

INFO | Eduard

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EDITORIAL

Good day, ladies and Gentlemen

Welcome to the final newsletter of this year. As matter of course, this will apparently also be the next to last newsletter released under our current publishing system. As you know from before, we are about to embark on a change to the Triobo digital publishing platform. This should happen in January, when we will publish the newsletter in its classic form, but we will simultaneously put one up on a trial basis using Triobo. Then, both yourselves and us will be able to test out the new system's functionality, and if it works well, February's newsletter will come out only through Triobo. I can deflect any skepticism regarding the release of new items by assuring one and all that Triobo will not be generating any reader discomfort. On the contrary, it's a logical step consistent with our progress as a whole over the last several years. From our initially humble marketing capabilities, we have turned what is basically a flyer into a company e-magazine that assures something for pretty much everyone in a good read before bedtime or at the breakfast table. Given the current range of our published newsletter, which includes at least three detailed historical and technical articles and four boxart story editions added this year to each issue, we are at the point where an innovation raising reader comfort is at hand. Our evolution will not end with the implementation of this new system, either. The near future will also see further changes that will improve graphics. It's also no secret that we are kicking in some changes to distribution, a part of which will affect our long awaited printed version. That idea still presents itself as a little beyond our capabilities, but we believe that through the course of the year coming, we'll get there. It will likely take the form of a quarterly collection of historical articles. And if you're worried about the printing option of our monthly newsletter, don't be...

Brassins and 3D Production Prints

We are at the end of the year, and as you can see, right from the get go I'm diving headlong into the favorite part of this time of year, an assessment of our successes achieved and a look at future plans. Its 'favorite' status also makes it a bit of a dangerous endeavor, because the interpretation of the successes is often off by those who make them, and virtually everyone misses future plans to at least some degree. I am no exception, and as an example, I can cite the fact that my plans for the release schedule of kits typically come out at around fifty-fifty, despite them coming out of detailed planning involving my colleagues six months prior to the end of the year. But then it just pleases me that much more that the planning for the evolution of the Brassin line came out pretty much spot on. This concerns



the switch over to 3D printing where previously, everything was cast. This is a good example of a switch whose dynamic can be almost hellish. From last fall, when we integrated 3D printers into our production system, to the midpoint of this one, we switched the majority of our production to straight 3D prints. The remainders of the products that are still cast resin are wheels and the landing gears that are in bronze. This month, another two 3D printers should arrive, giving us a total of six and I expect our printing capacity to rise through the year. The reason why we are investing and focusing so much on these innovations is simple. 3D printing offers a completely different level of quality. It represents the biggest breakthrough in the industry since the introduction of cast resin sets by Francois Verlinden some thirty-five years ago. Compared to casts, 3D prints are more precise, geometrically stable with time, don't require removal from casting blocks that sometimes can affect fit and can be quite labor intensive, and they don't require the same level of cleanup and don't present the same fit issues. 3D prints are used in much the same way that the plastic parts of a kit are used, and the only real complication that remains is the need to use CA glue for installation. And that's not typically a big issue and is something most modellers have mastered. A significant issue that is resolved by the use of 3D printing concerns health. A segment of the population is allergic to cast resin materials, but no such problem is known with 3D prints, at least with the use of our 3D printing materials, which were developed to be bio compatible. Another advantage of 3D prints is that they are simpler because the number of small parts in a given assembly can be printed together as one, where the same assembly could not be cast, to say nothing of injection molding. A good example are the pushrods on a radial engine, various cabling offset a distance from the main block of a given item, and various structural elements of aircraft, such as

landing flaps. The height of this idea is represented specifically by the speedbrakes on the F-16 in 1:48th. These will be released in February, and when you see them, take a good, close look at them. It's worth it. Landing flaps are an example of this type of product that is gaining in popularity very quickly. But in order to not get too long winded on the subject, and to keep from repeating things that have already been discussed at great lengths, I will just mention that this is a great example of a successful innovation and something which we will intensively continue to develop. It is interesting to note that the Brassin department was formed twelve years ago as a result of some of our people being displaced by another innovation, our switch from electroplated molds to direct CNC milling of Certal plates. We didn't want to just let these people go, and the fact that they had experience with making molds and casting polyurethanes, epoxies and synthetic rubbers played only a small role in that. Back then, we recognized that we were undertaking a large innovative step and it required from us a lot of work before it would bear any fruit. But exactly what that fruit would look like, and what kinds of doors it would open up with kit production for us was vague. Although 3D printing was already around at the birth of the Brassin department, used for the manufacture of masters, no one could have anticipated the level of modernization it was to bring in terms of manufacturing accessory sets!

The New Warehouse and Associated Move

With the coming of new 3D printers would come the potential of a major lack of space. This was coming either way, and our main facility in Obrnice has no more room to expand into. We have been looking for a solution to the problem ever since we had that blaze two years ago. Immediately after the fire, we began preparing for the construction of a new warehouse, into which we would have moved our

retail department, packaging of kits and machining and molding, which would entail complete kit manufacture. Unfortunately, we encountered escalating problems with the build proper, leading to the cessation of the project. A new solution was found last year in the fall, when we found a facility of suitable size for our needs. Its purchase was delayed by typical Czech bureaucracy, but the deal was finalized in September. We expect the first renovation to be completed at the end of January, and we will move the retail and packing sections into it at the beginning of February. This on its own will bring a shortfall in the expediting of mail, and it will likely last through a good chunk of the first half of the month. The exact timeline will be outlined in the January newsletter.

The second phase of the reconstruction will be more complicated, because it will involve the setting up of space for the installation of the presses and tooling shop. This is technically more complicated and the project is in preparation, and the optimist in me is hoping for completion by the end of next year. After this is completed and kit manufacturing is moved, its current space will free up and at the very least, a good chunk of this space will be occupied by the Brassin department. And then there will be nothing stopping it from evolving further.

New Prices

As long as we're on the subject of changes, we are entering the new year with a new price structure. This is a significant change and a sensitive topic which we have been putting off to the end of the year. Prices will increase in intervals of 11 to 15% depending on the price group. Price increases will impact retail and wholesale costs in Czech Crowns and Euros, but won't affect US retail prices. They will take effect during the shutdown of the retail department before Christmas, which this year will be December 19th when we will be accepting the last of our orders which will have dispatched guarantees by before the holidays. As with every year, this will be followed by our taking inventory, and this is when the new pricing will be implemented. So, your last chance to buy at current prices will be December 19th. Retail will reopen, with the new prices, probably the first week of January, 2023, and in all likelihood, this will be on the 3rd or 4th of the month.

Nuremberg, 2023

It is necessary to now say something about our participation at the Nuremberg Toy Fair for 2023. As you all know, I have always maintained the importance of our participation with this event. Our regular attendance has been consistent with this notion. Unfortunately, the need to cancel the last two years due to covid restrictions was less than pleasant. Participation of firms in the upcoming event will be low, and what's worse, many of our retail partners and journalists won't be there, either. For this reason, we decided to tone down our own participation at the event. We are not cancelling it outright, but we will reduce our floor space and share it with our colleagues at Special Hobby. We are also cancelling our regular press

conference. I am hopeful that this is all just temporary and the fair will return to its past glory and significance in our industry in the years to come. But it may not happen that way, in which case this may be our last participation at this event.

And that ends our look at the upcoming year. In our next installment, we'll have a look at the future production side of things, dedicated first and foremost on new kits for 2023. Now, we will have a look at new releases for December. Because these have been available since the last week of November, I won't outline all of them; just the more significant items.

Kits

December finds us continuing on with our Zero project, originally known as Project Voldemort, with a Limited Edition kit dubbed 'Samurai'. As with most kits currently coming out of this line, 'Samurai' is a Dual Combo boxing with two complete sets of plastic in the package. The kit allows for the building of two versions of the A6M3 Zero, the Model 32 and the Model 22. The marking options contain twelve aircraft, six of each flavor. When I was a more active modeller in my youth, the A6M3 Zero Model 32 with its relatively attractive camouflage schemes was considered the most striking of all versions. I hope that you will see it the same way, at least up to the point when we come out with other variants that promise to be no less attractive! In the ProfiPACK line, we have a 1:72nd scale Bf 109E-3, a kit developed in association with Special Hobby. SH have released this kit in several boxings themselves, but I believe that our version of the kit will capture your attention and interest. Of the most important aspect of the kit, its marking options, I can say that we gave it our usual high level of care and there are six attractive schemes to choose from.

In the 1:48th scale ProfiPACK line, we are re-turning the Fw 190D-9 to our range. This was originally planned as a re-edition of the original kit, but because we added an aircraft flown by Waldemar Wubke of JV44, which is also the subject of the boxart, we have given this kit a new catalog number. In the same line, you'll also find another straight reissue, the Bf 109G-10 Mtt. Regensburg, also in 1:48th. This is a kit that was quickly sold out and is making a long awaited comeback.

In the Weekend line, we have the P-51D-10 Mustang and Spitfire Mk.IXc in 1:72nd. Both feature attractive marking options. For example, in the Mustang kit, there is an option for Man O' War flown by Claiborne Kinnard of the 4th Fighter Group, 8thAF. This is a bird firmly etched in the minds of me and my peers thanks to an old 48th scale Revell kit, sold in the late eighties in the Czech Republic. I still have the kit. For the Spitfire, we have the S/Ldr Karel Cermak flown aircraft, in which he shot down an Fw 190A-8 in June, 1944 above Normandy.

Accessories

The thing to note this month in terms of newly released accessory sets is the 1:48th scale P-38J Cockpit for the Tamiya kit. It is one of the nicest sets of this type to be released in the Brassin line. I think it's an excellent example of the capabilities of 3D printing that are

presented to the modeller that I wrote about above. This set is unique not only for its level of detail, but also for the engineering that went into it, which significantly eases the integration of the set into the model. The installation is even easier and smoother than the kit cockpit, which is virtually unheard of in the world of aftermarket accessory items. This quality could make accessory items very interesting to more modellers in the future, because modellers who in the past avoided using resin sets due to their labor intensity will now find them attractive.

Another interesting and welcome item is the wheel well set for our F6F Hellcat, a kit also making its way back into our range. The popularity of this set is leading us to thoughts of developing further sets, such as a cockpit set and perhaps a wingfold set. It won't be easy, though, because when it comes to the Brassin line, we have a lot of conceptually and from a production standpoint, intense projects planned for newly released kits such as Tamiya's F-35.

One more thing I would like to point out that is related to the Brassin line. These are nice, subtle little items for German AFVs in 1:35th and two sets of American Carly life rafts for forty people in 1:350th.

In the Space line, we have six new sets for the month, among which are two 1:72nd scale sets for the Arma Hobby Ki-84 and P-51B. In the photoetched department, we have a P-39 set for the kit from the same manufacturer, and a new set for the new Mi-4 in 1:48th from Trumpeter. This is a kit that I am personally looking forward to. Besides the aircraft sets, we are also covering ships and AFVs, and we have the regular lineup of new BiG Eds, with their Brassin equipped BiG Sin counterparts.

Literature

In the popular article department, we've got the second part about the Lexington from Mira Baric, and the already ninth volume covering the air war over Ukraine. This time, we also have a technical article dedicated to modelling adhesives and their optimal usage by Joe Blazek. Add to that our still new boxart stories, dedicated to the description and explanation of the events depicted on our box covers for the month.

And that's just about it for this year. In closing, I will just reiterate that we are accepting orders until December 19th, after which it will not be possible to guarantee delivery of goods from our e-shop at the current prices. The reason for this is the aforementioned re-pricing of our goods, which will take place during the holiday shut down of the retail department. The e-shop will come back to life after we conclude our inventory taking and re-pricing, which will happen after January 1st, 2023.

So, dear friends, thank you all so much for your support throughout 2022. I wish you all a very Merry Christmas and all the best into 2023!

Happy Modelling
Vladimir Sulc

Searching for the lost ships with Paul Allen

USS LEXINGTON

Part 2

Text: Miro Barič

A shot down Betty bomber photographed from Lexington's deck on February 20, 1942.

Previously our story about the aircraft carrier USS Lexington (CV-2) ended at the time of the Japanese attack on Pearl Harbor. She avoided it because on December 5, 1941, set sail for Midway Island to deliver 18 Vought SB2U Vindicator dive bombers belonging to the US Marines unit VMSB-231. Thanks to it she could enter the WWII battles intact from the beginning.

Let's travel back in time though, to Chicago in 1920s and 30s when the city was ruled by the notorious gangster Al Capone. His close associate was a lawyer, Edward Joseph O'Hare nicknamed Easy Eddie. In 1930 he decided to defect to the side of law and became a federal agents' informer. He led them to Capone's bookkeeping records and help cracked their code. He also reminded them that in the beginning of his trial Capone bribed the jury. Consequently, a judge replaced the jury and in 1931 Capone was sentenced to jail. In November 1939, a week before Capone was released from prison, Easy Eddie was assassinated. While he was driving his Lincoln Zephyr two men fired their shotguns at him from the passing car. O'Hare died on the spot and his uncontrolled car hit a pole. The killers disappeared in the traffic and were never tracked down. They were supposedly Ca-

pone's hitmen. O'Hare senior paid for gangster's jail time with his own life then. It is said he wanted to avoid prison, that he did not want to stand in the way of his son to enter the Naval Academy or that he wanted to restore his tarnished reputation and set a good example to his son. Allegedly he brought his son up to recognize good and evil and wanted him to become a better man that he was.

Medal of Honor

That son was "Butch" O'Hare who was awarded Medal of Honor for his action on February 20, 1942, as a very first US Navy fighter pilot during WWII. On that day he took off USS Lexington deck as a part of a larger group of Wildcats. The fate however put him alone against a group of Japanese bombers. His father taught him to face the evil regardless the odds. Edward

Henry "Butch" O'Hare was born on March 13, 1914. After his parents divorced in 1927, he lived with his mother Selma and sisters Patricia and Marilyn in St. Louis while his father relocated to Chicago. In 1933 he started his studies at the Naval Academy in Annapolis from which he graduated in 1937. Next two years he served on the battleship USS New Mexico. Then he was sent to Pensacola for a pilot training which he completed on May 2, 1940. He was assigned to VF-3 fighter unit aboard Lexington's sister ship, USS Saratoga (CV-3). First, he flew Grumman F3F and after that Brewster F2A Buffalo. VF-3 executive officer, Lt.



Butch O'Hare in the cockpit of a Wildcat captured in one of the propaganda photograph series taken in April 1942 on Hawaii. Note the censored unit insignia.

Photo: U.S. Navy National Museum of Naval Aviation

Photo: Naval History and Heritage Command



Butch wears non-standard cowboy leather belt in this color photograph.

John "Jimmy" Thach heavily focused on the air gunnery training. Under Thach's leadership most VF-3 pilots, including Butch, became excellent marksmen.

O'Hare's first flight in the new Grumman F4F Wildcat fighter took place on July 21, 1941. Flying it off Saratoga he entered the WWII battles. In the beginning of 1942, the ship patrolled between Midway Island and Pearl Harbor where she was hit by a torpedo fired from the Japanese submarine I-6. She had to return for repairs and VF-3 transferred to Lexington. And that is where Butch's star rose. Lexington was a core unit of the Task Force 11 under the command of Rear Admiral Wilson Brown. On January 31, 1942, she set sail together with two heavy cruisers and seven destroyers. Her own fighter unit, VF-2 was left behind to convert to Wildcats. Besides 18 fighters from VF-3 there were 37 Douglass SBD Dauntless

diver bombers and 13 Douglas TBD Devastator torpedo bombers aboard Lexington. Later two more heavy cruisers and four destroyers joined TF 11. This formation was getting ready to attack Rabaul. The American ships were located 450 miles north-east of the target when on February 20, 1942, they were spotted by Japanese Kawanishi H6K Mavis flying boat. It was promptly shot down by Jimmy Thach and his wingman Ens. Edward Sellstrom. Later the Lexington fighter pilots added another H6K to their score. The formation's position however was discovered and all available 17 Mitsubishi G4M1 Betty bombers from 4. Kōkūtai were dispatched against it from Rabaul. Each aircraft was armed with two 250 kg bombs since the air torpedoes were not available in Rabaul at that time.

The Japanese split into two formations to increase the chance of finding the Americans. At 16:25 Lexington's radar detected the first group of nine G4M1 47 miles away. 16 out of 18 Wildcats were sent to combat. O'Hare and his wingman Lt.(jg) Marion Dufilho were also airborne. This pair however was ordered to circle around the ship. First nine Bettys were annihilated. Only four made it to Lexington but failed to score any bomb hit on the wildly maneuvering ship and were shot down on their return flight – two of them even by Dauntlesses. Not a single crew member from this G4M1 group survived. The American losses were two Wildcats and a pilot. They were shot down by Bettys' rear gunners with their 20 mm cannons when they approached straight from behind without any maneuvering.

Alone against eight

While most VF-3 fighters battled the first group of the enemy bombers, at 16:49 another one appeared on Lexington's radar.



Butch O'Hare and Jimmy Thach at Kaneohe base, April 10, 1942. Note details of the propeller in the background.

This time eight G4M1 approached from the opposite side, 30 miles away but coming in fast. Butch and Dufilho were sent against them – no one else was available at that moment. Soon it turned out that O'Hare would remain alone. Dufilho's guns jammed, and he could not fire a single shot. O'Hare did not attack fast flying bombers from rear but from above and astern. His four 12.7 mm caliber machine guns had 450 rounds each. He performed deflection shooting and took full advantage of his thorough air gunnery training. His bursts hit the Japanese bombers with such accuracy that he shot off the engine out of one of them! He attacked the Japanese formation four times until he ran out of the ammunition. Thanks to his actions only four bombers made it to Lexington. One of them, heavily damaged, attempted a suicidal attack. It did not hit the ship however, neither did the bombs from the other Bettys.

O'Hare was convinced that he had hit seven bombers, six of them shot down. Officially he was credited with five kills which corresponds to the actual records. Four aircraft were destroyed immediately, fifth one made emergency landing on the water on its return flight. Butch damaged another two – there were the only two out of 17 dispatched that made it home. The Japanese reported one cruiser or destroyer sunk and setting the aircraft carrier on fire. They claimed eight Wildcats shot down. Gunners of the second group of bombers for example reported several kills during the repeated Butch's attacks – even though he attacked alone. His Wildcat was hit by a single Japanese bullet in the fuselage – another one, into the port wing came from his own AA defense. O'Hare piloted F4F-3 BuNo. 4031 marked F-15. After the return to the port this aircraft was transferred to VF-2 and remained on board of Lexington. During the Battle of the Coral Sea, it landed on USS



During the photo shoot in Hawaii in April 1942 kill markings were painted on both sides of the fuselage.



Butch O'Hare at the Grumman F4F-3 Wildcat's tail.



A pair of VF-3 fighters in flight on April 10, 1942. Wildcat F-1 (BuNo 3976) in the front is flown by Jimmy Thach. The second aircraft F-13 (BuNo 3986) is flown by Butch O'Hare.

Yorktown (CV-5) deck, so it survived that battle as well. Then it flew with VF-42 and later in US Marines MAG-23. It was struck off charge in July 1944.

The airport bears his name

The successful aircraft survived its pilot. Butch O'Hare became a fighter ace in a day and on April 21, 1942, he was awarded Medal of Honor. Later he assumed command of VF-3 which after an extended time spent on training new pilots was renamed VF-6 and equipped with new Grumman F6F Hellcat fighters. Flying Hellcat O'Hare added another two kills to his score. On November 26, 1943, he perished during the first ever night interception mission off an American aircraft carrier. The circumstances of his death have not been clarified up until these days. Probably he became a victim of a Japanese Betty's gunner during this night mission. Neither his Hellcat nor his body were ever found. Gearing class destroyer USS O'Hare (DD-889) which entered service in November 1945 was named after him. Butch's mother Selma was at the ceremony. This ship took part in the Vietnam War and in 1978 was sold to Spain where it served under the name Mendez Nunez. It was decommissioned and sent to the scrap yards in 1992. In September 1949 the Chicago airport was named after him, O'Hare International Airport, ORD. Wildcat marked F-15 is exhibited in Terminal 2 at this airport. It is an aircraft which had been recovered in good condition from Lake Michigan where it crashed in 1943 off the training aircraft carrier USS Wolverine. In 2001 it was restored to represent Butch's F4F-3.

Raid on Lae and Salamaua

Lexington was not to survive for too long neither. After the battle with the Japanese bombers TF 11 retreated from Rabaul but after joining forces with TF 17 gathered around Yorktown aircraft carrier the formation wanted to return and attack again. On March 8 the plans changed having found out that Rabaul port is empty. The Japanese invaded New Guinea and all ships sailed to the ports of Lae and Salamaua on the north-east coast of this island. In the morning of March 10, Lexington launched the first attack—eight Wildcats, 31 Dauntlesses and 13 Devastators armed with torpe-

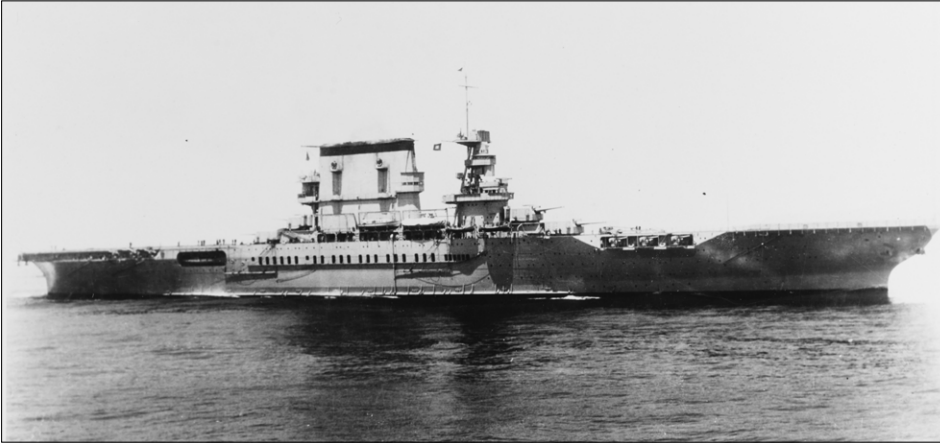
does. 15 minutes later Yorktown launched another 10 Wildcats, 30 SBDs and 12 TBDs, armed with bombs this time.

Sixteen Japanese ships were near the coast in the vicinity of Lae and Salamaua—light cruiser Yubari, 6 destroyers, 5 large cargo ships, a minelayer, two small minelayers and a float plane carrier. The American pilots claimed ten ships sunk including three cruisers and another five ships damaged. Three cargo ships were sunk and fourth one was seriously damaged. Most of the ships were claimed by Lexington aviators. One of the VF-3 Wildcats shot down a Nakajima E8N Dave biplane floatplane which aggressively tried to attack the American carrier-borne bombers. The Japanese AA defense shot down a Dauntless from Lexington, the only American loss.

On March 26, after this raid, Lexington returned to Pearl Harbor where she underwent a quick rebuild. Four turrets with eight useless 203 mm caliber anti-ship cannons were removed and replaced with 28 mm caliber AA quad cannons. 22 single barrel 20 mm caliber cannons were added as well. The ship armament then consisted of 12 single barrel 127 mm caliber cannons, 12 28 mm caliber quad cannons and 22 Oerlikon 20 mm caliber cannons. So equipped Lexington set sail for her last battle. Initially nothing indicated a fatal encounter. Ship set sail from Pearl Harbor on April 15, 1942, to deliver 14 Buffalo fighters from VMF-211 to Palmyra atoll located in the middle of the Pacific Ocean between Hawaiian Islands and American Samoa. After this task, in relatively peaceful waters, the ship was to conduct the exercises together with a battleship formation. On Ap-



Lexington in San Diego on October 14, 1941. Buffalo fighters can be seen in the front, Dauntless bombers in the background.



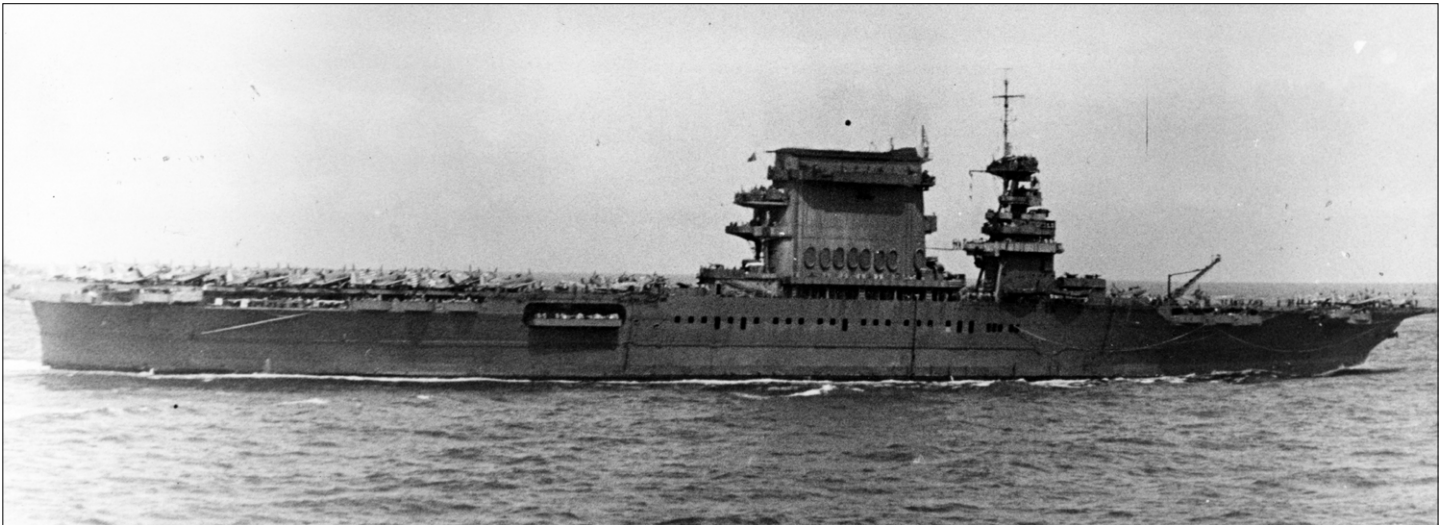
Lexington in the original outfit featuring 203 mm caliber cannons in the gun turrets.

ril 18 however the training was cancelled. The American and British code breakers concluded that the Japanese were preparing the landing at Port Moresby on the south-eastern side of New Guinea. Therefore, on May 1, 1942, Lexington again joined forces with Yorktown and her formation TF 17. Together they set sail for the Coral Sea with the intention to halt the Japanese plans. For this mission Lexington carried 21 Wildcats, 37 Dauntlesses and 12 Devastators.

First battle of aircraft carriers

Simultaneously with dispatching the invasion fleet to Port Moresby, the Japanese hit Tulagi in Solomon Islands. This mission was supported by the light aircraft carrier Shōhō. The main forces were supported the veterans of the Pearl Harbor attack-aircraft carriers Shōkaku and Zuikaku. The stage was being set up for the very first historic battle of the aircraft carriers. It was a first naval battle ever in which the opposing ships did not see each other and attacked

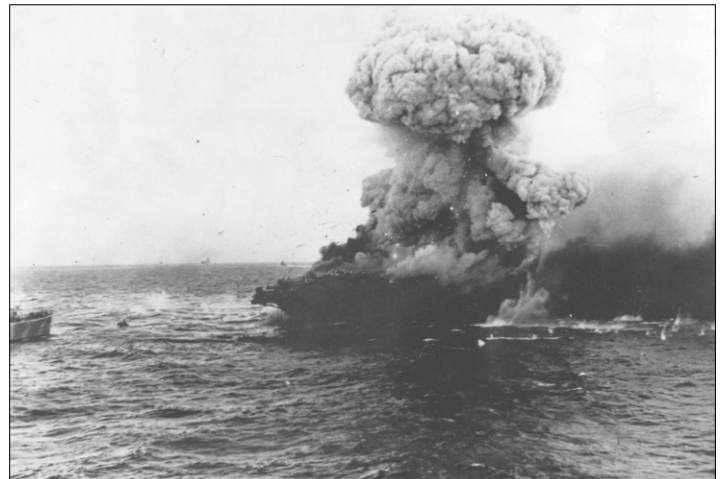
each other with carrier-borne aircraft only. It is necessary to add though that many mistakes were made on both sides resulting in chaos and the outcome was more-less hap-hazard. Both sides were aware of the opponent ships presence and tried hard to find them. Both incorrectly identified the support force as the main one and launched against them attack groups of their aircraft. On May 7, 1942, in the morning, the Japanese scout discovered a lone tanker Neosho escorted by destroyer Sims. It reported though, incorrectly, an aircraft carrier and a cruiser. The Japanese launched 78 aircraft from Shōkaku and Zuikaku against them: 18 Mitsubishi A6M Zero, 36 Aichi D3A Val dive bombers and 24 Nakajima B5N Kate torpedo bombers. Right after an American scout discovered the invasion fleet of the cargo ships but reported two aircraft carriers and four cruisers. The Americans too launched 93 aircraft from Lexington and Yorktown-18 Wildcats, 53 Dauntlesses and 22 Devastators. Both sides almost instantly realized their error. Japanese aircraft for some time fruitlessly searched for some more valuable targets and in the end decided to attack



After the Japanese attacks Lexington was damaged however received her aircraft back on the deck. Picture was taken from the cruiser USS Portland shortly before the fatal explosions.



Lexington under attack of the Japanese aircraft, May 8, 1942. Picture was taken from the deck of one of the attackers.



Ship's demise was caused by the explosions of the fumes leaking from the damaged aviation fuel tanks.

Neosho and Sims at least. The ships had no chance. After three bomb hits the destroyer broke in halves and sank immediately. Out of 192 crew members only 14 sailors survived. Neosho was hit by seven bombs and a Val which, hit by a defense AA fire, crashed on her as well. Seriously damaged tanker drifted for several days until she finally sank.

The Americans at last discovered the light aircraft carrier Shōhō attached to the invasion fleet and dived on her. Only two Mitsubishi A5M Claude and a Zero provided the air cover for her and another three Zeros took off at the beginning of the attack. They could not however stop the American onslaught. The Lexington aircraft hit the Japanese ship with two 450 kg bombs and five torpedoes. Shortly afterwards the Yorktown aircraft showed up and finished the burning wreck with 11 more bombs and 2 torpedoes. Shōhō sank 45 minutes after the attack was launched on her. All 18 aircraft she carried were lost as well. The Americans lost a Dauntless from Lexington. In the evening the Japanese attempted to find the American main force again but to no avail. Therefore, the aviators released their bombs and torpedoes and turned on their return flight. After the sunset they did find the American carriers-but they were without ordnance and misidentified the ships as their own. They started to circle and prepare for landing. After a while when the American destroyers started to fire at them the Japanese realized their mistake and flew away.

Decisive second day

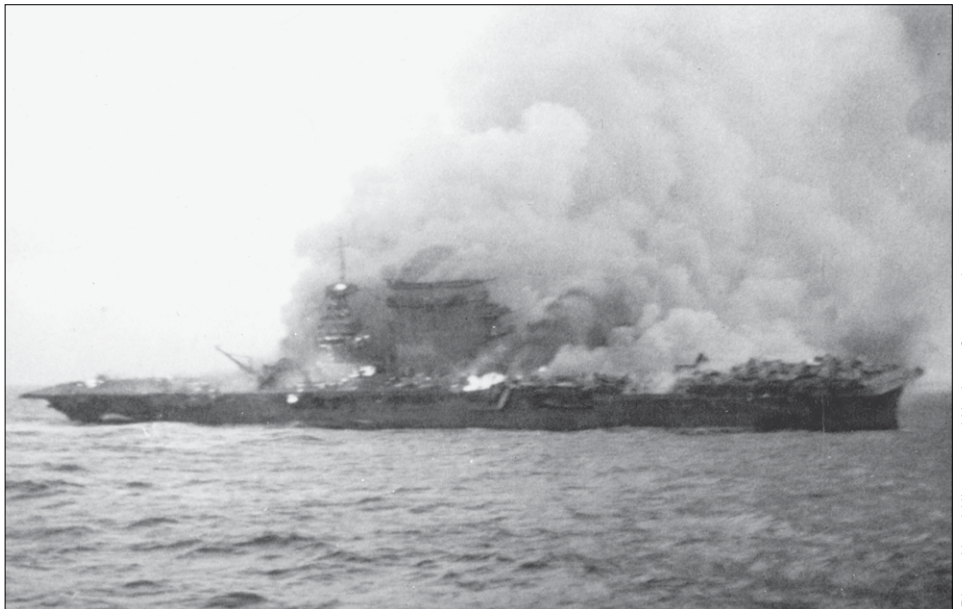
The first day ended with serious aircraft losses on the Japanese side and resulted in a small American victory in the form of Japanese decision to postpone the invasion of Port Moresby for several days. On May 8, 1942, morning the decisive battle was staged. The Japanese launched an attack with concentrated force of 18 fighters, 33 Val bombers and 18 Kate bombers. The Americans sent out two separate groups. Yorktown launched 6 Wildcats, 24 Dauntlesses and 9 Devastators. A while later Lexington launched 9 fighters, 15 dive bombers and 12 torpedo bombers. Yorktown aviators hit Shōkaku with two bombs, a bit later Lexington pilots scored another hit and the damaged Japanese carrier had to withdraw. The Lexington attack formation lost three Wildcats.

By a coordinated attack from both sides the Japanese managed to hit Lexington's port side with two torpedoes. Val dive bombers contributed with two bomb hits. Besides Wildcats Dauntlesses were also deployed to the ships' defenses. 15 took off from Le-



The aircraft on Lexington's stern, May 8, 1942, around 15:00. There are Wildcats in the front, Dauntlesses and Devastators behind them. Fire is raging in the hangar and the smoke is rising around the rear lift.

Photo: Naval History and Heritage Command



Burning, abandoned and listing Lexington, May 8, 1942 evening. There are still aircraft on the rear deck.

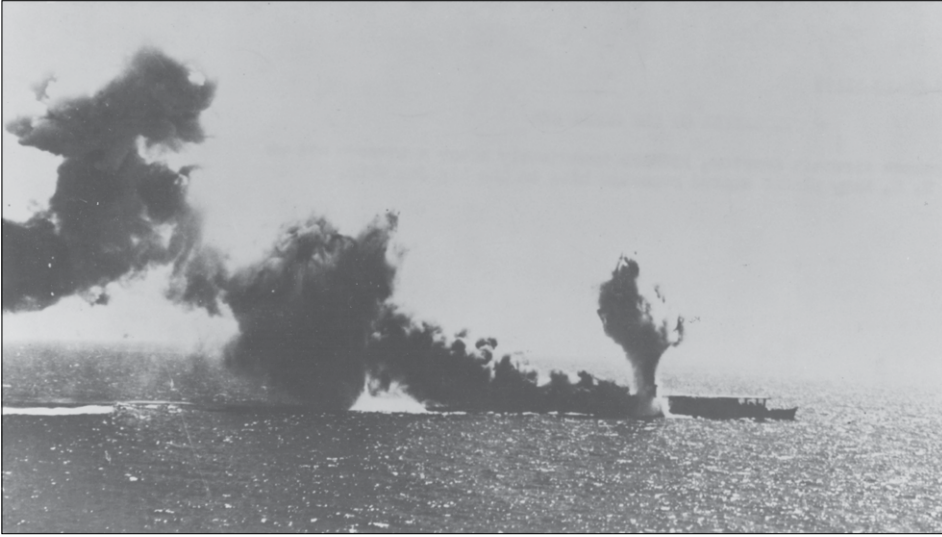
Photo: Naval History and Heritage Command



F4F-3 Wildcat sporting Butch's markings is displayed in Terminal 2 of the O'Hare International Airport in Chicago.

Photo: Raysonho

Photo: Naval History and Heritage Command



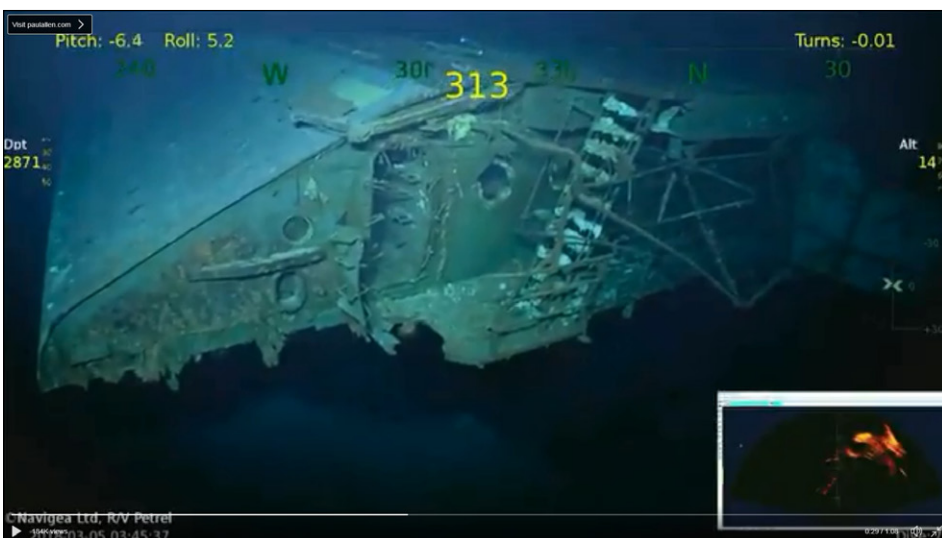
Japanese light aircraft carrier Shoho under the attack of the American planes, May 7, 1942.

Photo: Naval History and Heritage Command



Smoke is rising from the aircraft carrier Shokaku after she was hit by American bombs, May 8, 1942. Flames on the bow can be recognized.

Photo: PaulAllen.com



The flight deck edge of the sunken Lexington.

xington on a fighter mission. They managed to destroy three Kate torpedo bombers, another was destroyed by Wildcat fighter and four by AA defense. Two Vals were shot down during the attack on Yorktown but regardless, she suffered a bomb hit. On the return flight the American and Japanese formations engaged resulting in further air combat and losses. Both sides lost many aircraft, their ships were damaged and were running out of fuel therefore they withdrew from the battle. The American scored a victory because the Japanese had to postpone the landing at Port Moresby for two months worried about the Allied cruisers' presence in the area and in the end the invasion never materialized.

The Japanese were convinced that they had sunk two American aircraft carriers, those however were sailing under their own power and receiving the returning aircraft. Nothing indicated that the damages Lexington sustained could not be handled. No one realized though that the first torpedo hit had damaged the aviation fuel tanks on the port side. The fumes were escaping and concentrating in other areas of the ship. At 12:47 the sparks from the electrical motors caused the explosion and fierce fire. The flight operations were still not impaired and by 14:14 the last aircraft returned to the carrier. In addition to three Wildcats shot down, three Dauntlesses, one Devastator and one Wildcat, which had to make emergency landing on the water, were lost. At 14:42 another explosion followed and a fierce fire in the hangar interrupted the electric power supply to the ship's front section. Any hopes for saving the vessel were marred by the third explosion at 15:25 which demanded the full evacuation of the quarters bellow the waterline. At 16:00 Lexington came to full stop and at 17:07 captain Frederick Sherman gave the order to abandon ship. 2735 crew members were saved, 216 people perished. Captain Sherman remained on board until 18:30 to make sure nobody was left behind and left the ship as the last. Between 19:15 and 19:52 destroyer Phelps fired five torpedoes at Lexington and sank the ship.

3,000 meters deep

On March 4, 2018, Paul Allen and his research ship RV Petrel discovered the wreck of USS Lexington more than 800 km east off the coast of the Australian Queensland. The ship is broken into several sections. The largest part of the hull is upright at the bottom 3,000 meters deep. The bow and the stern are detached and found almost 2 km west from the main hull part. The bridge

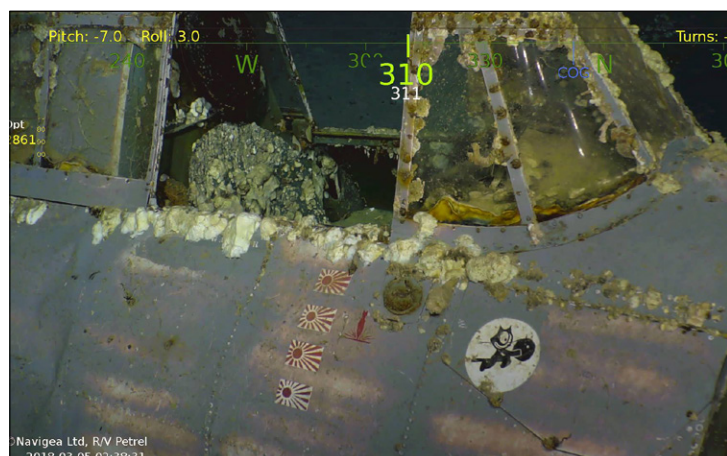
was also torn away and is located approximately in the middle of the wreckage debris. The underwater robot RV Petrel also located a Japanese torpedo which sank to the bottom after it had missed its target. An interesting discovery was made west of the shipwreck. There is a group of 11 aircraft which slipped off Lexington's deck when she was sinking—seven Devastators, three Dauntlesses and a Wildcat. The planes are in very good condition with well-preserved paint work. Besides the national markings the kill markings and unit insignia are still visible under a Wildcat canopy.

Sources:

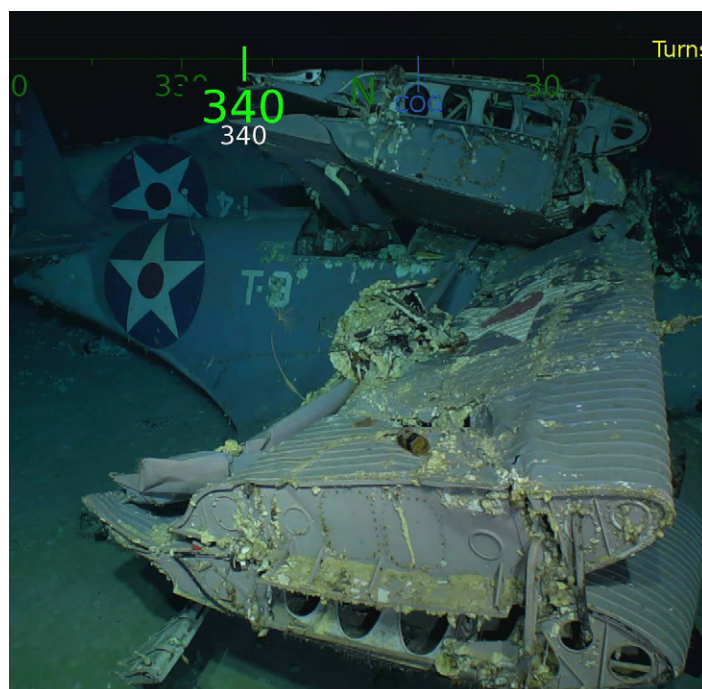
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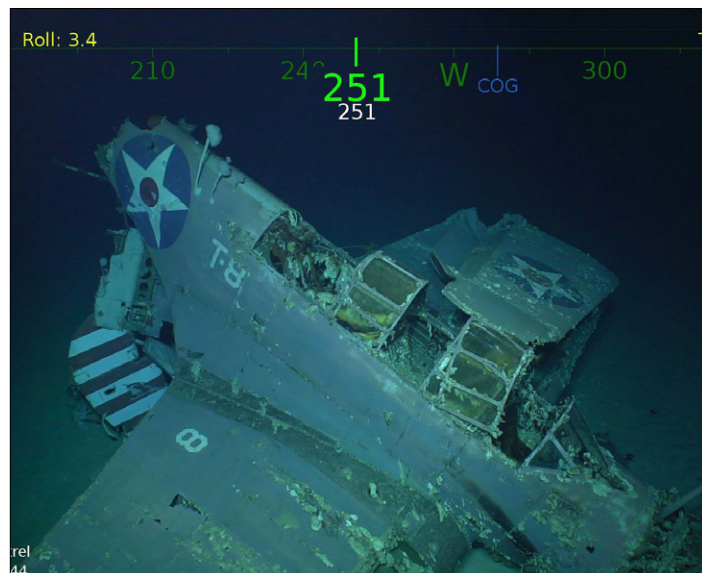
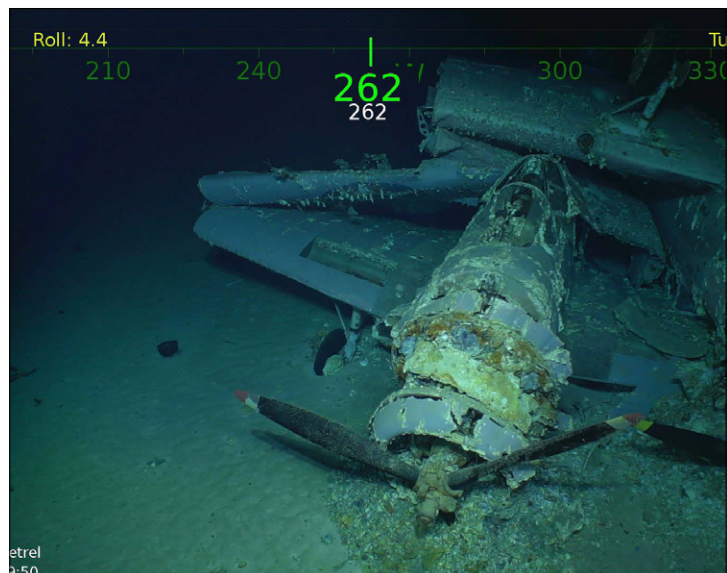
One of twelve 127 mm caliber cannons after 80 years on the sea bottom.



Besides the unit insignia four kills and one bombing mission markings are still visible under a Wildcat canopy.



A group of Devastator torpedo bombers rests at the bottom of the ocean.

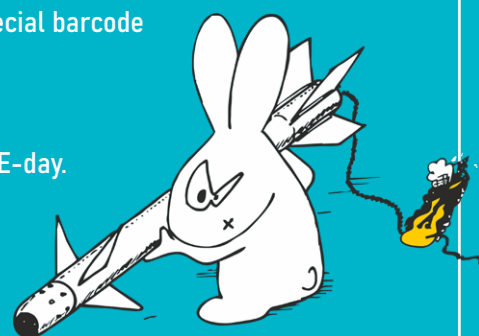


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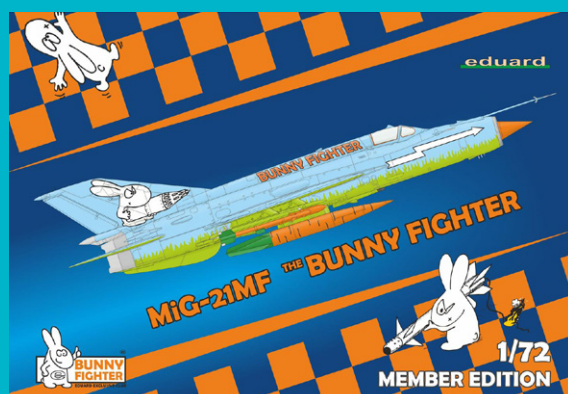


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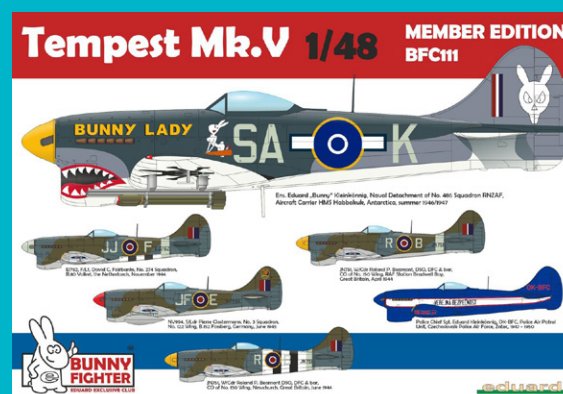


BOX CONTENT:

Plastic parts, Marking options 4, Decal Set, PE parts, Maska, Brassin parts (undercarriage wheels, cockpit, exhaust nozzle, FOD).



Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

Plastic parts, Marking options 6, Decal Set, PE parts, Maska, Brassin parts (two different types of wheels, landing flaps, dust filter with eyelid, intake ring and RP-3 60lb rockets), 3D decals for main and side-walk instrument and control panels with photo-etched details and seat belts.

PAPPY OF THE STRAFERS III

THE PAIN AND THE DETERMINATION



photo: John F. Heyn Collection

Text: Richard Plos

The second part of this mini-series ended with the successful trials of the first Mitchell modified with the supplemental 0.5 inch machine guns which led to the intense work on rebuilding more aircraft. They were shortly to be in the action to fully prove their advantages.

In March 1943, shortly after the first tests of B-25s modified according to Pappy's directives, twelve of these aircraft took part in the Battle of Bismarck Sea during which they practically destroyed the whole Japanese convoy with supplies. During the first fifteen minutes they destroyed four cargo ships, two destroyers and all returned unscathed to the base. 3rd AG pilots were so excited by the new airplanes that they did not let Pappy in any of them and only co-pilot's seat in a

B-17, which also took part in the mission (in total 130 aircraft participated in it), was left for him to at least watch how his "children" fared in combat. He continued complaining about this unfair treatment long after the mission.

Success of the modified Mitchells caught the eye of the top brass in the USA and General Kenney was responsible for this as well since he did not forget to mention Pappy's share in his communication with the USAAF Commander, General Ar-

nold. He sent him technical drawings and asked him to lobby for the manufacturing of such modified aircraft directly by the North American Aviation factories. A little later, while already in Dayton USA, Kenney met with a group of engineers and designers from the Air Force Materiel Division who explained to him that all was wrong, the aircraft had an upset center of gravity, it was too heavy and in fact could not even fly ... I listened to them as patiently as I could and then explained to them that we had modified a dozen B-25s in this manner and they played a fairly important part in the Battle of Bismarck Sea. And that in the same manner another 60 aircraft were being rebuilt in Australia. Arnold looked at his experts and then kicked them all out of his office" recalls General Kenney in his book.

After that Arnold practically ordered Pappy to show up in Dayton as soon as possible to teach his experts something. Roughly a week afterwards Gunn flew to the USA and reported directly to the boss of North American Aviation, "Dutch" Kindelberger. The following three weeks Pappy literally lived in the Los Angeles factory and day and night worked with the designers on further improvements. When they were finished Mitchell featured not four but six machine guns in the nose and the whole airplane was better balanced.

Easy come easy go

Ironically, Pappy in fact was not authorized to fly Army airplanes since he did not possess USAAF pilot license. In that hectic wartime no one questioned him but one day Gunn approached General Kenney and asked: "General, where can I get those wings you have pinned on?" General answered that he could go to the officers' mess and buy them but Pappy explained to him what he meant, that in fact he had been flying the Army airplanes "illegally". Up until then Kenney was not perhaps fully aware who he had dealt with and only now found out that Pappy was a former Navy pilot flying since 1925. So, he immediately dispatched a request to General Arnold's office that Major Paul Irvin Gunn was to be issued the USAAF pilot's license retroactively as of December 7, 1941.

However, the message reached some bureaucrat in Arnold's staff and so two days later Kenney, to his great surprise, read a message stating that Major Gunn was to return to the USA where he will be admitted to seven months long pilot training and if successfully completed will be dispatched back unless he requested another assignment.

"As soon as I had calmed down, I sent a personal wire to Arnold marked Eyes Only, which told Hap the story of Pappy's life, suggesting a suitable disposition of the staff officer who had sent me the answer to my original wire, and inasmuch as I believed that Major Gunn knew more about flying than any instructor he had in the United States, I was again asking that Pappy be rated an Air Force pilot."

recalled General Kenney. Arnold immediately entertained his request and so soon enough, in his office Kenney could pin the pilot's insignia on Pappy's uniform. Pappy wasted no time, rushed to the financial department and claimed around four thousand dollars as a back pay for the pilot's position...

Then he requested time off and decided to fly to New Guinea where, as he believed, could become a millionaire in the local casinos. He sat on the right seat of a B-25 headed there, all that money stuck in buttoned pockets of his shirt.

During the flight the sun was hitting the cockpit hard, so Pappy tucked away his shirt on the back of his seat. He lit a cigarette and decided to let some fresh air in. In one move he jerked the side window open and an immediate pressure drop sucked the shirt out. It disappeared in the blue of the sky and ocean ... Pappy looked out hoping that it at least got caught on the tail surfaces, but no luck. So he took over the controls, turned Mitchell around and searched for the shirt on the water

the Philippines. The landing was to take place on October 20 on Leyte Island near Tacloban port on the eastern coast. In the meantime, the USAAF focused on the oil refineries and fuel dumps in Balikpapan on Borneo where the Japanese sourced most of their aircraft fuel for their Philippine bases with approximately three thousand airplanes located there.

As soon as Pappy learned about the planned landing, he started to devise his own plans. His first thought was to fly one

A little later, while already in Dayton USA, Kenney met with a group of engineers and designers from the Air Force Materiel Division who explained to him that all was wrong, the aircraft had an upset center of gravity, it was too heavy and in fact could not even fly ...

surface. Nothing again ... He dragged from his cigarette a couple of times, closed the window and after a moment of silence he stated: "Well then. Easy come, easy go ..." Shortly after, on May 10, 1943, General Kenney signed the paperwork for Pappy's promotion to a Lieutenant Colonel which could have been for him at least a small compensation for this loss.

The Philippines on fire

In the middle of September 1944, the American Strategic Command of the US forces in the Pacific decided to reclaim

of B-25s rebuilt to version with twelve machine guns to Manila and shoot to pieces hundreds of Japanese aircraft lined up on both sides of two miles long Taft Boulevard Street. The Japanese used it for both the take offs and landings as well as the storage. It was not a bad idea with one problem though, the Americans did not control any base from which a Mitchell could reach Manila. Pappy, who was eager to liberate the Philippines as soon as possible and rejoin his family, was however willing to fly despite the risk of running out of fuel on the return journey.



A dramatic view of para-bombs drop.

photo: Bill Swain



photo: John F. Heyn Collection

90th Squadron's Mitchell after the emergency landing at Dobodura base in New Guinea.

He calculated that point and requested the flying boat pickup. General Kenney of course disproved such an antic. Pappy did not give up and proposed to fly alone after removing both the dorsal and rear gun turrets and instead of the bomb load keeping only the full incendiary ammunition load for the gun machines.

Thanks to saved weight he would attach two three hundred gallon drop tanks under the wings so he would have sufficient fuel for the return flight as well.

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"He almost cried when I refused this plan as well. I tried to explain to him that for these planned operations I could not afford to spare a single B-25 for the time necessary for all these modifications" recalled General Kenney. Ultimately, he had to reject Pappy's third idea in which he counted on a clandestine landing in the Philippines, organizing a small army with which, thanks to his terrain knowledge, would give the Japanese hell by attacking from the rear during the landing. Gunn's effort to return to the Philippines as soon as possible was understood and at the

end General had to assign him to another task in Australia just to get rid of him.

"Pappy, from the maintenance unit in Australia I want you to recruit a special detachment of some fifty men who can do anything. They had to be able to shoot, dig the trenches, build improvised shelters, install steel plates for runways, repair aircraft, engines, live in the wild and fight even with fists or stones." On the 12th, eight days before the landings, two C-47 landed at Hollandia where Kenney's

heavily damaged by bombing and too small for the number of aircraft Kenney wished to allocate there. Pappy's landing craft was rocking on the mild waves. Hundreds of ships, boats and vessels of all sizes around him. It was a force never seen before, a mind-boggling effort of the massive war economy of a country with such industrial might which mankind has not experienced before. Instead of thousands of kilometers he was separated from Polly and kids just by several



photo: USAF

General George Churchill Kenney, one of the architects of the "Skip Bombing" method.

hundred kilometers. Immediately after the landing he started to build a runway with his construction crew on a sandy perimeter. The heavy equipment has not arrived yet, but Pappy discovered an old bulldozer behind the Japanese lines. At the beginning it would not start but Pappy talked it into that and so the construction crew could start leveling the surface and reinforce it with piled up corral. Gunn's group also repaired several shelters located nearby and started to build a control tower.

In the anticipation of Japanese bombing, they also dug a lot of trenches in the airfield vicinity. Strafing and bombing materialized soon, in addition the peninsula was only 300 meters wide and there was not enough space. Chaos occurred, disembarked material was nowhere to be placed. This was followed by a heroic effort to build the wider beachhead and put the Tacloban base to the operation in which no other was put in charge than Pappy who managed to organize the help of several hundred Filipinos. Skills of his men came handy in the situation when it turned out that in even after three years of combat the bomb hangers on the Army and Navy bombers were not unified and therefore the bombs from the USAAF supplies could not be used on the Navy aircraft that landed. Pappy however promptly proposed the modifications of the hangers, his men rushed to work on the aircraft with welding machines and sheet metal cutters and soon enough several aircraft were ready for action. In six and half days Tacloban was operational but nevertheless, it was a dangerous place which was constantly bombed and strafed by the Japanese. On October 30, during the bombing raid, Pappy was driving his Jeep in the open area and became a target of one of the attackers. He tried to take cover behind the car but it was not sufficient. The phosphorus



Family together again.

photo: family archives

bomb explosion threw Pappy away and a fragment penetrated his left hand. He got up, made a couple of steps in great pain and then, moaning, fell and passed out. On the following day he was airlifted to Brisbane, where the best Army hospital was located.

The liberation

On January 9, 1945, four divisions of MacArthur's Sixth Army landed in Lingayen Bay on the main Philippines island of Luzon to launch the final campaign of liberating the island including Manila, 150 km away. The units kept advancing despite the fierce resistance until January 31 when the headquarters received the message that Japanese let 3700 prisoners, held in Manila's University of Santo Tomas campus, to starve in addition to several hundreds of POWs held in the old Bilibid jail. Considering their poor physical condition after three years of surviving on minimal food rations it was not clear how much longer they can carry on. Therefore, MacArthur dispatched the 1st Motorized Cavalry Division to march on Manila as soon as possible and liberate the prisoners. Under the command of General Major Vern Mudge the division, after several isolated battles, broke through to Manila where it swiftly attacked University of Santo Tomas area and rescued all prisoners. Among them Polly Gunn with her four children. Col. Hutchinson sought them out as he had promised Pappy befo-

re his dispatch to Australia that he would take care of them. He told Polly about Pappy's wounds and that their transport to Brisbane was being arranged so they could re-unite. It was the first information Polly received that her husband was directly involved in the fighting. She was in rather poor condition; her weight was 38 kilos instead of usual 51. On February 19 she was flown with her children to Brisbane where the whole family reunited after more than three years.

The war wounds

Pappy's wounds were more serious that it could have seemed. The whole hand nervous system was damaged. The joints were swollen and fingers insensitive. Therefore, in the middle of April he was transferred to the USA to undertake neurosurgery at the military clinic in Auburn. This partially helped but Pappy continued to suffer from severe pain and had to carry his half-disabled hand in the support. However, the inactivity was even worse for him so in September 1945 he returned to Manila and initiated the resurrection for the Philippine Air Lines.

At that time, he was already discharged to reserve and could fully return to his civilian life.

Together with Dan Stickle, with whom he had started at the airline, they acquired a couple of surplus Army airplanes which they rebuilt for civilian use. In December the ceremonial re-opening of the opera-



Pappy, Polly, and Dutch. Three nicknames, three exceptional people.

photo: family archives

tions took place launching the scheduled service to Hong-Kong and Saigon. Pappy did take part in these moderate festivities but then he returned to the hospital in Fort McKinley where he was almost a resident due to the permanent severe pain and need for doctor's care. In the spring of 1947, he still carried the support for his hand but every now and then he removed it and squeezed the rubber ball in order to stimulate the blood vessels in his hand and invigorate it. He always tried to occupy himself, he scouted for airplanes with sufficient range so as PAL could start flying to the USA and in many ways tried to utilize the benefits of purchasing the cheap military surplus material in the Philippines. In the spring of 1948 while he was again in the USA with his family, he suffered from such pain that he reached the decision to have his hand amputated unless the doctors found out how to control the pain. In the end the amputation was not necessary since Doctor Livingston from Lahey clinic in Boston was able

to restore his hands' blood vessels and also repair some damages of the nervous system.

Life was coming back to his hand and Gunn used every opportunity to squeeze his rubber ball to strengthen his hand. He started to fly again, his energy came back and PAL were successful. And then October 11, 1957, came. Over the Philippines Pappy tried to avoid a severe storm and crashed. There were no survivors ...

His former superior, and friend as well, General Kenney, arranged for his last flight home, to the USA, where he was buried. During the wartime Paul Irvin Gunn was decorated with several awards: DFC, Silver Star, Legion of Merit, Air Medal, Purple Heart nine times and WWII Victory Medal. His skills and decisiveness helped develop a new category of combat aircraft and he also contributed to many other areas of the war efforts. In 2008 the Arkansas Aviation Historical Society included him into their Hall of Fame.

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PAPPY AND A WHALE

For the whole week Lt. Col. Gunn waited in Port Moresby at Three Mile, one of its airbases, in order to personally test the newest B-25 version with built-in 75 mm cannon. Pappy fell in love with this version and as soon as he had an opportunity to inspect it with the intention to test it on the first Japanese vessel that appeared in its operational range, General Kenney authorized his temporary reassignment to his former unit. "Men in 3rd Attack Group called him engineer without borders but were proud of his unorthodox approach to his achievements. After all, they were unorthodox themselves.

Gunn did not have to wait too long for the opportunity. Shortly after midday a scout airplane sent a message everybody was waiting for so in fifteen minutes 72 Twin Cyclone engines were roaring and 36 airplanes, one after another got airborne led by Pappy. Bad weather forced the formation to split into three sections, twelve airplanes each, in order to cover the largest area possible and not to let the pair of discovered Japanese ships to escape. The aircraft proceeded above the ocean waves, islets and coral reefs at an altitude of no more than 30 meters. These crews never carried the oxygen masks as they were useless and proudly claimed that

if a cow stood in their way, they would have to fly around her ... Shortly after 2:30 the formation led by Gunn emerged from behind a rain curtain and pilots spotted the pair of Japanese destroyers.

Both headed toward the fogged area and there was no time to seek the optimal position. Pappy signaled the attack and started firing from 1500 yards. He had six rounds for his 75 mm cannon. The first one hit one of the first destroyer's superstructures, the second bounced off the deck and destroyed the AA gun post, the third missed and the fourth got buried right in the center of the hull. At that moment Pappy was so close that he had to pitch up sharply and literally jump over the destroyer and turn around for another attack. Problem was that the last hit did not slow the destroyer down. Both Pappy's wingmen evaluated the situation. There was time left only for a single attack until the destroyer will disappear in the fog so there was a radio message: "Pappy, will you please get the hell out of the way and let us show you how a destroyer ought to be sunk." Pappy's response, properly censored and abbreviated was like this: "OK, you knuckle heads, I wish this obscene crock carried a few more rounds of ammuni-

on. I'd show you."

A pair then showered the vessel with bullets from their 24 0.5 inch machine guns and after that both Mitchells released their 500 lb bombs. After they bounced off the water surface, they "bit" into the hull and the Japanese destroyer broke into halves. The second ship was destroyed by another formation and since there were no other targets left Mitchells set on the return journey. Both wingmen again made formation with Pappy's aircraft and when the dozen of them approached Cape Gloucester with a small Japanese airfield Pappy spotted a transportation airplane which had just landed. That was an opportunity to restore his tarnished reputation! Mitchell, which appeared right above the treetops, was a total surprise to the Japanese. The first of the two remaining 75 mm rounds hit the starboard engine of the Japanese aircraft, the second one the cockpit. The whole flight continued along the western coast of New Britain, flew over a herd of whales in Solomon Sea, copied the eastern coast of New Guinea and landed at Three Mile home base. The crews gathered with their reports in the operations room, but no one dared to say a word about Pappy's misfortune while attacking a Japanese ship. They

knew too well that his response would be so toxic it could destroy the grass in the vicinity, even the whole jungle. Only one was brave enough to break the silence and carefully asked: "Listen Pappy, did you see those whales in Solomon Sea which we flew over?"

"Yeah, I did" countered Pappy. All of sudden his eyes lit, and he cleared his throat. The men already knew that he was getting ready to narrate one of his legendary stories and they circled around him.

"You may not know but the whale is the most intelligent of all animals. Not only is she smart, but she is also friendly. She likes people and likes to help them out. Had not she been so huge she would have been an ideal home pet. Those whales today reminded me of the year 1930 when I flew with the Navy. It happened during the exercises near the northern coast of Haiti. I flew the catapult launches off the cruiser Omaha and conducted anti-submarine reconnaissance. One day at the altitude of five thousand feet and hundred miles from the aircraft carrier my engine suddenly seized. I was sure about the cause of the failure. You know, at that time the rubber hose connectors were used in the fuel system piping. Those old engines used to vibrate a lot

and the engineers were afraid that the piping without such flexibility would break. Sometimes however the gas corroded the rubber and its pieces got into the piping or carburetor and clogged it. I knew what to do if I could land but when I looked at the roaring Atlantic it struck me that when I descended, I would be really lucky if after my landing anything remains on which I could sit until they pick me up.

I spiraled down and searched for a wave which would be smaller than the others when all of sudden I noticed the calm ridge between the waves. So, I touched down on that spot, nicely skidded on the surface and then a mild bump stopped me. Then I looked over the side what I bumped into and learned that I ended up on the whale's back! I sat there for a while, but the whale did not move. So I asked myself: What is this supposed to mean? But I disembarked, stepped on the whale's back, opened the engine hood, cleaned the carburetor and fuel piping, installed new hose connectors which I carried in my pocket and closed everything. Then I pulled out the crank handle for an inertia starter, put one foot on the whale and another on the float and cranked the engine until the inertia starter gained enough RPMs.

Then I quickly jumped into the cockpit, turned on the ignition and engaged the inertia starter clutch. The propeller turned, the engine started and that was it! Now the whale... Remember what I said about how smart they were? She knew I was ready to take off! So, she carefully submerged and refrained from flapping the tail so as not to hit the airplane. Some hundred feet in front of me she emerged again, turned against the wind, and created a smooth wave on which I could take off and return to Omaha."

Pappy stopped talking, looked around, grinned, and waited for the applause which followed of course.

Then he turned around and said: "I think I should check out if Sgt. Evans have prepared my plane for another mission". Having said that he left the operations room...

The whole paragraph was shortened and adopted from the book *The Saga of Pappy Gunn* written by General George C. Kenney.



Photo: US Navy



In the previous section, we dealt mainly with the Ukrainian offensives in Kherson and Kharkiv regions. Furthermore, in the period from October 1 to November 1, a great deal happened in Ukraine. In addition to the ongoing ground counter-offensive, there have been attacks on the Kerch bridge linking occupied Crimea with Russia and on the naval base at Sevastopol. Russia, for its part, is attacking Ukraine's energy infrastructure from afar, but is pulling up short on the front.

We left operations in Ukraine in the previous part of this series when the Armed Forces of Ukraine entered Lyman in the northeast of the country on October 1. After several successful operations in the Kharkiv region, Ukrainian troops paused for a while to replenish forces, resupply and, last but not least, to collect captured equipment left behind by fleeing enemies. This allowed the Russian side time to consolidate as well and fighting in the region thus continued with alternating success throughout November along the road between Svatove and Kreminka.

Stiff fighting also took place over Bakhmut in the Donetsk region, which the Russians have been trying in vain to capture since August. A Wagner's mercenary group is very active there. The Russian advance has been extremely slow, despite great efforts. On Monday October 24, the Ukrainians even launched a successful local counter-attack and temporarily pushed the

Russians out of the factories on the eastern outskirts of the city. Most of this, however, took place in the south of Ukraine. On the very next day after the liberation of Lyman, on the opposite side of the front line, Ukrainian troops also moved in Kherson Oblast. They attacked from two directions on October 2, and along the Dnieper River they managed to break through the front lines. In two days, they advanced about 40 km and liberated dozens of villages. From several of them Russians preferred to withdraw as they were in danger of being surrounded.

Putin's pride down

The Kerch Bridge explosion early on Thursday morning, October 6, posed major problems for supplies to Russian troops in southern Ukraine. This bridge from Russia to occupied Crimea was under construction between 2016 and 2019 and was opened personally by Russian President

Putin. The road section is 16.9 km long and the railway section is 18.1 km long. To this day, it is unclear what exactly happened to the bridge. According to the Russian side, a truck that was crossing towards Crimea exploded. They documented this with both video and X-ray footage showing a semi-trailer loaded with explosives. However, two things do not fit in the Russian version – the different number of axles of the truck on the video and on the X-ray image, plus the logic does not fit, either – why would anyone let onto a bridge a truck in which they see explosives when they check for it? And then the Kremlin is surprised that nobody believes their fairy tales ...

According to another version, a naval drone exploded under the bridge. Ukraine, however, does not claim responsibility for the attack. Anyway, the huge explosion caused two spans of the road bridge at the site of the blast to collapse into the sea, and a little further on, tremors caused a third span to fall as well. At the time of the explosion, on the adjacent railroad bridge there was a train of tankers, which began to burn. It took several hours to extinguish the ensuing fire. The rails melted in the process and the bridge structure was also severely affected by the fire.

Although Russia claimed that the bridge was only lightly damaged and traffic was immediately restored, the opposite is true. Half of the road bridge in one direction stayed intact, but only cars were allowed



Photo: Maxar Technologies



Photo: Maxar Technologies

Satellite images of the damaged bridge taken by Maxar Technologies.

on it, while trucks had to use the ferries. This caused major congestion and supply problems for Crimea and, consequently, for the Kherson region. Trains are also running in a restricted mode.

The severe damage to the bridge is most evidenced by the terms of repair, which were later made public by the Russian side. After replacing the collapsed spans of the road bridge in one direction, they will also replace the opposite direction spans that were left standing. This suggests that the tremors of the explosion affected them as well. Then the repair of the burnt railway bridge will begin, which will last until at least September 2023.

Russian revenge

Russia's reaction was not long in coming. On Sunday, October 9, Putin accused Ukraine of terrorism in connection with the bridge explosion. It was Russia, however, which had set a precedent with its attacks on bridges – in April and May it repeatedly shelled with missiles the strategic Zatoka bridge, which runs over the mouth of the Dniester and connects Odesa with the Romanian border. Moreover, the bridge to Crimea is a legitimate military target according to the Ukrainians, although they have not yet claimed responsibility for damaging it. All the troops that invaded southern Ukraine on February 24 passed over it, and reinforcements, fuel and ammunition for the Russian troops

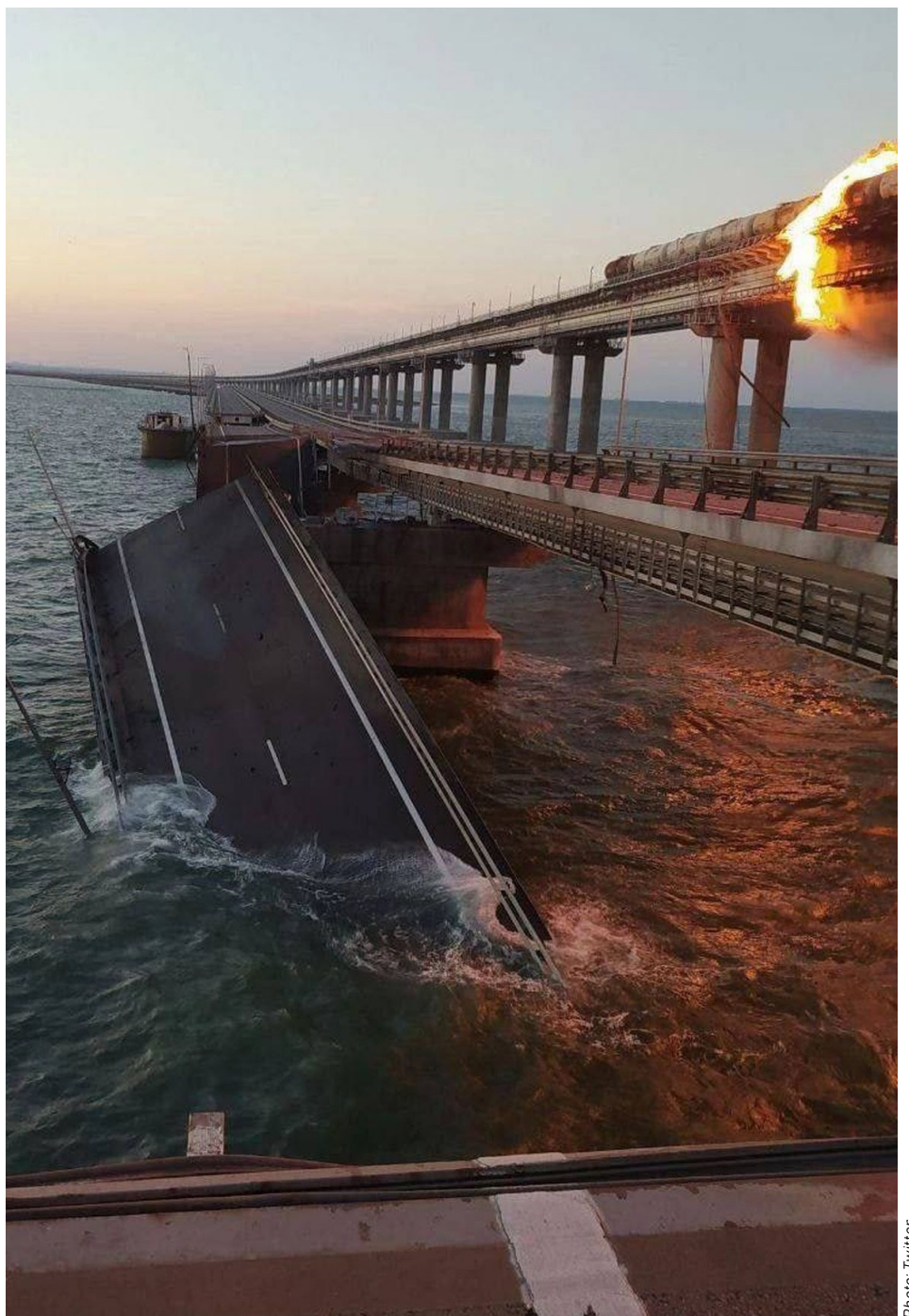


Photo: Twitter

The Kerch bridge leading to Crimea burns after an explosion on the morning of October 6.



Photo: Ukrainian military's Strategic Communications Directorate

The wreckage of an Iranian Shahed-136 drone shot down by Ukrainian air defenses.

occupying the Kherson and Zaporozhye regions were also supplied this way. The subsequent Russian attacks on Ukrainian towns and cities could more accurately be described as terrorism. On Monday, October 10, during the morning rush hour, Kiev and other major cities across the country, from Kharkiv to Lviv, were the target of a massive attack. The Russians used cruise missiles, but mainly Iranian Shahed-136 kamikaze drones. In total, they fired about 90 of them. More than half of them were defused by Ukrainian air defenses. A video has even emerged in which one Shahed-136 was shot down by a police unit with Kalashnikovs.

The first attacks came during the morning rush hour, when people were going to work and children were going to school. Power stations and electricity substations were mainly hit, causing power outages in several cities. Water also stopped flowing as pumps were left without electricity. In addition, 'strategic' targets such as the playground, the crossroads in front of the university, the pedestrian bridge and the German consulate building were also hit. At least three cruise missiles fired from ships in the Black Sea flew over the territory of Moldova, which therefore summoned the Russian ambassador.

Boosting the air defense

Such attacks continued throughout the rest of the month. If by chance there was a lull for a few days, another large wave of kamikaze drones and cruise missiles would soon arrive. Despite the partial successes of the air defense, some of the projectiles always get through, and Ukraine's energy infrastructure is being systematically destroyed. The result is widespread power, water and heating cuts.

However, one of the consequences of the massive Russian attacks is the acceleration of the delivery of air defense systems from the West. Germany announced early deliveries immediately after the first major airstrike on October 10 and by Saturday October 15 the first of the four promised IRIS-T systems was already in Ukraine.

The IRIS-T missiles were developed by a German-led group of NATO states as a replacement for the Sidewinder missiles. First appearing as an air-to-air missile in 2005, they developed a surface-to-air version in 2015. Ukraine received the IRIS-T SLM version with a range of 40 km and altitude reach up to 20 km. In addition to aircraft, it can destroy cruise missiles, ground target missiles and has a high success rate against maneuvering drones. The system was immediately deployed in southern Ukraine, making it the first country in the world to use it operationally.

Deliveries of the new NASAMS anti-aircraft systems have also been accelerated by the United States. Two of the eight



Photo: Russian Defense Ministry Press Service



Photo: Russian Defense Ministry Press Service

Russian ships launch cruise missiles at Ukrainian cities.



Photo: Russian Defense Ministry Press Service

Russian 9K33 Osa (SA-8 Gecko) system.

promised systems were on their way to Ukraine during October. Britain has promised to supply Ukraine with additional missiles for NASAMS. France, Italy, Spain, Canada and the Netherlands have also promised to supply surface-to-air missiles or radars.

Attacks in the rear

While Russia shelled civilian infrastructure all month long, at the end of the reporting period the Ukrainians managed two hussar stunts in the form of attacks on military bases deep in the Russian rear. First was a combined naval and aerial drone attack on the port of Sevastopol in occupied Crimea in the early hours of Saturday October 29.

According to an official Russian statement, nine drones and seven remotely controlled boats loaded with explosives attacked Sevastopol. All the flying drones were to be shot down and the kamikaze craft lightly damaged one minesweeper. However, several large columns of black smoke were rising from the harbor. These were explained by the Russian side as part of a "planned exercise". Ukraine has not officially claimed responsibility for the attack, but local media reported two to four ships were hit. Videos from the cameras of the attacking kamikaze boats have also been released, according to which at least two ships were hit – in addition to the minesweeper Ivan Golubets, whose damage was also admitted by the Russians, it was supposed to be the frigate Admiral Makarov. The latter became the new flagship



Photo: Twitter

Footage of columns of smoke over the port of Sevastopol after a drone strike on Oct. 29 has emerged on social media.



Photo: Twitter

Ukrainian Mi-24P helicopter with two 30 mm caliber cannons. Similar eyes appeared painted on the Mi-8.

of the Black Sea Fleet after the sinking of the cruiser Moskva. The 125 m long vessel, with a full displacement of 4,000 tons, has a crew of 200 and carries a 100 mm caliber gun, eight launchers for Kalibr, Oniks or Zirkon missiles and 24 launchers for anti-aircraft missiles.

Subsequent satellite imagery revealed damage to three ships. The third one would be Makarov's sister ship, the frigate Admiral Essen. One of the damaged frigates, supposedly the Admiral Makarov, had to be towed by tugboats from the open sea in front of the harbor to the pier. The situation was also captured by satellite imagery. Whatever the outcome of the attack, it showed that the Russian fleet is vulnerable. After all, bases should be heavily defended, especially in wartime, and just getting inside is a feat. Russia has obligingly branded it an act of terrorism. However, the targets of the attack were warships, which routinely shell Ukrainian cities with Kalibr missiles. Which of these is closer to the definition of terrorism?

The second Ukrainian action, although significantly smaller in scale, was all the more audacious. It did not involve any remotely piloted unmanned vehicles. Although Ukraine again has not officially claimed responsibility, it was most likely carried out by its special forces. The day

after the attack on Sevastopol, on Sunday October 30, they infiltrated the Russian military airfield at Veritye in the Pskov region. The base is located 500 km north of the Ukrainian border and 110 km east of Latvia. It is home to the 15th Brigade of the Army Air Force, which is equipped with a wide range of helicopters – it has 16 Mi-8 MTV-5 transport helicopters, 12 Ka-52 attack helicopters, as well as 12 Mi-28N attack helicopters. It also uses older Mi-35M, Mi-8 MTPR-1s for electronic warfare, and giant Mi-26 transports. The Ukrainian commandos infiltrated there in broad daylight without anyone trying to stop them. Its members calmly planted charges and even videotaped themselves while doing so. Subsequent explosions destroyed two Ka-52s and one Mi-28N. This was confirmed by satellite images. Two other helicopters were to be damaged. Russian media reported that one helicopter was subsequently found to contain a 400 gram TNT charge which, for an unknown reason, did not explode.

Ukrainian losses

Following intensive ground operations, air power was similarly heavily deployed on both sides. Thus, losses of aviation equipment did not occur only as a result of commando raids on airbases in the enemy rear.

A Ukrainian Su-27 from the 39th Tactical Air Force Brigade was shot down near the village of Shishaki in the Poltava region on October 10. Its pilot, Colonel Oleg Shupik, was killed at the age of 56. He had left the Ukrainian Air Force in 2006 and worked at the Ministry of Transportation but returned to the Armed Forces on the day of the Russian invasion on February 24.

Two days later, on Wednesday October 10, another Ukrainian aircraft was shot down in the same area near the village of Shishaki. This time it was supposed to be a Sukhoi Su-24MR with the designation "yellow 59". It was attacking enemy fortified targets and after dropping bombs was hit by a Russian fighter on its return. The pilots tried to bring the damaged aircraft to the nearest airfield but failed. One of them survived the crash, but the other pilot was killed. Later, information appeared in the Russian media that this Su-24 had been shot down by a MiG-31 fighter jet. These are increasingly being used by the Russian air force to launch long-range attacks using R-37 missiles against Ukrainian aircraft.

On the same day, October 12, the Ukrainian Air Force also lost one MiG-29 near the town of Vinnytsia in central Ukraine. Its pilot shot down a Shahed-136 kamikaze drone, but after its explosion a fragment



Photo: Ukrainian Defense Ministry Press Service

The wreckage of a Russian Kh-101 missile that was shot down near Chernihiv on October 19.



Photo: Russian Defense Ministry Press Service



Photo: Russian Defense Ministry Press Service

The Russian side has released footage of its Su-25s during combat flights.



Photo: Russian Defense Ministry Press Service

Photo: Kooperativ Telegram Channel



The moment a Su-34 crashes into a residential building in the Russian city of Yeysk. The parachute of one of the pilots can be seen on the right.

of the drone hit the cockpit of the fighter. The pilot had to eject. The last confirmed Ukrainian loss in the reporting period was an Mi-8 helicopter that crashed on October 31 near the Ukrainian-controlled village of Konstantinovka in the Donetsk region. The wreckage on the ground was completely burnt up, but the crew escaped, according to Ukrainian sources.

Russian losses and accidents

Less fortunate was the crew of a Russian Mi-8MTKO helicopter that crashed on the same day, Monday October 31, near the village of Spirne in the Donetsk region. It was a machine that had been delivered from Belarus and was to be used by the mercenary Group Wagner. Shortly after take-off, the helicopter was hit by a MANPADS rocket, caught fire and flipped after it hit the ground.

At least two Ka-52 helicopters were also lost during the reporting period, and the wreckage of one Mi-24 was found in the

Kharkiv region. The Ukrainians have also claimed the downing of several other helicopters and Su-25s, but this has not yet been confirmed.

However, the number of Russian aircraft lost in accidents continued to rise. The intensive combat deployment is reflected in the lack of maintenance and subsequent technical failures that have caused at least two of the four recorded crashes.

First, on October 9, an unarmed Su-24, which was on a training flight, made an emergency landing in a field near the settlement of Sibirki in Russia's Rostov Region. The aircraft caught fire, but both crew members escaped. The cause of the accident is believed to be a technical failure.

On the same day, a Su-25 crashed in the Rostov Region. It happened near the village of Rogalik, 30 km from the Millerovo military airport. In this case, the pilot did not manage to eject and was killed. According to Russian media, he was trying to pull the

aircraft as far as possible from the houses of the settlement near which it crashed.

A major tragedy occurred on Monday October 17 in the Russian town of Yeysk on the coast of the Sea of Azov. Just 70 km as the crow flies on the opposite shore of the sea lies Mariupol, which was razed to the ground by Russian troops in the first months of the war. A Su-34 bomber crashed into a block of flats in Yeysk shortly after take-off. It was supposed to fly a training flight. Both pilots ejected just before impact. One of them testified that one of the twin engines started to burn during take-off. Russian investigators consider the most likely theory to be that it collided with birds during take-off. The impact of the fuel-laden machine sparked a huge fire in the nine-storey apartment building. At least three people died after jumping out of a window rather than stay in the flames. A total of 15 people died, including three children.

A similar accident was repeated six days later in Irkutsk, Siberia. There, a Sukhoi Su-30 fighter jet crashed on houses on October 23. According to official statements of the Russian authorities, the aircraft was on a test flight after being repaired. Su-30 fighter jets are produced in Irkutsk. The aircraft crashed to the ground almost perpendicularly and both pilots perished. Although several houses were hit, no one on the ground was killed this time. It is speculated that this time the cause of the accident was a malfunction on the oxygen system, which caused both pilots to lose consciousness.

A video of the crash of the Su-25, which occurred back in June, also emerged during the reporting period. However, the video footage from the pilot's helmet camera has become very popular because it is really action-packed. Only 15 seconds pass from the start of the ejection to the pilot's parachute hitting the ground. The accident happened on June 17 near Belgorod. The pilot caught a power line during a low flight and cut off half of the vertical fin. The crashed aircraft bore the designation "Red 09" and the registration number RF-91965. It also had the letter V on its tail.

Photo: Twitter



Photo: Twitter

In October, a video surfaced showing the crash of a Russian Su-25 "Red 09" near Belgorod back on June 17.

Text: Jan Bobek

Illustration: Marek Ryś



Against the West Riding Spitfires

Among the promising young NCOs who served in Jagdgeschwader 2 "Richthofen" in 1940 was Feldwebel Erich Rudorffer. At the end of 1939 he was assigned to 2./JG 2 and during the campaign in France he achieved nine victories. He added more in the Battle of Britain and the highlight of this period was three kills scored in one combat sortie on September 7, 1940.

The number of his victories stopped at eighteen, just two bars away from the dream number of twenty that for Bf 109 pilots in 1940 meant the award of the Knight's Cross. This award awaited Rudorffer on May 1, 1941, after he had shot down a Blenheim 30 km north of the island of Jersey on 21 April. Let's go back to the Battle of Britain and the boxart of Rudorffer's "Black Nine" by Marek Ryś. It depicts Rudorffer's plane during a dogfight that took place on September 30, 1940, off the English coast. This was the Luftwaffe's last major air raid against Great Britain. It deployed 163 day bombers and 1015 sorties by single and two-seat fighters. This number of fighter sorties was the sixth highest on the German side during the Battle of Britain.

The last day of September brought Rudorffer three flights, the highest number he flew in a single day during the Battle of Britain. In the morning, he took off with part of 1./JG 2 for a free hunt over the coast of southern England. The same task was also given to the 109s from parts of JG 53 and the 110s from ZG 26. Against this free hunting group,

which was heading for the area between St. Alban's Head and the Isle of Portland, RAF despatched seven Hurricanes from No. 56 Sqn and thirteen Spitfires from No. 609 (West Riding) Sqn.

The Hurricanes clashed with the 110s and both sides lost one machine. Then JG 2 got in troubles, its pilots encountering No. 609 Sqn, whose A Flight was led by L/Lt F. J. Howell and B Flight was under command of P/O M. J. Appleby. The Germans claimed four victories. Kommandeur of 1./JG 2 Hptm. Wick claimed one Hurricane and one Spitfire near Portland, his wingman Oblt. Rudolf Pflanz claimed one Spitfire and Uffz. Kurt Bühlingen of 6./JG 2 claimed another one north of Portland. However, the British did not lose any machines. The pilots of JG 2, who were by this point (approximately 12.30 German time) beginning to run out of fuel and could not engage in a long air battle.

Howell's formation was at 23,000ft to Appleby's right at the start of the engagement, but in a fierce encounter they recorded no victories or losses. The first success was recorded by P/O D. M. Crook of B Flight. Several 109s passed directly in front of him, there was a brief manoeuvre fight, and then the Germans went into a dive. Crook was flying behind one at 600 mph when the German levelled off, Crook scored hits and the smoke emitting Bf 109 crashed into the sea.

Appleby attacked three Bf 109s that passed in a descent in the opposite direction on his left. He chased one, which went into a dive,

and Appleby hit it in the cockpit with a two-second burst. At that moment P/O Crook was flying behind Appleby and observed his victory. Crook then saw another Bf 109 to his right, hit it too, the German jettisoned the canopy but did not bail out and began to dive into the sea. But to Crook's surprise, his opponent levelled the flight. Crook hit him again, the glycol came out of the machine and the German crashed into the sea. Another airman from No. 609 Sqn claimed one Bf 109 damaged and one of the two Polish members of that unit, F/O Tadeusz Nowierski, reported a probable kill.

On the German side, Rudorffer's colleague Fw. Wilhelm Hermes, an ace with ten kills, was missing. In the same battle (?), Gefr. Fritz Schuhmacher of 5./JG 2, went also missing. The following flight of 1./JG 2 immediately headed for the area in a fruitless effort to find Hermes. In the afternoon Rudorffer took off once more. JG 2 again came into combat with No. 609 Sqn, which again emerged victorious. Nowierski apparently shot down Uffz. Alois Dollinger of 5./JG 2 and several other pilots scored too.

Rudorffer was lucky to survive both encounters with the elite pilots of the West Riding Spitfires. By the end of the war, he had claimed a total of 224 aerial victories and was awarded the Knight's Cross with Oak Leaf Cluster and Swords. However, there were already serious doubts about his victories, which he achieved in command positions with several units during the war.

Text: Richard Plos

Illustration: Piotr Forkasiewicz



Strange targets

The raid on Berlin on February 3, 1945, was the largest ever carried out by the 8th Air Force on the German capital during World War II. Some 1,500 bombers participated, their target were trains moving the Wehrmacht's 6 Panzer Army to the Eastern Front. Among the bomber escorts were fighters from the "Double Nickel", as was the 55th FG nicknamed, under the command of Lt. Col. Elwyn Righetti. On the return, Righetti left some of the fighters with the bombers, while the others were given permission to disembark and look for targets on the ground. The weather, however, was unfavorable, low clouds and ground haze making it difficult to search for these. "Near Boizenburg on the Elbe River, I located a small, clear hole in the otherwise unbroken undercast. In this hole there were two locomotives. I called them in and started down, needing only one ninety-degree turn to starboard to set me up in firing position," Righetti said later. Visibility under the low cloud layer was poor, and in places the base dropped below 500 ft. As Righetti was giving instructions to three other pilots to attack the locomotives, he saw strange objects passing below him on the left. A trio of Mistel "flying bombs" were trying to slip at a low-level! The machines that met the four American fighters that day were training versions of this strange bombing "creature": one Mistel S1, combining a Ju 88A and a Bf 109F, and two Mistels S2, combining a Ju 88 and an Fw 190A. Righetti, flying

his famous "Katydid" (CL-M; 44-14223), attacked the Mistel S1 with his wingman 2/Lt. Richard Gibbs in a Mustang named "Cherry" (CY-Q; 44-14175). The leader of the second pair was 1/Lt Bernard Howes, who was backed up by 1/Lt. Patrick Moore on P-51D "Lil Jan" (CY-Y; 44-14235). They swooped down on one of the Mistels S2.

"I broke rapidly left and up in a 200-degree chandelle, positioning myself on the tail of the middle one. I started firing at 500 to 600 yards, 30 degrees angle off, and missed two short bursts. As I swung into trail and closed to point-blank range firing a long burst, I saw many excellent strikes on the fuselage and empennage of the large aircraft and scattered strikes and a small fire on the fighter." The two-aircraft combination went into a steep dive and Righetti overran it, losing it from sight. "I did not actually see them crash, but five or ten seconds later I observed a large explosion and spotted considerable burning wreckage. Still not realizing just what we were attacking, but feeling that I had destroyed one complete unit, I turned slightly port for another," he said.

The comparison of the reports shows that Righetti's second target was the Mistel, which at that moment had already been attacked by Howes. The latter stated that after several hits the Fw 190 broke away from the bomber, it went into climb and then crashed. Howes lost sight of Ju 88 but it was hit by Moore. "As I was closing to fire,

the heavy aircraft seemed to be jettisoned, went into a shallow diving turn to the left, and crashed and burned in a small hamlet," reported Righetti and testified more or less Howes' words. Righetti then focused on the detached Fw 190, which he fired at from the rear. "Jerry went out of control and crashed straight ahead. At this point I noticed a few tracers too close and coming from behind." The shots were likely fired by Howes, who was targeting the same Focke-Wulf as Righetti. Not surprisingly, after the action, American fighters claimed a total of four Ju 88s and even five Fw 190s! In any case, Howes also pounced on the last Mistel. After two attacks, he set the Fw 190 on fire, then the Ju 88, and both exploded on impact.

As these were training Mistels, there were pilots on board the Ju 88s. According to German records, these were Fw. Willi Kollhoff, Ofhr. Franz Pietschmann and Fw. Fritz Lorbach. All from the 6th/KG 200. Pietschmann was shot down and died, Lorbach managed to land the burning aircraft in the woods and miraculously survived, the emergency landing saved Kollhoff's life as well. On the other hand, all three fighter pilots perished. Elwyn Righetti was hit by flak on April 17 while strafing the Riesa-Canitz airfield south of Dresden. After an emergency landing, he reported that he was fine except for a broken nose. And that was the last news of him. What happened then remains a mystery to this day...

Text: Michal Krechowski
Illustration: Antonis Karydis

Landings protection

On June 4, 1944, ground personnel from all three Czechoslovak squadrons of No. 134 (Czechoslovak) Wing applied white and black invasion stripes to the wings and fuselages of their Spitfires. With only two days to go until one of the biggest events of World War II, the Allied landing in Normandy, the paint job was to ensure the aircraft were quickly identified to avoid being shot by stressed Allied ground troops or their own aircraft.

The flying commander of No. 134 (Czechoslovak) Wing during Operation Overlord was Wing Commander Tomáš Vybíral while the ground operations and administrative commander of the unit was Wing Commander Jan Čermák. Although he had not flown operationally regular missions for eighteen months and was not obliged by his position to conduct operational flights, as a former commander of No. 312 Squadron he still occasionally led the unit into several actions himself. One of these was the action of June 8, 1944, portrayed by Antonis Karydis on a boxart of the kit of a Spitfire Mk.IXc. On that day, No.134 (Czechoslovak) Wing was patrolling over the eastern beach at Caen as a part of operation Neptune. No. 312 Squadron was on the east flank of the patrol when it received a report of enemy aircraft in the vicinity. At that moment, a routine Czechoslovak fighter mission over Sword Beach turned into a major air battle. In the process, the pilots scattered a formation of a dozen Focke-Wulfs

Fw 190A tasked with bombing a beach crowded with Allied troops and equipment. The result was three destroyed and five damaged German fighters with no Spitfire lost. The personal report of W/Cdr Čermák recounts the course of the battle itself: "I was flying BLUE 1 in 312 squadron on patrol on the east flank of the beaches at 3000 ft. At 1330 we were turning 10 miles N.E. of Caen when I saw black smoke from bomb bursts on the beach. About six Fw 190 then flew south from this position at 2,000 feet climbing to cloud. I dived down on one of them coming astern at 500 yards. As I closed to 350 I gave a very short burst. He at once climbed more steeply and at 3,000 bailed out near Mezidon. I now turned on a second giving a short burst from 400 yards decreasing. Black smoke came under the fuselage from the engine. The E/A then disappeared into cloud. I claim one Fw 190 destroyed and 1 Fw 190 damaged."

The scene on the boxart thus depicts the Spitfire breaking away from the second stricken Fw 190A, which, according to Čermák's report, was on fire and found salvation in the clouds. In addition to the two successes mentioned above, F/O Otto Smik (No. 310 Sqn) and Sgt. Vítězslav Angetter (No. 312 Sqn) each recorded one enemy destroyed. Two damaged were attributed to F/O Vladimír Kopeček, and one each to W/O Antonín Škach and F/O František Mlejnecký. The Spitfire MK244 with fuselage code DU-Z, which W/Cdr Čermák flew

during this action, was the personal aircraft of F/O Jaroslav Šodek, who was flying it regularly from February to June 1944. Jaroslav Šodek, a native of Silesian Ostrava, had already fought in France in CG III/9 and CG III/7, then with the Czechoslovak GCI/6 group. He became a member of the RAF on July 27, 1940, with the rank of Airman 2nd Class. He was then promoted to the rank of Sergeant on September 1 and started conversion on British aircraft. His route to No. 312 Squadron was via Nos. 32 and 258 Squadron. He served with No. 312 Squadron until February 1945, when he was reassigned to No. 410 OTU with the rank of Flight Lieutenant. There he became Squadron Leader and then served as a flight instructor at No. 57 and No. 58 OTU. He achieved one kill during the war and after return home he served in the restored Czechoslovak Air Force. Political developments forced him to emigrate to the UK for a second time and he spent the rest of his life there, passing away in 2002. After 1989 he was promoted to the rank of Major General retired.

His Spitfire MK244 was taken over by No. 602 Squadron "City of Glasgow" on July 6, and on August 15, 1944, the MK244 was hit by the ubiquitous flak near Bernay. Its pilot, F/Lt A. R. Stewart, bailed out and was rescued by parachute. However, some sources state that he was accidentally shot down by an Allied P-51 Mustang.

By order of the Reichsbahn



Text: Jan Bobek

Illustration: Antonis Karydis

The legendary JV 44 under the command of Adolf Galland flew most of its operations in the south of Germany from the base at Munich-Riem. Through April 1945, the unit's pilots racked up some sixty kills. The role of the unit in terms of results is negligible but is significant in terms of illustrating the incredible conditions that existed in the Third Reich at the end of the war.

The jet powered Me 262 were most vulnerable during take-off and landing. Aircraft of JV 44 were no different, because during low speeds, the Me 262 was more difficult to control, and the throttle had to be treated with a gentle respect, or the result could be a stalled engine or a fire. During the final phases of the war, it was standard practice for jet aircraft to be covered by piston engine planes during these critical flight phases. As a result, JV 44 organized a protective flight using Fw 190 Ds under the leadership of Heino Sachsenberg, an ace with 104 kills. Sachsenberg was a logical choice. He certainly didn't lack bold nerve, and he had several year-long experience fighting fast flying enemy fighters at low altitudes. His pilots also had to contend with another danger – friendly ground fire. According to the memoirs of Johannes Steinhoff, a good chunk of crews of the anti-aircraft artillery at Riem were women. There was no real effort to distinguish between friendly and enemy aircraft. The Me 262 did enjoy relative security in this respect due to its distinctive silhouette and engine noise. Perhaps this was why

the bottom surfaces of the Doras of JV 44 were painted red on the bottom, with white stripes.

The duties of Sachsenberg's protective flight were largely improvised. His pilots couldn't communicate directly with the Me 262 pilots. They simply took off and circled the field at low altitudes until the jets were safely on their way. Usually, there were two Fw 190 Ds in the air, but, as an exception, Riem was circled by four.

Problems began when the jets returned. For them to set down as quickly as possible, there must not have been anything in their way. The Focke-Wulfs always had to land before the Me 262s. This left their jet colleagues to land without the protective cover and dependant on their skill, luck and field AAA.

Sachsenberg's -190s were covered in their shelters at the northern edge of the airfield, and his pilots weren't too close to the remaining JV 44 pilots. Up to now, there are five known Fw 190 Ds that served with JV 44. This is the case with Red '3', which was assigned to Hptm. Waldemar Wübke. Apparently, this notorious prankster and Sachsenberg understood each other quite well, and on his aircraft, he reiterated the inscription from his previous aircraft as far back as 1940. The motto was "Im Auftrage der Reichsbahn", which translates as "on behalf..." or "by order of the Reichsbahn". This inscription, sometimes with a winged wheel, appeared on several Wübke's aircraft. After an emergency landing in 1940,

Wübke had to return to his unit by train, which caused his colleagues considerable amusement. So, he made fun of himself with the inscription. The design of the text on his Fw 190 D-9 was not known for a long time. The first to publish conclusive photographs of Wübke's Dora with the motto was the recently deceased American author, Jerry Crandall. In his last publication, *Fighters of the Iron Cross*, this author published a unique JV44 document with a list of aircrew and their functions, identifying the fifth member of the Platzschutz flight. He was Major Wilhelm Steinmann, an ace with 44 victories and holder of the Knight's Cross. The inscription on his Fw 190 D-11 "Red 2" is not yet known. But I believe it will turn up in some collection or archive in years to come. Additional airmen who served in this protection flight were Lt. Karl-Heinz Hoffmann and Oblt. Klaus Faber. Interestingly airman Bodo Dirschauer, who was speculated to have also served with the Sachsenberg flight, isn't mentioned at all in this document. The first time I wrote about JV 44 in *Eduard INFO* was in [issue 06/2010](#) and the second time in [issue 11/2010](#). There is hardly anything to correct in the texts, but it is interesting to see how *Eduard INFO* magazine has changed in these 12 years.

I would like to take this opportunity to thank Jerry Crandall once again for his life's work, and I wish his wife Judy all the best in her continued editorship of *Eagle Editions*.

Text: Jan Bobek

Illustration: Piotr Forkasiewicz



Squares against stripes

Luftwaffe command assessed in 1944 that it could no longer deploy twin-engine bombers for day operations, it wondered how to deal with the surplus crews. Several bomber units, including KG 6, were selected to have their pilots retrained on the Bf 109s and Fw 190s. From the end of the year they thus bore modified designations, in the case of the unit mentioned above it was KG(J) 6, the "J" standing for Jagd, a fighter unit. One of the Luftwaffe priorities was to use the experience of bomber pilots to fly in poor weather conditions. Their experience in operating twin-engine machines was also to serve as a good basis for eventually switching KG(J) units to the Me 262 jets. At the same time, their aircraft received elements of the Luftwaffe rapid identification system, which was introduced in the second half of the war. In the case of KG(J) 6, these were black and red squares.

The three KG(J) 6 Gruppen were converted to single-engine fighters from the end of 1944 at Ruzyně (German: Prag-Rusin) and Kbely (Prag-Gbell) airfields in Prague. They also used the Klecany (Groß Kletzan) airfield north of Prague. The Kommodore of this Geschwader was Obstlt. Hermann Hogeback, who was a veteran of the Spanish Civil War and spent most of his war career with KG 6. He was shot down twice by a night fighter and became a recipient of the Knight's Cross with oak leaf and swords. The I. and II. Gruppe of his unit were equipped with Messerschmitt Bf 109 G and

K. The CO of I./KG(J) 6 was Major Ernst Haller, a veteran of KG 26 "Löwen". For most of the time II./KG(J) 6 was undergoing re-training for fighters, its CO was Hptm. Hans-Joachim Faulhaber, who had previously served with KG 77 and was awarded the Knight's Cross. In 1942 he escaped night fighter over England and returned with a damaged plane. Faulhaber was replaced at the end of March 1945 by Hptm. Wilhelm Kunze, who had seen combat on the Western Front with KG 2 and was also shot down by a British fighter.

For the boxart of this kit Piotr Forkasiewicz depicted the encounter that occurred north of Prague on 31 March 1945 between seventeen airmen of KG(J) 6 and the same number of pilots on P-51Ds from the 309th FS, 31st FG. The American formation, led by the executive officer of the 31st Fighter Group Lt.Col. Fred C. Stoffel, spotted the 109s at 2.00 pm over the Klecany airfield while flying among the clouds at 6000 feet. Only two of the American airmen had downed aircraft in previous combats. There was confusion on the German side because after announcing visual contact with the Americans, the Germans were given a nonsensical order to land! The Mustangs pounced on the Messerschmitts flying below and a manoeuvre fight ensued from which the more experienced American pilots emerged victorious. They reported 18 kills, the Germans actually lost nine machines. Four pilots were killed and three were wounded, belonging

to the 2. and 4. Staffel of KG(J) 6. Commander of 4./KG(J) 6 Hptm. Erwin Zöllner was among those killed.

Germans reported only one seriously damaged Mustang, which is consistent with the fact that the 309th FS commander Maj. Simon H. Johnson Jr had to make an emergency landing with the damaged machine at a British-controlled airfield in Croatia. The rest of the unit returned safely to Mondolfo Air Base in Italy.

A week after this encounter, the Luftwaffe command decided to disband Stab, I. and II./KG(J) 6, representing approximately 1,000 Luftwaffe personnel. Some of the airmen were transferred to III./KG(J) 6, which was rearming with the Me 262 at Prague-Ruzyně and reached operational status in mid-April. However, its pilots had made limited combat engagements with the Me 262s in the preceding weeks. The number of jet aircraft of this unit hardly exceeded ten. Its mission was to intercept Allied four-engine bombers. In the last weeks of the war its airmen achieved a few more aerial victories. The unit continued to operate almost until the last day of the war. It was involved in attacks on Red Army ground forces advancing from the northwest towards Prague and also in the fighting against the Prague Uprising. One of its last tasks was the defence of Ruzyně Airport against the units of General Vlasov's Russian Liberation Army (ROA), which had originally fought on the side of the Germans and briefly joined the Prague Uprising.

CHEMISTRY 101



Part 1 ADHESIVES

Text: Josef Blažek

I am christening a new series focusing on modelling chemistry and tips associated therewith for both beginners and advanced modellers. We will guide you through the world of chemistry as it pertains to model technology from basic construction to surface treatment all the way through to finishing and weathering. We will assume the use of readily available materials with a certain amount of emphasis on Mr. Hobby (Gunze) products.

The first volume of this series is dedicated to adhesives.

The question of with what and exactly how to glue plastic models together is as old as the hobby itself. The answers change with the passage of time as technologies develop and along with them, trends. Currently, we find four types of adhesives that are front and centre in plastic model relevance:

- Solvent based adhesives
- Instant glues
- Dispersion adhesives
- Epoxy cements

The method and range of use varies and it can generally be said that each of these types has their usefulness. It is essential to use the right adhesive for the right job. Here, we'll focus on Solvent based adhe-

sives, and so that the situation isn't too simple, even they have their specific differences from brand to brand, despite our general focus on Mr. Hobby products. Solvent based adhesives have no minimum film-forming temperature (as do dispersion types) and so no coalescence process will be observed.

After the application of the solvent, and its subsequent evaporation, signs of its presence will be left behind in the form of the polymer film. It is this polymer film that, thanks to its adhesive properties, is responsible for the bonding of parts together. Another type-specific effect of solvents on plastic is the etching of its surface. After the solvent compo-



JOSEF BLAŽEK

Winner of international IPMS competitions in Master categories and multiple Czech Republic IPMS champion. Author of articles in international magazines with worldwide reach (Military Illustrated Modeller, Cocardes International, ModellFan, Modelář). Co-author of modeling startup Plastic Invasion.

nent evaporates, we are left with a very solid and stable bond. The chemical process at work here leads to a cold weld, and it is necessary to use these adhesives on materials that the adhesive is able to etch. In other words, they are able to chemically etch the material being glued. Solvent type adhesives are not effective on materials such as resins (polyuretha-

nes) from cast or 3D printed items, metals, wood or paper. So now we'll take a closer look at specific products and the differences between them. Solvent type adhesives can be categorized into two groups, universal and weld type. All of the solvent based adhesives described in this article come in sturdy glass containers with a screw type lid with an integrated brush applicator.

UNIVERSAL ADHESIVES (BASIC)

MC127 – Mr. Cement Deluxe

Mr Cement Deluxe (or Mr. Cement, the same product in a smaller packaging) hails from the Mr. Hobby product line and is their best for gluing together large surfaces but is still useful for small detail items, too. It is a low viscosity liquid, meaning it flows easily and the time the solvent takes to evaporate is a little longer than that of Extra Thin types. Mr. Cement and Mr. Cement Deluxe (MC124/MC127) are applied to the contact surfaces of the components to be joined. The longer evaporation time of the solvent allows the larger components being joined to be cantered properly. For the joining of smaller parts, the same quality allows us to apply small quantities of the cement to the contact surface in preparation for placing the part in its final spot. This operation never takes more than a couple of seconds and the glue is ready to be applied throughout.



WELDING SOLVENTS (BRUSH ON)

MC129 – Mr. Cement S

Mr. Cement S is an extra thin 'Brush On' type material which obviously refers to its method of application. This involves the joining of the two components together and running along the joint with the solvent using the brush applicator. The solvent evaporates very quickly from the surface (the speed of which is comparable to acetone), but it remains within the

joint long enough to optimally act on the surfaces of contact to form a solid bond. Personally, I think that Mr. Cement S as the premiere extra thin product, which I would recommend among these types of products.



MC131 – Mr. Cement SP

Another member of the extra thin family of cements from Mr. Hobby is Mr. Cement SP. The SP stands for 'Super Power'. This is a product that has the same roots as Mr. Cement S, but with a new recipe which yields a higher rate of drying and a correspondingly increased bond strength. It is well suited for stressed joints where we may want a faster bonding between parts and a higher strength to reduce the probability of a failure. This product is ideal for wing to fuselage joints or for leading edges of the wings. The quicker evaporation time, though, requires the modeller to be efficient in the process as a whole, more so than with the use of MC129 – Mr. Cement S.



MC 132 – Mr. Cement SP B

The last type of Mr. Hobby extra thin cement is Mr. Cement SP Black that directly comes from Mr. Cement SP. It is characterized by a very rapid drying time and high strength between joined parts. On top of that, it contains a black pigment which serves as a consistency indicator for greater application control. In recessed panel lines and joints, it can map out crevices and scratches and provides an

excellent opportunity to assess the surface quality of the model, indispensable for the fixup of details. I do not recommend the use of this product on white, or light, coloured surfaces because the adhesive may remain visible on the surface.



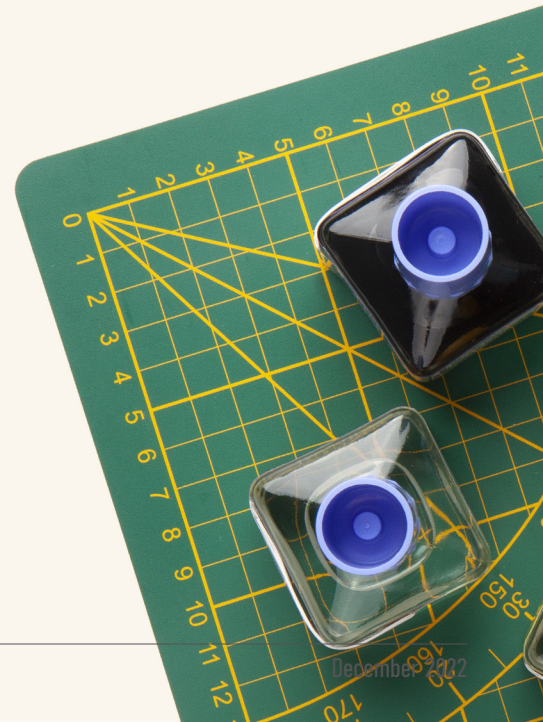
Source: [here](#).

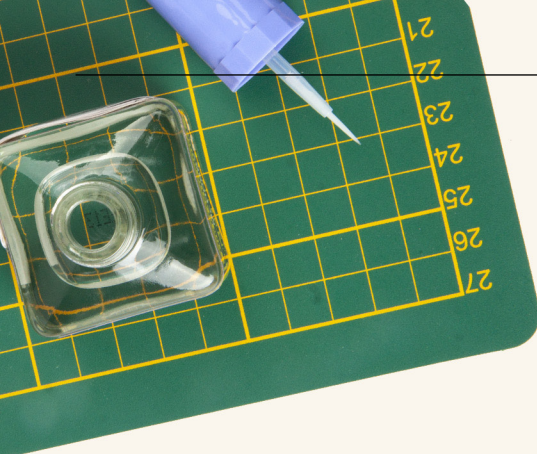
TECHNICAL ASPECTS OF SOLVENT BASED ADHESIVE APPLICATION

The technical aspects of these types of glues are pretty simple in and of themselves, with respect to their application. They can be separated into two methods, based on the type used.

Thin glues (slightly higher viscosity, or thicker, than the extra thin variety with a longer solvent evaporation time) require glue application to the join surface and then attach the parts together and, if necessary, press the parts together.

Extra thin glues differ in that the parts are first attached and the join is then glue applied. If we aim to seal the joint between the parts with the use of our extra thin (such as fuselage half joining, leading edges of wings, etc.) then there should be a small gap left between





the parts. The glue is then applied and after about five seconds, the parts are pressed together. The pressing together will squeeze out redundant plastic which is then allowed to harden for 24 hours until it can be sanded smooth. This creates an excellent connection of the parts and the join line will be invisible on the kit. The biggest advantage to using solvent based glues is the strength of the joint and the neat join line that they provide with proper use. They are great for modern kits with a high level of precision

of molding, where the fit of parts is to a very high tolerance. Use of any other types of glues, notably cyanoacrylate types, could lead to problematic misalignment of parts, even if to a small degree. Solvent type adhesives are irreplaceable in the role that they fulfill in plastic modelling and should be at the disposal of every modeller, at least in the thin variety as well as the extra thin, or 'basic' and 'brush on', and in greater versions as we have discussed here.

Main Advantages to Mr. Hobby Solvent Based Adhesives

- Bond strength
- Clean joints
- Application brush generally included
- Speed of bonding
- Use repetition
- Low volume usage per application
- Easy and precise application
- Economical
- Sturdy packaging
- Long shelf life
- Easy storage with no special requirements

Main Disadvantages and Risks of Mr Hobby Solvent based Adhesives

- Significant odor
- Longer through and through curing time
- Risk of failure of joint if too much is applied
- Risk of surface etching where no adhesive is desired as a result of poor application



High Viscosity Cement

BASIC

SMALL SIZE

MC124
Mr. CEMENT 25ml



LARGE SIZE

MC127
Mr. CEMENT DELUXE 40ml



High-quality adhesive for attaching plastic model parts together.

★ Contents of MC124 & MC127 are the same ★

Low Viscosity Cement

"BRUSH ON" TYPE

STANDARD

MC129
Mr. CEMENT S 40ml



HIGH STRENGTH

MC131
Mr. CEMENT SP 40ml



HIGH STRENGTH BLACK COLORED

MC132
Mr. CEMENT SP B 40ml



Put plastic parts together, and then "brush on" the cement between the gap to attach the plastic model parts together. If you want to quickly attach the plastic parts together, use Mr. Cement SP. It dries very fast, so it is not suitable if you are applying it firstly on one of the plastic parts and sticking to the other plastic part.

With a black colored cement, you can easily check to see how much cement is applied and if it has been applied evenly. If you want to use "brush on" type fast drying cement on white or light colored plastic surfaces, the black colored MC132 will be visible, so use non-colored MC131 instead.

When building your model kit, for general purpose you can use MC124/127. For fragile plastic model parts, use the "brush type" cements. If you need a quick drying cement to stick the parts together, use MC131/ MC132. These different types of cements can be used for different purposes.

Low adhesive strength ←

Slow drying speed ←

→

High adhesive strength →

Fast drying speed →

※ The cap has brush ends for easy application.

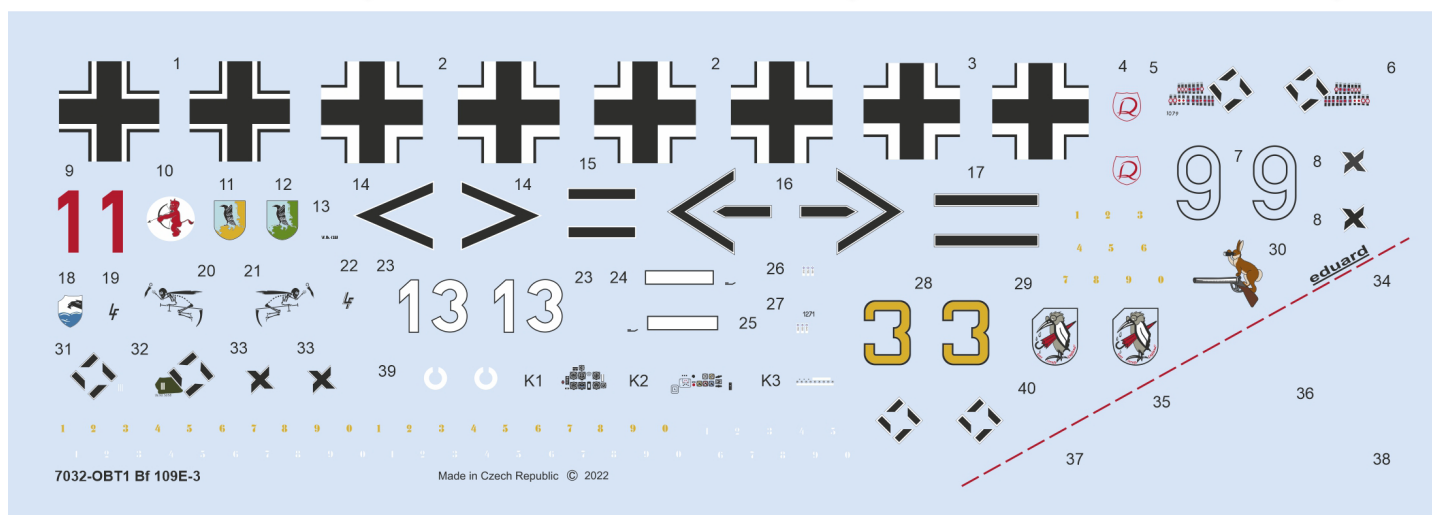
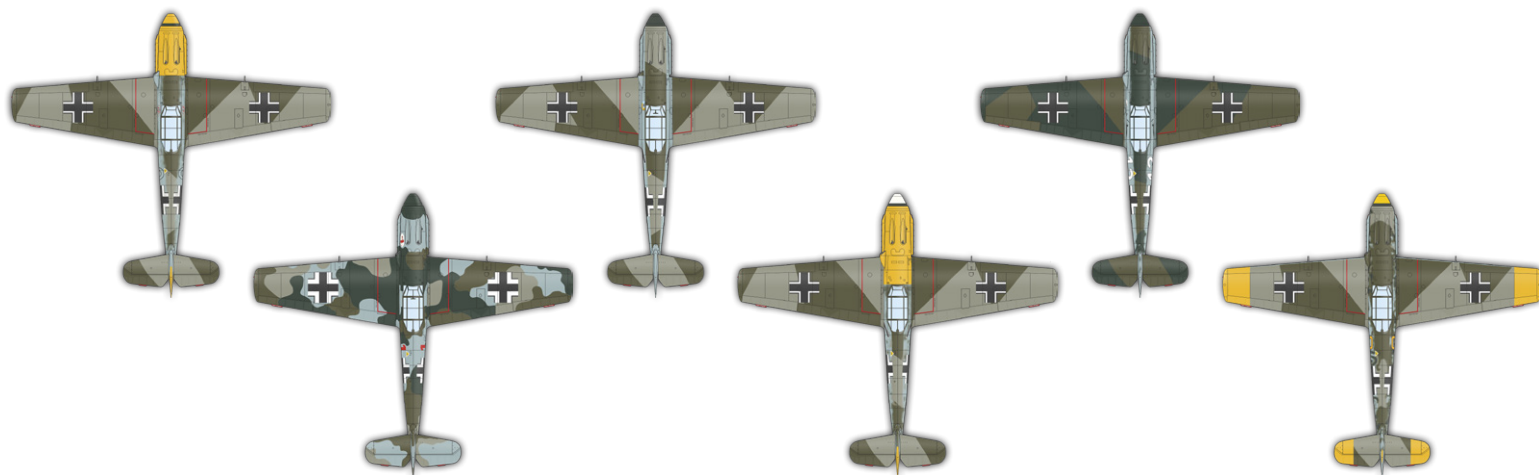
Bf 109E-3

1/72

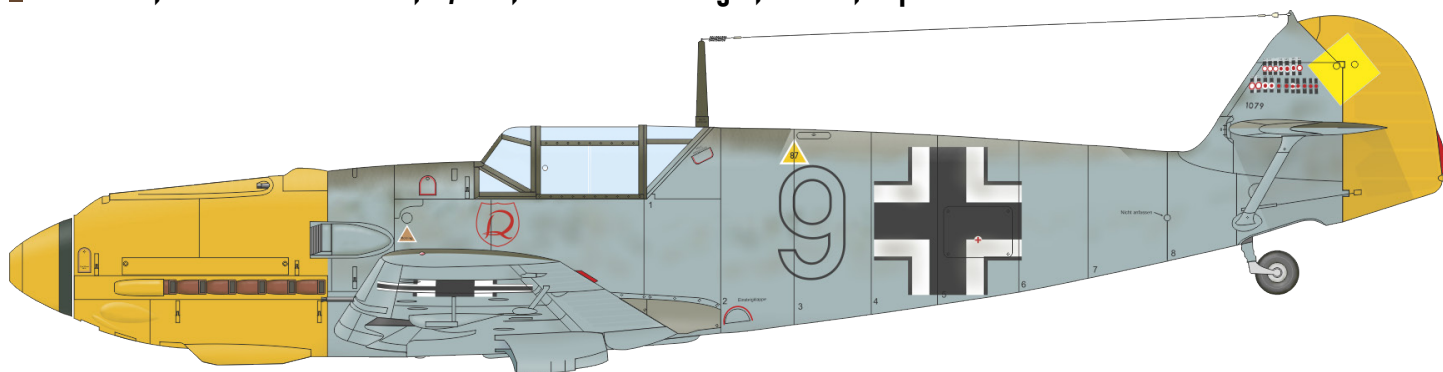
#7032

ProfiPACK edition kit of German WWII
fighter plane Bf 109E-3 in 1/72 scale.

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

[Product page](#)


■ WNr. 1079, Ofw. Erich Rudorffer, 2./JG 2, Baumont-le-Roger, France, September 1940

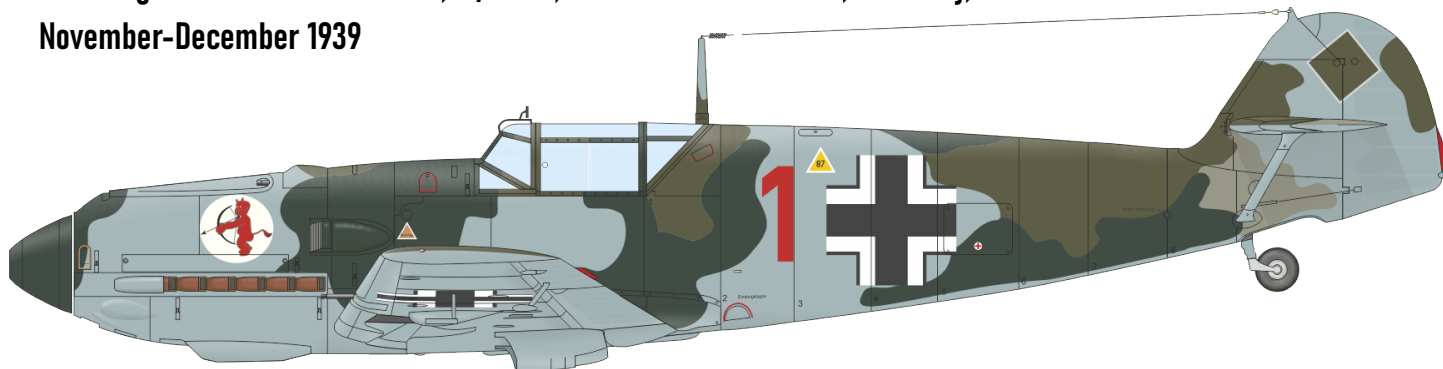


Erich Rudorffer was assigned on November 1, 1939 to 2./JG 2. He scored his first victory, a French Curtiss Hawk 75 fighter, on May 14, 1940 and added eight more victories during the Battle of France. By May 1, 1941, Leutnant Rudorffer had achieved 19 victories, for which he was awarded the Knight's Cross. In November 1941 he was appointed commander of 6./JG 2 and

in April 1943, during the fighting in Africa, he became commander of the entire II./JG 2. In the summer he briefly commanded IV./JG 54 on the Eastern Front and then until early 1945 he led II./JG 54. In January 1945 Rudorffer became commander of I./JG 7 equipped with Me 262 jets. He was credited with a total of 222 victories and awarded the Knight's Cross with

Oak leave and Swords. During the war he flew about 1,000 combat sorties and is reported to have been shot down sixteen times. After the war, he flew DC-2 and DC-3 transport aircraft in Australia, then worked for Pan Am and later was employed in Germany by the Lufthart Bundesamt.

■ Oblt. August-Wilhelm Schumann, 5./JG 52, Mannheim-Sandhofen, Germany, November-December 1939

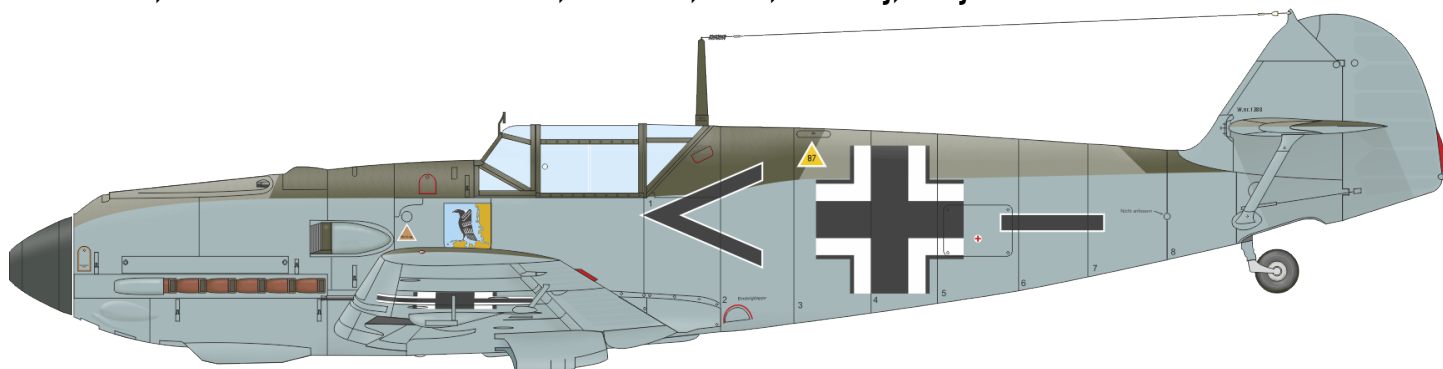


"Rabatz" Schumann was born in March 1915 in Berlin and after his pilot and fighter training served from October 1938 to July 1939 with the Legion Condor in Spain. Following brief service with I./JG 52 and II./JG 72, he was appointed commander of 5./JG 52

in September 1939. His aircraft bore a non-standard camouflage on upper surfaces. It was with this aircraft that Schumann probably achieved his first aerial victory in World War II. He shot down an observation balloon at Weissenburg on November 8,

1939. Schumann achieved a total of twenty victories, four of them in Spain. He was killed on the Eastern Front on September 6, 1941, south of Leningrad in a collision with another Bf 109.

■ WNr. 1380, Obstlt. Carl-Alfred Schumacher, CO of JG 1, Jever, Germany, early 1940

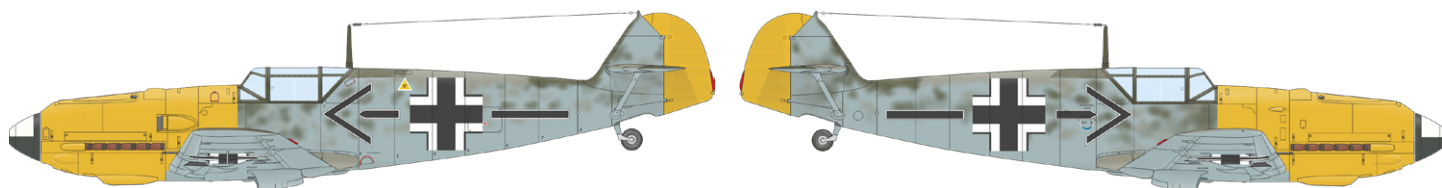


Carl-Alfred Schumacher was born in February 1896 in Rheine and fought as an artilleryman and later as a naval aviator during World War I. He attained the rank of Leutnant zur See and served aboard the floatplane carrier SMH Answald. In 1933 he joined the Luftwaffe and commanded several naval aviation units. In March 1939, Carl-Alfred Schumacher was promoted to Oberstleutnant, at which time he commanded II./JG 77. After the

German invasion of Poland in October 1939, he was appointed commander of the Jafü Deutsche Bucht to direct all fighter units stationed on the northern coast of Germany. On November 30, 1939, he was appointed the first commander of JG 1, stationed at Jever. Carl-Alfred Schumacher scored his first victory on December 18, when he shot down one Wellington. His second victory came on December 27, that time a Blenheim was his victim. His

aircraft sported the JG 1 emblem on the left side of the fuselage below the windshield, as well as the Kommando marking consisting of chevron and two horizontal bars. In September 1941 Schumacher was appointed Jagdfliegerführer Norwegen, but on November 8 he accidentally shot down a Finnish de Havilland Dragon and was relieved of command consequently and served in various administrative positions until the end of the war.

Obstlt. Max Ibel, CO of JG 27, Guines, France, September-October 1940

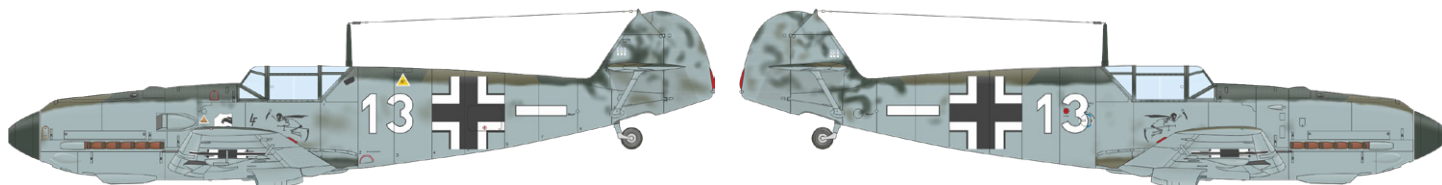


This aircraft probably belonged to Kommodore of JG 27 and as a quick identification marking had a yellow engine cowling, following the rule introduced on September 9, 1940. The pilot of the aircraft was probably Max Ibel. He was born in Munich in January 1896 and served in the Army Engineers and Air Service during the First World War. He did not retire after World War I and from August 1928 underwent extensive training at a secret military base in Lipet-

sk, Russia. In the 1930s he commanded several flight schools and worked for RLM as well. From 1936 he changed several fighter units and starting from May 1939 he was Kommodore of JG 3. In October 1939 he was appointed Kommodore of JG 27. He led the unit for one year including the Western Campaign and the Battle of Britain. In October 1940 he took command of Jagdfliegerschule 4, but in July 1941 he was appointed Jagdfliegerführer 3. In February 1942, during

Operations Cerberus and Donnerkeil, he was a fighter liaison officer aboard the battleship Scharnhorst. In 1943 and 1944 he was commander of the Jagddivision 2. At the end of the war, he was captured at Tegernsee and subjected to extensive interrogations at Island Farm Camp. He was released in March 1948 and joined the Bundesluftwaffe in October 1957, becoming commander of the Luftverteidigungsdivision 1. He retired in September 1964 and died in 1981.

WNR. 1271, Oblt. Helmut Henz, CO of 4./JG 77, Kristiansand-Kjevik, Norway, September 1940

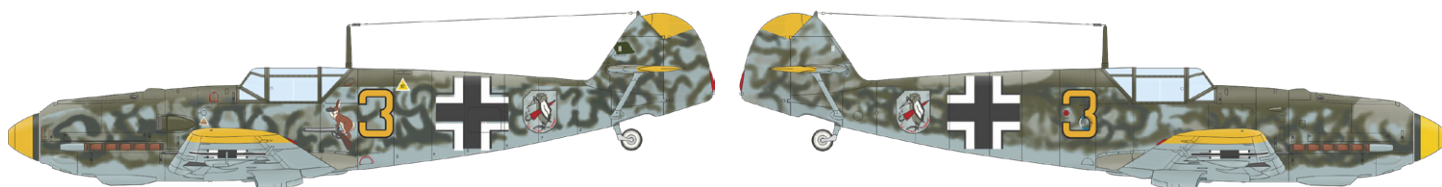


Helmut Henz was born in January 1911 in Berlin. After completing his pilot training and transferring to I./JG 136, Helmut Henz was sent to the Legion Condor to gain pilot experience in the fighting of the Spanish Civil War. The beginning of World War II found Oblt. Henz in command of 4. Staffel of JG 77, achieving his first victory on December 14, 1939, by shooting down a British Wellington. JG 77 was part of the invasion

force in the attack on Norway, its 4. Staffel under Oblt. Henz moved to Kristiansand-Kjevik airfield on April 11, 1940. The II. Gruppe JG 77 remained in Norway until November 1940, when it moved to the front at the Channel. This aircraft sported camouflage in RLM 70/71/65 colors with a high transition between upper and lower colors on the fuselage sides (so called 40-er Anstrich). On the left side of the

fuselage in front of the windshield was the II. Gruppe emblem and under the cockpit a black reaper with an umbrella flying on a scythe was painted as the emblem of the 4. Staffel. The initials LF belonged to the pilot's girlfriend. In April 1941 Henz became commander of II./JG 77, but on May 25 he was shot down in a dogfight with the crew of Blenheim near Crete and is still missing. In total he achieved six victories.

WNR. 5058, Fw. Arthur Haase, 6./JG 51, Marquise-West, France, August 1940



The serial number 8508 is sometimes mistakenly given for this aircraft. In fact, the serial was probably 5058 and the aircraft was produced by Wiener Neustädter Flugzeugwerke GmbH in late 1939. Its pilot was Arthur Haase, who had a personal symbol inspired by his surname (der Hase, in English: hare) painted on the side of the aircraft. The painting was done by mechanic Hoffmann. On the side of the fuselage, there was also the emblem of

II./JG 51, depicting a raven with the inscription "Gott strafe England!" (May God punish England!). The yellow color of part of the rudders, wing tips and horizontal tail surfaces was introduced in early August 1940. The commander of 6./JG 51 was the legendary Josef "Pips" Priller. During the fighting over France in May and June 1940, Haase shot down two Hurricanes and added one Spitfire in late July. His fourth and final victory came on August 15, 1940, when he fought

Hurricanes from No. 1 Squadron RAF off Clacton-on-Sea. However, he was wounded in the battle and crash-landed his aircraft at Wissant, France. Photographs from the preparation of the transport of the damaged aircraft show Haase's machine with three kills marked on the tail. Haase was killed on January 29, 1944, in aerial combat. At the time he was serving as a flight instructor with the rank of Oberfeldwebel with I./JG 107 in France.

OVERTREES

#7032X

Bf 109E-3

1/72

[Product page](#)

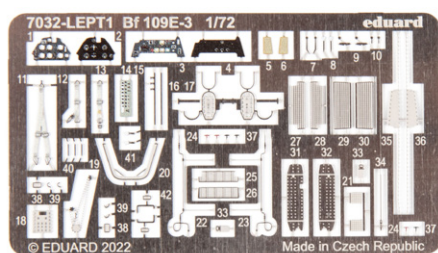
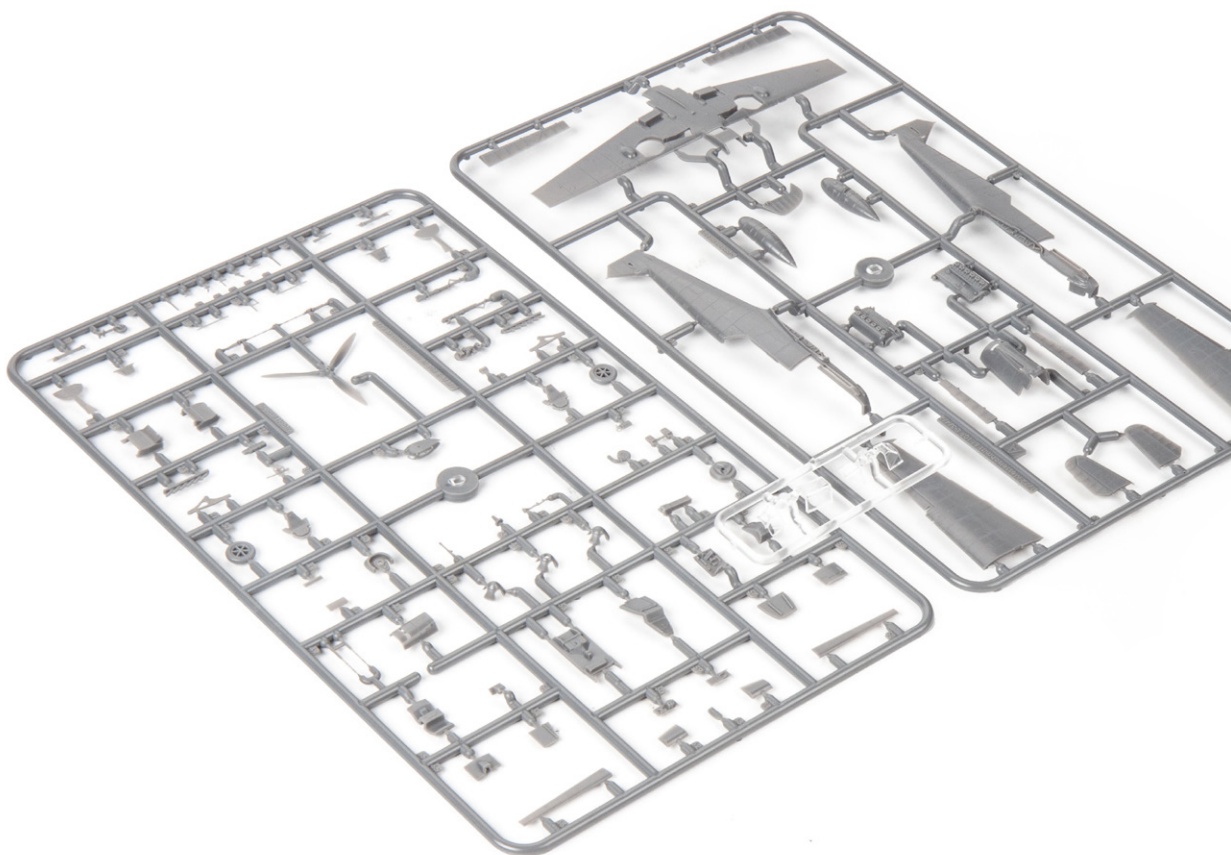
OVERLEPT

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Bf 109E-3

1/72

[Product page](#)



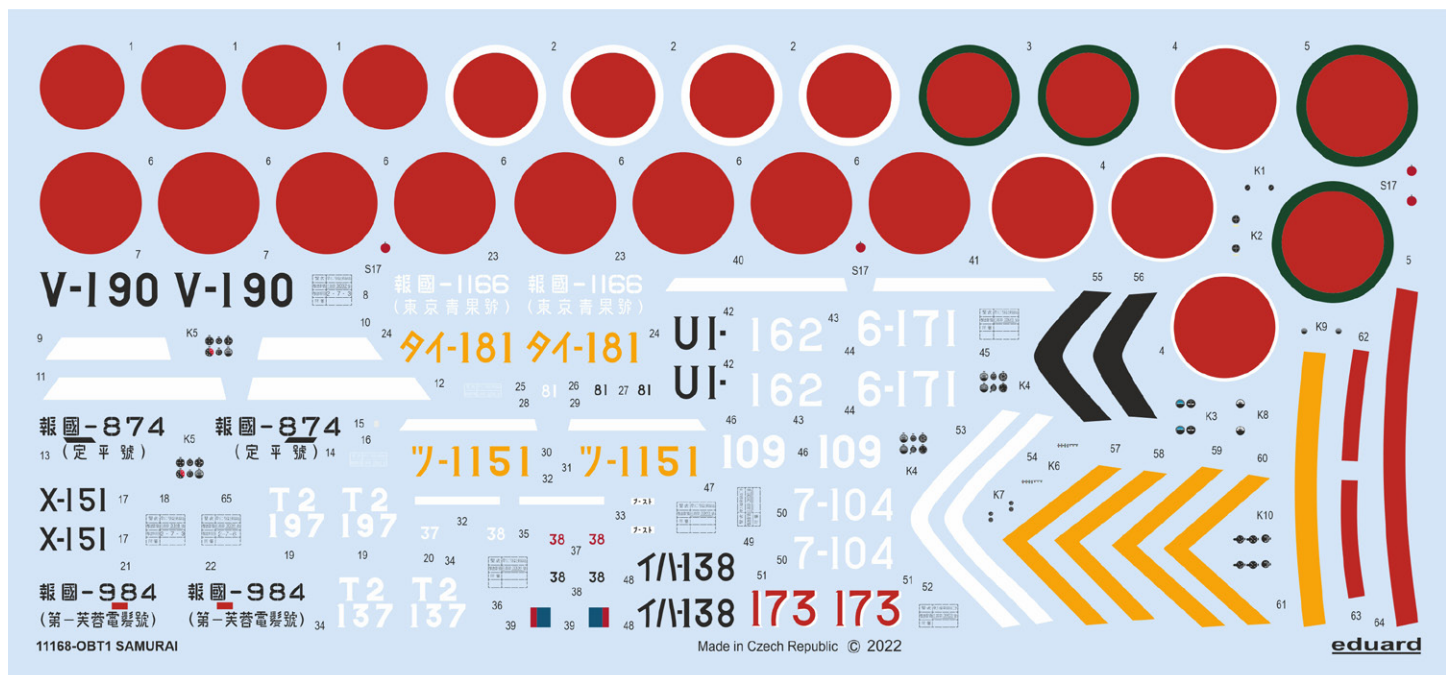
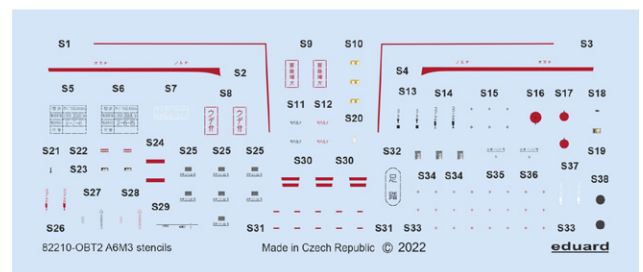
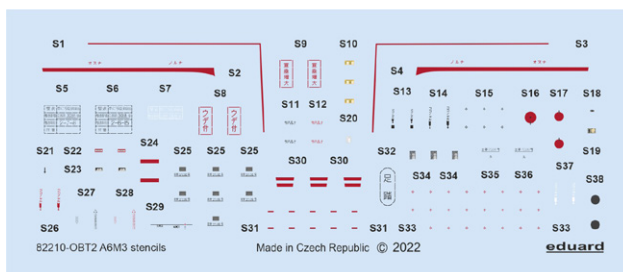
SAMURAI Dual Combo

1/48

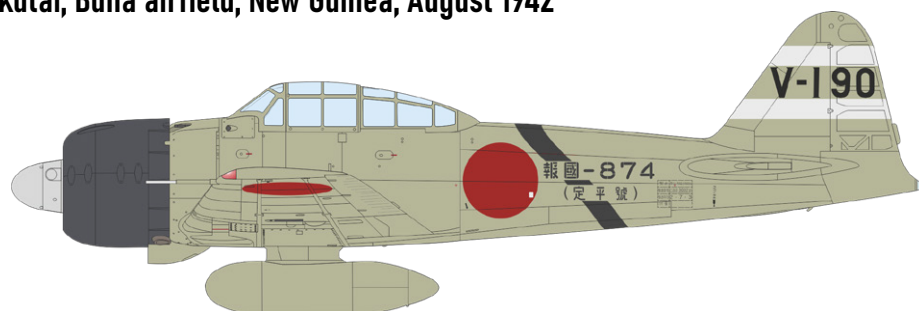
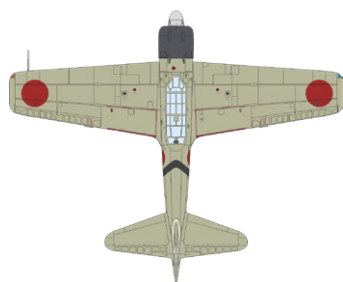
#11168

Limited edition kit of Japanese WWII naval fighter aircraft A6M3 Zero in 1/48 scale. Kit presents variants A6M3 Zero Type 22, 22a and 32.

- plastic parts: Eduard
- marking options: 12
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


■ c/n 3032, Lt. Kiku-ichi Inano, Tainan Kōkūtai, Buna airfield, New Guinea, August 1942

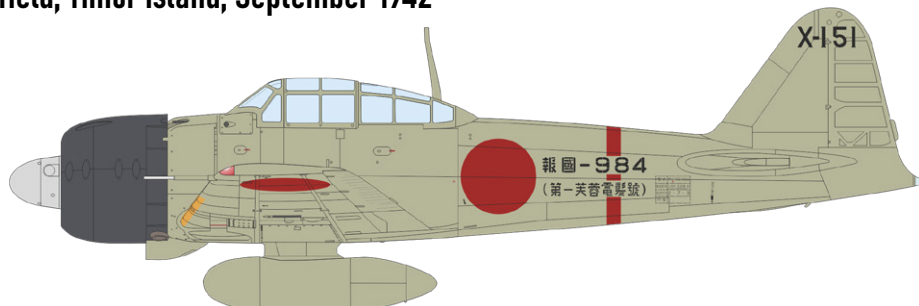
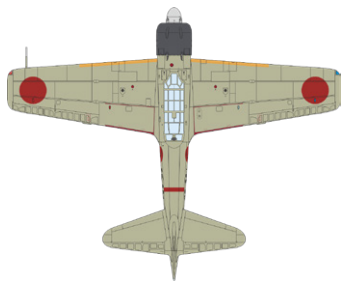


This aircraft, released by Mitsubishi on July 3, 1942 was assigned to Lt. Inano, commander of Buna detachment of Tainan Kōkūtai. It was donated by citizens of Chongpyong County in North Korea. At some point between the mid August 1942 and early September 1943 this Zero sustained damage that tore off part of the right wing, possibly from a landing error. This Zero was captured by Allied units at Buna on

December 27, 1942 and selected for further evaluation and a rebuild. Allied personnel at Eagle Farm Field built a flyable A6M3 Zero using parts of three Zeros transported from Buna Airfield, including this aircraft. Inano's surname was originally Takabayashi, but he changed that before mid 1941. In late November 1941 smaller part of Tainan Kōkūtai under the his command was transferred to French Indochina

and temporarily became part of 22. Kōkū Sentai HQ fighter squadron. Lt. Inano returned to Tainan Kōkūtai in July 1942, participated in combat over New Guinea and Guadalcanal. From January 1943 he was involved in evaluation of weapons used for new naval aircraft. From October 1944 served as Hikōtaichō of Tainan Kōkūtai (II) in Taiwan.

■ PO1c Kyoshi Itō, 3. Kōkūtai, Koepang airfield, Timor Island, September 1942

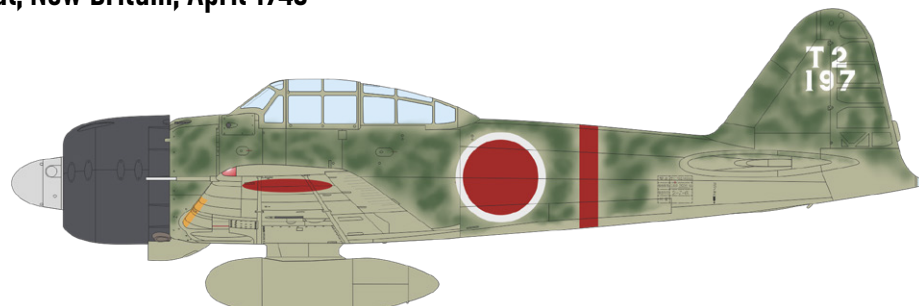
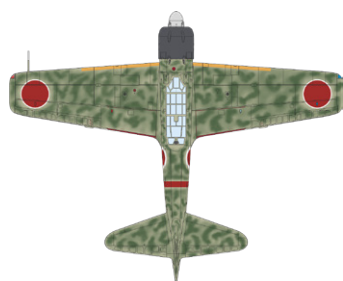


This aircraft was purchased by Electric Perm Machine co., whose name (Daiichi Fuyo Dengami) is listed on the patriotic donation inscription (Hōkoku) No. 984, usually identified wrongly as 994. It was flown by Kyoshi Itō, who used also Zero X-152 with Hōkoku No. 1000. Itō was born in November 1921 in Murakami, Niigata Prefecture. He served on the torpedo boat Ōtori in 1939, in late 1940 got flight training at Tsuchiura Kōkūtai and in November 1941 was assigned for combat duty to 3rd Kōkūtai. With this unit he fought in the Philippines and Indonesia and

took part in raids on Australia. In September and October 1942, with most of the 3rd Kōkūtai, he was involved in the fighting over Guadalcanal. In November his unit was redesignated Kōkūtai 202 and returned to Koepang. From the spring until September 1943, unit conducted combat flights over Australia, also with Zero Type 32 fighters. In November 1943, Itō received a written command commendation stating that he had shot down 23 aircraft and destroyed 9 on the ground. He then served as an instructor in Japan with the Ōita and Tsukuba Kō-

kūtai and joined the air combat in February 1945. After the war, he married the eldest daughter of the owner of the family construction company Katō in Murakami and adopted the family name Katō. Under his leadership, the company rose to the top position in Murakami, and he received the Medal with Purple Ribbon and the Minister of Construction Award. Kyoshi Katō retired in 1992 and died in July 2012.

■ Kōkūtai 204, Vunakanau airfield, Rabaul, New Britain, April 1943

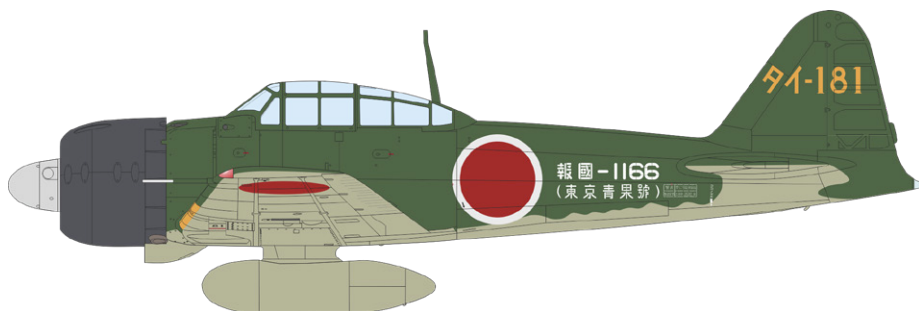
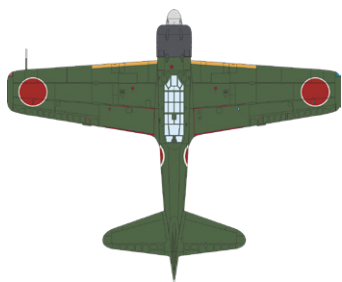


This machine wears green camouflage applied in field conditions and has radio equipment removed to reduce weight. Kōkūtai 204 appears to have been the only unit in the area to apply with green field camouflage also white outline of hinomaru on fuselage and upper wing surface. This unit was formed in April 1942 and was designated the 6th Kōkūtai. It was to be based at Midway Atoll after its capture. During the

attack on Midway and the Aleutians, its airmen participated in both combat operations. The unit made its first combat flight on June 4, 1942 under the command of Lieutenant Zenjirō Miyano during the attack on Dutch Harbor. In August, it moved with the Zeros Type 32 to the Solomon Islands area, but its operational deployment was limited by the available bases and the smaller range of this version of the Zero.

In early October, the unit moved to a new airfield at Buin and was able to deploy in combat over Guadalcanal. In early November it was renamed Kōkūtai 204. It was the only unit to be deployed continuously in the South Pacific for 16 months from August 1942. During this period unit gained approximately 1,000 air victories.

■ Tainan Kōkūtai (II), Tainan airbase, Taiwan, summer 1944

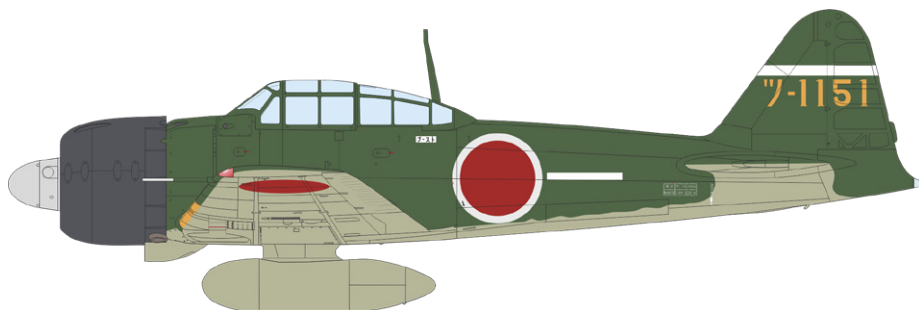
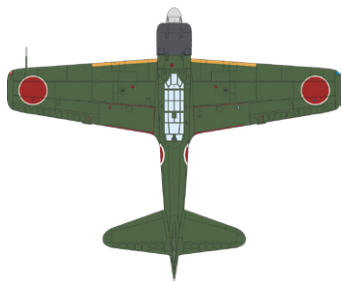


The designation of this training unit is the Katakana characters "Ta" and "I". The dark green paint on the upper surfaces indicates that the aircraft has been overhauled. The machine was acquired from a funds raised by the Tokyo Fruit and Vegetable Commercial Association. The second Tainan Kōkūtai was established in April 1943 as an operational training unit.

Its home base was again Tainan, as with the previous unit of that name, which became Kōkūtai 251 in late 1942. When Allied air raids on Taiwan began in the second half of the war, the airmen of Tainan Kōkūtai (II) joined in its defense. They fought both four-engine bombers and escort fighters based in China and US Navy aircraft. Its first commander was Capt.

Shigematsu Ichimura, who was commander of the 14th Kōkūtai in China in 1940. The most famous instructor who served with the unit was CPO Takeo Tanimizu, an ace with 18 kills to his credit. In January 1945, a special attack unit was organized from part of the Kōkūtai and participated in Kamikaze missions.

■ Tsukuba Kōkūtai, Tsukuba airbase, Japan, 1944

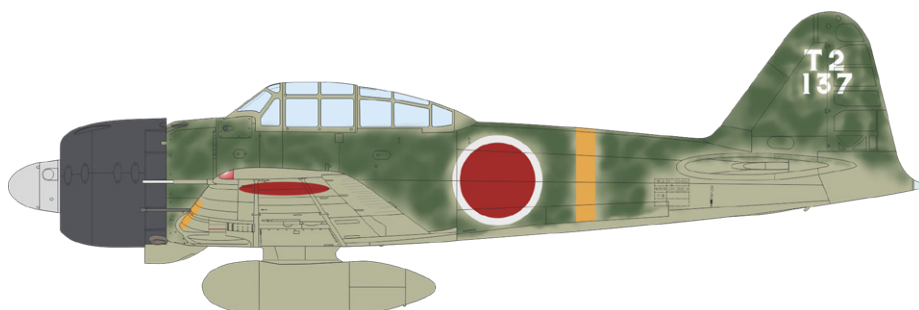
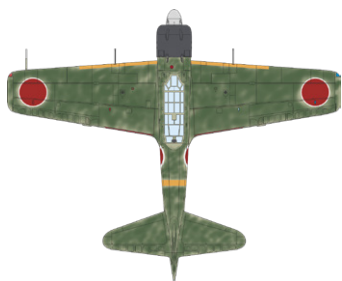


The marking of this training unit is the Katakana character "Tsu". The dark green paint on the upper surfaces indicates that the aircraft has been overhauled. The horizontal white markings on the fuselage were probably to facilitate formation flight training. Originally a purely training Tsukuba Kōkūtai, which was established in 1938, became part of the

Japanese air defence system from 1944. It engaged in combat against B-29 bombers, US Navy aircraft and long-range P-51 escorts. At the end of the war, unit was involved in the Kamikaze missions during the fighting for Okinawa as part of Operation Kikusui. Pilots who served as instructors with the unit included Ensign Kazuo Sugino, who had 32 victories to

his credit and had previously served on the aircraft carrier Zuikaku and with Kōkūtai 253. Among the airmen who joined the unit at the very end of the war was Lt.(jg) Shigeo Sugi-o. He had more than 20 victories to his credit and had also fought over Australia with the 3rd Kōkūtai.

■ Kōkūtai 204, Rabaul, New Britain, April 1943

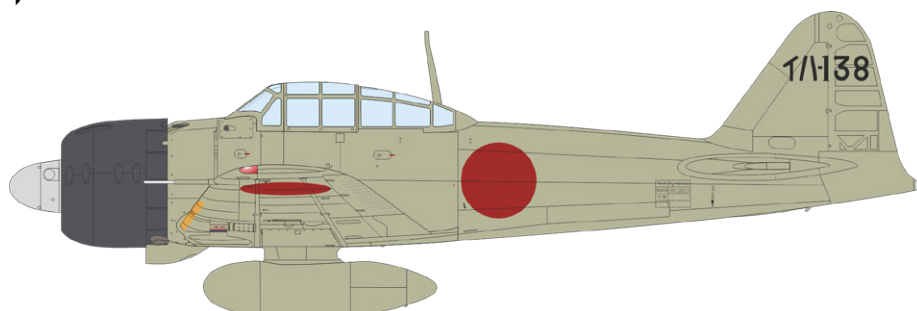
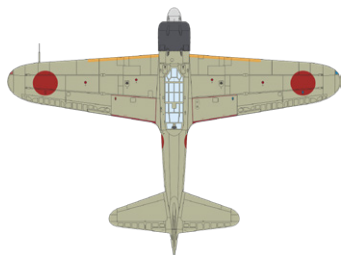


This machine wears green camouflage applied in field conditions and has radio equipment removed to reduce weight. It is also equipped with long-barrelled guns and a newer rudder trim that could be operated from the cockpit. Known aircraft of this unit that have yellow fuselage markings have identification numbers below 148. In March 1943, Lieutenant Zenjirō Miyano took over position of Hikōtaichō of this unit. He sought to modernize combat tactics

and therefore introduced four-man formations to the unit instead of three-plane formations. He also considered deploying Zeros in the role of fighter-bomber with 30kg bombs under the wing. The unit was in heavy combat during the first half of 1943. In the last raid on Guadalcanal, on 16 June 1943, thirteen Val bombers were shot down and the fighter escort from Kōkūtai 204 lost four pilots and three others were wounded. Among the dead were Lieute-

nant Miyano and his deputy. This left the unit without flying officers. Miyano had a total of 16 victories to his credit, was posthumously promoted to Commander, and his name was cited in the All Units Bulletin. Miyano's position was taken over the following month by Lt. Cdr. Saburō Shindō of Kōkūtai 582.

Iwakuni Kōkūtai, Iwakuni airbase, Japan, 1944

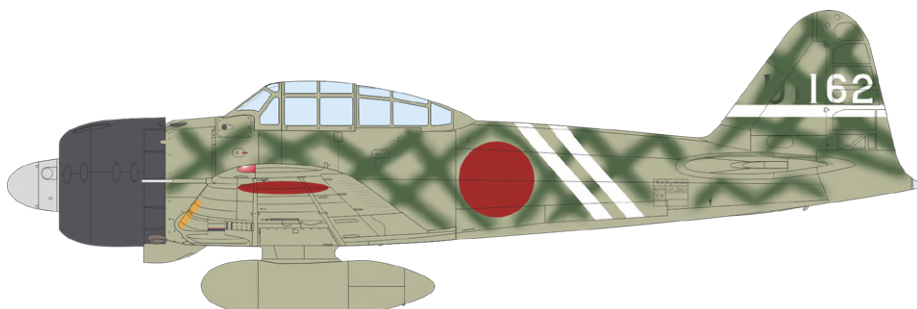
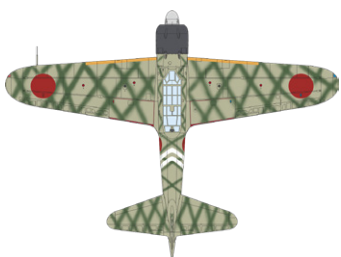


The markings of this training unit are the Katakana characters "I" and "Ha". The Iwakuni Kōkūtai was established in July 1940 and was used to train pilots for naval units operating from land bases until August 1944. It was then disbanded and re-established in March 1945. Fighter aces Akio Matsuba

(18 victories), Momoto Matsumura (13 v.) or veteran of the aircraft carrier veteran Sōryū Ki-ichi Oda (9 v.) passed through its ranks as instructors. Hiroshi Shibagaki came through the unit as a student pilot, achieving thirteen victories in Rabaul with Kōkūtai 201 and 204. Another successful graduate became

a Lt.(jg) Kagemitsu Matsu-o. In August 1943, he was assigned to Rabaul to Kōkūtai 253 and, with more than ten kills to his credit, became the only Naval Reserve officer to achieve ace status.

Lt.(jg) Takeyoshi Ōno, Kōkūtai 251, Rabaul airbase, New Britain, May 1943

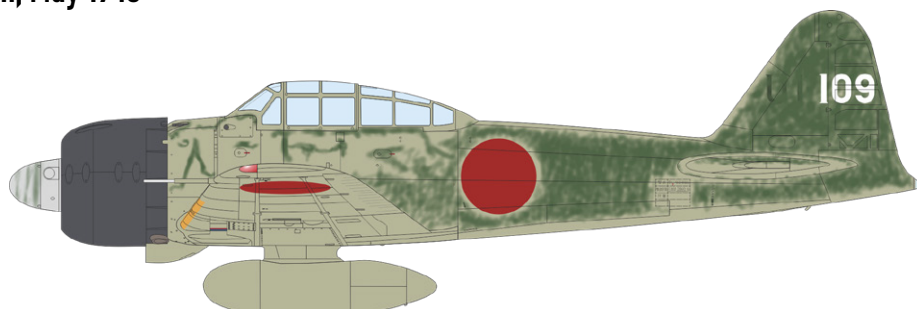
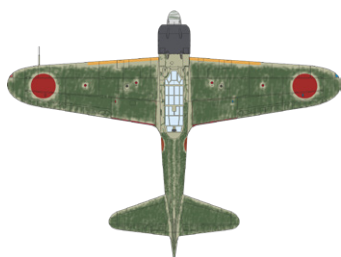


Originally manufactured with grey paint on all surfaces, the machine carries a specific design of green camouflage applied in field conditions. The green paint was probably applied with a mop or broom. Kōkūtai 251 was renamed in November 1942 from the legendary Tainan Kōkūtai fighter unit. However, due to heavy losses, it had to be withdrawn to Japan at the end of the year. When it prepared for another combat deployment to Rabaul

in the spring of 1943, only 11 of its original pilots remained. However, the Allied airmen were an even tougher opponent than in 1942, and Kōkūtai 251 lost 17 aircraft during its first three combat sorties in May and June. The commander of the 1st Chūtai was Lt.(jg) Ōno. He was born in 1921 in Kanazawa, Ishikawa Prefecture. He graduated from the 68th Naval Academy Class in 1940 and after pilot training was assigned to Tainan

Kōkūtai. He achieved his first victory on 27 August 1942 at Buna in combat with a P-39 and added four more victories by the end of 1942. By the time he returned to Rabaul in May 1943, he had already been appointed as Buntaichō and often led the entire unit in combat. He achieved a total of eight victories, but was killed in aerial combat at Rendova on June 30, 1943.

Kōkūtai 251, Rabaul airbase, New Britain, May 1943

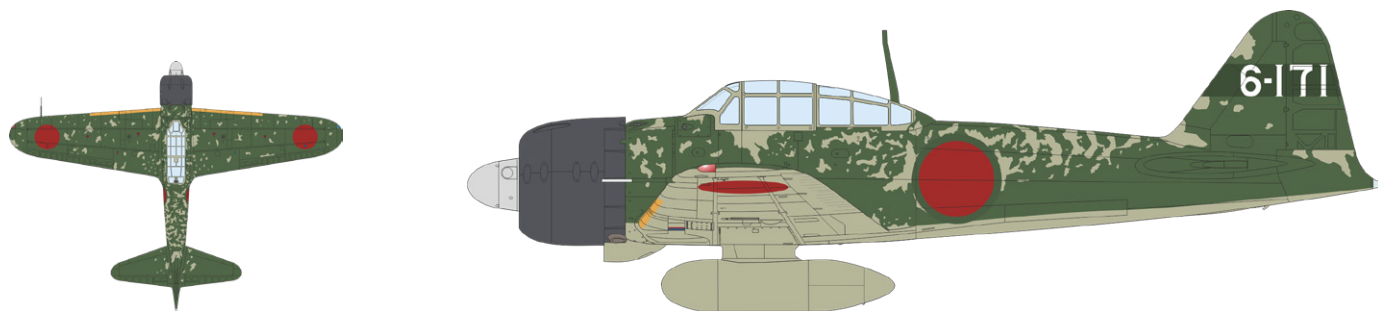


For most naval fighter units that applied green paint in field conditions, the method of painting was similar within the unit. The exception is Kōkūtai 251, which used very varied patterns of green paint. The unit designation code was U1, but this was repainted on the machines at the time of deployment to Rabaul.

U1-109 was photographed on May 23, 1943 flying in a formation of six Zeros during a patrol over New Britain. The photographs were taken by war correspondent Hajime Yoshida. The U1-109 flew as the wingman of the first Shōtai leader, who was the controls of U1-105, which is incorrectly attributed to Nishizawa.

Kōkūtai 251 lost a total of 34 pilots during its deployment to the Rabaul and Solomon Islands area from May to the end of August 1943. In September 1943, its status was therefore changed to a night fighter with twin-engine Irving aircraft, and its remaining Zero pilots were assigned to other units in Rabaul.

■ Rabauru Kōkūbuntai, Lakunai airfield, Rabaul, New Britain, second half 1943

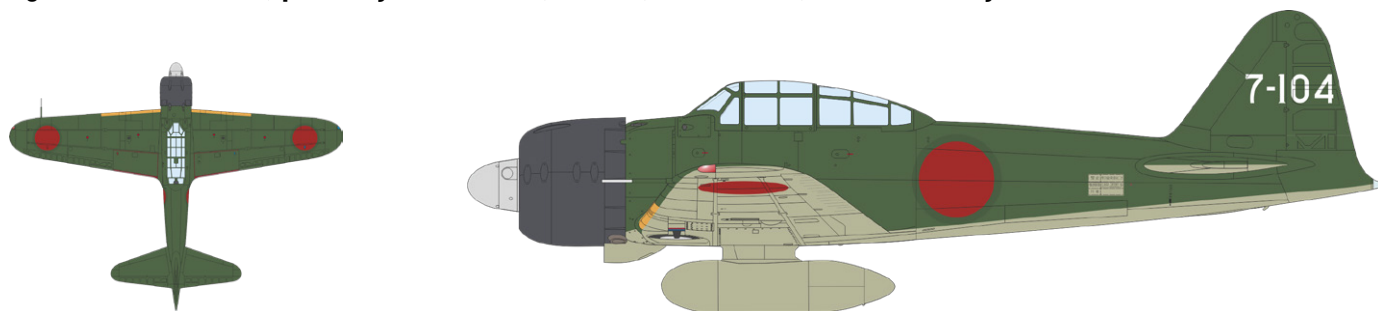


This aircraft was finalized with grey paint on all surfaces. On the combat unit level, it was supplemented with dark green paint, which had peeled off in many places during operational service. When green paint was applied in field conditions, it may not have been the only paint used for Japanese aircraft. At Rabaul it may have been paint from captured RAAF stocks, or paint intended for Japanese warships. In the second half of

1943, the markings of fighter units at Rabaul changed, and numerals ranging from 1 to 9 began to be used, the assignment of which to individual units has not yet been reliably determined. Aircraft with these markings are unofficially assigned to a combat group called Rabauru Kōkūbuntai (Rabaul Air Force). There are several theories to explain the meaning of these numerical designations. One is the assignment of numerical codes

to the parts of the fighter units operating in Rabaul at the time. These were Kōkūtai 201 (code designations 1 to 3), Kōkūtai 204 (4 to 6) and Kōkūtai 253 (7 to 9). According to this theory, machine 6-171 would therefore belong to the third Buntai within Kōkūtai 204. But other explanations are also possible. There is an indication that the Zeroes filmed in January 1944 at Rabaul with code 9 on the tail surfaces belonged to Kōkūtai 204.

■ Ensign Tetsuzō Iwamoto, probably Kōkūtai 253, Rabaul, New Britain, late 1943/early 1944

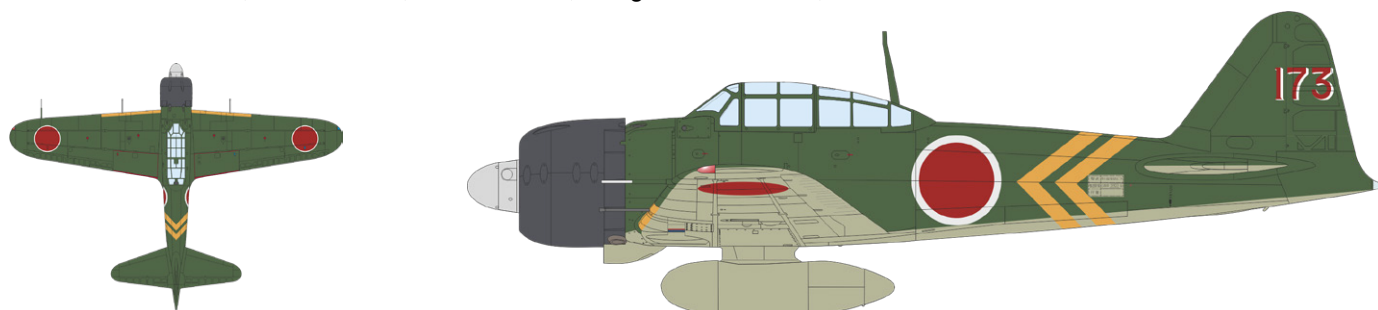


This aircraft has repainted white trim of hinomaru on the fuselage and upper surfaces. Tetsuzō Iwamoto was the most successful naval fighter ace with 14 victories from combats over China with 12th Kōkūtai. As a member of fighter unit of HIJMS Zuikaku during the Pearl Harbor attack he took part patrol the vicinity of the carriers during first wave. In 1942, he took part in battles in the Indian Ocean and Coral Sea with his plane EI-102. From the summer of 1942 he served as

an instructor in Japan. From March 1943, he participated in patrolling in the Kuril Islands with Kōkūtai 281. In November he was transferred to Rabaul to Kōkūtai 204 and later to Kōkūtai 253. At that time he used machines number 102 and 104. It is possible that machine number 7-104 is his personal mount. In February 1944 he participated from Truk Atoll in the interceptions of B-24 bombers. In June 1944 he was transferred to Japan and from the autumn of that year as member

of Kōkūtai 252 he took part in battles from bases in Taiwan and the Philippines. By the end of the war, he was serving with Kōkūtai 203 and participated in the battle for Okinawa. He achieved rank Lieutenant (junior grade) and passed away in 1955. Iwamoto is credited with 80 victories, but in his war diary, there were 202 successful attacks on enemy aircraft recorded by him.

■ Lt. Cdr. Saburō Shindō, Kōkūtai 582, Buin airfield, Bougainville Island, June 1943



This plane with factory applied green camouflage and long cannon barrels was personal mount of Lt. Cdr. Shindō. He was born in 1911 and graduated from the Naval Academy in 1929. He was assigned to the Ōmura Kōkūtai in 1935 and a year later went to the aircraft carrier Kaga. In 1940, he served in China with the 12th Kōkūtai during combat trials of the A6M2 fighter. Under his command, the first combat engagement occurred on September 13,

resulting in 27 victories without loss. In November 1940, Shindō was transferred to the 14th Kōkūtai in Hanoi. From April to December 1941 he was the Buntaichō of the Akagi fighters, but had to be hospitalized after the attack on Pearl Harbor. During the Pearl Harbor attack Shindō led fighter escort of thirty-six Zeros in the second wave. After recovering, he was appointed commander of Tokushima Kōkūtai in April 1942. From November 1942,

as Hikōtaichō at Kōkūtai 582, he was involved in the fighting over Guadalcanal. From July 1943, he was Hikōtaichō with the Kōkūtai 204 in the same area. In late 1943 and early 1944, he led fighters of the aircraft carrier Ryūhō and later served with Kōkūtai 653 and 203 in the defense of Taiwan, the Philippines, and Japan. At the end of the war, he was Hikōtaichō at Tsukuba Kōkūtai. Shindō-san passed away in 2000.

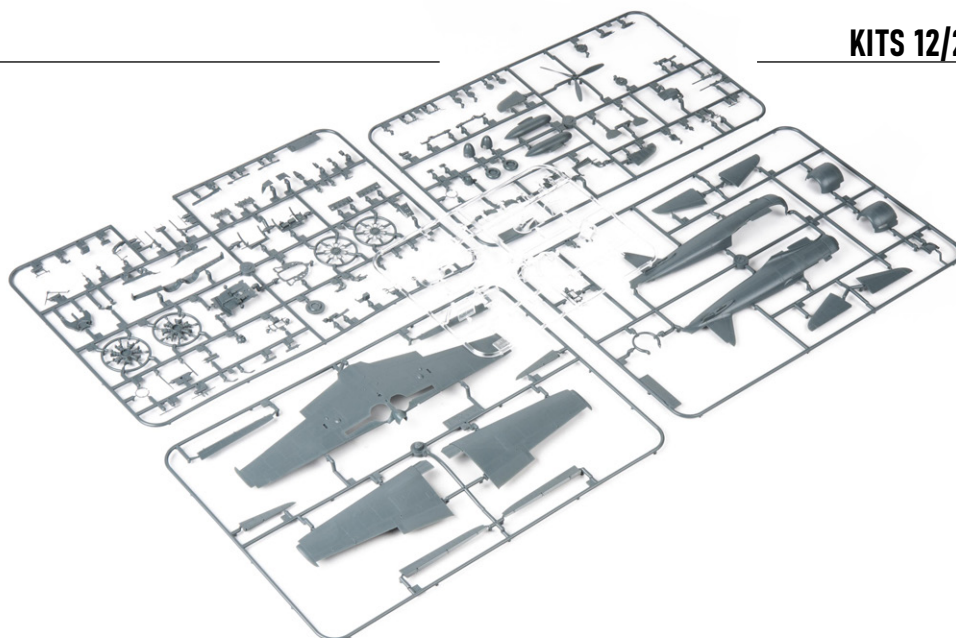
OVERTREES

#82113X

A6M3 Zero Type 32

1/48

[Product page](#)



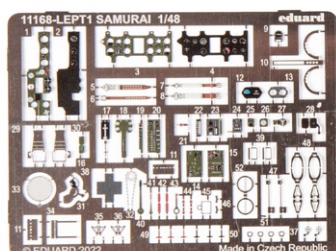
OVERLEPT

#11168-LEPT

SAMURAI

1/48

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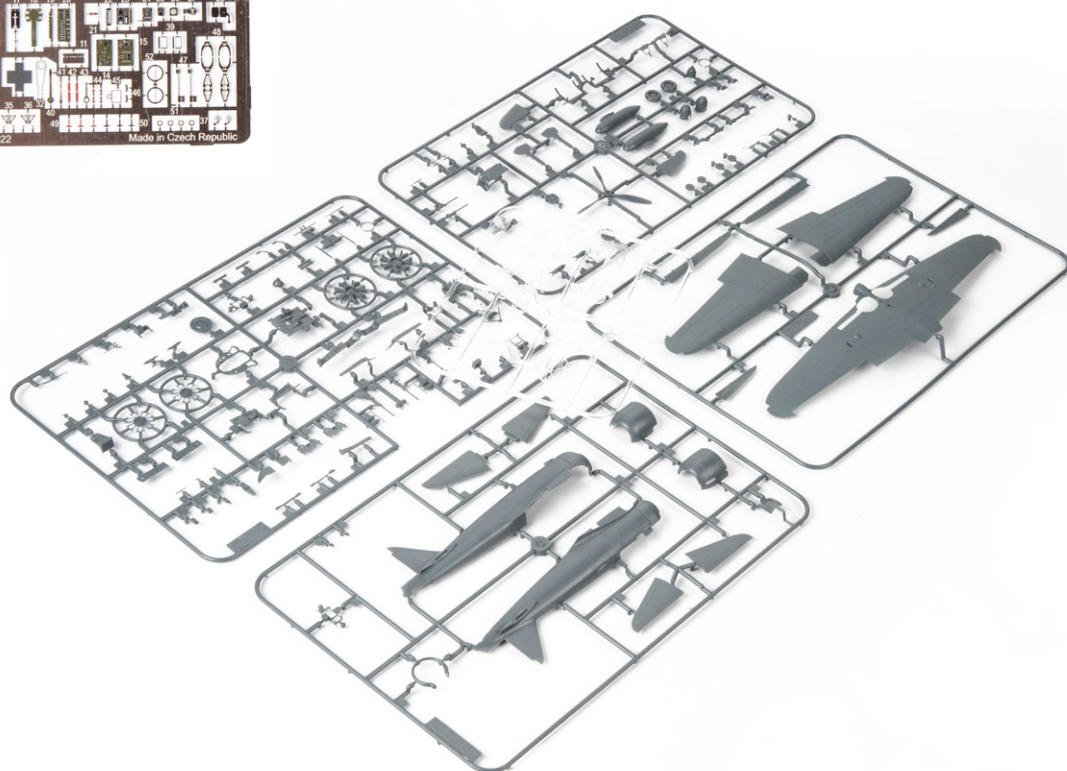
OVERTREES

#82114X

A6M3 Zero Type 22

1/48

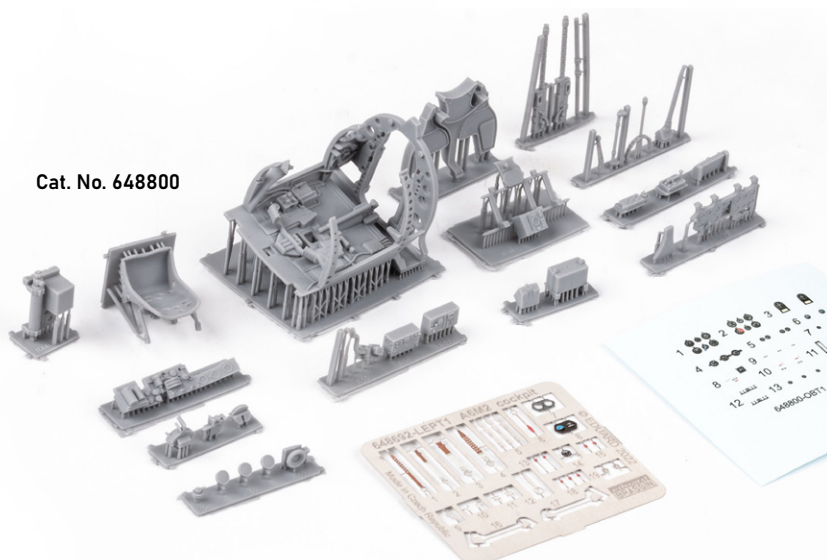
[Product page](#)



Recommended: for SAMURAI 1/48

481091	A6M3 Zero landing flaps (PE-Set)
481092	A6M3 Zero (PE-Set)
644185	A6M3 LööK (Brassin)
644189	A6M3 Zero LööKplus (Brassin)
648695	A6M undercarriage legs BRONZE (Brassin)
648786	A6M3 seat PRINT (Brassin)
648787	A6M3 tailwheel PRINT (Brassin)
648788	A6M3 cannon barrels & cockpit guns PRINT (Brassin)
648799	A6M3 wheels (Brassin)
648800	A6M3 cockpit PRINT (Brassin)
648801	A6M3 exhausts PRINT (Brassin)
648802	A6M3 Type 32 landing flaps PRINT (Brassin)
648806	A6M3 Type 22 folding wingtips PRINT (Brassin)
648807	A6M3 Type 22 landing flaps PRINT (Brassin)
648808	A6M wheels w/smooth tire (Brassin)
3DL48088	A6M3 SPACE (3D Decal Set)
EX899	A6M3 Zero TFace (Mask)

Cat. No. 648800



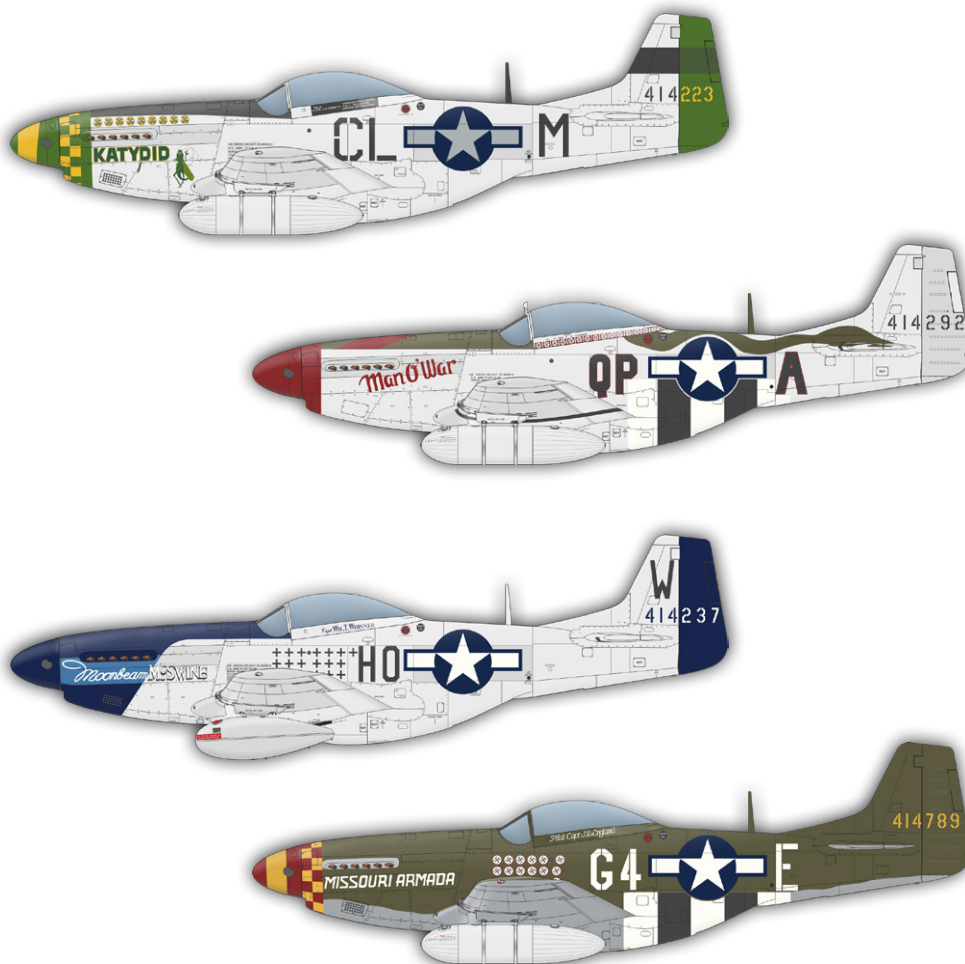
P-51D-10

1/48

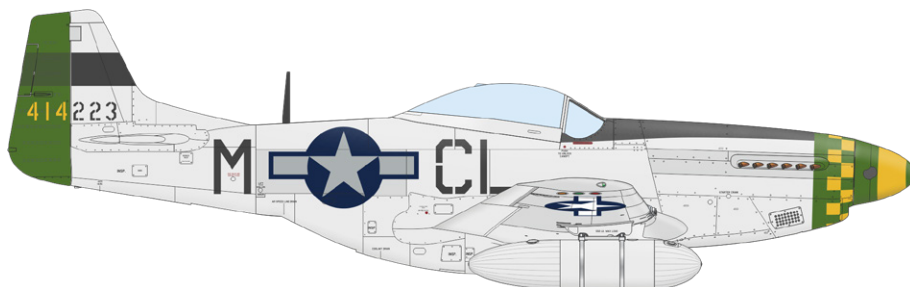
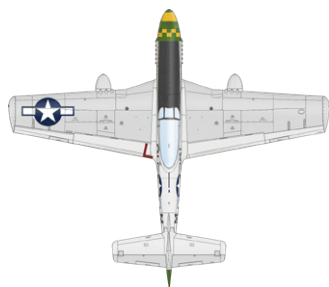
#84184

Weekend edition kit of US WWII fighter
P-51D-10 in 1/48 scale.

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

[Product page](#)


■ s/n 44-14223, Lt. Col. Elwyn G. Righetti, CO of 55th FG, 8th AF, Wormingford, United Kingdom, December 1944–March 1945

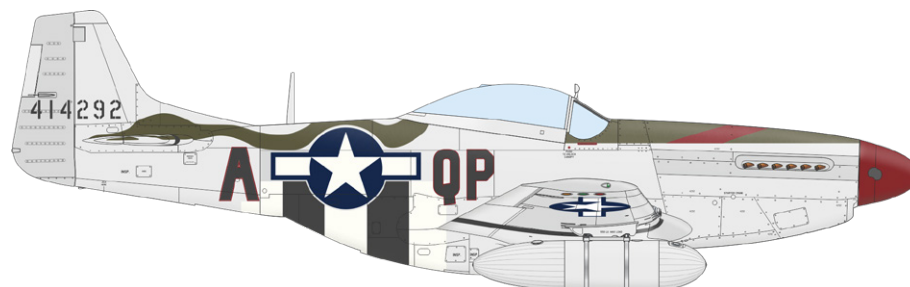


Elwyn Guido Righetti, also known as "Eager El", was not only the 55th FG top fighter ace but also the most successful strafing ace in the whole ETO. Righetti joined the 338th FS, 55th FG in October 1944. At the age of 29, he was already a matured pilot, however he lacked the combat experience. Despite his age he was eager and aggressive, so he was able to boost morale of his rather tired group. One of Righetti's "hobbies" was destroying the locomotives. He also

managed to shoot down two Mistels and destroyed several Me 262 jets on the ground. Unfortunately, Righetti's outstanding achievements were cut short right before the end of war. On April 17, 1945, exactly on his 30th birthday, Righetti was shot down by flak while raiding the airfield near Dresden. He successfully performed the emergency landing and advised his friends over the radio "Tell the family I'm okay. Broke my nose on landing. It's been a hell of a lot

of fun working with you, gang. Be seeing you a little later." Since then no one ever heard about Righetti again. Supposedly he was murdered by the enraged German civilians. During his short combat career, he scored 7.5 kills and destroyed 35 enemy aircraft on the ground. He flew two personal Mustangs (44-14223 and 44-47222), both of them were decorated with the inscription KATYDID and grasshopper artwork on the port side of the fuselage.

■ s/n 44-14292, Col. Claiborne H. Kinnard, CO of 4th FG, 8th AF, Debden, United Kingdom, November 1944

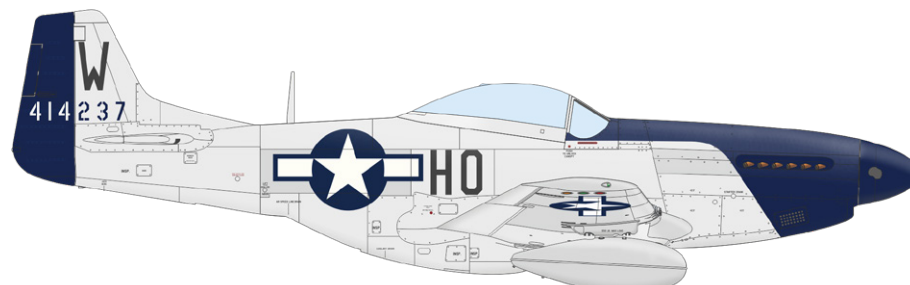
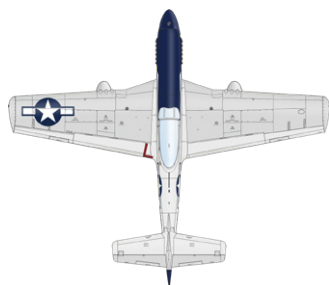


Claiborne Holmes Kinnard was one of the most successful pilots in the combat against the ground targets. He was born on October 29, 1912, in Franklin, Tennessee. After he obtained his pilot's certification in 1944, he led the 354th FS from November 27 until June. On June 12, 1944, he assumed command of the 355th FG which he led until the end of August. In September he was ordered to 4th FG which he also briefly commanded from November 3 until November 29, 1944. Then he returned

to 355th FG where he flew until May 1945. During his combat career he scored eight aerial kills and destroyed further seventeen enemy aircraft on the ground. Kinnard flew the depicted, unusually painted Mustang from October to November 1944 as a commander of the 4th FG. His aircraft was decorated with the inscription Man O'War painted red on the nose's port side and the upper surfaces were painted with green camouflage bands, possibly in the Olive Drab shade. The kill mar-

king were painted on the port side of the canopy frame. The invasion stripes appearance corresponds to the modification after the beginning of September 1944 when only the part of the markings remained at the bottom of the fuselage. From November 3 till November 29, 1944, Kinnard commanded the 4th FG, then he returned to the 355th FG where he served until May 1945.

■ s/n 44-14237, Capt. William T. Whisner, 487th FS, 352nd FG, 8th AF, Bodney, Great Britain, November 1944

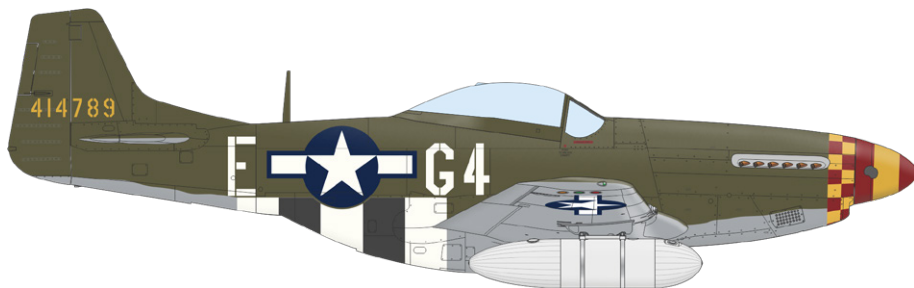
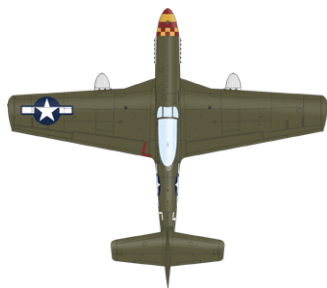


William Thomas Whisner was born in 1923 in Louisiana and on March 16, 1942, enlisted in the Army. On April 10, 1942, he started his pilot training and received his wings on February 15, 1943, at Napier Field in Alabama. On February 23, 1943, he was assigned to 487th FS. During 1944 and 1945 he was credited with 15.5 kills and awarded Distinguished Service Cross twice. He finished the war as Captain and left Army

on August 23, 1945. On October 17, 1947, he returned to the active duty and on September 1, 1951, he was promoted to Major. In September 1951 he was ordered to 334th FIS in Korea, part of 4th FIW. Between September and November 1951, he shot down two MiG-15s and damaged further five aircraft of the same type. In December he was ordered to the 25th FIS, 51st FIW and scored another four victories including one

in the cooperation which made him the seventh fighter ace of the Korean War in the chronological order. In March 1952 he left Korea with the status of the double ace of two different conflicts and became one of seven American pilots who achieved such success. Whisner's Mustang's nose was painted in the new, darker shade of blue which 352nd FG started to use in the fall of 1944 due to its better contrast.

■ s/n 44-14789, Capt. John B. England, 362nd FS, 357th FG, 8th AF, Leiston, United Kingdom, December 1944



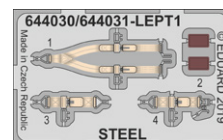
John Brooke England was born on January 15, 1923, in Caruthersville, Missouri. In April 1942 he enlisted in the Army Volunteer Reserves and after completing the pilot training in March 1943 he was assigned to the 362nd FS whose command he assumed on August 25, 1944. He served two tours of duty with 357th FG during which time he flew 108 combat missions representing 460 hours of the operational flying. He was the second

best marksman of the 357th FG scoring in total 17.5 kills. In the end of January 1945 England finished his second tour of duty and returned home. After the war he continued serving with USAAF. On February 20, 1951, he was promoted to Lieutenant Colonel and briefly served in Korea where he flew in total six combat missions during which he managed to damage MiG-15. In October 1953 he assumed command of the 389th

FBS. On November 17, 1954, he was killed during the accident at the Toul airport (France) when under the inclement weather and low visibility he tried several times to land his F-86F. During the last approach he ran out of fuel but regardless he avoided the airbase building. Thanks to his sacrifice the Alexandria airbase was renamed to the England Air Force Base.

Recommended: for P-51D-10 1/48

Cat. No. 644030

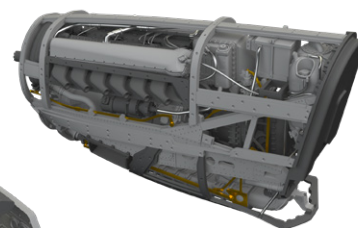


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|----------|---|
| FE1021 | P-51D seatbelts STEEL (PE-Set) |
| 644030 | P-51D-10 LööK (Brassin) |
| 644052 | P-51D-10 LööKplus (Brassin) |
| 648485 | P-51D exhaust stacks (Brassin) |
| 648486 | P-51D exhaust stacks w/ fairing (Brassin) |
| 648487 | P-51D Hamilton Standard propeller (Brassin) |
| 648494 | P-51D wheels diamond tread (Brassin) |
| 648495 | P-51D undercarriage legs BRONZE (Brassin) |
| 648503 | P-51D wheels oval tread (Brassin) |
| 648504 | P-51D wheels cross tread (Brassin) |
| 648505 | P-51D wheels block tread (Brassin) |
| 648511 | P-51D wheels diamond tread 2 (Brassin) |
| 648512 | P-51D wheels rhomboid treat (Brassin) |
| 648513 | P-51D wheels pointed cross tread (Brassin) |
| 648514 | P-51D wheels grooved (Brassin) |
| 648517 | P-51D gun bays (Brassin) |
| 648522 | P-51D cockpit (Brassin) |
| 648555 | P-51D engine (Brassin) |
| 648570 | P-51D gun sights (Brassin) |
| 648571 | P-51D 75gal drop tanks (Brassin) |
| 648572 | P-51D 108gal drop tanks (Brassin) |
| SIN64869 | P-51D ADVANCED (Brassin) |
| 3DL48003 | P-51D-10 SPACE (3D Decal Set) |
| D48033 | P-51D national insignia (Decal Set) |
| D48034 | P-51D stencils (Decal Set) |
| EX663 | P-51D TFace (Mask) |

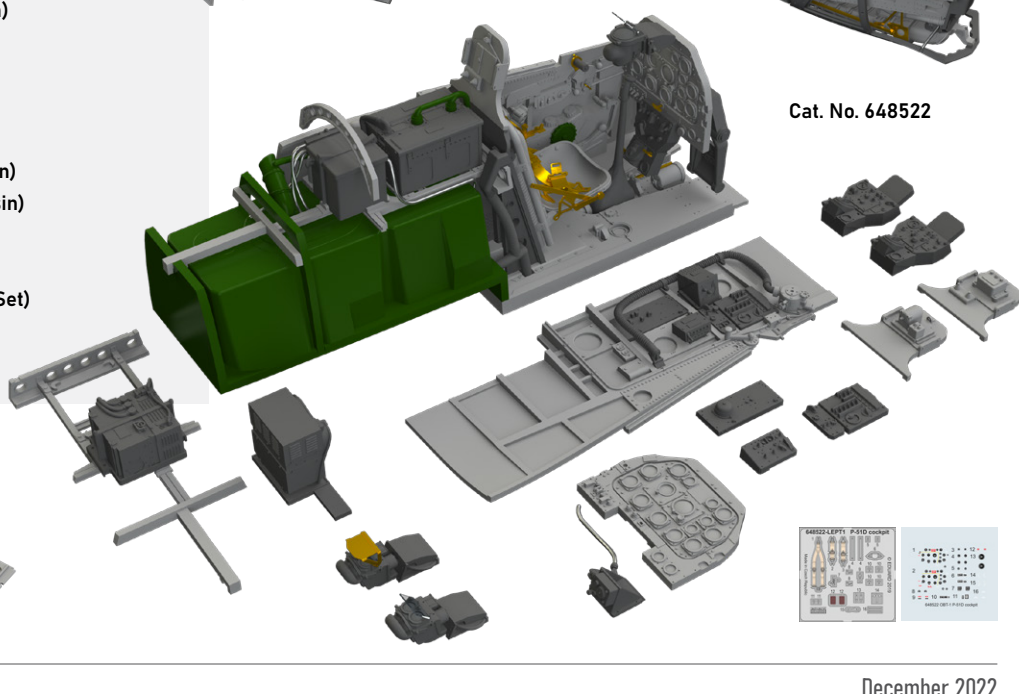
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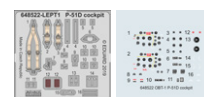
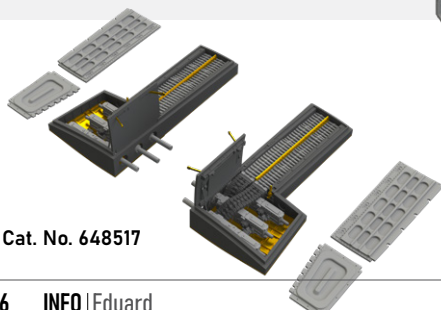
Cat. No. 648555



Cat. No. 648522



Cat. No. 648517



Spitfire Mk.IXc

1/72

#7466

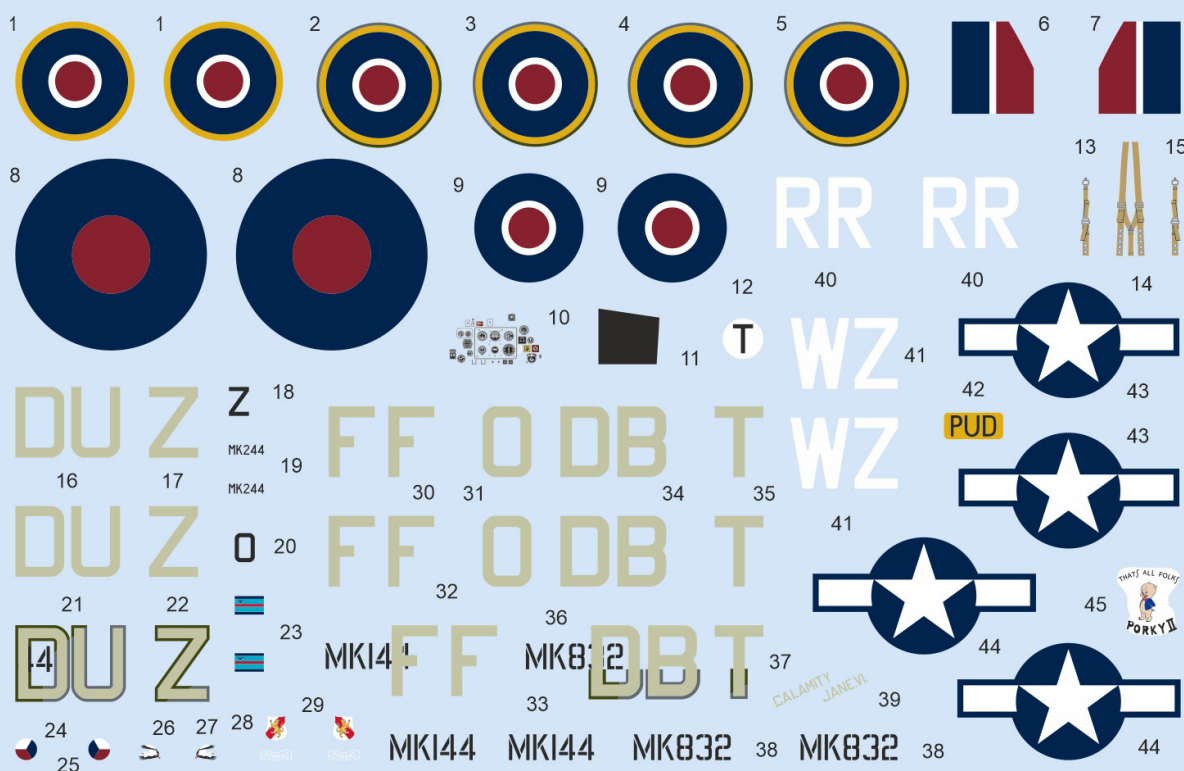
Weekend edition kit of British WWII fighter aircraft Spitfire Mk.IXc in 1/72 scale.

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

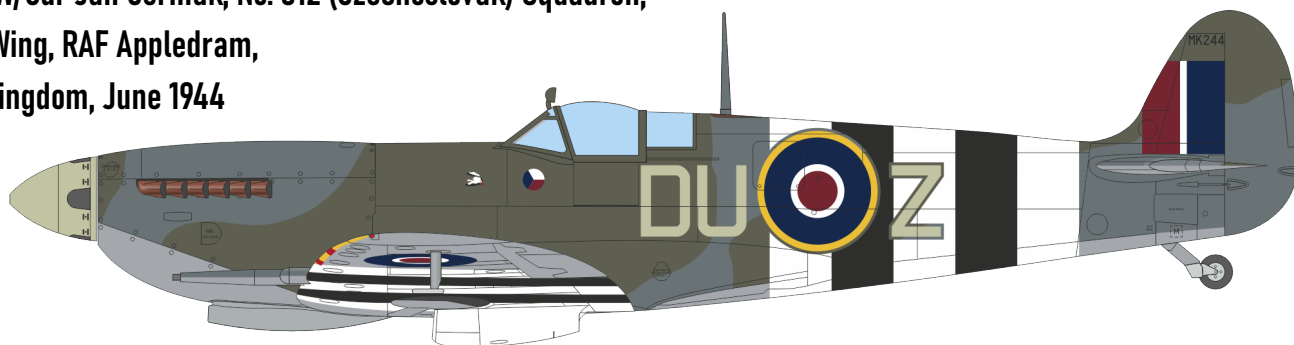
Product page



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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■ **MK244, W/Cdr Jan Čermák, No. 312 (Czechoslovak) Squadron,
No. 134 Wing, RAF Appledram,
United Kingdom, June 1944**

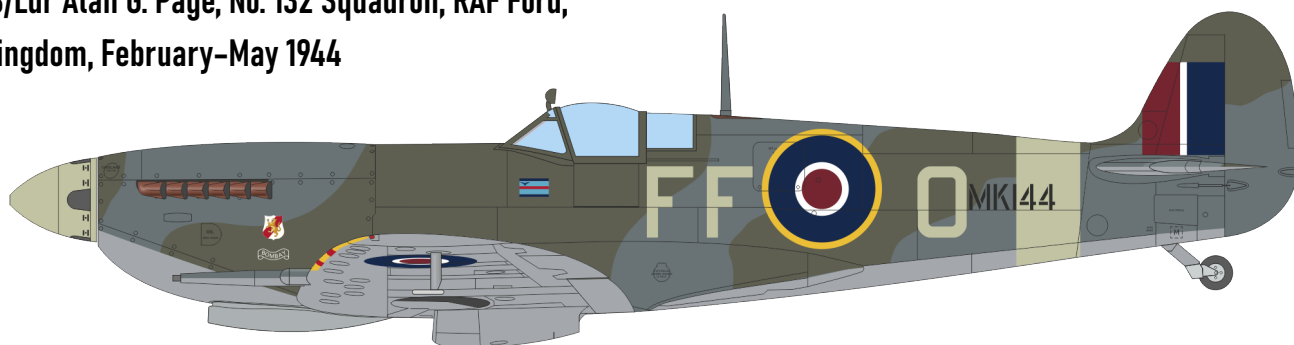


The former No. 312 Squadron commander, W/Cdr Jan Čermák was at the time of the Normandy landing the ground and administrative commander of the No. 134 Wing, but regardless he personally led the unit on several missions. One of those was a routine patrol of the Czechoslovak fighters over Sword

beach which turned into the large scale air battle. Czechoslovak pilots broke up the formation of a dozen of Focke Wulf Fw 190A whose goal was to bomb the beach crowded with troops and equipment. Three "onenineties" were destroyed and five damaged at no losses to Czechoslovaks. In this combat W/Cdr

Čermák claimed one Fw 190 destroyed and one damaged. On this mission he flew Spitfire s/n MK244 which was the personal aircraft of F/O Jaroslav Šodek who flew it in combat on the regular basis from February to June 1944.

■ **MK144, S/Ldr Alan G. Page, No. 132 Squadron, RAF Ford,
United Kingdom, February–May 1944**

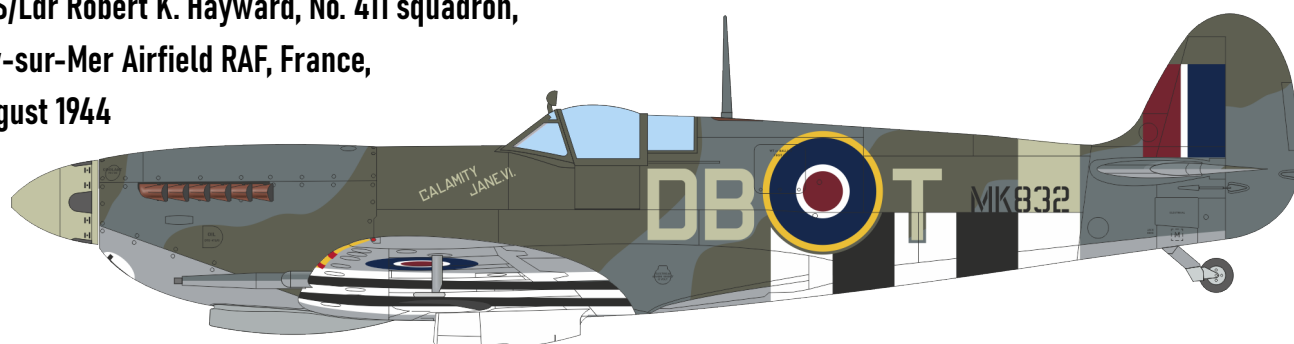


During the Battle of Britain Alan Geoffrey Page was shot down and suffered serious burns. Following two plus years he spent in the hospital recovering. He undertook the plastic surgery in Queen Victoria's Hospital in East Gringstead and became the founding member of the Guinea Pig Club. Ultimately, he managed to return to the active duty and became one of the most successful English fighter pilots. During the spring months of 1944, as the commander of No. 132 Squadron he flew the depicted Spitfire on the offensive bombing and fighter sweeps preceding

the invasion. On April 29, on one such mission, over the Deelen airfield in the Netherlands he managed to shoot down a Bf 110G-4 flown by the elite night fighter ace Maj. Hans-Joachim Jabs. On July 7 Page was promoted to command the elite No. 125 Wing. In the end of September, shortly after the conversion to the new powerful Spitfires Mk.XVI, Page's Spitfire was damaged by flak over Arnhem suburbs, and he crash landed. He wounded his face on the gunsight and suffered some other injuries. He was transported by air back to England and again admitted to the Queen

Victoria's Hospital in East Grinstead. After the war he became an active member of the Battle of Britain Association of the Fighter Pilots and was a moving force behind the creation of the Battle of Britain Memorial which was erected on the cliffs between Dover and Folkestone in 1993. During his wartime career Alan Geoffrey Page shot down 15 enemy aircraft and damaged three of them. His autobiography *The Guinea Pig Story* was published in 1981.

■ **MK832, S/Ldr Robert K. Hayward, No. 411 squadron,
B.4 Beny-sur-Mer Airfield RAF, France,
July–August 1944**

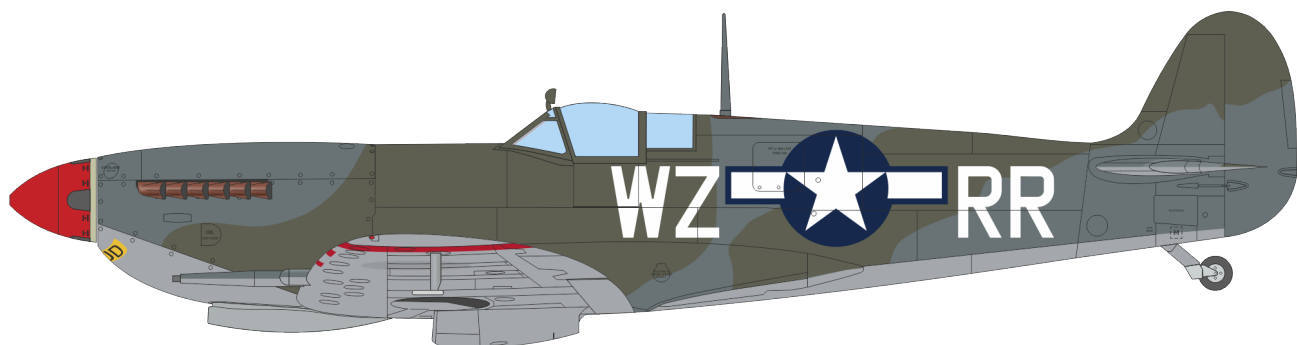


Robert Kitchener "Bob" Hayward comes from the pool of the former RCAF flight instructors who served with No. 126 Wing. He was born on November 12, 1915, in St. John's, Newfoundland. After he completed his pilot training, he served at the main training base CFB Trenton. From February 1941 to October 1942, he flew as an instructor at No. 25 FTS. In March 1943 Hayward

stated to fly combat missions with No. 401 Squadron where in the coming months he scored three aerial kills. In May 1944, after the rest, he was again attached to the No. 411 Squadron as a flight leader. On August 5, 1944, he was promoted to the squadron commander and until the end of September 1944 he claimed another three confirmed kills and four

enemy aircraft damaged. After he finished his tour of duty he returned to Canada and until March 1945 he again flew as an instructor with No. 25 FTS. From May to September 1945, he briefly served at No. 16 FTS in Hagersville and in November 1945 he retired to the civilian life.

■ Lt. Robert J. Connors, 309th FS, 31st FG, 12th AF, Castel Volturno, Italy, February–March 1944



Lt. Robert Connors' Spitfire carried on the portside of the fuselage the artwork depicting the Porky Pig character which referred to his nickname "Porky". After its arrival in Britain in June 1943 the 309th FS

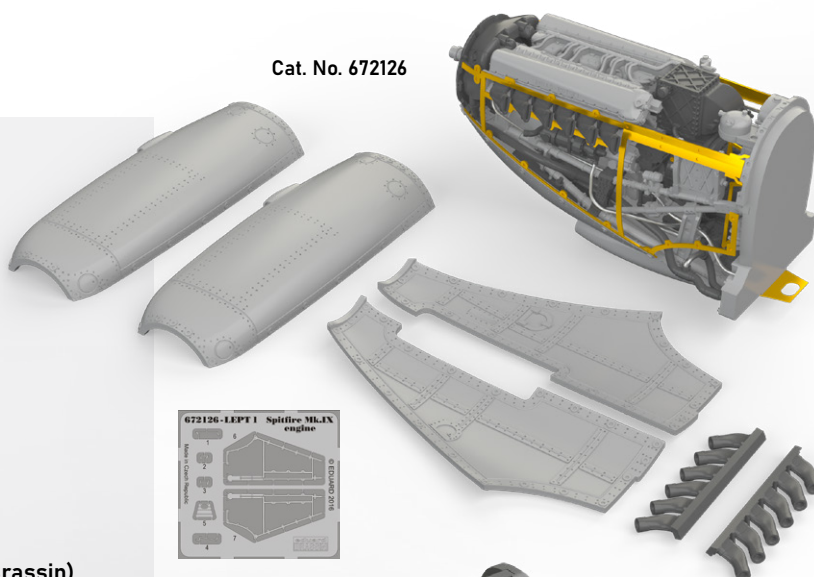
was re-equipped with Spitfires Mk.V and flew them in Europe, North Africa, Sicily and Italy. In April 1943 the unit received its first Spitfires Mk.IX often flown as the upper cover for the older Spitfires Mk.V. In March

1944 the 309th FS traded their Spitfires for Mustangs possessing much longer range and therefore able to escort the USAAF bombers as far as the Southern Germany.

Recommended: for Spitfire Mk.IXc 1/72

- | | |
|----------|--|
| 72623 | Spitfire Mk.IX landing flaps (PE-Set) |
| 72624 | Spitfire Mk.IX (PE-Set) |
| SS597 | Spitfire Mk.IX seatbelts STEEL (PE-Set) |
| SS651 | Spitfire Mk.IX radiator grilles (PE-Set) |
| BIG72117 | SPITFIRE Mk.IX (BIGED Set) |
| 672110 | Spitfire exhaust stacks - fishtail (Brassin) |
| 672112 | Spitfire Mk.IX cockpit (Brassin) |
| 672123 | Spitfire Mk.IX top cowl early (Brassin) |
| 672126 | Spitfire Mk.IX engine (Brassin) |
| 672134 | Spitfire Mk.IX legs BRONZE (Brassin) |
| 672150 | Spitfire Mk.IXc gun bays (Brassin) |
| 672173 | Spitfire Mk. VIII / IX / XVI radiator fairings (Brassin) |
| D72008 | Spitfire Mk.IX stencils (Decal Set) |
| D72010 | Spitfire - British WWII roundels late (Decal Set) |
| CX454 | Spitfire Mk.IX (Mask) |

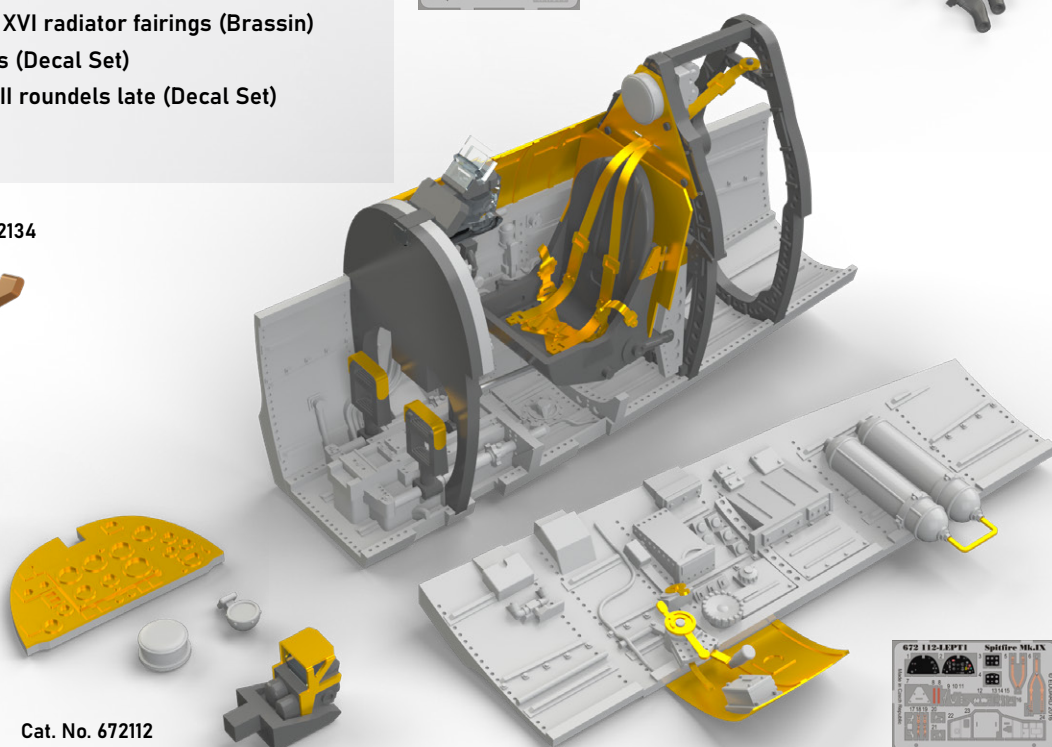
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Cat. No. 672134



Cat. No. 672112



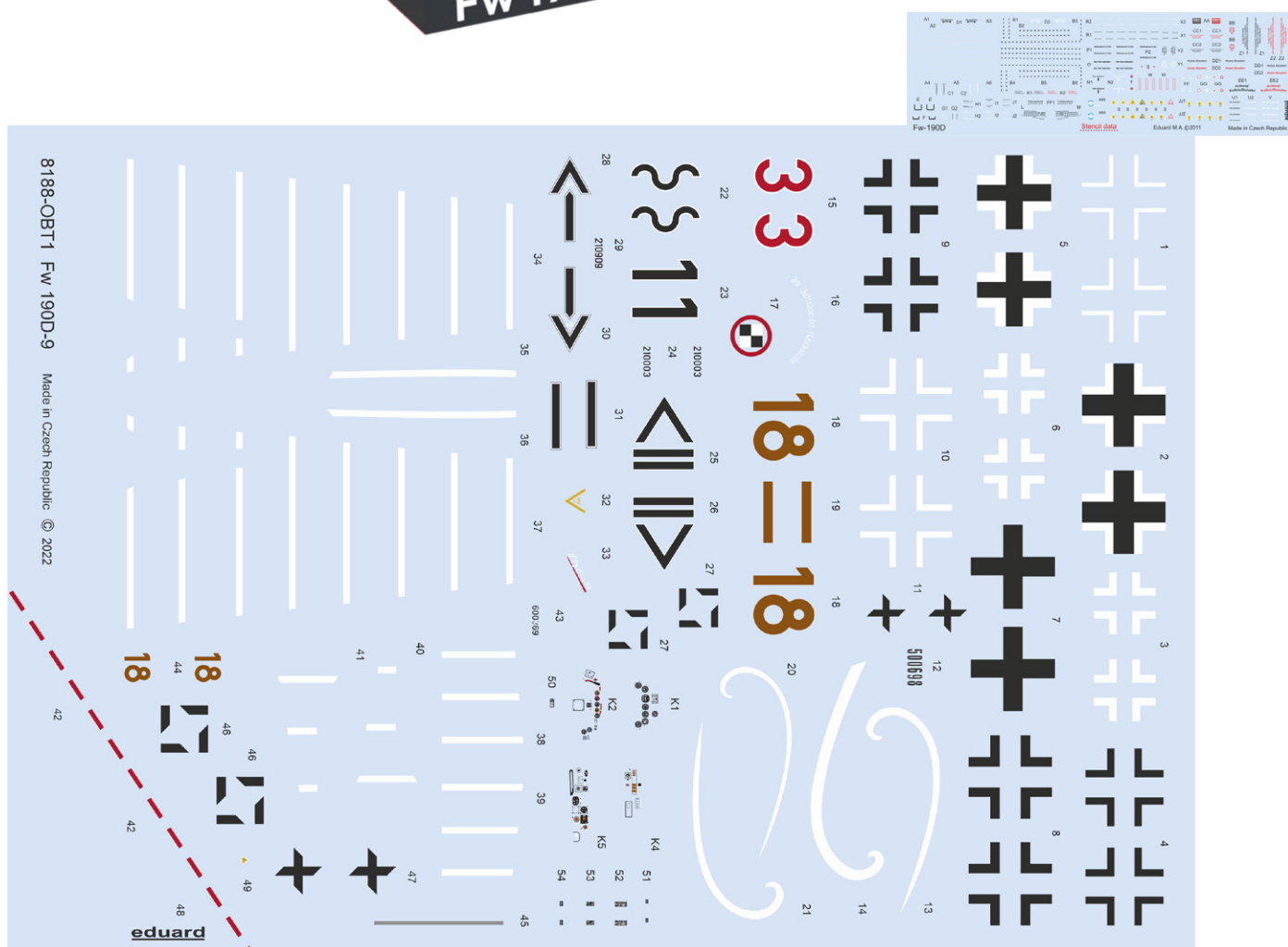
Fw 190D-9

1/48

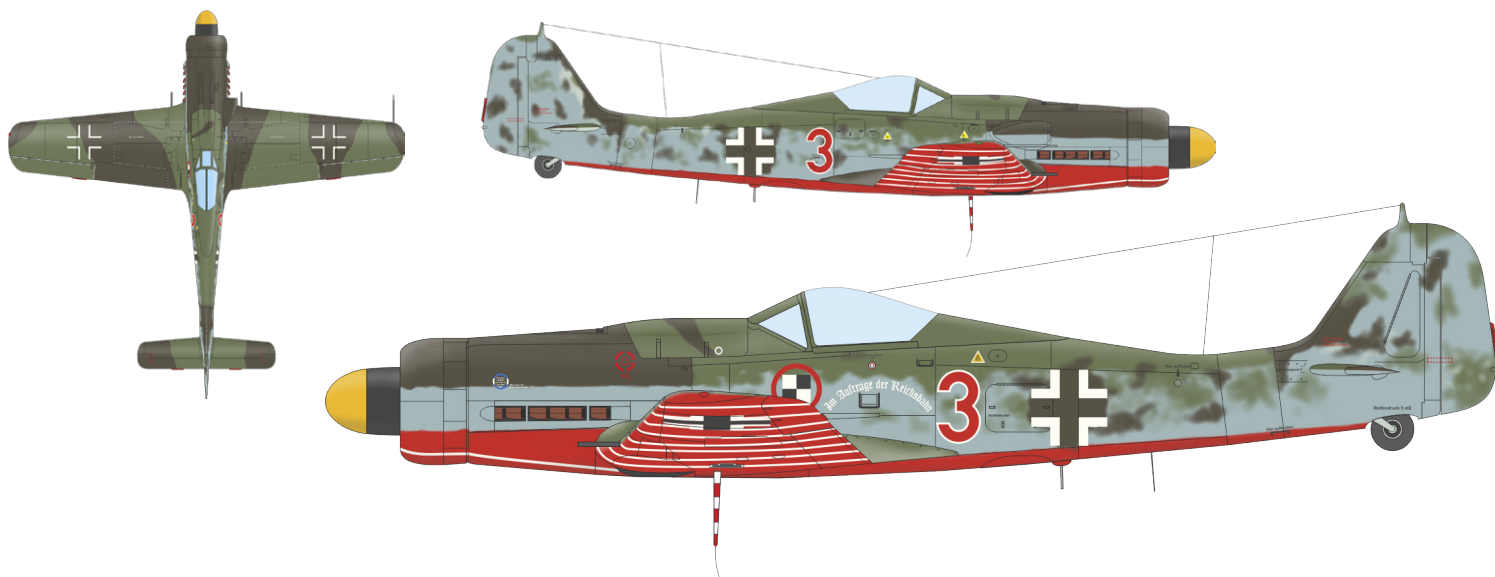
#8188

ProfiPACK edition of German WWII fighter aircraft
Fw 190D-9 in 1/48 scale.

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

[Product page](#)


WNr. 600769, Hptm. Waldemar Wübke, Sachsenberg Schwarm, Ainring, Austria, May 1945

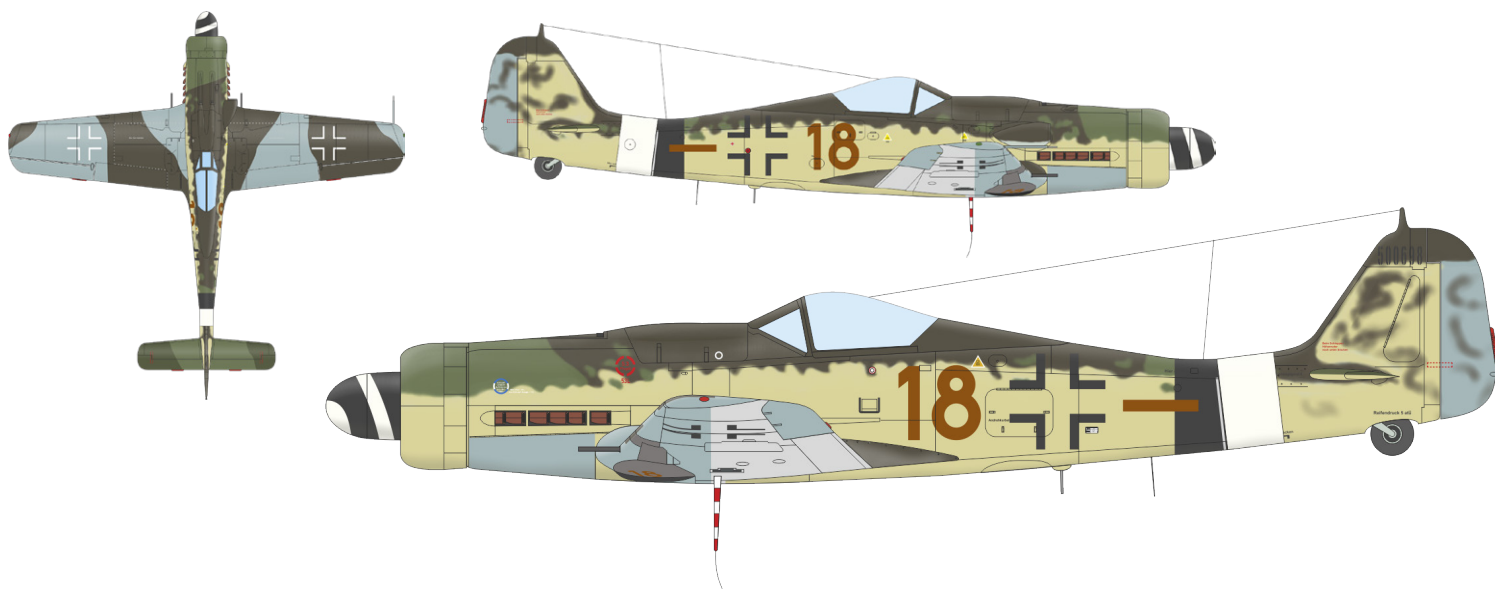


Waldemar Wübke was one of the few Luftwaffe fighter pilots to survive combat duty over the entire course of the WWII. He started his fighter pilot career in May 1940 as a Leutnant with I./JG 27. In July he was transferred to 9. Staffel of III./JG 54, flying the Bf 109E-4 and went through the Battle of Britain with this unit. He was credited with 15 victories plus one at night, first of this tally being Blenheim shot down over the Channel on September 9, 1940. Wübke was shot down six times during his spell with the JG 54 and twice wounded. His

career ended with the JV 44, where he flew "Platzschutz" (airfield defense) missions with the so called "Papagaistaffel", where he accompanied other experienced German fighter pilots. Their task was to provide cover for Adolf Galland's group of Me 262 jets during take-offs and landings. Due to the rather inexperienced women-crewed Flak defensive artillery of the Munich-Riem airfield, the Fw 190D-9s of the JV 44 were painted red on undersurfaces, highlighted by white stripes to make the recognition of friendly fighters

as easy as possible for them. According to the newest findings these stripes were not reaching the tail on the fuselage bottom but ended at the front of the wheel-bays. Wübke's Dora was an example from the Fieseler factory with typical no-bulges three piece machine guns cover and with later production blown canopy. The inscription "Im Auftrage der Reichsbahn" had been on various Wübke machines since the beginning of the war. He started using it when he returned to his home base several times by train after being shot down.

WNr. 500698, Lt. Günter Seyd, 7./JG 26, Uetersen, Germany, May 1945

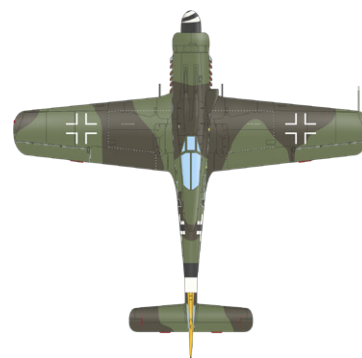
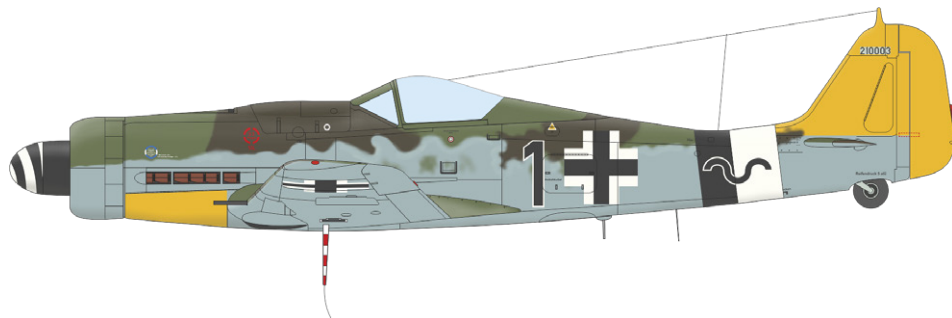


JG 26 was established on November 1, 1938, (originally as JG 132) with Eduard von Schleich, an ace with 35 kills in WWI as its first Kommodore. JG 26 entered the war under the command of Hans Hugo Witt but stayed in Germany during the invasion of Poland. It then operated on the Western Front until 1943, with its most famous Kommodore, Adolf Galland, taking command on August 22, 1940. Galland was leading JG 26 for the rest of the Battle of Britain and well beyond until December 5, 1941. In early 1943, JG 26 was to replace JG 54 in the Luftflotte 1 formation on the Eastern Front, but in the

end, it was only a brief episode of I./JG 26. The group continued to operate in France and then as a part of the defense of the Reich system. From late 1941 onwards all Gruppe except III./JG 26 started their conversion to Fw 190As, the first to receive Fw 190D-9s were I. Gruppe and II. Gruppe starting from mid-October 1944. Lt. Günter Seyd of 5./JG 26 took off with this aircraft from Uetersen on May 5, 1945, but due to an engine failure he made an emergency landing in Schleswig. In the only known photograph, the lower engine cowling appears slightly darker and it is likely it was

painted RLM 76 early (probably taken from another aircraft), but a yellow color cannot be completely ruled out. The brown color of the fuselage numbers was unusual, with only a few Staffeln within the Luftwaffe using it. However, 7./JG 26 kept this habit throughout the war. Günter Seyd scored a single kill during the war when he shot down a Lancaster from No. 405 (or No. 582) Sqn. RAF west of Cologne on December 23, 1944. It was not only his first kill, but also the first kill of II./JG 26 after conversion to Fw 190D-9.

■ WNr. 210003, Oblt. Hans Dortenmann, 12./JG 26, Germany, 1945

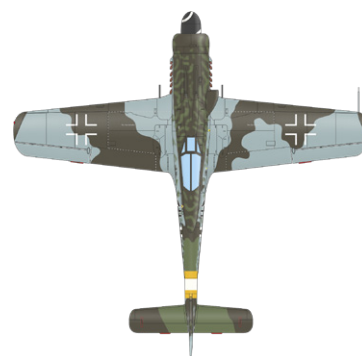
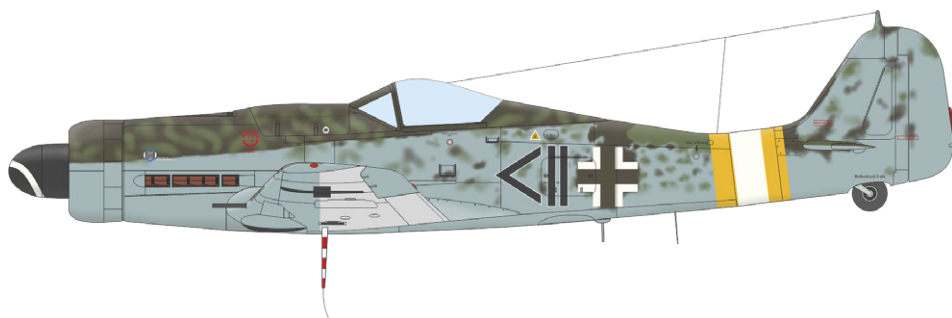


Oblt. Hans Dortenmann, an ace with 38 kills to his credit and holder of the Knight's Cross, flew this Fw 190D-9 WNr. 210003 from September 1944 until the end of the war, when he personally destroyed the aircraft. Dortenmann scored 18 kills with this Dora, making him the most successful fighter pilot on this type. The aircraft also became the longest-serving Dora in

combat. It would begin its career as a "Red 1" while Dortenmann was a member of III./JG 54. At the end of February, III./JG 54 was redesignated IV./JG 26, which also brought a change in the markings of the aircraft. As Staffelkapitän of 12./JG 26, Dortenmann now had a black "1" on his Dora, with the typical white and black stripe identifying JG 26 and a wave mark on the rear,

indicating his affiliation with IV. Gruppe. At the same time, the camouflage was modified, with the colors of RLM 74/75 being replaced by the shades of RLM 81/82, and a later type of blown canopy was fitted in place of the early straight one. The lower surfaces were to carry a full coat of RLM 76. The keel and rudder were painted yellow while still in the ranks of JG 54.

■ Stab I./JG 2, Frankfurt/Rhein-Mein, April 1945

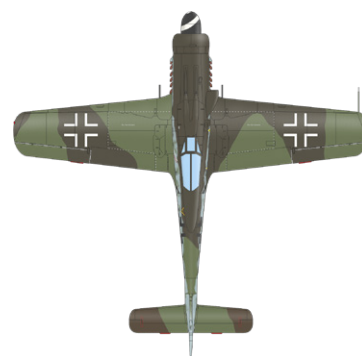
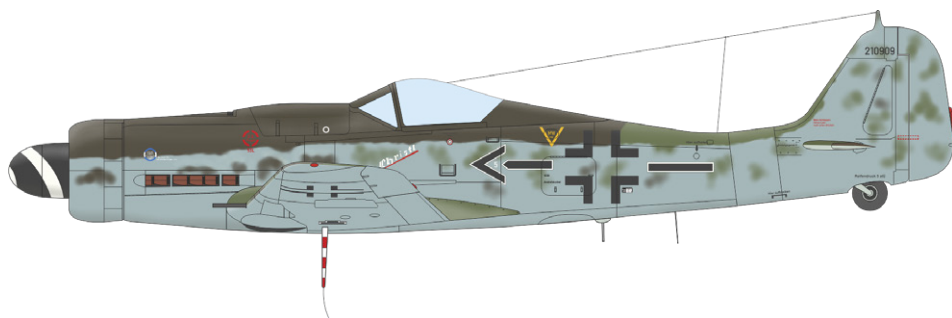


Assignment to JG 2 is probable but not certain in the case of this aircraft. It relies mainly on the appearance of the identification markings. JG 2 was one of the oldest fighter units of the Luftwaffe. It was formed as Jagdgeschwader Richthofen as early as 1934, from May 1, 1939, it was designated JG 2 Richthofen after the most successful WWI fighter. The first Kommande was Oberst Gerd von Masow and during the Polish campaign JG 2 was assigned to the defense of the Reich. It subsequently joined the fighting on the Western Front and after the Battle of Britain remained

in France until September 1944. Shortly thereafter, I. Gruppe and III. Gruppe began taking over their first "Doras" in the second half of October. Hptm. Franz Hrdlicka, an ace with 60 confirmed kills, took over the command of I. Gruppe from December 18. He was a native of Dvorská, the suburb of Brno city in the Czechoslovakia, but of German nationality. Hrdlicka (means dove in Czech) led the I. Gruppe until March 25, 1945, when he was killed in combat with American fighters. According to some sources, his score may have been as high as 96 victories. This aircraft sported the designation

of the I. Gruppe Stab (staff) and was found in the middle of the runway at Frankfurt/Rhein-Main Airport. Apparently, it had made an emergency landing, possibly due to engine failure, judging by the oiled lower engine cowling. The aircraft was not recovered and was found where it had stopped by the Allies. There it remained until the spring of 1946. Apparently, it was a second production run aircraft at Fieseler, the 600xxx series.

■ WNr. 210909, Maj. Gerhard Barkhorn, JG 6, Welzow, Germany, February 1945



Gerhard Barkhorn's JG 6 personal aircraft was produced by the Fieseler Kassel factory. The inscription "Christl" under the cockpit is a diminutive of the name of Barkhorn's wife Christy. The marking on the fuselage identifies the aircraft as belonging to Geschwader Kommande. During the war, Barkhorn achieved a total of 301 victories, which ranks him as the second most successful fighter ace of all time. All

of his kills were scored in the ranks of JG 52, with the first one scored on July 2, 1941 and the last one on January 5, 1945. He then commanded JG 6 and at the very end of the war became a member of JV 44 armed with Me 262 jets. For his achievements in combat, he was awarded the Knight's Cross on August 23, 1942, with the Oak Leaf added on January 11, 1943 and the Swords on March 2, 1944. Af-

ter the war he continued to serve in the Bundesluftwaffe. The coloring of his Dora is a reconstruction, only photographs of the central part of the fuselage are known. These show, among other things, that the design of the Kommando markings was smaller than was usual.

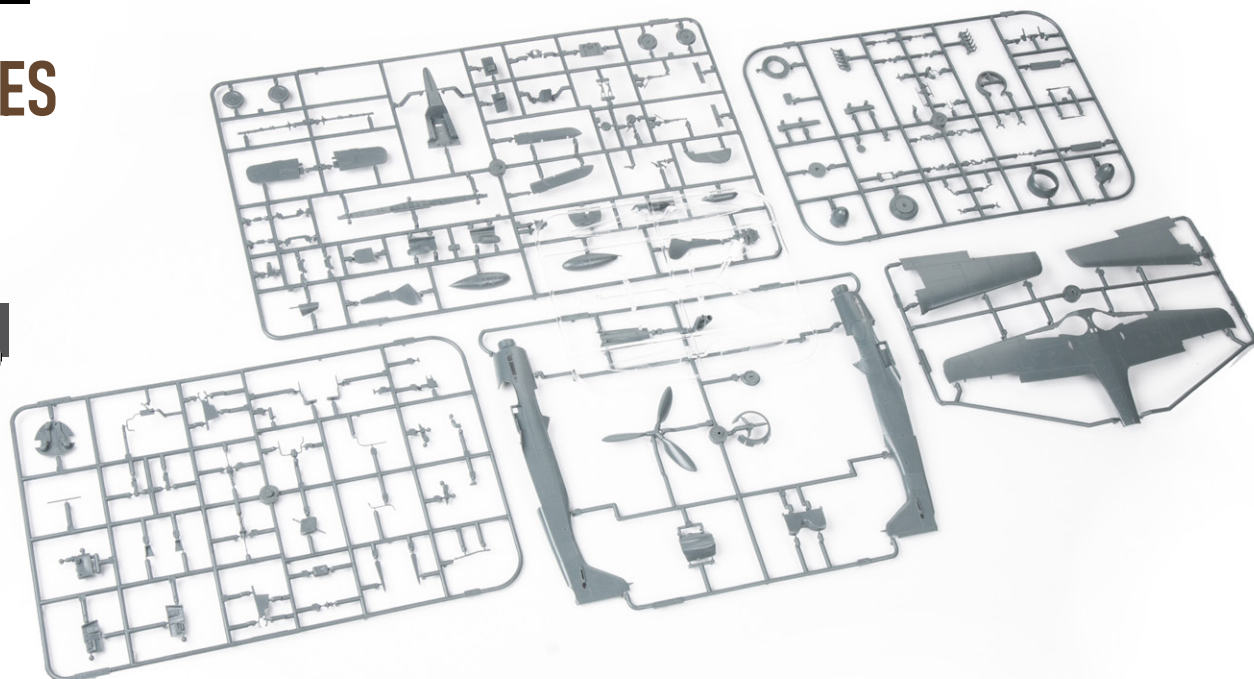
OVERTREES

#8184X

Fw 190D-9

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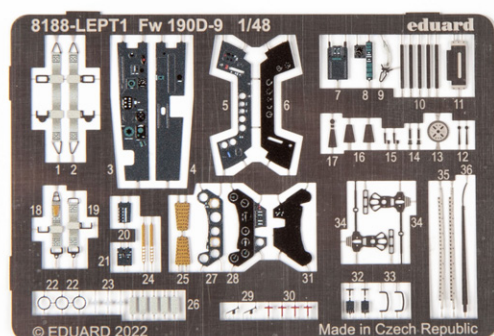
OVERLEPT

#8188-LEPT

Fw 190D-9

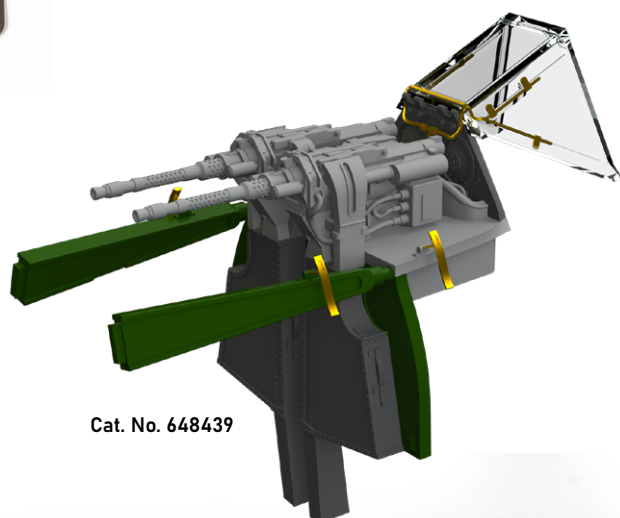
1/48

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Recommended: for Fw 190D-9 1/48

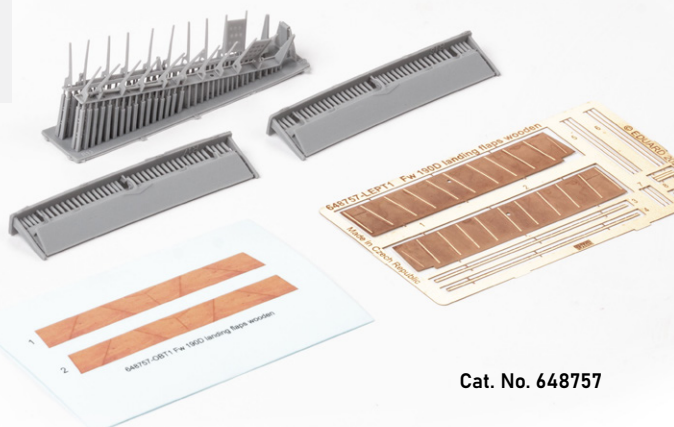
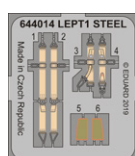
- 48651 Fw 190D-9 (PE-Set)
- FE1211 Fw 190D-9 seatbelts STEEL (PE-Set)
- 644014 Fw 190D-9 LööK (Brassin)
- 648150 Fw 190 wheels late (Brassin)
- 648356 Fw 190A wingroot gun bays (Brassin)
- 648439 Fw 190D fuselage guns (Brassin)
- 648688 Fw 190D exhaust stacks (Brassin)
- 648737 Fw 190D landing flaps PRINT (Brassin)
- 648757 Fw 190D landing flaps wooden PRINT (Brassin)



Cat. No. 648439



Cat. No. 644014



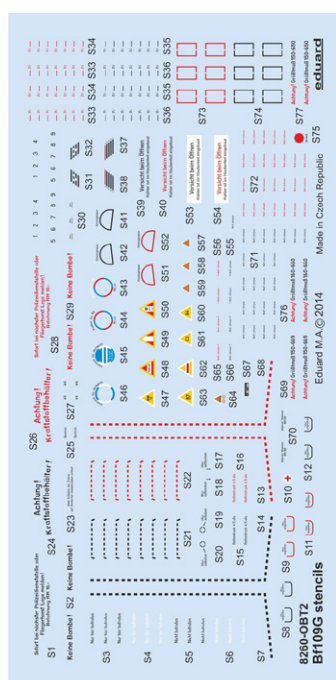
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Bf 109G-10 Mtt. Regensburg 1/48 Re-release

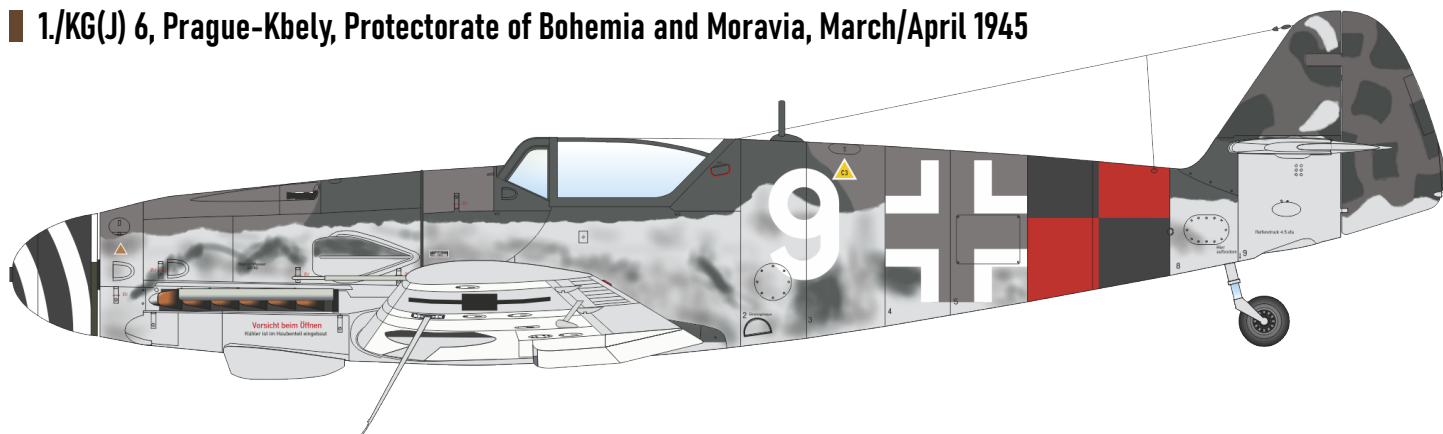
#82119

ProfiPACK edition kit of German WWII fighter aircraft Bf 109G-10 in 1/48 scale. The kit is focused on 109s produced by Messerschmitt factory in Regensburg.

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

[Product page](#)


■ 1./KG(J) 6, Prague-Kbely, Protectorate of Bohemia and Moravia, March/April 1945

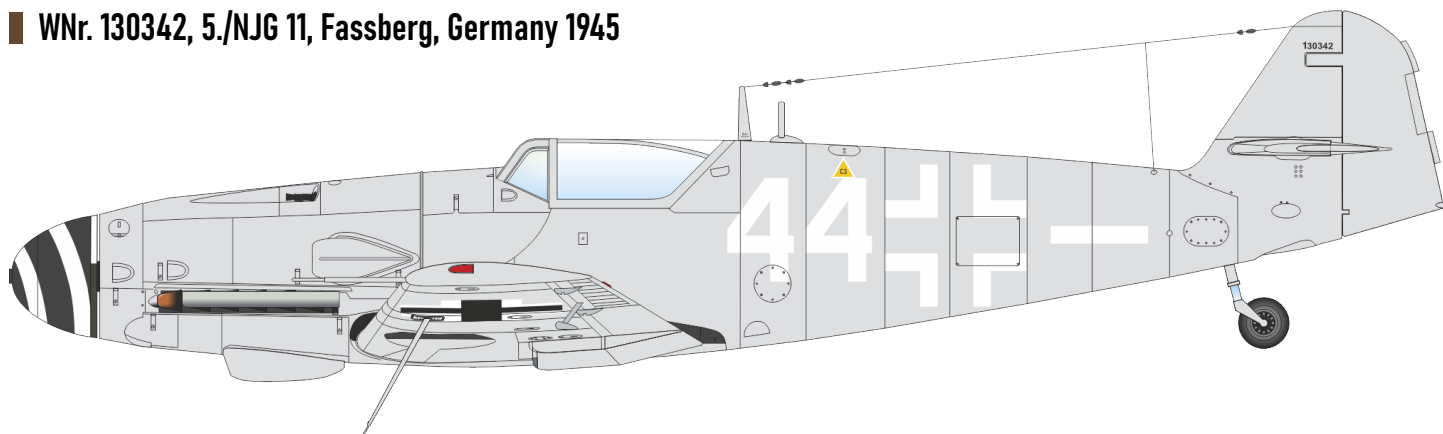


The huge losses suffered by Luftwaffe fighter units were one of the reasons that led in October 1944 to the decision to reduce the number of bomber assets and to distribute their personnel among fighter squadrons following the necessary conversion training. One of the Geschwader units affected

by this change was KG 6. The unit was redesignated as KG(J) 6 and was re-equipped with the Bf 109G-10s and K-4s. Training was undertaken at Prague-Kbely, Prague-Ruzyně and also at Klecany airfields. On March 31, KG(J) 6 aircraft fought against 309th FS/31st FG Mustangs over Prague. The result-

ing heavy losses led to the disbandment of the unit a few days later, on April 9. This aircraft was abandoned at Kbely, probably due to irreparable damage where it was photographed after the war. It's KG(J) 6 ownership is indicated by the red and black square fuselage band on the rear of the aircraft

■ WNr. 130342, 5./NJG 11, Fassberg, Germany 1945

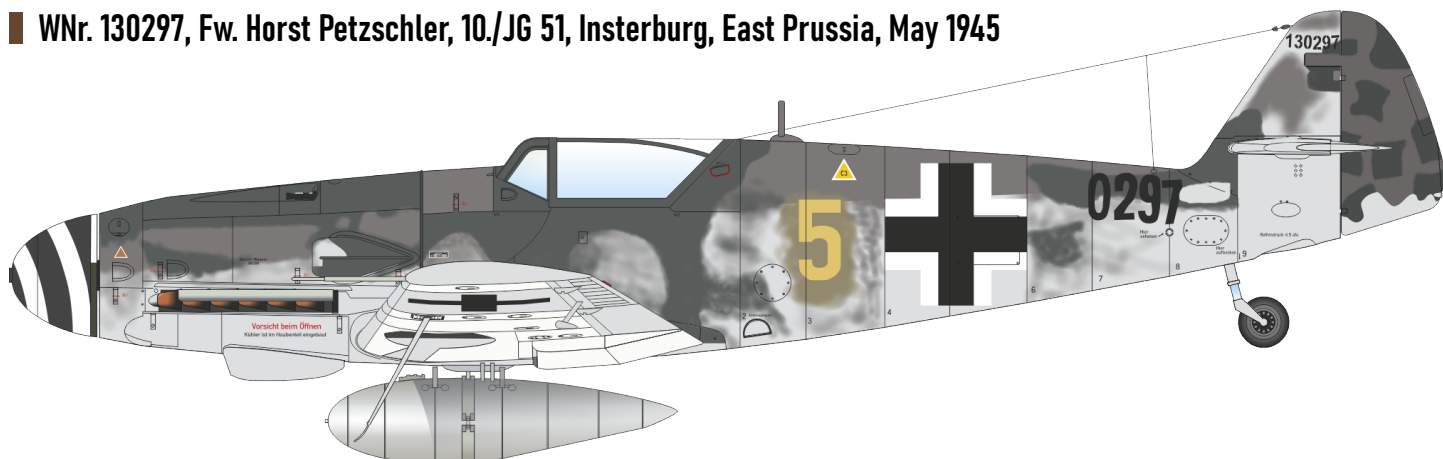


The all-grey painting of 5./NJG 11 aircraft was used on the so-called "Mosquito Hunters" at the beginning of 1945. The surface of the aircraft was polished for

maximum aerodynamic effectiveness. The last combat against Mosquitos took place through March 1945, after which these aircraft were pressed into service in night

attacks against Allied ground equipment.

■ WNr. 130297, Fw. Horst Petzschler, 10./JG 51, Insterburg, East Prussia, May 1945

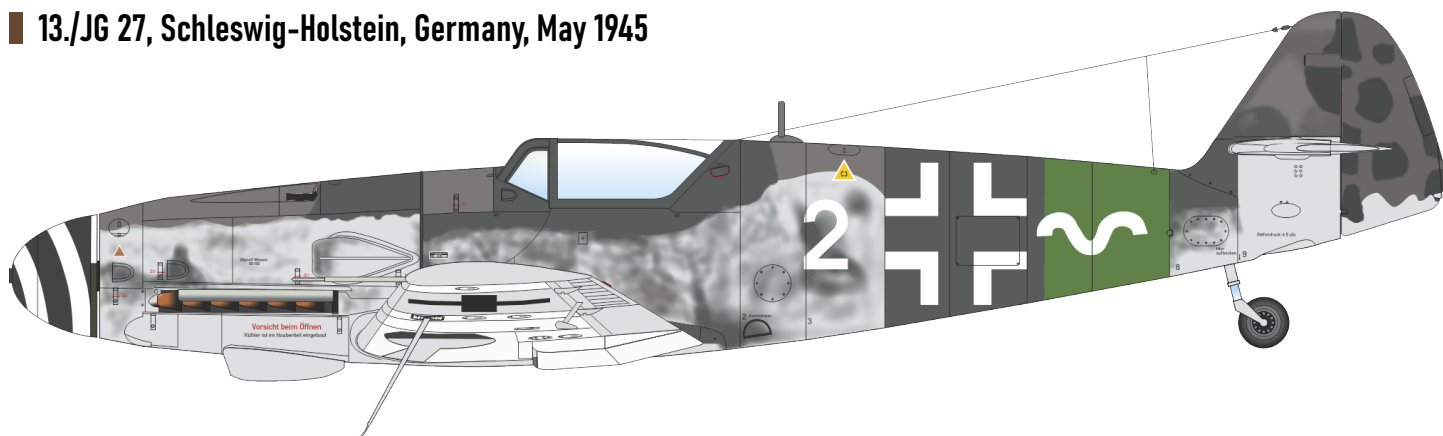


Horst Petzschler was born in Berlin on September 1, 1921 and joined the Luftwaffe on April 1, 1941. After fighter pilot training, he was assigned to JG 51 on August 23, 1943, and there he achieved his first three kills. On April 13, 1944, he was transferred to 2./JG 3 which was a component of the Defense of the Reich structure, but by June 1944, he would return to JG 51 on the Eastern Front. On May 4, 1945,

III./JG 51 was relocated to Schleswig-Holstein from eastern Prussia. Horst Petzschler did not reach that location due to a navigation error and landed at Bulltofta in Sweden, where he was interned and in January 1946, the Swedes handed him over to the Soviets. He was released from captivity on September 22, 1949. On his return, he worked for the Berlin Police Department and in 1953, he emigrated to

Canada and then the United States, where he worked in the aviation industry. He retired in 1988. Over the course of the Second World War, Horst Petzschler downed 26 enemy aircraft. The number 0297, the last four digits of the serial number, was brush-painted ahead of the tail plane. The bottom of the wing was painted in RLM 76, but due to the short supplies of the color some panels were left in natural metal.

13./JG 27, Schleswig-Holstein, Germany, May 1945

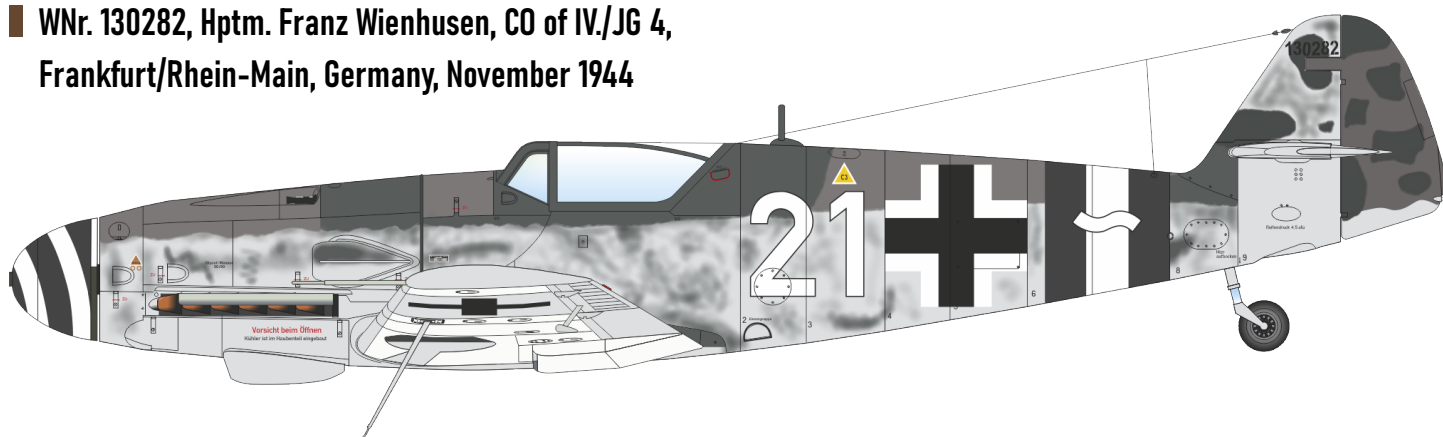


After the Allied landings in Normandy in early June 1944, IV. Gruppe JG 27 moved from Hungary to the French airfield of Champfleury-la-Perthe and began their participation in combat on the Western Front. After suffering heavy losses, the unit went to Lower

Saxony for rest and replenishment. The unit was assigned to the Defense of the Reich structure. The unit was disbanded on March 31, 1945, and its pilots were distributed among the other units of JG 27. The white wave marking on the rear fuselage identified this

aircraft as being assigned to the IV. Gruppe, and the green band to the Defense of the Reich unit JG 27. The nose carried the unit emblem.

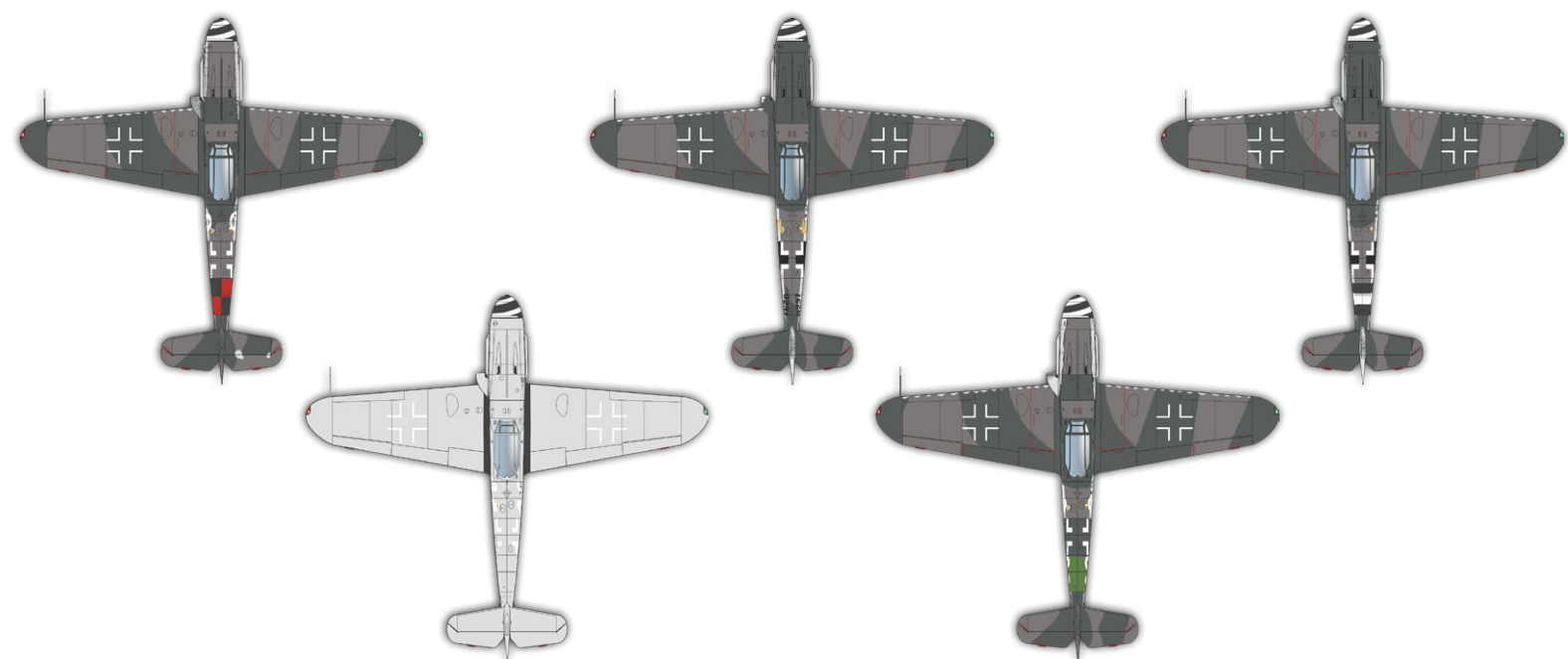
WNr. 130282, Hptm. Franz Wienhusen, CO of IV./JG 4, Frankfurt/Rhein-Main, Germany, November 1944



Franz Wienhusen joined the Kriegsmarine in 1934, but just a year later began service with the Luftwaffe. After training, he was assigned to occupied Norway. There, he would serve with JG 77 and JG 5. up to October 1944, when he was given command of IV./JG 4.

He died on December 3, 1944 near Aachen, when, during an attack on an American convoy, he was hit from the ground. He claimed twelve kills over the course of WWII. The reconstruction of this aircraft is based on a listing of losses from December 3, 1944,

where the serial number and fuselage code of Wienhusen's aircraft are recorded. It is very likely that the aircraft was camouflaged the same way as others manufactured within an almost 130-aircraft production run at the Messerschmitt factory at Regensburg.



OVERTREES

#82119X

Bf 109G-10 Mtt. Regensburg

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Product page

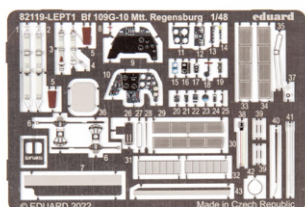
OVERLEPT

#82119-LEPT

Bf 109G-10 Mtt. Regensburg

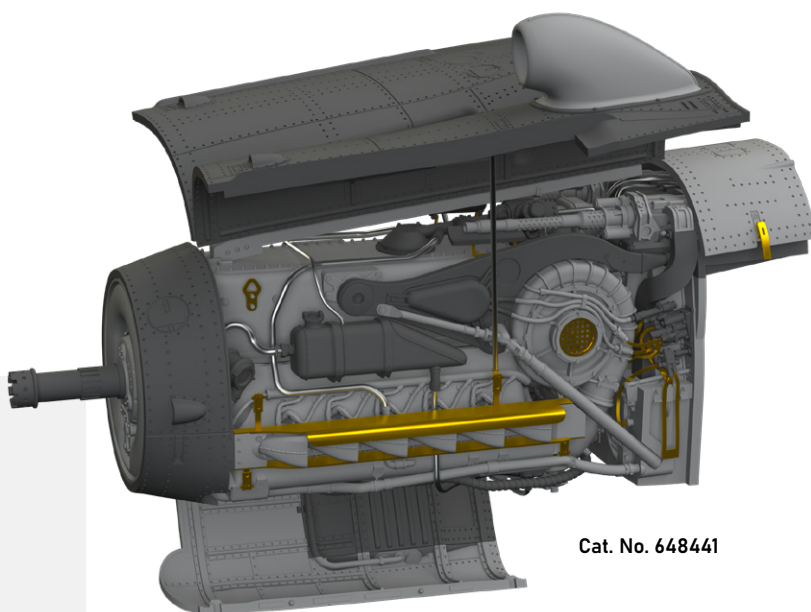
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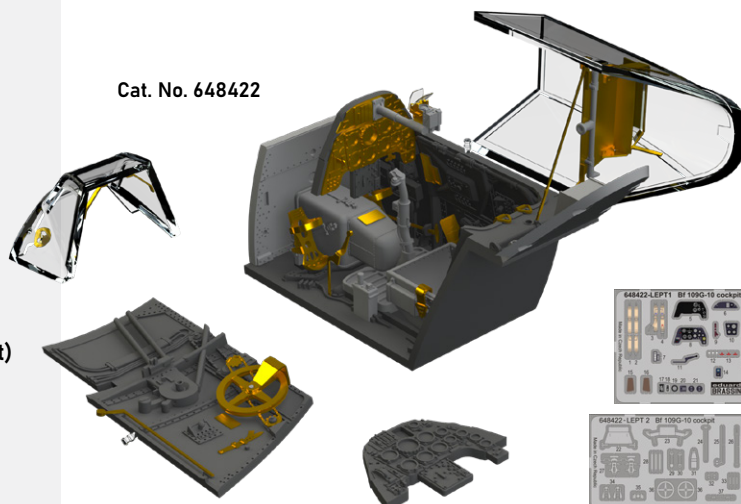
Recommended: for Bf 109G-10 Mtt. Regensburg 1/48

- | | |
|--------|--|
| 48961 | Bf 109G-10 Mtt Regensburg (PE-Set) |
| FE910 | Bf 109G seatbelts STEEL (PE-Set) |
| 644004 | Bf 109G-10 LööK (Brassin) |
| 644045 | Bf 109G-10 w/ early wheels LööKplus (Brassin) |
| 648247 | Bf 109G exhaust stacks (Brassin) |
| 648239 | Bf 109G-6 radio compartment (Brassin) |
| 648261 | Bf 109G-6 wheels (Brassin) |
| 648265 | Bf 109G external fuel tanks (Brassin) |
| 648309 | Bf 109G undercarriage legs BRONZE (Brassin) |
| 648310 | Bf 109G control surfaces (Brassin) |
| 648422 | Bf 109G-10 cockpit (Brassin) |
| 648441 | Bf 109G-10 engine (Brassin) |
| 648672 | Bf 109G-10 propeller (Brassin) |
| D48025 | Bf 109G stencils (Decal Set) |
| D48027 | Bf 109G Balkenkreuze (Decal Set) |
| D48028 | Bf 109G svastikas (Decal Set) |
| D48035 | Bf 109G-10 MTT / WNF national insignia (Decal Set) |
| EX512 | Bf 109G spinner spirals (Mask) |
| EX608 | Bf 109G-10 (Mask) |
| EX609 | Bf 109G-10 TFace (Mask) |



Cat. No. 648441

Cat. No. 648422



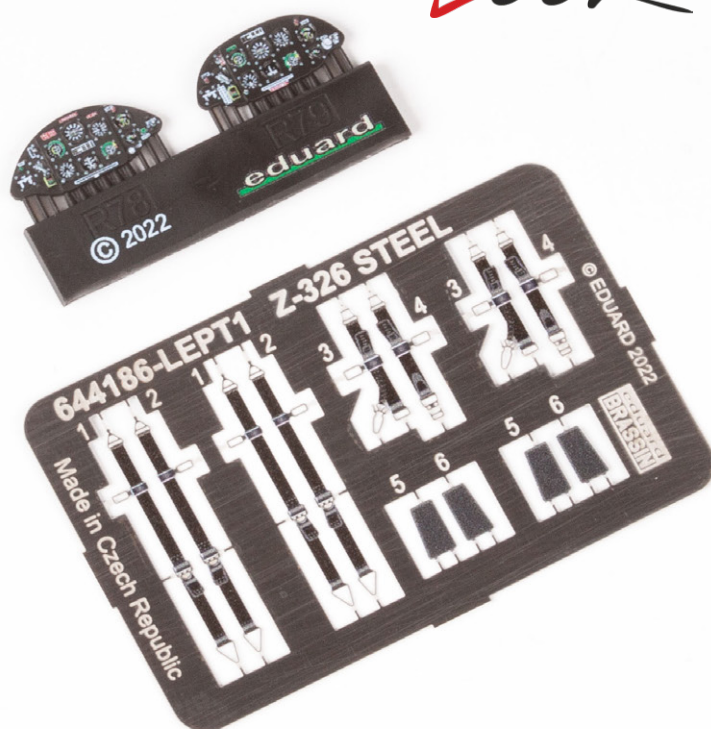
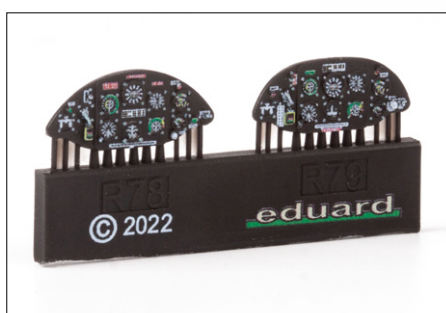
644186

Z-326 LööK**1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Z-326 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](#)


LööK

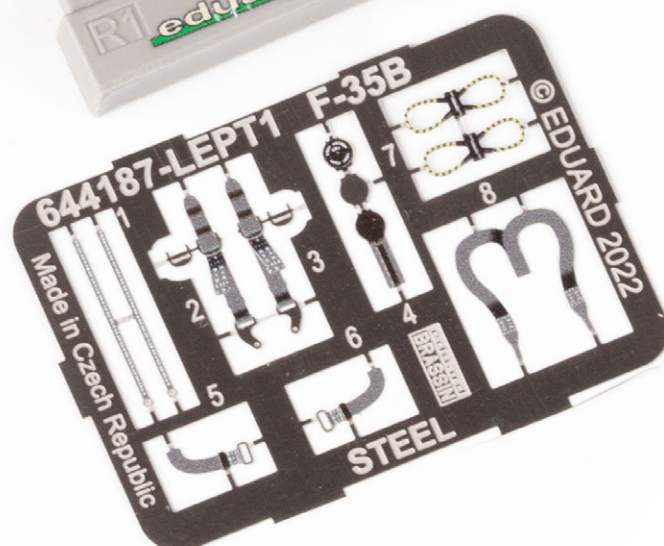
644187

F-35B LööK**1/48 Italeri**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-35B in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Italeri

Set contains:

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

[Product page](#)


LööK

644188

Mosquito B Mk.IV LööK

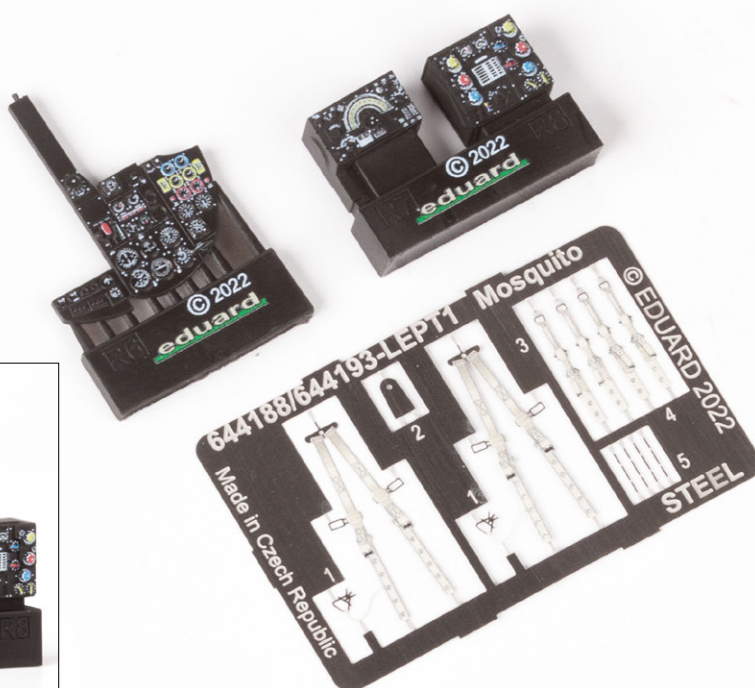
1/48 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Mosquito B Mk.IV in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Tamiya

Set contains:

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

[Product page](#)



644189

A6M3 Zero LööKplus

1/48 Eduard

Collection of 4 sets for A6M3 Zero in 1/48 scale. Recommended kit: Eduard

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

[Product page](#)



644190

Tornado IDS LööKplus

1/48 Revell

Collection of 3 sets for Tornado IDS in 1/48 scale.

Recommended kit: Revell

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

[Product page](#)


632183

Bf 109G-4 wheels

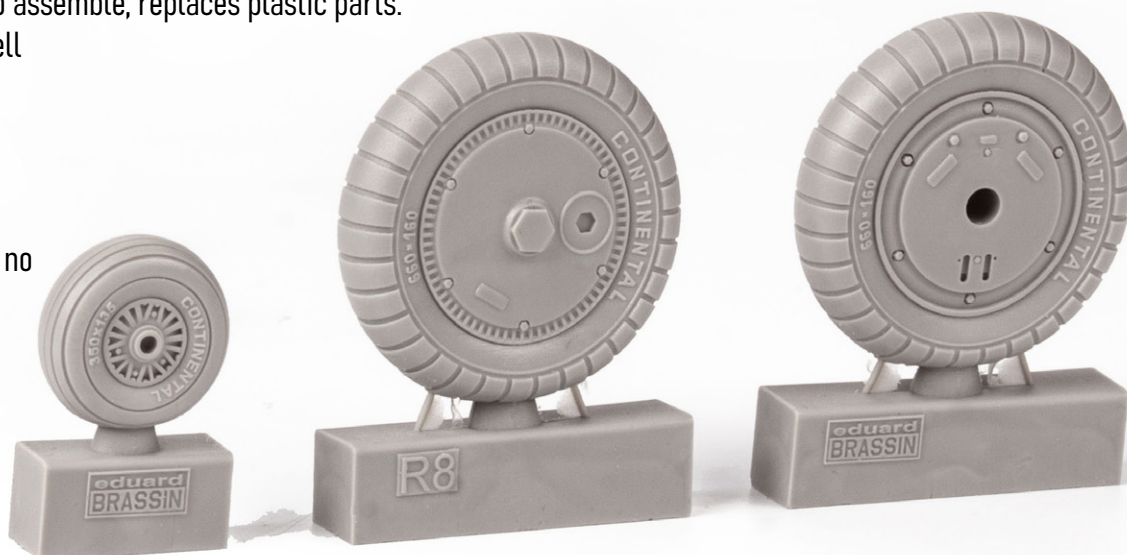
1/32 Revell

Brassin set - the undercarriage wheels for Bf 109G-4 in 1/32 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts.

Recommended kit: Revell

Set contains:

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

[Product page](#)


632184

Bf 109G-2/4 exhaust stacks

1/32 Revell

Brassin set - exhaust stacks for Bf 109G-4 in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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

[Product page](#)



632185

Bf 109G-2/4 undercarriage legs BRONZE

1/32 Revell

Brassin set - the undercarriage legs for Bf 109G-2/4 in 1/32 scale. The legs are made of bronze. Recommended kit: Revell

Set contains:

- resin: 2 parts
- bronze: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product page](#)



635017

WWII German clamps Type 1 PRINT

1/35

Brassin set - clamps for German WWII AFV in 1/35 scale. Made by direct 3D printing.

Set contains:

- 3D print: 50 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product page](#)



635020

MG 34 gun w/ammunition belt PRINT

1/35

Brassin set - MG 34 German WWII machine gun in 1/35 scale. The set consists of 1 gun. Made by direct 3D printing.

Set contains:

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

[Product page](#)



648796

WWII USAAF oxygen cylinder A-4 PRINT

1/48

Brassin set - oxygen tanks for US WII aircraft
in 1/48 scale. The set consists of 6 tanks.
Made by direct 3D printing.

Set contains:

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

[Product page](#)



eduard
BRASSIN
Print

648798

F6F wheel bays PRINT

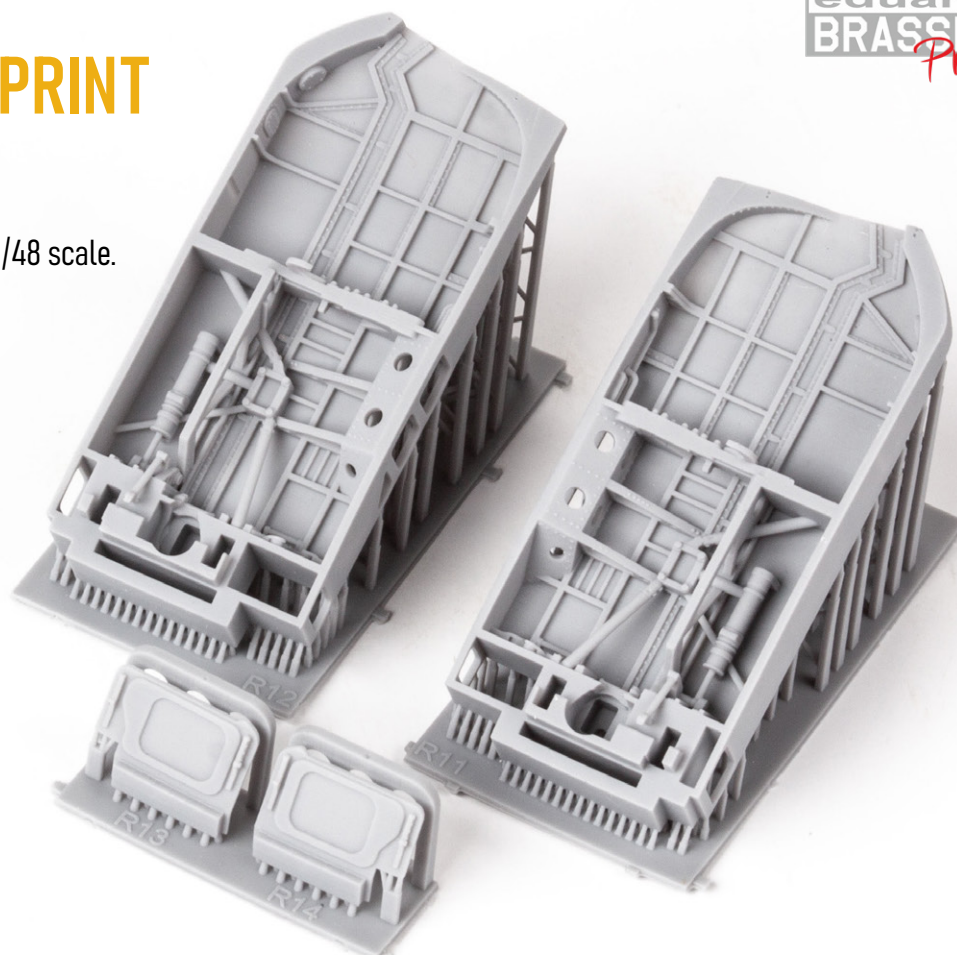
1/48 Eduard

Brassin set - wheel bays for F6F in 1/48 scale.
Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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

[Product page](#)



eduard
BRASSIN
Print

648802

A6M3 Type 32 landing flaps PRINT

1/48 Eduard

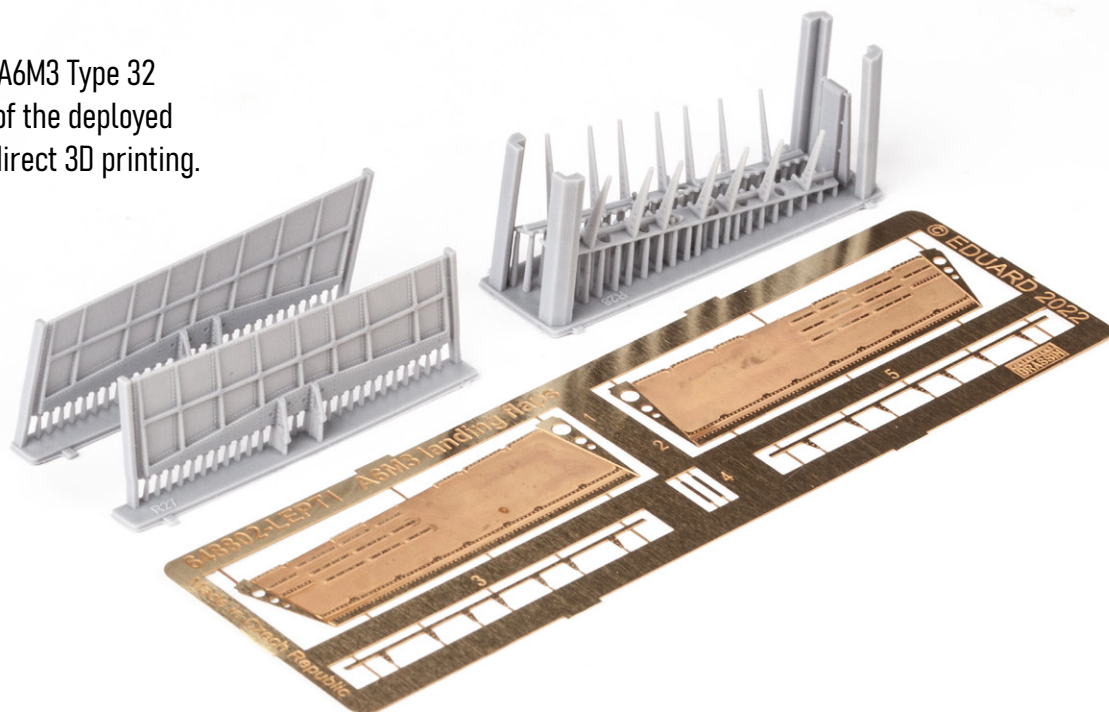


Brassin set - landing flaps for A6M3 Type 32 in 1/48 scale. The set consists of the deployed flaps for both wings. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)



648806

A6M3 Type 22 folding wingtips PRINT

1/48 Eduard

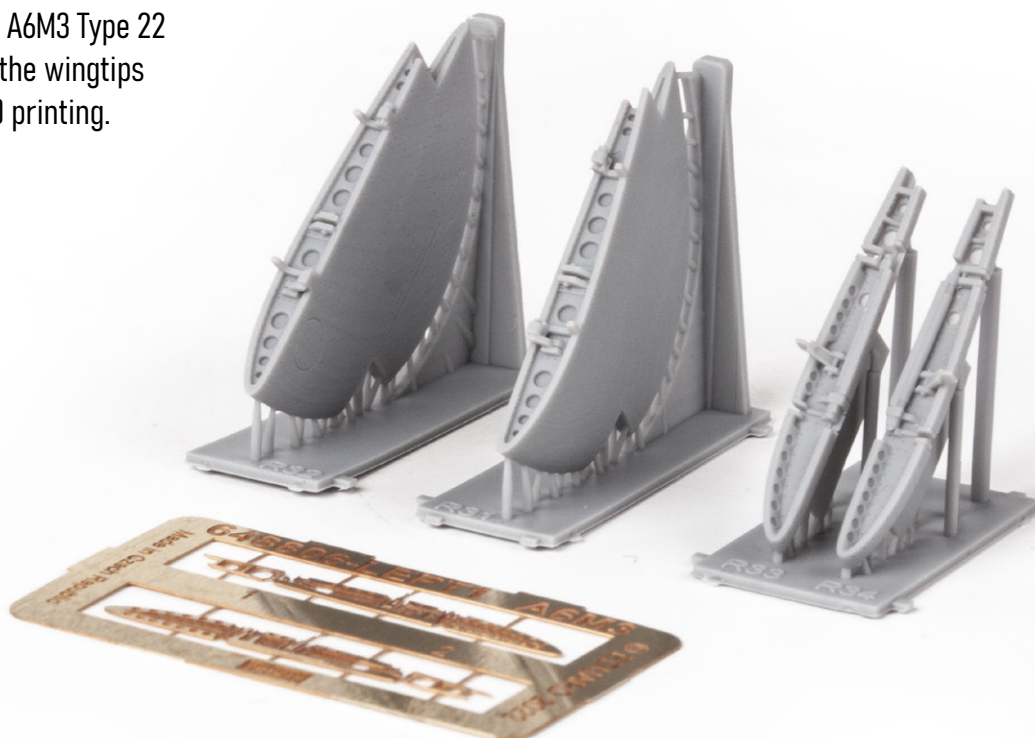


Brassin set - folding wingtips for A6M3 Type 22 in 1/48 scale. The set consists of the wingtips for both wings. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)



648807

A6M3 Type 22 landing flaps PRINT

1/48 Eduard

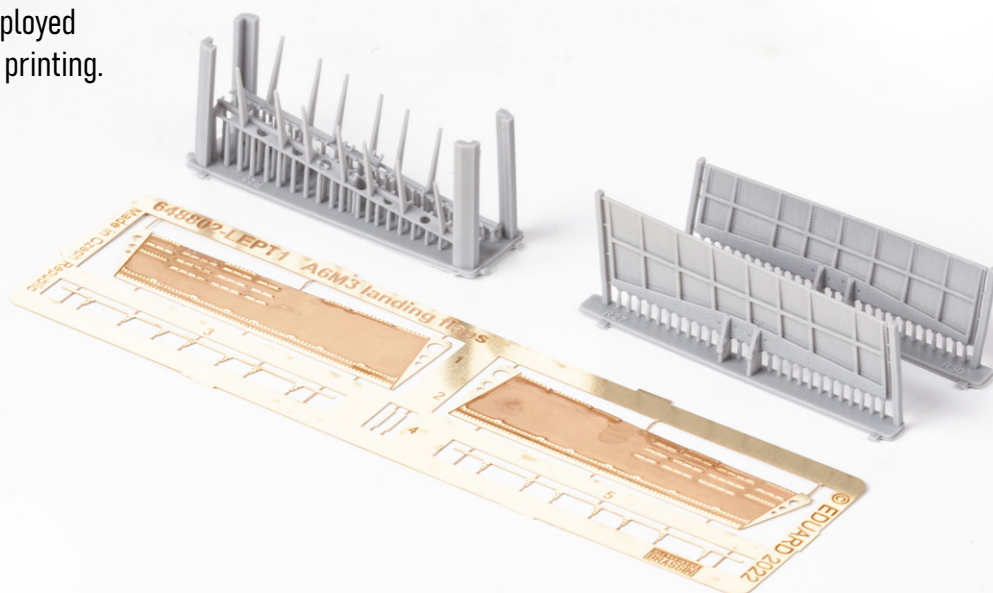


Brassin set - landing flaps for A6M3 Type 22 in 1/48 scale. The set consists of the deployed flaps for both wings. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)



648808

A6M wheels w/smooth tire

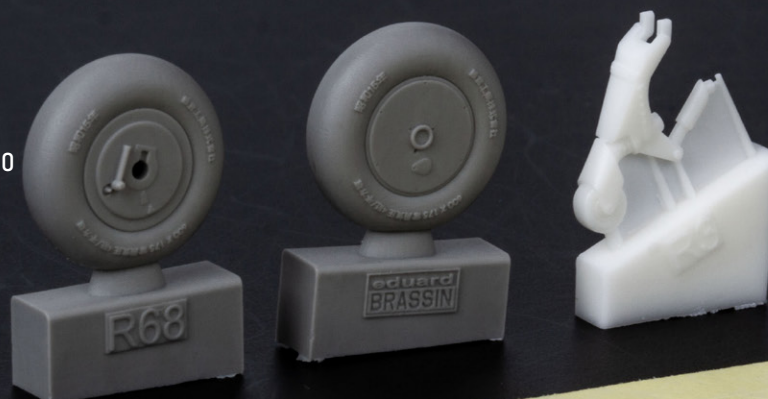
1/48 Eduard

Brassin set - the undercarriage wheels for A6M Zero in 1/48 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



648812

P-38J cockpit PRINT

1/48 Tamiya

Brassin set - the cockpit for P-38J in 1/48 scale.

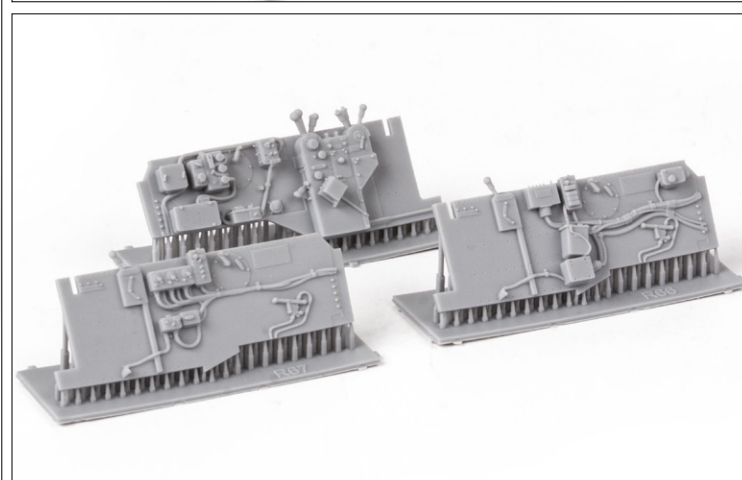
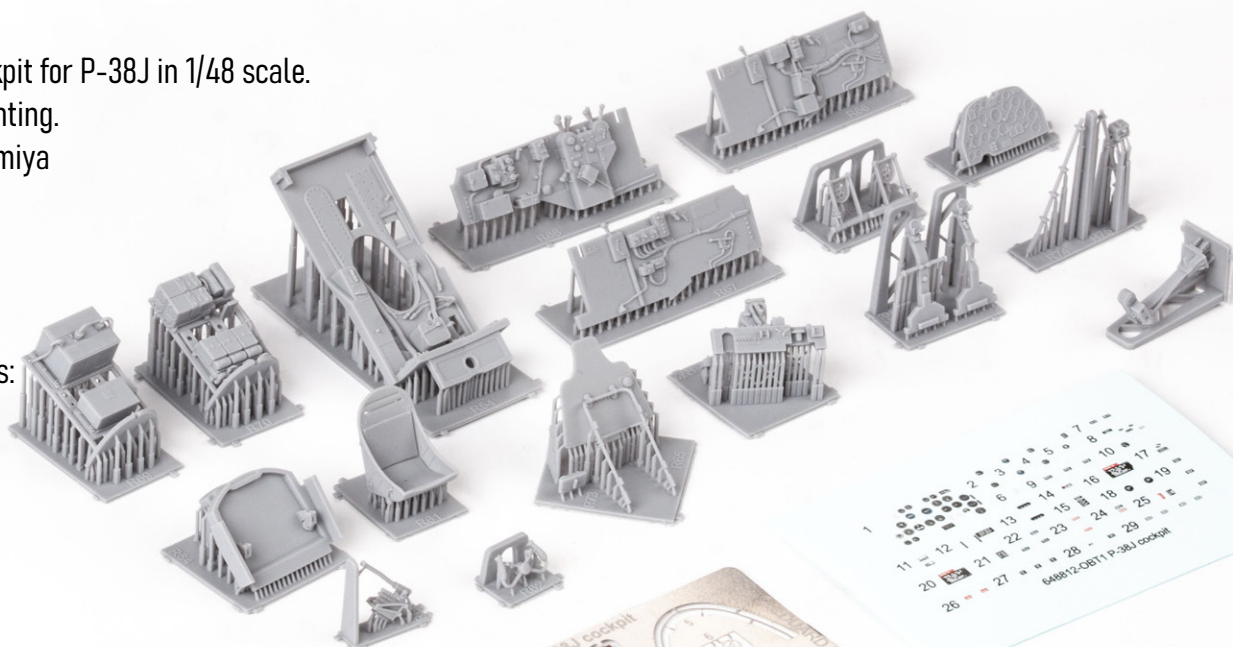
Made by direct 3D printing.

Recommended kit: Tamiya

Set contains:

- 3D print: 40 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

Product page



648811

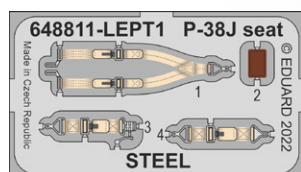
P-38J seat PRINT

1/48 Tamiya

Brassin set - the seat for P-38J in 1/48 scale.
 Made by direct 3D printing. Easy to assemble,
 replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product page](#)

648814

Buccaneer S.2C/D wheels

1/48 Airfix

Brassin set - the undercarriage wheels for Buccaneer S.2C/D in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

[Product page](#)


653013

Carley float for 40 people – Type 1 PRINT

eduard
BRASSIN
Print

1/350

Brassin set - Carley type lifeboats for 40 people in 1/350 scale. The set consists of 10 floats. Made by direct 3D printing.

Set contains:

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

Product page



653014

Carley float for 40 people – Type 2 PRINT

eduard
BRASSIN
Print

1/350

Brassin set - Carley type lifeboats for 40 people in 1/350 scale. The set consists of 10 floats. Made by direct 3D printing.

Set contains:

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

Product page



ARTWORK PRINTS



7032-ART



Bf 109E-3
 Wk 105, 2nd Geschwader, 2.12.1940, France, September 1942
 1:48 scale
 Eduard Art
 Eduard Art
 www.eduard.com

UV stable printing
on white
vinyl 160g/m2.

Packed in hard
envelope.



Spitfire Mk.IIIc
 Wk 105, 2nd Geschwader, 2.12.1940, France, September 1942
 1:48 scale
 Eduard Art
 Eduard Art
 www.eduard.com

7466-ART



P-51B Mustang
 Wk 105, 2nd Geschwader, 2.12.1940, France, September 1942
 1:48 scale
 Eduard Art
 Eduard Art
 www.eduard.com

84184-ART

www.eduard.com only

SIN64895

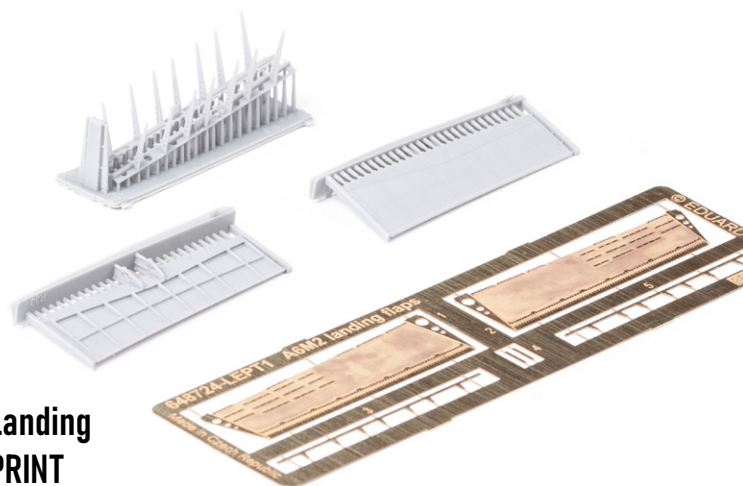
A6M2 Zero Model 21 ADVANCED

1/48 Eduard

Collection of 5 sets for A6M2 Zero Type 21 in 1/48 scale.
Recommended kit: Eduard

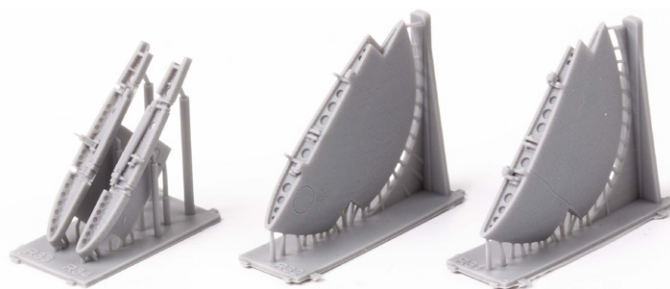
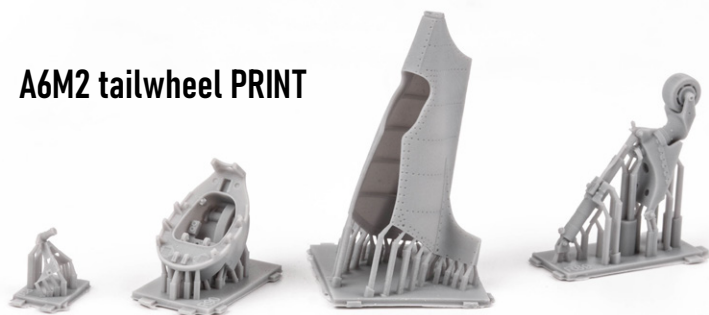
- engine PRINT
- gun bays PRINT
- tailwheel PRINT
- landing flaps PRINT
- folding wigtips PRINT

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

[Product page](#)


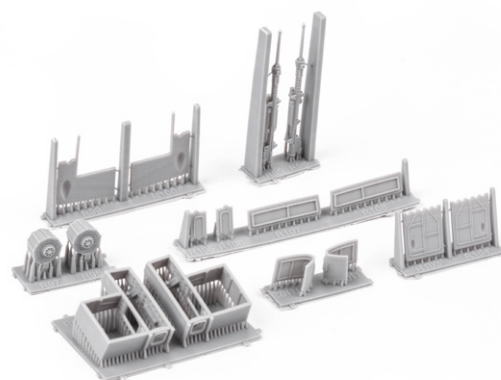
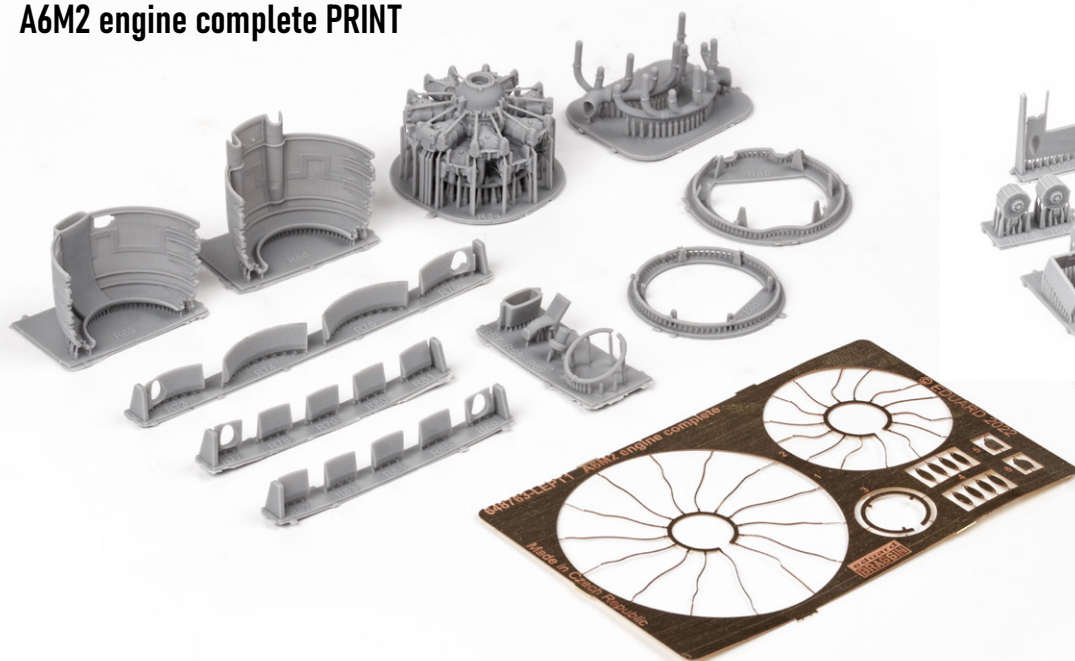
**A6M2 landing
flaps PRINT**

A6M2 tailwheel PRINT



A6M2 Zero Model 21 folding wingtips PRINT

A6M2 engine complete PRINT



A6M2 gun bays PRINT

SIN64896

F4F-3 w/ telescopic gunsight ESSENTIAL

1/48 Eduard



Collection of 4 sets for F4F-3 in 1/48 scale.

Recommended kit: Eduard

- cockpit PRINT
- wheels
- exhausts PRINT
- undercarriage legs BRONZE

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

[Product page](#)

exhausts PRINT



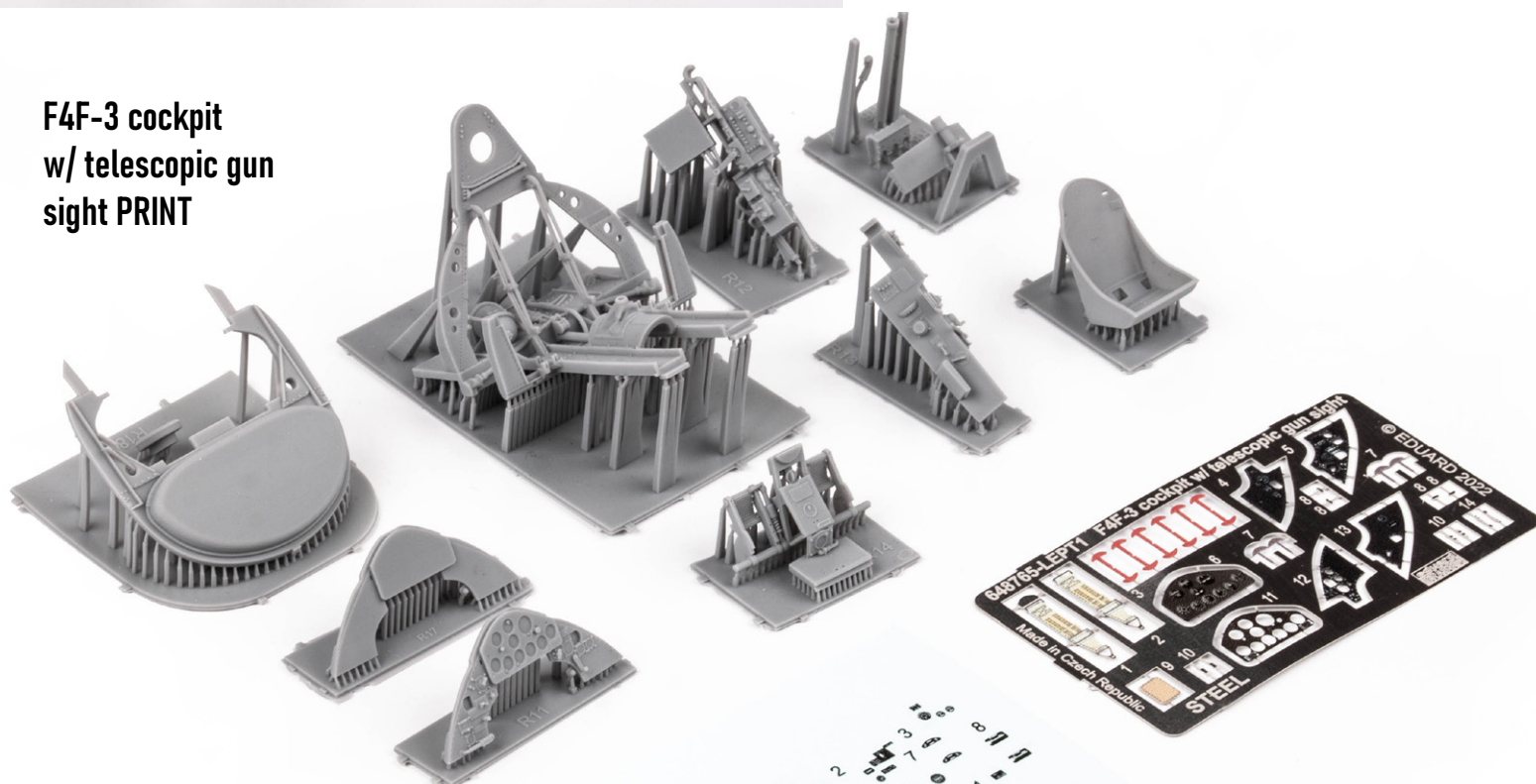
wheels early



undercarriage legs BRONZE

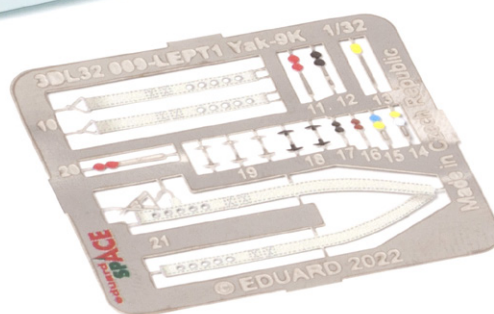
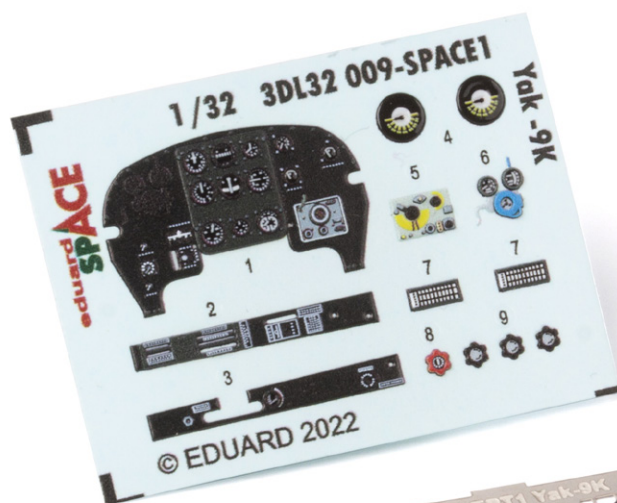


F4F-3 cockpit
w/ telescopic gun
sight PRINT



3DL32009 **Yak-9K SPACE** 1/32 ICM

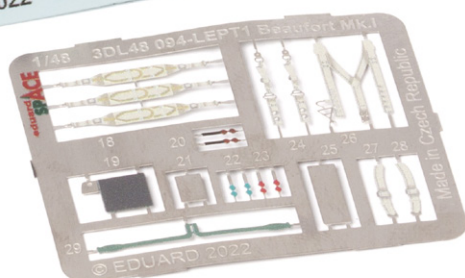
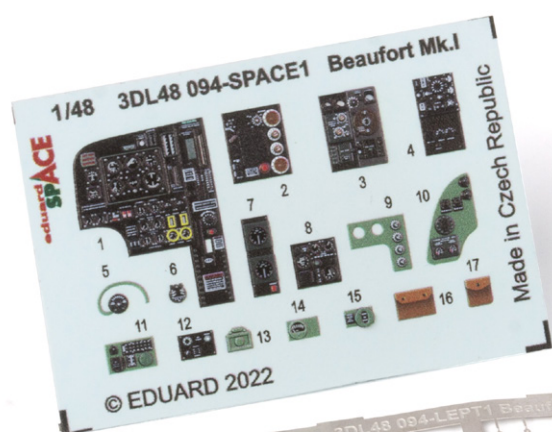
[Product page](#)



*EASY
APPLICATION*

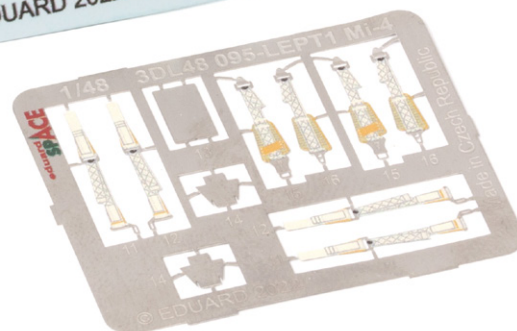
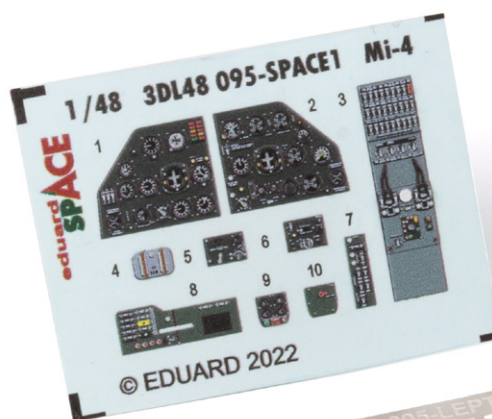
3DL48094
Beaufort Mk.I SPACE 1/48 ICM

[Product page](#)

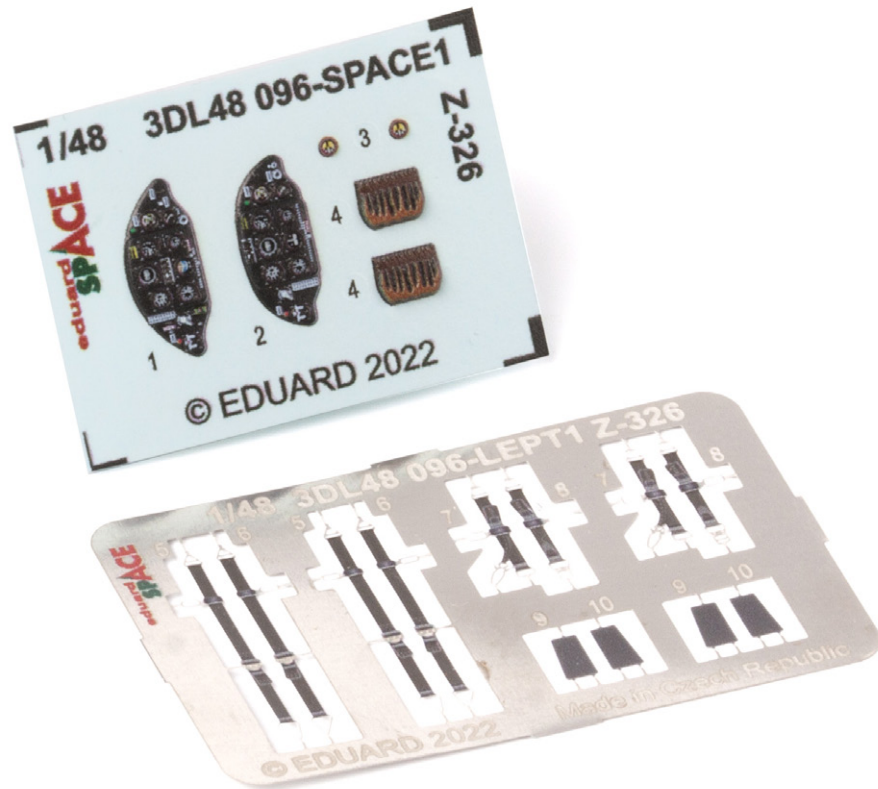


3DL48095
Mi-4 SPACE 1/48 Trumpeter

[Product page](#)

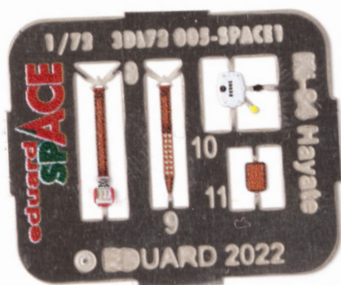
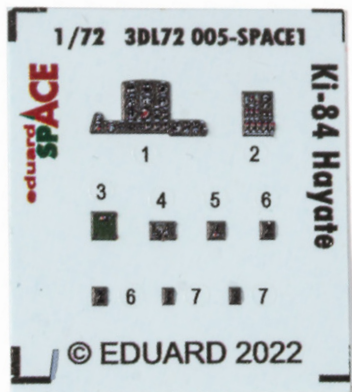


3DL48096 **Z-326 SPACE** 1/48 Eduard

[Product page](#)


3DL72005 **Ki-84 Hayate SPACE**

1/72 Arma Hobby

[Product page](#)


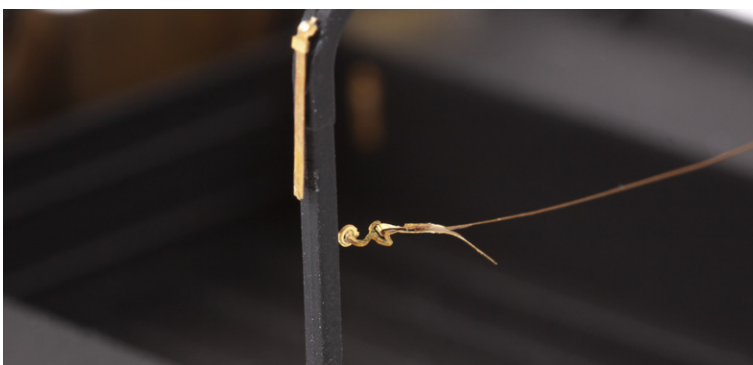
3DL72006 **P-51B** 1/72 Arma Hobby

[Product page](#)


WC-51

1/35 Zvezda

36492



P-39Q

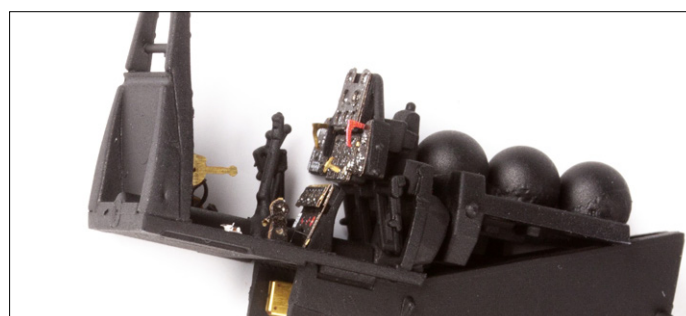
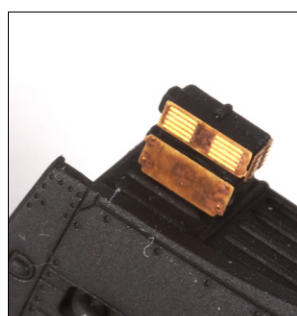
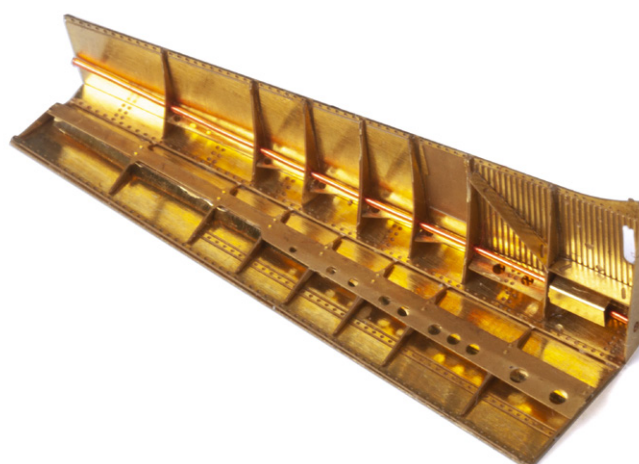
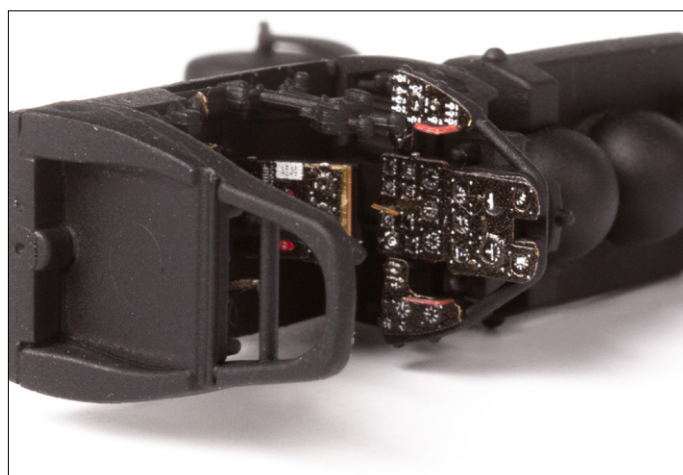
1/72 Arma Hobby

73785



Zoom

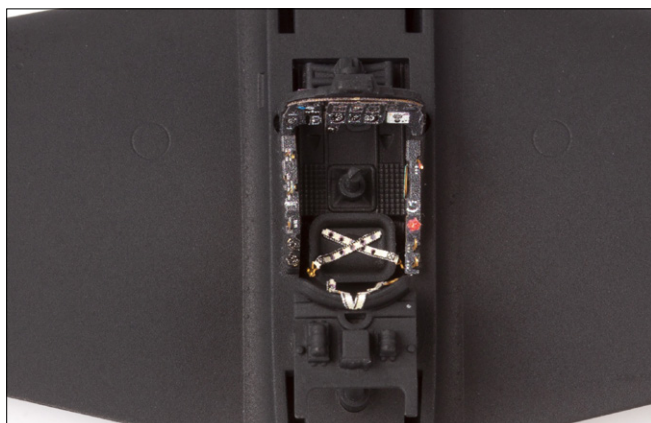
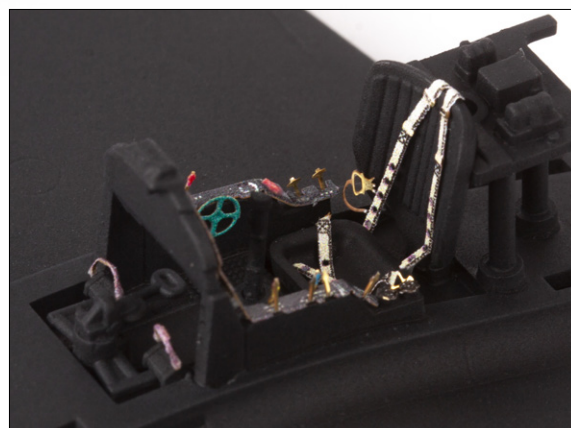
P-39Q
SS785



Yak-9D

1/72 Zvezda

73787



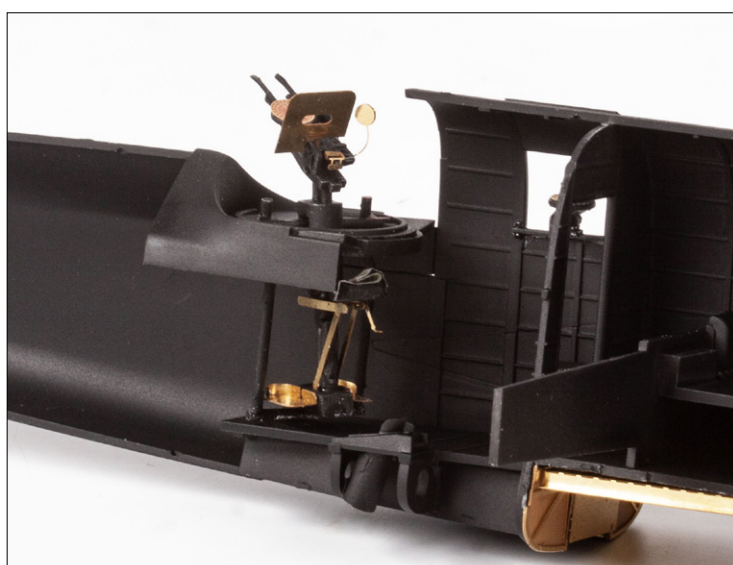
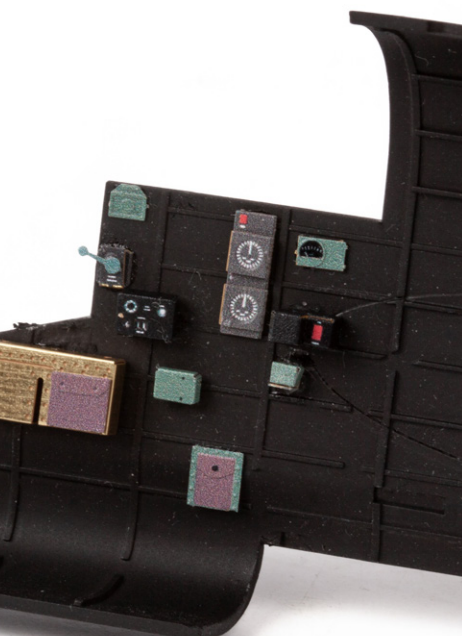
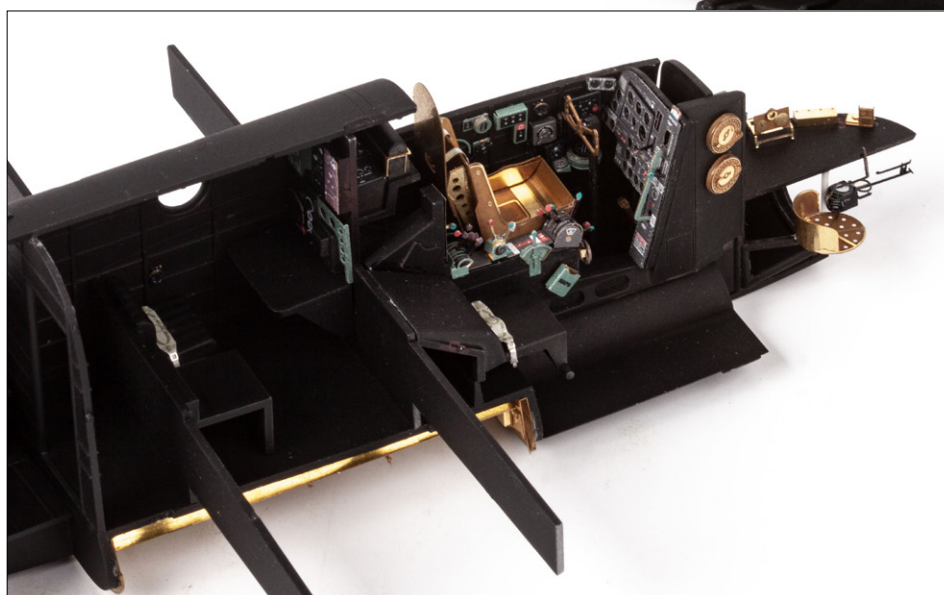


Beaufort Mk.I
FE1318

Beaufort Mk.I

1/48 ICM

491318

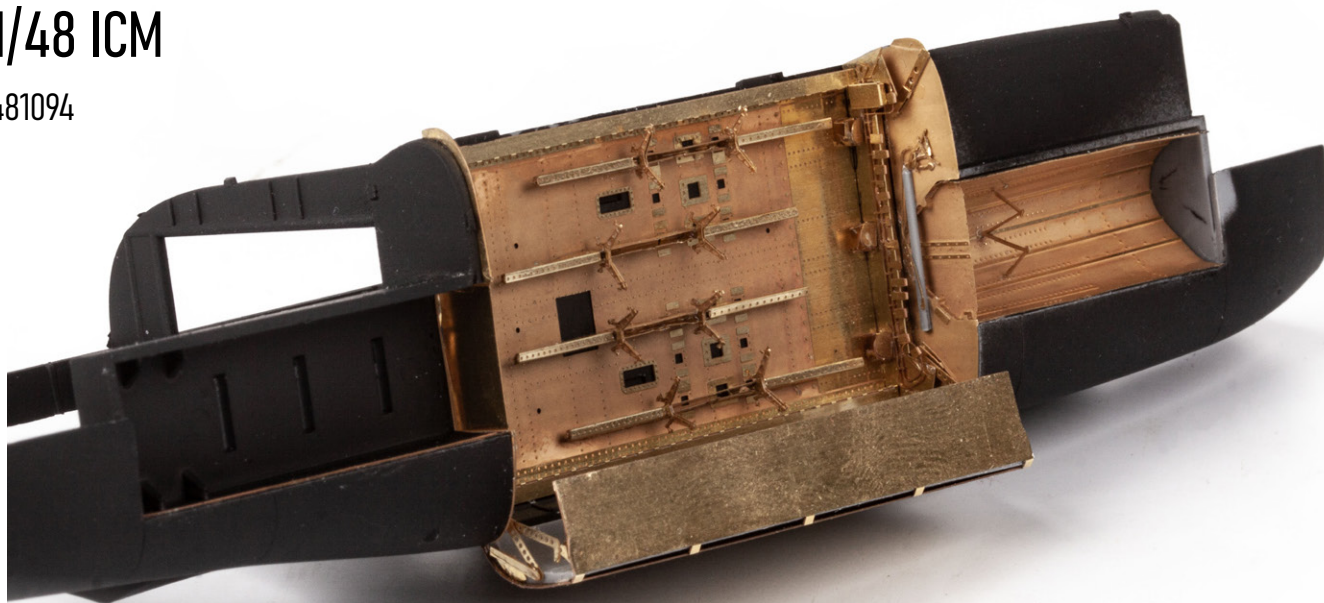


Beaufort Mk.I
seatbelts
STEEL
FE1319

Beaufort Mk.I bomb bay

1/48 ICM

481094



Beaufort Mk.I landing flaps

1/48 ICM

481095



USS DDG-1000 Zumwalt

1/350 SNOWMAN MODELS/TAKOM

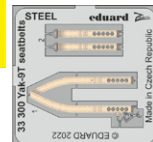
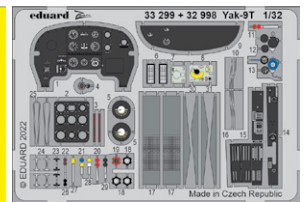
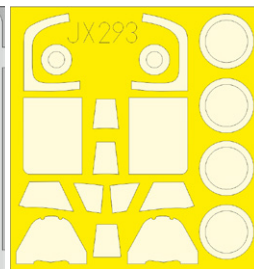
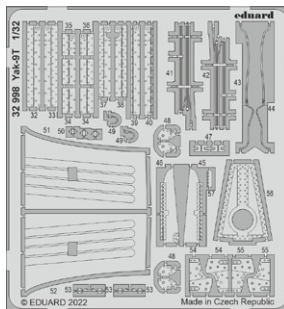
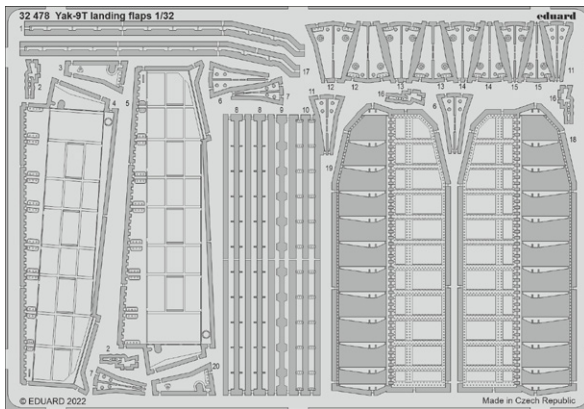
53288



BIG33144 Yak-9T 1/32 ICM

- 32478 Yak-9T landing flaps 1/32
- 32998 Yak-9T 1/32
- 33300 Yak-9T seatbelts STEEL 1/32
- JX293 Yak-9T 1/32

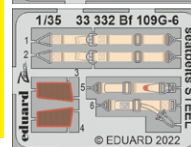
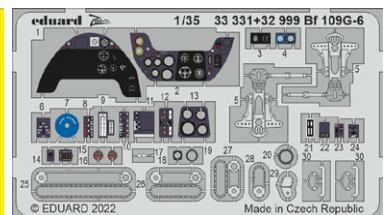
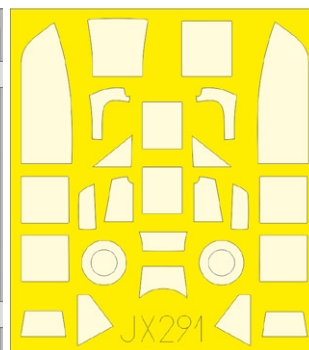
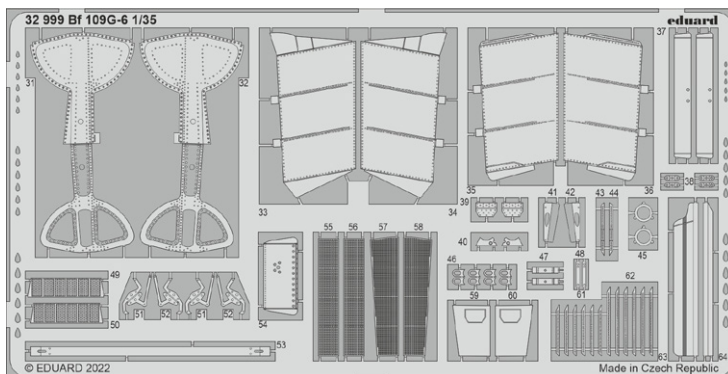
Product page



BIG33145 Bf 109G-6 1/35 Border Model

- 32999 Bf 109G-6 1/35
- 33332 Bf 109G-6 seatbelts STEEL 1/35
- JX291 Bf 109G-6 1/35

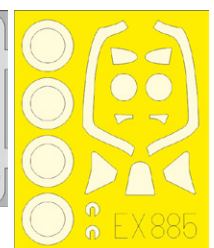
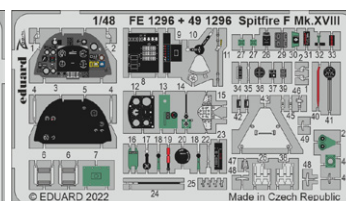
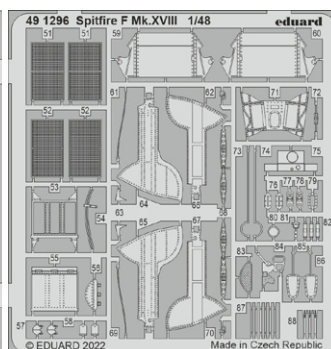
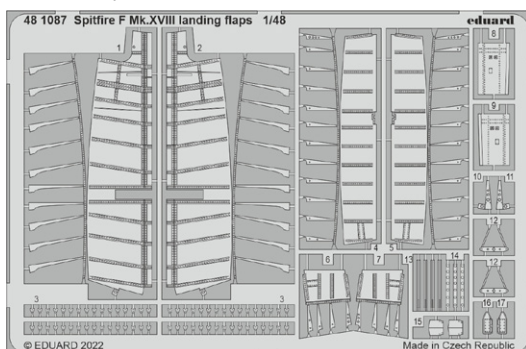
Product page



BIG49348 Spitfire F Mk.XVIII 1/48 Airfix

- 481087 Spitfire F Mk.XVIII landing flaps 1/48
- 491296 Spitfire F Mk.XVIII 1/48
- FE1297 Spitfire F Mk.XVIII seatbelts STEEL 1/48
- EX885 Spitfire F Mk.XVIII 1/48

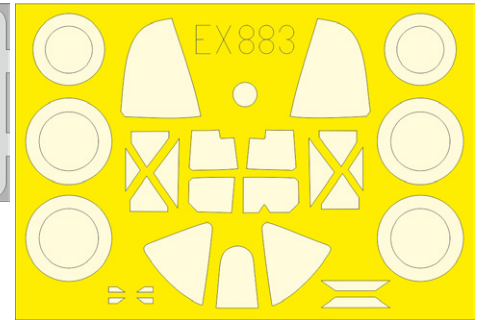
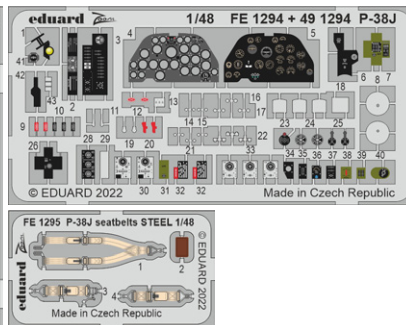
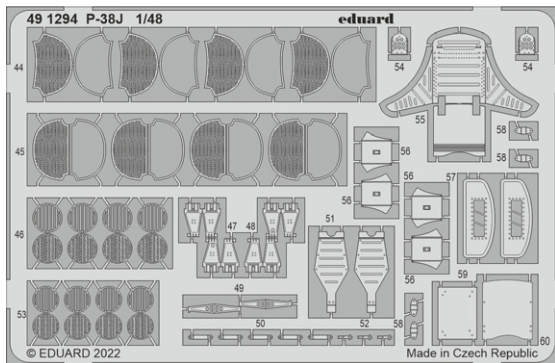
Product page



BIG49349 **P-38J** 1/48 Tamiya

491294 P-38J 1/48
FE1295 P-38J seatbelts STEEL 1/48
EX883 P-38J 1/48

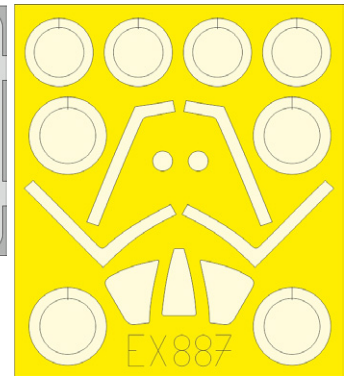
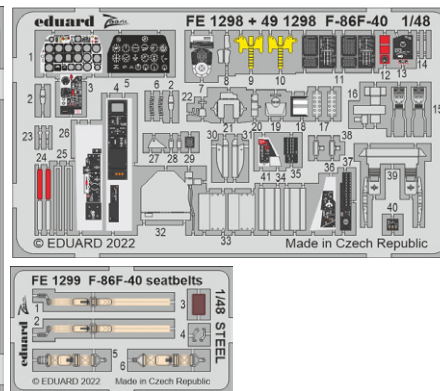
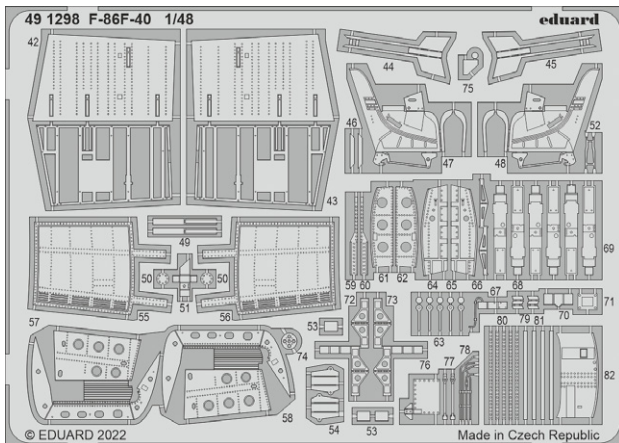
Product page



BIG49350 **F-86F-40** 1/48 Airfix

491298 F-86F-40 1/48
FE1299 F-86F-40 seatbelts STEEL 1/48
EX887 F-86F-40 1/48

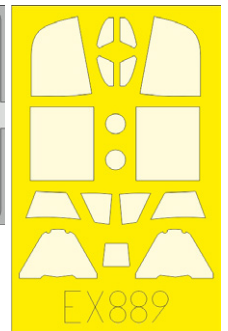
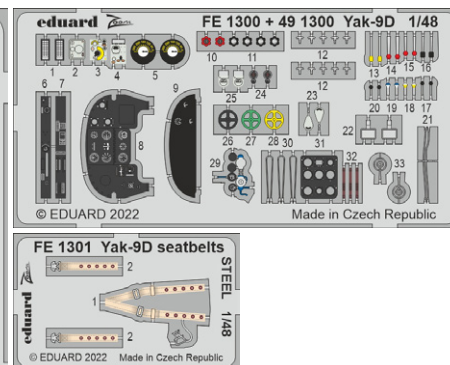
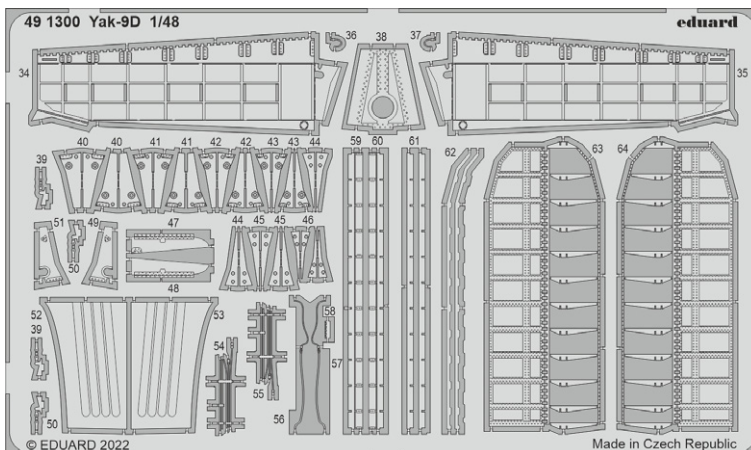
Product page



BIG49351 **Yak-9D** 1/48 Zvezda

491300 Yak-9D 1/48
FE1301 Yak-9D seatbelts STEEL 1/48
EX889 Yak-9D 1/48

Product page



JX301 Yak-9K
1/32 ICM

JX302 Yak-9K TFace
1/32 ICM

EX908 Beaufort Mk.I
1/48 ICM

EX909 Beaufort Mk.I TFace
1/48 ICM

EX910 Mi-4
1/48 Trumpeter

EX911 Mi-4 TFace
1/48 Trumpeter

CX634 Yak-9D
1/72 Zvezda

CX635 A-1H
1/72 Hasegawa/Hobby 2000

CX636 A-1J
1/72 Hasegawa/Hobby 2000



EX908 Beaufort Mk.I
EX909 Beaufort Mk.I TFace



EX909 Beaufort Mk.I TFace



EX908 Beaufort Mk.I
EX909 Beaufort Mk.I TFace



EX909 Beaufort Mk.I TFace



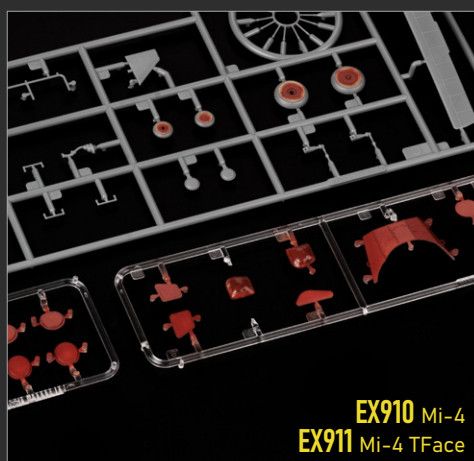
EX908 Beaufort Mk.I
EX909 Beaufort Mk.I TFace



EX909 Beaufort Mk.I TFace



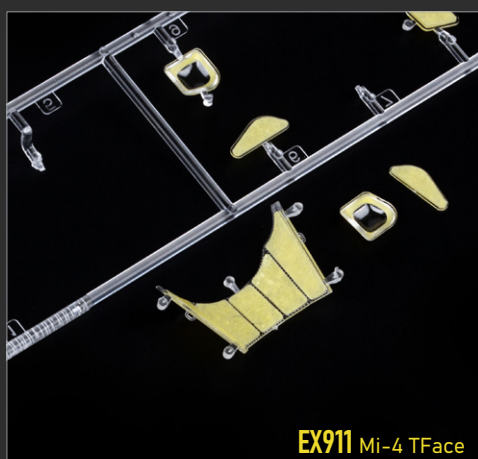
EX910 Mi-4
EX911 Mi-4 TFace



EX910 Mi-4
EX911 Mi-4 TFace



EX910 Mi-4
EX911 Mi-4 TFace



EX911 Mi-4 TFace



EX911 Mi-4 TFace



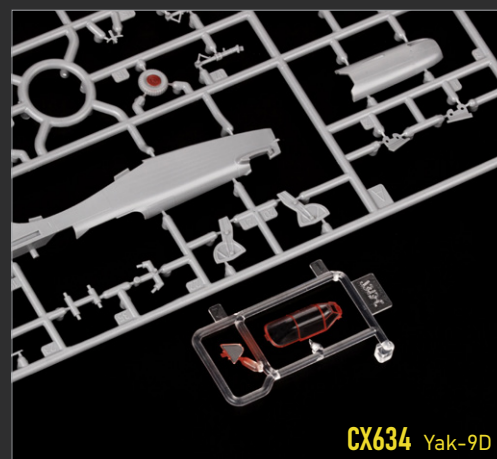
EX911 Mi-4 TFace



CX634 Yak-9D



CX634 Yak-9D



CX634 Yak-9D



CX635 A-1H



CX635 A-1H



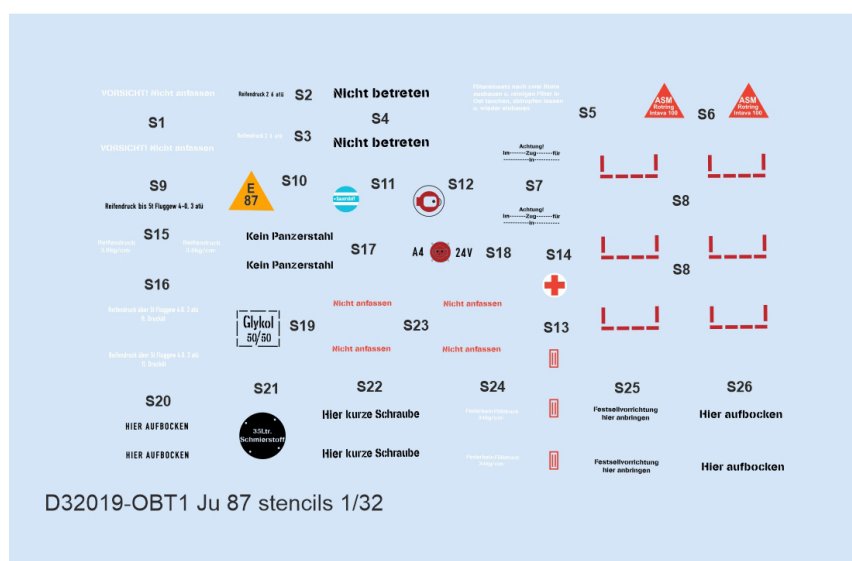
CX635 A-1H

DECAL SET

D32019

Ju 87 stencils

1/32 Hasegawa, Trumpeter, Revell

[Product page](#)


KITS

7032	Bf 109E-3	1/72 ProfiPACK
11168	SAMURAI Dual Combo	1/48 Limited
84184	P-51D-10	1/48 Weekend edition
7466	Spitfire Mk.IXc	1/72 Weekend edition
8188	Fw 190D-9	1/48 ProfiPACK
82119	Bf 109G-10 Mtt. Regensburg Re-release	1/48 ProfiPACK

PE-SETS

53288	USS DDG-1000 Zumwalt	1/350 Snowman Models/Takom
32479	Yak-9K landing flaps	1/32 ICM
321003	Yak-9K	1/32 ICM
36492	WC-51	1/35 Zvezda
481094	Beaufort Mk.I bomb bay	1/48 ICM
481095	Beaufort Mk.I landing flaps	1/48 ICM
491318	Beaufort Mk.I	1/48 ICM
491320	Mi-4	1/48 Trumpeter
72726	B-26B/C Marauder exterior	1/72 Hasegawa/Hobby 2000
73783	A-1H	1/72 Hasegawa/Hobby 2000
73784	A-1J	1/72 Hasegawa/Hobby 2000
73785	P-39Q	1/72 Arma Hobby
73786	B-26B/C Marauder interior	1/72 Hasegawa/Hobby 2000
73787	Yak-9D	1/72 Zvezda

ZOOMS

33339	Yak-9K	1/32 ICM
33340	Yak-9K seatbelts STEEL	1/32 ICM
FE1318	Beaufort Mk.I	1/48 ICM
FE1319	Beaufort Mk.I seatbelts STEEL	1/48 ICM
FE1320	Mi-4	1/48 Trumpeter
FE1321	Mi-4 seatbelts STEEL	1/48 Trumpeter
SS785	P-39Q	1/72 Arma Hobby
SS786	B-26B/C Marauder	1/72 Hasegawa/Hobby 2000
SS787	Yak-9D	1/72 Zvezda

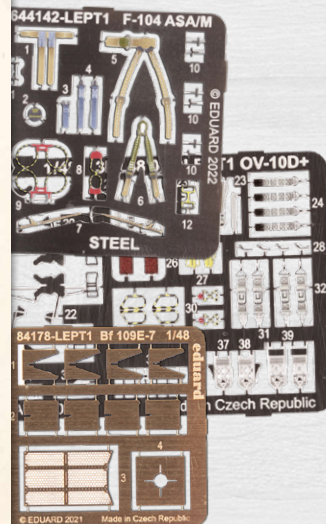
MASKS

JX301	Yak-9K	1/32 ICM
JX302	Yak-9K TFace	1/32 ICM
EX908	Beaufort Mk.I	1/48 ICM
EX909	Beaufort Mk.I TFace	1/48 ICM
EX910	Mi-4	1/48 Trumpeter
EX911	Mi-4 TFace	1/48 Trumpeter
CX634	Yak-9D	1/72 Zvezda
CX635	A-1H	1/72 Hasegawa/Hobby 2000
CX636	A-1J	1/72 Hasegawa/Hobby 2000

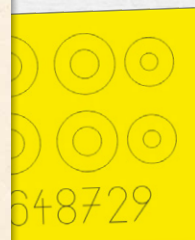
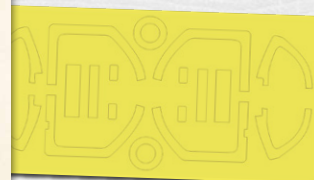
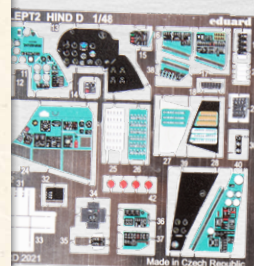
LIMITED

ProfiPACK
edition

WEEKEND
edition



Zoom



BIG ED

BIG33144	Yak-9T	1/32 ICM
BIG33145	Bf 109G-6	1/35 Border Model
BIG49348	Spitfire F Mk.XVIII	1/48 Airfix
BIG49349	P-38J	1/48 Tamiya
BIG49350	F-86F-40	1/48 Airfix
BIG49351	Yak-9D	1/48 Zvezda

BRASSIN

644186	Z-326 LööK	1/48 Eduard
644187	F-35B LööK	1/48 Italeri
644188	Mosquito B Mk.IV LööK	1/48 Tamiya
632183	Bf 109G-4 wheels	1/32 Revell
632184	Bf 109G-2/4 exhaust stacks	1/32 Revell
632185	Bf 109G-2/4 undercarriage legs BRONZE	1/32 Revell
635017	WWII German clamps Type 1 PRINT	1/35
635020	MG 34 gun w/ammunition belt PRINT	1/35
648796	WWII USAAF oxygen cylinder A-4 PRINT	1/48
648798	F6F wheel bays PRINT	1/48 Eduard
648802	A6M3 Type 32 landing flaps PRINT	1/48 Eduard
648806	A6M3 Type 22 folding wingtips PRINT	1/48 Eduard
648807	A6M3 Type 22 landing flaps PRINT	1/48 Eduard
648808	A6M wheels w/smooth tire	1/48 Eduard
648811	P-38J seat PRINT	1/48 Tamiya
648812	P-38J cockpit PRINT	1/48 Tamiya
648814	Buccaneer S.2C/D wheels	1/48 Airfix
653013	Carley float for 40 people - Type 1 PRINT	1/350
653014	Carley float for 40 people - Type 2 PRINT	1/350

LööKPLUS

644189	A6M3 Zero LööKplus	1/48 Eduard
644190	Tornado IDS LööKplus	1/48 Revell

BIG SIN

SIN64895	A6M2 Zero Model 21 ADVANCED	1/48 Eduard
SIN64896	F4F-3 w/ telescopic gunsight ESSENTIAL	1/48 Eduard

SPACE

3DL32009	Yak-9K SPACE	1/32 ICM
3DL48094	Beaufort Mk.I SPACE	1/48 ICM
3DL48095	Mi-4 SPACE	1/48 Trumpeter
3DL48096	Z-326 SPACE	1/48 Eduard
3DL72005	Ki-84 Hayate SPACE	1/72 Arma Hobby
3DL72006	P-51B SPACE	1/72 Arma Hobby

DECAL SET

D32019	Ju 87 stencils	1/32 Hasegawa/Trumpeter/Revell
--------	----------------	--------------------------------

BIG-ED

eduard
BRASSINeduard
BRASSIN
Print

LööK

LööK+

BIG
SINeduard
SPACEEddie
the Riveter

A6M3 Zero Type 32

1/48



built by **Robert Szwarc**

Cat. No. 82213

marking A

[Product page](#)

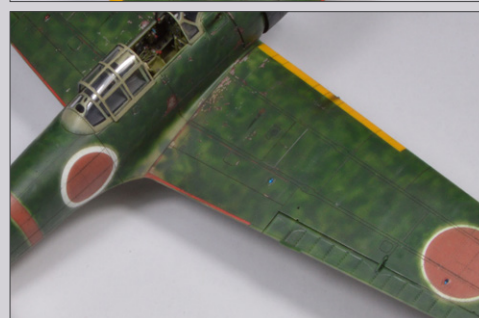


Ldg. Sea. Kenji Yanagiya, Kōkūtai 204, Rabaul base, New Britain, April 1943

This aircraft is reconstructed with the field applied green paint typical for aircraft of this unit in early 1943. It has a dismantled radio station and antenna column to reduce weight. Leading Seaman Yanagiya made several operational flights with this plane during April 1943. He also flew with it on April 18, 1943, while escorting Admiral Yamamoto to Ballale on Bougainville Island. The formation of two G4M Betty bombers and six Zeros was surprisingly attacked by P-38 fighters, both Bettys were

shot down and Admiral Yamamoto was killed. Five of the six accompanying Japanese fighters were successively killed in action during the war, one of them being the second ranking naval ace, Shō-ichi Sugita (80 v.). The only survivor of the war would be Yanagiya. Born in March 1919, after completing flight training in March 1942 he was assigned to the 6th Kōkūtai, which was to be based at the captured Midway Atoll. From October 1942 he was deployed to Rabaul and in November his unit was redesignated Kōkūtai 204. In May 1943 he was promoted to Petty Officer 2nd Class, but on June 7 he was severely wounded in aerial combat off Russell Island and had to have his right arm amputated. After hospitalization and rehabilitation, he was able to continue flying with a prosthesis and served as an instructor until the end of the war. He achieved a total of eight individual victories and participated on eighteen shared kills. Kenji Yanagiya died in February 2008.

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Z-226MS Trenér

1/48

built by **Martin Glogar**

Cat. No. 82182

marking B

[Product page](#)

OK-MPA, No. 246, Aero Club Frýdlant nad Ostravicí, Czech Republic, 2019

Trenér No. 246 was manufactured in 1958 and was registered in December the same year as the Z-226B towing special with rear controls only. It flies with the Frýdlant nad Ostravicí Aero Club from 2009, when it was brought from Havlíčkův

Brod Aero Club. During overhaul in 1989 the M-137 engine was installed and the V-503A automatic pitch-control propeller as well. Thus, together with other necessary changes it was brought to the standard of Z-226MS. The aircraft was used in

various gliding contests as the tow, two of them, the Euroglide 2008 and 2012 are commemorated by stickers on the left side of the vertical fin. The exhaust silencer was installed by Frýdlant Aero Club to keep the noise levels low.



Reichsverteidigung

Fw 190A-8/R2 a Bf 109G-6/14

DUAL COMBO

1/48



built by **Robert Szwarc**

Cat. No. 11119

marking G



Bf 109G-6/R6, W. Nr. 20272, flown by Oblt. Heinrich Klöpper, CO of 7./ JG 1, Leeuwarden, the Netherlands, November 1943

A native of Lower Saxony's Peine, future Knight's Cross recipient Heinrich Klöpper took part in the Battle of France and the Battle of Britain as a member of JG 77. He would claim one kill in each of these campaigns. He would get another eighty after the initiation of Operation Barbarossa on June 22nd, 1941 through to November 1943,

this time with 11th Staffel of JG 51. At the beginning of November 1943, he took command of the 7th Staffel JG 1, a unit that was incorporated in the the Defence of the Reich (Reichsverteidigung). Serving with this unit, he downed five four engined B-17s, a B-24 and two P-38s. He was killed on November 29th, 1943, in combat with a couple of P-38s in the

cockpit of his Bf 109 over Vollenhove in the Netherlands. Some commanders of tactical units had the fin and rudders of their aircraft painted white for quick identification of the leader's aircraft in combat. The rudder also bears Klöpper's victory tally.



P-38J nose gun bay PRINT

1/48 Tamiya

Cat. No. 648790

built by Josef Choren

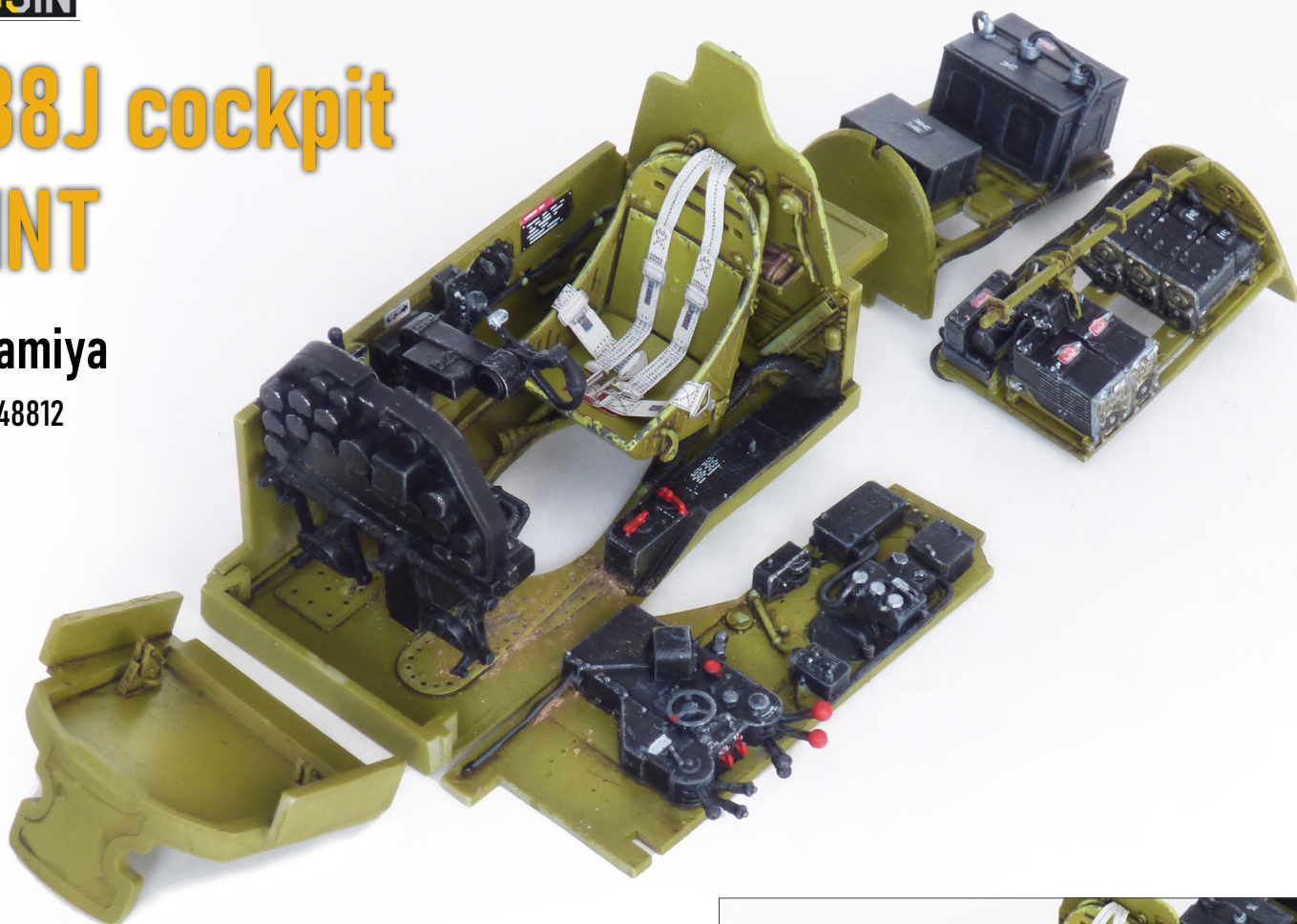
Product page



P-38J cockpit PRINT

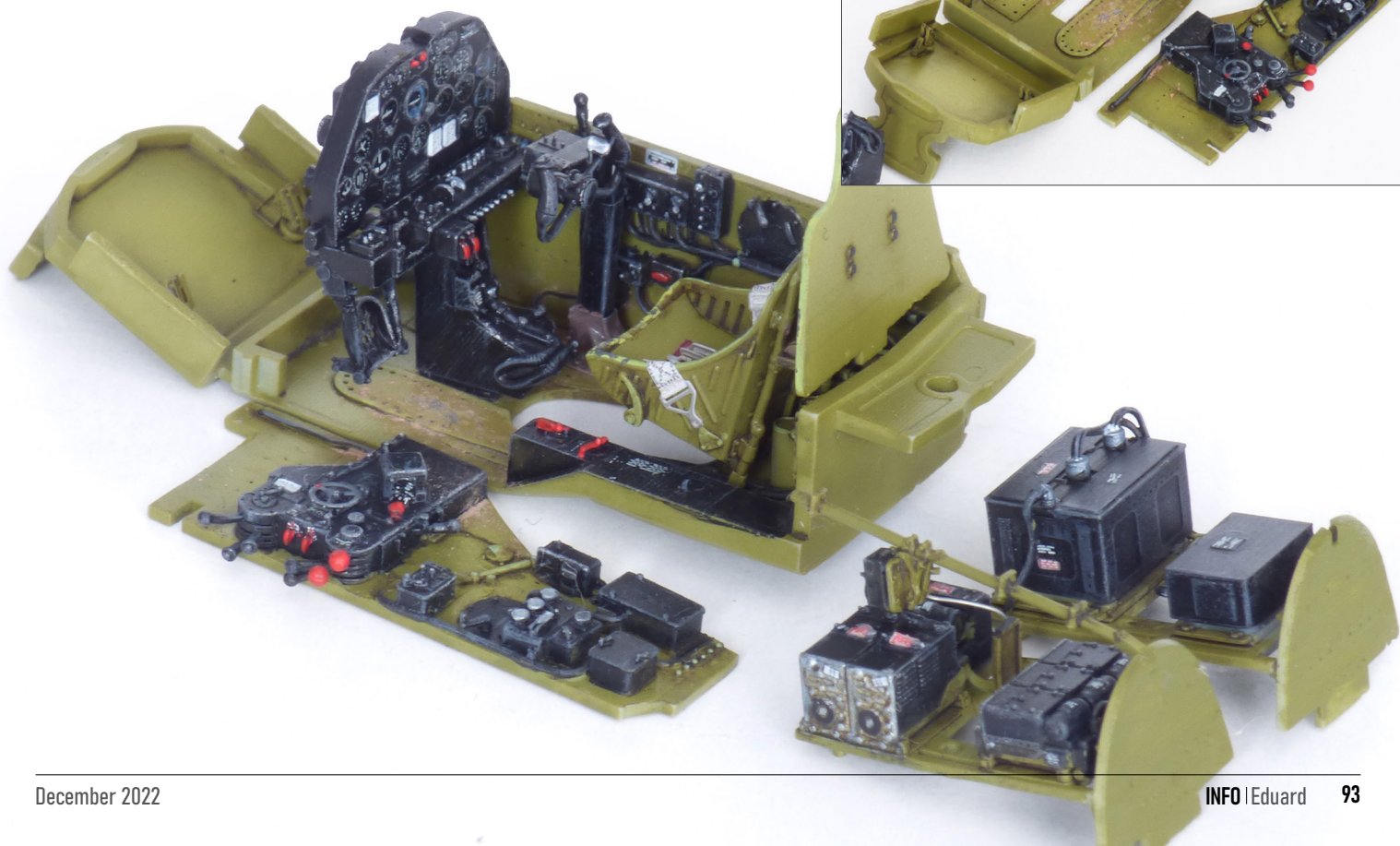
1/48 Tamiya

Cat. No. 648812



built by **Josef Choreň**

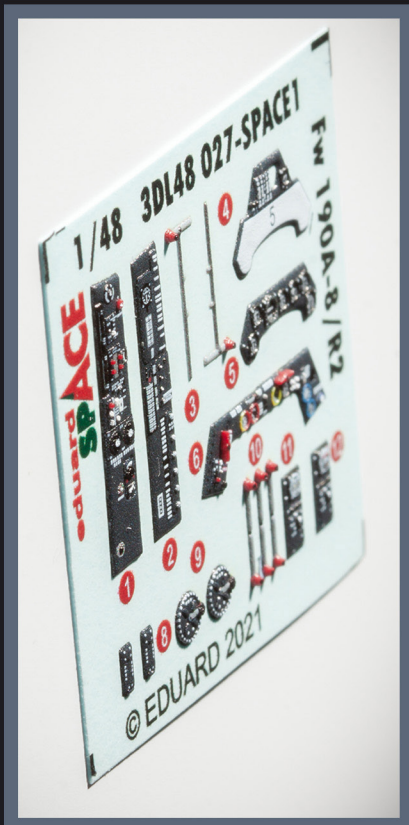
[Product page](#)



Fw 190A8/R2

1/48 Eduard

built by Jan Novotný



#3DL48027

[Product page](#)

eduard
SPACE

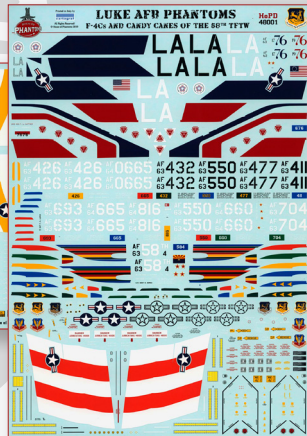


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HoPD 48001

USAF Phantoms:

F-4C Candy Canes of the 58th TFTW at Luke AFB.

Over 15 different marking options, including all of the striped 'Candy Cane' high-viz aircraft, the 1976 Bi-centennial aircraft as well as F-4C MiG-killers. Stencils for two aircraft are provided.

Decal designed for the Zoukei-Mura range of F-4 kits, but can be used on any other 1/48 scale F-4C model kit with a bit of tweaking.

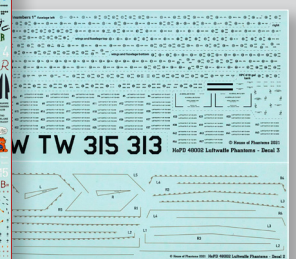
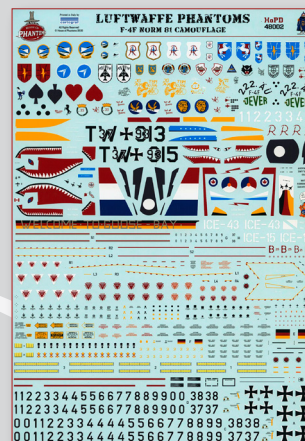


HoPD 48002

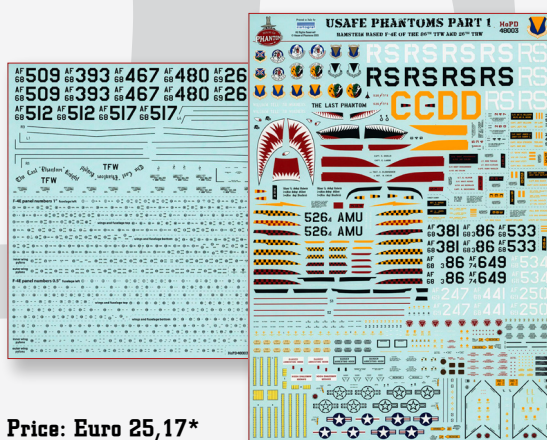
Luftwaffe Phantoms:
F-4F in Norm 81A/B Camouflages.

This sheet features over 30 marking options, including "shark mouth" aircraft, "TAM" exercise markings, fancy colourful tails as well as special nose art. All wings included. Features stencils for two Phantoms.

Decal designed for the Zoukei-Mura range of F-4 kits, but can be used on any other 1/48 scale F-4E/F model kit with a bit of tweaking.



Price: Euro 25,17*



Price: Euro 25,17*

HoPD 48003

USAF Phantoms Part 1:

Ramstein based F-4Es of the 26th TRW and 86th TFW.

Over 15 different marking options, three of which are early hard wing" F-4Es with short gun muzzle. Aircraft with standard SEA, SEA-wraparound and Euro 1 camouflages included.

Decal designed for the Zoukei-Mura range of F-4 kits, but can be used on any other 1/48 scale F-4E model kit with a bit of tweaking.



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Each decal contains a plethora of different marking options and stencils for two aircraft!

* All prices excluding VAT and shipping costs, which will be added during checkout!

BIG ED (January)

BIG33146	Ju 87G-1/2 1/35 Border Model
BIG49352	F3F-2 1/48 Academy
BIG49353	Spitfire Mk.XII 1/48 Airfix
BIG49354	P-47N 1/48 Academy
BIG49355	Mi-35M 1/48 Zvezda

BRASSIN (January)

634029	Bf 109G-2 LööK 1/32 Revell
644192	SE.5a LööK 1/48 Eduard
644193	Mosquito FB Mk.II LööK 1/48 Tamiya
644194	Beaufort Mk.I LööK 1/48 ICM
635018	WWII German hammer PRINT 1/35
635019	WWII German axe PRINT 1/35
635021	WWII German clamps Type 2 PRINT 1/35
648785	Fw 190A-8 cockpit PRINT 1/48 Eduard
648809	WWII USAAF oxygen cylinder A-6 PRINT 1/48
648810	WWII USAAF oxygen tank G-1 PRINT 1/48
648815	F4F-4 wheels early 1/48 Eduard
648816	F4F-4 wheels late 1/48 Eduard
648817	F4F-4 landing flaps PRINT 1/48 Eduard
648818	F4F-4 folding wings PRINT 1/48 Eduard
648819	F-35B wheels 1/48 Italeri
648820	F4F-4 exhausts PRINT 1/48 Eduard
648821	Yak-9D wheels 1/48 Zvezda
648822	F-16A MLU wheels 1/48 Kinetic
653015	Carley float for 60 people - Type 1 PRINT 1/350
653016	Carley float for 60 people - Type 2 PRINT 1/350

LööKPlus (January)

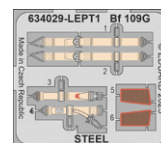
644191	F4F-3 early LööKplus 1/48 Eduard
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BIGSIN (January)

SIN64897	A6M3 Zero ESSENTIAL 1/48 Eduard
SIN64898	P-38J ADVANCED 1/48 Tamiya

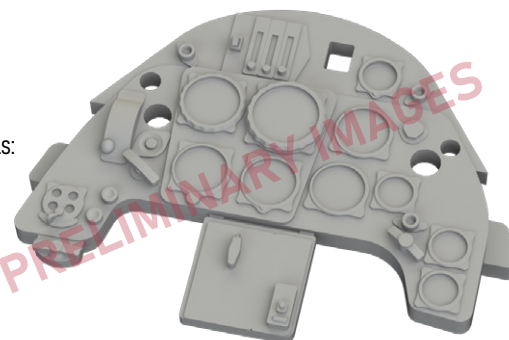
634029**Bf 109G-2 LööK***LööK***1/32 Revell**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109G-2 in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Revell

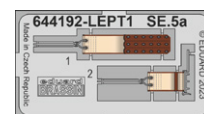


Set contains:

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

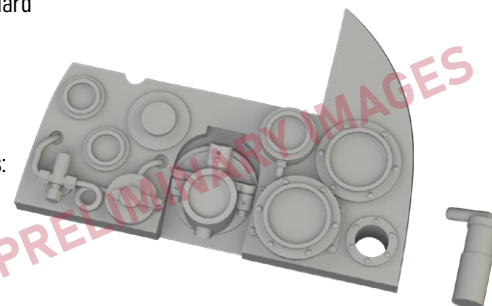
**644192****SE.5a LööK***LööK***1/48 Eduard**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for SE.5a in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard



Set contains:

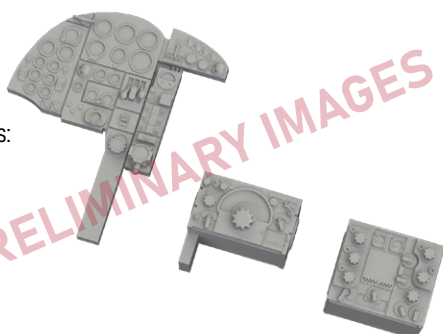
- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644193****Mosquito FB Mk.II LööK***LööK***1/48 Tamiya**

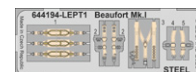
LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Mosquito FB Mk.II in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

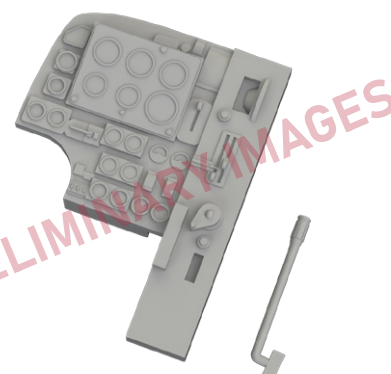
**644194****Beaufort Mk.I LööK***LööK***1/48 ICM**

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



Set contains:

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



635018

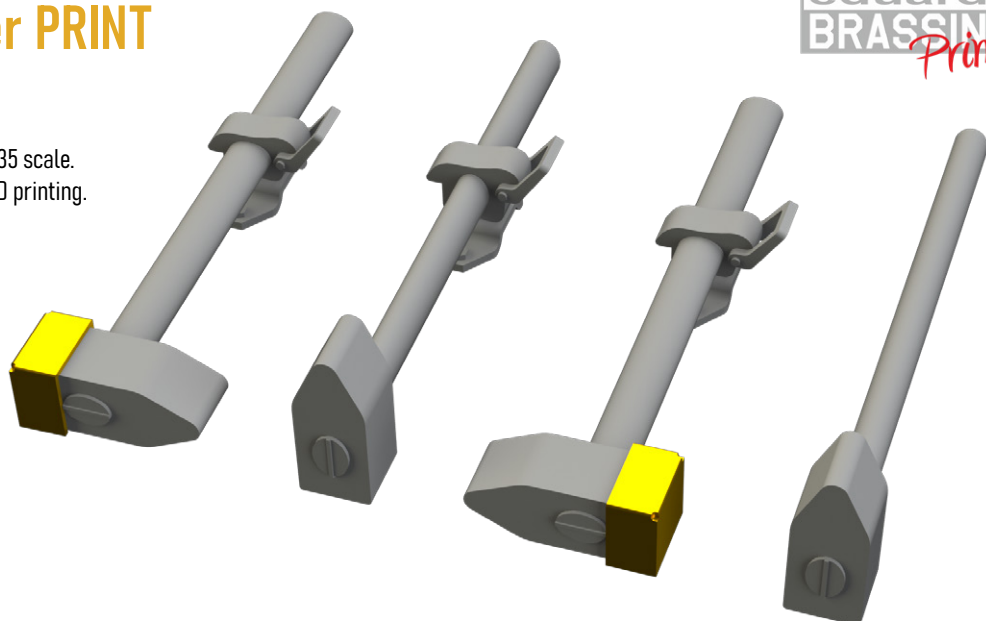
WWII German hammer PRINT

1/35

Brassin set - hammer for German WWII AFV in 1/35 scale.
The set consists of 4 hammers. Made by direct 3D printing.

Set contains:

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



635019

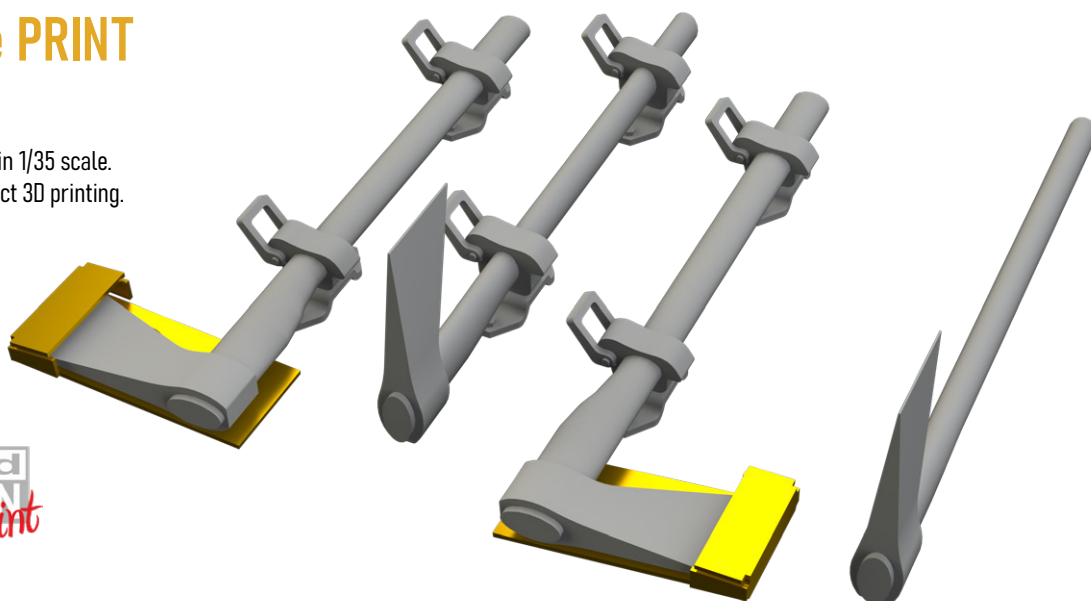
WWII German axe PRINT

1/35

Brassin set - axe for German WWII AFV in 1/35 scale.
The set consists of 4 axes. Made by direct 3D printing.

Set contains:

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



635021

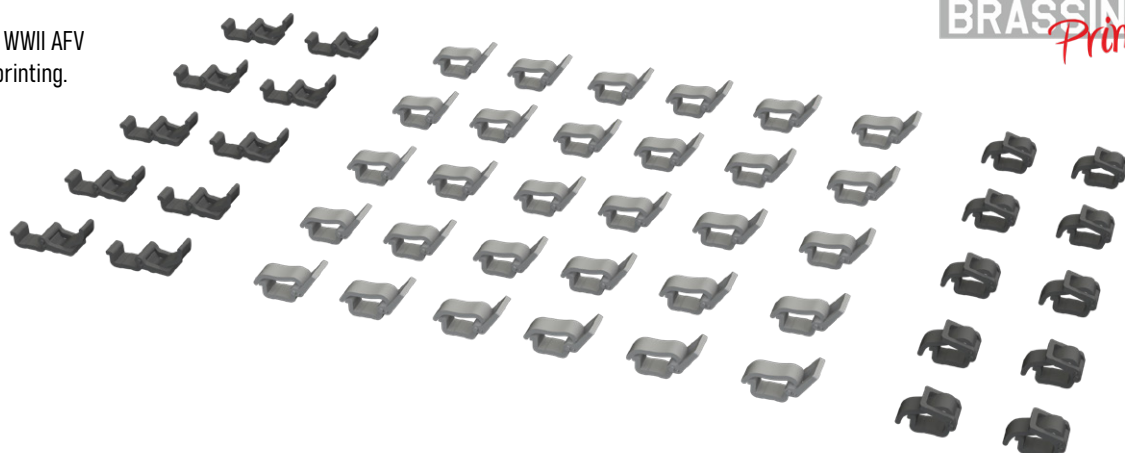
WWII German clamps Type 2 PRINT

1/35

Brassin set - clamps for German WWII AFV
in 1/35 scale. Made by direct 3D printing.

Set contains:

- 3D print: 50 parts
- decals: no
- photo-etched details: no
- painting mask: no



648785

Fw 190A-8 cockpit PRINT

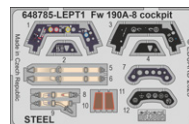
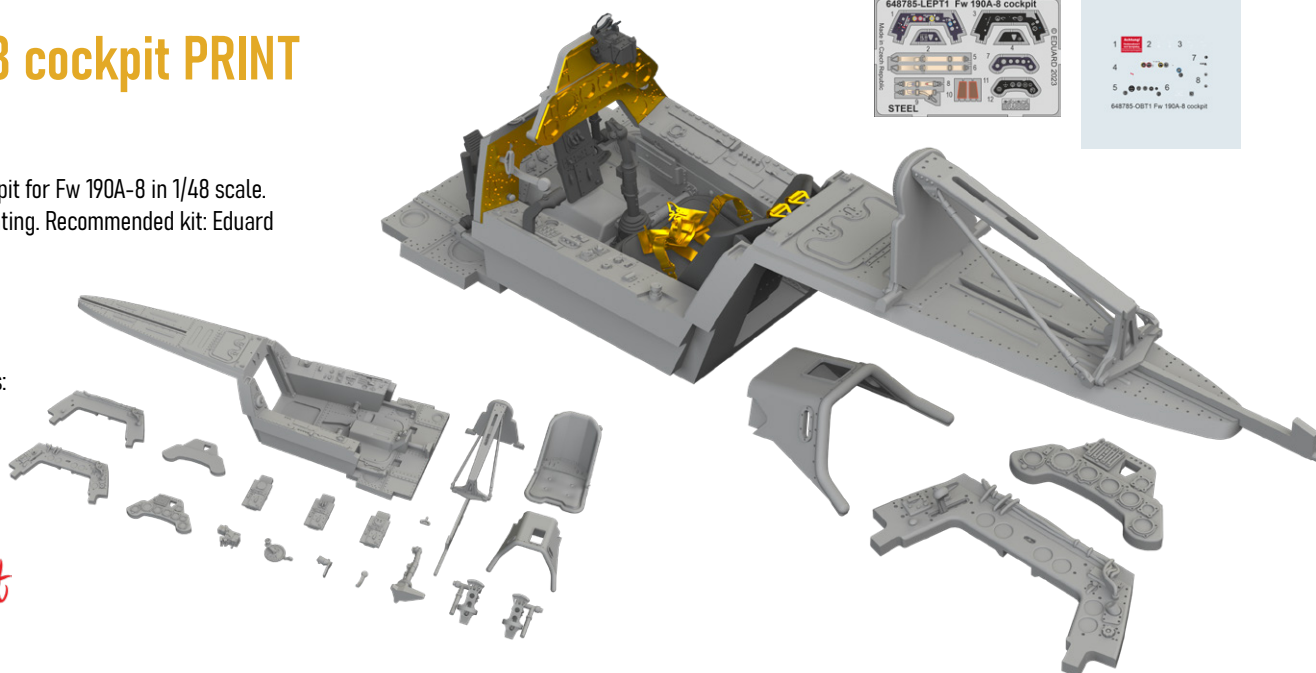
1/48 Eduard

Brassin set - the cockpit for Fw 190A-8 in 1/48 scale.
Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 19 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

eduard
BRASSIN
Print



648809

WWII USAAF oxygen cylinder A-6 PRINT

1/48

Brassin set - oxygen tanks for US WWII aircraft in 1/48 scale.
The set consists of 6 tanks. Made by direct 3D printing.

Set contains:

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



eduard
BRASSIN
Print



648810

WWII USAAF oxygen tank G-1 PRINT

1/48

Brassin set - oxygen tanks for US WWII aircraft
in 1/48 scale. The set consists of 6 tanks.
Made by direct 3D printing.

Set contains:

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



eduard
BRASSIN
Print

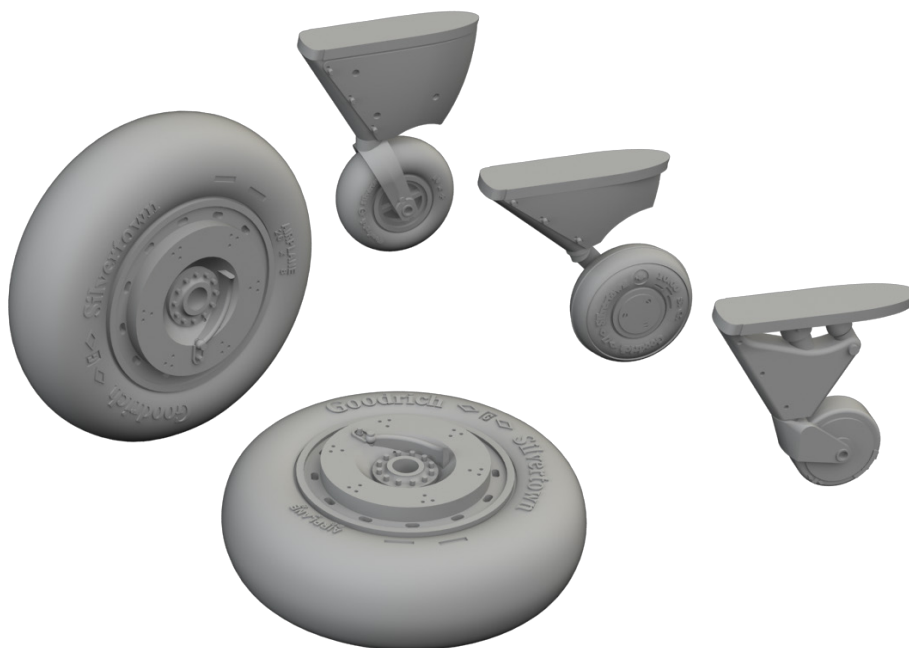
648815

F4F-4 wheels early**1/48 Eduard**

Brassin set - the undercarriage wheels for F4F-4 in 1/48 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



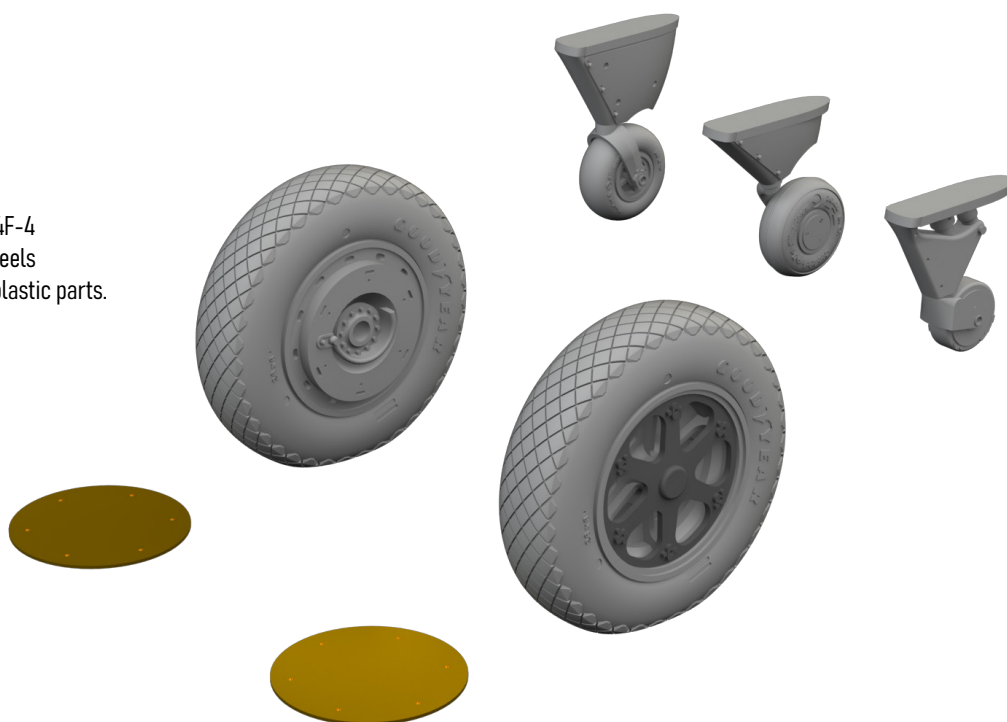
648816

F4F-4 wheels late**1/48 Eduard**

Brassin set - the undercarriage wheels for F4F-4 in 1/48 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 6 parts
- decals: no
- photo-etched details: yes
- painting mask: yes



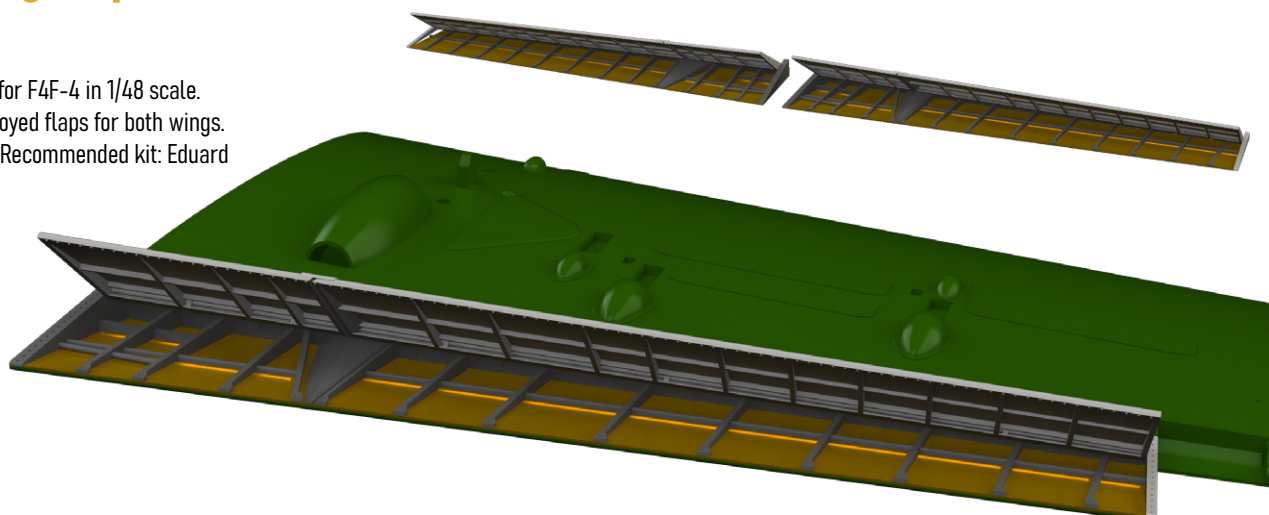
648817

F4F-4 landing flaps PRINT**1/48 Eduard**

Brassin set - landing flaps for F4F-4 in 1/48 scale. The set consists of the deployed flaps for both wings. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 8 parts
- decals: no
- photo-etched details: yes
- painting mask: no



648818

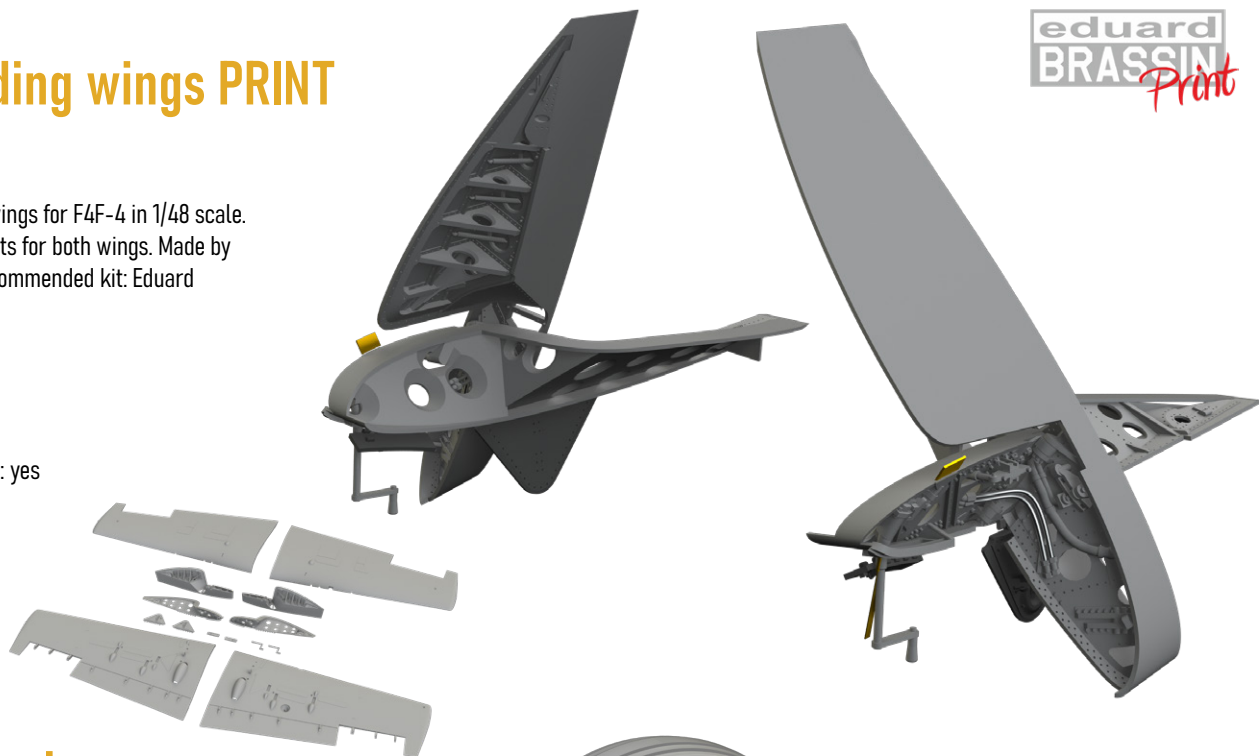
F4F-4 folding wings PRINT

1/48 Eduard

Brassin set - folding wings for F4F-4 in 1/48 scale. The set consists of parts for both wings. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

- 3D print: 10 parts
- plastic: 4 parts
- decals: no
- photo-etched details: yes
- painting mask: no



648819

F-35B wheels

1/48 Italeri

Brassin set - the undercarriage wheels for F-35B in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Italeri

Set contains:

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



648820

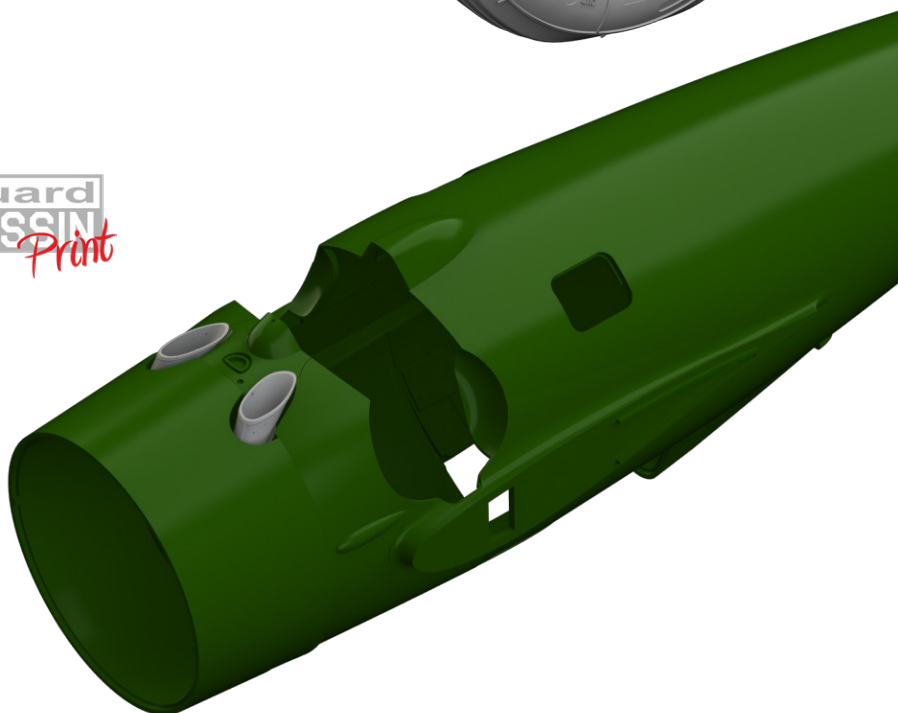
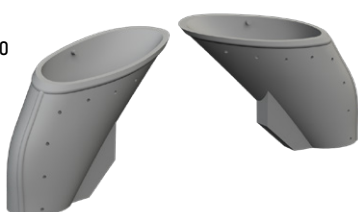
F4F-4 exhausts PRINT

1/48 Tamiya

Brassin set - the exhausts for F4F-4 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



648821

Yak-9D wheels

1/48 Zvezda

Brassin set - the undercarriage wheels for Yak-9D in 1/48 scale. The set consists of the main wheels and a tailwheel.

Easy to assemble, replaces plastic parts.

Recommended kit: Zvezda

Set contains:

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



648822

F-16A MLU wheels

1/48 Kinetic

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

Set contains:

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



653015

Carley float for 60 people – Type 1 PRINT

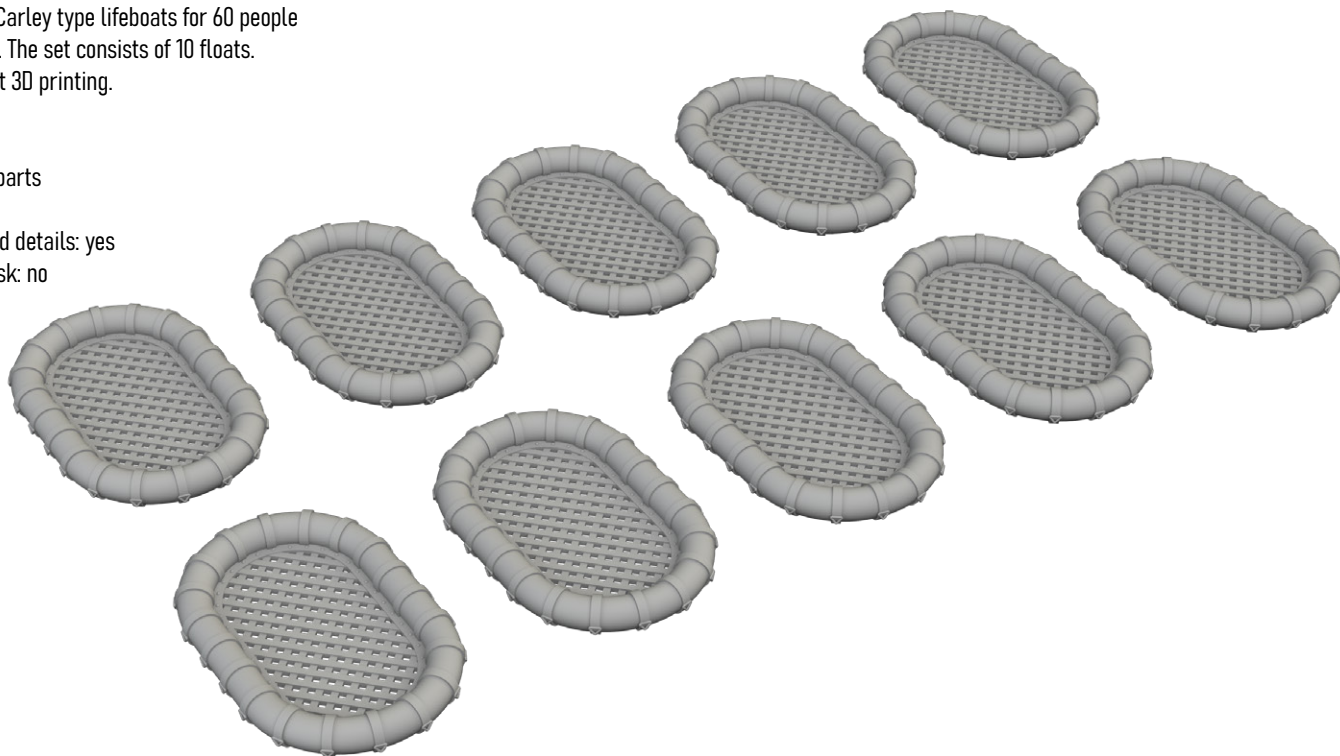
1/350

eduard
BRASSIN
Print

Brassin set - Carley type lifeboats for 60 people
 in 1/350 scale. The set consists of 10 floats.
 Made by direct 3D printing.

Set contains:

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



653016

Carley float for 60 people – Type 2 PRINT

1/350

eduard
BRASSIN
Print

Brassin set - Carley type lifeboats for 60 people
 in 1/350 scale. The set consists of 10 floats.
 Made by direct 3D printing.

Set contains:

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



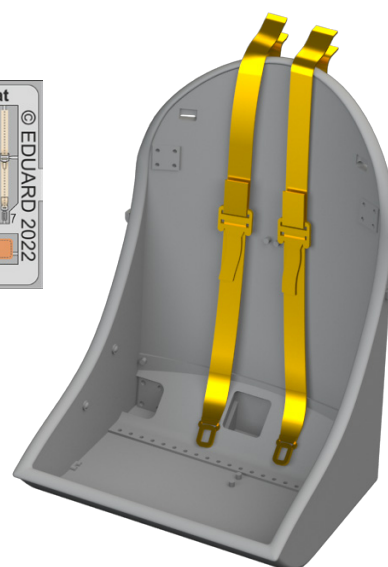
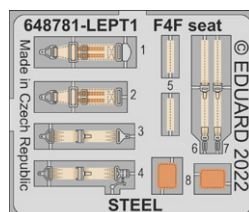
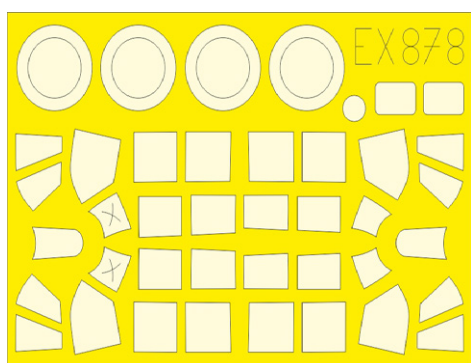
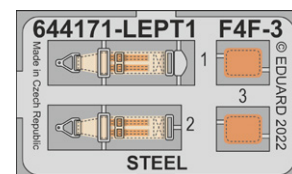
644191

F4F-3 early LööKplus**1/48 Eduard**

Collection of 4 sets for F4F-3 in 1/48 scale.

Recommended kit: Eduard

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



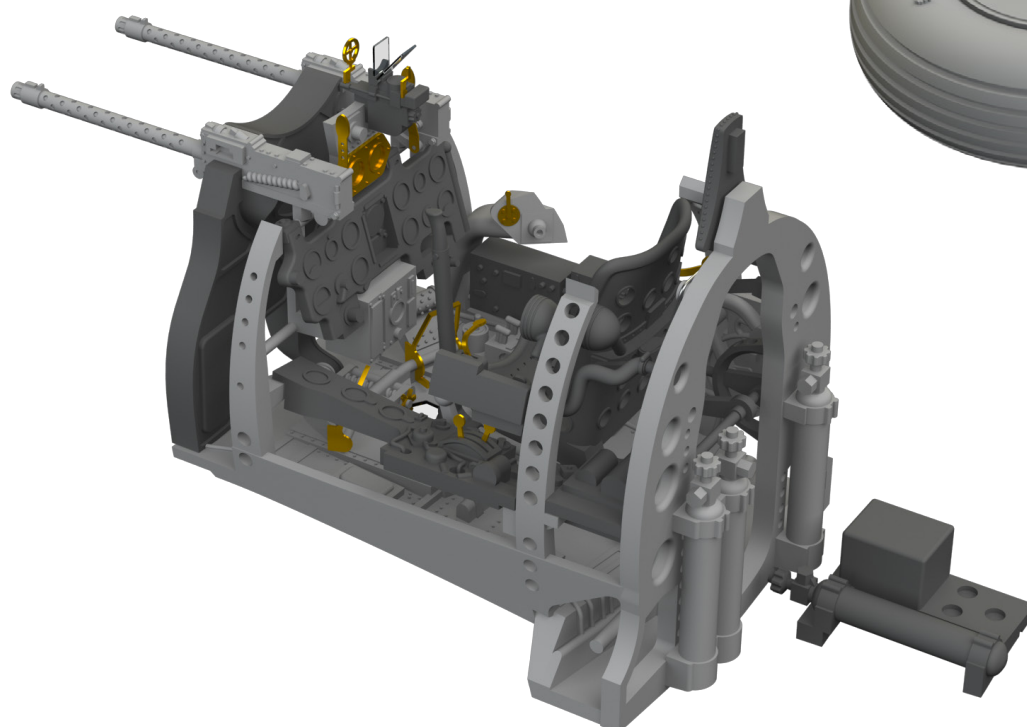
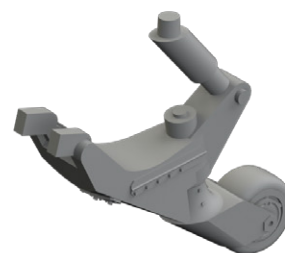
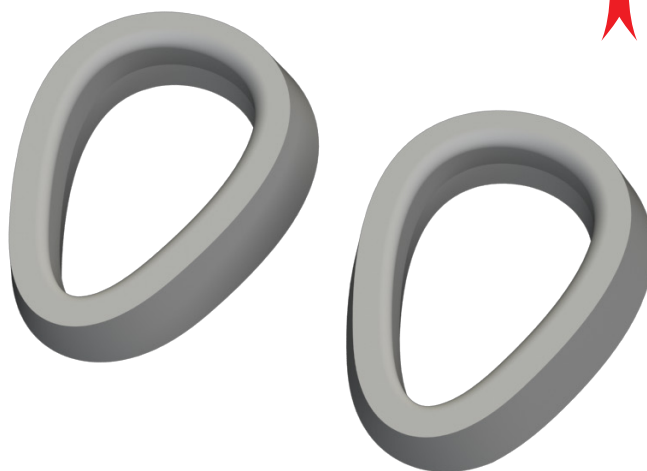
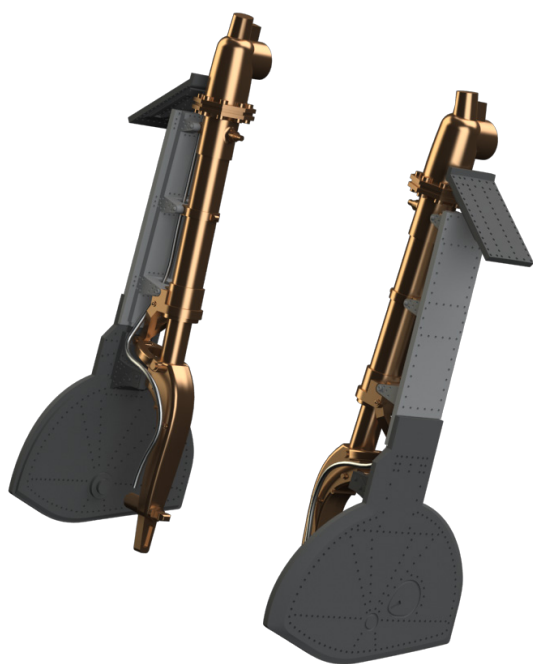
SIN64897

A6M3 Zero ESSENTIAL**1/48 Eduard**

Collection of 4 sets for A6M3 Zero in 1/48 scale.
Recommended kit: Eduard

- cockpit PRINT
- wheels
- exhausts PRINT
- undercarriage legs BRONZE

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



1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16

648800-OBT1 A6M3 cockpit

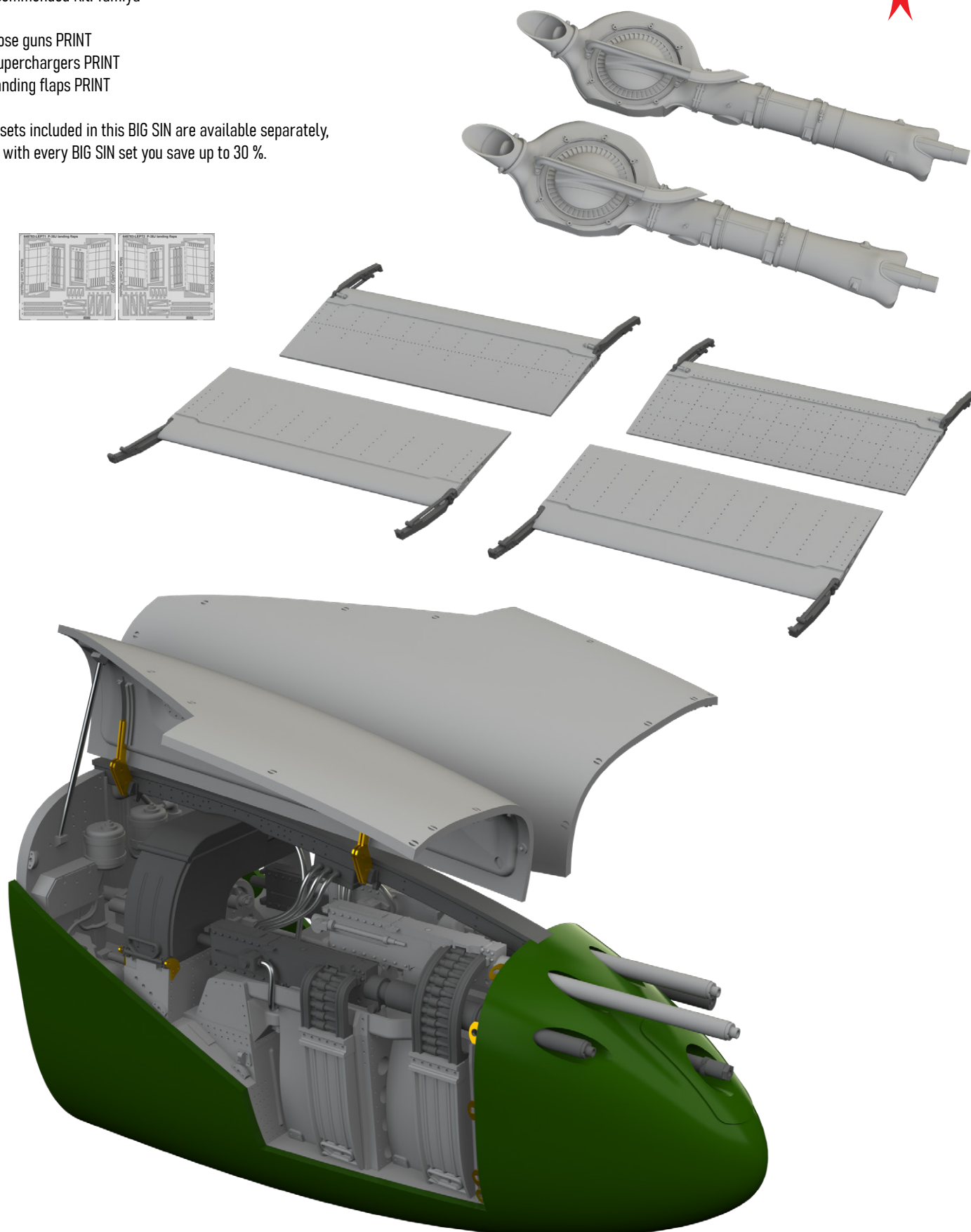
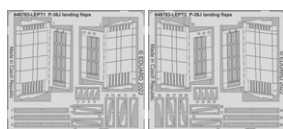
SIN64898

P-38J ADVANCED**1/48 Tamiya**

Collection of 3 sets for P-38J in 1/48 scale.
Recommended kit: Tamiya

- nose guns PRINT
- superchargers PRINT
- landing flaps PRINT

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



PE-SETS

53289	USS Alaska CB-1 part 1	1/350	Hobby Boss
32480	Tornado IDS exterior	1/32	Italeri
321004	Tornado IDS interior	1/32	Italeri
321005	Tornado IDS undercarriage	1/32	Italeri
36493	Austin K2/Y ambulance	1/35	Airfix
36494	Jagdpanzer IV	1/35	Border Model
481096	Beaufort Mk.I undercarriage	1/48	ICM
481097	A-10C exterior	1/48	Hobby Boss
481098	A-10C armament	1/48	Hobby Boss
491324	A-10C	1/48	Hobby Boss
73788	AJ-1	1/72	Roden
73789	Ki-21-Ib	1/72	ICM
73790	Do 335A	1/72	Hobby 2000/Roden

ZOOMS

33341	Tornado IDS	1/32	Italeri
33342	Tornado IDS seatbelts STEEL	1/32	Italeri
FE1322	Spitfire Mk.Vb Weekend	1/48	Eduard
FE1323	Sopwith F.1 Camel (Clerget) Weekend	1/48	Eduard
FE1324	A-10C	1/48	Hobby Boss
FE1325	A-10C seatbelts STEEL	1/48	Hobby Boss
SS788	AJ-1	1/72	Roden
SS789	Ki-21-Ib	1/72	ICM
SS790	Do 335A	1/72	Hobby 2000/Roden

MASKS

JX303	Tornado IDS	1/32	Italeri
JX304	Tornado IDS TFace	1/32	Italeri
EX912	Z-326 TFace	1/48	Eduard
EX913	Mosquito B Mk.IV TFace	1/48	Tamiya
EX914	Spitfire Mk.V TFace	1/48	Eduard
EX915	A-10C	1/48	Hobby Boss
EX916	A-10C TFace	1/48	Hobby Boss
EX917	Anson Mk.I	1/48	Airfix
EX918	Anson Mk.I TFace	1/48	Airfix
CX637	AJ-1	1/72	Roden
CX638	Ki-21-Ib	1/72	ICM
CX639	Ki-46-III Interceptor	1/72	Hasegawa
CX640	Do 335A	1/72	Hobby 2000/Roden
CX641	Meteor F.8	1/72	Airfix

SPACE

3DL32010	Bf 109G-2/4 SPACE	1/32	Revell
3DL48097	Mosquito B Mk.IV SPACE	1/48	Tamiya
3DL48098	A-10C SPACE	1/48	Hobby Boss
3DL48099	Spitfire Mk.V SPACE	1/48	Airfix
3DL48100	Bf 109G-6 SPACE	1/48	Tamiya
3DL48101	P-51D-5 SPACE	1/48	Airfix
3DL48102	Spitfire Mk.I SPACE	1/48	Tamiya
3DL72007	P-51C SPACE	1/72	Arma Hobby
3DL72008	S-199 SPACE	1/72	Eduard
3DL72009	CS-199 SPACE	1/72	Eduard
3DL72010	Ki-21-Ib SPACE	1/72	ICM

DECAL SET

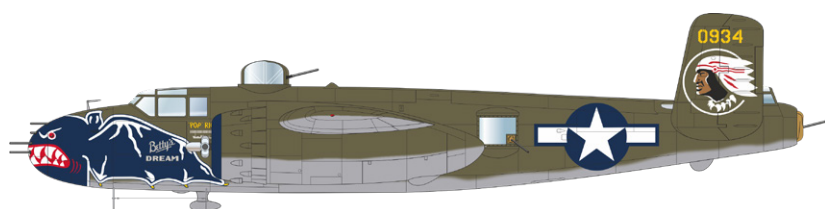
D48108	Mosquito B Mk.IV stencils	1/48	Revell/Tamiya
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EDDIE THE RIVETER

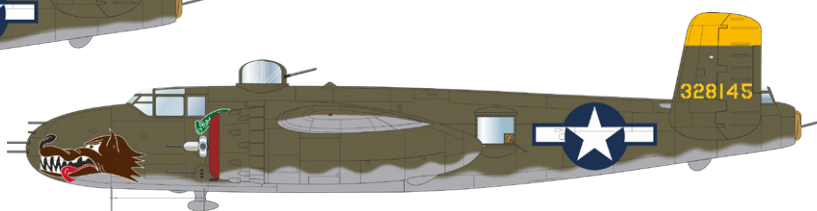
ER48005	Su-25 raised rivets & surface details	1/48	Zvezda
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B-25J Mitchell STRAFER #7012

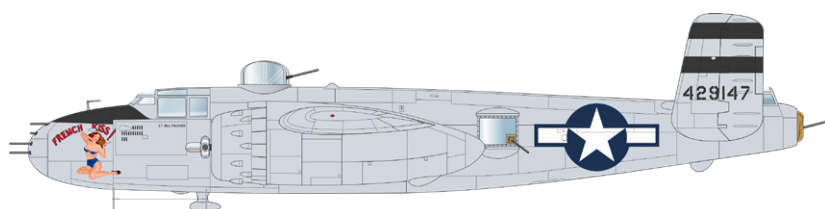
1/72



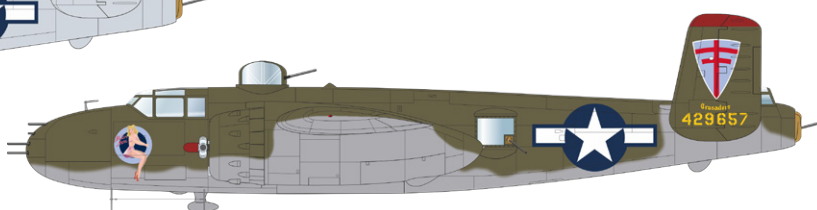
B-25J-30, 44-30934, 1/Lt Charles E. Rice Jr.,
449th BS, 345th BG, 5th AF, Kadena, Okinawa,
July 1945



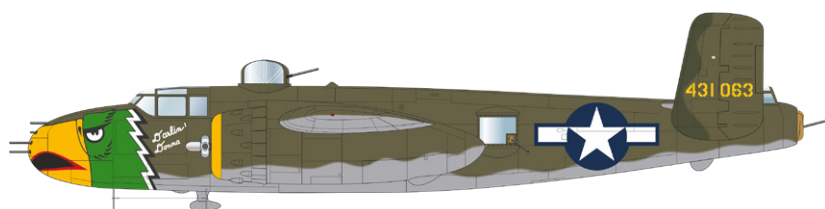
B-25J-10, 43-28145, 71st BS, 38th BG,
5th AF, Lingayen, Philippines, 1945



B-25J-20, 44-29147, Lt. William J. Faucher,
396th BS, 41st BG, 7th AF, Kadena, Okinawa,
July 1945



B-25J-20, 44-29657, 1/Lt Thomas Cockrell,
100th BS, 42nd BG, 13th AF, Puerto Princesa,
Palawan, Philippines, 1945



B-25J-30, 44-31063, 498th BS, 345th BG,
5th AF, Ie Shima, Okinawa, Japan, July 1945

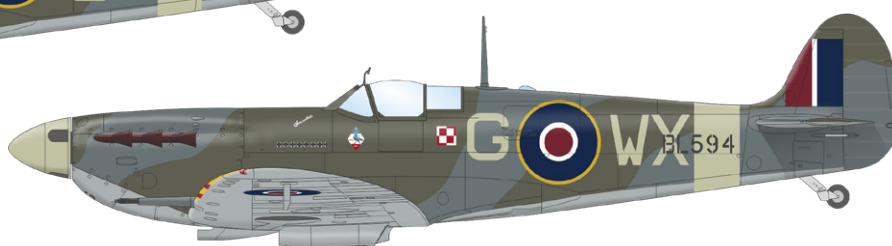
Spitfire Mk.Vb mid

#84186

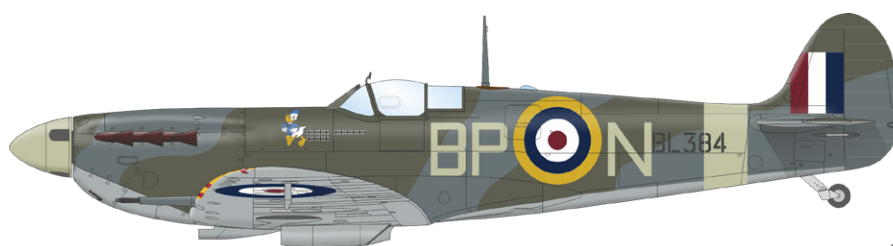
1/48



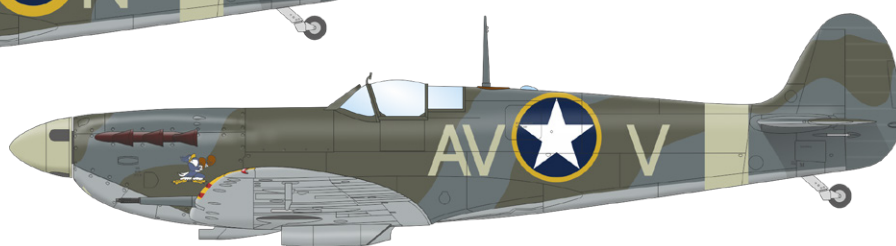
BM211, F/Lt John D. Mitchner,
No. 402 Squadron RCAF, RAF Merston,
United Kingdom, September–November 1943



BL594, W/Cdr Alexandr Gabszewicz,
No. 2 Polish Wing, RAF Northolt, United Kingdom,
February–May 1943



BL384, F/Lt John A. A. Gibson,
No. 457 Squadron RAAF, RAF Andreas,
United Kingdom, December 1941



BM309, 2/Lt Robert A. Boock, 335th FS, 4th FG,
Debden, United Kingdom, February 1943

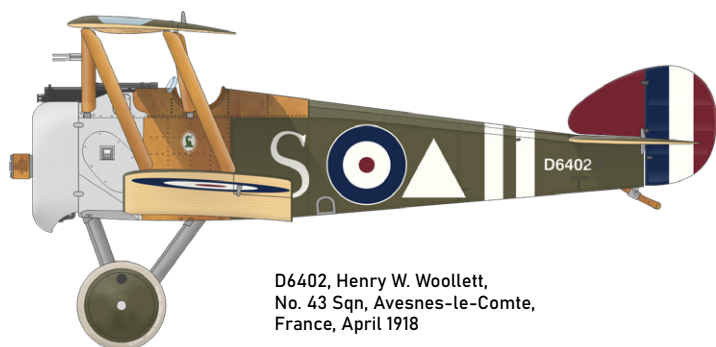
Sopwith F.1 Camel (Clerget) #8486 1/48



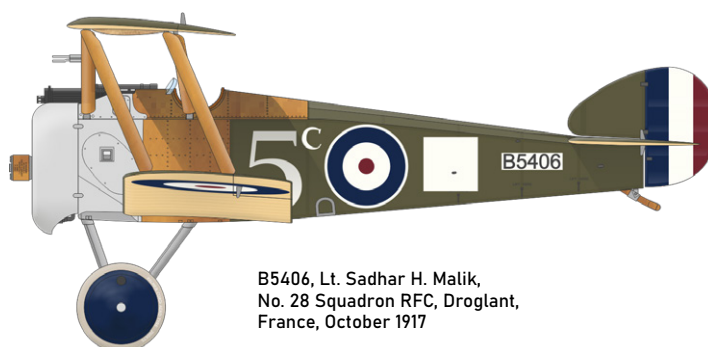
B6289, William M. Alexander,
No. 10(N) Squadron RNAS, Téguehem,
France, January 1918



E7232, No. 4 Flying School,
Freiston, United Kingdom, 1918



D6402, Henry W. Woollett,
No. 43 Sqn, Avesnes-le-Comte,
France, April 1918



B5406, Lt. Sadhar H. Malik,
No. 28 Squadron RFC, Droglant,
France, October 1917

Bf 110E

ProfiPACK
edition

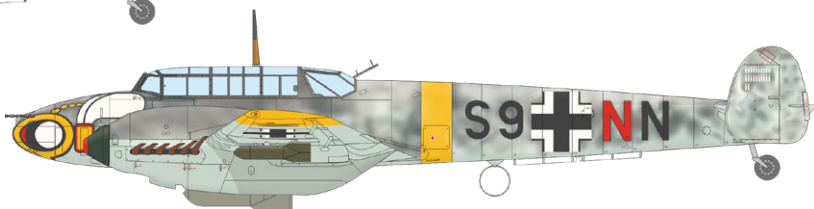
1/72

#7083

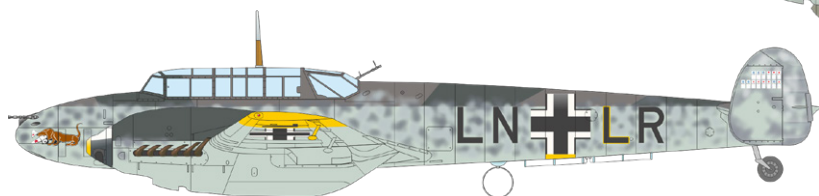
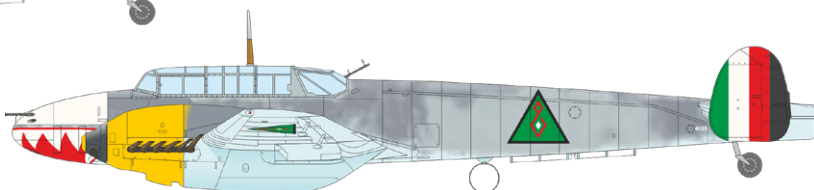
Re-release



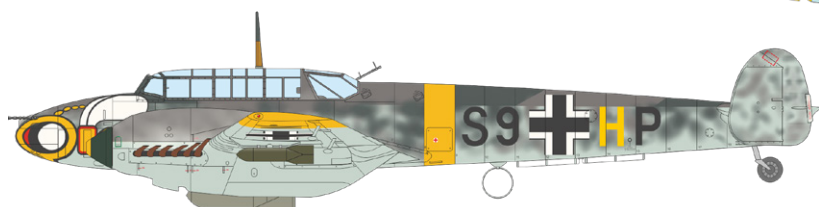
4./NJG 1, St. Trond, France, February 1942



Lt. Herbert Kutscha, 5./ZG 1, Soviet Union, 1942

Lt. Felix-Maria Brandis, 1.(Z)/JG 77,
Malmi, Finsko, 1942

WNr. 4035, Sonderkommando Junc, základna Mosul, Irák, květen 1941



6./ZG 1, Sovětský svaz, léto 1942

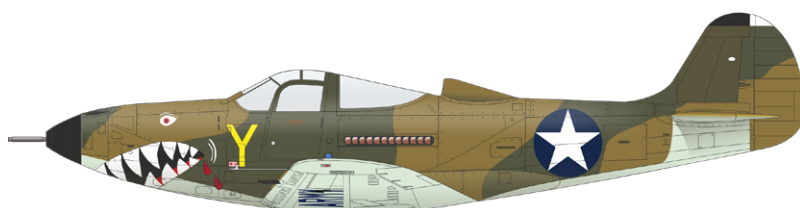
P-400

ProfiPACK
edition

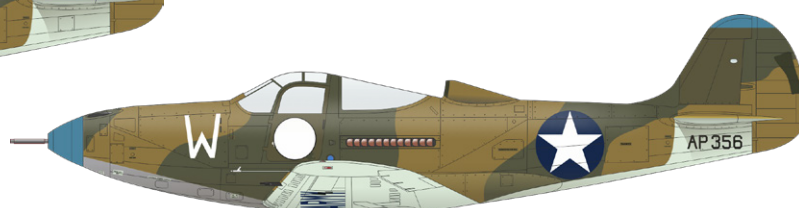
1/48

#8092

Re-release



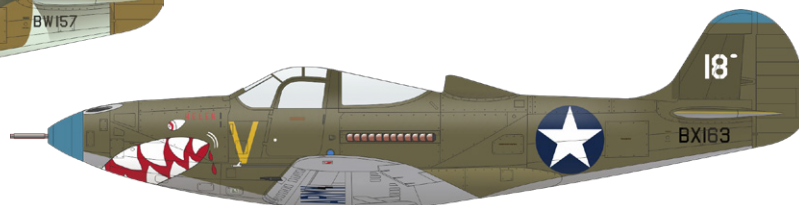
80th FS, 8th FG, Port Moresby,
New Guinea, Autumn 1942



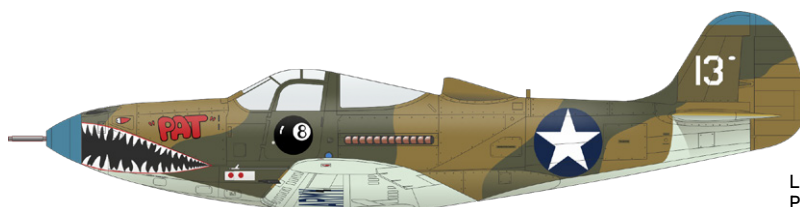
AP356, Lt. Edward J. Kurt, 35th FS,
8th FG, Milne Bay, New Guinea, 1942-1943



67th FS, Guadalcanal, Solomon Islands,
November 1942



BX163, 80th FS, 8th FG, Port Moresby,
New Guinea, December 1942



Lt. Eugene A. Wahl, 39th FS, 35th FG,
Port Moresby New Guinea, Summer 1942

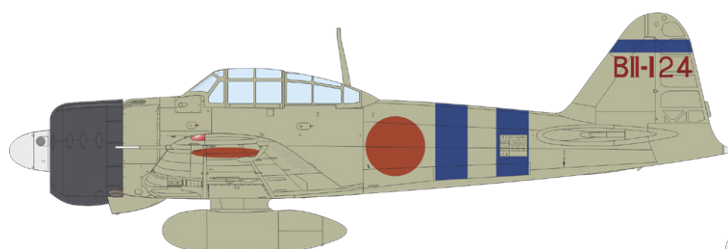
A6M2 Zero Type 21

ProfiPACK
 edition

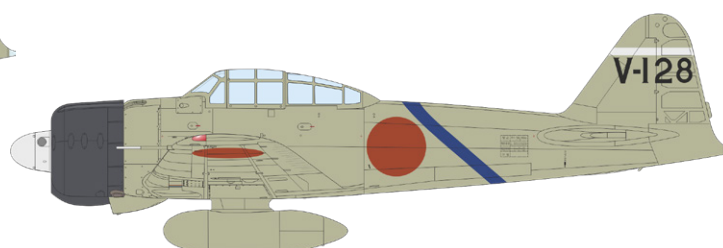
1/48

#82212

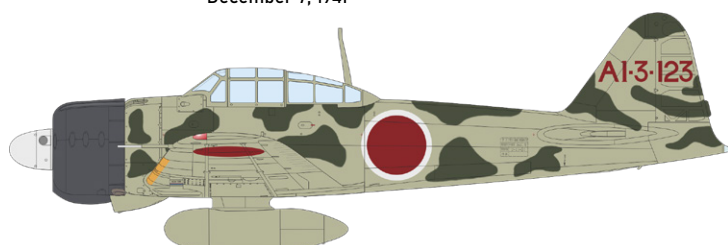
Re-release



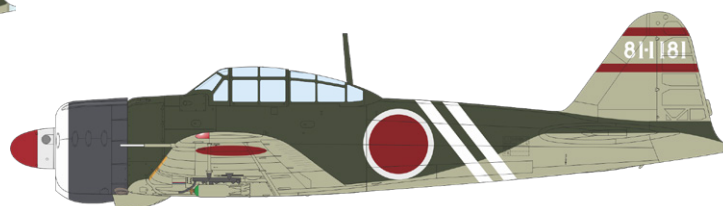
c/n 5379, P01c Tsuguo Matsuyama,
Hiryū Fighter Squadron, aircraft carrier Hiryū,
December 7, 1941



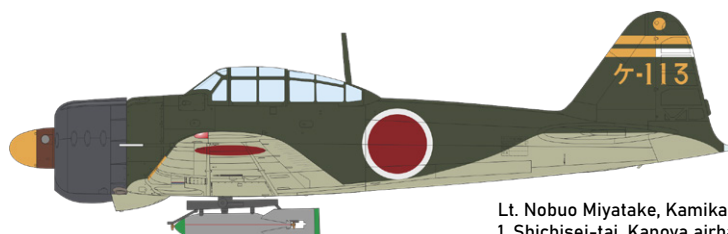
P01c Saburō Sakai, Tainan Kōkūtai,
Lakunai airfield, Rabaul, New Britain island,
August 1942



P02c Kōtarō Koyae, Zuihō Fighter Squadron,
Rabaul, New Britain island, April 1943



Lt. Kunio Kanzaki, CO of Hikōtai 311 of Kōkūtai 381,
Kendari airfield, Celebes island, May 1944



Lt. Nobuo Miyatake, Kamikaze Tokubetsu Kōgekitai,
1. Shichisei-tai, Kanoya airbase, Japan, April 1945

PHOTO-ETCHED SET FOR

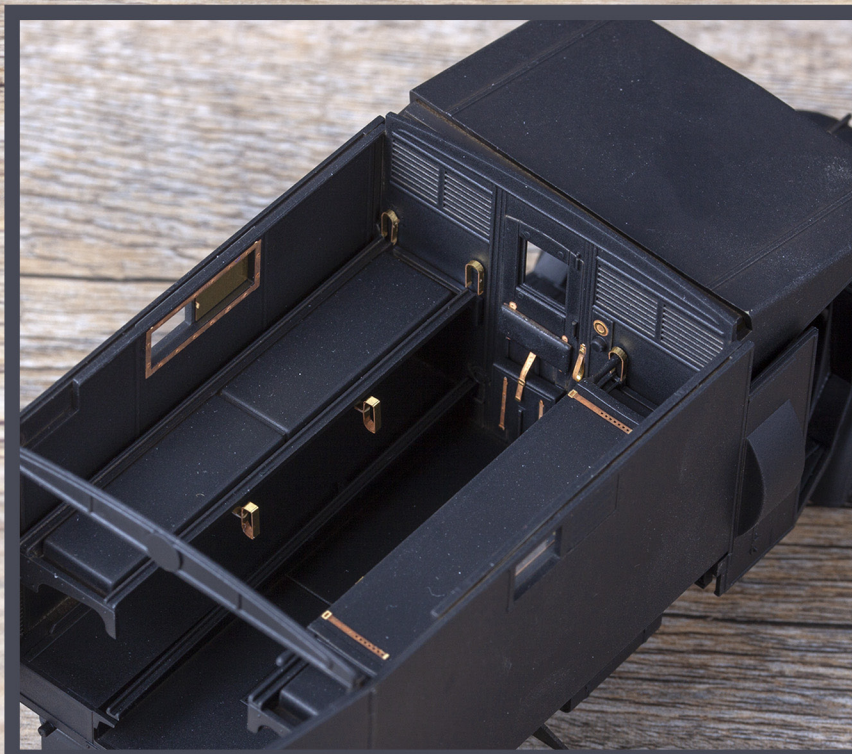
Austin K2/Y ambulance

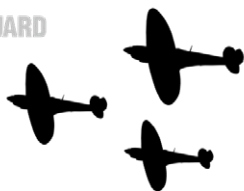
1/35 Airfix



#36493

January 2023





NOT JUST ANOTHER VETERANS' DAY AT PEACE SQUARE

The poppies that bloomed this year on November 11th in Prague's Peace Square (Namesti Miru), – and not just them – had a different sort of 'feel' than in years past. Veterans' Day has over the past several years, and even the last couple of decades, become a recognized event. Today, a poppy attached to a coat collar is hardly surprising. But it wasn't always like that. I can recall when around 1996, Czechoslovak veterans of the RAF took me along to the British embassy to a small 'party' they called 'Poppy Day'. I really didn't have a clue as to what it was about, why the poppy had been singled out, and where the roots of all of this lay. Information ignited by memories of my school years didn't materialize because there simply weren't any. It's not because the school system's emphasis on honoring history is any better today (maybe depending on where), but major steps forward have been taken in terms of remembering vets of past wars, and for that I am grateful. The tradition began to develop in the civilized western world already in 1919, under the influence of King George V for nations of the Commonwealth. It got to us a little later due to some 'historical twists'. Eastern Europe remains somewhat untouched by the notion of the Poppy. By some strange way, as if at the crossroads between East and West, the Poppy sym-

bol found its way to Ukraine. There, the poppy pin began to show up in 2014, when the country moved a bit further from the East, but not in connection to November 11th, but rather May 8th, a day that is associated with the final victory at the end of the Second World War. I was surprised to learn that the red poppy in Ukraine (where in 2014 it replaced the standard badge of the Red Star) is generally not understood as a reminder of Flanders Fields like it is here, but a symbol of that 'small hole in the coat', i.e. a bullet hole, with blood soaked around it. A symbol of wartime sacrifice in a somewhat more sobering guise. It must be said though, that even that concept has something to it. Either way, even there the poppy became a symbol associated with respect for the fallen and for veterans. The answer to the question as to why the poppy, as a symbol of respect for the victims of war, did not get any further east than Ukraine is maybe best left up to the individual.

I can't help but return to the notion expressed above and still maintain focus on Ukraine. I noted the fact that this year's event at Peace Square in Prague was different from previous years. Of course, why this is has become quite obvious. The act of paying homage to, and reflecting upon, such memories has never been accompanied by a war so physically close to home. Although no new crosses appeared on the lawn of Peace Square symbolizing fallen

Czech soldiers in modern wars, the awareness of the current horrors being played out in eastern Europe was ever present. Eduard was again present at this event and again sold kits with proceeds going to the Military Solidarity Fund. And I can thus compare the moods, tension and sense of belonging, which could be felt from the participants and visitors of the event, to previous years. I was a little worried about what we would encounter during Memorial Day. And that was mainly under the influence of two demonstrations against the government of the Czech Republic and generally against our aid to Ukraine, which took place in Prague not long before. The cold day in Peace Square alleviated my fears. Not only did many Ukrainian refugees, temporarily living in Prague, come to the event, stopping by our stand to thank us, the reactions of the 'locals' in particular were completely favorable and in line with our own understanding of the world. Social conflict, in which no one knows exactly where the balance of power lies, did not manifest itself at this event. There was unity. There was no 'us against them'. Perhaps, it was because those 'patriots', spewing nationalistic, selfish and pro-Russian crap at various meetings and demonstrations, are actually not interested in the victims of those who helped win our freedom.

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