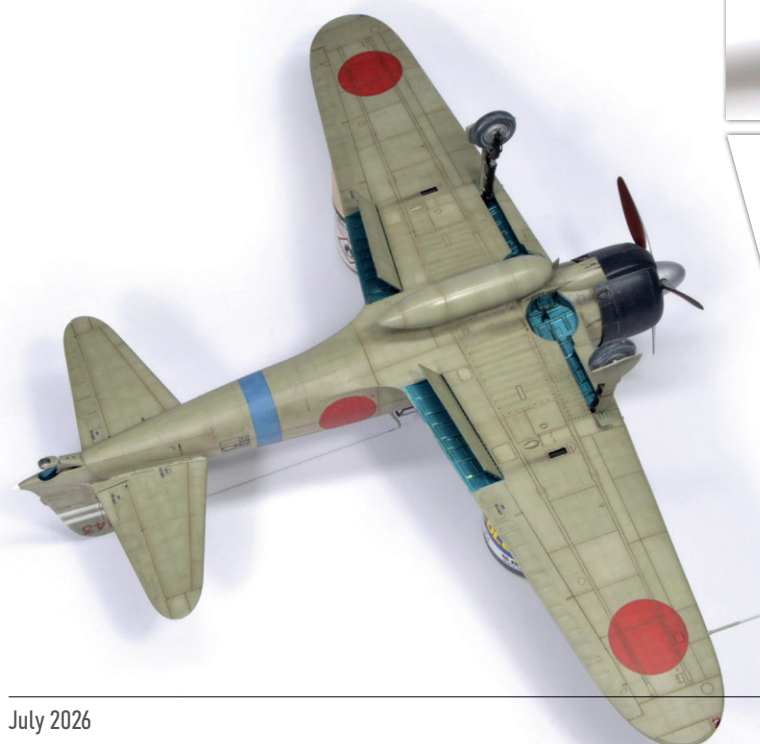


P03c Masayuki Nakase, 12th Kōkūtai, Hankow airfield, China, May 1941

This is a late production A6M2 Zero Type 11 with shorter rear canopy glazing, standard air intake under the engine cowl and lower mounted exhausts. Nakase underwent training with the Yokosuka Kōkūtai and after completing fighter training in March 1938 was assigned to the Ōmura Kōkūtai. He then served in China for six months with the 14th Kōtūtai but did not come into contact with the enemy.

In the summer of 1940, he was assigned to the 12th Kōkūtai as a Zero pilot. During an air battle south of Chengdu on October 4, 1940, he landed with three other pilots at an enemy base and set fire to a command post. In another raid on Chengdu, this time on March 14, 1941, he shot down five I-15 biplanes and claimed as probable. He achieved three more victories over Nanzheng on May 26 with the machine

3-143. From September 1941 Nakase served with the newly formed 3rd Kōkūtai. He was killed on February 9, 1942, during an attack on a Dutch Army vehicle. He was posthumously promoted two ranks to the rank of Ensign and his name was cited in the All Units Bulletin. He is credited with 18 victories.



BIG ED (August)

BIG33176	Spitfire Mk.Vb 1/32 Kotare
BIG49478	MH-6J 1/48 ICM
BIG72193	F-14D 1/72 Tamiya

BRASSIN (August)

644347	Hampden B Mk.I LööK 1/48 ICM
644348	Spitfire Mk.IXe LööK 1/48 Airfix
644354	Hampden TB Mk.I LööK 1/48 ICM
674070	Me 262A-1 LööK 1/72 Arma Hobby
632216	P-51B/C gun bays PRINT 1/32 Eduard
635052	WWII German towing cable eyes PRINT 1/48
635053	WWII German trench binoculars PRINT 1/48
635059	WWII German Jerry Cans PRINT 1/48
6481203	Fw 190D-9 undercarriage legs PRINT 1/48 MiniArt
6481204	Hampden B Mk.I wheels 1/48 ICM
6481205	Hampden B Mk.I guns PRINT 1/48 ICM
6481206	Spitfire Mk.IX wheels 1/48 Airfix
6481207	Spitfire Mk.IXe undercarriage legs PRINT 1/48 Airfix
6481208	Spitfire Mk.IX exhaust stacks fishtail PRINT 1/48 Airfix
6481209	Spitfire Mk.IX exhaust stacks rounded PRINT 1/48 Airfix
6481214	PBY-5A machine guns PRINT 1/48 Eduard / Revell
6481215	Hampden TB Mk.I guns PRINT 1/48 ICM
672459	Bf 109K-4 cockpit PRINT 1/72 Eduard
672461	Me 262 wheels 1/72 Arma Hobby
672462	F-14D exhaust nozzles PRINT 1/72 Tamiya
672463	Me 262A rudder pedals PRINT 1/72 Arma Hobby
672464	MiG-21R exhaust nozzle 1/72 Eduard
672465	MiG-21R wheels 1/72 Eduard

LööKPlus (August)

644355	Fw 190D-9 LööKplus 1/48 MiniArt
644356	P-40K LööKplus 1/48 Eduard

BIGSIN (August)

SIN648156	P-40K ESSENTIAL 1/48 Eduard
SIN648157	P-40K ADVANCED 1/48 Eduard

644347**Hampden B Mk.I LööK****1/48 ICM**

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

Set contains:

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

**644348****Spitfire Mk.IXe LööK****1/48 Airfix**

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

Set contains:

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

**644354****Hampden TB Mk.I LööK****1/48 ICM**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Hampden TB Mk.I torpedo bomber in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

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



674070

Me 262A-1 LööK**1/72 Arma Hobby**

LööK set - Brassin pre-painted dashboard and STEEL seat belts for Me 262A-1 in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



635052

WWII German towing cable eyes PRINT**1/48**

Brassin set - towing cable eyes for German WWII armoured vehicles in 1/48 scale. Set consists of 10 eyes. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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



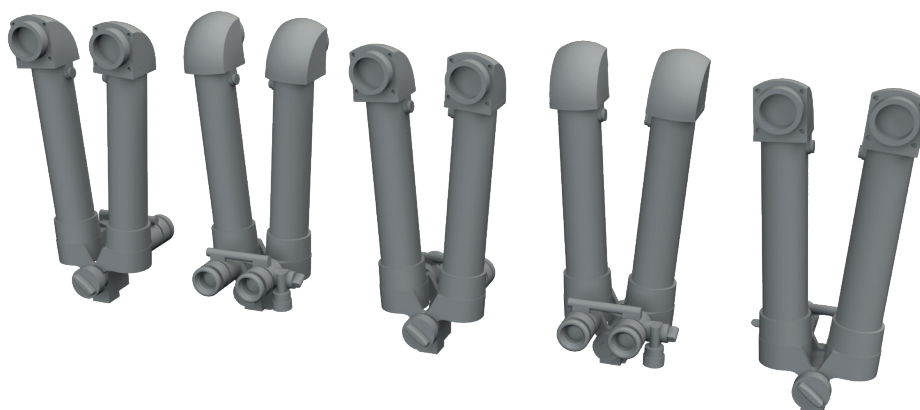
635053

WWII German trench binoculars PRINT**1/48**

Brassin set - German WWII trench binoculars in 1/48 scale. Set consists of 5 binoculars. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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



635059

WWII German Jerry Cans PRINT

1/48

Brassin set - jerry cans for German WWII vehicles in 1/48 scale. Set consists of 10 cans of 5 types plus 2 can holders. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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



632216

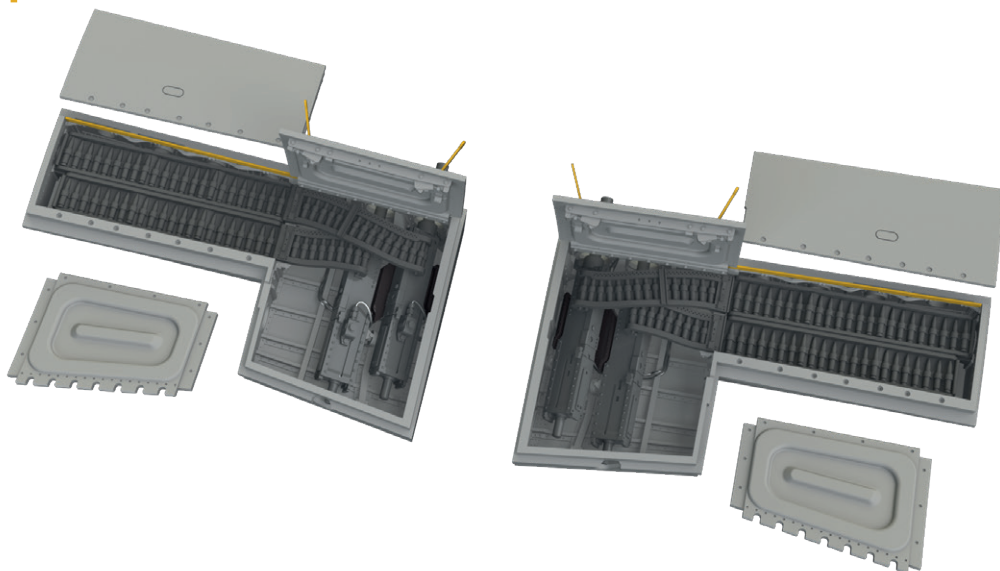
P-51B/C gun bays PRINT

1/32 Eduard

Brassin set - wings gun bays for P-51B or P-51C in 1/32 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



6481203

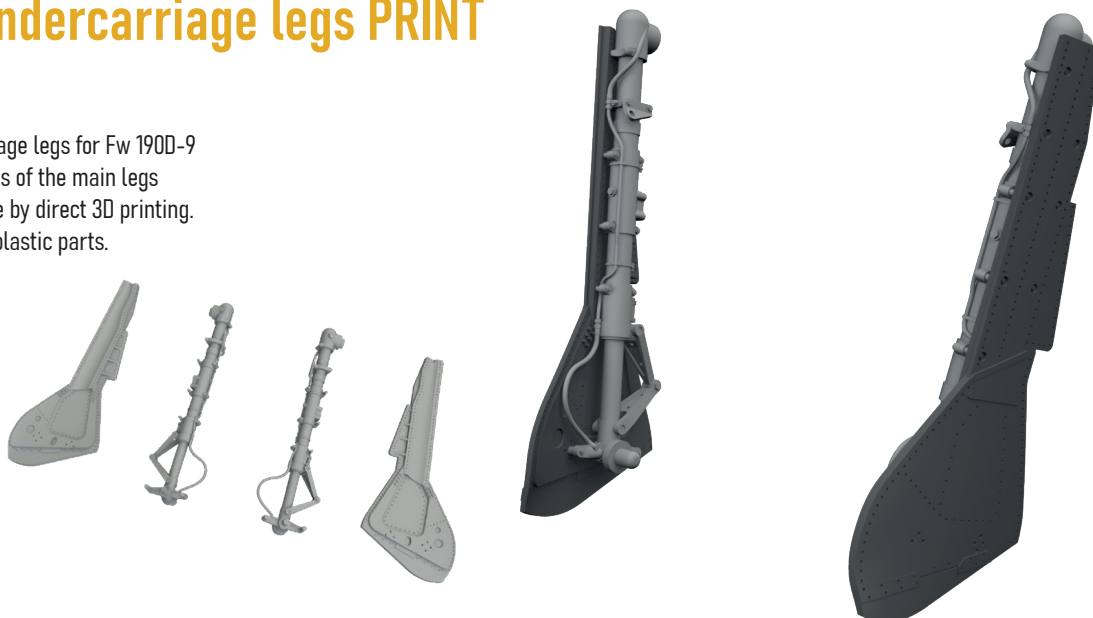
Fw 190D-9 undercarriage legs PRINT

1/48 MiniArt

Brassin set - the undercarriage legs for Fw 190D-9 in 1/48 scale. The set consists of the main legs and a wheel bay doors. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Miniart

Set contains:

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



6481204

Hampden B Mk.I wheelsPRINT

1/48 ICM

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

Set contains:

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



6481205

Hampden B Mk.I guns PRINT

1/48 ICM

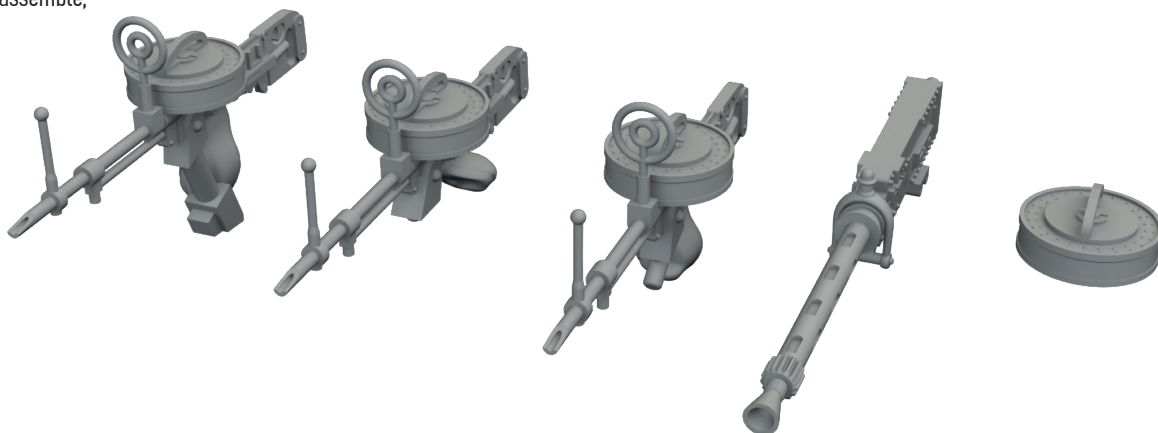
Brassin set - guns for Hampden B Mk.I in 1/48 scale.

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

Recommended kit: ICM

Set contains:

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



6481206

Spitfire Mk.IX wheels

1/48 Airfix

Brassin set - the undercarriage wheels for Spitfire Mk.IX in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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



6481207

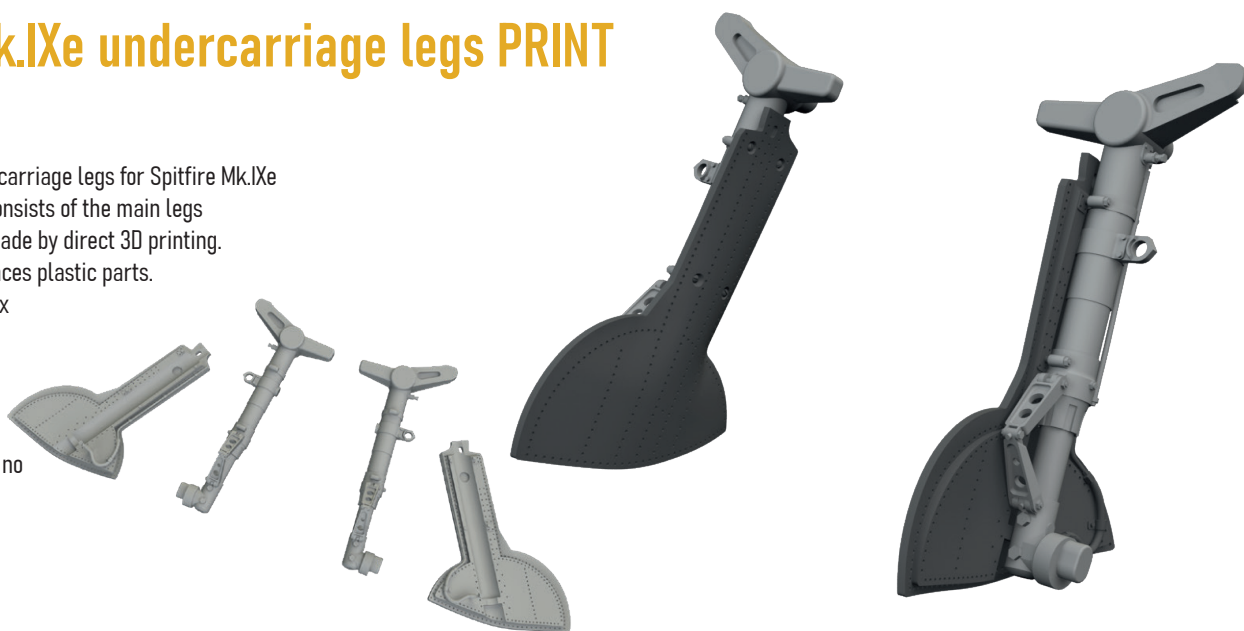
Spitfire Mk.IXe undercarriage legs PRINT

1/48 Airfix

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

Set contains:

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



6481208

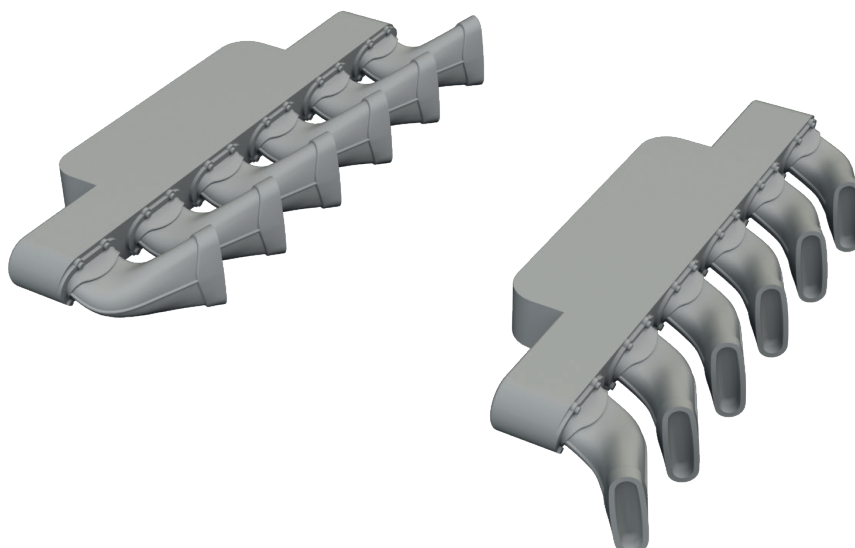
Spitfire Mk.IX exhaust stacks fishtail PRINT

1/48 Airfix

Brassin set - exhaust stacks for Spitfire Mk.IX in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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



6481209

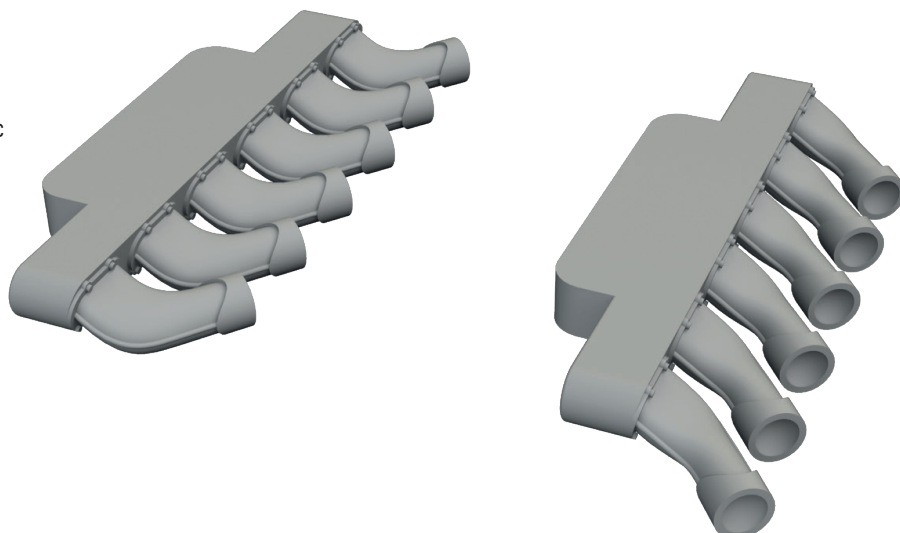
Spitfire Mk.IX exhaust stacks rounded PRINT

1/48 Airfix

Brassin set - exhaust stacks for Spitfire Mk.IX in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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



6481214

PBY-5A machine guns PRINT**1/48 Eduard / Revell**

Brass set - nose turret machine guns and fuselage machine guns with ammo links and & part of the fuselage floor for PBY-5A in 1/48 scale. Made by direct 3D printing.

Easy to assemble, replaces plastic parts.

Recommended kit: Eduard / Revell

Set contains:

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



6481215

Hampden TB Mk.I guns PRINT**1/48 ICM**

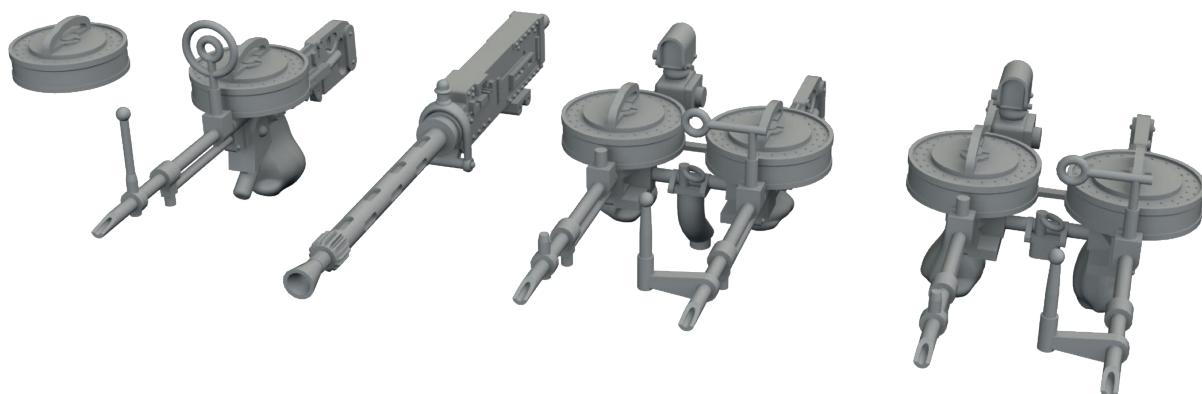
Brass set - guns for Hampden TB Mk.I torpedo bomber in 1/48 scale. Made by direct 3D printing.

Easy to assemble, replaces plastic parts.

Recommended kit: ICM

Set contains:

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



672459

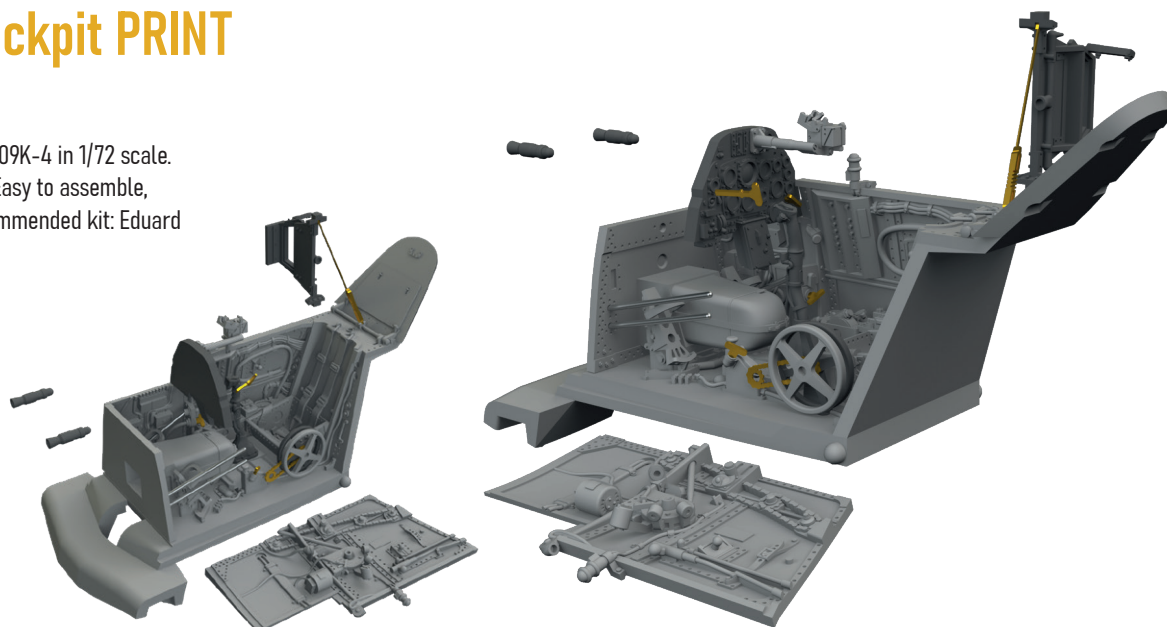
Bf 109K-4 cockpit PRINT**1/72 Eduard**

Brass set - cockpit 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: 12 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



672461

Me 262 wheels**1/72 Arma Hobby**

Brassin set - the undercarriage wheels for Me 262 in 1/72 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



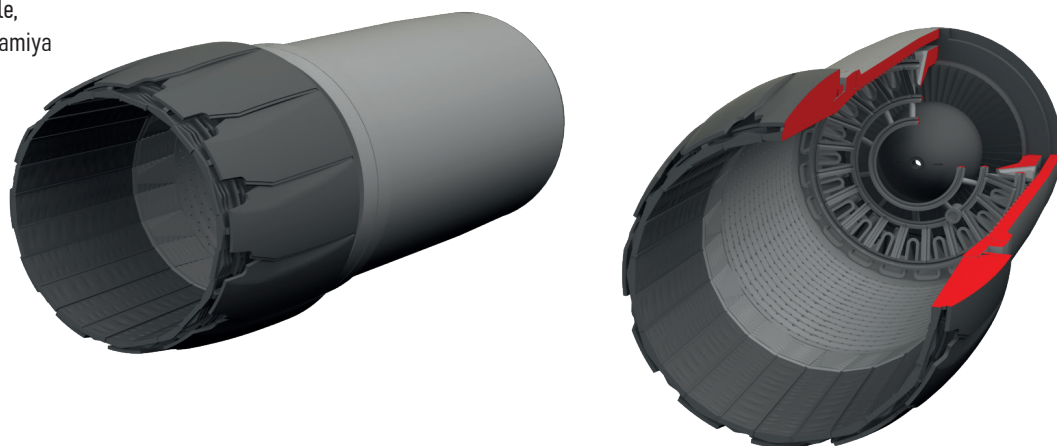
672462

F-14D exhaust nozzles PRINT**1/72 Tamiya**

Brassin set - exhaust nozzles for F-14D in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



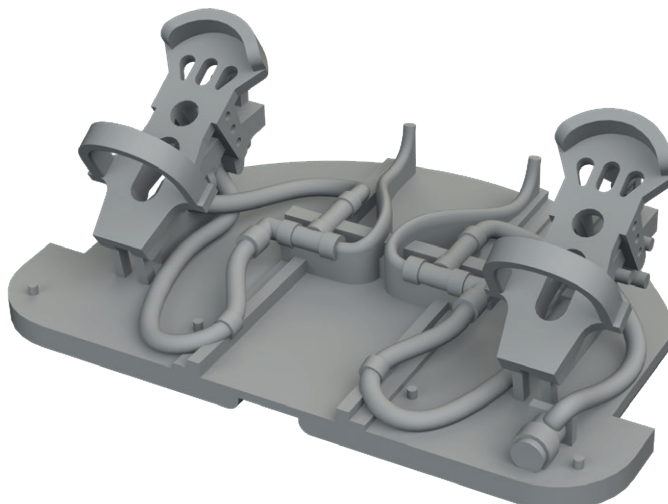
672463

Me 262A rudder pedals PRINT**1/72 Arma Hobby**

Brassin set - rudder pedals with a part of a bulkhead for Me 262 in 1/72 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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



672464

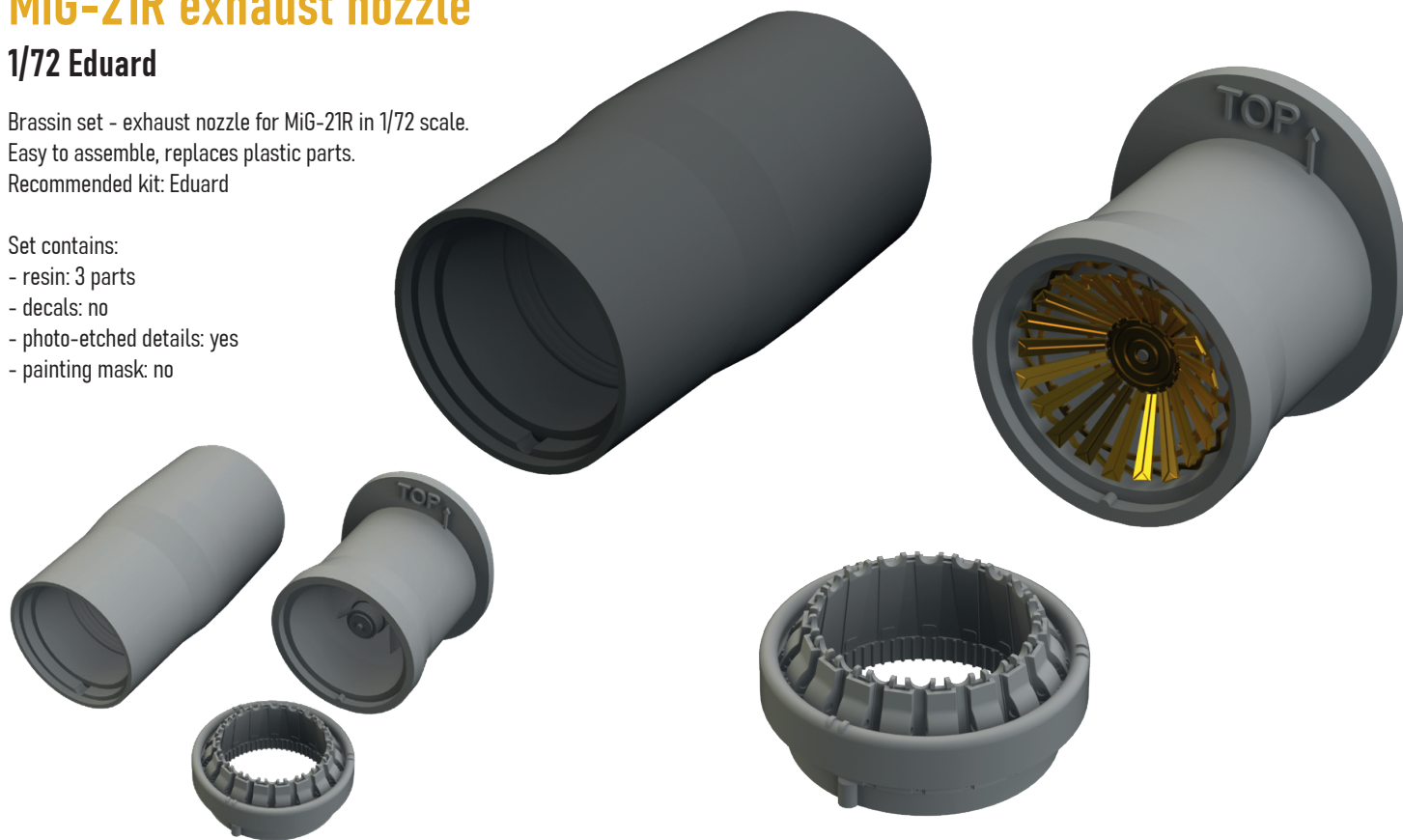
MiG-21R exhaust nozzle

1/72 Eduard

Brassin set - exhaust nozzle for MiG-21R in 1/72 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



672465

MiG-21R wheels

1/72 Eduard

Brassin set - the undercarriage wheels for MiG-21R in 1/72 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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





eduard



Katka
Borecká

YOUTUBE PODCAST CHANNEL

eduard
ON AIR



www.youtube.com/@EduardOnAirPodcast

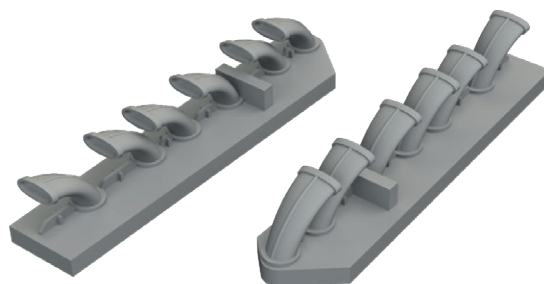
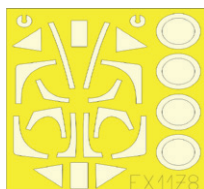
644355

Fw 190D-9 LööKplus

1/48 MiniArt

Collection of 6 sets for Fw 190D-9 in 1/48 scale.
Recommended kit: Miniart

- LööK set (pre-painted Brassin dashboard & Steelbelts)
- undercarriage wheels
- exhaust stacks
- pilot seat
- gun sight
- TFace mask



LööKt



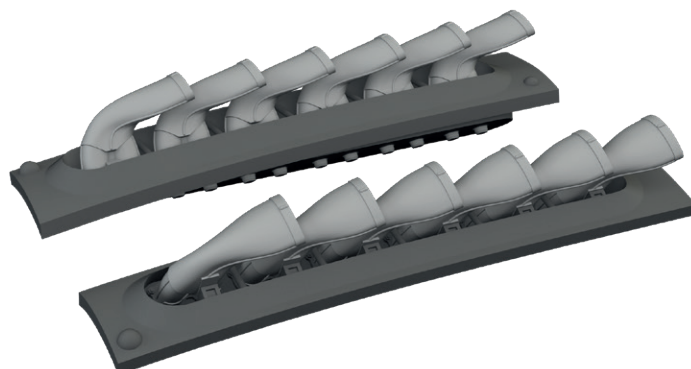
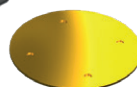
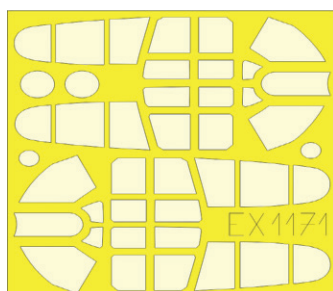
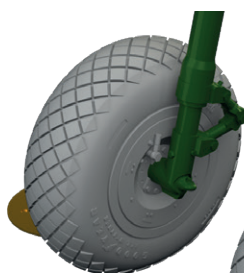
644356

P-40K LööKplus

1/48 Eduard

Collection of 4 sets for P-40K in 1/48 scale.
Recommended kit: Eduard

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



LööKt

SIN648156

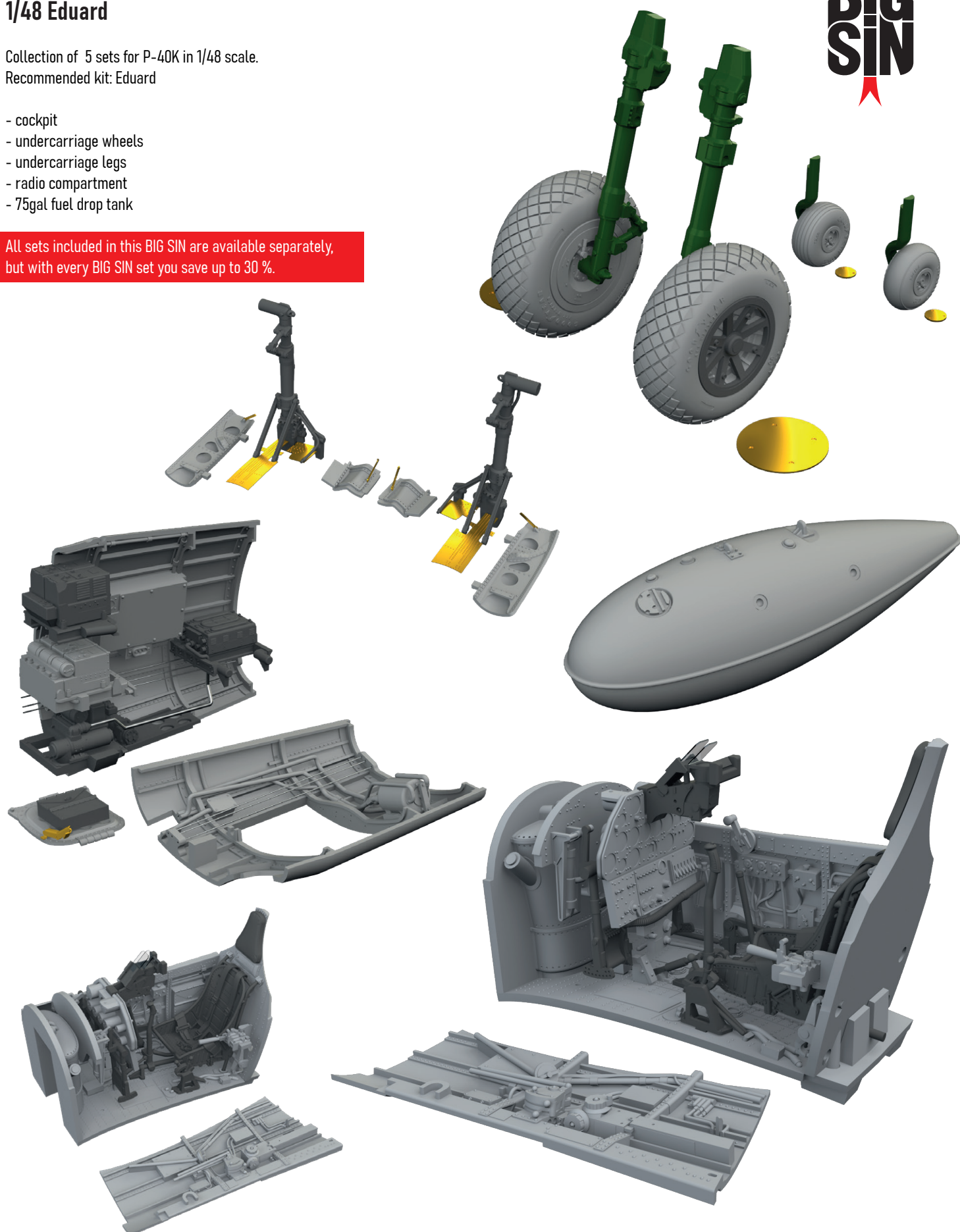
P-40K ESSENTIAL

1/48 Eduard

Collection of 5 sets for P-40K in 1/48 scale.
Recommended kit: Eduard

- cockpit
- undercarriage wheels
- undercarriage legs
- radio compartment
- 75gal fuel drop tank

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



SIN648157

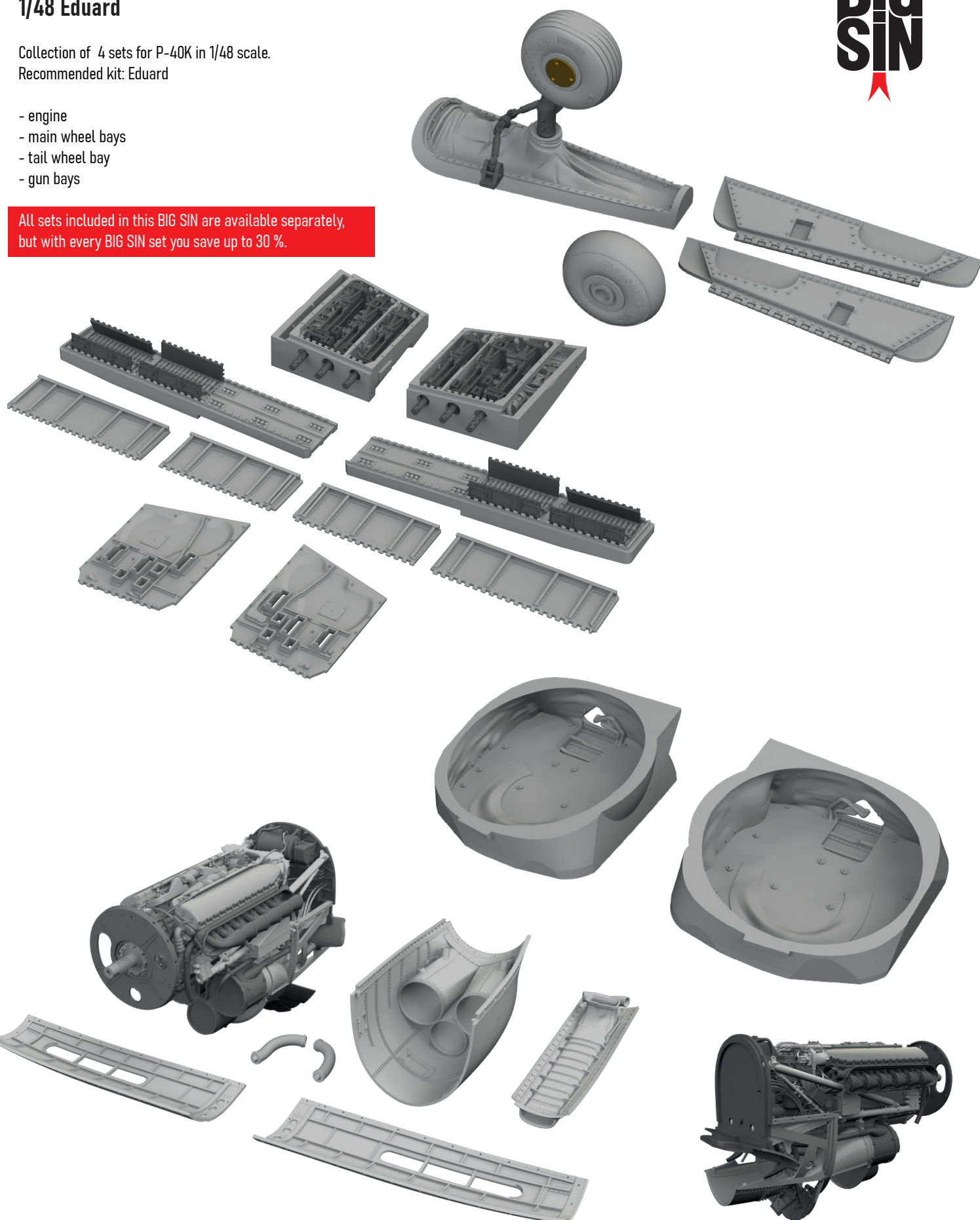
P-40K ADVANCED

1/48 Eduard

Collection of 4 sets for P-40K in 1/48 scale.
Recommended kit: Eduard

- engine
- main wheel bays
- tail wheel bay
- gun bays

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



PE-SETS

481182	T-6G landing flaps	1/48	Italeri
481183	Fw 190A-8 landing flaps	1/48	Hobby Boss
491593	AH-6J	1/48	ICM

ZOOMS

FE1593	AH-6J seatbelts STEEL	1/48	ICM
FE1594	Fw 190A-8 seatbelts STEEL	1/48	Hobby Boss
FE1595	T-6G seatbelts STEEL	1/48	Italeri
FE1596	B-26C-45 Marauder seatbelts STEEL	1/48	ICM
FE1597	Buccaneer S.2D seatbelts STEEL	1/48	Trumpeter

MASKS

JX351	P-51B Birdcage Canopy TFace	1/32	Eduard
JX352	P-51B Malcolm Hood canopy TFace	1/32	Eduard
JX353	P-51B US national insignia	1/32	Eduard
JX354	P-51B US national insignia & D-Day stripes	1/32	Eduard
EX1185	AH-6J	1/48	ICM
EX1186	AH-6J TFace	1/48	ICM
EX1187	B-26C-45 Marauder	1/48	ICM
EX1188	B-26C-45 Marauder TFace	1/48	ICM
EX1189	B-26C-45 Marauder national insignia & tail marking	1/48	ICM
EX1190	Fw 190A-8 TFace	1/48	Hobby Boss
EX1191	Buccaneer S.2D	1/48	Trumpeter

SPACE

3DL48292	AH-6J SPACE	1/48	ICM
3DL48293	T-6G SPACE	1/48	Italeri
3DL48294	B-26C-45 Marauder cockpit & noseSPACE	1/48	ICM
3DL48295	B-26C-45 Marauder cockpit insulation & armour plates SPACE	1/48	ICM
3DL48296	PBY-5A undercarriage SPACE	1/48	Eduard / Revell
3DL48297	PBY-5A wingtip floats SPACE	1/48	Eduard / Revell
3DL48298	Fw 190A-8 SPACE	1/48	Hobby Boss
3DL48299	Buccaneer S.2D SPACE	1/48	Trumpeter

P-51B Mustang

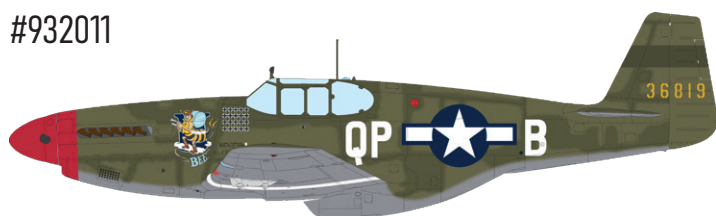
1/32



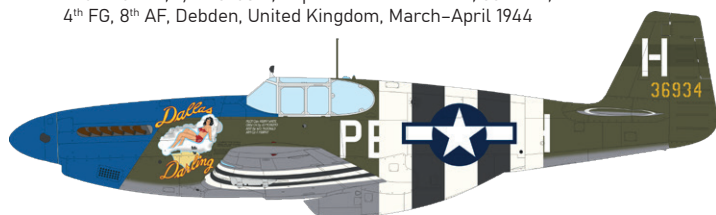
P-51B MUSTANG

ROYAL
HYBRID

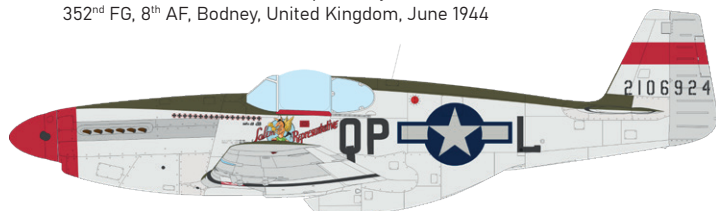
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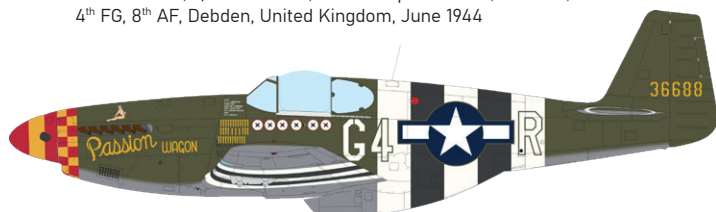
P-51B-5-NA, s/n 43-6819, Capt. Duane W. Beeson, 334th FS, 4th FG, 8th AF, Debden, United Kingdom, March-April 1944



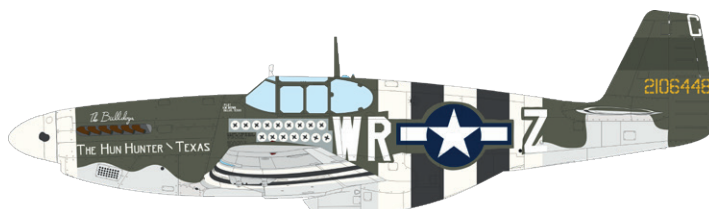
P-51B-10-NA, s/n 43-6934, Capt. Henry White, 328th FS, 352nd FG, 8th AF, Bodney, United Kingdom, June 1944



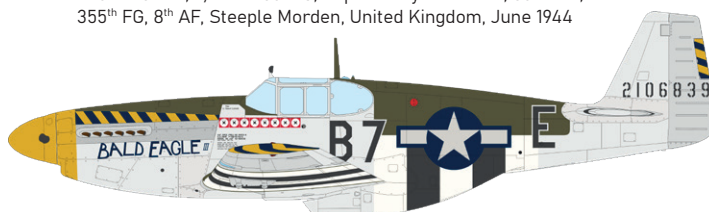
P-51B-15-NA, s/n 42-106924, 2nd Lt. Ralph K. Hofer, 334th FS, 4th FG, 8th AF, Debden, United Kingdom, June 1944



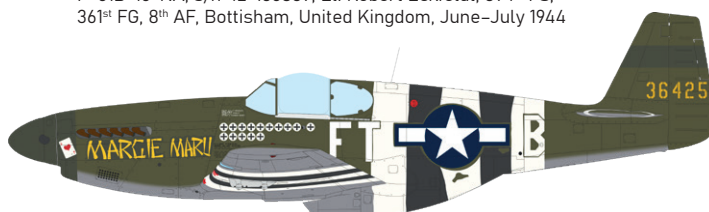
P-51B-10-NA, s/n 43-6688, 1Lt. Arval J. Roberson, 362nd FS, 357th FG, 8th AF, Leiston, United Kingdom, June 1944



P-51B-10-NA, s/n 42-106448, Capt. Henry W. Brown, 354th FS, 355th FG, 8th AF, Steeple Morden, United Kingdom, June 1944



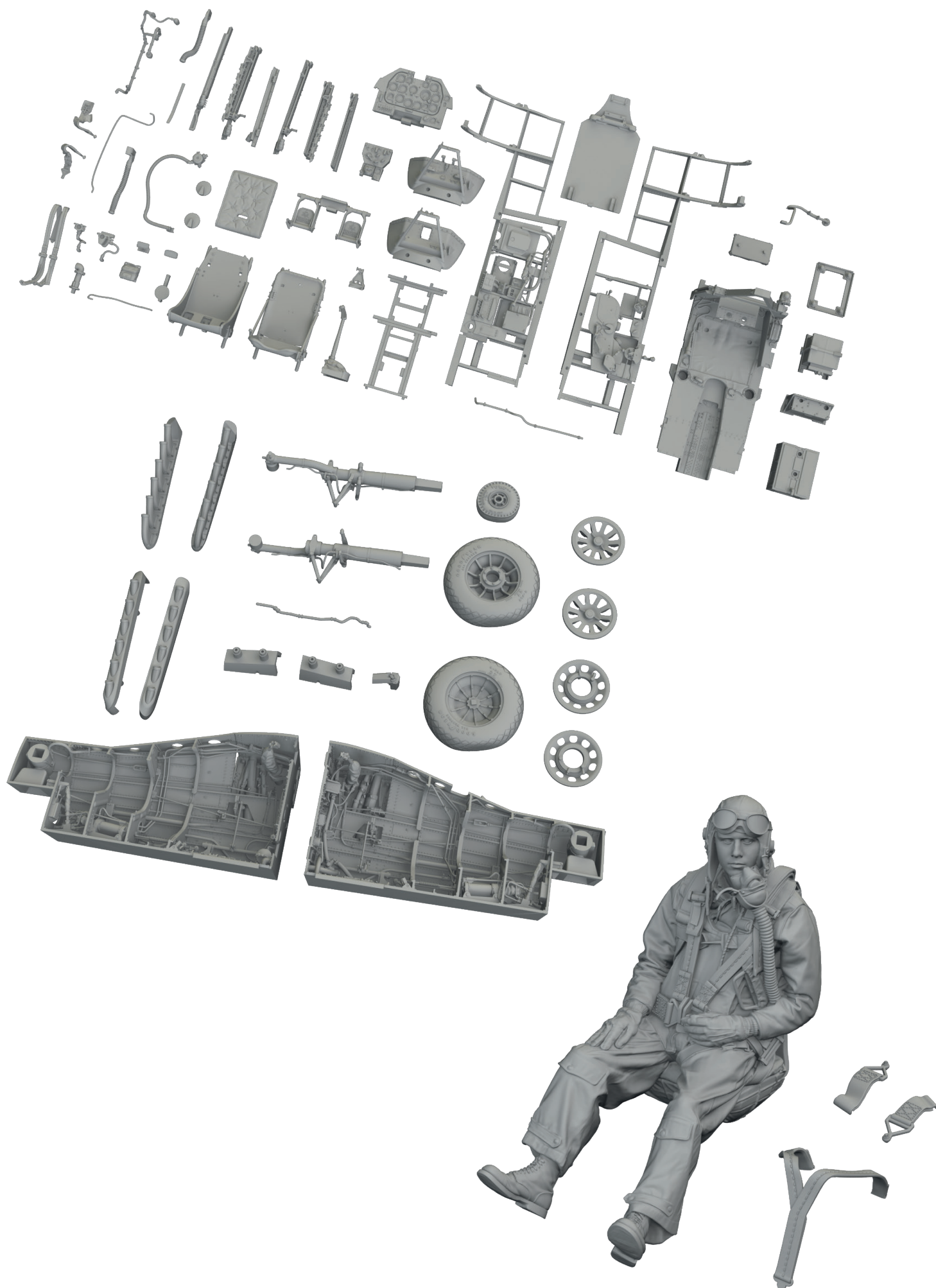
P-51B-15-NA, s/n 42-106839, Lt. Robert Eckfeldt, 374th FS, 361st FG, 8th AF, Bottisham, United Kingdom, June-July 1944



P-51B-5-NA, s/n 43-6425, Maj. Jack T. Bradley, CO 353rd FS, 354th FG, 9th AF, A.2 Criqueville, France, June 1944



P-51B-10-NA, s/n 42-106647, Capt. John R. Brown Jr., 382nd FS, 363rd FG, 9th AF, Staplehurst, United Kingdom, June 1944

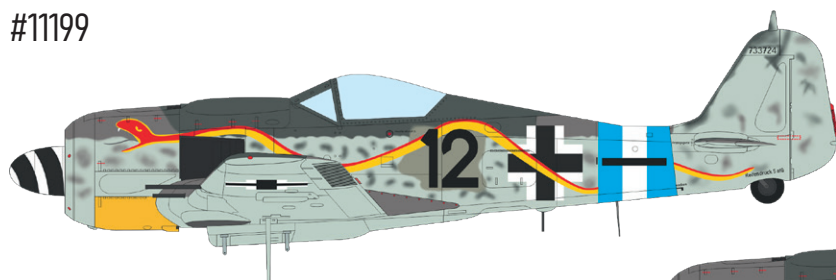


WILDE SAU Episode Three: Until the Fall of the Empire

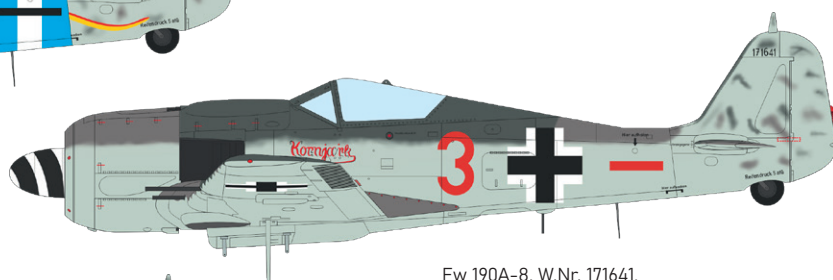
1/48



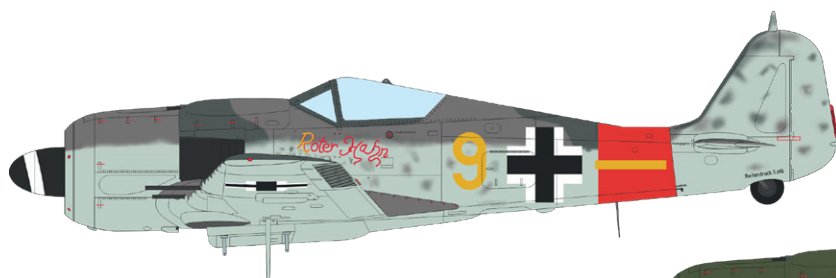
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**LIMITED
EDITION**


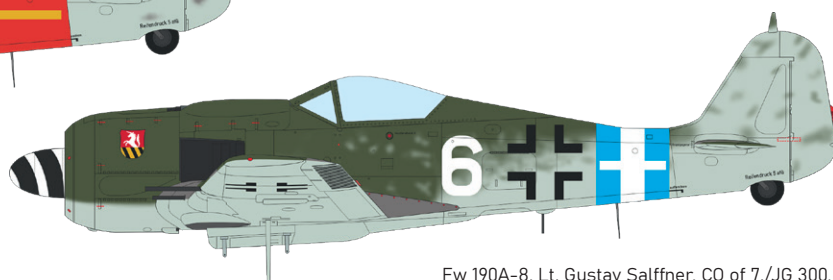
Fw 190A-8, W.Nr. 733727, II./JG 300,
Bayreuth-Bindlach, Germany, Spring 1945



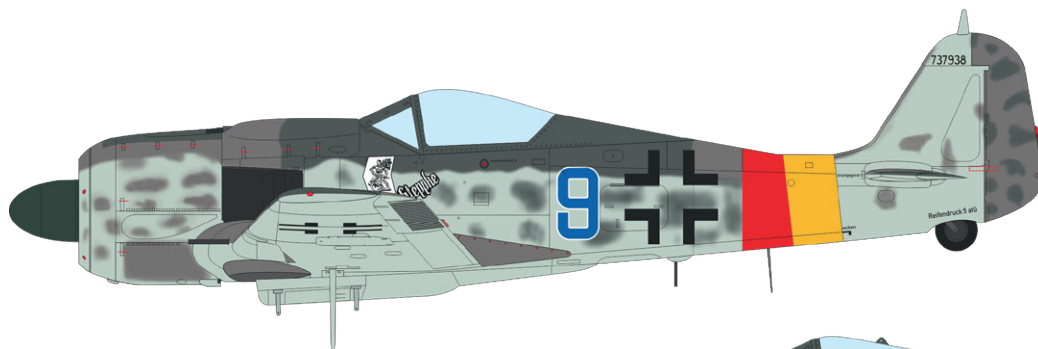
Fw 190A-8, W.Nr. 171641,
Fw. Konrad Bauer, 5./JG 300,
Erfurt-Bindersleben, Germany,
August 1944



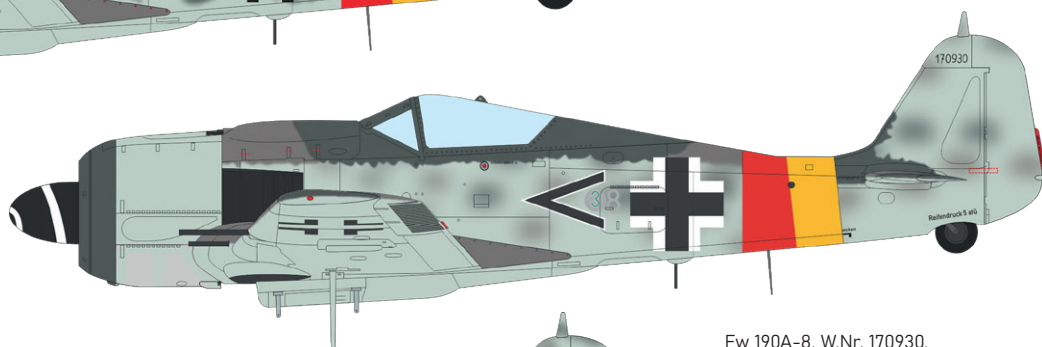
Fw 190A-8, Fw. Hannes Theis, 6./JG 300,
Löbnitz, Germany, October - November 1944



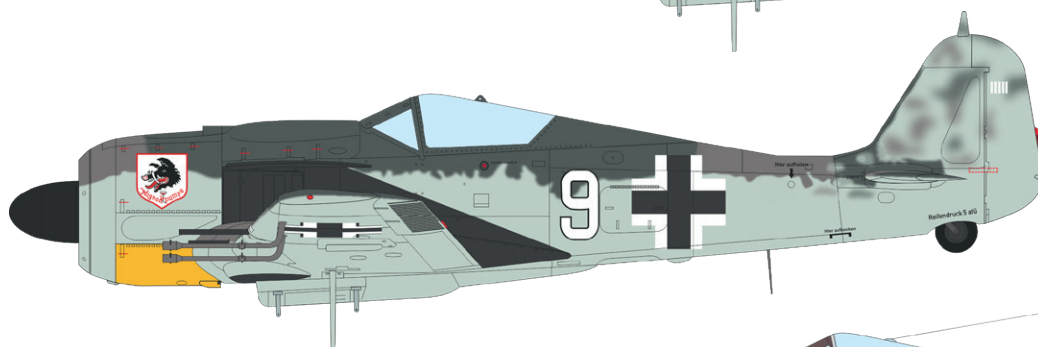
Fw 190A-8, Lt. Gustav Salfner, CO of 7./JG 300,
Löbnitz, Germany, March 1945



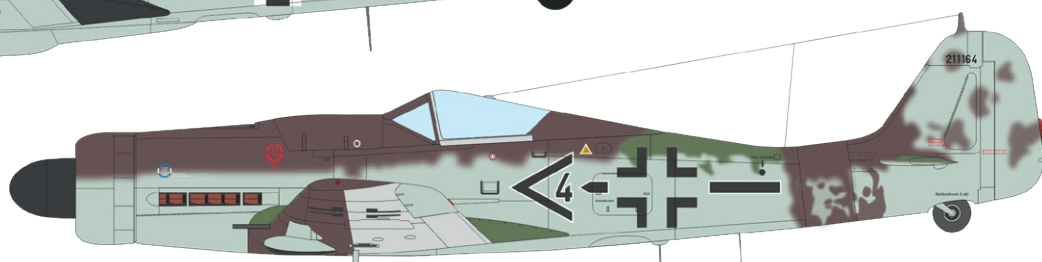
Fw 190A-8, W.Nr. 737938,
4./JG 301, Brunnthal, Germany,
1945



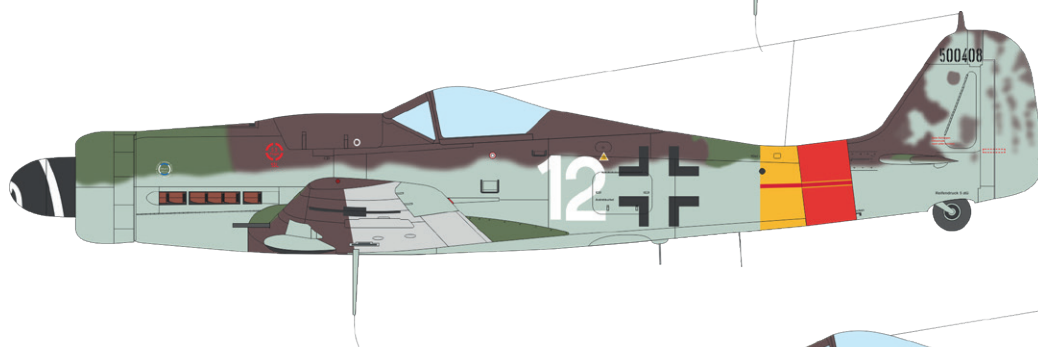
Fw 190A-8, W.Nr. 170930,
Stab I./JG 301, Hagenow,
Germany, April 1945



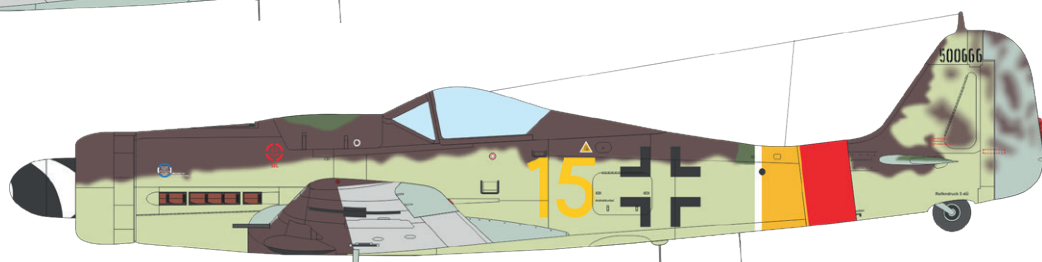
Fw 190A-8/R11, Ofw. Günther Migge,
1./NJGr. 10, Werneuchen, Germany,
March 1944



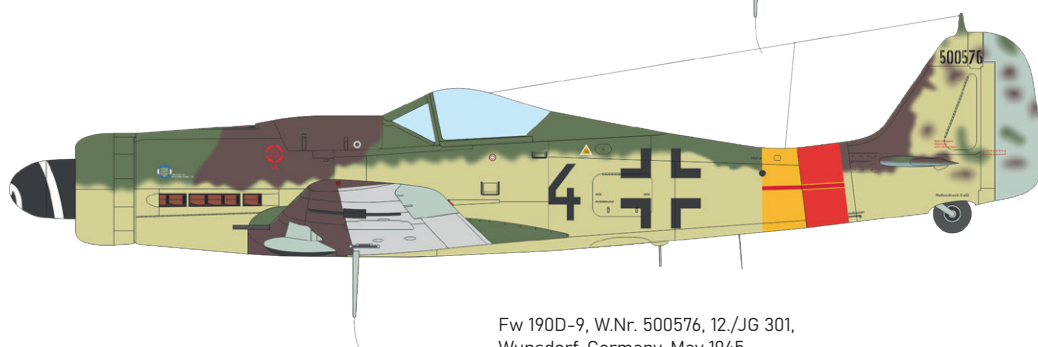
Fw 190D-9, W.Nr. 211164, Stab/JG 300,
Prag – Ruzyně, Czechoslovakia,
May 1945



Fw 190D-9, W.Nr. 500408, 5./JG 301,
Bad Langensalza, Germany, May 1945



Fw 190D-9, W.Nr. 500666,
II./JG 301, Erfurt-Nord Airfield,
Germany, May 1945



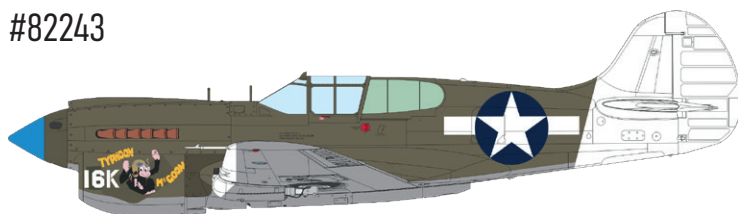
Fw 190D-9, W.Nr. 500576, 12./JG 301,
Wunsdorf, Germany, May 1945

P-40K Warhawk short tail

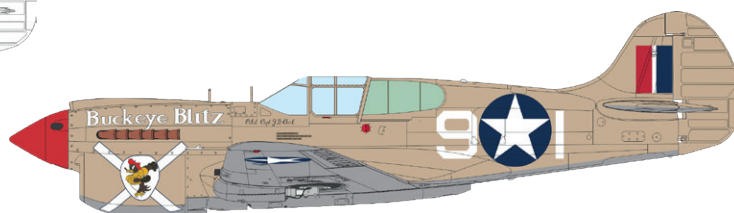
1/48



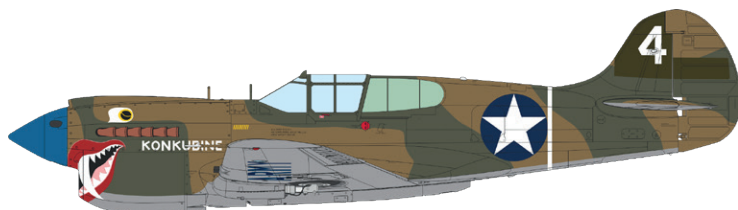
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ProfiPACK
 edition


42-46285, Lt. John Miller, 7th FS, 49th FG,
Dobodura, New Guinea, summer 1943



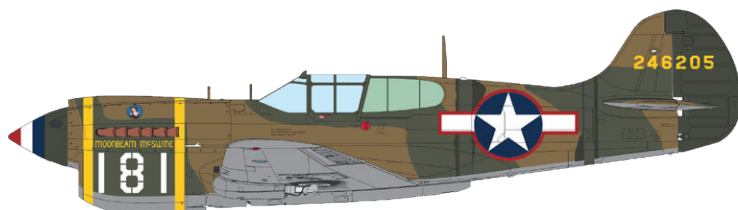
Capt. James G. Curl, 66th FS, 57th FG,
Tunisia, April 1943



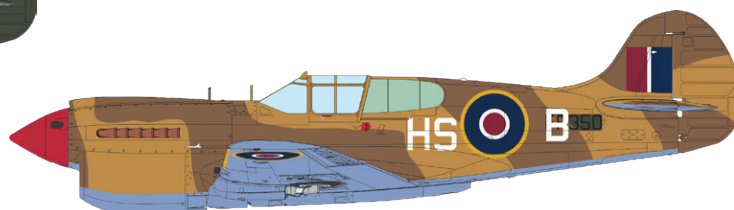
Lt. Robert McClurg, 25th FS, 51st FG,
Assam Valley, India, 1943



42-46263, 1Lt George R. Barnes, 16th FS,
23rd FG, Chanyi, China, spring 1943



42-46205, 47th FS, 15th FG, Hawaiian Islands,
1943/45th FS, Baker Atoll, December 1943



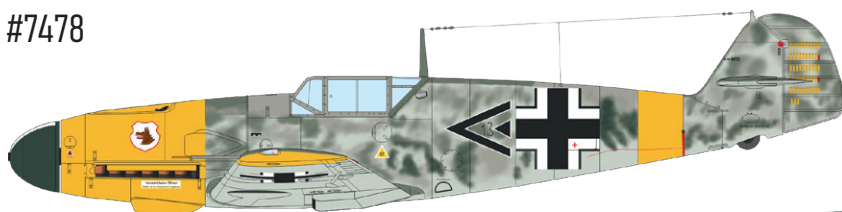
FR350, F/Lt James F. Edwards, No. 260 Squadron RAF,
Castel Benito, Libya, January 1943

Bf 109F-4

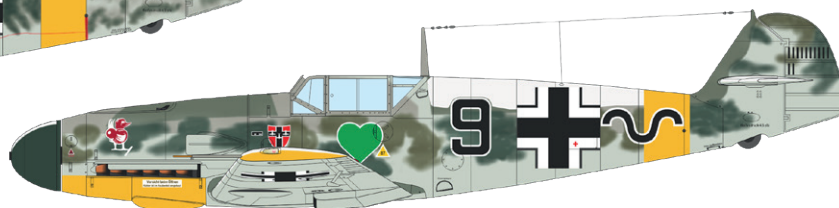
1/72



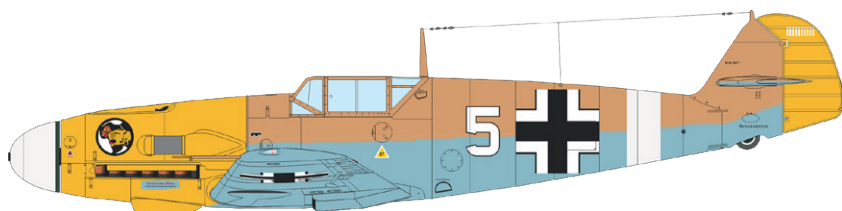
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WEEKEND
edition

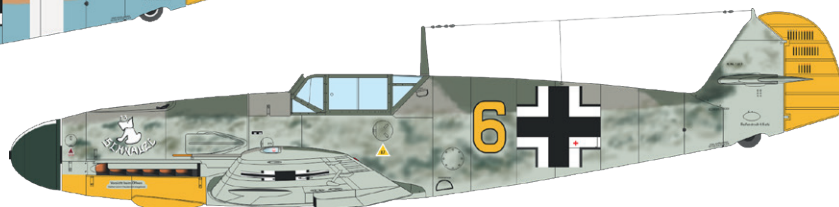
Bf 109F-4/Z, WNr. 8412, Oblt. Kurt Ubben,
CO of III./JG 77, the Soviet Union,
October/November 1941



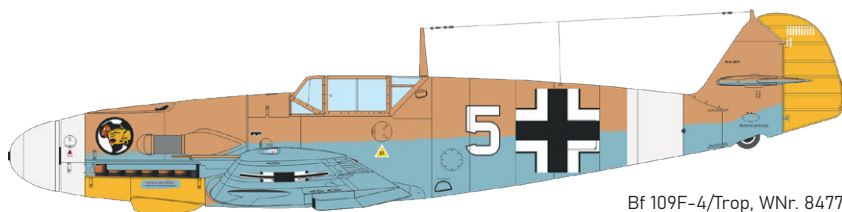
Bf 109F-4, Lt. Hans-Joachim Heyer,
8./JG 54, Siwerskaya, the Soviet Union,
April 1942



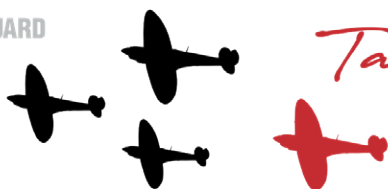
Bf 109F-4/Trop, WNr. 8477, Ofw. Albert Espenlaub,
1./JG 27, Ain-el-Gazala, Libya, November 1941



Bf 109F-4, WNr. 7223, Ofw. Josef Heinzeller, 3./JG 2,
Beaumont-le-Roger, France, May 1942



Bf 109F-4/Trop, WNr. 8477, Ofw. Albert Espenlaub,
1./JG 27, Ain-el-Gazala, Libya, December 1941



E-DAY 2026 SETS A RECORD

Text: Jakub Nademlejnský

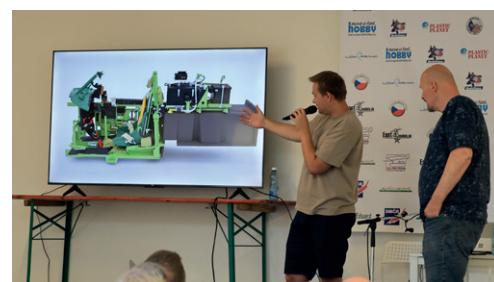
When we evaluated E-Day 2025 last year, my colleagues and I agreed that it should continue to be held at the Zahrada Čech Exhibition Centre in Litoměřice. We immediately began discussing possible dates with the exhibition center's management. Unfortunately, it was already quite late — dates are reserved as early as the beginning of the year, whereas we didn't make our decision until mid-October. Consequently, the only available dates were 26–28 June; the exhibition centre could not offer us any others. At the time, we reluctantly accepted the dates, knowing they weren't ideal. Summer vacation was just around the corner, and we didn't yet know that there would be another unpleasant surprise later that year: the Minister of Education would announce a shortened school year, ending it on Friday – the very start of E-Day. So our prospects weren't exactly rosy. As we planned the schedule with our colleagues, we hoped that E-Day wouldn't be rained off. At the back of our minds, we also had the thought that it might be hot, maybe even sweltering.

Even in our worst-case scenarios, we didn't imagine that all-time temperature records across the whole of the Czech Republic would be broken on E-Day. In fact, not only was the temperature record in neighboring Doksany broken on Saturday with a reading of 40.6 °C, it was broken again on Sunday with a reading of 41.9 °C. I have to tell you, none of us really expected this. When we started checking the weather forecast a week before E-Day and these catastrophic scenarios appeared, we made funny jokes about how we'd be swimming in our own sweat. And that's exactly what ended up happening. Our colleague Zdeněk Nožička sweated through three T-shirts on Friday alone while setting up the booth. At the start of the week leading up to E-Day, we immediately began planning our cooling system. We bought hoses with nozzles to create mist gates, and we discussed with the exhibition center what other water features were available. Fortunately, Litoměřice is a small town where everyone knows each other, so thanks to our friends on the catering team, we were able to get the number for the local volunteer fire department. We would like to thank them once again for regularly driving out to spray us and the visitors with water and for joining us in a spontaneous 'hurrah' action to disperse

a demonstration against repeated suppression of less known types at the expense of Mustang. On behalf of my colleagues and myself, I can say that I have never seen so many positive comments about the organization of the event in the history of E-Day. Of course, we can't control the weather. However, in terms of organization and the program for visitors, this was perhaps the most positive E-Day for me. It was also one of the most relaxed. The two-day format allowed visitors and us to enjoy E-Day to the fullest. The afterparty on Saturday evening also attracted a fairly large number of participants, and I hope they enjoyed sitting around with a beer and some good food.

What didn't go so well, though I must admit I was somewhat expecting it, was the lower turnout of modellers in the competition categories. Of course, Czech modellers aren't used to two-day events. I can see why some might think it a waste of time to travel to Litoměřice with their models for the whole weekend. However, a group of Italians arrived in good numbers, having packed up with their friends and hopped into two big cars. They competed, spent an evening exploring the town and its restaurants, enjoyed Saturday night at an afterparty with other modellers, did some shopping at the stalls during the event, strolled through the exhibition and chatted with friends. When they left, they told me that it was just like Disneyland—they had everything they could have wished for that weekend. Except for the heat – I'm sure they didn't wish for that!

I'd like to remind Czech modellers in particular that E-Day used to be a two-day event, attracting many more competitors. It's worth coming as a competitor — you get free admission and, as a reward for participating, you receive a model. Registration is free! You won't find that at any other competition in the world! If Czech modellers aren't interested, I believe we can gradually turn E-Day into a much more international exhibition. Foreign modellers will come if we prepare a good program for them, among other things. This means that E-Day will become more international in future. For example, next year we are planning to invite more foreign guests and hold more presentations and workshops in English. I hope this will also boost the competition's prestige. I'd like Czech modellers to have the



chance to compete against the international elite right here in the Czech Republic. My plan for the future is to collaborate with other prestigious competitions worldwide to organize something akin to a modelers' Champions League or Grand Slam. But maybe we'll talk about that another time. I already know when that will be. Everyone, mark your calendars for 18–20 June 2027. I look forward to seeing you at the next E-Day!

KOVÁŘSKÁ 2026



5 SEPTEMBER
10:00 - 19:00



82ND ANNIVERSARY OF THE RUHLAND MISSION / AIR BATTLE OVER THE ORE MOUNTAINS

4 - 6 SEPTEMBER 2026 - PRIVATE PROGRAM FOR MUSEUM GUESTS

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