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

JUNE 2022

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EDITORIAL

Good day, Dear Friends

The show season has revved up, and after a long drought at that. Now, we are seeing a show and a contest pretty much every weekend and modellers are again happy. We have even managed some progress in terms of a date and venue for this year's E-day. So, I won't keep you in suspense. E-day 2022 will take place on October 1, at the Milovice Tankodrome. This is the place that our Mustang flight demo took place during the last E-day. But not to worry... That is not to say the event will be held outside. During the Covid lockdowns and restrictions, the Tankodrome received a beautiful new convention hall with some 3500 square meters of floor space, with another generous 1600 m2 in gallery space. The facility is primarily intended to be used as a display area of both military and civil machinery, and the plan is to keep some of this in place during E-day. Any required space will be freed up by moving some of the exhibits outside, as needed. There is plenty of display space available outside the building, so this is not anticipated to pose any issues. There will also be plenty of room available for drop off or pickup of goods for modellers and retailers alike. Parking is also conveniently close to the exhibition hall for participants and ample parking will be available for visitors in the lower section of the property. This is where everyone parked during that Mustang demonstration. The trip to the hall proper can be undertaken on foot, it being about a five minute walk. There is also a mini-train that connects the Tankodrome with the adjacent kids' playground Mirakulum and the train has a new boarding platform located at the parking lot. There will also be another flight demonstration, but exactly what will take to the air will be revealed in September. It's not yet been finalized, but it shouldn't be limited to one aircraft only, and it will be observable from the airfield itself, or from the exhibition hall. That will be for those of us who prefer a little comfort.

The venue offers a lot to visitors with families, especially kids, and to anyone that doesn't particularly care for modeling. At the moment, the final major question to address is if E-day will be a one or two day affair. My personal vote goes to two days, but there are relevant voices support-

ing a one day show. All things that surround the show's organization, judging system, categories, awards and the like will gradually be made known through the summer.

Model Kits

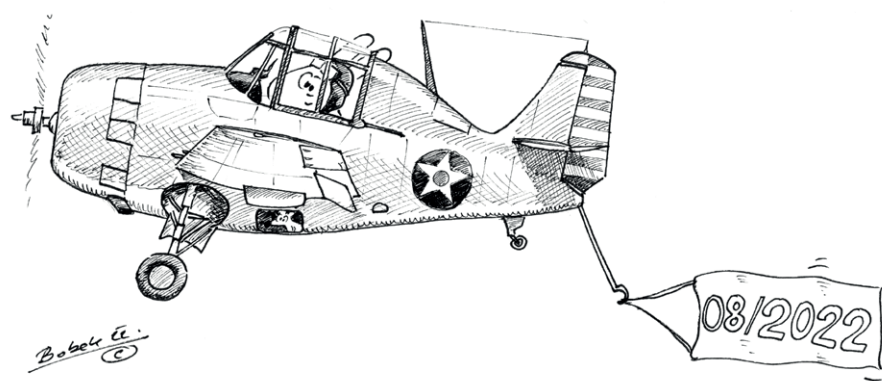
Although the June assortment of new kits may look somewhat standard, it contains two new items that are far from it. The first is the 1:72 scale Avia CS-199, a virtually iconic type for local modellers. The good ol' Kovoavody Prostejov kit from 1978 of this airplane represents the beginnings of the love for the hobby for my generation. It evokes pleasant feelings of nostalgia. I believe that our current technology effort will breathe a new life into this legendary type, and that it will garner attention among not only Czech and Slovak modellers. There is some discussion here regarding how to approach the surface of our kit, since the actual machines were puttied, eliminating the appearance of rivets. That even goes for panel lines, really. So the question is whether or not to putty over the model's surface during assembly. My suggestion would be to simply not apply a wash in the final stages of completion of the kit. It's not entirely accurate to say that after being puttied, the rivets and panel lines disappear on the actual airplane. They can still be seen, but they certainly are not as pronounced. That goes for the panel lines as well. If you apply a wash to these surface features, you will accent them, and they will become that much louder. If you leave out the wash, then you will be left with panel lines and rivets at a state they should really be at. They will be as subtle as they should be and as they were on the real machines.

I understand that some may see this as a bit of a cop out, but I hope you'll agree that at the very least, it's worth some thought.

The second kit enjoying its premiere here and now is the 48th scale Sopwith Camel Comic. I don't recall a standard plastic model kit ever being released of this thing in this scale. Only Blue Max made a conversion set for our old Camel way back in the day. Perhaps the Comic was released as a short run kit at some point. And to be honest, it is a type that may be best suited to the short run concept. It's not the type of subject that would be considered a "must have" in the display case, or even in the stash. But it is a cute little thing, and anyone that would want this in their collection can now do so. The only thing left to add is that both of the kits described here are ProfiPACK releases. In the Limited edition line, we've got another volume in the Spitfire Story, this time under the name Per Aspera ad Astra. The star of this show is the Spitfire Mk.Vc, and twice, to boot, this being a Dual Combo release. The marking options cover Europe, the MTO, North Africa and the Far East. Sometime ago, someone griped, I think it was with the Spitfire Mk.IX, that the marking options were boring. There is certainly no danger of that here! We also have a Spitfire in the 72nd scale Weekend line, this time a Mk.VIII, and we pulled out all the stops to keep this kit from being accused of boredom, too. We have a P-51D-5 re-edition, along with an Fw 190A-8/R2, both in 1:48th. The shelves are also seeing a restock of the Bf 108, but note that this is in 32nd! All three mentioned are ProfiPACK kits.

Brassins

If you asked me to pick out my favorite new Brassins item, it would have to be the ski set for the Trenér. It is 3D printed and it's just darned adorable! I get that skis for a sport plane are awfully specialized items and that their rapid disappearance from store shelves is unlikely to cause any drafts, but there is still just something about this set. And even if I never build myself a model of a Trenér with skis, I certainly would never turn down a ride in one. Most of the new items in the Brassins line are 3D printed, because we are slowly but surely abandoning casting resin. Things like landing flaps can't be properly poured anyway. There is a pair of 3D printed flap sets for the month of June, one representing the wooden set installed in the Fw 190D, and the other is for the Spitfire Mk.VIII. As with the skis for the Trenér, both these sets are in 48th. The same goes for the Lewis machine guns for the Sopwith Camel Comic. In 1:72nd scale, there are



two new cockpit sets for the Avia S-199, one for the later blown sliding hood and one for the classic, older Erla Haube canopy.

3D prints are also new this month for ship models in 1:350th. This is after a bit of an absence in terms of the Brassin line focusing on this genre, and we want to keep the focus in place. Three Brassin sets remain cast in resin this month, and they include wheel sets. I would point out that 3D printed Brassin sets specifically say PRINT on the label and on the price lists.

Space, Look, Masks and Photoetched

In the Space line, we are releasing a record nine new sets. Besides sets for the Bf 108 in 1:32nd and two sets for watertight doors for ships in 1:350th, everything is in 1:48th, including sets for Zvezda's new Su-25. Sets among those for the latter include classic photoetching, a Zoom set, seat belts in the Steel line and, of course, the two types of masks. The same sort of roundup applies for the 48th scale AH-1G from Special Hobby and OH-13 from Italeri. The main frets for the OH-13 have been significantly reworked from the out of production original.

In the Look line, we have items for the Hawk 81-A2 (P-40B) in 1:32 from GWH, and also dedicated to it is one of the aforementioned wheel sets. The Look line in June also grows to include sets for the F-104A and C in 1:48th scale from Kinetic. The Revell 1:48th SR-71A will have its sets too, and these will hail from the Look and LookPlus lines, and 3D printed Brassin seats are here as well. The same can be said for Airfix's 1:48th scale Vampire F.3. The range includes 3D printed seats in the Brassin line and a LookPlus set as of June.

There is also an extensive list of new photoetched brass sets being released this month. We have items for the Tamiya 1:35th KV-2 that stem from the photoetching for the KV-1. The set includes

photoetching for the open toolboxes, including their contents. Miniart released a new kit of a StuG III self-propelled howitzer. The photoetched set we have designed for this kit is pre-painted, including the items that were originally wood. It looks pretty darned good, and deserves a good look. June also sees the release of photoetching for Zvezda's T-15 with a different turret.

Loyal fans of subject matter associated with the war in the Pacific have long liked the Hasegawa 1:48th scale D3A Val. We decided to bring the very old photoetched set for this kit up to current standards with a pre-painted set and to release this in conjunction with a TFace mask set. This is the first time this type of mask set is being released for this kit. Three sets are also designed for the excellent Special Hobby AH-1G kit in 1:48th, and for the aforementioned Su-25.

For ship modellers, we can now offer the first two photoetched sets for Trumpeter's CV-64 Constellation aircraft carrier in 1:350th. More sets are coming down the pipes over the next few months. As I had mentioned previously, this is a subject matter that we plan not to ignore, and will dedicated also Space and Brassin items to it. This month, the sets are of searchlights and machine guns for USN vessels that are 3D printed. The Space sets for naval subjects include watertight doors for German and Japanese vessels of the Second World War.

Have a gander at the new BigEd and BigSin sets as well, and the two new decal sheets of national insignia and stencil data for the new 1:72nd scale S-199.

Coming Down the Pipe

We are vigorously working on our 48th scale Wildcat. The premiere of this type in our range will fall to the F4F-3. It will come in August and will initially see the light of day as a ProfiPACK kit, a bit of a departure. Because we do want to bring and

make this kit available in Omaha in July, we need to fine tune the molds no later than late June. I think this is all doable, and we should be able to show something off at any of the shows we attend through June. These will include the show at Prosek and the traditional Panther's Cup. There, we will also be selling our new items for July, to include the ProfiPACK 1:72nd sliding canopy S-199, 48th scale ProfiPACK A6M2 Zero Model 11 and the Limited Red Tails & Co., dedicated to Fighter Groups of the 15th Air Force USAAF, flying the P-51D. Among the July releases, there will be several very interesting items, such as completely unbuttoned engine for the A6M2 Zero in the Brassin line, 3D printed, of course, same as the seat for the Su-25, and Prosek will also introduce the Eddie the riveter set for the Mi-24D. August new releases will be available for viewing, which will include first and foremost new sets for the forthcoming Wildcat, including the cockpit. There will be much to see, so if you happen to be nearby, stop in and see us!

Articles

Today's newsletter offers a lot of good reading. We have the second part of the article on Saburō Sakai from Jan Bobek, a continuation of the evolution of the air war over Ukraine from Miro Barič. We have decided to add another one about this, it is an overtake from the website czechairforce.com written by Radim Špalek. The headline is Trident against a bear, and it is concentrating especially on the technology of the warfare used. More to it, we have even fourth installment, as Jaroslav Špaček weighs in on this year's Tiger Meet. So, I wish you a pleasant read!

Happy Modelling
Vladimir Sulc

Photo: Milovice Tankodrome Exhibiton Hall as it is today.



Saburō Sakai

2nd part



Saburō Sakai during his war time service in China before outbreak of World War 2.

Photo: Shori Tanaka via Yoji Sakaida

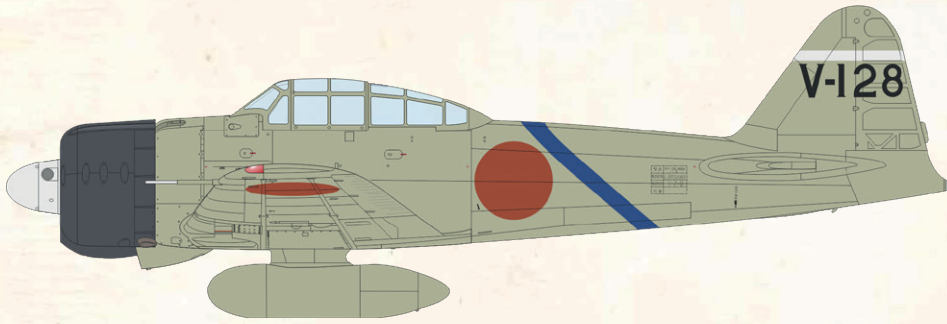
GUADACANAL

Americans landed at Guadalcanal on August 7, 1942 and completely surprised the Japanese occupying forces in the area. The nearest base from where Japanese could launch an aerial counterattack was Rabaul located 550 miles northwest. Command of 25th Air Flotilla promptly organized an attack with 27 G4M Betty bombers from the 4th Kōkūtai. Japanese fighter pilots at Rabaul were outraged by American invasion. But they were also excited about upcoming fight with an elite part of US aviation - naval fighters. Formation took-off at 9.50 from Vukanau airfield. Soon one of the Zeroes had to return, and at 13.15 only 17 escort fighters reached Savo island north of Guadalcanal. By co-incidence, the Americans had in the air

only two flights of four Wildcats from the VF-5 squadron (USS Saratoga). The fighters were directed toward the Japanese bomber formation. During the fight the outnumbered Americans, some of them Midway veterans, successfully attacked the group of bombers, but they could not evade clashing with their escort fighters. Due to weight reduction the Zeroes were not equipped with radios and when bombers got under attack, they had to use gunfire to notify their escort! One of successful shooters was Lt. jg. W. M. Holt, who together with Ens. J. R. Daly downed two Bettys (both were awarded to Daly). Saburō Sakai and his wingmen started to chase attackers, but the Americans escaped. When Sakai disengaged from combat, he discovered that his wingmen were not following him. Then

he saw something unexpected, his two wingmen were being chased by a lone Wildcat! However he misjudged the situation. In reality his wingmen Kakimoto and Utō with one more colleague were chasing the Lt. J. J. Southerland from Scarlet 2 formation of VF-5 (USS Sataroga). In the last few moments, his life was saved several times by armor plate and robust structure of the Wildcat.

Sakai joined fight under impression that his protégés were in danger, and he fired at the American from 600 m distance! After a wild chase, Sakai finally managed to outmaneuver him and photographed his opponent from fifty meters distance! Then he fired his guns. But the badly damaged aircraft suddenly slowed down, and a surprised Sakai unintentionally flew in



A6M2 Type 21, P01c Saburō Sakai, Tainan Kōkūtai, Lakunai airfield, Rabaul, New Britain island, August 7, 1942

Sakai's V-128 was also flown by P02c Arita and P01c Hiroyoshi Nishizawa, who is credited with 87 victories. The colors of the stripes is chosen from Sakai's recollections, but there are other interpretations, such as a black or yellow stripe on the fuselage. During a fighter escort to Guadalcanal on August 7, Sakai shot down Wildcat F12 from VF-5 piloted by "Pug" Southerland in an epic dogfight. Sakai was later severely wounded in the face by fire from VB-6 Dauntless near Tulagi Island. After nearly five hours and more than 1,000 km, he managed to land back at Rabaul.

front of his enemy. He expected a deadly salvo, but it did not come. The Wildcat continued in a controlled flight, but showed no signs of aggression. Sakai returned in a wide curve and flew beside it so he could look at his opponent. The American plane was riddled with bullets and its tail surfaces, in Sakai's words: "... were torn to shreds and looked like an old piece of cloth". Sakai pushed his canopy back and watched the American pilot.

Southerland was just about to leave his airplane. He took out the cable from the radio, unbuckled the straps and pushed back the canopy. According to Southerland, his instrument panel was heavily damaged, the rear view mirror had disappeared, the windshield was like a colander. His aviator goggles were also gone. Fuel from riddled tank was leaking on the cockpit's floor and his right leg was covered with oil.

Sakai was fascinated by the structural strength of his opponent's plane. A Zero would not have been able to sustain such damage. As Southerland was preparing for bailing out, he changed his hold of the stick from right hand to left hand. This probably made Sakai believing as if American prayed.

According to Sakai "Pug" Southerland even waved at him. Sakai was hesitating. Should he finish his already defeated enemy, furthermore such a courageous and a good pilot? He finally decided to make a compromise and from distance of approximately 50 meters in a gentle ascent he made few shots from his cannons to the Wildcat's engine. The plane started to burn. Southerland described it as follows: "At this time, a Zero making a run from the port quarter put a burst in just under the left wing root and good old 5-F-12 finally exploded. I think the explosion occurred from gasoline vapor. The flash was below and forward of my left foot. I was ready for it ... Consequently I dove over the right side just aft of the starboard wing root, head first. My .45 holster caught on the hood track, but I got rid of it immediately, though I don't remember how."

Although "Pug" bailed out at a very low altitude over the forested terrain of Guadalcanal. He was found by Solomon Islander Bruno Nana

who helped him to reach American lines. On August 20, 1942, Southerland was evacuated from Guadalcanal on the first PBY Catalina to land at Henderson Field. He later returned to combat and became an ace himself, and was awarded the Distinguished Flying Cross (DFC). His Wildcat Bu.No. 5192 was found in 1998.

Of the eight Wildcats that clashed with Tainan Kōkūtai just three got back to the carrier. VF-5 squadron was followed by VF-6, which lost another four machines. Fighting Six scored only Zero kill achieved by fighters that day (After individual dogfights Tainan Kōkūtai pilots turned to the Tulagi island and began climbing through a cloud layer.

As Sakai flew out of the clouds with his fellow pilots, his canopy was hit by machine gun fire that barely missed his head. It was the first time in his career, that he was attacked without being aware of the attacker. Moreover the attacker was not a fighter but a bomber! Sakai was challenged by the SBD Dauntless dive bomber piloted by Lt. Dudley H. Adams of VS-71 (USS Wasp). "Dud" Adams attempted to escape into the clouds, but he was quickly caught by Sakai who delivered a devastating fire from close range. The SBD Dauntless' gunner AR3/c Harry E. Elliot did not have chance and was killed instantly. The burning machine fell into left spin. Adams was able to get out of the airplane and later was picked up by the destroyer USS Dewey. Adams was

"I probably got some hits, but I think he was already hit and wounded by the time I fired on him. His cockpit exploded, turned orange. Then I swung my guns over to take care of the other guy coming in from underneath."

awarded the Navy Cross for his brave attack against Japanese.

Adams belonged to Dauntless Flight 120 (VS-71) that searched for enemy in vicinity of Tulagi island together with Flight 319. They came from Bombing Squadron 6 (VB-6) and Scouting Squadron 5 (VS-5) respectively. Sakai was about to put his strengths against them.

Shortly after Sakai shot down Adams' Dauntless, he saw a formation of eight aircraft. He decided to attack it together with his wingman Enji

Kakimoto. He thought it was an American fighter formation. "If I had two of them in one attack, they would be demoralized", Sakai thought, and then the airplanes reduced distance between themselves. Fighters would never do such step in preparation for a fight.

Sakai for the first time misjudged the tactical situation "Well, they have not seen me yet", he thought. But "the fighters" were actually Dauntless bombers from Flight 319. They were ready for attackers and getting a tighter formation was necessary for their effective defense. Additionally, all the machines were flying basically next to each other, so they were not supposed to get in each other's line of defensive fire. Sakai attacked on the right flank of the formation and with horror realized his mistake. But he was already too close, so he closed his eyes and started fire.

A02/c Harold L. Jones, was gunner in a bomber that got hit hard by Sakai, he recalls: "As the Zero coming directly in from astern was about 500 feet away, he started shooting. Some of our gunners answered with their twin 0.30 caliber machine guns. Some gunners, including myself, could not bring our guns to bear on him without damaging their tails, but as the Zero turned to the right and pulled up to miss us, every gunner was shooting at him – he could have been only 100 feet away."

Jones could not fire yet, but his plane was getting heavy fire from Sakai. As the Japanese attacker flashed past, Jones squeezed off about 30 rounds from his guns: "I probably got some hits, but I think he was already hit and wounded by the time I fired on him. His cockpit exploded, turned orange. Then I swung my guns over to take care of the other guy coming in from underneath."

Jones' pilot Ens. Robert C. Shaw was also busy, as his Dauntless' controls were heavily damaged. Jones learned from Shaw they shall be ready to leave the aircraft. Finally, Shaw managed to get back and after 60 miles landed on the deck of the USS Enterprise. The machine with the number B-18 had 232 bullet holes!

Sakai got confirmation for shooting down Sha-

w's machine. Kakimoto also scored one victory. His victim was Robert E. Gibson. A 20 mm projectile exploded under the armored seat after it bounced from the bomb under the fuselage! But he made back to the flattop as well. Shooting down of Sakai's Zero was credited to AMM2/c Herman H. Caruthers, gunner of formation leader Lt. Carl H. Horenburger (Dauntless S-12). But it was rather a prestige decision than anything else. Sakai was under fire of everyone in bomber formation. Closest and therefore with

highest chance for accurate fire was Jones. When Sakai's aircraft was shaking under the fire of the Americans, he flew at 7,800 feet. When he regained control, he was at 800 feet. A large part of the windscreen was gone, the air flowed uncomfortably into the cabin. Sakai was bleeding from his right eye and with his left eye he saw only a little. Several times, he tried to bandage the wounds, but the bandages flew away every time. Finally, he used a scarf around his neck. He was far from certain whether he had enough fuel to return, and he did not know exactly where he was. The pain drove him to madness. Between the islands of Santa Isabel and Choiseul he decided to perform a suicide attack on any Allied vessels. He went back several times toward Guadalcanal and then north again to Rabaul, but he found no target.

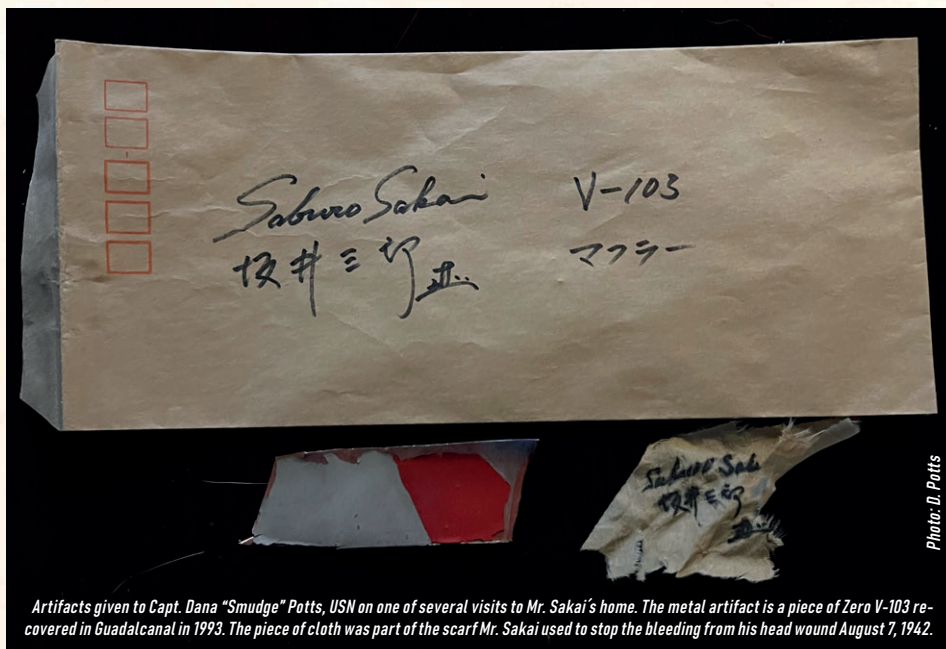
Again he decided to fight for his life but sleep began to overwhelm him. Sakai woke up several times as his aircraft went into a dive. But what he did not know was that he was flying in the wrong direction. After a while, he looked straight ahead and saw a clear vision of his mother calling him, "Saburō, get up! Get up! Shame on you!" He saw her pointing to the direction where he was supposed to fly. He turned in this direction (90° to the left), and after a long time he saw the sweet silhouette of the Green Island. Rabaul was about 100 miles away.

Eventually, he arrived at Lakunai Airport, and after several unsuccessful attempts, he finally landed and collapsed on his seat. He had flown 560 miles and his flight lasted 4 hours and 47 minutes. Officers Lt. Sasai, Lt.Cdr. Nakajima and Cdr. Kozono personally helped Sakai to get out of cockpit. It was very unusual for senior officers to take care of a subordinate.

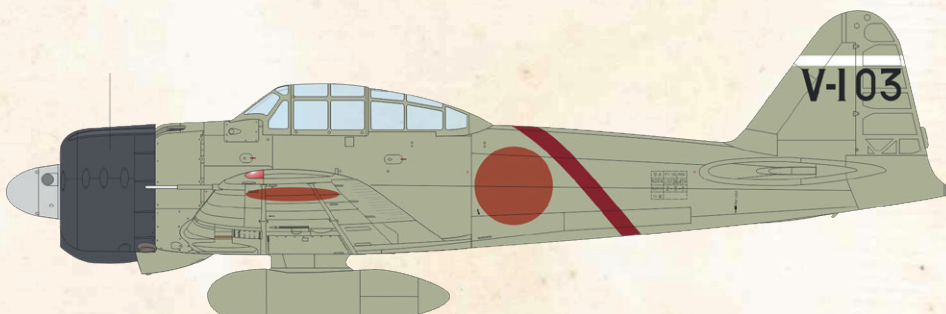
The doctors were unable to deal with such injuries, therefore he was sent to Japan. When Sakai was giving goodbye, Sasai gave him a silver buckle with an engraved legendary tiger, "Come back to us when you are healed, we'll wait for you."⁵⁾ but it was too ambitious a wish, in a very short time almost none of Sakai's comrades were still alive.

JAPAN (August 1942 - June 1944)

After being sent to Yokosuka Marine Hospital, he was immediately treated by senior eye surgeon Lt. Cdr. Dr. Sakano. The operation was done during Sakai's full consciousness, and the torture lasted for thirty minutes. The left eye eventually healed completely, but with the right eye he was able to see only up to distance of about 40-60 cm. He was then hospitalized in Sasebo hospital. His friend and former colleague Hiroyoshi Nishizawa visited him there. The conversation revealed that both were practically the last to remain alive from the original Tainan Kōkūtai.⁶⁾ On November 1, 1942 Sakai was extraordinarily promoted to Warrant Officer rank, then the hospital released him in January 1943.



Artifacts given to Capt. Dana "Smudge" Potts, USN on one of several visits to Mr. Sakai's home. The metal artifact is a piece of Zero V-103 recovered in Guadalcanal in 1993. The piece of cloth was part of the scarf Mr. Sakai used to stop the bleeding from his head wound August 7, 1942.



A6M2 Type 21, c/n 3647, Warrant Officer Tora-ichi Takatsuka, Tainan Kōkūtai, Lakunai airfield, Rabaul, September 1942

This aircraft was produced by Mitsubishi on March 3, 1942. It was flown in legendary Tainan Kōkūtai by the also famous fighter aces Saburō Sakai and Hiroyoshi Nishizawa. It is believed that with this Zero, on September 13, 1942 over Guadalcanal, Shōtai leader W. O. Takatsuka was shot down in a dogfight with Wildcats from VF-5 and VMF-223. Three of his wingmen were also shot down in the same action. The wreckage of this Zero was found in 1993 in a swamp about five miles east of Henderson Field. Remnants of code and markings remained on some parts. Takatsuka had served in the IJN aviation since 1933. In the 12th Kōkūtai he was one of the fighter pilots who achieved the first victories with Zeros in aviation history on September 13, 1940. He was promoted to Warrant Officer in October 1941 and demobilized. However he was soon called back into service by the IJ Navy and from June 1942 was assigned to Tainan Kōkūtai in Rabaul. He mainly took part in the fighting over New Guinea. In total he was credited with 16 victories including three in China. Fighting with the Wildcats had already nearly proved fatal to him once. During the raid on Guadalcanal on August 7, 1942, although he claimed four victories, he flew in front of one of his opponents and immediately was hit. The victor was Thomas Rhodes of VF-6 (USS Enterprise). Takatsuka's Zero caught fire, but he managed to put it out and escape.

He reported at the former Tainan Kōkūtai now designated as Kōkūtai 251 at the Toyohashi base in Japan. There he was able to test a captured Boeing B-17.

A few months later Kōkūtai 251 had to return to Rabaul and Sakai was supposed join his unit. In the end, however, the chief surgeon in Toyohashi intervened and in May 1943 instead of going to Rabaul, Sakai went to Ōmura Kōkūtai, where he trained novices, like he was doing during the past few months.

At the end of 1943 Ōmura Kōkūtai received new reinforcement, the highly experienced Shō-ichi Sugita (80 v.), who was recovering from burns suffered with Kōkūtai 204 over Shortland. Sakai finally had some equal combat veteran for talks. Soon they became friends, but in the spring of 1944 their paths diverged. Sugita went to Kōkūtai 263 and Sakai was transferred to Yokosuka Kōkūtai in April 1944.

IWO JIMA

After the American landing at Saipan, the Japanese began to worry about their other stronghold - Iwo Jima. Yokosuka Kōkūtai next destination was right there. Twenty-seven pilots including Sakai and Hikōtaichō Lt.Cdr. Tadashi Nakajima had been trying to get to the island since June 16 despite the unfavorable weather.



A Grumman F4F Wildcat of VF-5 in 1942 near Guadalcanal. This squadron based on USS Saratoga clashed in heavy fight on August 7, 1942 against Tainan Kōkūtai. Lt. J. J. Southerland surprised Sakai with his pilot skills as well as with solid design of Wildcat that could absorb amazing amount of damage.



The final part of the duel between Sakai and Southerland, which took place on August 7, 1942 over Guadalcanal, was depicted by Piotr Forkasiewicz.



Photo: M. D. Harmer.

VF-5 pilot Lt. James J. "Pug" Southerland that fought against Sakai over Guadalcanal on August 7, 1942 in one of best known dogfights of World War 2. His Wildcat F-12 (Bu.No. 5192) exploded at low altitude moments before impacting the ground. The wreckage landed in a ravine covered with dense jungle. Most parts have been well preserved by thick foliage protection. It was found in 1998.

According to Sakai, they arrived only after the fifth attempt on June 20, 1944 (in reality on June 22).

Two days later, in the morning of June 24, the Japanese radar identified an enemy formation approaching Iwo Jima. Yokosuka Kōkūtai made ready 25 machines, with Kōkūtai 252 and 301 another 32 machines available. The fighters took-off at 6.20, climbing counterclockwise around the island. Japanese formation clashed at 06.30 with Hellcats of VF-1, VF-2 and VF-50. Without major problems Sakai shot down two Hellcats and then wanted to join a formation of fifteen fighters, which he identified as Zeroes. But it was his bad sight that betrayed him this time. The Zeroes were in fact Hellcats of VF-2.

Before Sakai could do anything, he was in the middle of the gang of Hellcats, who tried to hit him without success, but fired more and more furiously.

When Ens. Clarence E. Rich and Ens. William A. McCormick of VF-50 appeared on the scene, they saw how four Hellcats chased one Zero, which maneuvered so sharply that pursuing fighters failed to a spin. McCormick did not want to get involved in such a confusing combat, where novices from VF-2 were fooling around. But Rich joined the fight and managed to pursue Sakai down to 5000 feet. As enemy tracers began to fly around him, he was forced to break and disengaged from the attack on Sakai. He got the Zero recognized as a damaged.

Sakai had reached the sea level during the fight and tried to escape by flying low over the water. Not less than three times the waves hit the wing of his Zero. Near Iwo Jima the attackers were discouraged by anti-aircraft fire and Sakai safely landed at main airfield Motoyama. The amazed ground crewmen found out that his Zero did not have a single hit!

According to Yokosuka Kōkūtai war diary, Saburō Sakai took part in an interception mission of US Naval aircraft in the morning of June 24, and in an escort mission for torpedo bombers on the same day in the afternoon. The report says victories of the fighter unit were seventeen F6Fs including six probables in the morning and one F6F in the afternoon. But individual victories were not recorded. One of Sakai's colleagues participating in these combats was his friend Ens. Kaneyoshi Mutō (35 v.) who as well served as an instructor with the unit.

Iwo Jima became the target of raids on July 3 and 4. It was on the US Independence Day that Sakai shot down another US Navy Hellcat. During the three days of battles Yokosuka Kōkūtai lost 54 machines (not 71, as stated by Sakai)



Photo: Wikimedia Commons

Wounded Saburō Sakai walks away from airplanes after legendary return flight from Guadalcanal on August 7, 1942. Next to him walks Buntaichō Lt.jg. Jun-ichi Sasai (54 v.) with his personal Zero fighter (V-138) in the background.



Photo: Honma via Wikimedia Commons

Back from deadly mission, Petty Officer Saburō Sakai with blood streaming down his face. He was hit in the head by two heavy fragments. Blinded in his right eye and temporarily in his left eye, having paralyzing wounds in his left leg, arm and chest! His return flight from Guadalcanal took almost five hours. Everybody wanted to hear from Sakai his unbelievable story. Immediately behind him stands Lt. jg. Jun-ichi Sasai, to the Sakai's right in white shirt wearing a helmet is Petty Officer Toshio Ōta (34 v.). Behind Ōta wearing a helmet is Petty Officer Sadao Uehara (13 v.). Unusually in a middle of the excited crowd stands Cdr. Yasuna Kozono the Executive Officer and Hikōchō of Tainan Kōkūtai, he can be seen in a white cap between Ōta and Uehara. Famous Hiroyoshi Nishizawa (87 v.) can be seen in upper left part of the photo in flight helmet.



A war time photo of A02c Harold L. Jones, Dauntless gunner of VB-6 who almost killed Saburō Sakai on August 7, 1942 over Guadalcanal. His pilot on the epic Flight 319 mission was Ens. Robert C. Shaw.

from the original 80. Commanding officer of Sakai's unit Capt. Miura decided to order his pilots to find an American vessel and destroy it by a self destruction attack.

On July 5 at 16.00, nine Zeroes and eight torpedo bombers were launched against Task Group 58.1 and 58.2. The Kamikaze mission, which was a personal initiative of commanding officer of Yokosuka Kōkūtai (i.e. not by higher command), was complicated by Miura's orders to fighter pilots – they were not supposed to get involved in dogfights with the Americans! After passing through a storm the Japanese formation was attacked by 17 Hellcats and all the bombers were shot down.

Sakai ignored orders and quickly sent down one American in flames. He did not find the target for self destruction attack, so he turned back with his wingmen. But he lost direction in the bad weather. It was again his mother's vision, which showed him the correct direction of his flight.⁷⁾

The remaining members of the Yokosuka Kōkūtai were transported from Iwo Jima back to Japan on 6. July on board of a transport plane. A month later Sakai was promoted to the Ensign rank. (Wasn't he already promoted to Ensign on November 1, 1942, while staying at the hospital?)

JAPAN (END OF 1944 - 1945)

On December 25, 1944, elite Kōkūtai 343 was re-established at Matsuyama. Sakai was invited to join this famous unit, but due to his eye defect he was appointed to Hikōtai 701 as training officer. He performed only two operational flights and did not participate in any combat encounter.

On March 19, 1945, he witnessed the famous victory of Kōkūtai 343 against US Navy pilots over Japan, but he was also present on the tragic death of his friend Shō-ichi Sugita on April 15. In March 1945, Sakai received "Commander's commendation" from Admiral Soemu Toyoda, the commander of the Combined Fleet (Rengō Kantai), and was transferred to the old Yokosuka Kōkūtai again on June 26 in exchange for Ens. Kaneyoshi Mutō.

In Sakai's book 'Samurai!' you will find a passage describing how on the night of August 14 to 15 he participated, together with Lt. Kawachi and other pilots, in shooting down a Boeing B-29 with their Zeroes. This episode is a fiction from beginning to end and was created by co-authors of Sakai without giving him chance to review the text of the book.

Sakai says: „What was written in 'Samurai!' is absolutely a nonsense. I've never flown at night and no Jiro Kawachi ever existed!" So what was it like? Two days after the end of the hostilities, on August 17, 1945, four B-32 Dominators from 386th BS/312nd BG performed a photo-reconnaissance mission to the area northeast of Tokyo. Around noon three of the bombers were attacked by anti aircraft fire and fighters. One

飛行機隊戦闘行動調書				所轄	東南航空隊	(行動番號 17.8.7)	戦闘種別	空襲
實施年月日	昭和17年8月7日	敵機	不時着	敵機数	時	分	記	事
任務	ツラギ敵艦攻撃	36	約20		0750		ツラギ敵艦攻撃	
指揮官	中島 正	7	48		1115		ツラギ敵艦攻撃上空突入 中隊機撃退	
参加機数	18				1110		敵機撃退 1機	
機種	18				1210		敵機撃退 2機	
機数	18				1530		敵機撃退 1機	
800×	爆弾数合計						各種状況	行動評点

Part of Tainan Kōkūtai diary from August 7. The upper left part contains details of Tulagi as a target and Cdr. Nakajima as leader of the 18 Zero formation. The upper right part provides milestones of the mission between 7.50 and 15.30 of Japanese time including number of opponents in the engagement.

1	河合四郎	敵機撃退 1機	ツラギ敵艦攻撃
2	吉田三郎	敵機撃退 1機	ツラギ敵艦攻撃
3	山崎三郎	敵機撃退 1機	ツラギ敵艦攻撃
4	大木孝男	敵機撃退 1機	ツラギ敵艦攻撃
5	徳重三郎	敵機撃退 1機	ツラギ敵艦攻撃
6	西浦國太郎	敵機撃退 1機	ツラギ敵艦攻撃
7	坂井一	敵機撃退 1機	ツラギ敵艦攻撃
8	大田敏夫	敵機撃退 1機	ツラギ敵艦攻撃
9	藤田三郎	敵機撃退 1機	ツラギ敵艦攻撃
10	坂井三郎	敵機撃退 1機	ツラギ敵艦攻撃

Part of Tainan Kōkūtai diary from August 7. The bottom line shows details of Saburō Sakai including remark about three hits in his airplane and victories over one Grumman and two SBC bombers (sic.).

(1) Lt. J.J. Southerland, leading his division, consisting of Ensign R.L. Price, Lt(jg) C.A. Tabberer and Ensign D.A. Innis, contacted the enemy over Savo Island, while being vectored at 12,000 feet to investigate suspected enemy aircraft. A large flight of enemy twin-engine bombers was sighted close in at the same altitude. Our own fighters were attacked by enemy escort fighters who had an altitude advantage. There was no opportunity for Lt. Southerland to gain altitude since he had been directed to fly at 12,000 feet and the contact was made close aboard very shortly after the Vector

-1-

33

FIGHTING SQUADRON FIVE

CONFIDENTIAL.

Subject: Report of Combatant Flight Operations Conducted in Guadalcanal-Tulagi Area, August 7-8, 1942.

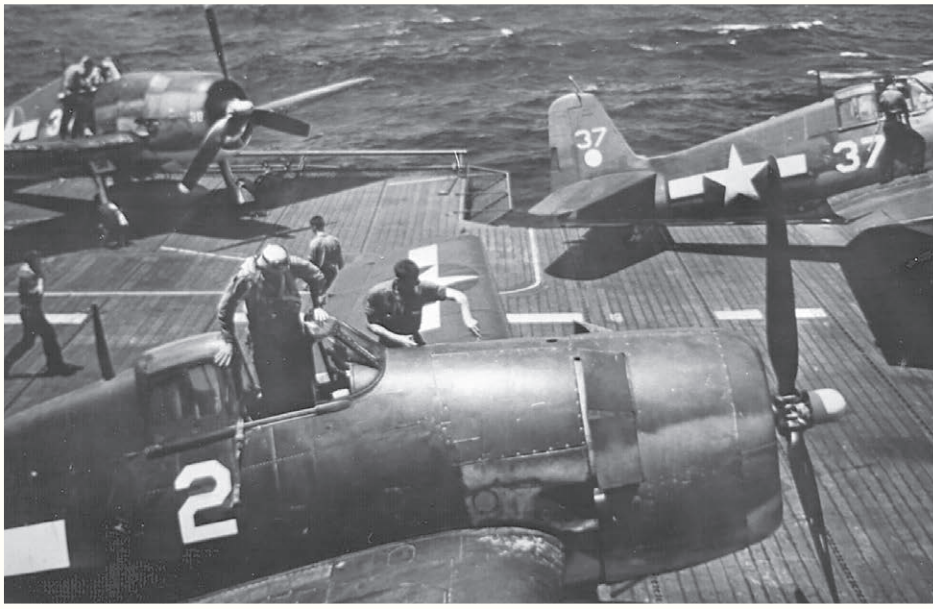
was received. There is no information concerning the losses of enemy VF. Lt. Southerland, Lt(jg) Tabberer and Ensign Price are missing. Ensign Innis returned with his plane badly shot up. He believes he damaged one enemy VF (Zero type).

Part of USS Saratoga war diary with entry about Lt. "Pug" Southerland on August 7, 1942. He came back to his unit several days later after getting help from Guadalcanal natives.

of the Dominators was attacked by Sakai and his colleagues from Yokosuka Kōkūtai. After the war, Sakai was not sure if he piloted a Zero or a N1K "Shiden", but according to his own words he believes he instinctively chose his beloved Zero. He claimed the Dominator as a damaged one. Another fighter ace Warrant Officer Ryōji Ohara (48 v.) also took part in this final battle. At least two of the flying giants were damaged. One of them was hit by fighters on the wing and fuselage and disengaged from the combat in a shallow but rapid descent. It was B-32-20-CF "Hobo

Queen II" (42-108532) piloted by Captain James F. Klein. His crew had several members wounded, one of the men eventually died of injuries. American crews claimed four kills and three probables. One day later, on August 18, fifteen pilots led by Ensign Komachi (18 v.) intercepted two Dominators over Tokyo. Komachi damaged the machine of Lt. John R. Anderson of 386th BS. Shortly after the war Sakai was promoted to Lieutenant Junior Grade and was discharged from the Navy. American military occupation police started to focus on Sakai very soon. Sa-

Photo: US Navy



VF-2 pilots on board of USS Hornet on the morning of June 19, the day known later as the Great Marianas Turkey Shoot. This unit claimed 51 victories out of 330 Japanese aircraft credited to US Navy pilots on that day. VF-2 was one of the American units inflicting heavy losses to Sakai's Yokosuka Kōkūtai.

kai assumed it must be due to the Dominator interception, Komachi was having the same worries and was even in hiding! But it turned out that the Americans were interested in Sakai's battle experiences and his former enemies gave him a surprising warm welcome.

However, difficult times were coming. He lost his pension, was not allowed to work in a government office, was not allowed to fly, his officer's sword was confiscated and he almost had to sell his Leica camera. In 1947 his beloved wife Hatsuyo passed away. They had married in February 1945.

Sakai finally found a job in Nippon Tsuutransport company. In 1950 he had saved enough money to set up a printing company. In 1952 he remarried, and together with his wife Haruko brought up two daughters and a son. One of his daughters studied college in USA and her father wished she will also get familiar with political democracy. In 1953 he wrote his memoirs "Ozorano Samurai" (Samurai of the great sky), it became a bestseller and in 1957 was published in English as "Samurai!". There was also a Japanese movie done based on this book. In the following years he had many opportunities to meet with former enemies and open new relationships.

He became a lay Buddhist acolyte as an act of atonement. He told in one interview that he had not killed any creature, "not even a mosquito," since last stepping from the cockpit of his Zero on a hot August day in 1945. Following a US Navy formal dinner on September 22, 2000, at Atsugi Naval Air Station where he had been an honored guest, Saburō Sakai died of a heart attack at the age of 84.

Sakai was definitely not the usual Japanese pilot. He did not hesitate to challenge his superiors, violate common Navy rules or lie to excuse his action that saved the lives of airli-

ner passengers.

After the war he even did not hesitate to criticize the Emperor Hirohito: "whose name was on the battle orders?" he said in an interview in 1994 with The Daily Telegraph of London. "Over three million died fighting for the Emperor, but when the war was over he pretended it was not his responsibility. What kind of man does that?" Not only criticizing the Emperor, but also his frequent publicity, including Japanese edition of Playboy, and contacts with former enemies isolated him from many veterans including the whole Zero Fighter Pilots Association. His former comrades did not like that Sakai used the legendary Zero for his own benefits.

Probably most controversial was his meeting

in 1983 in Alabama with B-29 pilot Paul Tibbets who dropped an atomic bomb on Hiroshima. Sakai assured Tibbets he fully understands he had to obey orders and fulfill his mission. According to Sakai the full responsibility was on president Truman's shoulders.

According to some authors Saburō Sakai made over 200 fights and achieved 64 victories. This victory figure was mentioned for the first time in book "Samurai!" and Sakai clearly stated that he did not know where this figure was coming from. In the early 90's Sakai stated that the number of his victories could be around 28. Author of this article believes total number of his combat missions is in the range of 100.

According to researcher "Sam" Tagaya, Mr. Sakai is one Japanese ace, whose record of victories can be documented completely through surviving official documents including unit war diaries which continued to record individual victories throughout the period of his active combat career. He was credited with his first shoot down over Hankow, China on October 5, 1938. That was the only official victory before the Pacific War. During his career with Tainan Kōkūtai, he was credited with 11 individual kills, 8 shared ones and 4 probables. So if we would like to create one combined figure, we come to 24 claims in total before service in Yokosuka Kōkūtai.

What was the secret of his success? Here's an explanation that he gave to us: "The number of downed aircraft was not the most important to me. I knew that I could increase my score if I would not care about my wingmen. But how useless it would be to gain a victory for the loss of a wingman. Being honest and a good leader, a good trainer for more pilots, pay for them and



B-32-20-CF Dominator "Hobo Queen II" (42-108532) at an airbase in Philippines in 1945. One of nine B-32s assigned to the 312th Bombardment Group, 386th Bombardment Squadron for combat tests. On August 17, 1945 over Japan although the war had ended, the bomber encountered anti-aircraft fire from Miyakawa Airfield and was intercepted by fourteen Japanese fighters over Choshi, including Saburō Sakai. This was one of the last aerial combats between American and Japanese aircraft during World War II. There were several wounded crew members on board of Hobo Queen II including photographer Sergeant Anthony Marchione, who later died of his wounds and became last US airman to be killed by enemy action in world World War II.

Photo: Fold 3

Photos from the American air raids on Iwo Jima in the summer of 1944. Sakai served at this island base in late June and early July 1944. Photo: Fold3







being careful not to lose them. My mind was a plan of such thoughts."

I would like to thank for their cooperation: Ian Boudoulec, Dan Haladěj (*), Ota Jírovec, Zdeněk Novák, Jindřich Nepevný, Capt. Dana "Smudge" Potts, Yoji Sakaida, Shori Tanaka and J. Young.

Notes:

5) It was made for Sasai by his father. According to legend, during a hunt the tiger goes thousand miles, but returns home safely. Sasai was killed on August 26 over Guadalcanal in combat with Wildcats of VMF-223.

6) Tainan Kōkūtai lost 20 pilots during the period from August 7 till October 25, 1942.

7) It seems dating of this action by Sakai on July 5 is wrong. According to his unit diary it probably matches with afternoon mission of June 24, 1944 which Sakai took part. The attacking Japanese formation was intercepted by VF-2 Hellcats. All bombers and four Zeroes were shot down.

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Photo: Henry Sakaida

Meeting of former enemies – Saburō Sakai and Harold L. Jones in USA, 1983. Jones was surprised to see damage of Sakai's helmet from his defence fire on August 7, 1942 over Guadalcanal. Jones himself was saved by armored plate, otherwise Sakai's precise fire would probably cost his life. When Jones met Sakai he said: „I am glad to see you are alive and well!“



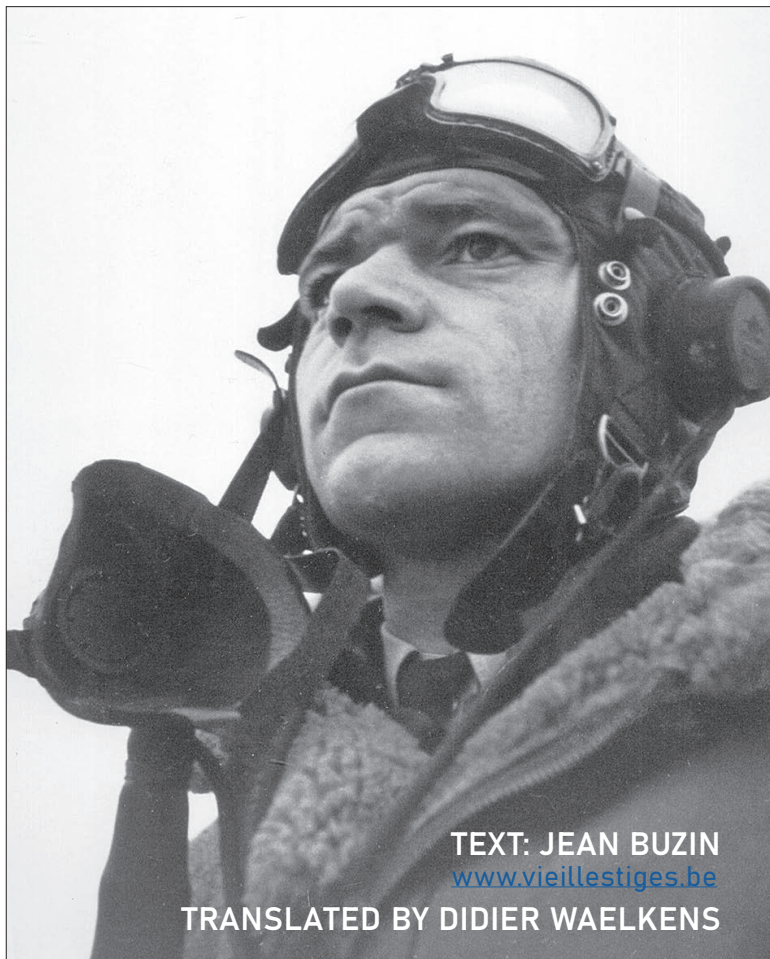
Photo: D. Potts

Mr. Sakai also enjoyed meeting younger members of the allied armed forces. In this photo taken in Yokosuka in 1996 aboard the USS Independence (CV-62), he is pictured with Capt. Dana "Smudge" Potts, commanding officer of VF 154 Black Knights. On the calligraphy is written Mr. Sakai's life motto "futō fukutsu" (never give up).

Daniel Le Roy du Vivier

January 13, 1915 — September 2, 1981

"A man of character; he was modest in peace, as he was brave in battle."



TEXT: JEAN BUZIN
www.vieillestiges.be

TRANSLATED BY DIDIER WAELENS

Photo: collection Deman via A. Bar.

When No. 160 (Belgian) Wing was formed at Fassberg, Germany, during the first months of 1946, which re-grouped No. 350 and No. 349 (Belgian) fighter squadrons RAF, Wing Commander Daniel Le Roy du Vivier (DFC) was summoned to take its command.

This was one of the great Belgian personalities in the RAF who thus introduced a line of Corps Commanders that for half a century would command this unit, becoming the 1st Fighter Wing on February 1, 1948.

Daniel Le Roy du Vivier, familiarly known as "Boy" by his comrades in arms, was an unusual personality. Born in Amersfoort (NL) on January 13, 1915, he studied Greco-Latin humanities at the Jesuit College of Mont-Godinne before taking a degree in commercial and consular sciences at the University of Louvain.

Pilot in the "Aéronautique Militaire"

His studies were interrupted by the call to arms: on August 1, 1935, he was drafted as a militia soldier into the 1st Regiment of Guides (army). Attracted by aviation, he asked to join the Aéronautique Militaire (military aeronautics/aviation) and on April 1, 1937, signed up as a student pilot. He was attached to the 75th Class.

He was commissioned on March 15, 1938, and was initially posted to the 1st Aeronauti-

cal Regiment at Gossoncourt as an observation pilot flying the Fairey Fox. On September 14, 1938, he joined the 2nd Aeronautical Regiment at Nivelles as a fighter pilot on the Fairey Firefly.

Having become a candidate second lieutenant, 1939 and the first months of 1940 saw him in Evere (close to Brussels), undergoing his weapons training and completing the observer course. His training was somewhat disrupted because at the end of the decade, the international horizon was rapidly darkening. On September 1, 1939, German troops invaded Poland. They would only make mincemeat of it. France and England, the guarantor powers of Polish independence, declared war on Nazi Germany, but did not react. The Phoney War, marked, only by sporadic air operations, set in. In Belgium, mobilisation was decreed. The eight-month period leading up to the invasion of the country was punctuated by several heightened alerts.

The Belgian authorities still wanted to believe that the belligerents respected our

neutrality, but our airspace was regularly violated by British and German aircraft. Our fighter squadrons policed the skies, attempted to intercept and force intruders to land at our airfields, rarely with success.

1. On September 9, British Whitley bombers were reported over the Ardennes, and the pilots at Nivelles were alerted. A patrol consisting of a Fairey Fox piloted by captain Boussa and two Fairey Fireflies piloted by Daniel Le Roy du Vivier and Marcel Michotte, intercepted one of the English bombers in the vicinity of Gembloux. Our aircraft flanked the intruder. The leader fired a burst of tracer bullets in front of the bomber's nose to force it to land. It was in vain, and better yet, the tail gunner returned the favour and fired at our aircraft, hitting Daniel Le Roy du Vivier's Firefly. Fortunately, he was not wounded and was able to reach Nivelles safely...

Daniel Le Roy du Vivier was promoted to warrant officer CSLA on March 1, 1940. Still in training, he continued his flying duties on the Firefly while, in the meantime, his original unit, the 4/II/21, which with the 3/II/2 constituted the "Cocottes" Group, was re-equipped with the Fiat CR.42. On May 10, 1940, the "Cocottes" under the command of Major Lamarque took off at dawn and reached Brustem, the Group's home base.

Although credited with a few victories, the Group saw almost all of its potential destroyed on the ground during the first two days



Photo: AELR

Daniel Le Roy du Vivier (left) at the flying school with instructor Gabriel Créteur (centre) who had made a name for himself as a refuelling pilot for the DH.9 flown by Warrant Officer Crooy and Sergeant Groenen, who broke the world endurance record from June 2 to 4, 1928.

of hostilities. Of the 27 Fiat CR.42s in the squadron, only six aircraft remained intact. Completely overwhelmed by the events, Air Command decided to have the Group put back in service with 11 old Fairey Fireflies stored in a storage facility in Nivelles. Major Lamarche declared straight away that he would refuse to order pilots for missions using these machines for which he had no ammunition! If necessary, they would be carried out by volunteers. On May 14, the

first mission was ordered. The goal was to raise the morale of ground troops dispersed around Antwerp by showing them our roundels. The Firefly, with a maximum speed at low altitude of 297 km/h, was just right for the mission!

Major Lamarche led by example and volunteered, as did 2nd Lieutenant Du Monceau de Bergendal and Warrant Officer Le Roy du Vivier. The three planes took off, flew over the outer line of the Antwerp forts and were

met by heavy anti-aircraft fire! Daniel Le Roy du Vivier's plane was hit and forced to land in a field at Rijmenam. The plane overturned on landing! Fortunately, our hero escaped unscathed but was almost taken to task by the soldiers of the 6th de Ligne infantry unit who were happy with their "victory". The other two planes returned safely to Brustem. As for "Dan", after the apologies of the commander of the 6th Li, it was by road that he would return to his squadron.

As a small consolation, the incident earned him a first citation in the Aéronautique Militaire Order of the Day: "A very spirited and brave non-commissioned officer, was shot down by anti-aircraft fire during a mission for which he volunteered..."

On May 16, after the Group had successively occupied the fields of Grimbergen, St Nicolas and Aalter, the decision was made to withdraw to France. It was again on board a Firefly that Daniel Le Roy du Vivier made the move towards Amiens, Chartres and the South of France... It was in Montpellier that, on June 24, the armistice (France-Germany) surprised the survivors of the "Cocottes" Group and that for many of them their destiny changed.

The French Government's decision to suspend hostilities put an end to the last hopes of continuing the struggle on the continent. Orders and counter-orders followed one another. Should they comply and return home? The nightmare was over anyway! Should they go to the Congo (a Belgian colony at the time), to England, or to the Flying School in Morocco? On June 27, 1940, Warrant Officer Daniel Le Roy du Vivier was declared a deserter by the 2nd Régiment d'Aéronautique.

In the company of comrades, he went to Port-Vendres (in the south of France, not far away from the Spanish border). Under the direction of Captain A. Van den Hove d'Ertsenrijck who was leading the group, they boarded the SS Apala, which, via Gibraltar, headed for Liverpool where they disembarked on July 7, 1940.

Pilot in the RAF

Incorporated into the RAF Volunteer Reserve with the rank of Pilot Officer, Daniel Le Roy du Vivier was, like several of his comrades, quickly sent to an OTU (Operational Training Unit) to be trained on the Hurricane. In about ten hours of flight, he mastered the machine, trained in its weaponry and familiarized himself with tactical training and operational jargon. When the Battle of Britain entered its decisive phase on August 12, 1940, that of the fight for air supremacy, Daniel Le Roy du Vivier was on the front line. From the 5th of August, in the company of A. Van den Hove d'Ertsenrijck, he joined No.43 Sqn at Tangmere, part of the 11th Group, whose units were deployed in the south-east of England around London. The Group's 21 squadrons were tasked with



Photo: Guy Destrebecq/Belgian Wings

Fairey Firefly of 4/11/2 "Cocottes Blanches" at Nivelles around 1939.

Photo: Collection A. Bar



Departure for Dieppe during Operation Jubilee on August 19, 1942. Daniel Le Roy du Vivier would carry out four missions over Dieppe.

Photo: Prévot album via A. Bar



Prior to departure for the mainland in January 1942, Dan Le Roy du Vivier briefs pilots of No. 43 Sqn at Acklington. From left to right: P/O Lister; S/Ldr Le Roy du Vivier; F/Lt May, F/Lt Hutchinson & P/O Daniels.



Photo: Archives J-P. Decock, colorized photo

Daniel Le Roy du Vivier fought in the Battle of Britain and was the very first non-British pilot to be given command of an RAF squadron, No.43 Fighting Cocks, from January to September 1942. The panel under the cockpit shows the Belgian and Royal Air Force flags and No. 43 Squadron's checkered pattern emblem worn mainly by its aircraft before and after the Second World War.



Drawing by Yves Duwelz

Photo: R.A. Schalefield/AirHistory.net



Hawker Hurricane Mk.IIc BN230, FT-A, No. 43 Sqn RAF, restored to Daniel Le Roy du Vivier's aircraft colors and displayed at the Spitfire & Hurricane Memorial Museum at RAF Manston.

Great Britain
Air Defence Sectors
1940





Photo: Via A. Bar

Colorized photo with Daniel Le Roy du Vivier standing in the cockpit of a Hawker Hurricane of No. 43 Sqn RAF. The inscription URUNDI on the front of the fuselage suggests that this is probably a Presentation Hurricane, an aircraft paid for by donations collected in the colonies.

breaking up repeated attacks by Luftwaffe bombers heavily escorted by Bf 109 and Bf 110 fighters.

A total of 15 Belgian pilots took part in seven Fighter Command squadrons in one of the greatest air battles in history. It was a decisive battle because it destroyed the myth of the invincibility of the Luftwaffe.

Belgian pilots will win 19 hard-won victories. Six of them will fall for the defense of their ideals. In No. 43 Sqn, A. Van den Hove d'Ertsenrijck won 3 victories but fell on September 15. D. Le Roy du Vivier scored his first victory on August 16, a Junkers Ju 87 Stuka. On September 2, he was shot down in combat. Although wounded in the leg, he managed

to bail out and take to his parachute, only to be greeted very coldly by English peasants (farmers?) who took him for a German pilot. The wound was deep, and D. Le Roy du Vivier remained in hospital until October 22, when he rejoined his squadron, which had meanwhile been redeployed to Usworth (Newcastle) on the east coast of England. It was



No. 43 Sqn badge.



During the winter of 1941-42, Sqn Ldr Daniel Le Roy du Vivier and some pilots display the No. 43 Sqn RAF emblem, the Fighting Cocks.

Photo: worldwarphotos.info

now part of No.13 Group and is employed as a day and night fighter squadron.

The extreme tension of the summer had subsided somewhat. The air war over the British Isles took a new turn. The determination of the RAF had defeated Hitler's invasion plans and the Germans realized that they had failed. The offensive continued for a few more months with the sole aim of undermining British morale. This would be the period of night bombing raids on London, Coventry and Birmingham.

Gradually, the pressure of the Luftwaffe weakened. From the first months of 1941, the bulk of the bombing units were transferred to Central Europe to operate in the Balkans and Crete or in Poland to prepare for the invasion of Russia (Soviet Union?). Nevertheless, the Germans would still regularly launch deadly attacks on Great Britain, as witnessed by the terrible night raid on the "City" on May 10, 1941.

Within No. 13 Group, No. 43 Sqn was responsible for the Ouston Sector. Their vigilance remained intact, and the squadron was regularly among the units on alert. Daniel Le Roy du Vivier knew how to make himself appreciated and in April 1941, he was appointed A Flight Leader.

In May 1941, the Luftwaffe launched a series of small raids on Glasgow and the Firth of Forth, which gave Daniel Le Roy du Vivier the opportunity to distinguish himself by achieving three victories. Three Junkers 88s did not return to their base.

On January 3, 1942, he was awarded the Distinguished Flying Cross with the citation: "Has displayed exceptional ability as a Flight Commander and has been responsible for the high standard of efficiency maintained by his flight in day and night operations. He has destroyed four enemy aircraft." On the

grounds for the recognition of his qualities as a fighter and leader of men, we also read: "When his Squadron Commander was compelled to ditch in the sea, he directed a destroyer to the spot from 30 miles away and enabled the officer to be rescued within two hours."

In November 1941, Daniel Le Roy du Vivier was appointed Squadron Leader, Commander of No. 43 Sqn. This was an outstanding honor, and he was the first foreign officer to be entrusted by the RAF with one of its oldest and most prestigious fighter squadrons, the "Fighting Cocks".

***"Never in the field of human conflict was so much owed by so many to so few."
(W. Churchill).***

But, obviously, at the beginning of 1942, Daniel Le Roy du Vivier was eating his heart out. The proof is in the personal arrangement he had with the controllers at Ouston who inform him of any enemy intrusion when 43 Sqn is not at readiness. This was the case on April 25, when a threat was detected. Daniel Le Roy du Vivier took off in his Hurricane, alone. He listened to the instructions given to the Spitfire section in charge of the intercept and arranged to cut off the intruders' return route. Suddenly, at 30,000 feet and 40 miles out to sea, he saw a Junkers Ju 88, which he immediately engaged. But the rear gunner decided to put up a fight. A shell pierced the right front panel of the Hurricane's canopy, pierced the restraining straps and lodged in the armored seat plate. Unperturbed, Daniel Le Roy du Vivier continued his attack. The Ju 88 went down in flames into the sea. In June 1942, No. 43 Sqn returned to Tang-

mere. Operation Jubilee, the raid on Dieppe, was being prepared. To quote Henri Bernard: "The British had decided to mount a reconnaissance in force on the Continent, the purpose of which was not only to harass and worry the enemy and encourage him to keep large numbers of troops in the West, but also to test the defensive organizations on the coast, to estimate their value, to assess the density of troops occupying them, to assess the transport and landing facilities required for an invading force and to see how the equipment would perform on the beaches. The RAF on the other hand was seeking information on the number of fighters held in the West for the defense of the continent and the Allied

command hoped by this threat to draw fractions of the Luftwaffe from the East to the Atlantic at a time when the Germans were making a strong push into southern Russia." A Canadian Division and British Commando units would be involved. Fifty squadrons of Fighter Command provided ground support and air cover for the operation. During the day of August 19, 1942, they carried out 2,399 sorties. At the head of No. 43 Sqn, Daniel Le Roy du Vivier led the Tangmere Wing. The Hurricanes were tasked with attacking the coastal defenses at H-hour. During the first mission, a shell crossed the right wing of Daniel Le Roy du Vivier's plane, fortunately without hitting any vital element. He was able to bring the plane back to Tangmere. Three times during that day, Daniel Le Roy du Vivier returned with his squadron into the fray. At the same time, another Belgian pilot led his squadron into battle: Squadron



The "Boy". Wing Commander Le Roy du Vivier, D.F.C. & Bar.



Photo of some of the pilots with Wing Commander Le Roy du Vivier.

Leader Désiré Guillaume, at the head of No. 350 (Belgian) Sqn RAF, the first all-Belgian squadron, which would write one of the most beautiful pages of its history at Dieppe.²)

Daniel Le Roy du Vivier's fighting spirit earned him the honour of adding a bar to his DFC ribbon.

"Since being awarded the DFC, this officer has continued to display skilful airmanship. He participated in 4 sorties in the combined operation at Dieppe on 19th August 1942 and the successes achieved by his squadron can be attributed largely to S/Ldr Le Roy du Vivier's masterly influence and outstanding leadership."

On the Mediterranean Theatre

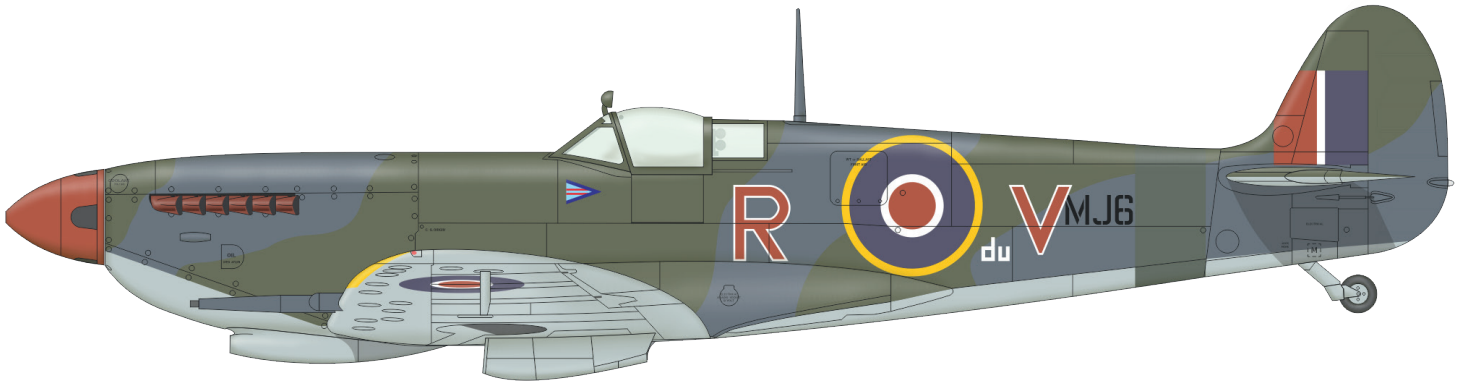
In September 1942, No. 43 Sqn was placed on Non-Ops status before being transferred to the Mediterranean theatre. Daniel Le Roy du Vivier, after 26 months with the squadron, including 9 months as its CO, was appointed Wing Commander and transferred to No. 13 Group Staff, in charge of training. He took advantage of this new assignment to undergo the Pilot Instructor Course at the Central Gunnery School at Sutton Bridge, from December 1942 to February 1943. He graduated above average and returned to Group Headquarters. But other horizons would open for him: those of the Mediterranean, where the fortune of the tide would soon change sides.

In May 1943, the Afrikakorps laid down its arms at Tunis, bringing the North African Campaign to an end, which had made the names of Tobruk, El Alamein, Rommel and Montgomery famous, and where the name of the small island of Malta, a key position between Sicily and Libya, had become synonymous with tenacity and inflexible resistance.

On April 13, 1943, Daniel Le Roy du Vivier was transferred to the Middle East Command staff and in May, he was appointed Wing Leader of No. 239 Wing of the Desert Air Force, the nucleus of the Mediterranean Allied Tactical Air Force set up in January 1943.

Five squadrons made up the Wing (Nos. 112, 250, 260, 450 Sqn RAF & 3 Sqn SAAF). Leaving Kairouan in Tunisia, they were redeployed to Malta at Safi, Hal Far and Luqa Airfields. Equipped with Kittyhawks, they were mainly engaged in ground attack missions.

It was in Malta that Daniel Le Roy du Vivier took command of the Wing, which was immediately readied in preparation for the Allied landings in Sicily, the prelude to the Italian Campaign and the first stage in the assault on Fortress Europe. Interdiction and armed reconnaissance missions followed one another. From July 9, the day of the landing, direct support missions for ground troops were added. By July 13, the Wing redeployed to Pachino in the south of Sicily from where the Kittyhawks continued their missions, most of the time under the protection of Spitfires of No. 324 Wing, which



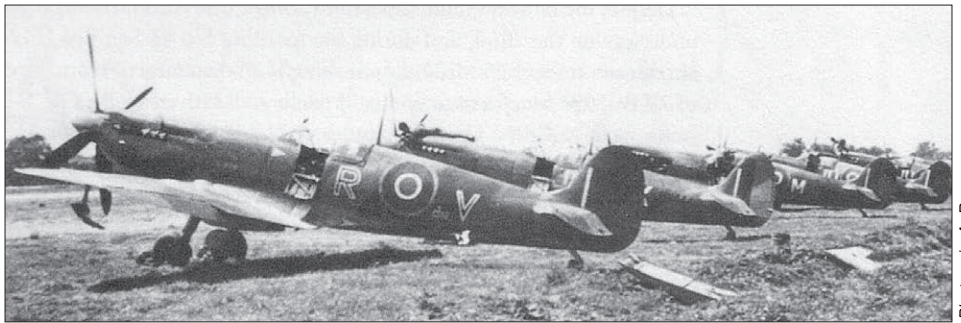
Spitfire LF Mk IX MJ628, R-duV, of Wing Commander Le Roy du Vivier, No. 324 Wing, Italy, summer 1944.

shared the same airfield. Daniel Le Roy du Vivier flew about fifty sorties with the Wing squadrons.

On August 16, Sicily was conquered. However, Daniel Le Roy du Vivier would not be with his pilots to celebrate the event. On July 31, he was the victim of an unfortunate accident, which resulted in multiple fractures to his right knee. This injury would keep him away from operations for a few months. However, he put this 'forced inactivity' to good use by attending the British Army and Air Force Staff College in Haifa (Palestine) during his convalescence. For four months, he was a trainee in Course No. 10, which he completed with flying colors. He also had the opportunity to do a short conversion on twin-engine aircraft in Egypt.

In Italy

By early 1944, his condition had improved sufficiently enough to request and obtain his return to operations. He was assigned as Wing Commander flying with No. 324 Wing, with which he had worked in Sicily. The Wing was equipped with the Spitfire Mk IX, and was deployed to Lago, in Calabria. Daniel Le Roy du Vivier was reunited with his former No. 43 Sqn, alongside No. 72, 93 & 111 Squadrons.



Spitfire LF Mk IX MJ628, R-duV, of Wing Commander Le Roy du Vivier, No. 324 Wing, Italy, summer 1944.

During his absence from operations, the Italian Campaign took shape. In September 1943, the Allies landed in various places: Reggio, Taranto and Salerno. However, the progress of the ground troops was difficult. At the end of 1943, it was blocked at Monte Cassino. On January 22, the Allies landed at Anzio, 50 km south of Rome, in an attempt to catch the Germans off guard.

The missions entrusted to the Wing were essentially cover missions for the various bridgeheads, which, until May, were under constant threat from Luftwaffe aircraft. Daniel Le Roy du Vivier led his Wing in combat during seventy hours of operations. In less than four months, the squadrons of No. 324 Wing scored about sixty victories.

On May 8, 1944, the Monte Cassino line fell. The 324th Wing redeployed to Nettuno (Anzio). On June 4, Rome, the Eternal City, was conquered and the German retreat to the north began. The Wing followed the movement occupying successively a series of airfields along the Tyrrhenian coast: Tre Canneli, Tarquina, and Grosseto. For Daniel Le Roy du Vivier, however, there was a shadow over the picture. The injury sustained the previous year was causing him problems. His condition required care that conditions in the field did not allow. The chief medical officer of No. 211 Group, to which the Wing was attached, convinced him of the need to return to Great Britain, the only place where he could receive adequate orthopedic care.

Wing Commander, Chief Flying Instructor

On July 6, 1944, Daniel Le Roy du Vivier returned to the northern fog and quickly moved heaven and earth to obtain a new operational assignment. But from then on, it was his rich experience that the RAF wanted to exploit for the greater benefit of young pilots. On August 14, he moved to No. 53 OTU at Kirton-in-Lindsey as Wing Commander, Chief Flying Instructor. He remained there until June 26, 1945, when he was appointed command of No. 61 OTU at Keevil, Wiltshire. The war in Europe ended on May 8, 1945. The Belgian section of the RAF, with a view to reconstituting a national air force, wanted to "recuperate" Daniel Le Roy du Vivier. But at the time, he thought it more important to continue his involvement in the RAF. On July 22, he requested a posting to the Far East



Spitfire Mk XVI, serial TB590, R-DV, is the personal aircraft of Wing Commander (Lieutenant-Colonel) Daniel Le Roy du Vivier as indicated by his initials painted on the fuselage in 1946 at Beauvechain.



The Campaign for Italy



where the fight against Japan was still going on. Not for long, however, and the request was not granted. On August 15, the Empire of the Rising Sun capitulated. That same month, Daniel Le Roy du Vivier left No. 61 OTU and moved to the Belgian Inspectorate in London. He was in charge of preparing the constitution of the first Belgian wing and its establishment on national territory.

At the beginning of 1946, Daniel Le Roy du Vivier joined No. 135 Wing at Fassberg (Germany), which was under the command of the famous Johnny Johnson. No. 349 and 350 (Belgian) Squadrons were brought together there to form No. 160 (Belgian) Wing and Daniel Le Roy du Vivier was to take effective command of it as soon as the unit left the protective wing of the RAF. However, he would not have the satisfaction of leading the Wing on its return home. Indeed, the re-born Belgian military aviation needed experienced men in all fields. No sooner had he

brought No. 160 (Belgian) Wing to life that, on June 10, 1946, he was appointed command of the Belgian Training School at Bevingen, a post he would take up in early July. Daniel Le Roy du Vivier is 31 years old. He spent five intense years in the RAF during which there was little time to think about tomorrow. Now there were many questions about the future of Belgian military aviation. He needed to take a step back. On September 1, he asked to be placed on leave of absence for a period of 12 months, which was extended until December 1, 1947, when he left active service for a civilian career with Belgian Shell, and he was transferred to the reserve.

The Auxiliary Squadron

On December 1, 1949, the Auxiliary Squadron was created. Formed on the British model, it was made up of reserve personnel – at first mainly ex-RAF personnel wishing to

maintain contact with the Air Force – and was soon completed by young pilots from universities and colleges. These pilots were trained during school holidays and through their military service, after which they could join the Auxiliary Squadron.

The General Staff of the Air Force naturally thought of Daniel Le Roy du Vivier to take command of the squadron, a proposal he accepted with enthusiasm. A traineeship at No. 601 (Auxiliary) "County of London" Squadron at Tangmere to learn about the operating procedures of this type of squadron within the RAF, prepared him for this role. He assumed command of the Auxiliary Squadron as a Reserve Lieutenant Colonel and held it until 1952. He converted to the Meteor F.4 in 1951 and, regularly until 1953, especially during major exercises, he fulfilled operational command functions of the 1st Fighter Wing and the Operations Staff.

In July 1955, he left Belgium for the United States, where he took up the position of Director for North America at SABENA.

He was promoted to reserve Colonel Aviator on December 26, 1955. On April 1, 1971, having reached the age limit, he left the reserve cadre. Daniel Le Roy du Vivier was killed in a traffic accident in the United States on September 2, 1981.

Notes

- 1) The designation 4/11/2 is an abbreviation for 4th Squadron, 2nd Group, 2nd Aviation Regiment
- 2) Several Belgian pilots attached to other RAF squadrons also took part in the operation.

Honorary distinctions (Medals)

Commandeur de l'Ordre de Léopold (BE)
 Commandeur de l'Ordre de la Couronne (BE)
 Officier de l'Ordre de Léopold avec palme (BE)
 Croix de Guerre 1940 avec 3 palmes et 3 lions en bronze (BE)
 Distinguished Flying Cross & Bar (UK)
 Officier de la Légion d'Honneur française (FR)
 Croix de Guerre française avec palme (FR)



Photo: SABENA album via A. Bar

At SABENA, Chief Executive Officer for North America.



The grave of Daniel and Joan Le Roy du Vivier at St Andrew's Parish Church Cemetery, Tangmere (UK).

Photo: via A. Bar



A satellite image of Snake Island courtesy of Maxar company.

At the time of this article, it has already been 80 days since the outbreak of war in Ukraine. The last month can hardly be described by paraphrasing the classic quotation "All quiet on the Eastern Front". On the contrary, there is an intense fighting going on in Ukraine with many unexpected twists and turns. We came to see some surprises in the air warfare as well.

One of the major surprises in the conflict are the Ukrainian, Turkish made drones Bayraktar TB2 and their efficiency and versatility. A month ago, Russians claimed to have shot down 50 of them which is more than Ukrainian inventory. At that time only three Bayraktars were photographically confirmed destroyed. In a month, from April 16 to May 16 another four confirmed losses of these drones were claimed but in return they achieved several important successes.

Bayraktar TB2 is a relatively small combat unmanned air vehicle 6.5 meters long with 12 meters wingspan. On four hard points it can carry four bombs or rockets with total weight of 150 kg. If we consider bombing of the strategically important targets behind enemy's lines as a strategic bombing then these small drones became strategic bombers during the past month. The Russians have experienced a series of fires and explosions at their strategic facilities. That many incidents cannot be described as haphazard. However Ukraine

does not make any claims and Russian media mention them very sporadically. From the pieces of information that are available though it is obvious that some of the attacks were executed by the Ukrainian rockets Tochka-U or by helicopters. The others could have been done by groups of saboteurs since they took place pretty far from the Ukrainian border. And of course, carelessness could have played a role as well.

On Monday April 25 Bayraktar drones joined this campaign. On that day, at 2am local time the Russian city of Bryansk was shaken by a fuel storage explosion near Druzhba pipeline. 15 minutes later this was followed by an explosion at a nearby base of the rocket and artillery units. Bryansk is located more than 110 km from the Ukrainian border and it's an important transit point for the Russian troops attacking Ukraine. The Druzhba pipeline is the main supply line of Russian oil to Europe. Both targets were very important for Ukraine. The Russian AA defense in the

Bryansk area shot down one drone carrying S49T tail marking however only after it was departing the area of the successful attack.

Two days later the ammunition storage near the village of Staraya Nelidovka in Belgorod area burnt down. The Russian AA defense was more successful on that day and destroyed two Bayraktars - again only after they released bombs on their targets. Pictures of these two drones destroyed in the Kursk area were immediately published on the Russian social networks. The following day (April 25) the Russians wanted to continue with their success and published the images of another shot down drone. In this case however the Russian propaganda shot themselves in the foot. They used the Bayraktar wreck which was destroyed on April 2 already and they only staged it at another location. They were betrayed by exactly the same damages and also some other sloppy details. For example, the tail was supported by bricks - most likely to hold it in the best angle for picture taking... On Sunday May 1 another Bayraktar was actually shot down in the Kursk area carrying S51T tail marking and this time it was destroyed together with its bombs still attached under its wings. It is the seventh confirmed Bayraktar kill. After this date the drones' activity in the Russian border zone dropped. The attention was shifted from the north to the other side of Ukraine.



Bayraktar TB2 shot down in the Kursk area on April 27.

Battle for the strategic island

Snake Island is located approximately 145 km south of Odessa and only 40 km east of Danube delta which separates Romania and Ukraine. Its location has a strategic value because the radars positioned there can monitor the whole southern coast of Ukraine but also part of Romania, a NATO member. Had they installed the AA missiles there they would have controlled the whole area. The Russians captured it on the first day of war on February 24. The Ukrainian defenders became famous when they sent "the Russian military ship to hell". It was the cruiser Moskva which ultimately ended up where it had been sent. She was hit by the Ukrainian rockets on April 13 and sank on the next day. On Saturday April 30 Snake Island became a target of Ukrainian payback. The rocket salvos destroyed the electronic reconnaissance station and AA defense positions.

Of course, the Russians did not give up and tried to get the reinforcements to the island. In the process, on May 2 two Raptor class patrol boats were destroyed by Bayraktars. Raptors are 17 meters long with three crew members, armored cabin and can transport 20 marines. The armament consists of three machine guns. In the following days more Raptor class boats were destroyed. The Ukrainian attacks on Snake Island culminated on Saturday, May 7 when Bayraktars eliminated two attempts for getting the reinforcements both by sea and the air. The Serna class landing craft carrying the Tor AA system on board was hit and sunk at the pier. The fire from Bayraktar also destroyed a Russian Mi-8 shortly after it landed on the island.

And then the attack of a pair of Ukrainian aircraft came – from that air force which according to the official Russian statements was completely destroyed a long time ago. The raid was recorded by a Bayraktar drone. The images however were taken from

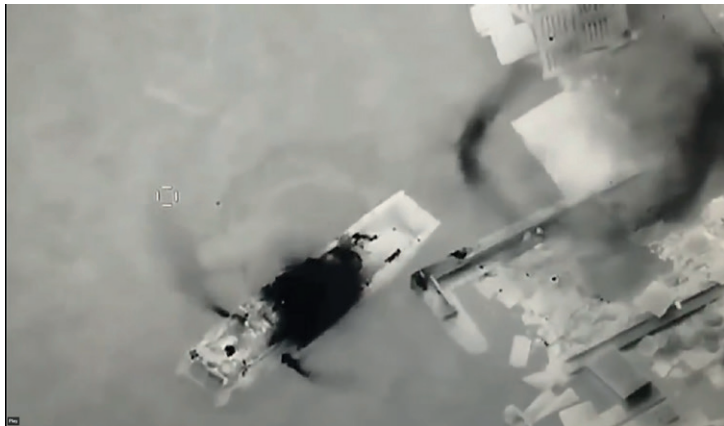
rather far distance so the aircraft shapes cannot be precisely recognized. According to some sources there were Su-27 fighters attacking with bombs but the attack by fighter-bomber Su-25 is more probable. The pair arrived at high speed and very low altitude and each of them dropped two bombs. According to some observers they did not act prudently, and the second pilot almost flew into the blast of the bombs dropped by his leader. He supposedly lost focus due to this and missed the target. In reality both attacking pilots hit their targets. There are two groups of buildings on Snake Island – or better said there were. One was in the center of the island and the second one on the shore at a pier. Each of the attacking pilots aimed at a different building therefore they did not fly in a line but at a side distance. After the raid the massive secondary explosions of the stored ammunition took place in both groups of the buildings. On the next day the satellite images showed a large devastation of these sites.



A pair of Su-25 during the attack on Snake Island.



A Russian Mi-8 on Snake Island shortly before its destruction.



A class Serna landing craft after receiving a hit from Bayraktar.



A pontoon with floating crane is visible at Snake Island's pier. In front of it a silhouette of the sunken landing boat and further before another landing boat at the anchor.



The buildings in the center of Snake Island were destroyed by Su-25s' raid.



Bayraktars destroyed four of the Raptor class boats at Snake Island.

During the following week however, the Russians managed to bring the reinforcements to Snake Island. The pontoon with a floating crane for heavy cargo offloading anchored at a pier and the landing crafts were able to off load the self-propelled Tor and Pantsir AA systems. The satellite images show traces of smoke near these boats which indicates that the Ukrainians attempted to stop the landing by a rocket attack which missed this time. Snake Island's strategic value means however that the battle for it will continue.

Fighting in Donbas

In the meantime, the drones were needed elsewhere. During the first third of May the Russian troops repeatedly attempted to cross the river Siverskyi Donets near Bilohorivka west of the North-Donetsk. That would enable them to surround not only North-Donetsk but Lysychansk and other cities as well. They built several pontoon bridges on the river and established some beachheads. All of it however was destroyed by Ukrainians. The Russians lost approximately 500 soldiers and almost hundred armored vehicles. The drone's primary role however was to guide the artillery fire. The bridges and beachheads at Bilohorivka however came under the attack of the Ukrainian aircraft. According to some estimates the Ukrainian air force total inventory was approximately 30 Su-27 and Mig-29 fighters and ten Su-25 fighter-bombers. During the period in question (April 16–May 16) these aircraft were primarily deployed in Donbas fighting.

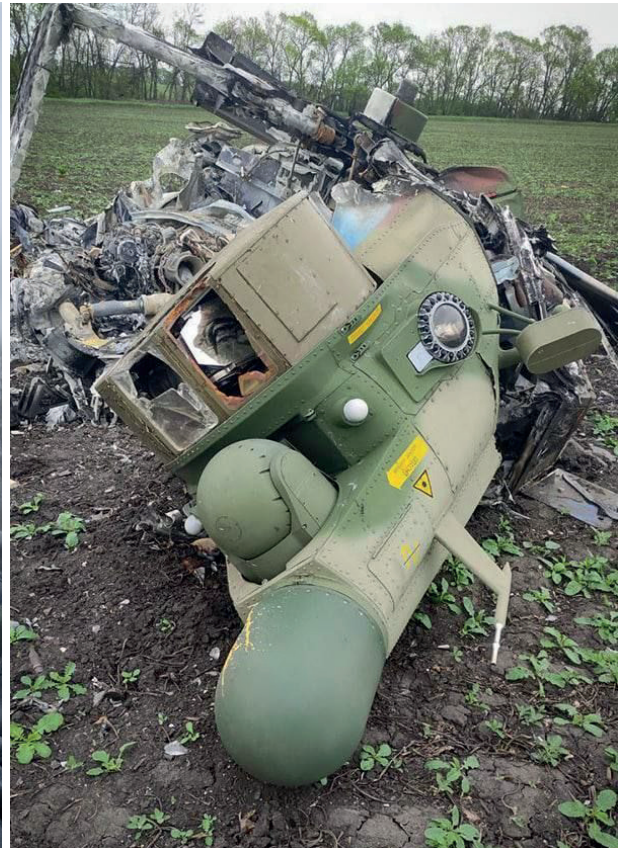
First shots in 60 years

The Russian air force continues its operations with an increased number of missions. There are as many as 250 missions flown daily. It also continues with the habit to rarely cross the front lines and concentrates on launching guided missiles from the safety of its own airspace. The indication that the Russian sources are being depleted is the more frequent deployment of the older and lower quality ordnance.

The biggest surprise was the deployment of Kh-22 missiles (NATO code AS-4 Kitchen) during the first third of May. A video shows



The Ukrainian 40th Tactical Air Brigade got a new logo featuring Ghost of Kiev – an urban legend created to boost the morale.



Mi-28N registration RF-13628 shot down near Kharkov on May 16.



Mi-28 registration RF-13654 from 549th Independent Helicopter Squadron shot down north of Kharkov on May 6.



Kamov Ka-52 getting ready for another mission. Russia has already lost 13 helicopters of this type in the war in Ukraine.



Su-34 shortly before the take off for another mission. Russia has already lost 9 aircraft of this type in Ukraine.



The wreck of the Russian Su-25 registration RF-91961 was displayed in Kiev.



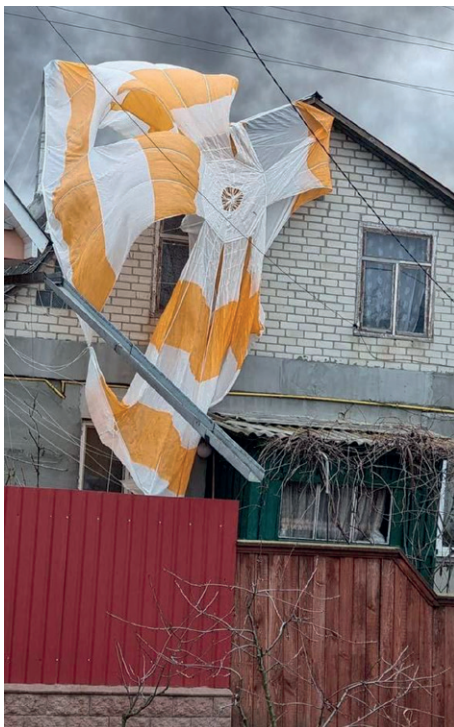
The wreck of Krasnoyartsev's Su-34 shot down near Chernihiv on March 5.

as they are fired from Tu-22M bombers. The missiles were developed in the beginning of 1960s primarily for anti-ship attacks. These Kh-22 were guided by radar. They can also be launched against the ground targets, but they are vastly inaccurate in this role therefore the nuclear warhead was considered. Kh-22 weighs almost 6 tons out of which 1 ton is for the warhead.

The range is 600 km and at the diving attack from the high altitude (as high as 27 km) the missile's speed can reach $M=4.6$. Kh-22 deployment in Ukraine is the very first combat use of these 60 years old rockets. In the past the guidance system modernization, same as with Kh-32, was considered it is questionable if this can be achieved under the current conditions in Russia. Rather poor results in Ukraine indicate that probably not. Kh-59 missiles, dating back to the 1980s, are being used more frequently. The long-term storage impacted their accuracy negatively and as much as 60 % of them fail and miss the target. Either the engine does not even start or the data transmission system, a key factor of its application, does not work. In its final flight stage, the Kh-59 missile is guided by a television system operated from the aircraft. This Russian tactic means that the air combat and shooting down of the aircraft takes place very sporadically.

From April 16 to May 16 the Ukrainian air defense mostly destroyed the cruise missiles and reconnaissance drones. Only two Ka-52 and two Mi-28 were shot down. In addition, on April 25 and 26 two Su-34 fighter-bombers were shot down. And as mentioned earlier one Mi-8 helicopter was destroyed on Snake Island.

During this period, in addition to the drones the Ukrainians, lost three aircraft. An-26 crashed in the Zaporozhye area. The cause was a dense fog. Out of three crew members one aviator was killed and the other two were wounded. On May 7, during the combat mission a Ukrainian Navy Mi-14 helicopter was shot down by a Russian fighter. The Colonel of the Ukrainian Naval Air Force, Igor Bedzay was killed. He was buried in Mykolaiv on May 15. On May 14, in Zaporozhye area Su-25 from 299th Tactical Ai Brigade was shot down. Its pilot, Captain Serhiy Parkhomenko was killed. He was buried in Vinnytsia in the west of Ukraine. Despite the considerable

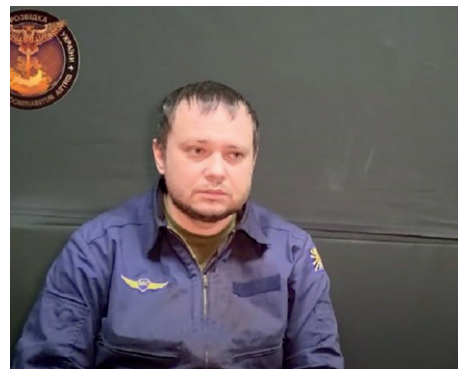


A parachute on the roof of the house where Krasnoyartsev landed after he was shot down.

cloudiness a pair of Su-27 circled above the burial ceremony. It is interesting that in Russia, a day before on May 9, the Red Square parade's air show was canceled. The official reason was bad weather. As opposed to Vinnytsia there was a clear and blue sky above Moscow. The real reason was most probably something else.

War crimes trial

In the meantime, on Friday May 13 the first trial with a Russian armed forces soldier started in Ukraine for committing the war crime. Sergeant Vadim Shishimarin is accused of shooting to death a 62-year old civilian in Suma area in the end of February. In the end of April the Ukrainian General Prosecutor's



Major Alexander Krasnoyartsev is officially suspected of war crimes.

Office indicted Su-34 pilot, Major Alexander Krasnoyartsev of the war crimes. We spoke about his shooting down and capture in the first part of this series.

Previously Major Krasnoyartsev served in Syria. On March 5 he took off from the Seshscha base in the Bryansk area for his third mission in the Ukrainian conflict. On his first two sorties he attacked a military airport in the Kiev area and the roads south of Chernihiv. On his third sortie he carried six FAB-500 unguided bombs to attack the living quarters in Chernihiv. That's why he is suspected of committing war crimes. He is also suspected of a deliberate murder. His Su-34 was hit by an AA defense. Both crew members ejected but Captain Konstantin Krivolapov did not survive. Major Krasnoyartsev parachuted on the roof of a house. There were people standing behind the fence yelling at him: "Russian, come out!" However, he attempted to escape through a neighboring backyard. The Ukrainian civilian, Vitaly Serhiyenko, pursued to apprehend him. The Russian pilot shot several rounds at him from his Makarov pistol. Serhiyanko died on the spot. Later on Krasnoyartsev was captured by the Ukrainian soldiers. Now he's facing a life sentence.



Major Krasnoyartsev (on the right) with Putin and Assad in Syria.



ARAXOS 22

Jaroslav Špaček

No, it's not an access code or a military operation codename. Araxos is an air base on the Peloponnese peninsula, located at its most northwestern point, some two hours' drive from Athens. It is home to the 116th Combat Wing of the Greek Air Force, specifically the 335th Mira "Aegean Tigers" and the 336th Mira "Olympus" units. Both are equipped with the F-16C/D Block 52+. This year, the base hosted NATO's Tiger Meet between May 8 and 20. What these tigers are is well known to everyone, so we will focus on points of interest with respect to the modeler.

The 335th Mira is the oldest unit in the Greek Air Force, having been formed on October 10, 1941, at the Palestinian field Aqir, equipped with the Hawker Hurricane Mk.IIC. With the passage of time, the unit would go on to operate many different types. This is well documented in a small Hall of Fame located on the premises. In front of its building, an F-104G Starfighter proudly stands guard, and a little bit past it sits an A-7H Corsair II. Araxos is the base where both types served out their careers with the 335th. The last SLUFs were retired in March 2008, and survivors can be spotted strewn throughout the field in various states. These were replaced by thirty modern F-16C/D Block 52+ aircraft, and the Flight was activated in February 2010. Although these are modern machines delivered relatively recently, they are significantly weathered, and subscribers to the Spanish school of modelling certainly find them attractive subjects.

The only F-16s here were Belgian nationals, and over the course of the training sessions, only the standard grey mice took to the air. Sunday's air show and the subsequent flying week saw last year's "X-Fighter" from Belgium. One of the CAS (Close Air Support) flights saw it fly together with our Mi-24 "Alien

2". The number 2 was added because over its last general overhaul at LOM PRAHA s.p. (state-owned company) the chopper received, again, the attractive tiger motif, but it is different this time around, and on the left side of the fuselage, behind the wing, the head of its

film counterpart, Predator, has been added.

The most oft seen items were French Rafales. Examples of three Squadrons were represented. The naval Flotille 11F with the M version, and both units

View of two F-16s, a C and D model on the apron of the 335th Mira home field, illustrating well maintained surfaces of the aircraft.



Title photo: The Belgian "X-Fighter" (the aircraft having received this scheme last year for the XTM, or X-traordinary Tiger Meet, hosted by the 31st Qgn in Kleine Brogel in September, 2021 on the 60th Anniversary of the first Tiger Meet) being escorted back from a Close Air Support (CAS) Mission by the Alien 2 Mi-24 of the Czech Air Force.



A Greek F-16C carrying appropriate artwork for the occasion on its fin. Unfortunately, the quality of the decal was not great, and its flaking off is evident even here. A significant amount of peeling occurred over the course of a single flight. It's a shame, because the design itself was excellent.



A French two-seat Rafale B, "Steeltiger" from the test unit EC 1/30 immediately after the touch with one of runways of Araxos Air Base.



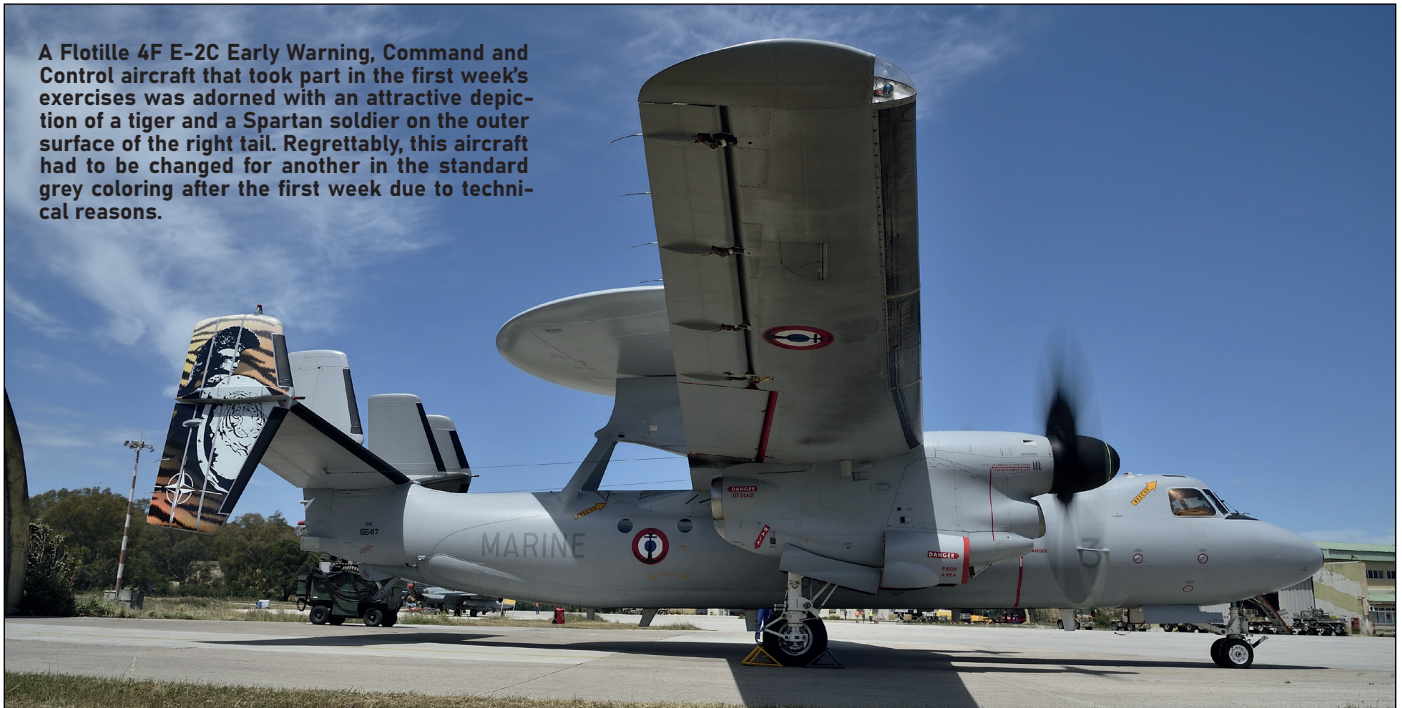
A Spanish EF-18M with Tiger artwork in front of a hardened shelter. The art depicts a night hunting tiger, explaining the black background of the fin.

from Mont-de-Marsanu brought their mounts, to include the test unit EC 1/30 "Côte d'Argent" and the combat unit EC 3/30 "Lorraine". The naval unit aircraft looked awesome, carrying a blue tiger on the left tail surface, and a red one on the right. The pilots carried a consistent color scheme, that is blue on the left and red on the right, in their shoelaces. The test unit had their "Steel Tiger" on their two-seat Rafale B. The Free French dressed up their Rafale in a red-black scheme that won them the best-looking tiger aircraft of the event. Perhaps a small footnote worth inserting here: This airplane collided with a colleague on the Sunday during their display in Cognac.

And while on the topic of the French contingent, Flotille 4F out of Lann Bihoué flew their E-2C Hawkeye and makes it no secret that they desire to be made official members of the Tiger Meet organization. To that end, the left side of the vertical tail was adorned with a striking tiger artwork for the first week of the event. For technical reasons, it had to be changed for another aircraft in standard colors for the second week. In any case, an emblem involving a tiger, or any other feline for that matter, has so far escaped the unit...

Recently, noteworthy schemes have been carried by Italian Eurofighters of the 12° Gruppo, stationed in the extreme south of Italy at Gioia del Colle. This base is slated to host the next NTM event from October 2 to the 13, 2023. The Italians fly not only a beautiful aircraft,

A Flotille 4F E-2C Early Warning, Command and Control aircraft that took part in the first week's exercises was adorned with an attractive depiction of a tiger and a Spartan soldier on the outer surface of the right tail. Regrettably, this aircraft had to be changed for another in the standard grey coloring after the first week due to technical reasons.



but they themselves wear overalls in black and white striping. These are not just normal tigers, they are Tigers Bianchi, i.e., White Tigers.

F-18s failed to dazzle this year, really. There were Hornets from two users. Staffel 11 came from Switzerland, and these carried some relevant accessories on their drop tanks. Spaniards came from ALA 15 carrying theme painted drop tanks on three of the six aircraft committed to the event, one of which did have attractively painted outboard surfaces of the vertical tails.

Over the weekend, all the Tiger Meet aircraft were on static display at a mini air show, so all visitors had an opportunity to have a good, closeup look at them. Added to this was a Portuguese F-16B from Escuadra 301 with panther tanks and a German EF-2000 Taifun from TaktLwG 74. Even it had a tiger painted on the vertical tail, even though it had been seen previously. The Sunday show was a small affair. It was composed of just six performances: Greek T-6A Texan IIs, F-16 and Spitfire, a French Rafale and a Czech Mi-24 plus an F-16 with which new Belgian display pilot showed off his stuff during his premiere. The static display was livened up with the addition of an ever increasingly difficult aircraft to see, the F-4E Phantom II. This drew the attention of modelers, among other things, for its banged-up drop tank.

Detail of the vertical tails of a Spanish EF-18M depicting a night hunting tiger, also used to commemorate the 35th Anniversary of the formation of the 15th ALA (a Wing composed of two squadrons), which was established in 1986.



Details of the right side of the fin of an Italian Typhoon. The 351st Sqn. was originally a component unit of the 21° Gruppo, equipped with the F-104S and the Tornado F.3. After the 21° Gruppo was disbanded and re-equipped with AB-212 helicopters, the 351st was incorporated into 12° Gruppo newly equipped with the modern Typhoon. And with that, this unit became a full-fledged member of the NTA (NATO Tiger Association)



Participants

Unit	Country	Base	Aircraft	Notes
335. Mira	Greece	Araxos	F-16C/D BL/5052	
31. Sqn	Belgium	Kleine Brogel	F-16AM/BM	
EC 1/30	France	Mont-de-Marsan	Rafale C	
EC 3/30	France	Mont-de-Marsan	Rafale C/B	
Flotille 11	France	Landivisiau	Rafale M	
12 Gruppo	Italy	Gioia del Colle	EF Typhoon	
221. vrlt	Czech Republic	Náměšť n.O.	Mi-24/35	
15. ALA	Spain	Zaragoza	F-18AM/BM	
11 Staffel	Switzerland	Meiringen	F-18C/D	One week only
Flotille 4	France	Lann Bihoué	E-2C 2000	Observer
313 Sqn	Netherlands	Volkel	F-35A	Weekend, no plane
2 Staffel	Austria	Zeltweg	EF Typhoon	Weekend, no plane
JG 74	Germany	Neuburg	EF Typhoon	Weekend
Esc 301	Portugal	Beja	F-16AM/BM	Weekend
211. TL	Czech Republic	Čáslav	JAS-39C/D	Weekend



An Italian EF-2000 setting down on a runway. The 351st Squadron emblem is also visible on the left side of the tail and note the tiger eyes on the canards. They can be seen close-up bottom left. The bottom right photograph illustrates the 12° Gruppo ground crew's black and white tiger garb, a constant fixture.





Beautiful shot of the winning Rafale C of EC 3/30 snapped by the today's best air photographer Katsuhiko Tokunaga. The same photographer is responsible for the F-16 and Mi-24 shot on the first page.

Top, another shot of the French Steeltiger, and bottom, a Portuguese F-16AM of the 301st Squadron, the "Jaguars", which attended only through the weekend.



Photos:
Uli Metternich, Remo Guidi, Hugo de Groote, Katsuhiko Tokunaga



Upper left is another photo of the Spanish EF-18M 15-08 with an anniversary Tiger scheme. Upper right is the French naval Rafale M, that carried on its left side the blue version of the Tiger motif. Bottom left is the local F-16C Block 52+ with a nicely weathered surface. Nearly all the aircraft carried staining around their cannon muzzles, indicative of frequent live-fire exercises. The Italian Typhoons (bottom right) carried the IRIS-T rounds, and this European weapon is used by Germany, Italy, Greece, Norway, Spain and Sweden.



The air war over Ukraine

Trident against a bear

Photo: author's archive

Part 1

The harsh awakening

TEXT: RADIM ŠPALEK
www.czechairforce.com

The view of the permanent radar base near Mariupol uncovers the widespread damages after the initial Russian attack in the morning of February 24, 2022. Burnt out identification system 1L22 Parol can be seen in the foreground while in the background there is 1RL130 PRV-13 Nadezhnost altimeter; still being consumed by flames, which worked together with the area radar 1RL139 P-37 Dyshina missing from the picture but had been present.

February 24, 2022, will forever go down in history as a day when the Russian Federation breached all the valid agreements and international laws, including the UN Charter, establishing inviolability and territorial integrity of a sovereign state, when they launched an unprecedented war against Ukraine.

Vladimir Putin's "imperialistic appetite", cynically camouflaged by a "special military operation" designation, started to show in vee hours on Thursday February 24 when 3M14 Kalibr (SS-N-30) cruise missiles and 9M723 tactical ballistic missiles from 9K720 Iskander-M (SS-26 Stone) launchers started to literally rain on various military and strategic targets, mainly the air bases and air defense locations including the area radars throughout the whole Ukrainian territory. The mission of these ground and also naval rocket forces was suppression and paralysis of the Ukrainian air defense system and loss of the situational awareness in their own airspace to disable the efficient guidance of their own fighter aircraft and AA missiles against the Russian attackers. Based on the currently available sources it seems that the VKS RF role in their initial attacks was minimal and its activity was mainly in the form of guided cruise missiles Ch-101 (AS-23 Kodiak), Ch-555 (AS-22 Kluge) launched at high altitudes and long distance from Tu-95 and Tu-160 bombers to avoid Ukrainian PLRK S-300 (SA-10 Grumble) and 9K37M1 Buk-M1 (SA-11 Gadfly) which were in the beginning of the

conflict available to the defenders in fairly large numbers. VKS RF strategic bombers therefore operated in the safe zone of the Russian own territory without exposure to the possible strike by the Ukrainians. For the tactical attack missions right over Ukraine the units flying the Su-34 tactical bombers were designated. The aircraft has been glorified as not having any western equivalent. The VKS RF Headquarters and possibly some BAP personnel may have believed the myth. However, they faced the harsh reality of the losses accumulated in the coming weeks. On the other hand, Su-34 fully replaced Su-24M in the role of a bombing platform. Until the end of April this type was not spotted in the VKS RF missions in Ukraine except for the special reconnaissance version REB Su-24MR which was observed in Belarus.

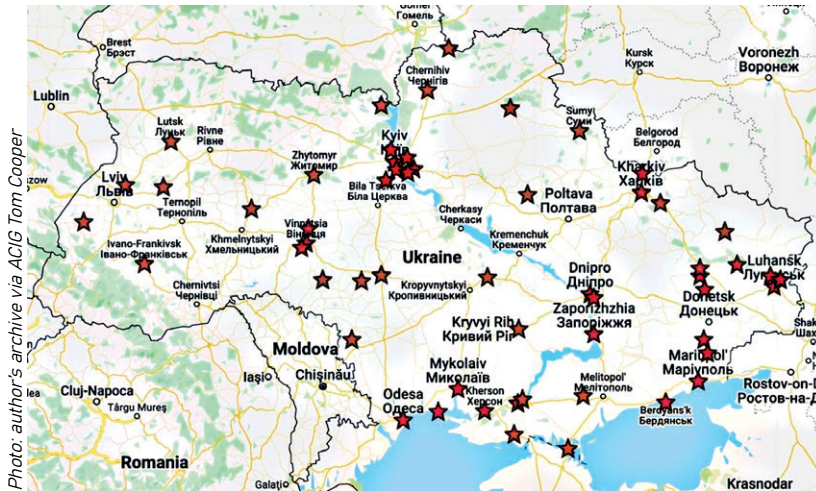


Photo: author's archive via ACIG Tom Cooper

The map of Ukraine depicts the locations of the confirmed Russian strikes by 3M14 Kalibr (SS-N-30), Kh-101 (AS-23 Kodiak), Kh-555 (AS-22 Kluge) cruise missiles launched from VKS RF Tu-95 and Tu-160 bombers and short range tactical ballistic rockets from 9K720 Iskander-M system. The target of this massive initial strike in vee hours on February 24, 2022 were primarily air bases, radar and AA systems locations, ammunition depots, important objects of the military infrastructure and lastly, of course, the Ukrainian Army command posts. The mission was clear – eliminate the ability to organize any serious opposition to the invasion forces which shortly afterwards crossed the Ukrainian border in eight main columns. See below, chapter “Invasion troops markings”.

3M14 Kalibr

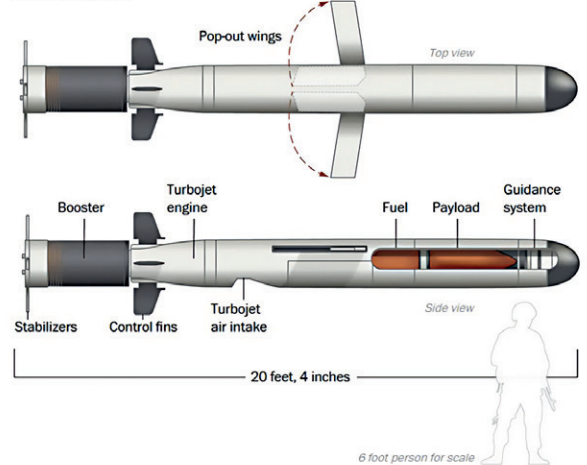


Photo: author's archive

3M14 Kalibr (SS-N-30) anti-ground cruise missile launched from the Russian Navy ships and submarines. It flies at the subsonic airspeed of 0.6–0.8M with maximum range of 300 km (officially for the export versions, Russian Navy Kalibers have supposedly 2,000 km range). The missile has a two-stage design with launching rocket engine and subsonic flight module powered by the jet engine. The guidance system comprises the radio altimeter for terrain-copying regime, inertial navigation system with the flight correction capability according to the data from the global satellite positioning system GLONASS and terrain mapping system. Flight level is 20 m above sea surface or 50–150 m above ground. The target is identified according to the digital map or the coordinates. Thus, the missile can attack the hidden targets which are destroyed by the classic or container-type 400 kg warhead.



Photo: author's archive

The projectile fired from the VMF RF Black Sea Fleet rocket corvette “609” Vyshny Volochyok (project 21631, Bujan-M class).



Photo: author's archive

The 9K720 Iskander-M (SS-26 Stone) is a mobile tactical missile system of Russian origin able to launch 9M723 short range ballistic rockets (the launching vehicle can carry two 9M723 rockets). Range of the system, which is designated to destroy AA systems or heavily defended important ground targets (airports, command posts, communication centers etc.) is approximately 500 km (9M720 export version has the range limited to 280 km). There is also a version carrying cruise missiles and the ballistic rocket of the Iskander system was developed into the air ballistic rocket CKh-47M2 “Kinjal” which is especially by Russians heavily promoted as a “gamechanger”. The 9M723 ballistic rocket is 7.3 m long and 0.92 diameter. It's propelled by the single-stage solid fuel rocket engine. Its takeoff weight is 3,800 kg and it can deliver 480 to 700 kg payload to the target (export version is limited to 480 kg). The rocket flies on the flattened ballistic curve so it does not leave the atmosphere. In the final flight stage, it can perform maneuvers with a load up to 30 G. The rocket guidance systems utilize the inertial navigation, global satellite position system Glonass and radar. According to the Russian sources 9M723 missile accuracy is two to five meters within the target (5–10 m for export version) and can carry several types of warheads including the nuclear, cassette and thermobaric ones. Both cassette and thermobaric warheads were deployed in the attack on Ukraine



Photo: author's archive



Photo: author's archive

The first actual Kh-101 missile combat deployment took place on November 17, 2015, in Syria. The Russian strategic bombers Tu-160 fired 12 of these missiles on the Islamic State terrorist group positions. Main targets became the ammunition depots, the military camps and command bases in Idlib and Aleppo.

Kh-101 (AS-23 Kodiak) is a long range, air-to-ground guided cruise missile designed to destroy the well protected ground targets and can be carried by Tu-95MS/MSM and Tu-160 strategic bombers. In comparison to its predecessor, Kh-55 the Kh-101 missiles are larger; it's 7450 mm long and its diameter is 742 mm. There are folded wings under the fuselage which extend after the launch and their wingspan is 4.4 m. The power is provided by the RD-95TM-300 two-stage jet engine with the maximum thrust of 3.6 kN. The missile carries 1250 kg of fuel in the internal tank and its total weight is 220-2400 kg. According to the Russian sources Kh-101 range is 5000-5500 km with the 5-20m circular accuracy within the target. This missile gave the Russian strategic bombers the advantage of executing the strikes against the key military targets from the zone where they are not threatened by the opponent's air defenses. Kh-101 is difficult to be detected by radar; its effective reflection area is only 0.01m. The missile's flight profile is variable; it can vary within 30 to 10 000 m. The cruising speed is 680-720 kph but the maximum speed can reach 900-970 kph. The missile is guided to the target by electro-optical flight correction system Sprut, global satellite positioning system Glonass and in the final flight stage utilizes the television camera system. It is manufactured in two variants: Kh-101 with conventional 400 kg warhead and Kh-102 with 250 kt nuclear warhead. Kh-101 features two separate 150 kg warheads, one fixed and one removable. This removable part can be released at a certain stage of flight and descend on the parachute on the desired target. The missile with a fixed warhead continues on its course and therefore one rocket can simultaneously attack two targets up to 100 km apart. Tu-95MS/MSM bomber features four hard points under its wings and each of them can carry a pair of Kh-101 missiles. In total the aircraft can deliver during a single mission up to eight of these winged rockets to the various targets. As opposed to its Kh-55 predecessor Kh-101 will not fit into the Tu-95MS/MSM internal bomb bay due to its length. In the more modern strategic bomber Tu-160 however up to 12 pieces of Kh-101 can be hoisted.

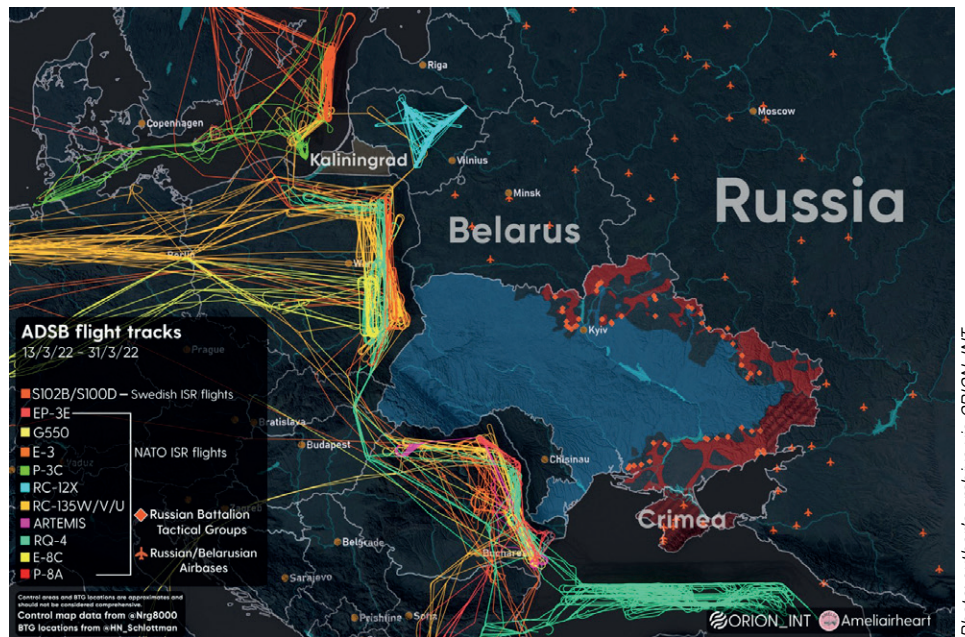


Photo: author's archive

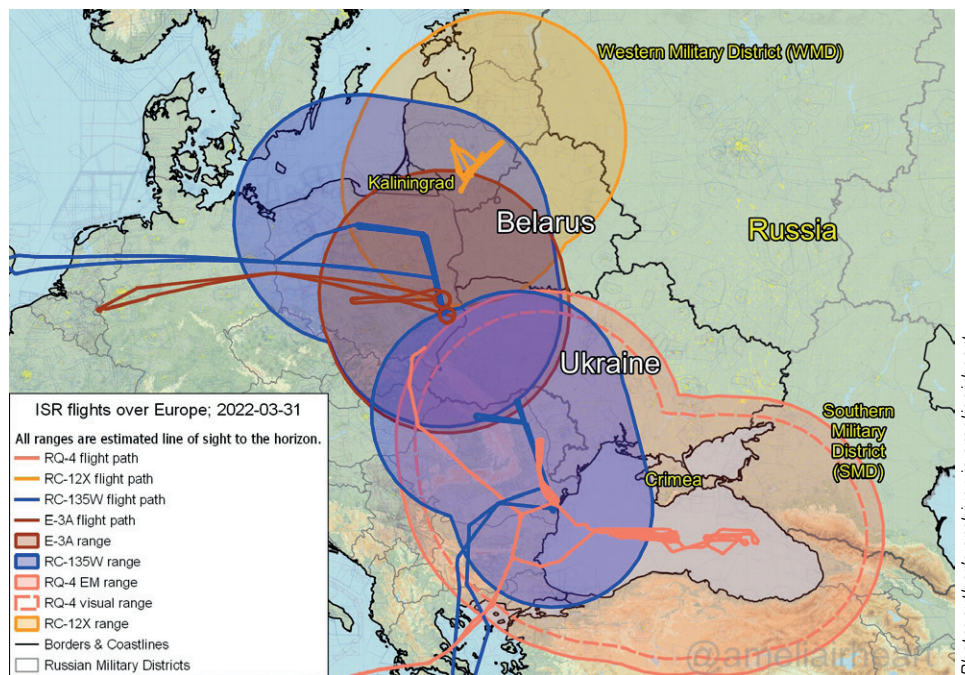
The Kh-555 type missile was from the beginning intended as a stop-gap solution until the development of the new high quality air anti-ground guided cruise missile Kh-101/Kh-102 (AS-23 Kodiak) can be completed. Thanks to its smaller effective reflecting area this missile features stealth characteristics.

Kh-555 (AS-22 Kluge) emerged from the modernization program of the strategic air anti-ground guided cruise missile Kh-55/55SM (AS-15A/B Kent) which was the main weapon of the strategic missile carrying bomber aircraft Tu-95MS-6 and Tu-160. Kh-555 design originates in model Kh-55SM (AS-15B Kent) which features the droppable conforming additional fuel tanks installed on the sides of the missile body. Unlike its predecessor the Kh-555 type missile is equipped with the conventional warhead rather than nuclear one. The guidance system was modified as well. While the missile type Kh-55SM guidance was provided by the inertial system (autopilot) with correction system TERCOM, Kh-555 received the inertial system with electro-optical correction system and passive TV self-guided assembly which provides the guidance in the final flight stage. The new feature was also the introduction of the small trapezoid horizontal stabilizing surfaces installed on the sides of the rocket nose. The firing tests of the Kh-555 type missile started in 2002. In 2004 the weapon passed the government tests. On November 17, 2015, Kh-555 type missile was, together with the more advanced missile Kh-101, deployed for the first time in combat in support of Bashar al-Assad in Syria. According to the Russian sources Kh-555 is capable of striking the target in 1,500 - 2,000 km distance depending on the auxiliary fuel tanks application. Similar to Kh-101 the flight profile is variable and varies within the range of 50 to 5000m at the 720-830 kph airspeed. The missile is guided to the target by electro-optical flight correction system, global satellite positioning system Glonass and during the final flight stage it utilizes the TV camera. Kh-555 is 6040 mm long and its diameter is 514 - 770 mm. There are folded wings under the fuselage which deploy after the launch and their wingspan is 3.1 m. The power plant is an R-95-300 two stage jet engine with 3.5 kN maximum thrust. Kh-555 total weight varies based on the carried fuel quantity between 1280 and 1500 kg while the warhead weighs 400 kg. Tu-95MS/MSM bomber can carry six pieces of these winged rockets and Tu-160 is capable of carrying up to 12 pieces of Kh-555 in its internal bomb bay.

The Ukrainian Army, alternatively the Air Force, has a great advantage in receiving a lot of intelligence information from NATO countries. It is a complex aerial reconnaissance in the form of ISR missions (Intelligence/Surveillance/Reconnaissance) flown by E-3A Sentry (AWACS – Airborne Warning and Control System), RC-135U Combat Sent (ELINT – Electronic intelligence), RC-135V/W Rivet Joint (SIGINT – Signals intelligence), RQ-4B/D Global Hawk (remotely controlled unmanned aircraft for visual reconnaissance including SAR/GMTI – Synthetic aperture radar / ground moving target indication; it's also used for the electronic reconnaissance), E-8C J-STARS (ground targets reconnaissance – Joint Surveillance Target Attack Radar System), legendary and aging but still indispensable U-2S Dragon Lady (equipped with ASARS – Advanced Synthetic Aperture Radar System), RC-12X Guardrail (these twin engined aircraft from the US Army inventory originating in the civilian Beechcraft King Air fly reconnaissance missions out of the Lithuanian base Siauliai on the regular basis since 2019). The other platforms are used not only from USAF or RAF inventories but also from other NATO countries. In the vicinity of Belorussian border operated for example the reconnaissance aircraft of the Swedish air force S-102B Korpen originating in Gulfstream IV and performing ELINT missions, S-100D Argus a.k.a. Saab 340 flying as AWACS, Italian military Gulfstream G550 CAEW and the trials were flown out of the Romanian base in Constanta even by Challenger 650 featuring ARTEMIS system (Airborne Reconnaissance Targeting and Exploitation Multi-Mission Intelligence System) which is operated by the civilian company Leidos (formerly Science Applications International Corporation) based on the US Army contract.



Bunch of colored lines seemingly bundled haphazardly is not a sample of the modern art but depicts the NATO aircraft reconnaissance flights near Russian, Belorussian and Ukrainian borders during March 13-31, 2022. The intensity and variety of aircraft types which collected the information is well visible.



This drawing traces the reconnaissance flights performed on March 31, 2022 only. The operational range of the specific platforms are indicated as well.



Call signs of the NATO reconnaissance aircraft operating in the vicinity of Kaliningrad, Belarus and Ukraine on March 31, 2022.



Photo: author's archive via US Army

Challenger 650 carrying ARTEMIS reconnaissance system operated by civilian company Leidos based on the US Army contract.

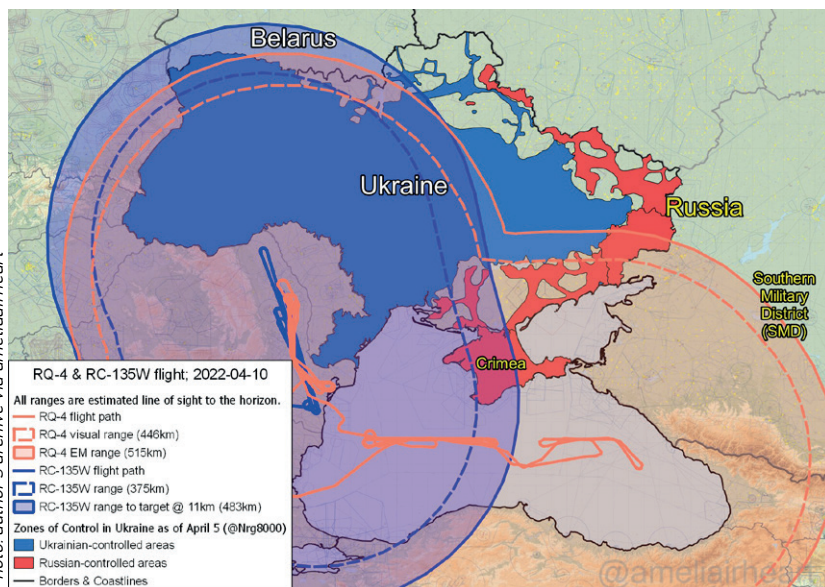


Photo: author's archive via ameliarheart

The map depicts the reconnaissance flights of the unmanned RQ-4 Global Hawk and RC-135W Rivet Joint on April 10, 2022. It is well visible that the unmanned Global Hawks operate in the international airspace above the Black Sea and thanks to it they are able to "see" further. Nevertheless the "blind area" in north-western Ukraine can be seen where in the end of April the Russian army is attempting to break the Ukrainian lines near Izyum and other cities in LOC. ISR flights performed around Ukraine borders are performed by USAF RQ-48 as well as five RQ-4D belonging to the joint NATO-AGS unit (Alliance Ground Surveillance) flying out of Sigonella base in Sicily.

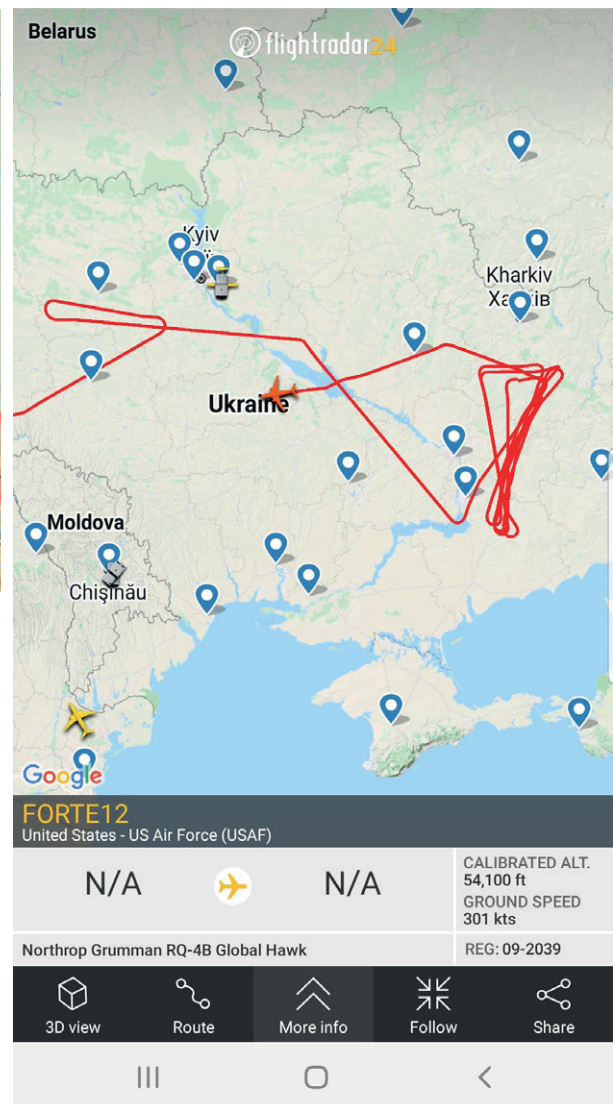
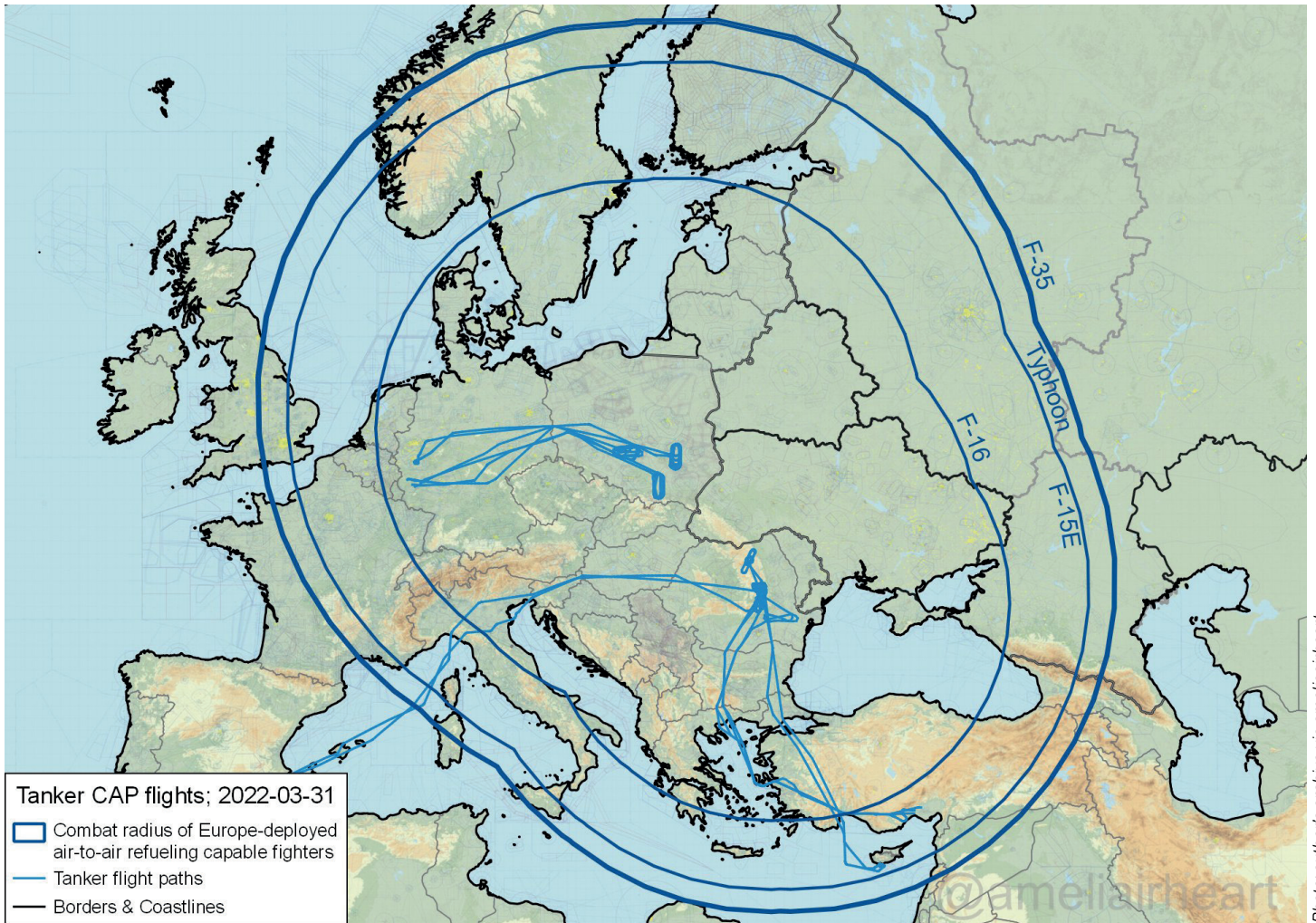


Photo: author's archive

In the ADS-B screenshot we can clearly see the "tactical retreat" of the USAF RQ-4B 2039 call sign "Forte 12" which at 3:24 am on February 24, 2022, left the Ukrainian airspace in Donbas area which begun to transform into the "hot zone" due to the commencing Russian attack. Until the war outbreak thanks to these reconnaissance flights NATO certainly had a good picture about the Russian units' movements and locations on their territory bordering with Ukraine.



The map illustrating the combat range of NATO's F-16, F-15E, EF-2000 Typhoon and F-35 confirms the deployment of NATO refueling aircraft. Those together with the reconnaissance aircraft sortie daily to provide support to NATO combat aircraft which fly constant preventive CAP near the border of the NATO eastern member countries with Russia and Belarus. Their mission is to defend against any violation of the NATO airspace and at the same time preventively protect the reconnaissance airplanes from deliberate act and possible attack by VKS RF. Shortly after the commencement of the Russian invasion to Ukraine NATO stated to have more than 100 combat aircraft on operational readiness and even this complement includes the planes outside of the alliance eastern flank it represents considerable boost of NATO combat potential in the area of possible threat to the member states – particularly in Baltics, Poland and Romania. For example, from April 1, 2022, the Czech squadron 211 has been deployed with five JAS-39C Gripen to the Lithuanian base Shiauliai as a part of EAP (Enhanced Air Policing) rotation. The refueling aircraft employed in the action are USAF KC-10A and KC-135R out of Mildenhall in Great Britain and Rammstein in Germany, furthermore the British Voyager KC.2 which fly out of the home bases as well as out of the Cyprus airport RAF Akrotiri. Integral part of the refueling fleet are French C-135FR, A-330 MRTT, Italian KC-767A but also A-330 MRTT from NATO international unit MMU (Multinational MRTT Unit) out of Eindhoven in the Netherlands.

Besides this tactical intelligence the Ukrainians were obviously very well informed by the western intelligence services in strategic matters. That consequently enabled the Ukrainians to react in time to the Russian attack which came in the morning of February 24. It looks that some central ammunition and fuel depots and other military equipment were quietly moved to new locations and the Ukrainian Air Force had a chance to send all of their airworthy aircraft to detached airports throughout the country. Thus, on February 23 evening a number of airplanes and helicopters left their permanent bases and in this way escaped the Russian first strike and almost from the first moments could be deployed in the battle against the occupiers flying out of their detached bases. There are a huge number of airports on the Ukrainian territory and even though the majority of them don't feature sufficiently long and sturdy runway suitable for the supersonic types such as Su-24, Su-27 or Mig-29, it cannot be ruled out that



Probably the first Ukrainian airplane lost in the air was this transport An-26 (supposedly "blue 59" from the 15. ObrTrA transport air brigade based on Kiev-Boryspil). With the port engine in flames it was noted flying at the low altitude followed by a hard landing on the field between Zhukivtsy and Trypillya in Obukhiv area south of Kiev while five out of 14 people on board were supposedly killed. With a certain level of probability, we can assume that it was a victim of one of the VKS RF fighters when flying from south it attempted to reach its base at Boryspil which is located north of the crash site.

some of the Ukrainian military airplanes such as Su-25 or L-39 could have operated from the grass airfields (some sources speculated that even Mig-29 partially operated from the grass airfield nevertheless the truth is again that these claim cannot be verified). Namely the helicopters could have flown directly out of the improvised camouflaged heliports almost anywhere with the sufficient surface sturdiness for example the earth strengthened with the steel plates etc. So far there is not sufficient proof available as the Ukrainians themselves keep the "vow of silence" in order not to offer any clues to the Russian attackers as far as the exact locations are concerned as it will result in the strikes against them. Thanks to the aforementioned equipment relocation the expensive 3M14 Kalibr (SS-N-30) cruise missiles and even more expensive 9M723 tactical ballistic missiles from the 9K720 Iskander-M (SS-26 Stone) system or airplane-launched winged Kh-101 (AS-23 Kodiak) and Kh-555 (AS-22 Kluge) missiles were destroying on Ukrainian airports mostly the old and no longer operational equipment which in fact was set there on purpose as a dummy target.



Photo: author's archive

Panoramic photographs composed from the shots of the apron at Ivano-Frankivsk base with non-operational Mig-29s (9-13) which were hit by the Russian morning strike on February 24, 2022. After this strike, supposedly executed by the cruise missiles, six Mig-29 were hit. Ivano-Frankivsk is home of 114. BrTA (Tactical aviation brigade) equipped with "twenty nines".



Photo: author's archive

Il-76MD 76322 was the first of a pair of the transport Ilyushins which were supposedly destroyed already on February 24 by the Russian attack on their base Melitopol in southern Ukraine. Here as well the 25. OBrTA (Transport air brigade) probably evacuated on time the remaining airworthy airplanes. In the case of Il-76, An-26 and An-32 the Ukrainian air force chose very pragmatically to fly them to safety into western Europe where they successfully joined the effort to transport all necessary equipment for their own armed forces.



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While the previous IL-76MD 76322 at Melitopol was inoperative for a long time and did not fly, the second destroyed IL-76MD from 25. OBrTrA (Transport aviation brigade) inventory was probably the airframe 76696 which, sporting the gray overall paintwork, was observed in flight shortly before February 24, 2022.

Photo: author's archive



Photo: author's archive

Besides the photographic evidence presented earlier, during the morning attack at least one Su-27 from 39. BrTA parking at Ozerne base near Zhytomyr was destroyed and the picture posted on internet showed the group of Su-24M bombers hit at the unspecified base and the planes looked decommissioned for a long time. It is certainly not a complete overview of the destroyed equipment and at least offers a basic idea. In general, by the early maneuver the Ukrainian AF prevented the heavier damage to its inventory and in the following days could commence the attacks against the invading troops. It suffered many losses in the process on the other side many times managed to slow down the attacker's advance and the great benefit was to boost the morale of the defenders who could see that VKS RF does not have air superiority even though the Russian army representatives declared it many times since the conflict started.



Chuhuyiv airport is the home of 203. NABr (Training aviation brigade) dedicated to educating the young aviation candidates for the University of the Aviation in the nearby second largest Ukrainian city of Kharkov. The primary training aircraft is L-39C Albatros. Neither this airport, very close to the border with Russia, escaped the attack on February 24, 2022 resulting in hitting the apron with L-39C. It is questionable though if these Albatrosses were airworthy at the moment of the attack or had been decommissioned for a long time.

Photo: author's archive

The scramble flight with no return

Interesting episode of the morning Russian attack and at the same time the confirmation that Ukrainian Air Force did not at all give up on their own country's defense was a surprising landing of Su-27 "blue 23" in Romanian Bacau at the military base Baza 95 Aeriana. A pair of Romanian pilots in F-16AM from the system QRA NATINAMDS were dispatched before 7 am for a morning "Alpha scramble" and after intercepting an unknown target were very surprised seeing "up to the teeth armed Sukhoi" carrying the full complement of 4xR-73 short range missiles, 3xR-27R and 1xR-27T medium range missiles. The Ukrainian pilot landed at Bacau at 7:05 am and as a reason for flying over to Romania stated the complete loss of the communication with the home base. It seems that Su-27 "blue 23" could have belonged to 39. BrTA based on Ozerne near Zhytomyr (note nr.1). Question is if it really took off from this airport or during the night headed to one of the detached bases. Based on its ordnance configurations it was a scramble aircraft, but we can only speculate about its flight profile after the take off in Ukraine. It is probable that the pilot was dispatched against the identified targets, but the question is how the scramble system could have worked including guiding their own fighters from the ground when it has been under attack from the early hours. The morning Russian attack on Ozerne (probably with the cruise missiles) caused a hit on at least one, photographically documented, Su-27 right on the apron.

Tactics of the Ukrainian fighters during these days relied on reaching the Russian airplane-sat very low level flight to first avoid as long as possible the attention of the attackers and second to be able to use their R-27T missiles with the passive infra-red guided warhead which was capable of guiding this anti-aircraft rocket without the aid of its own aircraft airborne radar and thus avoid its identification by the enemy (another R-27T feature is the possibility of the deployment under the strong electronic jamming while it's more than probable that the attacking Russian aircraft were protected for REB either in the form of S-24MR or Su-35S or other platforms capable of performing this duty).

The Ukrainian air force seems to have less of these anti-aircraft missiles in comparison to R-27R which is semi-active and has to be guided during the whole flight by the airborne locator which lowered the chances of the defenders and increase the risk to be revealed, attacked and shot down by the Russian fighters who mostly had numerical advantage and were equipped with the more modern medium range anti-aircraft missiles R-77 with the active guidance by its own head (so called "fire and forget"). Su-27 "blue23" ordnance pattern indicates this since it carried three semi-active guided missiles R-27R and only single infra-red guided R-27T.

In any case the Ukrainian pilot must have



Photo: author's archive

Su-27 "blue 23" already parked on the apron of the Baza 95 Aeriana base in Bacau after its arrival on February 24, 2022. The scramble aircraft, probably from the 39. BrTA, located at the peace time base Ozerne at Zhytomyr, is fully armed with air-to-air guided missiles. There are three R-27R middle range missiles with semi-active radar guidance attached on the fuselage and left inner wing hardpoint, a single middle range R-27T missile with infra-red guidance is attached to the left inner hardpoint and four short range R-73 infra-red guided missiles can be seen on the four inner hardpoints.



Photo: author's archive

Su-27 "blue 23" lacking the anti-aircraft missiles is taxiing to the takeoff from the Baza 95 Aeriana base in Bacau on March 1, 2022 to return back to Ukraine where the defense against the Russian invasion was going for six days already.



Photo: author's archive via Dan Stefan - Plane Spotters Bacau

The last "goodbye" and Su-27 "blue 23" is headed back home.

known that the return to the airport where he had taken off was not possible regardless of the fact he stated for the diversion (total loss of communication) was true or not. Considering the unused rockets, it also seems that he did not engage in the combat with VKS RF aircraft and focused on saving the valuable Su-27 in the spirit of "we can fight another day" in which he succeeded.

The Romanians, who from the beginning of the conflict took the Ukrainian side, same as the other NATO countries, on March 1 allowed

the return of the "demilitarized" Su-27 back to Ukraine. Sukhoi lacking the anti-aircraft guided missiles took off from the Baza 95 Aeriana in Bacau escorted by a pair of Mig-21MF Lancer C numbers 6840 and 5834 from Escadrila 711 Aviatie Lupta/Baza 71 Aeriana "General Emanoil Ionescu" in Campia Turzii which escorted the Ukrainian Su-27 to Romanian-Ukrainian border. It remains unclear if the flyover was piloted by the same pilot who had landed the Sukhoi at Bacau.

Markings of the invasion troops

Allow me a little detour to the marking system of the Russian military equipment used in the invasion of Ukraine which will accompany us, directly or indirectly, throughout this series of articles. For this purpose, the Russian Army created the markings in the form of the combination of the geometric shapes and letters. In the first case the intention was to distinguish the own units from the Ukrainian one and in the second case to create the auxiliary identification in case the units on their advance through Ukraine got mixed. The vehicles and airplanes attacking Kiev from Belarus were marked with a well visible white letter "V". The helicopters participating in the attack on Hostomel on February 24 had mostly all their markings overpainted including the red outlined stars, nose number or the identification code in the format RF-xxxx (numerals 0-9 in place of x). Instead of all these markings only the white letter "V" was painted on the helicopters. During the later operations and losses of the VKS RF equipment this effort to completely obliterate the markings was not observed since the helicopters carried national markings, nose numbers and RF-xxxx identification.

The most modern and frequently used VKS RF combat helicopter during the attack on Ukraine was Kamov Ka-52. The helicopter in the picture, probably "blue 08" nose number, carries on the fuselage visible markings in the form of the white letter "V" which attaches it to the unit attacking from Belarus towards Kiev. In this case however besides the nose number it also carries the red stars on the vertical tail surfaces and white marking RF-xxxx on the fuselage tail. Kamovs which on February 24 took part in the attack on Hostomel carried only the white letter "V" and all other markings were hastily overpainted by different shades of the camouflage paint which was supposedly available to the ground personnel at the time of ordering the markings' removal. Ka-52 in the picture is equipped with a pair of PTB-450 drop tanks, a standard equipment of this type at least at the beginning of the conflict. Then it carries the asymmetrical ordnance in the form of the B-8V20 rocket launcher for 80 mm unguided missiles S-8 on the starboard wing and at least a pair of the 9K121 Vikhr (AT-16 Scallion) anti-aircraft missiles.



Map of Ukraine depicting the advance directions of the individual occupational units of the Russian army and their separatists' satellites DNR and LNR (in the eastern Donbas). The markings used by these units are also illustrated. The primary purpose of using these markings was mainly identification and recognition of the individual units in case they got mixed up during their advance (which was supposedly factored in as well as the rapid advance through the Ukrainian territory). If we look at the air force so far the application of the white letter "V" on the helicopters was recorded in the north and north east. The white letter "Z" was recorded on both the helicopters and fighter-bombers Su-25, The Russian "Ravens" operating in the north from the Belarussian bases almost certainly flew without this quick recognition marking so it is possible that its ultimate application could have depended on the commanders' consideration.



A group of attack Mi-35 and transport Mi-8AMTSh captured on the improvised apron which is probably a road. All helicopters carry the identification markings in the form of the white letter "Z" whose execution varies widely and must have been hand-painted. At least the attack Hinds do not have their nose numbers overpainted (the first Mi-35 shows the nose number which is more likely dirty than overpainted) neither the stars nor the identification codes RF-xxx. The first Hind carries four 9K120 Ataka (AT-9 Spiral 2) anti-aircraft guided missiles on the starboard wing and the notorious B-8V20 rocket launcher for 80 mm unguided missiles S-8. Of interest is the first Hinds "Z" triple painting on this visible starboard fuselage.



Photo: author's archive



Photo: author's archive

Mi-24P is taking off from the detached airport equipped with four B-8V20 rocket launchers for 80 mm unguided missiles S-8 and there are possibly four older anti-aircraft guided missiles attached on wing tip hard points. Note that these missiles have been used, and still are, as the only guided ordinance for the Czech AF i-24v/Mi-35. Mi-24P sports the white identification markings in two forms. Letter "Z" was attempted on the fuselage and there are three white stripes on the boom. This type of marking was probably intended to confuse the Ukrainian troops who from a distance could recognize the Russian Hinds painted in the way as their own because The Ukrainian army air force since 2014 has been using a marking in the form of a pair of white stripes painted on the tail boom. The stars next to "Z" were left intact but the nose number and the identification number RF-xxxx were overpainted most likely with the white stripes.

Notes

1 - According to scramble.nl Su-27 "blue 23" attached in August 2021 to 39. BrTA at Ozerne air base near Zhytomyr. This initial Soviet-made Su-27 version is designated as Su-27S on this website as well as all other "western" sources. We will stick to the original owner's designation i.e., without a letter S.

Abbreviations

BAP – Bombardirovochnyi Aviacionnyi Polk VKS RF (Aviation Bombardment Squadron of the Air-Cosmic forces of the Russian Federation)
 BrTA – Bryhada Taktychnoyi Aviatsiyi (Tactical Aviation Brigade of the Ukrainian Air Force)
 CAP – Combat Air Patrol
 "Raven" – Russian nickname for Su-25
 LOC – Line of Control, front line in the Luhansk and Donetsk areas created after the Ukrainian army fighting with the separatists and Russian troops during 2014-15.
 REB – ECM (Electronic Countermeasures)
 NABr – Navchalna Aviatsiyna Bryhada (Aviation Training Brigade of the Ukrainian Air Force)
 OBrTrA – Bryhada Transportnoyi Aviatsiyi (Aviation Transport Brigade of the Ukrainian Air Force)
 QRA NATINAMDS – Quick Reaction Alert NATO Integrated Air and Missile Defense System
 VDV – Vozdushno-desantnye voyska (Airborne Units)
 VKS RF – Vozdushno-kosmicheskiye sily Rossijskoj Federacii (Air-cosmic forces of the Russian Federation)
 VMF RF – Vojenno-morskoy flot Rossijskoj Federacii (Navy of the Russian Federation)
 VVS-SA – Vojenno vozdushnye sily Sovetskoy armii (Military Air Force of the Soviet Army)

Sources

James Marson – Putin thought Ukraine will fall quickly. The battle at the airport terminal showed he was wrong. The Wall Street Journal, March 3, 2022

Sebastian Roblin – Pictures: In Battle for Hostomel, Ukraine Drove Back Russia's Attack Helicopters and Elite Paratroopers. 19Forty-Five, 25. února 2022

Stijn Mitzer a Joost Oliemans (Oryx) – Destination Disaster: Russia's Failure At Hostomel Airport

Tom Cooper – Russian Heliborne Assault on Antonov / Hostomel Airport seems to have failed. Theaviationgeekclub.com, 25. února 2022

Tomáš Soušek – Letectva NATO air forces in the Eastern Europe, L+K 4/2022

ACIG – Tom Cooper (12)

Oryx (documentation of the destroyed military hardware based on the pictures and videos) (12)

Russian losses of the military equipment (1)

Ukrainian losses of the military equipment (1)

Russian and Ukrainian aircraft losses (1 2 3 4 5 6 7 8 9 10 11 12 13 14)

The article is takeover from www.czechairforce.com



CZECH AIR FORCE

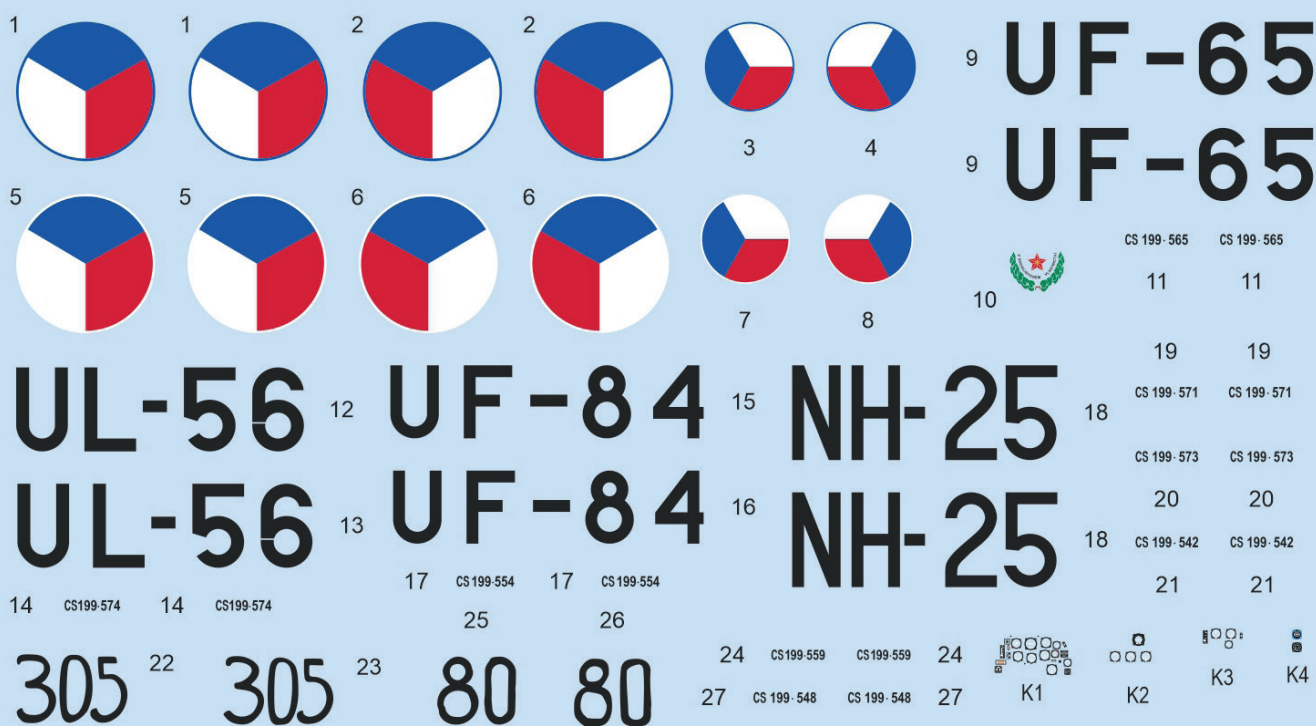
stránky o Vzdušných silách AČR a historii českého a československého vojenského letectva

Avia CS-199 1/72

#70153

ProfiPACK edition kit of Czechoslovak single engine two-seat training fighter Avia CS-199 in 1/72 scale.

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

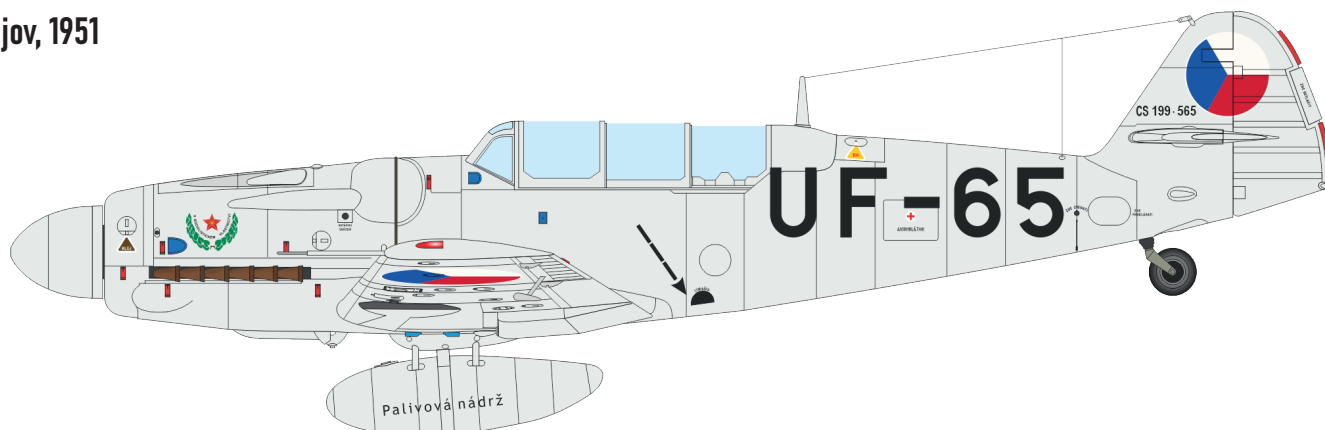
[Product page](#)


70153-OBT1 Avia CS-199

Made in Czech Republic © 2022

eduard

■ **CS-199.565, trainee Miloš Krč and ppor. Jaroslav Havránek, 4 Air Training Regiment, Prostějov, 1951**

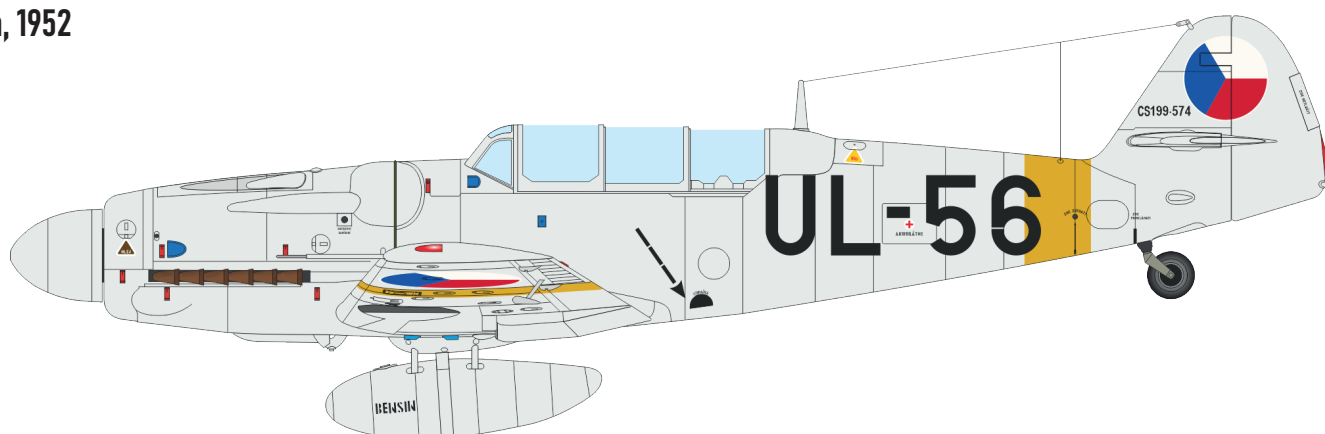


Avia CS-199.565 served in 1951 with the 4 lšp (Air Training Regiment) Prostějov. On July 31, 1951, the crew made up of trainee Miloš Krč and instructor ppor. Jaroslav Havránek were forced into an emer-

gency landing at Tovačov due to engine failure. The aircraft was subsequently repaired and served on as a trainer. At the time of the incident, the aircraft carried no yellow bands on the fuselage or wings.

Currently, this aircraft is on display at the aviation museum in Kbely, outside of Prague, but its appearance at the museum differs from that of the original as offered in the kit.

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

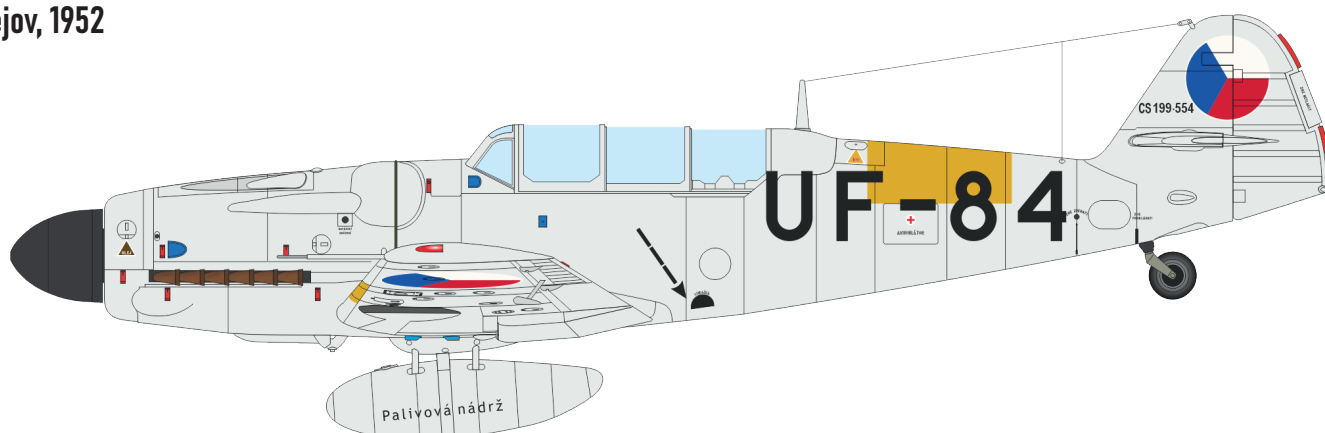


Avia CS-199.574 served with the 5 lšp (Air Training Regiment) in 1952, based at Zvolen. On September 12, 1952, svob. Karel Tománek and por. František Ha-

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

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

■ **CS-199.554, svob. Jindřich Flégr and por. Jiří Bůžek, 4 Air Training Regiment, Prostějov, 1952**

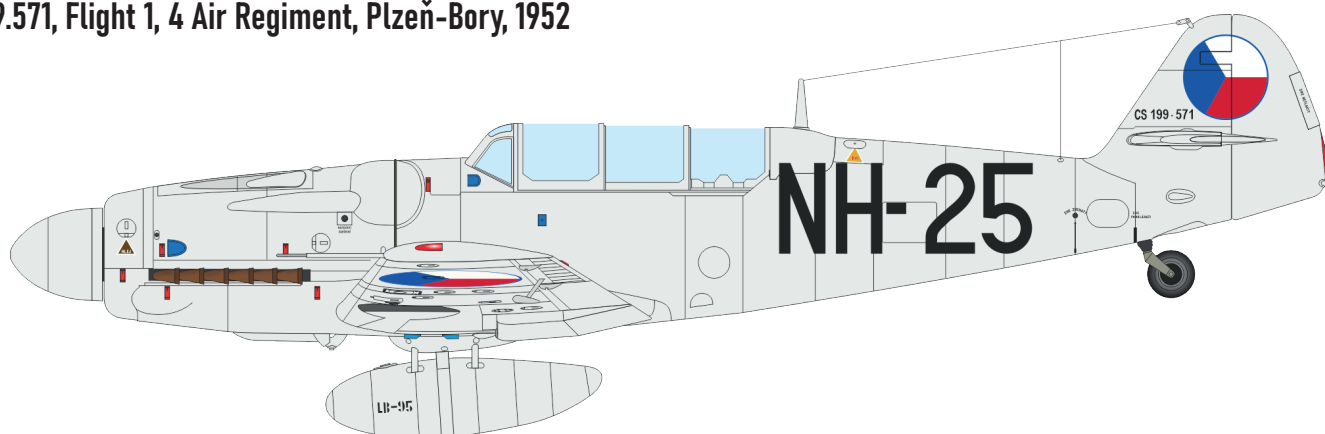


This CS-199 served with the 4 lšp (Air Training Regiment) in Prostějov in 1952. On September 2 of that year, the crew consisting of svob. Jindřich Flégr and

por. Jiří Bůžek set down in a field near Čechovice. The reason for the mishap was engine failure. Further details on the fate of this aircraft remain unknown.

This aircraft also carried the typical trainer bands in yellow.

■ CS-199.571, Flight 1, 4 Air Regiment, Plzeň-Bory, 1952

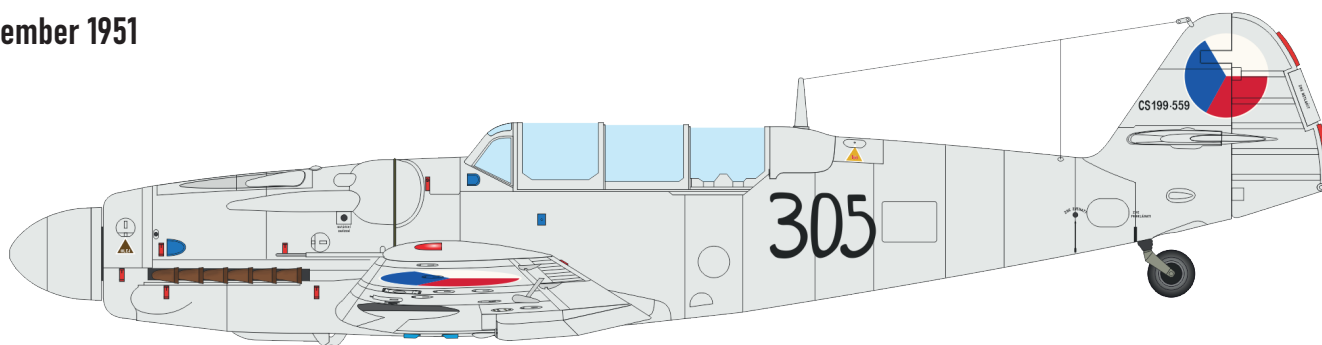


Photographs of this aircraft do not reveal its serial number, but regimental logs record CS-199s serialled 571, 573 and 542. The decal sheet offers all of these

numbers, and it is currently up to each modeler to decide which to use. The 4 lp (Air Regiment) was not a training entity, and as such, the aircraft did not

carry the yellow bands on the fuselage or on the wings.

■ CS-199.559, por. Drahoslav Bartes and rt. Zdeněk Durčák, Kunovice, September 1951

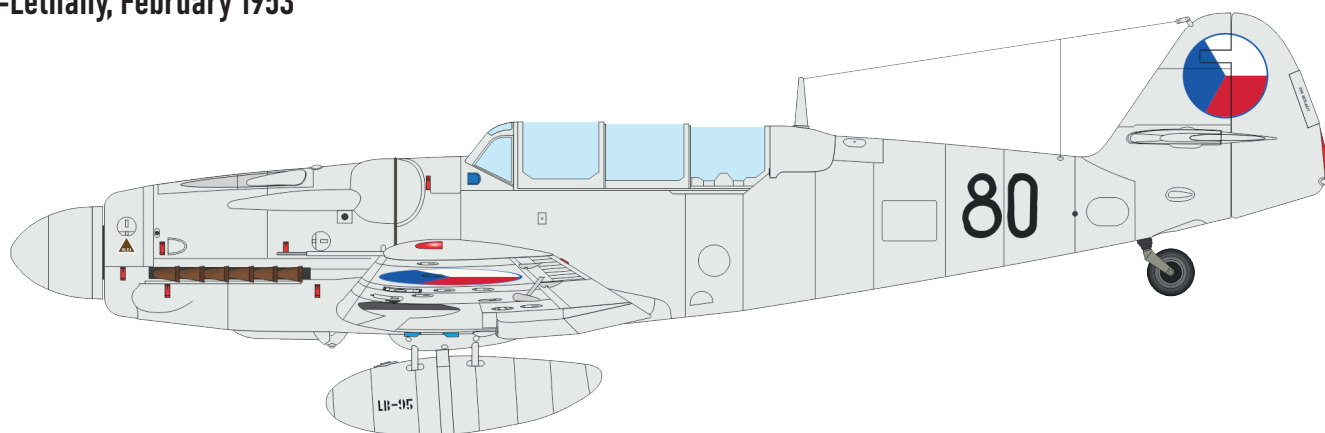


On September 14, 1951, the crew consisting of por. Drahoslav Bartes and rt. Zdeněk Durčák accepted Avia CS-199.559 at the Central Aviation Storage fa-

cility in Kunovice. An engine failure was suffered shortly after takeoff, resulting in an emergency landing. The aircraft was stricken from service. Since

the aircraft had not entered service, the fuselage only carried the temporary black code '305'.

■ CS-199.548, kpt. Miloslav Šmíd and civil employee Vladimír Slušný, Aerospace Research Centre, Praha-Letňany, February 1953



On February 5, 1953, the crew made up of kpt. Miloslav Šmíd (Deputy Inspector for the Military Administration for Repairs, Kbely - ZVSLOK) and civilian employee Vladimír Slušný, left the landing strip af-

ter touching down at Letňany, and the left landing gear broke through the crusted surface of a service trench, causing damage to the propeller. The aircraft was subsequently repaired. At the time, Avia CS-

199.548 was with the Aviation Research Centre, and carried the black number 80 on the fuselage.

OVERTREES

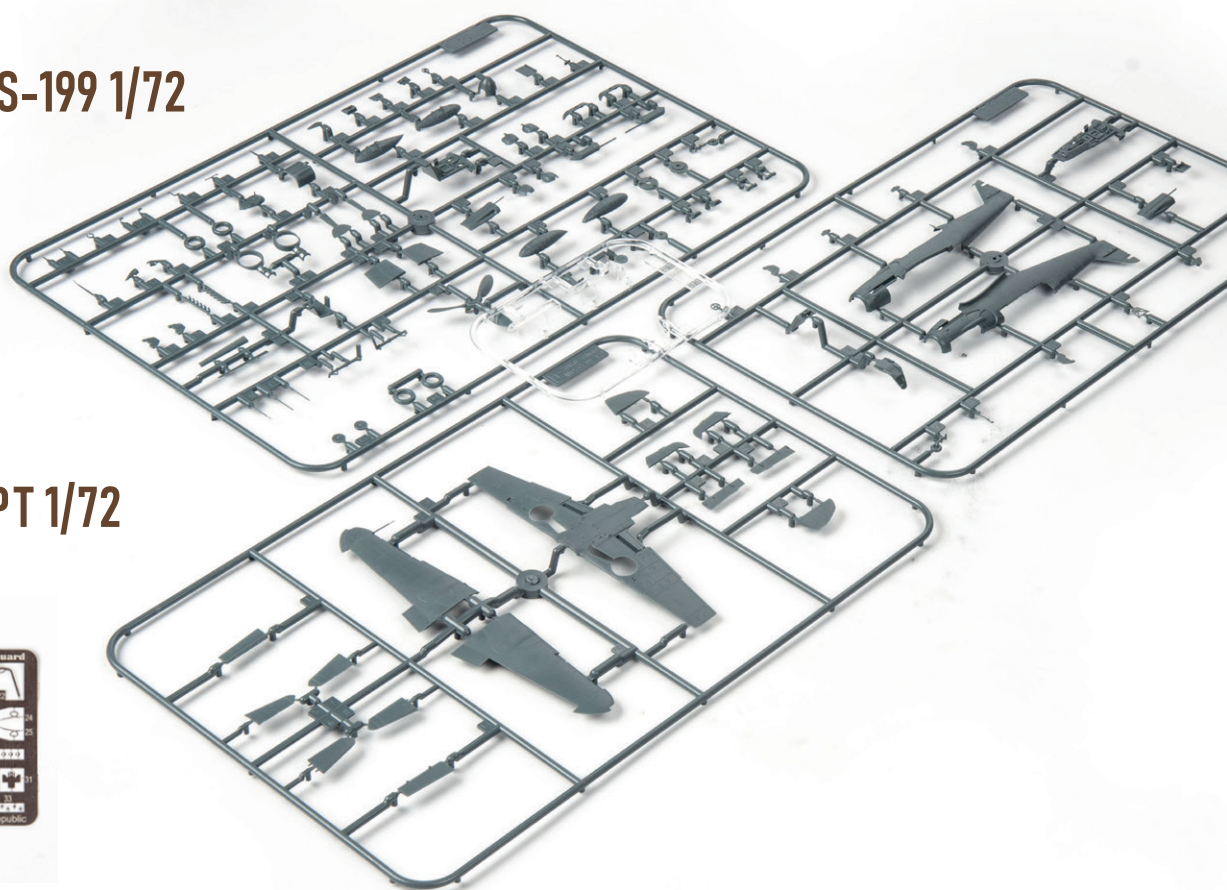
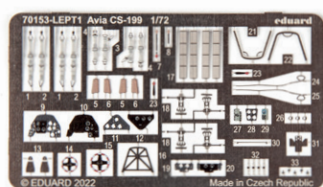
#70153X Avia CS-199 1/72

[Product page](#)

OVERLEPT

#70153-LEPT
Avia CS-199 LEPT 1/72

[Product page](#)



Recommended: for Avia CS-199 1/72

672284 S-199 exhaust stacks PRINT (Brassin)

672285 S-199 wheels PRINT (Brassin)

D72042 CS-199 Czechoslovak national insignia (Decal)

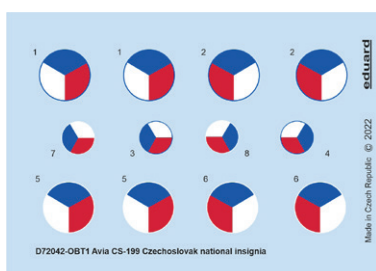
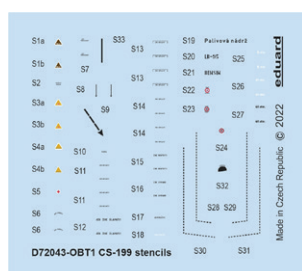
D72043 CS-199 stencils (Decal)



Cat. No. 672284



Cat. No. 672285



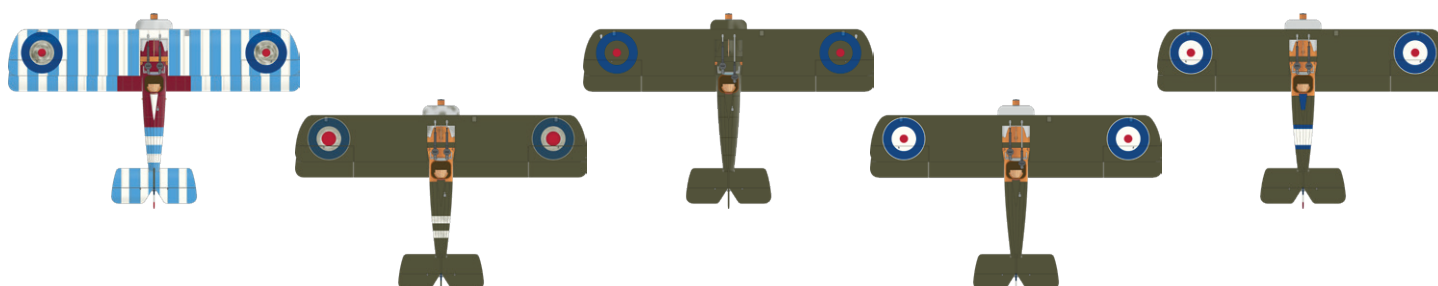
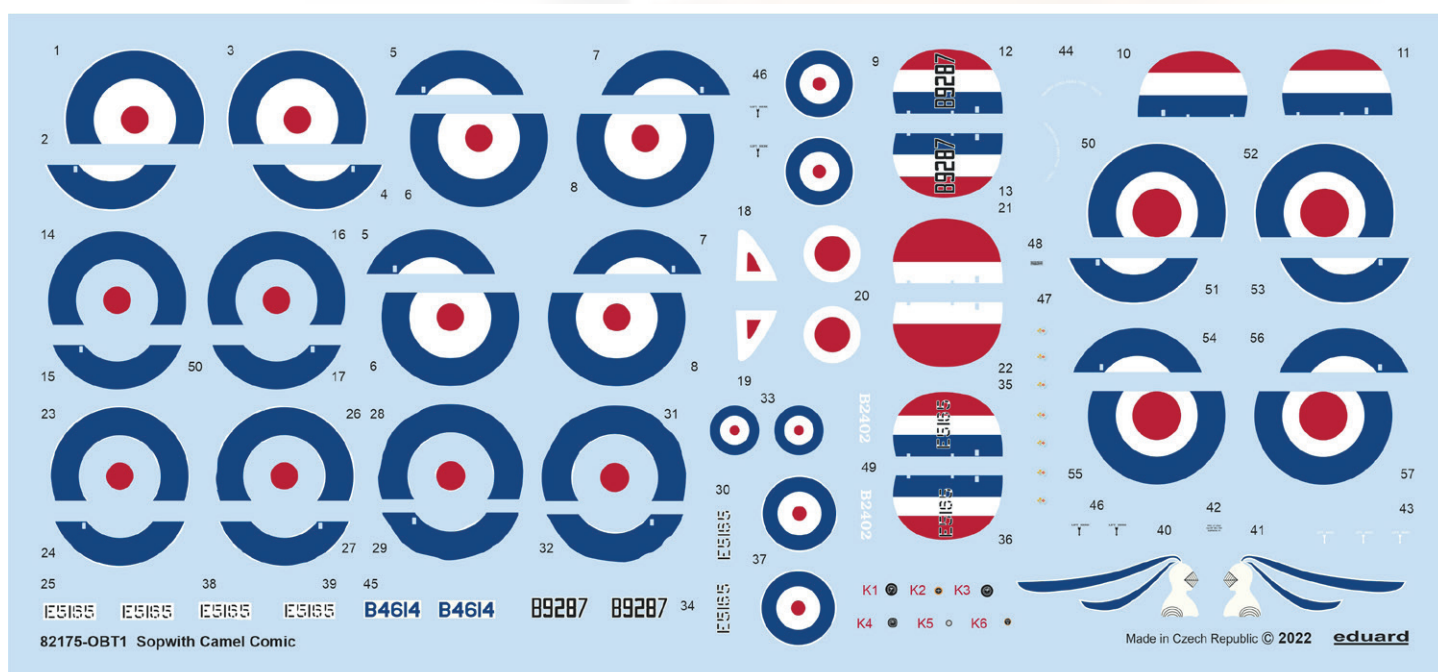
Sopwith Camel Comic

1/48

#82175

ProfiPACK edition kit of British WWI fighter aircraft Sopwith Camel Comic in 1/48 scale.
The Comic was a Camel variant designed specifically for night-fighting duties.

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

[Product page](#)


■ B9287, No. 78 (HD) Squadron, Sutton's Farm, United Kingdom, spring 1918

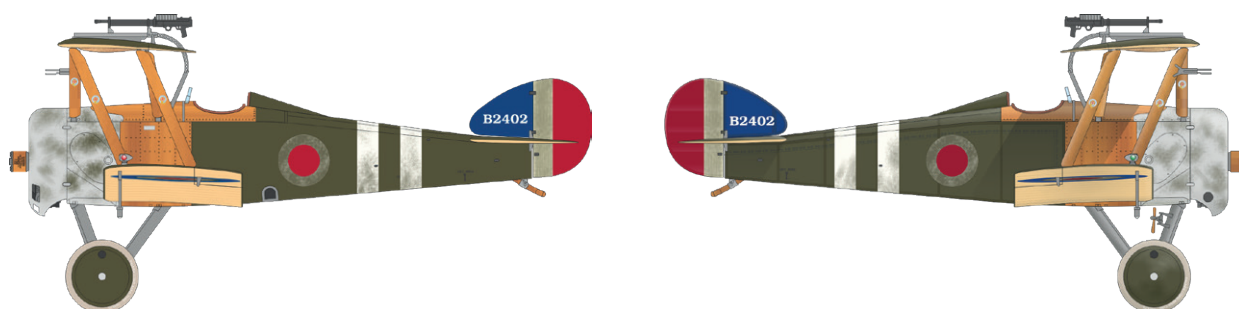


Produced by Boulton & Paul as a standard Camel F.1 according to an order placed on August 2, 1917. Aircraft in this series were mostly equipped with the LeRhône 9J 110 hp engine, but some were given the Clerget 9B 130 hp, which seems to be this case. B9287 was subsequently converted to F. 1/3 Comic and entered service with No. 78 Squadron operating from Sutton's Farm airfield. Like some other aircraft of this unit (e.g., Capt. Luxmoore's one) it received a light blue livery, but also white stripes. It is not

known from the available photographs whether the undersurfaces were also painted in such a way, we tend to leave them in the canvas color. However, painting them blue, white or both cannot be ruled out. The middle part of the fuselage, the back behind the cockpit and the upper surface of the lower wing up to the third rib were painted in a uniform dark colour, probably red, another possibility could be black. The purpose of painting the part of the lower wing with this color remains unclear. The cockades on the

wings had a slightly darkened white field at least on the upper wing. The color used remains unclear, might be green or light blue. With this bright coloring, the B9287 was probably used for training flights only, for combat use the aircraft received a green paint job later. However, this probably did not occur until the plane was handed over to No. 44 (HD) Sqn. There, Lt. Taylor crashed it on take-off in May. The pilot was seriously injured and the aircraft was written off.

■ B2402 No. 44 (HD) Squadron, B flight, Hainault Farm, United Kingdom, January 1918

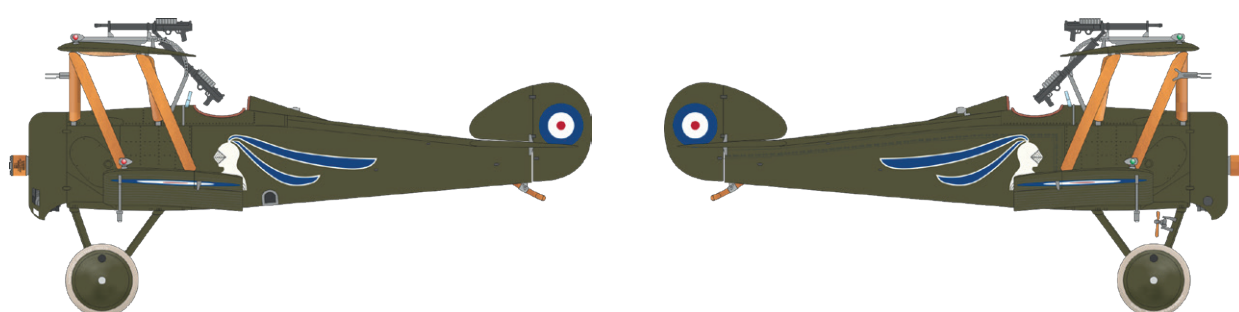


Originally a Camel F.1 from the Ruston Proctor factory, it was soon converted to the F.1/3 Comic and served with No. 44 (HD) Squadron, formed on July 24, 1917 at Hainault Farm airfield as a unit dedicated for the defence of London. B2402 was flown by Capt. George Henry Hackwill, who had two kills to his credit from his time with No. 22 Sqn where he was flying FE2b. After a period as an instructor, he was assigned to No.

44 (HD) Sqn as a Flight Commander. On the night of 28–29 January, he shot down Gotha G.V serial number 938/16 near Wickford (Essex) in conjunction with Lt. Charles Chaplin Banks (him flying B3827). Hackwill, who was from Langtree, Devon, later flew conventional Camels in France as a Flight Commander with No. 54 Squadron. There, he increased his number of victories to nine and received the Military Cross. His

aircraft had heavily modified cockades on the fuselage. The blue field was completely overpainted, the red centre had an enlarged diameter and darkened but still visible white field. The upper cockades were probably modified in the same way. The form of the cockades on the wings is a reconstruction based on other known machines. The metal part of the nose was slightly darkened with patches of green paint.

■ No. 44 (HD) Squadron, C flight, Hainault Farm, United Kingdom, October 1918

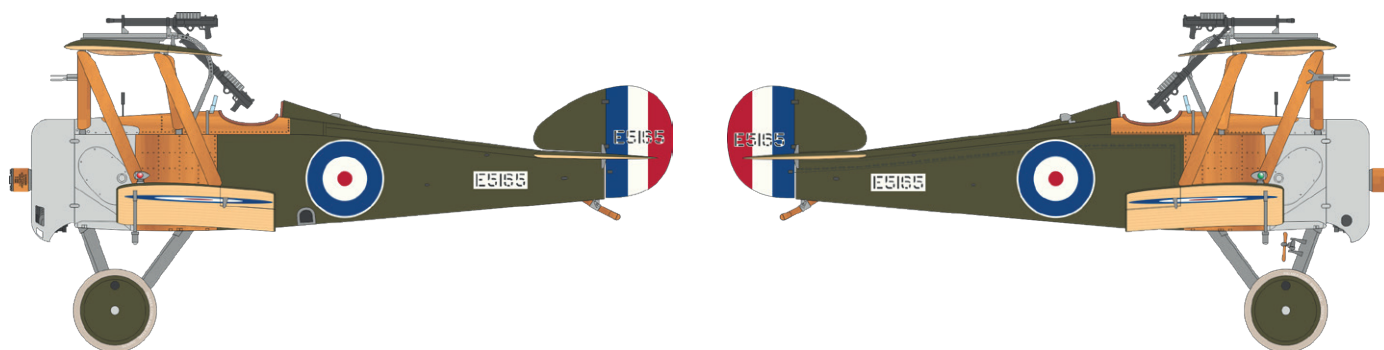


Comic of unknown serial number served with No. 44 Squadron, specifically with its C flight. Originally, No. 44 (HD) Squadron aircraft were sporting white number markings, but these were repainted after assignment to night fighter units. Also, the insignias

were modified. This aircraft was given a non-standard small cockade on the rudder while instead of fuselage cockades, an emblem was painted on both sides in the form of a knight's head in a helmet with a crest. A total of 13 Camel Comics served with

No. 44 (HD) Squadron (B2402, B2517, B3815, B3816, B3827, B3852, B4614, B5192, B5206, B5411, B5412, B9287, C6712). The drawing of the knight was the emblem of C Swarm.

■ E5165 No. 8 (Training) Squadron AFC, Leighterton, United Kingdom, September 1918

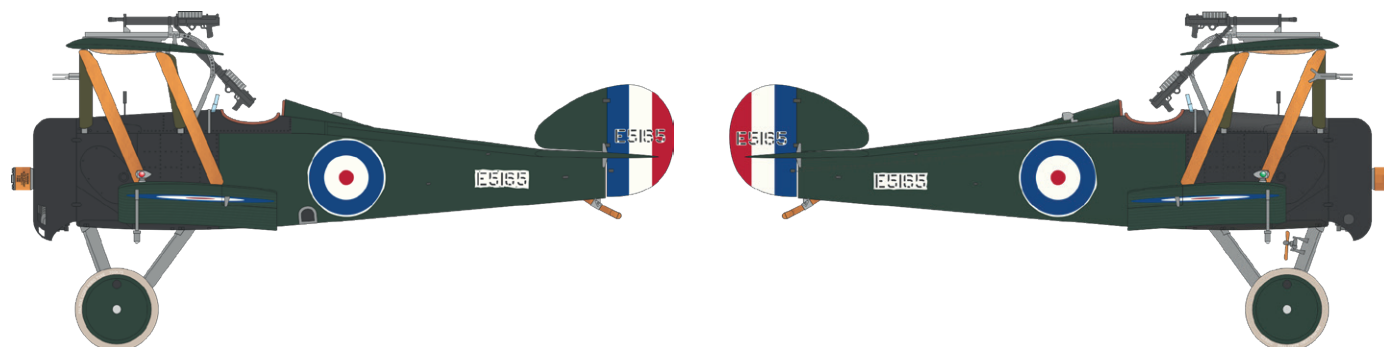


This Camel was produced as a standard F.1 version with LeRhône engine by Portholme Aerodrome. It was subsequently converted and assigned to No. 8 (Training) Squadron Australian Flying Corps based at Leighterton. This was one of four Austra-

lian training squadrons (Nos. 5; 6; 7; 8) and service with them was not as easy and safe as it might seem. According to statistics, on average each student pilot destroyed six landing gear and two complete aircraft. At the end of the war, 25 Australian pilots

died during the training. All of them are buried in a cemetery near Leighterton.

■ E5165, Lt. L. C. Sheffield, No. 151 Squadron RAF, Vignacourt, France, September 1918

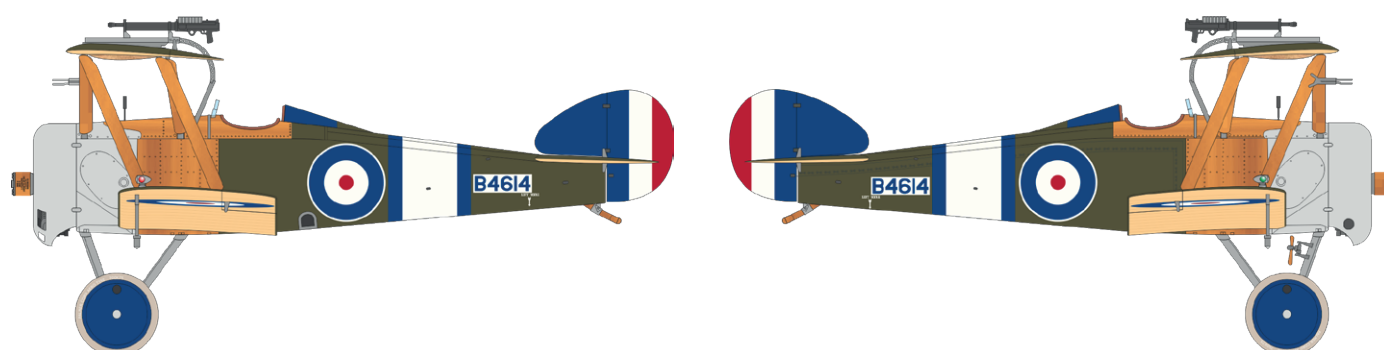


Comic E5165 was transferred from No. 8 (Training) Squadron AFC to No. 151 Squadron, which was only formed on June 12, 1918, as the first offensive night fighter unit. It was made up of three flights, one each from No. 44, No. 78 and No. 112 Sqn, with Maj Murlis-Green taking command. Its mission was to attack German night bombers when they were still above France territory. E5165 also served there from Sep-

tember 13, along with E5164, to the trials of a new night color NIVO (Night Invisible Varnish Oxfordness) paint. An emergency landing on September 19 ended the trials in this case, the pilot Lt. L. C. Sheffield escaped uninjured. The damaged aircraft was taken to the Aircraft Service Depot on September 20 for repair but was scrapped on October 2. At the time of testing, the fuselage and probably the wing cockades

were preserved, but their edges bore signs of irregularity due to careless repainting of the aircraft. The dark nose was either black or also in NIVO color. This color was eventually not used operationally during the war but became the standard coloring for post-war RAF night bomber aircraft. Its use was discontinued in the mid-1930s.

■ B4614, No. 44 (HD) Squadron, B flight, Hainault Farm, United Kingdom, February 1918



This Comic was manufactured as a standard Camel F.1 by Portholme Aerodrome and subsequently converted. It served with No. 44 (HD) Squadron from February 16, 1918, the very next day it took part in a night Anti-Gotha patrol with Lt. R. G. H. Adams at controls. Another operational flight with this aircraft

is documented from May 19, 1918, when the aircraft was flown by Lt. W. E. Nicholson. Although this Comic was used for night operational flights, it retained, at least according to available photographs, the standard cockades on the fuselage as well as the serial number, which appears in the photograph to be blue

rather than the standard black. The appearance of the wings cockades remains unknown, they might be standard, as the fuselage ones, or toned down somehow.

OVERTREES

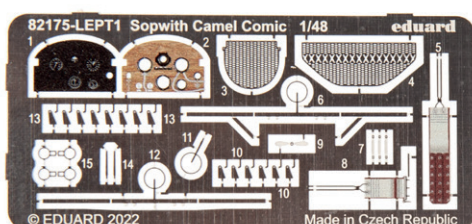
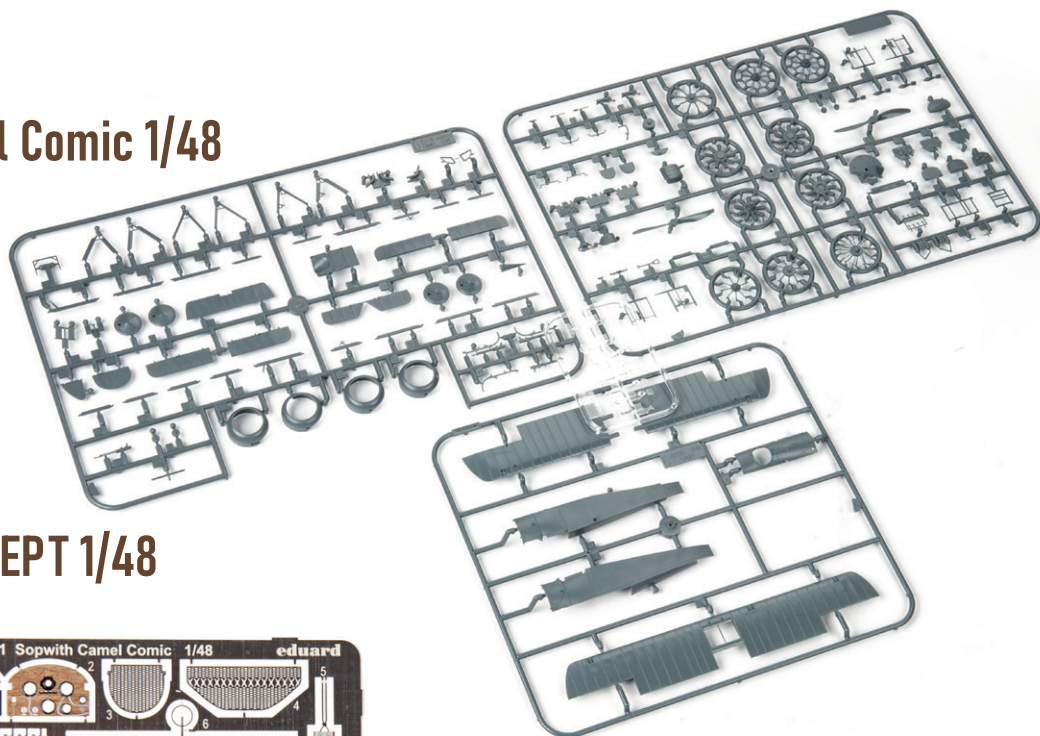
#82175X Sopwith Camel Comic 1/48

[Product page](#)

OVERLEPT

#82175-LEPT Sopwith Camel Comic LEPT 1/48

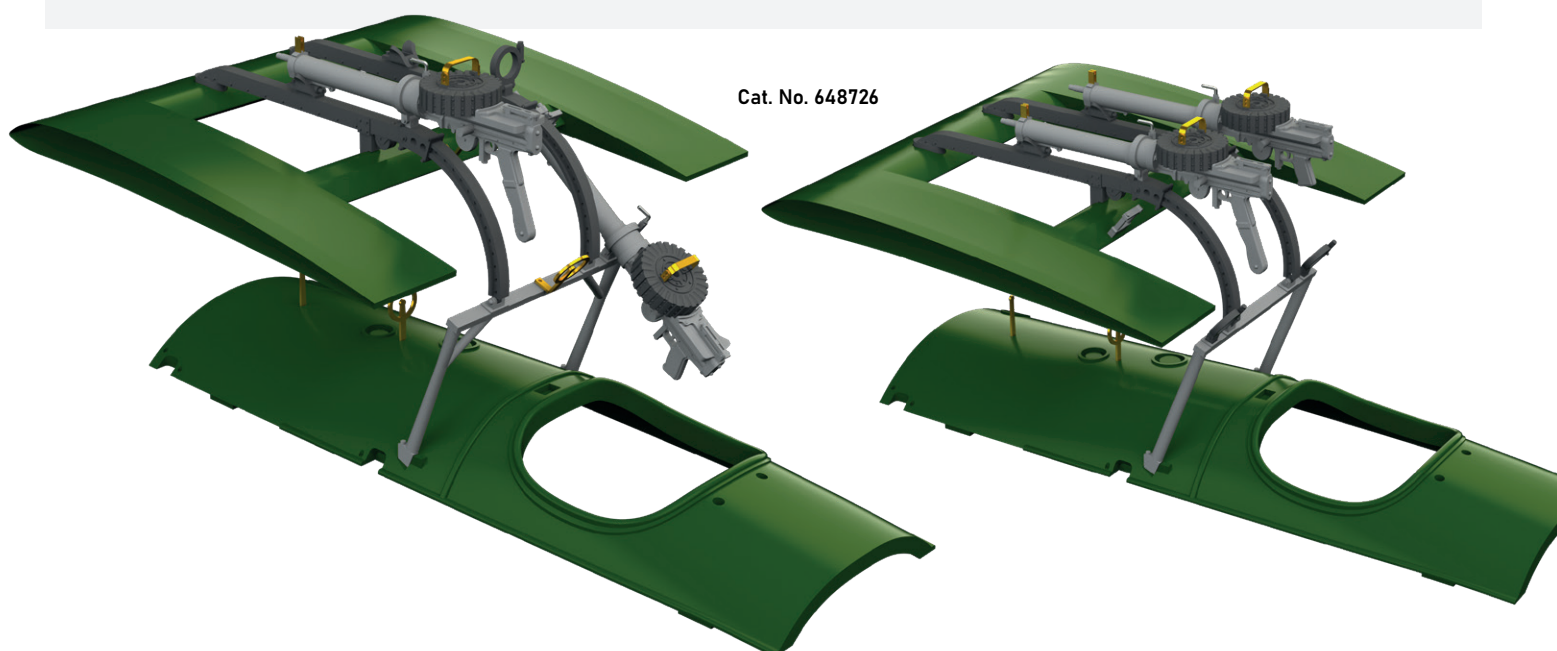
[Product page](#)



Recommended: for Sopwith Camel Comic 1/48

FE1215 Sopwith Camel seatbelts STEEL (PE-Set)
644116 Sopwith Camel LööK (Brassin)
648657 Sopwith Camel wheels type 1 (Brassin)
648658 Sopwith Camel wheels type 2 (Brassin)
648659 Sopwith Camel seat (Brassin)
648660 Sopwith Camel Vickers Mk.I gun (Brassin)
648661 Sopwith Camel US Colt Vickers gun (Brassin)

648662 Sopwith Camel 20lb bomb carrier (Brassin)
648674 Sopwith Camel Rotherham air pumps (Brassin)
648676 Sopwith Camel Clerget engine (Brassin)
648677 Sopwith Camel Bentley engine (Brassin)
648726 Sopwith Camel Comic Lewis guns PRINT (Brassin)
3DL48038 Sopwith Camel SPACE (3D Decal Set)



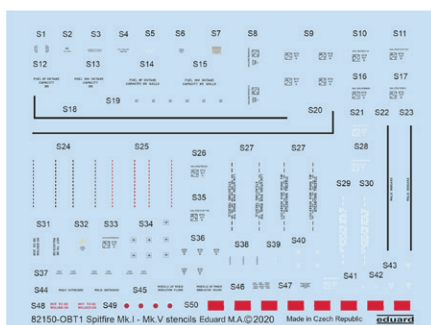
SPITFIRE STORY: Per Aspera ad Astra

DUAL COMBO 1/48

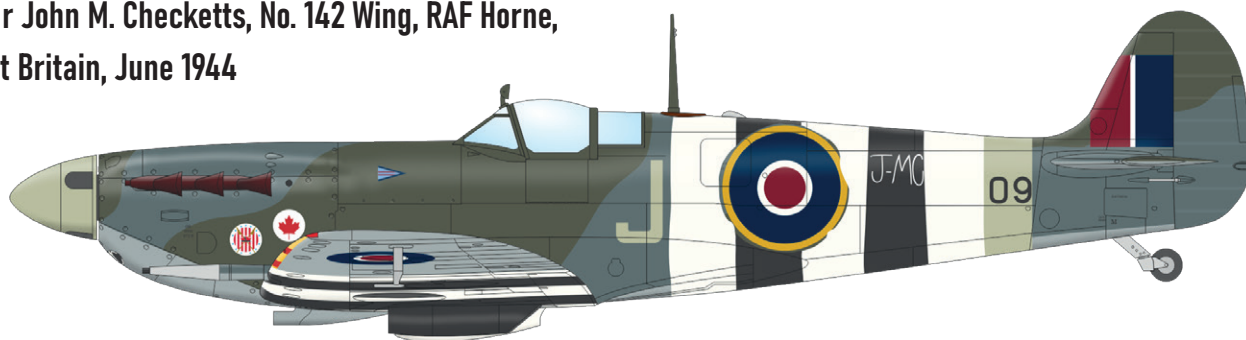
#11162

Limited edition kit of British WWII fighter aircraft Spitfire Mk.Vc in 1/48 scale. From the kit you can build Spitfires fighting over Europe, North Africa, the Mediterranean, Adriatic Sea, Asia and the Pacific.

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

[Product page](#)


■ **AB509, W/Cdr John M. Checketts, No. 142 Wing, RAF Horne,
Surrey, Great Britain, June 1944**

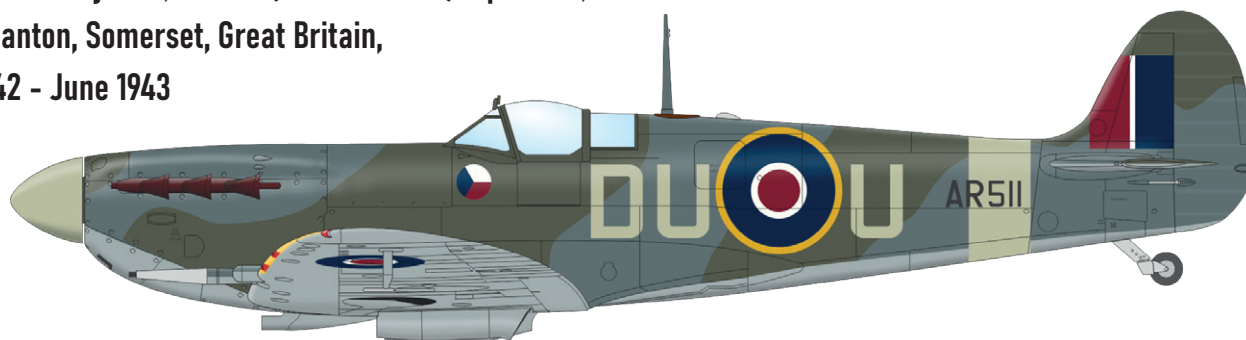


John Milne "Johnny" Checketts was one of the most successful New Zealand pilots in WWII. He was born in Invercargill on February 20, 1912. In October 1940, twenty eight years old, he started the pilot training with RNZAF. In November 1941 he was attached to No. 485 (RNZAF) Squadron. In January 1943 he was sent to No. 611 Squadron at Biggin Hill airport where, as an "A" flight leader, he scored his first two kills. In July Johnny assumed the command of the whole No. 485 (RNZAF) Squadron. During May-September 1943, in the cockpit of Spitfire Mk.IXc EN572, Checketts scored 12 victories in total. On September 6, 1943 he was shot down by a Fw 190, burnt and wounded he bailed

led out. The French Resistance fighters hid him and treated his wounds. Checketts was evacuated by the resistance with a group of 12 pilots and on October 21, 1943 crossed La Manche on board the fishing boat. In May 1944 he was promoted to Wing Commander and assumed the command of No. 142 Wing equipped with Spitfires Mk.Vc and located at Horne airport. With this unit he took part in the Allied landing in Normandy. Soon after the D-day Germans started to launch V-1 flying bombs and in the middle of the month Checketts destroyed two of them. His last mission in September 1944 brought him over Arnhem where he scored his last kill. Shortly after he met the

rocket Me 163 in combat. Checketts total score during his combat career was 14 kills, 3 probables, 8 damaged and two V-1 flying bombs destroyed. The Spitfire Johnny Checketts flew with No. 142 Wing during Allied landing in Normandy was LF Mk.Vc, s/n AB509. His aircraft was modified with the later version of elevators, cannons without the second protrusion and the upper cannon covers featuring the narrow bulge. It carried the standard Day Fighters Scheme camouflage with sloppily applied invasion stripes. The code letters were overpainted and the fuselage black invasion stripe sports the hand painted initials JMC.

■ **AR511, S/Ldr Tomáš Vybíral, No. 312 (Czechoslovak) Squadron,
RAF Churchstanton, Somerset, Great Britain,
November 1942 - June 1943**



Spitfire AR511 served with No. 312 Squadron from August 23, 1942 to July 4, 1943 and most of this time it was flown by the unit commander S/Ldr Tomáš Vybíral as his personal aircraft. At the end of its service with No. 312 (Czechoslovak) Squadron AR511 flew with a shortened wingspan and a smaller serial number

painted inside the Sky band. Tomáš Vybíral was one of the most successful and popular Czechoslovak pilots of WWII. Within RAF he logged 625.5 operational hours (his combat flying in France included the number goes up to 684.15 operational hours) and flew 196 sweeps over the enemy held territories in France,

Belgium, the Netherlands and Germany. He scored seven aerial victories, all of them during the Battle of France in the cockpit of an American Curtiss Hawk H-75.

■ **AB174, P/O Antoni Glowacki, No. 303 (Polish) Squadron,
RAF Northolt, Great Britain, August 1942**

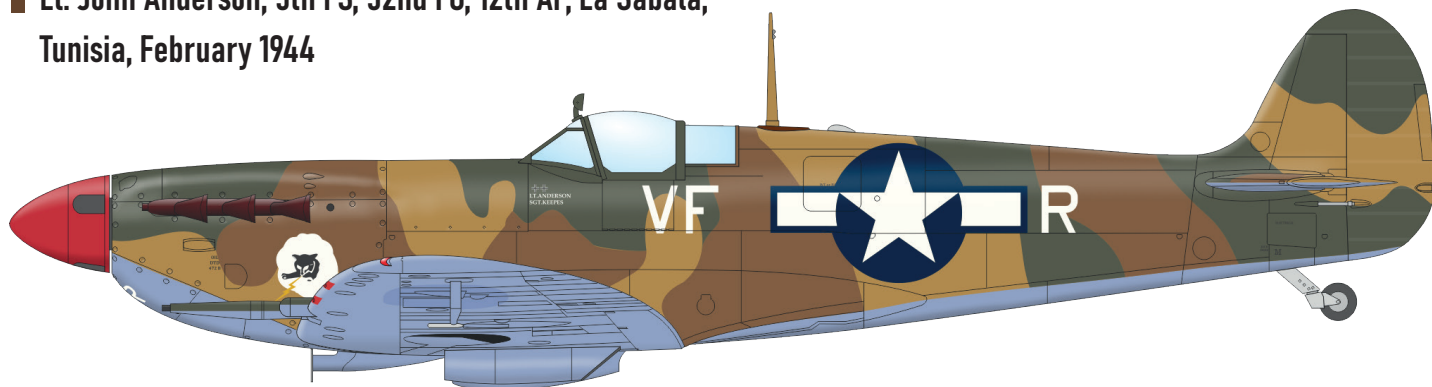


On March 15, 1942 AB174 was assigned to No. 303 (Polish) Squadron as the very first Mk.Vc version of Spitfire. At the unit level the aircraft received the code letter "Q" and was named "owca" (sheep in Polish). Such nicknamed aircraft was flown by well

known Polish pilot and fighter ace P/O Antoni Glowacki who decorated it with the symbols of his kills under the portside of the windshield. On August 19, during the fighting at Dieppe, at the controls of this aircraft, Glowacki shot down a He 111 in cooperation

and probably a Fw 190. During his wartime career he scored 8+1 kills, 3 probables and 5 damaged enemy airplanes.

■ Lt. John Anderson, 5th FS, 52nd FG, 12th AF, La Sabala,
Tunisia, February 1944

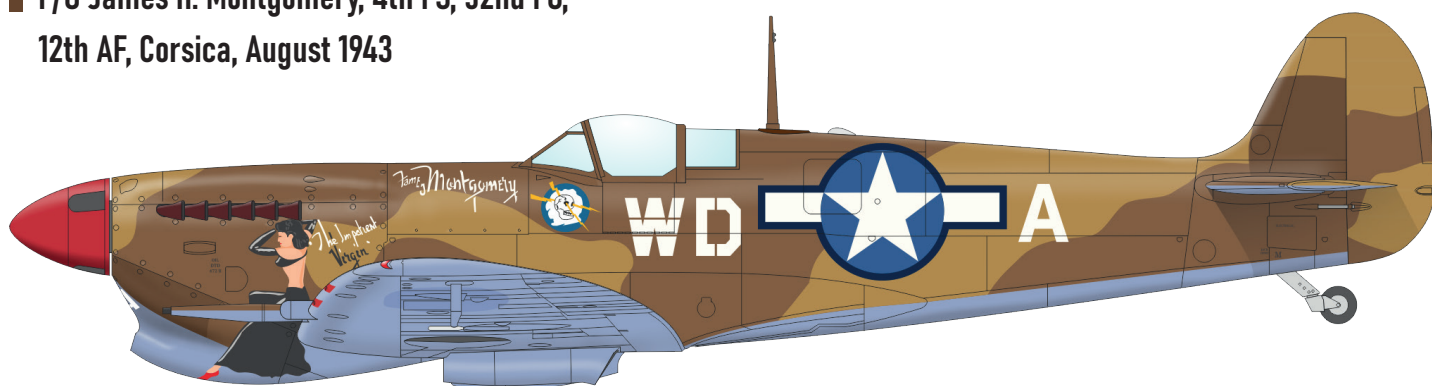


The 52nd FG Spitfires flew within 12th AF until April 1944 when the unit became part of 15th AF fighting in the Mediterranean till the end of WWII. John Anderson's Spitfire sported a non-standard camouflage on

the upper surfaces in three colors - Dark Earth, Middle Stone and Dark Green. The similar camouflage scheme was applied to several other Spitfires from this group as well as the field-installed desert filter.

On February 14, 1944 Anderson scored two kills flying this aircraft.

■ F/O James H. Montgomery, 4th FS, 52nd FG,
12th AF, Corsica, August 1943

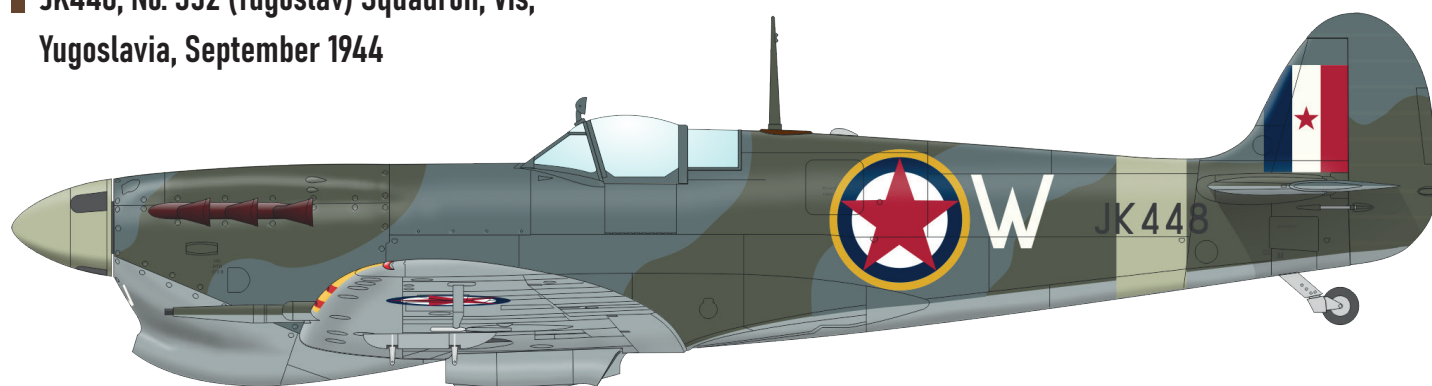


F/O James Henry Montgomery was one of many American Spitfire pilots fighting in the Mediterranean within 12th AF. On August 6, 1943 he was shot down over the Mediterranean Sea near Palermo by a German Messerschmitt and spent a whole day in a lifeboat using his knife to debone fish to eat. The story of his

shot down and survival made it to the nationwide news in the United States and he was nicknamed "Robinson Crusoe from Heavens". He was not that lucky next time. On February 9, 1944 near the port of Nice four Spitfires were jumped by a pack of Fw 190s. A pair of Fw 190s targeted Montgomery's Spitfi-

re which received the direct hit and burst in flames. F/O Montgomery flew Spitfires named "The Impatient Virgin" sporting pinup girl nose art.

■ JK448, No. 352 (Yugoslav) Squadron, Vis,
Yugoslavia, September 1944

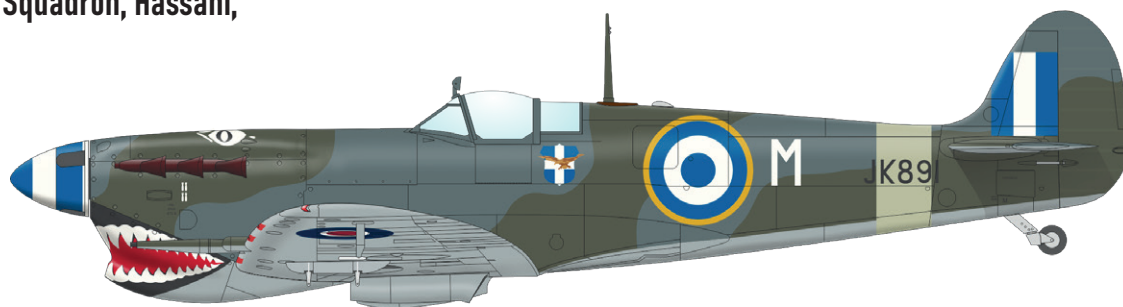


No. 352 (Yugoslav) Squadron was the first Yugoslav fighter unit formed in the Mediterranean within Royal Air Force during WWII. This unit was also known as Prva eskadrila NOVJ. In June it was re-equipped with Spitfires MkVb/Vc and in August it was transferred to Italy to join No. 281 Wing RAF and provide escorts to the fighter-bomber squadrons. From January 25,

1945 it operated from the forward air base on Vis Island. Due to the Luftwaffe absence Yugoslav Spitfires had little opportunities for the air combat and for the rest of the war they flew anti ground attack missions. Spitfire JK448 carried the type "A" Day Fighter Scheme on the upper surfaces with a non-standard, reversed color pattern. The propeller spinner and fu-

selage band in front of the tail surfaces were in Sky color. The Vokes filter starboard side carried the red inscription "OSVETNIK 5. OFANZIVE".

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

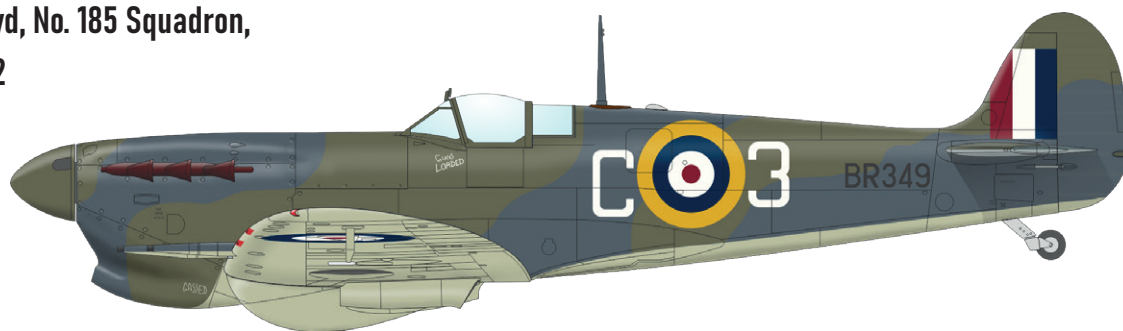


No. 335 (Greek) Squadron was a Greek fighter squadron deployed in the Mediterranean, Balkans and over Aegean Sea from 1941 till the end of WWII. While the Allied armies advanced to the West No. 335 (Greek) Squadron remained in the East and flew reconnaissance missions off the coast of Libya. In the fall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

Italy. The Spitfires were flown in the offensive attack missions over Albania and Yugoslavia. In November 1944 the unit was transferred to the homeland and from September 1945 was based at Hassani. The squadron flew reconnaissance missions over Crete and remaining German bases in the Aegean Sea. In September 1945 the unit was transferred to Thessaloniki in north-eastern Greece and remained there

until its dispersal on July 31, 1946. Spitfire JK891 flew with No. 335 (Greek) Squadron from November 16, 1944 till February 27, 1945 when it was destroyed in an emergency landing. This Spitfire carried the type "A" British camouflage with non-standard, reversed color pattern. The British national insignia on the fuselage were repainted with Greek ones. The standard British type C1 roundels on the wings were retained.

**BR349, P/O John L. Boyd, No. 185 Squadron,
Takali, Malta, May 1942**

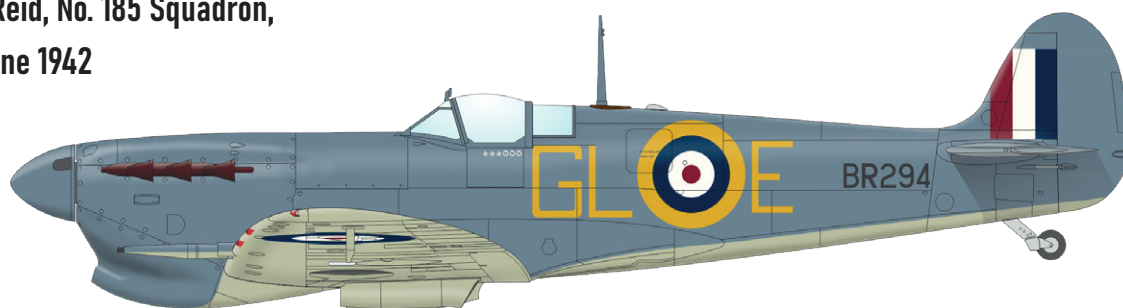


"Tony" Boyd was born on May 20, 1919 in Brynestown, Queensland. Before he joined RAAF in 1940 he had worked as a yackeroo on the sheep ranch. After the basic training on Tiger Moth airplanes he was sent to Canada for the advanced training at Camp Borden. After his arrival in the United Kingdom in July 1941 he was enlisted into the completion training at No. 59 OTU and in September, with the rank of Sgt. attached to No. 135 Squadron. In October he was transferred

to No. 242 Squadron which trained for the overseas deployment. Upon arrival in Malta off the HMS Ark Royal carrier in November 1941 Sgt. John Livingstone Boyd was credited with his early victories (four and two shared) flying Hurricanes with No. 242 and 185 Squadrons. After the No. 185 was re-equipped with Spitfires on May 14, 1942, Boyd, flying Spitfire Mk.Vc BR349/3-C, scored his only confirmed kill in this type of aircraft shooting down Bf 109F piloted by Lt. Alfred

Hammer from 4./JG 53. Several hours later, flying the very same aircraft, Boyd was killed in the dogfight with C.202 and Re.2001. BR349 camouflage was one of the typical schemes sported by the aircraft participating in the operation Bowery flown off the USS Wasp air carrier on May 14, 1942 - the upper surfaces in the Navy colors of Dark Slate Grey/Extra Dark Sea Grey and lower surfaces in Sky.

**BR294, P/O Donald G. Reid, No. 185 Squadron,
Hal Far, Malta, May-June 1942**

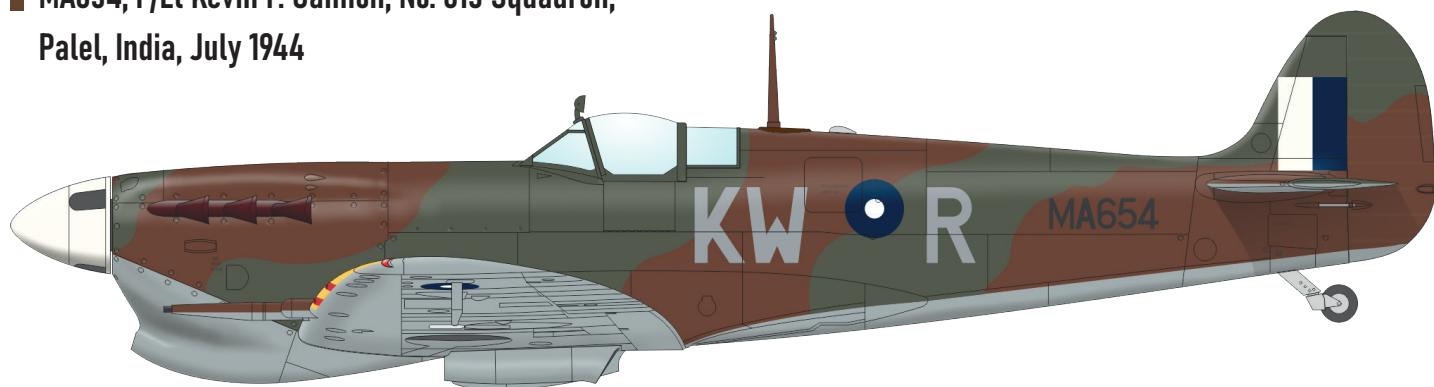


Don "Shorty" Reid was born in Lacombe, Alberta on June 6, 1922 as a twin in the family with eight children. In October 1940 he enlisted in RCAF and in July 1941 he finished his pilot training. Upon arrival in the United Kingdom at the end of August he served in quick succession with several units, No. 152, No. 412, No. 616 and No. 19 Squadrons. He remained at the last unit until the end of April 1942. On May 9, 1942 he was dispatched to Malta to take part in the operation Bo-

wery. During the summer weeks he flew combat missions with No. 185 Squadron defending this small but importantly located island. On June 22 while circling above the sea where the Spitfire from his unit was shot down he was jumped by several Bf 109. During the dogfight he shot down one of the opponents but was overwhelmed by I./JG 77 aircraft, shot down and his Spitfire crashed into the sea. During seven weeks of fighting for Malta "Shorty" Reid scored 6+1 kills,

3 probables and 4+1 damaged enemy airplanes. BR294 camouflage was one of the typical schemes sported by the aircraft participating in the operation Bowery flown off the USS Wasp air carrier. The upper surfaces in the original desert scheme of Dark Earth/Middle Stone were on board of USS Wasp overpainted in US Navy Non-specular Blue Gray, the lower surfaces remained in Sky color.

■ **MA654, F/Lt Kevin F. Gannon, No. 615 Squadron,
Palel, India, July 1944**

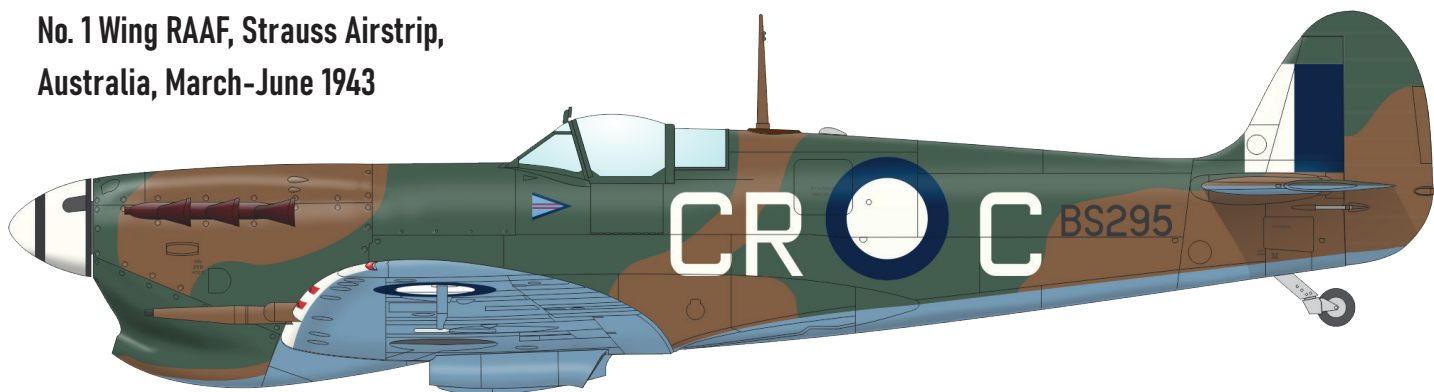


Kevin Francis Gannon was born on February 10, 1920 in Mareeba, Queensland. Before the war he served in police as a cadet. On October 11, 1940 he enlisted in the RAAF and after he finished his training he was

dispatched to No. 615 Squadron in Burma. From November 1943 till June 1944 he scored two confirmed kills of the Japanese aircraft, one probable and three damaged. He achieved his last success flying Spit-

fire MA654 destroying Ki-43 Oscar fighter. Spitfires supplied to India sported Day Fighter Scheme camouflage. Upon their arrival in India the Ocean Grey pattern was oversprayed in Earth Brown.

■ **BS295 (A58-20), W/Cdr Clive R. Caldwell,
No. 1 Wing RAAF, Strauss Airstrip,
Australia, March-June 1943**

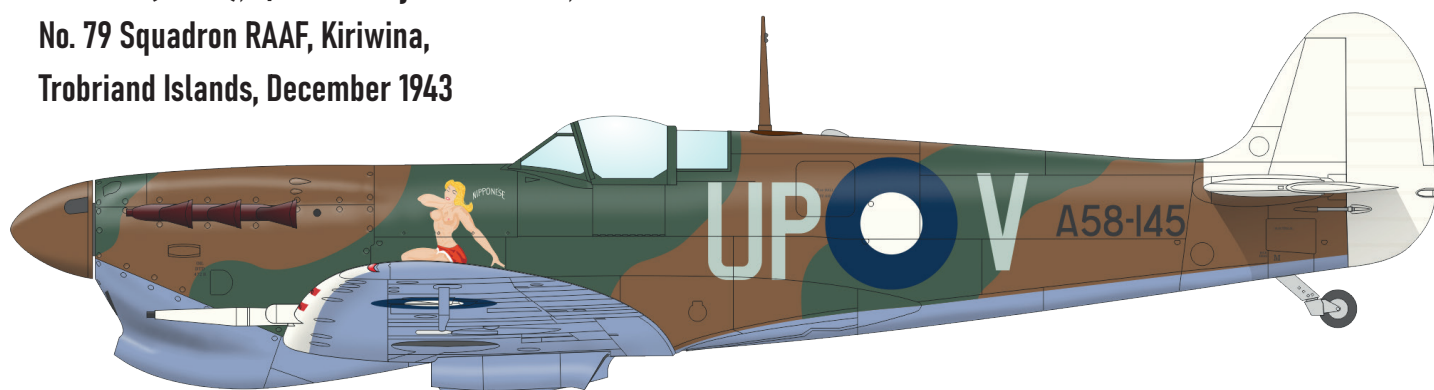


Clive "Killer" Caldwell was the most successful Australian pilot of WWII (28.5 kills). After his promotion to command No. 1 Fighter Wing based in Darwin he followed the RAF custom of the personal aircraft

identification. He flew three Spitfires MkVc (BS295, BS234 and JL394). Most of his seven victories over Japanese aircraft were scored in BS295. The aircraft carried the camouflage of Foliage Green/Dark Earth/

Azure Blue and the code letters were replaced with pilot's name initials CR-C. Wing Commander flag was painted under the canopy.

■ **A58-145 (EE852), F/Lt Llewellyn Wettenhall,
No. 79 Squadron RAAF, Kiriwina,
Trobriand Islands, December 1943**



Spitfire flown by F/Lt Llewellyn Wettenhall within No. 79 Squadron RAAF in the fall of 1943 carried the name "Nipponese" and girl's nose art on the port side. On December 31, 1943 the pilot's fate was sealed in

this aircraft when it was lost crossing the south coast of New Britain during the scouting mission of six Spitfires near this island. After crossing the coast the formation entered the dense clouds and the unit

lost contact with its leader. F/Lt Wettenhall has never been seen again.

OVERTREES

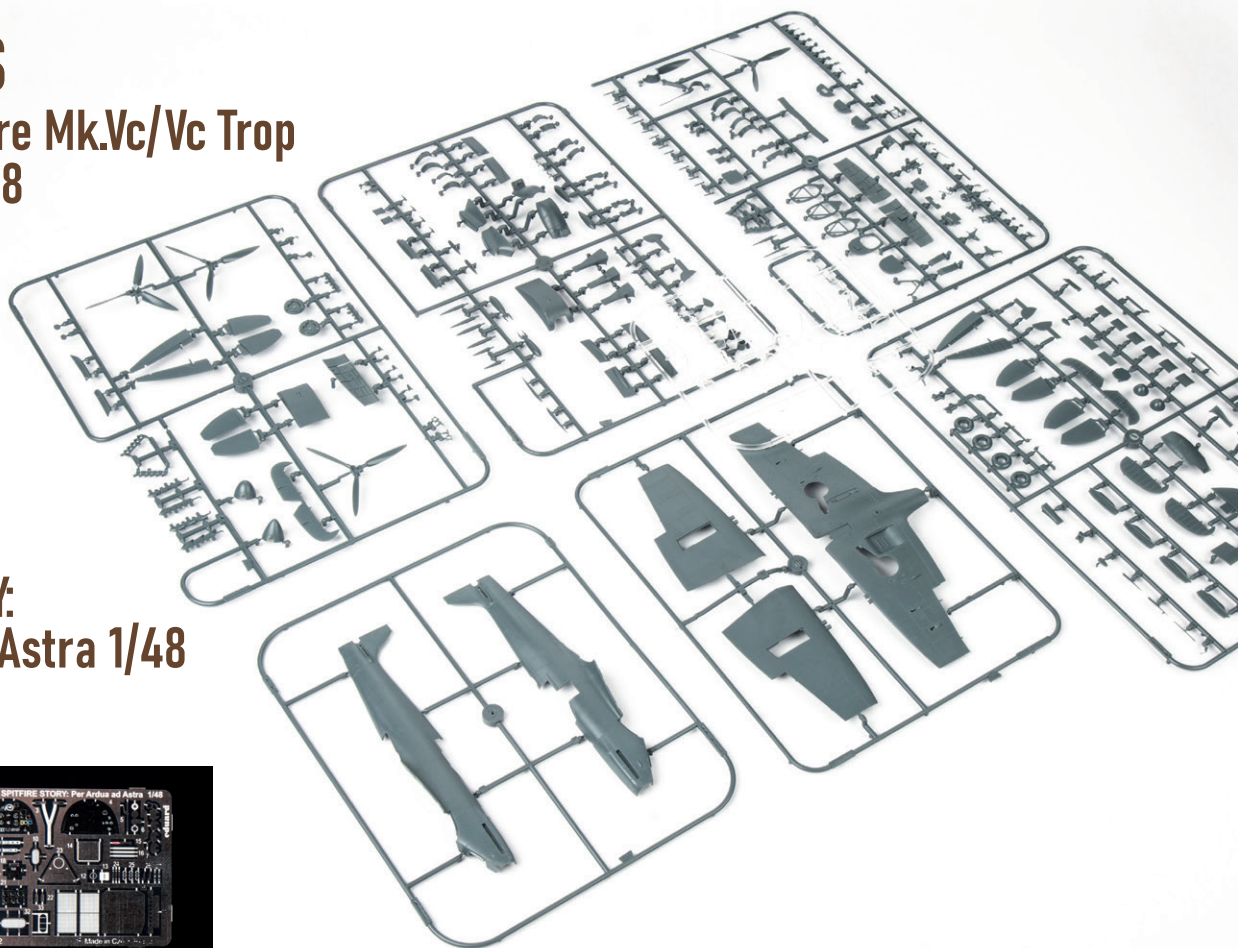
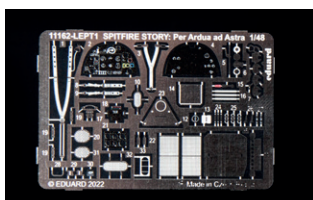
#82158X Spitfire Mk.Vc/Vc Trop
OVERTREES 1/48

Product page

OVERLEPT

#11162-LEPT
SPITFIRE STORY:
Per Aspera ad Astra 1/48

Product page



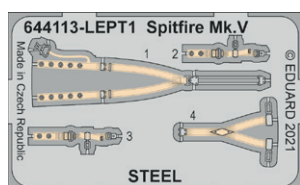
RECOMMENDED: FOR SPITFIRE MK.VC/VC TROP 1/48

481065 Spitfire Mk.V landing flaps (PE-Set)
FE1207 Spitfire Mk.V seatbelts STEEL (PE-Set)
644113 Spitfire Mk.V LööK (Brassin)
648098 Spitfire wheels - 5 spoke (Brassin)
648119 Spitfire wheels - 5 spoke, smooth tire (Brassin)
648640 Spitfire Mk.V engine (Brassin)
648663 Spitfire Mk.V cockpit (Brassin)
648664 Spitfire Mk.V wheels (Brassin)

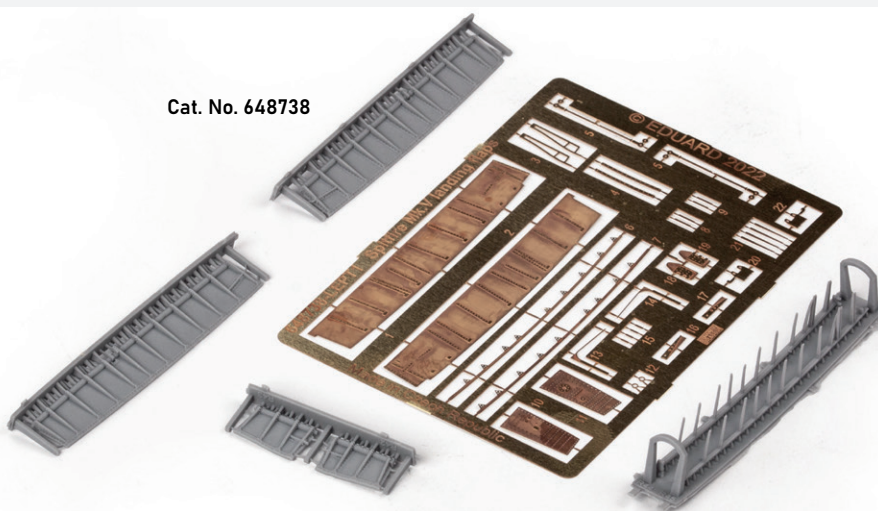
648666 Spitfire Mk.Vc gun bays (Brassin)
648667 Spitfire Mk.V three-stacks exhausts rounded (Brassin)
648668 Spitfire Mk.V three-stacks exhausts fishtail (Brassin)
648669 Spitfire Mk.V six-stacks exhausts fishtail (Brassin)
648671 Spitfire Mk.Vc undercarriage legs BRONZE (Brassin)
648738 Spitfire Mk.V landing flaps PRINT (Brassin)
D48088 Spitfire Mk.V stencils (Decal)



Cat. No. 644113



Cat. No. 648738

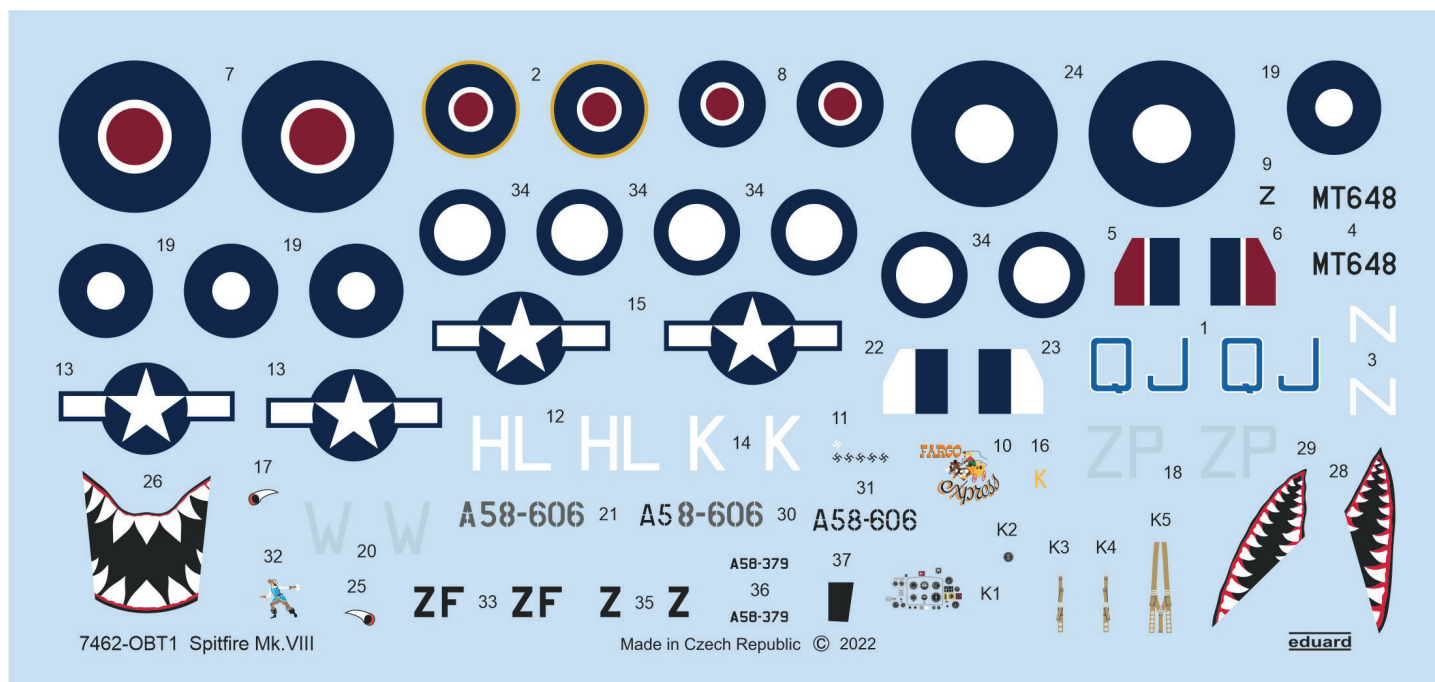
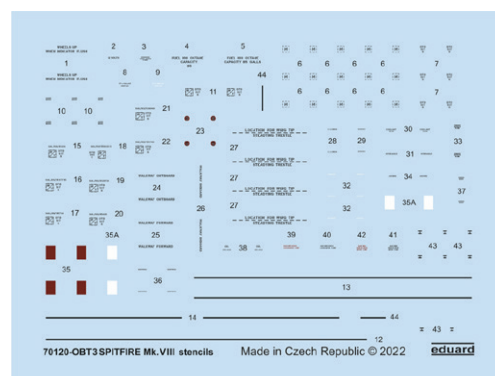


Spitfire Mk.VIII 1/72

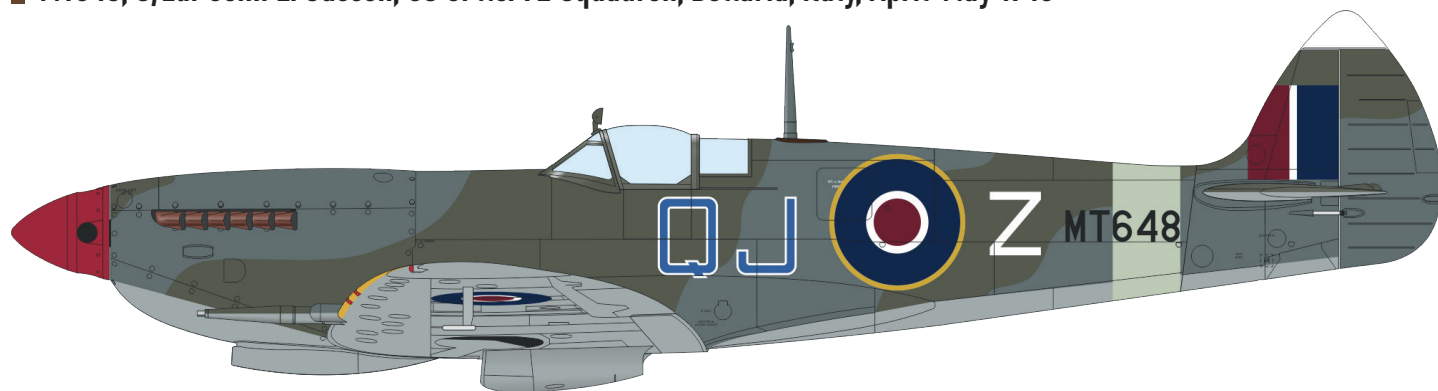
#7462

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

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

[Product page](#)


■ MT648, S/Ldr John E. Gasson, CO of No. 92 Squadron, Bellaria, Italy, April-May 1945

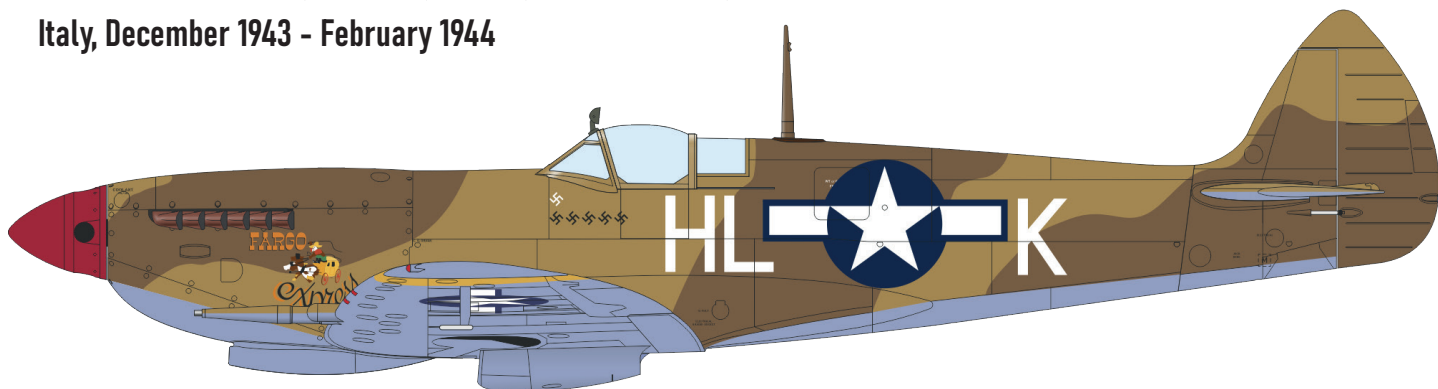


Spitfire in this profile was flown by No. 92 Squadron commander John Edward Gasson for the last two months of the conflict. During his whole combat career, spent exclusively with this unit, Gasson shot

down three enemy airplanes, two in cooperation, one probably and damaged seven of them. During the last months of the war No. 92 Squadron Spitfires carried the squadron code letters in Light Mediterranean

Blue color trimmed in white, individual code letters were white. The tip of the vertical tail surface was also painted white.

■ 1Lt. Leland P. Molland, 308th FS, 31st FG, Castel Volturno, Italy, December 1943 - February 1944

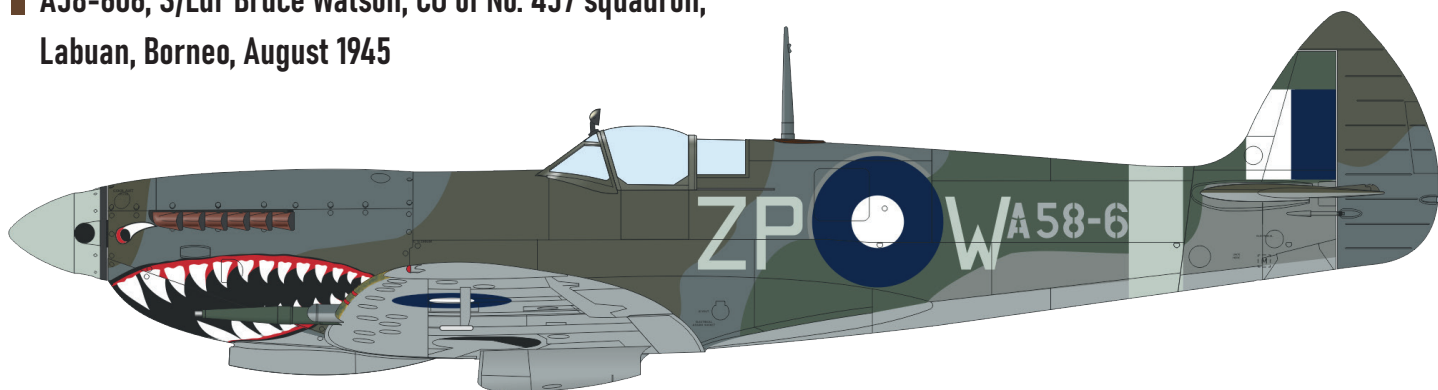


Leland Phillips "Tommy" Molland was born on May 7, 1919, in Chaffie, North Dakota. He completed his pilot training at Moore Field in Texas. On July 5, 1943, he joined 31st FG. On January 16, 1944, he scored his first victory when he managed to shoot down a Bf 109 in cooperation. Other victories followed rapidly.

On February 22, 1944, having shot down two Bf 109, he became a fighter ace and at the same time the most successful Spitfire MkVIII pilot. After the 31st FG was re-equipped with the P-51 Mustang at the end of March 1944 he continued flying combat missions and shot down another six enemy airplanes. Molland

remained in the air force service after the war, was promoted to Lt. Colonel rank but on May 16, 1951, tragically lost his life in T-33 when he hit the mountain on his return from a meteorological reconnaissance mission over the enemy territory during the Korean War.

■ A58-606, S/Ldr Bruce Watson, CO of No. 457 squadron, Labuan, Borneo, August 1945

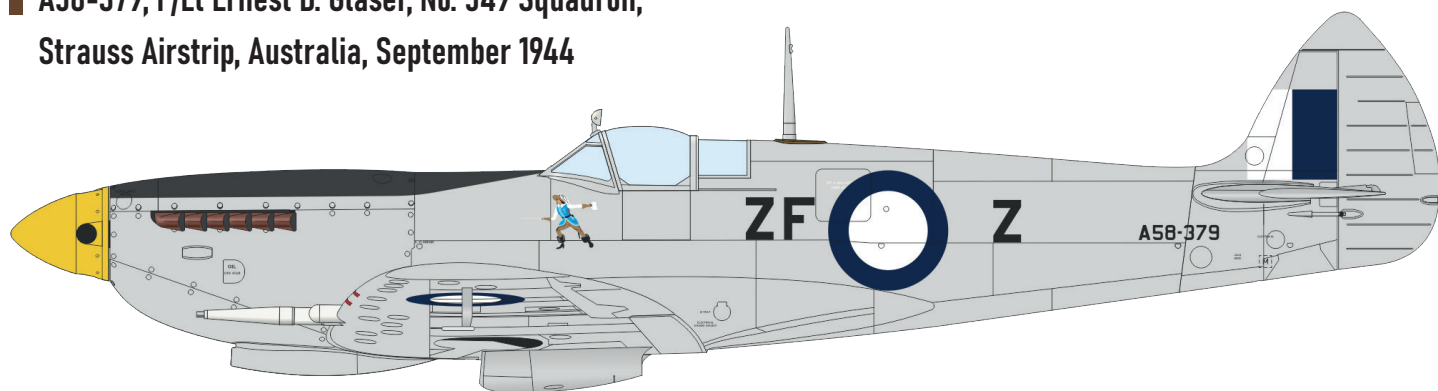


When this aircraft was flown to the Philippines at the end of March 1945, (for trials against captured Japanese aircraft), it had the shark mouth removed as well as the "Grey Nurse" name on the fuel tank cover. It also acquired a 12" Sky Blue band around the rear fuselage. The Sky Blue band was painted over the RAAF serial. When it returned to No. 457 Squadron at Morotai at the

end of April, the shark mouth was painted on again, but it appears that the "Grey Nurse" name was not. This aircraft has been fitted with a new lower cowl. It can be seen that the shark mouth on the engine side cowls is different to that on the lower cowl. The serial on the starboard side was re-painted, in Black, over the Sky Blue band, but the Medium Sea Grey serial in the port

side was not. At this time, shortly before it deployed to Labuan in June 1945, many aircraft were also fitted with new rudders, as the fabric deteriorated badly in the hot and humid conditions. The 'Ace of Spades', wing emblem, was not re-applied to these aircraft and was over painted on those that did not receive new rudders. The inner cannon barrel fairings were Foliage Green.

■ A58-379, F/Lt Ernest D. Glaser, No. 549 Squadron,
Strauss Airstrip, Australia, September 1944



Son of a former RFC pilot, Ernest Derek Glaser was born on April 20, 1921. After meeting the test pilot Jeffrey Quill Glaser junior wanted to become a pilot as well. In June 1939 he joined RAF and after he finished his pilot training on July 13, 1940, he was assigned to No. 65 Squadron in Hornchurch. He took part in the Battle of Britain during which he scored three probable kills. In August 1941 he was attached to No. 234 Squadron in Warmwell and participated in the sweeps over France during which he shot down

two enemy aircraft in cooperation. In 1943 Glaser was dispatched to Australia to lead "B" Flight of the No. 549 Squadron where he flew Spitfires in defense of Darwin. In February 1943 Glaser assumed command of the No. 548 Squadron and held this post until the unit was disbanded on October 9, 1945. Then he returned to Great Britain. In 1946 he joined No. 64 Squadron in Linton-on-Ouse as a flight leader. On June 26, 1953, he resigned from RAF and joined Vicker Armstrong in Hurn where he later became the chief

test pilot. He participated in the intense and exhausting manufacturer's tests of the Valiant bomber. He also test flew BAC 1-11 one of the best-selling British airliners. Spitfire flown by Glaser in 1944 had the camouflage stripped and the fabric covered surfaces were painted in aluminum dope. Glaser's ground crew maintained the surfaces highly polished. The cannon covers may have lacked the paint as well.

Recommended: for Spitfire Mk.VIII 1/72

72645 Spitfire Mk.VIII (PE-Set)

72646 Spitfire Mk.VIII landing flaps (PE-Set)

672110 Spitfire exhaust stacks - fishtail (Brassin)

672111 Spitfire exhaust stacks - rounded (Brassin)

672155 Spitfire Mk.VIII top cowl (Brassin)

672156 Spitfire Mk.VIII cockpit (Brassin)

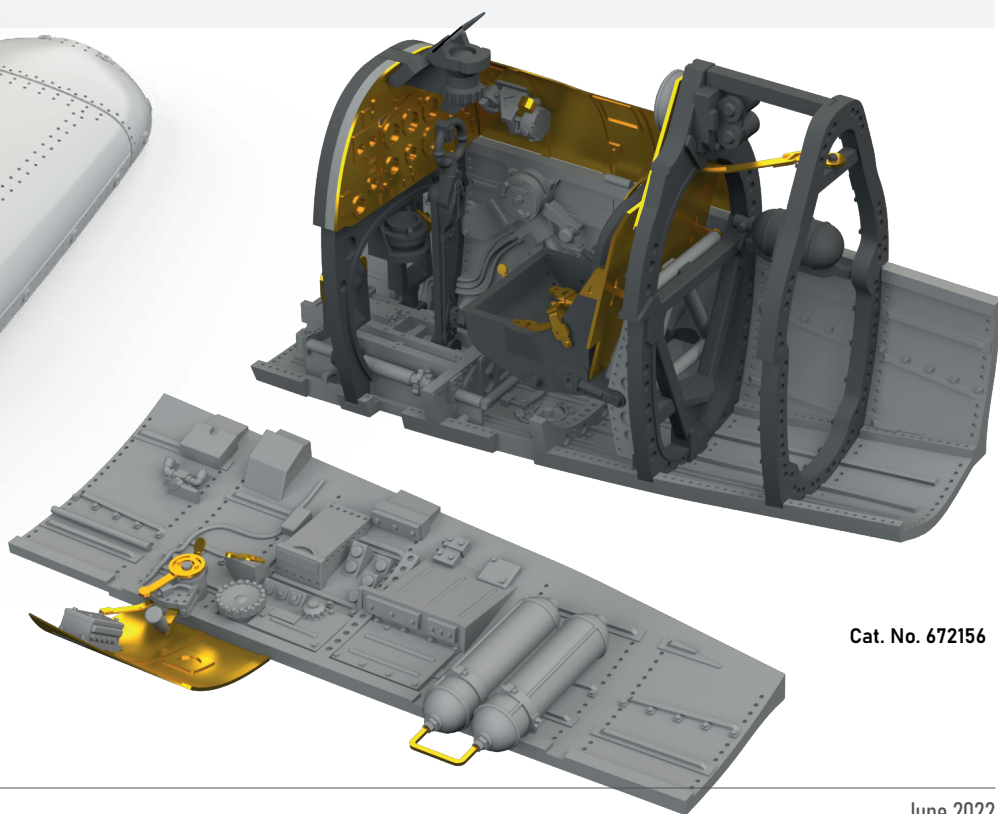
SIN67214 Spitfire Mk.VIII (Brassin)

D72010 Spitfire - British WWII roundels late (Decal)

D72013 Spitfire Mk.VIII stencils (Decal)

CX478 Spitfire Mk.VIII (Mask)

Cat. No. 672155



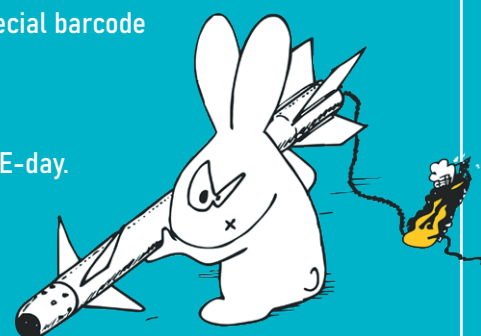
Cat. No. 672156

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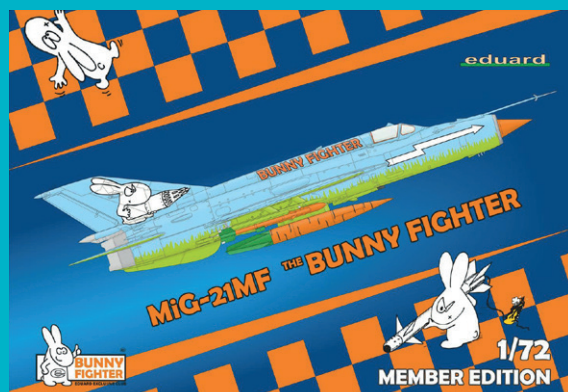


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Activation products:

MiG-21MF + T-shirt 1/72

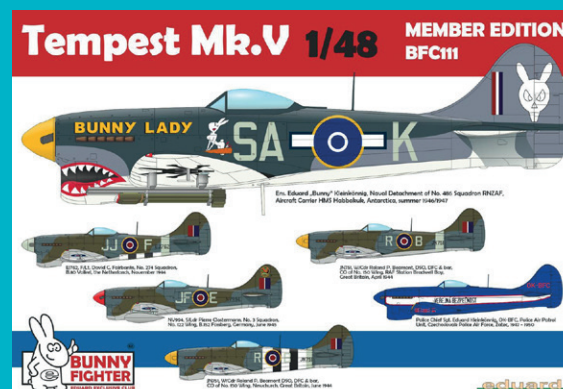


BOX CONTENT:

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.

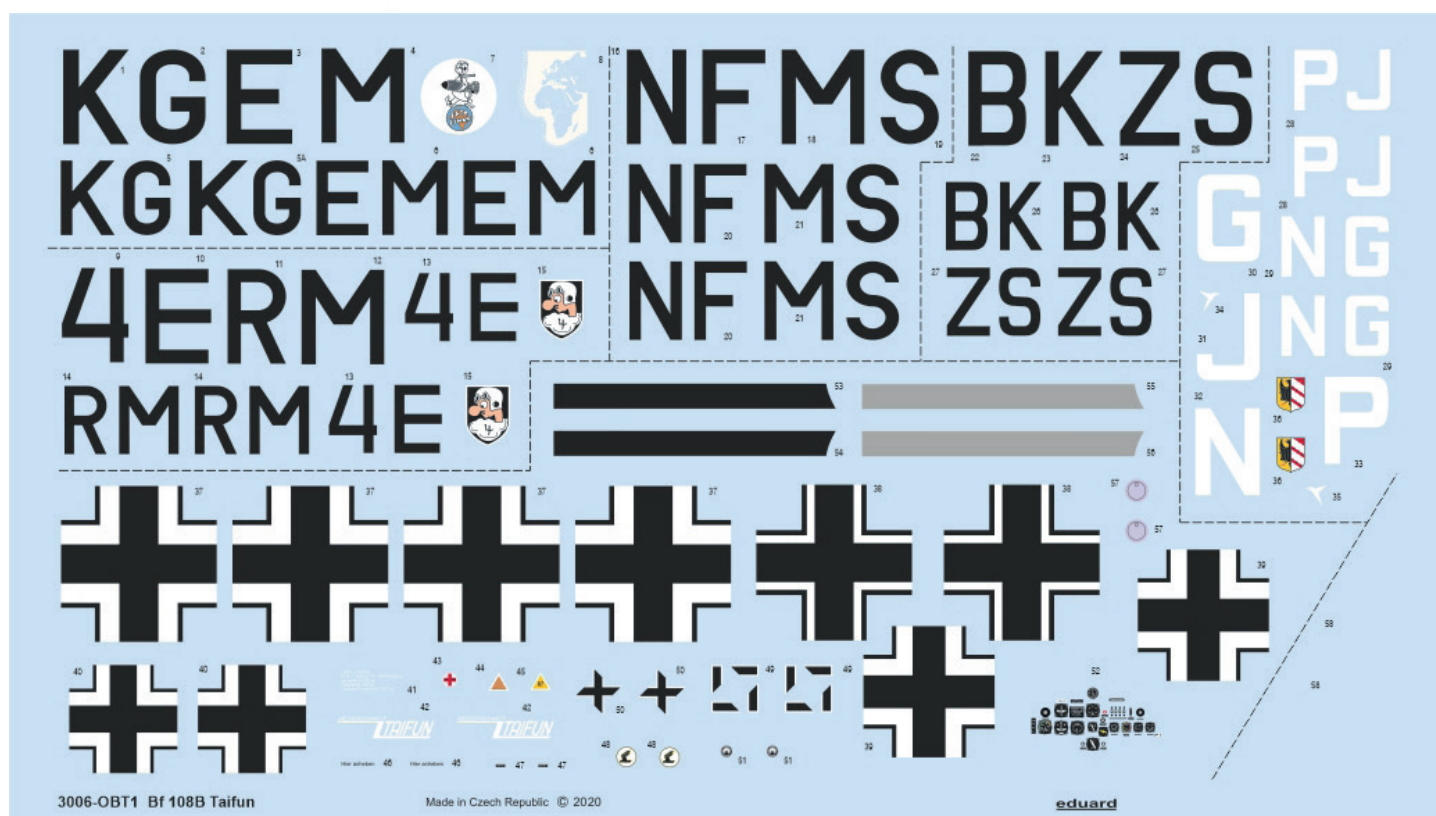
Bf 108 1/32

Re-release

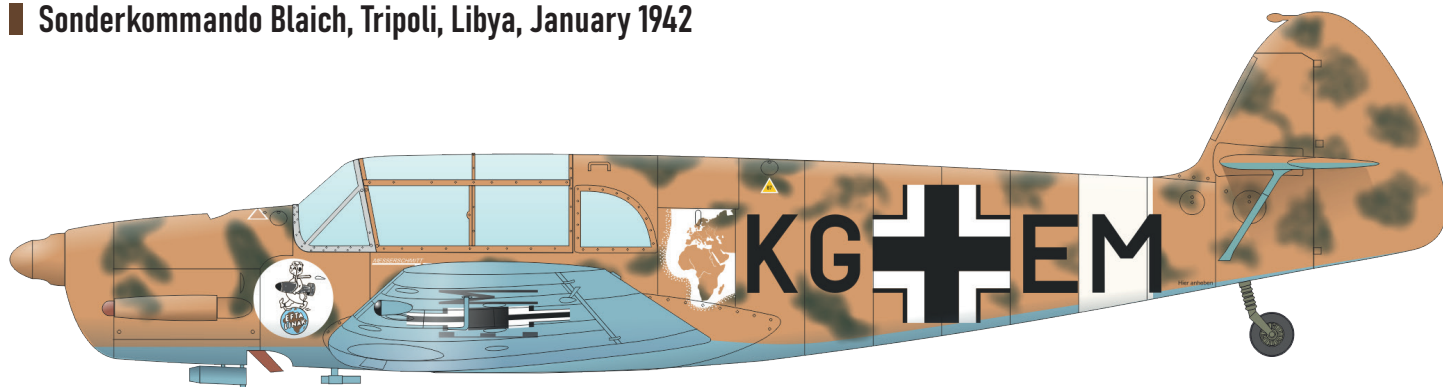
#8227

ProfiPACK edition kit of German WWII liaison aircraft Bf 108 in 1/32 scale.

- plastic parts: Eduard
- marking options: 5
- decals: Eduard
- PE parts: yes, pre-painted
- painting mask: yes
- resin parts: wooden propeller

[Product page](#)


■ Sonderkommando Blaich, Tripoli, Libya, January 1942

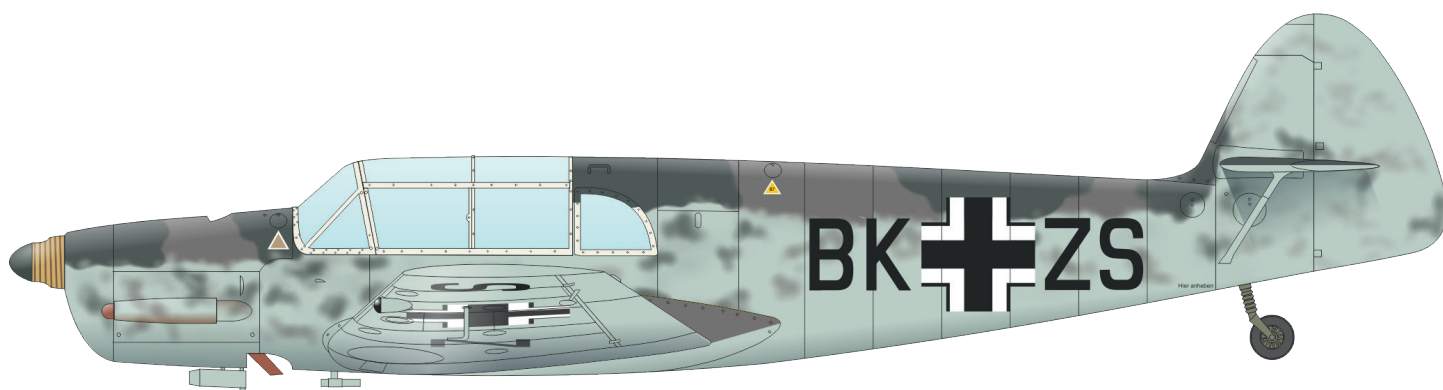


Sonderkommando Blaich, named after its Commander Hptm. Theo Blaich, utilised the He 111 in Libya during 1942. This liaison aircraft was part of their fleet as well. Taifun KG+EM was modified for service in

a tropical climate and also received a desert camouflage scheme comprising of sand color with green spots on the upper surfaces. The most interesting mission flown by this unit was successful bom-

bing raid on an Allied fuel storage facility on January 22, 1942. This Taifun played minor role in the mission as well.

■ Hungary, 1942-1944

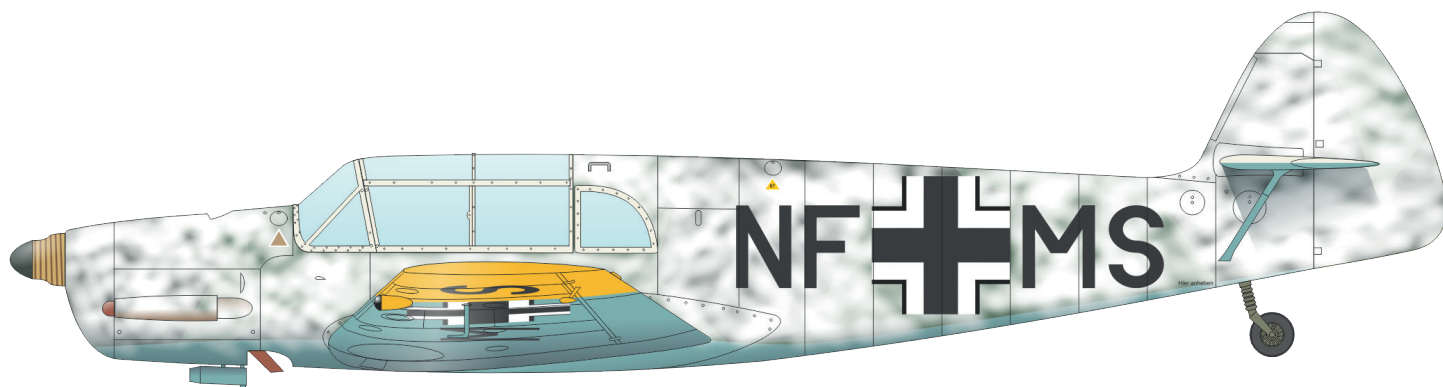


This aircraft carried a very unusual camouflage scheme, made up of RLM 74, 75 and 76 shades, re-

served for fighters. This aircraft probably served in Hungary on the Eastern front. The code letters ZS

were either oversprayed or scraped off.

■ Stab I./JG51, Soviet Union, Winter 1942 - 1943

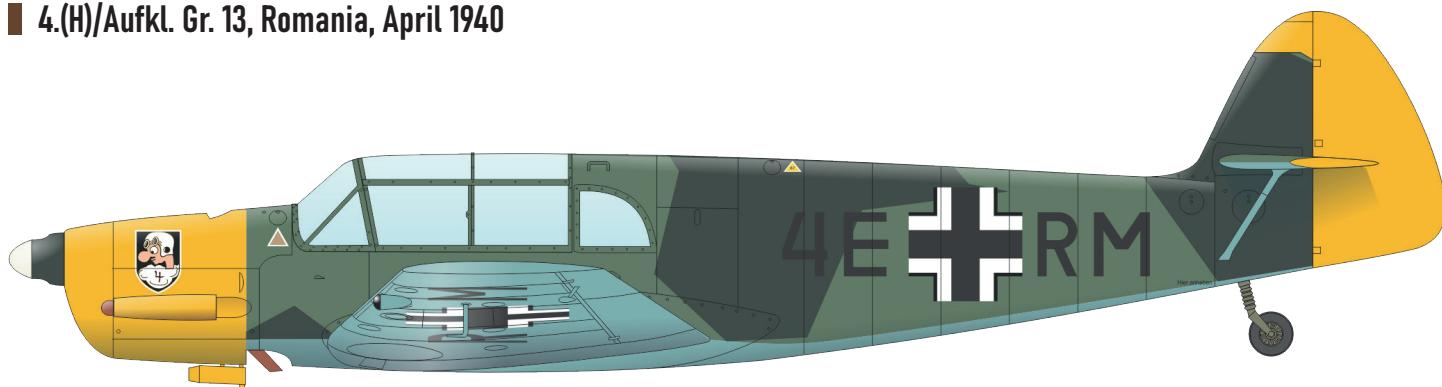


This camouflage scheme of Bf 108 consisted of RLM 70 and 71 on upper surfaces and RLM 65 on bottom

of the aircraft. The upper surfaces were overpainted with white splotches, and white color was sprayed

over the outer sections of the national insignia.

■ 4.(H)/Aufkl. Gr. 13, Romania, April 1940

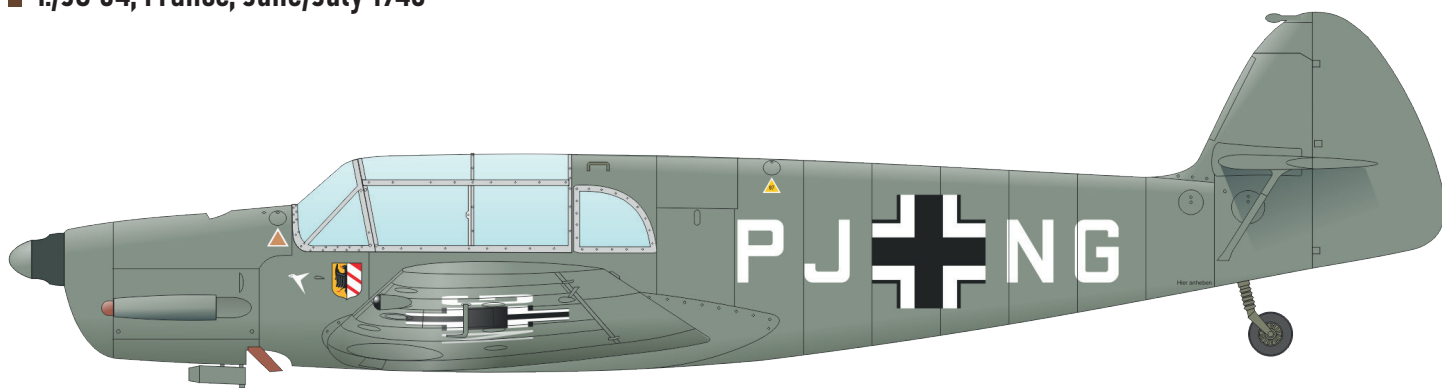


A liaison plane belonging to 4.(H)/Aufkl. Gr. 13 is shown as it looked when based on one of the Luftwaffe's airfields in Romania in the fall of 1940. The plane carried fresh theatre markings designated for

the Balkan campaign – a yellow nose and tail control surfaces. The camouflage was standard one consisting of fields of RLM 70/71 on the upper surfaces and RLM 65 on the undersides. The 4.(H)/Aufkl. Gr. 13 mar-

king was painted on the nose of the plane, which also sported somewhat non-standard shape of the letters in the codes.

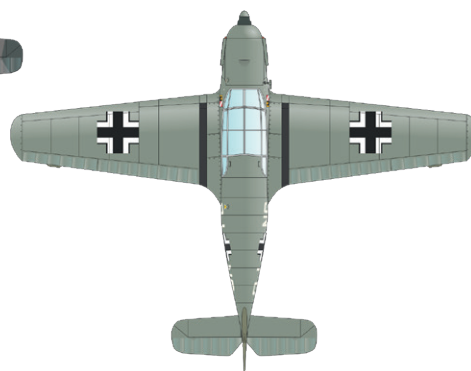
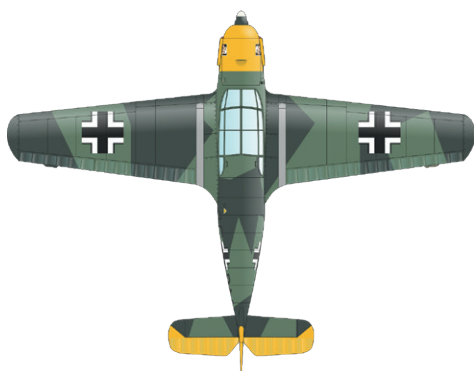
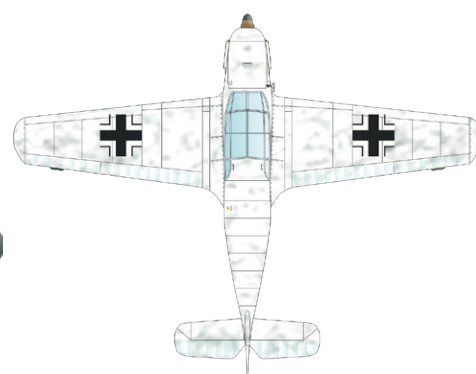
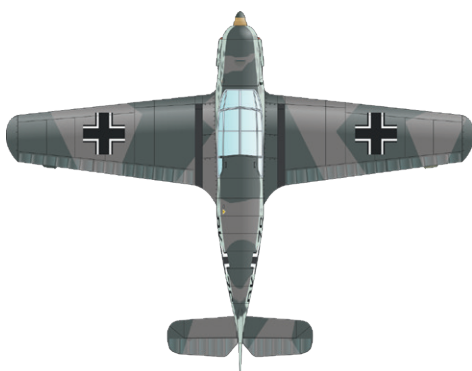
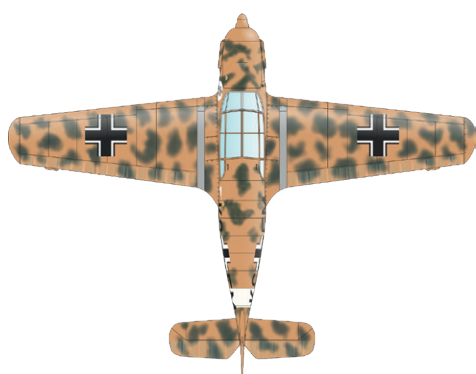
■ I./JG 54, France, June/July 1940



This Taifun, flown by I. Gruppe JG 54 during summer of 1940 from occupied France, was sprayed RLM 02 on

all surfaces. The unit marking was carried under the windscreen and was a derivative of the Nuremburg

Coat of Arms, as the fighter Gruppe was based near to the city before the war.



OVERTREES

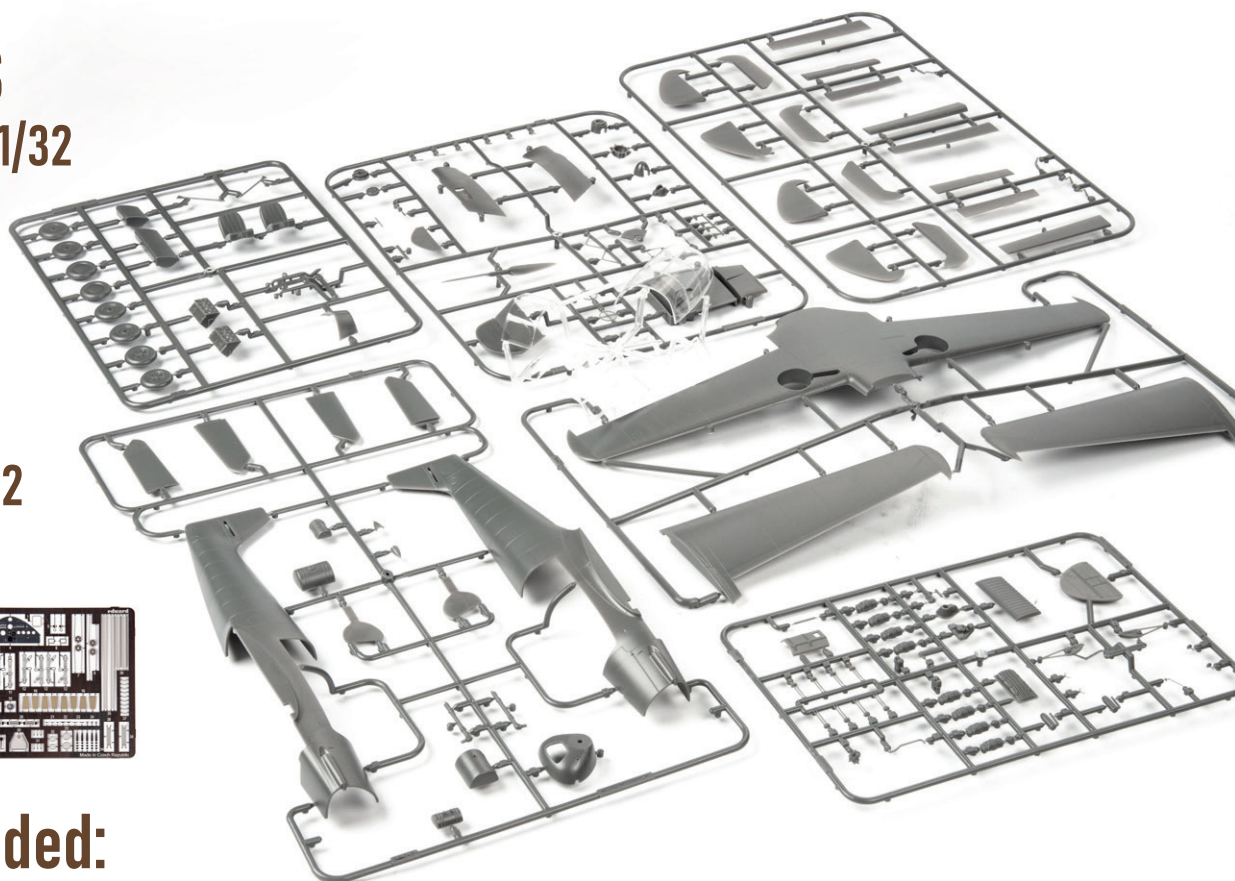
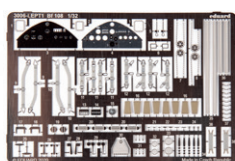
#3006X Bf 108 1/32

[Product page](#)

OVERLEPT

#3006-LEPT
Bf 108 LEPT 1/32

[Product page](#)

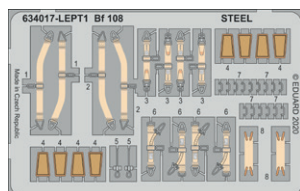


Recommended: for Bf 108 1/32

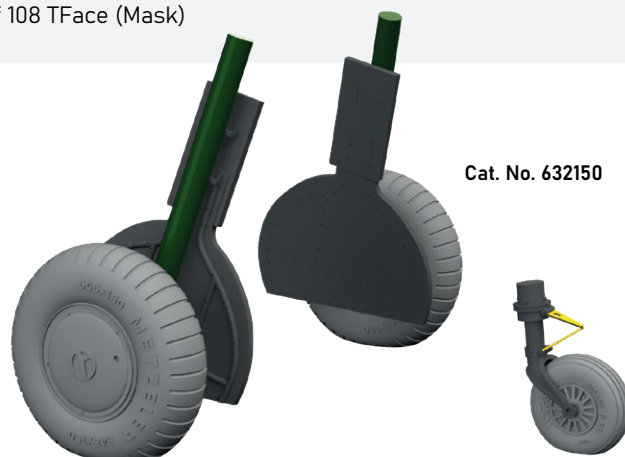
32452 Bf 108 Taifun (PE-Set)
32971 Bf 108 Weekend (PE-Set)
33260 Bf 108 seatbelts STEEL (PE-Set)
634017 Bf 108 LööK (Brassin)
632150 Bf 108 wheels (Brassin)

632155 Bf 108 wheels spoked (Brassin)
632157 Bf 108 oil cooler (Brassin)
D32001 Bf 108 national insignia (Decal)
D32002 Bf 108 Taifun (Decal)
JX253 Bf 108 TFace (Mask)

Cat. No. 634017



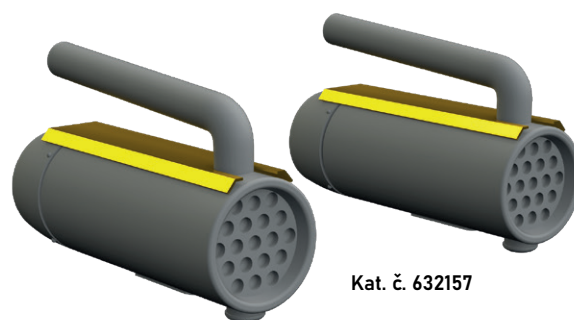
Cat. No. 632150



Kat. č. 632155



Kat. č. 632157



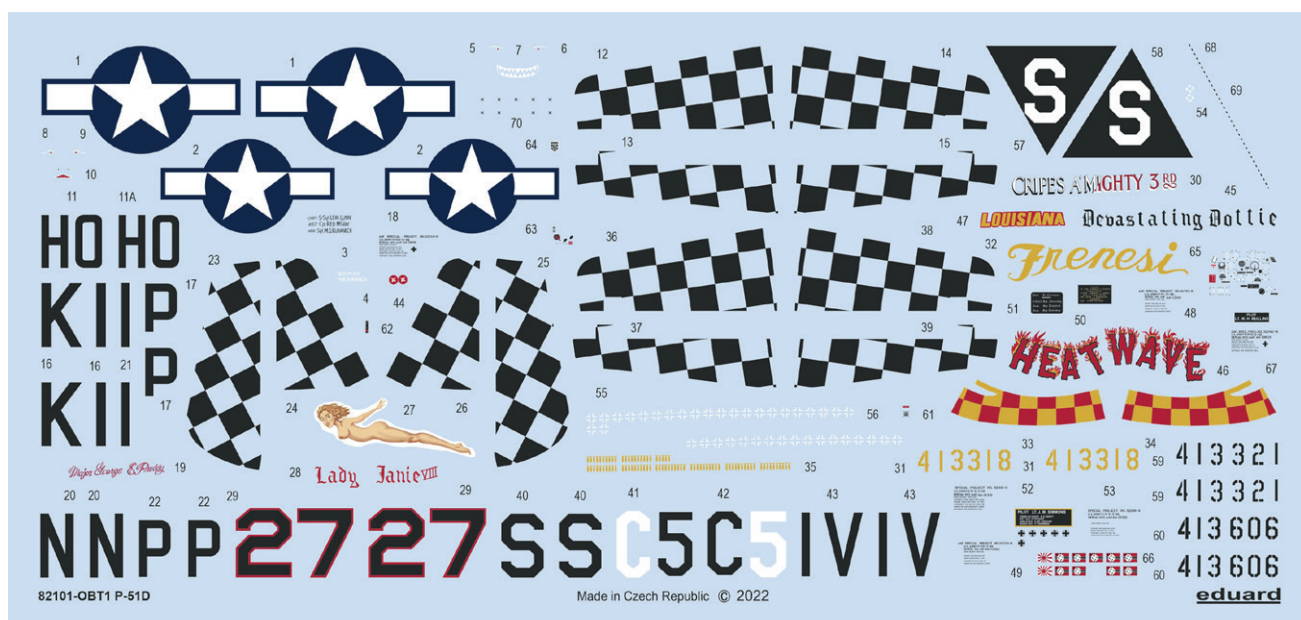
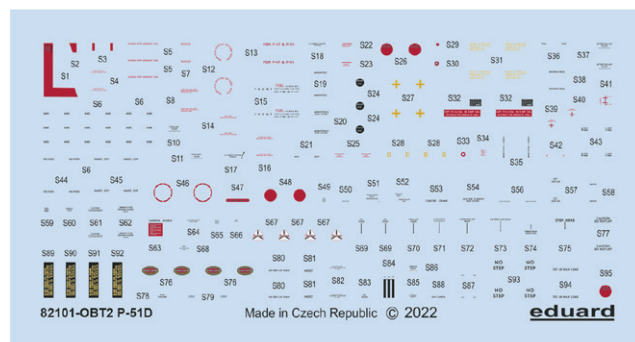
P-51D-5 Mustang 1/48

Re-release

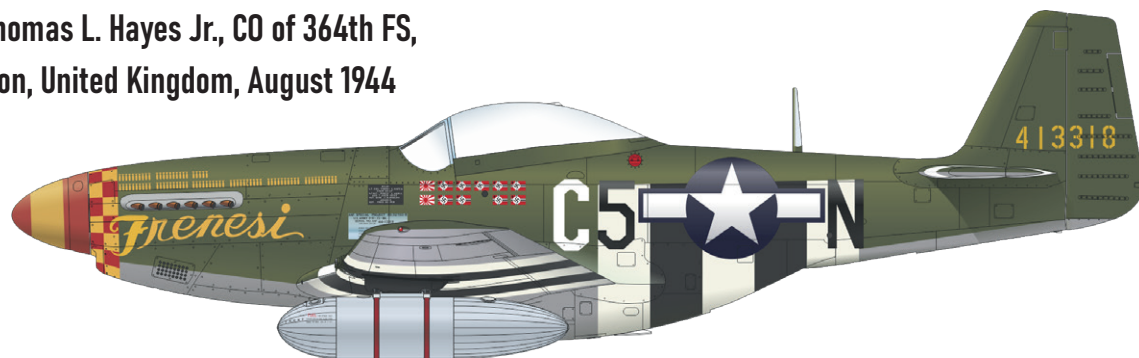
#82101

ProfiPACK edition kit of US WWII fighter aircraft P-51D-5 in 1/48 scale.
The kit is focused on aircraft without the dorsal fin assembly.

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

[Product page](#)


■ s/n 44-13318, Lt.Col. Thomas L. Hayes Jr., CO of 364th FS,
 357th FG, 8th AF, Leiston, United Kingdom, August 1944

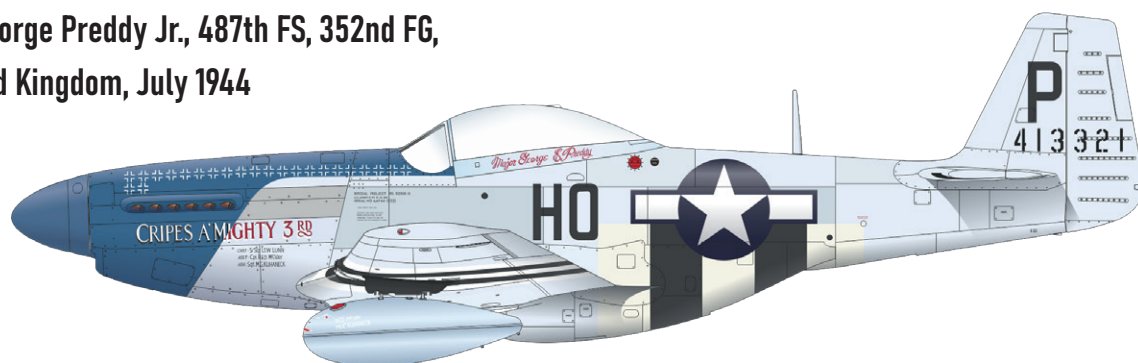


Thomas L. Hayes was born on March 31, 1917, in Portland, Oregon and after his studies at the Oregon State College he enlisted in the USAAF. After the training he was assigned to 35th PG where he was flying P-40 defending Java against Japanese forces. After being wounded in combat with Zeros of 3 Kōkūtai on February 20, 1942, he was dispatched to New Guinea. There, he was assigned to 41st PS flying Airacobras. In the fall of 1942, Thomas Hayes was sent back to the USA where, in May 1943, he was assigned to 357th

FG with which he completed the advanced training. Already in command of 364th FS, he was sent to Great Britain where he flew combat missions until August 11, 1944, when he was sent back to the United States. During the World War II he was credited with 8.5 aerial kills. After the World War II he remained in the service with the USAF and retired in February 1970 in the rank of Brigadier General. Lt. Col. Hayes' aircraft carried inscription Frenesi on the nose port side after the then popular song Free 'n Easy. Number of missi-

ons was depicted in form of 85 little bombs painted above the exhaust stacks. It remains unclear which camouflage paint were used on the 357th FG aircraft. Some veterans speak of the British colors Dark Green and Medium Sea Gray, surviving color photographs indicate American Olive Drab and Neutral Grey colors theory. Noses of the 357th FG aircraft were decorated with yellow-red checkerboard, propeller spinner was painted in the same colors.

■ s/n 44-13321, Maj. George Preddy Jr., 487th FS, 352nd FG,
 8th AF, Bodney, United Kingdom, July 1944

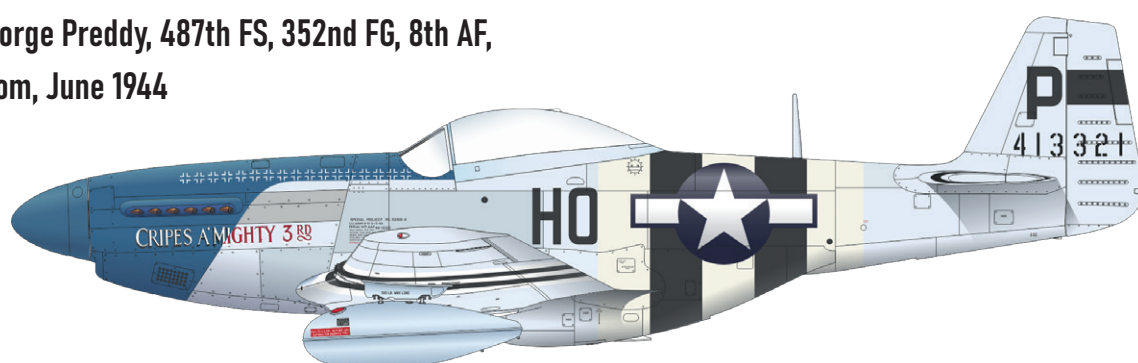


In the photography taken at the end of July, there are already 23 kill marks painted on Preddy's aircraft nose. The plane was already missing invasion identifying stripes on the upper side of the wing, they remained on the bottom of the wing and fuselage. While removing these, the European theater markings of

15-inch wide stripes on the upper side of the wing and horizontal tail surfaces, as well as 12 inch stripe on the vertical tail surface were deleted as well. The pilot's name tag was added to the canopy frame. In August 1944, Maj. Preddy was sent back to United States for a rest. After his return in October the same

year he took command of 328th FS, part of 352nd FG. On December 25, in vee hours when chasing Fw 190 over the front line was Preddy's Mustang hit by the American anti-aircraft fire. He attempted the emergency landing nearby the anti-aircraft battery but he was fatally wounded and crashed in its vicinity.

■ s/n 44-13321, Maj. George Preddy, 487th FS, 352nd FG, 8th AF,
 Bodney, United Kingdom, June 1944

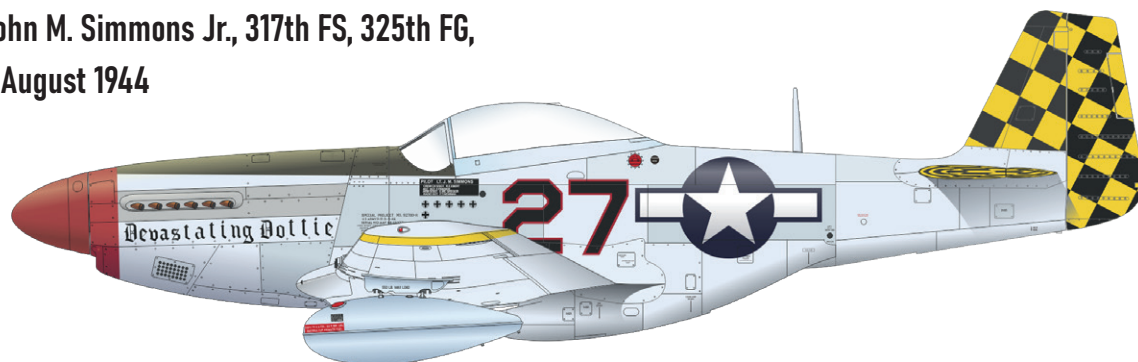


The future fighter ace with the highest score among all the pilots achieved on Mustang was born on February 5, 1919, in Greensboro, North Carolina. He had completed the pilot training before the War and tried three times to enlist in the US Navy in 1940. But he was refused every time. Fourth time he tried to enlist in the USAAC and was accepted in 1940. He completed the fighter training consequently and, assigned to

49th PS, was dispatched to Australia. Flying P-40E in the defense of Darwin he was credited with two Japanese airplanes damaged. In July 1942, after the mid-air collision during the training flight, he was wounded and sent back to the United States. As of September 1943, his next combat assignment awaited him in Europe with 352nd FG, where he was flying P-47 Thunderbolts providing cover for heavy

bombers of the 8th AF. In April, the unit converted to P-51 Mustangs. In June, the war photographer snapped Maj. Preddy's aircraft sporting seventeen kills painted on the aircraft nose in the form of the white crosses. The aircraft lacked any camouflage and sported the blue-painted nose, same as other 352nd FG aircraft. The fuselage and wings were still carrying so-called invasion stripes.

■ s/n 44-13321, Capt. John M. Simmons Jr., 317th FS, 325th FG,
15th AF, Lesina, Italy, August 1944

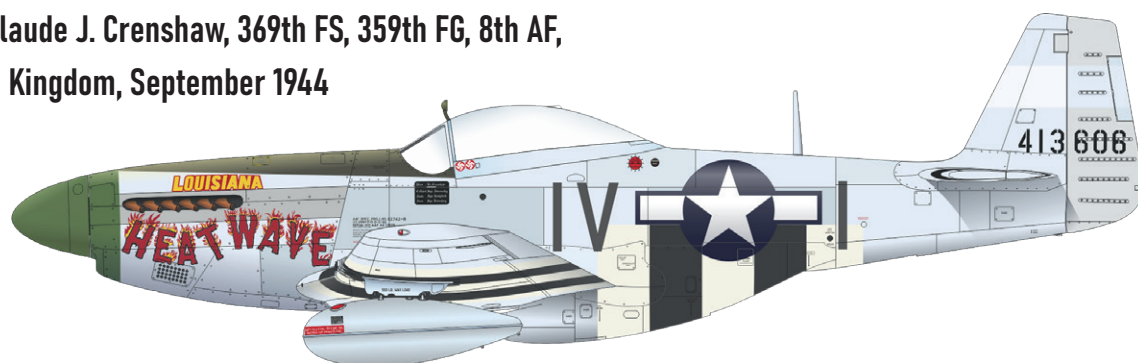


John Mack Simmons, native of Gadsden in Alabama, joined army reserves in June 1942 and in January 1943 started his pilot's training. After the graduation he was dispatched to 317th FS in the Italian theater. From the second half of April, he flew P-47s with this unit, in May, the whole 325th FG was re-equipped with superior Mustangs. While flying combats during the

World War II, John Simmons shot down seven enemy aircraft and after it he remained in the USAF service. On January 18, 1961, he perished in the T-33 crash during the final approach. Since their African assignment the 325th FG aircraft were marked with yellow-black checkerboard painted on the tail surfaces to distinguish them from the bombers they covered

and which gave them the nickname "Checkertails". The checkers' dimensions were 10 by 10 inches. The plane marked with number 27 carried the inscription "Devastating Dottie" on the port side of the nose, the starboard side sported the name "Lady Janie VII" as all the aircraft of crew chief Ebert.

■ s/n 44-13606, Capt. Claude J. Crenshaw, 369th FS, 359th FG, 8th AF,
East Wretham, United Kingdom, September 1944

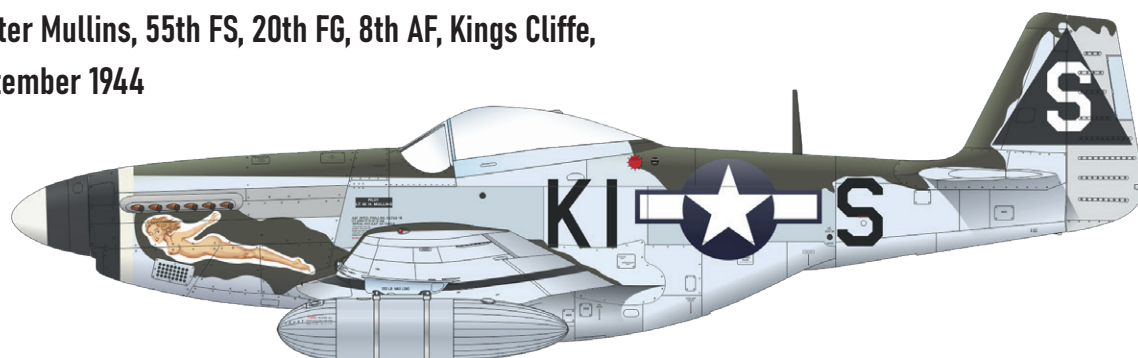


Twenty-four years old native of Monroe in Louisiana, Claude James Crenshaw, joined the ranks of the Army Air Corps in December 1942. After his training he was assigned to 359th FG based on East Wretham in Great Britain. He completed nine-months long tour

of duty there, during which he shot down seven enemies. After that, he was ordered back to the United States where he was flying as instructor. He also flew combat in Korea and Vietnam retiring in 1965 with the rank of Lieutenant Colonel. The aircraft flew in its

original factory finish. The green-painted nose was 359th FG marking the plane's so-called invasion stripes on the fuselage and wings were already removed as well as the black stripe painted on the vertical tail surface and the rudder.

■ s/n 44-13859, Lt. Walter Mullins, 55th FS, 20th FG, 8th AF, Kings Cliffe,
United Kingdom, September 1944



Besides decorating the aircraft with girlfriend's, children's or wife's names, drawings of the sparsely clad ladies decorated some aircraft noses as well. Its artistic appearance depended on the ground personnel skills, if any could be found at the unit level.

One of the Mustangs that sported the "pin up girl" artwork was the aircraft belonging to 55th FS flown by Lt. Mullins. Factory finish was supplemented with the olive color coat on the fuselage and wings upper surfaces. 55th FS affiliation is further confirmed by

the fuselage code KI as well as the black triangle on the vertical tail surface and the rudder carrying the plane's individual letter in white color.

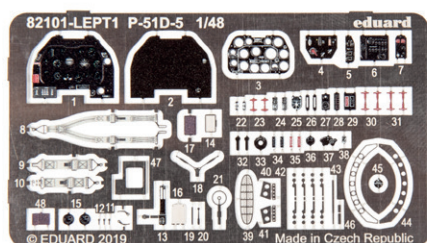
OVERTREES

#82101X P-51D-5 Mustang 1/48

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OVERLEPT

#82101-LEPT P-51D-5 Mustang 1/48

[Product page](#)


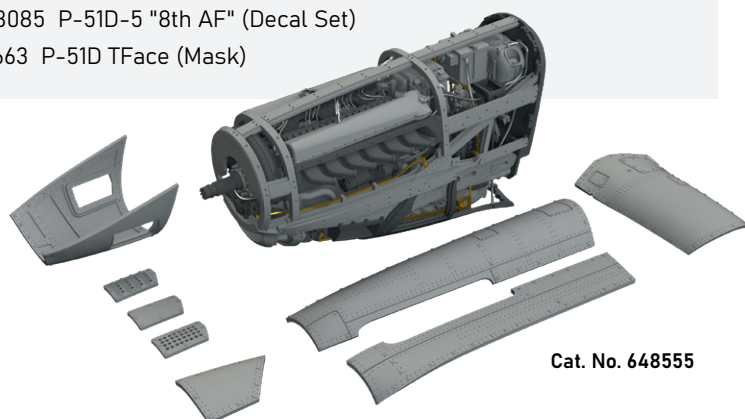
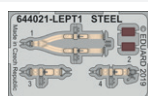
Recommended: for P-51D-5 Mustang 1/48

644021 P-51D-5 LööK (Brassin)
 644051 P-51D-5 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)
 D48033 P-51D national insignia (Decal Set)
 D48034 P-51D stencils (Decal Set)
 D48077 P-51D-5 "357th FG" (Decal Set)
 D48080 P-51D-5 "15th AF" (Decal Set)
 D48085 P-51D-5 "8th AF" (Decal Set)
 EX663 P-51D TFace (Mask)



Cat. No. 644021



Cat. No. 648555

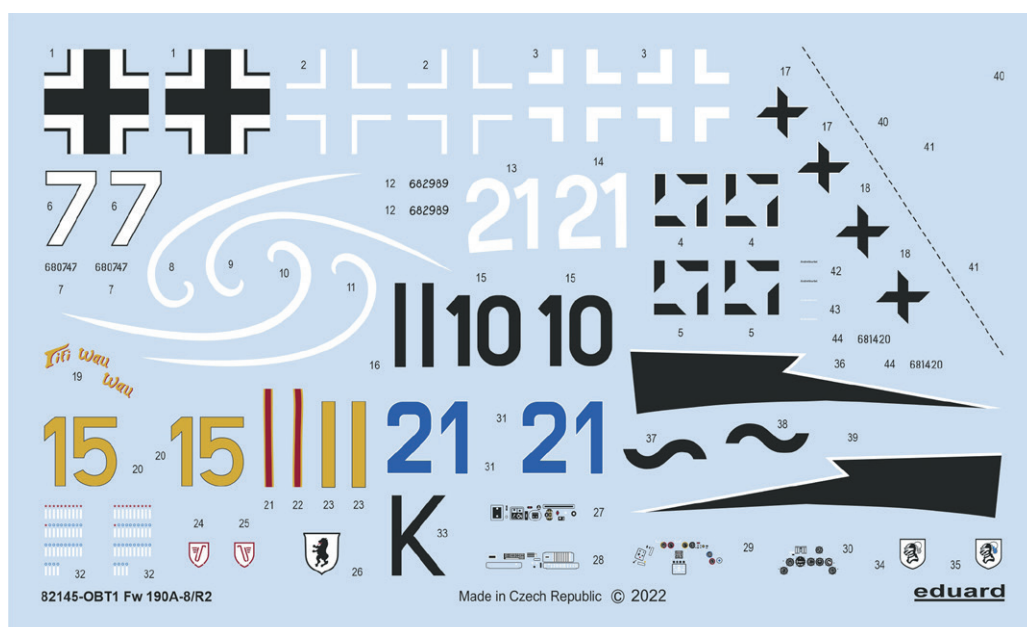
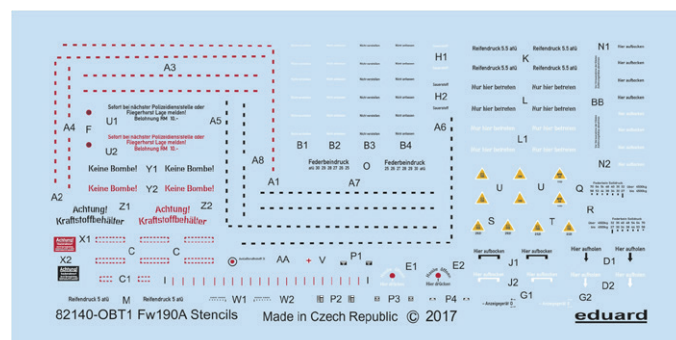
Fw 190A-8/R2 1/48

Re-release

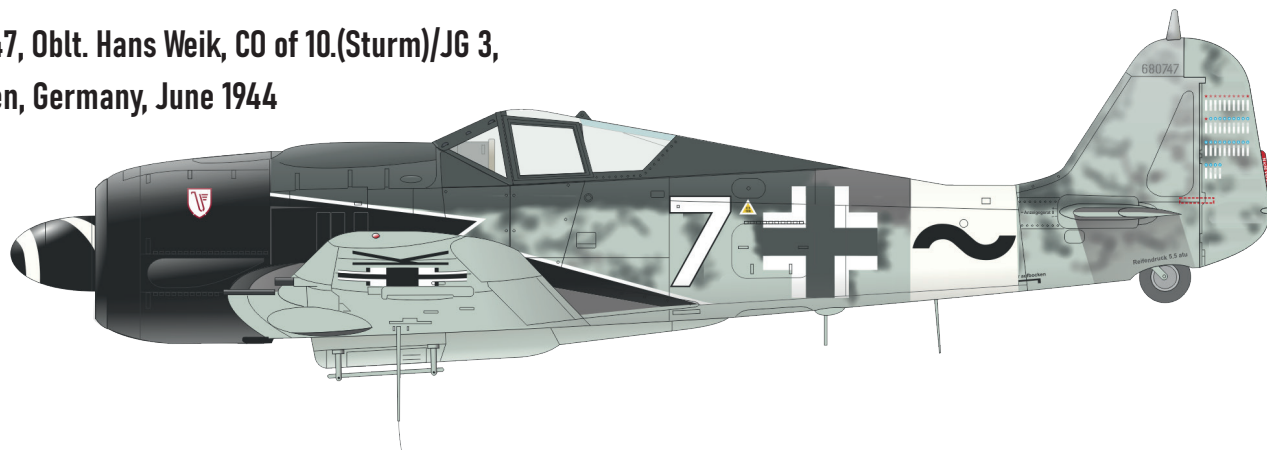
#82145

ProfiPACK edition kit of German WWII fighter aircraft Focke-Wulf
Fw 190A-8/R2 in 1/48 scale.

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

[Product page](#)


■ **WNR. 680747, Oblt. Hans Weik, CO of 10.(Sturm)/JG 3,
Memmingen, Germany, June 1944**

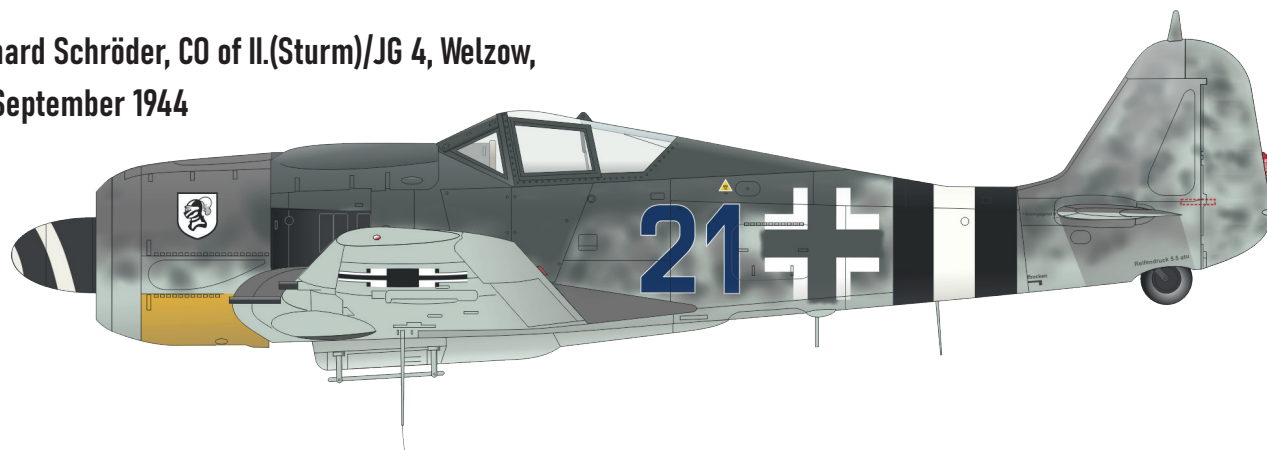


Hans Weik was born on July 6, 1922, in Heilbronn and joined the Luftwaffe in October 1941. After completing training, he was assigned to JG 3 on February 21, 1943, and sent to the Eastern front where he would shoot down ten Soviet aircraft. From May to November he served as an instructor at 4./JGr Ost and there he gained his first kill of a B-17 bomber. He was subsequently transferred to 9./JG 3 and on February 10, 1944, he was promoted to Commanding

Officer position of 10. Staffel JG 3, where he achieved 23 kills. Twenty of them were four-engined heavy bombers. He was awarded the Knight's Cross for his achievements on July 27, 1944. In April 1945 he was assigned to III./EJG 2, where he was retrained for Me 262. After the war, Hans Weik studied architecture and was responsible for the design of many structures. In his retirement years he dedicated his time to ship modelling and died on June 5, 2001 in

Heidenheim an der Brenz. The aircraft flown by Weik carried the markings that were worn by IV. Gruppe JG 3, i.e., a black engine cowl and a stylized Adlerflügel on the sides of the fuselage. The rear fuselage sports a white fuselage band that was common to JG 3 aircraft within the structure of the Defence of the Reich units. On these aircraft, the wave sign denoted the IV. Gruppe. The rudder carries victory markings up to June 1944.

■ **Hptm. Gerhard Schröder, CO of II.(Sturm)/JG 4, Welzow,
Germany, September 1944**

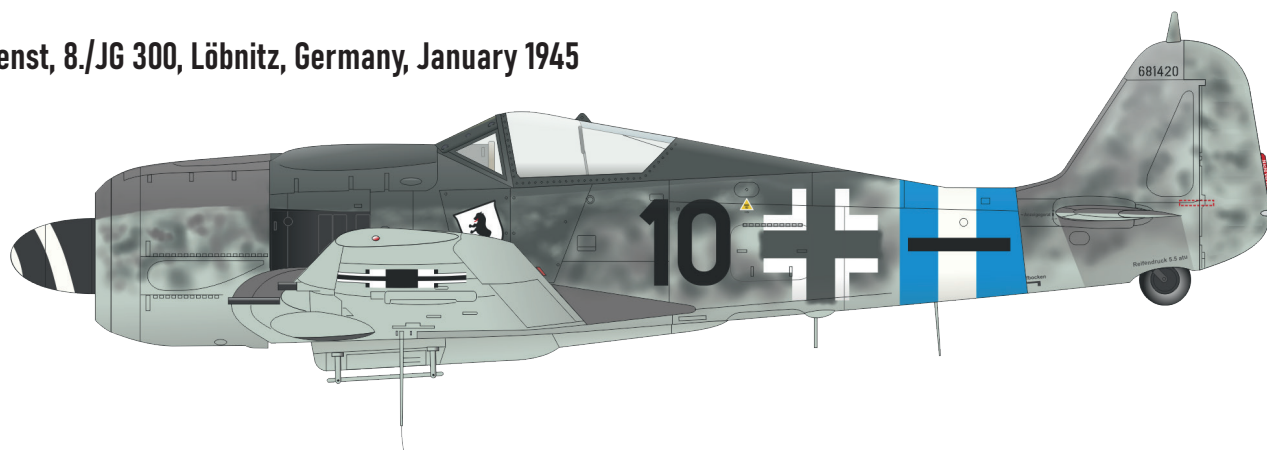


The death of Obstlt. Hans-Günther von Kornatzki allowed 8. Staffel CO Hptm. Gerhard Schröder to take command of II./JG 4 on September 12, 1944. Kornatzki died in a failed emergency landing attempt that ended in high voltage transmission lines. Schröder was thirty-two years old at the time and remained Gruppe

commander until the beginning of March 1945, when he was replaced by the cured Maj. Wilhelm Moritz. He held the post until the end of the World War II. Historians generally assert that the reason for the change of the II. Gruppe command was the poor showing of the unit during Operation Bodenplatte.

The aircraft was camouflaged in the standard colors of RLM 74/75/76 and carried the JG 4 emblem on the nose and JG 4's Defense of the Reich identifier in the form of black-white-black fuselage bands ahead of the tail surfaces.

■ **Lt. Karl Spenst, 8./JG 300, Löbnitz, Germany, January 1945**

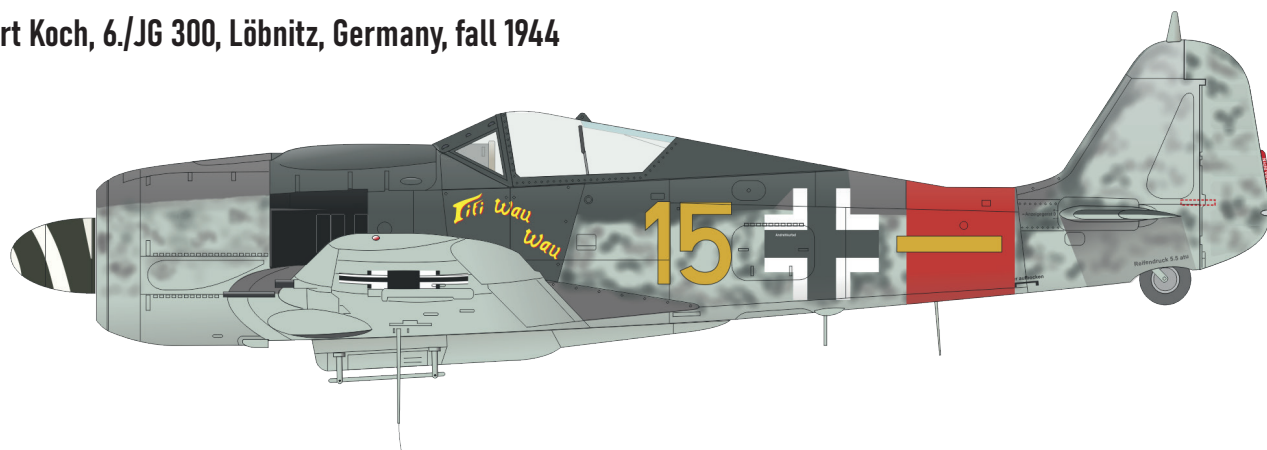


This is a reconstruction of Fw 190A-8/R2 "Black 10" flown by CO of 8./JG 300, Lt. Karl Spenst in January 1945. This aircraft was photographed on November 27, 1944, at Löbnitz while still carrying the brick red

fuselage band. The identifier for JG 300 was changed to blue-white-blue bands in January 1945. The drawing pictures the aircraft in this state. The emblem of the Berlin Bear on the left side is a personal

marking of the pilot. Karl Spenst achieved at least one kill.

■ Fw. Adalbert Koch, 6./JG 300, Löbnitz, Germany, fall 1944

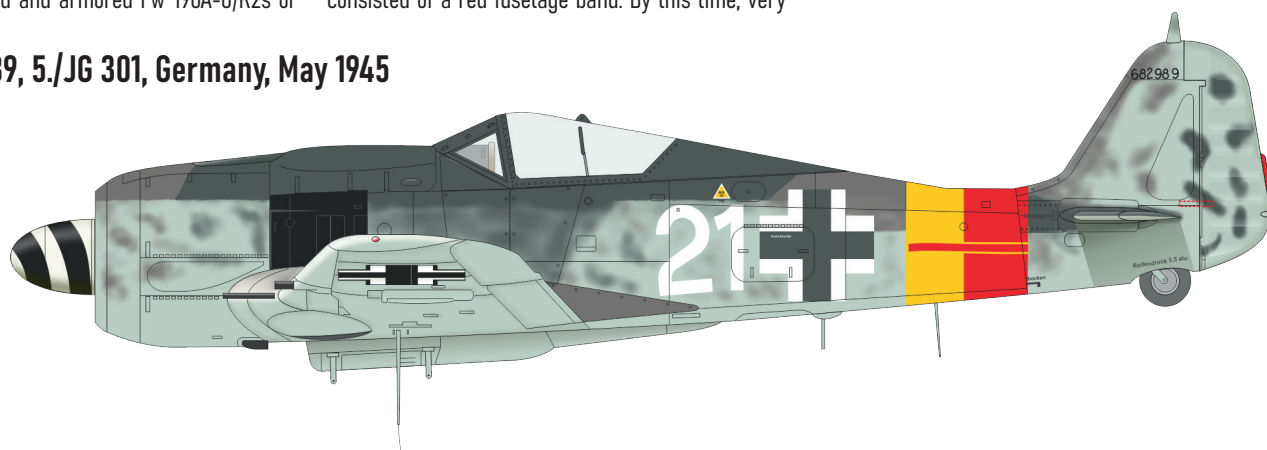


JG 300 was initially tasked with nighttime interception of Allied bombers headed to targets in occupied Europe as was the case with her sister unit JG 301 as well. However, at the beginning of 1944, attention shifted to daylight operations. The II. Gruppe of the unit was formed in July 1943 and equipped with heavily armed and armored Fw 190A-8/R2s or

R8s in the summer of 1944. It was also designated as a Sturmgruppe. One of the unit's pilots was Fw. Adalbert Koch, who in the fall of 1944 flew an aircraft with the "yellow 15" code. The armor plating on the sides of the fuselage carried the inscription "Titi Wau Wau". The Defense of the Reich marking for JG 300 consisted of a red fuselage band. By this time, very

few of these aircraft retained their armored glass on the sliding portion of the canopy. The pilots generally had these removed because of condensation, which formed between the glass surfaces at high altitude, compromising visibility of the pilot.

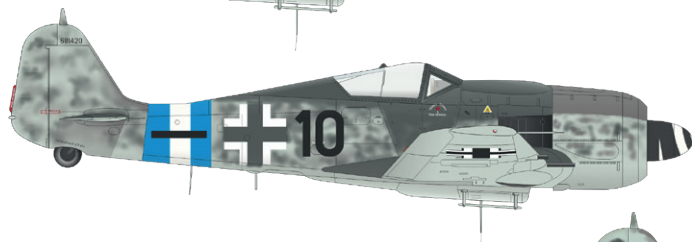
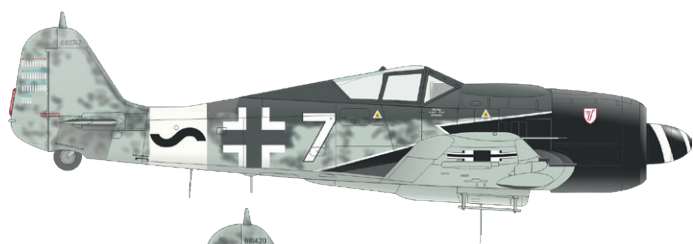
■ WNr. 682989, 5./JG 301, Germany, May 1945



The order for the formation of Jagdgeschwader 301 was issued on September 26, 1943, and the unit was to be equipped with single-engined fighters tasked with night fighting duties. In March 1944, this role was changed to day-fighting within the framework

of the Defense of the Reich. The unit was initially equipped with Bf 109G-6 fighters, but over time, re-equipped with the Fw 190A-8s and A-9s, followed by Fw 190D-9s. JG 301 went on to become the first unit to be given the Ta 152s at the beginning of March

1945. This Sturmbock was found by Allied troops in May 1945. The yellow-red fuselage band identified JG 301 aircraft within the Defense of the Reich network.



OVERTREES

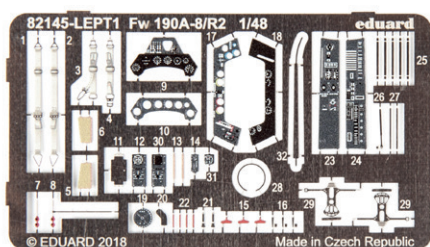
#82145X Fw 190A-8/R2 1/48

Product page

OVERLEPT

#82145-LEPT
Fw 190A-8/R2 1/48

Product page



Recommended: for Fw 190A-8/R2 1/48

- 48973 Fw 190A-8/R2 (PE-Set)
- 48974 Fw 190A-8/R2 landing flaps (PE-Set)
- FE863 Fw 190A seatbelts STEEL (PE-Set)
- 644005 Fw 190A-8/R2 LööK (Brassin)
- 648356 Fw 190A wingroot gun bays (Brassin)
- 648366 Fw 190A propeller (Brassin)
- 648371 Fw 190A control surfaces early (Brassin)
- 648381 Fw 190A exhaust stacks (Brassin)

- 648426 Fw 190A-8/R2 cockpit (Brassin)
- 648437 Fw 190A-8/R2 undercarriage legs BRONZE (Brassin)
- 648440 Fw 190A-8/R2 engine & fuselage guns (Brassin)
- 648482 Fw 190A-8/R2 engine (Brassin)
- SIN64852 Fw 190A-8/R2 ESSENTIAL (Brassin)
- SIN64860 Fw 190A-8/R2 ADVANCED (Brassin)
- D48036 Fw 190A-8/R2 national insignia (Decal Set)
- EX587 Fw 190A TFace (Mask)

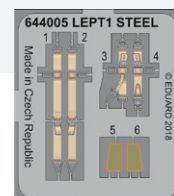


Cat. No. 648426



Cat. No. 648437

Cat. No. 644005



Cat. No. 648482

634027

Hawk 81-A2 LööK

1/48 Great Wall Hobby

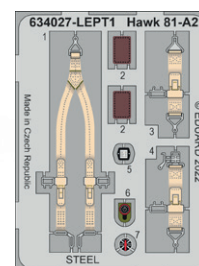
LööK

Brassin set - the undercarriage wheels for Hawk 81-A2 in 1/32 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

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

Product page



644157

F-104A LööK

1/48 Kinetic

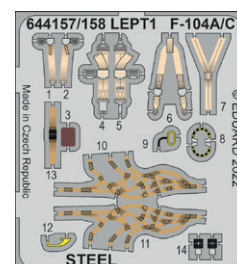
LööK

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-104A in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

Set contains:

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

Product page



644158

F-104C LööK

1/48 ICM

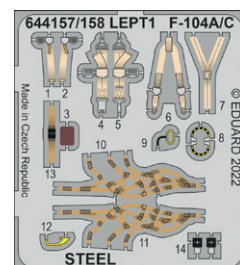
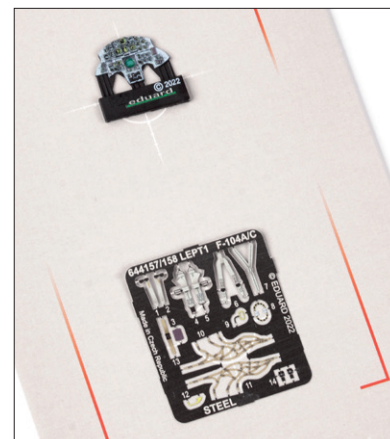
LööK

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for F-104C in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Kinetic

Set contains:

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

Product page



644159

Vampire F.3 LööKplus

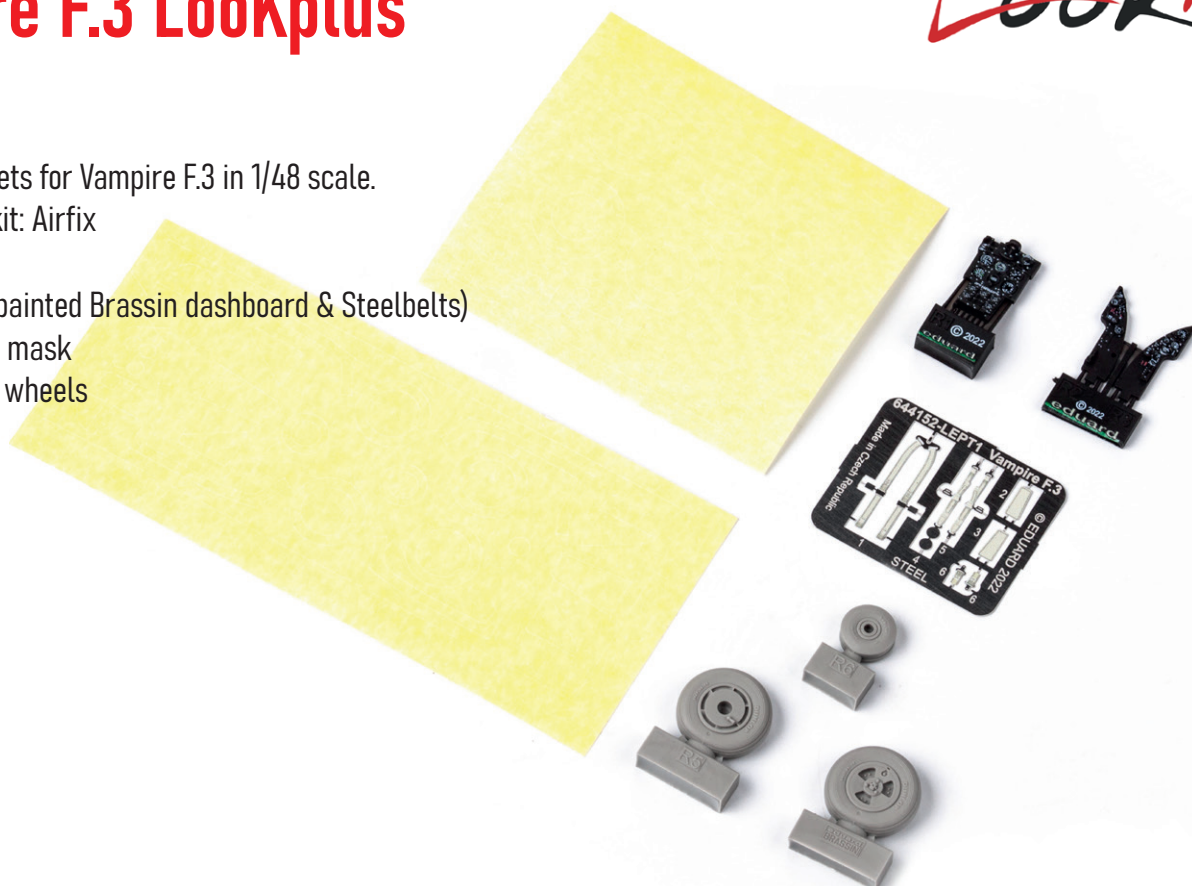
1/48 Airfix

LööK+

Collection of 3 sets for Vampire F.3 in 1/48 scale.
Recommended kit: Airfix

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

Product page



644160

SR-71A LööKplus

1/48 Revell

Collection of 3 sets for SR-71A in 1/48 scale.

Recommended kit: Revell

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

[Product page](#)


648726

Sopwith Camel Comic Lewis guns PRINT

1/48 Eduard

Brassin set - the upper wing mounted guns for Sopwith Camel Comic in 1/48 scale.

The set consists of the main two guns and Foster mounting. Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

- 3D print: 15 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)


648744

F-15C/D/J/N wheels

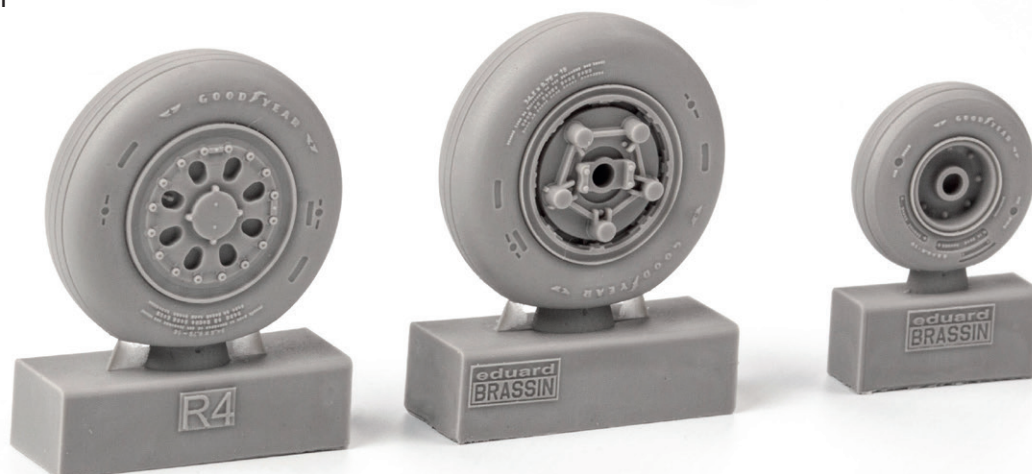
1/48 Great Wall Hobby

Brassin set - the undercarriage wheels for F-15C/D/J/N 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](#)



648749

MICA RF PRINT

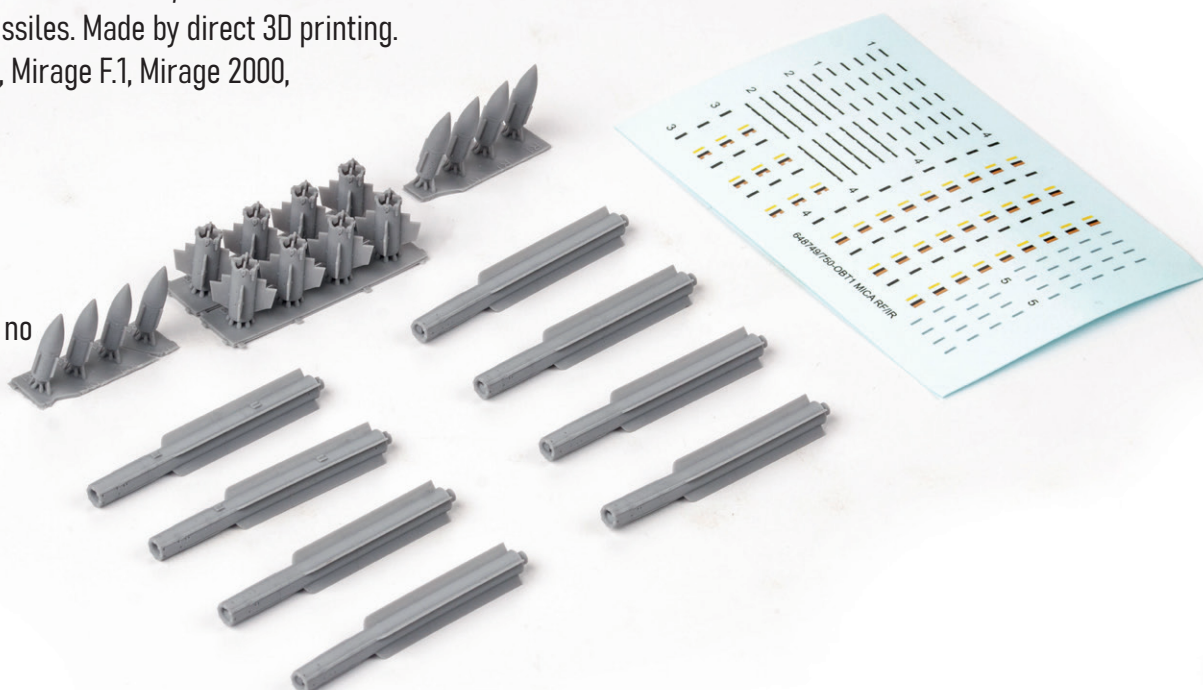
1/48

Brassin set - the MICA RF missiles in 1/48 scale. The set consists of 8 missiles. Made by direct 3D printing. Compatible with Rafale, Mirage F.1, Mirage 2000, Su-30MKI.

Set contains:

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

[Product page](#)



eduard
BRASSIN
Print

648750

MICA IR PRINT

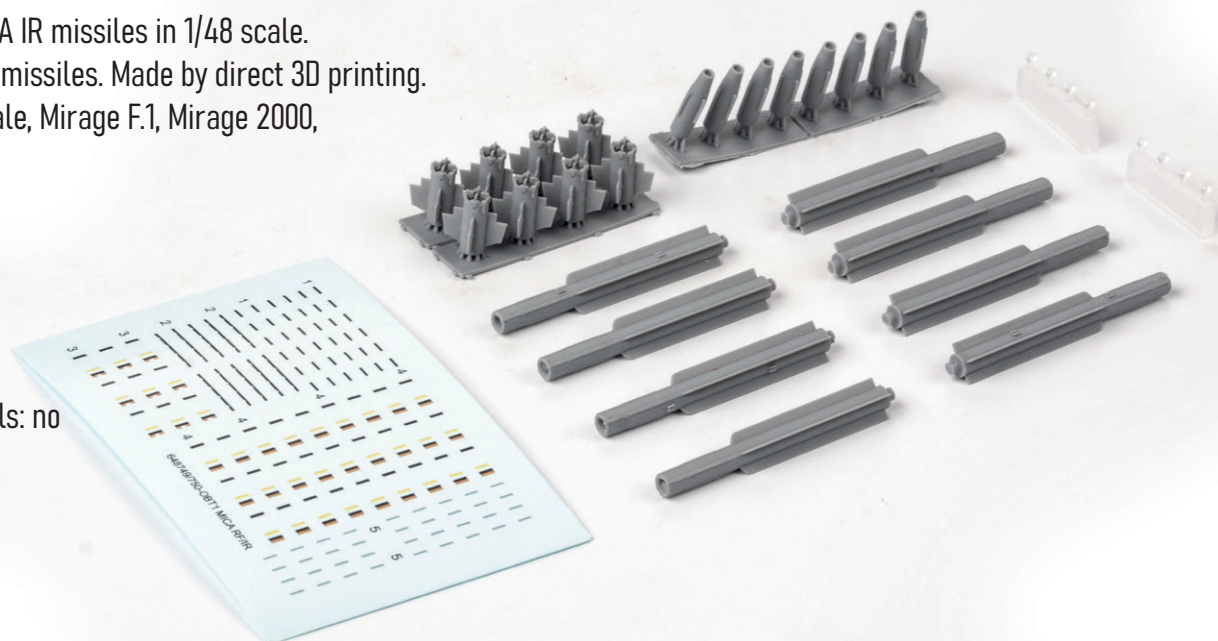
1/48

Brassin set - the MICA IR missiles in 1/48 scale.
The set consists of 8 missiles. Made by direct 3D printing.
Compatible with Rafale, Mirage F.1, Mirage 2000,
Su-30MKI.

Set contains:

- 3D print: 24 parts
- resin: 8 parts
- decals: yes
- photo-etched details: no
- painting mask: no

[Product page](#)



648752

Z-126/226 landing gear skis PRINT

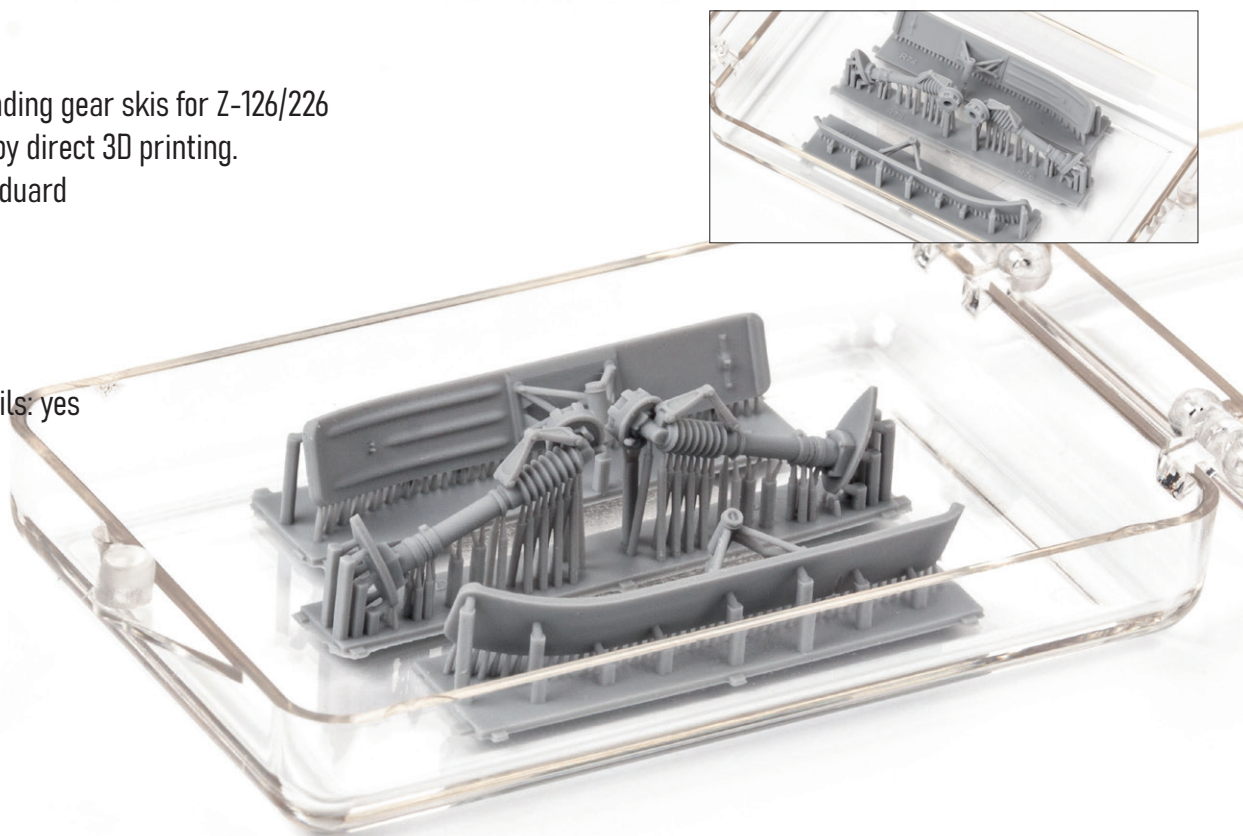
1/48 Eduard

Brassin set - the landing gear skis for Z-126/226
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard

Set contains:

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

[Product page](#)



648753

Vampire F.3 seat PRINT

1/48 Airfix

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

Set contains:

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

[Product page](#)

eduard
BRASSIN *Print*
648754

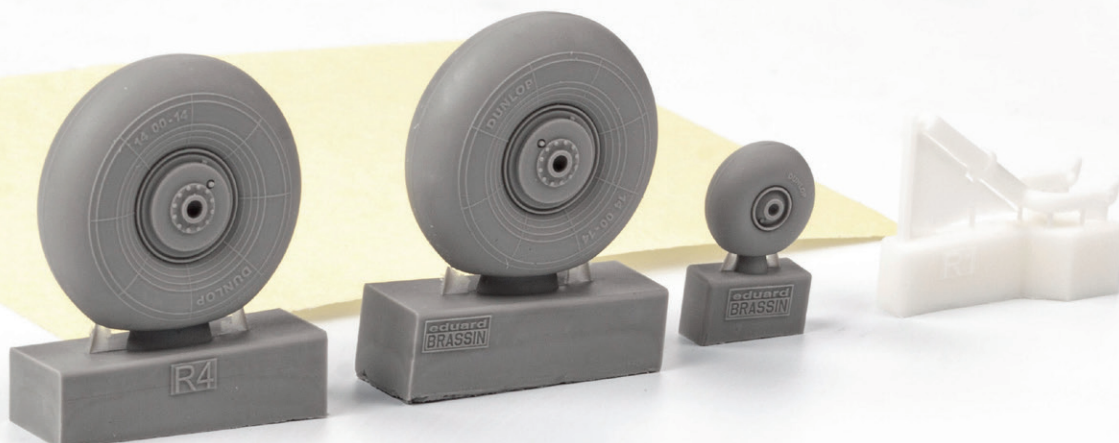
Beaufighter Mk.VI wheels

1/48 Tamiya

Brassin set - the undercarriage wheels for Beaufighter Mk.VI 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](#)

eduard
BRASSIN *Print*

648757

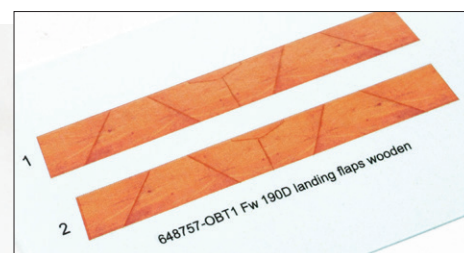
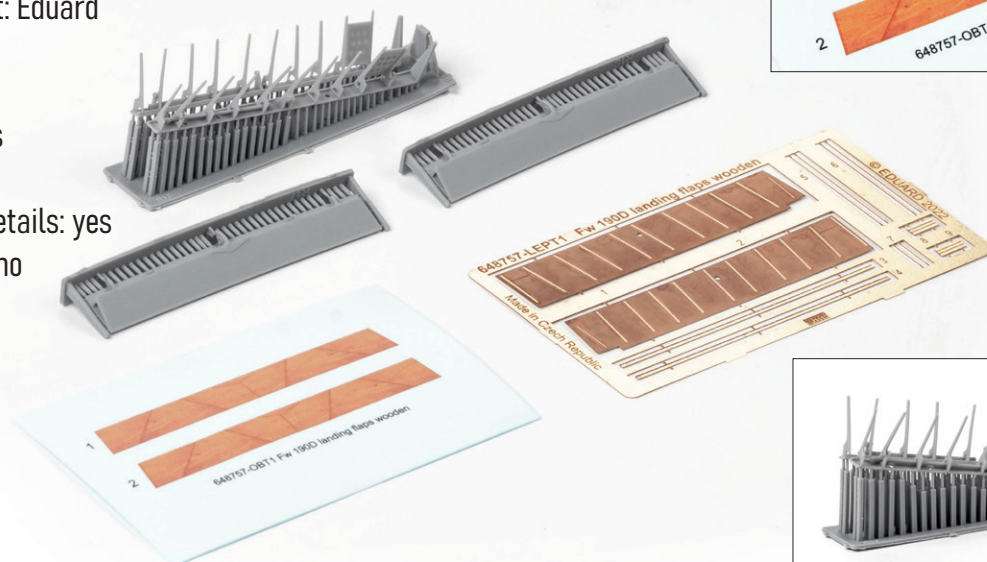
Fw 190D landing flaps wooden PRINT

1/48 Eduard

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

Set contains:

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

[Product page](#)


648758

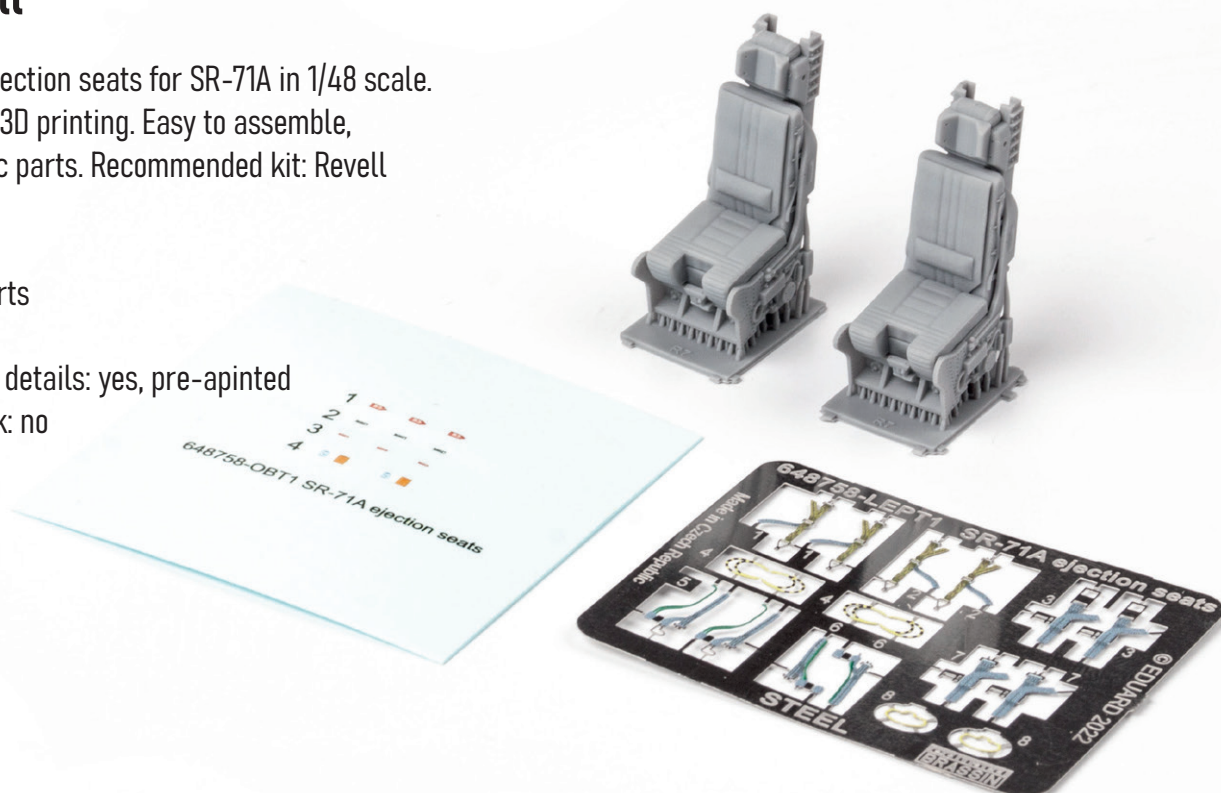
SR-71A ejection seats PRINT

1/48 Revell

Brassin set - ejection seats for SR-71A in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Revell

Set contains:

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

[Product page](#)


648759

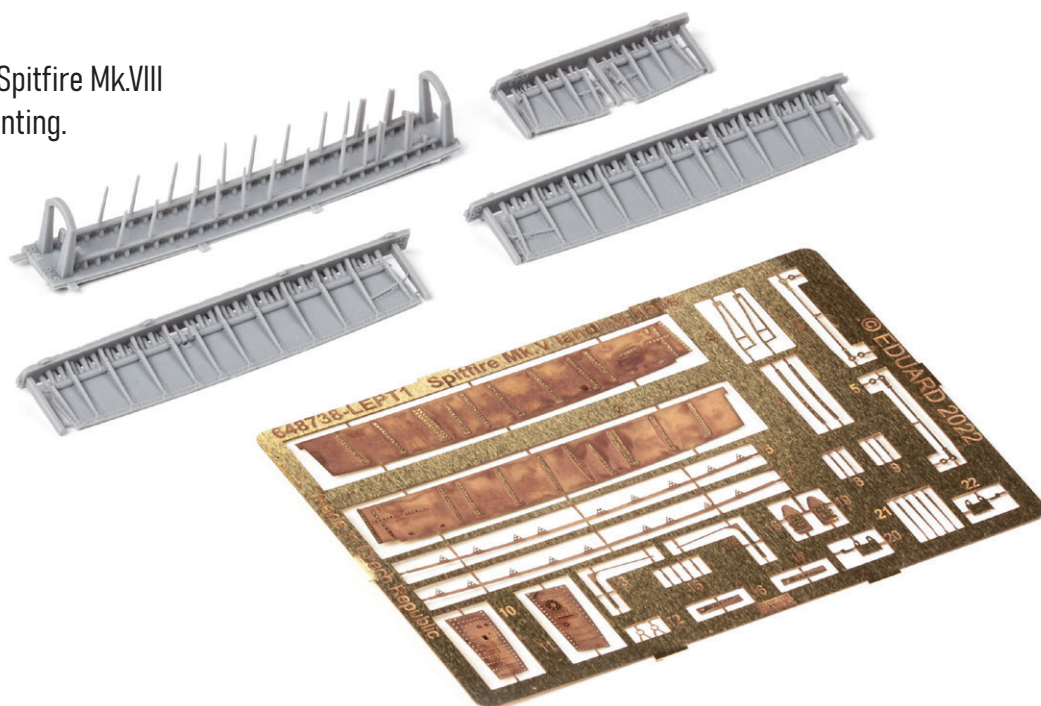
Spitfire Mk.VIII landing flaps PRINT

1/48 Eduard

Brassin set - the landing flaps for Spitfire Mk.VIII
 in 1/48 scale. Made by direct 3D printing.
 Recommended kit: Eduard

Set contains:

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

[Product page](#)

653002

M2 Browning water cooled PRINT

1/350

Brassin set - M2 Browning watercooled AA guns
 in 1/350 scale. The set consists of 12 guns.
 Made by direct 3D printing. Easy to assemble,
 replaces plastic parts.

Set contains:

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

[Product page](#)


653004

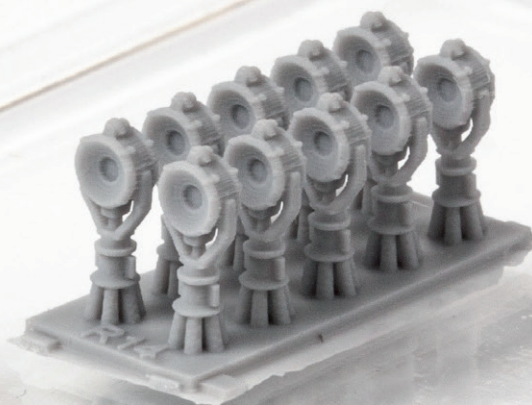
USN searchlights 24 inch PRINT

1/350

Brassin set - USN 24' 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: no
- painting mask: no

[Product page](#)
eduard
BRASSIN
Print

672288

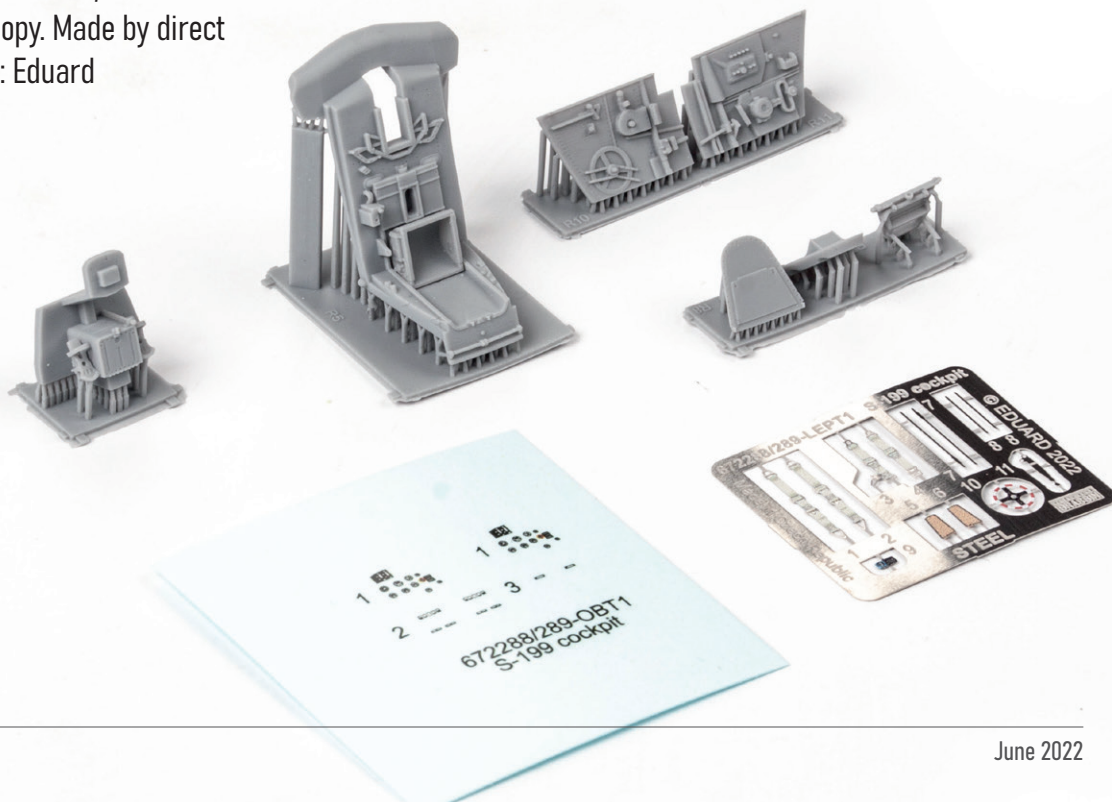
S-199 cockpit Erla canopy PRINT

1/72 Eduard

Brassin set - the cockpit for S-199 in 1/72 scale.
Designed for a/c with Erla canopy. Made by direct 3D printing. Recommended kit: Eduard

Set contains:

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

[Product page](#)
eduard
BRASSIN
Print

672289

S-199 cockpit bubble canopy PRINT

1/72 Eduard

Brassin set - the cockpit for S-199 in 1/72 scale.

Designed for a/c with bubble canopy.

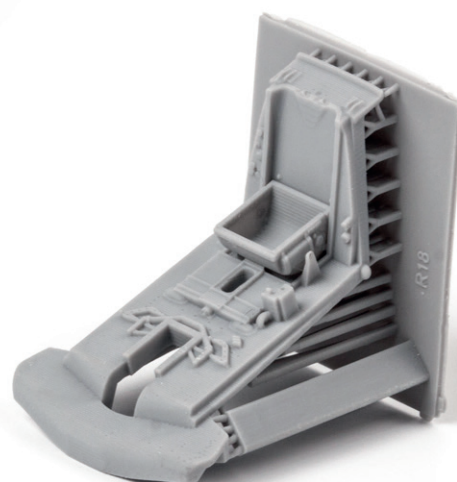
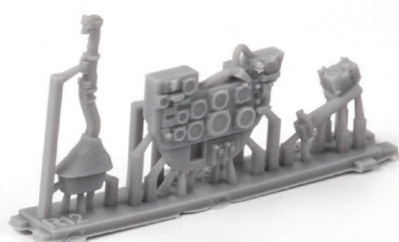
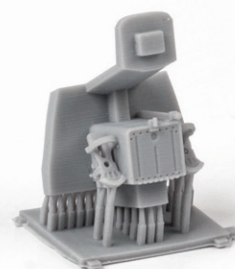
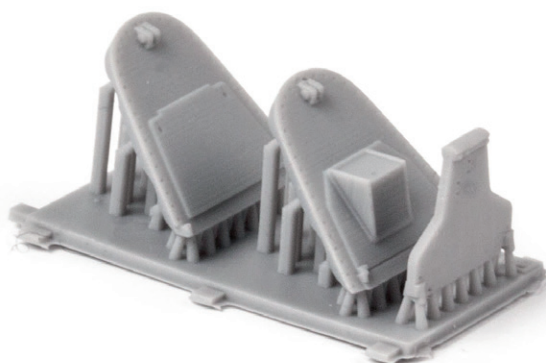
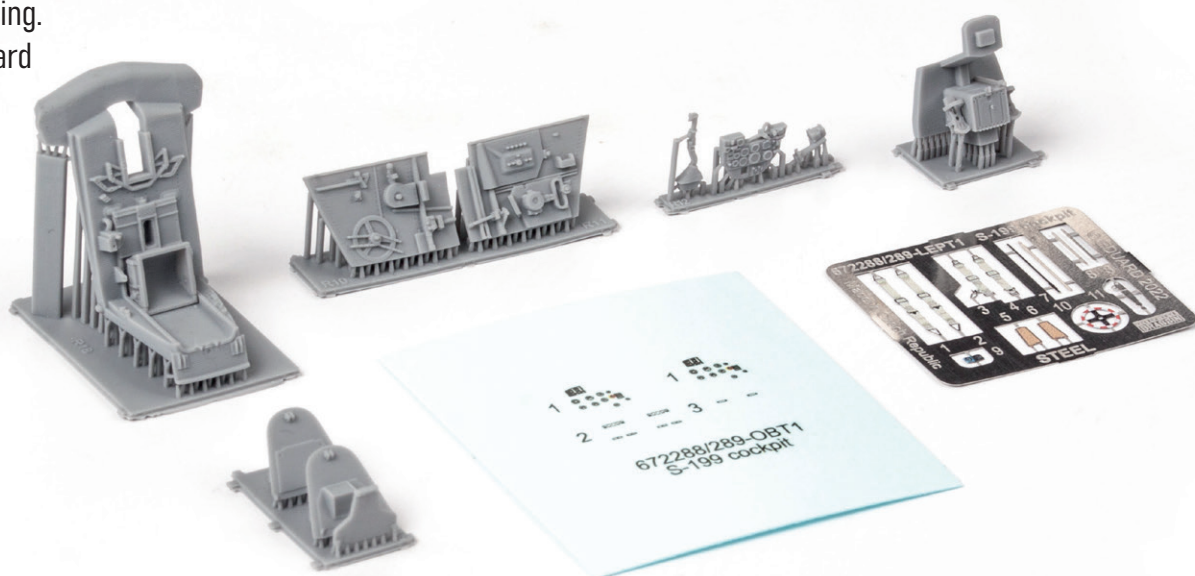
Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

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

[Product page](#)



SIN64884

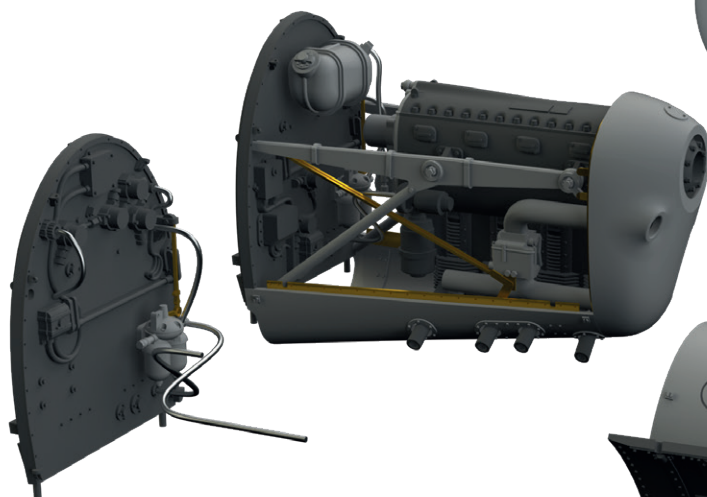
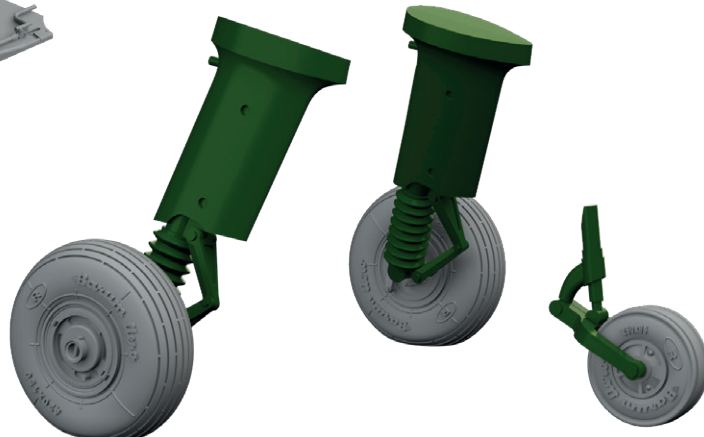
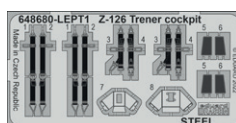
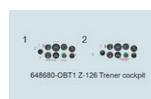
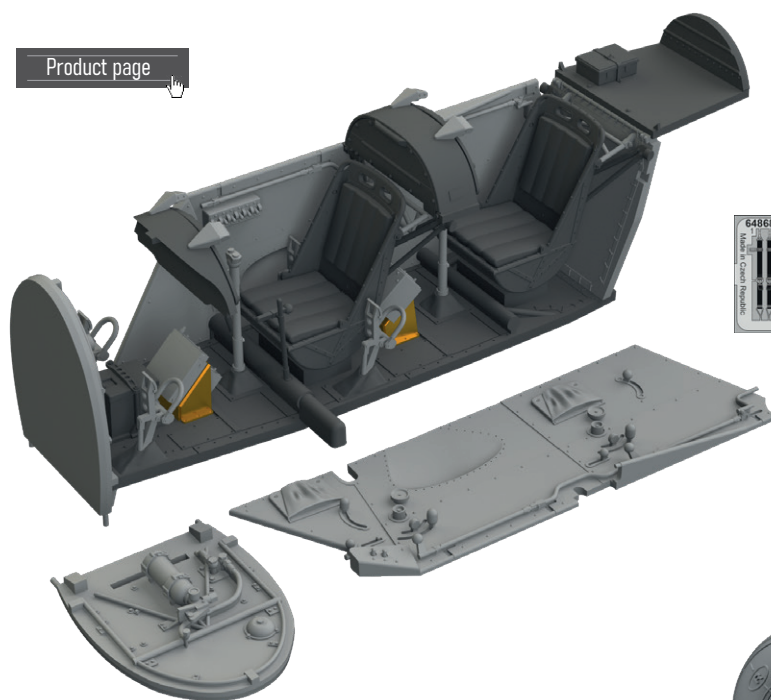
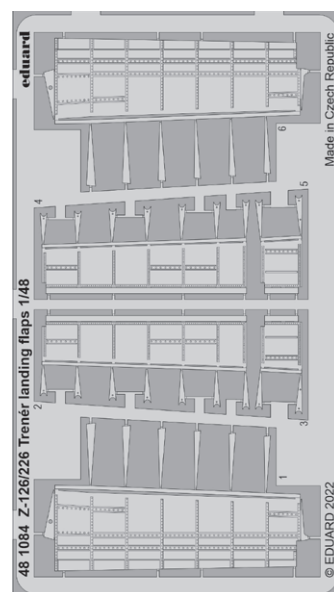
Z-126 Trener

1/48 Eduard

Collection of 4 sets for Z-126 Trener in 1/48 scale.
Recommended kit: Eduard

- cockpit
- undercarriage wheels
- engine
- photo-etched landing flaps

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

[Product page](#)


SIN64885

F-14A late

1/48 Tamiya

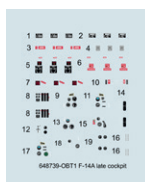
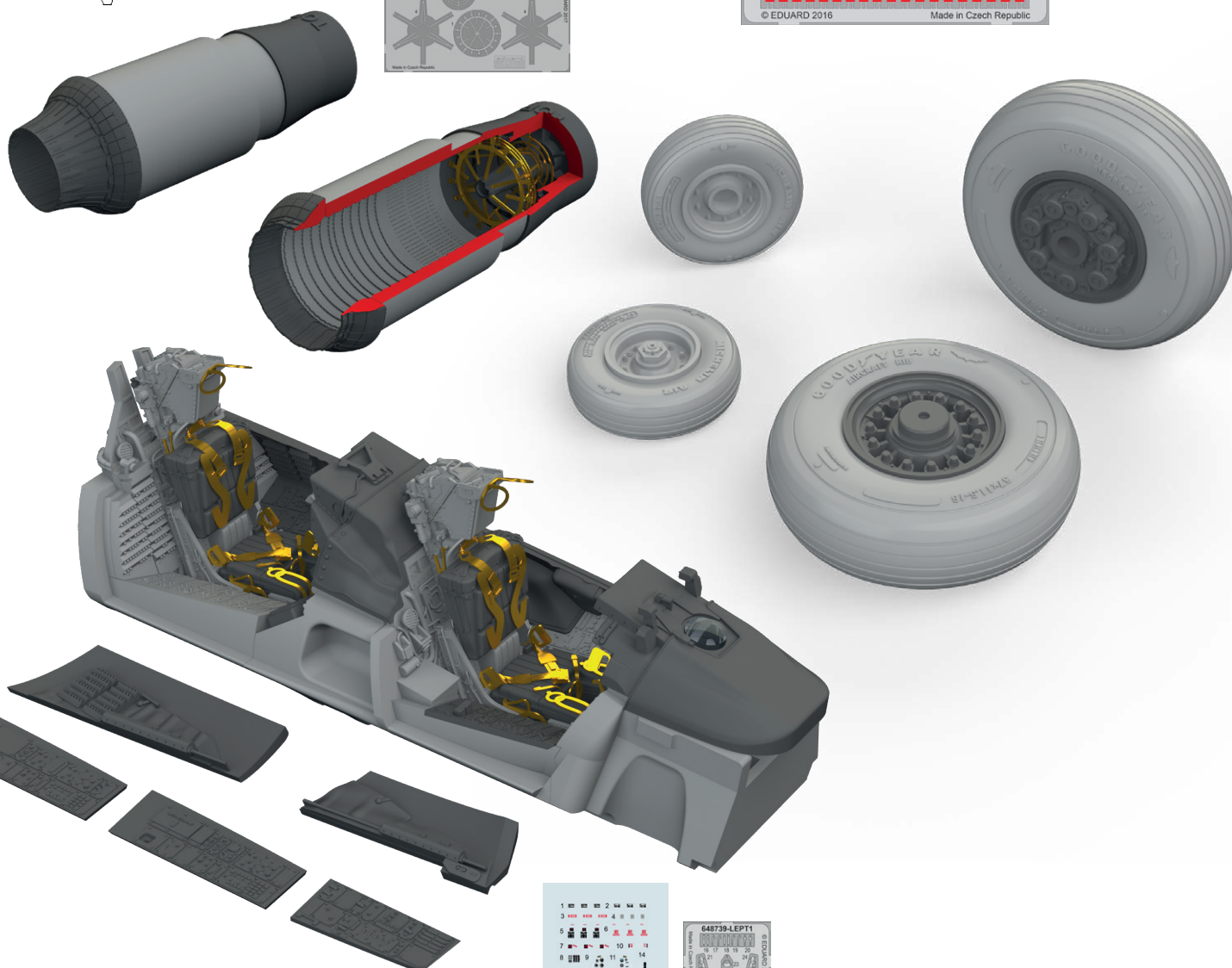
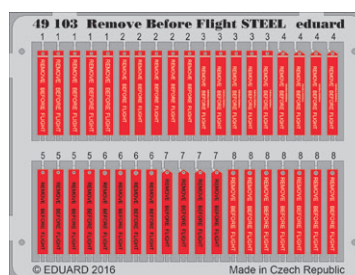
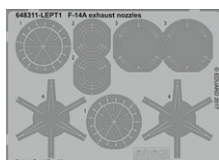
Collection of 4 sets for F-14A late in 1/48 scale.

Recommended kit: Tamiya

- cockpit
- undecarriage wheels
- photo-etched pre-painted Remove Before Flight tags STEEL
- exhaust nozzles

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

[Product page](#)



3DL32007 Bf 108 SPACE 1/32

3DL48065 Il-2 mod. 1943 SPACE 1/48

3DL48066 OH-13 SPACE 1/48

3DL48067 AH-1G SPACE 1/48

3DL48068 F6F-3 SPACE 1/48

3DL48069 F6F-5 SPACE 1/48

3DL48070 Su-25 SPACE 1/48

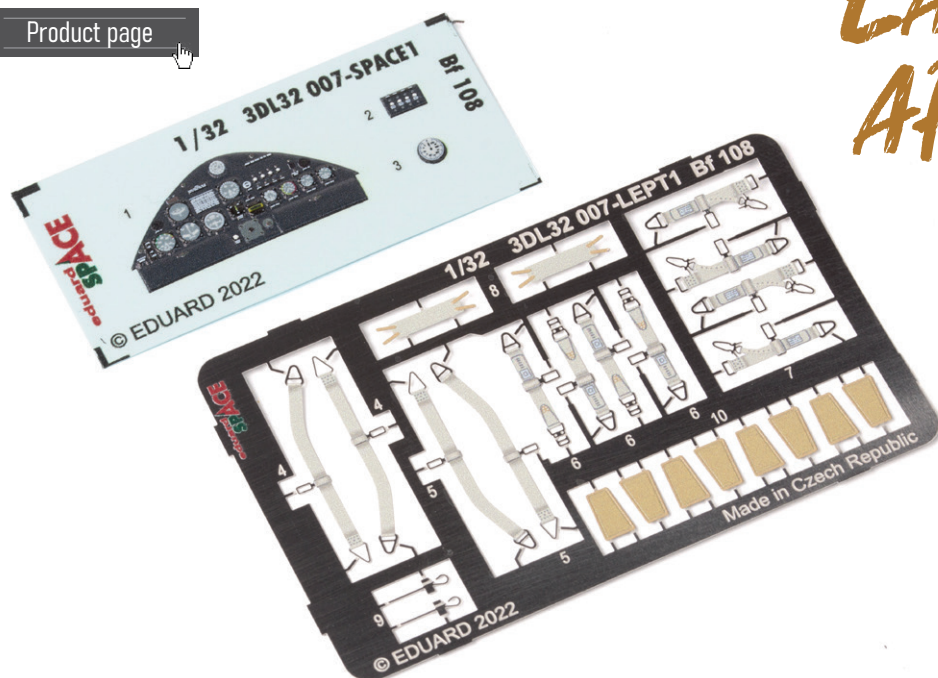
3DL53008 IJN watertight doors WWII SPACE 1/350

3DL53009 German watertight doors WWII SPACE 1/350

3DL32007 Bf 108 SPACE 1/32 Eduard

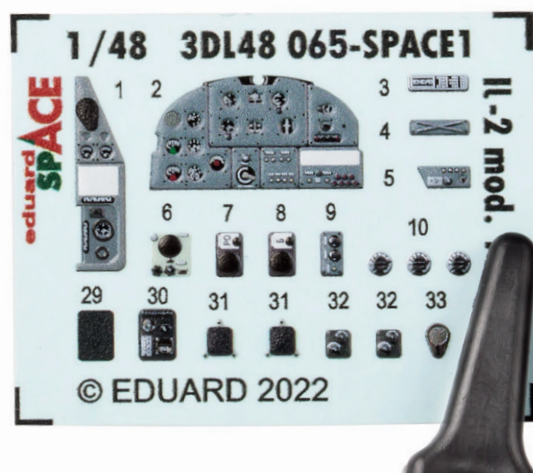
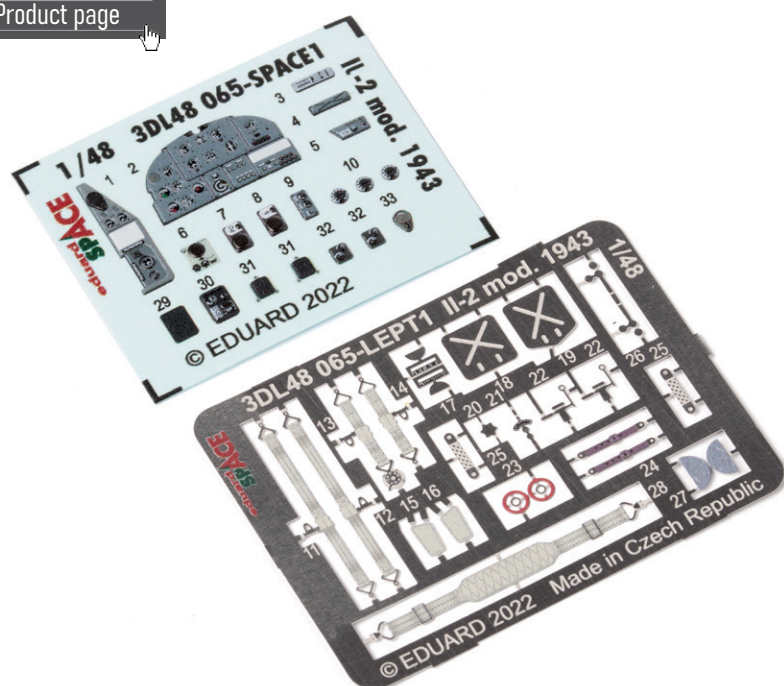
[Product page](#)

EASY
APPLIACATION

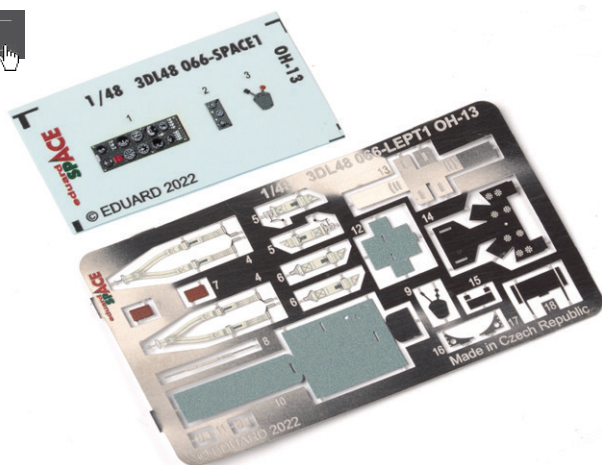


3DL48065 Il-2 mod. 1943 SPACE 1/48 Zvezda

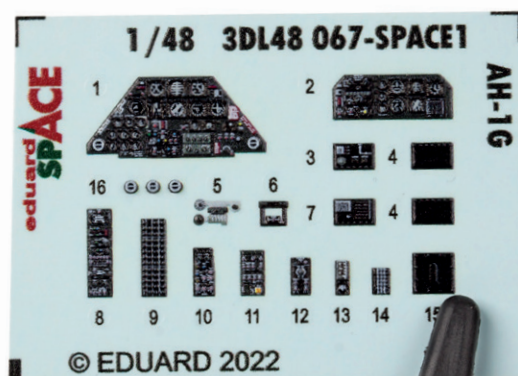
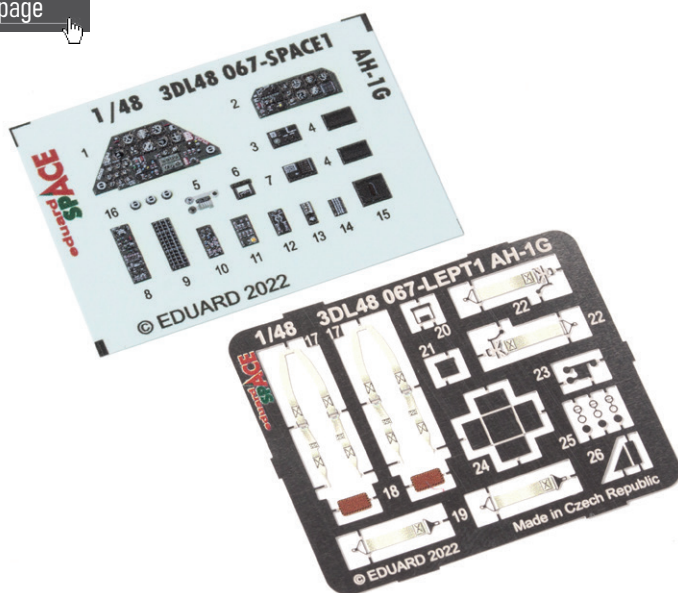
[Product page](#)



3DL48066 OH-13 SPACE 1/48 Italeri

[Product page](#)


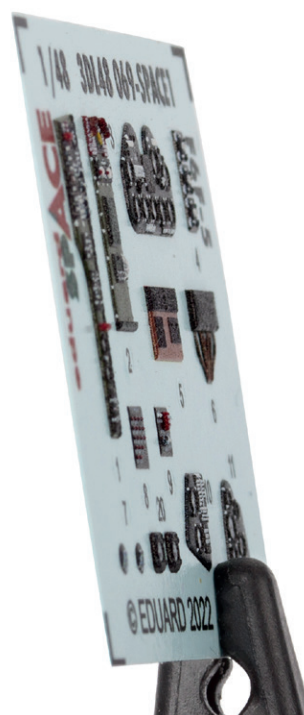
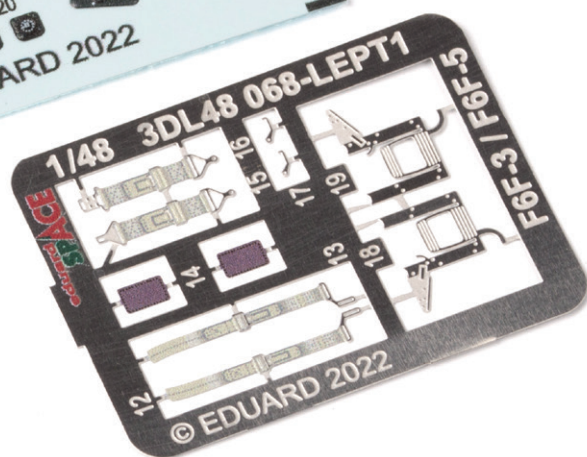
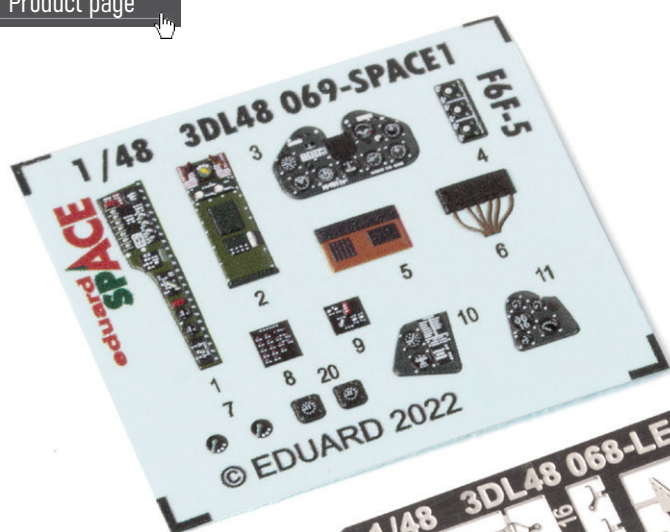
3DL48067 AH-1G SPACE 1/48 Special Hobby

[Product page](#)


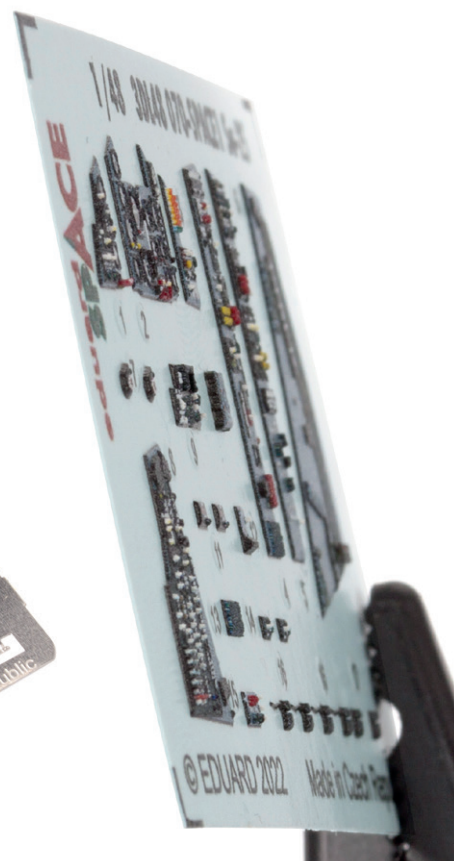
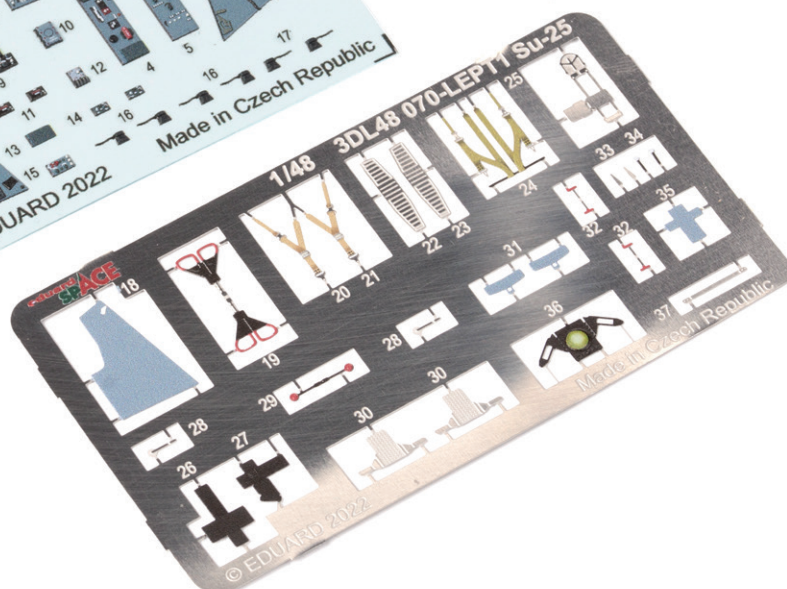
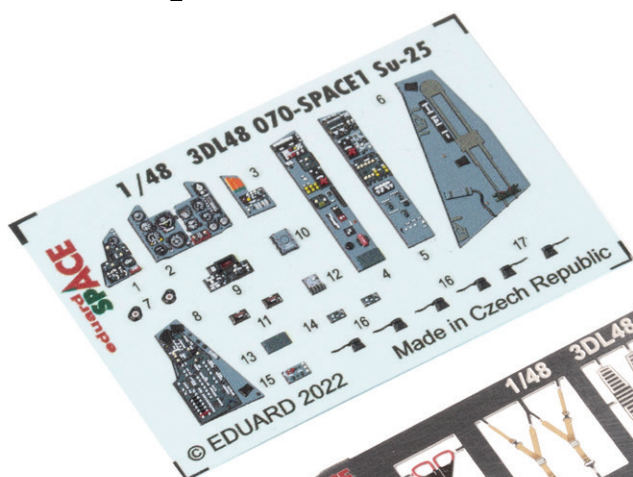
3DL48068 F6F-3 SPACE 1/48 Eduard

[Product page](#)


3DL48069 **F6F-5 SPACE** 1/48 Eduard

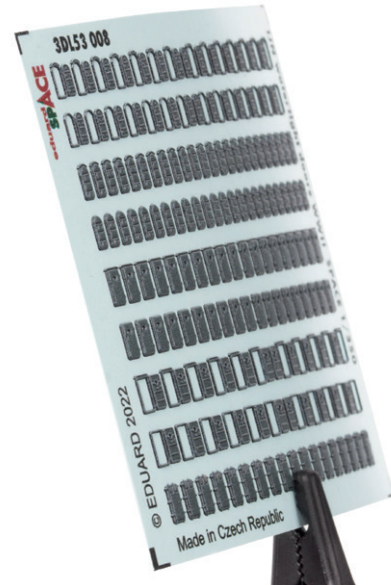
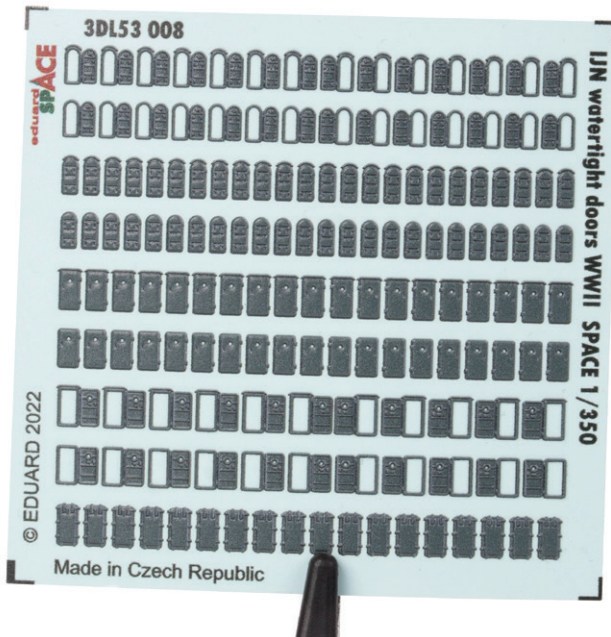
[Product page](#)


3DL48070 **Su-25 SPACE** 1/48 Zvezda

[Product page](#)


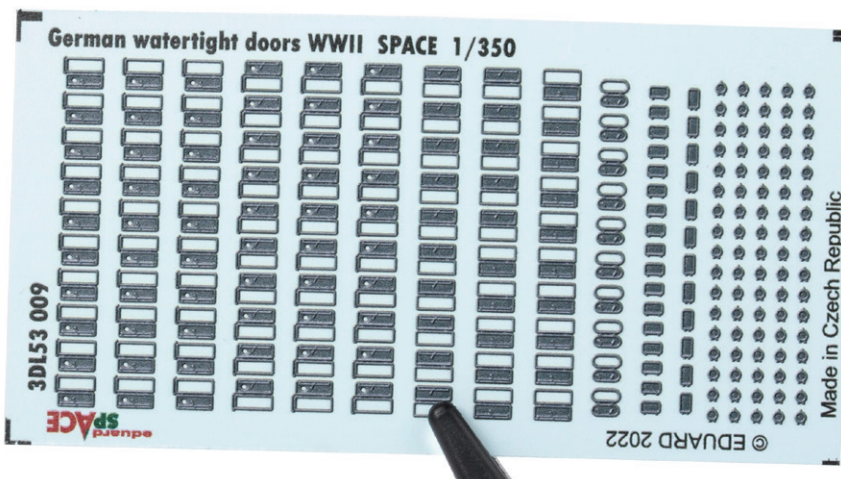
3DL53008 IJN watertight door WWII SPACE 1/350

Product page



3DL53009 German watertight doors WWII SPACE 1/350

Product page



StuG III Ausf. G

1/35 MINIART

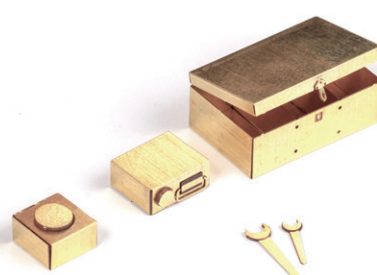
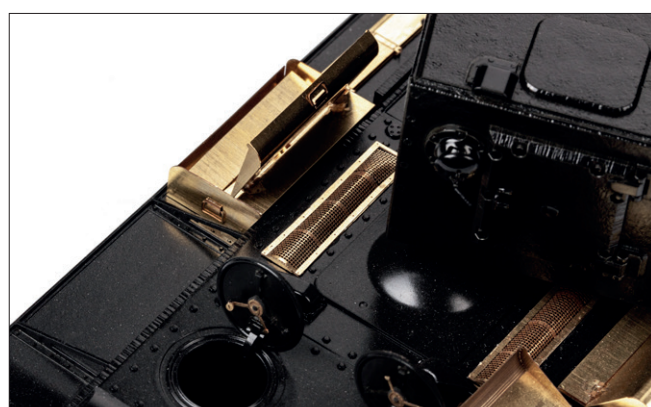
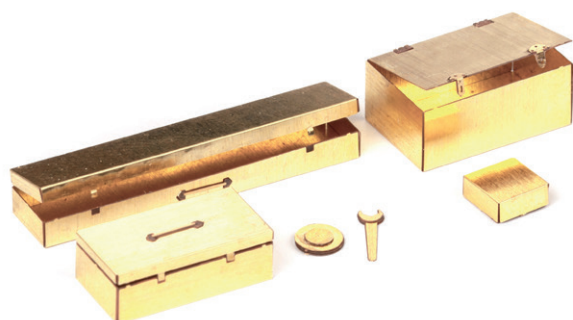
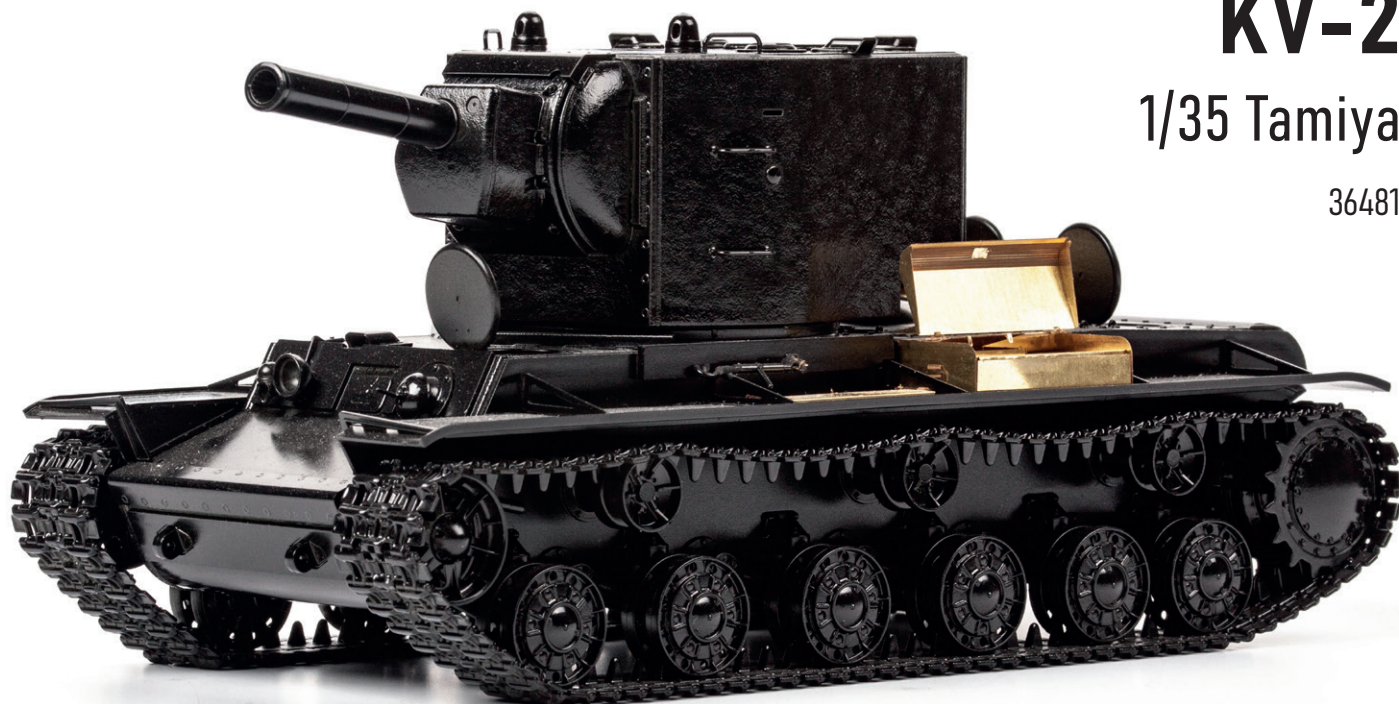
36480



KV-2

1/35 Tamiya

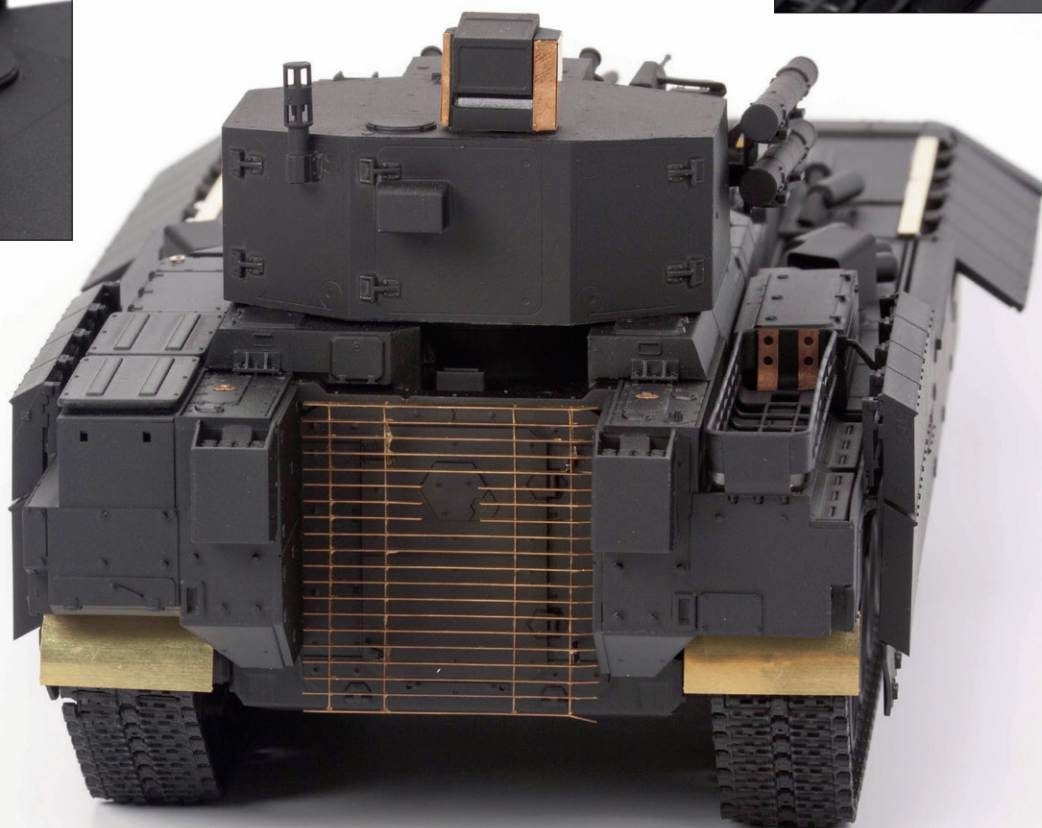
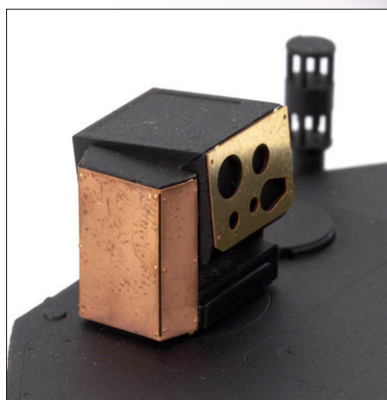
36481



T-15 Armata w/ 57mm cannon

1/35 ZVEZDA

36482





OH-13

1/48 Italeri

491275

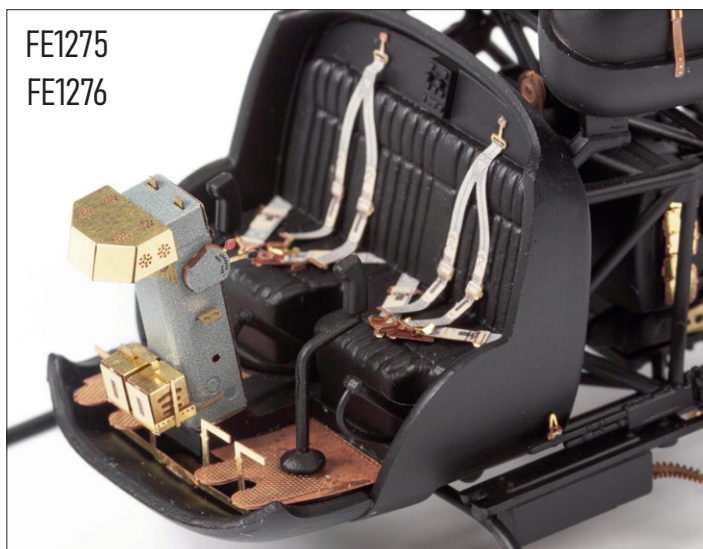


FE1275 OH-13 1/48

FE1276 OH-13 seatbelts STEEL 1/48



FE1275
FE1276



Su-25

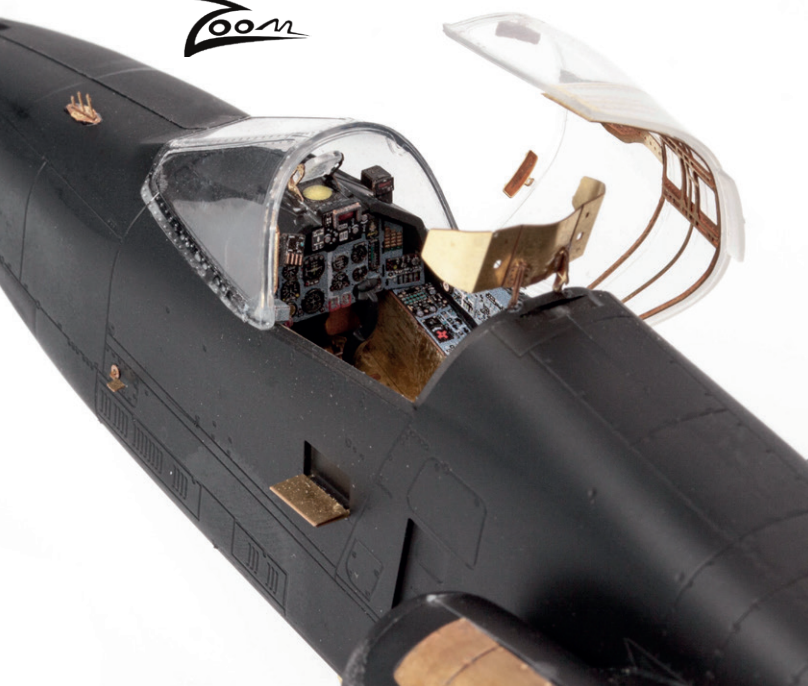
1/48 Zvezda

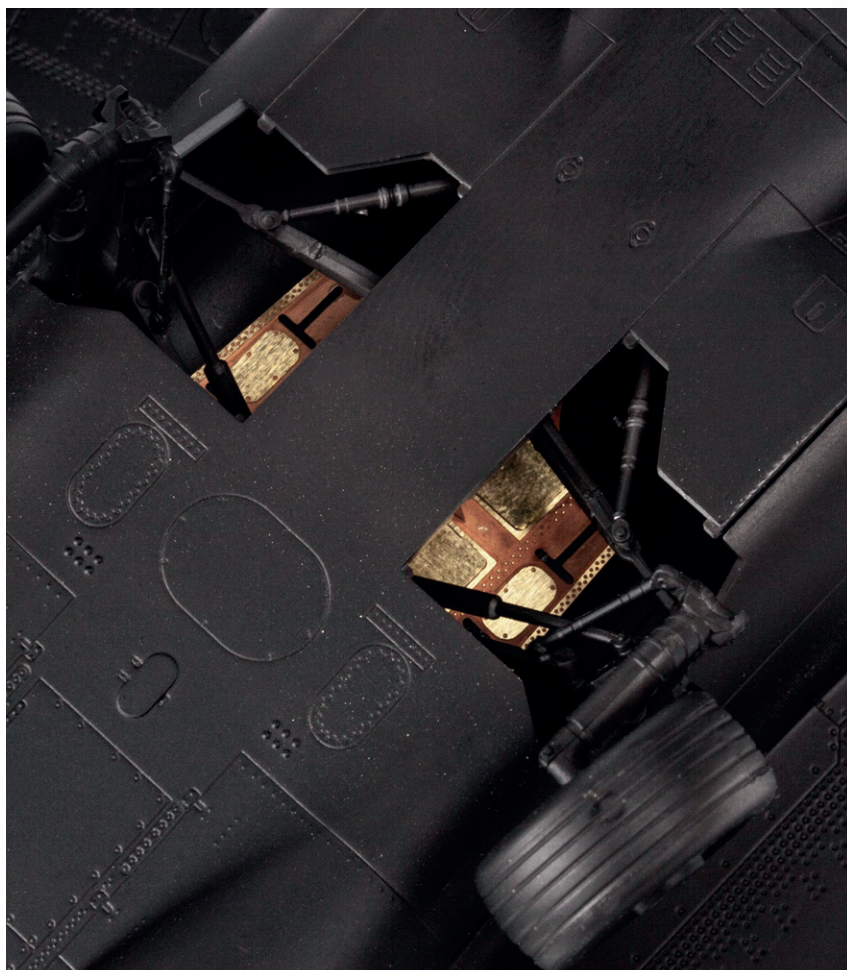
491277



FE1277 Su-25 1/48

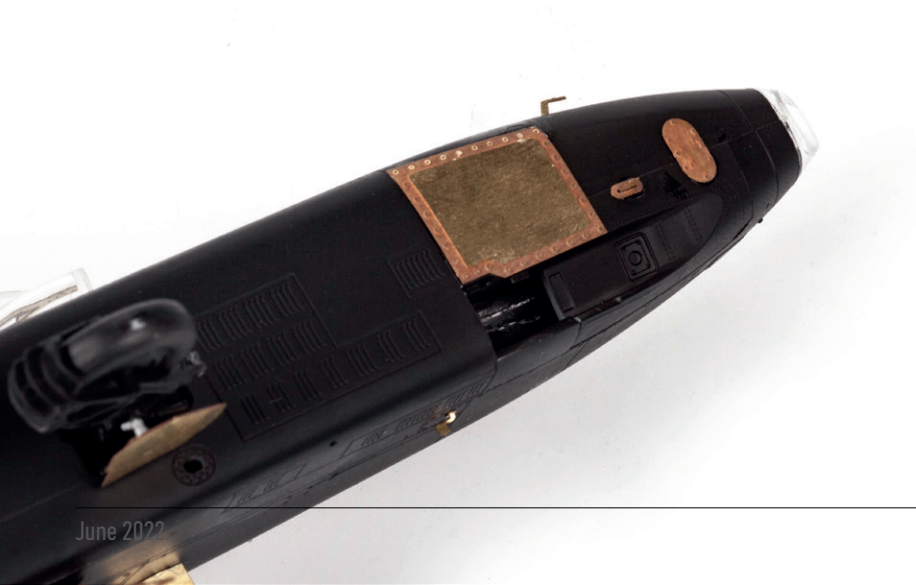
Zoom





FE1278 Su-25
seatbelts 1/48

Zoom





D3A1 Val

1/48 Hasegawa

491281



FE1281
D3A1 Val 1/48

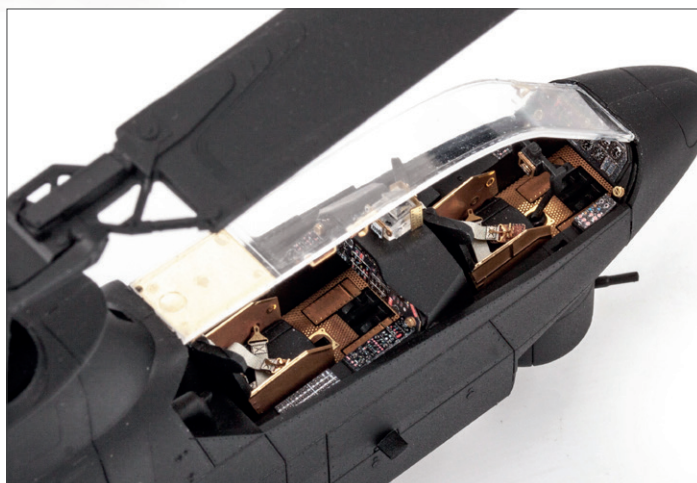
Zoom



AH-1G

1/48 Special Hobby

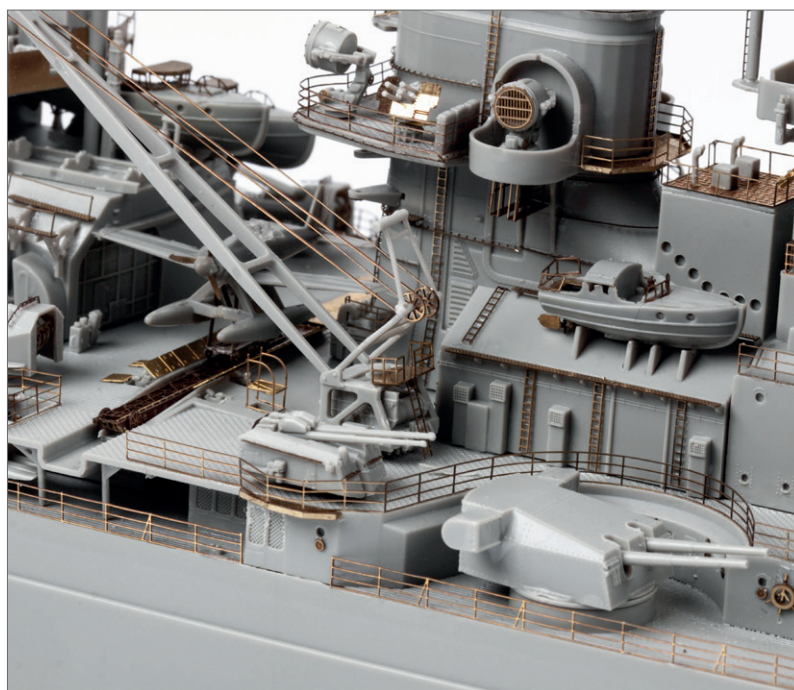
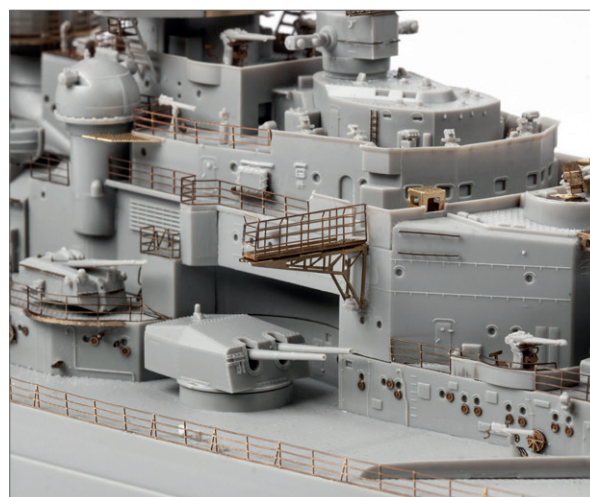
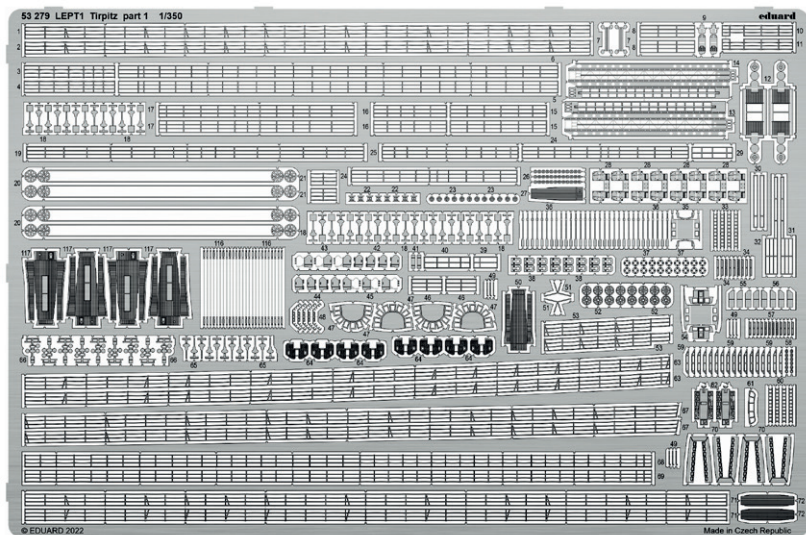
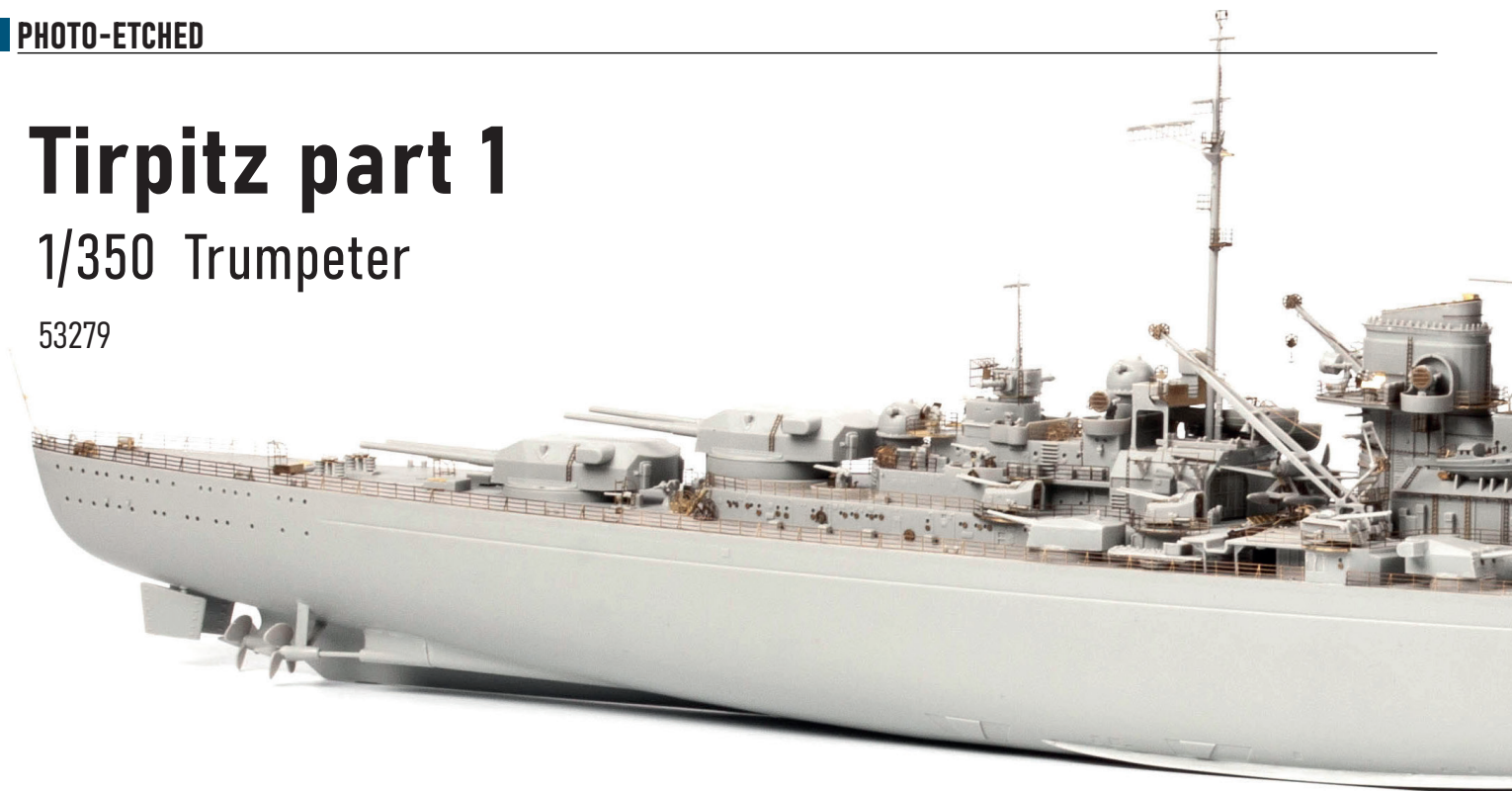
491279

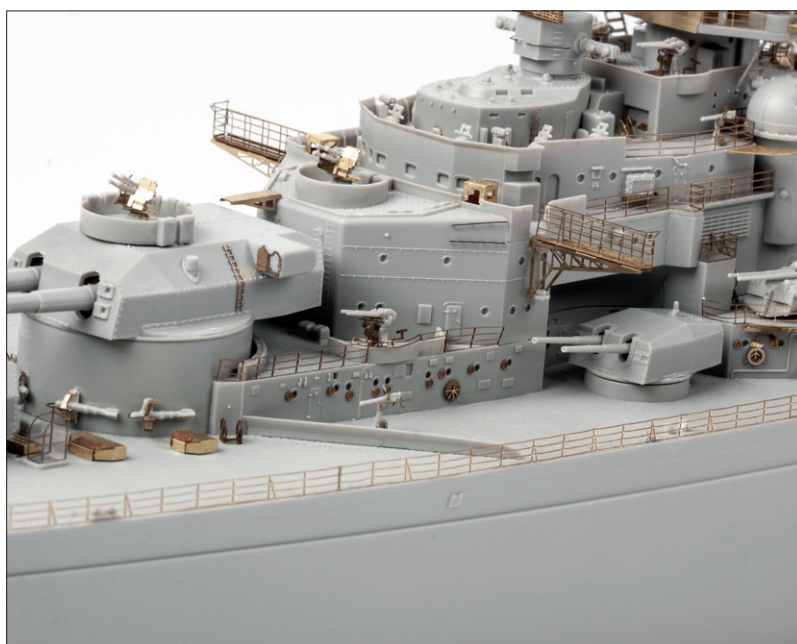
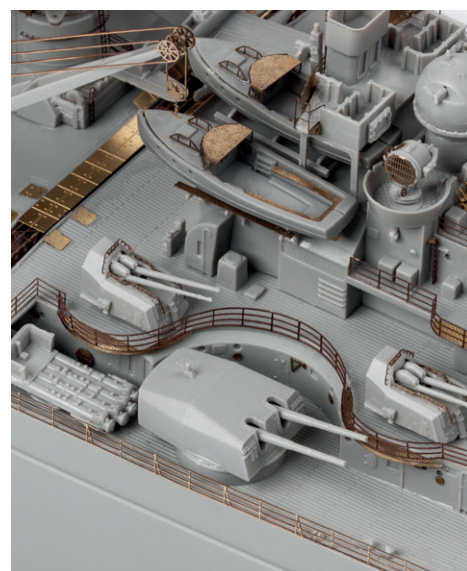
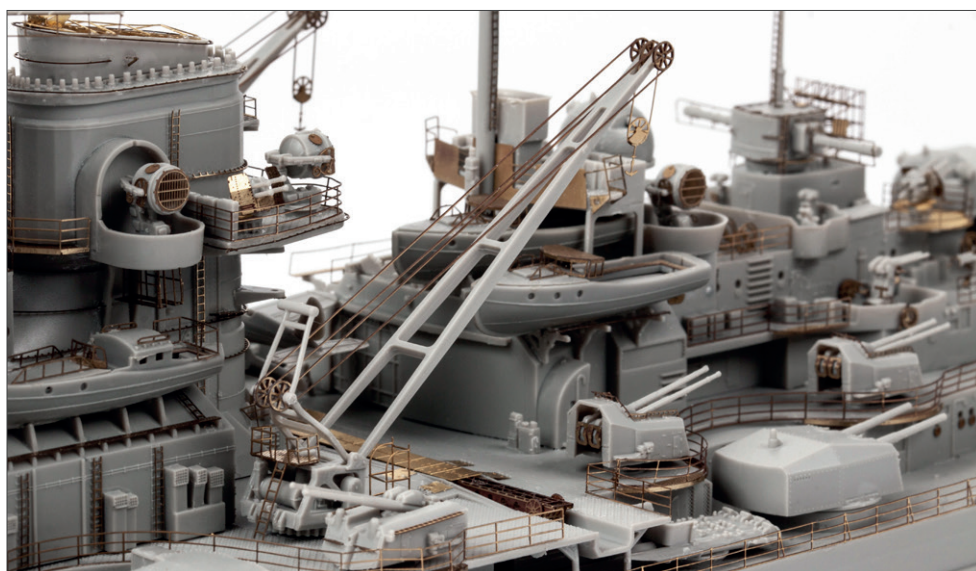
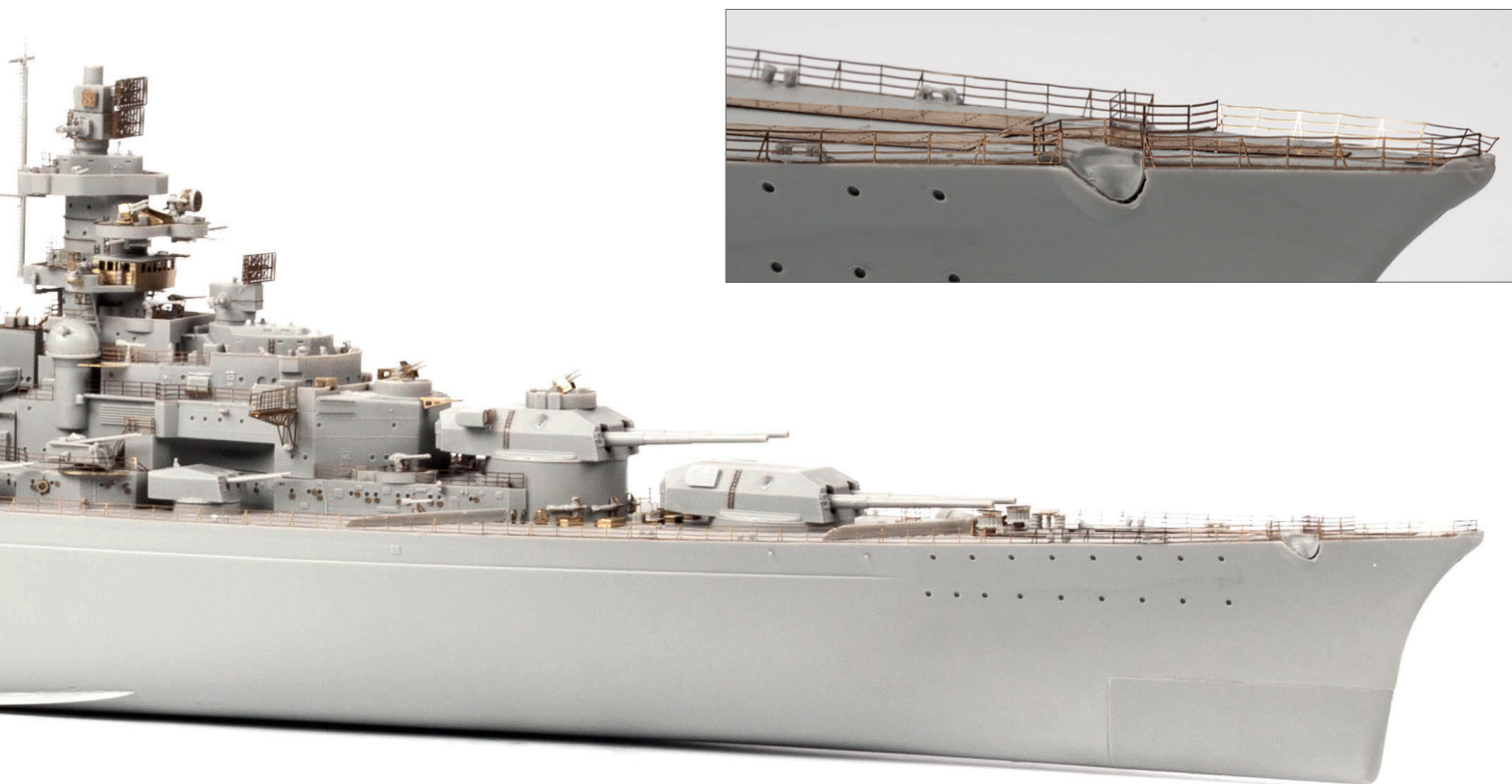


Tirpitz part 1

1/350 Trumpeter

53279

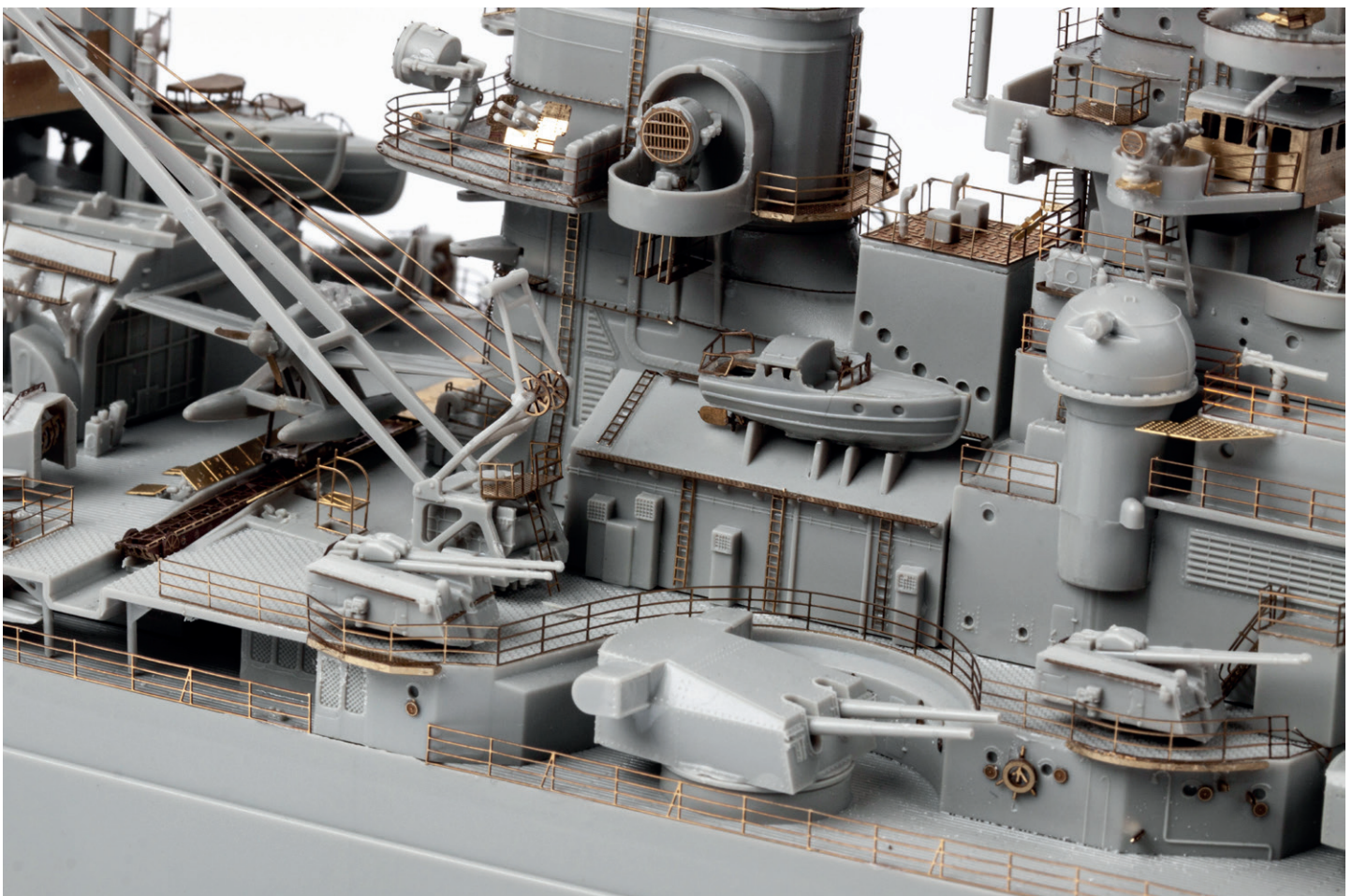
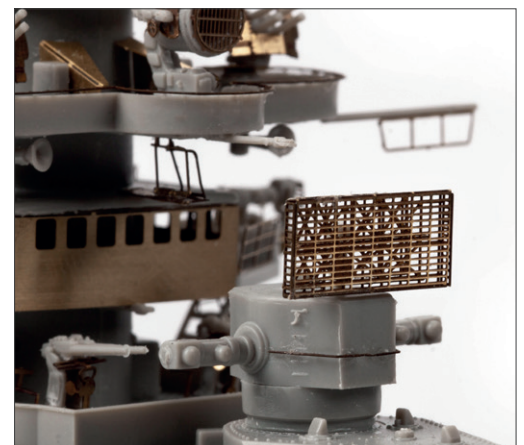
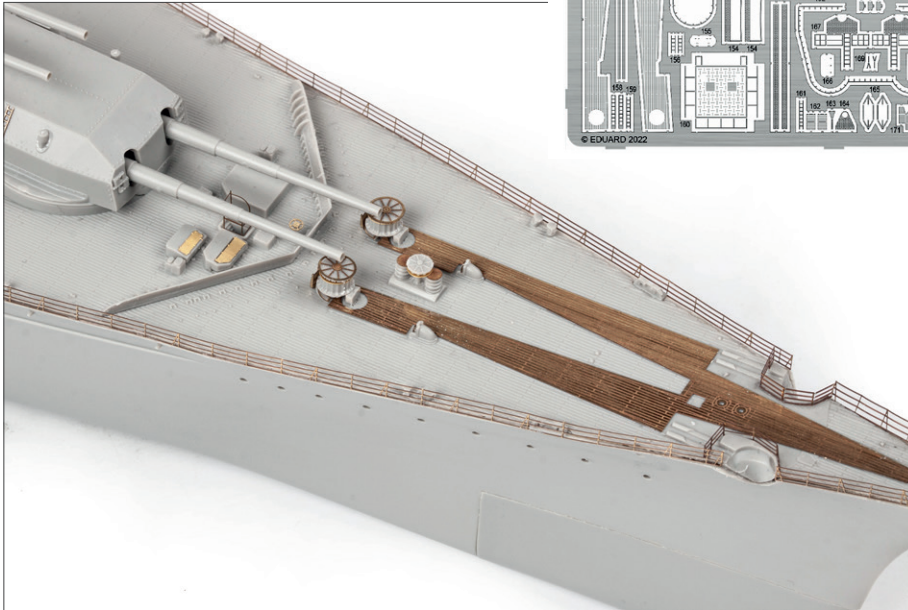
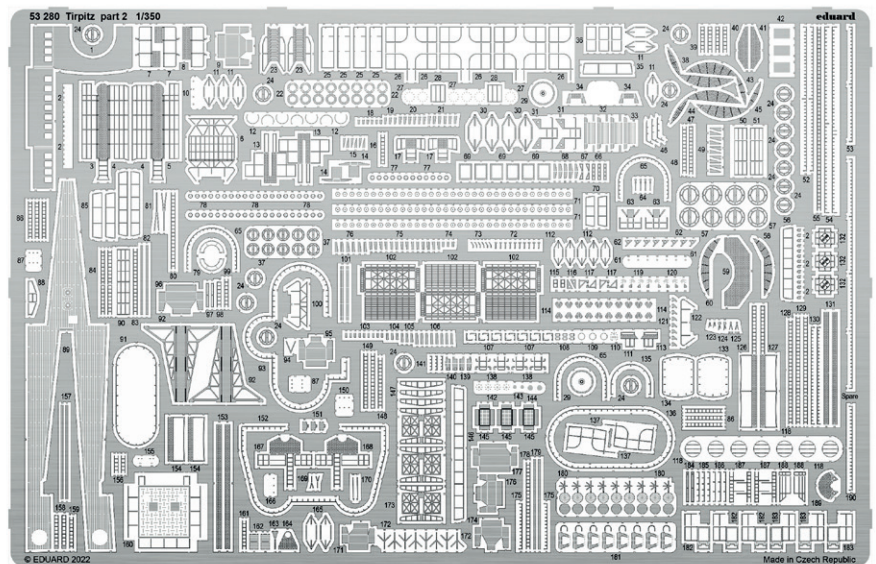


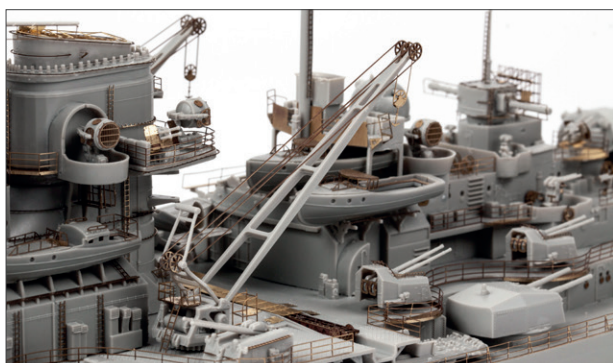
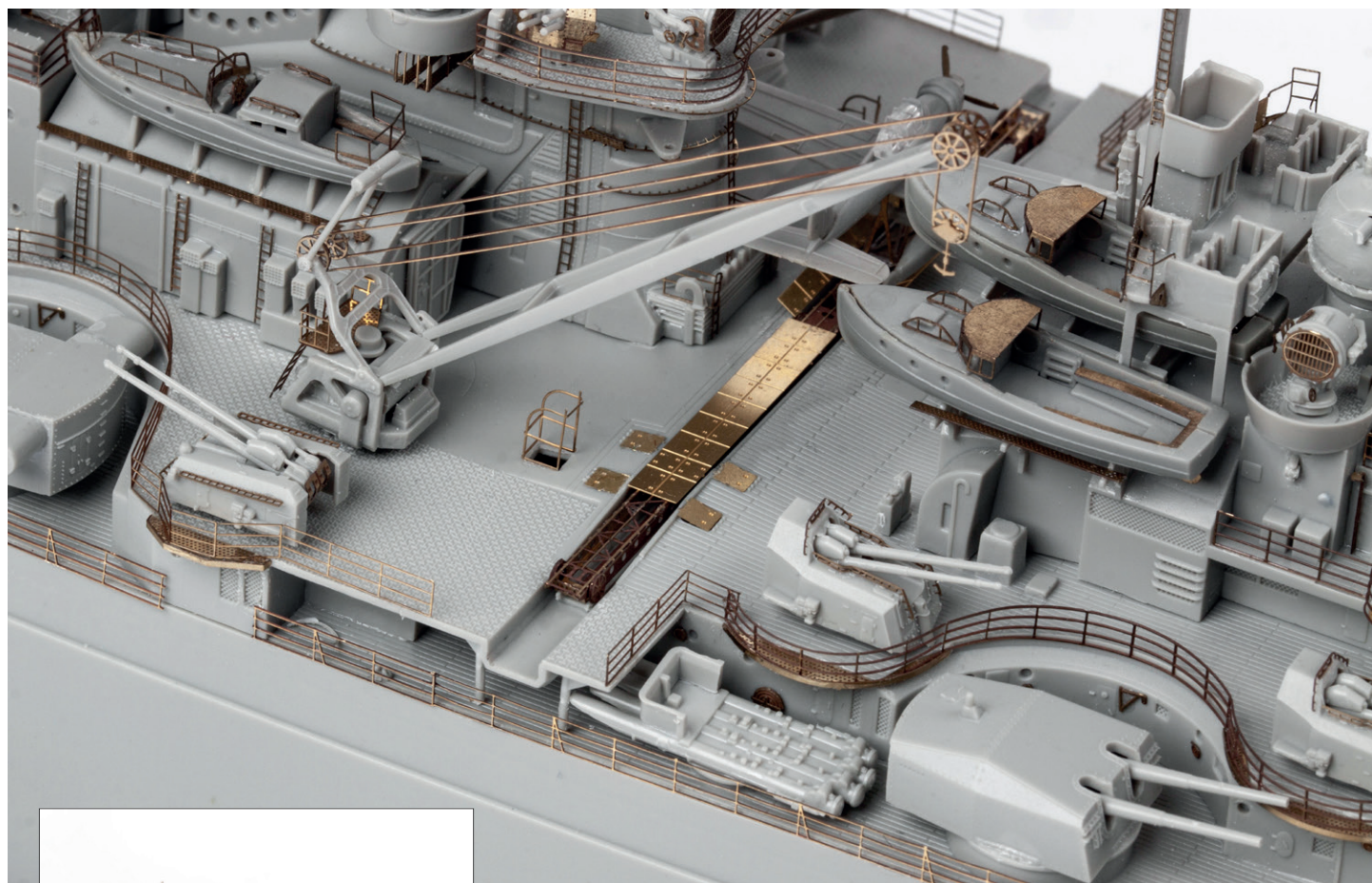


Tirpitz part 2

1/350 Trumpeter

53280



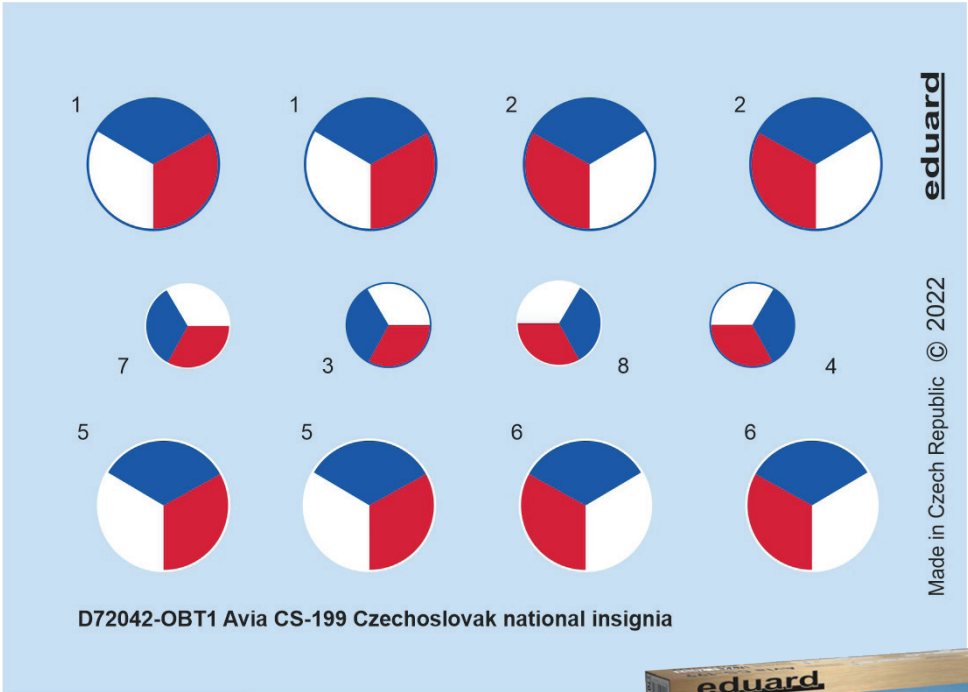


DECAL SETS

D72042 CS-199 Czechoslovak national insignia

1/72 Eduard

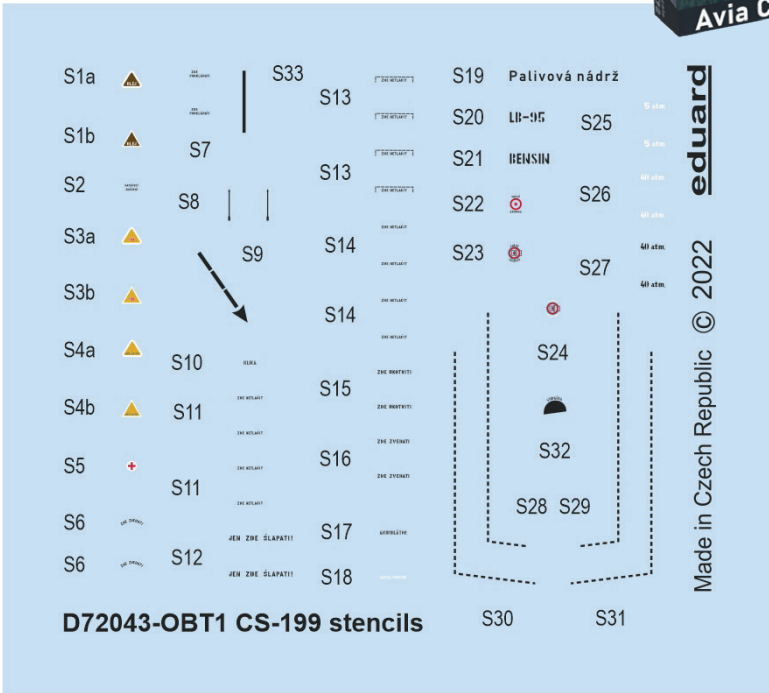
[Product page](#)



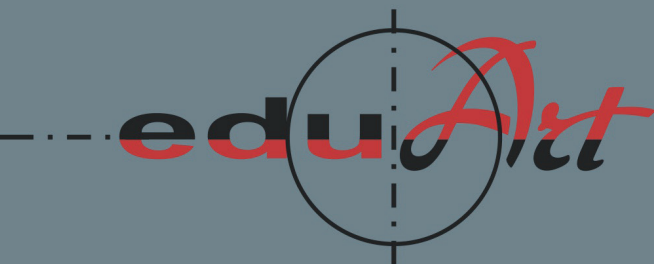
D720403 CS-199 Czechoslovak stencils

1/72 Eduard

[Product page](#)



ARTWORK PRINTS



- UV stable printing on white vinyl 150g/m²
- Packed in hard envelope

www.eduard.com only



Avia CS-199
CS-199.146, version Mikol-Gut and pilot Jaroslav Mikol-Gut, 4. Air Training Regiment, Prostějov, 1951
by Petr Farkasiewicz
EduArt Model Decals, 2022
www.eduard.com

NEW



Spitfire Mk.VIII
11.1. Leifard P. Mollard, 3000 F.S. 2nd F.S. Cavalry Volunteer, Italy, December 1943 - February 1944
by Mikolaj Karol
EduArt Model Decals, 2022
www.eduard.com

NEW



Supercub Limited Edition
1000 No. 1000 Supercub, Limited Edition, 1000 Supercub, 1000
by Mikolaj Karol
EduArt Model Decals, 2022
www.eduard.com

NEW



Zivko Edge 540
2-128 Zivko Edge 540, 2-128 Zivko Edge 540, 2-128 Zivko Edge 540
by Mikolaj Karol
EduArt Model Decals, 2022
www.eduard.com



Bf 109-15 WNF 109
Bf 109-15 WNF 109, Bf 109-15 WNF 109, Bf 109-15 WNF 109
by Mikolaj Karol
EduArt Model Decals, 2022
www.eduard.com

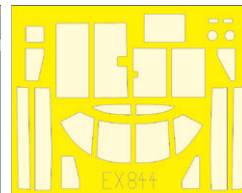
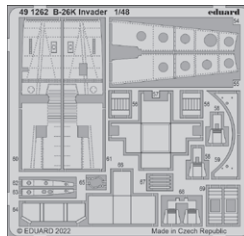
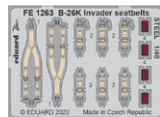
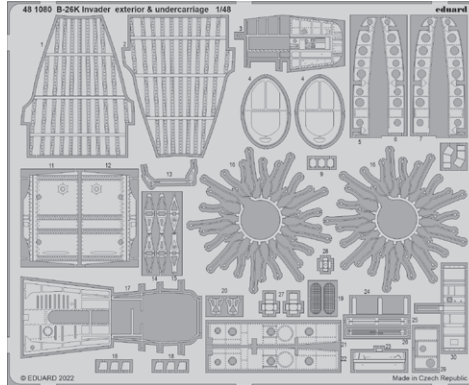
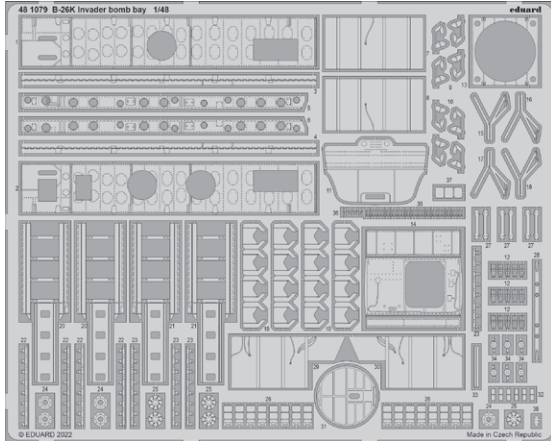


Zero Type 21
V-128 Zero Type 21, V-128 Zero Type 21, V-128 Zero Type 21
by Mikolaj Karol
EduArt Model Decals, 2022
www.eduard.com

BIG49326 B-26K Invader 1/48 ICM

- 481079 B-26K Invader bomb bay 1/48
- 481080 B-26K Invader exterior & undercarriage 1/48
- 491262 B-26K Invader 1/48
- FE1263 B-26K Invader seatbelts STEEL 1/48
- EX844 B-26K Invader 1/48

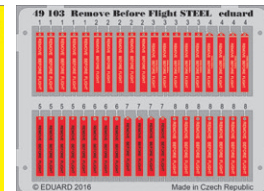
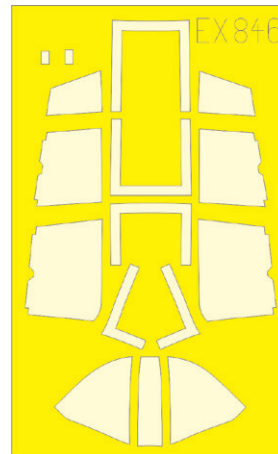
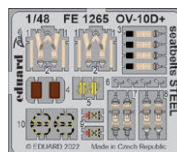
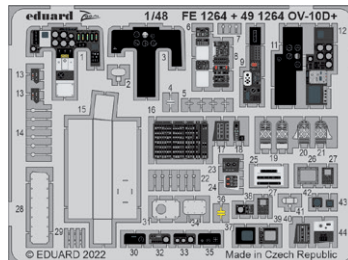
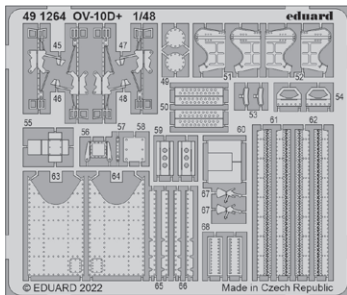
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BIG49327 OV-10D+ 1/48 ICM

- 49103 Remove Before Flight STEEL 1/48
- 491264 OV-10D+ 1/48
- FE1265 OV-10D+ seatbelts STEEL 1/48
- EX846 OV-10D+ 1/48

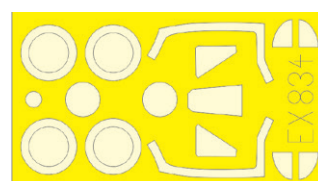
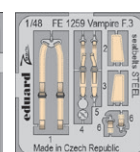
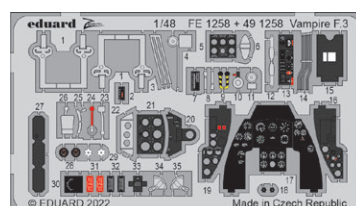
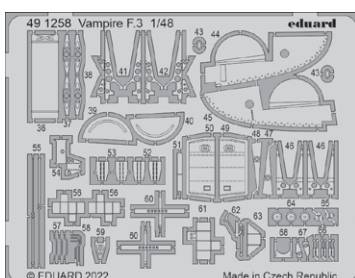
Product page



BIG49328 Vampire F.3 1/48 Airfix

- 491258 Vampire F.3 1/48
- FE1259 Vampire F.3 seatbelts STEEL 1/48
- EX834 Vampire F.3 1/48

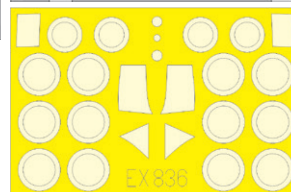
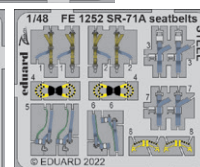
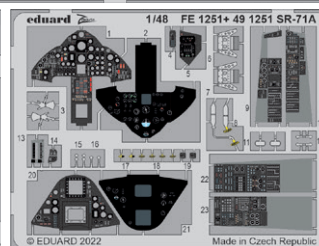
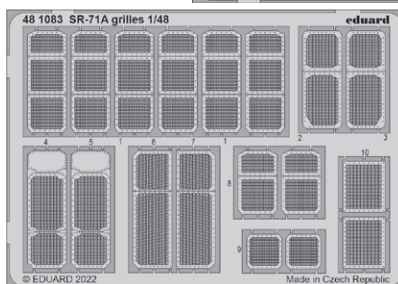
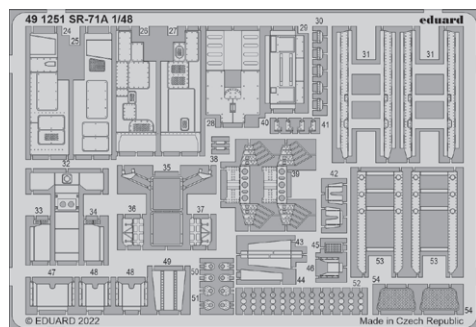
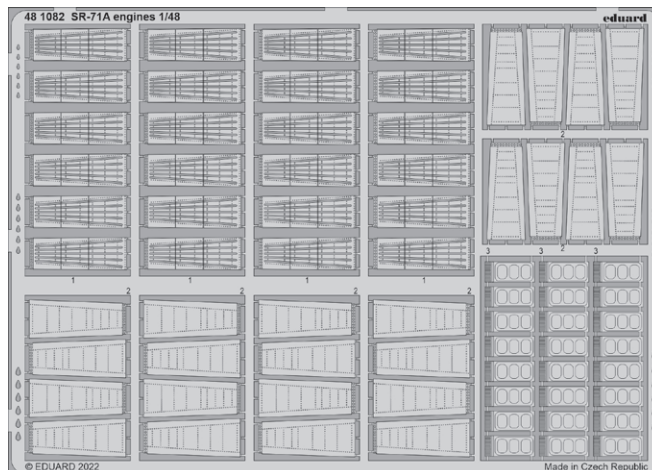
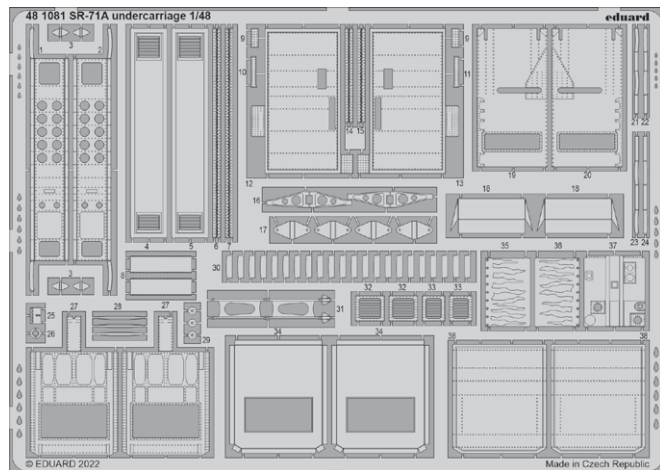
Product page



BIG49329 **SR-71A** 1/48 Revell

- 481081 SR-71A undercarriage 1/48
- 481082 SR-71A engines 1/48
- 481083 SR-71A grilles 1/48
- 491251 SR-71A interior 1/48
- FE1252 SR-71A seatbelts STEEL 1/48
- EX836 SR-71A 1/48

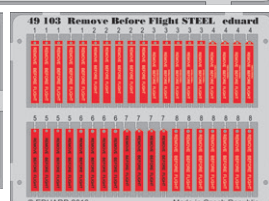
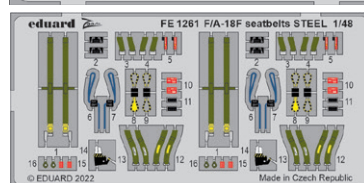
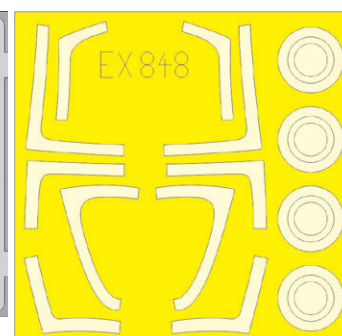
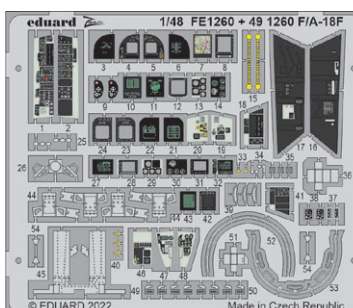
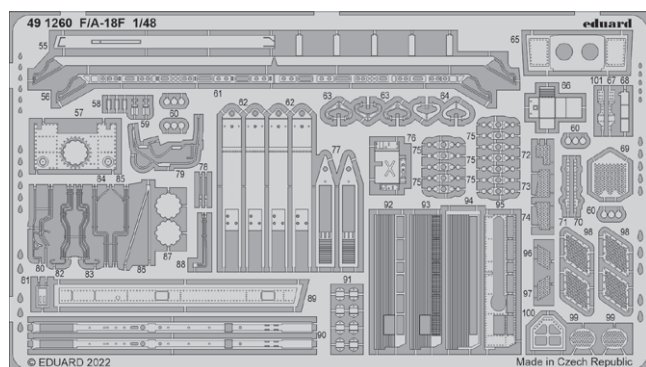
Product page



BIG49330 **F/A-18F** 1/48 Hobby Boss

- 49103 Remove Before Flight STEEL 1/48
- 491260 F/A-18F 1/48
- FE1261 F/A-18F seatbelts STEEL 1/48
- EX848 F/A-18F 1/48

Product page



EX858 Su-25
1/48 Zvezda

EX859 Su-25 TFace
1/48 Zvezda

EX860 OH-13
1/48 Italeri

EX861 OH-13 TFace
1/48 Italeri

EX862 AH-1G
1/48 Special Hobby

EX863 AH-1G TFace
1/48 Special Hobby

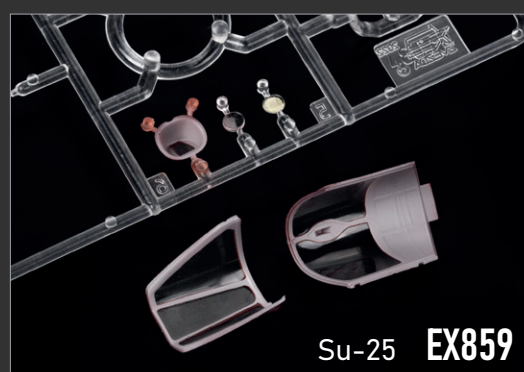
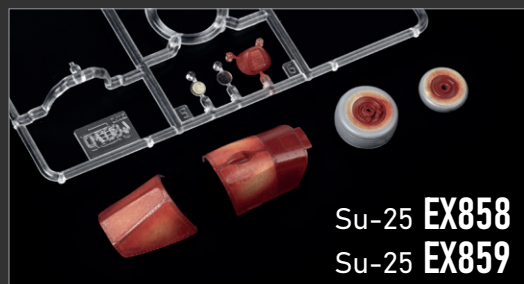
EX864 D3A1 Val TFace
1/48 Hasegawa

EX865 F6F-3 TFace
1/48 Eduard

EX866 F6F-5 TFace
1/48 Eduard



EX859 Su-25



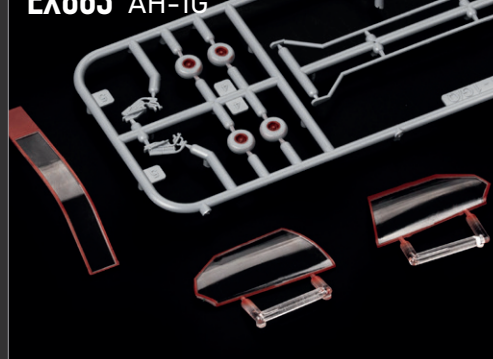
EX862 AH-1G
EX863 AH-1G



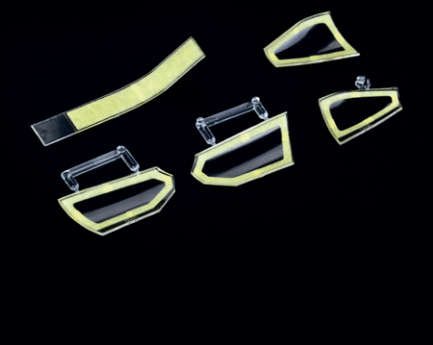
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EX863 AH-1G



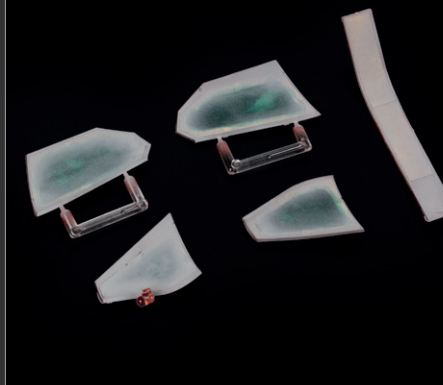
EX862 AH-1G
EX863 AH-1G



EX863 AH-1G

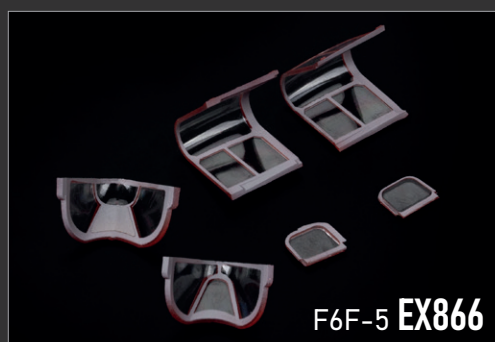
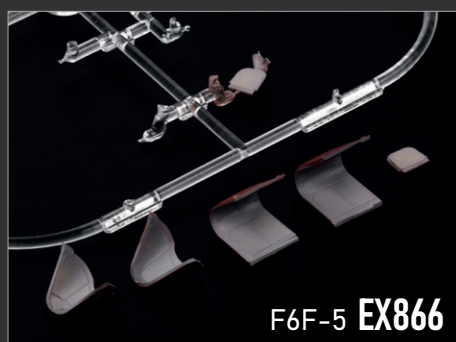
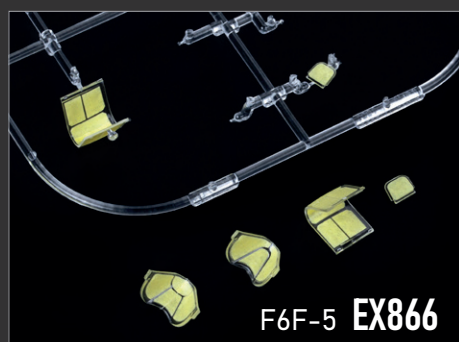
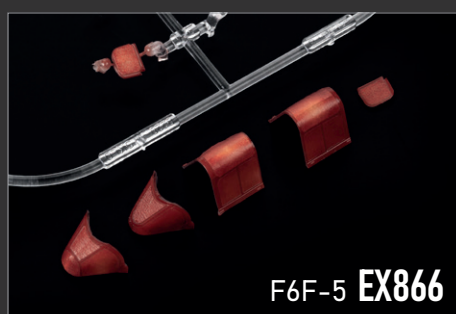
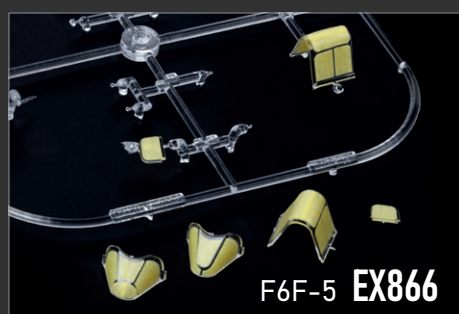
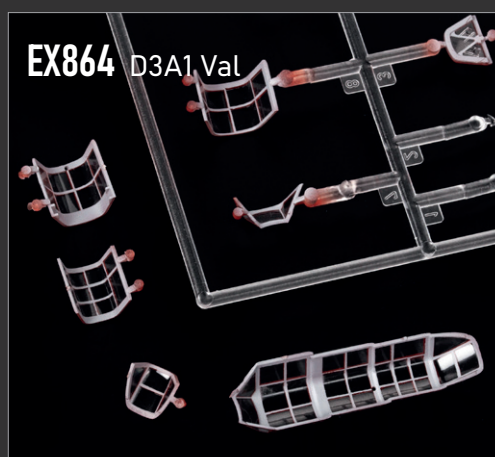
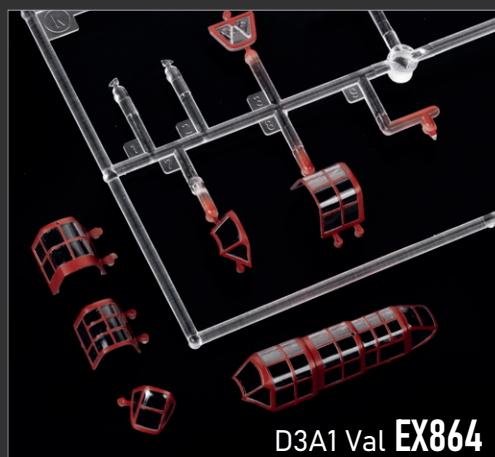


EX863 AH-1G



EX863 AH-1G





KITS

70153	Avia CS-199	1/72 ProfiPack
82175	Sopwith Camel Comic	1/48 ProfiPack
11162	SPITFIRE STORY: Per Aspera ad Astra	1/48 Limited DUAL COMBO
7462	Spitfire Mk.VIII	1/72 Weekend
3006	Bf 108 Re-release	1/32 ProfiPack
82101	P-51D-5 Re-release	1/48 ProfiPack
82145	Fw 190A-8R/2 Re-release	1/48 ProfiPack

PE-SETS

53281	USS Constellation CV-64 part 1 - lifeboats	1/350 Trumpeter
53282	USS Constellation CV-64 part 2 - aircraft	1/350 Trumpeter
36480	StuG III Ausf. G	1/35 Miniart
36481	KV-2	1/35 Tamiya
36482	T-15 Armata w/ 57mm cannon	1/35 Zvezda
491275	OH-13	1/48 Italeri
491277	Su-25	1/48 Zvezda
491279	AH-1G	1/48 Special Hobby
491281	D3A1 Val	1/48 Hasegawa

ZOOMS

FE1275	OH-13	1/48 Italeri
FE1276	OH-13 seatbelts STEEL	1/48 Italeri
FE1277	Su-25	1/48 Zvezda
FE1278	Su-25 seatbelts STEEL	1/48 Zvezda
FE1279	AH-1G	1/48 Special Hobby
FE1280	AH-1G seatbelts STEEL	1/48 Special Hobby
FE1281	D3A1 Val	1/48 Hasegawa
FE1282	D3A1 Val seatbelts STEEL	1/48 Hasegawa

MASKS

EX858	Su-25	1/48 Zvezda
EX859	Su-25 TFace	1/48 Zvezda
EX860	OH-13	1/48 Italeri
EX861	OH-13 TFace	1/48 Italeri
EX862	AH-1G	1/48 Special Hobby
EX863	AH-1G TFace	1/48 Special Hobby
EX864	D3A1 Val TFace	1/48 Hasegawa
EX865	F6F-3 TFace	1/48 Eduard
EX866	F6F-5 TFace	1/48 Eduard

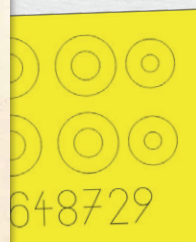
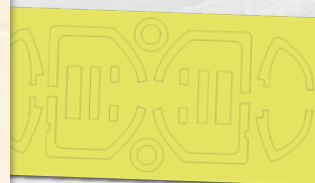
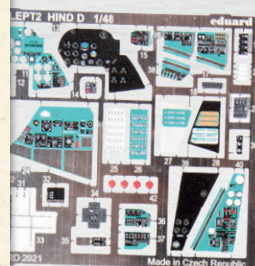
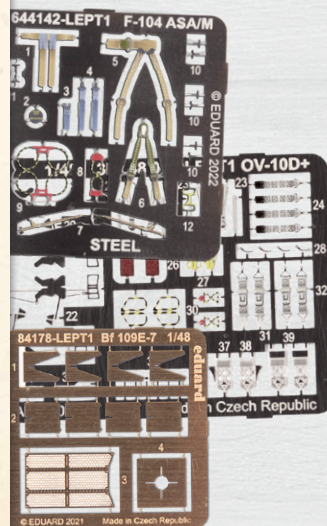
DECAL SETS

D72042	CS-199 Czechoslovak national insignia	1/72 Eduard
D72043	CS-199 stencils	1/72 Eduard

LIMITED

ProfiPACK
edition

WEEKEND
edition



BIG ED

BIG49326	B-26K Invader	1/48 ICM
BIG49327	OV-10D+	1/48 ICM
BIG49328	Vampire F.3	1/48 Airfix
BIG49329	SR-71A	1/48 Revell
BIG49330	F/A-18F	1/48 Hobby Boss

BRASSIN

634027	Hawk 81-A2 LööK	1/32 Great Wall Hobby
644157	F-104A LööK	1/48 Kinetic
644158	F-104C LööK	1/48 Kinetic
632180	Hawk 81-A2 wheels	1/32 Great Wall Hobby
648726	Sopwith Camel Comic Lewis guns PRINT	1/48 Eduard
648744	F-15C/D/J/N wheels	1/48 Great Wall Hobby
648749	MICA RF PRINT	1/48
648750	MICA IR PRINT	1/48
648752	Z-126/226 landing gear skis PRINT	1/48 Eduard
648753	Vampire F.3 seat PRINT	1/48 Airfix
648754	Beaufighter Mk.VI wheels	1/48 Tamiya
648757	Fw 190D landing flaps wooden PRINT	1/48 Eduard
648758	SR-71A ejection seats PRINT	1/48 Revell
648759	Spitfire Mk.VIII landing flaps PRINT	1/48 Eduard
653002	M2 Browning water cooled PRINT	1/350
653004	USN searchlights 24 inch PRINT	1/350
672288	S-199 cockpit Erla canopy PRINT	1/72 Eduard
672289	S-199 cockpit bubble canopy PRINT	1/72 Eduard

LööKPLUS

644159	Vampire F.3 LööKplus	1/48 Airfix
644160	SR-71A LööKplus	1/48 Revell

BIG SIN

SIN64884	Z-126 Trener	1/48 Eduard
SIN64885	F-14A late	1/48 Tamiya

SPACE

3DL32007	Bf 108 SPACE	1/32 Eduard
3DL48065	IL-2 mod. 1943 SPACE	1/48 Zvezda
3DL48066	OH-13 SPACE	1/48 Italeri
3DL48067	AH-1G SPACE	1/48 Special Hobby
3DL48068	F6F-3 SPACE	1/48 Eduard
3DL48069	F6F-5 SPACE	1/48 Eduard
3DL48070	Su-25 SPACE	1/48 Zvezda
3DL53008	IJN watertight doors WWII	1/350
3DL53009	German watertight doors WWII	1/350

BIG-ED

eduard
BRASSINeduard
BRASSIN
Print

LööK

LööK+

BIG
SINeduard
SPACE

BUILT

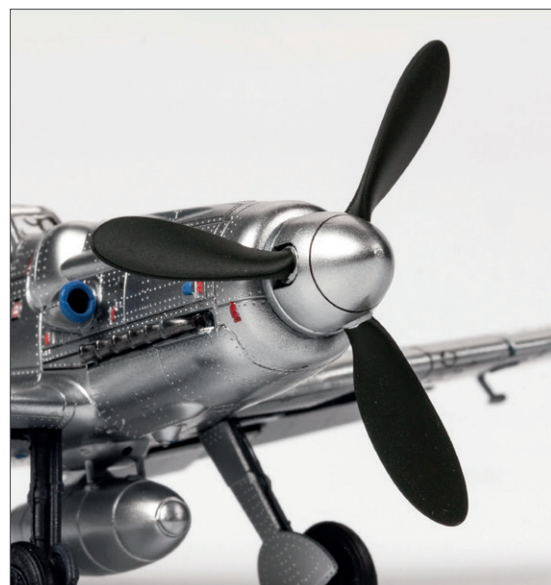
1/72

ProfiPACK
edition

Avia CS-199



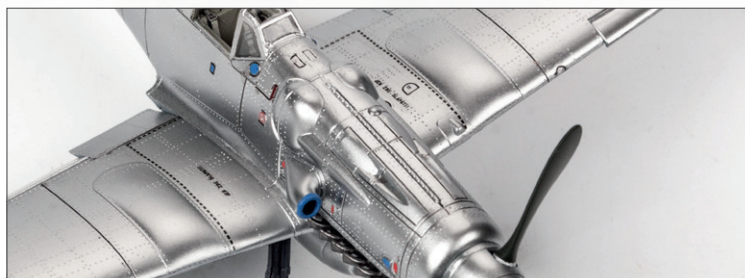
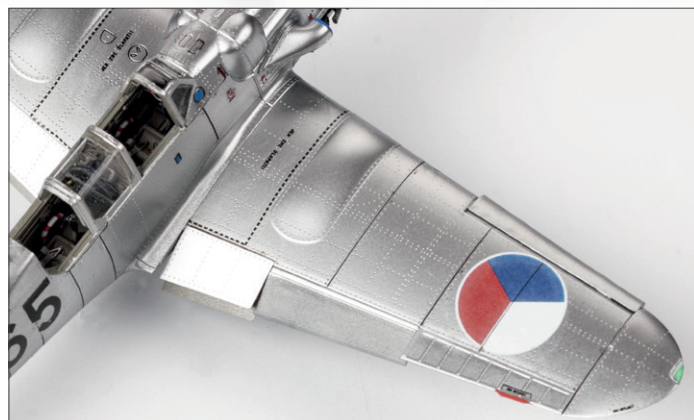
Cat. No. 70153
marking A
built by Patrik Pěcha



CS-199.565, trainee Miloš Krč and ppor. Jaroslav Havránek, 4 Air Training Regiment, Prostějov, 1951

Avia CS-199.565 served in 1951 with the 4 lšp (Air Training Regiment) Prostějov. On July 31, 1951, the crew made up of trainee Miloš Krč and instructor ppor. Jaroslav Havránek were forced into an emergency landing at Tovačov due to engine failure. The aircraft was subsequently repaired and

served on as a trainer. At the time of the incident, the aircraft carried no yellow bands on the fuselage or wings. Currently, this aircraft is on display at the aviation museum in Kbely, outside of Prague, but its appearance at the museum differs from that of the original as offered in the kit.



[Product page](#)

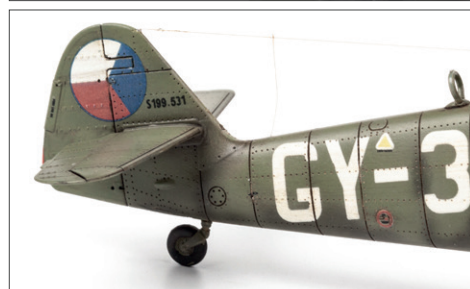
Dual Combo 1/72



MEZEK



Cat. No. 2141
marking H
built by Jan Novotný



S-199.531 Lt. Václav Dvořák, No. 2 Squadron, Aviation Regiment 3, Brno-Černovice, Czechoslovakia, April 5, 1953

This "Mezek" was test flown on April 19, 1950 and was one of the last of this type produced. From June 12, 1950 it was assigned to the Air Reserve (LZ 8) at Zvolen Air Base with assignment to the VLT (Air Force Headquarters) in Prešov. Later it was transferred to No. 3 lp (Aviation Regiment 3), which was part of No. 22 Air Fighter Division, comprising units flying piston engined fighter aircraft. There,

"Mule" 531 served with the code GY-35. On April 5, 1953 Lt. Václav Dvořák made an emergency landing with it due to an injection pump malfunction. The airframe was written off. The aircraft was visibly worn at the time with numerous signs of repairs to the original paint, which had been made in a darker shade of green. The engine cowlings were apparently a replacement unit from a machine painted in

the later, darker shade, but darker spots were also visible on it. These were likely the result of contrast between fresh and faded paint of the same shade. Similar signs of repairs were found on older Avia S-199s of the unit.

Product page



MEZEK Dual Combo

1/72

[Product page](#)

Cat. No. 2141
marking C
built by Robert Szwarc



S-199.54, Sgt. František Novák, Fighter Training Center, No. 2 Squadron, Aviation Regiment 4, Planá u Českých Budějovic, Czechoslovakia, May, 1948

After the communist takeover of Czechoslovakia, military pilot defections to the West were nothing unusual. Former RAF members, who either suspected or even knew that they would be persecuted by the communists, crossed the border and many younger pilots also decided to leave the country. One of them was Sgt. František Novák, at that time a trainee of the second class from the Fi-

ghter Training Centre (SVS), who fled to then West Germany on May 24, 1948. The aircraft was stored in Munich and, after various obstacles were ironed out, was transported to Czechoslovakia by land in March 1950. From March 31 until October 24, 1950, it underwent a general overhaul at the Avia factory. Later it served with LP 4 (Aviation Regiment 4). The Avia produced aircraft bore the standard

MNO Smalt Avion 2036.02 paint scheme on all surfaces and this aircraft was the tenth Avia factory production piece to be fitted with a heat exchanger instead of the original oil cooler. The cabin was of the older design and the aircraft did not have machine guns in the wings, nor underwing cannons.



Z-126 Trenér

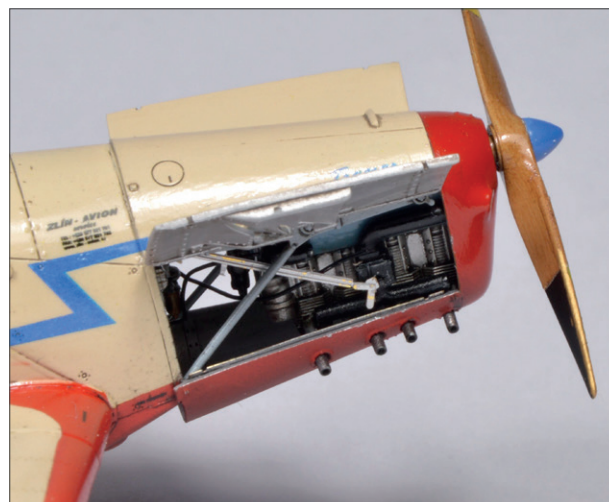
1/48

Cat. No. 11156
marking C

built by Robert Szwarc



Product page



Z-126, OK-JHD, No. 817, private owners, Chotěboř airfield, 2021

This Z-126 was test-flown on March 3, 1955 and stored afterwards until February 1, 1957. At that time it was given the OK-JHD matriculation, and the military commission took over this trainer a week later. It was then used by Regional Aero Club Liberec. Due to its intense service, it had to undergo its first overhaul in 1959 by LOTN (Trenčín Aircraft Repairs). The second overhaul followed in 1966 and the third in 1974, this time at Aerotechnik Kunovice, where the aircraft received a brick orange livery with

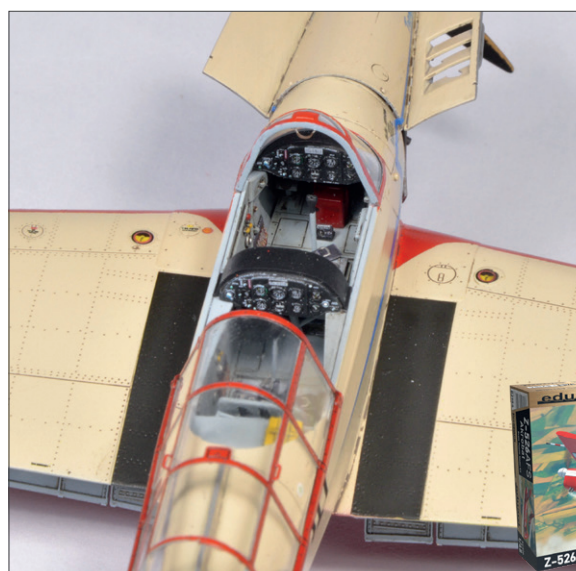
a dark red stripe. In this form it was serving until September 1979. A year later it was deleted from the register and remained disassembled in the hangar of the Liberec Aero Club where over the years became a spare parts source. Then, two members of the Chotěboř Aero Club found it there some 20 years later and decided to buy it and make it to fly again. They also wanted their Trener to be given a historically accurate marking. Their first choice was the design in which the Z-126 OK-IMB flew in the 1970's

in Chotěboř and neighbor Aero Clubs. However, as they lacked good reference materials, the choice fell on the color scheme based on the coloring of the aircraft of the famous Olomouc woman aerobatic group which was flying in 1957. The OK-JHD was test-flown in this form on October 13, 2007 in Otrokovice. Since then, it has been operated on the Chotěboř airfield and used not only by its owners but also by other pilots of the local Aero Club.



ACCESSORIES USED:

- 481084 Z-126/226 Trenér landing flaps (PE-Set)
- 648681 Z-126 Trener Walter Minor 4 engine PRINT (Brassin)
- 3DL48044 Z-126 SPACE (3D Decal Set)



Z-526AFS Akrobat

1/48



Cat. No. 82184
marking B
built by Ugur Kenel

[Product page](#)



Z-526AFS, OK-CXA, v. č. 1218, Jiří Koblí, Jičín Aero Club, Czechoslovakia, 1975

This simple red and white livery was standard on the Z-526AFS, however aircraft manufactured in 1972 received a modified design, as the color fields on the wing undersurfaces were no longer distributed inversely to the upper side ones, but symmetrically. The aircraft was operated for many years by the Jičín Aero Club, where it was flown by "Sir" Jiří Koblí, a successful aerobatic and test pilot, international aerobatics judge, publicist and long-time representative of Czechoslovakia and Czech Republic in the FAI aerobatics commissi-

on. He won the national championship in 1969 and was a member of the European Championships winning team in Esbjerg, Denmark, in 1975. The OK-CXA was given a "Rumcajs" fairy tale cartoon character drawing on the fuselage. In this form, she participated in the 1975 National Championships, for example. In 1977, the first overhaul was carried out in Trenčín, while the second, completed in May 1984, converted the OK-CXA to the Normal category as modified AFS-V version. She was also given a new blue and white livery and moved to

the Aero Club of South Bohemian district. She was mostly flown by Hosín Aero Club and transferred to the ownership of the Aero Club České Budějovice in 1993. In March 1997, the CXA received a new white paint, which was complemented by "rain-bow" stripes. On May 8, 2012, when on landing approach, the aircraft crashed into trees and ended in a pond near the town of Hosín. The pilot survived with severe injuries while the aircraft was completely destroyed.



MERSU

1/48

Cat. No. 11114
marking E

built by Robert Szwarc



Bf 109G-2, MT-222, flown by lentomestari (Warrant Officer) Ilmari Juutilainen, 1/LeLv 34, Malmi, Finland, May 1943

Eino Ilmari "Ilmu" Juutilainen, the most successful fighter plane pilot of Finland, was born at Lieksa on February 21st, 1914. He received flying training in 1935-36 and on February 16th, 1937 was posted to LLv 12. He was transferred on March 3rd, 1939 as kersantti to LLv 24, equipped with Fokker D.XXI. Here he rose to the rank of lentomestari. On February 2nd, 1943 Juutilainen was transferred to LeLv

34. This unit was equipped with Bf 109G. After the war he served with HLeLv 33 and on May 16th, 1947 resigned from duty, but enlisted yet on September 8th, 1948 for ten months to PLeLv 41 taking twin-engine courses. In civil life he made his living as a small plane pilot. Juutilainen died on his birthday in 1999. During both wars he flew 437 missions and shot down 94 enemy aircraft.

Juutilainen's yellow 2 in a standard camouflage of Luftwaffe fighter got, after its arrival to Finland, Finnish swastikas on a round white base painted on six positions of the aircraft, yellow nose band and rear fuselage band, and a 165 cm wide yellow underside of the wings tips. Original German signs were overpainted. The stencils remained German.



BIG ED (July)

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 (July)

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/II/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 (July)

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

BIGSIN (July)

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

644161**A-1H Löök***Löök***1/48 Tamiya**

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:

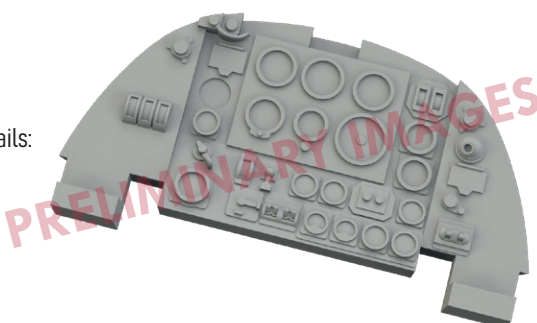
- resin: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644162****Beaufighter Mk.VI LööK***Löök***1/48 Tamiya**

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:

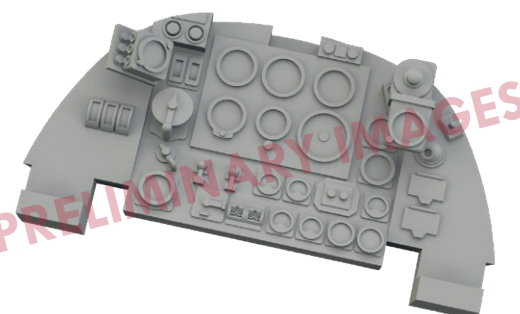
- resin: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

**644163****Beaufighter Mk.X LööK***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



644166

Su-25 LööK*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



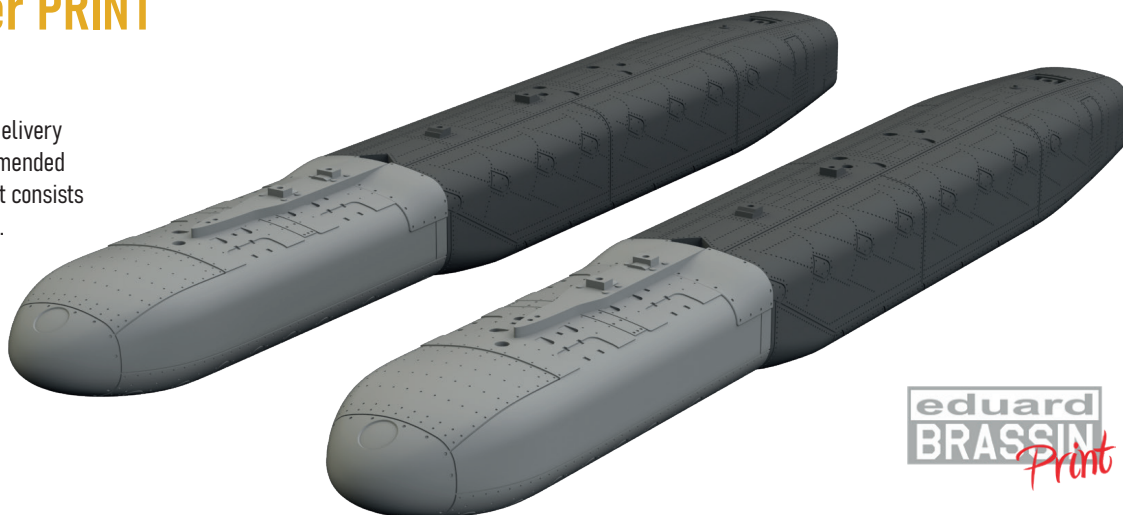
632181

JP 233 dispenser PRINT**1/32**

Brassin set - a British submunition delivery system JP233 in 1/328 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



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



eduard
BRASSIN
Print

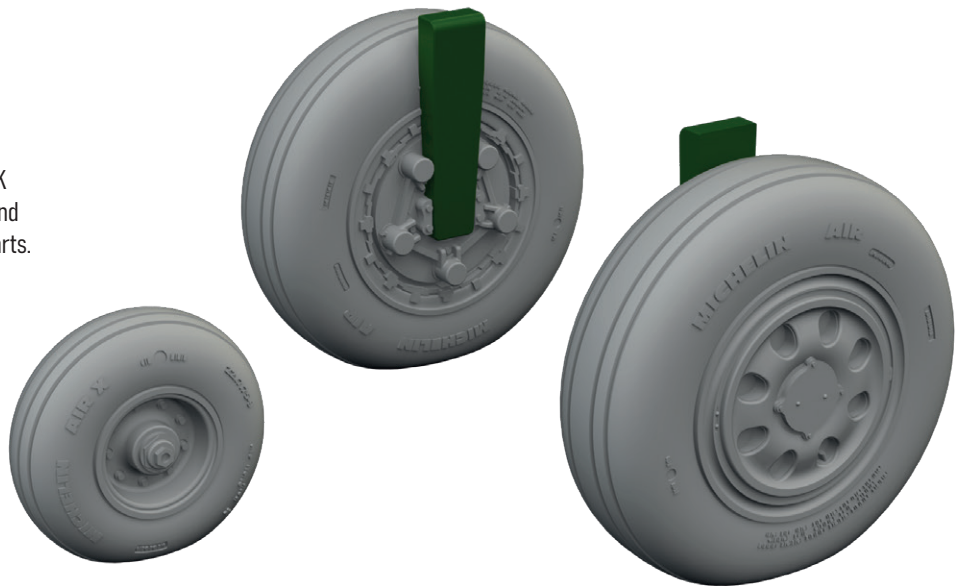
648745

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



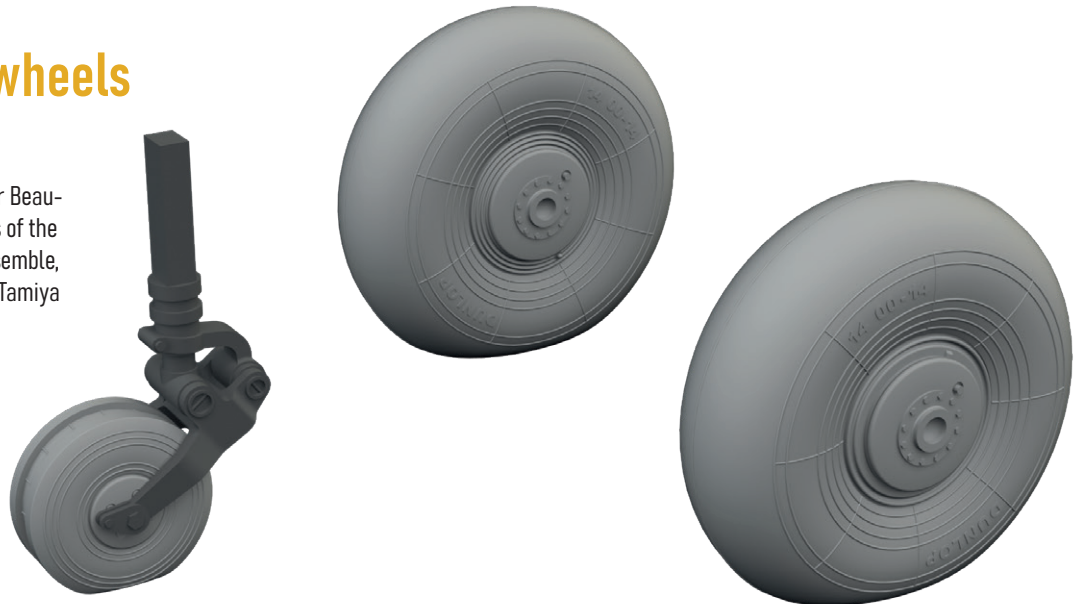
648755

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



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



648762

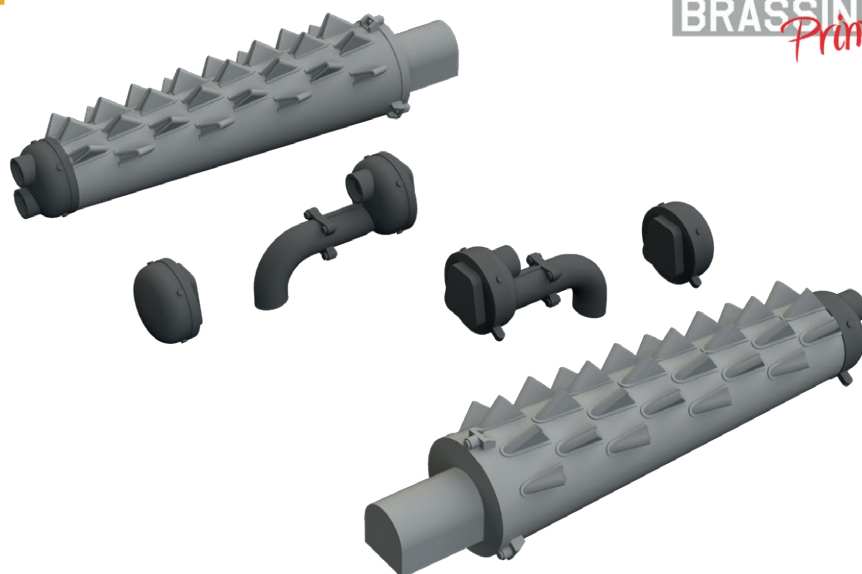
Beaufighter exhausts PRINT

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


eduard
BRASSIN
Print

648763

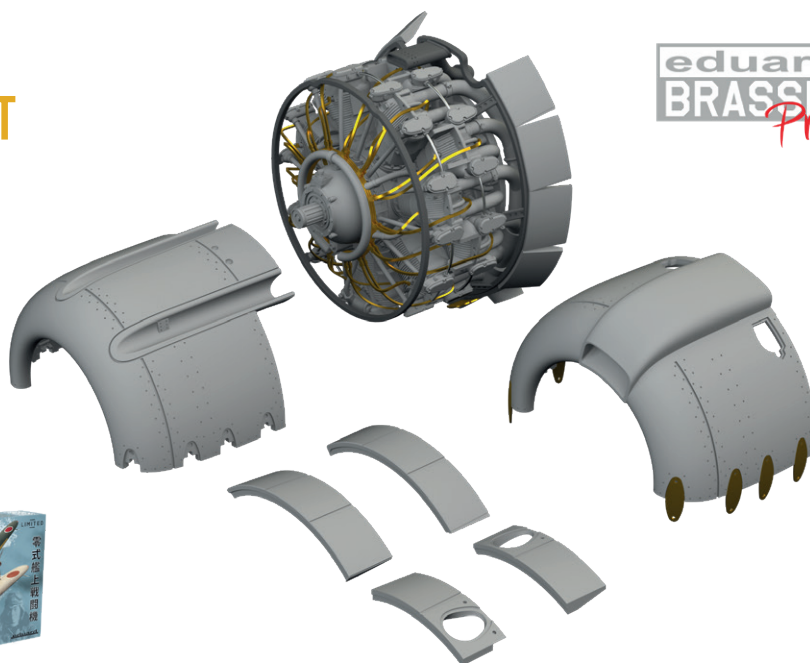
A6M2 engine complete PRINT

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


eduard
BRASSIN
Print

648764

Su-25 ejection seat PRINT

1/48 Zvezda

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


eduard
BRASSIN
Print

653005

Carley float for 10 people – Type 1 PRINT

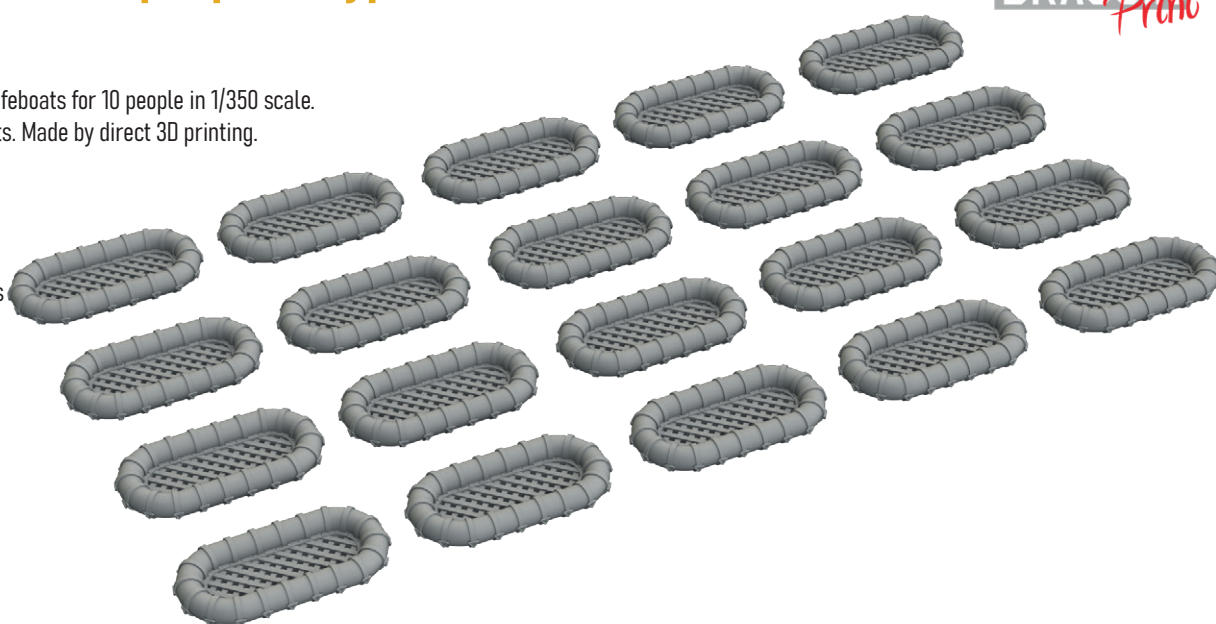
1/350

eduard
BRASSIN
Print

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



653006

Carley float for 10 people – Type 2 PRINT

1/350

eduard
BRASSIN
Print

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



672290

F4F 42gal ventral drop tank PRINT

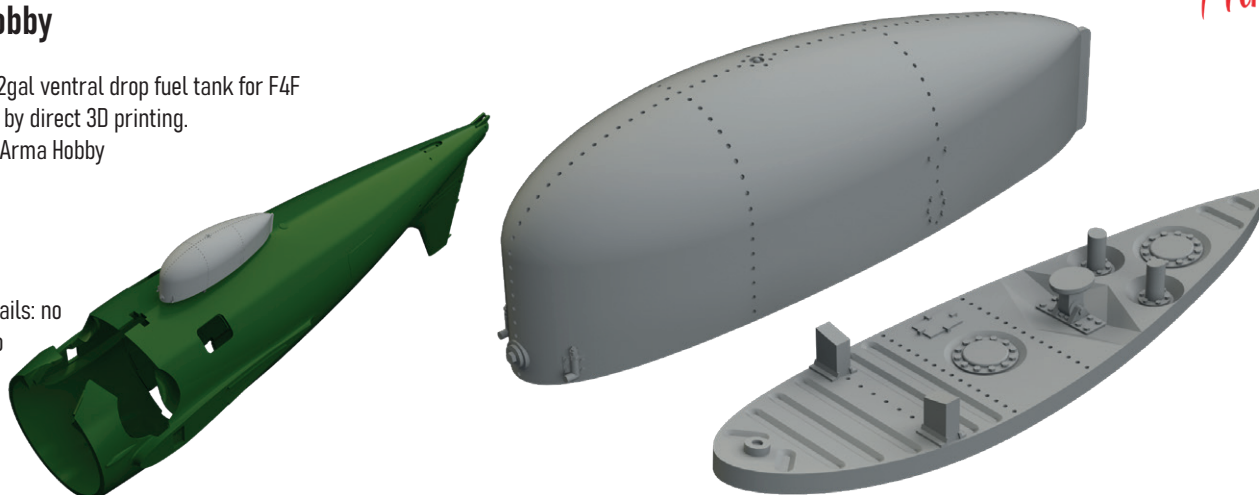
1/72 Arma Hobby

eduard
BRASSIN
Print

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



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



eduard
BRASSIN
Print

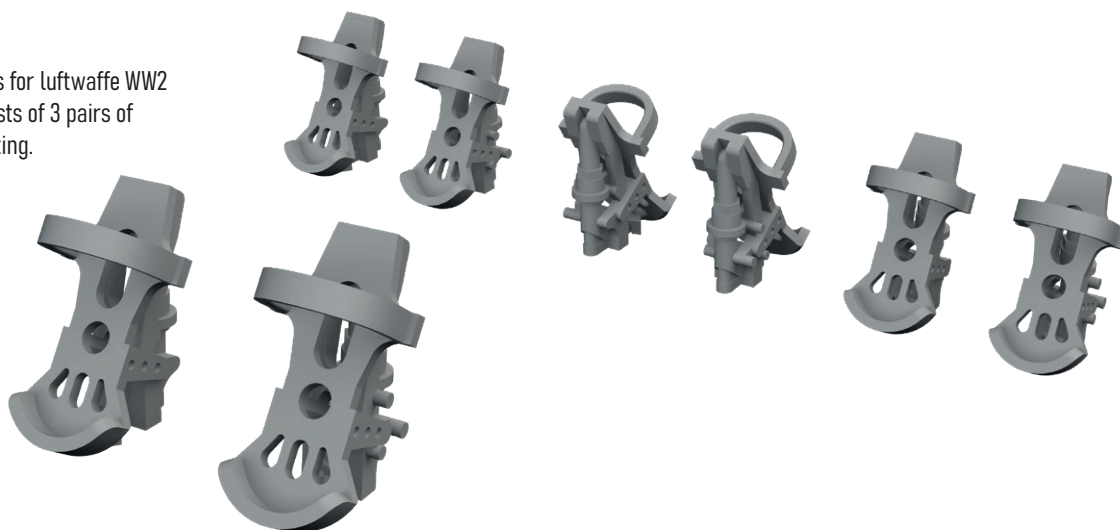
672292

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



eduard
BRASSIN
Print

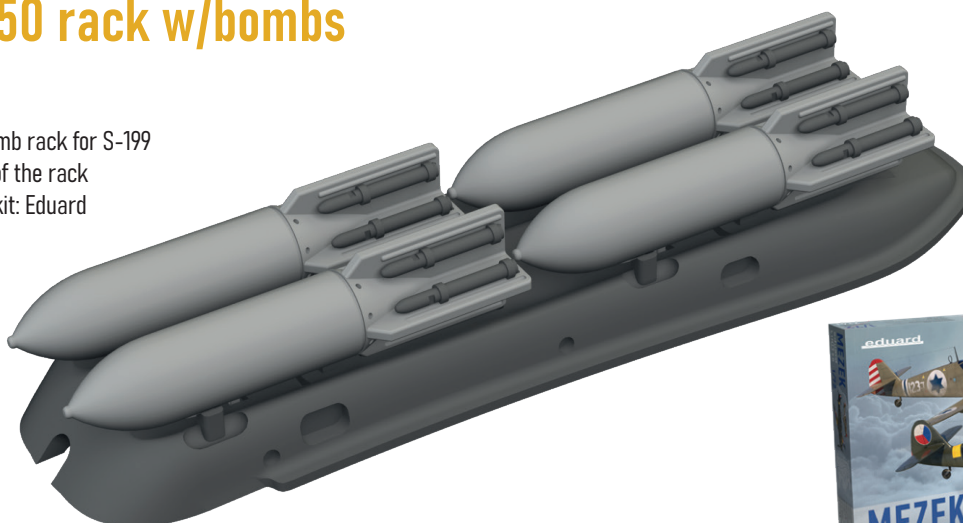
672293

S-199 4xETC 50 rack w/bombs**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



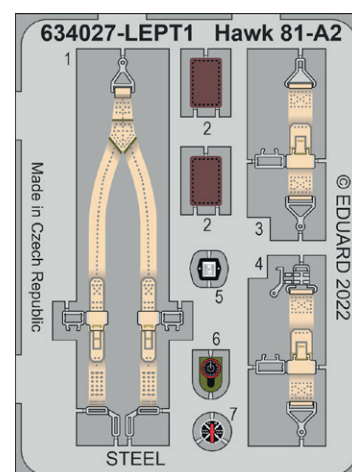
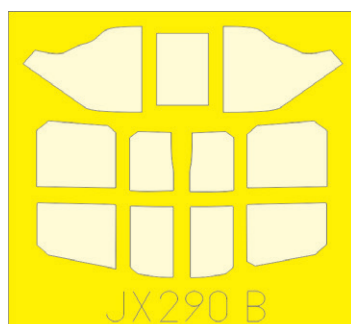
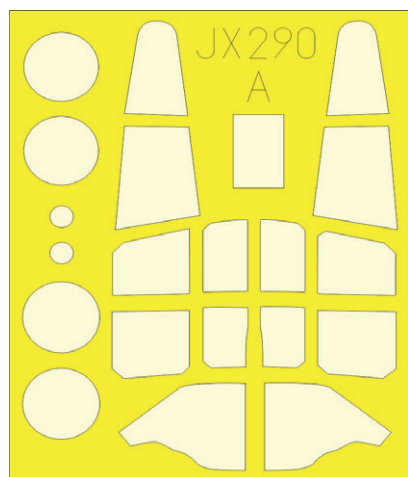
634028

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

LööKt

644167

F-104A LööKplus

1/48 Kinetic

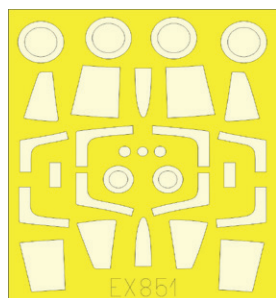
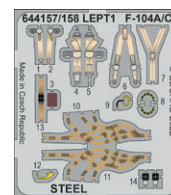
Collection of 3 sets for F-104A in 1/48 scale.

Recommended kit: Kinetic

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



LööKt



644168

F-104C LööKplus

1/48 Kinetic

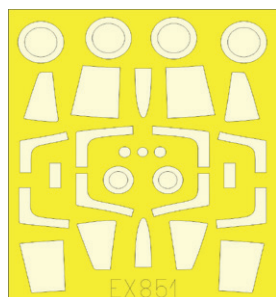
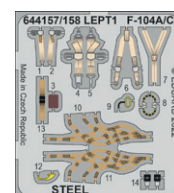
Collection of 3 sets for F-104C in 1/48 scale.

Recommended kit: Kinetic

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



LööKt



SIN64886

Spitfire Mk.Vb ADVANCED

1/48 Eduard

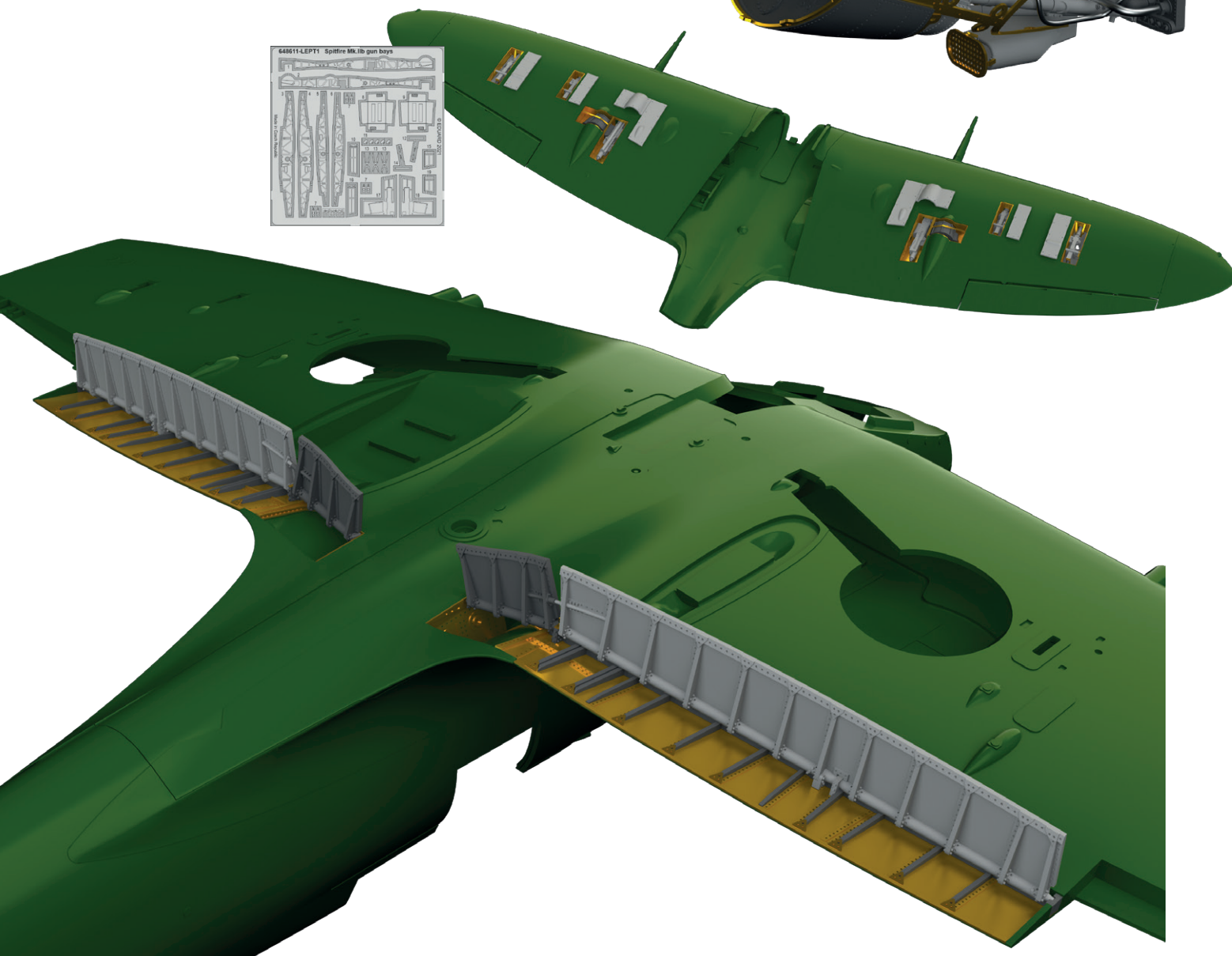
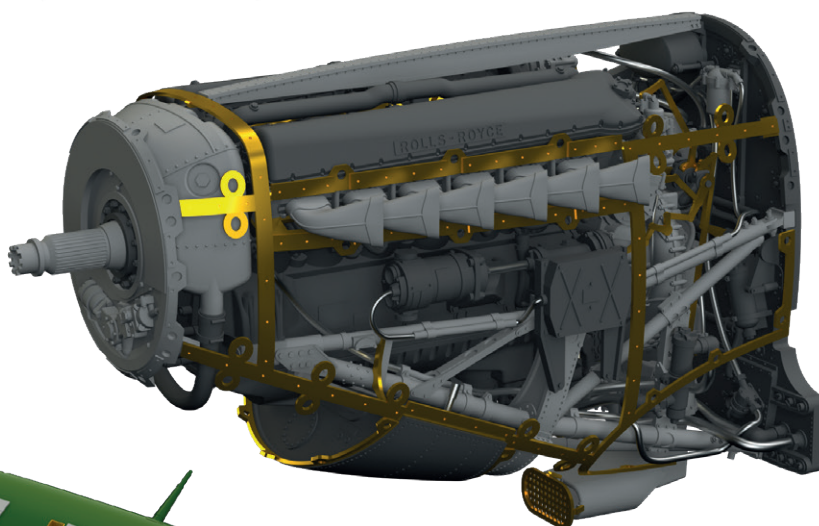
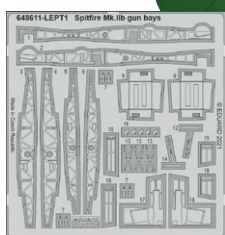
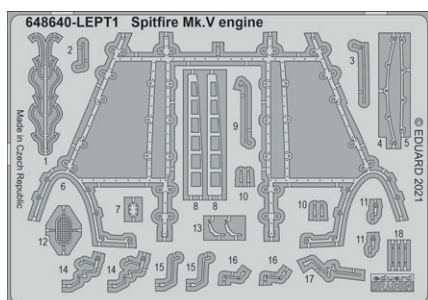
Collection of 3 sets for Spitfire Mk.Vb in 1/48 scale.

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 %.



SIN64887

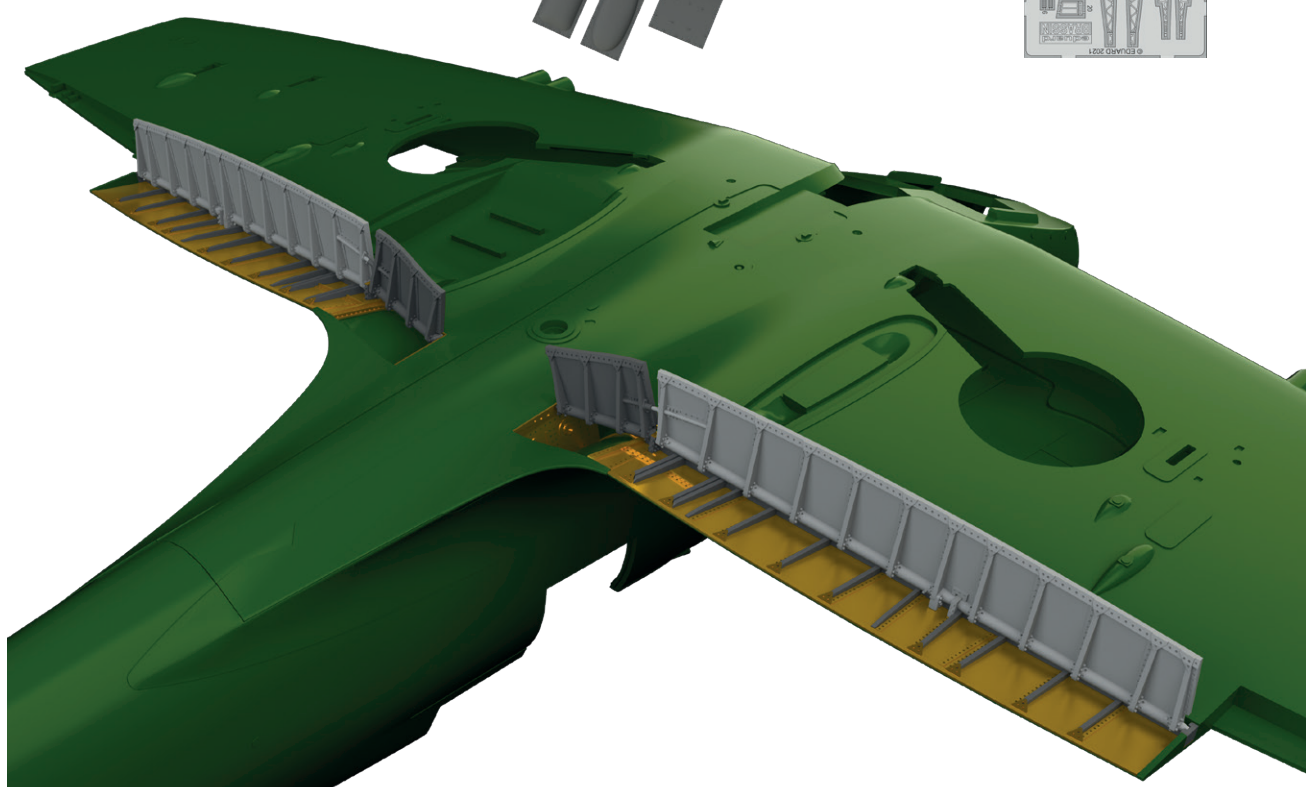
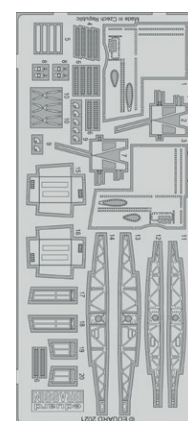
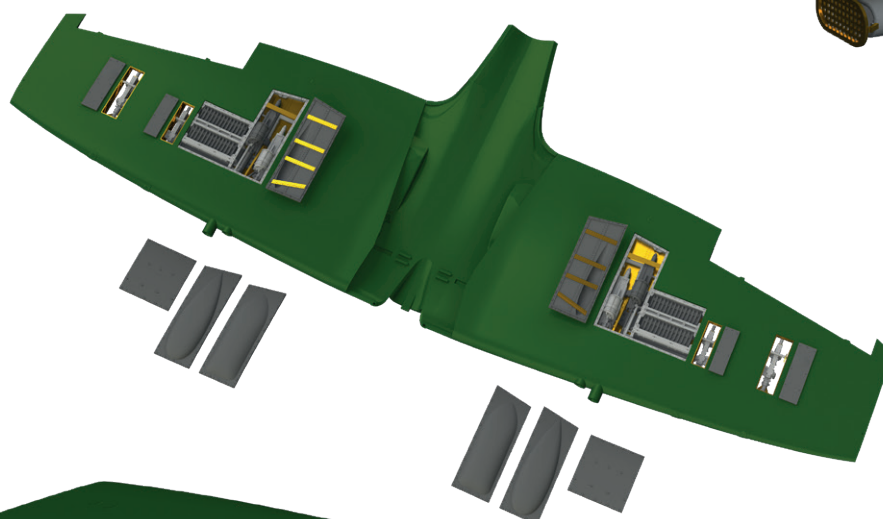
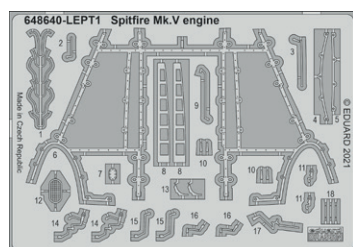
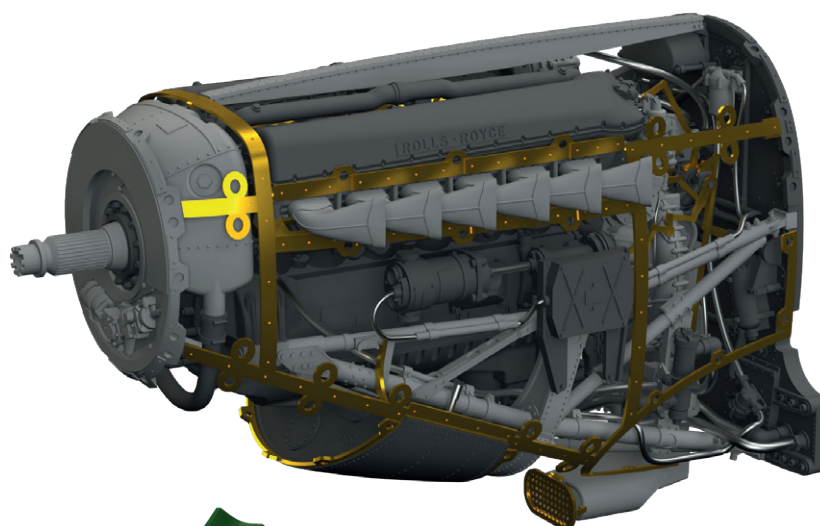
Spitfire Mk.Vc ADVANCED

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 %.



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

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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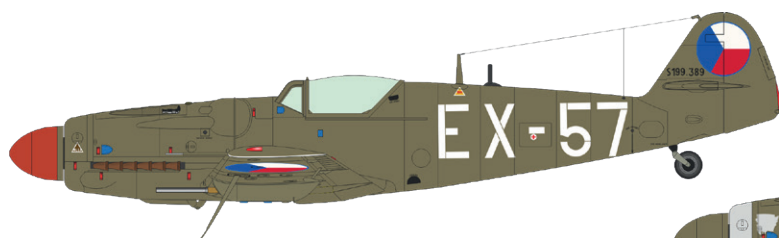
EDDIE THE RIVETER

ER48002	Mi-24D raised rivets & surface details	1/48	Eduard/Zvezda
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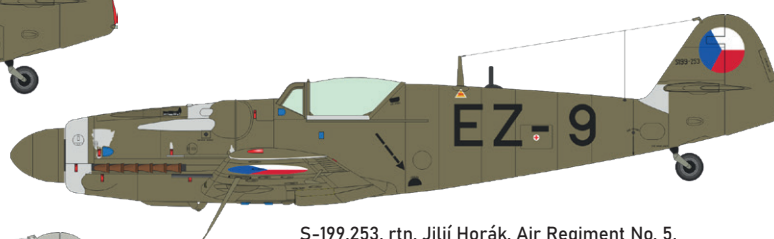
Avia S-199 bubble canopy #70151 1/72



ProfiPACK
edition



S-199.389, por. Jaroslav Plecítý, 3rd Squadron,
18 Fighter Air Regiment, Pilsen-Bory, August



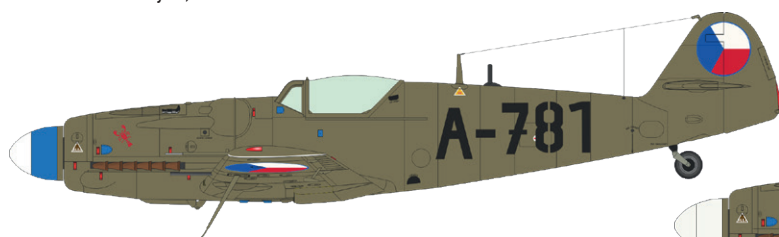
S-199.253, rtn. Jiljí Horák, Air Regiment No. 5,
Plzeň-Bory, February 1950



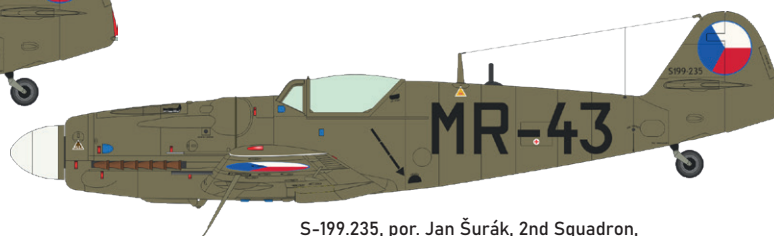
S-199.182, Police Air Patrol, vrch. stržm. Josef Sobota,
Praha-Ruzyně, December 1949



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



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

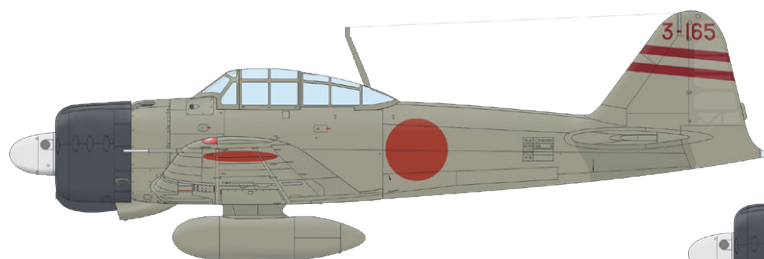


S-199.235, por. Jan Šurák, 2nd Squadron,
8 Fighter Air Regiment, Klecany, May 17, 1951

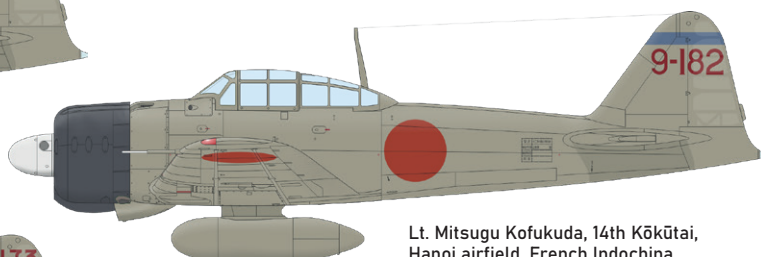
A6M2 Zero Type 11

#82211

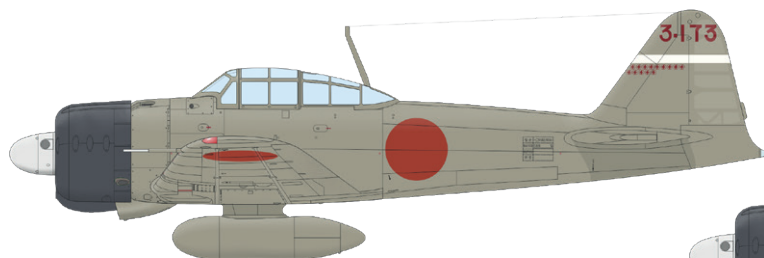
1/48


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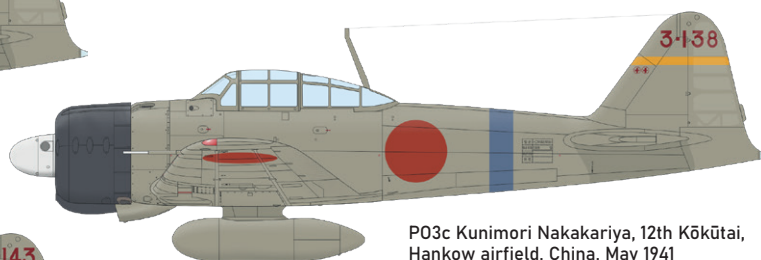
CPO Koshirō Yamashita, 12th Kōkūtai,
Hankow airfield, China, September 1940



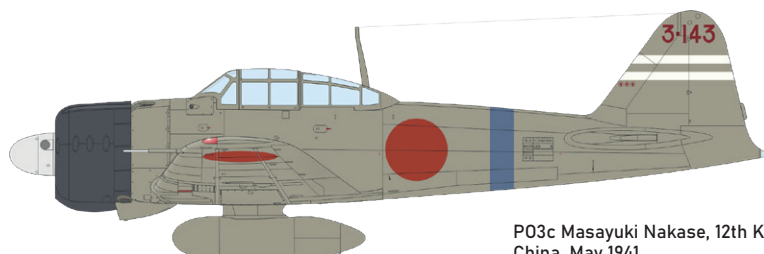
Lt. Mitsugu Kofukuda, 14th Kōkūtai,
Hanoi airfield, French Indochina,
October 1940



P02c Hideo Ōishi, 12th Kōkūtai,
Hankow airfield, China, March 1941



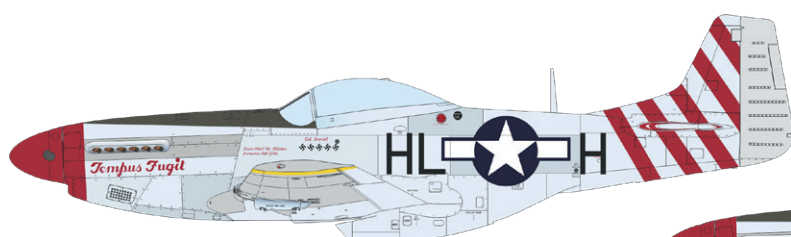
P03c Kunimori Nakakariya, 12th Kōkūtai,
Hankow airfield, China, May 1941



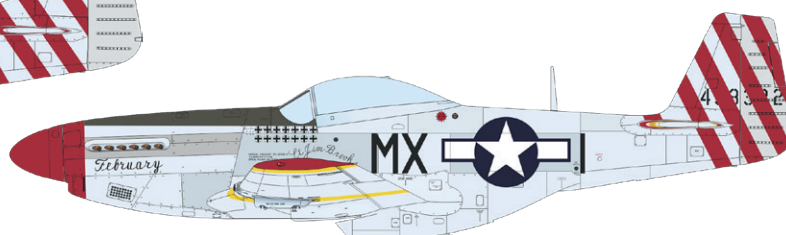
P03c Masayuki Nakase, 12th Kōkūtai, Hankow airfield,
China, May 1941

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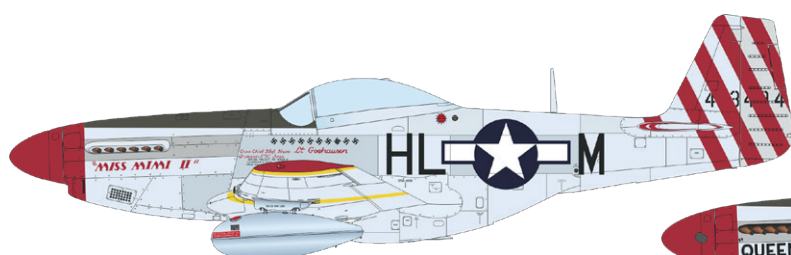
1/48



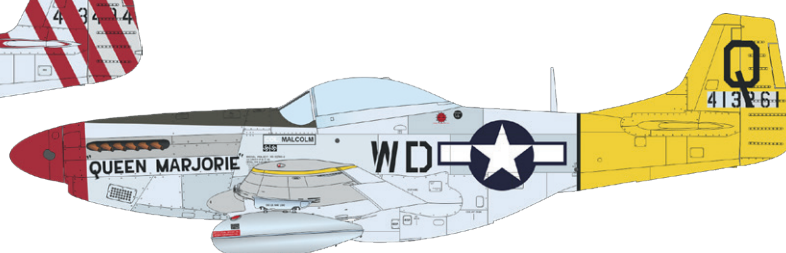
P-51D-20, 44-63237, Col. William A. Daniel,
CO of 31st FG, 15th AF, Mondolfo, Italy, April 1945



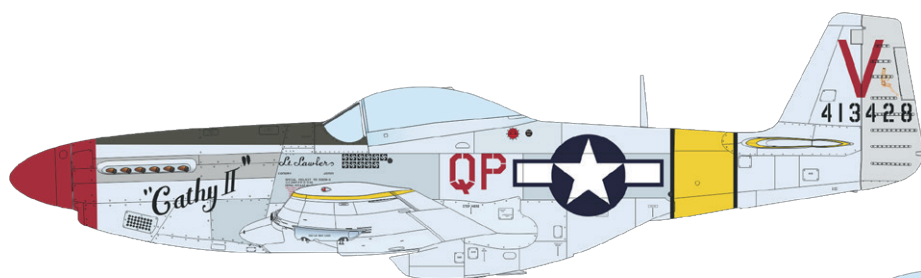
P-51D-5, 44-13382, Lt. James L. Brooks,
307th FS, 31st FG, 15th AF, San Severo,
Italy, summer 1944



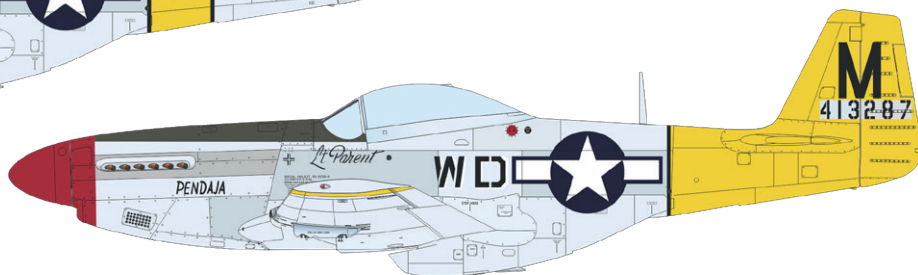
P-51D-5, 44-13494, Lt. Walter J. Goehausen Jr., 308th FS,
31st FG, 15th AF, San Severo, Italy, summer 1944



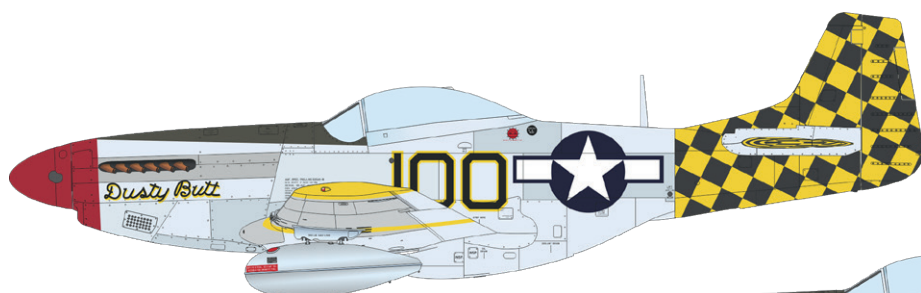
P-51D-5, 44-13261, Col. Marion Malcolm,
CO of 52nd FG, 15th AF, Madna, Italy, April 1945



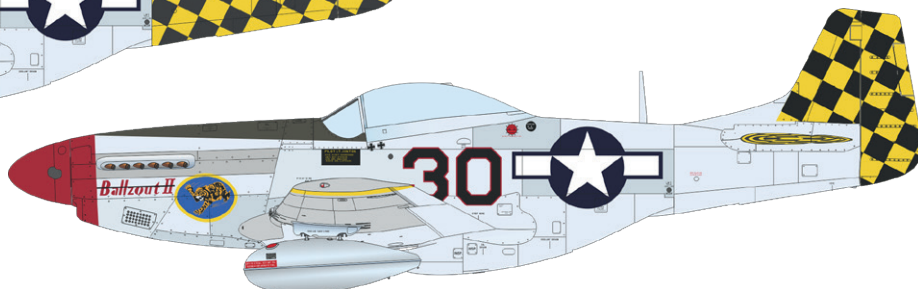
P-51D-5, 44-13428, Lt. John B. Lawler,
2nd FS, 52nd FG, 15th AF, Madna, Italy, July 1944



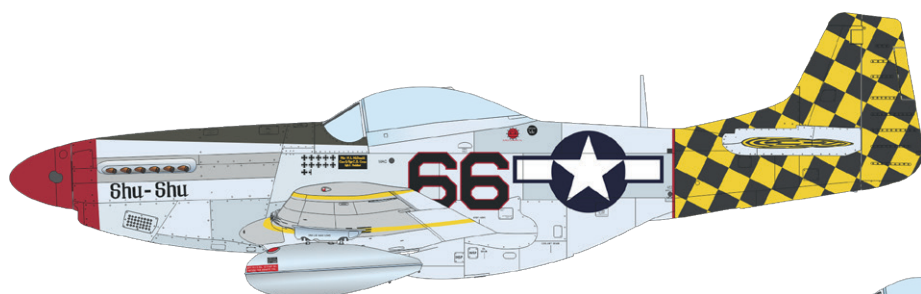
P-51D-5, 44-13287, Lt. William Parent, 4th FS,
52nd FG, 15th AF, Madna, Italy, August 1944



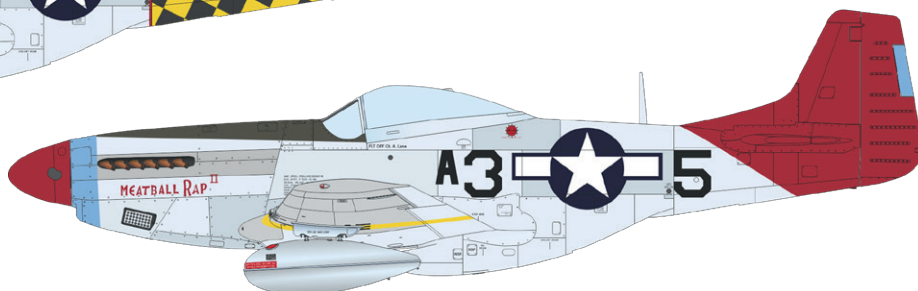
P-51D-5, 44-15284, Lt. Col. Felix L. Vidal,
CO of 325th FG, 15th AF, Lesina, Italy, spring 1945



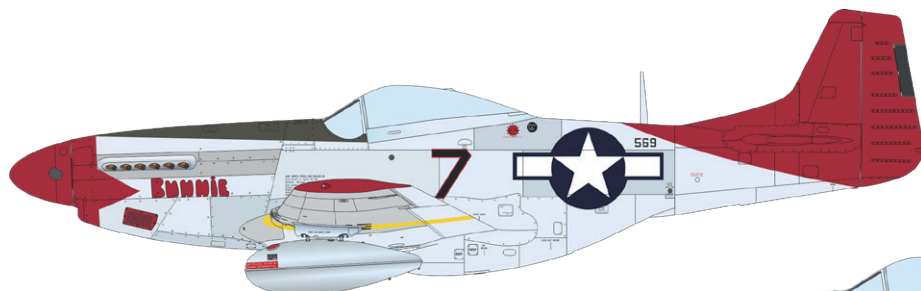
P-51D-5, 44-13440, Lt. William R. Hinton,
317th FS, 325th FG, 15th AF, Lesina, Italy,
September 1944



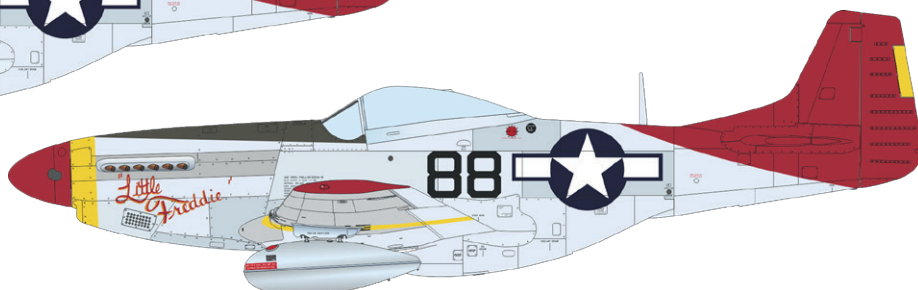
P-51D-20, Maj. Norman L. McDonald,
CO of 318th FS, 325th FG, 15th AF, Mondolfo,
Italy, April 1945



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

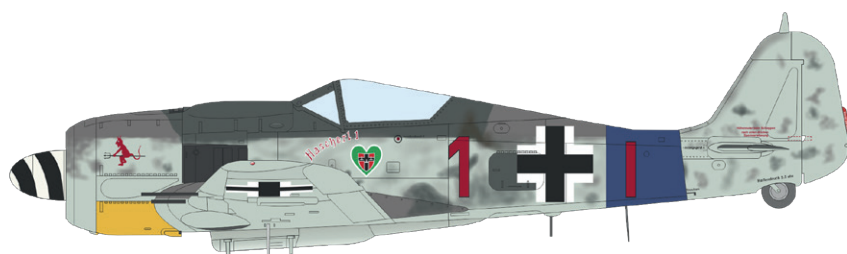


P-51D-15, 44-15569, Capt. Roscoe C. Brown,
CO of 100th FS, 332nd FG, 15th AF,
Ramitelli, Italy, 1945

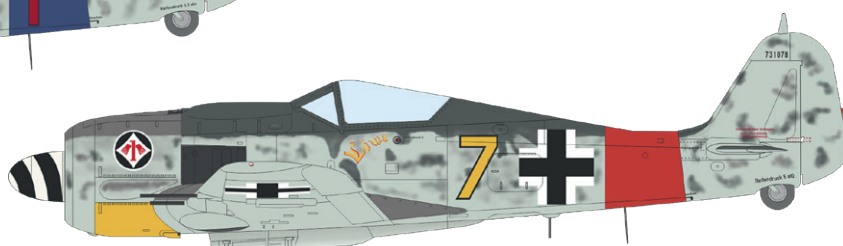


P-51D, Lt. Frederick E. Hutchins, 302nd FS,
332nd FG, 15th AF, Ramitelli, Italy, October 1944

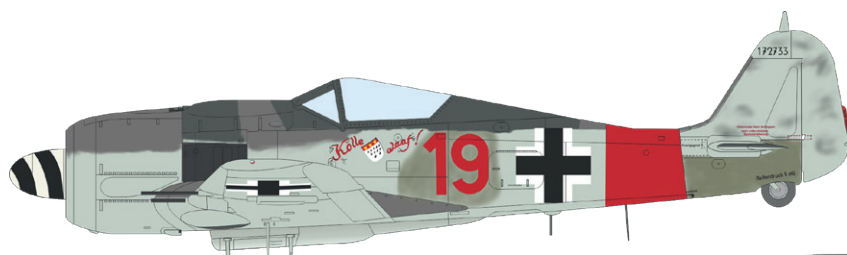
Fw 190A-8 standard wings #7463 1/72

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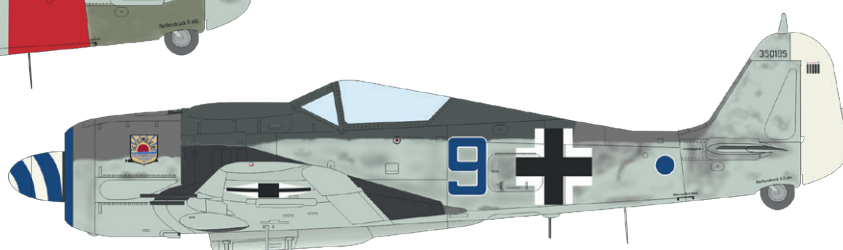
Lt. Hans Dortenmann, 2./JG 54, Villacoublay, France, June 1944



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



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

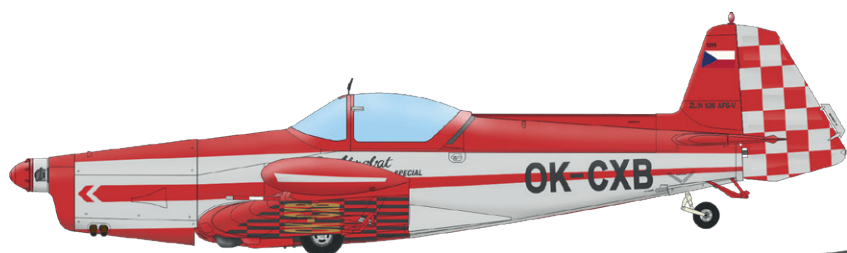


W.Nr. 350185, Oblt. Karl-Heinz Koch, CO of 12./JG 5, Herdla, Norway, April 1945

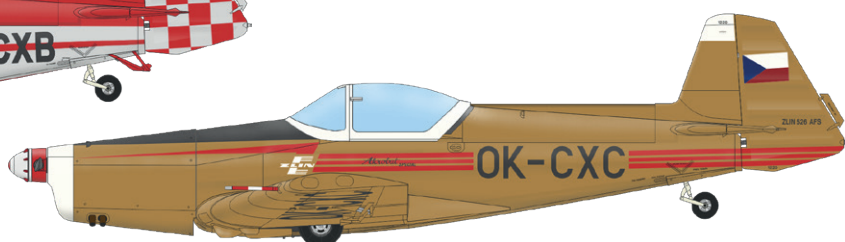
Z-526AFS Akrobat

#84185

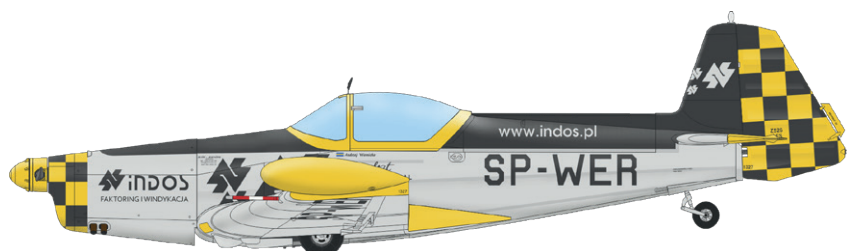
1/48



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



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



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



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

Albatros D.V

1/48 #8113

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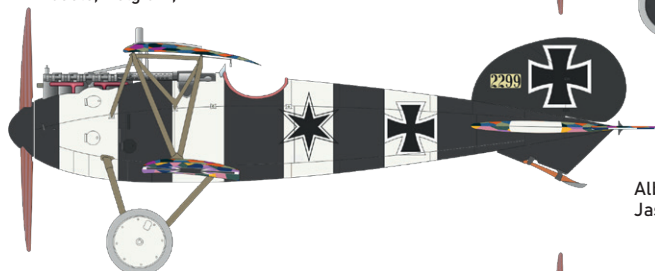
Re-release



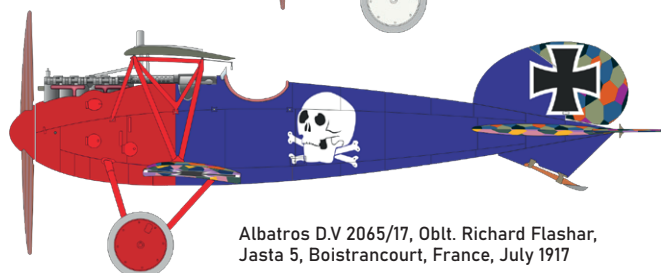
Albatros D.V 2299/17, Lt. Xaver Danhuber, Jasta 26, Abeele, Belgium, 1917



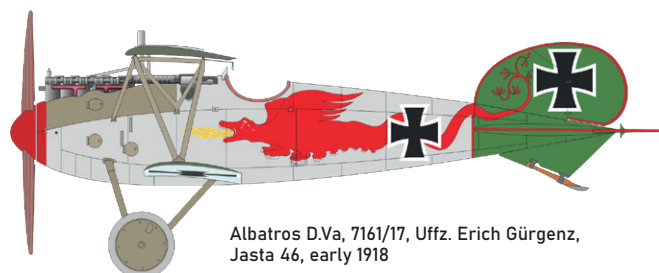
Albatros D.V, Lt. Kurt Monnington, Jasta 18, early 1918



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



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



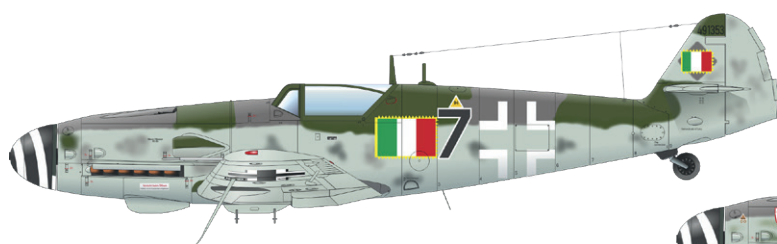
Albatros D.Va, 7161/17, Uffz. Erich Güzgenz, Jasta 46, early 1918

Bf 109G-10 ERLA

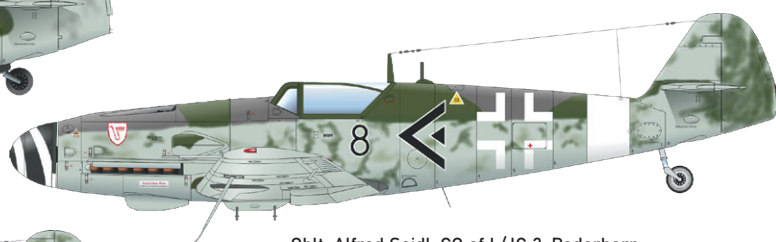
1/48 #82164

ProfiPACK
edition

Re-release



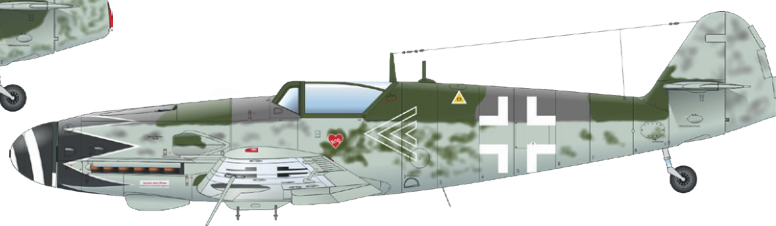
WNr. 491353, Cap. Ugo Drago, CO of 4a Squadriglia, 2o Gruppo Caccia, Aeronautica Nazionale Repubblicana, Aviano, Italy, February 1945



Obt. Alfred Seidl, CO of I./JG 3, Paderborn, Germany, late December 1944



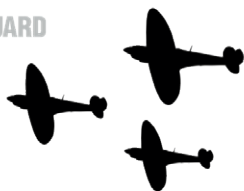
WNr. 490655, Lt. Antonius Wöffen, CO of 6./JG 27, Rheine-Hopsten, Germany, early March 1945



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



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



HISTORY AND HASHTAGS

At Eduard we consider military history, especially aviation's, to be a very important part of our work. This is probably quite evident in our magazine INFO in recent years. From what used to be one article in a monthly issue, we now publish three articles or more. Sometimes I wonder whether it is too much for our readers, but I think not.

I'm less sure about social media. We live in an age in which many people are more likely to enjoy the graphic part of content and no longer have the desire or energy to read. This is probably due to the fact, that information is literally an avalanche coming at us from all sides. Some experts strongly discourage longer texts on social media, and the longevity of any individual post amid the content load tends to be very low. But history is too rich to be easily shortened. That's why last November, in connection with the 1/48 scale A6M2 Zero kit release, we didn't hesitate to also launch a series of historical posts on our social media.

We decided to take our Facebook and Instagram followers through the momentous events of the Pacific War. Naturally, we started with the attack on Pearl Harbor, but the series of posts didn't begin with the attack itself, but with the formation of the Japanese fleet in the Kuril Islands and its voyage to Hawaii.

Among the events of the fighting in the Pacific, we also have included those in

which Zeros did not take part. They were simply significant and therefore worthy of attention. The War in the Pacific involved many countries and nations, although it can sometimes give the impression that it was only Japan against America. It was also a Dutch war, for example, as was evident in the post about the sinking of the destroyer Shinonome, or when we wrote about the Battle of the Badung Strait.

Sometimes, while we were writing the texts, history surprised us. Thus when fighting against Japanese aircraft carriers started in April 1942, the airmen who had taken part in the sinking of the battleship Bismarck a year earlier went into battle on the RAF side. And of course, they weren't all British!

The first dogfight engagement for F4F Wildcats was also somewhat unexpected. It wasn't against Zeros, the US Navy fighters fought against older fixed undercarriage A5M Claude fighters. But the course of the battle was not nearly as clear-cut as one might think! The Wildcats had no armor yet at the time and although they were more robustly built than the light Japanese aircraft, they were to some extent similarly vulnerable.

How to find this information? On our Facebook page www.facebook.com/Eduard-Company just type the hashtag #eduardasiapacificwar and the posts will appear. We also use other hashtags, such as #eduardzero and #eduardwildcat, which are of course related to our kits.



On the Instagram account www.instagram.com/eduardcompany, texts are sometimes shortened or guide to the Facebook page due to the limits that Instagram has. We intend to continue these posts written on the 80th anniversary of memorable events. We will only select the most important ones so as not to overwhelm readers.

I understand that some people don't want to set foot on Facebook. For this group of readers, we are considering publishing more historical posts in the INFO magazine. The question is whether we will implement this, for example, on monthly basis or every six months. The significant events of the Pacific War are certainly worth reading.

Jan Bobek

