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151

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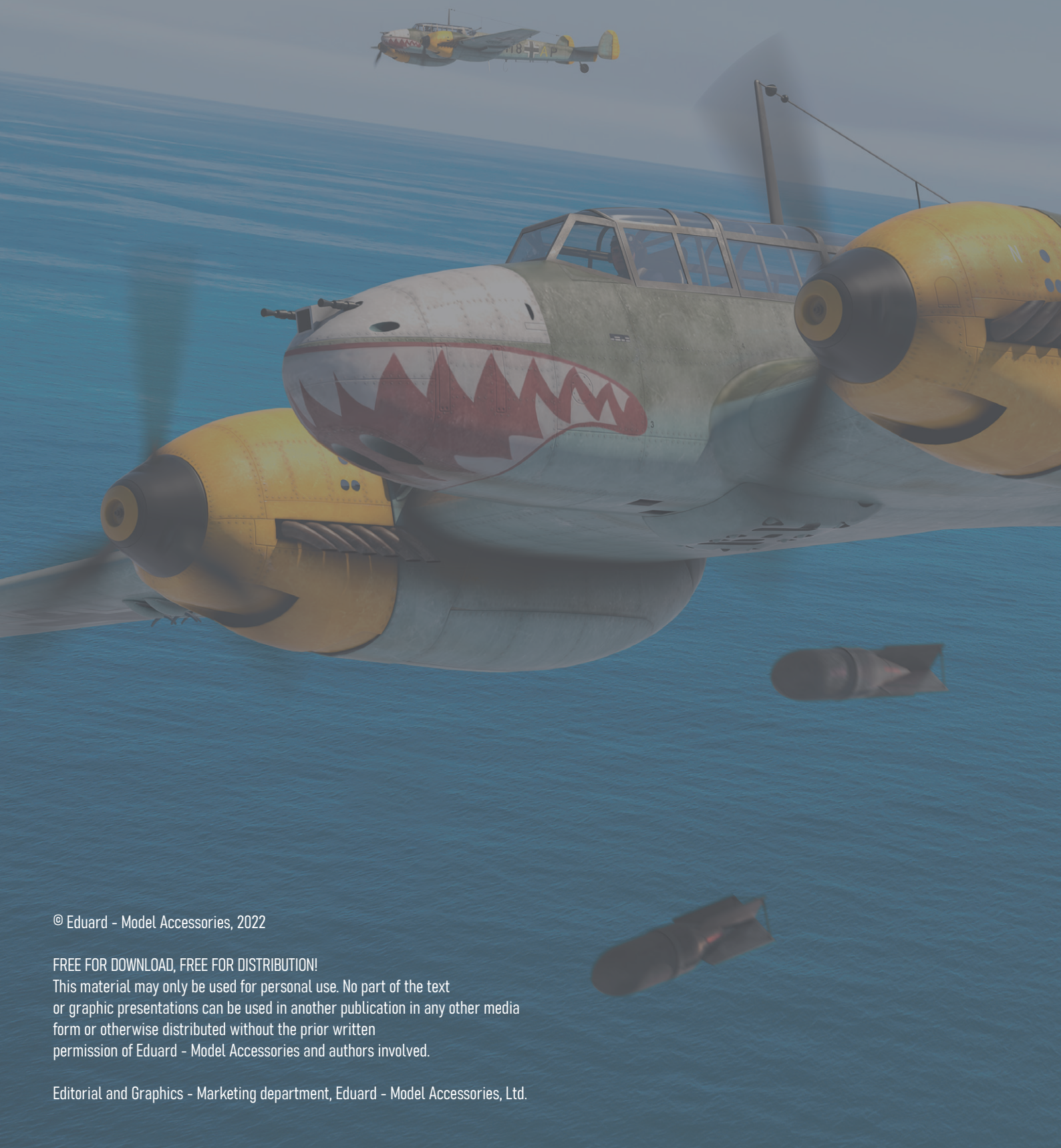


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151



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

SEPTEMBER 2022

CONTENTS

4 ■ EDITORIAL

8 ■ HISTORY

GRUMMAN F4F-3 Wildcat – second part

Mission: Impossible Ukrainian style

Blue outline, white outline...

Sample from book „THE ULTIMATE TEMPEST“

24 ■ BOXART STORY

First blood

Fourth of July over the Netherlands

Sharks over Crete

For a free France

28 ■ KITS

Avia S-199 ERLA canopy ProfiPACK 1/72

Fw 190A-3 light fighter ProfiPACK 1/48

The Ultimate Tempest Limited 1/72

Bf 110E Weekend edition 1/72

Spitfire F Mk.IX ProfiPACK 1/72

F4F-3 Wildcat ProfiPACK 1/48

58 ■ BRASSIN

72 ■ PHOTO-ETCHED SETS

82 ■ BIG ED

88 ■ BUILT

SPITFIRE STORY: Per Aspera ad Astra 1/48

F4F-3 Wildcat 1/48

92 ■ ON APPROACH – October 2022

110 ■ TAIL END CHARLIE

EDITORIAL

Dear fellow modelers,

After a two-year hiatus, forced by the pandemic and lockdowns that came with it, this year the E-day is returning to the calendar of the top scale modeling events. It will take place on October 1 in the new exhibition hall at the Milovice Tank Training Area. The doors will already open on Friday afternoon, same as in the previous event in 2019. Besides the possibility of the advance shopping at the vendors booths the Friday's prelude will also offer the opportunity to meet some interesting guests. First one will be Jiří Šilhánek, the founder and owner of Special Hobby company who will share with us the insider's view of our industry. Those of you who attended Jiri's show in 2019 know that they will experience another suggestive narrative and incredible stories. Another guest on Friday evening will be Jaroslav Velc, well known aviation artist and another legend of the industry who will present his book "In the Clouds". This book contains all his artwork applied as the boxart for the plastic scale models and its presentation and sales will be launched during the main program on Saturday. Since we anticipate that the majority of attendants of the Friday's chat with the author will want to purchase the book and have it signed by him we will arrange the sales on Friday. The book will be offered at special price of 1,700 Kč, discounted from the regular retail price of 2,200 Kč. The third Friday's guest will be Milan Mikulecký. On Saturday he will fly over the Milovice Tank Training Area in Zlin Z-326M Trener Master registered OK-OTP and carrying the military fuselage number 0612 and at least part of the chat with him will be focused on this particular airplane. Its livery will



Both subjects of this photo will be at this year's E-day. One in person, the other as a kit.

be included in our Trener Master LIMITED Edition kit which sales will be launched at E-day. Milan is not only a pilot. He is also getting quite a recognition as a military and political analyst commenting on the Ukrainian conflict, besides other topics. I will not conceal that I am one of his followers and that it was one of the reasons why I invited him to E-day. I am sure that interview with him will be anything but boring.

On Saturday the program will be aligned with our traditions. Besides launching

Mr. Velc's book and the morning presentation of the new Eduard projects two "Hot Spot" debates (a.k.a. „boiling kettles“) will take place. The first one will be moderated by myself and will follow up on our new items' presentation, Eduard's evolution during the past three years, about our plans, projects, innovations and the future in general. The second "Hot Spot" will be moderated by Freddy Riedel from Special Hobby and will be focused on their plans, projects and company's future. Further on the schedule there will be various workshops either organized by our company or other exhibiting companies, like already mentioned Jaroslav Velc's book kick off held together with its co-author Ondřej Neff. This will be followed by authors signing the book. We are also preparing the flight demonstration. This year it will be all about Treners, mainly because our „Trenner Master“ LIMITED Edition is one of our top new releases announced at E-day.

In the light of the recent tragic Hurricane crash in Cheb unfortunately I have to say that the plans for the air display has not been fully set yet and the cancellation is still possible. Should that happen we have arranged for the similarly attractive "ground option" which will be the part of our Saturday's schedule. At the end of the day the traditional announcement of the mode-



ling contest winners will be made including the "Best of Show" winner for whom we prepared a newly designed award.

The modelers who will exhibit their work will have the separate access to the building. Them as well as the vendors will be able to park their cars on the newly built parking space close to the hall. The visitors will be able to use the original parking lot, same as during our Mustang airshow in 2019. There will be shuttle service between the parking lot and the exhibition hall, or the visitors can just simply walk over. For visitors arriving by train in the morning we will arrange a bus shuttle from Lysá nad Labem train station and the Tank Training Area and back to train station in the afternoon. The catering is important part of the whole event and this year the Tank Training Area itself will be mostly in charge. Three refreshment stalls are being planned plus a larger, restaurant-style catering. Already traditional cafeteria "Air Café" from Brno will be present indoors.

An integral part of every scale models exhibition and competition are the vendors and manufacturers booths selling kits, accessories, paint, tools and other equipment. I cannot speak for other manufacturers and vendors, but I can reveal the new items you will find at our tables. Despite the fact we did not manage to finish 1/48 Mi-24V kit which we were planning and preparing specifically for this year's E-day our offer of the new releases will be attractive regardless. In the lieu of absent Hind the top product targeting domestic market will be 1/48 scale TRENER MASTER in the LIMITED series. Zlin Z-326/C-305, the first Trener version featuring the retractable landing gear will be offered in ten color schemes. This aircraft was developed according to the Czechoslovak Air Force requirements for the basic pilot training and even though only ten of them ultimately flew in the Czechoslovak AF it was extensively exported and its versions Z-326, Z-326M and Z-326MF are still flying in many countries around the world. Long lasting successful flying career of the popular "threehundredandfives" around the World is reflected in the choice of kit markings out of which



Jiří Šilhánek, owner of Special Hobby, one of the stars of the Friday evening meeting at E-day 2022.

you can build the French, British, Spanish, Swiss, German and even Icelandic aircraft. Four schemes are dedicated to the Czech aircraft, two of them in the military camouflage and markings. One is the authentic military aircraft painted in aluminum dope overall and carrying the fuselage number 0572. Later it was swapped for Z-22 from Belgium. The second aircraft registered OK-OTP has been restored to the authentic appearance of the military version C-305 with code 0612. That is the airplane Milan Mikulecký will fly over the Tank Training Area on Saturday. The remaining two Czech airplanes are Z-326M OK-OTA based in Prostějov and Z-326M OK-OTF with which I have an emotional relationship since I had a privilege to take a ride in it in 2019. I have to admit that it was one of my nicest flying experiences ever. We flew over Most as an escort to Lockheed Electra and it was just fabulous. This is the very first issue of Z-326 version and the kit will be sold in DUAL COMBO edition, it is with two complete sets of plastic parts.

There is another first issue being released in October as a Limited Edition, 1/48 scale DUAL COMBO named MIDWAY. It is in fact a Wildcat in versions F4F-3 and F4F-4. The kit is a world premiere, specifically of the F4F-4 version which the modeling community is eagerly awaiting due to its combat

record in the Battle of Midway. It is kind of double premiere so to speak. The kit provides decals for ten aircraft from the period starting 1940 until June 1942 and half of the markings feature F4F-3 type. There is one aircraft in the colorful pre-war scheme, other two are from the Wake Atoll defense period, escort of the Doolittle bombers upon their launch for the raid on Tokyo, another one is from the time of Battle of the Coral Sea and the last F4F-3, in this case the only F4F-3A version in this selection, is from the time of the raid on Marshall and Gilbert Archipelagos. The remaining five aircraft are F4F-4 versions coming altogether from the initial production blocks (so called Early version). They appear as they fought in the Battle of Midway as well as in the preceding engagements. Two of the markings are even presented in two variations. The choice of camouflage and markings is very diverse because during this period the changes of orders were made rather frequently. The introduction in the kit instruction sheet was written by a well-known aviation historian Tom Cleaver and even though I am aware the majority of modelers do not read it this text is highly recommended. It is nicely written Wildcat story within the context of a challenging period of time. Same is true about the texts accompanying the color instructions.



The list of Eduard's new products being released at E-day is not over. There is a Zero, Hamp in fact because the Americans considered the A6M3 Model 32 a new type of aircraft and therefore gave it an individual code name. A6M3 Zero kit will be sold as 1/48 scale Profipack edition. Decals will feature five aircraft representing the variety of camouflage and markings of this Zero version during the various stages of its combat career. Indeed, its career was very colorful when it comes to both the aircraft missions they flew and coloration they sported. The markings have been produced again in cooperation with the renowned researchers incorporating several new facts unearthed recently.

The list of kits being prepared for E-day include 1/48 scale Fw 190A-8 in WEEKEND edition featuring four unusual schemes: Lt. Luck's aircraft from II./JG 1 during the fighting over Germany in the spring of 1944, Uffz. Pape's aircraft from JGr. 10 featuring the snake artwork on the side of the fuselage, Uffz. Birk's aircraft from III./JG 5 from Norway in the spring of 1945 and the personal aircraft of Major Kennel, commander of the II./SG 2 fighter-bomber unit. The last of the five new releases is the reissue of the 1/72 scale Mig-21PFM in Profipack edition. The decal sheet will offer markings for five airplanes, two Czechoslovak, one Egyptian, one Vietnamese and one from German Bundesluftwaffe from the period of Germany unification. Besides the model kits there will be a plethora of the aftermarket items presented at E-day, obviously for the new upcoming kits in the first place. Among them there will be a wheel well for Wildcat or the tailwheel for Zero model 32 with the complete installation enabling a modeler to show this detail on the opened fuselage tail cone. There will be Brassin and PE sets including the nozzles for Meng F/A-18E/F, sets for 1/48 scale Tamiya P-38J Lightning including the rivets from Eddie the Riveter series, new Look and Space sets and also the set for 1/72 scale Fore Hobby German

Schnellboot. There will be a "ton" of these accessories, but they will be covered in the October INFO to be released shortly before E-day, on Thursday, September 29.

September new releases-model kits

1/48 scale Tempest Mk.II in The Ultimate Tempest boxing will be reissued in the LIMITED series. The kit includes the photo book by Chris Thomas covering the Tempest Mk.II service in RAF, in the Royal Indian Air Force (RIAF) and the Royal Pakistani Air Force (RPAF) complemented by the decal sheet for ten aircraft both in production version without a tropical filter and with a tropical filter and the cockpit water tank. You can find the excerpt from the book in today's INFO. In Profipack edition we will release the 1/48 scale Fw 190A-3 kit featuring the reduced armament of two wing cannons and decals for two aircraft from France, one of which is Josef Priller's personal mount, another one Holland based JG 1 aircraft, Norway based JG 5 aircraft retrieved from the sea many decades after the war and the JG 51 aircraft from the Eastern Front sporting green camouflage. The time has arrived to reissue our Bf 110 line of kits. It took a long time but all good comes to those who wait. In the Weekend edition we are reissuing Bf 110E with four markings, one from the Mediterranean theatre, one from the Northern Europe and two aircraft are from the Eastern Front. At the same time two other items are being returned to our catalog: 2132 Adlertag in the LIMITED series and Profipack 7081 Bf 110C/D.

1/72 scale kits dominate our line of new releases, rather unusual occurrence. Besides Bf 110E in Profipack series we will release Avia S-199 with the older type of canopy (Erla haube). It contains six markings, three Israeli and two Czechoslovak. These two model kits are complemented by 1/72 scale Spitfire F.Mk. IX reissue in the Profipack series. The decals feature the aircraft of S/Ldr. Bernard Duperier from No. 340

Squadron RAF and S/Ldr. Stanislaw Skalski from Polish Cobat Team in North Africa, then No. 611 Squadron RAF aircraft and a USAAF 52nd FG Spitfire flown by Lt. Leonard V. Helton from the fighting in Tunisia.

BRASSIN

The majority of our October new releases in Brassin series is again 3D printed. Among them are sets for our 1/48 scale F4F-3 Wildcat, for example the cockpit for the early F4F-3 with telescopic gunsight, standalone seat and a dinghy (including the opened storage on the fuselage spine). The dinghy is offered both stored and inflated and includes the paddles. For our 1/48 scale A6M2 Zero we offer the tail wheel set. At the first glance it may seem unnecessary even strange. On the second thought you will realize it is not about the tail wheel itself but its complete interior design including the rear fuselage tail cone cover. Using this set you can build the model either with the uncovered tail cone and expose the tail wheel installation or build it with covers on. We are also releasing the set of wing weapons wells for our Zero kit. We believe we are the first manufacturer who created these wing weapons wells for both Zero models 21 and 11. The references are extremely difficult to come by and we would not have succeeded without the invaluable help of researchers from Japan, Europe and North America.

The sets for the new 1/48 Tamiya P-38J kit are in high demand as well. In October we will release three sets for this model. Besides 3D printed items for this important kit, we will also release dedicated PE sets, bronze landing gear legs, Space set and a decal sheet in the Eduard Decals series for the aircraft from PTO. We will continue with the preparation of the further sets and decals. For the 1/72 scale Arma Hobby kit of the Nakajima Ki-84 Frank Japanese fighter we are releasing the seat, landing gear wheels and engine exhausts. And we will work on more accessories for this kit in the upcoming months. Currently offered is the set for our 1/48 scale Sopwith Camel kit (Bentley engine) where the majority of the parts are 3D printed.

Space and Löök

In the Space series we offer the sets for P-38J (1/48, Tamiya), F4F-3 early (1/48, Eduard), Yak-9T (1/32, ICM), Spitfire F Mk.XVIII (1/48, Airfix) and F-86F-40 (1/48, Airfix). In the Look series which purpose is an easy replacement of the kit parts, we are offering two sets for F4F-3 Wildcat (1/48, Eduard) and one set for EA-18G by Meng (1/48). In the larger sets from Lookplus we sell the products for Su-25 (1/48, Zvezda) and for both AH-1H and AH-1J (1/48, Tamiya).

Photoetched sets and masks

The new items in our PE product section are dedicated to some really nice model



Alfred Riedel, CEO of Special Hobby, will present the company's production and plans in presentation at E-day 2022 on Saturday afternoon.

kits, for example the aforementioned 1/48 scale Tamiya P-38J Lightning. The others are Spitfire Mk.XVIII and F-86-F-40 Sabre, both produced by Airfix in 1/48 scale. The Ukrainian company ICM issued the brand new 1/32 scale kit of Yak-9T. For it we offer the classic set of accessories: steel seat belts, Zoom set, the extensive PE set and the classic PE landing flaps set. The Russian company Zvezda has released 1/48 scale Yak-9, specifically its long-range version Yak-9D. Besides two supplementary sets and steel seat belts from Steelbelts edition we will also offer the mask sets both in standard and two-sided TFace versions. Fairly rare are 1/35 scale airplane kits by Border Models company which has released two kits so far while others are in preparation. We are currently launching the sale of Messerschmitt Bf 109G-6 sets and in October we will follow up with a set for Ju-87 Stuka. I got to admit that I don't have much faith in the sales success of these kits. There had been several attempts in introducing them to the market in the past and I don't recall that any of them was successful. It may be different this time and we may witness the market breakthrough. More likely not, but you never can tell, can you?

I would like to point out that in September we are adding to our new items portfolio the unusually large number of sets for the armor kits. There will be two sets for new Jagdtiger by Hobby Boss in 1/35 scale. One contains the general parts and the other one the mud guards. Another new 1/35 scale model by Hobby Boss is Coyote TSV derived from Jackal vehicle deployed in combat in Afghanistan. Previously we released sets for Jackal 1 and 2. The last September new PE release in 1/35 scale is the set for the kit of the Soviet T-70B tank by Zvezda. The aforementioned new releases do not represent the complete list of all new accessories sets. I hope you pay close attention to this information and do not read the historic articles only. Well, I am an optimist, I guess? Nevertheless, I am aware that we release a lot of sets in a growing number of various series. If you cannot get oriented in them do not despair. In the upcoming Info issues, we plan to publish the description of each set, for what and whom it is intended and its other benefits. And if you are still uncertain after that feel free to ask. We will gladly give you a piece of advice. And E-day is the right place to be where you can see samples of our production and our designers and product managers will answer any question you may have.

Historic articles

They are, of course more interesting to read, I agree. So, I will not hold you any longer just quickly mention what you can read today. There is the second part of F4F-3 Wildcat story by Tom Cleaver and also another part of S-199 article by Michal Ovčá-

čík. Also the sixth part of the series „The Air War over Ukraine“ by Miro Baric is here. This story covers the evacuation flights of the Ukrainian helicopters to Mariupol during its heroic defense. We are also adding a sample of the book by Christopher Thomas, which is part of our LIMITED edition kit of Mk.II Tempest. And to keep you reading there is a Boxart story, slowly making tradition. One of our readers wrote to me recently saying they are the great articles for a breakfast, even better as bedtime stories. They are short and he manages to finish reading them before he falls asleep. One at a time of course so today's crop should last a week.

Plastic Modeling Championship of the Czech Republic

I have one more topic to discuss so please stick around and do not move on the historic articles yet. Next Saturday, September 19 the traditional Plastic Modeling Champi-

onship will take place in the Prague's hotel Olympic. Eduard is one of the sponsors and also a media partner of the event. It means we will write about the event in the upcoming Info issues. So far, we have not been a media partner of any similar event, so I am proud to join hands with the event organizers, Plastic Modelling Section of the Czech Republic Association of Model Builders. Besides, the main award of the Championship is the "Ear Cup" donated by our company. I will be the one to present this award and I am looking forward to it. And before that I will give the presentation of our new items, plans, innovations, future and so on. Similar presentation I will give three weeks later at E-day. And now, let's move on to those historic articles.

Let's have a kit!
Vladimir Sulc



Z-326M, OK-OTP will fly over the Milovice Saturday afternoon. Its pilot, Milan Mikulecký, will be one of the participants in the Friday evening discussion.



GRUMMAN F4F-3 WILDCAT PART TWO

By: Thomas McKelvey Cleaver

„Butch“ O'Hare Saves USS Lexington

Edward H. „Butch“ O'Hare graduated from the U.S. Naval Academy in 1937. After two years of sea duty aboard the U.S.S. New Mexico, he was sent to Pensacola in 1939, becoming a Naval Aviator in May, 1940. He was assigned to VF-3, which was then aboard Saratoga, where Lt John Thach, Executive Officer of VF -3, took O'Hare

as his wingman. Thach emphasized gunnery training (as did every USN Fighter Squadron XO unlike their Army Air Corps compatriots). At the fleet gunnery competition in November 1940, eight of 16 VF-3 pilots qualified for the covered „Gunnery E“, and O'Hare won the fleet trophy for best gunnery.

On February 20, 1942, Lexington approached New Ireland from the north to strike Rabaul, recently taken by the Japanese.

The task force was 400 miles out when radar spotted a bogey 35 miles away. Squadron CO Thach led the first division to intercept, with Squadron XO Lt Cdr Don Lovelace's four orbited the task force. Vectored in and out of clouds and squall lines, Thach finally found an H6K „Mavis“ in a rain squall. Thach made a starboard overhead pass as his wingman closed with a portside high overhead pass. Under their combined fire the „Mavis“ spun into the ocean. A second was shot down 50 minutes later; it was clear the task force had been discovered. Lexington was about to find out if a carrier task force could stand up to a determined land based bombing attack.

At 1630 hours, 17 G4M1s of the 4th Kōkūtai closed on the fleet in two formations: one nine-plane formation from starboard, one eight-plane formation from port. The nine were 25 miles distant when radar spotted them. Their timing could not have been worse, with Lovelace's division ready to land just after Lt Noel Gaylor's relief CAP was launched. The bombers overflew the ships and turned to attack from astern. Lovelace's division broke off from landing and attacked, disrupting their bomb run.

Gaylor's division lost two Wildcats to the bombers' then-unknown 20mm tail stingers. Thach was launched with six F4Fs, including O'Hare, who was ordered to orbit the ship with his wingman Lt.(jg) Ma-



Lt. Cdr. John Thach (near airplane) and Lt. Edward „Butch“ O'Hare of VF-3 in their F4F-3 Wildcats.

rion Dufilho. Sixteen of VF-3's 18 Wildcats were now committed to the battle.

At 1700 hours, Lexington's radar picked up the second formation, only 12 miles out on the disengaged side of the task force, completely unopposed. O'Hare and Dufilho were ordered to intercept and climbed as fast as the relatively-sluggish F4F-3 could. They were 1,500 feet above the attacking eight bombers only nine miles out when they rolled into a starboard high side pass as the G4Ms descended in a fast shallow dive toward Lexington.

As O'Hare lined up his first target, Dufilho dove away with jammed guns. The Fleet Gunnery Competition Champion was about to enter the only contest that counted. Tracers streaked past as he closed to 100 yards and opened fire, hitting the starboard engine of the last plane with such concentrated fire it literally jumped out of its mountings. As the first bomber spun toward the ocean below, O'Hare hit a second with another concentrated burst that sent it down on fire. As he pulled out, he fired at the last bomber on the far side of the formation and sent it down with its port engine on fire. Winging over into a se-

cond pass, he hit a fourth bomber. Thach later reported that he saw three bombers falling in flames at the same time when his section joined the fight. O'Hare made a third high side pass, diving through flak bursts from Lexington's AA to blow up the formation leader as his guns rattled empty. The four surviving bombers dropped their bombs within 100 yards of Lexington's stern just before Thach intervened and shot down two.

The value of the Navy's emphasis on gunnery training for fighter pilots had been fully demonstrated. When O'Hare climbed out of his cockpit after landing, his first request was for a glass of water; he downed four before leaving the flight deck. Against the loss of two F4Fs and one pilot, VF-3 had downed 15 of 17 attackers, including two that ditched on the way home. It was later determined O'Hare only shot down four, though a fifth was one of the two that ditched, validating his claim. He had used only 60 rounds for each plane destroyed.



Noel Gaylor's 8 victories defending Lexington at the Rabaul strike in February and his combats during the Battle of the Coral Sea in May made him the leading US Navy ace of the time.

Lt.Cdr. John S. Thach, CO of VF-3 (second from r) with pilots of VF-3 aboard USS Lexington (CV-2) in February 1942.





Lt Cdr Paul Ramsey, CO of VF-3 "Ramsey's Lambsies" at the Battle of the Coral Sea, May 1942.

Having saved Lexington, Edward H. „Butch“ O'Hare became the first Naval Aviator of the Second World War awarded the Medal of Honor, the only one of eight Wildcat pilots to win this honor who was carrier-based.

Remsey's Lambsies at the Battle of the Coral Sea

Lexington's VF-2, the famous "Flying Chiefs," had been replaced aboard the carrier by VF-3 when Saratoga was torpedoed. When Sara arrived at the Bremerton Naval Yard for repairs, the highly-experienced Chief NAPs departed; several were commissioned, and others went to different fighter squadrons. Fighting-Two was reconstituted under command of Lt Cdr Paul Ramsey with a few experienced pilots among the "nuggets" fresh out of flight school. F4F-3 Wildcats replaced the F2A-3s that had proven themselves unsuited for carrier operations. The squadron, now "Ramsey's Lambsies," returned to Pearl Harbor in early April, in time to reconnect with Lexington when she returned from her South Pacific deployment.

On April 13, 1942, the British intercepted and deciphered a message from the Imperial Navy General Staff informing overall theater commander Admiral Inoue that the Carrier Striking Force commanded by Vice Admiral Takeo Takagi with the Pearl Harbor veterans Zuikaku and her sister Shōkaku had been assigned to cover the Port Moresby invasion.

Ramsey's Lambsies returned to Lexington on April 15. Since the squadron lacked pilots with combat experience, experienced pilots from VF-3 had been transferred

on April 12. Lt Albert O. Vorse became second division leader, with Ensign Edward L. Sellstrom as his wingman and Lieutenant(jg) Robert J. Morgan as element lead with Ensign John H. Lackett as wingman. Lt (jg) Marion H. Dufilho, O'Hare's wingman in the epic battle off Rabaul, took over third division with Ensign Newton H. Mason as his wingman. Lt Noel A.M. Gaylor, who had scored three victories in the battle off Rabaul, took fourth division with Lt(jg) Howard F. Clark as element lead and Ensign Richard H. Rowell as wingman. Ensigns Willard E. "Bill" Eder and Leon W. Haynes joined fifth division.

Task Force 11 sortied from Pearl Harbor the evening of April 15, headed for the Coral Sea to join Admiral Fletcher's Yorktown-based Task Force 17. During the voyage south, "Ramsey's Lambsies" trained hard. The VF-3 veterans knew how to use the new "Thach Weave" maneuver developed by their former commander and the squadron worked hard to learn the maneuver. Essentially, the "Thach Weave" utilized the basic formation of a section of two airplanes; when attacked, they would turn toward each other, placing each Wildcat in position to meet head-on a Zero that had commenced its attack from the rear, which threw off the opponent while giving either Wildcat the chance to shoot it down. By the time they got to the Coral Sea, everyone knew the maneuver.

The morning of May 1, Task Forces 17 and 11 rendezvoused 300 nautical miles northwest of New Caledonia. The next day was spent with Admiral Fletcher's compulsive refueling. On May 3, word came the Japanese had arrived at Tulagi in the Solomon Islands to establish a seaplane base. Yorktown was 100 miles south at dawn on May 4; she launched 60 aircraft

in three consecutive strikes against Tulagi, where they sank the destroyer Kikuzuki and three minesweepers, damaged four other ships, and destroyed four H6Ks. The strikes cost Air Group Five one TBD-1 and two F4F-3s; their crews became the first Americans to arrive on Guadalcanal, where they were rescued by Australian coastwatchers.

Admiral Takagi's Carrier Striking Force was fueling 350 miles north of Tulagi when they learned the Americans had attacked Tulagi. Knowing at least one enemy carrier was in the Coral Sea, they headed southeast while remaining north of the Solomons.

Task Forces 11 and 17 joined at 0816 hours on May 5, 320 miles south of Guadalcanal. A few minutes later, four Yorktown VF-42 Wildcats found a Yokohama Kōkūtai H6K and shot it down 11 miles from Lexington. While the Mavis failed to before it went down, its failure to return alerted the Japanese that American carriers were in the Coral Sea.

Later that day, Admiral Fletcher learned intelligence had determined the Japanese planned to land at Port Moresby on May 10; their carriers would cover the invasion convoy. Ever concerned about fuel, Fletcher notified Admiral Fitch that once fueling was completed on May 6 the fleet would head toward the Louisiades, with expectation of a fleet action on May 7.

Throughout May 5, both fleets sent out scouts that failed to discover the enemy, since each was just out of range of the other. At 1000 hours on May 6, an H6K from Tulagi sighted the American carriers. When Admiral Takagi received the report, his fleet was 300 miles north of the reported American position, maximum range for a strike. His belief that battle was imminent was confirmed when Admiral Gotō's Moresby invasion fleet was spotted and attacked by B-17s several times during the day, but without success. When Admiral Fletcher received the report that located "at least one carrier" (Shōhō) 489 miles northwest of Task Force 17, he too was convinced action was imminent.

Throughout May 6, the CAP protecting Lexington and Yorktown chased and found Japanese search planes. Four Wildcats of VF-42 led by Lt Cdr Jimmy Flatley, and four VF-2 Wildcats led by Lt Noel Gaylor were sent after one shadower. Flatley found the H6K and reported the discovery to Yorktown, which requested its position. He replied, "Wait a minute and I'll show you," and promptly shot down the Mavis, which blew up with pieces falling through the clouds, narrowly missing Gaylor, who radioed, "That almost hit me!" to which



A6M2 Zeros of Shōkaku fighter squadron ready for takeoff at the Battle of the Coral Sea, 7-8 May 1942.

Flatley replied, "That'll teach you not to fly underneath me."

Neither side was aware that at 2000 hours, they passed within 70 miles of each other.

The morning of May 7 dawned with Lexington and Yorktown steaming under the low clouds of a warm tropical front. At 0615 hours, Yorktown launched ten SBDs to search the Louisiades. At 0655 Zuikaku and Shōkaku, 300 miles east of Task Force 17, launched 12 B5N2s to search for the enemy. They flew east of Task Force 17 and failed to sight the enemy in the poor weather.

At 0815 hours, VS-5's Ensign John L. Nielsen sighted the Invasion Screening Force; minutes later he spotted Shōhō. Admiral Fletcher ordered both carriers to launch all aircraft. The 93 planes were on their way by 1013 hours: Lexington's 40 planes included ten VF-2 Wildcats led by Paul Ramsey, who placed four F4Fs led by Lt Fred Borries as close escort to the 28 SBDs from VB-2 and VS-2, two others as high cover for Air Group Commander, Cdr William B. Ault, while Ramsey's four covered the 12 TBDs at low altitude. Unlike Yorktown's strike which organized themselves enroute, Lexington's air group formed up into an organized unit before heading out.

Shōhō was spotted at 1040 hours; Lexington's strike deployed to attack. Six A6M2 Zeros and two A5M4 Type 96 Claude fighters were airborne as fleet CAP; the

rest of Shōhō's air group was preparing to strike the Americans. At 1045 hours, Cdr Ault deployed his dive and torpedo bombers for a classic coordinated attack. The Dauntlesses hit Shōhō with six 1,000-lb bombs; five minutes later the ship was a flaming wreck. When the TBDs bored in, the two A5M4s swooped on them, but Paul Baker's two F4Fs went after them. Maintaining speed and refusing to engage the nimble A5Ms in dogfights, Baker claimed both. Apparently, he only damaged them since two A5Ms were also claimed by VF-42, one by Jimmy Flatley.

Air Group Five arrived shortly after Air Group Two and attacked Shōhō shortly after 1100 hours, scoring hits with 11 more 1,000-lb bombs and two torpedoes. Torn apart, Shōhō slipped beneath the waves at 1135 hours, the first aircraft carrier lost in a carrier-vs-carrier battle.

Shōkaku launched eight B5N2s at 1515 hours to sweep west 200 miles. Shortly before 1615 hours, they reached the end of their search legs and turned back without spotting anything in the thick overcast. With the opportunity for a daylight attack narrowing, 12 D3A1s and 15 B5N2s were launched from Zuikaku at 1615 hours. At 1747 hours they were spotted on Lexington's radar. Paul Ramsey's four F4F-3s turned toward the enemy while both carriers launched 18 more Wildcats. Minutes later, Ramsey spotted nine B3N2s. Ramsey and his wingman took one side of the formation while Lt(jg) Paul Baker and his wingman took the other. Ram-

sey hit the first B5N2 from 700 yards and it exploded. He then hit a second from 300 yards that burned all the way until it disappeared in the dark sea below. Baker shot down a third B5N while his wingman hit a fourth that finally caught fire. Baker chased a fifth and disappeared into the dark sky; a moment later, an explosion lit the sky. Ramsey reported that Baker must have collided with his second victim. "Ramsey's Lambsies" had completely broken up the Japanese attack, shooting down five of the deadly B5N torpedo bombers while the surviving attackers jettisoned their ordnance and turned for home as the sun set on the horizon at 1830 hours; they had the misfortune to run into two divisions from VF-42, which promptly shot down two more B5Ns and a D3A1.

Noel Gayler's division returned to Lexington and briefly came under American fire as they entered the landing pattern. Gayler recalled, "They had a whole bunch of .50 caliber machine guns independently operated on the catwalk. Somebody started shooting and in those days the fire discipline was not very good, so everyone started shooting."

The LSO realized what was happening because he knew who he had in the landing pattern. He turned around and hit the nearest guy across the face with his signal flags and knocked him away from his gun. Gradually the word went up the line and they realized who we were. Christ, I had my wheels down and my flaps down when they opened up!"



USS Lexington.

The opposing fleets were now 100 miles apart. During the night, the warm frontal zone with low-hanging clouds that hid the American carriers so well the first day moved north and at dawn, the front covered the Japanese fleet; visibility was between 2-15 miles in heavy cloud.

Lexington and Yorktown launched 18 Dauntlesses at 0635 hours to search for the enemy. At 0820 hours, Lt(jg) Joseph G. Smith looked down through a hole in the thick clouds and spotted Shōkaku and Zuikaku. Two minutes later, Shōkaku's Lt Kenzo Kanno looked down from the cockpit of his B5N2 and sighted the American carriers. The opposing forces were 210 miles apart. Both now raced to launch their strikes.

Shōkaku and Zuikaku launched a combined strike of 18 A6M2s, 33 D3As and 18 B5N2s led by Shōkaku Air Group commander Lt Cdr Kakuichi Takahashi at 0915 hours. At the same time, Yorktown launched six F4F-3s, 15 SBDs and nine TBDs, followed ten minutes later by Lexington's seven F4F-3s; Noel Gayler's four escorting 12 TBDs, and Lt Albert O. Vorse's three Wildcats escorting 15 SBDs. All four carriers increased speed as they headed directly for each other's location

to reduce the distance their aircraft would have to return.

Shōkaku and Zuikaku were four miles apart, with Zuikaku hidden beneath a rain squall when the Yorktown strike arrived at 1032 hours; they were hampered by the poor weather and the 16 Zero fighters of the Japanese CAP. VF-42 shot down two Zeros while losing two Dauntlesses, though the Yorktown SBDs hit Shōkaku with two 1,000-lb bombs that caused major damage to the flight and hangar decks.

Lexington's strike arrived an hour late, the formations broken up by the towering cumulus clouds they had been forced to fly through preventing them from making a coordinated attack. Vorse's three Wildcats had been forced to abort. Noel Gayler's division was flying low with the torpedo bombers when four Zeros attacked, exploding Gayler's wingman on the first pass. Gayler was immediately involved with a Zero. He later recalled, "I think the guy I tangled with was a much better pilot than I. He got on my tail pretty promptly, and he was a very good shot. His wingmen went by on both sides. As soon as I saw them, I took the stick with both hands and pushed into a dive but there wasn't enough altitude to gain speed.

I came around on another Jap and made a big hairy climbing turn, taking a long shot at him, and fell out for lack of air-speed just as I saw him starting to burn. It was just such an incredibly confusing, mixed-up situation, poor visibility and people yelling on the radio." Gayler managed to flame a Zero that flew in front of him. However, the other two of his division were lost in the melee.

One Lexington SBD hit Shōkaku with a third bomb, causing more damage, while two SBDs unsuccessfully attacked Zuikaku. Had the rest of the Lexington force managed to stay together in the bad weather, it is likely they would have sunk Shōkaku.

At almost the same time the Americans attacked the Japanese fleet, Lexington's radar detected the inbound enemy strike 68 miles away and vectored nine Wildcats to intercept. Paul Ramsey's three-plane division was at 10,000 feet when wingman Ensign Ed Sellstrom spotted the 63 aircraft. Due to the heavy losses suffered the previous night, the Japanese could not execute a full attack on both carriers. Zuikaku's air group commander sent 14 B5Ns to attack Lexington and four to attack Yorktown. Ensign Sellstrom dived



IJN light carrier Shōhō on fire after attack by USS Lexington on 7 May 1942. Shoho was the first aircraft carrier lost to enemy aircraft.

after them and found them fast enough that it was hard to catch up. He caught the rear vic of three and flamed the last B5N five miles from the ships. He was then caught by the Zero escort and later reported he managed to damage two before he escaped in a dive.

The American defenders mistakenly expected the B5Ns would attack like the TBD – low and slow. The six VF-42 Wildcats were too low at 1,000 feet and could only watch the B5Ns swarm overhead at speeds over 200 mph, dropping their deadly Type 91 torpedoes at an altitude of 1,500 feet. The four attacking Yorktown all missed but the other 14 successfully employed a “hammer and anvil” attack on Lexington. At 1120 hours, she was hit by two torpedoes; the first hit buckled the port aviation gasoline stowage tanks while the second ruptured the port water main. As the attackers flew away, four were shot down by Lexington’s gunners.

The 33 D3As circled to attack from upwind. Nineteen Shōkaku D3As lined up on Lexington while Zuikaku’s 14 attacked Yorktown. Four VF-2 Wildcats led by Fred Borries attacked the Zuikaku force but were swarmed by escorting Zeros and had to dive away to save themselves.

Two VF-42 Wildcats above Yorktown damaged two D3As in their dives, while disrupting the aim of the others.

Lexington was damaged by two hits and several near misses. Yorktown was hit in the center of her flight deck at 1127 hours by a single bomb that penetrated four decks before exploding. The explosion caused severe structural damage and killed or wounded 66 men. Twelve near misses damaged her below the waterline. Two D3As were shot down by a VF-42 Wildcat during the attack.

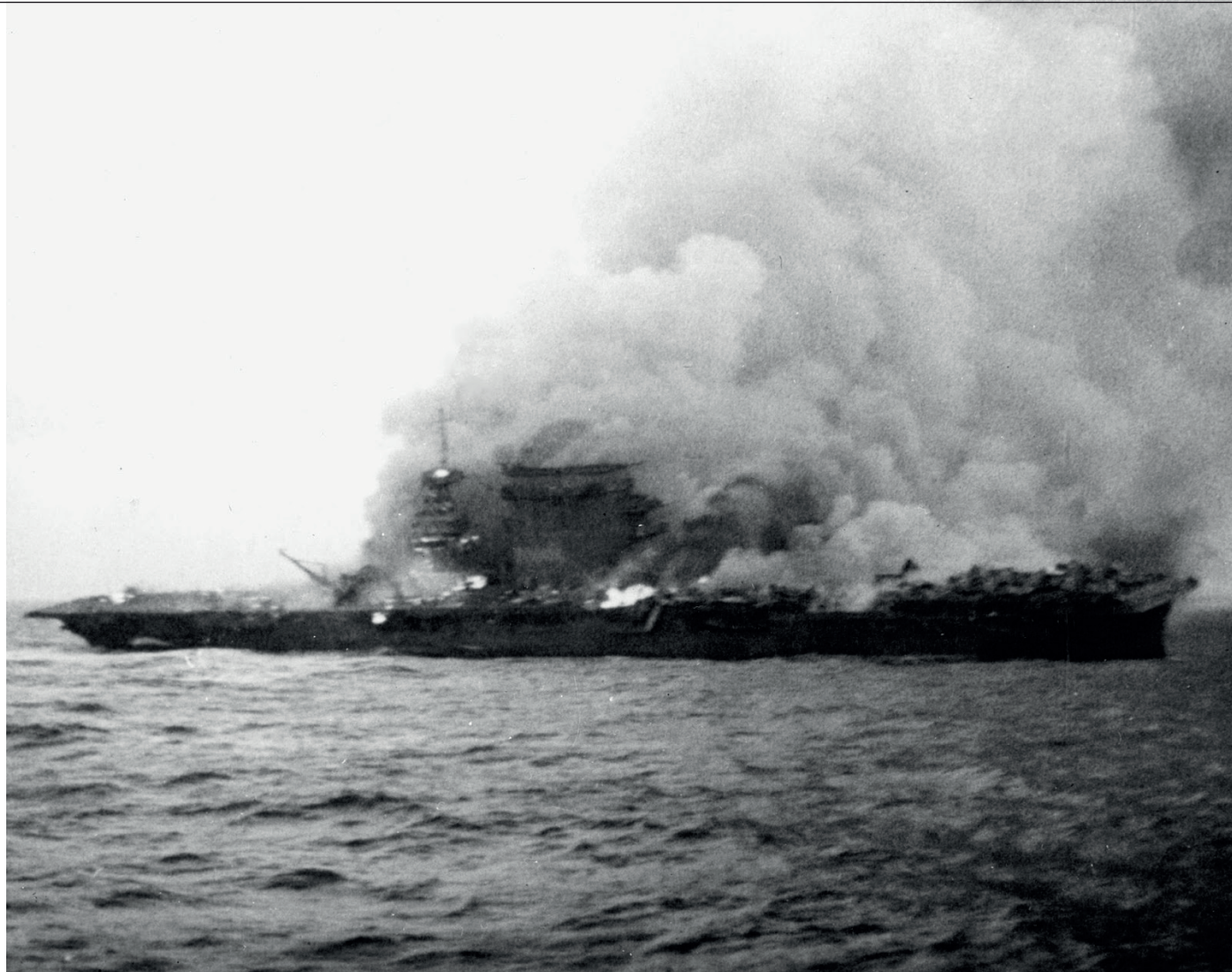
As the bombers attempted to escape, they ran into Vorse’s division that had just returned from aborting the strike. Bill Eder recalled, “My wingman and I headed for two Jap planes, but lost them in the clouds. Then we became separated and I turned and saw this fighter below me. He turned up toward me as I headed down toward him and we met head-on. I was firing four .50 calibers on a down slant and he was firing on an up slant. I could see his 20mm stuff was falling short, though his 7.7.s were doing better. Then my .50s began hitting him. Almost immediately he sort of snap-rolled, then spiraled downward, uncontrolled. My emotion was ‘scored,’ and I’m glad my .50 cali-

bers were more adequate than his guns.” The fight saw three SBDs, three Wildcats, three B5Ns, one D3A, and Eder’s Zero lost. Shōkaku’s torpedo leader Lt Kanno and strike leader Lt Cdr Takahashi were both shot down and killed.

The American and Japanese strike formations ran across each on their return flights. VF-42 Wildcats shot down a B5N and two D3As, while Noel Gayler became the leading Navy ace of the time with eight victories when he shot down two D3As.

Lexington’s fires were out by 1233 hours and the carrier was still able to operate despite the torpedo hits. Noel Gayler did not notice any damage as he approached for landing. “She was making 25 knots and operating airplanes. She looked okay from the air. It was only after I landed, when I noticed nobody paid any attention to me, contrary to before, that I looked around and noticed some of the faces were looking sort of strange. Then I saw flecks of fire-fighting foam all over the deck and knew she had been hit.”

Vorse’s division also landed aboard. Gayler tried to organize another strike against Zuikaku while Lexington still seemed able to function but there was no way



USS Lexington (CV-2) on fire after avgas explosion, 8 May 1942.

to fuel the planes. Bill Eder remembered, "We were to refuel, rearm and relaunch. However, before that was accomplished the below-decks fires reached the hangar deck."

At 1430 hours, Admiral Hara informed Admiral Takagi that there were only 24 Zeros, eight D3As and four B5Ns operational aboard Zuikaku. At 1500 hours, Takagi notified Admiral Inoue his force had sunk two American carriers, a "Yorktown-class" and a "Saratoga-class," but he could not continue to provide air cover for the invasion due to heavy aircraft losses. Admiral Inoue recalled the invasion convoy to Rabaul.

Zuikaku and her escorts turned towards Rabaul while Shōkaku headed for major repair in Japan.

Sparks from unattended electric motors ignited gasoline fumes near Lexington's central control station at 1247 hours; the resulting explosion killed 25 men, starting a large fire. A severe fire began after another large explosion occurred at 1442 hours. At 1525 hours there was a third explosion. Damage control reported the fires were uncontrollable at 1538 hours. The order to abandon ship was given at

1707 hours. Noel Gayler recalled "We were driven to the extreme stern by the fire. The ship's service ice cream plant was in the extreme port stern quarter. Some clown passed the word that there was free ice cream and sailors who were abandoning ship lined up for it. Of course they puked it up afterwards as soon as they had been swimming in salt water awhile.

There was no panic, no worry about being picked up. The water was warm and the destroyers moved in with cargo nets." Gayler was picked up by a destroyer after 90 minutes in the water.

Bill Eder remembered, "After the abandon ship order was given, I waited my turn and descended a knotted line to the warm water. I found an inflated life raft with three older chief petty officers aboard. Since I had a life jacket, I stayed alongside in the water. Pretty soon the destroyer Dewey came along and picked us up. They threw us a line and I, being the young 'un, held it for the chiefs to climb. When it was my turn I was too exhausted to climb and a sailor had to come down and put a line around me so they could winch me up."

At 1915 hours with the sun setting over the Coral Sea, the destroyer Phelps (DD-

360) fired five torpedoes into the burning Lexington and she sank in 2,400 fathoms at 1952 hours, taking 216 of the 2,951-man crew and 36 aircraft down with her.

When Yorktown returned to Pearl Harbor, VF-42's F4F-3 Wildcats were replaced by F4F-4s with folding wings. The pilots did not consider the new Wildcat an improvement. To save weight after wing folding was installed, the ammunition load remained the same - now distributed between six guns rather than four and reducing firing time by 20 seconds, a lifetime in combat. The F4F-3 had held the line against a superior enemy in difficult situations and demonstrated its fighting heart.

Adapted from Thomas McKelvey Cleaver's best-selling "I Will Run Wild: The Pacific War from Pearl Harbor to Midway," from Osprey Publishing.

Credit all photos: USN Official

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Mission: Impossible Ukrainian style

Text: Miro Barič

The Azovstal steelworks were shelled for several months.

The port city of Mariupol in the south of Ukraine was a target of shelling on February 24, the first day of the Russian aggression. The city was surrounded by the Russian troops on March 2nd. More than two months of street fighting followed. The Ukrainian soldiers in the city were not completely isolated though. To supply them, and evacuate the wounded the Ukrainian AF completed seven secret missions where the helicopter pilots flew more than 100 km over the enemy-held territory at night and only several meters above the ground.

The first of total seven evacuation flights took place on March 21. The last mission took place on either April 5 or 7, depending on the source. It was stated previously that the last flight to Mariupol took place a month later, sometime in the beginning of May. This is hardly probable though. In the beginning of April the Ukrainian troops still controlled the large areas of the city. By the middle of the month however they had to retreat into two large industrial complexes – steelworks Ilyich and Azovstal. In the second half of April the Ukrainian soldiers only stood defense in the second factory. It's virtually impossible that a flight to Azovstal under such circumstances would have escaped the attackers' attention and did not draw their artillery fire.

The missions were flown under the utmost secrecy and the participants were allowed to speak to media only after the very last defenders of Mariupol surrendered in the second half of May. Even though the world's audience learned about many of these heroic deeds the precise details about the places and times, where from and when the evacuation flights took place remained widely unknown up until now.

One of the most detailed and therefore most valuable testimonies came from the member of the Ukrainian defense intelligence, code named Flint, who not only participated in the first mission but also had taken part in its preparation from the beginning. The plan was a brain child of General Major Kyryl Budanov, chief of the defense intelligence. The first flight was supposed to sortie before March 21 but had to

be postponed three times due to the various reasons. One of them was the intelligence information about the Russian AA defense along the route to Mariupol which changed constantly. The Russians may have „sensed something“ since the concentration of the enemy's air force over the besieged city suddenly increased. Another reason was the effort to keep the mission top secret. The flight was being prepared at Dnipro airbase and a lot of people took part in it – technicians, refuelling personnel, military police... There was clearly an increased traffic of people and had the enemy had his „eyes“ nearby they could not have missed that the operation was getting ready. Therefore even before the actual mission, in the order to camouflage the events the desinformation operation was implemented. „A soldier called his wife and told her he will be home soon

because the upper command cancelled the planned operation. And I had the conversation with some one and told him the operation was cancelled“ stated Flint for the on-line magazine The War Zone. After these information were released the participants in the first flight returned to the airport, loaded the helicopters and departed in a fake direction to conceal the actual course. The third problem to overcome before the mission was to find the pilots willing to fly it. Several pilots who were approached turned down the offer. „They thought it was impossible“ said Flint. Finally they found the first pilot who was willing to fly to Mariupol – due to the personal reasons. „His wife was a military nurse in Azovstal. She cared for the seriously wounded soldiers. The main mission objective was to evacuate these gravely wounded soldiers and herself from that factory“ stated Flint.

In civilian clothing and unarmed

Before the flight all dressed into civilian clothing and removed all military identifications. In case of a crash that would help them cross the front line back to the Ukrainian territory unnoticed. They also removed all the armament and equipment from the helicopters in order to reduce weight as much as possible. They made room for the cargo of the anti-tank missiles NLAW and Javelin, AA rockets Stinger and satellite communication systems Starlink.



Loading a wounded man into a Ukrainian Mi-8 helicopter at a pre-war exercise.



Supply and evacuation flights to Mariupol were really low-level flights.



Ukrainian Mi-8MSB-V helicopters in a shot before the war.



During one mission to Mariupol, Mi-8 helicopters were also accompanied by one Mi-24 attack helicopter as fire support.

Besides the arms and ammunition the food and medicine were carried on the flights to Mariupol. They took off at 3:30 in the morning. Flint was facing „Sophie's choice“ where to sit in the helicopter. He could sit next to the fuel tank and if the helicopter was hit he would be instantly killed. Or he could sit on the ammunition boxes and in case of crash he would break all his limbs as a minimum. „We realized this can be a one way flight and were prepared not to return“, said Flint. At the same time they realized that the besieged Ukrainian soldiers desperately needed their help and once they were airborne the worries dissipated.

First the Mi-8 helicopters landed right near the front line, at the field base where they refuelled. Then they rushed through the night at 220 kph and 5 meters above the ground. The pilots had to escape the enemy radar. On the other hand they had to dribble among trees and electrical poles. The moment of surprise worked though and the helicopters safely reached Mariupol.

The pilots landed in Azovstal steelworks area which is 11 square kilometers. There was a 24 km long network of the concrete shelters and tunnels underneath, this was the best protected place in the whole Mariupol. There was a field hospital underground from which the helicopters were to evacuate the gravely wounded soldiers. The pilots had to seek the landing area which was the least littered by debris and craters. Then the factory defenders emerged from the underground, off loaded the supplies and loaded 16 wounded soldiers who were brought on trucks. It all took approximately 15-20 minutes and all that time the helicopters were running their engines ready to take off immediately if the danger presented itself. When the wounded were on board the defenders had to camouflage the helicopters' departure. They commenced a wild gunfire at the Russian positions to distract the enemy's attention. During this shoot out the helicopters disappeared unnoticed flying close to the ground.

Without being fired at on the return flight they again landed near the front line to refuel and at 7:30 am landed at Dnipro. The whole mission lasted four hours. „These are the exceptional emotions when you are handing over the wounded to the doctors' hands and you realized you achieved something absolutely impossible. You feel happiness and pride of your people“ described Flint his emotional state after the landing.

Further missions were more and more difficult to fly. During the second flight the Russians were shooting at the helicopter, its pilot however managed to successfully land at the refueling spot. That place kept changing as well as the helicopters' flight routes. Sometimes they flew over the land, another time they flew over the sea and returned to the land having made a wide turn. Flint recalled how during one mission the Ukrainian helicopter flew very close to the water surface between two patrolling Russian ships. Due to the lack of pi-

lots trained to fly at night some missions were flown partially during the daylight. The natural and man made obstacles they avoided under different circumstances were now used as a concealment from the Russian troops equipped with the portable missiles.

Seven missions

The facts about the missions were summarized by General Major Kyrylo Budanov. As we mentioned earlier, seven missions in total were flown. Pairs of Mi-8 participated in six missions. One mission was flown by four Mi-8 escorted by a Mi-24 which would provide the covering fire if needed. All supplies were successfully delivered however on the return evacuation flights two Mi-8 were shot down. It happened during the fifth and seventh missions. On the last mission a rescue Mi-8 was dispatched to help the downed aircraft. The Russians however anticipated this and managed to shoot down this helicopter as well. Besides the whole crew four members of the Ukrainian Special Forces were killed. Altogether 16 Mi-8 and one Mi-24 took part in the flights to Mariupol. Out of those two aircraft were shot down and one rescue helicopter was lost as well. Besides the supplies these helicopters transported into the besieged city 72 members of the Azov regiment who volunteered to help their comrades. The former unit's commander, Andrii Bilecky shared some details. One of the soldiers transported there was a Mariupol native code named Kelt. Sadly, he was killed in action on the second day. „He died however as he would have wished to. He told to many of his friends that he wanted to die at home. He was killed in the street where the house he was born and brought up in stood. He died right in the heart of his little homeland.“ said Bilecky. He also stated that on one of the last flights five civilian medical volunteer personnel from Dnipro participated. There were an anesthesiologist, two surgeons and a nurse. „I hope one day I will be able to publish their names. They are the real heroes to me.“ added Bilecky.

Hits and losses

Step by step the Russians learned what was going on and tightened the front line around Mariupol. Testimonies of the pilots who took part in the fifth and seventh missions that suffered losses, appeared in the Ukrainian media. „We felt the highest level of stress while walking towards our helicopter ready to take off. Once we were airborne we all knew we had a job to do and focused to do it as best as we could“ said a pilot who did not wish that his name was revealed. According to the testimony of one of his passengers he flew the fifth mission in the end of March. „When we arrived in Mariupol we were in the state of euphoria“ described the pilot. But it was not okay. On the return flight they covered only six kilometers in three minutes when they were hit by a portable ground-to-air missile which put one engine out of order. Regardless they managed

to stay airborne. Their comrades flying behind them in another helicopter were not so lucky. After they were hit they crashed with no survivors.

Each pilot was issued a written statement saying it was solely his decision where and under what conditions he lands. „After we were hit by a rocket our adrenalin lever rose so we only did what we were supposed to do. We had 20 wounded people on board. Had we landed in the field how would we have evacuated them? It would have been necessary to dispatch another helicopter and that was not an option. So we continued to our refuelling spot“ said a pilot. On board he also had 22 years old corporal Vladislav Zahorodny who had been hit into pelvis during the Mariupol fighting and his nerves got damaged. During the previous evacuations his was passed three times for an airlift. This was his first helicopter flight ever. A week later Zahorodnyi met his fellow Chernihiv native who was also evacuated from Mariupol, possibly on the very last flight. He used the codename Buffalo. During the fighting he lost his leg and suffered some other injuries. His evacuation details match the 51 years old pilot's recollections. He only revealed his first name, Oleksandr.

He flew just one mission but considered it the most difficult flight of his 30-years long flying career: „We could have refused to fly but my crew did not do it. We knew that there are people who need our help“ said Oleksandr. They carried two tons of supplies from Dnipro and on the return flight evacuated the wounded. Soldier Buffalo almost did not make it. He was lying in the corner of the truck a was too weak to draw attention to himself.

He was already giving up the idea of being flown to safety when some one yelled „You left a soldier behind!“ The put him on the top of the other wounded as there was no room left. They were shot at after the take off and they were told later that the pilot evaded the missile launched from the ship. Looking out through the small window Buffalo noticed that they were flying below the treetops. The flight



T-80 tanks belonging to the 36th Marine Brigade abandoned in Mariupol.

description matches Oleksandr's testimony. While they were offloading and loading the helicopter we remained in our seats. There were explosions around us and the chopper was shaking. It was really scary. It took only 20 minutes but to me it felt like two hours“, he recalled the moments spent on the ground. After the take off he headed over the sea. „I noticed the Russian ship and realized they can hit us. But my body reacted faster than the brain registered the danger. There were explosions nearby. The blast waves were shaking us as a toy“ he described. His evasive manoeuvres got the helicopter out of the dangerous zone. Then he rushed at 220 kph close to the ground jumping over the electrical lines. After 80 minutes they arrived in Dnipro. There he was told that the evacuees want to speak with him. He expected them to curse him out for a bumpy ride but when he opened the door they thanked him unanimously.

Sadly even during this flight the second helicopter was lost. Its pilot's last report stated the position seven kilometers from the front line with the remaining 250 liters of fuel. „That was three times less than our remaining fuel so I assume they had been hit and damaged. Those were the last words I heard from my friend“, added Oleksandr. After the last mission it became too dangerous to continue flying them and they had to be stopped. These seven brave flights however managed to be recorded in the history of the air warfare.



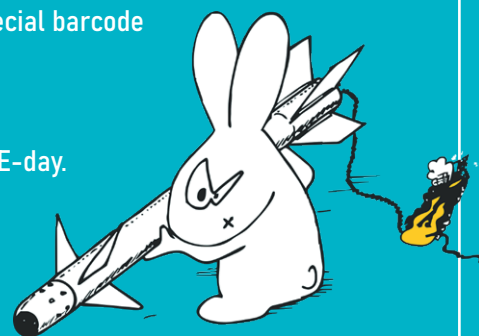
Conditions in Azovstal were documented by a member of the Azov Regiment with the codename Orest.

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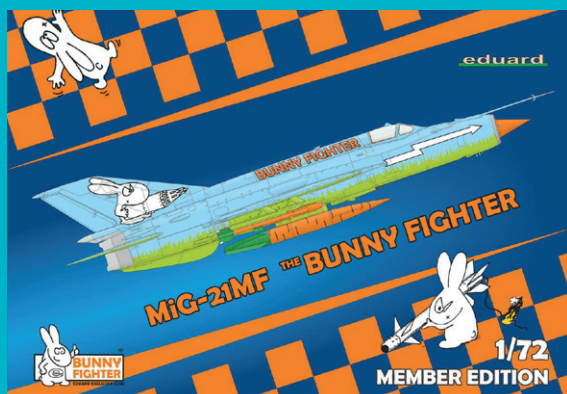


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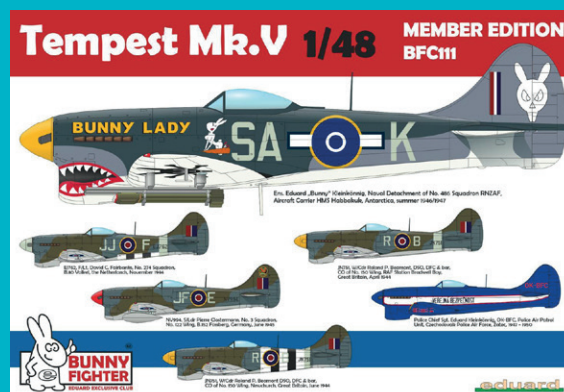


BOX CONTENT:

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.

Blue outline, white outline...

Part 2

Text: Michal Ovčáčík

Photographs: collections of the author, Jaroslav Bartáček, Bohumír Kudlička, Miroslav Irra, Jaroslav Matoulka and The Aviation Research Group via Pavel Krejci

Colors of the Czechoslovak Air Force S-199

In the part one of the Czechoslovak S-199 colors analysis the complicated situation with the suitable paints used by Czechoslovak post-war aviation industry was described and the color differences among the supplied aircraft were summarized.

Even before receiving the final single color overall finish the completed S-199 left the assembly lines of Avia in Čakovice and Aero in Vysocany with the surfaces treated with a dope or primer according to the material used in the construction (duralumin, fabric). We can only speculate about the actual color. It could have been RLM 02 grey from the stocks left behind by the Germans or some other available greyish paint. Let's be aware of the fact that the „hundredninetynines” were not manufactured from the scratch but just modified or refurbished various versions of the Bf 109 fighter airframes and their components produced during the wartime. There

were „Gustavs” of the variants 6, 10 and 14 as well as K-4 airframes gathered in Czechoslovakia from a variety of sources, be it from the Luftwaffe airports located on the former Protectorate territory or as a war bounty received as a gift from the Red Army or purchased from Bulgaria.

The gaps between the metal skin panels were puttied (refer to the pictures in the previous issue of INFO Eduard) followed by the sprayed coat of the single paint color. Initially it was a light grey-green shade (factory drawings dated October 1947 identify this color as grey) and once availability improved, replaced by new, darker green color. The

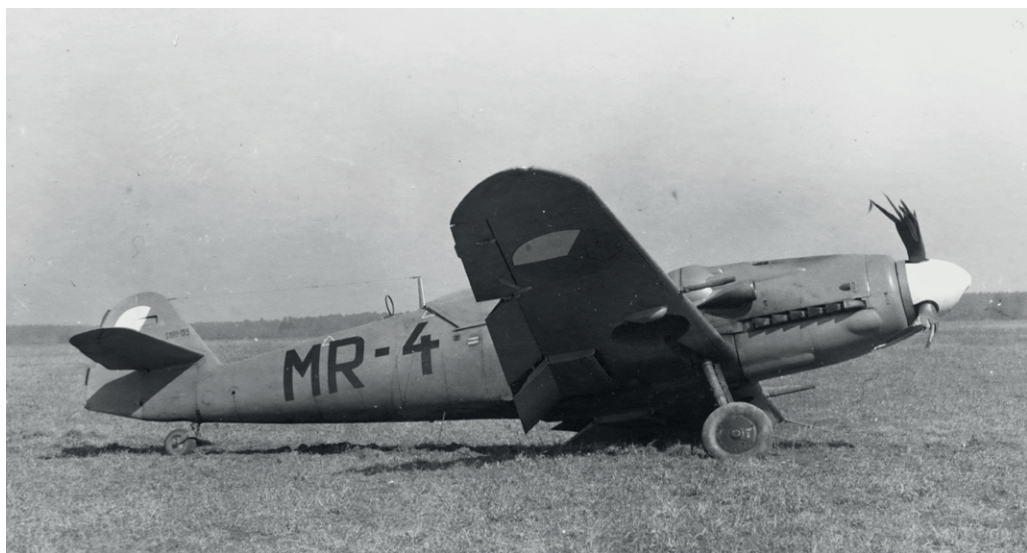
aircraft that were repaired or overhauled at the aviation repair shops or underwent the additional modifications at the manufacturer were often sprayed with various darker shades of green but there were cases of refurbished aircraft painted in light color or airframes painted partially in light grey-green as well as dark green color. The most colorful S-199s were those after the partial repair of the worn finish (panel gaps) on the fuselage and wings as well. The good example is „black” EX-11 (serial number 260), „white” GY-37 (serial number 40) or „training” UF-56 (serial number 331). Real eye-catching appearance is demonstrated by S-199.253 (black codes EZ-9) featuring unpainted panels (probably replacement parts) on the nose, cowlings and at the base of the vertical stabilizer.

The ailerons, elevators and the rudder i.e., fabric covered components, were treated with a dope, installed on the airframe and only then sprayed together with the other aircraft

surfaces as a whole assembly. The horizontal and vertical stabilizers on the aircraft from the initial series were all wood design and before the final coating they were sprayed with a dope or a darker (dark green?) color. On the newly constructed airframes and gradually converted older aircraft (since 1950) these components were made out of duralumin and therefore showed their natural color before the application of the final coating.

The national insignia application on S-199 (as well as its predecessor S-99) were promulgated by the order MNO-VL č. j. 157 Taj. let. 1946 from January 1946 on the matter of "Aircraft Markings" which besides prescribing the units' codes also established the appearance of the Czechoslovak Air Force and National Security Aviation national insignia. There were two orders governing the military S-199: the first is dated January 9, 1946, marked by Avia company's number MeS 101 and prescribed the position of the circular national insignia in the usual six locations on the upper and bottom wings and both sides of the vertical tail surface. The circular design was to have three equal segments, blue one always facing forward, red on the wing always towards the fuselage and facing downwards on the vertical tail surface. For the "aircraft sprayed in the dark shade" the insignia diameter was to be 930 mm on the wings including 15 mm thick outline (i.e. the actual insignia's diameter was 900 mm), distance from the wingtip edge 1600 mm, insignia center 680 mm from the leading edge on the wing upper surfaces and 560 mm on the wing lower surfaces. The vertical tail surface insignia was to be of 600 mm diameter including 15 mm thick outline (i.e., the diameter of the actual insignia was 570 mm). Note: another color shade covered by this order was aluminum overall with blue insignia outline for CS-199 trainers.

The second order (Avia drawing nr.109-Le 62217, national insignia and stencils on C-210 aircraft) dates from October 1947 and refers only to the "aircraft sprayed with grey color" with the white outlined national insignia. The wing insignia were to have 900 mm diameter



Avia S-299.155, "black" MR-4 from the 2nd flight of the 8th Fighter Squadron in Brno-Cernovice camouflaged in the light grey-green color. This crash occurred on March 24, 1949 while the aircraft was piloted by Lt. Frantisek Krist. The image of the lower wing half nicely shows the location of the national insignia with the thin blue outline, further the "baby bulge" of the ammunition belt links collector of the model 17/7.9N wing machine gun and the starboard liquid cooler with deployed discharge flap. The gun barrels are again protected by the linen covers.

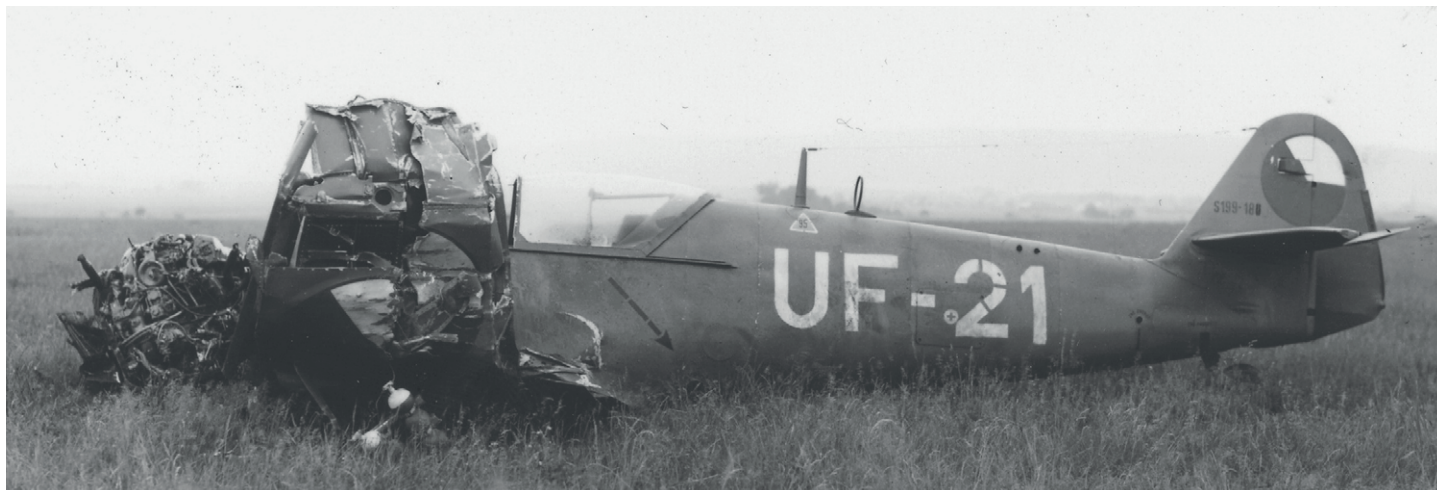
including 10 mm thick outline (i.e., the actual insignia diameter was 880 mm), insignia distance from the edge of the wingtip was 1500 mm, insignia center was 615 mm from the wing's leading edge on the upper surfaces and 550 mm on the lower surfaces. The insignia on the vertical tail surface was to have 550 mm diameter including 10 mm thick outline (i.e. the insignia's actual diameter was 530 mm). The majority of S-199s were marked according to the aforementioned orders as far as the white outline is concerned ("a stripe" in the period terminology) however, as always the exceptions existed and therefore the photographs document both light and dark painted aircraft sporting blue outlined national insignia. It could have been a result of the older order from 1946 as well as frequently applied rule of thumb „dark outline (i.e., blue) on the light basis.

Once we described the S-199 camouflage and markings we have to mention the non-standard white strips found on both upper and

lower wing surfaces close to the wingtips edge. These are captured by the number of photographs but mostly appeared on the select airframes which may have led to the mistaken conclusion that it was a part of some tactical marking. The explanation is fairly simple – there were (so far) unpainted strips of fabric covering the gap after the replacement/installation of the wingtips which were in short time, in accordance with the aircraft maintenance program, painted with camouflage color, mostly of slightly different shade than the rest of the wing. To conclude this part, it is necessary to state that this article does not claim the ultimate historic accuracy especially as far as the aforementioned color shades is concerned. Considering the lack of the authentic documentation (lost due to the routine shredding or just plain sloppiness) or still to be unearthed relevant archive materials and orders this analysis needs to be accepted as the best authors' presentation of the work of several dedicated researchers.

Avia S-199.253, "black" EZ-9 from the 3rd flight of the 5th Fighter Squadron in Plana at Ceske Budejovice as mentioned in this article, demonstrating the attractive camouflage. This emergency landing resulting in the damaged wing and the bottom of the fuselage was performed by WO Jiljí Horak. Notice the unpainted metal skin panels on the nose, cowling and replacement fuselage-vertical tail fairing. The aircraft also features the very thin outline on the vertical tail surfaces national insignia. Of interest are also the protective fabric covers on the fuselage and wing machine guns.





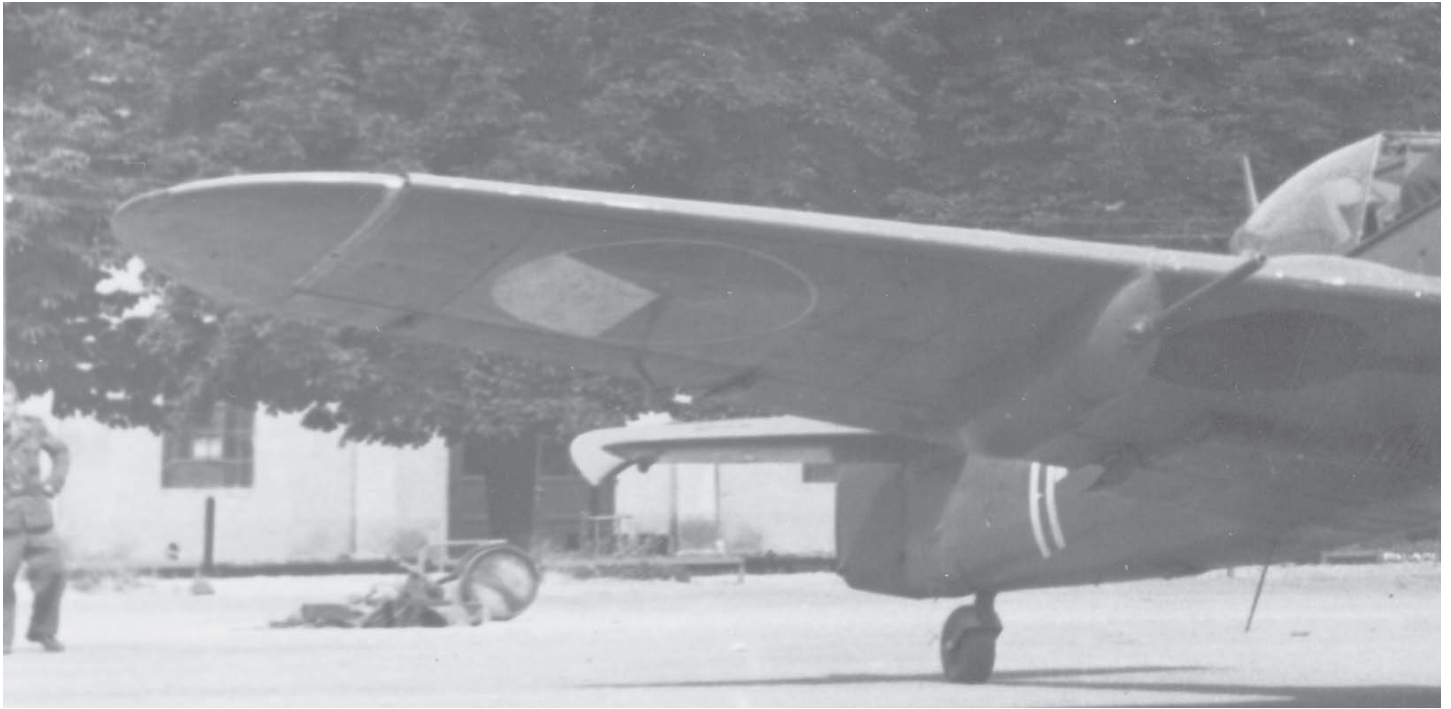
An example of the dark green painted aircraft (S-199.180) featuring the white UF-21 fuselage codes and non-standard blue outline of the national insignias. This aircraft was written off after the crash of pilot student Bohuslav Solta from the 4th Aviation School in Prostějov-Střichovice on May 30, 1953.



Crop of the well-known photograph of the apron with S-199 and C-2 aircraft from the 18th Fighter Squadron in Pardubice, spring 1954. The dark painted aircraft in the middle is EX-58 belonging to the 3rd section of the 3rd flight (initially this was a photo reconnaissance aircraft). In this photograph we can compare the light gray-green finish of the older aircraft with the newer (or overhauled) aircraft sprayed with dark green color. In both cases the fuselage codes are white and the national insignia feature a blue outline.



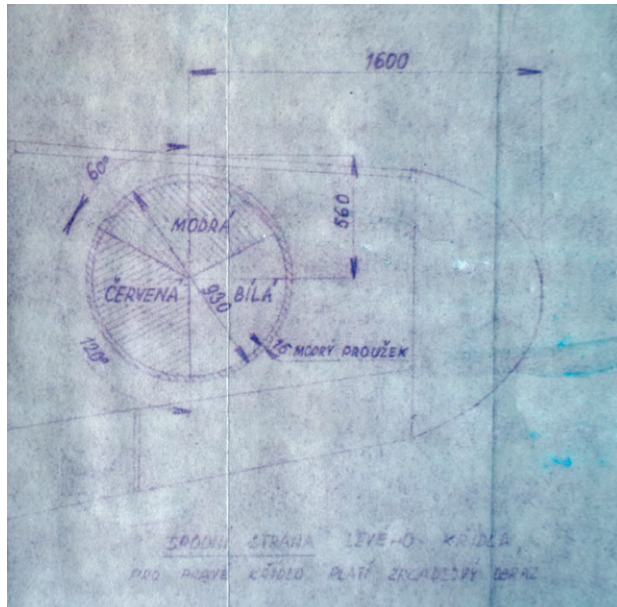
S-199.458 (manufactured by Aero) flown by Lt. Zdeněk Štefl grounded after the mid-air collision with another „onehundredninetynine“ in the area of Letkov village on July 15, 1952. The aircraft belonged to the 2nd Flight of the 51st Fighter Squadron in Pilsen. The scarlet code B-0235 indicates the previous owner, the National Security Aviation (disbanded on December 23, 1950). The Czechoslovak insignia with the standard 15mm white outline are painted in accordance with the 2nd Order of the National Markings Application dated October 1947.



The fabric strips application on the wingtips: in the detailed picture of S-199.185 coded IF-01 the fabric covering strip on the rib nr.13 location is not applied yet (or it was removed) while in the picture from Pilsen taken in winter (the codes SO were allocated to the 4th Fighter Squadron, namely its 3rd Flight) it is already over painted and shows a bit darker shade.



Image of the Skoda-Kauba SK 257 wing fragment from VHU collection: light gray-green paint applied on the aileron fabric covering that may have influenced the Czechoslovak aviation industry after the war. We cannot exclude this paint (of which some stocks could have remained) and its shade as potential application on the Czechoslovak airplanes, including S-199.



The fragment of the original Avia drawings nr.MeS 101 dated January 1946 which prescribed the location and dimensions of the wing circular national markings. It was specific for S-99 aircraft but later applicable to S-199 as well.

Text: Yoav Efrati

Illustration: Adam Tooby



First blood

On the morning of May 15, 1948, citizens of the newly proclaimed state of Israel awoke to a new beginning. The hope of 2,000 years has materialized into a homeland for the Jewish people. The establishment of a Jewish state in parts of Palestine, at this time still under British mandate, had been approved by the United Nations half a year earlier. Nonetheless, the recognition of a new Jewish state was not accepted by the local Arab population, nor by the Arab countries surrounding Israel – Egypt in the south, Jordan to the east and Syria and Lebanon in the north. Leading the effort to annihilate the Jewish state was the Royal Egyptian Army and Air Force. At daybreak of Israel's first day of independence, Royal Egyptian Air Force Spitfires bombed Tel-Aviv and the civilian airport at its outskirts. Operating out of the Sinai base at El Arish, makeshift Dakota bombers and additional Spitfires conducted a daily routine of bombing civilian centers with impunity.

Israelis had yet no fighter aircraft to stop them, but on April 23, 1948, the IAF had secured the purchase of 25 Czechoslovakian S-199 fighter planes. On May 6, 1948, ten local and foreign pilots, who volunteered to fly combat missions for Israel, were sent to Czechoslovakia for conversion to S-199. Twelve days into their training, news came from Israel that Egyptians had bombed Tel-Aviv central bus station, killing dozens of civilians. On the morning

of May 20, Modi Alon, Ezer Weizman and five Czechoslovakian mechanics squeezed into a C-46 Commando along the first disassembled "Messer" and loads of ammunition to land in Israel 11 hours later. On May 29, 1948, Israel had four "Messers" airworthy and ready for action, but although two more were delivered in the meantime, only one was airworthy on June 3. At the dusk of that day, pedestrians of Tel-Aviv witnessed an overflight of a pair of Egyptian Dakota makeshift bombers escorted by a pair of Spitfires. This was to be another bombing run on the largest population center of Israel. This time, the Egyptian's daily bombing routine that had begun on the morning of May 15, 1948, was to be challenged for the first time. Palestinian Jew Modi Alon took to the air in the only fighter plane Israel had, the S-199 coded D-106. Modi came in from the sea with the sun at his back, so the Egyptian Spitfire pilots did not spot him as he used his aircraft to slash at the two bombers, downing one after the other in the skies of Tel-Aviv. Alon's experience at flying the "Messer" was only a handful of flights at the time of the kills but his fighter pilot experience amounted to hundreds of hours as an active pilot with the Royal Air Force towards the end of World War II. Alon began gathering operational experience in June 1945 with the No. 112 Squadron, flying Mustangs Mk.III (P-51B), Mk.IV (P-51D) and Mk.IVA (P-51K) adorned with shark mouth.

The Royal Air Force No. 112 Squadron was stationed in Cervia, Italy and was disbanded at Treviso on December 30, 1946. Prior to it, in September 1945, Alon was transferred to the No. 213 squadron at the Ramat David airbase in British mandated Palestine, flying Mk.IVA (P-51K) Mustang. The No. 213 Squadron transitioned from the Mustangs to the late mark Spitfires and between November 1945 and April 1946 Alon was redeployed with the unit to Italy. Soon after this transfer, he quit the RAF to take up architectural studies at the Technion university in Haifa. During his studies, Alon was summoned by the IDF command along with other native Israelis who flew for the RAF, to take up flight duty with the Palmach's air component, flying civilian-marked light aircraft.

On October 15, 1948, the IDF initiated operation "Ten Plagues" to dislodge the Egyptian army entrenched along the Ashdod-Hebron road leading to Jerusalem. Returning from a combat mission in "Messer D-114" Alon experienced mechanical difficulty over Herzliya air strip and in his attempts to correct it while airborne, he lost control of the aircraft which ended in a fatal crash, killing the hero of the new state of Israel.



Text: Jan Bobek

Illustration: Kateřina Borecká

Fourth of July over the Netherlands

The boxart of Eduard's September release depicts the fight of Uffz Johannes Rathenow with the British Boston formation on July 4, 1942, over the Netherlands. This was the first victory of IV./JG 1, which later became I./JG 1, re-equipped with Heinkel He 162 jets at the end of the war. However, the German unit did not come unscathed out of the engagement. The crews of No. 226 Squadron RAF, armed with Bostons III, were joined in the spring of 1942 by some personnel of the American 15th BS of the 27th BG. The Yanks were to learn low-altitude bombing tactics from their British counterparts. The first joint mission was scheduled for the morning of July 4, 1942. Twelve aircraft were prepared for the raid on the airfields in the Netherlands, including six with American crews. Their targets were De Kooy, Haamstede, Valkenburg and Bergen-op-Zoom. The latter airfield, where IV./JG 1 was based, was attacked by P/O Charles M. Henning, F/Lt. Robert A. Yates-Earl and American 2/Lt. William G. Lynn Jr. Bostons have hit hangars and dispersals of IV./JG 1 few minutes after 8 am. Their bombs severely damaged a Bf 109F "White 11" of 10./JG 1, killing one mechanic and injuring two others. However, the aircraft piloted by 2/Lt. Lynn crashed within the airfield, apparently after being hit by flak. The flak also hit Henning's machine, but he managed to drop his load and continued flying. Just after the bombs were dropped, Yates-Earl spotted a Bf 109 in front of him. He scored hits from his front guns, follo-

wed by gunfire at point-blank range by his rear gunner, Sgt. Leaver. The stricken Bf 109 F-4/Z (WNR. 7423) marked "White 9" crashed into one of the airfield buildings and its pilot, Uffz. Erwin Grütz of 10./JG 1, was killed. The pair of Bostons were pursued by a plane which was leaving a black smoke trail. The British thought it was the same one they had hit over the airfield, but it was a different aircraft. Behind the controls of this plane was Uffz. Johannes Rathenow of 10./JG 1 and the engine of his machine was apparently running in short-term power boost mode. He managed to catch up with the Bostons over the sea and concentrated his fire on the damaged aircraft manned by 20-year-old P/O Henning. The British machine burst into flames, disintegrated, and the navigator, P/O Percy J. Voyzey as well as the radio operator/gunner, Sgt. Herbert T. Willig, were killed along with their pilot. A victorious Rathenow is depicted in a series of photographs with the Fw 190 "White 12", which show him in high spirits after this first victory, including a jump from the edge of the cockpit to the ground. The images have been described as such in several publications. The problem is that the war correspondent made them in late July 1942. On July 4 Rathenow was still flying a Bf 109. It may have been his personal Bf 109F "white 4" with the Susi inscription under the cockpit. In March 1942, the Luftwaffe established the IV./JG 1 for a second time. Most of the original IV Gruppe had been incorporated into

JG 5 in northern Europe shortly before. The new IV./JG 1 was formed largely from several operational training units. From the end of April, it was gradually moved from Germany to various bases in the Netherlands. It was armed with a varied mix of different versions of the Bf 109E and F fighters. At the end of June, it was assigned seventeen Fw 190A-2s and fifteen Fw 190A-3s. However, these were in Germany with Übernahmekommando Rotenburg in Mönchen Gladbach, at which IV./JG 1 was gradually rearmed with the Fw 190s from mid-July 1942. The transformation was accompanied by a number of problems with malfunctioning BMW engines. When parts of IV./JG 1 with Fw 190s began to move to Deelen in the Netherlands at the end of July, the last Bf 109E's were still to be seen alongside the new Focke-Wulfs. For the rest of 1942, IV./JG 1 over the Netherlands and Germany mostly encountered reconnaissance Mosquitos, but occasionally got into combat with Spitfires, Bostons or Wellington bombers. Johannes Rathenow later scored a number of successes in combat against American four-engined bombers. He was killed on November 3, 1943, in fight with Boeing B-17s and their escorting P-38 fighters of the 55th FG over Germany. His aircraft exploded after shots fired probably by Lightning pilots Major Milton Joel and 2/Lt. Willard L. Kreft.

Sharks over Crete

Text: Jan Bobek

Illustration: Antonis Karydis

The Bf 110 was the fighter plane with the best victory/loss ratio in the Battle of Britain. This aircraft also performed well in attacks on ground targets. It continued in both roles as I. and II./ZG 26 took part in the attack on Yugoslavia and Greece. The fighting over Greece culminated on April 20, 1941, with an aerial battle over Athens in which the most successful Western Allied fighter pilot, South African Pat Pattle, was killed by a Bf 110. He had more than 50 victories to his credit.

Due to the impending invasion of Crete, I. and II./ZG 26 were tasked with attacking the island's defences and vessels in its vicinity. They were reinforced by II./ZG 76, which moved to Argos airfield. Due to the paintings of shark mouths on the noses of their aircraft, they were known as the Hai-fischgruppe. Its commander was Maj. Erich Groth and one of his Staffelkapitäne was Hans-Joachim Jabs, the most successful Bf 110 fighter pilot of the Battle of Britain. He later became a successful night fighter with 50 victories. He was awarded Knight's Cross with Oak Leaf for his combat efforts. The defences of Crete were very strong and Allied airmen as well as gunners on land and in ships inflicted heavy losses to the attackers. The first appearance of Bf 110s over Crete was probably on May 11, when five aircraft from II./ZG 76 strafed Heraklion airfield. The Bofors gunners opened fire, but due to late warning only one Gladiator from No. 112 Squadron RAF took

off. Its pilot claimed a probable kill. Three days later, however, the Germans suffered a noticeable loss. A dozen aircraft from

II./ZG 26 flew to Heraklion, where they came under fire from the Bofors gunners, and were also attacked by two Gladiators from 1430 Flight. New Zealander P/O Jerry Westenra managed to hit a low-flying Bf 110 which crashed into the sea off the coast. Bofors gunners also claimed this victory. None of the crew survived. The pilot of the aircraft was Oblt. Sophus Baagoe of 5./ZG 26, a 14 victory ace. He was one of the pilots who may have killed Pat Pattle three weeks earlier over Athens. Another Bf 110 crash landed near the airfield after hits from Bofors and its crew was captured.

On the day of the invasion of Crete, May 20, 1941, 4./ZG 26 lost its commander Oblt. Reinhold Heubel. In the afternoon, the Bf 110s of II./ZG 26 were to destroy the remaining Bofors positions at Heraklion. However, valiant Bofors gunners shot down two Bf 110s, killing Heubel, and capturing the other crew.

The Bf 110s were also targeting vessels, as illustrated by Antonis Karydis in the illustration, portraying the aircraft of Hans-Joachim Jabs of II./ZG 76, which achieved excellent results during the fighting at Crete. Even a small vessel could be a dangerous target. On May 21, 1941, near Suda Bay, the Kommandeur of I./ZG 26, Hptm. Wilhelm Makrocki, who was a Kni-

ght's Cross recipient and an ace with nine kills, attacked the small coastal patrol vessel Syvern. During the first attack, he killed one sailor by gunfire and wounded all the others. He continued to attack with his Bf 110 and men on the Syvern bravely fired small arms. During the sixth attack, one ammunition box on board exploded, debris hit the Bf 110, which in turn struck the mast and crashed into the sea. Not only did Makrocki die, but also his gunner, war correspondent Hptm. Heinrich Eisgruber, who served in the 3. Bayerisches Infanterie-Regiment during the First World War. Syvern eventually reached the coast.

While on patrol on May 31, about 25 km north of Kissamos Bay the Kapitän of 2./ZG 26, Hptm. Karl Heindorf, tried to get into firing position behind a Maryland bomber. But he was hit from behind by Lt. Jim Williams of No. 24 Sqn. SAAF in another Maryland and was shot down in flames into the sea.

During the two weeks of fighting for Crete, the Germans lost more than twenty Bf 110s and most of their crews. A considerable number of Bf 110s were damaged. The pilots in the cockpits of the Bf 110s suffered from poor air and sea rescue service. Many of them ditched in the sea but were left without help. ZG 26 lost six commanding or staff officers in this short period, which was comparable with the intensity of losses in the Battle of Britain.

Text: Michal Krechowski

Illustration: Vincenzo Auletta



For a free France

In June 1942, the RAF introduced the Spitfire Mk.IX. In October 1942 the French No. 340 Squadron (Ile-de-France)(Ile-de-France), commanded by Cdt. Bernard Dup  rier obtained them as well. Dup  rier chose BS392 aircraft as his personal mount, thus bearing the code letters GW-S as his previous Mk.V Spitfire BM324, his new Mk.IX showed also the Donald Duck motif, accompanied by the necessary squadron commander's flag, and below the windshield the Cross of Lorraine, emblem of the Free French squadrons. Cdt. Dup  rier flew the new Spitfire BS392 only briefly, from October 25 to November 9, 1942, he made six operational sorties with it. However, he shot down two Fw 190s in its cockpit on November 2, 1942, during Operation Rodeo 107. With his previous three kills it made Dup  rier an ace.

The Spitfire BS392 was subsequently used by various units and its fate was sealed on September 9, 1944, when a member of No. 310 (Czechoslovak) Squadron, Sgt. Vojtech   krek  -Badouin, overshot the entire runway on landing and crashed. BS392 had to be written off.

Bernard Dup  rier was born in Paris on June 13, 1907. He studied engineering at the   cole technique a  ronautique et Construction automobile. After graduation, he enlisted in the air force in 1927 and obtained his military pilot's license on May 25, 1928. In November 1928, he was commissioned a sergeant and was assigned to the 37th Aviation Regiment in Morocco, where he flew against Arab di-

ssidents. He left the service in July 1930 and went into the Reserve. He continued his studies and became an aeronautical and automotive engineer.

At the end of August 1939, he was mobilized as a Reserve Lieutenant of the 4e Escadrille/32e Escadre de Bombardement and in December 1940 he was sent to the USA as a representative of the Vichy Air Force. He joined the Free French Air Force (FAFL) on January 15, 1941, in New York and on arrival in England was promoted to the rank of Captain on March 8, 1941. He was originally assigned to FAFL Headquarters but was transferred to No. 55 Operational Training Unit on April 8, 1941 and moved to No. 242 Squadron RAF on May 27, 1941. He achieved his first victory on July 6, 1941, by shooting down a Bf 109. He was subsequently transferred to No. 615 Squadron, then on October 30, 1941, he joined No. 340 Squadron as commander of B Flight, named "Versailles". In May 1942 he was given command of the entire No. 340 Squadron, which he led until November 1942. In early December he was again transferred to FAFL Headquarters.

In May 1943 Dup  rier was assigned as supernumerary commander to No. 341 Squadron (Alsace) at Biggin Hill Base. After the death of Squadron Leader Rene Mouchotte, he assumed command of the squadron on August 30. He destroyed two more Fw 190s in aerial combat and was appointed commander of Biggin Hill Wing on September 25. He thus became one of the few Frenchmen

to be appointed to the rank of RAF Wing Commander. On December 1, 1943, he became commander of the newly established French No. 145 Wing, which he commanded until February 1944. In February 1944 he was assigned to the administrative section of the headquarters, then in May he was assigned to the staff of General K  nig, commander of the French forces in England.

Bernard Dup  rier (it was in fact a war moniker, his real name was L  on Sternberg de Armella) flew a total of 337 operational hours and completed 211 missions. He achieved seven aerial victories, one probable victory and also four aircraft damaged. He also destroyed or damaged 20 ships.

He became a Reserve Colonel in 1946 and went on to serve as a corporate director in the United States and France. He was still active in the airline industry, becoming a consultant with Boeing and a director of Air France. In 1958 he entered politics and founded the association "Appel au g  n  ral de Gaulle", which played a major role in the General's return to power. Dup  rier was elected MP for the sixth constituency of Paris in the 1962 parliamentary elections. He wrote two books about his wartime experiences. The best known is *La Vieille Equipe*. L  on Sternberg de Armella aka Bernard Dup  rier died on June 8, 1995 in Paris. He was buried in Barbas, Meurthe-et-Moselle.

Avia S-199 ERLA canopy

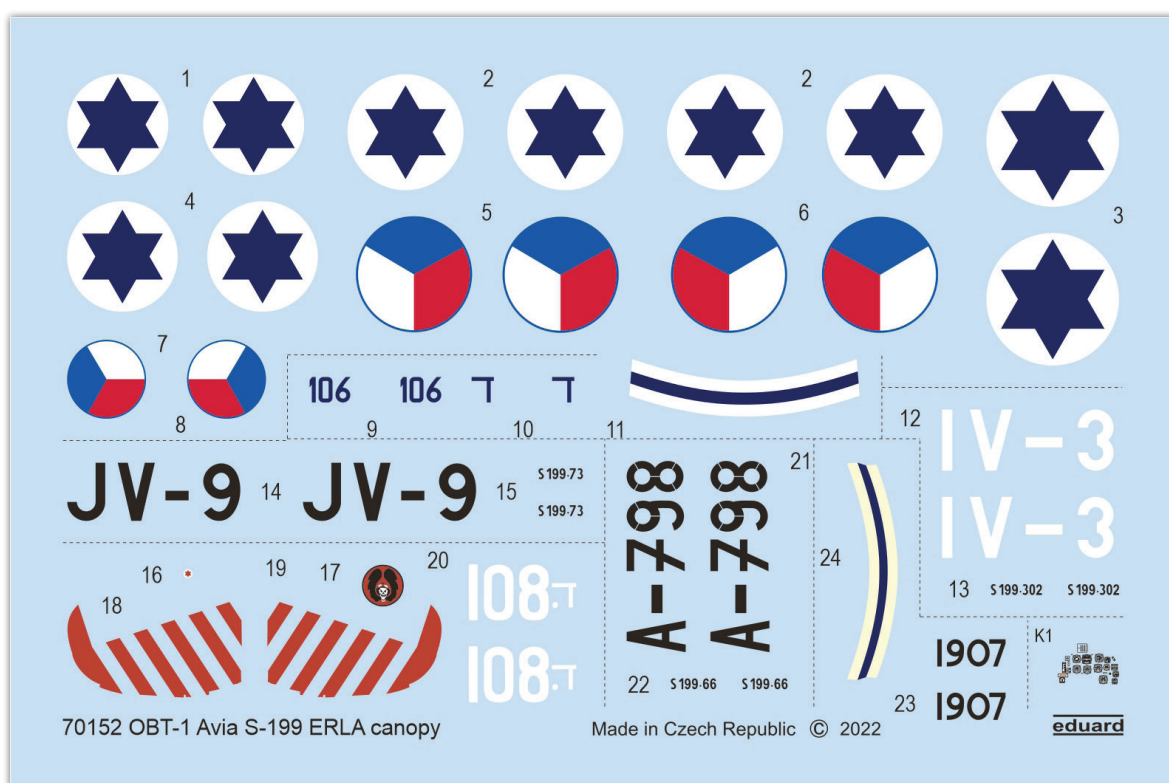
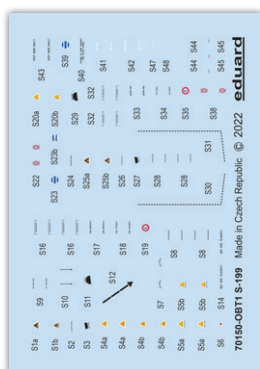
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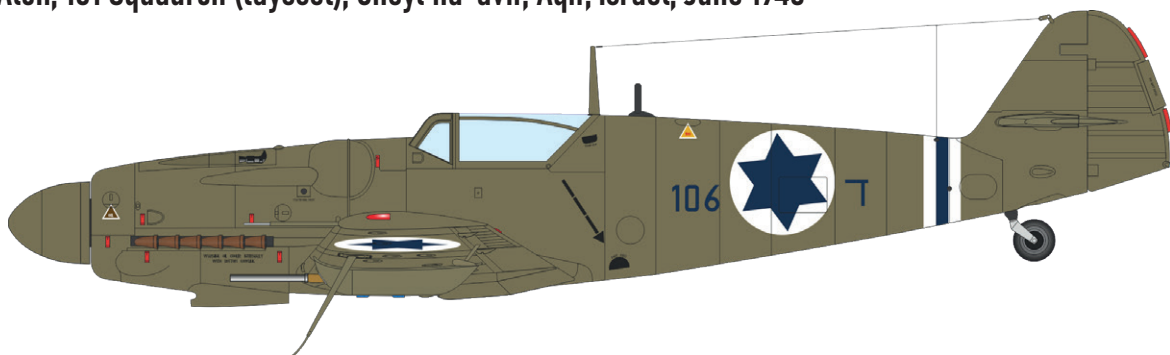
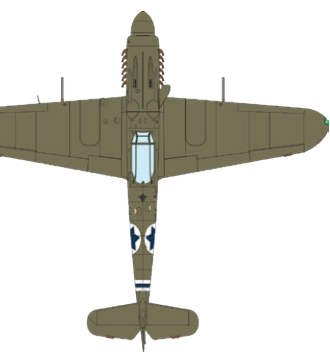
ProfiPACK edition kit of Czechoslovak single engine fighter Avia S-199 with ERLA canopy in 1/72 scale.

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

Product page



■ S-199, D-106, Modi Alon, 101 Squadron (taysset), Cheyl ha-avir, Aqir, Israel, June 1948

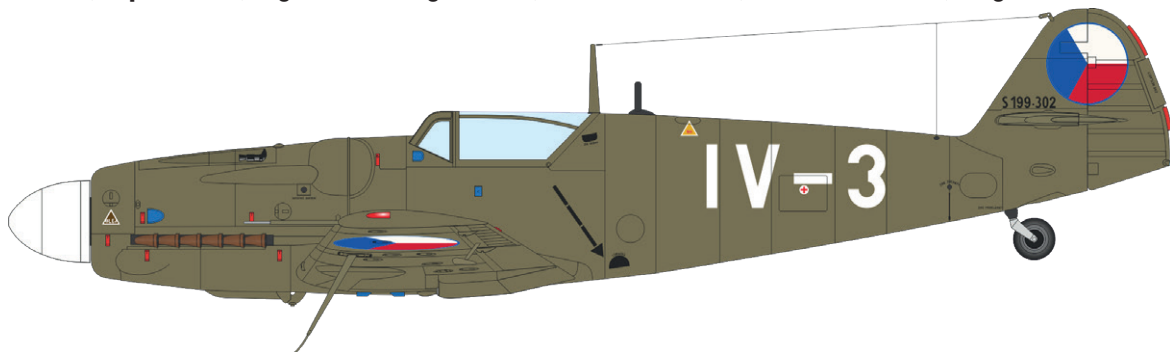
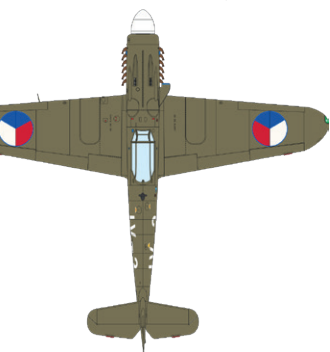


The aircraft with the fuselage code D-106 was delivered to Israel on May 30, 1948, during Operation Balak's Flight No. 16. As all the S-199s of the first batch it was equipped with an oil cooler under the nose. On June 1, it joined the fighting and just two days later Modi Alon achieved the first two air-to-air kills for the S-199 fighter and, by extension, the newly established Israeli Air Force. Alon's victims were two Egyptian

C-47s makeshift bombers of the Royal Egyptian Air Force's No. 3 Squadron. On the fateful day of the kills, "Messer" coded D-106 was the only airworthy fighter available to Israel, as the other three S-199s delivered up to that time were either destroyed, damaged, or in various stages of assembly. The following day, No. 101 squadron pilot Dov Ben Zvi damaged D-106 on takeoff, leaving the squadron without any airworthy

fighter. To counter REAF air raids, No. 101 squadron relocated to an improvised dirt airstrip set up in the town of Herzliya. Repaired "Mule" D-106 was made airworthy again, but not for long. On takeoff, while flown from the Herzliya airstrip, one of the wheels hit a patch of mud, causing the airplane to flip over. Gideon Lichtman survived the crash, but D-106 was scrapped.

■ S-199.302, rtm. Josef Filus, Squadron 1, Fighter Air Regiment 7, Brno-Černovice, Czechoslovakia, August 1949

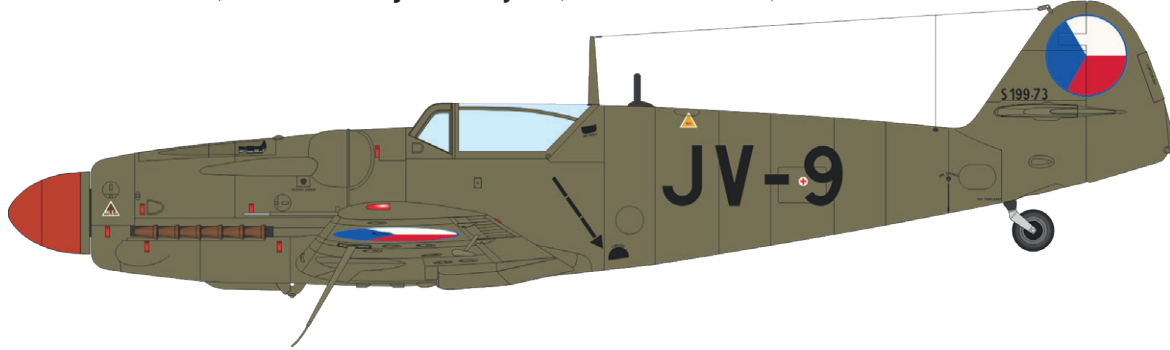
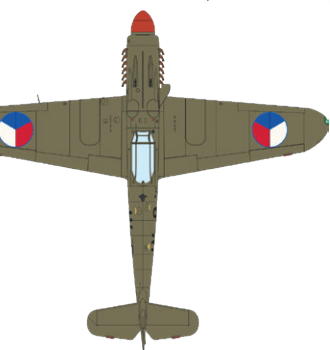


This "Mule" was manufactured in the Aero factory and was assigned to the Fighter Air Regiment 7 on August 4, 1948. There it served with first squadron and got the code IV-3. On August 1, 1949, this "Mule" was damaged in the landing accident. Pilot, rtm. (Master Sergeant) Josef Filus was lightly wounded and the airframe was sent for

repairs to the factory. After the repair the aircraft was assigned to the Air Military Academy in Hradec Králové and was damaged again – this time during take-off accident at the Malacky airfield on March 31, 1951. Another damage happened on November 20, 1950, and it was still not the last one. During the take-off at the Zvolen

airbase, where it served with the Training Air Regiment 5, the trainee svob. (Private 1st Class) Antonín Kepr crashed it for the fourth time. It is interesting the S-199 of this production number is stated as one of the Mules sent to Israel, but numerous records about its service in Czechoslovak Air Force are contrary to it.

■ S-199.??, Stíhací výcvikové středisko, Planá u Českých Budějovic, Československo, květen 1948

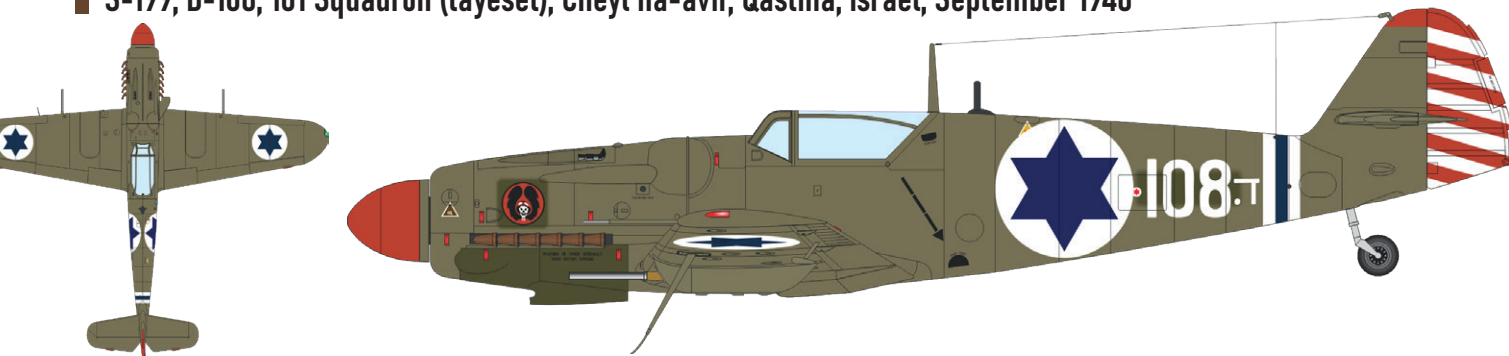


The Fighter Training Center was set up on February 1, 1947, in order to provide new pilots with fighter training after they gained their basic and advanced piloting skills in the Aviation Training School. It was located at the Planá, the airfield near to České Budějovice. The personnel and aircraft of the Fighter Air Regiment 5 formed new Fighter Training Center with Aviation Regiment 4 and Training Squadron No. 2 also

contributing. After the proper training of instructors, the first batch of student-pilots started their training on September 1, 1947. Very important course started in May 1948. As a part of the DI operation (DI stands in Czech for Restricted, Israel) several Israeli pilots, mostly foreign volunteers, undergone conversion training on the S-199 to fly them for Israeli Air Force. They used several different aircraft, and the one

coded JV-9 was one of them. The serial number of this aircraft is not known, there are several numbers which would fit in time and location and are not assigned to any known code. We have chosen number 73 from them as one of probable. The marking was standard, and the aircraft probably lacked the blue highlighting of all the air inlets.

■ S-199, D-108, 101 Squadron (tayeset), Cheyl ha-avir, Qastina, Israel, September 1948

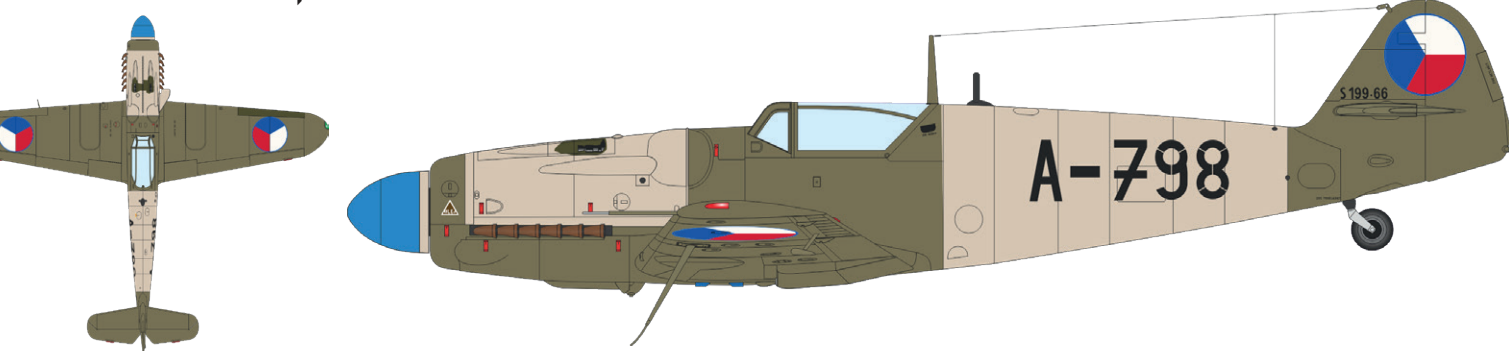


Messer D-108 was one of the first batch of ten Messers brought by Israel and arrived on board of Balak No. 19 flight on May 31, 1948. It was taken to the action for the very first time on June 5 and was one of the S-199s which survived the war. It was scrapped after October 15, 1950. During its wartime career,

it suffered damage during the landing accident on August 21, 1948, with Mitchell Flint behind the controls. Originally the D-123 sported smaller insignia and the early-style serial. These were repainted at Qastina and the aircraft sported also some visible repairs with darker green color. Whole the lower nose panel

of the cooling system was repainted with this color, only area around the stencil stayed in the original color. The exact hue of the repair green is not known, but it was surely not the fresher paint of the original one, as Israel was not provided with original colors by Czechoslovakia.

■ S-199.66, A-798, ak. Ladislav Strnad, Air Military Academy, Hradec Králové, Czechoslovakia, June 1950

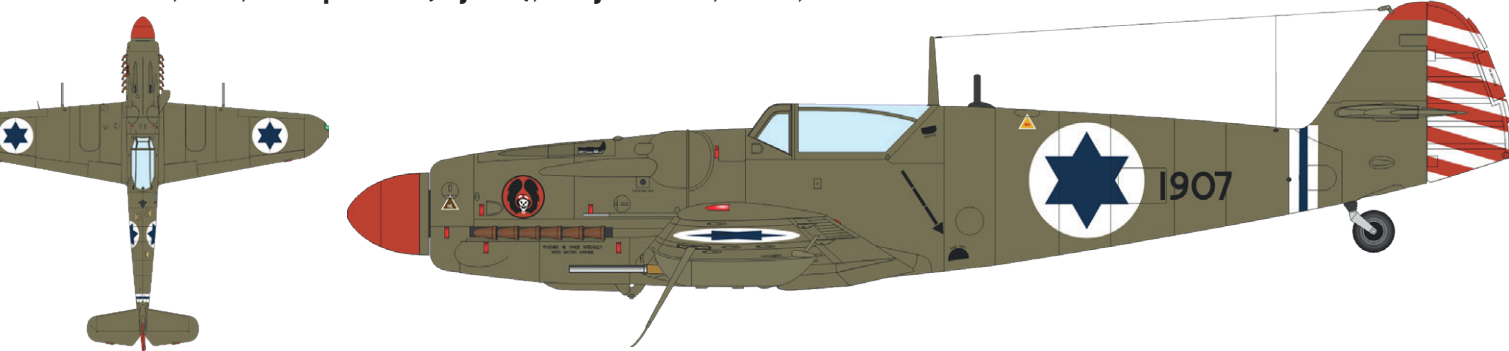


This aircraft was assigned to the Air Regiment 7 on August 4, 1948. On May 10, 1950, it was sent to the LVA (Air Military Academy), where it was damaged during take-off from the Pardubice airfield. A good quality photo of crashed aircraft exists and shows very interesting coloring, as the rear fuselage and engine cowls are clearly different shade of lighter color compared to the original green. There might be several theories about this aircraft's colors. We believe there were probably some minor repairs

needed on the rear fuselage (or just overpainting of original user's code?) and as the LVA ran out of standard green color the tan color intended for C-104s was used. As there was also a need to change the engine cowl at some point, the one from dark green aircraft was used and overpainted in the same color as the rear fuselage to keep the aircraft in some color "order". But the new coat chipped around the machine gun barrels and the darker green surfaced there. Also, the right slat is clearly of darker green

color. The question mark hangs over the national insignia on upper wing surfaces. On the photo it seems like they were not painted there, but it might well be due to the over exposition of the surface under the direct sun only. Their absence would not make any sense... Interesting is also obvious absence of most of the stencils. The front of the fuselage and wings are quite worn out, while both green and rear tan part of fuselage looks like new. The engine cowl sports some chipping and repairs in contrast.

■ S-199, 1907, 101 Squadron (tayeset), Cheyl ha-avir, Israel, December 1948



Last of the Messers to arrive to Israel was very short-lived. The aircraft should have been coded D-124 under original code system but as it arrived late, it probably never got it and was designated directly as 1907 according to the new system. The flight Balak

No. 65, which had this plane on board, was scheduled to arrive to Israel on July 18, but was forced to land in Italy at the Rome airport and the C-47 was impounded there until November 26. After being assembled Syd Cohen ferried the 1907 from Aquir to Qastina on

December 5. First sortie of this Messer was planned for December 15, but Wayne Peake flipped it during takeoff. The rear fuselage nearly ripped in two pieces and the aircraft was written off.

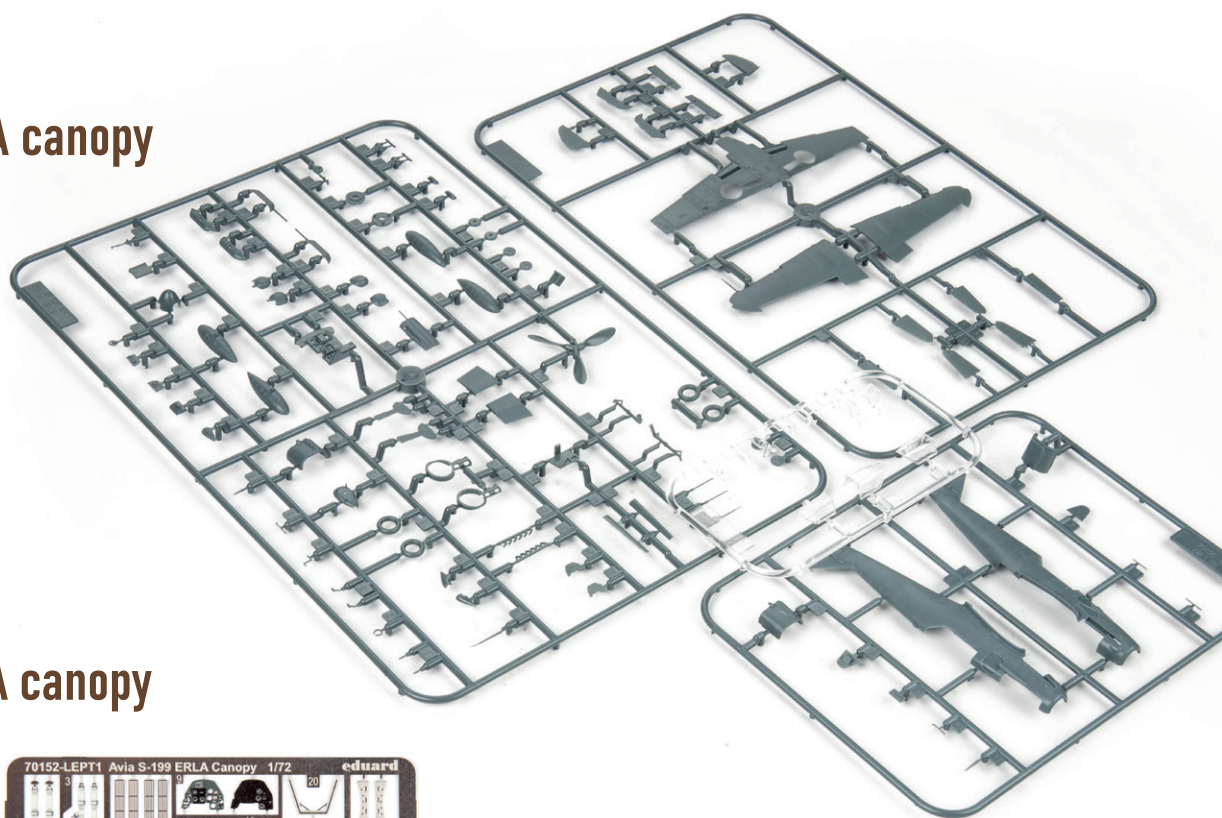
OVERTREES

#70152

Avia S-199 ERLA canopy

1/72

[Product page](#)



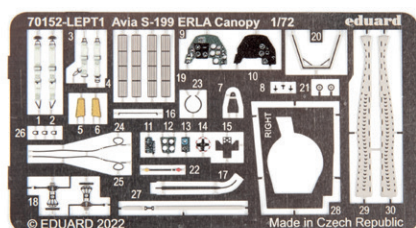
OVERLEPT

#70152-LEPT

Avia S-199 ERLA canopy

1/72

[Product page](#)

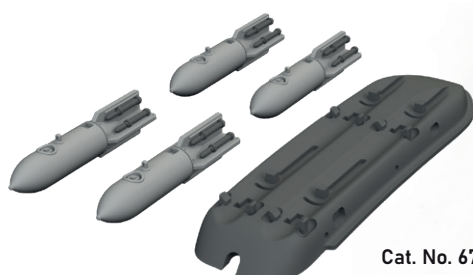


Recommended: for Avia S-199 ERLA canopy 1/72

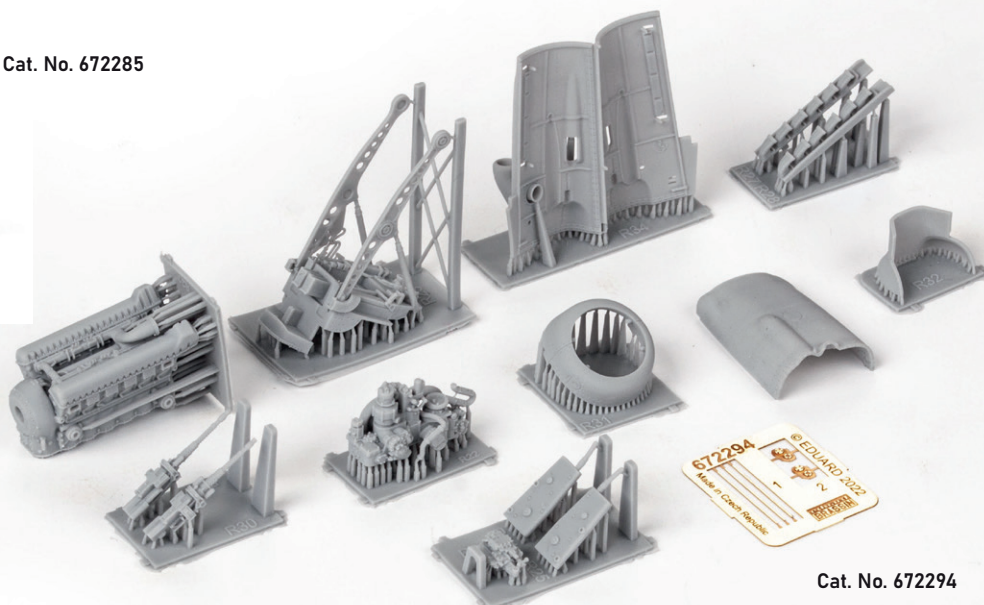
- 672284 S-199 exhaust stacks PRINT (Brassin)
- 672285 S-199 wheels PRINT (Brassin)
- 672288 S-199 cockpit Erla canopy PRINT (Brassin)
- 672293 S-199 4xETC 50 rack w/bombs (Brassin)

- 672294 S-199 engine PRINT (Brassin)
- D72038 S-199 Czechoslovak national insignia (Decal Set)
- D72040 S-199 Czechoslovak stencils (Decal Set)

Cat. No. 672285



Cat. No. 672293



Cat. No. 672294

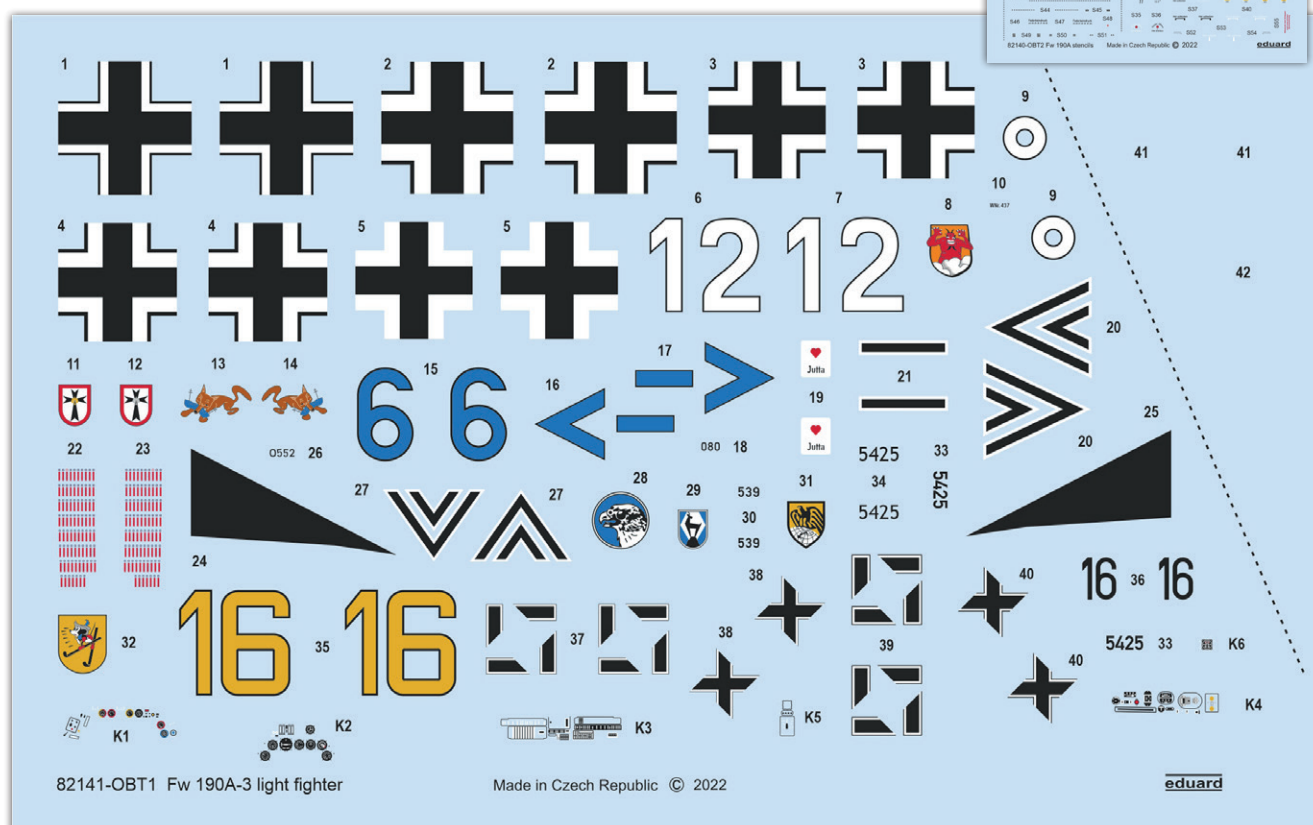
Fw 190A-3 light fighter

1/48

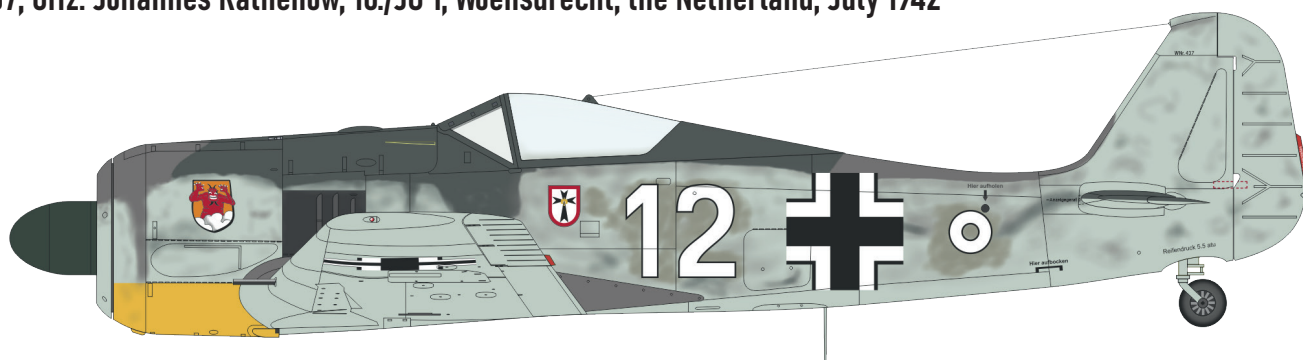
#82141

ProfiPACK edition kit of German WWII fighter aircraft Fw 190A-3 in 1/48 scale. The kit offers A-3s armed with two cannons in the wings.

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

[Product page](#)


■ WNr. 437, Uffz. Johannes Rathenow, 10./JG 1, Woensdrecht, the Netherland, July 1942

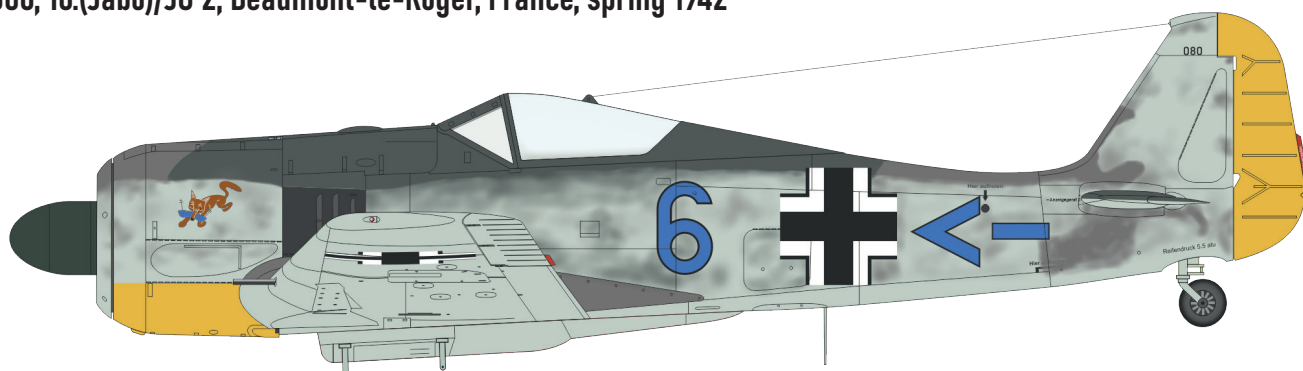


On July 4, 1942, in this Fw 190A-3 Uffz. Rathenow scored his first air victory over the enemy aircraft, the victim was a Boston Mk.III from No. 226 Squadron RAF. The British bomber crashed into the sea twenty kilometers west of the Dutch village of Callanstoog.

During WWII Johannes „Boulette“ Rathenow scored in total seven kills, besides the British Boston all the others were American B-17s. He met his fate on November 3, 1943 when he took off with 1./JG 1 for a mission against the American bombers and their

escorting P-38 fighters who were headed for a raid on Wilhelmshaven. After he was hit over Bad Zwischenahn Rathenow's Fw 190A-6 exploded.

■ WNr. 2080, 10.(Jabo)/JG 2, Beaumont-le-Roger, France, spring 1942

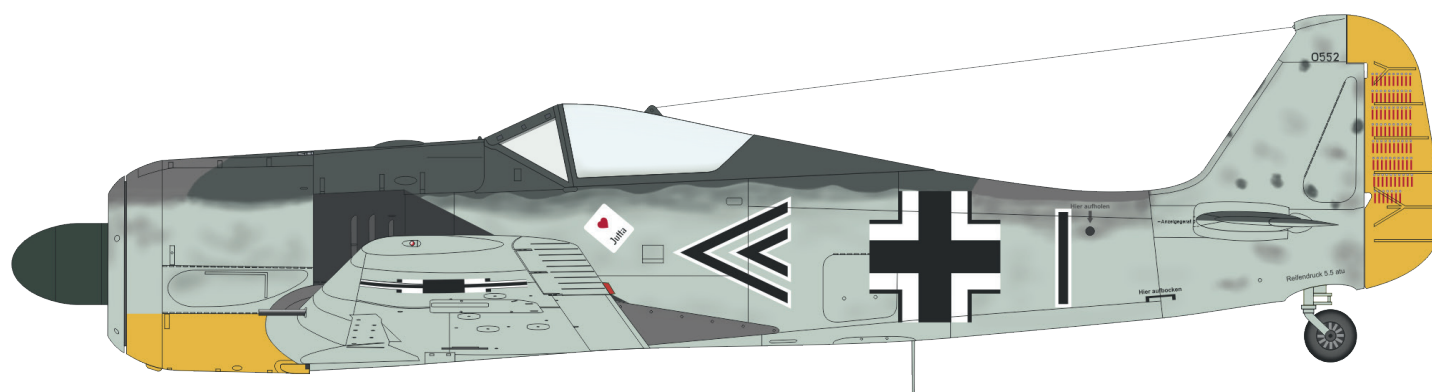


In the end of 1941 Luftwaffe was considering to restart its bombing of the Great Britain as well as the coastal shipping. It was established that each fighter unit deployed against Great Britain will commission one Staffel to the „hit and run“ bombing attacks.

10.(Jabo) Staffel of the JG 2 flew in this role. Led by Oblt. Frank Liesendahl, in four months the unit sank 20 ships representing 630 000 BRT displacement. Blue 6 flying with 10.(Jabo)/JG 2 sported the standard Luftwaffe day fighters' camouflage of RLM 74/75/76.

The units insignia was a fox biting the ship. On August 26, 1942 this Focke Wulf, at that time attached to 10.(Jabo)/JG 26 as black 13, was shot down by the AA fire of a Canadian unit at Eastbourne. The pilot, Ofw. Werner Kassa was killed.

■ WNr. 0552, Hptm. Josef Priller, CO of III./JG 26, Wevelgem, Belgium, late August 1942

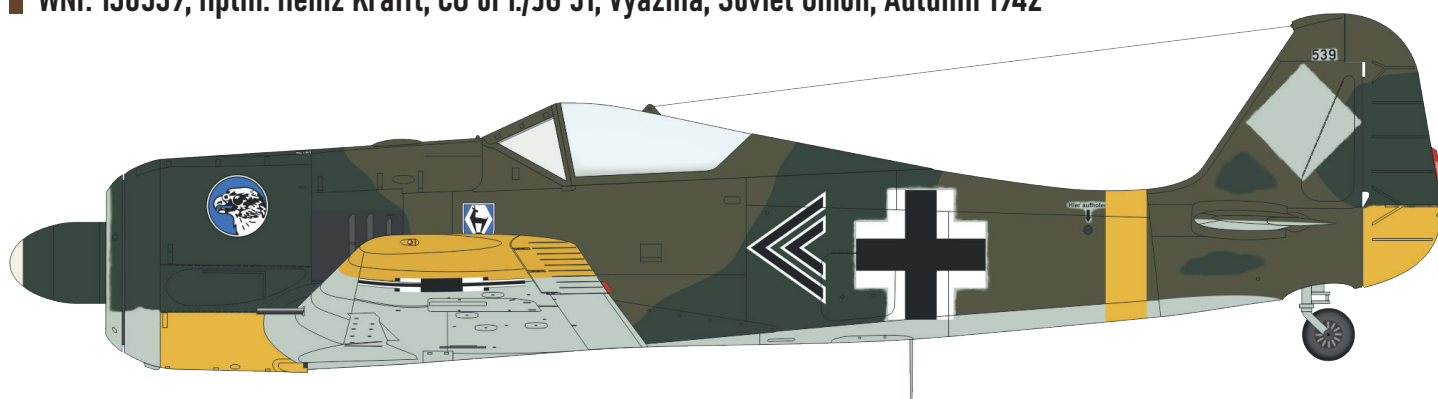


Josef „Pips“ Priller was born on July 27, 1915 in Ingolstadt, Bavaria. In 1935, he joined Wehrmacht, and as soon as one year later, in October 1936, he started to attend the fighter pilot training. He managed his first shot down as a commander of 6. Staffel JG 51 when he downed a Spitfire above Dunkerque on May 28, 1940. In November 1940, he was appointed a commander of the 1./ JG 26. On December 6, 1941, he became commander of III./ JG 26, from January 11, 1943 he

lead the whole Jagdgeschwader 26. His total number of shot downs kept growing. On December 20, 1941, his successes were rewarded - Priller was decorated with Knights Cross of the Iron Cross with Oak Leaves and Swords. On January 28, 1945, he was appointed a post of an Inspekteur der Jagdflieger Ost, where he remained till the end of WWII. Priller's total score of shot downs was 101 enemy aircraft. All of the shot downs happened in the Western Front. After war he

married Johanna Riegele, the proprietor of a brewery and became general manager of Riegele brewery in Augsburg, Germany. He died of heart attack on May 20, 1961. The aircraft flown by Josef Priller in late summer 1942, in the standard camouflage scheme for Luftwaffe fighters, had a yellow rudder and bottom portion of the engine cowl. It also carried the marking for the CO of the III. Gruppe. The tail carried 77 kill markings, his tally to August 29, 1942.

WNr. 130539, Hptm. Heinz Krafft, CO of I./JG 51, Vyazma, Soviet Union, Autumn 1942

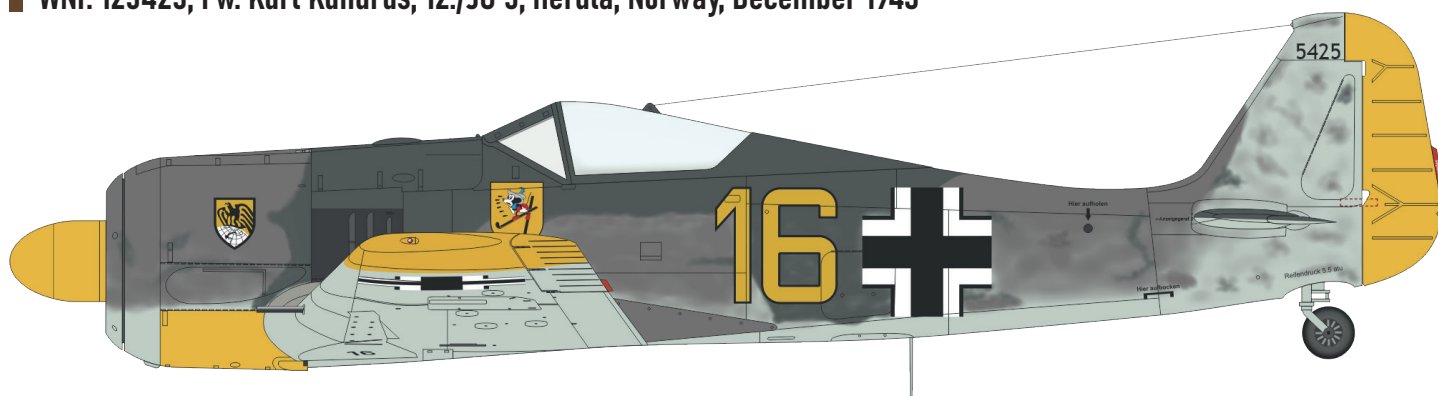


Heinz Kraft was born on August 13, 1914 in Břlna, Austria-Hungary (nowadays Czech Republic). After the birth of Czechoslovakia his parents emigrated with him to Germany where in 1935 he joined Wehrmacht and the following year was accepted to Luftwaffe. In 1939 he flew with 3./JG 51. During the Western campaign he scored four kills. On November 11, 1940 he was ordered to command 3. Staffel which he led during the attack of the Soviet Union. On March 18,

1942 he was decorated with the Knights Cross having scored 48 kills and on June 1, 1942 he was promoted to command the whole I. Gruppe. After the conversion training to Fw 190 his I./JG 51 returned back to the Eastern Front in Leningrad area. On December 10, 1942 he scored his last kill, number 78. Four days later he was shot down by the AA fire of a soviet unit south of the village of Beliy at Rzhev and was killed during the emergency landing. Fw 190A-3 in which Heinz „Gaudi“

Krafft was killed featured a non-standard camouflage in two shades of dark green. It remains unclear what kind of paint they were exactly. One of the possibilities is the combination of RLM 70 and RLM 71. The yellow wingtips on the lower surfaces and the fuselage band under the fuselage cross identify the aircraft assigned to the Eastern Front. The engine cowling sports the JG 51 insignia and the I./JG 51 marking is painted under the windshield.

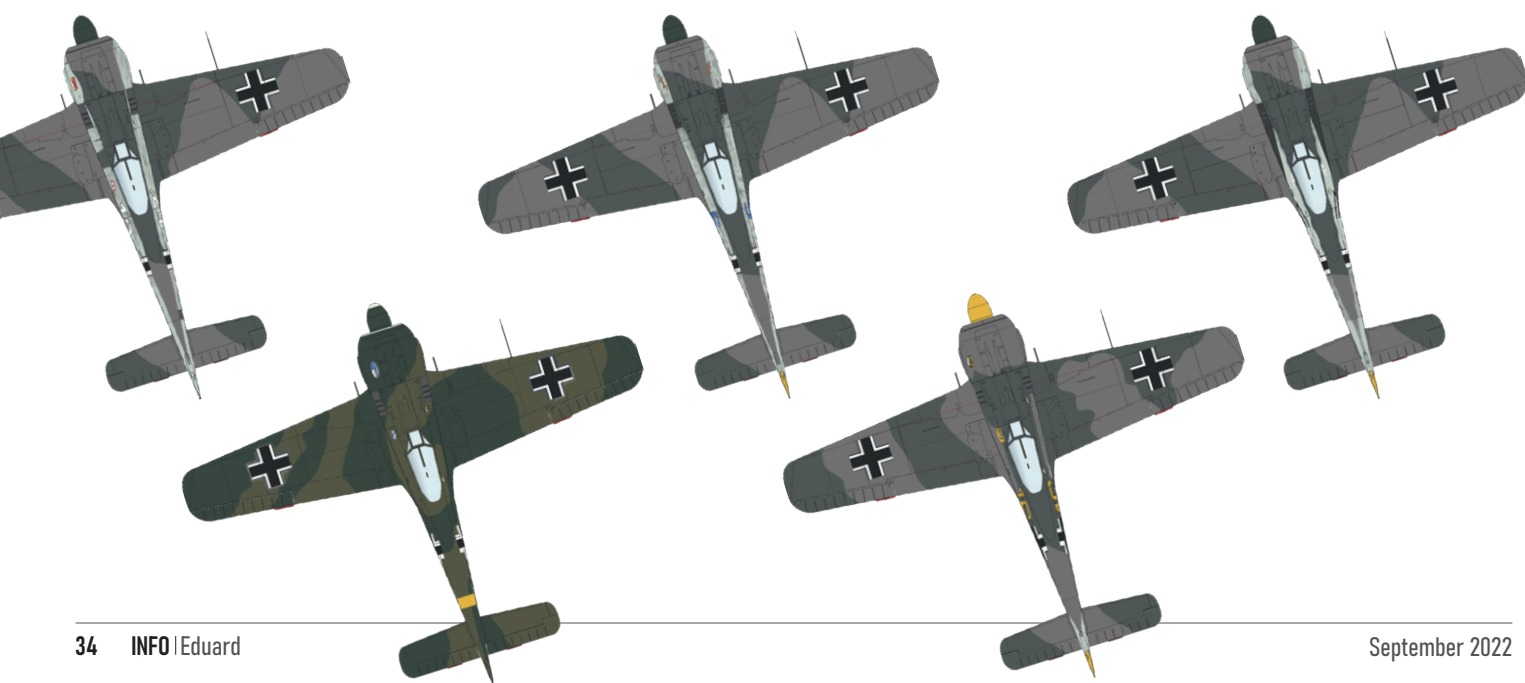
WNr. 125425, Fw. Kurt Kundrus, 12./JG 5, Herdla, Norway, December 1943



This aircraft was built as an Fw 190A-2. During its service life, it had a BMW-801D-2 engine installed, which was a change that introduced the A-3 model. On December 15, 1943, Kundrus set the aircraft down

gently into the sea after taking off from Herdla and suffering engine failure. After some 63 years, the aircraft was raised and has been in the collection of a museum in Herdla since 2007. The aircraft was camouflaged in

RLM 74/75/76 and carried yellow eastern Front recognition markings on the bottom wingtips and rudder. The engine cowl sports the IV./JG 5 unit marking while the 12./JG 5 badge appears below the windscreen.



OVERTREES

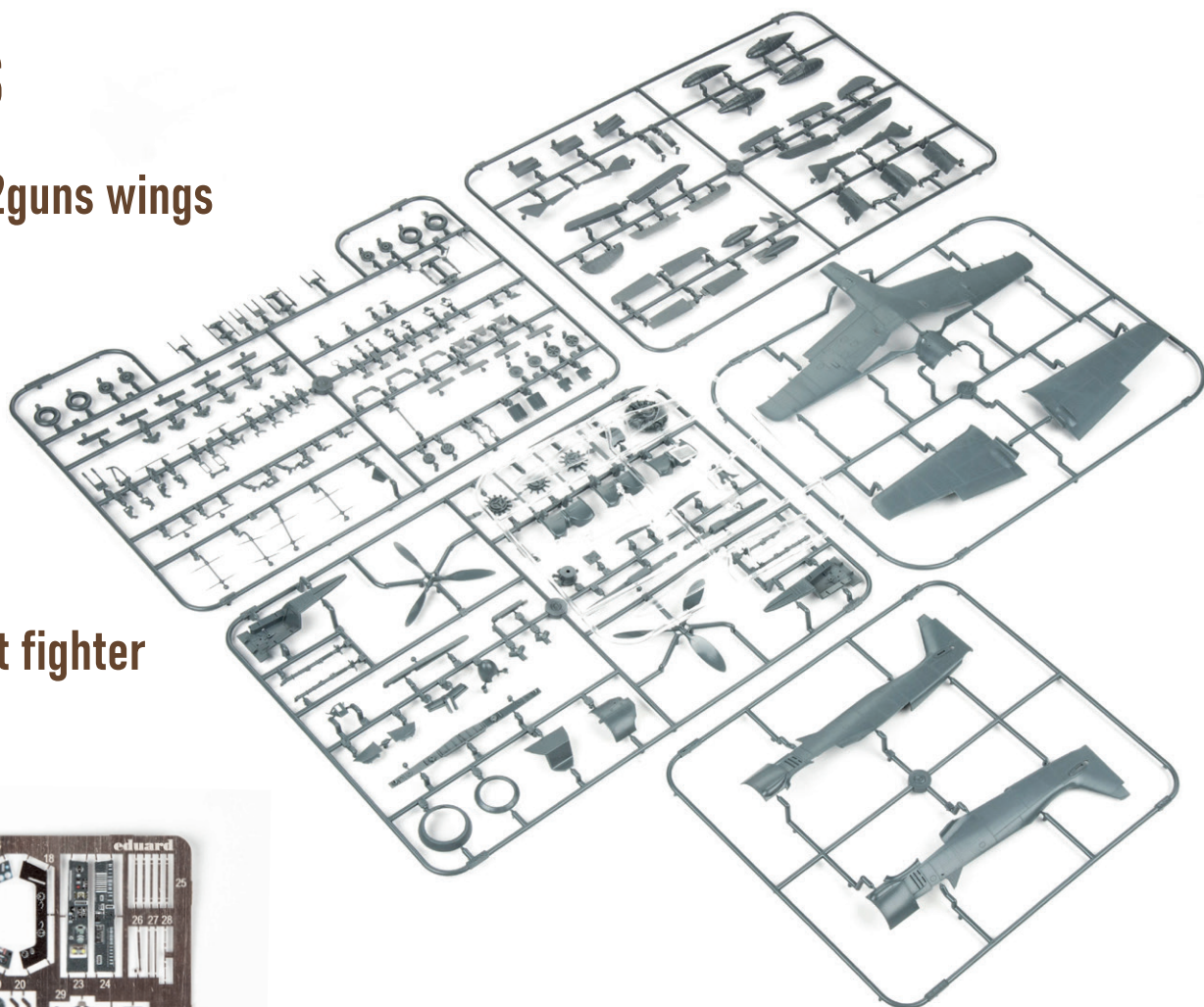
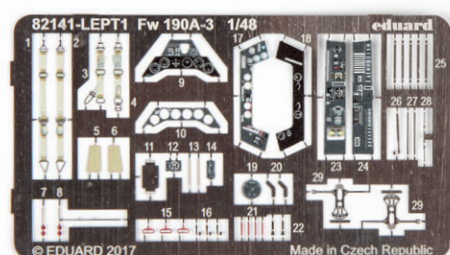
#82141X
Fw 190A-3 w/ 2guns wings
1/48

[Product page](#)

OVERLEPT

#82141-LEPT
Fw 190A-3 light fighter
1/48

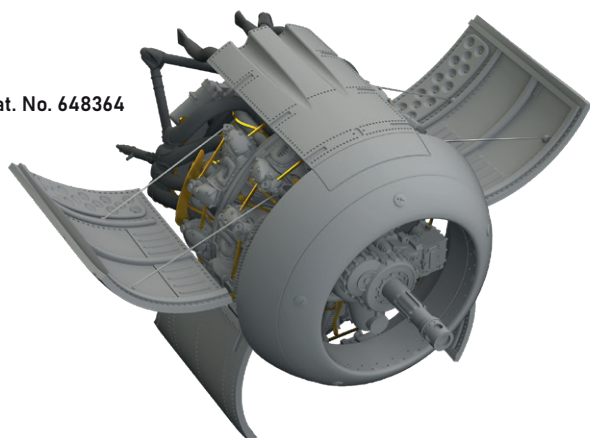
[Product page](#)



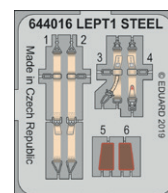
Recommended: for Fw 190A-3 light fighter 1/48

- | | | | |
|--------|-------------------------------------|----------|--|
| 48956 | Fw 190A-3 (PE-Set) | 648371 | Fw 190A control surfaces early (Brassin) |
| 48980 | Fw 190A-3 landing flaps (PE-Set) | 648381 | Fw 190A exhaust stacks (Brassin) |
| FE863 | Fw 190A seatbelts STEEL (PE-Set) | 648778 | Luftwaffe rudder pedals PRINT (Brassin) |
| 644016 | Fw 190A-3 LööK (Brassin) | 3DL48046 | Fw 190A-3 SPACE (3D Decal Set) |
| 648356 | Fw 190A wingroot gun bays (Brassin) | D48041 | Fw 190A-3 national insignia (Decal Set) |
| 648364 | Fw 190A-3 engine (Brassin) | EX587 | Fw 190A TFace (Mask) |
| 648366 | Fw 190A propeller (Brassin) | | |

Cat. No. 648364



Cat. No. 644016



The Ultimate Tempest

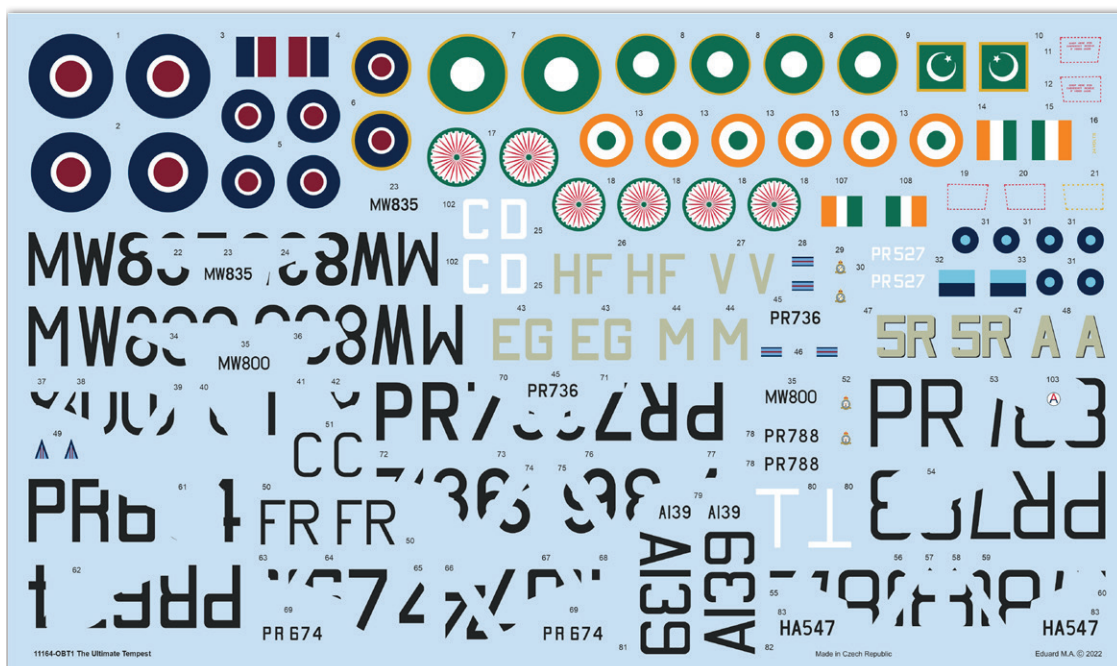
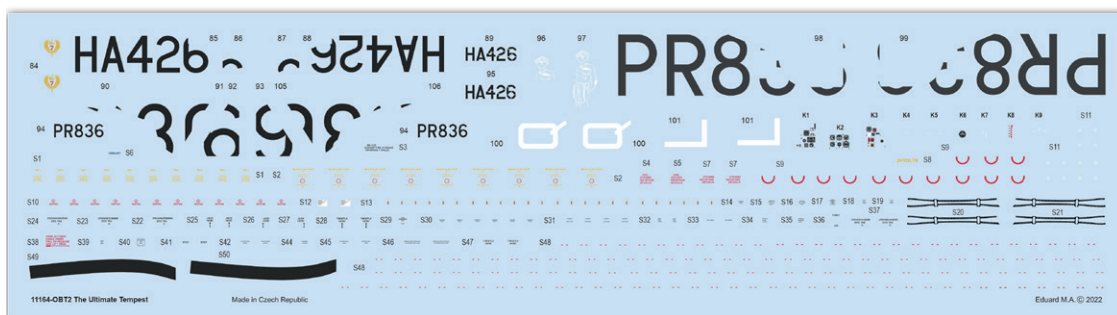
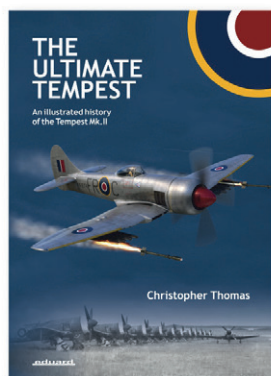
1/48

#11164

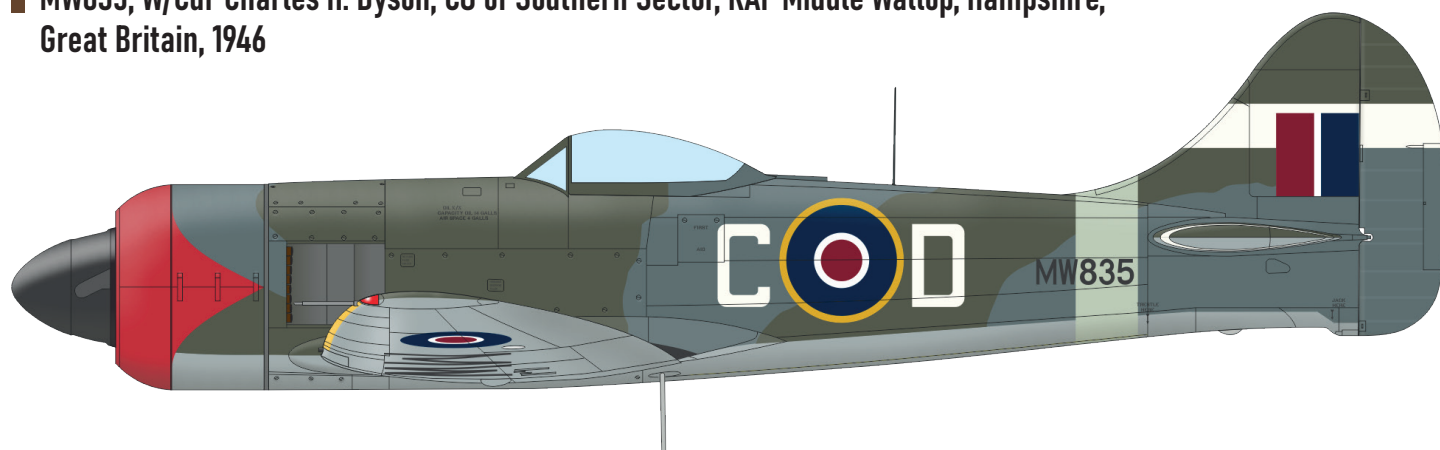
Limited edition kit of British fighter aircraft Tempest Mk.II in 1/48 scale.

Focused on machine from the Royal Air Force, Pakistan Air Force and Indian Air Force.

- plastic parts: Eduard
- marking options: 10
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- extra: a pictorial book about service Tempest Mk.IIs in RAF, Royal Indian Air Force and Royal Pakistan Air Force written by Chris Thomas.

[Product page](#)


■ **MW835, W/Cdr Charles H. Dyson, CO of Southern Sector, RAF Middle Wallop, Hampshire, Great Britain, 1946**

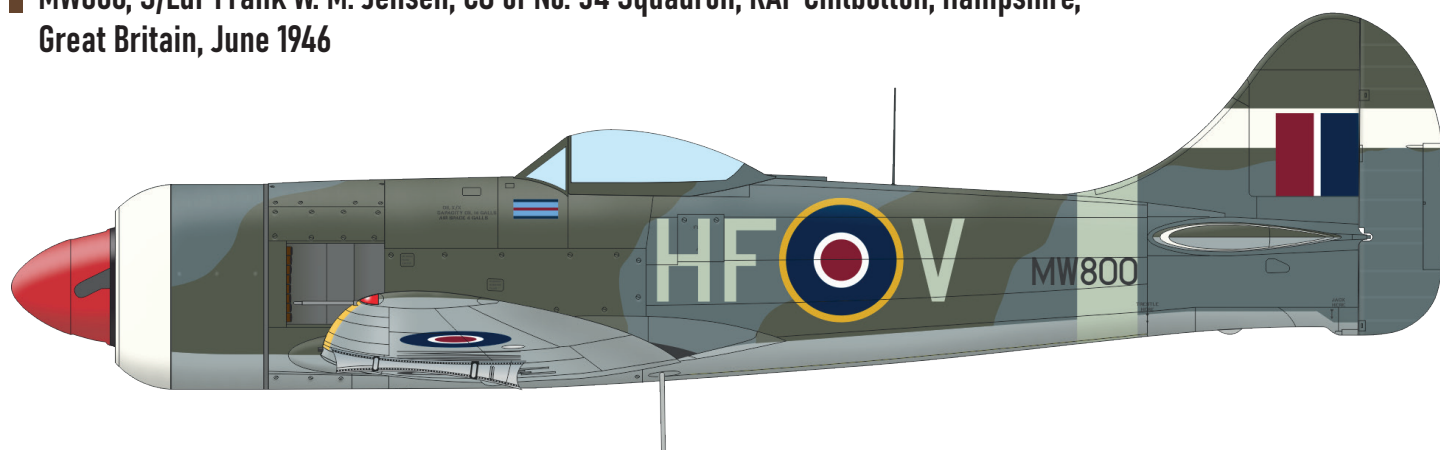


After W/Cdr Roland Beamont the new Southern Sector commander became Charles „Deadstick“ Dyson who had his leader's MW835 repainted with his initials „C-D“ and add to the marking the unusually gaudy red and yellow lightning on the both sides of the fuselage.

The lightning was partially deleted and only the red nose with red chevrons on the sides remained. Black and white propeller spinner was probably the remainder of the original scheme. From the period photograph we can determine that the MW835 landing gear

covers on both sides were either replaced or repainted as the corresponding part of the wing codes on the lower wing surfaces is missing.

■ **MW800, S/Ldr Frank W. M. Jensen, CO of No. 54 Squadron, RAF Chilbolton, Hampshire, Great Britain, June 1946**

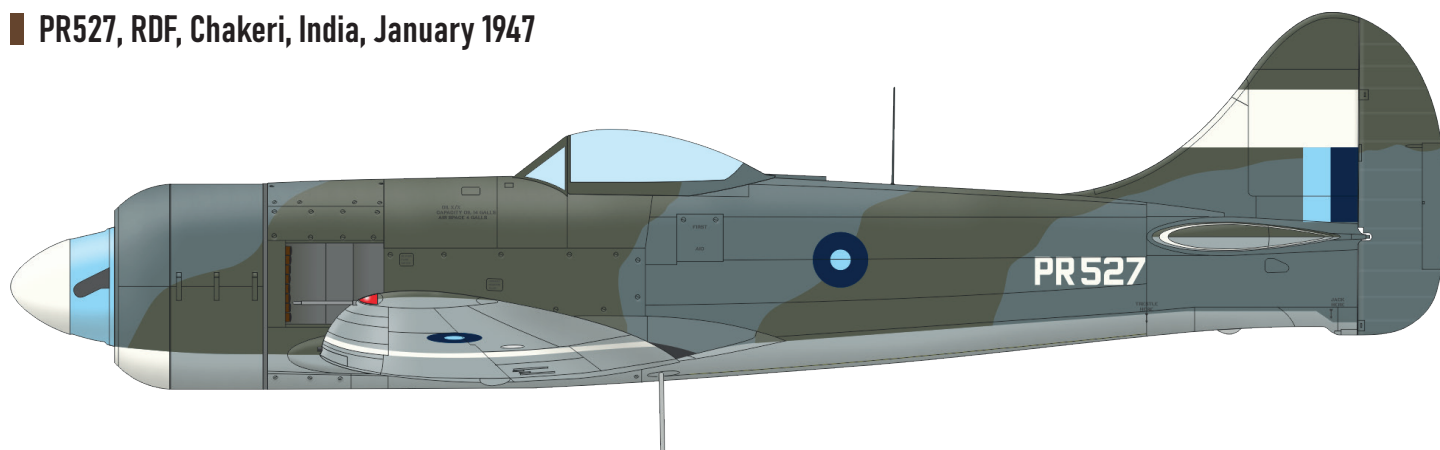


During the Victory Flight Parade, which took place on June 8, 1946 over London, No. 54 Squadron was led by S/Ldr Frank Jensen in his personal Tempest MW800 carrying fuselage code letters HF-V. No. 54 Squadron was one of two units that flew Tempest Mk.II within

the Fighter Command therefore they were located on the Great Britain's territory. The aircraft carried the standard camouflage in Ocean Grey and Dark Green colors on the upper surfaces and Medium Sea Grey on the lower surfaces. The band on the rear fuse-

lage and code letters were painted Sky. The Jensen's aircraft carried the squadron commander pennant under the windshield. The photograph confirms that the left landing gear covers was probably a replacement from another Tempest.

■ **PR527, RDF, Chakeri, India, January 1947**

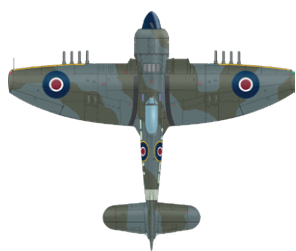


The first Tempests that arrived in India in the end of June 1945 were PR256 and PR527. They sported the Day Fighter Scheme with at that time applicable combat identification of the fighters operating in ACSEA area – the white propeller spinner as well as white

serial number and stripes on the wings, horizontal and vertical tail surfaces. The smaller and modified national insignia were painted in the combination of dark and light blue color. From January 1947 the aircraft flew at the research and development aviation

Chakeri. Eight months later it was handed over to the Royal Indian Air Force (RIAF) which operated it in this markings except of the national markings which were replaced with the pre-war RAF insignia.

■ **PR736, S/Ldr Dennis C. Usher, CO of No. 16 Squadron, BAFO, Fassberg, Germany, 1946–1948**

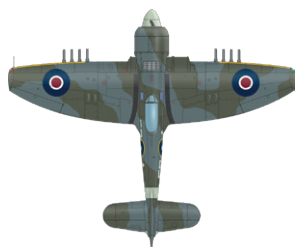


No. 16 Squadron was established on February 10, 1915 at Saint Omer base in France and afterwards it was disbanded and re-activated several times. After WWII on October 20, 1945 it was disbanded as a part of the RAF downsizing so as to be re-established on September 19, 1945 as a new No. 16 Squadron based on No. 268 Squadron. The unit operated at Celle base

in Germany as a tactical reconnaissance unit until another disbandement on March 31, 1946. However on the next day, as a part of the reorganization, it was re-established again by re-numbering No. 56 Squadron at Fassberg base in Germany. It was newly equipped with Tempests Mk.V which on June 7, 1946 replaced Tempests Mk.II. Sixteenth Squadron opera-

ted at Fassberg base as a part of No. 135 Wing BAFO in the fighter-bomber role until it was disbanded one more time on June 1, 1957. Tempest PR736 was flown by the unit's commander, S/Ldr. Dennis Charles Usher and his aircraft carried the squadron commander pennant under the windshield. No. 16 Squadron insignia was painted on the engine cowling.

■ **PR788, S/Ldr R. N. G. Allen, No. 33 Squadron, Kuala Lumpur, Malaysia, February 1948**

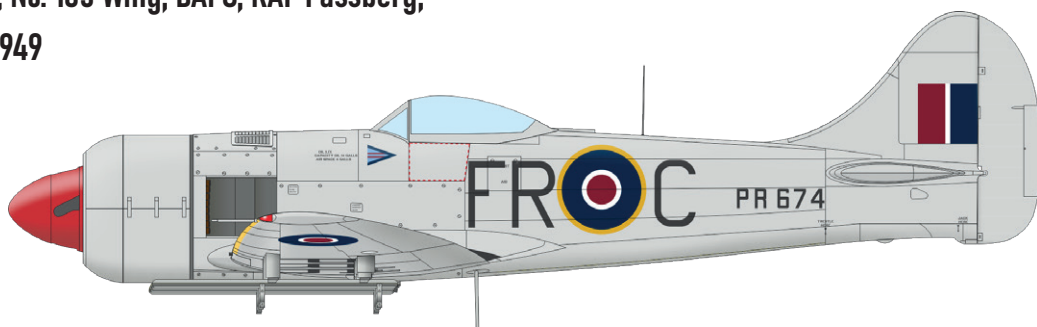
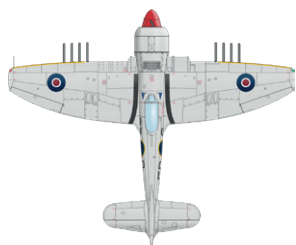


After WWII No. 33 Squadron first operated in Germany from where it was in the beginning of June 1949 dispatched on board of HMS Ocean to the Far East where it operated until 1970. Until 1960 it flew combat sorties against the communist guerilla forces in Malaysia. It was also the last RAF operational unit flying Tempests Mk.II. The last missions were flown on June

6, 1951, after that the unit started to re-equip with De Havilland Hornet F.3. In the end of February 1948, S/Ldr R. N. G. Allen led the formation of four Tempests from No.33 Squadron to the RAF base Thorney Island where they stayed a week to perform demonstrations for the School of Ground and Air Warfare in Old Sarum. For that occasion S/Ldr Allen's aircraft PR788

coded 5R-A received a shading to it's coding. The letter A was repeated under the nose on black outlined white circle. Under the standard conditions the letter would be black but on this commander's aircraft the upper half of the letter A was painted red, same as the propeller spinner of the A flight, while the bottom half was blue, same as the flight B propeller spinner.

■ **PR674, W/Cdr Frank R. Carrey, No. 135 Wing, BAFO, RAF Fassberg, Německo, srpen 1948 – únor 1949**

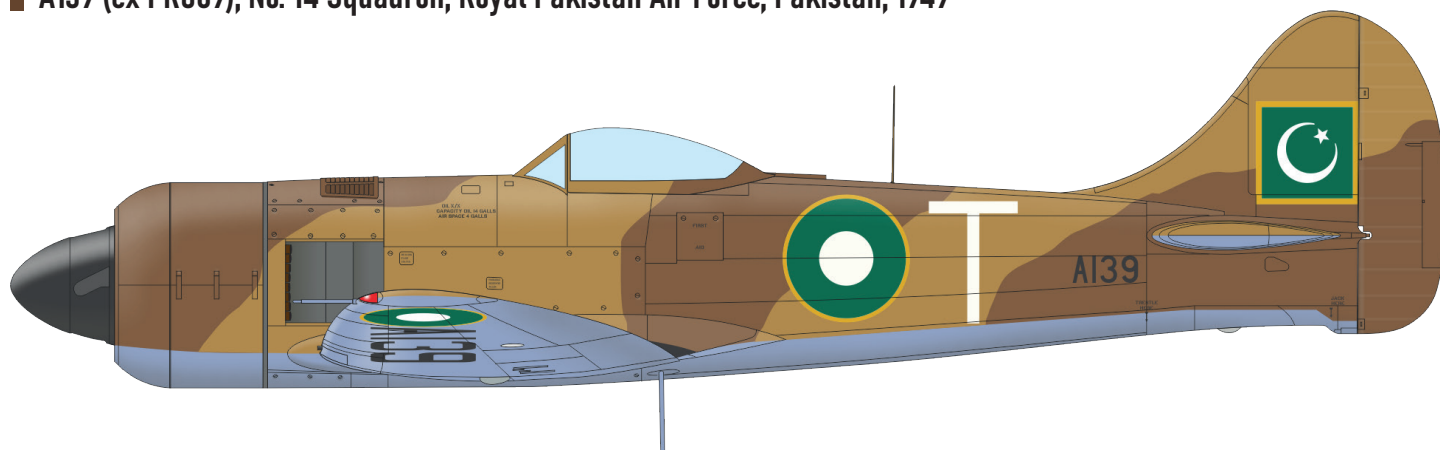


Tempest Mk. II PR674 with black codes FR-C was a personal aircraft of the No. 135 Wing commander, W/Cdr Frank Reginald Carrey. Before that it was flown by W/Cdr J. W. E. Holmes. Frank Carrey enlisted in the RAF in September 1927 and in 1935 he was accepted into pilot training. In September 1936 he was ordered to No. 43 Squadron flying the Fury biplanes. Carrey was selected for the flight's aerobatic team and performed at many air shows. In the beginning of 1939 No. 43 Squadron was re-equipped with Hurricanes and after the outbreak of war Carrey scored his first

three shared kills. On May 10 he was ordered to No. 3 Squadron with which he took part in the Battle of France and Battle of Britain. In the end of 1941, as a No. 135 Squadron commander, he was dispatched to Rangoon in the Far East and in February 1942 he assumed command of the No. 267 Wing. In the end of 1943 he stopped flying combat and worked in India at the Air Fighting Training Unit. In November 1944 he was promoted and left for Egypt to No. 73 OTU. In June 1945 he returned to Europe and was put in command of the No. 135 Wing in Germany. He held this position

until the beginning of 1949. In 1958 he relocated to Australia where he worked as an aviation advisor. On June 2, 1960 he retired and returned to Great Britain. On December 6, 2004 he passed away at the age of 92. During WWII Frank Carrey shot down 25 enemy aircraft individually and another three in cooperation. He also recorded four unconfirmed kills, three probables and eight aircraft damaged. He became one of the most successful Hurricane pilots.

■ A139 (ex PR809), No. 14 Squadron, Royal Pakistan Air Force, Pakistan, 1949

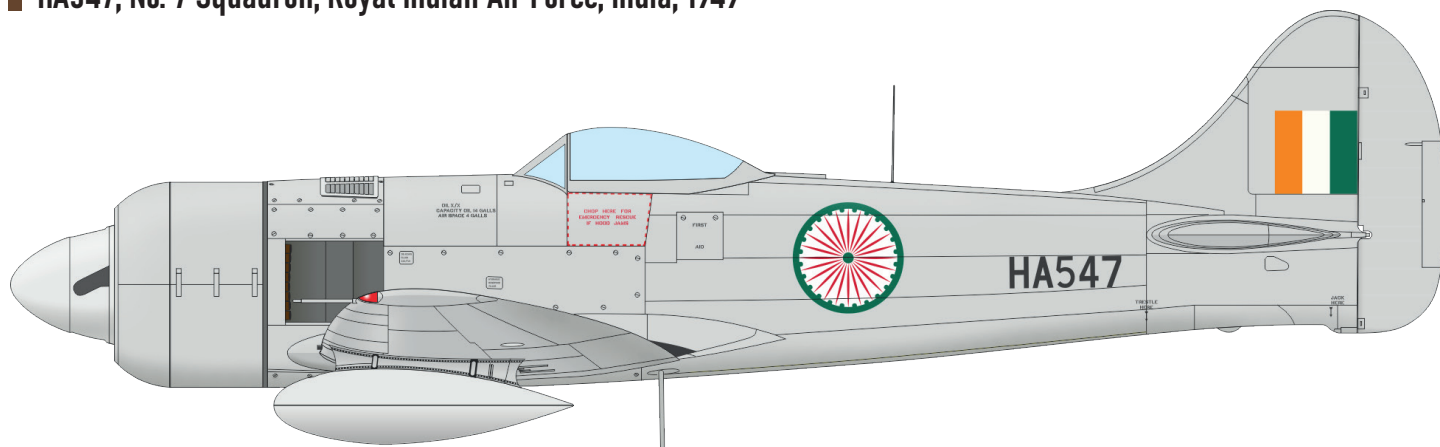


On November 1, 1948 in Peshavar the No. 14 Squadron of the Royal Pakistan Air Force was established. Only four days later the first encounter of RIAF and RPAF aircraft took place when two RIAF Tempests attacked the Pakistani Dakota. On January 15, 1949 the No. 14 Squadron was disbanded due to the fact that during December the unit had lost two Tempests

and without replacement aircraft the situation became critical. The supplies of new Tempests commenced in March 1949 and the aircraft were immediately allocated to the combat units. They received the serials from A128 to A151 and were easily recognizable thanks to their desert camouflage scheme. The recognition stripes were not applied. As the material and

personal situation improved on December 15, 1949 the No. 14 Squadron was again re-activated under the leadership of Julian Kazimierz Żuromski. On March 24, 1950 the unit has been relocated to Miranshah for its first combat deployment against Faqir of Ipi uprising.

■ HA547, No. 7 Squadron, Royal Indian Air Force, India, 1949

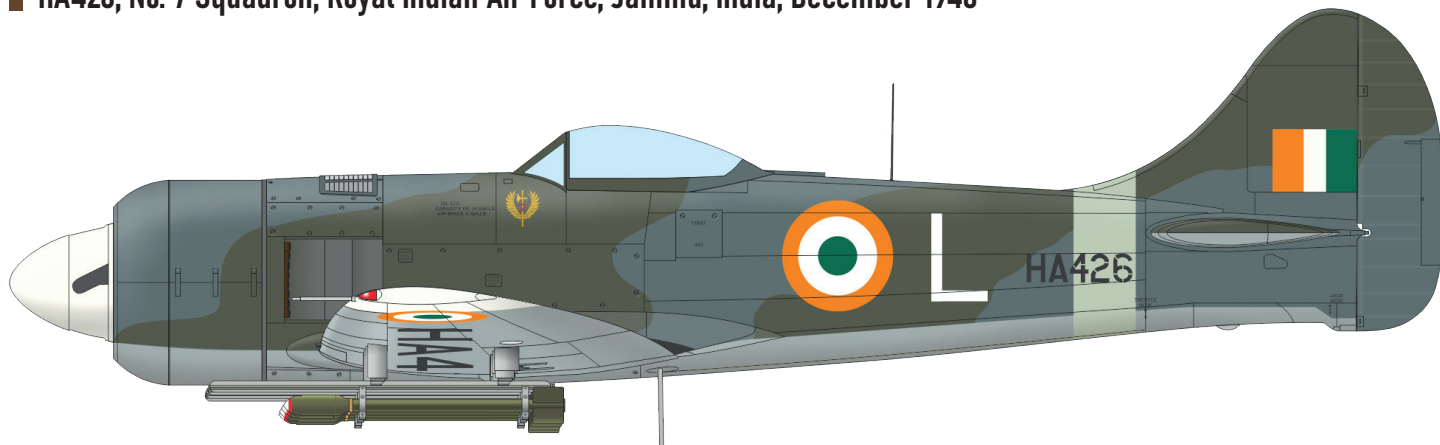


The first from 89 Tempests that underwent the overhaul and were delivered to RIAF, was HA547. Originally it was PR874 airframe which in February 1946 was delivered directly to the storage and after more than

two years was sold from No. 20 MU (Maintenance Unit) back to Hawker in order to satisfy the aircraft deliveries for India and Pakistan. All Tempests were finished in Aluminum. Initially these aircraft carried

the „Chakra“ style national insignia which were soon replaced by the new orange-white-green cockades. These were introduced in 1950.

■ HA426, No. 7 Squadron, Royal Indian Air Force, Jammu, India, December 1948

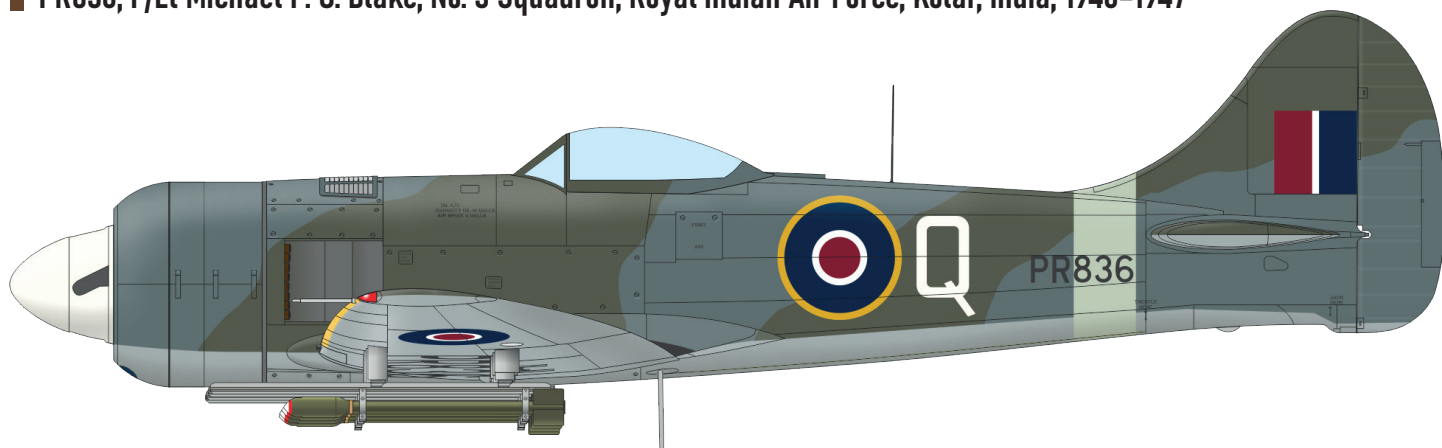


Even though HA426 from No. 7 Squadron still sports the original RAF Day Fighter Scheme it already carries the new orange-white-green RIAF cockades.

There is a winged battle axe, No. 7 Squadron insignia, painted below the canopy. White wingtips as well as white propeller spinner and rear fuselage band were

applied to RIAF Tempests to distinguish them from RPAF aircraft carrying the same camouflage.

■ PR836, F/Lt Michael P. O. Blake, No. 3 Squadron, Royal Indian Air Force, Kolar, India, 1946–1947



The first RIAF unit equipped with Tempests Mk. II was No. 3 Squadron which commenced the operations at Kolar airport in September 1946. In the same manner as with the other Indian squadrons the Tempests did not carry any fuselage codes except the individual letters. PR836 coded Q served with No. 3 Squadron

from October 1946 to May 14, 1947 when it was heavily damaged during the accident in Risalpur. After the landing the undercarriage broke off and S/Ldr M. L. Mishra was wounded. PR836 was often flown by F/Lt Michael Patrick Owen „Micky“ Blake who on October 27, 1946 had an honor to be the first Indian to

fly a Tempest. His favorite PR836 with fuselage code Q was decorated with „Percy Prune“ comics character. Only part of the character, reaching the fuselage panel demarcation under the windshield is visible in the period photograph, however it is possible that it was painted all the way to fuselage to wing joint.

OVERTREES

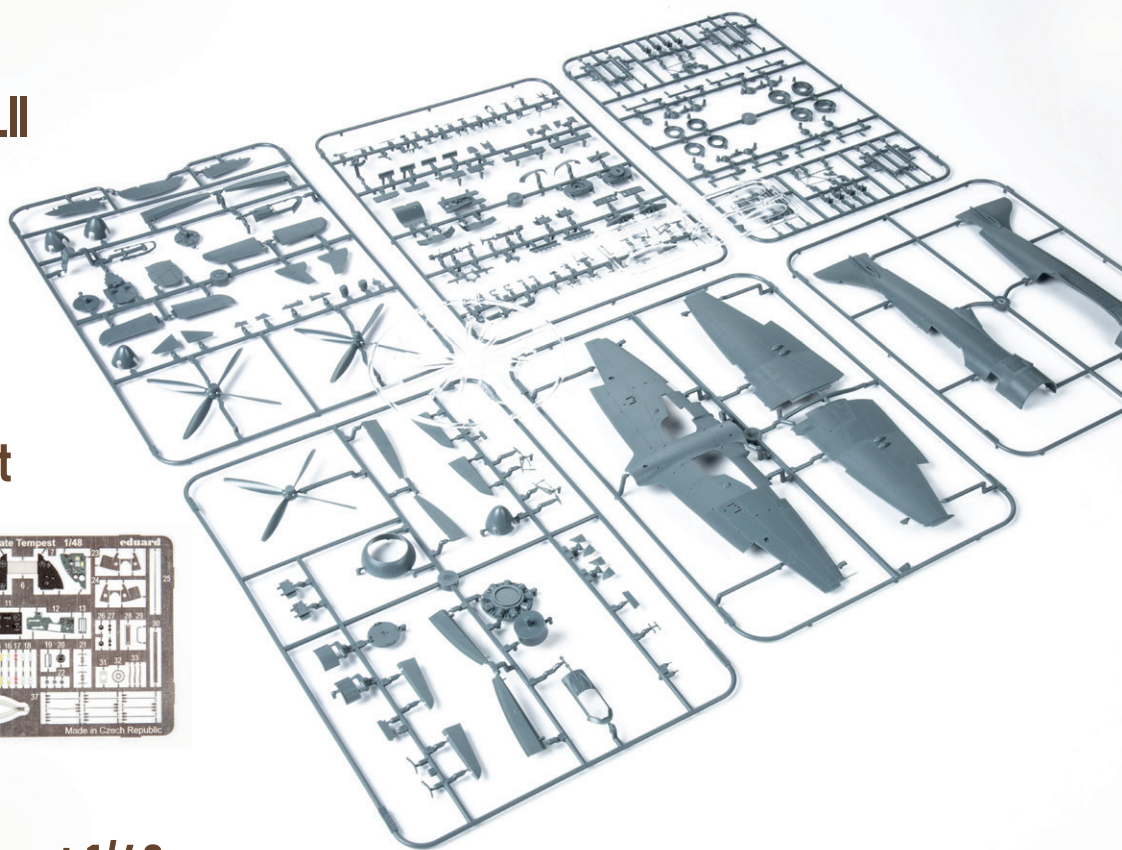
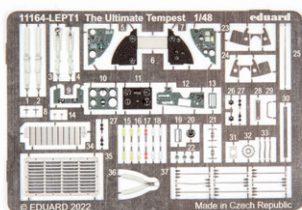
#82124X Tempest Mk.II 1/48

[Product page](#)

OVERLEPT

#11164-LEPT The Ultimate Tempest 1/48

[Product page](#)



Recommended: for The Ultimate Tempest 1/48

481064	Tempest Mk.II landing flaps (PE-Set)	648641	RP-3 60lb rockets for Tempest Mk.II (Brassin)
FE1208	Tempest Mk.II seatbelts STEEL (PE-Set)	648654	Tempest Mk.II exhaust stacks (Brassin)
644104	Tempest Mk.II LööK (Brassin)	648686	Tempest Mk.II landing flaps PRINT (Brassin)
644115	Tempest Mk.II LööKplus (Brassin)	SIN64875	Tempest Mk.II ESSENTIAL (Brassin)
648636	Tempest Mk.II wheels (Brassin)	3DL48030	Tempest Mk.II SPACE (3D Decal Set)
648637	Tempest Mk.II undercarriage legs BRONZE (Brassin)	D48086	Tempest Mk.II stencils (Decal Set)
648638	Tempest Mk.II gun bays (Brassin)	D48087	Tempest Mk.II roundels (Decal Set)
648639	Tempest Mk.II cockpit (Brassin)	EX796	Tempest Mk.II TFace (Mask)



India

As noted earlier, RIAF squadrons had commenced equipping with Tempests in September 1946 - nearly a year before the country achieved independence. When 'Partition' was formally enacted on 15 August 1947, all the RAF's Tempests (and other various types) in India were transferred to the two newly independent countries, the bulk (124) going to the RIAF and the remainder (35) to the RPAF. The RIAF Tempests included those already serving in RIAF units, namely Nos 2, 3, 4, 7, 8, and 10 Squadrons. Nos 1 and 9 Squadrons, recently converted to Tempests from Spitfires, were among the assets selected for transfer to the RPAF although Indian personnel in those units were evacuated to their homeland.

No 2 Squadron, also recently converted from Spitfires, was short-lived as a Tempest unit, disbanding at the end of 1947, leaving the RIAF with five operational Tempest squadrons.

No 3 Squadron eventually converted to Vampires in December 1952

No 4 Squadron had taken over No 30 Squadron RAF's Tempests in July 1947 and would be the last Squadron to fly Tempests operationally, not trading them for Vampires until April 1954.

No 7 Squadron left its original Tempests at Risalpur for the RPAF but, re-equipped with replacement aircraft, continued to operate until the end of 1949.

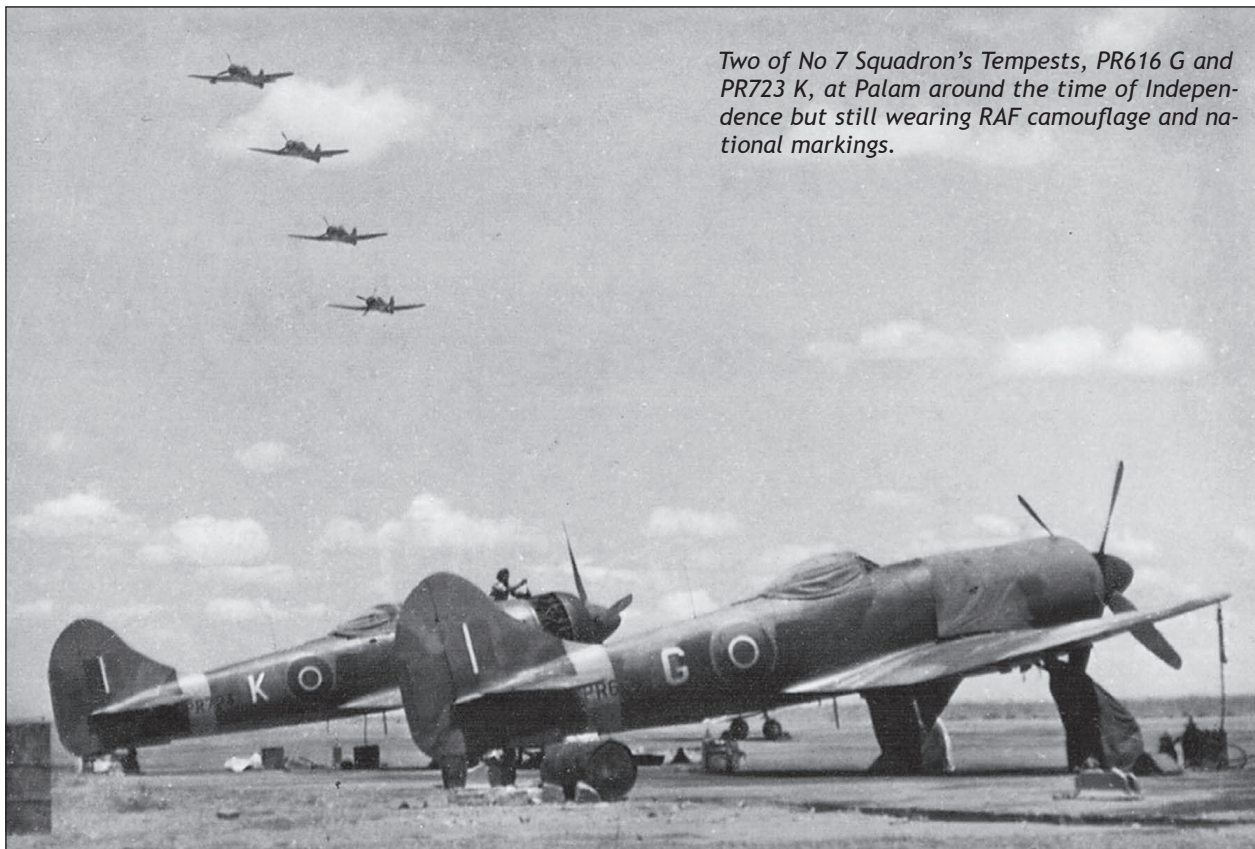
No 8 Squadron, the second to fly Tempests, continued to operate them until Nov 1951 when they were replaced by Vampires.

No 10 Squadron received its first Tempests in May 1947 and were the second to last to operate the type, beginning conversion to Vampires in December 1953.

In October 1947 an invasion into disputed Indian territory (in Jammu and Kashmir) by tribal insurgents from Pakistan, took place, inevitably developing into war between two new nations. The RIAF Tempests were heavily employed supporting ground troops in the fighting which continued throughout 1948. Bombs, RP and cannon were used to great effect. No air combat took place other than the interception of a RPAF Dakota which was damaged as it was driven away. The war reached a stalemate situation towards the end of 1948 and the United Nations brokered a ceasefire that was imposed on 31 January 1949.

Meanwhile, attrition had forced the RIAF to look for reinforcements for its Tempest force and surplus RAF Tempests were purchased. These aircraft had mostly been in store since their delivery but in May 1948 113 were sold back to their manufacturer, Hawker Aircraft at Langley, where they were completely refurbished and brought up to the latest standard. India acquired 89 of these Tempests, allocating serial numbers HA547 to HA635; they

Title photo: The first RIAF unit to equip with the Tempest was No 3 Squadron which began conversion at Kolar in September 1946. PR836 Q was reported with that squadron the following month and served with them until it was badly damaged in an accident at Risalpur on 14 May 1947, when the undercarriage collapsed and Sqn Ldr M.L. Mishra was injured. In common with the other RIAF Tempest squadrons, no unit codes were carried, just individual letters.



Two of No 7 Squadron's Tempests, PR616 G and PR723 K, at Palam around the time of Independence but still wearing RAF camouflage and national markings.

were all finished in the new RAF scheme - 'Aluminium' paint. Initially marked with Chakra roundels they were soon being delivered wearing the new Saffron/white/green roundels adopted by the RIAF in November 1948.

Tempests transferred from RAF stocks initially retained the RAF camouflage. When identity markings were introduced (see photos) they were applied in white on camouflaged aircraft and black on Aluminium-painted machines.

The stock of Tempests was further increased in July and August 1951 when 20 more former RAF Tempest were

purchased. These were not refurbished machines but were mainly ex-BAFO Tempests that had been in store for a couple of years. The last Tempests were withdrawn from frontline units by 1954 but continued in second-line use until 1956; eventually many Tempests were utilised as airfield decoys. Six of the latter were rescued in 1979 and form the basis for on-going restoration projects.

Seen running up prior to flight at No 322 MU, Chakeri (shortly before handover to the RIAF in October 1947), PR668 E of No 10 Squadron was one of the first to receive the new DFS. Sprayed directly over the original finish the Aluminium paint soon wore away to reveal the camouflage beneath.

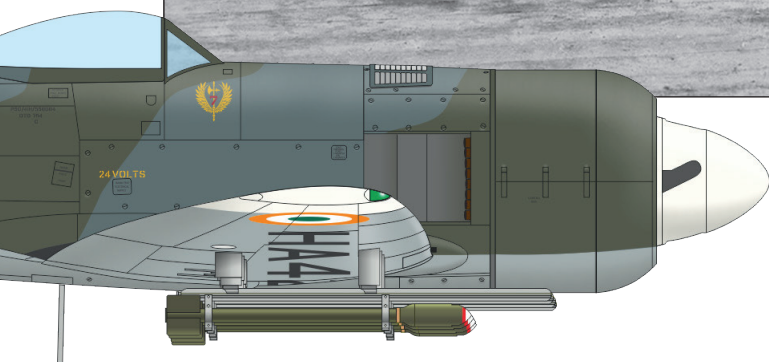




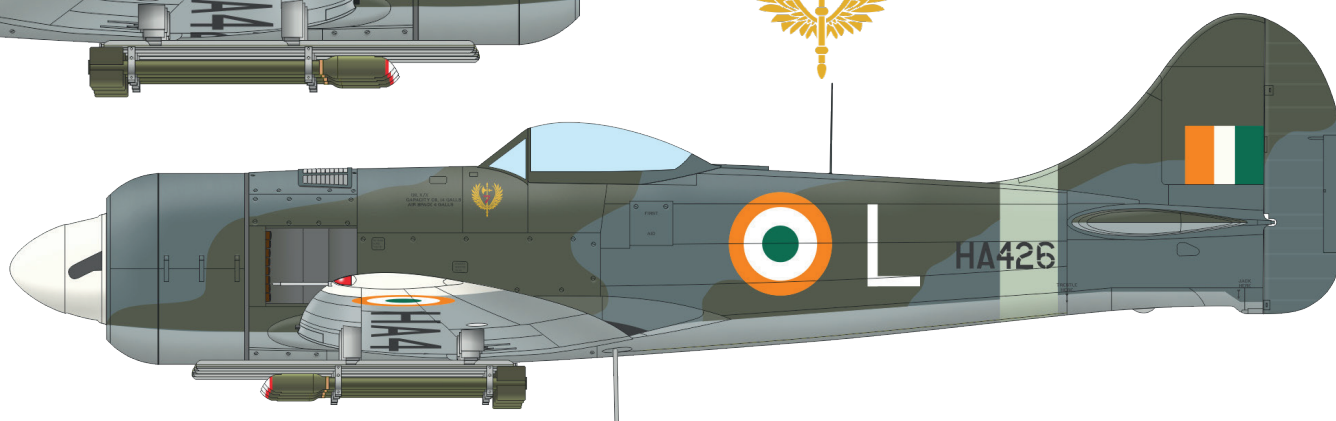
The first of 89 ex-RAF Tempests refurbished for the RIAF was HA547, seen here at Langley shortly before delivery early in 1949. The first six came from the PR-series but the remaining 83 were earlier MW-serialised aircraft which had to be brought up to the same standard as the PR-series. HA547 was formerly PR874 which had been delivered straight into storage in February 1946 and after more than two years at No 20 MU had been sold back to Hawker to fulfil the orders from India and Pakistan. Initially the Tempests for India wore a newly designed RIAF roundel, based on the 'Ashoka Chakra' symbol, apparently incorrectly painted in the same national colours as the fin flash (green/white/saffron); it should have been dark blue.

In November 1948 a change in policy introduced the simpler saffron/white/green roundel, as seen here on HA635 (previously MW388) - the last aircraft of Hawker order, seen here at Deversoir (Egypt) en route to India. This view also clearly shows the head-rest support which was standard on the refurbished aircraft and was also retro-fitted to RAF Tempests.





HA426, No. 7 Squadron, Royal Indian Air Force, Jammu, December 1948

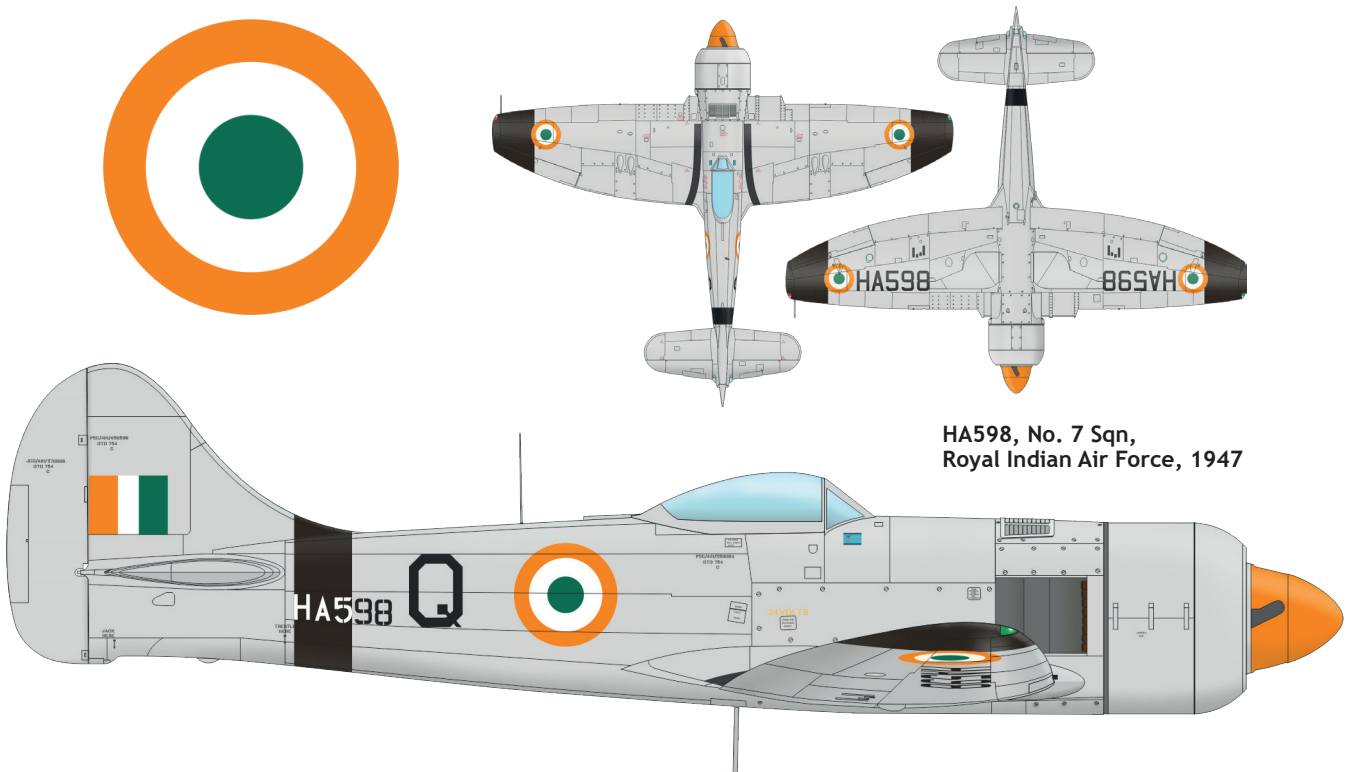


Although still wearing its original RAF DFS, HA426 L of No 7 Squadron has the new green/white/saffron RIAF roundels. It also displays the unit's winged battle-axe badge and was flown on operations from Jammu in 1948. The front view clearly shows the white wing tip markings that, along with the white spinner, had been applied to RIAF camouflaged Tempests to help differentiate them from the similarly camouflaged RPAF aircraft.





Two of the Hawker-refurbished Tempests, HA621 H (formerly MW828) and HA622 K (MW741), display the black identity markings introduced in December 1948 to help differentiate RIAF fighters from RPAF Tempests and (later) Furies. These Tempests were from the Advanced Flying School at Hakimpet.



By 1961 many of the surviving IAF Tempests had been gathered at Chakeri. Many of these would survive well in the 1970s, scattered round IAF airbases as decoys. HA559 was formerly MW847, one of the Hawker-refurbished purchases.



KOVÁŘSKÁ 10. 9. 2022

MUSEUM
OF AIR BATTLE OVER
THE ORE MOUNTAINS

25 1997
2022

25TH ANNIVERSARY OF THE MUSEUM OPENING

SATURDAY 10. 9. ALL DAY EVENTS 10 AM - 7 PM

26TH INTERNATIONAL WWII AVIATION MEETING, HISTORICAL WWII VEHICLES AND WWII REENACTMENT CLUBS, SMALL AIR SHOW, CEREMONY ON THE AIRMEN MEMORIAL, TOUR FOR THE HISTORY - PUBLIC PEOPLE VISITING ONE OF CRASHSITES FROM SEPT. 11, 1944, SCALE PLASTIC MODELS SHOW AND COMPETITION, LIVE CONTRY MUSIC, FIELD KITCHEN, NEWS IN THE MUSEUM EXHIBITION, AVIATION CAFFE, CHOIR CONCERT IN THE ST. MICHAEL'S CHURCH AND MANY OTHER EVENTS

MUSEUM OF AIR BATTLE OVER THE ORE MOUNTAINS
ON SEPTEMBER 11TH, 1944, TOWN OF KOVARSKA,
100TH BOMB GROUP FOUNDATION

WWW.MUSEUM119.CZ
WWW.FACEBOOK.COM/MUSEUM119



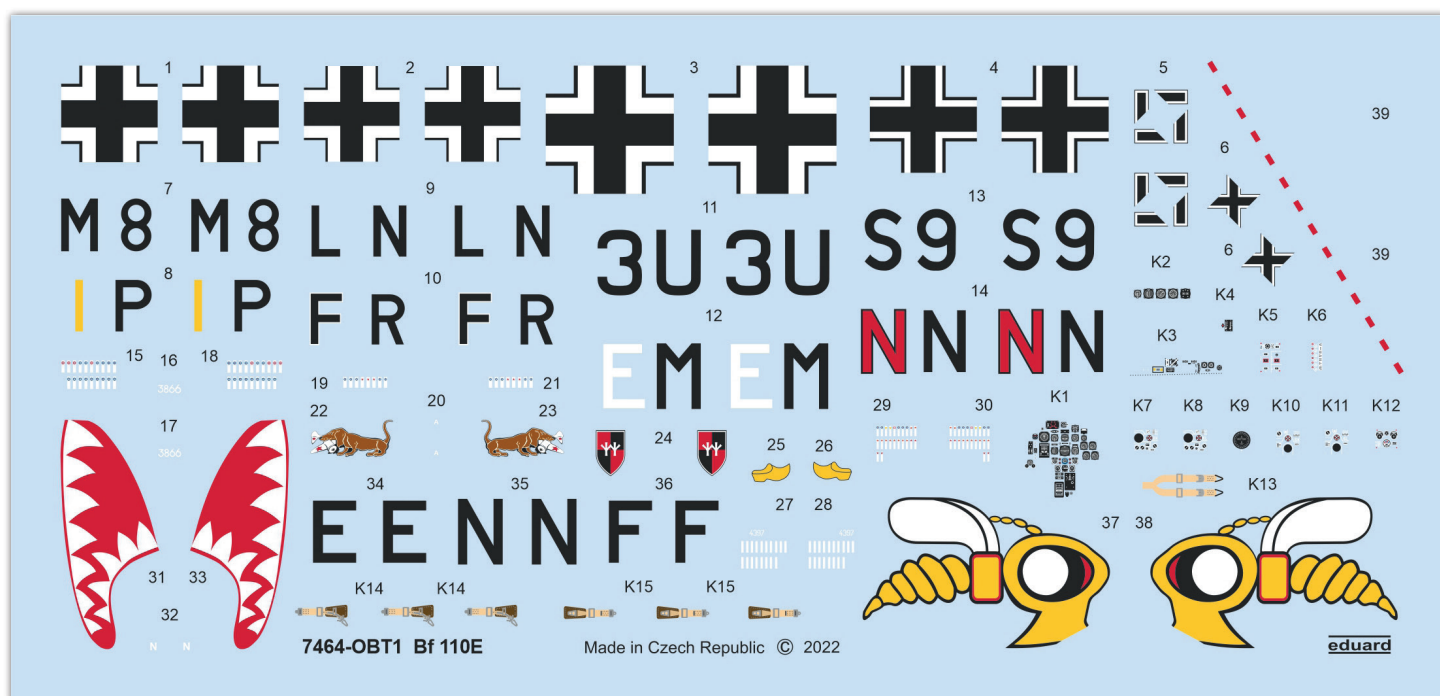
Bf 110E

1/72

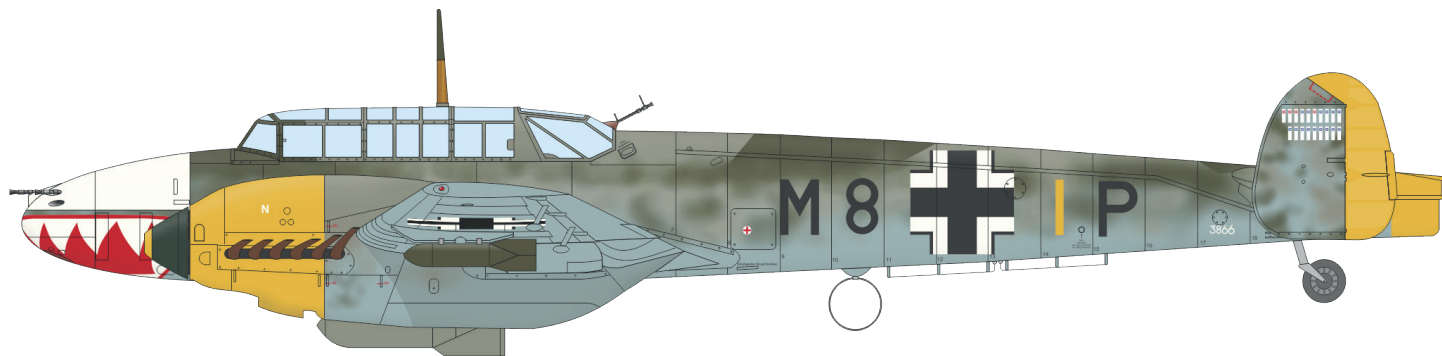
#7464

Weekend edition kit of German WWII twin-engine heavy fighter aircraft Messerschmitt Bf 110E in 1/72 scale.

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

[Product page](#)


■ WNr. 3866, Oblt. Hans-Joachim Jabs/Oblt. Erich Weissflog, CO of 6./JG 76, Argos, Greece, April-June 1941

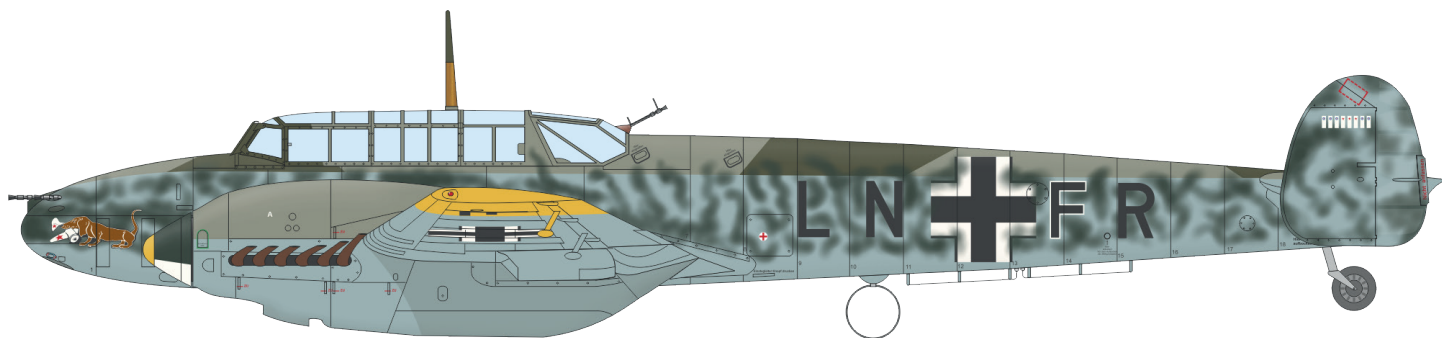


In the end of 1941, the II. Gruppe ZG 76 including Oblt. Hans-Joachim Jabs, commander of 6./ZG 76, transferred from Germany to Balkans in order to support the invasion of Crete. The Battle of Crete started on May 20, 1941 and lasted until June 1, 1941. During this period the

crew of Oblt. Hans-Joachim Jabs and Oblt. Erich Weissflog flew Bf 110E WNr. 3866 coded M8+IP. The lower part of the aircraft nose sported the shark mouth while the weapons upper cover was painted white. The propeller spinner tips and letter "I" were painted yellow, which

was the color of 6. Staffel. Yellow paint on the front of the engine nacelles, rudders and the fuselage tail were the Balkans campaign markings. Jabs' 6. Staffel was typically tasked with ground targets and Allied shipping attacks on Crete. The dogfights were rare.

■ WNr. 4114, Lt. Felix-Maria Brandis/Fw. Albert Harnack, 1.(Z)/JG 77, Rovaniemi, Finland, September 1941

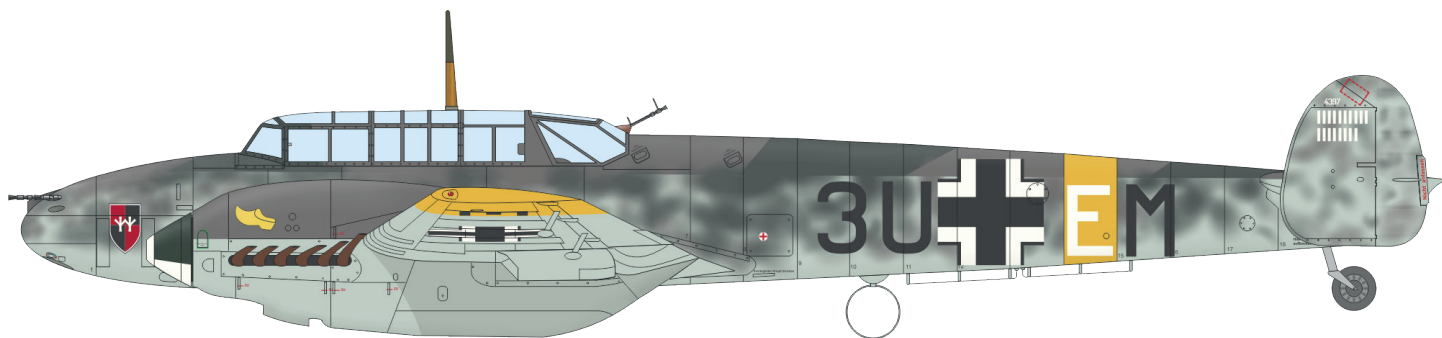


In the beginning of 1941, Felix-Marian Brandis served with JG 77 and was assigned to Bf 110 Zerströrerkette which flew the coastal reconnaissance missions out of the Kirkenes base in Norway. After the invasion of the Soviet Union the unit was enforced and redesignated to 1.(Z)/JG 77. It was deployed in the northern sector of the front based on Rovaniemi in Finland and Leutnant Felix-Maria Brandis assumed its command.

The target of the crews was the port of Murmansk. On September 1, 1941, returning from the combat mission over the Soviet Union, two Bf 110E got lost in bad weather and landed in Tärendö, Sweden. These crews were Lt. Felix-Maria Brandis and radio operator Fw. Albert Harnack with Bf 110E WNr. 4114, LN+FR and Uffz. Rudolf Reitz and radio operator Gefr. Guntram Weigl in the Bf 110E WNr. 4113, LN+KR. On September 7, 1941,

all airmen were returned from Sweden and could continue their service in Luftwaffe. In the end of September both aircraft were returned to Germans as well. Lt. Brandis was killed on February 2, 1942, after an emergency landing in Bf 110E, WNr. 2546, LN+AR on the frozen lake Pjaosero. His radio operator Fw. Herbert Baus was thrown out of the cockpit and suffered the head wounds to which he later succumbed.

■ WNr. 4397, Oblt. Eduard Tratt/Uffz. Friedrich Gillert, CO of 4./ZG 26, Dugino, Soviet Union, February 1942

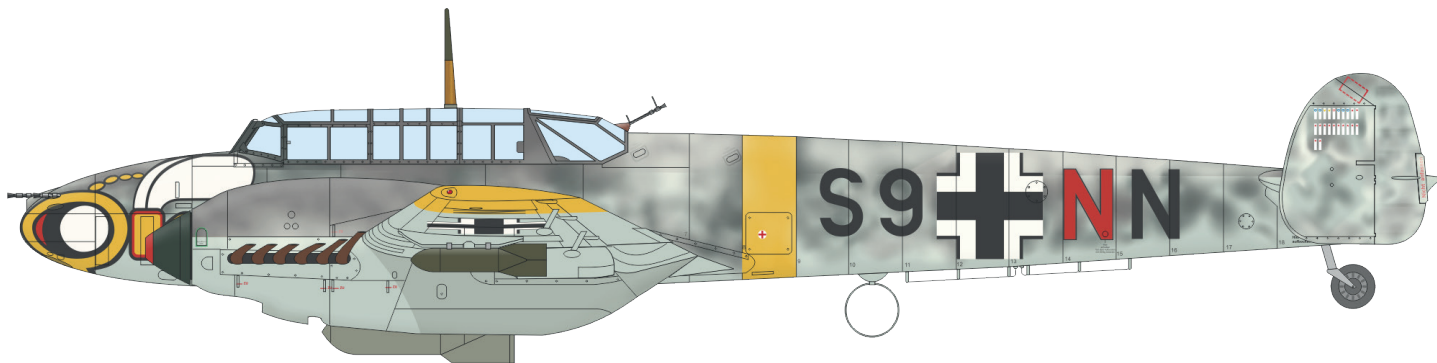


After the attack on the Soviet Union in June 1941, Oblt. Tratt flew with SKG 210 on the central sector of the front. His unit focused on attacking the ground targets while the dogfights took place quite often. Until the end of 1941, Oblt. Eduard Tratt scored in total nine kills of the Soviet aircraft and in January 1942 assumed

command of the 4./JG 26. On February 18, 1942, the crew of Oblt. Eduard Tratt and radio operator Uffz. Friedrich Gillert flying Bf 110E WNr. 4397, 3U+EM over Rzhev was hit by the AA fire and wounded. The aircraft carried ZG 26 insignia on the both sides of the nose and the II./ZG 26 insignia, the yellow clog on the outer sides

of the engine nacelles. It also sports the Eastern Front markings, the yellow band on the fuselage and yellow wingtips on the lower surfaces. There are 18 kill marks (Abschussmarken) painted on the vertical stabilizer with white number 4397 above them. Oblt. Eduard Tratt was killed on February 22, 1944, on the Western Front.

■ Lt. Herbert Kutscha/Fw. Martin Heinz, 5./ZG 1, Soviet Union, 1942



In the beginning of the war, Lt. Herbert Kutscha flew with II./JG 77 but soon was ordered to 5./ZG 1 equipped with Bf 110. During the French campaign he shot down several enemy aircraft including the Bf 109 of the neutral Switzerland's air force. On the Eastern

Front where his II./ZG 1 was redesigned to II./SKG 210, Kutscha enjoyed great successes as a fighter-bomber pilot. His II. Gruppe SKG 210 led by Hptm. Rolf Kadrack specialized in the high-speed low level attacks which led to the unit's designation the Fast Bombing

Squadron (SKG - Schnellkampftgeschwader). Having scored 22 kills Lt. Herbert Kutscha was awarded the Knight's Cross.

Recommended: for Bf 110E 1/72

- 672005 DB 601A/N for Bf 110C/D/E (Brassin)
- 672013 Bf 110G wheels (Brassin)
- 672115 SC 50 German WWII bombs (Brassin)

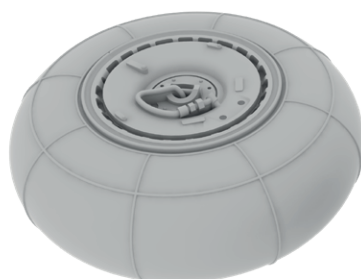
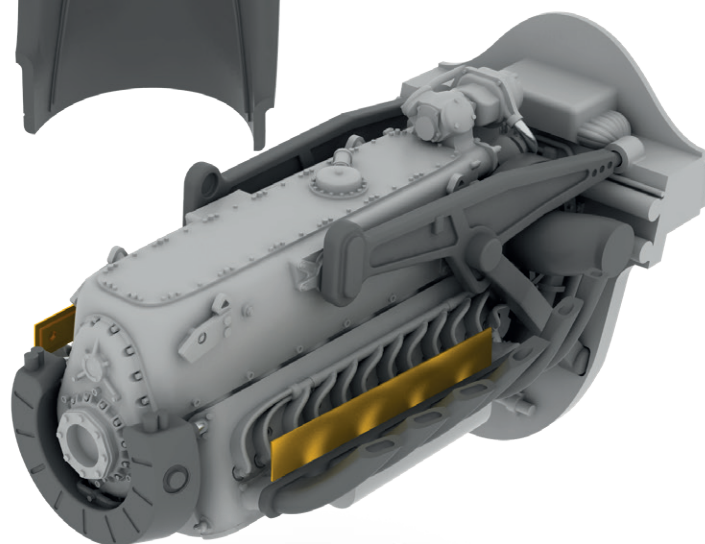
- 672292 Luftwaffe rudder pedals PRINT (Brassin)
- D72001 Bf 110E (Decal set)



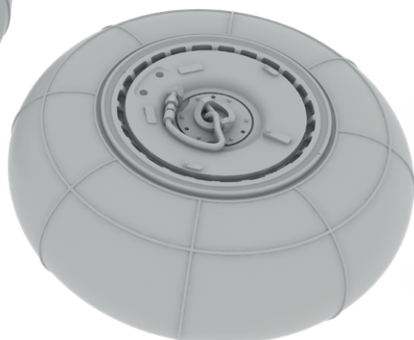
Cat. No. 672292



Cat. No. 672005



Cat. No. 672013



Cat. No. 672115

Spitfire F Mk.IX

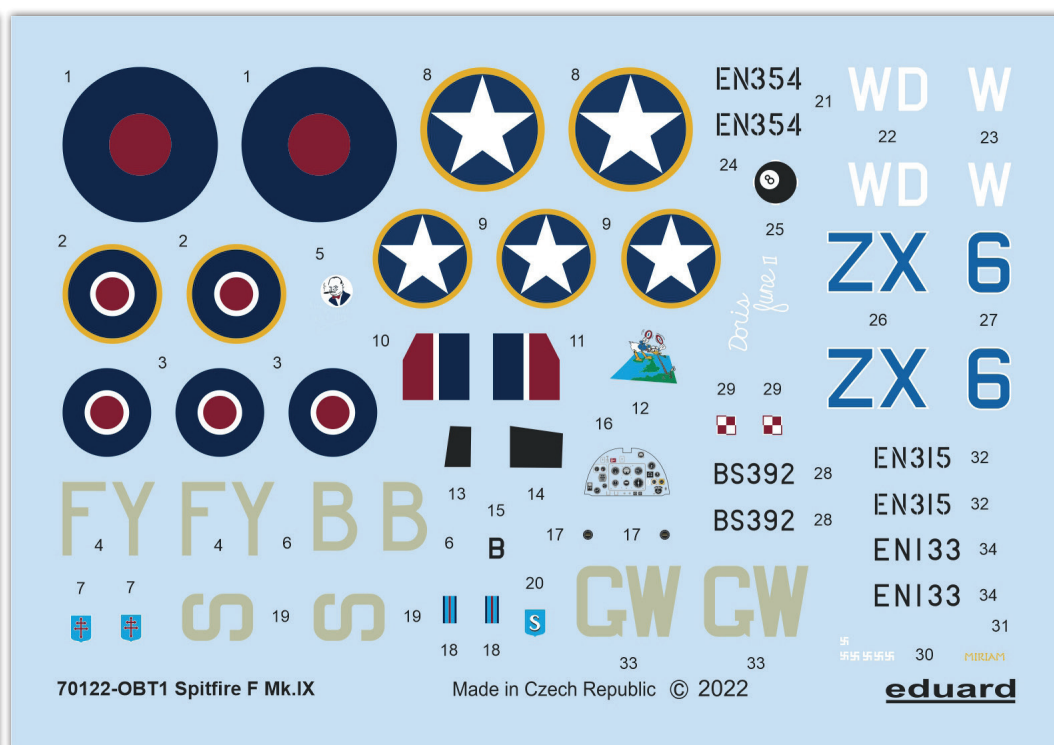
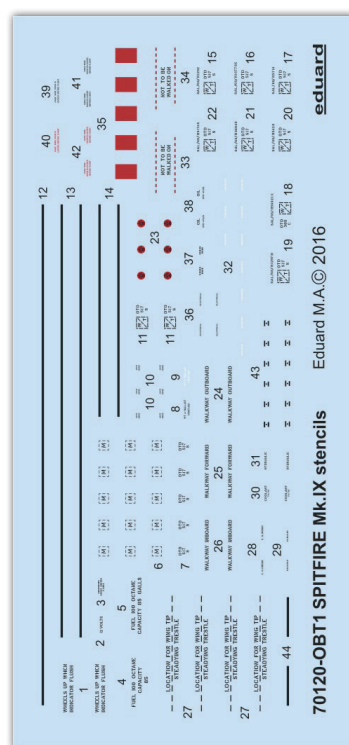
#70122

ProfiPACK edition kit of British WWII fighter aircraft Spitfire F Mk.IX in 1/72 scale.

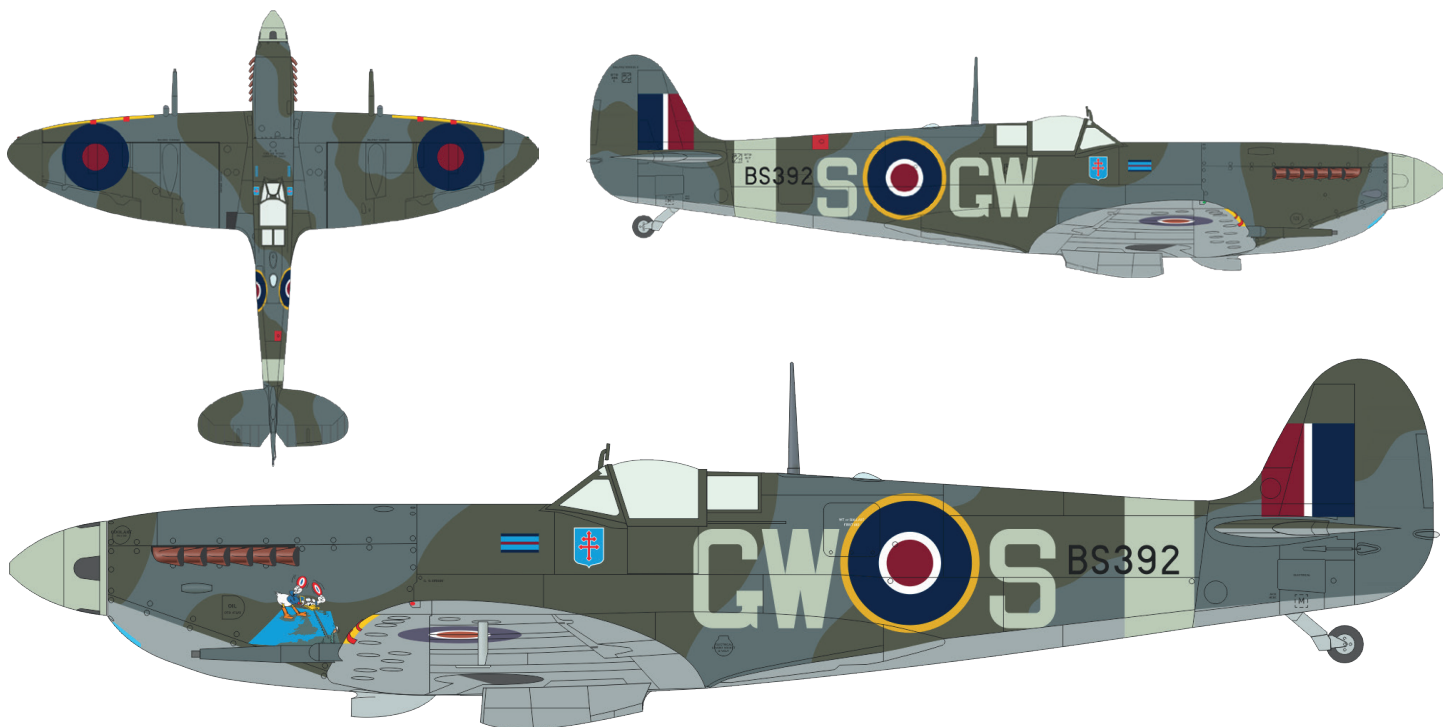
Re-release

1/72

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

[Product page](#)


■ BS392, S/Ldr. Bernard Dup  rier, CO of No. 340 Squadron, RAF Biggin Hill, United Kingdom, autumn 1942

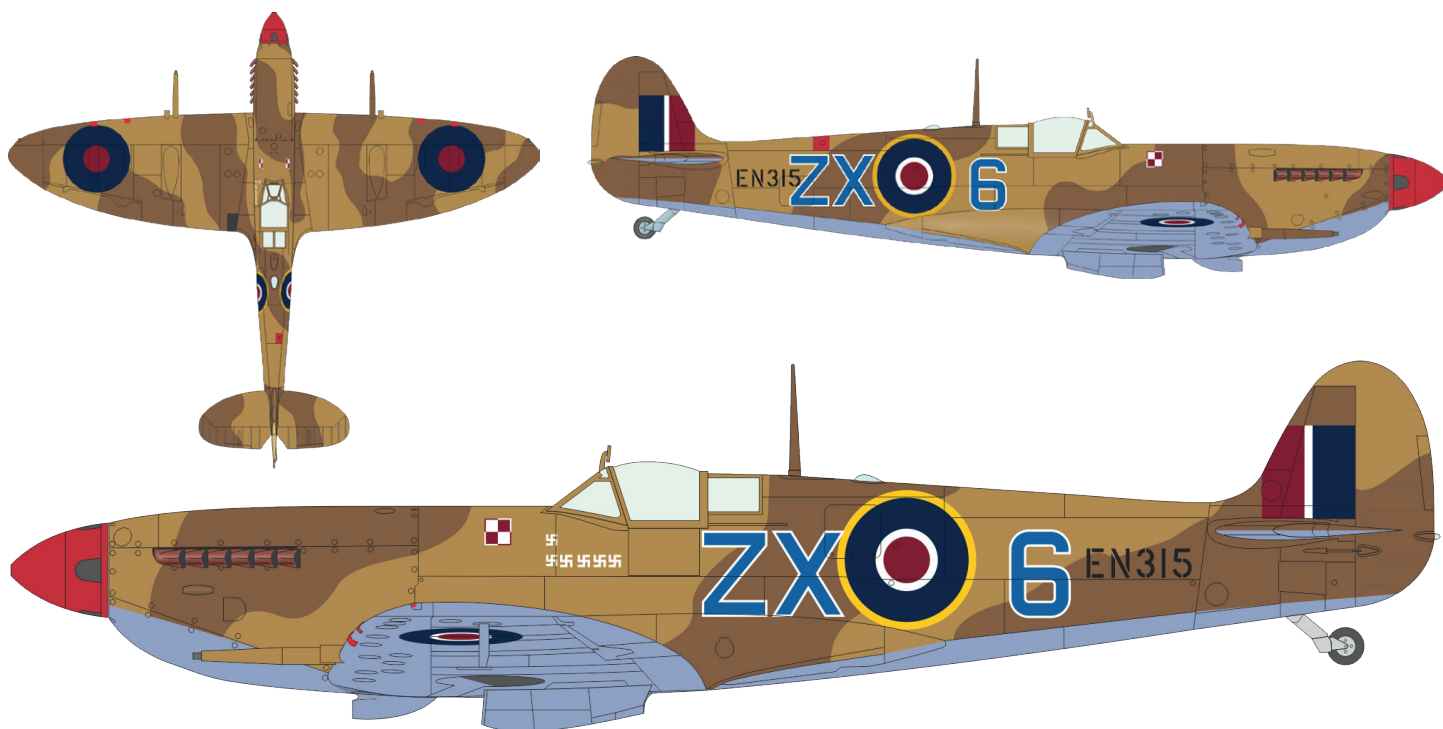


Bernard Dup  rier, the CO of No. 340 Sqdn., instructed ground personnel to paint the Donald Duck artwork on several of his aircraft. Besides this Spitfire, the artwork was applied to his Douglas DB-7 and Spitfire Mk.Vb, BM324. The CO's aircraft is marked with a pennant brushed on the fuselage and the Lorraine Cross was used by Free French squadrons. Dup  rier,

an ace credited with seven victories, took command of No. 340 Sqdn, on April 10, 1942. That day, previous CO Phillipe de Scitivaux, was downed and captured by the enemy. Dup  rier flew this Spitfire only rarely in the period from October 25 to November 7, 1942. Later on he became the CO of No. 341 Sqdn., and after the war was active in politics and supported General

de Gaulle. Spitfire BS392 was used by various units, its fate being sealed on September 9, 1944. A member of No. 310 Sqdn., Sgt. Vojt  ch   krek   - Baudoin overran the runway during a landing maneuver and BS392 had to be written off.

■ EN315, S/Ldr. Stanis  w Skalski, Polish Combat Team, Northern Africa, spring 1943

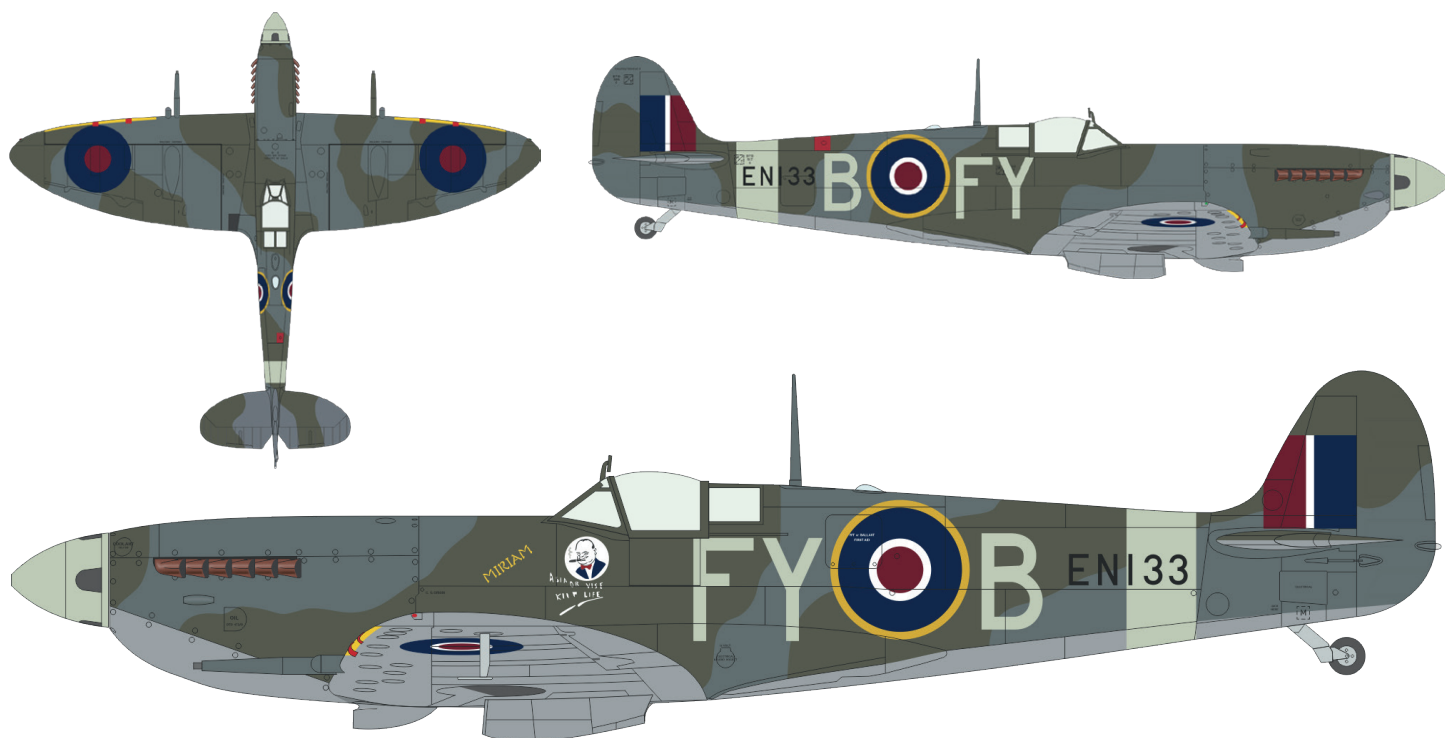


This aircraft was one of ten Spitfires flown by Polish pilots in the north African sky. The independent unit was called the Polish Combat Team. Stanis  w Skalski, the famous fighter pilot with eighteen kills

to his credit, acted as Squadron Leader for the Team. He was one of the pilots who flew this Spitfire. Six swastikas on the fuselage probably symbolize the victories achieved by various pilots while flying the

aircraft. The desert camouflage scheme consists of Mid Stone and Dark Earth uppersides and Azure Blue undersides

■ EN133, No. 611 Squadron, RAF Biggin Hill, United Kingdom, early 1943

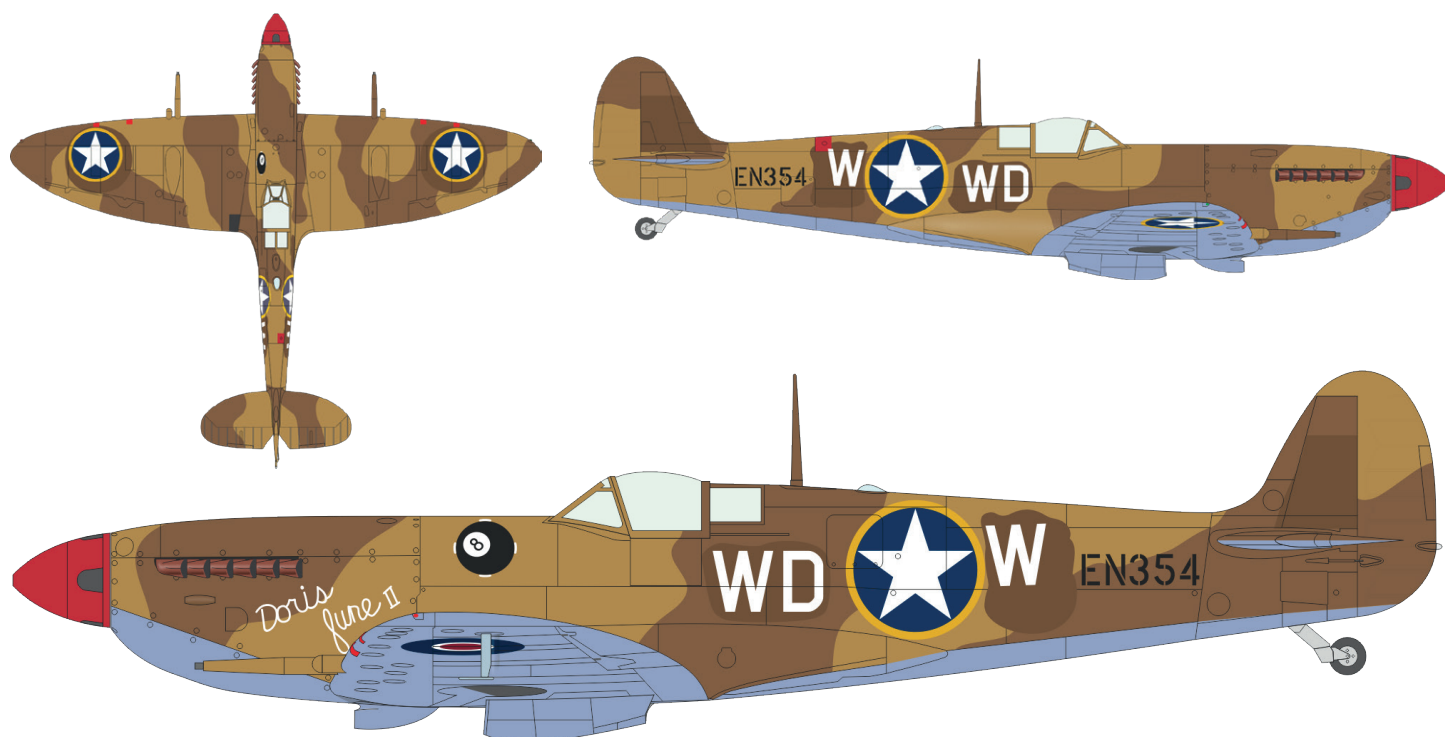


This Spitfire flew for the first time on November 16, 1942 and its first and only known affiliation is with No. 611 Squadron RAF. Among squadron members who were entrusted with this aircraft was Franz

Ferdinand Colloredo Mansfeld, a member of Austrian nobility and a US citizen (three confirmed kills and four probables). EN133 was destroyed on March 14, 1943 during an attack on Abbeville airfield in France

(Operation Ramrod 188), when Spitfires clashed with Fw 190s from JG 26. The pilot of EN133 – W/Cdr. James H. Slater, the CO of No. 453 Sqdn RAAF – was killed in action.

■ EN354, Lt. Leonard V. Helton, 52nd FG, 4th FS, La Sebala Airfield, Tunisia, June 1943



The US Army Air Force was one of the Spitfire Mk.IX operators in the Mediterranean Theatre of Operations. The 52nd Fighter Group flew Spitfires till March/April 1944 when it was re-equipped with the P-51 Mustang. The Group came to northern Africa as a part of the invading Allied forces during Opera-

tion Torch that was launched on November 8, 1942. The British camouflage is topped up with US national insignia. At least one British roundel was left on the left wing underside. The former markings were overpainted with fresh colors that seem to be darker than the rest of the camouflage. The new code letters

were added then. The yellow outline of the national insignia was applied during Operation Torch to distinguish US aircraft and frequently seen in the Mediterranean during the following months.

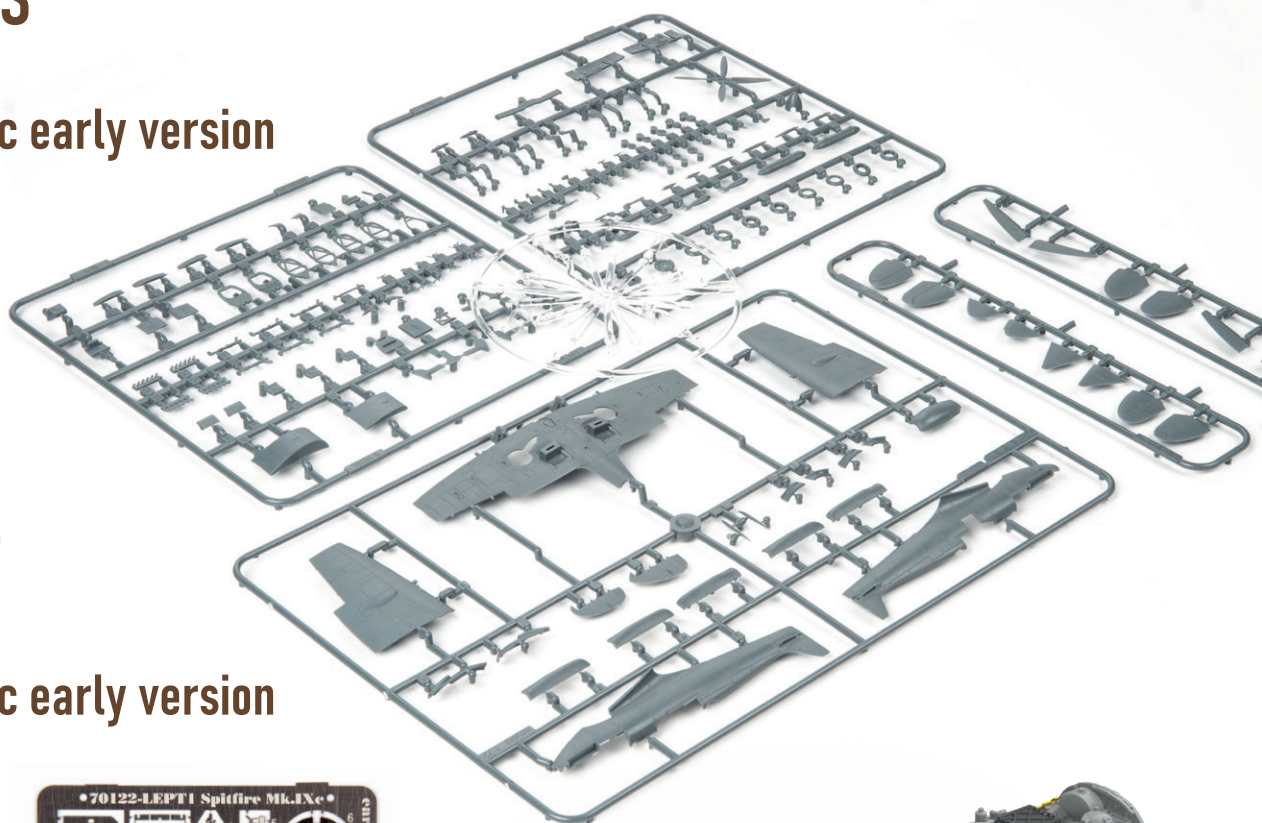
OVERTREES

#70122X

Spitfire Mk.IXc early version

1/72

Product page



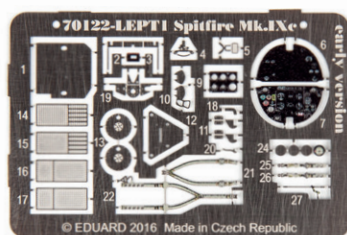
OVERLEPT

#70122-LEPT

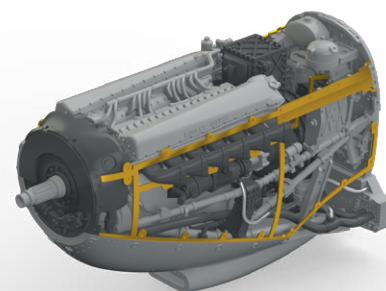
Spitfire Mk.IXc early version

1/72

Product page

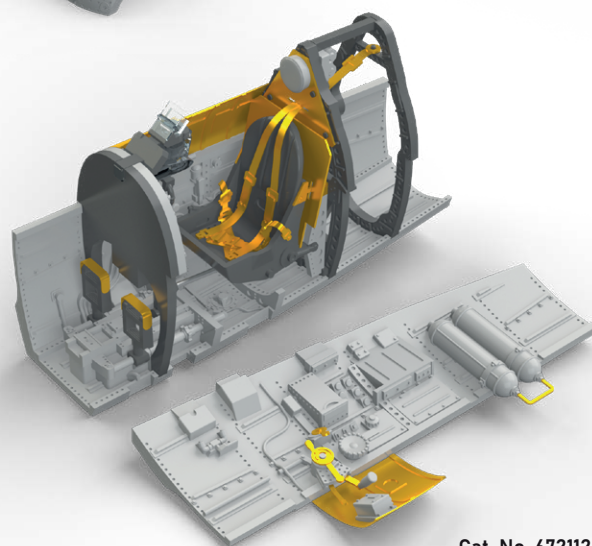
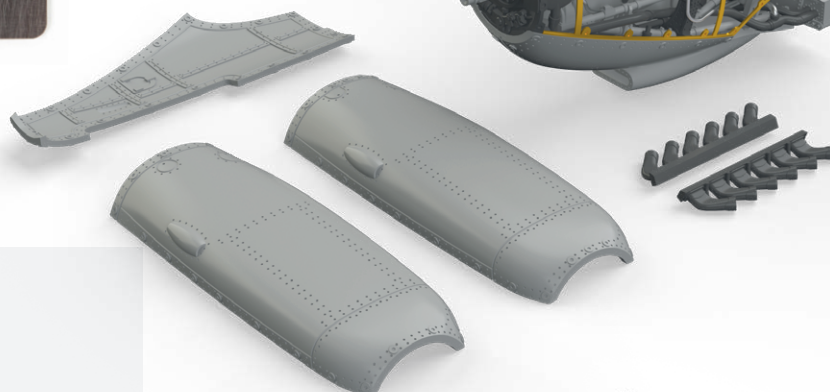


Cat. No. 672126



Recommended: for Spitfire F Mk.IX 1/72

- | | |
|----------|--|
| 72623 | Spitfire Mk.IX landing flaps (PE-Set) |
| 72624 | Spitfire Mk.IX (PE-Set) |
| 72641 | Spitfire F Mk.IX (PE-Set) |
| SS597 | Spitfire Mk.IX seatbelts STEEL (PE-Set) |
| SS651 | Spitfire Mk.IX radiator grilles (PE-Set) |
| BIG72117 | SPITFIRE Mk.IX (PE-Set) |
| 672110 | Spitfire exhaust stacks - fishtail (Brassin) |
| 672111 | Spitfire exhaust stacks - rounded (Brassin) |
| 672112 | Spitfire Mk.IX cockpit (Brassin) |
| 672121 | Spitfire 500lb bomb set (Brassin) |
| 672123 | Spitfire Mk.IX top cowl early (Brassin) |
| 672126 | Spitfire Mk.IX engine (Brassin) |
| 672134 | Spitfire Mk.IX legs BRONZE (Brassin) |
| 672150 | Spitfire Mk.IXc gun bays (Brassin) |
| 672173 | Spitfire Mk. VIII / IX / XVI radiator fairings (Brassin) |
| D72008 | Spitfire Mk.IX stencils (Decal Set) |
| D72010 | Spitfire - British WWII roundels late (Decal Set) |
| CX454 | Spitfire Mk.IX (Mask) |



Cat. No. 672112

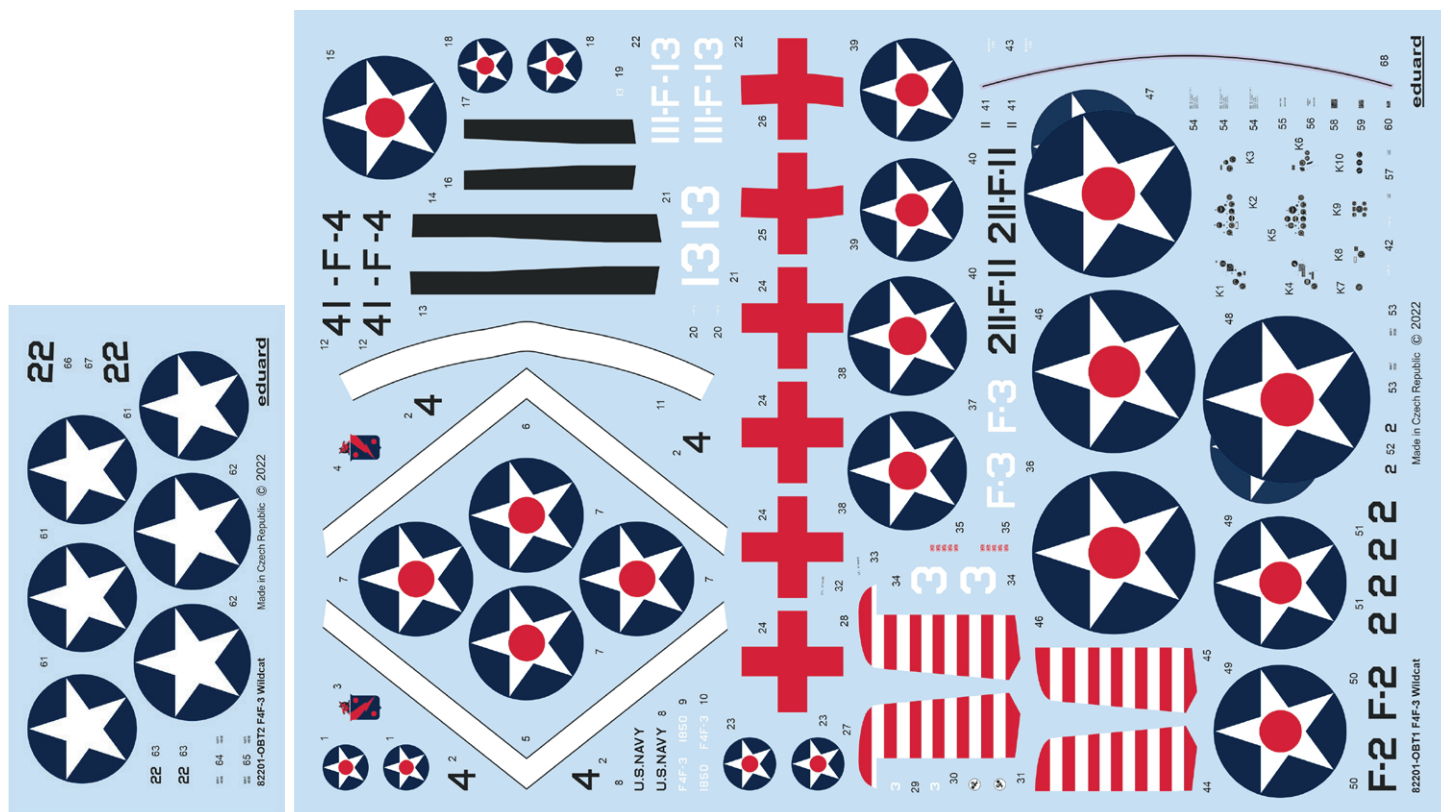
F4F-3 Wildcat 1/48

Re-release

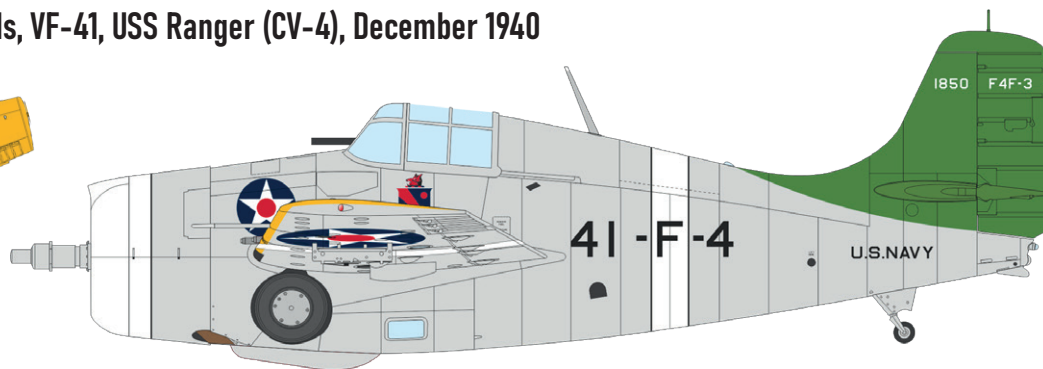
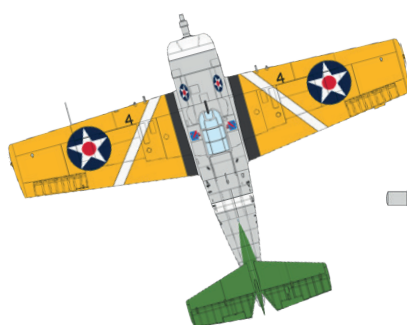
#82201

ProfiPACK edition kit of US carrier based fighter F4F-3 Wildcat in 1/48 scale. Kit presents aircraft from United States Navy and Marine Corps.

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

[Product page](#)


■ BuNo. 1850, Lt. Charles Shields, VF-41, USS Ranger (CV-4), December 1940

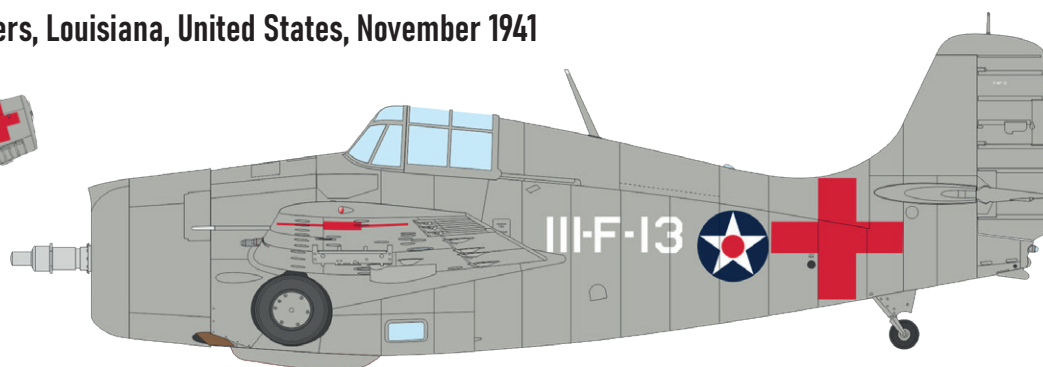
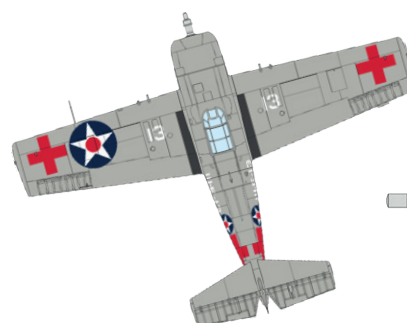


The first production block of the Wildcat resulted in 49 aircraft and was delivered in a prewar scheme, meaning that the fuselage and lower wing surfaces were sprayed in aluminum, and the upper wing surfaces were yellow. Wing markings were carried in all four positions, and on the fuselage they were either applied near the front or on the engine cowl.

The color of the tail surfaces designated the aircraft's home carrier. In this case, the carrier in question is the USS Ranger (CV-4), which was the first to receive Wildcats, followed by the USS Wasp (CV-7). The bands on the fuselage and wings, including the engine cowl ring, indicated which unit section the aircraft was flown by, and in the case of white, this would have

been Section No. 2. Photographs of this aircraft show it prior to being delivered to the unit, and without weapons or its telescopic gunsight. The first nineteen aircraft within this production block had the engine cowl split into upper and lower halves.

■ VMF-111, Army-Navy maneuvers, Louisiana, United States, November 1941

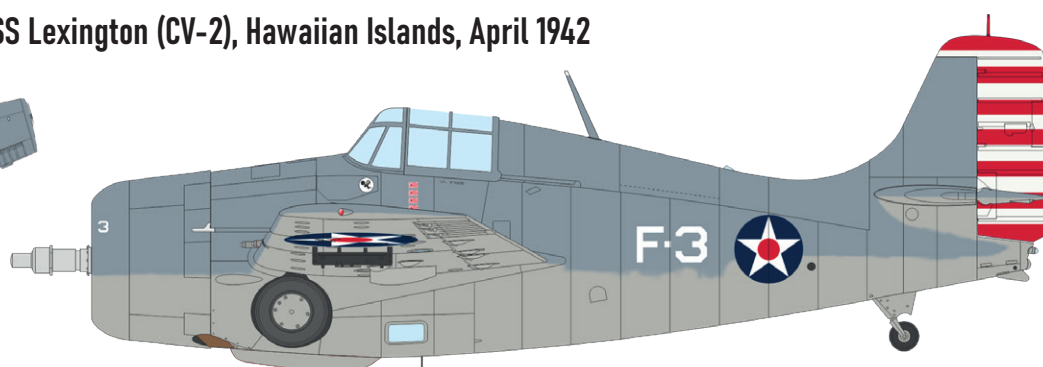
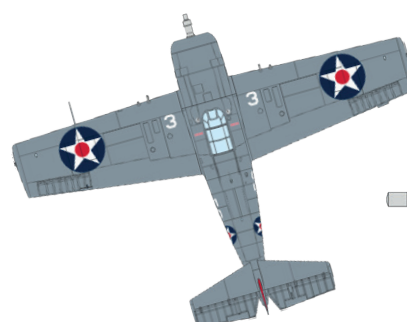


December 30, 1940, saw the implementation of a new camouflage scheme that was to replace the between-the-wars scheme. It required all aircraft flying off ships to be given an overall coat of FS

36440 Light Gray. It was in this scheme that Marine Corps Wildcats from VMF-111 took part in large scale military exercises, and also sported red crosses on both upper and lower surfaces of the wings, as well

as on both sides of the fuselage. These crosses were used to designate combat units during these maneuvers.

■ Lt. Edward H. O'Hare, VF-3, USS Lexington (CV-2), Hawaiian Islands, April 1942

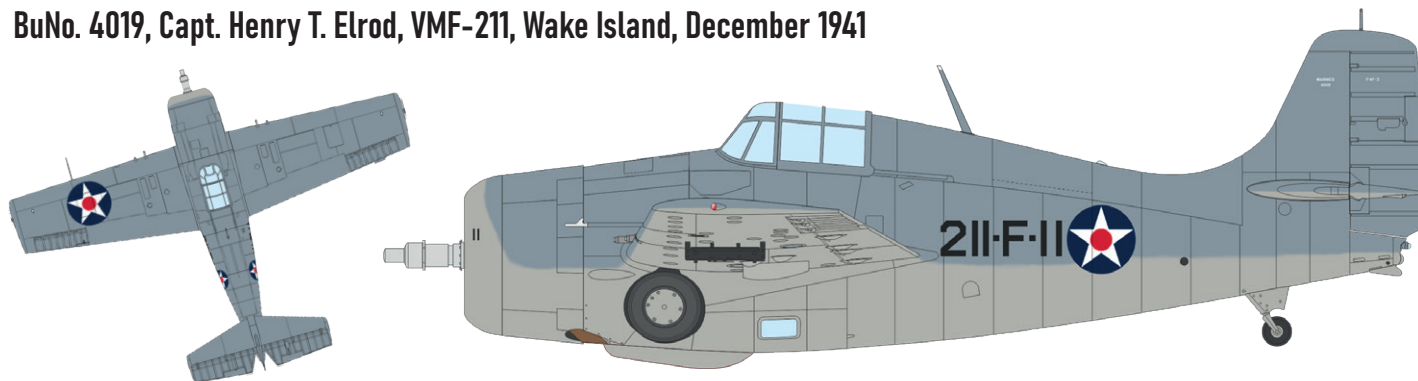


Edward Henry O'Hare was born on March 13, 1914 in St. Louis, Missouri, and after concluding his stint at the US Naval Academy in 1937, he was assigned to the battleship USS New Mexico (BB-40) as an Ensign. He initiated his pilot training in June 1939, which he successfully concluded in May 1940. This was followed by assignment to VF-3, operating off of the USS Saratoga (CV-3). In February 1942, the US Navy wanted to attack the base at Rabaul on the island of New Britain. The carrier Lexington led Task Force 11, and VF-3 flew off of her. The ship was discovered

red on her approach to the target, and the Japanese sent two Betty units to intercept. The second of these units was only countered by 'Butch' O'Hare and his wingman. O'Hare shot down three of the Bettys and seriously damaged another two, leading to the disruption of the attack force. The discovery of the attacking fleet caused the abandonment of the target being Rabaul, and other targets were attacked... The Wildcat flown by O'Hare became a major point of interest on his return to the Hawaiian islands, and many photographs were taken of it. The plane's lower

surfaces were painted FS 36440 Light Gray, and upper and side surfaces were in FS 35189 Blue Gray. The national markings on the fuselage and in four positions on the wings were complemented by thirteen red and white stripes on the rudder. Edward O'Hare did not see the end of the war, having likely been shot down flying a Hellcat during night combat on November 26, 1943. His body was never found in the water, despite some witnesses claiming to have spotted a parachute. O'Hare settled in Chicago before the war, and in 1949 the city named its airport after him.

■ BuNo. 4019, Capt. Henry T. Elrod, VMF-211, Wake Island, December 1941

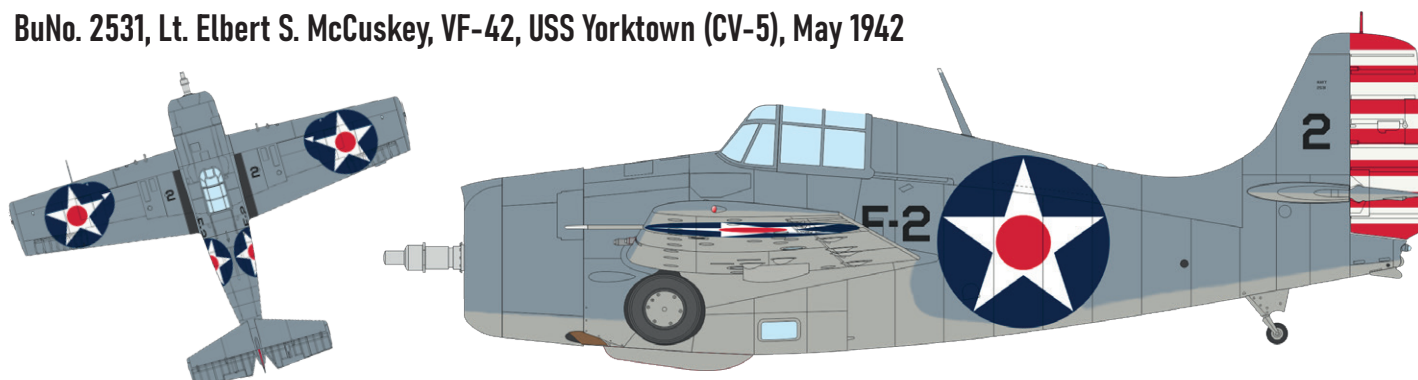


The first Japanese attempt to occupy Wake Island was made December 11, 1941. After the first initial bombardments, VMF-211 possessed only four airworthy Wildcats. One of the pilots that played a role in deflecting the attack was Captain Henry Talmadge Elrod that earlier had shot down a pair of G3M Nells, and during a raid on the invading Japanese flotilla he hit the destroyer Kisaragi with a 45kg bomb, causing the ship to explode

shortly thereafter. According to some sources, he hit a depth charge storage area, the detonation of which sent the destroyer to the bottom with all 157 men aboard. Incoming aircraft and fire from 5-inch coastal batteries persuaded the Japanese to withdraw. A second attempt was made by the Japanese on December 23, 1941, at a time when there wasn't a single airworthy Wildcat on the island. For that reason, Capt. Elrod took part in the

ground fighting, and led a Marine unit until he fell, for which he was posthumously awarded the Medal of Honor. Wildcat coded 211-F-11, on which he had gained his victories, was painted FS 36440 Light Gray underneath and FS 35189 on the upper and side surfaces. The national markings were in only the two positions on the wings, and the fuselage markings were complemented by a small marking at the rear.

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

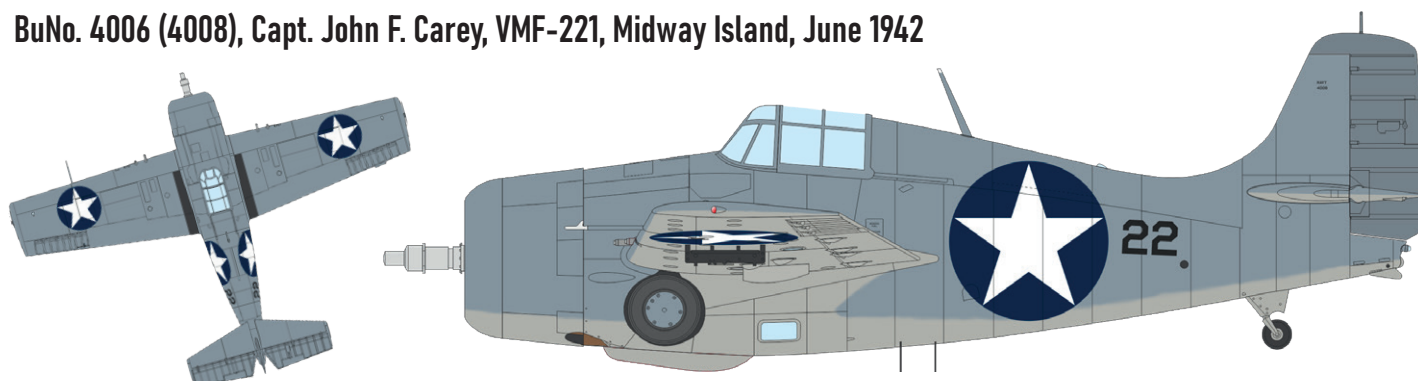


Elbert Scott McCuskey was born February 8, 1915 in Little Rock, Arkansas, and after attending universities in Alabama and Arkansas, he signed up for naval aviation training on May 28, 1938. After successfully undergoing pilot training, he was assigned to VS-41 on the USS Ranger as an Ensign in October 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, flowing 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.

■ BuNo. 4006 (4008), Capt. John F. Carey, VMF-221, Midway Island, June 1942



During the pivotal Battle of Midway, which swung the fortunes of the war in the Pacific to the Americans from the Japanese, aircraft did not fly exclusively from aircraft carriers. Some flew off of Midway Island itself. One of the units to do so was VMF-221, which did so with their Wildcats and Buffalos. Wildcat coded 22 was flown by John Francis Carey, who managed to shoot down a B5N Kate while intercepting the

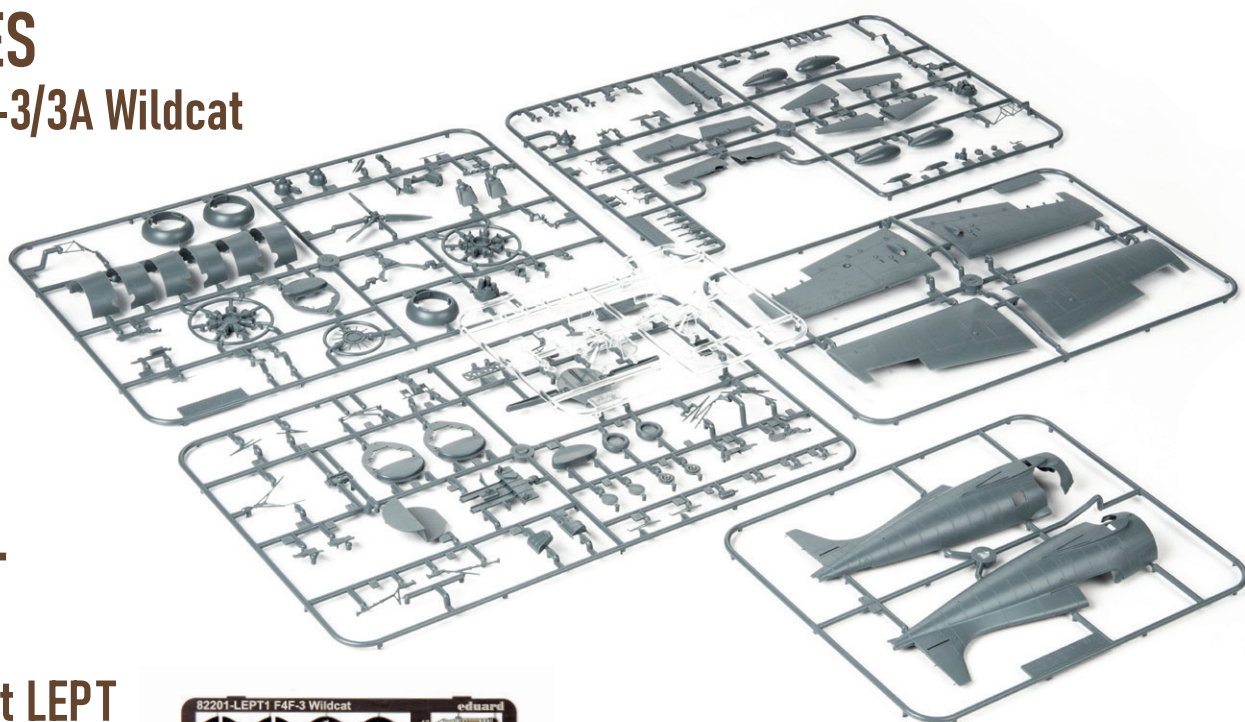
incoming Japanese force. His Wildcat was, however, damaged by an escorting Zero. Carey himself was wounded in the foot, but managed to put down at Midway safely. He returned to duty and survived the war, and remained faithful to the USMC after war's end. He took part in the wars in Korea and Vietnam, and finally went into a well deserved retirement on June 30th, 1965 with the rank of Colonel. He passed

away on December 12, 2004. The Wildcat with which Capt. Carey achieved the aforementioned kill, was camouflaged with Blue Gray and Light Gray, and the national markings, in accordance with an order dated May 15, 1942, had their red components removed. Similarly, the red and white stripes on the rudder were overpainted with the appropriate camouflage colour.

OVERTREES

#82201X F4F-3/3A Wildcat
1/48

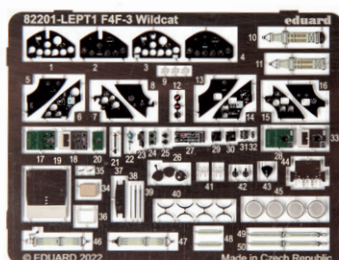
Product page



OVERLEPT

#82201-LEPT
F4F-3 Wildcat LEPT
1/48

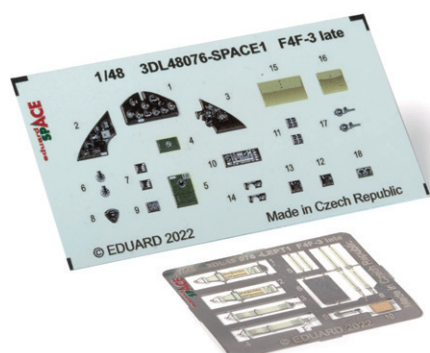
Product page



Recommended: for F4F-3 Wildcat 1/48

481086 F4F-3 landing flaps (PE-Set)
FE1290 F4F seatbelts STEEL (PE-Set)
648766 F4F-3 exhausts PRINT (Brassin)
648767 F4F-3 wheels early (Brassin)
648768 F4F-3 wheels late (Brassin)

648769 F4F gun barrels PRINT (Brassin)
648777 F4F-3 cockpit w/ reflector gun sight PRINT (Brassin)
3DL48076 F4F-3 late SPACE (3D Decal Set)
EX878 F4F-3 TFace (Mask)



Cat. No. 3DL48076



Cat. No. 648769

Cat. No. 648777

644171

F4F-3 early LööK

1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F4F-3 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](#)


644173

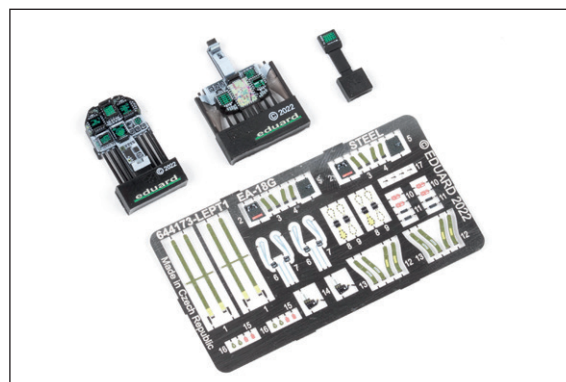
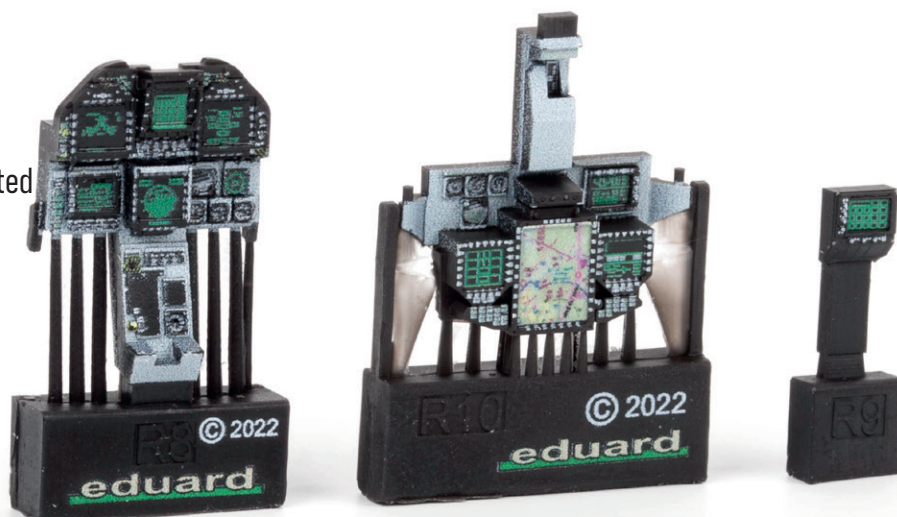
EA-18G LööK

1/48 Meng

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for EA-18G 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](#)



644175

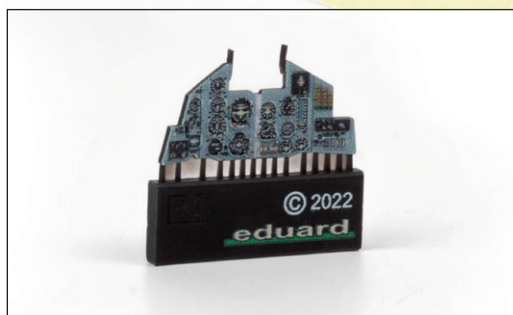
Su-25 LööKplus

1/48 Zvezda

Collection of 4 sets for Su-25 in 1/48 scale.

Recommended kit: Zvezda

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

[Product page](#)

LööK+
644176

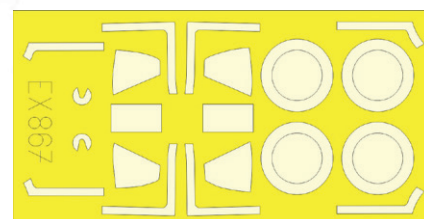
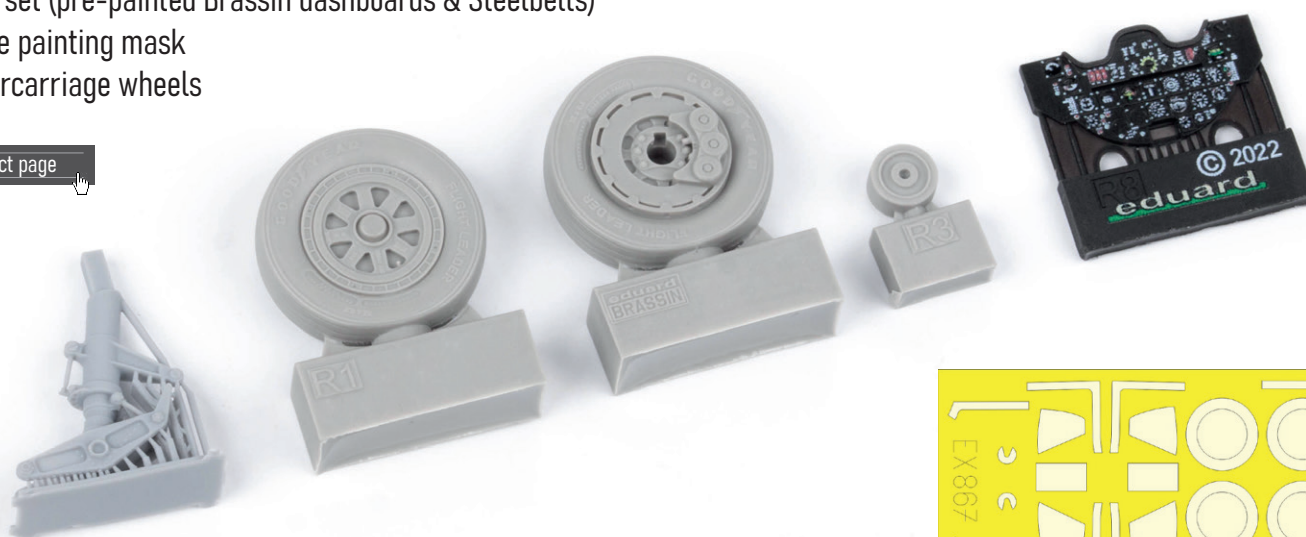
A-1H LööKplus

1/48 Tamiya

Collection of 3 sets for A-1H in 1/48 scale.

Recommended kit: Tamiya

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

[Product page](#)
LööK+


644177

A-1J LööKplus

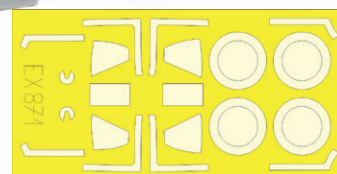
LööK+

1/48 Tamiya

Collection of 3 sets for A-1J in 1/48 scale.

Recommended kit: Tamiya

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

[Product page](#)


648770

F4F-3 life raft PRINT

1/48 Eduard

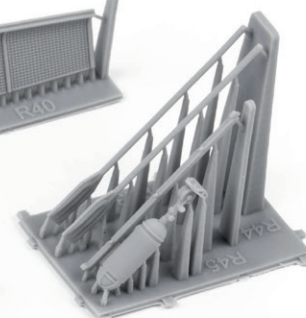
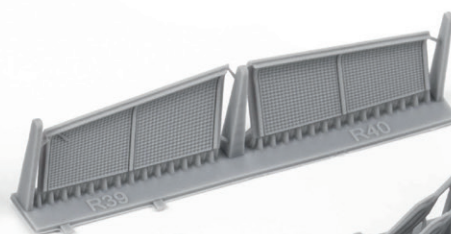
Brassin set - the life raft for F4F-3 in 1/48 scale.

The set consists of the raft and an open space for storing the raft. Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

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

[Product page](#)

Print


648765

F4F-3 cockpit w/ telescopic gun sight PRINT

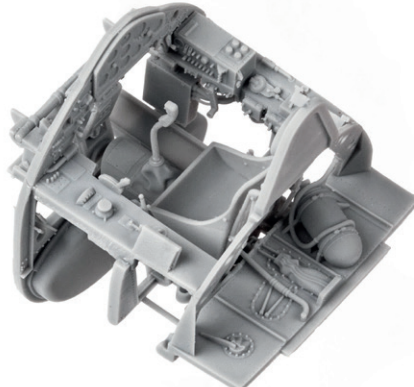
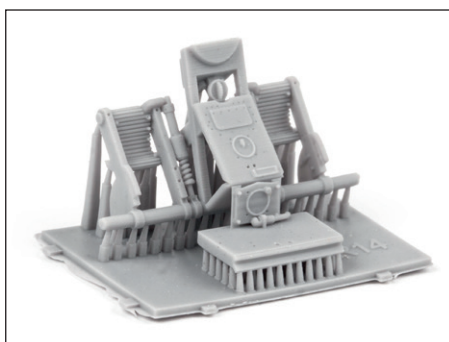
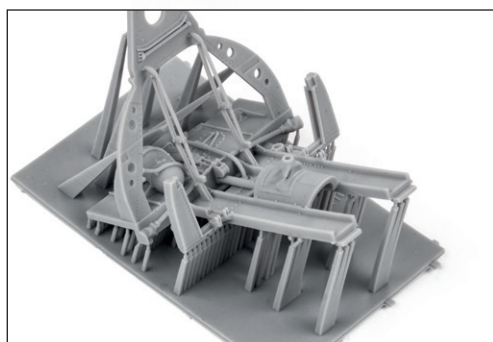
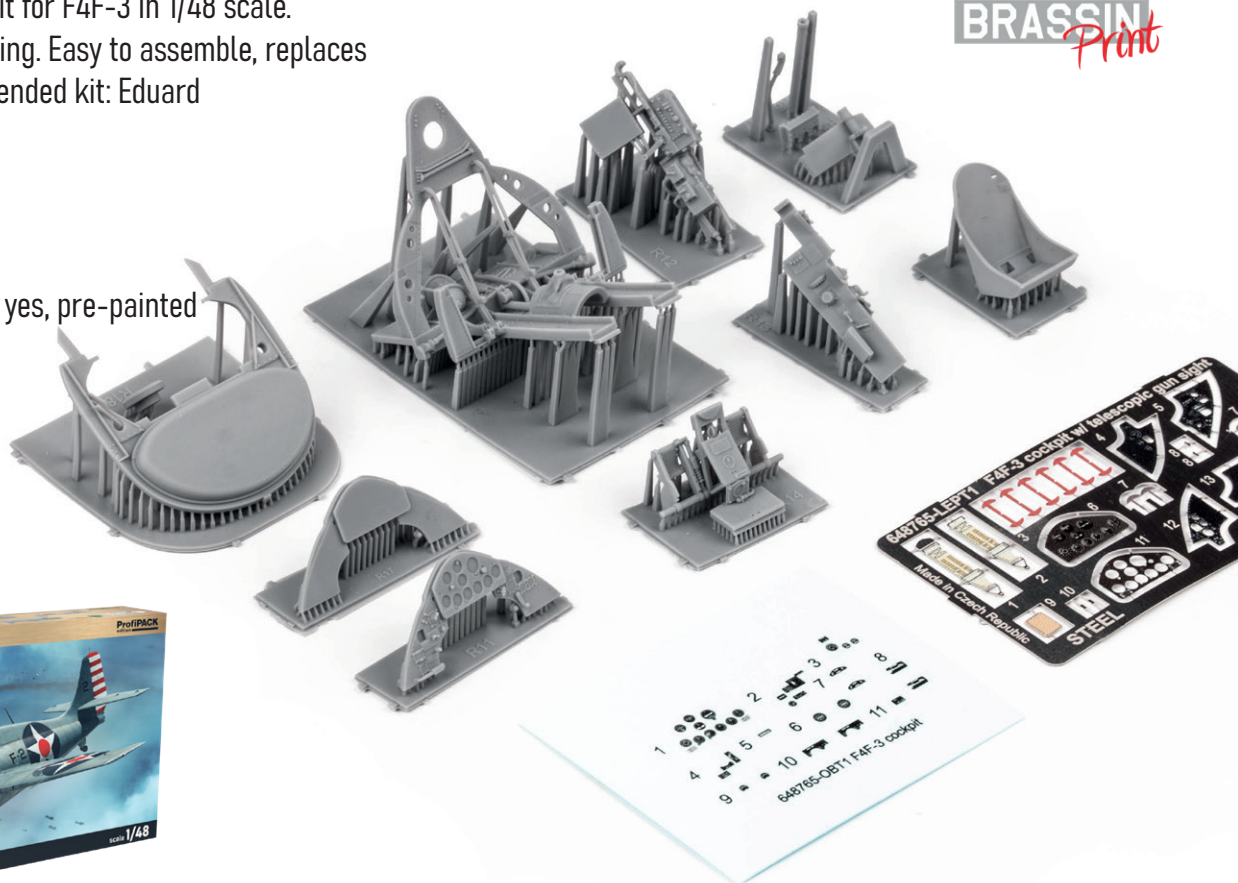
1/48 Eduard

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

Set contains:

- 3D print: 13 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

Product page



648771

A6M2 gun bays PRINT

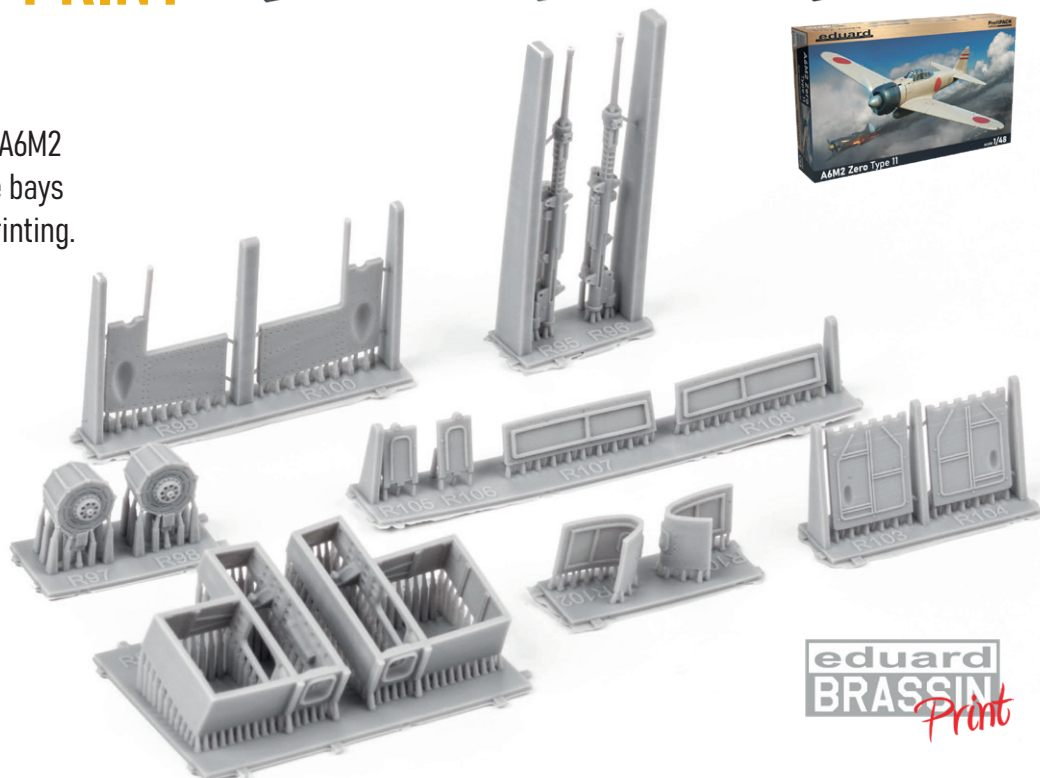
1/48 Eduard

Brassin set - the wing gun bays for A6M2 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: 16 parts
- decals: no
- photo-etched details: yes
- painting mask: no.

Product page



648772

A6M2 tailwheel PRINT

1/48 Eduard

Brassin set - the tailwheel for A6M2 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



648775

F/A-18F ejection seats

1/48 Meng

Brassin set - the ejection seats for F/A-18F in 1/48 scale. The set consists of two seats. Recommended kit: Meng

Set contains:

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

[Product page](#)



648776

F/A-18F wheels

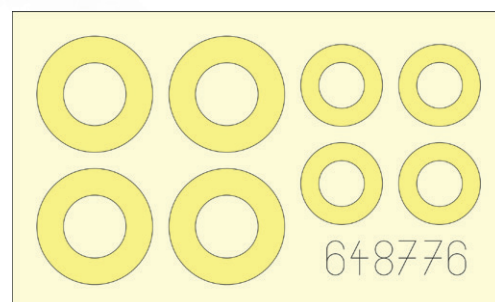
1/48 Meng

Brassin set - the undercarriage wheels for F/A-18F in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Meng

Set contains:

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

[Product page](#)



648781

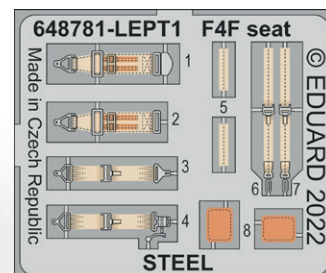
F4F seat early PRINT

1/48 Eduard

Brassin set - the seat for F4F 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: no
- painting mask: no

[Product page](#)


648782

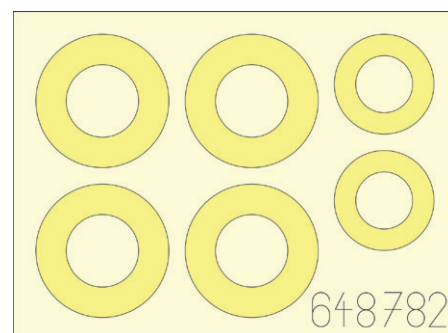
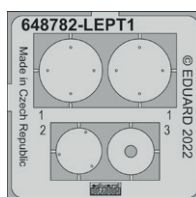
P-38J wheels

1/48 Tamiya

Brassin set - the undercarriage wheels for P-38J in 1/48 scale. The set consists of the main wheels and nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 7 parts
- decals: no
- photo-etched details: yes
- painting mask: yes

[Product page](#)


648783

P-38J landing flaps PRINT

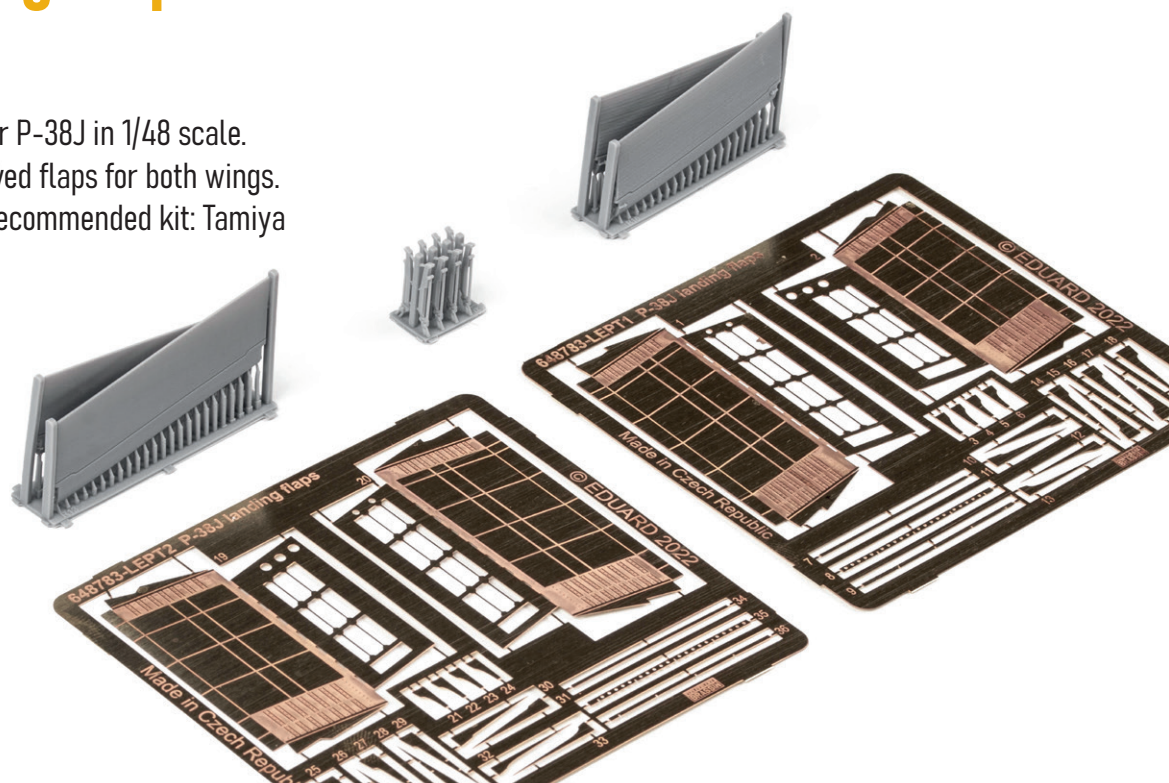
1/48 Tamiya

Brassin set - landing flaps for P-38J in 1/48 scale.
The set consists of the deployed flaps for both wings.
Made by direct 3D printing. Recommended kit: Tamiya

Set contains:

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

[Product page](#)



648784

P-38J undercarriage legs BRONZE

1/48 Tamiya

Brassin set - undercarriage legs for P-38J
in 1/48 scale. The legs are made of bronze.
Recommended kit: Tamiya

Set contains:

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

[Product page](#)



653010

WWII USN battleship bollards PRINT

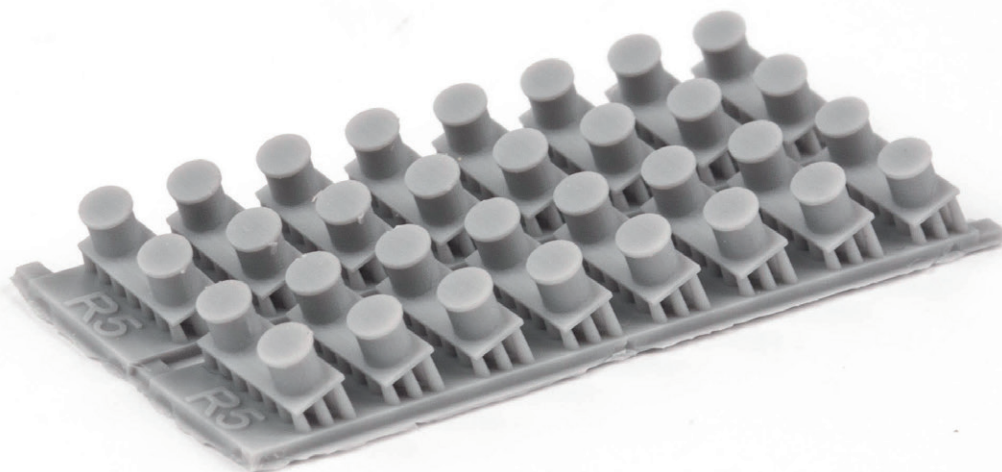
1/350



Brassin set - bollards for USN vessels
in 1/350 scale. The set consists of 16 bollards.
Made by direct 3D printing.

Set contains:

- 3D print: 16 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product page](#)


672295

Ki-84 seat PRINT

1/72 Arma Hobby



Brassin set - the seat for Ki-84 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: yes, pre-painted
- painting mask: no

[Product page](#)


672296

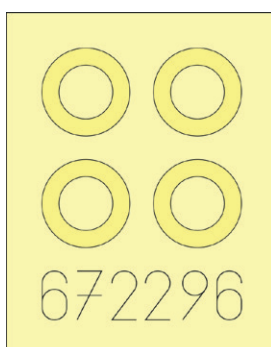
Ki-84 wheels PRINT

1/72 Arma Hobby

Brassin set - the undercarriage wheels for Ki-84 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*
672297

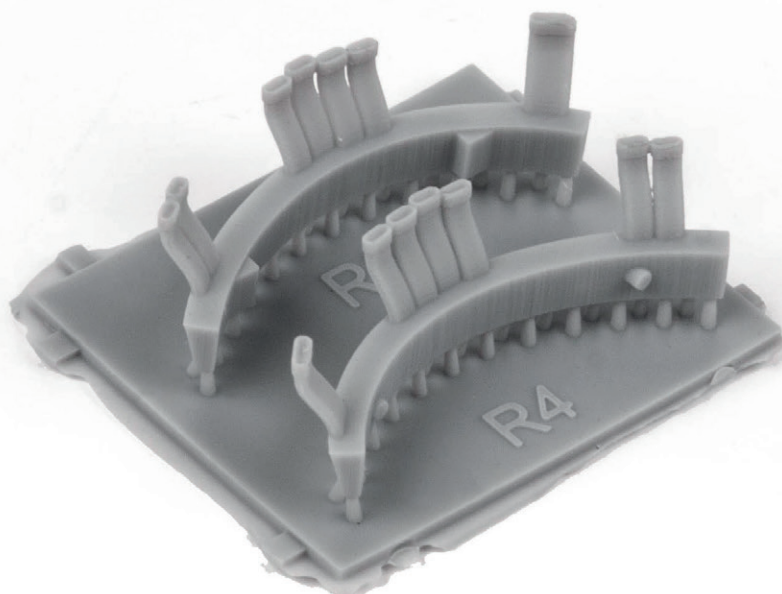
Ki-84 exhaust PRINT

1/72 Arma Hobby

Brassin set - the exhausts for Ki-84 in 1/72 scale. 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: no

[Product page](#)

eduard
BRASSIN *Print*

SIN64890

Sopwith Camel Bentley engine

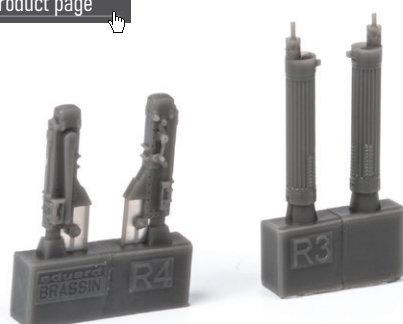
1/48 Eduard

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

- Bentley 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



Bentley engine PRINT



seat PRINT

Rotherham air
pumps PRINT



Avia S-199
 0-106, Modi Alon, 131 Squadron (Ispass), Chertok-air, Agir, Israel, June 1944
 by Adam Touhy

 Eward - Model Accessories, 2002

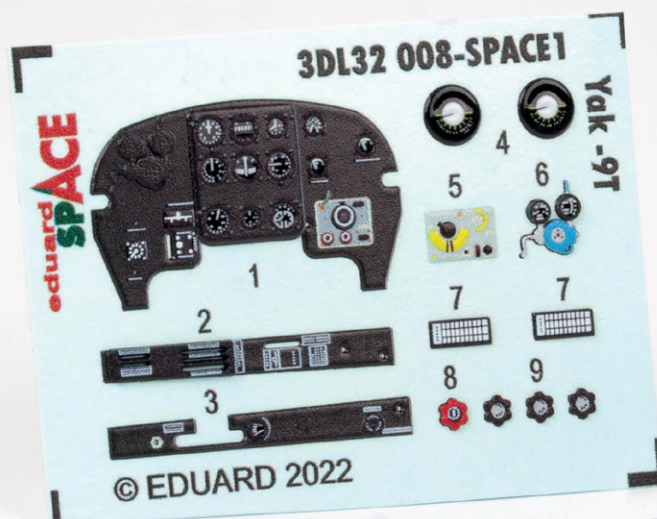
Fw 190A-3
 WNr. 437, 0Hz, Johannes Ruffner, 10/26 1, Woensdrecht, the Netherlands, July 1942
 by Kateřina Dorecká
 - eduZit -
 Eduard - Model Accessories, 2021

pouze na www.eduard.com

3DL32008 **Yak-9T SPACE** 1/32 ICM

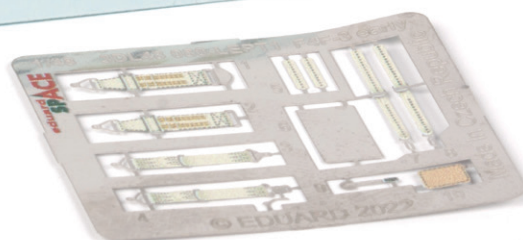
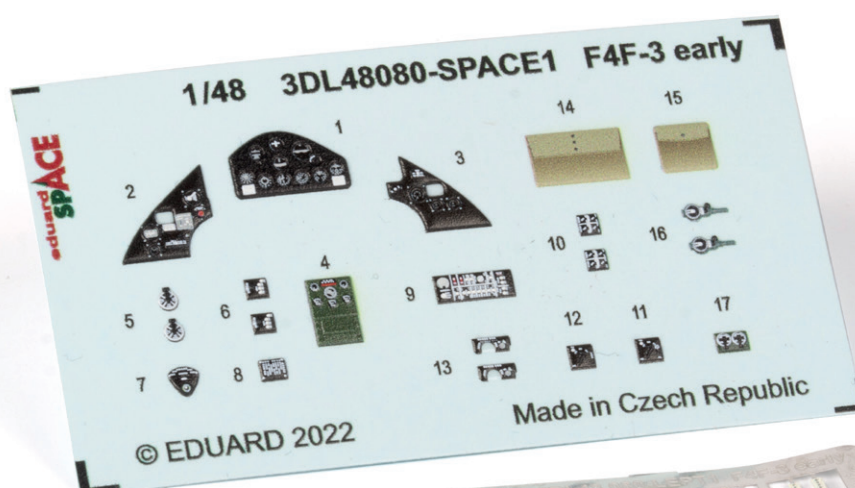
[Product page](#)

*EASY
APPLICATION*

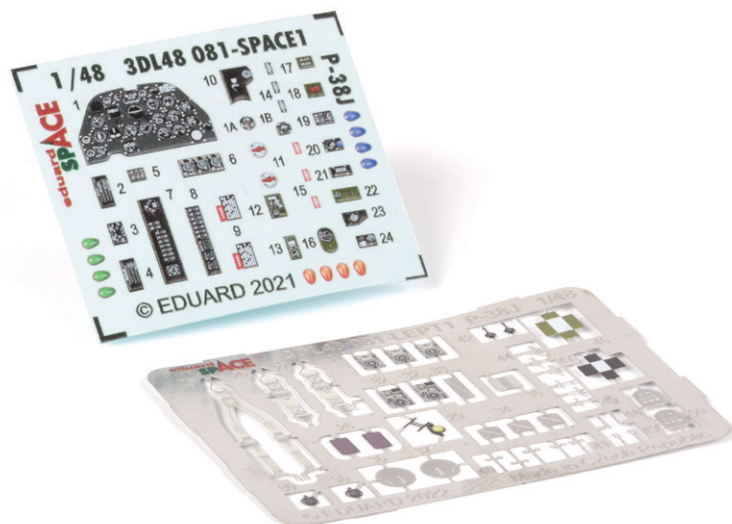


3DL48080 **F4F-3 early SPACE** 1/48 Eduard

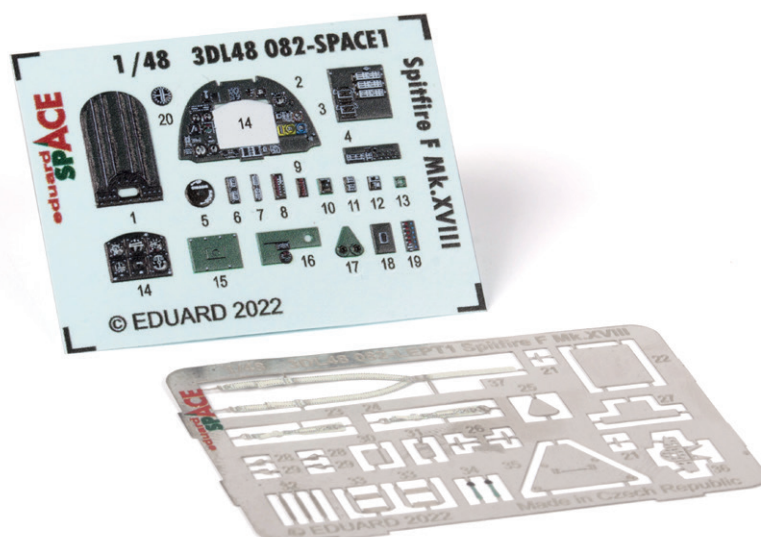
[Product page](#)



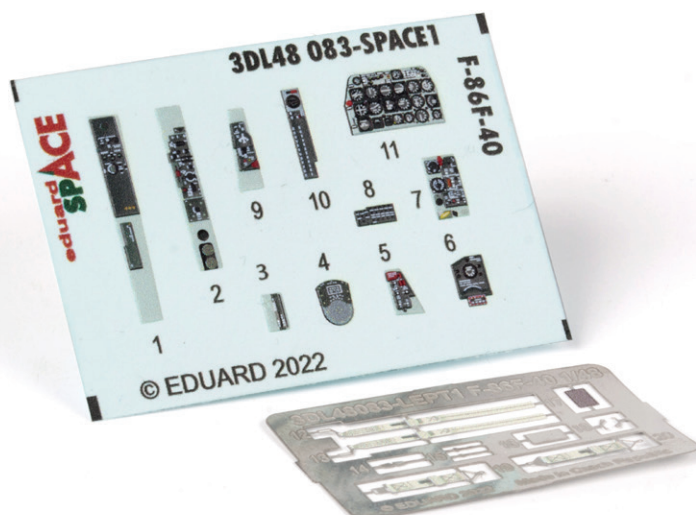
3DL48081 **P-38J SPACE** 1/48 Tamiya

[Product page](#)


3DL48082 **Spitfire F Mk.XVIII SPACE** 1/48 Airfix

[Product page](#)


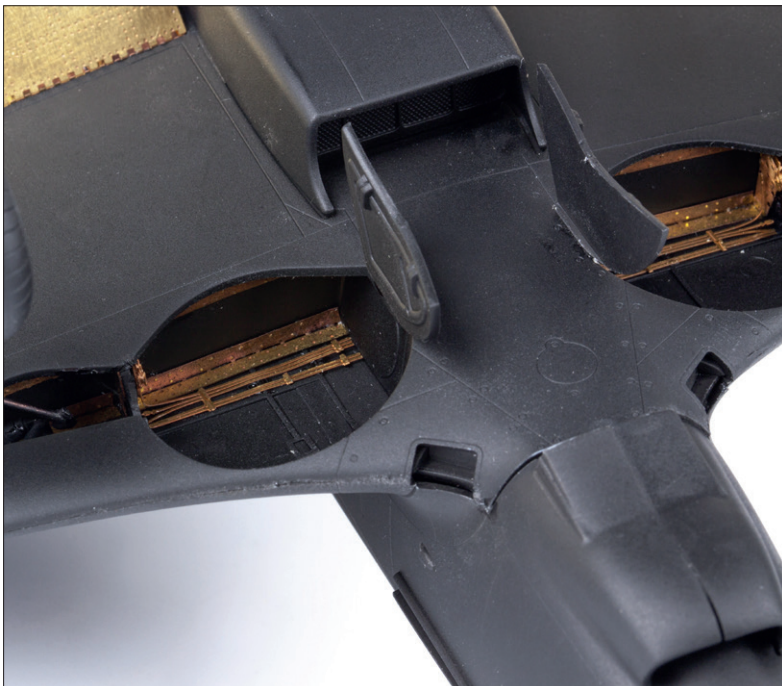
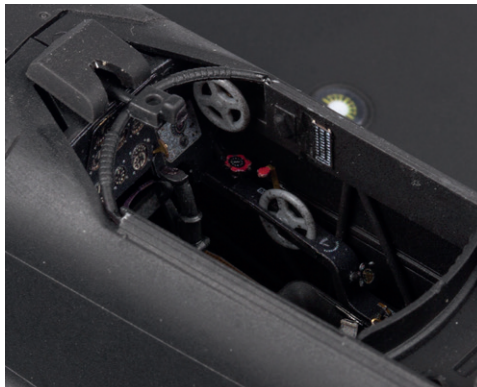
3DL48083 **F-86F-40 SPACE** 1/48 Airfix

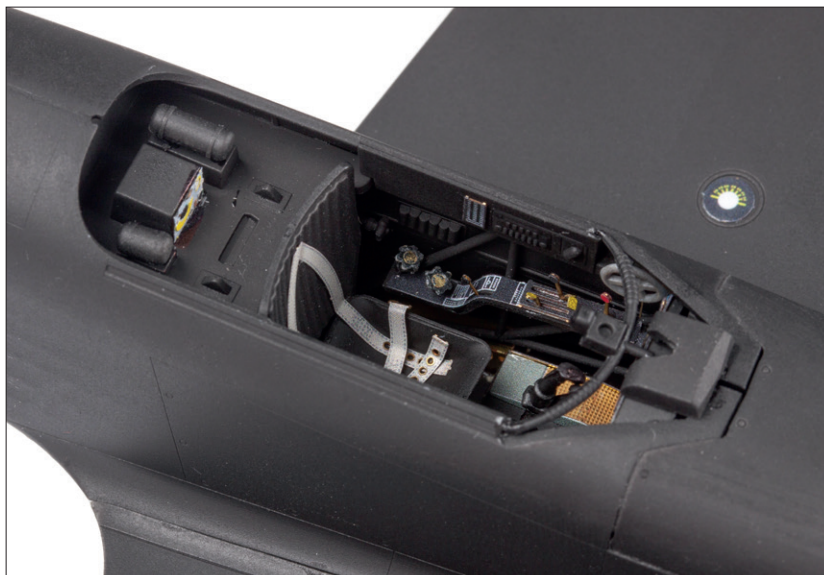
[Product page](#)


Yak-9T

1/32 ICM

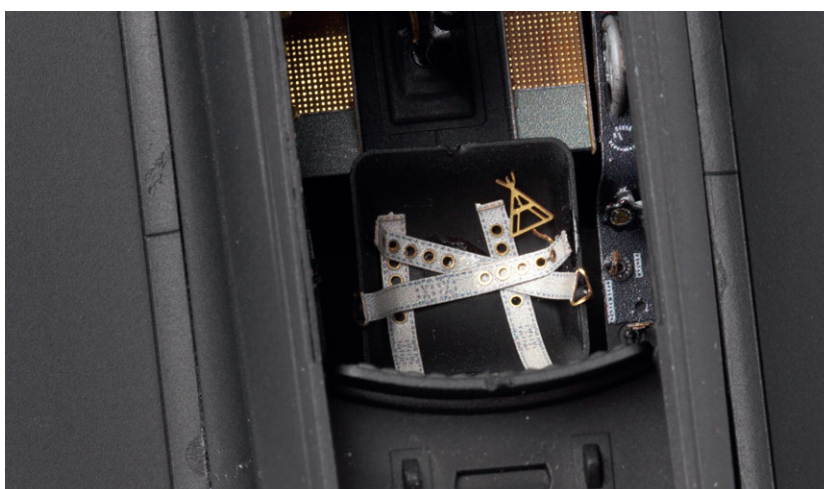
32998



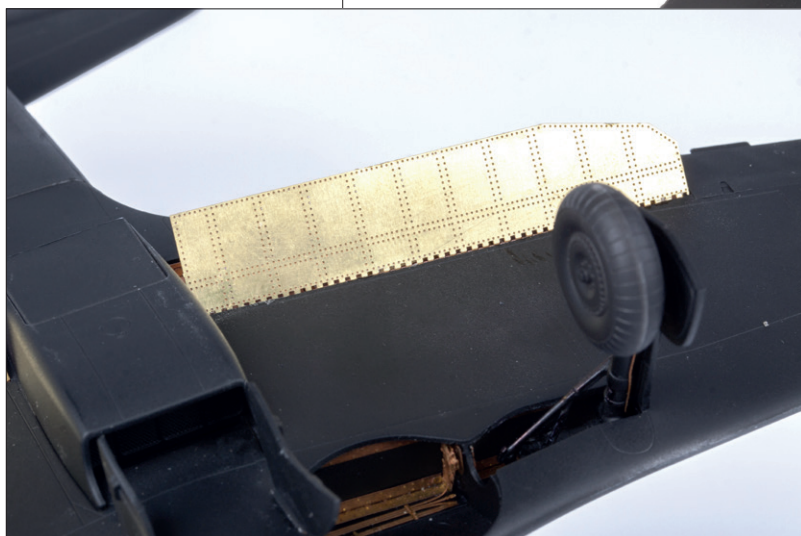
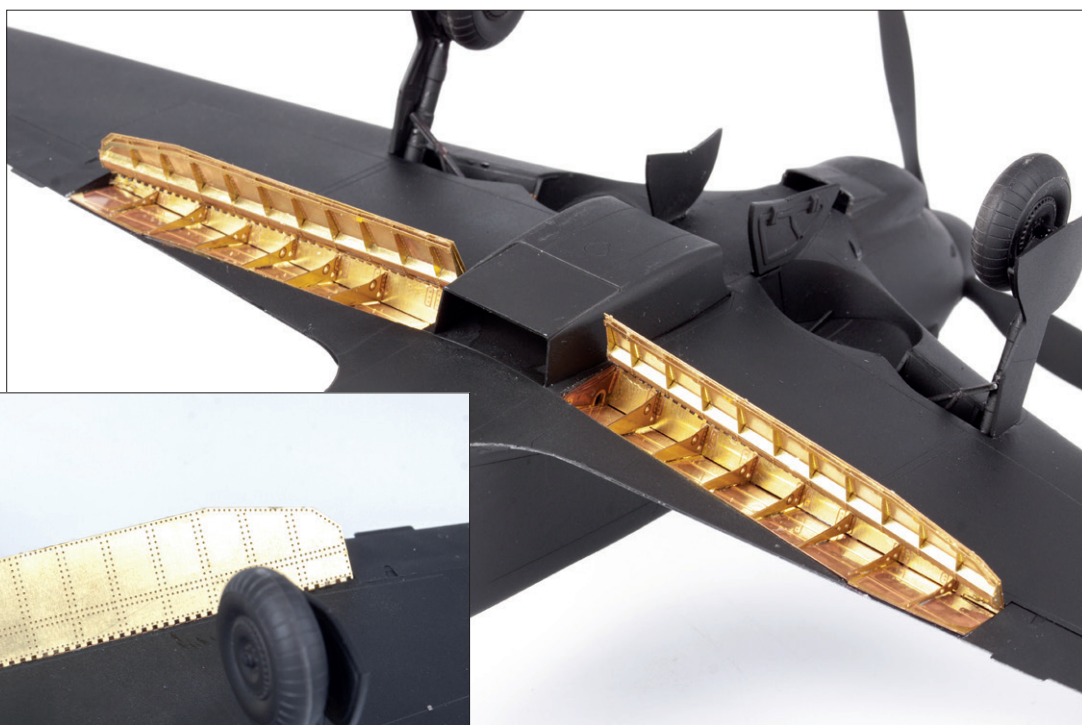


33299
Yak-9T (interior) 

33300
Yak-9T seatbelts STEEL 



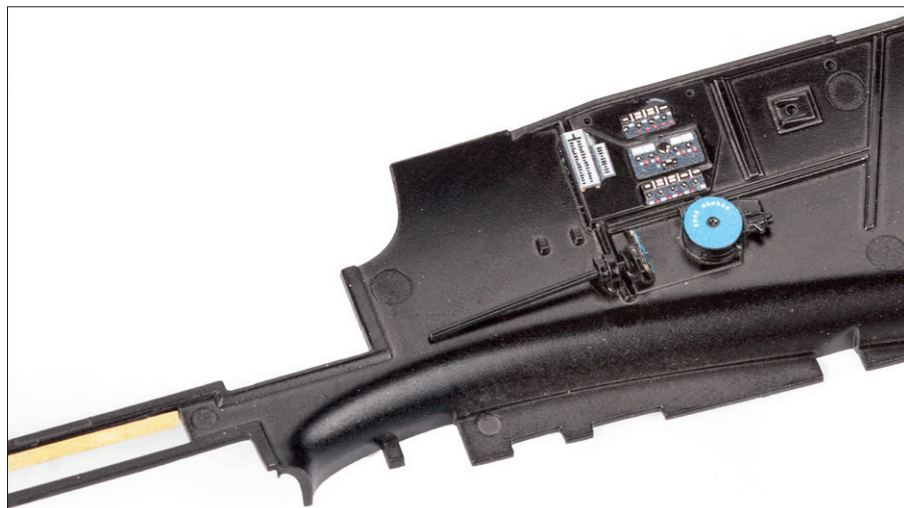
32478
landing flaps



Bf 109G-6

1/35 BORDER MODEL

32999

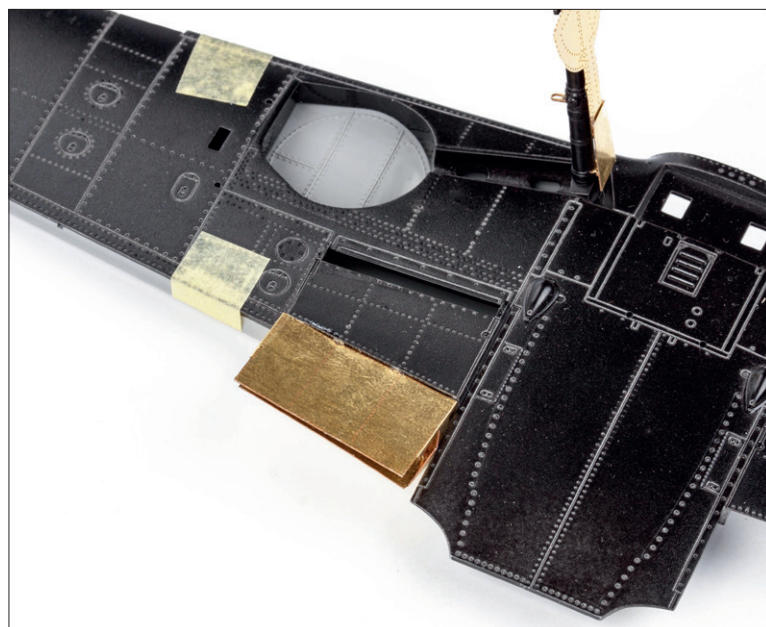


33331

Bf 109G-6 (interior) 

33332

Bf 109G-6 seatbelts STEEL 



Jagdtiger

1/35 HOBBY BOSS

36486



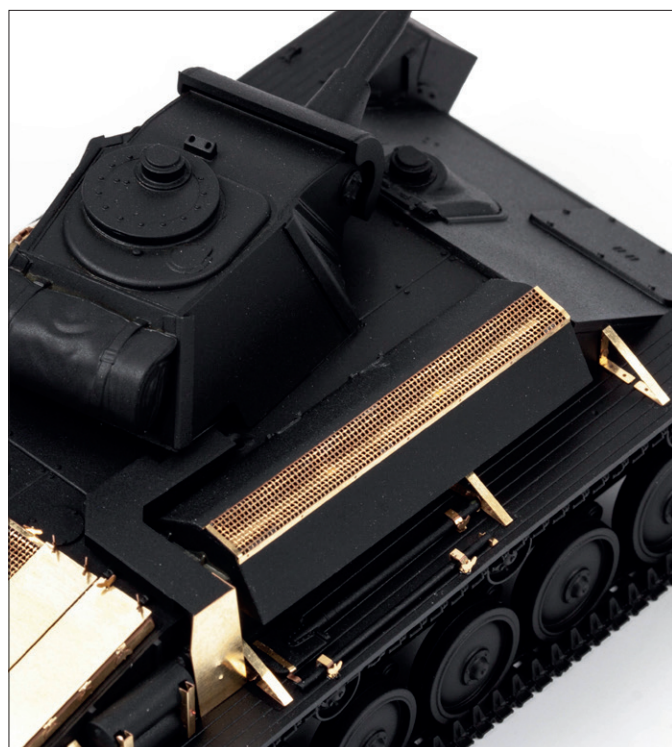
36487
Jagdtiger fenders



T-70B

1/35 Zvezda

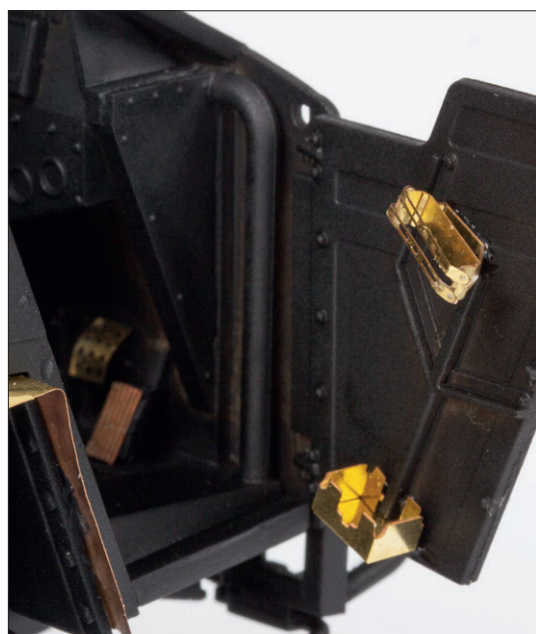
36488



Coyote TSV

1/35 HOBBY BOSS

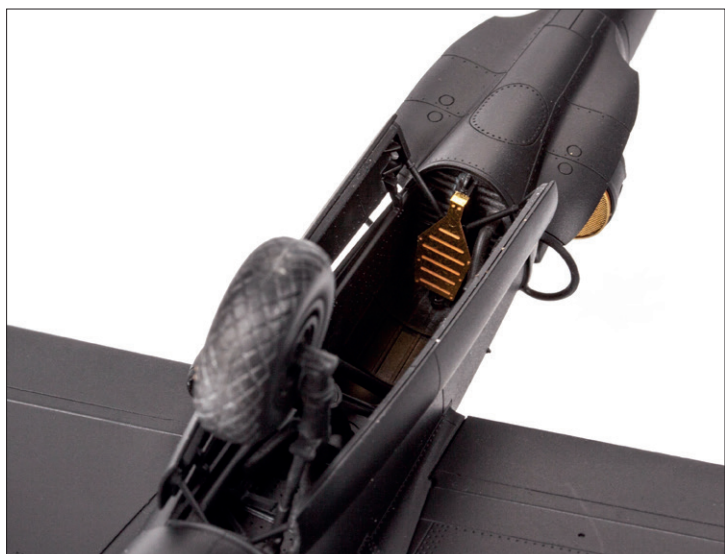
36489



P-38J

1/48 TAMIYA

491294





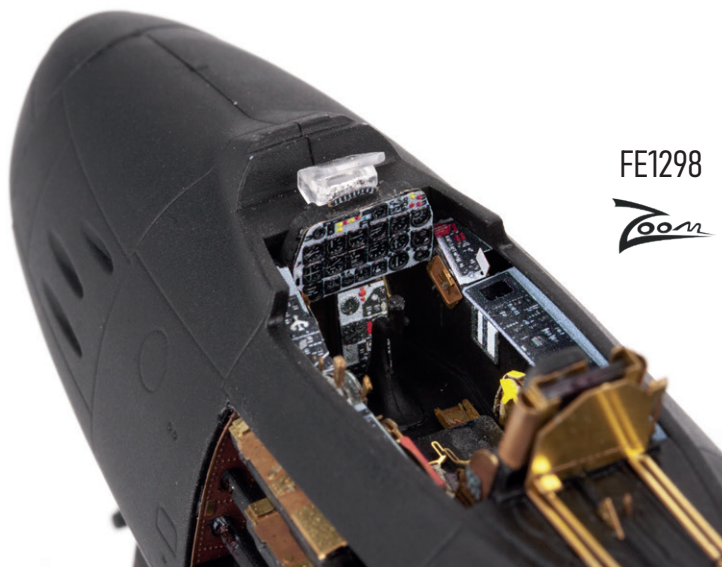
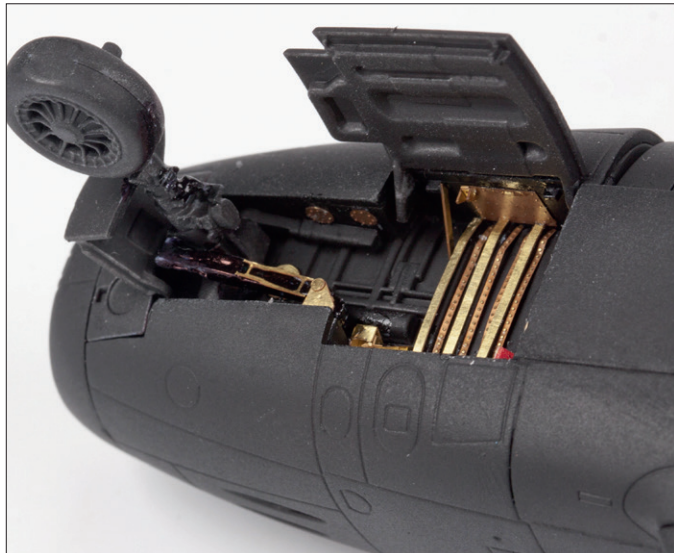
F-86F-40

1/48 AIRFIX

491298



FE1299 F-86F-40 seatbelts STEEL



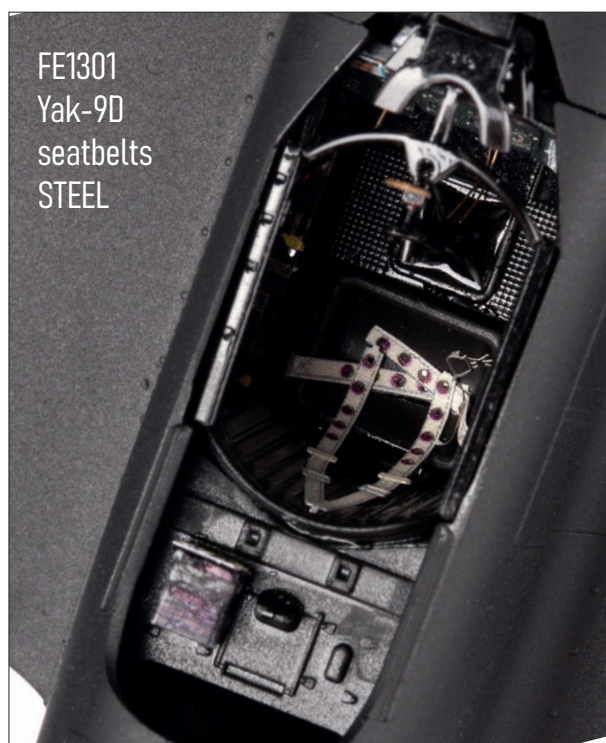
FE1298



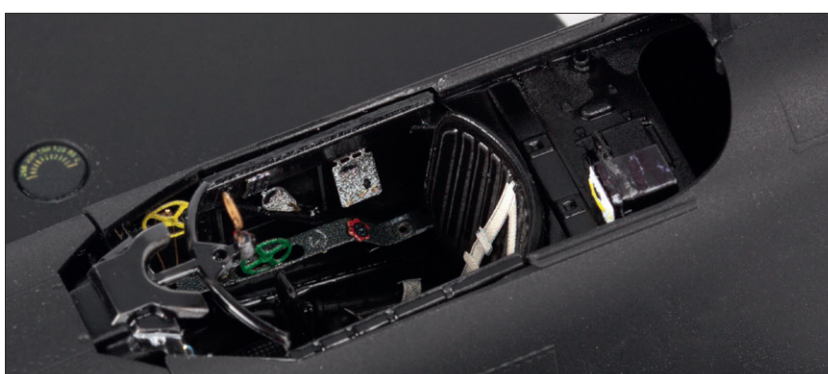
Yak-9D

1/48 ZVEZDA

491300



FE1301
Yak-9D
seatbelts
STEEL



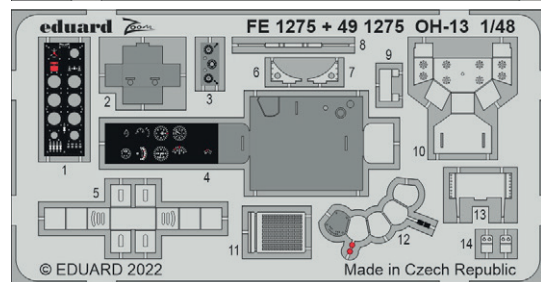
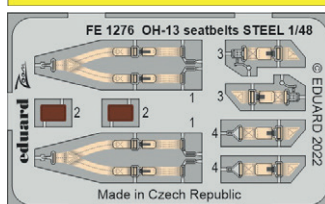
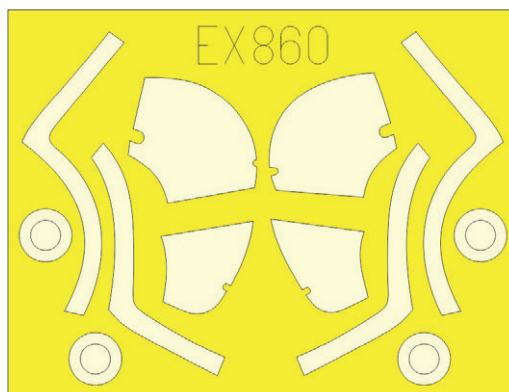
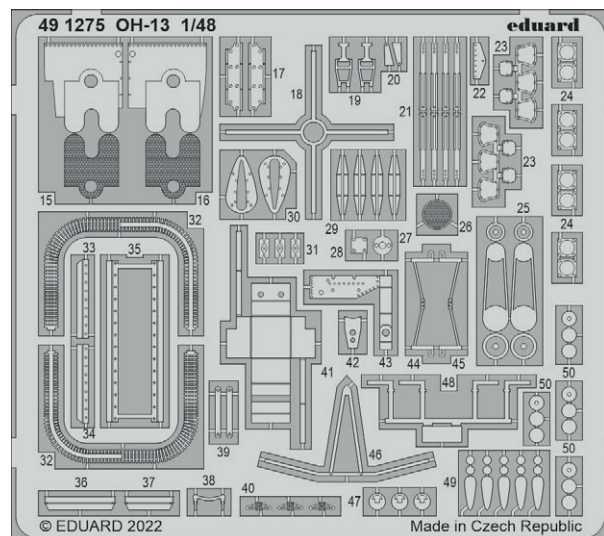
FE1300

Zoom

BIG49336 OH-13 1/48 Italeri

[Product page](#)

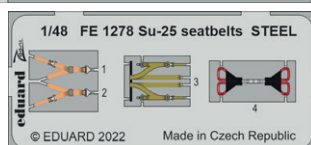
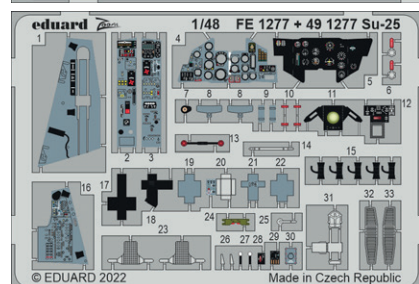
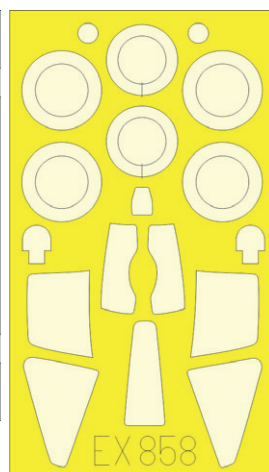
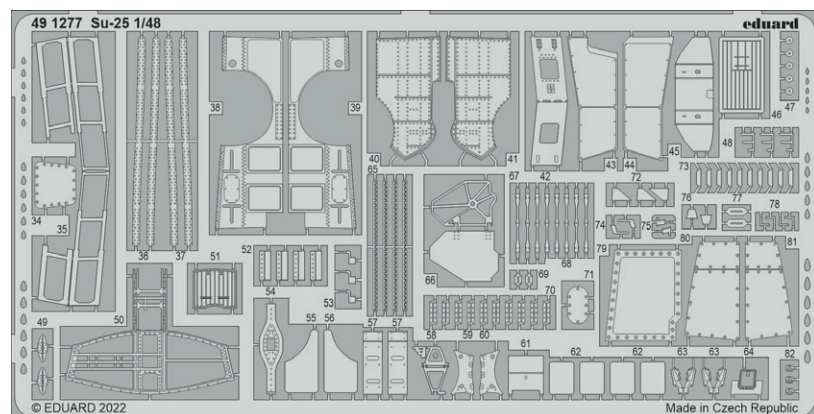
491275 OH-13 1/48
FE1276 OH-13 seatbelts STEEL 1/48
EX860 OH-13 1/48



BIG49337 Su-25 1/48 Zvezda

[Product page](#)

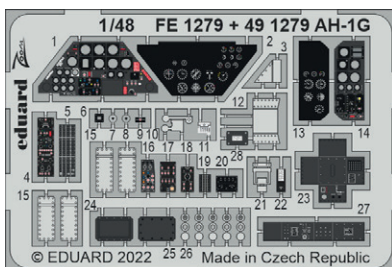
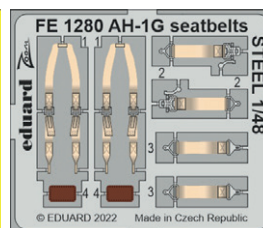
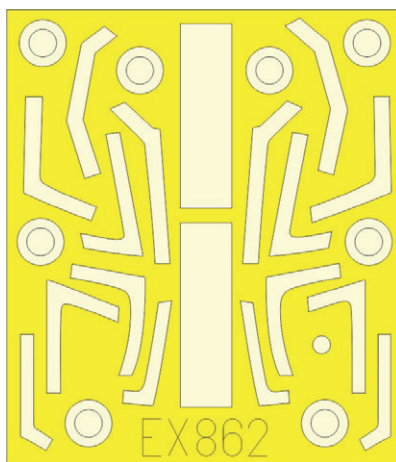
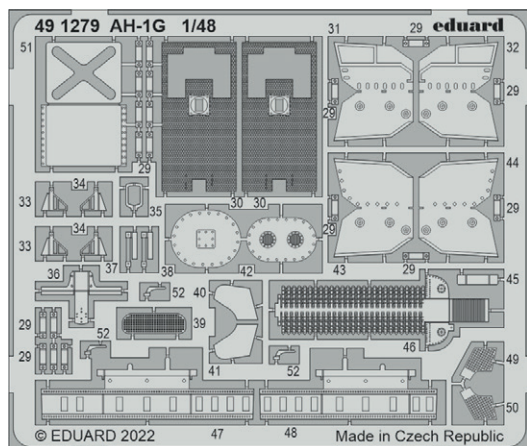
491277 Su-25 1/48
FE1278 Su-25 seatbelts STEEL 1/48
EX858 Su-25 1/48



BIG49338 AH-1G 1/48 Special Hobby

491279 AH-1G 1/48
FE1280 AH-1G seatbelts STEEL 1/48
EX862 AH-1G 1/48

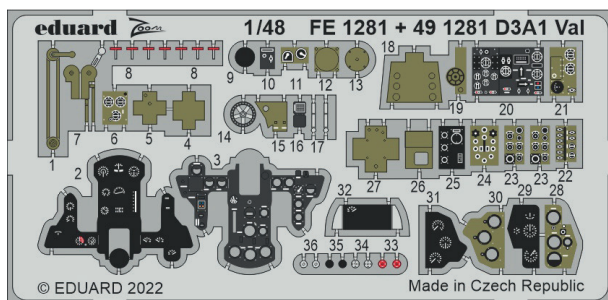
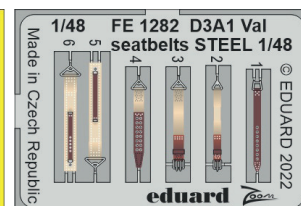
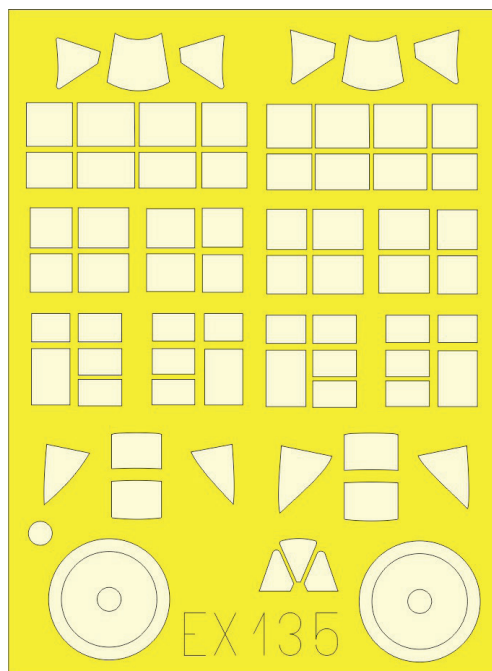
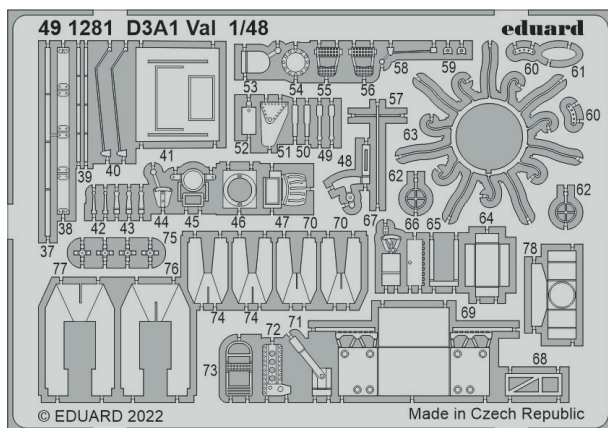
[Product page](#)



BIG49339 D3A Val 1/48 Hasegawa

491281 D3A1 Val 1/48
FE1282 D3A1 Val seatbelts STEEL 1/48
EX135 D3A Val 1/48

[Product page](#)



JX291 Bf 109G-6
1/35 Border Model

JX292 Bf 109G-6 TFace
1/35 Border Model

JX293 Yak-9T
1/32 ICM

JX294 Yak-9T TFace
1/32 ICM

EX883 P-38J
1/48 Tamiya

EX884 P-38J TFace
1/48 Tamiya

EX885 Spitfire F Mk.XVIII
1/48 Airfix

EX886 Spitfire F Mk.XVIII TFace
1/48 Airfix

EX887 F-86F-40
1/48 Airfix

EX888 F-86F-40 TFace
1/48 Airfix

EX889 Yak-9D
1/48 Zvezda

EX890 Yak-9D TFace
1/48 Zvezda

EX891 F3F-2
1/48 Academy

EX892 F3F-2 TFace
1/48 Academy

CX626 Ki-84
1/72 Arma Hobby

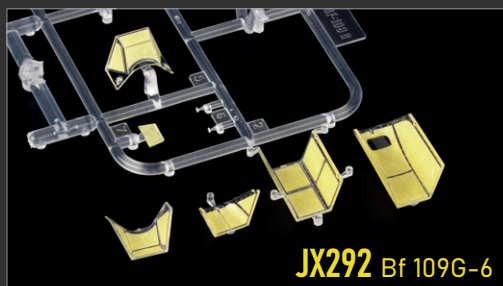
CX630 Tu-2T
1/72 ICM



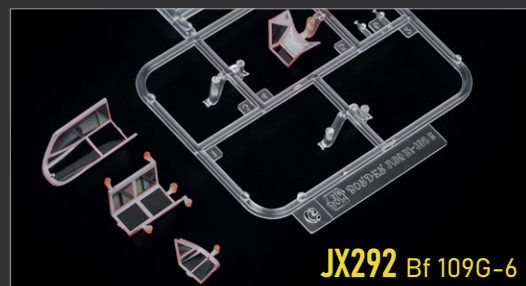
JX291 Bf 109G-6
JX292 Bf 109G-6



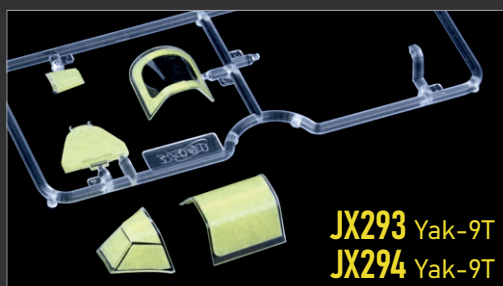
JX291 Bf 109G-6
JX292 Bf 109G-6



JX292 Bf 109G-6



JX292 Bf 109G-6



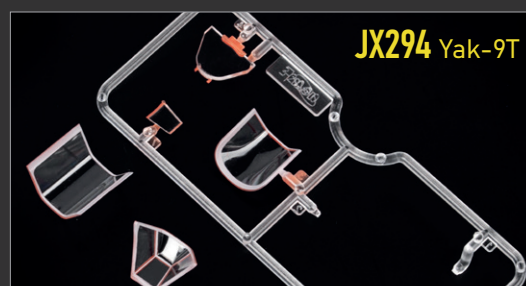
JX293 Yak-9T
JX294 Yak-9T



JX293 Yak-9T
JX294 Yak-9T



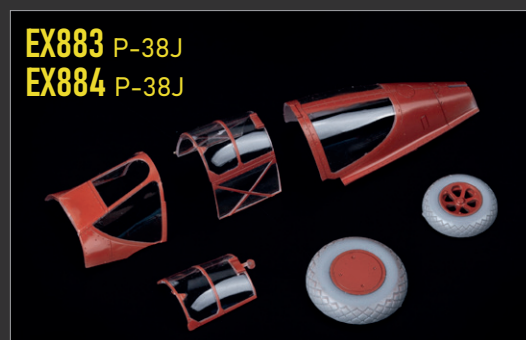
JX294 Yak-9T



JX294 Yak-9T



EX883 P-38J
EX884 P-38J



EX883 P-38J
EX884 P-38J



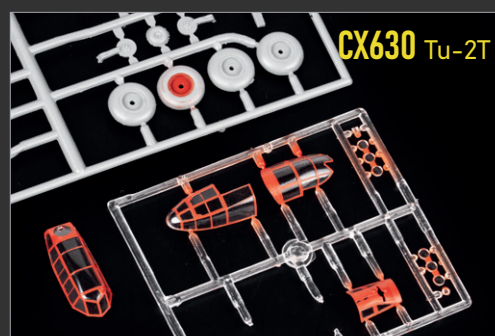
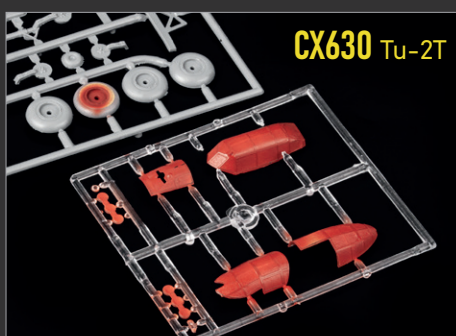
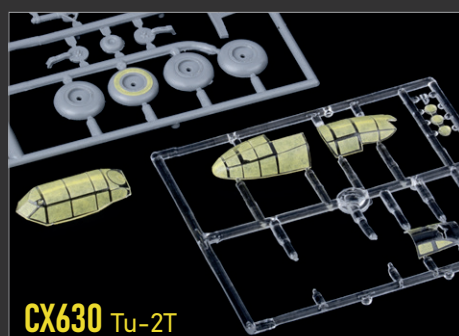
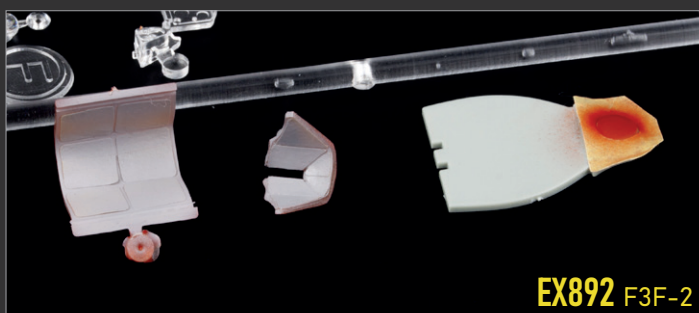
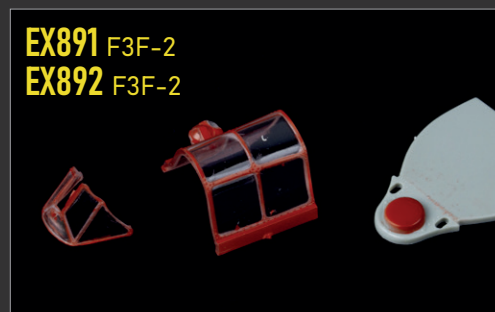
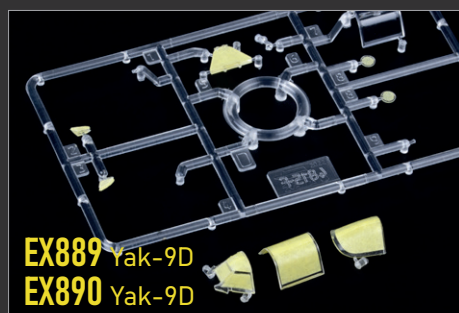
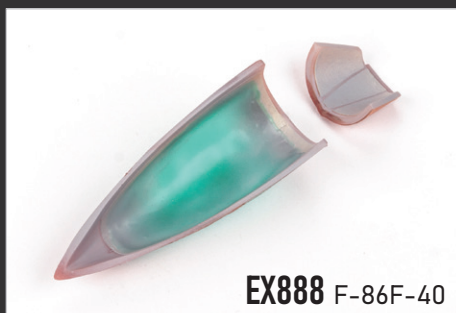
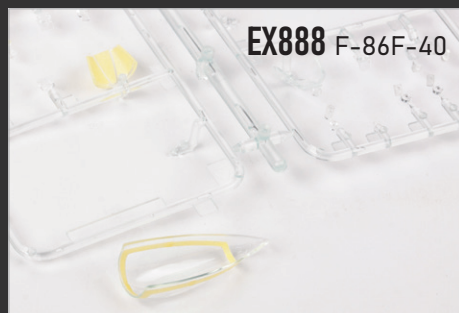
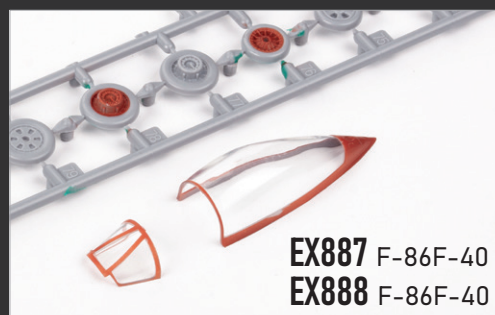
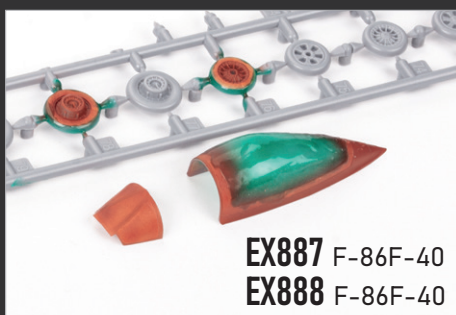
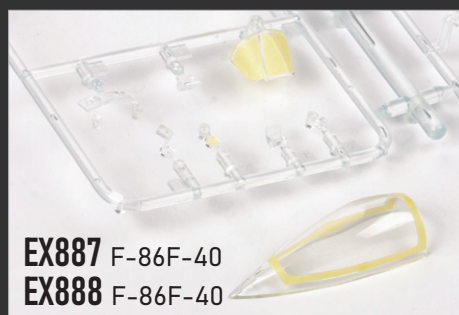
EX884 P-38J



EX884 P-38J



CX626 Ki-84



KITS

70152	Avia S-199 ERLA canopy	1/72 ProfiPack
82141	Fw 190A-3 light fighter	1/48 ProfiPack
11164	The Ultimate Tempest	1/48 Limited
7464	Bf 110E	1/72 Weekend
70122	Spitfire F Mk.IX Re-release	1/72 ProfiPack
82201	F4F-3 Wildcat Re-release	1/48 ProfiPack

PE-SETS

32478	Yak-9T landing flaps	1/32 ICM
32998	Yak-9T	1/32 ICM
32999	Bf 109G-6	1/35 Border Model
36486	Jagdtiger	1/35 Hobby Boss
36487	Jagdtiger fenders	1/35 Hobby Boss
36488	T-70B	1/35 Zvezda
36489	Coyote TSV	1/35 Hobby Boss
481087	Spitfire F Mk.XVIII landing flaps	1/48 Airfix
491294	P-38J	1/48 Tamiya
491296	Spitfire F Mk.XVIII	1/48 Airfix
491298	F-86F-40	1/48 Airfix
491300	Yak-9D	1/48 Zvezda

ZOOMS

33299	Yak-9T	1/32 ICM
33300	Yak-9T seatbelts STEEL	1/32 ICM
33331	Bf 109G-6	1/35 Border Model
33332	Bf 109G-6 seatbelts STEEL	1/35 Border Model
FE1294	P-38J	1/48 Tamiya
FE1295	P-38J seatbelts STEEL	1/48 Tamiya
FE1296	Spitfire F Mk.XVIII	1/48 Airfix
FE1297	Spitfire F Mk.XVIII seatbelts STEEL	1/48 Airfix
FE1298	F-86F-40	1/48 Airfix
FE1299	F-86F-40 seatbelts	1/48 Airfix
FE1300	Yak-9D	1/48 Zvezda
FE1301	Yak-9D seatbelts STEEL	1/48 Zvezda

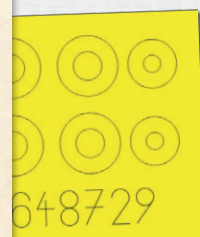
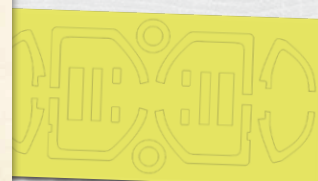
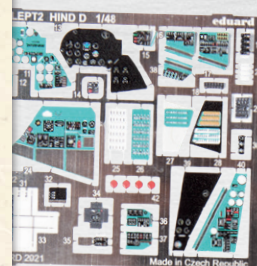
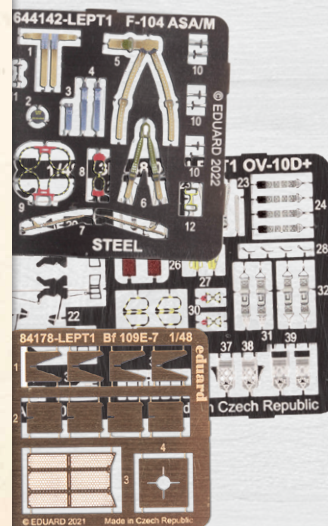
MASKS

JX291	Bf 109G-6	1/35 Border Model
JX292	Bf 109G-6 TFace	1/35 Border Model
JX293	Yak-9T	1/32 ICM
JX294	Yak-9T TFace	1/32 ICM
EX883	P-38J	1/48 Tamiya
EX884	P-38J TFace	1/48 Tamiya
EX885	Spitfire F Mk.XVIII	1/48 Airfix
EX886	Spitfire F Mk.XVIII TFace	1/48 Airfix
EX887	F-86F-40	1/48 Airfix
EX888	F-86F-40 TFace	1/48 Airfix
EX889	Yak-9D	1/48 Zvezda
EX890	Yak-9D TFace	1/48 Zvezda
EX891	F3F-2	1/48 Academy
EX892	F3F-2 TFace	1/48 Academy
CX626	Ki-84	1/72 Arma Hobby
CX630	Tu-2T	1/72 ICM

LIMITED

ProfiPACK
edition

WEEKEND
edition



BIG ED

BIG49336	OH-13	1/48 Italeri
BIG49337	Su-25	1/48 Zvezda
BIG49338	AH-1G	1/48 Special Hobby
BIG49339	D3A Val	1/48 Hasegawa

BRASSIN

644171	F4F-3 early LööK	1/48 Eduard
644173	EA-18G LööK	1/48 Meng
648765	F4F-3 cockpit w/ telescopic gun sight PRINT	1/48 Eduard
648770	F4F-3 life raft PRINT	1/48 Eduard
648771	A6M2 gun bays PRINT	1/48 Eduard
648772	A6M2 tailwheel PRINT	1/48 Eduard
648775	F/A-18F ejection seats	1/48 Meng
648776	F/A-18F wheels	1/48 Meng
648781	F4F seat early PRINT	1/48 Eduard
648782	P-38J wheels	1/48 Tamiya
648783	P-38J landing flaps PRINT	1/48 Tamiya
648784	P-38J undercarriage legs BRONZE	1/48 Tamiya
653010	WWII USN battleship bollards PRINT	1/350
672295	Ki-84 seat PRINT	1/72 Arma Hobby
672296	Ki-84 wheels PRINT	1/72 Arma Hobby
672297	Ki-84 exhaust PRINT	1/72 Arma Hobby

LööKPLUS

644175	Su-25 LööKplus	1/48 Zvezda
644176	A-1H LööKplus	1/48 Tamiya
644177	A-1J LööKplus	1/48 Tamiya

BIG SIN

SIN64890	Sopwith Camel Bentley engine	1/48 Eduard
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SPACE

3DL32008	Yak-9T SPACE	1/32 ICM
3DL48080	F4F-3 early SPACE	1/48 Eduard
3DL48081	P-38J SPACE	1/48 Tamiya
3DL48082	Spitfire F Mk.XVIII SPACE	1/48 Airfix
3DL48083	F-86F-40 SPACE	1/48 Airfix

BIG-ED

eduard
BRASSIN

eduard
BRASSIN
Print

LööK

LööK+

**BIG
SIN**

eduard
SPACE

BUILT

1/48

ProfiPACK
edition

Spitfire Story: *Per Aspera ad Astra*



Built by **Patrik Pěcha**
Cat. No. 11162
marking G

[Product page](#)

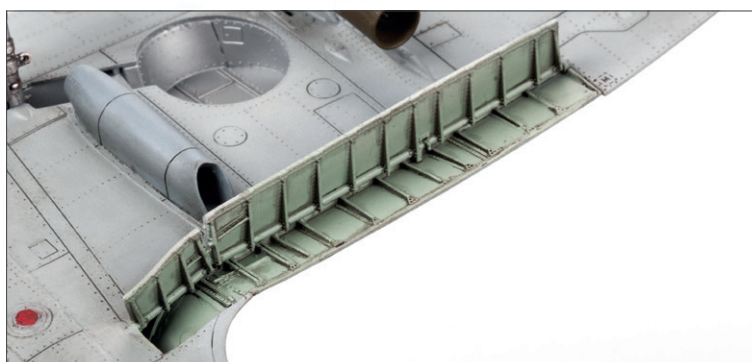


JK891, No. 335 (Greek) Squadron, Hassani, Greece, February 1945

No. 335 (Greek) Squadron was a Greek fighter squadron deployed in the Mediterranean, Balkans and over Aegean Sea from 1941 till the end of WWII. While the Allied armies advanced to the West No. 335 (Greek) Squadron remained in the East and flew reconnaissance missions off the coast of Libya. In the fall of 1944 the squadron was re-equipped with Spitfires and in September was transferred to the bases in Italy. The Spitfires were

flown in the offensive attack missions over Albania and Yugoslavia. In November 1944 the unit was transferred to the homeland and from September 1945 was based at Hassani. The squadron flew reconnaissance missions over Crete and remaining German bases in the Aegean Sea. In September 1945 the unit was transferred to Thessaloniki in north-eastern Greece and remained there until its dispersal on July 31, 1946. Spitfire JK891 flew with

No. 335 (Greek) Squadron from November 16, 1944 till February 27, 1945 when it was destroyed in an emergency landing. This Spitfire carried the type "A" British camouflage with non-standard, reversed color pattern. The British national insignia on the fuselage were repainted with Greek ones. The standard British type C1 roundels on the wings were retained.



WILDCAT

F4F-3 1/48 ProfiPACK edition

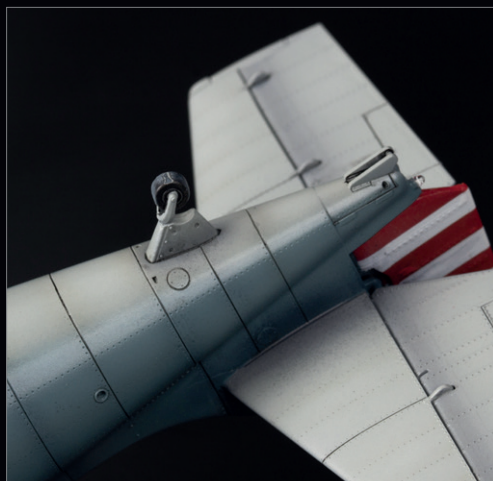


648770 F4F-3
life raft PRINT



481086 F4F-3 landing
flaps (PE-Set)





ACCESSORIES USED:

- 648766 F4F-3 exhausts PRINT
- 648768 F4F-3 wheels late
- 648769 F4F gun barrels PRINT
- 644172 F4F-3 late LööK
- 648770 F4F-3 life raft PRINT
- 648781 F4F seat early PRINT
- 481086 F4F-3 landing flaps (PE-Set)



[Product page](#)

BIG ED (October)

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 (October)

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 (October)

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

BIGSIN (October)

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

644164

F4F-4 LööK*LööK*

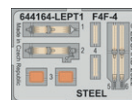
1/48 Eduard

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

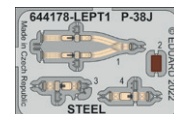


644174

F/A-18F LööK*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



632182

Yak-9T exhaust stacks PRINT

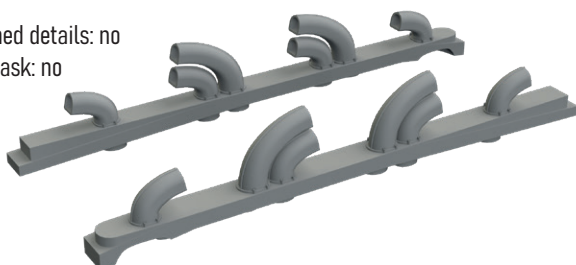
1/48 ICM

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



644178

P-38J LööK*LööK*

1/48 Meng

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



648756

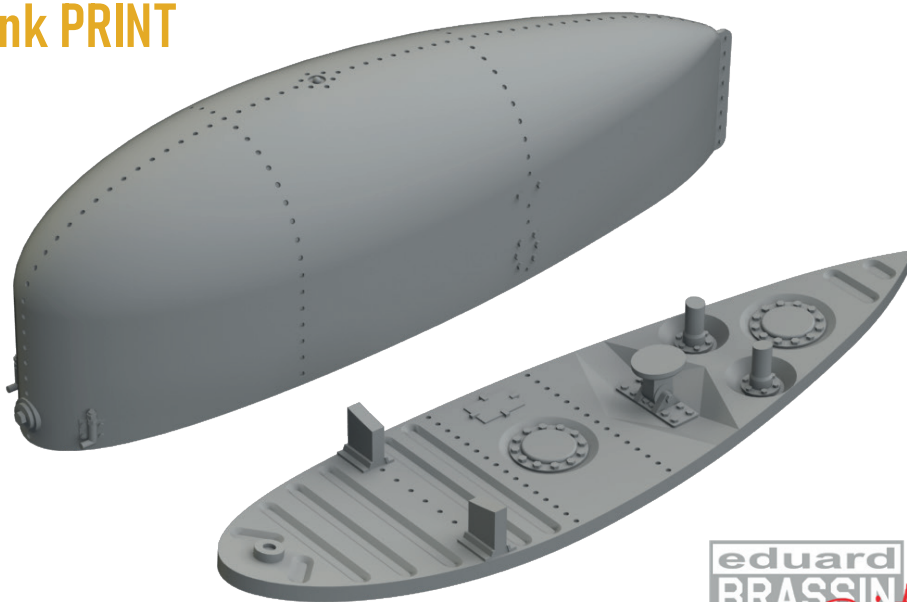
F4F 42gal ventral drop tank PRINT

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


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


eduard
BRASSIN

Print

648787

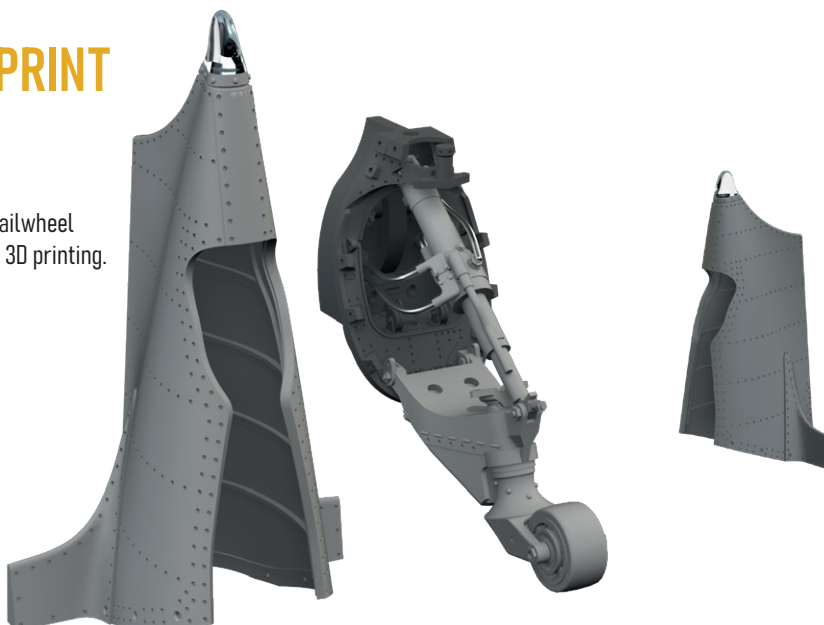
A6M3 tailwheel PRINT

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


eduard
BRASSIN

Print

648788

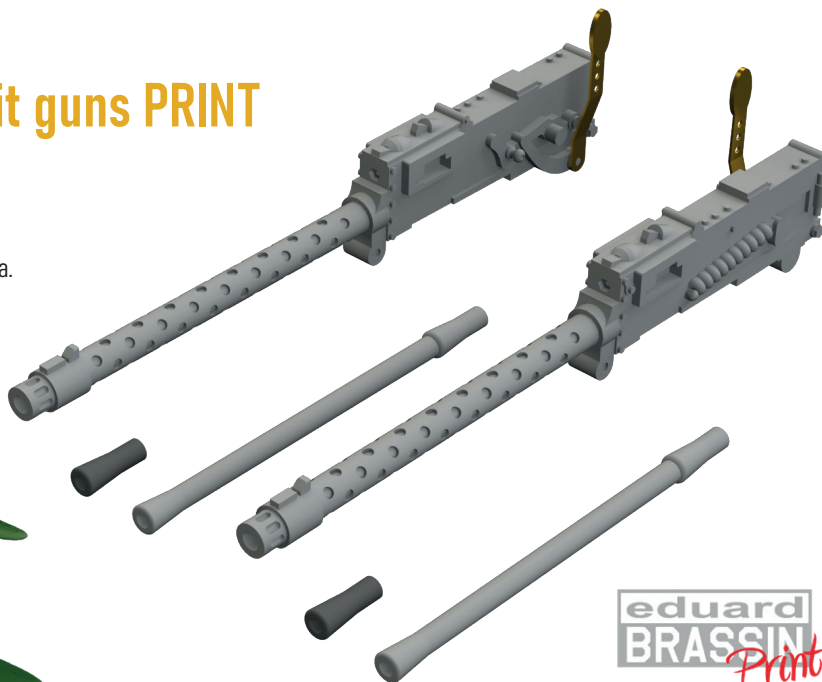
A6M3 cannon barrels & cockpit guns PRINT

1/48 Eduard

Brassin set - the cockpit machine guns and wings gun barrels for A6M3 in 1/48 scale. Suitable for A6M3 Model 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



eduard
BRASSIN

Print

648789

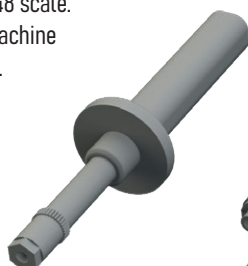
P-38J gun barrels PRINT

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



eduard
BRASSIN

Print

648790

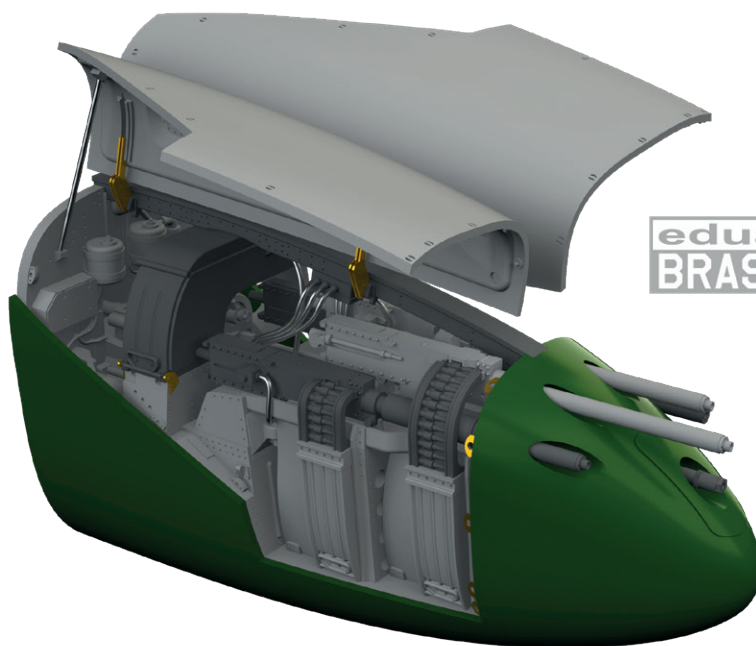
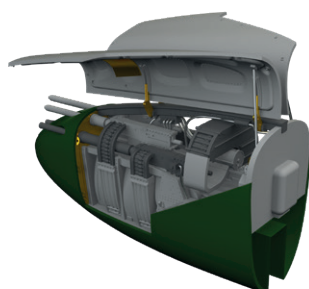
P-38J nose gun bay PRINT

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



eduard
BRASSIN

Print

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


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


eduard
BRASSIN
Print

648797

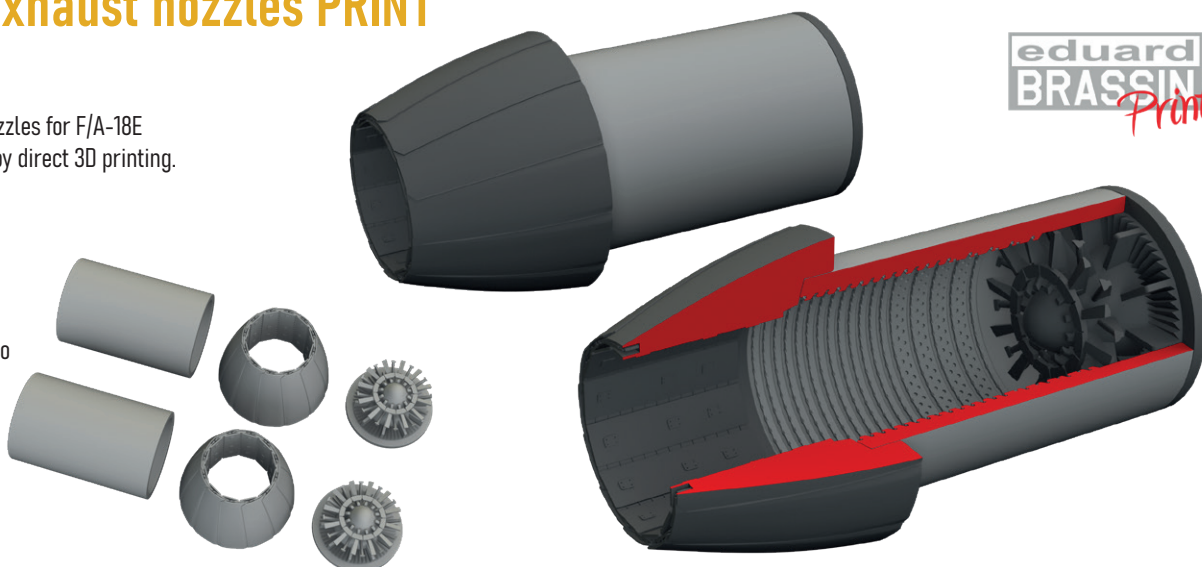
F/A-18E,F exhaust nozzles PRINT

1/48 Tamiya

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


eduard
BRASSIN
Print

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



eduard
BRASSIN

Print

677298

FM-2 exhaust PRINT

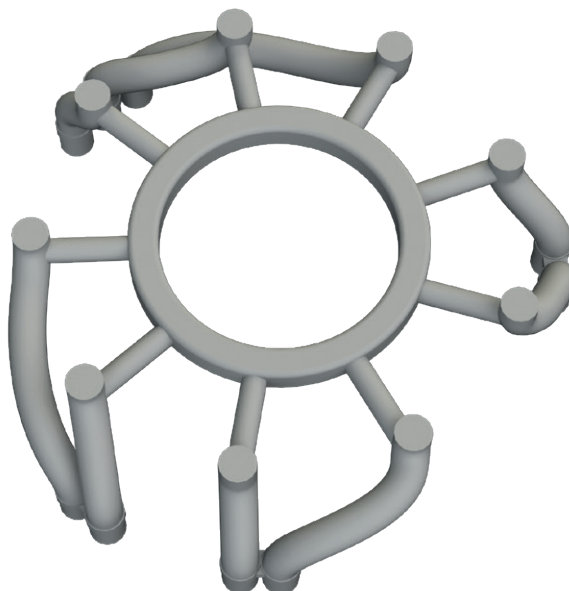
1/72 Arma Hobby

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



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



eduard
BRASSIN

Print

672300

F4F wheels late w/rims 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



eduard
BRASSIN
Print

672301

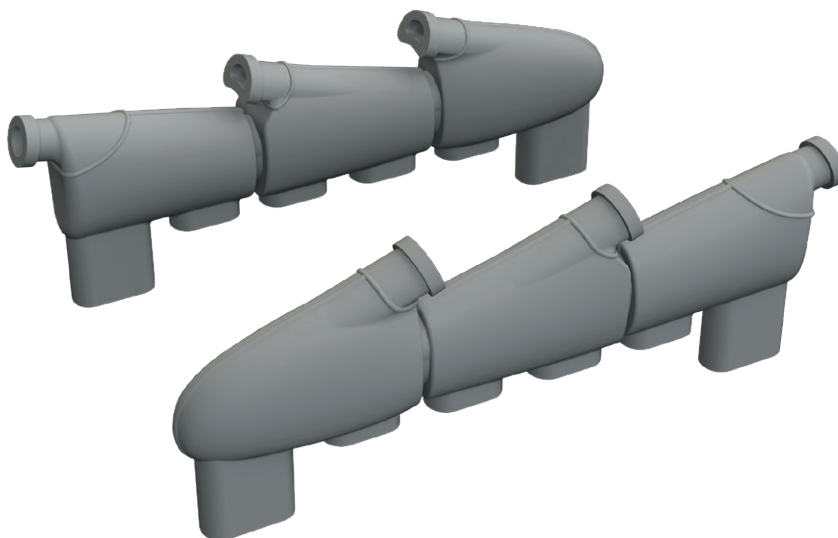
Hurricane Mk.I exhaust stacks

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



672301

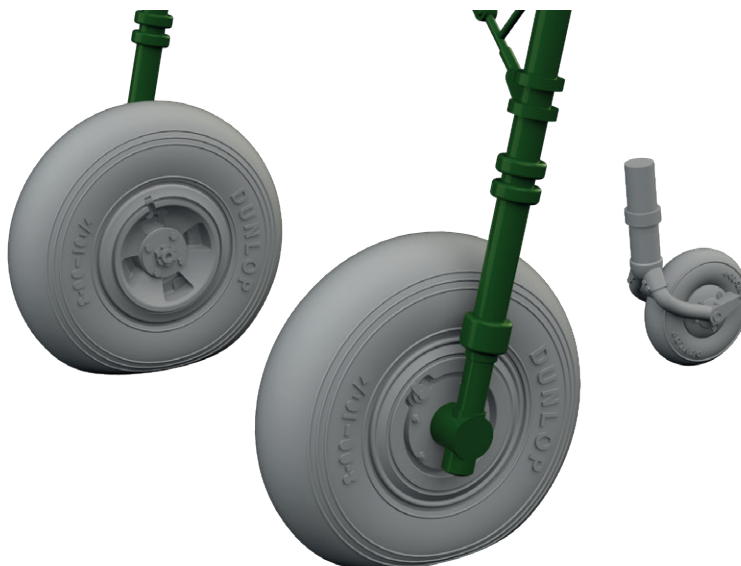
Hurricane Mk.I wheels

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



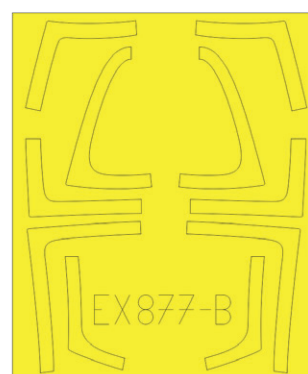
644179

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

LööK+

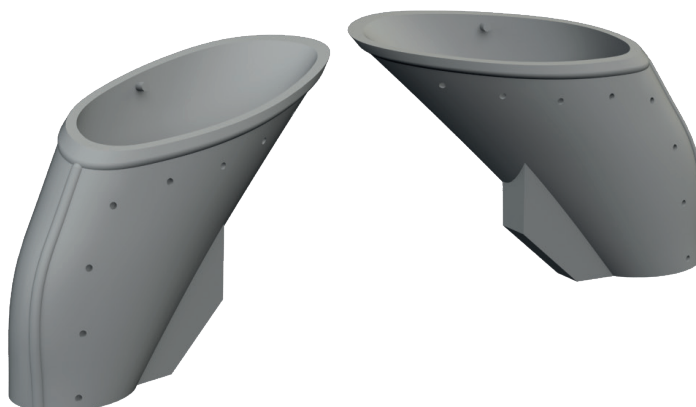
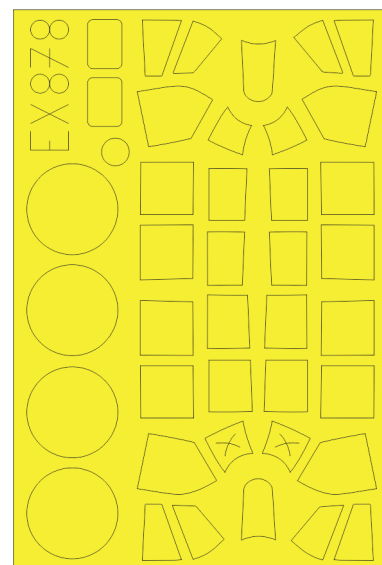
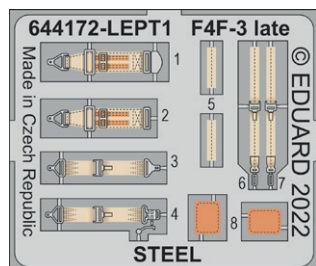
644180

F4F-3 late LööKplus**1/48 Eduard***LööKt*

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



SIN64891

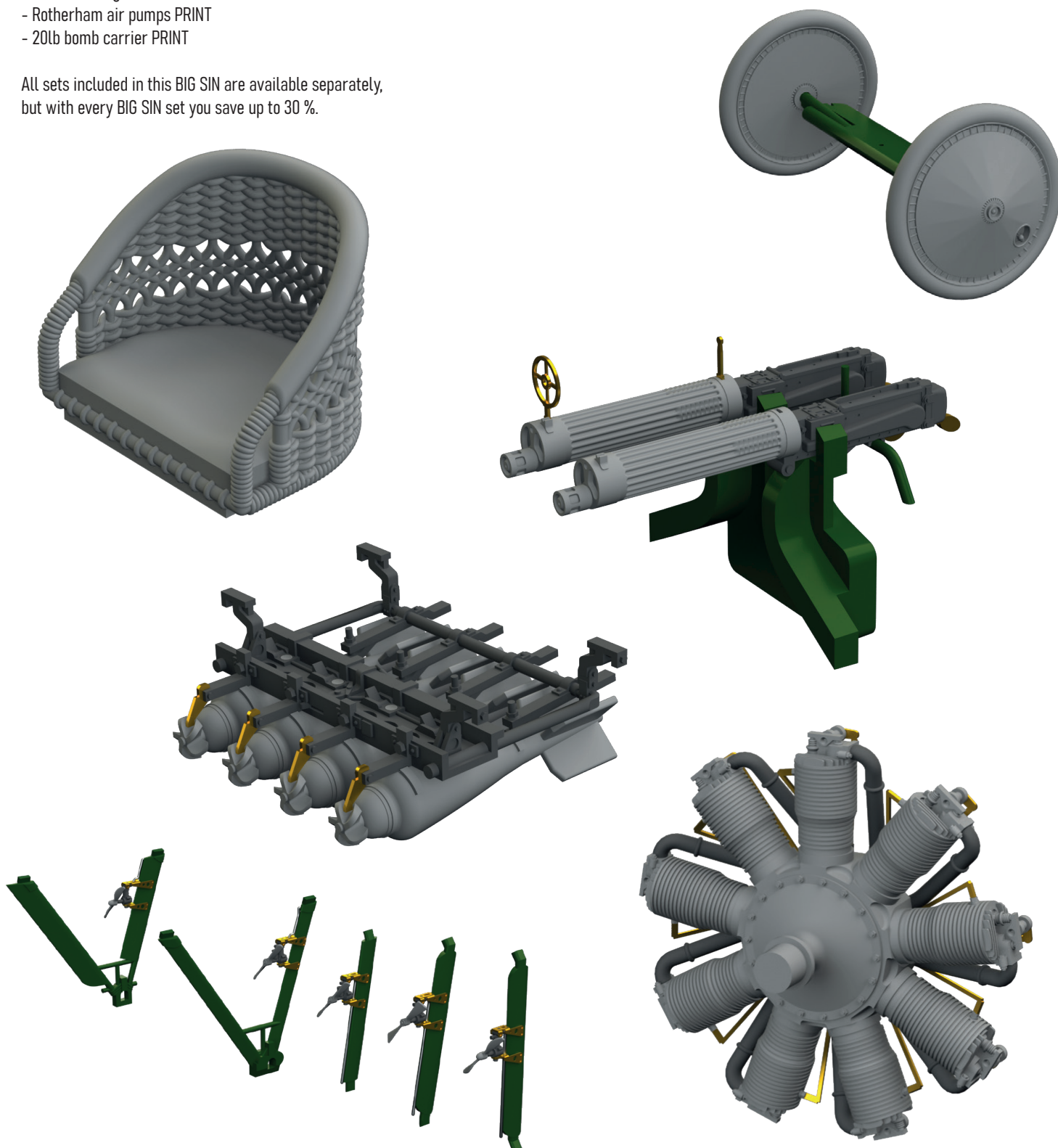
Sopwith Camel Le Rhone engine

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 %.



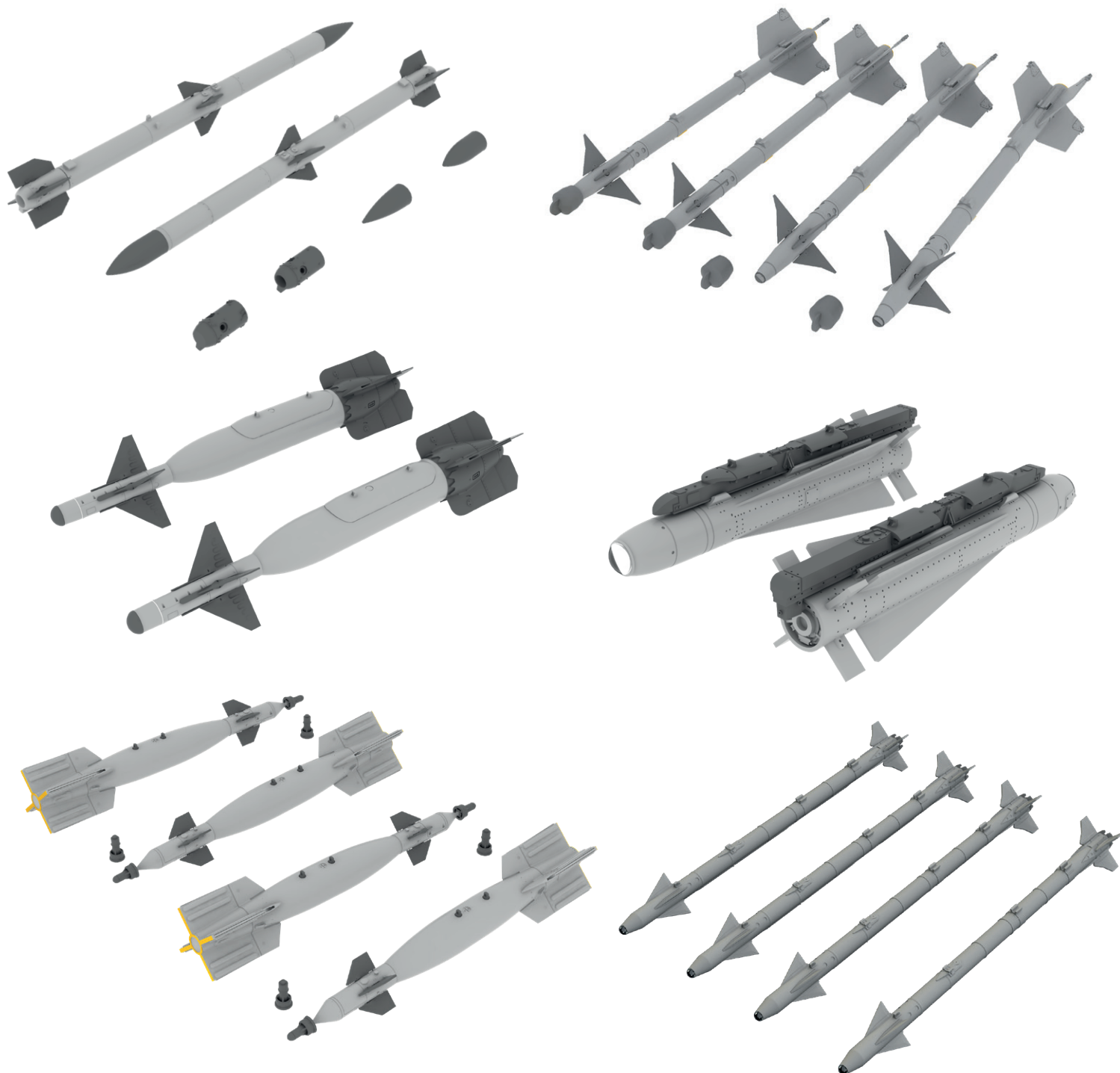
SIN64892

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 %.



PE-SETS

53286	Schnellboot S-38	1/350	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

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

DECALS

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

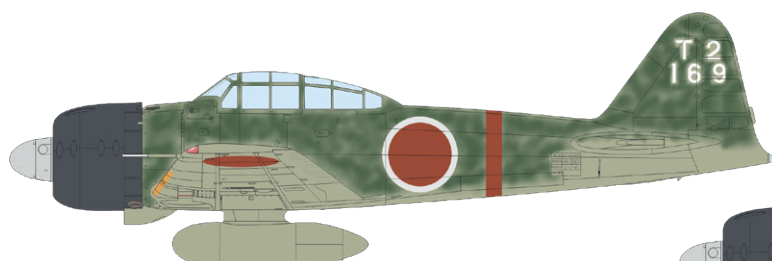
EDDIE THE RIVETER

ER48003	P-38J raised rivets & surface details	1/48	Tamiya
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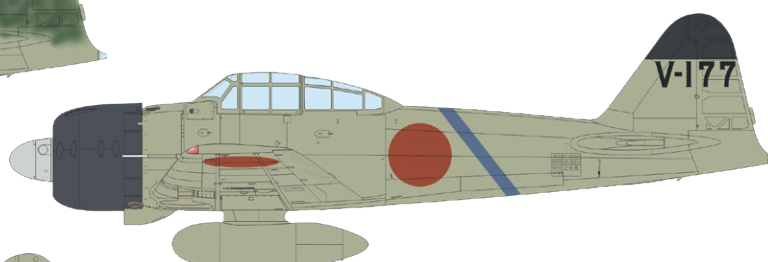
A6M3 Zero Type 32

#82213

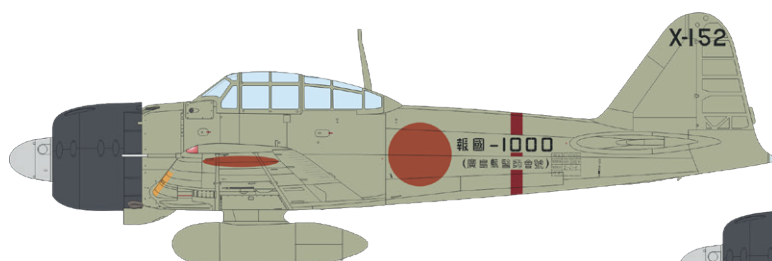
1/48



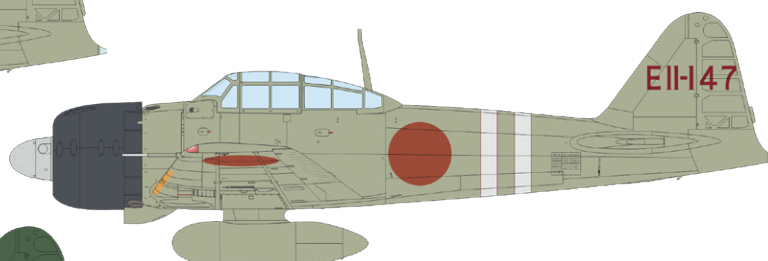
Ldg. Sea. Kenji Yanagiya, Kōkūtai 204,
Rabaul base, New Britain, April 1943



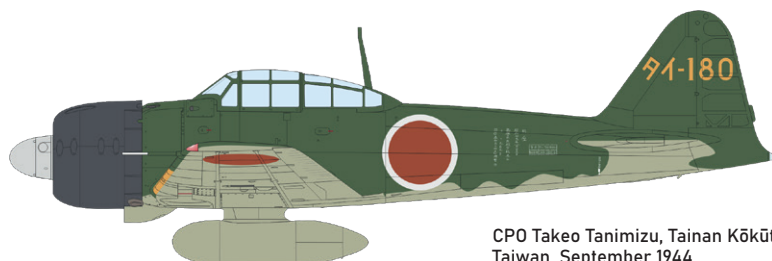
c/n 3018, Tainan Kōkūtai, Buna airfield,
New Guinea, August 1942



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



Zuikaku Fighter Squadron, aircraft carrier Zuikaku,
October 1942

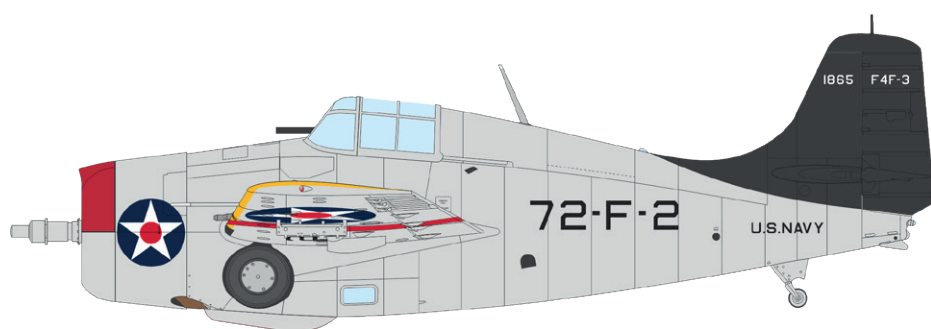


CPO Takeo Tanimizu, Tainan Kōkūtai (II), Tainan airbase,
Taiwan, September 1944

MIDWAY DUAL COMBO

#11166

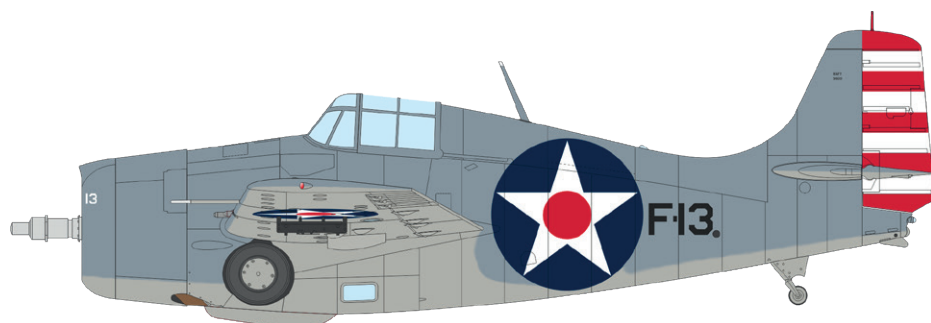
1/48



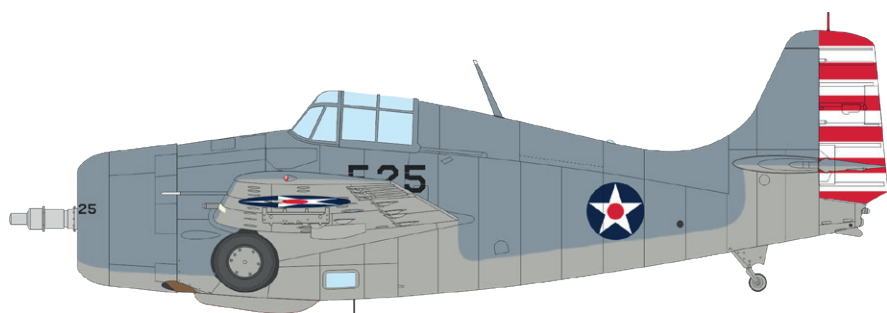
F4F-3, BuNo. 1865, VF-72, USS Wasp (CV-7),
December 1940



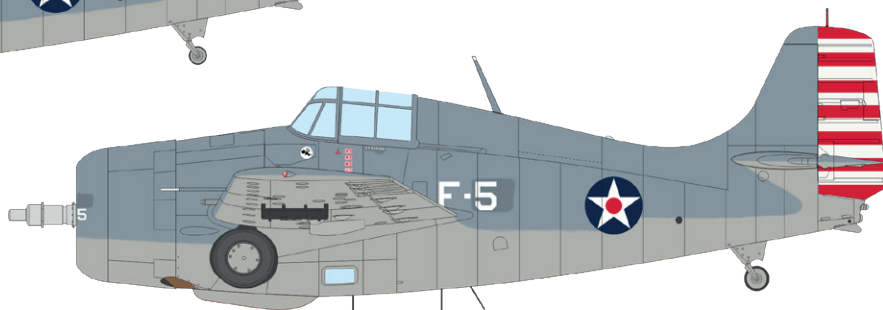
F4F-3, BuNo. 4022, Capt. Herbert Casper Freuler,
VMF-211, Wake Island, December 1941



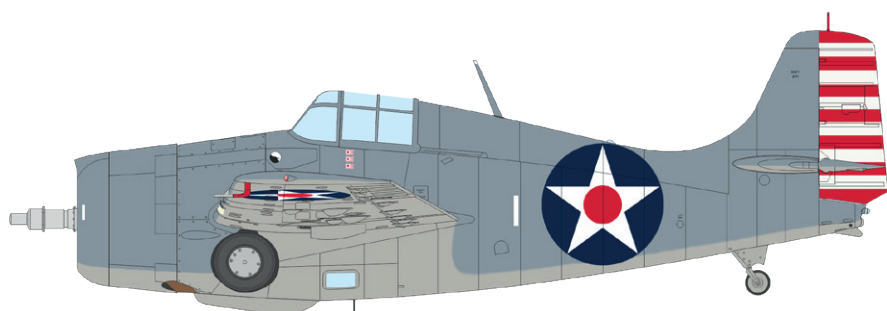
F4F-3A, BuNo. 3920, Lt. James Seton Gray, VF-6,
USS Enterprise (CV-6), February 1942



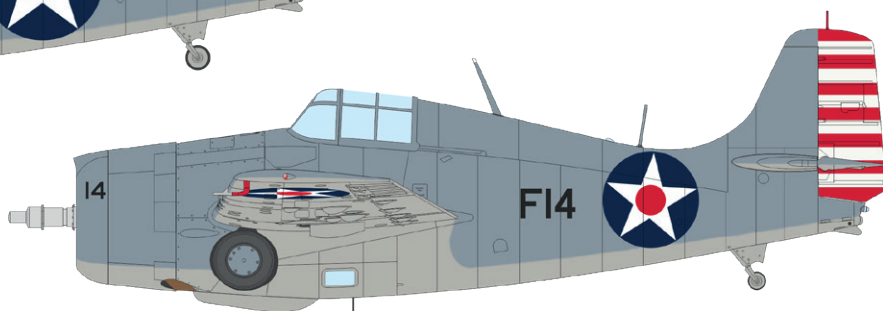
F4F-3, Lt. Frank Bernard Quady, VF-6,
USS Enterprise (CV-6), April 1942



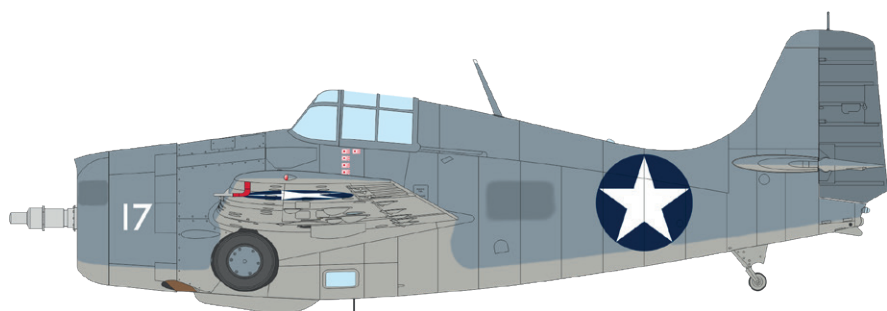
F4F-3, BuNo. 3986, Lt. Albert Ogden Vorse,
VF-2, USS Lexington (CV-2), May 1942



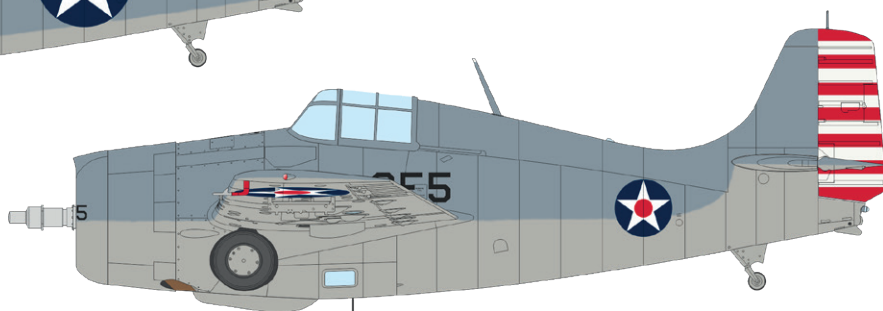
F4F-4, BuNo. 5171, Lt. Cdr. John Smith Thach,
VF-3, USS Yorktown (CV-5), May/June 1942



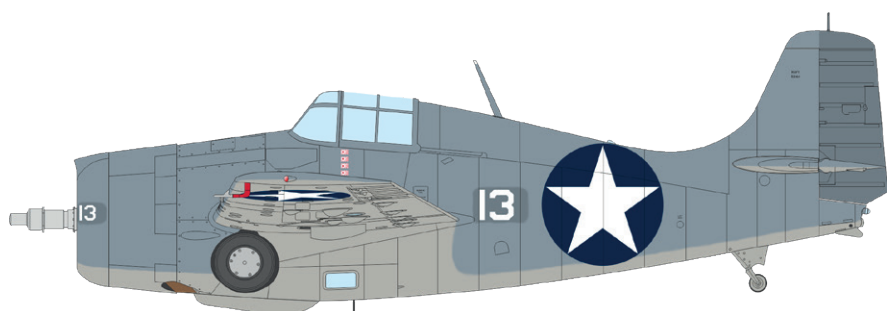
F4F-4, VF-8, USS Hornet (CV-8),
May/June 1942



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



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

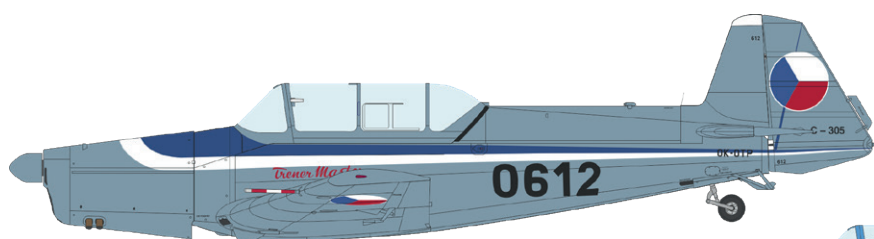


BuNo. 5244, Lt. William Nicholas Leonard, VF-3,
USS Yorktown (CV-5), June 1942

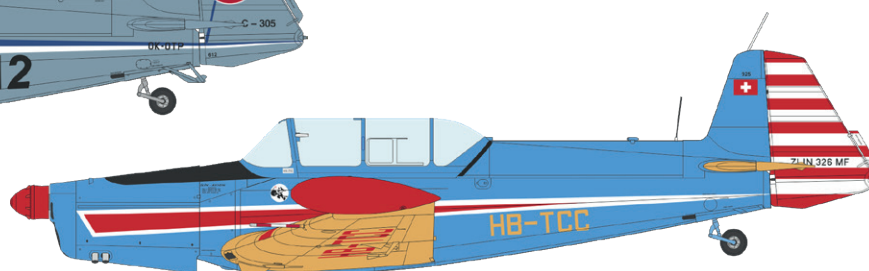
Z-326 Trenér Master

1/48

DUAL COMBO #11167



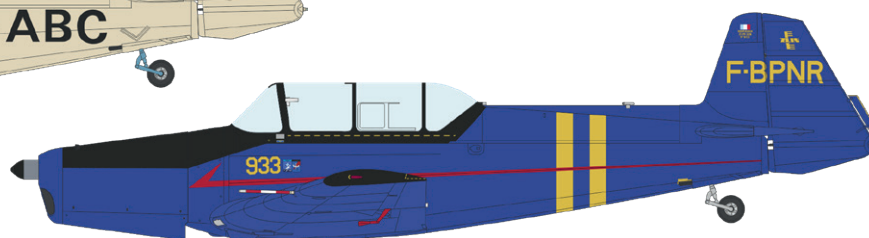
Z-326M, No. 612, private owner, Točná airfield, Czech Republic, 2022



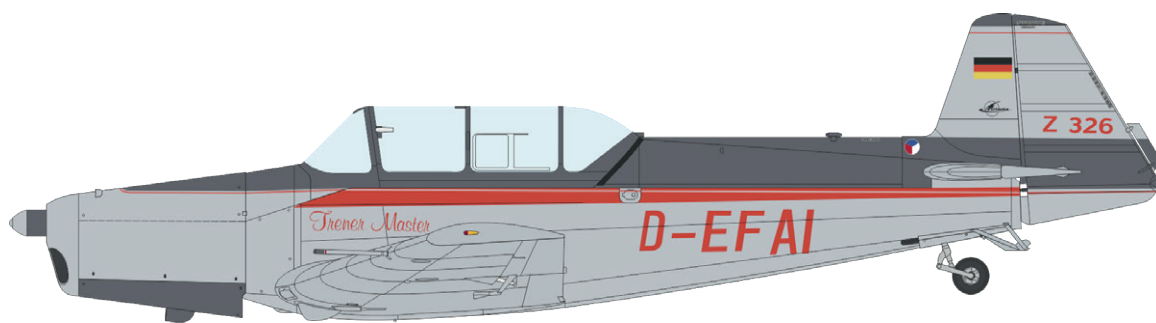
Z-326MF, No. 925, private owner, Yverdon, Switzerland, 2018



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



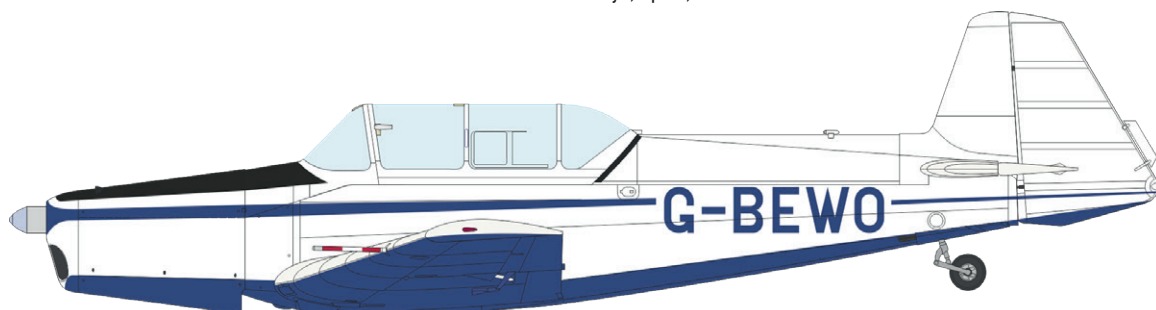
Z-326, No. 933, Burdigala Flying Group, Bordeaux-Léognan-Saucats Aérodrome, France, 2016



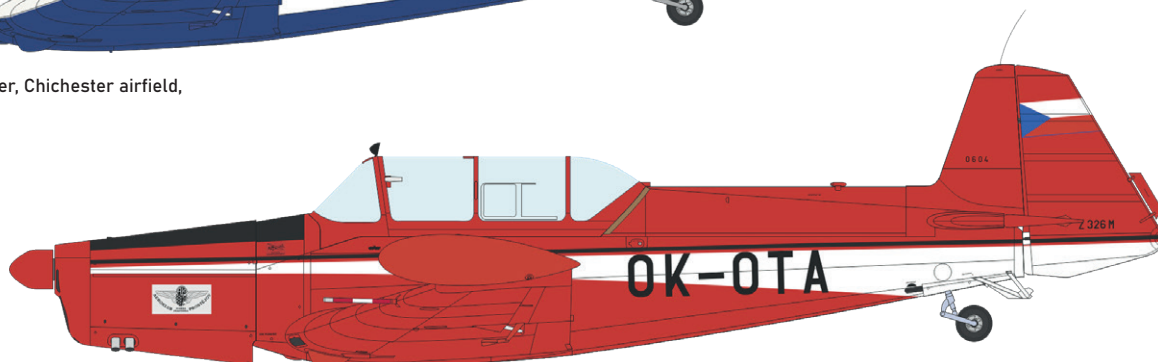
Z-326, No. 876, private owner, Germany, 2018



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



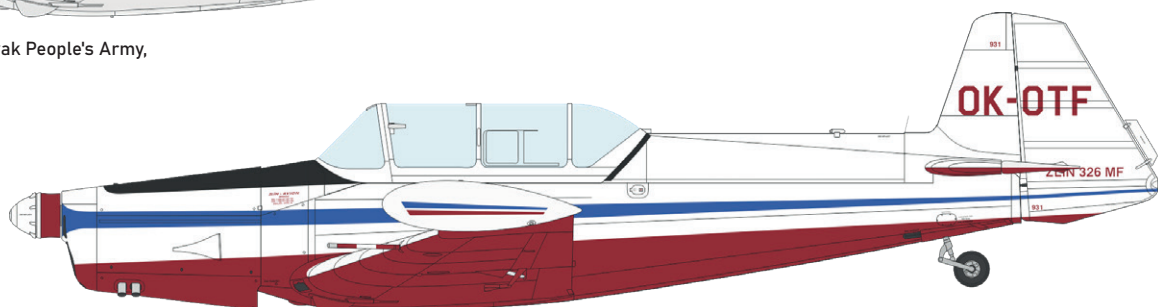
Z-326, No. 915, private owner, Chichester airfield, Great Britain, 2021



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



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

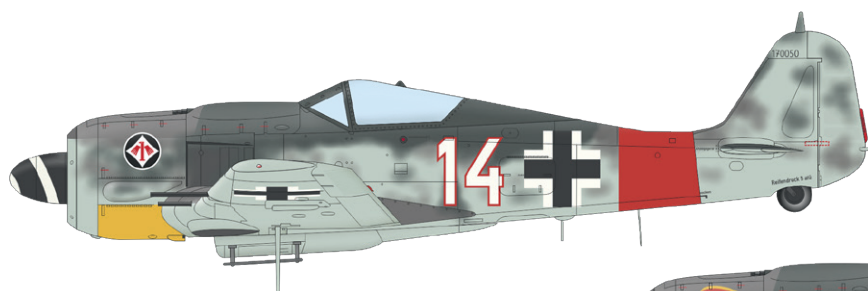


Z-326MF, No. 931, private owner, Slaný airfield, Czech Republic, 2022

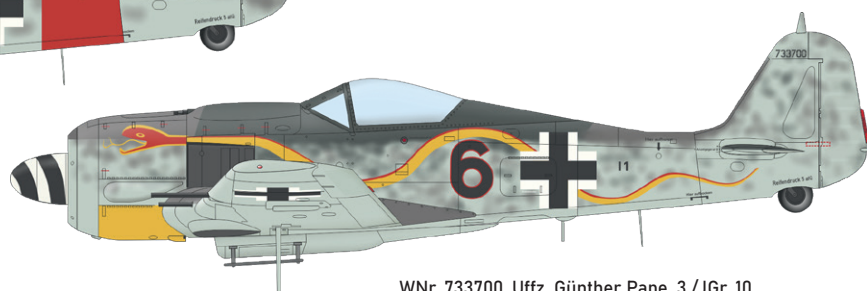
Fw 190A-8

#84116

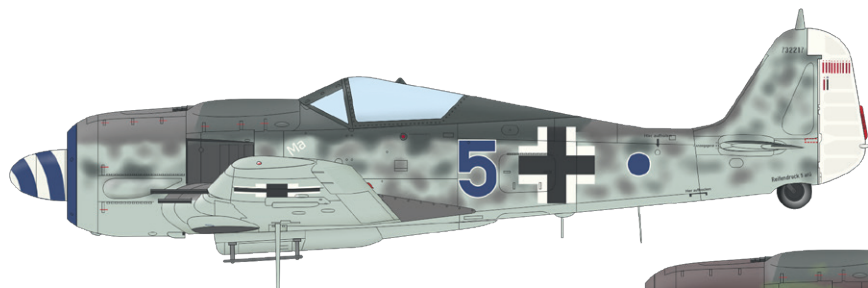
1/48

WEEKEND
 edition


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



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



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



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

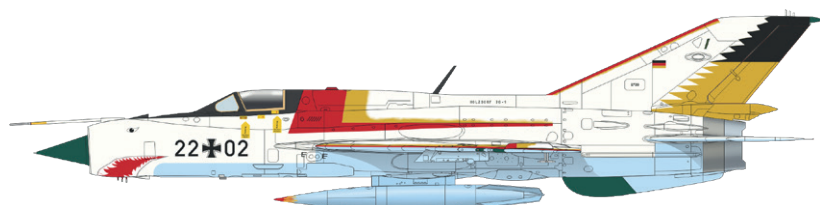
MiG-21PFM

#70144

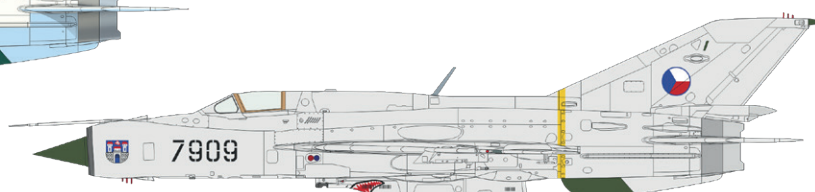
ProfiPACK
edition

1/72

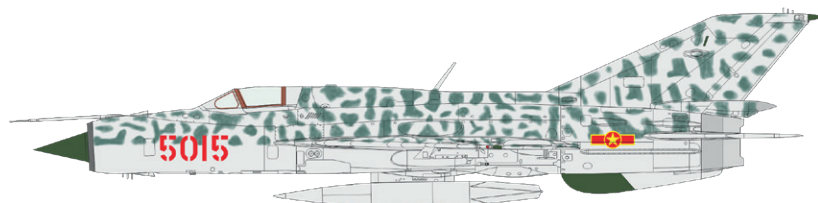
Re-release



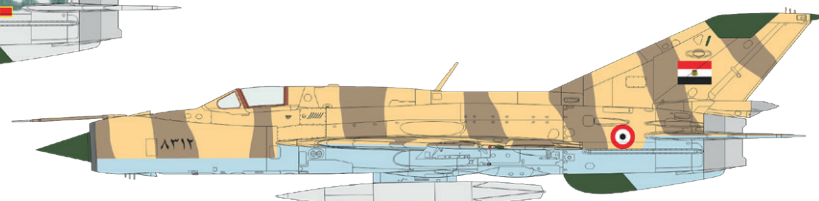
Jagdfliegergeschwader 1, základna Holzdorf / Drewitz,
Německo, 1990–1991



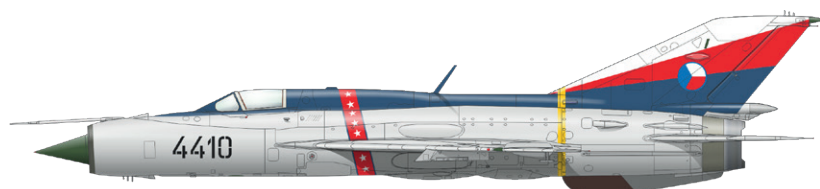
11. stíhací letecký pluk, Československé letectvo,
Žatec, Česká a Slovenská federativní republika,
březen 1991



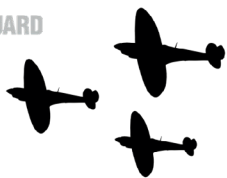
921. stíhací pluk, základna Noi Bai,
Vietnamská demokratická republika, 1968



Egyptské vojenské letectvo, základna Inšas,
Egyptská arabská republika, začátek 80. let



11. stíhací letecký pluk, Československé letectvo,
Žatec, Česká a Slovenská federativní republika, jaro 1990



One More Time...

Jan Zdiarský

When I put together a Tail End Charlie article a few months back with the theme centred around a unique case involving an airworthy Hawker Hurricane operated over the Czech Republic, one I had the incredible luck of meeting in the air, I had no idea I would be returning to the matter so soon. Little did I know that this gem, forever connected with Czechoslovak fighter pilots serving in the RAF, would again come to mind as a Tail End Charlie theme. Unfortunately, the circumstances behind the thought's revival are vastly different now. I won't go into an analysis of the tragedy that occurred on August 14th, 2022 during an airshow in Cheb, Czech Republic, nor will I add my name to the list of people who don't quite realize that they have nothing to add on the matter but will make their opinions abundantly clear with those little guarantees of expertise all over the internet forums. I just want

to take this opportunity to reminisce about an aircraft that as Eduard, we had the honor of getting up close and personal with during our Intimate Walkaround in Plzen just a year ago. I also want to reflect within the pages of our newsletter on the memory of the pilot, Petr Pačes, who did not survive in the wreck of the 'Czech' Hurricane. As opposed to the other two pilots of this aircraft, Radim Vojta and Jiri Horak, I did not know Mr. Pačes personally. I do know, from others who knew him, that he was a great friend and an excellent pilot who will be dearly missed. So please, pause and give a thought to those several months when the Czech skies were home to a Czech Hurricane, and to the hopes and disappointment of the people who had dreams and lives connected to this airplane. Those of



On the Pilsen Walkaround 2021 an unusual opportunity was offered to me and my boys – to clean up the Hurricane from oil sprayed over the fuselage and wings underside during the recent flight. How often you can have such an opportunity?

Eduard Walkaround 2021 (photo M. Pruskavec)





Petr Pačes (+ 14.8. 2022), pilot of MiG-21, L-410, Boeing 737, Harvard, Hawker Hurricane,...



you that can, think back fondly on the occasions that you were able to watch Petr Pačes either at the controls of the Hurricane or another aircraft, to see him at various airshow events, and at the airfields of Czech aeroclubs.

P.S. The Hawker Hurricane Mk.IV in the markings of the famous aircraft flown by Karel Kuttelwascher, belonged to the collection of aircraft at Točné. It was also closely associated to the airfield at Line, where many of you had the opportunity to admire this aircraft at the above mentioned Walkaround in 2021, which we put together with Classic Trainers in their hangar at Plzeň-Line. The airport holds significance for current and future aviation, but is undergoing an existential crisis, defined by the megalomaniacal plan by Volkswagen to shut it down and replace it with a plant to build batteries for electric cars. This plan has its supporters within political and lobby groups, but thankfully also has its opponents from the airport itself, its users, and from local municipalities, professionals and special interest circles. Should you feel inclined to help support the preservation of the airport, please sign the petition that strives to achieve this end. That THE AIR IS OUR OCEAN can only be true as long as we are able to find in ourselves to never forget the airmen and the aircraft they flew connected with our collective histories, including the Točenské Hurricane and Petr Pačes. This, in this specific case, applies to the places where Czech aviation can live, grow and thrive from its admirable roots and past accomplishments and sew the seeds for future ones.

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Eduard Walkaround 2021 (photo M. Pruskavec)