

INFO | Eduard

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

OCTOBER 2022

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EDITORIAL

Good Day, dear Friends

Today's newsletter is being posted slightly ahead of time in order to be able to provide current information regarding this year's E-day, taking place this Saturday at the Tankodrom Milovice (Milovice Tank Training Area), with the beginning of festivities being slated for Friday evening, as usual. There are a few changes in the information that has been posted previously. They're not massive, but they are good to know.

I'll begin with Friday. The exhibition hall will be opened on Friday at 2:00 p.m. to allow for setup by participating companies and Club or Special Interest Groups displays. The doors will open to participating modelers at 5:00 p.m. with registration commencing at 6:00 p.m. and closing at 8:00 p.m. that evening. Registration of models will reopen at 8:00 a.m. on Saturday and will go on till 10:00 a.m. The evening schedule will begin at 6:00 p.m. on Friday with a talk show hosted by aviation artist Jaroslav Velc. This is where our first small change comes into play. Unfortunately, the announced book "V oblacích" (In the Clouds) will not be available for technical reasons (the book was to have had its baptism on Saturday at 11:00 a.m.). A second talk show will be hosted by military analyst and pilot Milan Mikulecký. He will recount his aviation experiences and describe the history of his Z-326M, which he will also fly as part of Saturday's planned events. He will be also speaking about the renovations of historical aircraft as well as the replicas building. The third talk show was to be put on by the owner of Special Hobby, Jiří Šilhánek, who will unfortunately not be able to attend due to health reasons. However, we do have substitutes in place, as our invitation was accepted by American-Czech modeler Johnny Vojtech of UMM-USA. He is best known for his unique line of tools and excellent building skills, and he is a multiple winner of the IPMS USA National Convention. His models are some of the top examples to be seen anywhere in the world over the past several years. He will be demonstrating the use of his tools on Saturday at the Aires table. I believe that his experience with the workings of model building and of the hobby in the US will be interesting to all that attend this seminar. We are expecting the program to wrap up by 8:00 p.m., though this may not happen. It will close when it is done, whatever time that will be. Refreshment stands will be available till 9:00 p.m. on Friday, located in front of the hall. On Saturday, this stand will be again in front of the hall,



with one added inside. Company tables will be open for business on Friday, but at the discretion of each individual company. Our tables will be active from 5:00 p.m. to 7:00 p.m., and this may be extended, depending on customer traffic. I do recommend visiting on Friday, because we all know how things can look through Saturday. And for those that don't know, I will tell you – you can look forward to crowds and long lineups to the checkouts. You can access the list of vendors elsewhere in this newsletter or at www.eday.cz. You can also find the ways of getting to the convention area and how to access parking for both visitors and participants. It's not the same lot. Participating modelers will park in the same lot as the vendors directly below the convention centre hall building and will have their own entrance. At both locations, we will be placing people to help with orientation. There is a parking fee of 100 Kč (approximately 4 €) and allows for leaving and returning to the lot. In other words, you pay for parking only once, and for both days, if you plan to stay on both of them.

Stands and booths of sellers will be set up on the ground floor, while displayed models or Club and Special Interest Group displays will be located above on the galleries. Access to the galleries is by stairs, and for now there is no barrier free access unfortunately. So, wheelchairs would be a problem, but we are prepared to help with access, getting wheelchairs to and from galleries and if you should require such assistance, please let us know at least on entry into the convention centre. The halls will be open to the public as of 9:00 a.m. on Saturday, with registration opening an hour earlier. Several seller's stands might be opened by then as well, but the official opening is at 9:00 a.m. on the dot

while some expositions and stands might be still being set up prior to then. Program details are elsewhere in this INFO and on our E-day web pages. I would just point out the christening of Jaroslav Velc's aforementioned book, moderated by Ondřej Neff and, of course, both of our usual "Hot Spot" debates (a.k.a. „boiling kettles“) moderated by Petr Švihovec. Model workshops will run concurrently, located in separate room of the venue building. By the way, we ourselves will have interesting program on our stand with presentations of the new releases and of the modelling techniques when using them. The prizegiving ceremony is scheduled on 3:30 p.m. and everything should wrap up by 5:00 p.m.

The New Releases for October

E-day will see the introduction of October's new releases, so let's have a look at what awaits you at our table on Friday and Saturday. I already wrote at length about new kits in September's newsletter, and I will just sum these up by reminding everyone that the A6M3 Zero Model 32 is here in ProfiPACK form, and there are two Limited Edition kits, MIDWAY and Z-326 Trener Master. Furthermore, we have a Weekend Fw 190A-8, and all of these are in 1:48th scale. Besides that, we are re-releasing our 1:72nd scale MiG-21PF in the ProfiPACK. More detailed info about these releases can be found in the next content of this issue.

Decals

One of the centerpieces of October's new releases is a set of rivets covering the entire surface of Tamiya's P-38J in 1:48th scale. These fall under the label Eddie the Riveter. Besides rivets, the set includes other surface features such as fuel filler caps. Conceptually, this set differs from the



initial set in this line, designed for the Mi-24. The rivets for Lightning are of countersunk type, as opposed to the half-round raised rivets of the Hind. Again, the set is somehow pricey, but this is dictated by the cost-intensive technology used for production. Not much we can do about that right now. So please, don't yell at us over the cost of the set. It won't do either of us any good. In terms of classic decal sets, we are releasing a generic stencil data sheet for the German Ju 87 dive bomber in 1:48th, designed to be used with kits of several manufacturers that have been released.

Brassin

Most of October's Brassin releases are again 3D printed, which is the road we embarked on through the course of this year for this line. The advantages offered by this technology simply cannot be ignored, and in my opinion, they fundamentally change the possibilities within this segment of the market. As part of our practical demonstrations, appropriate space will be allocated to existing products, as well as to the development of new releases and technologies. Demonstrations and explanations will be provided by our designers and product managers, and there will be a production printer at the show. Many people see the 3D printing technology as a bit of a magic, and from my discussions with modelers, I know it is a very interesting topic. So, if you are interested in how this process works, and in what we are planning on doing with it, and what unique things our products offer, show up at our stand, have a look and ask lots of questions! Among the new items, you'll find goodies for our Wildcat, including drop tank and wheel well details and similar things for the Zero Model 32. For the latter, we have a seat, a complete tailwheel assembly with a separate tail cone, fuselage guns and cannon barrels. Other, even more complex

sets are in preparation. What these are will be revealed at E-day. We will not have just sets for our own models, of course. There will be items designed for products of our valued competitors as well. For example, we have three new releases for the Tamiya P-38J, to include gun barrels, nose gun bay, and superchargers. For Arma Hobby's 1:72nd scale FM-2 Wildcat, we have a set of wheels and exhausts, and another two sets for their Hurricane Mk.I in the same scale, coming out of what was included in our Limited Edition release of that kit. Also of interest will be the exhausts for the 48th scale F/A-18F from Meng. For this kit, we also have a set of F/A-18E/F weapons in the BigSin line. There is also a set in this line for our Camel. Finally, to end off this paragraph, I would like to draw attention to the set of Kingfishers for ship kits in 1:350th scale.



648790
P-38J nose gun bay PRINT
1/48 Tamiya

Space

In the Space line, we are releasing a total of five new items in 1:48th. The set designed for the A6M3 is not only meant for the Zero Model 32 being released this month, but also for the forthcoming Model 22 with the original wing, to be released at the end of this year. Other sets focus on the Spitfire Mk.XII, the P-47N (Academy), the Yak-9D (Zvezda) and for Tamiya's well-known Me 262A. The Space sets are a 3D printed decal, complemented by steel photoetched belts. We still consider steel-belts to be the best technology for the desired realistic look given details, and superior to 3D decals, which cannot offer desired scale thinness when replicating seatbelts. We can certainly discuss this theme in detail at our stand at the show, since there is a segment of the modeling community that considers this approach to be flawed. We will also be offering the first hundred visitors to our stand a sample Space set to try it out personally!

Löök

In the Löök line, the purpose of which is to easily and effectively raise the level of detail offered by original kit parts, we have one set for the F4F-3 Wildcat (Eduard, 1:48) and one for the Meng EA-18G (same scale). The expanded LöökPlus sets cover the 1:48th scale Zvezda Su-25 and the Tamiya 1:48th AH-1H and AH-1J.

Photoetched

October offers two sets I would like to draw your attention to, and these cover the A6M3 Zero of our own making. These are sets covering the landing flaps and an overall set detailing the model in general (wheel bay doors, seat, engine cabling). We updated our older sets to cover the re-release of the Spitfire Mk.XII from Airfix in 1:48th, and these now, for example,

include pre-painted and weathered seatbelts, a reworked instrument panel with simulated glass over the dials, etc. Academy has again released two kits of the P-47N and F3F in 1:48th. So, for October, we've got all-new and pretty innovative sets for these.

For the Mi-35M in 1:48th from Zvezda we are offering photoetched sets that are an extension of the previously released Mi-24 sets but with version-specific changes incorporated. Gone are the parts for the retractable landing gear and other items that this version lacks, and we added items that are unique to the Mi-35M. Likewise for the Great Wall Hobby Su-30SM in 1:48th, we have a set stemming from the older item for their Su-27.

Hobby Boss has released a new kit of the A-4M Skyhawk in 1:72nd, and this also is the focus of a relevant photoetched set. In the same scale, we even have a set for the Fore Hobby Schnellboot. This kit already includes a pretty extensive assortment of PE details, but there are some items that are absent. Our set fills this out quite nicely with what we consider needed details, including pre-painted instrument panels.

Historical Articles

Historical articles have long been an integral part of our newsletters. After humble beginnings, their frequency of inclusion has grown, and we have gotten to the point

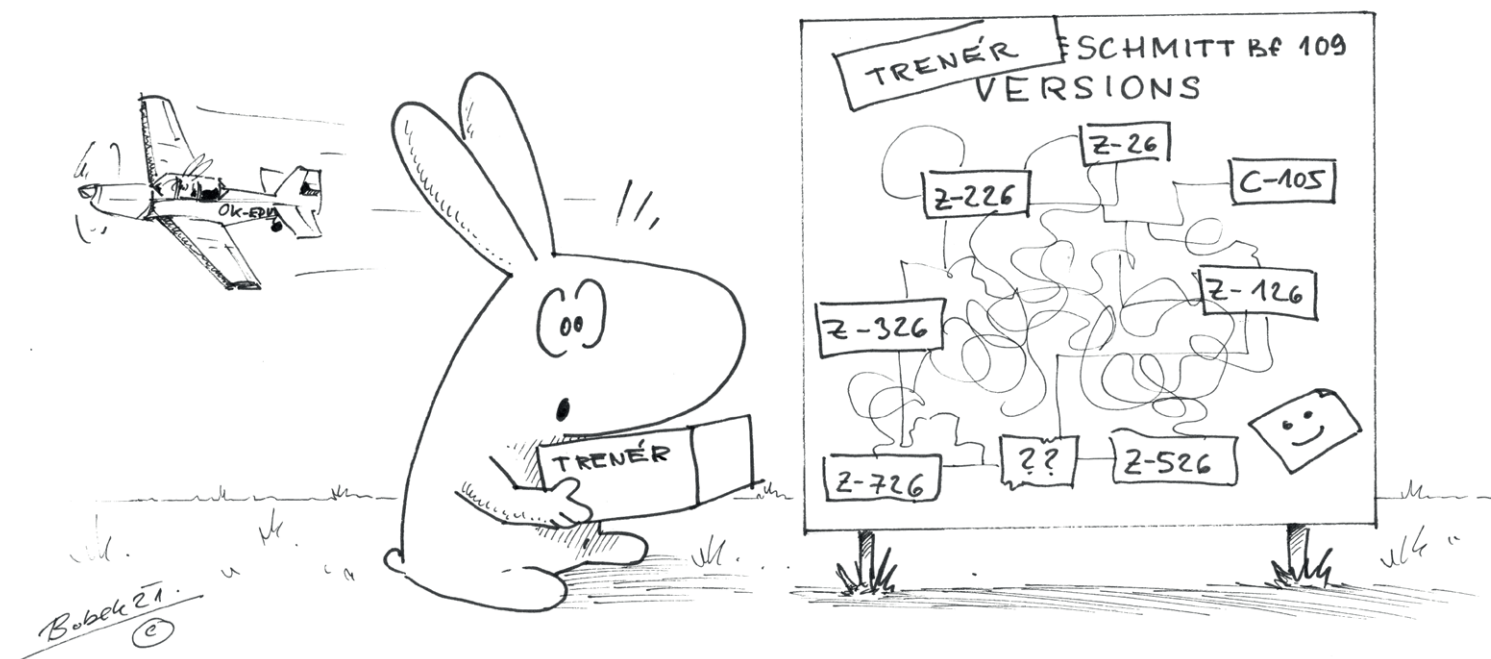
where we have enough to allow us to be picky. You also now can be picky, with respect to the ones you want to read. They are generally submitted by renowned authors. Judge for yourselves. The article "Tainan Kokutai Markings" about Zeros attached to this unit was written by Ed DeKiep, and the article "The Wildcat at Midway" was penned by another American author, Tom Cleaver. Another two articles come from local authors, the first part of series of articles about Paul Irvin "Pappy" Gunn was written by Richard Plos and the sixth installment of the air war over Ukraine series of articles by Miro Barič, as usual. The now usual Boxart Story short articles are shared between Richard Plos (Z-326 Trener Master and MiG-21PFM) and Jan Bobek with his text regarding the boxart for the A6M3 and Fw 190A-8.

And it is still not all in this respect. We have some articles that don't really fall under the historical heading per se, and these are dedicated to an event which has its own history, and that has the potential to become an important piece of history within our hobby. I am speaking of the Czech National Championship, which this year took part in the Prague Olympik Hotel on September 10. This is an event with a long-standing tradition going back to the seventies. This year's event was high-caliber. The atmosphere was very pleasant, and the social and competitive aspects were of

a high level. I was inspired by the event, and I walked away with a much improved mood. Our company continues to fulfill its obligations to maintaining the event, and in fact, we stand behind the leadership of the Plastic Model Section of the Czech Modeler's Association and the host club. This year, we even played a role as awards sponsor. The results of our participation can be seen in today's articles by Jakub Nademlejnský, dedicated to the most recent National Championship. And this won't be the last such event, so if you were able to attend and you found something missing, don't despair, recording these events will continue in the future!

That's it for me today. Ladies and gentlemen, I look forward to seeing as many of you as possible on Friday and Saturday at the Tankodrom Milovice (Milovice Tank Training Area) at E-day 2022!

Happy Modelling!
Vladimír Šulc.



eday

1.10.2022



CZECH MODEL MASTERS
INTERNATIONAL PLASTIC KITS COMPETITION
TANKODROME RANGE
MILOVICE



FRIDAY 30 SEPTEMBER

17:00 - 20:00

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SATURDAY 1 OCTOBER

9:00 - 17:00

Czech Model Masters, clubs
exhibitions, workshops, flight
program, AFV demonstrations

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OF MANUFACTURERS, SHOPS AND SPECIAL EXHIBITIONS, MASTER AND HOBBY
CATEGORIES, SHUTTLE TRANSPORT FROM LYSÁ NAD LABEM



The Wildcat at Midway

Text: Tom Cleaver
Photo: US Navy

British experience with the Martlet I in combat led the Admiralty making a request to Grumman for the addition of folding wings to allow more Martlets to be carried aboard ship, and for an increase in weight of fire. The primary opponent of the British Martlets was the German Fw 200 Condor, and the weight of fire of four .50-caliber machine guns was insufficient to give good odds of a kill in the first pass, which was often the only pass in the confrontation.

In answering the demand for folding wings and increased weight of fire, Grumman was faced with the problem that they would be adding additional weight to a fighter whose performance was already compromised by lack of power, without an option to change up to a more powerful engine. Thus, what weight was added had to be minimized to the extent possible.

In the end, this weight saving was found in the armament. While two additional machine guns were added, the total ammunition load would remain the same; it was the only place where any significant weight could be saved. Thus, the redesign would redistribute the ammunition from the 450 rounds per gun of the F4F-3 to 250 rounds per gun in what became the F4F-4.

When more is not better

The F4F-3's four .50 in (12.7 mm) guns and 450 rpg gave the pilot 34 seconds of firing time; the reduction to 240 rpg in the F4F-4 gave a total firing time of 20 seconds. VF-3's Lt Cdr John S. Thach said of this change: "A pilot who cannot hit with four guns will miss with eight."

Grumman used its newly-developed "Sto-Wing" wing folding system, in which the outer wing was folded to the rear while being rotated to a near-vertical position, which allowed more of the wing to be folded than would be the case with a vertical-folding wing which would be limited by the height of the hangar overhead aboard an aircraft carrier. The system allowed five F4F-4s to be parked in the same space taken by two F4F-3s. In practice, this allo-

wed a 50 percent increase in the number of Wildcats carried in a fleet carrier. Squadrons were increased from 18 to 24, a useful increase that had been shown useful in early combat when the limited number of fighters meant that a strike force was not effectively escorted while there were insufficient defenders for the carrier.

The weight of additional guns and folding wings without an increase in power reduced performance: the F4F-3's top speed of 330 mph was reduced to 318 mph in the F4F-4. Grumman optimistically claimed that rate of climb declined from the F4F-3's 2,303 feet per minute to 1,950 fpm in the F4F-4; however, in combat conditions, pilots found the F4F-4 only capable of some 500 to 1,000 fpm depending on weather conditions. At Guadalcanal, the defenders were generally able to get a two-hour warning of inbound attackers through the coastwatchers in the Solomons; once fighters were manned and airborne, there was generally some 60-70 minutes before the Japanese arrived overhead. Marion Carl recalled that "it took every minute" to drag the F4F-4 to 24,000 feet, where the Marines could initiate their attack on an enemy formation flying between 18-20,000 feet. Carl compared the overall performance of the F4F-4 as similar to that of the equally overweight and underpowered

Brewster F2A-3. The XF4F-4 appeared in December 1941, and Grumman switched to production of what would be the major combat version of the Wildcat in January 1942. VF-6 aboard USS Enterprise (CV-6) was the first to re-equip with the new Wildcat on the ship's return to Pearl Harbor after the Doolittle Raid in late April 1942. During May 1942 the other fleet fighter squadrons re-equipped with F4F-4s as they arrived in Hawaii. Yorktown, which only returned to Pearl on May 27 from the Battle of the Coral Sea, saw her regular Air Group Five combined with squadrons from Air Group Three, which had been sidelined by the torpedoing of Saratoga back in January. Lt Cdr John S. "Jimmy" Thach, who had spent the previous six weeks training new aviators assigned to Fighting Three in how to fly his "Thach Weave" defensive maneuver, brought 25 new F4F-4 Wildcats to the carrier, where 11 of VF-3's most experienced pilots and 16 VF-42 Coral Sea Veterans would man them.

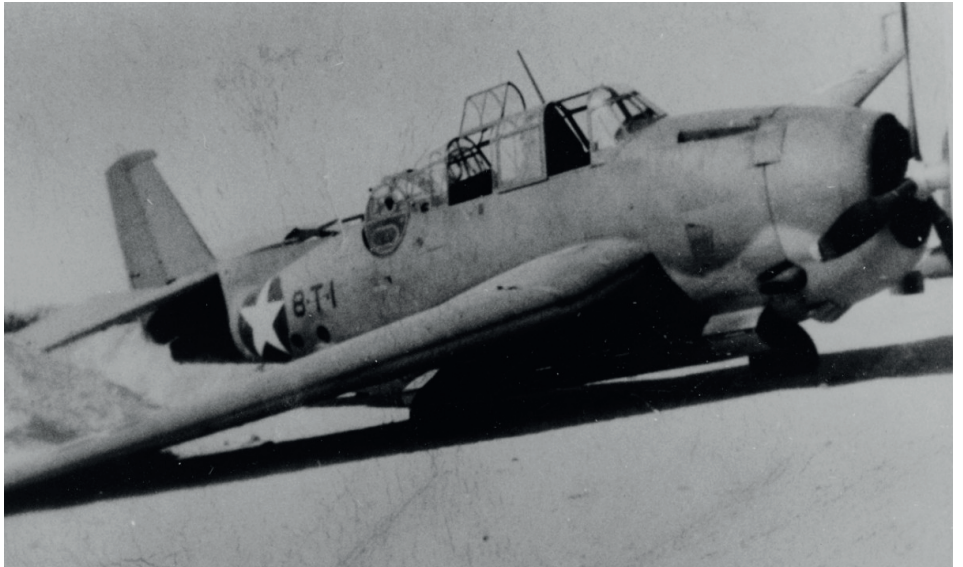
Seven of VF-6's F4F-3As were quickly reconditioned and sent on to VMF-221 on Midway, to supplement their F2A-3 fighters, arriving on May 26 aboard the aircraft ferry USS Kitty Hawk along with the VB-6 SBD-2s that went to VMSB-241. Both squadrons had only nine days to become familiar with their new mounts before they entered the crucible of combat; the Wildcats were given to the most experienced pilots in the squadron.

Gathering clouds

While American codebreakers had been reading the Japanese JN-25 code successfully since early 1942, the Japanese issued a new code book on May 24; however, it was not uniformly in use until May 27, which marked the last date the U.S. Navy would ever "read the enemy's mail" for the rest of the Pacific War. Fortunately, HYPO – the Pacific Fleet's codebreakers – had been able to obtain all needed information, including the Imperial Navy's Order of Battle and the expected attack date: June 4, 1942. While the Americans knew everything, they needed to know about their opponent, the Imperial Navy had no warning, and no idea, of what lay in wait.

Dawn came to the Central Pacific the morning of June 4, 1942, revealing clear weather over the four carriers of Kidō Butai, with building clouds of a storm front to the east and northeast. The carriers began launching the first strike at 0430 hours: 36 D3A1 dive bombers, accompanied by 36 B5N bombers loaded for level bombing rather than torpedo attacks, escorted by 36 A6M2 Zeros.

At almost the same time, 11 PBY Catalinas took off from Midway to search north, west and south of the atoll. At 0534 hours, a PBY sighted Akagi and Kaga through the scattered clouds and radioed a report. Ten



Torpedo Eight was in process of re-equipping with the new Grumman TBF-1 Avenger in March 1942 when the ship was ordered to the Pacific. A four-plane detachment that had re-equipped was sent on to Midway, where they made an attack on the Japanese carriers. Only one survived to return to Midway, and it never flew again. (USN)



F4F-4 Wildcat of Hornet's VF-8 in flight. (USN)





Fighting Five's Commander James H. "Jimmy" Flatley. (USN)



Fighting Three's Lt Cdr John S. Thach spent a year refining his "Thach Weave" defensive maneuver that allowed the F4F to successfully confront the A6M2 Zero in combat. (USN)



Lieutenant Scott McCusky of VF-6 was the first F4F pilot to shoot down a Japanese airplane during the Kwajalein strike in February 1942. He also scored at Midway, defending Enterprise against the strike from Hiryū. (USN)

minutes later, another Catalina reported the inbound airstrike. At 0554 hours, Midway's radar picked the attackers, reporting: "Many planes, 93 miles, 310 degrees, altitude 11,000 feet."

At 0555 hours, the air raid siren's wail sent the defenders scrambling. VMF-221's Duty Officer, 2nd Lieutenant John C. Musselman Jr., raced along the line of revetments in the command post pickup truck, yelling "Get airborne!" At 0600 hours, the order was given for VMF-221 to scramble. Ten minutes later, 20 F2A-3s and three F4F-3s were airborne.

The 23 pilots of VMF-221, known as the "Fighting Falcons," were a mixed lot. Eight were recent flight school graduates who had arrived nine days earlier; another five recent flight school graduates had arrived in March, while the rest had flown off Lexington after failing to get to Wake Island as reinforcement on December 24, 1941. Four had seen aerial combat on March 10 when Captain John Neefus' division intercepted an H8K "Emily" from Kwajalein, which they managed to shoot down after a prolonged battle in which one F2A-3 was badly damaged by the heavily-armed flying boat.

Squadron leader 31-year-old Major Floyd B. "Red" Parks, a trained dive bomber pilot had arrived on Midway in March and taken command of VMF-221 on May 8 after the original squadron commander, Lt. Colonel Ira L. Kimes, had become commander of

Marine Aircraft Group 22. The night of June 3, Captain Kirk Armistead found his normally extroverted commander moody and distracted. When Armistead tried to cheer him up, saying "By this time tomorrow, it'll all be over," Parks replied, "Yeah, for those of you who get through it."

Parks assigned 13 F2As of second and third division leaders Captains Daniel J. Hennessey and Armistead to orbit north of the island as reinforcement, while he led four F2A-3s of first division and Captain Robert E. Curtin's two fourth division F2As, along with Captain John F. Carey's three F4F-3 Wildcats; Carey's wingmen were Captain Marion E. Carl and 2nd Lieutenant Clayton M. Canfield. Two Wildcats were airborne on dawn patrol while the sixth and seventh of the war-weary fighters were grounded with mechanical problems.

Parks' three divisions took a bearing of 320 degrees, directly toward the incoming strike. Hennessey and Armistead's eight took a heading of 310 degrees to allow for radar error and the chance the attackers might split and attack from different directions. At 0612 hours, Carey's three Wildcats were at 14,000 feet when he sighted the enemy 40 miles north of Midway. The B5Ns were in a "vee of vees" at 11,000 feet, followed by the D3As at a slightly higher altitude while the Zeros were stepped-up behind the dive bombers; the Marines a clear shot at the bombers for at least the first pass. At 0614 hours, Canfield saw Carey make "a

wide 270-degree turn, then a 90-degree diving turn." He then heard the electrifying "Tally-ho! Hawks at angels-twelve," and, after a slight pause, "accompanied by fighters."

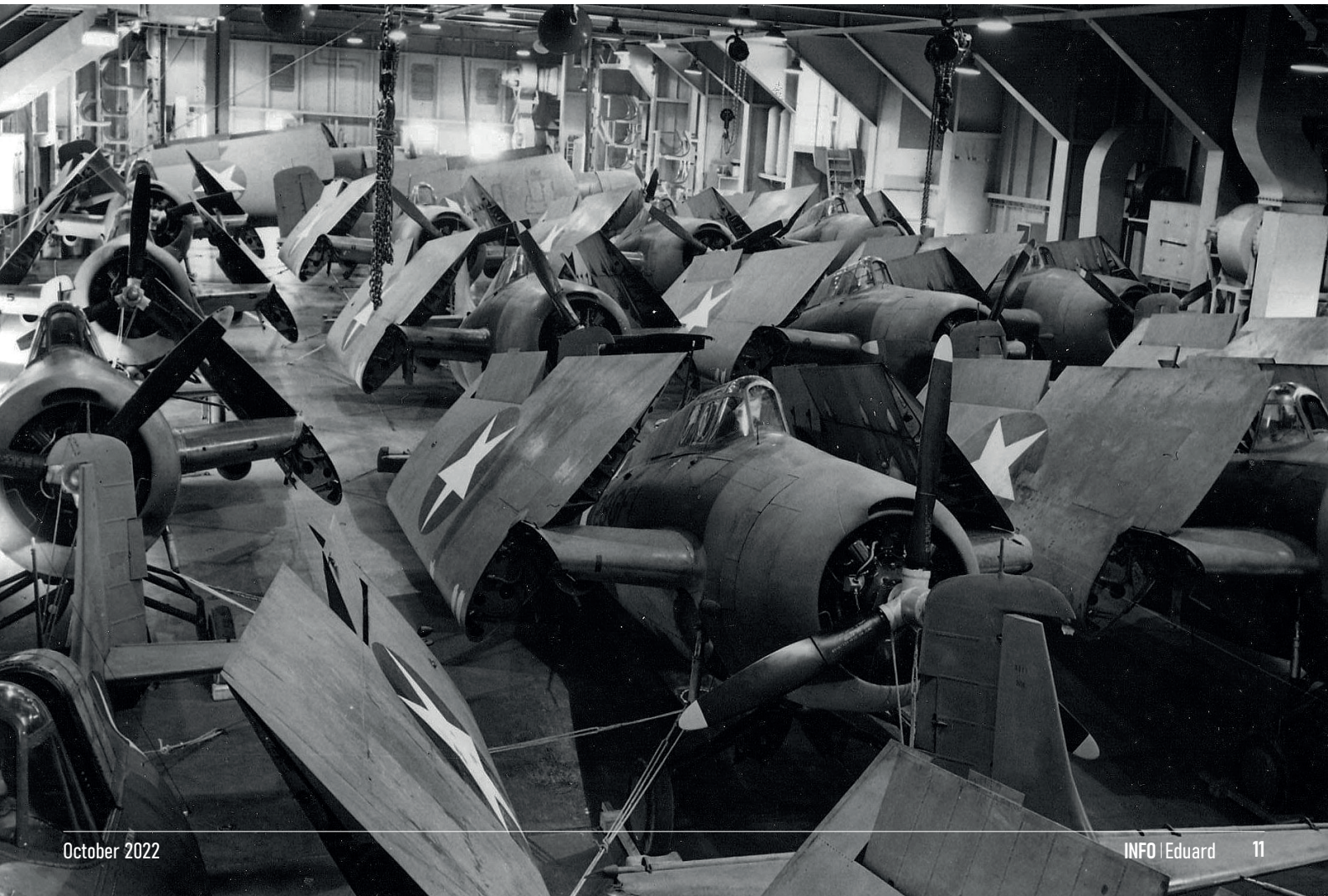
Carey made steep dive for a "high side pass" and caught the lead bomber, waiting till it filled his gunsight; his long burst shredded the B5N and set it afire; the gunner's return fire cracked his windshield. An instant later, the bomber blew up. Carey turned to the next when suddenly he was raked by a burst of fire that hit his right knee and left leg. On the verge of passing out in excruciating pain, "I dove at about a 40-degree angle and headed for a large cloud about five miles away."

Canfield followed his leader, recalling, "I fired at the number three plane in the number three section until it exploded and went down in flames." An instant later, the Zeros hit him. "My Wildcat was hit on the right elevator, left wing and flap and just ahead of the tail wheel by three 20mm cannon shells. There was also a .30-caliber hole through the tail wheel and one that entered the hood on the right side about six inches up, passing just over the left rudder pedal and damaging the landing gear."

Canfield sought refuge in nearby cloud. Emerging moments later, the enemy was gone. "I went around the cloud in the opposite direction and joined up with Captain Carey again." The two flew unsteadily to-



Adding wing-folding to the F4F-4 allowed the number of Wildcats aboard a fleet carrier to be increased by 50% over the non-folding F4F-3. (USN)





F4F-4 Wildcats, SBD-3 Dauntlesses and TBD-1 Devastators of USS Hornet's Air Group Eight aboard ship the morning of June 4, 1942. (USN)



VF-8 F4F-4 Wildcat ready to take off while others are positioned to the side. (USN)

ward Midway as Carey kept losing altitude and falling behind. "I kept throttling back so he could keep up. His wounds kept him from working the rudders, and his plane was all over the sky."

They reached Midway under attack and prepared to land, at which point Canfield discovered his flaps were gone. "When the wheels touched the ground the landing gear collapsed, and the plane slid along the runway. When it stopped, I jumped out and ran for a trench just as a Zero strafed my abandoned plane." Carey landed right behind and remembered "I ended up in a ground loop, as I had a flat tire and could not control the plane because of the wound in my leg." Carey crashed into a revetment and was pulled out and dragged to safety with the bombs falling.

Left behind by Carey and Canfield, Marion Carl rolled into an overhead pass against the bombers. "I caught sight of these damn Zeros ... The air was full of them!" He made a high-side firing pass on one; when he looked back, "I was surprised to see several Zeros swinging into position on my tail, so I dived straight down at full throttle, then zoomed back up to 20,000 feet." As he headed back toward Midway, he spotted three Zeros below. "They didn't see me drop astern. I gave one a long burst, until he fell off on one wing out of control and headed almost straight down with smoke streaming from the plane."

"I looked around and couldn't find a friendly airplane any place and the next thing I know, I've got a Zero on my tail that's shooting away. I headed for a cloud, chopped the power, and threw the plane into a skid. When I came out the other side, the Zero had overrun me. I pulled the trigger on my guns and got nothing! My guns had jammed, but the maneuver scared him so badly that he gave up the fight." Despite being badly shot up, Carl was able to limp back and land safely.

The three Wildcats were lucky. Major Parks was hit by the swarming escorts early in the fight. Parks bailed out and his parachute was seen to open. A Zero pilot strafed him and then strafed his body when it fell on one of the outer reefs. All six pilots of Parks' first division were shot down. The 20 F2A-3 pilots were not only outnumbered by the 36 Zeros, but they were also completely outclassed by the faster and more agile enemy fighters, whose experienced pilots quickly shot down 16 Buffalos and one of the patrolling Wildcats, with 14 Marines killed in action. Four crash-landed on Eastern Island and six managed to land after the air raid was over. Only two planes were fit to fly again. VMF-221 was out of action. The 23 pilots were each awarded the Navy Cross, all but nine posthumously. Their opponents that morning were seasoned veterans of what was at the time the most effective naval air



Only two of ten F4F-4s from VF-8 managed to get back to USS Hornet after CAG Stanhope Ring led the strike astray. Ensign Sheedy was one of them. (USN)



F4F-4s of Fighting Eight aboard USS Hornet ranged for takeoff. (USN)

arm in the world, flying the best carrier-based fighter in the world. Against these losses, the Japanese admitted loss of seven B5N2s and two A6M2s.

Major Parks' citation reads: "For extraordinary heroism and conspicuous devotion to duty as Squadron Commander for Marine Fighting Squadron TWO TWENTY ONE, in action against enemy Japanese forces during the Battle of Midway, June 4, 1942. Leading his squadron in a dauntless and aggressive attack against a vastly superior number of Japanese bomber and fighter planes, Major Parks aided in disruption the plans of the enemy and lessening the effectiveness of their attack, thereby contributing materially to the success of our forces. As a result of his courageous and daring tactics and because of the circumstances attendant upon this engagement, there can be little doubt that Major Parks gallantly gave up his life in the service of his country. He displayed the characteristics of a fine leader and excellent airman in keeping with the highest traditions of the United States Naval Service." Captain Phillip R. White complained bitterly in his after-action report, writing: "The F2A-3 is not a combat aircraft. It is inferior to the planes we were fighting in every respect. It is my belief that any commander who orders pilots out for combat in a F2A-3 should consider the pilot as lost before leaving the ground."

Battle rages on

For their actions at Midway, the Marines of MAG-22 were awarded the Presidential Unit Citation. Admiral Nimitz recognized the Marines' contribution to victory at Midway as follows: "Please accept my sympathy for the losses sustained by your gallant aviation personnel based at Midway. Their sacrifice was not in vain. When the great emergency came, they were ready. They met, unflinchingly, the attack of vastly superior numbers and made the attack ineffective. They struck the first

blow at the enemy carriers. They were the spearhead of our great victory. They have written a new and shining page in the annals of the Marine Corps."

Aboard the three American carriers cruising at "Point Luck," the crews had been awakened at 0130 hours and fed between 0300-0400 hours to give them time to prepare. Surprisingly, Yorktown, the only carrier of the three whose leaders had direct combat experience, was held back in reserve while Enterprise and Hornet, which had yet to engage an enemy carrier, were assigned to make the maximum-effort strike.

At 0534 hours the Catalina search plane reported "Carriers sighted." At 0553 hours came the report, "Many planes heading Midway." Finally, at 0603 hours, the Catalina reported "Two carriers and battleships bearing 320 degrees, distance 180, course 135, speed 25." Quick calculations placed

the enemy fleet 175 miles west-southwest of the Americans. In fact, the position report was incorrect; the enemy was now 200 miles away. Those extra miles would matter.

At 0607 hours, Admiral Fletcher aboard Yorktown ordered Spruance's two carriers to attack. "Proceed southwesterly and attack enemy carriers as soon as definitely located." Spruance considered that while the reported range was extreme, a strike could succeed. Chief of Staff Miles Browning determined that because they would have to turn away to launch that they should wait until 0700 hours, giving them an hour to close the distance a further 25 miles, placing the enemy about 155 miles distant. Spruance agreed and Enterprise and Hornet began launching at 0656 hours. Where the Japanese had launched 108 aircraft from four carriers in only seven minutes, Enterprise and Hornet



F4F-4 Wildcats and SBD-3 Dauntlesses of Air Group Six aboard USS Enterprise. (USN)



Douglas TBD-1 Devastators of Torpedo Eight aboard Hornet preparing to take off to strike the Japanese fleet. All 18 bombers would be lost in the attack, with only one surviving pilot, ENS George Gay. (USN)

required more than an hour to launch 117. The Enterprise Dauntlesses were airborne by 0725 hours forming up and climbing in circles above the carrier. Twenty minutes after the dive bombers launched, the first VF-6 Wildcat escort was launched, followed by VT-6's 18 slow TBDs. By the time the TBDs were airborne and assembled under the leadership of Lt Cdr Gene Lindsey, the SBDs were distant on the horizon. At this point, the VF-6 Wildcats mistakenly took up position over Hornet's Torpedo Eight, Leaving Torpedo Six without fighter escort.

Hornet's air group also broke up shortly after CAG Cdr Stanhope Ring took up his westerly heading of 265 degrees at the head of the dive bombers. Torpedo Eight's Lt Cdr John Waldron, who still believed his course information was correct, signaled his pilots to follow him and took up what he had determined was the most direct course to the enemy, taking a heading of 240 degrees. The VF-6 F4F-4s followed. Fortunately, Admiral Fletcher decided to commit Yorktown's air group to launch at 0838 hours. The combat-experienced Air Department ordered the squadrons to execute a "running rendezvous". Lt Cdr Lance Massey's slow Torpedo Three TBDs were launched first and headed off at low altitude. Bombing Three and Scouting Five, led by VB-3's LCDR Max Leslie, launched next, while John Thach's eight F4F-4 Wildcats launched last.

Having taken the most direct course to the enemy, Waldron spotted Kidō Butai shortly after he spotted smoke on the horizon at 0925 hours. His guess the enemy would make a turn to the north had been right. Unfortunately, his call to Stanhope Ring that he had found the fleet came too late. The Hornet CAG took the SBDs and their escorting F4F-4s to maximum range and

missed the Japanese entirely. Prewar carrier doctrine called for a strike force in this position to return to the nearest friendly land base. In this case, that meant Midway, which was in no condition to receive the strike force. Ring had required a "parade ground" formation, which meant increased gas usage; it was now questionable the formation had the fuel to get to Midway. Some SBDs and F4Fs tried to return to Hornet, while the others headed toward Midway. While most of the dive bombers made it; only two of the 10 Wildcats returned. Ring's decision removed Hornet from the battle and nearly cost Marc Mitscher his career, had he not already received notice of promotion to Rear Admiral. Torpedo Eight had been spotted by the Japanese scout that had spotted the American carriers; the enemy was waiting for them when they got to the fleet. The Zero CAP fell on the TBDs. Waldron was one of the first shot down. In the next five minutes, all but one crashed into the sea with no survivors. Ensign George Gay dropped his torpedo; as his plane struck the water, the hood slammed shut. The TBD tipped for its final dive as Gay struggled to open the canopy. "I couldn't hardly get it open. That's when I got scared." Finally, the hood slid back, and he scrambled out. He was left bobbing in the sea; a moment later, his seat cushion popped to the surface.

VF-6 commander Lieutenant John Gray had become separated from both his VT-6 and VT-8. The Wildcats arrived on the far side of the enemy fleet and waited for the call for assistance from Torpedo Six's Gene Lindsey as they orbited 15 miles on the opposite side of the fleet from the torpedo bombers they were charged with protecting. The VT-6 bombers arrived on the wrong side of the formation; Lindsey's division was spared the attention of the

CAP as they flew around the enemy formation, but were finally caught by the Zeros as they began their run in. He and three others were shot down, while the other three managed to drop their torpedoes and escape to return to Enterprise. The second division chased Kaga as the CAP slashed at them, taking them down one-by-one. Finally, only the TBDs flown by Aviation Machinist's Mate 1/c A. Walter Winchell and Chief Aviation Machinist Stephen B. Smith were still flying, both damaged. They both dropped their torpedoes and managed to escape the fire. Smith made it back to Enterprise, while Winchell and gunner Aviation Radioman 3/c Douglas M. Cossit were forced to ditch, surviving 17 days in their raft until they were rescued by a PBY on June 21.

The 12 TBDs of Yorktown's VT-3, led by Lt Cdr Lance "Lem" Massey, escorted by six F4F-4 Wildcats led by John S. Thach, found the enemy a matter of minutes after the Enterprise SBDs made their devastating attack on Kaga and Akagi, just as Lt Cdr Max Leslie led 36 dive bombers nosed over to attack Sōryū. Yorktown's strike was the only air group to make a coordinated attack.

Thach recalled they had only a few hops to get used to the new F4F-4. VF-42's Jim Adams recalled, "We went from bad to worse when we picked up the F4F-4 for Midway. We had all kinds of extra weight and a real sluggish aircraft; six guns and less firing time. The reduction in rounds per gun with the increase from four to six guns cut the firing time by six seconds. That doesn't sound like much, but it can be a lifetime in combat."

Thach's formation included his wingman, Ensign Robert A. M. "Ram" Dibb, with VF-42's Lt (jg) Brainard Macomber and wingman Ensign Edgar Bassett. Aviation Machinist Mate 1/c Tom Cheek and his wingman, Ensign Daniel Sheedy, were just astern of the TBDs, all about 1,000 feet above the bombers, flying at 750 feet. Thach later remembered, "We had to do S turns, so we wouldn't run away from the TBDs and we didn't want to be stalling along with no ability to maneuver in case something hit us before we anticipated it. We were flying our standard combat formation and were weaving."

"Looking ahead, I could see ships through the breaks in the clouds, and I figured that was it. We had just begun to approach about ten miles from the outer screen of this large force, it looked like it was spread over the ocean, and several colored anti-aircraft bursts appeared in our direction, one red and another orange, and then no more. I wondered why they'd be shooting at us because we weren't even nearly in range. We'd been sighted by the surface screen, and they were alerting the combat air patrol. A very short time after, before

we got near antiaircraft range, Zero fighters came down on us. I tried to count them, and I figured there were 20.

"The first thing that happened was Bassett's plane was burning. He pulled out, and I didn't see him anymore. He was shot down right away. I was surprised they put so many Zeros on my six fighters. But then I saw they had a second large group that was now streaming in right past us and into the poor torpedo planes.

"Macomber's position was too close to me to permit an effective weave, and I was not getting very good shots at the Zeros. I called him on the radio and said: 'Open out more. About double your present distance and weave.' No acknowledgment. His radio was dead. How ironic this situation had become! I had spent almost a year developing what I was convinced was the only way to survive against the Zero, and now we couldn't seem to do it! I couldn't see Cheek and Sheedy, so I called Ram Dibb, my wingman, and said, 'Pretend you are a section leader and move out far enough to weave.' He said, 'This is Scarlet Two, wilco.' His voice sounded like he was elated to get this promotion right in the middle of a battle.

"Several Zeros came in on a head-on attack on the torpedo planes and burned Lem Massey's plane right away. It just exploded in flames. And, beautifully timed, another group came in on the side against the torpedo planes. The air was like a beehive, and I wasn't sure at that moment that anything would work. It didn't look like my weave was working, but then it began to work. I got a good shot at two of them and burned them, and one of them made a pass at my wingman, pulled out to the right, and then came back. We were weaving continuously, and I got a head-on shot at him, and just about the time I saw this guy coming, Ram said, 'There's a Zero

on my tail.' The Zero wasn't directly astern, more like 45 degrees, beginning to follow him around, which gave me the head-on approach. I probably should have decided to duck under this Zero, but I lost my temper. He just missed me by a few feet with flames coming out of the bottom of his airplane. This is like playing chicken with two automobiles on the highway except we were both shooting as well. That was a little foolhardy, I didn't try it anymore.

"Pure logic would convince anyone that with their superior performance and the number of Zeros they were throwing into the fight, we could not possibly survive. 'Well,' I said, talking to myself, 'we're going to take a lot of them with us if they're going to get us all.' We kept on working the weave, and it seemed to work better and better. I haven't the slightest idea how many Zeros I shot down. I just can't remember, I was absolutely convinced that nobody could get out of there, that we weren't coming back, and neither were any of the torpedo planes."

Japanese doom

As Thach weaved against the Zeros and all but three of the torpedo planes were shot down, the Yorktown dive bombers attacked Sōryū. Thach recalled: "I'd never seen such superb dive bombing. It looked to me like almost every bomb hit. Of course, there were some very near misses. There weren't any wild ones. About that time the Zeros slacked off. I could only see three carriers. One of them, probably either the Sōryū or the Kaga, was burning with bright pink and sometimes blue flames. I remember looking at the height of the flames noticing that it was about the height that the ship was long, just solid flame going up and a lot of smoke on top of that. I saw three carriers burning pretty furiously before I left; I picked up one torpedo plane and

flew on back to the Yorktown with it. I was over the Japanese fleet a full 20 minutes." In six deadly minutes, the Japanese had lost Akagi, Kaga and Sōryū.

One Japanese carrier was left, the Hiryū. As the Americans departed, she launched 18 dive bombers and six Zeros at 1100 hours. At 1205 hours, they found Yorktown. Aboard Yorktown, John Bridgers and the other pilots held back from the morning strike did their best to stay out of the way. "The planes from the fourth Japanese carrier found the Yorktown before we found their ship and, in short order, we were under attack. We pilots had no duties other than to sit in our ready room. Unable to see out, we became more and more tense with no activities to release the tension. This was by far the toughest experience I had during the war. Our antiaircraft guns began shaking the ship, and we figured enemy planes were closing in. In steel ships, there were many plates to rattle and reverberate, so the firing of guns was a noisy din indeed. Most of us gathered around the plate patching the ready room deck after one fellow said, 'Surely lightning won't strike twice in the same place!' The response was 'But do you think the Japs know that?' Just as quickly, we dispersed to our empty desk-seats, and in short order the ship was struck by a couple of bombs. Since the overhead of our ready room was the underside of the flight deck above, we felt considerable jolts and the lights blinked out, to be automatically replaced by the dim red glare of battle lamps, and smoke was immediately evident. The attack passed quickly. In a few minutes, we were released to move topside and survey the damage. By now, our ship was dead in the water."

The defending Wildcats had fought one of the wildest battles of the Pacific War. One pilot recalled that as he left the fight deck, an enemy torpedo bomber was in front of him, and he shot it down before he could retract his gear.

Once on the flight deck, Bridgers was immediately confronted with war's cost when he saw bodies covered with tarpaulins. Yorktown was soon able to get underway and land planes; then came warning of a second strike. "After the first attack, I observed that many had been injured because they were standing around upright and were either hit by flying debris or knocked up against projecting fittings. This must have been something noticed by the others, for all of us immediately lay down prone on the deck — a precaution well worthwhile. Next, there was a tremendous explosion, and I was lifted bodily what felt to be a foot or more off the deck. I now knew what a torpedo hit felt like. Almost immediately, it was evident that the ship was listing to one side and was once again dead in the water. Word was passed to



An F4F-4 of VF-3 moments after takeoff from USS Yorktown. (USN)

abandon ship. Large life rafts were thrown over the side and the grim business got underway. I walked around the island and across the deck, trying to decide when I would go, secretly hoping someone would change their mind about the whole affair. I passed Captain Buckmaster taking a turn around the deck and he told me to hurry and get off the vessel. In several minutes, I passed him again and he said: 'Son, I thought I told you get off this ship. Now get moving!' Bridgers was soon in the water.

Summing up Spruance's performance, naval historian Samuel Eliot Morison later wrote: "Fletcher did well, but Spruance's performance was superb. Calm, collected, decisive, yet receptive to advice; keeping in his mind the picture of widely disparate forces, yet boldly seizing every opening. Raymond A. Spruance emerged from the battle one of the greatest admirals in American Naval history."

There is a likely-apocryphal story in the U.S. Navy that the Battle of Midway has

been replayed many times at the U.S. Naval War College in Newport, Rhode Island, and that each time the Americans lose. More than any other battle in World War II, the Battle of Midway was won as the result of a very fortunate combination of good intelligence, planning, and, most of all, luck. The American fleet was inferior to its Japanese opponents as regards numbers and combat experience yet was able to sink all four of the Imperial Navy's aircraft carriers committed to the battle.



Yorktown was able to get underway by the time the second strike arrived, and she was attacked again, this time fatally. (USN)



After being badly hit in the first Hiryū strike, Yorktown was able to get underway by the time the second strike arrived and was torpedoed. The ship was now doomed, and the crew was ordered to abandon ship. (USN)



Crewmen on deck of USS Yorktown after she was hit in the first strike by aircraft from the Japanese carrier Hiryū. (USN)

ARTWORK PRINTS



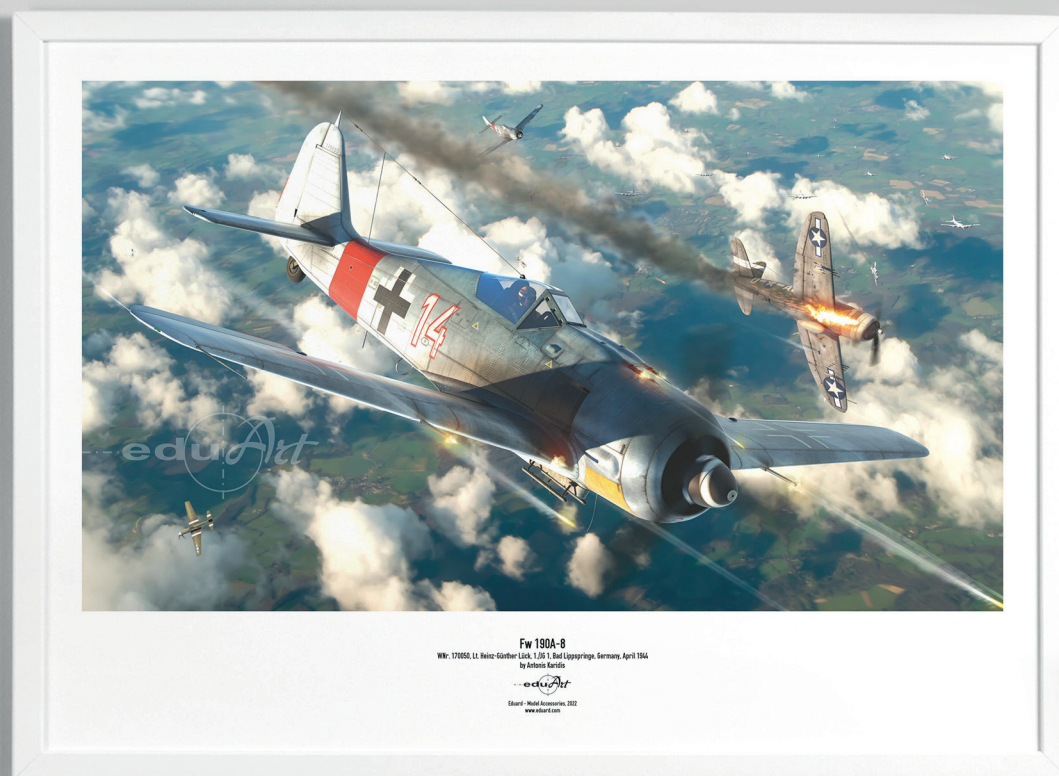
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Tainan Kōkūtai Markings

台南海軍航空隊

Text: Ed DeKiep

Photo: author's collection

The Tainan Kōkūtai was one of the most successful and well known of all the land-based Japanese Naval Fighter Groups. This unit had among its ranks some of the highest scoring Japanese pilots of the Second World War. Their names will be familiar to many modelers and those interested in the history of the Pacific side of the war, for example: Sakai Saburō, Sasai Jun'ichi, Ōta Toshio, Nishizawa Hiroyoshi and many more.

Despite this, the markings of this unit have been consistently misunderstood and misrepresented in nearly all illustrations and model decals that have ever been made. Even in the Japanese film, "The Eternal Zero", which went to great lengths to accurately portray these aircraft in Tainan Kōkūtai markings and recreated settings for Lakunai Airfield, Rabaul, they did not get everything correct. Once incorrect information makes it into print, it becomes almost impossible to correct. So, it's important that previously accepted "facts" are re-examined to verify that these are not in error, and to avoid perpetuating this incorrect information in new publications.

Actually, these errors are somewhat understandable. During the short existence of Tainan Kōkūtai, there were multiple reorganizations, changes in personnel and equipment, and a merger with another unit. With all these complicated changes, it is no wonder that there is so much confusion. The intent of this article is to explain the current state of decades of research into the markings of the Tainan Kōkūtai. This will allow readers to understand the meaning of the quantity and color of the fuselage bands and tail stripes used in this marking system, as well as the tail code ranges associated with these colors. (1)(2)(3)

Notes On Terminology And Unit Structure
Some readers may be unfamiliar with some of the terminology used in this article. The following may be of some help with this. The aircraft types used will be referred to in the remainder of the article by using the names that their Japanese pilots called them.

九六式艦上戦闘機 = Kyū Roku-Shiki Kanjō Sentōki = Type 96 Carrier Fighter
This was the Mitsubishi A5M, code name "Claude". Japanese pilots referred to these using the abbreviation for "Carrier Fighter", calling them "Kansen".

零式艦上戦闘機 = Rei-Shiki Kanjō Sentōki = Type 0 Carrier Fighter

This was the Mitsubishi A6M, code name "Zeke" or often just "Zero". Japanese pilots referred to these using the abbreviation for "Zero Fighter", calling them "Reisen".

Kōkūtai translates as Air Group. The top flying leadership position in the Kōkūtai was the Hikōtaichō. The Hikōtaichō usually had the rank of LtCdr (Lieutenant Commander) or Lt (Lieutenant). The Hikōtaichō flew as the leader of the mission, which usually consisted of aircraft from two or three Chūtai, as well as leading his own Chūtai.

The Chūtai is a unit of nine aircraft. The leader of the Chūtai was the Buntai-chō. These pilots usually had the rank of Lt (Lieutenant) or LtJG (Lieutenant Junior Grade). If the Hikōtaichō was not flying on a mission, the highest ranking Buntai-chō took on the role of mission leader. The Kōkūtai was usually made up of five or six Chūtai. Note that when determining the highest ranking officer, there was a seniority component based on graduating class from the Etajima IJN Naval Academy that must be taken into account. Two officers might have the same rank, but the one from the earliest graduating class was considered as the higher ranking officer.

The Shōtai is a unit of three aircraft. The leader of the Shōtai was the Shōtai-chō, who usually had the rank of FP01c (Flight Petty Officer 1st Class) or higher. The Chūtai was made up of three Shōtai. The wingmen to the Shōtaichō flew in a "V" formation with the Shōtaichō in the lead, and doing slow rolls to search all around for enemy aircraft.

The description above generally applies for the all-fighter units, although there are instances where the Chūtai could have fifteen+ aircraft, or a Kōkūtai could have more than six Chūtai. Also, after combat or operational losses, a Shōtai might fly

a mission with only two aircraft, or a Chūtai might fly a mission with only one or two Shōtai.

The Kōdōchōsho was the detailed record of the missions flown by a unit. This shows where the mission originated, what the destination was, and where the mission ended. The times for each stage of the mission are listed, using Tokyo rather than local time. All of the persons who flew the mission were listed, grouped together with the Chūtai and Shōtai structure shown, and the leaders clearly identified. The results of the mission were shown, with losses (and manner of demise if known) and claims, right down to the type and quantity of ordnance expended. Most of these records survived the war and are available at the Japan Center for Asian Historical Records (jacar.go.jp). These records are key when comparing to Allied mission records to verify claims.

One point about the Kōdōchōsho that has been often misinterpreted is that the Chūtai and Shōtai structure was numbered in the Kōdōchōsho. These numbers applied only for each mission. For example, a Chūtai that was numbered as 2 in one mission might be numbered as 1 in the mission the following day. The Chūtai of the highest ranking Buntai-chō (mission leader) was always listed as the number 1 Chūtai. But the Japanese did not refer to these Chūtai using numbers. Instead they used the name of the Buntai-chō, for example the "Sasai Chūtai".

Unit History

The 12th Kōkūtai was formed on July 11, 1937 following the China Incident. It was a land-based unit equipped with carrier fighters, carrier bombers, and carrier attack aircraft. During the summer of 1940, the unit was equipped with the new Reisen (Zero Fighter, A6M) Model 11. The long range of the Reisen allowed the fighters to perform bomber escort and fighter sweep missions deep into China. By the time this unit was reorganized on September 15, 1941, it had developed a highly experienced cadre of fighter pilots. Many of these pilots were reassigned to form two new land-based all-fighter units, the 3rd Kōkūtai and Tainan Kōkūtai.

The Tainan Kōkūtai was formed on October 1, 1941, taking the unit name from Tainan, Taiwan, the city where it was based. The

unit was incorporated into the 23rd Air Flotilla. The first aircraft assigned were twenty Type 96 Kansen (Carrier Fighter, A5M) that arrived with Hikōtaichō LT Shingō Hideki from Hanoi, Vietnam. Shortly after, forty-five Reisen Model 21 were assigned. These were distributed equally to form five Chūtai with four Type 96 Kansen and nine Reisen in each, with Lieutenants Shingō Hideki, Asai Masao, Wakao Akira, Kawai Shirō, and Inano Kiku-ichi as Buntaichō.

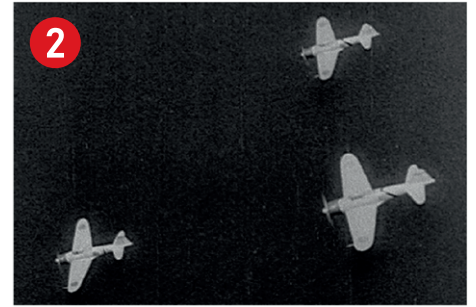
The Kawai Chūtai was detached to Palau, taking with it sixteen Type 96 Kansen. These aircraft came from the Shingō, Asai, Wakao, and Kawai Chūtai. The Kawai Chūtai aircraft and pilots departed Tainan on December 1, 1941 aboard Kasuga Maru, and stopped at Takao, Taiwan to pick up some additional pilots from 3rd Kōkūtai. There are no known photos showing how the Type 96 Kansen were marked at Palau, but they probably retained their original Tainan Kōkūtai markings.

The Reisen from the Kawai Chūtai were redistributed to the other Tainan Kōkūtai Chūtai. Lt Kawai Shirō's V-172 with Buntaichō markings was given to the Inano Chūtai, and was lost when the unit was flying to join the 22nd Koku Sentai. But, it had not been repainted before it became lost due to bad weather, ran out of fuel, and forced landed on the Luichow Peninsula in China. This Reisen became the famous "China Zero" when it was captured, rebuilt, and used for flight testing. In the photo Nr. 1, it is still wearing its Tainan Kōkūtai markings, yellow (Kawai Chūtai) fuselage band and black (4th Shōtai) Buntaichō tail stripes, but the white with red outline tail code has been overpainted by the Chinese. During January 1942 the Japanese began attacking and captured the Bismarck Archipelago. The Kawai Chūtai left Palau without their Type 96 Kansen, arriving at

Rabaul on January 28 along with three crated Reisen delivered by Meiten Maru. They were joined on January 31 by fifteen Type 96 Kansen of Chitose Kōkūtai under Lt Okamoto Harutoshi. On February 10, 1942 these units combined to form the 4th Kōkūtai fighter group. While part of the 4th Kōkūtai, the Kawai Chūtai continued the use of yellow as the fuselage band color for Chūtai identification.

The Inano Chūtai, which consisted of four Type 96 Kansen, fourteen Reisen, and three Type 98 (C5M) reconnaissance aircraft, was detached to the 22nd Kōkū Sentai. The Chūtai flew from Tainan, Taiwan to Saigon, Vietnam on November 26, 1941. Two of these Reisen were lost during the trip due to bad weather, as described above. The Inano Chūtai aircraft that joined 22nd Kōkū Sentai retained all their Tainan Kōkūtai markings, changing only the "V" in the tail code to "II". Similarly, the Tokaji Chūtai from 3rd Kōkūtai, which consisted of thirteen Reisen and three Type 98 (C5M) reconnaissance aircraft, was detached to the 22nd Kōkū Sentai, retained all their 3rd Kōkūtai markings, changing only the "X" in the tail code to "II". The photo Nr. 2 (a still frame taken from an NHK newsreel film) shows a Shōtai from the 22nd Kōkū Sentai consisting of a Shōtaichō from the Tokaji Chūtai with a red fuselage band, along with two wingmen from the Inano Chūtai with black fuselage bands, flying a bomber escort mission.

Following the departure of the Kawai and Inano Chūtai, the strength of the Tainan Kōkūtai was then increased to fifty-four Reisen distributed equally to form six Chūtai of nine Reisen in each. The redistributed Reisen of the Kawai Chūtai, along with some new Reisen, were used to backfill the slots left by the departing Type 96 Kansen. Three new Buntaichō were added as well,



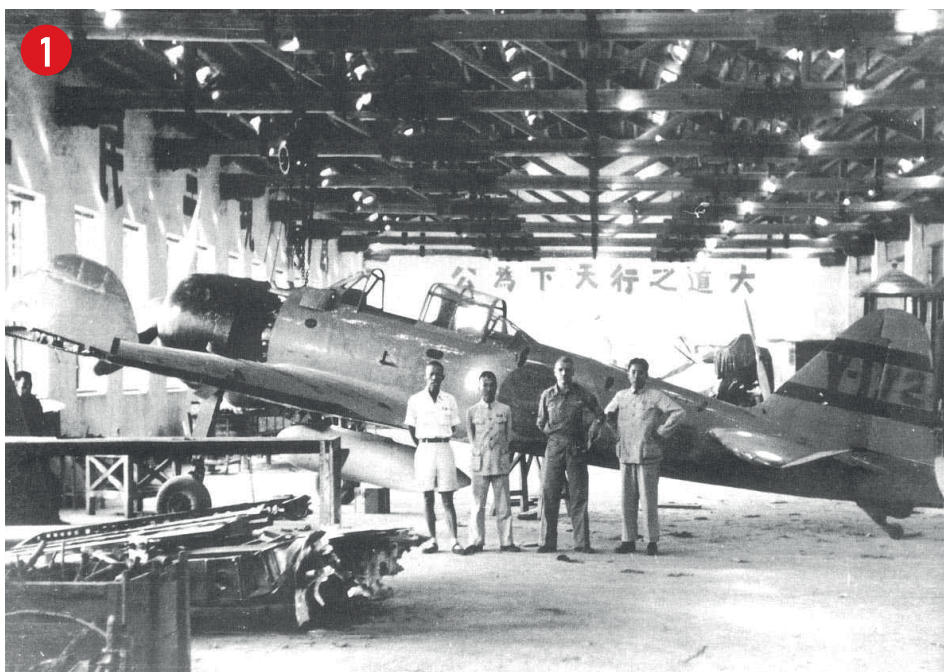
Lieutenants Setō Masuzō, Maki Yukio, and one other. The Tainan Kōkūtai fought in this form from the Philippines on December 8, 1941 through Bali, Netherlands East Indies on April 1, 1942.

During this time period, the Tainan Kōkūtai suffered losses, including Buntaichō Lt Wakao Akira who was KIA at Balikpapan on January 25, 1942 and Buntaichō Lt Asai Masao who was KIA at Surabaya on February 19, 1942. These losses were partially addressed by shifting responsibilities and reassignments of pilots and aircraft between Chūtai. In two particularly notable examples, the young LtJG Sasai Jun'ichi assumed the role of Buntaichō, and Hikōtaichō Lt Shingō Hideki reassigned his trusted Shōtaichō FP01c Sakai Saburō to help improve Sasai's fighting skills. At this time, the markings on FP01c Sakai Saburō's Reisen were tail code V-103 (white with red outline), red (Shingō Chūtai) fuselage band, and white (1st Shōtai) Shōtaichō tail stripe. Possibly, if Sakai was allowed to take his regular aircraft, V-103, with him after being reassigned, the fuselage band Chūtai color may have been changed to blue. If this happened, then this is in agreement with one of the classic representations of Sakai's markings.

On April 1, 1942 the Tainan Kōkūtai went through another major reorganization. Lt Shingō Hideki and about half of the Tainan Kōkūtai pilots left Bali and returned to Japan. A new Hikōtaichō, LtCdr Nakajima Tadashi replaced Shingō. The remaining Tainan Kōkūtai flight personnel were transported from Bali to Rabaul, New Britain aboard Komaki Maru, arriving on April 16, 1942. The Tainan Kōkūtai aircraft were left behind at Bali, and taken over by 3rd Kōkūtai.

Post-April 1, 1942, the remnants of the Tainan Kōkūtai combined with the 4th Kōkūtai fighter group at Rabaul to form the rebuilt unit and were incorporated into the 25th Air Flotilla. Thus as part of the 4th Kōkūtai fighter group, the Kawai Chūtai rejoined the Tainan Kōkūtai. The Tainan Kōkūtai gained one of its most well-known pilots from the 4th Kōkūtai fighter group at this time, FP01c Nishizawa Hiroyoshi.

The Tainan Kōkūtai continued to build strength when the 1st Kōkūtai fighter Chūtai led by Lt Yamashita Jōji, left the Marshall Islands to join the unit at Rabaul



towards the end of May, 1942. Also rejoining the Tainan Kōkūtai at Rabaul towards the end of May, 1942, was the Inano Chūtai after ending their detachment to the 22nd Kōkū Sentai.

The main objective of the Tainan Kōkūtai following the move to Rabaul was to support the planned invasion of Port Moresby, New Guinea. About 2/3 of the strength of the unit operated from the airfield at Lae, New Guinea. Then on August 7, 1942, word came that the US forces had taken over the nearly completed airfield the Japanese had been building on Guadalcanal, forcing a change of objective.

It was on this first Tainan Kōkūtai mission to Guadalcanal that day that FP01c Sakai Saburō fought his epic dogfight with Lt "Pug" Southerland before finally shooting down his heavily damaged F4F Wildcat. And also on this mission that Sakai was shot by the rear gunner of an SBD Dauntless and lost the sight in his right eye. He struggled with his wounds to continue flying, but finally returned to Rabaul. His wounds were too severe for treatment there, so he was evacuated to Japan. Before leaving, LtJG Sasai Jun'ichi gave Sakai his silver tiger belt buckle, and pleaded for his recovery and safe return to Rabaul.

The photo Nr. 3 show Sakai on arrival at Lakunai Airfield, Rabaul with his head wound. To his right with clipboard and look of horror on his face is FP01c Ōta Toshio. On his left in the white shirt is LtJG Sasai Jun'ichi. The Reisen in the background is V-138, the aircraft of Hikōtaichō, LtCdr Nakajima Tadashi. The photo Nr. 4 shows the bullet damaged leather helmet and flight goggles worn by Sakai that day, along with the silver tiger belt buckle.

The battles fought at extreme range trying to regain control of Guadalcanal rapidly increased attrition. On November 1, 1942 the Tainan Kōkūtai was renamed 251 Kōkūtai.



The severe attrition had ended the unit's effectiveness as a fighting force. In mid-November, less than 20 surviving ground crew and pilots boarded a transport ship and returned to Japan to regroup.

Markings Origins

The marking system that evolved with the 12th Kōkūtai in China was the basis of the marking systems used by 3rd Kōkūtai and Tainan Kōkūtai. In its final form, these markings were as follows:

Buntaichō = 2 fuselage bands plus 2 tail stripes

Shōtaichō = 1 fuselage band plus 2 tail stripes

Wingman = 1 fuselage band plus 1 tail stripe

The 3rd Kōkūtai followed the same pattern for quantity of bands/stripes as used by the 12th Kōkūtai. The Tainan Kōkūtai simplified these markings as described in the following sections.

In addition to the quantity of bands/stripes, their color also had meaning. Each Buntaichō had a color that all the fuselage bands of the aircraft in his Chūtai were marked with. Similarly, there was a color for each Shōtaichō and the tail stripes of each aircraft within the Shōtai.

The pattern of colors used for the Chūtai and Shōtai markings were the same for

both the 3rd Kōkūtai and Tainan Kōkūtai. I suspect this may be because both units followed the pattern of the 12th Kōkūtai. However, I have not done enough research on this unit to be certain of this, and there is some evidence to suggest that only red and blue fuselage bands were used by 12th Kōkūtai.

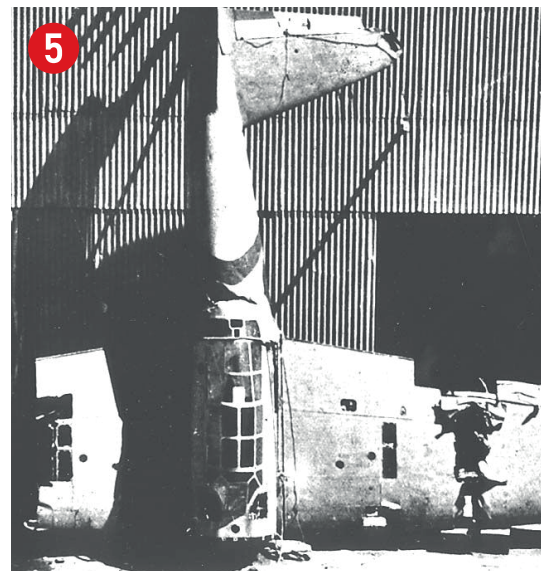
Fuselage Bands

The fuselage band used by the Tainan Kōkūtai was one of the most distinctive unit markings of all the Japanese Naval Fighter Groups. The fuselage band was slanted forward toward the top of the fuselage, so that it appeared as a diagonal line when viewed from the side. I actually prefer to refer to the band as a sash stripe, since this is a better description of the appearance.

A longstanding error in some illustrations and decals is the shape of the fuselage band at the top of the fuselage. The top is rounded, not a sharp point. Also, the fuselage band does not completely encircle the bottom of the fuselage, usually stopping at the panel line just below the wing fillet. There may be some bands that did completely encircle the fuselage, but this may be just an interpretation based on a shadow on the underside.

On Reisen with Hōkoku markings on the rear fuselage, the band might be painted with or without a break, depending on the fuselage band color. If there was sufficient contrast in the fuselage band color with the Black Hōkoku inscription, then the band would be painted right up to the inscription characters. Red and obviously, Black fuselage bands always had a break.

Also, for Reisen from the time period from unit formation until April 1, 1942, and based probably on the low contrast with the gray factory finish, some photos show aircraft with blue and white fuselage bands had the bands edged in a darker color, possibly black edging on blue bands, and red edging on white bands. The fuselage bands were hand painted using a brush. Each was as



different from another as human fingerprints are. The angle of the band varied as well as the width from aircraft to aircraft. The width sometimes varied within a band on a single aircraft. It is not uncommon to see brush strokes in photos of wreckage with weathered fuselage bands, but this was likely not the case when the aircraft were still in service.

Tail Stripes

The horizontal stripes across the fin and rudder of Tainan Kōkūtai aircraft were used to indicate the pilot's leadership position within the unit. The quantity of stripes determined whether the pilot was a Buntaichō or a Shōtaichō. This was a simplification of the 12th Kōkūtai marking system, since the aircraft of wingmen did not carry any tail stripe.

Buntaichō = two tail stripes, one positioned below the rudder mass balance notch and above the tail code, and one positioned below the tail code.

Shōtaichō = one tail stripe, positioned below the rudder mass balance notch and above the tail code. The Shōtaichō stripe was applied to the 3rd, 6th, and 9th Reisen in each Chūtai. In the Shōtai with an aircraft with Buntaichō tail stripes, both of the other aircraft were marked as wingmen.

It must be noted that the marking system used by early war carrier based fighter groups included another tail stripe marking for a Hikōtaichō, which was three tail stripes, two positioned above the tail code and one positioned below the tail code. This marking was not used by land based fighter groups. Instead, the Hikōtaichō's aircraft had the same two tail stripes marking as a Buntaichō.

Colors Used

I tried for years to find something that would help to explain what Chūtai and Shōtai colors were used for the large Naval all-fighter groups and why. Some persons have suggested that Heraldry had something to do with it, but that didn't seem like it provided a satisfactory answer. But now, I have found something that seems much more likely as an explanation. Basically, the colors used were deeply entrenched in Asian religion/culture and the political situation of that period of history.

What kicked me down the research path leading to this conclusion began several years ago when I was reading an article about a Manchukuo Ki-43. On his Aviation of Japan blog site, Nick Millman posted photos submitted by a modeler of a Ki-43 in Manchukuo markings. Nick added some comments as background information on the Manchukuo (Manchurian) roundel. Quoting his comments, "Manchurian roundels were applied only to the upper and lower surfaces of the wings and were based on the Manchurian flag, the colours of which symbolised five Confucian virtues, the five elements and the directions of centre, south, east, west and north, as well as the five main ethnicities of the country - yellow representing the Manchu, red the Japanese, blue the Han, white the Mongols and black the Koreans." (4)

These five colors matched with what I already knew were the five colors used by the large Naval all-fighter groups. So finally, here was something that identified those colors as having religious/cultural meanings. I did some additional research to confirm this, and summarized these meanings in the chart shown on image Nr. 6.

6

Color	5 Virtues	5 Elements	Directions	Seasons	Ethnicities
Red	義 yi, morality	Fire	South	Summer	Japanese
Blue	恕 shu, reciprocity	Wood	East	Spring	Han
White	忠 zhong, loyalty	Metal	West	Autumn	Mongol
Black	禮 li, propriety	Water	North	Winter	Korean
Yellow	仁 ren, benevolence	Earth	Center		Manchu

As with Reisen from the time period from formation until April 1, 1942, some photos show aircraft with blue and white tail stripes, with edging in a darker color, like the fuselage bands.

The tail stripes were also hand painted using a brush, so the comments above for fuselage bands in general also apply.

But Confucianism originated in China, so I still wanted to find a stronger connection to Japan and/or the Japanese military. I finally found this reference to what I was looking for, "Bushidō, 武士道 = Code of the Warrior - The warrior code was influenced by Confucianism, Zen Buddhism and Shintō. Confucianism engendered filial piety

and loyalty to one's lord. Zen helped the warrior control body/mind and overcome fears of death. Shintō brought emperor worship." (5)

The political situation of that period of history provides additional support for the use of these colors. As some readers familiar with the history of Imperial Japan will know, Japan had been engaged in subjugation and control of neighboring countries under puppet governments for decades prior to the outbreak of the Second World War. As part of this, they created the Greater East-Asia Co-Prosperity Sphere, which was touted as a new international order which would share prosperity and peace for these countries, free from Western colonialism and domination of the White man. But this union of countries was done as a means to mask that Japanese control of these countries was actually for the economic benefit of Imperial Japan (6).

The flags of the Greater East-Asia Co-Prosperity Sphere puppet governments use the colors of the five ethnicities. On image Nr. 7 is shown a propaganda poster of Manchukuo promoting harmony between Japanese, Chinese, and Manchu. The caption says, "With the help of Japan, China, and Manchukuo, the world can be in peace." The flags shown are, right to left; the "Five Races Under One Union" flag of China; the flag of Japan; and the flag of Manchukuo. (6)

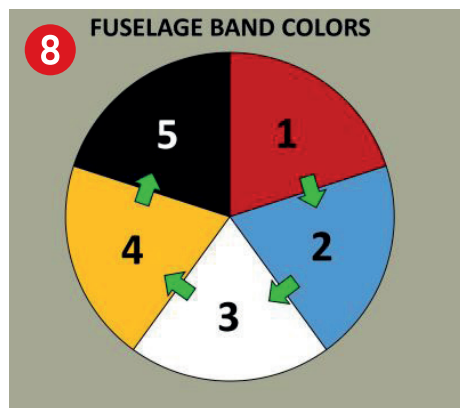


Fuselage Band Colors

The initial Chūtai colors for Tainan Kōkūtai upon its formation are as follows. Changes to these colors as the Tainan Kōkūtai underwent its many changes are described in more detail under the tail code section of the article.

Red = 0's and 10's tail codes
 Blue = 20's and 30's tail codes
 White = 40's and 50's tail codes
 Yellow = 60's and 70's tail codes
 Black = 80's and 90's tail codes

The color wheel on image Nr. 8 shows a way to visualize the progression of the fuselage band colors used for Tainan Kōkūtai Chūtai identification.

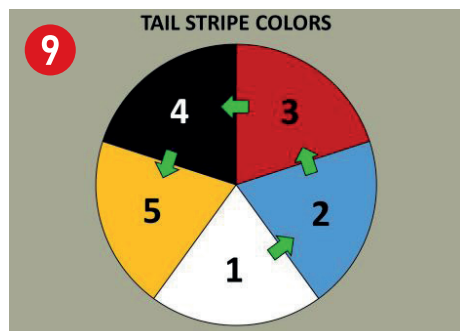


Tail Stripe Colors

The Shōtai colors for Tainan Kōkūtai are as follows. These are the same colors as used for fuselage bands, but used in a different order. For most of the existence of the Tainan Kōkūtai the Chūtai structure had only three Shōtai, so black and yellow stripes were exceptions.

White = 1st Shōtai
 Blue = 2nd Shōtai
 Red = 3rd Shōtai
 Black = 4th Shōtai
 Yellow = 5th Shōtai

A longstanding error regarding the tail stripe color for Buntaichō marked aircraft is that the color for these was always blue. This notion has its origin in the use of blue as the Sentai Hombu (HQ) color in some Japanese Army Air Force units. This Army concept has no place within the marking systems of Japanese Navy Air Force units. Instead, the color used for Buntaichō tail stripes matches the color of the Shōtai that the aircraft was assigned to. The color wheel in image Nr. 9 shows a way to visualize the progression of the tail stripe colors used for Tainan Kōkūtai Shōtai identification.



Tail Codes

The tail code was structured to give information about the unit assignment and aircraft type. As an example, an aircraft with the V-128 tail code had the following meaning:

V = The unit code letter for Tainan Kōkūtai
 1 = The aircraft type (1 = Fighter, 2 = Dive Bomber, 3 = Bomber)
 28 = The individual aircraft number
 From formation until April 1, 1942, the Tainan Kōkūtai tail codes were painted white with red edging.

At Formation on October 1, 1941

Tail Code (V-101 to V-113), Red fuselage band (Shingō Chūtai)

Tail Code (V-121 to V-133), Blue fuselage band (Asai Chūtai)

Tail Code (V-141 to V-153), White fuselage band (Wakao Chūtai)

Tail Code (V-161 to V-173), Yellow fuselage band (Kawai Chūtai)

Tail Code (V-181 to V-193), Black fuselage band (Inano Chūtai)

On December 8, 1941, after strengthening to six Chūtai

Tail Code (V-101 to V-109), Red fuselage band (Shingō Chūtai)

Tail Code (V-110 to V-118), Red fuselage band (Setō Chūtai, 2 fuselage bands on Buntaichō aircraft)

Tail Code (V-121 to V-129), Blue fuselage band (? Chūtai)

Tail Code (V-130 to V-138), Blue fuselage band (Asai Chūtai, 2 fuselage bands on Buntaichō aircraft)

Tail Code (V-141 to V-149), White fuselage band (? Chūtai)

Tail Code (V-150 to V-158), White fuselage band (Wakao Chūtai, 2 fuselage bands on Buntaichō aircraft)

Note: One of the unknown Chūtai above was the Maki Chūtai

After reorganization and merging with the 4th Kōkūtai at Rabaul, New Britain, Tainan Kōkūtai tail codes were painted black. This color was a carryover from 4th Kōkūtai. Also carried over from 4th Kōkūtai was the use of aircraft numbers 20 and 40. Because the numbering began at 20 in the Sasai Chūtai, V-128 was marked with a red (3rd Shōtai) tail stripe, rather than V-129 as before.

After April 1, 1942 at Rabaul, after merging with 4th Kōkūtai fighter group

Tail Code (V-101 to V-109), Red fuselage band (? Chūtai)

Tail Code (V-110 to V-118), Red fuselage band (Yamashita Chūtai, 2 fuselage bands on Buntaichō aircraft)

Tail Code (V-120 to V-128), Blue fuselage band (Sasai Chūtai)

Tail Code (V-129 to V-138), Blue fuselage band (Nakajima Chūtai, 2 fuselage bands on Buntaichō aircraft)

Tail Code (V-140 to V-148), Yellow fuselage band (? Chūtai)

Tail Code (V-149 to V-157), Yellow fuselage band (Kawai Chūtai, 2 fuselage bands on Buntaichō aircraft)

Tail Code (V-161 to V-169), Black fuselage band (? Chūtai)

Tail Code (V-170 to V-179), Black fuselage band (Inano Chūtai, 2 fuselage bands on Buntaichō aircraft)

The Kawai Chūtai had used a Yellow fuselage band throughout their existence. While part of 4th Kōkūtai, they used the tail code range F-140 to F-153, painted in black. This explains why there was no re-appearance of the White fuselage band after this date. The F was simply overpainted and replaced with the V, and Kawai kept his Yellow Chūtai color. And when the Inano Chūtai rejoined the Tainan Kōkūtai, they used aircraft numbers in the 60's and 70's range, picking up where the Kawai Chūtai had left off.

After receiving 20 crated Model 32 on July 29, 1942

Tail Code (V-160 to V-169), Red fuselage band (no aircraft assigned)

Tail Code (V-170 to V-179), Blue fuselage band (9 aircraft assigned, starting at V-171)

Tail Code (V-180 to V-189), Yellow fuselage band (10 aircraft assigned)

Tail Code (V-190 to V-199), Black fuselage band (1 aircraft assigned, V-190)

Color photos of Reisen from the Rabaul time period show the red, blue, yellow, and black colored fuselage bands. The aircraft shown below are:

Photo Nr. 10: Mitsubishi-built Model 21, V-117, MN 2641, Hōkoku-529 (順英號 = donation by Japanese citizen Shibuya Yoshihide), Pilot Lt Yamashita Joji (Buntaichō), KIA when crashed near Rabi, New Guinea (Northeast side of Milne Bay) after being hit by ground fire while strafing Gurney Field August 27, 1942, Double Red fuselage bands

Photo Nr. 11: Mitsubishi-built Model 32, V-177, MN 3017, Possibly flown by FPO2c Yamazaki Ichirōbei who was seriously injured in a landing accident after Milne Bay raid (wounded during raid?) on August 23, 1942?, Wreckage at Buna, Single Blue fuselage band

Photo Nr. 12: Mitsubishi-built Model 32, V-187, MN 3028, Hōkoku-870 (洪源號 = Hongwon), Pilot unknown, Wreckage at Buna, Single Yellow fuselage band

Photo Nr. 13: Mitsubishi-built Model 21, V-171, MN 5779, Hōkoku-550 (聯合紙器號 = Union Paper Container), Pilot unknown, Wreckage at Lae, Single Black fuselage band.



When examining photos of Tainan Kōkūtai tail codes, it can be seen that the letters and numbers had serifs. This is a detail that is often missed on illustrations and model decals. See photo Nr. 14.



There is a difference in the tail codes applied by 4th Kōkūtai as compared to Tainan Kōkūtai. The 4th Kōkūtai used a font that appears narrow, while the Tainan Kōkūtai appears bold. An example of the narrow font is seen in the photo of V-153 below. Compare this to the bold font seen in the photo of V-110 above. This has been useful in determining which aircraft carried over from 4th Kōkūtai.

Aircraft Used

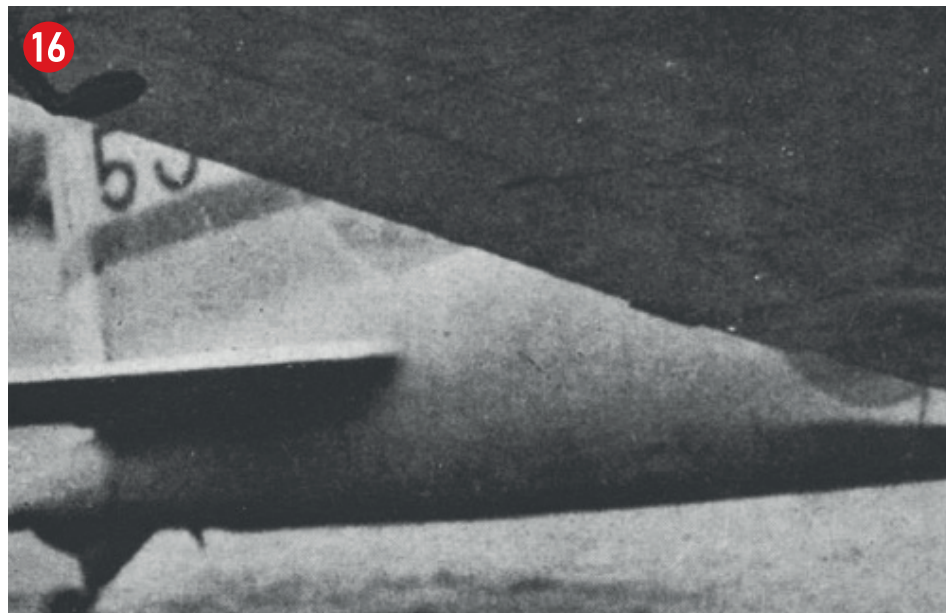
On December 8, 1941, the Tainan Kōkūtai was equipped with new Mitsubishi-built

Reisen Model 21. These were manufactured in the October and November 1941 timeframe. Shipments of Reisen Model 21 to replace losses were received periodically. Photos show that some of these were Nakajima-built, including some with Hōkoku inscriptions built in January 1942. After the April 1, 1942 reorganization, Tainan Kōkūtai left their aircraft at Denpasar Airfield, Bali and these were taken over by 3rd Kōkūtai. Not knowing this has caused confusion for those that thought these earlier aircraft continued on at Rabaul. See the photo Nr. 15 as example.

After April 1, 1942, the Tainan Kōkūtai was equipped with the surviving Type 96 Kan-sen and Reisen Model 21 of 4th Kōkūtai at Rabaul. Due to the work of the ATIU (Air Technical Intelligence Unit) investigating crash sites and derelict examples at captured airfields, we know the most about the Reisen from this time period. These 4th Kōkūtai Reisen were new Nakajima and Mitsubishi-built, and some older Mitsubishi-built examples. At least two (V-136 and V-153) were older than Manufacture Number 2326, completed about September 11, 1941, since they had external



mass balanced ailerons (see Photo Nr. 16). The Tainan Kōkūtai unit strength was quickly increased first by replacing 4th Kōkūtai losses and purging the obsolete Type 96 Kansens. Then, by adding additional Reisen Model 21 to increase the number of Chūtai. The replacement Reisen that I have been able to document have been new Mitsubishi-built, many with Hōkoku inscriptions. All of the Model 21 Reisen used by Tainan Kōkūtai had the early type blunt propeller spinner.



The Tainan Kōkūtai was the first unit to receive the Reisen Model 32. Manufacture Numbers covered the range from 3012 (the first example built with all the features of the production Model 32) through 3032. These Manufacture Numbers were consecutive, except for 3030 which was missing, probably due to a defect which required time to repair. Manufacture Number 3030, later became the well-known Q-102 of 2nd Kōkūtai. These 20 Reisen, were the only Model 32 assigned to Tainan Kōkūtai, but the unit structure these were assigned to suggests that the original plan was for a total of 40 Model 32. The Model 32 became a disaster in service with the Tainan Kōkūtai due to its reduced range. Just nine days after receiving the Model 32, the US Forces landed on Guadalcanal and captured the nearly completed airfield there. The distance from Rabaul to Guadalcanal was too far for the Model 32 to fly missions there and return. Instead, the Model 32 were sent to the airfield at Buna, New Guinea (See photo Nr. 17). Buna was too close to the Allied airfields around Port Moresby, and in a matter of weeks many aircraft were destroyed on the ground there. These aircraft included at least 8 Model 32 and 2 G6M1-L transports from Tainan Kōkūtai. Because of this poor debut, no further Model 32 were delivered to Tainan Kōkūtai.

Conclusions

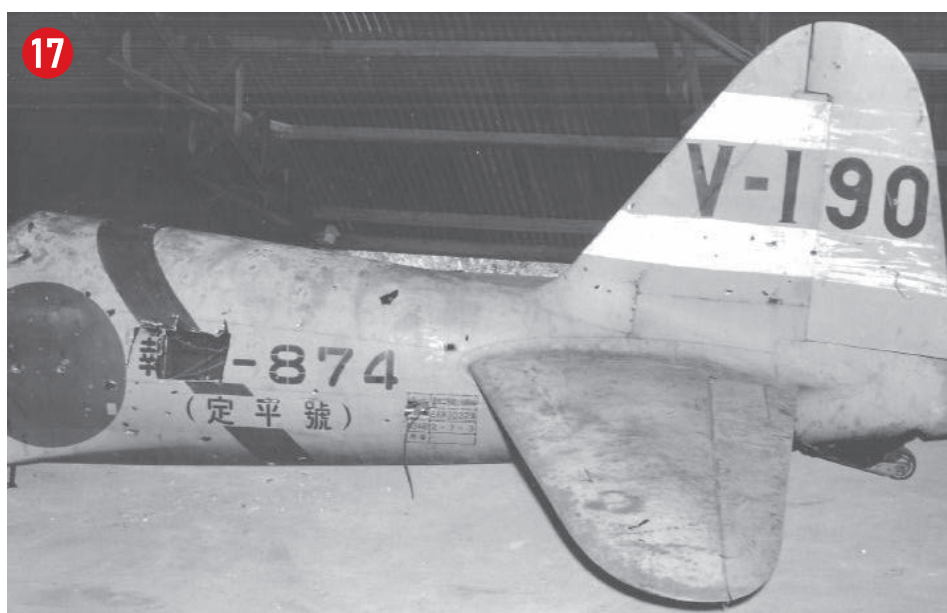
Hopefully this article helps to clear up any confusion regarding the Tainan Kōkūtai markings. The markings and the colors were not some inexplicable random mashup that could not be understood. There was a fully developed unit structure and marking pattern that was followed for each Chūtai and Shōtai when applying the fuselage bands, tail stripes, and tail codes. Also, I hope that this article arms the reader with enough knowledge to recognize

Ruffato was working on another book about the early days of the war when the Japanese attacked New Britain and the surrounding areas. He was having trouble with the markings of the 4th Kōkūtai fighters, so I promised to help him by researching those markings. Unfortunately, he passed away shortly after that, but I continued researching 4th Kōkūtai markings anyway. When the Tainan Ku arrived in Rabaul, they took over the Reisen and much of the personnel of the 4th Kōkūtai. So, in the ten years after the publication of *Eagles of the Southern Sky*, I have learned so much new material, as well as finding that some of what was previously published was incorrect.

I really enjoy the subject of Japanese aircraft, especially those Naval aircraft with Hōkoku donor inscriptions and serving with units in the South Pacific Theater. And I enjoy sharing what I have learned through my research with others in the hopes that their interest in this subject will increase as well. My dream is that one day Japanese aircraft will be as well represented on the tables at models shows, as those from other countries are.

References

- (1) The author is an Associate Editor and performed the research on Tainan Kōkūtai markings for "Eagles of the Southern Sky: The Tainan Air Group in WWII Volume One: New Guinea", by Michael Claringbould and Luca Ruffato, October 17, 2012
- (2) "First Eagles, 4th Kōkūtai Fighter Wing, New Guinea 1942", by Michael Claringbould with Ed DeKiep, Coming Soon!
- (3) "Japanese Navy Zero Fighters (land based): New Guinea and the Solomons 1942-1944 (Pacific Profiles Volume Five)", by Michael Claringbould with Ed DeKiep & Ryan Toews, October 29, 2021
- (4) <http://www.aviationofjapan.com>
- (5) <http://www.onmarkproductions.com>
- (6) <https://en.wikipedia.org/wiki/>

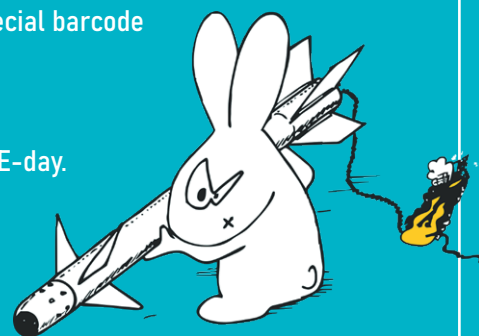


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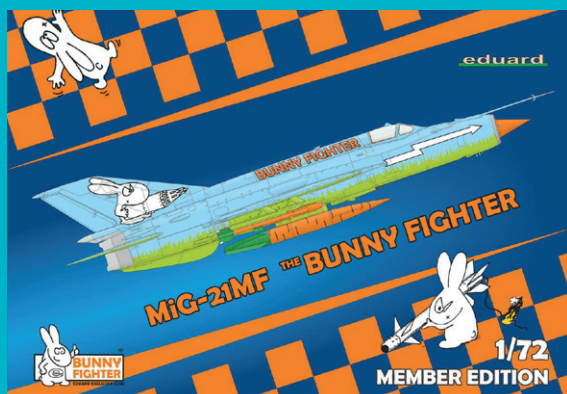


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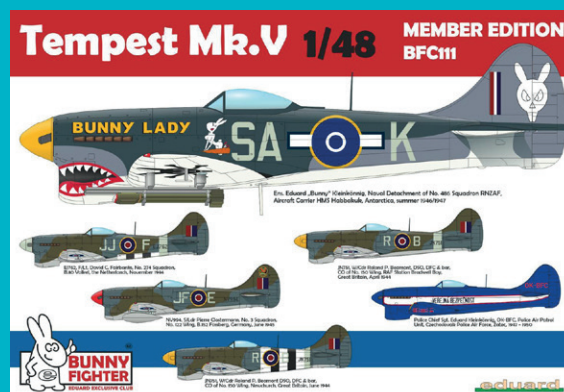


BOX CONTENT:

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

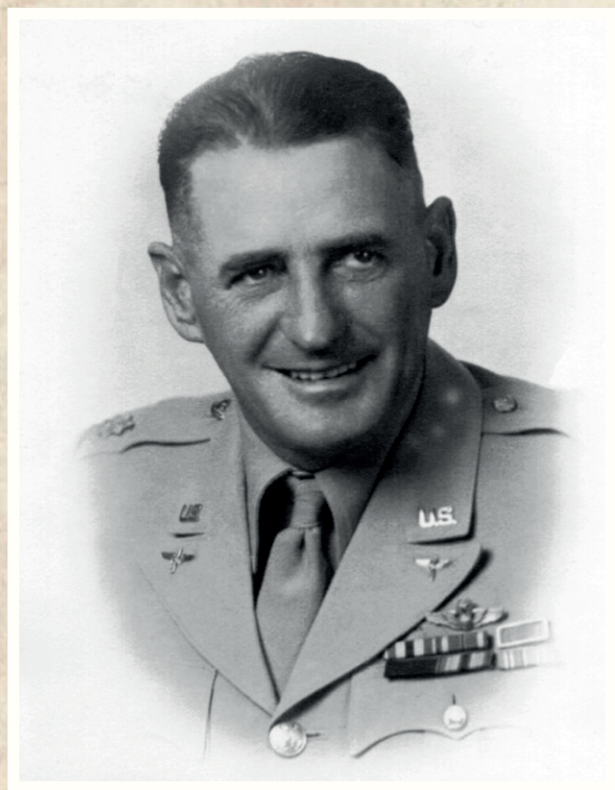


BOX CONTENT:

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.

PAPPY OF THE "STRAFERS"

PAUL IRVIN "PAPPY" GUNN



(photo: author's collection)

If we search for the most interesting WWII aviation personalities, besides the fighter aces we could not miss Paul Irvin Gunn, master of the medium bombers' modifications, who in fact created the standalone category of the heavy attack aircraft. Gunn was not only an excellent technician but also a pilot. And he also excelled in narrating the fantastic stories, sometimes hardly credible.

text Richard Plos

The advantage of the low altitude air attack is to limit the enemy reaction on the ground to very minimum. Before he manages to activate the AA defense he's already under the fire or bombing and it's too late for any action. The idea struck Paul Gunn already

during his service as a Navy pilot, reactivated into USAAF service, when after the Japanese attack on Pearl Harbor he flew the supply and transportation missions in the Philippines. As a former Philippine Airlines flight director, he was very well familiar with the whole region and in order to avoid

the interception by the Japanese fighters in some areas the propellers of his aircraft "combed" the treetops. Gunn was convinced that bombing from the high altitude represents too high a risk by both the AA fire and fighters. So, when

the 3rd Attack Group in Australia received sixteen new Douglas A-20As, Gunn rolled up the sleeves. The flight performance of these aircraft put it somewhere between the heavy fighter and medium bomber. They were maneuverable and fast, so they seemed ideal for the low altitude attack role. Of course, after some modifications which included quite extensive sheet metal work since the original glass nose had to be rebuilt to the metal one and four machine guns installed in the bombardier's position including machine gun ammunition belts and all attachments to the airframe. Another machine guns were attached on each side of the fuselage. Gunn, truthful to his fame, and nicknamed "Pappy" due to his age, did not worry too much about the technical rules and regulations. Only the result mattered to him. „Forget the book. Set fire to the goddamned book," he once roared at a Group Commander when asked to comply with the maintenance books.

Men at the right place

Luckily the 5th Air Force, where 3rd AG was attached, commander became General George Kenney. He was a no nonsense and practical person. In 1930s he himself assisted with a design of the 23 lbs para-fragmentation bombs dropped from the low altitudes. Instead of the unauthorized

B-25 modified according to Pappy Gunn's proposals carried the name Pappy's Folly with author in the cockpit. The aircraft was B-25C serial number 41-12437 originally destined for the Dutch East Indies air force.

(photo: worldwarphotos)



A-20 modifications causing an uproar during the General's inspection, Kenney was keenly interested in Gunn's work. Not only that, but he also tasked Gunn to modify the A-20 bomb bay to carry the aforementioned bombs. "It apparently hadn't occurred to him to ask permission of anyone to install an armament load that was nothing like the original one, or to bother about what anyone else thought about cutting the airplane all apart to make new installations", recalled General after many years in his book "The Saga of Pappy Gunn".

The tests that followed proved the devastating effect of these bombs dropped from the low altitudes. The modified aircraft fought its way to the target area by heavy fire of its six 0.5-inch machine guns which lite-

airspeed of more than 216 knots (400 kph) and after several bounces of the water surface they impacted the ship's hull and exploded upon the impact. It was decidedly more accurate and more effective deploy-

"It apparently hadn't occurred to him to ask permission of anyone to install an armament load that was nothing like the original one, or to bother about what anyone else thought about cutting the airplane all apart to make new installations"
(general George Kenney)

ment than the bombing from the high altitudes. Slim, fast maneuvering ships were a difficult target to hit. And more to it, modified Mitchells were able to set forward fire from up to fourteen 0.5-inch caliber machi-

The car in his narratives grew bigger every time, possessed higher performance and more details were added about the ride and astonishment of all at the farm when they arrived in the cloud of dust. Allegedly one

of the pigs lost its life in the process, who knows... It was one typical side of Paul Gunn's character. His stories were sometimes hardly credible but nevertheless, entertaining for the audience. Fact is that this event sparked interest in the cars in eight years old Paul. It lasted two years. Then one day in 1910 an airplane dashed above the farm and Paul told his mother: "Once I'll too be flying just like that". That desire stuck to him and when the war in Europe broke out, he was devouring all stories about the air battles. When in 1917 USA joined the fighting, Paul was just one year short of the military service age limit. He solved the issue in his typical way, he told the US Navy recruiting commission that he was born on October 18, 1899, i.e., one full year earlier than his actual age.

So, he was enlisted however instead of the pilot training, after a short stint in the kitchen (story of him cooking the tapioca pudding was one his favorites) he became an aircraft mechanic. The war ended before he could utilize his skills, so he decided to stay in the Navy a continue pursuing the pilot qualification. He had never been patient enough, so he saved some money for the private pilot training and got some flight hours in compensation for his help with maintaining the training aircraft as well. In the spring of 1922, he flew his first solo, after that he obtained his pilot's license and shortly after that he even bought his own airplane. Well... For 250 dollars he bought a non-airworthy Curtiss Seagull floatplane from WWI from Navy surplus stocks and started to fix it over the weekends. Nobody will ever know where the US Navy aircraft mechanic sourced all the necessary spare parts... At that time, he met one Clara Luis Crosby and even he had claimed not to marry before he reached forty, after a year of dating he proposed to her. He was not fond of her first name though and in his typical manner called her Polly all his life. Their honeymoon was stylish, the young couple spent it travelling along the coast in Paul's Curtiss floatplane.



(photo: U.S. Navy)

In 1930s Paul Gunn served also as a pilot aboard the light cruiser USS Omaha. He flew missions with a floatplane launched from a catapult.

rally defoliated the vegetation and pinned the soldiers to the ground. The following explosions of the small but effective bombs created the "death zones" where the chance of survival was minimal. To avoid the damage of aircraft by its own ordnance the application of the braking parachutes was instrumental. The bombs drop was executed at the altitude close to the treetops. Due to such a low altitude the bombardier was not necessary. This tactic was so successful that it became the primary attack method of the units equipped with Douglas A-20 and a little later the Pappy's modifications were adopted by the aircraft manufacturer as well. A-20G were leaving the assembly lines as the attack version already, armed with machine guns in the nose. The same modification was applied to B-25, which was a larger, more robust airplane superior to A-20 in some areas. These changes addressed so called skip-bombing using ricocheting off the water surface as 250 lbs bombs were being dropped from approximately 250 feet altitude at the

ne guns! The manufacturer came up with the nose mounted 75 mm cannon version and as opposed to most of the pilots it was much beloved by Pappy Gunn.

But we jumped ahead a bit in our story. Who was Paul Irvin Gunn before the outbreak of the Pacific War? Who was the man instrumental in creating the famous "Strafers" which so effectively destroyed the ground and naval targets?

Mom, I too will be flying just like that!

A farmer's son with seven siblings, four of those were almost a generation older, he lost his father at the age of seven and for several years that followed lived with his mother and three siblings (he was the second youngest of all of them) at his uncles' farm. Once, walking with his mother from the nearby town, a stranger offered them a ride in the car. It was in 1908 and very first time Paul saw a car. He retold the story about the car ride for many years that followed and every time he embellished it.

(photo: National Archives)



During his career Gunn flew variety of the aircraft types including Boeing F4B fighter.

Peculiar from head to toe

Two years later, when Gunn was twenty-four-year-old, his six years' contract with Navy expired. The promise he will be finally given the pilot training made him to sign for further six years and, in the spring of 1925, he finally obtained his wings. His boy's dream was fulfilled, and Gunn became a respected naval aviator. As a testimony to that, he even served at Pensacola base in the flight instructor role from August to September 1928. Many Navy pilots, who became famous during WWII, were his students and many recalled after many years his unique teaching methods and colorful language he used when they did not understand fast enough what he required. Gunn was only interested in flying and aircraft and was not too mindful of the subordination and career or promotion in the rank. He was not disobedient just always found his own way to do things without paying too much attention to rules and regulations or rank. He was a peculiar personality however popular among pilots and surprisingly some of his superiors as well.

In the beginning of 1929, he was transferred from Pensacola to Anacostia base near Washington, D. C., where his commanding officer was Lieutenant Commander Joseph J. "Jocko" Clark, later a Rear Admiral, new USS Hornet (CV-12) commander and after that commander of the whole Task Force 3. A Cherokee, he was the first native American ever to graduate from the Naval Academy. He very quickly became friend with Paul. "In those days Anacostia had the task of flying many important government officials around the country and therefore we wanted the best pilots we could get. With the whole Navy to draw on, we picked P. I. Gunn. In those days we called him 'P. I.', he got the nickname of 'Pappy' later. He was exceptionally able, always ready to go anywhere any time – day or night. He had a cheerful and inspiring personality and a high sense of duty," the Rear Admiral remembered him after years. In August 1930, having completed his second six years'

contract with Navy Gunn signed for the third term. He decided to serve twenty years to earn reserve status with half-pension and at the age of mere 37 years. The duty brought him to Atlantic, Caribbean and

by to Howland Island also the VF-2 pilots searched for her, and Gunn could not miss it.

As we mentioned earlier Paul Gunn always thought independently and had his own

At dusk a Zero attacked him and showered him with bullets but Gunn, wildly maneuvering, managed to escape the Japanese at the treetop altitude. However, when he was passing the Zablan Field base, he received further "friendly" hits from the AA defense which confused him with the Japanese aircraft. With the failing engine he turned around and at 10 pm, in pitch black, he performed an emergency landing with his Beechcraft at the local runway ...

Pacific. In the fall of 1931, he was hospitalized with double hernia (according to his account caused by the frequent catapult launches off the cruisers' deck) in Hawaii and after the discharge he returned to his family which at that time counted four children. He stayed at home in San Diego until 1933 and became the member of VF-2 "Top Hat" squadron flying from USS Lexington. Aboard he met Clark again which was not a coincidence. Truth was that "Jocko" personally requested Gunn for his unit. He appreciated him as an outstanding fighter pilot excelling in both dogfighting and air gunnery. And VF-2 was considered an elite Navy squadron. Nevertheless, in 1933 Paul Gunn was transferred to Hawaii again in the role of a Naval Aviation technical officer and flew out of the land bases. From time-to-time Lexington paid visit to Pearl Harbor and Gunn could meet his former colleagues from VF-2. Typically, he took advantage of the situation to fly with them off the aircraft carrier deck. When on July 2nd, 1937, Amelia Earhart disappeared over the Pacific Ocean flying from Port Mores-

ways. One of the proofs of his peculiarity is how he handled prolonged teeth aches. They bothered him for years, so he decided to solve the problem for good. He visited a military dentist in Hawaii and asked him to extract all his teeth and replace them with prosthetics. Doctor refused and scheduled Gunn for a comprehensive diagnosis to determine next steps. Paul left and headed directly to a civilian Japanese dentist in Honolulu, had the molds done and right after all the teeth were gone. When the military dentist tried to get hold of Paul since he missed the appointment, he took out the brand-new prosthetics from his mouth stating he had no more any problems with his teeth ...

Back to civilian life ...

On August 6, 1937, Paul Irvin Gunn completed his twenty years of service with the Navy and retired to reserve with the rank of Chief Petty Officer. He already had his plans. During his service in Hawaii, he met two men. One was Robert Tyce, civilian air transport pilot, and Charles Knox who



One of Gunn's superiors was Joseph J. "Jocko" Clark who later became a Rear Admiral and Task Force 3 commander.

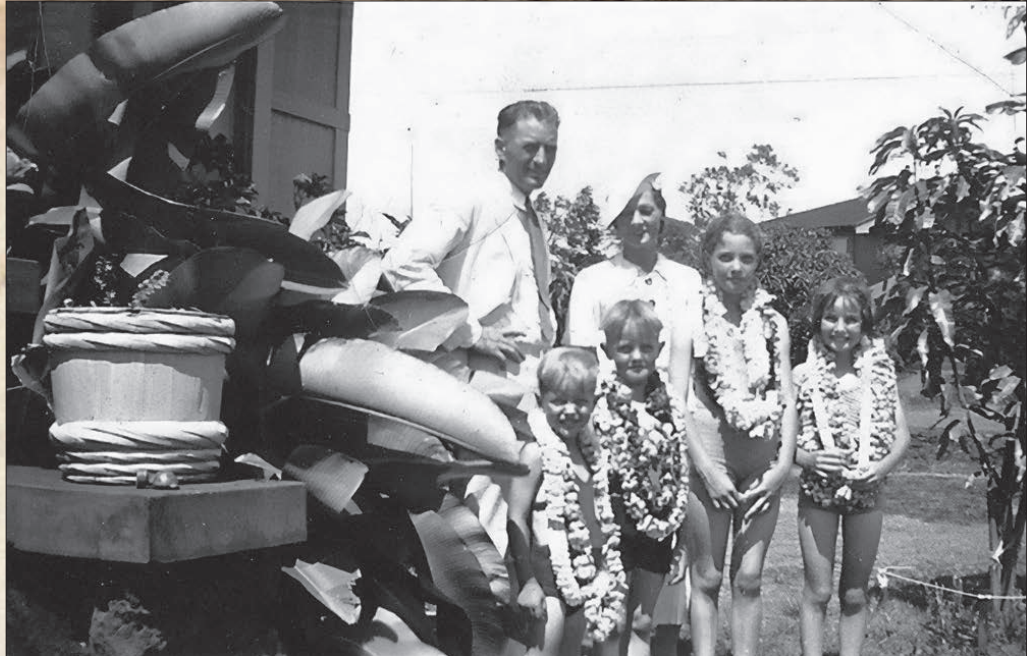
(photo: National Archives)

in 1934 launched the air transport within Hawaiian Islands as the K-T Flying Service company. Paul usually spent weekends with them, trained the mechanics and together with Tyce new pilots as well. After he retired from the Navy he continued to work for K-T full time. He trained the pilots, performed the inspections and test flights and occasionally flew the regular commercial flights with passengers or mail. It is of interest that later Bob Tyce became the first civilian casualty of the Japanese attack on Pearl Harbor. He stood in front of his airlines' hangar on Oahu when the first wave of the Japanese attacks stormed above him and one of the fired bullets mortally wounded him. And another curiosity: One of the aircraft operated by then K-T airlines, and supposedly flown by Gunn as well, was a Waco UIC serial number N13408. It is still flying nowadays.

In 1939 Paul met Andres Soriano, head of the influential Filipino family industrial clan of Ayalas. Soriano owned twin-engine Beechcraft and was looking for a pilot for it. Paul accepted his offer for the position and in the end of 1939 moved to Manila. His family left Hawaii for their US home for three months while Paul made all arrangements in the new home. At the same time, he managed to convince Soriano to finance the creation of the Philippine Airlines where in 1941 the Philippine government invested its share as well. Paul always spoke about Philippine Airlines as of "his" airline but in fact he has never had any shares in it. After Paul found the nice house, the family was reunited. All prospects looked great. Paul was the airline's flight director in charge of three Beechcraft Model 18 and one Sikorski S-43. And then December 7, 1941, came ...

... and back on duty again

On December 8, 1941, General Brereton, Commander in Chief of the USAAF in Philippines confiscated all Philippine Airlines aircraft as well as two Philippines Air Force Beechcrafts. Gunn was ordered to report in Fort William McKinley where he was told by the General's aide that he was assigned to the USAAF. The same day the Japanese aircraft showed up and their fire damaged two Philippine AF Beechcraft and Philippine Airlines Sikorski S-43 amphibian. It was clear to Gunn that it was only a matter of time when they lose all the remaining aircraft and therefore decided to relocate them to a small airfield at Grace Park which directly bordered with the graveyard. That grew around the unused airfield so much that Gunn had to break couple of tombs so as they were not in the way while the aircraft were taxiing.



A happy family captured in photograph in Honolulu during Pappy's service on Hawaiian Islands.

(photo: the family archives)

Harold G. "Buzz" Slingsby and Louis James Connelly flew together with Gunn various transportation and supply flights. They formed a provisional transportation flight under the USAAF command operating four Beechcraft (they managed to repair one damaged army aircraft). This kind of flying triggered a lot of adrenalin, the pilots had to maintain the treetop altitude, even at night, in their unarmed aircraft otherwise they risked being shot down by the Japanese fighters which ruled the skies. Soon they lost one airplane which was shot to pieces by the Japanese fighters on the ground at the Bataan airport where Connelly had flown the military supplies in. After that, on December 13, Gunn himself was shot down on his return from Del Monte where he had flown medical material and several officers in. At dusk a Zero attacked him and showered him with bullets but Gunn, wildly maneuvering, managed to escape the Japanese at the treetop altitude. However, when he was passing the Zablan Field base, he received further "friendly" hits from the AA defense which confused him with the Japanese aircraft. With the failing engine he turned around and at 10 pm, in pitch black,

he performed an emergency landing with his Beechcraft at the local runway ...

Shortly before Christmas Gunn was ordered to transport a group of Americans to Australia. He said goodbye to his family with the promise to be back in ten days. At that time almost everyone in Philippines still believed that within a few days the American reinforcements would arrive to push Japanese out of the country. Regardless, Gunn instructed his wife, in the case of the Japanese occupation, not to say her husband served with the USAAF. She was to claim he had perished in the air accident over the ocean and his body was never found. Shortly after midnight on December 24 Gunn and Slingsby took off with five passengers each on the heading to Australia. Two days later they landed in Darwin. On January 2, 1942, the Japanese entered Manila. Polly with children was put in the prisoners' camp built on the University of Santo Tomas campus where they all remained until the end of hostilities. For Gunn this meant fighting on two fronts: for the United States and for his family.

To be continued



On March 15, 1941, the maiden flight of the Philippine Airlines was flown by this Beechcraft Model 18 registered NPC-54.

(photo: author's collection)

The air war over Ukraine

Calm before the storm

Text: Miro Barič



The moment when HARM rocket is just being launched was captured. The rear mirrors show that HTS container is missing from the underwing hard points.

The frontline in Ukraine has been stabilized for a long time. During the reported period from July 16 to September 1 the line virtually has not changed. Despite the massive shelling there was only a moderate advancement of couple of kilometers forward and couple of kilometers backwards at another location. However, regarding the air war over Ukraine, three decisive events took place, as described herewith. Consequently, the major changes took place at the frontline since the Russian retreat from Kiev at the end of March and beginning of April.

It started with serious talks about the possible deliveries of modern Western aircraft to Ukraine. Then it was confirmed that Ukraine had not only received the American anti-radar rockets HARM but also that they were successfully deployed. And thirdly, during the reported period so far unseen massive attacks against the Russian airbases in the occupied Crimea took place. At the outbreak of the war Ukraine was asking her allies for, at that time urgently needed, combat aircraft deliveries. Initially the Soviet types MiG-29 and Su-25 in Polish, Slovak and Bulgarian air force inventories were being considered. In March the whole project spectacularly collapsed since no one was willing to supply these aircraft to Ukraine directly.

All those complicated schemes, including the aircraft transfer via several countries failed as there was always someone involved who would not want to risk the conflict escalation.

Since then, however the situation has changed significantly. Ukraine has already received decidedly more effective weapon systems which the allies were afraid to supply during the first weeks of the conflict. The Su-25 ultimately did reach Ukraine (however via a proxy) and in August another four Su-25 followed from Northern Macedonia. As of September 1, the Slovak MiG-29 fighters are grounded and even though the Slovak Ministry of Defense keeps the silence it is a "public secret" that they are possibly earmarked for

Ukraine. There are 11 MiG-29 upgraded to AS version in the Slovak AF inventory and couple of more non-airworthy as a source of the spare parts. Maybe we can report more details next time.

However, Ukraine and her biggest ally, USA are looking beyond the antiquated Soviet era aircraft. In the middle of July, the House of Representatives of the USA Congress approved the bi-partisan proposal to earmark 100 million USD for the conversion training of the Ukrainian pilots to the American aircraft. The proposal was presented by Democratic congresswoman Chrissy Houlahan and Republican congressman Adam Kinzinger and the politicians from both sides of the aisle voted for it. The goal is to train the Ukrainian pilots to a point where they can be ready to immediately fly the American aircraft once the USA decides to supply them. The Ukrainian AF speaker, Col. Juryi Ignat told the Air Force Magazine that there are at least 30 pilots competent in English who could leave for the USA in case the training agreement goes in the effect. They would be joined by the ground personnel who would learn to maintain the American fighters.

What type of fighters are we talking about? General Charles Q. Brown, USAF Chief of Staff tried to make the process as vague as possible. On July 20, at the Securi-

ty Forum in Aspen, Colorado he said that the USA consider supplying Ukraine with the 4th generation fighters. According to him there are several options, from the US made fighters to the aircraft manufactured in Europe. He named Eurofighter Typhoon, Swedish Gripen and French Rafale. "It will be something non-Russian, but I cannot tell you what exactly," stated General Brown. Why did we say he was vague? General named all the existing Western fighter types. None of those, however, are available immediately and not in the sufficient quantities. The only available fighter jets are American F-16 of the older production blocks. There are many of them and ready for the immediate delivery. This is also confirmed by the Ukrainian pilots who only talk about F-16 and about potential deliveries of the A-10 attack aircrafts. The Air Force State Secretary, Frank Kendall commented on this matter at the Aspen forum. According to him the A-10 deliveries are possible, but it largely depends on Ukrainians whether they want them at all. And Ukrainians were quite clear about it: "Our country doesn't need A-10s, we need F-16s," told Military.com server the deputy to the Ukrainian Ministry of Defense Juryi Sak.

Time Magazine published the report on the secret training center where the Ukrainian pilots train on the A-10 simulators, however in this case it is another innovative volunteer initiative of ordinary Ukrainians. There is a soldier behind it who, while being shot at in the trenches, imagined that A-10, which he knew from Iraq war footages, would come to his aid. The simulators were built by volunteers from the widely accessible components. It is certainly beneficial to have a pilot with at least minimal training for various types of aircraft however officials don't subscribe to this. "A-10 will not dominate our skies, won't stop the bombers and missiles. They would become the target for the Russian fighters and AA defense since we lack the means to neither effectively cover them nor break through the enemy AA defense."

HARM in action

Things are getting better though, at least in the case of the AA defense elimination. During the first week in August the Ukrainian armed forces released the surprising information that in one day they managed to destroy four S-300 AA systems and one Pancir-S. It immediately raised the speculations how they achieved this success. On August 7, the Russian sources followed up by publishing the photographs of the fragments that clearly came from AGM-99 HARM (High Speed Anti-Radiation Missile) rocket. Further speculations followed, this time what the launching platform was. The ground launch pad was considered this however was planned but never ma-



MiG-29 wing showing HARM rocket on the inner attachment and R-73 rocket on the outer attachment. The middle hard point is empty.



Detail of HARM missile fitted to the Ukrainian MiG-29.

terialized. Consequently, Pentagon confirmed HARM missiles supplies noting the Ukrainians integrated them into their Mig weapons system. Type remained unspecified but the only aircraft the Ukrainian AF deploys in this manner are Mig-29. I was debated that the aircraft avionics was modified to be able to use HARM and that they may carry the targeting containers AN/ASQ-213 HTS (HARM Targeting System). The Ukrainians indicated that they had modified four Mig-29 fighters for HARM missiles deployment. Oleksy Arestovych, advisor to Ukrainian president Volodymyr Zelensky, stated that "with our four aircraft armed with anti-radar missiles from 1980s we decimated the Russian AA defense on Dnieper's left bank." By mentioning the missiles from 1980s he may have intended to say that HARM rockets were developed in 1983 and introduced into service in 1985. They became famous during the operation Desert Storm in 1991 when they decimated the Iraqi radars. Arestovych could have also indicated that Ukraine does not have the latest version of these missiles. While most of its users operate AGM-88E

type Ukraine received the older versions AGM-88B, C or D. These rockets are capable of autonomous operation and if Ukrainians gave up some of their features the modifications for use on Mig-29 could have been minimal indeed.

Note to modelers

It's rather improbable that Ukraine will publish detailed photographs of their aircraft equipped with HARM rockets. Should that happen the aircraft tactical codes will be most likely censored. This seems to be the recent practice – pictures and videos of the Ukrainian aircraft are shot in a way to hide these numbers, or they are censored. But if you want to build a scale model of the Ukrainian fighter armed with HARM rockets you can try MiG-29MU2 version. Its tactical number is white 12 with thin blue outline and it is the only aircraft of this version in the Ukrainian AF inventory. It had been upgraded to specialize in the attacks on the ground targets and its data systems enable it to carry the Western weapons. For that reason, it is highly probable that it will be included among the

aircraft earmarked to carry out the attacks with HARM rockets. This airplane sports different digital camouflage pattern therefore you should refer to the photographs of the real aircraft. Recently a video was published showing this aircraft equipped with two R-27 and four R-73 rockets. The camera focus avoids the identification markings however at one moment number 12 is visible.

Later a video appeared, mainly from Mig-29 cockpit showing the launch of HARM rockets. Again, the bort number is not visible but the ordnance combination is clearly visible. You can attach HARM rockets, produced by Eduard in 1/72, 1/48 and 1/32 scales, to the inner wing attachment points where R-27 rockets are normally mounted. Under the fuselage you can attach the drop tank intended to increase the operational range. R-73 rocket will go on the outer hard points and the middle attachments remain empty. HTS container is not visible in the video. Also based on the video it seems that no other equipment had been added to the cockpit except of two satellite navigation systems. Pilot flies armed with the rockets to the designated area, launches them towards the Russian AA radars and then the missiles do the rest of the job themselves. And to make things even more complicated, in the beginning of September a photograph appeared capturing a Ukrainian Su-27 armed with two HARM rockets under the wings.

Crimea is no longer a paradise

The third crucial occurrence in the sixth month of the conflict in Ukraine were the attacks on Crimea. Russia annexed this peninsula in 2014. Up until now the war avoided it except the invasion troops were attacking the Ukrainian South from there and also the Black Sea Fleet operates there. Its ships and submarines fire rockets at the Ukrainian cities. For the Russian civilians however, it was a quiet place at sea where they could go for summer vacation. This changed on Tuesday August 9 when a series of strong explosions took place at Saki airbase near Novofedorivka summer resort. It was tourists who published the first images of the explosions and massive smoke columns rising from the base. Thanks to these videos it can be determined that two strong explosions occurred practically at the same time several hundred meters apart. That eliminates the possibility of an accident. Despite this the Russian official sources stated exactly that. The explosions were supposedly caused by a negligence in the ammunition dump protected by barriers therefore there were no damages to the rest of the airport facilities and no airplane was destroyed. This lie did not last 24 hours. In the morning before the disaster Planet Labs PBC took the satellite images of the airport where we can see one transport Il-76 parked near the runway and on the apron 12 Su-24, 10 Su-27 and Su-30, 6 helicopters and several other aircraft, mostly

smaller transport types. A day after explosions the same company took new images where the extensive devastation of the Saki airport can be seen. Large portions of the airbase burnt out, but the largest impact was on the apron where between 9 and 12 aircraft were destroyed. At least five S-24 and four Su-30 of the Black Sea Aviation could be totally written off.

In some places, between the parked aircraft something like craters can be seen. That leaves the room for speculations that the Ukrainians had received ATACMS rocket with 300 km range or that they completed the development of their own ballistic rocket Hrim-2 on which they had worked for very long time before the war. The airbase is located 200 km from the closest frontline sector. Officially the Ukrainians kept silence about the incident. Oddly, the Russians, despite all the facts, stated that Ukrainians had nothing to do with the explosions at Saki airbase. There were several rationales for this – they would have to admit that the Crimea AA defense failed and then they did not want to scare civilians. The second did not work at all. The beaches were immediately abandoned and the Kerch bridge connecting Crimea with Russia was jammed by the fleeing tourists for several days. The traffic jam was 100 km long!

Later, Washington Post and server Politico, referring to several sources from the Ukrainian government and secret services, published that the Crimea attack was



The only Ukrainian MiG-29 upgraded to MU2 version.



Video shots of the MiG-29MU2 taking off armed with two R-27 and four R-73 rockets.





The overall photograph of Saki airport in the morning of August 8 before the attack taken by Planet Labs PBC company.



The detailed picture of Saki airport before the August 9 attack.



The overall view of Saki airport on August 10 taken by Planet Labs PBC. The dark areas represent areas hit by fires.



The detailed photograph of the apron on Saki airport with destroyed aircraft.

executed by the Ukrainian Special Forces. This could be a smoke screen as well. The Russians are moving the reinforcements to Kherson area via Crimea and the information about the Ukrainian Special Forces active there will force them to leave some military contingent on the peninsula to protect several important locations. Exactly one week passed and Crimea was shaken by more explosions even of the larger intensity. On Tuesday August 16 three locations were hit. First in the early morning the ammunition dump was destroyed in the village of Majske in Djankoy region. It was followed by the explosion of the transformer station supplying the railroads with electricity. As a result, the train service between Crimea and Ukrainian South was interrupted. And thirdly the Gvardeiskoye airbase near Simferopol was hit. It is a home to the combined air unit with 12 Su-24 bombers and 12 Su-25 fighter bombers.

Again, the reasons were debated. The Ukrainians still did not claim responsibility. The Russians however changed their rhetoric. In the case of Saki explosions, they claimed it was "an accident caused by negligence." That reckless soldier supposedly threw cigarette butts precisely among the aircraft in at least three different locations. In the second case though the FSB secret

service immediately blamed the "Ukrainian saboteurs" for the explosions. How exactly these sabotages were supposed to be executed was not published. Only once the information popped up in the Russian media that the drone loaded with explosives was used for the attack.

The Russian leadership supposedly gave up pretending the illusion that Crimea is safe. The mass exodus of the Russian civilians proved that denial makes no sense. Instead, the Russians started to boost the defense of the Kerch bridge connection Crimea with Russia. After the attacks on August 16, they also withdrew their airplanes and helicopters from the airports in the occupied Crimea to safer locations. In the beginning of September Ukraine finally revealed the truth. Valery Zaluzhny, the supreme commander of the Ukrainian armed forces admitted that the Ukrainian rockets are responsible for the attack on the Russian bases. According to his statement ten Russian aircraft were destroyed by them at Saki airbase. Zaluzhny said that by attacking Crimea the Ukrainians not only intended to cause the damage to the military infrastructure but also shake the Russian military confidence and sense of being bulletproof. Saki had been chosen as the first target in Crimea on purpose, due to the nearby summer resorts. Kremlin

has tried to convince the civilian population that the war does not affect them at all. People however saw it by their own eyes on the beaches near Saki. The only thing Zaluzhny did not disclose was the type of the rockets used. Owing to the distance from the frontline only the aforementioned ATACMS or Hrim-2 can be considered.

Air combat

In addition to these three decisive events the "regular" air activities continued. Even though the front lines have not changed for the most part the activity in the air has intensified significantly, especially on the Ukrainian side. Between July 16 and August 16 loss of three Bayraktar TB2 drones was confirmed. It is the proof that the Ukrainians still use them despite the Russian claims that all of them had been destroyed, several times! On August 15 two Ukrainian Mig-29 pilots were buried, Col. Juryi Pohorilyi from 114th brigade of the Tactical AF and Maj. Anton Listopad from 204th brigade. Hundreds of people showed up to pay respects. It was not announced though when exactly they perished.

On August 7 president Volodymyr Zelenskyy posthumously decorated another Mig-29 pilot, Lt.Col. Eduard Vahorovskyi. Maj.Dmytro Kolomiyets, who perished in the cockpit of L-39 Albatross, was

decorated as well. During the attack on the Ozerne airport in Zhitomir region he drew the enemy fire on himself to enable the other airplanes to fly to safety. He was shot down during this action. These two events are older news, taking place prior to the last month. During the reporting period however the loss of Maj. Oleksandr Kukurba, Su-25 pilot from 299th brigade of the Tactical Aviation can be confirmed. In April he was decorated as Hero of Ukraine and was killed on July 26 during his 100th combat mission.

The losses mounted on the Russian side as well. On July 17 the Su-34 carrying bort number red 51 and code RF-95890 was shot down near Alchevsk in Luhansk region. Highly probably it was hit by a friendly AA fire and the gossip goes that it was the first confirmed combat "success" of the S-400 system. Two days later, on July 19 another Sukhoi was shot down near New Khakhovka in Kherson region, this time by the Ukrainian AA fire. The exact type remains unknown, but a pilot ejected before the airplane crashed.

Also, several Russian drones were destroyed, and the images appeared of the Russian Su-25 and Su-30SM wrecks which had been shot down earlier but not recorded. The Ukrainians also claimed hits on several Ka-52 helicopters. During the weekend of August 13 and 14 three of them were supposed to be shot down. Only two helicopters of this type can be confirmed to have been hit, however. According to the Ukrainians the experienced pilot, Col Vassilyi Kleshchenko supposedly died in one of them. On May 9, 2021, he led the helicopter formation during the Red Square military parade. An interesting trend in the significant drop in the Russian attacks by the ballistic cruising missiles is being observed.

After the attack on Saki airbase the Russians, as always took revenge by shelling the Ukrainian civilian targets – even though they themselves stated Ukraine had nothing to do with it. They took the same course of action after the loss of the cruiser Moscow or blown-up ammunition dumps, caused by "unfortunate accident". At that time the Ukrainian cities were targeted by the salvos of the guided missiles launched from the bombers. This time the cities of Nikopol and Marhanets, on the opposite bank of Dnipro River across the Zaporozhiye nuclear power station were bombarded. The unguided missiles launched from the Grad rocket launchers were used. For over a month the Russians did not fire a single Kh-22 rocket even though previously they used these antiquated missiles from 1960s at a large scale. Only after the second attack on Crimea, on August 16 they fired two Kh-22 rockets from Tu-22M3 bomber at the region near Odessa. Maybe they found them forgotten somewhere ... The more modern

missiles are being used less and what is important that the Ukrainian AA defense managed to shoot down more and more of them.

A storm arrived

On August 29 it did happen. Announced long before the Ukrainian counter-offensive was launched in the South in Kherson region. The Ukrainian troops started to advance simultaneously in three directions and at majority of locations they managed to breach the first, in some places even the second line of Russian defense. Several villages were liberated for example Vysokopylya in the North of the Kherson region. It was fortified and it was supposed that the Russian elite paratrooper units could hold it for a long time. Ultimately, they were chased away by the Ukrainian troops which, according to the Russian propaganda were crushed right after they launched the attack. The best answer to it was that the Ukrainian crushed the Russian defense. HARM rockets limited the Russian AA defense to the point that the Bayraktar TB2 drones could freely operate again. New videos they recorded show how they destroy the Russian equipment. The Air Forces of both sides were highly active attacking at the frontline especially in the central sector of the Kherson region where the Ukrainians scored some success. HIMARS rockets repeatedly hit and eliminated all bridges over Dnieper River. Thanks to this they prevented supplies



Wreck of the shot down Russian drone Orlan-10

of reinforcements and ammunition as well as retreat of the Russian troops. Those ended up trapped on the Dnieper right bank and were fired at while attempting to cross the river over the pontoon bridges. In the beginning of September, the Ukrainians took advantage of the fact that the Russians concentrated all their reinforcements and focus on the South and launched the massive attack on the opposite end of the frontline – in Kharkov area.

To be continued.

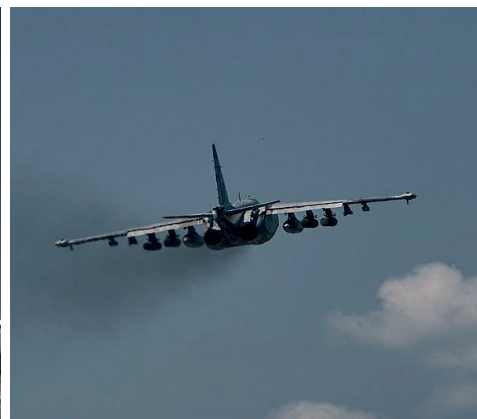
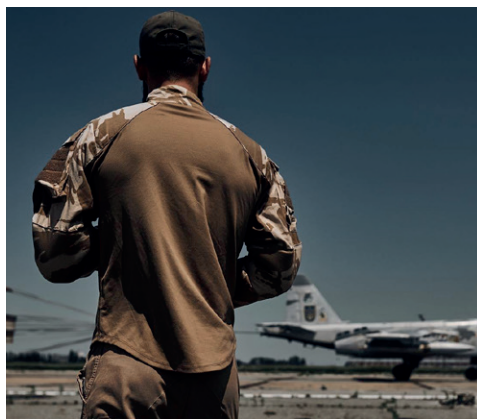


The Russian Su-25 in flight over Ukraine.



Wreck of the Su-34 coded RF-95890 shot down on July 17 near Alchevsk.

Series of pictures capturing Ukrainian Su-25 and their pilots. The fuselage bort number were censored.



The last of the six



Text: Jan Bobek

Illustration: Piotr Forkasiewicz

Admiral Isoroku Yamamoto is one of the most important military commanders of World War II. He held the key position of Commander of the Combined Fleet and was one of the most persistent and influential opponents of war with the US. He was aware of the military and industrial potential of the USA, as he studied there and later worked as a Naval Attaché in Washington. Ironically, he was tasked with planning the attack on the Hawaiian Islands. As early as 1940 he predicted that a war with the USA and Great Britain could be successfully fought for no longer than six to twelve months. For the first half of April 1943, Yamamoto ordered an airborne operation, I-gō, to improve situation in New Guinea and in the air battles over Guadalcanal.

Yamamoto personally supervised this operation from Rabaul, accompanied by his chief of staff, Vice Admiral Matome Ugaki. To everyone's surprise and over the protests of his staff officers, he decided to inspect the Ballale, Shortland and Buin bases in the Bougainville area. The flight was scheduled for April 18, 1943, with two Betty bombers from Kōkūtai 705 and an escort of six Zeros from Kōkūtai 204. On the morning of April 18, exactly one year after Doolittle's raid on Tokyo, Yamamoto and Ugaki flew to Bougainville Island.

On the American side, Operation Vengeance was in full swing. In fact, the Americans had managed to intercept a Japanese radio diagram with the itinerary of Yamamoto's

trip. Sixteen P-38 fighters from the 347th FG were on the way from Guadalcanal. The two formations met at 9.35 am over Bougainville Island. The Japanese flew higher than the Americans, who kept low to reduce the risk of being spotted. They had to climb rapidly, and Lightning was perfect for that. The bombers flew at 4,500 ft and the two Zero formations 1,500 ft higher. Twelve Lightnings provided top cover and four pilots attacked the formation of eight Japanese aircraft. They included Doolittle's godson, Capt. Thomas G. Lanphier Jr., 1st Lt. Rex T. Barber, 1st Lt. Besby F. Holmes and 1st Lt. Ray Hine.

These four attackers crossed the coast at 1,000 ft and climbed toward the Japanese. Holmes, however, was unable to drop his tanks and had to briefly disengage from the fight along with Hine. Thus, only Lanphier and Barber headed for the bombers. Soon, however, they had to split up, Lanphier alone facing one trio of Zeros and Barber sending Yamamoto's bomber into the jungle. Holmes and Hine fought off the Zeros closing on Lanphier. Lanphier hit another bomber over the jungle, presumably the one with Ugaki on board. Shortly thereafter, Lanphier, Holmes and Hine attacked Ugaki's bomber again, forcing it to land into the sea near the coast.

The Japanese escort was commanded by Lieutenant Takeshi Morizaki with wingmen PO1c Toyomitsu Tsujinoue and Seaman Sho-ichi Sugita. The other trio was led by

CPO Yoshimi Hidaka PO2c Yasuji Okazaki and Seaman Kenji Yanagiya. Hidaka was the first to spot the Americans. However, their Zeros did not have radios, so he signalled the danger by waving his wings. Morizaki's trio attacked Lanphier and Barber to drive them away from the descending Bettys. Hidaka and his wingmen attacked Holmes and Hine. Hidaka hit the auxiliary tanks on Holmes' Lightning, but the American didn't notice the damage and eventually dropped them. Sugita hit the engine of Hine's machine. Yanagiya flew to Buin Base and fired into the surface of airfield, alerting the fighters. He later met Hine and shot him down. Yamamoto did not survive the crash of the bomber, and the escort pilots took it for granted that they should be killed in action, although no one blamed them. Hidaka and Okazaki were killed in action over Guadalcanal on June 7, 1943, and Yanagiya was severely wounded in same action. Morizaki was shot down off Lunga Point on June 16, 1943, and Tsujinoue was killed at Rendova on July 1, 1943. Sugita, who was to become one of the Navy's most successful fighters, was shot down by Hellcat over Kanoya on April 15, 1945. The opening part of this legendary encounter was captured in a painting by Piotr Forkasiewicz, showing Yanagiya with Barber's Lightning in the background. For more details on this Japanese pilot, the only one of the six to survive the end of the war, see the text included in our October kit A6M3 Zero Model 32.



Text: Jan Bobek

Illustration: Antonis Karydis

Landing on the island

In one of the Boxart Stories in the last issue of Eduard INFO magazine, I mentioned the formation of I./JG 1, which became one of the key fighter groups in the Defence of the Reich during the second half of the War. With the cover of Fw 190 A-8 October release, we are getting back to this unit. Also, the pilot whose aircraft is depicted on the boxart is not mentioned in our kits for the first time. It is Lt. Heinz-Günther Lück. He was born on February 13, 1921, in Duisburg. After pilot and fighter training, he was assigned as a Feldwebel to JG 1 in August 1942. At the end of the year, he was promoted to the rank of Leutnant and served briefly with 2./JG 1. But in July 1943, he was assigned to 1./JG 1. He scored a total of six aerial victories over B-17 bombers; one of them was recorded as shared. He scored his first kill on July 26, 1943, near Emden. Lück's combat career ended on April 9, 1944, while fighting an American air raid that was heading for Pomerania and occupied Poland. The Americans sent 542 bombers with fighter escorts over the continent. Their route took them over the North Sea and Denmark, and the crews faced very bad weather. Only 402 B-24s and B-17s made it over the target, accompanied by 719 Thunderbolt, Mustang and Lightning fighters. Bombardment groups lost 32 machines and 177 were damaged. Bomber gunners claimed 45 certain victories, eight probable and reported also further 14 German machines as damaged. Escort

fighters claimed 20 certain kills and lost ten aircraft.

Germans sent 356 single-engine fighters and 56 twin-engine fighters against the raid. But only 232 made it to contact enemy. After the fight, they wrote off 27 fighters and lost 14 airmen killed or missing. Fw 190 pilots of I. and II./JG 1 formed a battle group that managed to make a concentrated attack on a formation of sixty Liberators. The Americans were initially without fighter cover, but soon Thunderbolts intervened. They were engaged not only by Focke-Wulf pilots, but also by their colleagues in the lighter Bf 109 Gs of III./JG 1, which provided fighter escort. JG 1 fighters reported ten victories over bombers and three in combat with American fighters. In the process they themselves lost four Fw 190s, two of their pilots were killed and two were wounded. One of them was Lt. Lück. During the fight, the engine of his White 14 was hit by defensive fire from the bombers. He had to look for a place to make an emergency landing, and the opportunity presented itself on the Danish Island of Ærø. Flying with him was another colleague in White 3 aircraft which suffered a technical problem. They circled the island for a while to find a suitable landing site and finally landed near Stokkeby. Lück crashed into a small dike and injured his head on the dashboard. He was taken to hospital in Ærøskøbing with a concussion. However, this was not his first injury. He

first had to be treated after a motorcycle accident on November 30, 1943, near Deelen in the Netherlands.

His Fw 190 A-8 W. Nr. 170050 was dismantled after a few days and transported to the mainland. It was manufactured by Focke-Wulf in Cottbus in February 1944 and originally bore the factory marking DU+KX. This machine was flown to I./JG 1 on April 3 by Uffz. Helmut Riehl, a pilot from 2./JG 1. The machine was assigned to 1./JG 1 and, in addition to the fuselage number, was given a red stripe on the rear fuselage, which was an element of JG 1's rapid identification system for Luftwaffe fighter units. When Lück made his emergency landing, the aircraft still did not have the JG 1 emblem with the winged red 1 on the engine cowling. It was one of the first A-8s that I./JG 1 received. Until March 1944, it used mainly A-4, A-6 and A-7 versions. During April 1944, I./JG 1 received a total of 34 Fw 190 A-8 fighters but lost eight during the same month. April was the month that brought the heaviest losses yet for I./JG 1, losing 24 aircraft in combat. Worse times were yet to come in July 1944 during the fighting in Normandy this unit had 30 fighters destroyed by the enemy and even 37 during the fighting in December.

Lt. Heinz-Günther Lück, wounded in an emergency landing, did not return to combat duty and served in various staff positions. His unfortunate landing apparently saved his life.

Text: Richard Plos

Illustration: Adam Tooby

Box design: Jan Zdiarsky



Trainer in a good shape

The Z-26 two-seat trainer, aptly named *Trenér* (meaning “trainer” or “coach” in Czech), first flew on October 20, 1947. The result of the work of the design team led by Karel Tomáš answered the requirements of the Ministry of Defence, calling for simple-to-operate aircraft suitable for pilot training. The wooden design of the wing and tail surfaces was soon replaced by an all-metal one, thus creating the Z-126 version, the archetype of several other versions of the *Trenér*, which gradually got a more powerful six-cylinder engine instead of the original four-cylinder one. First, the Walter Minor 4-III with a maximum output of 77 kW (105 hp) was replaced in the Z-226B and Z-226T versions by the technically related WM 6-III unit with an output of 118 kW (160 hp), and later by the more modern M-137 engine with an output of 132 kW (167 hp). The latter also powered the last type of the Z-226 series, the MS version, equipped with the pitch-adjustable propeller V-503A. At that point it was clear the *Trenér* line needs a substantial upgrade.

The design team of the Zlín company decided to equip the *Trenér* with a retractable landing gear to reduce aerodynamic drag. Furthermore, there was a modified wing with enlarged fuel tanks (from 35 l to 45 l) to extend range and endurance or a new canopy for better visibility. In addition, external fuel tanks could be installed on the wing tips. The new version was designated Z-326 *Trenér Master*, or C-305 in the case of the

military version and was also the first of the *Trenér* line to allow IFR flight and therefore night flying. To this end, the C-305 also received small lights on the landing gear legs. These were used for visual inspection from the ground during final landing approach. If they were visible, the landing gear was down, if not, the air traffic controller alerted the pilot.

The powerplant was again a WM 6-III six-cylinder engine, which was later replaced by the M-137. The version powered by the latter was designated Z-236M, then Z-326MF after the installation of the V-503A propeller.

The first prototype was taken into the air by the factory pilot Leopold Brabec for the first time on August 12, 1957. Ten C-305s were produced for the air force, most of the civilian versions were exported. There were numerous customers in France, Germany, Spain and in many other countries. Of the ten military C-305s, nine eventually made it to civilian service. Five of them are still flying today, one even in period military livery. It is OK-OTP (originally 0612), while the second one in this livery, OK-OTE (originally 0610), reached its flight hours limit and is kept in the Military Historical Institute depository today.

OK-OTP started its service with then Czechoslovak air force on December 14, 1960 and underwent two overhauls during its military period of service. The aircraft was handed over to the Svazarm organiza-

tion on July 29, 1971 and received the civilian matriculation OK-OTP. It was flown by the Prievidza Aero Club and on December 29, 1979, was converted to the Z-326M version by Aerotechnik company. Its last flight was to be from Prievidza to Dubnica on May 25, 2008. The crew of Jánošík and Chupek transported it to its new owner, who intended to hang it under the ceiling of a private museum. In green painting it was to represent a Bf 109. Before the aircraft was irreversibly damaged, it was discovered by Karel Toman, who spared this *Trenér Master* from an ignominious fate with desire to restore it to flying condition again. So, the aircraft was moved to Prague and in 2012 Milan Mikulecký stepped in and took over the restoration project. After a complete overhaul by Zlin-Avion Service, the aircraft received some of the original military equipment again and also the factory drawing coloring valid for the military C-305. Due to the installation of the M-137 engine, it is of course no longer a genuine C-305, which was powered exclusively by the WM 6-III engine.

The second aircraft in Adam Tooby's drawing is the Swiss Z-326MF, serial number 925. It is a final production run aircraft that came to its current owner via France, where it was exported in 1967 and flew as an F-BORV originally. It was converted to the MF version by Zlin-Avion Service company in 2016, after which it returned to its owner in Yverdon.

Text: Richard Plos

Illustration: Piotr Forkasiewicz



White Shark over a Lighthouse

Cape Arkona is the northernmost tip of the Rugia island and owes its name to the temple of the ancient Slavic god Svantovit. The temple was built by the West Slavic tribe of the Rans, sometimes also called Ruyans. In the early Middle Ages, the whole of Rugia was the power and religious center of this Slavic tribe, which settled on the island in the seventh century and gradually became a local military and naval power. However, the temple, as well as the adjacent town, was conquered and destroyed by the Danish king Valdemar I in 1168 after many fights and clashes. Rans were the last of the western Slavic tribes and they gave whole the island Rugia or Ruyan its name (Rügen in German). After centuries of being part of the Danish or Swedish kingdoms and then belonging to France or Prussia, the island eventually became part of Germany. Rugia later became a popular holiday resort, a status that was further enhanced by the Nazis, who built the monumental Prora holiday resort, which was never completed. Today, there are two lighthouses right on Cape Arkona, as well as two military bunker complexes. East German air force planes have certainly overflown them many times as well as the 148 ft (45 m) high white cliffs. Whether a MiG-21PFM with tactical code 22+02 also passed over them on one of its last flights, we do not know. But the scenery by Piotr Forkasiewicz looks great, doesn't it?

MiG-21s have been flying over the Baltic Sea since the 1960s. The then German De-

mocratic Republic (GDR) was among the first Warsaw Pact countries to receive the new supersonic and their first Mach 2 fighter aircraft. The first MiG-21F-13 landed at Marxwalde airfield, the base of JG 8 wing, on 4 May 1962, and over the next two years two further wings converted to the type: JG 3 at Preschen and JG 9 at Peenemünde. By the end of 1964, the first MiG-21PFs had already appeared in the GDR. They were first assigned to JG 1 stationed at Cottbus-Drewitz as part of the LSK/LV (Luftstreitkräfte/Luftverteidigung – Air Force/Air Defence). However, the East German Air Force re-designated these aircraft as MiG-21PFM, where the M was to emphasize that they were modernized MiG-21s. Later, however, JG 8 began to receive further upgraded MiGs that bore the same designation, now directly from the manufacturer. To distinguish these two different versions of MiG-21, the actual MiG-21PFMs were re-designated as MiG-21SPS. As those familiar with the matter know, the SPS (Sdov Pogranichnovo Sloja – Boundary Layer Blowing, in German Grenzschieichtablösung) system was designed to blow the flaps with air taken from the engine compressor to increase their efficiency at low speeds. The installation of this system was made possible by the upgraded R-11F2S-300 engine. The SPS was put into operation when the flaps were set at 45°, i.e., in the landing position. It resulted in a 21,6 kt (40 km/h) reduction in landing speed compared to the MiG-21F-13. Aircraft equipped with

the GP-9 cannon were then referred to as MiG-21SPS-K (sometimes written as SPS/K). The aircraft originally coded 441 was assigned to JG 8 on November 30, 1968 and transferred to JG 1 stationed at Cottbus/Holzendorf on May 5, 1975. There it remained in service until 1990, when it received the special anniversary painting to say "good-bye". Thanks to the white base color the aircraft earned the nickname Der Weisse Hai (White Shark). A total of 24 MiGs-21SPS and SPS/K survived and stayed in service until German reunification. With the new designation 20+02, the "White Shark" flew only a few sorties before it was like all the others of this type sent to the nearby Drewitz airbase, where also other obsolete and retired aircraft were collected, following an organizational restructuring. These transfers were under the responsibility of the Bundeswehrkommando Ost, Abwicklungsstäbe Nord und Süd (Federal Armed Forces Command East, Processing Staff North and South), while the aircraft that were in active service were handled by the ÜLSt MatWi's Überleitstelle Materialwirtschaft (Materials Management Transition Center). At Drewitz, this aircraft was decommissioned and met its fate on November 13, 1992, when it was scrapped. One more aircraft received this attractive anniversary livery, the one with serial number 944504, which was given the code 22+31 after German reunification. This one escaped scrapping and was put on private display in Eisdorf.

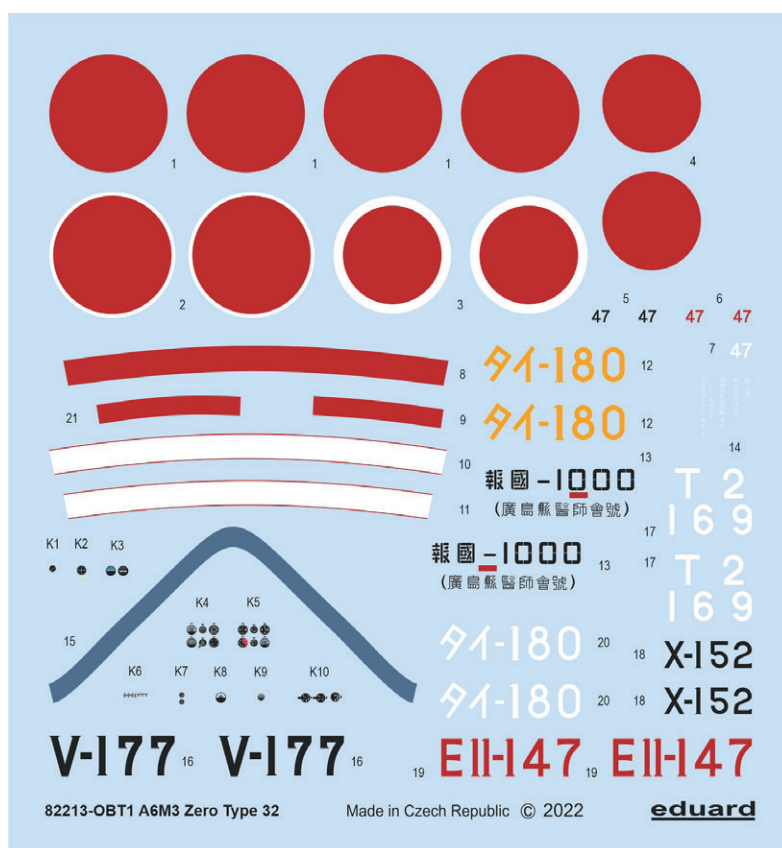
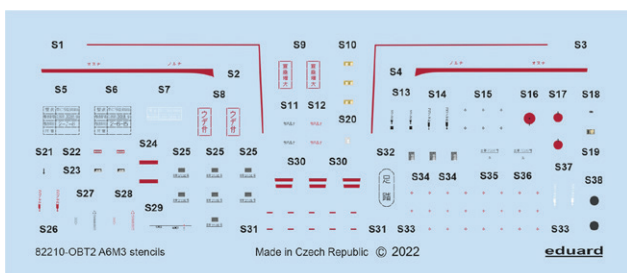
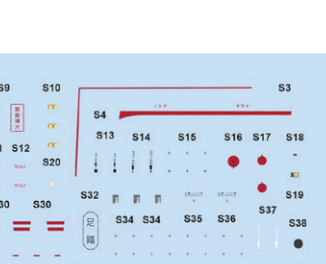
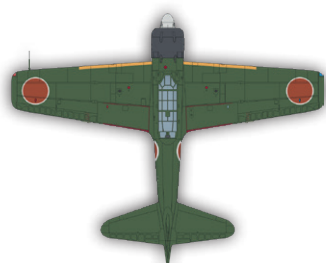
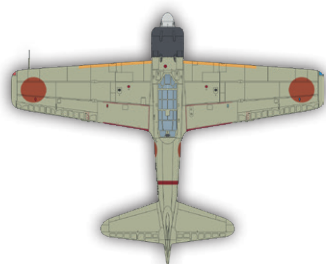
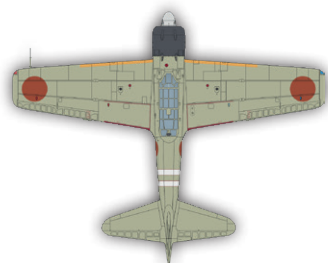
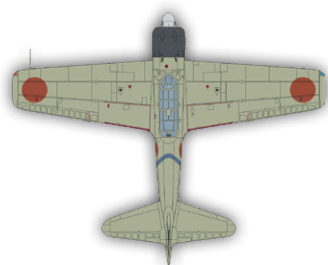
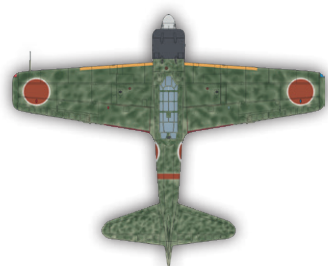
A6M3 Zero Type 32

1/48

#82213

ProfiPACK edition kit of Japanese WWII naval fighter plane A6M3 Zero Type 32 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](#)


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



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

shot down and Admiral Yamamoto was killed. Five of the six accompanying Japanese fighters were successively killed in action during the war, one of them being the second ranking naval ace, Shō-ichi Sugita (80 v). The only survivor of the war would be Yanagiya. Born in March 1919, after completing flight training in March 1942 he was assigned to the 6th Kōkūtai, which was to be based at the captured Midway Atoll. From October 1942 he was deployed to Rabaul and in November his unit was

redesignated Kōkūtai 204. In May 1943 he was promoted to Petty Officer 2nd Class, but on June 7 he was severely wounded in aerial combat off Russell Island and had to have his right arm amputated. After hospitalization and rehabilitation, he was able to continue flying with a prosthesis and served as an instructor until the end of the war. He achieved a total of eight individual victories and participated on eighteen shared kills. Kenji Yanagiya died in February 2008.

c/n 3018, Tainan Kōkūtai, Buna airfield, New Guinea, August 1942

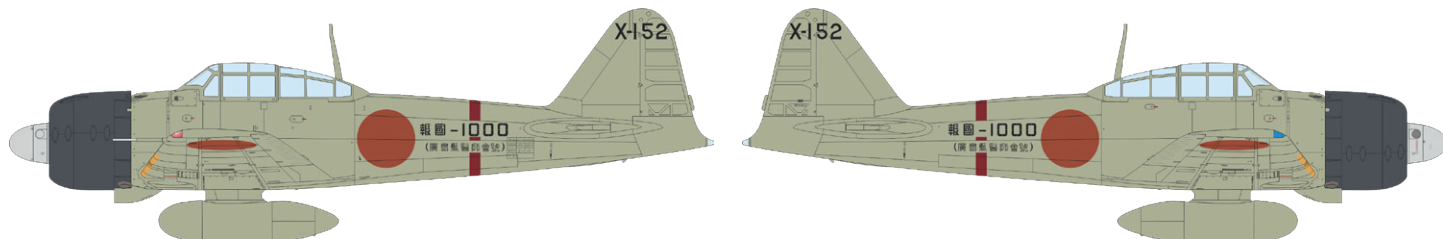


The aircraft was produced on June 15, 1942, and on August 22 was assigned to Tainan Kōkūtai detachment in Buna. The aircraft was found by the Allies in an upside-down position during the capture of Buna on December 27, 1942. From its color photograph it is estimated that the tip of the tail surfaces were black, less likely red. It was flown by, among others, Buntaichō and the commander of the detachment in Buna, Lt. Kikuichi Inano, whose usual

aircraft was a V-190. PO2c Ichirōbei Yamazaki probably crashed with V-177 on August 23 after a dogfight with the RAAF's Kittyhawks of No. 75 Sq and suffered severe injuries. This fighter pilot originally served with the Ōita Kōkūtai and in the spring of 1942 was assigned to the 4th Kōkūtai in Rabaul and Lae. In April was integrated with his unit into the Tainan Kōkūtai. In March 1942 he was shot down over New Guinea, about 80 miles inland, after a do-

gfight with the crew of a Hudson bomber. With the help of friendly natives, he built a raft on which he sailed down the river for four days to his own troops. He was wounded over Port Moresby in May and had to undergo prolonged medical treatment after his August wound. In May 1943 he was assigned to Kōkūtai 251 (formerly Tainan Kōkūtai) and was killed in action off Rendova Island on July 4, 1943. In total, he achieved 14 victories.

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



This aircraft was purchased by Hiroshima Prefectural Medical Association, whose name is listed on the patriotic donation inscription (Hōkoku) No. 1000. It was flown by Kyoshi Itō, who used also Zero X-151 with Hōkoku No. 984. Itō was born in November 1921 in Murakami, Niigata Prefecture. He served on the torpedo boat Ōtori in 1939, in late 1940 got flight training at Tsuchiura Kōkūtai and in November 1941 was assigned for combat duty to 3rd Kōkūtai. With this unit he fought in the Philippines and Indonesia

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

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

Zuikaku Fighter Squadron, aircraft carrier Zuikaku, October 1942



The appearance of the aircraft has been reconstructed to the condition in which the Zuikaku fighters took part in the Battle of Santa Cruz in October 1942. At that time, the yellow identification stripe on the leading edge of the wing was already in use. The Type 32 Zeroes was tested aboard the Shōkaku and Zuikaku carriers from July 1942. Some records indicate that smaller numbers of these machines were used by both carriers as early as August 1942 during the fighting in the Solomon

Archipelago. During this period some of their fighters operated from land bases, probably with Type 32s. During the Battle of Santa Cruz, on October 26, 1942, each of these carriers had ten Type 32s in their armament in addition to the Type 21s. Because of their faster dive speed and shorter range, they were probably used primarily for CAPs. The commander of the fighters aboard the Zuikaku at the time was Lt. Ayao Shirane (9 victories), who led fighter escorts in two raids on

the American task force during the battle. After the Battle of Midway, the Japanese improved their CAPs and patrolled in three flight levels during the Battle of Santa Cruz. Yet they were unable to stop a group of Dauntlesses from VB-8 and VS-8, which, without fighter escort, fought their way to the carrier Shōkaku and damaged her. The commander of the patrolling fighters from Zuikaku was Lt. Shigeru Araki, who was killed a year later in combat over Rabaul.

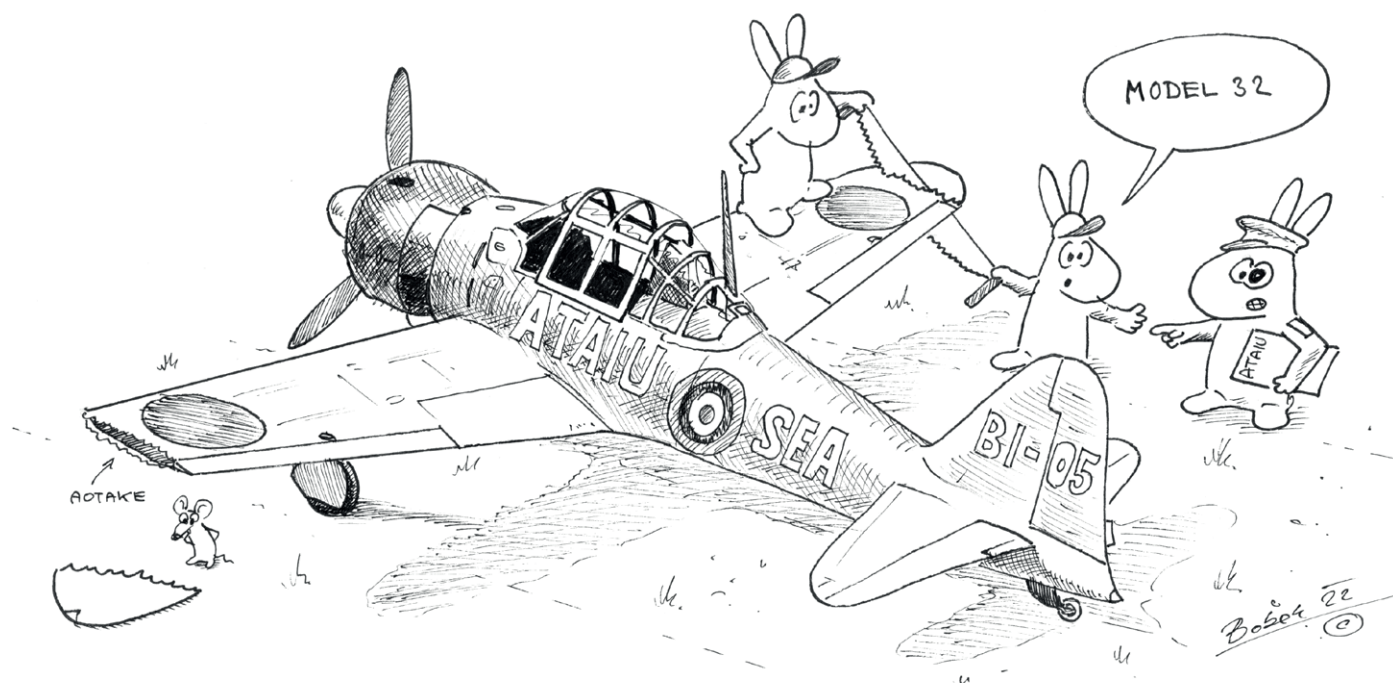
CPO Takeo Tanimizu, Tainan Kōkūtai (II), Tainan airbase, Taiwan, September 1944



This aircraft bears a non-standard and heavily weathered dark green paintjob. A production table of unusual finish was added probably after an overhaul. The inscription on its side mentions aerial combat and the shooting down of a B-24 bomber over Kaohsiung on August 31, 1944, and the shooting down of another B-24 during September 3. The name of the airman is not listed, but he was the instructor of this operational training unit, Chief Petty Officer Takeo Tanimizu. Lt(jg) Ki-ichi Tsuda was photographed next

to the aircraft. Tainan Kōkūtai (II) shot down one B-24 of the 308th BG on August 31 and damaged another, its wreckage was found in 1996 in Guangxi Province. Takeo Tanimizu was born in April 1919 and completed his flight training in March 1942. Aboard the aircraft carrier Jun'yō, he took part in the attack on the Aleutians. He then served aboard the training aircraft carrier Kasuga Maru and in February 1943 was assigned to the fighter unit of the Shōkaku. From November 1943 he fought in the defense of Rabaul. In March

1944, he was assigned to Tainan Kōkūtai (II) in Taiwan and had a near fatal patrol flight on November 3, 1944, during which a Mustang of the 74th FS shot him down over a convoy entering the port of Amoy in China. Tanimizu suffered burns and after a month of treatment was assigned to Kōkūtai 203 in Japan. He participated in the defense of Kyūshū and the fighting over Okinawa. He achieved a total of 18 victories. Tanimizu died in March 2008.



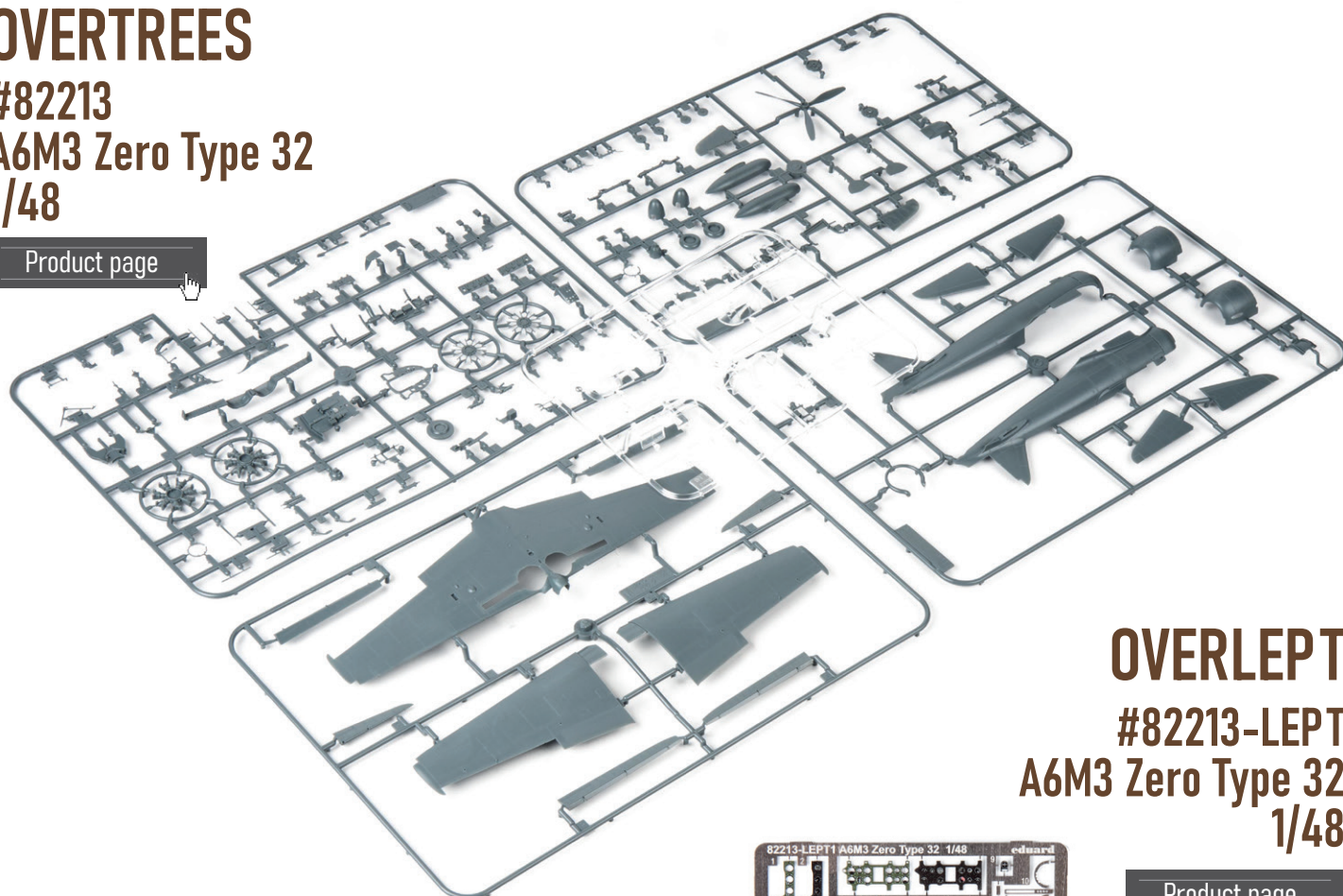
OVERTREES

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A6M3 Zero Type 32

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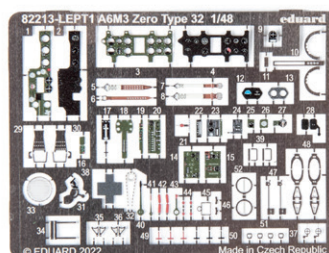
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A6M3 Zero Type 32

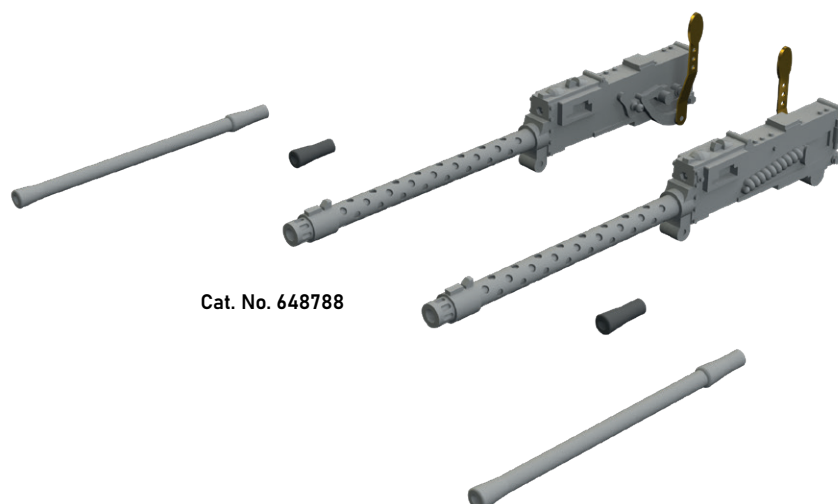
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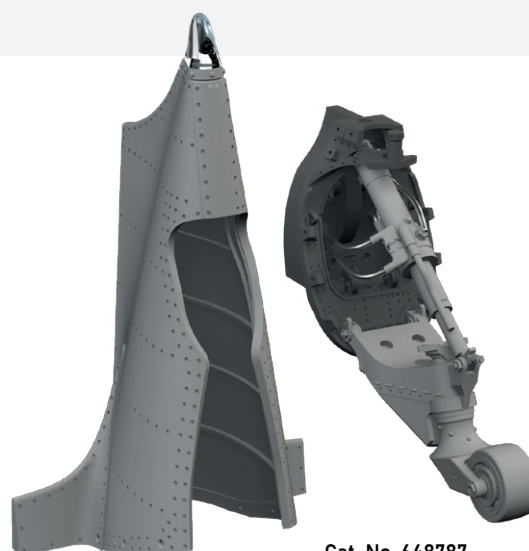


Recommended: for A6M3 Zero Type 32 1/48

481091	A6M3 Zero landing flaps (PE-Set)	EX899	A6M3 Zero TFace (Mask)
481092	A6M3 Zero (PE-Set)	644185	A6M3 Löök (Brassin) release 11/2022
648786	A6M3 seat PRINT (Brassin)	648799	A6M3 wheels (Brassin) release 11/2022
648787	A6M3 tailwheel PRINT (Brassin)	648800	A6M3 cockpit PRINT (Brassin) release 11/2022
648788	A6M3 cannon barrels & cockpit guns PRINT (Brassin)	648801	A6M3 exhausts PRINT (Brassin) release 11/2022
3DL48088	A6M3 SPACE (3D obtisk)		



Cat. No. 648788



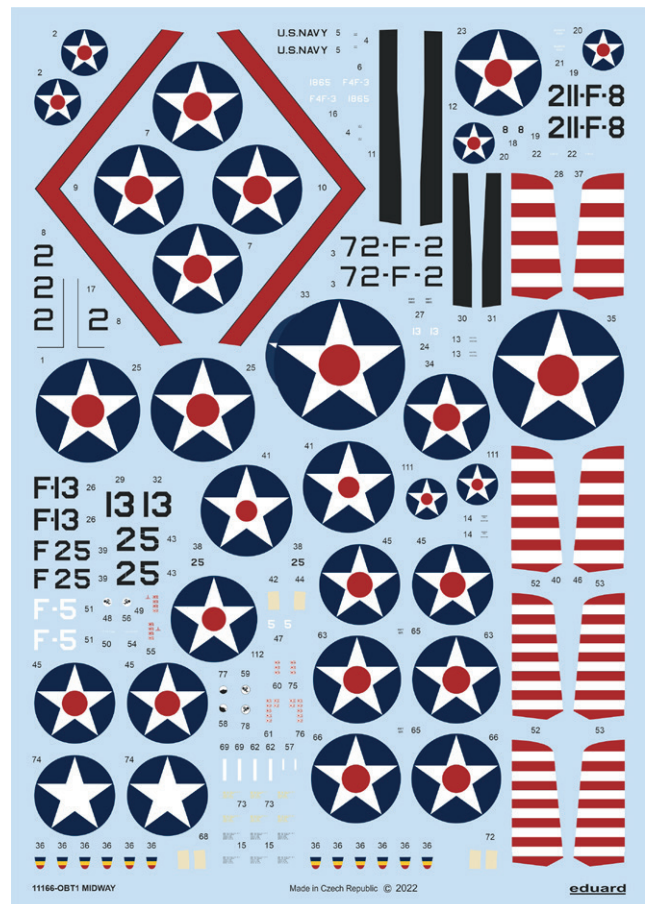
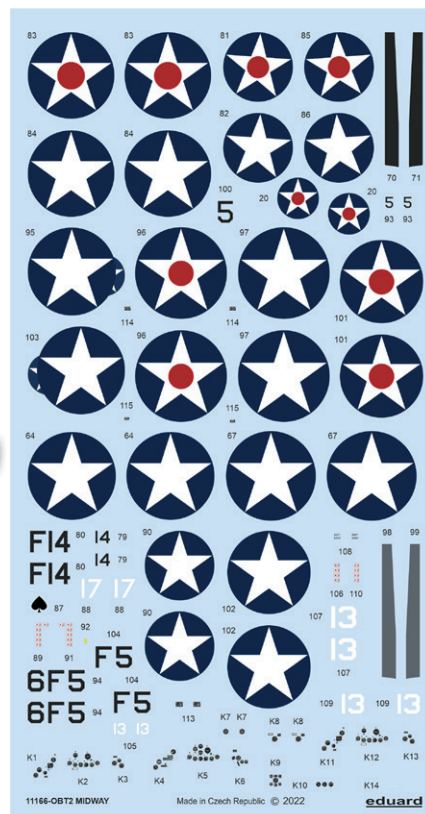
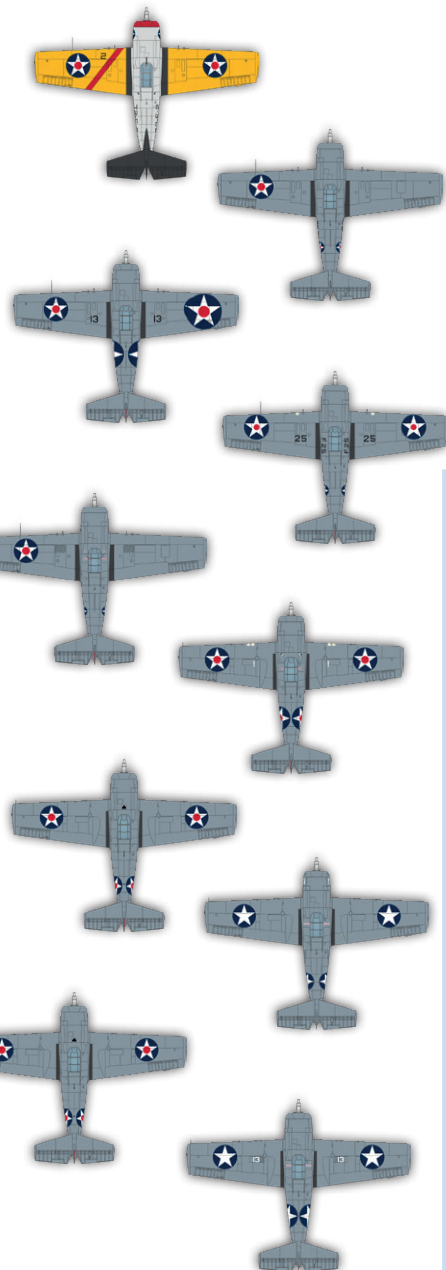
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MIDWAY DUAL COMBO

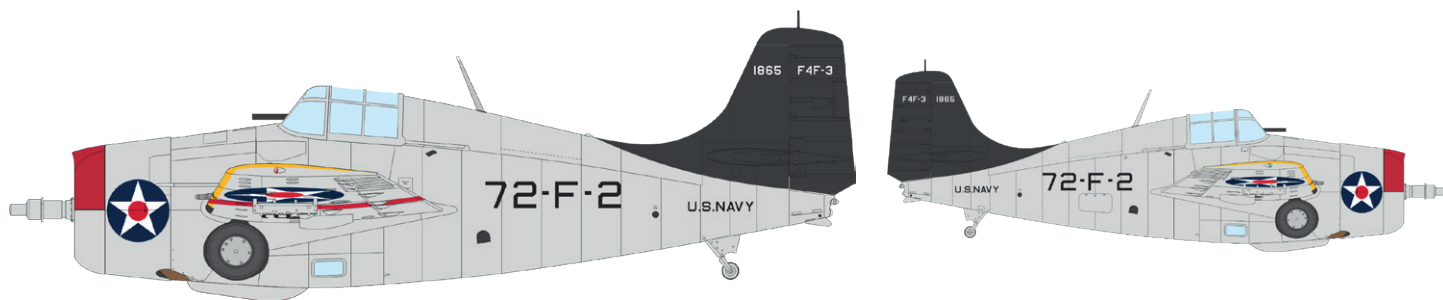
#11166

Limited edition kit of US carrier based fighter F4F-3 and F4F-4 Wildcat in 1/48 scale. Kit presents Wildcats from United States Navy and Marine Corps, from pre-war service to the Battle of Midway.

- plastic parts: Eduard
- marking options: 10
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


F4F-3, BuNo. 1865, VF-72, USS Wasp (CV-7), December 1940



The first production block of Wildcats, 49 aircraft in total, were supplied in the pre-war color scheme i.e., the fuselage and wings' lower surfaces were sprayed in aluminium dope and the wing upper surfaces were painted yellow. The national insignia were in all four positions, on the fuselage they were painted either on the nose or on the engine cowlings. The color of the tail surfaces indicated the aircraft carrier. In this case it

was USS Wasp (CV-7). The wing stripes, including the front of the cowlings identified the aircraft allocation to the unit section. Red was the color of the first section and if only the upper front of the cowlings was painted in this color it marked the second aircraft in this section. This Wildcat was captured on the film during the landing on the USS Wasp deck. The pilot managed to catch the landing rope with his hook ho-

wever the rope broke and the aircraft was stopped by the safety net. In the film we can clearly see that this Wildcat carries the unit marking on the port wing only, starboard wing is missing both the red diagonal stripe and the number 2. The starboard wing could have been replaced and the marking added later.

F4F-3, BuNo. 4022, Capt. Herbert Casper Freuler, VMF-211, Wake Island, December 1941

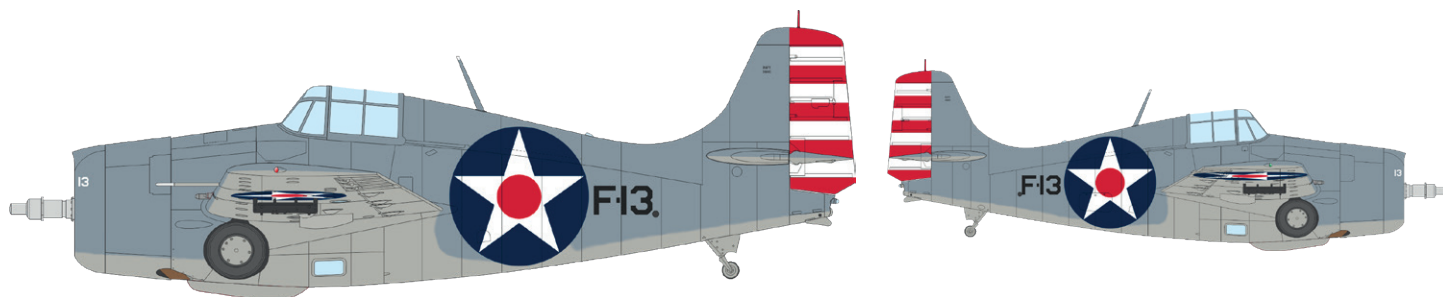


The Japanese made their first attempt at capturing the Wake Atoll on December 11, 1941, but their attack was repelled. They did not give up, after receiving the reinforcements the landing on the island was scheduled for December 23. The landing was preceded by the air attacks from Sōryū and Hiryū carriers executed on

December 22, 1941, again opposed by Wildcats from VMF-211. There were the last two remaining VMF-211 Wildcats as the unit was decimated during the previous landing attempt. One of their pilots was Captain Herbert Casper Freuler who on this day shot down two B5N Kate bombers. Shortly after a Zero shot him down and he

was wounded. After the Japanese captured the island Captain Freuler was taken POW and spent the following 3.5 years in captivity. After the end of WWII, he continued his service with USMC and retired in 1955 as Brigadier General.

F4F-3A, BuNo. 3920, Lt. James Seton Gray, VF-6, USS Enterprise (CV-6), February 1942

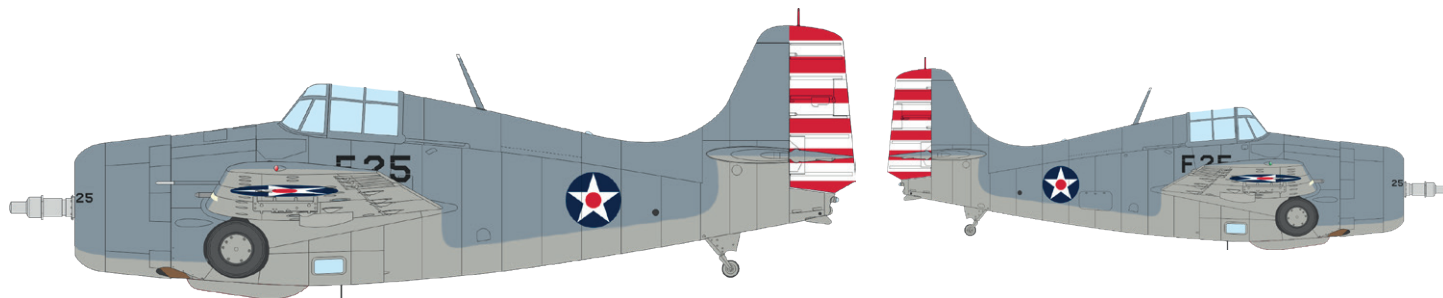


Milwaukee, Wisconsin native, James Seton Gray loved the flying since the childhood. In 1930, at the age of sixteen years he became the youngest pilot license holder. After he graduated from the United States Naval Academy in 1936, he served on the ships. In 1938 he started his pilot training and after its completion he was assigned to VF-6 on board of USS Enterprise (CV-6). After the USA entered the war, he took part in the first Navy raid against

the Japanese on Taroa island in Marshall Islands. During the raid he shot down two A5M Claude fighters. During the Battle of Midway he commanded the whole VF-6 escorting VT-6 Devastators on their attacks against the Japanese carriers. During the afternoon CAP on that day he shot down E13A Jake floatplane. Gray added further kills to his score while commanding the night fighters aboard USS Enterprise in 1944 and became a fighter ace.

Lt. Gray's Wildcat in which he fought over Marshall and Gilbert archipelagos was camouflaged in Light Gray and Blue Gray. The rudder sports nine red and white stripes. The national markings on the fuselage and wings were already supposed to be enlarged however the aircraft photograph shows that the large insignia were painted on the fuselage and starboard wing only. The port wing retained the original size insignia.

■ F4F-3, Lt. Frank Bernard Quady, VF-6, USS Enterprise (CV-6), April 1942

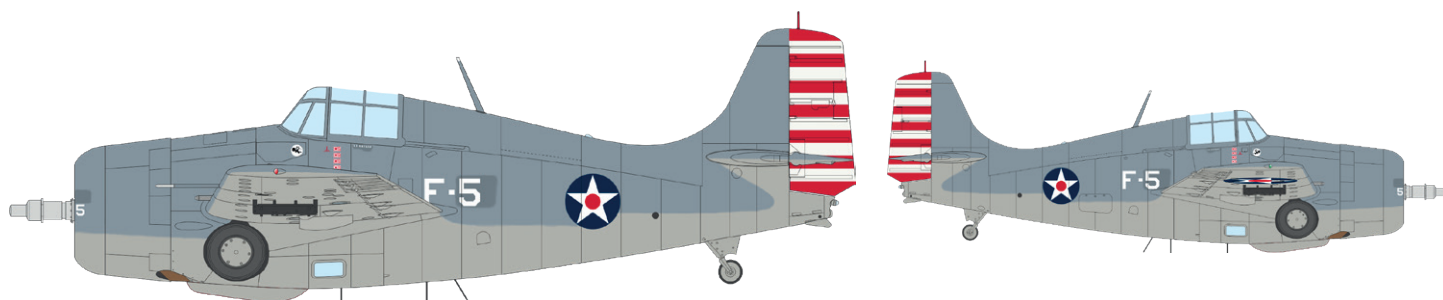


The attack against Japan, scheduled for April 1942 was going to be conducted by B-25 medium bombers taking off of the aircraft carrier and was going to attack Japanese homeland islands. USS Hornet (CV-8) aircraft carrier became the "floating airport" for these bombers and was escorted by the formation gathered around USS Enterprise (CV-6) which was going to provide the air cover for the mission since the Hornet aircraft

were not available until the bombers departure. One of the VF-6 pilots providing the fighter cover for the whole mission was Minneapolis native Lt. Frank Quady. He graduated from the Annapolis Academy and pinned his "wings" on in April 1941. He flew with VF-6 aboard USS Enterprise (CV-6) participating in Hornet escort during the Doolittle raid but also in all preceding missions flown by this unit during the first six month of

the war. His last combat mission with VF-6 was Battle of Midway. Then the service with VF-11 followed and he increased his score by two D3A Val dive bombers shot down. Later he became member of the staff of the TF 58 commanding officer, Vice Admiral Mark A. Mitscher and was among the staff members killed during the attack of two kamikaze aircraft on USS Bunker Hill (CV-17) on May 11, 1945.

■ F4F-3, BuNo. 3986, Lt. Albert Ogden Vorse, VF-2, USS Lexington (CV-2), May 1942

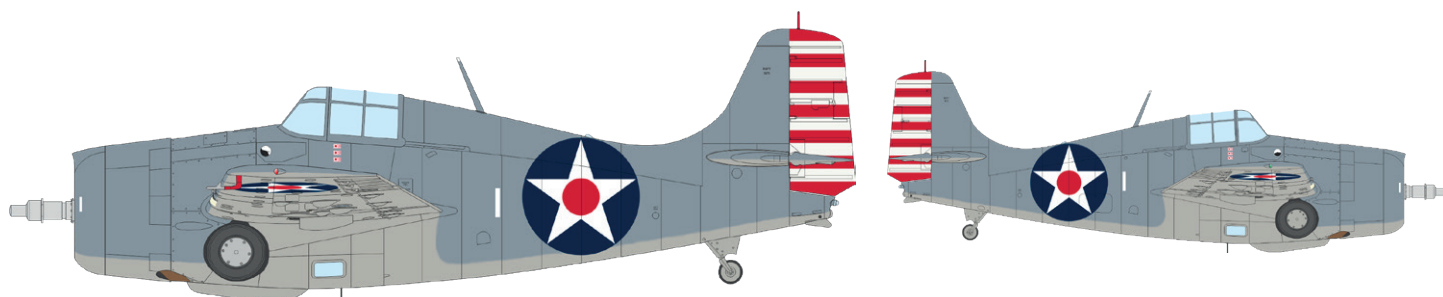


Albert Vorse was born on August 9, 1914, in Philadelphia, Pennsylvania and after he finished his studies at the Naval Academy in 1937, he was ordered on board of the USS Astoria heavy cruiser (CA-34). In March 1940 he was dispatched to the Pensacola base where he completed his pilot training. In 1941 he was assigned to VF-3. After the USS Saratoga (CV-3) was torpedoed by I-6 submarine in January 1942 and sent for repairs back to the USA

part of VF-3 pilots, including their mounts was assigned to VF-2 on board of USS Lexington (CV-2). Therefore, within VF-2 operation out of USS Lexington the aircraft carrying VF-3 markings flew as well. Wildcat BuNo. 3986 originally was operated by VF-3 and assigned to Lt. Noyel Gayler therefore the kill markings under the canopy was actually his personal score. On USS Lexington "Fox 5" was assigned to Lt. Vorse who within VF-2 took part

in the Battle of the Coral Sea where USS Lexington was sunk. After more than 76 years the shipwreck was found by Paul G. Allen on his research vessel R/V Petrel. The photographs released after researching Lady Lex capture a Wildcat marked F-5 (previous marking F-13) in which Lt. Vorse fought in the Battle of the Coral Sea and claimed one bomber and one fighter shot down. His total score at the end of the war was 11.5 kills.

■ F4F-4, BuNo. 5171., Lt. Cdr. John Smith Thach, VF-3, USS Yorktown (CV-5), May/June 1942

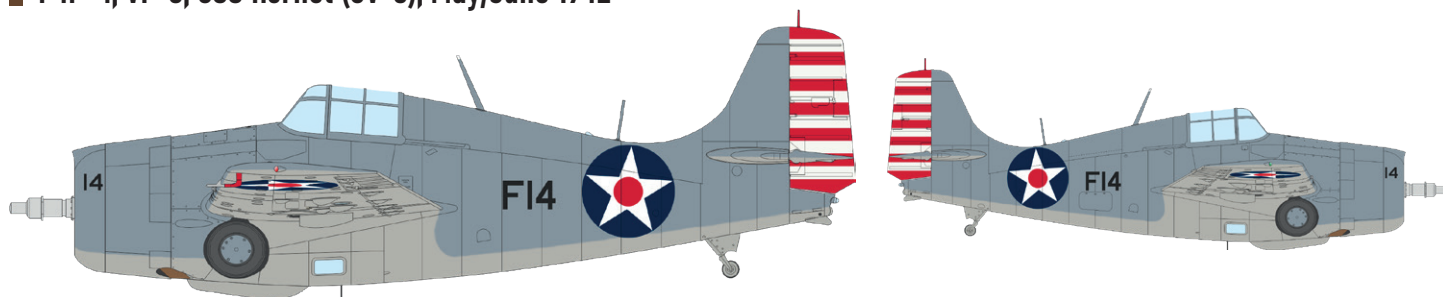


In May 1942 a new Wildcats F4F-4 with folding wings were delivered to VF-3. The handful of pilots of the emerging VF-3 squadron flew these aircraft at Kaneohe Bay base. The unit was commanded by John "Jimmy" S. Thach who developed the tactics known as Thach Weave, first time applied in combat during the Battle of Midway. It was a manner of mutual protection of the pairs of Wildcats against more agile Zero fighters. Mainly thanks to this tactic the Wildcats could defend themselves against the numerically

superior Zeros while they escorted the first wave of bombers launched against the fleet of the Japanese carriers in the Battle of Midway. Thach himself claimed three Zeros shot down and other pilots of his section scored kills as well. At the controls of the Wildcat "Fox 1" "Jimmy" Thach shot down a B5N Kate bomber on his second sortie during the battle. In the period photographs of Jimmy Thach's Wildcat it is clearly visible that VF-3 insignia under the canopy was damaged. Nevertheless, our decal sheet con-

tains its undamaged version too. Wildcats were camouflaged in Light Gray on the lower surfaces and Blue Gray on the side and upper surfaces. The national insignia in the form of the blue circles with white star and red circle in the center were painted on the fuselage and four positions on the wings. The additional marking was red and white stripes on the rudder. During the Battle of Midway these stripes were overpainted with the camouflage color and the red circles were deleted from the national insignia.

F4F-4, VF-8, USS Hornet (CV-8), May/June 1942

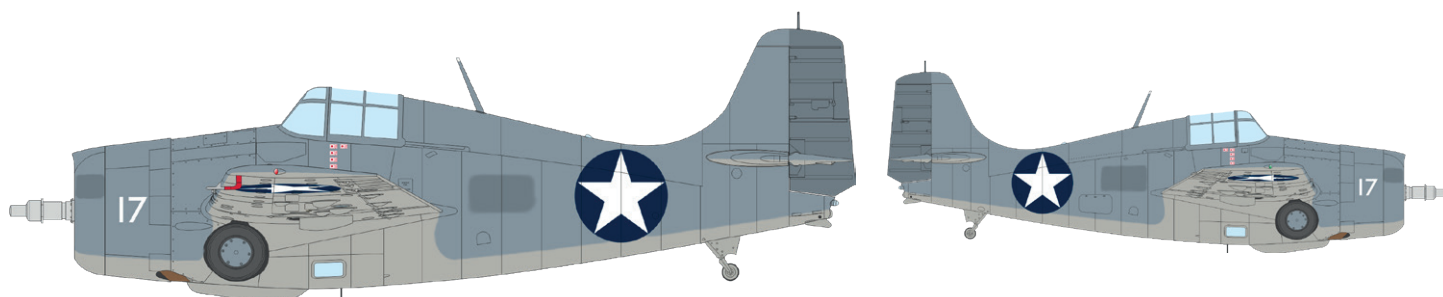


Another battle the USS Hornet (CV-8) took part in after the participation in the Doolittle bomber raid on Tokyo was Battle of Midway. VF-8 pilots were the least experienced fighters out of all deployed fighter units. Right at the beginning of the battle the squadron suffered heavy aircraft losses when after

the botched escort of the bombers launched against the group of Japanese ships ten pilots got lost on the return flight. All of them had to perform the emergency landings on the ocean surface due to the exhausted fuel. Eight pilots were rescued even though some of them had to wait several days until the help

arrived. During the Battle of Midway the red circle on the national insignia were already deleted as well as the red and white stripes on the rudder. The feature aircraft carried the Black Spade insignia in front of the wind shield.

F4F-4, Lt. Walter Albert Haas, VF-8, USS Hornet (CV-8), June 1942

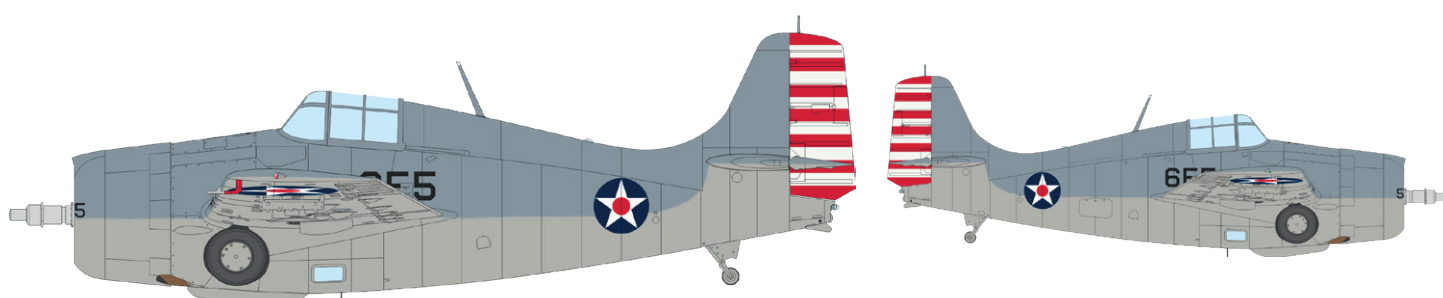


Collingswood, New Jersey native, Walter Albert Haas was the first Wildcat pilot to score a kill of the Zero fighter. It occurred on May 7, 1942, during the attack on Shōhō aircraft carrier while he flew with VF-42 off the USS Yorktown (CV-5) aircraft carrier. In June, during the Battle of Midway Lt. Haas still flew with VF-42 which was incorporated into VF-3. After the USS Yorktown was damaged, both VF-3 and VF-42 pilots were transferred on board of the USS Hornet (CV-8) where under the leadership of Lt. Cdr. Thach they formed the pro-

visional unit designated VF-3-8-42. One of the unit's pilots was Lt. Haas who during the Battle of Midway shot down one B5N Kate. Six Japanese flags marking on his Wildcat represents the actual pilot's score of 4.83 kills i.e., four individual kills and two in the cooperation. The shots were taken by the crew of John Ford who recorded a documentary film shown in the movie theaters under the title "The Battle of Midway" already in September 1942. Interesting fact is that in the movie Lt. Haas's Wildcat did not carry the marking

of any unit that participated in the battle. In the middle of June 1942, after the return to Pearl Harbor this provisional unit was disbanded, and Lt. Haas joined the new Navy pilots flight training program. After that he was commissioned to command the bomber squadron aboard the USS Ticonderoga (CV-14) where he flew until the end of war. Initially the Wildcat marked white 17 probably flew with VF-8. The original marking on the fuselage and the engine cowling was over-sprayed with the camouflage paint.

F4F-4, Ens. Ralph McMaster Rich, VF-6, USS Enterprise (CV-6), April/June 1942

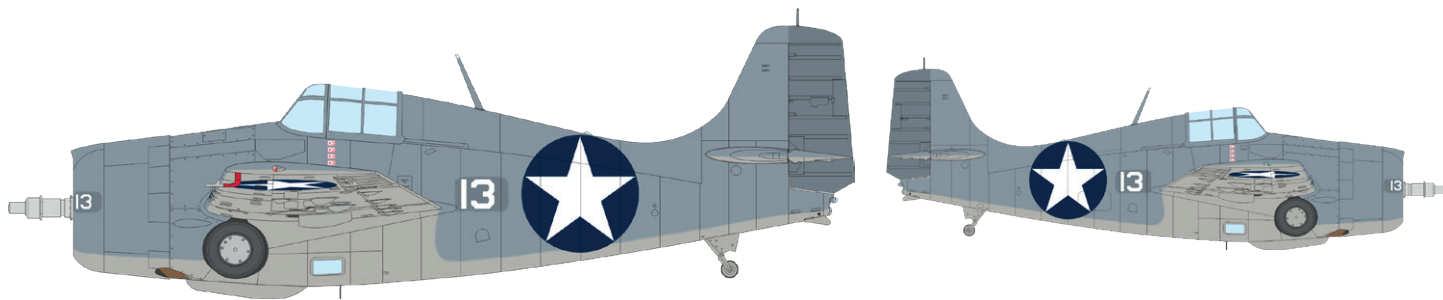


Ralph M. Rich was born on January 22, 1916, in Denmark, North Dakota. In October 1939, after he joined the US NAVY reserves, he was accepted to the pilot training which he completed on June 12, 1940. On November 28 of the same year, he boarded the USS Enterprise (CV-6) where he was assigned to VF-6. During the fighting in Pacific, he participated in the raid on Marshall and Gilbert Islands where he destroyed one Japanese bomber on the ground. His next mission was the attack on Japanese occupied Wake Atoll. This was followed by the VF-6 deployment from

the deck of USS Enterprise during the Battle of Midway where Ens. Rich, in the cooperation with other two pilots shot down a B5N Kate bomber defending the formation of the US aircraft carriers. On June 18, 1942, during the shooting exercises at 5,000 feet above Kaneohe Bay base the wing of the Wildcat flown by Lt. Rich tore off. The aircraft crashed and the pilot perished. Ens. Rich flew the featured aircraft in April 1942 when the planes were camouflaged in Light Gray on the bottom surfaces and Blue Gray on the side and top surface. National insignia were painted

on the fuselage, four positions on the wings and complemented with red and white stripes on the rudder. At the time of the Battle of Midway the rudder stripes were overpainted with camouflage paint red circles were deleted from the national insignia and the aircraft marking was changed to F-5. The national marking on the fuselage was larger, slightly moved forward so the original marking was partially visible. The aircraft number was painted on the starboard wing only.

BuNo. 5244, Lt. William Nicholas Leonard, VF-3, USS Yorktown (CV-5), June 1942



Douglas, Arizona native, William Nicholas Leonard graduated from the Naval Academy in Annapolis in 1938. In June 1940 he started his pilot training at Pensacola base and successfully completed it in January 1941 at the 25 years of age. He was ordered to VS-41 aboard USS Ranger (CV-4) which operated SBU-1 bombers. After VF-41 was redesigned the original SBU aircraft were replaced with F4F. From June

1941 he flew with VF-42 which was during the Battle of Midway incorporated into VF-3 operating from the deck of USS Yorktown (CV-5). Leonard flew the featured Wildcat marked 13. It was a replacements and re-marked aircraft with its original numeral 26. At its controls Leonard increased his score by a B5N Kate bomber. This Wildcat did not carry VF-3 insignia and it cannot be excluded that after the transfer to

USS Hornet Leonard painted four Japanese flags on the fuselage representing his current score. There is even a photograph showing Leonard posing in such decorated Wildcat on the board of USS Hornet couple of days after the Battle of Midway. In this case however it is not his personal aircraft. In 1943 Leonard flew with VF-11 on Guadalcanal and increased his score by two Zeros shot down.

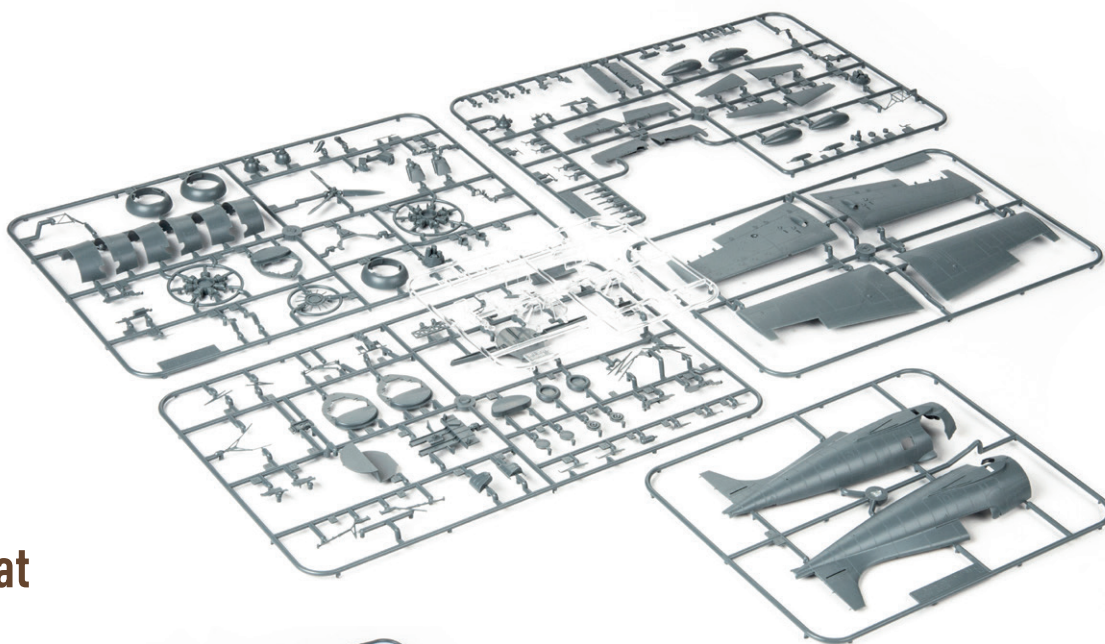
OVERTREES

#82201X

F4F-3/3A Wildcat

1/48

[Product page](#)



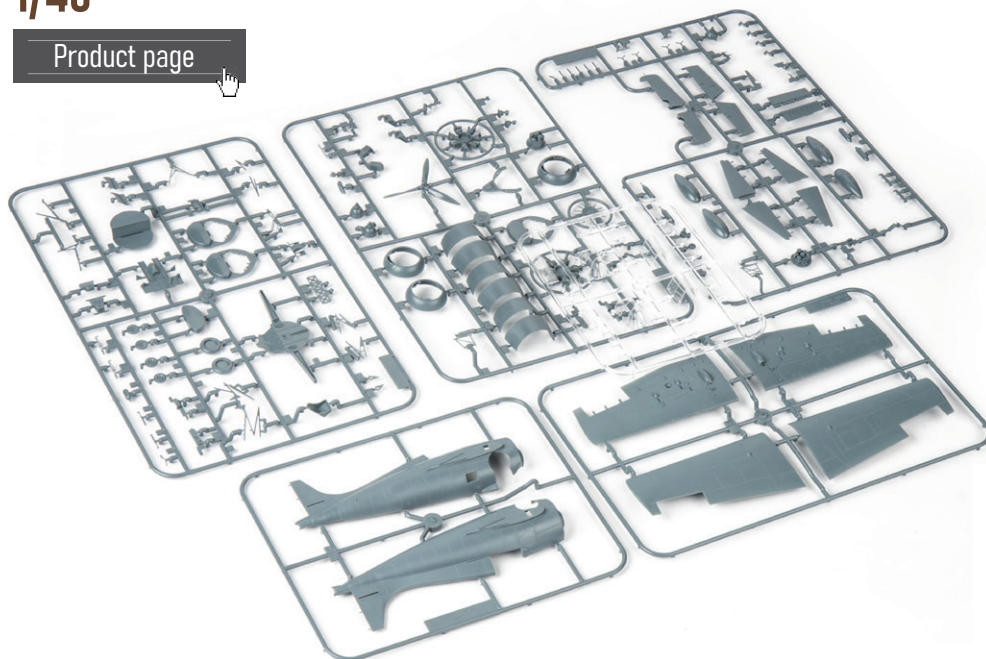
OVERTREES

#82202X

F4F-4 early Wildcat

1/48

[Product page](#)



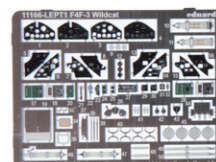
OVERLEPT

#11166-LEPT

MIDWAY

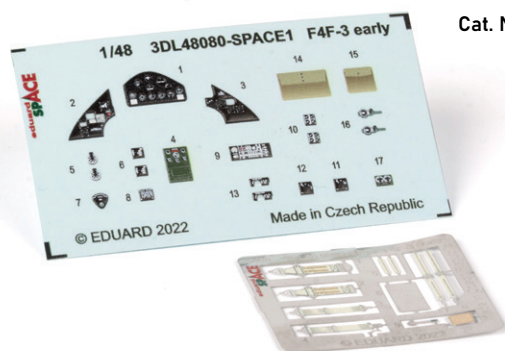
1/48

[Product page](#)

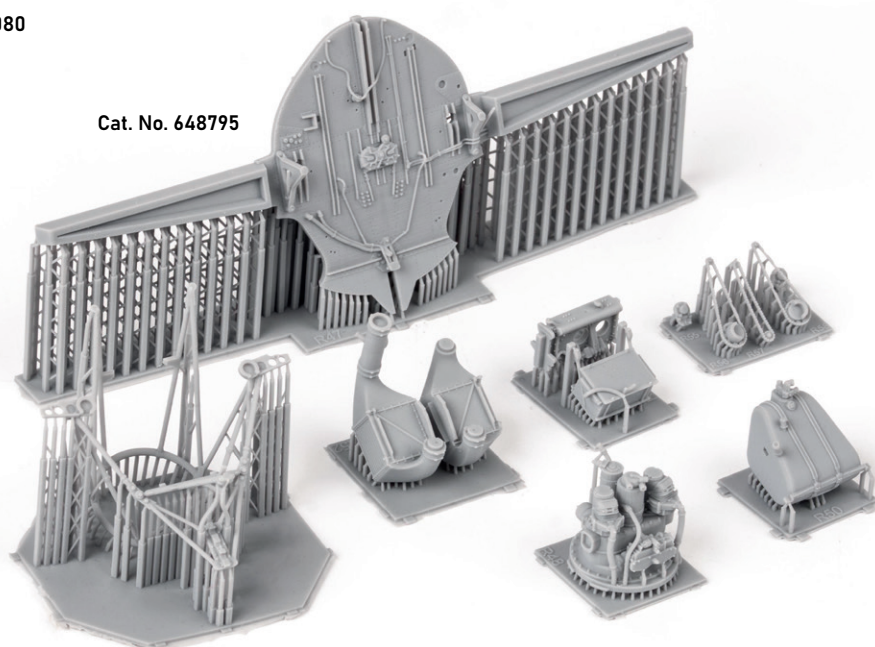


Recommended: for MIDWAY 1/48

481086	F4F-3 landing flaps (PE-Set)	648770	F4F-3 life raft PRINT (Brassin)
FE1290	F4F seatbelts STEEL (PE-Set)	648777	F4F-3 cockpit w/ reflector gun sight PRINT (Brassin)
644171	F4F-3 early LööK (Brassin)	648781	F4F seat early PRINT (Brassin)
644164	F4F-4 LööK (Brassin)	648795	F4F-3 wheel bay PRINT (Brassin)
648756	F4F 42gal ventral drop tank PRINT (Brassin)	3DL48076	F4F-3 late SPACE (3D Decal Set)
648765	F4F-3 cockpit w/ telescopic gun sight PRINT (Brassin)	3DL48080	F4F-3 early SPACE (3D Decal Set)
648766	F4F-3 exhausts PRINT (Brassin)	EX878	F4F-3 TFace (Mask)
648767	F4F-3 wheels early (Brassin)	648793	F4F-3 gun bays PRINT (Brassin) release 11/2022
648768	F4F-3 wheels late (Brassin)	648794	F4F-3 landing flaps PRINT (Brassin) release 11/2022
648769	F4F gun barrels PRINT (Brassin)	648803	F4F-4 cockpit PRINT (Brassin) release 11/2022



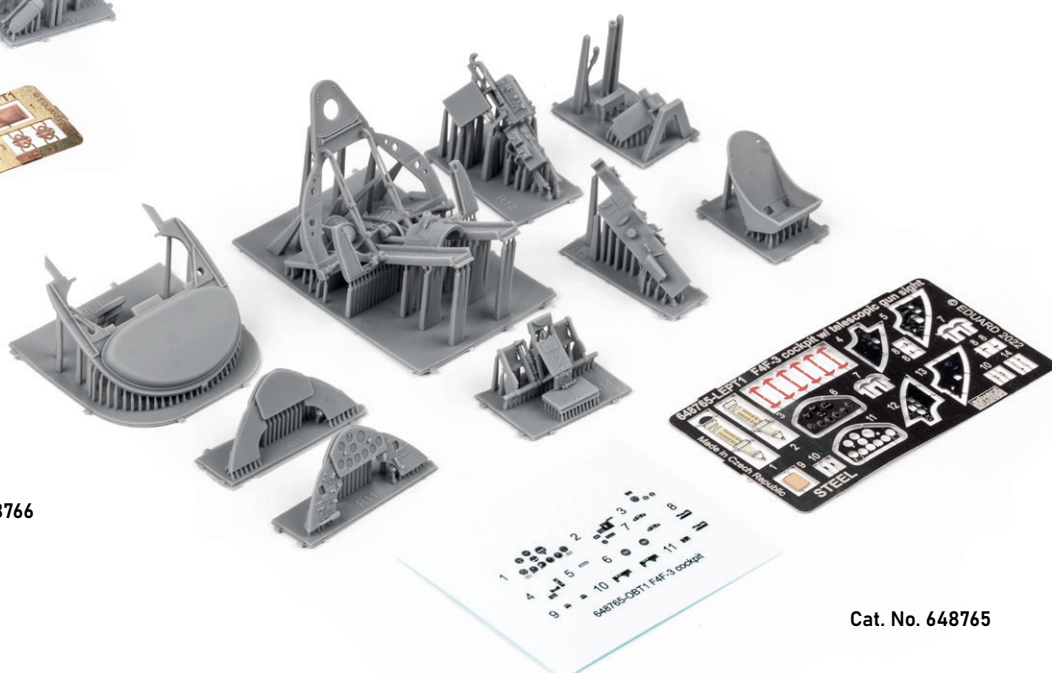
Cat. No. 3DL48080



Cat. No. 648795



Cat. No. 648770



Cat. No. 648775



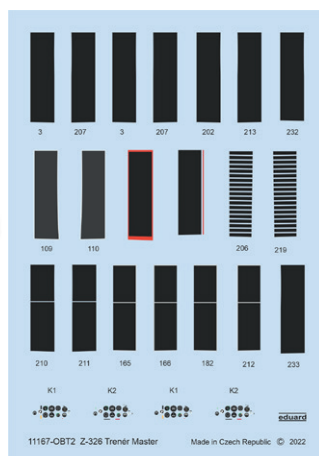
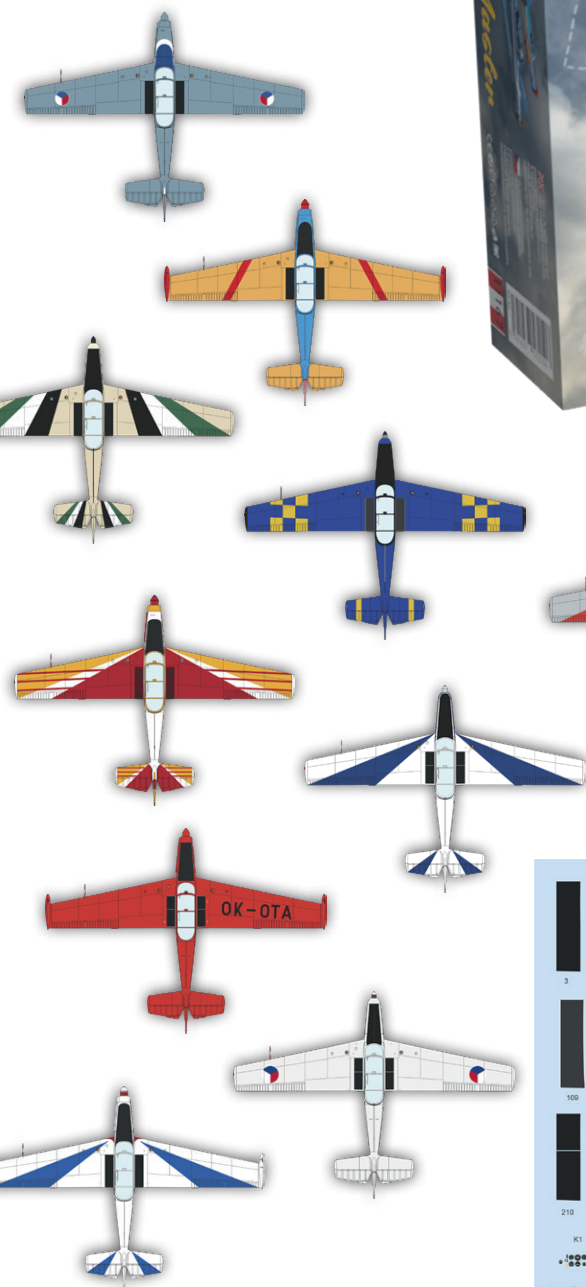
Cat. No. 648766

Z-326 Trenér Master

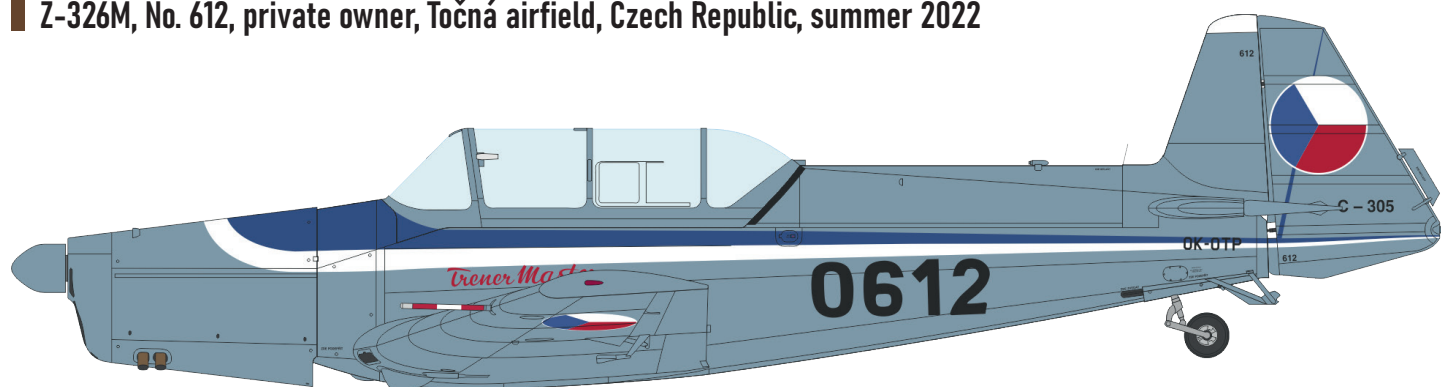
#11167

Limited edition kit of Czechoslovak single engine two-seat trainer and aerobatic aircraft Zlín Z-326 Trenér Master including Z-326M and Z-326MF versions in 1/48 scale. Kit presents markings selection including Czechoslovak, Czech and foreign users.

- plastic parts: Eduard
- marking options: 10
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


■ Z-326M, No. 612, private owner, Točná airfield, Czech Republic, summer 2022

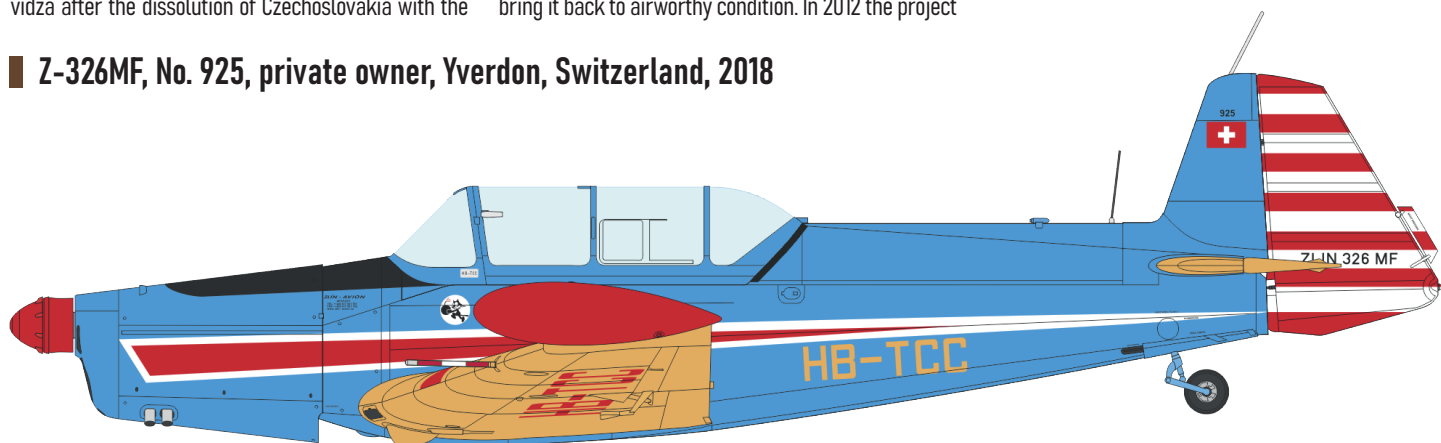


The ČSLA (Czechoslovak Air Force) took delivery of ten C-305s, the military modification of the Z-326. It was handed over to the Army on December 14, 1960. During the service it underwent two overhauls, the second one was completed just seven days before the handover to the Prievidza Aero Club on July 29, 1971. There the A/C received the matriculation OK-OTP and on December 29, 1979, it was converted to the Z-326M standard by installation of the M-137 engine. It stayed in Prievidza after the dissolution of Czechoslovakia with the

Slovak matriculation OM-OTP. The aircraft made its last flight in red, white and black paint on May 25, 2008, when the crew Jánošík/Chupek flew it from Prievidza to the new owner. The aircraft was to be hung from the ceiling of a private museum and the green paint was planned to imitate Bf 109. Before the wing spars could be irreversibly damaged, as it was planned to anchor the cables to them, the A/C was purchased and transported to Prague by Karel Toman. He planned to bring it back to airworthy condition. In 2012 the project

was taken over by Milan Mikulecký. After a complete overhaul by Zlin-Avion Service, the aircraft received some military equipment and paintwork according to the factory drawing for C-305. According to contemporary documentation and testimonies, the 0612 was delivered in this livery, but only photographs of simple silver paint finish are known. The alternative marking 0610 can be used to build historically documented C-305 in these colors.

■ Z-326MF, No. 925, private owner, Yverdon, Switzerland, 2018

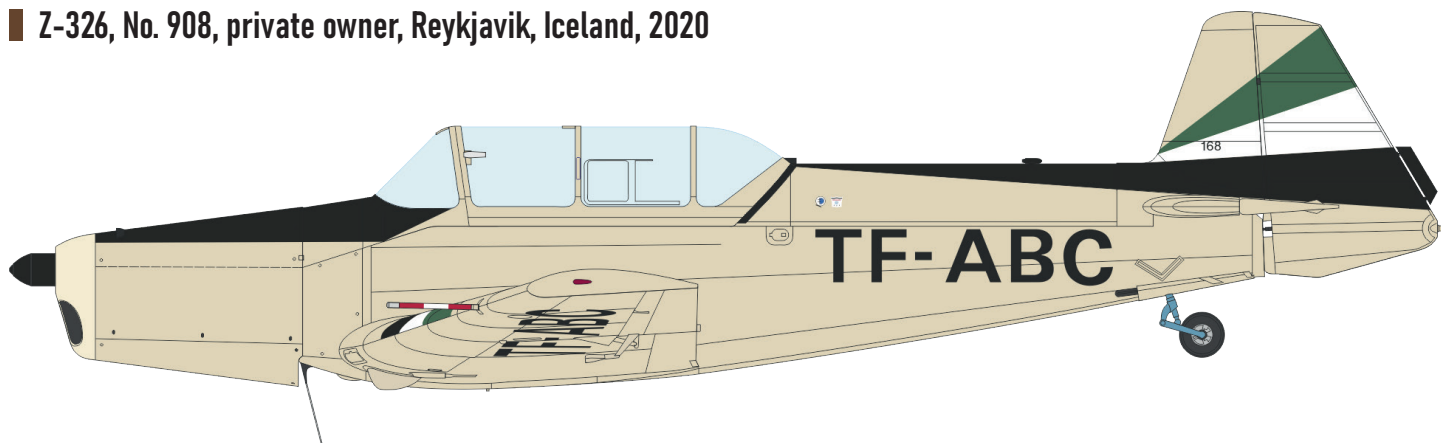


The aircraft from the last production run of Z-326 is one of those exported to France. There it received the F-BORV matriculation in 1967. After retirement from service in France it was put into storage for some

time and later sold to a private owner in Switzerland. There it was repaired and operated in a new livery, but with the original powerplant. In 2015 and 2016 the aircraft was converted by Zlin-Avion Service to

the Z-326MF version and returned to its home base in Yverdon consequently. The livery evokes the look of American Navy aircraft from the 1930s.

■ Z-326, No. 908, private owner, Reykjavik, Iceland, 2020

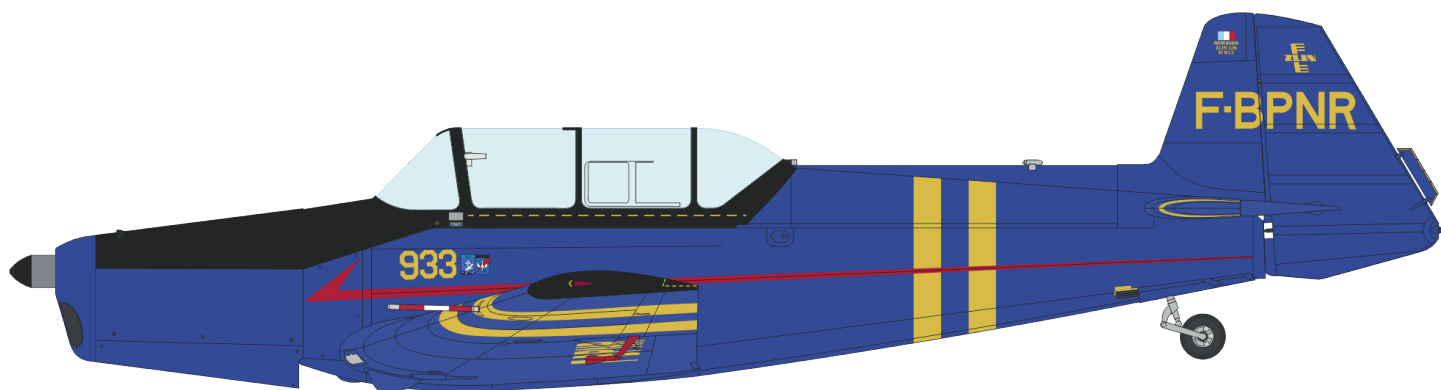


This Z-326 became the first ever aerobatic aircraft in Iceland. It set off from Czechoslovakia to the island country on July 14, 1966, first by rail, then by ship. It has changed several owners in Iceland. Today, it is owned by Helgi Rafnsson. Among the pilots who put

their hands on the controls of this aircraft is also one of Icelandic most famous pilots, Magnus Norðdahl. The former airline commercial pilot and DC-4 captain was born in 1928 and even after his 80th birthday he was still performing great aerobatics with TF-ABC inclu-

ding the famous "Lomcovac" on various occasions. The aircraft got an unusual livery in Iceland. The painting overlays all the stencilling; it was not restored. The number 168 on the vertical fin does not correspond to the serial number, as usual with other Treners.

■ Z-326, No. 933, Burdigala Flying Group, Bordeaux-Léognan-Saucats Aérodrome, France, 2016

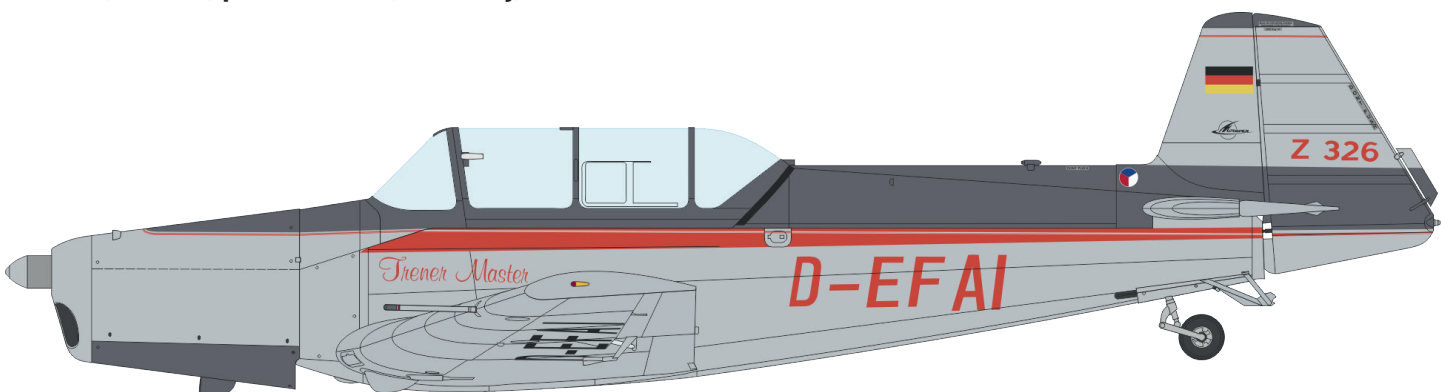


A very unusually colored Z-326 flies from Bordeaux-Léognan-Saucats airport today. The owner is obviously a fan of Navy aircraft and so he painted and decorated his Trener in this spirit. The aircraft was

handed over to the CNVM (Centro Nacional de Verificación de Maquinaria) in Spain in 1968. From there it was later sold to the French owner. It was flown by the Picardie-Amiens Aero Club and is operated by

the Burdigala Flying Group today. In addition to several unidentified air unit markings, the aircraft also sports various non-standard symbols.

■ Z-326, No. 876, private owner, Germany, 2018

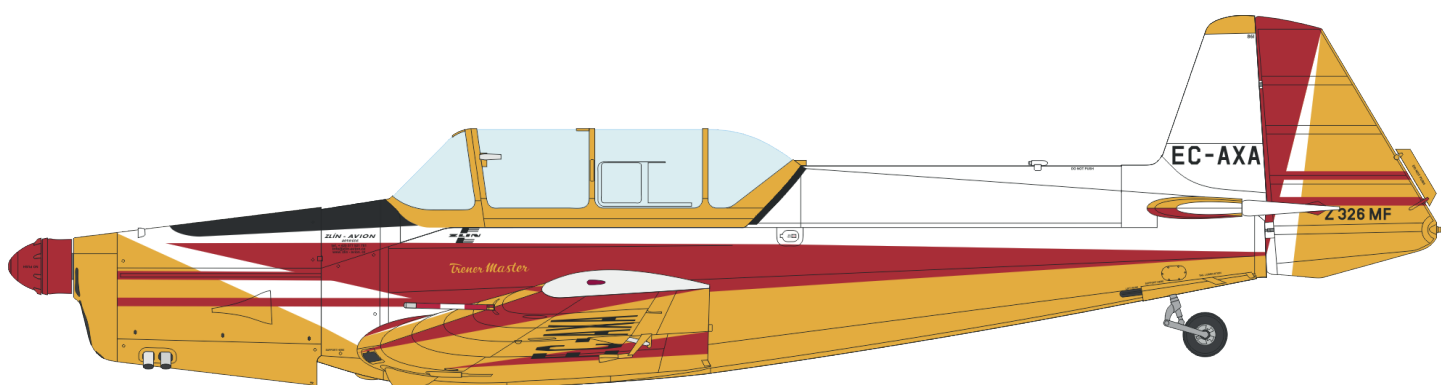


The aircraft was produced in 1963 and sold to Germany on January 5, 1965. It received the D-EFAI matriculation, after some time it was sold to Sweden (where it flew as SE-CWK), but later returned to Germany. Subsequent changes of owners took the aircraft

first to France and then back to Germany again... In Germany the aircraft continued to operate with the original German matriculation. From 1984 to 1993 it was owned by Dietmar Metz, now a member of the Dragon Trener Team. Dietmar started his aerobatic

career flying the D-EFAI. Today, this Trener Master has a new owner and a new livery, which includes also a small Czech cockade.

■ Z-326MF, No. 861, Fundació Parc Aeronàutic de Catalunya, Barcelona-Sabadell, Spain, 2005

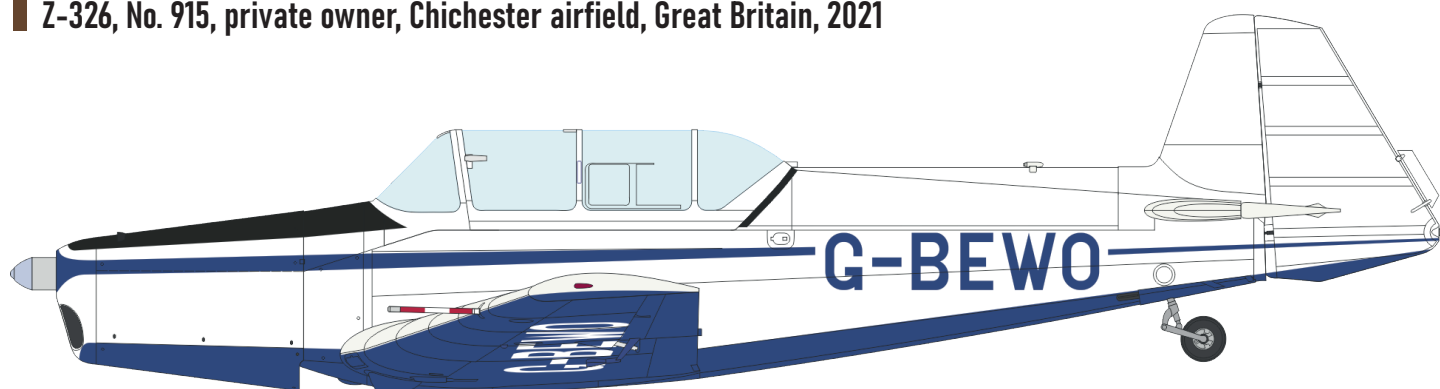


The first Trener Master exported to Spain was the one with the serial number 861. Manufactured in 1962, it was sold to Spain on April 29, 1964, and obtained the EC-WXA matriculation. The aircraft served with the Spanish National Aerobatic Team as the first Z-326.

The team won the 1964 World Championships in Bilbao. Subsequently, the aircraft was grounded for several years. In the 1990s, members of the Foundation at Barcelona-Sabadell Airport attempted to repair it to airworthy condition, but eventually it was trans-

ported to Zlin-Avion Service in 2002 for complete overhaul and conversion to the Z-326MF standard. It was all completed in 2003. Since then, it has been operated by the Sabadell Airport Foundation, now with the EC-AXA matriculation.

■ Z-326, No. 915, private owner, Chichester airfield, Great Britain, 2021



This Trener Master was originally exported to Portugal, where it flew with CS-ALU matriculation and was reportedly tested by the Air Force for possible pilot training usage. It was later grounded and stored for several years before being purchased by Henry Labouchere. The aircraft was said to have flown only

eight hours at that time! On the flight to the UK, the new owner was arrested in Spain and spent the night in prison in Breganza. This reportedly happened due to the fact that all the A/C documents, including insurance ones, expired. In 1982 the aircraft was bought by Roger Charles Poolman, and from 1988

until 2000 it was in possession of the Nimrod Group of Cheltenham. The next owner was Peter Colman, who undertook an extensive refurbishment of the aircraft. Since 2017 the owner has been Tim Cooper, who keeps flying it from Chichester airfield in the southern England region.

■ Z-326M, No. 604, Aeroklub Josefa Františka Prostějov, Prostějov airfield, Czech Republic, 2010

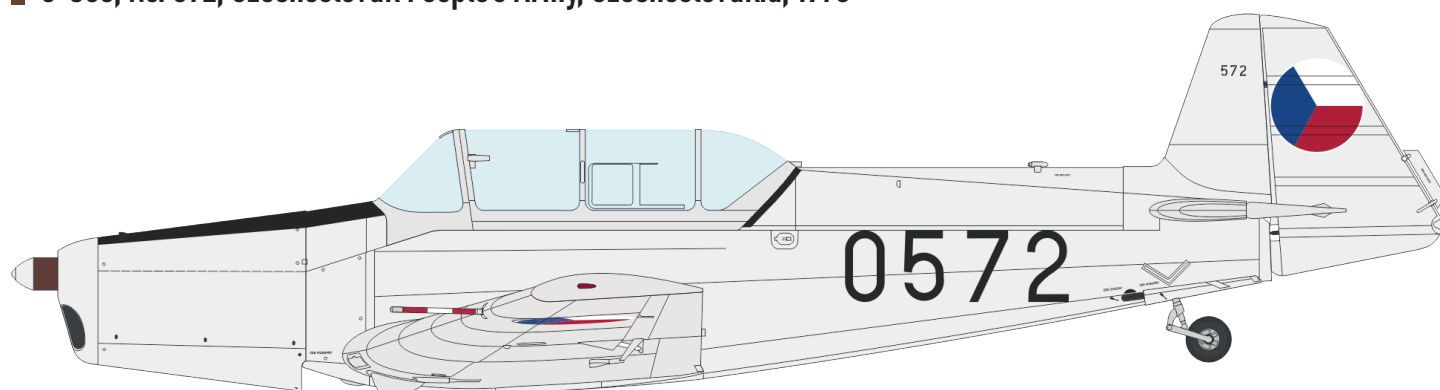


This aircraft is serving with the Prostějov Aero Club, which is proudly bearing the name of the most famous Czechoslovak WWII fighter pilot Josef František, a native of nearby Otaslavice. The aircraft itself bears a proud name as well, as the aeroclub

members named it after its predominantly red coloring "the Red Baron". The aircraft is mainly used for sailplane towing, which is the task in which it replaced its predecessors Z-226 OK-MQB and OK-KMS. However, it began its career much earlier as a mili-

tary C-305 with fuselage code 0604. It was entered to the civil register on May 8, 1968, and was assigned first to Prague, then to Vrchlabí Aero Club. Later it was moved to the regional Aero Club Olomouc and consequently to Prostějov.

■ C-306, No. 572, Czechoslovak People's Army, Czechoslovakia, 1970

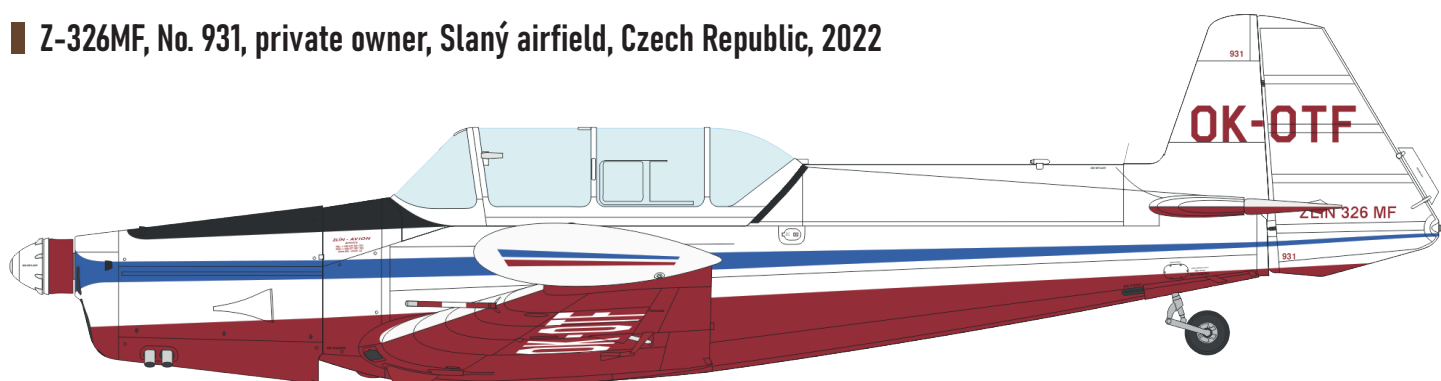


This is the first ever C-305 produced. It was handed over to the Czechoslovak Air Force on July 20, 1960 and differed from the other aircraft of this type by the installation of a towing device, which was later removed. Unlike the other C-305s, handed over to

Svazarm organization after the end of their service in the army, this aircraft was transferred to the Military Historical Institute in Prague-Kbely to be subsequently exchanged for an airworthy example of another Czechoslovak aircraft, Z-22 Junák from Belgium

as none of these aircraft survived in Czechoslovakia. In Belgium this Trener Master received the OO-CSA matriculation but did not fly for long. On March 20, 1971, it was destroyed in a crash in Schaffen. Both crew members perished.

Z-326MF, No. 931, private owner, Slaný airfield, Czech Republic, 2022



This aircraft was manufactured in 1967 and at the end of October of the same year it was flown to the factory warehouse in Vyškov, where it remained until April 1968. It was then sold to France and flown there on July 11, 1968. In France, it received the F-BPNP matriculation and flew as a trainer and towing aircraft for ten years at Carcassonne airfield in southern France region. From 1979 this A/C served to flight school at Nîmes airport but was moved by ship to the

Caribbean in November 1983. There its new owner flew it from Pointe-a-Pitre airport in Guadeloupe. From September 1985 to August 1988 the F-BPNP was stored and did not fly, the exception were last few flights at the turn of 1988/89. It changed hands several times over the next twenty years but did not fly at all. In 2008 it returned to the Otrokovice in Czech Republic and underwent an overhaul by Zlin-Avion Service as well as conversion to the

Z-326MF standard. The FTO Aviatický klub (Aviatic Club) from Roudnice n/L became the operator of the aircraft, but it is also employed by Vintage Aviation for pilot training. The aircraft's livery has a historical context. In the 1960s and 1970s, the aerobatic team of Great Britain led by Neil Williams flew Z-226s and Z-526s in the same colors.

OVERTREES

#82183X

Z-326/526 Trenér Master
1/48

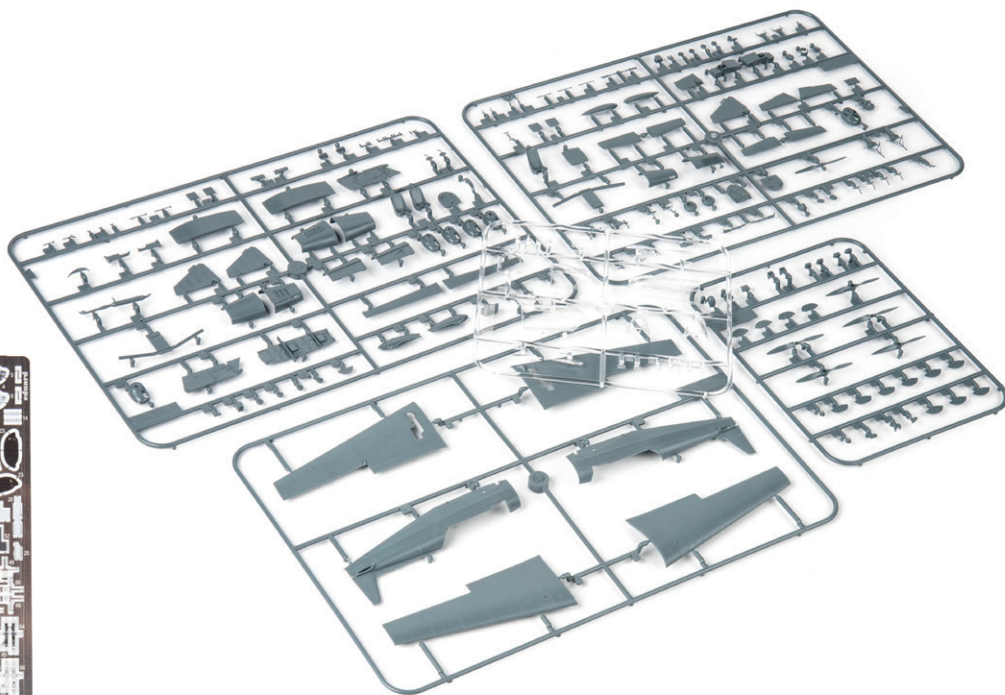
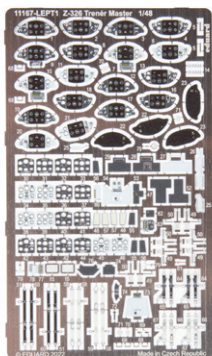
[stránka produktu](#)

OVERLEPT

#11167-LEPT

Z-326/526
Trenér Master
1/48

[stránka produktu](#)



Recommended: for Z-326/526 Trenér Master 1/48

- 648729 Z-326/526 wheels 1/48 (Brassin)
- D48097 Z-126/226/326/526 cockpit placards (Decal Set)

S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
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987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003

D48097-OB1 Z-126/226/326/526 cockpit placards Made in Czech Republic © 2021 eduard



Fw 190A-8

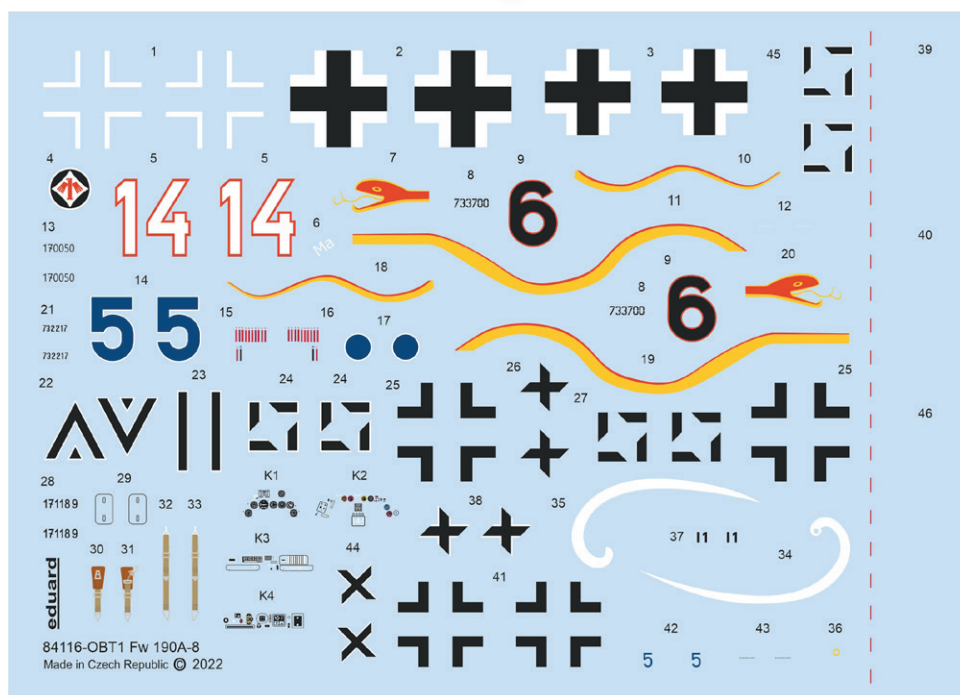
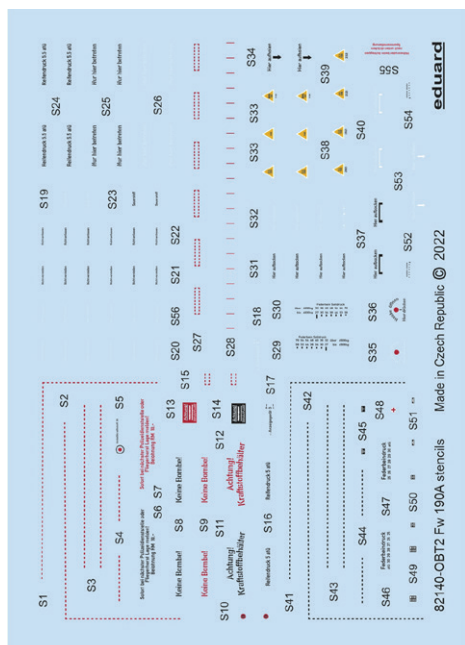
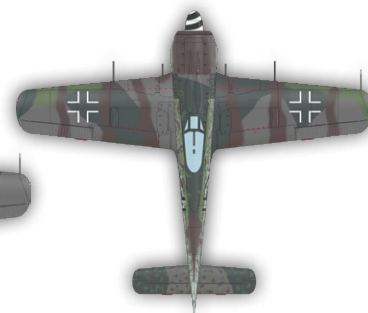
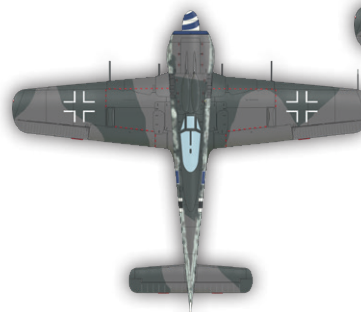
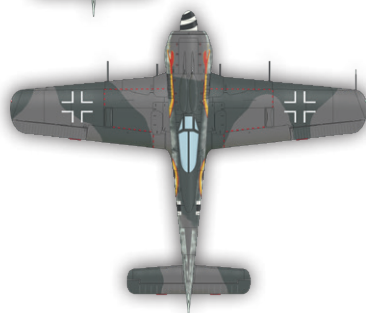
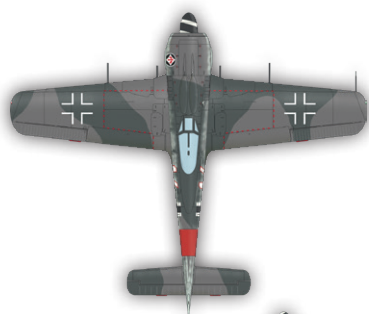
1/48

#84116

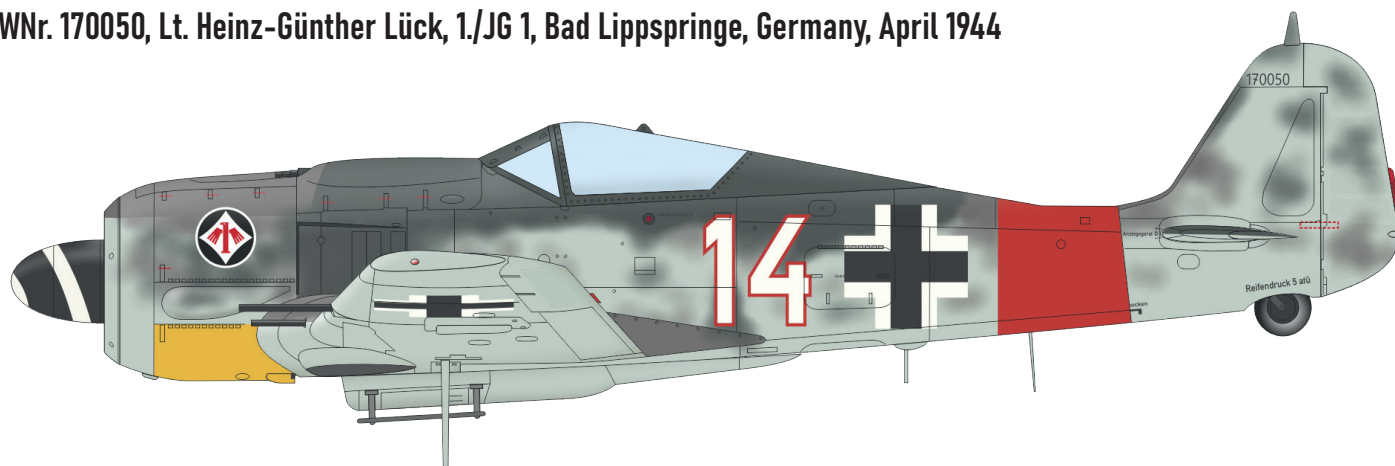
Weekend edition kit of German WWII fighter aircraft
Fw 190A-8 in 1/48 scale.

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

Product page



■ WNr. 170050, Lt. Heinz-Günther Lück, 1./JG 1, Bad Lippspringe, Germany, April 1944

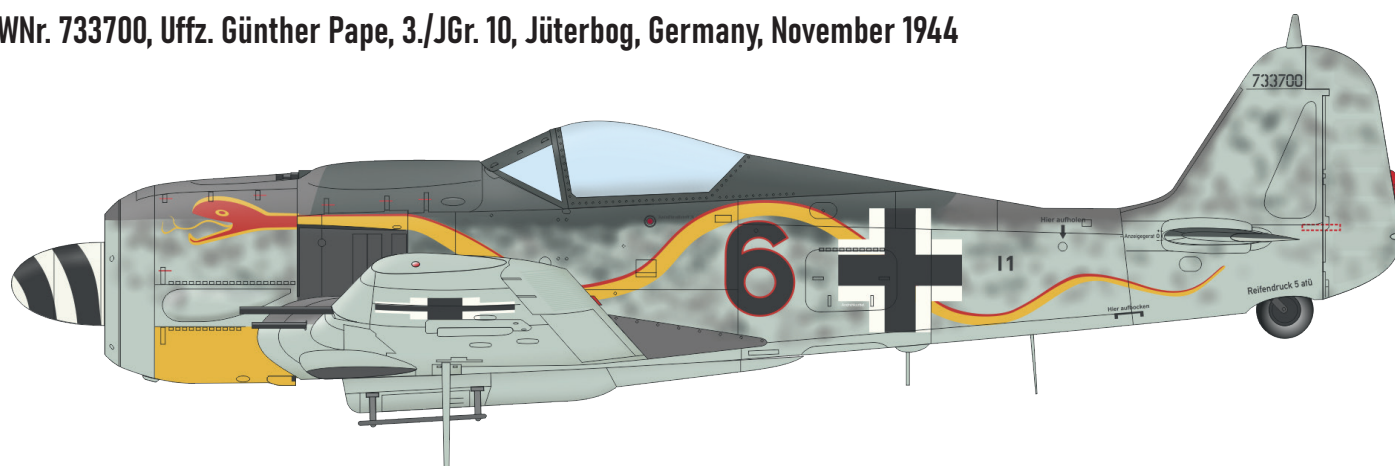


Lt. Heinz-Günther Lück flew with JG 1 during his whole combat career. He was credited with five kills in total, all of them four-engined B-17s. On April 9, 1944 his Fw 190A-8 „white 14“ was hit in the engine by the defense fire while he was attacking the formation of

the American bombers and Lt. Heinz-Günther Lück was forced to perform an emergency landing on the island of Ørø near Stokkeby. His wingman in „white 3“ landed alongside. Lück was wounded when his head hit the instrument panel and was treated for the

resulting concussion at the hospital in Erskøbning. In the following days the aircraft was dismantled and transported away. Lt. Heinz-Günther Lück was re-patriated back to Germany and to his unit JG 1 where he fought until the end of hostilities.

■ WNr. 733700, Uffz. Günther Pape, 3./JGr. 10, Jüterbog, Germany, November 1944

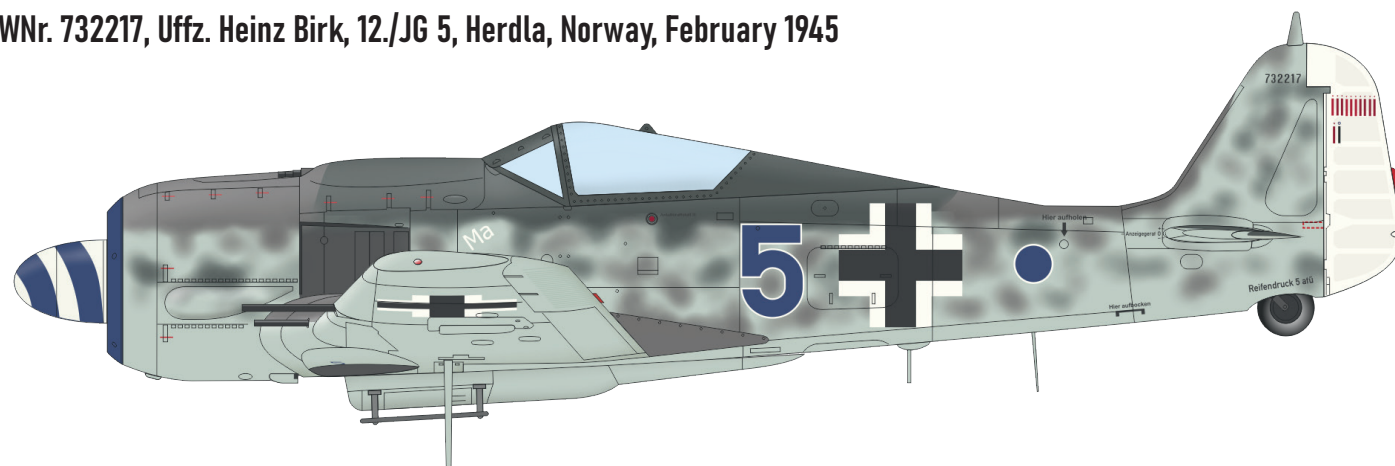


The aircraft flying with 3./JGr 10 were equipped with the 210 mm diameter rocket launchers installed on the bottom of the fuselage. This rear-firing device was used for attacking the formations of the American bombers. During September and October 3./JGr 10 suffered heavy losses inflicted by the American

escort fighters and the unit had to withdraw for the scheduled rest and replenishment. „Black 6“ does not feature the rocket launcher which could be removed at any time. „Black 6“ was decorated by the yellow snake with red head and red outlined back painted on both sides of the fuselage. On April 5, 1945 Uffz.

Günther Pape was shot down and killed over Thüringen in the duel with P-47 piloted by Lt. L. Dean from 393rd FS/367th FG. On November 8, 1997 his remains were found and Günther Pape was buried in Hotzelrod at Eisenach.

■ WNr. 732217, Uffz. Heinz Birk, 12./JG 5, Herdla, Norway, February 1945



Since summer 1944 Uffz. Heinz Birk flew with 7./JG 5 and 10./JG 5. In the fall of 1944 he was transferred to 12./JG 5 where he flew Fw 190A-8 „blue 5“ WNr.

732217. Operating out of Herdla airport in Norway JG 5 fought against Soviet VVS and RAF. The photographs dated from February 1945 capture the „blue 5“ with

twelve kill markings on the rudder. Eleven of them are painted with red stars and one with English co-cade. Uffz. Heinz Birk survived the war.

■ WNr. 171189, Maj. Karl Kennel, CO of II./SG 2, Kitzingen, Germany, May 1945



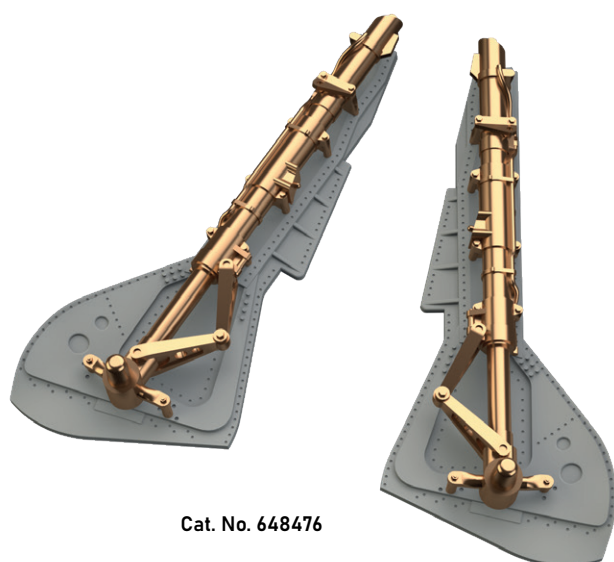
In the beginning of April 1945 the II./SG 2 commanded by Gruppenkommandeur Major Karl Kennel was located, together with Ju 87G from 10.(Pz)/SG 2 and 10.(Pz)/SG 77 at Mimoň-Kummer airport. Until the end of war the airport was constantly raided by Americans and Soviets. On April 21, 1945 the SG 2 command

was assumed by Geschwaderkommodore Oberst Hans-Ulrich Rudel, who sortied with the whole SG 2 for missions against the Red Army and 2nd Polish Army tanks and vehicles in the vicinity of Lobendava and Bautzen. On May 8, 1945 the Soviet Pe-2s and P-39s attacked the retreating German columns fle-

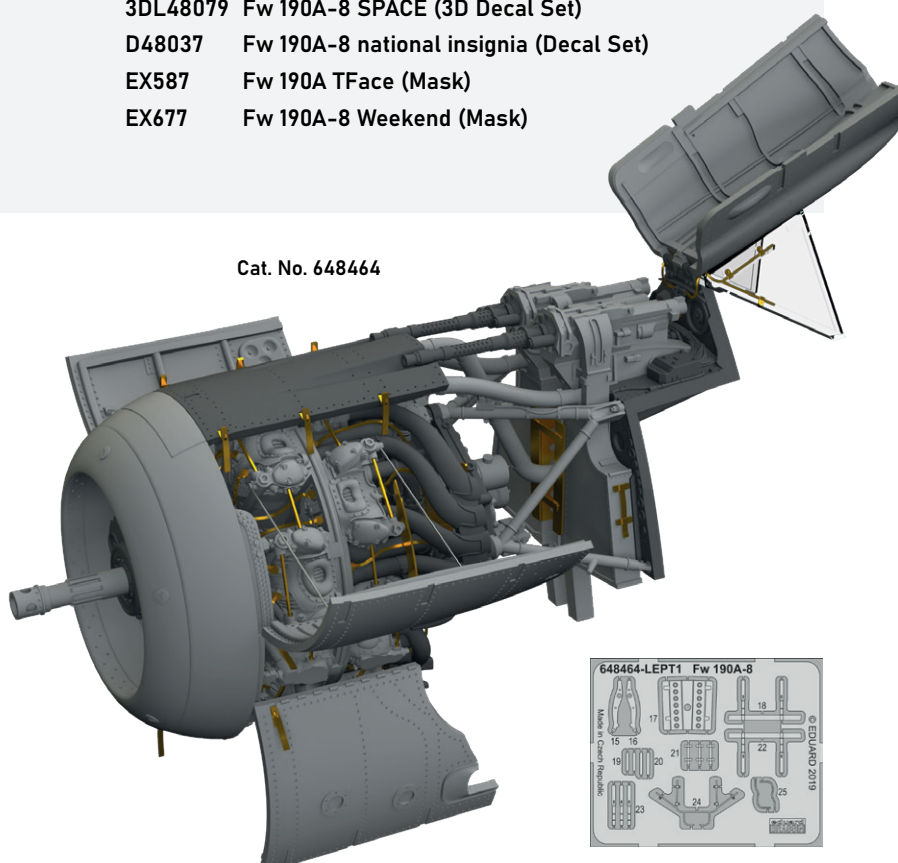
eing Mimoň to reach the Americans. The raid was unsuccessful and the Mimoň center suffered damages from it. Major Karl Kennel escaped to Kitzingen in his Fw 190A-8 WNr. 171189. The aircraft was damaged upon landing. It carried the standard camouflage in RLM 74/75/76 with additional mottling in RLM 81/82.

Recommended: for Fw 190A-8 1/48

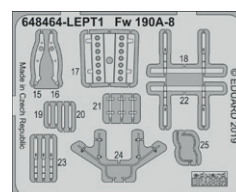
48992	Fw 190A-8 (PE-Set)	648462	Fw 190A-8 fuselage guns (Brassin)
48993	Fw 190A-8 landing flaps (PE-Set)	648463	Fw 190A-8 cockpit (Brassin)
FE863	Fw 190A seatbelts STEEL (PE-Set)	648464	Fw 190A-8 engine & fuselage guns (Brassin)
FE1059	Fw 190A-8 Weekend (PE-Set)	648476	Fw 190A-8 undercarriage legs BRONZE (Brassin)
644015	Fw 190A-8 LööK (Brassin)	SIN64861	Fw 190A-8 ESSENTIAL (Brassin)
648356	Fw 190A wingroot gun bays (Brassin)	3DL48079	Fw 190A-8 SPACE (3D Decal Set)
648366	Fw 190A propeller (Brassin)	D48037	Fw 190A-8 national insignia (Decal Set)
648371	Fw 190A control surfaces early (Brassin)	EX587	Fw 190A TFace (Mask)
648381	Fw 190A exhaust stacks (Brassin)	EX677	Fw 190A-8 Weekend (Mask)
648461	Fw 190A-8 engine (Brassin)		



Cat. No. 648476



Cat. No. 648464



MiG-21PFM

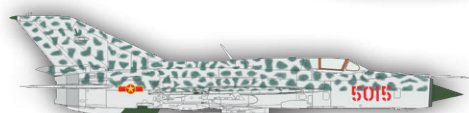
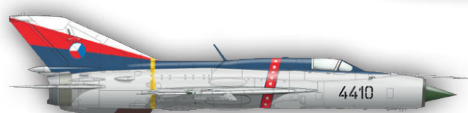
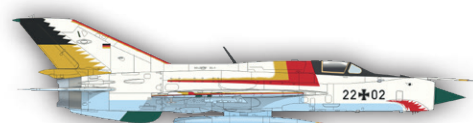
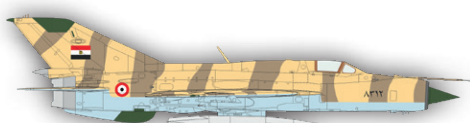
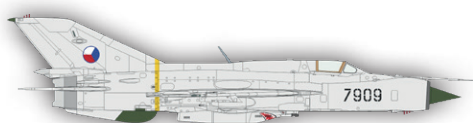
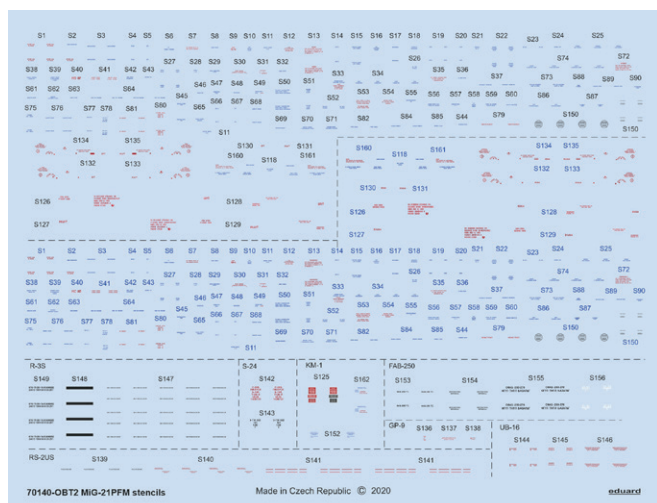
1/72 Re-release

#70144

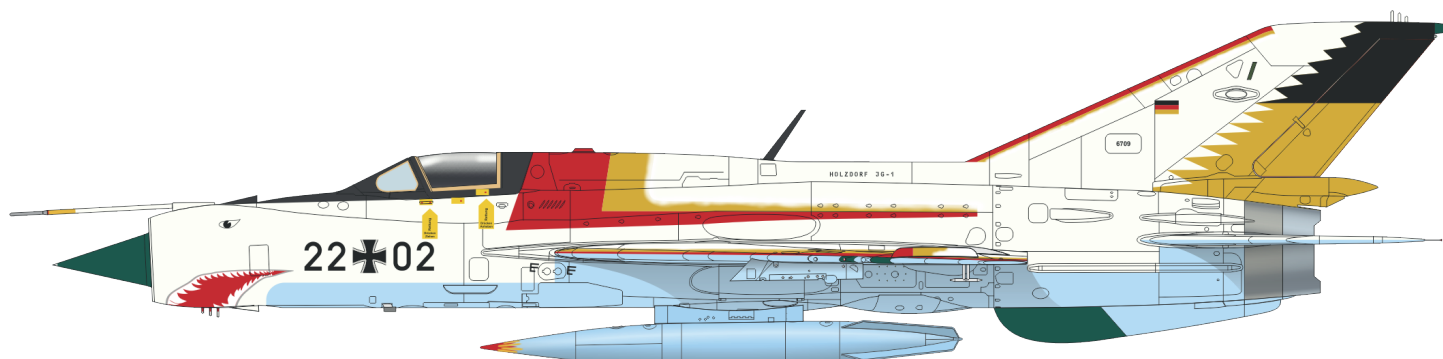
ProfiPACK edition kit of Soviet Cold War aircraft
MiG-21PFM in 1/72 scale.

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

Product page



Jagdfliegergeschwader 1, Holzdorf/Drewitz Air Base, Germany, 1990–1991

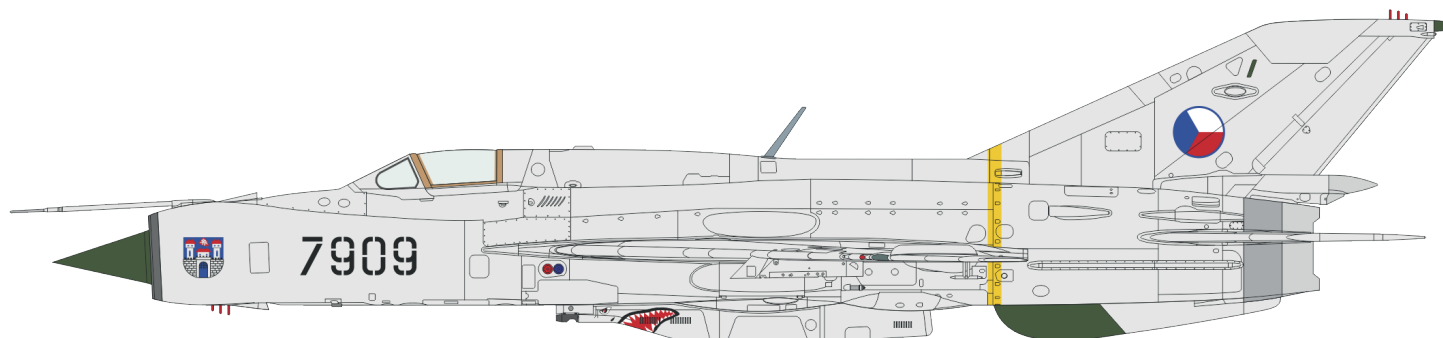


This aircraft was delivered to East German Air Force (Luftstreitkräfte und Luftverteidigung der Deutschen Demokratischen Republik) in January 1968. It was given tactical number 441 and was assigned to JG 8 (Fighter Squadron No. 8). During its service it was also serving with JG 3 and JG 1. In 1990, after

the reunification of Germany, with the new designation 22+02 and repainted in the anniversary colors, it was flown together with other JG 1 aircraft to Drewitz base, where it awaited its end. It was scrapped in November 1992. The upper and side surfaces were painted white, while the lower surfaces remained in

light grey-blue. The white paint was complemented by distinctive elements of yellow and red, and a shark's mouth was added to the nose. The aircraft was called *Der weiße Hai* (the White Shark) after it received this colorful marking.

No. 7909, 11 Fighter Air Regiment, Czechoslovak Air Force, Žatec airfield, Czech and Slovak Federative Republic, March 1991

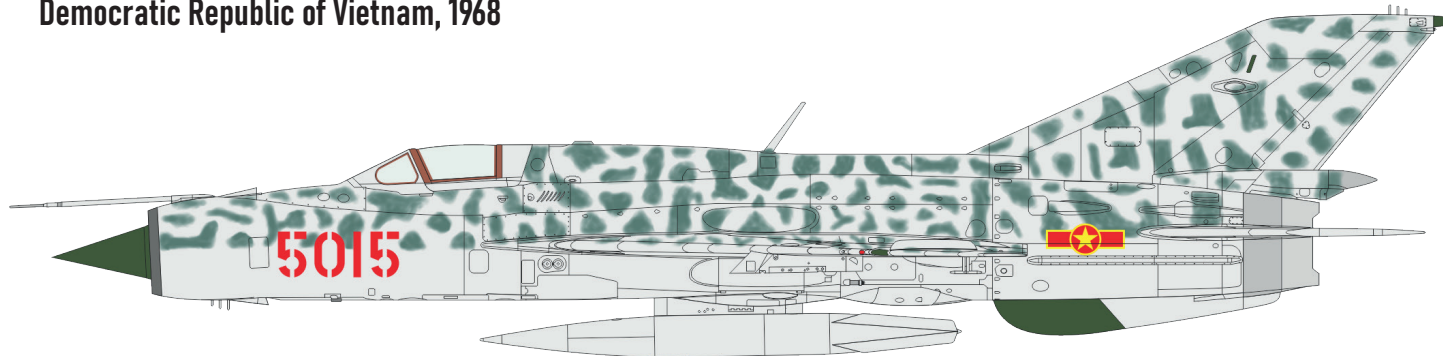


The No. 7909 MiG-21PFM was delivered to Czechoslovakia on January 29, 1969. At the beginning it was assigned to 9 slp (9th Fighter Air Regiment); from April 1973 served with 1 slp. From December 1982 on-

wards this aircraft was flown by 11 slp. It was put out of operation in March 1991 and consequently flown to the disposal site at the Vodochody airfield on March 20, 1991. The coat of arms of Žatec town was painted

on the nose, the yellow band on the tail identified the aircraft which was to be put out of operation. The rest of the aircraft remained in natural metal finish, which was a common practice regarding this type.

921 Fighter Regiment, Vietnamese People's Army Air Force, Noi Bai airfield, Democratic Republic of Vietnam, 1968

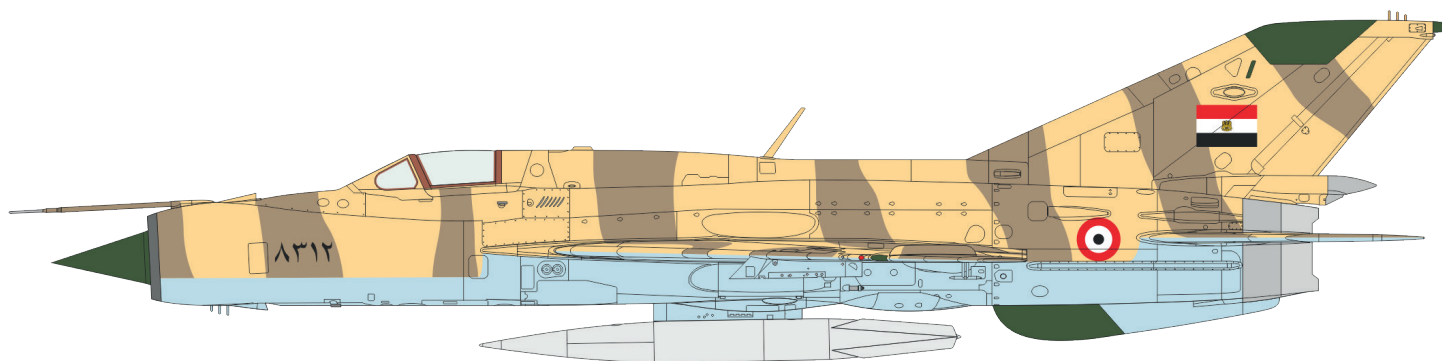


This aircraft was flown by 921 Fighter Regiment "Sao Do" (Red Star) in 1968. The first examples of MiG-21PFM were delivered to this unit during that year. Some sources say that this particular aircraft was flown by Nguyen Van Coc, a fighter ace credited

with nine kills. The B&W photos of this aircraft can be interpreted in several ways. One of the theories says that green splotches were sprayed on the upper sides. The splotches were not sharp-edged, and the surrounding area was also covered by the thin layer

of the green color. This gave this area light-green appearance. The canopy frame and the antenna were left in natural metal finish.

■ Egyptian Air Force, Inshas air base, Arab Republic of Egypt, early 80's

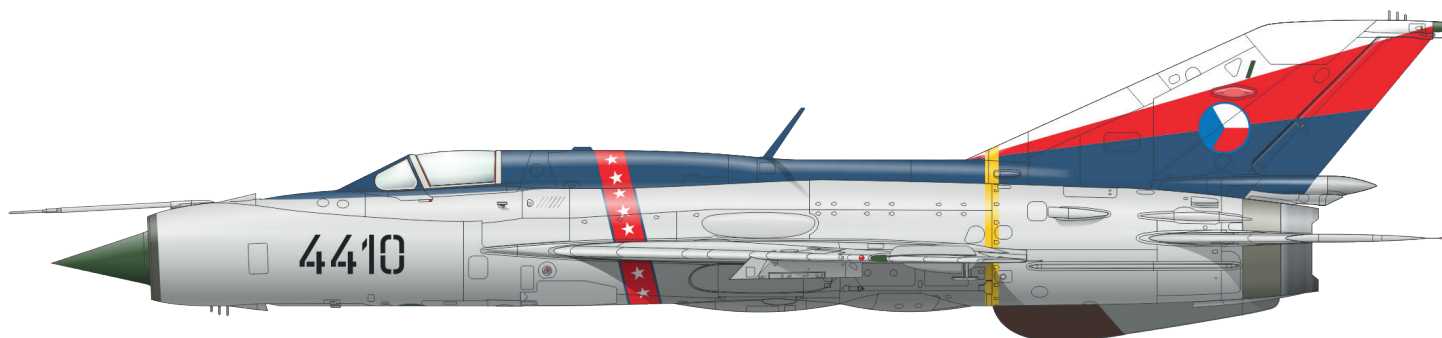


This aircraft is one of the few MiG-21PFMs flown by Egyptian Air Force following the Six-Day War. Prior to this Arab-Israeli conflict, total of 235 various MiG-21s were delivered to Egypt but only about ten

of them survived the war. The first and surprising Israeli aerial attack on Egyptian airbases on June 5, 1967, known as the Operation Moked, cost Egyptians about 90 of their MiG-21s itself. This aircraft was

delivered to Egypt around 1970 and took part in the US-Egyptian military exercise Bright Star in 1982.

■ No. 4410, 11 Fighter Air Regiment, Czechoslovak Air Force, Žatec airfield, Czech and Slovak Federative Republic, spring 1990



The MiG-21PFM No. 4410 can be rightfully considered the most colorful aircraft of this type serving with the Czechoslovak Air Force. The aircraft was delivered to Czechoslovakia in November 1966 and served first with 9 slp (9th Fighter Air Regiment), later with 8 slp and, finally, with 11 slp. There the 4410 received

the painting on the ridge and vertical tail surfaces made in blue, white and red, i.e., in the national colors on the occasion of the honorary title "Invasion" bestowed on the unit on May 5, 1991. Later, the diagonal stripes behind the cockpit received white, five-pointed stars. The yellow band around the fuselage was

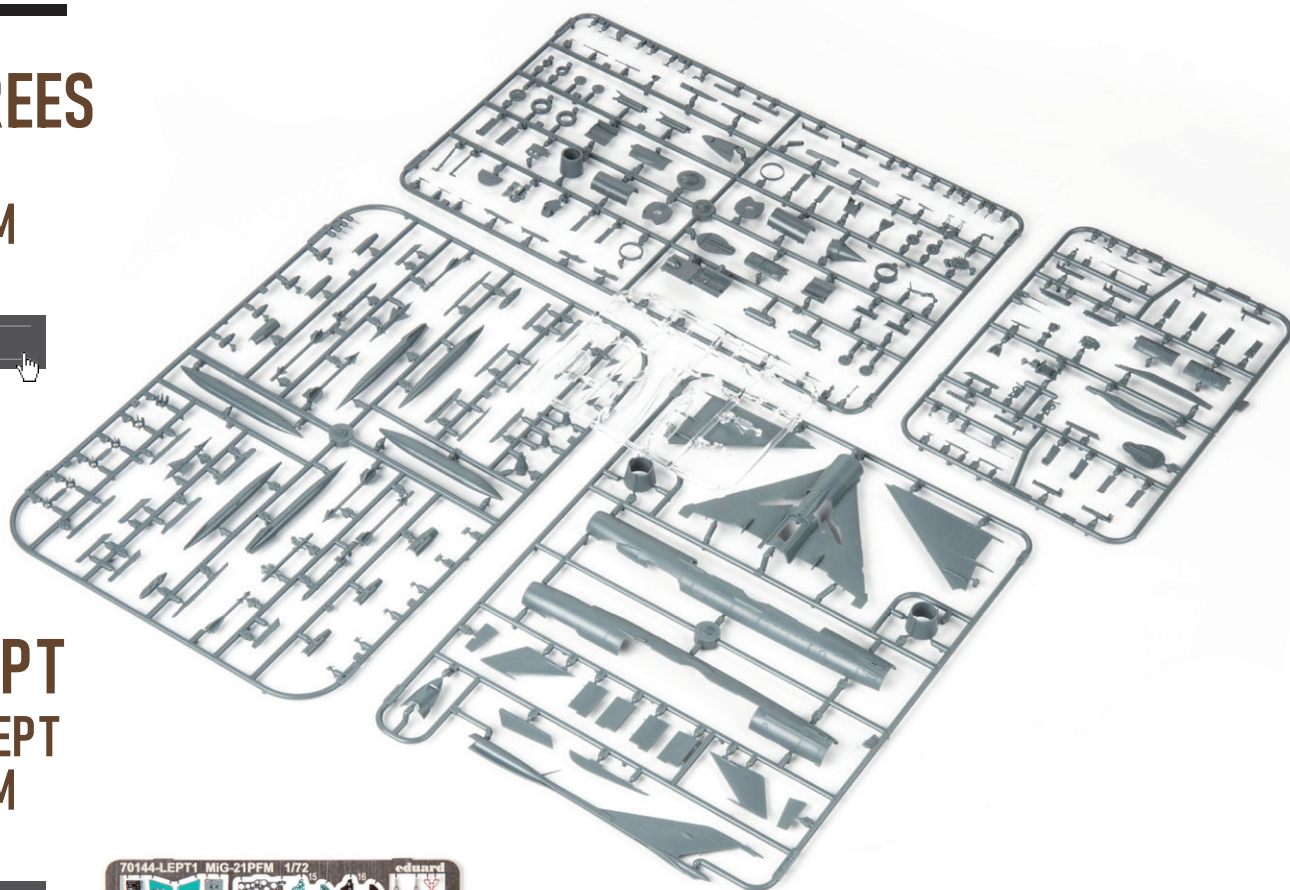
an indication that this aircraft was to be scrapped and the only flight to be done in this form occurred on March 19, 1993. That was the day the aircraft was flown to Vodochody airfield to the storage place.



OVERTREES

#70144X
MiG-21PFM
1/72

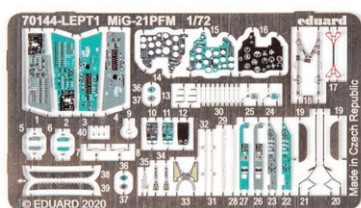
[Product page](#)



OVERLEPT

#70144-LEPT
MiG-21PFM
1/72

[Product page](#)

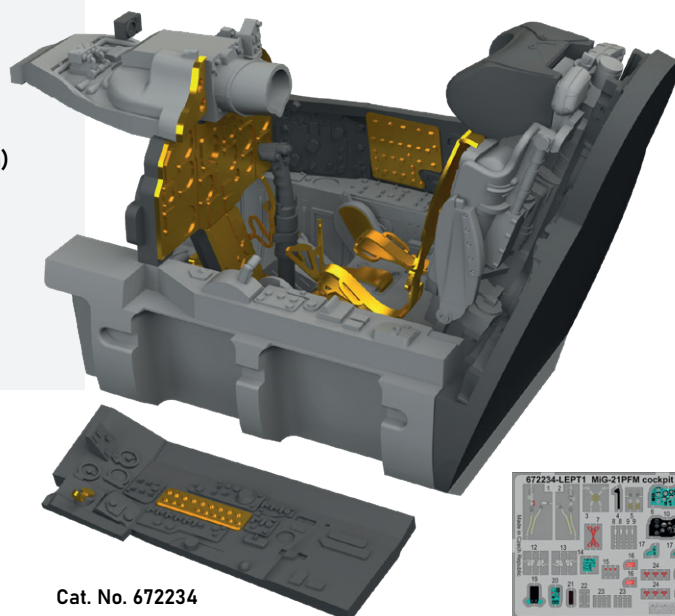


Recommended: for MiG-21PFM 1/72

- 72695 MiG-21PFM (PE-Set)
- 672185 R-3S missiles for MiG-21 (Brassin)
- 672186 R-3S missiles w/ pylons for MiG-21 (Brassin)
- 672191 RS-2US missiles for MiG-21 (Brassin)
- 672192 RS-2US missiles w/ pylons for MiG-21 (Brassin)
- 672189 UB-16 rocket launchers for MiG-21 (Brassin)
- 672190 UB-16 rocket launchers w/ pylons for MiG-21 (Brassin)
- 672231 MiG-21PFM wheels (Brassin)
- 672232 MiG-21PF/PFM exhaust nozzle (Brassin)
- 672233 MiG-21PFM ejection seat (Brassin)
- 672234 MiG-21PFM cockpit (Brassin)
- 3DL72004 MiG-21PFM SPACE (3D Decal Set)



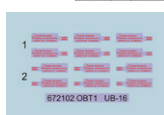
Cat. No. 672232



Cat. No. 672234



Cat. No. 672190



644164

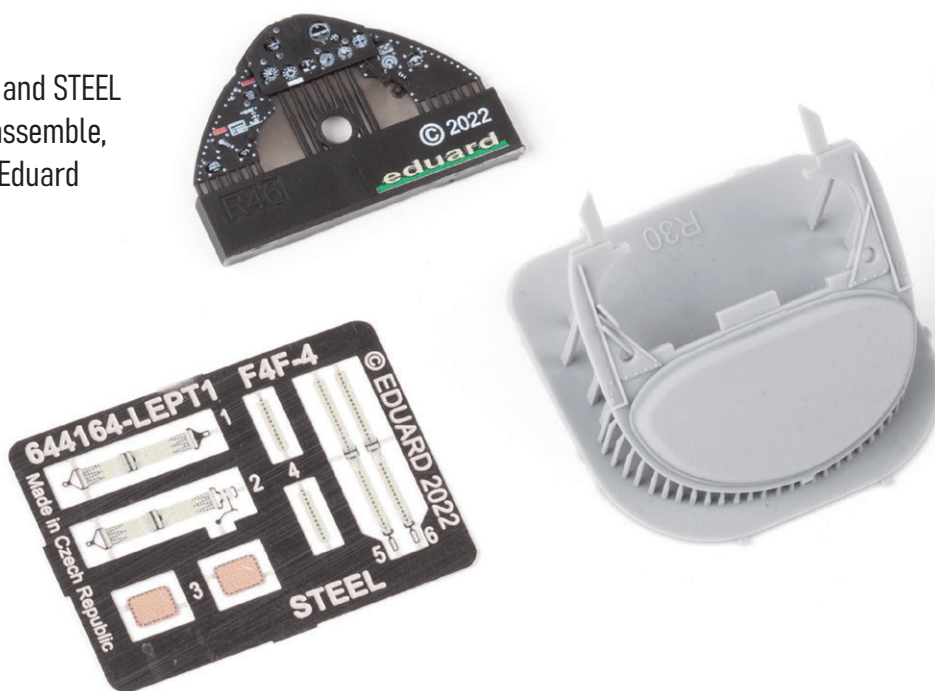
F4F-4 LööK

1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F4F-4 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


644174

F/A-18F LööK

1/48 Meng

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F/A-18F in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Meng

Set contains:

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

[Product page](#)


644178

P-38J LööK

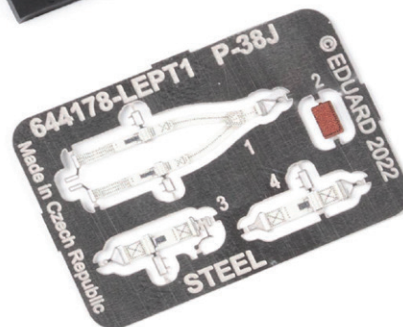
1/48 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-38J in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product page](#)



LööK

644179

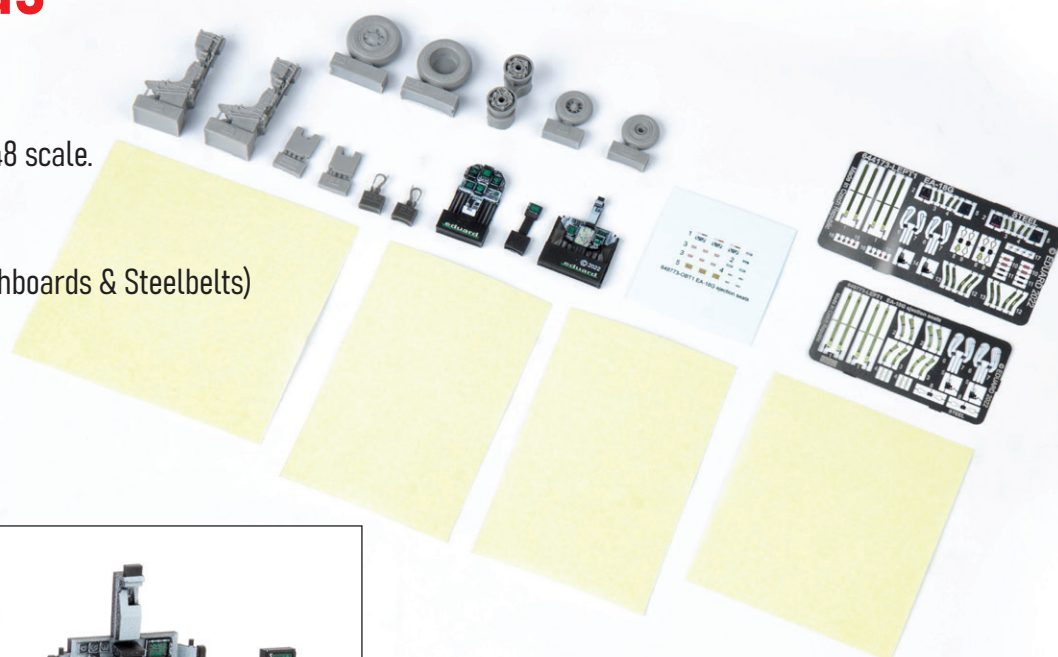
EA-18G LööKplus

1/48 Meng

Collection of 4 sets for EA-18G in 1/48 scale. Recommended kit: Meng

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

[Product page](#)



LööK+

644180

F4F-3 late LööKplus**1/48 Eduard**

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

Recommended kit: Eduard

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

Product page

*LööK*

632182

Yak-9T exhaust stacks PRINT**1/32 ICM**

Brassin set - the exhaust stacks for Yak-9T in 1/32 scale.

Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: ICM

Set contains:

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

Product page

eduard
BRASSIN*Print*

648756

F4F 42gal ventral drop tank PRINT

1/48 Eduard

Brassin set - 42gal ventral drop tank for F4F 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



eduard
BRASSIN
Print

648786

A6M3 seat PRINT

1/48 Eduard

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

Set contains:

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

Product page



eduard
BRASSIN
Print

648787

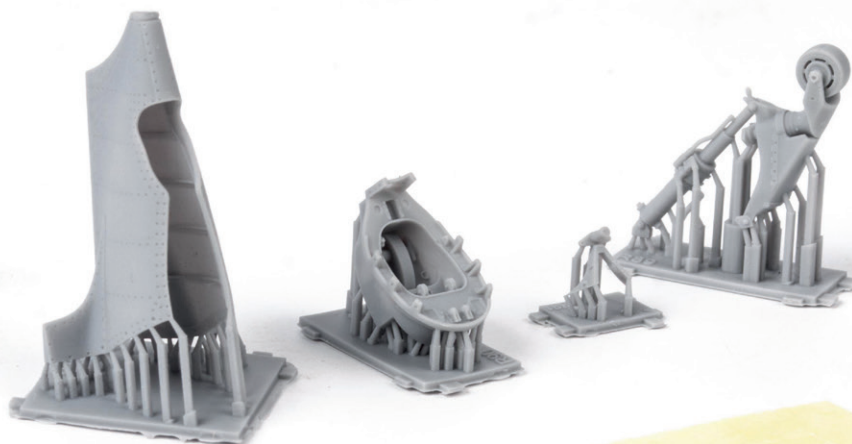
A6M3 tailwheel PRINT

1/48 Eduard

Brassin set - the tailwheel for A6M3 in 1/48 scale.
The set consists of the tailwheel and separate tailcone.
Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)
eduard
BRASSIN
Print

648788

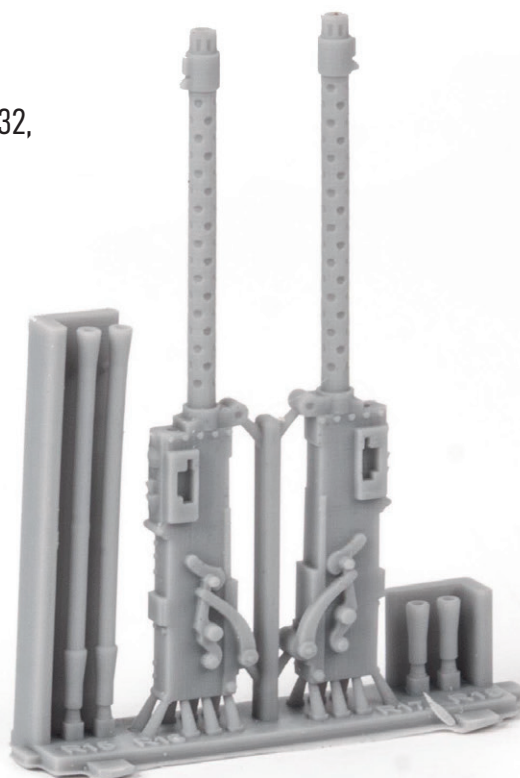
A6M3 cannon barrels & cockpit guns PRINT

1/48 Eduard

Brassin set - the cockpit machine guns and wings gun barrels for A6M3 in 1/48 scale. Suitable for A6M3 Type 32, 22 and 22a. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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

[Product page](#)
eduard
BRASSIN
Print

648789

P-38J gun barrels PRINT

1/48 Tamiya

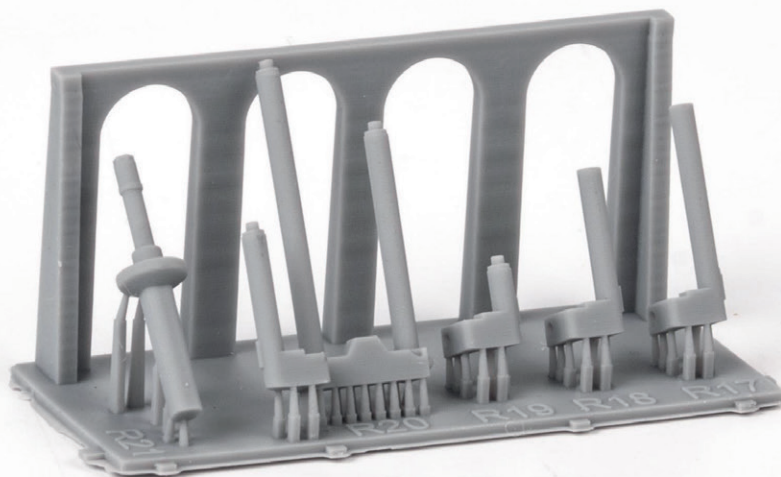


Brassin set - the gun barrels for P-38J in 1/48 scale.
Three variants of the barrel of the far left machine
gun are included. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.
Recommended kit: Tamiya

Set contains:

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

[Product page](#)



648791

P-38J superchargers PRINT

1/48 Tamiya



Brassin set - the superchargers 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: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product page](#)



648790

P-38J nose gun bay PRINT

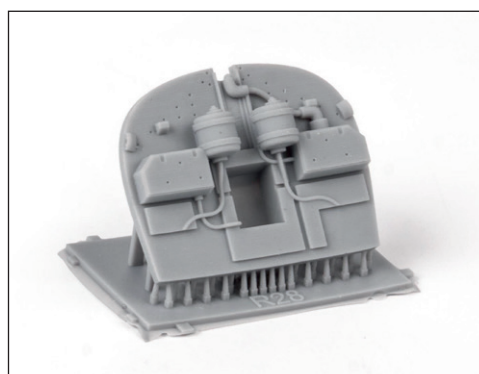
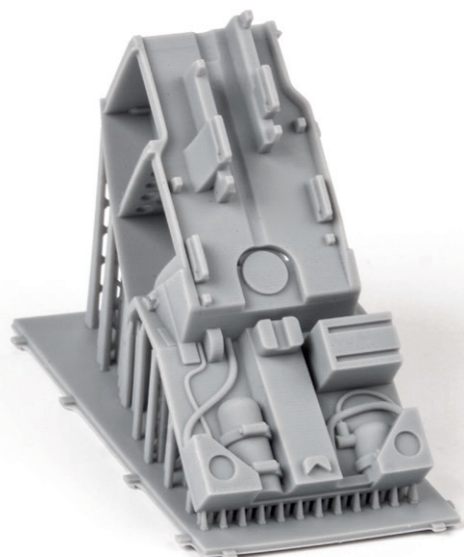
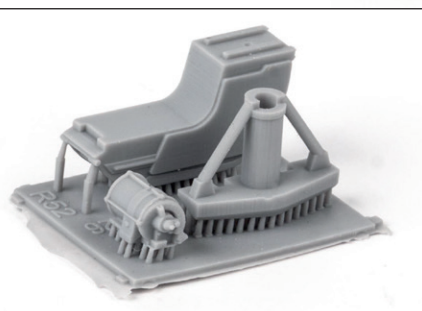
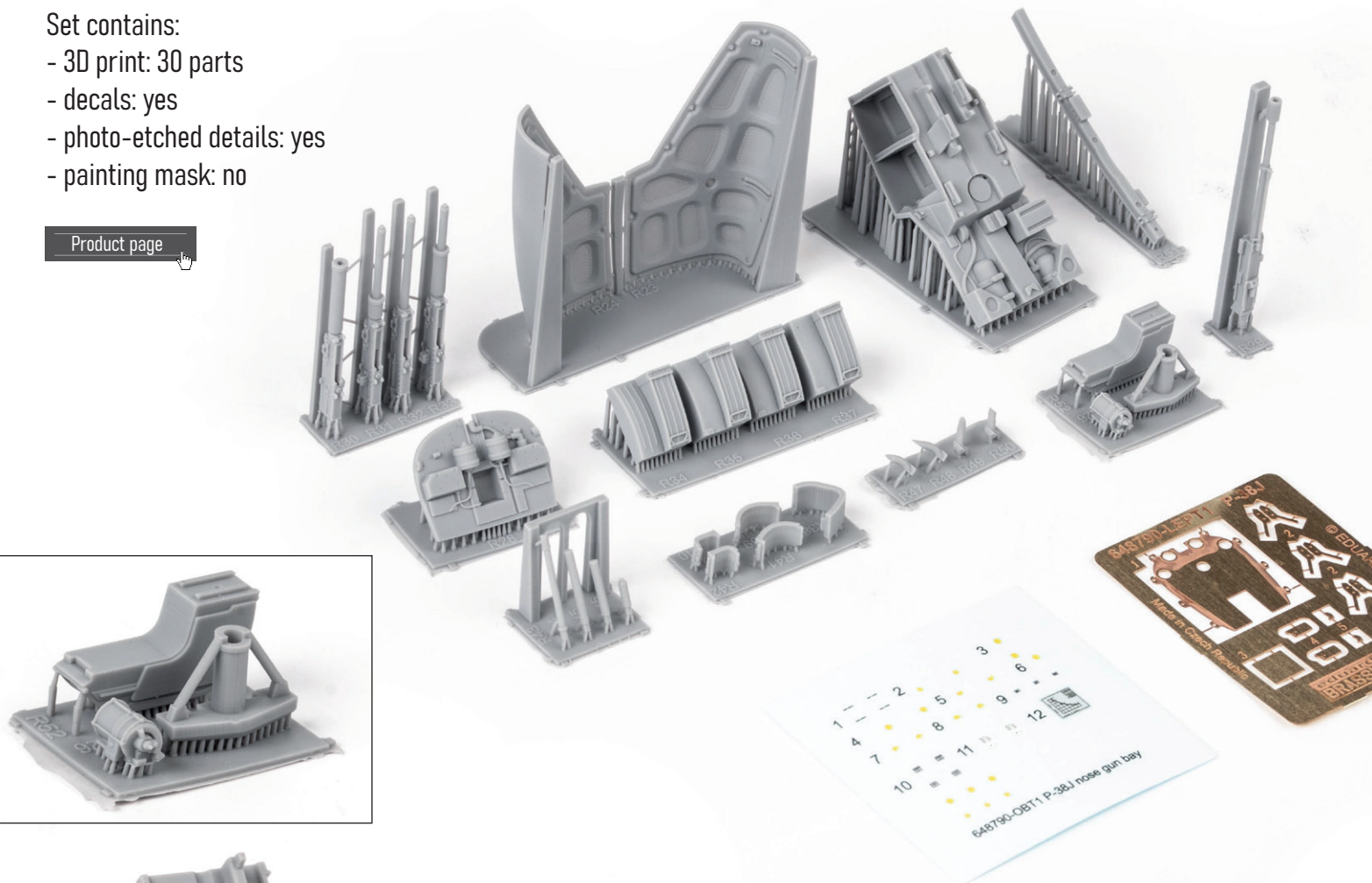
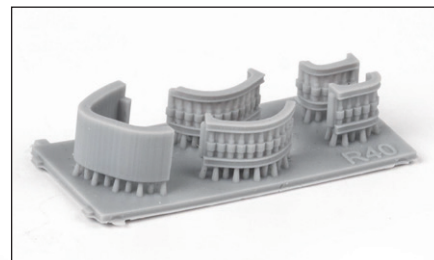
1/48 Tamiya

Brassin set - the nose gun bay for P-38J in 1/48 scale.
The cowlings are included. Made by direct 3D printing.
Recommended kit: Tamiya

Set contains:

- 3D print: 30 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

Product page

eduard
BRASSIN
Print

648795

F4F-3 wheel bay PRINT

1/48 Eduard

Brassin set - the wheel bay for F4F-3 in 1/48 scale.

Made by direct 3D printing.

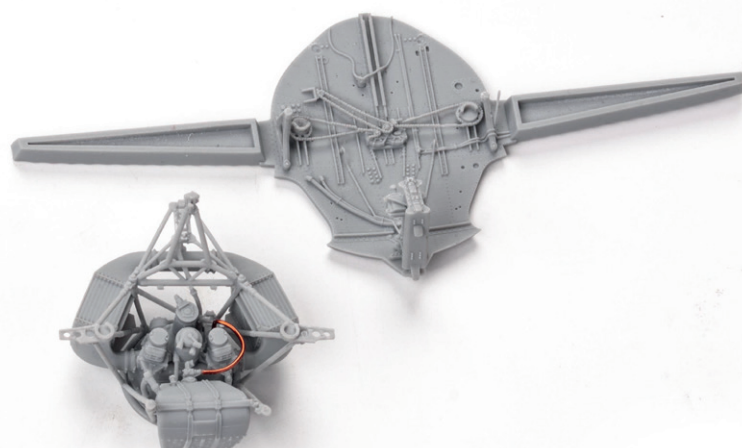
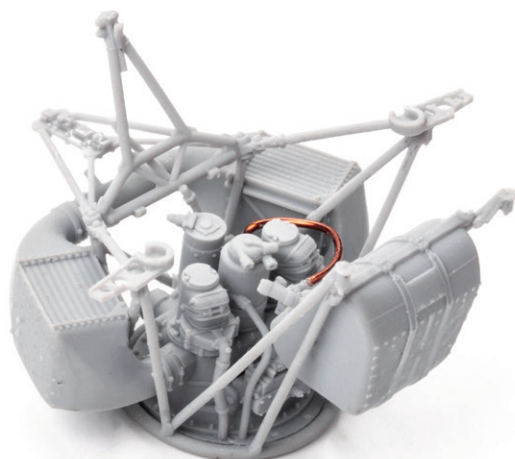
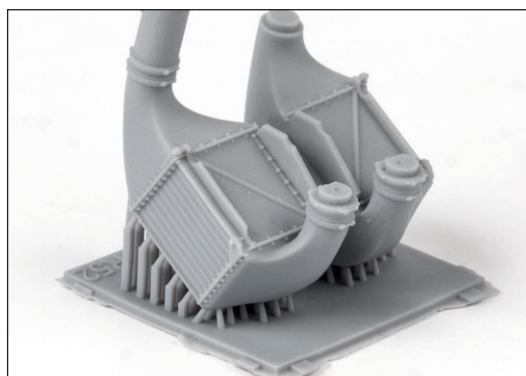
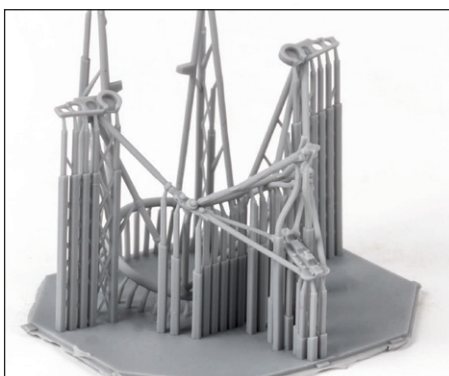
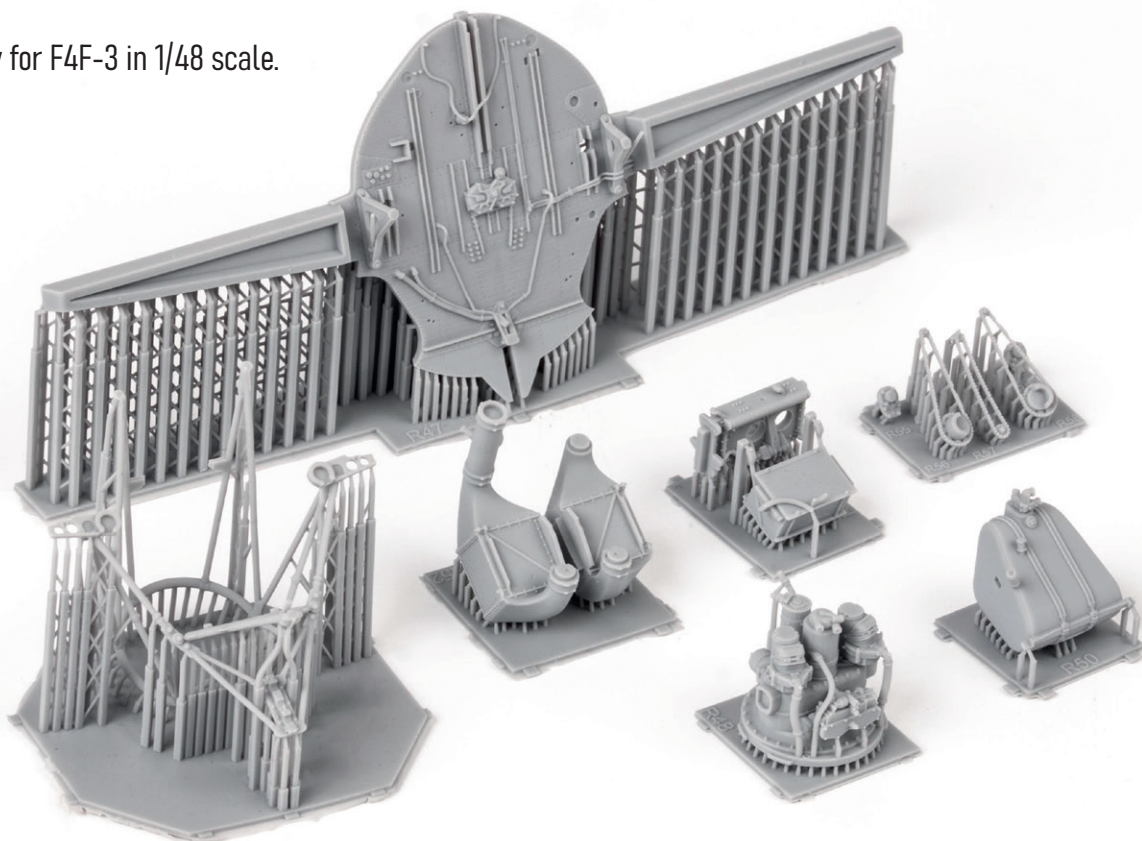
Recommended kit: Eduard

Set contains:

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

Product page

eduard
BRASSIN
Print



648797

F/A-18E,F exhaust nozzles PRINT

1/48 Meng

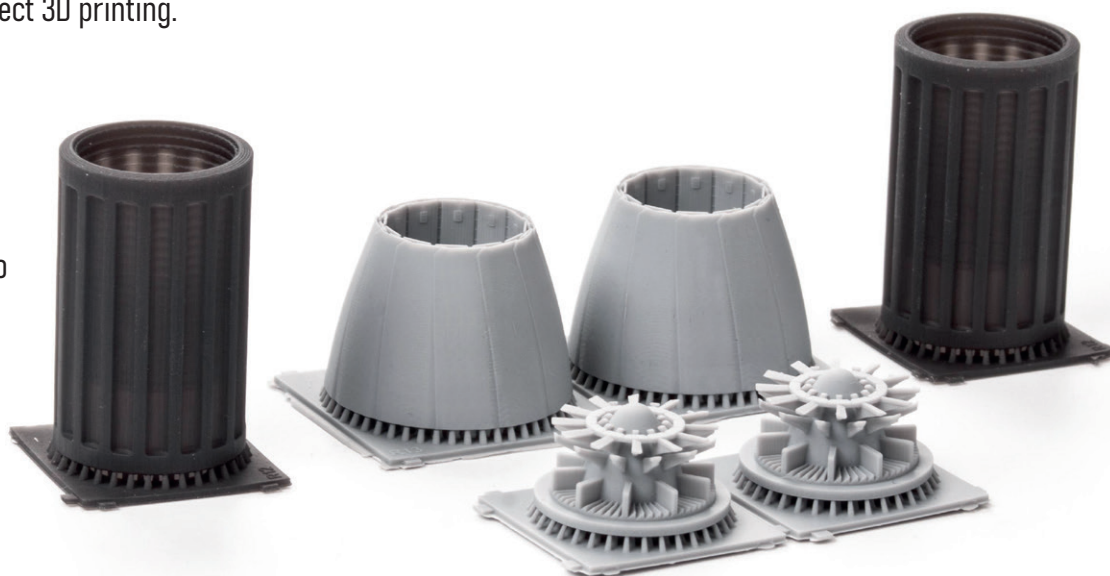


Brassin set - exhaust nozzles for F/A-18E or F
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Meng

Set contains:

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

[Product page](#)



653009

OS2U-3 Kingfisher PRINT

1/350

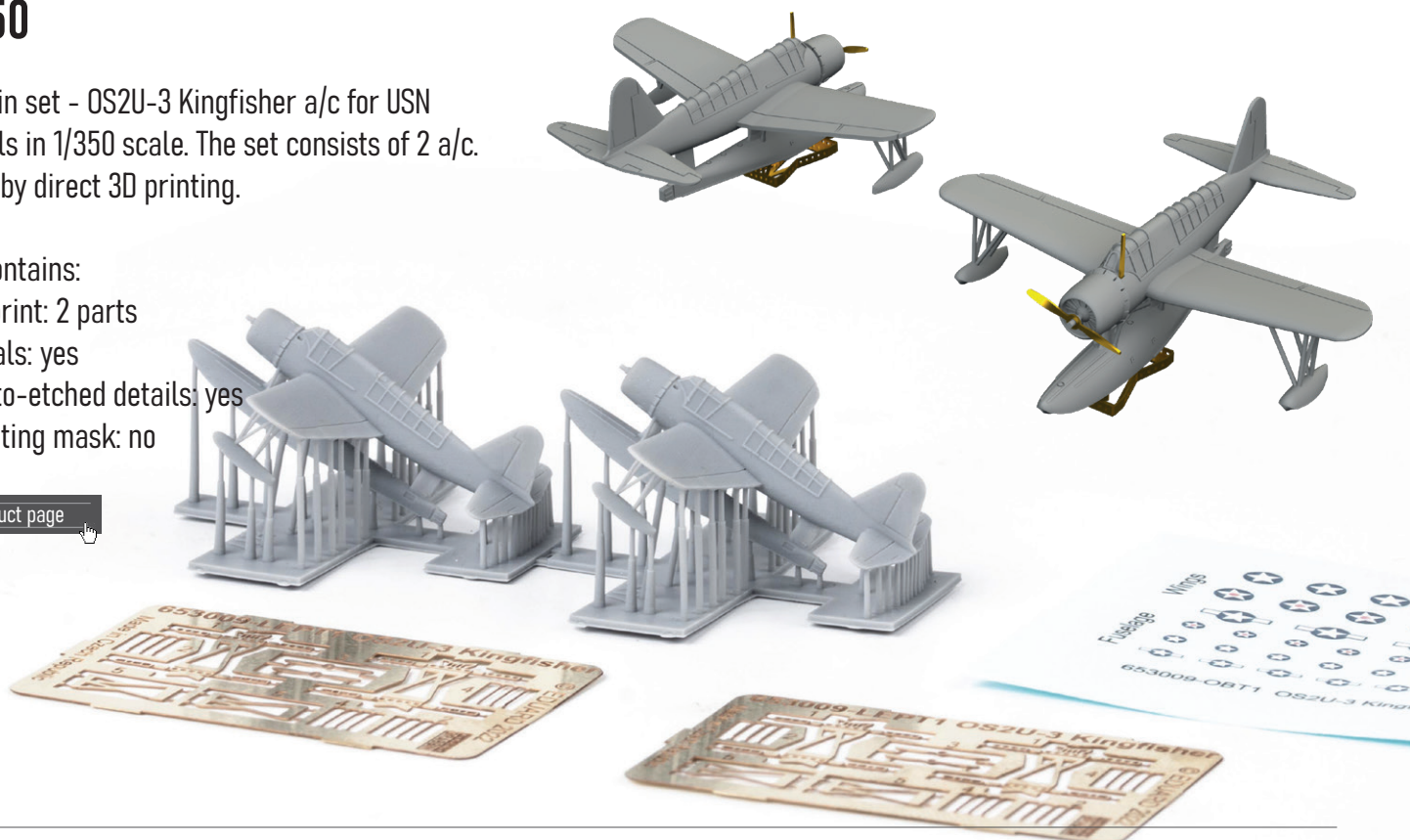


Brassin set - OS2U-3 Kingfisher a/c for USN
vessels in 1/350 scale. The set consists of 2 a/c.
Made by direct 3D printing.

Set contains:

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

[Product page](#)



672298

FM-2 exhaust PRINT

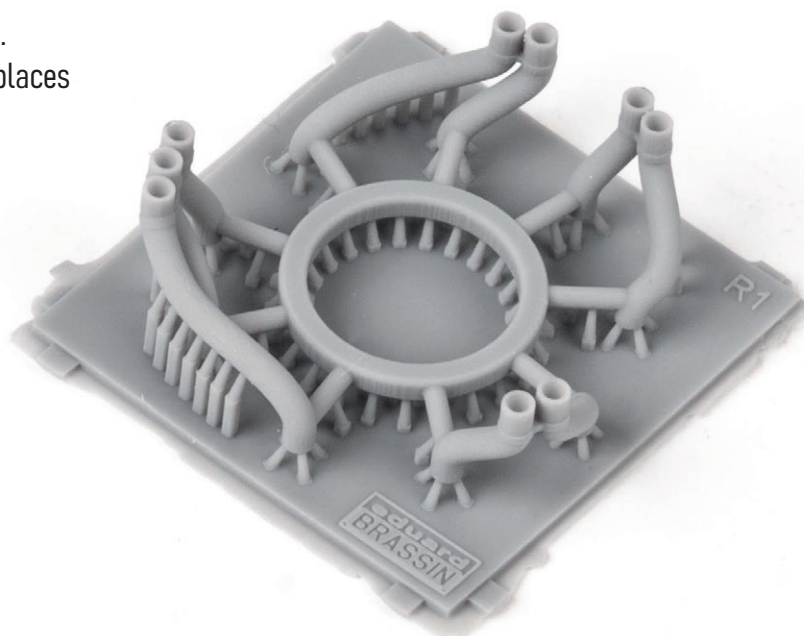
1/72 Arma Hobby

Brassin set - the exhausts for FM-2 in 1/72 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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

[Product page](#)



eduard
BRASSIN
Print

672299

F4F wheels late PRINT

1/72 Arma Hobby

Brassin set - the undercarriage wheels for F4F in 1/72 scale. The set consists of the main wheels.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

Set contains:

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

[Product page](#)



eduard
BRASSIN
Print

672300

F4F wheels late w/rims PRINT

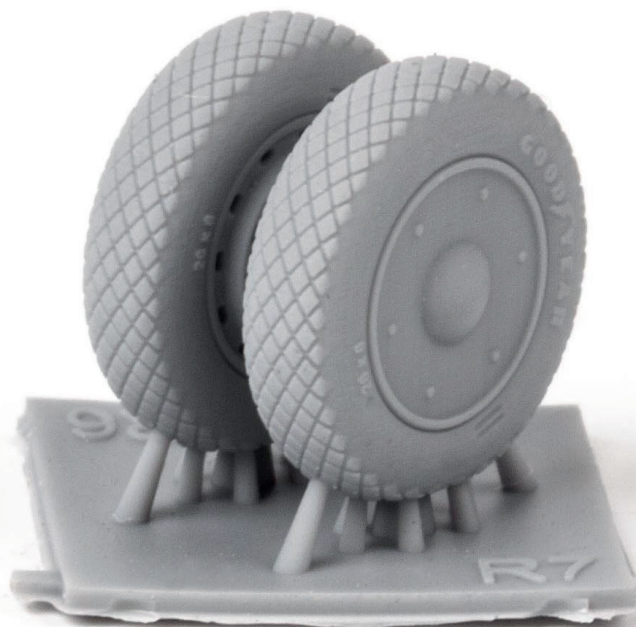
eduard
BRASSIN
Print

1/72 Arma Hobby

Brassin set - the undercarriage wheels for F4F in 1/72 scale. The set consists of the main wheels. Made by direct 3D printing. Easy to assemble, replaces plastic parts.
Recommended kit: Arma Hobby

Set contains:

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

[Product page](#)

672301

Hurricane Mk.I exhaust stacks

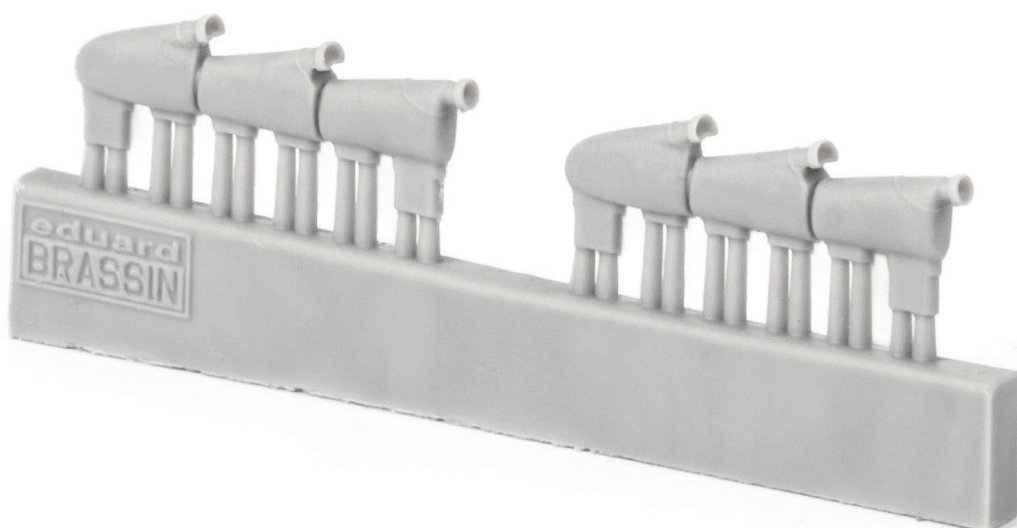
eduard
BRASSIN
Print

1/72 Arma Hobby

Brassin set - the exhausts for Hurricane Mk.I in 1/72 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Arma Hobby

Set contains:

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

[Product page](#)

672302

Hurricane Mk.I wheels

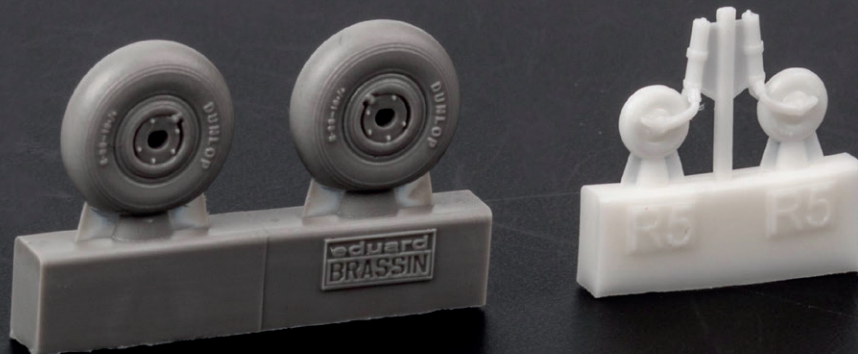
1/72 Arma Hobby

Brassin set - the undercarriage wheels for Hurricane Mk.I in 1/72 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: Arma Hobby

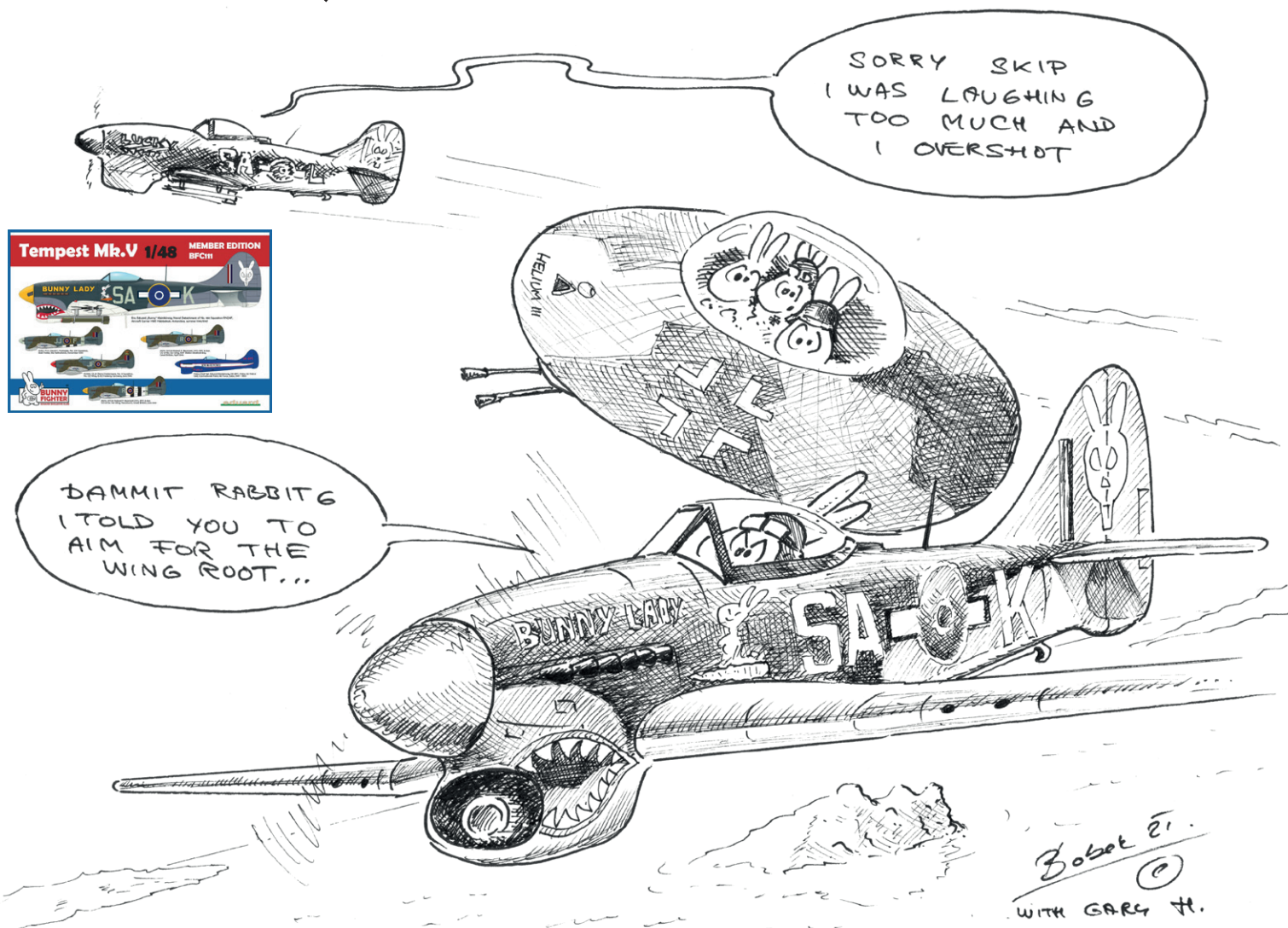
Set contains:

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

[Product page](#)



E-BUNNY SQUAT



SIN64891

Sopwith Camel Le Rhone engine

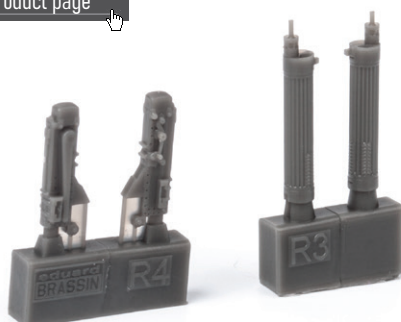
1/48 Eduard

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

- Le Rhone 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



Le Rhone engine PRINT

Rotherham air
pumps PRINT

SIN64892

F/A-18E/F armament

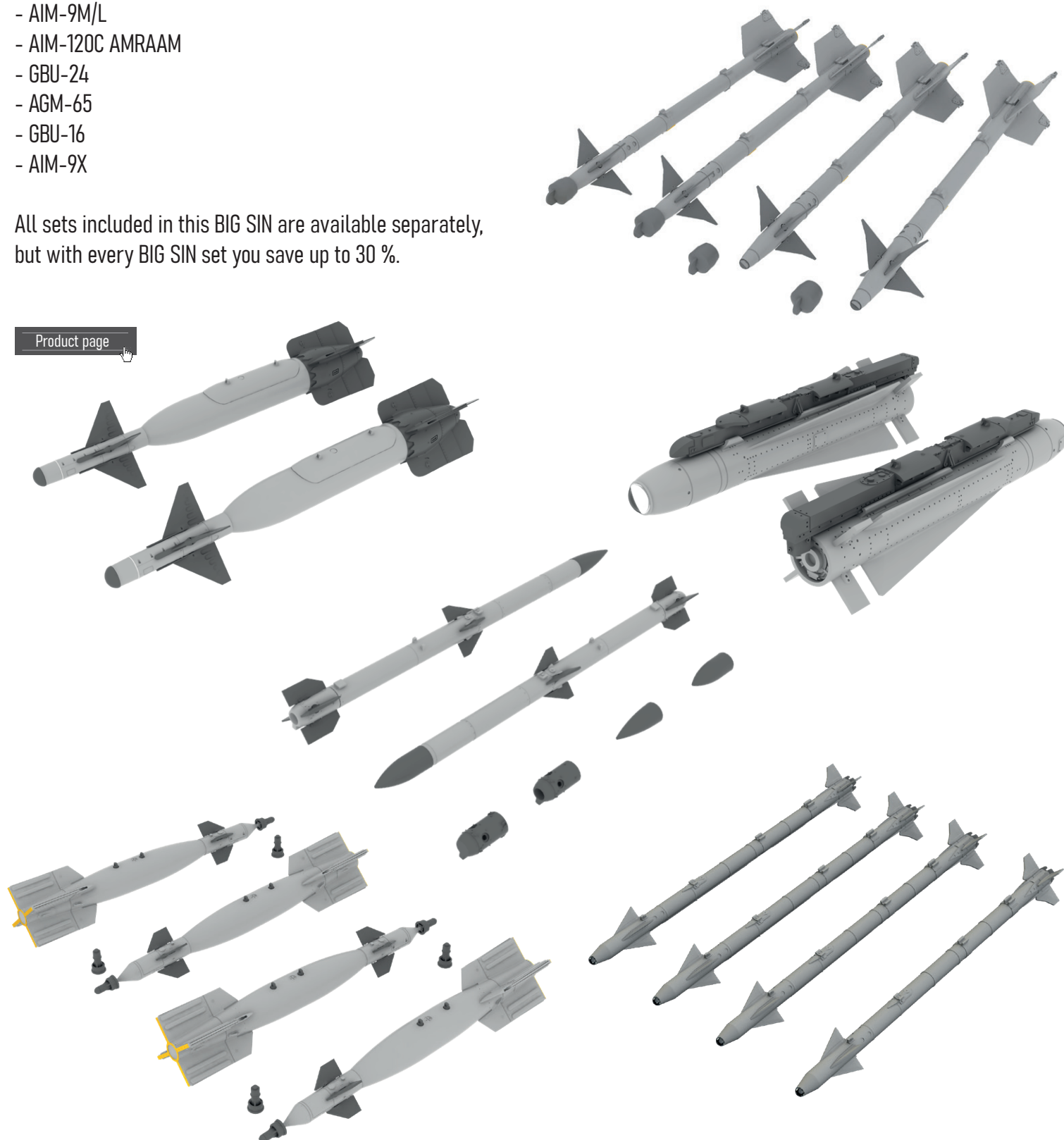
1/48

Collection of 6 sets for F/A-18E/F in 1/48 scale.

- AIM-9M/L
- AIM-120C AMRAAM
- GBU-24
- AGM-65
- GBU-16
- AIM-9X

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

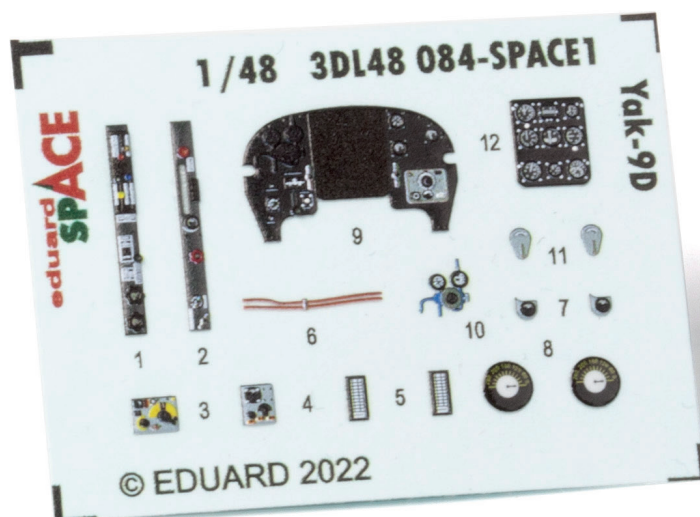
[Product page](#)



3DL48084 **Yak-9D SPACE** 1/48 Zvezda

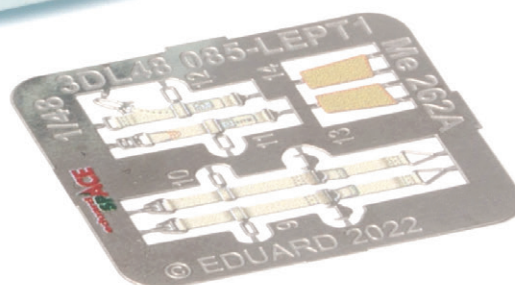
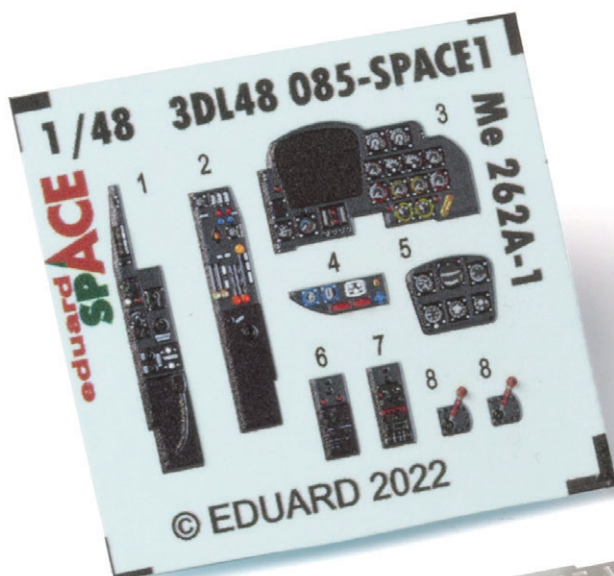
Product page

*SNADNÁ
APLIKACE*

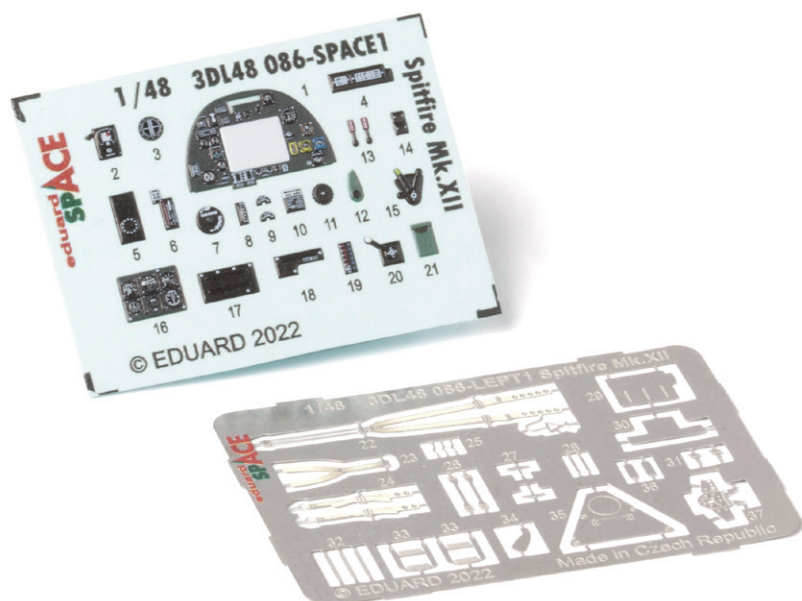


3DL48085 **Me 262A SPACE** 1/48 Tamiya

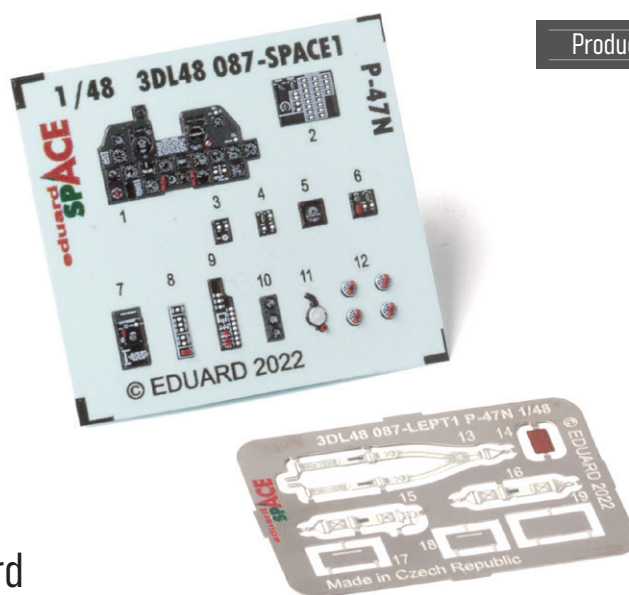
Product page



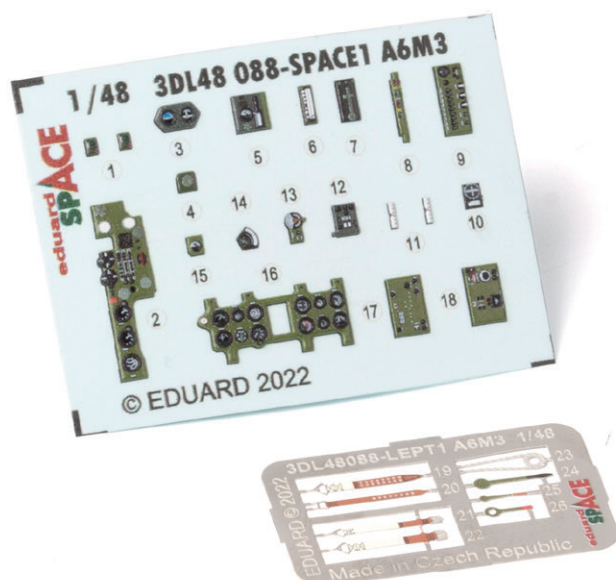
3DL48086 Spitfire Mk.XII SPACE 1/48 Airfix

[Product page](#)


3DL48087 P-47N SPACE 1/48 Academy

[Product page](#)


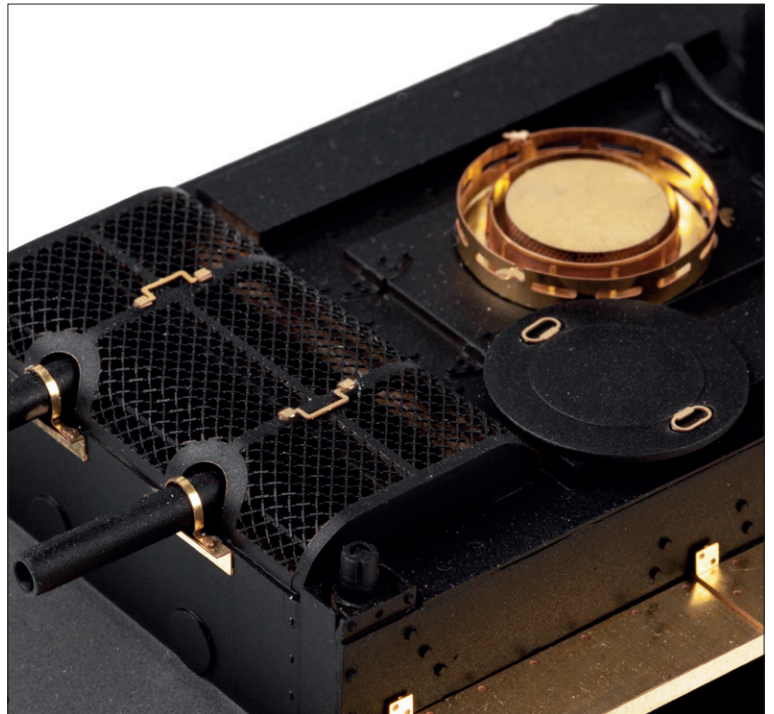
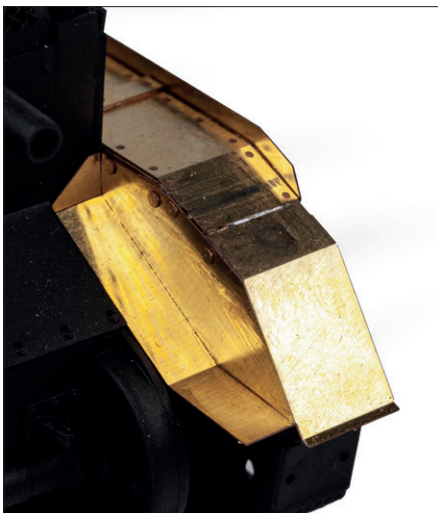
3DL48088 A6M3 SPACE 1/48 Eduard

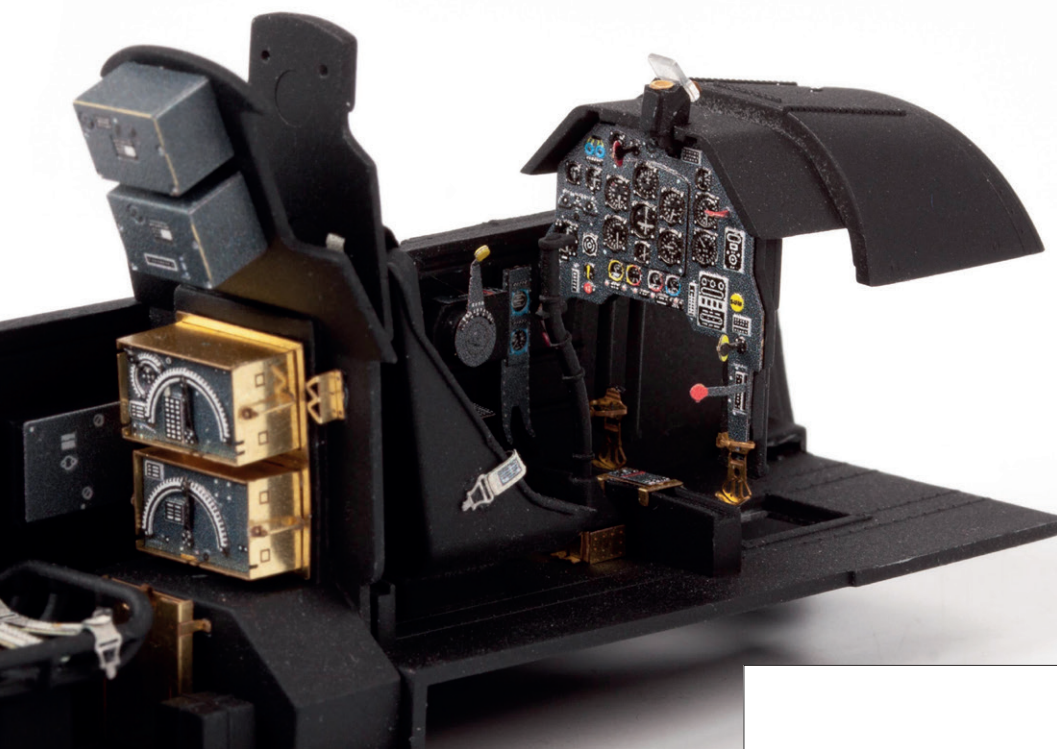
[Product page](#)


BT-2

1/35 Hobby Boss

36490





Ju 87G-1/2

1/35 Border Model

321000

33333 *Zoom*

Ju 87G-1/2 (interior)

33334 *Zoom*

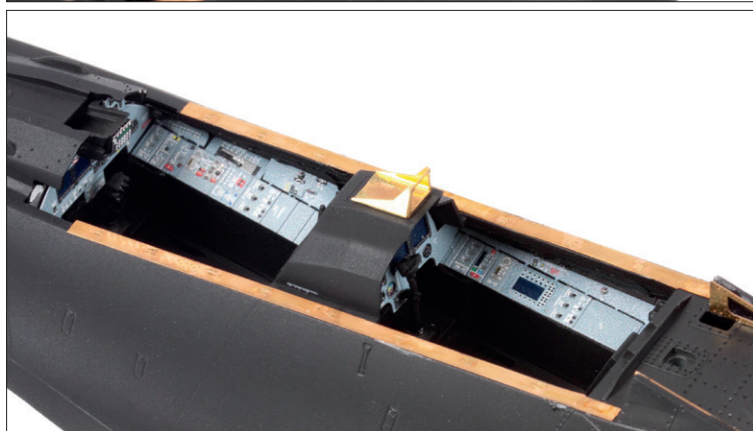
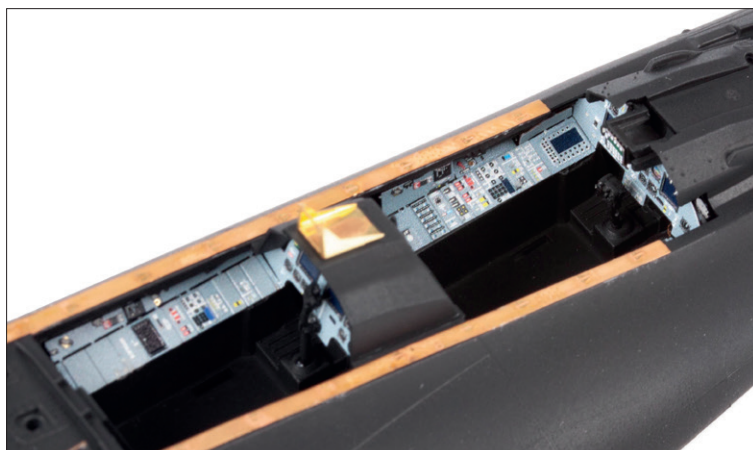
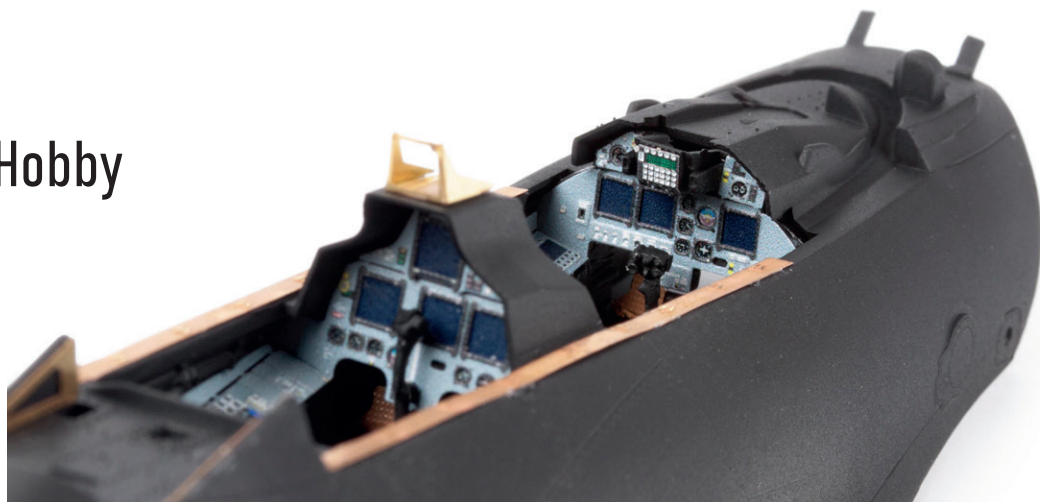
Ju 87G-1/2 seatbelts STEEL



Su-30SM

1/48 Great Wall Hobby

491310



FE1310

Su-30SM (interior)



FE1311

Su-30SM seatbelts STEEL



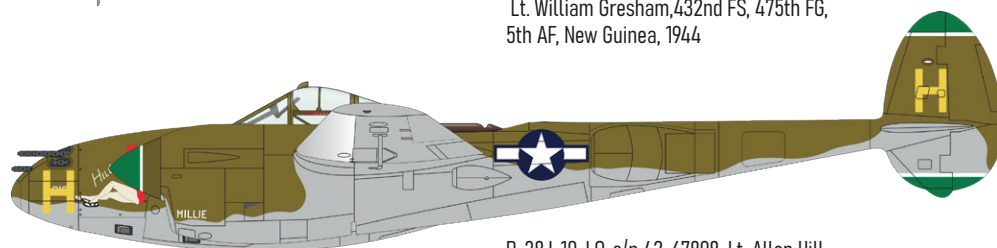
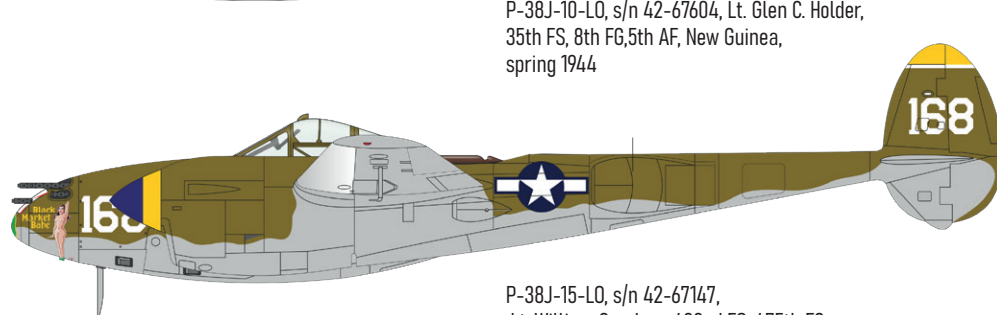
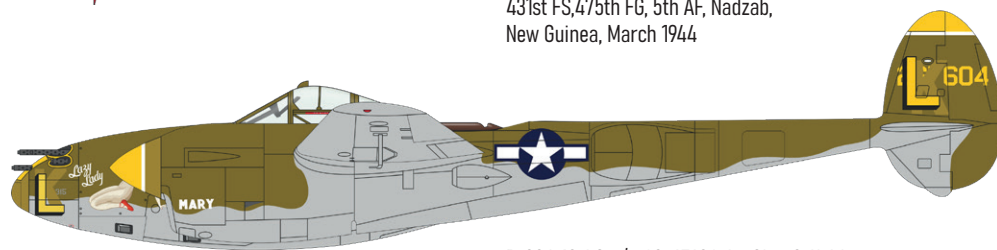
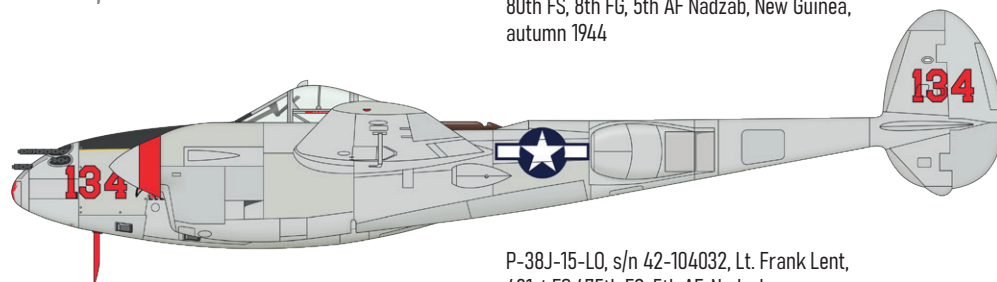
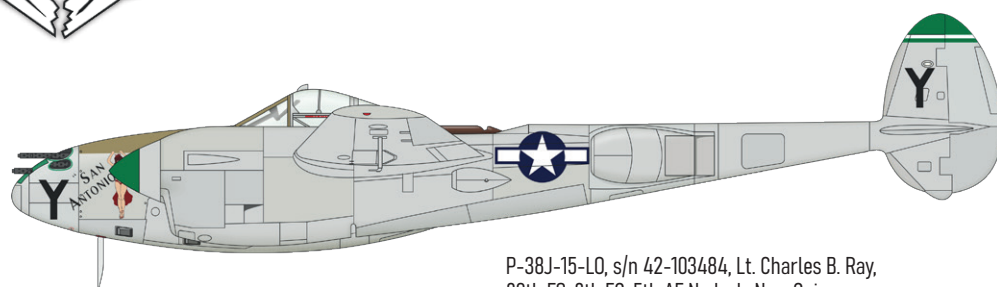
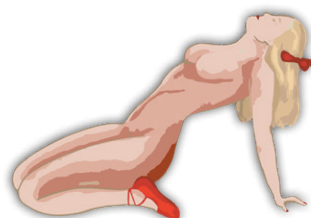
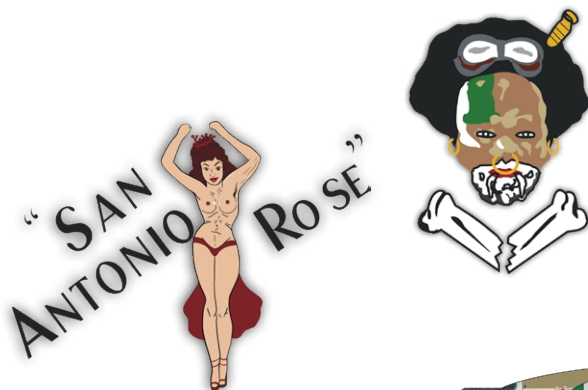
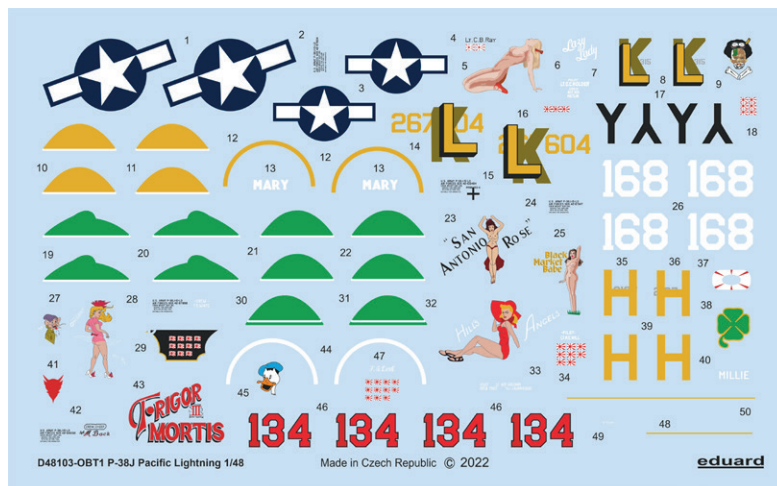
DECAL SET

D48103

P-38J Pacific Lightning

1/48 Tamiya

Product page





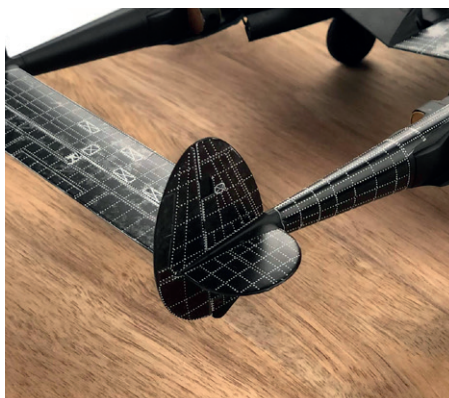
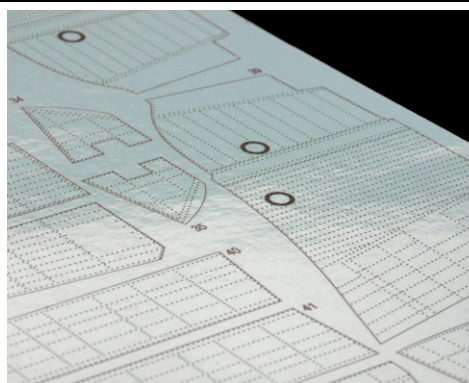
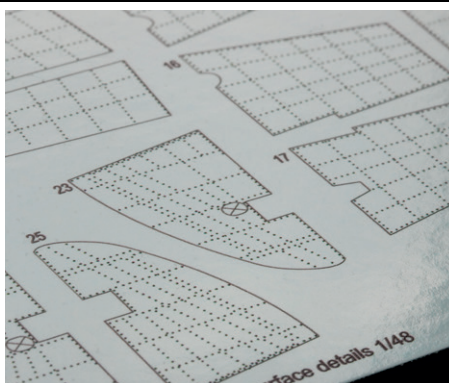
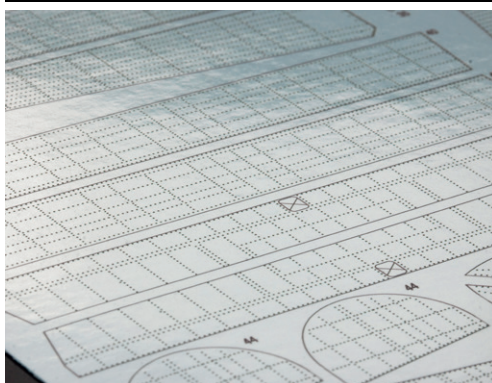
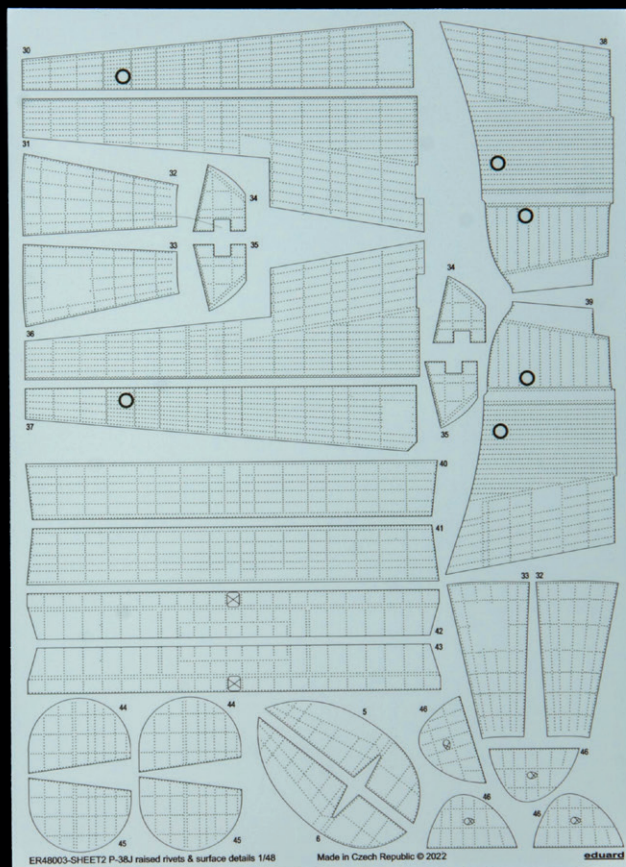
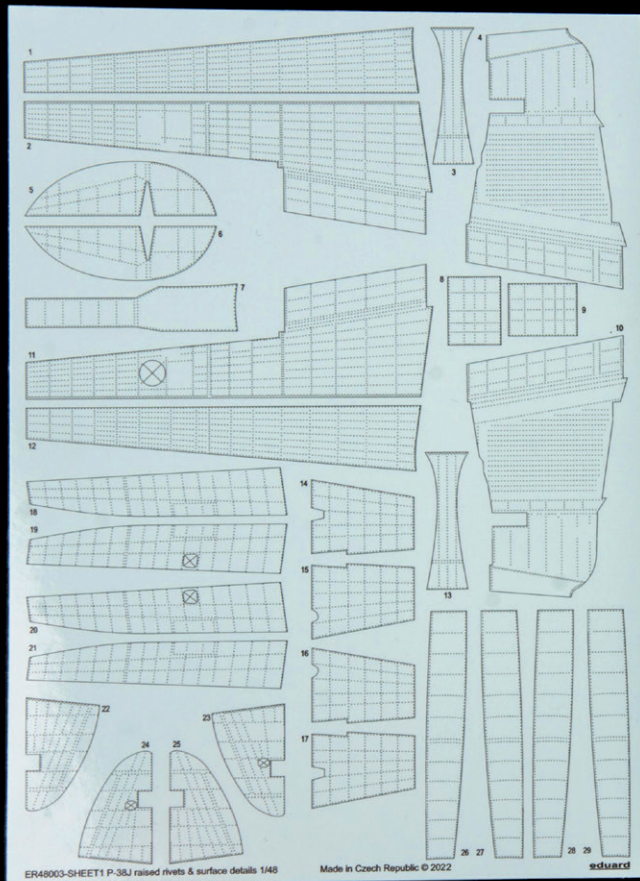
EDDIE THE RIVETER

ER48003

P-38J raised rivets and surface details

1/48 Tamiya

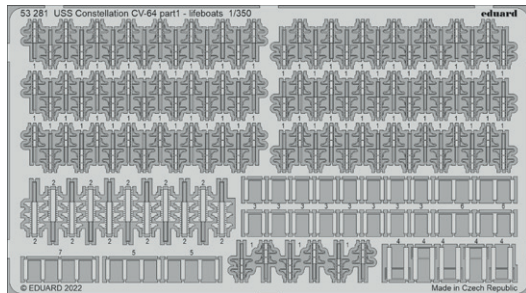
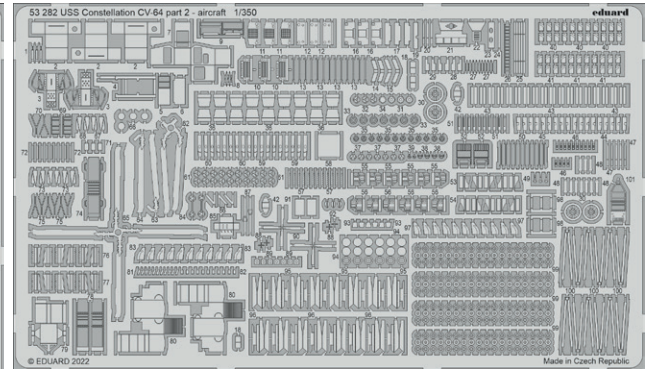
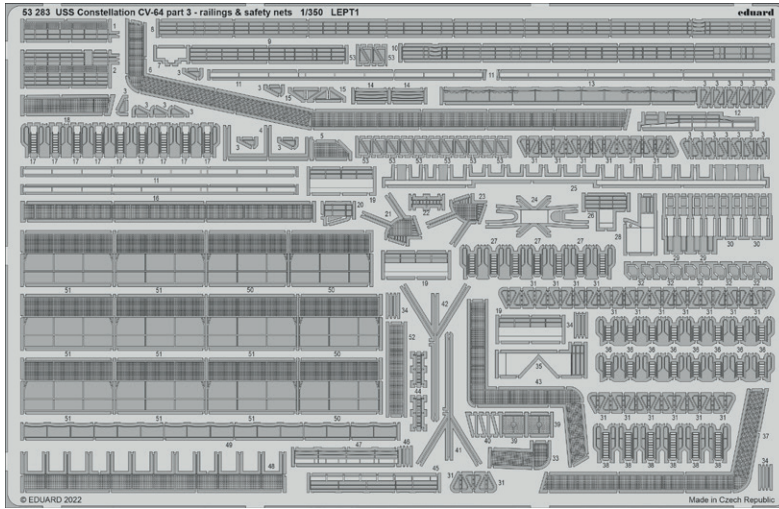
Product page



BIG5366 USS Constellation CV-64 PART I 1/350 Trumpeter

Product page

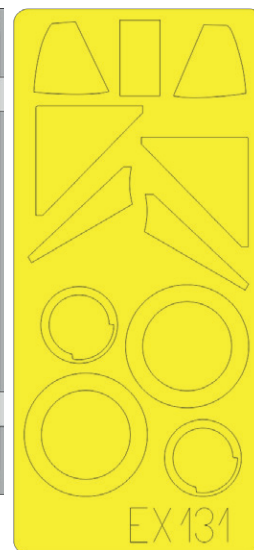
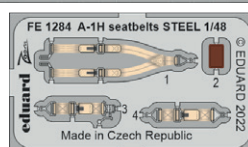
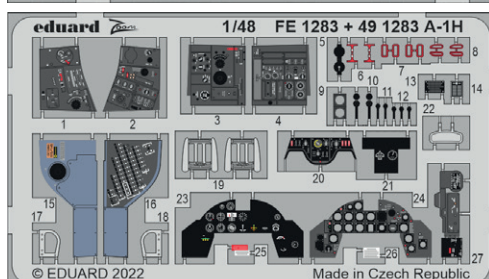
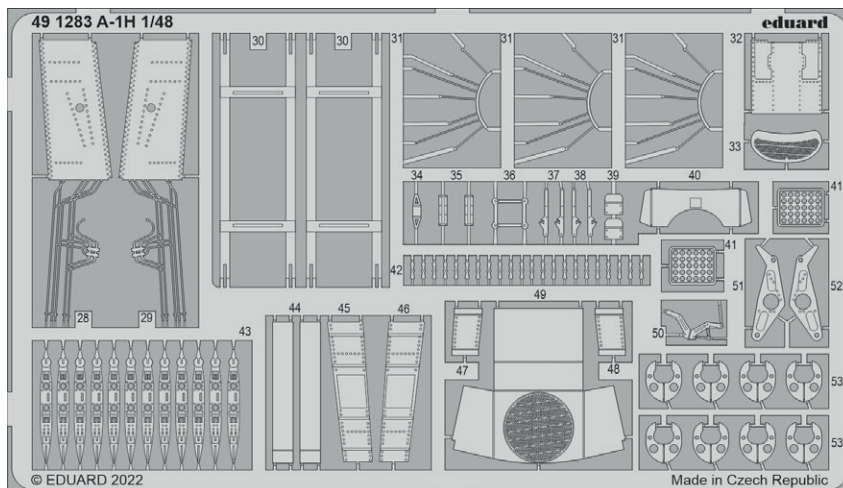
- 53281 USS Constellation CV-64 part 1 - lifeboats 1/350
- 53282 USS Constellation CV-64 part 2 - aircraft 1/350
- 53283 USS Constellation CV-64 part 3 - railings & safety nets 1/350



BIG49344 A-1H 1/48 Tamiya

Product page

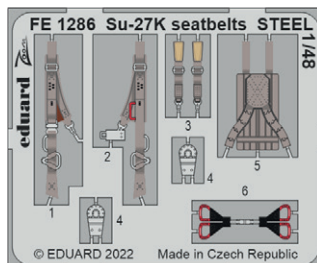
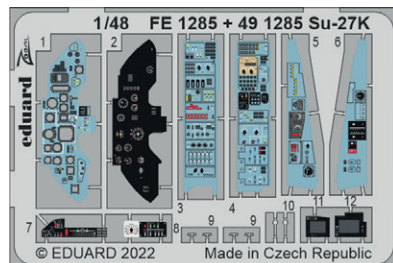
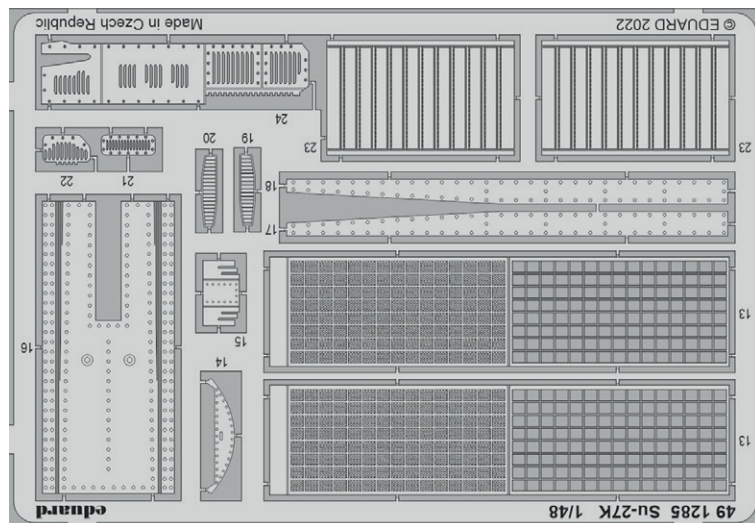
- 491283 A-1H 1/48
- FE1284 A-1H seatbelts STEEL 1/48
- EX131 A-1H 1/48



BIG49345 **Su-27K** 1/48 Minibase

[Product page](#)

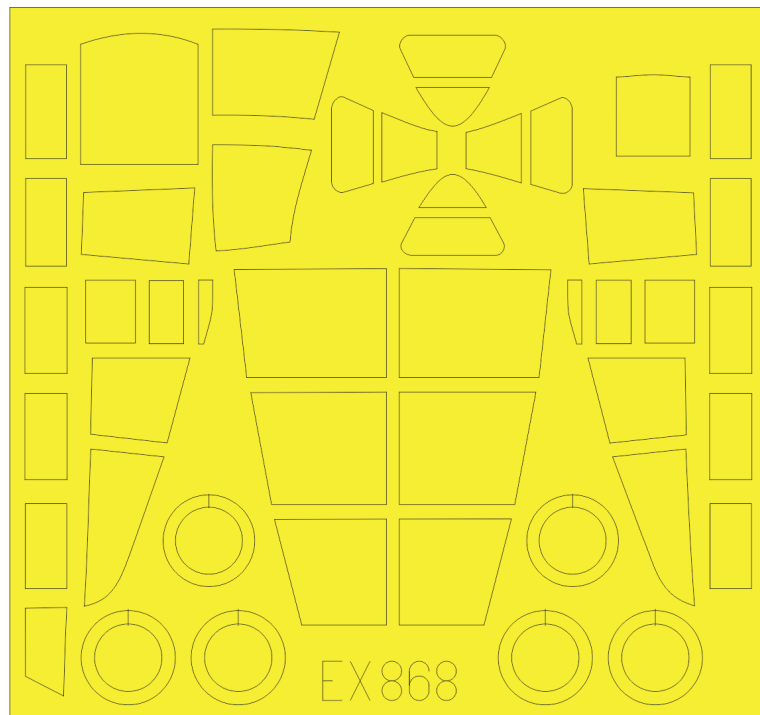
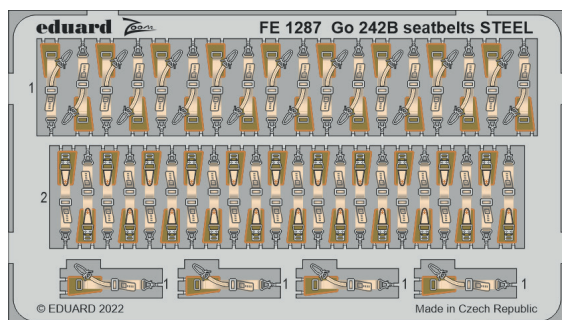
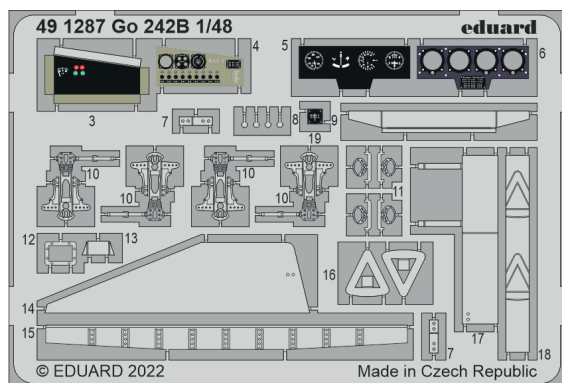
491285 Su-27K 1/48
FE1286 Su-27K seatbelts STEEL 1/48
EX872 Su-27K 1/48



BIG49346 **Go 242B** 1/48 ICM

[Product page](#)

491287 Go 242B 1/48
FE1287 Go 242B seatbelts STEEL 1/48
EX868 Go 242B 1/48



JX295 Ju 87G-1/2
1/35 Border Model

JX296 Ju 87G-1/2 TFace
1/35 Border Model

EX893 P-47N
1/48 Academy

EX894 P-47N TFace
1/48 Academy

EX895 Mi-35M
1/48 Zvezda

EX896 Mi-35M TFace
1/48 Zvezda

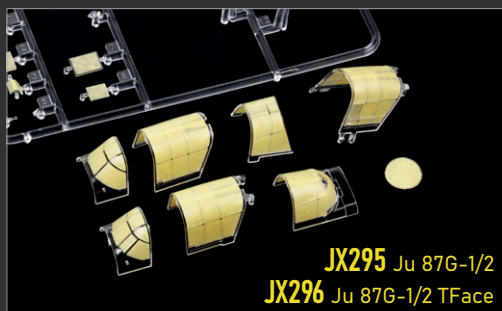
EX897 Spitfire Mk.XII
1/48 Airfix

EX898 Spitfire Mk.XII TFace
1/48 Airfix

EX899 A6M3 Zero TFace
1/48 Eduard

CX631 I-16 Type 5
1/72 Clear Prop

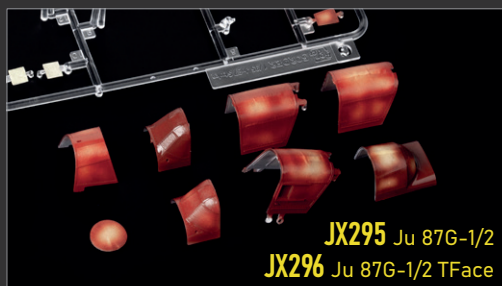
CX632 A-4M
1/72 Hobby Boss



JX295 Ju 87G-1/2
JX296 Ju 87G-1/2 TFace



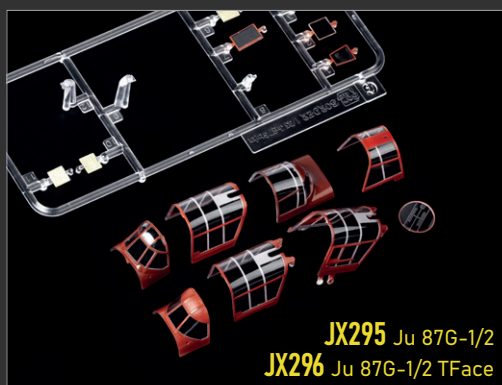
JX296 Ju 87G-1/2 TFace



JX295 Ju 87G-1/2
JX296 Ju 87G-1/2 TFace



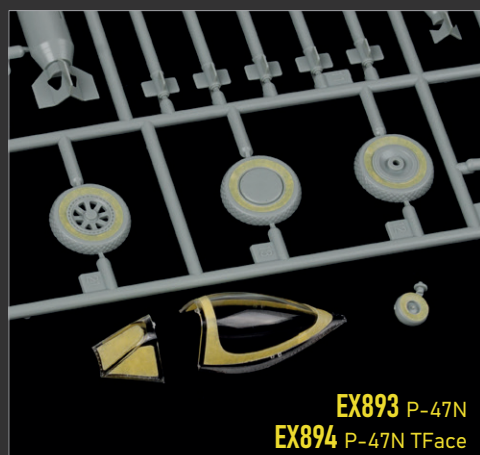
JX296 Ju 87G-1/2 TFace



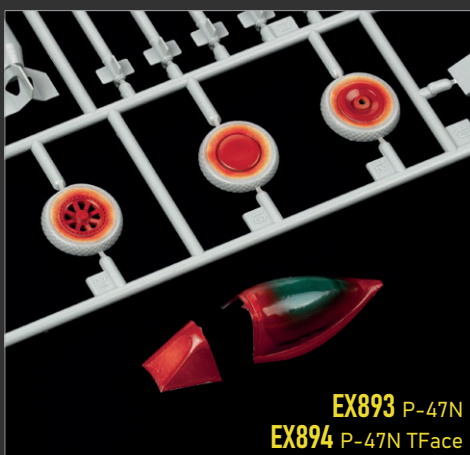
JX295 Ju 87G-1/2
JX296 Ju 87G-1/2 TFace



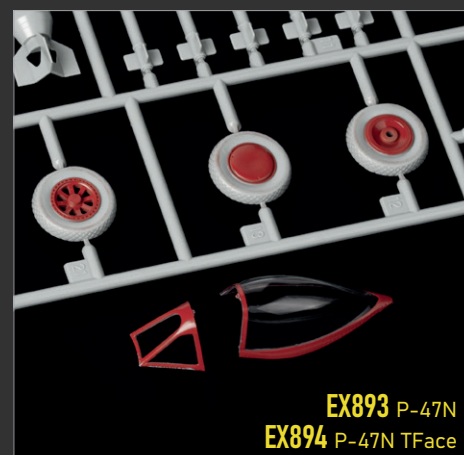
JX296 Ju 87G-1/2 TFace



EX893 P-47N
EX894 P-47N TFace



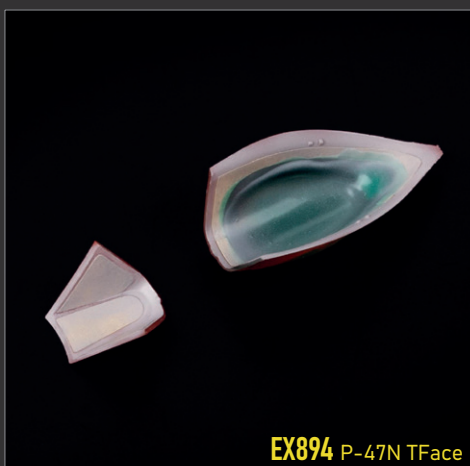
EX893 P-47N
EX894 P-47N TFace



EX893 P-47N
EX894 P-47N TFace



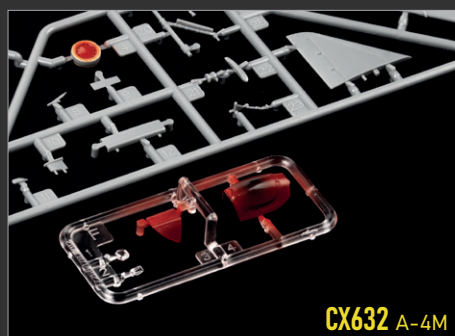
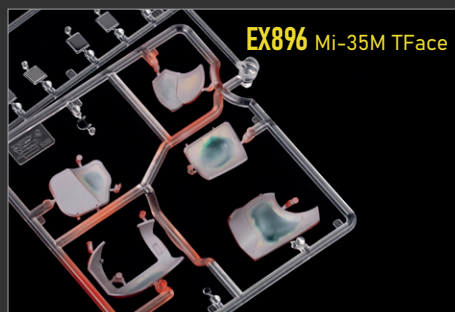
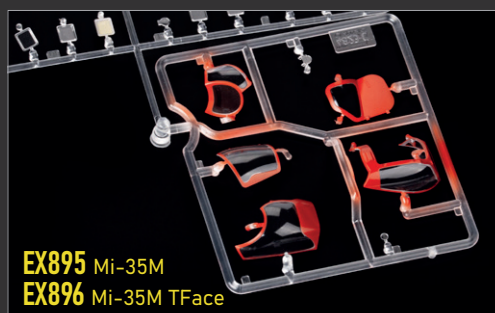
EX894 P-47N TFace



EX894 P-47N TFace



EX894 P-47N TFace



KITS

82213	A6M3 Zero Type 32	1/48 ProfiPack
11166	MIDWAY Dual Combo	1/48 Limited
11167	Z-326 Trenér Master Dual Combo	1/48 Limited
84116	Fw 190A-8	1/48 Weekend edition
70144	MiG-21PFM Re-release	1/72 ProfiPack

PE-SETS

53286	Schnellboot S-38	1/72 Fore Hobby
321000	Ju 87G-1/2	1/35 Border Model
36490	BT-2	1/35 Hobby Boss
481088	Mi-35M exterior	1/48 Zvezda
481089	Mi-35M cargo interior	1/48 Zvezda
481090	Spitfire Mk.XII landing flaps	1/48 Airfix
481091	A6M3 Zero landing flaps	1/48 Eduard
481092	A6M3 Zero	1/48 Eduard
491302	Spitfire Mk.XII	1/48 Airfix
491304	F3F-2	1/48 Academy
491306	P-47N	1/48 Academy
491308	Mi-35M interior	1/48 Zvezda
491310	Su-30SM	1/48 Great Wall Hobby
73779	A-4M	1/72 Hobby Boss

ZOOMS

33333	Ju 87G-1/2	1/35 Border Model
33334	Ju 87G-1/2 seatbelts STEEL	1/35 Border Model
FE1302	Spitfire Mk.XII	1/48 Airfix
FE1303	Spitfire Mk.XII seatbelts STEEL	1/48 Airfix
FE1304	F3F-2	1/48 Academy
FE1305	F3F-2 seatbelts STEEL	1/48 Academy
FE1306	P-47N	1/48 Academy
FE1307	P-47N seatbelts STEEL	1/48 Academy
FE1308	Mi-35M	1/48 Zvezda
FE1309	Mi-35M seatbelts STEEL	1/48 Zvezda
FE1310	Su-30SM	1/48 Great Wall Hobby
FE1311	Su-30SM seatbelts STEEL	1/48 Great Wall Hobby
SS779	A-4M	1/72 Hobby Boss

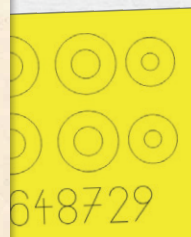
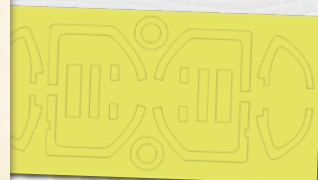
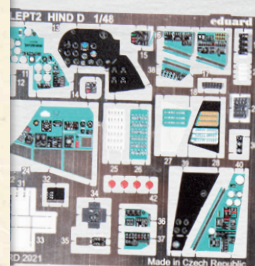
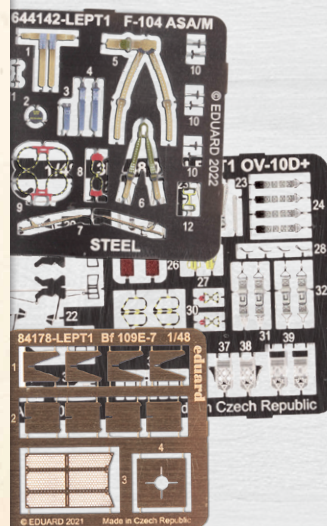
MASKS

JX295	Ju 87G-1/2	1/35 Border Model
JX296	Ju 87G-1/2 TFace	1/35 Border Model
EX893	P-47N	1/48 Academy
EX894	P-47N TFace	1/48 Academy
EX895	Mi-35M	1/48 Zvezda
EX896	Mi-35M TFace	1/48 Zvezda
EX897	Spitfire Mk.XII	1/48 Airfix
EX898	Spitfire Mk.XII TFace	1/48 Airfix
EX899	A6M3 Zero TFace	1/48 Eduard
CX631	I-16 Type 5	1/72 Clear Prop
CX632	A-4M	1/72 Hobby Boss

LIMITED

ProfiPACK
edition

WEEKEND
edition



BIG ED

BIG5366	USS Constellation CV-64 PART I	1/350 Trumpeter
BIG49344	A-1H	1/48 Tamiya
BIG49345	Su-27K	1/48 Minibase
BIG49346	Go 242B	1/48 ICM

BRASSIN

632182	Yak-9T exhaust stacks PRINT	1/32 ICM
644164	F4F-4 LööK	1/48 Eduard
644174	F/A-18F LööK	1/48 Meng
644178	P-38J LööK	1/48 Tamiya
648756	F4F 42gal ventral drop tank PRINT	1/48 Eduard
648786	A6M3 seat PRINT	1/48 Eduard
648787	A6M3 tailwheel PRINT	1/48 Eduard
648788	A6M3 cannon barrels & cockpit guns PRINT	1/48 Eduard
648789	P-38J gun barrels PRINT	1/48 Tamiya
648790	P-38J nose gun bay PRINT	1/48 Tamiya
648791	P-38J superchargers PRINT	1/48 Tamiya
648795	F4F-3 wheel bay PRINT	1/48 Eduard
648797	F/A-18E,F exhaust nozzles PRINT	1/48 Tamiya
653009	OS2U-3 Kingfisher PRINT	1/350
672298	FM-2 exhaust PRINT	1/72 Arma Hobby
672299	F4F wheels late PRINT	1/72 Arma Hobby
672300	F4F wheels late w/rims PRINT	1/72 Arma Hobby
672301	Hurricane Mk.I exhaust stacks	1/72 Arma Hobby
672302	Hurricane Mk.I wheels	1/72 Arma Hobby

LööKPLUS

644179	EA-18G LööKplus	1/48 Meng
644180	F4F-3 late LööKplus	1/48 Eduard

BIG SIN

SIN64891	Sopwith Camel Le Rhone engine	1/48 Eduard
SIN64892	F/A-18E/F armament	1/48

SPACE

3DL48084	Yak-9D SPACE	1/48 Zvezda
3DL48085	Me 262A SPACE	1/48 Tamiya
3DL48086	Spitfire Mk.XII SPACE	1/48 Airfix
3DL48087	P-47N SPACE	1/48 Academy
3DL48088	A6M3 SPACE	1/48 Eduard

DECAL SET

D48103	P-38J Pacific Lightning	1/48 Tamiya
D48106	Ju 87 stencils	1/48 Hasegawa/Airfix/Italeri

EDDIE THE RIVETER

ER48003	P-38J raised rivets & surface details	1/48 Tamiya
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BIG-ED

eduard
BRASSINeduard
BRASSIN
Print

LööK

LööK+

BIG
SINeduard
SPACEEddie
the Riveter

1/48

F4F-3 Wildcat

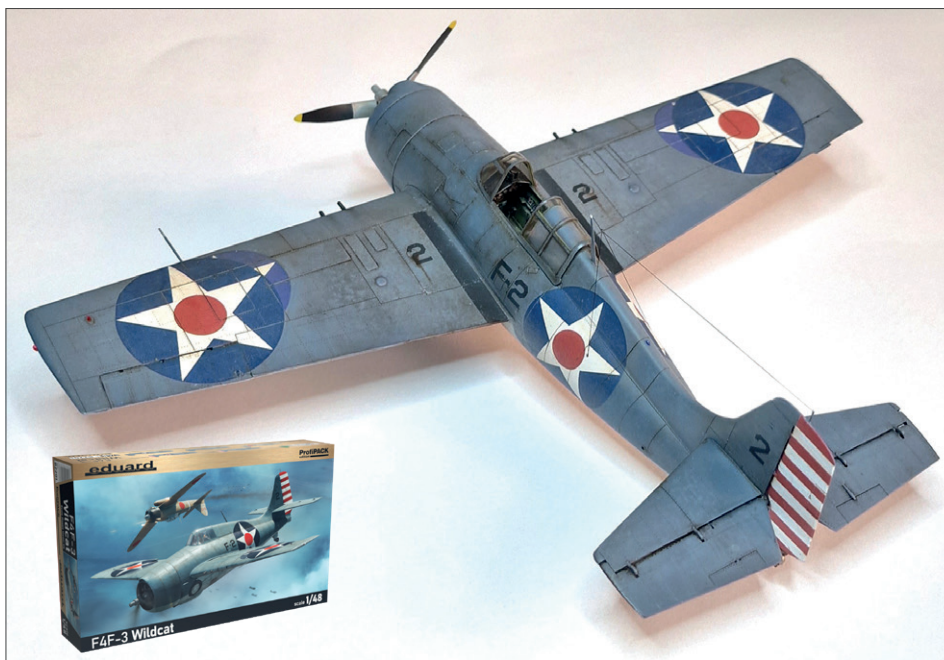
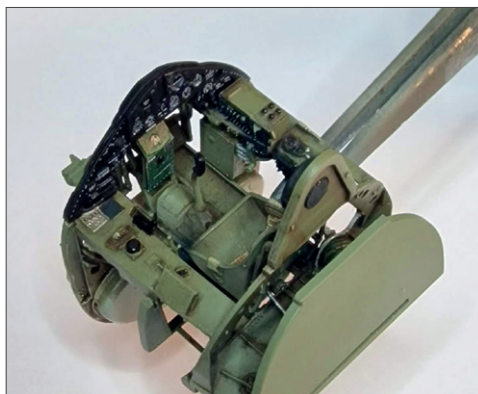


built by **Paolo Portuesi**

Cat. No. 82201

marking E

Product page

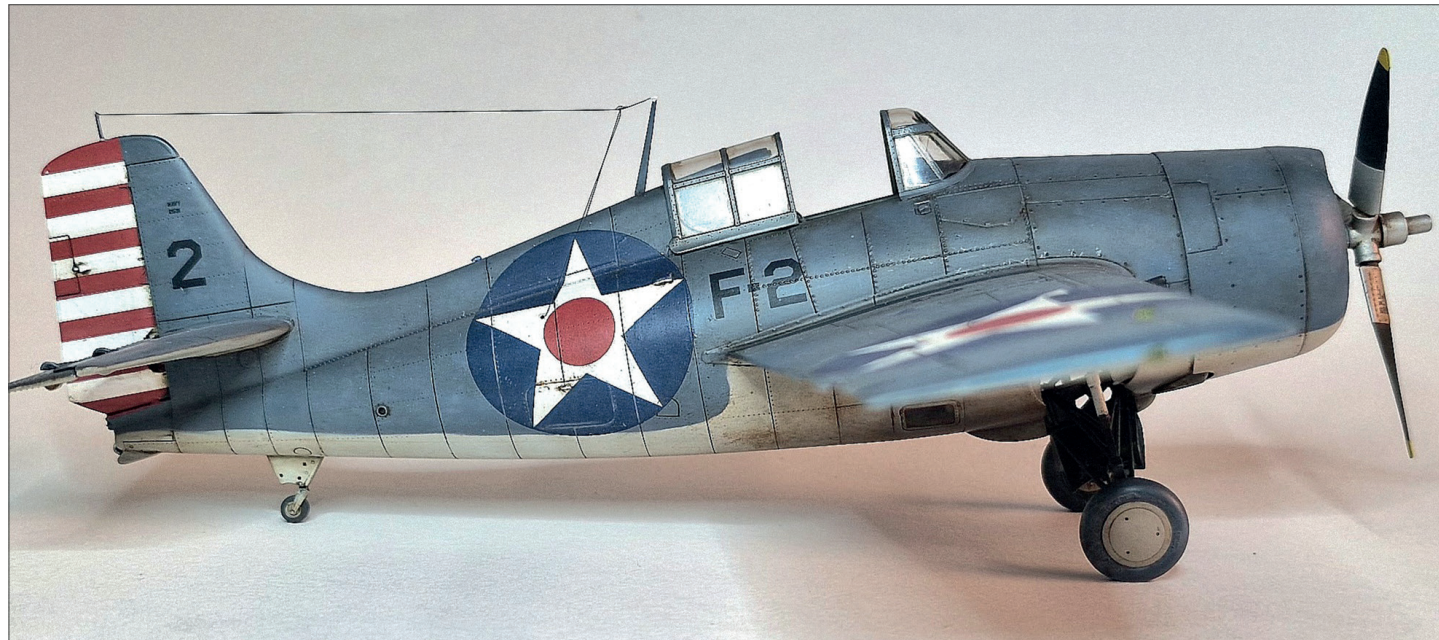


BuNo. 2531, Lt. Elbert S. McCuskey, VF-42, USS Yorktown (CV-5), May 1942

Elbert Scott McCuskey was born February 8, 1915 in Little Rock, Arkansas, and after attending universities in Alabama and Arkansas, he signed up for naval aviation training on May 28, 1938. After successfully undergoing pilot training, he was assigned to VS-41 on the USS Ranger as an Ensign in October 1939. In July 1941, he was reassigned to VF-42 on the USS Yorktown, on which he would serve until July 1942. Then, until June 1943, he

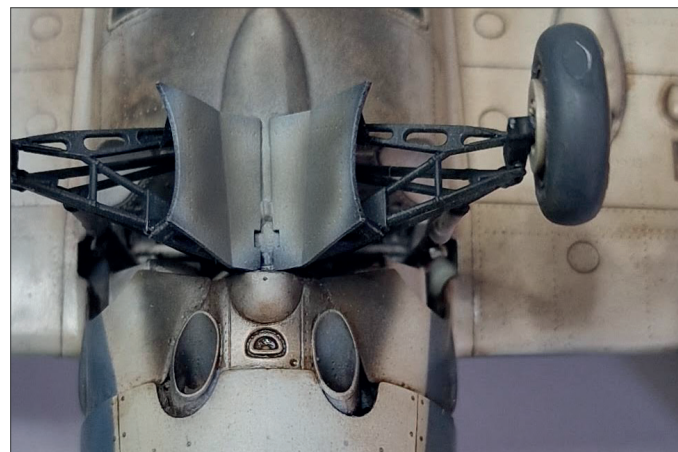
trained young Naval Aviators in the art of flying, following this up with a return to operational flying as a unit commander, first with VF-6, and then, from March 1944, with VF-8. Both of these units were flying the Hellcat by then. During his combat career in the Second World War, he gained 13.5 kills. He remained loyal to the Navy after the war, not retiring until July 1965. He died of a heart attack on June 15, 1997. With this Wildcat, he shot down

a Zero in the Battle of the Coral Sea. The aircraft was camouflaged in the same way as the Wildcat flown by Lt. Edward O'Hare, and even the markings were similar, with one difference being the application of large American markings on the fuselage and wings. An interesting facet to this aircraft was the original markings on the wings being visible under the new ones.



ACCESSORIES USED:

- 648766 F4F-3 exhausts PRINT (Brassin)
- 648767 F4F-3 wheels early (Brassin)
- 648769 F4F gun barrels PRINT (Brassin)
- 648777 F4F-3 cockpit w/ reflector gun sight PRINT (Brassin)
- EX878 F4-3 TFace (Mask)



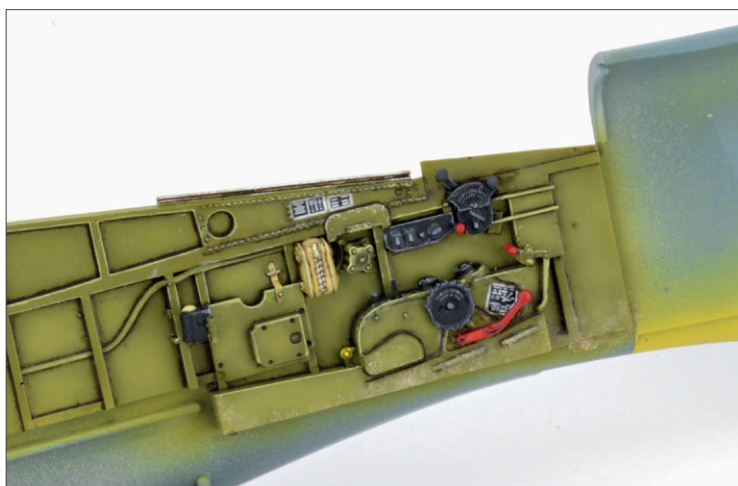
P-51D cockpit

1/48 Eduard

built by JAN BARANEC

Cat. No. 648522

Product page



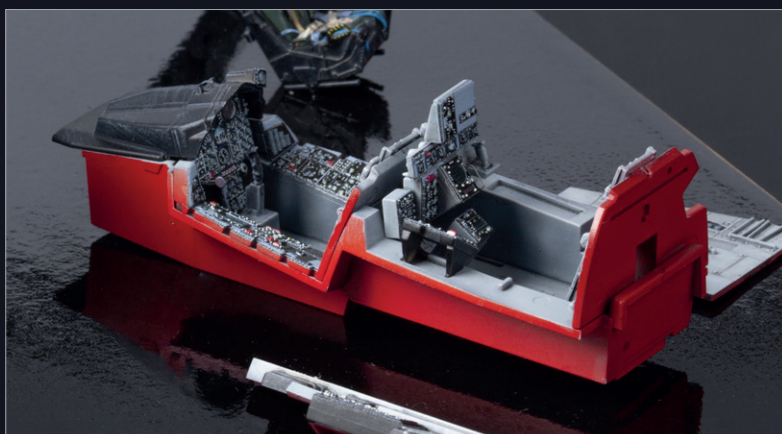
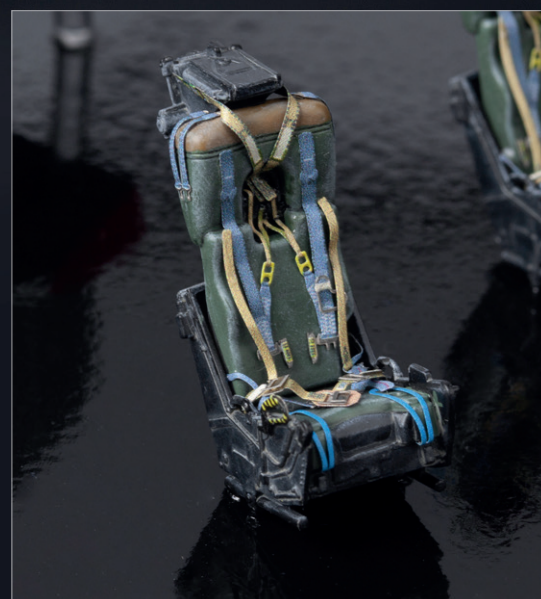
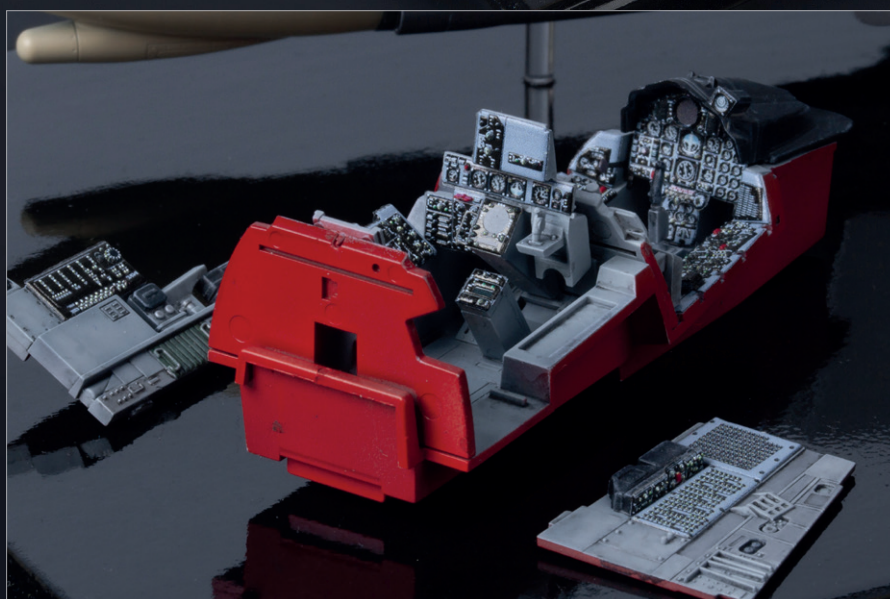
F-4B

1/48 Tamiya

eduard
SPACE[Product page](#)

3DL48040

built by Jan Novotný



BIG ED (November)

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 (November)

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 (November)

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

BIGSIN (November)

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

648799**A6M3 wheels****1/48 Eduard**

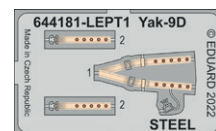
Brassin set - the undercarriage wheels for A6M3 in 1/48 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

**644181****Yak-9D LööK***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:

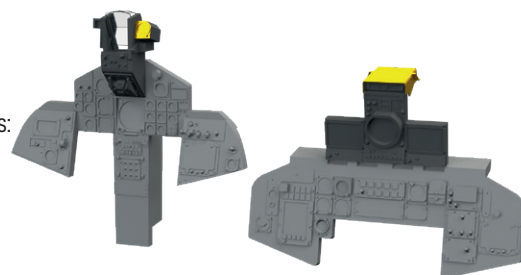
- resin: 1 part
- 3D print: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644184****Tornado IDS LööK***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:

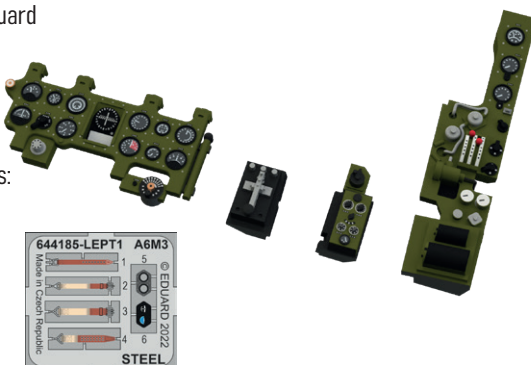
- resin: 5 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644185****A6M3 LööK***LööK***1/48 Eduard**

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



648793

F4F-3 gun bays PRINT

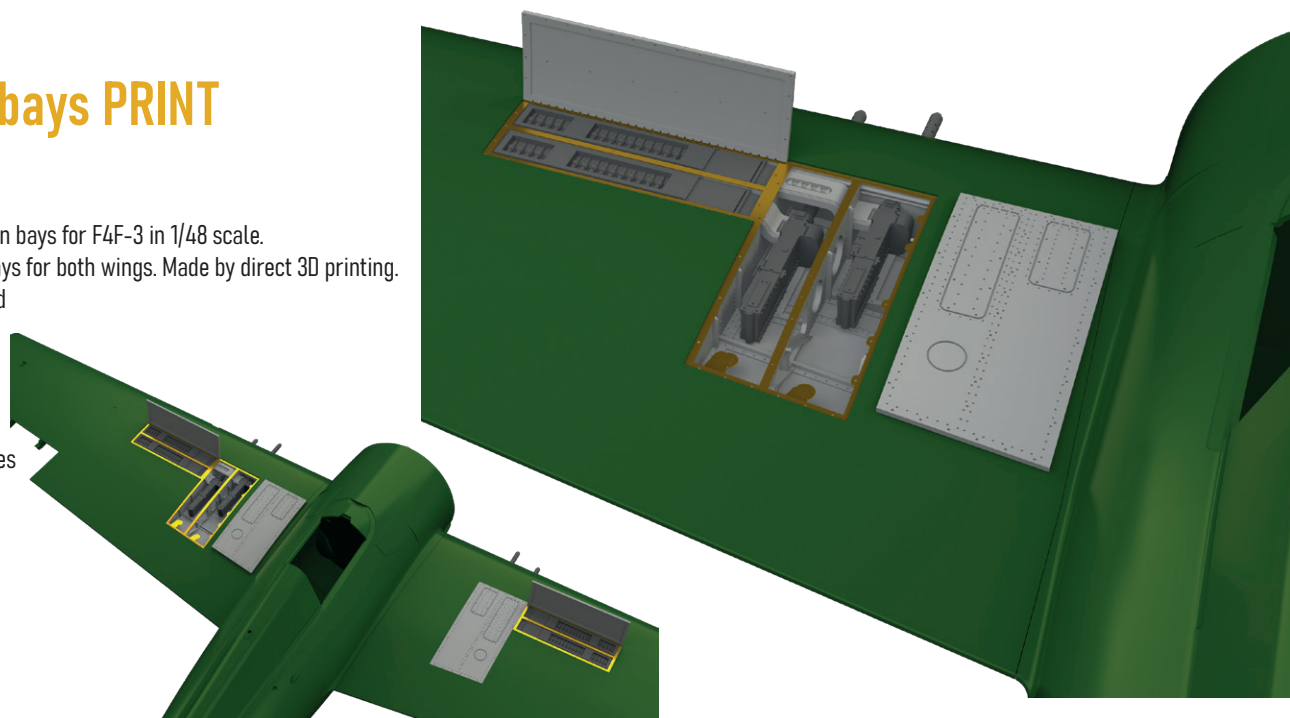
1/48 Eduard

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

eduard
BRASSIN
Print



648794

F4F-3 landing flaps PRINT

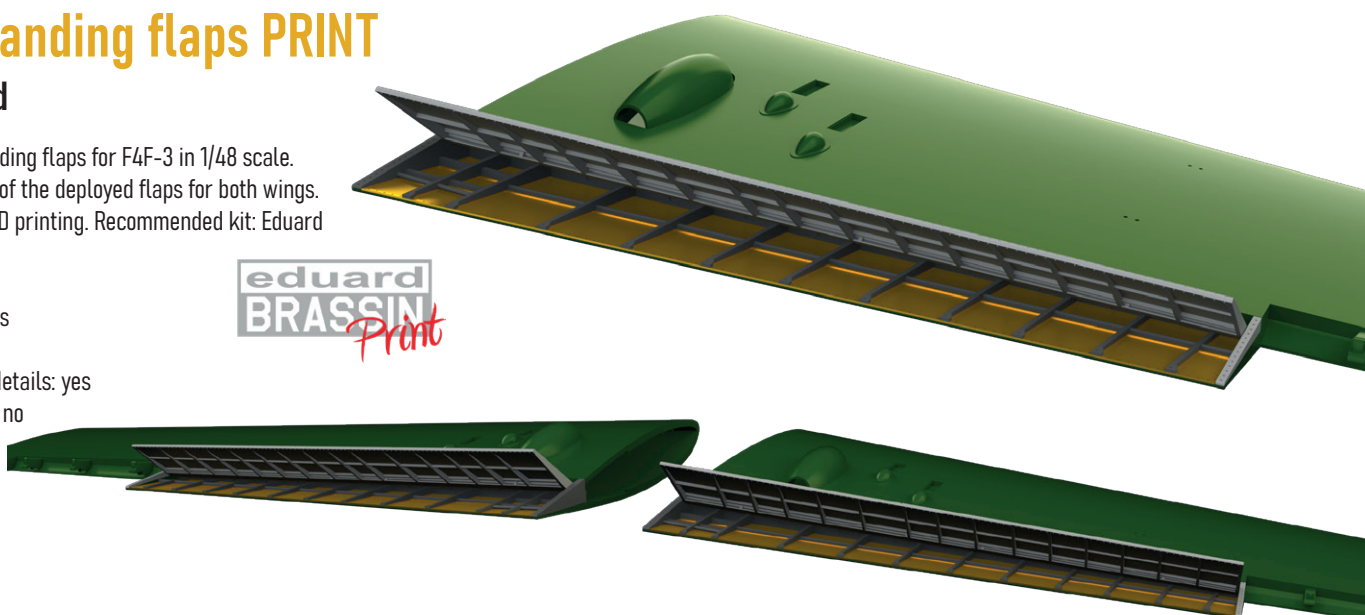
1/48 Eduard

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

eduard
BRASSIN
Print



648800

A6M3 cockpit PRINT

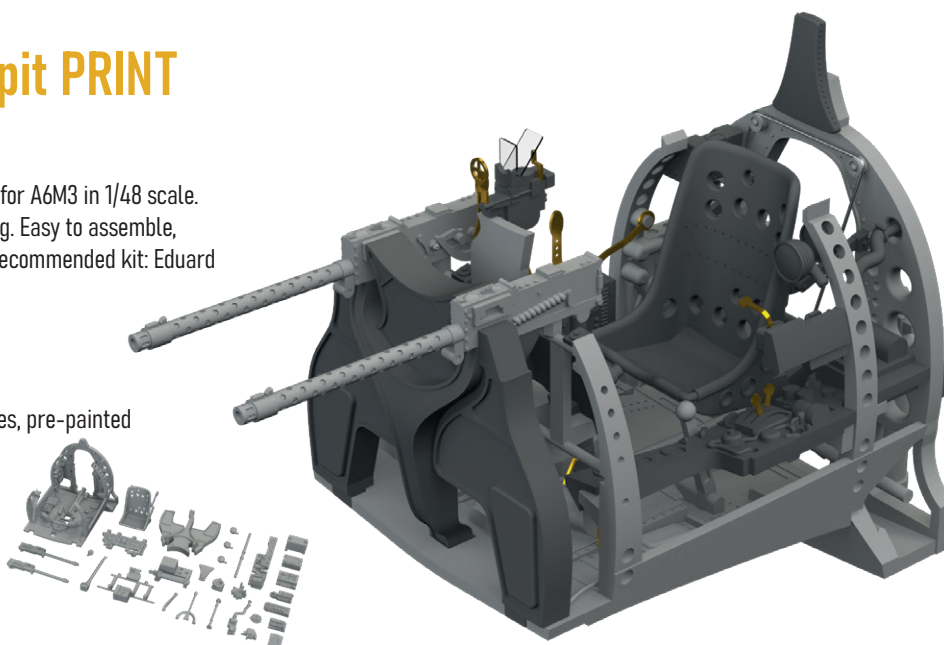
1/48 Eduard

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

eduard
BRASSIN
Print



648801

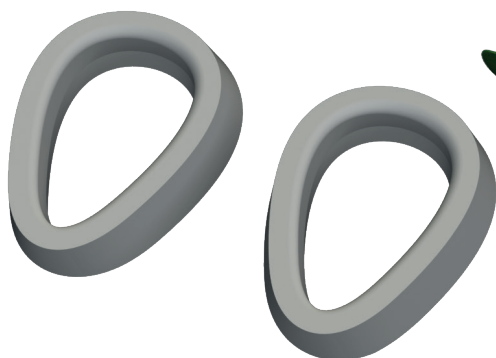
A6M3 exhausts PRINT

1/48 Eduard

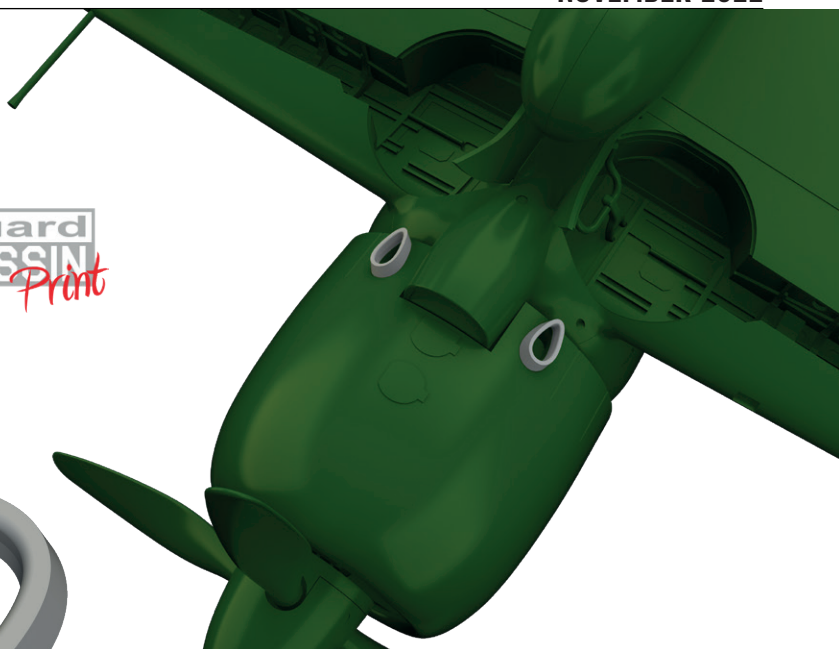
Brassin set - the exhausts for A6M3 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



eduard
BRASSIN
Print



648803

F4F-4 cockpit PRINT

1/48 Eduard

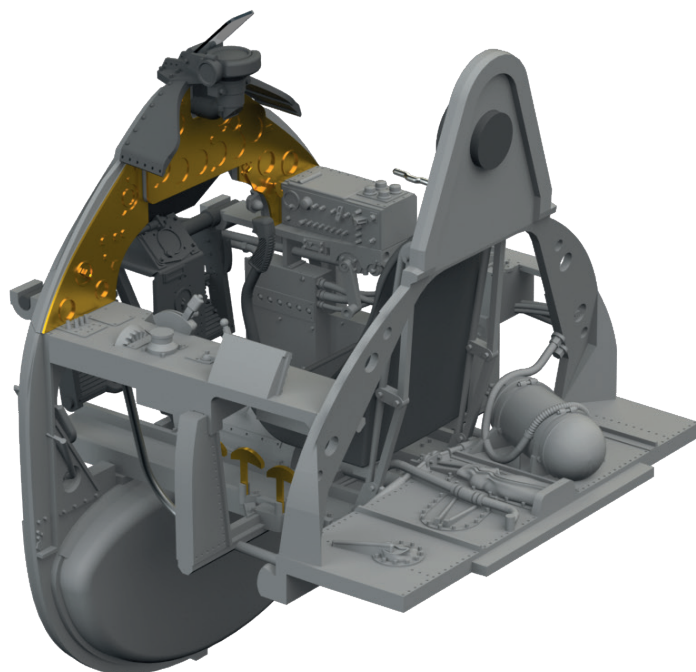
Brassin set - the cockpit for F4F-4 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



eduard
BRASSIN
Print



648804

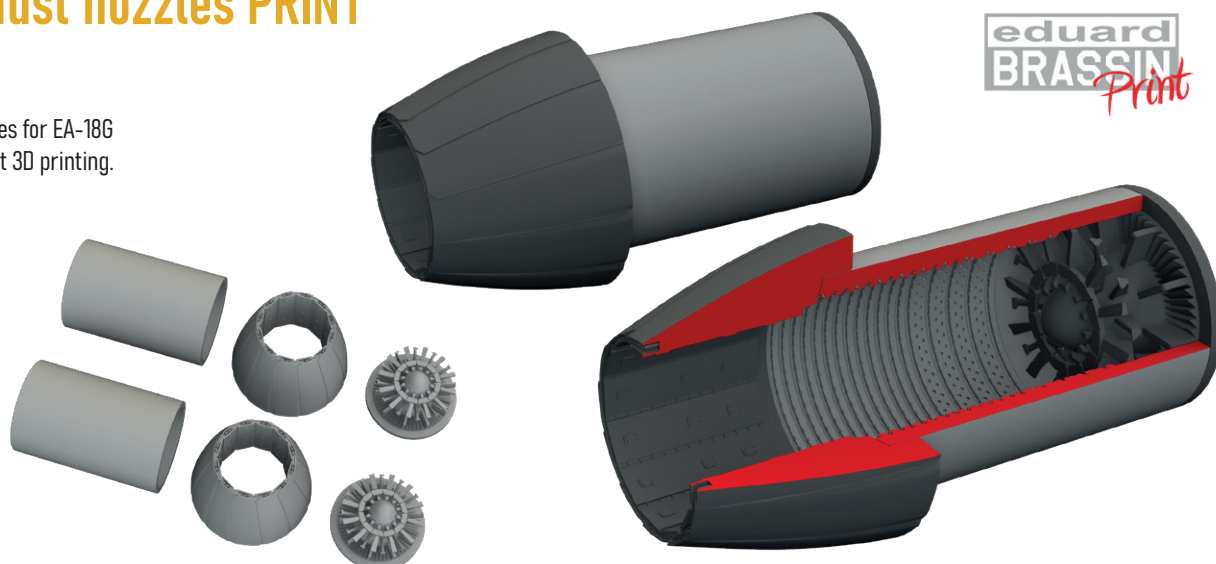
EA-18G exhaust nozzles PRINT

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



eduard
BRASSIN
Print

648805

Yak-9D exhaust stacks 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



eduard
BRASSIN
Print

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



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



eduard
BRASSIN
Print

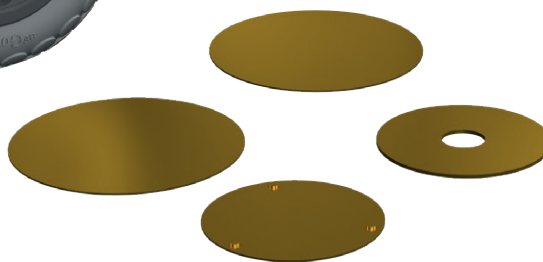
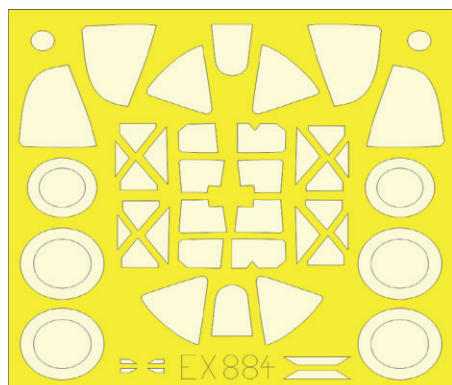
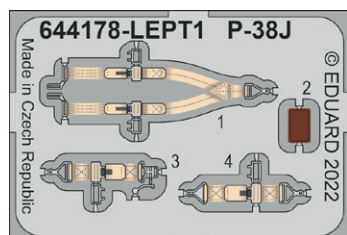
644182

P-38J LööKplus**1/48 Tamiya***Löökt*

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



644183

F/A-18F LööKplus

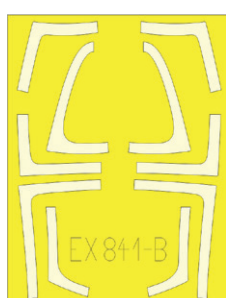
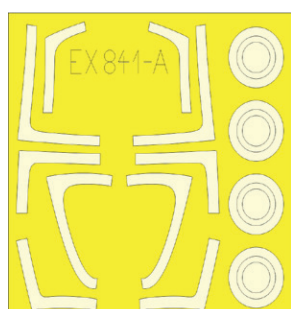
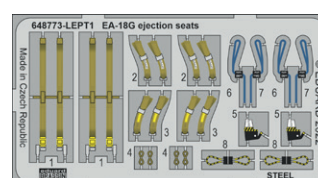
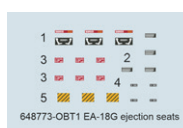
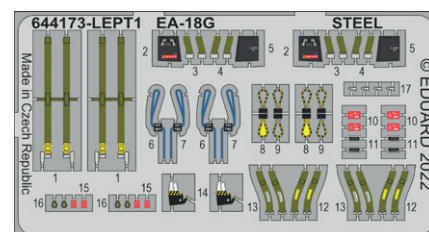
1/48 Meng

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

LööK



SIN64893

Sopwith Camel Gnome engine

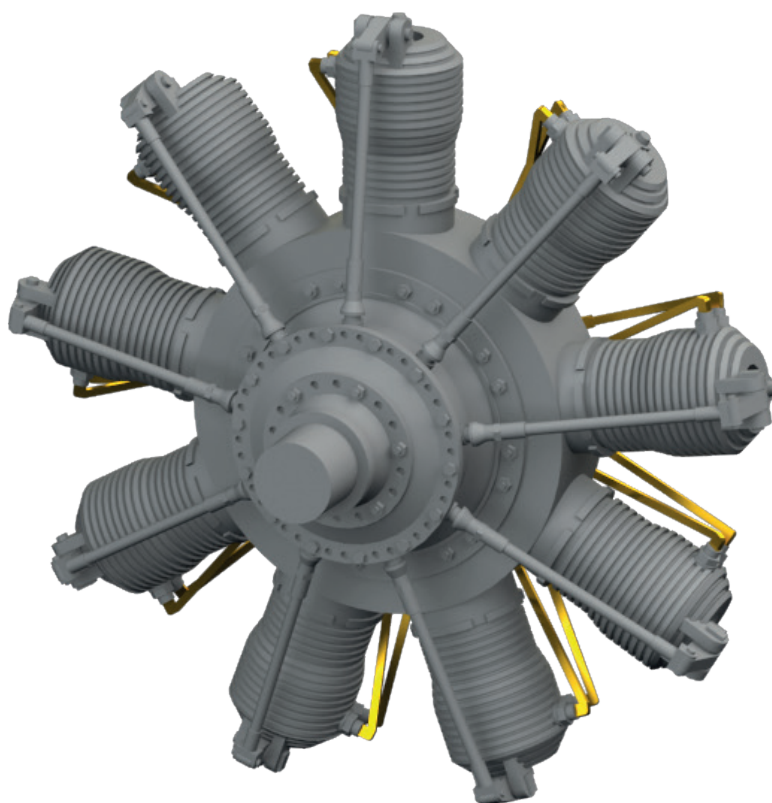
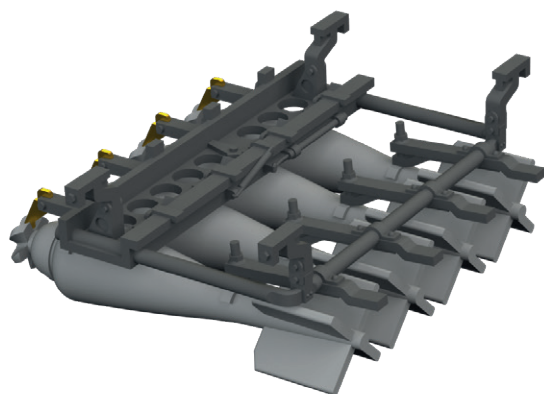
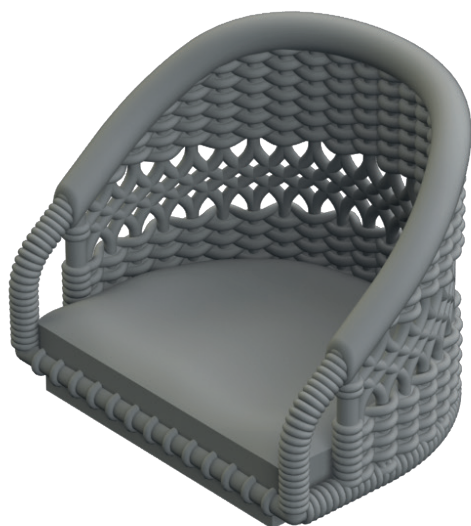
1/48 Eduard

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 %.



SIN64894

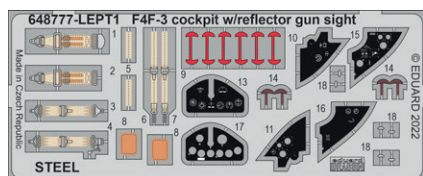
F4F-3 w/ reflector gunsight ESSENTIAL

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 %.



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	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

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

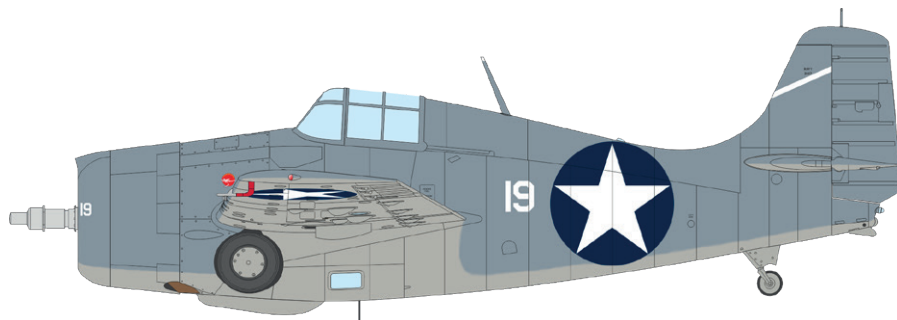
EDDIE THE RIVETER

ER48004	P-38F/G/H raised rivets & surface details	1/48	Tamiya
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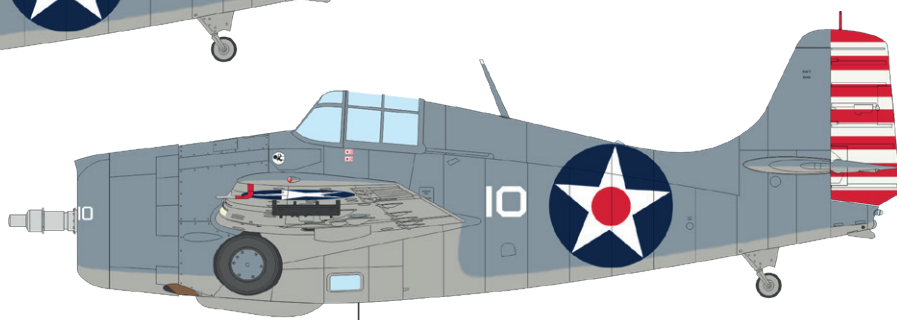
F4F-4 Wildcat early

#82202

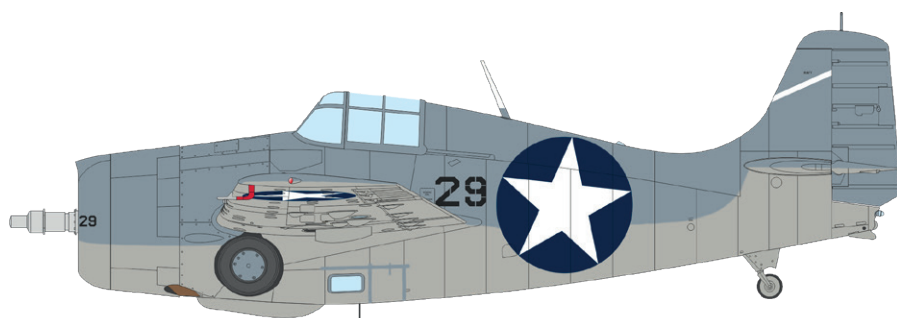
1/48



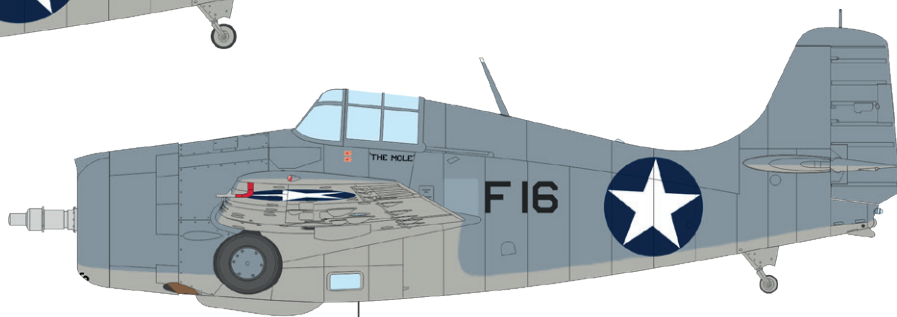
BuNo. 03417, Lt. Stanley W. Vejtasa, VF-10,
USS Enterprise (CV-6), October 1942



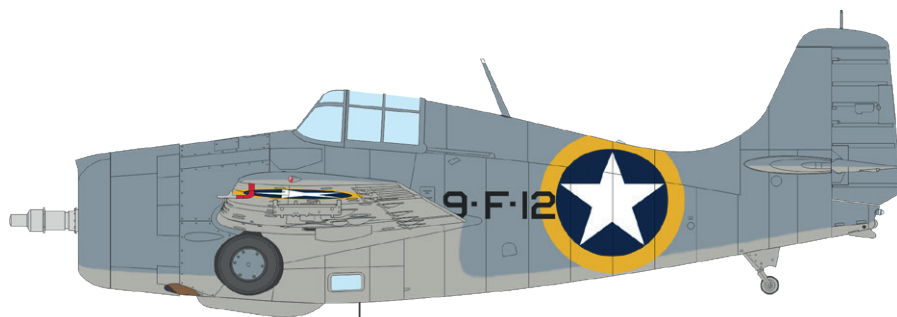
BuNo. 5149, VF-3, USS Yorktown (CV-5)
& USS Hornet (CV-8), May/June 1942



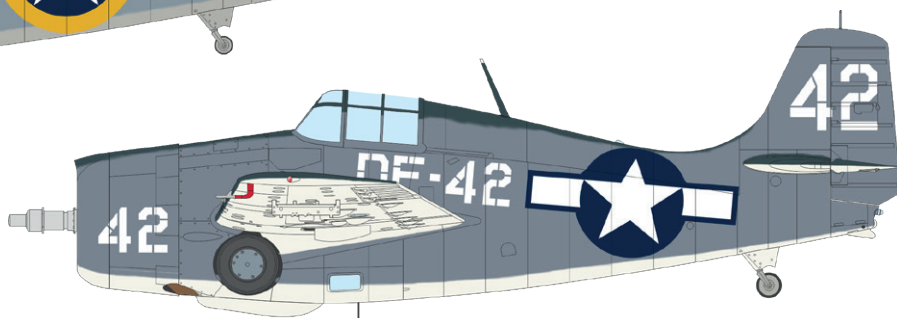
Ens. Thomas W. Rhodes, VF-6,
USS Enterprise (CV-6),
beginning of August 1942



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



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



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

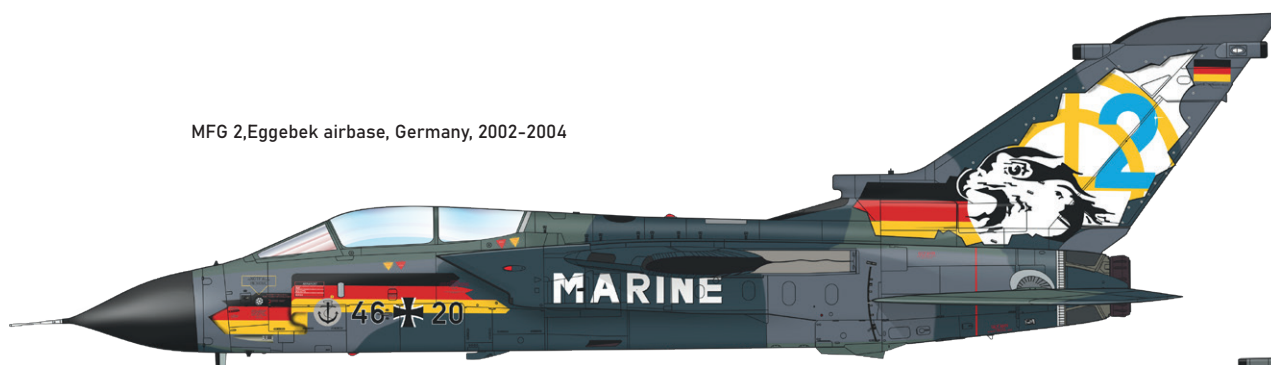
TORNADO IDS

#11165

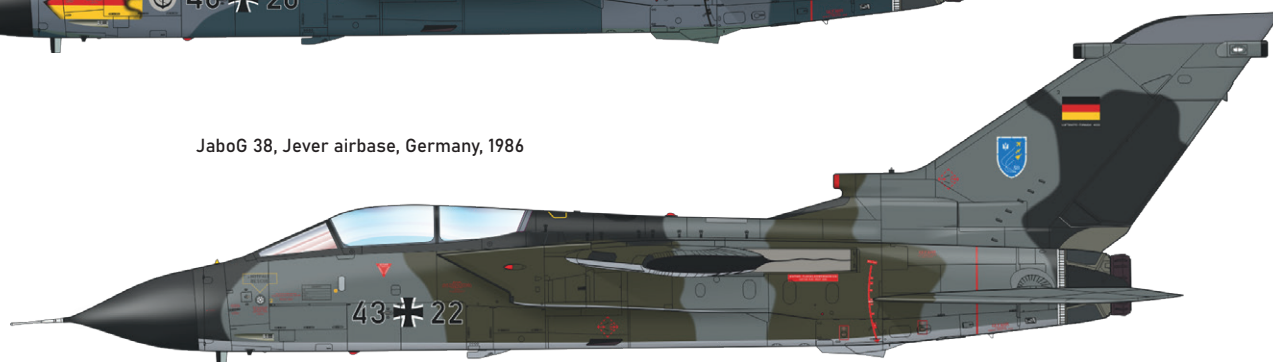
1/48



MFG 2, Eggebek airbase, Germany, 2002-2004



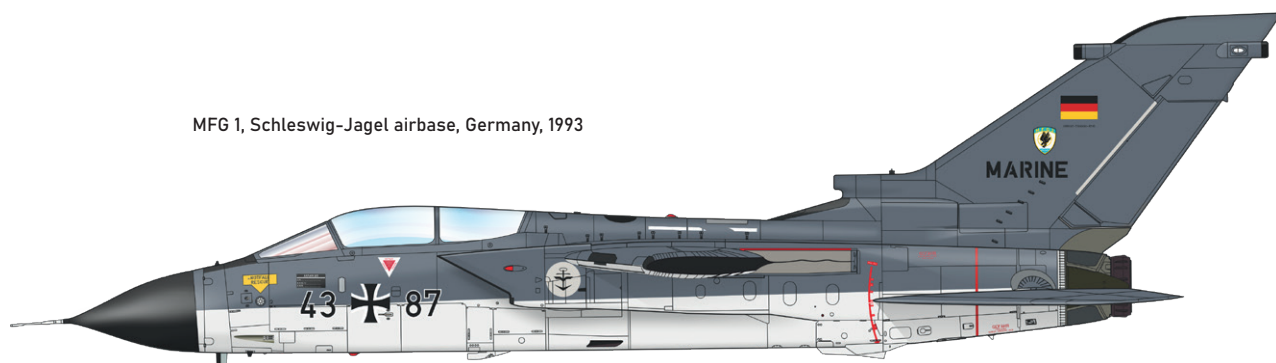
JaboG 38, Jever airbase, Germany, 1986



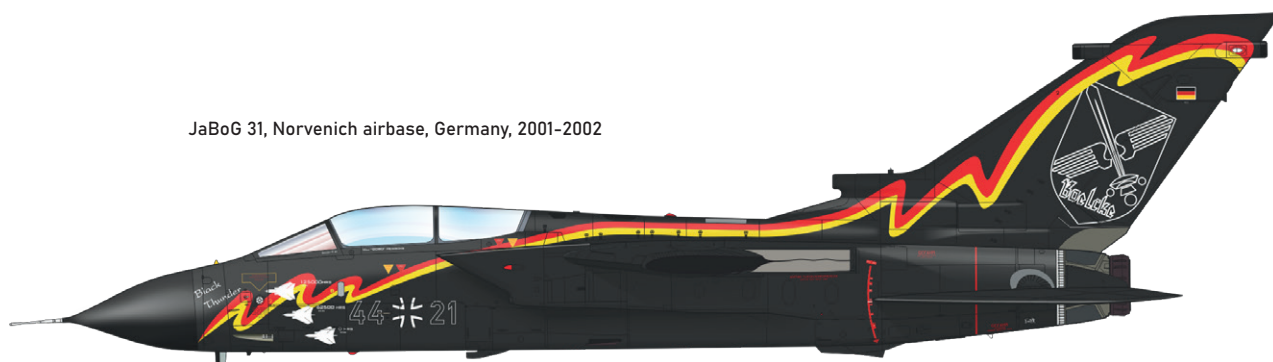
AG 51 „Immelmann“, Schleswig-Jagel airbase, Germany, 2002-2003



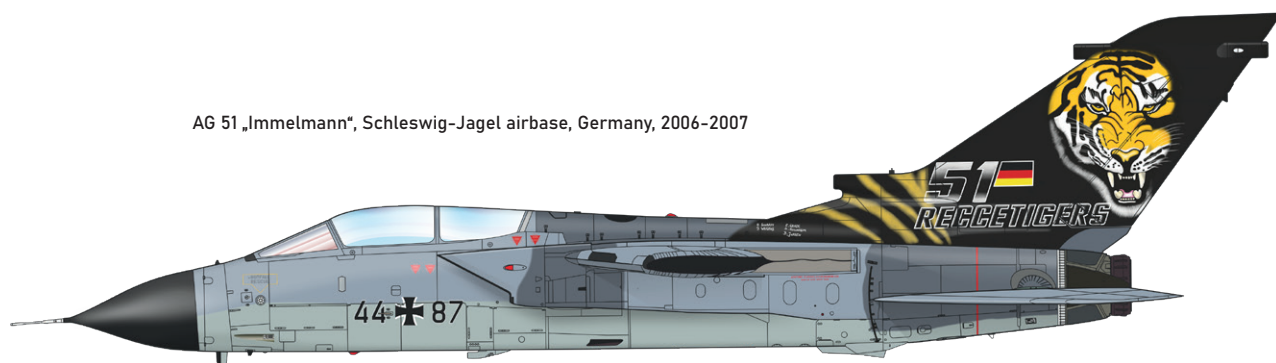
MFG 1, Schleswig-Jagel airbase, Germany, 1993



JaBoG 31, Norvenich airbase, Germany, 2001-2002



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



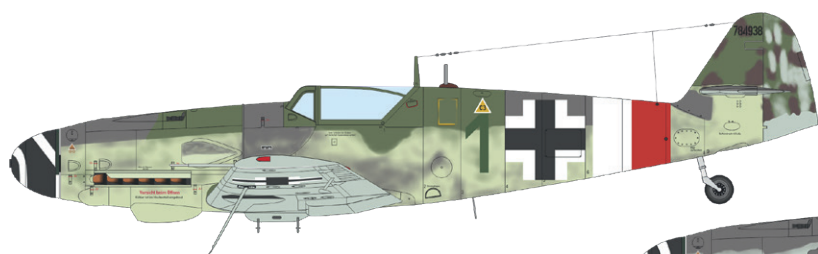
JaBoG 33, Buchel airbase, Germany, 1999



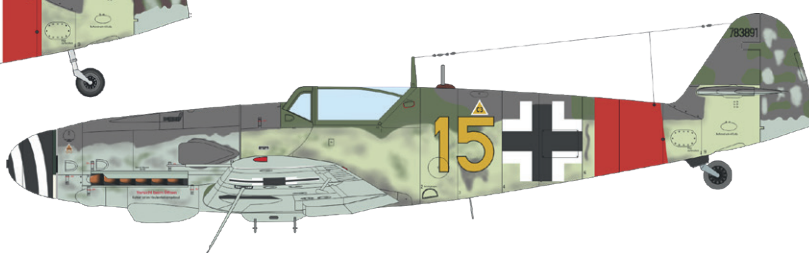
Bf 109G-14/AS

#82162

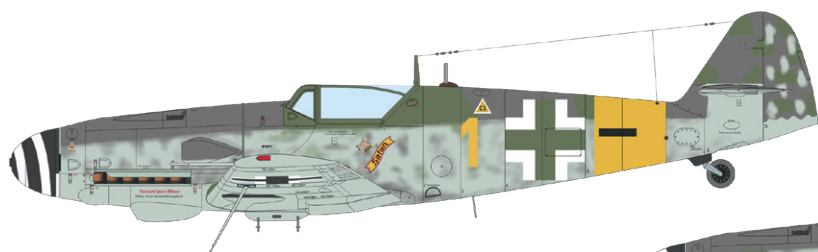
1/48



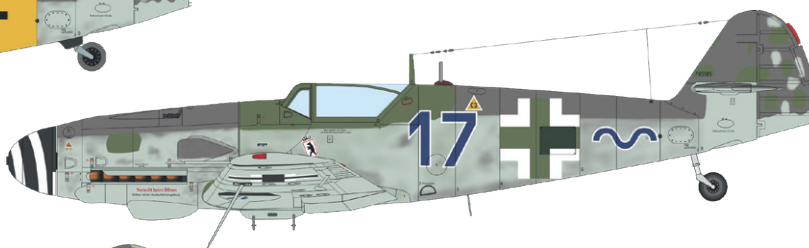
WNr. 784938, III./JG 6, Bissel, Germany, January 1945



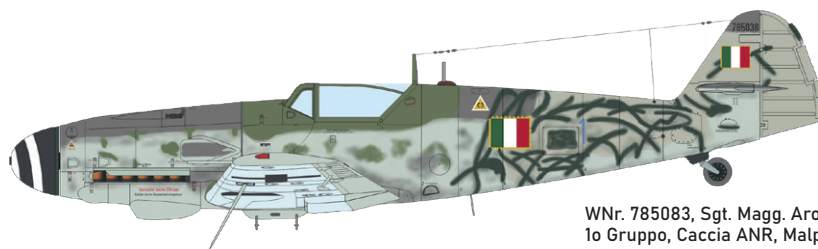
WNr. 783891, Fw. Heinz-Paul Müller,
9./JG 300, Jüterbog-Damm, Germany,
autumn 1944



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



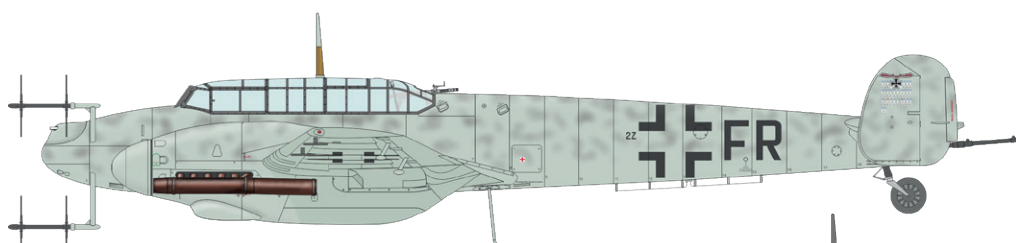
WNr. 785185, Lt. Heinz Schüler,
16./JG 5, Stavanger-Forus,
Norway, March 1945



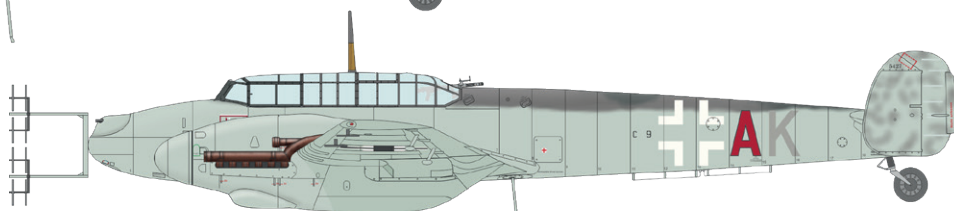
WNr. 785083, Sgt. Magg. Aroldo Burei, 1a Squadriglia,
1o Gruppo, Caccia ANR, Malpensa, Italie, April 1945

Bf 110G-4 #7465

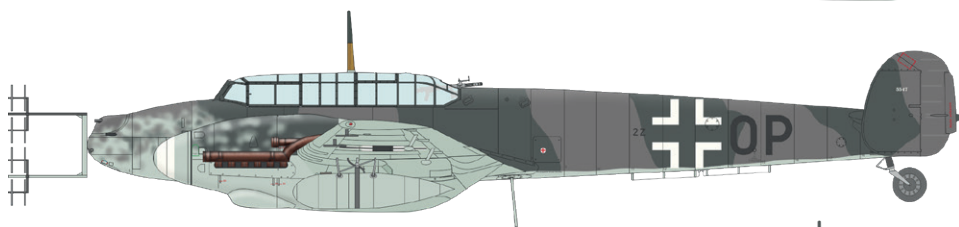
1/72



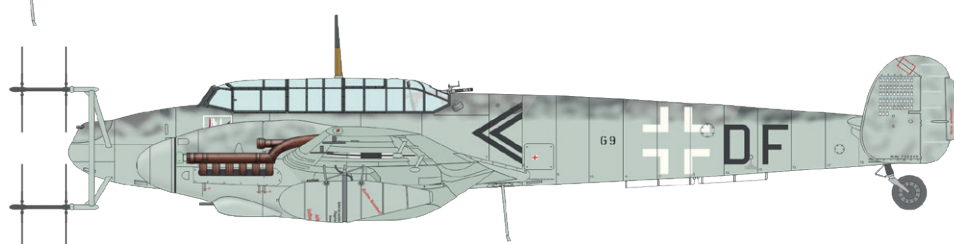
Hptm. Wilhelm Johnen, 7./NJG 6,
Neubiberg, Germany, 1945



WNR. 5427, Oblt. Ernst-Georg Drückler,
2./NJG 5, Leeuwarden, the Netherlands,
June 1943



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



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

SE.5a Hispano Suiza

1/48 #82132

ProfiPACK
edition

Re-release



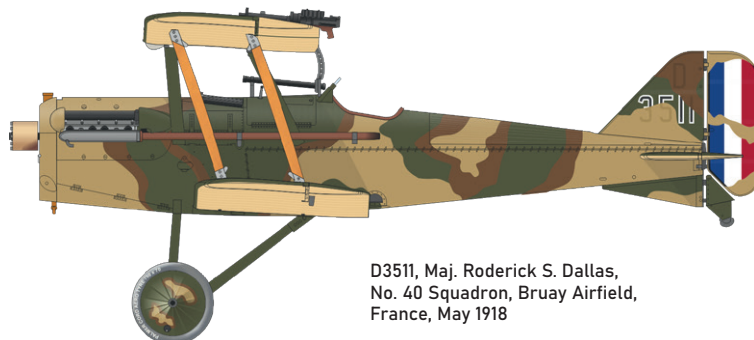
D5969, Lt. Camille H. R. Lagesse,
No. 29 Squadron, St. Omer, France,
June 1918



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



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



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



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

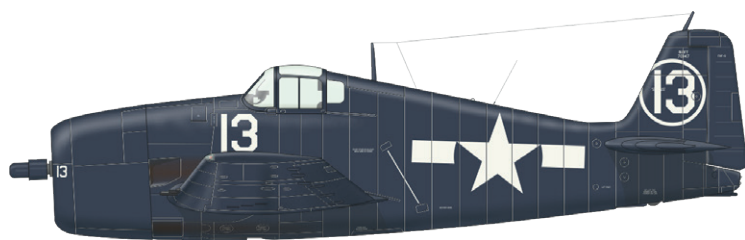
F6F-5N Nightfighter

1/72

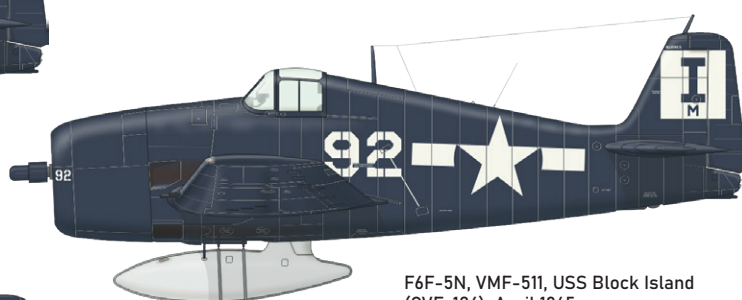
#7079

ProfiPACK
 edition

Re-release



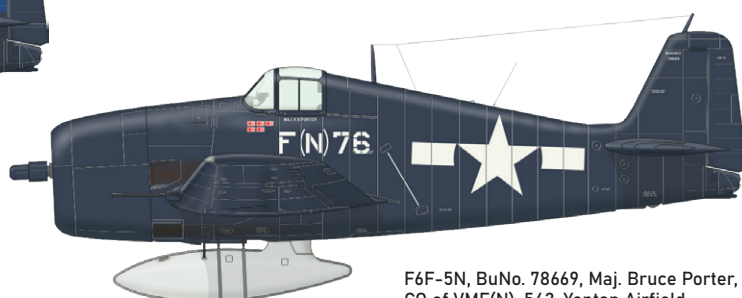
F6F-5N, Lt. William E. Henry, VF(N)-41,
USS Independence (CVL-22), September 1944



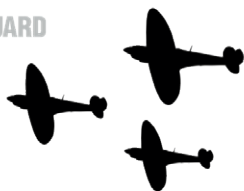
F6F-5N, VMF-511, USS Block Island
(CVE-106), April 1945



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



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



THE MATTER OF PRIORITIES

My first memory of a plastic model competition is still clear today. I remember the sheer joy when my mother handed me an envelope containing a letter telling me that I had been selected for the national finals of the „Prostějov“ – at that time a prestigious competition for young modelers, which was backed by Kovožávody Prostějov company. To apply, one had to pack his model and send it by postal service! Quite funny not even today, right? There was a lot of fixing on the venue, when modelers arrived and saw the damages to their models ...

In that letter, as a thirteen-year-old scout, I also received an address of some Jiří N. It was a fortunate coincidence that there was an older modeler in a small town I was living in, who qualified as well! “He will be a helping hand to you during the travel to the venue”, the letter said. And he really did! Jiří then not only took care of me on the train travel to Prostějov, he became my best modeling companion and tutor for several years. We became friends and we are still friends today for some 43 years!

When I saw what models were gathered on the competition desk, it was clear to me how naive my La-7 model was, even with an open engine (hilariously piggish work, to be honest...), and that if I ever wanted to think about being part of the frontrunners, I would have to “work hard”. Then followed several other, already standard competitions, which I attended, now as a member of the nearby Chomutov Plastic Model Club. I remember how little we needed to get lucky. We were just looking forward to the trip, to the lunch in a restaurant and especially to the models. That was what we were all about. We were eager to see the creations of true masters!

And then, it all got changed somehow. When I came back to modeling years later, it wasn't just about the models anymore, we wanted lots of sellers, preferably with hard-to-find products or with discounts ... No, there's



nothing wrong with that, I just think that the models, inspiration and new friends should be what we enter competitions for. At many different (especially corporate) events, they are only as good, as the catering is, but in the case of model shows, I hope it's more than that.

We celebrate 20th anniversary of the E-day this year, the contest organized by Eduard. This is already a nice tradition spanning over five venues, to which a sixth is to be added this year. There were different pros and cons at every venue, and it is going to be no different this year. No venue is perfect, and neither will be the Milovice Tank Training Area and its main building. To be honest, I doubt there is any “perfect place”. Just for fun, let's sketch out what it should look like when combining the various requirements of different modelers, usually expressed in discussions: easy transport, parking for everyone as close as possible (ideally right next to the building); the venue set preferably outside the centers of major cities, but, at the same time, somewhere where there are also other possibilities of other en-

joyment, lots of space in the hall, which should be amply illuminated, also lots of vendors with lot of goodies, lots of refreshments, flight displays, workshops and demonstrations, but also enough time to get everything done in one day ... Maybe I've forgotten something, but this list already suggests that such a mythical place doesn't exist. I don't want to belittle the importance of a good location or organization, but I think it's safe to say that any plastic model competition is only as good as the participants make it themselves.

Just before I quit modeling for many years at the age of seventeen, I took part in the Regional Junior Championship. It was for the first time there was an advancing to the National Finals system. I was probably on my best regarding the modelling skills at that time, so I kept some hopes for advancement. I decided to use already built old F4U-1A Corsair from Frog to disassemble it and turn it into highly detailed model with engraved panel lines, full detailed cockpit, wheel wells and opened gun bays. All made just with the use of plastic rods and sheets from yoghurt and other food packages. Then, I missed the advancement by half a point in 100-point evaluating system! I finished third, but only two of every category advanced ... But, anyway, I remember from that event mainly the friendly atmosphere and the nice models that were there. It was held in some ugly building in the middle of nowhere, there were no vendors except for a small stock exchange. And still, it was a great event and one that I still fondly remember after nearly forty years!

Writing all of that, I hope you will enjoy this year's E-Day. It's been two years since we organized it, so we will meet again after quite a long time. Eduard staff did everything possible to set up a nice contest, so I believe it will be like that. But, still, it will largely depend also on all of those showing up. I am looking forward to meet all of You there and let's have some fun!

Richard Plos

