

INFO | Eduard

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

NOVEMBER 2022

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EDITORIAL

Good day, Dear Friends

One more time I would like to extend my thanks to all of you that made your way out to Molivice. You overcame your doubts and fears of the unknown brought about by a new venue out in the middle of almost nowhere and by the predicted inclement weather. We were all armed with the belief that after two years of forced inactivity, joy could once again be found in the participation of a favorite activity and the meeting up with old friends in an environment surrounded by old armor pieces and new models. Those of us involved in putting the show together are very pleased that we have not disappointed. On behalf of all that attended, I would particularly like to thank Charles Chad Richmond, a man who, at 77 years of age, made his way from Alabama to Prague, to make his way Saturday morning by train to Lyse nad Labem and then by bus to Milovice. It was his sixth trip to E-day and he attended ModelBrno once. Chad is a Vietnam War vet, a combat pilot who flew, among others, the AH-1G Cobra and the UH-1 Iroquois. He is a holder of a slew of decorations, a member of Veteran's groups and organizations, as well as a modeler and a friend of our nation. We look forward to seeing him, and all of you, again next year at E-day 2023! Those that were not able to attend the show, or did attend but for some reason missed the E-day Special report, can get a glimpse into the goings-on in Milovice [here](#).

NEW RELEASES FOR NOVEMBER

KITS

In the Limited Edition line, we have our fifth kit of the Tornado, this time a German Tornado IDS in 1:48th scale. As before, this kit is based on Revell plastic and contains the classic assortment of Eduard accessories in the form of photoetched, masks and Brassins. There is also an expanded decal sheet, allowing for one of seven decal options, the majority of which are Binde-luftwaffe and Bundesmarine machines in striking anniversary schemes. Originally, we had planned to include a Saudi Tornado, but unfortunately, the kit lacks the correct pylons. The options are a mix of the noted anniversary schemes and standard ones because we are aware of the fact that not everyone takes a shine to the anniversary schemes. I would also like to point out that this kit's decal sheet provides plenty of opportunity to test out our decals, for those who haven't yet or those who would like to hone their skills in the application of them



that includes the removal of the carrier film.

In the ProfiPACK line, we are also soldiering on with the 48th scale Wildcat, releasing the F4F-4 in its early guise. The kit is designed for modelers who don't feel that they would take full advantage of October's Dual Combo Midway kit, containing two complete sets of plastic, one for the F4F-3, the other the F4F-4. The hero of the boxart is Stanley Vejtasa, an American pilot with Czech roots, to whom we proudly connect. More on Stanley Vejtasa and about the boxart can be found below in this newsletter. There are two November ProfiPACK kits, the other being the Bf 109G-14/AS. I will now provide a bit of background information surrounding it. This kit was originally planned as a Weekend release, but after being confronted with the myriad of marking options, we decided to promote this item to the more attractive and better equipped ProfiPACK level. There are five marking options, including an Italian aircraft. It should also be pointed out, that taking into account this is a late war German type, the markings are rather striking. It's plain to see that the '109, in terms of attractive markings and individual stories to tell, never disappoints. For lovers of 1:72nd scale, I will repeat the good news from this past E-day: we are currently working on our 1:72nd Bf 109F, G and K and we expect the first kits to be released next summer. In October, we finalized the parts layout on the sprues and the technological execution of the forms, and this was no easy task. The reason is that, as opposed to the 48th scale Messerschmitts, we are developing the 72nd scale items as one project, taking into account all versions, from the F-2, through the G-2, 4, 6, 14, the AS versions, three G-10s, all the way on through to the

K-4. The laying out of all components into fourteen molds was a complicated ride. But don't worry, none of the kits will have fourteen sprues. The project vision has two sprues with detail parts, which will be common to all versions, two with clear parts including formation lights (which are doubled up to provide spares in case of loss of any of these small bits), either of which will go into the relevant release. Ten molds cover fuselages, wings and unique items for various versions, where each kit will include one of these sprues. Dual boxings aside, there will be two sprues in each kit, but you can probably see that.

Modelers who work in 1:72nd scale often complain, and loudly at that, that we neglect them. I'm sorry for that. I confess that we are first and foremost a 48th scale manufacturer with a soft spot for the legacy of the old Monogram kits, but even so, we do have a segment of our plans dedicated to your scale. These include new items, to at least one new release per year, Limited Edition releases based on reboxing others' kits, and Weekend kits that are of our own making and have gone through their Limited and/or ProdiPACK releases. Since our fire a couple of years back, we have been intensively renewing our range largely by releasing Weekend kits based on older items. Often, we simplify the packaging of these older items by using original, preserved boxes and sold out ProfiPACK kits to support the Weekend line. In September, we did this with our Bf 110E kit in the Weekend 1:72nd scale line, re-energizing the Bf 110s in that scale, and this will extend in November to the long-awaited Bf 110G-4. At the same time, we are nearly ready to put back into rotation three older items, the Limited kit 'Adlertag', dedicated to the Bf 110C and D in the Battle of Britain, and two

ProfiPACKs, the Bf 110C/D and Bf 110G-4. These three kits aren't new, but are items that have not been available for a long time due to missing sprues. Kits that we consider to be new releases will follow after the New Year. In January, 2023, it will be a re-edition of the Bf 110E (7083), the Weekend Bf 110G-2 in April, and we are hopeful that the first quarter of 2023 will finally see a list of new '110s in 1:48th scale, starting with the Bf 110E and Bf 110G-2.

There is a 1:72nd scale kit amongst the new releases for November, in the form of the F6F-5N Hellcat, being released in conjunction with the SE-5a Hispano Suiza in 48th. Both of these are ProfiPACK kits, as is our common practice with re-editions.

BRASSIN

Most of November's new releases in the Brassin line will again be 3D prints. The main themes will centre around the Wildcat and the Zero of our own provenance. For the F4F-3 Wildcat, we are introducing a set of landing flaps and gun bays, and for the F4F-4, a cockpit set. For the A6M3, wheels, exhausts and a cockpit. For the same kit, we also have a Look set. All are suitable for both the Model 22 and 23 A6M3.

We are not neglecting kits from other manufacturers. For the 1:48th Meng EA-18G we offer engine exhausts, and for Zvezda's 1:48th Yak-9D, we have exhausts as well, and a Look set. A new Look set is also designed for the Revell Tornado IDS. This set is, naturally, suitable for our above mentioned Limited Edition kit, too. Expanded LookPlus sets are being released for the Tamiya P-38J and F/A-18F (Meng), both in 1:48th. For ship modelers, we have two sets of life rafts in 1:350th, and the two new BigSins are not to be overlooked, covering our Camel and Wildcat.

PHOTOETCHING

For the 48th scale Buccaneer S.2C/D from Airfix we have three photoetched sets available along with two mask sets. The same can be said in this scale for the Hobby Boss F4U-1A Corsair. Our range of landing flaps grows with the addition of such an item for our F4F-4 Wildcat. Further sets of masks and photoetching are being released for the 48th scale F-35B from Italeri and 32nd scale F-35C from Trumpeter. There are sets in the same scale for Revell's Bf 109G-2/G-4. In the Zoom line, which offers a simplified number of pre-painted items, we have the new Weekend Bf 109G-14/AS covered. In 1:72nd scale, we are offering new sets of masks and photoetched brass, and these include a set of flaps for the SBD-3 Dauntless (Flyhawk) and the I-16 Type 5 (Clearprop). In 1:35th, November offers up a set for the M1070 Gun Truck from Hobby Boss, and in the ship scale of 1:350th, we have a new set for the anti-aircraft cruiser HMS Colombo kit from Trumpeter. Don't overlook the four new BigEds!

SPACE

In the increasingly popular Space lineup, we have a total of five new items to introduce in 1:48th scale. Of these, the sets covering the Bf 109G-14 and F4F-4 are designed for our own kits, and the others are for the Airfix Buc, Revel Tornado IDS and the Italeri F-35B.

DECALS

As far new decals are concerned, we have a set of generic stencil data for the German Ju 87 in 1:72nd, and these are suitable for any manufacturer's kit if the type. For the still-new P-38J from Tamiya in 1:48th, we have a sheet coming out called 'P-38J Over Europe', coming out of the kit we released a number of years back with the same name using plastic from the Academy kit. It contains some very nice markings, and deserves a closer look!

EDDIE THE RIVETER

The 3D decals we released under the Eddie the Riveter banner for the new P-38J attracted a lot of attention amongst modelers, and so we decided that we would tweak it for the older P-38F/G/H kit. This set also includes surface details besides the rivets, such as filler caps for the fuel tanks. I will point out that the rivets represented are of the countersunk variety, not raised half-round as was mistakenly assumed by some on the internet forums. They also pointed out that the P-38 wing was puttied a la the P-51 Mustang, but this is a point of debate. As you know, we have released kits recently of aircraft that did have puttied surface features at production level, and there is a consensus that rivets on surfaces so treated were not visible. Over the course of the research that we conducted for these projects, we studied several examples of the Mustang, among other types, in museums as well as in private collections, and we have come to the conclusion that invisible rivets are not entirely consistent with the reality of the situation. To a certain degree, it applies to modern Warbirds that have their surfaces treated with modern products. In aircraft that were not brought up to airworthiness, or were renovated taking care to preserve surface originality, rivets are visible. This is why we went with a fully riveted surface for the 72nd scale S-199. This brought about protests from backers of the smooth surface school of thought, but I am convinced that our approach is the best one. But, of course, I won't force that on anyone. Anybody that does not agree with this viewpoint can certainly refrain from the purchase of the set.

SWEEP 2

We are activating another Sweep sales event in November. This time, it concerns photoetched products and will be relatively widespread. This event will cover

some 2,000 products cost-reduced by 50%. It is planned to go into effect the second week of November, the precise date to be announced on social media and on our e-shop. Those that are so signed up will be informed by email. The sale will concern mostly older items with lower turnaround. Truth be told, most items are virtually sold out with only a handful at most remaining in stock, but once they're gone, they're gone, so if any of these have been on your list of items to get, don't delay. They will not be going back into production. Items not completely sold out will stay in stock, but that stock will not be replenished, and it will only be a matter of time before these are gone from the catalog as well. After the New Year, some Brassin items will receive the same treatment, revolving around older items with a lower turnaround. There won't be as many of these as there will be PE items, but even so it will still be in the neighborhood of 400 products. The reason for all of this is a move by our retail and mail order departments to a new facility, which we purchased at the end of the summer and are in the process of renovating. We expect to be able to move in during the first quarter of next year, with the retail department slated to do so in February. The two reasons for the reduction in inventory is to reduce the amount of goods that need to be moved, and to provide a financial cushion in case unforeseen circumstances crop up causing any delay in the selling of our products. It should all take about two weeks, and if you would like to help us in this endeavor, please buy! Acquiring the new facility, its reconstruction and subsequent occupancy are the final steps we are taking to fully recover from the fire we suffered in December, 2020. With your support, we can finally put that entire, dark chapter completely behind us, once and for all.

ARTICLES

This will be the eighth installment of the report on the air war over Ukraine by Mira Baric. He is also the author of the interesting article about the aircraft carrier USS Lexington. The third and concluding piece on the father of the strafers, Pappy Gunn, comes from Richard Plos. We make a return to this year's National Championships in Plastic Modelling with an article about the winning model built by the National Champ Jan Koutny. We also have five Boxart Stories, describing the events depicted on the covers of November's new releases. Three are by Jan Bobek and the remaining two by Richard Plos.

And that would be it for me for now. I wish all that, as opposed to us, are going to Telford a pleasant trip and a good experience, and a good read of our newsletter to all.

Happy Modelling,
Vladimir Sulc



Photo: Miles Harris

Searching for the lost ships with Paul Allen

USS LEXINGTON



Part one

Text: Miro Barič

Many people have some kind of hobby. Supposedly our readers collect and build scale models of the airplanes, armor, or ships. There are some who can afford to play with these subjects in their actual size. One of those was Paul Allen, well known co-founder of Microsoft.

Paul Allen was born on January 21, 1953, in Seattle, Washington. He met Bill Gates at Lakeside, the private high school. Both were interested in the computers, and both were college dropouts. In 1975 they launched the computer company. It was Allen who came up with its name, Micro-Soft. Later the hyphen was dropped. The company was extremely successful, they penetrated the market with MS-DOS operating system which ultimately became the top product in the market. In 1982 however Allen was diagnosed with Hodgkin lymphoma, a malign lymphatic system disease. Thanks to the radiotherapy and bone marrow transplantation he was cured but that also prompted him to re-evaluate his life. The company was no longer his priority and in 1983 he resigned from its leadership. However, he kept his shares which yielded him a wealth valued at more than 20 billion dollars. After he left Microsoft, he dedicated himself to his hobbies. Also, he invested in the space and AI research but primarily bou-

ght art and as an avid sports fan several sports clubs. His top hobby however was the military hardware. His father, Kenneth Sam Allen served in WWII. That's why Paul Allen was fascinated by this period of history since the early age. In 2004 he founded the Flying Heritage & Combat Armor Museum in Everett, Washington state. It became

home for many aircraft and tank veterans of WWII. Many of them were operational. However, all his previous activities were overshadowed by the search for sunken military shipwrecks at the bottom of the oceans around the globe.

In 2003 Allen ordered the construction of 127 meters long yacht named Octopus. In 2008 he had her converted to the research vessel standards. She was equipped with two helicopter landing pads and two submarines. One of them was remote controlled and submerged significantly deeper. Allen lent the ship for several rescue missions and research projects as well, for



Flying Heritage & Combat Armor Museum in Everett, Washington state.

Photo: Eric Friedebach



Photo: Eric Friedebach

Flying Heritage & Combat Armor Museum in Everett, Washington state.

example research of the ocean fauna and mapping of the ocean bottom for Google Earth. In January 2015 he set sail for the first large scale search in the Iron Bottom Sound near Guadalcanal and discovered 29 sunken American and Japanese ships. In March 2015 he discovered the wreck of the largest battleship in the world, Japanese Musashi.

Bell from HMS Hood

Allen did not only search in the Pacific. In August 2015 he helped the British Navy to retrieve the ship bell from the wreck of battle cruiser HMS Hood. She lies almost three kilometers deep on the bottom of the Atlantic Ocean. Hood was sunk on May 24, 1941, in the duel with the German battleship Bismarck. The German shells penetrated the ammunition storage and caused the

explosion that only three sailors survived out of 1,418 crew members. It took a year to restore the bell after its long stay at the bottom of the ocean and on May 24, 2016, exactly on the 75th anniversary of her sinking the bell rang again. The bell was revealed by princess Anne during the ceremony in Portsmouth. It rang to the honor of the fallen sailors in the presence of their families. Since then, it has been exhibited in the National Museum of the Royal Navy, next to the bell from HMS Prince of Wales. This battleship accompanied Hood on her last voyage and couple of months later, on December 10, 1941, she herself became a victim of the Japanese aircraft at the Malaysian coast.

The original blue paint was preserved on the bell's crown and inner surfaces. Originally the bell was installed on the old ba-

ttleship HMS Hood dated from 1891. In 1914 she was sunk on purpose in the port of Portland to block one of the approaches in the case of an attack by submarines or torpedoes. Before that however the bell was removed and presented to Rear Admiral Horace Hood. After his death in the battle of Jutland, his widow presented the bell to the new battle cruiser HMS Hood. There are two inscriptions on its bottom edge. The top one states: This bell was preserved from the battleship HMS Hood 1891-1914 by the late Admiral Horace Hood, killed in action at Jutland on May 31, 1916. There is another inscription under it which states: As per Lady Hood's wishes, in the memory of her husband, this bell is presented to the battle cruiser HMS Hood, a ship launched on August 22, 1918.

No charm third time

Allen's ship was constantly busy. In September 2015 for example she was mapping the bottom of the Mediterranean Sea around Malta. Several sunken ships and shot down airplanes were found. In 2016 the billionaire bought a 76 meters long ship Petrel which originally served for the construction and maintenance of the under the surface facilities, for example the oil drilling rigs. It took a year to convert her to the research vessel. At that time, she was the only privately owned ship in the world which could search as deep as 6,000 meters. She was equipped with several sonars, one remote control submarine and one self-sustained robot submarine. She also featured the system of the electric motors which compensated for the drift and maintained the vessel in the stable position during the research. The first Petrel's "catch" was an Italian destroyer Artigliere



Photo: State Library of Victoria

HMS Hood in the picture dated from 1924. This British battle cruiser inspired the design of USS Lexington.



Photo: National Museum of the Royal Navy



Photo: National Museum of the Royal Navy

75 years after sinking of HMS Hood princess Anne revealed her restored bell.



Photo: National Museum of the Royal Navy

The sailors are carrying the HMS Hood bell to a museum in 2016.

On the left a bell from HMS Prince of Wales, on the right bell from HMS Hood

which was found in the Mediterranean Sea in March 2017. Then Petrel relocated to the Pacific where she discovered the cruiser USS Indianapolis and between 2017 and 2018 searched the battle places around the Philippines. On March 4th RV Petrel discovered the wreck of the aircraft carrier USS Lexington sunken in the Battle of Coral Sea on May 8, 1942. This expedition in the spring of 2018 was Allen's last. In the beginning of October 2018, he announced the bad news. The cancer came back for the third time. He had faced the recurrence in 2009 in the form of non-Hodgkin lymphoma. He had won the battle with it though. Now he believed he could win for the third time. When

he announced the cancer recurrence, he said that he and the doctors are optimistic as far as the treatment is concerned. During the following two weeks however, the complications occurred, and Paul Allen passed away on October 15, 2018, at the age of 65. His wealth, at that time valued at 20.3 billion of dollars, has been managed by a fund which carries on with his work. In 2019 RV Petrel discovered the number of wrecks at the bottom of the ocean as well. In 2020 however she was indefinitely docked in Scotland due to the covid pandemic. This year Allen's heritage management sold the Flying Heritage & Combat Armor Museum to Stewart Walton, grandson of

the Walmart franchise founder. The collection was preserved in its entirety and is currently still located in Everett. Its re-opening is planned for 2023 under the new name, Wartime History Museum.

From battle cruiser to aircraft carrier

Let's return to USS Lexington. Her career almost took a different path. Originally, she was not to be an aircraft carrier but a battle cruiser. Due to the frequent changes in design and delays in her construction she could not be finished as battle cruiser. The ideas about the ship combining the speed of a cruiser and the firepower of a battleship emerged in the USA pretty early.

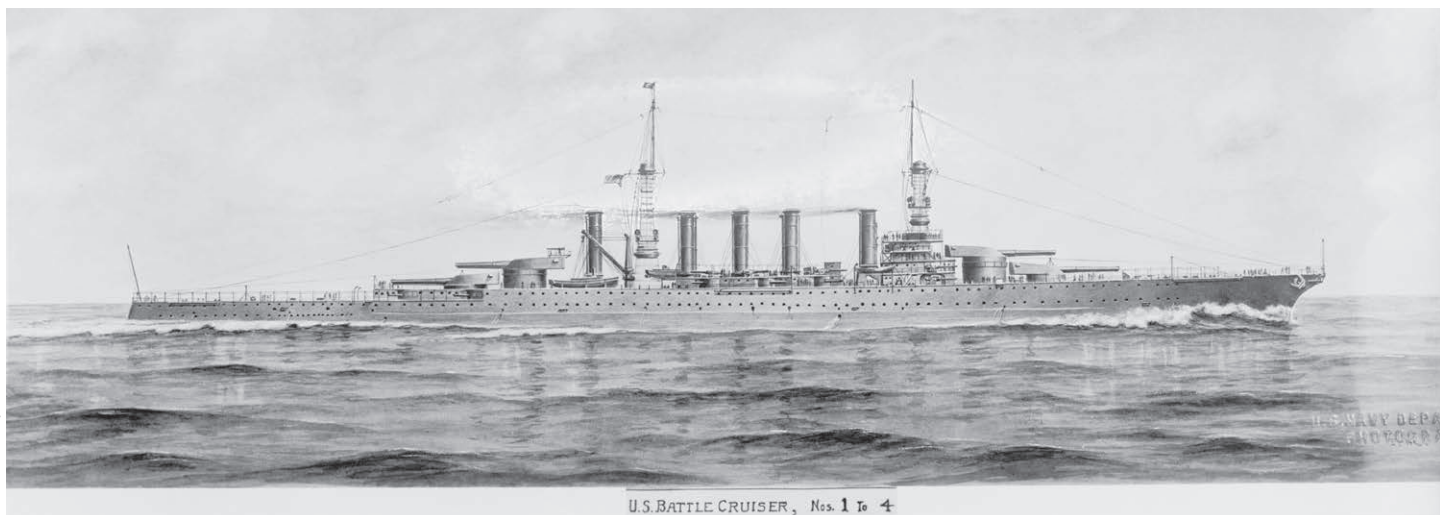
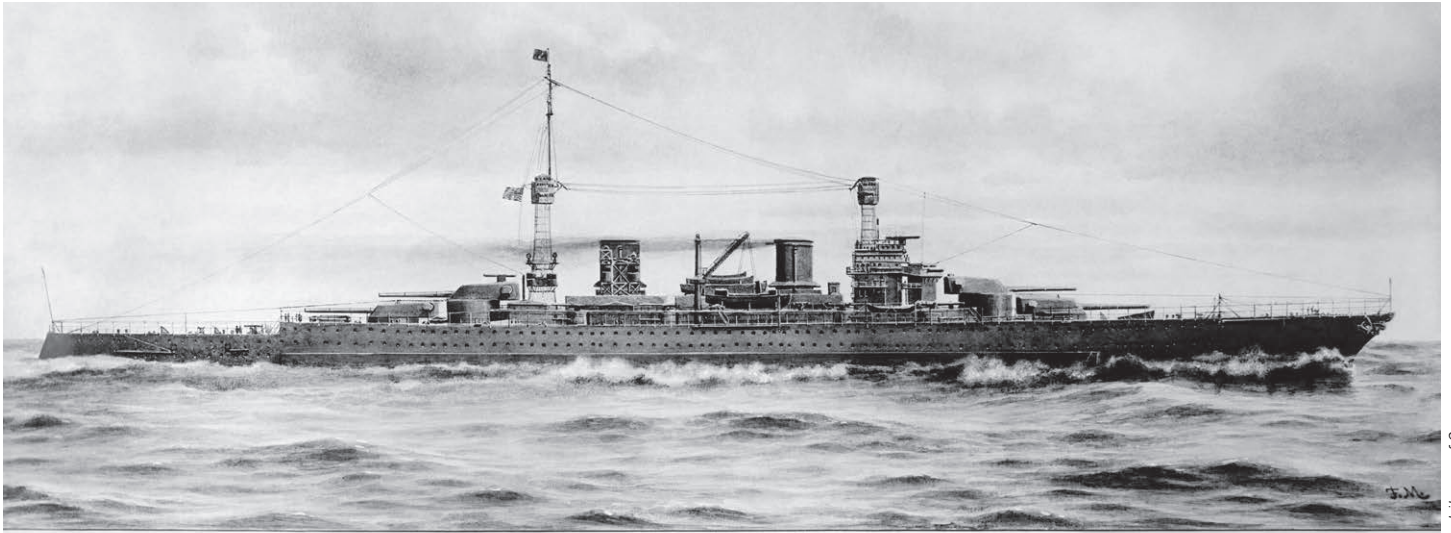


Photo: Library of Congress

U.S. BATTLE CRUISER, Nos. 1 To 4

A drawing depicting the originally intended design of USS Lexington armed with ten 356 mm caliber guns.



U.S. BATTLECRUISER "LEXINGTON" AND CLASS

Photo: Library of Congress

The drawing depicting the final design of USS Lexington battle cruiser from 1919 featuring eight 406 mm caliber guns.

A series of studies at the Naval War College discussed these types of vessels before the actual design of the first battle cruiser, British HMS Invincible was launched in 1907 and accepted to service in 1909. By the way, aforementioned Sir Horace Hood perished in the explosion of Invincible. The same year the first design proposals for the American battle cruisers were submitted but the Congress did not approve them due to the political reasons. Things started to move forward a bit in 1911 when Japan commenced the construction of the Kongo class battle cruisers. All however remained at a design stage. The project of Lexington class was included into the Naval Law of 1916 requiring the significant expansion of the US Navy. According to this plan six ships of this class were to possess 34,900 ton displacement, length of 259 meters and speed of 35 knots. To accomplish this, they needed 24 boilers which due to the long but narrow hull turned out to be a problem. The complicated arrangement of large number of boilers brought about the issue of number of stacks. There were to be seven in total, four of them next to each other. The armament was to consist of ten 356 mm (14 inches) caliber guns. Two per each turret on the bow and stern and further three guns in the next two turrets located above 2-gun turrets closer to the hull center. This arrangement was necessary since the hull in the bow and stern turret locations was too narrow to accommodate the barbette of three gun turret. The main guns were to be complemented by eighteen 127 mm caliber guns.

The work on Lexington class was stopped before it fully took off. The reason was that the shipyards' priority were anti-submarine vessels. Under different circumstances this would have been an advantage. Thanks to the other countries' experience with the battle cruisers the number of issues could be solved at the design stage instead of correcting them during the actual construc-

tion or even completion. The most serious problem of this class of ships turned out to be the longitudinal hull strength. The long and narrow vessels were stressed not only

under the inclement weather but also during the gunfire. Bent metal plates had to be replaced on several British battle cruisers and their hulls reinforced.

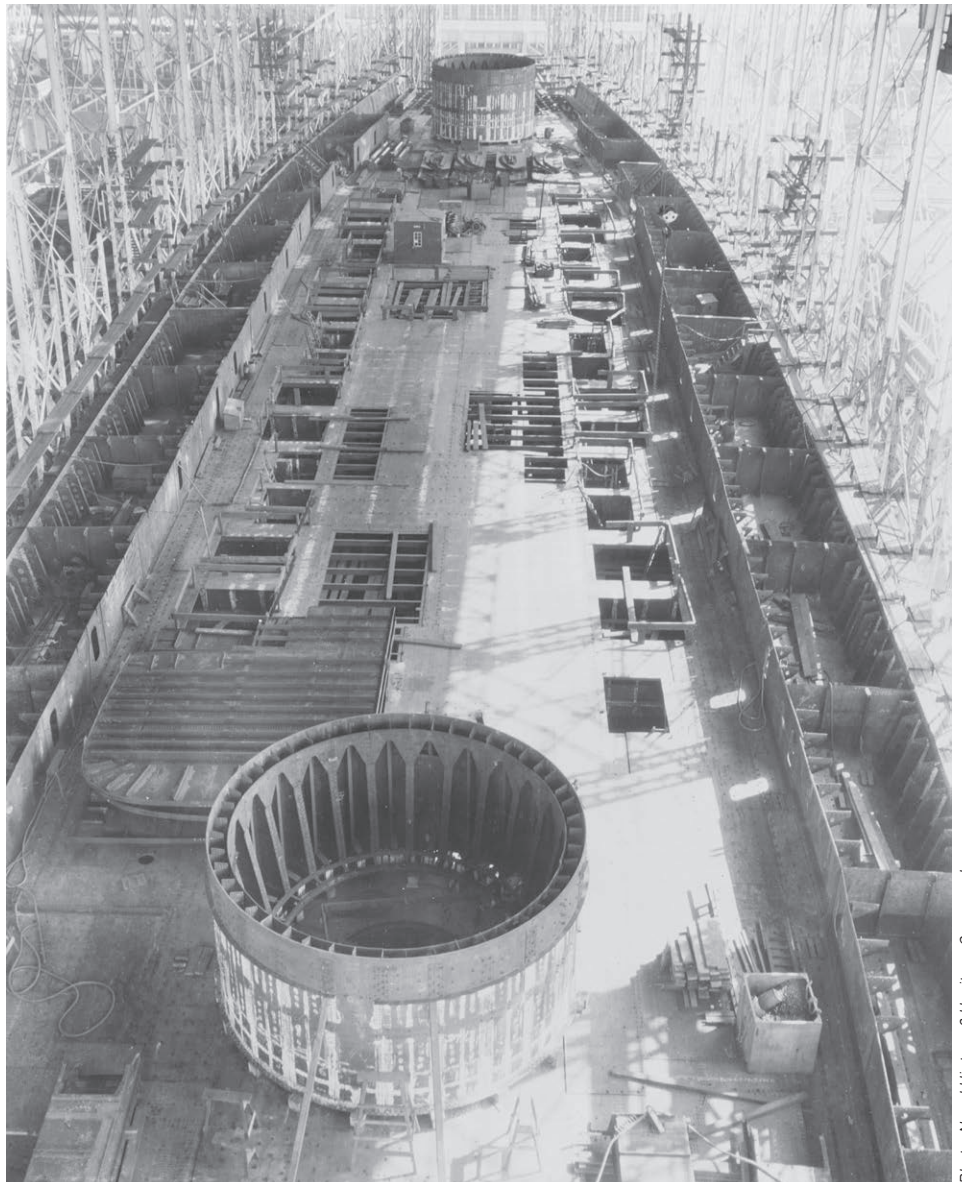


Photo: Naval History & Heritage Command

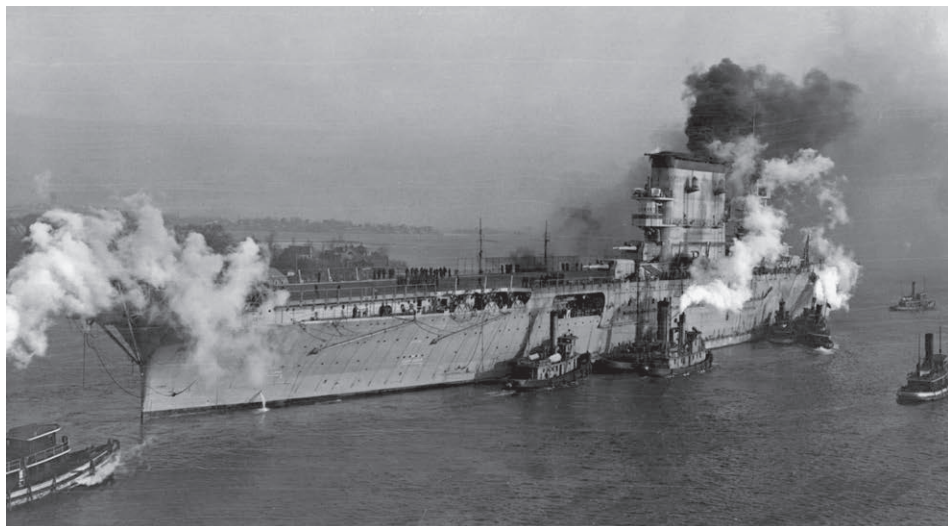
USS Saratoga battle cruiser under the construction in March 1922. The view from stern to bow well illustrates the barbettes of the main guns' turrets.

Therefore, the Lexington designers spent the most of their time on the hull's strength. After many proposals and calculations, they arrived at the ideal solution – only to change the design again. In 1917 the Americans found out that Britain and Japan were designing even larger battle cruisers equipped with 381 mm and 406 mm caliber guns. Lexington class too was to receive new 406 mm caliber guns (16 inches). There were to be eight of them in total – a pair in each of four turrets. The secondary armament was to consist of sixteen 152 mm caliber guns. The new type of boilers allowed to reduce their total number to 20 and number of stacks to five. Another change occurred in 1918 after the aforementioned British HMS Hood was launched.

At that time, it was the largest warship in the world and left a great impression on the American officials. The British Navy allowed a single designer to work with the Americans. He also brought HMS Hood drawings with him. The result was the lengthening and widening of the hull and changes in the armor protection. Further boilers' improvement led to the reduction of their total number to 16. Only two stacks remained. All those changes brought the displacement up to 44,200 tons and hull length to 266 meters. The maximum speed was reduced to 33 knots.

Washington Naval Conference

The construction of six ships according to the latest design was ultimately decided in 1919 and the work gradually started in 1920 and 1921. It did not last long. In November 1921 the American Secretary of State Charles Evans Hughes invited the world naval powers to a conference in Washington D.C. The reason was to leash the arm race which had been launched again and proved to be too expensive. The USA, Britain, Japan, France and Italy participated in the conference which ended in February

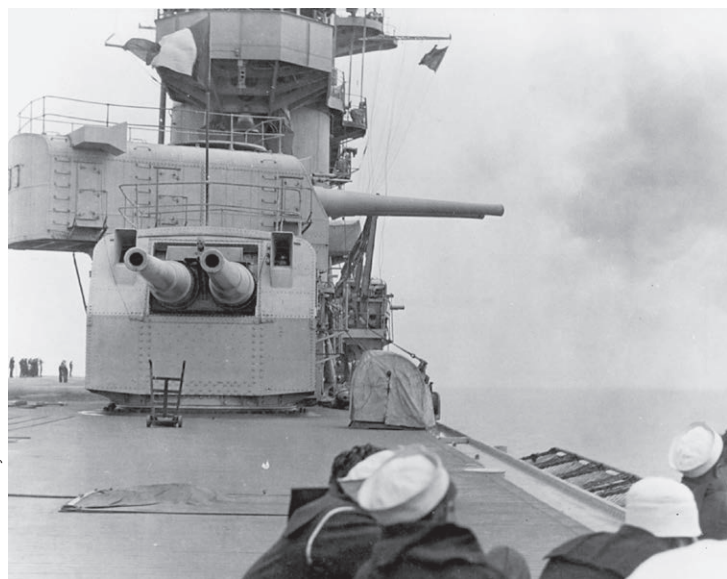


USS Lexington is being moved by harbor tugs, January 1928. The ship entered the service a month ago, but her maiden voyage was still ahead of her.

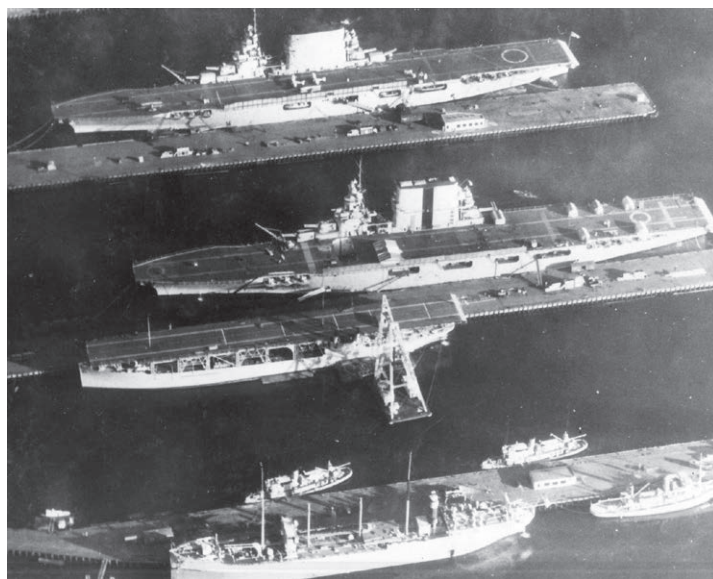
1922 by signing the agreement prohibiting the building of new battleships and battle cruisers and also limited the parameters of other classes of vessels. The large battleships under construction were to be scrapped but the Americans, British and Japanese were allowed to complete them as the aircraft carriers. In the USA the affected ships were Lexington class. Out of six of these vessels Constellation, Ranger, Constitution and United States were sold for the scrap metal. Lexington and Saratoga were converted to the aircraft carriers. This conversion carried with it several advantages, but disadvantages as well. New ships retained the good armor and anti-torpedo protection. They also featured larger ammunition storages which naturally stored the aviation bombs and torpedoes instead of gun shells. On the contrary the aviation fuel tanks were smaller, the hangars' capacity lower and the flight deck narrower in comparison to the aircraft carriers built for their purpose from the start. At the time of the decision to convert her

from a battle cruiser to an aircraft carrier Lexington was 24 % built. While in the past it took years to work on a similar project this time the new design was ready and approved in four months. The displacement was reduced by 4,000 ton which was primarily achieved by eliminating the main gun turrets with their barbettes.

Originally the Lexington class, and also the cancelled class of South Dakota battleships were to receive Mark 2 406 mm caliber guns with 50 caliber long barrels. Those had been designed in 1916 and 71 of them were manufactured. Gradually 68 of them were taken over by the Army who installed them in the coastal batteries. The weight of one gun was 129 tons and could fire one ton projectile to the 41 km distance. They served in the coastal batteries from 1924 until 1947 but did not fire a single shot in anger. The main 406 mm guns were removed however, Lexington retained the powerful gun armament. All over the world there were admirals in charge of fleets who matured on the battleships and nei-



Gunnery practice from the 203 mm caliber guns, January 1928.



From the top USS Saratoga (CV-3), USS Lexington (CV-2) and USS Langley (CV-1) in Puget Sound, 1929.



Martin T4M bombers taking off the Lexington flight deck, 1931.



Curtiss F6C-1 fighters and Martin T3M-2 bombers on the Lexington deck, 1928.

ther the scientists nor technical specialists (except of several visionary pioneers) were clear about the actual deployment of the aircraft carriers and above all their potential for the modern warfare.

There were concerns that at night and during the inclement weather this type of vessel will not be able to use her aircraft and therefore will be at the mercy of the enemy. Therefore, both Lexington and her sister ship Saratoga were equipped with the battery of eight 203 mm caliber guns. They were installed in four turrets on the starboard side of the flight deck. Two were located in front of the bridge and two behind the stack. The Japanese had similar ideas and their aircraft carriers Akagi and Kaga carried ten 203 mm caliber guns each. For the AA defense Lexington received twelve 127 mm caliber guns. These were installed on the side of the bow and stern, three each. At the beginning the ship did not carry any lighter weapons only during 1929–1931 the machine guns were added. She received her first rapid fire guns shortly before the USA entered the world conflict. We will talk about it next time.

Lexington was christened by Helen Rebecca Roosevelt, wife of the Deputy of the Secretary of the Navy, Theodor Douglas Robinson. The ship was launched on October 3, 1925 and accepted to service on December 12, 1927. After the completion she was 270.7 m long and 32.3 m wide. Her draft was 9.2 m and the standard displacement 36,000 tons which rose to 43,000 tons with the full aircraft complement. The flight deck was 264 m long. The initial plan counted with 78 aircraft on board, 36 of them bombers. In the beginning Lexington carried Curtiss F6C-1, Boeing F3B-1 and Martin T3M-2 aircraft.

Legendary sci-fi author

The ship's propulsion consisted of four electric motors. Each delivered 16,800 kW and drove one of four screw propellers. The energy for the motors was supplied

by four turbo-generators made by General Electric utilizing steam from 16 boilers Yarrow. In addition, there were six 750 kW electric generators which powered other ship's systems (besides the propulsion). The ship's designers calculated Lexington's maximum speed at 33.25 knots, so they were pleasantly surprised when she achieved 34.59 knots during the trials. The Lexington's electric propulsion came in handy in 1929 when the great draft shut down the water powerplants and city of Tacoma ended up without electricity. The US Navy sent their new aircraft carrier whose generators were connected to the high voltage grid and in a month supplied 4,500 MWh of the electrical energy.

At that time, from June 1929, the fresh graduate of the Naval Academy, ensign Robert A. Heinlein, a future famous sci-fi author, served on Lexington. His most famous books are Star Infantry, Moon is a rough lover and Stranger in the strange land. While on Lexington his literary career was not that successful. He did not succeed in the ship's writing contest with his short story about a spy affair at the Naval Academy. He was successful though in the line of duty. In 1931 he was promoted to Lt. jg. and worked in the radio communication which at that time was still fairly new technology.

On March 31, 1931, the earthquake destroyed Managua, the capital of Nicaragua. Lexington was sent on the humanitarian relief mission and Heinlein was part of it. Between 1,000 and 2,500 people lost their lives. Besides the actual shocks the great damage was caused by the fires that followed. At that time Lexington was at anchor in Guantanamo, Cuba but a day later she was already so close that she could launch the aircraft carrying medical personnel and equipment to Managua. Off course, Lexington not only sailed on the humanitarian missions. Practically every year she participated in several naval exercises. Those focused on developing the optimal tactics for the aircraft carrier. During one such

exercise in 1935 it was found out that after five days of the operations at the high speeds Lexington quickly became short of fuel. Therefore, the system of refueling at sea was developed and later applied during the naval battles in the Pacific.

The exercises decidedly proved that when Lexington was subject to battleships' command, or even had to fight with them in a formation in a classic naval battle, she was always declared destroyed or at least heavily damaged. On the contrary, when she had more operational flexibility, she scored surprising results. For example, on Sunday February 7, 1932, Lexington and Saratoga executed a surprise attack on Pearl Harbor without being noticed by the defenders. They repeated the same trick on January 31, 1933, at a dawn. And for the third time Lexington and Saratoga successfully attacked the Hawaiian Islands on March 29, 1938, also at dawn. It seems that rather than American command the Japanese Navy paid much closer attention. They attacked Pearl Harbor on Sunday December 7, 1941, early in the morning. The Americans were lucky that the Japanese did not catch the aircraft carriers there. Lexington escorted by three heavy cruisers and five destroyers set sail from Pearl Harbor on December 5, 1941, to deliver 18 SB2U Vindicator dive bombers to the Marines stationed on Midway Island. Thanks to it she avoided the destruction or damage and could participate in the battles of WWII.

To be continued.

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PAPPY OF THE "STRAFERS" II

MACHINE GUNS FOR MITCHELLS



Photo: worldwarphotos

Sign of the 3rd Attack Group at the entrance to the Charters Towers airbase.

Text: Richard Plos

In the first part we left Pappy Gunn at the moment he said good-bye to his family in Manila, Philippines and together with "Buzz" Slingsby at the controls of the second Beechcraft departed for Australia where they flew the USAAF personnel. Despite the belief in the rapid reinforcement of the archipelago's defense and consequently the reunion with his family in the course of two-three weeks the Japanese captured Manila nine days after Pappy's departure and his wife with children became POWs. At that time Gunn became the member of the military personnel again but this time as an Army pilot, not a Navy one as between the wars.

Gunn's motivation to fight was enormous. He wanted to join his family, since January 2, 1942, held captive in the Japanese POW camp and with his abilities and non-orthodox approach to solving all kinds of problems he significantly contributed to the victory. Shortly upon their arrival in Brisbane on December 27, 1941, Gunn and other USAAF personnel

was aware how difficult their upcoming mission was. The fresh reinforcements were not coming, and the Japanese continued their successful campaign across the Pacific. Perhaps the most important aviation reinforcement was twenty P-40s delivered in crates by a cargo ship while another batch was sailing from the USA towards Australia. Not seeking any

approval Pappy organized the technical group composed of both the Americans and Australians who started to uncrate and assemble P-40s. Part of this group were 25 pilots from 17th FG who escaped from Philippines just in time. It turned out that the supplies were not complete. Certain parts were missing but Pappy was able to secure their replacements manufacturing them in the local workshops and in the middle of January all P-40s were assembled, test-flown and armed. General Brereton did not hesitate to issue the proper order and so on January 16 two groups of seventeen P-40s in total took off from Brisbane airport for a long route across the half of Australian continent to Darwin at the northern coast.

Pappy of course could not be missing the action; however, but he flew his confiscated Beechcraft. There was a good reason for it. Like all other pilots he belie-

ved that their destination are Philippines and since most of the pilots lacked the experience navigating, on such a long distances Pappy was supposed to be their "Flock Leader". Three P-40s did not complete the difficult route and several landings enroute. Over several days Pappy himself covered some 15,000 kilometers by flying back and forth. Upon his return from Surabaya on Java he tried to avoid Japanese-held Davao but at the dusk he encountered a Japanese patrol floatplane which shot down his unarmed Beechcraft. He spent the night in jungle and on the following day he reached the airport in Zamboanga. He was lucky because shortly another Beechcraft landed whose pilot was tasked to remove a tail wheel and propeller blades from a destroyed B-17. Those were the parts necessary to make at least one B-17 at Del Monte airworthy. The pilot took Pappy on board, and he repaid the favor by helping to repair B-17 which with twenty pilots and mechanics on board headed to Darwin – with Pappy in the left seat of course.

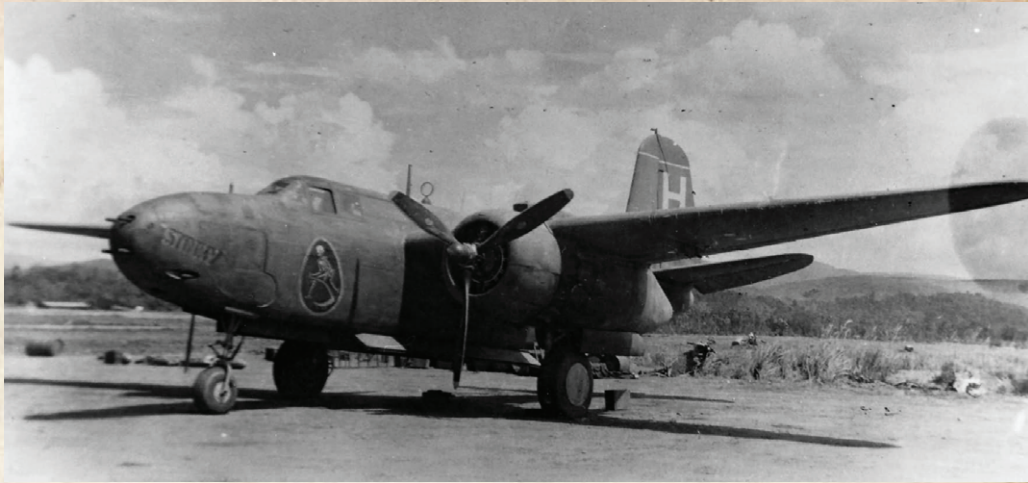
Like a homing pigeon

According to many sources, Pappy had no problem to fly anything airworthy. Even more legendary were his navigational skills. He was supposedly something like a human "homing pigeon". It did not matter what the destination was or how long the flight took. Leading the formation Pappy always reliably

"As we passed over the ground that was entirely unfamiliar to me, I asked Pappy where we were and how he knew the direction to Townsville. At that point Pappy reached over to his navigation kit. As I looked into it when he opened it, I saw that it had no maps. However, it had a large bottle labeled Panther Juice." (Maj. Tom Gerrity)

brought it to the destination without any navigational preparations. And he even could not do it, he did not use maps!

"I recall one particular flight on which I accompanied him," recalled after some years Major Tom Gerrity. "This flight was from Brisbane, Australia, north to Townsville. We were flying along at low altitude. Pappy seldom flew above five hundred feet. As we passed over the ground that was entirely unfamiliar to me, I asked Pappy where we were and how he knew the direction to Townsville. At that point Pappy reached over to his navigation kit. As I looked into it when he opened it, I saw that it had no maps. However, it had a large bottle labeled 'Panther Juice.' Pappy pulled out the bottle, pretended to drink from it, then lifting his



Douglas A-20G. The final modification of its attack version.

Photo: worldwarphotos

nose in the direction of flight and taking a long sniff, he said, 'Directly ahead of us is where we want to go.' Of course, by this time I was somewhat doubtful of Pappy's navigation technique. I asked how this established the direction we should take. Pappy said, 'Well, some weeks ago I flew over this area and there was an old dead cow just ahead. I am following the smell.' Despite such extraordinary navigation methods Pappy always got to his destination without any error. I never did see him refer to a map, yet on many flights with him I never found any error in his navigation."

Pappy's activities during approximately one month after his return from Java are not reliably documented but it is said, and it would look like him, that he flew Boomerang with Australians' defending

bugs are good to eat. The veterans recalled how this information helped some of them survive.

Bombing sights' "relocation"

In the beginning of April, a couple of first B-25s arrived in Australia to equip the 3rd Attack Group. It was the first twin-engine bomber capable of flying from Darwin to Del Monte on Java which was still in the American hands. It was decided to form the group of ten B-25s and three B-17s under the command of Brigadier General Ralph Royce and Pappy sensed the chance to get back to Philippines and learn something about his family's fate. He offered himself for a position of a pilot and group's technical officer. The 3rd AG commander, Col. "Big Jim" Davies was glad to accept Cpt. Gunn. A guy of his capabilities came handy. There was a little problem though. Those B-25s were missing the bomb aiming sights. Pappy recalled that recently he spotted some B-25s when he flew via Canberra. It was twelve aircraft received for a Dutch squadron and Pappy decided to do some closer research on this. He got jumped to one DC-2 and took off for Canberra. No one knows what exactly happened there but next day Pappy returned with twelve Sperry bomb sights. Some time in May that year General Kenney, 5th AF Army commander learned about the Dutch complaining about missing bombing sights from their B-25s. But at that time there were plenty of them in stocks in Australia so the whole issue was settled.

After the gunsights relocation operation, the raid of the group of ten B-25s and three B-17s took place on April 12 with the target being the ships in Davao's port. After the raid the group landed at Del Monte, re-armed and re-fueled and flew off for another raid, this time



Pappy in the cockpit of B-25C "Not in Stock" (41-12483). The inscription under the canopy states the roles of Sgt. Evans, co-pilot, occasionally bombardier and gunner, chief mechanic... This aircraft was not assigned to the combat duties. Pappy used it to deliver supplies to New Guinea. The bombing missions' symbols were left from the prior combat activity when the aircraft was named Mr.X first and then Longue Lizzard. This aircraft took part in the April 11, 1942, raid.

on Cebu. At Del Monte they boarded as many pilots and mechanics as possible subsequently and flew to Darwin.

Through impudence to promotion

On July 18, 1942, Pappy was, quite unexpectedly, promoted to Major. Generally, it was anticipated that due to his antiques and blunt language he will be rather court marshalled than promoted but it did happen. Pappy did not keep for himself the comments about "dummies from Washington to Australia who sent A-20 without bombing sights and bomb racks". The staff inspectors of course heard this and reported his comments to the higher ups. Another of his "sins" were the unauthorized modifications of A-20s into the attack aircraft by installing the machine guns (not exactly sourced according to the military procedures) in their noses. He personally tested this new modification when he took off for a lone mission. The target was a Japanese airfield on the northern coast of New Guinea. He did a good job, upon his departure several Japanese aircraft were engulfed in smoke and judging by the explosion it is more than probable that he hit an ammunition dump. After this success, and with "Big Jim's" silent blessing, together with his mechanics he started modifying other A-20s from 90th BG. Besides the machine gun conversion, he also designed new bomb racks since the original ones were still on board of some ships somewhere in the middle of the Ocean and Pappy did not like them anyway. He designed the new ones, better ones, in his own words. And he was proven right in the future. He did not ask anyone for permission, he simply acted. The whole 3rd AG stood behind him since all knew that whatever Pappy designed or made would work.

Two men and a bomber

The famous Pappy's meeting with General Kenney took place on August 5, 1942, in Charters Towers, home of 3rd Attack Group where Pappy served since the aforementioned raid even though he was not officially assigned to the unit. General was on his first inspection tour after assuming command of the 5th Air Force. At that time the group was not in the best shape because 8th BS had no airplanes at all, 13th BS had just couple of Douglas A-24 dive bombers, 89th BS had twelve B-25s in the inventory but only five were airworthy and finally 90th BS operated sixteen A-20s. Pappy was not present among the officers General met in the mess hall that day but his name was mentioned soon enough so the 5th AF commander learned about a guy who knew completely everything about the airplanes and their improvements including machine guns installation.

At the same time, he was an outstanding pilot and storyteller. However, some of his stories were to be taken with a grain of salt. This got General interested and on the following day he went to the hangar where Pappy, with several mechanics and his faithful "right hand", Sgt. Evans, was tuning up an A-20. The General could see a group of shirtless sweaty men commanded by a tall, slim, blue eyed man in T-shirt wearing a mechanic's cap with pinned Major's insignia.

"General, this is Major Gunn, our Engineering Officer who invents new ways to make it hard for the Japs every day," introduced "Big Jim" Pappy to General McKenney who wanted to know immediately what Pappy and his gang was up to.

"Pappy wiped the sweat off his forehead, tilted his cap back, looked me over with a pair of steely blue eyes, grinned, and began to talk. He evidently had decided that I was intelligent enough to listen to him. I instinctively knew that I was being paid a compliment that had nothing to do with the two stars on the collar of my shirt," recalls General McKenney in his book. He was stunned how well thought out Pappy's modifications were and his tactics according to which it was more efficient to destroy the Japanese aircraft on the ground rather than in the air. It was clear to the 5th AF commander that the man in front of him was the one he needed. He had some ideas of his own and sought someone like Pappy who would materialize them. "I liked Pappy at first sight, and somehow I knew that he liked me and would break his neck carrying out my instructions."

When McKenney and Davies were returning to the headquarters General advised



Pappy (on the right) with the future Brigadier General F. H. Smith (in the center) and an unidentified member of 3rd AG.

3rd AG commander of his plan. Pappy will remain with the group for another two weeks to finish his job, and then he will

lower altitudes were too dangerous for the bombers since the Japanese continuously boosted their ships' AA defense.

The General could see a group of shirtless sweaty men commanded by a tall, slim, blue eyed man in T-shirt wearing a mechanic's cap with pinned Major's insignia.

report to the Army Headquarters where he will be assigned as an Officer for the Special Projects. And he will take with him his "Friday Man", Sgt. Evans. Col. Davies opposed but to no avail. And when on August 21 the General returned to the Army Headquarters Pappy already waited in his office. And he received his first assignment right away. At that time the USAAF was suffering from the lack of the fighters. There were approximately 170 non-airworthy ones gathered at Eagle Farm airbase, mostly P-40s suffering from various defects and damages. Pappy's task was to make airworthy as many as possible in the shortest time possible. Any workshops in Australia able to manufacture the necessary spare parts were at his disposal, as well as the required number of mechanics. Pappy, shadowed by Evans, left the office smiling and in relatively short time reported that a hundred of fighters are ready for the combat deployment.

Against the ships

The attacks against the surface vessels showed that the conventional bombing of these slim and maneuverable targets was difficult. Dropping the bombs from the high altitudes was inefficient,

The new tactics was developed, so-called skip-bombing i.e., bombs released at a very low altitude above the sea surface utilizing the effect of the bombs bouncing off the surface and hitting the ship's hull. Initially B-17s were considered for these missions but they lacked the forward-firing force to silence the enemy's AA fire. General McKenney decided to try B-25 for this mission and of course commissioned Pappy to execute the task. The goal was to fit into the nose, a bombardier's position, as many 12.7 mm machine guns as possible with minimum 500 rounds per barrel. The General also requested, based on the Gunn's A-20 modification, to install the additional machine guns on the fuselage sides or even on its bottom. At that time Pappy had one whole hanger in Brisbane at his disposal. It was in fact the prototype workshop. The installation of four machine guns into the B-25's glass nose was created here, and the plan was to add a pair of guns on each side of the fuselage and another three on the bottom of it. Problem with feeding the ammunition belts at the end prevented the bottom weapons installation and it looked that eight forward firing machine guns was a maximum number feasible, the fact neither Kenney nor Gunn considered sufficient.

But in the meantime, they had other problems to solve. In the beginning the aircraft was nose heavy which Gunn resolved by moving the waist guns to the rear and by installing the auxiliary two hundred gallons fuel tank into the fuselage behind the wing's trailing edge. This eliminated the installation of the ballast in the rear fuselage and in addition increased the aircraft range. Another problem was popping up the rivets from the skin due to the side weapons' recoil which Pappy ultimately resolved by installing the rubber inserts between the aircraft skin and the weapons. Such modified aircraft received, as an answer to all critics, the inscription "Pappy's Folly" under the cockpit supplemented by a cartoon of a cowboy with two drawn revolvers yelling "And that's plain English!"

In the middle of December, Pappy, with Evans in the co-pilot's seat, flew his new "toy" to his good old 3rd AG to show the modification to his old comrades and let them try it as well. On the following day after his arrival in Charters Towers "Pappy's Folly" and five more B-25s took off so as the pilots could see the effect of Pappy's simulated attack. The concentrated fire of eight weapons left an impression on them and it was decided: 3rd AG Mitchells will become skip-bombers! The first victim of such modified B-25 though became a cow which walked into the target area at the moment Pappy squeezed the triggers during the simulated attack ...

To be continued

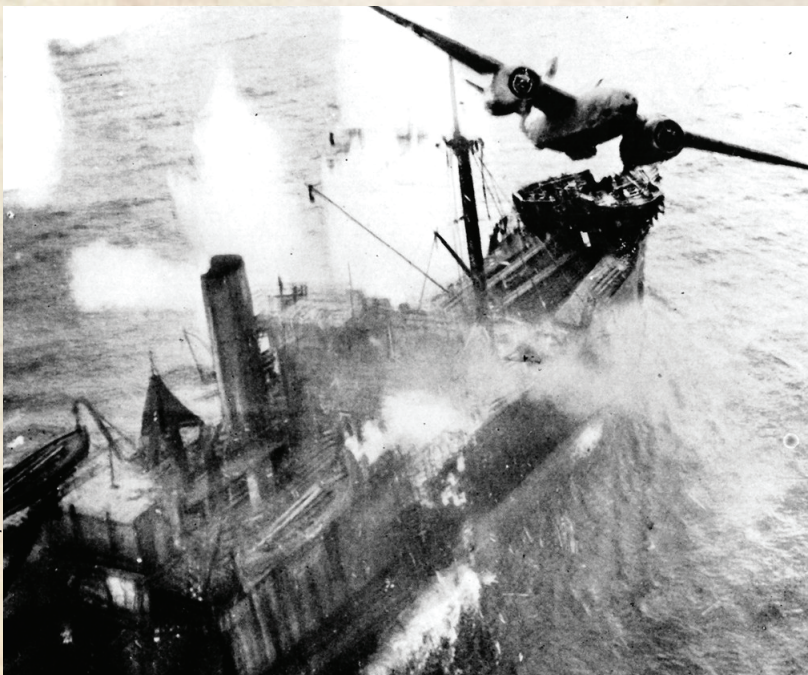
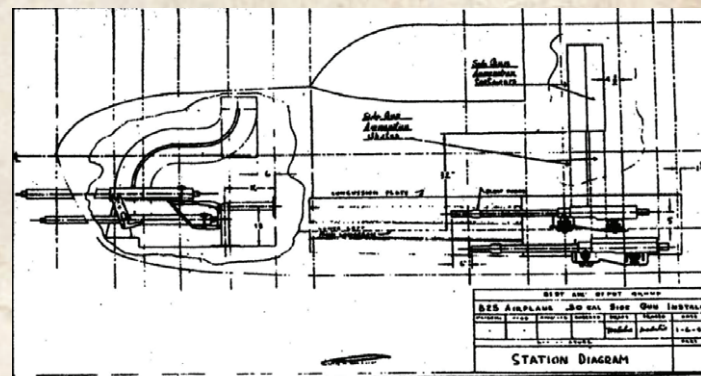


Photo: worldwarphotos

A dramatic picture of an A-20 at the moment of explosion of the "skipping bombs" on the ships' hull.



STATION DIAGRAM									
B25 AIRPLANE	NO	NO	NO	NO	NO	NO	NO	NO	NO
1-4-42	1-4-42	1-4-42	1-4-42	1-4-42	1-4-42	1-4-42	1-4-42	1-4-42	1-4-42
1-4-42	1-4-42	1-4-42	1-4-42	1-4-42	1-4-42	1-4-42	1-4-42	1-4-42	1-4-42

The schematic of the machine guns installation in the B-25 nose and on the fuselage sides.

Pic.: author's archive

White codes, black codes...



3. part

Text: Michal Ovcáčík

Photo collections of the author, Jaroslava Bartáček, Bohumír Kudlička and Libor Režňák; Letecká badatelna (Aviation Researchers) via Pavel Krejčí

Avia manufactured S-199.466 painted in the medium green-gray with black code letters UC-80 from the 4th Aviation Training Squadron based at Prostějov-Štichovice. On May 17, 1951, the Flying School air cadet Jaroslav Sejrek botched this landing. The arrow pointed to the fuselage step was painted black, sprayed through the stencil.

Coloration of the Czechoslovak Air Force S-199

In the 2nd part dedicated to the Czechoslovak S-199 coloration we focused on two color shades applied on these aircraft and two orders specifying the appearance and positioning of the national insignias.

Another marking feature of the S-199 were the alpha-numerical fuselage codes identifying the aviation units and institutions – combat units, flying schools, training centers or research centers. The rules and regulations were established, same as for the national insignias, by the aforementioned MNO order: MNO-VL c. j. 157 Taj. let. 1946 (Ministry of Defense regulation No. 157; Secret; Aviation; 1946) dated January 1946, namely its descriptive attachment No. 2, graphic attachments Nos. 3 and 4 and especially the table of national insignia design (for further study refer to the Jan Máče Publisher "Coloration and markings of the Czechoslovak Air Force during

1945–1957" publication released in 2004). Let us quote the fourth paragraph from the Attachment No. 2 of the Application and the Maintenance of the Markings: "All code letters are painted in vertical font and are of the same measurements. To make them clearly visible they are painted black on the light background and white on the dark background (in compliance with the Czechoslovak Aviation Norms)". During the initial period this identification marking was placed on both sides of the fuselage and the wing undersides either complete on each half of the wing or split so as letters were on one wing half and numeral on the other one. This marking system is

documented for example on the first restored C-10.1 aircraft "black V-9" or S-99.6 "black EV-11" (later converted to S-199.183) even though in the second case the presence of the code on the lower wing is disputable due to the poor quality of the source photograph. From April 1951 the markings were applied to the fuselage only in accordance with the new order MNO-VL č. j. 0010941/51.

In reality not all was done according to the rules so in the number of pictures of S-199 we can identify the aircraft painted in light green-gray color and the markings painted in white instead of black. The aircraft painted in darker green overall featured the unit markings consistently painted white though. The letters (a letter in case of LVA and VLU/LVU) were separated by a hyphen and the codes were brush-painted into the previously outlined shapes, therefore the shapes and sizes of the letters and nume-

als were not identical, and their appearance slightly differed among the aviation units. From the beginning of 1950s the more standardized shapes appeared sprayed through the stencils with typical dividing "bridges" in the letter and number bodies (these lines could be however painted over, and the codes had more streamlined appearance). The serial numbers applied to S-199 were painted on the vertical tail surface only (on both sides always between the leading edge and the national insignia), sprayed through the stencil in black color and format such as S199-180. Based on the serial length it could be positioned higher above

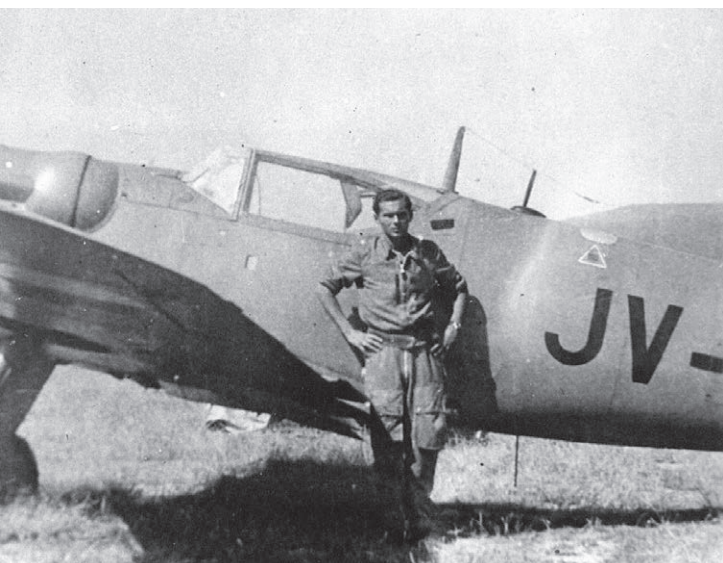
or lower below the stabilizer upper surface. To distinguish the aircraft among the various divisions the order MNO-VL c. j. 157 Taj. let. 1946 established the propeller spinners color coding (see further) which was basically complied with until 1951 when due to the arrival of the jet aircraft in the Czechoslovak Air Force, it lost its purpose. Nevertheless, the S-199s which continued to fly retained in many cases the color of their spinners even if they were transferred to another unit. The colors applied on the S-199 spinners were as follows: 2nd Air Division blue, 3rd AD white and 4th AD black. Some aircraft assigned to the Air

Military Academy sported white-blue spinners (with vertical color division in front of the propeller blades), other aircraft, not only from the Academy had their spinners later overpainted with the camouflage color or RLM 02 primer.

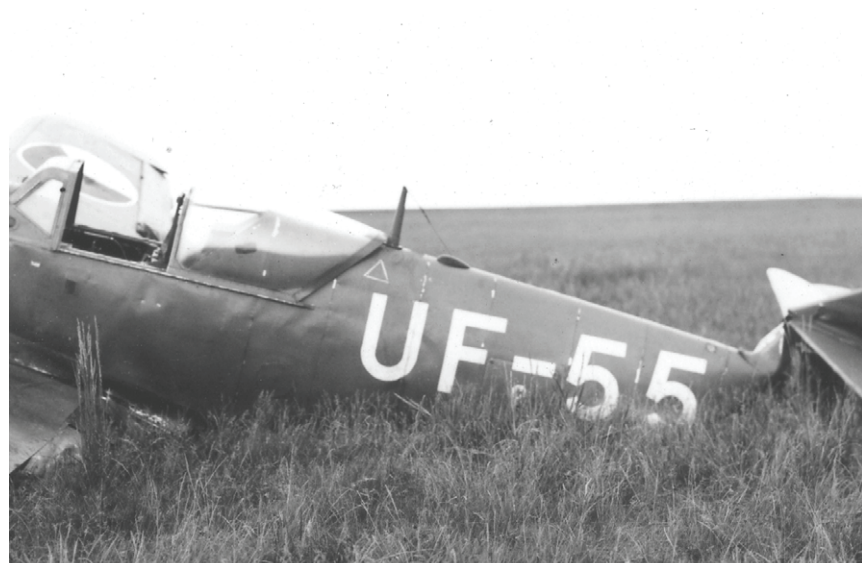
At this point we conclude our small excursion into the Czechoslovak S-199 "color mysteries" dedicated not only to modelers. This topic doesn't seem to be finished and closed though since the further research can bring interesting new information to the light. In that case we believe there will be a chance to get back to the topic here, on the INFO Eduard pages.



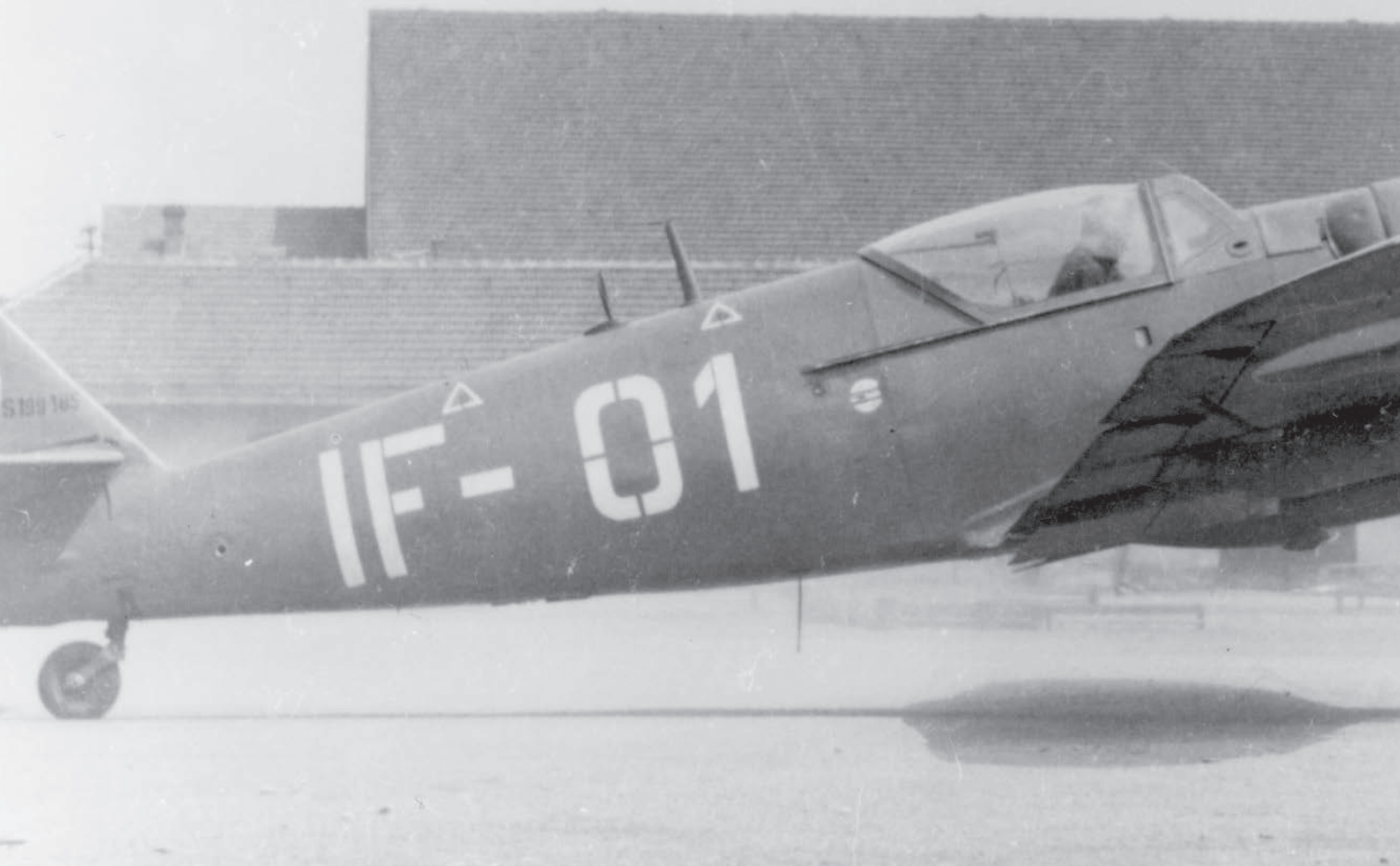
The picture of the former reconnaissance S-199.310, UL-51, from the 5th Aviation Training Squadron. On August 26, 1952, Corporal Josef Mucha was unable to take off with it from Zvolen airfield due to the collapsed landing gear. The aircraft carried yellow identification stripes on the rear fuselage and upper wing surfaces. The black markings on the fuselage were sprayed through a stencil and the thin division lines in both the letters and numbers were overpainted.



The code letters JV initially identified the 2nd flight of the 1st Aviation Squadron (4th Air Division) based at Zvolen airfield, also known as "Three Oaks". The black fuselage marking, hand painted into previously outlined lettering, is captured in the photograph. Letter V is taller than letter J. Pilot in the picture is Lt. František Fořt.



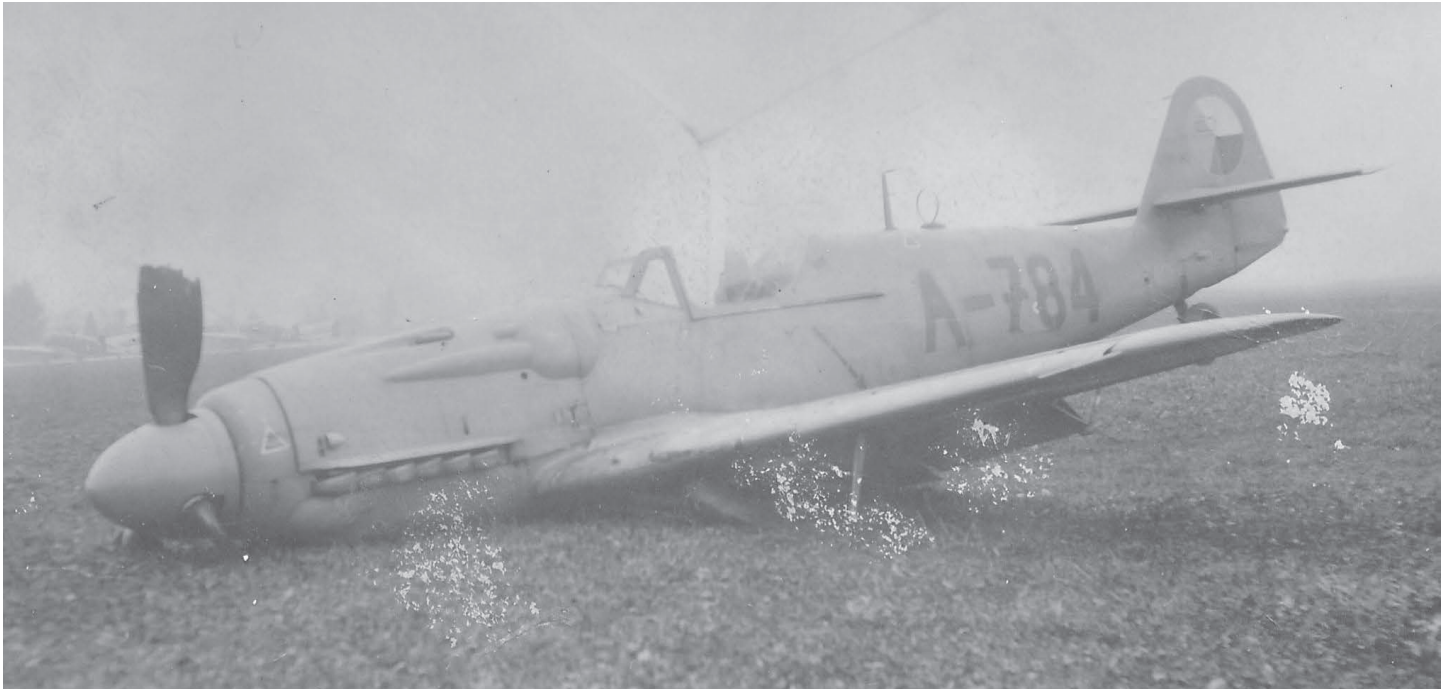
A great example of the fuselage markings painted precisely according to the Attachment No. 2 to the Application and Maintenance of the Marking, order of MNO-VL c. j. 157 Taj. Let. 1946: UF-55 was painted white on the dark base. The aircraft in the photograph, S-199 serial number 543, belonged to the 4th Air Training Squadron and was struck off charge after the crash landing at Prostějov airfield on May 26, 1953.



The dark green camouflaged S-199.185 with white code IF-01, originally belonging to 1st Squadron of 51. lp (51st Air Regiment) in Pilsen. There are clear gaps left by "bridges" of the template in the lines of individual letters and numbers.

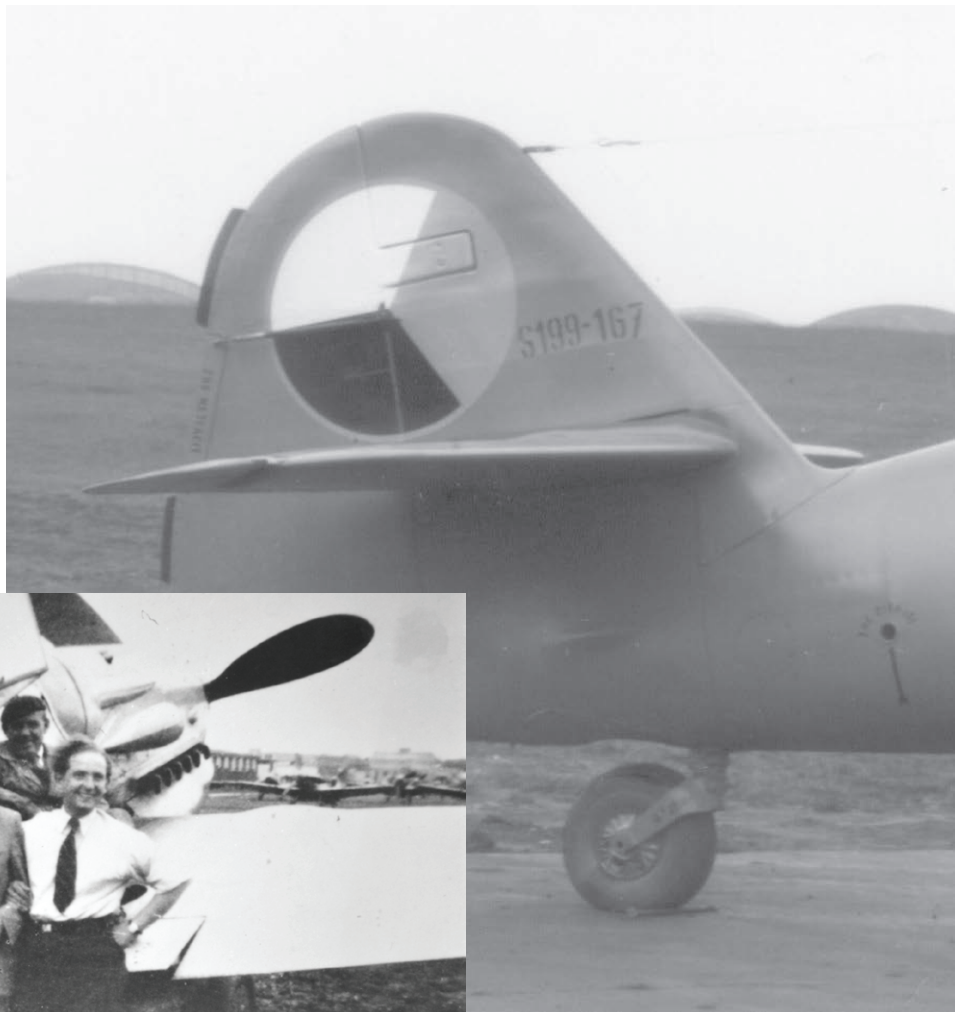


An emergency landing of Avia S-199.47 from the 2nd flight of the 18th Air Squadron in Plzeň which took place in Dobřany shooting range area on April 23, 1952. Rather weathered look of the BS-35 fuselage code is in contrast with glaring white of the national insignia. The code was sprayed through a stencil. The aircraft was painted gray green overall.



An example of the marking of the S-199.245 "black A-784" from the Air Military Academy inventory, damaged upon landing on September 20, 1949, by student pilot Štefan Bolcha. Later the same marking A-784 was carried by the aircraft serial numbers 134 and 47.

The photograph of the tail section of the brand new S-199 serial number 167 is dated October 1948. The black serial number was applied using the stencil in the "S199-167" format. Other stencils are visible: ZDE ZVEDATI (LIFT HERE, on the fuselage), ZDE NETLAČIT (DON'T PUSH HERE, on the rudder trim) and 1.5 atm (on the tail wheel fork), also painted black. Two trim surfaces on the rudder were painted red.



Rather poor quality but interesting photograph captures the aircraft of the staff flight of the 3rd Air Division marked IR-5 with number shaped in an unusual manner. This S-199 could not be identified further but is painted light green-gray overall and features the older type of "Erla Haube" canopy opening to the side.

Air war over Ukraine

Ukrainian blitzkrieg

Text: Miro Barič

Photo: Ukrainian Armed Forces
and public sources



Ukrainian soldiers liberated Kupiansk during a surprise offensive in the Kharkiv region.

This article covers the period from September 1 to October 1. Since the beginning of war, the most important events took place during this month. The whole Kharkov area was liberated, and the Ukrainian troops achieved important successes in the Kherson area. The aviation activities were closely tied to the ground fighting so let's look at that one first.

The long awaited Ukrainian counteroffensive commenced on August 29 in the Kherson area. It was launched simultaneously in the north, center and south of the area. All bridges across Dnieper were repeatedly hit by HIMARS rocket launchers and therefore impaired the Russian supplies to the troops on the river's right bank. The reinforcements and ammunition had to be transported across the pontoon bridges and also in Mi-8 helicopters. The transport helicopters' formations were on these missions escorted by Ka-52 and Mi-28 combat helicopters. Initially the Ukrainian advance was slow. They learned their lesson on the Russian tactics and did

not want to suffer significant losses for the price of a little territory gain. In addition, the Ukrainians strictly limited the access to the information about the whole area. The Russian propaganda took advantage of it. Based on the photographs of several Ukrainian tanks knocked down during the attacks on the Russian fortified position the Russians claimed the Ukrainian offensive was a debacle where the whole Ukrainian units were annihilated. On September 4 however these "annihilated units" liberated the village of Vysokopylya in the north of Kherson area. The Russian had transformed it into the heavily fortified point. Previously it took the Russian tro-



Ukrainian soldiers raise the flag in Vysokopylya, Kherson Oblast.

ops months and weeks to capture similar Ukrainian positions. The Ukrainians were able to achieve this in couple of days and in a similar manner methodically advance in other places. Since we mentioned HIMARS rocket launchers, they were used, at least during the first days of the counterattack, to hit the first line targets. This happened for the first time. Until then the Ukrainians used them exclusively to destroy the very import targets located deep in the enemy territory.

Counterattack in two directions

While everybody was watching the Kherson area the Ukrainians unexpectedly hit on the other side of the frontline, in Kharkov area. While in the first sector the Russians had meticulously prepared several lines of defense in the other on the consistent line of defense practically did not exist. The Russian troops were concentrated in the fortified cities and villages with no man's land between them. But more importantly, there was open space behind them and no second line of defense. And the Ukrainians precisely hit this weak point. On September 6 they advanced to Balakliya, an important transportation center. They did not waste time by re-capturing the city though, they rushed further towards Kupiansk. The Russian troops had to flee Balakliya other-



The beginning of the Ukrainian offensive in Kherson Oblast in late August and early September. In the background are YPR-765 transports, which are the Dutch version of the US M113 machines.



Symbols of combat actions on a HIMARS missile launcher of the Ukrainian Armed Forces.

wise they would have been surrounded. This was repeated at several other places and on September 10 the Ukrainians reached Kupiansk and Izyum. By September 12 the whole Kharkov area was liberated when the Ukrainian troops reached the Russian border in the north. On the liberated territory they captured hundreds of pieces of the military equipment left behind in panic by the fleeing occupiers. The captured equipment included the undamaged, most modern Russian T-90M tank which is supposedly being studied somewhere in the West at this time.

There has been a lot of speculation if the Ukrainians just took advantage of the weak Russian defense lines in the Kharkov area, or they had planned the attack from the beginning and the Kherson counterattack was only a bait which the Russians took. As usual the truth is somewhere in between. The Ukrainians supposedly wanted to attack in two places from the beginning and the Kherson direction was not only a bait and both attacks were planned as the full scale operations. Even before the second operation was launched the information from "secret services community" leaked into the Western media according to which the Ukrainians had intended to attack in two directions but the American allies, who were consulted, advised to focus on Kherson. It is clear now that leaking this information was to confuse the Russians and divert their vigilance to the other front-line sectors. And it seems to have worked out. The Russians only managed to react in their typical fashion – by shelling the civilian targets far behind the front-line. After the Kharkov area liberation on Sunday September 11 there were attacks on the power stations and transformer system. On September 14 the attack on Karachuniv dam at the city of Krivyy Rih followed.

It was hit by eight rockets launched from the bombers. It's damage caused floods in the surrounding area. 112 houses were flooded. Article 56 of the Supplementary Protocol for the International Humanitarian Law from 1977 forbids the military attacks on the facilities that release the destructive forces. Specifically, the dams, levees and nuclear power stations are listed.

After a short operational break necessary to consolidate the liberated territory, re-supply and give troops some rest, on Friday September 23 the Ukrainian troops on the north-eastern front continued to advance. The target was city of Lyman. The Ukrainians repeated the successful scenario from the beginning of September. They did not waste time re-capturing the strongly fortified city but by-passed it on both sides threatening to surround it. This time the Russian troops did not retreat immediately. They planned to ambush the Ukrainians



While fleeing the battlefield, the Russian soldiers also left behind an undamaged state-of-the-art T-90M tank.



A Ukrainian Su-27 with an AGM-88 HARM missile underhung.



A Ukrainian Su-25 in low flight over a highway.

a bit further north. For several days they attacked from different direction on the villages east of city of Kupyansk where the Ukrainians established a little bridgehead behind Oskil river. The Russians deployed the elite units equipped with T-90 tanks. All these attacks were repelled though, thanks to the minefields, artillery, mobile missiles, and aviation. The Russians lost tens of tanks and three to four tactical battalion groups. They did not relieve the pressure on Lyman and the city surrendered in the beginning of October. The Ukrainians reached the road connecting another two important cities, Svatove and Krmnina. In the beginning of October there was another successful breach in the Kherson area.

Mobilization and annexation

There was a little "earthquake" in the diplomatic and political quarters. The successful Ukrainian advance forced the Russian president Putin to declare a partial mobilization on September 21. On March 8 in the speech to the Russian women he stated it will never happen. The mobilization affected 300 thousand reservists with

the military experience and ideally possessing much needed specializations. They were to be dispatched to the front after receiving the resumption military training. But as a Russian saying goes, they wanted the best, but it ended as always. A large number of men fled Russia since the military commissars were drafting practically everybody who they could get hold of, regardless of the experience. And over the time more and more cases were reported when they sent drafted men to the front immediately and without any training. Consequently, Putin declared the referendums about the annexation to Russia of four occupied Ukrainian areas – Donetsk, Luhansk, Zaporozhiye and Kherson. It did not matter that none of these are controlled by Russians and the fighting is still going on in all of them. These mock referendums were completed on September 27 with the outcome predictable in advance. Neither Ukraine nor the rest of the world honored them. At the UN General Assembly 143 countries voted for the resolution condemning the illegal annexation. Only five countries were against – Russia,

Belorus, Nicaragua, North Korea and Syria. Despite this fact the Russians claim the occupied territories belong to them and threaten with nuclear weapons deployment to defend them.

The ongoing war in Ukraine is still conventional one and we all hope it will not escalate based on the aforementioned threats – on the contrary, that it will end as soon as possible. One of the things that significantly contributed to the rapid Ukrainian advance, and which deserves more attention are the HARM missiles. We spoke about their initial deployment by the Ukrainians in the previous article. The information available was rather sketchy though and this has not changed since. It is clear though that besides Mig-29 fighters they are being used by Su-27. Probably it is only a matter of installing the modified attachment points. HARM missiles play the irreplaceable role in blinding the Russian AA defense. According to the unconfirmed Ukrainian information in a day they managed to destroy 10 Russian radars. At the crucial moments of launching the Ukrainian counterattacks this enabled more flexible deployment of the



A series of shots of the Ukrainian MiG-29UB two-seater. Although not visible in these photos, it is a "white 91" machine. Note the Spirit of Kiev emblem on the nose.

Ukrainian AF to support the ground attacks. The Russian AF also had to engage in the support of the ground attacks. In the preceding months it had always attacked from the distance – either by the guided missiles launched from their own territory far behind the frontline or unguided rockets on the ballistic trajectory couple of kilometers away from the frontline. During this period of time however the Russian pilots had to execute repeated direct attacks. It was required in an effort to stop or at least slow down the Ukrainian blitzkrieg and chaotic situation on the ground battlefield. During these direct attacks they were of course exposed to the mobile AA missiles used by the Ukrainian soldiers which led to the steep increase in the losses.

Russian losses

On September 7 a Su-25SM was shot down in the Kharkov area. At least four portable missiles were launched at it as it can be seen in the video footage. It shows in what environment the Russian pilots have to operate while directly attacking the ground targets.

The aircraft wreck was found in four days, on September 11, near the village of Volochiv Yar. It carried "blue 04" call sign and registration number RF-95134. Pilot's fate remains unknown. Around the same time Su-34 with "red 20" call sign and registration number RF-95004 was shot down near Izyum. It's burnt out wreck was discovered by the Ukrainian soldiers on September 9 during their advance.

This type, supposedly a pride of the Russian AF, has not been very successful in the Ukrainian war. At least 18 Su-34 are confirmed destroyed. The heavier losses were suffered only by Su-25 (namely 23) which however more frequently operate in the dangerous vicinity of the frontline. One Su-34 was to be destroyed on September 12, but it is not fully confirmed. The incident was captured on video shot from the distance showing the wreck lying on a Crimean field surrounded by the firefighting vehicles and rescue team members. According to some source it could have been Su-25.

Su-34's black day was Saturday September 24 when two of this aircraft type were confirmed destroyed. In fact, the Ukrainians claimed more kills on that day, including a helicopter. Two kills however are recorded on video. The first Sukhoi plunged to the ground near Hlushchenkov in the Kharkov area after the hits by Stinger mobile missiles set one of its engines on fire. The other Su-34 crashed on that day at Petropavlivka near Kupyansk. The crew ejected to safety. During this reporting period the Ukrainians also claimed several helicopters destroyed. The hits by mobile missiles on two Ka-52 are confirmed and both helicopters crashed on October 1 in the Zaporozhye

area. Their crash was captured on video. Kamov Ka-52 is another aircraft type that has not been successful in the Ukrainian war. At least 22 of them were destroyed.

Accidents and gift for intelligence

In addition to the combat losses the intense deployment and consequent pilots' and equipment fatigue result in accidents. Two of them on the Russian side were recorded during the reporting period. On September 19 two S-25s were taking off from Millerovo airbase one after the other in quick order. Under the wings they carried two drop tanks and two B-13L rocket launchers for five S-13 122 mm caliber rockets, a typical load for the type of combat missions Russian AF conducts in Ukraine. Immediately after getting airborne both aircraft started to turn left. The rear aircraft banked too much, slipped to the ground and exploded. The pilot did not survive. According to the Russian media it was 27-years old Daniil Dolbik from city of Donetsk in the Russian Rostov area (not to be confused with well-known Donetsk in Ukraine!). The



A Russian Su-25 "Blue 04" with registration number RF-95134 was shot down in Kharkiv Oblast in early September.



The downed Su-30SM with registration number RF-81773 and call sign "Red 62" left a gift to the Ukrainians in the form of an RTU 518-PSM electronic warfare container.



The Ukrainians fished out of the Black Sea a nearly intact Iranian Mohajer-6 drone.

cause of the accident remains unknown. It could have been pilot's error, sudden mechanical failure or combination of both. Another accident took place on October 1 at Belbek airbase in Sevastopol, Crimea. Mig-31 was unable to gain altitude after the take off. A pilot aborted the take off however did not manage to stop the aircraft before the end of runway, slipped of it and crashed on the cliffs above the seacoast. The explosion of the ordnance carried under the wing followed and the Russian pilot perished. Besides the aircraft and helicopters which destruction was confirmed during the reporting period, the wrecks of the aircraft shot down in the preceding months were found. These have not been recorded in the loss reports yet. The most interesting discovery of this kind was Su-30SM carrying the registration number RF-81773 and "red 62" call sign. The Ukrainian soldiers found its wreck near Izyum but the plane could have been shot down several months earlier. All that time the Russians have not attempted to recover or destroy it, which is surprising as there was a newest system for the electronic warfare on board called Chibiny-U. It consists of the RTU 518-PSM container with the active jamming system located on the right wingtip, RTU 518-LSM1 container with the passive detection of the signals hostile to the aircraft located on the left wingtip and the system KS REP in the fuselage. The container RTU 518-PSM was found at the Su-30SM crash site almost intact which will be a gold mine for the Western intelligence.

Ukrainian losses

During the reported period the speaker of the Russian Ministry of Defense, Igor Konashenkov announced that from the beginning of the "special military operation" 300 Ukrainian aircraft have been shot down. This is an oddity of the Russian propaganda since anyone even remotely interested in the matter knows that Ukraine has never had so many aircraft altogether. On the contrary, from September 1 to October

1 only four Ukrainian aircraft have been shot down. On September 7, on his 95th combat mission, Vadym Blagovisny, Su-25 pilot from 299th Tactical Air Brigade was killed. He perished a week before his 27th birthday. On September 19, near Yehorivka in the Donetsk area another Ukrainian Su-25 was shot down. Pilot's fate remains unknown. The Russian media later stated that he had been hit by 9K33 Osa (SA-8 Gecko), a self-propelled AA system. On September 29 in the Kherson area a Ukrainian Su-24 was destroyed. One of its engines was hit by an air-ground missile and set of fire. The crew ejected and survived. Only couple of days earlier the Ukrainians published a video showing a pair of Su-24 dropping the para-bombs on the Russian positions. The Ukrainian Su-24s should have been all completely destroyed long time ago, according to the Russian claim. Apparently, they continue to fly and fight. Thursday September 29 however was a black day for the Ukrainian AF. Besides the aforementioned Su-24, a Mig-29 was lost in combat. Its pilot, 26-years old Maj. Taras Redkin was killed.

Weapons from Iran

Another crucial event was noted during the reporting period – Russian deployment of the Iranian drones. It remains unknown how many of them Iran delivered, tens of

Mohajer-6 and Shahed-129 and several hundreds of Shahed-136 kamikaze drones are mentioned. It was reported that as far as Shahed-136 is concerned Russia is interested in several thousands of them. Iran has denied any drones' deliveries. It is logical, it would be a breach of the sanctions which prohibit the export of select types of weapons. There is a proof, however. On September 23, near Odessa a Mohajer-6 drone was fished out of the Black Sea. It had been shot down there previously. The miniature guided missile was still hanging under its wing. Its avionics must have been examined in detail in order to develop the countermeasures. A number of countries will certainly be interested in them. At least two Shahed-129 drones were shot down by the Ukrainian forces. These are fairly large drones. Mohajer-6 wingspan is 10 meters, Shahed-129 16 meters. They are propelled by a noisy reciprocal engine, fly slowly (200 kph and 150 kph) and are easily detected by radar. Their advantage is a very long range, 2,000 km, and 1,700 km respectively. The most widely used UAVs in the Russian service are however the Iranian Shahed-136 kamikaze drones. They are 3.5 m long, feature delta wing and are propelled by four cylinder reciprocal engine driving a pusher propeller. Their maximum speed is 185 kph. The range is not known, it is said to be around 2000 km. The aircraft weighs 200 kilos out of which 40 kilos go to the explosive head. The Ukrainians nicknamed them "moped" thanks to their typical engine sound. The information about their efficiency vary. One extreme opinion state that they are exceptionally dangerous and cause Ukrainians heavy losses. The opposite opinion describes them as primitive and easy to destroy. As usual the truth is somewhere in between. Shahed-136 drones are in fact easy to shoot down. They fly slow and low, and it was reported that the infantry shot them down with Kalashnikovs. For that reason, the Russians launch them in large numbers and waves to choke the defenses and let at least couple of them to penetrate to the target. Once they manage that they are accurate and therefore efficient.



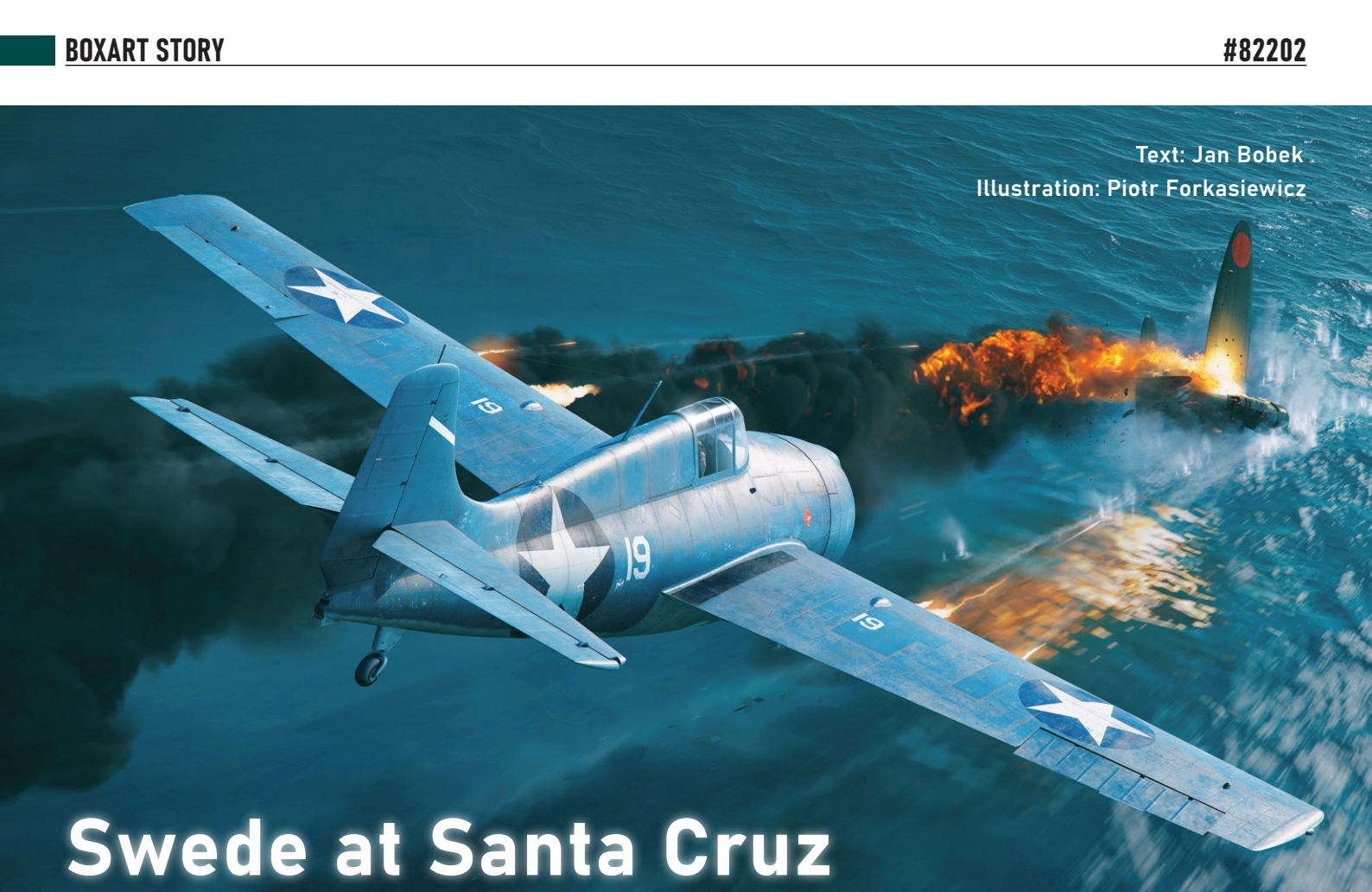
The Russians have begun using Iran's Shahed-136 kamikaze drones in large numbers.

Preparing a Ukrainian Su-27 for a training flight. It carries no armament on the hangers.



Text: Jan Bobek

Illustration: Piotr Forkasiewicz



Swede at Santa Cruz

Stanley Winfield Vejtasa was the only U.S. Navy aviator to receive the Navy Cross for his service as a bomber and fighter pilot. He capped his remarkable career in the 1960s as skipper of the USS Constellation (CV-64) and later as commander of Naval Air Station Miramar (yes, the Top Gun!).

He was born on July 27, 1914, in Paris, Montana. His mother was Inga Amalia Rinnhagen, a Norwegian American. He inherited from her the Nordic appearance that later earned him the nickname Swede. Stanley's father John was born in 1888 in Fairdale, Walsh County, North Dakota. Swede's Czech grandfather František Josef Vejtasa, who was from Boňov in the Highlands region (Vysočina), met, in the USA, his wife Františka née Svobodová, who was born in Ohrazenice, near Boňov. Besides John, they had nine more children. The daughters were named Antonia, Amelia and Marry. Two sons were given the English names Stanley and Frank, but the others had the typically Czech names Cyril, Anton, Vlastimil and Bohumil.

Stanley joined the US Navy in 1937 and in August 1939 he became a pilot with SBD Dauntless in Scouting Squadron Five (VS-5) aboard the USS Yorktown. He received his first Navy Cross for a raid on March 10, 1942, on Salamaua and Lae, New Guinea. He earned a second one for the May 4, 1942, raid on Tulagi and for the Battle of the Coral Sea, specifically for his part in the sinking of the aircraft carrier Shōhō on May 7 and for aerial combat with enemy aircraft during May 8. He received his third Navy Cross for extra-

ordinary achievement on October 26, 1942, during the Battle of the Santa Cruz Islands as a member of VF-10 aboard the USS Enterprise. During this battle, the Reaper 7 division he led was part of CAP (Combat Air Patrol) over the task force. Big E and the USS Hornet launched a total of 37 Wildcats in their defence. Heading towards the Americans was a Japanese formation of 55 aircraft led by Lt. Cdr. Shigeharu Murata. The Japanese commander had visual contact with the American carrier two minutes before his formation appeared on the radars of both flat tops. At 0915, Murata gave the order to attack. What followed was a large-scale engagement of more than ninety aircraft, which was accompanied on the American side by tremendous improvisation by both ship crews and airmen due to radar malfunctions on the carriers.

Vejtasa first succeeded in attacking six D3A Vals from Zuikaku under Lt.(jg) Nobuo Yoneda and shot down the damaged machine of PO2c Toshio Nishimori, who was lagging the formation. Vejtasa then attacked three Vals from Zuikaku that were retreating. They were led by Lt. Yutaka Ishimaru. Vejtasa managed to shoot down one of the wingmen just above the water. This moment is captured on our boxart by artist Piotr Forkasiewicz. Until this moment Vejtasa failed to drop one of the auxiliary tanks and even had to restart the engine. At that time, the Hornet was hit by three bombs, two torpedoes and two damaged Japanese bombers crashed into the carrier deliberately. When the second attack wave approached, only eight Wildcats

were patrolling over the American fleet, four of them under Vejtasa's command. Thirteen others were circling low over the surface. Around 1045, Vejtasa formation spotted B5N Kate torpedo bombers from Zuikaku between storm clouds and the task force. Vejtasa and his wingman attacked the formation under Lt. Masayuki Yusuvara. He shot down one bomber by himself and then, in cooperation with another pilot, shot down the crew of PO1c Ken-ichirō Toshida. He then attacked three Kates from 45th Shōtai of Zuikaku. Directly from behind, he shot down 2nd plane of PO1c Heiji Tamura, then hit the lead aircraft of Ens. Kazumasa Kanada and finally destroyed 3rd plane of PO1c Kazuo Yamauchi.

During the Japanese torpedo attack, Vejtasa pursued low over the water another Kate, apparently commanded by PO1c Yasuo Kikuchi of the 44th Shōtai. Either Vejtasa or one of the ships firing furiously at the Japanese hit the bomber. The burning machine slammed into the destroyer USS Smith, leaving on board a torpedo warhead that exploded six minutes later. Eventually, Vejtasa chased one of the bombers retreating low. He set it on fire with the rest of his ammunition and watched in amazement as the Japanese crew flew the burning machine another five miles before it crashed into the sea. The battle was not yet over, but Vejtasa's formation was crucial in disrupting the attack against the Enterprise. His record of seven aerial victories in a single combat was matched only by few American pilots by the end of the war.



Text: Jan Bobek

Illustration: Piotr Forkasiewicz

Surprise over Heesch

The Messerschmitt Bf 109 G-14/AS with a number one on the side of the fuselage was found at the end of the war at Twenthe airfield in the Netherlands. In the past, there were disputes about the colour of the stripes on the fuselage, the colour of the fuselage number, or whether its serial number was 786930 or 786938. In our kit, we leaned towards some selection of these possibilities. The machine probably belonged to III./JG 6, although it lacks the III. Gruppe marking and the bands on the fuselage, which are rarely documented on this unit, should be three, two red and a white one in the middle. The question is how this Messerschmitt got to this base. Because JG 6 did not have a base at Twenthe and did not operate in this part of Europe from early January 1945. It cannot be ruled out that "I" participated in the attack on Allied airfields on New Year's Day 1945, the so-called Operation Bodenplatte.

JG 6 "Horst Wessel" is one of the lesser-known Luftwaffe units. As its combat name suggests, the I. and II. Gruppe were formed at Königsberg in July 1944 by the re-designation of I. and II./ZG 26 "Horst Wessel". Their pilots switched from twin-engined fighters to Fw 190s. The III. Gruppe had a different origin, however, and was formed in October 1944 by the renaming of I./JG 5 "Eismeer" equipped with Messerschmitt Bf 109s. It was commanded by the well-known fighter pilot Theo Weissenberger, who had 200 aerial victories to his credit at that time. At the end of November, he left this unit to join

JG 7 armed with Me 262 jets to take over its I. Gruppe. He was replaced by Major Helmut Kühle, who previously commanded II./JG 52 and before that, in 1943, had the Slovak 13./JG 52 under his command.

The commander of the entire JG 6 was Austrian Obstlt. Johann Kogler, originally a Bf 110 pilot and a veteran of the Battle of Britain. He learned of the plan to attack Allied airfields at a briefing in early December. The target of JG 6 was to be the Volkel airbase in The Netherlands. He briefed some of his officers about the operation and its target and even had a model of Volkel airfield built so that the raid could be well prepared. When the offensive in the Ardennes began to take place, Kogler was surprised because the order to raid the Allied airfields had not come. He was even more surprised when the order eventually came on December 31, 1944, the raid was to be carried out on New Year's Day. Everything seemed to be in perfect readiness and three Ju 88 night fighters from III./NJG 5 were on standby at each Gruppe to guide the attacking formations to their targets in flight very low over the terrain. The first wave of the attack was to be carried out by Focke-Wulfs from I. and II. Gruppe, while Messerschmitts from III. Gruppe were to provide altitude cover. The Germans, however, had no idea of the newly built Allied air bases at Heesch and Helmond, which were on their flight path to Volkel. During the flight to the target, the formation even flew, to the surprise of both sides, over Heesch

airfield, where Canadian Spitfires were based. Moreover, while navigating to Volkel, where two Wings of Tempests and Typhoons were based, an error was made, and the JG 6 formation did not find the intended target at all. Instead, I./JG 6 mistakenly attacked Eindhoven, while II./JG 6 together with III./JG 6 attacked Helmond also by mistake. The worst losses were suffered by III./JG 6, this unit lost 13 of the 20 Messerschmitts deployed. It was attacked by several Spitfires from No. 401 Squadron RCAF while still flying towards the target. The German fighters reported the Canadians to Kühle, but he ordered them to continue to the target. Then the Canadians managed to shoot down two Bf 109s. Only then did Kühle order part of his unit to engage the Spitfires.

After the action, JG 6 claimed the destruction or damage of 43 aircraft on the ground and the shooting down of six fighters in the air. However, the operation ended disastrously for this unit. Kommodore Kogler and Major Kühle were hit by flak, the Kommodore was captured while the commander of III./JG 6 was killed. Total 43% of the 77 aircraft deployed were destroyed or damaged. The unit lost 23 pilots who were killed, missing, or captured.

JG 6 was withdrawn from combat after this action in order to be reequipped. Its new Kommodore was Gerhard Barkhorn, and it was to fight on the Eastern Front until the end of the war.

Text: Jan Bobek

Illustration: Adam Tooby



Night over Würzburg

On the cover of the Bf 110 G-4 night fighter release, Adam Tooby depicts a dramatic scene in which fighter ace Wilhelm Johnen shoots down a British Lancaster bomber. The Messerschmitt, which sports Johnen's victories marked on its tail surfaces, was found at the end of the war in Neubiberg, Bavaria, and belonged to the 7./NJG 6, which was part of the III./NJG 6 led by Johnen. This machine brings several questions. For example, why are the victories of the Gruppe commander marked on an airplane from the 7. Staffel. How is it possible that some of Johnen's victories are missing or show a wrong date on said markings. Another question is whether or not the rudders of this machine were painted white. This Johnen's aircraft is a classic example of Luftwaffe improvisation level at the end of the war.

Wilhelm Johnen was trained in Pardubice in occupied Bohemia, then in Zeltweg, Styria, Wien-Aspern and finally in Schleissheim, Bavaria. In June 1941, he became a night fighter pilot in 3./NJG 1. This Staffel was redesignated in December 1942 to 5./NJG 5 and in May 1944 to 9./NJG 6. The last change was related to the redesignation of the entire II./NJG 5 to III./NJG 6 and Johnen was appointed commander of 8./NJG 6. In mid-February 1945, Hptm. Johnen, already a Knight's Cross recipient, became commander of the entire III./NJG 6. His unit, previously deployed in Hungary for several months, had to withdraw to bases in Bavaria before the advancing Red Army. At the end of March, Johnen was forced to reorganize his

force and concentrate all combat equipment and personnel under 7./NJG 6. Hence his aerial victories appeared on the tail surfaces of a machine from the 7th Staffel, even though he was the commander of the entire Gruppe and didn't previously serve with 7./NJG 6, even when it bore different designations.

Wilhelm Johnen achieved his last, 34th victory on the night of 16-17 March 1945 near Würzburg. His plane was destroyed by RAF Mosquito after the landing. The city was raided by 225 Lancasters and 11 Mosquito aircraft from 5 Group Bomber Command RAF. The town was an important transport hub, but there were no industrial or military targets. The primary reason for the raid was to break the resistance of the German population. The first bombs fell on the city at 2125 hours. Firstly 396 tons of bombs were released on the buildings, destroying roofs and windows, then the bombers dropped 582 tons of incendiary bombs. The raid lasted only twenty minutes, but some 3,000 residents and approximately 2,000 refugees were killed in the firestorm, which reached between 1,500 and 2,000°C. About 90% of the historic centre and 68% of the buildings in the suburbs were destroyed. Considering the extent of the percentages of the urban area destroyed, this was bigger a destruction than the raid on Dresden. The fire was visible from a distance of 240 km and the clearing of the debris was not completed until 1964.

The RAF lost only six Lancasters during the raid and probably five of these were attacked by night fighters. It is not certain which one

was shot down by Johnen's crew. One of these was an NG352 (EA-J) from No. 49 Squadron RAF, commanded by F/O John B. Gibson. Flight Engineer Sgt. Roberts later recalled that they reached the target area a little earlier than the Pathfinder crews. Roberts was just pouring tea when their machine was hit by a devastating cannon fire. He knew that he had about ten seconds to bail out of the burning Lancaster. He helped their bombardier, Canadian Sgt. R. M. Henderson, to get out of his position. The machine was full of smoke and flames. Apart from the top gunner, Sgt. Austin Finnerty, all crew members managed to bail out. In the days that followed, they were all successively captured. One experience Roberts has not forgotten was a member of the German Home Guard escorting him with a World War I spiked helmet.

Next morning, two clergy men found radio operator Sgt. Don J. Hughes hiding in the sacristy of the Elbelstadt church. They handed him over to a local doctor, from whom he was taken for interrogation. After two days in police custody, on Sunday, March 18, 1945, detectives Josef Axt and Johann Weber of the Würzburg Criminal Police came for him. They took him to the river and Axt shot him in the back of the head. Hughes' body was found the next day and after the war he was buried in the Durnbach War Cemetery. Following a trial in 1946, Axt was executed by firing squad, while Weber was sentenced to twenty years in prison.

The Prey



Text: Richard Plos

Illustration: Adam Tooby

Being shot down is every fighter pilot's nightmare. But it doesn't have to be someone's end. Many have been shot down, some even more than once, and managed to escape. It is admirable that pilots have returned under fire of combat after such an experience. Unless they were captured... Lt. d. R. Hans Schultz was shot down twice, and he survived both times. The first time he also managed to escape, the second time he was not so lucky. And it is the theme of Adam Tooby's boxart, where Schultz falls victim to Canadian C. H. R. Lagesse of No. 29 Squadron RAF. However, interesting events preceded this incident...

On March 20, 1918, an unprecedented affair occurred in the Luftstreitkräfte (German AF). Hptm. Rudolf Berthold, the then commander of Jasta 18, was to take command of the JG II fighter group, but he conditioned his move on the possibility of taking his unit's personnel with him. But the inclusion of Jasta 18 into JG II was not possible, so a "great exchange" happened, the victim of which was one of the fighter units of JG II, namely Jasta 15. The commanders simply swapped their Jasta logs and bases as well. Jasta 18 headed to Guise and became Jasta 15, while the original Jasta 15 had to move to Bruille, where it began operating as Jasta 18. And the very next day it joined the German spring offensive in the 17th Army sector. Under the command of Lt. d. Res. August Raben, Jasta 18 adopted a new identity for their aircraft in the form of white fuselages with red noses. The first day of the offensive passed and the next day

Jasta 18 suffered its first loss. Lt. d. R. Hans Schultz was shot down over no-man's land. He was unharmed, managed to escape and returned to the unit two days later.

In the early evening of June 6, nine Jasta 18 fighters took off at about 1800 hrs from Lomme airport for a patrol flight north of the French town of Hazenbrouck. The unit was at the time in the process of changing their Albatroses for Fokkers D.VII. This new type probably prevailed in the formation. At 1745 hrs, SE.5a formation of No. 29 Squadron RAF also took to the air, heading for the same sector. The German pilots spotted the enemy flying a little lower around 18:00 and swooped down on them, but the RAF pilots managed to turn their aircraft against the enemy in time. Then a skirmish ensued. Lt. Rolfe chased one of the Fokkers down to 9000 ft (2700 m), where the aircraft caught fire and crashed. Karl Albert Mendel, an ace with seven kills, was killed in the cockpit. Meanwhile Lt. Lagesse in his SE.5a (D5969) was already chasing Fokker D.VII of Hans Schultz. The combat report stated: "Lt C H R Lagesse, accompanied by Capt R C L Holme MC and Lt H A Whittaker, saw an enemy Scout over Hazebrouck at about 1800 hrs. All three dived on it. Lt Lagesse fought it to within about 2000 ft of the ground, when it was obviously due to land this side. He then left it, and the enemy aircraft landed north of Hazebrouck and turned over on its nose." Again, Schultz escaped the crash alive, but this time he did not escape capture and remained in custody for the rest of the war.

His Fokker D.VII 386/18 was the first example of this type to fall into British hands, and of course it was thoroughly examined. Today it is an exhibit at the Royal Air Force Museum in Hendon.

Hans Walter Schultz was born in Berlin on 27 May 1893 and began his flying career with the observation Fliegerabteilung 273 (FA A 273). He completed fighter training from 14 October to 14 November 1917 and was then assigned to Jasta 15, which later became Jasta 18. He scored his only kill before being captured on 24 May 1918. He survived his capture and became an architect after the war. He died on 20 July 1975 in Berlin.

His defeater, Camille Henri Raoul Lagesse, achieved his fifth success by shooting down Schultz and thus became an ace. By the end of the war, he had fifteen more kills (including two balloons) under his belt and became the 23rd most successful Canadian fighter pilot of the Great War. Born in January 1893 on the island of Mauritius, he graduated from the Royal College and continued his studies in France. Then he joined the ranks of the 28th London Regiment in 1916 and changed for the Royal Flying Corps in July 1917, where he was promoted to the rank of 2nd Lieutenant on September 26, 1917. He transferred to No. 29 Squadron on March 20, 1918 and flew a total of 426 combat hours during the war. He was twice awarded the DFC for his combat achievements and received the Croix de Guerre as well. He died just six months after Schultz, on February 15, 1976, in France.

Text: Richard Plos

Illustration: Petr Štěpánek



From dusk to dawn

Night fighters were a specifically trained breed of pilots during World War II, and this was doubly true of the naval ones. One of those who took a keen interest in this "discipline" within the US Navy was the legendary Butch O'Hare, America's first naval fighter ace. He was on a night mission with his Hellcat F6F-3 when the disappeared somewhere in the ocean off the Gilbert Islands on November 26, 1943. This was not a standard night fighters deployment, however, just a proving-ground operation of "daylight" F6F-3s supported by Avenger equipped with airborne radar.

The first actual deployment of night fighters was preceded by Project Affirm, under which the Navy had been testing the use of AI radar installed on modified F4U-2 Corsairs since 1942. Then in April 1943, VF(N)-75 was formed and deployed with these aircraft from October 31 in the Solomon Islands battles. They operated from a land base, but in January 1944 two detachments (10 and 11) were withdrawn to form VF(N)-101, which moved aboard USS Enterprise (Det. 10) and USS Interpid (Det. 11).

Then, when the aircraft carrier USS Independence (CVL-22) was torpedoed and damaged on November 20, 1943, she sailed for repairs to San Francisco, where she was fitted with an additional catapult, and it was decided that she would become the base of a night air group. By July 3, 1944, she was in the Hawaiian Islands, where she began

night operations training on August 24. The fighter unit, VF(N)-75, was renamed VF-41 on March 26, 1944, and rearmed from Corsairs to F6F-5N Hellcats and replaced CVLG-22 on board. Shortly thereafter, it was reinstated as VF(N)-41 i.e. as night fighting unit. Together with the torpedo VT(N)-41, armed with TBF Avengers, they formed the CVLG(N)-41 group.

Training in Hawaii was completed after four days, on August 29, 1944, when Independence sailed as part of Task Group 38 to take part in Operation Palau, which was intended to secure bases for the October attack on the Philippines. Its mission was to provide night reconnaissance and patrol flights, but since the enemy was not conducting any night activity, the unit switched to day operations.

In the ranks of the VF(N)-41 was also Lt. William E. "Bill" Henry, the most successful naval night fighter ace with 9.5 kills. The unit joined the fighting on September 12, 1944, and the first success was shared by Ens. George W. Obenour and Ens. Robert W. Klock, who shot down one G4M Betty. On the same day, "Bill" Henry also scored his first fighter success, sharing one Dinah. While this was his second success at the time, he achieved the first one as a Dauntless pilot and member of VS-3 when he shot down a Type 95 biplane on October 3, 1942.

William "Bill" Henry was a graduate of Junior College in his native Bakersfield. He enlisted in the Navy in February 1940 as

an air cadet and was promoted to the rank of Ensign on December 19 of that year. He served with VS-3, operating from aboard the USS Saratoga, from December 1940 to December 1942, earning the DFC and Air Medal for his service. He then became a fighter pilot and served in the ranks of VF(N)-75, with which he moved to Independence after reorganization of the unit. He gradually added more success until January 16, 1945, when he put a full stop to VF(N)-41's overall score by destroying a Ki-43 Oscar. The unit scored 46 confirmed kills, three probable and three damaged while operating from USS Independence.

On the boxart by Petr Štěpánek, Lt. "Bill" Henry prepares his Hellcat F6F-5N for takeoff. There's nothing strange about taking off in daylight. There wasn't always enough "work" for night fighters and so they flew daytime missions. Sometimes the radar was removed, but the planes were then unbalanced and harder to control. Henry himself shot down only four of his victims at night (three of them H8K Emily), the other successes were achieved at dawn or dusk. Henry earned a bachelor's degree in Aeronautical Engineering from the California Institute of Technology in 1949 but continued to serve. He was Exec of VF-3, then served as CO of Section C of that unit at Valley Forge until December 1, 1950. He was subsequently promoted to the rank of Commander and retired on March 1, 1961. He died at the age of 75 on June 24, 1995, in Los Altos, California.

ARTWORK PRINTS



UV stable printing
on white
vinyl 160g/m2.

Packed in hard
envelope.



Bf 109-14
Wk. 76584, 10.12.44, 10.12.44, 10.12.44, 10.12.44
by Peter Tarkenton

82162-ART



B-24 Liberator
Wk. 76584, 10.12.44, 10.12.44, 10.12.44, 10.12.44
by Peter Tarkenton

7465-ART



P-40 Warhawk
Wk. 76584, 10.12.44, 10.12.44, 10.12.44, 10.12.44
by Peter Tarkenton

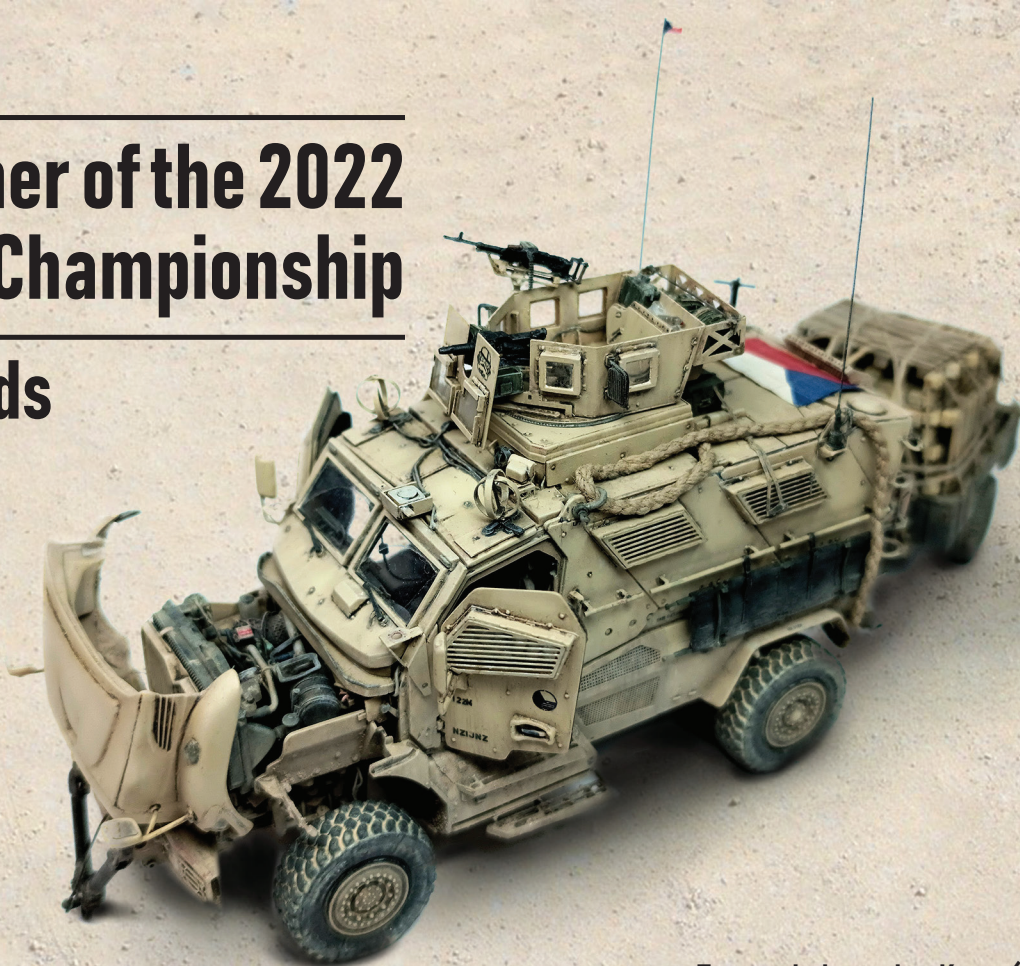
82202-ART

www.eduard.com only

Absolute Winner of the 2022 Czech (IPMS) Championship

in his own words

International M1124 MaxxPro



Text and photo: Jan Koutný



The model represents the vehicle nicknamed "Sv. Václav" (St. Wenceslas), which was used by the Czech Army in Afghanistan in March–April 2012 in Wardak province. It was acquired by the Czech Army as a loan from the US Army. The photographs of the vehicle were taken at the Solthan Kheyl base, and the model is based on photographs taken by the driver of the vehicle, Mr. Tomáš Procházka. He decorated this vehicle with several specific motifs (the inscription Modelář 1:1,

the head of a Star Wars trooper and the motif of St. Wenceslas with text). The vehicle is complemented by the Czech flag, which was placed on the upper rear part of the hull.

Compared to the original 1:72 scale kit from Galaxy Hobby, the weapons on the gun turret have been changed, using a 30 mm AGS 17 grenade launcher and a 7.62 mm PKT machine gun. The upper part of the hull was modified, where antennas, jammers and rope were specifically placed compared to the scale kit. The interior of the vehicle and the engine compartment as well as the detailed chassis were upgraded. The vehicle is shown with the gunner's hatch open, the doors open and the bonnet open as per the photograph. The wheels have been replaced and the correct diameter of 1189 mm has been used, corresponding to a 16.5 mm diameter in 1:72 scale. In the kit, the wheels have 15 mm size in diameter, which is basically the only fault in an otherwise well designed kit. On the model, the rear fenders, lower armour tub, side covers in the engine compartment, hood and turret armour have been reduced to match scale and proportion. Minor details such as mirror mounts, door handles, weapon handles, antennas, cables, lights, seats, armament and equipment were added and refined. The vehicle had several visible damages caused by operation, spe-

cifically a dented front bumper under the red letter "M" for "Modelář" (Modeller, referring to the name of Czech plastic scale modelling magazine), which was spray painted, crooked. In addition, the rear left fender was bent. The lettering on the lower part of the rear door, namely "trailer connection" and "NZIJNZ", was also sprayed crooked, as shown on the model. Trailer M1102 is a complete new build and camouflaged based on photos. The entire vehicle, including the trailers, was perfectly documented when photos of this vehicle, including the above photo, were published on the Modelforum website for the use of modellers by their author, Tomáš Procházka. Link [here](#).

USED KITS AND ACCESSORIES

Kit: M1124 MAXXPRO by Galaxy Hobby

Scale: 1/72

Model of M1102: new build according to the drawings scaled down to 1:72 scale

Photo etch for the model: Tetra

Grenade launcher: Alex Miniatures

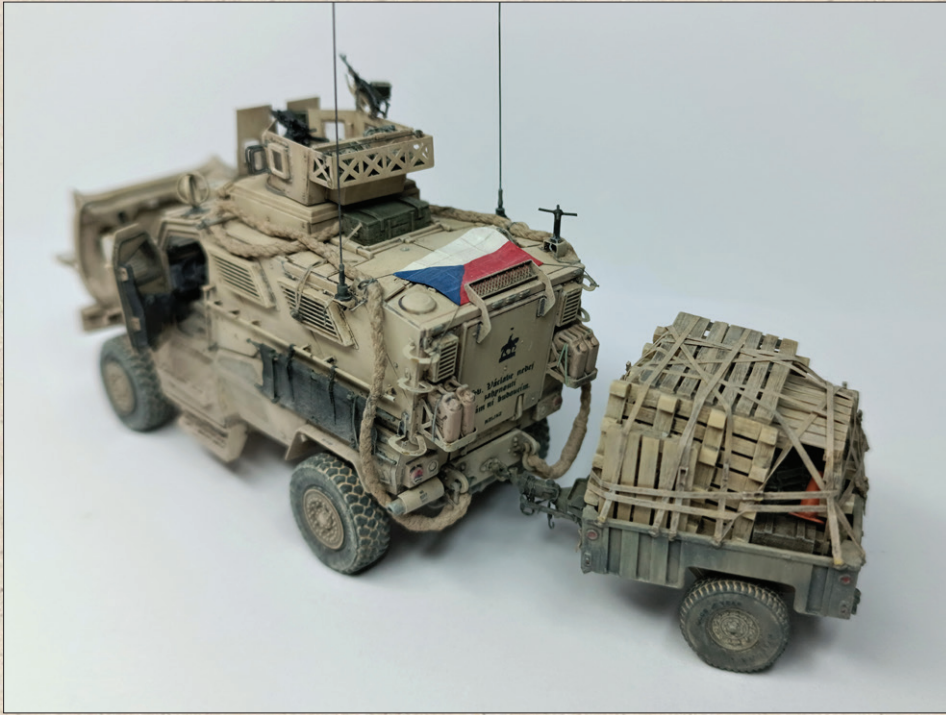
Machine gun: M240 D/C from Minimal World (modified to PKT 7.62 mm)

Equipment: mix of Galaxy Hobby, CMK, OKB Grigorov and other manufacturers

Wheels: H-Models

Decals: Aircutter, on a cart by Handl (custom work)

Other details: Evergreen profiles, mix of wires and photo etch (different manufacturers)



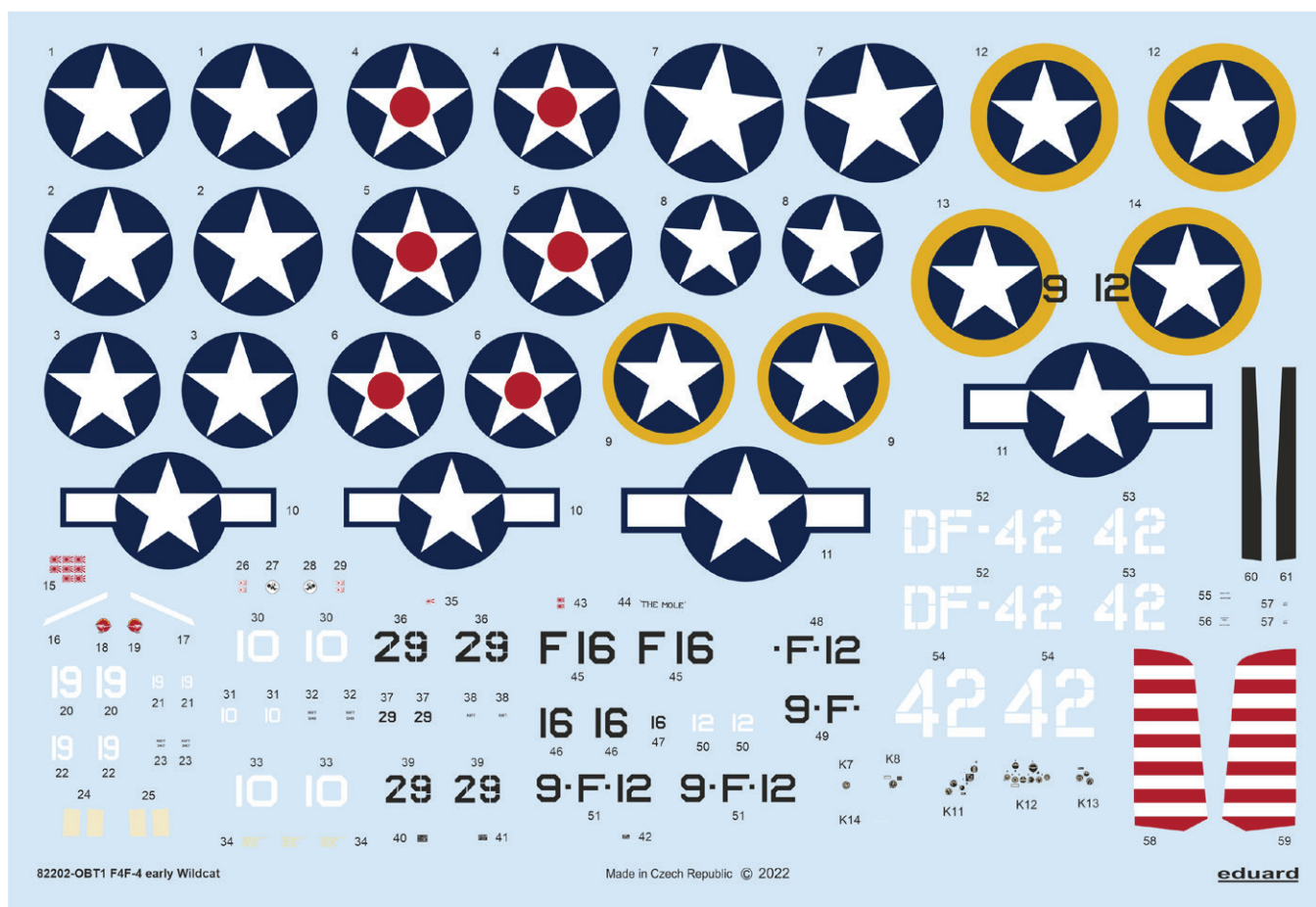
F4F-4 Wildcat early

1/48

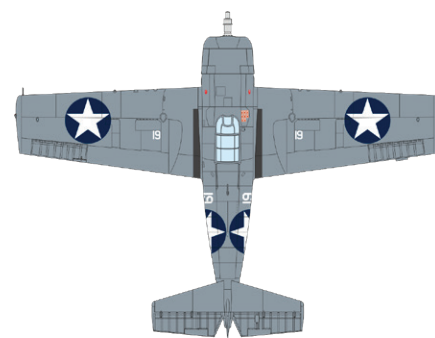
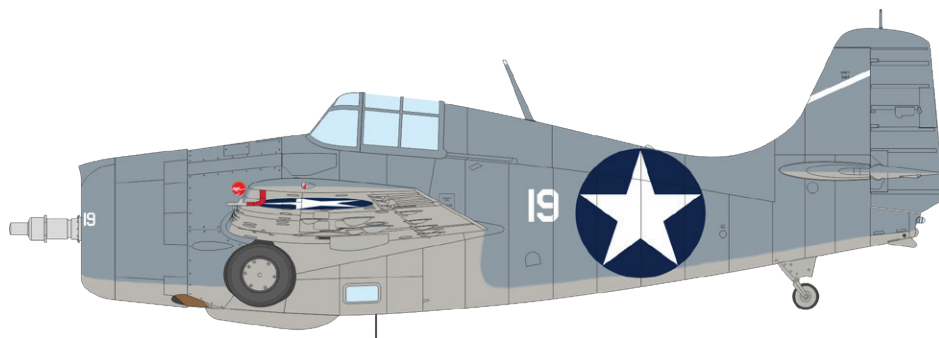
#82202

ProfiPACK edition kit of US aircraft carrier based fighter F4F-4 Wildcat in 1/48 scale.

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

[Product page](#)


■ BuNo. 03417, Lt. Stanley W. Vejtasa, VF-10, USS Enterprise (CV-6), October 1942

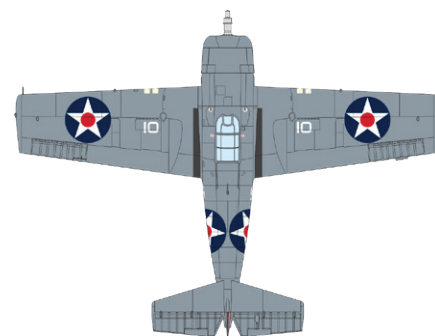
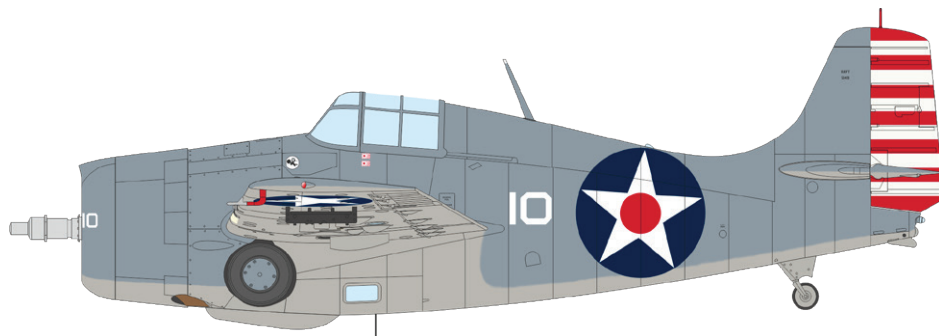


Paris, Montana native, Stanley Winfield Vejtasa after graduation from the university in Montana enlisted in the Navy where he undertook the pilot training. He finished it at Pensacola base in June 1939 when he was twenty-five years old. Consequently, he was assigned to VS-5 flying Dauntless off USS Yorktown

aircraft carrier (CV-5). During the Battle of Coral Sea, he scored the hit on Shōhō aircraft carrier. In May 1942 he was transferred to VF-10 where he flew Wildcat off USS Enterprise aircraft carrier until July 1943. During the Battle of Santa Cruz, he flew the depicted Wildcat BuNo. 03417 and scored seven kills

at its controls – two D3A Val and five B5N Kate, plus one probable kill of B5N Kate. After this mission he had eight Japanese flags painted on the access hatch under the windshield on the fuselage port side.

■ BuNo. 5149, VF-3, USS Yorktown (CV-5) & USS Hornet (CV-8), May/June 1942

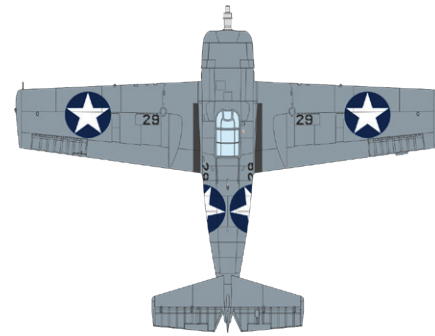
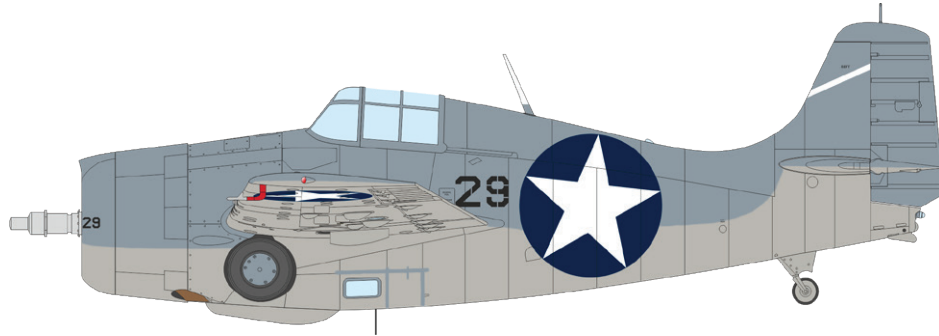


In April 1942 this Wildcat was assigned to VF-3 unit based at Kaneohe Bay airbase. The following month it was assigned to Ens. G. F. Markham. After that the unit was transferred on board of USS Yorktown (CV-5). During the Battle of Midway Fox-10 was also flown by Lt. A. J. Brassfield who during this engagement shot down four carrier borne D3A Val bombers and damaged another two. Despite all the efforts of the defenders USS Yorktown was damaged and for that reason the surviving Yorktown pilots and

her Wildcats as well had to be transferred to USS Hornet (CV-8) where, under the command of Lt. Cdr. Thatch, they formed the provisional unit designated VF-3-42-8. One of the pilots of this unit was John Burton Bain who flew Wildcat portrayed hereby. At that time Ens. Bain's score stood at two confirmed kills, A6M Zero fighter from the Battle of Coral Sea and another Zero from the Battle of Midway, shot down during the preceding raid on Shōkaku. Therefore, there are two Japanese flags painted under

his windshield as a symbol of his success in combat. The national markings in the form of blue circles with white star and red circle in the center were painted on both sides of the fuselage and in four positions on the wings. They were supplemented by red and white stripes on the rudder. During the Battle of Midway these stripes were painted over with the camouflage paint and the red circles were deleted from the national insignia. The kill marks were added only at the time Ens. Bain was flying this aircraft.

■ Ens. Thomas W. Rhodes, VF-6, USS Enterprise (CV-6), beginning of August 1942

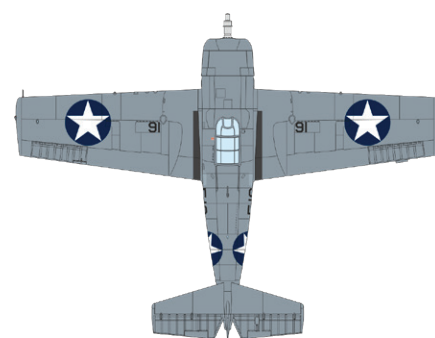
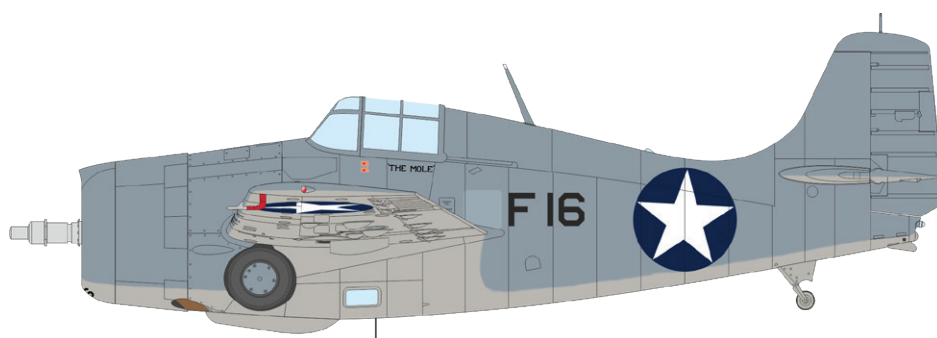


Texan Thomas Walker Rhodes enlisted in the Navy on January 7, 1937 and served as a radio operator at VT-2 until January 1941 when he commenced his pilot training. After its completion first he flew with VF-2 and in March 1942 he was ordered to VF-6 where he stayed

until September 1942. During this deployment he took part in the air battles defending the units that had landed at Guadalcanal. On August 7, during the dogfight with Zeros, his Wildcat was damaged by the gunfire of his opponent, but regardless Rhodes scored one

A6M Zero kill. On August 24 he added a carrier borne bomber B5N Kate to his score. He continued with his career with Navy, ultimately, he scored five kills and on February 1, 1965 retired. He passed away on August 15, 2016, at the remarkable age of 99 years.

■ Ens. Benjamin F. Currie, VF-5, USS Saratoga (CV-3)/Guadalcanal, autumn 1942

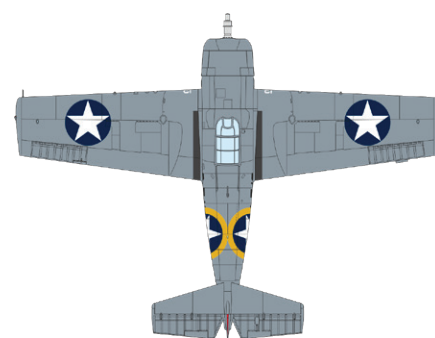
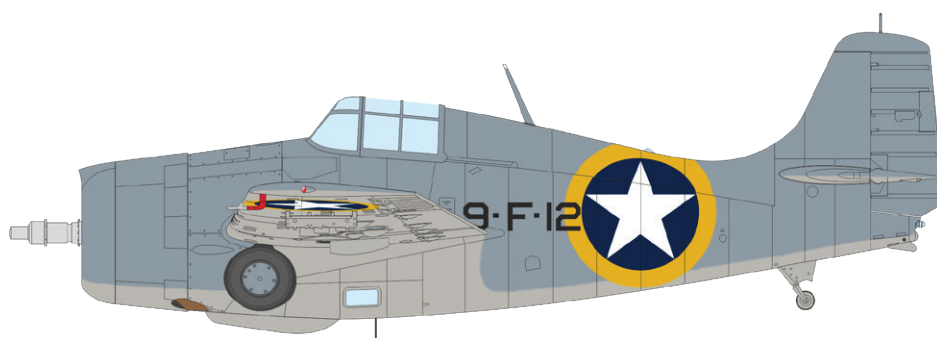


On August 7, 1942, the American naval forces, to the big surprise of the Japanese, disembarked the 1st USMC Division on Guadalcanal and led by General Vandegrift captured the Japanese unfinished airfield. The first American pilots to land on this island were the Marines from VMF-223 (F4F Wildcat) and VMSB-232 (SBD Dauntless) who did so on August 20, 1942. Later they

were reinforced by further USAAF and USMC units. Due to the heavy losses in the battles with the retaliating Japanese units it was decided to further reinforce the fighter component of the Cactus Air Force, as the air units operating from Guadalcanal were called, and on September 9 another 24 Wildcats from VF-5 were dispatched to the island from Espiritu Santo. They

immediately joined the fight against the incoming Japanese formations. One of the VF-5 pilots involved in the Henderson airfield's defense was Ens. Benjamin Currie. The unit was relieved from the Guadalcanal operations in the middle of October and sent for a rest. In November the pilots returned to the United States and in January 1943 the unit was disbanded.

■ Ens. Hamilton McWhorter, VF-9, USS Ranger (CV-4), October 1942

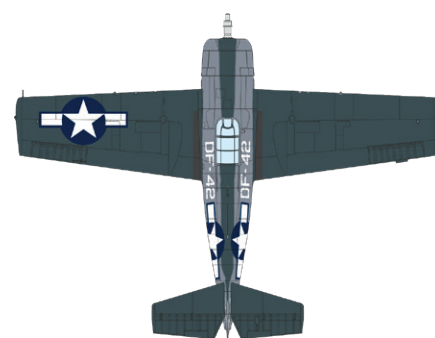
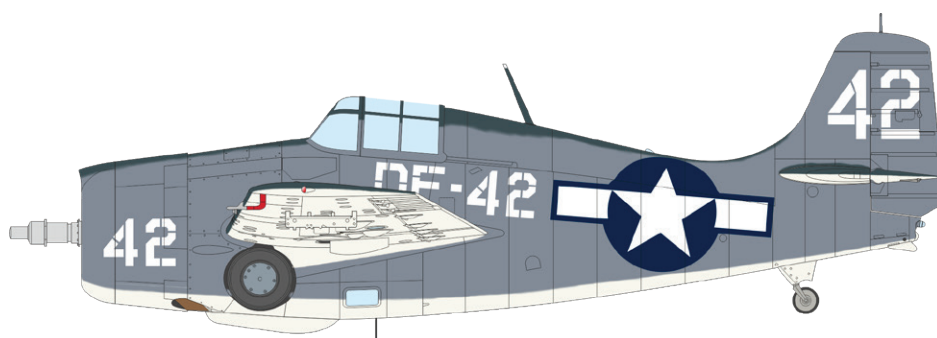


Athens, Georgia native Hamilton McWhorter enlisted in the Navy in June 1941 having graduated from the university in Georgia. After he completed the training in Miami he was assigned to VF-9 flying Wildcats. In the beginning of October, the unit embarked on USS Ranger (CV-4) aircraft carrier headed to the African continent where it was to participate in the Allied successful

landing at Casablanca in the French Morocco (operation Torch). For the better friend-or-foe recognition the aircraft participating in the operation Torch carried a yellow outline to the fuselage and lower wings national markings. After the French resistance ceased the USS Ranger formation was dispatched back to Norfolk. In the beginning of 1943, VF-9, as the first Navy

unit equipped with Hellcats, embarked on USS Essex (CV-9) aircraft carrier and was dispatched to the Pacific. On November 19, 1943, McWhorter became the first Hellcat pilot who scored five kills in the combat against the Japanese. During the further battles he added seven more kills to his credit and his final score stood at twelve enemy aircraft shot down.

■ OTU VFB-8, Daytona Beach, the United States of America, 1944



VFB-8, the operational-training unit, based at NAS Daytona Beach in Florida, was from its establishment in January 1943 commissioned to train the dive bombing and equipped with SBD Dauntless aircraft. After March 1944 its inventory was changed and Dauntlesses were replaced by F4F and FM versions of Wildcat and the new task of the unit was to train bombing

techniques to the VBF squadrons' pilots flying Hellcat. Wildcats were used in this role until September 1944 when they were replaced by Hellcats supplemented by FM-2 in April 1945 and SB2C Helldiver in June of the same year. The featured F4F-4 Wildcat flew with this unit and sports the tri-color camouflage of Glossy Sea Blue on the upper surfaces while

the side surfaces were sprayed in Intermediate Blue. The lower surfaces were painted white, the national insignia on the fuselage and wings show design introduced after August 1943. Wildcats flying at the training units carried highly visible markings in the form of large letters and numbers painted on the fuselage, occasionally on the tail surfaces or wings.

OVERTREES

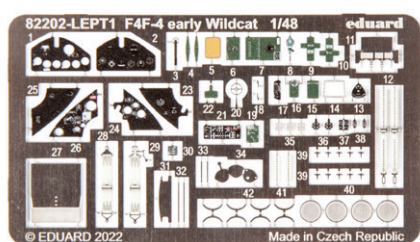
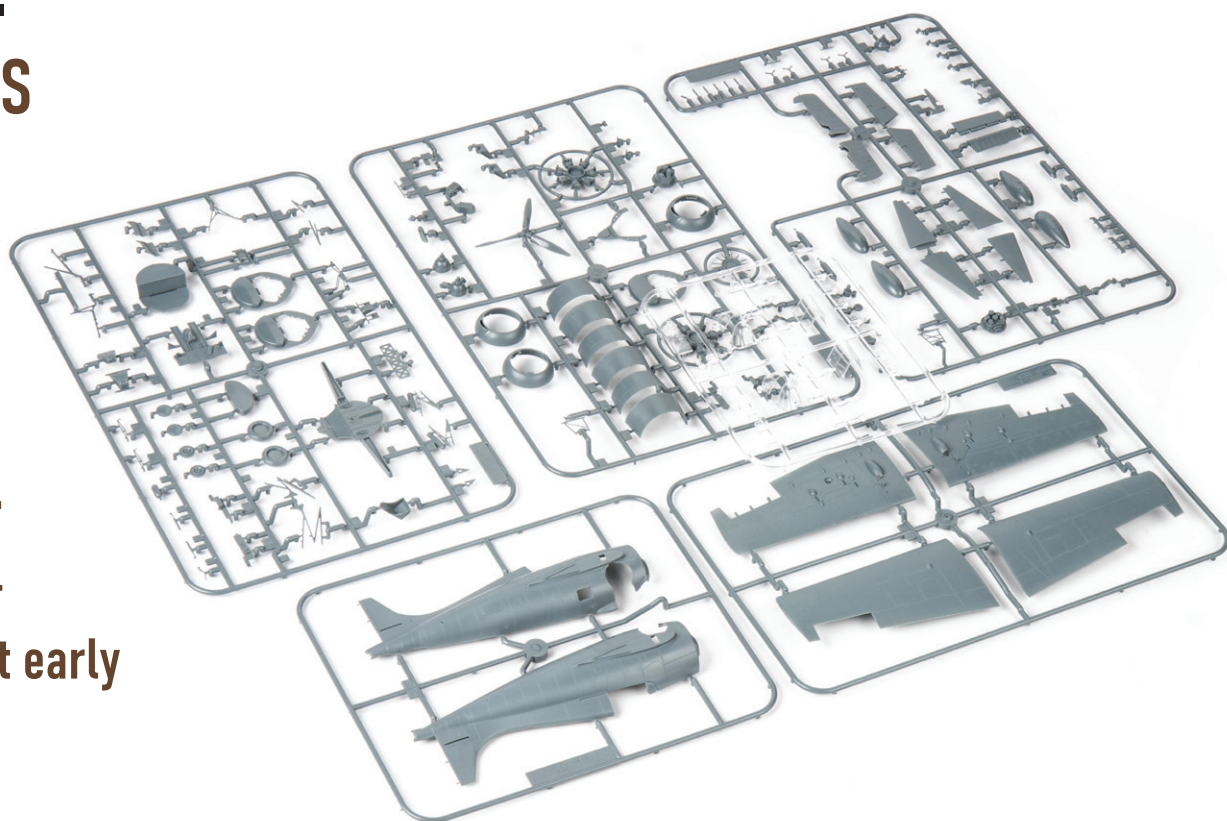
#82202X
F4F-4 early
1/48

[Product page](#)

OVERLEPT

#82202-LEPT
F4F-4 Wildcat early
1/48

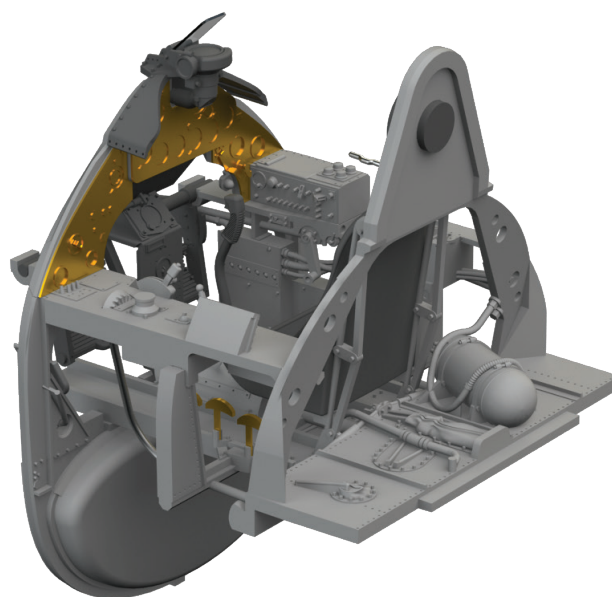
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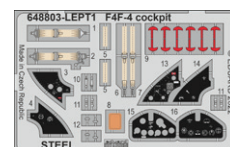
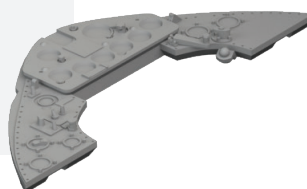
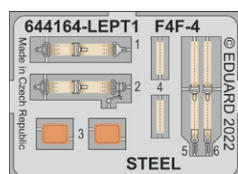
Recommended: for F4F-4 Wildcat early 1/48

- | | |
|----------|---|
| 481093 | F4F-4 landing flaps (PE-Set) |
| FE1290 | F4F seatbelts STEEL (PE-Set) |
| 644164 | F4F-4 LööK (Brassin) |
| 648769 | F4F gun barrels PRINT (Brassin) |
| 648779 | F4F undercarriage legs BRONZE (Brassin) |
| 648803 | F4F-4 cockpit PRINT (Brassin) |
| 3DL48090 | F4F-4 SPACE (3D Decal Set) |
| EX904 | F4F-4 TFace (Mask) |

Cat. No. 648803



Cat. No. 644164



Cat. No. 648779



Cat. No. 648769

Bf 109G-14/AS

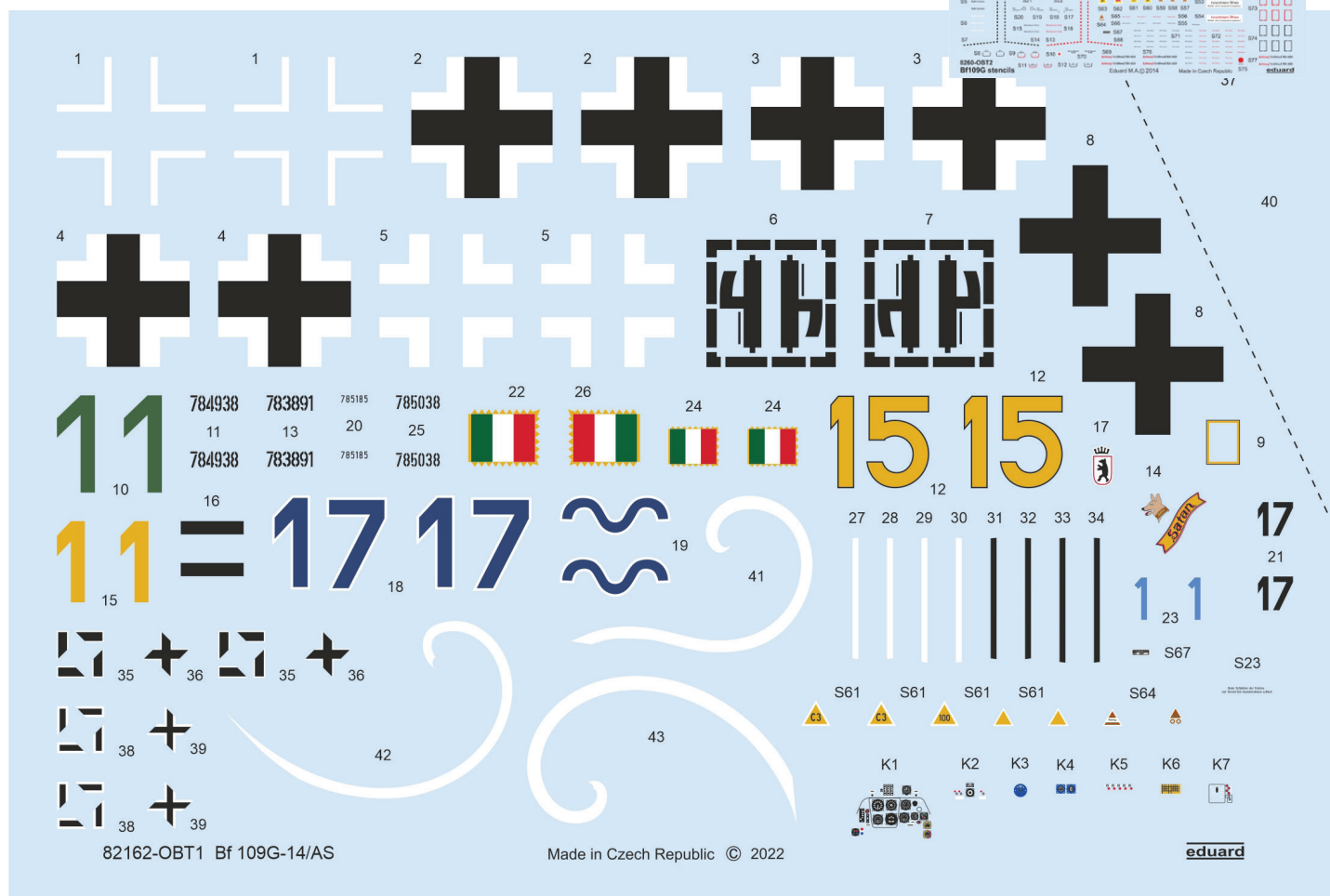
1/48

#82162

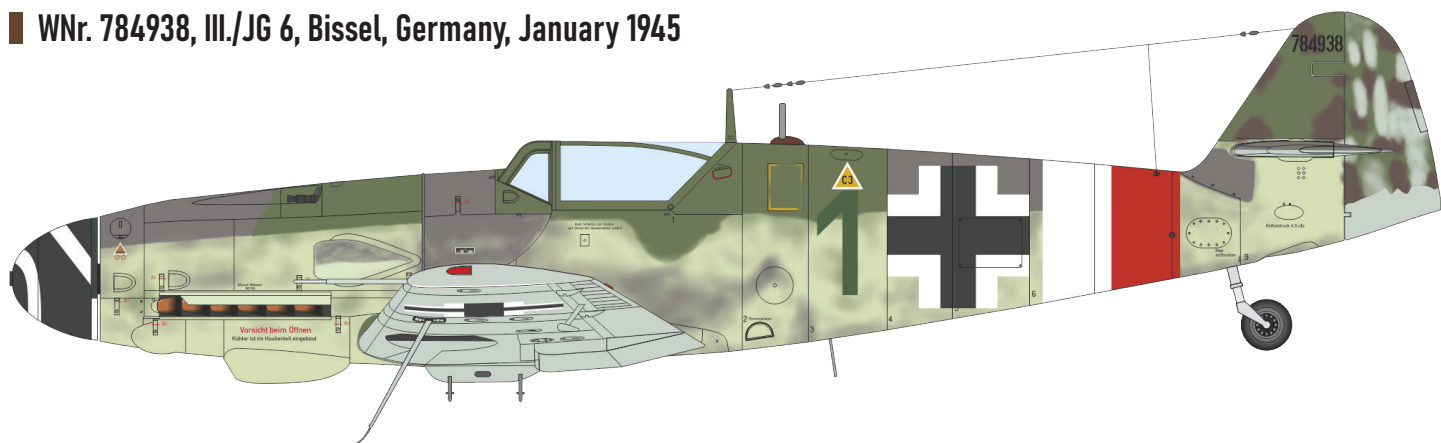
ProfiPACK edition kit of German fighter plane
Bf 109G-14/AS in 1/48 scale.

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

Product page



WNR. 784938, III./JG 6, Bissel, Germany, January 1945

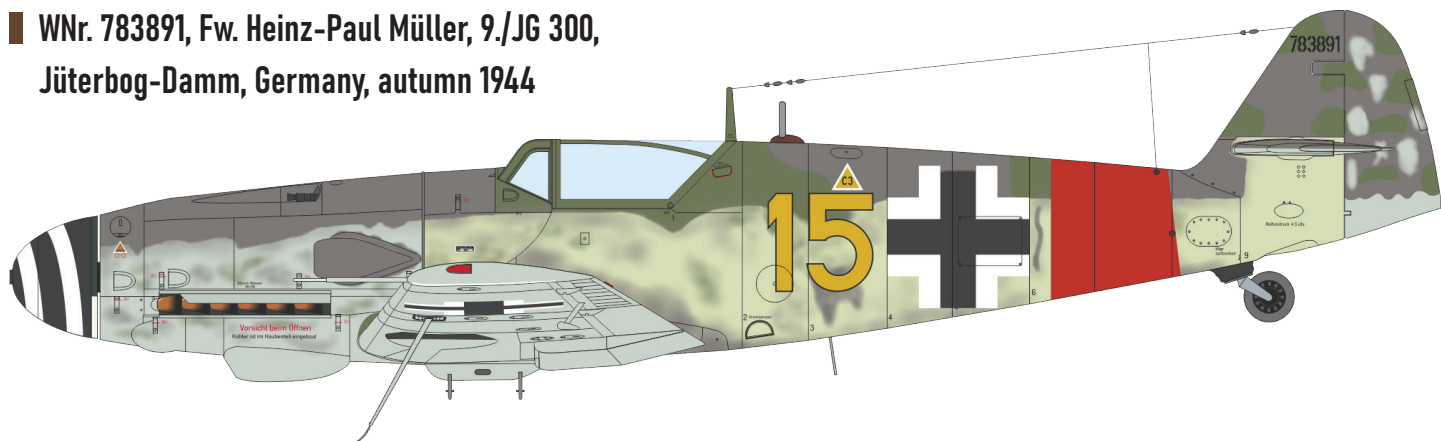


One of the last established Luftwaffe units was Jagdgeschwader 6 established in July 1944. Its Stab plus I. and II. Gruppe were activated in, at that time, Königsberg (nowadays Kaliningrad) and equipped with Fw 190A fighters. Its III. Gruppe was established in October 1944 by re-naming I./JG 5 and equipped

with Messerschmitts Bf 109G. On January 1, 1945, the entire unit took part in the operation Bodenplatte, an attack of the fighter units on the Allied airports located on the liberated territories of the Western Europe. Bf 109G-14/AS marked Green 1 was photographed in May 1945 at the airport in Twente.

It was reported that it had probably landed here due to the engine failure on its return from the operation Bodenplatte. JG 6 aircraft typically carried red-white-red markings on the rear fuselage, this particular aircraft sported only 2 bands.

WNR. 783891, Fw. Heinz-Paul Müller, 9./JG 300, Jüterbog-Damm, Germany, autumn 1944

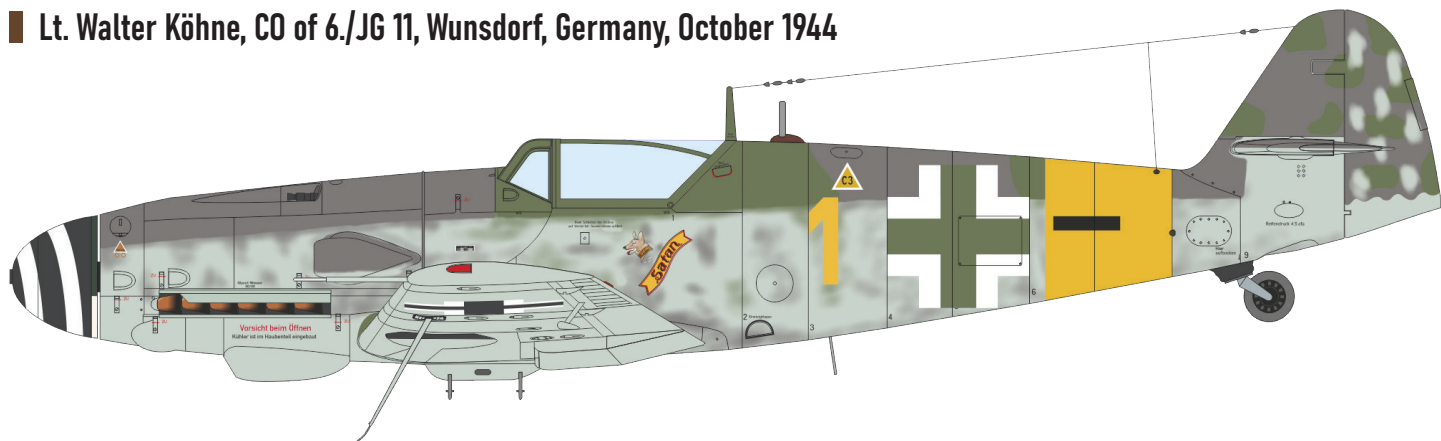


This Messerschmitt Bf 109G-14/AS serial number 783891 and marked Yellow 15 was flown by Fw. Heinz-Paul Müller at 9./JG 300. At its controls he claimed two Mustangs shot down. The service of this

aircraft with Luftwaffe ended on November 27, 1944 over Clausthal-Zellerfeld where it was shot down and its pilot was wounded. JG 300, operating over Germany within the Defense of the Reich in the autumn of 1944,

marked its aircraft with the red band wrapping around the fuselage behind its national insignia.

Lt. Walter Köhne, CO of 6./JG 11, Wunsdorf, Germany, October 1944

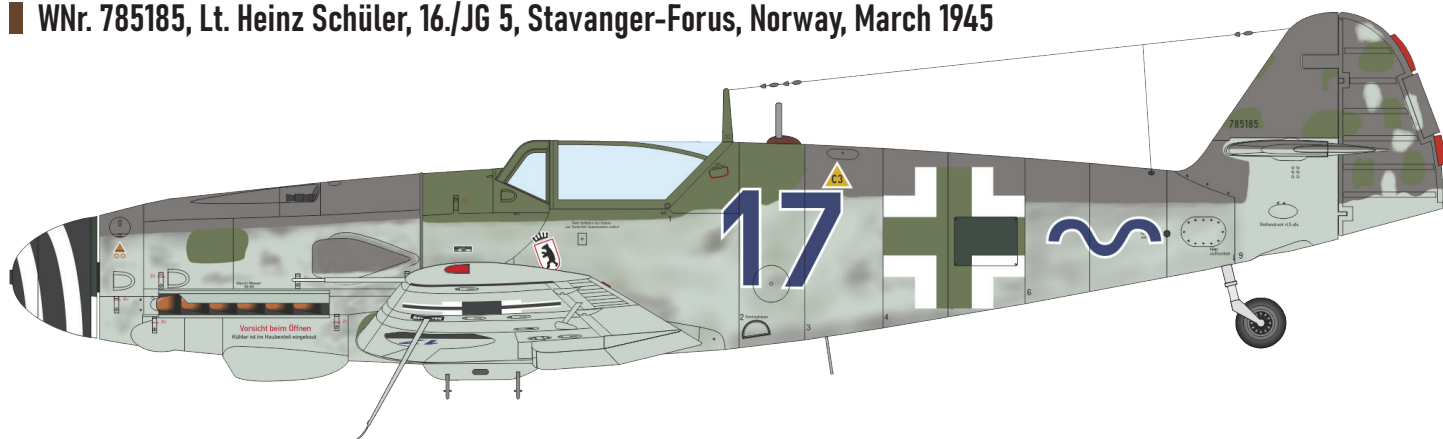


While the Fw 190A-5 flown by Uffz. Walter Köhne at 1./JG 1 carried the name of pilot's angora cat Uschi, his Bf 109G-14/AS he flew commanding 6./JG 11 carried the shepherd dog's head and its name Satan. On July 14, 1944 Lt. Köhne assumed the command

of 6. Staffel JG 11 and coming with it he had to take conversion training to Bf 109G since he flew Focke-Wulfs with the previous unit. At the time of his assuming the unit's command he was the ace with twenty-eight kills to his credit and added

another two until the end of war. He led the unit until its disbandment in the beginning of April 1945, then he was commanded to Landsberg for the conversion training to Me 262 jets.

WNr. 785185, Lt. Heinz Schüler, 16./JG 5, Stavanger-Forus, Norway, March 1945



In November 1944 in Stavanger 16. Staffel Jagdgeschwader 5 was established in order to boost the IV. Gruppe inventory to four Staffels. The IV./JG 5 equipment was unified to Bf 109G-14 even though couple of Fw 190 continued flying with

the unit till the end of 1944. Bf 109G-14/AS marked blue 17 was flown by Lt. Heinz Schüler who painted Berlin's coat of arms under the windshield. It is apparent in the photographs that at that time the aircraft did not carry the Defense of the Reich markings,

however when Lt. Schüler landed it on March 27, 1945 at Stavanger-Sola airport it sported black and yellow bands (JG 5 aircraft marking) behind the fuselage national insignia.

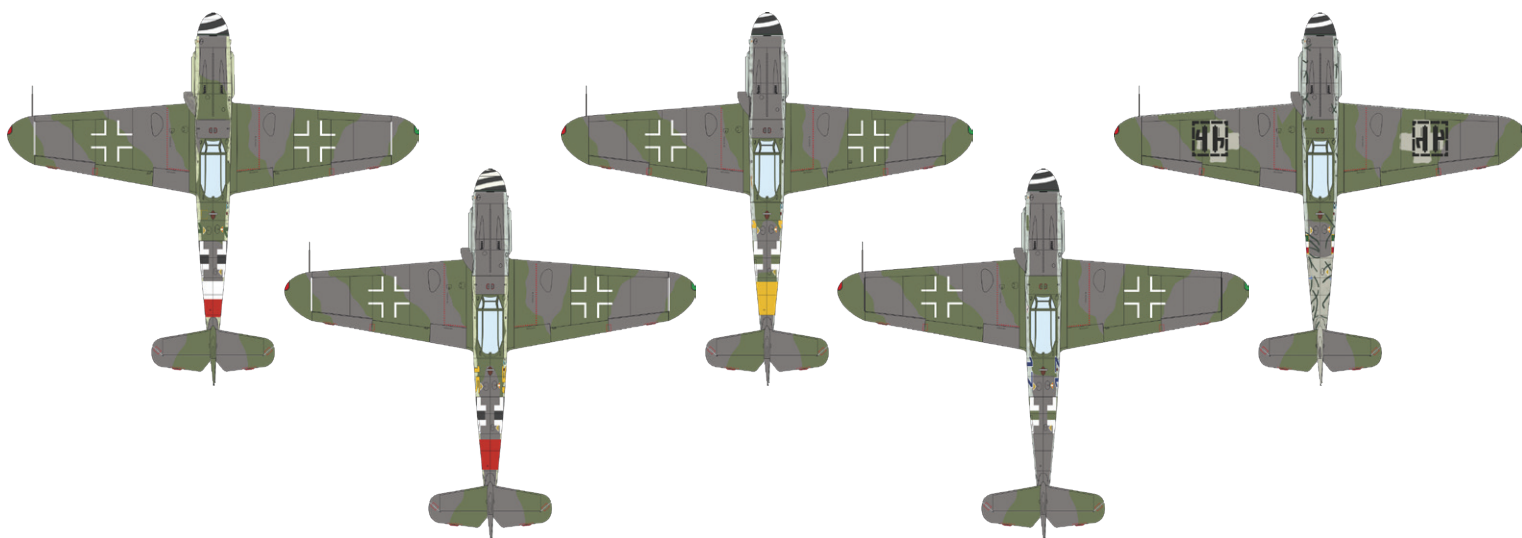
WNr. 785083, Sgt. Magg. Aroldo Burei, 1a Squadriglia, 1o Gruppo, Caccia ANR, Malpensa, Italy, April 1945



After declaration of the Italian Social Republic on September 18th, 1943, a puppet state on the German armed forces occupied territory, and under the leadership of Benito Mussolini, Germany allowed this state to form the army in the strength of four divisions. Its aviation component, named Aeronautica Nazionale Repubblicana, consisted of two fighter

groups (Gruppo Caccia), a group of torpedo bombers (Gruppo Aerosiluranti Buscaglia) and several transport flights. 1o Gruppo Caccia (Asso di Bastoni) initially flew Macchi C.205 but from November 1944 till February 1945 went through the transition training on Messerschmitt 109 in Holzkirchen, Germany. In February the unit received Messerschmitts 109

of the versions G-10 (manufactured by Erla factory in Leipzig), G-14 and G-14/AS and several K-4s. The original German markings were oversprayed in Italian colors and the aircraft received the Italian markings. The German iron crosses were left on the wing underside surfaces.



OVERTREES

#82162X

Bf 109G-14/AS

1/48

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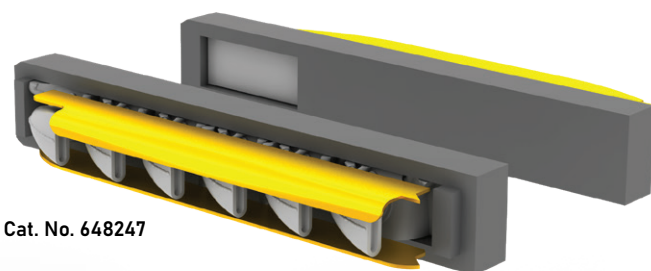
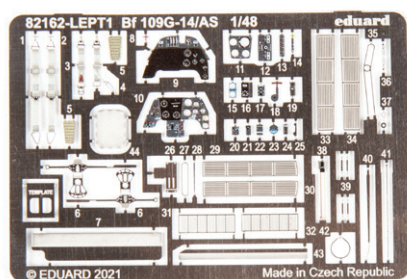
OVERLEPT

#82162-LEPT

Bf 109G-14/AS

1/48

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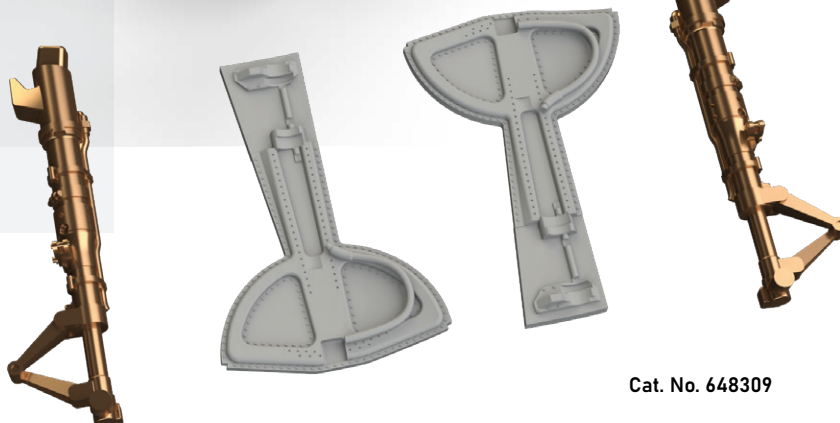
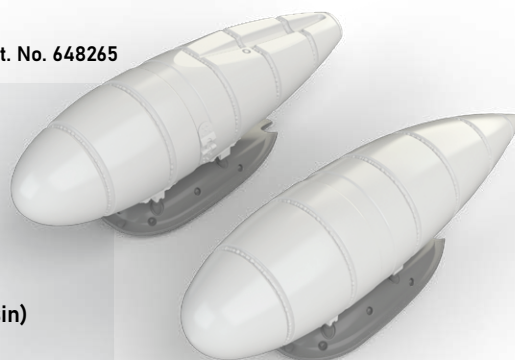


Cat. No. 648247

Recommended: for Bf 109G-14/AS 1/48

Cat. No. 648265

- | | |
|----------|---|
| 48942 | Bf 109G-14 (PE-Set) |
| FE910 | Bf 109G seatbelts STEEL (PE-Set) |
| 648247 | Bf 109G exhaust stacks (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) |
| 3DL48092 | Bf 109G-14/AS SPACE (3D Decal Set) |
| D48025 | Bf 109G stencils (Decal Set) |
| D48027 | Bf 109G Balkenkreuze (Decal Set) |
| D48028 | Bf 109G svastikas (Decal Set) |
| EX512 | Bf 109G spinner spirals (Mask) |
| EX616 | Bf 109G-14 TFace (Mask) |



Cat. No. 648309

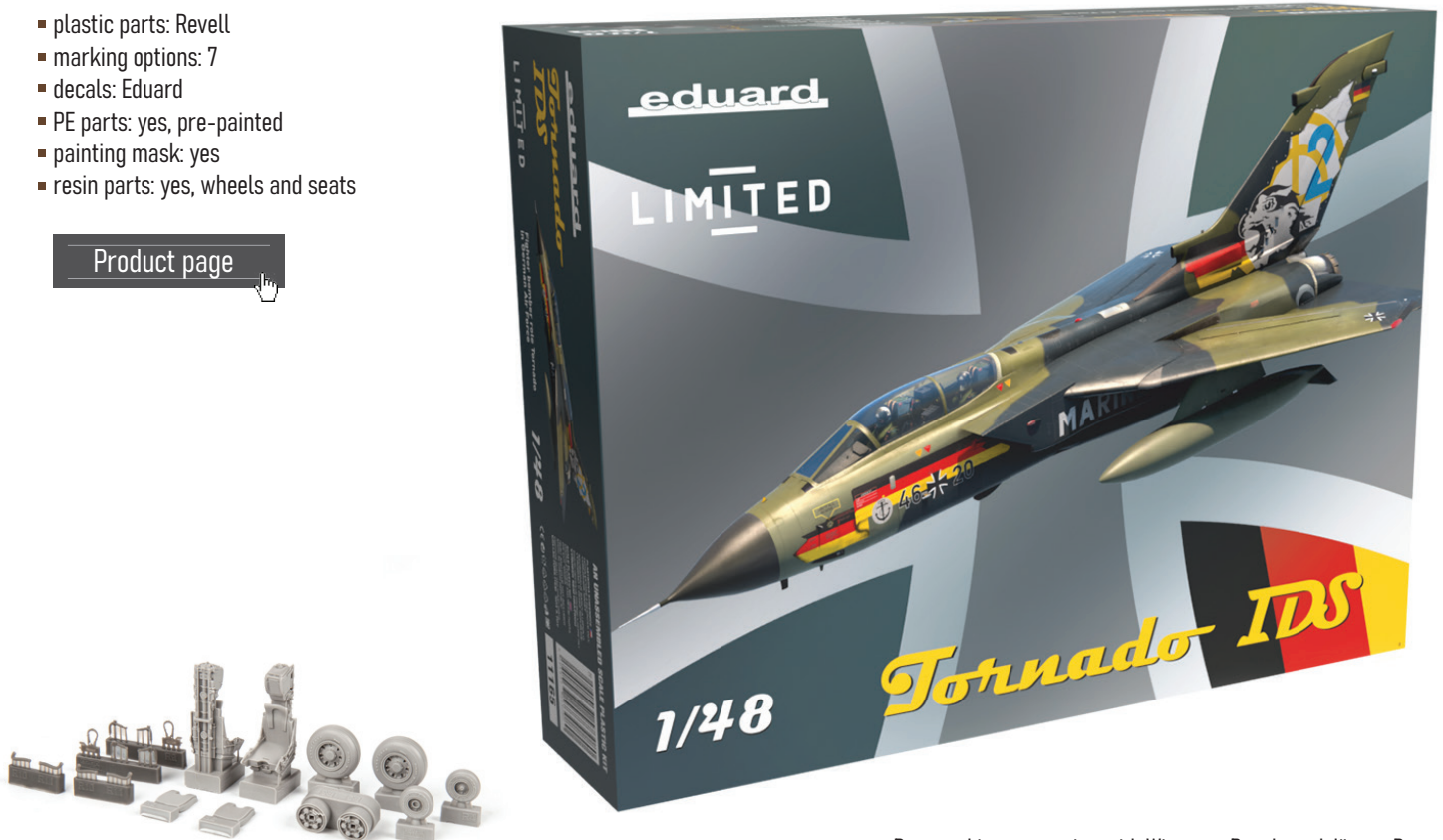
TORNADO IDS

#11165

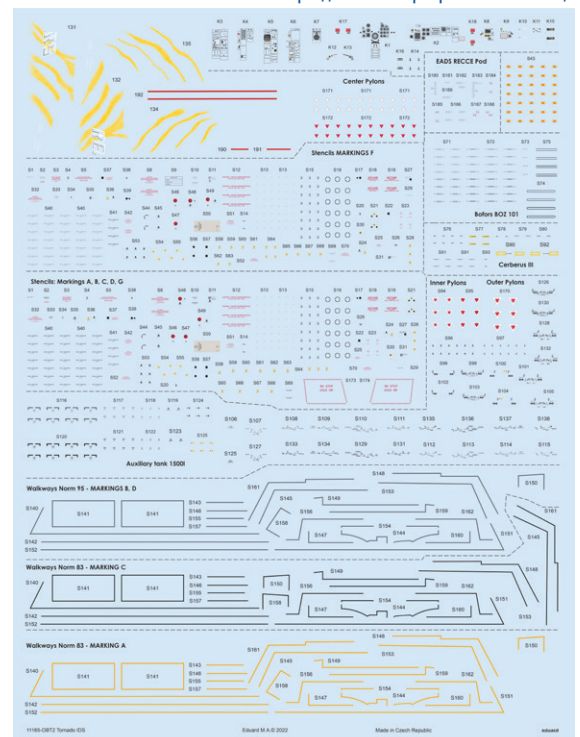
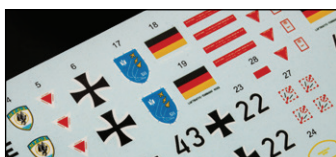
Limited edition kit of European twin engine combat aircraft
Tornado IDS designed for fighter bomber role in German Air Force
in 1/48 scale. Kit presents not only German Tornados in markings
from Tiger Meets but also in standard camouflage.

- plastic parts: Revell
- marking options: 7
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: yes, wheels and seats

Product page



Prepared in cooperation with Wingman Decals and Jürgen Busse.
<https://www.shopofphantoms.com/>



■ MFG 2, Eggebek airbase, Germany, 2002-2004



During 2002-2004 this colorfully painted Panavia Tornado IDS airplane coded 46+20 belonging to the Marinefliegergeschwader 2 was flown at the airshows. MFG 2 unit was as the last fighter wing of the German

Navy disbanded in 2005. Under the MFG 2 marking on the vertical tail surface this Tornado 46+20 sports the insignia of the re-activated Aufklärungsgeschwader 51 (AG 51) „Immelmann“ (51st Reconnaissance

Wing). This unit was equipped with Tornados and took over part of the MFG 2 tasks. Tornado IDS 46+20 camouflage is painted according to the so-called Norm 87.

■ JaboG 38, Jever airbase, Germany, 1986



The Jagdbombergeschwader 38 unit was based in the North, Lower Saxon's Jever. It was established in August 1983 and was armed with the multi-purpose

Tornado IDS aircraft. In 1989 its 2nd Staffel was equipped with Tornados ECR and flew them until 1995 when the ECR type Tornados were trans-

ferred to JaboG 32. On August 2005 the JaboG 38 was disbanded. The IDS Tornado coded 43+22 is camouflaged according to the so-called Norm 76.

■ AG 51 „Immelmann“, Schleswig-Jagel airbase, Germany, 2002-2003

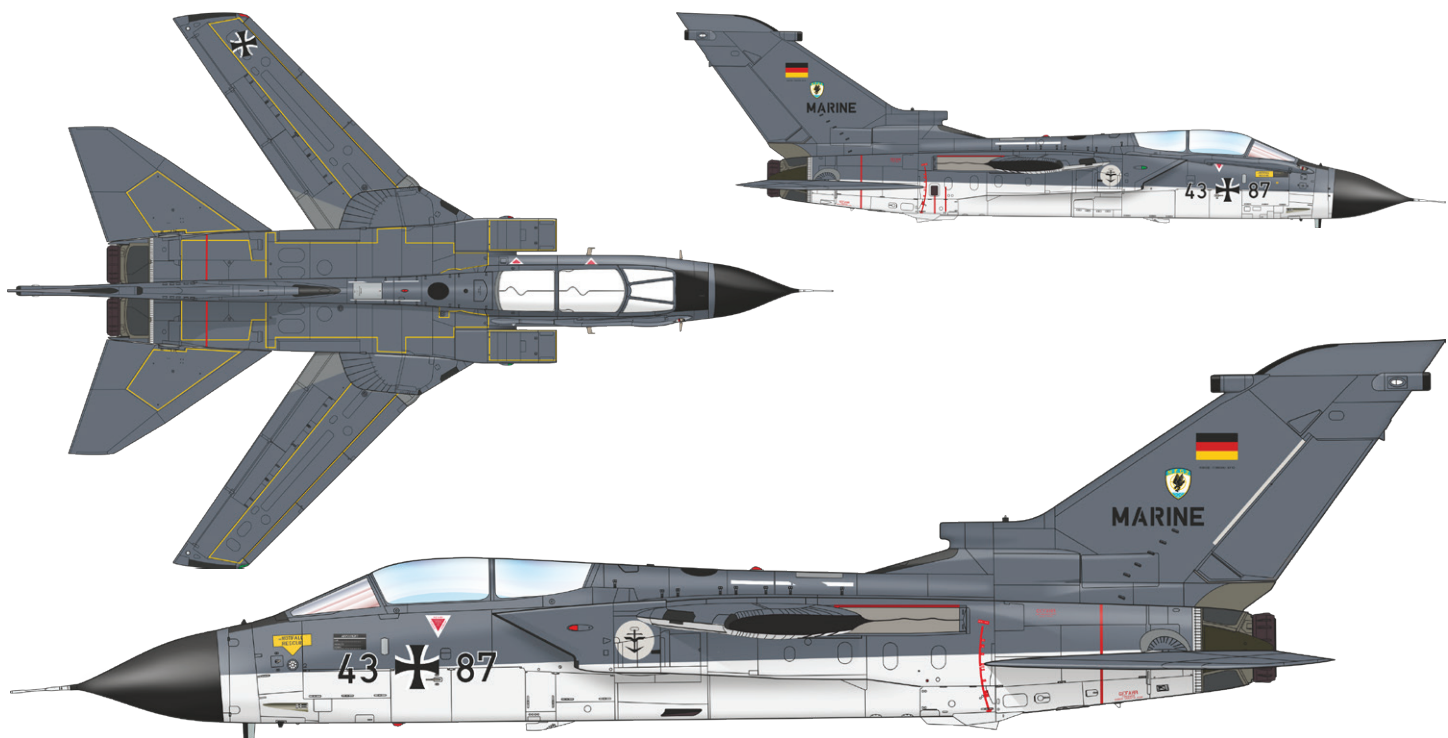


Aufklärungsgeschwader 51, the predecessor of the TaktLwG 51, was re-activated in January 1994. Previous AG 51, together with its sister unit AG 52 (both were equipped with the reconnaissance RF-4E), were

disbanded in the middle of 1993. Newly established AG 51 received Tornados IDS supplemented with ECT version. Camouflage of the Tornado coded 43+46 was sprayed according to the so-called Norm 95

in three shades of grey and due to its participation in the NATO Tiger Meet 2002, taking place at the Portuguese airbase Beja (Base Aerea no.11/Base Aerea de Beja) the tiger stripes were added.

■ MFG 1, Schleswig-Jagel airbase, Germany, 1993

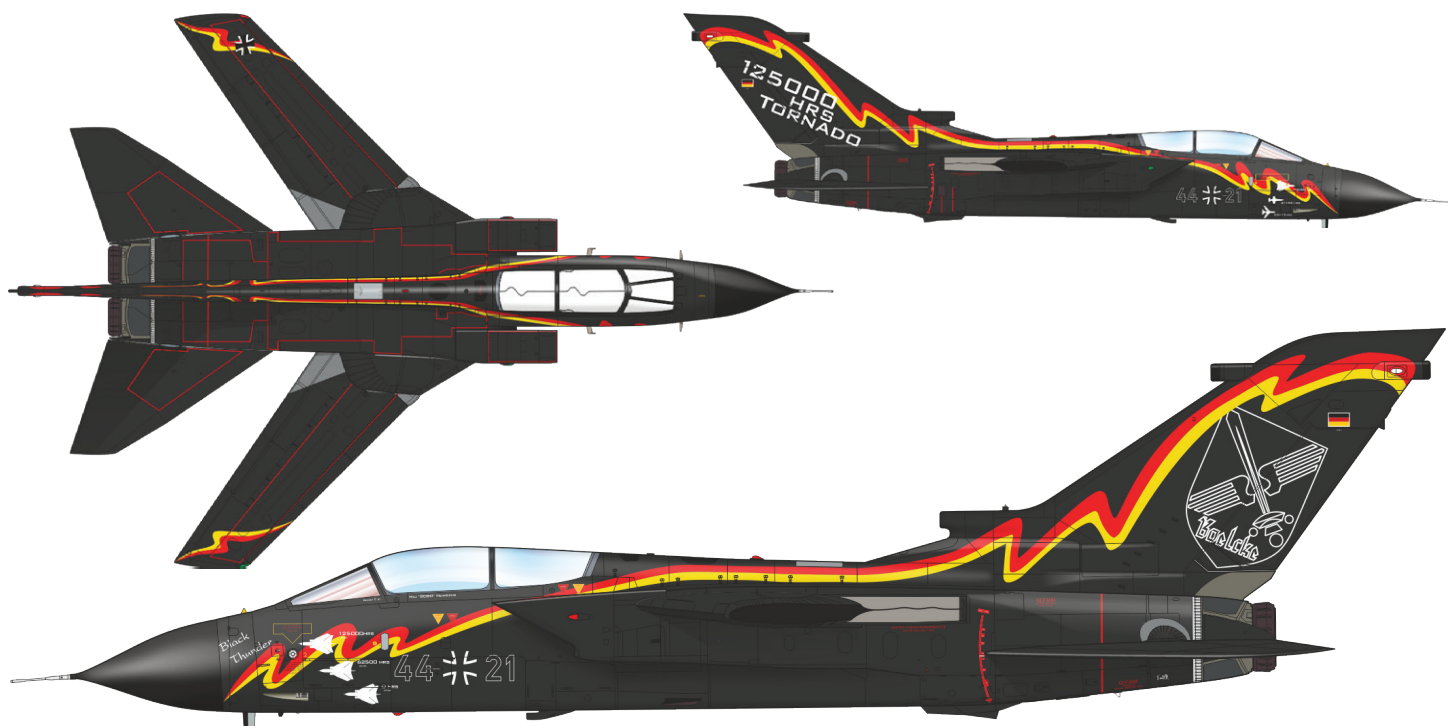


Marinefliegergeschwader 1 (MFG 1) wing of the German Navy was operational from 1959 to 1993 and in 1981 was equipped with 57 new Tornado fighters. Until then they had flown the American Starfighter

fighters. After the end of Cold War and Germany unification it was decided to reduce the number of the Bundeswehr units. MFG 1 was one of the „victims“ of this developments and on December 31, 1993 was

disbanded. The second MFG 1 flight was incorporated into the MFG 2. Tornado IDS 43+87 camouflage was painted according to the so-called Norm 76.

■ JaBoG 31, Norvenich airbase, Germany, 2001-2002



Jagdbombergeschwader 31 (abbreviated as JaBoG 31) is the fighter-bomber wing based at Norvenich in the Western Germany. The unit was established in 1957 at Buchel airbase because Norvenich base was not yet prepared to operate the new jet airplanes. On April 20, 1961 the squadron was named „Boelcke“ in the honor

of Oswald Boelcke, WWI Luftstreitkräfte fighter pilot. In 1979 the Jagdbombergeschwader 31 was the first Luftwaffe unit to be equipped with the new Panavia Tornado IDS aircraft. As a result of the German Air Force restructuring, on October 1, 2013 it was renamed to the Taktisches Luftwaffengeschwader 31 „Boelcke“

(abbreviated as TaktLwG 32 „B“). On the same day the unit became the core unit of the newly established Tactical Air Force Group „Richtofen“. In 2001 the Tornado coded 44+21 received the special color scheme commemorating 1 250 000 hours logged by the Luftwaffe pilots in Tornados.

■ AG 51 „Immelmann“, Schleswig-Jagel airbase, Germany, 2006-2007



Predecessor of the TaktLwG 51, Aufklärungsgeschwader 51, was re-activated in January 1994. The previous AG 51, together with its sister unit AG 52 (both were equipped with reconnaissance RF-4E) was

disbanded in the middle of 1993. Newly established AG 51 received Tornados IDS supplemented by ECR version. The tiger striping carried by 44+87 was presented for the first time at the NATO Tiger Meet

in 2006 taking place at Albacete airbase in Spain. Tornado IDS 44+87 camouflage was painted according to the so-called Norm 95.

JaBoG 33, Buchel airbase, Germany, 1999



This unit was previously known as Jagdbombergeschwader 33. Due to the German Air Force restructuring, on October 1, 2013 the unit was renamed to the

Taktisches Luftwaffengeschwader 33. It is based in the Western Germany at Buchel airbase and it is the only German AF unit able to carry the nuclear weapons.

Tornado IDS 44+88 camouflage is painted according to the so-called Norm 83.

OVERTREES

#11154X
Tornado IDS
1/48

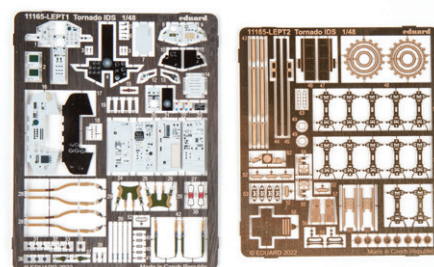
[Product page](#)



OVERLEPT

#11165-LEPT
Tornado IDS
1/48

[Product page](#)



Recommended: for TORNADO IDS 1/48

644184	Tornado IDS LööK (Brassin)
3DL48089	Tornado IDS SPACE (3D Decal Set)
EX905	Tornado IDS TFace (Mask)
648029	AIM-9M/L (Brassin)
648095	GBU-24 (Brassin)

648180	AGM-88 HARM (Brassin)
648207	IRIS-T (Brassin)
648559	B-61 nuclear bombs (Brassin)
648598	GBU-54 Thermally Protected (Brassin)

Bf 110G-4

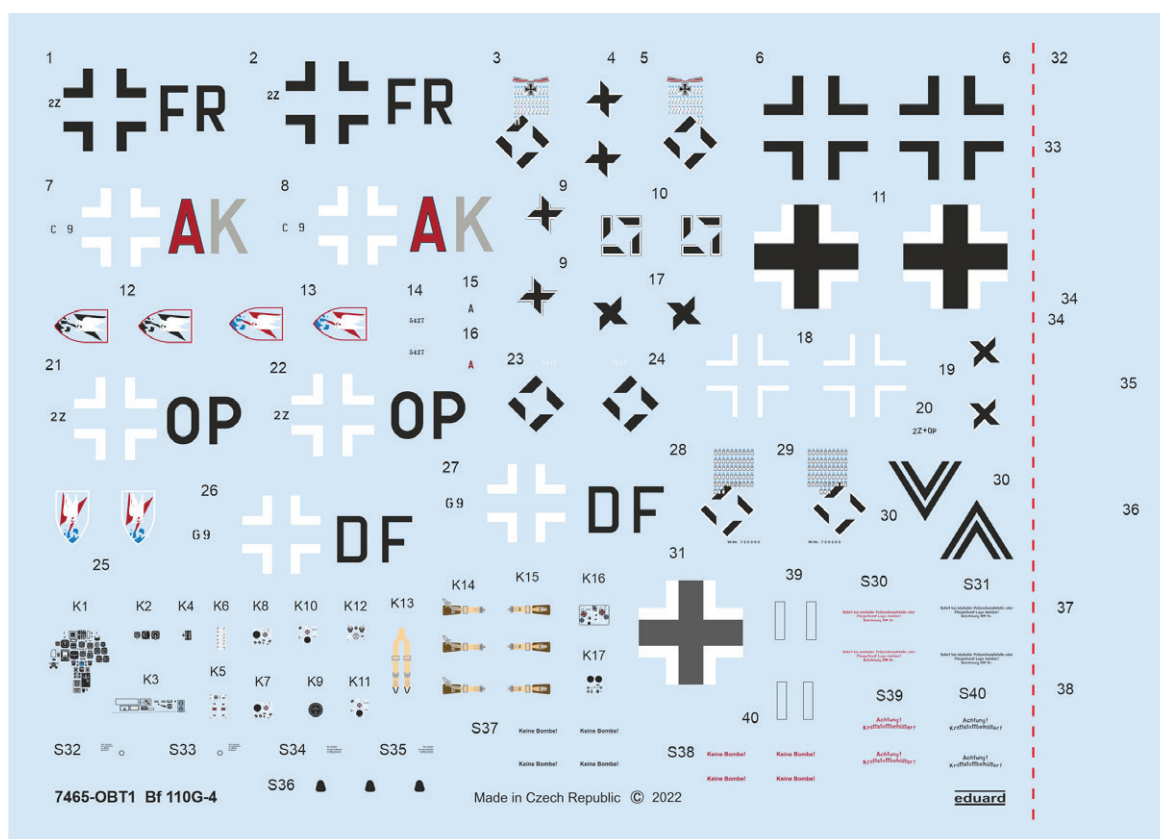
1/72

#7465

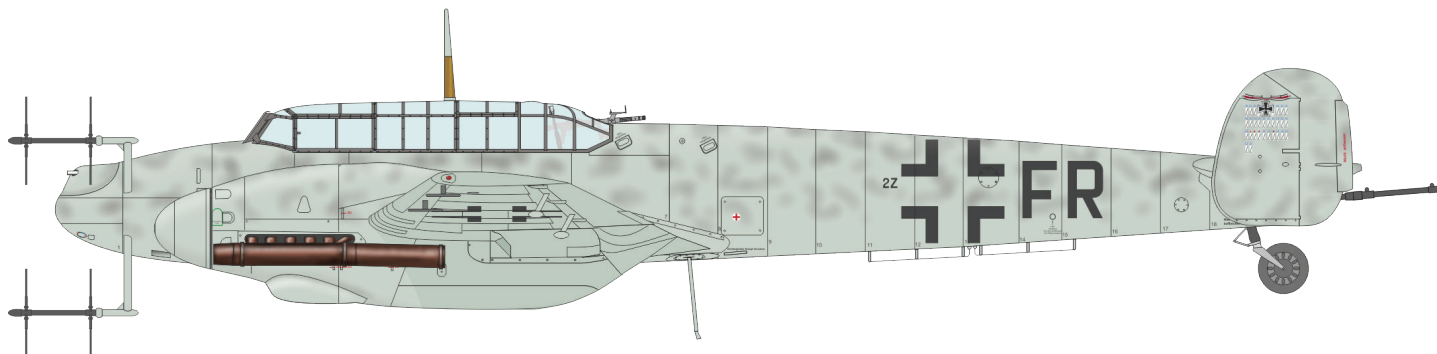
Weekend edition kit of German WWII twin-engine heavy fighter aircraft Bf 110G-4 in 1/72 scale. This version was used in night fighter role with three crew.

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

[Product page](#)



■ Hptm. Wilhelm Johnen, 7./NJG 6, Neubiberg, Germany, 1945

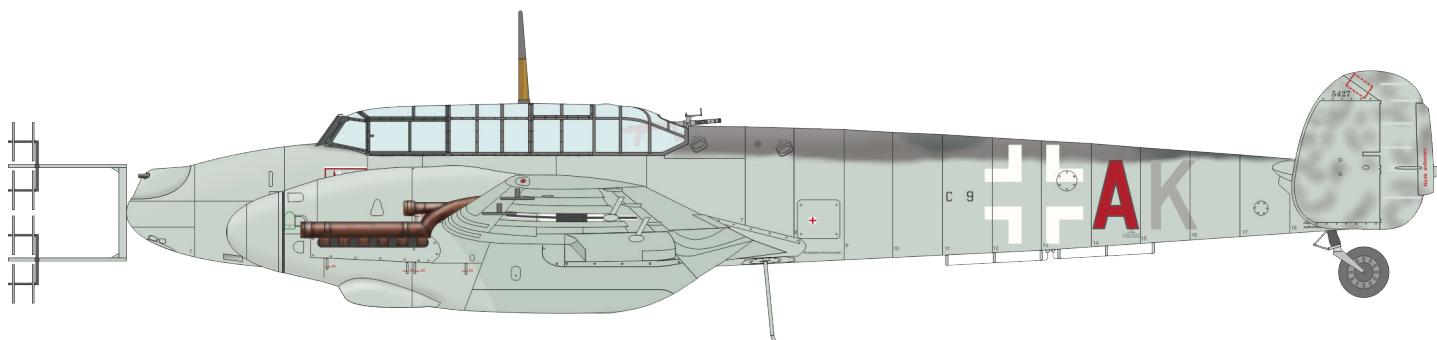


Messerschmitt Bf 110G-4 coded 2Z+FR from 7./NJG 6 was one of the aircraft the Allies found at the Neubiberg airport in the spring of 1945. Even though according its codes it belonged to 7. Staffel it was actually a personal aircraft of Wilhelm Johnen, III./NJG 6 commander. This airplane is much less

known as the another Johnen's aircraft coded C9+EN in which he performed an emergency landing due to the damaged engine at night April 27-28, 1944. 2Z+FR was his last aircraft from the later production, equipped with the FuG 220 SN-2D antenna system with dipoles fixed at 45 degrees, Eberspächer type

exhausts and Schräge Musik cannons. The camouflage was painted in RLM 76 on the lower and side surfaces and RLM 75 on the upper surfaces. Those were lightened by spraying the irregular „snakes“ in RLM 76 quite densely so only small patches of darker color were visible.

■ WNr. 5427, Oblt. Ernst-Georg Drünkler, 2./NJG 5, Leeuwarden, the Netherlands, June 1943

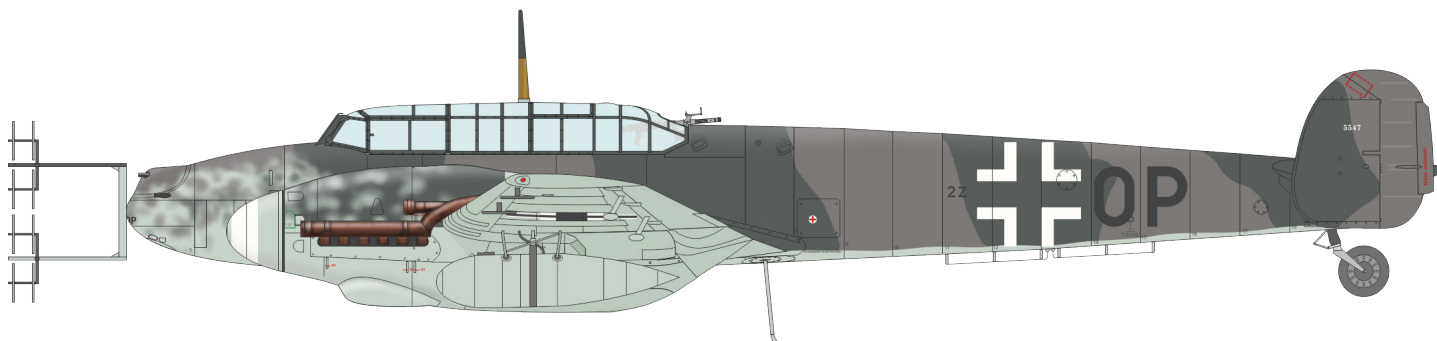


In October 1942 Oblt. Ernst-Georg Drünkler was transferred to 1./NJG 1 and later to NJG 5. Bf 110G-4 coded C9+AK from 2./NJG 5 was equipped with FuG 202 antenna system and Eberspächer type exhausts. The camouflage was painted in RLM 76 on the lower and side surfaces, RLM 74 and RLM 75 on the

upper surfaces. During the night of June 12-13, 1943 the RAF Bomber Command dispatched 501 aircraft to Bochum in the continued Battle of Rhurland, 323 of the bombers were Avro Lancasters and 167 Handley Page Halifaxes plus eleven Mosquitos. On that night Oblt. Ernst-Georg Drünkler claimed his first two

aerial victories. During this mission on early morning his Bf 110G-4 (serial number 5427) was damaged by the bombers' defense fire resulting in the forced landing in the water canal at Bergervaart near Bergen op Zoom. The airplane was destroyed.

■ WNr. 5547, Ofw. Helmut Treynogga & Uffz. Heinz Schwarz, 6./NJG 6, Stuttgart-Echterdingen, Germany, March 1944

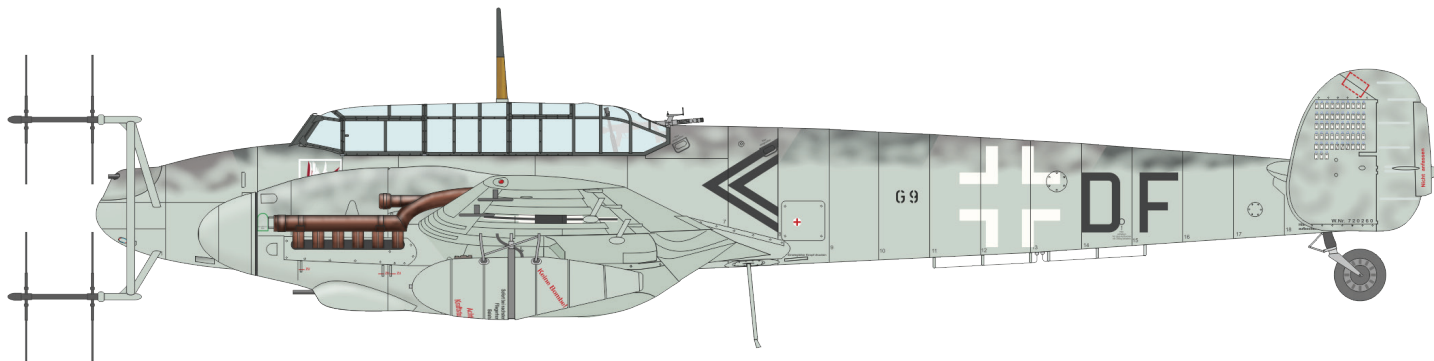


On the night of March 15-16, 1944, after an unsuccessful attempt at intercepting the British bombers raiding Munich, Ofw. Helmut Treynogga lost the orientation and due to the shortage of fuel landed at Dübendorf airport in Switzerland. Together with his radio-operator Uffz. Heinz Schwarz he was interned for five weeks during which time the

aircraft equipped with FuG 202 radar was intensively tested. After the return to Germany Ofw. Treynogga was re-assigned to the night fighter unit. On the night of June 4-5, 1944 he again lost the orientation over the Italian city of Graziano. He bailed out but was found dead. Bf 110G-4 coded 2Z+OP which Ofw. Treynogga landed in Switzerland was camouflaged

in RLM 74 and RLM 75 on the upper and side surfaces, the lower surfaces were sprayed in RLM 76 except of the lower starboard wing which was painted black. The aircraft lacked two MG 151/20 cannons typically mounted on the lower fuselage.

■ WNr. 720260, Oblt. Heinz-Wolfgang Schnauffer, Stab IV./NJG 1, Saint Trond, Belgium, April 1944



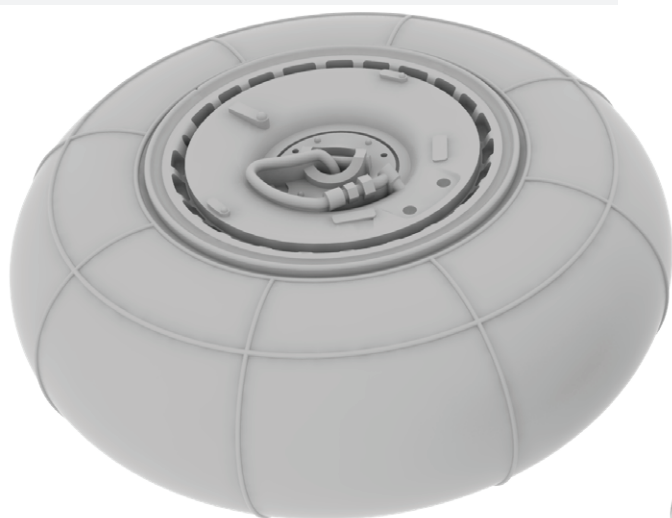
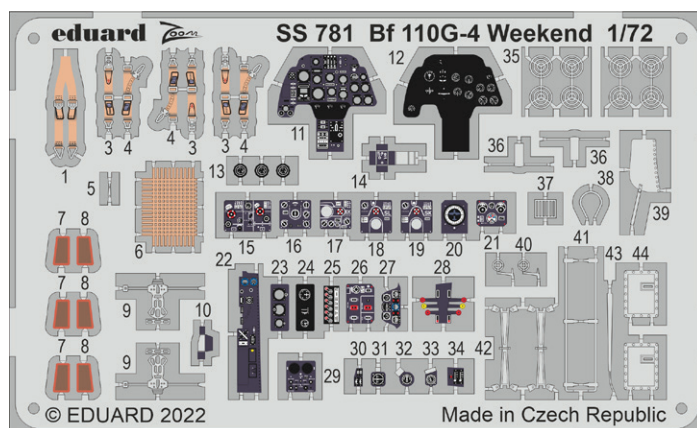
Heinz-Wolfgang Schnauffer, the most successful night fighter ace of all times, recipient of the Knight Cross with Oak Leaves, Swords and Diamonds, flew from the beginning of his military aviation career with night fighter units. In total he shot down 121 enemy aircraft, predominantly the four-engine British bombers. During the whole war he was wounded only

once and none of his crew members was ever wounded in combat. He survived the war and at the end of hostilities dedicated himself to the family wine business. He died on June 15, 1950, two days after his personal car had collided with a truck in Cestas near Bordeaux in France. Schnauffer, nicknamed „The Night Ghost of St. Trond“, flew this Bf 110G-4 during the

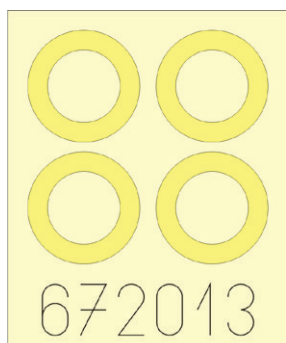
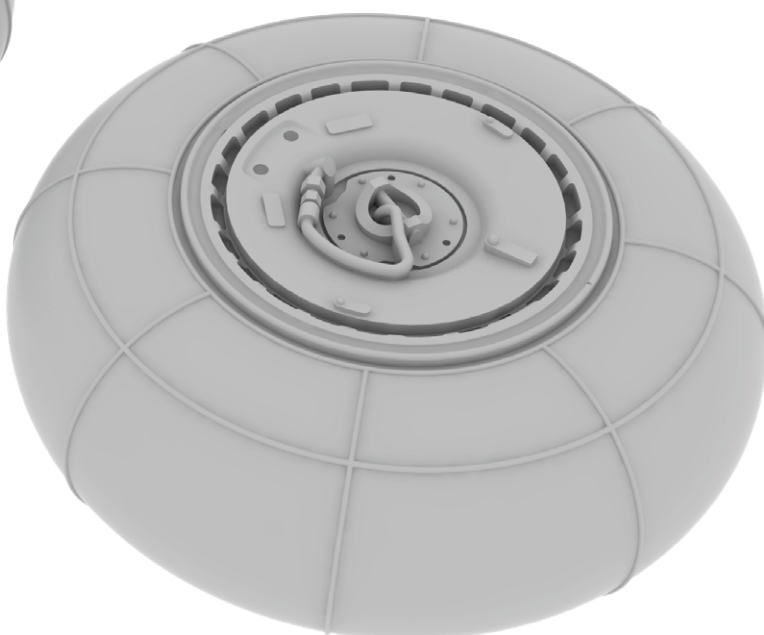
spring months of 1944 when he assumed command of IV. Gruppe Nachtjagdgeschwader 1. The aircraft original camouflage of RLM 74 and RLM 75 on the upper surfaces partially showed through the overcoat of RLM 76. The lower and side surfaces remained in the original coat of RLM 76, the lower port wing surface was painted black.

Recommended: for Bf 110G-4 1/72

SS781 Bf 110G-4 Weekend (PE-Set)
672013 Bf 110G wheels (Brassin)
CX378 Bf 110G-4 (Mask)



Cat. No. 672013

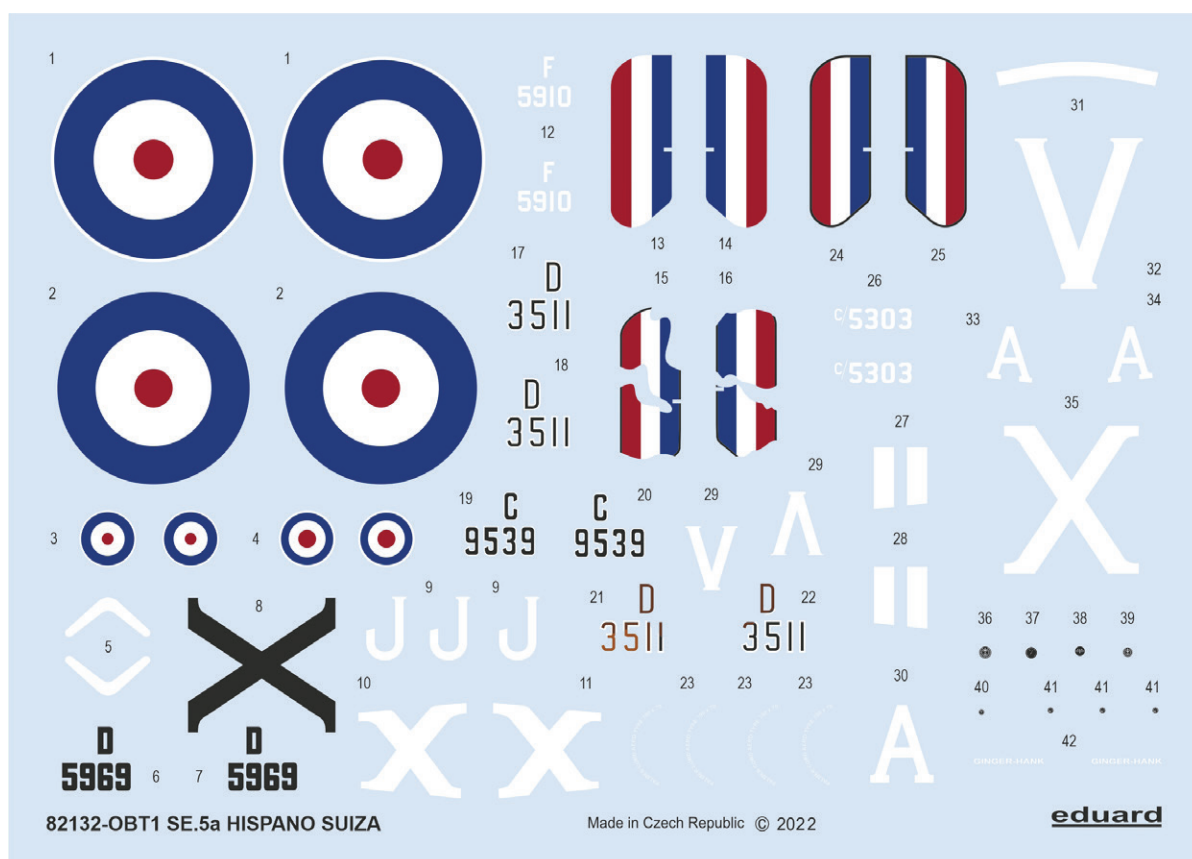


SE.5a Hispano Suiza 1/48 Re-release

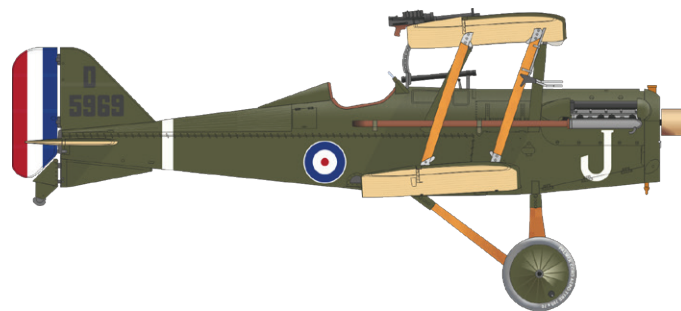
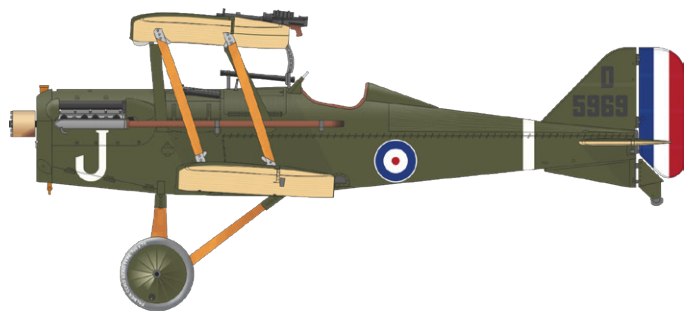
#82132

ProfiPACK edition of British WW1 fighter aircraft
SE.5a in 1/48 scale. The kit contains Hispano
Suiza powered SE.5as.

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

[Product page](#)


■ D5969, Lt. Camille H. R. Lagesse, No. 29 Squadron, St. Omer, France, June 1918

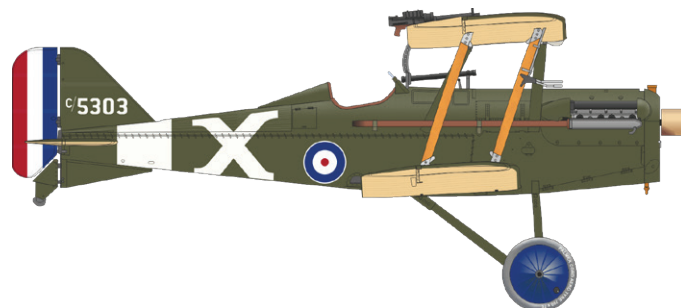
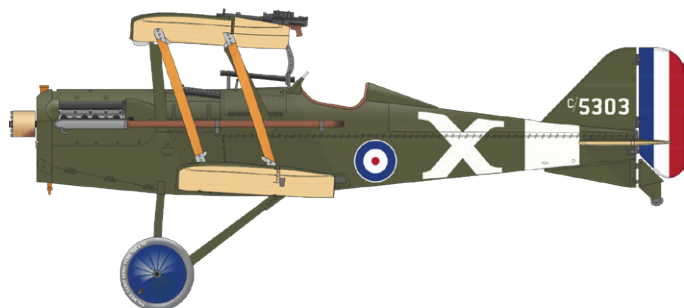


Canadian Camille Henri Raoul Lagesse was born in January 1883 in Quatre Bornes on the island of Mauritius, where he studied at Royal College. He undertook further studies at Bordeaux university in France after which he worked in the sugar refinery. In 1916, he joined the 28th Battalion of the London Regiment in England. By July 1917, he was reassigned to the Royal Flying Corps and, after completing his

training, he was transferred to No. 29 Squadron, where he served from March 1918. He stayed with this unit until the end of the war and achieved twenty victories during this time. His service was appreciated by the DFC (twice) and the Croix de Guerre awards. Lt. Lagesse, whose nickname "Largearse" was playing on his name, scored his first five kills when flying this aircraft. One of his victims was

Lt. H. Schultz, a Jasta 18 Fokker D.VII pilot, whom Lagesse forced to land on June 6, 1918. Chulz then became a POW. Upperside surfaces of D5969 SE.5a were painted in usual PC-10 color, which tended to change in time from greenish khaki-like to more brownish hue. Undersides were left in the natural fabric color. The PC-10 overlapped to the bottom surfaces.

■ C5303, Lt. Leslie N. Franklin, No. 56 Squadron, Baizieux, France, March 1918

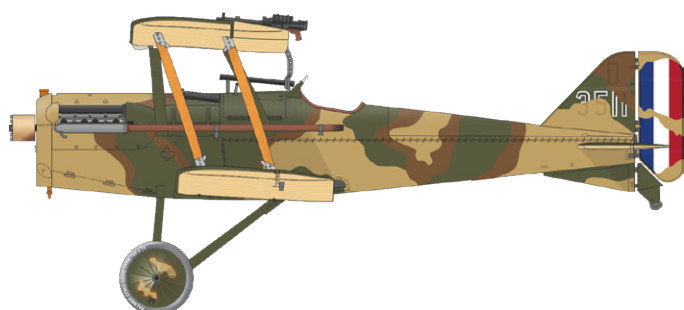


The famous No. 56 Squadron was not only made up of names such as James McCudden, Arthur Rhys Davids and Albert Ball, also pilots that didn't reach quite the same aerial success served with the unit. One of these was Lt. Leslie Nansen Franklin, who shot down a total of four enemy aircraft over France. He met his end on July 14, 1918. During an attack on

a reconnaissance LVG Type C, he was shot down and last seen as his aircraft plummeted in flames near Hendecourt in France. The aircraft on which Lt. Franklin achieved his second victory, carried the standard SE.5a camouflage scheme made up of PC-10 on the upper and side surfaces while the lower surfaces remained in the natural fabric color.

Fighters flown by No. 56 Squadron were carrying a wide white stripe around the rear fuselage (not extending to the bottom surface of the fuselage) from the end of September 1917 to the end of March 1918. The stylized white letter X was repeated on the upper surface of the top wing and again on the lower surface of the bottom wing in black.

■ D3511, Maj. Roderick S. Dallas, No. 40 Squadron, Bruay Airfield, France, May 1918



Roderick Stanley Dallas, DSO & Bar, DSC, Croix de Guerre avec Palme, was born on July 30, 1891, in Mount Stanley remote property not too far from the town of Esk in Queensland, Australia. He refused to serve with the RFC and he joined the RNAS instead, where he undergo pilot training. His next move led him to 1st Naval Wing at the end of 1915 and he became the unit's CO on June 14, 1917. Before the merge

of the Royal Flying Corps and the Royal Naval Air Service into the Royal Air Force in April 1918, he had been named the CO of No. 40 Squadron RFC, equipped with SE.5a fighters. June 1, 1918, was a fateful day, as he met a trio of Fokkers Dr.I from Jasta 14. In the ensuing combat he was shot down by Lt. Johannes Werner. At that time, Major Dallas was officially credited with 39 kills (some sources claim

32), the score making him second most successful Australian fighter pilot of Great War. The standard camouflage scheme on the aircraft of No. 40 Squadron were complemented by addition of PC-12 brown and Ochre Yellow (which was used for mixing PC-10 color) on the upper surfaces of the aircraft. The serial number was partially overpainted and the roundels remained on the wings only.

F5910, Lt. William G. Claxton, No. 41 Squadron, Lealvillers, France, February 1918



Lt. William Gordon Claxton, DSO, DFC & Bar, was born in June 1899 in the town of Gladstone in the Canadian province of Manitoba. At the age of eighteen he joined the RFC and underwent training on Canadian soil. He ended up being assigned to No. 41 Squadron operating over France. In the period between May 27 and August 13, Claxton achieved 37 kills. For his calmness under intense combat situations, he earned the

nickname "Dozy". On August 17, 1918, he was shot down by future 50-kills ace Lt. Johannes Gildermeister during combat with Jasta 20 Fokker D.VIIs east of Wervicq. He was second Gildermeister's victim. With serious head wounds, he managed to land behind enemy lines and thanks to the quick treatment in hospital his life was saved by a German doctor. After the war, he made a living as a newsman and

died on September 28, 1967, in Toronto. Aircraft of No. 41 Squadron were marked with a pair of vertical white stripes behind the national roundels from March 22, 1918, and aircraft of A Flight had wheel discs painted in blue. The individual aircraft letter in white was repeated on the top surface of the upper wing.

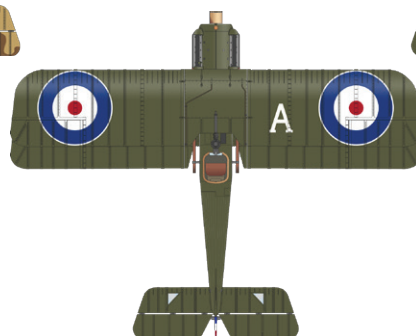
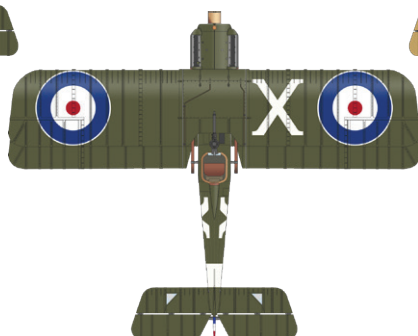
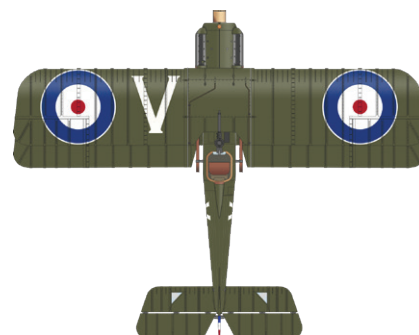
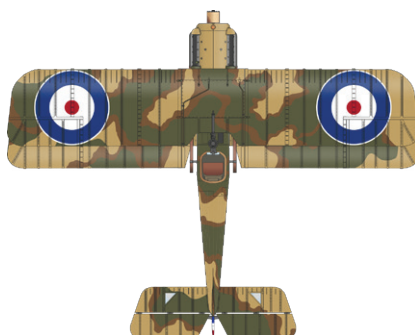
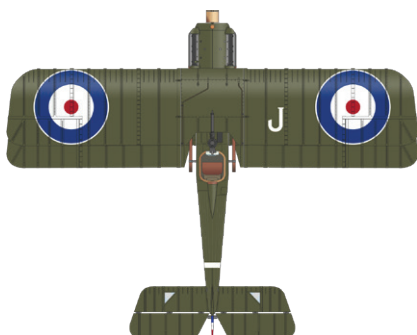
C9539, Capt. Henry G. Forrest, No. 2 Squadron, Australian Flying Corps, Savy-Berlette, France, March 1918



Australian ace Capt. Henry Garnet Forrest, DFC, was born on December 5, 1895, in Brunswick, Melbourne, Australia. He joined the Australian Army in 1915 and took part in the Battle of Gallipoli as a member of the 23rd Infantry Battalion. In April 1917, he joined the ranks of the Australian Flying Corps and following training, he served progressively with Nos. 32 and

43 Squadron. On August 6, 1917, he was wounded and after recovery time, he was assigned to No. 2 Squadron AFC. He achieved eleven kills there and served with this unit till the end of the war. He consequently left the service and died on December 3, 1945, in Caulfield in Australia. Capt. Henry G. Forrest, nicknamed "Rusty", achieved all of his eleven kills

flying this airplane. Its upper surfaces were painted in standard PC-10 color. Aircraft of the 2nd AFC carried a white boomerang ahead of the tail surfaces during this time period, and the individual aircraft letter was repeated on the upper surface of the top wing.



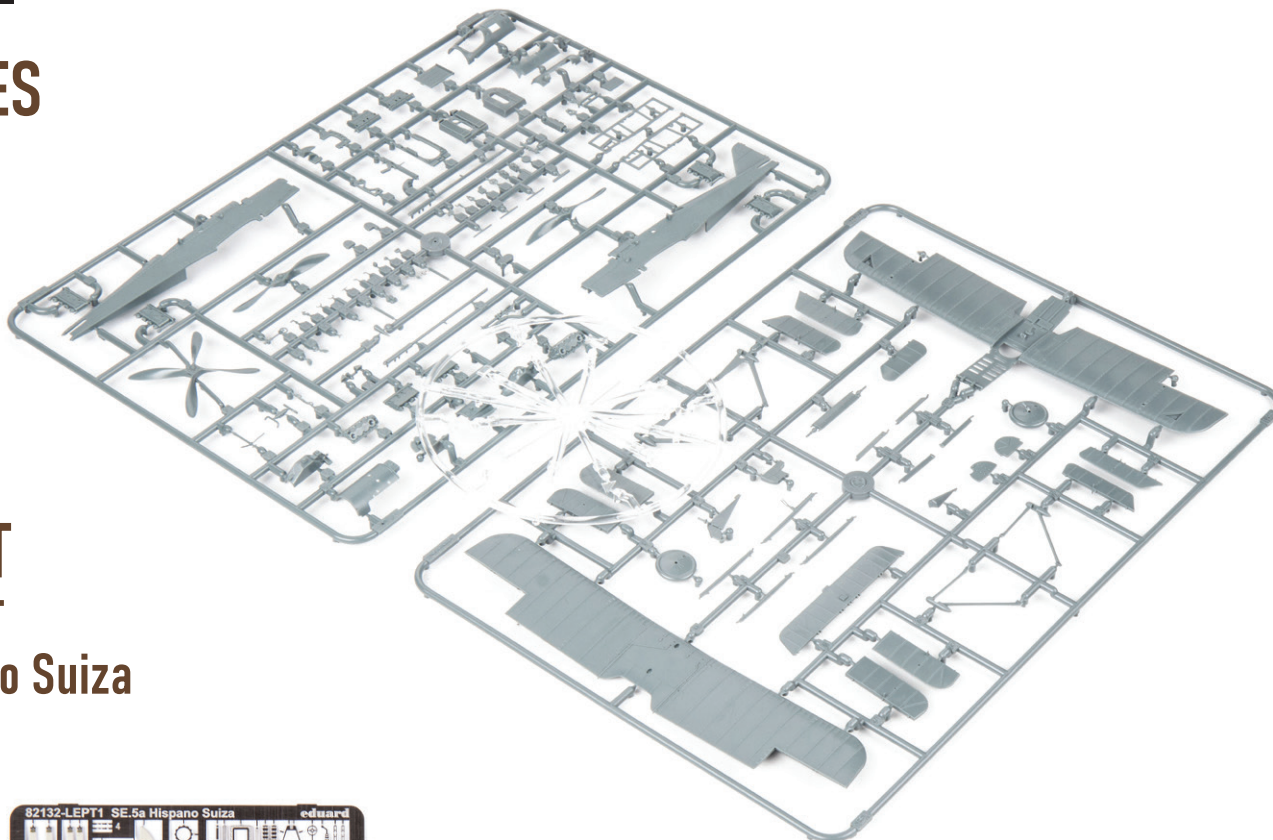
OVERTREES

#82131X

SE.5a

1/48

[Product page](#)



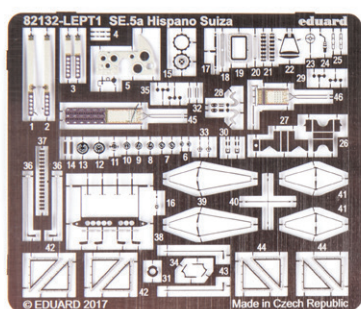
OVERLEPT

#82132-LEPT

SE.5a Hispano Suiza

1/48

[Product page](#)



Recommended: for SE.5a Hispano Suiza 1/48

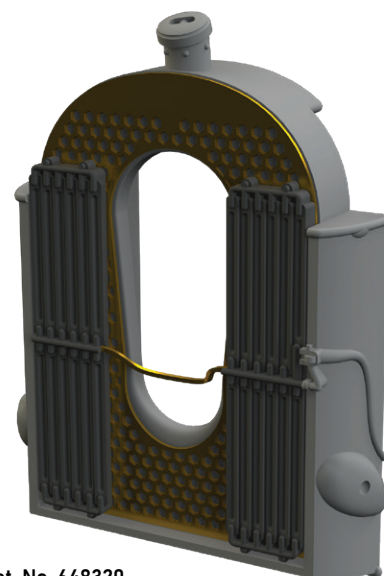
- | | |
|--------|--|
| 48915 | SE.5a stretchers (PE-Set) |
| FE843 | SE.5a seatbelts early STEEL (PE-Set) |
| 648296 | SE.5a propeller two-blade (left rotating) (Brassin) |
| 648299 | SE.5a guns (Brassin) |
| 648318 | SE.5a propeller four-blade (Brassin) |
| 648320 | SE.5a radiator - Hispano Suiza for 2blade prop (Brassin) |



Cat. No. 648318



Cat. No. 648299



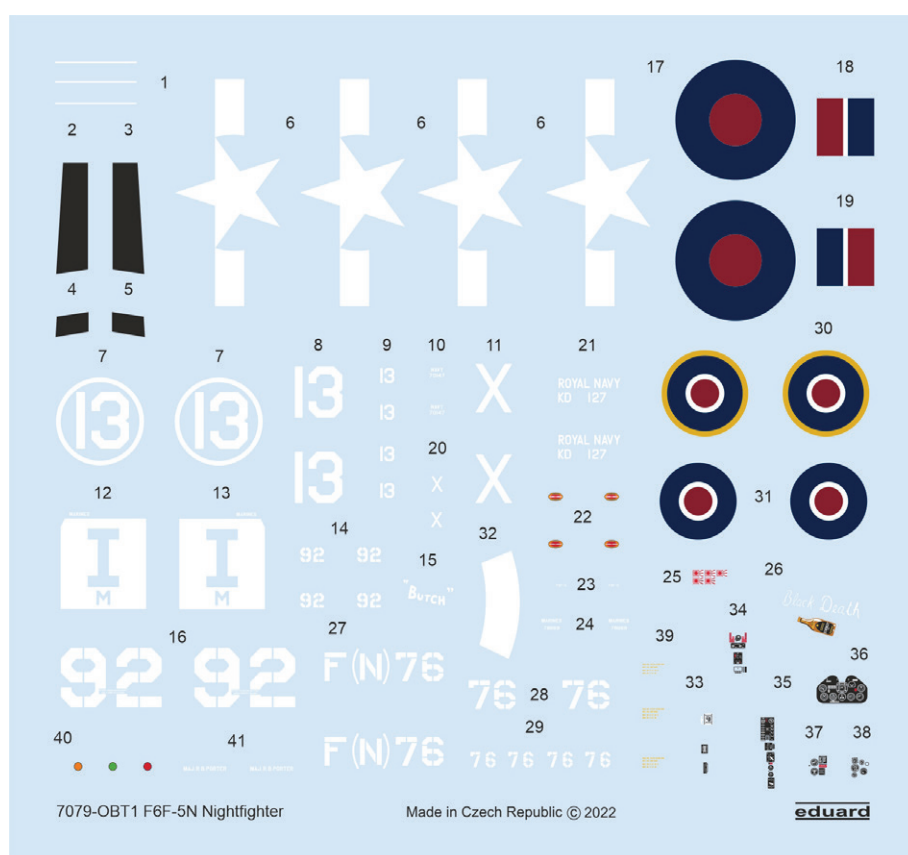
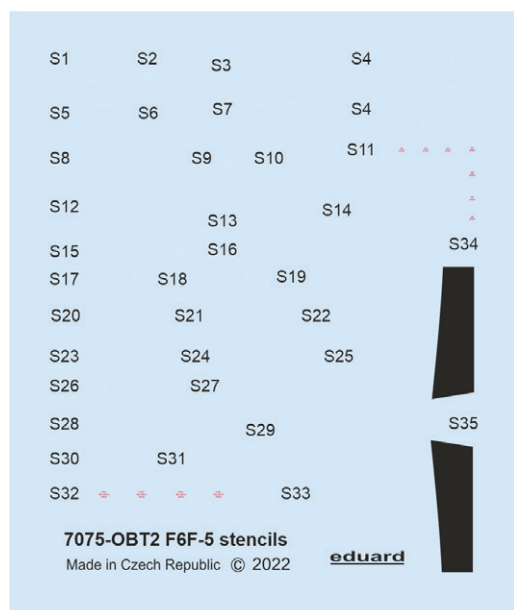
Cat. No. 648320

F6F-5N Nightfighter 1/72 Re-release

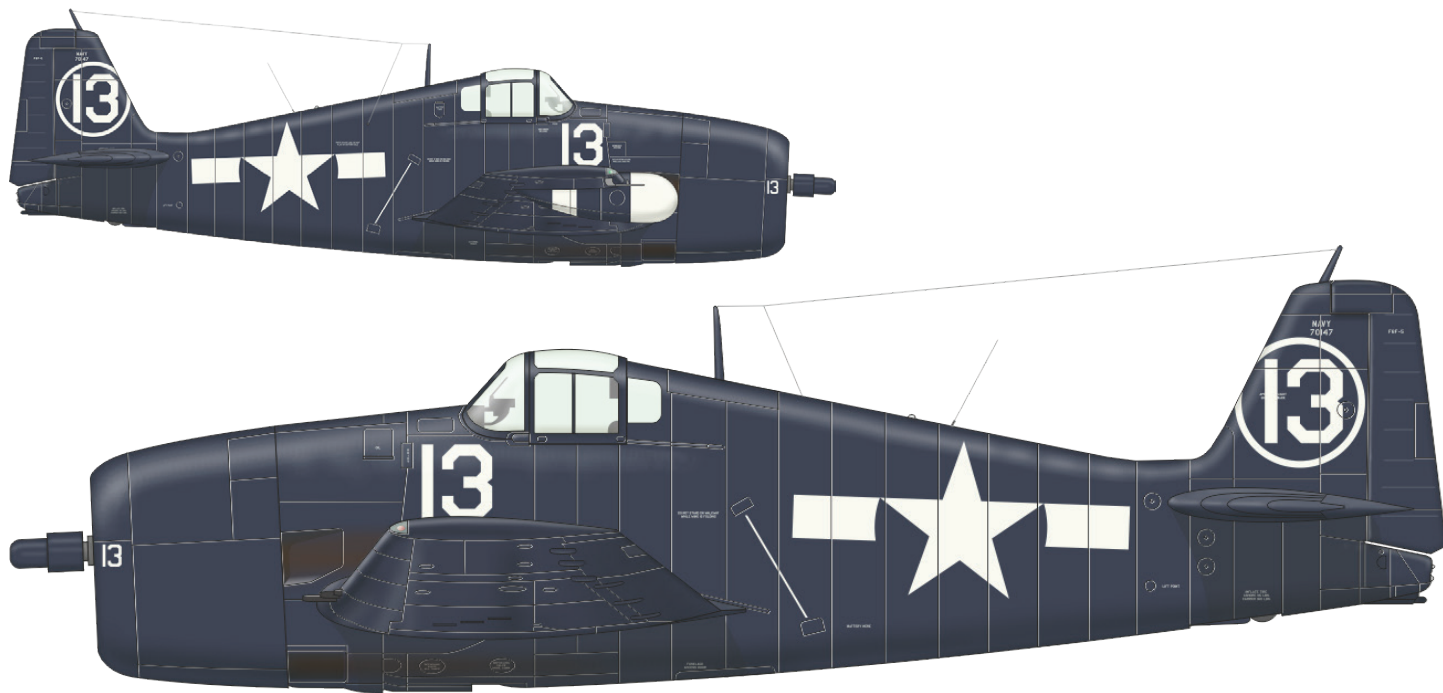
#7079

ProfiPACK edition kit of US Naval night fighter aircraft F6F-5N Hellcat in 1/72 scale.

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

[Product page](#)


F6F-5N, Lt. William E. Henry, VF(N)-41, USS Independence (CVL-22), September 1944

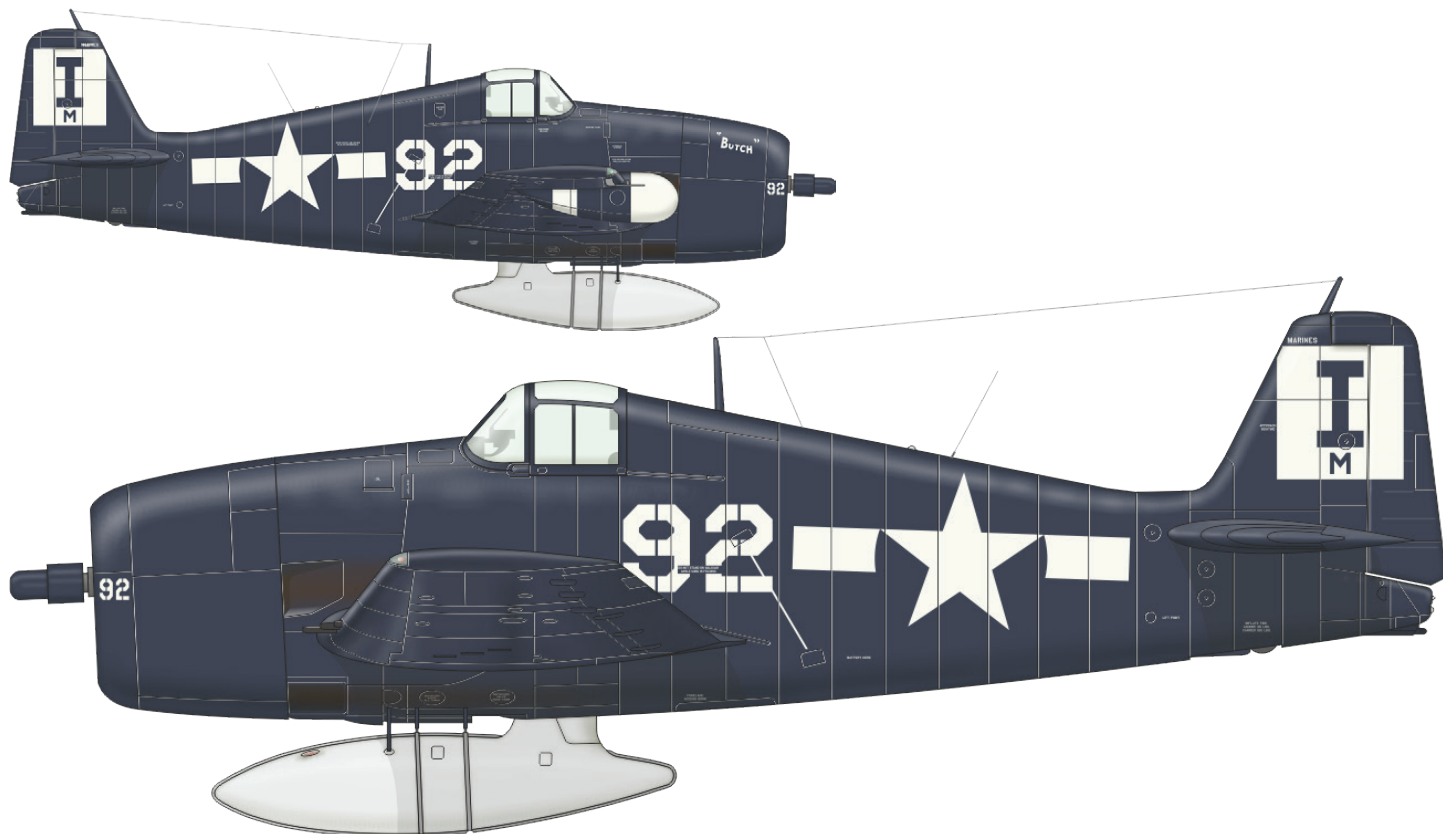


This aircraft was flown by Lt. William E. „Bill“ Henry, the most successful night fighter ace within US Navy. He was credited with 9.5 kills achieved during the

period from September 1944 to January 1945. Three of his victims were four engine “Emily” flying boats. This F6F-5N was sprayed Glossy Sea Blue color and

represents the standard late-war Navy camouflage scheme. The markings and the radar cover were painted white.

F6F-5N, VMF-511, USS Block Island (CVE-106), April 1945



The first aircraft carrier to have a US Marine Corps night fighter unit on board was USS Block Island (CVE-106). VMF-511 embarked on Block Island in March 1945, and was a mixed group of eight Corsairs, two photo-reconnaissance F6F-5P Hellcats and eight

F6F-5N Hellcat night fighters. The squadron joined the Okinawa battle on May 10, 1945 and was consequently sent to the eastern coast of Borneo to support landing operations at Balikpapan. The first and only success came on July 3, 1945, when 1st Lt. Bru-

ce Reuter shot down an E13A “Jake” floatplane. The Hellcat nicknamed “Butch” was one of eight VMF-511 Hellcat nightfighters aboard Block Island. The White block with Blue “I” is a carrier identification symbol while the small Blue “M” signifies the USMC.

■ Hellcat NF Mk.II, No. 892 Naval Air Squadron, Drem Airbase, Great Britain, May – August 1945

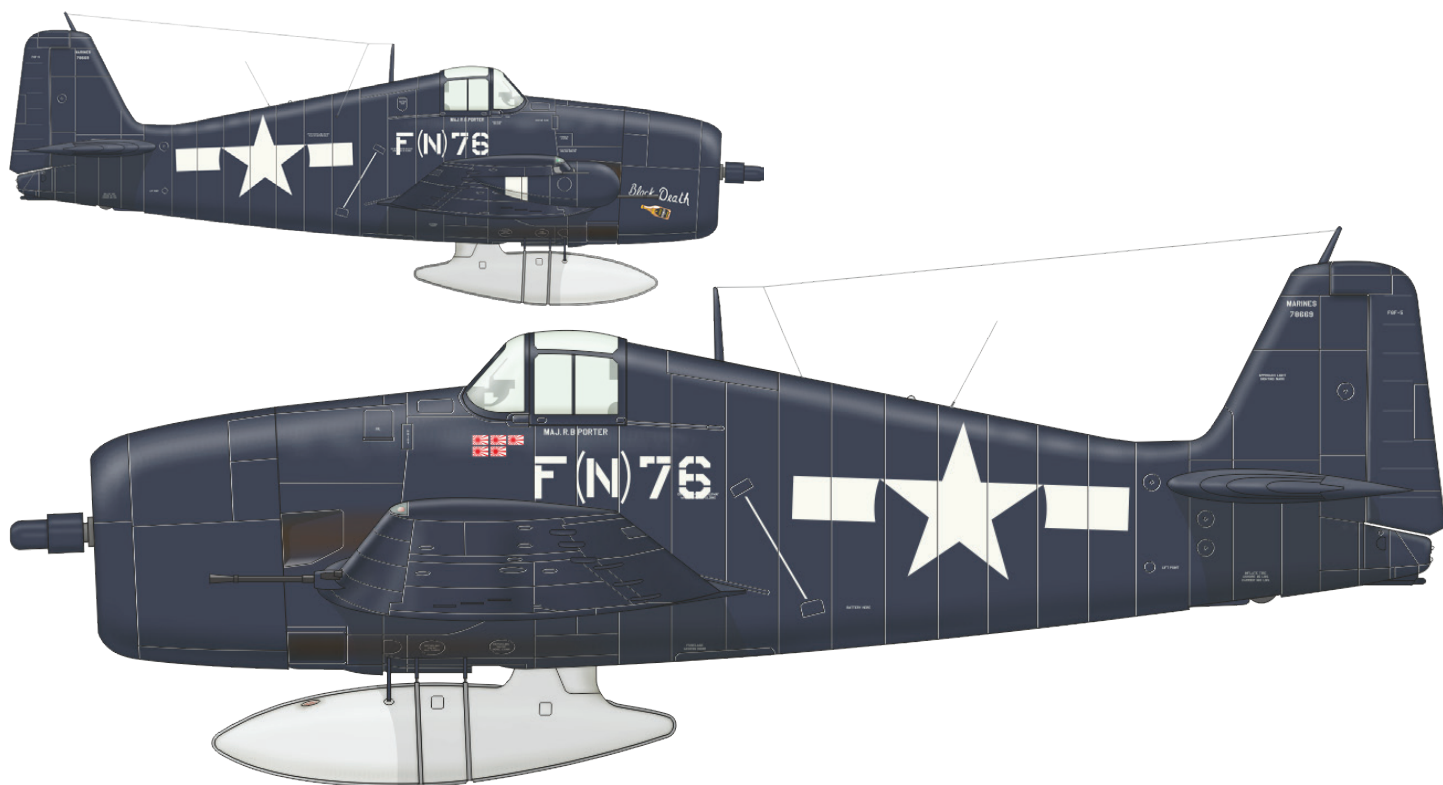


No. 892 Naval Air Squadron was reformed in April 1945 as a night fighter squadron with 16 NF Mk.II Hellcats. After a short deployment onboard HMS Premier, the squadron was subsequently underta-

king night fighter training at Drem Airbase till the end of the WWII. The Hellcat depicted was built for the US Navy and bore the BuNo. 79015. It was purchased then by the Royal Navy and coded KD 127.

The British roundels were applied on the original US camouflage scheme. The wing armament option is not clear from the reference photo, but it seems the 20-mm cannons were mounted.

■ F6F-5N, BuNo. 78669, Maj. Bruce Porter, CO of VMF(N)-542, Yontan Airfield, Okinawa, May 1945



Hellcat BuNo. 78669 was the personal mount of five-kills ace Maj. Bruce Porter, Commanding Officer of VMF(N)-542. He inherited this F6F-5N from his predecessor. The Hellcat carried a big red heart and the white name "Millie Lou" on the nose. Porter ordered

his ground crew to overpaint it immediately after his arrival and a big bottle of Schenley bourbon and "Black Death" in white overpainted the previous nose art. Porter downed three Zeros over the Solomons in June/July 1943 while serving with VMF-121.

On June 15, 1945 he added two more kills to his tally, shooting down a Kawasaki Ki-45 "Nick" heavy fighter and a "Betty" bomber carrying an Ohka suicide rocket plane.

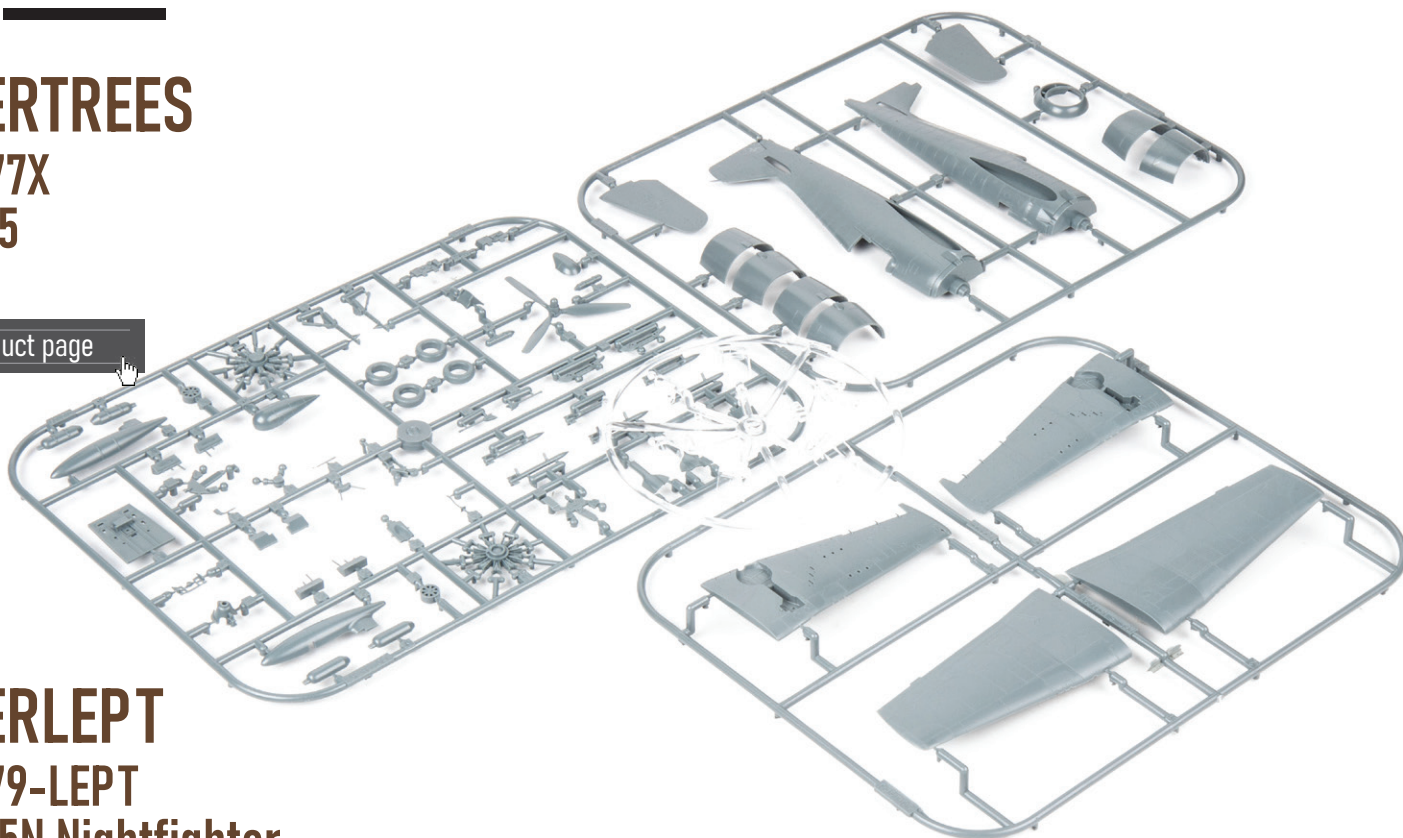
OVERTREES

#7077X

F6F-5

1/72

[Product page](#)



OVERLEPT

#7079-LEPT

F6F-5N Nightfighter

1/72

[Product page](#)

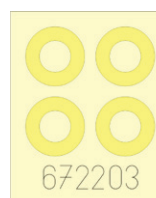
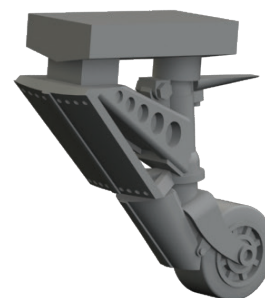


Recommended: for F6F-5N Nightfighter 1/72

672203 F6F wheels (Brassin)



Cat. No. 672203



672203

644181

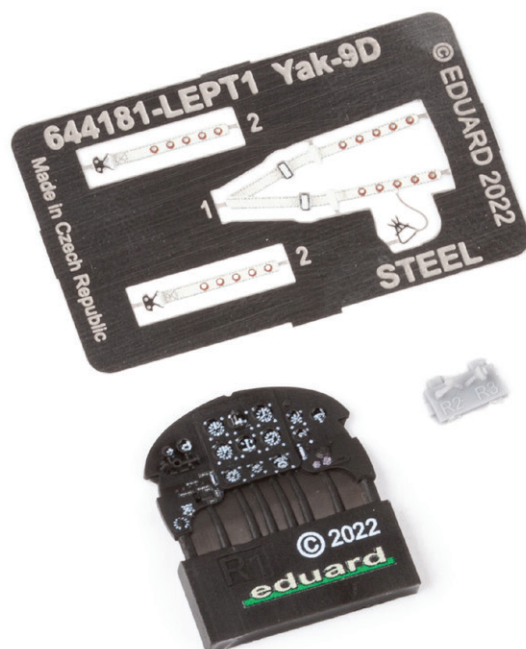
Yak-9D LööK

1/48 Zvezda

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Yak-9D in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda

Set contains:

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

[Product page](#)


LööK

644184

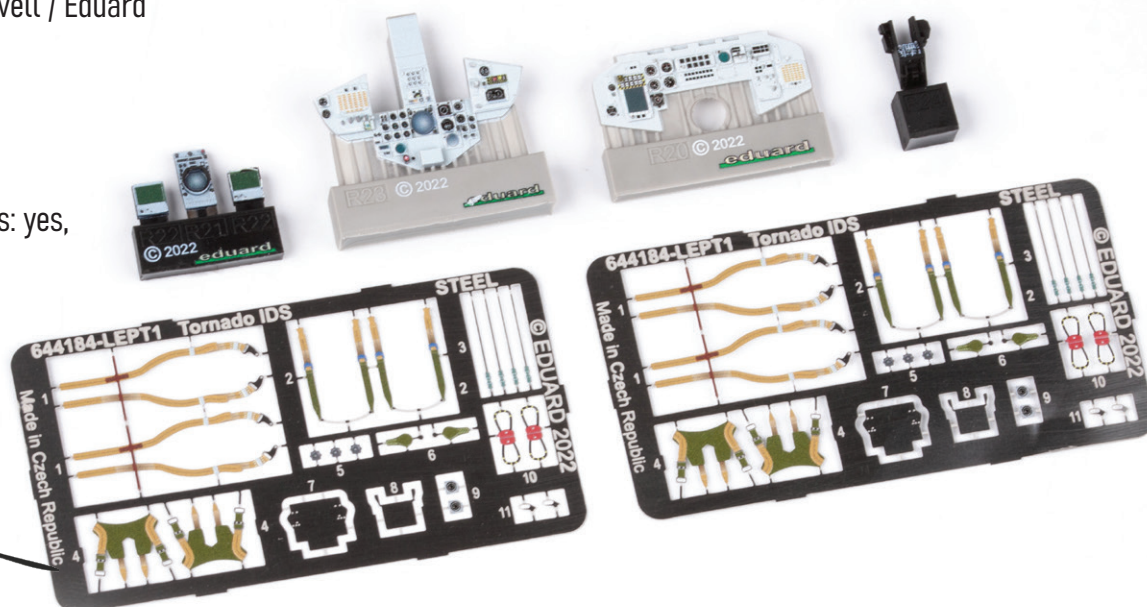
Tornado IDS LööK

1/48 Revell/Eduard

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

Set contains:

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

[Product page](#)


LööK

644185

A6M3 LööK

1/48 Eduard

LööK

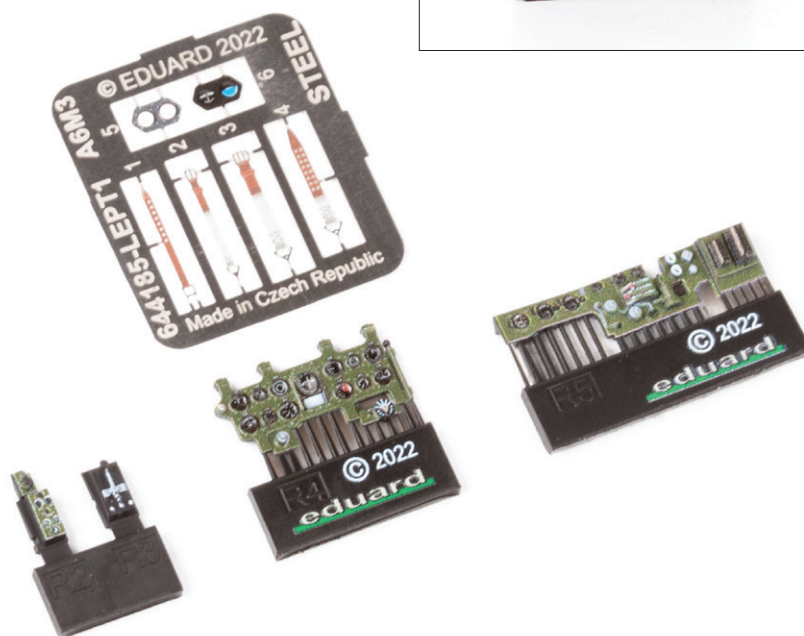


LööK set - Brassin pre-painted dashboard and STEEL seatbelts for A6M3 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



644182

P-38J LööKplus

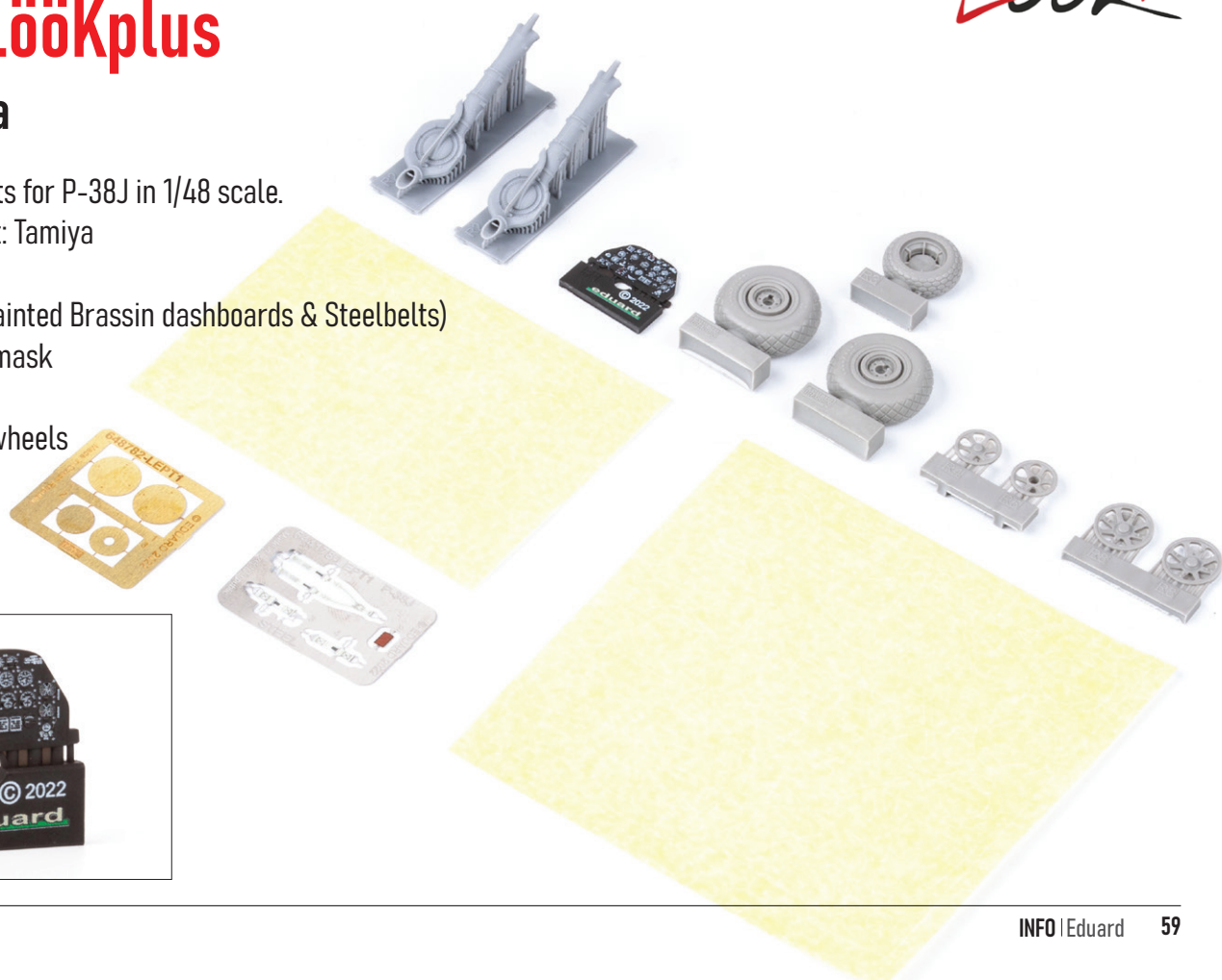
1/48 Tamiya

LööK+

Collection of 4 sets for P-38J in 1/48 scale. Recommended kit: Tamiya

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

[Product page](#)



644183

F/A-18F LööKplus

1/48 Meng

Collection of 4 sets for F/A-18F in 1/48 scale.

Recommended kit: Meng

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

[Product page](#)



648793

F4F-3 gun bays PRINT

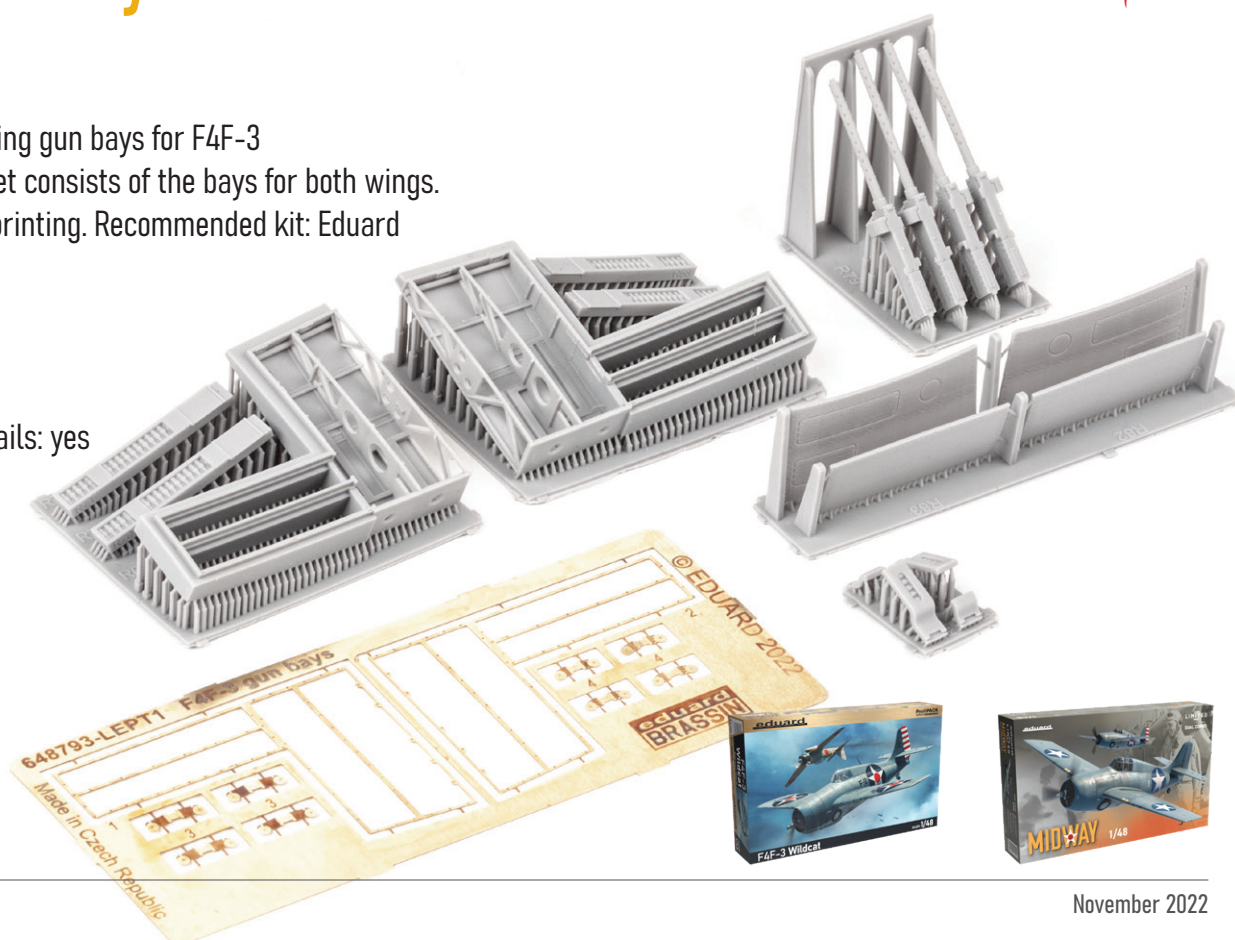
1/48 Eduard

Brassin set - the wing gun bays for F4F-3
in 1/48 scale. The set consists of the bays for both wings.
Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)



648794

F4F-3 landing flaps PRINT

1/48 Eduard

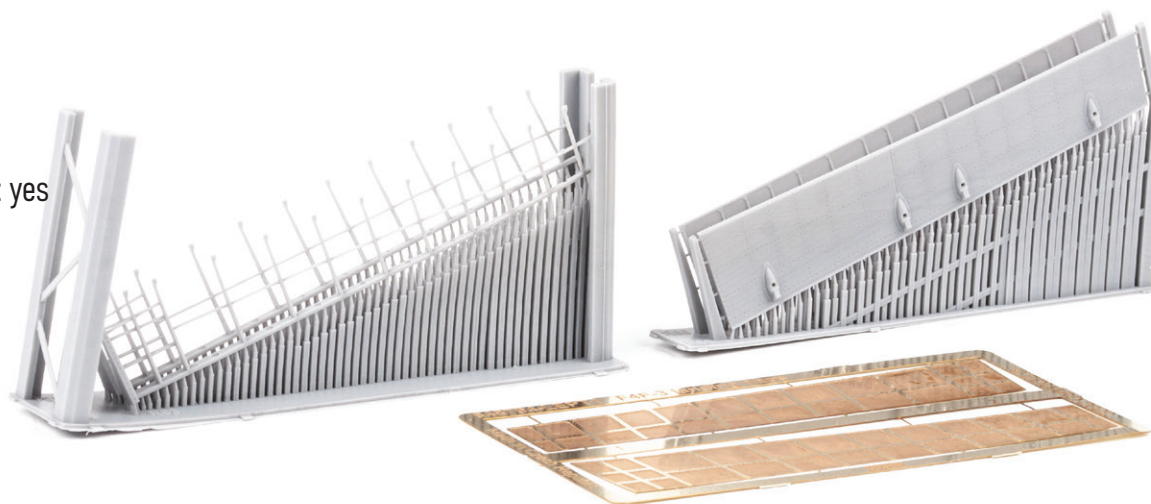
Brassin set - landing flaps for F4F-3 in 1/48 scale.
The set consists of the deployed flaps for both wings.
Made by direct 3D printing. Recommended kit: Eduard



Set contains:

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

[Product page](#)



648799

A6M3 wheels

1/48 Eduard

Brassin set - the undercarriage wheels
for A6M3 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](#)



648800

A6M3 cockpit PRINT

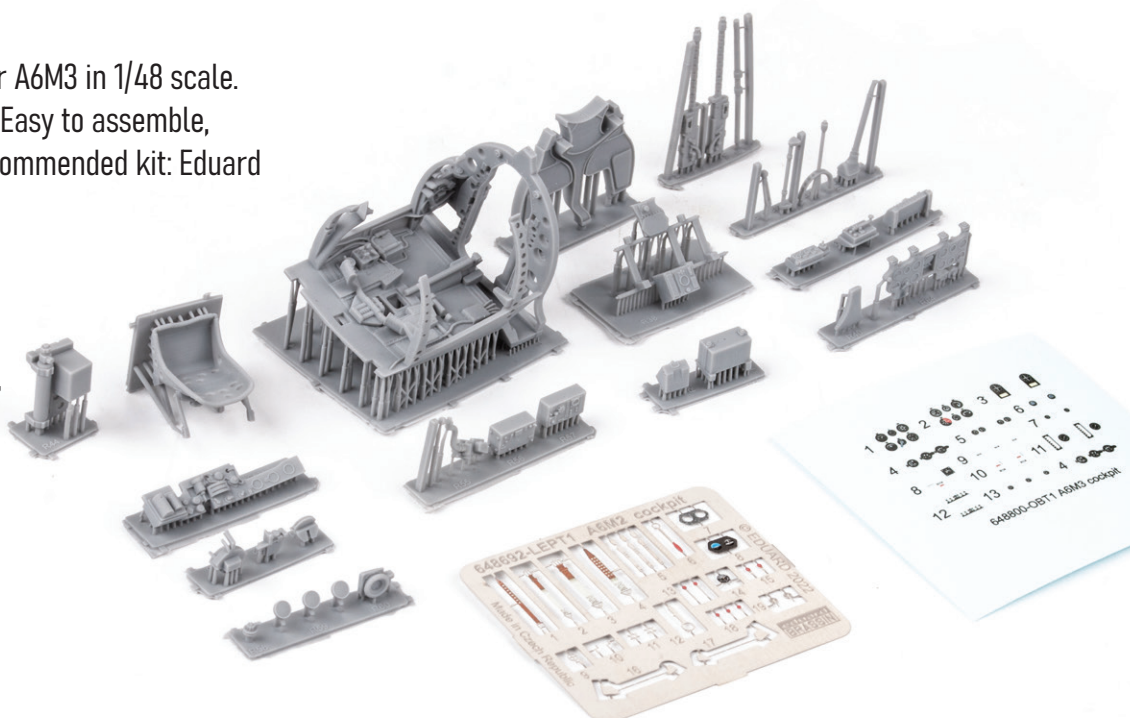
1/48 Eduard



Brassin set - the cockpit for A6M3 in 1/48 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 31 parts
- decals: yes
- photo-etched details: yes,
pre-painted
- painting mask: no


[Product page](#)

648801

A6M3 exhausts PRINT

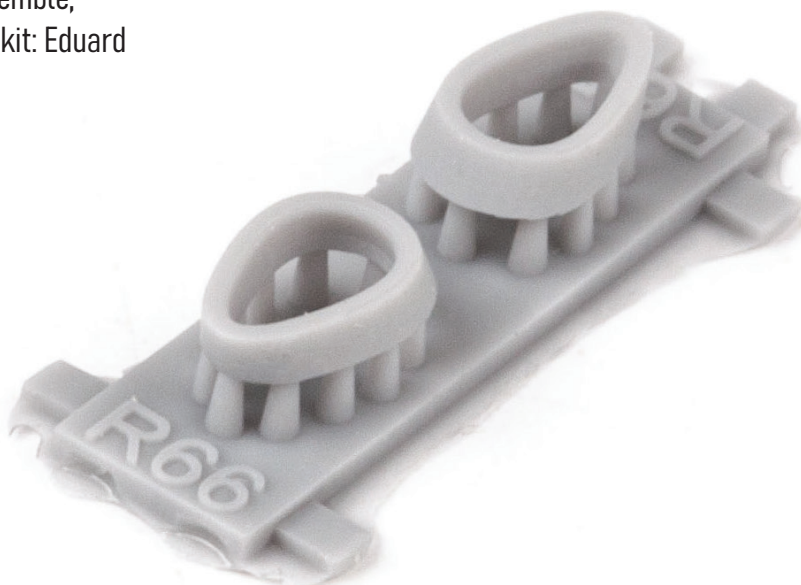
1/48 Eduard



Brassin set - the exhausts for A6M3 in 1/48 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Eduard

Set contains:

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


[Product page](#)

648803

F4F-4 cockpit PRINT

1/48 Eduard

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

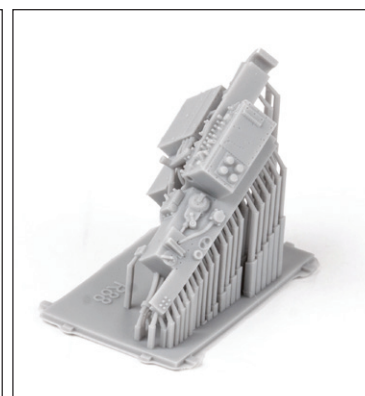
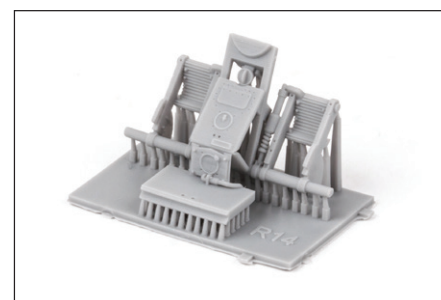
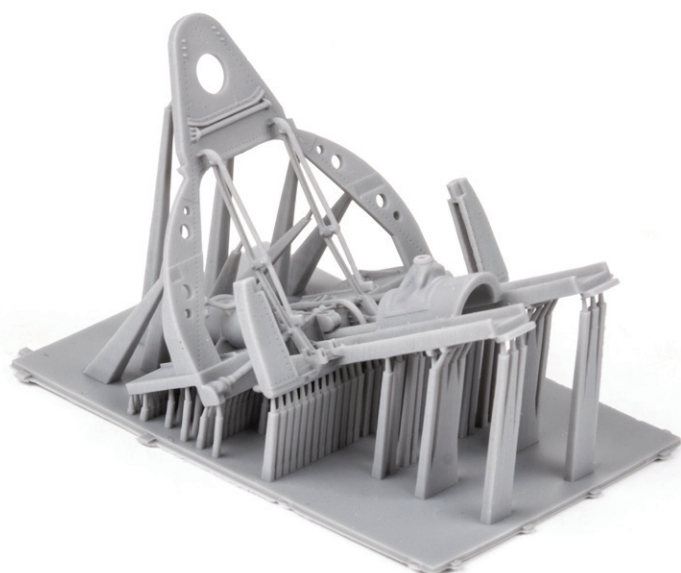
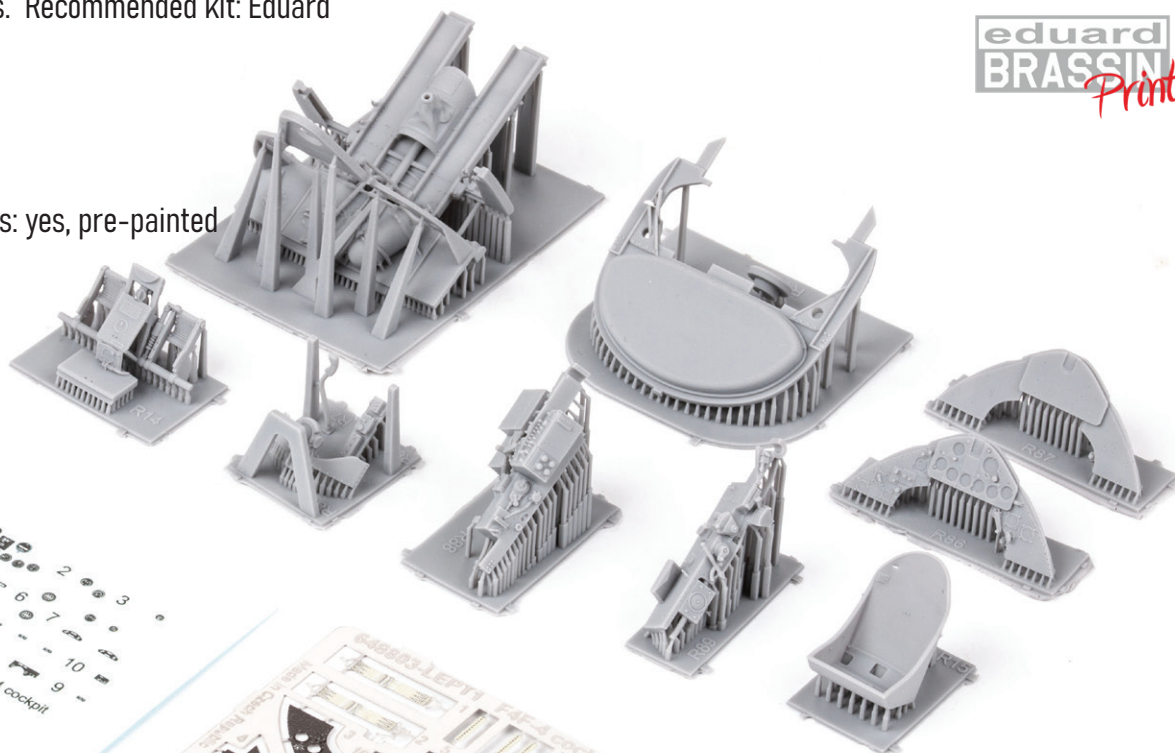
Set contains:

- 3D print: 12 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

Product page



eduard
BRASSIN
Print



648804

EA-18G exhaust nozzles PRINT

eduard
BRASSIN
Print

1/48 Meng

Brassin set - exhaust nozzles for EA-18G
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Meng

Set contains:

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

Product page 

648805

Yak-9D exhaust stacks PRINT

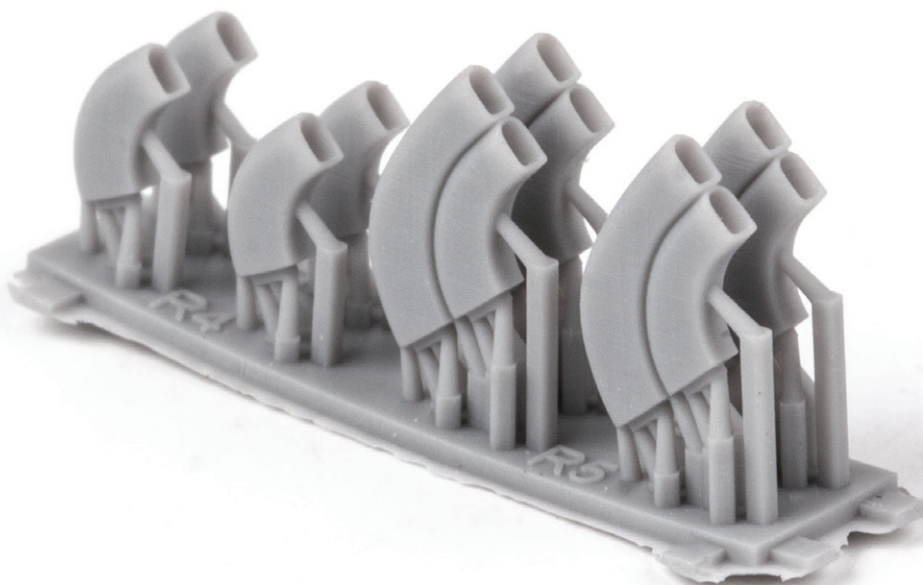
eduard
BRASSIN
Print

1/48 Zvezda

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

Set contains:

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

Product page 

653011

Carley float for 25 people – Type 1 PRINT

1/350

Brassin set – Carley type lifeboats for 25 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](#)



eduard
BRASSIN
Print

653012

Carley float for 25 people – Type 2 PRINT

1/350

Brassin set – Carley type lifeboats for 25 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](#)



eduard
BRASSIN
Print

SIN64893

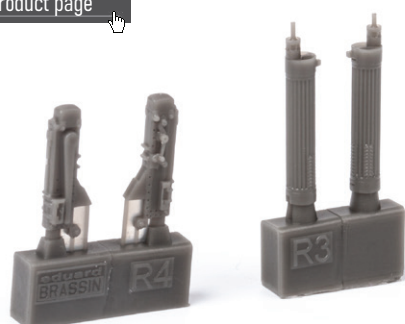
Sopwith Camel Gnome engine

1/48 Eduard

Collection of 6 sets for Sopwith Camel in 1/48 scale.
Recommended kit: Eduard

- Gnome engine PRINT
- wheels
- seat PRINT
- Vickers Mk.I gun
- Rotherham air pumps PRINT
- 20lb bomb carrier PRINT

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

[Product page](#)


Vickers Mk.I gun



wheels



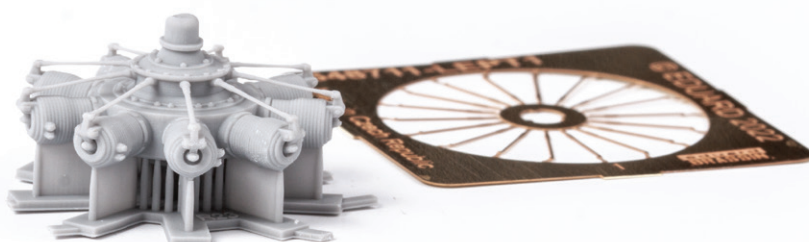
20lb bomb carrier PRINT



seat PRINT



Gnome engine PRINT

Rotherham air
pumps PRINT

SIN64894

F4F-3 w/ reflector gunsight ESSENTIAL

1/48 Eduard

Collection of 4 sets for F4F-3 in 1/48 scale.
Recommended kit: Eduard

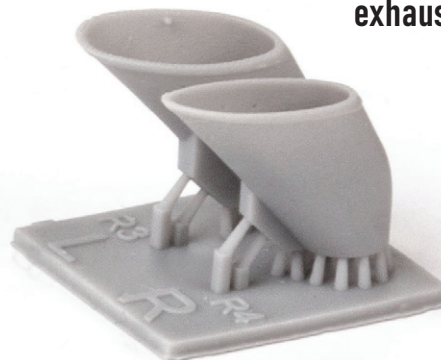
- cockpit PRINT
- wheels
- exhausts PRINT
- undercarriage legs BRONZE

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

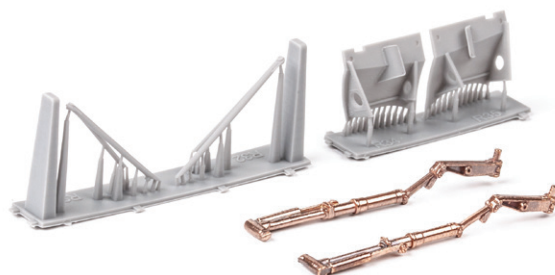
[Product page](#)



exhausts PRINT

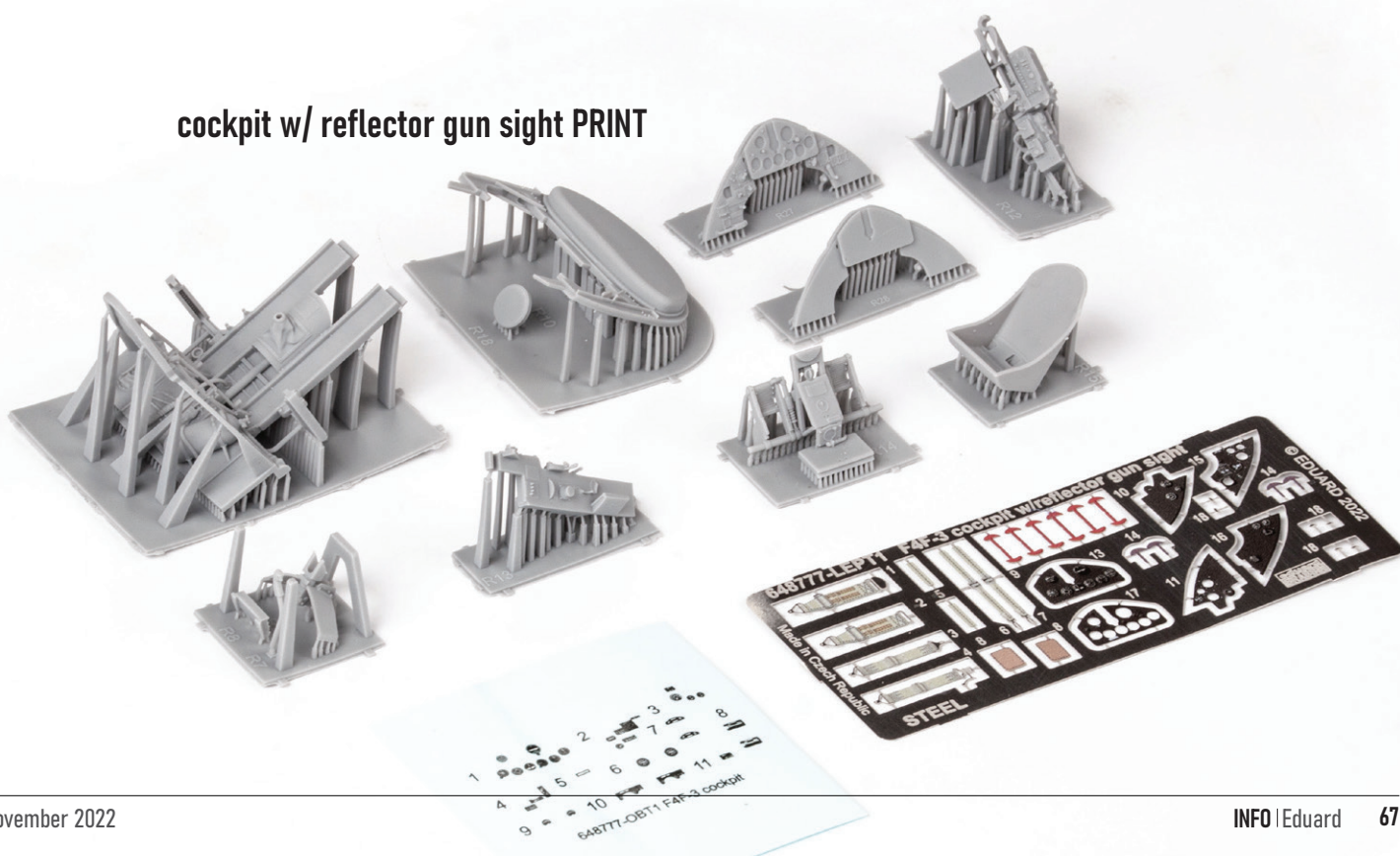


wheels early



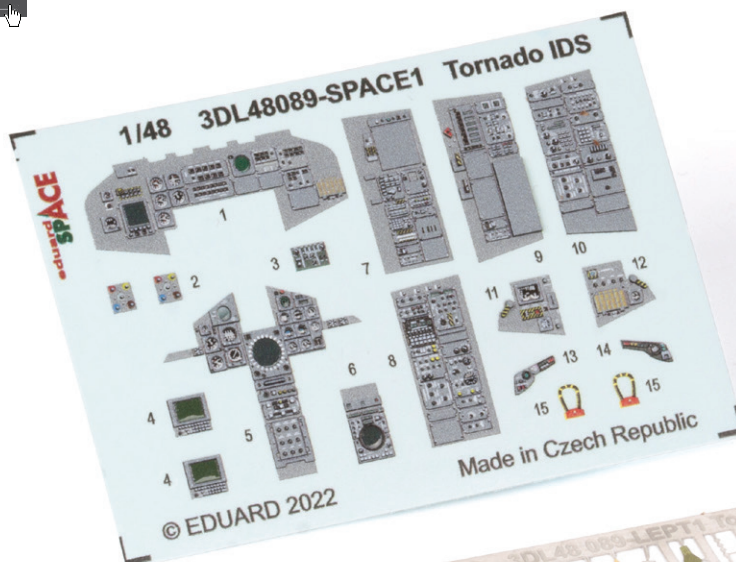
undercarriage legs BRONZE

cockpit w/ reflector gun sight PRINT



3DL48089 **Tornado IDS SPACE** 1/48 Eduard/Revell

Product page

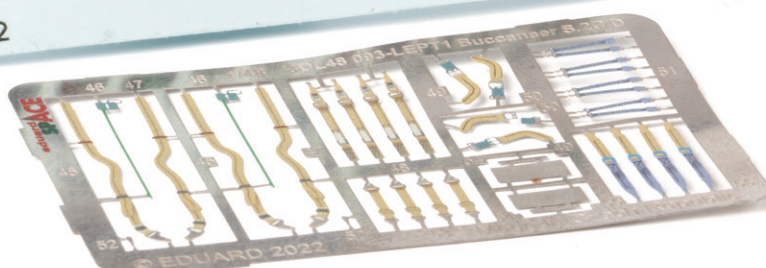
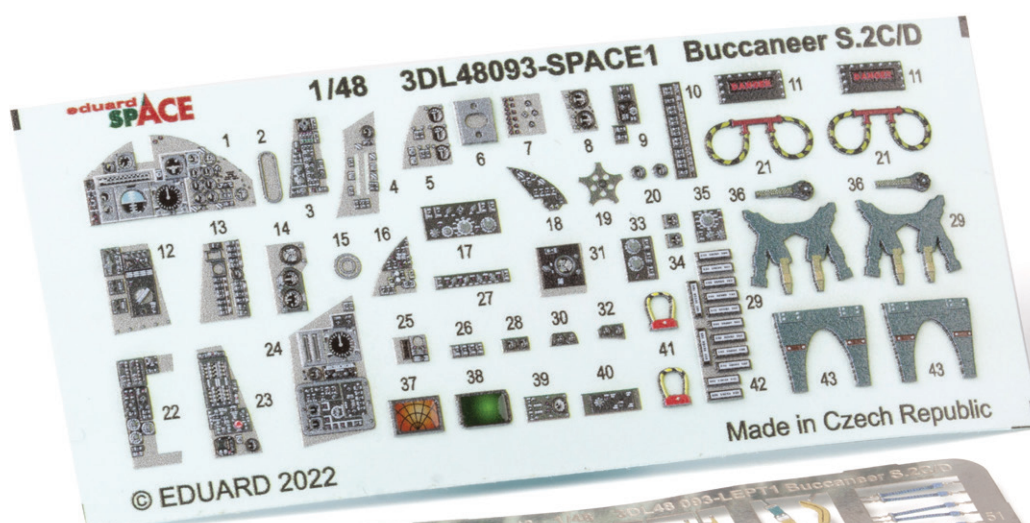


*EASY
APPLICATION*

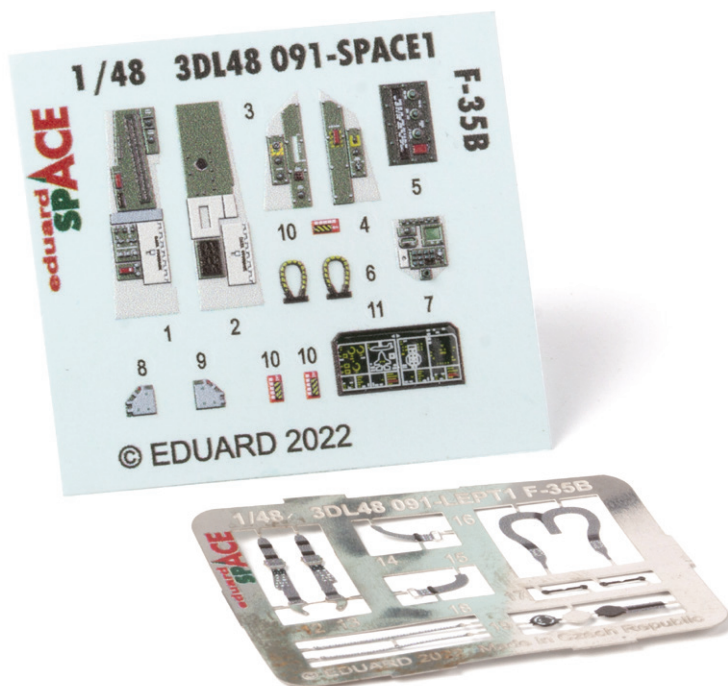


3DL48093 **Buccaneer S.2C/D** 1/48 Airfix

Product page

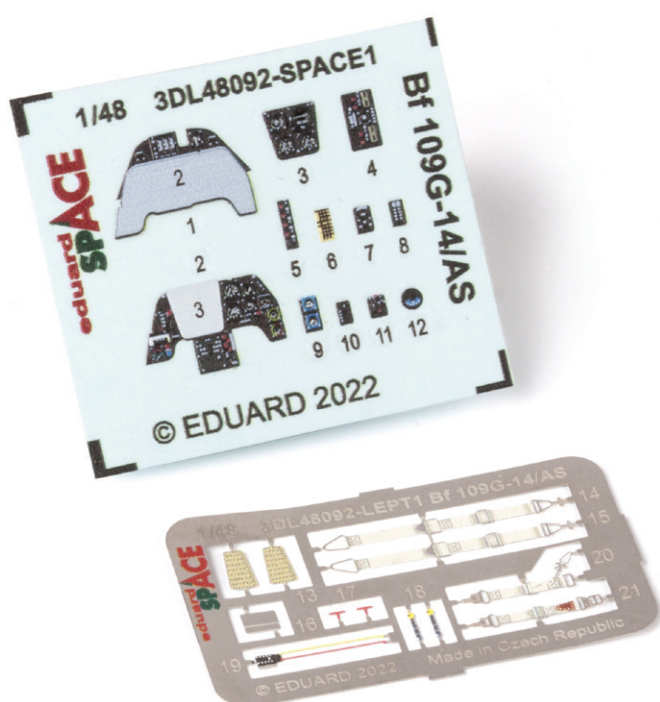


3DL48091 **F-35B SPACE** 1/48 Italeri

[Product page](#)


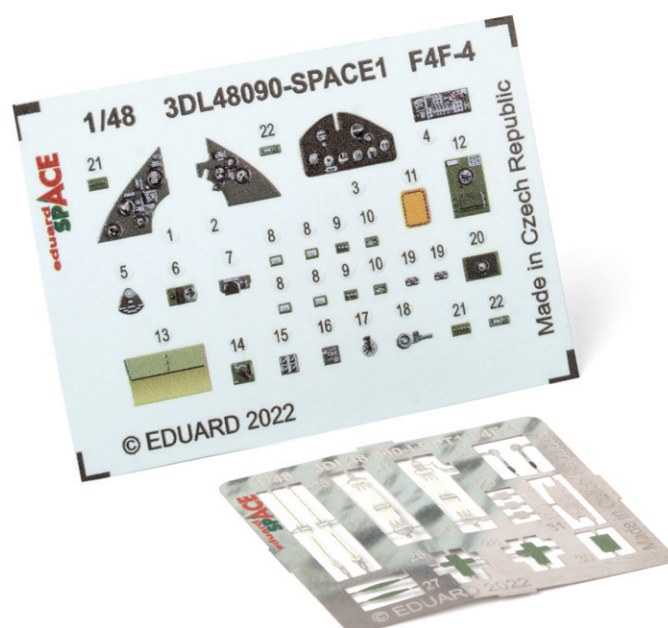
3DL48092 **Bf 109G-14/AS**

1/48 Eduard

[Product page](#)


3DL48090 **F4F-4 SPACE**

1/48 Eduard

[Product page](#)


M1070 Guntruck

1/35 Hobby Boss

36491



SBD-3 air brakes

1/72 Flyhawk

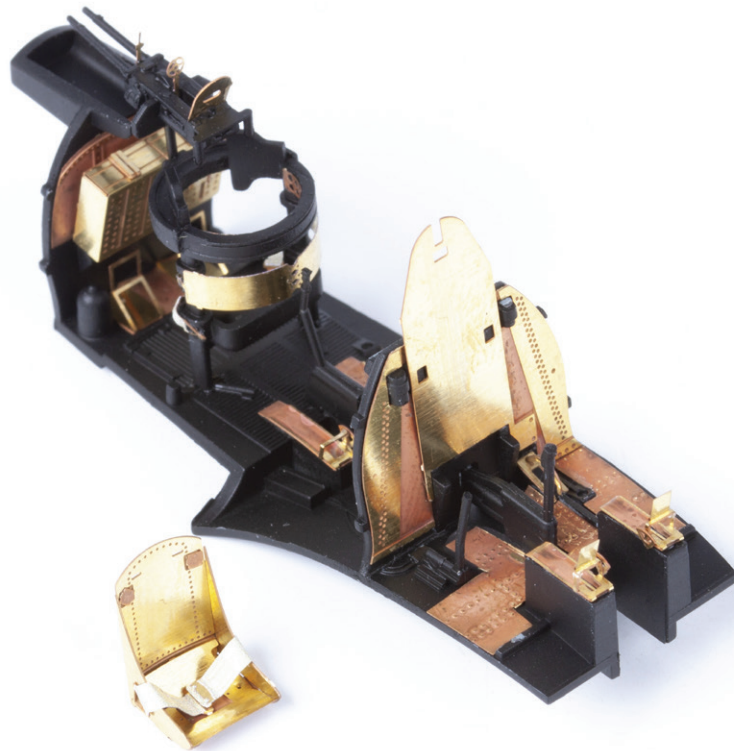
72725



SBD-3

1/72 Flyhawk

73780



SBD-3
SS780





Zoom

F-35C

33335



F-35C

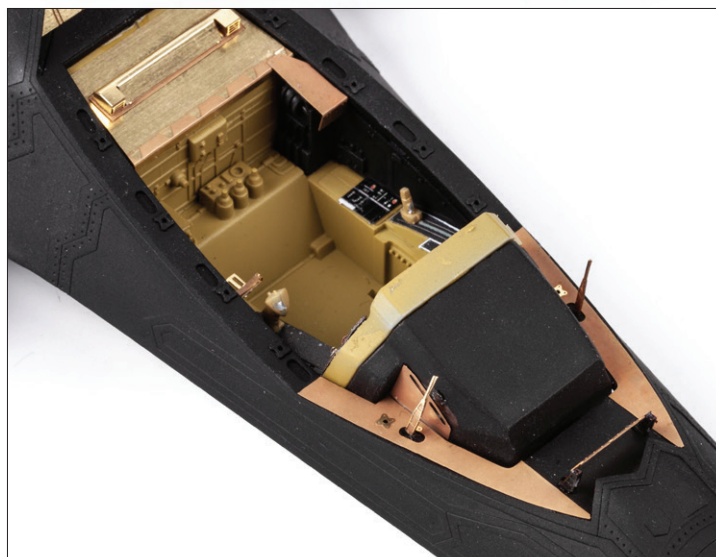
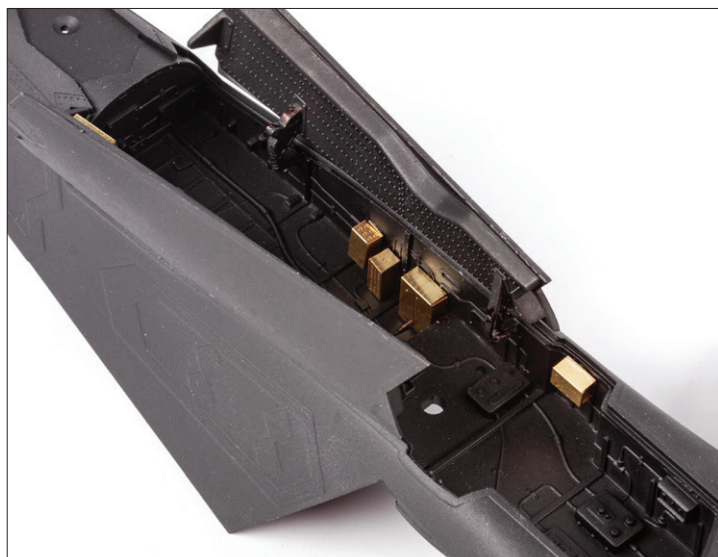
1/32 Trumpeter

321002

Zoom

**F-35C
seatbelts**

33336



HMS Colombo

1/350 Trumpeter

53287

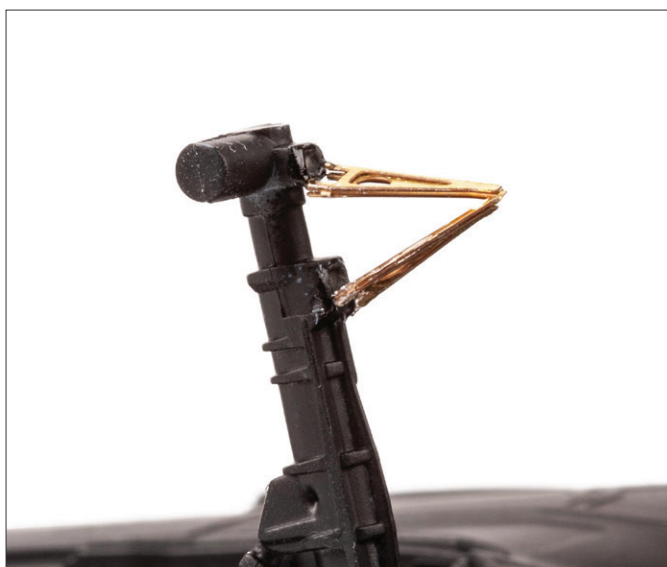




F-35B

1/48 Italeri

491312



F-35B

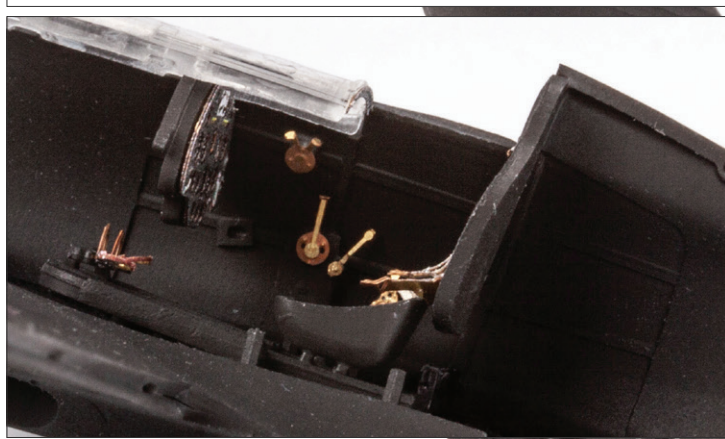


FE1312

I-16 Type 5

1/72 Clear Prop

73782



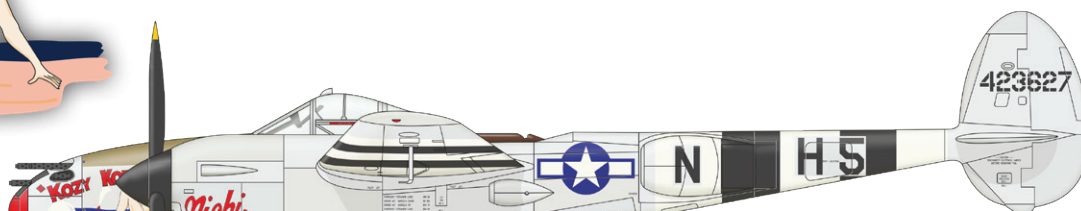
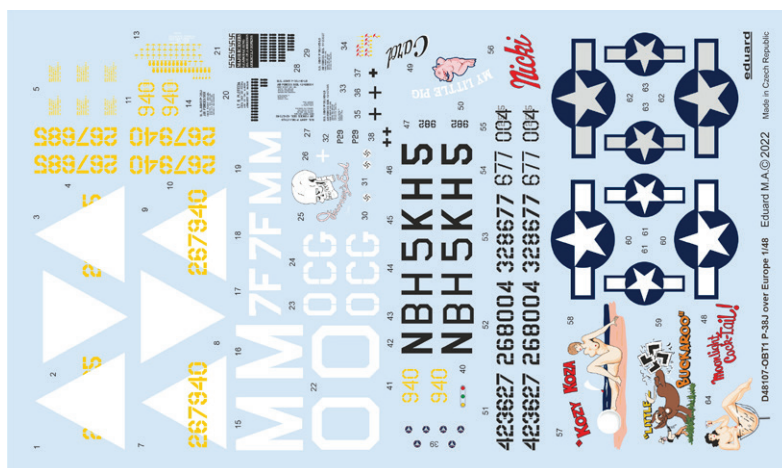
DECAL SET

D48107

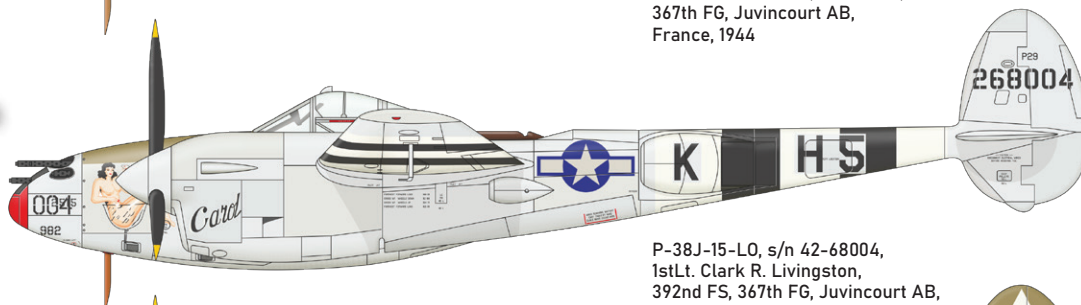
P-38J over Europe

1/48 Tamiya

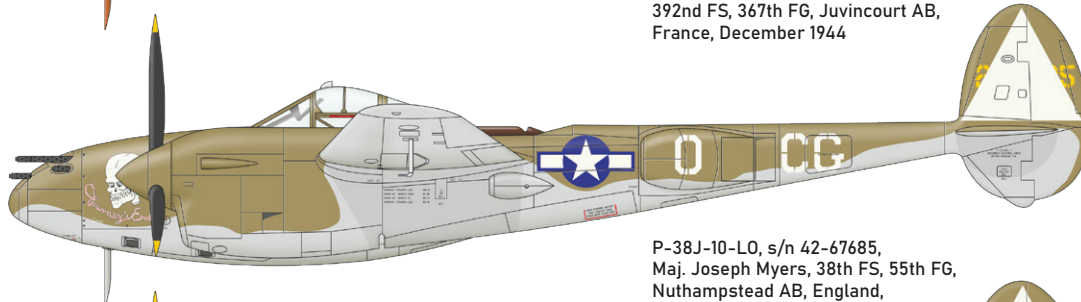
Product page



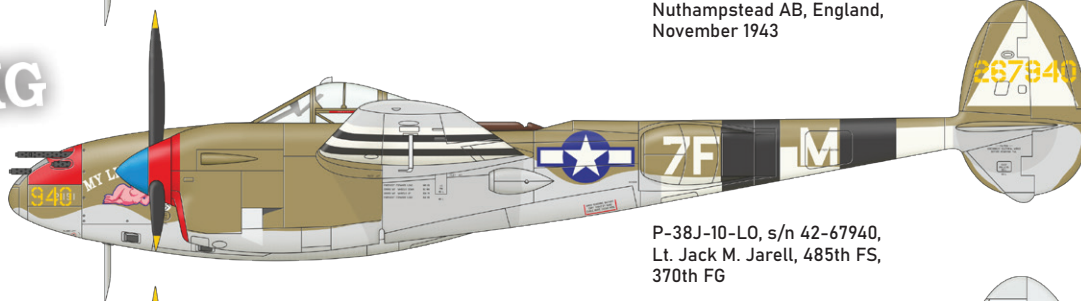
P-38J-25-LO, s/n 44-23627,
1stLt. Sam Plotecia, 392nd FS,
367th FG, Juvin-court AB,
France, 1944



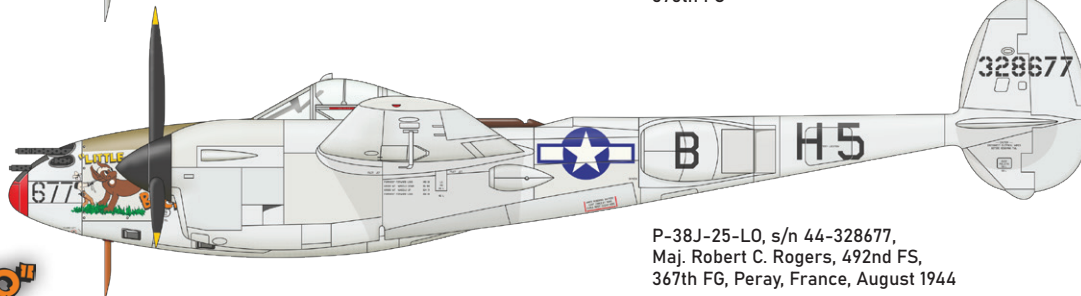
P-38J-15-L0, s/n 42-68004,
1stLt. Clark R. Livingston,
392nd FS, 367th FG, Juvincourt AB,
France, December 1944



P-38J-10-LO, s/n 42-67685,
Maj. Joseph Myers, 38th FS, 55th FG,
Nuthampstead AB, England,
November 1943



P-38J-10-L0, s/n 42-67940,
Lt. Jack M. Jarell, 485th FS,
370th FG



P-38J-25-LO, s/n 44-328677,
Maj. Robert C. Rogers, 492nd FS,
367th FG, Peray, France, August 1944

DECAL SET

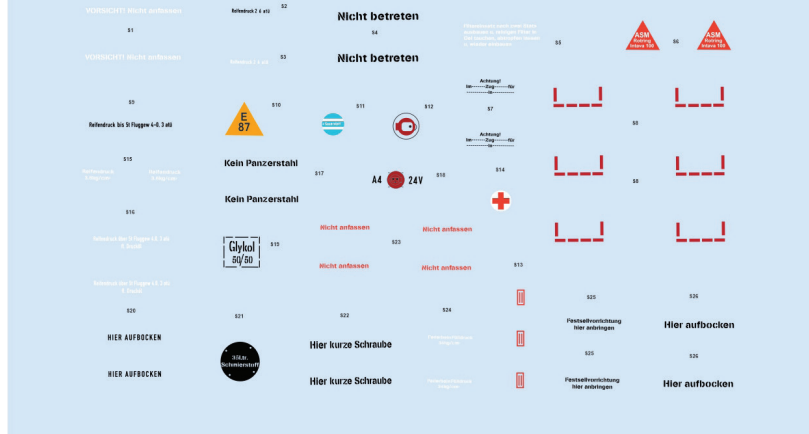
D72044

Ju 87 stencils

1/72 Academy, Airfix, Italeri, Revell

Product page

D72044-OBT1 Ju 87 stencils 1/72



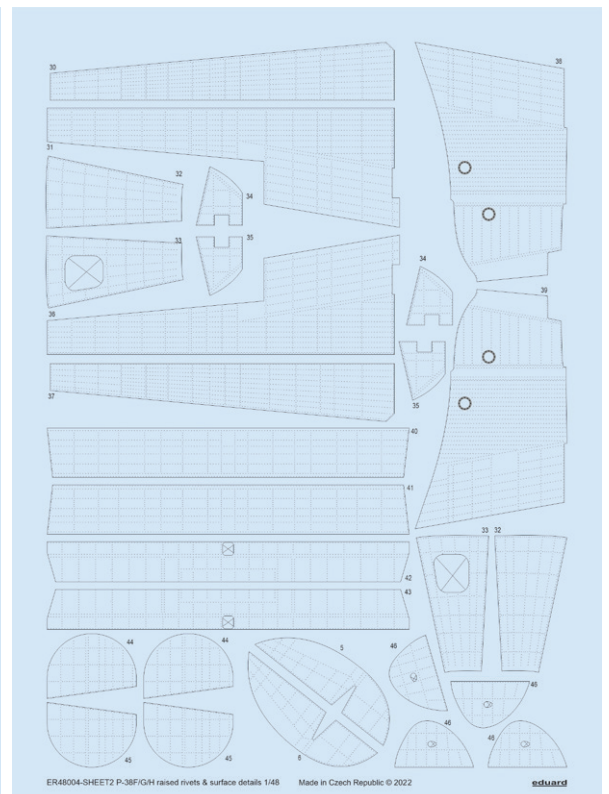
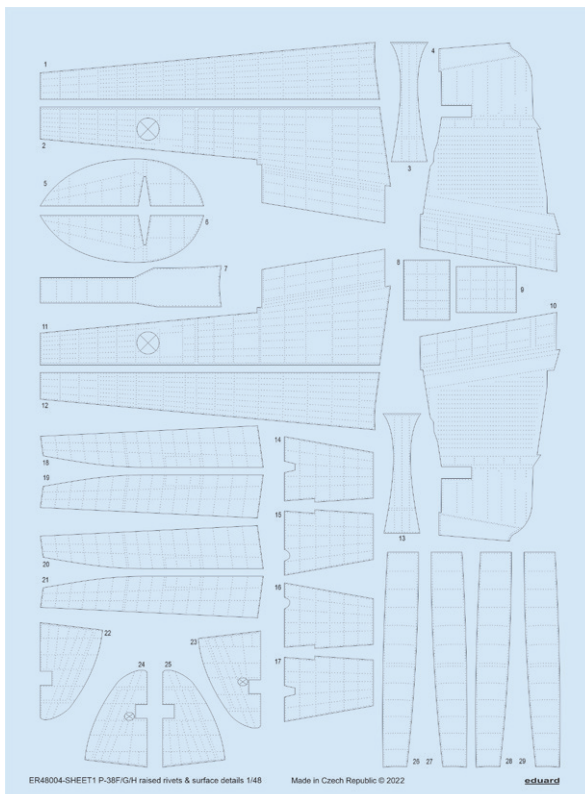
EDDIE THE RIVETER

ER48003

P-38J raised rivets and surface details

1/48 Tamiya

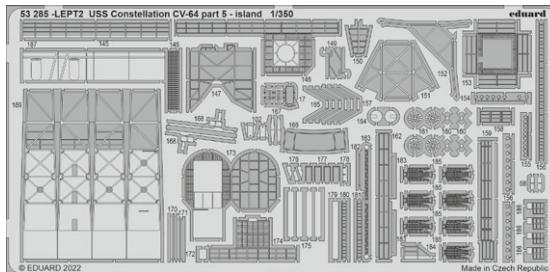
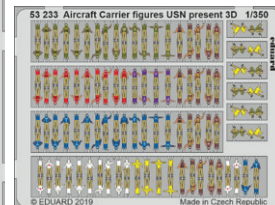
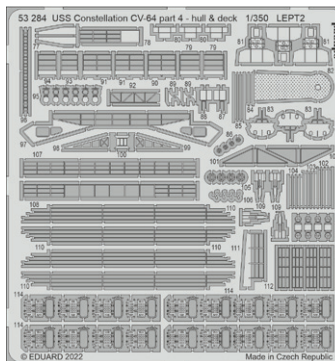
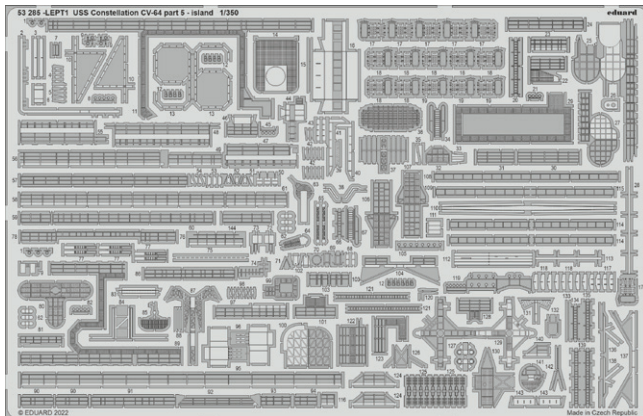
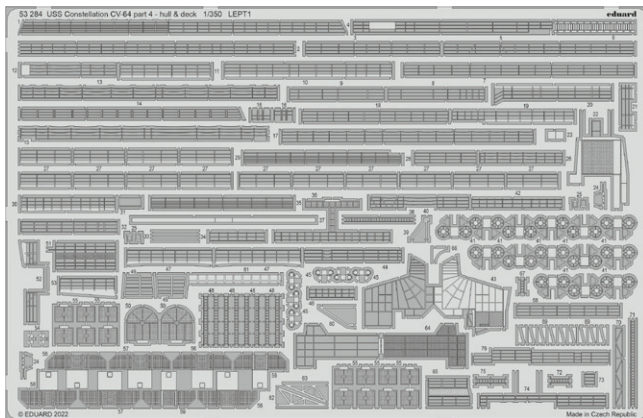
Product page



BIG5367 **USS Constellation CV-64 PART II** 1/350 Trumpeter

Product page

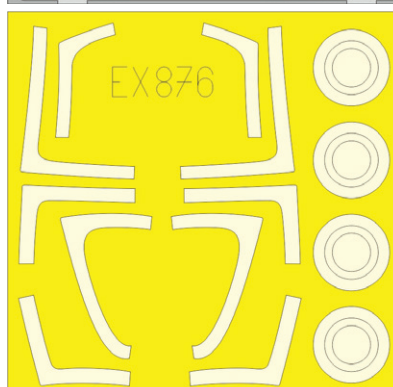
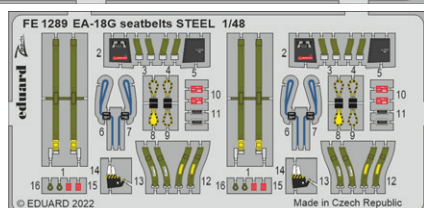
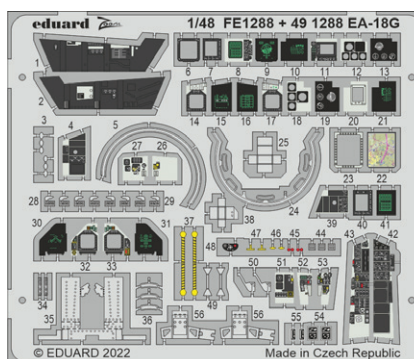
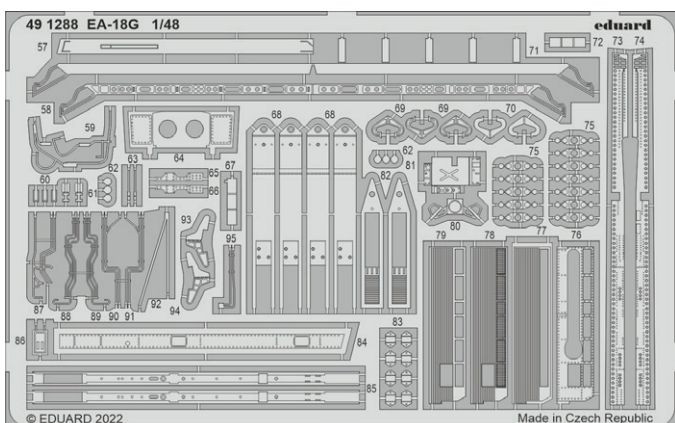
- 53180 USN ensign flag modern STEEL 1/350
- 53233 Aircraft Carrier figures USN present 3D 1/350
- 53284 USS Constellation CV-64 part 4 - hull & deck 1/350
- 53285 USS Constellation CV-64 part 5 - island 1/350



BIG49347 **EA-18G** 1/48 Meng

Product page

- 491288 EA-18G 1/48
- FE1289 EA-18G seatbelts STEEL 1/48
- EX876 EA-18G 1/48

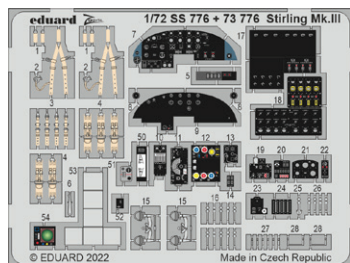
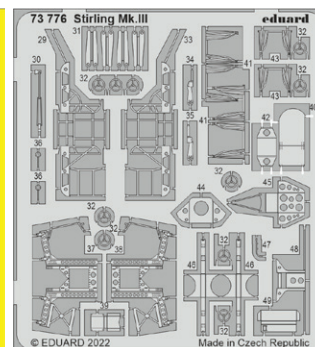
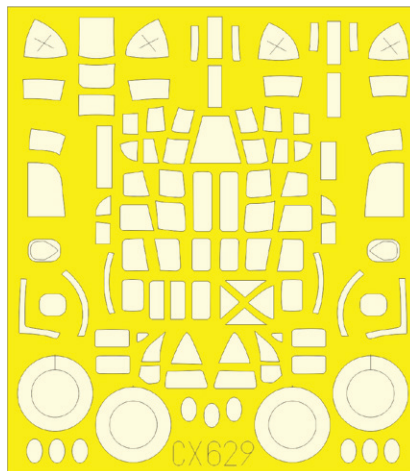
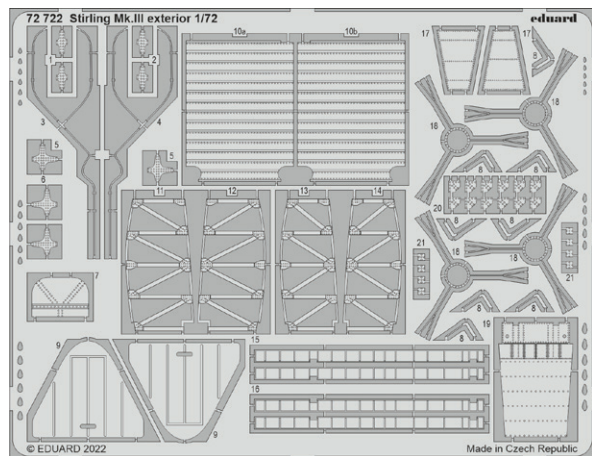


All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG72171 **Stirling Mk.III ESSENTIAL** 1/72 Italeri

[Product page](#)

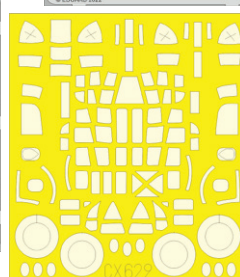
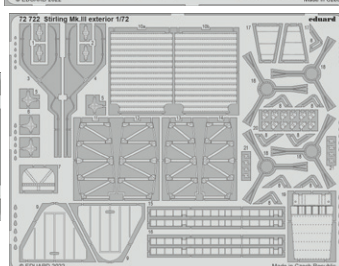
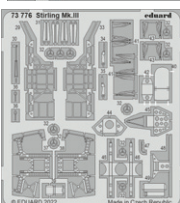
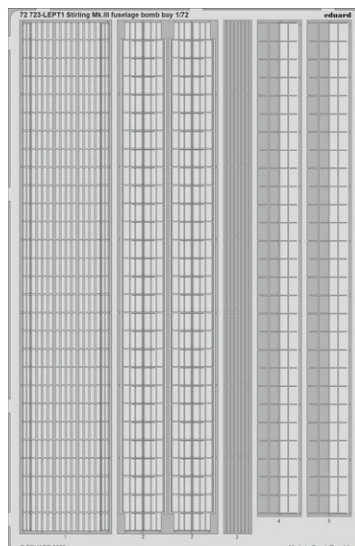
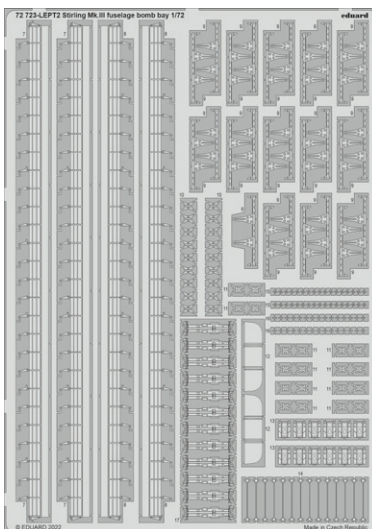
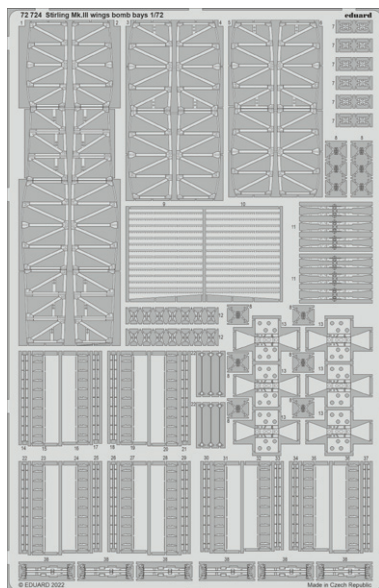
- 72722 Stirling Mk.III exterior 1/72
73776 Stirling Mk.III 1/72
CX629 Stirling Mk.III 1/72



BIG72172 **Stirling Mk.III ADVANCED** 1/72 Italeri

[Product page](#)

- 72722 Stirling Mk.III exterior 1/72
72723 Stirling Mk.III fuselage bomb bay 1/72
72724 Stirling Mk.III wings bomb bays 1/72
73776 Stirling Mk.III 1/72
CX629 Stirling Mk.III 1/72



JX297 F-35C

1/32 Trumpeter

JX298 F-35C TFace

1/32 Trumpeter

JX299 Bf 109G-2/4

1/32 Revell

JX300 Bf 109G-2/4 TFace

1/32 Revell

EX900 F-35B

1/48 Italeri

EX901 F-35B TFace

1/48 Italeri

EX902 F4U-1A

1/48 Hobby Boss

EX903 F4U-1A TFace

1/48 Hobby Boss

EX904 F4F-4 TFace

1/48 Eduard

EX905 Tornado IDS TFace

1/48 Eduard/Revell

EX906 Buccaneer S.2C/D

1/48 Airfix

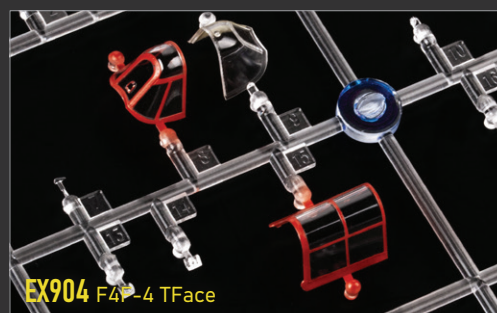
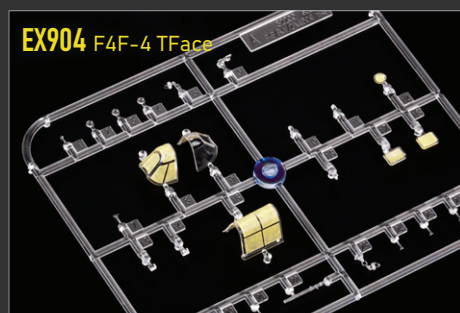
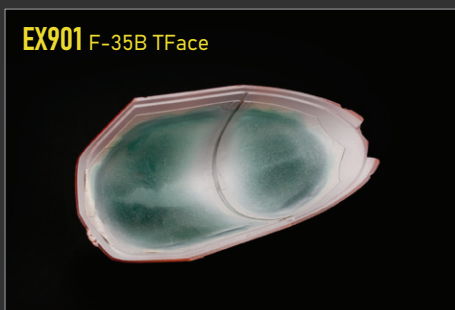
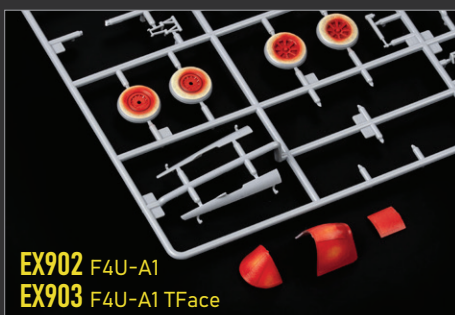
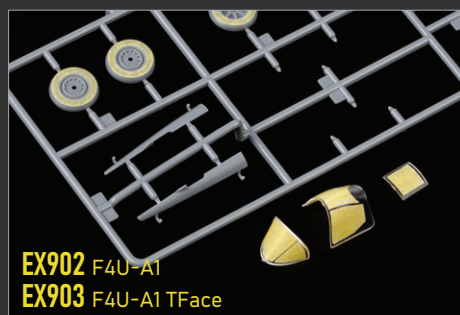
EX907 Buccaneer S.2C/D TFace

1/48 Airfix

CX633 Bf 110E

1/72 Eduard





KITS

82202	F4F-4 Wildcat early	1/48 ProfiPACK
82162	Bf 109G-14/AS	1/48 ProfiPACK
11165	TORNADO IDS	1/48 Limited
7465	Bf 110G	1/72 Weekend edition
82132	SE.5a Hispano Suiza Re-release	1/48 ProfiPACK
7079	F6F-5N Nightfighter Re-release	1/72 ProfiPACK

PE-SETS

53287	HMS Colombo	1/350 Trumpeter
321001	F-35C	1/32 Trumpeter
321002	Bf 109G-2/4	1/32 Revell
36491	M1070 Gun truck	1/35 Hobby Boss
481093	F4F-4 landing flaps	1/48 Eduard
491312	F-35B	1/48 Italeri
491314	F4U-1A	1/48 Hobby Boss
491316	Buccaneer S.2C/D	1/48 Airfix
72725	SBD-3 air brakes	1/72 Flyhawk
73780	SBD-3	1/72 Flyhawk
73782	I-16 Type 5	1/72 Clear Prop

ZOOMS

33335	F-35C	1/32 Trumpeter
33336	F-35C seatbelts STEEL	1/32 Trumpeter
33337	Bf 109G-2/4	1/32 Revell
33338	Bf 109G-2/4 seatbelts STEEL	1/32 Revell
FE1312	F-35B	1/48 Italeri
FE1313	F-35B seatbelts STEEL	1/48 Italeri
FE1314	F4U-1A	1/48 Hobby Boss
FE1315	F4U-1A seatbelts STEEL	1/48 Hobby Boss
FE1316	Buccaneer S.2C/D	1/48 Airfix
FE1317	Buccaneer S.2C/D seatbelts STEEL	1/48 Airfix
SS780	SBD-3	1/72 Flyhawk
SS781	Bf 110G-4 Weekend	1/72 Eduard

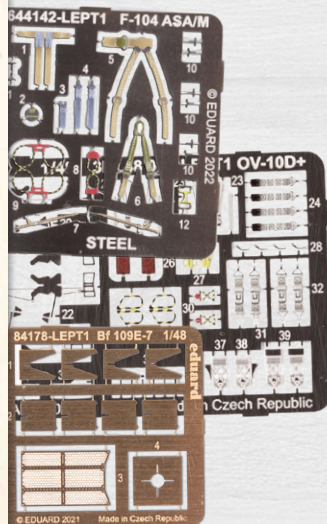
MASKS

JX297	F-35C	1/32 Trumpeter
JX298	F-35C TFace	1/32 Trumpeter
JX299	Bf 109G-2/4	1/32 Revell
JX300	Bf 109G-2/4 TFace	1/32 Revell
EX900	F-35B	1/48 Italeri
EX901	F-35B TFace	1/48 Italeri
EX902	F4U-1A	1/48 Hobby Boss
EX903	F4U-1A TFace	1/48 Hobby Boss
EX904	F4F-4 TFace	1/48 Eduard
EX905	Tornado IDS TFace	1/48 Eduard/Revell
EX906	Buccaneer S.2C/D	1/48 Airfix
EX907	Buccaneer S.2C/D TFace	1/48 Airfix
CX633	Bf 110E	1/72 Eduard

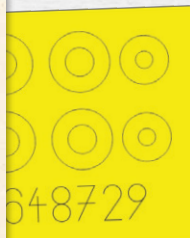
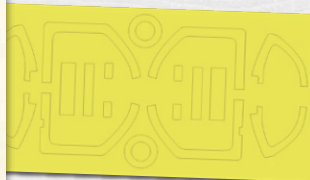
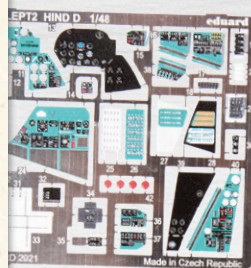
LIMITED

ProfiPACK
edition

WEEKEND
edition



Zoom



BIG ED

BIG5367	USS Constellation CV-64 PART II	1/350 Trumpeter
BIG49347	EA-18G	1/48 Meng
BIG72171	Stirling Mk.III ESSENTIAL	1/72 Italeri
BIG72172	Stirling Mk.III ADVANCED	1/72 Italeri

BRASSIN

644181	Yak-9D LööK	1/48 Zvezda
644184	Tornado IDS LööK	1/48 Revell/Eduard
644185	A6M3 LööK	1/48 Eduard
648793	F4F-3 gun bays PRINT	1/48 Eduard
648794	F4F-3 landing flaps PRINT	1/48 Eduard
648799	A6M3 wheels	1/48 Eduard
648800	A6M3 cockpit PRINT	1/48 Eduard
648801	A6M3 exhausts PRINT	1/48 Eduard
648803	F4F-4 cockpit PRINT	1/48 Eduard
648804	EA-18G exhaust nozzles PRINT	1/48 Meng
648805	Yak-9D exhaust stacks PRINT	1/48 Zvezda
653011	Carley float for 25 people - Type 1 PRINT	1/350
653012	Carley float for 25 people - Type 2 PRINT	1/350

LööKPLUS

644182	P-38J LööKplus	1/48 Tamiya
644183	F/A-18F LööKplus	1/48 Meng

BIG SIN

SIN64893	Sopwith Camel Gnome engine	1/48 Eduard
SIN64894	F4F-3 w/ reflector gunsight ESSENTIAL	1/48 Eduard

SPACE

3DL48089	Tornado IDS SPACE	1/48 Eduard/Revell
3DL48090	F4F-4 SPACE	1/48 Eduard
3DL48091	F-35B SPACE	1/48 Italeri
3DL48092	Bf 109G-14/AS SPACE	1/48 Eduard
3DL48092	Buccaneer S.2C/D SPACE	1/48 Airfix

DECALS

D48107	P-38J over Europe	1/48 Tamiya
D72044	Ju 87 stencils	1/72 Academy, Airfix, Italeri, Revell

EDDIE THE RIVETER

ER48004	P-38F/G/H raised rivets & surface details	1/48 Tamiya
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BIG-ED

eduard
BRASSIN

eduard
BRASSIN
Print

LööK

LööK+

**BIG
SIN**

eduard
SPACE



*Eddie
the Riveter*

BUILT

LIMITED

1/48

Red Tails & Co.



built by **Jan Baranec**

Cat. No. 11159

marking G

Product page



P-51D-5, 44-15284, Lt. Col. Felix L. Vidal, CO of 325th FG, 15th AF, Lesina, Italy, spring 1945

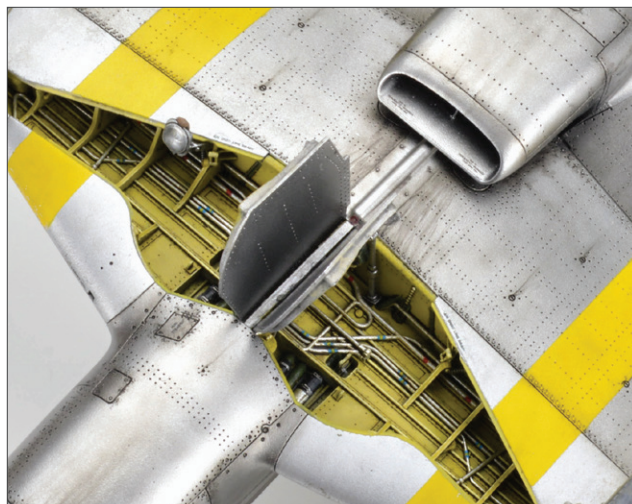
Felix Louis Vidal was born on July 22, 1912, in Madison, South Dakota. After graduation from Madison High School, he enlisted in the military academy in West Point. After the graduation, he went through pilot training and when the USA entered WWII he held the staff and command

posts. On March 2, 1945, he assumed command of the 325th Fighter Group and on June 6, 1945, Lt. Col. Wyatt P. Exum replaced him in this role. Felix Vidal's further career was associated with the aviation and army and he retired in 1963 with the rank of Brigadier General. He passed away

on July 16, 1983, in Brevard, Florida. During his tenure with the 325th FG, nicknamed Checkertails due to their recognition markings, Felix Vidal flew Mustang christened Dusty Butt. On May 31, 1945, this airplane was damaged during the crash.

ACCESSORIES USED:

644031	P-51D-15+ LööK (Brassin)
648485	P-51D exhaust stacks (Brassin)
648504	P-51D wheels cross tread (Brassin)
648522	P-51D cockpit (Brassin)
648571	P-51D 75gal drop tanks (Brassin)
648742	P-51D wheel bay PRINT (Brassin)



TORA TORA TORA!

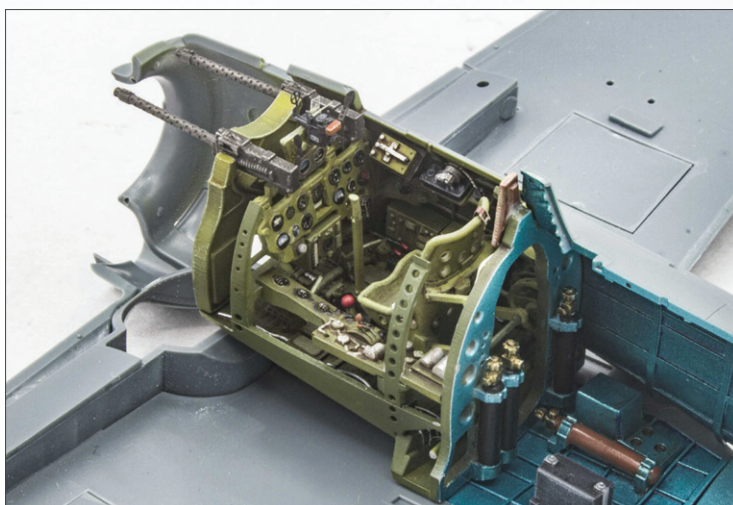
A6M2 Zero Type 21 over Pearl Harbor
DUAL COMBO

built by **Mattia Pancotti**

Cat. No. 11155

marking C

Product page

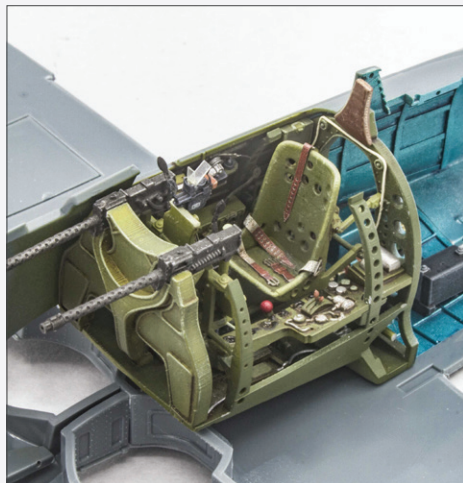


Lt. Masaji Suganami, Sōryū Fighter Squadron, first attack wave

In the first wave, eight Zeros from Sōryū, led by Suganami, attacked Wheeler and Ewa airfields. They destroyed 27 aircraft on the ground and shot down five planes in combat. Suganami then lost orientation, so he decided to return over the target and sacrifice himself. However, he encountered other planes and returned to the carrier. After graduating Naval Academy in 1933, he served in 13th and Tsukuba Kōkūtais. He led fighters on the

carrier Ryūjō till November 1941, after that Sōryū fighters until June 1942. At the Battle of Midway, in the first attack wave, his formation shot down six American fighters. From July 1942 he served as Hikōtaichō of fighters at Genzan Kōkūtai (later Kōkūtai 252). Suganami went missing on November 14, 1942 while escorting Rear Admiral Tanaka's destroyers off Guadalcanal. Six Zeros under his command provided the 4th CAP. They first attempted

to attack a "beautiful formation" of B-17s. After that attack on ten F4Fs from VF-10 brought them four victories. On return Suganami, over the protests of his subordinates, separated from the formation and headed southwesterly. He apparently joined the attack on SBDs from VB-10 and later, before running out of fuel, shot down Lt. Col. "Joe" Bauer, commander of VMF-212 and Medal of Honor recipient.



ACCESSORIES USED:

- 481076 landing flaps (PE-Set)
- 648692 A6M2 type 21 cockpit PRINT (Brassin)
- 648693 A6M2 wheels (Brassin)
- 648694 A6M2 engine PRINT (Brassin)
- 648722 A6M2 exhausts PRINT (Brassin)



1/48

Spitfire Story: *Per Aspera ad Astra*

DUAL COMBO

built by **Robert Szwarc**

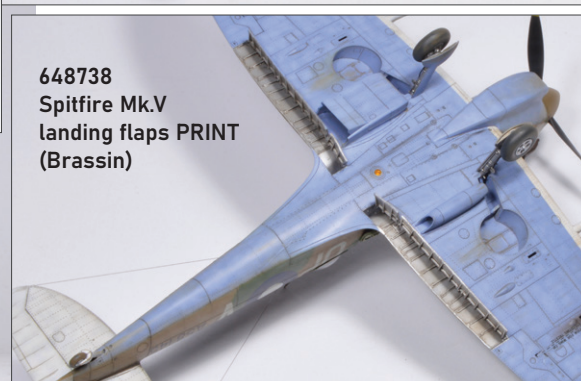
Cat. No. 11162

marking L

Product page

A58-145 (EE852), F/Lt Llewellyn Wettenhall, No. 79 Squadron RAAF, Kiriwina, Trobriand Islands, December

Spitfire flown by F/Lt Llewellyn Wettenhall within No. 79 Squadron RAAF in the fall of 1943 carried the name "Nipponese" and girl's nose art on the port side. On December 31, 1943 the pilot's fate was sealed in this aircraft when it was lost crossing the south coast of New Britain during the scouting mission of six Spitfires near this island. After crossing the coast the formation entered the dense clouds and the unit lost contact with its leader. F/Lt Wettenhall has never been seen again.



648738
Spitfire Mk.V
landing flaps PRINT
(Brassin)



Me 163B

Gaspach model

1/48

built by **Robert Szwarc**

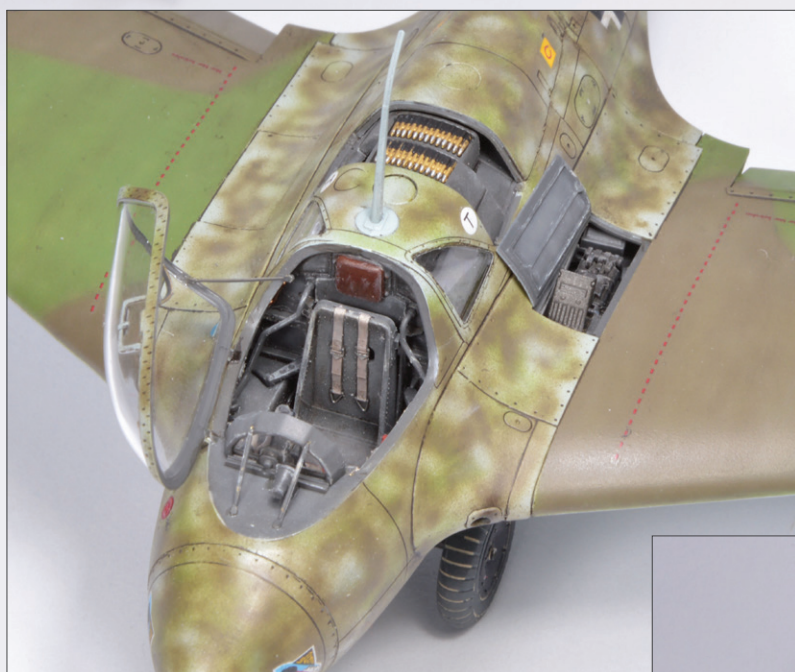


ACCESSORIES USED:

#491204 general set (PE-Set)
#EX794 (Mask)

[Product page](#)

[Product page](#)



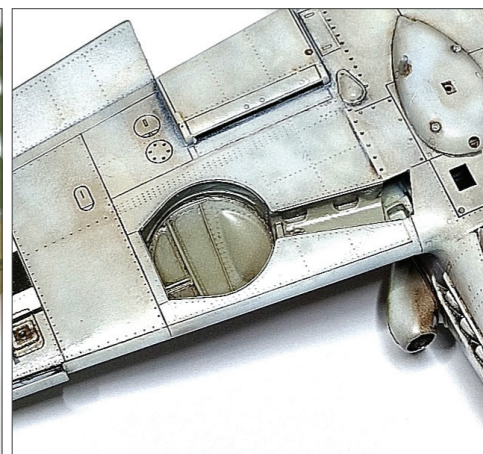
Bf 109G-10 Erla

1/48

built by **Paolo Portuesi**

Cat. No. 82164

marking A

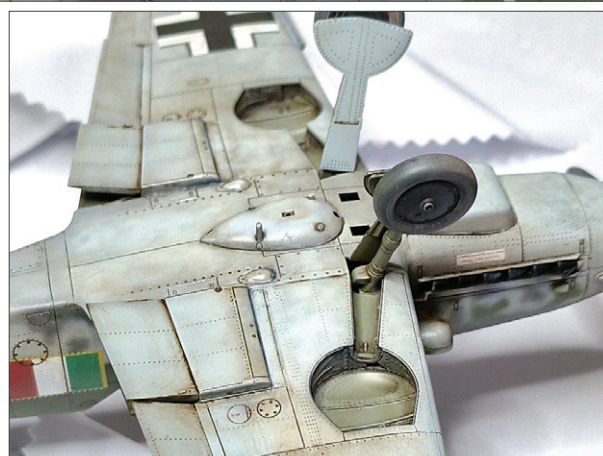
[Product page](#)

WNr. 491353, Cap. Ugo Drago, CO of 4a Squadriglia, 2o Gruppo Caccia, Aeronautica Nazionale Repubblicana, Aviano, Italy, February 1945

After the declaration of Italian Social Republic on September 18, 1943, a puppet state on the territory of Italy occupied by German military under the command of Benito Mussolini, Germany allowed this Republic to establish its own military force of four divisions. Its air force component called Aeronautica Nazionale Repubblicana consisted of two fighter plane groups (Gruppo Caccia), torpedo groups (Gruppo Aerosiluranti Buscaglia) and

several transportation squadrons. In 1945, both fighter plane squadrons flew Messerschmitts Bf 109G-6/G-10/G-14. The Commanding Officer of 4a Squadriglia, carrying the title of Gigi Tre Osei, was in this time Capitano Ugo Drago, an ace with seventeen kills to his credit. In April 1945, he was awarded the German Knight's Cross. After the war, he emigrated to Argentina, where he made a living as a flight instructor. He returned to Italy

in 1953 and took up a post with Alitalia with which he flew until 1973. He died in Rome on April 22, 2007. Towards the end of the war, the majority of markings on ANR aircraft in the form of fuselage and wing crosses were no longer removed, with only the swastika being oversprayed and replaced by markings of Italian aircraft. This marking, an Italian flag edged in yellow, was also added to the fuselage sides.



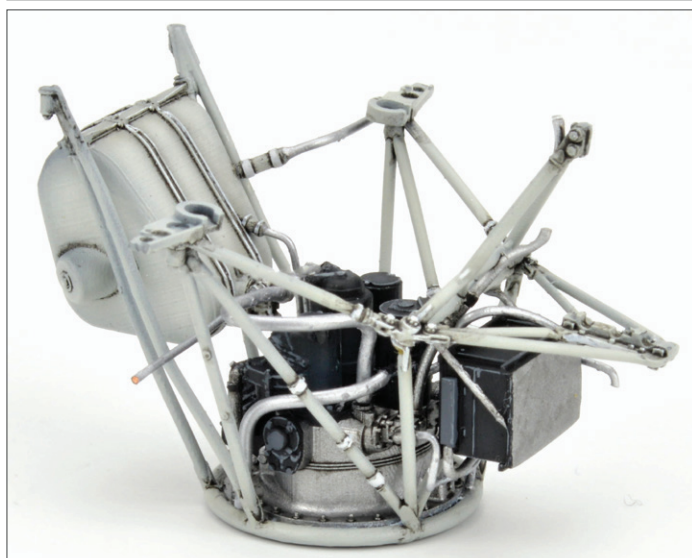
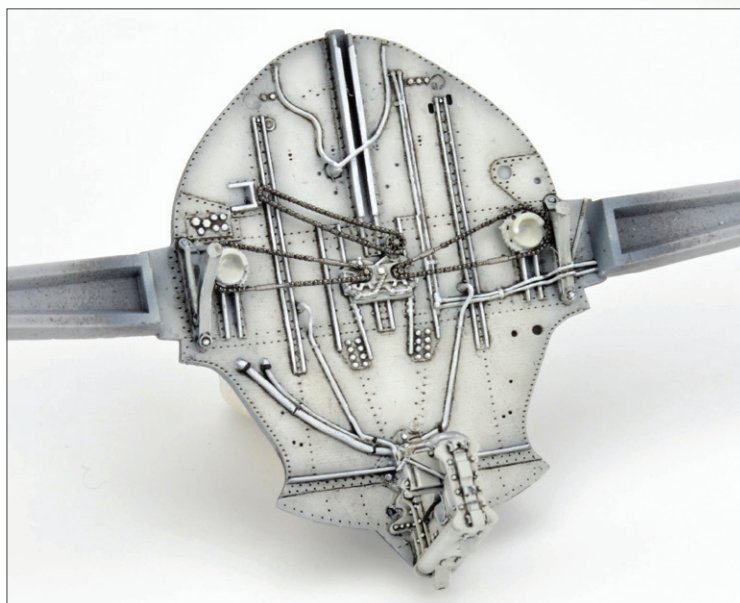
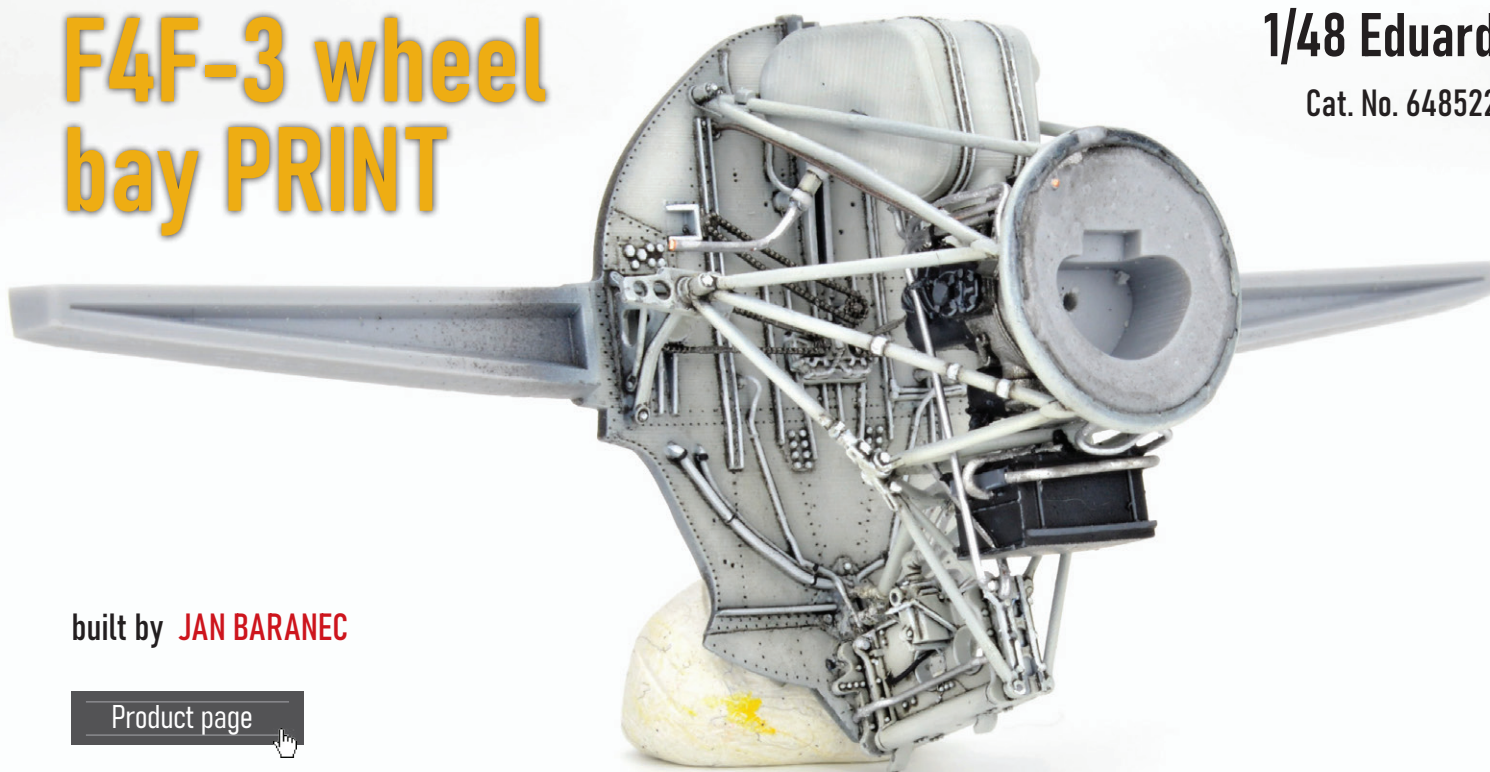
F4F-3 wheel bay PRINT

1/48 Eduard

Cat. No. 648522

built by **JAN BARANEC**

Product page



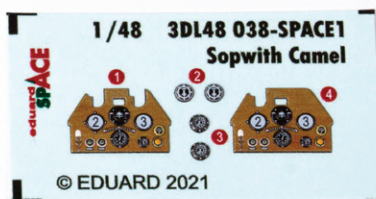
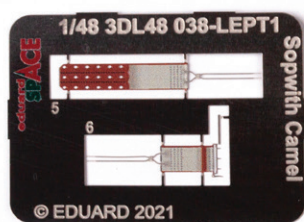
eduard
SPACE

Sopwith Camel

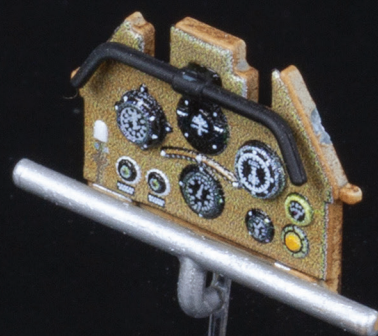
1/48 Eduard



3DL48038



built by Jan Novotný

[Product page](#)

BIG ED (December)

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 (December)

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 (December)

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

BIGSIN (December)

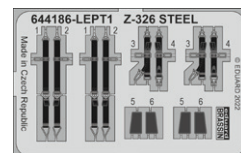
SIN64895	A6M2 Zero Model 21 ADVANCED 1/48 Eduard
SIN64896	F4F-3 w/ telescopic gunsight ESSENTIAL 1/48 Eduard

644186

Z-326 LööK*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

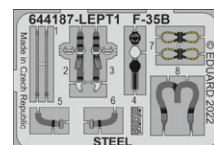


644187

F-35B LööK*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



635017

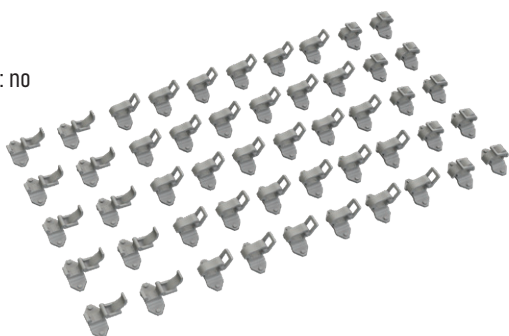
WWII German clamps Type 1 PRINT
1/35

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

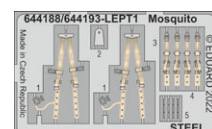


644188

Mosquito B Mk.IV LööK*LööK*

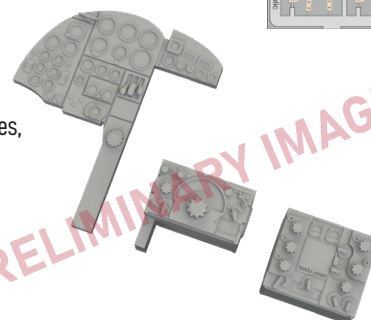
1/48 Tamiya

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



635020

MG 34 gun w/ammunition belt PRINT

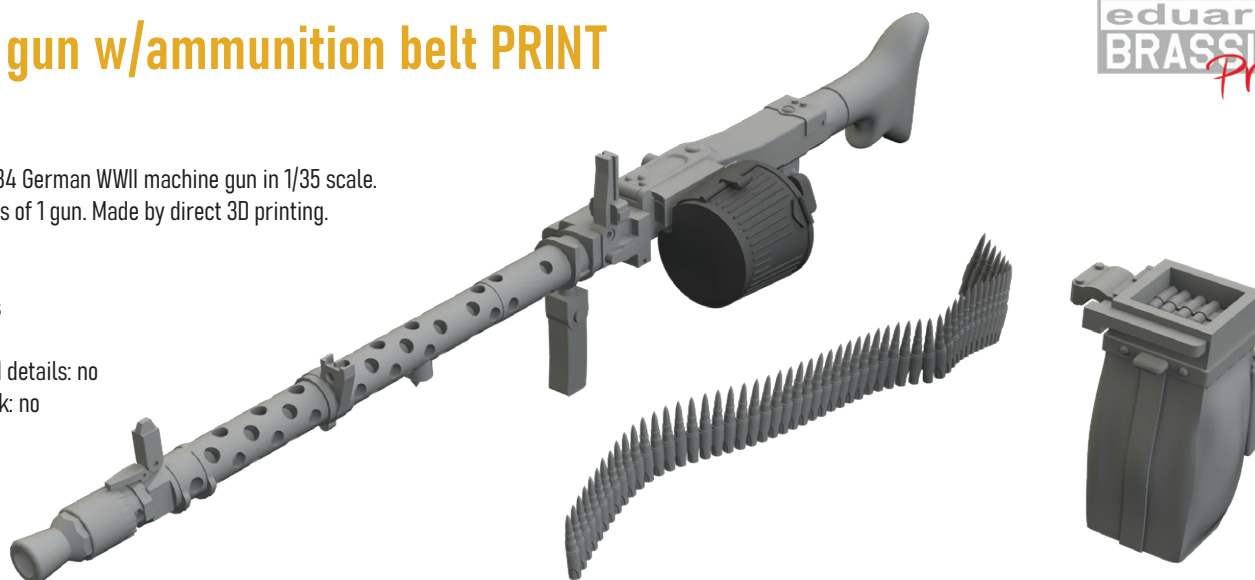
1/35

eduard
BRASSIN
Print

Löök 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



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



632184

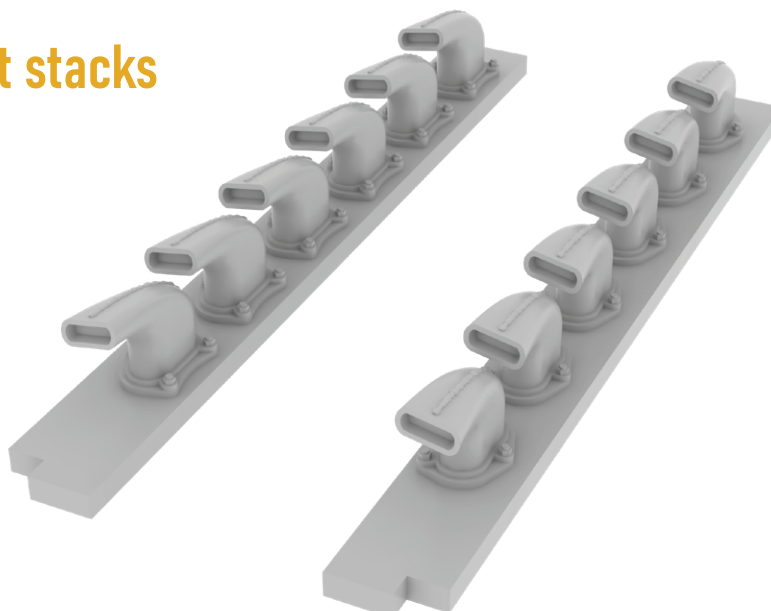
Bf 109G-2/4 exhaust stacks

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



632185

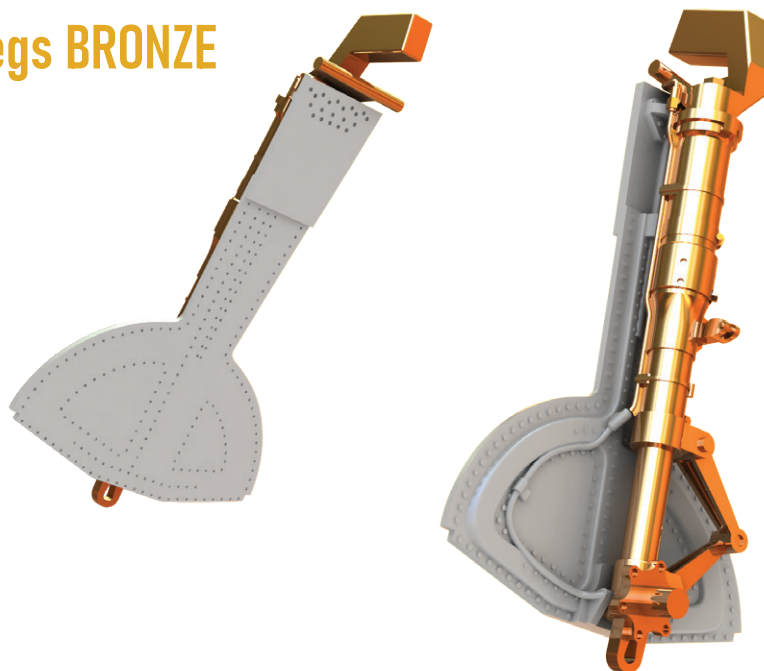
Bf 109G-2/4 undercarriage legs BRONZE

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



648796

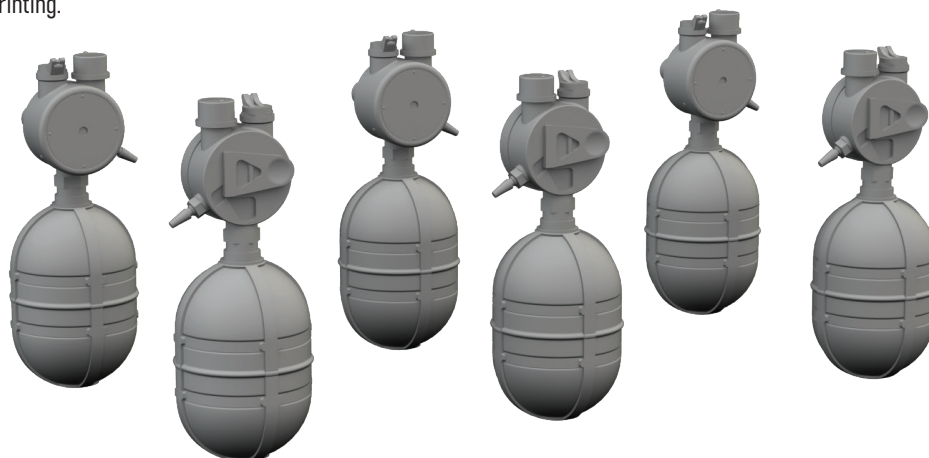
WWII USAAF oxygen cylinder A-4 PRINT

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



648798

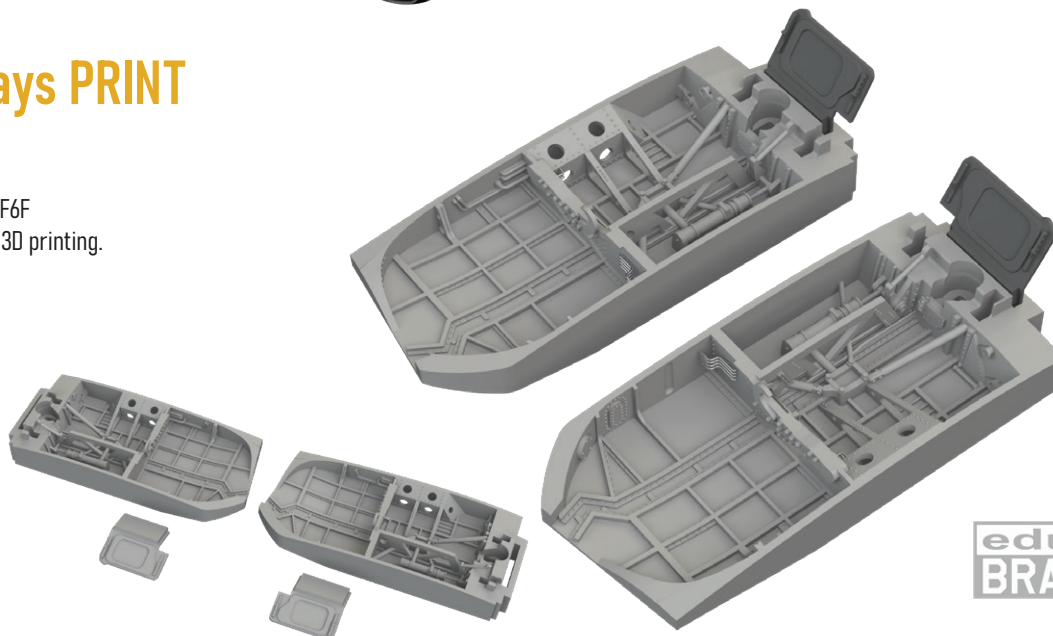
F6F wheel bays PRINT

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



648802

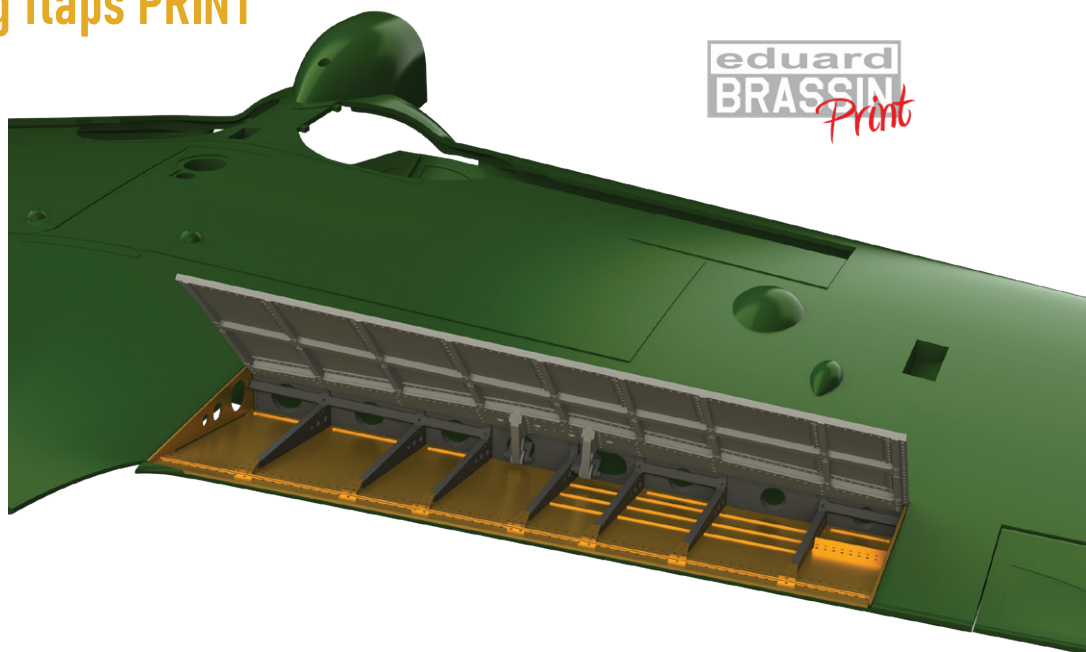
A6M3 Type 32 landing flaps PRINT

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



648806

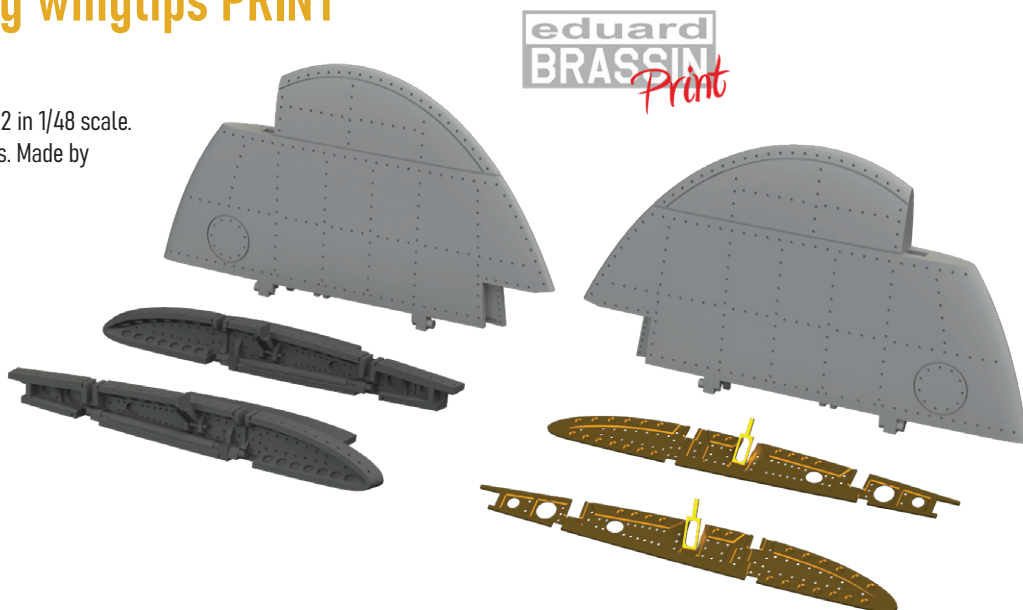
A6M3 Type 22 folding wingtips PRINT

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



648807

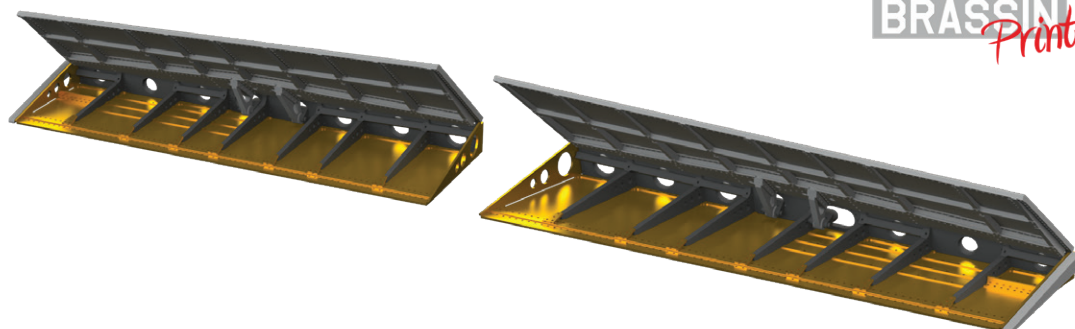
A6M3 Type 22 landing flaps PRINT

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



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



eduard
BRASSIN
Print

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



eduard
BRASSIN
Print

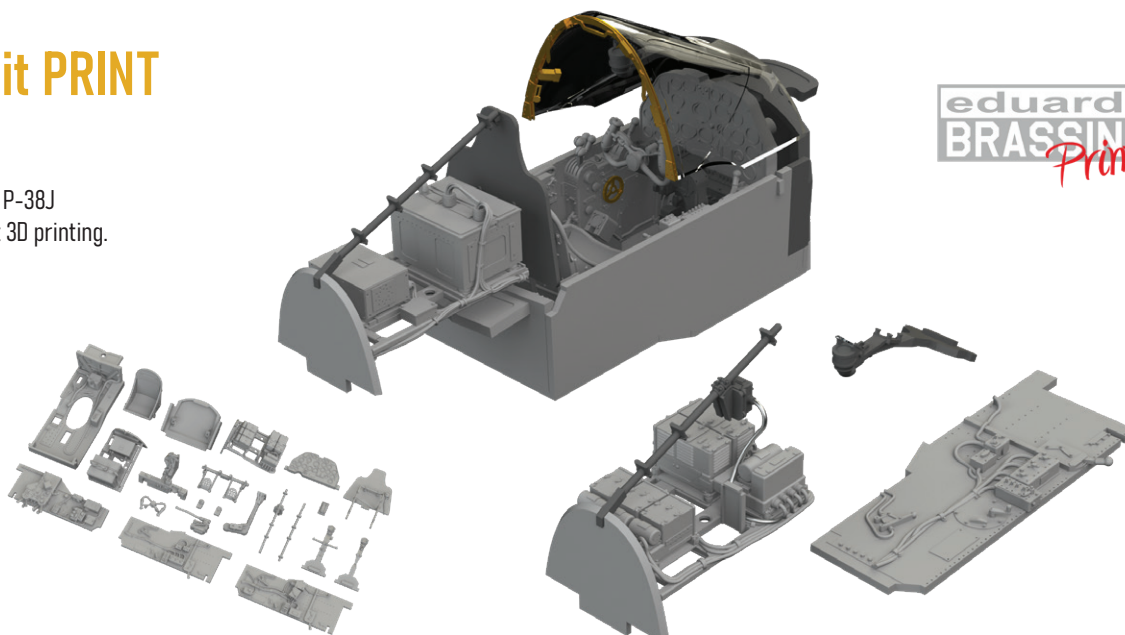
648812

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



eduard
BRASSIN
Print

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



653013

Carley float for 40 people – Type 1 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



eduard
BRASSIN

Print

653014

Carley float for 40 people – Type 2 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



eduard
BRASSIN

Print

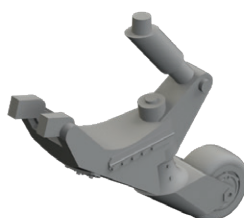
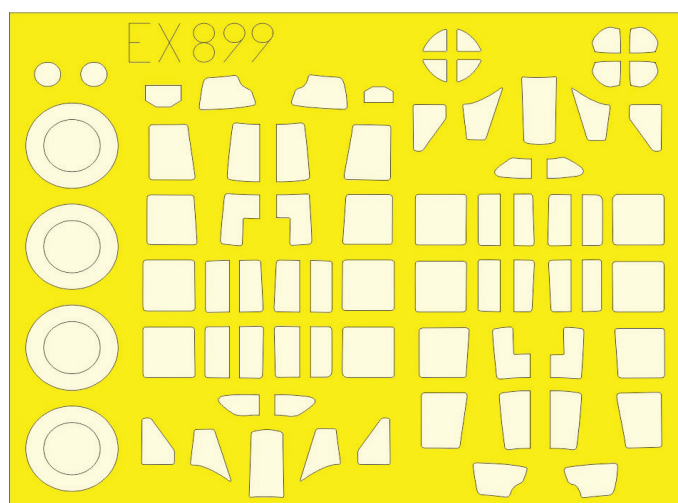
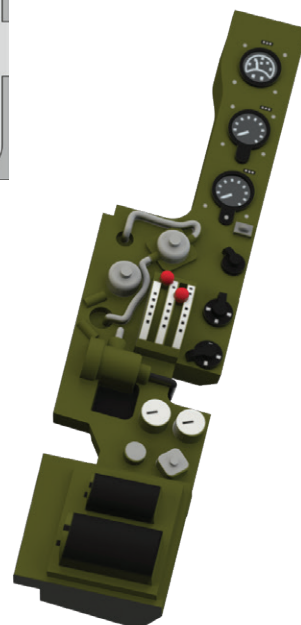
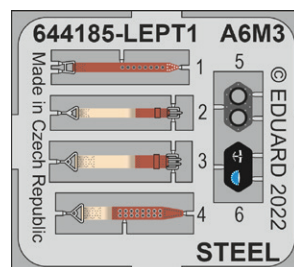
644189

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

LööKt

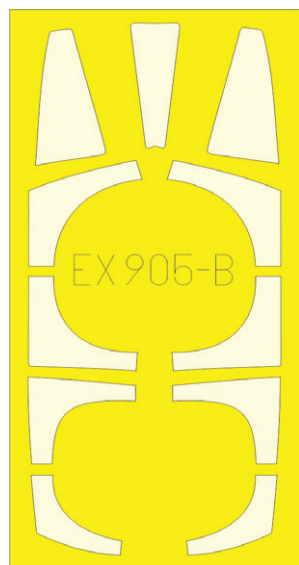
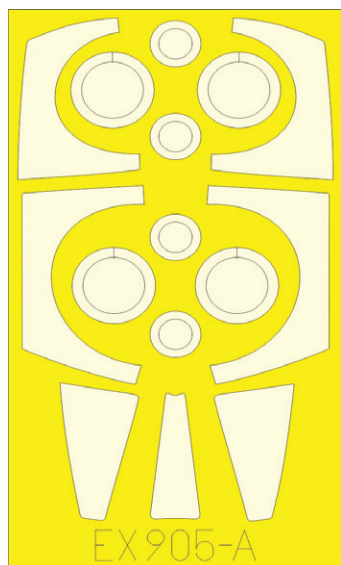
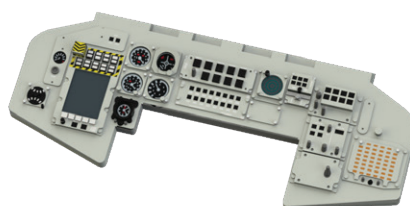
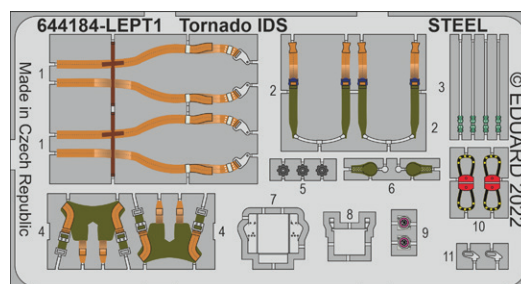
644190

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

LööKt

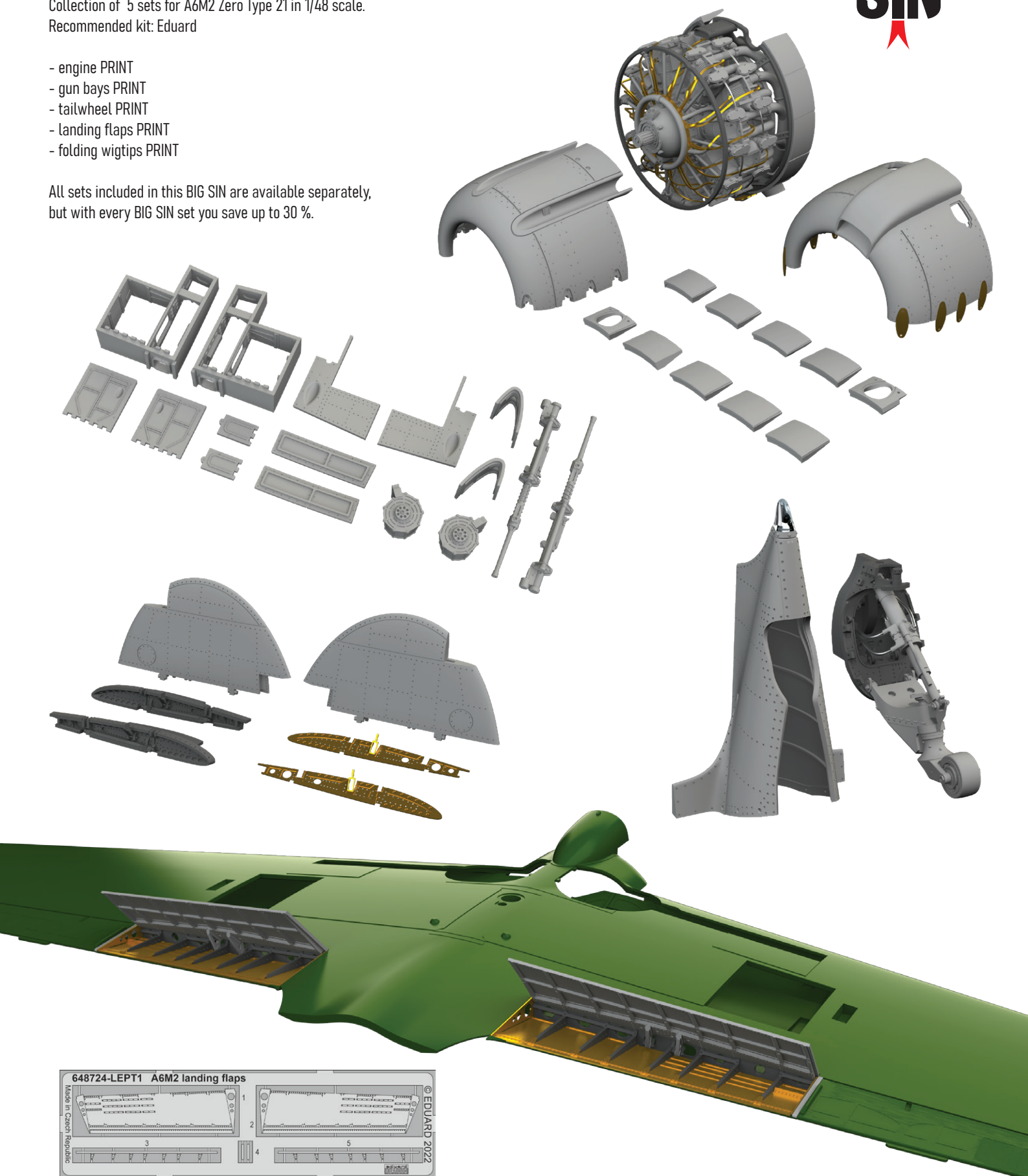
SIN64895

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 %.



SIN64896

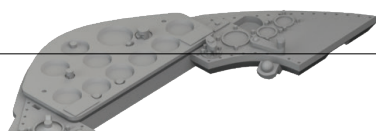
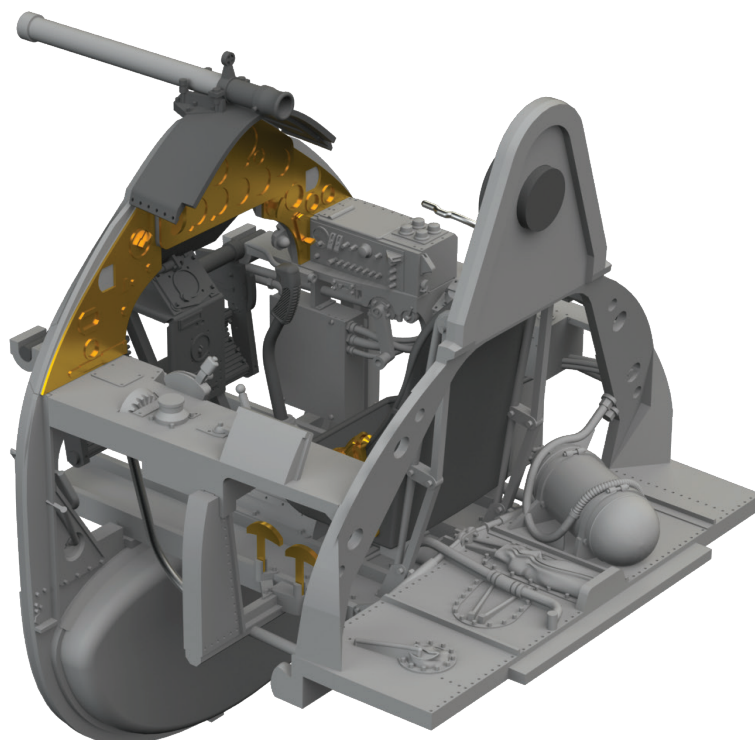
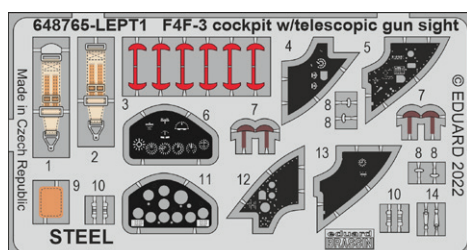
F4F-3 w/ telescopic gunsight ESSENTIAL

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 %.



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

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

DECALS

D32019	Ju 87 stencils	1/32	Hasegawa/Trumpeter/Revell
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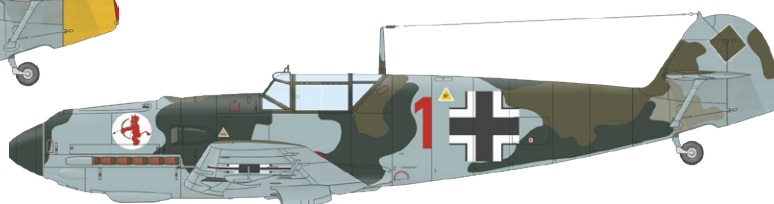
Bf 109E-3

#7032

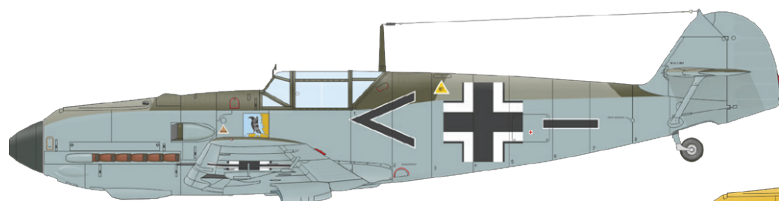
1/72



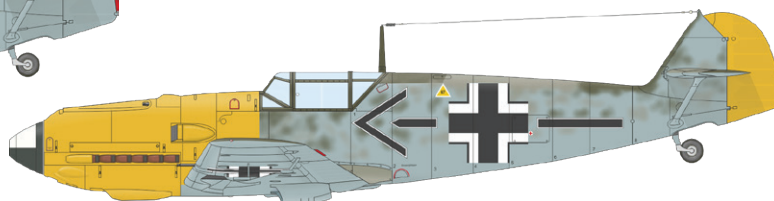
WNR. 1079, Ofw. Erich Rudorffer, 2./JG 2,
Baumont-le-Roger, France, September 1940



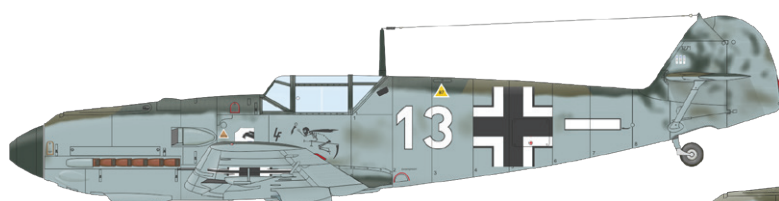
Obstl. August-Wilhelm Schumann, 5./JG 52,
Mannheim-Sandhofen, Germany,
November-December 1939



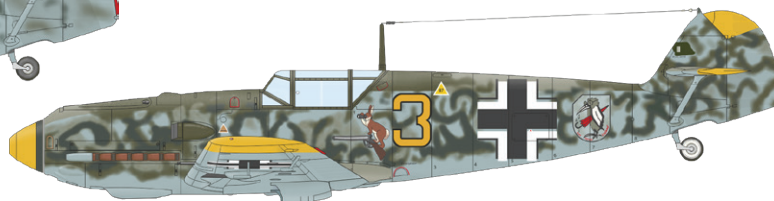
WNR. 1380, Obstlt. Carl-Alfred Schumacher,
CO of JG 1, Jever, Germany, early 1940



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



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



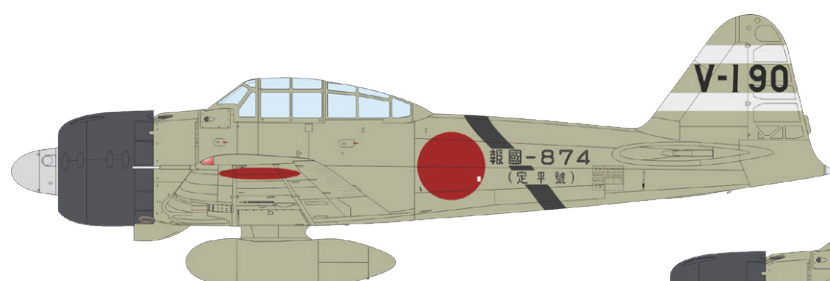
WNR. 5058, Fw. Arthur Haase, 6./JG 51, Marquise-West, France, August 1940

SAMURAI Dual Combo

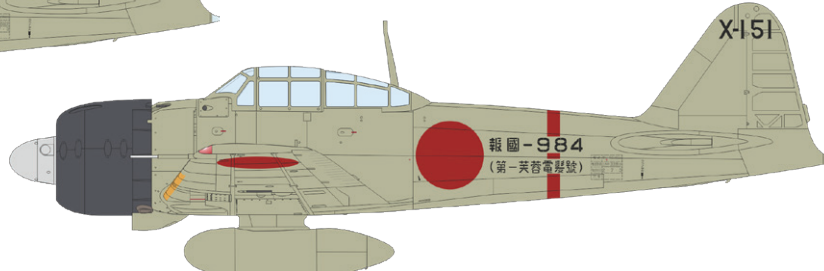
A6M3 Zero Type 22 and 32

#11168

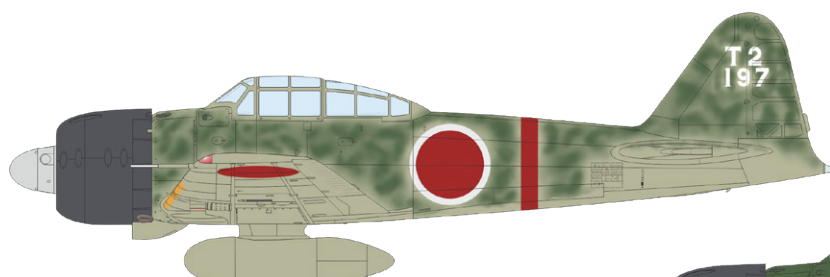
1/48



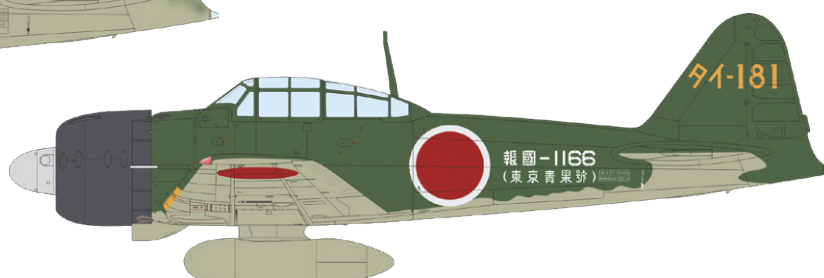
c/n 3032, Lt. Kiku-ichi Inano,
Tainan Kōkūtai, Buna airfield,
New Guinea, August 1942



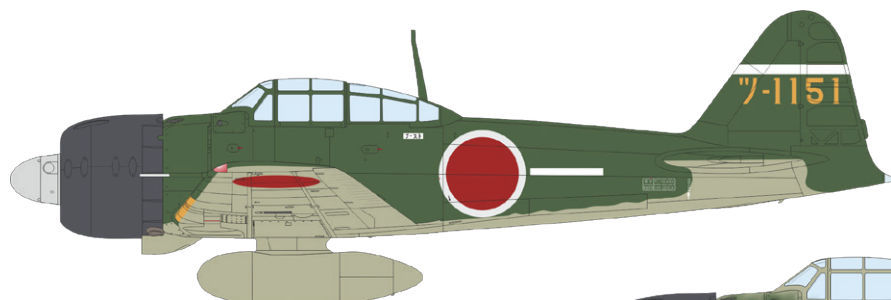
P01c Kyoshi Itō, 3. Kōkūtai,
Koepong airfield, Timor Island,
September 1942



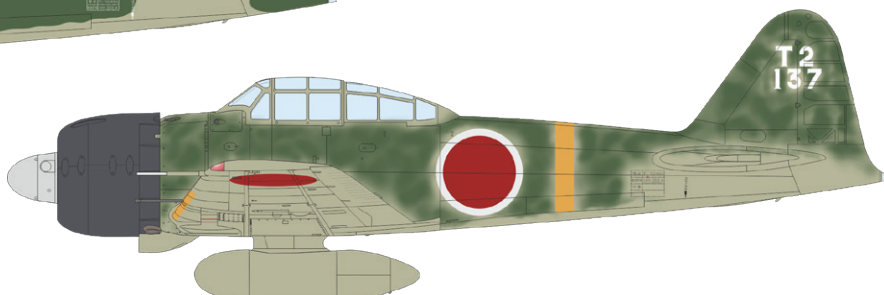
Kōkūtai 204, Vunakanau airfield,
Rabaul, New Britain, April 1943



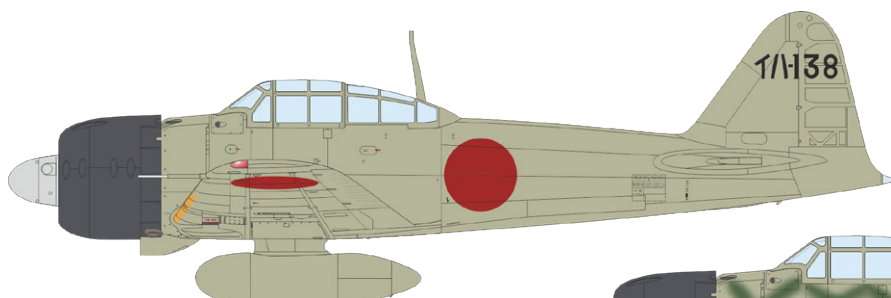
Tainan Kōkūtai (II), Tainan airbase,
Taiwan, summer 1944



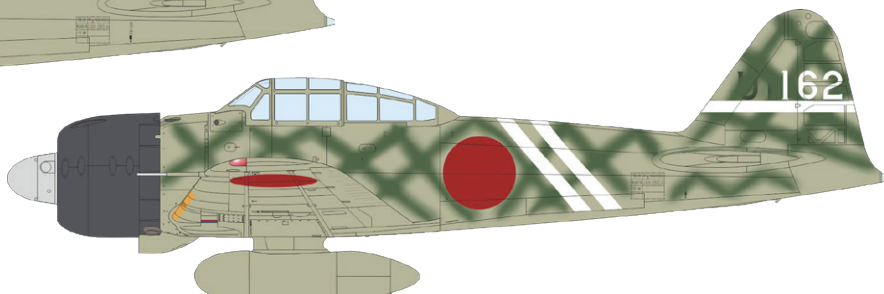
Tsukuba Kōkūtai, Tsukuba airbase,
Japan, 1944



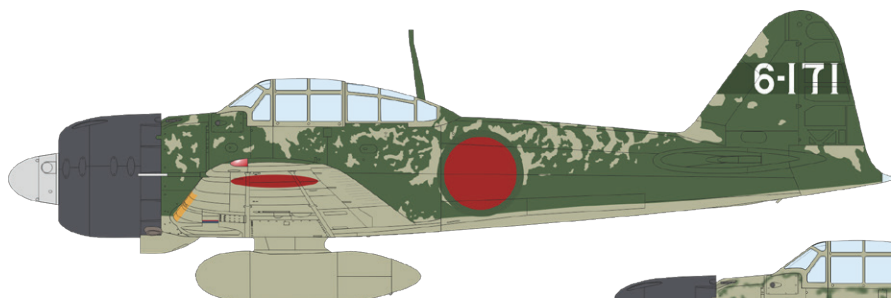
Kōkūtai 204, Rabaul, New Britain,
April 1943



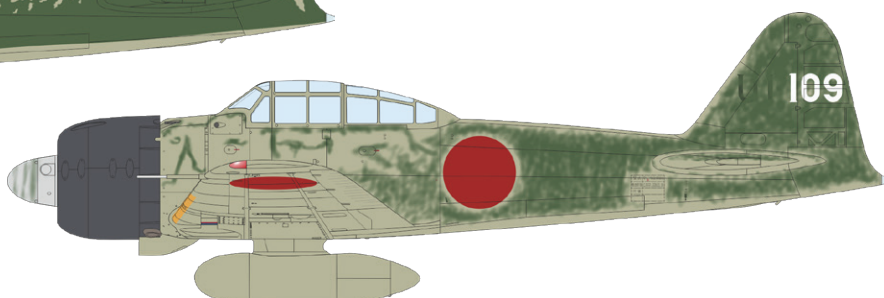
Iwakuni Kōkūtai, Iwakuni airbase,
Japan, 1944



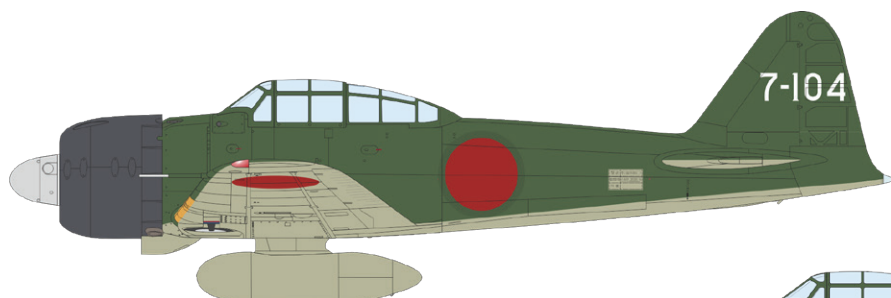
Lt.(jg) Takeyoshi Ōno, Kōkūtai 251,
Rabaul airbase, New Britain, May 1943



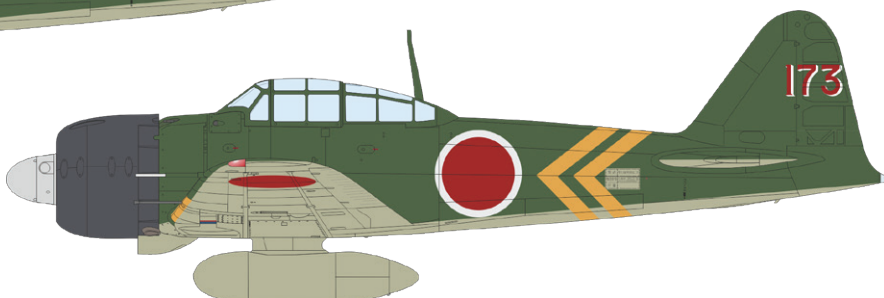
Kōkūtai 251, Rabaul airbase,
New Britain, May 1943



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



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

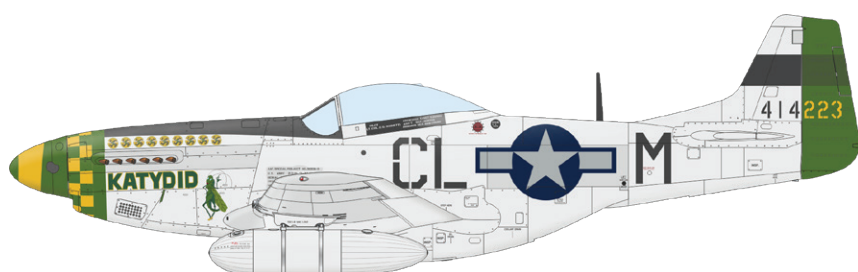


Lt. Cdr. Saburō Shindō, Kōkūtai 582,
Buin airfield, Bougainville Island, June 1943

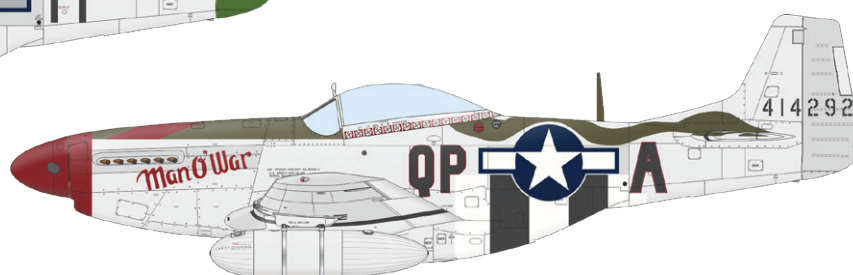
P-51D-10

#84184

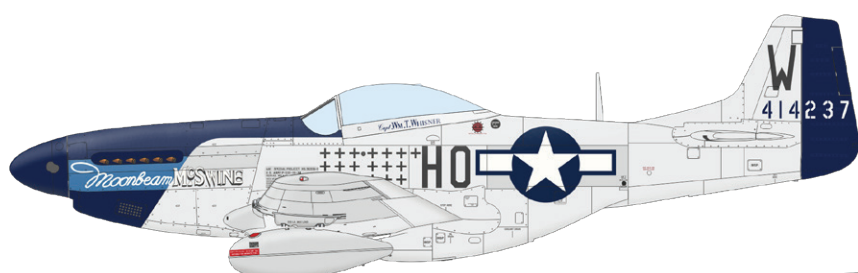
1/48


WEEKEND
 edition


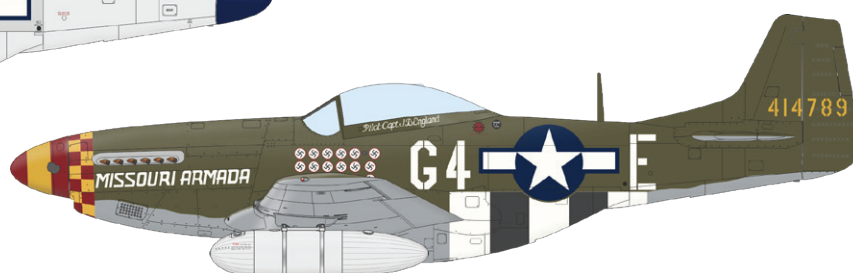
s/n 44-14223, Lt. Col. Elwyn G. Righetti,
 CO of 55th FG, 8th AF, Wormingford,
 United Kingdom, December 1944–March 1945



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



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

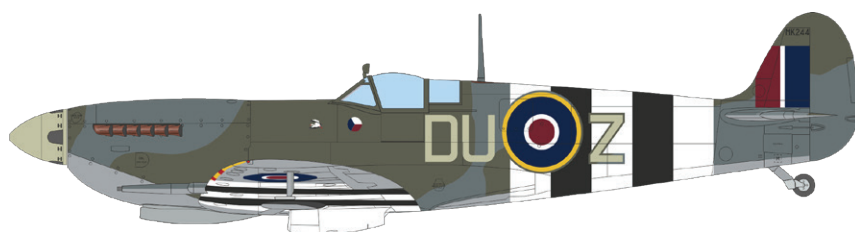


s/n 44-14789, Capt. John B. England, 362nd FS, 357th FG, 8th AF, Leiston,
 United Kingdom, December 1944

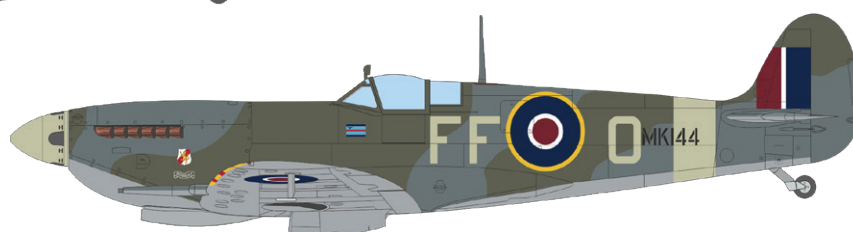
Spitfire Mk.IXc

#7466

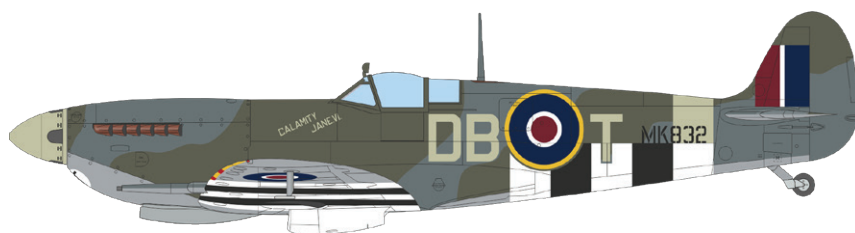
1/72



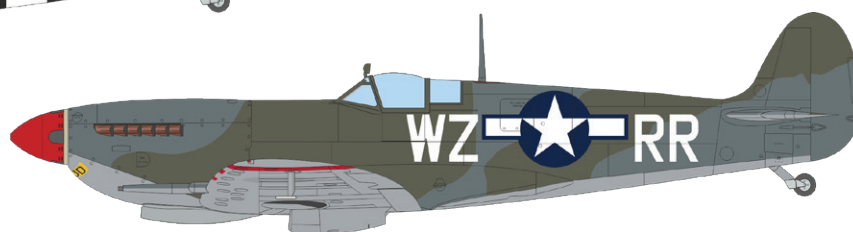
MK244, W/Cdr Jan Čermák,
No. 312 (Czechoslovak) Squadron,
No. 134 Wing, RAF Appledram,
United Kingdom, June 1944



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



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

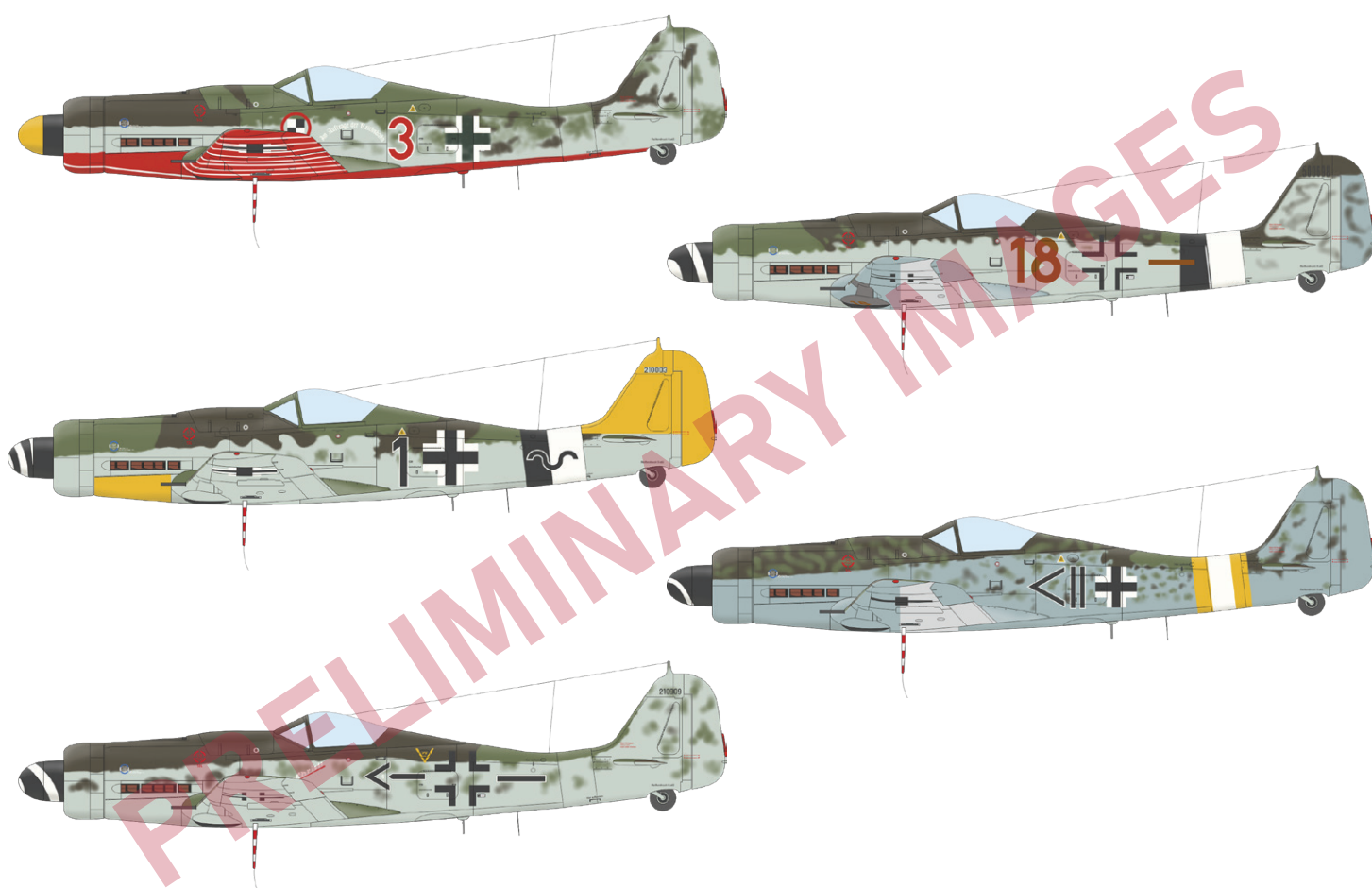


Lt. Robert J. Connors, 309th FS, 31st FG, 12th AF,
Castel Volturno, Italy, February–March 1944

Fw 190D-9

#8188

1/48

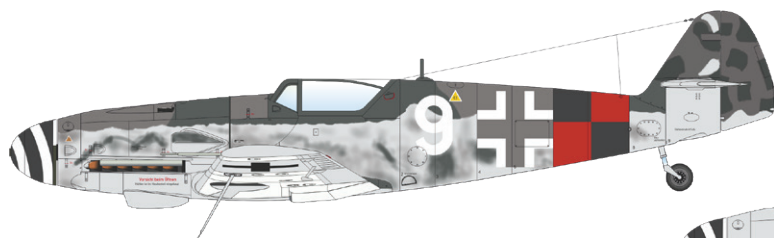


Bf 109G-10 Mtt. Regensburg

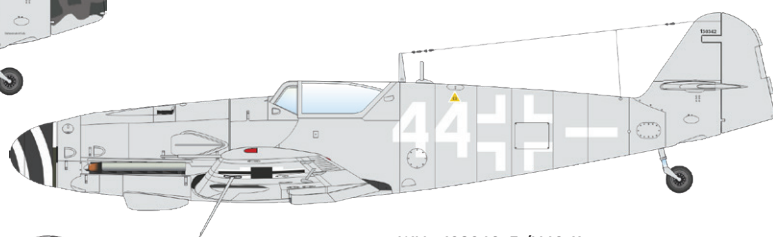
ProfiPACK
 edition

1/48

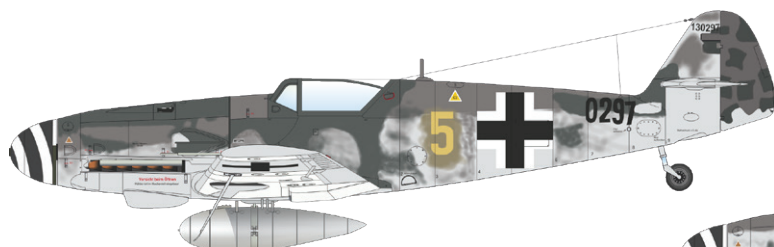
#82119

Re-release


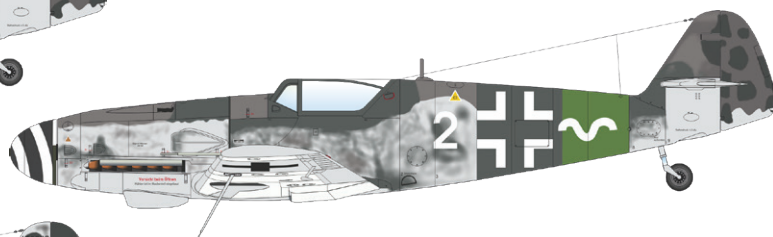
1./KG(J) 6, Prague-Kbely,
Protectorate of Bohemia and Moravia,
March/April 1945



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



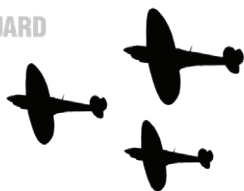
WNr. 130297, Fw. Horst Petzschler,
10./JG 51, Insterburg, East Prussia,
May 1945



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



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



FIGHTING A BAD MOOD

Are you often in a bad mood this year? We are overwhelmed with news on all sides with information about the war in Ukraine, inflation, rising energy prices and what increased costs and prices mean for business as for household budget. This confusion is not improved by politicians who sometimes give the impression of living in an ivory tower on a glass rock with their heads in the clouds. I am not just referring to the Czech Republic, but somehow to a number of other countries from which I read the news. Although the Czechs, with their bureaucracy and slow decision making, sometimes seem to want to take the top spot in this discipline.

Walking through Prague, where I live, one can see numbers of closed business as a result of the covid pandemic. Now some companies, shops and restaurants are also closing because of inflation and the sagging energy market. The situation is not easy for our company either. With the Russian invasion of Ukraine, there has been a significant drop in sales virtually overnight. Even after eight months, the market situation has not calmed down and it is still not certain whether we have hit bottom or not. The current negative development period is now longer than the whole 2008-2009 crisis.

These worries add on top of what the past two years have given us. We are still dealing with the rise in the price of production materials, the sharp increase in the cost of international transport, accompanied by the delays and unreliability of delivery times.

We consider innovation to be the main tool to deal with the crisis. We have always been an innovative company, but the current issues pushed us to accelerate our innovative activities. Since the last spring, we have been investing heavily in 3D printing technology. We have already bought four printers and are in the process of buying two more, we are improving our production processes and thanks to this, despite the crisis, our sales of Brassins are growing compared to last year. We are also planning to purchase two new injection machines for the press shop to increase production capacity. We have introduced new procedures in the production of metallic moulds, such as 3D scanning to review progress of tooling, which helps us to reduce production time, saves costs, and also ensures optimal fitting of the components of the kits. The reviewers don't write any-

thing about it, they probably take it for granted, but it's not.

We are also innovating our marketing activities, for example, we have set up an Instagram account, the number of people who follow it has already exceeded five thousand, and thanks to their active involvement it is still growing. Another big change is ahead for Eduard INFO magazine, we are preparing the introduction of the Triobo software, which will lead to a new, more modern and professional online form of the magazine. This journal has undergone a dynamic evolution in the last two years from one monthly article we now bring three to four main articles and recently we have introduced one-page Boxart stories. We see these as part of an improvement with the kits, where we've started to pay even more attention than before to the historical background of the box arts. Eduard INFO magazine is no longer just a list of news, it is also fun for modellers and is on its

way to becoming a quality and popular scale modelling magazine.

The bad mood and the global crisis can be fought in different ways. Scale modelling is one of the unequivocally positive ways to relax and create something that makes you happy. We are doing everything we can to improve the current situation. Do it too! Fight, resist, don't give up! Help us, be with us. BUILD, assemble, learn new techniques, use our innovations! You will help us and yourself. We will reward you by making great new kits and accessories for you that will keep you entertained and put you back in a good mood. Plus, we'll give you a monthly INFO magazine with lots of inspiration and keep you entertained on Facebook and Instagram. Who has this nowadays? And get ready for another Sweep discount event, this time it will be all about photo etch and later followed by Brassins.

Jan Bobek

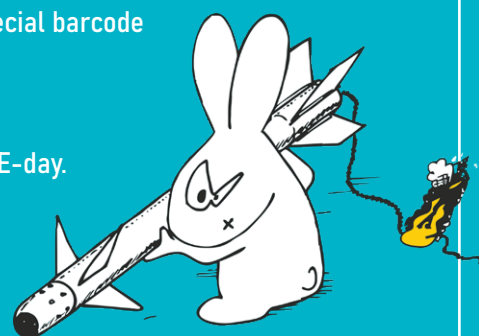


BUNNY FIGHTER CLUB

Eduard's special membership club for all modeling enthusiasts!

- 15% Permanent Club discount at Eduard Store – you will receive permanent 15% discount on all Eduard products and also discount on various other non-Eduard products. Fixed, permanent, forever!
- Unique valuable Club kits and accessories – you will gain access to unique and nowhere else to be sold products, specially made for BFC members.
- Even better prices at Eduard events stand – do you know that Eduard usually has huge discounts on their products at fairs and events all over the world? BFC members will have even higher discount at these events.
- Club T-shirt – you will receive fancy BFC T-shirt with unique design and special barcode (used for event discounts). This exclusive T-shirt will be only available to the members of BFC.
- Free entry fee on E-day – you will not have to pay a penny to visit Eduard's E-day. That means lot of fun at E-day for two days and entry kit, absolutely free!

* E-day - INTERNATIONAL SCALE KIT EXHIBITION - IPMS Czech Republic Championship

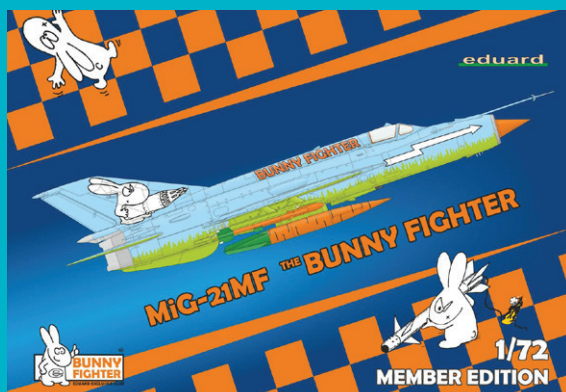


How to become a member of BFC?

Simply by purchasing the Activation product. You will be given 15% discount on (almost) every Eduard product in your shopping cart. To apply this discount, the Activation product has to be in your shopping cart. Activation product is excluded from this calculation.

Activation products:

MiG-21MF + T-shirt 1/72

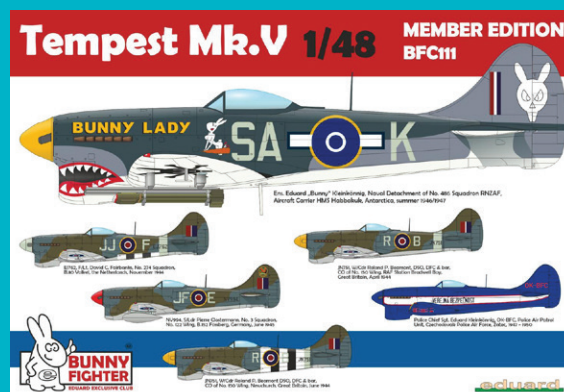


BOX CONTENT:

Plastic parts, Marking options 4, Decal Set, PE parts, Mask, 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, Mask, 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.