

INFO | Eduard

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



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EDITORIAL

Dear Friends,

After our participation in the show at Lingen, our May release centerpiece, the 1:72 scale Avia S-199, was shown off at Prostějov over Easter. After that, last weekend we were pleased to be at Moson again, in Hungary. It was refreshing to be able to do so after two years of isolation and home office, and to be able to catch up with so many friends, colleagues and customers in one location. It felt like a return to the good ol' days of pre-Covid. But it's not quite like that. The good ol' days ended with the epidemic, inflation and war, and won't be back. A new world is emerging. The Russian war against Ukraine and the free world is into its third month, and I am pleased that our nation is on the right side. We are supplying weapons. We may not be providing as many weapons as larger countries can, or as modern as larger countries can, if they were willing, but we are providing them quickly and without a lot of talking. When I was in the army, I was with a howitzer unit, and it pleases me that the Ukrainians are receiving Czech self-propelled howitzers and salvo rocket launchers. It appeared as though these pieces were destined to end up rotting in some storage depot or in museums, but now we are hoping that they serve well in Ukraine and help push back the Russian occupiers. Being on the right side isn't a sure thing here. This wasn't always the case, but just like today, we stood on the right side eighty years ago. Our field guns and infantry protected North African Tobruk against the Germans and Italians, our pilots flew in the ranks of the RAF over Western Europe and the 1st Czechoslovak Infantry Battalion was formed in Buzuluk, preparing for its Baptism of Fire against the Wehrmacht at Sokolov. Back home, in a country under Nazi occupation, there was resistance. On May 22, 1942, our British based agents who parachuted into the homeland and with the support of the local resistance, assassinated the head of the Protectorate of Bohemia and Moravia SS Obergruppenführer and Chief of Police Reinhard Heydrich. He succumbed to his injuries that resulted in the attack and as such, became the highest ranking Nazi official to be assassinated during the Second World War by anti-Nazi forces. The Czech nation paid a massive price for this honorable act of defiance, the reprisal for which included the outright murder of thousands of innocents, the climax of which was the elimination of the towns of Lidice and Ležáky from the face of the earth. The democratic, pro-West resistance was targeted so effectively after that, that there were not enough effective



resources available after the war to deter the newly evolving threat of another dictatorship, this time from the communists, and it ruled Czechoslovakia for forty long years. Halfway through that reign, we thought we could believe in the Russian talk of freedom and the right to self-government, but their tanks quickly bailed us out of that mistake. Our right to belong to the free world was an expensive one, and so today, we stand firmly behind Ukraine, because Ukraine is deciding on the future of our free world.

The MULE

By 1948, we were still precariously on the right side, although the communists had just come to power. Czechoslovakia nevertheless supported the newly independent state of Israel in the first Arab-Israeli war. How the history of this war mimics the current situation in Ukraine! Supplies sent to Israel back then included aircraft, namely Spitfires Mk.IXe and Avia S-199s. The Avia S-199 is being introduced in today's issue of the newsletter, despite being premiered in the second half of April in Prostějov and Moson. And it should be added that it was a successful premiere, indeed. The kit has been well received, and that pleases me, because to be honest, neither we, nor anyone else, is capable of doing anything substantially better. Of course, they wouldn't be modellers if they didn't point out some flaws. As soon as Moson, we were notified of some things that were missing, keeping our S-199 from perfection, and what it was we need to work on to get there. We decline, respectfully. We don't produce models as much as we produce kits, and a kit is still something in need of completion. The model, from the kit, is made by the modeller, and if there is an item that the modeler deems as missing, he or she needs to add said items. As Mr. Zatloukal, the head of then KovoZávody Prostějov company and one of the fathers of Czechoslovak plastic

modelling, put it: "A skillful modeller creates by himself". This rule applied then, applies now, and will continue to apply in the future. Those that are not fully satisfied with a kit, be a modeller and take it to that level of completion you want. In some cases, we can aid you in this endeavor with photoetched, resin or other accessory items, but your involvement is also necessary.

MODEL KITS

The S-199 entitled MEZEK, or "Mule" in English, comes on the market as a Limited Edition Dual Combo kit with two complete sets of plastic. These sets are not identical. One is for an aircraft with the Erla cockpit canopy, and the other for the later series sliding bubble canopy. There are twelve marking options, mostly covering Czechoslovak machines of both Military as well as Police Air Force, three marking options cover Israeli aircraft from 1948 as the basis of the Israeli Air Force. After the Limited Edition kit, the ProfiPacks will follow, the first of which will appear in June with the two-seat CS-199. The 48th scale S-199 will in all likelihood see the light of day after the New Year, instead of before it as originally planned. I initially promised this kit for E-day, but I doubt that will happen. Yeah, yeah... The wolf made promises, too!

Along with the S-199, we are releasing a 48th scale Z-126 Trenér for May in the ProfiPack line, plus two Weekend kits, the 1:72 scale Spitfire F Mk.IX and 1:48 scale Bf 109G-10 WNF/Diana. Three 48th scale ProfiPacks are also making a welcome return to the market as re-editions: the quickly sold-out A6M2 Zero Model 21, the Spitfire HF Mk.VIII and the F6F-3 Hellcat. The last mentioned is not a straight re-edition, but in this case includes a modification to the marking options and the boxart. I don't see this as much of an issue, though.

EDDIE AND THE RIVETS

Also enjoying its premiere through April shows is an all-new product line. It's called EDDIE THE RIVETER, and as the name suggests, it is all about rivets and allows modeller to create realistic raised rivets and other surface details on the model. The product utilizes 3D printing technology used in the Space line. The rivets are printed on a clear carrier film. It's important to know that you must resist any temptation to remove the carrier film after the application of the rivets onto the model, as is the case with our decals. But you need not worry, as the correct application procedure yields invisible carrier film. These rivet decals are applied over primed plastic that is reapplied after the decals are on the model as well. The surfacer needs to be airbrushed on with care. Don't use a spray can product, as it provides less control, and the result could damage the delicate details of the decal. The first Eddie the Riveter is designed for the Zvezda 1:48 scale Mi-24V. The price of the product is somewhat high, dictated by the scope of the set and the intricacies of applying the technology used in production. On the other hand, it is a beautifully executed piece of work and based on research of the actual thing. A rivet counter's dream come true. We will follow up with the Mi-24D in this line. Although this will stem from the Mi-24V set, simplifying development, it will still take a bit of time. Other candidates are the Zvezda Su-25 and 1:72 scale Hurricane from Arma Hobby.

BRASSIN and PHOTOETCHED

Within the scope of the smaller 3D printed Brassin sets are two landing flap sets in 1:48 scale: the Spitfire Mk.IX and the Fw 190D. Their variations will also show up in June re-

leases, giving ample opportunity to examine these items and determine their use in your projects. Among 3D printed Brassin sets, we also have two ship items in 1:350, and there is also a ship set in the Space line. Ship sets will continue to be released the following month as well. Besides 3D prints, we will be offering two sets of watertight doors in the Space line. Space and photoetched items will also be found for the 1:32 scale Hawk 81-A2, which was an export version of the P-40. Great Wall Hobby launched their P-40/Tomahawk line with this kit, and we will be following their release schedule. One of the Hawk 81 sets is a steel set for the seatbelts (32298 Hawk 81-A2 Seatbelts STEEL 1:32), and is in direct competition with Space 3DL32006, which includes these belts as well. This is standard for Space sets that have cockpits as their subject matter. Reviews and other mentions of the Space sets seldom point out the fact that these are combination sets made up of 3D decals and colored steel photoetched components. This is the cream of the crop of what photoetching offers and are included in the Space sets in order to optimize the use of equipment consistent with what they are used to produce. Every technology brings to the table advantages and disadvantages. 3D printing is very good for the production of side panels and other surface details, and is even good for instrument panels, although I must admit that in my opinion, the best instrument panel is still provided by colored photoetching. For details positioned inside spaces with relief protruding out from them, such as various levers, mirrors or those seatbelts, this technology is not optimal because the requirements for them fall out of the envelope of the capabilities demanded by such features. Photoetched steel then sim-

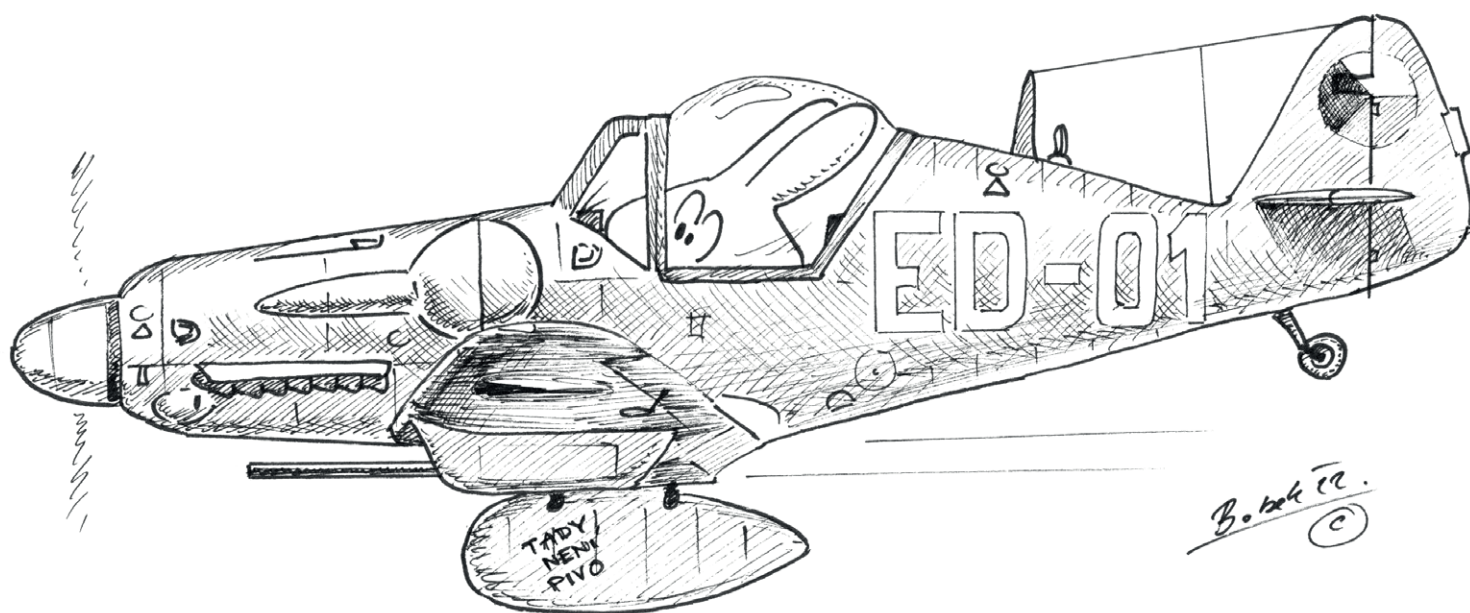
ply becomes the best course of action. If you have doubts, take a look at a windshield wiper, or compare seatbelts. If you still prefer the 3D print, then fine. It's a personal choice. But we will not do anything that we consider an avoidable limit on what we offer our customers.

AND SOMETHING TO READ...

In today's newsletter, you will find three new articles. Miro Barič continues to map out the air war over Ukraine with a daily account of the second month of the war. The other two are historical articles that have a connection to our modeling. That includes the first part of an article by Jan Bobek about Saburō Sakai, that, among other things, sets straight a few inaccuracies in the cult classic biography "Samurai". These inaccuracies were inserted into the book thanks to the meddling of translators and editors of the original texts. They managed to turn this book into an odd mix of reality and fiction, not unlike another famous biography, The Big Show, about Pierre Clostermann. However, he himself was partially responsible for this, while Saburō Sakai was innocent of the inaccuracies and later objected to them. Saburō Sakai can no longer fight the mistakes, so Jan Bobek has taken up the fight to set the records straight, and I believe that he will find success. Reality is no less interesting than fiction. Also, there is an article by Yoav Efrati describing the service of the Avia S-199 in Israel.

I hope you find this issue of the newsletter a good read. Happy Modelling!

Vladimír Šulc





Saburō Sakai

1st part



Photo: Shiori Tanaka

Sakai poses next to his Type 96 A5M Claude fighter at Hankow Air Base in 1939.

text: Jan Bobek

Saburō Sakai is a legend of the history of military aviation, even though there were several Japanese pilots who have achieved more victories. It's not just the book "Samurai!" that makes him so special. It is also because how differently, almost rebelliously, he acted during the war and what he has helped to accomplish after the war to connect the Japanese society with US veterans and public.

The book "Samurai!" contains misinformation dating back to its original publication. The culprit is Fred Saito, who translated Sakai's memoirs into English, so that some events are portrayed in the book with incorrect dates or in complete contradiction to reality. In this article, I describe Sakai's career from the perspective of newly available archival documents that several authors have worked with over the years. I have made a modest addition to their work, providing an overview of the combat sorties Sakai made in late 1941 and during 1942. The text refers to inconsistencies in various earlier publications that conflict with the records of the

units in which Sakai served. The article does not describe all the victories that Sakai achieved in 1942 during the air battles in Rabaul and New Guinea, according to contemporary documents. For a detailed description of these and an analysis of Allied losses, I recommend the excellent publication *Eagles of the Southern Sky*. Saburō Sakai was born on August 26, 1916, in the village of Nishiyoka (Saga prefecture). His father Haruichi and mother Hide belonged to ancient Samurai families. Despite their noble origins, the family was one of the poorest in an already quite a poor village. In 1929, Saburō moved to Tokyo, where he lived in his uncle's family.

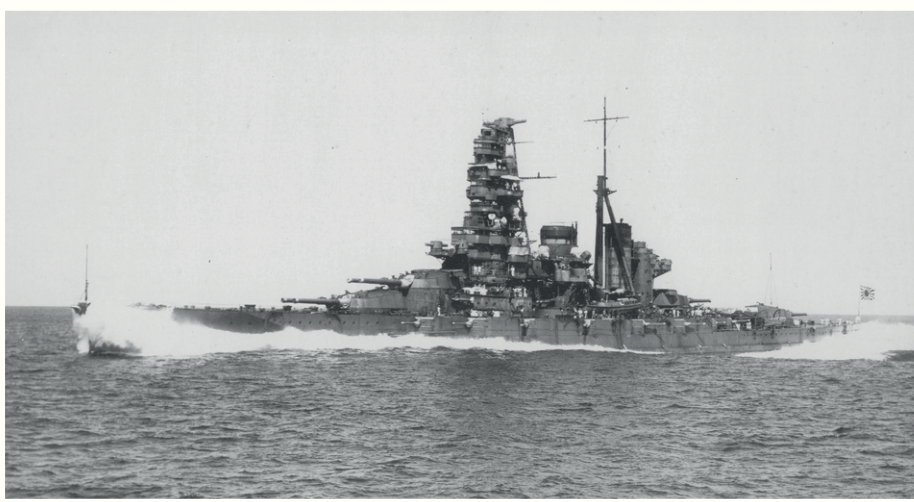
However, the studies were too difficult, he failed to graduate and had to return home in shame. He then spent the next two years doing agricultural work. Navy airplanes often flew overhead and it started to inspire him. Once when he saw a Navy recruitment poster, he made his decision. On May 1, 1933, he joined naval training at Sasebo. He successively served on the battleships *Kirishima* and *Haruna* as a gunner of 6-inch (15cm) gun while attaining the rank of Petty Officer 3rd Class and he often saw various aircraft operating from the *Haruna*. Sakai, in whose veins flowed samurai blood, was not happy with the life on board of a warship. He realized he could

Photo: Shizuo Fukui



The battleship Kirishima at Tsukumowan on May 10, 1937. Sakai was assigned to this ship after he completed basic training. It was sunk at Guadalcanal in November 1942.

Photo: Shizuo Fukui



The battleship Haruna photographed in 1934. She was sunk at her moorings on July 28, 1945 and later raised and scrapped in 1946. In 1935, Sakai successfully passed the competitive examinations for the Naval Gunners' School. Sakai served on the battleship Haruna as a turret gunner.

not fulfill his individuality as a sailor and decided to become a fighter pilot. His uncle tried to talk to him, but in vain. Sakai was twice rejected at the entrance exam but was successful in the third (in June 1936) and was admitted to the 38th Pilot Training Class (March to October 1937). He was one of 70 to be accepted from 1,500 applicants. Twenty-five of these graduated as pilots. On March 10, 1937 Sakai enlisted in Kasumigaura Kōkūtai and on April 1 conducted his first flight.

In his book, Sakai describes the almost unbelievable brutality of flight school training. Some of the methods were tragicomic from today's perspective. For example, recruits were tasked with catching as many flies as possible in flight and catching them by the wings without harming them (Samurai!, page 29). The purpose was to accelerate conditioned reflexes. Imagine student pilots running around in a training area,

waving their arms wildly and catching flies. Funny, isn't it? However, after a short time, no fly at Tsuchiura Air Base could be sure if it would see twilight in peace.

Sakai completed his pilot training in November 30, 1937 as the best student of the year for which he received a silver watch from the Emperor. The gift was given to him through Prince Fushimi and the ceremony was published in the Osaka Mainichi on November 9, 1937. Sakai graduated as a carrier pilot, although he was never assigned to aircraft-carrier duty.

Among the Sakai classmates was also Kenji Okabe (15 v.), who on May 8, 1942, got eight victories in one combat flight to achieve performance that was surpassed only by Shō-ichi Sugita. In his memoirs Sakai mistakenly stated that it was seven victories in three com-

bat flights. Also the information that Okabe fell in September 1943 over Bougainville is wrong. Okabe survived the end of the war at Kōkūtai 601.

The fighter training Sakai received with Saeki Kōkūtai and on April 9, 1938 he was assigned to Ōmura Kōkūtai.

CHINA

Petty Officer 3rd Class Sakai first served with the Ōita Kōkūtai. At this time, the Chinese conflict was ongoing and like every young fighter pilot in Japan, he was eager for combat experience. On September 11, 1938, he was assigned to 12th Kōkūtai, which was using A5M Type 96 "Claude" fighters in mainland China. Finally, Sakai's task was to confront enemy in air combat. Sakai achieved his first victory on October 5, 1938 (not May 21, 1939, as stated in his memoirs). That day, fifteen fighters, under the leadership of Lt Takahide Aioi, took off to perform

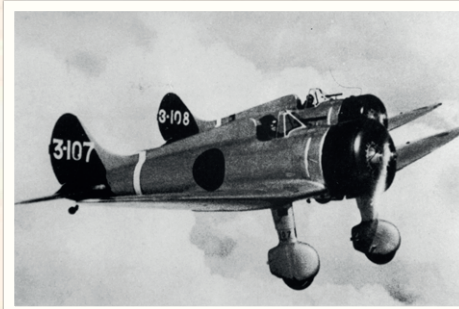


Photo: AWM

Saburō Sakai in his Type 96 fighter "3-107" over China.

a patrol over the Chinese city of Hankow. Sakai flew as Aioi's second wingman. Japanese planes attacked Chinese Polikarpov I-16 fighters. Sakai left the formation and attacked the Chinese all by himself. During the duel that followed, he possibly broke all the rules of aviation combat. Still, he managed to get the Polikarpov down and happily returned without ammunition back to his formation. After landing Lt Aioi yelled at Sakai. "Sakai! You're a damn fool, Sakai! It's a miracle you're still alive! I did not see in my life such a clumsy and ridiculous flying!" (Samurai!, Page 37). What did Aioi thought when he met Sakai at the end of the war with the elite Kōkūtai 343? By then, Aioi had 10 victories and Sakai several times more!

The Chinese 26th Pursuit Squadron flew to Hankow during the day to provide defense against

bombers and intercepted Japanese aircraft. The new squadron commander Huang Han-Wen was seriously wounded and conducted

a forced landing at the outskirts of the city. He was sent to Hong Kong for medical treatment, but died March 20, 1939, during surgery. Soviet volunteer Lieutenant I. P. Podogov was listed as killed on October 5 but

**"Sakai! You're a damn fool, Sakai!
It's a miracle you're still alive! I did
not see in my life such a clumsy
and ridiculous flying!"**

there is no information about the place of his burial (according to other data he is listed as killed in a flying accident and buried at Hami). Sakai was promoted to Petty Officer Second Class rank on May 1, 1939. Almost a year later after his first victory, on October 3, 1939, Sakai claimed a SB-2 bomber with Chinese insignia over Icheng. "Surprisingly, they were much faster than I expected." Sakai had to fly more than 150 miles before hitting one of the bombers that had raided Hankow Airport, which was already in hands of the Japanese. Thanks to this performance he became famous overnight and returned home as a hero. The reality was slightly different, first of all, Japanese airbase was located beyond range of SB bombers.

On this day, the airbase prepared festivities for the receipt of new aircraft ferried from Japan. Here representatives of the fleet command and the city authorities were assembled. Nine DB-3s crewed by Soviet airmen led by Capt. G. A.

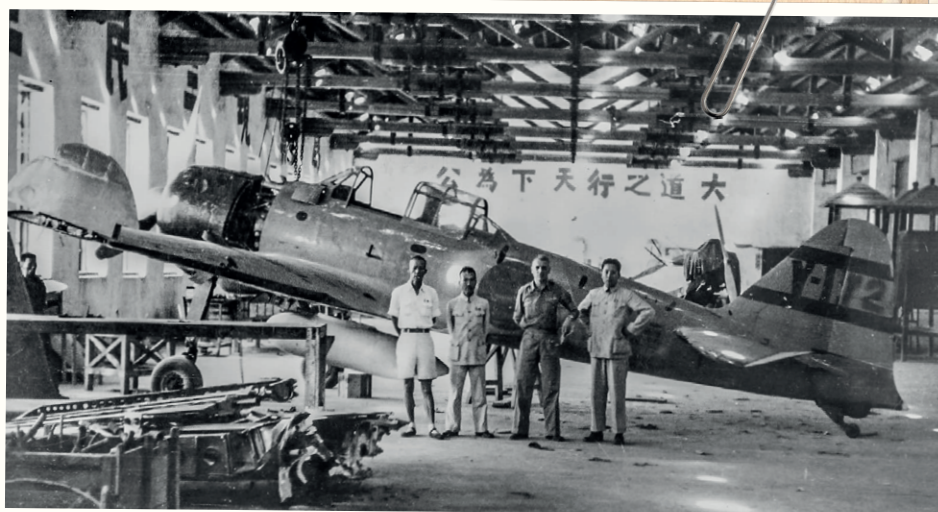


Photo: AWM

Saburō Sakai posing on a 250 kg bomb during his assignment in China.

Kulishenko flew to the target secretly, in a tight wedge, maintaining radio silence. They attacked as the ceremony was in progress. Aircraft stood in four rows, wingtip to wingtip. From an altitude of 8,700 meters the Soviets dropped mix of high-explosive, fragmentation-high explosive, and incendiary bombs. According to the reports of the crews, most of the bombs exploded along the rows of aircraft, which were tossed in every direction from the force of the blasts, with many burning. Antiaircraft weapons remained silent. Only a single fighter (Sakai) took off from the enormous bonfire below, but he was unable to catch the departing and lightened DB-3s.

On the airfield, 64 aircraft were found destroyed or damaged with 130 people killed and 300 wounded. The fuel reserves burned three hours. Japanese sources confirm the loss of 50 machines, seven senior officers of Captain and higher rank were killed, and 12 more were wounded. Amongst the latter ones was Rear Admiral Tsukahara, commander of the Japanese Air Flotilla. The airfield commandant was killed as well. After this disaster, a mourning period was ordered.

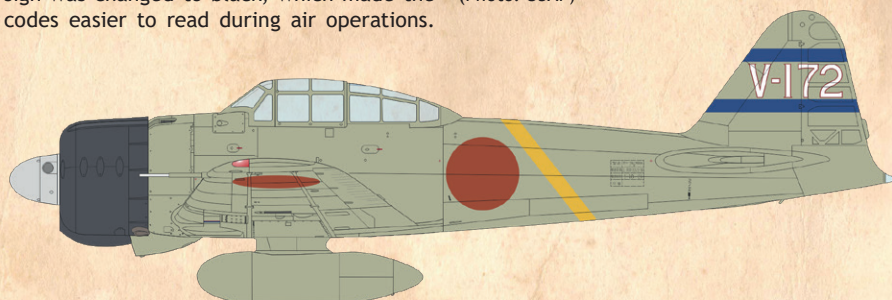


The A6M2 from Tainan Kōkūtai (c/n 3372) became the first Zero to reach Allied hands in repairable condition. One of Sakai's colleagues crashed it on Chinese territory on November 26, 1941 and was captured. For details, see the April 2022 issue of INFO magazine on page 12, or the Zero Zero Zero! scale kit.

This image from the Chinese base shows the machine undergoing repairs with the code painted over on the tail surfaces. The aircraft bore the typical design of the Tainan Kōkūtai markings from the early months of the Pacific War - a white code with red outline. In the spring of 1942, the code design was changed to black, which made the codes easier to read during air operations.

The purpose and color of the stripes on the tail surfaces and fuselages bands of the Tainan Kōkūtai planes are still the subject of debate. The bands on the fuselage (one or two) may have assigned the machines to different fighter Divisions (Buntai) within an Air Group (Kōkūtai) by their colour. However, other explanations are possible. The stripes on the tail surfaces are usually assigned to identify the leaders of tactical formations. One horizontal stripe apparently identified the leader of the Shōtai (three planes) and two stripes probably identified the leader the Chūtai (usually made up of three Shōtai).

(Photo: USAF)



Next task for Sakai was to join Ōmura Kōkūtai in mid-1940, where, as an instructor, he had to pass on the experience to newcomers. In the meantime, 12th Kōkūtai became the first navy unit to enter the fight with revolutionary Mitsubishi A6M Zero fighter (Chunning raid on September 13, 1940).

In April 1941 Sakai returned to his old 12th Kōkūtai and in June he was promoted to Petty Officer 1st Class. He gained another victory on August 11, when he shot down over, with Zero marked as 3-116, a "beautifully colored biplane" over Chengdu, identified as Polikarpov I-15. It was a dawn attack on Chengdu and four I-153s of the 29th PS scrambled. Squadron Commander Tang Zhouli and two of his deputies, Wang Chongshi and Huang Rongfa were killed in the ensuing combat. During this combat the last I-153s were destroyed. According to his logbook, Sakai's last victory

in China came on August 21, 1941, when he shot down an I-16. However official records of 12th Kōkūtai confirm only first of Sakai's victories over China. This discrepancy with official unit records is typical for many parts of English edition of book "Samurai!" as well as for some entries in Sakai's logbook as presented by Henry Sakaida in his book Winged Samurai.

PHILIPPINES

Sakai was transferred in October 1941 to newly formed Tainan Kōkūtai in Tainan on Formosa (Taiwan), subordinated under 23rd Air Flotilla (Kōkū Sentai). Tainan Kōkūtai was commanded by Captain Masahisa Saitō, the executive officer was Commander Yasuna Kozono and the fighter pilots were led by Hikōtaichō Lt Hideki Shingō. Before the outbreak of war in the Pacific the Tainan Kōkūtai had at disposal 45 fighters A6M Zero Type 21 and twelve older A5M Type 96 Claude fighters along with six reconnaissance C5N Babs. Another fourteen A6Ms and several A5M

Photo: U.S. Air Force photo via Wikimedia Commons.



Heroic battle of Capt. Kelly's B-17 crew against overwhelming number of Tainan Kōkūtai fighters is one of top stories from start of Pacific war. This painting of Capt. Colin P. Kelly, Jr., displayed in the Air Power Gallery at the National Museum of the U.S. Air Force, was painted by Deane Keller of Yale University.

were commanded by Lt Kiku-ichi Inano in frame of 22nd Air Flotilla participating in the campaign in Malaya.

Sakai was named as a Shōtai leader (Shōtaichō, leader of flight with three aircraft), which was remarkable due to fact he was only Petty Officer. But there were several other Petty Officer pilots in Tainan Kōkūtai with similar privilege, apparently due to lack of officers and large number of unit's flying personnel before the outbreak of Pacific war. Sakai was also named training leader of Lt JG. Jun-ichi Sasai, who graduated in November 1941. Although Sasai (future ace with 27 victories) was an officer, he was one of those who were willing to break barriers between officers and airmen with lower ranks. He even became friend of Sakai.

There was a strict barrier in Japanese Navy between officers and lower ranks personnel. This barrier was present in all aspects of military life, including food. Not only in case of separated area for dining, but also food quality, supply of alcohol and tobacco. And that was something that was irritating to Sakai. In order to improve food supply, he stole a chicken from local inhabitants. The case was quickly solved and Sakai



Pilots of No. 75 Squadron RAAF at Port Moresby walk from their aircraft in August 1942. Identified, left to right: Flight Lieutenant Lex D'Arcy Winten, Squadron Leader Les D. Jackson, Flight Lieutenant J. W. W. Piper and Flying Officer Peter Addison Masters.

Photo: ANIM

became subject of criticism from officers. But it did not stop him to steal some pigs from locals later on! He also got access to supply of kanaka tobacco with some content of opium. That was already too much for young officer Sasai and they had an argument about it.

On the morning of December 8, Japanese naval air units attacked US airfields in the Philippines. Take-off was, however, delayed by bad weather. Therefore, the take-off took place as late as 10.00 am. The mission was focused against the Philippine bases Clark Field and Del Carmen performed by 25 twin-engine Nells from 1st Kōkūtai and 27 Betty bombers of Takao Kōkūtai with escort of 36 A6Ms from Tainan Kōkūtai. Navy airmen had lost the opportunity to attack the enemy in the Philippines first, because already at 7.00 am army bombers of 8th and 14th Hikō Sentai bombed the Tuguegarao and Baguio bases. During flight from Formosa one Nell bomber and two Zeroes separated from Sakai's formation due to engine problems and returned

back earlier. The Japanese formation arrived under the command of Lt Shingo over Clark Field at 13.30.

Bombers dropped their bomb load on the airport and Shingo's pilots accompanied them for another ten minutes on a return flight. Then they turned back and carried out a series of strafing attacks on American machines at the Clark Field. Sakai with his wingmen, Petty Officer 3rd Class Toshiaki Honda and Petty Officer 2nd Class Kazuo Yokokawa, destroyed two parked Boeing B-17s and then attacked the five-member group of Curtiss P-40. Sakai managed to shoot down one Curtiss and the victory was confirmed by Honda.

His victim could be Lt Sam Grashio of 21st Pursuit Squadron, who led another five P-40s over Clark Field. He was attacked by two Zeroes (Sakai and Honda?) and a cannon projectile went through the left half of his wing, leaving a huge hole. However, Grashio managed to escape in the dive.

On December 8, 85 fighters of Tainan and 3rd Kōkūtai claimed a total of 23 certain, 2 probable victories and 1 airplane forced to crash (C. Shores does not even mention Sakai's victory). On the ground, they destroyed about 80 aircraft (C. Shores reports 47). A record long-distance flight of 1200 miles made by pilots of both fighter Kōkūtai during their flight from Formosa to the Philippines and back, became a routine matter during the following days.

Two days later, on December 10, 1941, Tainan Kōkūtai made cover for the landing in Vigan. The vessels were attacked by a lone Boeing B-17 from 19th Bomb Group piloted by Capt. Colin P. Kelly Jr. The bomber was intercepted by several pilots of 1st and 2nd Chūtai of Tainan Kōkūtai. At last near Clark Field it began to burn, and Kelly ordered his crew to bail out; the aircraft

Photo: SOJASM



Photo of Brewster Buffalo in Dutch national markings, probably photographed still in USA before delivery to Royal Netherlands Air Force. Saburō Sakai fought several times against Dutch airmen in early 1942.

Photo: AWM



Sqn. Ldr. John Jackson returned to Port Moresby in the US Douglas A-24 Dauntless aircraft after a walk through the jungle from Lae area, after his aircraft was shot down by Tainan Kōkūtai. A distinguished fighter pilot, Sqn. Ldr. Jackson served with No. 23 Squadron in Australia (1939), No. 3 Squadron in the Middle East (1940-1941) and No. 75 Squadron in Papua New Guinea (1942). He was killed in action on April 28, 1942, during a dogfight with P02c Hideo Izumi (9 v.) of Tainan Kōkūtai. He is buried in Bomana War Cemetery, Jackson International Airport, Port Moresby, commemorates his name.

then blew up, killing him. Kelly was honored with DSO in memoriam, as his last action was attributed to the sinking of the battleship Haruna (note 1). According to Sakai no vessel was hit by bomber. Besides that, he claims that the victory over the bomber could not be attributed to anybody and Japanese authorities did not recognize it because the crash of the airplane was not observed by anybody.

However, the victory is noted in his logbook and the confusion is even greater due to information that Sakai's victory was not recognized (C. Shores) and was credited to five of his colleagues as a shared one. Author of this article had opportunity to study Tainan Kōkūtai unit diary and the mission record shows that the B-17 was intercepted by 16 Zero pilots, five of them were shooting at the bomber (Sakai was not among them) while one shooting pilot's Zero was hit twice by defense fire. Victory was recognized as shared to all 16 pilots including Sakai.

During another patrol over the Philippines, on December 12, Tainan Kōkūtai repeatedly attacked Catalinas on the surface of the Gulf of Subic. Another target, Clark Field found protection under the low cloud layer and so 1. Chūtai turned to the Iba base. Here, during strafing, they destroyed six Curtiss P-40s, including two by Sakai. Then an anti-aircraft fire hit his plane and forced him to land prematurely at Vigan further northwards. The ground crews repaired the machine and Sakai could return to Formosa on the next day with a leg injury.

On the same day that Sakai's fighter was damaged, the Japanese landed near Legazpi in southeastern Luzon. As early as December 14, Legazpi was in Japanese hands, and the 2nd Chūtai of Tainan Kōkūtai, led by Lt. Setō landed over there.

It is interesting to note that according to unit diary Sakai performed very few combat flights during December 1941. January was not diffe-

rent. Tainan Kōkūtai performed combat flights every day with usual minimum number of six planes, often 10 or more. There were days when several operations were performed. However, during January 1942 Sakai flew just 9 combat flights, followed by 11 missions in February. Sakai was always flying as leader of Shōtai with three aircraft, but on several occasions he even led formation of several Shōtais.

BORNEO

Coming the end of 1941, the fate of the defenders of Philippines was also over. Next target was Borneo with its American and Dutch defenders. Tainan Kōkūtai transferred between December 26 and January 7, 1942, to Jolo Island (Horo-tō). Thanks to the rapid advance of Japanese combat units, on January 11, another base was in their hands, this time on Tarakan, lying west of Borneo. The airport was operational from January 16, and Tainan Kōkūtai continued patrol flights over Borneo.

On Saturday, January 24, 1941, Japanese forces landed on Balikpapan, and their ships were attacked several times by Dutch and American bombers. Six Zeroes of Tainan Kōkūtai intercepted eight attacking B-17s. This group of Japanese fighters was then relieved by another flight from the same unit, led by Petty Officer 1st Class Kuniohshi Tanaka (17 victories), who made several attacks even though he was injured by defense fire. Allegedly, he shot down a four-engine bomber that collided with another one. Both were credited to him as confirmed victories. The third B-17 was shot down by Tanaka's wingman Petty Officer 3rd Class Takeo Matsuda in cooperation with Sakai (Hata-Izawa page 266). Sakai in his memoirs depicts Tanaka as unharmed, but enraged, for, as he claimed, no bomber was shot down and the Americans

hit a tanker that had begun to burn. In addition, Sakai according to his own words did not take part in this combat, but B-17 was mentioned in his logbook as well as in unit diary (note 2). On American side three B-17s suffered light damage during the combat.

The very next day, January 25, the Tainan Kōkūtai members intercepted Glenn Martin bombers. Their crews attempted to attack Japanese vessels off Balikpapan. It was probably during this fight Sakai has won two victories over the medium bombers that he has chased up to Banjarmasin where he shot them down.

In the afternoon, the patrolling Zeroes attacked seven Boeing B-17 bombers from the 7th and 19th Bomb Group. The Japanese performed well but lost two pilots themselves. Sakai with his wingman Sadao Uehara also attacked the American formation, although it is not clear whether the two airmen performed the attack before or after the attack by their patrolling colleagues. After a great deal of effort, they managed to seriously damage a four-engine bomber, but the victory could only be verified the next day when the crashed machine was photographed by Japanese reconnaissance pilots. A total of five bombers were forced to land after the battle. As far as it is known, the only victory was credited to Uehara. Uehara achieved thirteen victories, according to his own records, by the end of the war.

JAVA

On January 30, Tainan Kōkūtai, together with the 23rd Air Flotilla, moved to the conquered Balikpapan. From this airbase, starting from February 3, 1942, series of raids on eastern Java were performed together with 3rd Kōkūtai. The Japanese themselves praised the qualities of Flying Fortresses and openly discussed difficulties



Photo: Fod3

Pvt. Irving Weibel and Pfc. Lester W. Hengen apply a coat of liquid wax to the surface of an overhauled Bell P-39 at the 4th Air Depot Engine Overhaul And Repair Shop at Garbutt Field, Townsville. This P-39D of the 39th FS, 35th FG was flown by Capt. Curran L. "Jack" Jones for at least the first of his five confirmed aerial victories. Jones shot down W.O. Satoshi Yoshino from Tainan Kōkūtai on June 9, 1942, over Cape Ward Hunt. Yoshino probably flew the well-known Zero "V-117" carrying Buntaichō markings. The production batch for this particular Airacobra replaced the 37mm cannon with a Hispano-Suiza 20mm (externally identifiable by its longer barrel, compared to the 37mm), an option normally found only in the P-400 export version.

Photo: AWM



Warming up prior to a takeoff a Martin B-26 Marauder of the 22nd Bomb Group on an Allied airfield preparing for a raid against Japanese bases in New Guinea. In the center is B-26 (40-1437). In late March 1942 the plane was assigned to the 22nd Bombardment Group, Headquarters Squadron. Nicknamed "Shamrock" with the nose art of a three leaf clover below the name. This ship also participated in famous mission on June 9, 1942. She was destroyed by Japanese bombing raid in Port Moresby on August 17, 1942.

they had during clashes with these four-engine monsters. But very soon they discovered a reliable method of fighting them – the frontal attack. Their colleagues from Luftwaffe were going to find out the same method later. The new tactics could be tested on February 8 over Surabaya. At 10.40 am nine Tainan Kōkūtai fighters met by co-incidence eight B-17s

of 7th Bomb Group, led by Capt. J. L. Dufran Jr. His airplane was the first going down during the attack, followed by two more aircraft. The other three machines suffered extensive damage. The Japanese claimed the downing of two and probable downing of three Boeings in cooperation with all the participants. Sakai got credit for one confirmed shared victory. American gunners were convinced that they had shot down five Zeroes, in fact only two were damaged.

Command of 23rd Air Flotilla decided that an attack on the Javan airfield Surabaya would take place on February 19. The raid was carried out by 18 bombers with escort of 23 Zeroes of Tainan Kōkūtai. Bad weather goaded the bombers crews to focus to alternative target. However, fighters continued on and over Surabaya they encountered "30 to 50 P-40s and P-36s." After the fight Sakai claimed the downing of three Curtiss P-36s and one P-40. The Japanese reported a total of 14 certain and 3 probable victories. Americans lost three aircraft and four other crash landed. They themselves claimed five Zeroes. However, only Lt Masao Asai of 2nd Chūtai fell victim to their fire (Sakai talks

about two fallen colleagues). It is interesting that both Chūtais of Tainan Kōkūtai participating in the fight, reported seven kills each. Apparently, claims were doubled, as Sakai himself admits. The Dutchmen fought in Java, but in its western part, not over Surabaya. Although C. Shores states that in the fight were shot down seven Americans, 17. Pursuit Squadron lost only three machines from the ten that took-off against Japanese (note 3).

Sakai experienced another battle on last day of February. A group of Japanese bombers attacked the port of Surabaya on Java. Several American P-40s and Dutch Buffalos were sent against the attackers. The Dutch fighters relocated to this area at the end of February. The Americans, however failed to get closer, because of the reduced performance of their engines due to difficult climatic conditions and rather poor status of their aircraft. However, the Dutchmen had more "luck" thus had to fight with the escorting Zeroes belonging to Tainan Kōkūtai. In a wild dogfight Sakai shot down one Brewster Buffalo that spun down into a storm cloud.

Buffalo belonged to Dutch fighter unit 1-VIG-V. Ens. C. A. Vonck was shot down and bailed out, another pilot bailed out as well, this time for a technical fault on the engine. Beside Sakai, one kill was also claimed by Petty Officer 3rd Class Saburō Nozawa.

After the dogfight during which Sakai detached himself from the others, he noticed a lone DC-3 (Australian?) airliner and was going to attack the plane. But before he launched the deadly fire of his weapons, he stopped to think of himself as a warrior, and he slowly flew along the twin-engine plane. What was his surprise when he saw the blonde lady with child in her arms! Sakai firstly suspected that an important person was on board and thought about guiding it to the Japanese base. But the lady was similar to Mrs. Martin, a very kind American lady who taught him English in the middle school. He decided to overlook the aircraft and signaled to the pilot of the enemy aircraft to escape and told the superior that "I lost sight of it in the clouds" after returning home.

In early March pilots of Tainan Kōkūtai were busy with patrols and escorts over Java. Sakai performed just two combat missions on March 1 and 3. On the latter date he participated in the destruction of PBV Catalina on the base at Chirachapu, Java. The flight of six pilots including Sakai expended 3250 rounds of ammunition, while only one of their Zeros sustained damage, a single bullet hole.

NEW GUINEA

After the victorious end of the campaign in Dutch East India, the Tainan Kōkūtai performed their last flights over that area on March 9. Part of the pilots was sent to Japan, while another



Future US president Lyndon B. Johnson was a congressman when he was appointed a Lieutenant Commander in the naval reserve in June 1940. He reported for duty after Pearl Harbor in December 1941, and served in 1942 as an aerial observer in Australia and New Guinea. For participation on June 9, 1942, mission with 22nd Bomb Group he was awarded the Silver Star by General Douglas MacArthur. He resigned his commission in July 1942 in compliance with President Roosevelt's order that all congressmen in the armed forces shall return to their legislative duties. The photo in front of B-17D Flying Fortress, "Swoose" (40-3097) shows him on the June 9 in New Guinea. On the way back to Australia the B-17 had to perform emergency landing. This legendary B-17 was initially assigned to the 19th Bomb Group at Hickham airfield on May 14, 1941. It relocated to Java on December 30, 1941. It returned to the United States on November 17, 1944. It was used as a personal hack for Lt. Gen. George H. Brett, and later as a VIP transport aircraft. It is the longest serving B-17 in the USAAF. "Swoose" is now on display at the National Air and Space Museum (N.A.S.M), in Washington.

(Photo: Lyndon Baines Johnson Presidential Library and Museum/NARA)



Petty Officer pilots of the Tainan Kōkūtai pose at Lae in June 1942. Several of these aviators would be among the top Japanese aces, including Toshio Ōta (middle row, far left, 34 v.), Saburō Sakai (seated next to Ōta, second from the left) and Hiroyoshi Nishizawa (standing to the far left, 86 v.).

part was sent to Rabaul on board of cargo ship Komaki Maru. From the new air base Tainan Kōkūtai including Sakai performed first patrols on March 22, and before end of March Sakai participated in two more missions.

Next stop was Lae airfield in New Guinea, where 4th Kōkūtai was active since March. Fighter pilots of 4th Kōkūtai, including future fighter legend Hiroyoshi Nishizawa, were officially included in Tainan Kōkūtai on April 1, 1942. The unit was also transferred under the command of newly founded 25th Air Flotilla.

Before Tainan Kōkūtai pilots managed to score against enemy over New Guinea, they became target. On April 5, P02c Takurō Yoshi'e was shot down near Port Moresby by Australian pilot "Les" Jackson, brother of legendary squadron commander John Jackson. Both belonged to No. 75 Squadron RAAF equipped with Kittyhawks. This unit based at Port Moresby was in March the single fighter unit in the area. "Old John" Jackson managed to motivate and transform his pilots from a group of newbies to serious adversaries for the Japanese Navy veterans. In April,

the Allied fighters in Port Moresby area were reinforced by Americans with Airacobras.

Some sources state that on April 11 Sakai claimed two Airacobras in dogfight over Port Moresby. There were two Allied planes shot down on that day, one Kittyhawk with pilot captured and one Douglas A-24 went down with both crewmen killed. But, according to Tainan Kōkūtai unit diary, Sakai did not fly any mission on that day, moreover Sakai did not fly a single mission during whole April 1942! It is not clear what was the reason for Sakai's absence from combat activity.

But May 1942 was a very different story, and Sakai flew 22 combat sorties, his highest monthly total during World War II. Sakai scored his first victories over Port Moresby on May 2. Eight Zeros clashed there with seven Airacobras of the 8th FG and three Kittyhawks of the No. 75 Sq. RAAF. Sakai scored two P-40s shot and one in cooperation.

The Americans with Airacobras reported four kills. The Japanese, however, lost a single Zero and its pilot, P01c Haruo Kawanishi. When the Japanese fighters returned to base, their mechanics found that Sakai had fired 610 rounds from the guns during the fight, about 200 rounds per kill. The Japanese reported a total of eight victories and one in cooperation. The Allies lost only Australian Sgt. D. W. Munro in the fight. One of the Zeros' weaknesses – low speed in dive – became obvious during the engagement. The Allied pilots easily escaped by diving and the Japanese were unable to pursue them.

During the very next day, while escorting bombers over Port Moresby, Sakai claimed two downed Airacobras from the 8th FG and his

colleagues two more. The Americans lost two machines and pilots, but one was apparently killed by board gunners and the other remained missing after a fierce aerial battle.

The Australians were about to leave Port Moresby. Over a period of a little longer than a month, they had achieved 18 certain victories, for which they had lost a total of 20 machines (including three on the ground). US 8th FG left Port Moresby Seven Mile Drome at the beginning of June after being replaced in the second half of May by 39th Fighter Squadron (35th FG). As we can see, the Allies continually replaced the losses suffered in heavy combat by exchange of combat units. The Japanese could not afford such luxury, so Tainan Kōkūtai was forced to fight alone and almost without reinforcement over the jungles of New Guinea.

Sakai's struggle to get better conditions for him and his men continued also on New Guinea. In these primitive conditions better treatment of officers was even more obvious. Therefore, Sakai decided to steal food and cigarettes from officer's supplies. He even involved in that his

wingman Toshiaki Honda,

who was caught and as traditional punishment severely

beaten. But commander finally

arranged improvement of conditions for enlisted pilots.

Even long after the war Saburō Sakai pointed out that one of his main priorities was to ensure safety of his wingmen. One of them was Honda who said, "As long as I fly with Sakai, I will not be shot down." He was probably right. On the day, when this rule was broken, he lost his life. The incident occurred on May 13, 1942. Ensign Watari Handa (13 victories) asked Sakai to borrow his wingman Honda for a reconnaissance flight over Port Moresby. Sakai regarded Watari Handa as a very experienced pilot, and therefore did not see any reason, why to refuse it. As Handa's wingmen flew Petty Officer 3rd Class Honda and Petty Officer 1st Class Masu-aki Endō (14 victories), the other flight was led by Hiroyoshi Nishizawa (87 v.). Honda protested, but Sakai calmed him down "Do not worry, he's a better pilot than I am. Go!" It should be added that, according to the original version of this interview, Sakai has silenced Honda in a much stronger way (note 4). Handa's formation took-off from Lae at 10.15 and around 12.00 the six Zeroes arrived to Seven Mile Drome area at Port Moresby. Japanese formation claimed one B-26 (that was actually damaged) and one Airacobra whose pilot bailed out and later returned to unit. The remaining seven P-39 pilots from 8th FG were more than ready for that fight which lasted an impressive forty minutes. Capt. Paul G. Brown attacked at an altitude of 8,000 feet the Japanese formation with an altitude advantage about 500 feet. At the same time the Japanese were attacked by 1Lt. Elmer F. Ghram. Honda's machine got in

**"As long as I fly with Sakai,
I will not be shot down."**



One of most epic fights Sakai experienced over New Guinea was engagement on July 22, 1942 against Lockheed Hudson masterfully flown by P/O Warren Frank Cowan of 32. Sq RAAF. Cowan and his crew perished at the end of spectacular battle. During 1998, Saburō Sakai wrote a letter to the Australian Department of Veterans Affairs, recommending Cowan for a medal, stating: "I recommend that Pilot Officer Warren F. Cowan be posthumously awarded your country's highest commendation. I have encountered many brave pilots in my life but Warren F. Cowan stands alone." The request was rejected on procedural grounds. Photo from 1943 shows three Hudsons from No. 6th Sq. RAAF over Milne Bay, New Guinea.

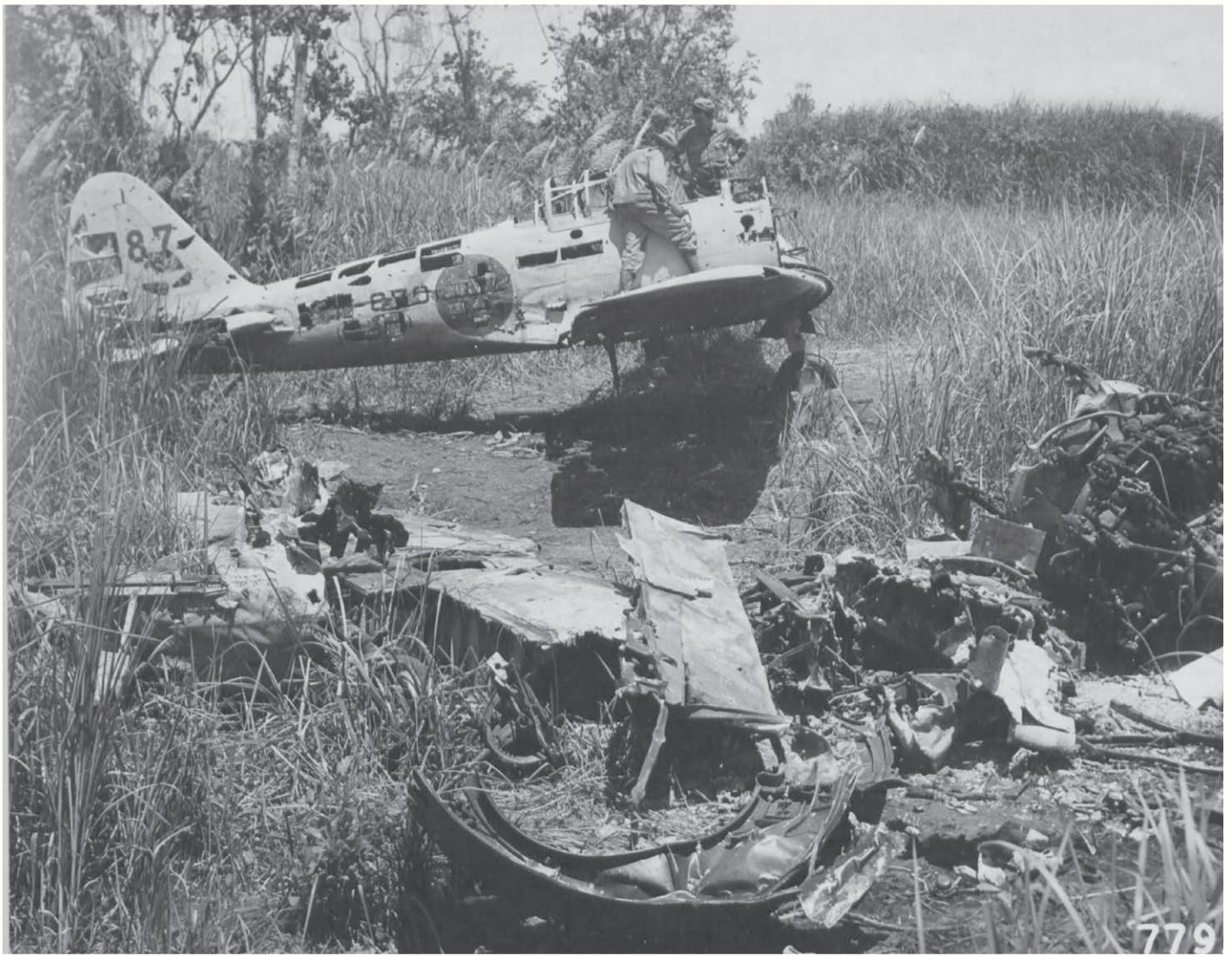


Photo: Fold3

When Allied units entered Buna airstrip on New Guinea at the end of 1942, they found a former Tainan Kōkūtai Zero which became subject of many photos and also souvenir hunting. A6M3 Type 32 "V-187" (c/n 3028) carries typical markings of Tainan Kōkūtai – the V code and diagonal identification band. Latest research indicates this aircraft with shorter range belonged to Buna detachment of Tainan Kōkūtai and carried yellow markings. The Hōkoku 870 marking with inscription Ko Gen indicates the aircraft was donated by civilian volunteer group.

a middle of cross-fire, exploded, and the pilot was instantly killed. The airplane crashed at the end of the runway.

Both Americans were credited with a single victory. They applied two basic rules in duels with Zeroes: "Hit and run" and "Don't dogfight". In this case, it paid off. The shocked Sakai watched the return of the five Zeroes instead of the expected six. His faithful friend and wingman was dead. The apologies of Watari Handa were useless. It could not return Honda's life. Handa did not stop to blame himself for the death of Sakai's wingman until the end of his life. According to Sakai's memories, Honda's score exceeded 15 victories.

In the middle of May, Sakai is said to have participated in one of the most epic events of Pacific war – aerobatics over enemy airfield. The story in book "Samurail" says that on the night of 16 May, Sakai and his colleagues, Hiroyoshi Nishizawa and Toshio Ota, were listening to a broadcast of an Australian radio program, when Nishizawa recognized the eerie "Danse

Macabre" of Camille Saint-Saëns. Inspired by this, Nishizawa came up with the idea of doing demonstration loops over the enemy airfield. The next day, Sakai's flight included fellow aces Hiroyoshi Nishizawa and Toshio Ōta. At the end of an attack on Port Moresby that had involved 18 Zeroes, the trio performed three tight loops in close formation over the allied air base. Nishizawa indicated he wanted to repeat the performance. Diving to 6,000 ft (1,800 m), the three Zeroes did three more loops, without receiving any AA fire from the ground. The following day, a lone Allied bomber flew over the Lae airfield and dropped a note attached to a long cloth ribbon. A soldier picked up the note and delivered to the squadron commander. It read (paraphrased): "Thank you for the wonderful display of aerobatics by three of your pilots. Please pass on our regards and inform them that we will have a warm reception ready for them, next time they fly over our airfield". The unit commander was furious and reprimanded the three pilots for their stupidity, but the Tainan Kōkūtai's three

leading aces felt Nishizawa's aerial choreography of the "Dance Macabre" had been worth it. Evidence in historical documents for this event is lacking. There are five days when the trio flew together, but May 17 is not matching. There are also no reports from Allied side of such activity of Japanese airmen over Allied airfield.

FIGHTS WITH MEDIUM BOMBERS

Saburō Several times Saburō Sakai clashed with American twin-engine bombers over New Guinea. The first battle occurred on May 25, 1942. Six B-25 Mitchell belonging to 13th and 90th Bomb Squadron attacked Lae. Ten miles before the target, the Americans noticed the starting Zeroes. The bombers successfully dropped their cargo and were departing from the target, accompanied by accurate flak fire. The American formation was then attacked by fifteen Zeroes. Bomber pilots wanted to find protection in low-level flight over the water. This was supposed to make fighter attacks more difficult. According to information from American side,

at least two "Zeroes" crashed in flames into the sea. In fact, it was only Flyer1c Masao Watanabe, who, due to the pilot error, crashed into sea surface and perished.

The remaining 14 Japanese shot down five Mitchells. The first to went down in flames was crew of Capt. Lowery, followed by crews of Lt. Shearer, Lt. Wilson, Lt. Rulison and finally the machine of Lt. Hesselbarth. Lt. Talley made it with his heavily damaged aircraft back to Port Moresby, where he crash landed on the Seven Mile Drome. He could talk about the luck that they had surviving with his crew, his Mitchell, was a write-off. Six victories were shared among participating pilots after the fight, including Sakai.

A few days later, on 28 May, Sakai won another victory over the bombers, this time against Marauders of 22nd Bomb Group. Sakai, in cooperation with other pilots of Jun-ichi Sasai's formation attacked near Lae five American aircraft, and one of them crashed into the sea. Several of the crew got out of sinking wreck, but soon, as Sakai could testify, the sharks took care of them. It was a Martin B-26 Marauder serial number 40-1467, belonging to the crew of 1/Lt Spears R. Lanford from 33rd Bomb Squadron (22nd BG). The Zero pilots claimed one more shot down Marauder as shared victory, but the crew made it back to Port Moresby with one dead on board.

On the early morning of June 9, the 22nd Bomb Group was scheduled for a combat flight under the code name Tow Nine, but for some reason, the order for take-off according to the timetable did not come. The reason for the delay was the arrival of some "big bosses", one of them was no other than the future US President Lyndon B. Johnson. Boeing B-17 with Johnson aboard arrived about an hour after the planned mission start. Johnson wanted to take part in the Tow Nine mission. It is certainly not possible to say that the arrival of VIPs would raise the enthusiasm among the 22nd BG members. Johnson was to join the crew of the Marauder named "Wabash Cannonball", but soon he left to get his camera. When he came back, he saw his place was occupied by another VIP, Lt. Col. Francis R. Stevens. So "Some important congressman", as Johnson was identified by pilots, joined another Marauder's crew, "Heckling Hare" with serial number 40-1488 and Lt. Walter H. Greer at the controls. Eleven machines took-off from Port Moresby at 8.51 under the command of 1Lt. Walter A. Krella, who flew in his machine "Kansas Comet" (40-1433).

Lae was attacked before 10.00 am by Mitchells and B-17s. Shortly thereafter, about two dozen Zeroes of Tainan Kōkūtai went to the air. Just a little later, at 10.02 the formation of Marauders arrived over Lae. During the fight that followed, the Japanese shot down the machine of command flight "Wabash Cannonball" (40-1508) piloted Lt. Willis G. Bench. Together with the eight



Photo: Foud3

Lae airstrip on New Guinea was characteristic for its location at a seashore. US photo from air raid shows a narrow design of the airfield. Saburō Sakai spent more than two months of intensive front line service on this airbase.

men of the crew also perished Lt. Col. Stevens. The four other machines were lightly damaged by the fire of the fighters and Lt. Pierre Powell had to belly land his Marauder (40-1363) at Port Moresby. This mission became subject of Martin Caidin's book "The Mission" in 1964. According to Caidin's account, Johnson's Marauder generator malfunctioned during the fight and the machine fell out of formation. The Bomber was then pursued by up to eight Zeroes and returned to the base with heavy damage. The Japanese reported a total of four downed Marauders after the fight including two by Sakai. However, unit diary does indicate only four victories as shared for all participants.

Lyndon B. Johnson and Lt. Col. Samuel Anderson were honored for the heroism shown during the air battle with Silver Star award by Gen. Douglas MacArthur. Lt. Col. Stevens received DSC (Distinguished Service Cross) in memoriam. Congressman and later President Johnson never forgot to display the Silver Star ribbon on his jacket flap.

What about Johnson's diary? He says that on the way to the target the generator quit, therefore after 30 minutes he decided to turn back, so no air battle, no war drama. As already mentioned, Marauders arrived to target area at 10.02. But according to logbook of Greer's Marauder with Johnson on board, the ship turned back halfway to the target and landed safely back in Port Moresby at 10.08, in fact at the same time when air battle was taking place far in the north. Let's

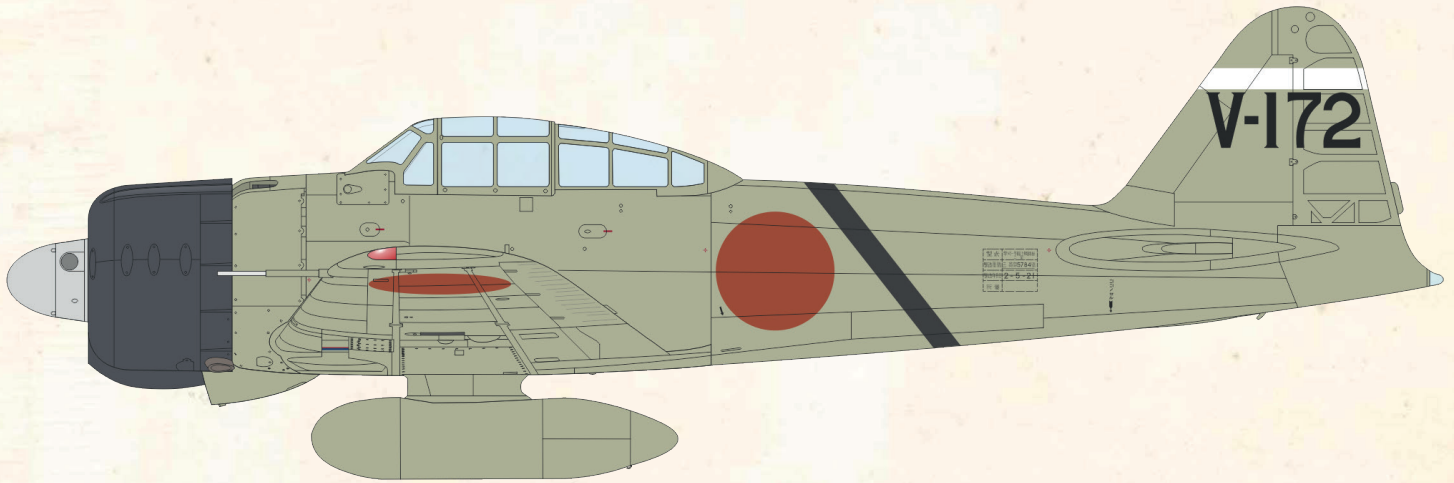
believe that fictive version of Johnson's participation was done by authorities and not due to Johnson's dishonesty. After the war various Americans were repeatedly asking Sakai why could not shoot down the B-26 with Johnson on board!

It also seems that the shooting down of Marauder piloted by Lt. Bench is not as clear as it was supposed to be. According to 2Lt. Dewey C. Flint the Marauder crashed into the sea due to pilot error, not battle damage.

Several times during the Pacific campaign, Sakai was surprised by the courage of the Allied airmen who opposed him in the air. But perhaps the most impressive encounter took place on July 22, 1942. Nine Zeroes under the command of Junichi Sasai took-off from Lae at 8:00 and arrived at 8:40 at Buna where Japanese landing was ongoing. Sakai and others were quietly circling at altitude 2000 m, when he suddenly heard the explosions from below. He looked at the beach and saw smoke rising from craters after bomb impacts. Someone attacked the Japanese landing!

"It was very weird," recalls Sakai, "I was searching the sky, but I did not see anything. But a few moments later I saw a descending point in the distance. I thought it could be a B-25, B-26 or Douglas A-20 and was as fast as my Zero!"

Sakai was the first to caught the bomber. It was an Australian Lockheed Hudson. The Zero pilot started to fire at the intruder and hoped to force him to maneuver and shorten the distance be-



c/n 5784, Petty Officer 1st class Saburō Sakai, Tainan Kōkūtai, Lakunai Airfield, Rabaul, New Britain Island, August 1942

Sakai flew this machine in early August 1942. It was manufactured by Mitsubishi in May 1942 and was delivered to Tainan Kōkūtai in June or July. A photograph of the V-172 from this period is not available. It is believed that it may have later served with Kōkūtai 204. Its wreckage was found in the spring of 1944 at Gasmata airfield in New Britain and recovered in 1973. The colour of the fuselage markings is based on the publication *Eagles of the Southern Sky*, whose authors assume it was black. However, it cannot be ruled out that it was blue-black or blue, and the colour had blackened during the post-war period on wrecks of Zeros due to high temperatures. The machine is currently on display in a restored condition as V-173 in v Australian War Memorial, Canberra.

tween them. And the Hudson maneuvered indeed! His pilot performed a 90 degrees bank turn and attacked Sakai head-on with all weapons firing! Sakai was forced to evade! The Australian was skillfully escaping attacks of angry Japanese and in addition pressed home well aimed fire from his gunners.

The courageous pilot was P/O Warren F. Cowan of No 32 Sqn. RAAF in his Hudson (A16-201). His crew members were co-pilot D. R. Taylor and gunners Sgt. R. B. Polack and L. E. Sheard. Both Australian pilots were able to do amazing sharp turns due to reducing the gas on the internal engine in curve. Sakai himself made four unsuccessful attacks on Hudson. His fifth one was finally successful. First, he hit the right then the left wing tank. He run out of cannon ammunition, but with the fire of machine guns, he ignited leaking fuel. Cowan still tried to make emergency landing, but he failed and fell into the jungle nearby the village Popoga near Buna.

Many years after the war, thanks to researcher Henry Sakaida, Sakai lodged a signed statement of the events of that day in the hope that Cowan and his crew would be finally acknowledged for their bravery and some sort of posthumous award be made by the Australian Government. Unfortunately, it was contrary to Australian military policy, possibly based on the reasonably logic that to award medals to some, after all these years, would perhaps open the way to many more.

In June 1942 Sakai completed a total of eleven combat sorties. During one of them in the vicinity of Rabaul he participated in the shooting down of a B-17 bomber. The most successful day for him became June 16. Over Port Moresby, twenty-one Zeros clashed with thirty-five Airacobras of the 39th and 40th FS. The Japanese claimed seventeen kills and four probable after

the violent fight. Sakai was credited with four confirmed victories. The Americans lost five machines and two pilots, and two other fighter planes were damaged. The Japanese lost only one Zero and its pilot. On a second mission during the same day, Sakai scored one more Airacobra.

During July 1942 Sakai performed only nine combat sorties and took part in the destruction of two B-25 bombers. He scored his last victories over New Guinea on August 2. In the morning Sakai and eight of his colleagues participated in the interception of five B-17s of 28th BS. One of the bombers was shot down by Lt. jg. Jun-ichi Sasai who claimed a second one as damaged. Sakai did not score a victory (books *Samurai!* and *Winged Samurai* provide different information). Later on, during the same mission the Japanese patrol engaged three Airacobras of 41st FS and the Japanese pilots claimed six victories, including one by Sakai. Americans lost only two fighter planes and pilots.

To be continued...

Notes:

- 1) On December 10, several B-17s armed with twenty 100-pound bombs each ran individual attacks against ongoing Japanese landings in Vigan and Appari. Kelly at Vigan attacked the light cruiser *Naka*, which Kelly's crew identified as battleship *Haruna*. The other bombers attacked vessels off Appari, where direct hit damaged destroyer *Harukaze* and with a near miss damaged cruiser *Nattori*, the flagship of the Rear Admiral Hara. During the landing, the *Dai 19 Sōkaitei* (W-19 minesweeper) was badly damaged by the bombs. Damage of this vessel is attributed to Kelly by C. Shores and his team of authors.
- 2) In fact, there was not even one tanker nearby. The burning vessel could have been *Tatsugami-maru* or *Nana-maru* damaged by Boeing B-17 on the afternoon of January 23, 1942, or some of the six vessels sunk by the Allies during the night of January 23-24.
- 3) Before the fight the unit had a total of 24 P-40s and lost three while on following day lost five. Four other Americans had to perform emergency landing. However, the machines were not lost in combat.
- 4) According to original version Sakai said: "Shut up you fool, Handa is better pilot than me and he is flying longer than me. Get out!"



A 1944 aerial photograph of Rabaul shows Lakunai airfield looking east. One of the volcanoes that are part of the Rabaul caldera can be seen in the background.

Photo: AWM

Avia S-199 in Israeli service



TEXT: YOAV EFRATI

On the eve of May 14, 1948, Prime Minister Ben Gurion declared the founding of the state of Israel. The following morning, Royal Egyptian Air Force (REAF) Spitfires bombed Tel Aviv, including Dov Hoz airport and the sole hanger which housed light planes that were essential for keeping in contact with settlements in the Negev desert and the upper Galilee in the north. It was more than clear the new Israeli state would need some fighter planes as well.

Bombardment of Tel Aviv became a daily occurrence as REAF (Royal Egyptian Air Force) Spitfires and makeshift Dakota bombers roamed the skies of Israel unchallenged. With the armies of Egypt in the south, Syria in the north, Jordan to the east and local Arabs inside Israel bearing arms against their Jewish neighbors, efforts were made worldwide to obtain armament at any cost. The only country willing openly to defy the UN embargo imposed on the fledgling country was Czechoslovakia which supplied Israel with guns and bullets as well as with Avia S-199 fighter planes and D70 and D250 aerial bombs. Ironically all of these of WWII Nazi Germany design. Along with small arms and ammunition, Israeli owned C-46 Commando transport aircraft flying under Panamanian registry

and markings flew S-199s into Israel in the dead of night, in operation given the code name "Balak".

First sortie, first blood

The first four Messers, as the S-199s were nicknamed, were ready for their first mission on May 29, 1948, to attack EL Arish airbase in the Sinai, from which REAF Spitfires and Dakotas took off for their bombing missions into Israel population centers. The 101 squadron's first mission was changed at the last minute as desperate pleas came from the IDF southern command to attack a 500 vehicle Egyptian Armored convoy delayed at a blown up bridge situated on the outskirts of Ashdod, 40 kilometers south of Tel Aviv. This mission was led by former VMF-214 Black sheep squadron

Marine pilot Lou Lenart and it succeeded in halting the Egyptian Army's advance further north beyond the bridge which was to be called from then on "Gesher Ad Halom" (A Bridge to a Halt). The successful mission came at the cost of half the IAF fighter fleet, as two of four operational "Messers" were put out of action and one of the pilots, Eddy Cohen, was killed. The Egyptian Army forces did not turn back, but instead spread along the road connecting Gaza to Hebron and Jerusalem which was held under siege by Royal Jordanian Army regulars. All Jewish settlements south of the Gaza - Hebron - Jerusalem road and Jewish inhabitants in Eastern Jerusalem were cut off behind enemy lines.



Lou Lenart in the cockpit of Messer D-107.



Commander of the 101 squadron Modi Alon.



S-199 D-111 under the masking net at the Herzliya airfield.



REAF Dakota bomber prior to be shot down by Modi Alon on June 3, 1948.

First move

On another ground support mission of the following day, a third Messer was put out of action, leaving only D-106 (the letter was painted as the Hebrew character that reads dalet; it is the fourth letter of the Hebrew alphabet and thus corresponds to the letter D in the Latin alphabet; editorial note) airworthy. In an attempt to seek and destroy Israeli fighters on the ground, REAF Spitfires bombed the former RAF base at Ekron, where Israel's sole Messer was based. To avoid its loss, the 101 squadron moved its operations to a small orange grove located at the outskirts of Herzliya. Under open skies, Israel's single operational Messer was hidden under dense camouflage netting spread between the trees, the adjacent strip of unplowed dirt was used as a runway and a water tower situated next to the orange grove served as a control tower.

First victories

In the late afternoon hours of June 3, 1948, a pair of Royal Egyptian Air Force Dakota bombers, escorted by a pair of Spitfires

made their way to Jewish settlements in the area of Rishon Le Tzion and Tel Aviv. As they approached their destination, they were attacked from the sun by 101 squadron commander Modi Alon flying the only available combat plane of the Israeli Air Force wearing a blue fuselage number D-106. The first Dakota was downed over Jaffa and the second over the sands of Rishon Le Tzion. These were the first air to air kills to be credited to the Israeli Air Force.

In order not to compromise the upper surface camouflage of the airplanes hidden between trees, underneath camouflage netting, blue and white Star of David roundels were applied only to the sides of the fuselage and the bottom surfaces of the wing. In July of 1948, ex-USAAF volunteer pilot Stan Andrews drew up the squadron's red, white, and black insignia of a winged skull of death wearing a flight helmet and goggles. The squadron insignia was printed on billboard paper and applied to the left side of the engine cowling. The insignia was seen photographed on airplanes D-108 and D-111, which were operational

prior to the July 9, along with D-107 and D-110.

A second cease fire went into effect on July 18 and lasted until October 15, 1948, with the outbreak of Operation Ten Plagues, later to be renamed Operation Yoav. The aim of that operation was to root out the Egyptian army headquartered at the Iraq El Sudan fortress situated along the Gaza – Hebron – Jerusalem road. During this offensive, World War II vintage combat planes from opposing forces were flown together in one squadron wearing the identification roundels, the Jewish Star of David of the Israeli Air Force. Czechoslovakian built Avia S-199s, Jumo 211 powered Messerschmitt Bf 109Gs, Supermarine Spitfires and North American P-51D Mustangs flew together for a short time between October 15–22, 1948.

Preparations for Operation Yoav began in the summer of 1948 with all airworthy aircraft including light and heavy transport planes, bombers, and fighters. They were fitted to deliver bombs brought from abroad or manufactured locally. Most missions during operation Yoav were concen-



Pilots and mechanics of 101 squadron in the summer of 1948 at Herzliya improvised airfield.

trated on bombing the Egyptian forward airbase of El Ahrish and the Egyptian army headquarters set up at the Iraq Al Sudan fortress overlooking the Faluga pocket along the Gaza – Hebron road leading to Jerusalem.

First coloring changes

On October 16, 1948, IAF headquarters notified all ground units that Israeli fighter planes belonging to its only fighter squadron had their spinners painted in red and the rudders decorated with red

and white stripes in order to distinguish them from Egyptian Spitfires operating in the same area. To further differentiate the Israeli fighter planes from those of Egypt, especially Egyptian Spitfires, Star of David roundels were applied atop of the wings for the first time. The aircraft available to the 101 squadron at the start of Operation Yoav included Avia S-199s numbers D-113, 114, 117, 118, 120, 121 and 123; Spitfires D-130, 131, 132, 133 and 134; and P-51D Mustangs numbered D-190 and 191 which joined the fighting on October 21, 1948 in their natural

metal finish, conducting reconnaissance missions over Lebanon and Syria just a day prior to a cease fire that was agreed upon a day later. On the first day of combat operations, Messer number D-121 was involved in air combat against a Royal Egyptian Air Force Spitfire Mk.IXc. Although Rudi Augarten claimed downing the Egyptian opponent, the downed airplane was not found and no credit was given for a kill. With the end of Operation Yoav on October 22, 1948, and winter weather softening the dirt runway in Hertzelia orange grove im-



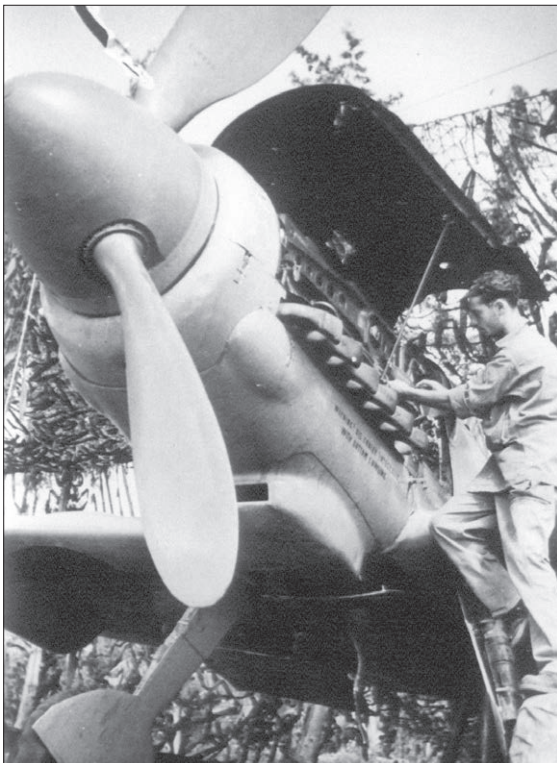
Messer D-115 with Al Freeman and Syd Cohen standing besides the airplane at Hertzelia airfield. D-115 arrived on July 13, 1948, flew for the first time on July 20 and was damaged during landing by Sandy Jacobs on September 8. The aircraft was written off.



Messer D-117 arrived on July 15, 1948 and was flown for first time on July 21. Here it is photographed in July 1948 at Hertzelia field with lead mechanic Eli Reuveni who chalked his girlfriend's name "Nechama" on the Star of David. This aircraft was converted for photo reconnaissance between October 17–20, 1948.



Messer D-122 flew for the first time over Israeli soil on August 5, 1948. It was written off in a take-off accident by Horowitz on September 22, 1948.



The deep cooler nose intake and red spinner belong to the longest lasting Messer in IAF service, D-108, which logged its first flight during the first week of June 1948 and the last one on December 26, 1948.



Photo of Messer D-123 after final assembly, prior to its first flight on August 15, 1948. D-123 participated in Operation Chorev and operated from Castina airbase until it was scrapped in 1950.



The only photo found which was taken at Hertzelia airfield during operation Yoav, showing Messers D-120 and D-121 in the background as they prepare for take-off.



Photo of D-121, taken on March 14, 1949 on Castina air base, is the last photograph taken of an operational Messer. It is the only surviving S-199 in Israel and has one probable kill on its account. It currently resides at the Israel Air Force Museum, wearing an incorrect D-120 tail number.

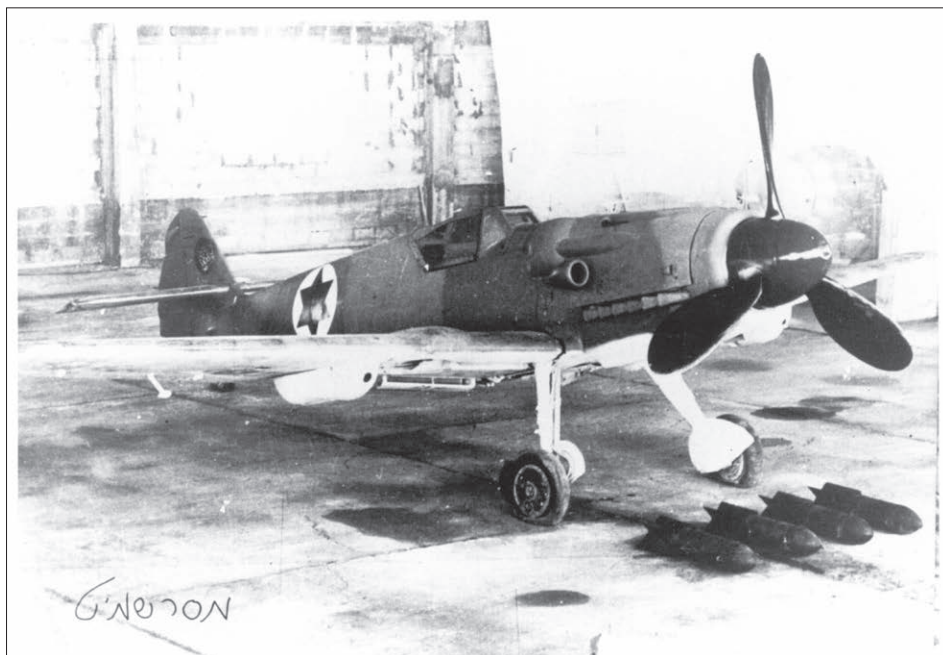
provided airbase, the 101 squadron moved on November 9, 1948, to the former RAF base at Castina, later to be renamed as Hatzor Air Base. The arrival of ten Spitfires Mk.IXe from Czechoslovakia during the Velveta II direct flights to Israel on the December 23 and 26 curtailed flight operations in the Messer. The 101 squadron operated from Hatzor air base during operation Chorev, using Messer airplanes which were given a new four digit identification

number introduced by the IAF to all airplanes in inventory as of November 1948. The Avia S-199 were given the type number beginning with the digits 19 followed by two digits identifying the aircraft. Airplanes to be identified with the new numbers included 1901/D-117, 1902/D-118, 1903/D-120, 1904/D-121, 1905/D-123, 1906/D-108. Messer number 1907 was the last to arrive in Israel and is the only Messer to be painted directly with the new four digit number on

its fuselage. The last combat mission logged in an Israeli Air Force Avia S-199 was to escort Israel's first Spitfire D-130 in a reconnaissance escort mission over Gaza and Rafah. The mission took place on December 26, 1948, and was flown by Rudy Augarten in Messer number D-108.

S-199 painting

The most difficult aspect of making accurate representation of the Avia S-199 is confirming the color of the airplane. Historians of the IAF relayed on a document issued by the IAF in the early 1950's which listed the airplanes in IAF inventory and their colors by name, with no reference to any color standard. The S-199 was found on this list and was described as being painted gray. Post-World War II black and white photographs of the S-199 in Czechoslovakian service show lighter and darker airframes next to each other, which have been interpreted to be differing shades of a locally manufactured color MNO 2036 smalt 02 – similar or the same as RLM 02 or RLM 02 with a bit of RLM 83 Dark Green added. In a mid-1994 visit to the Israel Air Force museum by former Messer pilot and Israeli president, Ezer Weizman insisted that the gray painted S-199 on display had wrong color. On January 2, 1995 I met with president Weizman and when asked about the right color, he pointed to the RLM 68 color chip in my Official Monogram Painting Guide to German aircraft 1935–1945, further stating that the color was more of a khaki shade “as seen on soldiers uniforms”. In cross reference of RLM 68 published in Monogram Publications book on WWII Luftwaffe colors with FS.595, I learned that this color is nearly identical to FS.34258 green, which is significantly more vivid than the “khaki green” color



Messer D-121 painted in a brown and blue for 101 squadron's 10th anniversary family day celebrations, held in May 1958 when the squadron was operating Mystere IV French fighter planes in the same colors.

which he meant. I first published my findings about RLM 68 in the December 1995 issue of IPMS Israel, Kne-Mida magazine. This color finding was close, yet wrong. A sample of the actual green color was found several months after my findings, when my fellow model builders and historians Ra'anán Weiss and Rami Skladman interviewed a former IAF Avia S-199 mechanic Shabtai Katz. During their visit, he

showed them a fuel cap that belonged to an IAF S-199. From this fuel cap the color of the Avia was found as “khaki green” similar to German post WWII standard RAL 6013 Schilfgrün.

In February 2003 the correct RAL 6013 green color was relayed to the Joseph Goldman, who is in charge of restoration of the IAF museum exhibits, and he repainted Messer D-112 in the correct green

IAF S-199 kills and probable

June 3	Modi Alon	C-47 Dakota	REAF	D-106 ¹⁾
June 3	Modi Alon	C-47 Dakota	REAF	D-106 ¹⁾
July 8	Gideon Lichtman	Spitfire Mk.Vc	REAF	N/A
July 10	Morris Mann	Harvard	SyAAF	D-107
July 18	Modi Alon	Spitfire Mk.Vc	REAF	N/A
September 23	Gideon Lichtman	Dragon Rapide	RJA	D-118
October 16	Rudi Augarten	Spitfire Mk.IXe ²⁾	REAF	D-121 ³⁾

abbreviations

REAF – Royal Egyptian Air Force

SyAAF – Syrian Arab Air Force

RJA – Royal Jordanian Airlines

notes

¹⁾ According to the IAF historian Alex Yofe

²⁾ Not credited as a kill, only probable

³⁾ This aircraft is the sole surviving Messer in Israel; it is on display in the IAF museum in Hatzirim.

and restored the markings to represent Messer D-120 as it appeared during operation Yoav. An interesting event happened when I revisited the IAF museum in April of the following year. The correctly green-painted Avia had turned to be... Gray! The lack of UV protective layer had turned the green into gray and so the mystery of grey S-199 was concluded. Now it is clear, why the 1950's vintage document was wrong. On October 12, 2014 I finally had the opportunity to see the Avia S-199 fuel cap on my own eyes. IAF museum curator Avi Moshe Segal presented me the key to his vault where the original Avia-painted S-199 fuel cap was kept. With Tambor German RAL, United States FS595b, British Standard BS381c/1964 and Humbrol color catalogs at hand, I compared the color of the S-199 fuel cap in direct and indirect sun light. The fuel cap's khaki color was a direct match

to RAL 6013, it was slightly darker than FS595b-14257 and had no equivalent in BS381c and Humbrol color catalogs. Fortunately for us model builders RAL 6013 is available in the Revell enamel range of paints as SM362.

The names given to the S-199 in the IAF

The official IAF code name for the Avia S-199 was Python. IAF pilots who were WWII war veterans referred to them as the Messerschmitt and this name was shortened to Messer as stated to me by Ezer Weizman. Messer has also the dual meaning, amongst European Jews who spoke the Yiddish language, the messer also means the knife, which is pronounced as Sakeen in Hebrew. So the name Sakeen is sometimes used as well for S-199.

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April 7, 2004: With no clear UV coating applied to the newly painted airframe, the D-120 faded to an overall gray color in less than a year...

IAF museum Messer D-121 as of August 10, 2007, painted in RAL 6013 with incorrect tail number D-120 instead of D-121 and clear coated with UV gloss coat to avoid the color degradation.





Ukraine's R-360 Neptune anti-ship missile during tests in 2019.

The air war over Ukraine

The second month

TEXT: MIRO BARIČ

The air force and missiles more and more prove themselves as a decisive factor in the Russian military strategy in Ukraine. By the same token, air defense is important for Ukraine. The previous summary ended on March 16 so today we will look into the events in the Ukrainian skies that have happened up until April 16.

There were significant changes on the ground, Russians realized that they lacked resources to attack in four directions at the same time. In Kherson the Russians went on defense. Kharkov is still under Russian bombardment but at Kiev the Russian troops had to completely withdraw from Ukrainian territory. During March 16 and April 16 Donbas faced the strongest Russian pressure. Also, the brunt of the Russian AF activities was concentrated there. The Russian troops retreating from Kiev left behind the destroyed cities and murdered civilians. Namely the Buche massacre marked the significant shift in the attitude of Western allies. While up until then mainly portable anti-tank and anti-aircraft weapons were supplied to Ukraine the heavy weapons started to flow into the country – tanks, armored vehicles, cannons or missile launchers from Czech Republic, Poland, USA, Britain or Australia. Slovakia supplied one battery of the S-300 anti-aircraft system to Ukraine. The Americans were preparing the supply of 16 helicopters Mi-17 originally earmarked for Afghanistan.

More advanced weapon systems were mentioned more often. The Ukrainian ambassador to the USA, Oksana Markarova, started negotiations with General Atomics representatives about the potential supplies to the Ukrainian armed forces. Even though details were not published Gray Eagle, Predator or even Reaper drones are being considered. While the Turkish made Bayraktar TB2 drone currently in the Ukrainian inventory can carry 150 kilos of the ordnance on four attachment points Reaper can carry ten times more ammunition on seven hard points. Even though Predators or Reapers are currently a matter of the future, during the preparation of this article supplies of the so-called "kamikaze drones" Switchblade were on the way. And not only on the way – the Ukrainians reported the first successful deployment. They destroy the target by direct impact. They are launched from the tube similar to the mine launcher. After it is launched the drone extends its wings and propeller in the rear. Then it flies towards the target searching for it with a camera in

the nose. There are two versions of Switchblade. The older and smaller model 300 is designed to destroy troops, cannons, or light vehicles. It is 50 cm long, weighs 2.5 kilos and its range is 10 kilometers. Switchblade 600 can also destroy armored vehicles. It is 130 cm long, weighs 25 kilos and its range is 40 kilometers. Ukraine was supplied with both versions. The small group of Ukrainian soldiers was trained in the USA how to use these drones and they currently train other local troops.

More destroyed than in use...

As we mentioned Bayraktars, the Russian side claimed to have already destroyed around 50 of them. That is quite an interesting phenomenon because before the war Ukraine had a maximum 20 to 24 in their inventory and during March another 16 were delivered from Turkey. That is a total of 40 Bayraktars in the Ukrainian inventory. It seems that some of them were destroyed by the Russian army twice! Joking aside – the loss of only three Bayraktars is photographically documented. During the fighting in the northern Ukraine these drones were pretty efficient because the Russian army could only advance in columns and drones destroyed their anti-aircraft systems (such as Buk) sooner than they managed to get into the firing position. Not even traveling in the alarm mode helped since Bayraktar offers very small radar reflection surfaces



One of three Ukrainian Bayraktars destroyed and confirmed by photographic evidence.

and it was typically too late for Russian crews to notice them. After the anti-aircraft protection was eliminated the rest of the column was easy prey for the drones. Ukrainian problem is that they use the ammunition faster than they can obtain it – and it's not only true about bombs and rockets for the drones. In the East, where in more open space the Russians have better conditions for the anti-aircraft defense, Bayraktars are deployed in a different way. They especially facilitate the gun fire guidance utilizing their capable instruments. They can see pretty far behind the front line without crossing it and expose themselves to the danger. The gun battery fire is therefore more efficient than the drones' ordnance.

Losses versus claims

As of April 16, the Russians claimed to have destroyed 460 unmanned aircraft systems of all types, 134 combat aircraft and 105 helicopters. That is the total of 699 destroyed aircraft.

As of April 16, the Ukrainian armed forces reported 163 aircraft, 138 drones shot down and 145 helicopters destroyed. That is the total of 446 destroyed aircraft.

Both sides practically daily announce an airplane or helicopter shot down. It's quite interesting from the Russian side as they announced a long time ago to have destroyed the whole Ukrainian air force. Regardless, the official Russian sources report daily more successes fighting this "non-existent" Ukrainian AF. But not to pick only on Russians, the Ukrainian side also reported successes which cannot be verified and could be categorized as unrealistic. Since the war started the destruction of 22 Russian aircraft, 42 helicopters and 34 drones can be photographically documented. It means that the Ukrainian victories versus losses ratio is 446:98.

The disparity on the Russian side is even bigger. Destruction of 18 Ukrainian airplanes, 5 helicopters and 14 drones can be docu-

mented. It means that the ratio of Russian claims and positively confirmed Ukrainian aircraft losses is 699:37.

It is true what we stated in the summary in the previous issue – the actual numbers will be somewhere in between and while the war rages cannot be independently verified. For sure there will be more aircraft destroyed than shown in the available photographs however the claims are exaggerated. Moreover, some documented losses that were added to the Oryx site during the past month are from the earlier period; however, the pictures appeared only recently. For example, an Ukrainian Su-34 shot

down during the first days of war whose wreck was found in the fields much later. Similarly, two Ukrainian transport IL-76MD were destroyed at the Melitopol airport in the beginning of war but their pictures appeared more than one month later. One of them however had been sitting there for 10 years so it is not included in the combat losses. After the liberation of the Hostomel airport near Kiev several wrecks of the Antonov civilian aircraft were found which were seriously damaged there together with An-225 Mriya. We don't know if Russia included them on their list of the destroyed Ukrainian aircraft.

The ratio of the confirmed Russian and Ukrainian losses, 98:37, is interesting. To some extent it reflects the high number of missions flown by the Russian AF. The number gradually increased from 200 daily to 250 to further 300 and at the time this article went to print the Russians flew 350 missions daily. The main target was Donbas, also the focus of the Russian ground forces. During the vast majority of the missions the Russian aircraft did not cross the front lines and launched their weapons from distance. Therefore, the number of Russian aircraft shot down decreased in comparison to the first stage of war. One of very few confirmed claims is Su-35 shot down near Izjum on April 3. The Ukrainian fighters supposedly played a bait. They lured the Russian plane into the trap where the anti-aircraft battery waited for it. After the hit the pilot ejected and became POW.



Two Ukrainian IL-76MD transports were destroyed at Melitopol airfield.





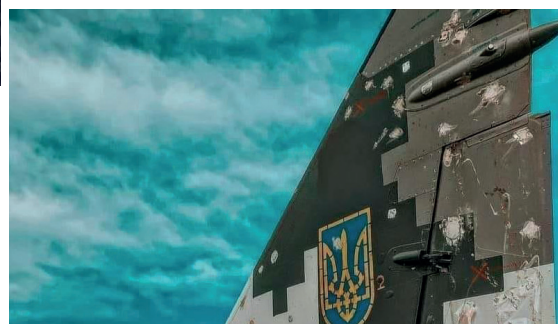
Russian Su-35 shot down on April 3 near Izjum.



This Ukrainian Su-25 from the 299th Tactical Air Brigade was able to land in a field despite having its tail virtually shot off, damaged flaps, and destroyed landing gear tires.



The symbols under the cockpit of the Ukrainian MiG-29 stand for three night kills of cruise missiles.



The tail of a Ukrainian MiG-29 with patches after damage repairs.

Tough life of a helicopter pilot

The Ukrainian air force is clearly at a big disadvantage and flies just a fraction of the missions the Russians fly. In general, it's less than 10 per day. Before the war started the aircraft managed to disperse to backup airfields and were able to operate from the grass surfaces however the shocks had a negative effect on the missiles. The Russians possess two main advantages – they enjoy the AWACS Beriev A-50 support and their missiles feature longer range. Therefore, the Ukrainians have to be very resourceful to get the Russians into the trap, like in the aforementioned case. These are however isolated cases and many Ukrainian pilots lost their lives in defense of their homeland. The Ukrainian anti-aircraft systems also present the top target. Therefore, they only engage their radar for a very short time (60 to 120 seconds) to impair their location. However, with the center of the Russian air operations moving towards the front lines the Ukrainian anti-aircraft batteries had to follow and many paid the price.

On the front the Ukrainians can only use the portable rocket systems – Soviet Igla, American Stinger and lastly the British Starstreak. They are not efficient against the aircraft flying at high altitudes however can make helicopter pilots' life miserable. Kamov Ka-52 suffered 10% losses of the whole deployed inventory. Last one was destroyed on Friday, April 15 by the troops from 93rd Mechanized Brigade "Kholodnyi Yar". According to their account, during the night two Russian helicopters were flying so low that they decided not to waste Stingers and used the Soviet missiles Igla. One helicopter avoided the missile with the help of flares however the second one was hit, crashed in the field, and exploded.

Before that one Ka-52 was destroyed on Tuesday April 5 even with an anti-tank missile. The aircraft was hovering for a long time above a cluster of trees and so the operator of the Ukrainian made Stugna-P missile got him in his sights. On Friday April 1 a video confirmed the first successful deployment of the British Starstreak missile in Ukraine. A Mi-28 helicopter was hit and broke up midair. No wonder the Russian helicopter pilots do not rush into action. A video appeared showing Mi-28 and Ka-52 operating as an air platform rocket launchers for carpet bombing by the unguided missiles. The aircraft arrive at maximum speed close to the ground, then they start climbing and during this maneuver launch salvos of unguided missiles on the ballistic curve, to extend their range, towards the Ukrainian positions. Right after the launch they turn around launching the flares as a precaution.



Wreckage of a Ka-52 helicopter destroyed by an Igla missile on April 15.



Ukrainian Mi-8MSB shot down during an evacuation flight from Mariupol.



This is not the result of a strike by a giant fly swatter. A Russian Mi-17MTV was destroyed by an anti-tank missile immediately after an emergency landing.



The Russian ship Saratov burns in the port of Berdyansk on March 24. The other two landing craft are sailing away from her in a hurry.

Missile attacks

Besides the air attacks on the front line targets the Russians also fire the missiles with the long range against the targets all over the Ukrainian territory. During the week starting Friday March 25 their targets were fuel storages. In this manner the Russians tried to deprive the Ukrainian army of the fuel and thus hamper the transfer of the troops to the east before the Donbas offensive they were preparing. In April the railway stations in Donbas were shelled by rockets with the same mission – to prevent the transfer of the Ukrainian reinforcements. At the limited scale Ukraine also attempts the rocket counter attacks. Their repeated target for example was Chornobaiivka airport near Kherson. In the first half of March, during two attacks, at least 16 Russian helicopters of various types were destroyed. Remaining helicopters retreated while the damaged aircraft were towed away by trucks with their rotors removed. The Russians however maintained the garrison there with the large number of vehicles which became the target of at least 15 further attacks on April 14. According to the Ukrainians besides the destroyed vehicles the Russians lost the ammunition storage and two Russian generals lost their lives. Russians did not confirm their death. The occupied port of Berdjansk at the coast of Azov Sea also became the target of a rocket attack. In the end of March, the Russians media published the propaganda footage where the armored vehicles were being off loaded from the ships to reinforce the attack on Mariupol. Of course the Ukrainians saw the videos as well

and knew precisely where to attack. They deployed Tochka-U missiles which are rather inaccurate. The pier was hit by at least four missiles but caused no damage to the ships on anchor. Shortly after, on March 24 however there was an explosion on one of the landing ships. It was a vessel of the Aligator class later identified as Saratov. The wreck was burning and exploding for several hours and sank to the bottom of the port. Saratov was 113 meters long and its displacement was 4,500 tons. Its capacity was 300–400 troops and 20 tanks or 40 armored vehicles or other cargo up to 1,000 tons. Besides Saratov the flames reached and damaged other two landing vessels class Bullfrog, later identified as Novocherkassk and Cezar Kunikov. The Ukrainian side immediately claimed that this explosion was caused by rocket Tochka-U as well but owing to the missile's inaccuracy this is rather improbable. The explosion and

ship destruction can be more attributed to the Russian carelessness in handling the ammunition.

End of the flagship

Thirteen proved to be an unlucky number for the Russian Black Sea Fleet flagship. On April 13 night the fire erupted on board of the cruiser Moskva followed by the ammunition explosions after which the ship sank on the next day. It was the largest ship in the world lost in combat since WWII. The chain of events described by Ukrainian and Russian sides logically differ.

The Ukrainians claim that as bait they used Bayraktar drones. Those drew the attention of the cruiser's radar operators. While the Russian sailors were monitoring the drones the Ukrainians launched two R-360 Neptune cruise missiles. Those flew low above the rough seas and the cruiser's crew did not notice them on time. Their hits supposedly



The Moskva cruiser in its glory days.



Flagship of the Black Sea Fleet shortly before sinking.

caused the fire and following ammunition explosion on board.

The Russians admitted to the fire and explosions, not a single word about missile hits though.

They attempted to tow the ship into the port however it capsized in the rough seas and sank. At the time of print of this INFO Eduard issue the Russians claimed to have rescued all 510 crew members. However, considering the conditions (fire, explosions) it would have been almost a miracle. When you read these lines, it will be clearer what caused the sinking and how many crew members were rescued. The loss of the cruiser Moskva is rather serious for Russia. Originally the ship's name was Slava and was built in the 70s and 80s of the last century in the shipyards of the Ukrainian Mykolayiv. The ship was 186 meters long and had 12 500 tons displacement. In 1990 she was decommissioned but after the modernization in 2000 became the flagship of the Black Sea Fleet. Moskva was armed with a 130 mm caliber cannon, 16 launchers for the anti-ship missiles and 64 S-300F rockets to combat aircraft and ballistic missiles. Therefore, she was in charge of the anti-rocket defense of the whole fleet and after her loss the remaining ships withdrew further from the Ukrainian coast. That Ukrainians had something to do with her sinking indicates the Russian Ministry of Defense statement threatening

Ukraine with retaliation for sinking the ship. At least one Russian lie is confirmed by the picture of the burning Moskva shortly before her sinking. Calm sea is visible so the ship could not have capsized in the rough seas. There is a large hole with metal bent inwards visible on the port side at the line of displacement which indicates the hit from outside.

In the very beginning of war Moskva became famous as a ship the defenders of the Snake Island sent to hell. When on February 24 the ship asked them to surrender their response was "Russian military ship f..k off". This sentence became a symbol of the Ukrainian resistance against Russian aggression.

On April 13 the Ukrainian Post released the stamps featuring the event. And the very same day evening the Russian battleship complied. There could not have been better promotion for a stamp. R-360 Neptun rockets which Ukrainians supposedly used to hit Moskva, are of interest to Czech readers because they are intended to be installed on the Tatra running gears. Subsonic missiles are 5 meters long and weigh 870 kilos, out of which 150 kilos is the detonation head. Their range is 300 kilometers. Ukraine added them to their inventory only in March last year and till the spring of this year intends to increase their number to six batteries but more realistically possesses just one.

Supplies for Mariupol

Ukrainians do not fight with airplanes and rockets only the helicopters are fairly successfully used as well. However, they don't report about their deployment for tactical reasons. Only at the end of battle for Mariupol, when the city defense turned into several centers of resistance, the information about the successful supply flight appeared. Mi-8 pilots flew into besieged Mariupol at the maximum speed and the lowest altitude possible. Many times it meant flying between the trees and buildings. They supplied the city with food and ammunition flying back the wounded. At least one Ukrainian helicopter was shot down during these dangerous missions. Mi-8MSB-V was destroyed on Thursday March 31 and carried the inscription "For Baba Vera" which can be seen in various colors on several other Ukrainian helicopters.

Similar missions including the extremely low helicopter flying was also conducted on the northern side of Ukraine. On Tuesday March 23 a series of explosions shook the suburbs of the city of Belgorod 50 kilometers north of Kharkov when the ammunition storage exploded. The Russian investigators inclined to the theory that it was caused by carelessness but already after a week they stated that the storage had been hit by three Ukrainian missiles Tochka-U. At that time Belgorod went through another big series of explosions, this time



Old Russian FAB-3000 bombs prepared for use by Tu-22M3 aircraft in the raid on Mariupol.

directly in the city. On Friday April 1 early morning the fuel storage exploded and the security cameras' footage shows that it was targeted by unguided missiles launched from two helicopters. One video clearly shows the Mi-24 silhouette leaving after the attack.

And now it has become interesting. At the first glance it was undoubtedly a brave attack at very low altitude and deep in the enemy territory. The Ukrainians had the reason to take credit for it. Instead, several Ukrainian representatives refused to confirm or deny if the attack was conducted by the Ukrainian air forces. Some representatives even categorically rejected it. Kremlin speaker, Dmitri Peskov stated that the incident can impair the peace talks between Russia and Ukraine. By the way he made the statement after a week-long Russian attacks on the fuel storages throughout Ukraine... Truth is since then the peace talks have not progressed in two weeks.

Next attack, which Russians attribute to Ukrainians, took place on Thursday April 14 in the village of Klimovo in Bryansk region very close to the border with Ukraine. "Utilizing two combat helicopters armed with heavy offensive weapons the military personnel of the Ukrainian Armed Forces illegally crossed the Russian border" sta-

ted the Russian side who has been illegally crossing Ukrainian border for a month and half... According to this official statement the helicopters flying at very low altitude conducted at least six attacks on the village of Klimovo, damaging six civilian houses and wounding seven people. Ukraine categorically rejected participation in such an attack. There were sabotages on the railways on the Russian territory and the Belorussian partisans claimed responsibility for them.

These incidents together with the sinking of the cruiser Moskva led to the reinstating of the massive Russian attacks in the western part of Ukraine. After a relative lull the Russian missiles, during Easter holidays, targeted Kiev and Lvov. Needless to say, Kharkov has been bombarded non-stop.

The Russians don't use only rockets to attack. On Saturday April 16 the Tu-22M3 bombers were deployed over Ukraine for the first time. They operated in relative safety behind the front lines. They were used to bomb Mariupol where the defenders, after more than 50 day siege, were pushed to the steelworks area. It was not immediately apparent what ordnance the bombers carried during this attack but couple of days earlier the Russians threatened to use three ton bombs FAB-3000. These were

developed right after WWII precisely for this purpose-destroying the large industrial areas. Their age and decades of storage could however have caused the problems. At the time this article was going to print the large Russian offensive in Donbas started so the end of war was not on the horizon.

Sources:

www.oryxspioenkop.com (1 2 3)

www.facebook.com (1 2 3 4)

www.bbc.com



594 x 420 mm

84182-ART
Bf 109G-10 WNF/Diana



Bf 109G-10 WNF/Diana
Bf 109G-10, Bf 109G-10, Bf 109G-10, Bf 109G-10
by Eduard
Eduard Model Accessories, 2012
www.eduard.com

ARTWORK PRINTS

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

82181-ART
Z-126 Trenér



Z-126 Trenér
Z-126, No. 102, Kala Jara Old, Czechoslovakia, 1987
by Eduard
Eduard Model Accessories, 2012
www.eduard.com

7460-ART
Spitfire F Mk.IX



Spitfire F Mk.IX
EN500, F/O Irving F. Kennedy, No. 249 Squadron, Duxford, Cambs, July 1942
by Eduard
Eduard Model Accessories, 2012
www.eduard.com

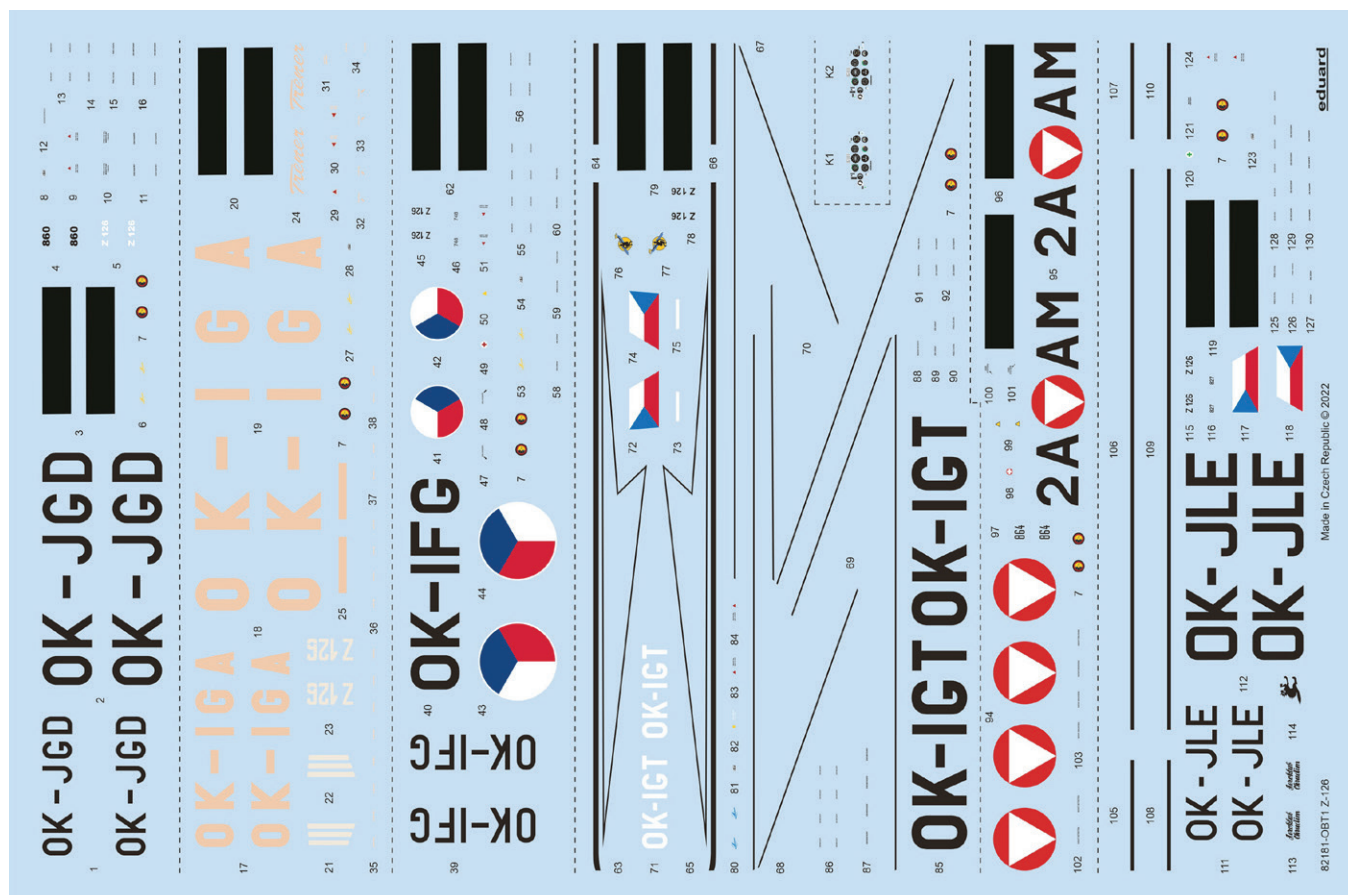
www.eduard.com only

Z-126 Trenér 1/48

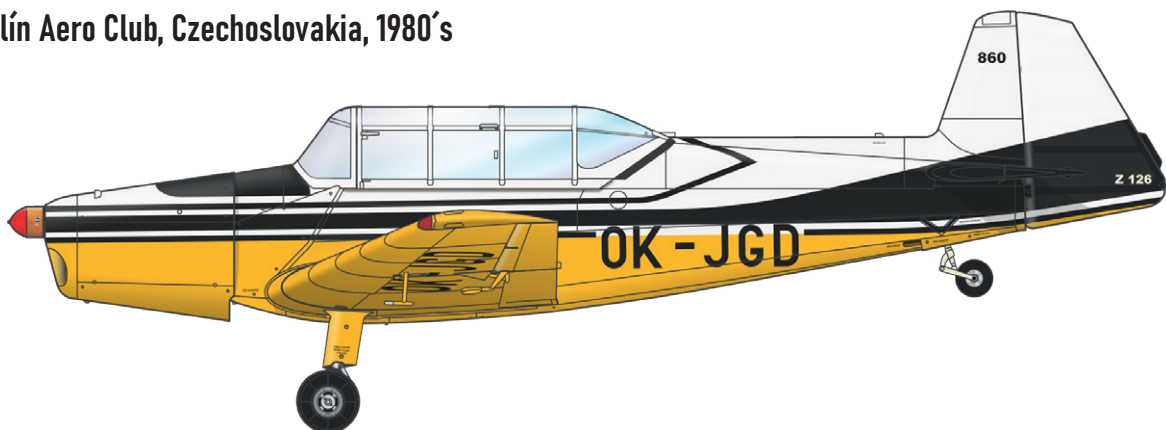
#82181

Profipack edition kit of Czechoslovak single engine two-seat trainer aircraft Zlin Z-126 in 1/48 scale.

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

[Product page](#)


■ OK-JGD, No. 860, Kolín Aero Club, Czechoslovakia, 1980's

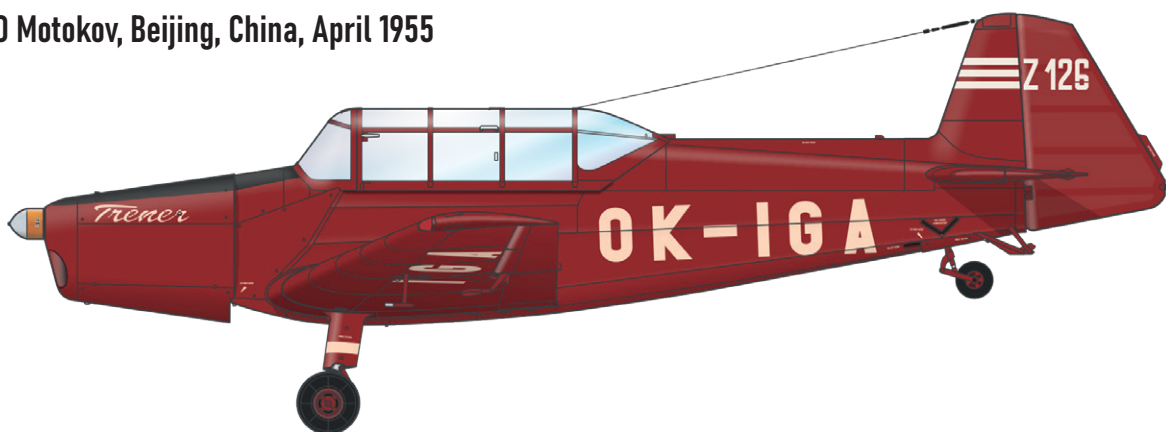


This Trenér was produced in 1955 and subsequently stored. Svazarm took it over on July 7, 1956 and on August 10 of the same year it was taken over by the Regional Aero Club Olomouc. There flew the OK-JGD

Trenér until December 1960, then it was handed over to the Regional Aero Club Ostrava. In the 1980s and 1990s it served with Kolín Aero Club, which sold it to private hands on October 22, 2010. Nowadays, the

whole aircraft is painted in yellow and bears the emblem of the Aero Club of Kolín on the rudder.

■ OK-IGA, No. 766, PZO Motokov, Beijing, China, April 1955

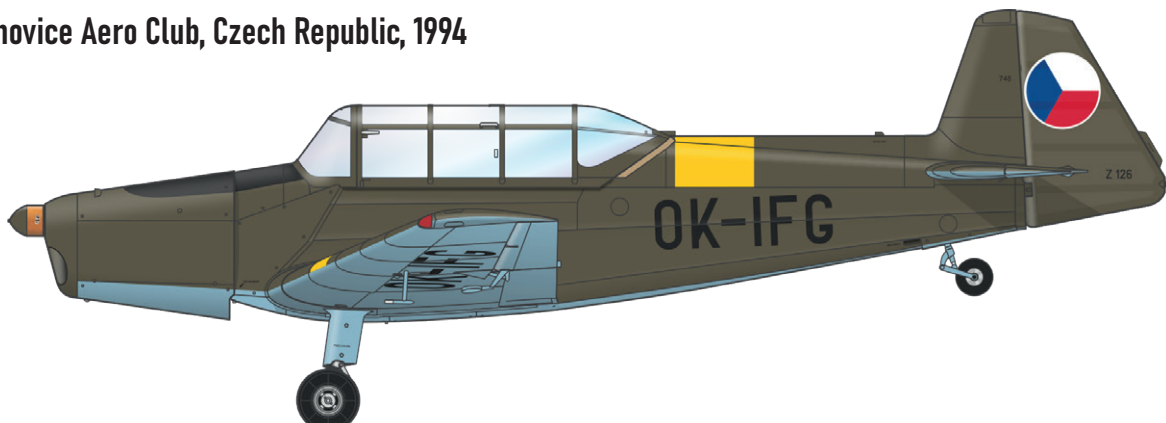


This aircraft was manufactured in 1954 and taken over by Motokov company on April 3 the same year. Motokov was one of the companies responsible for foreign trade in then Czechoslovakia. The aircraft was transported disassembled together with another

one (OK-IFV) to be exhibited in China. The OK-IGA was destined for a static demonstration at the Beijing Exhibition Center, while the OK-IFV was assembled at a nearby airport to perform flight displays. These unfortunately ended in a crash and injuries to both

pilots. After returning home, the OK-IGA was sold to the GDR at the end of October 1956. There it served the needs of the army there. From April 1962 to September 1972, it flew as DM-WAE.

■ OK-IFG, No. 746, Kunovice Aero Club, Czech Republic, 1994

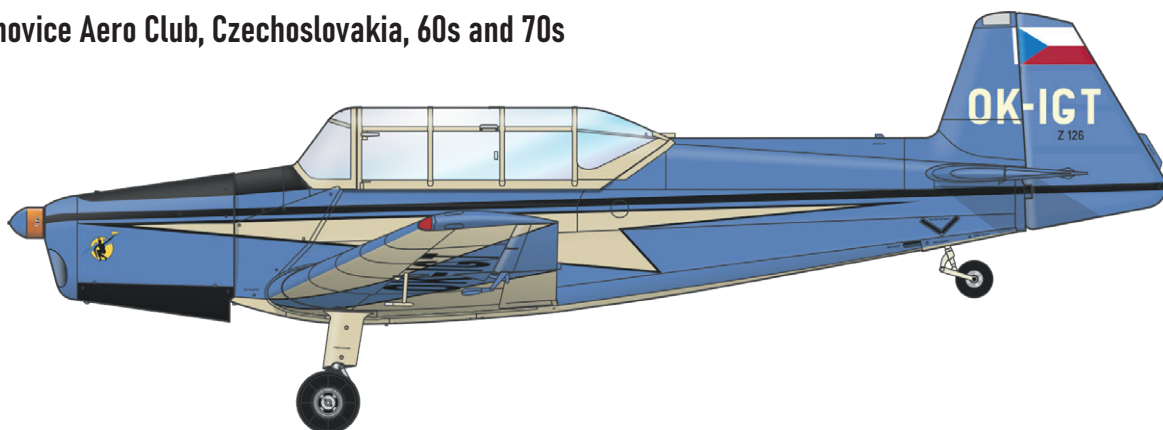


This Trenér was test-flown on April 24, 1954 and in July the same year was assigned to the Regional Aero Club Olomouc. He served there from 1955 for training and group aerobatics. At that time, the Aero Club Olomouc was a hatchery of aerobatic pilots and several aerobatic groups were active there. One of them was an all-girls group, where Eva Krenčová flew OK-IFG since 1957. By that time the original green paint was replaced by cream color with a red nose. In the fo-

llowing years the OK-IFG was serving with various Aero Clubs of North Moravia region until 1963. It was stored then for ten years. At the end of 1973, it underwent a third overhaul at the Aerotechnik company in Kunovice and was put back into service. From 1981, it served with the Aero Club Kunovice and after another overhaul in 1988 the Tréner No. 746 received a retro military green-blue paintjob. Later yellow stripes were added to the wing and fuselage to mimic the

military training aircraft even more. In 1995, OK-IFG was used for the filming of the TV series "The Land Gone Wild" and it received a temporary paint job of green color on the bottom surfaces as requested by the filmmakers. On October 11, Albert Orlita made the last flight of this Trenér and the aircraft was handed over to the Kunovice Aviation Museum, where it is on display today.

■ OK-IGT, No. 735, Kunovice Aero Club, Czechoslovakia, 60s and 70s

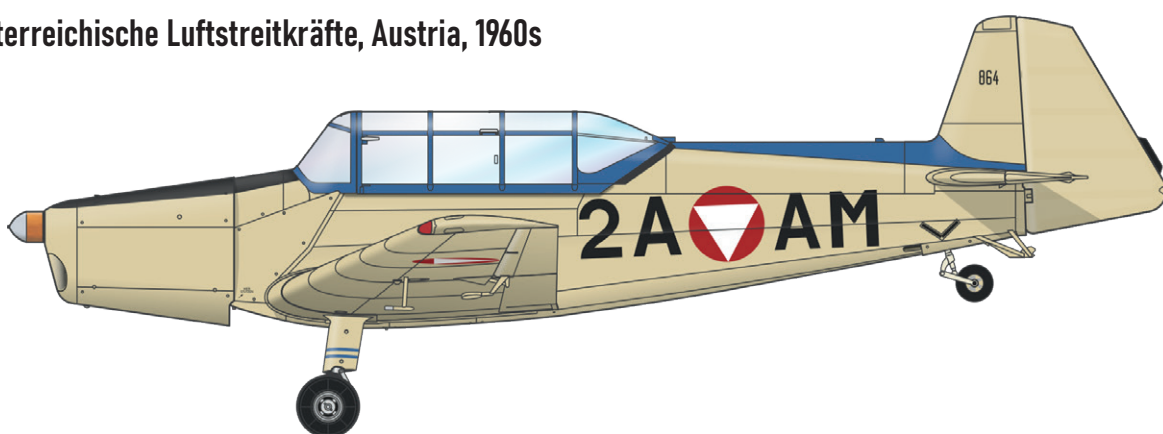
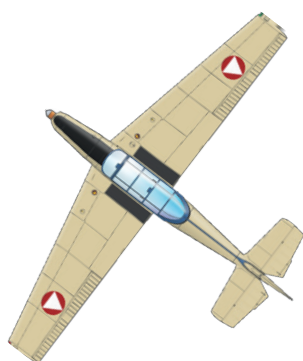


This trainer was produced in 1953 as C 105-233 and served with the army until October 17, 1955, when it obtained civilian registration. It was then handed over to Svazarm and flew in the Kunovice Aero Club

in an attractive aerobatic livery including a "witch" drawing on the nose. It served until 1976, when it was removed from the registry on September 1 and subsequently cut up to inspect the airframe for corro-

sion. As it turned out, there was nothing wrong with the aircraft...

■ 2A-AM, No. 864, Österreichische Luftstreitkräfte, Austria, 1960s

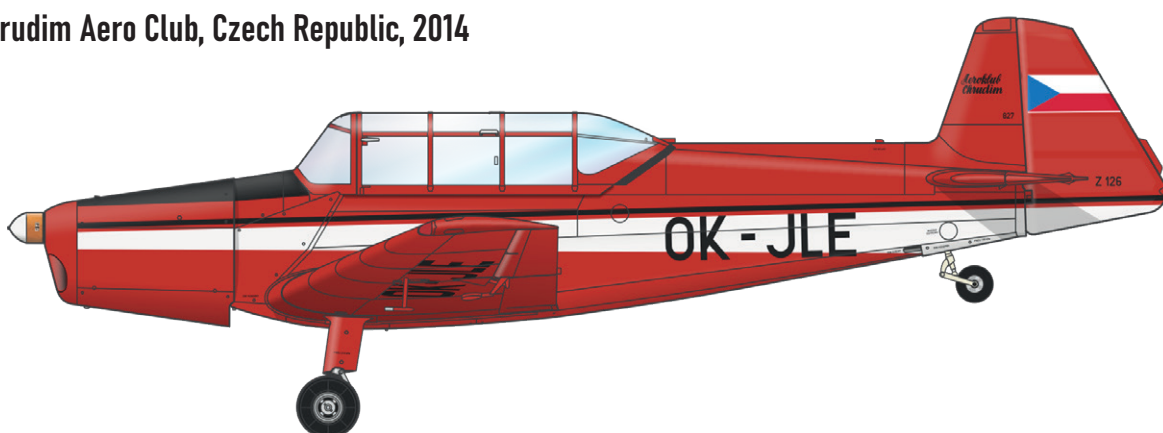


In the second half of the 1950s, four Z-126s were exported to Austria, one of which was the Trenér No. 864, manufactured 1955. It was subsequently stored and handed over on January 9, 1957. It received the OE-AAL temporary registration for the flight to its new owner and subsequently the Austrian Air Force

designation 2A-AM. In 1968, the aircraft was sold off and Heinz Pollani became the owner. From 1977 the aircraft was "grounded" in Gros Enzersdorf. From there it went to the Zeltweg Air Museum in February 2008, where it is on display today. Although it has been given a period military livery, it is not entirely

accurate. The differences are particularly noticeable in the size and location of the insignia and code markings. The marking shown here represents the period, not museum scheme.

■ OK-JLE, No. 827, Chrudim Aero Club, Czech Republic, 2014



This Trenér was produced in 1955, Svazarm took it over on April 30 of the same year. It was flown by a number of aeroclubs, including the one of Havlíčkův Brod in the late 1970s. In 1991, an overhaul of the then decommissioned aircraft was carried out in

Aerotechnik for Mr. David, a customer from the USA. However, the Aero Club of Bohemia and Moravia banned the sale of the aircraft abroad and the overhauled aircraft was purchased by Aeroclub Chrudim. There this Trenér served until 2017, when it ended

up in corn field after a failed take-off and had to be decommissioned due to damage. It was subsequently sold to a private owner and is currently in storage awaiting overhaul.

OVERTREES

#82181X Z-126T/226 1/48

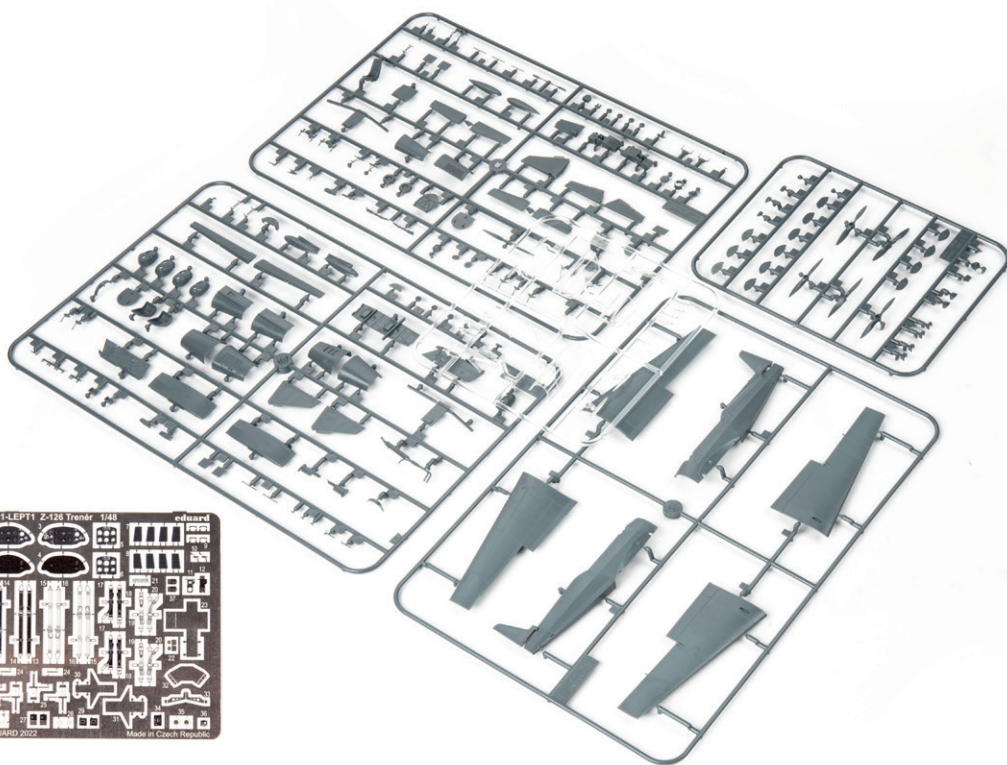
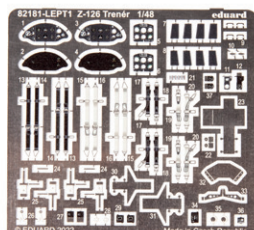
Product page

OVERLEPT

#82181-LEPT
Z-126 Trenér LEPT 1/48

Product page

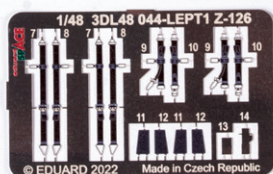
Recommended:
for Z-126 Trenér 1/48



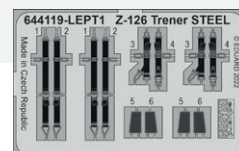
481084 Z-126/226 Trenér landing flaps (PE-Set)
FE1219 Z-126/226 seatbelts STEEL (PE-Set)
644119 Z-126 Trenér LööK (Brassin)
644139 Z-126 Trenér LööKplus (Brassin)
648679 Z-126/226 Trenér wheels (Brassin)

648680 Z-126 Trenér cockpit PRINT (Brassin)
648681 Z-126 Trenér Walter Minor 4 engine PRINT (Brassin)
3DL48044 Z-126 SPACE (3D Decal Set)
D48097 Z-126/226/326/526 cockpit placards (Decal Set)
EX827 Z-126 TFace (Mask)

Cat. No. 3DL48044



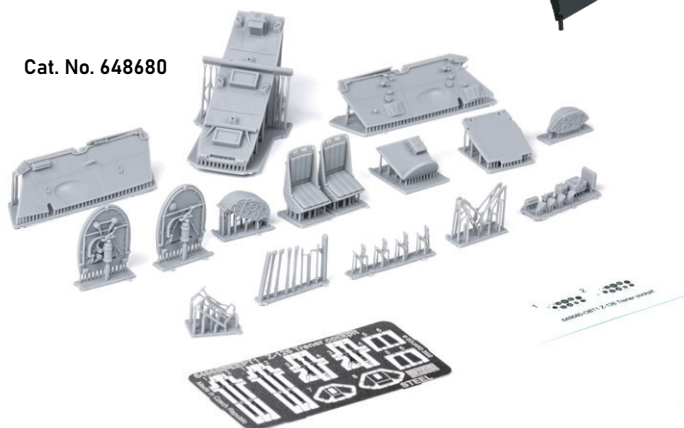
Cat. No. 644119



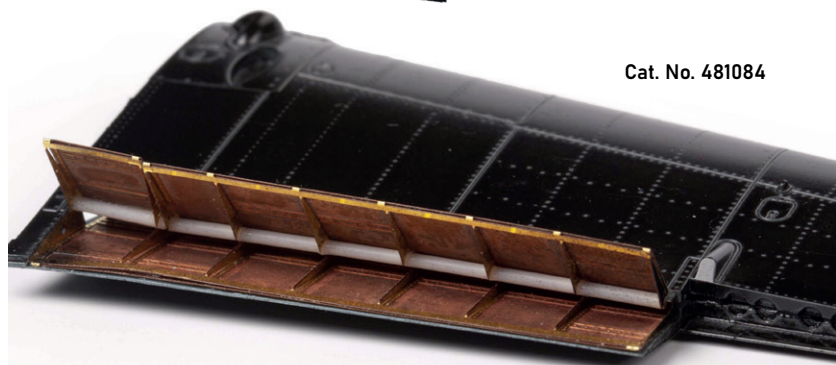
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Cat. No. 648680



Cat. No. 481084



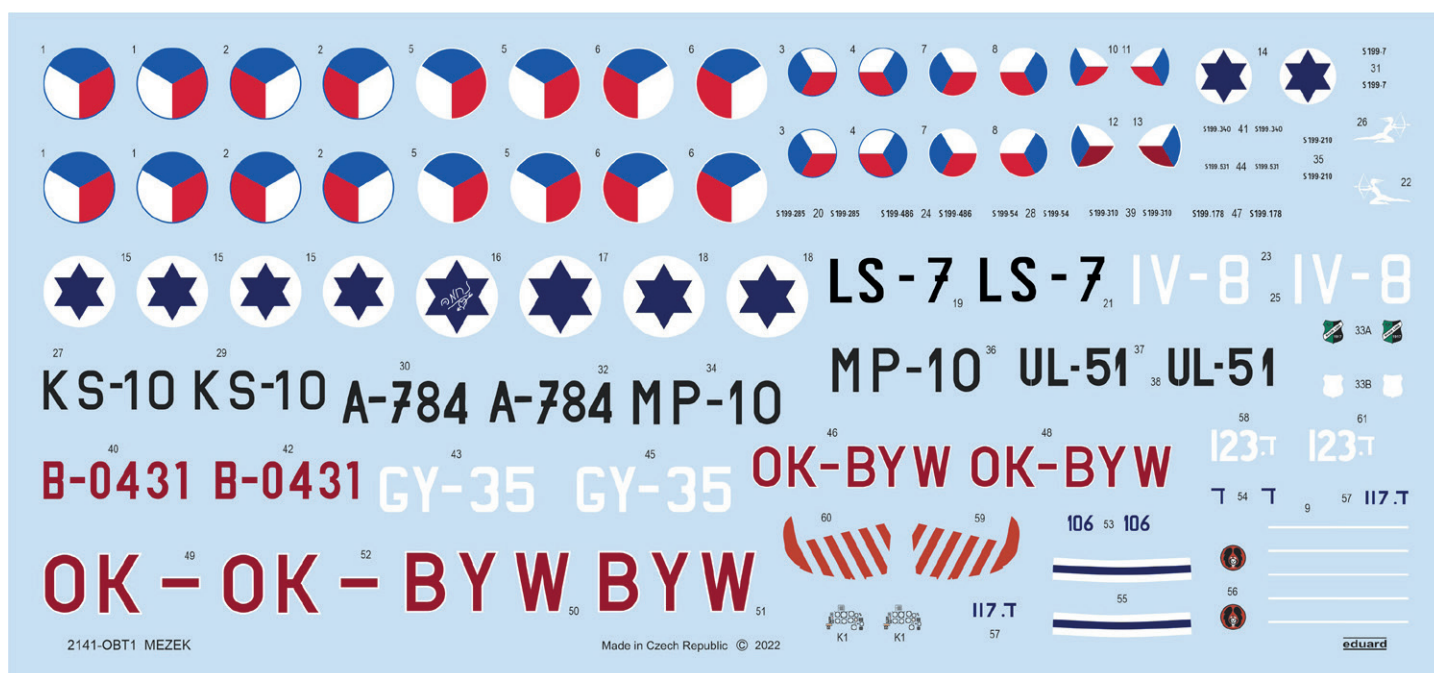
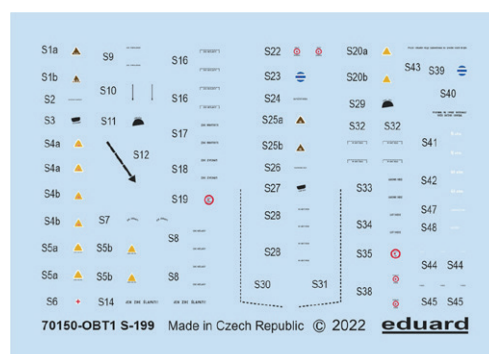
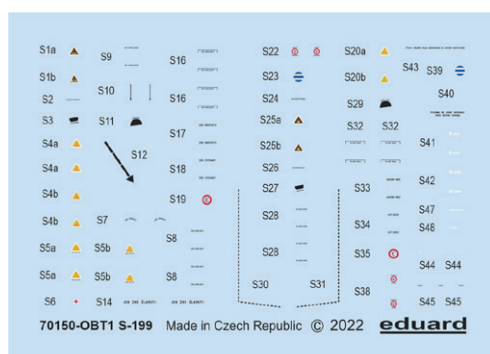
MEZEK 1/72

DUAL COMBO

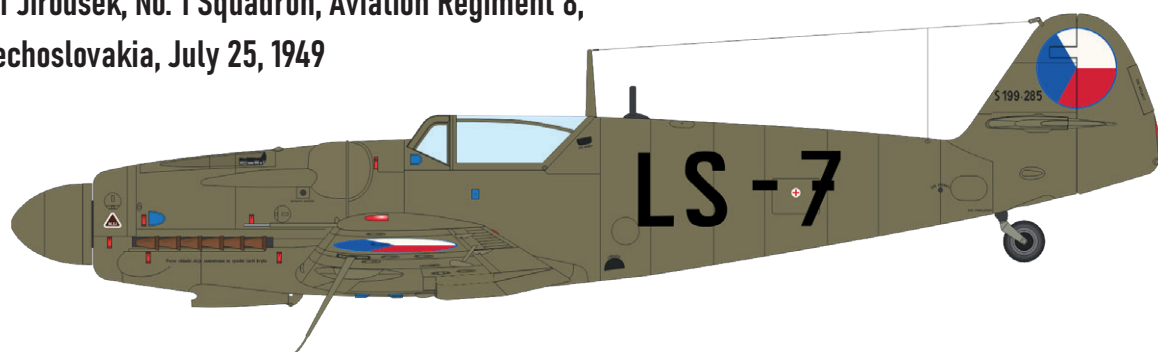
#2141

Limited edition kit of Czechoslovak fighter a/c Avia S-199 in 1/72 scale. The kit presents aircraft with both types of the canopy during their service in Czechoslovak Air Force and in Israeli Air Force.

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

[Product page](#)


■ **S-199.285, CPL Josef Jiroušek, No. 1 Squadron, Aviation Regiment 8,
Brno-Černovice, Czechoslovakia, July 25, 1949**

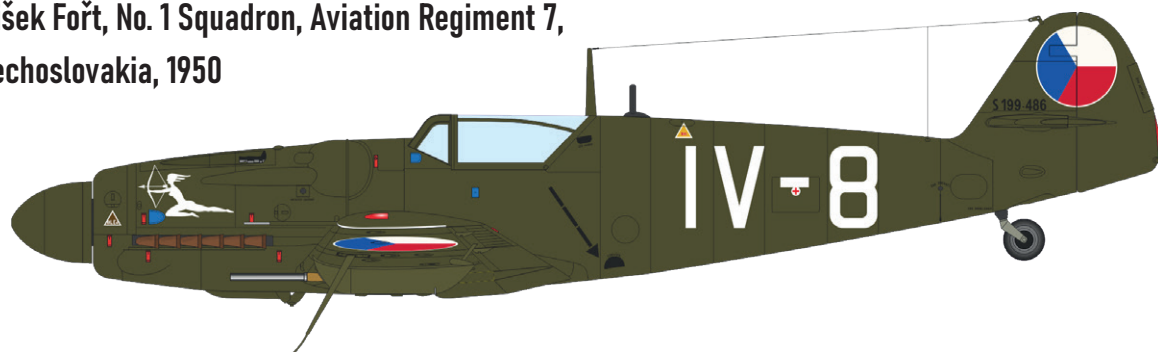


One of the first of seven S-199s produced by the Aero factory had an oil cooler installed under the nose, as did all early examples. Four aircraft from this seven-unit production run remained in Czechoslovakia; three were released for export to Israel (Nos. 282, 286 and 287). "Mezek" (translated as Mule) No. 285 was assigned to LP 8 (Aviation Regiment 8) on August 4, 1948, based at Brno-Černovice Air Base. There, the aircraft served with No. 1 Squadron. On July 25, 1949, it suffered a mishap while flown by CPL

Josef Jiroušek and the damaged airframe was sent in for repairs, while the engine underwent a factory check. From December 12, 1949 to February 25, 1950 the aircraft was overhauled at the Kunovice factory and handed over to LP 1 (Aviation Regiment 1) in September that same year. From June 22, 1953, it served with No. 3 Squadron of No. 45 Air Artillery Regiment based at Plzeň-Bory Air Base. At that time, it bore the fuselage code HY-56. On August 4, 1953, it was severely damaged in a crash by Lt. Ladislav

Kadlecevič. The airframe was written off, by which time it had logged 116.23 flight hours. At the time of CPL Jiroušek's accident, the machine was painted standard MNO Smalt Avion 2036.02 on all surfaces. Contrary to standard practice, there was no arrow pointing to the fuselage step on the left side below the cockpit, nor were there triangular warning symbols on the rear fuselage.

■ **S-199.486, Lt. František Fořt, No. 1 Squadron, Aviation Regiment 7,
Brno-Černovice, Czechoslovakia, 1950**

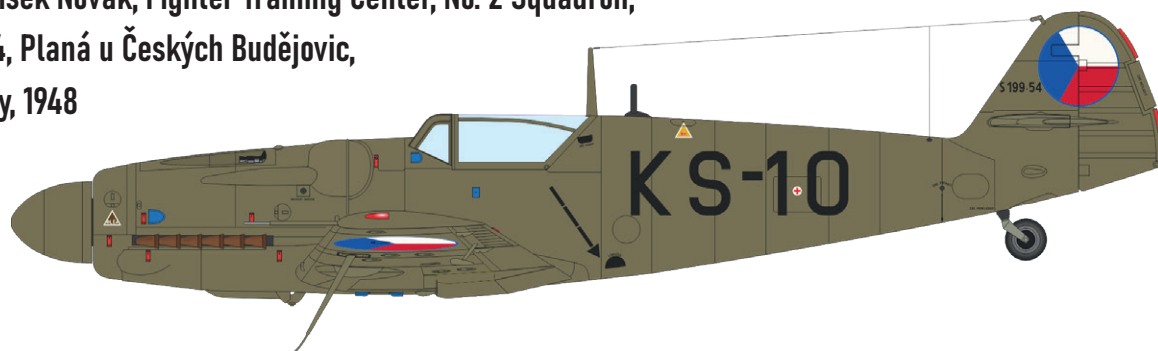


This "Mezek" was test flown by factory pilot Antonín Kraus on December 12, 1949. On January 24, 1950, the aircraft was taken over by the military administration, and assigned to LP 7 (Aviation Regiment 7) stationed at Brno-Slatina airport on February 7 of the same year. It was coded IV-8 and, according to the memories of veterans and unit logs, it sported a drawing of Diana carrying a bow. The author of the drawing was the fiancée and fu-

ture wife of the deputy Squadron Commander and Flight Commander František Fořt. According to period witnesses, the same emblem also appeared on the aircraft of two other Flight Commanders, Lieutenants Jaromír Jech and Jiří Váňa. As it is mentioned in the unit memoirs, more S-199s were equipped with various emblems, at least for a certain period of time. They are even documented in the said memoirs, but it is not clear to which specific aircraft

they refer. The aircraft was probably painted with a darker green paint on all surfaces. At that time, the white color of the spinner belonged to the aircraft of Air Division, to which LP 7 and LP 8 (Aviation Regiments 7 and 8) belonged, but not all aircraft were so marked and IV-8 was probably one of these. There is no photographic evidence unfortunately.

■ **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 Figh-

ter 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 undergoing cannons.

■ **S-199.7, Ivan Pavel, Aviation Military Academy, Hradec Králové, Czechoslovakia March 17, 1950**

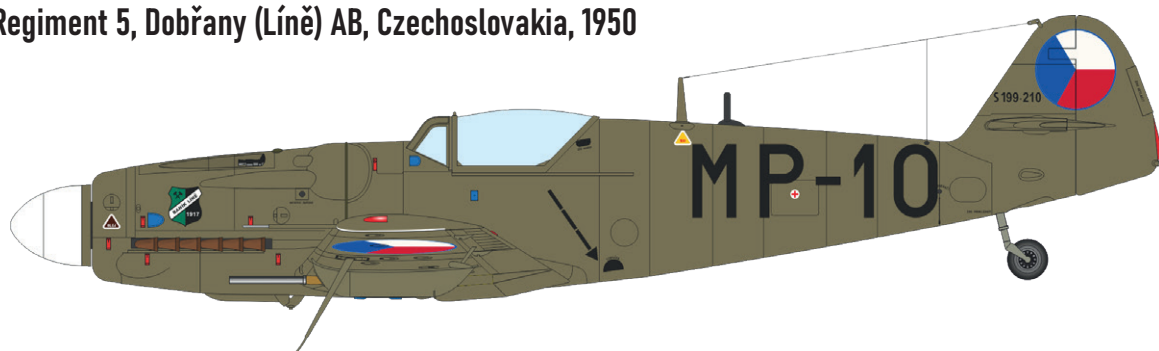


The seventh "Mezek" produced by Avia was test flown on January 10, 1948, accepted by the military on February 3, and flown to LP 7 (Aviation Regiment 7) on March 15 of the same year. The aircraft was delivered with an oil cooler, but after damage that occurred on April 1, 1949, it underwent a factory repair which included the installation of

a heat exchanger and sliding canopy. From February 7, 1950, it served with the Aviation Military Academy (LVA) in Hradec Králové, where it received the A-784 code. On March 17, 1950, it was damaged in a collision with another aircraft (S-199.82). The student pilot, Ivan Pavel, made an emergency belly landing. Subsequently, this aircraft

underwent a general overhaul during September-November that year and later served with No. 45 Air Artillery Regiment in Pilsen from November 1953. The aircraft is interesting for its white and blue spinner, which were the colors of the academy.

■ **S-199.210, Aviation Regiment 5, Dobřany (Líně) AB, Czechoslovakia, 1950**

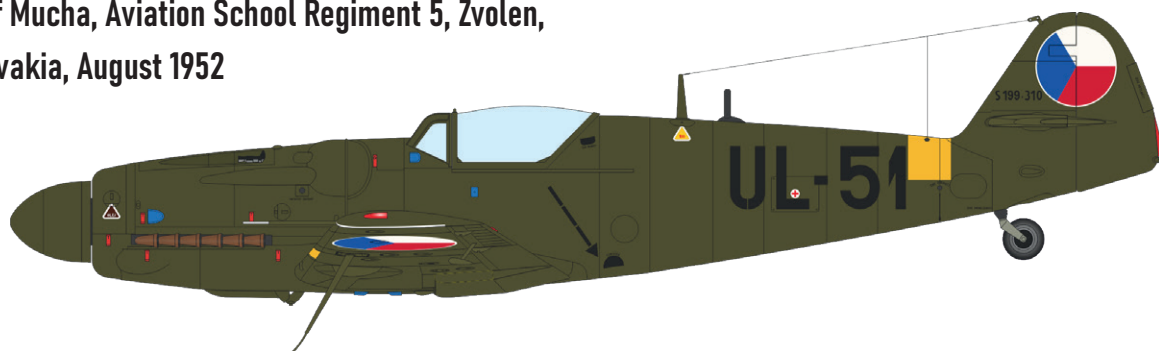


Nose-art was rare on Czechoslovak Air Force aircraft in the 1950's and 1960's. Rigid discipline and regulations did not favor such activities, but from time to time commanders apparently turned a blind eye to a certain level of expressionism. Something like this may have happened in 1949 or 1950 at LP 5 (Aviation Regiment 5). A carefully crafted heraldic silhouette in white appeared on the aircraft. We will probably never know which emblem was to be subsequently added to it, because before the painting could be finished, the aircraft suffered an emergency

landing. During subsequent repairs, the aircraft either received a new engine cowl or the in-progress nose-art was deleted. One likely possibility of the original intent might be the emblem of the local football club Baník Líně. As a result, this aircraft can be modeled in both its real form, i.e., with the white coat of arms only, or in the form it probably would have taken, if higher powers had not intervened. We don't know if the emblem would have been painted on the starboard side as well, since only the port side was photographed. However, decals are provided for

either version. The aircraft was subsequently used by training units. It was handed over by LP 5 (Aviation Regiment No. 5) on July 8, 1950 to the Aviation Training School. From April 1953, it served with No. 4 lsp (Aviation Training Regiment 4) and then was transferred to No. 2 lsp (Aviation Training Regiment 2). Finally, at the end of 1954, it was passed on to No. 1 lsp (Aviation Training Regiment 1) where it completed its service career.

■ **S-199.310, PFC Josef Mucha, Aviation School Regiment 5, Zvolen, Sliach AB, Czechoslovakia, August 1952**

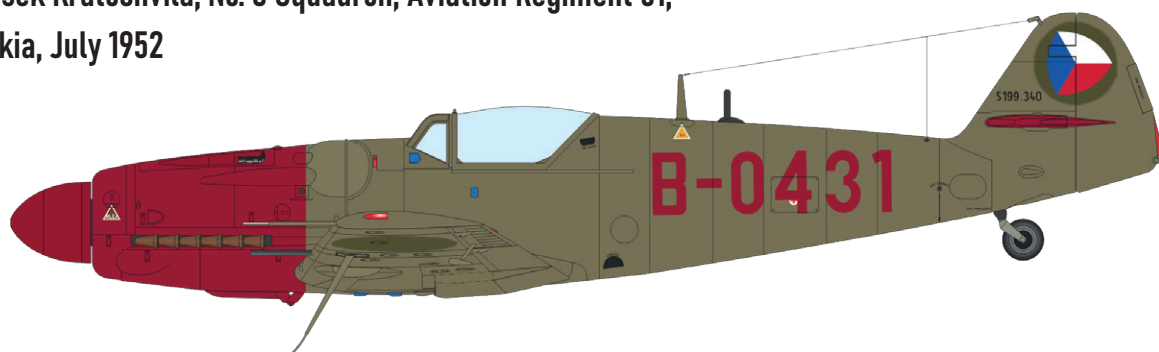


This "Mezek" was assigned to LP 7 (Aviation Regiment 7) on August 4, 1948 and flew first with the Staff Flight coded JP-1. Later, it was assigned to No. 3 Squadron and the code was changed to KT-3. On March 9, 1949, it was damaged during an emergency landing near Boskovic and was sent in for factory repairs. Staff Captain Truhlář conduct an acceptance flight on July 14, 1949, in Kunovice and on August 17, 1950, the aircraft was transferred from LP 1 (Aviation Regiment 1) to the Aviation School. Later, after repairs at Avia, it was assigned to LSP 5 (Aviation

School Regiment 5), where it received the code UL-51. On August 26, 1952, a take-off was aborted by PFC Josef Mucha, causing damage. No further records are available. This aircraft is listed among the ones delivered to Israel, although the records of its service in Czechoslovakia contradict this. The same can be said for S-199s Nos. 302, 307 and 311. Of the five "Mezek" aircraft produced by Aero and delivered to Israel as part of the second batch of fifteen aircraft (ten being delivered by Avia), only the case of No. 287 is certain. As part of its service with the school regi-

ment, aircraft 310 was given yellow markings, indicating its function as a trainer. These consisted of a band on the spine at the rear fuselage and stripes on the upper sides of both wings. The wing stripes wrapped around the leading edge before terminating behind it on the lower surface. Interestingly, although the aircraft lacked the wing-mounted machine guns, at least in available photographs, the spent cartridge collector bulges remained below the wings.

■ **S-199.340, Lt. František Kratochvíla, No. 3 Squadron, Aviation Regiment 51, Mladá, Czechoslovakia, July 1952**

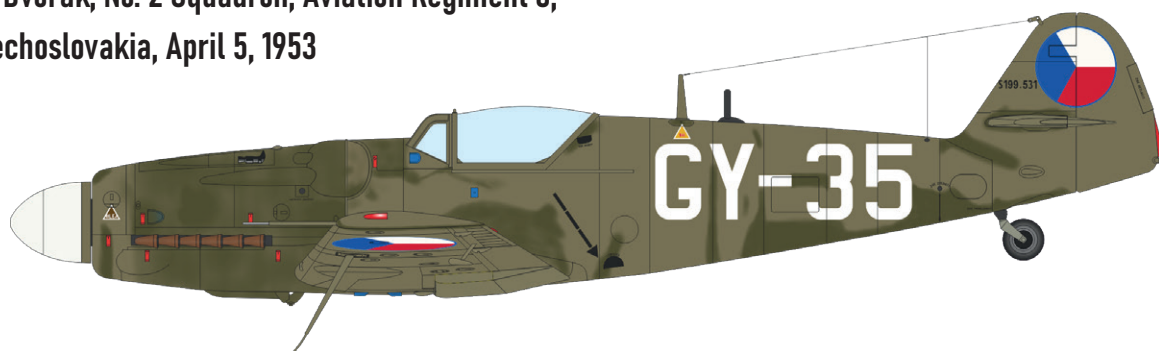


Not much is known about the early service of this aircraft. It was manufactured in the summer of 1948. The aircraft underwent general overhaul in Kunovice from June 5 to November 20, 1950 and served with the Police Air Patrol service briefly (this aviation arm of the Police was disbanded on December 23, 1950). In May 1952, it was assigned to No. 51 lp (Aviation Regiment 51), where it was first as-

signed to No. 4 Squadron and then served after reorganization of the regiment with No. 3 Squadron, which retained the original Police code of its aircraft (numbers B-0311 and higher). On July 30, 1952, the aircraft made an emergency landing in Zvolen while being flown by Lt. František Kratochvíla. This aircraft was one of a number that retained their simplified Police markings, including the red nose

and horizontal stabilizer and elevator. The army insignia on the wings were overpainted in a darker colour than the camouflage coat. The same color was used to adapt the insignia on the rudder from circular to triangles with curved edges. It is not known what specific color was used, but it may have been a darker shade of green used later on the S-199.

■ **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 engine 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 cowling was 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.

■ **S-199.178, Police Air Patrol, Praha-Ruzyně, Prague, Czechoslovakia, December, 1948**

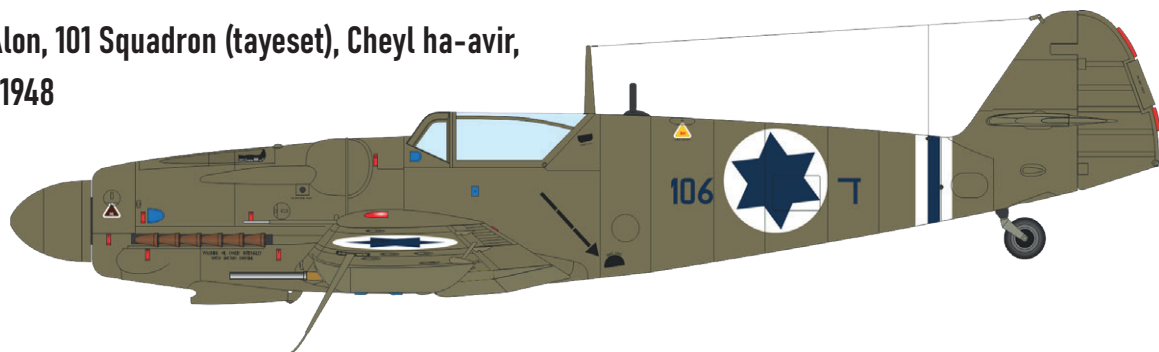


S-199 No. 178 was test flown by factory pilot Antonín Kraus on November 19, 1948, and on December 27 of the same year was ferried to Ruzyně, where it was assigned to the Police Air Patrol. It was first coded OK-BYW, and after a change to the marking system it became B-4300 in March 1950. Probably in

March 1951 the aircraft was passed on to the Army for a stated cost of 802,000 CZK. The airframe had logged only 94 flight hours. Subsequently, it served from 1953 with No. 4 Aviation School Regiment in Prostějov, coded UF-25. On October 19, 1953, it was severely damaged during landing. The airframe was

written off, but not scrapped and remained unnoticed in the scrap yard at Olomouc. From there, it was moved to the Kbely Aviation Museum in 1969. Using the fuselage of this aircraft, a single museum example of the Avia S-199 was then restored and is a part of its display to this day.

■ S-199, D-106, Modi Alon, 101 Squadron (tayeset), Cheyl ha-avir, Aqir, Israel, June 4, 1948

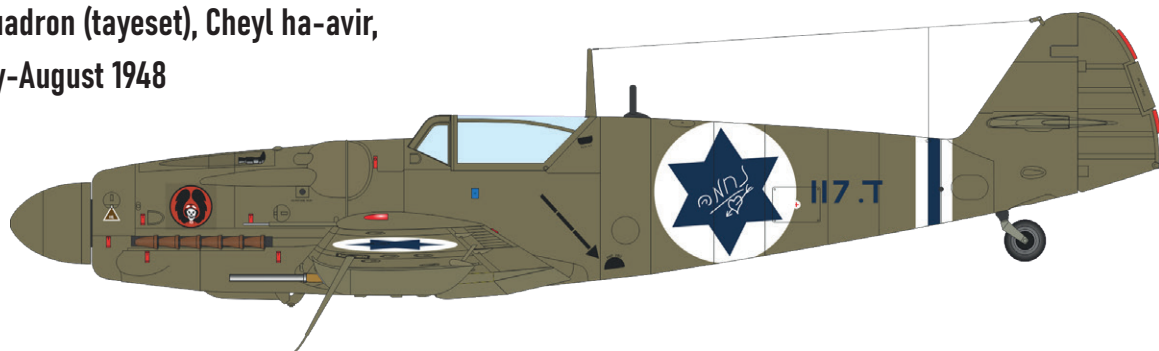


Eight S-199s from the first delivery batch to Israel were of early Avia production (aircraft serial numbers 30, 32, 33, 36, 37, 38, 42, 63) and two from the Aero factory (Nos. 282, 286), so these were all equipped with an oil cooler under the nose. The aircraft with the fuselage code D-106 was delivered to Israel on May 30, 1948, during Operation Balak's Flight No. 16. On June 1, it joined the fighting and just two days later Modi Alon achieved the first two air-to-air kills for the Czech-built S-199 fighter and, by

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

Israel without air cover. To counter REAF air raids, No 101 squadron relocated to an improvised dirt airstrip set up in the town of Herzliya. Repaired "Mule" D-106 was made airworthy again, but not for long. On takeoff, while flown by Gideon from the Herzliya airstrip, one of the wheels hit a patch of mud, causing the airplane to flip over. Gideon Lichtman survived the crash, but D-106 was scrapped.

■ S-199, D-117, 101 Squadron (tayeset), Cheyl ha-avir, Herzliya, Israel, July-August 1948

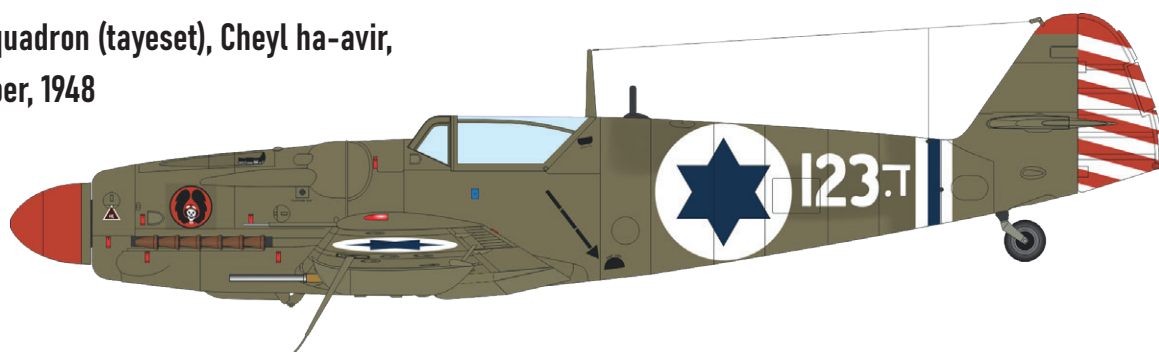


One of the "Messers", as these aircraft were dubbed in Israeli use, that survived the First Arab-Israeli War, was an aircraft coded D-117. The aircraft was delivered on July 15, 1948, aboard Balak Flight No. 63 and made its first operational sortie on July 21. In the summer of 1948, 101 Squadron's lead mechanic, Eli Reuveni fell in love with his sweetheart named "Nechama". He commemorated this occasion with a photograph in which he posed next

to "Messer" D-117 with Nechama's name chalked atop the airplane's Star of David; Nechama went on to become his wife. However, D-117 had a less romantic future, suffering its first accident on August 20, 1948, when Mitchell Flint flipped it over onto its back in a crash landing. Further serious fuselage damage occurred on October 17, when, after being hit by ground fire, Giddy Lichtman made a forced landing at Aqir Air Base. Along with the repairs made

to the airframe, D-117 was also fitted with a high resolution camera to conduct photo reconnaissance missions. In November 1948, the Israeli Air Force changed its alpha numeric aircraft numbering system to a four digit identification number, and D-117 was renumbered 1901, where 19 stood for the airplane type and 01 for the first airframe on the squadron list.

■ S-199, D-123, 101 Squadron (tayeset), Cheyl ha-avir, Hatzor, Israel, October, 1948



The aircraft coded D-123 was delivered to Israel on July 28 on board Balak Flight No. 79 and joined the action on August 15, 1948. A month prior to D-123's entry into service, ex-USAAF volunteer pilot Stan Andrews drew up the 101 squadron's insignia of a winged skull of death wearing a flight helmet and goggles. The skull symbolizes the Jewish faith's belief in the rising of the dead to form a large army when the messiah comes to earth. The insignia was printed on poster paper and applied to the left side of the nose of 101 Squadron's planes. In preparation for Operation

Ten Plagues (15-22 October 1948), later renamed Operation Yoav, 101 Squadron fighters obtained high visibility markings consisting of red spinners and red and white stripes on the rudders in order to distinguish them from Egyptian Spitfires. To further differentiate the Israeli fighters, the Star of David roundels were applied atop the wings for the first time. During Operation Yoav, Rudi Augarten claimed a Royal Egyptian Air Force Spitfire Mk.IXc flying D-121 on the first day of the offensive, on October 16. The kill was not confirmed by IAF intelligence and is only considered

as damaged. In November, D-123 was given the number 1905 as part of the introduction of a new military aircraft marking system. There are a few repairs to the fuselage that appear as darker areas from photos of D-123. This has led some researchers to believe the aircraft received a two-tone camouflage scheme on the upper surfaces. However, it is merely a contrast of older and newer paint of approximately the same shade of green.

OVERTREES

#70151X S-199 bubble canopy

OVERTREES 1/72

Product page

OVERTREES

#70152X S-199 ERLA canopy

OVERTREES 1/72

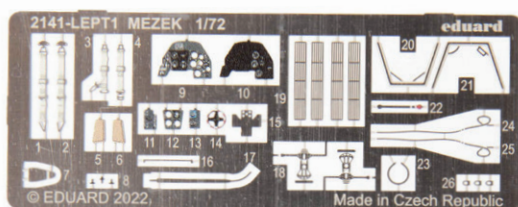
Product page

OVERLEPT

#2141-LEPT

MEZEK 1/72

Product page



Recommended: for Avia S-199 1/72

672284 S-199 exhaust stacks PRINT (Brassin)

672285 S-199 wheels PRINT (Brassin)

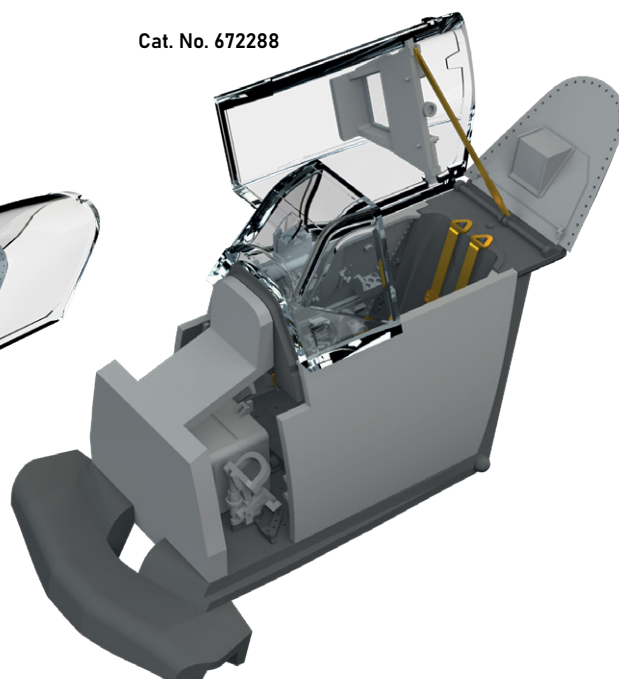
672288 S-199 cockpit Erla canopy PRINT (Brassin) 06/2022

672289 S-199 cockpit bubble canopy PRINT (Brassin) 06/2022

Cat. No. 672284



Cat. No. 672288



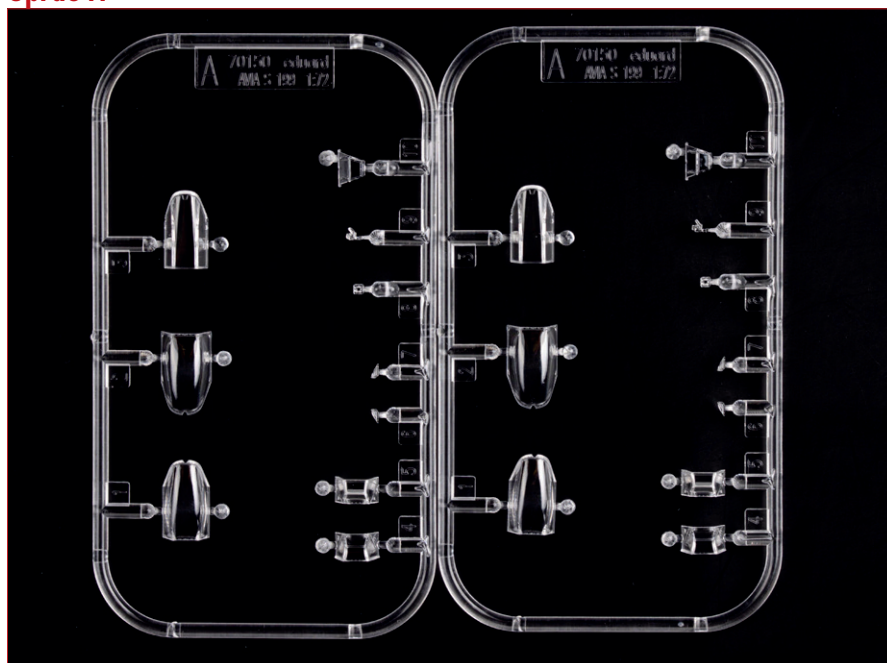
Cat. No. 672289



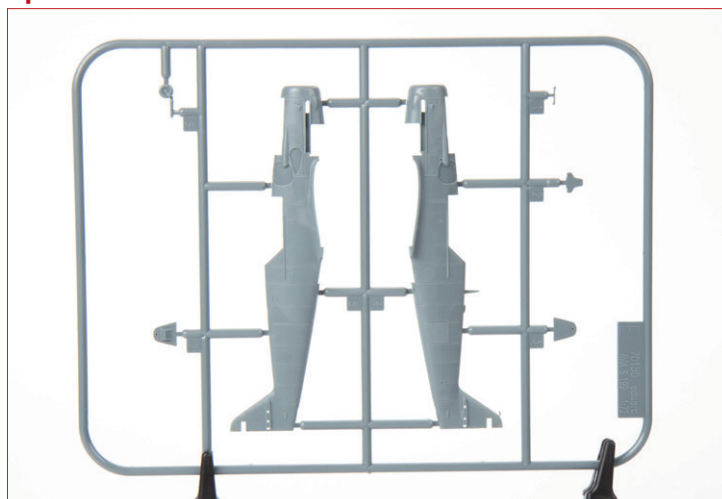
Cat. No. 672285



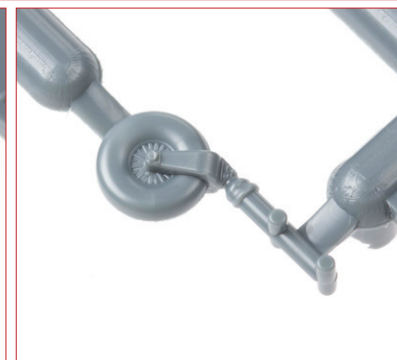
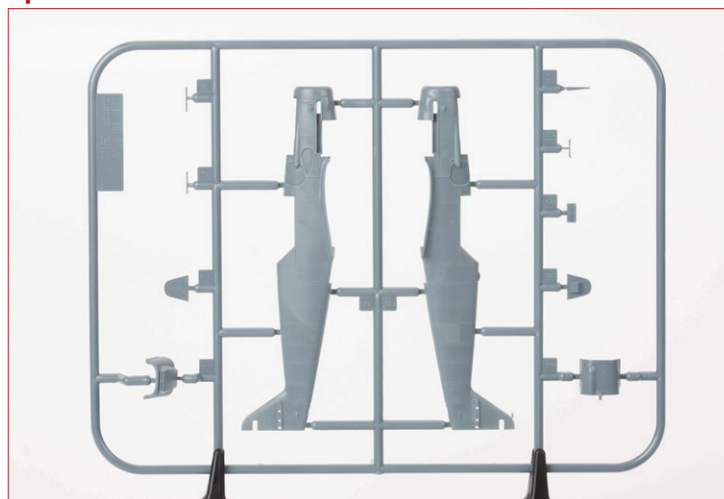
Sprue A



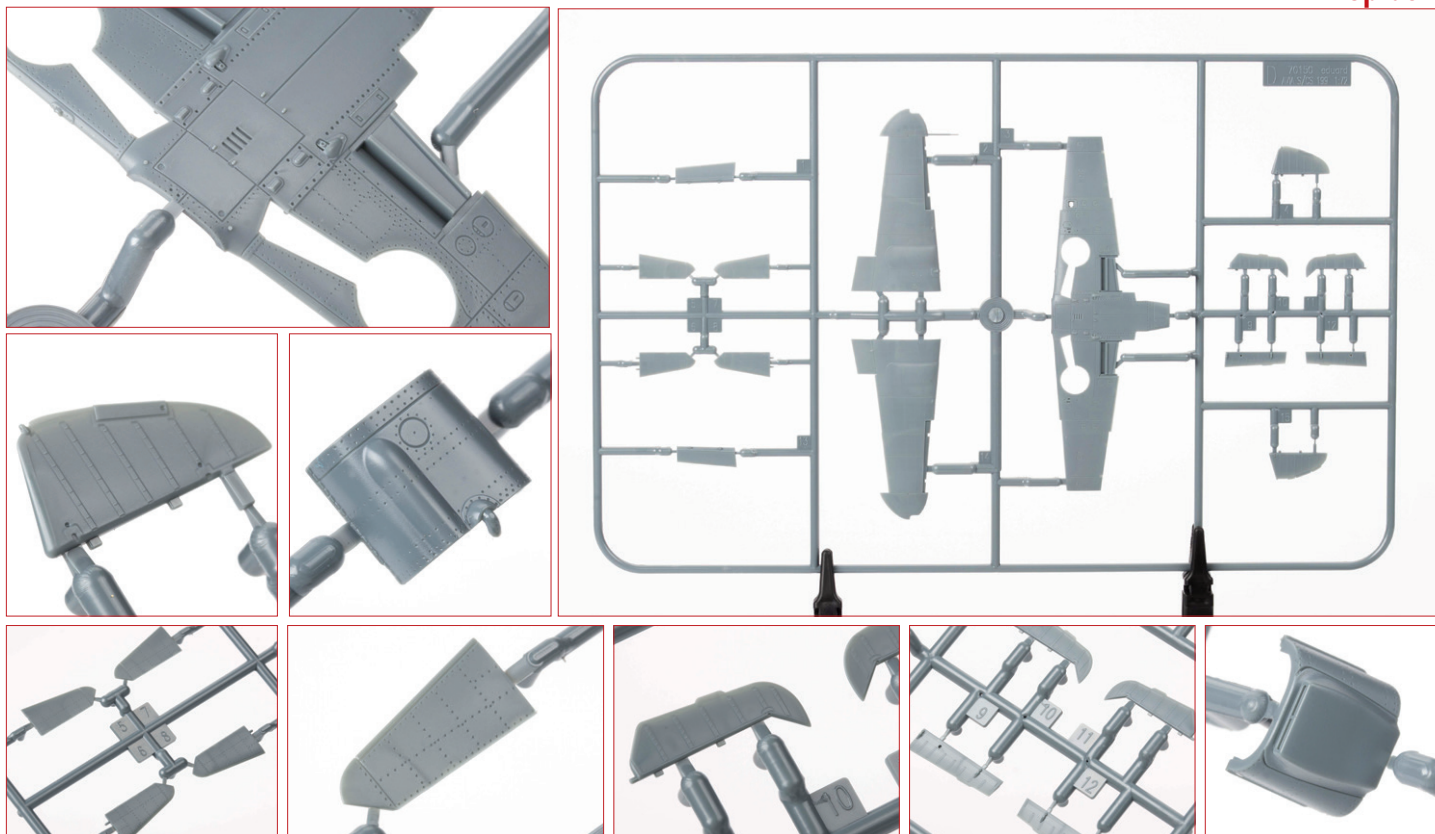
Sprue E



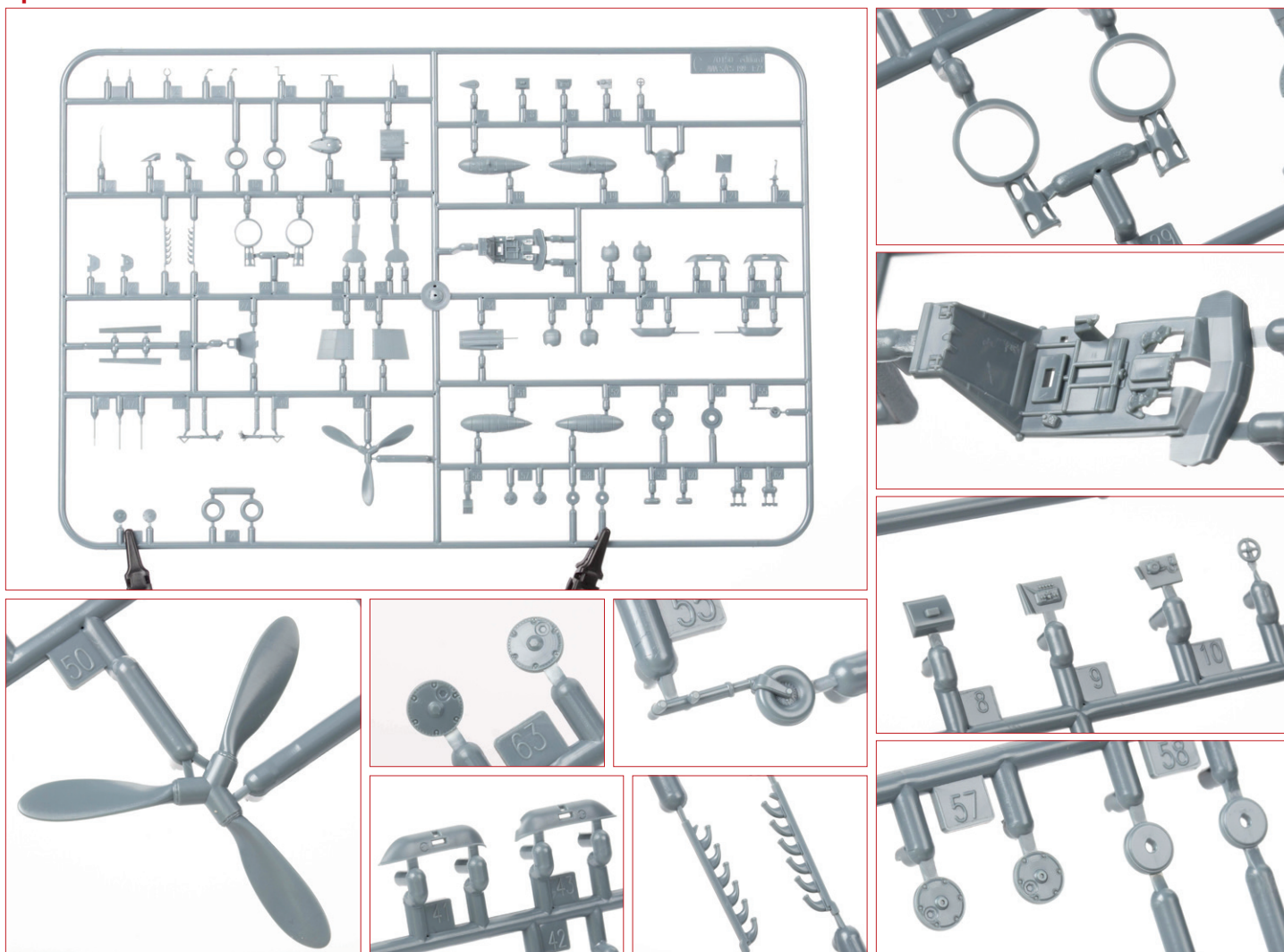
Sprue F



Sprue D



Sprue C

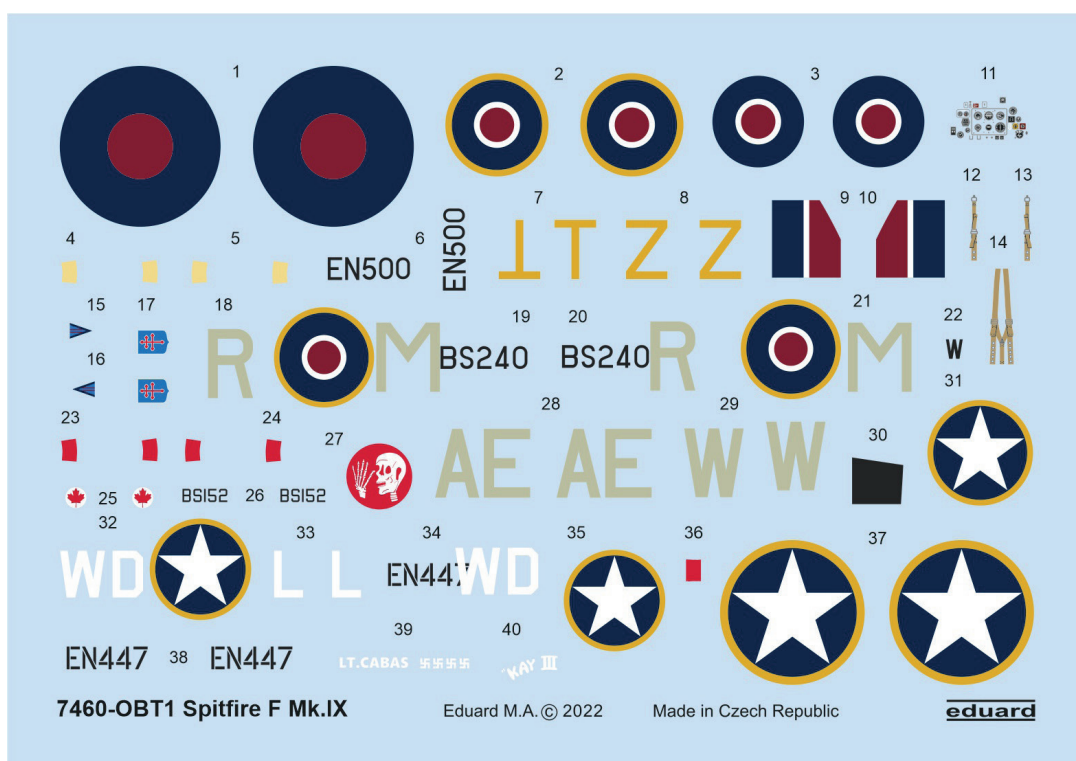
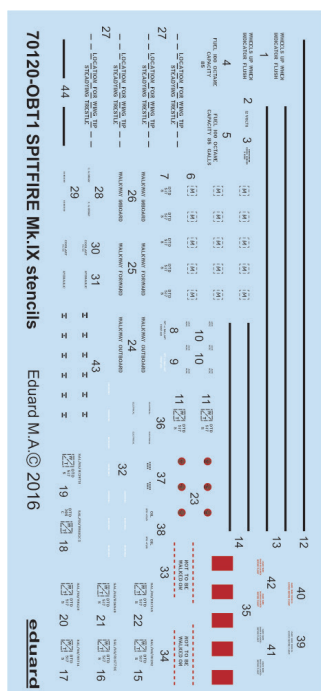


Spitfire F Mk.IX 1/72

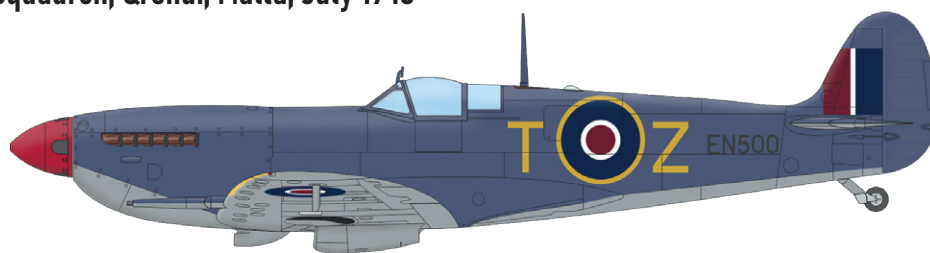
#7460

Weekend edition kit of British WWII fighter aircraft Spitfire F Mk.IX 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](#)


■ **EN500, F/O Irving F. Kennedy, No. 249 Squadron, Qrendi, Malta, July 1943**

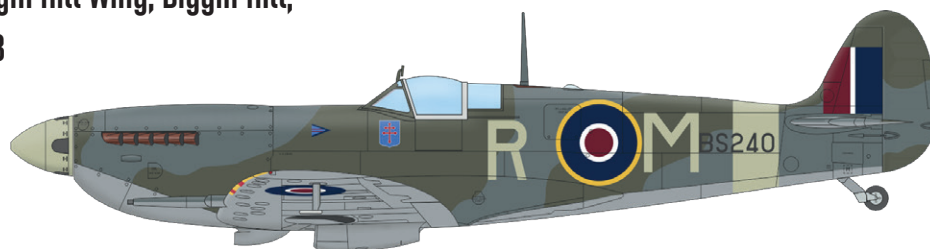
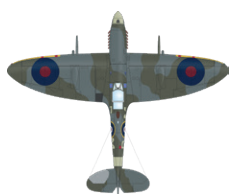


Irving Farmer Kennedy, an ace with 10 aerial victories complemented by five shared and one probable, was born in Cumberland, Ontario on February 4, 1922. He joined the RCAF in October 1940 and on completion of training, he was posted to the UK as a sergeant in August 1941. After training with No. 55 OTU, he became a member of No. 263 Sqn, flying Whirlwinds. On June 14, he was posted to No. 421 Sqn but left for Malta on October 22, 1942. He joined No. 249 Squadron there on December 15, 1942. His first victim was a Ju 52/3m,

shot down on February 7, 1943. He continued to see success against Ju 88s and Ju 52/3ms. His first victory over an enemy fighter came on June 10, 1943, when he shot down a Bf 109G and shared one C.202. He was posted to No. 111 Sqn on July 30, 1943, based in Sicily. "Hap" Kennedy's first tour of duty ended in January 1944, and his second started on June 15, of the same year, when he was posted to No. 401 Sqn. He became its commanding officer on July 3, achieving his last two victories, before being shot down by Flak

near Dreux on July 28. He bailed out, avoided capture, and reached Allied lines on August 24 but he did not return to combat. Instead, he returned to Canada, where he joined No. 124 Sqn RCAF. He was discharged in February 1945 and resumed his education. He graduated in medicine and practiced for 37 years. "Hap" Kennedy passed away on January 6, 2011. His Spitfire EN500 was among those finished in Dark Mediterranean Blue and Medium Sea Grey colors, which were better suited to fighting over water.

■ **BS240, W/Cdr Richard Milne, CO of Biggin Hill Wing, Biggin Hill, United Kingdom, January - March 1943**

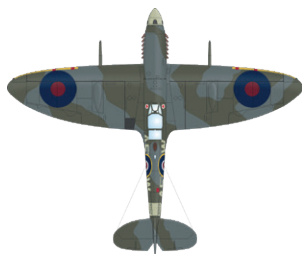


A pre-war pilot, "Dickie" Milne achieved the status of ace during the Battle of Britain, while with No. 151 Sqn. In mid-1941, Milne was transferred to No. 92 Squadron at Biggin Hill, first as A Flight Leader, later taking command of the entire squadron. On January 19, 1942, he took over command of No. 222 Sqn at North Weald, holding the post until the completion of his tour of duty in May. At the beginning of January 1943, he was given leadership over the elite unit at Biggin Hill. He was given use of Spitfire BS240 as his

personal aircraft, which briefly served with No. 340 (French) Squadron, coded GW-G. As a reminder of this service, the Spitfire retained the Cross of Lorraine below the windscreen, while the Wing Commander marking was carried on the main fuel tank cover. Although BS240 had not served very long, it carried signs of non-standard repair and touch-up, such as the natural metal replacement canopy. Milne fell into his role function admirably, and he had claimed the destruction of an Fw 190 and an Bf 109 by January 20.

He regularly led his Biggin Hill Wing in BS240 until March 14, when, after having downed an Fw 190 (his 15th victory), "Dickie" was shot down by an Il./JG 26 Fw 190A-4 over Berck-sur-Mer and was taken prisoner. After being freed in May 1945, he was released by the RAF in 1946 as Wing Commander. During his military career, Milne shot down a total of fifteen enemy aircraft, one probable and eleven damaged.

■ **BS152, F/O Lorne M. Cameron, No. 402 Squadron RCAF, RAF Kenley, Surrey, United Kingdom, February 1943**

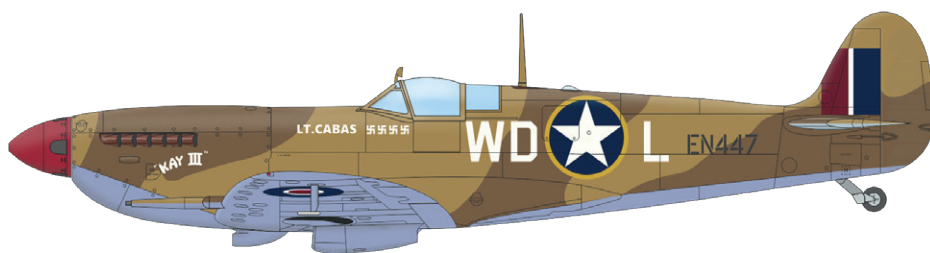
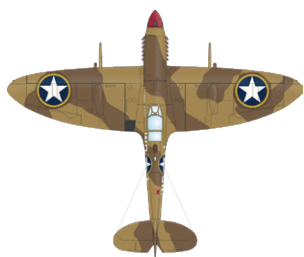


Lorne Maxwell Cameron enlisted in the RCAF in January 1941 and after completion of training was stationed to the UK in September 1941. Prior to joining No. 402 Sqn in January 1942, he attended No. 53 OTU for combat training. On February 27, the day of his 21st birthday, Cameron scored his first victory, shooting down a Fw 190A-4 of JG 26. He flew this Spitfire serialised BS152 during that sortie and added one damaged aircraft on March 13. After being injured on July 22, he spent some time recuperating, returning to the unit in September

1943. After a period with No. 53 OTU, where he served as an instructor, he returned to action with No. 401 Sqn and took over the unit's commander responsibilities. Cameron and his "boys" were tasked with numerous anti-ground assignments and the leader really showed the others the way to do things, being credited with some 75 vehicles and five rail locomotives destroyed. He also added five more aerial victories plus one damaged. He was shot down by Flak over France on July 3, 1944. He was able to hide himself for two

months before being captured but managed to escape and returned back to the UK in September 1944. At the end of the war, he left the RCAF and served with Auxiliary Air Force No. 402 "City of Winnipeg" Squadron, where he was promoted to the rank of Wing Commander. His Spitfire BS152 was decorated with nose art depicting a skull in a red circle and also featured the rather unusual deletion of the outer cannon aerodynamic fairing.

■ EN447, Lt Victor N. Cabas, 4th FS, 52nd FG, Le Sers, Tunisia, April 1943



"Vic" Cabas worked in an aircraft factory in Alliance, Ohio, and by 1939 was a locally recognized pilot. At the age of nineteen, he was hired to ferry bombers from Canada to England. In March 1941, he joined the RCAF, in which he served with No. 403 Squadron up to September 1942. Over his career with the RCAF, he flew 51 combat sorties and claimed his first victory over Dieppe. On America's entry into the war, he joined the American Air Corps as a Lieutenant and was

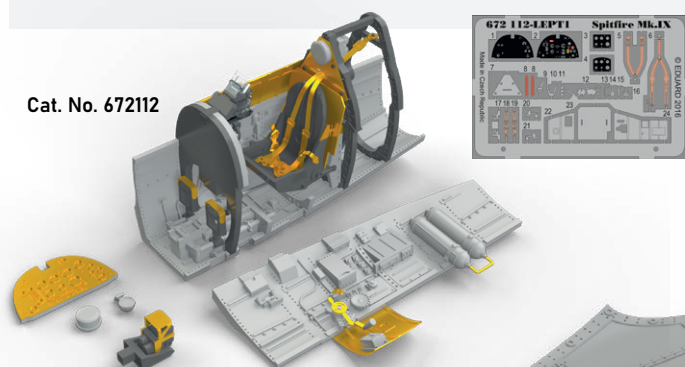
assigned to the 4th FS, 52nd FG. He became one of a few American pilots to fly a Spitfire in Britain, Egypt, France, over the Ardennes, Italy and Germany. He flew over 125 combat missions, during which he claimed six victories (four individual and two shared). In March 1944, he was awarded the DFC and was promoted to Captain. Later the same year, he was elevated to the rank of Major and at the 9th Air Force in Belgium, he flew P-47 Thunderbolts. The Spitfire

with which Cabas flew in the spring of 1943 carried a standard desert camouflage scheme used by the RAF. An interesting feature of this aircraft was that it retained its original RAF markings under the left wing and the tail surfaces. The upper wing roundels were overpainted with fresh Dark Earth paint. The yellow border of the national insignia on American aircraft appeared for Operation Torch and remained in place after its conclusion in the MTO.

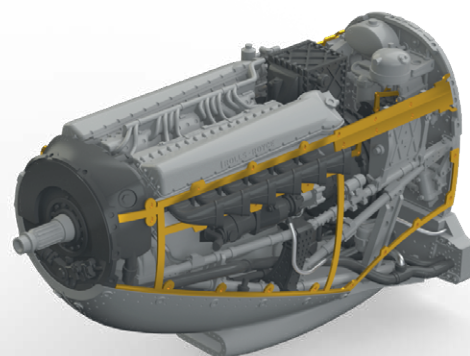
Recommended: for Spitfire F Mk.IX 1/72

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

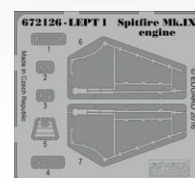
Cat. No. 672112



Cat. No. 672126



Cat. No. 672134



Bf 109G-10 WNF/Diana

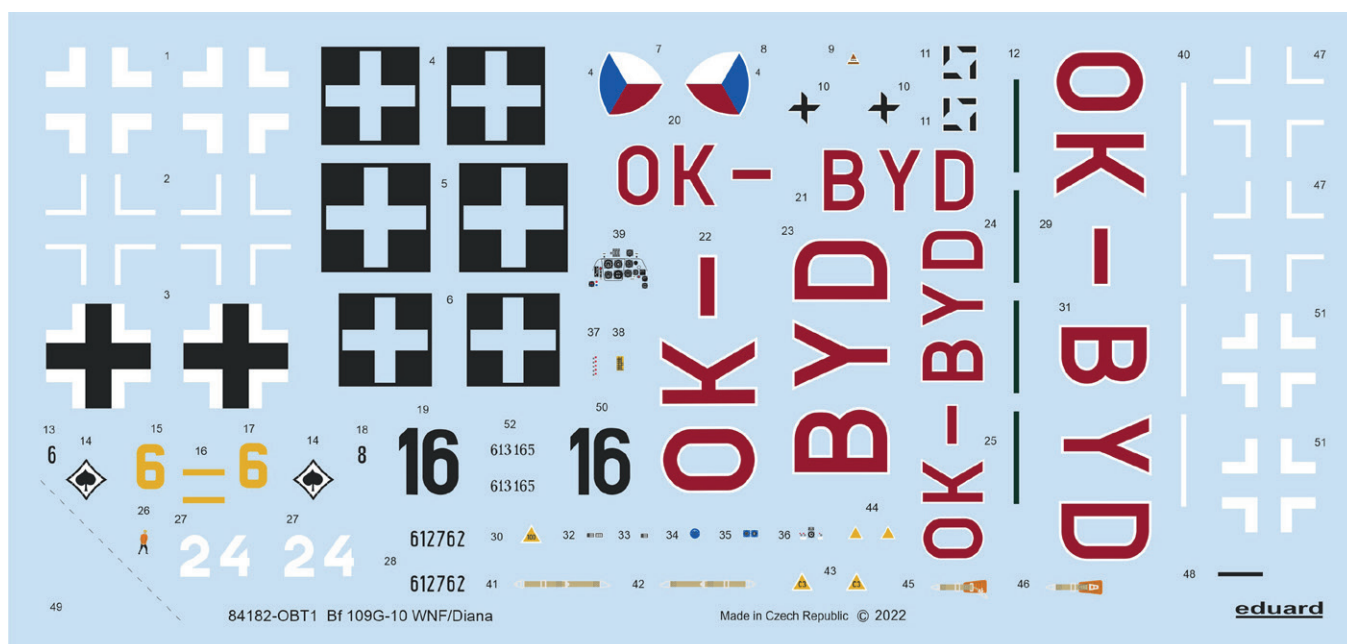
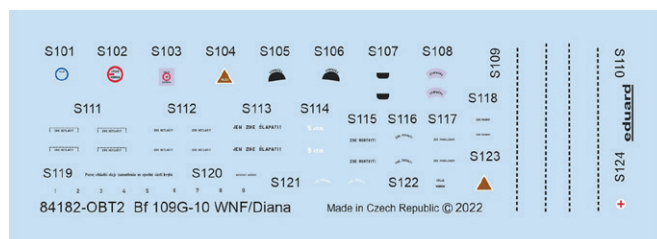
1/48

#84182

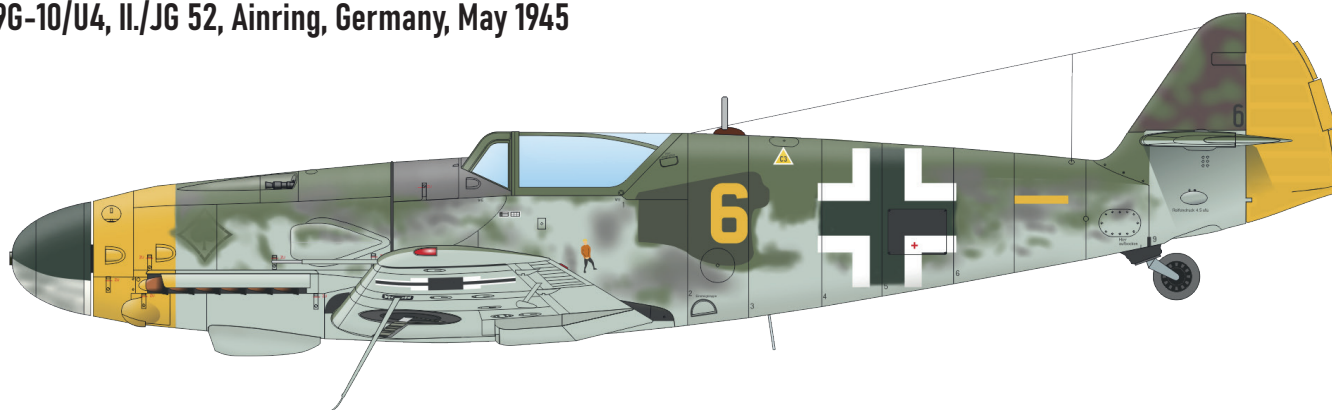
Weekend edition kit of German WWII fighter aircraft Bf 109G-10 in 1/48 scale. The kit is focused on 109s produced by Wiener Neustädter Flugzeugwerke / Diana. One aircraft is from the post-war service in Czechoslovak Police Air Force.

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

Product page



■ Bf 109G-10/U4, II./JG 52, Ainring, Germany, May 1945

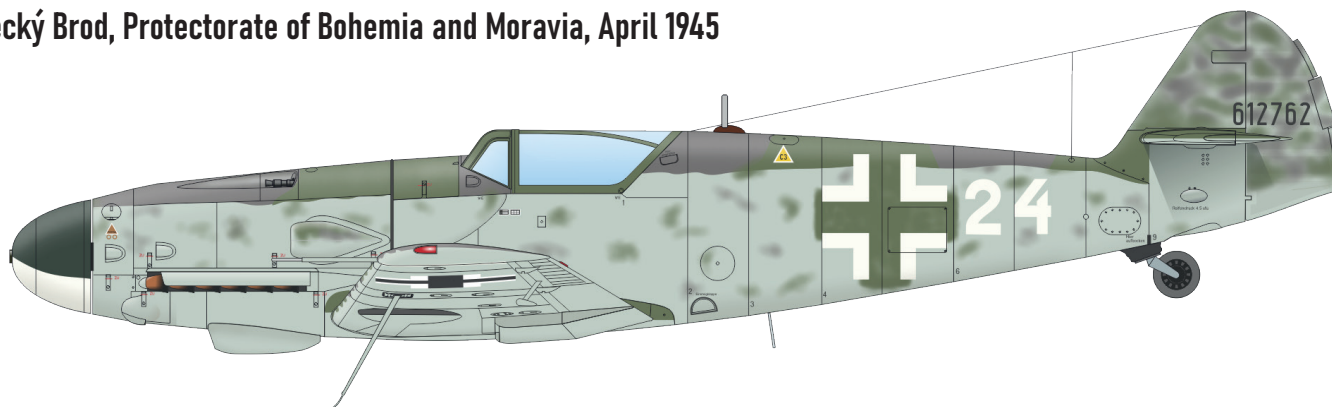


In the end of December 1944 this one-o-nine was delivered to I./JG 53. Upon arrival it received a yellow fuselage stripe together with the unit insignia on the nose, the Stab markings were added to the fuselage and rudder was painted yellow while the vertical stabilizer port side retained the first nume-

ral 6 from the serial number and the last numeral 8 on the starboard side. After a brief operational activity at I./JG 53 the airplane was handed over to II./JG 52. Here the markings of the previous operator were overpainted with the camouflage color. In April 1945 the II./JG 52 operated on the Protektorat Böhmen und

Mähren territory where it flew missions in support of the German ground units fighting the defense combat against the Soviet offensive on Brno. The picture captures the aircraft marked yellow 6 at Ainring airport in Bavaria on May 8, 1945.

■ Bf 109G-10/U4, WNr. 612762, Jagdstaffel 5 der ROA (Russian Liberation Army), Německý Brod, Protectorate of Bohemia and Moravia, April 1945

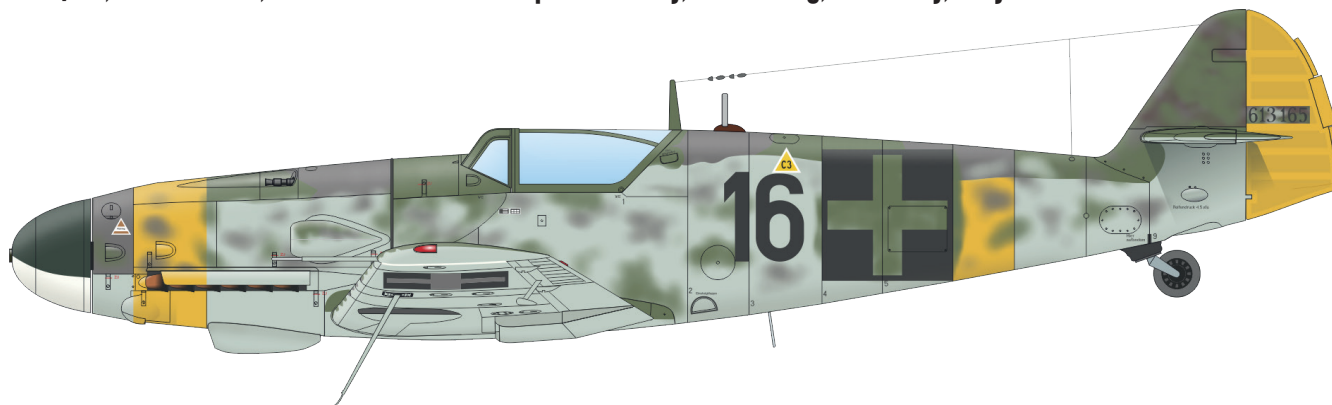


Jasta 5 of the Russian Liberation Army, led by Major S. T. Bychkov was deployed to the Německý Brod base (nowadays Havlíčkův Brod) in the beginning of March 1945. It took part in the retreating fights of

the German units during the battle of Brno in April 1945. White 24 was found at Německý Brod airport in May. One-o-nine sporting the camouflage typical for Diana factory carries the large crosses on the wing

upper surfaces, smaller size crosses on the fuselage sides and swastika on the vertical stabilizer, peeling off on the starboard side. Serial number was sprayed over the light mottles.

■ Bf 109G-10/U4, WNr. 613165, 101. "Puma" vadászrepülő osztály, Neubiberg, Germany, May 1945



In the end of May 1945 the remaining Hungarian air units concentrated on the Tulln airport in Austria from where they flew the missions into Wien and Brno areas. On April 5, after the frontline approached Tulln, these units transferred to the Raffelding airport from where they continued to fly sorties to supp-

ort the ground units around Wien. At the end of war the Hungarian aviators, same as their German colleagues, preferred to surrender to the American Army therefore, on May 8, 1945, 101. osztály pilots flew the remaining aircraft over to the Bavarian Neubiberg. The aircraft manufactured in the Diana factory were

camouflaged with the same paints as the aircraft manufactured in Wiener Neustadt. The photographs of black 16 show that the Hungarian national insignias were spray-painted directly on the camouflage, the German markings were not applied at all.

■ Avia S-99, Police Air Patrol Unit, Czechoslovak Police Air Force,
Praha - Kbely, 1947



This aircraft, allocated to the air detachment of SNB (Sbor národní bezpečnosti - National Security Corps) got to the air for the first time in summer 1946. The upper and side surfaces were camouflaged in steel

gray paint, the lower surfaces were sprayed in darker grey color. The engine cowlings, wings leading edges and elevators of the "SNB" Air Patrol aircraft were painted in scarlet red. The code letters were

painted in the same color outlined in white. The national insignia was in the form of white outlined spherical triangle. The vertical tail stabilizer carried a small black numeral 4.

Recommended: for Bf 109G-10 WNF/Diana 1/48

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



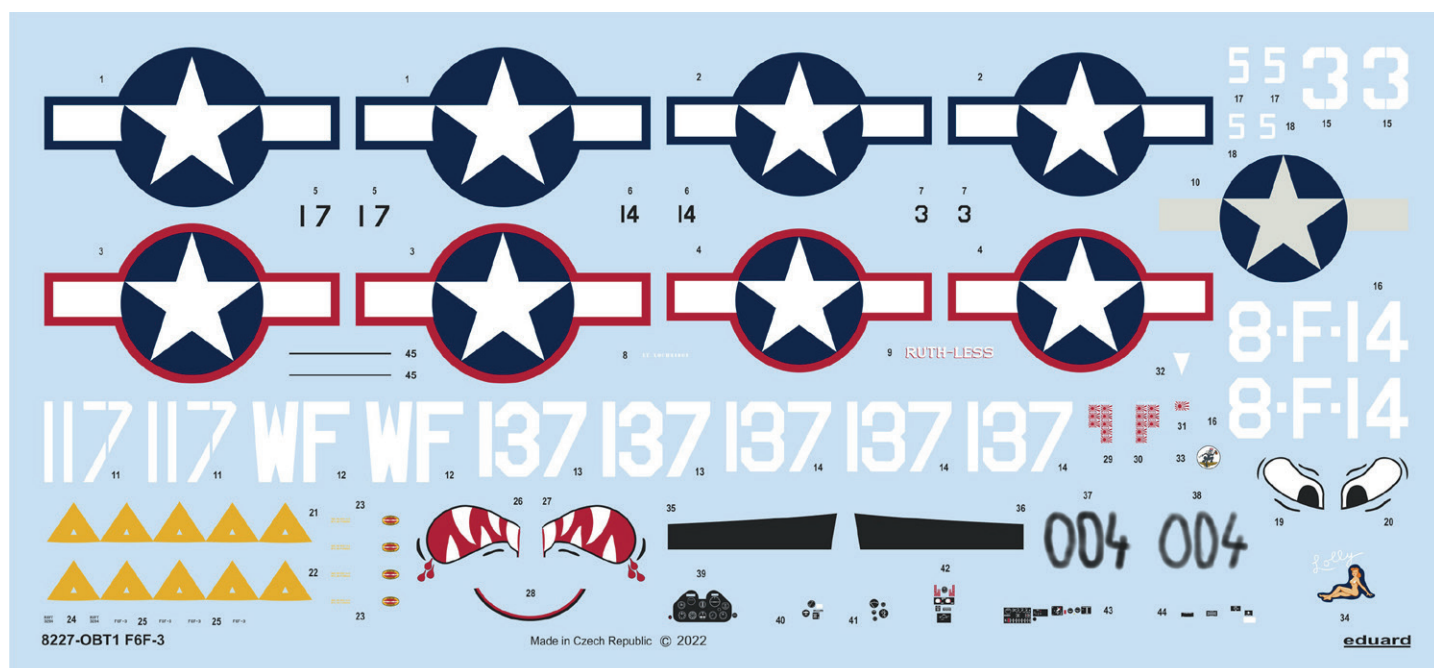
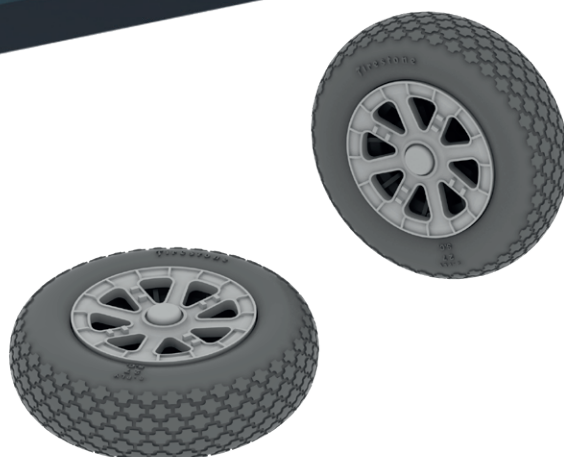
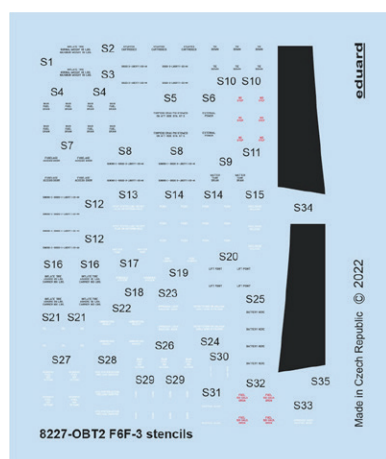
F6F-3 1/48

Re-release

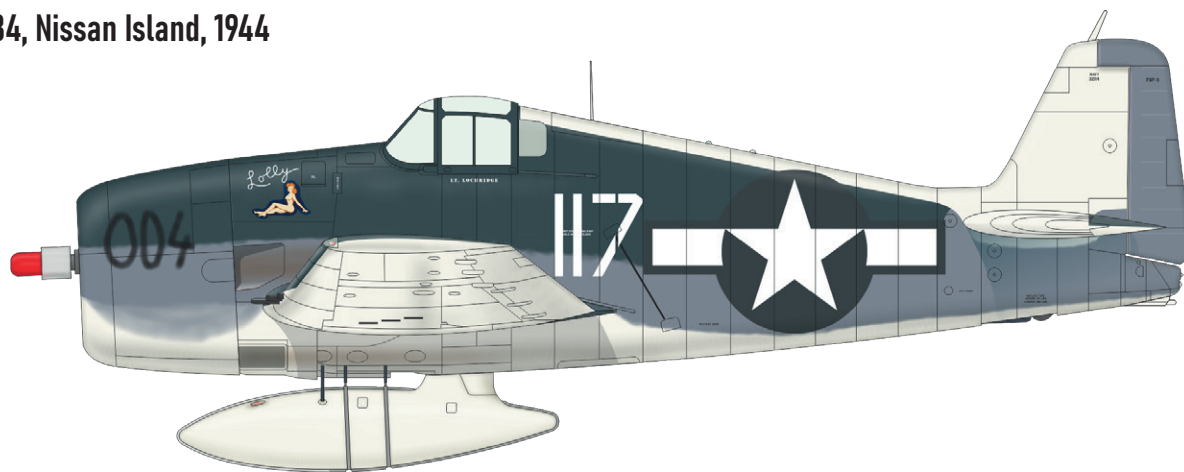
#8227

ProfiPACK edition kit of US WWII
fighter aircraft F6F-3
in 1/48 scale.

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

[Product page](#)


■ Lt. Lochridge, VF-34, Nissan Island, 1944

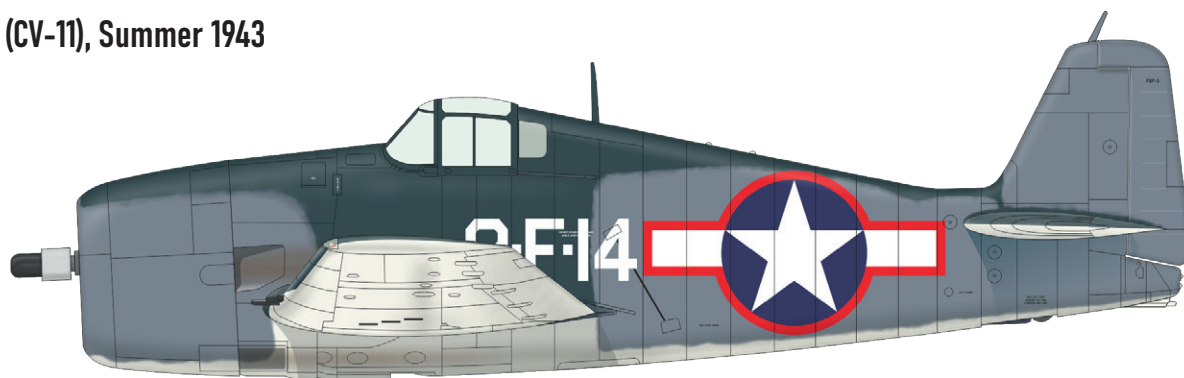


The very unusual marking consisting of a white spine and part of the tail was typical for VF-34 Hellcats.

Even more rare were pin-up girls on U.S. Navy fighter aircraft. Registration number is spray-painted on the

engine cowling, used obviously during the deliveries from the manufacturer to the units.

■ VF-8, USS Intrepid (CV-11), Summer 1943

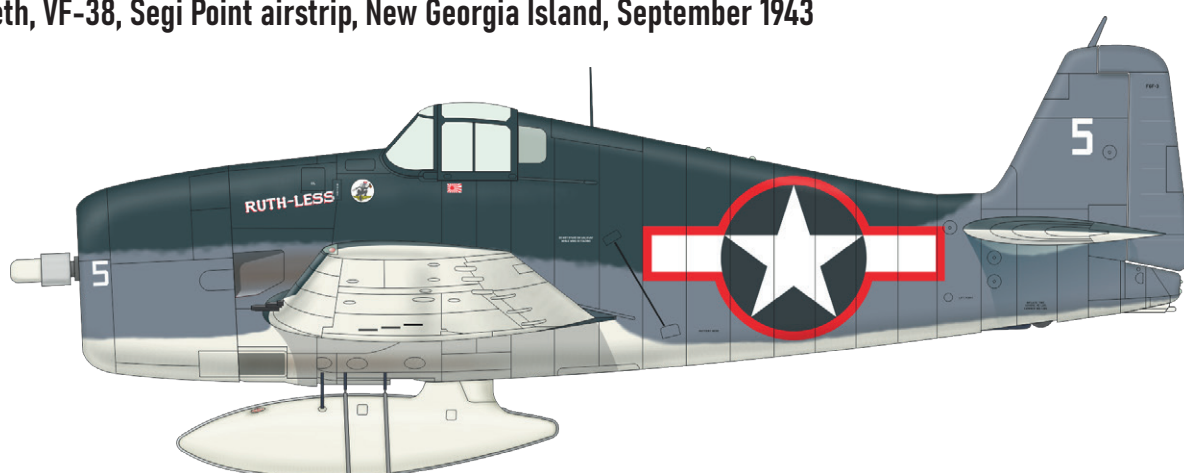


Second unit marked as VF-8 was established on June 1, 1943, under the command of LCdr. William M. Collins Jr. and was dispatched for the operational training aboard USS Intrepid which was sailing in the Cari-

bbean Sea at that time. Tri-color camouflage, introduced as of January 5, 1943, for the application on the aircraft deployed to Pacific, composed of Non-specular Sea Blue, Semi-gloss Sea Blue, Intermediate Blue

and Non-specular White, was applied slightly differently than on the other aircraft. National markings featuring the red outline were introduced as of June 28, 1943.

■ Lt. Oscar Chenoweth, VF-38, Segi Point airstrip, New Georgia Island, September 1943



Oscar Chenoweth was born on July 16, 1917, in Salem, Oregon. Having graduated from the High School he continued his studies at the Oregon State University, however he interrupted his education and in October of the same year enlisted in the US Navy. Having completed the fighter training Ens. Chenoweth flew as an instructor at a training unit. In the middle of 1943 he was assigned to VF-38 operating in the Pacific.

Here he achieved his first kill on September 15, 1943, when he shot down a Japanese Zero nearby Ballale island. Since January 1944 he flew Corsairs with VF-17 achieving another 7.5 victories over Japanese aircraft. Since June 1944 he was in command of the dive bomber squadron. In 1954 he retired from the US Navy and worked for Chance Vought. He passed away on May 9, 1968 due to the heart attack. Red outline

of the national markings was discontinued as of August 14, 1943, due to the possible confusion with the Japanese Hinomaru. There is no photographic proof that Chenoweth aircraft carried the red outlines at the time of his first kill. It is possible, that in this time carried blue-outlined markings.

■ OTU VF-2, NAS Melbourne, United States of America, October 1944

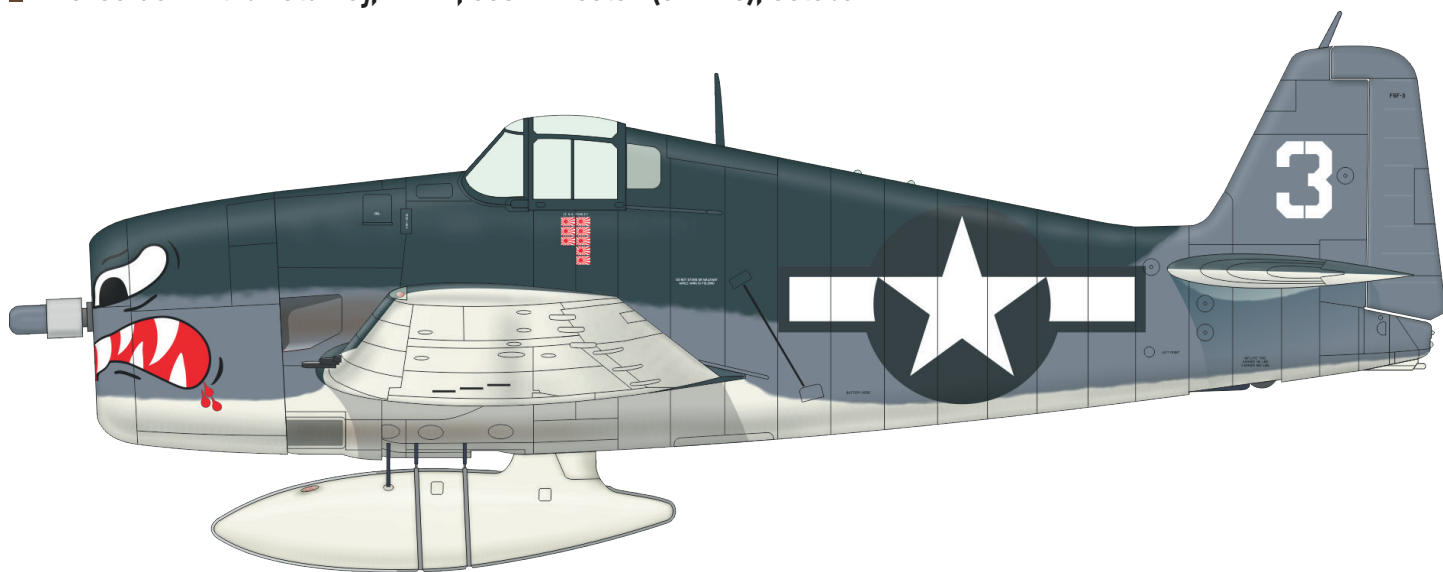


Naval Air Station Melbourne was established on October 20, 1942 and the first training course commenced on January 18, 1943 on F4F Wildcat aircraft. Hellcats started to arrive at the unit as of June 1, 1943, fully replaced originally operated Wildcats as of Oc-

tober 1, 1944, and their inventory varied between 75 and 150 machines. During 1944, 546 pilots completed their pilot training at this base, another 916 pilots from January to October 1944. Hellcats belonging to this unit sported a prominent marking carried on the

front part of the engine cowling consisting of stripes or other geometrical shapes.

■ Ens. Gordon Arthur Stanley, VF-27, USS Princeton (CVL-23), October 1944



Gordon Arthur Stanley, born on July 13, 1921, in Seattle, Washington state, shot down 8 enemy airplanes in the course of World War Two, all achieved flying with VF-27. This unit became famous thanks to its unique marking - cat mouth and eyes, painted by Ro-

bert Burnell on all noses of the Hellcats belonging to this unit. Most of the Hellcats sporting the cat mouth with eyes was destroyed on October 24, 1944, during the Battle of Leyte Gulf. The aircraft ended up on the ocean bottom together with Light Aircraft Carrier

Princeton sunk by the single bomb launched from the D4Y Suisei (Judy) dive-bomber. Afterwards VF-27 operated from the board of CVL-22 Independence, however without the cat-mouth and eyes markings.

OVERTREES

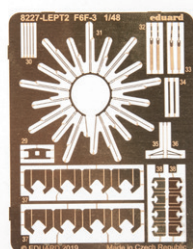
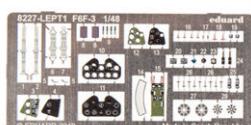
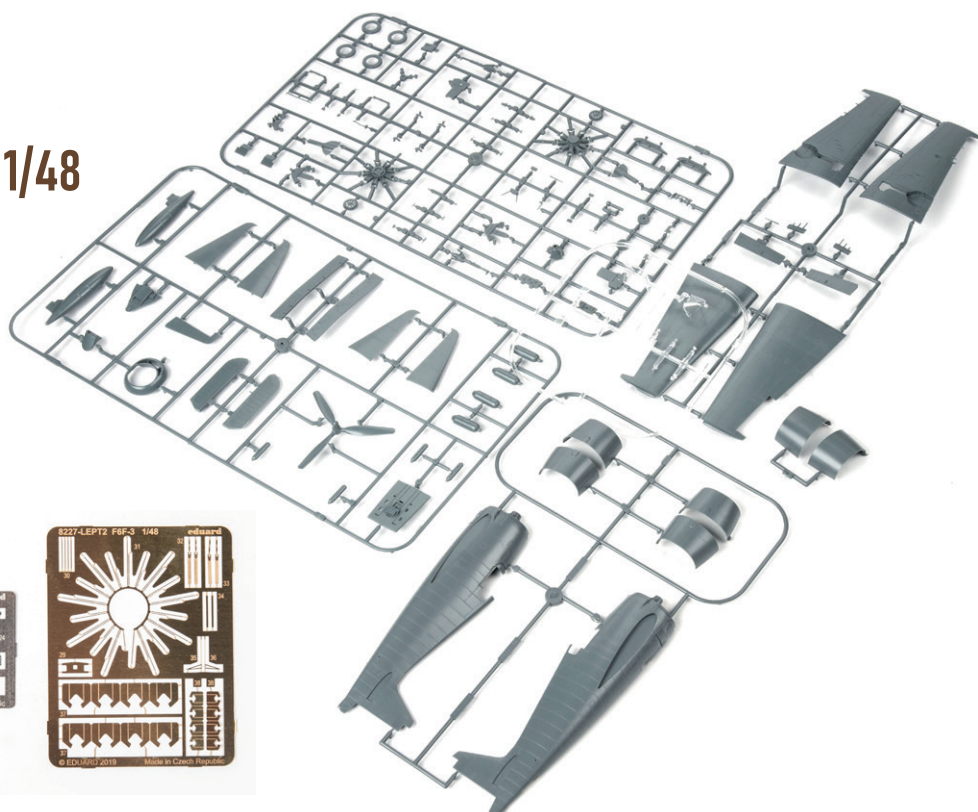
#8221X F6F-3 / Hellcat Mk.I 1/48

[Product page](#)

OVERLEPT

#8227-LEPT
F6F-3 LEPT 1/48

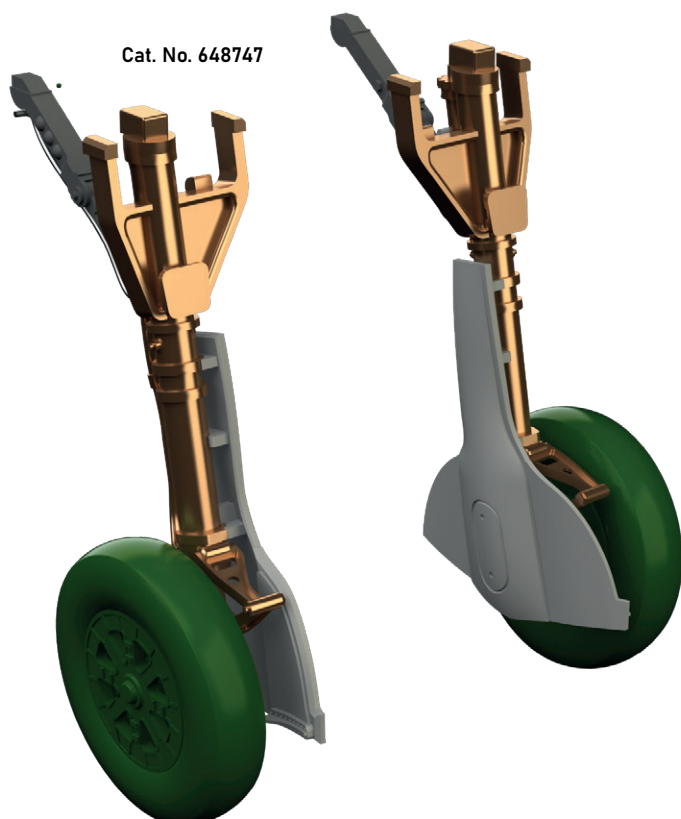
[Product page](#)



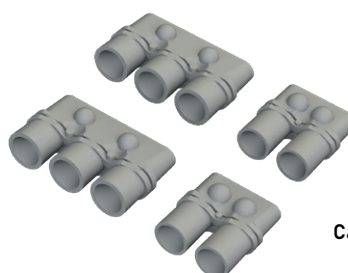
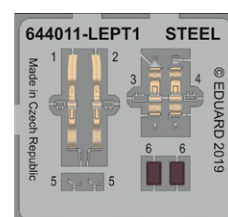
Recommended: for F6F-3 1/48

48585	F6F undercarriage (PE-Set)	648683	F6F exhaust stacks (Brassin)
48588	F6F gun bay (PE-Set)	648747	F6F undercarriage legs BRONZE (Brassin)
FE951	F6F-3 seatbelts STEEL (PE-Set)	D48055	F6F-3 part 1 (Decal Set)
644011	F6F-3 LööK (Brassin)	D48057	F6F-3 part 2 (Decal Set)
648102	F6F wheels (Brassin)	D48058	F6F-3 stencils (Decal Set)

Cat. No. 648747



Cat. No. 644011



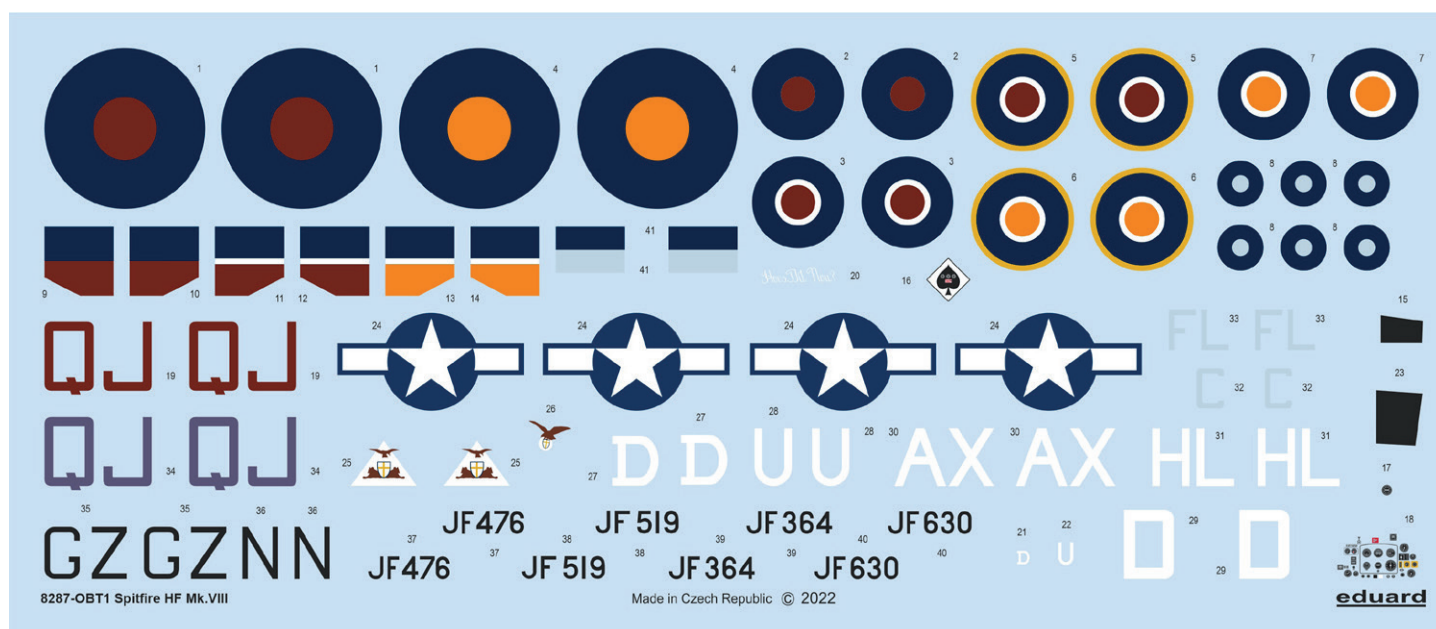
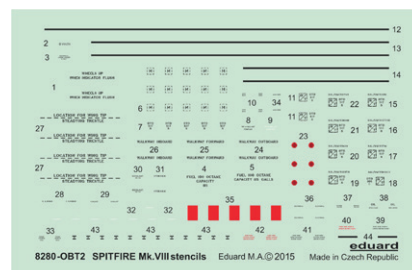
Cat. No. 648683

Spitfire HF Mk.VIII 1/48 Re-release

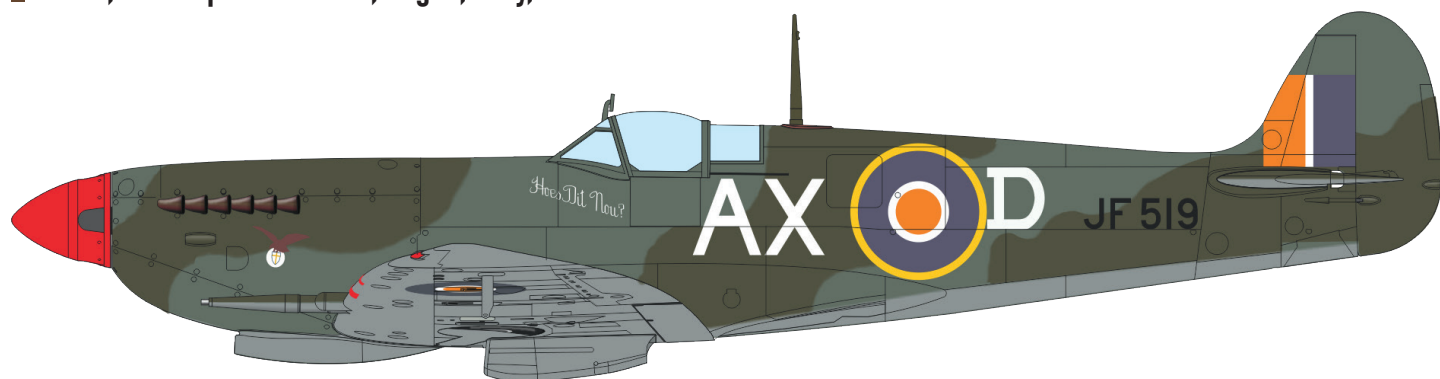
#8287

Profipack edition kit of British WWII
high-altitude fighter aircraft Spitfire
HF Mk.VIII in 1/48 scale.

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

[Product page](#)


■ JF519, No. 1 Squadron SAAF, Trigno, Italy, June 1944

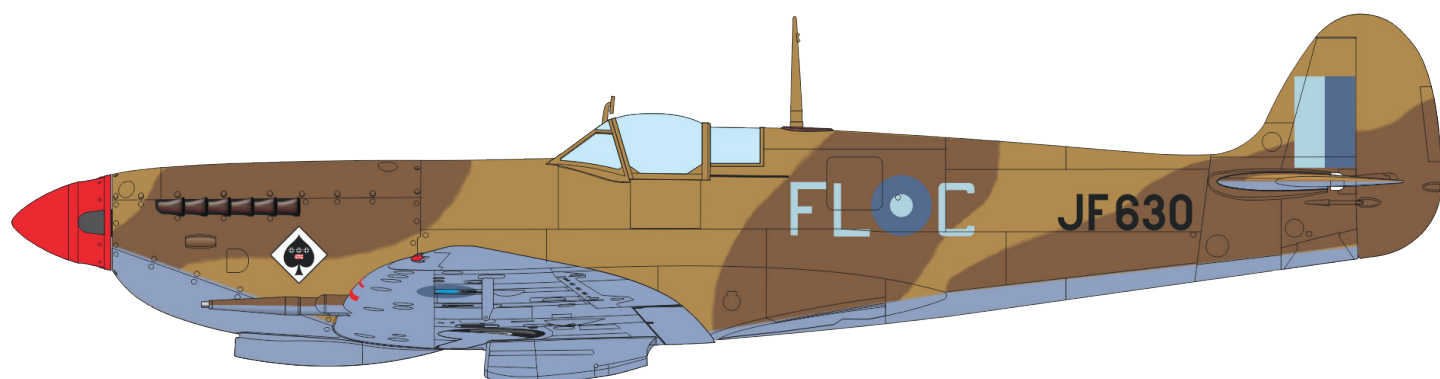


No. 1 Squadron SAAF was established in February 1940 by renaming of the No. 6 Squadron SAAF armed with Hawker Hurricane and Fury aircraft. In the mid of the year 1940 the pilots of this unit joined the fights above North Africa. At the turn of 1942 and 1943 the squadron received Spitfires and flew them in the fights under the African sun. These fights were fo-

llowed by the use of these aircraft above Malta and Sicily. The wartime presence of the squadron finished in Italy. After WWII, the squadron remained active, first with Spitfires, Vampire, Sabre and Impala and then, in April 1975, the squadron was rearmed with French Mirage F.1. The squadron was disbanded on November 25, 1997, at the Hoedspruit Base.

The Mk.VIII Spitfires used by No. 1 Squadron SAAF above Italy had a Day Fighter Camouflage Scheme. The upper surfaces were painted in Ocean Grey and Dark Green; the undersides with Medium Sea Grey colour. The wing tips of Spitfires of this squadron were painted red.

■ JF630, F/O L. Cronin, No. 81 Squadron, Palel, India, March 1944

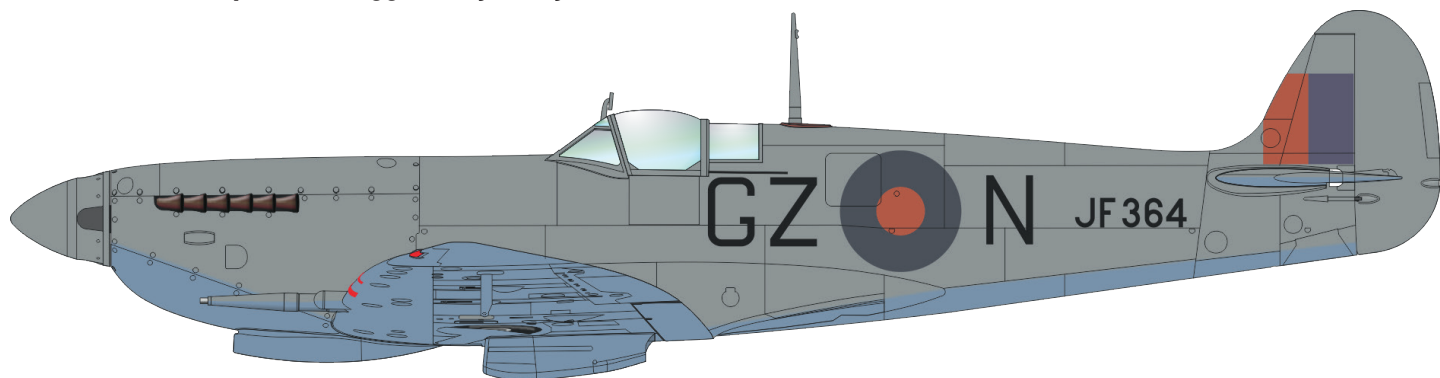


According to the interview with Larry Cronin the squadron A/C retained their desert colours. The pilot maintains that his aircraft still had its extended wingtips when he gained his victories. In November 1943, No. 81 Squadron RAF, withdrew from Sicily to Egypt where they re-equipped with Spitfire Mk.VIII aircraft. Cronin recalls that all these aircraft were

in the JF serial range and had extended wingtips and standard rudders. Photos of aircraft in this serial batch showing this configuration support his comments. Most sources state that the aircraft were re-camouflaged in Dark Earth, Dark Green and Sea Grey Medium when they arrived in India. The comments in those sources appear to be based on

an order issued by RAF Headquarters, New Delhi. The date of the order is April, 1944, some three months after No. 81 Squadron's arrival in the theatre, and a month after the only known photos of Cronin's aircraft were taken.

■ JF364, No. 32 Squadron, Foggia, Italy, early 1944

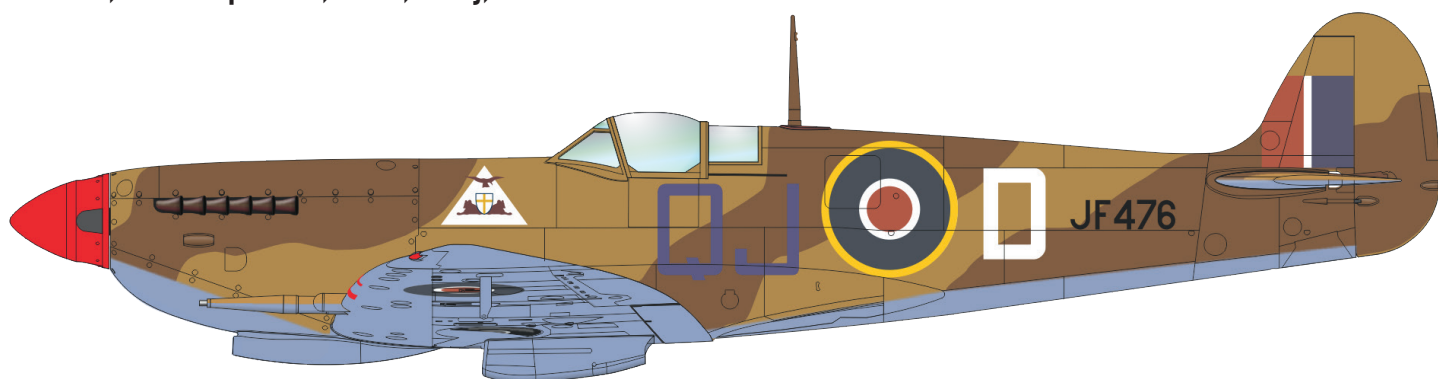


The high altitude fighter camouflage scheme adorned this Spitfire as well. In accordance with regulations, red-blue cockades were painted on the fuselage and

upper sides of the wings. No national insignia was applied on the bottom of the wings. A photo of this aircraft shows that the GZ code letters did not adhere

to regulations on the right side of the fuselage. The aircraft was equipped with extended wingtips.

■ JF476, No. 92 Squadron, Triolo, Sicily, November 1943

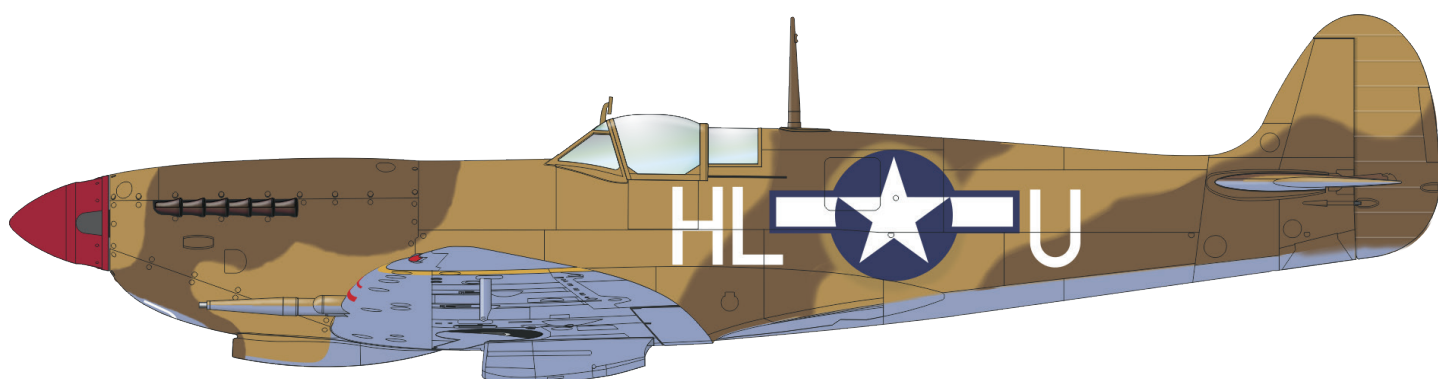


Originally No. 92 Fighter Squadron fighting in WWI was cancelled in August 1919. On October 10, 1939 a squadron bearing the same number was established. It was first equipped with Bristol Blenheims. Right at the beginning of year 1940 it got Spitfires, which were fighting above Dunkerque and also fought in the Battle of Britain. In February 1942 the squadron was sent to Africa where it served against

German and Italian armed forces. After the fights in Africa terminated, the squadron fought above Malta and Sicily, later the squadron served above Italy. The squadron was disbanded on December 30, 1946, in Austrian Zeltweg. During WWII it reached the highest number of shot downs of the enemy aircraft among the RAF Wings, 317 victories over the enemy aircraft.

No. 92 Squadron aircraft had a Desert Scheme Camouflage. This consisted of Dark Earth and Middle Stone colours on the top surfaces, the undersides were painted in Azure Blue colour. The colour of the letters of coding of the squadron could not be clearly determined, various sources state blue and red. Both sides of the fuselage bore Desert Air Force sign.

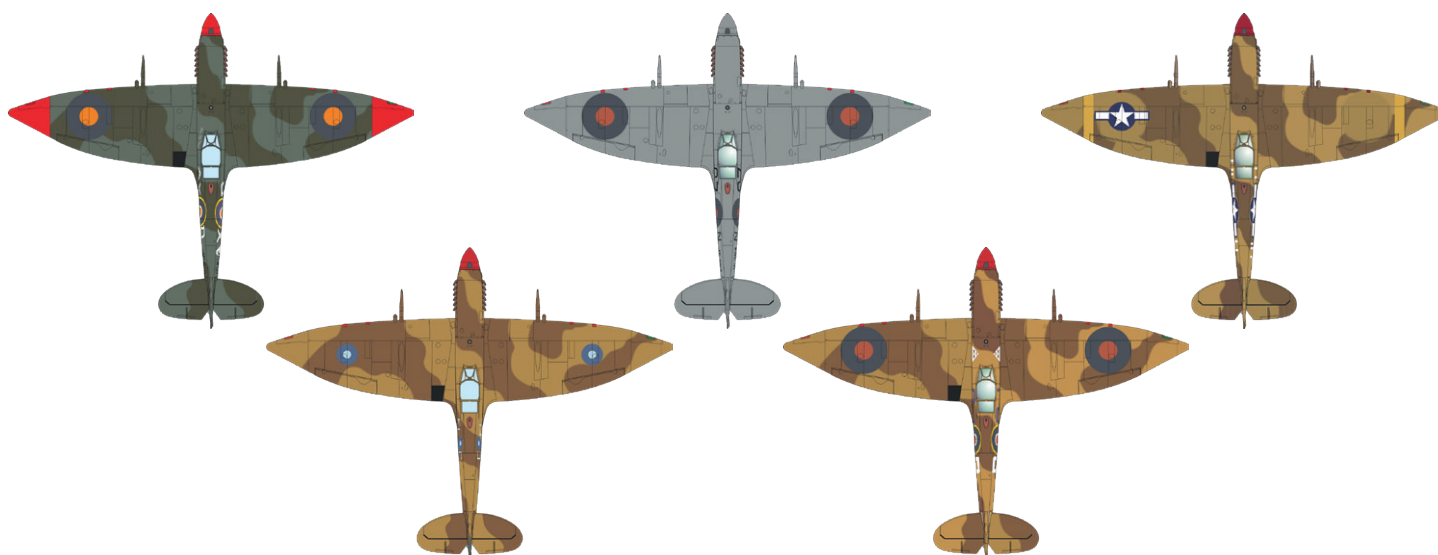
■ 308th Fighter Squadron, 31st Fighter Group, Castel Volturno, Italy, 1944



308th Fighter Squadron was armed with P-39s and P-40s. The performance of these fighters was not enough to keep up with German opponents, which led to a relatively quick rearmament to Spitfires Mk.V. The Spitfires were used by 31st Fighter Group in a two-month heavy fights above northern France.

Later the group was transferred to Gibraltar to use the base for take offs for Algeria as part of the disembarkation of the Allies in North Africa (Operation Torch). What followed were the fights against the forces of the Axis in North Africa. In May 1943 the 308th Fighter Squadron received Spitfires Mk.VIII, which

were than used in the fights above Sicily and Italy. In March 1944, the Spitfires were replaced by P-51 Mustangs, which were used by 308th Fighter Squadron pilots till the end of war.



OVERTREES

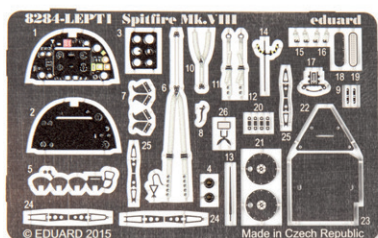
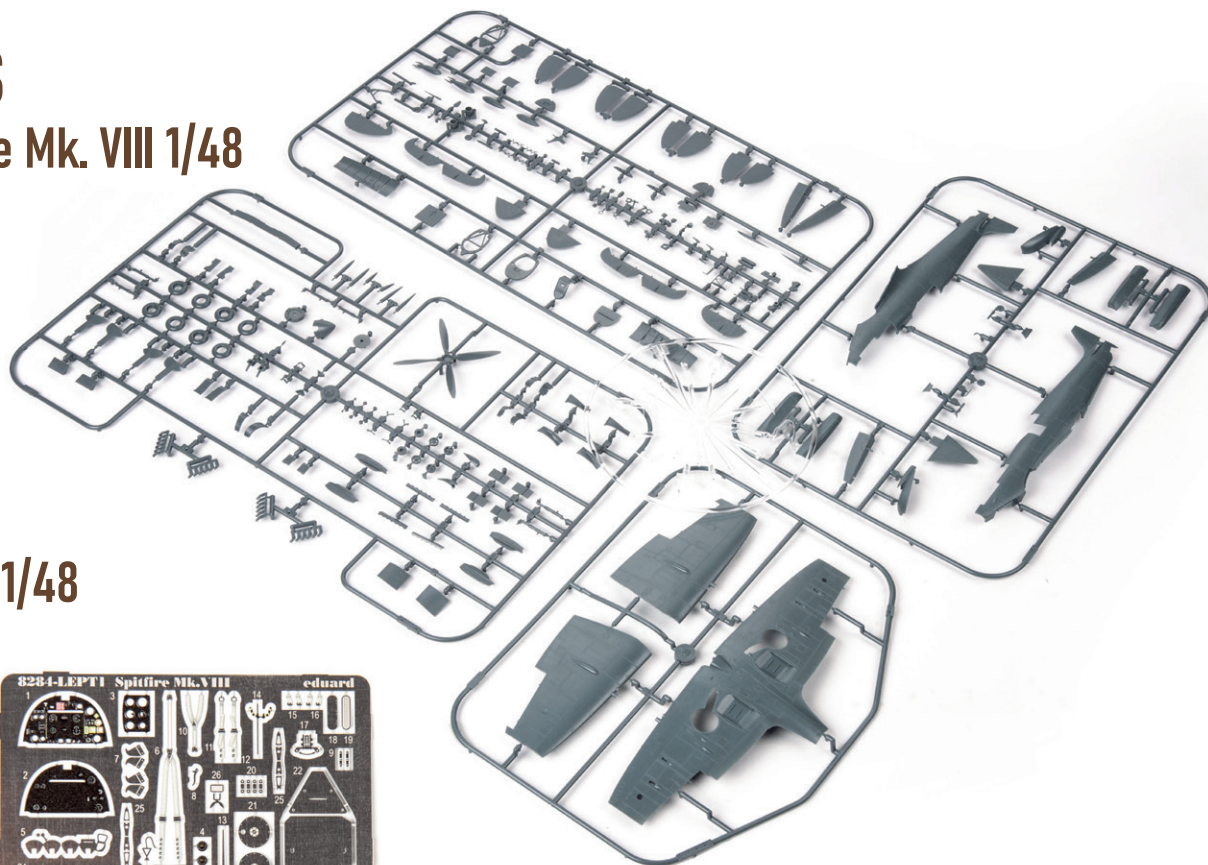
#8294X Spitfire Mk. VIII 1/48

Product page

OVERLEPT

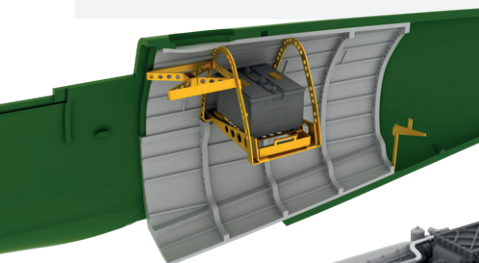
#8284-LEPT
Spitfire Mk.VIII 1/48

Product page

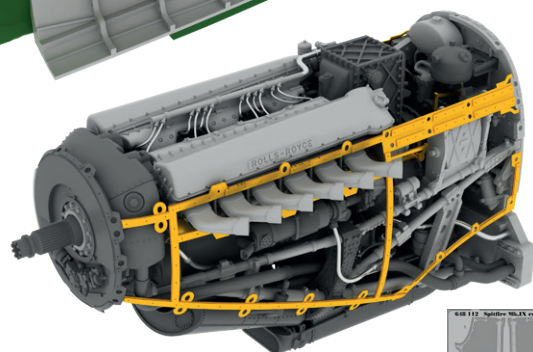


Recommended: for Spitfire Mk.VIII 1/48

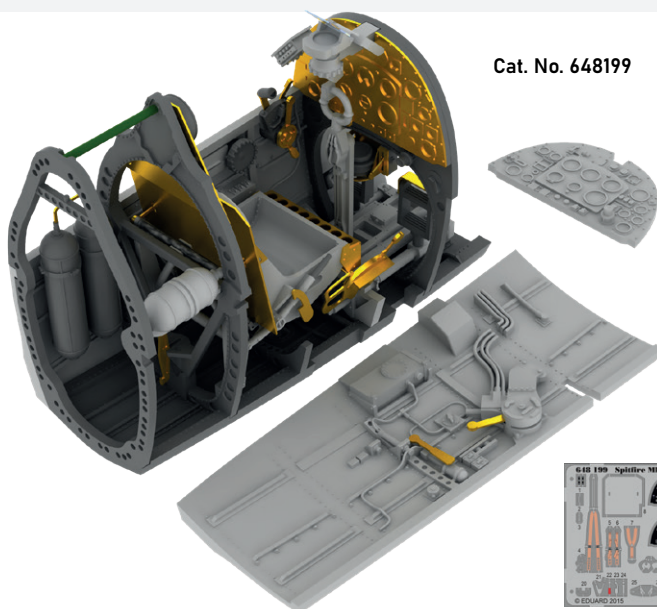
- | | | | |
|--------|---|----------|--|
| 49708 | Spitfire Mk.VIII (PE-Set) | 648201 | Spitfire Mk.VIII gun bays (Brassin) |
| 648099 | Spitfire exhaust stacks fishtail (Brassin) | 648338 | Spitfire Mk.VIII top cowl (Brassin) |
| 648115 | Spitfire wheels - 4 spoke (Brassin) | 648380 | Spitfire Mk.VIII / IX cockpit door (Brassin) |
| 648118 | Spitfire wheels - 4 spoke w/pattern (Brassin) | 3DL48039 | Spitfire Mk.VIII SPACE (3D Decal Set) |
| 648120 | Spitfire - radio compartment (Brassin) | D48048 | Spitfire Mk.VIII over Europe (Decal Set) |
| 648199 | Spitfire Mk.VIII cockpit (Brassin) | D48049 | Spitfire Mk.VIII over Pacific (Decal Set) |
| 648200 | Spitfire Mk.VIII engine (Brassin) | | |



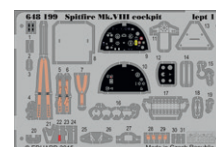
Cat. No. 648120



Cat. No. 648200



Cat. No. 648199



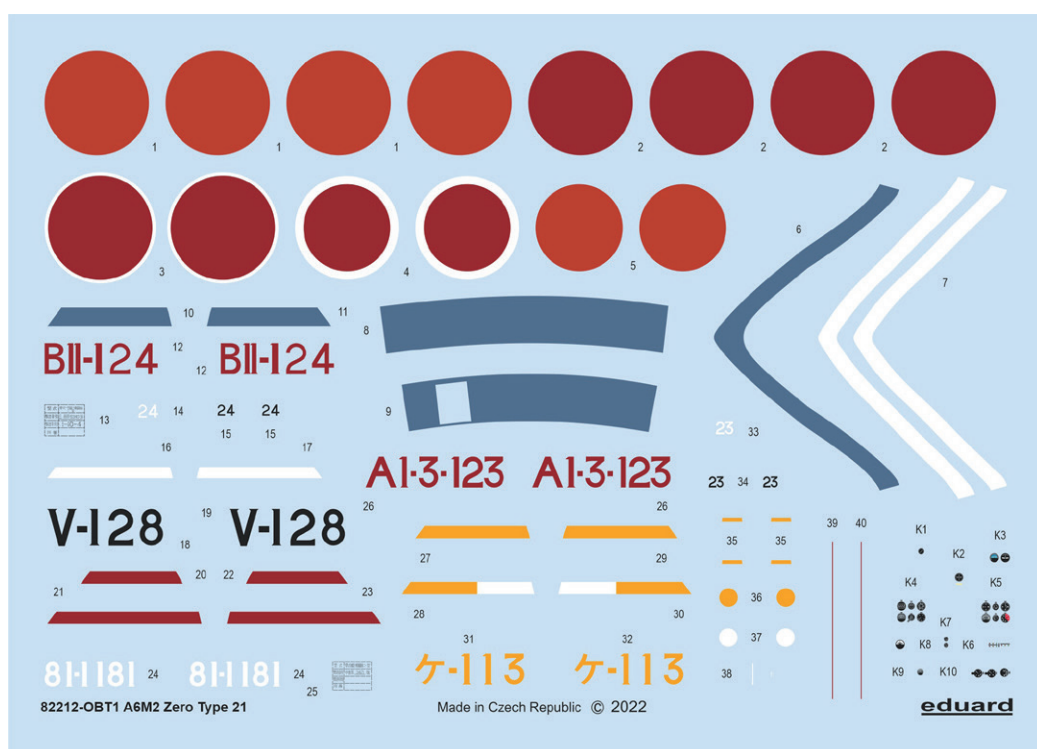
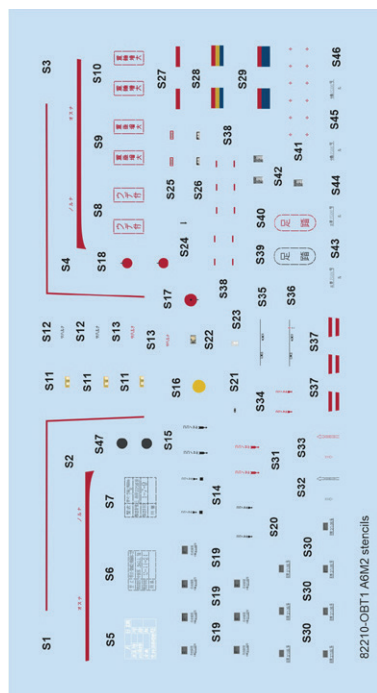
A6M2 Zero Type 21 1/48

Re-release

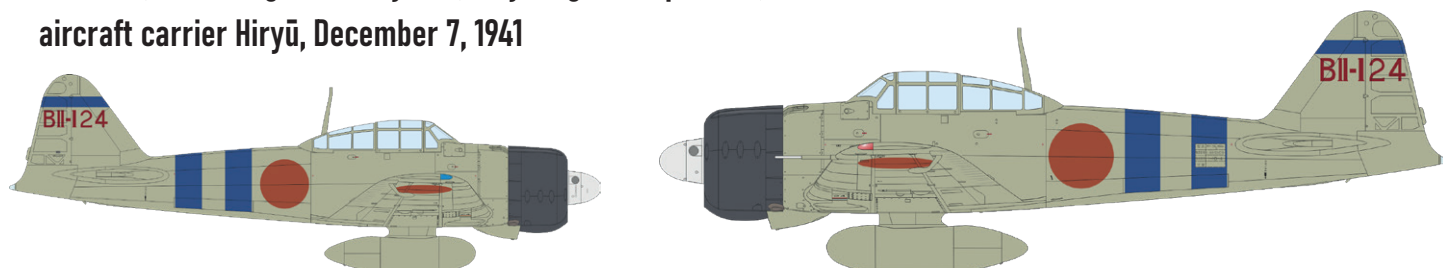
#82212

ProfiPACK edition kit of Japanese
WWII naval fighter plane A6M2 Zero
Type 21 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](#)


■ c/n 5379, P01c Tsuguo Matsuyama, Hiryū Fighter Squadron, aircraft carrier Hiryū, December 7, 1941

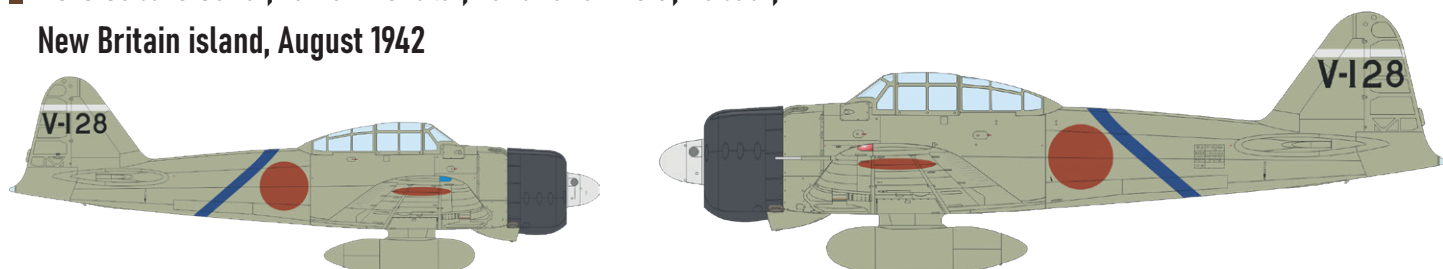


During second attack against Hawaii the Hiryū aircraft carrier sent nine Zeros under the command of Lt. Sumio Nōno. His pilots attacked Kaneohe and Bellows bases, claiming two destroyed aircraft and one car. Third Shōtai was led by P01c Matsuyama, who shot down in cooperation with his wingman P-40s piloted by 2nd Lieutenants George Whiteman and Samuel Bishop of the 44th Pursuit Squadron. Matsuyama had combat missions with the 13th Kōkūtai in China on his account already. On February 25, 1938, as wingman of the legendary Sadaaki Akamatsu,

he participated in shooting down four aircraft. During the raids on Ceylon on April 9, 1942, Matsuyama's shōtai shot down a Blenheim Mk.IV, probably of S/Ldr Kenneth Ault's crew, who was leading formation of No. 11 Squadron RAF in an attack on Japanese ships. Matsuyama later served on the aircraft carrier Hiyō and was killed on April 7, 1943 in combat with the Wildcats off Guadalcanal. The airplane BII-124 was shot down on February 19, 1942 during the raid on Darwin. After being hit by anti-aircraft fire, Seaman 1st class Hajime Toyoshima landed on Melville Island and

was captured by Aboriginal Matthias Ulungura. Toyoshima was the first captured Zero pilot and used alias "Tadao Minami". He became one of the organizers of the largest prisoner escape in World War II. On August 5, 1944 at Cowra POW Camp he gave signal to escape. Total of 1,104 POWs attempted to escape, 231 were killed and four Australians lost their lives as well. Toyoshima was mortally wounded, so he lighted a cigarette and committed suicide.

■ P01c Saburō Sakai, Tainan Kōkūtai, Lakunai airfield, Rabaul, New Britain island, August 1942

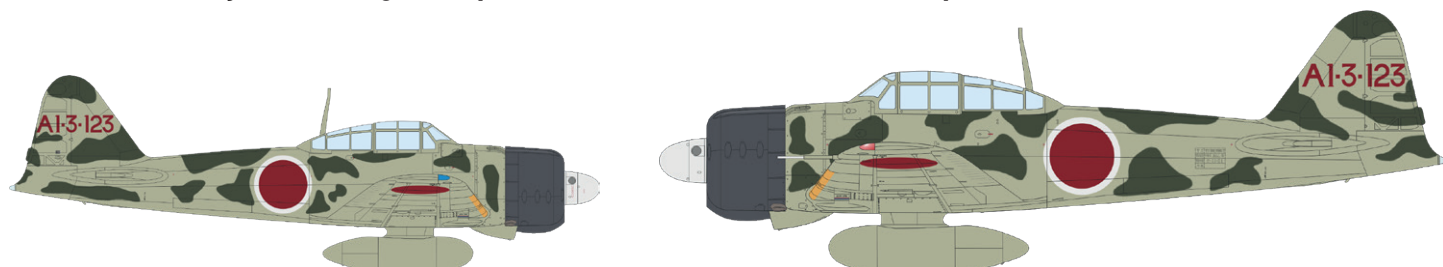


Saburō Sakai is best known Japanese fighter pilot, thanks to his memoirs and meetings with Allied airmen after World War II. He was born in 1916 and served from September 1938 with the 12th Kōkūtai in China. In October 1941, he was assigned to the newly organized Tainan Kōkūtai in Taiwan and took part in campaign heading South until he was wounded on August 7, 1942 off Guadalcanal. After recovering, he served as an instructor with Ōmura Kōkūtai, and later, despite bad eyesight, was combat deployed

with Yokosuka Kōkūtai on Iwo Jima. At the end of war he served with Kōkūtai 343 (II) and Yokosuka Kōkūtai. He is listed as an ace with 64 victories, but Sakai himself claimed the number of his victories was lower. With the first two units he actually achieved 12 individual victories, 8 shared and 4 probables. The V-128 was also flown by P02c Arita and P01c Hiroyoshi Nishizawa, who is credited with 87 victories. The color of the stripes is chosen from Sakai's recollection, 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. Sakai died in 2000 after formal dinner with members of the US Navy.

■ P02c Kōtarō Koyae, Zuihō Fighter Squadron, Rabaul, New Britain island, April 1943

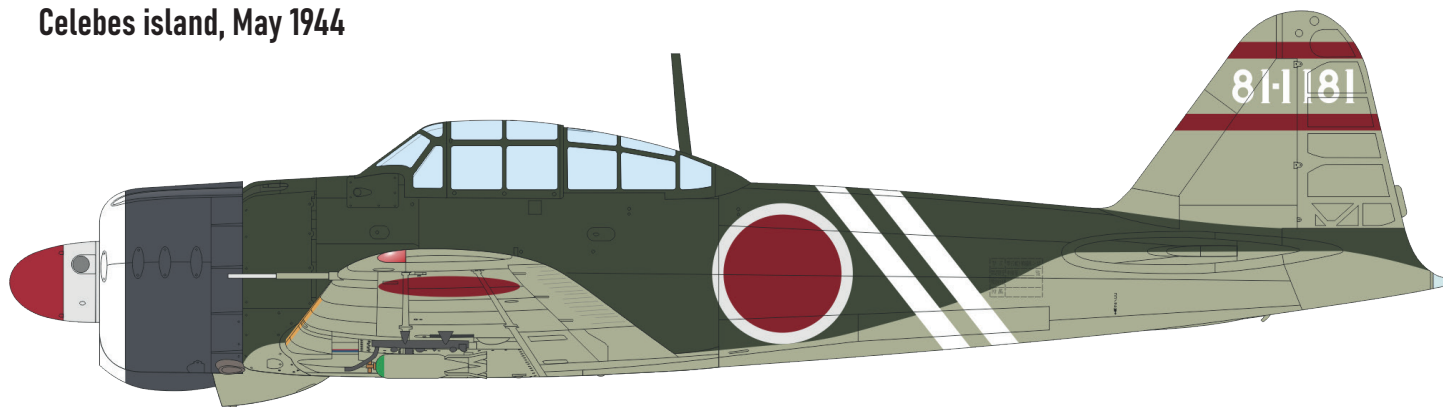


Petty Officer 2nd Class Koyae was born in 1923 in Miyazaki Prefecture and completed his flight training in November 1942. He was then assigned to the fighter unit of the aircraft carrier Zuihō in March 1943. In April, the unit moved to Rabaul and Koyae flew the aircraft during Operation I-gō. In this period, green paint was applied to Zeros in field conditions. It was usually painted by hand, the edges of the green fields being softened with thinner sometimes. However, according to the unit log, Koyae did not fly combat sorties in April 1943. In fact he did not encounter

the enemy until November 1943 over Rabaul. During the same month he was transferred to Kōkūtai 253 at Rabaul and by early 1944 he was undergoing intense fighting. Upon his return to Japan, he was assigned to the Ōmura Kōkūtai. While on leave, on February 17, 1944, he spotted a Japanese bomber circling in the rain at night over the village of Goda, Miyazaki Prefecture. Koyae, with the help of the villagers, established a navigation signal and after some time he managed to guide the crew to right heading. For this achievement he received a written commendation

from commander of Ōmura Kōkūtai. In July 1944, Koyae was assigned to Hikōtai 701 and fought in the defense of the Philippines. After returning to Japan, he was assigned to Hikōtai 701 (II) and served with Ōmura Kōkūtai at the end of the war. After the war he worked as a fireman and published his memories. According to the local press, he achieved 20 victories, but these may be victories achieved by fighter formations in which he took part.

■ Lt. Kunio Kanzaki, CO of Hikōtai 311 of Kōkūtai 381, Kendari airfield, Celebes island, May 1944

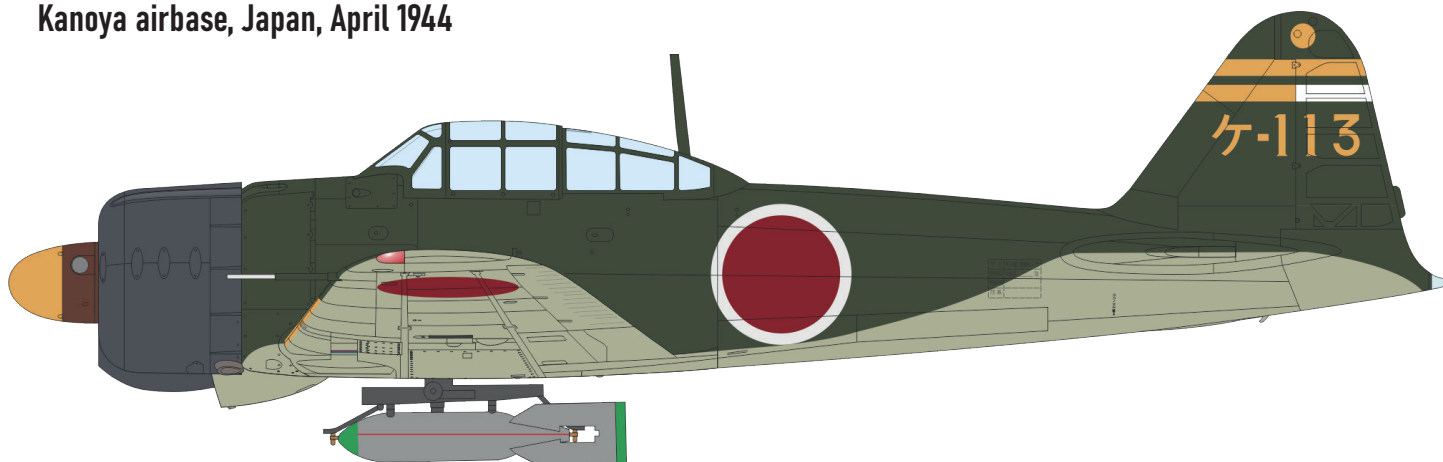


Kōkūtai 381 was established in October 1943 at Kendari Base on the island of Celebes. It was a mixed Kōkūtai with 48 fighter-bombers (Hikōtai 602), 24 night fighters (Hikōtai 902) and 48 fighter aircraft in Hikōtai 311, the latter commanded by Lt. Kanzaki. During the 1944 he operated from bases on islands in Indonesia and the Philippines. Their most frequent opponents were U.S. Army aircraft. Kanzaki's unit used special phosphorus anti-aircraft bombs to attack enemy bombers. Kanzaki's aircraft, manufactured

by the Nakajima company, has been reconstructed in the past with various color markings. It is assumed that the vertical tail surfaces and part of the upper wing surfaces were painted the same color like lower surfaces. The front part of the engine may also have been painted grey or yellow. It is not entirely clear from the photograph of the aircraft whether the white stripes on the lower fuselage are joined. It may have been designed to improve the mutual identification of Army and Navy aircraft when fighting

Allied fighters. Another reason for this camouflage may have been for easier identification during night fighter flights. For example, Lt. Kanzaki and his wingman shot down a B-24 of the 380th BG over Balikpapan on the night of January 12-13, 1944. Some aircraft of Kōkūtai 331 were also painted in the same upper and tailplane camouflage. Both units operated in one tactical group during part of 1944.

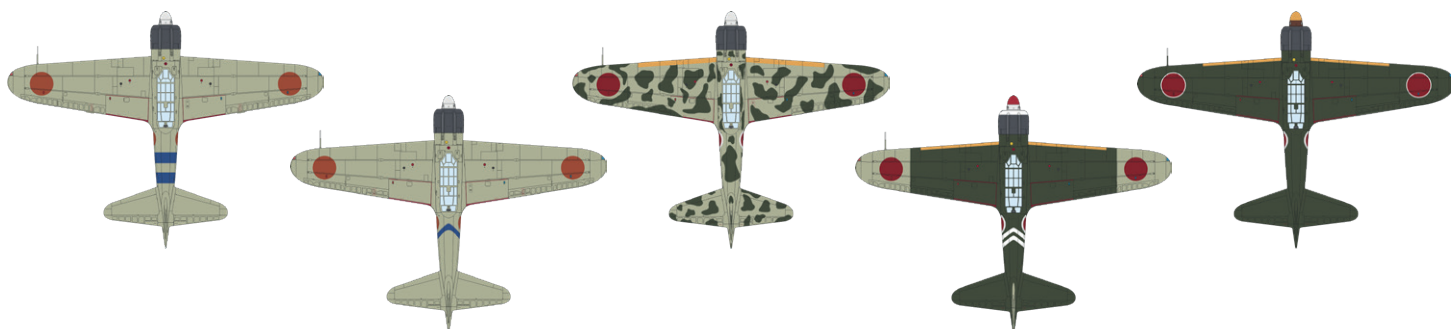
■ Lt. Nobuo Miyatake, Kamikaze Tokubetsu Kōgekitai, 1. Shichisei-tai, Kanoya airbase, Japan, April 1944



From the April 3, 1945 a total of eight special attack units with the battle name "Shichisei" were organized from the airmen serving in Genzan Kōkūtai (II) and Hikōtai 306 (part of Kōkūtai 721). Lt. Miyatake, who was 24 years old at the time, led the 1st Shichisei-tai in an attack on a convoy off Okinawa on April 6, 1945. During that day, eleven other airmen from Genzan Kōkūtai (II) sacrificed their lives along with him. They took off successively in four formations.

Their formation was part of the 524 aircraft of special attack units and escort fighters from IJN and IJA sent against Allied vessels off Okinawa as part of Operation Kikusui I. The U.S. Navy lost destroyers USS Bush and Colhoun and other ships were severely damaged. "Shichisei" units were sent against ships off Okinawa, Yoronjima, Kikai, and Tanegashima islands in several missions till May 14. Only one of them returned to base due to bad weather. Lt. Miy-

atake was born in Kagawa Prefecture and graduated from the Etajima Naval Academy in 1942. Before the mission, he wrote farewell letters to his mother and three sisters. His father was interned in Siberia at the time. Nobuo Miyatake was posthumously promoted to the rank of Commander. His aircraft from Nakajima production is designated "Ke-113".



OVERTREES

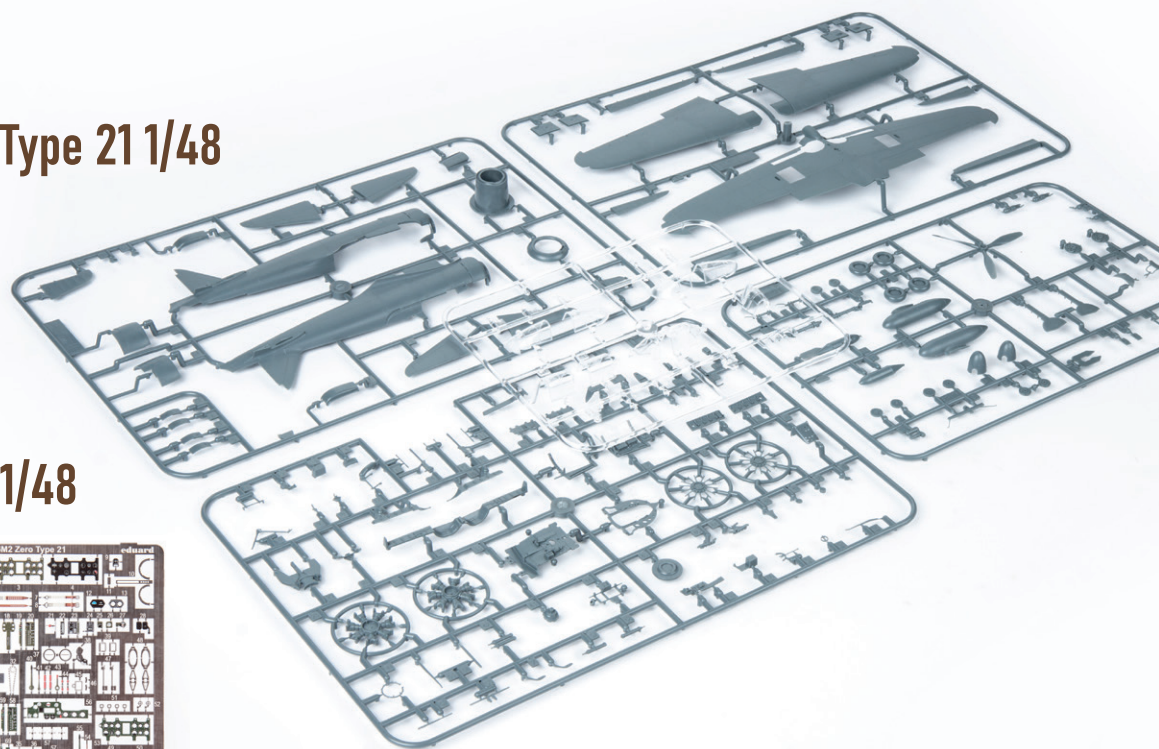
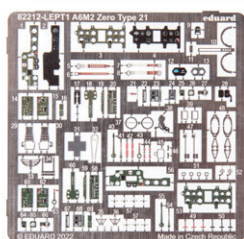
#82212 A6M2 Zero Type 21 1/48

Product page

OVERLEPT

#82212-LEPT
A6M2 Zero Type 21 1/48

Product page



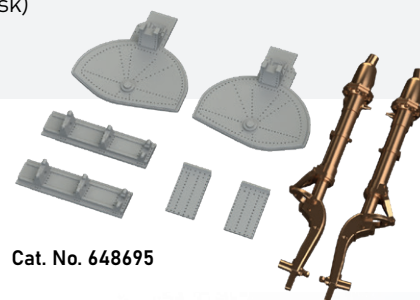
Recommended: for A6M2 Zero Type 21 1/48

481076	A6M2 landing flaps (PE-Set)	648722	A6M2 exhausts PRINT (Brassin)
481077	A6M2 Zero (PE-Set)	648723	A6M2 cannon barrels & cockpit guns PRINT (Brassin)
FE1238	A6M2 seatbelts STEEL (PE-Set)	648724	A6M2 landing flaps PRINT (Brassin)
644128	A6M2 LööK (Brassin)	648731	A6M2 Zero Model 21 folding wingtips PRINT (Brassin)
644134	A6M2 LööKplus (Brassin)	SIN64883	A6M2 Zero Model 21 ESSENTIAL (Brassin)
648692	A6M2 Zero Model 21 cockpit PRINT (Brassin)	3DL48050	A6M2 SPACE (3D Decal Set)
648693	A6M2 wheels (Brassin)	D48098	A6M2 stencils (Decal Set)
648694	A6M2 engine PRINT (Brassin)	D48100	A6M2 national insignia (Decal Set)
648695	A6M2 undercarriage legs BRONZE (Brassin)	EX821	A6M2 TFace (Mask)
648698	A6M2 seat PRINT (Brassin)		



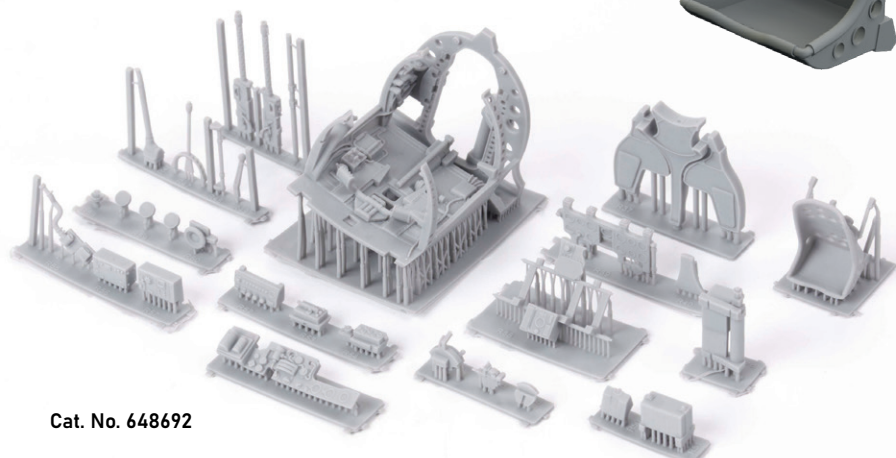
Cat. No. 644128

Cat. No. 648698

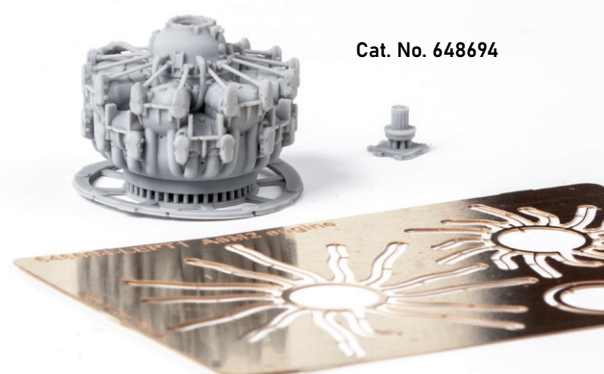


Cat. No. 648695

Cat. No. 648694



Cat. No. 648692



644154

SR-71A LööK

1/48 Revell

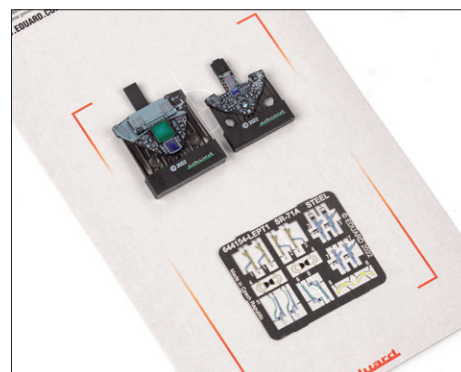
LööK set - Brassin pre-painted dashboards and STEEL seatbelts for SR-71A in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Revell

Set contains:

- resin: 2 parts
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no

[Product page](#)

LööK



644150

Z-526AFS LööKplus

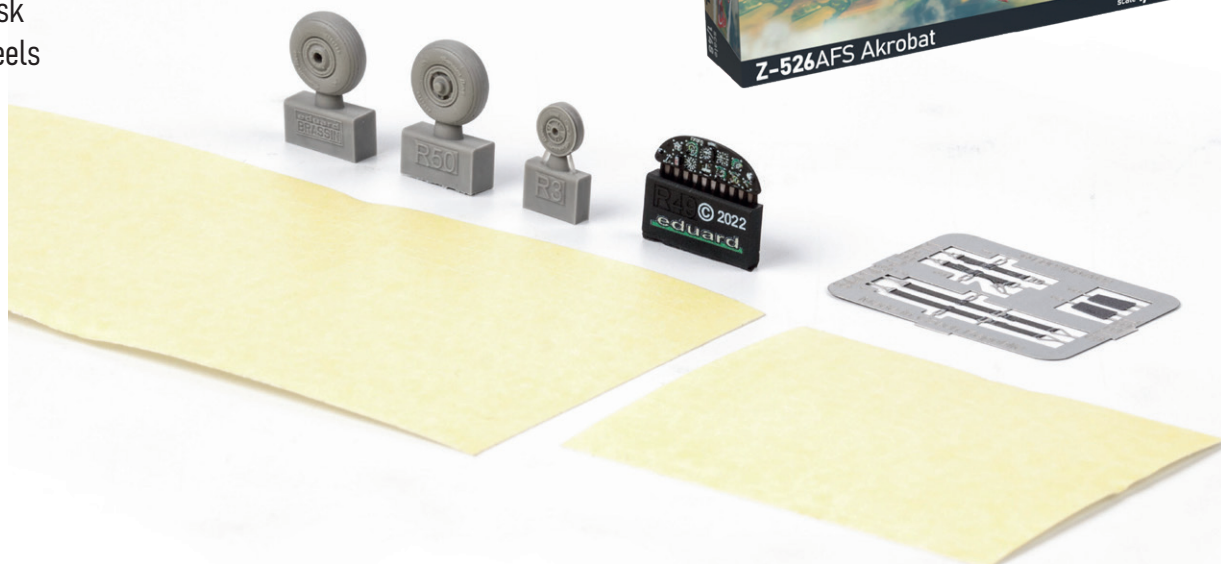
1/48 Eduard

Collection of 3 sets for Z-526AFS in 1/48 scale.
Recommended kit: Eduard

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

[Product page](#)

LööK



644155

OV-10A LööKplus

1/48 ICM

Collection of 3 sets for OV-10A in 1/48 scale.
Recommended kit: ICM

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

[Product page](#)

LööKt



644156

F-14A late LööKplus

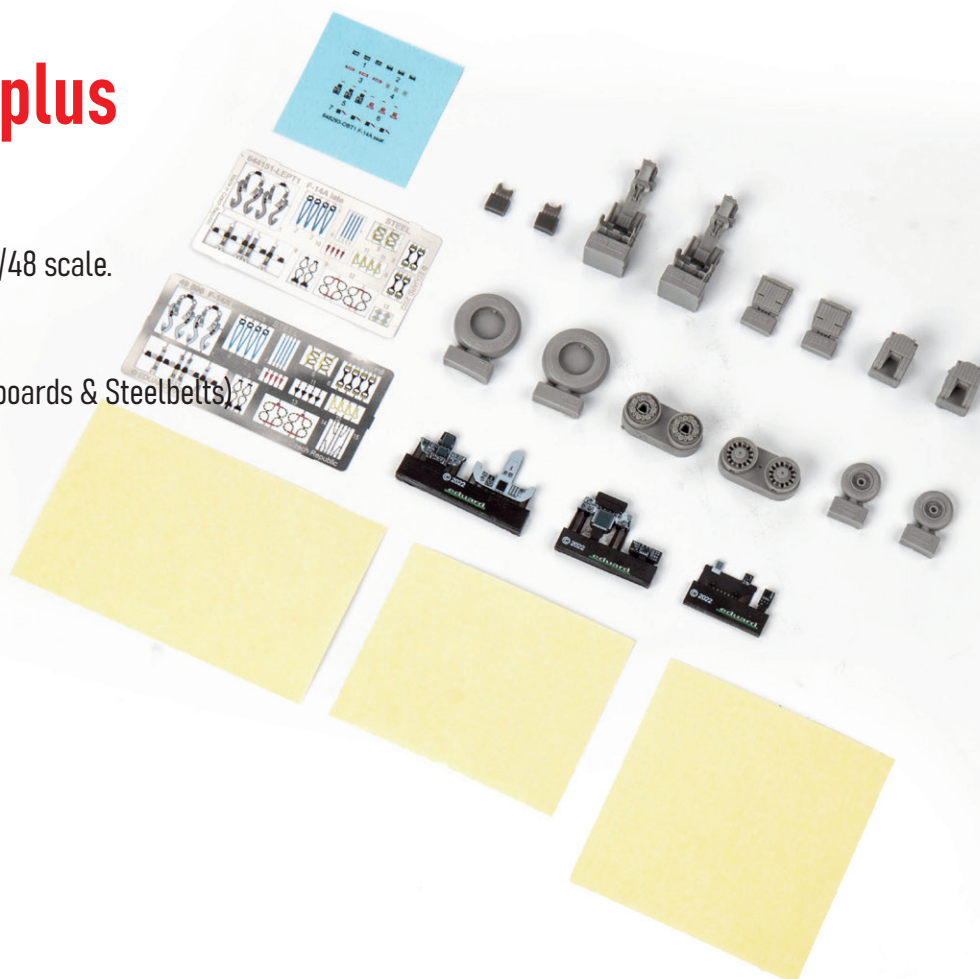
1/48 Tamiya

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

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

[Product page](#)

LööKt



648737

Fw 190D landing flaps PRINT

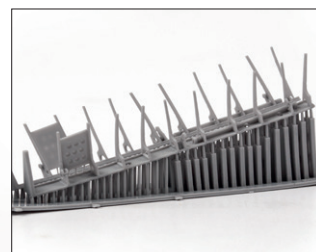
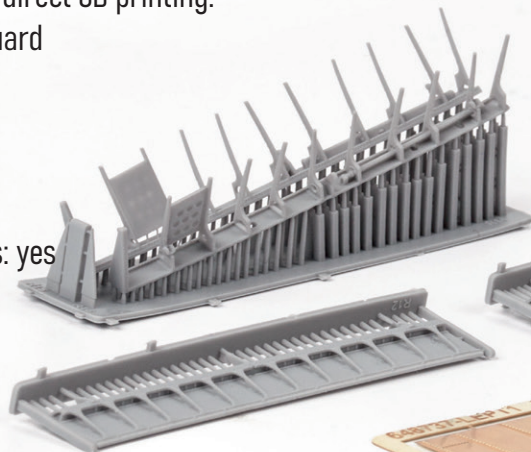
1/48 Eduard

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](#)



648740

SR-71A wheels

1/48 Revell

Brassin set - the undercarriage wheels for SR-71A
in 1/48 scale. The set consists of the main wheels
and nose wheels. Easy to assemble, replaces plastic parts.
Recommended kit: Revell

Set contains:

- resin: 8 parts
- decals: no
- photo-etched details: no
- painting mask: yes

[Product page](#)



648741

Vampire F.3 wheels

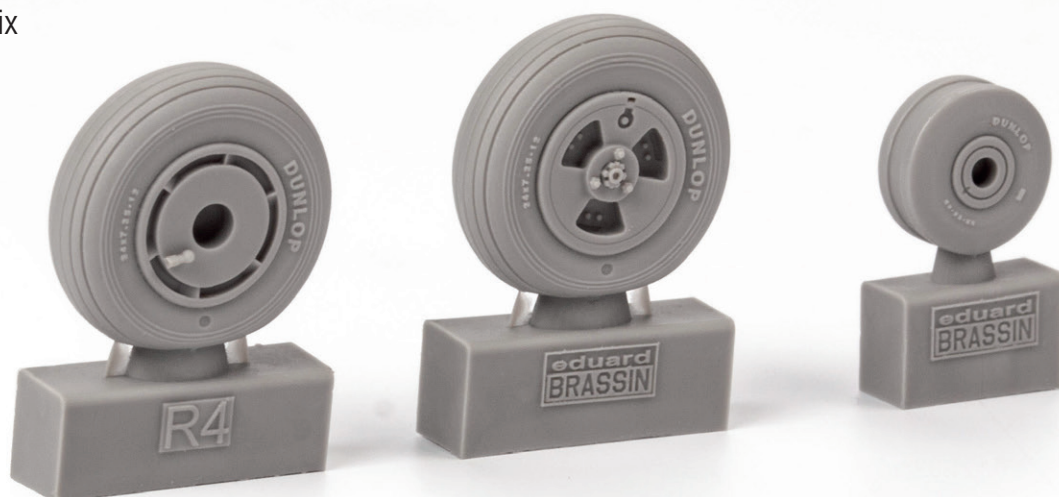
1/48 Airfix

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

Set contains:

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

[Product page](#)



648743

F-15A/B wheels

1/48 GWH

Brassin set - the undercarriage wheels for F-15A/B 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](#)



648746

Mosquito wheels

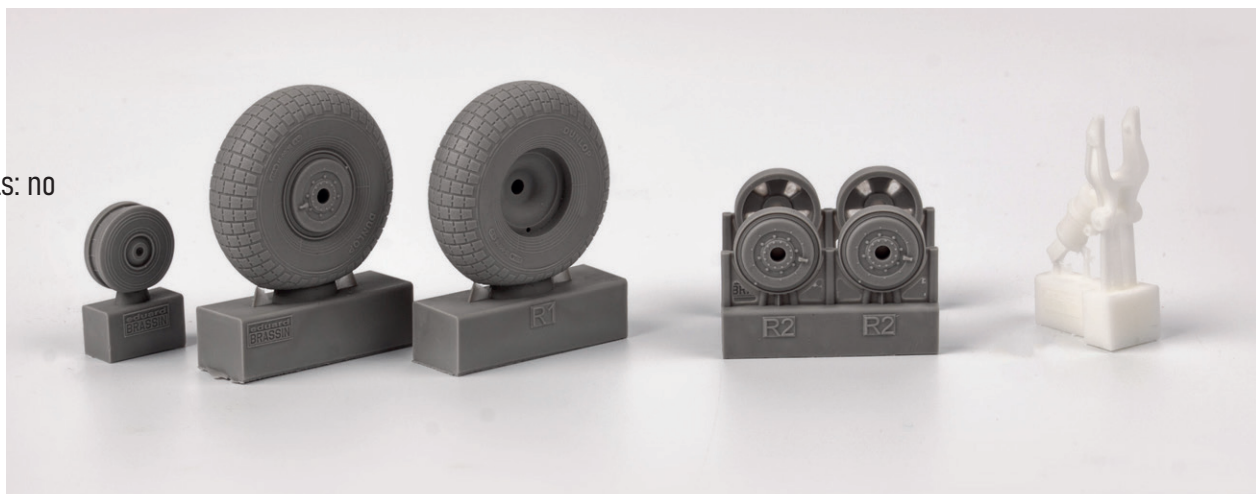
1/48 Tamiya

Brassin set - the undercarriage wheels for Mosquito 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: 8 parts
- decals: no
- photo-etched details: no
- painting mask: yes

[Product page](#)



648747

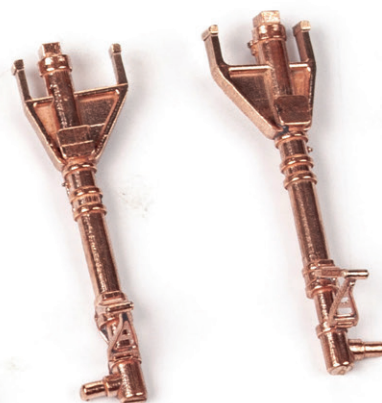
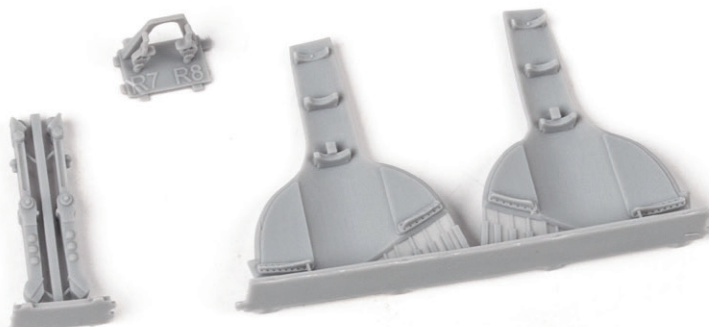
F6F undercarriage legs BRONZE

1/48 Eduard

Brassin set - the undercarriage legs for F6F in 1/48 scale. The legs are made of bronze. Recommended kit: Eduard

Set contains:

- 3D print: 6 parts
- decals: no
- photo-etched details: no
- painting mask: no
- bronze: 2 parts


[Product page](#)


648748

Spitfire Mk.IX landing flaps PRINT

1/48 Eduard

Brassin set - the landing flaps for Spitfire Mk.IX 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](#)



648751

M2 Browning w/ handles for aircraft PRINT

1/48

Brassin set - manually operated M2 Browning machines guns in 1/48 scale. Set consists of 4 guns. The version for A/C. Made by direct 3D printing. Easy to assemble, replaces plastic parts.



Set contains:

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

[Product page](#)



653001

USN searchlights 36 inch PRINT

1/350

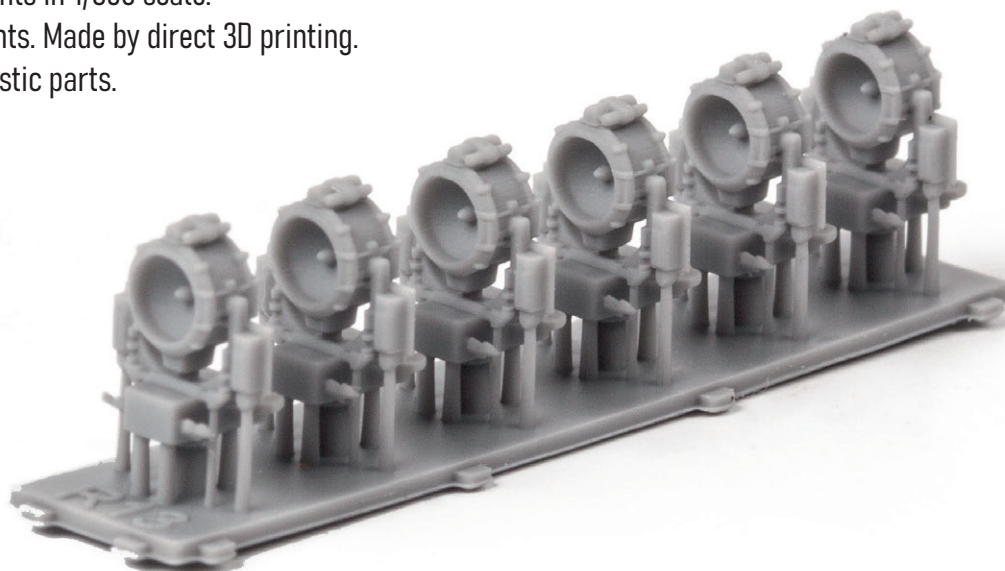


Brassin set - USN 36" searchlights in 1/350 scale.
The set consists of 6 searchlights. Made by direct 3D printing.
Easy to assemble, replaces plastic parts.

Set contains:

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

[Product page](#)



653003

USN electric ship winches PRINT

1/350

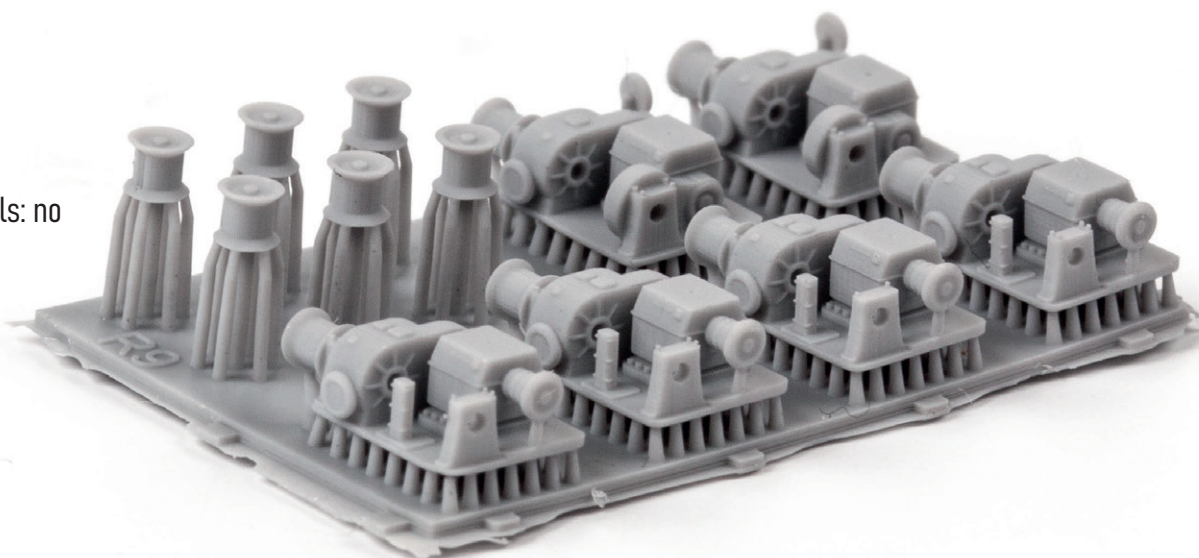


Brassin set - USN electric ship winches in 1/350 scale.
The set consists of 2 types of winches, 6 pcs in total (4+2).
Made by direct 3D printing. Easy to assemble, replaces plastic parts.

Set contains:

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

[Product page](#)



672284

S-199 exhaust stacks PRINT

1/72 Eduard

Brassin set - exhaust stacks for S-199 in 1/72 scale.
 Made by direct 3D printing. Easy to assemble,
 replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)

672285

S-199 wheels PRINT

1/72 Eduard

Brassin set - the undercarriage wheels for S-199 in 1/72 scale. The set consists of the main wheels. Made by direct 3D printing. Easy to assemble, replaces plastic parts.
 Recommended kit: Eduard

Set contains:

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

[Product page](#)


672286

Fw 190D exhaust stacks PRINT

1/72 IBG



Brassin set - exhaust stacks for Fw 190D in 1/72 scale.

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

Set contains:

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

[Product page](#)


672287

Fw 190D wheels

1/72 IBG



Brassin set - the undercarriage wheels for Fw 190D

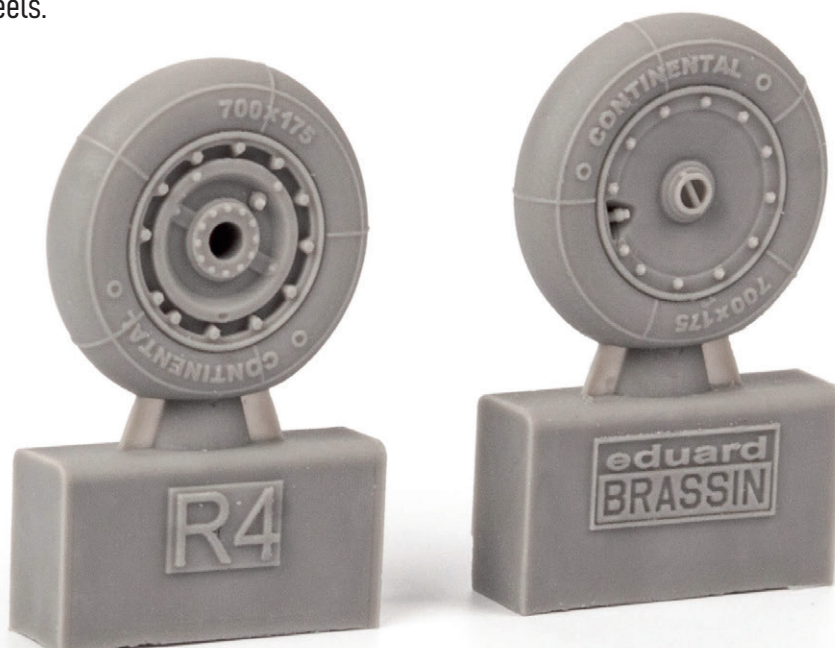
in 1/72 scale. The set consists of the main wheels.

Easy to assemble, replaces plastic parts.

Recommended kit: IBG

Set contains:

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

[Product page](#)


1/48 Zvezda

Recommended kit: Zvezda

- cockpit
- undercarriage wheels
- dashboard, exhausts, chaff dispensers and chin sensors
- painting mask

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

Product page



SIN64883

A6M2 Zero Model 21 ESSENTIAL

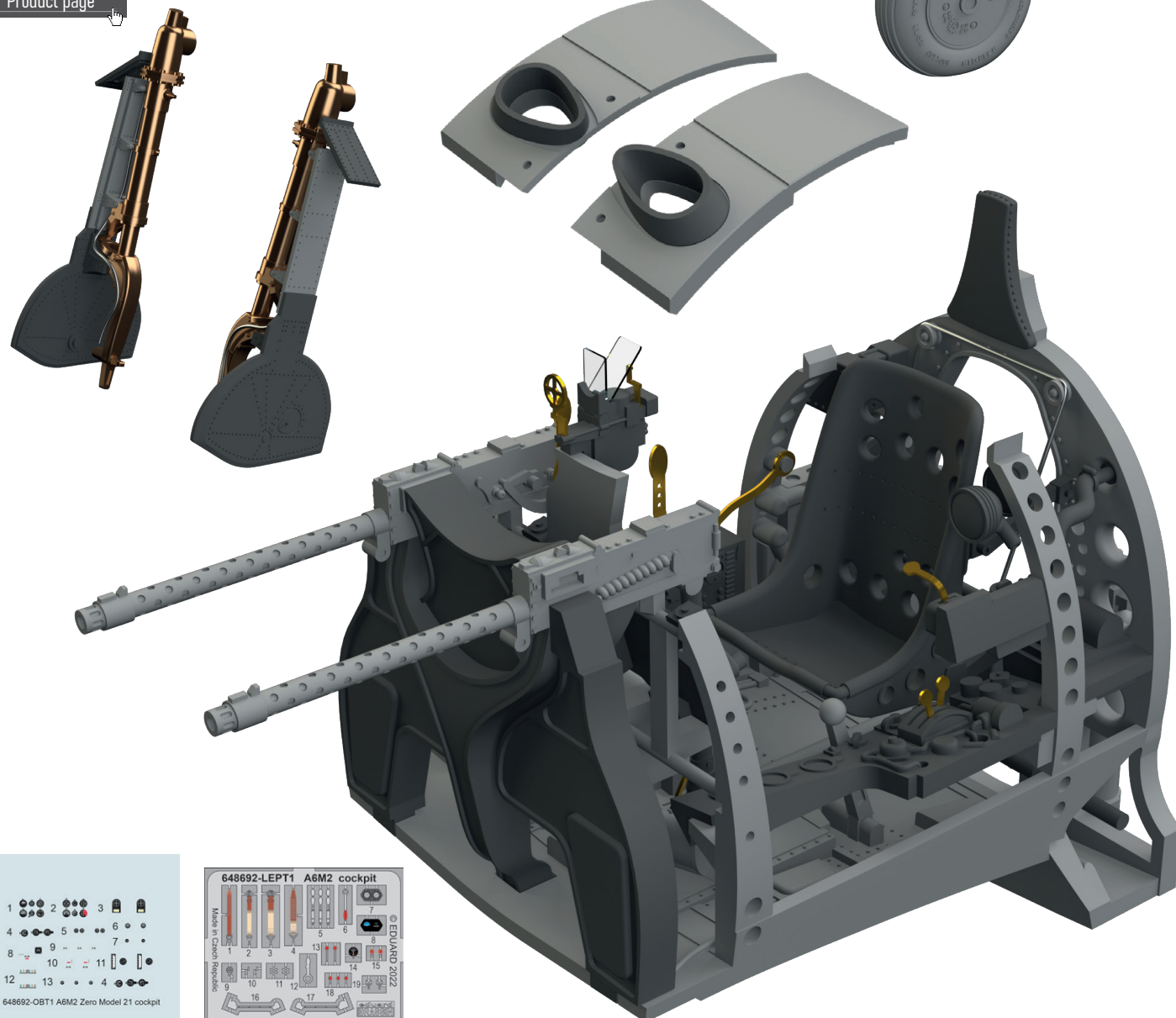
1/48 Eduard

Collection of 4 sets for A6M2 Model 21 in 1/48 scale.

Recommended kit: Eduard

- cockpit
- undercarriage wheels
- undercarriage legs BRONZE
- exhausts

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

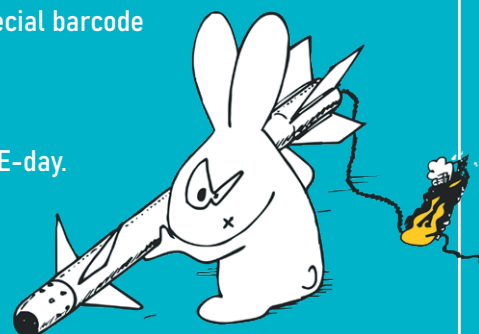
[Product page](#)


BUNNY FIGHTER CLUB

Eduard's special membership club for all modeling enthusiasts!

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

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

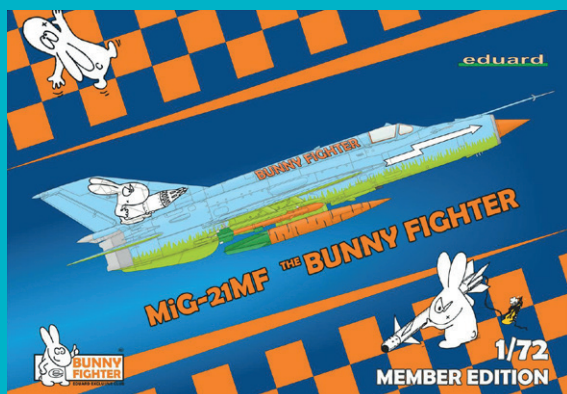


How to become a member of BFC?

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

Activation products:

MiG-21MF + T-shirt 1/72

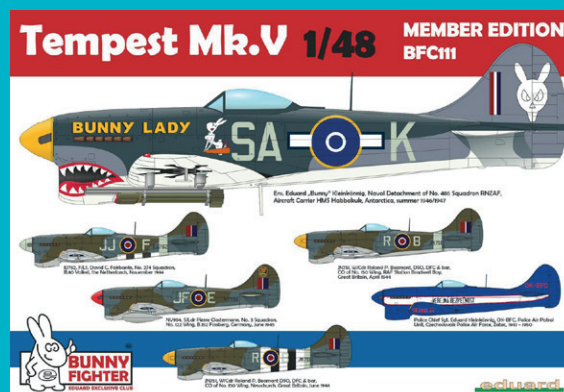


BOX CONTENT:

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



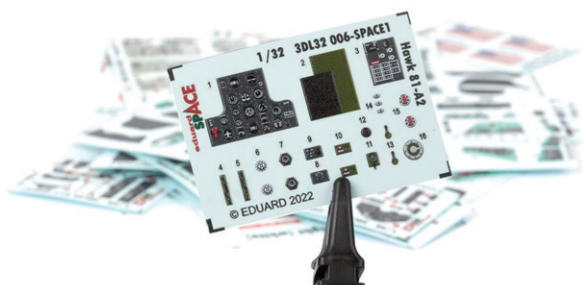
Tempest Mk. V + T-shirt 1/48



BOX CONTENT:

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

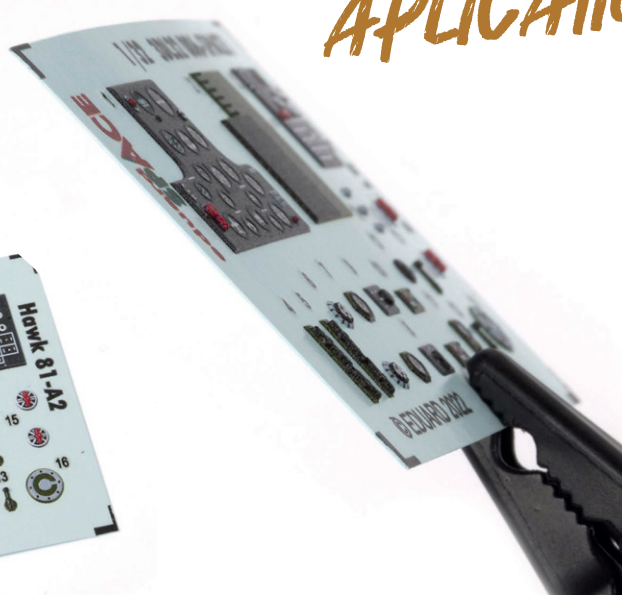
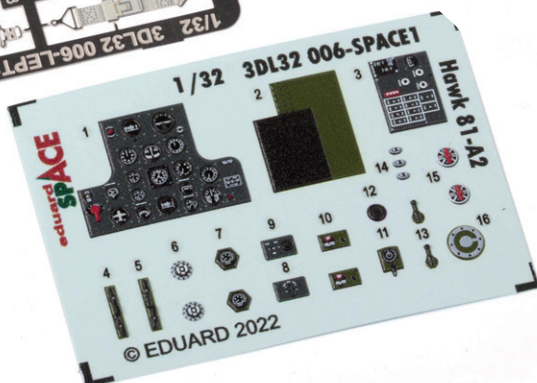
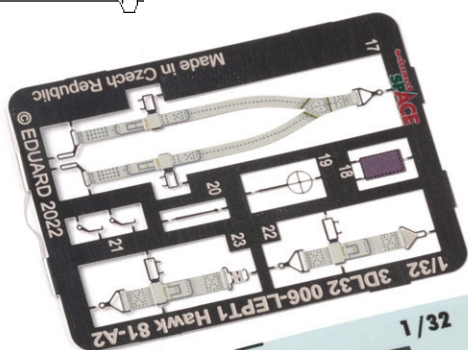
- 3DL32006 Hawk 81-A2 SPACE 1/32 GREAT WALL HOBBY
- 3DL48063 F-104A SPACE 1/48 KINETIC
- 3DL48064 F-104C SPACE 1/48 KINETIC
- 3DL53007 Tirpitz flags SPACE 1/350 TRUMPETER



3DL32006 Hawk 81-A2 1/32 Great Wall Hobby

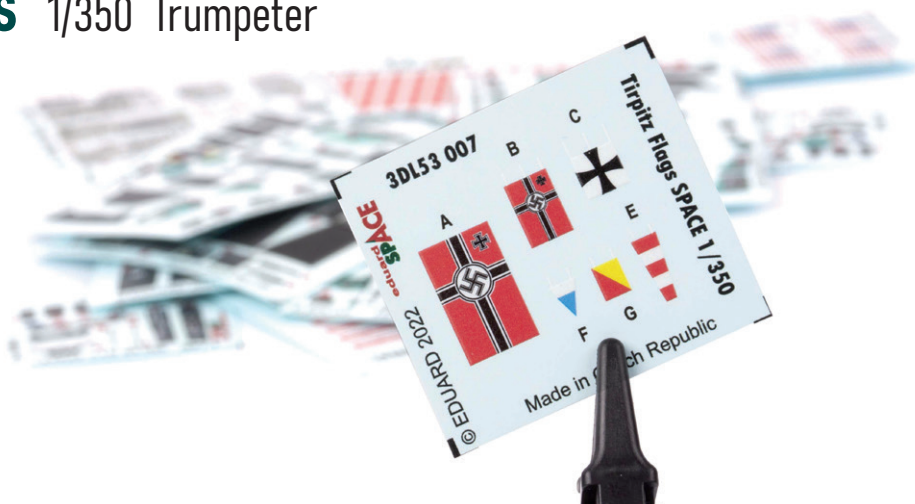
[Product page](#)

EASY
APPLICATION



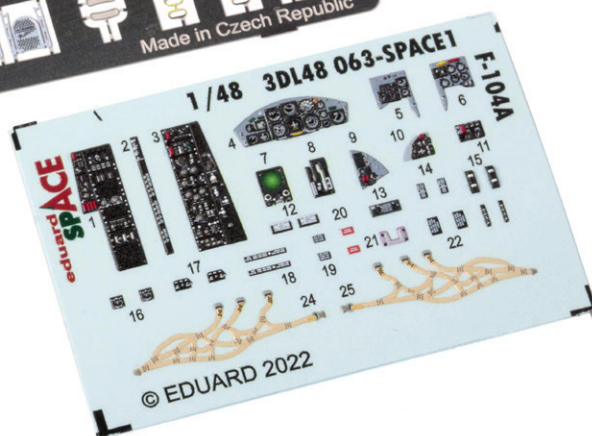
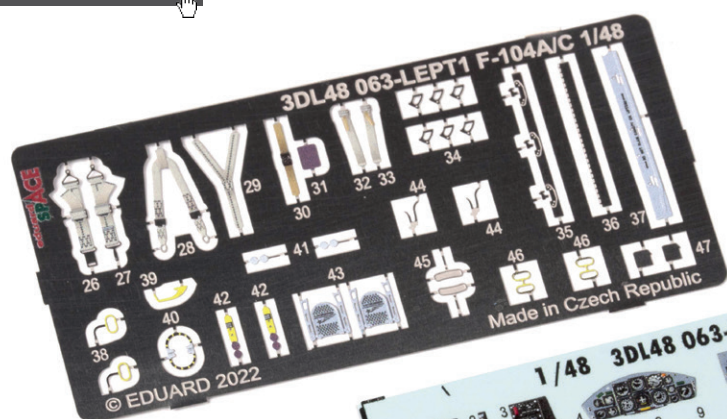
3DL53007 Tirpitz flags SPACE 1/350 Trumpeter

[Product page](#)



3DL48063 **F-104A SPACE** 1/48 Kinetic

[Product page](#)

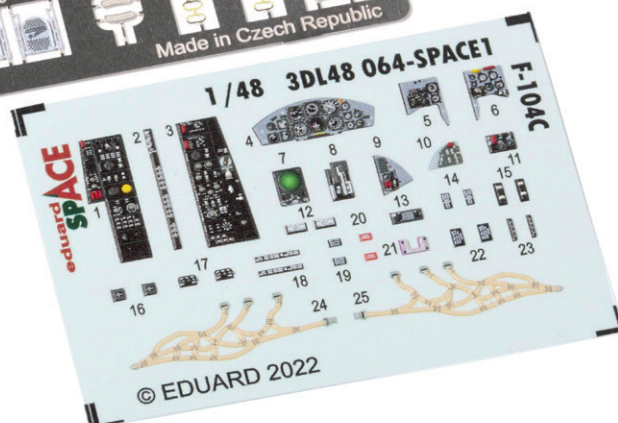
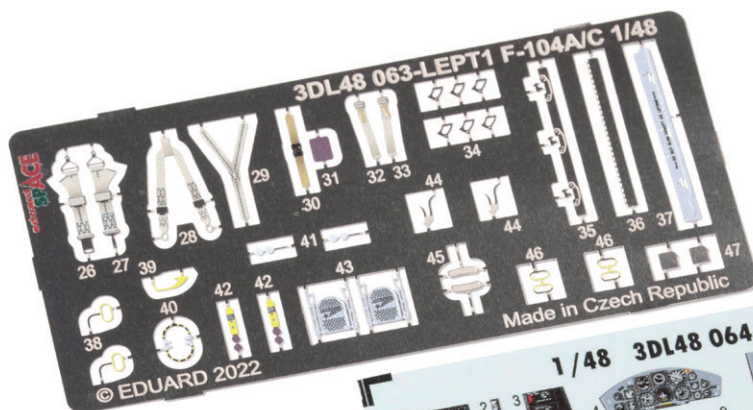


DETAILED



3DL48064 **F-104C** 1/48 Kinetic

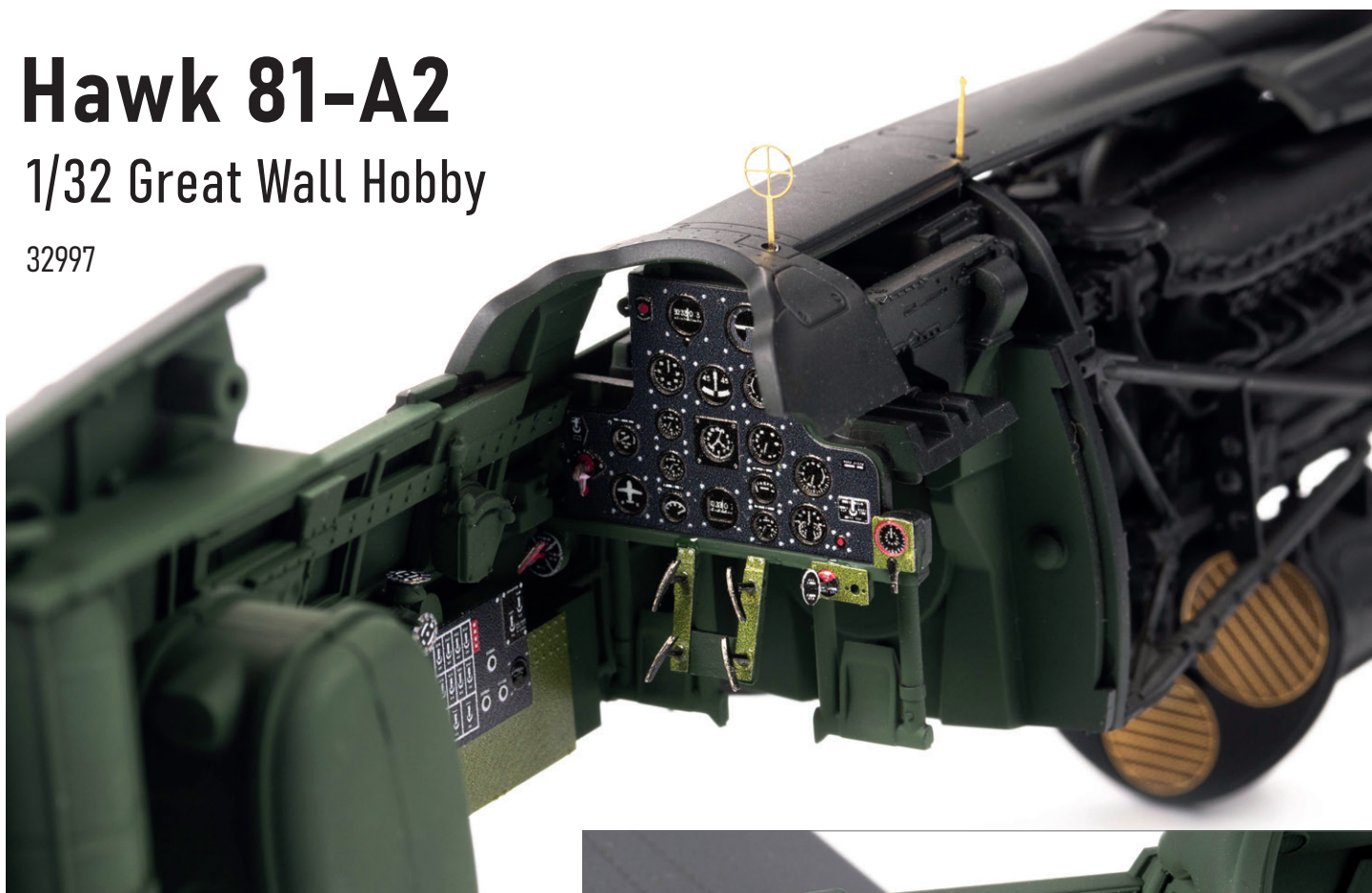
[Product page](#)



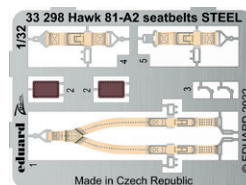
Hawk 81-A2

1/32 Great Wall Hobby

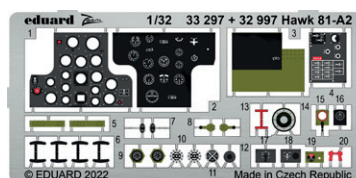
32997



33298 Hawk 81-A2
seatbelts STEEL



33297 Hawk 81-A2



Jackal 2

1/35 Hobby Boss

36479



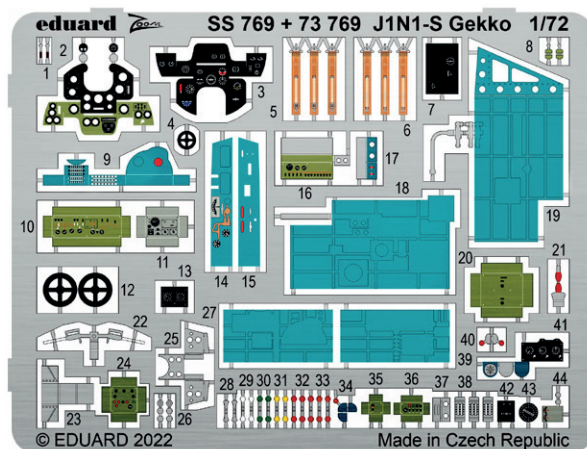
J1N1-S Gekko

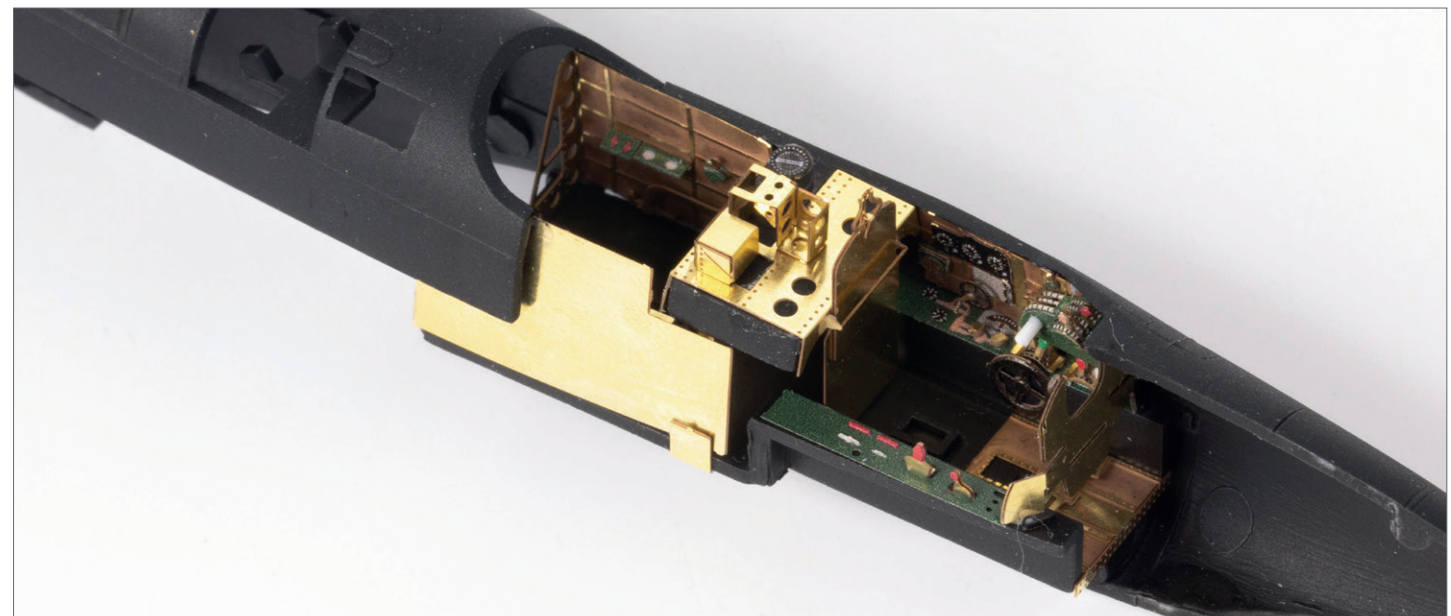
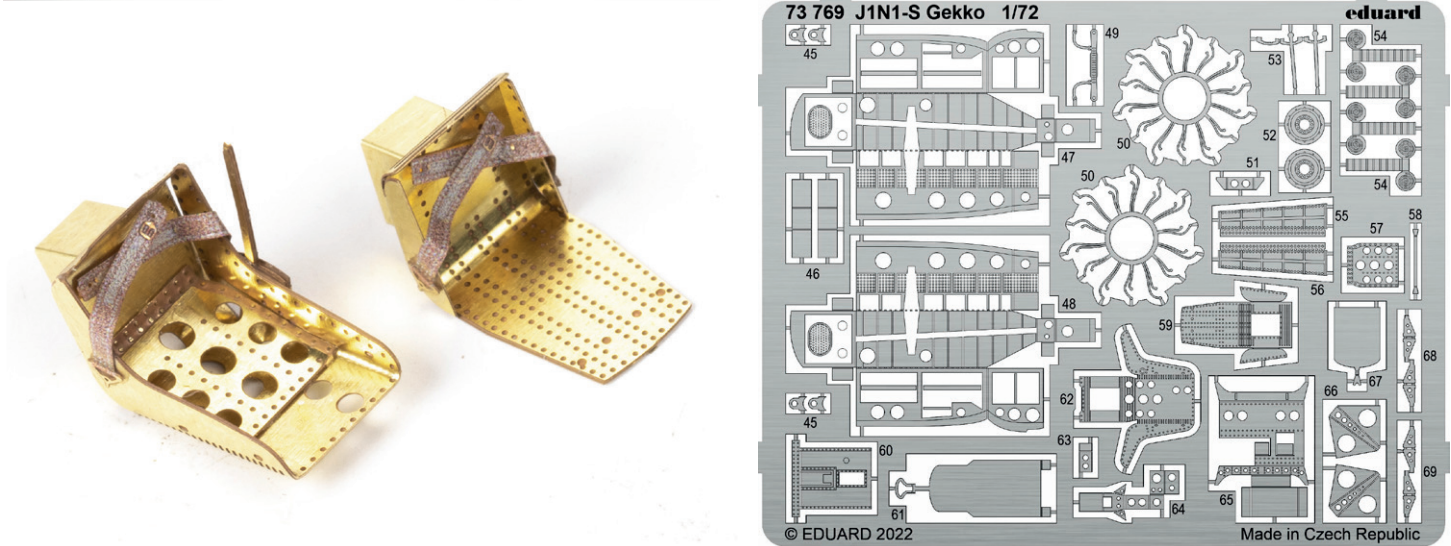
1/72 Fujimi/Hobby 2000

73769



SS769 J1N1-S Gekko

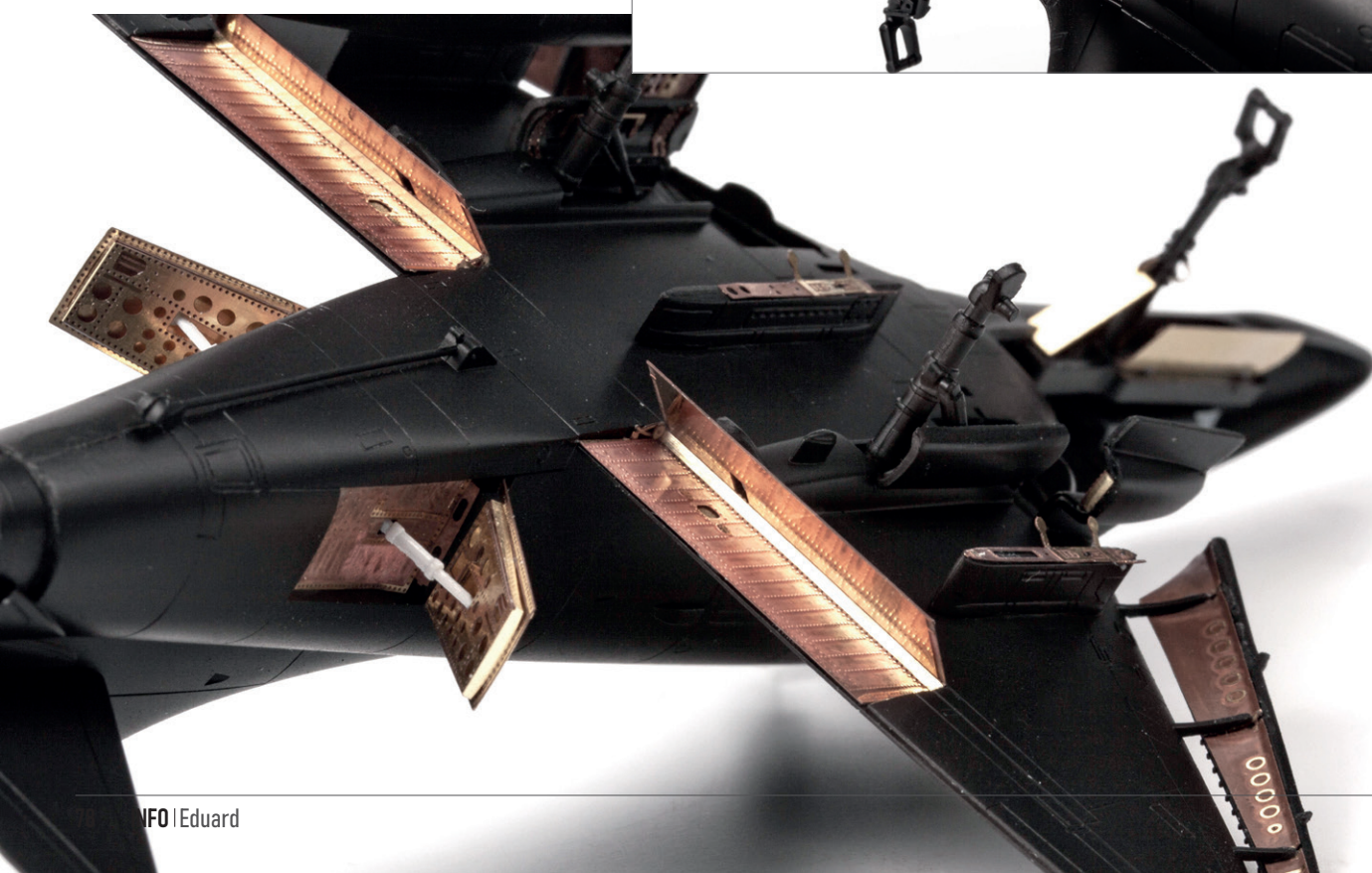




TA-4J

1/72 Fujimi/Hobby 2000

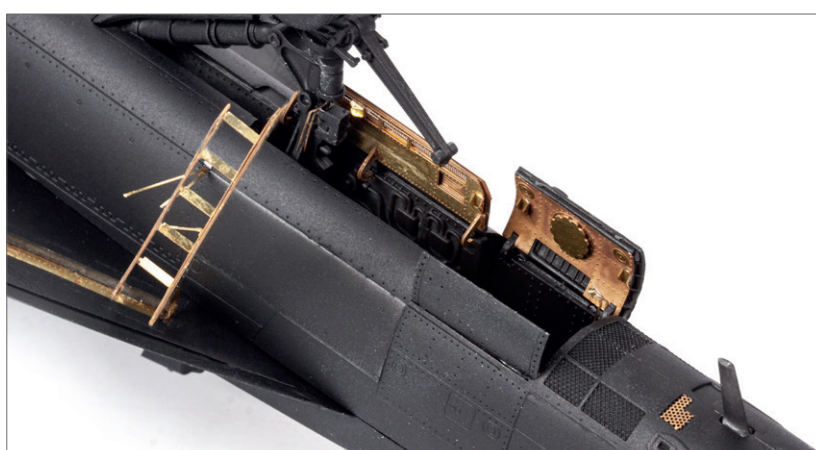
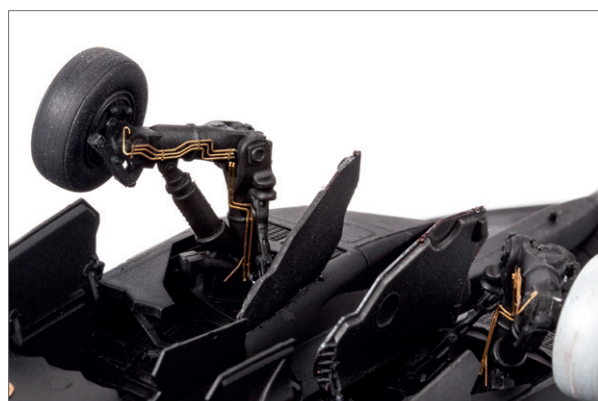
73770



EA-18G

1/48 Hobby Boss

491268



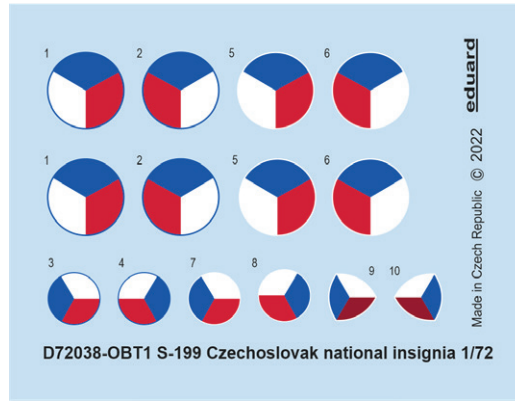
DECAL SETS

D72038

S-199 Czechoslovak national insignia

1/72 Eduard

[Product page](#)



D72039

S-199 Israeli national insignia

1/72 Eduard

[Product page](#)

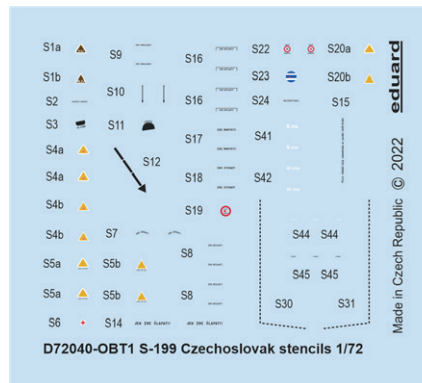


D72040

S-199 Czechoslovak stencils

1/72 Eduard

[Product page](#)

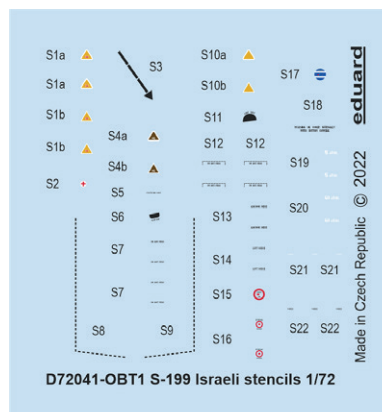


D72041

S-199 Israeli stencils

1/72 Eduard

[Product page](#)





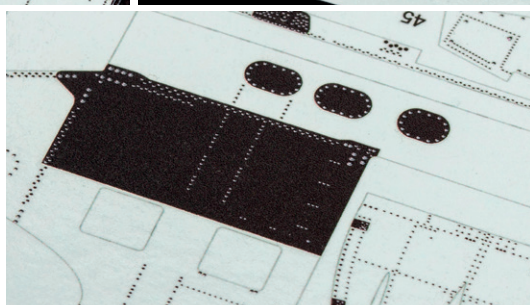
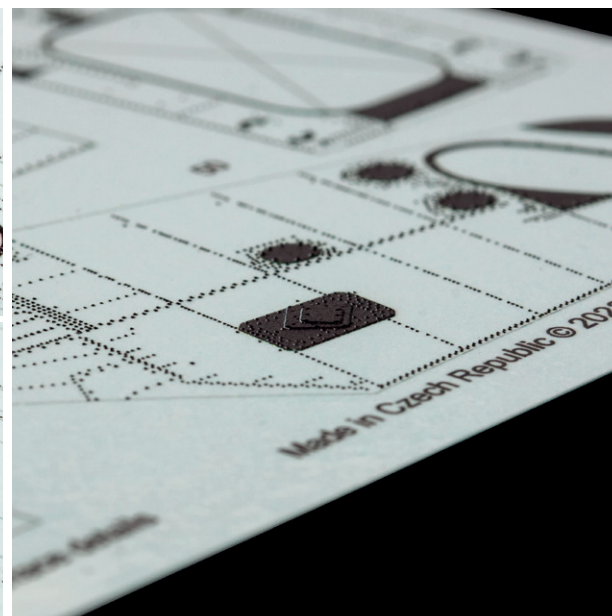
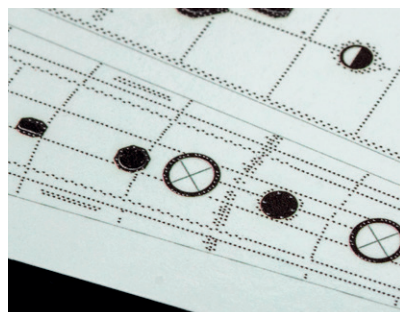
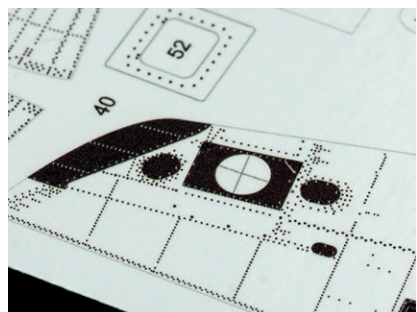
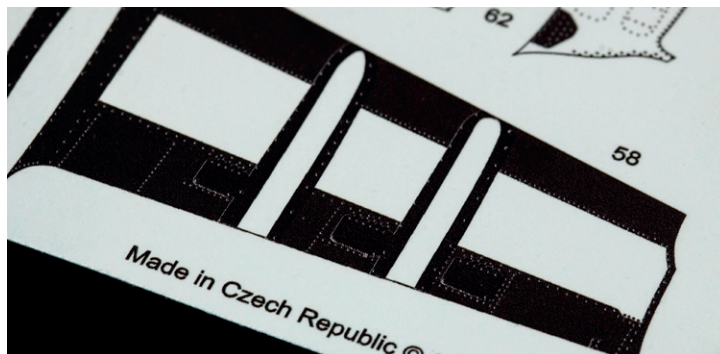
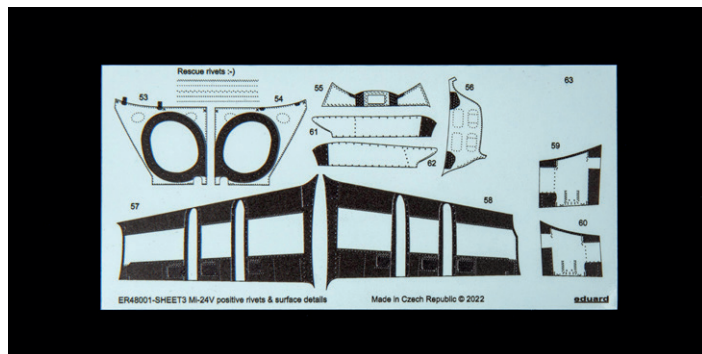
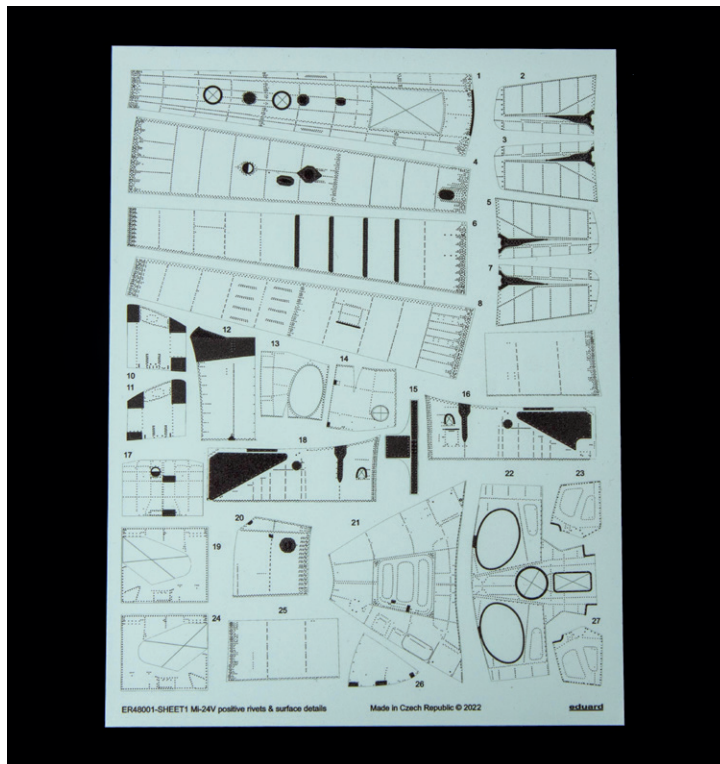
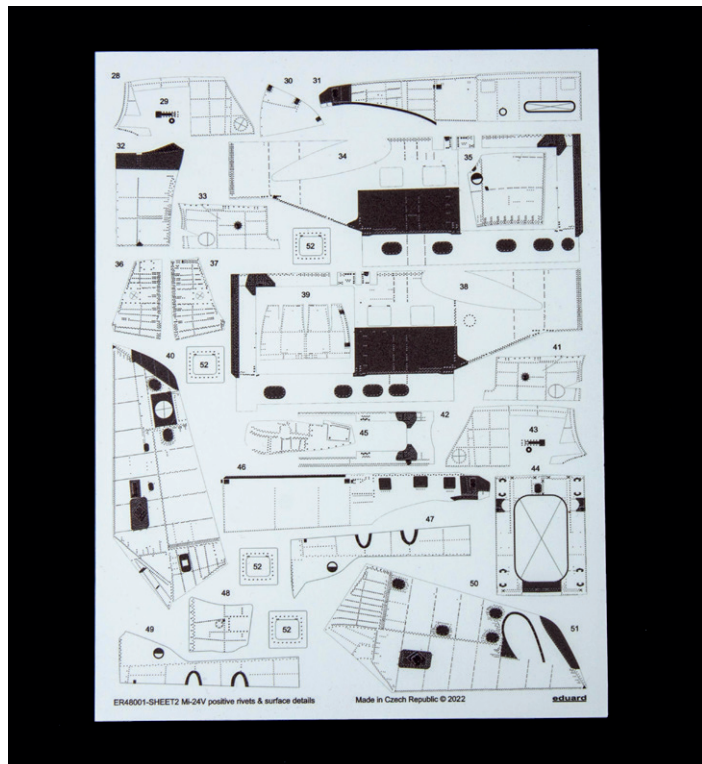
EDDIE THE RIVETER

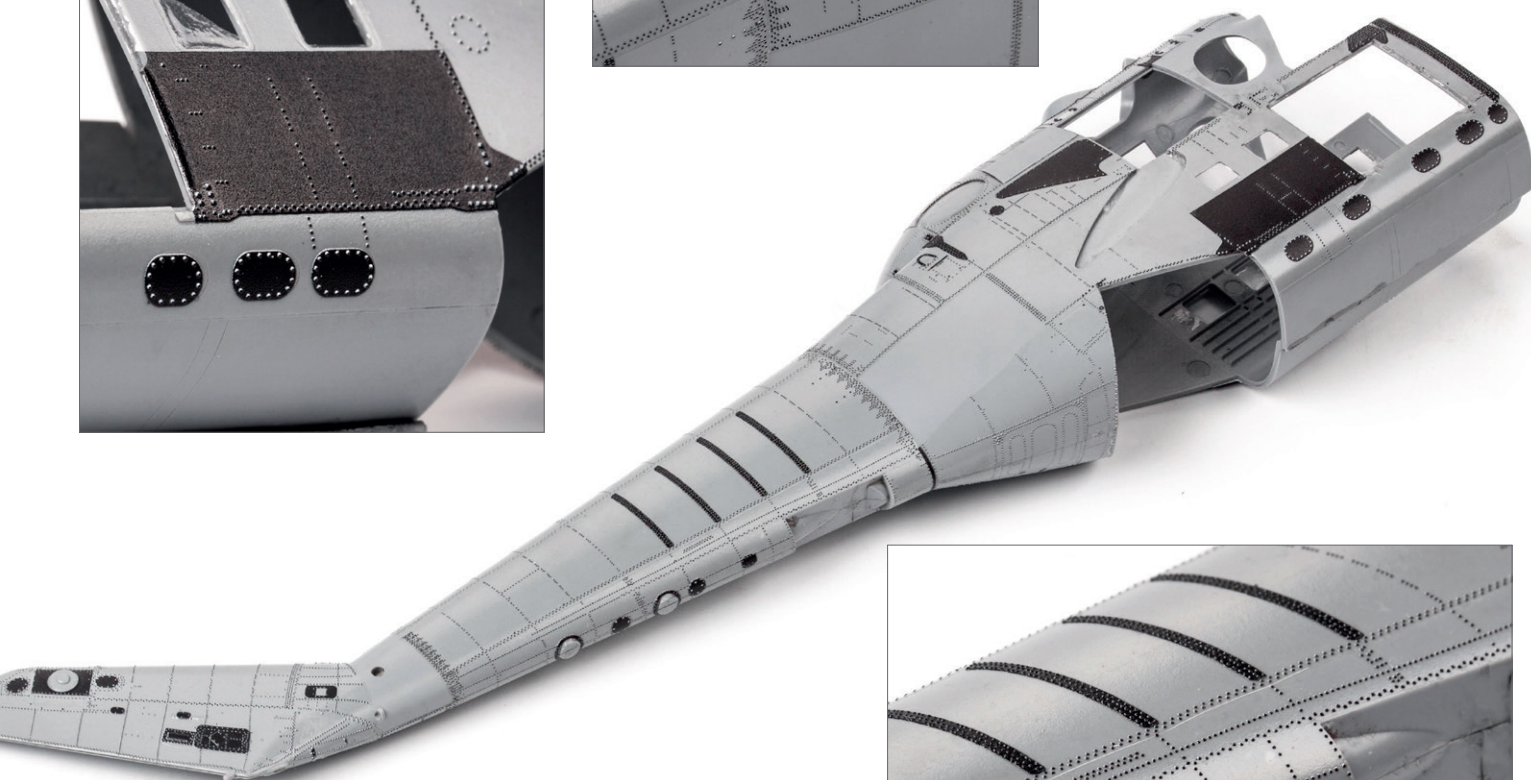
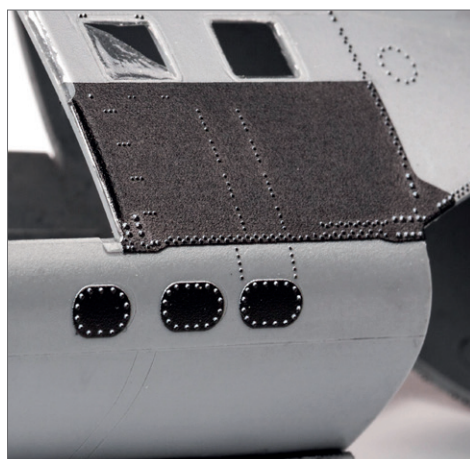
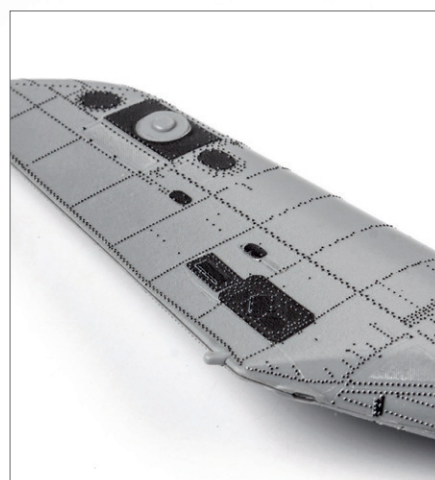
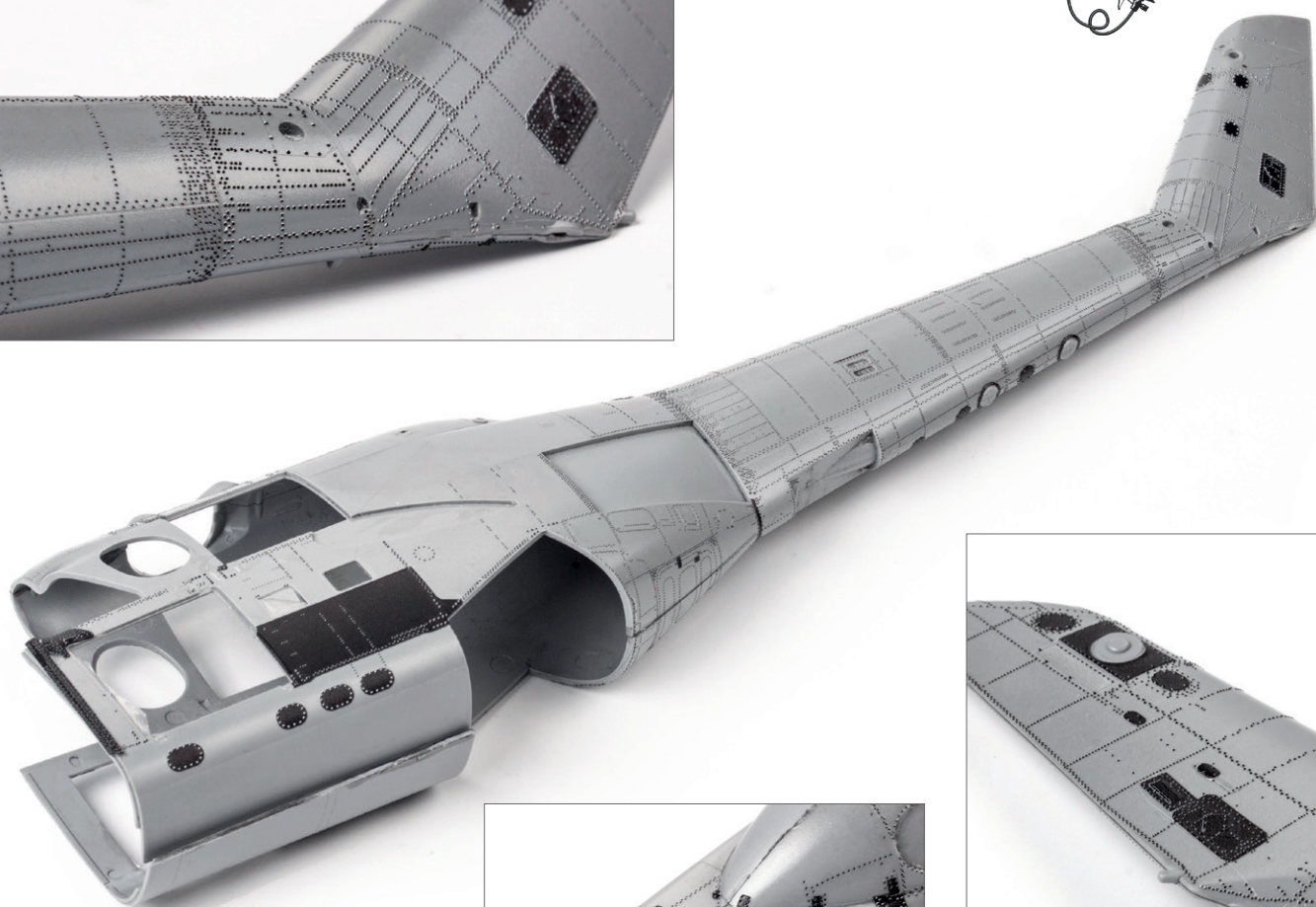
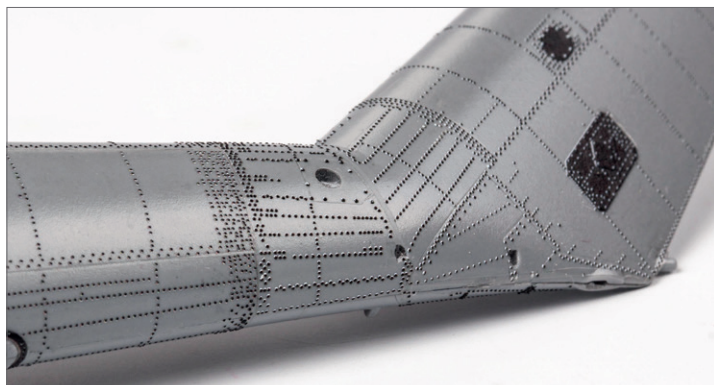
ER48001

Mi-24V positive rivets and surface details

1/48 Zvezda

Product page





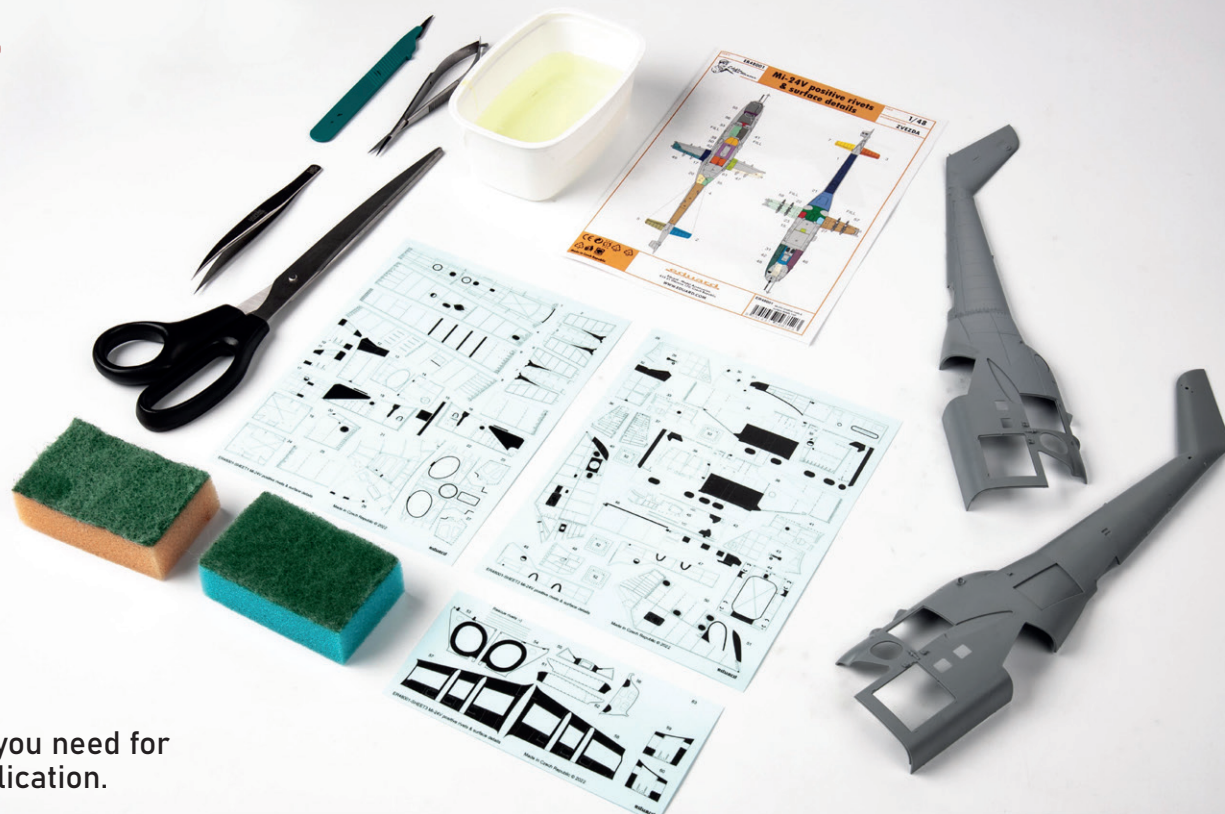
EDUcation

Step by step application

EDDIE THE RIVETER (Cat. No. ER48001)



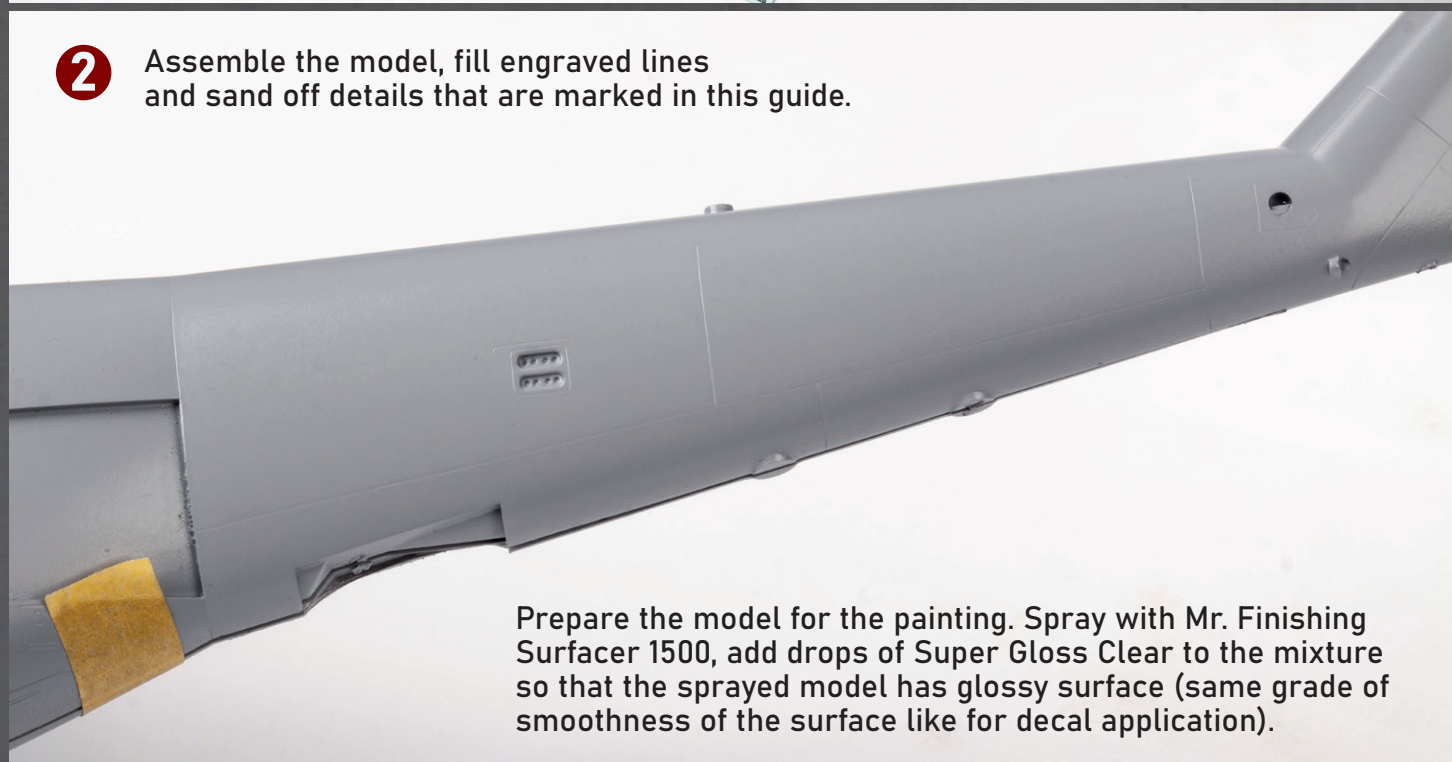
1



All you need for application.

2

Assemble the model, fill engraved lines and sand off details that are marked in this guide.



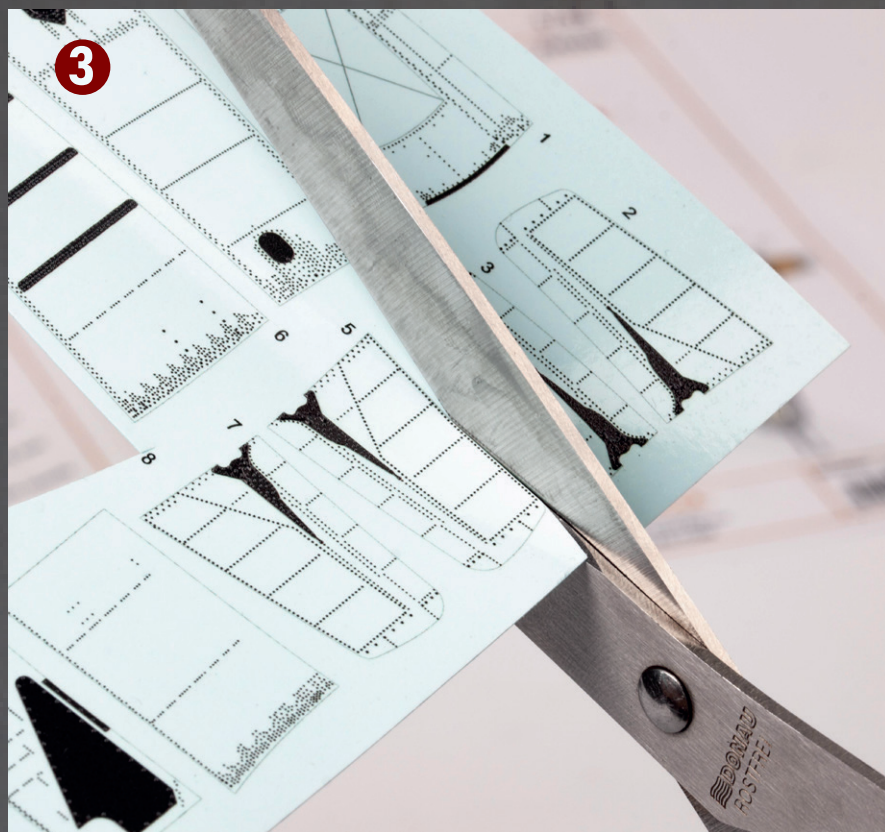
Prepare the model for the painting. Spray with Mr. Finishing Surfacer 1500, add drops of Super Gloss Clear to the mixture so that the sprayed model has glossy surface (same grade of smoothness of the surface like for decal application).

Rivet the Eddie way!

EDUcation

Step by step application

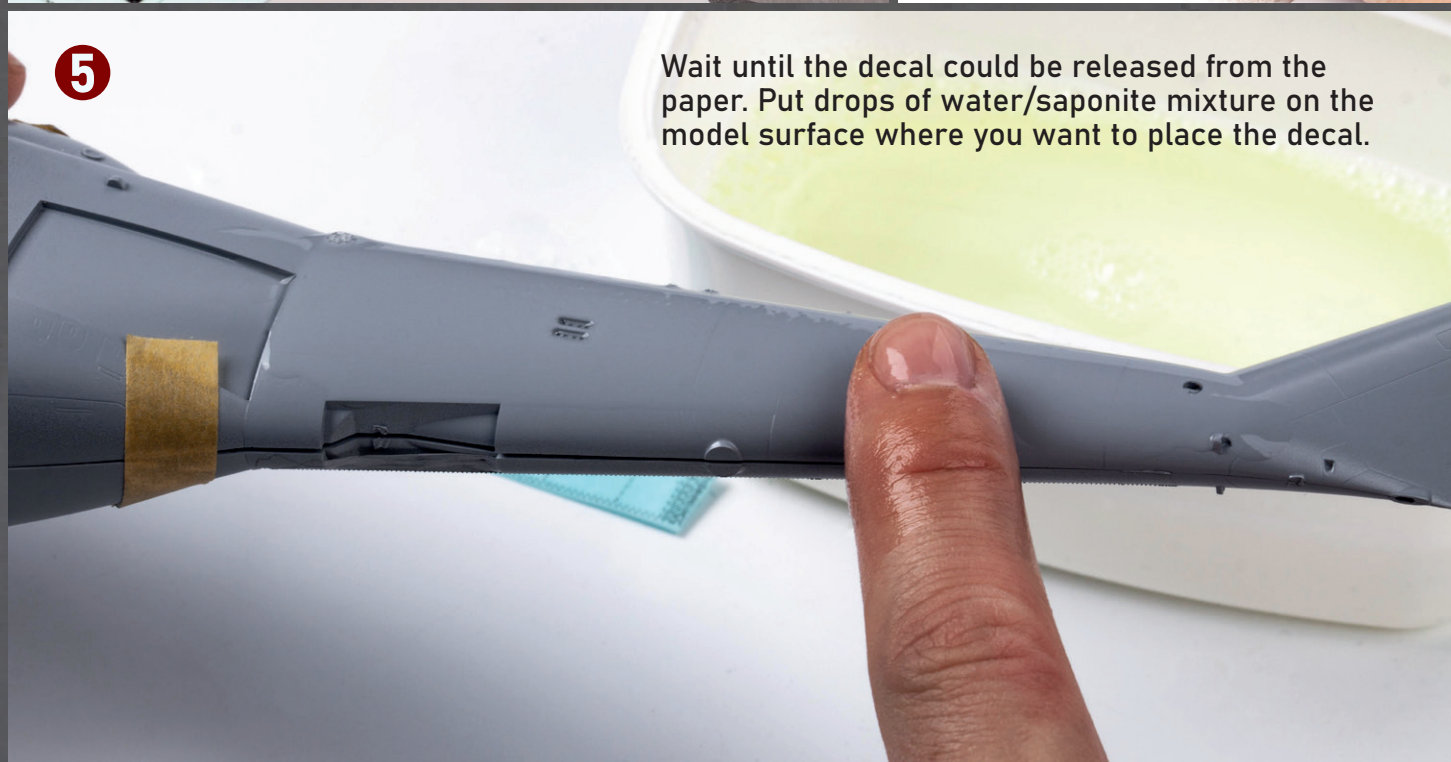
EDDIE THE RIVETER (Cat. No. ER48001)



Prepare mixture of water (100 ml) and dishwashing saponite (2–3 drops). Soak the dishwashing sponge in the mixture.

Cut off a section with rivets and raised details from the decal paper along the gray line with scissors or sharp modeling knife.

Put it on the sponge then push the sponge so that the decal is wet.



Wait until the decal could be released from the paper. Put drops of water/saponite mixture on the model surface where you want to place the decal.

Rivet the Eddie way!

EDUcation

Step by step application

EDDIE THE RIVETER (Cat. No. ER48001)



Remove the decal from decal paper.



Place the decal on its position.

Rivet the Eddie way!

EDUcation

Step by step application

EDDIE THE RIVETER (Cat. No. ER48001)



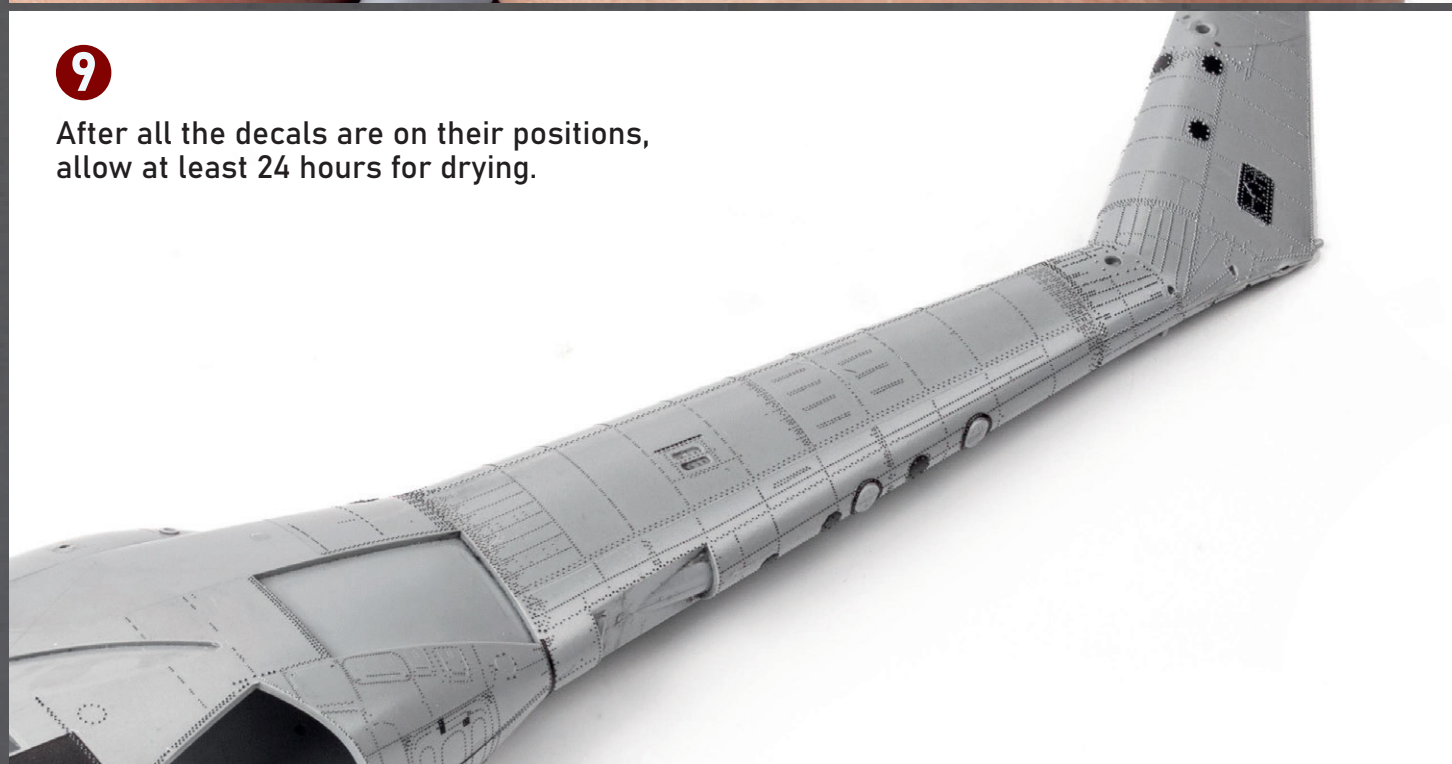
8

Press the applied decal to the surface with dry dishwashing sponge and remove all water. Do not move the sponge! Just apply gentle press and then draw the sponge apart from the surface vertically. Otherwise, the decal might get deformed.



9

After all the decals are on their positions, allow at least 24 hours for drying.



Rivet the Eddie way!

EDUcation

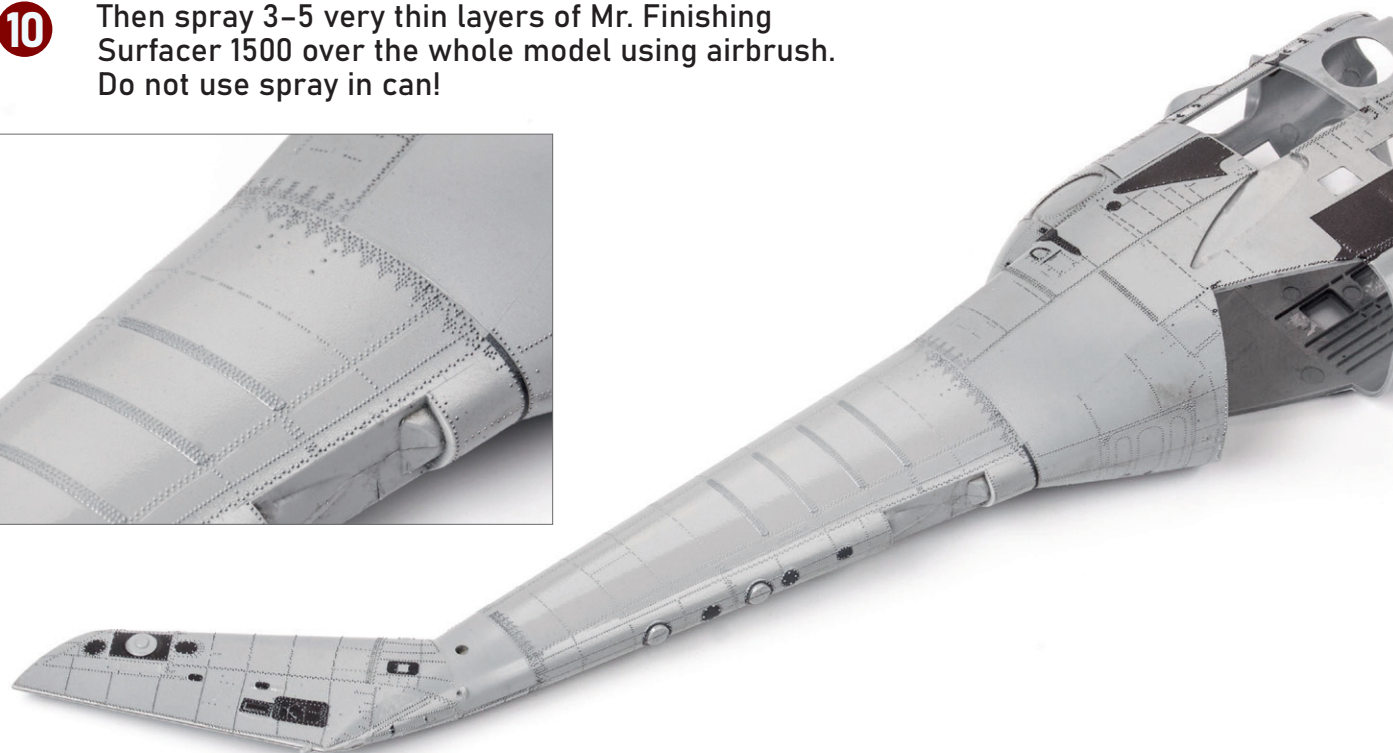
Step by step application

EDDIE THE RIVETER (Cat. No. ER48001)

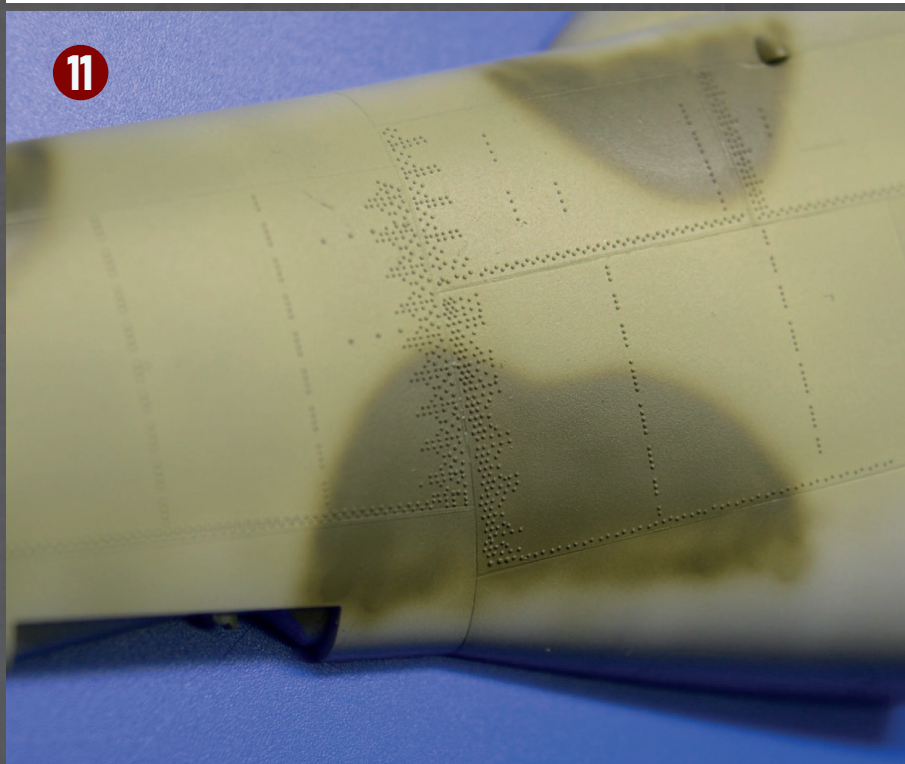


10

Then spray 3-5 very thin layers of Mr. Finishing Surfacer 1500 over the whole model using airbrush. Do not use spray in can!



11



Continue with painting and final assembly of the model. Pay maximum attention to masking when using masking tape. The adhesion of the tape must be reduced to avoid damage of the Surfacer layer or even the decal!

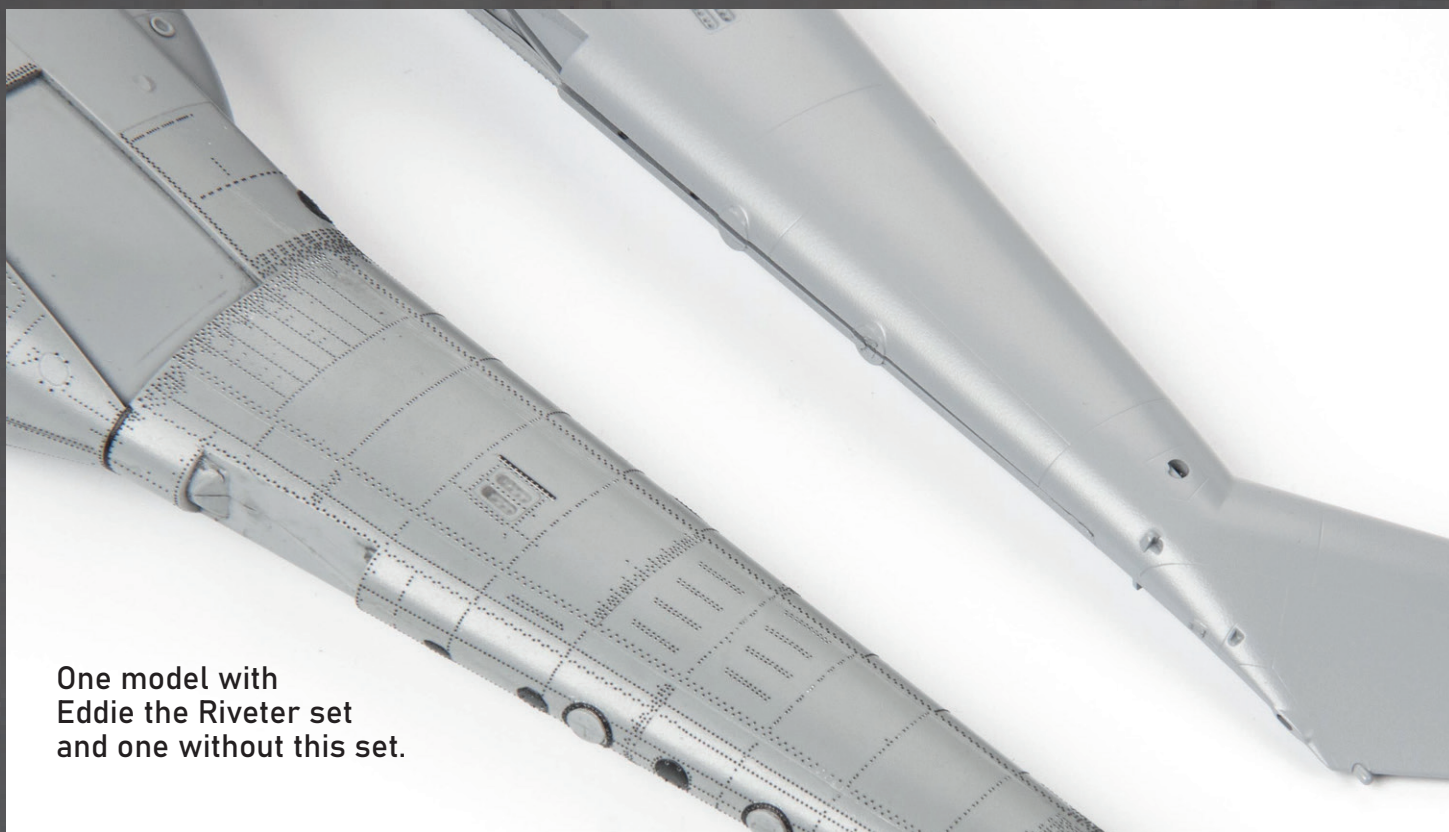


Rivet the Eddie way!

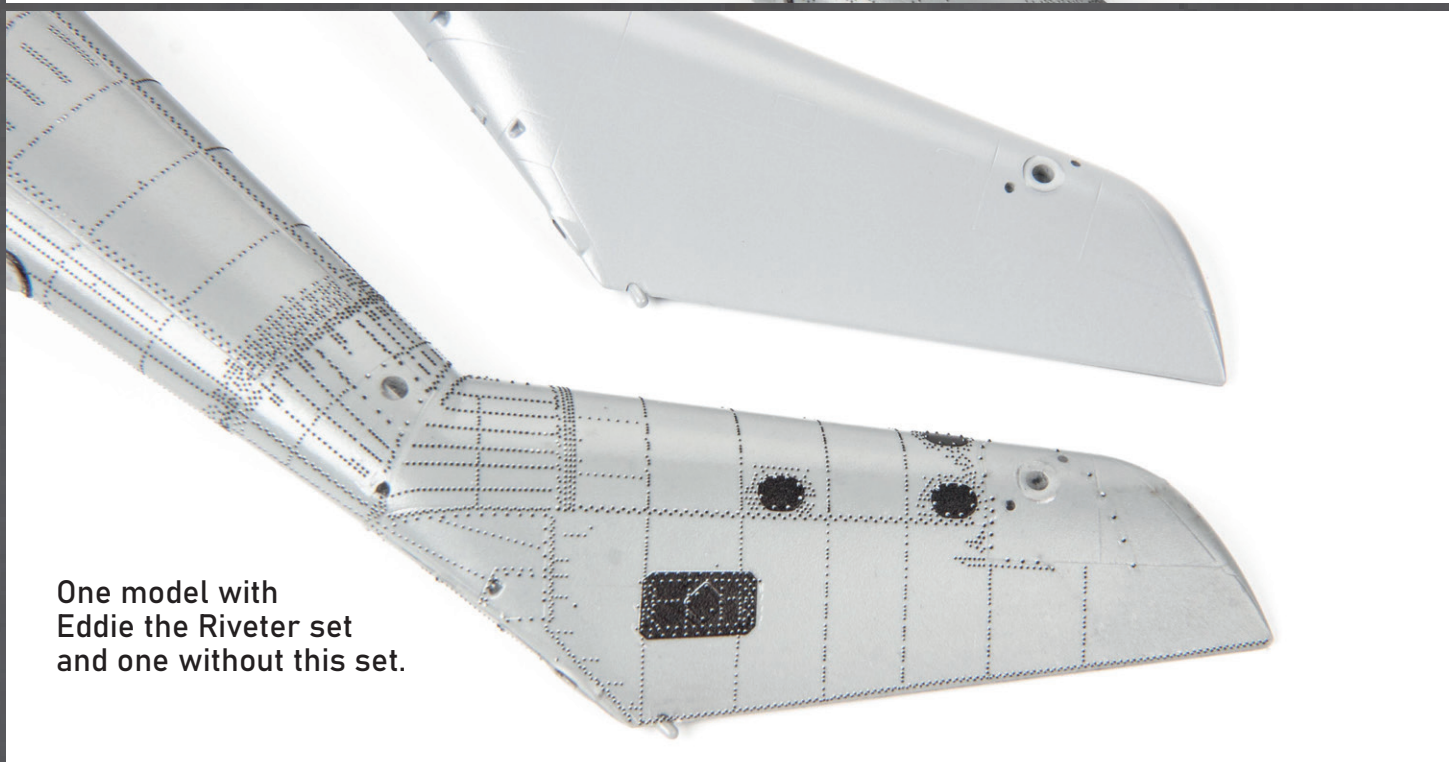
EDUcation

Step by step application

EDDIE THE RIVETER (Cat. No. ER48001)



One model with
Eddie the Riveter set
and one without this set.



One model with
Eddie the Riveter set
and one without this set.

Rivet the Eddie way!

EDUcation

eduard
BRASSIN
Print

How to build **PRINTED** landing flaps (Cat. No. 648738 Spitfire Mk.V)



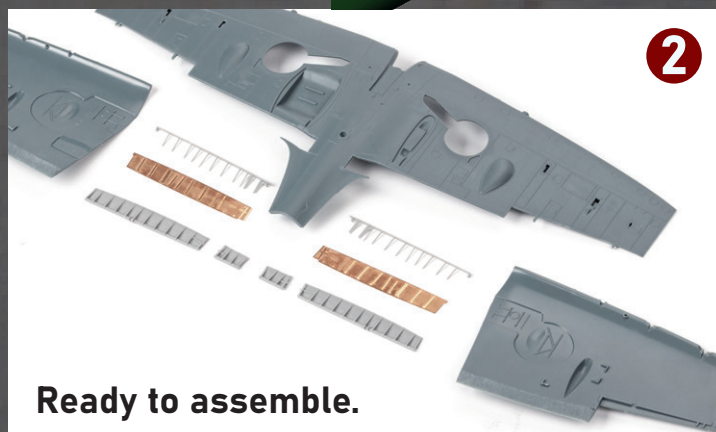
DETAILED - SIMPLE - FAST!

1



All you need.

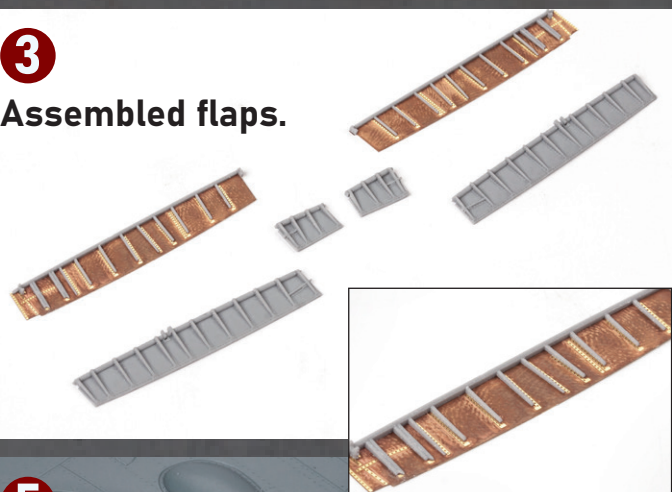
2



Ready to assemble.

3

Assembled flaps.



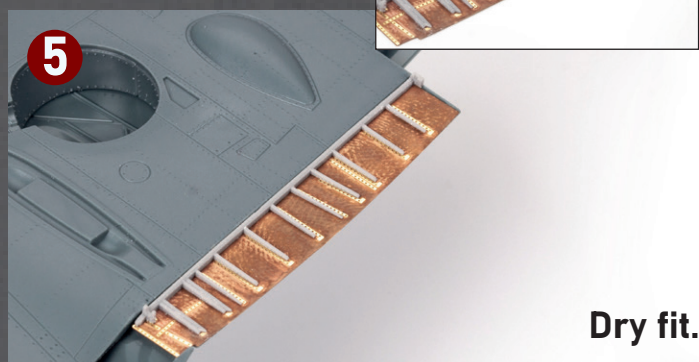
4

Assembled plastic.



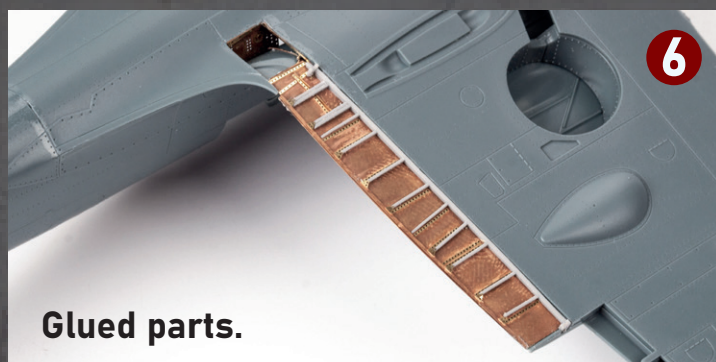
5

Dry fit.



6

Glued parts.



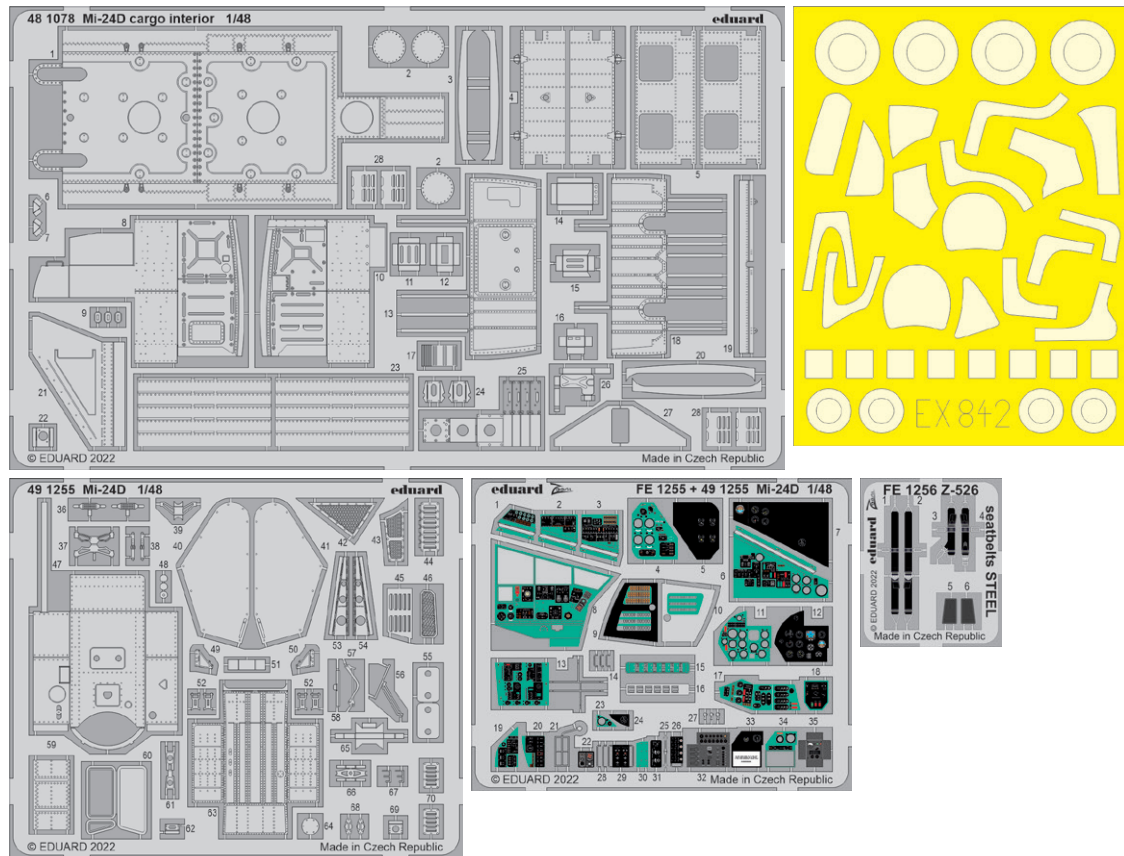
IT COULDN'T BE EASIER

DETAILED - SIMPLE - FAST!

BIG49323 **Mi-24D** 1/48 Trumpeter

- 481078 Mi-24D cargo interior 1/48
- 491255 Mi-24D 1/48
- FE1257 Mi-24D seatbelts STEEL 1/48
- EX842 Mi-24D 1/48

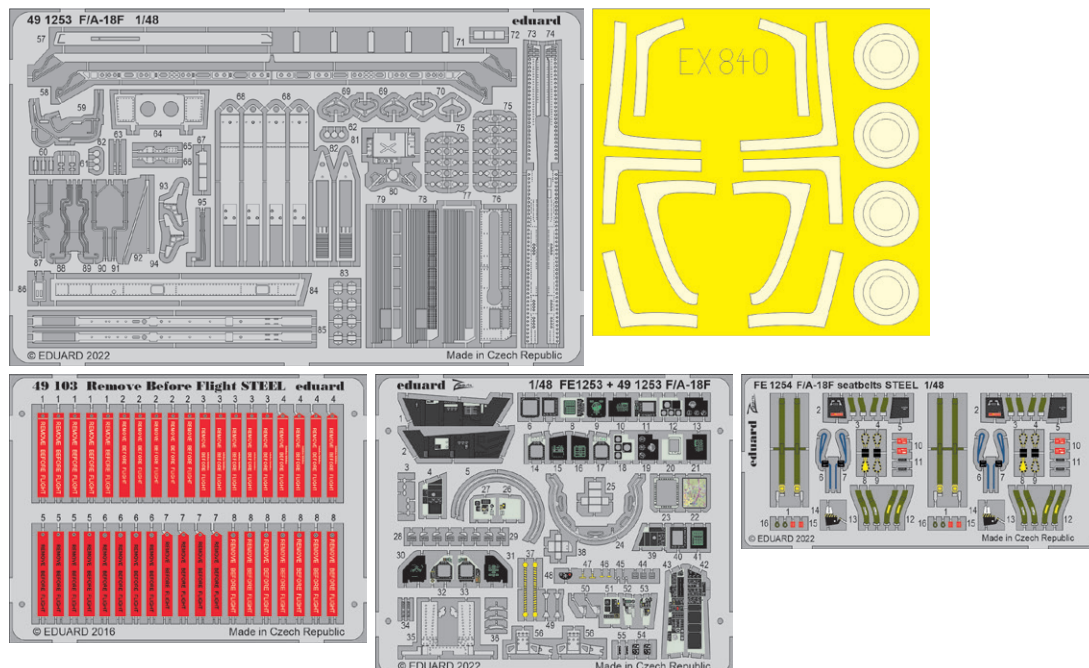
[Product page](#)



BIG49324 **F/A-18F** 1/48 Meng

- 49103 Remove Before Flight STEEL
- 491253 F/A-18F 1/48
- FE1254 F/A-18F seatbelts STEEL 1/48
- EX840 F/A-18F 1/48

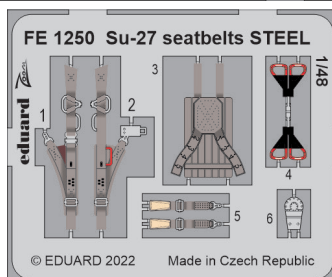
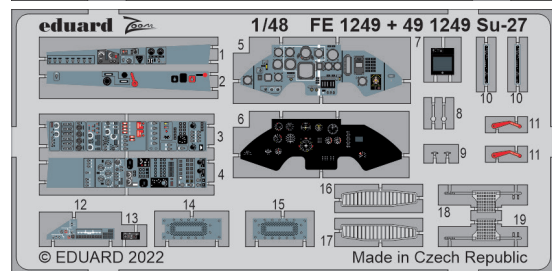
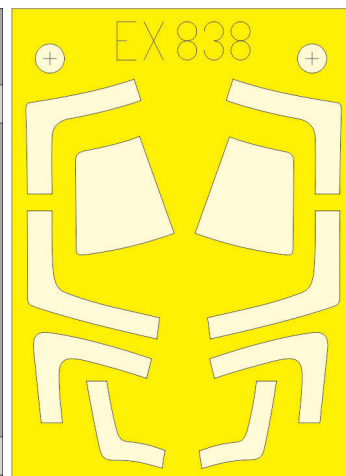
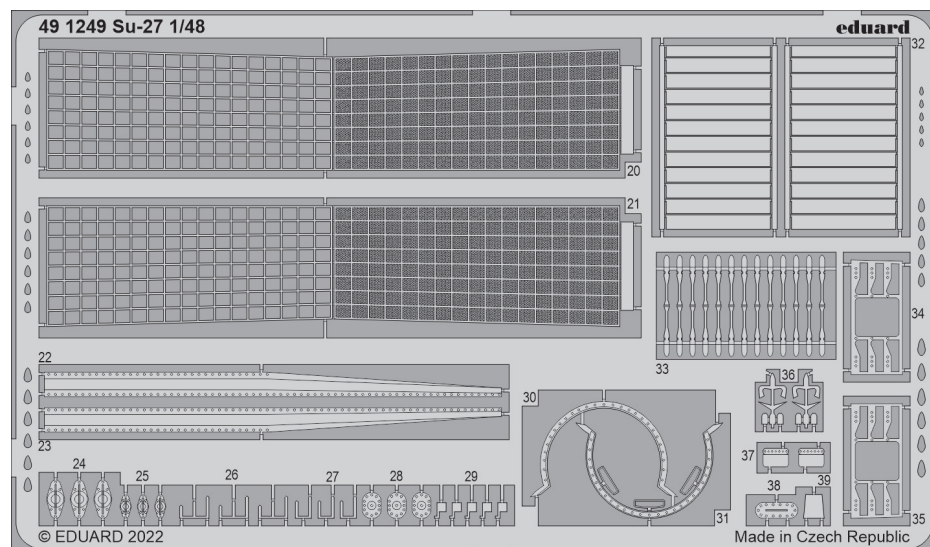
[Product page](#)



BIG49325 **Su-27** 1/48 Great Wall Hobby

491249 Su-27 1/48
FE1250 Su-27 seatbelts STEEL 1/48
EX838 Su-27 1/48

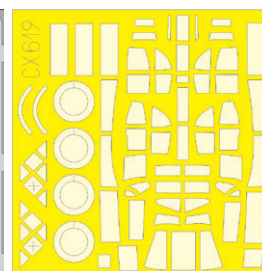
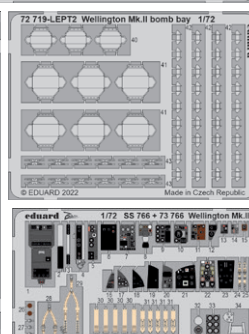
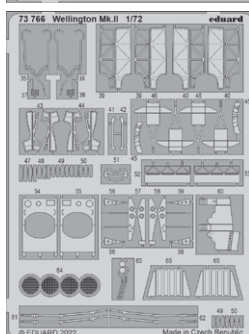
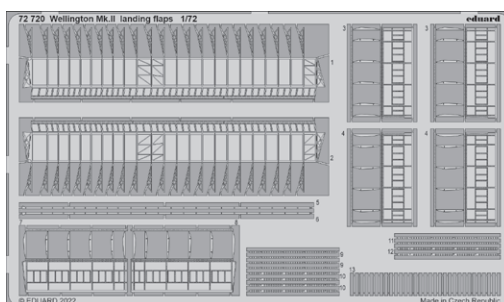
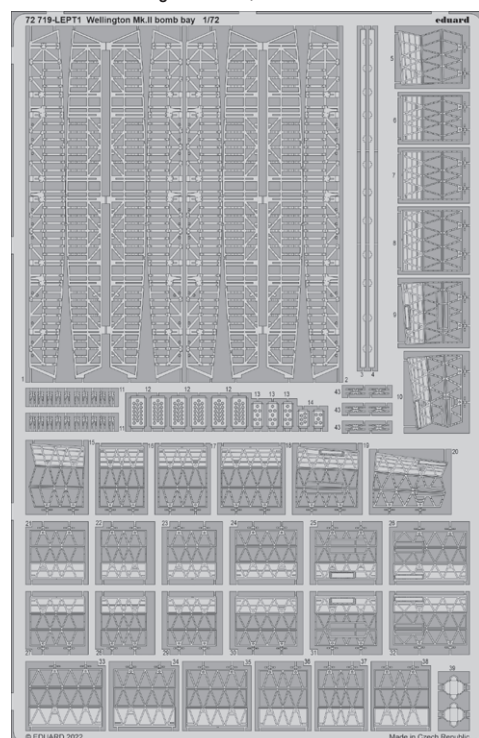
[Product page](#)



BIG72170 **Wellington Mk.II** 1/72 Airfix

72719 Wellington Mk.II bomb bay 1/72
72720 Wellington Mk.II landing flaps 1/72
73766 Wellington Mk.II 1/72
CX619 Wellington Mk.II 1/72

[Product page](#)



EX850 F-104A/C
1/48 Kinetic

EX851 F-104A/C TFace
1/48 Kinetic

EX852 F-22A
1/48 I Love Kits

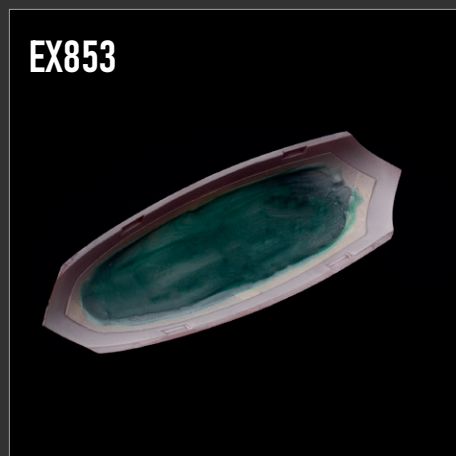
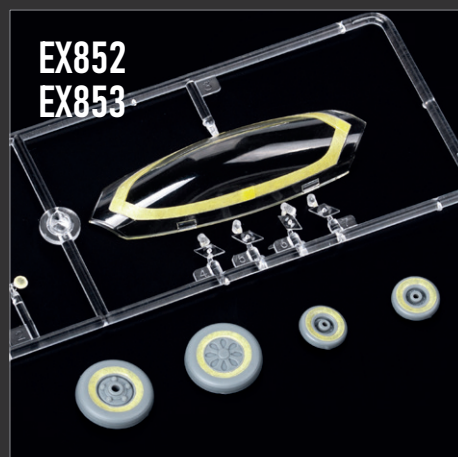
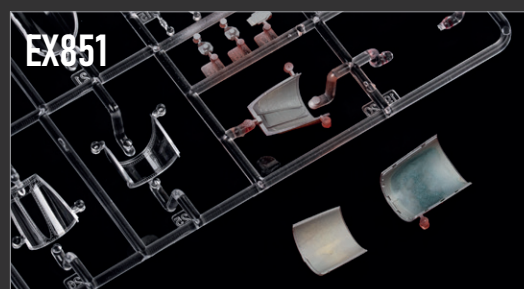
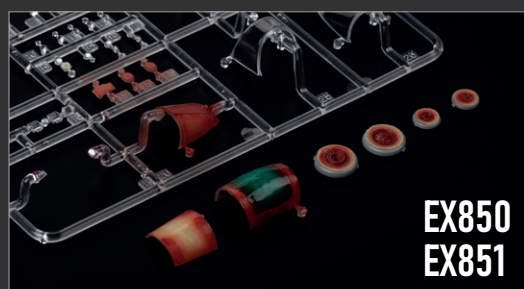
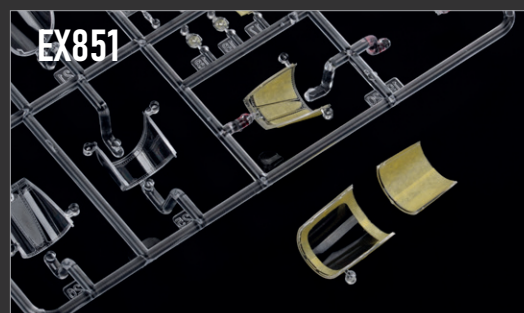
EX853 F-22A TFace
1/48 I Love Kits

EX854 EA-18G
1/48 Hobby Boss

EX855 EA-18G TFace
1/48 Hobby Boss

EX856 Il-2 mod. 1943
1/48 Zvezda

EX857 Il-2 mod. 1943 TFace
1/48 Zvezda



EX854
EX855



EX854
EX855



EX854
EX855



EX855



EX855



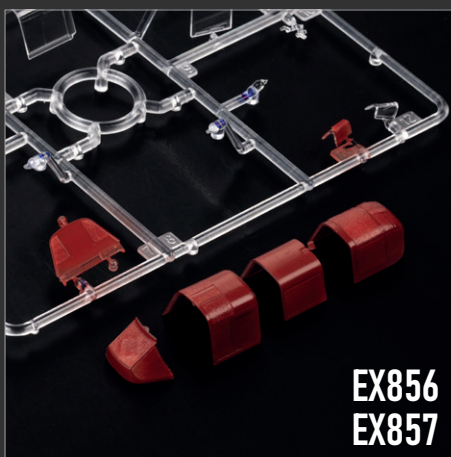
EX855



EX856
EX857



EX856
EX857



EX856
EX857



EX857



EX857



EX857



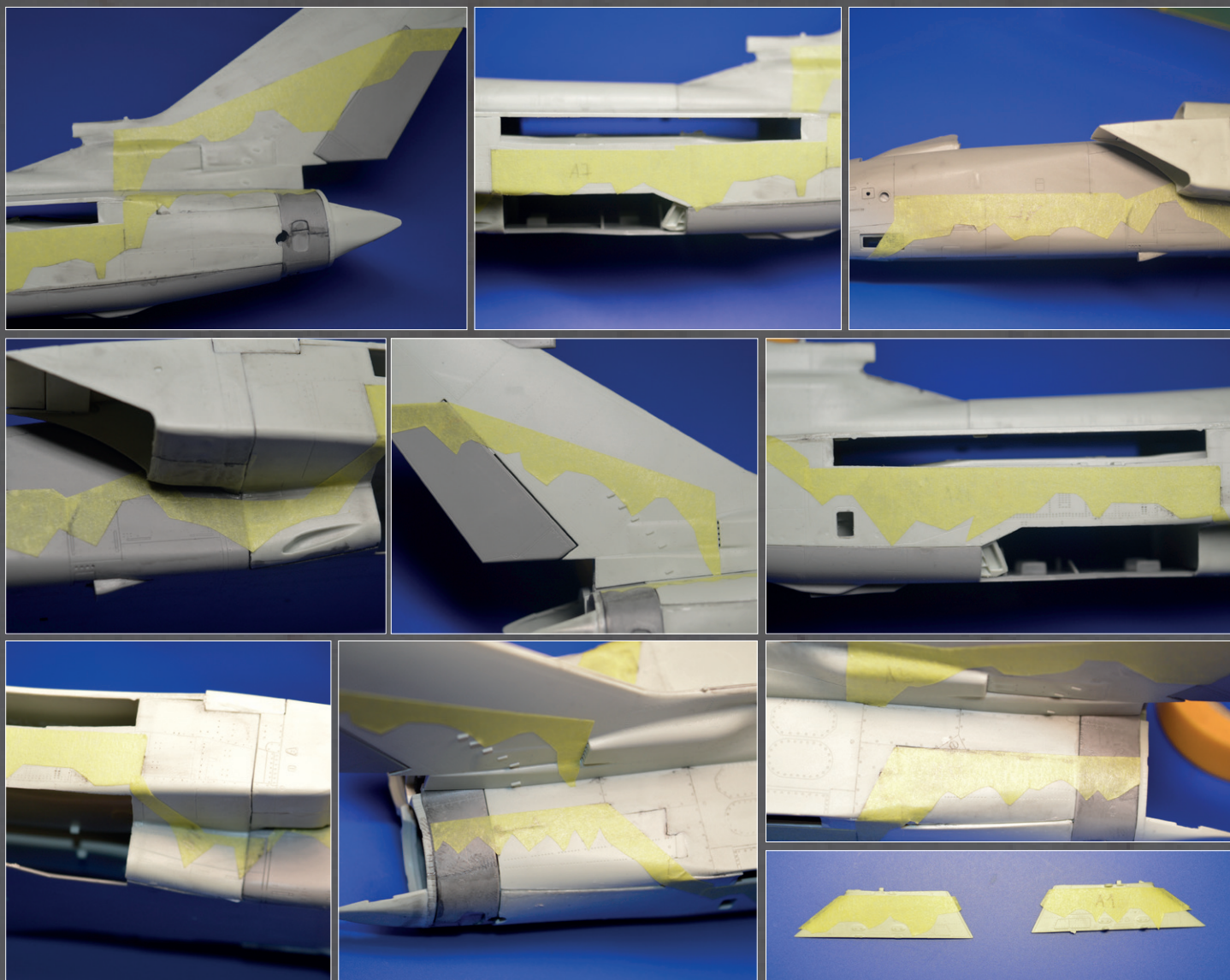
EDUcation

How to use Mask on Eduard ECR

(Cat. No. 11154 TORNADO ECR)



46+23, JaboG 32, Lechfeld Air Base, Germany, July 2008



EDUARD MASK – IT FITS!

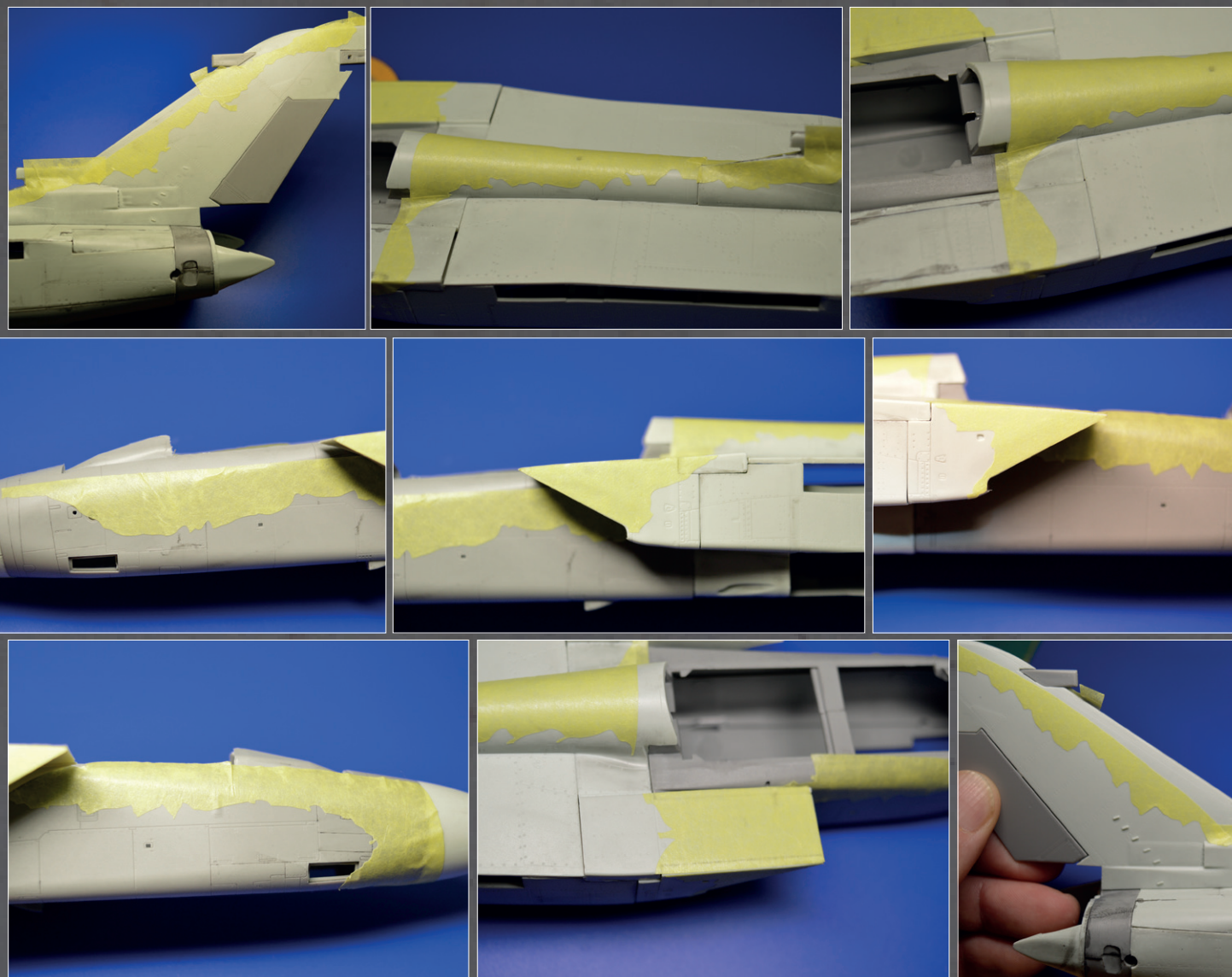
EDUcation

How to use Mask on Eduard ECR

(Cat. No. 11154 TORNADO ECR)



46+44, 1./JaboG 32, Lechfeld Air Base, Germany, June 2001



EDUARD MASK – IT FITS!

KITS

82181	Z-126 Trenér	1/48 ProfiPack
2141	MEZEK DUAL COMBO	1/72 Limited
84182	Bf 109G-10 WNF/Diana	1/48 Weekend
7460	Spitfire F Mk.IX	1/72 Weekend
8227	F6F-3 Re-release	1/48 ProfiPack
8287	Spitfire HF Mk.VIII Re-release	1/48 ProfiPack
82212	A6M2 Zero Type 21 Re-release	1/48 ProfiPack

PE-SETS

53279	Tirpitz part 1	1/350 Trumpeter
53280	Tirpitz part 2	1/350 Trumpeter
32997	Hawk 81-A2	1/32 Great Wall Hobby
36479	Jackal 2	1/35 Hobby Boss
481085	IL-2 mod. 1943 landing flaps	1/48 Zvezda
491266	F-104A	1/48 Kinetic
491267	F-104C	1/48 Kinetic
491268	EA-18G	1/48 Hobby Boss
491271	IL-2 mod. 1943	1/48 Zvezda
491273	F-22A	1/48 I Love Kits
73769	J1N1-S Gekko	1/72 Fujimi/Hobby 2000
73770	TA-4J	1/72 Fujimi/Hobby 2000

ZOOMS

33297	Hawk 81-A2	1/32 Great Wall Hobby
33298	Hawk 81-A2 seatbelts STEEL	1/32 Great Wall Hobby
FE1266	F-104A	1/48 Kinetic
FE1267	F-104C	1/48 Kinetic
FE1268	EA-18G	1/48 Hobby Boss
FE1269	EA-18G seatbelts STEEL	1/48 Hobby Boss
FE1270	F-104A/C seatbelts STEEL	1/48 Kinetic
FE1271	IL-2 mod. 1943	1/48 Zvezda
FE1272	IL-2 mod. 1943 seatbelts STEEL	1/48 Zvezda
FE1273	F-22A	1/48 I Love Kits
FE1274	F-22A seatbelts STEEL	1/48 I Love Kits
SS769	J1N1-S Gekko	1/72 Fujimi/Hobby 2000
SS770	TA-4J	1/72 Fujimi/Hobby 2000

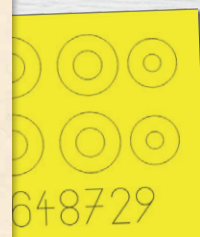
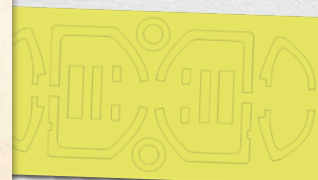
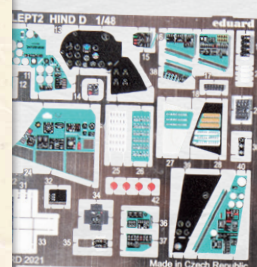
MASKS

EX850	F-104A/C	1/48 Kinetic
EX851	F-104A/C TFace	1/48 Kinetic
EX852	F-22A	1/48 I Love Kits
EX853	F-22A TFace	1/48 I Love Kits
EX854	EA-18G	1/48 Hobby Boss
EX855	EA-18G TFace	1/48 Hobby Boss
EX856	IL-2 mod. 1943	1/48 Zvezda
EX857	IL-2 mod. 1943 TFace	1/48 Zvezda

LIMITED

ProfiPACK
edition

WEEKEND
edition



BIG ED

BIG49323	Mi-24D	1/48 Trumpeter
BIG49324	F/A-18F	1/48 Meng
BIG49325	Su-27	1/48 Great Wall Hobby
BIG72170	Wellington Mk.II	1/72 Airfix

BRASSIN

644154	SR-71A LööK	1/48 Revell
648737	Fw 190D landing flaps PRINT	1/48 Eduard
648740	SR-71A wheels	1/48 Revell
648741	Vampire F.3 wheels	1/48 Airfix
648743	F-15A/B wheels	1/48 Great Wall Hobby
648746	Mosquito wheels	1/48 Tamiya
648747	F6F undercarriage legs BRONZE	1/48 Eduard
648748	Spitfire Mk.IX landing flaps PRINT	1/48 Eduard
648751	M2 Browning w/ handles for aircraft PRINT	1/48
653001	USN searchlights 36 inch PRINT	1/350
653003	USN electric ship winches PRINT	1/350
672284	S-199 exhaust stacks PRINT	1/72 Eduard
672285	S-199 wheels PRINT	1/72 Eduard
672286	Fw 190D exhaust stacks PRINT	1/72 IBG
672287	Fw 190D wheels	1/72 IBG

LööKPLUS

644150	Z-526AFS LööKplus	1/48 Eduard
644155	OV-10A LööKplus	1/48 ICM
644156	F-14A late LööKplus	1/48 Tamiya

BIG SIN

SIN64882	Mi-24D conversion set	1/48 Zvezda
SIN64883	A6M2 Zero Model 21 ESSENTIAL	1/48 Eduard

DECAL SETS

D72038	S-199 Czechoslovak national insignia	1/72 Eduard
D72039	S-199 Israeli national insignia	1/72 Eduard
D72040	S-199 Czechoslovak stencils	1/72 Eduard
D72041	S-199 Israeli stencils	1/72 Eduard

SPACE

3DL32006	Hawk 81-A2 SPACE	1/32 Great Wall Hobby
3DL48063	F-104A SPACE	1/48 Kinetic
3DL48064	F-104C SPACE	1/48 Kinetic
3DL53007	Tirpitz flags SPACE	1/350 Trumpeter

EDDIE THE RIVETER

ER48001	Mi-24V positive rivets & surface details	1/48 Zvezda
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BIG-ED

eduard
BRASSINeduard
BRASSIN
Print

LööK

LööK+

BIG
SINeduard
SPACEEddie
the Riveter

BUILT

LIMITED

1/72

MEZEK

Dual Combo



Cat. No. 2141

marking G

Built by **Robert Szwarc**

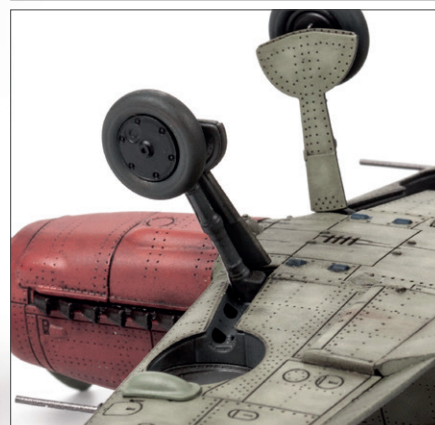
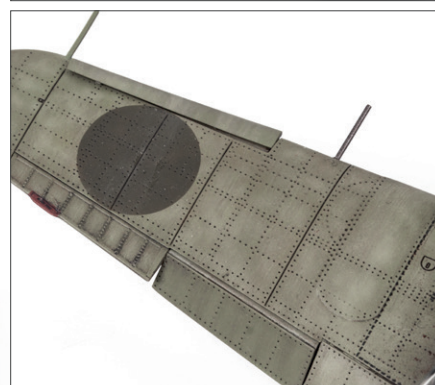


S-199.340, Lt. František Kratochvíla, No. 3 Squadron, Aviation Regiment 51, Mladá, Czechoslovakia, July 1952

Not much is known about the early service of this aircraft. It was manufactured in the summer of 1948. The aircraft underwent general overhaul in Kunovice from June 5 to November 20, 1950 and served with the Police Air Patrol service briefly (this aviation arm of the Police was disbanded on December 23, 1950). In May 1952, it was assigned to No. 51 lp (Aviation Regiment 51), where it was first assigned to No. 4 Squadron and then served after reorganization of the regiment with No. 3 Squad-

ron, which retained the original Police code of its aircraft (numbers B-0311 and higher). On July 30, 1952, the aircraft made an emergency landing in Zvolen while being flown by Lt. František Kratochvíla. This aircraft was one of a number that retained their simplified Police markings, including the red nose and horizontal stabilizer and elevator. The army insignia on the wings were overpainted in a darker colour than the camouflage coat. The same color was used to adapt the insignia on the

rudder from circular to triangles with curved edges. It is not known what specific color was used, but it may have been a darker shade of green used later on the S-199.

[Product page](#)


MEZEK Dual Combo

1/72

[Product page](#)

Cat. No. 2141

marking L

Built by Jan Novotný



S-199 , D-123, 101 Squadron (tayeset), Cheyl ha-avir, Hatzor, Israel, October, 1948

The aircraft coded D-123 was delivered to Israel on July 28 on board Balak Flight No. 79 and joined the action on August 15, 1948. A month prior to D-123's entry into service, ex-USAAF volunteer pilot Stan Andrews drew up the 101 Squadron's insignia of a winged skull of death wearing a flight helmet and goggles. The skull symbolizes the Jewish faith's belief in the rising of the dead to form a large army when the messiah comes to earth. The insignia was printed on poster paper and applied to the left side of the nose of 101 Squadron's planes. In preparation

for Operation Ten Plagues (15-22 October 1948), later renamed Operation Yoav, 101 Squadron fighters obtained high visibility markings consisting of red spinners and red and white stripes on the rudders in order to distinguish them from Egyptian Spitfires. To further differentiate the Israeli fighters, the Star of David roundels were applied atop the wings for the first time. During Operation Yoav, Rudi Augarten claimed a Royal Egyptian Air Force Spitfire Mk.IXc flying D-121 on the first day of the offensive, on October 16. The kill was not confirmed by IAF

intelligence and is only considered as damaged. In November, D-123 was given the number 1905 as part of the introduction of a new military aircraft marking system. There are a few repairs to the fuselage that appear as darker areas from photos of D-123. This has led some researchers to believe the aircraft received a two-tone camouflage scheme on the upper surfaces. However, it is merely a contrast of older and newer paint of approximately the same shade of green.



Z-526AFS Akrobat

1/48



Product page

Cat. No. 82184
marking C
Built by Luboš Zach



Z-526AFS, I-1010, s/n 1330, Silvio Bellei, Sassuolo airfield, Italy, 1994

This aircraft was produced in 1974 and it was the last of the Z-526AFS line. She was stored after the test flight on April 30, 1974, waiting for her buyer for two years. On May 26, 1977, she was flown to the new home in Parma by the famous Italian aerobatic pilot Valenti. Two years later, however, the I-1010 changed hands. She was bought by Dr. Silvio Bellei, founder of the ceramics manufacturer NovaBell, long-time president of the Sassuolo Aero Club and a respected and renowned businessman

and pilot. "Signor Bellei", as the people regularly called him, was awarded the Paul Tissandier Diploma by the International Aeronautical Federation for his aviation merit by the way. His aircraft was based at Sassuolo airfield near Modena until Dr. Bellei passed away (May 22, 2021, at the age of 84). The I-1010 had one happy-ending accident when the pilot decided to make a landing without conducting the regular pattern after aerobatics flight. Unfortunately, he landed literally on the ridge

of Partenavia Oscar, which was on her final in the moment. Nobody was hurt, but the I-1010 had to be craned from the back of the Oscar and repaired. The last overhaul of I-1010 was carried out by ZLIN-AVION service company in 1993. She was check-flown by renowned pilot Vladimír Peroutka prior to her return to Sassuolo. Since then, she had been serving to the satisfaction of her owner and is still fully aerobatic.



Sopwith F.1 Camel (Clerget) 1/48

Cat. No. 82172

marking C

Built by Patrik Pěcha



[Product page](#)

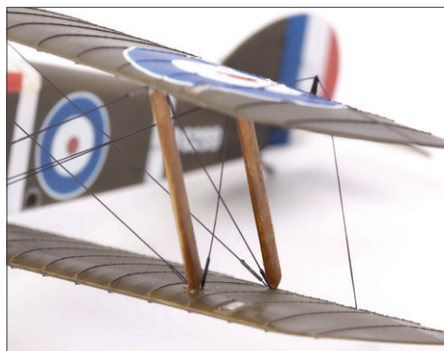


B6299, FL Norman M. MacGregor, No. 10 Sqn RNAS, Tétéghem, France, November 1917

Norman Miers MacGregor entered the RNAS on February 1916 and was assigned to HMS President. He was assigned to No. 6 Squadron in 1917 and scored four kills there. After that he moved to the No. 10 Squadron. His first victory with this unit was also the most significant of all of his kills, as he shot down the first Fokker Dr.I of the Great War on September 15, with German ace Kurt Wolff,

victor in 33 combats and commander of the Jasta 11 at controls. MacGregor added two more victories, both when flying this Camel. He accrued 325 operational flight hours during the war and was transferred to RAF's unemployed list on January 10, 1919, at the rank of captain. He was later reactivated as a flight lieutenant on April 10, 1921, serving until June 5. His Camel B6299 sported the colours

of the B Flight of the No. 10 (Naval) Sqn, i.e., white and red stripes on the nose of the aircraft and distinctive letter B on both sides of the fuselage. Later the aircraft served briefly with No. 9 (Naval) Sqn, before being transferred to the training depot at Chingford.



Z-526AFS Akrobat

1/48

Cat. No. 82184
marking E

built by Matthias Becker



Z-526AFS-V, OK-ERE, s/n 1307, Točná Aero Club, Slaný airfield, Czech Republic, 2014

No. 1307 was manufactured in 1974 and was taken over by Svazarm on December 29 of the same year as its last Z-526AFS. The aircraft served mainly at the Točná airfield, and the local aero club also acquired it later. When the club was forced to move to Slaný airfield (after the purchase of Točná by a private owner), they took OK-ERE with them. This happened at the time she was already converted to the AFS-V tow version after reaching the aerobatic

flying hours limit. The conversion was carried out at Aerotechnik Kunovice. In 2013, the OK-ERE was damaged in a failed landing, which ended up in the ditch behind the end of the runway. Another accident occurred during the return from an air meeting in Poland, when the pilot hit the power lines with the rudder and tore it off. During necessary repair, the black stripes disappeared from the rudder. In June 2019 the OK-ERE was sold to private owner, who

used the engine for another airplane, and sold her engine-less. New owner plans full overhaul and engine installation. It is certainly worth mentioning that in the days of her aerobatic career OK-ERE served, among others, the later double European aerobatics champion Petr Jirmus. The drawing of the lady on the starboard side is by the airbrush painter Olivia de Derardinis.



BIG ED (June)

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 (June)

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 (June)

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

BIGSIN (June)

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

634027

Hawk 81-A2 LööK*LööK***1/32 Great Wall Hobby**

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Hawk 81-A2 in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

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



644157

F-104A LööK*LööK***1/48 Kinetic**

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



644158

F-104C LööK*LööK***1/48 Kinetic**

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.



632180

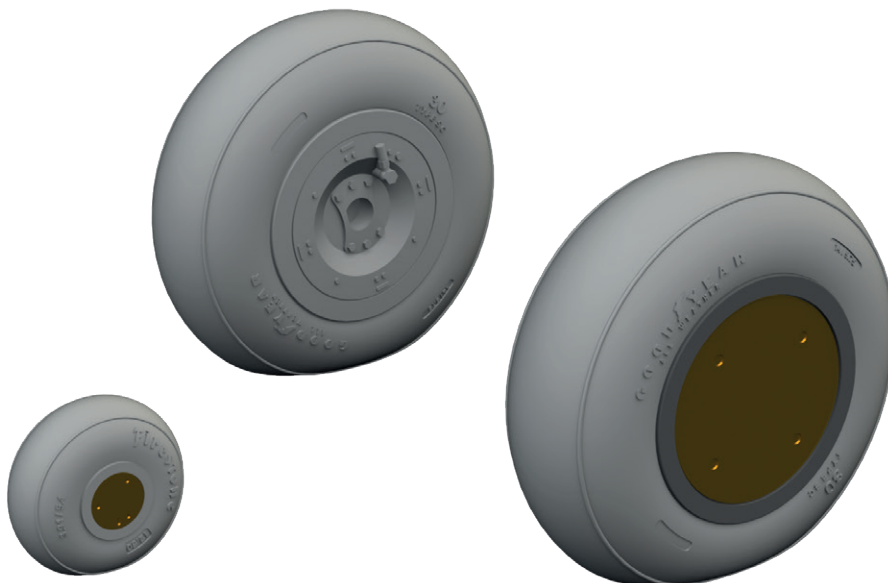
Hawk 81-A2 wheels

1/32 Great Wall Hobby

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: yes
- painting mask: yes



648726

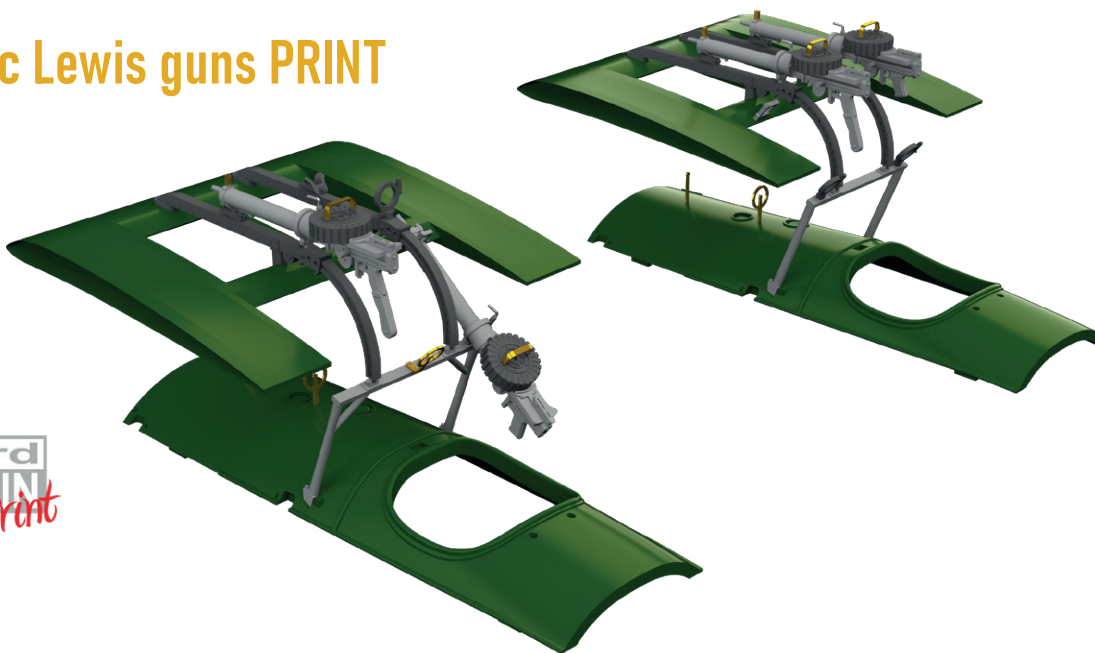
Sopwith Camel Comic Lewis guns PRINT

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



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



648749

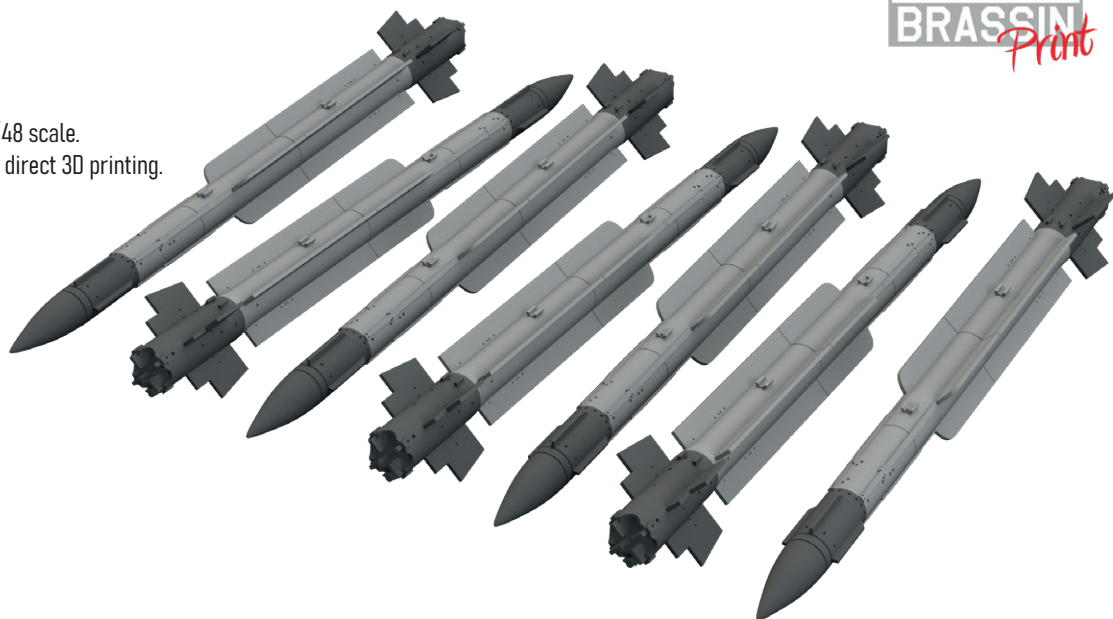
MICA RF PRINT

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: no
- photo-etched details: no
- painting mask: yes



648750

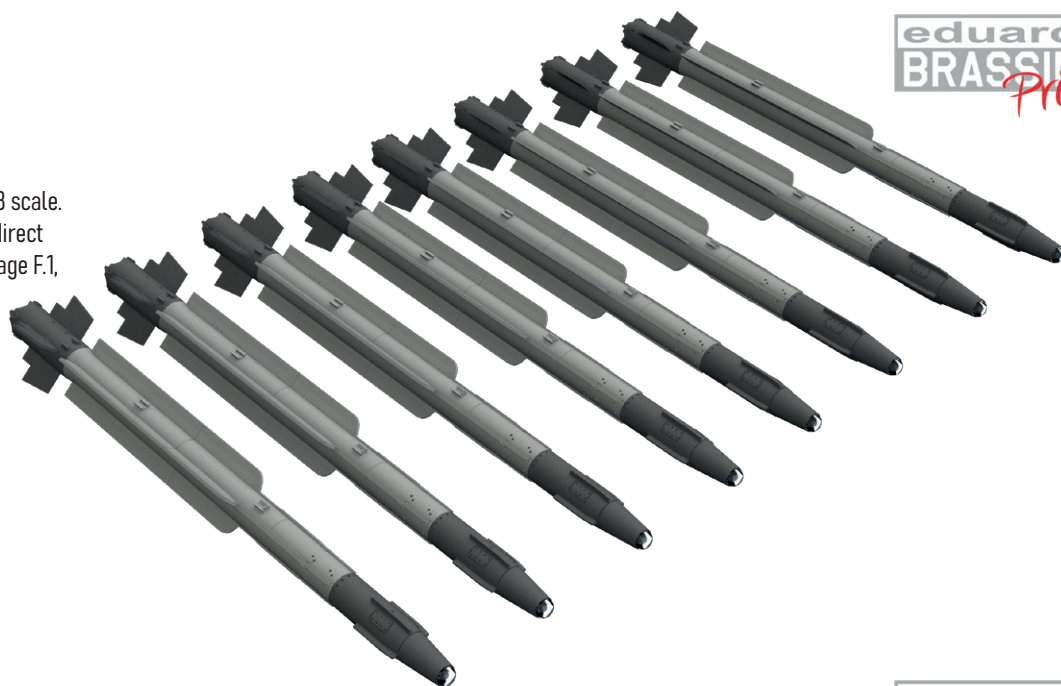
MICA IR PRINT

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: no
- photo-etched details: no
- painting mask: yes



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.



648753

Vampire F.3 seat PRINT**1/48 Airfix**

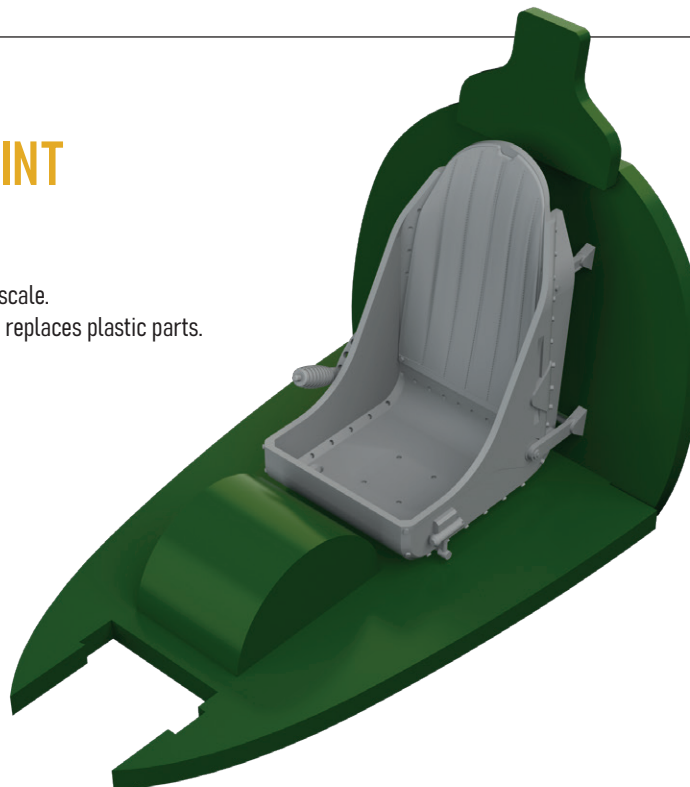
Brassin set - the seat for Vampire F.3 in 1/48 scale.

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


eduard
BRASSIN
Print

648754

Beaufighter Mk.VI wheels**1/48 Tamiya**

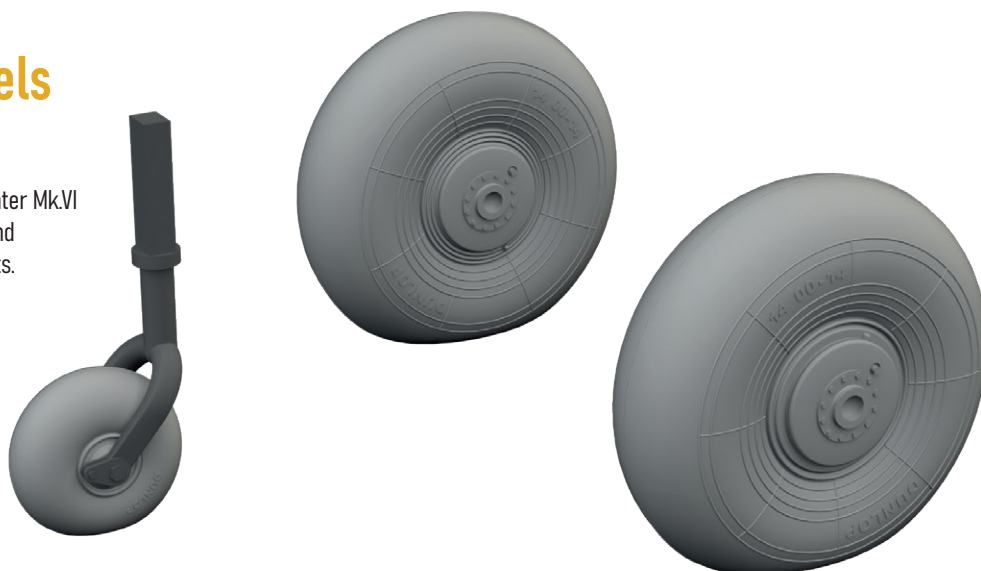
Brassin set - the undercarriage wheels for Beaufighter Mk.VI

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



648757

Fw 190D landing flaps wooden PRINT**1/48 Eduard**

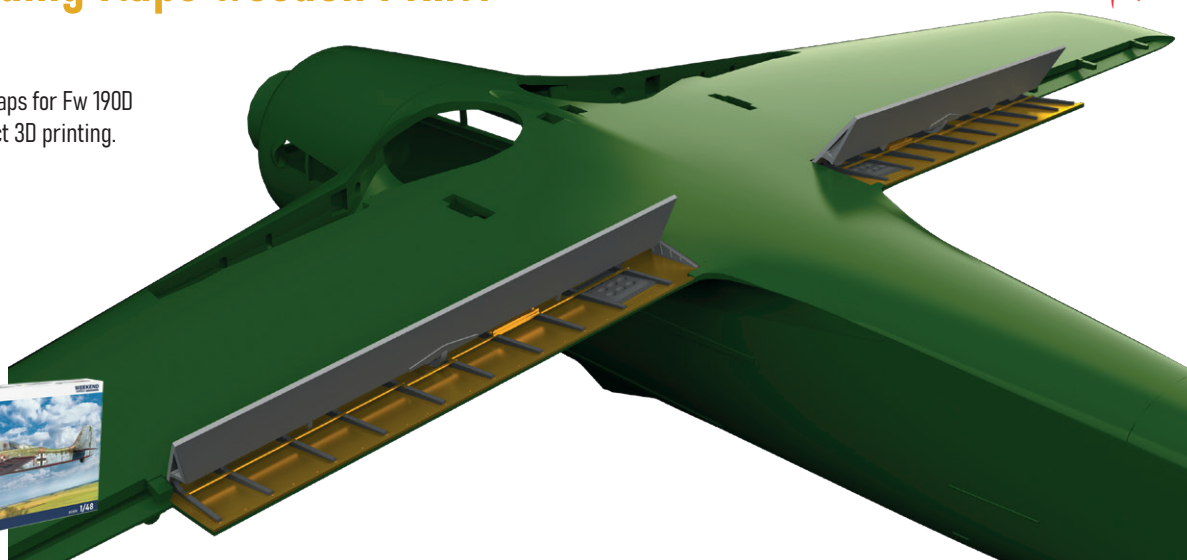
Brassin set - the landing flaps for Fw 190D

in 1/48 scale. Made by direct 3D printing.

Recommended kit: Eduard

Set contains:

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


eduard
BRASSIN
Print

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



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



653002

M2 Browning water cooled PRINT

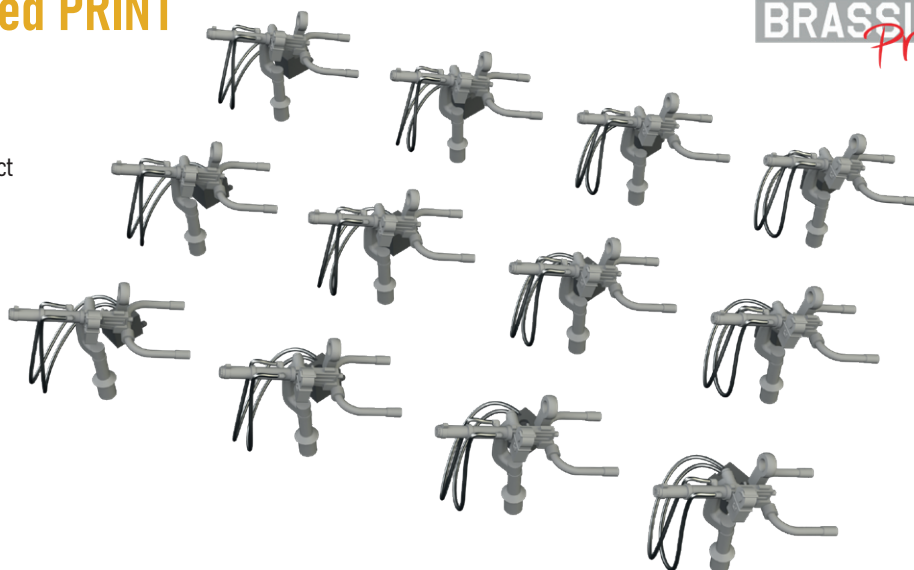
1/350

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



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



eduard
BRASSIN
Print

672288

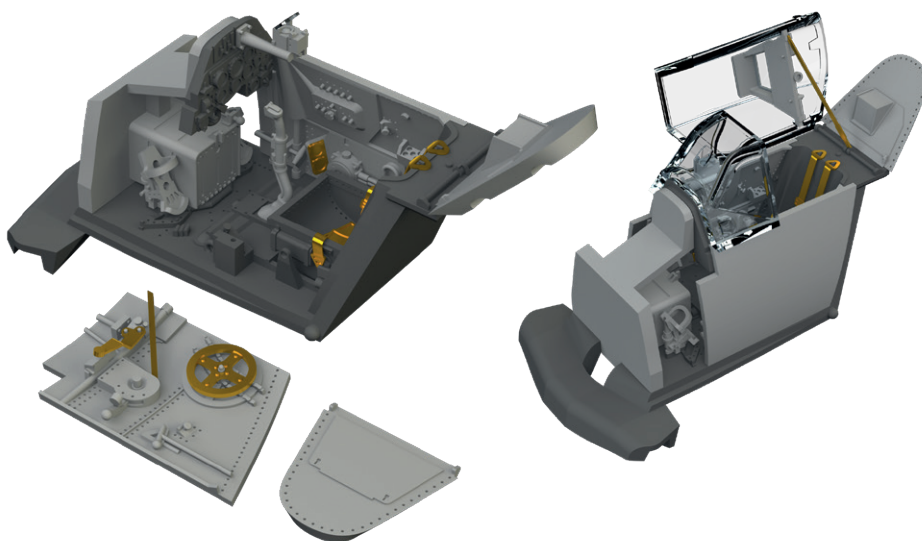
S-199 cockpit Erla canopy PRINT

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



eduard
BRASSIN
Print

672289

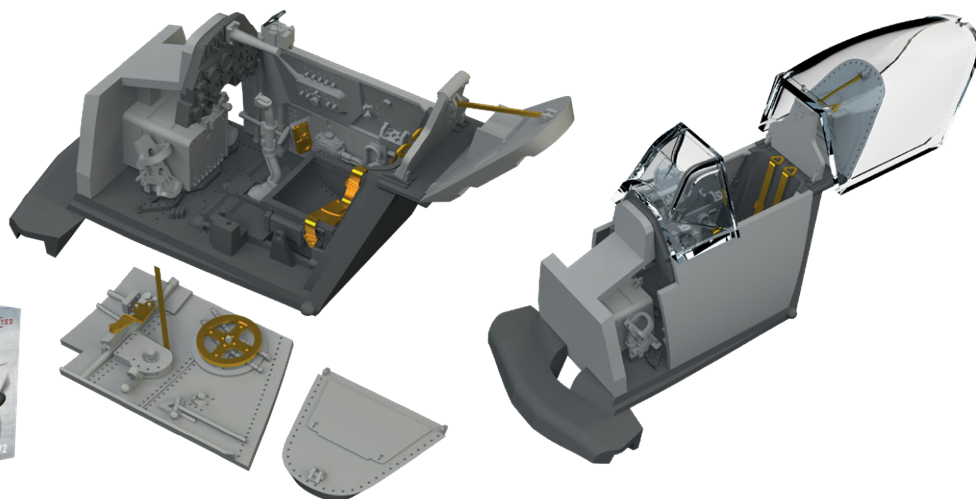
S-199 cockpit bubble canopy PRINT

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



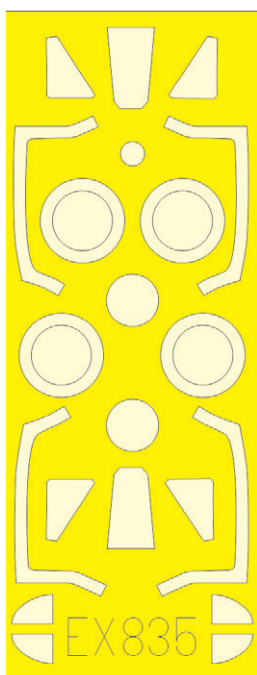
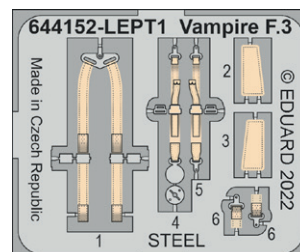
eduard
BRASSIN
Print

644159

Vampire F.3 LööKplus**1/48 Airfix**

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
- ejection seats

LööKt

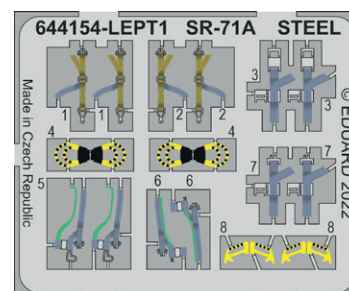
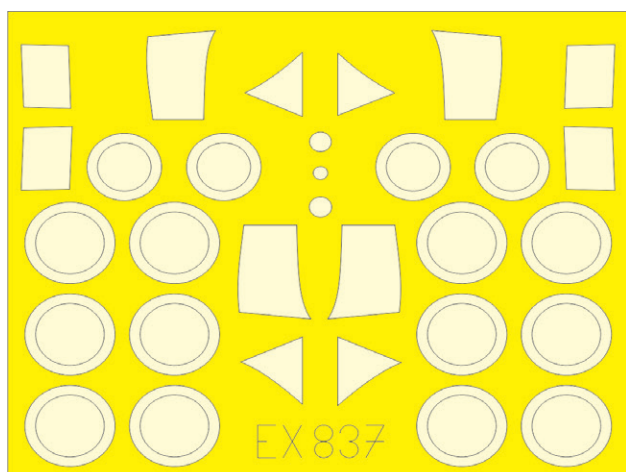
644160

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

Löökt

SIN64884

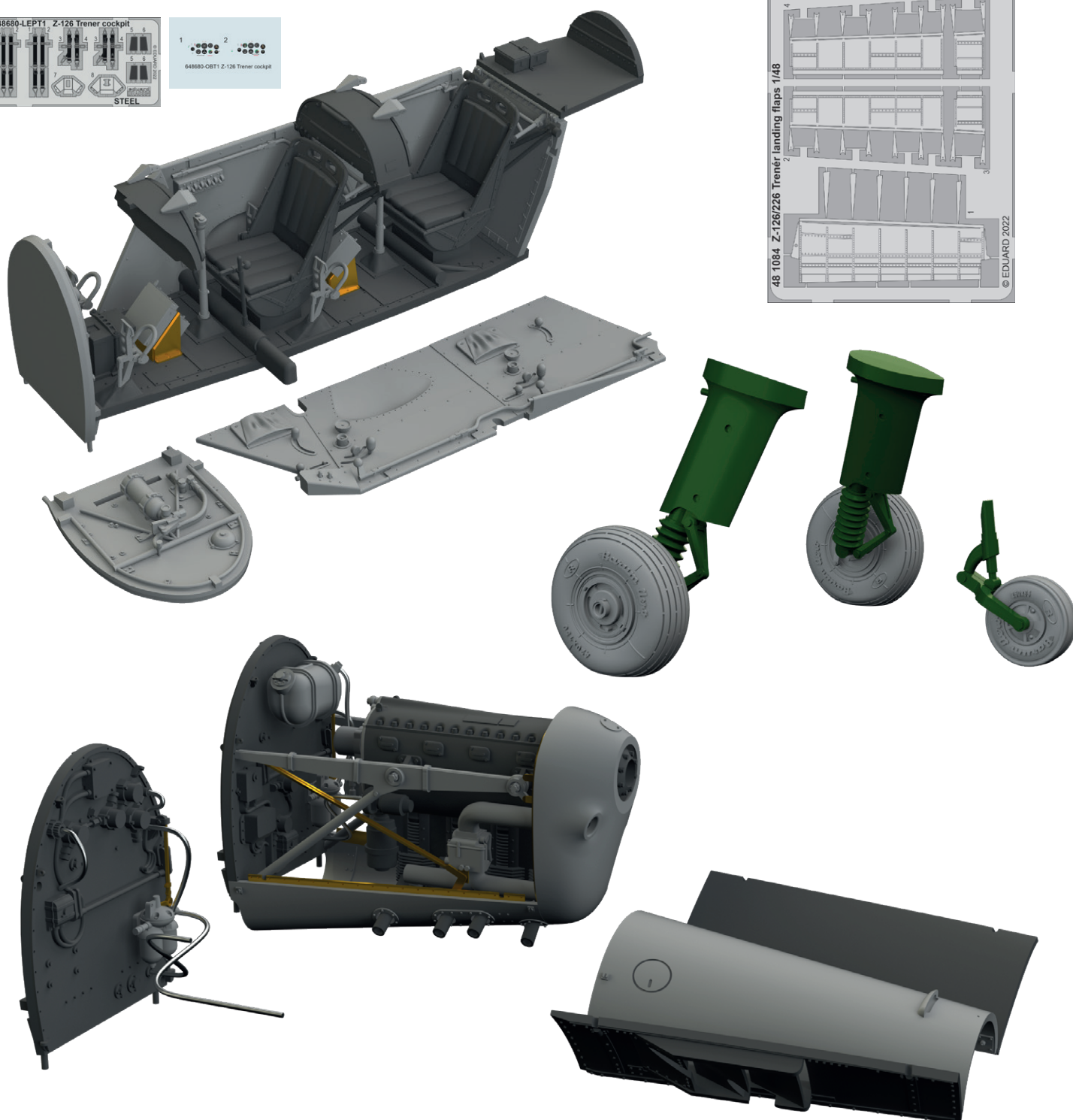
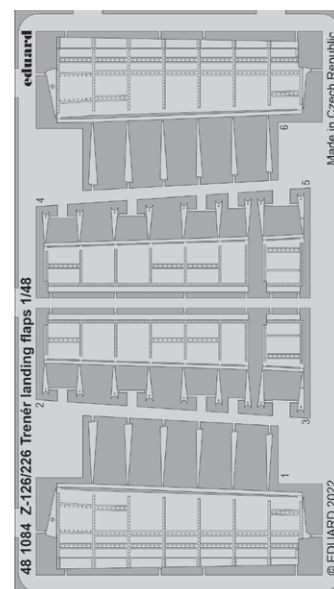
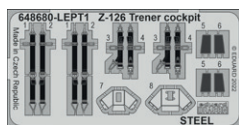
Z-126 Trenér

1/48 Eduard

Collection of 4 sets for Z-126 Trenér 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 %.



SIN64885

F-14A late

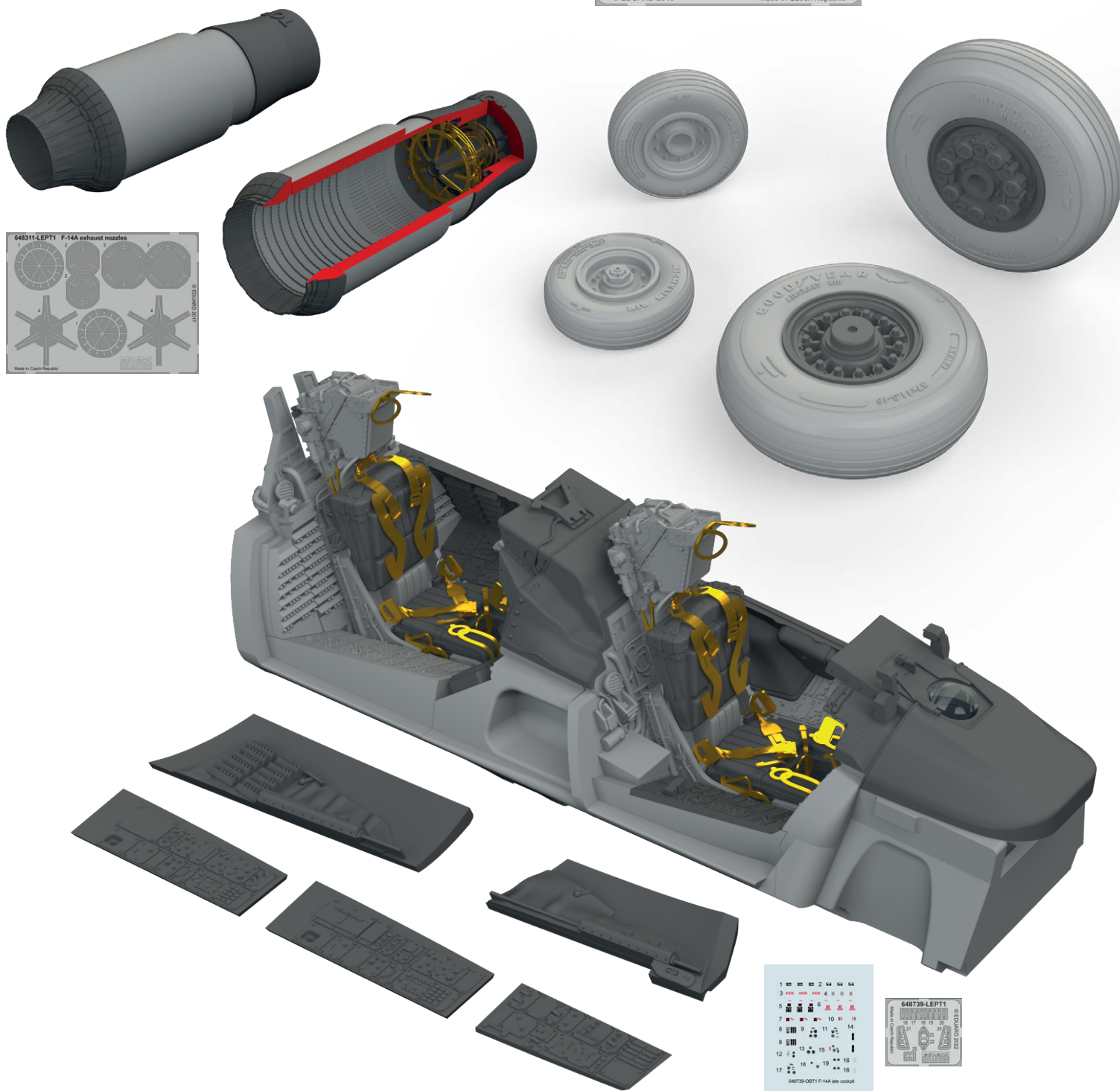
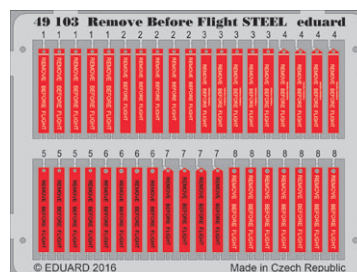
1/48 Tamiya

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

Recommended kit: Tamiya

- cockpit
- undercarriage 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 %.



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

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	

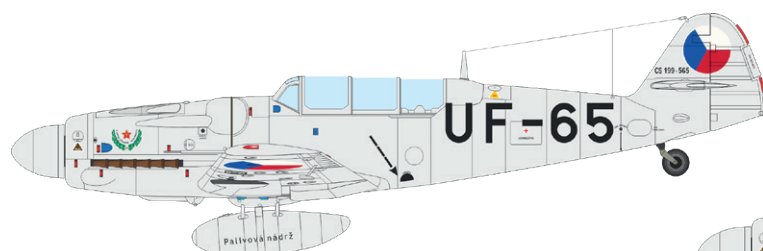
DECAL SETS

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

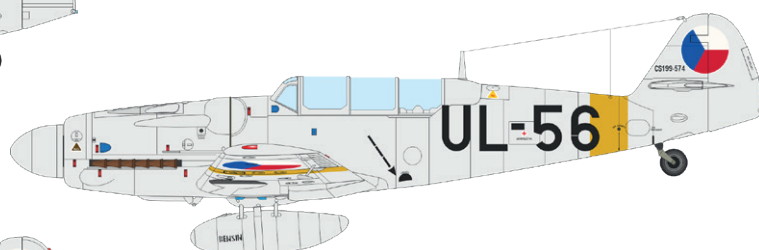
Avia CS-199

#70153

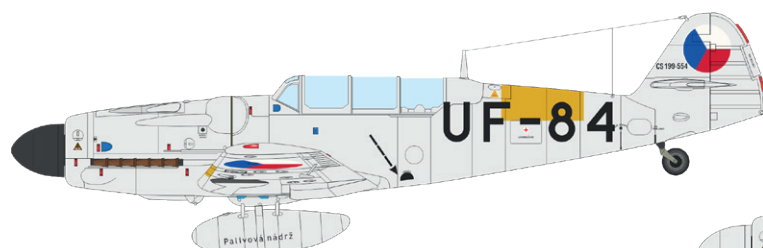
1/72



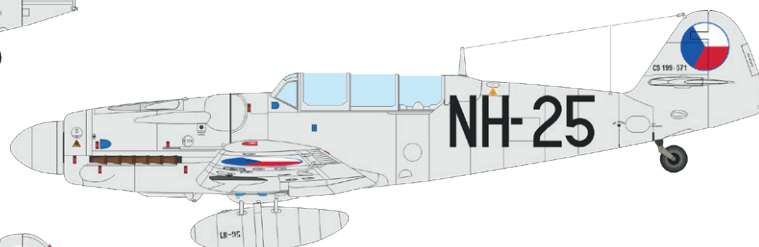
CS-199.565, trainee Miloš Krč and ppor. Jaroslav Havránek,
4 Air Training Regiment, Prostějov, 1951



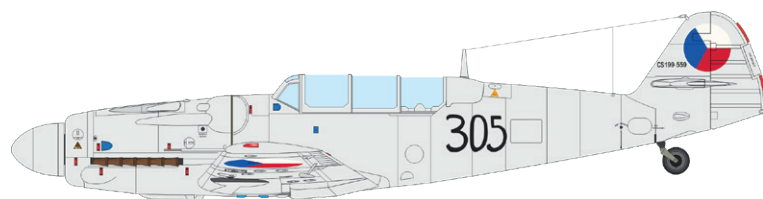
CS-199.574, svob. Karel Tománek and por. František Hamršíd,
5 Air Training Regiment, Zvolen, 1952



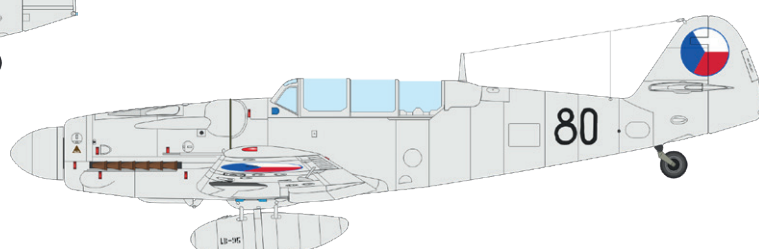
CS-199.554, svob. Jindřich Flégr and por. Jiří Bůžek,
4 Air Training Regiment, Prostějov, 1952



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



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

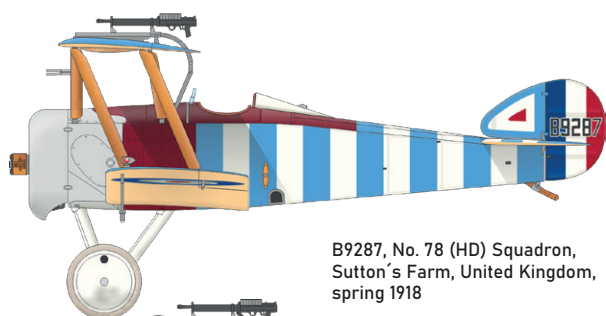


CS-199.548, kpt. Miloslav Šmíd and civil employee Vladimír Slušný,
Aerospace Research Centre, Praha-Letňany, February 1953

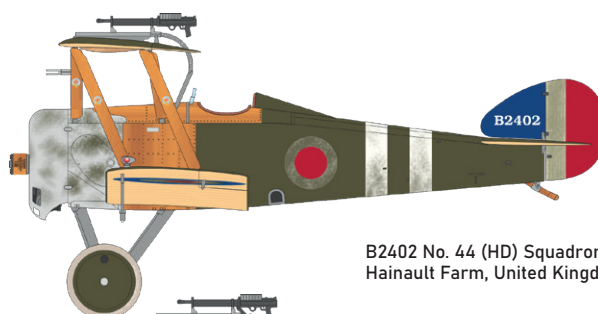
Spowith Camel Comic

#82175

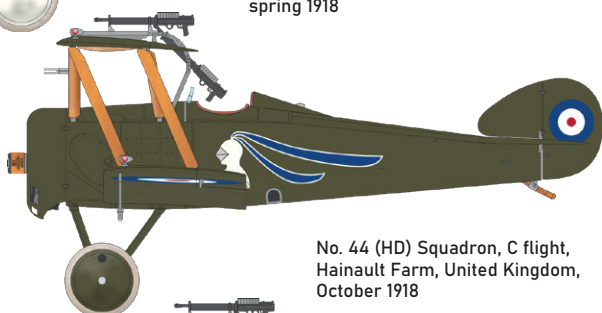
1/48

ProfiPACK
 edition


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



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



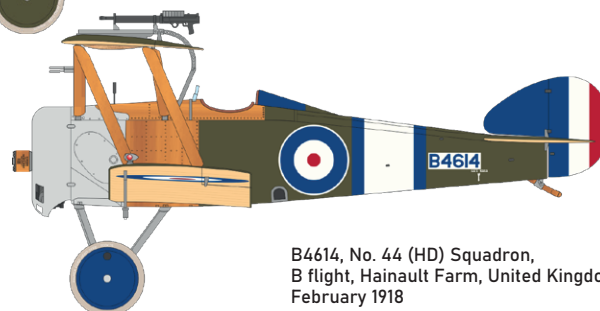
No. 44 (HD) Squadron, C flight,
Hainault Farm, United Kingdom,
October 1918



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



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



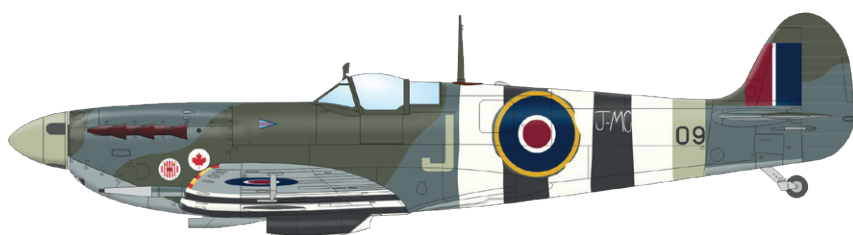
B4614, No. 44 (HD) Squadron,
B flight, Hainault Farm, United Kingdom,
February 1918

SPITFIRE STORY: Per Aspera ad Astra

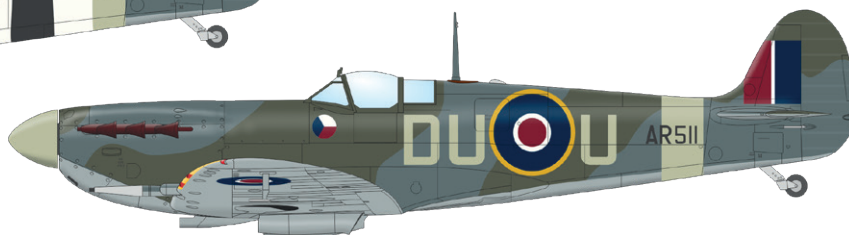
#11162

1/48

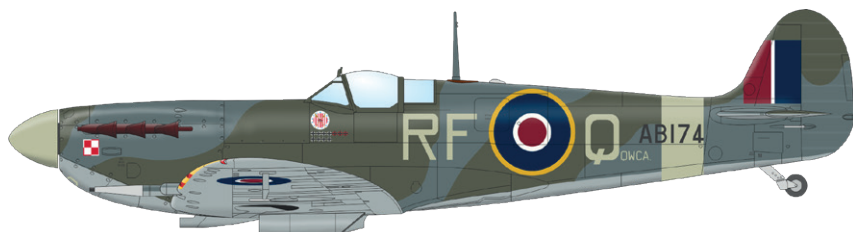
DUAL COMBO



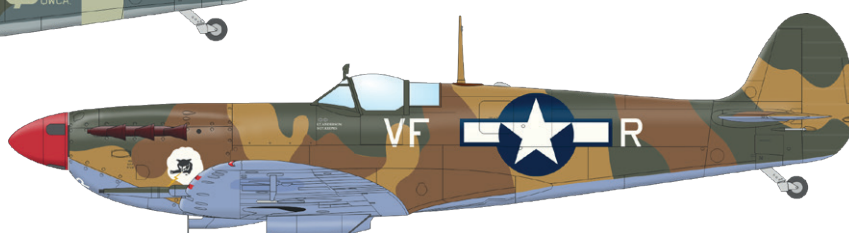
AB509, W/Cdr John M. Checketts,
No. 142 Wing, RAF Horne, Surrey,
Great Britain, June 1944



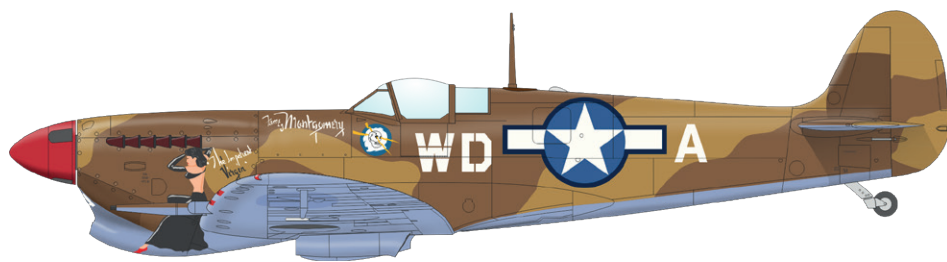
AR511, S/Ldr Tomáš Vybíral,
No. 312 (Czechoslovak) Squadron,
RAF Churchstanton, Somerset,
Great Britain, November 1942 – June 1943



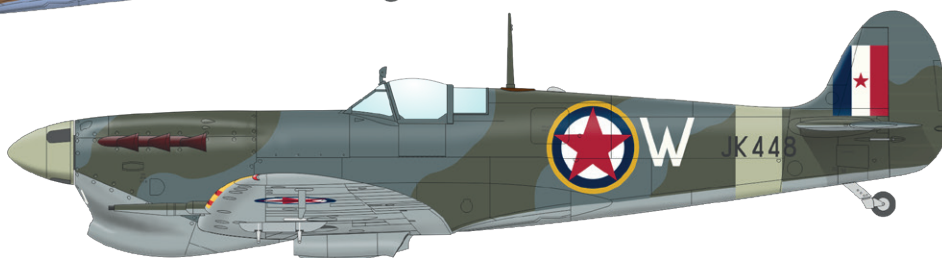
AB174, P/O Antoni Glowacki,
No. 303 (Polish) Squadron, RAF Northolt,
Great Britain, August 1942



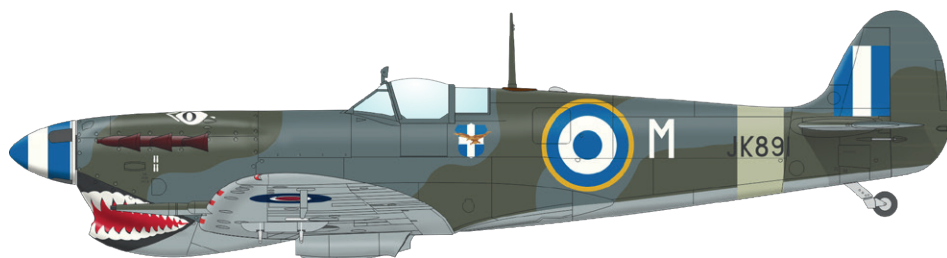
Lt. John Anderson, 5th FS, 52nd FG, 12th AF, La Sabala, Tunisia, February 1944



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



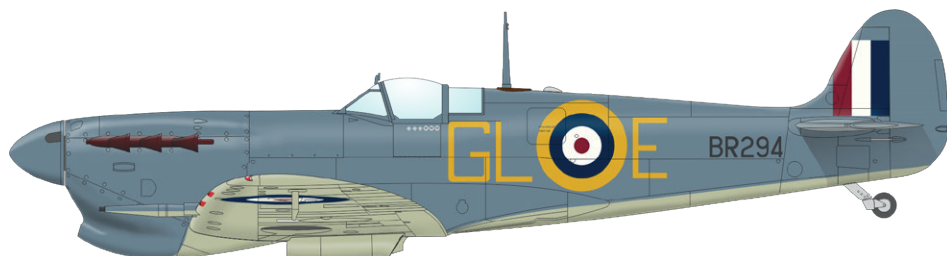
JK448, No. 352 (Yugoslav) Squadron,
Vis, Yugoslavia, September 1944



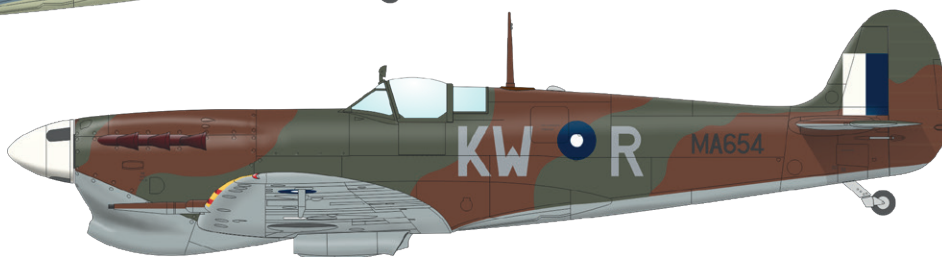
JK891, No. 335 (Greek) Squadron,
Hassani, Greece, February 1945



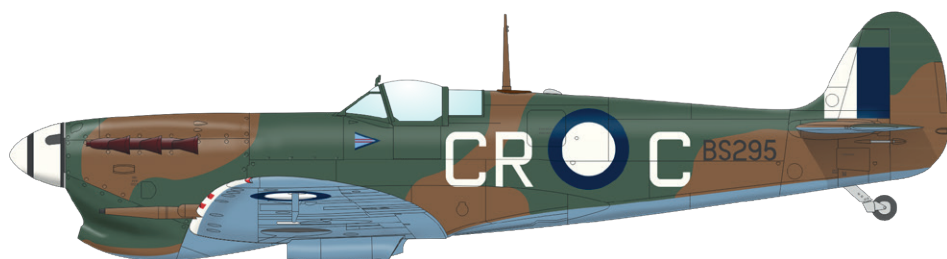
BR349, P/O John L. Boyd, No. 185 Squadron,
Takali, Malta, May 1942



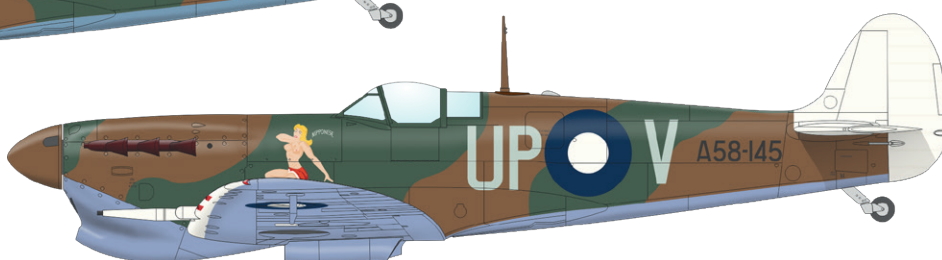
BR294, P/O Donald G. Reid, No. 185 Squadron,
Hal Far, Malta, May-June 1942



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



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

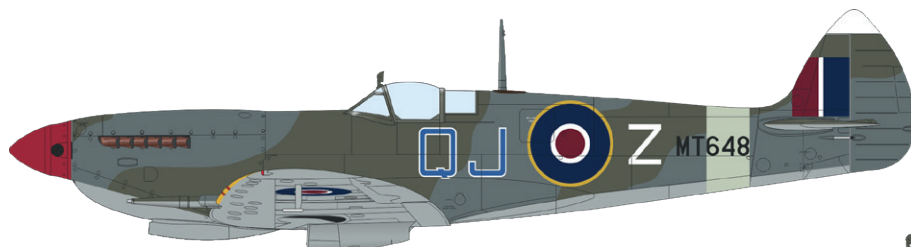


A58-145 (EE852), F/Lt Llewellyn Wettenhall, No. 79 Squadron RAAF, Kiriwina,
Trobriand Islands, December 1943

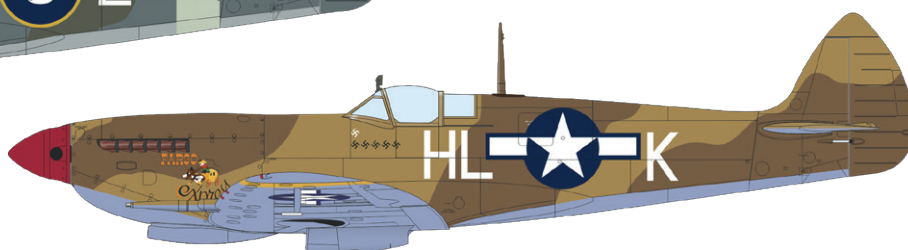
Spitfire Mk.VIII

#7462

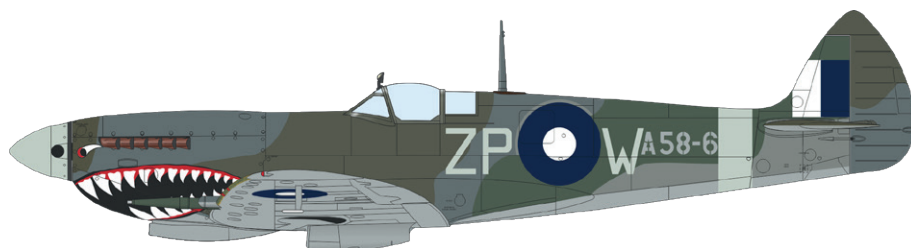
1/72

WEEKEND
 edition


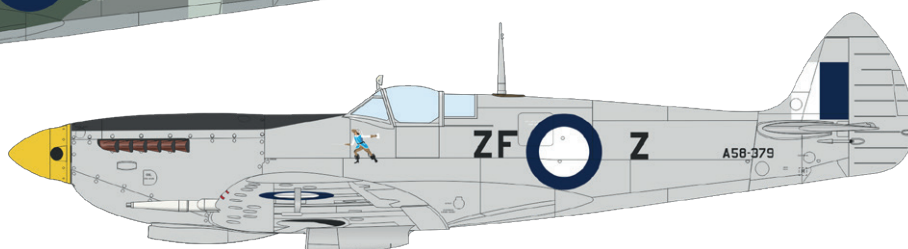
MT648, S/Ldr John E. Gasson,
CO of No. 92 Squadron, Bellaria,
Italy, April-May 1945



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



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



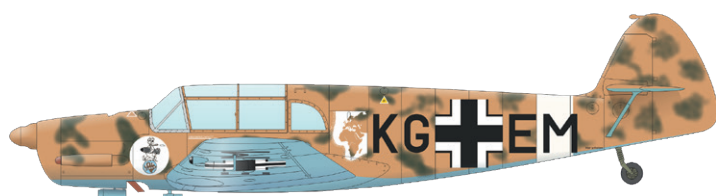
A58-379, F/Lt Ernest D. Glaser, No. 549 Squadron, Strauss Airstrip, Australia, September 1944

Bf 108

1/32 #3006

ProfiPACK
edition

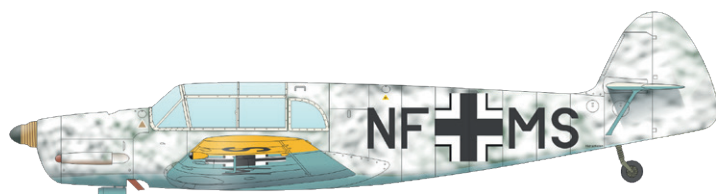
Re-release



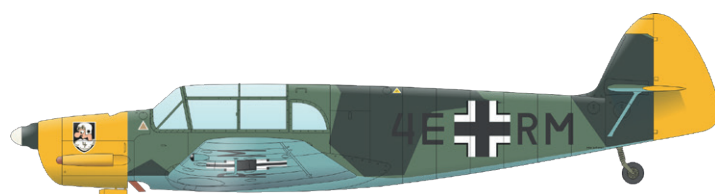
Sonderkommando Blaich, Tripoli, Libya, January 1942



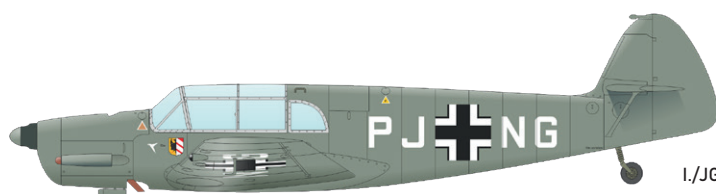
Hungary, 1942-1944



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



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



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

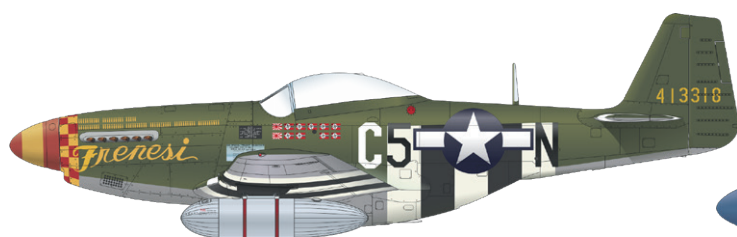
P-51D-5 Mustang

1/48

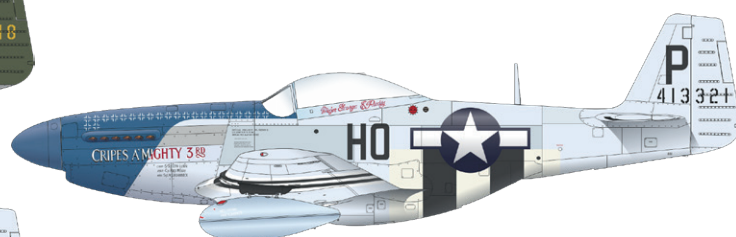
#82101

ProfiPACK
 edition

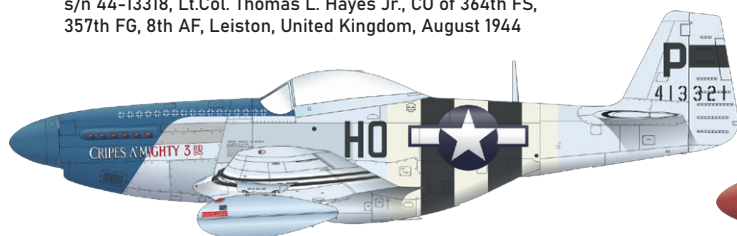
Re-release



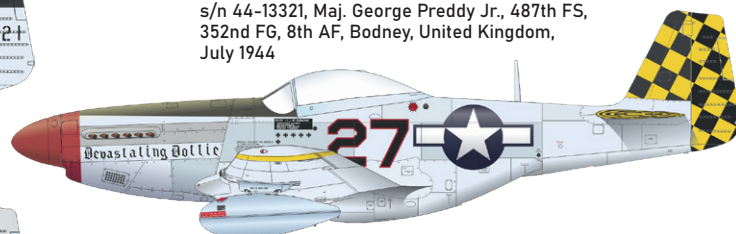
s/n 44-13318, Lt.Col. Thomas L. Hayes Jr., CO of 364th FS,
357th FG, 8th AF, Leiston, United Kingdom, August 1944



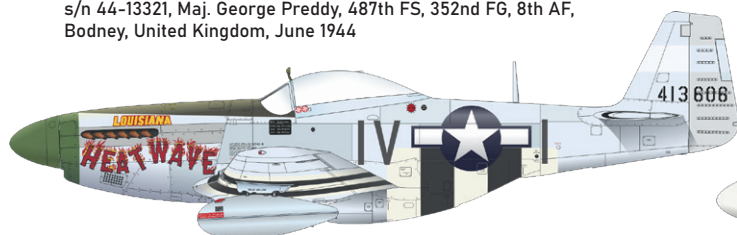
s/n 44-13321, Maj. George Preddy Jr., 487th FS,
352nd FG, 8th AF, Bodney, United Kingdom,
July 1944



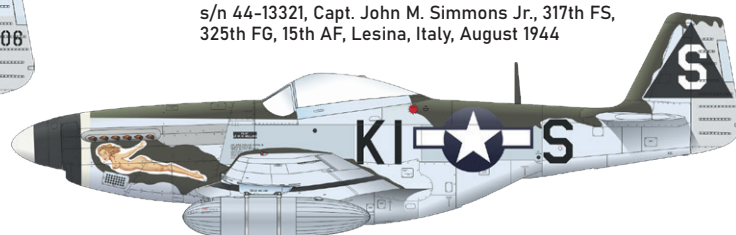
s/n 44-13321, Maj. George Preddy, 487th FS, 352nd FG, 8th AF,
Bodney, United Kingdom, June 1944



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



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



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

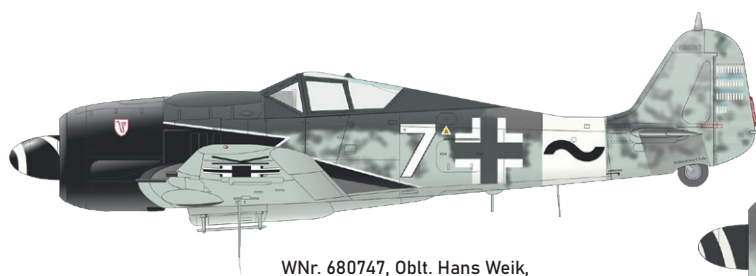
Fw 190A-8/R2

ProfiPACK
 edition

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 #82145

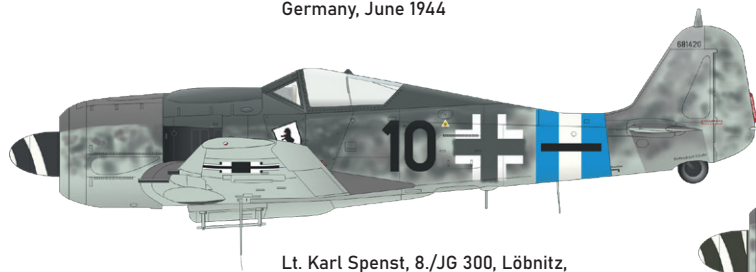
Re-release



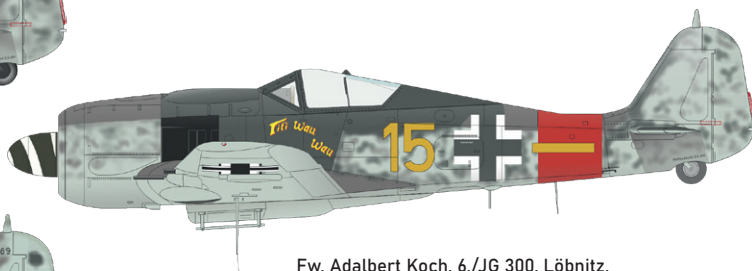
WNr. 680747, Oblt. Hans Weik,
CO of 10.(Sturm)/JG 3, Memmingen,
Germany, June 1944



Hptm. Gerhard Schröder, CO of 11.(Sturm)/JG 4,
Welzow, Germany, September 1944



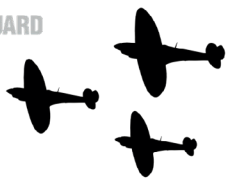
Lt. Karl Spenst, 8./JG 300, Löbnitz,
Germany, January 1945



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



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



Team Sport Day

Jan Zdiarský

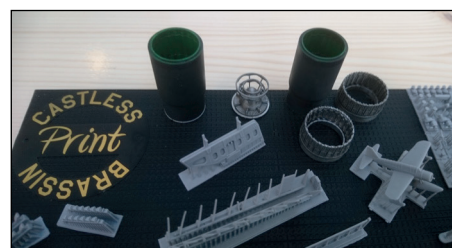
The modeller, by most accounts (generally verifiable with reality) is a solitary creature, tucked away in his or her burrow, bent over a workstation equipped with bizarre instruments and shrouded in a chemical haze emanating the smell of creation of form where there is none, living via its own expression and radiating an atmosphere that speaks. The art being created is infused with the essence of the creator and, in some respects, is brought to life. Often, all this is achieved in the miserable light of a small lamp, usually isolated from other modellers, peers laboring under similar conditions. Working alone. And yet, it is still possible to call this a team 'sport'. This is because once in a while, a certain cross-section of modellers will get together at a show or contest, that will see adrenaline pumping through veins and a social element will be arranged and experienced. Shows and contests are a very important ingredient in the soup that is plastic modeling.

At the end of March, we set out for Euro Model Expo in the German town of Lingen. We set up a stall there, and this was our second time participating, with a three year pause in between. This pause was obviously the result of the worldwide pandemic brought on by the Chinese coronavirus. It was also why Lingen was the first event we attended after many long months. The timing of the easing of restrictions dictated that this would be so.

The functionality of the Emslandarena exhibition hall was once again exemplary, with plenty of space, light and detailed organization. First and second looks suggested less activity than previously. This can surely be attributed to the anti-pandemic measures still in place in Germany and the associated general doubts from a high per-

centage of the public, including the need to have a chin diaper on at all times (something that we at home quickly managed to put behind us). The nervousness and uncertainty surrounding a full scale war in the east of Europe didn't do anything for attendance, either. There were also fewer models in competition, but there were some real gems to be seen there. Finally, the vendors saw lower sales figures. The one thing that was not in decline was the pleasure of getting together once again, the pleasure of a common interest, the pleasure of technological advancement, and the pleasure of comparing the things that had been achieved over the past two years. Modelling had demonstrated, once more how it is, in fact, a team 'sport' and how modellers are social creatures, once they leave their dens of isolated creativity. We met up with many old faces from the past, those of customers and friends, organizers and model journalists and those that influence the hobby and industry alike. There was much to discuss, since a lot had happened in the past two years. A lot of this centred around future projects planned by Eduard, hints of which we took with us to the event and based on the releases of the past few weeks. From that point, our teams participated in two more shows, one smaller event in the east of our country, and one large one in Hungary at Moson. This is covered here, in this issue of our newsletter. The impression is that even there, it was plain to see the pleasure of being able to gather once more.

Here's hoping that the future holds many more such events, providing opportunity to meet up with friends and proper discussion about what we all love, and especially that the doors won't be shut on us by any more pandemics, restrictions and wars...



Euro Model Expo, Lingen 2022



