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

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EDITORIAL

I am not entirely sure whether or not there's any sense in describing July's releases today, when they were made available on June 18. This occurred because we wanted them available at Prosek and the Panthers Cup show, as well as the subsequent Afterparty internet event. After that, of course, we weren't going to pull them off the store. In any case, the information regarding these has been available for your viewing pleasure, so these have been described already and time has been allowed to formulate opinions and impressions. Sometimes, these can be quite surprising. There was a commentary made regarding the title of the Limited Edition kit "Red Tails & Co.", which described it as disgraceful with respect to the other Fighter Groups that the kit deals with. I wouldn't come up with that in my wildest dreams. For me, this item is an extrapolation of the Spitfire Limited Edition "Eagle's Call", which also honors several Fighter Groups and the name of the release specifies but one of them. In Red Tails, we include four Fighter Groups of the 15th Air Force USAAF in Italy flying the P-51D Mustang. These were the 31st, 52nd, 325th and 332nd Fighter Groups, while the 31st and 52nd were also covered in the successful Eagle's Call release. We did it in this way because we were repeatedly requested to release a kit named Red Tails, focused on the history of the 332nd Fighter Group. Although we get that this is a theme dealing with African-American personnel, we weren't certain whether or not the single theme was too limited in scope for a larger release like this. Actually, this would have been an exception to our current rules, because the rule is to avoid too specific a theme in our releases. When the themes, regardless of what they are, become too narrow, they increase in the sense of a monotony. This is contrary to our concept of what these releases need to look like. Our aim is to inform and discuss, through the medium of our kits, a wider theme from history. This concept would not be fulfilled by focusing on one Fighter Group, but, would be satisfied if we focus on all Groups operating in one operational sector at one point in history on one specific type of aircraft. Then, it begins to make more sense. That this history also includes the history of our own nation is a bonus, naturally. All of the units that are covered by the kit Red Tails operated over both pre and postwar Czechoslovakia from the fall of 1944, often over our area of Most, which is very close to a refinery (still in operation today) that produced synthetic fuels during the Second World War and became the most targeted location in the country. It is also noteworthy how often memoirs of people here included the belief that most, if not all the American pilots of Mustangs were African-American. We know now how it was, but some people kept refusing that simple explanation the pilot in full gear with the gas mask and glasses looks from distance dark, so it might be confused with darker appearance of the African-Americans just due to that. The kit includes three marking options from each of the Fighter Groups mentioned. The



original intent was that all fighter squadrons would be represented from these Fighter Groups, but this didn't quite work out, because, for one thing, the options include aircraft flown by commanders of three of the four FG, and also because the 332nd FG had, as opposed to other units, four squadrons instead of the standard three. But then again, it comes down to what was actually the standard. With the 15th AF, this was more or less three FS in each FG, while in the 8th AF, that standard was four FS in each Group. Either way, this would throw a monkey wrench into our original concept of 4 x 3 marking options for a total of twelve in the kit. And this brings us onto some thin ice, doesn't it? One Group would be represented by four aircraft while the others by three. Would it be discriminatory against three Groups in one's favor? Or does it become discrimination against the 332nd FG by way of taking away its fourth option? I would say we should be pretty pleased with the way this all worked out and I wouldn't stir the pot anymore. Our ultimate goal is to introduce the modeler to another piece of history and to show some respect to all that had a part in said history and fulfilled the task at hand with honor. I hope that with that, we have found success in your eyes.

MORE KITS

In the ProfiPACK line, we have the A6M2 Model 11 out, the first version of this legend to see combat. The Zero Model 11 flew operationally through 1940-1941 in China. This was intended to be land based aircraft and lacked the folding wingtips and arrestor hook. This is a somewhat neglected member of the family, but nevertheless has interesting stories to tell, and of its pilots. Noteworthy, and probably nowhere else documented on another aircraft, are the two shades of grey on the wings and fuselage, which apparently were the result of differing saturation of the paint coat applied combined with the effects of the sun beating down on it. In short, this is a peripheral version of the Zeke, and we think that most of you will find this an interesting version to build because the Zero is a line of aircraft that deserves to be built in all its variants. We want to make that a possibility. I hope I won't get busted upside the head and get told off that models aren't to be sold like this, when I commented last time that the Camel Comic is a peripheral type and not all that interesting for most. It may be so, but I have been selling models for thirty years and I fear that I am set in

my ways. Modelers wouldn't believe me anyway, if I were to tell them that the Camel Comic and Zero Model 11 are must haves.

In 1:72 scale ProfiPACK editions, we are continuing on with the Avia S-199, and in this case the later version with the sliding hood. This is the Mule of all Mules and is close to the hearts of us Czech modelers for one reason or another. Probably the main of these reasons is that it represents our modeling youth – our modeling introductions. From today's perspective, it was far from the perfect kit, but we were far from perfect modelers, so we were a match made in heaven. It went together quickly. I had one built, painted and decaled in an afternoon. Our new kit could theoretically be put together in an afternoon, I guess, but no one works like that today. Still, the feeling and joy of a completed kit is unsurpassed. Today, we are a different standard of modeler, working with kits that are built to a much higher level, those quick-builds are a memory to be shared with friends suffering from similar nostalgia over a beer. But the memories are nice. I must confess that the boxart is rendered in a way as to evoke some of those old emotions for those of us that have the experience with that old kit. Enough nostalgia already... There are two new Weekend Edition kits out. In 1:72 scale, we have our tested and true Fw 190A-8 and a Z-526AFS in 1:48. Both kits share the characteristic of containing striking marking options. It is also interesting to note that the Z-526AFS often played the role of German fighters in old Czechoslovak and Soviet films. Or at least, mostly German. At least once, they appeared on camera in British markings, but whether they were Spits or Mustangs, God only knows, to say nothing of the film's director. Of note was the crazy Czech film "Halt, or I'll Miss!" where a Z-526AFS played, believe it or not, a 52nd FG P-51 flown by a black pilot. No word of a lie, when we were prepping July's new items, we were completely oblivious to this fact. The markings used in the film were on a 4th Fighter Squadron, 52nd FG yellow tail and had partial codes on the fuselage, if I am reading somewhat blurry photographs from the film correctly. The pilot, as we know, corresponds to the 332nd FG and the white nose is more akin to the 8th AF. What's up with the white wingtips I am not sure, but it's pretty cool to see these period interpretations of American aircraft like this. I am almost thinking that a boxing of Trenér Movie Stars might not be such a bad idea.

BRASSIN

The majority of Brassins are by now 3D printed and advantages are easy to spot. The main such item for July is the engine for our A6M2 Model 21 in 1:48. As you will recall, we have already released one printed engine for the Zero (648694). This is a simplified rendering of the engine, intended to be installed inside the buttoned up cowl. The idea of this release is that the 3D printed engine is a drop fit replacement for the kit engine. The difference is that the 3D printed part is not limited by injection molding, so is better detailed. The 3D printed item has all the pistons and the block printed as one compact piece. And is an easier assembly than the kit engine. This concept is also fueled by the market demand that accessory items should be simple and easy to assemble and install. This is an idea, however, not entirely supported by sales figures. The theory sounds logical and often on various internet forums is portrayed as a given, as something that works without question. But in reality, it doesn't quite work like that. One of the results yielded by this premise is the photoetched line Zoom, which has never been able to match the popularity of its larger, classic photoetched sets. The big sets still sell better than the simplified and cheaper Zoom sets. Another example would be the small, single aircraft decal sheets that Aeromaster put out back in the good ol' days. It didn't work out so well, and the firm itself followed suit. I am curious to see how these two Engine sets for the Zero will compare in terms of sales at the end of the year. This new set, carrying the catalog number 648749, is a complete engine with all of its attached accessories at its back end and separate cowl sections are included as well. The name of the set says it all: A6M2 Engine Complete. It's basically its own kit of an engine out of the aircraft. It, naturally, is composed of more parts than its simplified cousin (648694), but thanks to the precision afforded by 3D printing, it goes together well, and quickly. With the end result looking like it does, I dare say that I suspect that the sales race will be won by this over its simplified version.

Seat for the Zvezda 1:48 scale Su-25 ground attack aircraft is also 3D printed, the same pays to seat and drop tanks for the F4F Wildcat (1/72 Arma Hobby) and the very fine rudder pedals for Luftwaffe aircraft in 1:72. Someone recently went on a rant on Facebook about how useless these latter items are. If they are, in fact, useless, they are still gorgeous! It's up to all of you, if they will catch on, or be relegated to forgotten projects. Among the new items for July is also a 1:32 scale JP233 Runway Denial Bomb, and is well suited to, among others, the Revell Tornado GR.1. It's relatively large and so it's a little pricier, but it looks awesome on the Tornado. It's one of those things that, from time to time, we do by request for modelers. We hope that all that put in their request for this item will be pleased with the outcome. Actually, I expect you all to be very impressed!

3D printed are also two sets for the ship modelers among you. These are of Carley Floats (life rafts) in 1:350. In each set, there are twenty rafts. There are some cast resin wheel sets, too, for which 3D printing hasn't yet offered any real advantage over. I remind everyone that our 3D printed sets carry the word PRINT on the label and in the pricelists.

EDDIE THE RIVETER

In May, we introduced a new line of decals in the new Eddie the Riveter line, offering realistic raised riveting and other details on the surface of models. The first set was designed for the Mi-24V from Zvezda (1:48), and for July, we are offering a set for the Mi-24D. This set is aimed at modelers who have our Limited Edition kit of this version that includes the Zvezda plastic, or want to build this version with our conversion set. I hope we can go forward with this set without the complaints of the price we saw earlier. As I have pointed out previously, the Eddie the Riveter sets are not cheap sets. The price point is arrived at by rational means. As always, they are tied to the production cost. These are 3D decals produced in the same way as our Space sets, a quasi-3D system on a color printer that utilizes polymer printing paints. The prints themselves are not cheap, and the most expensive component of production is time. One set takes around forty minutes to print. Of course, the size of the sheet also plays a big role, combined with extremely labor intensive preparatory work. When it all gets added up, I confess that the final price took my breath away, too. And the initial development version was much more difficult to produce than the production items. In order to get down to at least what the cost is now, we needed to do a lot of fine tuning and tweaking. We have done what we could, and now, once again, it will be up to the modeler to decide whether or not this is a keeper or not. Of course, we know that not every modeler will be in the market for this line. Among other things, this is not an accessory item for the squeamish. It's designed more for people who know what they are doing in modeling. Then, there is one other factor that needs to be considered and may help future products of this line. The Mi-24 is rather large. There's a lot of surface area. It's got a lot of riveting across its surface. When we switch our attention to smaller items, physically, then the price will come down. It may still be up there when compared to other accessory lines, but it will be better.

Löök and Space

In July, the Space line offers some things up to ship people. We are offering lifebuoys in not only 1:350, but now in 1:700 as well. ICM released a 1:48 scale kit of the Gotha Go 242 glider, which, given the current situation with Russia, is excellent news. We not only have Space set for it, but also a photoetched set, too. Space sets are also being released for the older A-1H/J and Beaufighter from Tamiya in 1:48. These complement other sets being released for these kits. As always, Space sets include photoetching where photoetching is the best option.

In the Look line, where the name of the game is to replace original kit parts with simple, realistic ones, we have sets for the above noted A-1H/J and Beaufighter, and also for Zvezda's Su-25, also in 1:48. The LookPlus line grows with the addition of a set for the Hawk 81-A2 (P-40B) in 1:32 from GWH, and sets for the F-104A and C from Kinetic in 1:48.

PHOTOETCHED

The new Tempest Mk.V in 1:72 from Airfix is a kit that is showing good market potential despite taking a bit of a kicking from reviewers. We are releasing a photoetched set for it with a certain amount of pleasure, because we feel a certain sense of solidarity with every manu-

facturer that has wound up in the crosshairs of unreasonably critical reviewers and forum visitors. We find some solace in the fact that we are not alone. And even here, I would point out that our goal is to add to the beauty of a model, and not correct any mistakes, perceived, relevant or otherwise. In the same scale, we are also releasing sets for the Revell F-15E and Arma Hobby's Ki-84. We will continue to focus on the latter as well, with at least a set of wheels and landing flaps. In 48th, we have a set for the Minibase Su-27K. Perhaps, you will recall that we have already released a set for their Su-33. And if you don't remember, I won't be too upset with you. For me, these Russian Sukhois are all Greek to me.

Turning our attention to AFVs, I would like to point out sets of PE for two kits, the rereleased M109 Aladin in 1:35 from Italeri and for the Sd. Kfz.247 Ausf B in the same scale, put out by Revell as their release of the ICM kit. The color set for this kit will include, among other items, radio equipment and dashboard. In the ship scale of 1:350, we are releasing another two sets for the USS Constellation CV-64 from Trumpeter. This will be followed by another set for this kit in August.

ARTICLES

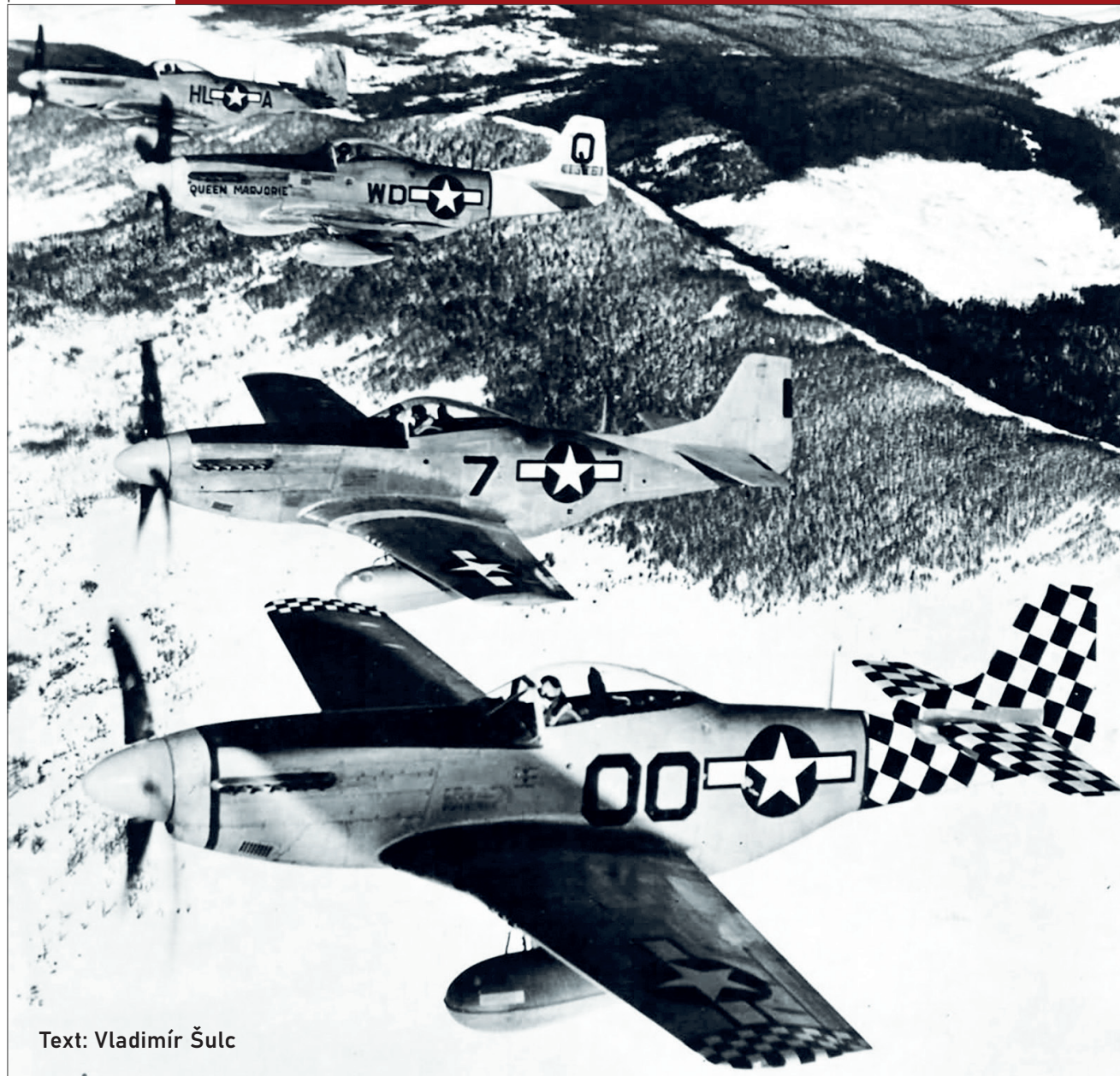
In today's Newsletter, there is an article on the history of the S-199 by Michal Ovcacik. We Czechs think we know everything there is to know about this airplane, but everyone will find out something new in this article. Miro Baric is here with the fourth installment of his articles on the war in the Ukraine. The history of the Fighter Groups of the 15th AF USAAF I took the liberty of summarizing myself, and in this English version of the Newsletter you'll find an article on Korea by Richard Plos. This is an article dealing with the F-51D flown by American and South Korean pilots in the Korean War.

Besides the usual longer articles, we are initiating a new format of articles for this month. These are called "BOXART STORY". As the name implies, the goal of these shorter, typically single-page articles will be to shed light on a historical reality and to describe the event in question as depicted on our boxarts. We believe, and hope, that you will find these to be a point of interest and a source of inspiration.

I wish a pleasant read with our newsletter in these complex times. I would say that the worsening economic situation is beginning to be felt in our industry. Sales are not as good as they were at the beginning of the year, and the shows are not quite as lively. We will continue to garner you attention in the coming months with our new products. We are looking forward to the IPMS Nationals in Omaha, where we will have our brand spanking new Wildcat. You probably already know that it will be the F4F-3 version. In Omaha, we will also introduce our first block of accessories for this new kit, including a printed cockpit. Those of you not able to go to Omaha, don't fret. You will have access to August's new releases as soon as American modelers, because our internet Afterparty starts on the same day as the Nats begin - July 20.

Happy Modelling!
Vladimir Sulc

photo: Fold3



Text: Vladimír Šulc

photo: Fold3

RED TAILS & Co.

15TH AIR FORCE

The 15th Air Force was formed at the end of 1943 in Tunisia as the main part of the USAAF strategic component in the Mediterranean (MTO - Mediterranean Theater of Operations). The first 15th Air Force commander was Major General James Doolittle who until then commanded the 12th Air Force.

The 15th Air Force resulted from the large reorganization of the Allied Air Forces part of which was the establishment of the Mediterranean Allied Air Force (MAAF) on December 10, 1942, led by Air Chief Marshal Sir Arthur Tedder. In the middle of February 1944 Lieutenant General Ira Eaker was named commander of MAAF because ACM Tedder was commissioned to command the Allied Air Force earmarked for Operation Overlord. Three main

The group photograph of the Mustangs from all four 15th AF fighter groups captured in May 1945 over Dolomites. P-51D, '00', pilot Lt. Col. Ernest Beverly, CO of 325th FG; P-51D, '7', pilot Col. Benjamin Davis, CO of 332nd FG; P-51D-5, 'WD-Q', Queen Margorie, pilot Col. Marion Malcolm, CO of 52nd FG; P-51D-5, 'HL-A', pilot Col. William A. Daniel, CO of 31st FG.

air components were put under MAAF command: MASAF (Mediterranean Allied Strategic Air Force) led by Major General Nathan Twining, MACAF (Mediterranean Allied Coastal Air Force) led by Air Vice Marshal Hugh Lloyd and MATAF (Mediterranean Allied Tactical Air Force) led by Major General John K. Cannon. At the same time MASAF was the southern component of the U.S. Strategic Air Force, Europe (USSTAF). As of January 4, 1944, the 15th Air Force was fully transferred under MAAF and MASAF command.

The 15th Air Force was formed from the heavy bombing groups equipped with four-engined B-24 Liberator and B-17 Flying Fortress heavy bombers transferred from 12th and 9th Air Forces. During the first weeks of its existence however the 15th AF inventory comprised also several bombing groups equipped with the B-25 Mitchell and B-26 Marauder medium bombers which later returned under the 12th AF command. At the time when the combat activities commenced in November 1943, there were six bombing groups under 15th AF command. The fighter cover was provided by four fighter groups: 1st FG, 14th FG and 82nd FG equipped with the twin-engined P-38 Lightning fighters and 325th FG equipped with P-47 Thunderbolt. As of December 1, 1943, the 15th AF Headquarters was located in Bari, southern Italy.

The main goal of putting the 15th and 8th AF under USSTAF command was the coordination of the bombing operations over Germany. The 8th AF operations, conducted from the west out of Great Britain bases were to be coordinated with the 15th AF operations led from the south, out of the Italian bases. The daylight missions of both American Air Forces were supplemented by the RAF Bomber Command night operations.

15TH AIR FORCE IN COMBAT

The first 15th AF mission was the raid of 28 B-25s from 321st BG on the railway station in Rimini on November 1, 1943. The first continuous bombing campaign the 15th AF took part in was the support of the Anzio landing (Operation Shingle) which commenced on January 22, 1944. The first series of such coordinated raids, the operation Argument, was code-named "Big Week". It was executed during the week of April 20-25, 1944, and its goal was to cripple the German aviation industry and hamper the new aircraft supplies to the Luftwaffe. Within the operation Argument the 15th AF flew its first raid on Germany when 183 bombers attacked the Messerschmitt factories in Oberstraubing near Regensburg. 14 bombers were lost during this mi-



photo: Fold3

P-51D-5 formation from 308th FS, 31st FG, photographed in June 1944.

ssion. The following day the 15th AF dispatched 102 bombers to attack the ball bearing factory in Steyr, Austria. On February 24, 180 Liberators attacked the factory in Gotha manufacturing Messerschmitt Bf 110s and lost 28 airplanes. On February 25, 114 B-17 and B-24 were sent again to Steyr and lost 17 bombers in the action.

On April 5, the "Fifteen" joined the Allied bombing offensive against the German fuel industry dispatching 235 bombers on the targets around Ploesti in Romania. In the opening stage of the offensive the 15th AF attacked the oil refineries in south-eastern Europe, primarily Romania but also in Austria, Bavaria, Hungary, northern Italy and the Yugoslav territory. From the end of October 1944, it joined the intense bombing of the synthetic fuel factories in Saxony, Czechoslovakia and Silesia. During this time the 15th AF took over from 8th AF the task of bombing the synthetic fuel factories in Saxony and Czechoslovakia including the STW factory in Most (Brux) which became the most frequently bombed target in the Czechoslovak territory - 16 heavy American raids and two British night attacks. The 15th AF continued with these raids practically until the end of war.

In June 1944 the 15th AF bombed the railway infrastructure throughout the south-eastern Europe in support of the Soviet summer offensive in Romania. In the summer of 1944, the Austrian aviation factories in Wiener Neustadt were bombed. On June 2 the "Fifteen" flew its first "shuttle" mission when 130 B-17s escorted by P-51D landed on the Soviet-controlled territory having bombed the Hungarian tar-

gets. After refueling and rearming they returned to their home base in Italy. Altogether the 15th AF completed three of these shuttle missions. Starting in the summer of 1944 it also joined the support of the Yugoslav partisans and in August it focused its efforts on supporting the Allied landings in southern France (Operation Dragoon). The 15th AF bombers attacked Marseille, Lyon, Grenoble and Toulon. In the fall the 15th AF resumed the raids on the fuel and military facilities and the transportation infrastructure in Central and Eastern Europe. On March 24, 1945, the "Fifteen" flew its only raid on Berlin when its 666 bombers attacked the Third Reich's capital as well as Munich and other targets in Germany and Czechoslovakia. At the end of the war, in April 1945, the attacks concentrated on the railway infrastructure were conducted not only by bombers but fighters as well. Actually, those flew these missions even earlier on a regular basis.

On April 25, the last large operation took place when 467 bombers hit the railway targets in Austria and interrupted the communications to Czechoslovakia. On May 1, the 15th AF flew its very last bombing mission when 27 B-17s escorted by 51 P-38s from 14th FG attacked the railway targets in the vicinity of Salzburg.

After the German surrender in Italy the 15th AF aircraft started to drop the supplies over Yugoslavia and repatriate the Allied POWs and its last mis-



photo: Fold3

The group picture of the Mustangs from 52nd FG: P-51D-5, s/n 44-13287, WD-M Miss Ruth/Pendaja, pilot Lt. William Parent; P-51D-5, s/n 44-13289, WD-X; P-51D-5, s/n 44-13263, WD-D Jo-Baby, pilot Lt. Robert McCampbell; P-51D-5, s/n 44-13485, WD-H Miss Rogers, pilot 1/Lt. James Daniel Callahan.

on took place on May 16, 1945. Altogether the 15th AF lost during its operations around 2110 bombers from its 15 B-24 and six B-17 groups while its seven fighter groups claimed a total of 1836 enemy aircraft destroyed. On September 15, 1945, the 15th AF was disbanded in Italy.

FIGHTER UNITS OF THE 15TH AIR FORCE

Having reached its full inventory of the bomber and fighter groups in the beginning of 1944, the 15th AF included seven fighter groups. Three of them, 1st, 14th and 82nd Fighter Group flew P-38 Lightning till the end of war. Two of them, 325th and 332nd FG originally flew P-47D Thunderbolt however during 1944 they traded them for new P-51B/C and later D version. Another two units, 31st and 52nd FG flew

P-51B/C from the beginning of their operations within the 15th AF. Later they were re-equipped with the D version. This model kit is dedicated to the fighter units flying P-51D Mustang within the 15th AF therefore the further text focuses on the relevant four fighter groups.

31ST FIGHTER GROUP

The unit was formed from the pre-war 31st Pursuit Group USAAC. In January 1942 it was re-equipped with P-39 Airacobra in New Orleans and in June the unit was transferred by sea to Great Britain where it was equipped with the British Spitfire Mk.Vb fighters. On August 16, under the RAF operational command, these units flew their first sortie, Circus 204 over Lille and on August 19 another one in the operation Jubilee, landing at Dieppe.

On September 14, the 31st was ordered under the authority of the XII Fighter Command USAAF, transferred to Gibraltar and attached to the invasion forces ready for Operation Torch, landing in North Africa, in which it took part from the first day, November 8, 1942. In North Africa the unit flew fighter escorts and the air cover for the ground units until the surrender of the Italian and German troops in Africa in May 1943. Afterwards, in June, the unit took part in the Sicily landing (Operation Husky) and in September the Operation Avalanche, landing at Salerno. Then it transferred to the airport in Ita-

ly, continued flying combat missions within the 12th AF and in January 1944 provided the air cover for the units which landed at Anzio in the unsuccessful operation Shingle.

In the middle of March, at the Castel Volturno base, the unit commenced its conversion to P-51B/C Mustang and as of April 1 it was transferred under the 15th AF command and flew the new Mustangs over to San Severo airbase on the Italian eastern coast from where it continued flying escorts of the 15th AF strategic bomber missions to Europe. During the month of April, it sortied twice to Ploesti in Romania, Sofia in Bulgaria, Wiener Neustadt in Austria, Piombino, Milan and Monfalcone in Italy and also Toulon in France. During these missions the unit shot down 51 enemy aircraft. During the month of May, the unit started its conversion to P-51D which the 31st FG flew until the end of hostilities. 31st FG was composed of three fighter squadrons: 307th FS (code letters MX), 308th FS (code letters HL) and 309th FS (code letters WZ). The unit markings were the red oblique stripes on the tail surfaces, red and yellow stripes on the wingtips and red nose and propeller spinner.

52ND FIGHTER GROUP

This unit went through a similar process, formed on January 15, 1941, as 52nd Pursuit Group based on 1st and 31st PG personnel. After the Pearl Harbor

attack it was re-equipped with P-39 Airacobra with which, starting on January 1, 1942, it participated in the War Games. In May, now 52nd FG was ordered to deploy to Great Britain and therefore on May 11 it transferred to the North-East and started the preparations for the cross-Atlantic flight. However, the same as the 31st FG, it ultimately sailed to Great Britain. In June, at the RAF base in Eglington in Northern Ireland, the unit received Spitfires Mk.Vb and started with training.

In September the 52nd FG was transferred under XII FC and on November 1 its flying personnel sailed to Gibraltar to accept the new tropicalized Spitfires Mk.Vb and participate in the Operation Torch and further combat in North Africa. After the fighting in North Africa ceased the 52nd FG was transferred under the Mediterranean Allied Coastal Air Force, MACAF. The mission of this Allied command was convoy protection in the Mediterranean Sea, anti-submarine patrols, port patrols and attacks on the enemy shipping in the Mediterranean. Performing these duties, the 52nd FG squadrons moved among the airport in the Mediterranean. On July 23, the group was relocated to Sicily, Bocca di Falco airport near Palermo where it flew night-fighting missions.

In November 1943 the unit transferred to Corsica where the 2nd and 5th FS flew out of Borgo airport and the 4th FS out of Calvi airport. During this period the unit, among other duties, conducted the dive bombing attacks on ships and ports. In the beginning of April 1944, the conversion to P-51B/C Mustang started and on May 1 the 52nd FG

was attached to the 15th AF formation. On May 10 it flew its first mission escorting B-17 on their raid to Nice in France. The 52nd FG comprised the 2nd FS (code letters QP), 4th FS (code letters WD) and 5th FS (code letters VF). The unit markings were the yellow, black outlined band in front of the tail surfaces or tail surfaces painted entirely yellow, black outlined wingtips and red nose and propeller spinner.

325TH FIGHTER GROUP, "CHECKERTAIL CLAN"

The 325th FG was formed on June 24, 1942, and activated on August 3, 1942. It was equipped with P-40s. During January and February 1942, it was transferred to North Africa and ordered under the 12th AF command. On April 17, 1943, it flew its first combat mission. In September 1943 the 325th FG converted to P-47D Thunderbolt and in December it relocated to Italy where it became the part of the newly-formed 15th AF. In May 1944 the unit was re-equipped with the P-51B/C Mustang which it flew until the second half of 1944 when it gradually converted to the new P-51D Mustang which it flew until the end of war. 325th FG comprised the 317th FS (tactical markings by black numerals from 10 to 30), 318th FS (tactical markings by black numerals from 40 to 69) and 319th FS (tactical markings by black, yellow outlined numerals from 70 to 99). The tactical numbers from 1 to 9 were used by the staff flight. The unit markings were yellow-black checkered tail surfaces or the whole aircraft tail and red nose and red propeller spinner.

The 319th FS had the red nose outlined with yellow stripes. 325th FS commanders' aircraft carried the numeral 100 on the fuselage.

332ND FIGHTER GROUP, "RED TAILS"

The African Americans who joined the air forces are nowadays known as the Tuskegee Airmen. The law which allowed them to undergo the military pilot training was passed in 1939, after twenty years' effort of the human rights activists. Their path to the cockpits of the military airplanes was long and difficult. During WWII the racial segregation rules were still in place in the USA and because of that the Tuskegee airmen were discriminated both while on duty and in private. Altogether 922 African American aviators went through the training at Griel Field, Kennedy Field, Moton Field, Shorter Field and Tuskegee. There was a total of 355 aviators from Tuskegee deployed in Africa and later in Europe within the 12th and 15th AF USAAF, 68 of them were killed in action.

The first combat fighter unit with African American personnel was 99th Fighter Squadron flying P-40F in the Mediterranean from April 1944. Later it was attached to the 332nd Fighter Group which originally comprised the 100th, 301st and 302nd Fighter Squadrons and from the beginning of 1944 had its base in Italy. The 322nd FG therefore operated the non-standard four squadron formation. The 322nd FG equipped with P-47D Thunderbolt was assigned the escort missions already in June 1944. In July



Airport Pyriatyn, Ukraine, June 1, 1944. Lt. Col. Chester L. Slutter (first on right) chatting with the soviet air force officers after landing at the Pyriatyn airport in Ukraine having completed the first "shuttle" mission. Pyriatyn is located approximately 140 km east of Kiev. On this mission 42 members of ground personnel flew on board of the B-17s while one of the 325th FG mechanics replaced one B-17 crew member. One of the bombers was shot down over the target, marshalling yards in Debrecen, Hungary. 325th FG member, Sgt. Austin J. Cronin was on board. The 317th FG P-51B can be seen in the background.

photo: Fold3

it was converted to P-51B/C Mustang. The other 15th AF units were ahead with their air victories and combat experience therefore the 332nd FG scored less kills in comparison to the remaining 15th AF fighter groups flying Mustangs. From June 1944 till the end of war the 332nd FG scored 94 kills. In comparison the 31st, 52nd and 325th FG each scored over 200 enemy aircraft shot down. This difference was also caused by the way the individual Fighter Groups were deployed. "Red Tails" usually flew close bomber escorts whose mission was to intercept and strike back at the enemy fighter who had broken through the outer circle of the fighter defense. The mission of this defense was to clear the bomber formation's operational space of the enemy fighters before they reach their sho-

oting range. The unit markings were tail surfaces, wingtips and propeller spinners painted in red. 99th FS featured blue painted noses, 100th FS red with the triangle pointing back, 301st red noses and 302nd FS light blue noses. The 100th, 301st and 302nd FS used numerals for their fuselage codes, the same as 325th FS. 99th FS used the combination of the letter A and numerals.

15TH AIR FORCE IN EDUARD MODEL KITS

Besides this boxing there are markings of the four 15th AF fighter groups flying P-51D Mustang included in other Eduard kits. In addition to several boxings dedicated to various P-51D Mustang versions the Limited Eagle's Call issue for example covers the history of the 31st and 52nd FG. The boxart

of the 1/72 Profipack Fw 190A-8/R2 issue depicts the attack of the Focke-Wulf heavy fighters from Luftwaffe's IV.(Sturm)/JG 3 on the formation of the B-17Gs from 463rd BG bombing Memmingen on July 18, 1944.

A line of 310st FS, 332nd FG Mustangs, Ramitelli airbase, Italy, March 1945. The P-51D sporting the tactical number 42 was flown by Lt. Charles White who in April 1945 shot down two enemy aircraft.



photo: Library of Congress

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Text: Miro Barič

The air war over Ukraine 4th month

A Ukrainian Mi-8NSB-V named Orc Hunter.

Peace has not arrived in Ukraine yet between May 16 and June 16. The ground operations were conducted in Donbas in the east and in Kherson in the south. The air operations on both sides corresponded to these activities.

On Monday May 16 the defenders of Azovstal steelworks in Mariupol received the order to cease the armed resistance. Till May 20 gradually all of them surrendered. It meant that Tu-22M3 strategic bombers, which for a month were carpeting the steelworks with the heavy bombs, were released for other missions – to launch the old (and vastly inaccurate) Kh-22 rockets on the Ukrainian cities. During these missions the bombers enjoyed the safety of their own airspace. Other aircraft did not cross the frontlines neither – on both sides. In the second part of this series, we mentioned the video capturing Mi-28 and Ka-52 helicopters operating as the airborne rocket launchers for the carpet bombing by the unguided missiles. Both Russian and Ukrainian Su-25s operate in the same manner. The employment of the fighter-bombers by both sides was captured in videos. Su-25s are equipped either with four B-8M1 rocket launchers for S-8 80 mm caliber rocket or two B-13L rocket launchers for S-13 122 mm caliber rockets. With this ordnance load out they arrived at the

maximum airspeed close to the ground then they start climbing and during this maneuver they launch salvos of the unguided missiles towards the enemy's positions on a ballistic curve to maximize their range. At the same time, they released chaff flares and right after launching the rockets they turned around to fly back home. S-8 rockets deployed in this manner can reach as far as 5 km. Tom Cooper, author of many publications on the modern air warfare, used the name "spray and pray" for this tactic. The pilots spray a target area and pray that they hit something. The slightest deviation in the course and the climbing angle and the rockets miss

the intended target. On Thursday June 2 this was clearly demonstrated by a formation of the Russian Su-25s which launched their S-8 unguided missiles during the fighting for the village of Komyshevakha near the city of Popasna. They hit their own infantry column resulting in 50 dead and wounded Russian soldiers. Now let's make a little detour from the air war to the fighting on the ground. Ukraine obviously possesses more ammunition than aircraft which can use it. The videos appeared that feature B-8M1 rocket launchers mounted on pickups or SUVs at an approximately 45 degrees angle. In this manner the Ukrainians use them as the ordinary ground rocket launchers.



The B-8M1 air-launched rocket launcher in the role of an 80 mm caliber afterburner. The Ukrainian inscription on the side of the trailer stands for bees.

Losses are mounting

Despite the efforts to minimize the risk of being shot down the losses keep increasing. They however are well below the numbers that both sides officially claim. For example, on June 13 the Russians claimed to have destroyed 201 Ukrainian airplanes, 130 helicopters and 1196 drone since the conflict started. Needless to say, Ukraine has never possessed such an inventory!

And even though Russia since the beginning of war claimed several times that the Ukrainian air force was completely destroyed yet they continued to announce more and more claims. During the last month only four Ukrainian airplanes and several drones can be confirmed destroyed. This includes a Ukrainian Su-24 from 7th Tactical Air Brigade shot down on May 19 near the village of Lypove in Donetsk area. This village is located almost midway of Bakhmut and Severodonetsk where the intense fighting took place during the past month. The crew of Lt. Col. Igor Khamar and Maj. Ilya Negar was killed. Before their demise they had flown 14 missions mostly against the columns of the Russian vehicles. The Ukrainian Su-24s were claimed to have been destroyed long time ago. It does not seem to be true. On June 5, in Zaporozhe area the Ukrainian Su-27 "blue 38" was shot down. It is possible that this time it was a case of a friendly fire. On June 16 a unique situation occurred when the Russian rockets hit the Ukrainian aircraft on the ground. Two Mig-29 fighters were destroyed at the Voznesenski air base near Mykolaiv.

During the period we write here about the Russians lost at least four helicopters and several Su-25 fighter bombers. Further two Ka-52 helicopters were destroyed (May 19 and June 4) which brings the total number of this type of helicopter destroyed to 16. A Mi-28 was shot down as well (on June 12, the crew was killed) and a Mi-35M. In this case, on June 16, these two helicopters came within the range of the portable rockets belonging to the 231st



This Ka-52 ran into the tops of trees while escaping a Ukrainian missile.

Dnipropetrovsk Battalion of the Territorial Defense. With the help of chaff flares the helicopters managed to evade the first rocket however the second rocket hit a helicopter flying close to the ground and it exploded after the crash.

One Ka-52 was damaged in a peculiar way. In the first half of June, it flew a mission launching unguided missiles in a "spray and pray"

style. The pilot may have misidentified the safe zone. The Ukrainians shot a portable missile on it. The Russian pilot launched chaff flares and started to perform the evasive maneuvers at the low altitude while he flew the cluster of trees. It was documented by the video shot from the cockpit as well as the photographs taken upon its landing at the base showing the damaged fuselage with pieces of wood.



Russians take a damaged Ka-52 helicopter in for repairs.

Mercenaries in Su-25 cockpit

The losses of Russian Su-25 are high as well and reached the number 14. Two of them were "only" damaged by the rocket hitting the engine and the aircraft managed to return and land but the repair may not be cost effective. One of these cases occurred during this reporting period, on June 10. During the last month at least two Su-25 were shot down and curiously belonged to the Wagner Group i.e., the private mercenary army which Russian hires to do a dirty work. This explains why some Su-25s seen in the Ukrainian skies did not carry any national markings, just large letters Z painted in various positions.

One of the Su-25 confirmed as belonging to Wagner's Group was flown by a retired Major General of the Russian AF. Kanamat Botashev commander a squadron but during

the unauthorized aerobatic flight in Su-27 he lost control and crashed. In 2013 he was dismissed from the AF because of this incident. He found a new career in the mercenary group. On May 22 near the city of Popas he conducted an attack with unguided rockets followed by another raid with bombs. While recovering from the attack his aircraft was hit by a Stinger and Botashev was killed. He was 62 years old.

Belorussian media confirmed the loss of another Wagner's pilot. Nikolay Markov was 66 years old and was a former Soviet, later Belorussian AF pilot. He served in Kazakhstan, East Germany and finally Belorussia. After his retirement he worked as a pilot in Africa and ultimately became a mercenary. He was also shot down near Popasna and was buried in Lido near Grodno, Belorussia on May 17. According to the same media

another Belorussian pilot in Wagner's service perished in Ukraine however the details are unknown.

Besides, during this reporting period several wrecks of the aircraft destroyed in previous months were found. On June 5, in Kiev area the Russian Su-27 "red 12" marked RF-93027 was found. It was probably destroyed sometime in February or March. On June 2, in Kherson area the wreck of the Ukrainian Su-25 "blue 45" was found which according to some sources had been lost already in the end of February. On May 23 the Romanian Navy fished out from the Black Sea the wreck of Bayraktar TB2 drone. It carried the tail number "75" and belonged to the Ukrainian Navy. Most probably it was shot down during the attack on the Snake Island sometime in the first half of May.



Russian Su-25s usually carry two auxiliary tanks and two B-13L rocket launchers, each with five 122 mm caliber missiles. Ukrainian Su-25s usually carry four B-13L rocket launchers in addition to the tanks.



A Ukrainian Su-27 "blue 38" was destroyed on 5 June.



A Russian Su-25SM with the designation "Red 03" and the matriculation RF-91917 from the 18th Guards Battalion was damaged on June 10.





The Romanian Navy has recovered the wreckage of the Bayraktar drone number 75 from the sea.



Risky evacuation missions

Among the older losses, about which we learn details only now, belong the Ukrainian helicopters destroyed during the supply flight into Azovstal steelworks in Mariupol. Previously the Ukrainians obviously tried to keep them secret as much as possible but after Azovstal's surrender the reason vanished. From April to mid-May there were in total seven such missions flown by 16 Mi-8

and Mi-17 helicopters.

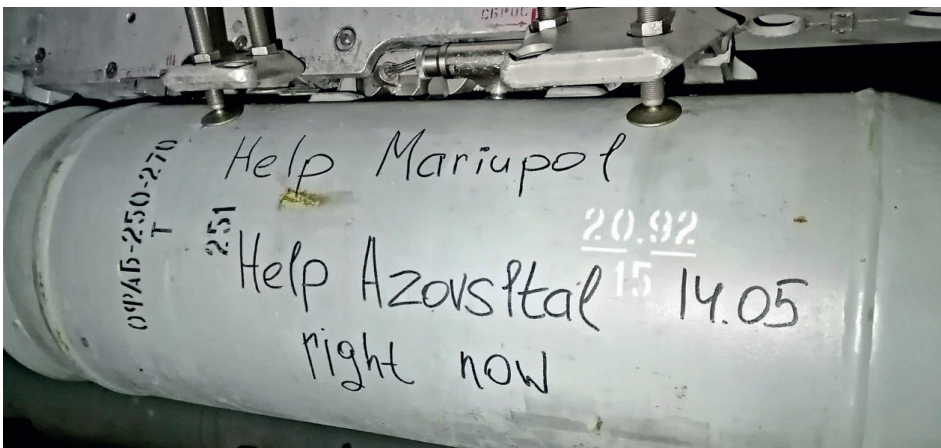
The plan was a brainchild of Major General Budanov, chief of the Defense Intelligence. Helicopter pilots were to fly 100 km over the enemy held territory at night and 5 meters above ground to deliver the medicine and ammunition to Mariupol defenders and evacuate those seriously wounded. Several pilots refused to fly the mission but then the first volunteer showed up. He had a personal reason – his wife

was a nurse tending to the wounded in the steelworks underground, so she was to be evacuated together with them.

The first flight was postponed several times from the fear of being discovered by the enemy. Finally, two helicopters delivered to the defenders the AA Stingers and anti-tank NLAW as well as the satellite system Star-



A Ukrainian Mi-8MSB shot down during an evacuation flight from the Azovstal steelworks in Mariupol.



Russian OFAB-250 bomb with a cynical message about help for Mariupol.

link enabling the internet connection.

The majority of these seven missions were flown by a pair of helicopters. Only one mission was flown by four Mi-8 together even accompanied by a Mi-24 in the case they needed the fire support. On this mission they evacuated around 40 wounded defenders. The flights took place mostly at night with the help of night vision instruments. On the way to the destination, right before crossing the frontline the helicopters landed to refuel. At steelworks they always picked the landing spot with the least debris. They stayed 15-20 min on the ground with engines and rotors ready for an immediate take off. They did not deliver only food supplies, medicine and ammunition to Azovstal but also several tens of soldiers who volunteered as a reinforcement.

Each flight took a different route in order to avoid detection. Some missions were flown partially over the sea. On the fifth mission the Russians will have already learned the situation and shot down one helicopter. On the last, seventh mission one helicopter crashed. It was decided to send a SAR helicopter, but the Russians were expecting it with the portable missiles and shot it down. It crashed right next to the helicopter wreck it had tried to help.

Supplies from Allies

Ukraine manages to replenish the airplane losses, at least partially, with the help of the Allies. In the beginning of war Kiev requested the aircraft supplies from the West. The transfer of Mig-29 fighters from Poland, Bulgaria and Slovakia was considered but Washington was afraid of the conflict escalation and these initiatives faded away. Ultimately the aircraft supplies were gradually started including Mig-29s, even though in a different form. Approximately twenty of them reached Ukraine but not airworthy, they will be a source of spare parts to repair the Ukrainian AF fighters. Thanks to it Ukraine could increase the number or their combat aircraft. The supplied aircraft originate in Moldavia where in 1997 the USA bought 21 Mig-29s. There were single seaters of the Izdeliye 9-13 version and two-seaters of the Izdeliye 9-51 version. The reason for this purchase was to prevent the sales to unwanted customers. For example, Iran or North Korea are very interested to obtain the spare parts for their aircraft. After these ex-Moldavian Migs were transferred to the USA couple of them were restored to the airworthy condition and served as the adversary during the military exercises.

Also, 14 dismantled Su-25 fighter-bombers reached Ukraine. They may have been delivered in April, but the information was made public only in the end of May. The country of origin was not officially published but Bulgaria, who had exactly 14 Su-25s, was mentioned. Due to the political reasons, they were not delivered directly but via USA. Once put



This MiG-29, which was originally used by the Ukrainian aerobatic group Falcons, has been put back into service thanks to the delivery of spare parts.

From the Davis-Monthan base in Tucson, a US C-17 transported a Mi-8MTV V5 helicopter that was originally destined for Afghanistan but has now been donated to Ukraine.

together again the Ukrainian AF could deploy them just in time when they were needed the most, in Donbas and Kherson fighting.

Besides the fighters the numerous helicopter deliveries are headed for Ukraine. Starting in April in total 20 Mi-17V5 helicopters were delivered from the USA. The Ukrainians deploy them together with their Mi-8s. In case of the "American" helicopters these were the airplanes originally destined for Afghanistan.

In the end of May Czech Republic confirmed delivery of 12 Mi-24 combat helicopters to Ukraine. The media informed about Mi-24D version, but such a thing is not possible, because Mi-24D helicopters were scrapped several years ago in the Czech Republic and they can be found there only as museum exhibits. The information about what was in fact delivered is classified of course, but it is not difficult to guess that, given the number, these were some Mi-24V or even Mi-35s that were probably intended for sale prior to the delivery of the H-1 helicopters, which the Czech Republic ordered as a replacement for the Hinds in the number of 12 units. According to some reports, these Hinds have also undergone a partial modernization and maybe an overhaul, but official sources are silent on the subject... Thirdly, Slovakia announced delivery of their helicopters. On Wednesday June 15, Slovak Minister of Defense Jaroslav Nad' made an announcement also saying that the helicopters already safely arrived in Ukraine. There were four Mi-17 and one Mi-2 supplied. Slovakia stuck these of charge after receiving UH-60M Black Hawks.

Drones from auctions and fund raising

Ukrajinské ozbrojené sily získali netradične The Ukrainian armed forces obtained several drones in rather unorthodox way. For example, the Ukrainian group Kalush Orchestra, who on May 14 won the Eurovision competition with the song Stefania, contributed to

their purchase. On the following day the photographs appeared on the social networks showing the messages ridiculing the group which Russians inscribed on the bombs consequently dropped on the Ukrainian cities. Kalush Orchestra reacted in a way that ultimately will freeze the smile on the Russian soldiers' faces. As a winning price the group received a crystal microphone which they in the end of May listed on the internet auction. The trophy was sold for 900,000 USD. The pink hat, worn by the singer Oleh Psiuk during the Eurovision performance, was sold in auction for another 370,000 USD. Altogether the band raised 1.27 million USD. These money will be used to purchase the Ukraine-made PD-2 drones. The Ukrainian army uses them for reconnaissance, localizing the targets and artillery fire guidance. In the end of May a fund raising took place in Lithuania to purchase TB2 Bayraktar drone.

In couple of day almost 6 million EUR was raised. Shortly after the rumors from Russia spread stating that this particular drone was shot down 3.5 minutes after its take off. The Lithuanians calmly reacted that this drone was still being manufactured and delivery would take another three weeks at least. Turkish manufacturer Baykar however refused to accept the fund-raising money from the Lithuanian representatives and offered the drone free of charge.

"Turkey was highly impressed by the determination of the Lithuanian citizens to help Ukraine and that the funds were raised so quickly, and the name Bayraktar was spoken around the world", said the fund-raising organizer Andrius Tapinas. Due to that, 1.5 million EUR raised was transferred to the Lithuanian Ministry of Defense who use these money to purchase the ammunition for Bayraktar. The remaining 4.4 million EUR,



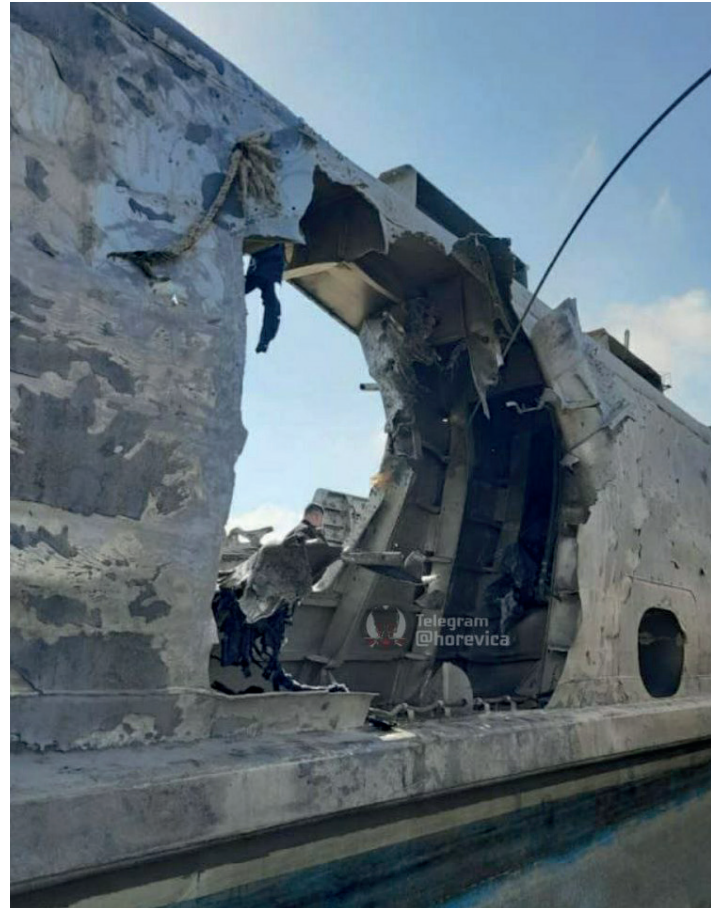
Lithuanians raised almost 6 million euros to purchase Bayraktar for Ukraine.

as per Turkey's wish, will be used for the humanitarian help and reconstruction of the Ukraine.

Ukraine continues deploying the Bayraktar drones successfully even though the Russians claim they keep destroying one after another. The latest example is the successful attack on the Russian tug Vassily Bekh which, during the night of June 16-17, was delivering the supplies and reinforcements to the Snake Island. On her voyage she was hit by two Harpoon anti-shiping missiles. It was the very first successful deployment of this rocket by Ukrainians. What was the Bayraktar role during this mission? It recorded the whole action and explosions of both rockets. It is of interest that it was able to shoot the videos uninterrupted even though the tug carried the AA Tor on board. Vassily Bekh was commissioned in January 2017. The tug was 57 meters long with the full displacement of 1670 tons. 26 sailors formed its crew, and it could carry another 36 persons. The crew fate is currently unknown.

Most recently the Ukrainian attacks by long-range artillery were on the way to the ammunition depots and railway marshalling stations in Donetsk used by Russians to supply the front units. Destroying several of these large ammunition depots had a potential to significantly weaken the Russian supremacy in the artillery and curtail the Donbas offensive. The Ukrainian AF took part in at least one of these attacks successfully. The depot in the city of Khrustalnyi (Krasnyi Luch in Russian) in Luhansk area is located too far, around 80 km from the frontlines. Despite this fact on Thursday June 16, it was destroyed.

For this mission the Ukrainians employed the Tochka-U ballistic rocket and at the same time launched a pair of Su-25 which flying close to the ground evaded the Russian AA defense. It's the proof how much importance Ukrainians attributed to this target. They made sure to have the backup if the first attack failed for some reason. In the end the ammunition depot was hit by both the rocket and fighter-bomber aircraft. It resulted in an enormous explosion followed by number of secondary explosions of the artillery grenades which destroyed tens of houses and cars in the vicinity of the depot. The similar situation occurred after the ammunition depots were hit in Donetsk. The sepa-



A Serna-class landing craft recovered after sinking off the Snake Island. The Bayraktar drone left quite a hole in it.

ratists claim that the Ukrainian shelling killed civilians but the most damage comes from the secondary explosions of the depots located in the stadiums or city industrial halls.



The Russian tugboat Vassily Bekh was sunk by two Harpoon missiles while attempting to deliver supplies to Snake Island.

Back Into the Fire

text: Richard Plos



photo: Author's Collection

The Mustangs in Korea

THE KOREAN WAR USHERED IN A NEW ERA OF MILITARY AIRCRAFT AND REPRESENTED THE SWANSONG FOR ANOTHER. PISTON ENGINE AIRCRAFT SAID GOODBYE TO THEIR ROLE AS FRONT-LINE FIGHTERS DURING THE COURSE OF THE CONFLICT, WHILE NEW JET AIRCRAFT QUICKLY BEGAN TO DOMINATE THE SKY. NEVERTHELESS, AIRCRAFT THAT HAD PROVEN THEMSELVES IN THE SECOND WORLD WAR MADE A RETURN TO ACTION ONE LAST TIME. AMONG THESE WERE MUSTANGS, REDESIGNATED IN 1948 FROM THE P-51D TO THE F-51D. THEY ALSO LEFT A MARK ON THE HISTORY OF THE KOREAN WAR.

on the Republic of Korea (RoK). Until recently, the country that had just thrown off the shackles of a vicious 35-year Japanese occupation fell into a third bloody conflict that, according to the North's leader, Kim, was to have reunified the country and placed firmly into the grip of the

Soviet Block. Calculations based on American lethargy, almost ignorance, turned out to be flawed, and they had pulled their forces out of the area a year earlier. The eight-month old United Nations organization reacted, and thanks in part to a boycott by the Soviets of discussions. Twen-

ty-one nations to varying degrees ensured that at least areas south of the 38th Parallel on the Korean Peninsula would remain a part of the free world. This would be the basis of the first major armed conflict since the end of the Second World War.

Colonel's Parallell

The allied victory over Japan bestows the lion's share of credit to the United States. But also to be pointed out is that the Soviet Union, who acquired a free hand after the German capitulation in Europe, declared war on virtually beaten Japan on August 8, 1945, and the 1st Far East Front, in co-operation with the Baikal assets supported by Mongolian and Chinese communist Liberation Armies quickly moved through Manchuria. What emerged was a threat that the communists, under the leadership of Marshal A. M. Vasilevskiy, would gain control of the entire Korean peninsula with minimal effort. For the Americans, it was a longer walk to Korea, and they could only hope that the Soviet Union would accept a proposal put forth by Colonels Dean Rusk⁽¹⁾ and Charles H. Bonesteel III⁽²⁾ to create two administering parts divided by the 38th Parallel. The hopes were justified. Practically no sooner had the Koreans rid themselves of Japanese tyranny, the country was torn in two. The Soviet Union wasted no time in exporting communist ideology through its protégé and former Red Army Major Kim Sung-Ghua, better known as Kim Ir-sen. The demarcation line, intended originally only as an administrative separation of zones under Soviet and American control following the Japanese capitulation, and to administer items such as the movement of material and prisoners, soon became a regular border. As the situation deteriorated between the former allies, so did the situation on the peninsula.

The two Koreas also found themselves in a deteriorating relationship. As a result, on November 14, 1947, the United Nations General Assembly adopted Resolution 112/II establishing the UN

Commission on Korea (UNTCK). This was to provide for free elections, but ultimately, only South Korea set the conditions for these to take place. From the May elections that followed, under the supervision of the UN Commission, a parliament emerged, which then elected a president on July 20, 1948. His name was I Sung-man (generally referred to as Syngman Rhee in English language transcripts). He was forced to flee Korea in 1912 in the face of Japanese aggression, and after moving to the United States, he studied at Harvard and Princeton Universities. After his appointment, he declared the Republic of Korea, and made no secrets about his desire for reunification. In the North, of course, there arose "Peoples' Committees" to purge North Korea of all "reactionaries" and "enemies of the state and people". Under these conditions, local elections were held on August 25. However, in keeping with communist ideals of democracy, there was only one candidate, namely Kim Ir-sen. He immediately proclaimed the Democratic Peoples' Republic of Korea, finalizing the division of the Korean peninsula. While the Soviet Union fully armed and, through advisors, trained the North Korean army, the United States generally regarded South Korea as outside of its realm of interest in the geographical area. As expressed on January 12, 1950, US Secretary of State Dean Acheson, the United States was willing to extend protection only to Japan, Okinawa and the Philippines. The same sentiment was echoed earlier by General Douglas MacArthur, the top allied military official in postwar Japan. This all led to North Korean officials to the interpretation that the door to occupying the southern part of the peninsula was wide open, and that the United

States wouldn't lift a finger to stop them.

The South Korean army was an essentially lightly armed force, ill-equipped to resist the force of ten divisions, two mechanized regiments and an independent tank brigade with 258 T-34/85s and Su-76 self propelled howitzers. The air force, under the leadership of Major General Wang Yon, had 239 aircraft, out of which at least 122 were combat. These assets were spread out over a fighter, ground attack and training regiment. The inventory sported the Yak-9P and IL-10, with the older Yak-7s and La-7s having been retired by the time the attack took place. In some IL-10s on captured airfields, flight manuals were found which had notes written in them in Russian right up to June 27, and so were delivered before the invasion. In all, some 190,000 men at arms were massed, along with a huge number of Chinese 'Peoples' volunteers' that were ready to deploy in aid of their ideologically sympathetic neighbor.

The Attack

North Korea took its southern neighbor completely by surprise. Not so much by the attack itself, because many experts and observers were more or less expecting it, but by the overall scope of the entire operation. Very early morning on Sunday, June 25, 1950, virtually the entire North Korean army went into swift action, supported by artillery and eventually, the air force as well. The lightly armed South Koreans could do little in the face of such a force, lacking a tank force, artillery and air assets. It was nothing short of a miracle that what South Korea could muster in defense bravely held a line for three days that prevented the taking of Seoul. However, North



ONE OF THE FIRST...
PERSONAL AIRCRAFT
OF MAJOR DEAN
HESS WITH THE
KOREAN INSCRIPTION
"WITH FAITH I FLY".

photo: U.S. Air Force

Korean forces quickly advanced south down the left flank. Which begs the question, why were the South Koreans so weak compared to the North?

The last American units left the Republic of Korea on June 29, 1949, and only 482 military advisors remained under the command of General W. L. Roberts. Contrary to the massive arming of North Korea by the Soviets, the United States was significantly stingier towards the South. The American view stipulated that the South Korean army should only be as large as necessary to maintain order in country, and not

rean army a minimum of six months, and further supplies of equipment and light weapons were promised. The request by South Korea's Minister of Defense, Sin Sung-Mo, in 1949 for the supply of 188 M-26 Pershing tanks was denied, and repeated requests by the county's president I Sung-Man for the F-51 Mustang were as well. The heaviest weapon that the United States was willing to supply the South Korean Army with was the 81mm M1 Mortar.

Although the South Korean Air Force came into existence on October 10, 1949, in April 1950, it only had 1,859 personnel, and at least so-

combat after the attack began. In all, after the first three days, they flew 123 combat sorties, during which they dropped some 500 hand grenades on the enemy, along with 274 15kg bombs of Korean manufacture, either dropped by hand or from improvised bomb racks. Besides that, 165 reconnaissance and liaison flights were made. By July 27, 1953, when the armistice was signed, the ROKAF had 118 aircraft including 78 F-51D Mustangs and 11,500 personnel. Some 39 South Korean pilots had over one hundred missions flown each, while seventeen would be killed in action.

Retired Major General Claire L. Chennault, legendary commander of the Flying Tigers and a big supporter of anything opposing the expansion of communism in Asia, recommended delivering 25 Mustangs to the ROKAF before the war, but General MacArthur, Supreme Allied Commander in the Far East dismissed the idea on the basis that such equipment would not be required for maintaining domestic peace and would only serve to promote a war between North and South Korea...

The only thing that the South Korean president was able to secure was a promise to train a number of selected pilots on the F-51D. These arrived in Japan in early 1950 and fell under the tutelage of Captain James P. Becket, member of the 36th FBS from Itazuke Air Base. For this purpose, ten Mustangs retired from USAF service were gifted to the ROKAF. It was necessary to basically start from square one, because it had been a long time since the South Korean pilots had flown combat aircraft, not even taking into account the differences in flight characteristics from lighter Japanese equipment. The training of these pilots was far from complete at the time of the attack...

Immediately following the North Korean attack on South Korea, the United States requested a United Nations Security Council meeting. This led to a proclamation that labeled the attack



photo: Author's Collection

KOREAN PILOTS ATTENDING

A BRIEFING PRIOR TO A CONVERSION

FLIGHT ON THE F-51D.

so large as to put stress on a devastated economy or present a perceived threat to its northern neighbor. It was decided that the South Korean army would have 65,000 men to maintain order and patrol the border, 4,000 patrolling the coast, and 35,000 policemen would be providing internal support.

After their departure, the Americans left behind military supplies that were to last the South Ko-

rean army a minimum of six months, and further supplies of equipment and light weapons were promised. The request by South Korea's Minister of Defense, Sin Sung-Mo, in 1949 for the supply of 188 M-26 Pershing tanks was denied, and repeated requests by the county's president I Sung-Man for the F-51 Mustang were as well. The heaviest weapon that the United States was willing to supply the South Korean Army with was the 81mm M1 Mortar. Although the South Korean Air Force came into existence on October 10, 1949, in April 1950, it only had 1,859 personnel, and at least so-

THE COMMANDER OF FAR EAST AIR FORCE (FEAF), LT. GEN.

GEORGE E. STRATEMEYER WAS ON VACATION AT THE TIME OF

THE OUTBREAK OF THE WAR, AND SO INITIAL DECISION MAKING

FELL TO HIS DEPUTY, LT. GEN. EARL E. PARTRIDGE.

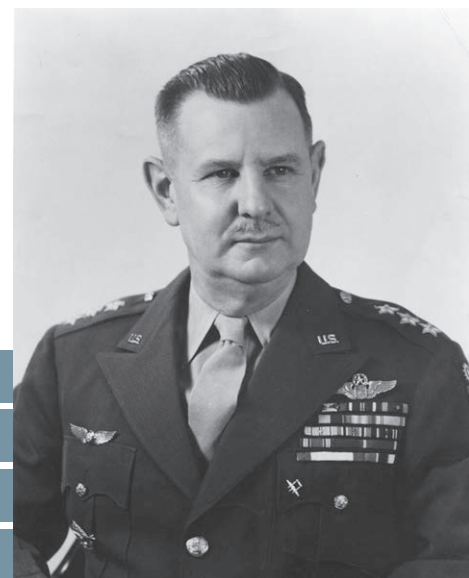


photo: U.S. Air Force

as illegal according to Resolution S/1501 and called for an immediate ceasefire. Nevertheless, North Korean forces advanced quickly, resulting in the UN's declaration of North Korea as the aggressor state and subsequently issuing Resolution No.83, calling on member states to offer military aid to the nation attacked. Direct military support was offered by sixteen nations, and four air forces. Three of these committed Mustangs to the fight – the United States, Australia and South Africa.

The FEAF: Too far away

The Far East segment of the USAF was labeled as the FEAF (Far East Air Force) and its nearest assets suitable for the war in Korea were located in Japan and on Okinawa. The term

FEAF Commander, Lt. General George E. Stratemeyer was on vacation in Nagoya with his family at the time of the attack. His deputy, Major General Earle E. Partridge (CO of the 5th AF and at the time holding the temporary rank of Lieutenant General) on learning of the attack, immediately called for the initiation of Preparatory Operational Plan No. 4, calling for the evacuation of American citizens from Korea. The first aircraft that would see service directly associated with the war were C-54 Skymasters and C-47 Skytrains of the 374th TCW (Troop Carrier Wing) out of Itazuke. In the afternoon hours of June 25, 8th FBW CO Col. John M. Price, under whose jurisdiction the 374th TCW fell, proclaimed that his units were ready and able to fulfill all tasks assigned to it

IT DIDN'T TAKE LONG FOR THE MUSTANG TO EARN SOME RESPECT. GENERAL TIMBERLAKE REMARKED THAT ONE MUSTANG FROM TAEGU WAS, FOR HIM, WORTH FOUR F-80S FROM JAPAN.

"nearest", though, needs some qualification. For example, the base at Itazuke, which housed the 8th FBG, was some 700 km (almost 450 miles), giving a round trip of 1,400 km (900 miles). For American Shooting Stars, this was not just around the corner. This distance was achievable, but would only allow an average of some four minutes over the target.

as of the following morning. But the following morning held out hope that the South Koreans might be able to stall the North Korean advance. As a result, the plan for a rapid evacuation by air from Seoul was replaced by one transporting the evacuees to leave on a Norwegian merchant ship. Strictly in the name of caution, 68th and 399th F(AW)S (all-weather squad-



photo: U.S. Air Force

LIVING CONDITIONS ON KOREAN BASES WERE FAR FROM COMFORTABLE...

FEAF Composition at the Beginning of the War

5th AIR FORCE

Itazuke, Kyushu

8th Fighter-Bomber Wing
8th Fighter-Bomber Group (F-80)
35th Fighter-Bomber Squadron
36th Fighter-Bomber Squadron
80th Fighter-Bomber Squadron

Johnson AB, Honshu

3rd Bombardment Wing (L)
3rd Bombardment Group (B-26)
8th Bombardment Squadron
13th Bombardment Squadron

Nagoya AB, Honshu

347th Fighter AW Wing
347th Fighter AW Group

Tachikawa AB, Honshu

347th Troop Carrier Wing
347th Troop Carrier Group (C-54)
6th Troop Carrier Squadron
22nd Troop Carrier Squadron

Yokota AB, Honshu

35th Fighter-Interceptor Wing
35th Fighter-Interceptor Group (F-80)
39th Fighter-Interceptor Squadron
40th Fighter-Interceptor Squadron
41st Fighter-Interceptor Squadron
339th Fighter AW Squadron (F-82)
8th Tactical Reconnaissance Squadron, photo (RF-80)

Misawa AB, Honshu

49th Fighter-Bomber Wing
49th Fighter-Bomber Group (F-80)
7th Fighter-Bomber Squadron
8th Fighter-Bomber Squadron
9th Fighter-Bomber Squadron

12th AIR FORCE

Naha AB, Okinawa

51st Fighter-Interceptor Wing
51st Fighter-Interceptor Group (F-80)
16th Fighter-Interceptor Squadron
25th Fighter-Interceptor Squadron
26th Fighter-Interceptor Squadron
4th Fighter AW Squadron (F-82)

Kadena AB, Okinawa

31st Photo Reconnaissance Squadron, VLR (RB-29)

Anderson AFB, Guam

19th Bombardment Wing (M)
19th Bombardment Group (B-29)
28th Bombardment Squadron
30th Bombardment Squadron
93rd Bombardment Squadron

13th AIR FORCE

Clark AFB, Luzon

18th Fighter-Bomber Wing
18th Fighter-Bomber Group (F-80)
12th Fighter-Bomber Squadron
44th Fighter-Bomber Squadron
67th Fighter-Bomber Squadron
21st Troop Carrier Squadron (C-54)
6204th Photo Mapping Flight (RB-17)

Note: As of May 31, 1950, FEAF possessed 1,172 aircraft, as follows:

73	B-26
27	B-29
47	F-51
504	F-80 (of which 423 were F-80C)
42	F-82
179	Transport Aircraft
48	Reconnaissance Aircraft
252	Others



JEEPS USED BY TACP (TACTICAL AIR CONTROL PARTY) UNITS WERE EASY TO DISTINGUISH IN KOREA BY THEIR LONG ANTENNAE IN THE BACK.

photo: U.S. Air Force

rons) F-82 Twin Mustangs were dispatched for patrol flights over Seoul and Inchon. They were attacked by pairs of North Korean fighters (either La-7s or Jak-9Us), but not authorized to fire, they were able to take advantage of their performance to refuse the combat.

Eleven C-47s and two C-54s were able to take-off in the face of a worsening situation from Itazuke on the morning of June 27. Their protection was the job of Twin Mustangs, while top cover was also provided by F-80 Shooting Stars. The air evacuation was carried out from the bases at Kimpo and Suwon, and by the time the sun came down, 851 personnel had been evacuated.

Seoul became a point of North Korean attention on June 28, and at that point, so far hesitant American president Harry S. Truman ordered the 5th AF to gain air superiority and to provide direct air support to ground forces. With that, he opened the door to the use of American air power in the Korean War. The same day, General Partridge and his deputy Edward J. Timberlake came to the conclusion that further operations would require aircraft with long range abilities capable of taking off from unprepared airfields in Korea and would be capable of conducting attacks against ground targets with high levels of precision and effectiveness. This led to the first instance of suggesting the deployment of Mustangs and all units in the 5th AF were that same day asked to secure volunteers to finish training of the Korean pi-

lots and ultimately train more ROKAF pilots in country. At the same time, they were to provide some limited air support to UN ground forces. The request for these pilots came to Col. Virgil L. Zoller, Commanding Officer of the 35th FIW. The FEAF specified that they were looking for ten qualified Mustang pilots, four security officers and a hundred groundcrew to begin the project named Bout one, which fell to the command of major Dean Hess.⁽³⁾

Urgent: looking for Mustangs!

With the exception of Twin Mustang all weather units, all combat units at the time of the invasion were stationed in Japan and were already equipped with jets. Some Mustangs in Japan still could be found, but they were gradually being scrapped or sent back to the United States. About thirty examples were at the Tachikawa AB, while others were found at Johnson AB (today Iruma), and some units used them as target tugs or for pilots to maintain a level of proficiency, who did not want to part with the aircraft despite flying jets already.⁽⁴⁾

These aircraft were hurriedly prepared for their final service call due to the given circumstances. In some cases, they needed to go through a major overhaul with their engines and airframes "nulled" (receiving new logbooks that included zero flight hours logged), because in many cases, there were no longer available any records of individual aircraft. Many of the aircraft lack parts of their radio equipment, and other items. There were cases

North Korean Air Assets at the Beginning of the War:

Yonpo (K-27)

type	pcs
Yak-7/9	10
Yak-11	12
Il-10	18

Sinmak (K-20)

type	pcs
Yak-7/9	10
Il-10	2

Pyongyang (K-23)

type	pcs
Il-10	8
Yak-7/9	20
Yak-11	2
Il-10	40

Total Combat Aircraft: 122

Note: these figures were supplied by a North Korean pilot who defected just prior to the war.

GROUND CREW HANG NAPALM
TANKS ON AIRCRAFT ALREADY
ARMED WITH UNGUIDED
ROCKETS. THE TANKS PROVED
PARTICULARLY EFFECTIVE IN
COMBAT.



photo: U.S. Air Force

where in a formation of two flying aircraft, one had radio equipment but lacked a compass, while the other was in the exact opposite situation. To top it off, there were not nearly enough required Mustangs in Japan, so FEAF requested the transfer of more aircraft from the United States.

Although Mustangs had been withdrawn from use within USAF units, they did form the bulk of equipment with the National Guard units, which made it one of two main sources of Mustangs for the war in Korea. The other source was the storage facility at McClelland AB. Selected units of the National Guard were immediately ordered to transfer 79 F-51Ds to the naval yard at NAS Alameda and storage facilities "turned up" another 66 pieces. All 145 Mustangs were crated in protective black "cocoons", and pla-

ced on board the Essex Class carrier USS Boxer (CV-21). The Boxer had returned to San Diego after its third postwar cruise in the Pacific on the same day that war erupted in Korea, June 25, 1950. Instead of planned maintenance and needed repairs, she left immediately after being loaded up on July 14. The cruise was attached to the previous operation, Task 500717. The ship's commander was Capt. John B. Moss, who was supposed to hand the reigns of the Boxer over to his successor, Cameron Briggs, but was required to extend his service for the duration of this transport mission. The 9,000km (5,600 mile) journey was made in record time, lasting some eight days and seven hours. Besides the Mustangs, she also carried seventy National Guard pilots, five L-5 observation planes and 19 US Navy aircraft.

First Blood

The first Mustangs left Japan for Korea on the afternoon of June 29. These fell under Bout One and were ones from these donated to the RO-KAF. General MacArthur the same day set out for Suwon (Base K-13) in his personal C-54 Bataan, in order to familiarize himself with the tactical situation at an operational briefing. High cover for his flight was provided by F-80s from the 8th FBW while F-82s stuck close to his plane. American pilots in four F-51Ds bearing Korean markings followed independently, but only with a small time offset.

Immediately after landing, MacArthur met with American Ambassador John Mucci and President I Sung-man. During the meeting, the base was attacked by North Korean IL-10s. Their timing coincided with the arrival of the four afo-

AIRCRAFT BELONGING
TO THE 18TH FBG
"TRUCKBUSTERS" AT K-10
CHINHAE, LIKELY IN 1952.
AIRCRAFT 44-12943 IN THE
FOREGROUND CARRIES THE
INSCRIPTION "WAS THAT
TOO FAST".



photo: U.S. Air Force



F-51D MUSTANG FLOWN BY
MAJOR MURRIT H. DAVIS,
DUBBED 'SEXY SALLY II', DROPS
NAPALM DURING AN ATTACK
ON INDUSTRIAL TARGETS ON
JANUARY 1, 1951.

photo: US Defense Imagery

rementioned F-51s, and two of the IL-10s went down in short order, courtesy of 2nd Lt. Orrin E. Fox while 1st Lt. Harry T. Sandlin shot down one. Both of these pilots hailed from the 80th FBS, and a fourth IL-10 was downed by 1st Lt. Richard Burns

of the 35th FBS. Some sources identify Fox's and Sandlin's victims as either Jak-9s or La-7s instead of IL-10s. One probable kill was attributed to 1st Lt. Eugene R. Hanson (36th FBS), and this was likely a Yak-9. Sadly, three of these volunteers

didn't live to see the end of 1950. Burns, Sandlin and Hanson all were killed after returning to their units and to flying the F-80s. In fact, during the first year of the war, seven of the original ten American Bout One pilots perished...

MAJOR DEAN HESS BEING
GIVEN THE TREATMENT
BY GROUND CREW AFTER
COMPLETING HIS 100TH
MISSION IN KOREA.

photo: U.S. Air Force



HISTORICAL EXCURSION

The Korean Peninsula was under the control of the Japanese as of 1905, something supported by an agreement with Great Britain whereby Britain agreed to recognize Japanese interests in the area in exchange for Japanese recognition of British interests in China. Under this umbrella of agreements reminiscent in some ways of other shameful British acts of diplomacy (such as the Munich Agreement that betrayed Czechoslovakia in 1938), was followed by the Treaty of Portsmouth which secured similar such recognition from the Russian Empire, and the Taft-Kacur Memorandum that ensured more or less the same from the Americans. This developed into there being nothing stopping the Japanese from establishing a protectorate over Korea in 1910, who's first Japanese Governor-General was Terauchi Masatake. The Japanese removed Korean Emperor Sunjong and gradually took over all the major posts in the country. Japanese rule brought with it hunger, torture and slavery. Korean Christians were crucified and burned. Peaceful protests

for freedom in 1919 were brutally put down and around 550 people were murdered. The Japanese did what they could to basically eradicate the Korean identity. Schools were taught exclusively in Japanese, publishing in Korean was outlawed, it was forbidden to study Korean history and there were Korean book burnings. Hundreds of thousands of Koreans were sent to Japan or her occupied territories for forced labor and many Korean women were forced into sexual slavery for the benefit Japanese soldiers. Korean men were forced to fight in the ranks of the Japanese, and at times, the Chinese, army. The end of the Second World War signaled the end of thirty-five years of the tyranny. Already in November, 1943, the Cairo Conference declared the independence of Korea as one of its objectives in the war against Japan, and Koreans could thus hope for peace and prosperity immediately after the end of hostilities. However, the situation would travel down a different road...

After his return to Japan, MacArthur learned that Australian Prime Minister Robert G. Menzies offered the services of No. 77 Squadron, which fell under FEAF. This was good news, because it meant another thirty Mustangs ready for action and transfer to the area within a few short days.

Bout One: First Out of the Pan and Into the Fire

The remaining six Mustangs from the training program of South Korean pilots with freshly applied ROKAF markings left for Korea on July 2. In their cockpits this time were six Korean pilots. As the originally trained Korean pilots were not ready for combat, the most experienced ones arrived from Korea and hurriedly made themselves familiarized with Mustang within just a couple of days. It was far from ideal, as they flew just one or two training flights with the aircraft they have never flown before. The ability of these pilots to reach their destination safely raised some concerns. Also their aircraft were not in the best shape as they were serving as a tugs for the tow targets, which was hard duty and also their maintenance was somehow compromised... Anyway, the things went well and all the Mustangs landed safely at Taegu, completing the Bout One gathering of ten Mustangs. Ten American pilots of the unit were ready to fly them in combat, while six Korean pilots were to be gradually trained with some ready to get into action immediately. (5) Combat missions were initiated next day already, where first and foremost, the unit CO, Major Hess, excelled. He tirelessly flew several missions per day. Despite having combat experience gained in the Second World War, the six Koreans didn't possess full control of the reigns over their Mustangs. The biggest issues for

them were caused by the aircraft's high wing load, which tended to extract a certain tax from its pilots. Colonel Lee Gun Suk, experienced wartime pilot, who is even credited with up to 23 kills in some Korean sources (although this is unlikely), couldn't pull out of his dive after

attacking a North Korean tank. He crashed and was killed...

The lack of proper training of the Korean pilots also somewhat complicated their operations. Taegu was crowded with transport aircraft, and the Koreans usually flew out of Chinhae

AT THE END OF THE WAR, BY JUNE 27, 1953, THE ROKAF WOULD HAVE 118 AIRCRAFT, INCLUDING 78 F-51D MUSTANGS AND 11,500 PERSONNEL. IN ALL, 39 KOREAN PILOTS WILL HAVE ACCOUNTED FOR ONE HUNDRED SORTIES, AND SEVENTEEN WOULD BE KILLED IN COMBAT...

WHY MUSTANGS?



photo: U.S. Air Force

CONTRARY TO THE MORE SOPHISTICATED JET POWERED AIRCRAFT, MUSTANGS COULD OPERATE FROM UNPREPARED AIRSTRIPS. THEY WERE ABLE TO PROVIDE AIR SUPPORT AT LOW ALTITUDES USING A WIDE RANGE OF MUNITIONS. ANOTHER ADVANTAGE WAS THEIR LONG RANGE AND ENDURANCE.

The F-51D became the only single engine piston powered fighter bomber used by the USAF in the Korean War and fulfilled similar missions to that of the Navy or Marines Corsairs (in the F4U-4, F4U-4B, F4U-5N, F4U-5NL, F4U-5P and AU-1 versions). Also, among the initial suggestions was the use of the F-47 Thunderbolt, but that was never realized. There were several reasons for this, despite the robust and high-performing "Jug" seeming like the perfect candidate for such an operations in Korea. One reason was that throughout the entire Air Force, there was only a single training unit still flying this type, and there was uncertainty surrounding the ability to put

together enough aircraft for the required service. To top it off, there were no sources of spare parts for the Thunderbolts in Japan, contrary to the situation surrounding the Mustang. FEAF commander General Stratemeyer pushed stubbornly and persistently for the F-47. USAF Chief of Staff General Hoyt Vandenberg didn't definitely turn down the requests until May 4, 1951, almost a year later! The reasons that Stratemeyer so yearned for the F-47 stems from the fact that, as was confirmed, the Mustang was first a fighter. That was its role in the Second World War. Mustangs certainly played the part of a strafing machine without question, but they were not

the ideal weapon for that role. The cooling system and the length of its coolant system piping meant that the Mustang was more vulnerable to small arms ground fire. The Thunderbolt, with its air-cooled radial, would be more suited to the types of conditions that low level ops generated, even with its complex turbocharger. Stratemeyer's opinion was certainly not a case of mere theorizing. The vulnerability of the Mustang did extract a heavy toll on its numbers. Some monthly losses of F-51Ds amounted to over a half of aircraft lost. As an example, April, 1951, anti-aircraft batteries brought down thirteen F-80s, two Thunderjets and 25 Mustangs...

**SOUTH AFRICAN NO. 2 SQUADRON
"FLYING CHEETAHS" WAS A COMPONENT
UNIT OF THE 18TH FIGHTER BOMBER
GROUP AND ALL UNITS CONVERTED FROM
THE MUSTANG TO THE SABRE LAST.**



photo: U.S. National Archives and Records Administration

(K-10) and landed at Pusan-West (K-1). From there, they would be flown back by transport and Americans flew the Mustangs back to K-10. There were concerns that the South Koreans

Hess later. They then circled above the convoy until more Mustangs from Taegu and F-80s and B-26s from Japan arrived. The pair then headed back to Taegu, was refueled and rearmed, and

WHEN HESS SWUNG AROUND FOR A DEFINITE REPEAT, HE LEFT 117 DESTROYED TRUCKS, 38 TANKS AND COUNTLESS DEAD NORTH KOREANS IN HIS WAKE. GENERAL PARTRIDGE PROCLAIMED THIS TO BE A PIVOTAL POINT OF THE WAR THE NEXT DAY.

would have some difficulty utilizing the short runway at K-10.

Probably, the most well known event to come out of Bout One occurred on July 11, 1950, when a pair of aircraft led by CO Dean Hess (the other pilot being Lt. Timberlake) took off under rainy conditions fully armed and loaded with rockets and bombs to attack a North Korean armored column on a narrow mountain road that, in turn, had its sights set on the American 25th Infantry Division. Hess ordered Timberlake to attack the rear of the convoy while Hess focused on its front. "We plugged up both of the ends of the convoy with bomb craters and truck wrecks so that they couldn't move", remarked

conducted another attack. And then once more after that. When Hess turned for home that last time, they left the wrecks of 117 trucks, 38 tanks and a high number of dead North Korean troops behind. General Partridge proclaimed this to be a key point in the war a day later.

Dallas Squadron

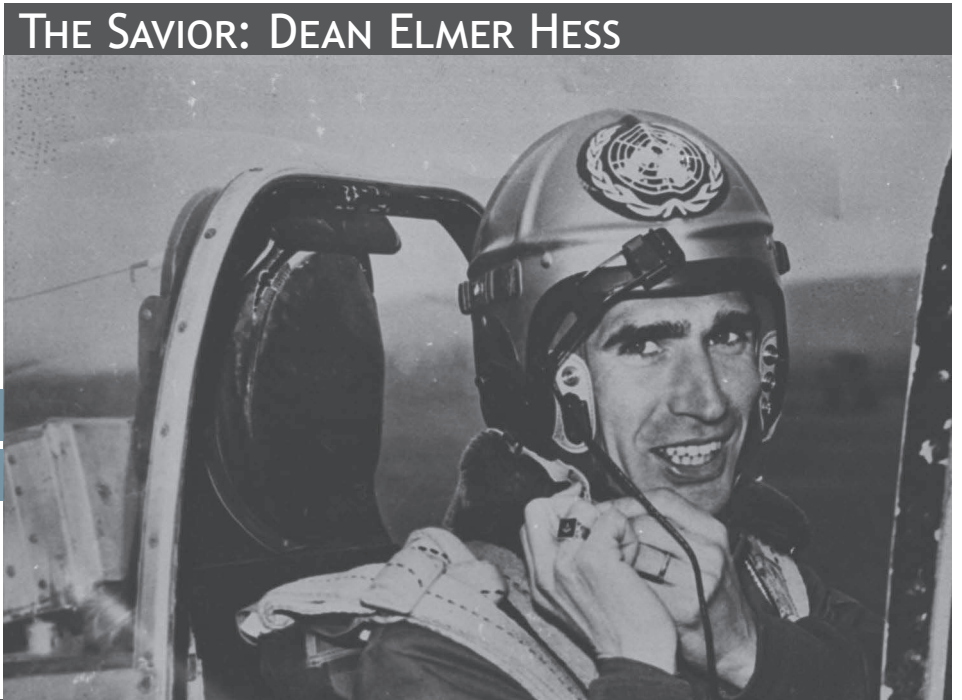
While Mustangs were being gathered in the United States in preparation for transport to Korea, it was also necessary to prepare pilots from units that had by now flown mainly jet powered aircraft. Although the USS Boxer had brought some seventy National Guard pilots for its trip to Japan, and many of these were experienced

vets, the plan was to have three pilots for each aircraft to stay true to the adopted system and character of the entire operation. It was anticipated that each aircraft would fly several missions per day. Therefore, on July 3, General Stratemeyer ordered that the 13th AF, at Clark Field in the Philippines, choose 18th FBG pilots to commit that had until recently flown the F-51D. Out of this came a unit that was dubbed 'Dallas Squadron'. The bulk of its personnel came from the 12th FBS, and all remaining airworthy Mustangs in Japan were reserved for it, being readied for transfer to Korea at Johnson Air Base. This unit was to absorb Bout One at Taegu and thus form the 51st FBS(P), a unit with 'provisional' status. Because the situation had brought about more airworthy Mustangs on the Japanese islands, conversions of pilots and personnel from the 40th FIS of the 35th FIG was also initiated. During this process, F-80 Shooting Star flights continued over Korea, and were moved there without the interruption of action on July 14. They began to fly out of Pchohang (K-3) at the beginning of August. It didn't take long for the Mustangs to get some respect. General Timberlake, with significant acknowledgement, proclaimed one Mustang flying out of Taegu was worth four F-80s out of Japan. The usefulness of the Mustang was echoed in a memoir by Major Harry Moreland, CO of the 51st FS(P): "I was in a two-ship flight and we were going to run the road between Seoul and Taejon and hit anything we could find. Our first target was a couple of North Korean trucks that we

THE SAVIOR: DEAN ELMER HESS

MAJOR DEAN HESS IN THE COCKPIT OF HIS MUSTANG

photo: U.S. Air Force



Dean Hess, at the time of the attack on Pearl Harbor, was a priest and preached to his parishioners in Cleveland. After the attack, he came to the realization that he couldn't ask them to fight for their homeland without leading by example. Since he had been fascinated by aviation from an early age, he signed up for the Aviation Cadet program and became a pilot. In 1944, he was assigned to go to France, where he flew 63 combat missions in a P-47D. After the war, Hess returned to the priesthood and also started his postgraduate studies. In July, 1948, he was recalled for active duty and at the time of the North Korean attack on South Korea, he was serving in Japan. He voluntarily accepted the command function for Bout One, which became the first USAF air combat formation in Korea, at Taegu. By June, 1951, it had flown 250 combat missions. During this period, they also launched an unofficial program to evacuate orphaned Korean children and escort them to safety ahead of advancing Chinese

troops. Among the reasons for this initiative was the unhappy event that occurred in December, 1944 during a raid on Kaiserslautern, when he and Bill Myers attacked a railroad station with their P-47s. While dropping their two 1,000 pound bombs each, one of Hess's failed to separate from the rack, and only did so a few moments later. Hess learned a day later that the bomb hit a nearby building that was an orphanage, and 37 children were killed. His guilt then followed him for the rest of his life. His Thunderbolt carried the Latin inscription "Per Firem Volo" meaning "With Faith I Fly", and in Korea, his Mustang carried the same slogan in Korean. From out of the number of his bold actions, we will mention a solo act he performed that rescued an eighteen-strong American patrol from a North Korean siege with some "extreme" close air support. He repeatedly attacked in a manner that would open up an escape route to safety for the soldiers. For this action, he received the Silver Star. But perhaps

an even bigger praise came from the communist radio propagandists called "Seoul City Sue", who dubbed him the Barbarian from Chinhae (from the time when Bout One flew from this base). Dean Hess published his memoirs in 1957 under the title "Battle Hymn", and on its basis, a film was shot with Rock Hudson in the starring role. The royalties from the book and the movie were used to build a new orphanage near Seoul in 1961. Hess ended his active service career in 1969 as a Colonel and passed away at the age of 97 on March 2, 2015, and two years later, the South Koreans built a monument to him on the island of Jeju, where the orphans had been evacuated to. Next to his name on the monument are the words:

Hero of the Korean War
Godfather of the R.O.K Air Force
Father of War Orphans

SOUTH KOREAN PRESIDENT I SUNG-MAN AWARDED DEAN HESS FOR SERVICE ABOVE AND BEYOND THE CALL OF DUTY DURING THE KOREAN WAR.

photo: U.S. Air Force





photo: Imperial War Museum

SOUTH AFRICAN GROUND CREW PLY THEIR TRADE ON AN F-51D

MUSTANG DURING A PERIOD OF POOR WEATHER WHEN RAIN

AND A LOW CEILING GROUNDED AIRCRAFT. CONDITIONS AT

KOREAN BASES WERE OFTEN TREACHEROUS.



strafed and then hit with napalm. There was much activity on the roads, and right after we had headed back to the south I spotted a huge haystack in the middle of a field that had tread marks leading up to it. I made a low-level pass and could see that it was a tank that had been hastily covered with hay. Since we had used up our napalm, we decided to see what our 0.50-cal machine guns could do to it. We couldn't get through to the tank, but our rounds set the hay on fire. We made a few low passes right on top of the haystack in order to fan the flames with our prop wash. The flames literally cooked the tank as we circled and then there was a large explosion. We had destroyed the tank with our machine guns".⁵⁾

Tough Service

The biggest burden to befall the Mustang pilots ended up being tactical air support at low altitude. Their weaponry, besides the machine guns, included 2.5 and 5-inch rockets, 500 pound incendiary or fragmentation bombs and napalm tanks. Targets were tanks, artillery positions, troop concentrations, and storage facilities. Mustang pilots had to overcome several difficulties over the course of those first operational days. They flew over unfamiliar territory, lacked proper navigation charts (although, as it turned out, more detailed army maps were well suited to the rough, local terrain) and most importantly, there was a lack of qualified TACP (Tactical Air Control Party) that would have aided greatly in vectoring to targets. Personnel selected for the task lacked experience and the knowledge needed about aerial tactics, resulting in their efforts usually causing confusion amongst the pilots. This brought about the formation of the 6147th TCS (Tactical Control Squadron), known as "the Mosquitoes" which flew out of Taegu in L-5, L-17 and T-6 aircraft to mark targets. Some pilots were attached to ground units at the same time to ensure greater accuracy in guiding aircraft to their targets. For pilots, this was an unexpected rough bit of service...

Many credit the Mustang for saving UN forces at the most critical time, when they were pushed into the Pusan pocket. They were able to effectively turn the tide against the North Koreans with especially their napalm tanks, often delivered with unnerving precision.

**WHAT NAPALM DROPPED FROM
A MUSTANG LOOKED LIKE.**

photo: U.S. Air Force

photo: U.S. Air Force



F-51D PILOTS RETURNING FROM A MISSION. FROM LEFT TO RIGHT: 1ST LT. GEORGE MCKEE, CAPT. SAMUEL SANDERS AND CAPT. LEROY ROBERTS, A FORMER MEMBER OF THE TUSKEGEE AIRMEN.

A Fighter Once More

Although the Mustang was used primarily as a mud mover, it could, of course, handle any piston engine aircraft that the enemy possessed. For example, on August 3, 1950, two 67th FBS pilots shot down (one each) North Korean Yaks, and the unit got another a week later. On November 1, 1950 pilots from the 67th FBS/18th FBW two North Korean Yaks south of Sinuij. That day, though, something more significant transpired. A six ship formation of F-51s escorted Invaders attacking the airfield at Sinuiju (K-30). They encountered six jet powered aircraft with swept wings. This gave the Mustang the honor of being the first to go into combat against the Soviet MiG-15, probably from the 28th GIAP/151st GIAD. The pilots flying the Mustangs managed to come through without a loss, but this was the day the allies lost complete air superiority over the Korean peninsula. The next such encounter occurred November 7, when a quartet of the 36th FBS was bounced by a like number of MiGs, whose pilots apparently anticipated an easy time of it. However, the experienced F-51 pilots were able to maneuver the MiGs into a position where Captain Howard Tanner damaged one. Hits were administered to

another pair of MiGs sporting Chinese markings and these chose to break off the engagement. In contrast, the Mustangs returned to base without a scratch! In a bit of an ironic twist, eleven 8th FBG Mustangs were damaged beyond repair as the result of a night raid on the base at Pchjongjang by Po-2 biplanes on the night of November 28.

“I WON’T MAKE IT BACK. I WILL RETURN, AND I’LL GET THOSE BASTARDS!”

MAJOR LOUIS JOSEPH “LOU” SEBILLE

South African pilots of No. 112 Squadron also had “the pleasure” of encountering the MiG-15s. On July 8, 1951, the “Flying Cheetahs” were ambushed by twenty Chinese aircraft. Thanks to some wild maneuvering at low level, they were able to hold on until the Sabre cavalry arrived to save the day. Among them was an aircraft piloted by Francis Gabreski, who on this occasion got his first kill of the Korean War and added to his 28 total tally from World War Two. When



photo: U.S. Air Force

MAJOR LOUIS SEBILLE IN FRONT OF HIS F-80C. FOR HIS BRAVERY AND SACRIFICE, HE WAS THE FIRST PILOT IN KOREA TO BE AWARDED THE CONGRESSIONAL MEDAL OF HONOR.

South African Mustangs tangled with MiG-15s on March 20, 1952, they failed to repeat their earlier no-loss result. During an attack on a rail line between Guangdong and Sunjong, they were attacked by six MiG-15s. Lt. Dave Taylor, flying an F-51, disengaged from the battle after being hit and was not seen again. Lt. Henslin, however, was credited with one MiG

damaged. There were several similar engagements, of course, but there were no cases that an F-51 could be without a doubt credited with a MiG-15 kill.

The fighting morale on the part of the Mustang pilots is evidenced in the death of 67th FBS Commanding Officer Major Louis J. Seville, who's Mustang (44-74394) was hit several times in an attack on an artillery position on August 5, 1950. To top it off, one of his bombs failed to release.

Although another pilot, Captain Martin Johnson, warned him against another attack, Seville proclaimed: "I'll never be able to make it back. I'm going back to get that bastard." He then really did return to the enemy concentration instead of returning to base and in a suicidal attack, and absorbing more hits in the process, he fired at the communist troops with his machine guns, ending the attack by impacting the artillery position. For this act, he was the first American in Korea to be awarded the Congressional Medal of Honor, the highest of American medals.

Similar acts of heroism by American Mustang pilots in Korea are many. Many of them didn't take the loss of fighter status in comparison to modern jets, nor being relegated to ground attack duties in obsolete World War Two aircraft, very well. But their determination to fulfill the tasks asked of them was in no way degraded, nor did any technical issues with the equipment. One such problem was the lack of A-2 Ground Power Sources, essential for starting the engines. There was also a shortage of A-13A oxygen systems, or P-1 helmets. Some pilots even flew with football helmets and headsets!

Mustangs flew direct air support missions all the way to February, 1953, when the last unit finally converted onto the Sabre. This was the South African No. 2 Squadron, under the 18th FBS. Up to the end of hostilities, both the 10th Air Combat Squadron and the 1st Fighter Wing ROKAF flew them, and they were used for reconnaissance by the 45th TRS in the USAF.

Notes:

1) Dean Rusk became U.S. Secretary of State in the John F. Kennedy and subsequently Lyndon B. Johnson cabinets. He was instrumental in the diplomatic resolving of the Cuban Missile Crisis.

2) After the end of hostilities, Charles H. Bonesteel III served as a Special Assistant to the Secretary of State. It was his idea to split Korea along the 38th Parallel. During the Korean War, he commanded American Armed Forces in Korea and between 1966 and 1969 he commanded the 8th Army stationed in Korea, a function he fulfilled during several smaller conflicts known as "the Second Korean War" that occurred in the demilitarized zone (Korean DMZ Conflict).

3) Interest in the command over Bout One was shown by Major Charles Bowers and Major Dean Hess. The decision was finally made basically a coin toss, in Hess's favor.

4) Determining the exact number of available F-51D Mustangs in Japan at the beginning of the Korean War was difficult. Sources differ considerably. The official figure is placed at 47 and comes from official USAF documentation.

5) Several articles have claimed that there were ten Mustangs in Korea when the war began, there to train Korean pilots. In fact, on June 25, 1950, no Mustangs in Korea could be found.

6) F-51 Mustang Units of the Korean War, Warren Thompson, Osprey Publishing, Bloomsbury Publishing Plc, 2015

MUSTANG UNITS IN KOREA

Bout One

July 3 – 15, 1950

Then to December 1, 1950

Special Group operating with ROKAF markings, commanded by Major Hess. In connection with Project Dallas Squadron formed the 51st FBS(P). After being divided, the unit continued to serve as a ROKAF unit right up to the beginning of December, and after that, a portion of its personnel formed the combined Korean-American unit Baekgu (April 3 – May 31, 1951)

Dallas Squadron

July 10–15, 1950

The unit was formed using mostly pilots and personnel from the 12th FBS. After uniting with Bout One, they formed the 51st FBS(P). After the disbanding of Bout One, the unit returned to the 18th FBG as the 12th FBS.

51st FBS(P)

July 15 – August 5, 1950

The merger of Bout One and the Dallas Project created the 51st FBS(P), a provisional unit, from which aircraft and a portion of the personnel of the original Bout One returned to service in the ROKAF. Subsequently, the entire unit was disbanded on August 5, and again became the 12th FBS, falling under the 18th FBG.

8th FBG

August – December, 1950

All five units, the 35th FBS, 36th FBS and the 80th FBS, re-converted onto the F-51D and moved to Korea in October. By December, they were returned to Japan where their pilots moved onto Shooting Stars.

18th FBG

August 1950 – January, 1953

This unit held on to their Mustangs the longest in the USAF (with the exception of the reconnaissance unit 45th TRS). It was made up of the 12th FBS, 67th FBS, and No. 2 Squadron, SAAF, the latter being integrated into the unit on November 18, 1950. In February, 1953, it was the last 18th FBG unit to exchange its Mustangs for Sabres. As of May, 1951, the 39th FIS from the 35th FIG also operated under its jurisdiction.

35th FIG

July 27, 1950 – October 6, 1952

This was the first unit to be moved to Korea to begin operations. The 39th FIS and the 40th FIS converted to the Mustang, while the 41st FIS remained in Japan with their F-80s, and their duties within the Group were handled by No. 77 Squadron, RAAF (remaining until July 30, 1951, when it rearmed with the Meteor and was integrated into the 4th FIW). From May 7, 1951, the 39th FIS fell under the command of the 18th FBG. Remaining units of the 35th FIG were withdrawn to Japan on May 25, where these was a recycling of personnel and equipment and the F-51D only remained with the 40th FIS, serving as an Operational Training Unit (OTU).

49th FBG

July – September, 1950

The Mustang saw only a short service career with this unit. Its component units were the 7th FBS, 8th FBS and 9th FBS. Although operations were initiated by July, by the end of September, their pilots were again flying F-80s.

45th TRS/67th TRW

3. 12. 1950 – 10. 1. 1953

This reconnaissance unit, falling under the 67th Tactical Reconnaissance Wing, was activated as early as September 3, but didn't receive its Mustangs until December 3. It flew with standard F-51Ds, as well as the camera equipped RF-51D. On July 1, 1951, the 67th TRG lost its Commanding Officer in action, Karl F. Polifka, a renowned USAF expert on aerial reconnaissance.



BY THE END OF THE WAR, ROKAF MUSTANG UNITS
WERE ABLE TO OPERATE INDEPENDENTLY AS EQUAL
PARTNERS OF THE ALLIES.

photo: Republic of Korea Armed Forces

No. 77 SQUADRON, RAAF

Although No. 77 Squadron RAAF served within the FEAF, the unit did not fall directly under American command. The unit was based at Iwakuni and when the war began in Korea, the unit was winding down its tour of duty and preparing to head home. The situation was changed when the Australian government offered the unit's services to the war effort on June 30, diverting Australian Mustangs to fight in Korea. Already on July 2 at 0500h, they took off for their first task, an escort mission for C-47s carrying wounded soldiers. This was followed a day later by a combat mission. During this mission, though, there came an unfortunate circumstance, whereby the Australians were vectored to a transport train

carrying South Korean and American troops. The subsequent attack killed 28 Koreans and an American, and many other soldiers were injured. The first combat loss suffered by the Australians came on July 7, which claimed the life of Squadron Leader Graham Strout. His Mustang took a direct hit during an attack on a railroad station in Sanchok and exploded. Just two days later, No. 77 Squadron also lost its CO, W/Cdr. Louise T. Spence, in a napalm attack on Angang. He was unable to pull out of a dive and impacted in the centre of the town. The Australians moved onto Korean soil on October 12. Among their notable actions is an attack on the Chinese command centre in Pyongyang on January 19, 1951. The

attack was carried out by two nine-ship formations the first of which delivered a pair of 1,000 pound bombs each and four HVAR rockets, and the second wave carried napalm tanks and the rockets. The multi-storey building was leveled, but the Australians lost one aircraft. Its pilot, Lt. Harvey, survived and was taken prisoner. The intensity of the fighting at the time can be summed up by the destruction of 1,282 enemy trucks that fell victim to Australian Mustangs just through January, 1951. On February 21, No.77 Squadron received its first Meteor F.8s. Before the conversion to the jet was complete, the Australians flew 3,800 sorties with their Mustangs, with the loss of eight pilots and eighteen aircraft.

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W/CDR. LOUIS T. SPENCE, CO OF No. 77

SQUADRON, RAAF, DIED ON JULY 9, 1950 DURING

A NAPALM ATTACK ON THE CITY OF ANGANG.

ROYAL AUSTRALIAN AIR

FORCE MUSTANGS OF No. 77

SQUADRON AT THE JAPANESE

BASE OF IWAKUNI IN 1950,

FOR KOREA.

photo: National War Museum



Text: Richard Plos
Illustration: Adam Tooby



AIR COMBAT

"Detector, three-two-eight, air zone three, requesting air combat training."

"three-two-eight, Detector, You are cleared!"

"three-two-eight, roger and entering attack"

I remember the callsign "Detector" from the time I was in the active duty as a pilot at the Pilsen-Bory airfield and the radio correspondence above is more less consistent with late 1980s rules of then Czechoslovak Air Force. Whether it would also correspond to the rules at the time the 18 Fighter Air Regiment was located at the oldest Czechoslovakian airfield I don't know, but the radiocommunication phraseology don't change too much. Likewise, I don't know if the Bory airfield had the call sign "Detector" in the early 1950s. However, such a correspondence must have preceded the start of an air combat training. The pursued pilot flew on a pre-determined trajectory, the pursuer performed a run on him and recorded everything on his gun camera. After the first phase they usually switched roles, and at the end a standard dogfight might open between them. All this after proper pre-flight preparation, because there must be order in everything done in the air...

From the very beginning, the Avia S-199 was considered just a transitional and stop-gap fighter aircraft. No one was going to pretend that this new type, the heir to Messerschmitt's in many ways ingenious design, was going to replace Spitfires or Lavochkins because it was better. It was neither faster, nor more reliable, nor more agile. Full aerobatics with the Mule, as it was called, was not for the faint hearted, some of the more demanding maneuvers, such as stall turn or a roll-on-top were dangerous with the S-199, according to the pilots' memories, but the basic ones, such as the looping or

the roll, were flown routinely and the pilots used them, of course, in practicing aerial combat. One such combat training is depicted on the boxart of the kit Cat. no. 70151. The aircraft with fuselage code EX-57 is quite well documented photographically and an illustration of it can also be found on the pages of Letectví & Kosmonautika (Aeronautics & Cosmonautics) magazine in one of their older volumes. On this illustration the aircraft is portrayed wearing darker green color and white-edged insignia, while in our kit it is shown in a lighter shade and with blue-edged emblems. Who is wrong? Neither of us, both are correct! The aircraft crashed on landing on August 14, 1952, and was damaged. So, it was sent for repairs. The crash photo shows it in light green-gray livery with blue-edged insignia. Another later photo shows it already in dark livery on an apron next to other aircraft. The new coat was apparently given to it during repairs. This was not unusual, as many Mules underwent not only a change of color but also technical modifications during their service. These included the position of the main gear wheels, the replacement of the oil cooler with a heat exchanger or the change of the original Erla side-opening canopy for a sliding one. The new semi-bubble canopy improved the pilots' view and offered more space inside the cabin.

Many modelers remember the boxart of the Avia S-199 kit of Kovožavody Prostějov company, showing the aerial duel of two Mules. This plastic model kit was released by the manufacturer from Prostějov town in 1977. It was their tenth release and the drawing by Jaroslav Velc continued the level of art quality of his previous boxarts. All of them could boldly compete with the greatest masters in the field at that time. And so, when we were thinking about the concept of

a boxart of our new Mule with a "bubble" canopy, we decided to freely follow Mr. Velc's work. So, with our boxart, we are now looking at the original scene, but this time from the other side. However, to keep our own line as well, the aircraft in the picture are different. In the 1977 drawing, the one coded IF-01 is pursuing an aircraft coded IF-02, while in our case the pursuer is the EX-57 and the target is EX-58. What has been retained is the optically tilted horizon and the sharp maneuver of the escaping pursued aircraft. Both create the awesome dynamic scene that was already so pleasing with the original. So, it's very much our homage to the original illustration, as well as a demonstration of how we've developed in drawing technique over the years. Old-timers will forgive...

"two-six-four, me three-two-eight, ending and returning to base."

"three-two-eight, two-six-four roger."

"Detector, three-two-eight, request formation return from air zone three."

"three-two-eight, Detector, cleared to formation return, base leg entry separately."

"three-two-eight, roger..."

In 1953, aerobatics on the S-199 were banned and so the fighter training was severely restricted. Even so, pilots could at least continue to practice classic aerial attacks or live fire on a tow target. All this until much more advanced MiG-15s started to dominate the Czechoslovak skies. But many pilots, even when flying these jets, were still thinking well about these unreliable and pigheaded Mules...

Illustration: Piotr Forkasiewicz

Text: Jan Bobek



The air battle over Pi-shan

The first combat-deployed version of the legendary Zero was the A6M2 Type 11. It was a fighter aircraft designed for ground-based operations. Therefore, it did not sport the folding wingtips, an arresting hook, nor was it equipped with a DF antenna and associated radio equipment. Mitsubishi produced a total of 65 examples of these between December 1939 and November 1940.

The Zero Type 11 was successfully deployed on the Chinese front beginning in the summer of 1940 as a part of the 12th Kōkūtai from airfields in China and from autumn 1940 with the 14th Kōkūtai from bases in French Indochina. By September 1941, fighters from both units had shot down a total of 103 aircraft and destroyed another 163 on the ground. Three Zeros were lost in combat, but they were all shot down by anti-aircraft fire. The Zero fundamentally changed the balance of power in the air war on the Chinese battlefield. But the Allies downplayed the news from China until December 7, 1941.

The first Zeros of the 12th Kōkūtai arrived at Hankow Air Base in occupied China on July 21, 1940. Six aircraft under the command of Lt. Tamotsu Yokoyama were soon followed by nine Zeros under Lt. Saburō Shindō. The airmen were busy with training and operational tests under field conditions. One of the main problems was to improve engine cooling.

It seems that the Chinese had some information that the Japanese Navy engaged a new type of fighter. The Chinese had so far been effective in attacking Japanese

bomber formations if they got out of range of escorting fighters. This problem was one of the reasons why the Japanese Navy rushed to introduce the Zero into service. On their first combat mission, on August 19, 1940, the Zeros escorted a formation of 54 G3M bombers to Chungking. The Chinese fighters avoided combat due to the ground observer warnings and subsequent radio communications. During the next two escort flights, the Chinese adversaries were equally cautious.

For the fourth mission scheduled on September 13, 1940, the Japanese decided to change tactics. The raid was again directed at the Chungking area. The formation of 13 Zeros was led by Lt. Shindō, who was also leader of the 1st Chūtai. Lieutenant (jg) Aya-o Shirane was the leader of the 2nd Chūtai. The Chinese sent 19 Polikarpov I-15s from the 4th Pursuit Group, six I-15bis from the 3rd PG, and nine I-16s from the 24th Pursuit Squadron.

The Japanese bombers dropped their load without being attacked by enemy fighters, and the Zeros escorted them back to safety. A reconnaissance plane reported that Chinese fighters were spotted between Pi-shan and Chungking. The Zero pilots had been waiting for this moment for several weeks and immediately turned to meet the enemy. They made an attack from the sun, the first to be hit were the I-16s that provided top cover. The machine of their commander, Capt. Yang caught fire. The Zeros immediately attacked the biplanes flying below and in the first run the commander of the entire Chinese fighter

formation, Col. Cheng was wounded.

The fight lasted 30 minutes and the Japanese claimed 27 victories. This was not far from the truth, as the Chinese lost 13 aircraft and 11 others returned with damage. Ten pilots were killed and eight suffered injuries. After this battle the Chinese command temporarily suspended combat operations of its fighter units.

The Japanese recorded damage to only three Zeros. One of them was hit by Lieutenant Kao, You-hsin of the 21st PS, as a Japanese pilot was about to open fire on another I-15bis. Kao later flew I-16, P-43, P-40 and P-51 fighters. He scored his eighth and final victory in May 1945.

All the Japanese pilots who took part in this legendary battle scored at least one victory each. CPO Koshirō Yamashita destroyed five fighters and four were claimed by PO2c Yoshio Ōki.

The illustration by Piotr Forkasiewicz shows one of the moments of the air battle over Pi-shan. The Zero, designated 3-165, was Yamashita's personal machine, but on September 13, it was flown by his wingman, PO2c Toshiyuki Yoneda, who scored one victory in the battle. This airman, whose last name is also transliterated as Sueda, was a veteran of combat in China, where he flew A5M fighters. He earned a total of nine victories and was killed on October 6, 1943, at Kōkūtai 252 while fighting US Navy aviators off Wake Atoll.

Catcher 1

Text: Jan Bobek

Illustration: Piotr Forkasiewicz

The aircraft of the fighter ace Hans Dortenmann have already appeared in our kits several times. The first one was the Fw 190 A-6 "Black 7" of 2./JG 54. It was in this plane that in February 1944 he crossed path with the fighter ace Capt. I. M. Astakov of the 49th IAP. Later it was his famous Fw 190 D-9 "Black 1" from IV./JG 26 (formerly III./JG 54) which was probably the longest serving Dora in the Jagdwaffe.

Hans-Joachim Dortenmann was born on December 11, 1921, in Weingarten, Württemberg. He joined the armed forces in December 1939. In early 1940 he was assigned as a machine gunner to the 1st Kompanie, Infanterie-Regiment 390. This regiment saw heavy fighting on the Maginot Line and Dortenmann's 1st Kompanie was the only part of it to complete the entire French campaign. At the beginning of June, he received the Iron Cross 2nd Class.

In 1941 Dortenmann received pilot training from A/B Schule 2 and in 1942 from A/B Schule 116. The latter unit recommended his further specialization in single-engine or twin-engine fighters. He therefore underwent fighter training with JG 103 and finally was transferred to the operational training unit of EJGr. Ost, which specialized in Eastern Front battlefield.

In mid-October 1943 he was finally assigned to a combat unit. He reported to 3./JG 54 "Grünherz". In early December he was transferred to 2./JG 54 and on February 6, 1944 he managed to achieve the first vic-

tory mentioned in the introduction. By April 1944 he had gained fourteen confirmed victories.

On June 5, 1944, his 2nd Staffel was assigned to III./JG 54, which fought in Western Europe and fought in Normandy after the Allied landings. The move to the western battlefield from the Eastern Front took the lives of many German fighters before they could adapt to the different conditions and combat tactics. But Dortenmann succeeded, and when his Staffel commander fell, he himself took over command on June 17. Under the cockpit of his Red 1 was the inscription Hascherl 1, which in Swabian dialect means "catcher".

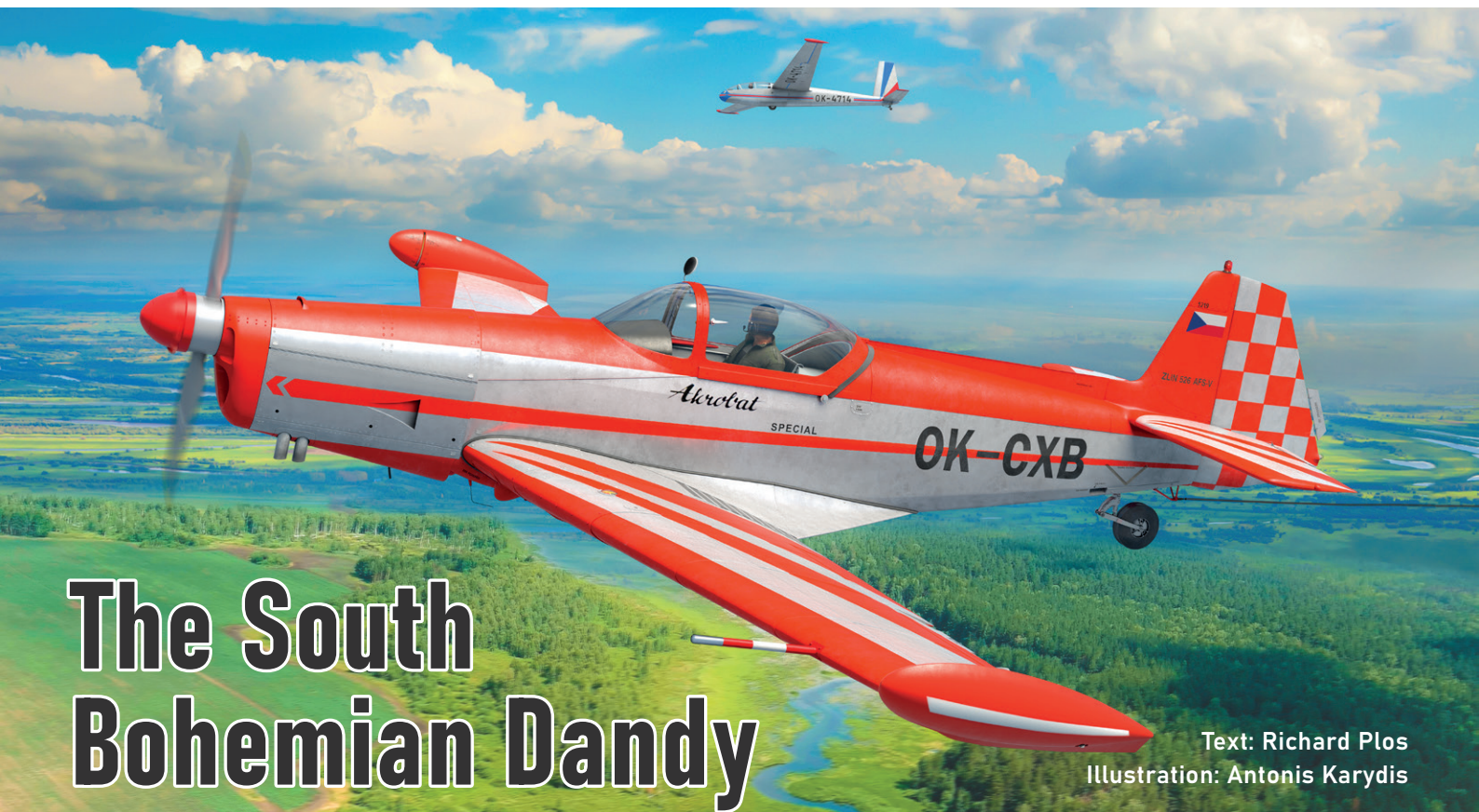
He achieved his first success on the so-called Invasion Front in the evening of June 22, 1944, shooting down a P-47 near Rouen. Two days later, on June 24 in the morning, Dortenmann was in another battle near Évreux. Three squadrons of Mustangs III from the No. 122 Wing were flying at 2,000 meters when a formation of Fw 190s from III./JG 54 and II./JG 26 plus Bf 109s from III/JG 26 attacked them from above. The RAF pilots claimed seven Fw 190s destroyed and one damaged plus one Bf 109 destroyed. One or possibly two Bf 109s were shot down in this fight and one bailed out pilot was shot at by a Mustang. Fw 190 pilots from II/JG 26 reported three kills, but only two were confirmed. Dortenmann's III./JG 54 reported six kills, of which Hptm. Emil Lang rather optimistically claimed four, while at least two

Fw 190s were shot down.

In this battle Hans Dortenmann was the first airman to achieve a victory. He attacked a Mustang at an altitude of 1,800 meters. First he hit the enemy in a left turn from a distance of 80 meters and some bits of the British machine fell off. Then he attacked the same plane again, some 30 meters from the rear and below. As a result of his fire, large pieces fell off the lower fuselage. The Mustang crashed in a field at 7.15 and exploded. Dortenmann and Uffz. Schleef, who confirmed his victory, stated that the pilot stayed in the cockpit.

No. 19, 65 and 122 Squadron RAF took part in the fight, but only No. 65 Sqn. suffered losses. Four Mustangs did not return from the fight. Three pilots managed to survive and make it to the unit, these were F/Lt B. W. Clapin, F/Sgt E. T. Williams and Sgt. D. C. Webb. Dortenmann's probable victim was twenty-three-year-old F/Sgt William Arthur Summer, who did not survive the fight. He is buried in the Dreux Communal Cemetery.

Dortenmann was shot down two days later with his Red 1 in a dogfight near Paris but bailed out. At the end of December 1944 he became commander of III./JG 54 and on New Year's Day 1945 led it in Operation Bodenplatte. He achieved a total of 38 victories, completed 150 combat sorties and was awarded the Knight's Cross in April 1945. With eighteen kills on the Fw 190 D-9, he was probably the most successful fighter pilot of this type.



The South Bohemian Dandy

Text: Richard Plos
Illustration: Antonis Karydis

Aerobatics is an attractive discipline both for pilots and spectators, although not flown with full-blooded aerobatic special aircraft. Even a Z 126 Trenér can put on a very nice show. And when the Z 226, the first version of the Trenér powered by a six-cylinder engine proved how good it is at aerobatics, a line of single-seater aerobatic specials was started alongside the two-seater versions. The Z 226 A changes were minor compared to the two-seater, it had just front cockpit covered and new shortened canopy for rear one. Its successors, the Z 226 AS, Z 326 A or Z 526 A were also just slightly modified versions of their two-seater counterparts. Then the Z 526 AS "Akrobat Special" brought in some more significant changes. For example, the deletion of the flaps. And when the M 137A aerobatic engine was developed, the Z 526 AF version with a shortened fuselage was introduced, followed by the Z 526 AFS, which in addition received a shortened wingspan with twin differentiated ailerons. It was the last of a breed of the aerobatic specials based on the Z 26 series. The next step was the brand-new Z 50L.

Among the 45 examples of Z 526 AFSs produced, the aircraft with serial number 1219, was produced in 1972 and allocated for the needs of the aerobatic national team. It received the OK-CXB registration and was painted with a specific golden-brown shade, which was, to be honest, more brown than golden. That's why the aircraft came to be called the "Brownie". In the late 1970s, the aircraft was stripped of this not-so-flatte-

ring nickname thanks to the new livery it received during an overhaul. It then flew in the red and white livery typical of most Z 526 AFS and continued to serve with the national team. In the second half of the 1980s, it ran off its aerobatic flight hours and, although these aircraft were later given extended aerobatic life, the new owner decided not to "torment" his aircraft and kept it registered as the Normal category aircraft, which means no reversed flying or no turns exceeding bank of 60°. It's a bit like having a thoroughbred racehorse used to run the most demanding steeplechases and just letting him to ramble around the meadow. But, in other hand, older thoroughbreds often need such a treatment... The aerobatic Z 526 AFS, however, has mostly met a different fate – being harnessed "to the plough", i.e., converted to the tow version Z-526AFS-V, which was also the case with OK-CXB.

In 1993, this aircraft was assigned to the Holešov Aero Club and 15 years later it underwent an overhaul, during which it received a completely new silver-red livery in which it still flies today. However, just a year later it was sold to a private owner and its new home became the airfield Frýdlant nad Ostravicí. The aircraft was then often used as a tug during sailplane races. Three years ago, the then owner decided to sell it off. At that time, Stanislav Jirmus and his son Tomáš Jirmus made an air trip from their home Tábor Aero Club, as they were invited to a barbecue party at another Aero Club. And there Stanislav Jirmus heard that there

was a nice Akrobat for sale in Frýdlant for a decent price. That was on Saturday. On Sunday Tomáš was on the phone, on Monday he went to Frýdlant and on Thursday the plane was in Tábor. It was just love at first sight!

The drawing by Antonis Karydis on the box of the kit Cat. No. 84185 shows OK-CXB somewhere over the South Bohemian landscape. It shows it in the company of Blaník sailplane and with a tow rope attached, but it is true that Tomáš Jirmus rarely makes a tow with his "darling". Rather, he enjoys flying it for pleasure. And something more about the owner of OK-CXB: Tomáš is the nephew of two-time world champion Petr Jirmus, he is a commercial airline pilot, and he is a senior instructor at AK Tábor. He is also called "Stanislavovich" in his circle of friends – after his father, also an active pilot, who is Deputy Head of Flight Operations at Tábor Aero Club. Tomáš Jirmus is also actively involved in one very charitable activity, namely the organization of annual air meetings called the Czechoslovak Aircraft Gathering. Here, within the organizational team led by Michal Masař, Tomáš carries on the duty of Flight Director. This year's event took place at the airport in Rakovník, next year it will be somewhere else. If you would like to come and see, for example, the largest civilian group flypast that can be seen in Czech Republic, keep an eye on their website www.scsl.cz. There you will find out about the date and place of the 2023 event at the earliest. And maybe you will see OK-CXB live there!

The Albatros with stars

Text: Jan Bobek

Illustration: Martin Novotný

The artwork featuring the duel between the black and white striped German aircraft and the French Spad appeared on the cover of the Albatros D.V kit in the ProfiPACK edition in 2002 and became one of the most iconic illustrations in Eduard's history. It was created by our friend Martin Novotný, who tragically died on June 12, 2009. Martin created a series of beautiful illustrations for Eduard, characterized by his distinctive style and flair for history and aviation design.

When the kit was first released, the black and white striped machine was attributed to Oblt. Bruno Loerzer, commander of Jasta 26. This pilot achieved 44 victories during World War I and became commander of Jagdgeschwader III and holder of the prestigious Pour le Mérite order. Before World War II he was Kommodore of JG 53, shortly after the outbreak of the war he became commander of the II. Fliegerkorps and in 1940 was awarded the Knight's Cross.

In recent years, the interpretation of the pattern of this Albatros has shifted. It is highly probable that its pilot was not Loerzer, but the Bavarian officer Lt. Dannhuber. He is sometimes listed as Xavier Dannhuber, but in contemporary documents his real name is recorded as Franz Xaver Dannhuber. Sometimes his first name is even written in the archaic form Haver instead of Xaver. When he died in Hamburg in 1960, his name was listed on the funeral notice as Franz Danhuber. The family did not forget to mention that he was a Knight

of the Royal House Order of Hohenzollern with Crown and Swords.

Dannhuber was born on January 27, 1891, in Gars am Inn, Bavaria. Before WW I he served in the Königlich Bayerisches 1. Infanterie-Regiment "König" and Kgl. Bayer. 3. IR "Prinz Karl von Bayern". After the start of the fighting, he was assigned with the rank of Unteroffizier to the newly established Ersatz-Bataillon in Munich within the Kgl. Bayer. 1. Reserve IR. He went to the front with this unit as soon as August 1914, but soon fell ill and did not get to the front again until September of the following year. In July 1916 he began his flying training and at the end of October he was assigned to Kampfstaffel 35b within Kagohl 6. In February 1917 he was promoted to the rank of Leutnant and began fighter training on 8th May. After its completion on 25th May he was assigned to Jasta 26, whose commander at the time was Oblt. Bruno Loerzer.

Since June, Jasta 26 fought in Belgium mainly against British and Belgian airmen. But there were also clashes with the French. An example of this was Loerzer's successful engagement on August 16, 1917, near Langemarck, when he managed to shoot down a Spad from Escadrille SPA 3 "Cigognes". Just a few days earlier, on August 12, 1917, Dannhuber had scored his first kill, claiming the destruction of a British balloon at Vlamertinghe. On the morning of August 17, he then achieved his first aerial victory over enemy airplane as he

managed to shoot down an FE.2d of No. 20 Sqn. RFC near St. Julien. The Canadian pilot Lt. W. H. Joslyn and his Scottish gunner were killed. Joslyn had seven victories to his credit, including the five-victory ace Lt. Alfred Ulmer of Jasta 8.

A second enemy ace fell victim to Dannhuber on October 1, 1917. South African Lt. Robert Hugh Soley of No. 56. Sqn. RFC fell in a dogfight between twenty German fighters and a group of SE.5 and Bristol Fighters. The legendary James McCudden watched Soley's SE.5 circling amidst four Albatros scouts with the black and white markings of Jasta 26. One of them was Dannhuber, who got 25 yards behind the British machine and shot off its tail surfaces. The helpless Soley spun to the ground near Westroosebeke, Belgium.

A week later, on October 9, Dannhuber managed to shoot down yet another ace. In an afternoon engagement at Zonnebeke, he claimed a Spad, in fact a Nieuport XXVII of No. 1 Sqn RFC piloted by Capt. W. T. V. Roper, who had eight victories to his credit. Dannhuber brought his tally up to ten kills in October 1917 but had to be hospitalized at the end of the month and was assigned to Jasta 76b in mid-November. In mid-January 1918 he took command of Jasta 79b, but a month later he was injured in a crash and did not enter combat with this unit until early October 1918, when he achieved his eleventh and last victory.

The last kill of Ugo Drago



Text: Jan Bobek

Illustration: Adam Tooby

One of the most successful Italian fighter pilots of World War II, Ugo Drago, was born on March 3, 1915, in Arborio in Vercelli province. He studied physics and obtained his civilian pilot's license in the summer of 1938. In the autumn he joined the air force, became a military pilot in March 1939. Two months later he joined 363^a Squadriglia, 150^o Gruppo C.T.

He took part in the attack against France in the spring of 1940 and during the autumn was involved in the fighting against the Greek airmen. He entered the war in the cockpit of a Fiat CR.42, but in the spring of 1941 began flying a Macchi C.200. By the end of the year, he had four victories and 150 combat sorties.

At the end of 1941 he began flying in North Africa and in June 1942 he would be appointed commander of 363^a Squadriglia and held this post until the summer of 1943, during the defense of Sicily and Pantelleria. At that time 363^a Squadriglia re-equipped with Bf 109 G fighters and Drago shot down two American Spitfires.

After the Armistice, Drago refused to join the Luftwaffe, was captured, imprisoned and headed in a transport to a German prison camp. However, he managed to escape and went into hiding for a period of time. After the formation of the Aeronautica Nazionale Repubblicana, Drago volunteered for service and was appointed commander of 1^a Squadriglia in the newly formed Ilo Gruppo Caccia. The unit was initially armed with Fiat G.55s, but later re-equipped with Bf 109 Gs

and was redesignated as 4^a Squadriglia "Gigi Tre Osei". Drago scored additional 11 victories including two four-engined bombers.

He achieved his last victory on March 23, 1945, while covering the take-off of the Arado Ar 234 from Kommando Sommer. Seven Bf 109s from 4^a Sq. took off from Aviano base at 8.50. The formation split into a trio and a foursome. The top cover of the three Bf 109s was led by s. ten. Felice Squassoni, but he soon had to return due to technical problems and his role was taken over by ten. Amedeo Fagiano. The lower flying foursome was led by Drago and one of his wingmen was serg. m. Loris Baldi. Over Campoforido at 9.25, Fagiano spotted a large formation of Thunderbolts with bombs from the 85th FS, 79th FG, he alerted the commander, began to gain altitude and got into a brief fight with two Americans.

Meanwhile, Drago hit P-47D-28 s/n 42-29310; its pilot bailed out near Tarceneto. Local farmers hid him from the German patrol and later secured medical treatment. A doctor removed shrapnel from his thigh, leg and arm. According to Italian sources, he evaded capture, but American sources suggest he ended up in a prison camp in Germany.

The Americans were caught by surprise by the attack of the six Bf 109s. They saw their colleague try to escape by split S. There was white smoke coming from his machine. When he leveled off, he dropped bombs, rolled the machine onto its back and bailed out.

The American pilot was 2.Lt. Jack Faires and he was born on February 19, 1922, in Fort Morgan, Morgan County, Colorado. After completing three years of high school, he joined the Air Force in March 1943. He flew a total of 26 combat sorties and received the Air Medal and Purple Heart for his actions and combat injuries. He was released from captivity in the summer of 1945 and returned to the United States the following year. He and his wife Esther, whom he married in 1944, brought five children into the world. Jack Faires died on March 12, 2011, six years after the death of his wife. He is buried in Westminster, Adams County, Colorado.

However, the shooting down of his Thunderbolt resulted in a dispute at the "Gigi Tre Osei" unit. Baldi was convinced that he had shot down the American and refused to sign a witness report to his commander. The Thunderbolt was initially listed as a probable kill, but after a few days its status was changed to two certain kills. Baldi thus scored his fifth victory and Drago scored his last, seventeenth. Ugo Drago flew a total of 385 combat sorties during World War II and received the Medaglia d'argento four times.

When his unit laid down arms on April 26, Drago agreed to work with local partisans to keep the area safe for the local population. After the war he went to Argentina where he worked as an instructor on Fiat G.55 and G.59 aircraft and from 1953 he flew for Alitalia. He died in Rome on 22 April 2007.

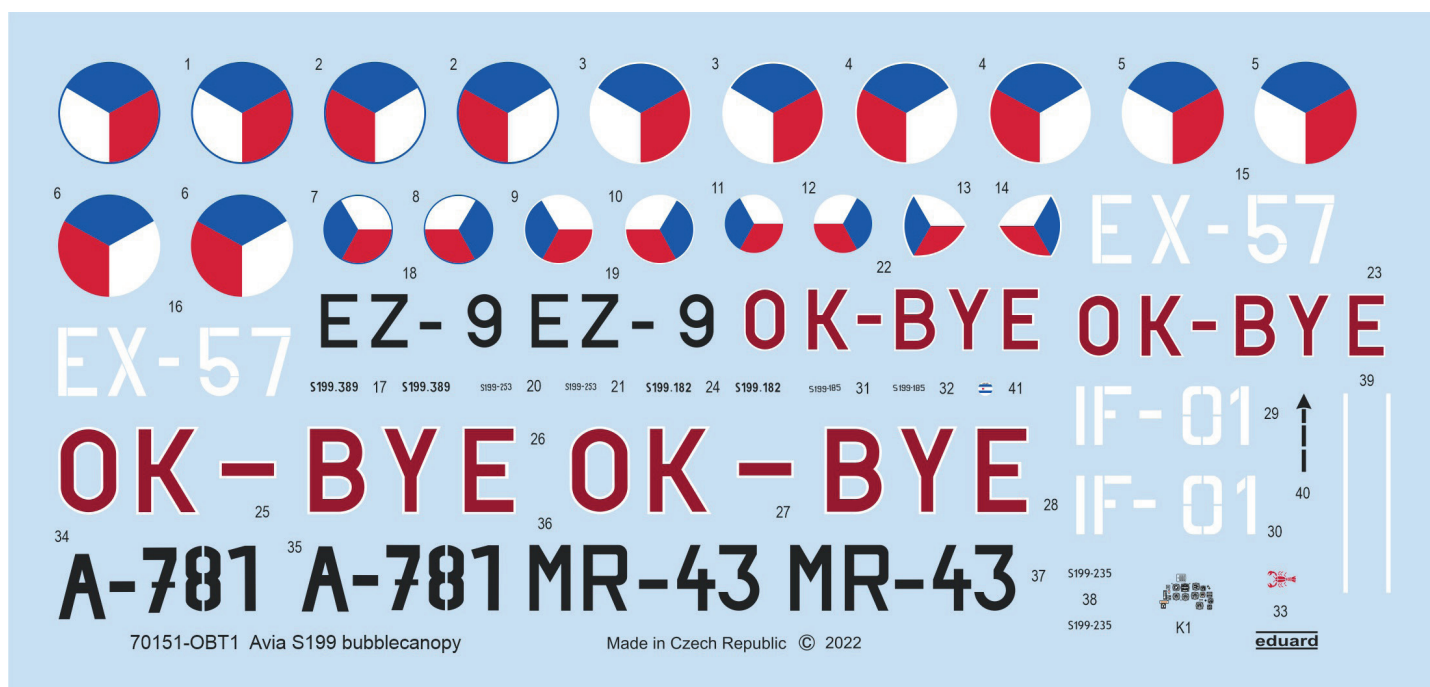
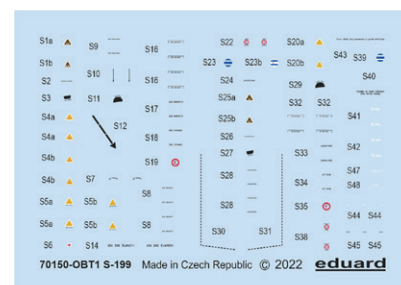
Avia S-199 bubble canopy

1/72

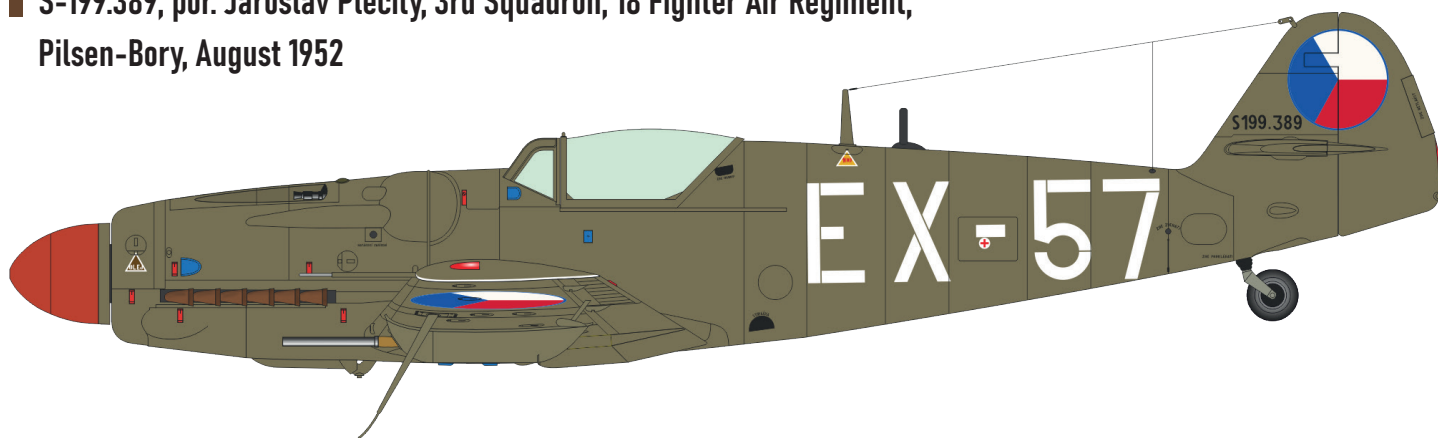
#70151

ProfiPACK edition kit of Czechoslovak single engine fighter
Avia S-199 with bubble 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-199.389, por. Jaroslav Plecítý, 3rd Squadron, 18 Fighter Air Regiment,
 Pilsen-Bory, August 1952

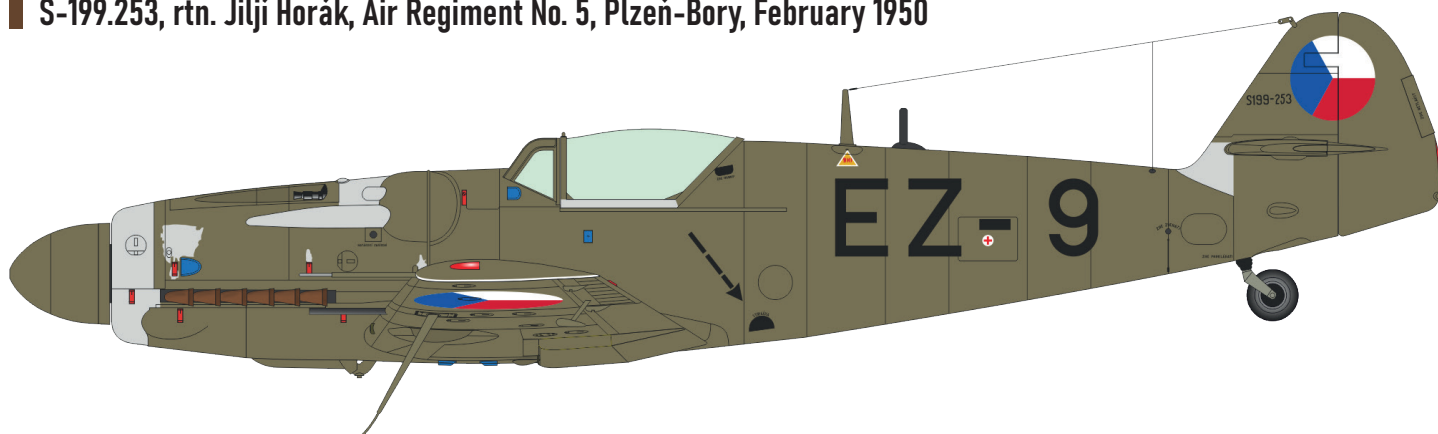


The aircraft was assigned to the Air Regiment No. 8 located in Brno on March 28, 1949. There, rtn. (sergeant) František Bauer collided with another aircraft (S-199.97) during taxiing, but the aircraft suffered no damage. But the aircraft did not avoid damage

finally, as it was crashed on September 15, 1949, by rtn. Josef Jiroušek. The causation of the crash remains unclear. The airframe was repaired, and the engine overhauled. After that, the aircraft was assigned to the 18 Fighter Air Regiment, where it was

assigned to the 3rd Squadron and received the fuselage code EX-57. On August 14, 1952, it was damaged on landing. After the crash, it was painted a darker green color as part of the repairs, but the fuselage code remained the same.

■ S-199.253, rtn. Jiljí Horák, Air Regiment No. 5, Plzeň-Bory, February 1950

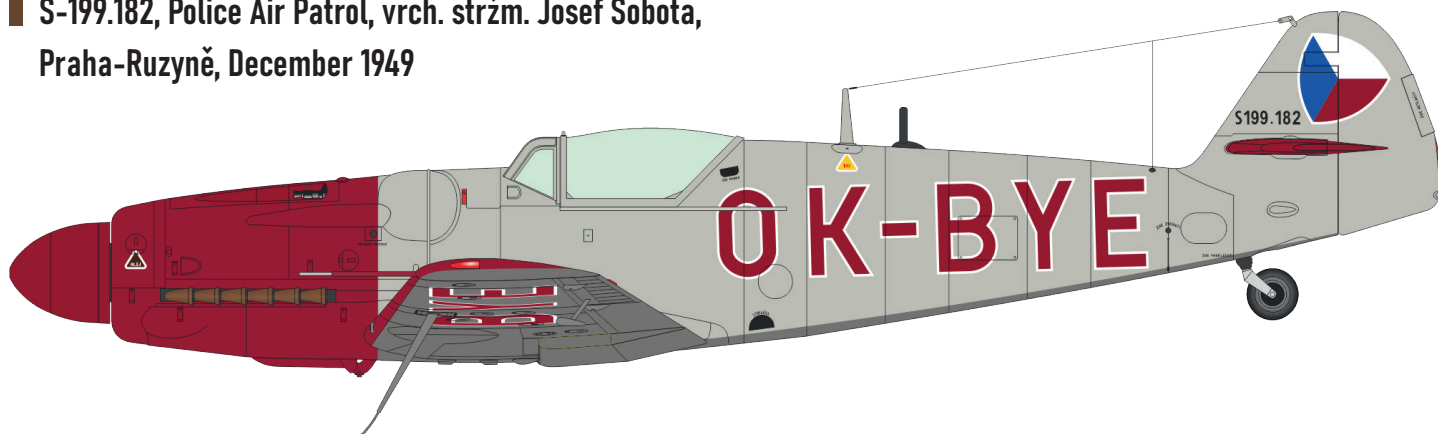


This aircraft was flown by rtn. (sergeant) Jiljí Horák when it was forced to an emergency landing near Červený Hrádek town on February 25, 1950. At the time of the incident, the aircraft bore numerous signs of wear and tear and repairs, the most visible of

which were the replacements of some metal parts of the fuselage left in bare-metal. There were also several areas of peeling paint on the aircraft. After the emergency landing, the airframe went in for repairs and the engine for inspection. However, in Ku-

novice factory, where the repair was carried out, the aircraft suffered another unspecified crash and had to be repaired again. It was then handed over to the next user, the 4 Air Training Regiment.

■ S-199.182, Police Air Patrol, vrch. stržm. Josef Sobota,
 Praha-Ruzyně, December 1949

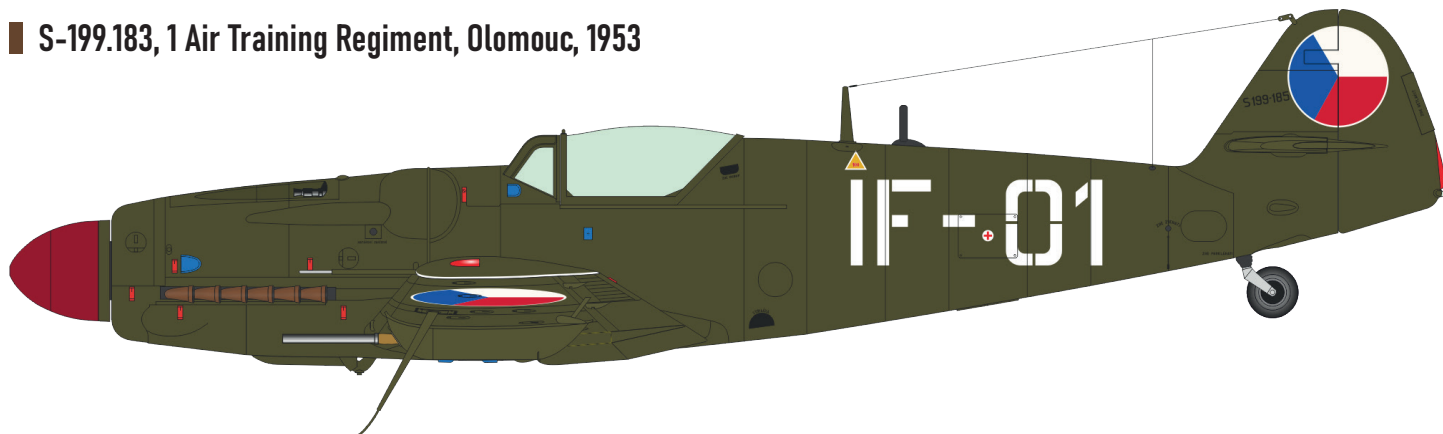


The Police Air Patrol unit operated this aircraft at Praha-Ruzyně airport, where it was damaged during taxiing on December 6, 1949. The pilot, vrch. Stržm. (Chief Constable) Josef Sobota, collided with a fuel truck during taxiing. After December 23, 1950, pro-

bably in March 1951, the aircraft was handed over to the Air Force. By the time it had just 78 flight hours recorded during service with the Police Air Patrol. It was marked in typical coloring of this aviation component of Czechoslovak Police, i.e., two-tone

grey paint scheme, complemented by a scarlet nose, wing leading edge and with scarlet horizontal tail surfaces.

■ S-199.183, 1 Air Training Regiment, Olomouc, 1953

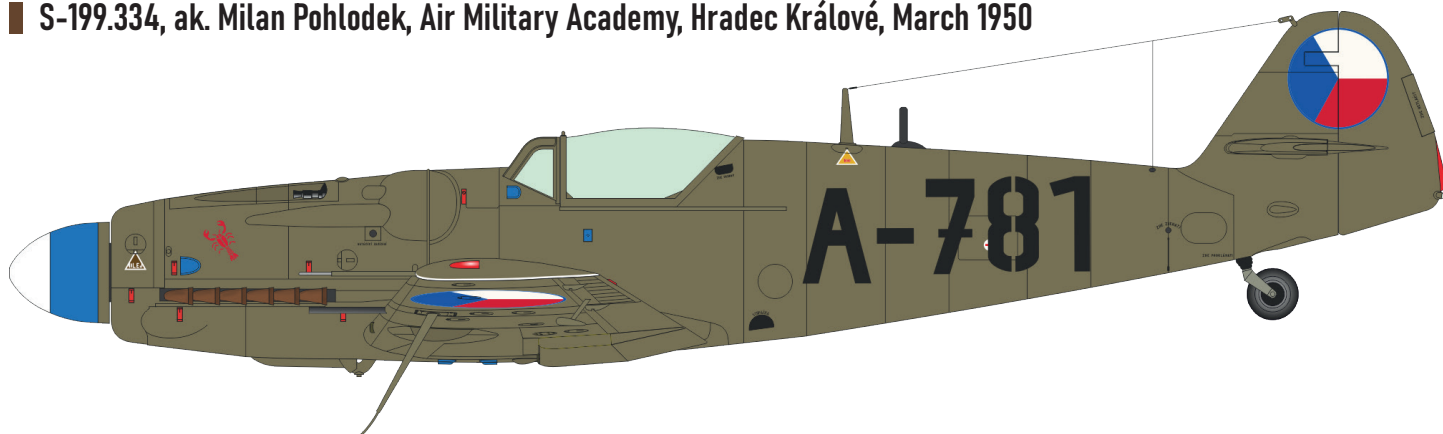


This aircraft was taken over by the military administration on May 2, 1949, after being factory test-flown on December 9, 1948. It was subsequently handed over to the Police Air Patrol, where it served with the OK-BYH matriculation. It stayed with this aviation component until December 23, 1950, when it was returned to the Air Force for a transfer price of 364,000 CZK. During nineteen-months long service

with Police Air Patrol, the aircraft had only 47 flight hours logged. Subsequently, the aircraft served with the Air Force and was one of the few equipped with AFP 32.5/7×9 or AFP 12.5/7×9 cameras in the rear fuselage. These were protected on the ground and during the flight, when not in use, by sliding covers. The aircraft served for an unspecified period with the 1 Air Training Regiment in Olomouc, but training

of the pilots was not conducted there on S-199s. The aircraft served there as a teaching aid only, although it was airworthy. During February–April 1954 period it was still in service with the 6 Fighter Air Regiment, based at Mladá airfield. The red spinner was probably a remnant of the aircraft's service with the Police Air Patrol, so it was painted in scarlet color.

■ S-199.334, ak. Milan Pohlodek, Air Military Academy, Hradec Králové, March 1950

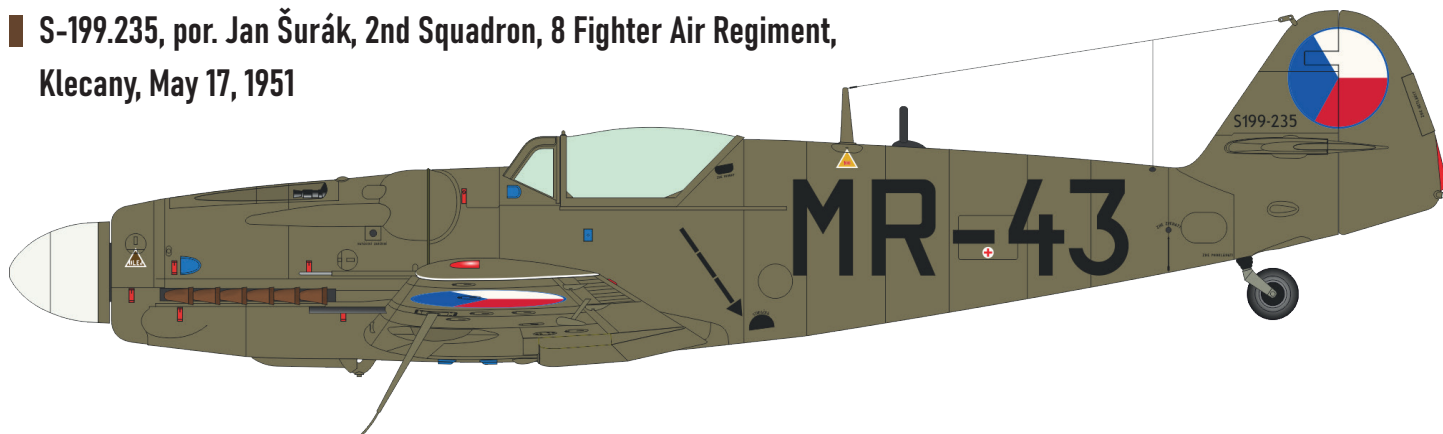


Not much is known about the history of this "Mule", but its service at the Air Military Academy in Hradec Králové, where it made an emergency landing on March 16, 1950, is certain. The pilot was a pilot-student, ac. (trainee) Milan Pohlodek. The airframe of

the aircraft was cancelled after the accident, engine No. 105 went for inspection. The damage cost was estimated at nearly two million of Czech crowns. An interesting feature of the aircraft is the drawing of a crayfish on the bonnet of the engine, most probably

painted in red. It is not clear who the author was and on what occasion it appeared on the aircraft. From the photographs of the crashed aircraft, it seems that the spinner was painted in white and blue, as these were usual spinner colors of the Academy.

■ S-199.235, por. Jan Šurák, 2nd Squadron, 8 Fighter Air Regiment, Klecany, May 17, 1951



Aircraft No. 235 was assigned to Air Regiment No. 7 on May 17, 1949, where it was given the fuselage code IV-4. In August of the same year, the aircraft underwent radiator repair and in January 1950 undercarriage repair followed. Subsequently, the aircraft was

transferred to the 8 Air Fighter Regiment where it was assigned to the 2nd Squadron and redesignated MR-43. On May 17, 1951, it was destroyed in a crash caused by engine jam due to insufficient oil level. The pilot, por. (Lieutenant) Šurák, bailed out and saved

himself on a parachute. He suffered just minor arm injury. The aircraft crashed near Černíkovice village in the Benešov district. The lack of oil was caused by the fact that the aircraft's technicians were called to guard and so forgot to refill the oil tank.

OVERTREES

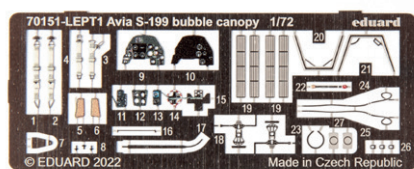
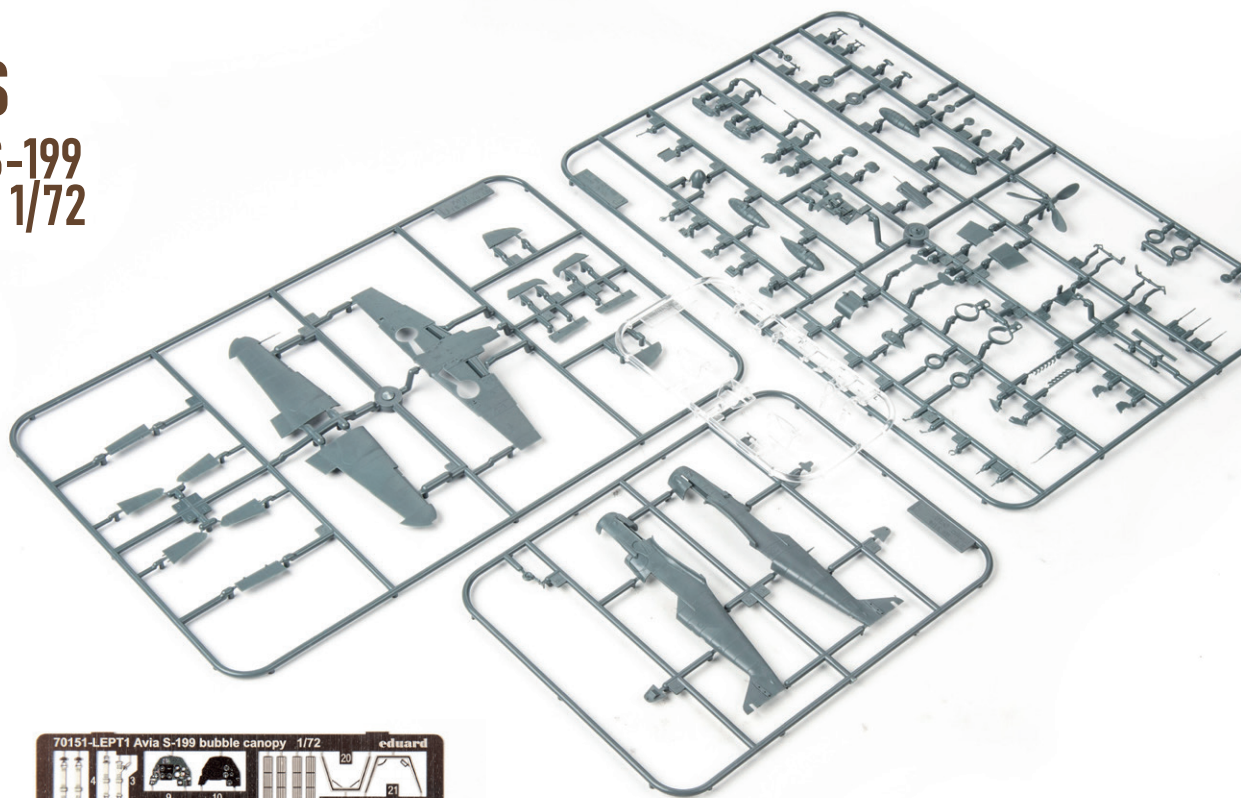
#70151X Avia S-199
bubble canopy 1/72

Product page

OVERLEPT

#70151-LEPT
Avia S-199
bubble canopy
LEPT 1/72

Product page



Recommended: for Avia S-199 1/72

672284 S-199 exhaust stacks PRINT (Brassin)
672285 S-199 wheels PRINT (Brassin)
672289 S-199 cockpit bubble canopy PRINT (Brassin)

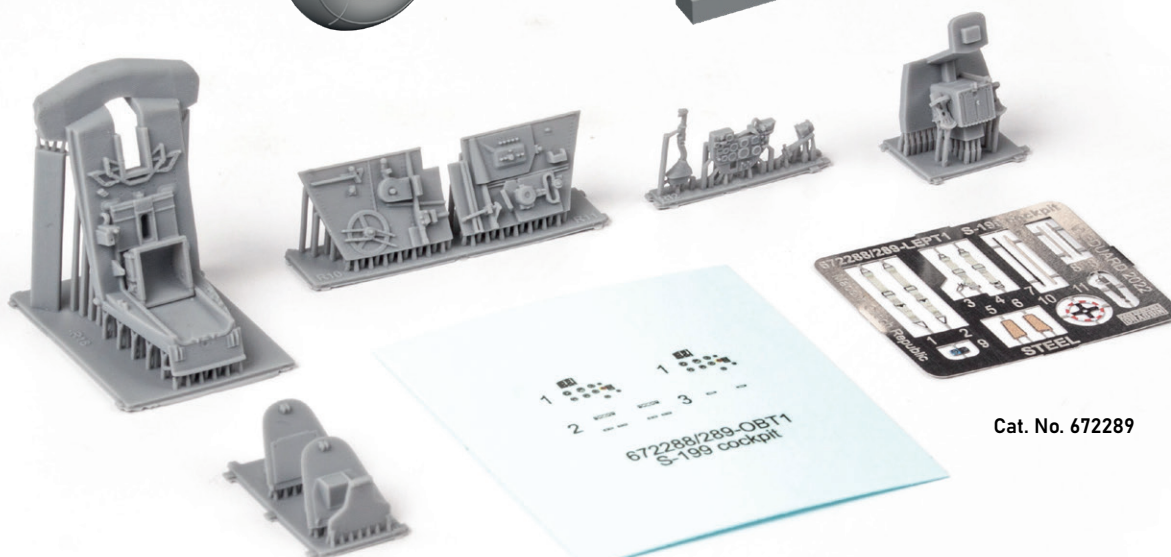
D72038 S-199 Czechoslovak national insignia (Decal Set)
D72040 S-199 Czechoslovak stencils (Decal Set)



Cat. No. 672285



Cat. No. 672284



Cat. No. 672289

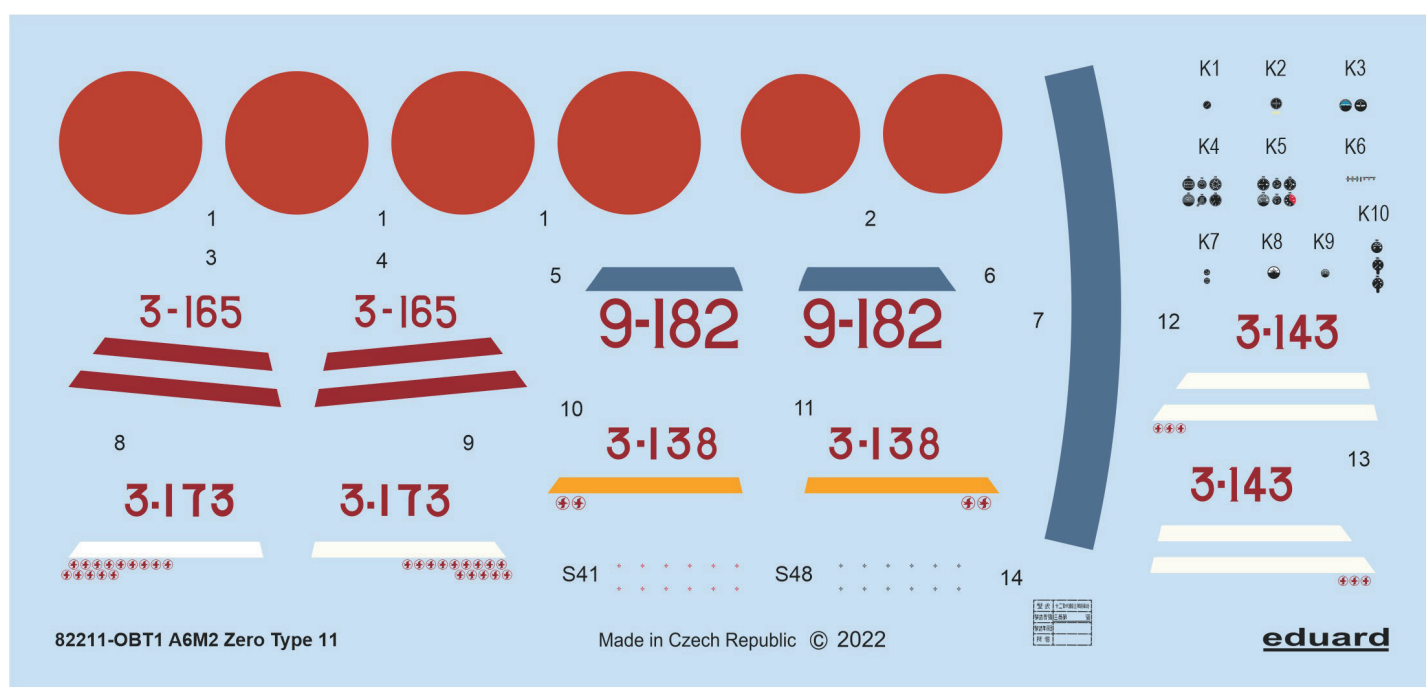
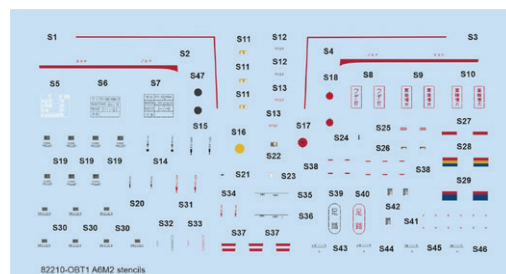
A6M2 Zero Type 11

1/48

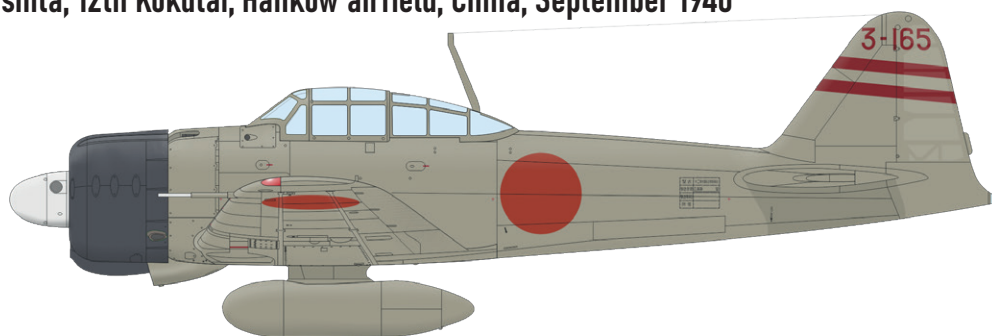
#82211

ProfiPACK edition kit of Japanese WWII naval fighter plane
A6M2 Zero Type 11 in 1/48 scale.

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

[Product page](#)


■ CPO Koshirō Yamashita, 12th Kōkūtai, Hankow airfield, China, September 1940

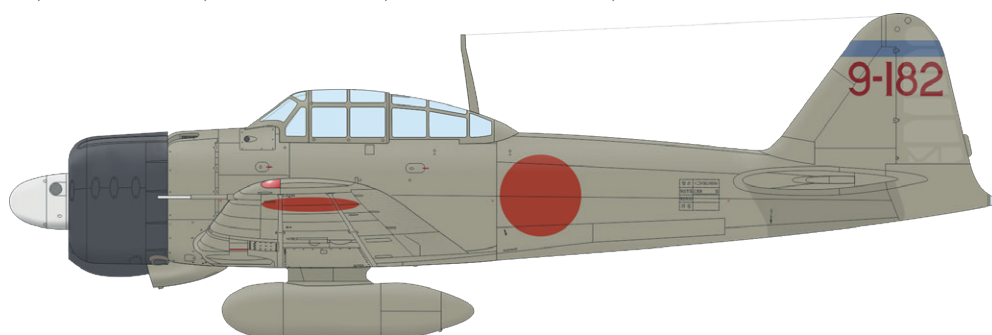


This is an early production A6M2 Zero Type 11 with longer rear canopy glazing, curved air intake under the engine cowling and higher mounted exhausts. It was Koshirō Yamashita's personal plane. At the time he flew with the Zeros at 12th Kōkūtai he was already thirty years old, yet he became the most successful ace of that unit. From 1927 he served as

a fireman at the Yokosuka Naval Barracks. He became a fighter pilot in 1932. During the war against China, he served aboard the aircraft carriers Akagi and Ryūjō. In May 1940, he was assigned to the 12th Kōkūtai and scored five victories on September 13 during the first engagement of Zeros against the enemy. His personal aircraft, 3-165, was piloted in

this action by PO2c Toshiyuki Yoneda and Yamashita flew the 3-171. During the fighting in China, Yamashita scored a total of ten victories. He later served as an instructor with Kasumigaura, Tainan and Tsuiki Kōkūtai. In January 1944, he was assigned to Kōkūtai 201 on the island of Palau and was killed on March 30 in combat with US Navy aircraft.

■ Lt. Mitsugu Kofukuda, 14th Kōkūtai, Hanoi airfield, French Indochina, October 1940

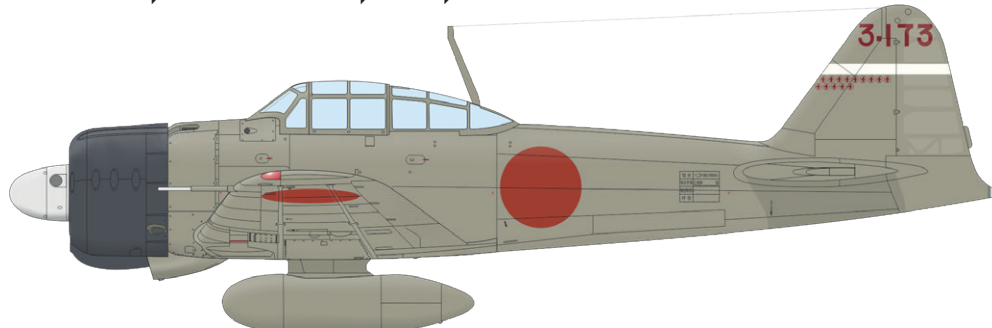


This is a late production A6M2 Zero Type 11 with shorter rear canopy glazing, standard air intake under the engine cowling and lower mounted exhausts. Mitsugu Kofukuda graduated from the Naval Academy in 1931. After fighter training, he served in several units, including the aircraft carriers Kaga and Ryūjō. From June 1938 until the end of the year, he served in China with the 12th Kōkūtai. A year later he was assigned to the 14th Kōkūtai, which received Zero fighters in the fall of 1940. After moving to the Hanoi base in French Indo-

china, Kofukuda's unit was able to engage in combat over southern China with new fighters. Lt. Kofukuda with his Zero 9-182 led a fighter escort in a raid on Kunming on October 7, and his six-man formation managed to shoot down 13 enemy aircraft. In June 1942 he held the position of Hikōtaichō with the 6th Kōkūtai, which was to be based at Midway. The unit participated in the fighting for Guadalcanal from August 1942 and was redesignated Kōkūtai 204. From the spring of 1943 until the end of the war, Kofukuda served mostly with

the Yokosuka Kōkūtai. He participated in the testing of the Heinkel He 100 and in the development of the Mitsubishi J2M Raiden and A7M Reppu fighters. At the end of the war he was promoted to the rank of Commander. After the war he changed his name to Terufumi Kofukuda and worked for the police. He joined the JASDF in 1954 and retired in 1967 with the rank of Lieutenant General. He died in July 1995 at the age of 86.

■ PO2c Hideo Ōishi, 12th Kōkūtai, Hankow airfield, China, March 1941

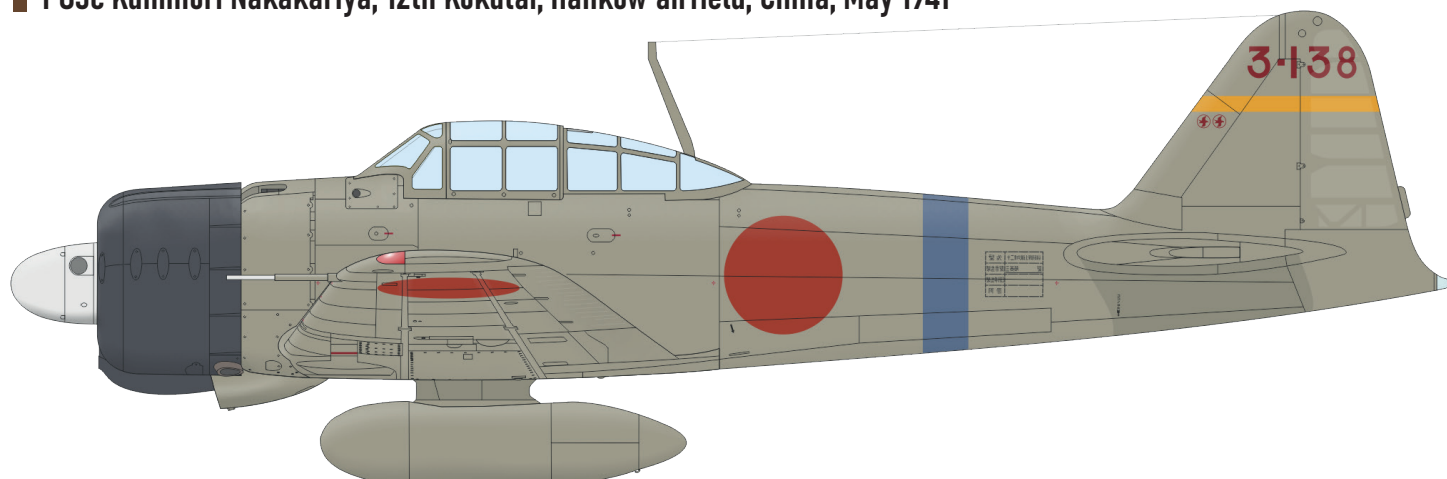


This is an early production A6M2 Zero Type 11 with longer rear canopy glazing, curved air intake under the engine cowling and higher mounted exhausts. Hideo Ōishi, after serving on the aircraft carrier Hōshō, began his combat activities in 1938 aboard the aircraft carrier Sōryū. He was then assigned to the 12th Kōkūtai and was among the pilots who delivered the new Zero fighters to the Chinese battlefield in the su-

mmber of 1940. During the famous battle of September 13, 1940, Zero 3-173 was piloted by PO3c Hatsumasa Yamaya who scored two victories. Ōishi became famous on October 4, 1940, when, during aerial combat south of Chengdu, he landed with three other pilots at an enemy base and attempted to set fire to the parked aircraft. The 3-173 is marked with 14 victories achieved by various pilots. Ōishi shot down two pla-

nes with it on March 14, 1941. After the disbandment of the 12th Kōkūtai, Ōishi served with several units as an instructor and returned to combat in June 1944 with Kōkūtai 201 in the Philippines. He was killed in action over Cebu on September 12, 1944. He achieved a total of six victories.

PO3c Kunimori Nakakariya, 12th Kōkūtai, Hankow airfield, China, May 1941

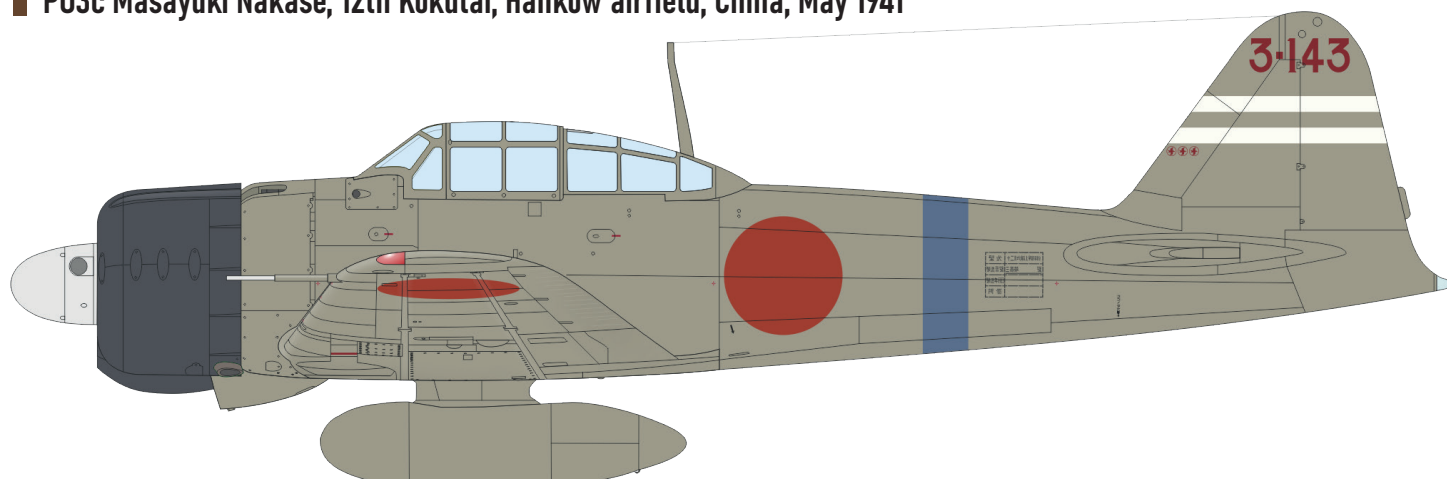


This is a mid-production A6M2 Zero Type 11 with longer rear canopy glazing, curved air intake under the engine cowling and lower mounted exhausts. Nakakariya became a fighter pilot in March 1940 and then within a year underwent further training and service with Ōita, Ōmura and Kanoya Kōkūtai. In April 1941, he was assigned to the 12th Kōkūtai in China as a twenty-year-old but talented aviator. With 3-138,

he achieved two victories over I-15 biplanes during a long-range flight over Tiansu on May 26, 1941. In September 1941 he was assigned to the newly formed 3rd Kōkūtai and, after fighting over the Philippines and the Dutch East Indies, he was involved in aerial combat over Australia until May 1943. He then served for a year as an instructor in the Ōmura Kōkūtai. In May 1944, he was assigned with the rank

of Warrant Officer to Kōkūtai 653, which participated in the Battle of the Philippine Sea with the carriers Chitose, Chiyoda, and Zuihō. With this unit he took part also in the Battle of Leyte Gulf and then fought from land bases in the Philippines. After returning to Japan, he was assigned to Kōkūtai 601. He achieved a total of 16 victories.

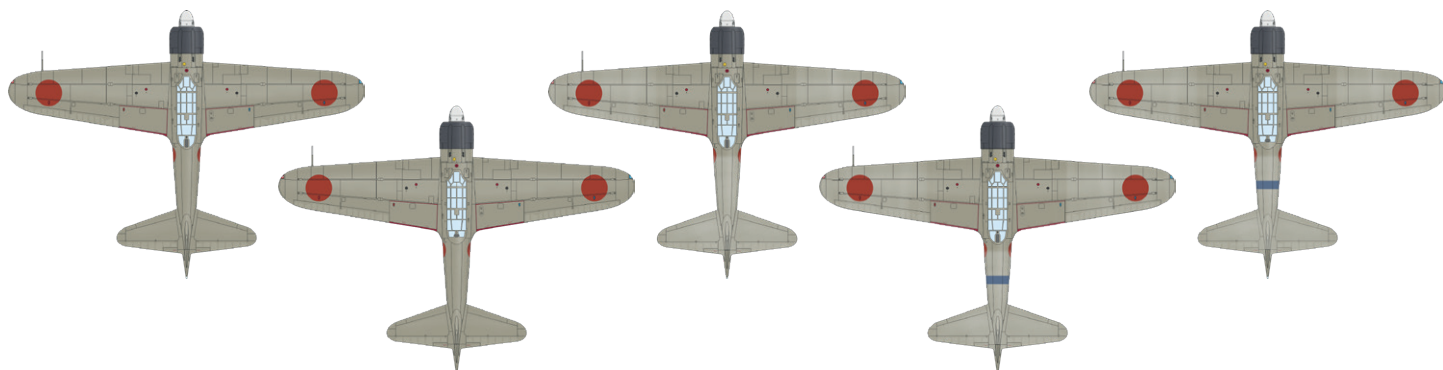
PO3c Masayuki Nakase, 12th Kōkūtai, Hankow airfield, China, May 1941



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

of 1940, he was assigned to the 12th Kōkūtai as a Zero pilot. During an air battle south of Chengdu on October 4, 1940, he landed with three other pilots at an enemy base and set fire to a command post. In another raid on Chengdu, this time on March 14, 1941, he shot down five I-15 biplanes and claimed as probable. He achieved three more victories over Nanzheng on May 26 with the machine 3-143. From September 1941

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



OVERTREES

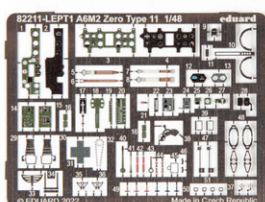
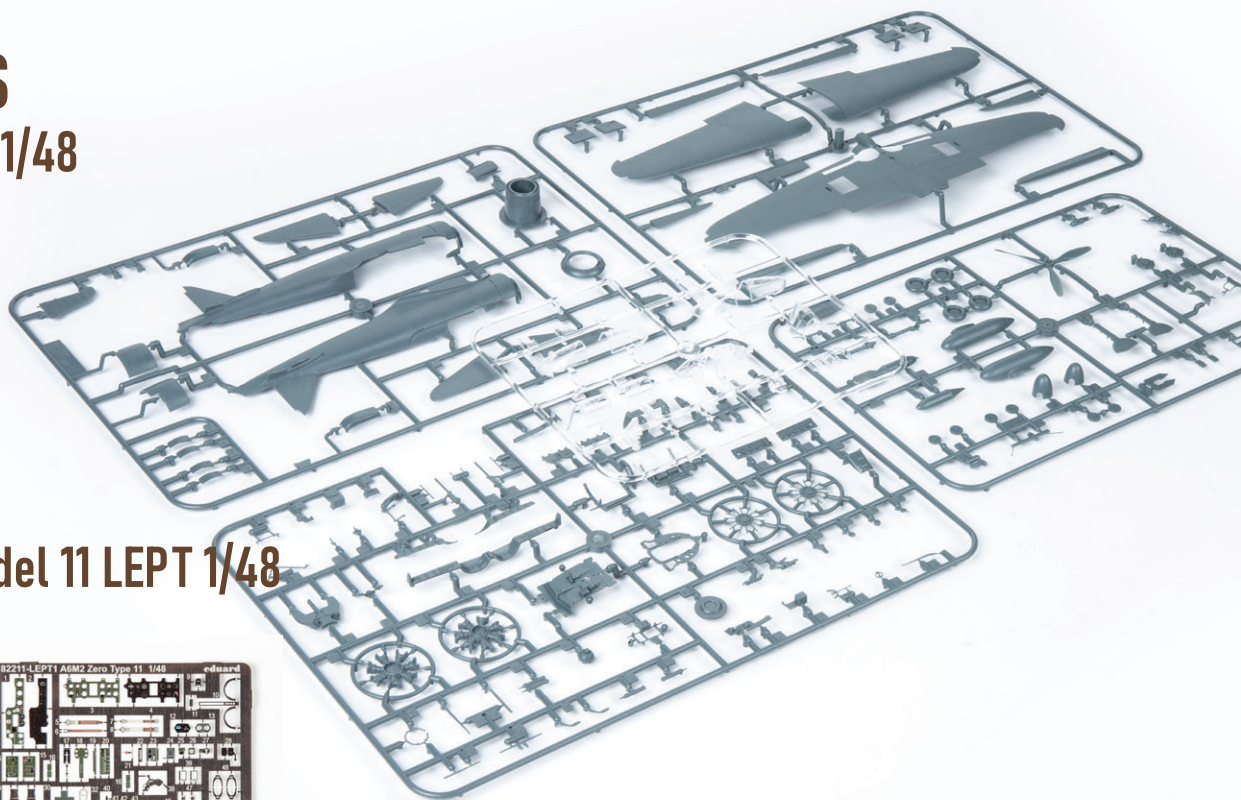
#82211X A6M2 1/48

[Product page](#)

OVERLEPT

#82211-LEPT
A6M2 Zero model 11 LEPT 1/48

[Product page](#)

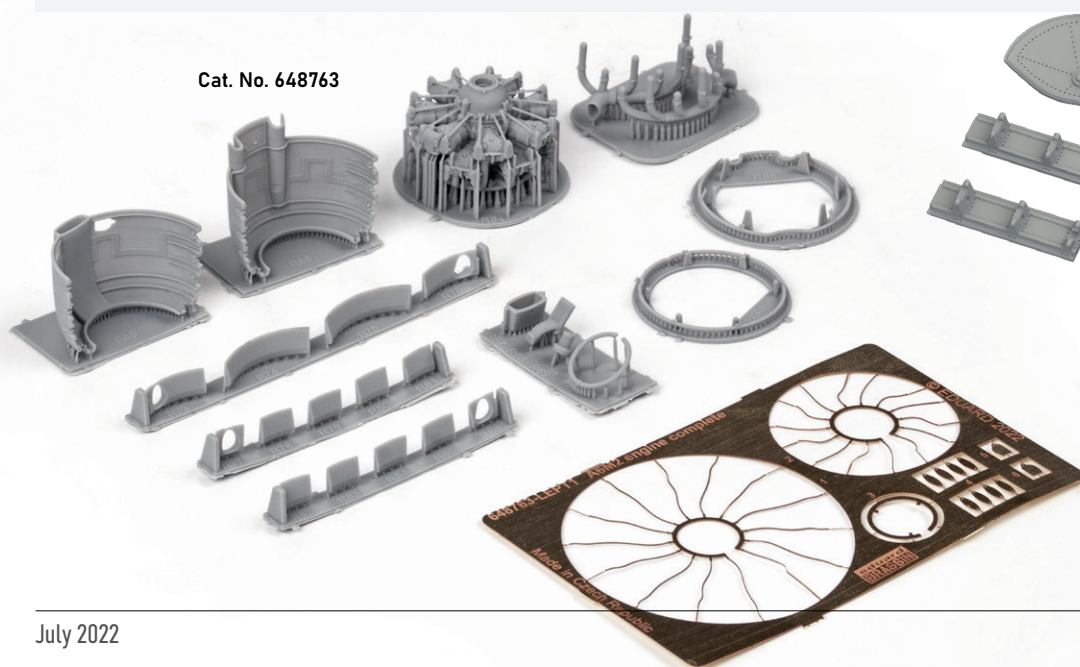


Recommended: for A6M2 Zero Type 11 1/48

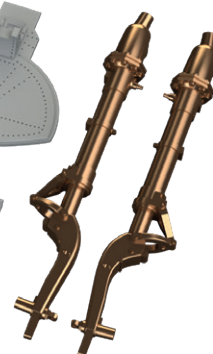
481076 A6M2 landing flaps (PE-Set)
481077 A6M2 Zero (PE-Set)
FE1238 A6M2 seatbelts STEEL (PE-Set)
644128 A6M2 LööK (Brassin)
644134 A6M2 LööKplus (Brassin)
648693 A6M2 wheels (Brassin)
648694 A6M2 engine PRINT (Brassin)
648695 A6M undercarriage legs BRONZE (Brassin)
648698 A6M2 seat PRINT (Brassin)

648721 A6M2 Model 11 exhausts early PRINT (Brassin)
648723 A6M2 cannon barrels & cockpit guns PRINT (Brassin)
648724 A6M2 landing flaps PRINT (Brassin)
648763 A6M2 engine complete PRINT (Brassin)
3DL48050 A6M2 SPACE (3D Decal Set)
D48098 A6M2 stencils (Decal Set)
D48100 A6M2 national insignia (Decal Set)
EX821 A6M2 TFace (Mask)

Cat. No. 648763



Cat. No. 648698



RED TAILS & Co.

#11159

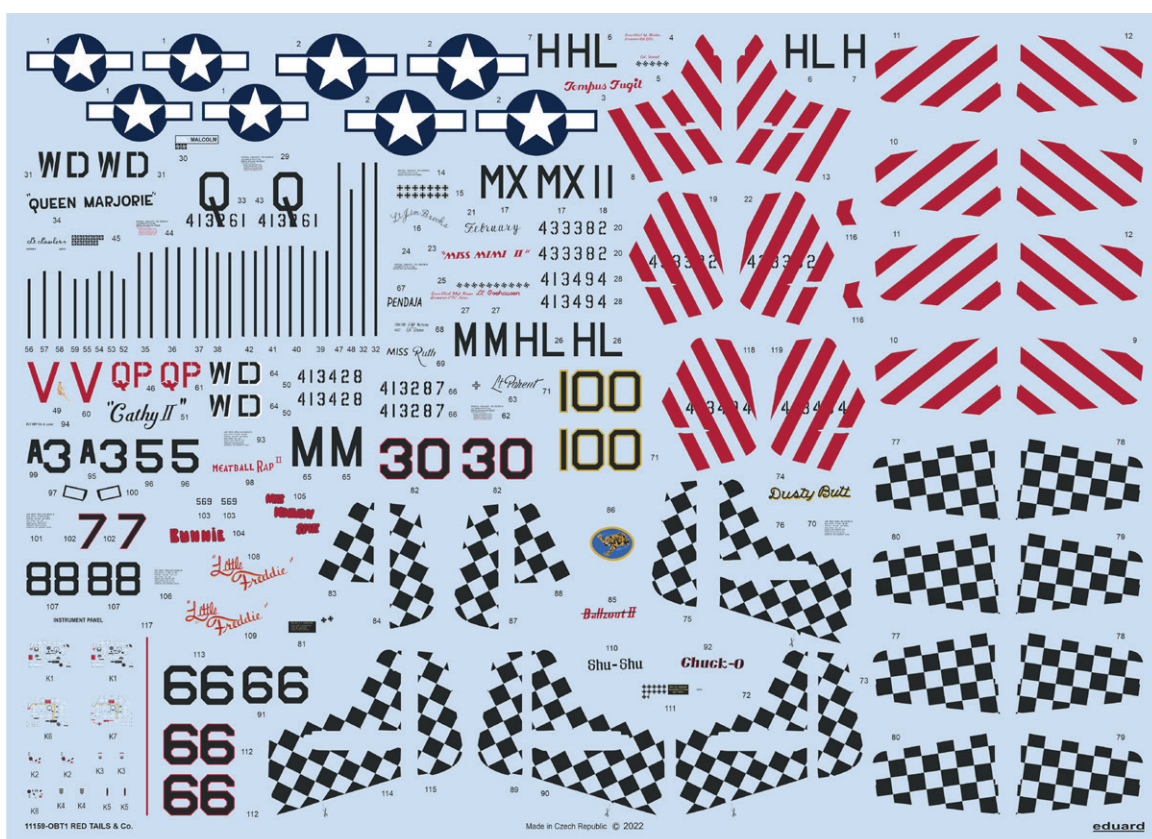
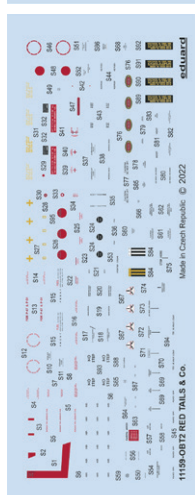
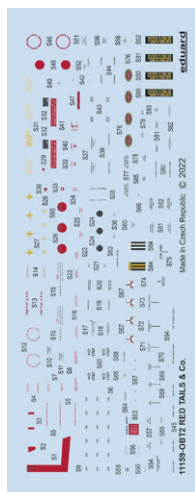
Limited edition kit of US WWII fighter aircraft P-51D Mustang in 1/48 scale. From the kit you can build Mustangs with or without dorsal fin assembly, flying with the four Groups (31st FG, 52nd FG, 325th FG and 332nd FG) from the 15th AF during WWII from Italy.

DUAL COMBO

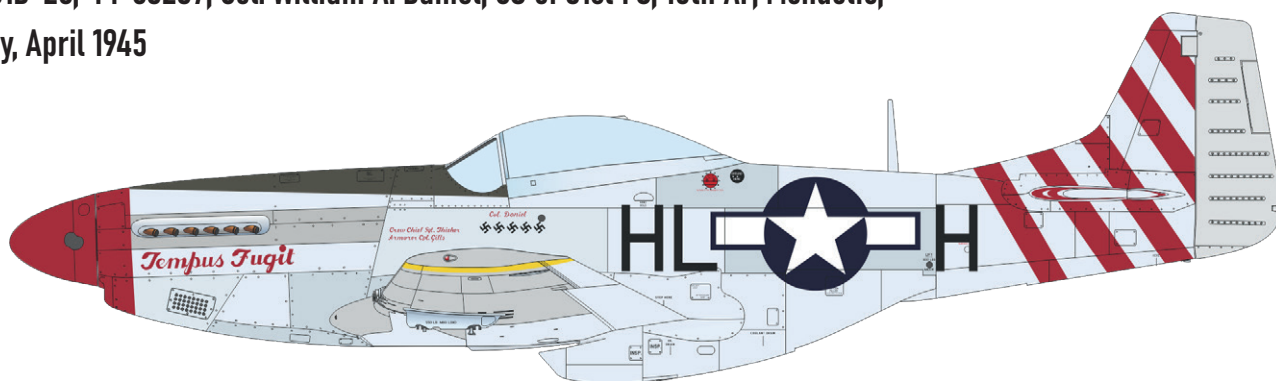
1/48

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

Product page



■ P-51D-20, 44-63237, Col. William A. Daniel, CO of 31st FG, 15th AF, Mondolfo, Italy, April 1945

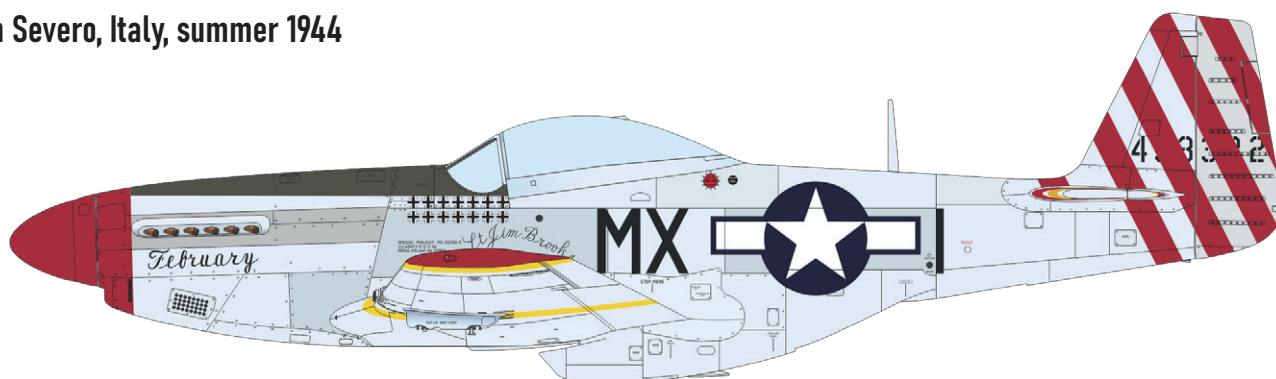


Even though 31st FG did not receive much publicity during WWII the unit scored several unique achievements. Not only it was the first American fighter group which went to combat in ETO, in addition it was the first American FG which landed in Algeria du-

ring the Operation Torch (invasion to North Africa). Also, its pilots were selected to be the first American group to land on Malta and Sicily later. William Allen Daniel while flying with 31st FG scored five confirmed kills of the enemy aircraft, last one was a Me

262 shot down on March 24, 1945, during the escort of bombers to Berlin. By this deed he ranked among 33 air aces who flew with this group.

■ P-51D-5, 44-13382, Lt. James L. Brooks, 307th FS, 31st FG, 15th AF, San Severo, Italy, summer 1944

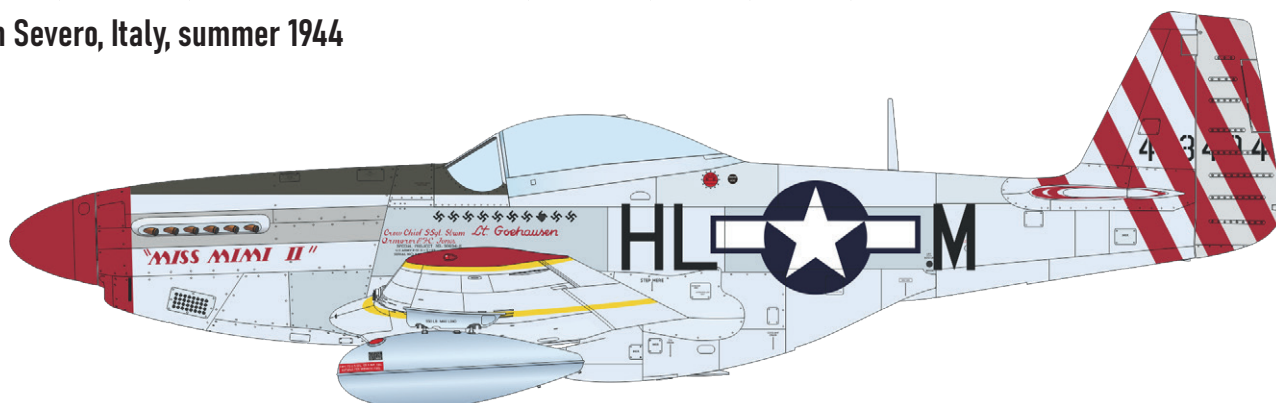


James Lynn Brooks, Binton, Virginia native, underwent the pilot training in 1942. After graduation he was ordered to 307th Fighter Squadron operating in MTG. While he was with this unit, at that time flying

the phenomenal Mustangs, he was credited with 13.5 victories which made him a pilot with the highest kill score in this unit. He also flew in the Korean War and after that he took a job as a test pilot. Same as

the other 31st FG Mustangs, also Brooks' airplane, nicknamed February, sported the red stripes on its tail surfaces that helped the bomber crews to recognize friendly fighters.

■ P-51D-5, 44-13494, Lt. Walter J. Goehausen Jr., 308th FS, 31st FG, 15th AF, San Severo, Italy, summer 1944

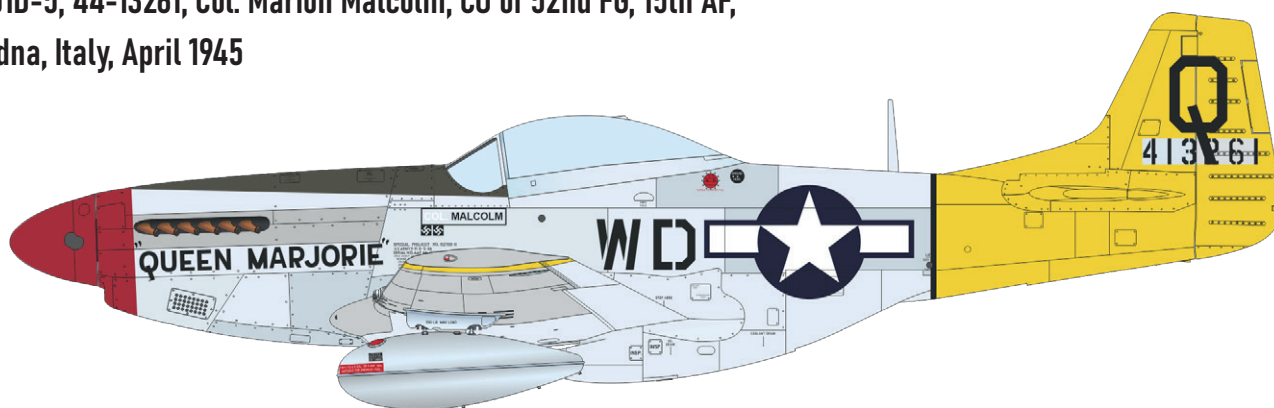


After the previous deployment with VIII Fighter Command in Great Britain the 308th Fighter Squadron was sent to Africa within the 31st FG under the 12th AF command. Here this unit took part in the support of the landings in Sicily, Salerno and at Anzio. In Great Britain its pilots flew Spitfires Mk.V but during the Africa fighting they converted to the modern Spitfires Mk.VIII and Mk.IX. In April 1944 the 308th FS

(together with the other 31st FG squadrons) was re-equipped with Mustangs which they flew within the 15th AF escorting the four-engined bombers over the targets in the occupied Europe and Germany as well. Walter John Goehausen was born on June 20, 1921, in St. Louis, Missouri. After his pilot training he was ordered to the 308th FS and while flying combat with it he scored ten kills of the enemy aircraft. Besides

the oblique red stripes, the markings of the 31st FG aircraft, his Mustang, nicknamed Miss Mimi II, also carried the yellow stripes on the wings and the tail surfaces which was the marking of the American fighters operating in the Mediterranean introduced in March 1943.

■ P-51D-5, 44-13261, Col. Marion Malcolm, CO of 52nd FG, 15th AF,
Madna, Italy, April 1945

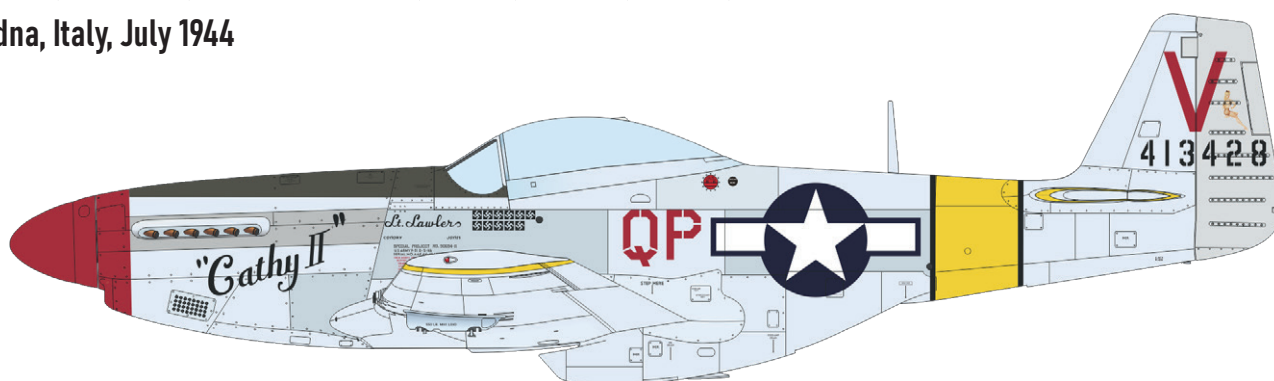


The 52nd FG path to the Mediterranean battlefields was similar to the path of its sister 31st FG. Also, the pilots' training was conducted on P-39 and P-40 aircraft followed by the transfer to Great Britain where the pilots flew Spitfires Mk.V. They fought with this type during the landings in Africa, Sicily and Italy.

In April 1944 the re-equipment to the Mustangs took place and the unit was transferred under the 15th AF command. The type of missions changed as well. The 52nd FG pilots were to continue flying escorts for the four engine bombers on their raids over the occupied territories, Germany and her Allies. Marion Malcolm

assumed command of the 52nd FG on August 27, 1944, and led the unit until the end of WWII. At the end of his tenure with 52nd FG, until his return to the USA in August 1945 he flew his personal aircraft nicknamed Queen Marjorie.

■ P-51D-5, 44-13428, Lt. John B. Lawler, 2nd FS, 52nd FG, 15th AF,
Madna, Italy, July 1944

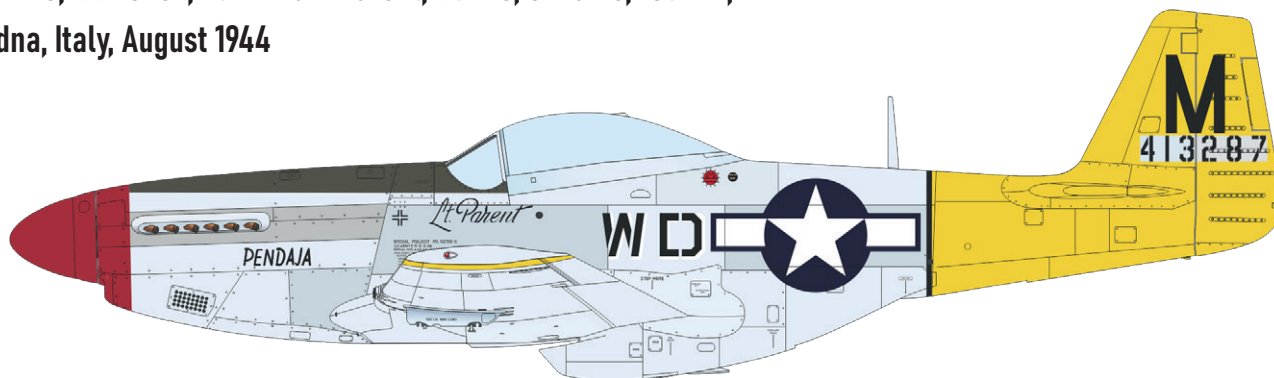


Because during the escort missions of the four-engined bombers the friendly fire on the escorting fighters took place often, the 52nd Fighter Group Mustangs carried for easier friend-foe recognition the yellow band around the fuselage in front of the

tail surfaces. Later the whole tail was painted yellow. Sporting the yellow band at the end of July, the photographer captured the aircraft of Norfolk, Virginia native Lt. Lawler who on July 25, 1944, scored his 10th and 11th kill as documented by the kill marks

under the canopy. John Barry Lawler christened his Mustang Candy II. His previous Mustang P-51C carried the name Candy. There is an Albert Vargas' pin-up girl drawing glued next to the vertical surface code letter.

■ P-51D-5, 44-13287, Lt. William Parent, 4th FS, 52nd FG, 15th AF,
Madna, Italy, August 1944

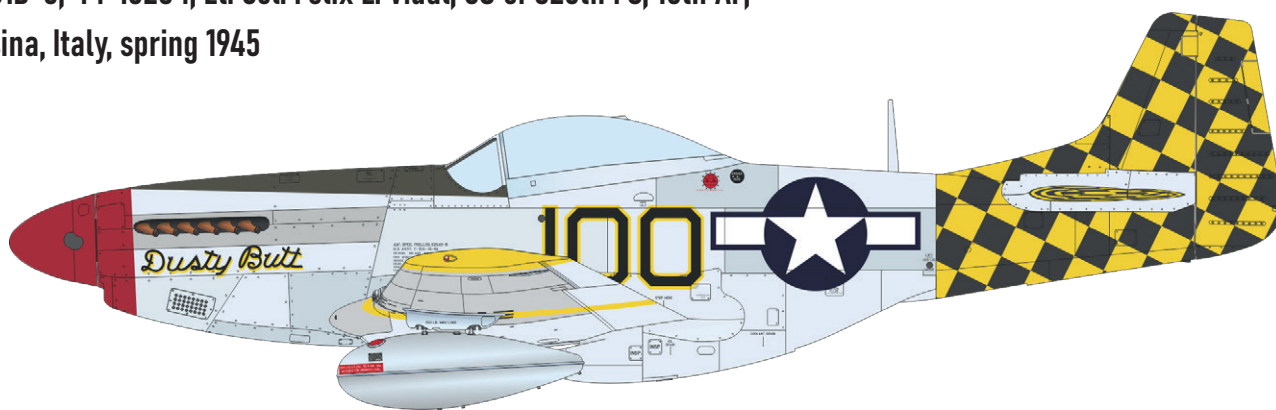


On September 1, 1944, a flight by Maj. Wyatt P. Exum made this aircraft famous. Returning from the mission to Hungary this pilot landed near Lt. Charles Wilson's Mustang who had to make the emergency lan-

ding due to the damage sustained during the attack on the train. He took the unhurt pilot into the cockpit and together they flew 400 miles back to the Madna airport. William Parents' Mustang sported the whole

tailplanes painted in yellow, on the port it carried the inscription Pendaja and Miss Ruth on the starboard.

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

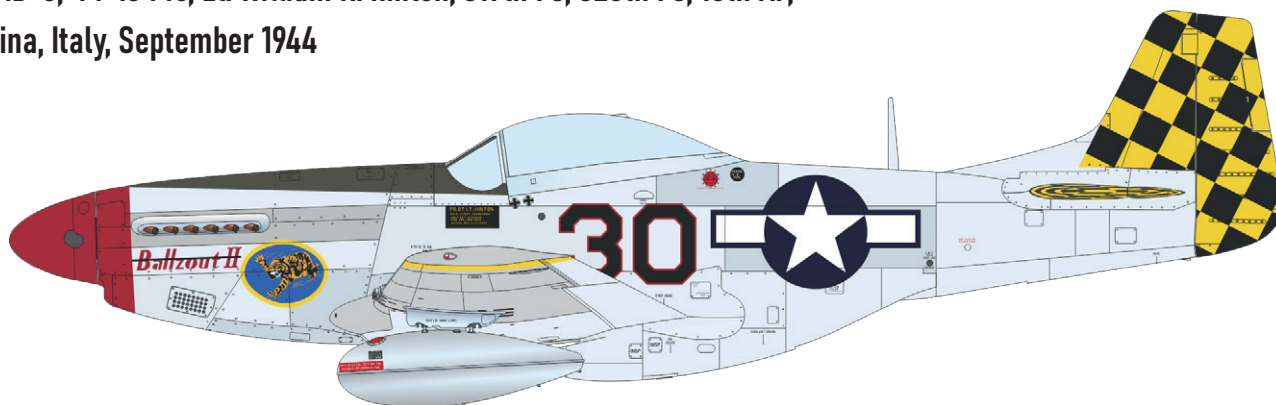


Felix Louis Vidal was born on July 22, 1912, in Madison, South Dakota. After graduation from Madison High School, he enlisted in the military academy in West Point. After the graduation, he went through pilot training and when the USA entered WWII he held the staff and command posts. On March 2, 1945, he

assumed command of the 325th Fighter Group and on June 6, 1945, Lt. Col. Wyatt P. Exum replaced him in this role. Felix Vidal's further career was associated with the aviation and army and he retired in 1963 with the rank of Brigadier General. He passed away on July 16, 1983, in Brevard, Florida. During his tenure

with the 325th FG, nicknamed Checkertails due to their recognition markings, Felix Vidal flew Mustang christened Dusty Butt. On May 31, 1945, this airplane was damaged during the crash.

■ P-51D-5, 44-13440, Lt. William R. Hinton, 317th FS, 325th FG, 15th AF,
Lesina, Italy, September 1944

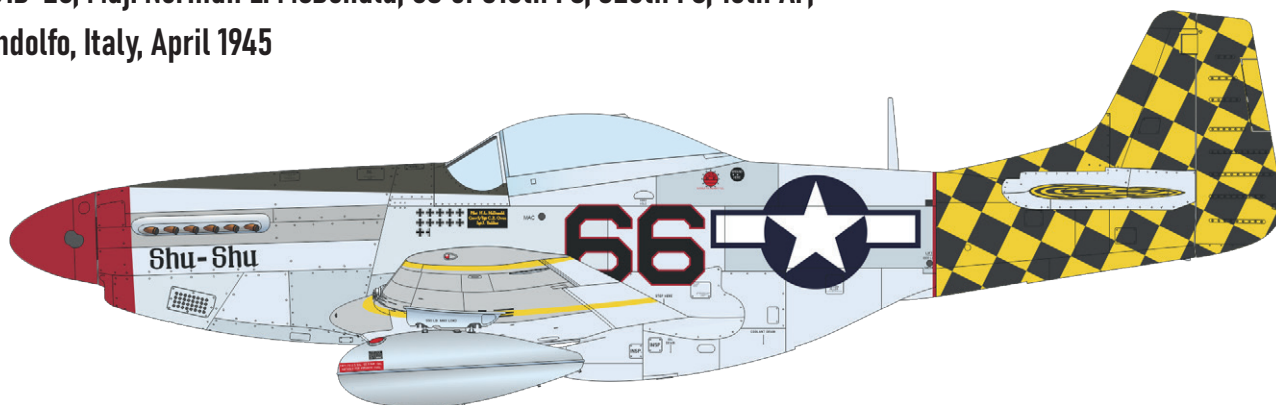


The 317th FS was activated on July 1, 1942, on Rhode Island and after six months of the intense training on P-40, together with its sister squadrons from the 325th FG it was transferred to North Africa. While there it was put under the 12th AF command and fought in Algeria and Tunisia. In the beginning of Sep-

tember 1943, the unit started its conversion to P-47 after which the whole group was ordered to bombers' escorting missions under the 15th AF command. In May 1944 the unit started to fly Mustangs which they operated until the end of war. William "Billy" Hinton, the ace with five kills, christened his aircraft

BALLZOUT II (the name BALLZOUT was also carried by his first Mustang P-51C). The inscription was painted together with his personal insignia in the form of a spittin' tiger.

■ P-51D-20, Maj. Norman L. McDonald, CO of 318th FS, 325th FG, 15th AF,
Mondolfo, Italy, April 1945

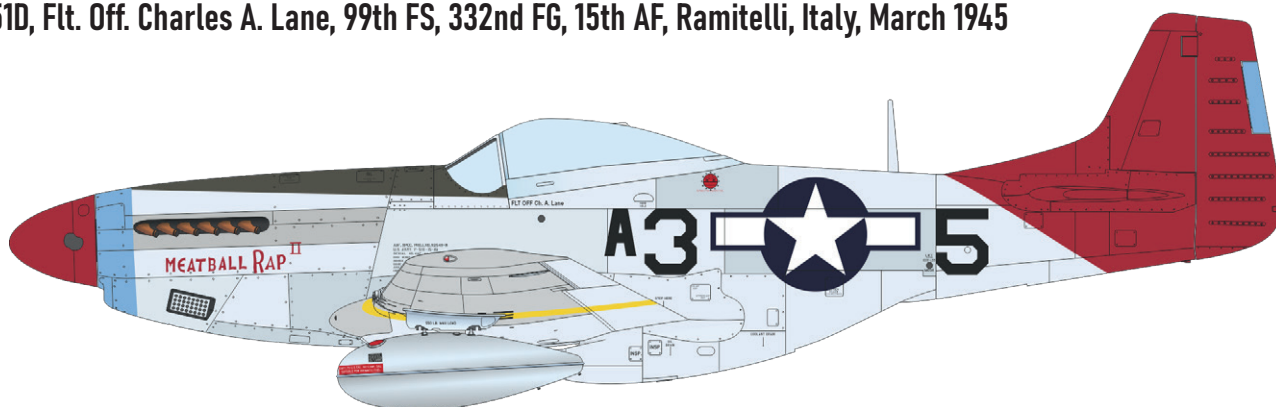


Norman Leroy McDonald was born on January 21, 1918, in Framingham, Massachusetts and in the second half of 1930s underwent civilian pilot training. He continued training with the Army Air Force which he completed in December 1941. In May 1942 he was

ordered to the 52nd FG, namely the 2nd FS. With this unit he flew in the North African campaign and after he finished his tour of duty from October 1943 he went through the conversion to P-47 in the USA. After that, he was sent to Checkertails on his own

request in August 1944. He assumed the command of the 318th Fighter Squadron and held this post until January 5, 1945. While he flew with the 318th FS he added four kills of the enemy aircraft to his 7.5 air victories scored with the 2nd FS.

■ P-51D, Flt. Off. Charles A. Lane, 99th FS, 332nd FG, 15th AF, Ramitelli, Italy, March 1945

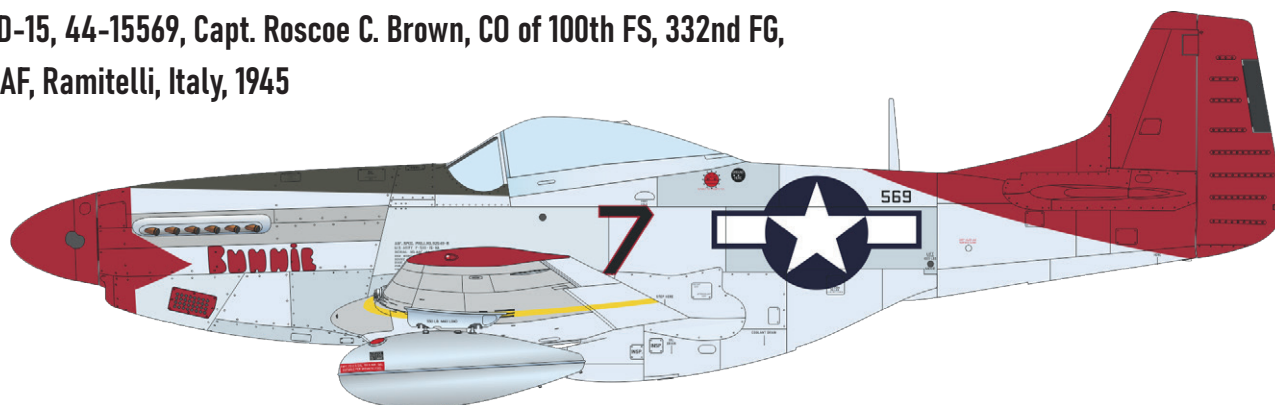


Charles Lane, St. Louis, Missouri native started his pilot training in 1943 in Tuskegee, Alabama. After its completion he was ordered to 99th FS where, until the end of war he completed 26 missions on P-47 and P-51. He continued in the military career after the

war and spent altogether 27 years flying fighters, transports and even B-52 bombers. In 1970 he retired with the rank of Lieutenant Colonel. He passed away in 2016. Same as the other sister squadrons of the 332nd Fighter Group, the 99th Fighter Squad-

ron aircraft' marking was the rear fuselage and tail surfaces painted in eye-catching overall red which helped the crews of the escorted bombers to recognize their own fighters. The marking gave the unit the nickname Red Tails.

■ P-51D-15, 44-15569, Capt. Roscoe C. Brown, CO of 100th FS, 332nd FG, 15th AF, Ramitelli, Italy, 1945

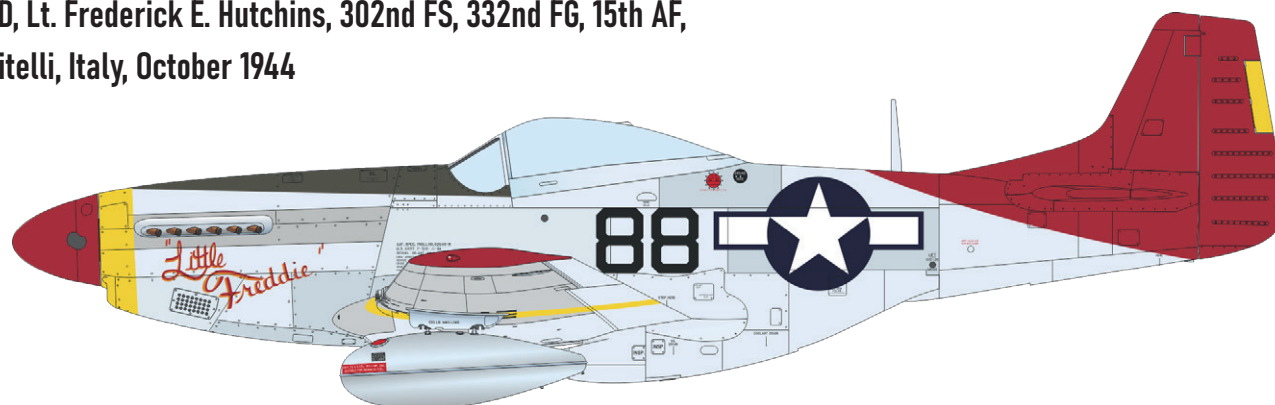


Roscoe Conkling Brown was born on March 9, 1922, in Washington, DC. In 1943 he completed his bachelor's studies at the university in Springfield. The same year he enlisted in the USAAF, completed the training at the aviation school in Tuskegee after which he was ordered to the 100th FS where he flew combat missions until August 1944. During WWII he flew 68 mi-

ssions and in June 1945 he was given the command of the 100th FS. In 1945 he retired from the army air force with the rank of Captain. Later he obtained his PhD at the New York university and set on the academic career path. For more than 25 years he was a university of New York professor. He remained active in the field of education even after his reti-

rement. He passed away on July 2, 2016. Brown's Mustang carried a numeral 7 on the fuselage nose, the inscription Bunnie of the port and Miss Kentucky State on the starboard. The last three digits of the serial number were painted above the fuselage national marking.

■ P-51D, Lt. Frederick E. Hutchins, 302nd FS, 332nd FG, 15th AF, Ramitelli, Italy, October 1944



Frederick Emmanuel Hutchins was born on September 16, 1920, in Donaldsonville, Georgia. On April 29, 1943, he completed his pilot's training in Tuskegee and from December was deployed in Italy with the 302nd Fighter Squadron. On February 5, 1944, Hutchins flew his first combat mission. On October 6, 1944, his unit participated in strafing the targets

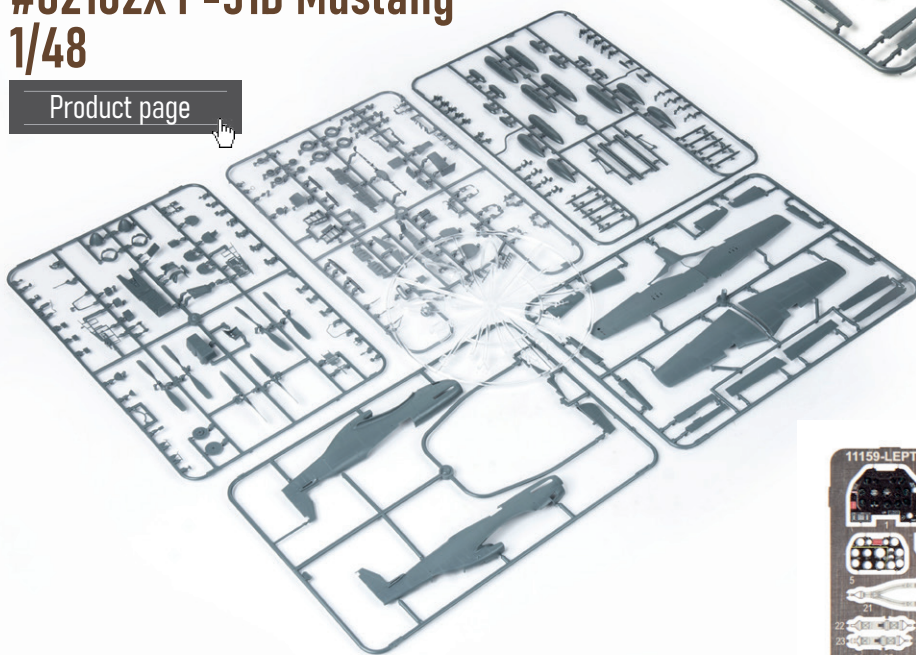
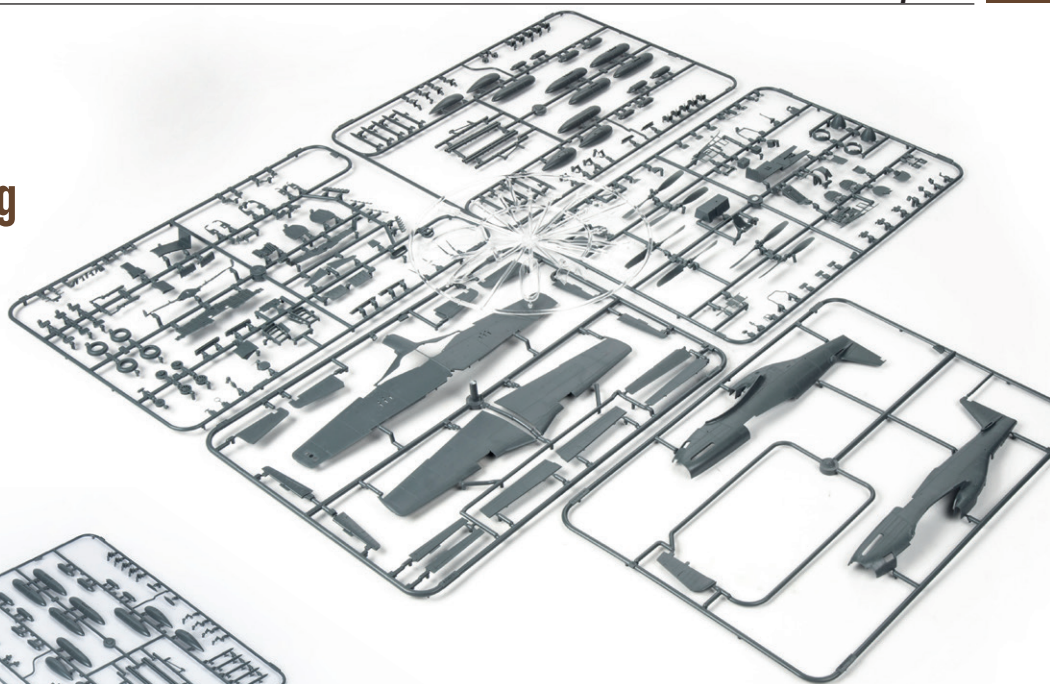
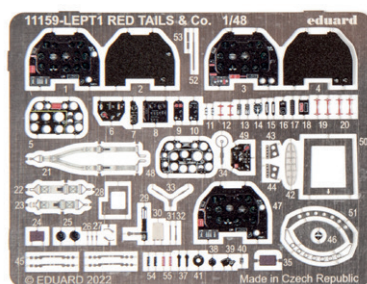
in Greece. During the attack on the airport Megara Hutchins' Mustang was shot down and its pilot crash landed on the Greek territory where he was saved by the local population. He returned to his home base in Ramitelli on October 23. His final score in WWII was four kills. He continued in the service including the Korean and Vietnam wars. All Mustangs flown by

Hutchins were christened Little Freddie and same as all 332nd Fighter Group Mustangs sported the tail surfaces painted red. The 302nd Fighter Squadron marking within the group was yellow nose and two digits numeral on the fuselage.

OVERTREES

#82101X P-51D-5 Mustang
1/48[Product page](#)

OVERTREES

#82102X P-51D Mustang
1/48[Product page](#)OVERLEPT
#11159-LEPT
RED TAILS & Co.
1/48[Product page](#)Recommended:
for P-51D Mustang 1/48

FE1021 P-51D seatbelts STEEL (PE-Set)

FE1141 P-51D-5 Weekend (PE-Set)

644021 P-51D-5 LööK (Brassin)

644030 P-51D-10 LööK (Brassin)

644031 P-51D-15+ LööK (Brassin)

644051 P-51D-5 LööKplus (Brassin)

644052 P-51D-10 LööKplus (Brassin)

644053 P-51D-15+ LööKplus (Brassin)

648485 P-51D exhaust stacks (Brassin)

648486 P-51D exhaust stacks w/ fairing (Brassin)

648487 P-51D Hamilton Standard propeller (Brassin)

648489 P-51D-5 cockpit (Brassin)

648494 P-51D wheels diamond tread (Brassin)

648495 P-51D undercarriage legs BRONZE (Brassin)

648503 P-51D wheels oval tread (Brassin)

648504 P-51D wheels cross tread (Brassin)

648505 P-51D wheels block tread (Brassin)

648511 P-51D wheels diamond tread 2 (Brassin)

648512 P-51D wheels rhomboid treat (Brassin)

648513 P-51D wheels pointed cross tread (Brassin)

648514 P-51D wheels grooved (Brassin)

648517 P-51D gun bays (Brassin)

648522 P-51D cockpit (Brassin)

648555 P-51D engine (Brassin)

648570 P-51D gun sights (Brassin)

648571 P-51D 75gal drop tanks (Brassin)

648572 P-51D 108gal drop tanks (Brassin)

SIN64864 P-51D-5 ESSENTIAL (Brassin)

SIN64869 P-51D ADVANCED (Brassin)

3DL48002 P-51D-5 SPACE (3D Decal Set)

3DL48003 P-51D-10 SPACE (3D Decal Set)

3DL48004 P-51D-15+ SPACE (3D Decal Set)

D48033 P-51D national insignia (Decal Set)

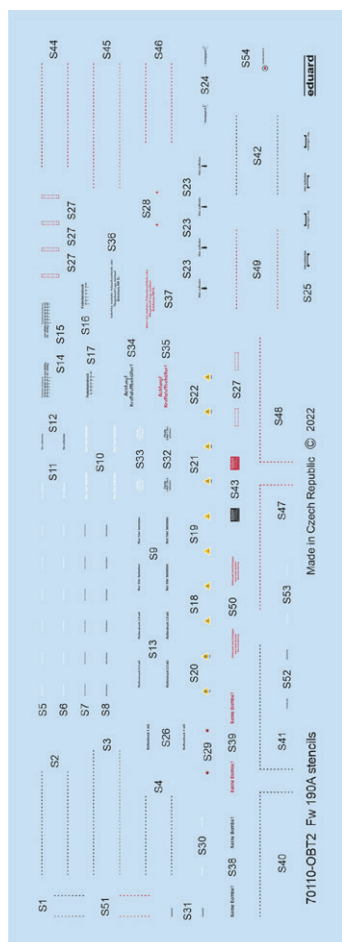
D48034 P-51D stencils (Decal Set)

EX663 P-51D TFace (Mask)

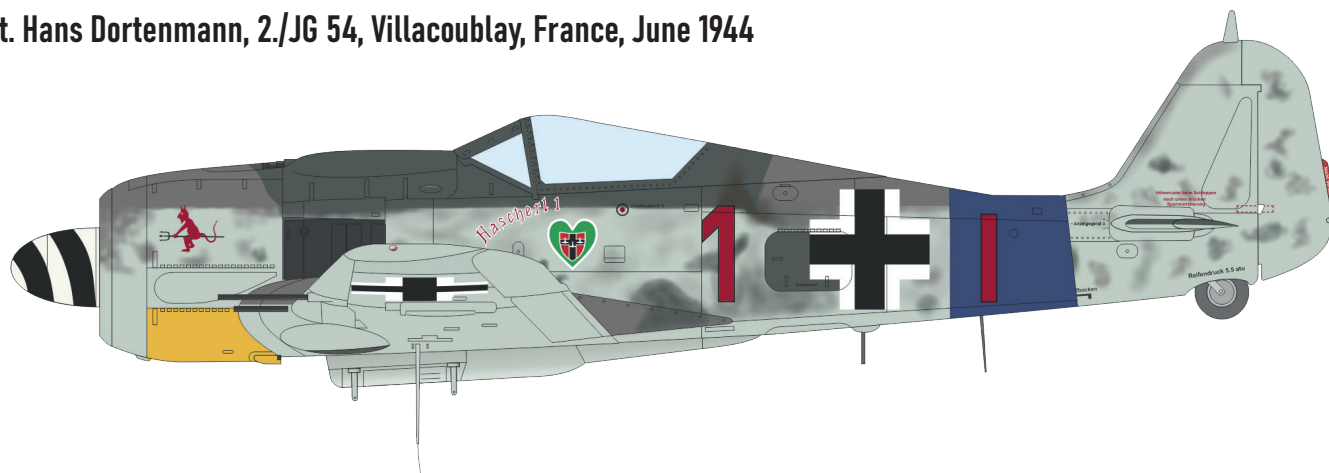
#7463

- plastic parts: Eduard
- No. of decal options: 4
- decals: Eduard
- PE parts: no
- painting mask: no
- resin parts: no

Product page



■ Lt. Hans Dortenmann, 2./JG 54, Villacoublay, France, June 1944

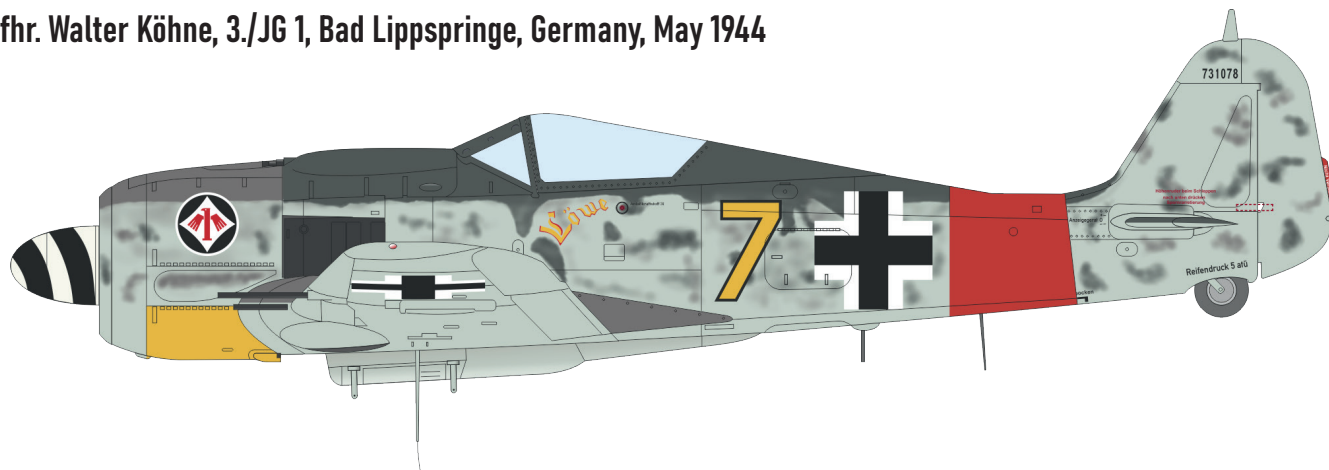


On June 10, 1944, 2./JG 54 was withdrawn from the Eastern Front and deployed to France to join III./JG 54. On June 20, 1944, Hans Dortenmann assumed command of 2. Staffel JG 54. At that time, he flew a Fw-190A-8 marked "Red 1" which sported the green

heart with the emblem of III. Gruppe under the cockpit on both sides of the fuselage. Vertical band behind the fuselage cross was marking of III. Gruppe, while there was also emblem of 2. Staffel painted on the nose. A blue band on the tail was JG 54 Defense

of the Reich marking. On June 24, 1944, Dortenmann shot down a P-51 near Evreux but two days later he himself was shot down near Paris. The aircraft was destroyed but the pilot bailed out and survived.

■ Ofhr. Walter Köhne, 3./JG 1, Bad Lippspringe, Germany, May 1944

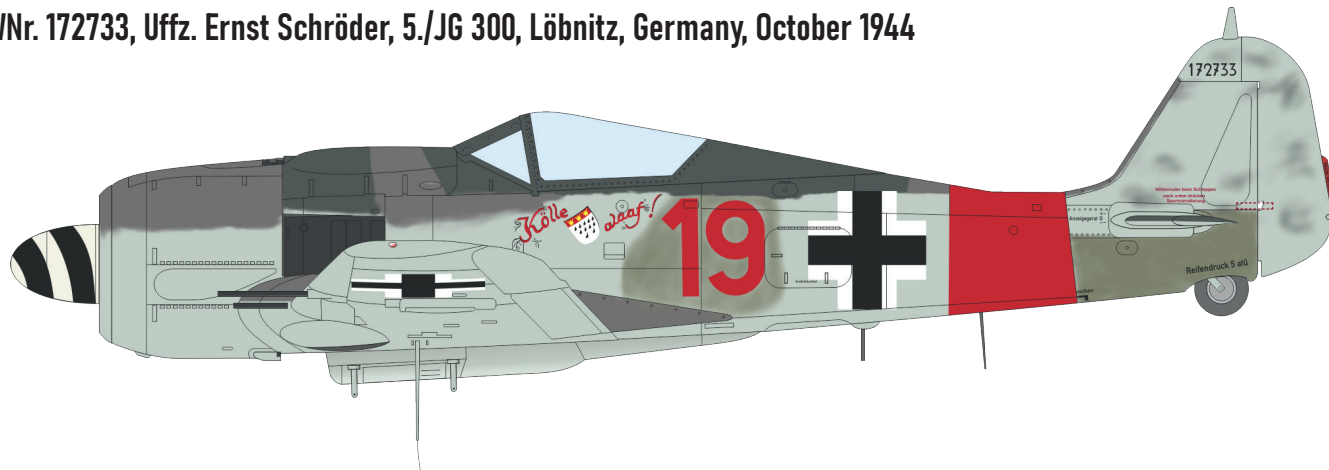


Shortly after the attack on the Soviet Union, Walter Köhne was seriously wounded. On June 4, 1943, following a long period of recuperation, he was assigned to 2./JG 1, at the time based at Deelen in the Netherlands. He flew combat missions over the Wes-

tern Europe up to the end of the war, scoring thirty kills in total, the majority of which were B-17 and B-24 heavy bombers. The standard camouflage scheme of this Fw 190A-8 is supplemented by Defense of the Reich JG 1 markings – 900 mm wide red fuselage

band, the JG 1 unit marking, and a personal marking in the form of the name of the dog that was the 3. Staffel mascot.

■ WNr. 172733, Uffz. Ernst Schröder, 5./JG 300, Löbnitz, Germany, October 1944

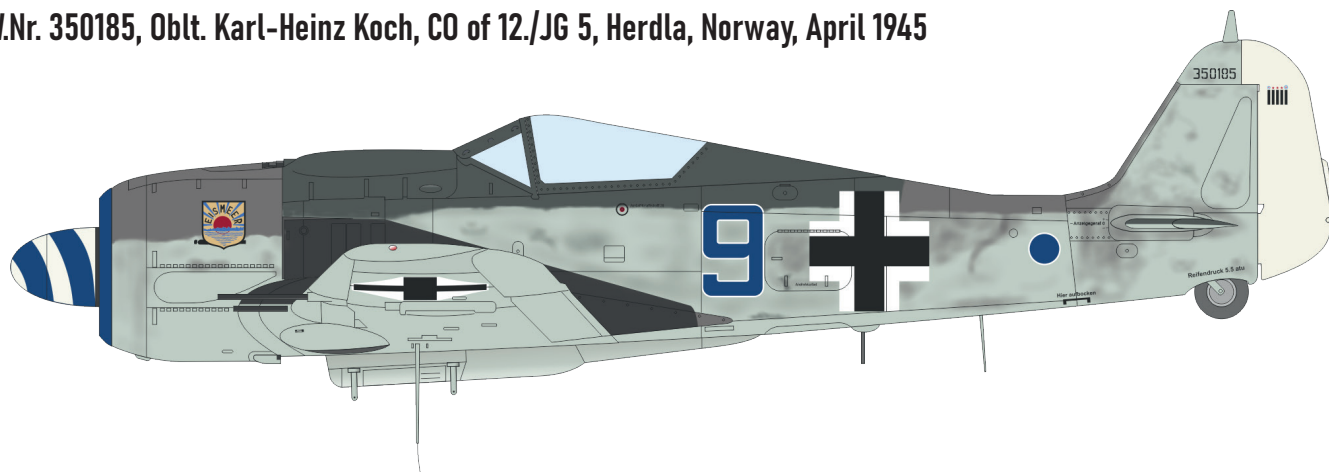


In October 1944, the aircraft flown by Ernst Schröder carried II. Gruppe markings in the form of a horizontal bar in the Staffel color behind the fuselage cross. The slogan Kille alaaf with the Cologne Coat of Arms was carried on the port side of the fuselage, while the

name of Schröder's girlfriend Edelgard was painted on the starboard. In November, the II. Gruppe marking disappeared under the 900 mm wide red fuselage band on the rear fuselage. At the same time the shadows were added to the coat of arms and the second part of

the inscription and the exclamation mark was added as well. The name of the girlfriend was modified to a fancier appearance.

■ W.Nr. 350185, Oblt. Karl-Heinz Koch, CO of 12./JG 5, Herdla, Norway, April 1945



In the end of 1944, Oblt. Karl-Heinz Koch flew with 13./JG 5. In the beginning of 1945, he was transferred to 12./JG 5 where he was flying Fw 190A-8 (W.Nr. 737070) marked "Blue 9". On February 9, 1945, this

aircraft was lost in the dogfight with No. 65 Squadron RAF Mustangs Mk.III near Førdefjord. Oblt. Karl-Heinz Koch obtained another Fw 190A-8 (W.Nr. 350185) and it was again marked "Blue 9" and also carried JG 5

insignia on the nose portside. There were five kill marks painted on its white rudder. On April 5, 1945, Oblt. Koch was shot down in this plane which was heavily damaged during the emergency landing.

Recommended: for Fw 190A-8 standard wings 1/72

72611 Fw 190A-8 (PE-Set)

72612 Fw 190A-8 landing flaps (PE-Set)

672080 Fw 190A wheels late (Brassin)

672081 Fw 190A-8 cockpit (Brassin)

672082 Fw 190A-8 engine (Brassin)

672085 Fw 190A exhaust stacks (Brassin)

672086 Fw 190A propeller (Brassin)

672088 Fw 190A-8 engine & fuselage guns (Brassin)

D72009 Fw 190A stencils (Decal Set)

D72012 Fw 190A Balkenkreuze (Decal Set)

D72016 Fw 190A-8 national insignia (Decal Set)

Cat. No. 672080

Cat. No. 672082

Cat. No. 672081

Cat. No. 672086

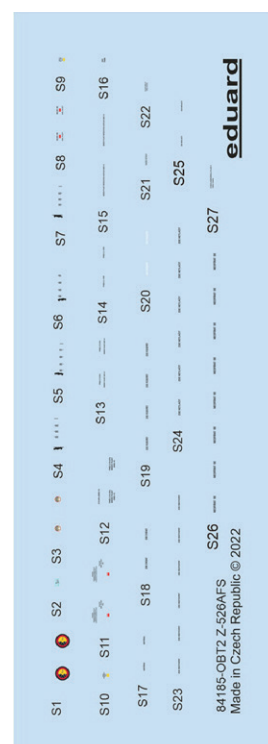
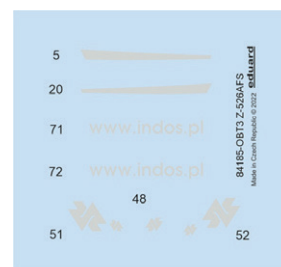
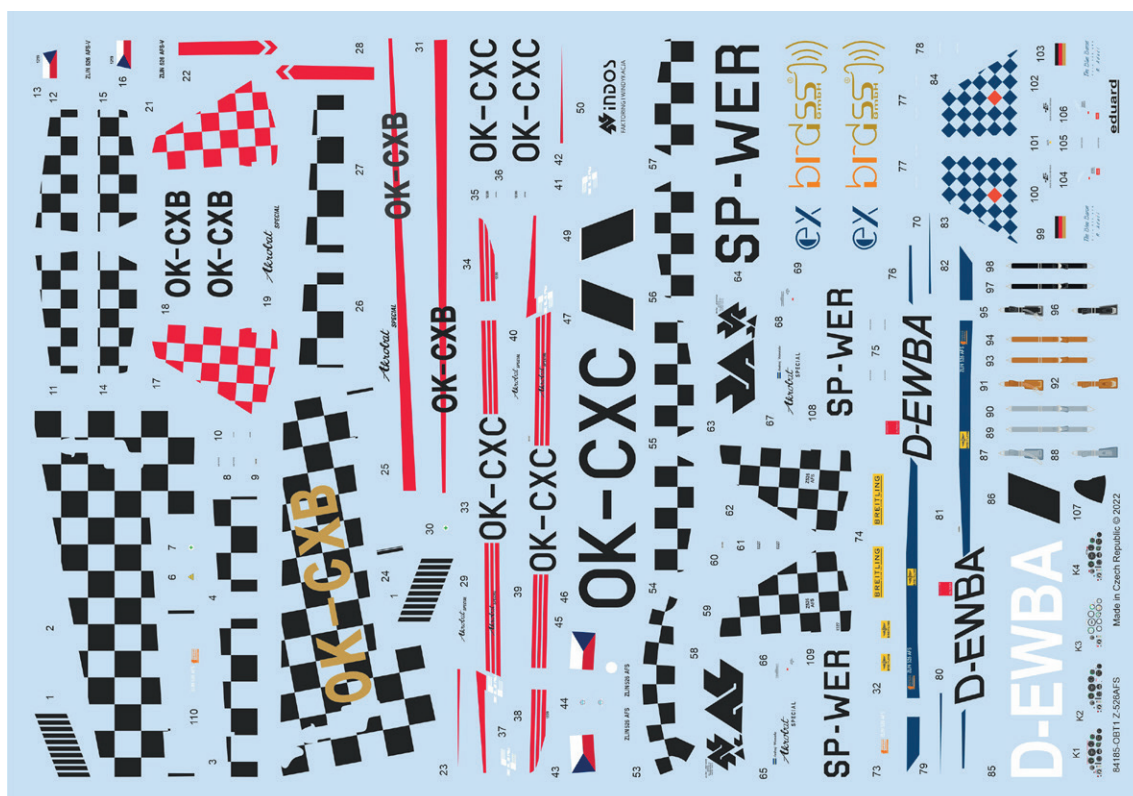
Z-526AFS Akrobat

1/48

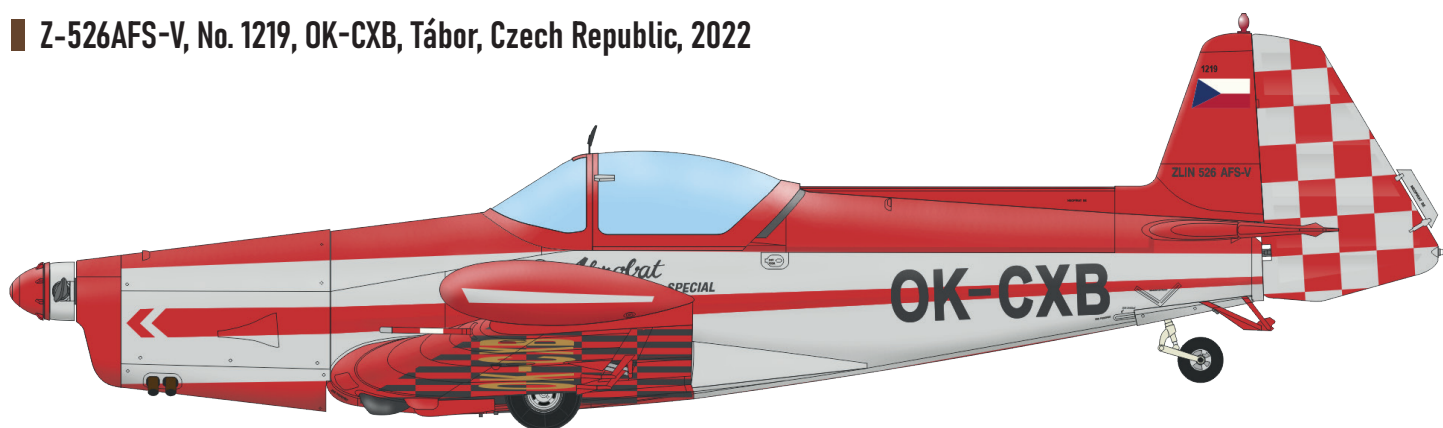
#84185

Weekend edition kit of Czechoslovak single seat aerobatic plane Z-526AFS Akrobat in 1/48 scale.

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

[Product page](#)


■ Z-526AFS-V, No. 1219, OK-CXB, Tábor, Czech Republic, 2022



Zlin Z-526AFS OK-CXB serial number 1219 was manufactured in 1972 and assigned to the national aerobatic team. It was painted in a golden-brown color, the same as OK-CXC. In the end of 1970s, the airplane was repainted in the typical red-white livery. It was kept as an aircraft of the national team until the second half of 1980s when it run out of the aerobatic life li-

mit and the aircraft was rebuilt to a glider-towing version Z-526AFS-V. After Czechoslovakia split in 1993 it was assigned to the Aeroclub Holešov. In 2008, it underwent the general overhaul after which it was repainted in red-silver livery and has been flying in this coloring until now. Around 2009 the airplane was acquired by a private owner and was based

at the Frýdlant nad Ostravicí airfield. It was several times loaned by Aeroclub Krnov and frequently flew as towing aircraft in sailplane competitions. In 2019 it was bought by Tomáš "Stanislavovič" Jirmus who operates it at the Tábor airport nowadays.

■ Z-526AFS, No. 1220, OK-CXC, Svazarm, Czechoslovakia, 1972–1975

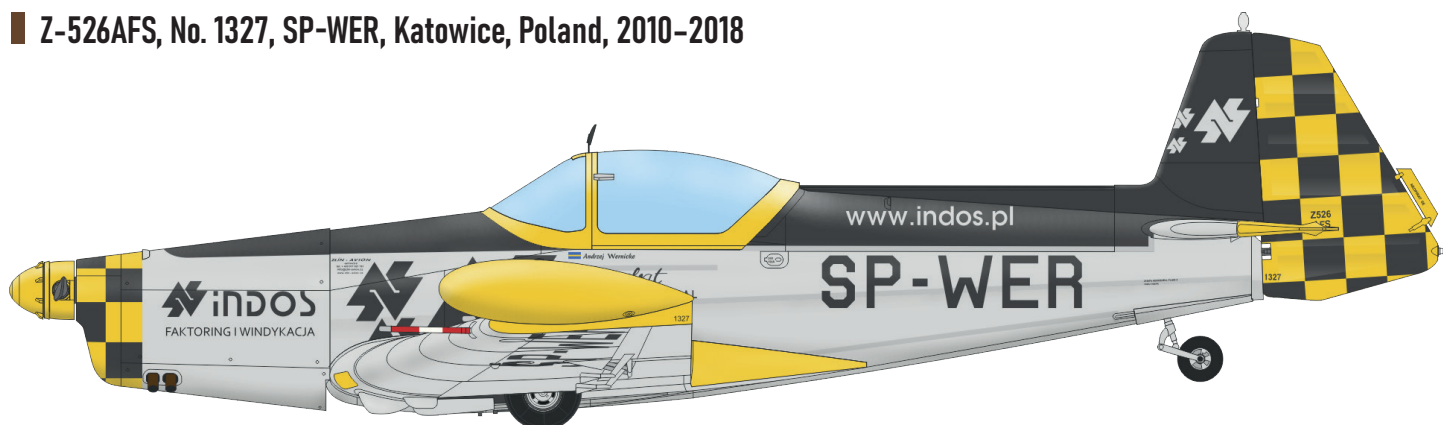


Zlin Z-526AFS OK-CXC serial number 1220 was manufactured in 1972 and assigned to Václav Šmíd, member of the national aerobatic team based at Kladno airfield. It received the golden-brown livery and since the paint work was not very well executed the aircraft was nicknamed a "brownie". It flew in this

paintwork until 1975 when Václav Šmíd had to stop flying aerobatics. In the end of 1970s, the aircraft was repainted in blue-white livery which became typical for "Shorty" (Z-526AFS nickname in translation). In the end of 1980, the aerobatic life of the aircraft was at its end, so the aircraft was rebuilt into AFS-

-V tow version and kept on flying as a glider-towing airplane. After the split of Czechoslovakia, the plane was assigned to the Aero Club Olomouc where it is flying today.

■ Z-526AFS, No. 1327, SP-WER, Katowice, Poland, 2010–2018

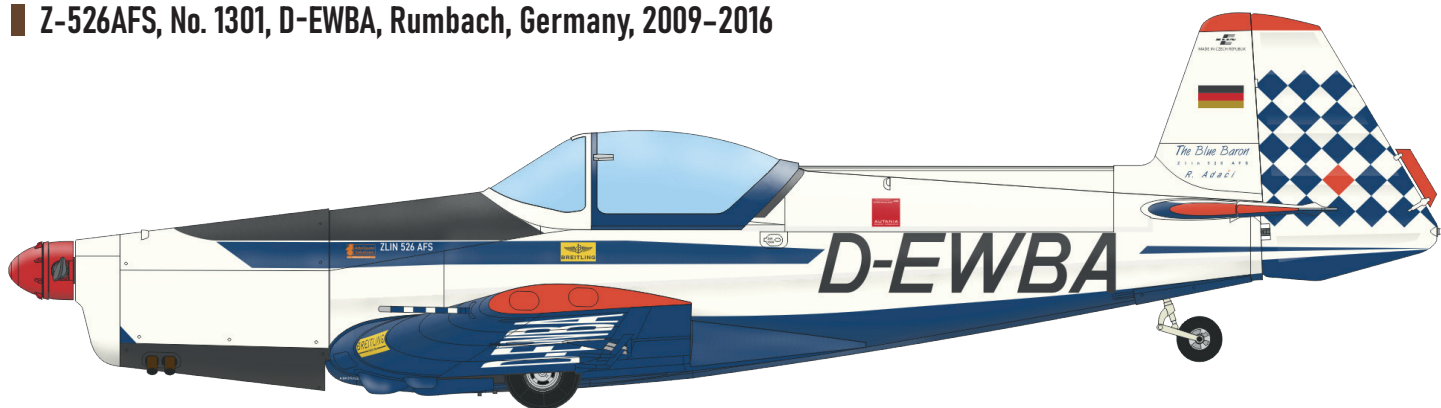


Zlin Z-526AFS SP-WER serial number 1327 was manufactured in 1974 and exported to Poland where it flew with the registration SP-ELB for a national aerobatic team. Later it was flown by Aero Club Katowice and around 2010 it underwent the gene-

ral overhaul with the associated re-registration to SP-WER. The aircraft was painted in yellow-black-silver livery and kept on flying in this scheme in Katowice until 2018 when it was bought by a Czech private owner. Another general overhaul was per-

formed after which this "Shorty" was repainted in yellow-black-silver combination again. In this livery, registered as OK-ERB, it still flies today and still has its quota of aerobatic flight hours. Its home base is the Skuteč airfield.

■ Z-526AFS, No. 1301, D-EWBA, Rumbach, Germany, 2009–2016



Zlin Z-526AFS serial 1301 was manufactured specifically for the Polish aerobatic national team carrying SP-ENA registration. It flew intensely for the first ten years, but a bit less afterwards. Then it flew in the Aero Club Nowy Targ until the end of 1990s. Around 2000 it was repainted and carried a LOT ad-

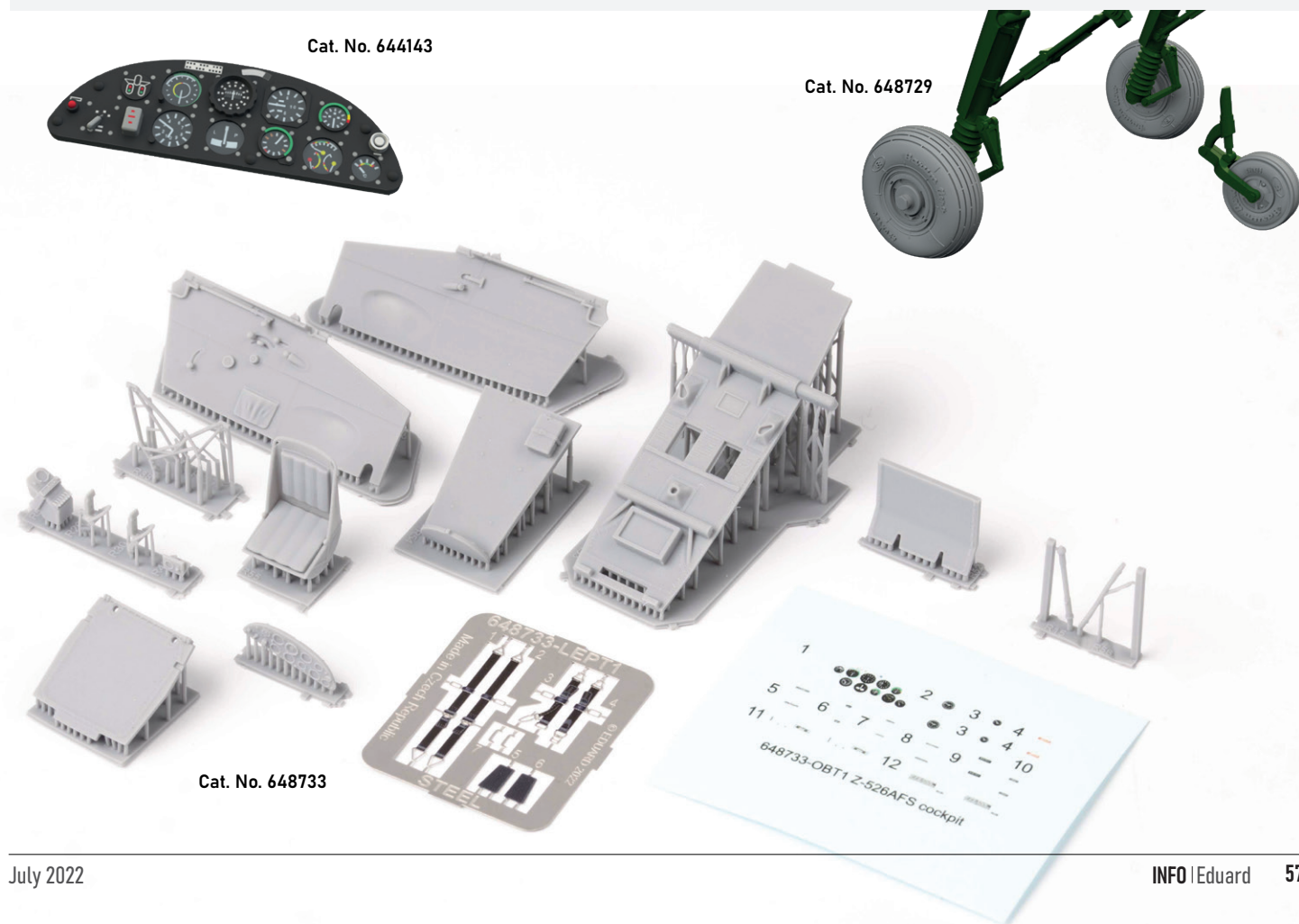
vertisement. In 2009 it was sold into private hands in Germany and was re-registered as D-EWBA. The owner, Mr. Adacci, had the smoke generator installed on the aircraft and flew with it in the airshows. In 2016 it was bought by David Sýkora and transferred from Rumbach airport to Panenský Týnec where this

"Shorty" flew for another five years and during this time received a new paintwork in metallic-red wine color. Shortly after it was acquired by another private owner and now flies out of the Hodkovice airfield. It still has a quota of the aerobatic flight hours.

Recommended: for Z-526AFS Akrobat 1/48

644143 Z-526AFS LööK (Brassin)
644150 Z-526AFS LööKplus (Brassin)
648729 Z-326/526 wheels (Brassin)
648733 Z-526AFS cockpit PRINT (Brassin)

3DL48060 Z-526AFS Akrobat SPACE (3D Decal Set)
D48097 Z-126/226/326/526 cockpit placards (Decal Set)
EX833 Z-526AFS Akrobat TFace (Decal Set)



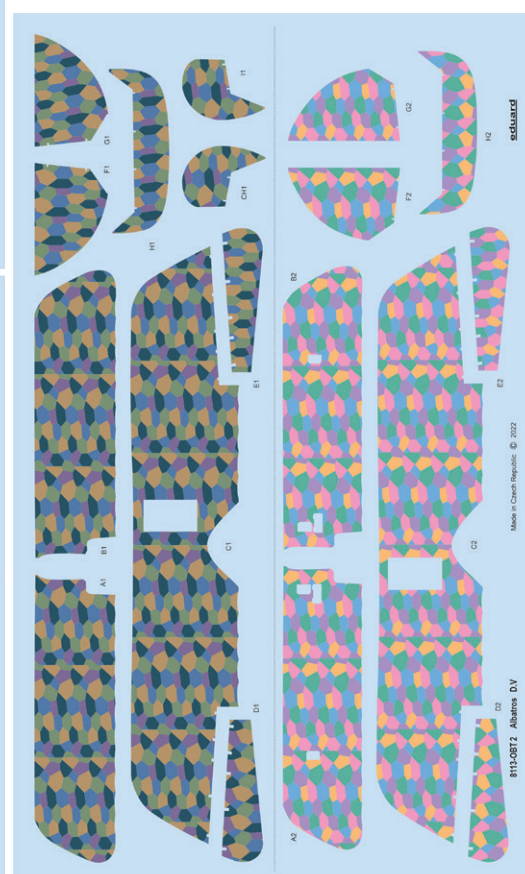
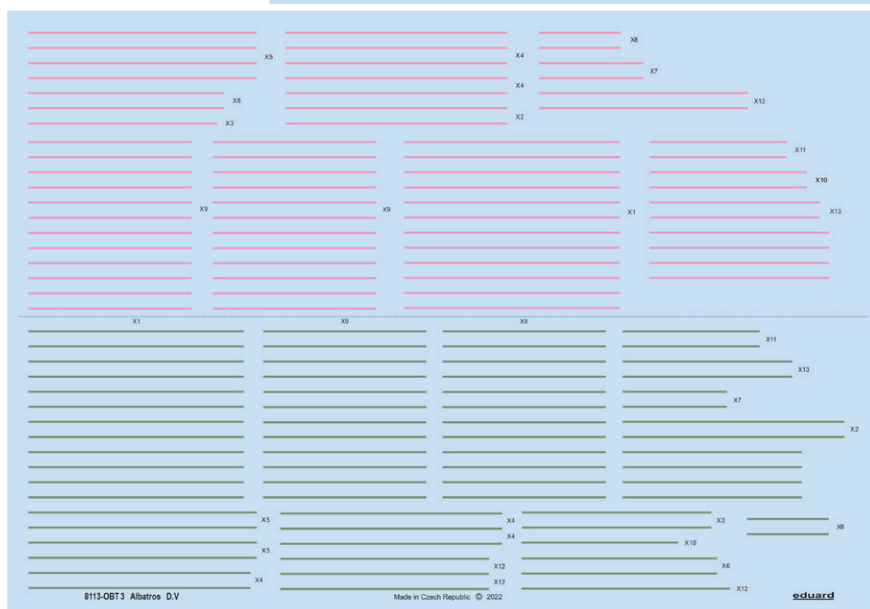
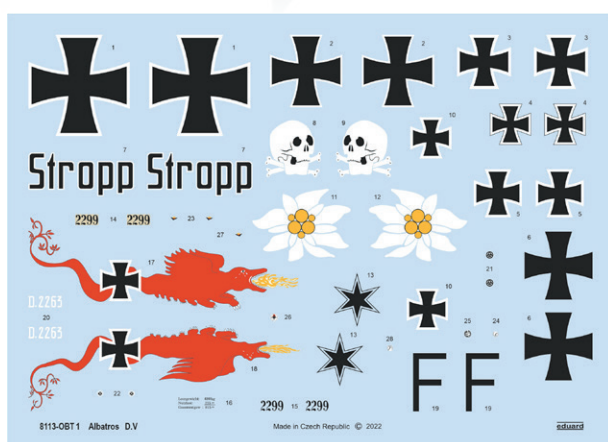
Albatros D.V 1/48

Re-release

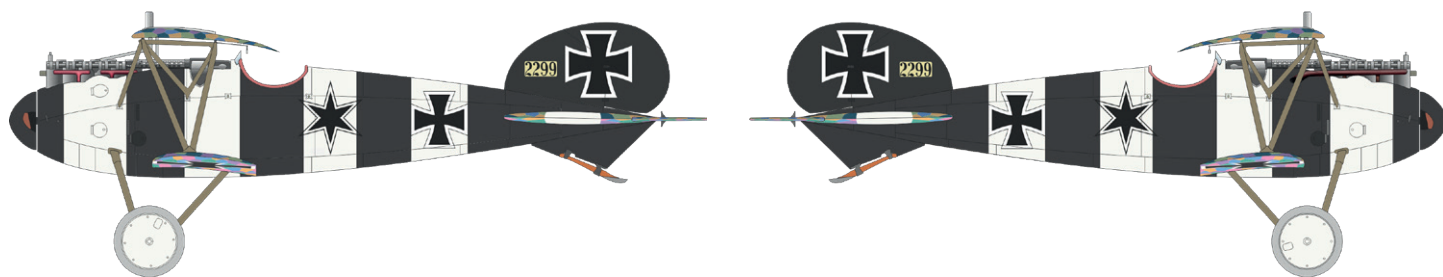
#8113

ProfiPACK edition kit of German WWI fighter aircraft Albatros D.V in 1/48 scale.

- plastic parts: Eduard
- No. of decal options: 5
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: no

[Product page](#)


■ Albatros D.V 2299/17, Lt. Xaver Danhuber, Jasta 26, Abeelee, Belgium, 1917

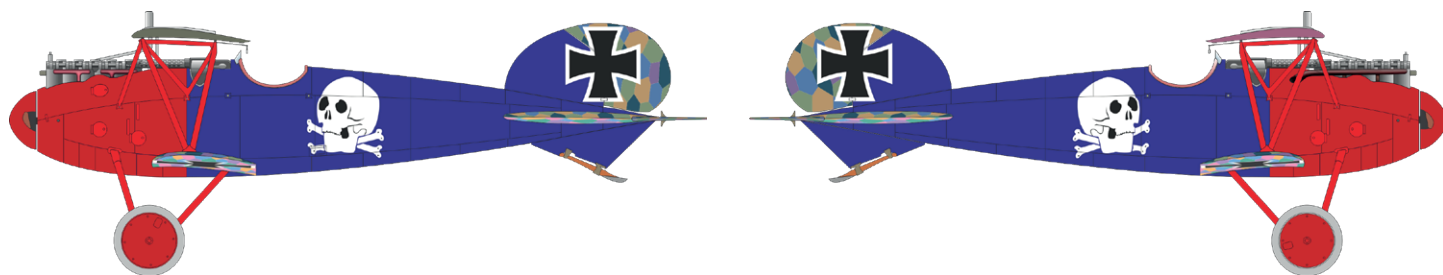


Although this Albatros DV is usually assigned to Bruno Loerzer, it is very probable, it was in fact the mount of Xavier Danhuber, the winner in 11 aerial combats. Apart of other indications, he was photographed himself standing by the plane or sitting in the cockpit. Danhuber first saw action with Kagohl 6 (Kampfgeschwader der Obsten Heeresleitung - Combat squadron of the Supreme Commander), later was

transferred to Schutzstaffel 25, before he was assigned to Jasta 26 on July 1, 1917. Danhuber got wounded upper arm in an air fight on October 18 and after his return on November 7, he moved to Jasta 79b as he was appointed the CO of the unit. He was injured in a crash when test-flying a Pfalz D.IIIa at the Thugny airfield on February 11, 1918. After several months of medical treatment and convalescence Danhuber had

returned to his unit and reassumed command on October 9. Five days later he achieved his 11th and last victory, shooting down Sopwith Dolphin near Bohain. His Albatros was painted in black and white bands scheme typical for Jasta 26 aircraft. It also sported the six-pointed star on both sides of the fuselage and five-colour Flugzeugstoff on the wings.

■ Albatros D.V, Lt. Kurt Monnington, Jasta 18, early 1918

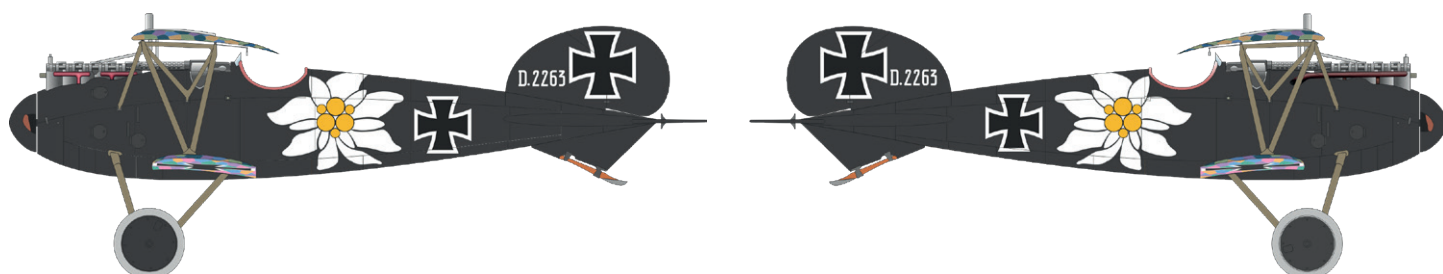


This aircraft is a bit of mystery, as it is not clear, which pilot was flying it. It was assigned to Georg von Hantelmann for some time due to one mistake in a famous publication. Legendary German historian, late Alex Imrie believed this was the personal mount of Lt. Otto Brandes, some other sources insist on Lt. Kurt Monnington as the pilot of this one. Both are possible, as they both served with Jasta 18 at around

the same time. Kurt Monnington, after his transfer from German army (Deutsches Heer) to air force (Luftstreitkräfte), served with FA62 before he was posted to Jasta 15 in 1917. After the „great swap“ of the personell with Jasta 15 orchestrated by Rudolf Berthold in March 1918, he became member of Jasta 18. There he scored his first victory on May 18, 1918, downing an SE.5a. He added six more to his fighter

pilot account. The aircraft was painted in typical colours of the „new“ Jasta 18, i.e. red nose and blue fuselage. The aircraft had probably the upper wing changed from another aircraft, which was painted in camouflage colors instead of the printed Flugzeugstoff (so called Lozenge). Also, the rudder was changed after some damage.

■ Albatros D.V, 2263/17, Lt. Otto Kissenberth, Jasta 23b, summer 1917

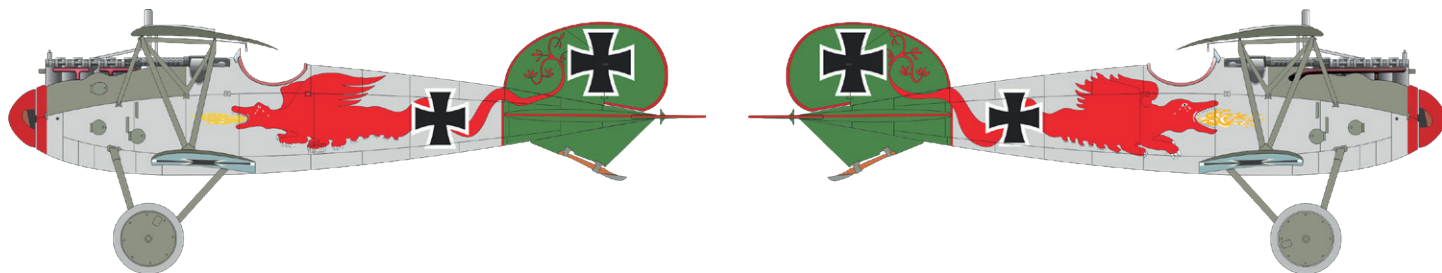


Otto Kissenberth was born on February 26, 1893, in the Bavarian town of Landshut and volunteered for the German air force (Luftstreitkräfte) after the outbreak of the war. Following his pilot training he served with several units and found himself picked for duty with the fighter unit KEK Ensisheim at the beginning of 1916. The small, specialized unit was redesignated Jasta 16 in November of the same year. On

August 4, 1917, Kissenberth was named Commanding Officer of Jasta 23b. On May 29, 1918, he crashed in a captured Sopwith Camel, and the resulting injuries precluded a return to a combat unit. Over the course of the First World War, he shot down a total of twenty enemy aircraft and was awarded the Pour le Mérite on June 30, 1918. Otto Kissenberth died on August 2, 1919, in a mountain climbing mishap in the Alps.

The wings of Kissenberth's aircraft were covered in Flugzeugstoff with five-color pattern (so-called Lozenge) while the entire fuselage and tail surfaces were painted black. As a tribute to his passion, mountain climbing, Kissenberth's aircraft carried paintings of flowering Edelweises.

■ Albatros D.V 2065/17, Oblt. Richard Flashar, Jasta 5, Boistrancourt, France, July 1917

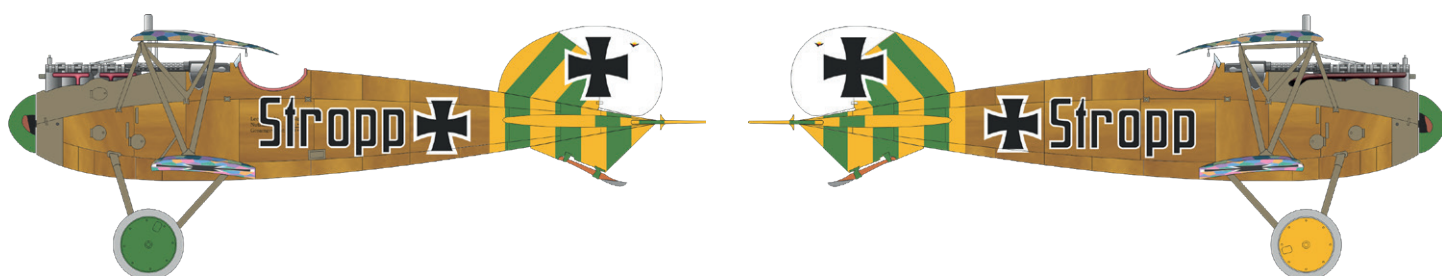


Richard Flashar is proof that a good Jasta commanding officer does not need a long list of kills to his credit necessarily. Flashar achieved only two victories, but due to his leadership and organizational skills he commanded the elite Jasta 5 unit from June 1917 to May 1918. Finally, he became commander of the parent Jagdgruppe 2. The end of Flashar's aircraft was rather unceremonious. It was borrowed

by Hans Joachim von Hippel, who entered a fight with three or four Sopwith Camels and lost left lower wing during combat on February 18, 1918. More to it the engine stopped, but von Hippel miraculously managed to descent from some 13,000 ft (4,000 m) and crash-land the Albatros. The aircraft flipped, but pilot escaped unhurt. Aircraft of Jasta 5 had their tails painted in green at the time and the fuselage

of Flashar's Albatros was painted in light grey, while the wings were camouflaged in green and purple. The most distinctive feature of the marking, the red dragon either differed on port and starboard in shape, or the second known photo of Albatros with this painting shows different aircraft decorated in such a manner. It is hard to say, as the evidence is deficient...

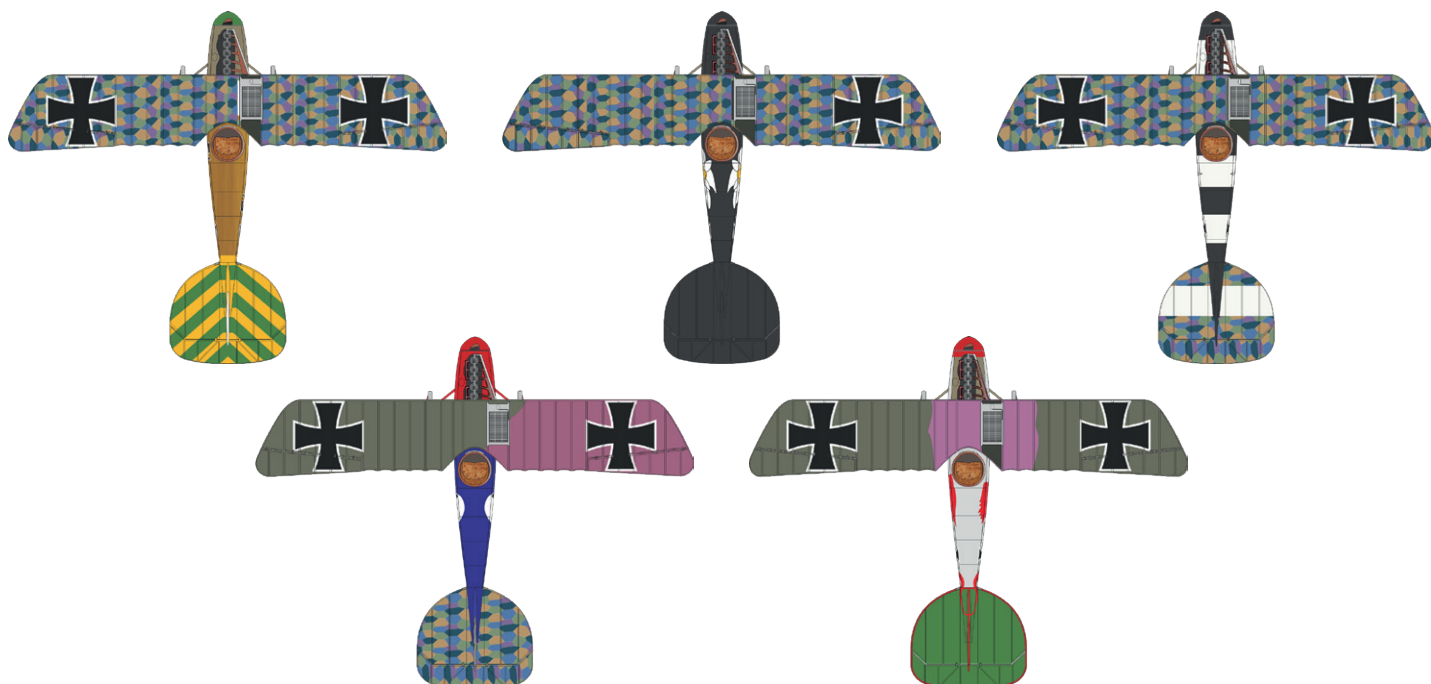
■ Albatros D.Va, 7161/17, Uffz. Erich Gürgen, Jasta 46, early 1918



This aircraft was probably flown by Erich Gurgenz, a native of Berlin who served with Jasta 46 from February 10, 1918. This airplane fell into the hands of the Allies after being shot down and was displayed on several occasions. It was restored in 1979 and is displayed at the Smithsonian National Air and Space

Museum in Washington DC today. Gürgen died next day in captivity after being shot down. The writing "Stropp" means small or little boy in German. This could either mean that Gürgen was not too tall or he was a bit of a tomboy. The aircraft had its fuselage in natural wood finish. There

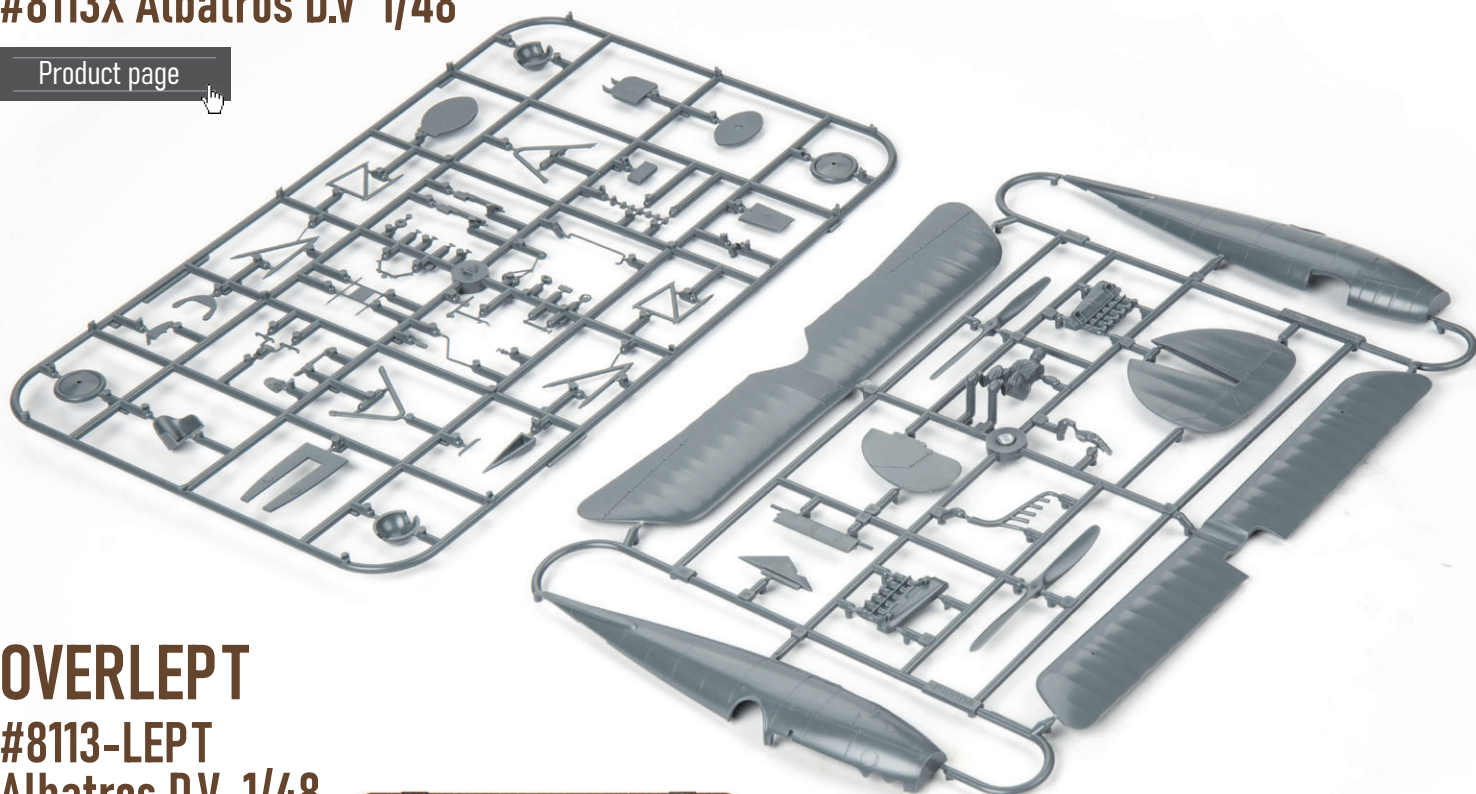
are some indications that the wings were painted green and mauve at the factory actually, and the five-color pattern printed Flugzeugstoff wings were replaced by French or Americans after the capture. So it is possible to paint the wings similarly to the marking D scheme, if someone feels so...



OVERTREES

#8113X Albatros D.V 1/48

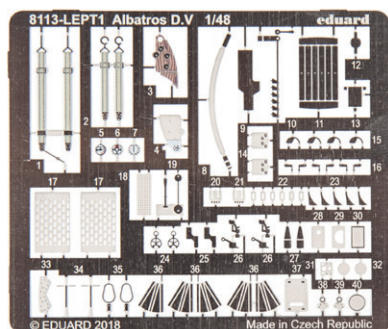
[Product page](#)



OVERLEPT

#8113-LEPT
Albatros D.V 1/48

[Product page](#)



Recommended: for Albatros D.V 1/48

48218 Albatros D.V/Va (PE-Set)
49194 WWI Instruments (PE-Set)

FE401 Albatros D.V Weekend (PE-Set)

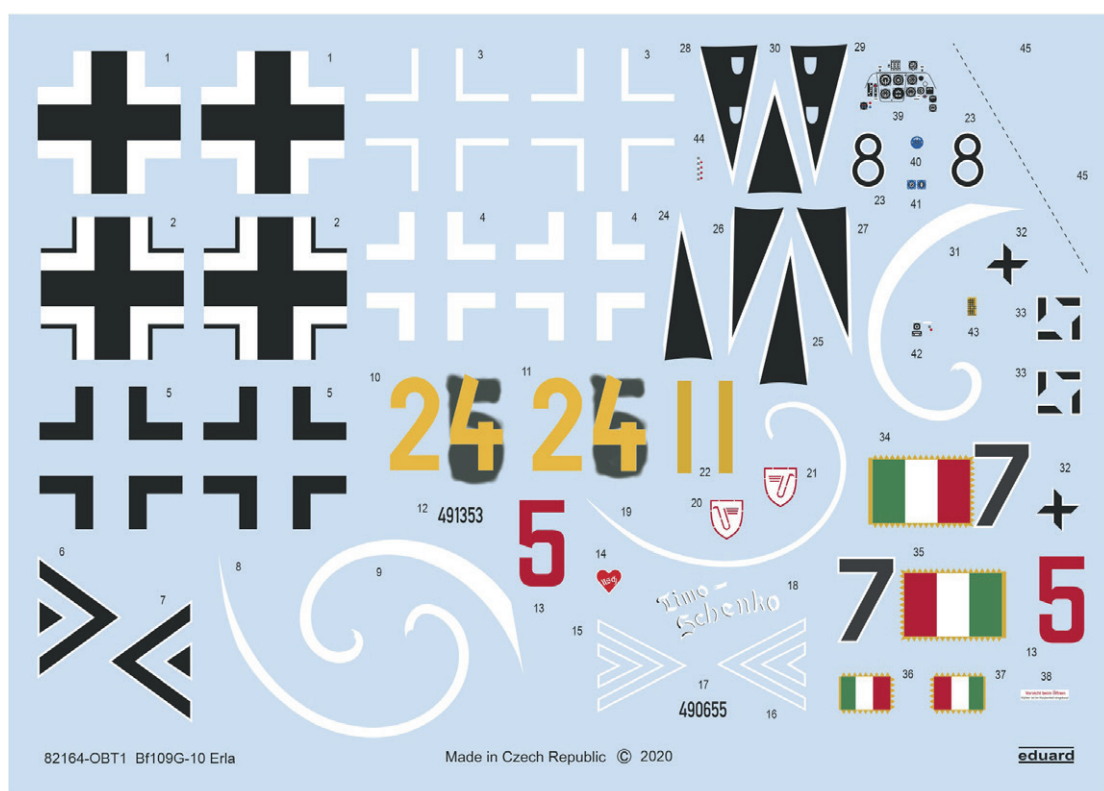
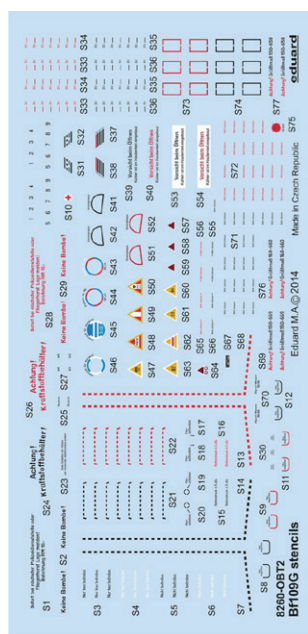
Bf 109G-10 Erla 1/48

Re-release

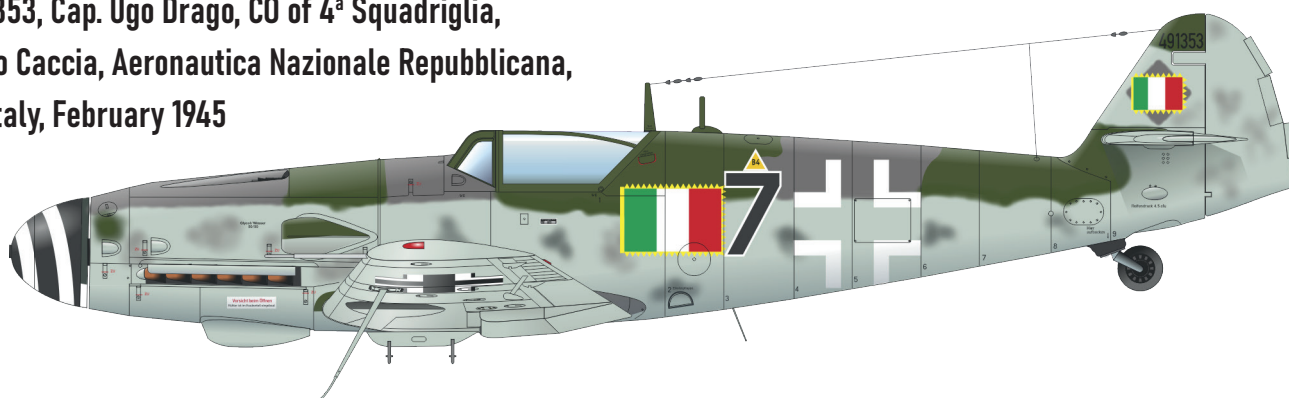
#82164

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

- plastic parts: Eduard
- No. of decal options: 5
- decals: Eduard
- PE parts: yes, color
- painting mask: yes
- resin parts: no

[Product page](#)


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

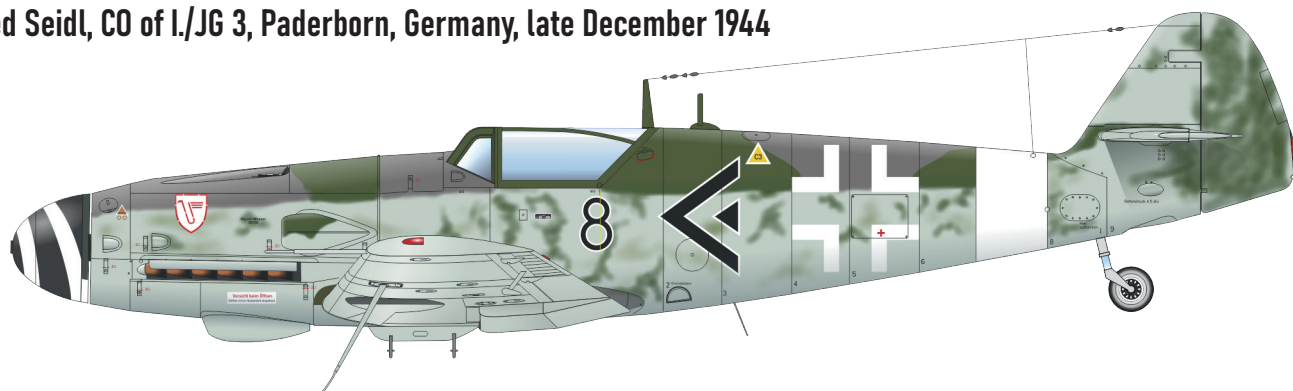


After the declaration of Italian Social Republic on September 18, 1943, a puppet state on the territory of Italy occupied by German military under the command of Benito Mussolini, Germany allowed this Republic to establish its own military force of four divisions. Its air force component called Aeronautica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

squadrons. In 1945, both fighter plane squadrons flew Messerschmitts Bf 109G-6/G-10/G-14. The Commanding Officer of 4ª Squadriglia, carrying the title of Gigi Tre Osei, was in this time Capitano Ugo Drago, an ace with seventeen kills to his credit. In April 1945, he was awarded the German Knight's Cross. After the war, he emigrated to Argentina, where he made a living as a flight instructor. He returned to Italy in 1953 and took up a post with Alitalia with which he flew

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

■ **Oblt. Alfred Seidl, CO of I./JG 3, Paderborn, Germany, late December 1944**

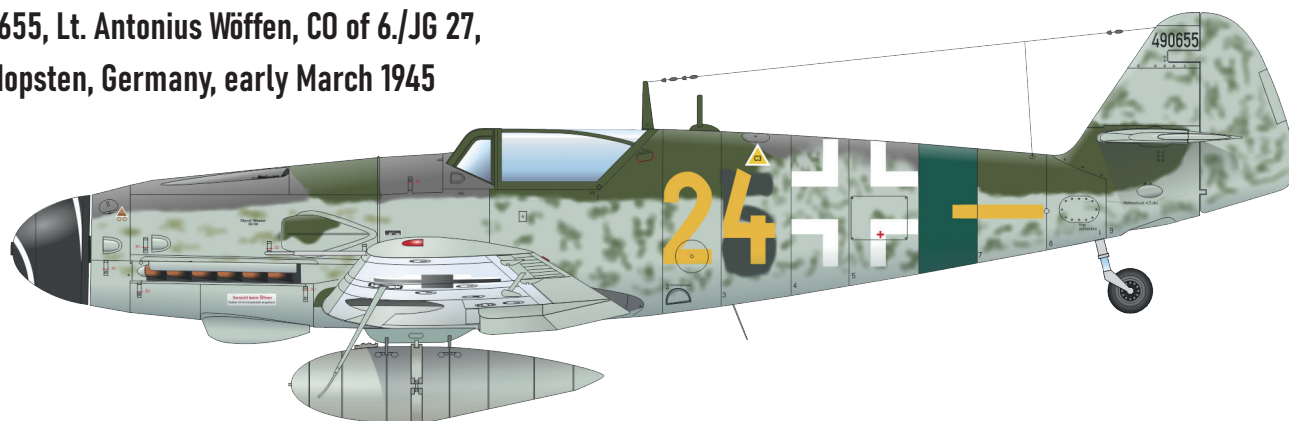


In December 1944, the CO of I. Gruppe, Oblt. Seidl received a new Bf 109G-10 off the production line at Erla in Leipzig. At the time, the Gruppe was operating out of Paderborn, from where they conducted missions against American and British units. In all probability, Oblt. Seidl led the unit with this aircraft during Operation Bodenplatte on January 1, 1945. The target

was the air base at Eindhoven. The markings of the aircraft were supplemented by a white band ahead of the tail, which identified aircraft of JG 3 within the framework of the Defense of the Reich. Ahead of the fuselage cross was the Gruppe leader marking, and below the opening part of the canopy, the pilot had a personal marking applied in the form of the nu-

meral 8. This marking was applied to aircraft flown by Seidl during his service with JG 53, during which he would acquire all of his 31 victories. An oddity on this aircraft is the absence of the lower wing crosses. The aircraft was equipped with a gun camera.

■ **WNR. 490655, Lt. Antonius Wöffen, CO of 6./JG 27,
Rheine-Hopsten, Germany, early March 1945**

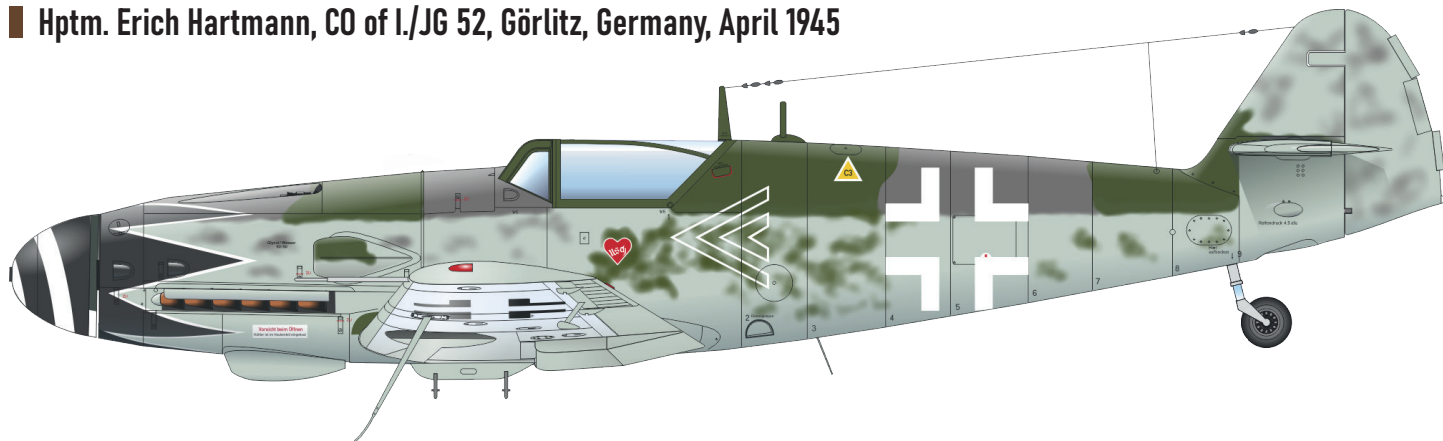


Antonius Wöffen took part in combat missions with JG 27 from May 1943, when it was deployed on the southern front, until March 11, 1945, when he was shot down with this aircraft by anti-aircraft fire and after a successful belly landing was taken prisoner

by American GIs. During the Second World War, he achieved five confirmed kills. In photographs taken just after the landing, it is clear that under the yellow numeral 24 there was an older marking in the form of a numeral 5. The paint scheme of the aircraft was

supplemented by a green fuselage band, the identifier for JG 27 within the framework of the Defense of the Reich.

■ Hptm. Erich Hartmann, CO of I./JG 52, Görlitz, Germany, April 1945

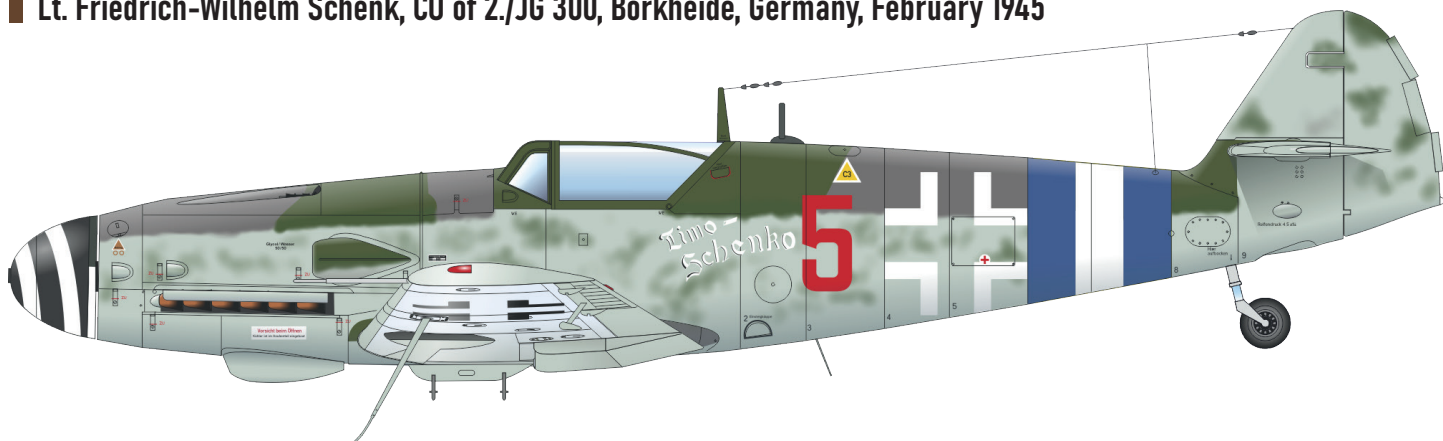


Erich Hartmann, the most successful fighter pilot of all times, first joined the 7. Staffel of JG 52 on October 10, 1942. He stayed with Jagdgeschwader 52 till the end of the World War Two; in fact he became the commander of its I. Gruppe. The total count of his victories was 352. For his exceptional success he was awarded the Knight's Cross of the Iron Cross with Oak

Leaves, Swords and Diamonds. After WWII he was transferred to the POW camp in the Ural Mountains in Soviet Union and was not released until 1955. The following year he joined the ranks of Western German Luftwaffe. He became commander of JG 71, the first Luftwaffe squadron equipped with jet-powered fighter aircraft. He retired in 1970 and died on September

20, 1993. Hartmann's aircraft carried a black tulip marking outlined in white on the nose. Below the cockpit on the left side there was a heart marking bearing the name of Hartmann's wife. The Gruppe leader marking took the shape of a double wedge, but only as a white outline.

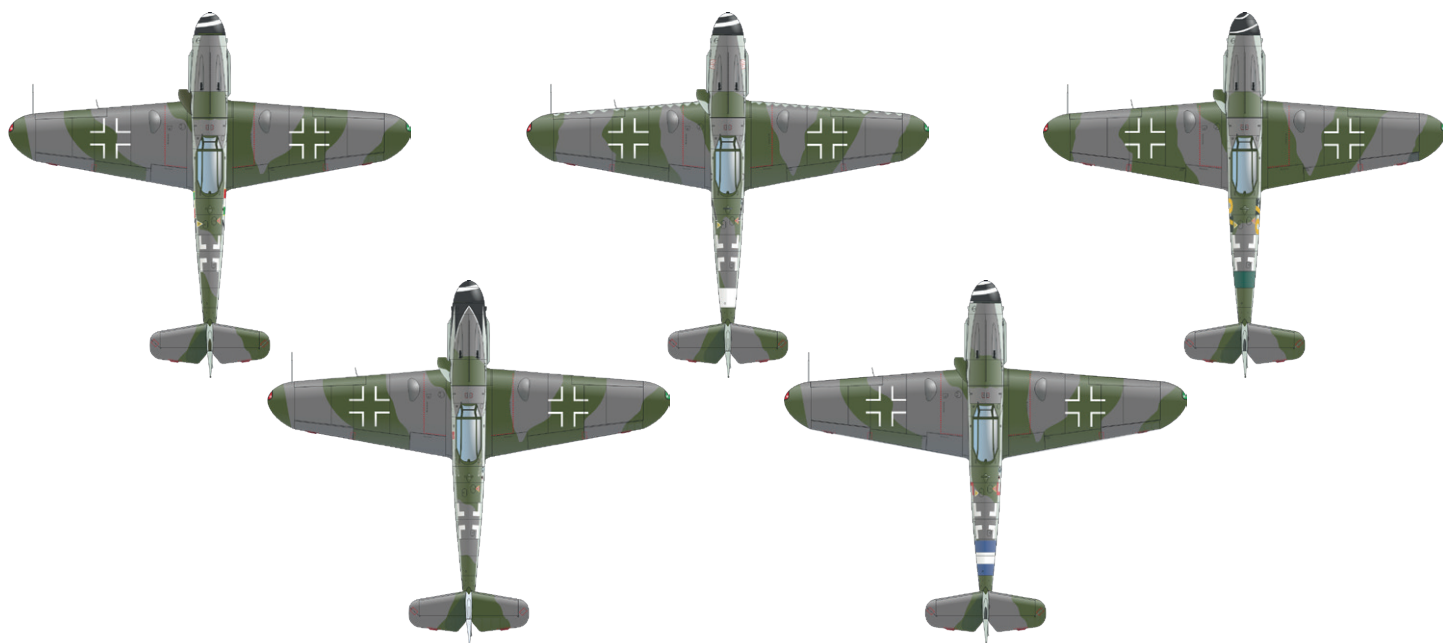
■ Lt. Friedrich-Wilhelm Schenk, CO of 2./JG 300, Borkheide, Germany, February 1945



Friends and colleagues of Friedrich-Wilhelm Schenk came up with a nickname Timo-Schenko for him. It was a joke that took advantage of the name of Soviet Marshall Semyon Konstantinovich Timoshen-

ko, and it quickly caught on to the point where the ground crew painted the name on the fuselage of Schenk's aircraft. Friedrich-Wilhelm Schenk flew with JG 300 from July 1944 up to March 1945, when

he was reassigned to JG 7 and flew Me 262 jet fighters there. During the Second World War, he achieved seven kills and after the war became Lufthansa pilot.



OVERTREES

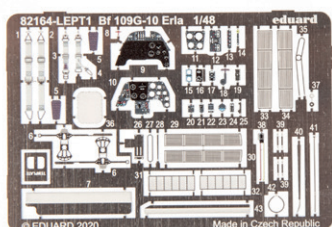
#82164X Bf 109G-10 Erla 1/48

Product page

OVERLEPT

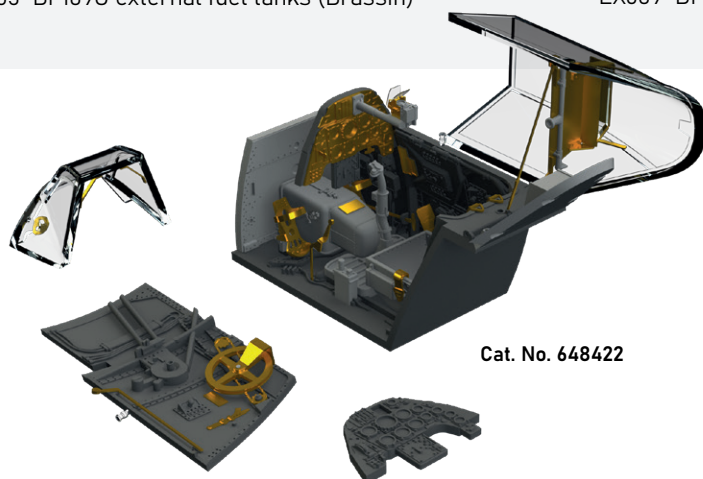
#82164-LEPT
Bf 109G-10 Erla 1/48

Product page

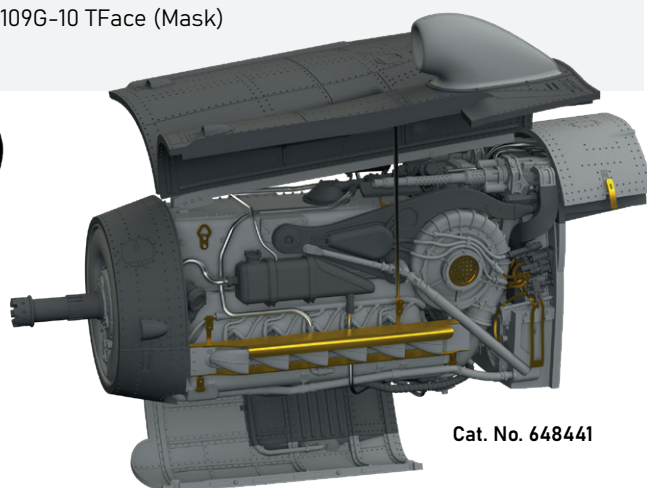


Recommended: for Bf 109G-10 Erla 1/48

- | | |
|--|--|
| 481006 Bf 109G-10 Erla (PE-Set) | 648309 Bf 109G undercarriage legs BRONZE (Brassin) |
| FE910 Bf 109G seatbelts STEEL (PE-Set) | 648310 Bf 109G control surfaces (Brassin) |
| FE1191 Bf 109G-10 ERLA Weekend (PE-Set) | 648422 Bf 109G-10 cockpit (Brassin) |
| 644004 Bf 109G-10 LööK (Brassin) | 648441 Bf 109G-10 engine (Brassin) |
| 644045 Bf 109G-10 w/ early wheels LööKplus (Brassin) | D48042 Bf 109G-10 Erla national insignia (Decal Set) |
| 644046 Bf 109G-10 w/ late wheels LööKplus (Brassin) | D48025 Bf 109G stencils (Decal Set) |
| 648158 Bf 109G-10 wheels (Brassin) | D48027 Bf 109G Balkenkreuze (Decal Set) |
| 648239 Bf 109G-6 radio compartment (Brassin) | D48028 Bf 109G svastikas (Decal Set) |
| 648247 Bf 109G exhaust stacks (Brassin) | EX512 Bf 109G spinner spirals (Mask) |
| 648261 Bf 109G-6 wheels (Brassin) | EX608 Bf 109G-10 (Mask) |
| 648265 Bf 109G external fuel tanks (Brassin) | EX609 Bf 109G-10 TFace (Mask) |



Cat. No. 648422



Cat. No. 648441

644161

A-1H Löök

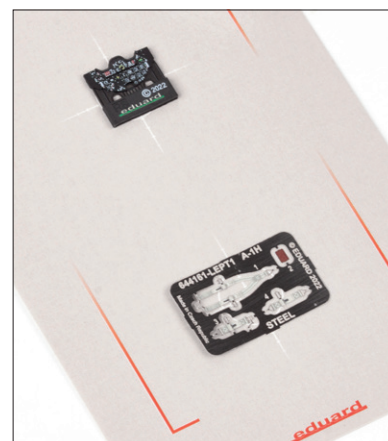
1/48 Tamiya

Löök

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

Set contains:

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

[Product page](#)


644162

Beaufighter Mk.VI LööK

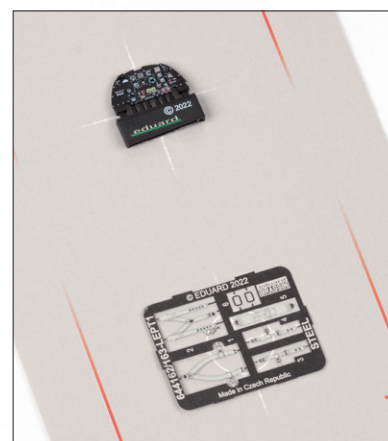
1/48 Tamiya

Löök

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

Set contains:

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

[Product page](#)


644163

Beaufighter Mk.X LööK

1/48 Tamiya

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

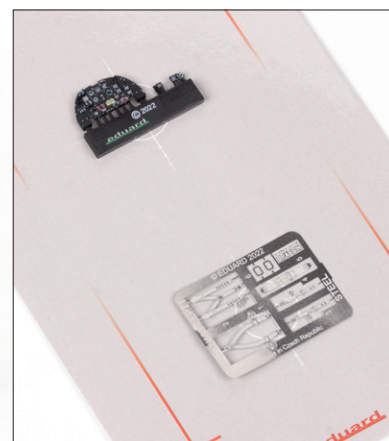
Set contains:

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

[Product page](#)



LööK



644166

Su-25 LööK

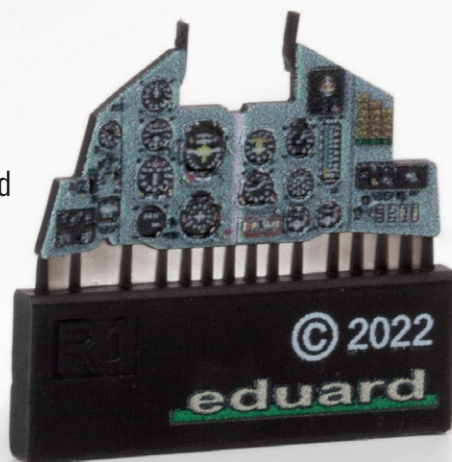
1/48 Zvezda

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Su-25 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda

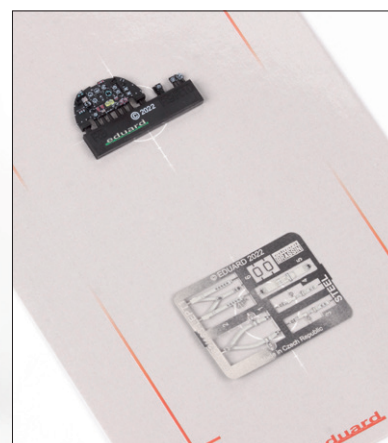
Set contains:

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

[Product page](#)



LööK



634028

Hawk 81-A2 LööKplus

1/32 Great Wall Hobby

Collection of 3 sets for Hawk 81-A2 in 1/32 scale.
Recommended kit: Great Wall Hobby

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

[Product page](#)


644167

F-104A LööKplus

1/48 Kinetic

Collection of 3 sets for F-104A in 1/48 scale.
Recommended kit: Kinetic

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

[Product page](#)


644168

F-104C LööKplus

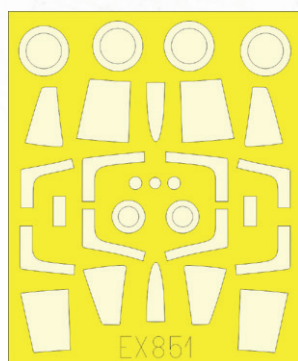
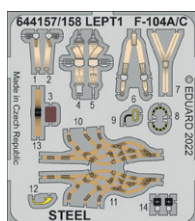
1/48 Kinetic

Collection of 3 sets for F-104C in 1/48 scale.

Recommended kit: Kinetic

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

[Product page](#)



LööKt

632181

JP 233 dispenser PRINT

1/32

Brassin set - a British submunition delivery system JP233 in 1/32 scale. Recommended for British Tornado GR.1/4 a/c. The set consists of 2 pods. Made by direct 3D printing.

Set contains:

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

[Product page](#)



eduard
BRASSIN
Print

648721

A6M2 Model 11 exhausts early PRINT

1/48 Eduard

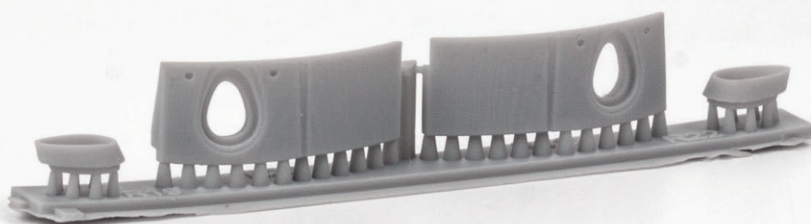


Brassin set - the exhaust pipes for A6M2 Model 11 in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



648745

F-15E/I/K wheels

1/48 Great Wall Hobby



Brassin set - the undercarriage wheels for F-15E/I/K in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: GWH

Set contains:

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

[Product page](#)



648755

Beaufighter Mk.X wheels

1/48 Tamiya

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

Set contains:

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

[Product page](#)

648760

A-1H wheels

1/48 Tamiya

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

Set contains:

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

[Product page](#)


648762

Beaufighter exhausts PRINT

1/48 Tamiya

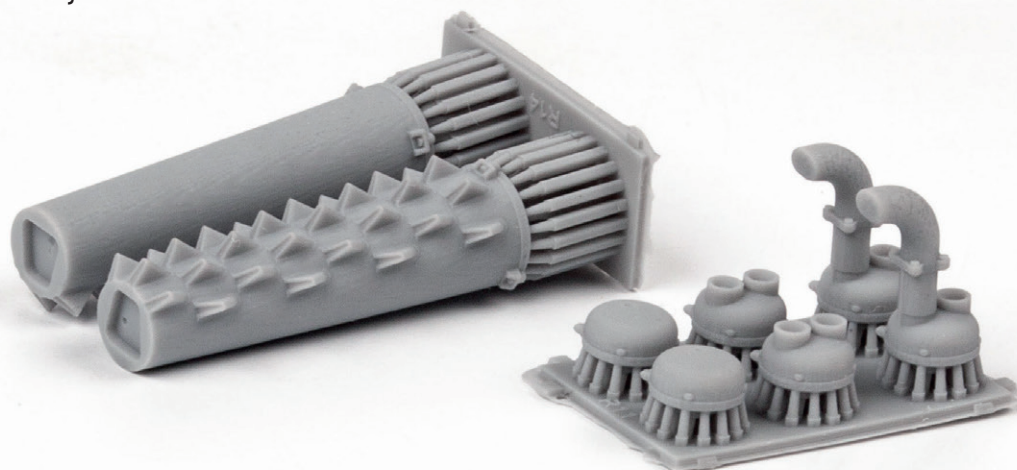


Brassin set - the exhausts for Beaufighter in 1/48 scale.
Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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

[Product page](#)



648763

A6M2 engine complete PRINT

1/48 Eduard

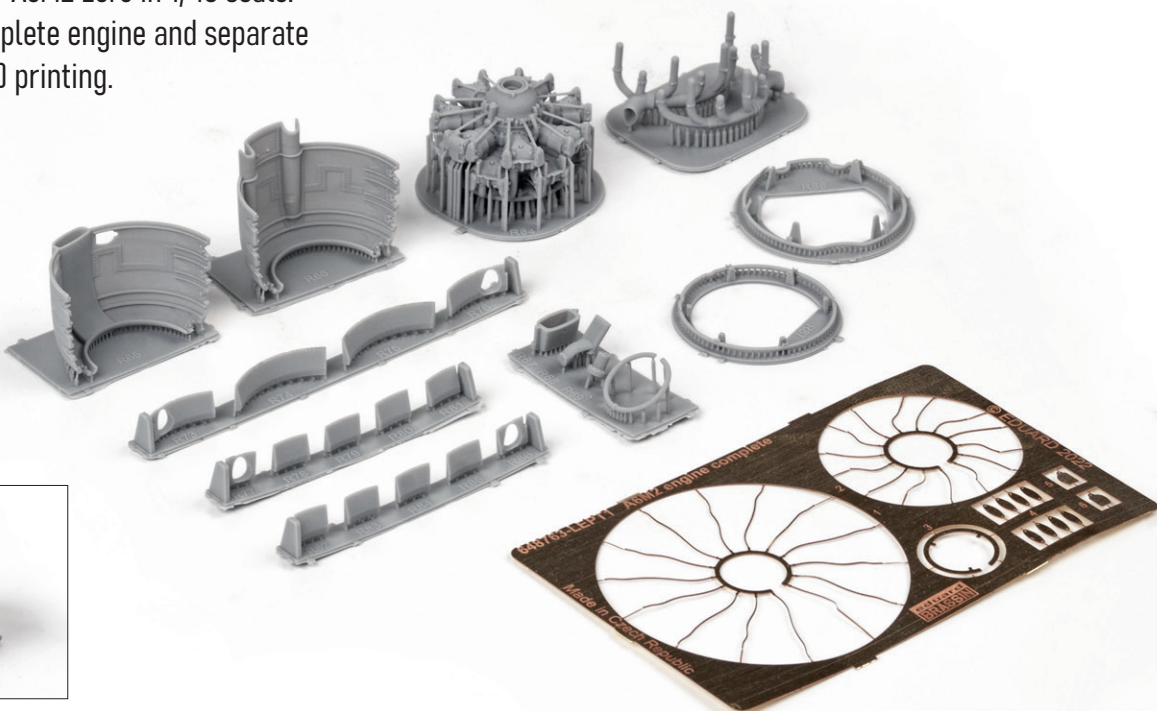


Brassin set - the engine for A6M2 Zero in 1/48 scale.
The set consists of the complete engine and separate cowlings. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 25 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



648764

Su-25 ejection seat PRINT

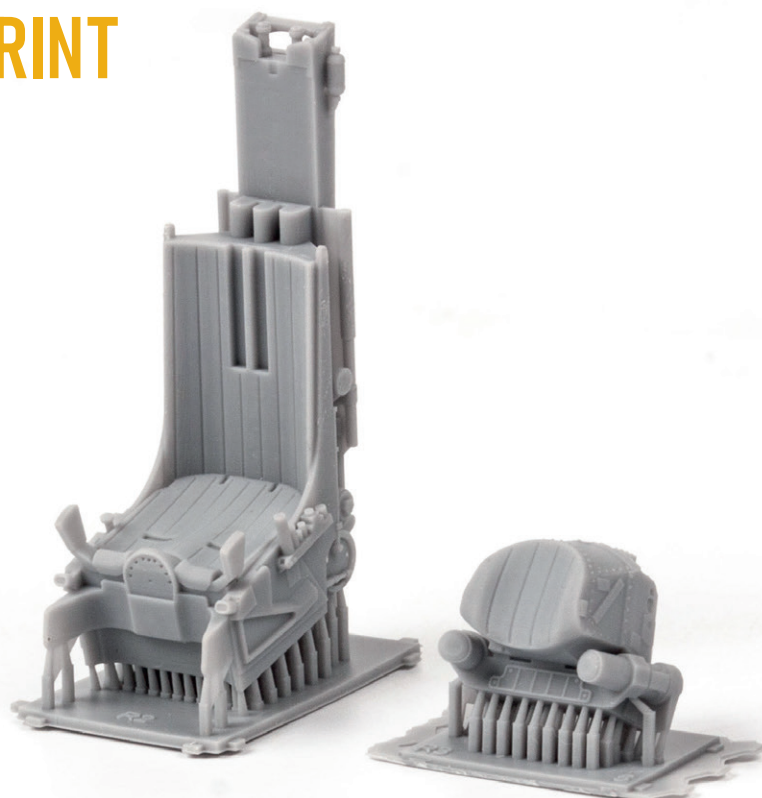
1/48 Eduard

Brassin set - ejection seat for Su-25 in 1/48 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Zvezda

Set contains:

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

[Product page](#)



653005

Carley float for 10 people – Type 1 PRINT

1/350

Brassin set - Carley type lifeboats for 10 people
in 1/350 scale. The set consists of 20 floats.
Made by direct 3D printing.

Set contains:

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

[Product page](#)



653006

Carley float for 10 people – Type 2 PRINT

1/350



Brassin set – Carley type lifeboats for 10 people in 1/350 scale. The set consists of 20 floats. Made by direct 3D printing.

Set contains:

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

[Product page](#)


672290

F4F 42gal ventral drop tank PRINT

1/72 Arma Hobby



Brassin set – the 42gal ventral drop fuel tank for F4F in 1/72 scale. Made by direct 3D printing. Recommended kit: Arma Hobby

Set contains:

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

[Product page](#)


672291

F4F seat PRINT

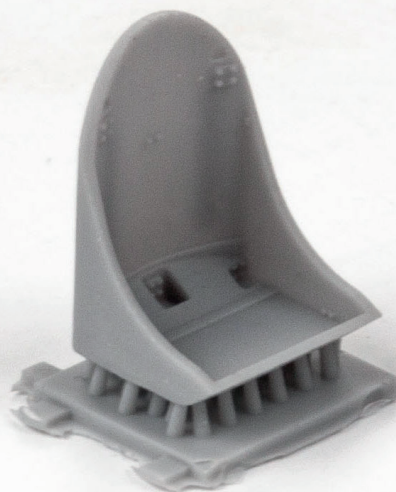
1/72 Arma Hobby

Brassin set - the seat for F4F 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](#)



672292

Luftwaffe rudder pedals PRINT

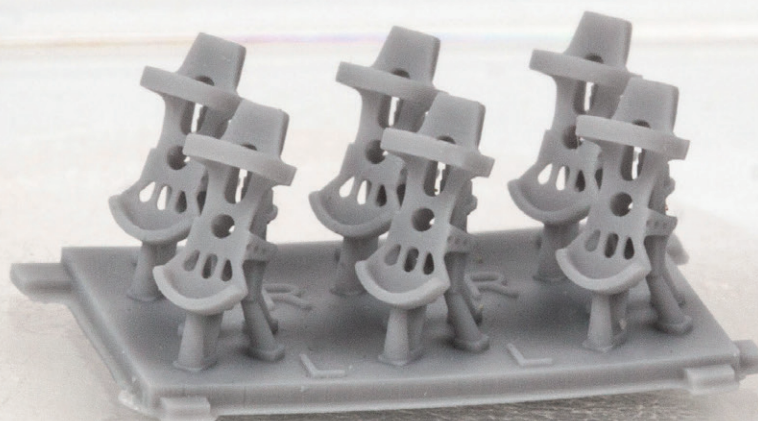
1/72

Brassin set - the rudder pedals for Luftwaffe WW2
a/c in 1/72 scale. The set consists of 3 pairs of pedals.
Made by direct 3D printing.

Set contains:

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

[Product page](#)



eduard
BRASSIN
Print

672293

S-199 4xETC 50 rack w/bombs

eduard
BRASSIN
Print

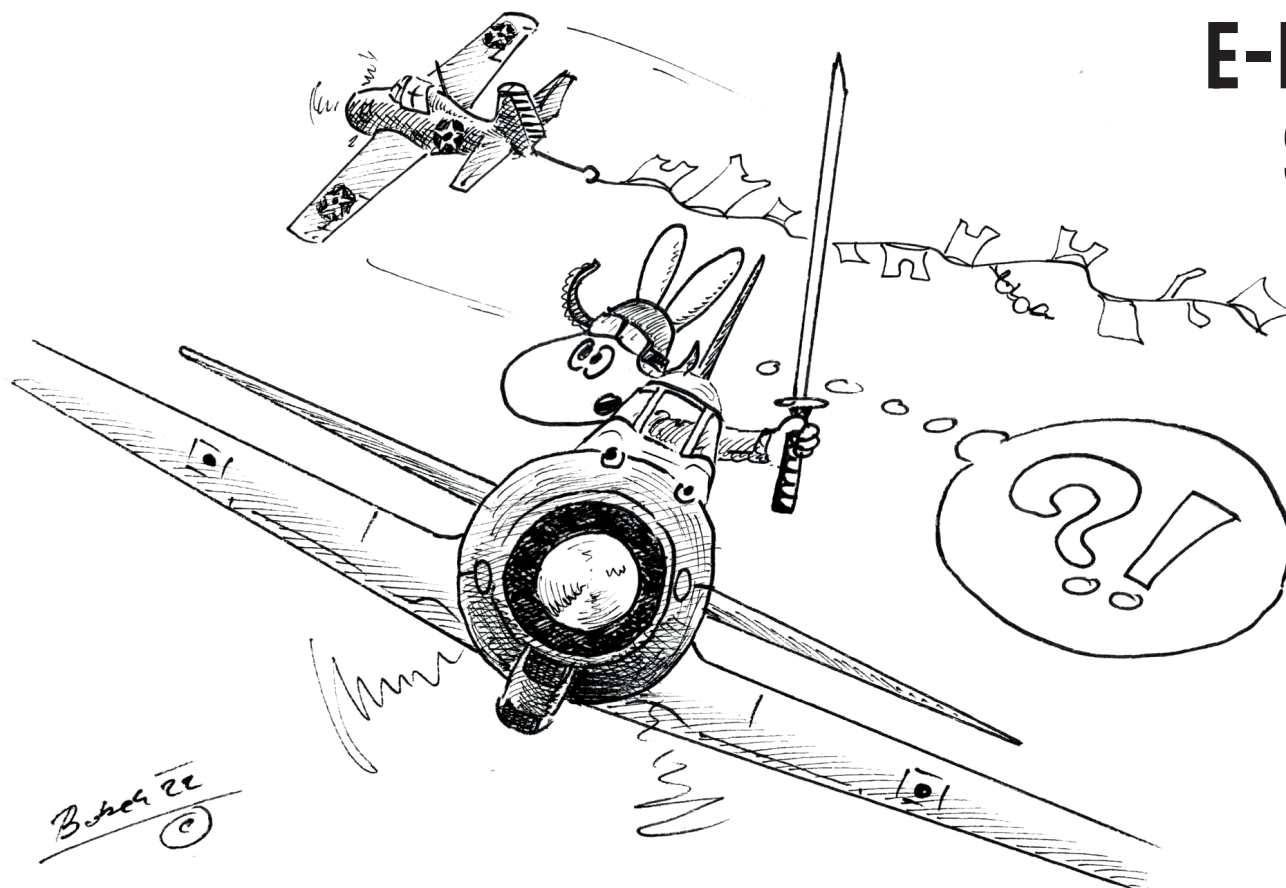
1/72 Eduard

Brassin set - the 4xETC 50 bomb rack for S-199
in 1/72 scale. The set consist of the rack and 4 bombs.
Recommended kit: Eduard

Set contains:

- resin: 21 parts
- decals: yes
- photo-etched details: no
- painting mask: no

Product page

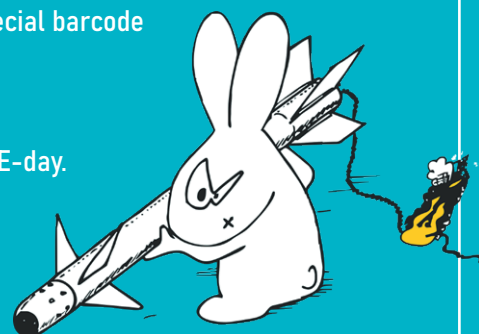
E-BUNNY
SQUAT

BUNNY FIGHTER CLUB

Eduard's special membership club for all modeling enthusiasts!

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

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

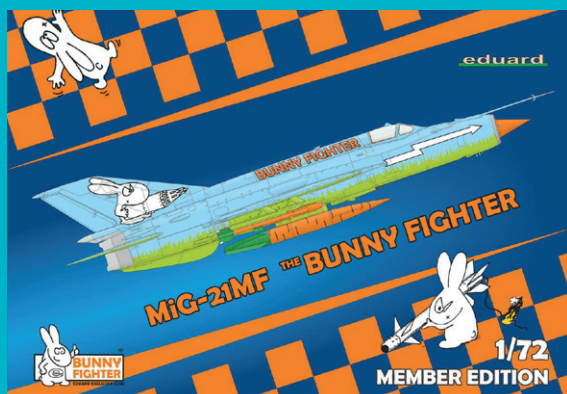


How to become a member of BFC?

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

Activation products:

MiG-21MF + T-shirt 1/72

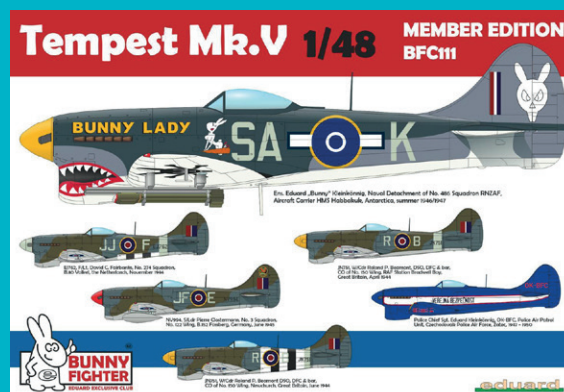


BOX CONTENT:

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



Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

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

SIN64886

Spitfire Mk.Vb ADVANCED

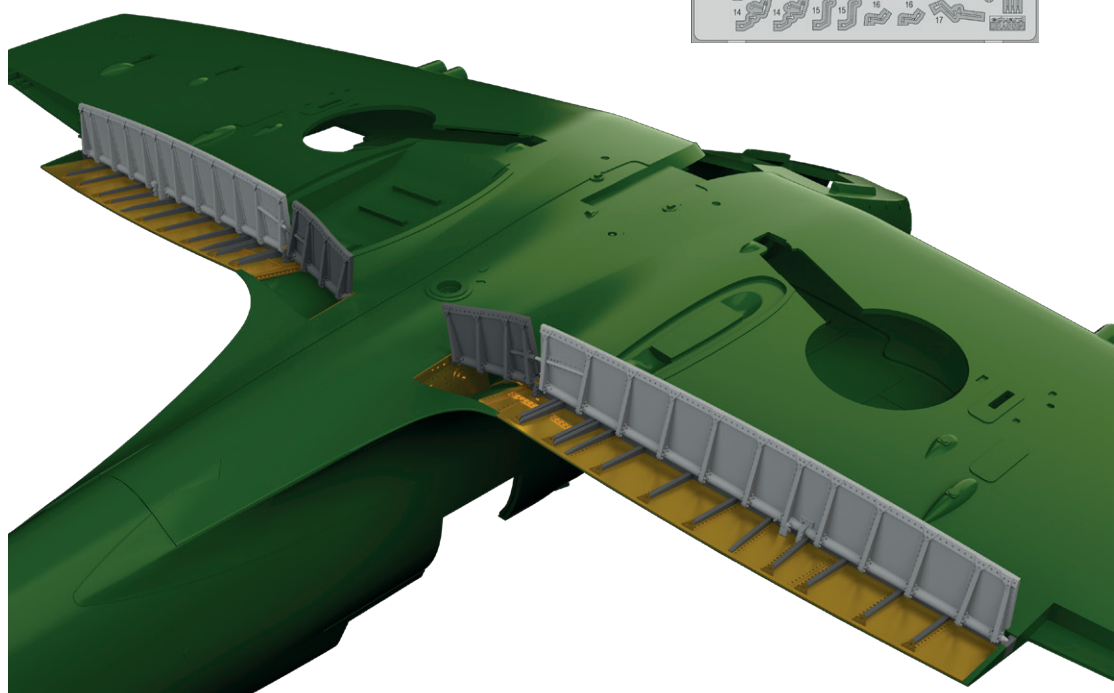
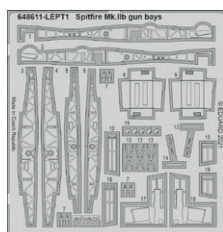
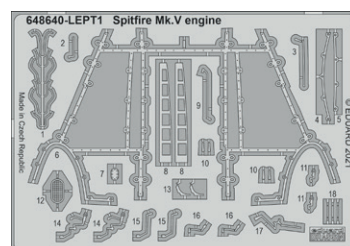
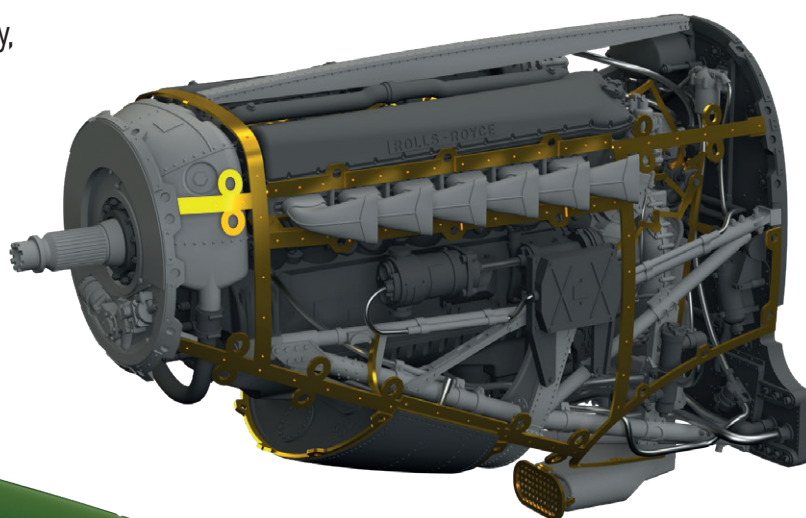
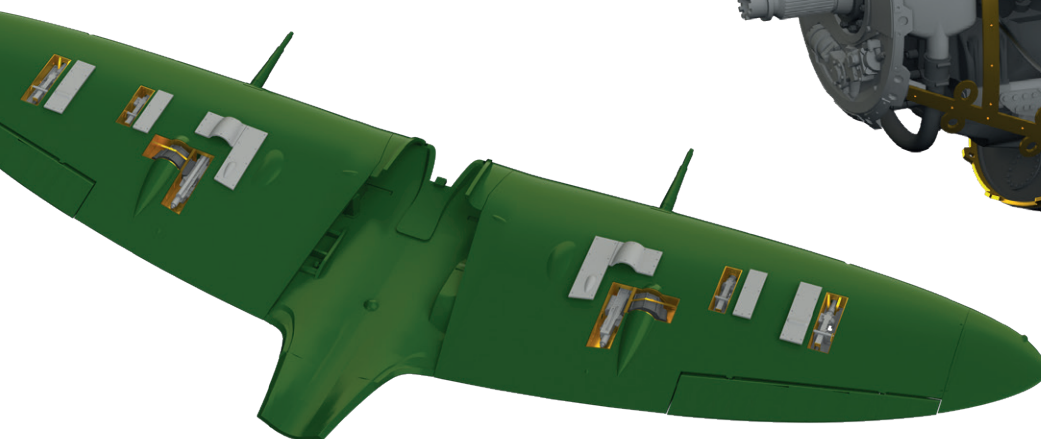
1/48 Eduard

Collection of 3 sets for Spitfire Mk.Vb in 1/48 scale.
Recommended kit: Eduard

- engine
- gun bays
- landing flaps PRINT



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

[Product page](#)


SIN64887

Spitfire Mk.Vc ADVANCED

1/48 Eduard

Collection of 3 sets for Spitfire Mk.Vc in 1/48 scale.

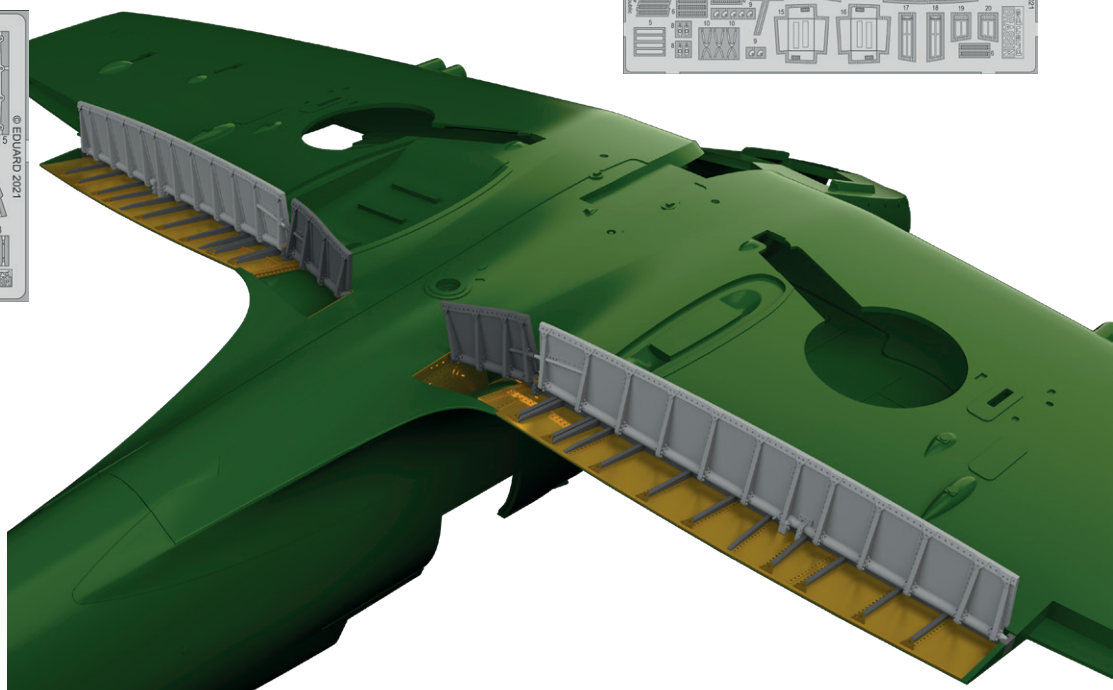
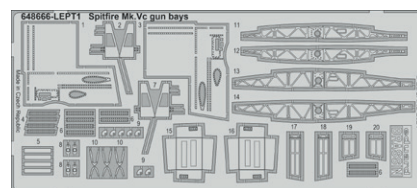
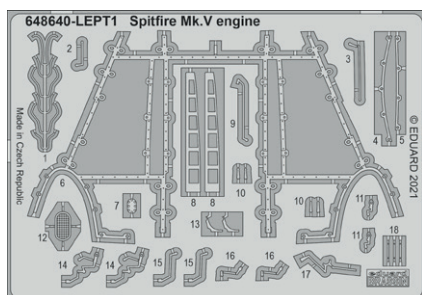
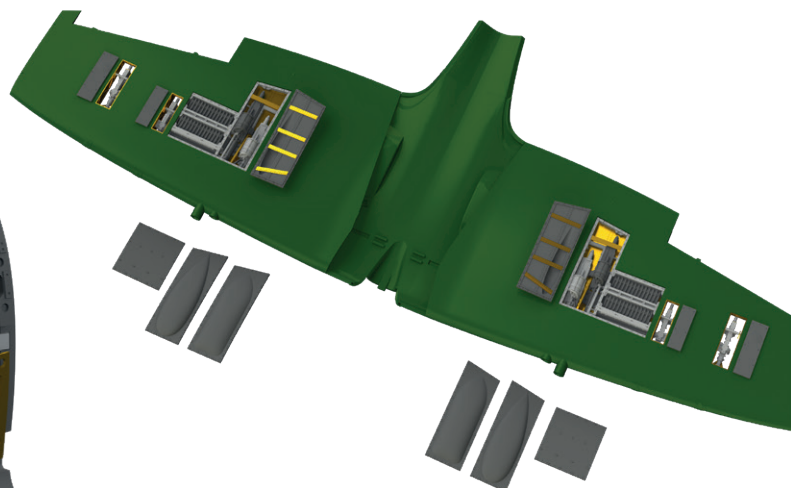
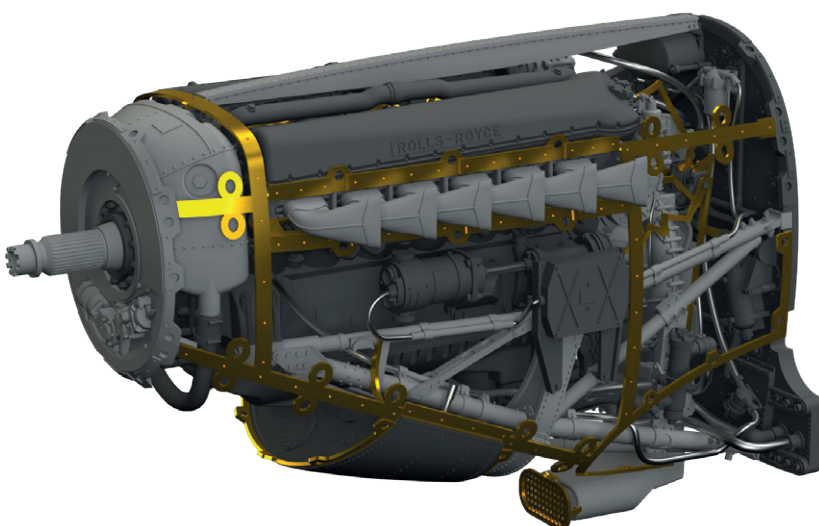
Recommended kit: Eduard

- engine
- gun bays
- landing flaps PRINT



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

[Product page](#)

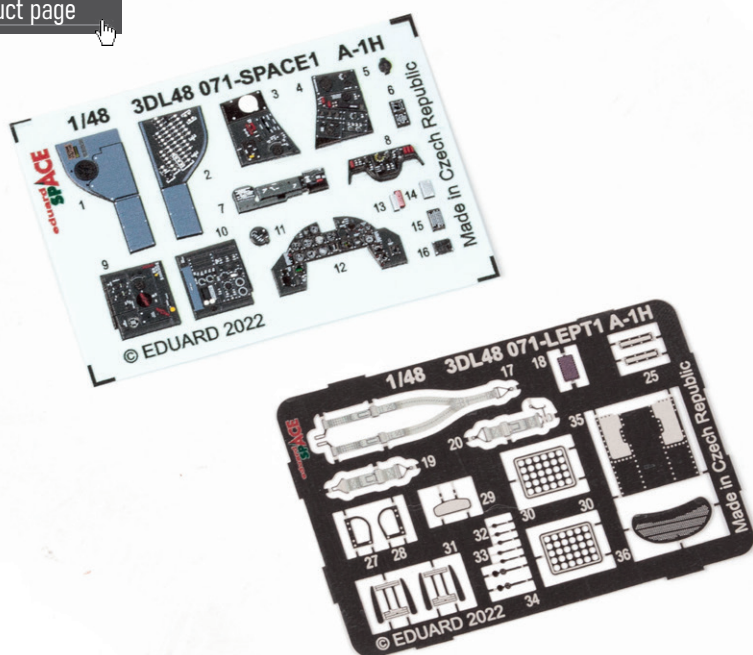


3DL48071 A-1H SPACE 1/48 Tamiya
 3DL48072 Go 242B SPACE 1/48 ICM
 3DL48073 A-1J SPACE 1/48 Tamiya
 3DL48074 Beaufighter Mk.VI SPACE 1/48 Tamiya

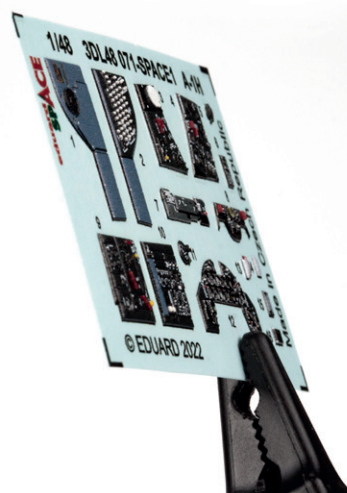
3DL48075 Beaufighter Mk.X SPACE 1/48 Tamiya
 3DL53010 Life buoy SPACE 1/350
 3DL17001 Life buoy SPACE 1/700

3DL48071 A-1H SPACE 1/48 Tamiya

[Product page](#)

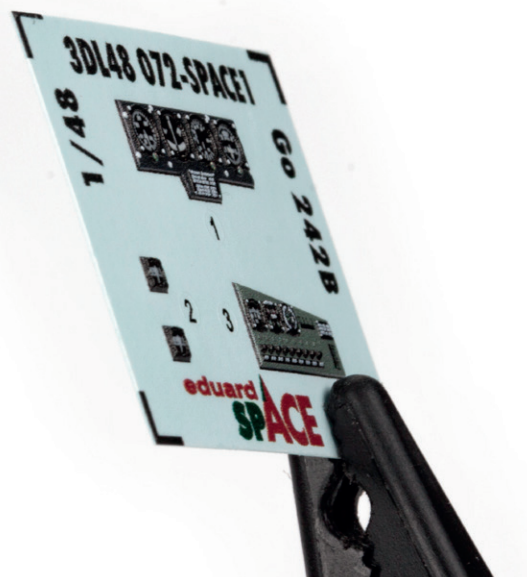
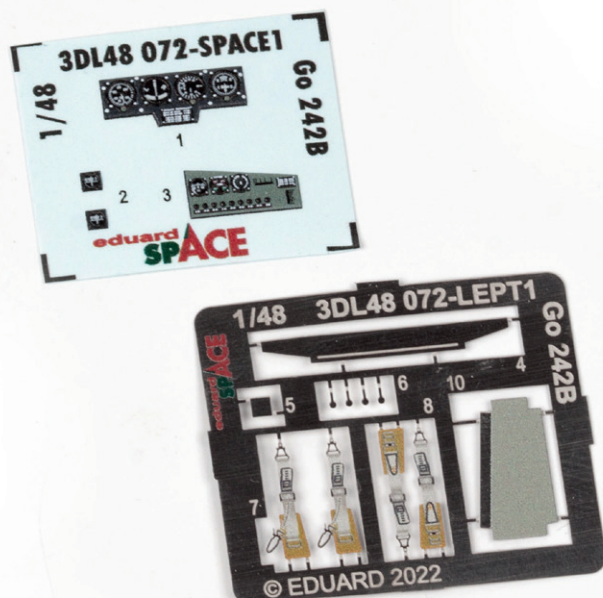


*EASY
APPLICATION*



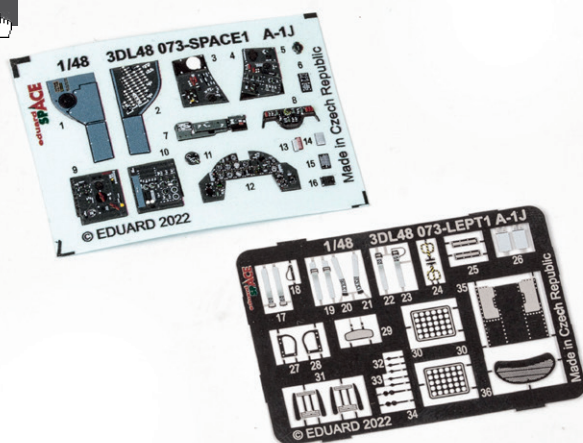
3DL48072 Go 242B SPACE 1/48 ICM

[Product page](#)



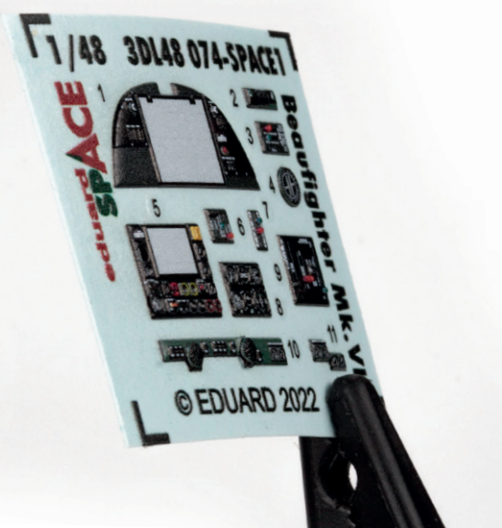
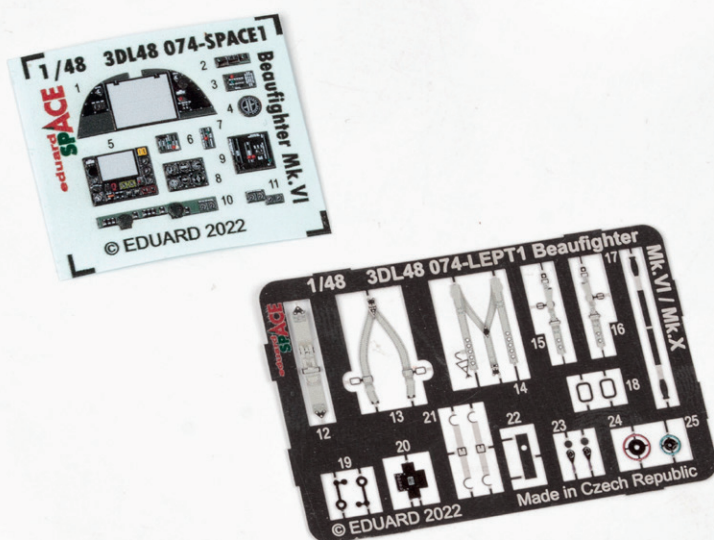
3DL48073 **A-1J SPACE** 1/48 Tamiya

[Product page](#)



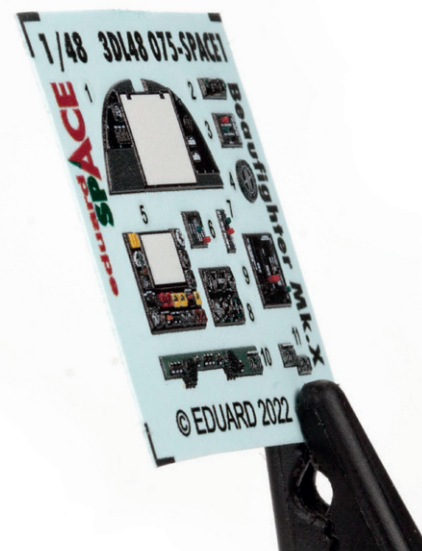
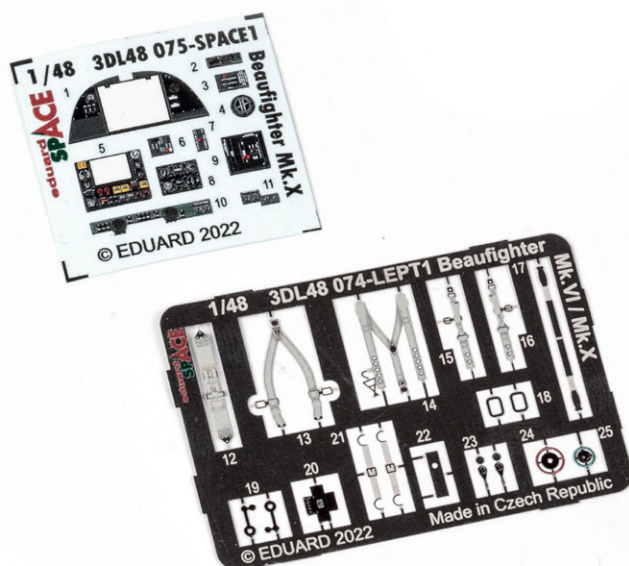
3DL48074 **Beaufighter Mk.VI SPACE** 1/48 Tamiya

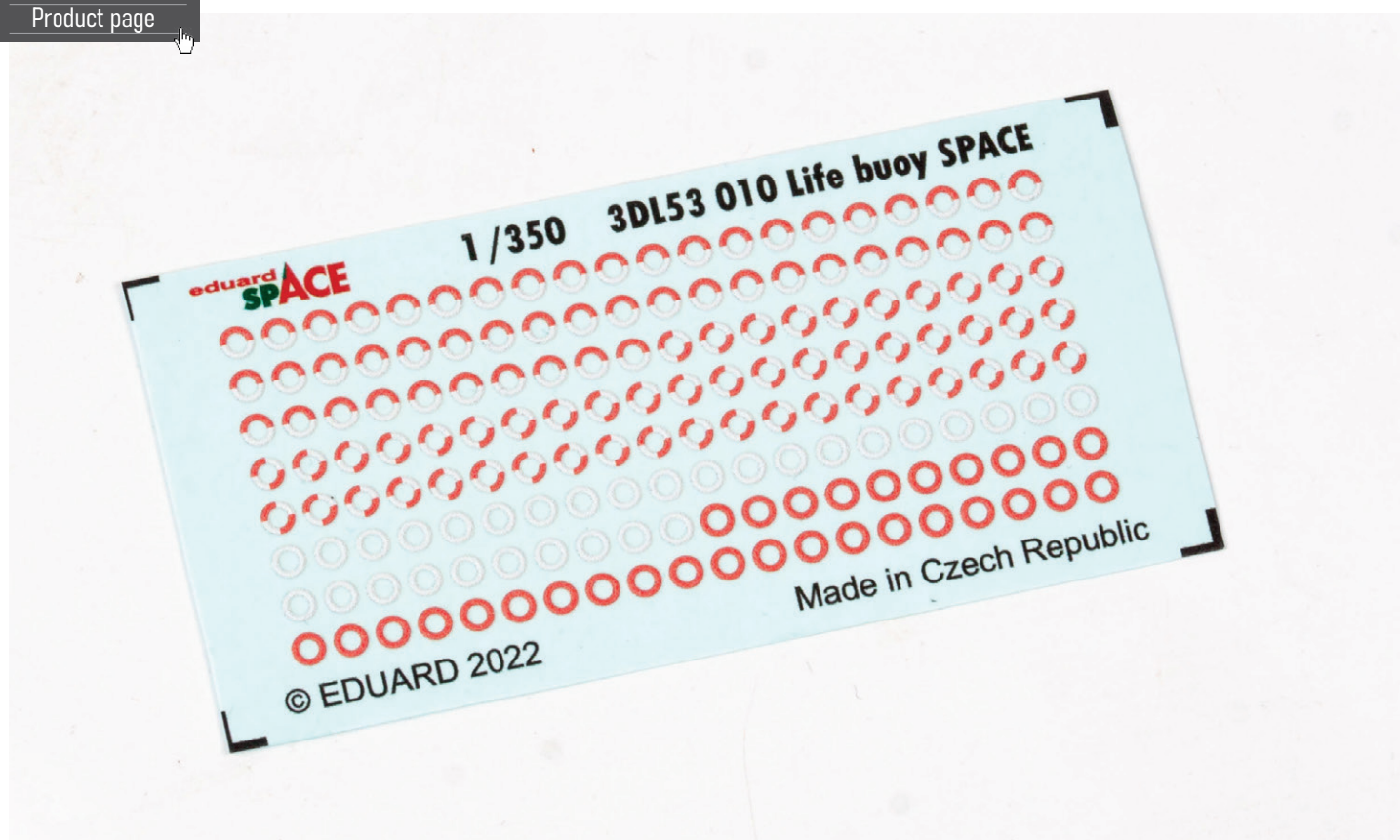
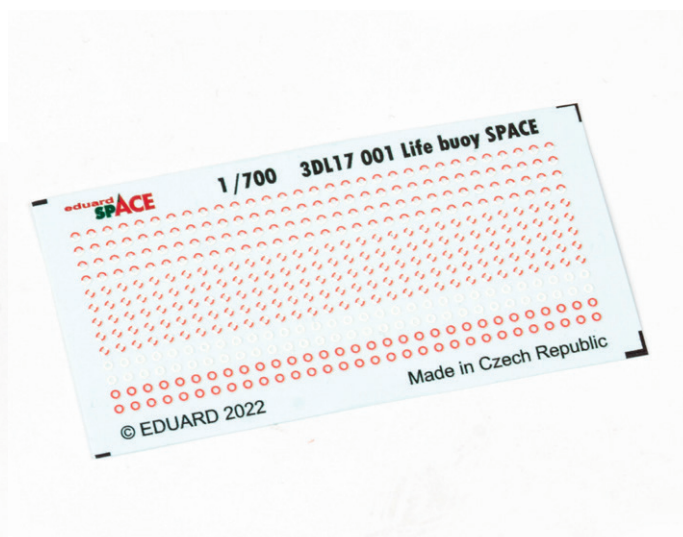
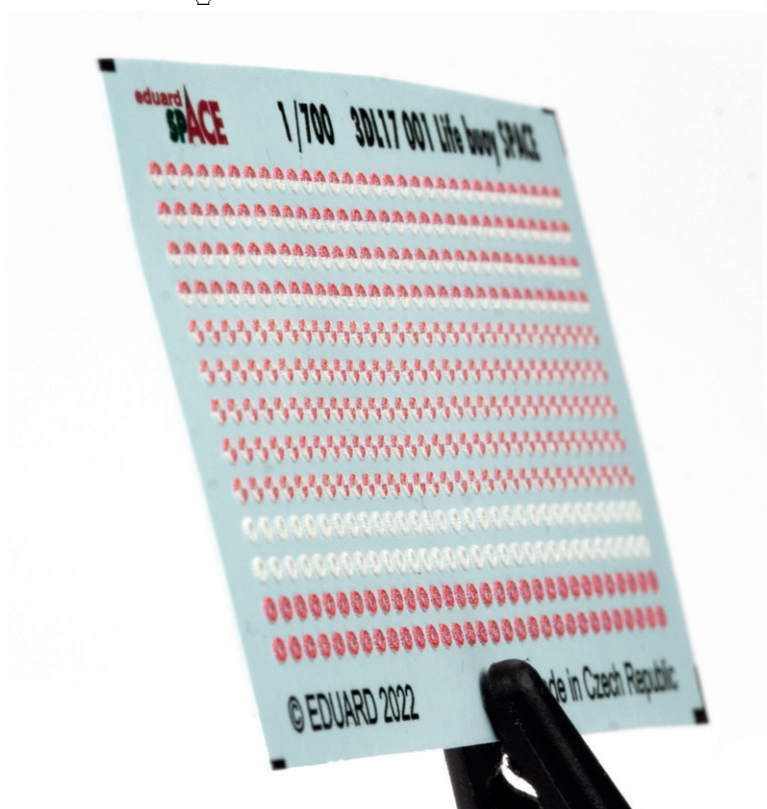
[Product page](#)



3DL48075 **Beaufighter Mk.X SPACE** 1/48 Tamiya

[Product page](#)



3DL53010 **Life buoy SPACE** 1/350[Product page](#)3DL17001 **Life buoy SPACE** 1/700[Product page](#)

20% OFF (25% for BFC)

20 - 27 JULY

**IPMS USA NATS
OMAHA, NE**



Afterparty

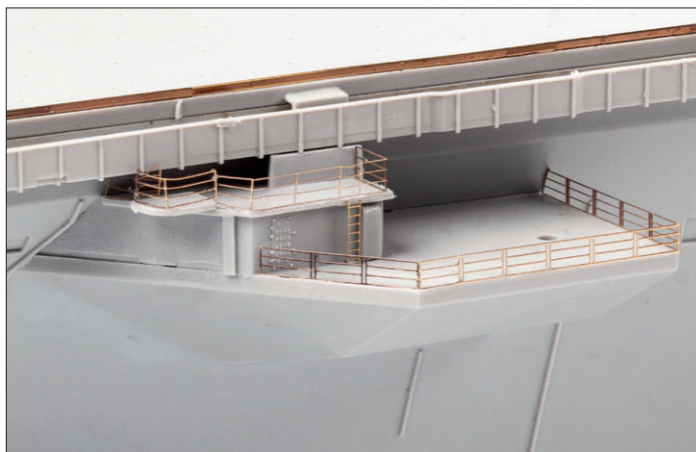
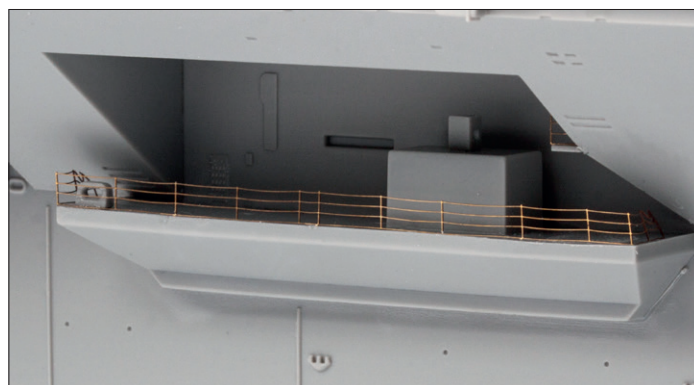
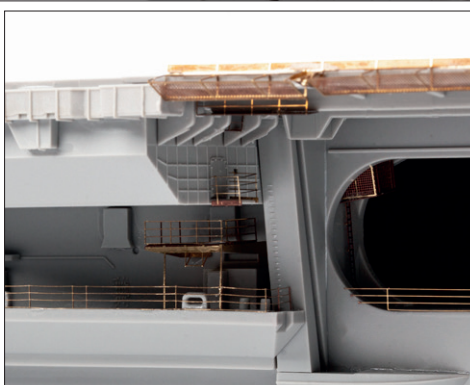
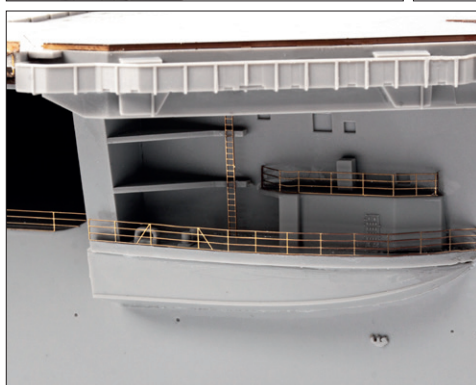
**INCLUDING NEW DESIGN & TOOLS 1/48 F4F-3 WILDCAT
AND ALL AUGUST 2022 NEW ITEMS**

WWW.EDUARD.COM

USS Constellation CV-64 part 3 - railings & safety nets

1/350 Trumpeter

53283



Sd.Kfz.247 Ausf.B

1/35 Revell/ICM

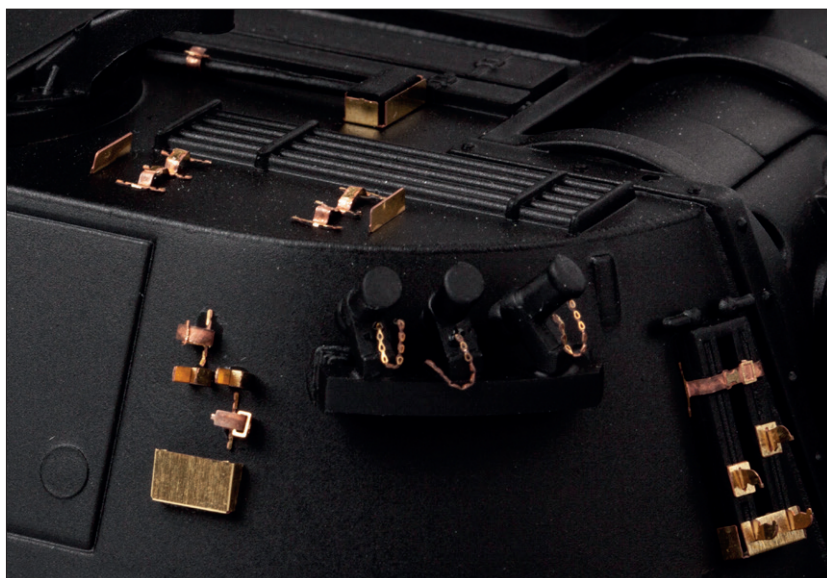
36483

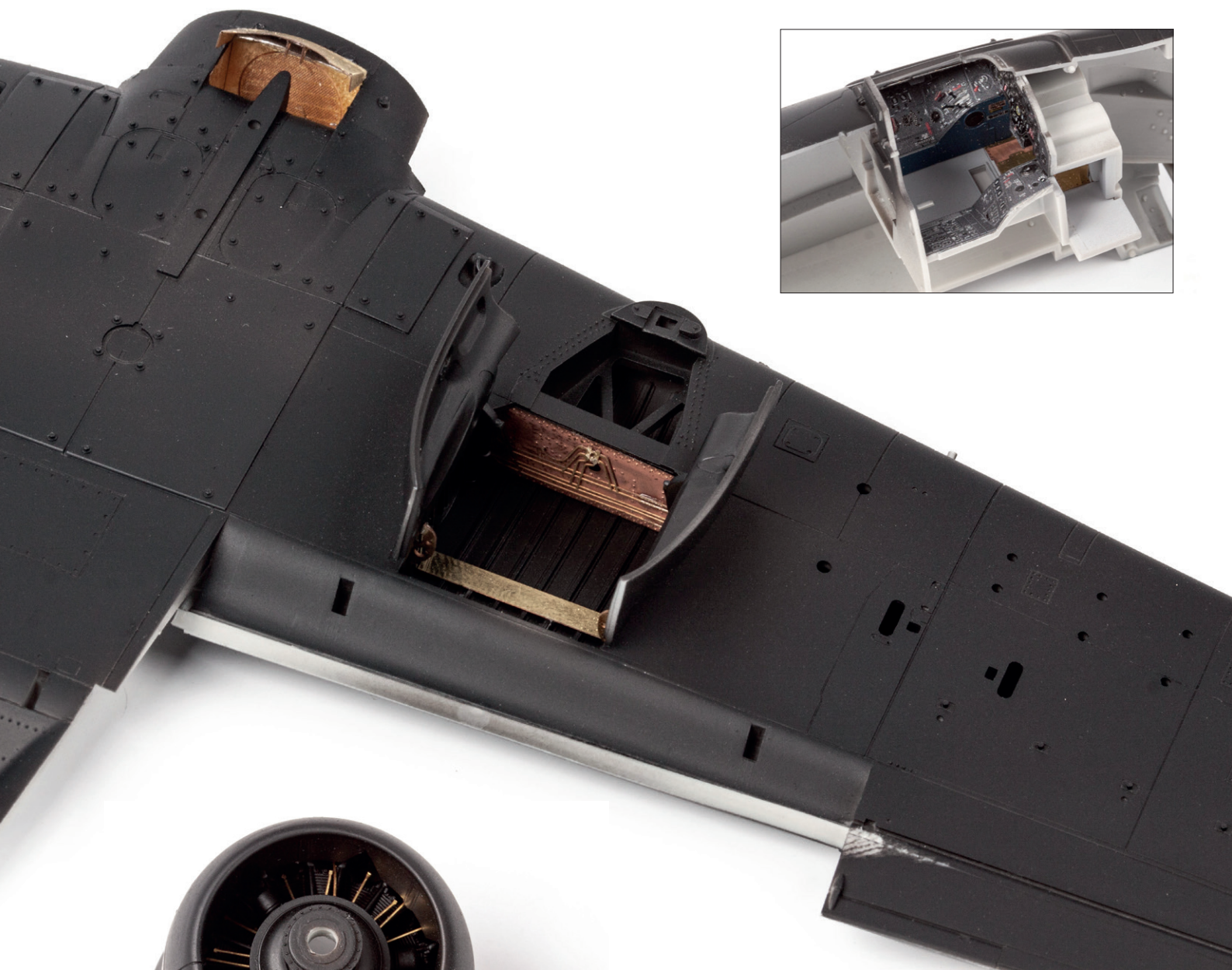


M109 A2/A3/G

1/35 Italeri

36484





A-1H

1/48 Tamiya

491283



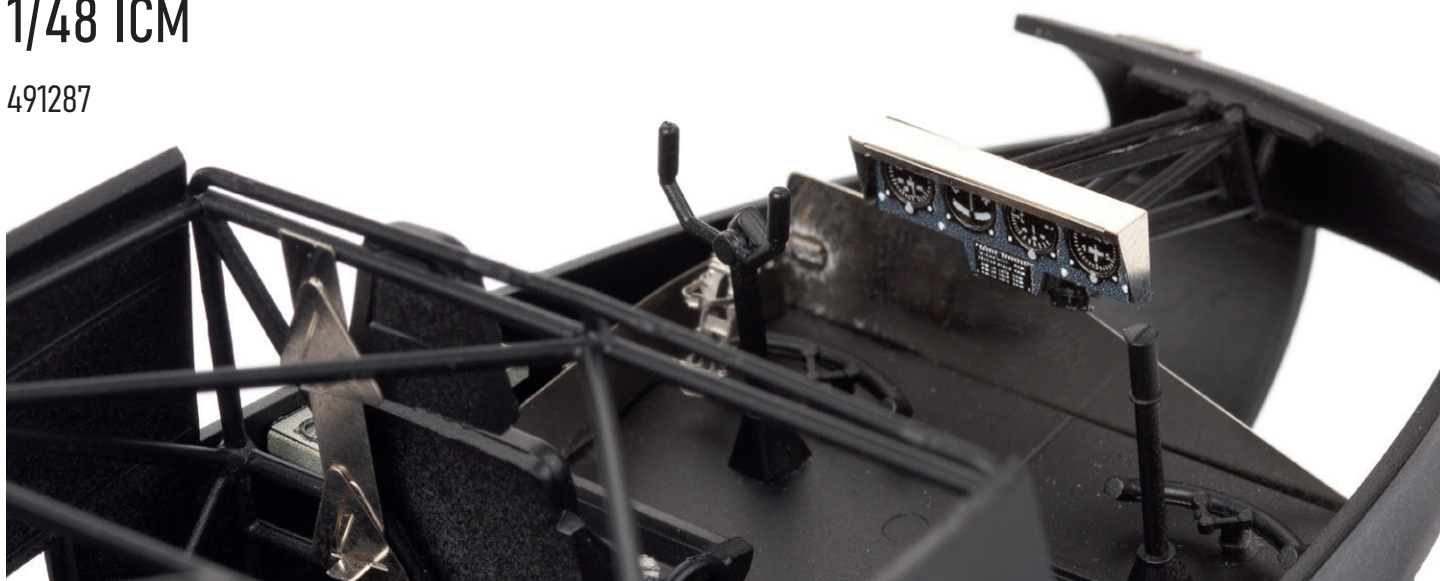
FE1283 A-1H 1/48
FE1284 A-1H seatbelts STEEL 1/48



Go 242B

1/48 ICM

491287



Zoom

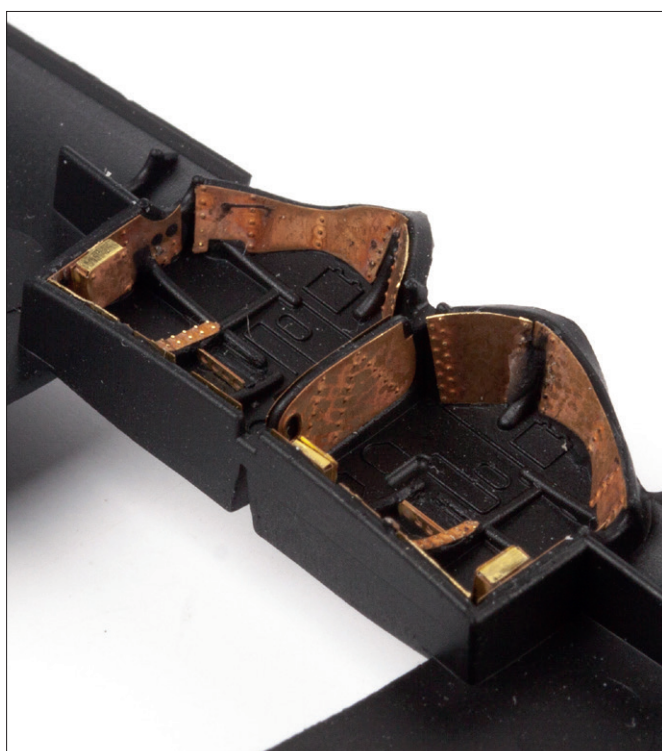
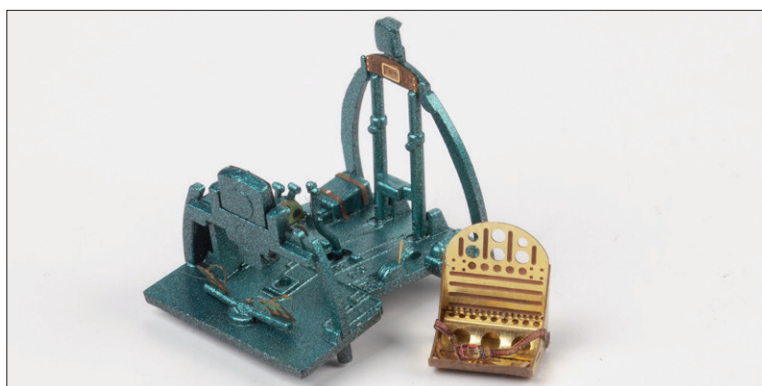
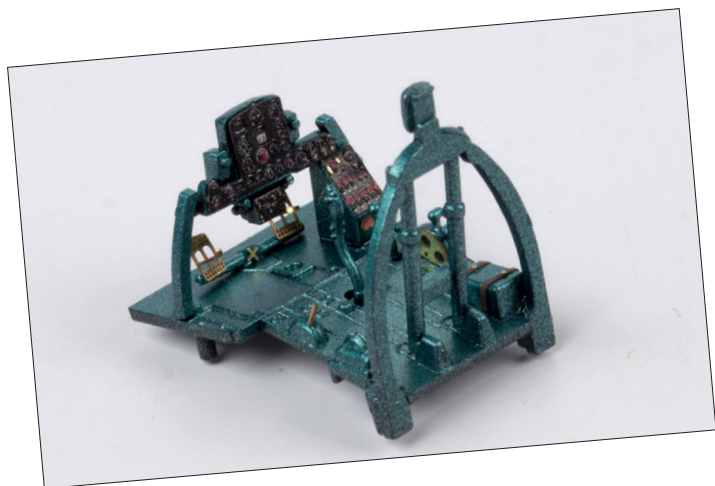
FE1287 Go 242B seatbelts STEEL 1/48



Ki-84 Hayate

1/72 Arma Hobby

73771



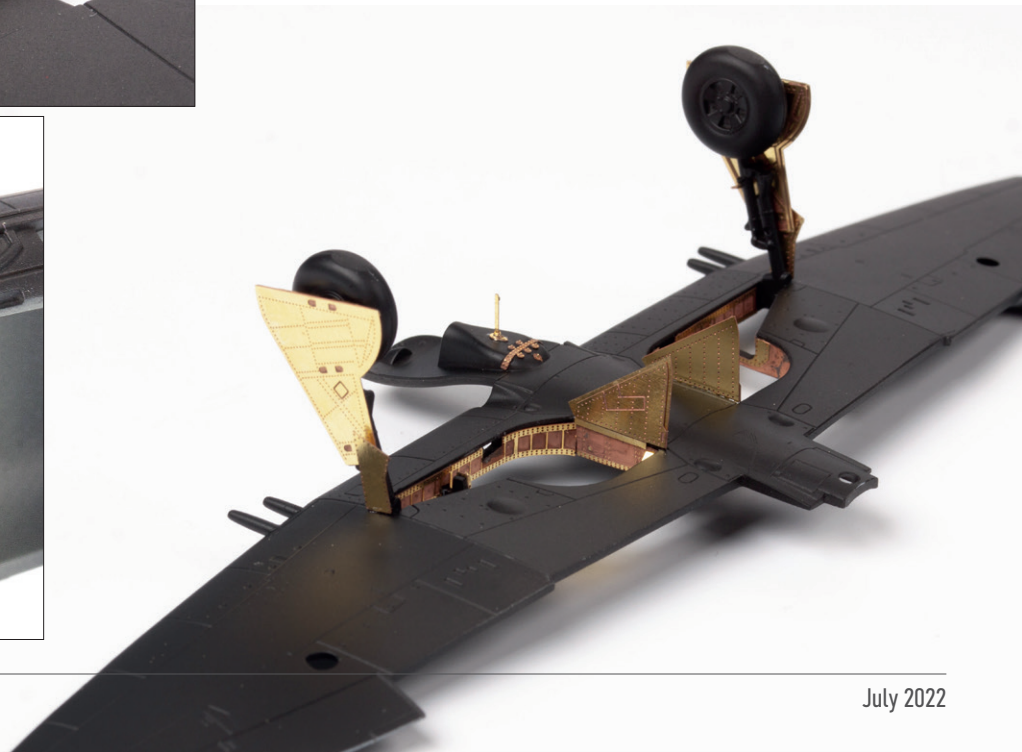
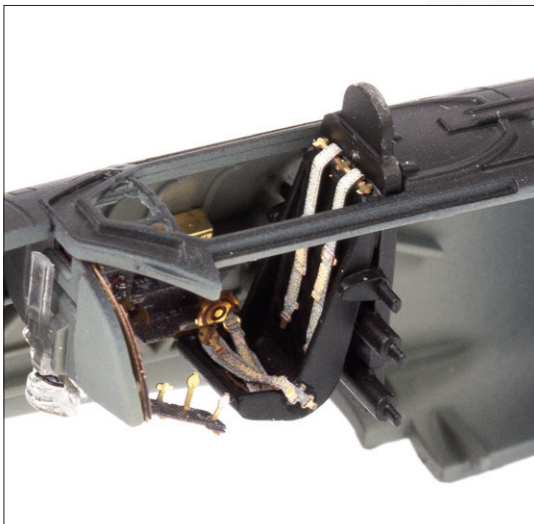
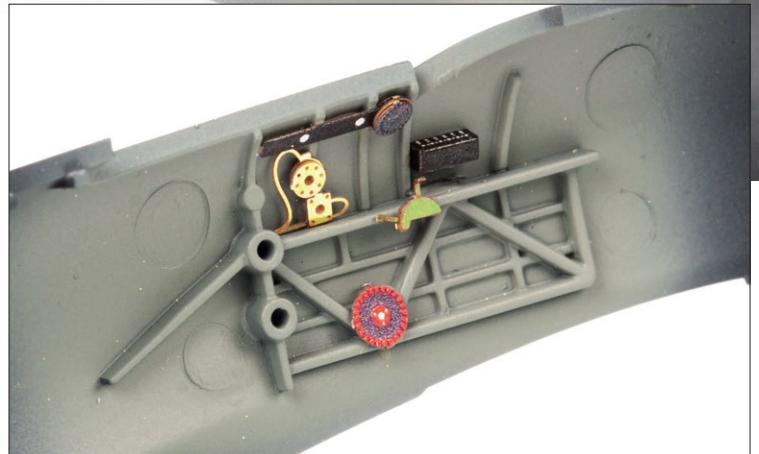
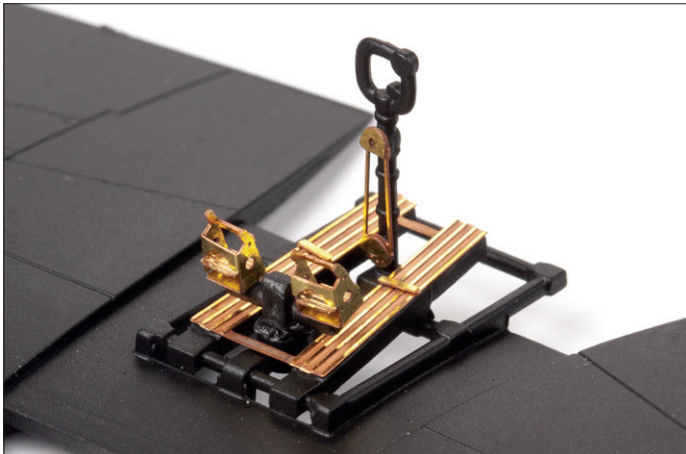
Tempest Mk.V

1/72 Airfix

73772

SS772
Tempest Mk.V 1/72

Zoom



F-15E

1/72 Revell

73773

SS773
F-15E 1/72





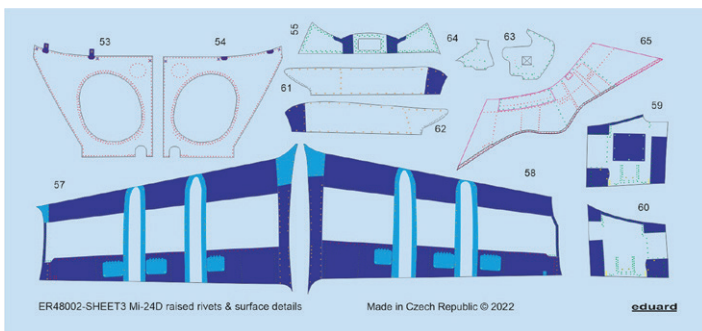
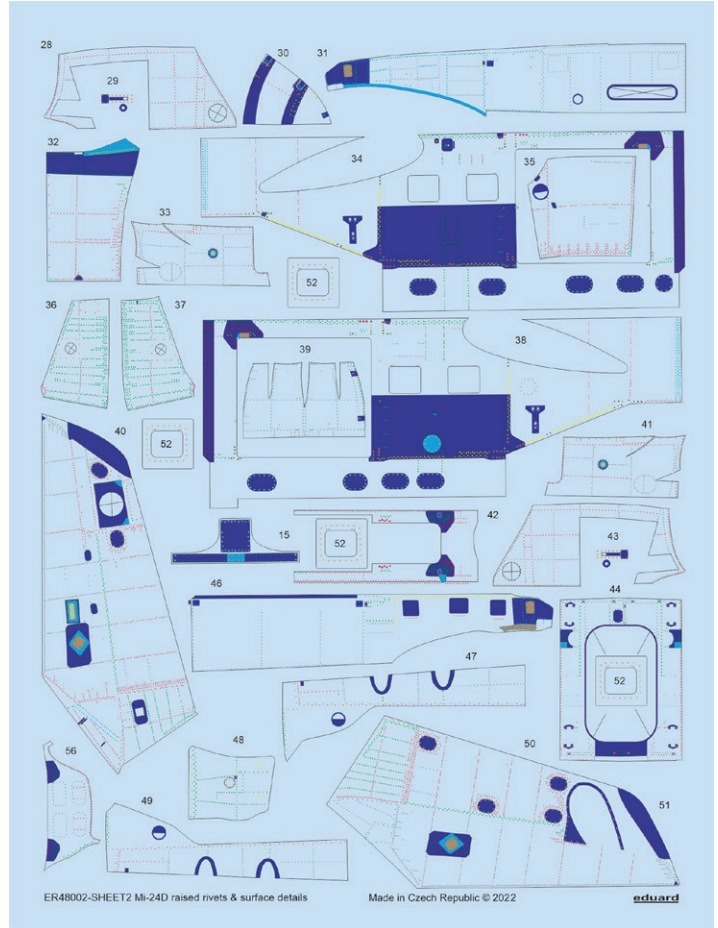
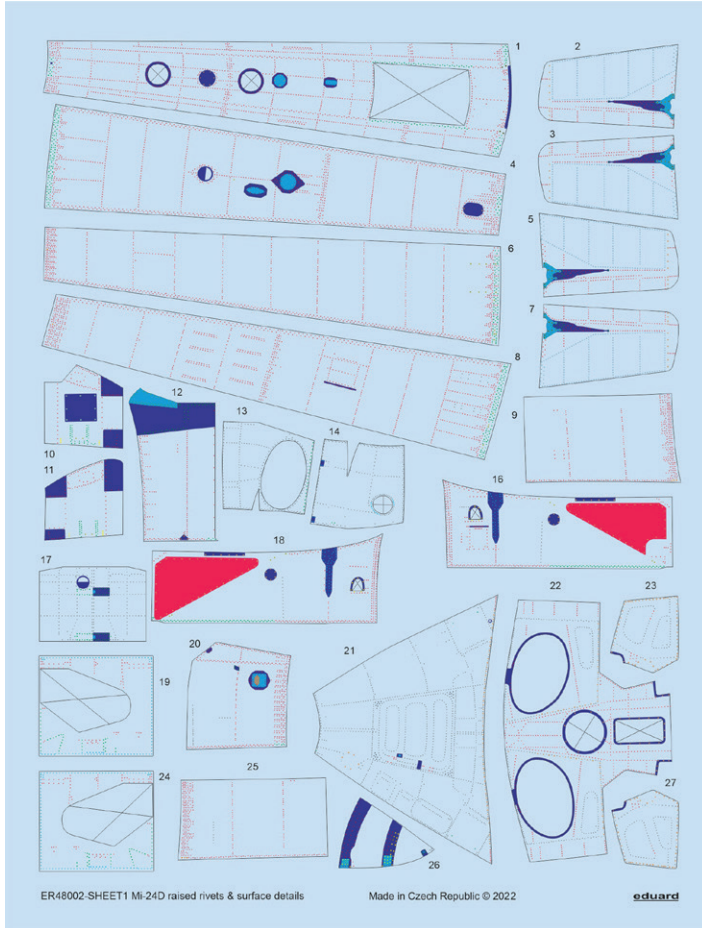
EDDIE THE RIVETER

ER48002

Mi-24D raised rivets and surface details

1/48 Zvezda

Product page



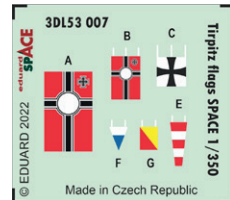
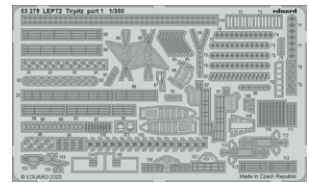
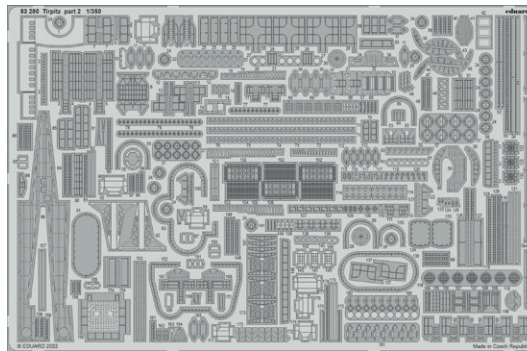
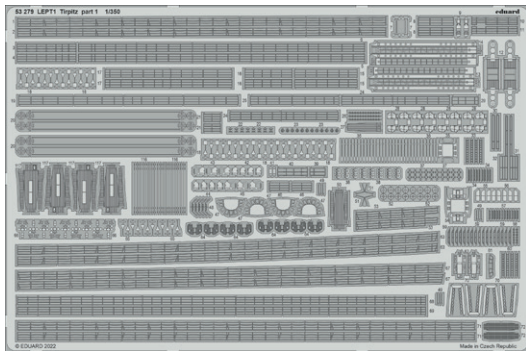
BIG5365 **Tirpitz** 1/350 Trumpeter

3DL53007 Tirpitz flags SPACE 1/350

53279 Tirpitz part 1 1/350

53280 Tirpitz part 2 1/350

Product page



BIG49331 **F-22A** 1/48 I Love Kits

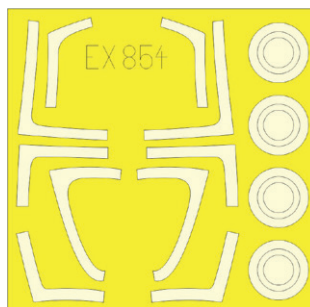
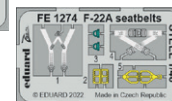
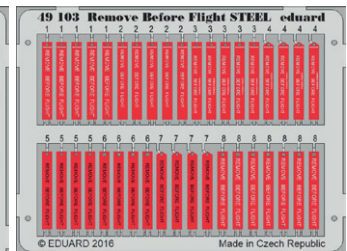
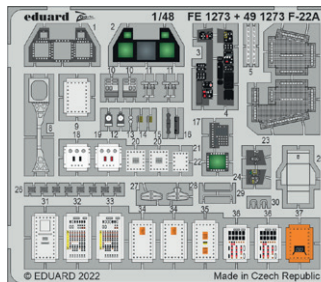
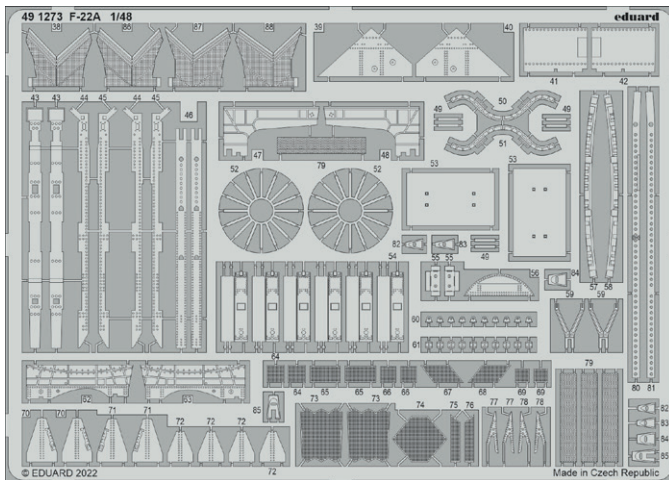
49103 Remove Before Flight STEEL

491273 F-22A 1/48

FE1274 F-22A seatbelts STEEL 1/48

EX852 F-22A 1/48

Product page



BIG49332 **EA-18G** 1/48 Hobby Boss

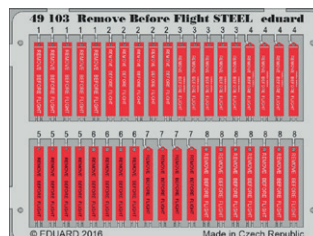
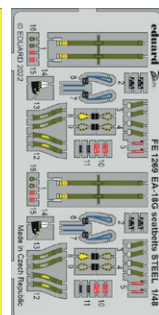
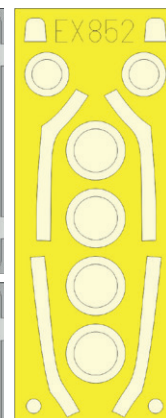
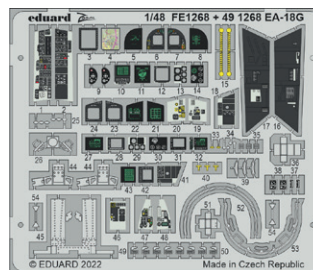
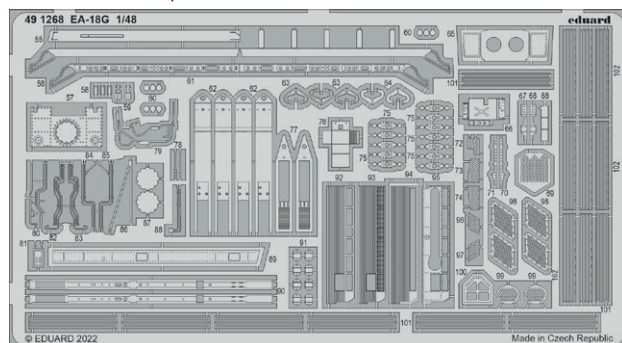
49103 Remove Before Flight STEEL

491268 EA-18G 1/48

FE1269 EA-18G seatbelts STEEL 1/48

EX854 EA-18G 1/48

Product page

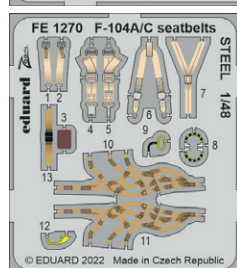
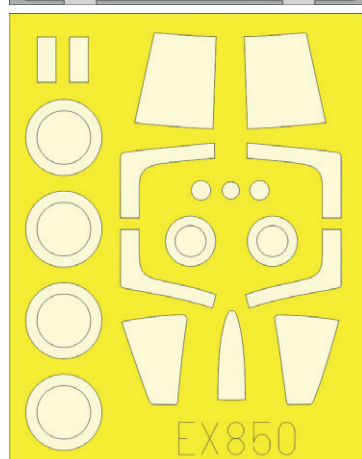
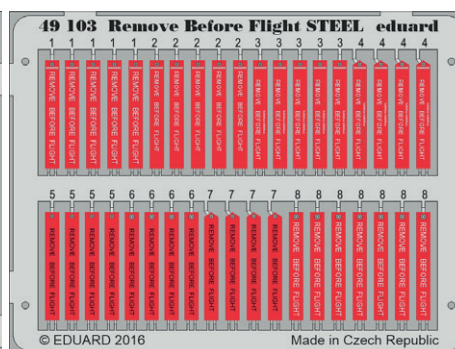
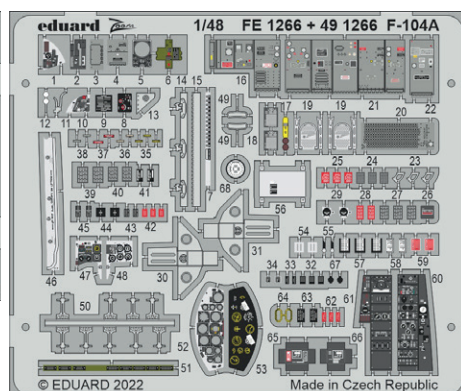
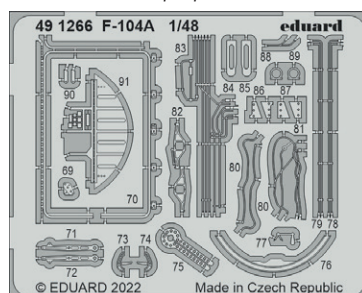


All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG49333 **F-104A** 1/48 Kinetic

Product page

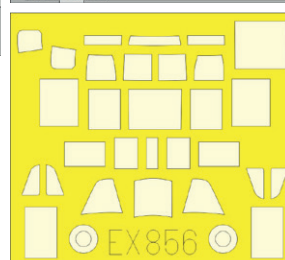
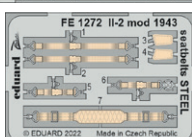
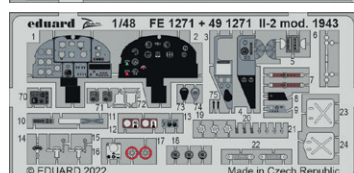
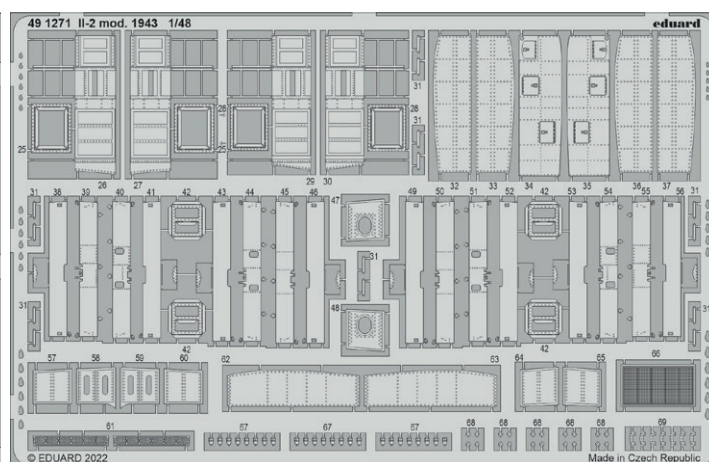
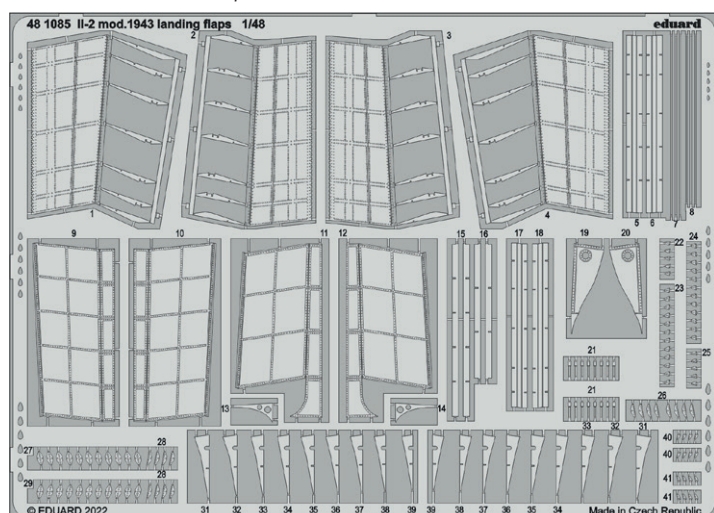
- 49103 Remove Before Flight STEEL
491266 F-104A 1/48
FE1270 F-104A/C seatbelts STEEL 1/48
EX850 F-104A/C 1/48



BIG49334 **Il-2 mod. 1943** 1/48 Zvezda

Product page

- 481085 Il-2 mod. 1943 landing flaps 1/48
491271 Il-2 mod. 1943 1/48
FE1272 Il-2 mod. 1943 seatbelts STEEL 1/48
EX856 Il-2 mod. 1943 1/48



EX867 A-1H TFace

1/48 Tamiya

EX868 Go 242B

1/48 ICM

EX869 Go 242B TFace

1/48 ICM

EX870 A-1J

1/48 Tamiya

EX871 A-1J TFace

1/48 Tamiya

EX872 Su-27K

1/48 Minibase

EX873 Su-27K TFace

1/48 Minibase

EX874 Beaufighter Mk.VI TFace

1/48 Tamiya

EX875 Beaufighter Mk.X TFace

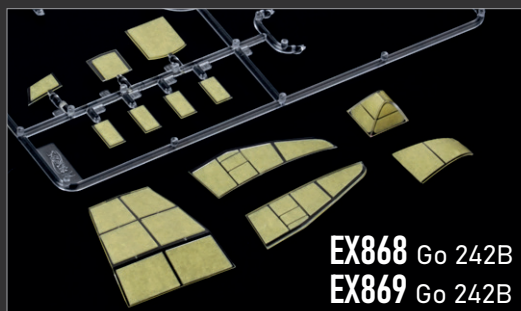
1/48 Tamiya

CX627 Tempest Mk.V

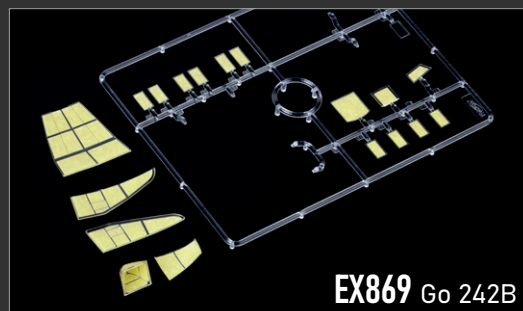
1/72 Airfix

CX628 F-15E

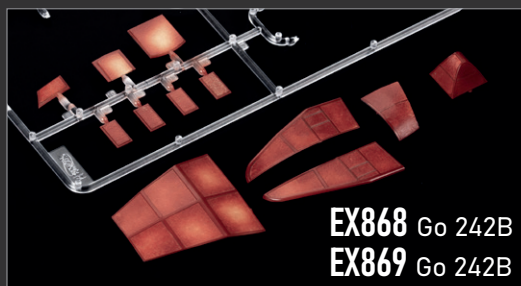
1/72 Revell



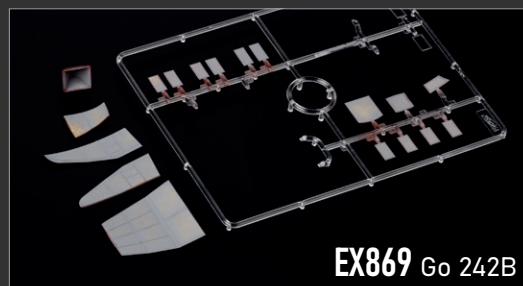
EX868 Go 242B
EX869 Go 242B



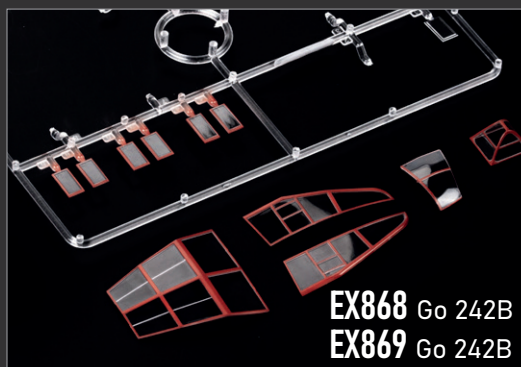
EX869 Go 242B



EX868 Go 242B
EX869 Go 242B



EX869 Go 242B



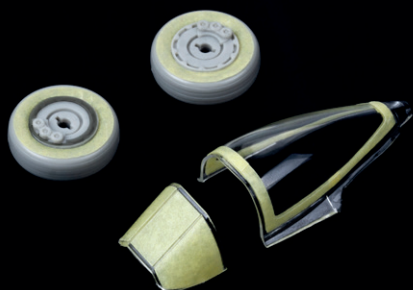
EX868 Go 242B
EX869 Go 242B



EX869 Go 242B

EX870 A-1J

EX871 A-1J



EX870 A-1J

EX871 A-1J



EX870 A-1J

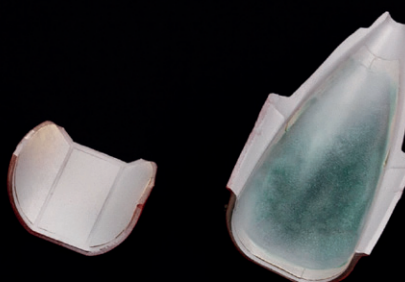
EX871 A-1J

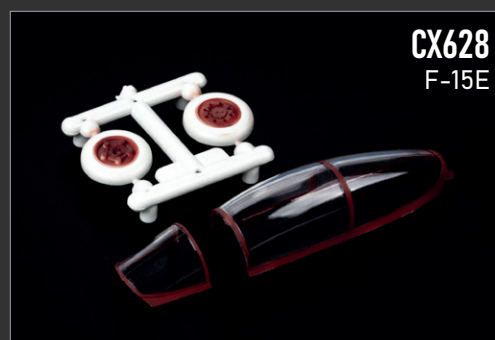
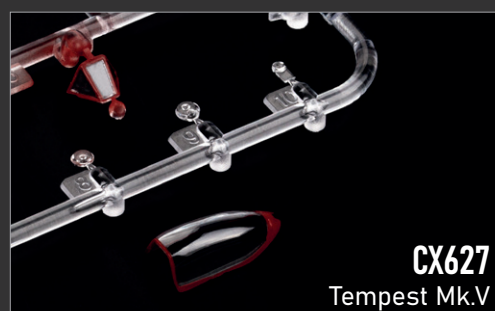
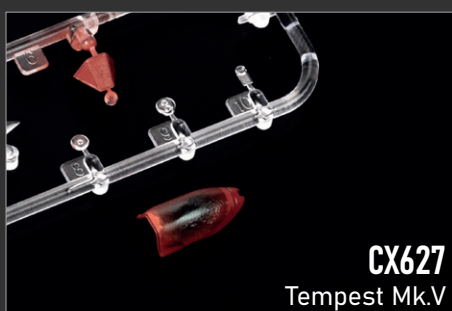
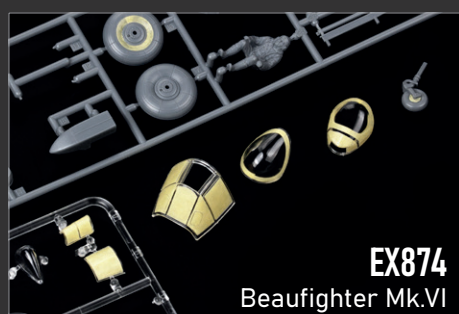
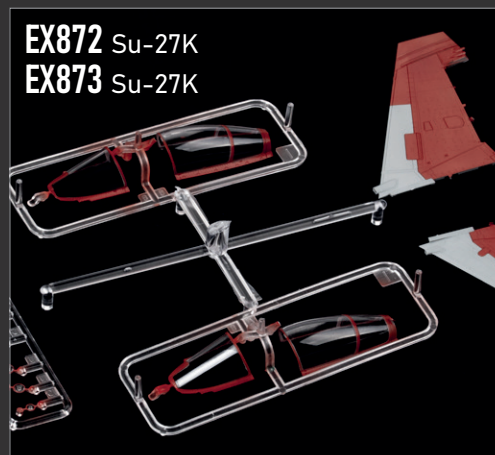
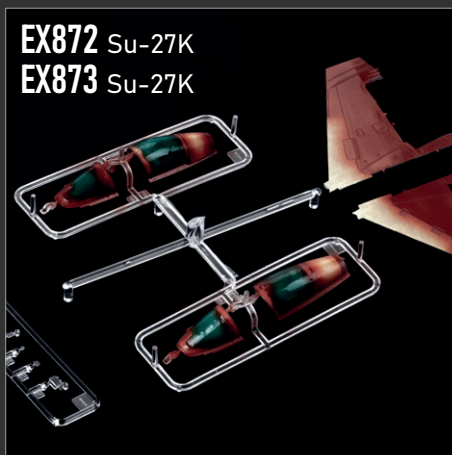


EX871 A-1J



EX871 A-1J





KITS

70151	Avia S-199 bubble canopy	1/72 ProfiPack
82211	A6M2 Zero Type 11	1/48 ProfiPack
11159	RED TAILS and Co.	1/48 Limited DUAL COMBO
7463	Fw 190A-8 standard wings	1/72 Weekend
84185	Z-526AFS Akrobat	1/48 Weekend
8113	Albatros D.V Re-release	1/48 ProfiPack
82164	Bf 109G-10 Erla Re-release	1/48 ProfiPack

PE-SETS

53283	USS Constellation CV-64 part 3 - railings & safety nets	1/350 Trumpeter
53284	USS Constellation CV-64 part 4 - hull & deck	1/350 Trumpeter
36483	Sd.Kfz.247 Ausf.B	1/35 Revell/ICM
36484	M109 A2/A3/G	1/35 Italeri
491283	A-1H	1/48 Tamiya
491285	Su-27K	1/48 Minibase
491287	Go 242B	1/48 ICM
72721	Tempest Mk.V landing flaps	1/72 Airfix
73771	Ki-84 Hayate	1/72 Arma Hobby
73772	Tempest Mk.V	1/72 Airfix
73773	F-15E	1/72 Revell
73774	FM-1	1/72 Arma Hobby
73775	F-6C	1/72 Arma Hobby

ZOOMS

FE1283	A-1H	1/48 Tamiya
FE1284	A-1H seatbelts STEEL	1/48 Tamiya
FE1285	Su-27K	1/48 Minibase
FE1286	Su-27K seatbelts STEEL	1/48 Minibase
FE1287	Go 242B seatbelts STEEL	1/48 ICM
SS772	Tempest Mk.V	1/72 Airfix
SS773	F-15E	1/72 Revell
SS774	FM-1	1/72 Arma Hobby

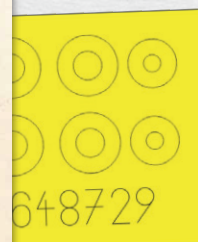
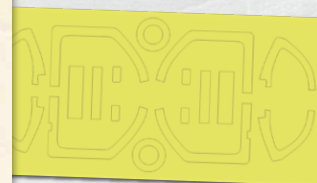
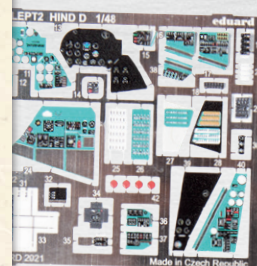
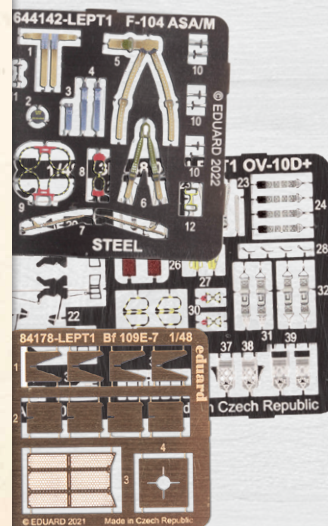
MASKS

EX867	A-1H TFace	1/48 Tamiya
EX868	Go 242B	1/48 ICM
EX869	Go 242B TFace	1/48 ICM
EX870	A-1J	1/48 Tamiya
EX871	A-1J TFace	1/48 Tamiya
EX872	Su-27K	1/48 Minibase
EX873	Su-27K TFace	1/48 Minibase
EX874	Beaufighter Mk.VI TFace	1/48 Tamiya
EX875	Beaufighter Mk.X TFace	1/48 Tamiya
CX627	Tempest Mk.V	1/72 Airfix
CX628	F-15E	1/72 Revell

LIMITED

ProfiPACK
edition

WEEKEND
edition



BIG ED

BIG5365	Tirpitz	1/350 Trumpeter
BIG49331	F-22A	1/48 I Love Kits
BIG49332	EA-18G	1/48 Hobby Boss
BIG49333	F-104A	1/48 Kinetic
BIG49334	IL-2 mod. 1943	1/48 Zvezda

BRASSIN

644161	A-1H LööK	1/48 Tamiya
644162	Beaufighter Mk.VI LööK	1/48 Tamiya
644163	Beaufighter Mk.X LööK	1/48 Tamiya
644166	Su-25 LööK	1/48 Zvezda
632181	JP 233 dispenser PRINT	1/32
648721	A6M2 Model 11 exhausts early PRINT	1/48 Eduard
648745	F-15E/I/K wheels	1/48 Great Wall Hobby
648755	Beaufighter Mk.X wheels	1/48 Tamiya
648760	A-1H wheels	1/48 Tamiya
648762	Beaufighter exhausts PRINT	1/48 Tamiya
648763	A6M2 engine complete PRINT	1/48 Eduard
648764	Su-25 ejection seat PRINT	1/48 Zvezda
653005	Carley float for 10 people - Type 1 PRINT	1/350
653006	Carley float for 10 people - Type 2 PRINT	1/350
672290	F4F 42gal ventral drop tank PRINT	1/72 Arma Hobby
672291	F4F seat PRINT	1/72 Arma Hobby
672292	Luftwaffe rudder pedals PRINT	1/72
672293	S-199 4xETC 50 rack w/bombs	1/72 Eduard

LööKPLUS

634028	Hawk 81-A2 LööKplus	1/32 Great Wall Hobby
644167	F-104A LööKplus	1/48 Kinetic
644168	F-104C LööKplus	1/48 Kinetic

BIG SIN

SIN64886	Spitfire Mk.Vb ADVANCED	1/48 Eduard
SIN64887	Spitfire Mk.Vc ADVANCED	1/48 Eduard

SPACE

3DL48071	A-1H SPACE	1/48 Tamiya
3DL48072	Go 242B SPACE	1/48 ICM
3DL48073	A-1J SPACE	1/48 Tamiya
3DL48074	Beaufighter Mk.VI SPACE	1/48 Tamiya
3DL48075	Beaufighter Mk.X SPACE	1/48 Tamiya
3DL53010	Life buoy SPACE	1/350
3DL17001	Life buoy SPACE	1/700

DECAL SETS

D48104	F-14A Desert Storm	1/48 Tamiya
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EDDIE THE RIVETER

ER48002	Mi-24D raised rivets & surface details	1/48 Eduard/Zvezda
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BIG-ED

eduard
BRASSINeduard
BRASSIN
Print

LööK

LööK+

BIG
SINeduard
SPACE

BUILT

1/72

ProfiPACK
edition

Avia CS-199



Cat. No. 70153

marking B

Built by **Robert Szwarc**



CS-199.574, svob. Karel Tománek and por. František Hamršíd, 5 Air Training Regiment, Zvolen, 1952

Avia CS-199.574 served with the 5 lřp (Air Training Regiment) in 1952, based at Zvolen. On September 12, 1952, svob. Karel Tománek and por. František

Hamršíd were landing at Zvolen, and a brake failure prevented them from maintaining a straight course down the length of the runway, resulting

in a collapsed right landing gear. Avia CS-199.574 carried the yellow fuselage and wing bands, which were used on training aircraft.





Fw 190F-8

1/48



Cat. No. 82139
marking A
Built by Patrik Pěcha



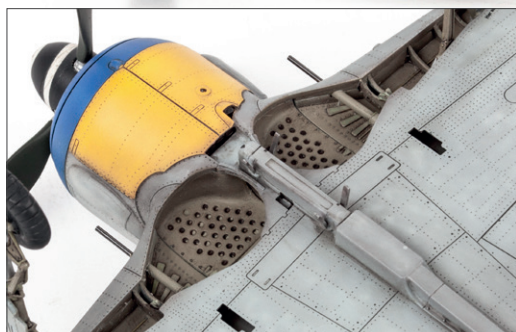
Stab I./SG 2, Csar or Raab, Hungary, winter 1944/1945

Original camouflage in the colors RLM 74 and 75 was overpainted with washable white winter paint on the aircraft. Focke-Wulf 190s of the Stab I. Gruppe SG 2 had blue numbers in the fuselage markings during this period. The I./SG 2 was deployed in Hungary until March 1945. Hptm. Herbert Bauer, the Austrian native from Innsbruck held the command of the unit from November 1944

until the end of the war. From the beginning of 1941 he flew Stukas with I./St.G. 2 "Immelmann" (later I./SG 2). From June 1943 to May 1944, he was commander of the 3rd Staffel. Prior to rearming of the unit with Fw 190F during May 1944, he was given the task of commanding operational training unit II./SG 103 in France. During the war, he conducted

1071 combat flights, 70 of them with Fw 190. He destroyed 51 tanks, two armored trains and achieved a direct hit of the battleship Oktyabrskaya Revolyutsiya. He was awarded 11 aerial victories as well (one with Ju 87), while another 12 were not confirmed. Bauer was awarded the Knight's Cross with an Oak leaves.

Product page



Avia S-99/C-10

1/48

Cat. No. 11122

Built by **Luboš Zach**

ACCESSORIES USED

- 481006 Bf 109G-10 Erla (PE-Set)
- FE1191 Bf 109G-10 ERLA Weekend (PE-Set)
- 644004 Bf 109G-10 LööK (Brassin)
- 648158 Bf 109G-10 wheels (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE ((Brassin)
- EX609 Bf 109G-10 TFace (Mask)



Best brass around

Special Hobby 1/48

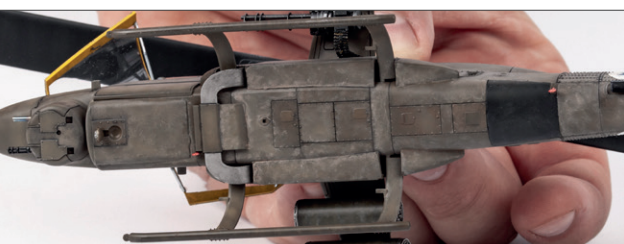
AH-1G

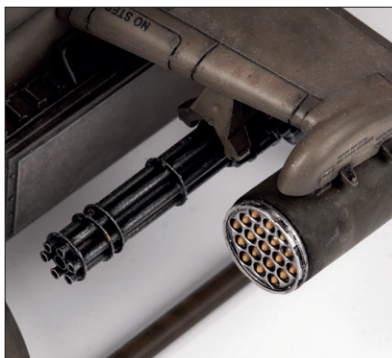


Built by Jan Novotný

ACCESSORIES USED

- 491279 general set (PE-Set)
- FE1280 seatbelts STEEL (Zoom) (PE-Set)
- 648231 LAU-3/A (Brassin)
- EX863 AH-1G TFace (Mask)





BIG ED (August)

BIG49335 F-104C 1/48 Kinetic
 BIG49340 Remove before flight tags RED 1/48
 BIG49341 Remove before flight tags MIX 1/48
 BIG49342 Seatbelts WWII Allied AF STEEL 1/48
 BIG49343 Seatbelts WWII Axis AF STEEL 1/48

BRASSIN (August)

644165 A-1J Löök 1/48 Tamiya
 644172 F4F-3 late Löök 1/48 Eduard
 648742 P-51D wheel bay PRINT 1/48 Eduard
 648761 A-1J wheels 1/48 Tamiya
 648766 F4F-3 exhausts PRINT 1/48 Eduard
 648767 F4F-3 wheels early 1/48 Eduard
 648768 F4F-3 wheels late 1/48 Eduard
 648769 F4F gun barrels PRINT 1/48 Eduard
 648773 EA-18G ejection seats 1/48 Meng
 648774 EA-18G wheels 1/48 Meng
 648777 F4F-3 cockpit w/ reflector gun sight PRINT 1/48 Eduard
 648778 Luftwaffe rudder pedals PRINT 1/48
 648779 F4F undercarriage legs BRONZE 1/48 Eduard
 648780 Su-25 wheels 1/48 Zvezda
 653007 USN searchlights 12 inch PRINT 1/350
 653008 5"/25 caliber gun Mk.10 PRINT 1/350
 672294 S-199 engine PRINT 1/72 Eduard
 674001 Beaufort Mk.I LööK 1/72 Airfix

LööKPlus (August)

644169 Beaufighter Mk.VI LööKplus 1/48 Tamiya
 644170 Beaufighter Mk.X LööKplus 1/48 Tamiya

BIGSIN (August)

SIN64888 F-4B 1/48 Tamiya
 SIN64889 Sopwith Camel Clerget engine 1/48 Eduard

644165

A-1J Löök*Löök***1/48 Tamiya**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for A-1J 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



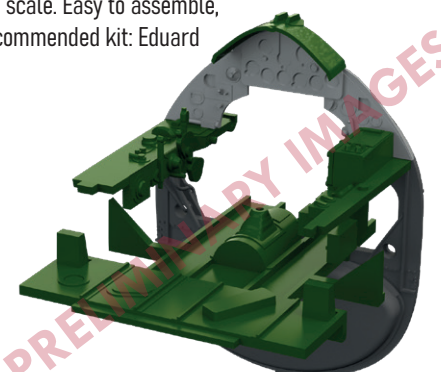
644172

F4F-3 late LööK*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 parts: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



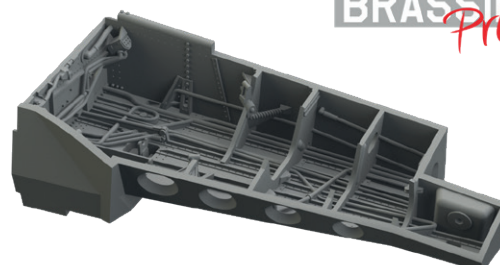
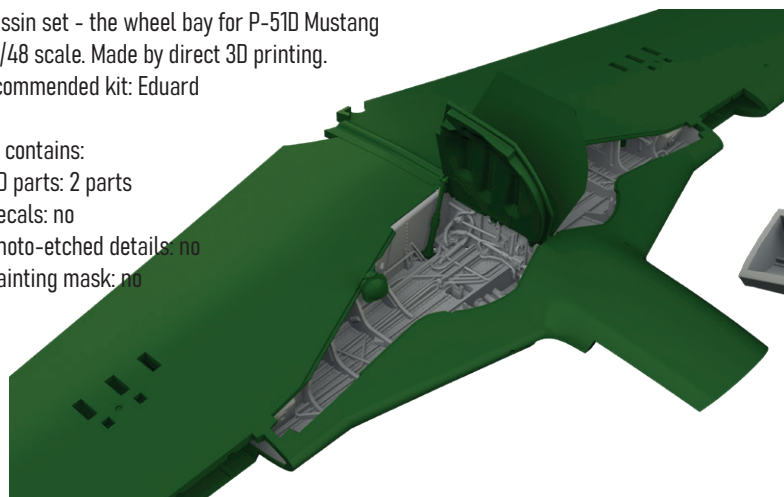
648742

P-51D wheel bay PRINT**1/48 Eduard**

Brassin set - the wheel bay for P-51D Mustang in 1/48 scale. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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



eduard
BRASSIN
Print

648761

A-1J wheels**1/48 Tamiya**

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

Set contains:

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



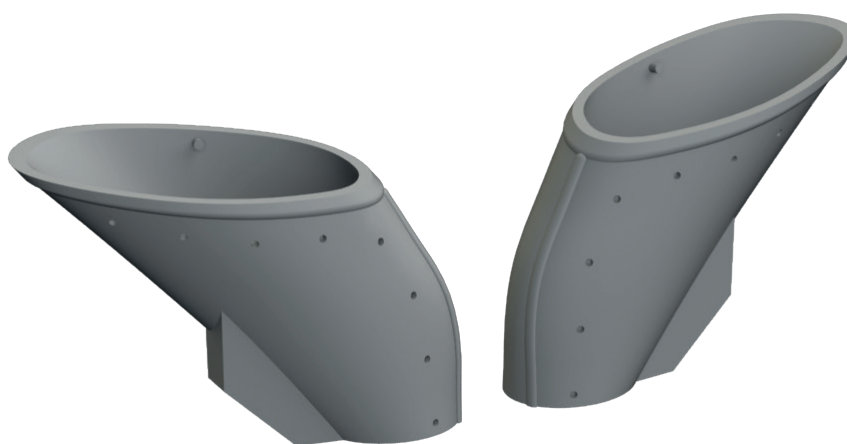
648766

F4F-3 exhausts PRINT**1/48 Eduard**

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

Set contains:

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



eduard
BRASSIN
Print

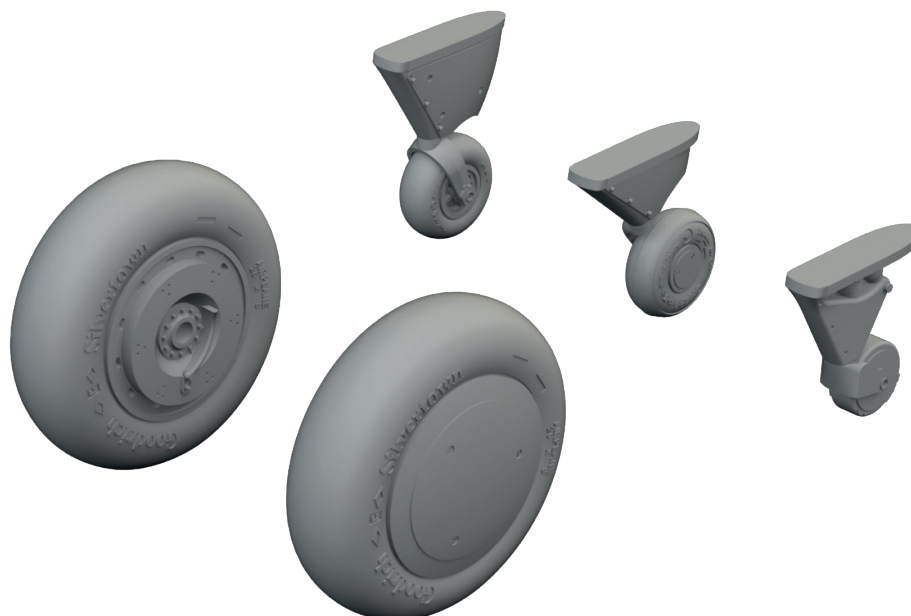
648767

F4F-3 wheels early**1/48 Eduard**

Brassin set - the undercarriage wheels for F4F-3 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



648768

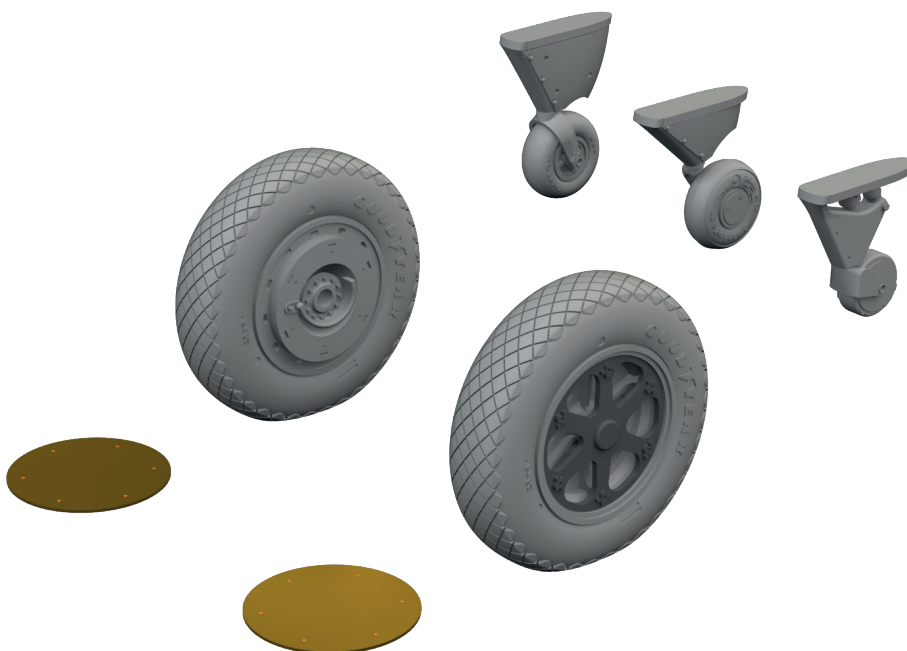
F4F-3 wheels late

1/48 Eduard

Brassin set - the undercarriage wheels for F4F-3 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- resin: 5 parts
- 3D parts: 1 part
- decals: no
- photo-etched details: yes
- painting mask: yes



648769

F4F gun barrels PRINT

1/48 Eduard

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

Set contains:

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



eduard
BRASSIN

Print

648773

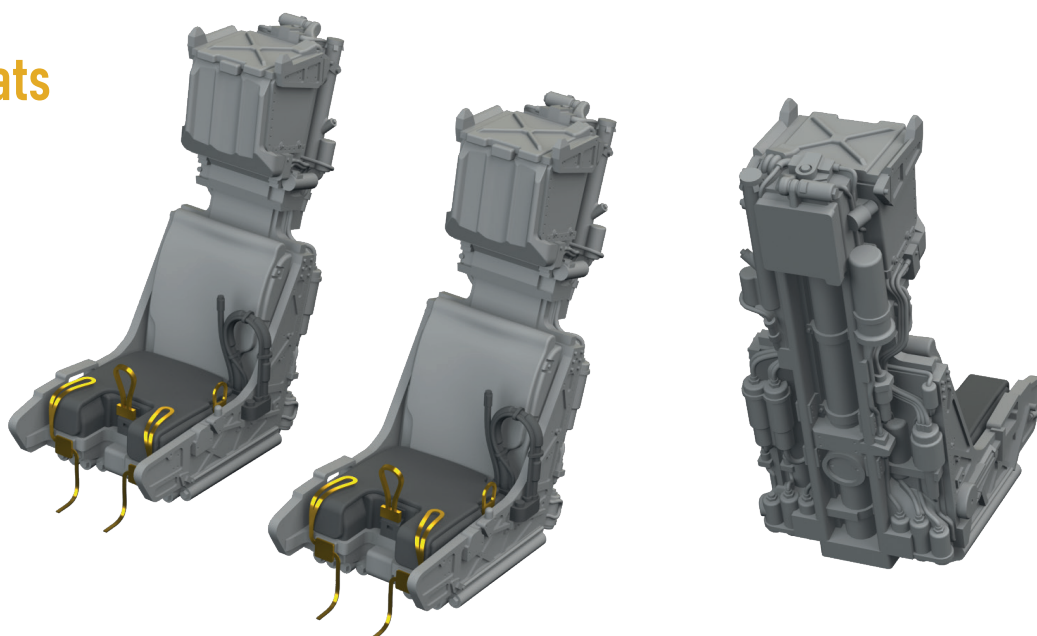
EA-18G ejection seats

1/48 Meng

Brassin set - the ejection seats for EA-18G 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



648774

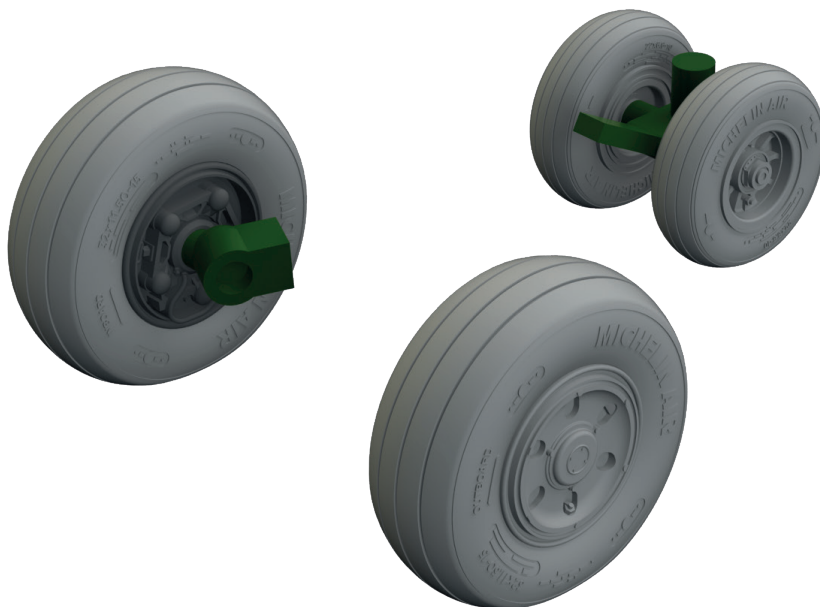
EA-18G wheels

1/48 Meng

Brassin set - the undercarriage wheels for EA-18G 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



648777

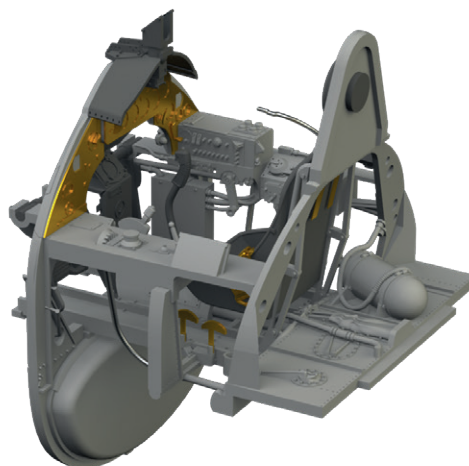
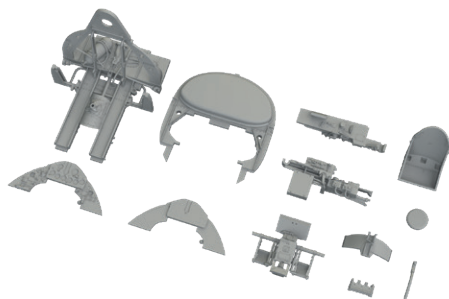
F4F-3 cockpit w/ reflector gun sight PRINT

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



648778

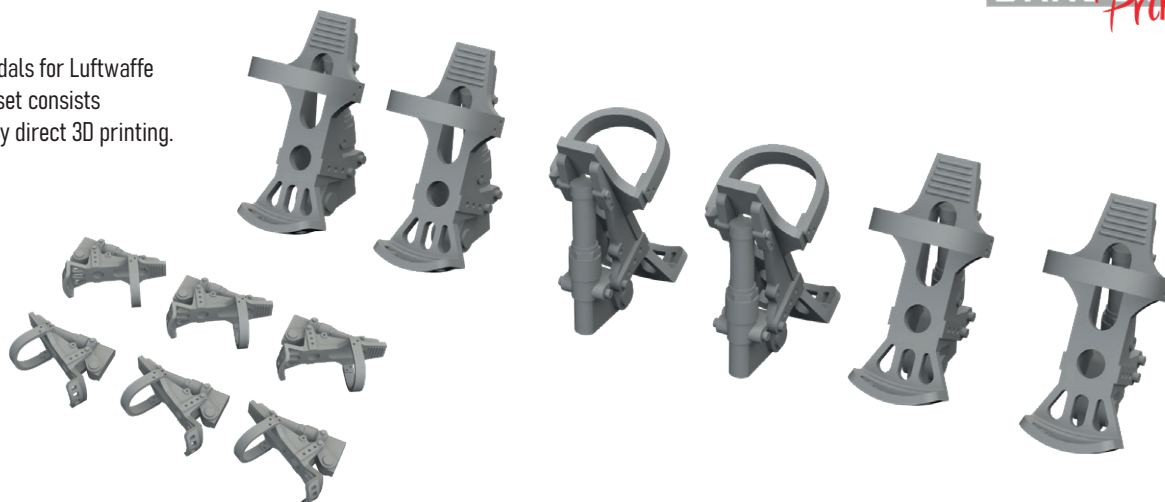
Luftwaffe rudder pedals PRINT

1/48

Brassin set - the rudder pedals for Luftwaffe WW2 a/c in 1/48 scale. The set consists of 3 pairs of pedals. Made by direct 3D printing.

Set contains:

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



648779

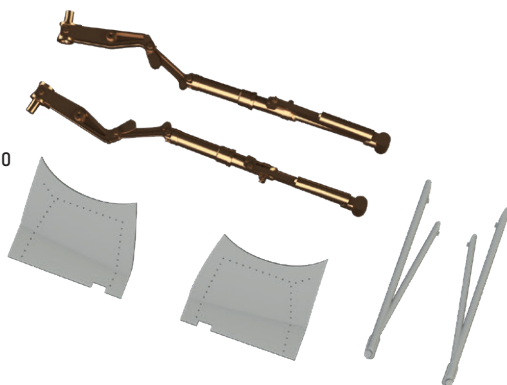
F4F undercarriage legs BRONZE

1/48 Eduard

Brassin set - undercarriage legs for F4F in 1/48 scale.
The legs are made of bronze. Recommended kit: Eduard

Set contains:

- 3D print: 4 parts
- bronze: 2 parts
- decals: no
- photo-etched details: no
- painting mask: no



648780

Su-25 wheels

1/48 Zvezda

Brassin set - the undercarriage wheels for Su-25 in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda

Set contains:

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



653007

USN searchlights 12 inch PRINT

1/350

Brassin set - USN 12inch searchlights in 1/350 scale.
The set consists of 10 searchlights. Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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



eduard
BRASSIN
Print

653008

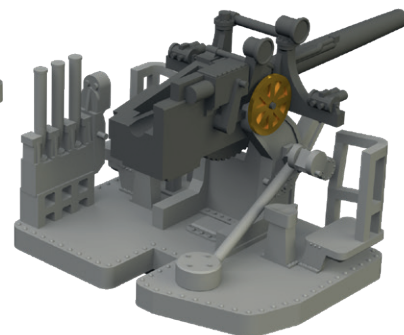
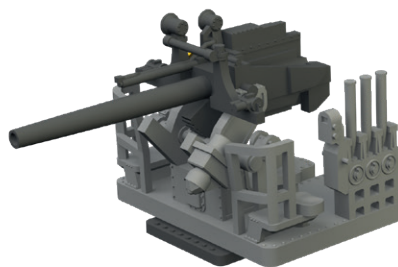
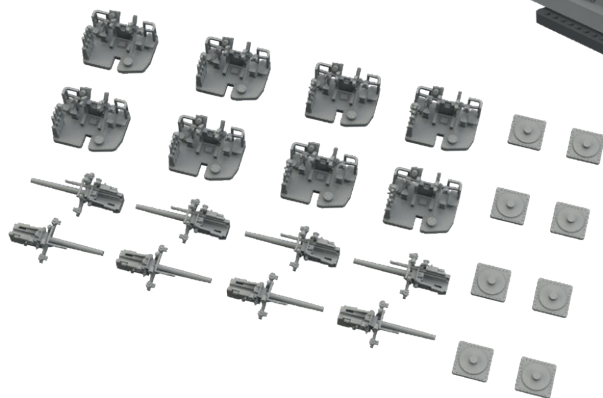
5"/25 caliber gun Mk.10 PRINT

1/350

Brassin set - 5 inch 25 caliber Mk.10 guns in 1/350 scale.
The set consists of 8 guns. Made by direct 3D printing.

Set contains:

- 3D print: 24 parts
- decals: no
- photo-etched details: yes
- painting mask: no



672294

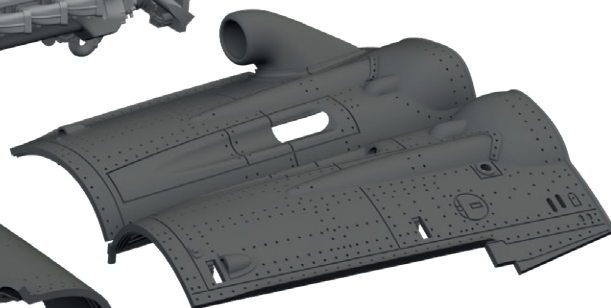
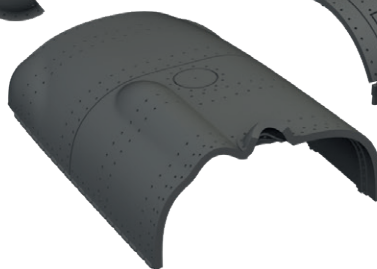
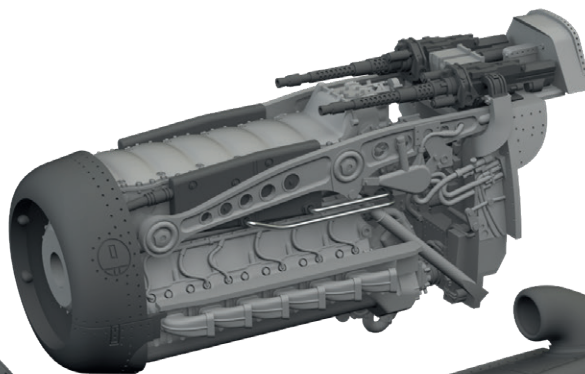
S-199 engine PRINT

1/72 Eduard

Brassin set - the engine for S-199 in 1/72 scale.
The set consists of the complete engine and separate cowlings. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

- 3D print: 14 parts
- decals: no
- photo-etched details: yes
- painting mask: no



674001

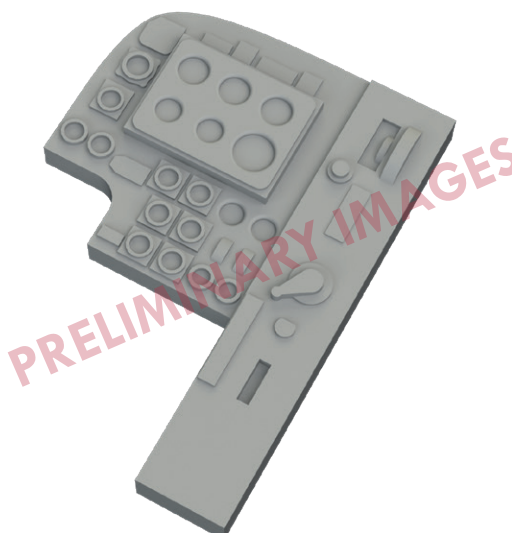
Beaufort Mk.I LööK

1/72 Airfix

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Beaufort Mk.I in 1/72 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Airfix

Set contains:

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

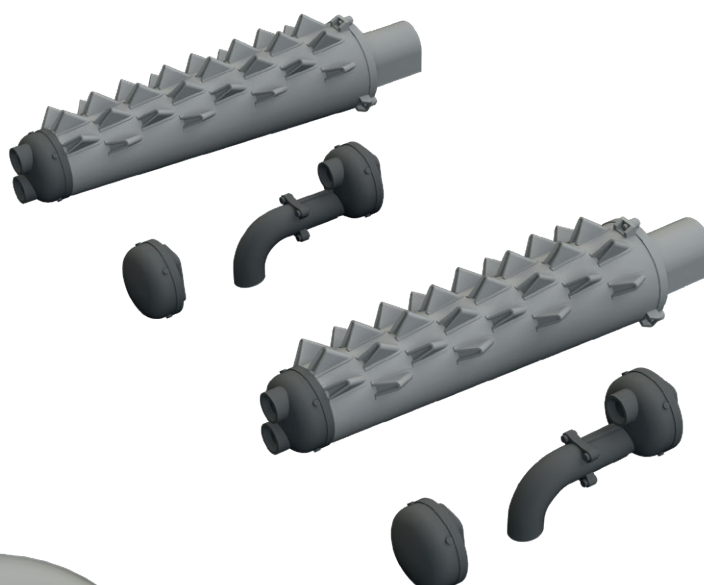
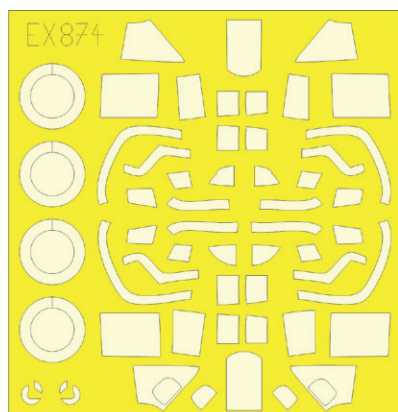
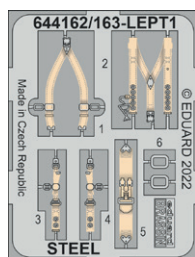


644169

Beaufighter Mk.VI LööKplus**1/48 Tamiya***Löökt*

Collection of 4 sets for Beaufighter Mk.VI in 1/48 scale.
Recommended kit: Tamiya

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

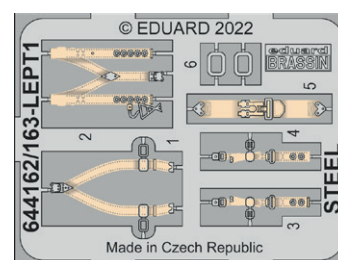
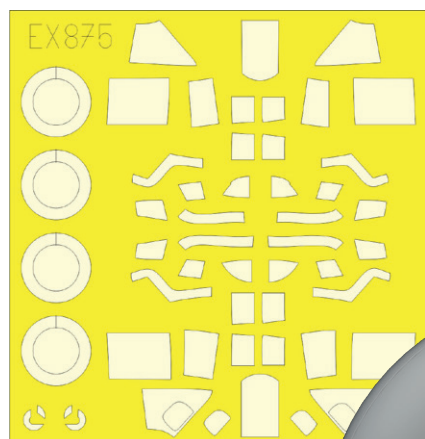


644170

Beaufighter Mk.X LööKplus**1/48 Tamiya**

Collection of 4 sets for Beaufighter Mk.X in 1/48 scale.
Recommended kit: Tamiya

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

LööKt

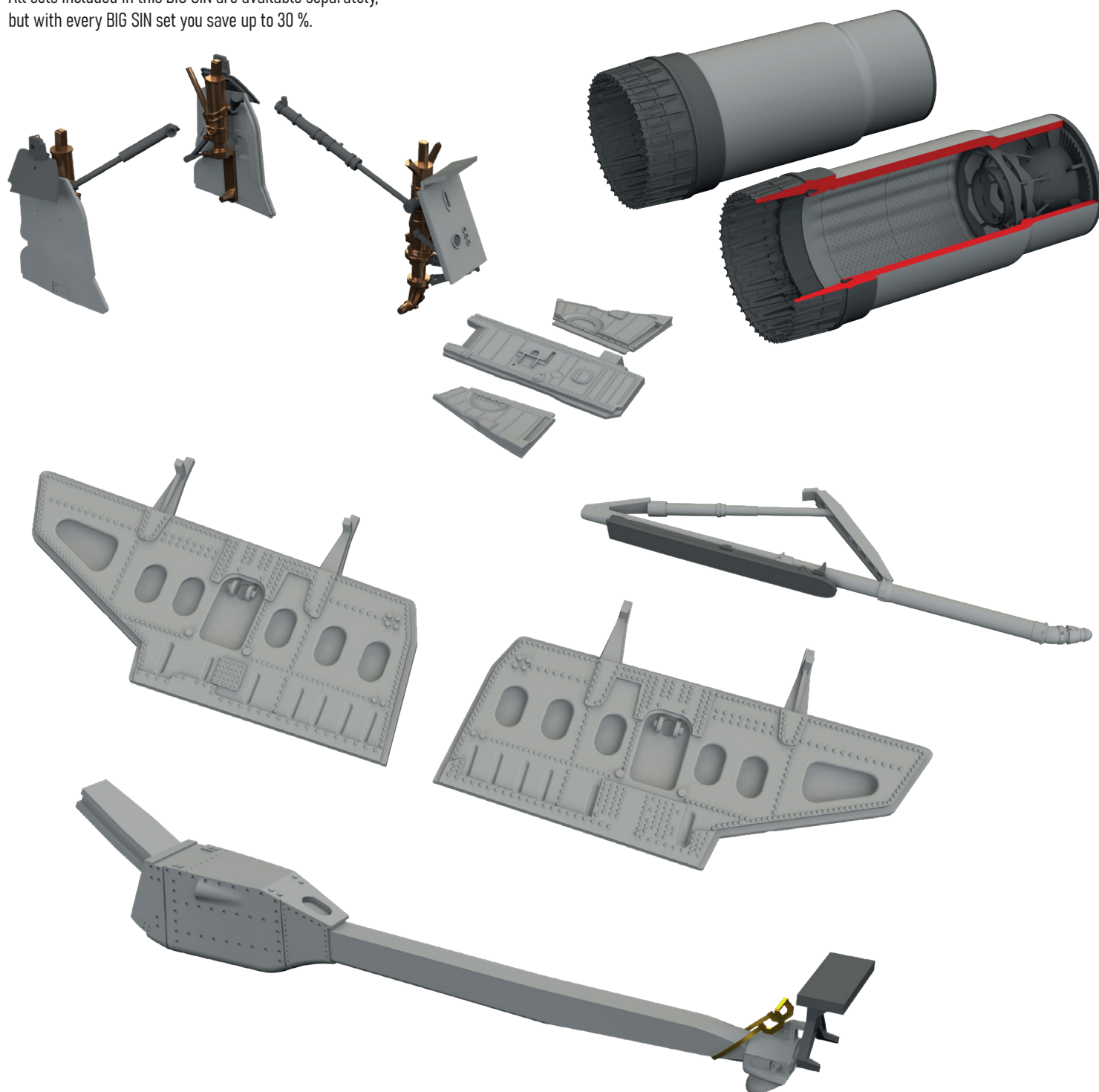
SIN64888

F-4B**1/48 Tamiya**

Collection of 6 sets for F-4B in 1/48 scale.
Recommended kit: Tamiya

- wheels
- exhaust nozzles PRINT
- undercarriage legs BRONZE
- refueling probe PRINT
- air brakes PRINT
- tail hook PRINT

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



SIN64889

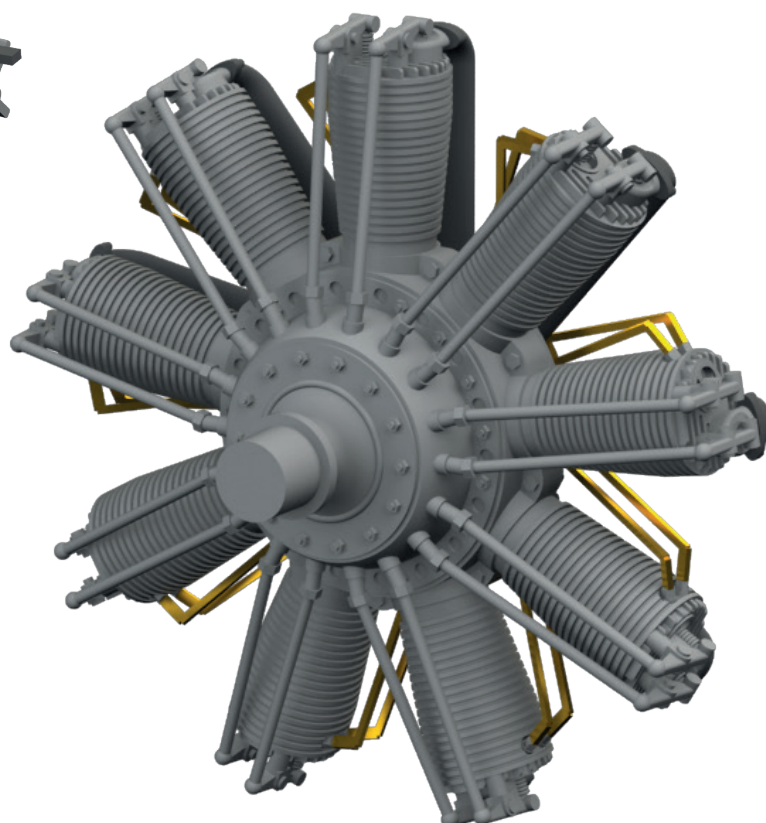
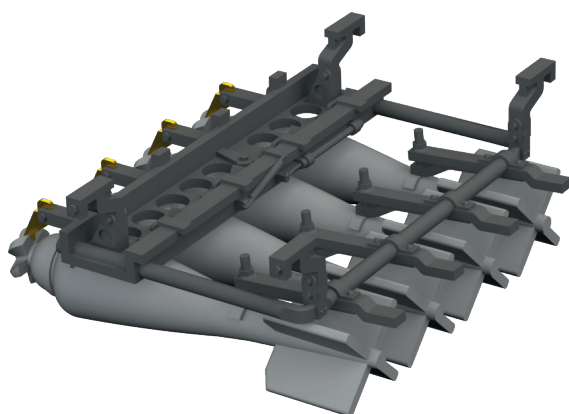
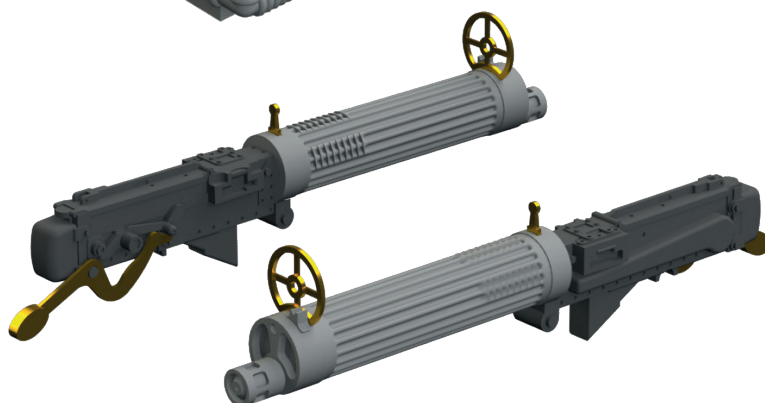
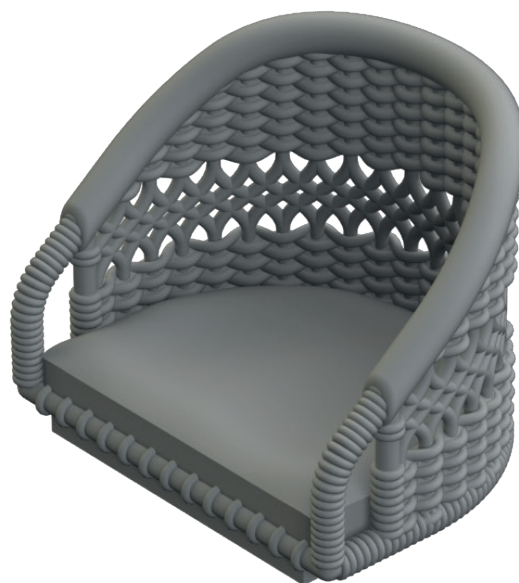
Sopwith Camel Clerget engine

1/48 Eduard

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

- Clerget 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 %.



PE-SETS

53285	USS Constellation CV-64 part 5 - island	1/350	Trumpeter
36485	Sd.Kfz. 167 StuG IV	1/35	Ryefield Model
481086	F4F-3 landing flaps	1/48	Eduard
491288	EA-18G	1/48	Meng
72722	Stirling Mk.III exterior	1/72	Italeri
72723	Stirling Mk.III fuselage bomb bay	1/72	Italeri
72724	Stirling Mk.III wings bomb bays	1/72	Italeri
73776	Stirling Mk.III	1/72	Italeri
73777	J-35ÖE Draken	1/72	Hasegawa/Hobby 2000
73778	J-35F/FS Draken	1/72	Hasegawa/Hobby 2000

ZOOMS

FE1288	EA-18G	1/48	Meng
FE1289	EA-18G seatbelts STEEL	1/48	Meng
FE1290	F4F seatbelts STEEL	1/48	Eduard
FE1291	A-1J seatbelts STEEL	1/48	Tamiya
FE1292	Sopwith F.1 Camel (Bentley) Weekend	1/48	Eduard
FE1293	Z-526 AFS Akrobat Weekend	1/48	Eduard
SS776	Stirling Mk.III	1/72	Italeri
SS777	J-35ÖE Draken	1/72	Hasegawa/Hobby 2000
SS778	J-35F/FS Draken	1/72	Hasegawa/Hobby 2000

MASKS

EX876	EA-18G	1/48	Meng
EX877	EA-18G TFace	1/48	Meng
EX878	F4F-3 TFace	1/48	Eduard
EX879	Sopwith Camel	1/48	Eduard
EX880	Z-526 AFS	1/48	Eduard
EX881	P-47D Razorback TFace	1/48	Tamiya
EX882	P-47D Bubbletop TFace	1/48	Tamiya
CX629	Stirling Mk.III	1/72	Italeri

SPACE

3DL48076	F4F-3 late SPACE	1/48	Eduard
3DL48077	P-47D Razorback SPACE	1/48	Tamiya
3DL48078	P-47D Bubbletop SPACE	1/48	Tamiya
3DL48079	Fw 190A-8 SPACE	1/48	Eduard
3DL53011	Royal Navy watertight doors WWII SPACE	1/350	
3DL53012	US Navy watertight doors WWII SPACE	1/350	

DECAL SET

D48105	F-14A	1/48	Tamiya
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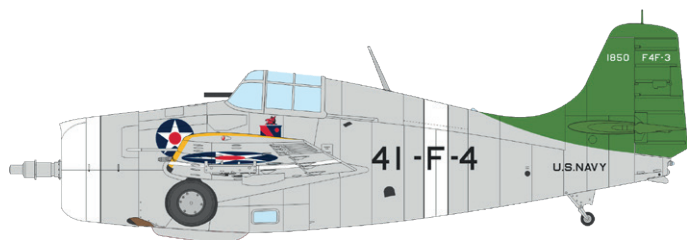
F4F-3 Wildcat

#82201

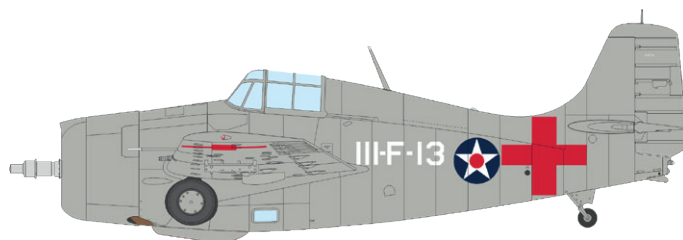
1/48



ProfiPACK
edition



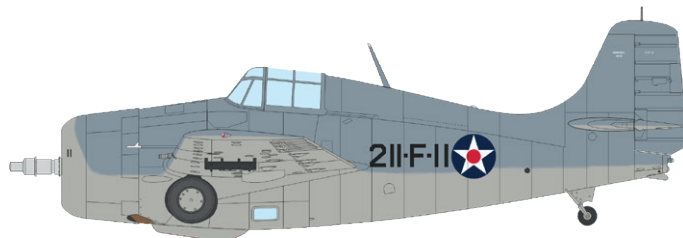
BuNo. 1850, Lt. Charles Shields, VF-41,
USS Ranger (CV-4), December 1940



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



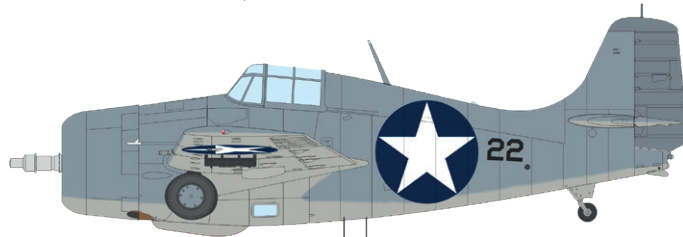
Lt. Edward H. O'Hare, VF-3, USS Lexington (CV-2),
Hawaiian Islands, April 1942



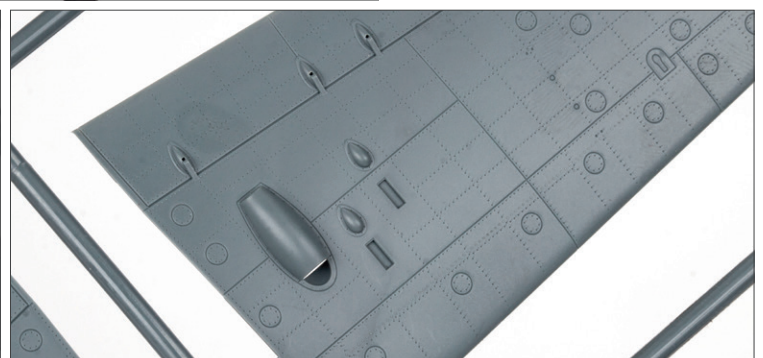
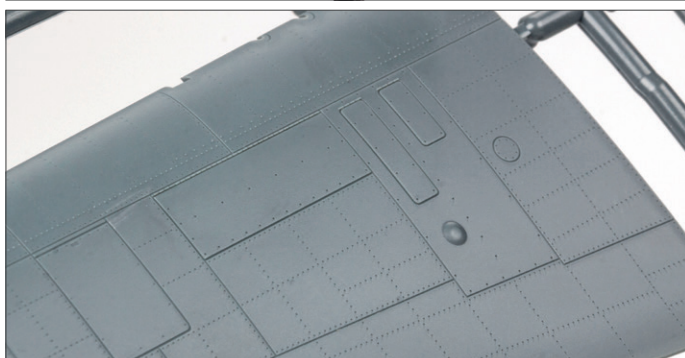
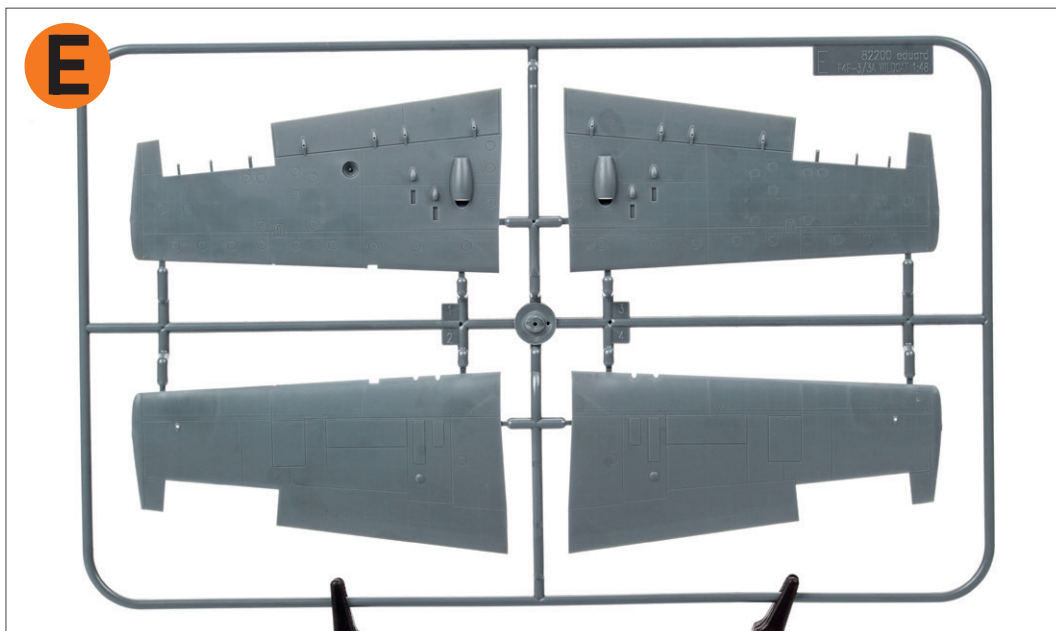
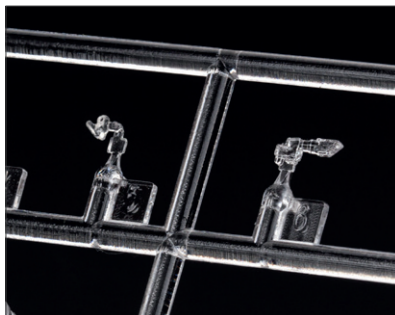
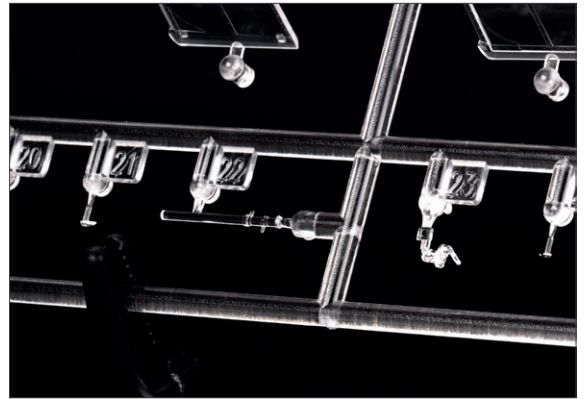
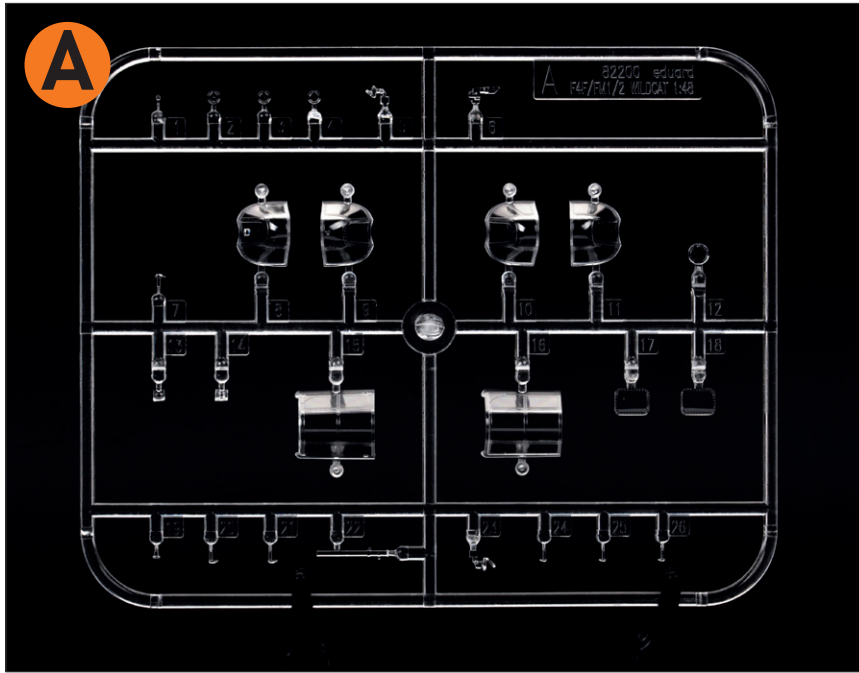
BuNo. 4019, Capt. Henry T. Elrod, VMF-211,
Wake Island, December 1941

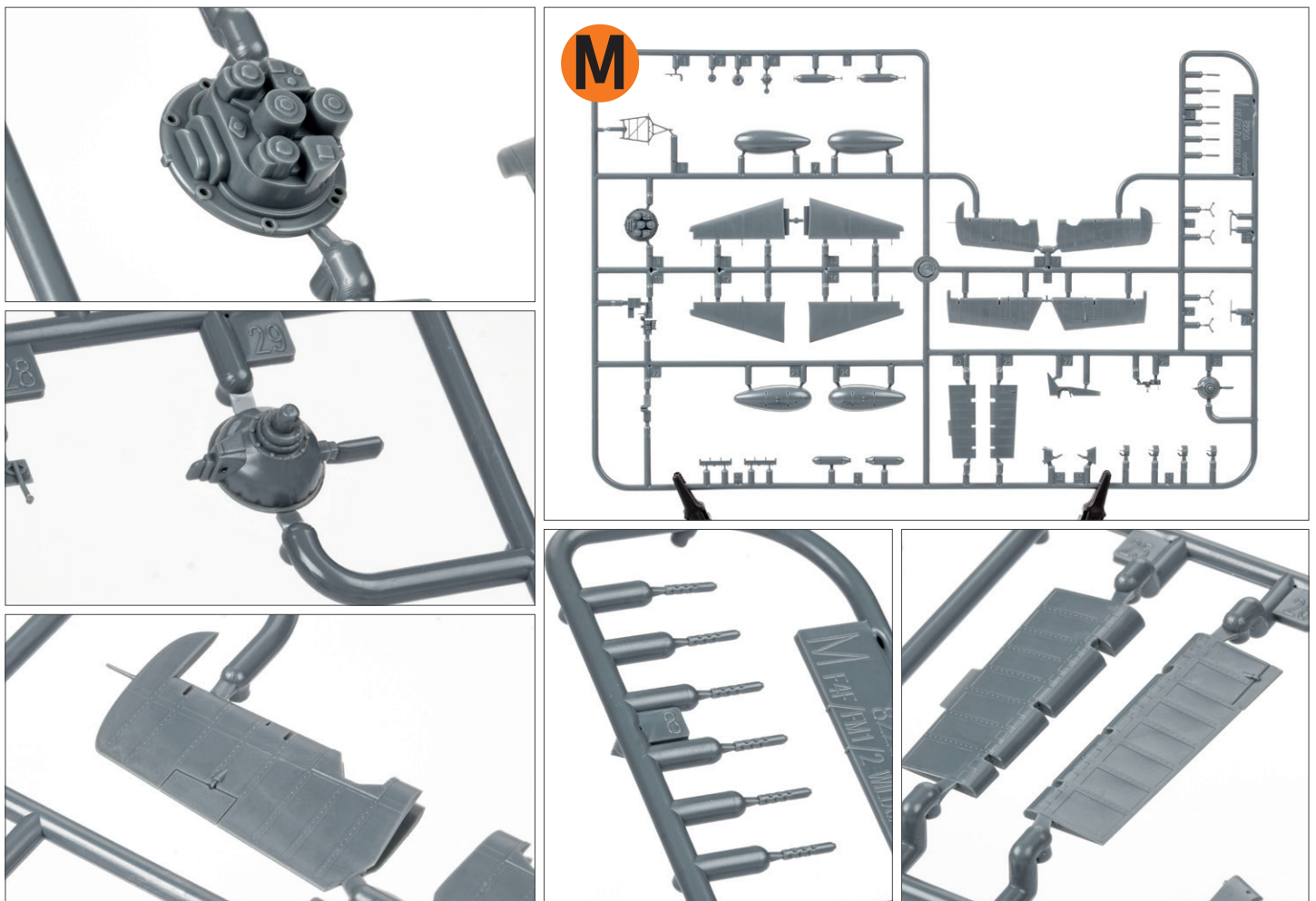
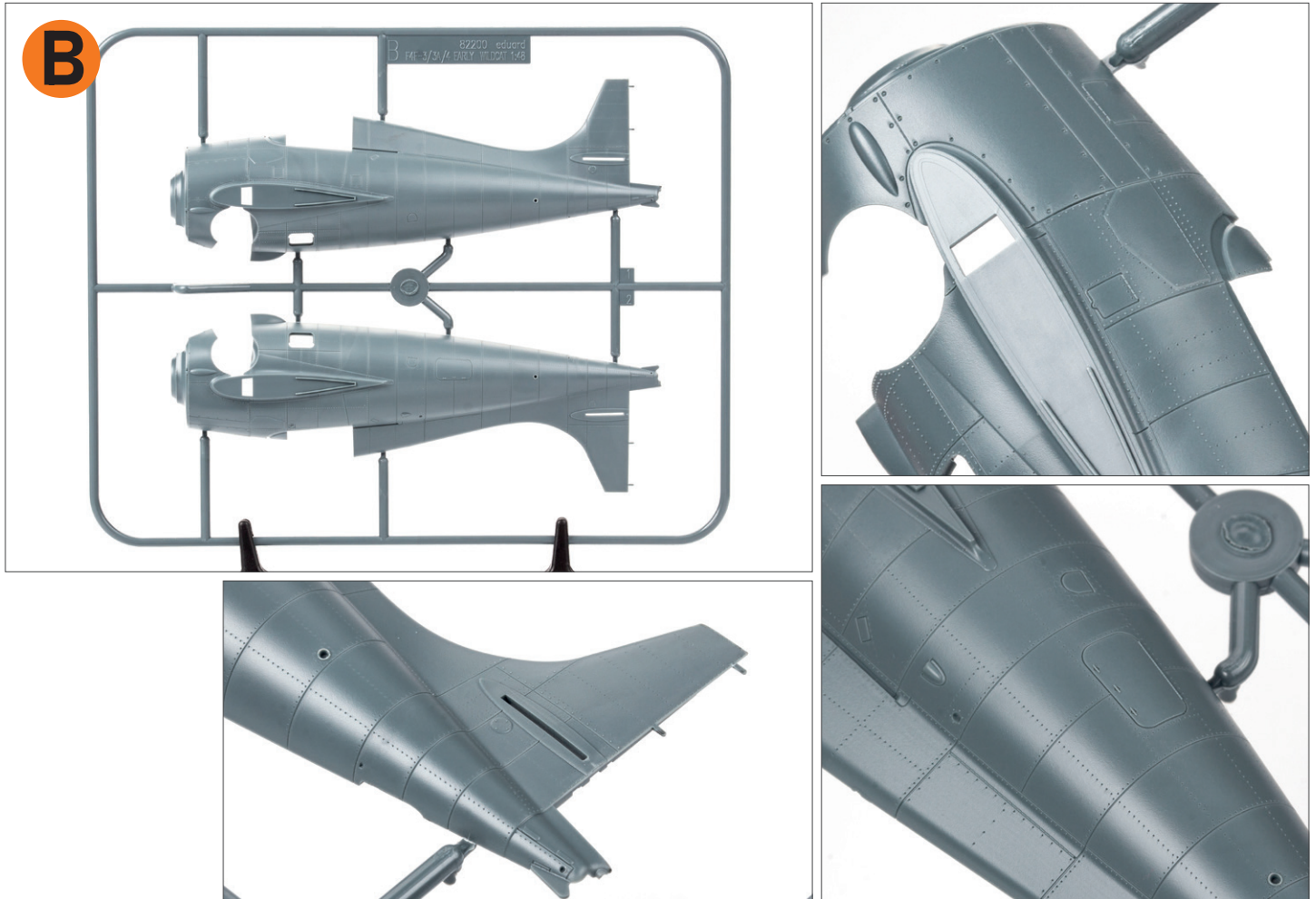


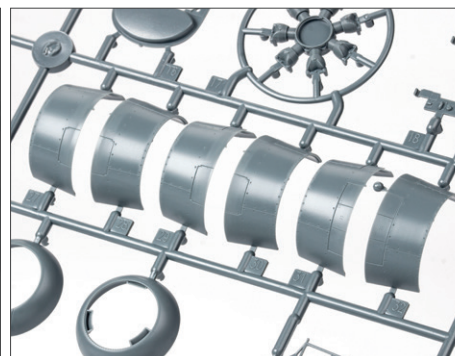
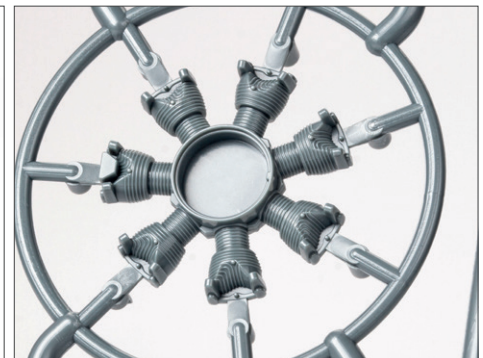
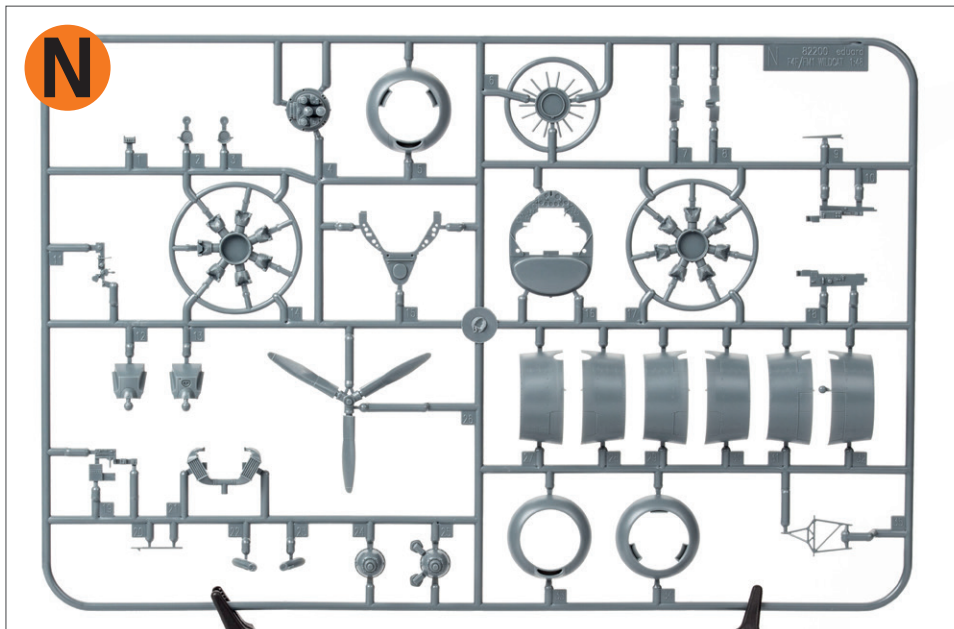
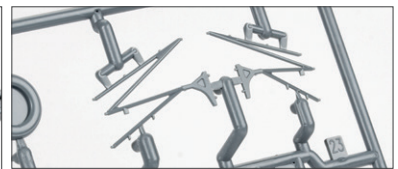
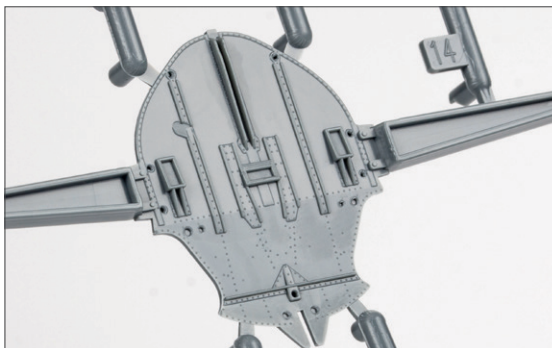
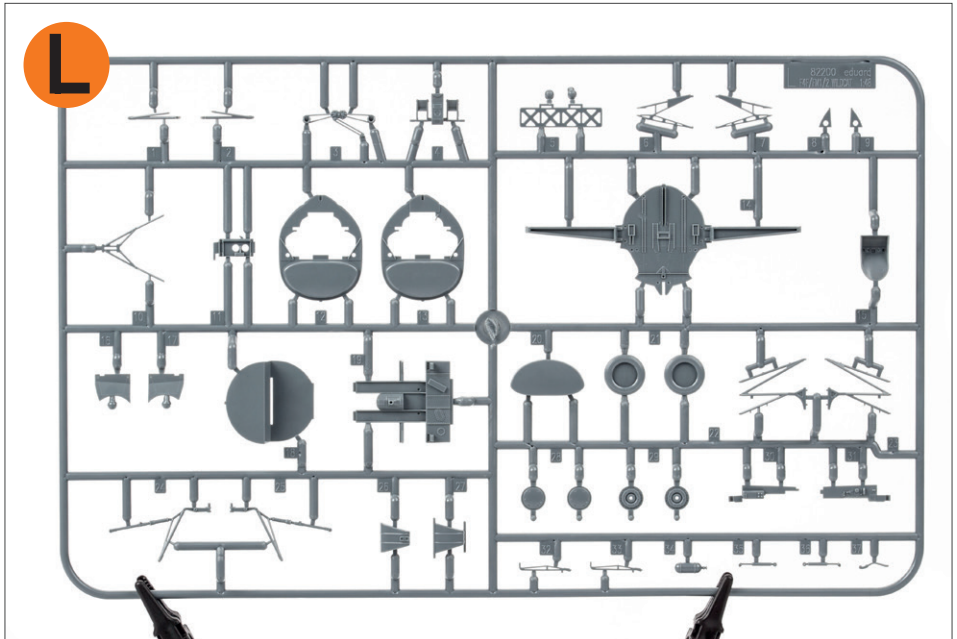
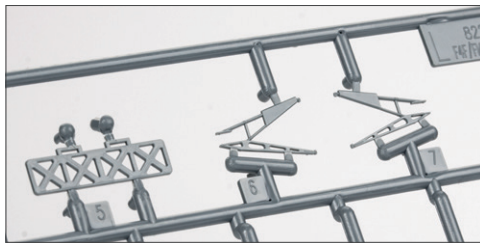
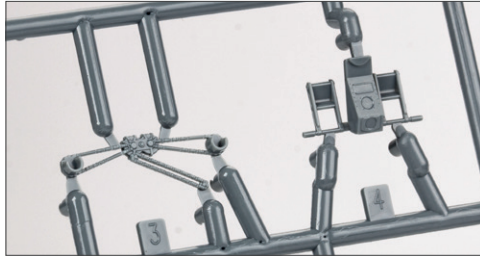
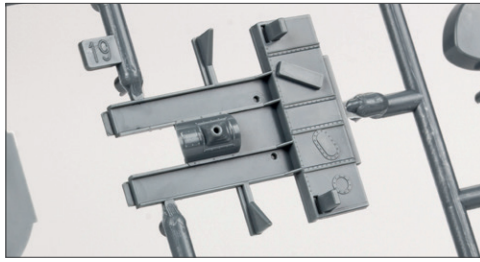
BuNo. 2531, Lt. Elbert S. McCuskey, VF-42,
USS Yorktown (CV-5), May 1942



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







Spitfire Mk.Vc

#82158

1/48



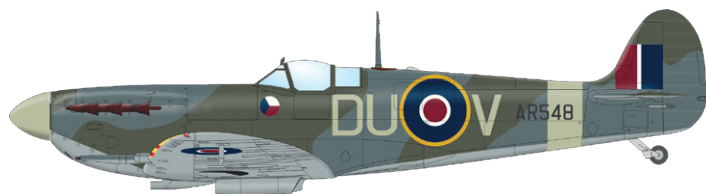
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EARLY



AB380, W/Cdr Ian R. Glead, CO of Ibsley Wing, RAF Ibsley, Surrey, Great Britain, April – July 1942

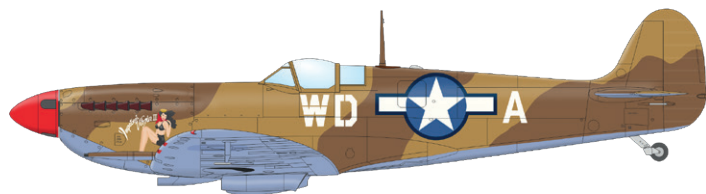
LATE



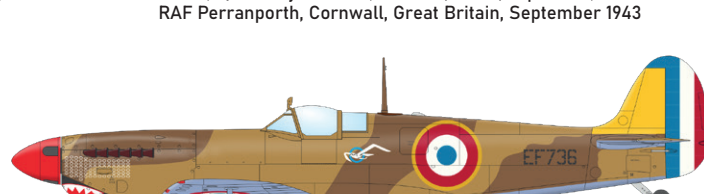
AR548, F/Sgt Miroslav A. Liškutín, No. 312 (Czechoslovak) Squadron, RAF Churchstanton, Somerset, Great Britain, December 1942 – January 1943



EE681, F/O Jerzy Zbrożek, No. 317 (Polish) Squadron, RAF Perranporth, Cornwall, Great Britain, September 1943



F/O James H. Montgomery, 4th FS, 52nd FG, 12th AF, Corsica, January – February 1944



EF736, GR II/33 "Savoie", Dijon, France, September 1944

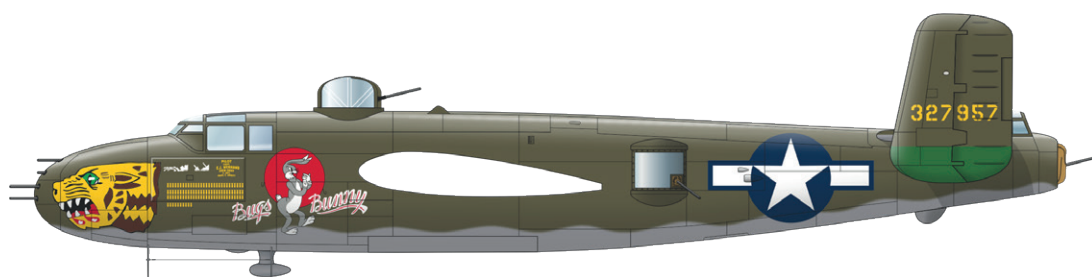


AR560, W/Cdr John M. Thompson, Luqa Wing, Malta, January – May 1943

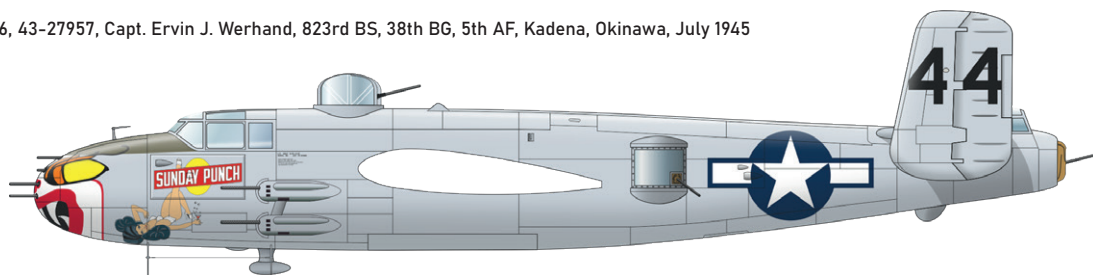
GUNN'S BUNNY

#2139

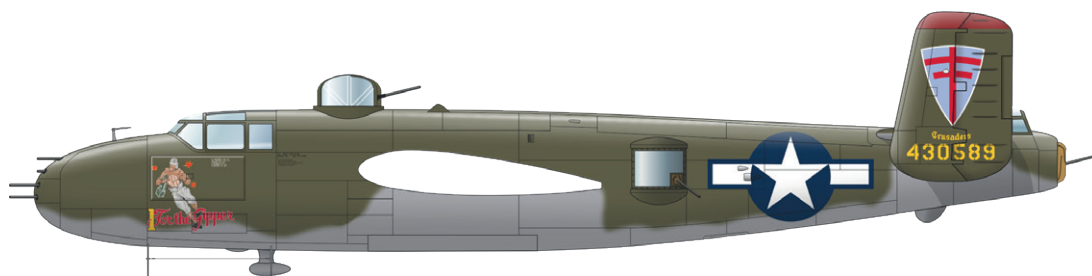
1/72



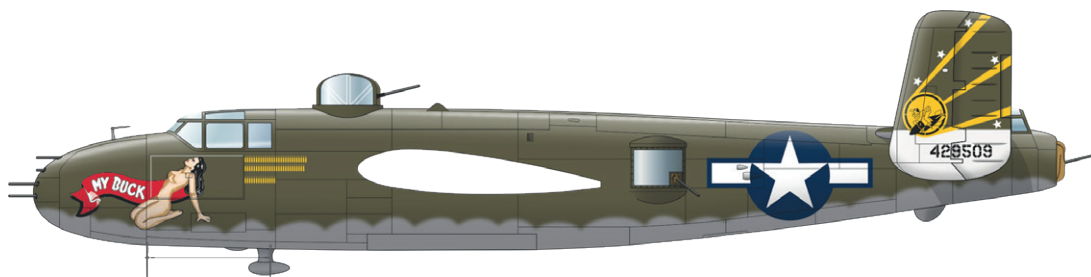
B-25J-6, 43-27957, Capt. Ervin J. Werhand, 823rd BS, 38th BG, 5th AF, Kadena, Okinawa, July 1945



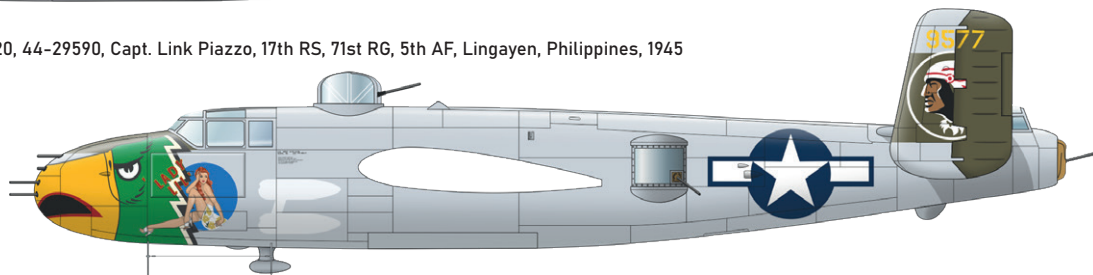
B-25J-27, 44-30866, 1/Lt. Thomas Evans, 82nd BS, 12th BG, 10th AF, Fenny, India, spring 1945



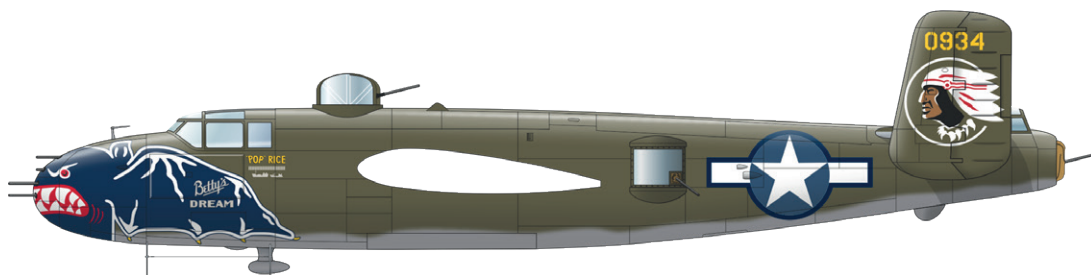
B-25J-27, 44-30583, 1/Lt. Don McKenzie, 100th BS, 42nd BG, 13th AF, Puerto Princesa, Palawan, Philippines, March 1945



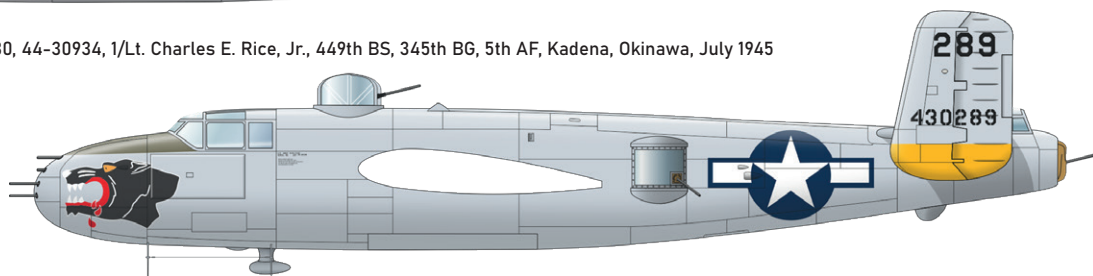
B-25J-20, 44-29590, Capt. Link Piazza, 17th RS, 71st RG, 5th AF, Lingayen, Philippines, 1945



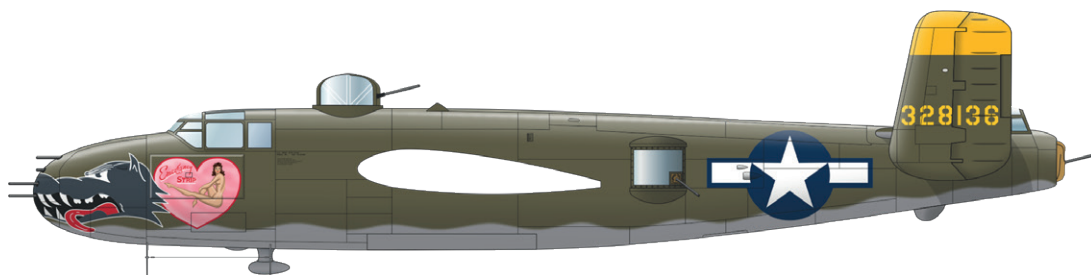
B-25J-22, 44-29577, 1/Lt. Albert J. Beiga, 498th BS, 345th BG, 5th AF, Luzon, Philippines, May 1945



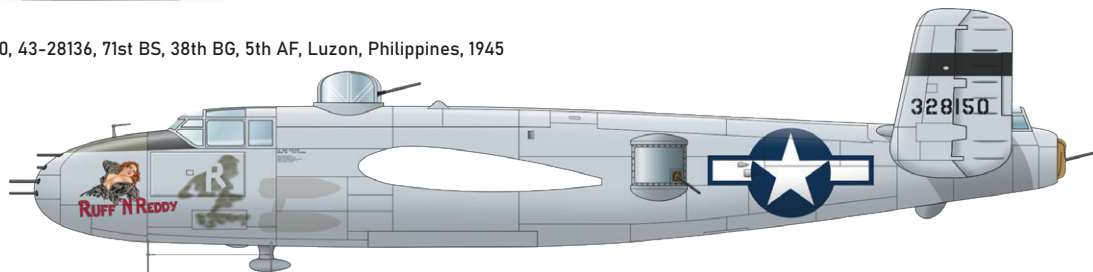
B-25J-30, 44-30934, 1/Lt. Charles E. Rice, Jr., 449th BS, 345th BG, 5th AF, Kadena, Okinawa, July 1945



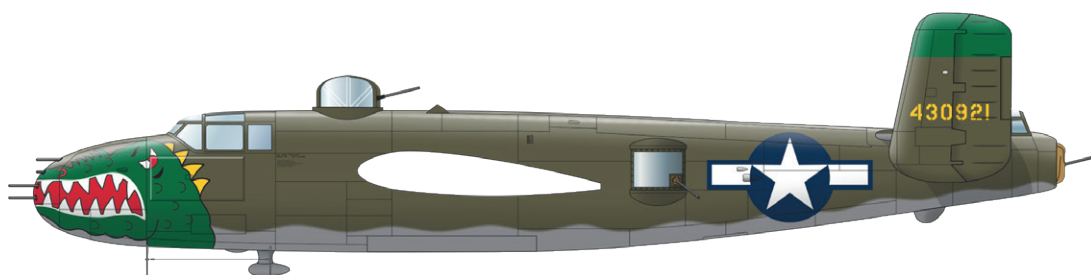
B-25J-27, 44-30289, Lt. Ramonis I. Markwart, 822nd BS, 38th BG, 5th AF, Kadena, Okinawa, August 1945



B-25J-10, 43-28136, 71st BS, 38th BG, 5th AF, Luzon, Philippines, 1945



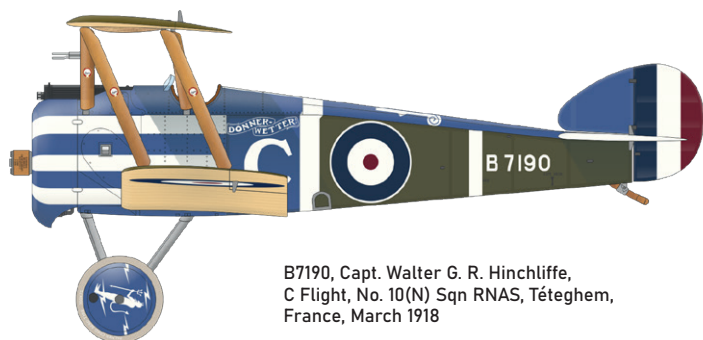
B-25J-10, 43-28150, 1/Lt. Chauncy Kershaw, 48th BS, 41st BG, 7th AF, Kadena, Okinawa, July 1945



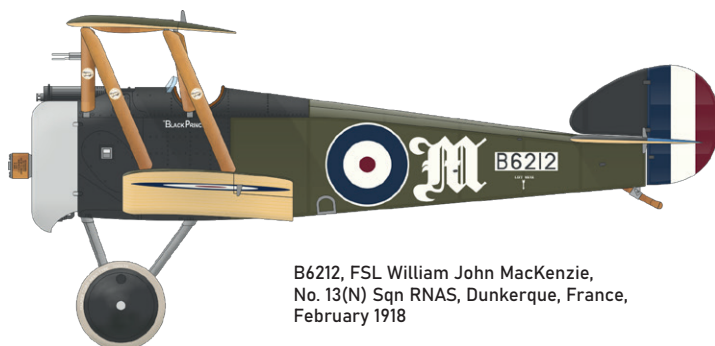
B-25J-32, 44-30921, 405th BS, 38th BG, 5th AF, Yonon, Okinawa, July 1945

Sopwith F.1 Camel (Bentley) 1/48

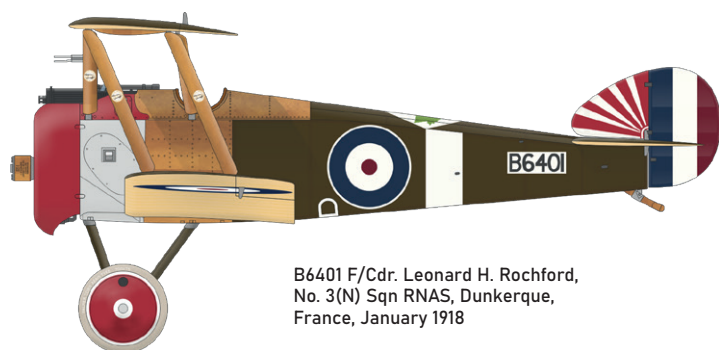
#8485



B7190, Capt. Walter G. R. Hinchliffe,
C Flight, No. 10(N) Sqn RNAS, Tétéghem,
France, March 1918



B6212, FSL William John MacKenzie,
No. 13(N) Sqn RNAS, Dunkerque, France,
February 1918



B6401 F/Cdr. Leonard H. Rochford,
No. 3(N) Sqn RNAS, Dunkerque,
France, January 1918



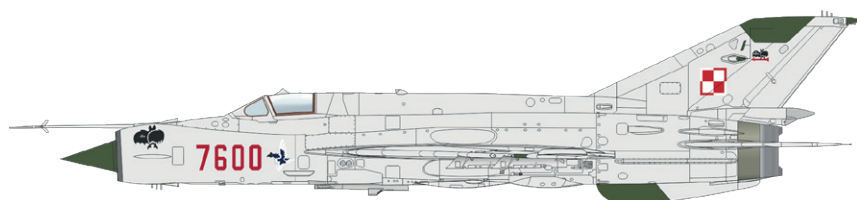
D3328, 2Lt Wilfried Reid May, No. 209 Sqn RAF,
Bertangles, France, April 21, 1918

MiG-21MF interceptor

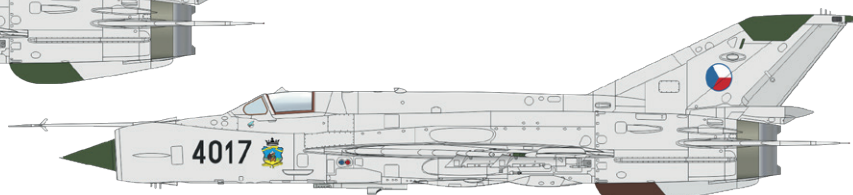
1/72 #70141

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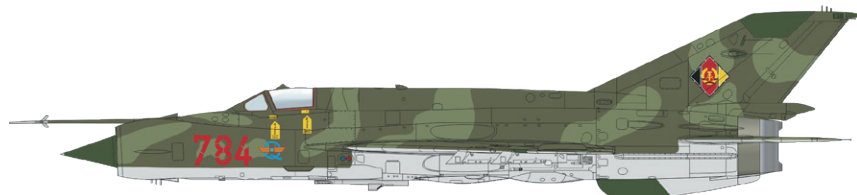
Re-release



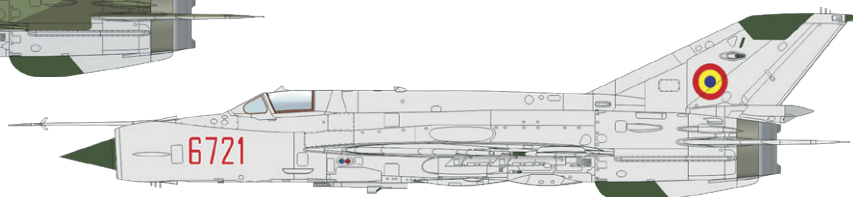
C/n 96007600, No. 7600, 11. Pułk Lotnictwa Myśliwskiego, Mierzęcice, Poland, early 90'



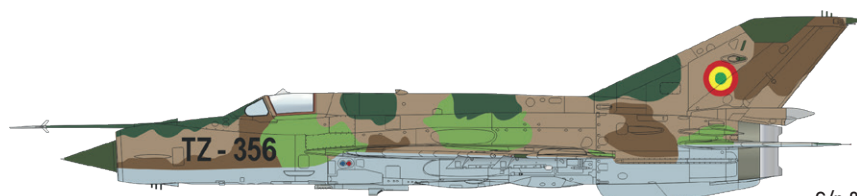
C/n 96004017, No. 4017, 9 slp/ 9 sbolp, Bechyně, Czechoslovakia, early 90'



C/n 96002170, No. 784, Jagdfliegergeschwader 3, Preschen, German Democratic Republic, late 80'



C/n 96006721, No. 6721, Regimentul 71 Aviație Vânătoare, Câmpia Turzii Airbase, Romania, 90'



C/n 96005512, No. TZ-356, Senou Airbase, the Republic of Mali, 2006

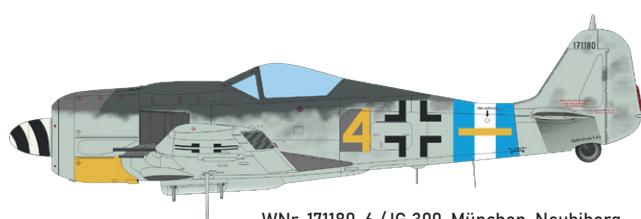
Fw 190A-8

1/48

#82147

ProfiPACK
 edition

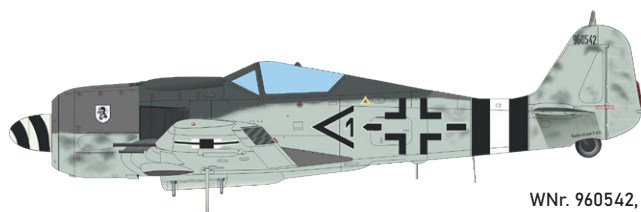
Re-release



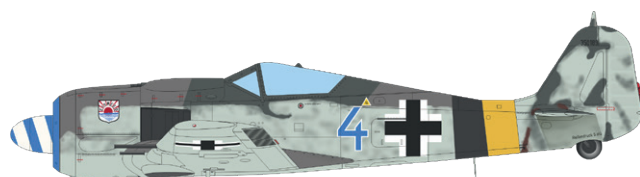
WNr. 171180, 6./JG 300, München-Neubiberg, Germany, April–May 1945



WNr. 172733, Uffz. Ernst Schröder, 5./JG 300, Löbnitz, Germany, October 1944



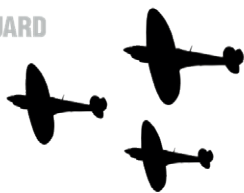
WNr. 960542, Stab/JG 4, Jüterbog-Damm, Germany, Spring 1945



WNr. 350189, 12./JG 5, Herdla, Norway, Spring 1945



Offhr. Walter Köhne, 3./JG 1, Bad Lippspringe, Germany, May 1944



PRAISE TO THE ENTHUSIASTS

Preparation of our kits is interesting, but also quite demanding work, sometimes even a little bit stressful. It's a kind of a game which might be compared to the permanent penalty play, as in this case an individual stands against a mass of thousands of modelers worldwide and never knows who has some photo sewn at home, which would be useful to prepare a particular marking to perfection. Strangely enough, such a photo or information often appears at the moment when everything is finished, printed, or even packaged and the model goes on the market. Well, thanks to the internet, within a few days it's a "long known information" and we can just make a note the next time we will use it...

On the other hand, the internet also helps us a lot. To explain, it is needed to explain our modus operandi a little. Within our model preparation department each project has its own "tutor". This person gathers a broader selection of markings to start with, from which the whole department and the company management then selects by voting, with the understanding that if we have a dispute, we discuss the topic appropriately, and if even then we don't agree, it is understood that "the chief is right". The final selection is then worked on, and the real fun begins, because we have about three to four weeks to work through all four, six, or even twelve markings. Not to mention it is no exception each of us must handle two projects. I'm not writing this to make you feel sorry for us, it's our job and you are right to expect us to do it to perfecti-

on. I'm just trying to reveal a little bit of our background and show that, as mentioned at the beginning, it is interesting, but also quite demanding work. That's why we foster a certain specialism regarding the types of aircraft, although we don't avoid a certain degree of substitution. For example, I have recently assigned the topics of Avia S-199, MiG-15, the Trenér line virtually from A to Z, or any topic related to Great War. That is quite a wide range, isn't it? And that's not all, as every now and then some Limited edition appears, which can be basically anything from Fokker E.III to F-35. Well, please, understand it is just an example, we are not preparing nor the E.III nor the F-35, so any questioning Vladimir Sulc about these would be quite useless! □

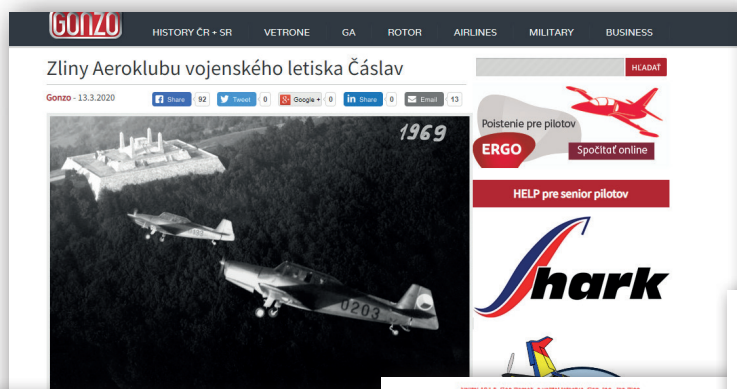
What is clear, we often find it difficult to match the forged experts who have focused their years of research on one type or period and are real authority in the society of aviation historians. And we off course try to get them in and cooperate whenever possible...

In all this hunt for reference and sifting through publications from our own archives, we of course also use internet sources. And it has often struck me how wonderful are the people who maintain, over many years, thematically focused sites literally packed with valuable and often rare information. Sometimes even with forum, in which one can find additional information after some effort, or at least clues and inspiration where to search further. Speaking for myself, in the context of the aforementioned preparation of Trenér or Avia S-199 kits, I have recent-

ly appreciated very much, for example, the sites gonzoaviation.com, vrtulnik.cz, leteckabadatelna.cz or the well-known (at least here in Czechia or Slovakia) valka.cz. In the case of the MiG-15, I also went to piloti.estranky.cz for information. When I work with WWI topics, I can't help but try my luck on theaerodrome.com, frontflieger.de, buddecke.de, as14-18.net and so on. Or when I was preparing the B-25J Angel of Mercy Limited edition kit and the subsequent article on this particular aircraft, I was going through the stacks of documents and photos available on 57thbombwing.com, where I made contact with the association's secretary, Dan Setzer. That's another benefit - meeting new people who are passionate about the aviation history and who are overwhelmingly willing to help and explain or even provide additional, sometimes unpublished material. One never knows where such a search will lead and with whom it will bring one into contact. For example, when I wrote the article entitled The Horror over Kalamaki, I had no idea that the daughter of the co-pilot of the downed B-25, about which the article is about, would contact me to provide me with a lot of interesting information and photographs about her father. This is something I could not miss, so in the next INFO you will find out what happened next to John Smith, who managed to leave the plane and was wounded and captured by the Germans...

But back to the websites. In all the above cases and many others, I can't help but bow to the efforts of those who continue to fill them with information and share it with the public. Often it is the truth of rare photographs or documents, the results of their own research or the mediation of information from the most authoritative experts. Let us be grateful for such enthusiasts!

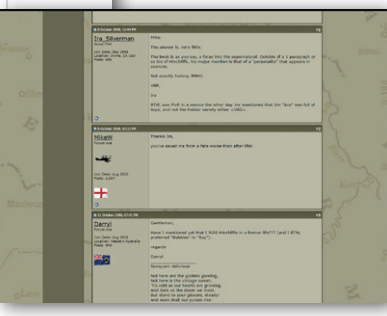
Richard Plos



III. Služba v Československém letectvu

Služba v jednotkách:

Jednotka	Zařazení v době služby	Typy letadel	Služba	Prostředky
1. 100	Československé	Mig-15, Jak-1	1951-1952	Číslo 1000 přezkoušený na Mig-15
2. 100	Bratislava	Mig-15, Jak-1	1953-1954	Prvními lety na 100. skupinu pro příslušníky PVOČS
3. 100	Brno-Tuřany	Mig-15, Jak-1	1955-1956	1951. přezkoušen na 2. skupinu
4. 100	Lehovec-Pardubice	Mig-15, Jak-1	1956-1957	Číslo 1000 přezkoušený na Mig-15
5. 100	Letiště Mladá Boleslav (PVOČS)	Mig-15, Jak-1	1958-1959	Číslo 1000 přezkoušený na Mig-15, 1959. přezkoušený na Mig-17
6. 100	Základní škola, Mladá Boleslav (PVOČS)	Mig-15, Jak-1	1960-1961	Číslo 1000 přezkoušený na Mig-15, 1961. přezkoušený na Mig-17
7. 100	Kolín, Pardubice	Mig-15, Jak-1	1962-1963	První od 1962. přezkoušený na Mig-15, 1963. přezkoušený na Mig-17
8. 100	Mladá Boleslav (PVOČS)	Mig-15, Jak-1	1964-1965	Číslo 1000 přezkoušený na Mig-15, 1965. přezkoušený na Mig-17
9. 100	Československé	Mig-15, Jak-1	1966-1967	Číslo 1000 přezkoušený na Mig-15, 1967. přezkoušený na Mig-17





Mitsubishi Zero Type 11
 1st Production Version, 1st Series, 1st Subtype, 1st Series, September 1942
 by Eduard Art
 www.eduard.com

82211-ART

UV stable printing on white vinyl 160g/m2.
 Packed in hard envelope.



Zivko Edge 540
 2nd Series, 1st Subtype, 1st Series, 1st Subtype, 2012
 by Eduard Art
 www.eduard.com

84185-ART

ARTWORK PRINTS



Spitfire Mk IX
 1st Production Version, 1st Series, 1st Subtype, 1st Series, August 1942
 by Eduard Art
 www.eduard.com

7463-ART



Bf 109
 1st Production Version, 1st Series, 1st Subtype, 1st Series, June 1941
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70151-ART

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