

INFO EDUARD

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INFO **EDUARD**

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

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EDITORIAL

Dear Friends and Modellers!

I must confess that I began writing this introduction to the newsletter back at the end of November, immediately after I finished the intro to the November newsletter. My clever plan was to put together the introduction before Christmas, add a small bit on Donald Finlay, write the text to the Spitfire Mk.IIa, buy some presents, and then just waste my time good n' well until January 4th. It was a well thought out plan that basically worked out, except that on December 19th, just as I finished making myself a cup of Flat White and prepared to fine tune my intro text, the phone rang. Instead of what I was expecting, which was the latest on who in the firm had tested positive for covid, I was informed that our people were evacuated from the building that is our warehouse and mailing department, because there seems to be something burning there. So, once again, it has been proven that ignorance is a state of bliss while the universe is actually pointing a gun right between your eyes. I left the coffee on the table and I covered the 18km between Litvinov and Most in record time, and I arrived at thirty minutes after the call came into the fire department. There was smoke coming from the warehouse portion, and from the ground, it didn't look all that bad. When the black smoke turned white, it looked good, under the circumstances, but that was just wishful thinking, as it turned out. Soon, the fire seemed to have found its second wind, and spread through the entire floor, destroying nearly one million plastic sprue frames and a four month supply of model boxes. In our case, that is really a lot of boxes. And they burn real good, too. At the moment when the fire picked up again, I was saying goodbye in my mind to not only all of

our sprue part supplies, but also other components and finished products that were stored in the mail area. That is on the first floor of the building, and at the height of the fire, it didn't look possible for anything to survive there. Fortunately, when the fire was extinguished, it became clear that the situation was much better, and the losses much less, than would have been expected after viewing the whole affair from the outside. No small thanks goes out to the firefighters, who were able to localize the fire and keep it in the upper level, and to the steel and concrete structure of the building hailing from the beginning of the 20th century. As the head firefighter said, had this been a modern industrial building, it would have burned right down to its foundation. This building didn't make it easy for the fire to spread to other sections, and perhaps surprisingly, there was not a significant amount of water damage, either. The water generally flowed down the stairwells, where, shortly after the fire had been extinguished, they looked like mountain streams. It may not have been crystal clear, but the water was up to almost the knees. The end result is that things that missed being sent out through the mail system on the Friday before the fire, stored in the left side of the building, escaped the flames unscathed. They may have the distinct smell of burned styrene, but hopefully, this can be aired out. Items in the mail room proper and the retail department suffered some damage from the water coming down from the upper floors, but this damage is relatively minor. After we were given the go-ahead to re-enter the building by the fire department, we moved most goods to the neighboring hall. At the moment, remediation is being carried out on both damaged halls, the burned out second floor and the flooded first floor. However, it



appears that once the building is inspected and the electrical wiring is certified, the retail and mail departments will be back to normal. This week will be dedicated to moving everything back, and the week after will be used to get the mail room into operation again, including the restart of our e-shop. The supply of photoetching, masks, Brassins and Gunze will be normal. We haven't got any plastic, or at least not for everything, so what will probably be affected for several months will be the catalog of kits. We will supply the new releases for the current month and for the one after, in this case, February. After that, we will build up stock in a flow against time, so first will be items released in December, 2020, then November, 2020, and with them, related products. So, for example, the Spitfire Mk.Ia ProfiPACK, and Spitfire Story: The Few will tag along with Spitfire Mk.IIa ProfiPACK, being readied for February. It will be the same for the Mustangs. We have to renew the P-51D-5 Weekend kit, which was to have been packed this week, but who's plastic went, quite literally, up in smoke. So, we need to mould the Mustang. And while we will be churning out D-5 plastic, we'll do all of them, including the Mustang Mk.IV planned for May. You dig?



That takes care of the most pressing of things, and we can turn to the original contents of the newsletter introduction. This will concern to a large extent, changes that this year will bring us. One of our goals, which changes are beginning to affect, is the newsletter itself. In November, we initiated an editing team made up of myself, Jan Zdiarsky, Jan Bobek, Petr Stepanek and Richard Plos. Our goal is to improve the aesthetic quality of this material and bring it up to a printable form. You read right. Although paper is today considered an outdated medium, there are those among us that simply prefer to read things on a hard copy. And I won't deny that I am one of them. Computer versions of books were at one time considered a great Christmas gift, but I, myself, have never read a book on one. Mine was inherited by my mother-in-law. Demand for a hard copy of the Newsletter is still there, despite the fact that everyone can theoretically print one off themselves. Or just print out the pages they find interesting. But I must admit that getting a printed version of some



magazine still holds some magical feel to it. For this reason, we are seriously considering putting out a printed version of the newsletter. The plan is basically such that it would be printed only for subscribers, and there would be no inventory kept. Not that we would be worried that it would go up in flames, but simply put, we would print as many as would be needed to just fill orders. The order for the printed version of the Newsletter would carry with it some benefit. One that is being considered is free postage for any order that includes the newsletter. The printed version would be going out with a delay of a few days, as opposed to the instant internet version, because, truth be told, we usually finish up the newsletter on the day it is released. That will likely not change. The Newsletter will, of course, remain our main advertising avenue, that also will not change. In any case, we will continue to work on the contents, and on strengthening the historical component of it. The historical articles are highly valued by readers. I also intend to include interviews with people from the worlds of modelling and aviation. People who would be interesting to interview and would have something useful to offer abound. In fact, I already bought a recorder for conducting such interviews, but corona threw a monkey wrench into the whole idea. Most pilots that I want to interview are now in what is considered a high-risk group for the virus, and I have no intention of putting anyone at risk. That means that the interviews will take off after the pandemic. There is also interest in older historical articles. We have some ideas for that as well, and that is to issue a historical article 'year book' that would include these 'historical historical' articles. It would likely be spread out over several volumes, as the source of the articles has become quite rich. We would like to see this come to fruition around the end of the second quarter, but it won't be as easy as it may sound, so please, be patient.

A few words about the revamped Weekend Edition line, which attracted a lot of attention in December's announcements. Some of the reactions expressed the thought that the original (we can say 'current') Weekend kits were inexpensive. Yes, they were. That was the idea. The Weekend line is the result of one crisis and the intent was to attract modelers who like to save their money as much as possible in times of such crises. In truth, there were no hordes of people scrambling to this line. ProfIPACKS, although more expensive, have always been better sellers. I have always had the impression that, at best, the Weekend line was surviving, but just barely.

The new Weekend line will fill the needs of the times, based on latest trends, which, of course, we, to a large extent, dictate ourselves. Among other things, the new Weekend line will make full use of the skills of our artists, Piotr and Adam. I think these two men are the best aviation artists today, if not the best, period. Nothing against the established artists, and especially not against any of those living today. Their contributions have been invaluable for the development of our industry. Of course, times change, new technology comes, and young guns show up among the creators bringing with them something fresh and new. The established artists and developers are usually pretty much set in their ways, and they naturally feel that if they change and adapt to new ways, they are somehow betraying themselves. They resist. So, we value and appreciate them, but at the same time, we don't limit those who subscribe to progress! Today's newsletter should include a listing of the Weekend kits planned for the year, with the understanding that we reserve the right to make changes as necessary. I didn't think that such a change would come so soon. In the initial plan, we were supposed to release items in the first half of the year for which we had a good supply of plastic. That hit an obvious roadblock. Now, we have no plastic, and the idea behind the assortment of Weekend kits that will be available has to go through a fundamental change. I expect that things will be much clearer on this front by about March. It will be around then, when we will publish our release schedule for the line.

Another thing that was drastically affected by December's fire is the BFC Admissions Kit. Our plans for the BFC for this year were very ambitious. Some of these plans will no longer be possible to put into action, and others will need to be delayed. As an example, we have had a 1:35th scale Sherman ready for quite some time now. Paradoxically, one of the items planned was a fictitious Obrnice Leopard, a fire fighting tank of the local volunteer fire brigade. Well, that idea went up in flames. To source new plastic at the moment is seemingly not going to happen, but we will make the attempt. If we are unsuccessful, we'll try something else. I think there talk about an Obrnice Leopard II, and it was a T-34, or a

T-55? That will require us to look into the matter.

In 1:48th scale, we were planning a Tempest Mk.V and a MiG-21MF in 1:72nd, which was to mirror closely its older and larger relative. It will be possible to release these two kits. But when that will be, will also be a lot clearer around March. Innovations will hit the club t-shirts, as well. I admit to having somewhat a dilemma surrounding the club admissions kit. It surrounds the what-if theme, and you probably know what I am referring to. I am not sure if we should tone the idea down a bit, if not get rid of it altogether. The fact is that the historical items, the actual ones with actual histories, are usually so strong that I have a feeling that they almost dishonor the what-if idea. What is your take on this? I will be happy to hear your opinions on the matter. When we reach a conclusion on this, the BFC will be revamped, and it's quite possible that another two admissions kits will be added to the range, one in 48th and one in 72nd.

Another biggie to think about is the events calendar for E-day, and others. I fear that this year's calendar will also be on the lean side, and right off the bat, we will have to do without the Nuremburg Toy Fair. The February event is cancelled. There was an attempt to move the event to the summertime, but I don't really see this happening. Either way, we will not be attending, and we will just have to do without. At the end of January, we would like to do another roundtable discussion at Vnitroblok, which would be the replacement for the press conference at Nuremburg. Unfortunately, this doesn't look like a live event at this moment, either. What will be going on in the spring is currently a little foggy. It is not entirely out of the question that by April, things will improve and it will be possible to hold some of the traditional spring events. But the chances are not great. Vaccine distribution probably won't help all that much by spring. After that, June is a little further off, and with it, there is a little more room for some optimism, and I think I can dig some out, carefully, from deep within my soul. However, it will not be ModellBrno nor Kit Saloon Nymburk. Both of these are off the table for the year. We will see in the coming years how strong





the desire will be to start these back up, but I don't see things as being particularly rosy. The people behind Pilsen are making some noise for June, and this is being pondered as a possible timeframe for PilsenKit. I think the idea is sound, and I hope they go for it. This would be both far enough away from both E-day and the start of the school year that it would give them plenty of room for the implementation of the plan. We are certainly crossing our fingers for their success!

If there is an E-day this year, and there is certainly a chance that there will be, we would like to push it a little further again. A radical change is our separation from the SMCzR, and by extension, E-day from the National Championship, put on by the SMCzR. There will also no longer be a Hobby Category at E-day, which was the national Championship. This era is definitely done for, but a new one begins: Czech Model Masters. This will be open to all regardless of club affiliation or nationality, and registration within some organization will not be a condition. The contest will be governed by a simplified set of guidelines. I am not saying this will be a yay or nay contest, and it will hold on to some rules that stem from those used at the year before last's E-day. The judging personnel will also come from the collection of people who judged the Hobby category at that event. The awards will be high caliber and will be introduced as the year goes on, and we will also gradually introduce the categories. I make it no secret that we want Czech Model Masters to be the height of modelling in not just the Czech Republic, but at least in continental Europe. The associated events to go with will come out of the year before last's scheme, with the lectures on Friday and a small aviation day on Saturday. For this year's event, we would like to secure the services of several Zlin Trener aircraft and an Mi-24.

The main theme of today's newsletter are new the new ProfiPACK releases, and so, the premiere releases for the New Year. Actually, you will be familiar with them, because they all have been referenced to in the past. But no one has been able to guess so far what the secret new release is, and we started that talk back at the Q and A session in the pizzeria at Artur's retail outlet last year. And I will continue to keep that a secret, at least for a little while longer, but I will say that its release date is set for December. At least, that's the idea as it is now. But, you know how fragile plans can be. It could be pushed to later into 2022, but even then, a good time to release the item would no doubt be found.

As things seem to be turning out, ProfiPACKs and new Limited Edition kits might not be affected by the fire all that much. The January releases, including the ProfiPACK Bf 110G-4 in 1:48th scale is at the resellers. Unfortunately, the current state of this kit in our inventory is at a minus 45 pieces, and moulding more is just not in the cards for the near future. So, for now, it will not be available from our e-shop, but we will strive to fix this situation as soon as it will become possible. In this case, though, this is looking like about the midway point of the year. It is similar to both the Weekend kits. Both the Bf 109G-6/AS and the P-51D-5 are in the minus column, and they won't be accessible through the e-shop, either. However, these we do expect to churn out and make available through February. They should be going back into production immediately after the new releases for February are made. We have seventy kits of the Fokker Fokker! Limited Edition kit and 137 of the 1:144th P-47D Razorback. In the case of the P-47, these also represent the last of the accessible kits, and a restock from Platz will take some time.

The first kits for which we will be stocking plastic will be for February's new releases. For this, we have the ProfiPACK Spitfire Mk.IIa ready. This was to have been the first ProfiPACK release in the new look box. As it is nowadays, you can't stop progress, Movement in one front invariably leads to progress on another. And this applies, at the moment, to the ProfiPACKs, which when compared to the new Weekend kits, all of a sudden are coming off as a bit of a poorer relative, like they should be the less expensive line! But they will not be, because the time has come for them to put on a new coat. This will come through February, but you can judge the new look here and now.

There are two new Weekends planned for February, the Ni-17 in 1:72nd scale and the MiG-21bis in 48th. The Nieuport won't be an issue, but the more complicated MiG-21bis will be. The MiG is put off until the second half of the year. What is not an issue at all is the 1:48th scale Do 17 that is being prepared under the name Kampfstift. The plastic will be leaving the Ukraine this week, from ICM, and should arrive on time. So, that makes three new kits for February. The assortment of new accessory items remains unchanged. I would like to point your attention to the Brassin Merlin III engine, released as 'Spitfire Mk.I Engine'. At the same time, we are releasing gin bays for the Spitfire Mk.IIa. I also suggest a peek at the collection of new Looks and Lookplus sets, with items there for the P-38H and F-14A. Both are designed for use with the Tamiya 1:48th scale kits. Also, you will note the five new decal sheets, mostly covering stencil data, with the exception of the sheet for the Fokker Dr.I that deals with the von Richthofen brothers. This is under the title of Die roten Flieger, and is for the 1:32nd scale Meng kit. This was originally supposed to be a release by the now probably permanently defunct WNW company. Among the new photoetched sets, we have an interesting collection for the new

C-130H Hercules from Zvezda in 1:72nd and for the Spitfire Mk.Vc from Airfix in the same scale. Further, we have sets for the TF-104G from Kinetic and sets for the Tornado ASSTA 3.1 from Revell in 1:48th. Then, there's the stuff for Trumpeter's F-100F in 1:32nd. In the Zoom line, the new sets for the new Weekend kits should not be overlooked, nor should the new BigEds and masks be.

So, let's turn our attention to the planned ProfiPACKs and the premiere releases. For the first half of the year, we are preparing the Fw 190A-5 in the four-cannon version, the Spitfire Mk.I (Early version) and the Mustang Mk.IV, all in 1:48th scale and all in that order. For April, we have the kit that was mentioned in the last newsletter, the 1:72nd scale Bf 109E Limited Edition under the name of Adlerangriff, based on the new Bf 109E developed in co-operation with Special Hobby. The plastic is being supplied by SH, so there should be no quantitative issue. In the second half of the year, we will release another Bf 109E based Limited Edition kit, dedicated to the era prior to the Battle of Britain. This model will be a part of the Limited Edition release Curych (Zurich) 1937, and will include the companion piece to the B.534. This will be a model of the Bf 109V-13, which is basically the Bf 109E-0. Over the course of the second half of the year, we will go into the Bf 109E ProfiPACKs.

It will be an interesting July, when we will roll out our Tempest Mk.II in 1:48th. We'll begin with the ProfiPACK version, because there will be a Limited Edition kit based on this model released by Special Hobby. The plastic will be produced by SH, so here, too, there should be no issues in production. The moulds are essentially complete, and the shots will be shown through the course of January. The first Spitfire Mk.V in 1:48th scale will make its appearance in August in the Limited Edition titled Eagle's Call, dedicated to the American Eagle squadrons operating within the RAF. Other Limited Edition kits released for the Spitfire Mk.V will follow, and I would re-

fer you to December's newsletter for further details. The second half of the year also sees the coming of a 1:48th scale ProfiPACK release of the Fw 190F-8, and at approximately the same time, we'll bring you the new Camel in the Limited Edition kit Biggles & Co. The first ProfiPACK of the Camel will appear at the end of the year. The ProfiPACK Camels will be subdivided by engine type.

If you don't find all this particularly interesting, then you will likely change your viewpoint around E-day. The star of the fall, regardless of what happens with E-day, will be the Trener trainers. This is a beautiful project, and will result in beautiful kits. I will say right off the bat that we will not be concerned about absolutely every little detail difference that appeared between the versions. Various GPS details and local modifications are just too numerous to implement. I am determined to remain calm in the face of the reviews that will claim that there are a multitude of mistakes in the kit(s). My advice to those on a quest for mistakes is to take the time to notice what is nice and unique about a kit instead of pointing out errors at all costs. Julia Roberts has a large nose, but it does nothing to detract from her beauty. The 48th scale development of the Trener line is progressing well, and quickly, and these could be done by the end of the summer. For E-day, or at least around the planned date of the event, we will release a Limited Edition kit dedicated to the Z-126 and Z-226. A month later should see the ProfiPACK line of the Z-526AFS. But, I repeat, that's a ways off still, and the old 'subject to change without prior notice' thing applies here, too. We may also first release a Z-326/Z-526 Limited Edition kit. Both of these will be really nice, and it makes no difference which comes first. In the fall, we want to organize a Trener Meet, but we shall see where this might take place, whether it will be in Plzen (Pilsen) or somewhere closer to Prague in the central Czech Republic.

And if all goes well, and for now it appears that it will, we may even see the S-199 by the end of the year. However, we have learned so-

mething from 2020 when it comes to the 'if all goes well...' prediction. I am not sure yet if this will be in 1:72nd scale or in 1:48th. Which scale will get the nod first will be determined in March. If we meet this deadline is possible, but we'll see if we can do it. But first, we'll need to ensure the release of the secret new thing in December.

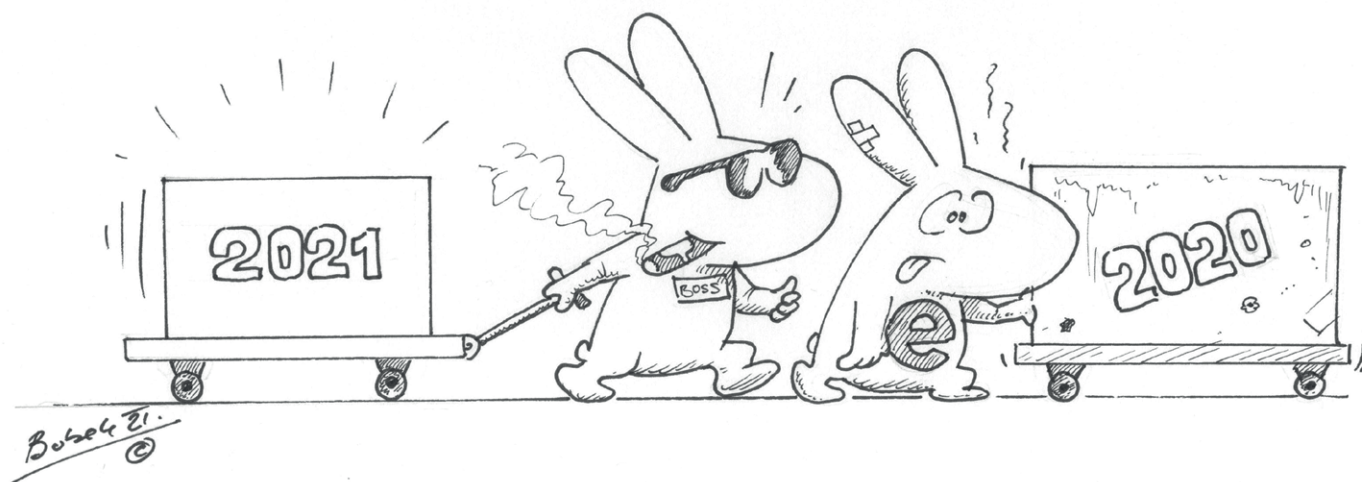
The year 2020 will be a tough one to forget. It will go down as the year for difficulty, bad luck and catastrophes. From my viewpoint though, the year was not all bad. We came up with, and put in motion, a lot of good ideas. We managed to, against all odds, put in motion some interesting events. We taught ourselves new procedures, and we instigated some new processes that even a year ago seemed impossible. Financially, 2020 was our most successful year, bar none. True, we managed to burn down at the end of the year, but I think we are quite capable of turning that around in our favor as well. It is now clear that this experience is speeding up several aspects of our company, and it will bring advancement if for no other reason than it has shown us that our space is quickly becoming too small for our activities and plans. It's time to do something about it, and build us a new house. I hope that this time next year, it will be standing.

The thing that does sadden me, though, is the departure from this life over the past year of the people we found so much inspiration in, people who have left a mark in modelling in particular and aviation in general. They will never be forgotten, and long live their memories!

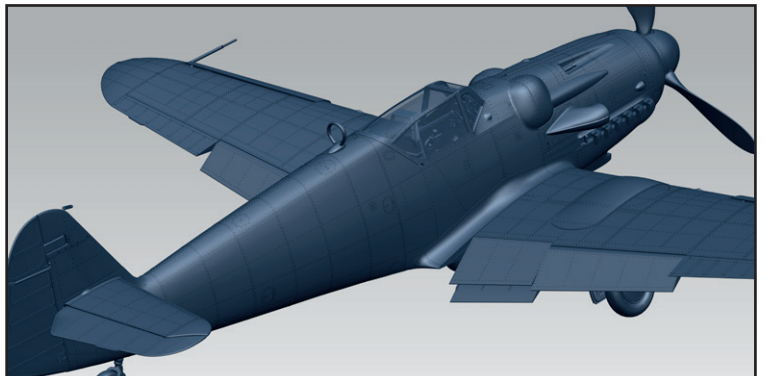
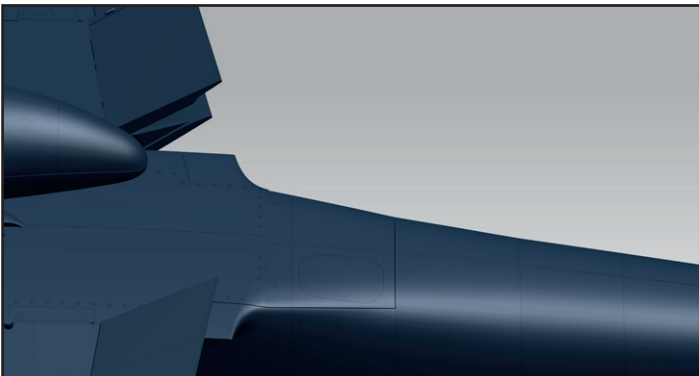
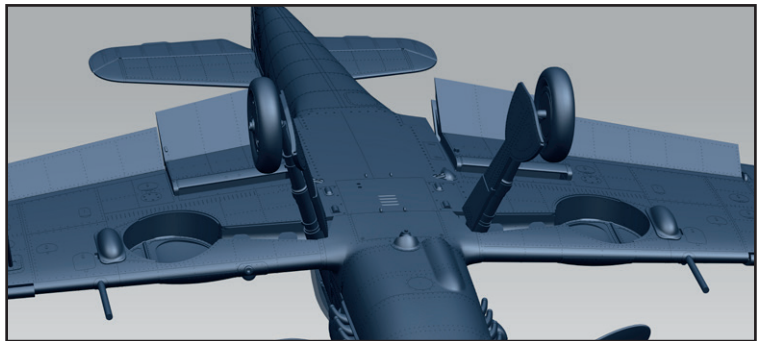
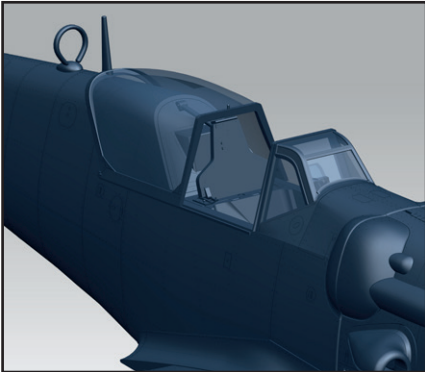
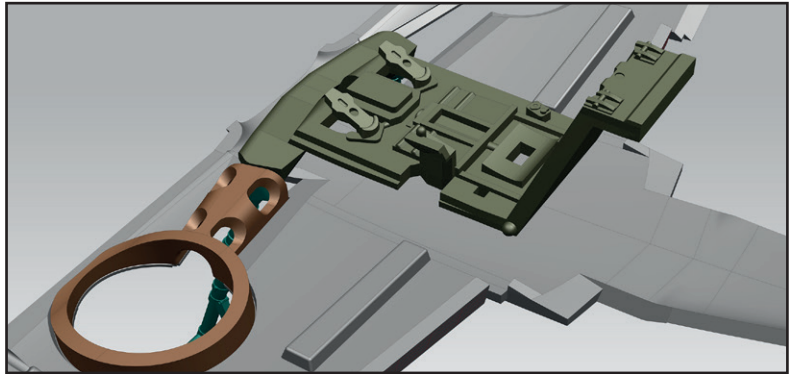
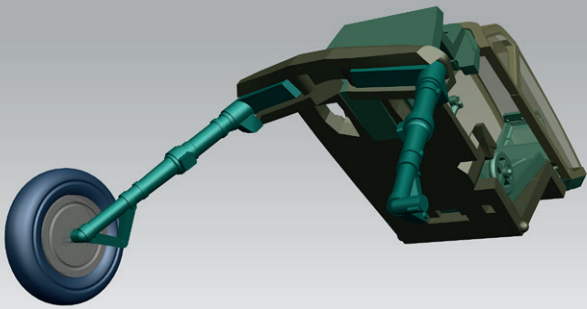
That is all for me for the beginning of 2021. May this year be a lot better than last year.

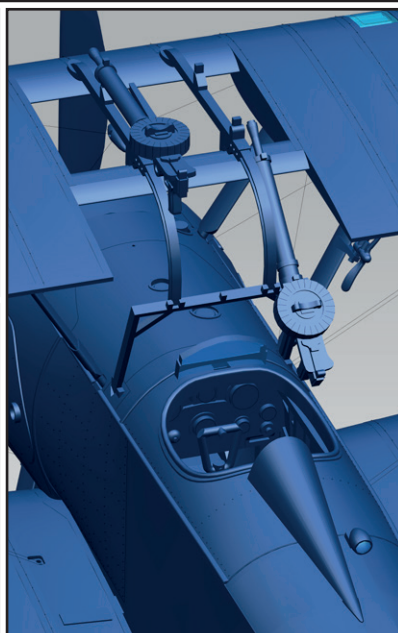
Happy Modelling!

Vladimir Sulc

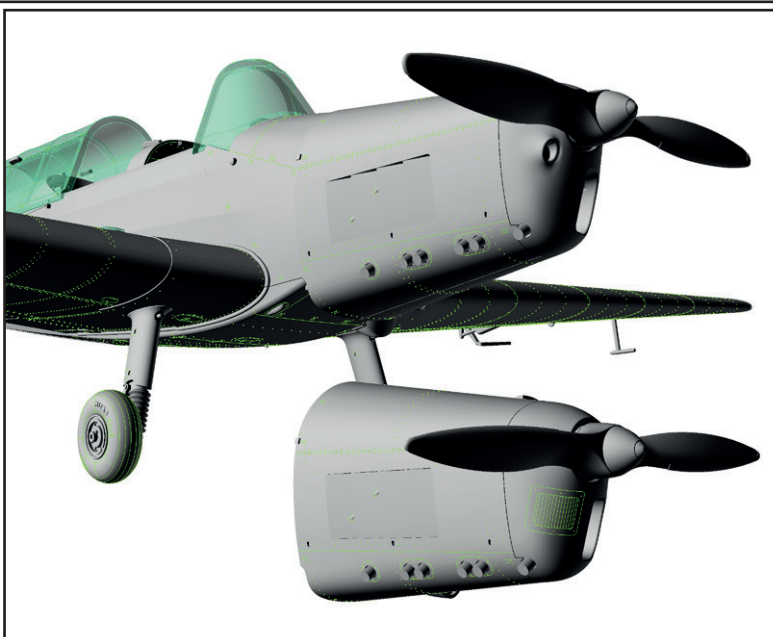
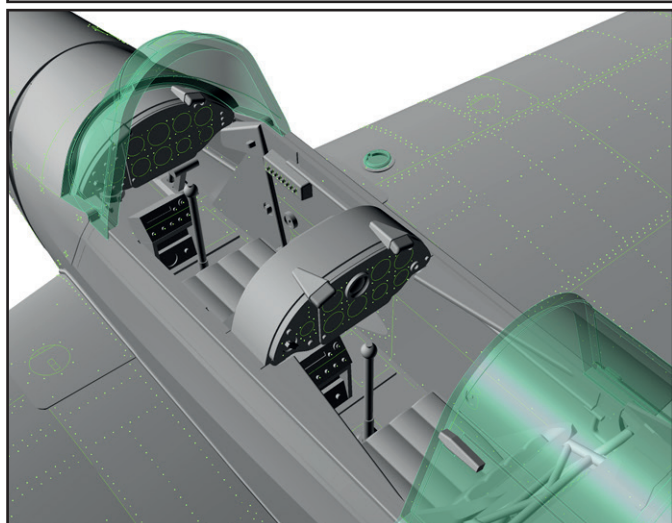
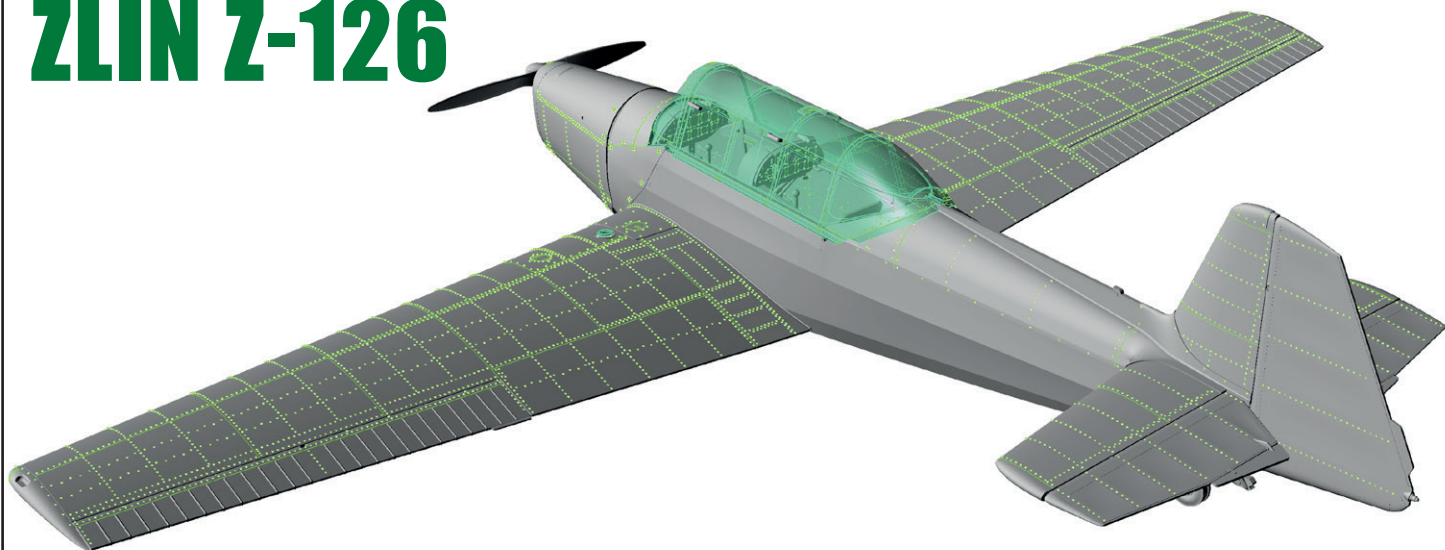



S-199





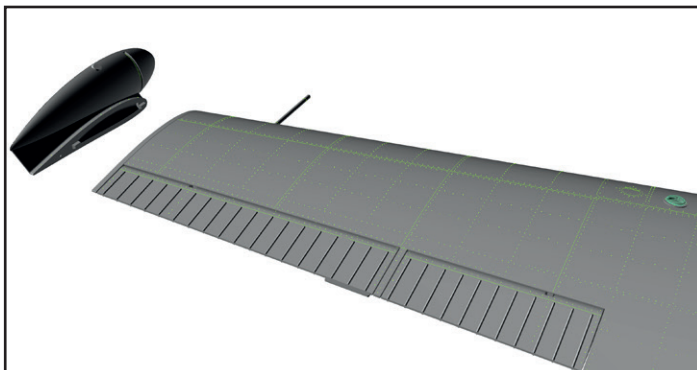
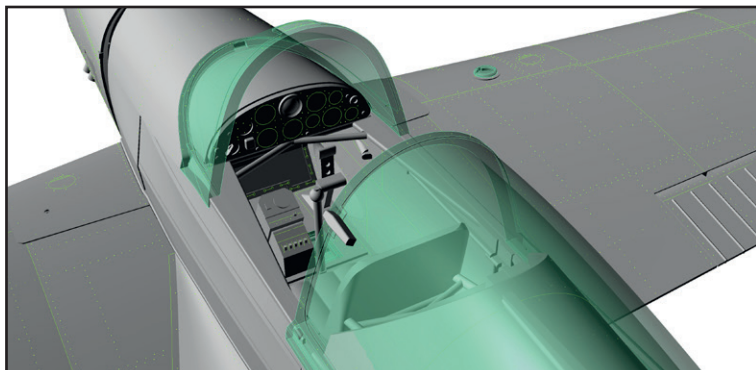
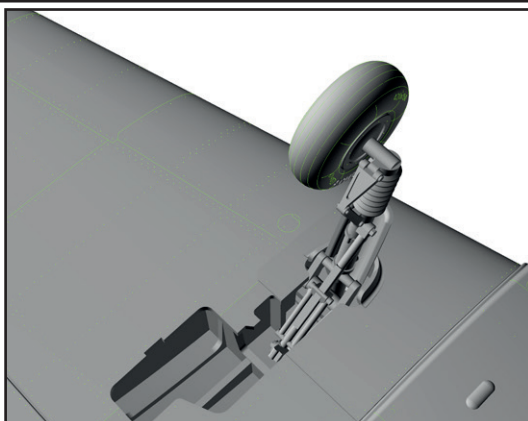
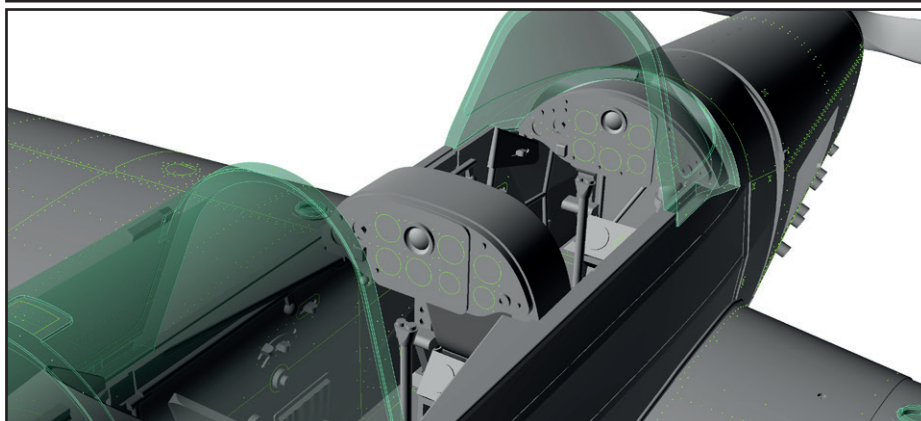
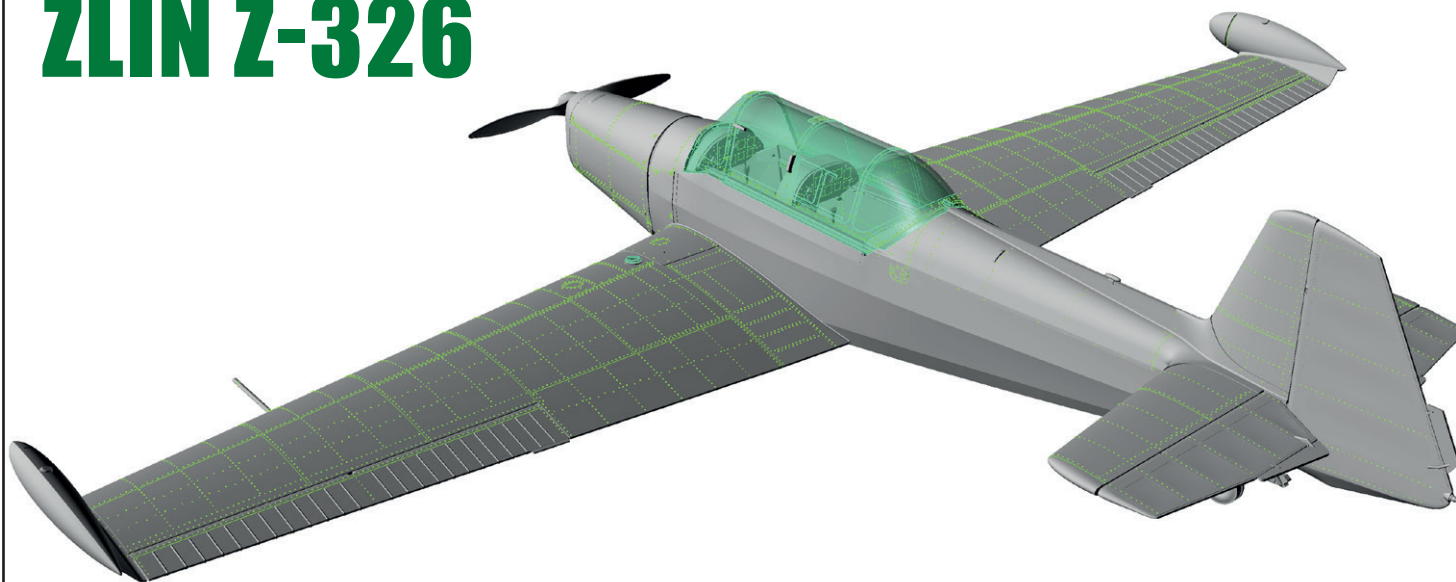
ZLIN Z-126



ZLIN Z-226



ZLIN Z-326



ZLIN Z-526



OUR THANKS TO THE FIREFIGHTERS

In recent days, we have received offers of assistance from individuals, companies and state organizations. We are both very encouraged and appreciative of this support. However, we want to dedicate this message to all the firefighters who intervened in the fire in our warehouse. This was not an easy task and we are aware that some of them also suffered injuries. We greatly appreciate your work and want to extend our heartfelt thanks to every one of you. We wish you a speedy recovery. Our thanks go to these fire brigades and we hope that our list is complete (see below).

Professional firefighter units:

HZS Ústeckého kraje – územní obvod Most

- Station Most

- Station Litvínov

HZS Ústeckého kraje – územní obvod Teplice

- Station Teplice

- Station Bílina

HZS Podniku Unipetrol a.s.

HZS Podniku Severní energetická a.s.

Voluntary Firefighter Units

SDH Obrnice

SDH Most – Rudolice

SDH Braňany

SDH Litvínov – obec

SDH Želenice

SDH Horní Jiřetín

SDH Meziboří

SDH Lom

SDH Hrobčice

Eduard team





CHARLES „CHUCK“ YEAGER

* 13. 2. 1923

† 8. 12. 2020

The breakage of sound barrier is one of the prominent milestones in aviation development. The “invisible devil” preventing the aircraft from reaching higher speeds, was a challenge for both engineers and pilots. Charles “Chuck” Yeager is famous to the world as the first supersonic man, but there is much more behind his lifework.

Author: Richard Plos

On October 14, 1947 Chuck Yeager officially became the fastest man on the planet. Flying the experimental Bell X-1 he reached speed of Mach 1,06 and started the supersonic era in aviation. The nose of the bullet-like aircraft bore the Glamorous Glennis inscription as a tribute to his beloved wife. Similarly named were all his wartime P-51s as well.

He met his long-life love when as a young pilot moved together with his squadron to the new base in Oroville, CA. Chuck was tasked with organizing a dancing evening for the pilots and so he attended local USO office for some help. And there they met. „She was pretty as movie star and was also making more money than I was,” recalled Chuck later. During the event they organised together Chuck also danced with her and, as i turned out, the liking was mutual. „I barely understood every third word he spoke, but I sensed that he was a very strong and determined person. The kind of man that I hoped to marry one day.” They married shortly after Chuck had returned from Europe at the start of 1945 and the couple stayed together for 45 years until Glennis died due to the cancer.



Charles Yeager with Bell X-1 Glamorous Glennis, the first aircraft breaking sound barrier in horizontal manned flight.



photo: USAF

From sickness to mastery

It is quite interesting the man, who became one of the most famous pilots in the world with more than 10,000 flying hours logged had a nausea problem at the start of his career. He learned it while serving as crew chief of an AT-11. Yeager took the backseat as the pilot practiced landings, and shortly discovered the misery of motion sickness. He was young aircraft mechanic but looked for something more enjoyable and thanks to the Flying Sergeant programme he got the chance, as the age limit was lowered from 20 to 18 years for pilot training application. He was still sick during first flights but overcome that weakness thanks to excellent physical shape and received the pilot badge in March, 1943. During advanced and combat training he flew the P-39 Airacobra with 363rd Fighter Squadron of 357th Fighter Group and apart of many struggling young pilots mastered the tricky aircraft. „He was the best of us and became an benchmark for any newbie in the squadron,” recalled one of colleagues later.

The ace in one day

The 357th Fighting Group moved to England just before Christmas 1943 aboard Queen Elisabeth ship to become part of 8th Air Force. Receiving P-51 Mustang, Yeager did not hesitate to put the Glamorous Glen on its nose as the tribute to his than fiancée. He started combat flying in February, 1944 and achieved first victory on March 4 during the Berlin bombing ride escort. His eighth mission was to be his last for a long time, as he was shot down during combat with three Fw 190s. Yeager bailed out and hid himself in woods to avoid being captured. A French woodcutter found him and helped him to contact the French resistance movement. With their help Yeager reached Spanish borders on March 30 with two fellow American aviators, although they were chased by German soldiers searching for them on ground and from air using Fi 156 Storch. It was not first time for Yeager to use parachute. During the training flight his P-39 caught fire and he had to bail out, suffering a back injury, which kept him in hospital for some time. Once back in England Yeager tried hard to overcome the rule, which prevented any shot down returnee to fly over the enemy territory again. There was a danger one could reveal information of the French resistance if shot down again. Finally, Yeager succeeded thanks to understanding of General Eisenhower. Chuck repaid the mighty Allied Forces commander his faith abundantly. He got P-51C which he named Glamorous Glen II, but soon received new P-51D Glamorous Glen III. He scored five kills in one day on October 12, 1944 (all victims were Bf 109) and became an ace in one day hero. He nearly repeated the achievement on November 27, shooting down four Fw 109s. But prior to that, he encountered Me 262 during the escort of B-24. German jets of Kommando Nowotny unit stroke at Mustangs of 357th FS after they had leaved the bombers in safe zone. One of the Me 262s fired at Yeager but missed and Chuck was given a chance to bounce back after evasive manoeuvre in steep climb. He hit the jet several times, but it escaped in clouds. Yeager found himself separated from the group, so headed back and spotted the Me 262 approaching the air base at Achmer. He charged at the German and shot him down despite fierce flak defensive firing.

photo: USAF



Flying P-51D-15NA Glamorous Glen III, Yeager managed to shoot down five enemies in one day and also was victorious in combat with Me 262.

There were 12,5 aerial victories on Chuck's account when his tour ended after 64 missions and 270 flight hours flown. He was heading back home where he arrived in January 1945.

Chasing a demon

After his return Yeager married Glennis and served as the flight instructor at Perrin Field, TX for some time. But there was a rule the shot down and returning pilot was given the right to serve at the base of his choice. As the young couple awaited their first child to be born, they decided to move closer to home and the Wright Field AFB was their choice. It was the R&D centre of US Air Force and Chuck could not have better hand regarding his future... He was tasked with checking out all the aircraft coming out from the maintenance, so he was flying almost every fighter on the flight line. He demonstrated such exceptional skills that he was selected to fly in air shows as display pilot. He was also noticed by Colonel Albert Boyle, who

photo: USAF



Chuck Yeager in cockpit of NF-104.

decided to give him a chance in his „best of the best“ group of military pilots of Flight Test Division. As Chuck was only high school graduate, he found quite a challenge to talk to advanced academics but, as he remembered later: „Because of my flying ability they took mercy on my academics.“ In June 1947 Colonel Boyd chose Yeager as the man to break the sound barrier in rocket powered Bell X-1. The reason Yeager was chosen was because Boyd considered him the best „instinctive“ pilot he had ever seen, and he also knew Chuck had extraordinary skill to stay calm in stressful situations.

Yeager made three glides with XS-1 at Muroc AFB prior to conducting first powered flight on August 29. During his eighth flight on October 10, he lost pitch control, as a shock wave formed along the hinge line of the X-1 elevator at speed of Mach 0.997. The problem was solved by modification allowing the small changes in angle of incidence of horizontal stabilizer. The modification worked and then the October 14 came! The X-1 with Chuck Yeager in cockpit released of B-29 and steadily accelerated up to the Mach 1,06. „The invisible demon“ was broken!

Chuck Yeager became a star, the fastest man on the planet and Collier Trophy holder. There is also the story of two ribs broken just two days prior to the flight as Chuck fell from horse, and about the broom shaft to be used as a help for him to close the X-1 door, as the pain prevented Chuck from doing so normally. But that is all well-known story thanks to The Right Stuff movie...

Commander

Chuck Yeager proceed as the test pilot flying X-1A, X-3, X-4, and X-5 at Muroc. He moved to the Edwards AFB later, continuing with aircraft testing. He was one of two pilots evaluating

the YF-100, he was also one of the first to conduct flights with XF-104 and many other aircraft. From September 27 to October 5, 1953, he was also member of team evaluating captured MiG-15 at Kadena AB, Okinawa. He was always the first pick for engineers and designers when they needed proper pilot's report. Yeager was precise and able to notice important aspects of flight. After those seven „golden years“ as he recalled this era, he returned to the duty of military pilot and moved to Europe as commanding officer of the 417th Fighter Bomber Squadron, based at Hahn, West Germany. The unit was flying F-86H Sabres. Yeager returned to USA in 1957 and took over the 1st Fighter Day Squadron at George AFB. The unit was considered „elite“ within Tactical Air Command because of its supersonic F-100s.

As a Full Colonel Chuck returned to the Edwards AFB in 1961 as the deputy director of flight test. The following year he took over as commander of the new USAF Aerospace Research Pilot School (ARPS) designed to prepare military test pilots for space flights. He became a mentor of the future astronauts, although he was never given a chance to join the space programme. The reason was lack of academy degree, but he did not regret that too much, because the idea of flying with something he could not control was odd to him. The NF-104 was something different for him. This aircraft equipped with additional rocket boosters was intended to enable future astronauts to get as close to the space as possible and give them the experience of zero gravity when flying on ballistic arch. Yeager flew this beast for first time without problem and managed to reach 108,000 feet (33 000 m). During the second flight the aircraft pitched up and fell to the flat spin at 104,000 feet. Yeager struggled to recover the airplane and finally gave up and ejected. He was seriously injured because of his pressurized suit malfunction. The injury kept him in hospital for six weeks.

The next stop for Colonel Yeager was 405th Fighter Wing based in Philippines. He commanded five squadrons there. Two tactical bomber squadrons flying B-57s in South Vietnam, a squadron of F-100 fighter-bombers based in Taiwan, a pair of F-102 air defence squadrons at Da Nang and detached units located at Udorn and Bangkok, Thailand. Chuck was visiting the squadrons on regular basis and flew with them operationally. With B-57 he added 127 flights to his combat record from WWII. After stint at the Kunsan AB, South Korea, he returned home and was promoted to the rank of Brigadier General. His next stop was Europe again, where he returned to take over the 7th Air Force commander's duties in July 1969. Two years later he was named U.S. Defense Representative in Pakistan. Another two years later, in 1973, he returned home to become USAF Director of Aerospace Safety at Norton AFB, CA. The end of his service was closer and closer and on February 1975 he made his last military flight in F-4C Phantom II. When he climbed out of the cockpit that day, he had accumulated a total of 10,131.6 hours in some 361 (!) different types of military aircraft. Three days later he completed his service during ceremonies at Norton AFB.

Rest without a rest

After the release of The Right Stuff book of Tom Wolf, Chuck Yeager became international celebrity and the movie of the same name further reinforced that status. Chuck even played a small act in the movie, portraying the bartender in Pancho's Happy Bottom Riding Club. The demand for public appearances, lectures and interviews was endless. Also, his advice has been much sought after by the government, NASA, or the aerospace industry on a wide variety of issues. He was also part of the team investigating the Challenger Space Shuttle disaster. During the time after the active service he received numerous awards, spent time fishing and, of course, kept flying. He settled several records and being a well-known celebrity, he also agreed to do a promotional activity, like the one for Chevrolet Corvette. He was also cooperating with PC games developers, two of the games bearing his name (Chuck Yeager Advanced Flight Trainer and Chuck Yeager's Air Combat). He made quite a fortune by that (estimated asset of 1,5 million dollars), but, on the other side, the money caused problems in relationship with his four children. Chuck Yeager gave up flying in 1997 at the age of 74 but was fit enough to enjoy a ride in F-15D in 2012 as a celebration of 65th anniversary of his record flight.

The sound barrier breaker, double fighter ace and well-respected leader died on December 8, 2020, but the name Charles Yeager will stay in aviation history forever.



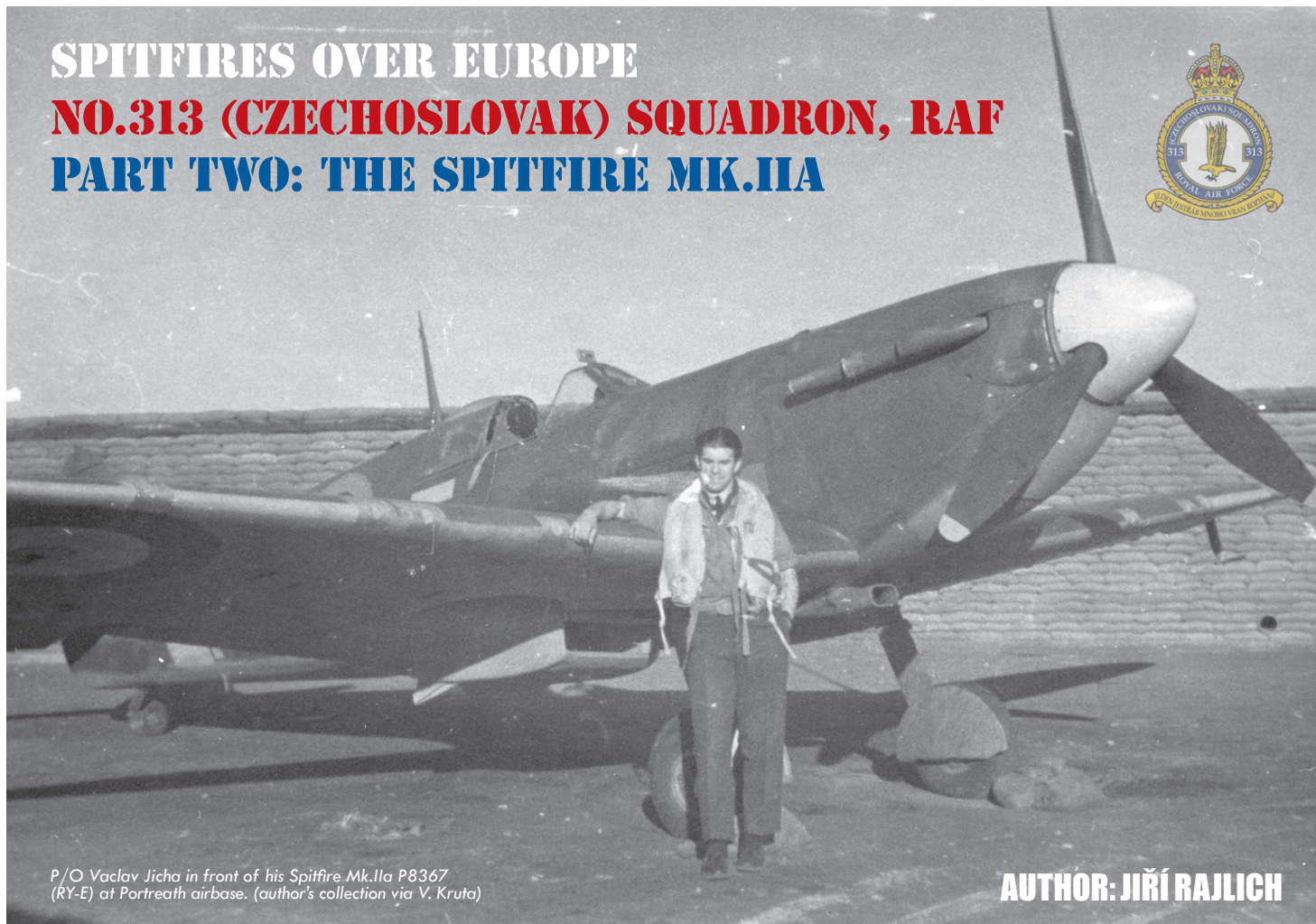
Chuck Yeager flew F-15D as part of the celebrations of his sound breaking flight's 65th anniversary. He was 89 then.

photo: Master Sergeant Jason W. Edwards, US Air Force

SPITFIRES OVER EUROPE

NO.313 (CZECHOSLOVAK) SQUADRON, RAF

PART TWO: THE SPITFIRE MK.IIA



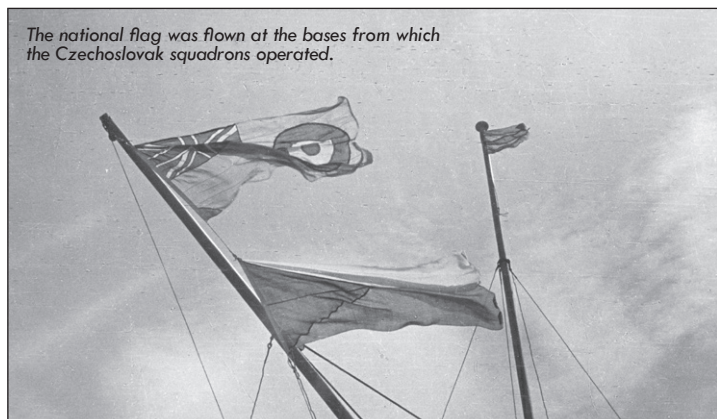
P/O Vaclav Jicha in front of his Spitfire Mk.IIA P8367 (RY-E) at Portreath airbase. (author's collection via V. Kruta)

AUTHOR: JIŘÍ RAJLICH

The air base at Portreath, to where No.313 Squadron relocated from Leconfield on August 26th, 1941, was located on the coast of the southern English County of Cornwall, about 20km northwest of the port of Falmouth. It was situated on a coastal cliff three hundred feet above the ocean and had four asphalt runways. 'Particular attention needed to be paid to Runways Number 3 and 4, which ended abruptly at the cliff overhanging the ocean,' recalled Frantisek Fajtl. 'Crashing into the rocks or the rough waters down below would not end particularly well for neither pilot nor airplane.'¹

No.313 Squadron, newly based and converted onto the Spitfire Mk.IIA, were integrated into the higher level Portreath Wing. During the timeframe spanning from August to October, 1941, it was composed of the following: No.66 Squadron at Perranporth (commanded by S/Ldr Athol S. Forbes, DFC), No.130 Squadron at Portreath (S/Ldr C. J. Donovan) and No.313 Squadron, also at Portreath (S/Ldr Gordon L. Sinclair, DFC and S/Ldr Josef Jaske). Each of these three squadrons that made up the Wing were equipped with the Spitfire Mk.IIA. They also worked quite often together with No. 263 Squadron, at the time flying out of Charny Down with the twin-engined Whirlwind Mk.I.

The national flag was flown at the bases from which the Czechoslovak squadrons operated.



The Portreath Wing was commanded by the experienced fighter pilot and ace from New Zealand, W/Cdr Minden V. Blake, DFC.

Portreath conducted offensive operations against targets in Brittany and Normandy in occupied France. No. 10 Fighter Group, which was a component unit, had a total of four Wings: Portreath, Exeter, Ibsley and Middle Wallop, which supported one another during similar operations, and No.313 Squadron would soon take part. It conducted its first fighter sweep over enemy territory on August 31st, 1941. Eleven Spitfire Mk.IIA fighters took off from Portreath at 0930h, led by S/Ldr Gordon L. Sinclair, DFC. Soon after, the pilots set down at Predannack, which was the starting off point for the entire action known as Gudgeon 4. Take off for France occurred at 1415h. The task of the squadron was to fly rear cover for six Blenheim Mk.IV bombers that were to attack an airfield at Lannion. This responsibility of the Wing also involved the participation of No.130 and No.263 Squadrons.

No.313 Squadron Spitfires circled at an altitude of 4,500m and at a distance of 30km off the French coast. They then safely escorted their charges home. Landing occurred at 1545h. No enemy aircraft were encountered, and so No.313 Squadron conducted their first sweep without having fired off a single shot.²

A sweep that was conducted on September 28th, 1941, was a substantially more dramatic affair. On this occasion, the unit was escorting a quartet of No.263 Squadron Whirlwind Mk.Is on an offensive mission dubbed Mandolin. This time, the target was an airfield at Morlaix, about 52km northeast of Brest. This mission also required the escorting Spitfires to take part in the actual attack on the target.

The Whirlwinds left the ground at 1415h from Portreath, followed five minutes later by the Spitfires.

A heading of 154° put them in line with Morlaix, just past the horizon. The purpose of the mission was to take out reconnaissance Ju 88s based there. These enemy assets were making life difficult for the British Royal Navy, flying reconnaissance missions over the Bay of Biscay and relaying positional information to German submarines.

'At 1425h, we left the British shoreline at a height of 5m...' recounted the Flight Leader B F/Lt Stanislav Fejfar in his logbook, 'Just above the water, at heights of three or four meters, and on a heading of 145 degrees, we headed for France. You could see nothing, just water and more water, and you felt as though you could reach out and touch the whitecaps. The minutes seemed to turn into hours, as the monotony of the water's surface was somewhat tiring.

At 1450h, an alert came in the form of a small structure on the shore, a lighthouse. This prompts you to set everything: engine RPMs, gunsight, gun charging, and you go over everything. Everything's good to go, and so you go on with the task at hand...as low as possible, between trees, practically taking the roads of the villages and towns, escorting the attack aircraft at the highest possible speed...

'You could see the waving inhabitants of the towns below, French men, women and children, who could see the British markings on our wings, and they knew that in the direction that we were going, there was a German airfield, and that we were bringing them greetings. We, ourselves, were greeted by anti-aircraft fire. You could see red and white lines all around you, so well-known in France, from tanks. You couldn't even fire back under these conditions, and in no time, you saw that the Whirlwinds had completed their tasks and were making for home. You turn to do the same, but you notice that you are being attacked by a twin-engined aircraft, a Messerschmitt Bf 110. You fire, but you can't tell if you are successful. There's no time. And then you hear 'I have to set down...here...give my wife my love...later, boys...and the radio goes quiet...' ³

The Germans put a lot of effort into their preparations for the welcome. The flyers literally put their necks on the line, and once again, it was clear that these ground attack missions were among the most dangerous of all. No.313 Squadron came back home between 1535 and 1600h without missing anyone, but two of her pilots were extremely close to being trapped on the wrong side of the English Channel.

After overflying the French coast in the vicinity of Plouescat, the Whirlwinds climbed to an altitude of 150m. Then, they dropped down to ground level and let go with their 20mm cannon. The Germans responded in kind at virtually the same instant.

The pilot of one of the Whirlwinds (P7041), S/Ldr Thomas P. Pugh, DFC, with two salvos hit a Messerschmitt Bf 109 parked at the south end of the strip. As he flew over the field just above the ground, he also managed to score hits against a loaded fuel truck at its north end. He made it, although not without taking rounds from enemy return fire despite flying so low, indicating that the defensive gun positions must have been in elevated positions.



And yet he came back! F/O Karel Kasal after the lucky return from the attack on Morlaix on September 28th, 1941. His Spitfire Mk.IIA P8259 (RY-T) returned without the right wing tip which had been hit by the airport AA gun fire. The aircraft has been in the squadron inventory since August 13th, 1941 when the re-equipment to „twos“ (Mk.II) started until November 3rd, 1941 when re-equipment to „fives“ (Mk.V) was completed. (K.Mrazek).

Another Bf 109 found itself in the sights of Sgt. Dimplebee and Sgt. King, and the same aircraft likely garnered the attention of the commanding officer of No.263 Squadron himself, W/Cdr Arthur H. Donaldson, DFC, AFC. Dimplebee came through without a scratch and King received one bullet hole, but Donaldson counted three cannon hits. One of the rounds took off the canopy of the plane he was flying, P7044, and caused him bloody and painful wounds to his head and arms. He lost consciousness, but his plane remained airborne and

Combat Notes: Pilot Precautions

Prior to an Operational Flight:

1. Mae Wests should always be carried on an operational flight.
2. In the event that your own parachute is not available due to repairs or airing out, the use of another unit requires confirmation that the belts are of necessary length. This should not be done at take-off!
3. Similarly, the seatbelts should be checked that they are not too short, and until this is done, your aircraft is not ready for flight. It is too late to do this once the take-off signal is given.
4. Prior to taxi, ensure that the oxygen supply is not off to prevent issues once in the air. It is best to have the groundcrew ensure that the oxygen is on prior to your mounting the aircraft.
5. Wear your overalls, gloves (long), flying boots and goggles. These items have saved many pilots from serious burns, and otherwise.

After Take-Off

6. If possible, fly at low rpm and with the mixture set to lean. This will save on fuel.
7. Prior to flying into cloud cover, confirm your course. That way, if you get disoriented, you will know your approximate heading should you descend alone.
8. Constantly monitor your heading and time, so that you know your approximate location, especially above the clouds in case you need to descend (for reasons of combat, technical difficulties etc.) so that you are aware of your direction to base.
9. Prior to climbing to high altitudes, have your oxygen turned on on the ground. Do not rely on your physical condition. At altitude, monitor your oxygen equipment.
10. Flying through clouds, ensure that the speed indicator heating is on to prevent the tube from freezing. If it freezes, your speed will read as zero, and that is very disconcerting, especially while in a cloud.
11. Always look around you, especially against the sun. You never know when you may be attacked. Maintaining a loose formation allows you to keep looking around yourself.
12. If you cannot keep up with your formation, or you must break off or you get lost during combat, never try to catch up to the formation. Don't lag too far behind, as the lone plane is a lost plane. Drop down to ground level and head for home. At low levels, and especially over the shorelines, constantly check behind you to make sure you are not being observed. Pilots have been shot down, even at low level, because they thought they were safe, on their way home.
13. Make sure your guns are set to FIRE when entering airspace where combat with the enemy may be expected. If you are carrying a gun camera, set it to ON. Get used to wearing your goggles, as they have saved the sight of many pilots (from fire, shrapnel, etc.).
14. If you know you are going into combat with the enemy, set your rpm to 2850 and set your mixture to rich. Turn on your gunsight and turn your oxygen to full. Don't fire your weapons too early.
15. Watch the sun, escape towards the sun and attack from the sun.
16. When you attack an aircraft, be mindful of the fact that you, yourself, could also be attacked.
17. Should you need to bail out of your aircraft at high altitude, take several deep breaths from your oxygen system before you do. Try and open your parachute at lower altitudes. The enemy is not particularly sentimental, and has been known to fire at pilots who have taken to their chutes.
18. If your aircraft suffers hits over the ocean, try to get as close to the shore as you can.
19. If you need to ditch in the sea, set your flaps and landing gear to the UP position and open your canopy.
20. Over water, give preference to bailing out of your airplane over ditching in the sea. The sea is often rough and the ditched aircraft will sink quickly. If you spot a surface vessel, give preference to bailing out near it, rather than ditching near it.
21. In the event that you need to ditch in the sea, contact ground control if possible, so that they can get a fix on your position. Help will come quickly. Ignite a smoke marker prior to leaving the aircraft.
22. If you see a comrade ditching in the sea, or descending by parachute, inform ground control. Fly over the location of the event and inform and request ground control to get a fix on your location (preferably at a higher altitude for more accuracy fixes). Fly over the site and watch your fuel. If possible, do so until you are relieved by another aircraft.



Vaclav Jicha (* February 10th, 1914, Dnesice, Prestice county, + February 1st, 1945, Turf Law nearby Soutre), one of the great personalities of the 313 Squadron. He distinguished himself over France and Great Britain and is credited with total of 7 confirmed kills, 4 of them in cooperation. Having left the combat flying this exceptional pilot gained the fame as a test pilot primarily working at Vickers Armstrong Ltd. (Supermarine) in Castle Bromwich near Birmingham. During his tenure, i.e. from January 1943 until May 1944, he has test-flown total of 1287 Spitfires of various versions, out of which 866 single handedly and 421 in cooperation with other test pilots. He was mostly occupied by researching the causes of the engine failures, which belongs among the most dangerous tasks performed by test pilots. As a result he had to perform fifteen emergency landings out of which nine were belly landing so successful that the aircraft did not sustain any damage. „Venda was the best Spitfire pilot I have ever had at Castle Bromwich“ wrote chief pilot Alex Henshaw respectfully about Jicha. Jicha perished flying as a passenger in the twin-engine Anson which crashed in bad weather into the Scottish mountains between Edinburgh and Berwick. In addition to his Distinguished Flying Cross (DFC) awarded for his combat achievements he was later also awarded the Air Force Cross (AFC) for his contribution to the aeronautical research. He is one of twenty war comrades to whom F. Fajtl dedicated the whole chapter in his book „The memories of the fallen comrades“ (K. Beinhauer)

Vaclav Jicha entering the cockpit of his Spitfire coded RY-D. (author's collection)



Types of Offensive Operations Conducted by Fighter Command

Circus

Small formations of bombers (initially predominantly made up of Blenheims, and from 1942, Bostons) were in these operations escorted by a significant number (up to 350) of Spitfires or Hurricanes to the designated target. The purpose of these flights was to evoke a response from the enemy and to destroy his air assets in combat. The bulk of these operations were undertaken by No.11 Group, Fighter Command, whose bases lay closest to occupied Europe. It conducted Circus 1 on January 10th, 1941. In the spring, No.10 Group joined in, which conducted its Circus 1 on April 17th, 1941.

Ramrod

This was essentially the same as the Circus operations, but the goal was more the destruction of designated targets by the bombers. The main task of the escort was protection of the bombers from enemy interception. The pioneering unit of these operations was No.10 Group, Fighter Command, which conducted Ramrod 1 on August 20th, 1941. If a raid during these operations was conducted without bombers (which were often replaced by ground attack Hurricanes), it was designated 'Fighter Ramrod'.

Roadstead

These raids were conducted against enemy naval targets in the Channel or along the coast of occupied Europe. They were generally conducted by small groups of bombers (Blenheims) or ground attack aircraft (Whirlwinds or Hurri-

canes) escorted by fighters. The first Roadstead raid was officially conducted on February 10th, 1941.

Rhubarb

These raids were conducted as a rule by pairs of fighters against targets on the coast of occupied Europe. They were conducted at low level to evade radar. They were, also as a rule, conducted under poor weather conditions or low overcast, which was then used on the way out as a source of protection against flak and enemy fighters. These operations were referred to as Mosquito at first, and later the code Ranger was also used.

Rodeo

Similar to Circus, the purpose of these raids was to provoke the enemy into a fight, but were conducted without the bomber component. The first such operation was officially conducted on October 27th, 1941, but similar operations were flown earlier, either without a codename, or called other names, such as Sphere.

Night Intruder

These were night offensives. These were patrols conducted near enemy air bases and shooting down air assets during take-off and landing. There was a list of codenames that were used for this type of offensive activity, such as Gudgeon, Mandolin, Sunrise, Veracity, and Warhead, and so on. These missions were conducted against single, predetermined targets in enemy territory or coastal areas.

he came to about ten miles from Morlaix. He landed with no less than an even hundred holes in his aircraft, which also had the tailwheel shot away.⁴

Immediately following the attack by the Whirlwinds, some of the Spitfires jumped into the melee. Two had serious damage inflicted upon them. Spitfire Mk.IIa, P8259 (RY-T), flown by F/O Karel Kasal, received a direct hit to the right wing⁵, and it was only through sheer skill that he would make it back to England. Even more fortunate was the young Sgt Arnost Mrtyvy, who was the one that had sent out his love to his new bride. His Spitfire Mk.IIa P7973 (RY-H) came home with a piece of a telephone pole imbedded in his aircraft, trailing sections of telephone line. He acquired the trophy in an instant when he went into a turn at extremely low level, and through the flak and the associated confusion of the moment lost situational awareness. Despite a damaged propeller and leading edge of the wing, and a pierced oil cooler, he managed to cross the English Channel, which at that location spanned some 160km. He and his escorts, Sgt Prokop Brazda (P7858) and P/O Vaclav Jicha (P8374/Ry-S), landed safely back at Predannack at 1555h.⁶

'No one from the whole formation had any idea as to what happened to the last Spitfire from Blue Section, which was flown by Arnost Mrtyvy,' Frantisek Fajtl, who did not take part in the mission, would later recall in his published memoirs 'Memories of Fallen Friends'. 'Blinded by fierce fire from flak and machine guns, he clipped a telephone pole with the propeller and lower cowl of his airplane, severing the wires, damaging the prop and leading edge of the left wing, and piercing the oil cooler. Now, the fight turned from being against the enemy to being against fate. The Spitfire trembled as though it just wanted to fall apart in the air. But, it flew!...

After some tense moments, several of the pilots heard the muffled voice of Arnost Mrtyvy exclaiming, in Czech, 'everything's shaking like mad, I don't think I can bring it home. Boys, give my love to my wife!' (Arnost Mrtyvy was married only three weeks prior to this mission, on September 8th, 1941).

Jicha and Brazda were ordered to slow down and try and locate the crippled Spitfire, and escort it home. Jicha's radio was malfunctioning, and Brazda could barely understand anything he said. He therefore took it upon himself to try and contact Mrtyvy.

He slowed down and began intensely to search for his friend. This is a difficult thing to do, and the pilot must rely in large part on luck. There was little to go by, and ground control could not offer assistance because the conditions needed to get a fix on him were nonexistent. Arnost Mrtyvy was far away, and far too low.

Soon, Brazda could hear Mrtyvy's calls louder and clearer. Apparently, he was getting closer to Jicha and Brazda. Brazda was obsessed with one main thought while searching, and that was to keep Mrtyvy from veering too far to the west. He could miss the westernmost point of Cornwall, Land's End, and after that, there was nothing but water and more water...

'Arnost, Prokop (Brazda) here. What is your altitude and heading?'

'I'm at 50m over the water and on a heading of 355, three-three-five.'

'Brazda calmly but quickly pictured the route back. 'That's good, Arnost', he said to himself. He did not ask him to alter his heading.



P/O Vaclav Jicha and Sgt. Prokop Brazda during fall 1941 at Portreath from where 313 Squadron flew missions over the occupied Bretagne. Both were devoted to take care of Sgt. Arnost Mrtyvy who on September 28, 1941 was returning to England in the heavily damaged Spitfire Mk.IIa P7973 (RY-H). 1 April 1941 Jicha was defending heavily damaged aircraft with wounded Brazda in the cockpit against six attacking enemy airplanes. This time the fate was cruel to Brazda, he was killed upon his aircraft impact on the English soil (author's collection).

'Try to climb to 400m, if you can.' The thought here was more on altitude to bail out, if it came to that, rather than a more dangerous ditching in the sea.

'I can't climb. I have little power and the engine is overheating' replied the exhausted Arnost.

'Hold on, Arnost' You'll see the shoreline soon, urged Prokop. The operations shed will do everything it can. Everything will be alright.'

After that, Brazda carried on communications with the controllers in the Cornwall Sector operations shed. He was trying to ascertain whether or not they could yet see or hear Blue Four yet.

'Not yet' came the reply. 'He is likely too low.'

'Unfortunately' thought Prokop, and continued his search.

'Arnost, keep broadcasting, count to ten in English.'

'Alright, though I am not really in the mood'. That was no surprise, as there was a foot-and-a-half section of telephone pole hanging from the shattered wing and the engine was on the verge of dying completely.

'Prokop...I can see land.'

Brazda could hear the tremble in Mrtyvy's voice.

And now, Arnost, the shortest route. But do not increase throttle.'

Lucky Blue Three, which had also sighted land, followed Prokop's instructions. Ground control applied their trade and gathered the Czech comrades together.

Arnost's happiness peaked. On his right, the Spitfires flown by Brazda and Jicha, who safely escorted him back to the field at Predannack...⁷

Because the sweep failed to turn up the Ju 88s at Morlaix, Operation Mandolin 7 was planned for the following day. Attacks were to be conducted against the base at Lannion, an alternate spot where it was assumed the Ju 88s could be also found. At 1833h, four Whirlwinds again took off from Predannack, escorted by nine No.313 Squadron Spitfire Mk.IIas, which were again led by F/Lt. Karel Mrazek.

On a heading of 1520, the formation reached the French coast at 1905h, which coincided with dusk. Immediately, they encountered flak. The darkening sky with the fiery explosions of the flak was reminiscent of a Venetian night. The moment that the Whirlwind pilots realized the poor conditions under which they found themselves, they changed plans and headed to Morlaix. At 1910h, they initiated their attack at treetop level, and the Junkers aircraft were there this time! Despite deteriorating visibility and fierce fire coming up from the ground, the Whirlwinds were able to eliminate one of the 88s parked in front of a hangar on the south side of the field.

Within some twenty minutes, a quartet of ground attack Hurricane Mk.IIc fighters from No.247 Squadron approached Lannion. That the Germans would still be primed and ready was never in question. They downed aircraft BD832, and it ended up in the drink, as did its pilot, F/O Kenneth W. MacKenzie, DFC. This Battle of Britain veteran survived the ditching in the sea and took to his life raft and was taken prisoner by the Germans after paddling to shore. P/O S.S. Hord nursed his heavily shot up Z3561 back home, with a wounded leg.

The action against Morlaix wasn't without a cost. No.313 Squadron Spitfires escorted home only two of the four Whirlwinds under cover of darkness. Sgt. Jack Maddocks (P6987) landed at 2005h at Predannack, followed by P/O Geoff Warnes (P7061) at 2015h, sucking up the last three gallons of fuel he had left. A third pilot, F/O Hugh Coghlan, who led the flight of Whirlwinds and who was responsible for the destruction of the aforementioned Ju 88, was following behind, but ran out of fuel overflying the coast. His second engine quit immediately after the first one died, and he belied in at Portreath under moonlit conditions at 2020h. Aircraft P6998, that he was flying, was a write-off. The pilot escaped with only some bruising. The fourth pilot, Sgt. Thomas hunter, was not as fortunate. While over the English Channel, but within site of the coast at Plymouth, his P7009 lost both engines due to the exhaustion of his fuel. He had no choice but to bail out of his aircraft, which he did at 2005h, but despite the immediate search for him, he wasn't found until the ocean gave up his body on October 10th.⁸

No.313 Squadron was more fortunate. Her Spitfires landed at their home field lit up with spotlights at 2015h with no losses.⁹

Up to November, 1941, No 313 Squadron conducted another three sweeps. In all cases, these were escort missions for twin engined Blenheims, once to the port of Le Havre, and twice to the field at Morlaix.¹⁰ However, due to unfavourable

OPERATION JUBILEE / THE DIEPPE RAID

Period propaganda understandably called Operation Jubilee a victory, but at best, that's a half truth. In actual fact, the Allies had to swallow some tough pills. Ground forces were not able to meet all their objectives, and they suffered massive losses in the process. Out of the deployment of around 6,100 men, 4,260 were lost, a rate of 70%. Of these, 1,179 were known killed, another 891 were wounded, and 2,190 were taken as German prisoner. All twenty-eight Churchill tanks that were unloaded on the beach had to be abandoned. The Navy had to write off one destroyer, 33 other vessels and 550 men. The Germans, on the other hand, suffered a loss of 'only' 311 dead and missing (some of which were taken across the Channel into custody), and 280 wounded ground troops. Even the RAF, although having been somewhat successful, did not get off all that well. In the support and cover of the operation, 2,955 sorties were flown (2,494 fighter missions, 103 bombing missions, 72 reconnaissance flights and 351 rescue missions), for the loss of 103 aircraft written off, with 59 damaged. The RAF committed a total of 840 aircraft to the operation (over 700 of which were fighters), translating to losses at 19%, 12% of which were irreplaceable. Personnel losses of the RAF amounted to 69 killed or missing, 30 wounded and eighteen taken prisoner out of a total of 1,179 men committed to the operation. The largest portion of losses were suffered by fighter units of the RAF, which committed 672 aircraft and 730 pilots. They lost a total of 87 destroyed and 46 damaged aircraft, fifty pilots killed, twenty wounded and thirteen captured. In other words, Fighter Command lost almost three complete Fighter Wings over Dieppe. This was the greatest loss for Fighter Command over the course of a single day. Against the 2,955 sorties flown by the RAF, the German Luftwaffe flew a total of 945, of which 800 were fighter missions and 145 bomber

flights. About a third of the effort was very successful, but even their losses were not insignificant. Although Allied pilots claimed 98-42-185 victories, actual Luftwaffe losses over Dieppe were less than half that: 48 lost and 23 damaged aircraft. Half of these losses, specifically 23 written off aircraft and fourteen pilots killed, were suffered by the Jagdwaffe. While the Allies had to write off 103 destroyed and 59 damaged aircraft, the Germans claimed 112 kills, which very close to the actual number, even if we take into account that certainly, some of the British losses were due to flak (which claimed thirty victims) or bomber crews (4). Although German losses (48 aircraft) were substantially below the number of British losses, they can still be considered heavy. They accounted for only 3% of committed strength, but 15% of all available aircraft. Once we factor in damaged aircraft, German strength by nightfall were at half strength. For the next several days, this would seriously limit German efforts. So, it seems that even if the Germans were able to achieve a loss rate of 1:2 in their favor, they would be starved of assets sooner than the RAF.

Norman FRANKS: *The Greatest Air Battle. Dieppe August 19, 1942*. Grub Street, London 1999, pages 156 and 193-199, Donald L. CALDWELL: *The JG 26 War Diary, Vol 1: 1939-1942*. Grub Street, London 1996, page 277, Jaroslav HRBEK: *Námořní válka vrcholí. Naše vojsko*, Prague 1995, page 156. K účasti čs. stíhačů na operaci Jubilee viz Jiří RAJLIČ: *Na nebi hrdého Albionu. Válečný deník československých letců ve službách britského letectva 1940-1945. 3. část (1942)*. Svět křidel, Cheb 2001, pages 506-541.



F/Lt Mrazek at readiness. (family archive)



This Spitfire Mk.IIA P8274 (RY-S) Baltic Exchange was frequently flown by B-flight leader, F/Lt. Stanislav Fejfar. In the morning of September 6, 1941 he almost paid the ultimate price due to the genuine English fog. Because of the bad weather he aborted the convoy patrol and due to the poor visibility landed hard at fog engulfed Portreath airport. The aircraft with broken off landing gear ended up in the repair shop, pilot with sprained left leg on medical leave. „Readiness from 5 am, then fog moved in shortly after so it became quiet“, he logged in his diary. „Scramble! I took off as the first section. Result? After take off we flew into the fog, I have an urge to return to homebase, I even found the airport but after the turn to final everything disappeared in the surrounding white „milk“. The airplane is damaged and my right leg hurts. They sent me for 8 days long medical leave.“



No. 313 Squadron Spitfires Mk.Vb at Portreath airport. On the left biplane trainer Tiger Moth Mk.II featuring the hood for instrument flying practice.

vorable weather conditions, Fighter Command offensive activities gradually decreased. The next round of the non-stop offensive was to come in the spring of the following year.

By that time, No.313 Squadron was fully under Czechoslovak command. The British co-commanders gradually left, because their Czechoslovak counterparts were able to run things according to British procedures. The departure of the individual British officers was looked upon on an individual basis, depending on, naturally, the popularity of each one.

On June 25th, 1941, F/Lt John 'Iggie' Kilmartin, DFC, a co-commander with Mrázek of A Flight, left the unit as an established RAF ace. Although he wasn't with the unit a particularly long time, his departure was genuinely regretted by the Czechs. *'It's a shame. We are losing a great pilot, and a great man.'*¹¹ they would record in their log books. It was different with the departures of British B Flight co-commander F/Lt Thomas Gillen and lone Squadron Commander S/Ldr Gordon Sinclair, DFC. Preserved memoirs and recollections indicate



F/O Fajtl with both British flight commanders of „Threehundredthirteen“- on the left F/Lt Gillen, in the middle F/Lt Kilmartin. (author's collection).

that with their demeanors, these individuals did not endear themselves to the Czechoslovak pilots. Gillen left on September 15th, 1941 to No.118 Squadron and *'...morale improved significantly after his departure...'*¹²

Similarly, Sinclair's departure on September 25th, 1941 to No.79 Squadron was greeted with a certain sense of relief. Due to his somewhat excessive, and even fanatical, adherence to service protocols, this blond was bestowed the nickname of the 'White Devil'...*'Sinclair respected regulations and directives to the extreme with self confidence and incredible calm, and this earned him the nickname 'White Devil', wrote František Fajtl, 'he was the type of Brit who would admirably compliment your English, warmly offer you a drink and invite you into his home, will gladly offer help with no ulterior motive, but couldn't hug a person neither with his eyes nor arms ' We all wished him the best wherever the wind found him, and we could tell that he was touched, even though he needed inside to quell any outer signals as to what he felt.'*¹³ *'...finally alone' was the entry in the Squadron log. 'Captain Jaske is now the true CO of the Squadron and every pilot and groundcrew is glad that the White Devil has gone. That night, the event was celebrated...'*¹⁴

Not taking into account the ground personal, which almost entirely made up of Brits, some British officers did remain with No.313 Squadron. Among them was Wing Adjutant F/Lt Alfred Walsham, who was the direct opposite of Sinclair...*'Alfred Walsham, our Executive Officer, did not betray the concept of the English gentleman,' recalled František Fajtl, 'His face was clean shaven, his hair finely groomed, his moustache carefully trimmed, his uniform without a wrinkle, and his boots spit n' polished to a high sheen, all faithful to his demeanor, which was dominated by a certain calm and pleasant nature. He respected service protocols but did not allow himself to be restricted in an iron jacket. When he saw fit to employ as useful his many civilian experiences, he did so without hesitation. He served as an administrative officer in a naval transport company between the wars. As a result, he fit our Squadron's needs very well, and so he had a bit of free time on his hands. He would join us quite often. He was not stingy in neither word nor counsel, and he liked to laugh. He spoke the King's English clearly and slowly, without the use of vulgarities. He apparently resisted starch, and didn't pull rank. With great patience, he tolerated what we often did unintentionally to the English language, and to our youth, he acted in a friendly, almost fatherly way. It came*

as no surprise, then, that Vasek Jicha dubbed him 'Papa Walsham'. He accepted the nickname, and enjoyed it.

*Walsham also acted as a sort of mediator between the Squadron CO, both Flight Leaders, Crewchiefs Robertson and Allen, and the 313th's technical officer, Karel Beinhauer. He was an excellent debater and he was wise. We could sense that the well being of the squadron was a priority for him, as much as it was to us. We liked him very much.'*¹⁵

Certainly, we wouldn't be getting too far ahead of ourselves, if we pointed out that František Fajtl and Walsham had a life-long friendship. They were in touch even as Europe was divided by the Iron Curtain, and it was only ended by Alfred's passing.

In the fall, there was another change that affected the course of things. At Portreath, No.313 Squadron began exchanging their Spitfire Mk.IIas for the Spitfire Mk.Vb on October 22nd, 1941. This version was new in several important regards. In the first place, the new variant was powered by an improved Rolls Royce Merlin 45, which at an altitude of 3,000m put out 1470hp. This was a significant improvement over the Merlin XII's 1175hp used in the Spitfire Mk.IIa. As a result, the Mk.V was able to achieve a top speed of between 597 and 603km/h. It also had a more powerful and effective weapons fit. Instead of the until recently effective eight Colt Browning 7.7mm machine guns, the Mk.V had only four of these weapons (with 350 rounds per gun), but also packed a pair of British Hispano 20mm cannon, with 60 rounds each.

The change in equipment was hailed by all with a high level of satisfaction, and it brought No.313 Squadron to the same level of standard operated throughout RAF Fighter Command. There was nothing better at the time that could be offered to the pilots. Re-equipment was completed by October 30th, 1941 when the eighteenth aircraft was accepted, fulfilling the prescribed quantity requirement.¹⁶

By the end of 1941, Nos 310 and 312 Squadrons also converted over to the Spitfire Mk.Vb, and this was in accordance with the planned establishment of the Czechoslovak Fighter Wing, and thereby fulfilled one of the requirements of the process, namely equipment commonality within all three Czechoslovak squadrons, with the type remaining in service for over two years, and inextricably linked to their combat activities in 1942 and 1943. This is a time period to which we will be paying much attention in connection with the Spitfire Mk.V and its various variants, and not just its use in the Czechoslovak squadrons of the RAF.

¹ František FAJTL: *Vzpomínky na padlé kamarády (Memories of Fallen Friends)*, pages 153-154.

² VÚA-VHA, ČSL-VB, sign. 1762/BI/1/307. Kronika 313. peruti. NA, Kew, AIR 27/1697. (No 313 Squadron Operations Record Book).

³ Staňislav FEJFAR: *Deník stíhače (A Fighter's Diary)*, pages 113-114.

⁴ NA, Kew, AIR 27/1547. No 263 Squadron Operations Record Book.

⁵ Flak - Flieger Abwehr Kanonen, též Flugzeug Abwehr Kanonen (Anti-Aircraft Artillery).

⁶ VÚA-VHA, ČSL-VB, sign. 1762/BI/1/307. Kronika 313. peruti. NA, Kew, AIR 27/1697. No 313 Squadron Operations Record Book, John FOREMAN: *Fighter Command War Diaries. Vol. 2 (September 1940 to December 1941)*. Air Research Publ., New Malden 1998, s. 290-291.

⁷ František FAJTL: *Vzpomínky na padlé kamarády (Memories of Fallen Friends)*, pages 163-166

⁸ NA, Kew, AIR 27/1547. No 263 Squadron Operations Record Book, AIR 27/1550-1552. No 263 Squadron Operations Record Book - Appendices. F/O H. St. J. Coghlan i P/O G. B. Warnes was later awarded the DFC and gradually became the Commanding Officers of No.263. Squadron. But more interesting than that is the fact that, Warnes was evidently the first officer in the RAF that operationally flew wearing early versions of contact lenses, in secret and unknown to doctors. Stanislav FEJFAR (edited by Norman FRANKS with Simon MUGGLETON): *A Fighter Pilot's Call to Arms. Defending Britain and France against the Luftwaffe, 1940-1942*. Grub Street, London 2010, page 129.

⁹ VÚA-VHA, ČSL-VB, sign. 1762/BI/1/307. Kronika 313. peruti. NA, Kew, AIR 27/1697. No 313 Squadron Operations Record Book, Norman FRANKS: *The Royal Air Force Fighter Command Losses of the Second World War. Vol. 1 (1939-1941)*, page 145, John FOREMAN: *Fighter Command War Diaries. Vol. 2 (September 1940 to December 1941)*, page 290-291.

¹⁰ VÚA-VHA, ČSL-VB, sign. 1761/BI/1/307. Kronika 313. peruti. NA, Kew, AIR 27/1697. No 313 Squadron Operations Record Book.

¹¹ VÚA-VHA, ČSL-VB, sign. 1761/BI/1/307. Kronika 313. peruti.

¹² VÚA-VHA, ČSL-VB, sign. 1761/BI/1/307. Kronika 313. peruti.

¹³ František FAJTL: *Létal jsem s Třístátřináctkou, (I Flew with the 313th)* page 66.

¹⁴ VÚA-VHA, ČSL-VB, sign. 1761/BI/1/307. Kronika 313. peruti.

¹⁵ František FAJTL: *Létal jsem s Třístátřináctkou, (I Flew with the 313th)* pages 82-83.

¹⁶ VÚA-VHA, ČSL-VB, sign. 1761/BI/1/307. Kronika 313. peruti.



F/O Fajt with his wingman Sgt. Bonisch having returned from a sortie. For some time Frantisek Bonisch flew as an wingman to Fajt. Both almost lost lives during the very dangerous mid-air collision which took place on September 18, 1941 over Portreath airport. Making turn to final approach to the airport (from where the unit was to perform a sweep over France which was ultimately cancelled) the propeller of Sgt. Bonisch's Spitfire Mk.IIA P8274 hit the tailplane of the aircraft P7834 (RY-F) Mid Ulster piloted by F/O Fajt whose vision was blocked by a wing. „Upon landing at the home base I barely escaped death“ wrote Frantisek Fajt. Bonisch took a short cut in the traffic pattern and by a single turn got right behind me and his propeller cut the tail control surfaces of my Spitfire. I felt a sudden shock on my control stick which started to move around the cockpit like crazy. I tried to take control of it any way I could. I did not know what was happening. I suspected the control failure and calmed down only when I felt underneath the drag of both main wheels and tail wheel on the solid ground. Luckily Bonisch turned right and I turned left and the bigger luck was that we collided right above the ground. „Baggers“, was the only Sinclair's comment (British commander of 313 Squadron, S/Ldr Gordon L. Sinclair) upon arriving in his car at two silent aircraft waiting to be towed away. He failed to offer us a ride in his empty four seat hilman so we walked all the way to dispersal. Bonisch received a strickt reprimand for an unauthorized cutting short of the traffice pattern by single turn and warning of the future breach of the flight discipline. The accident was qualified as a light damage of two airplanes however our unit's reputation sufferend in the eyes of the whole group. (author's collection).

Sgt. Frantisek Bonisch (* April 4, 1913, Prchalov, + February 23, 1942, Thames delta at Shoeburyness). He was killed during the convoy patrol sortie while flying low over water he hit the surface. His Spitfire Mk.VB AD391 (RY-H) bounced the water twice and then disintegrated on one of the sea shallows barely 1500 meters from the shore. „...at 10:25 operations room (F/Lt Burger) is inquiring if Butcher aircraft are OK“, we can read about the event in the squadron diary. We are not receiving from yellow 2 (W/O Bonisch). Yellow 1 (F/Lt Hajek) keeps calling yellow 2 with no results. F/Lt Burger is reporting that he received the report that one airplane crashed into the sea a stated its position. After about 10 minutes search red 1 (F/Lt Fajt) found the crashed Spitfire on one of the sea shallows approximately 6 miles south east from Southend. The aircraft was broken into several pieces and pilot's motionless body hanging over the Spitfire fuselage. The operations room took the accurate position by pip-squeak and reported that rescue boat will reach the location shortly.“

The search and rescue started immediately and several boats set sail towards the the place of the accident. The sailors on the boat that reached the destination first observed that pilot's motionless body with a fractured skull is hanging out of the cockpit but their vessel got stuck on the shallow. Her commander, Captain E.C.Cordeaux, OBE, DSO, at that time already 56 years old veteran of Jutland, Gallipoli, Norway and Dunkerque acted exceptionally bravely. He knew that every minute counts between life and death. He jumped into the ice cold water. Half swimming, half wading he rushed to give Czech pilot a first aid. The struggle with Thames' February waters took twenty minutes until he could reach the wreck. It was too late. The medical report states that W/O Bonisch suffered the skull fracture and was already deceased. Gallant Cordeaux himself had to be brought to a hospital since it was almost a miracle he survived forty minutes in the ice cold water. W/O Bonisch was buried in Hornchurch cemetery on February 28, 1942.





Spitfire Mk.Ia

ProfiPACK
edition



1/48 scale

eduard



photo: Author collection

INDESTRUCTIBLE

RUDOLF BERTHOLD

„It is sweet and fitting to die for one's Fatherland'. In case of a matured man and soldier there is nothing special, if he decides to use such a words as personal motto. But it is something different, when 14-years guy, student at secondary school for the humanities does so. Rudolf Berthold had strong patriotic feeling from his childhood, and it did not change until his death. He was one of few Great War aces fighting from beginning till the end and surviving.

Author: Richard Plos

Rudolf Berthold (full name Oskar Gustav Rudolf Berthold) was born on March 24, 1891 in Ditterswind (Bavaria) as a son of Head Forester Oskar Berthold as his fifth child and first one of his second wife. After finishing his humanitarian secondary school in Bamberg in 1909 he decided to enter army and became member of 3rd Brandenburg Infantry Regiment in Wittenberg. He was promoted to the rank of Lieutenant in 1912. When the Fliegertruppe (Flying Troops) was set as the part of the German army, young Berthold was impressed. He started with private pilot training on his own and received pilot license number 538 in September 1913. It is worth mentioning Oswald Boelcke was one of his fellows.

Just a year later was Rudolf Berthold sent for military pilot training, but the beginning of the war interrupted the course. He returned to the unit, and, after fortnight spell was sent back to aviation school and transferred to Fliegertruppe. Two weeks interruption of training was crucial nevertheless and Berthold was assigned to Feldflieger-Abteilung 23 (Field Flier Detachment 23) with the base at Grossenhain as the observer only. When the bad weather prevented any operational flying, Berthold was able to finish his training at the base nearby. There he made himself friend with Hans Joachim Buddecke, another future ace.

Pilot finally!

Starting January 18, 1915 Rudolf Berthold was a military pilot. He returned to the FFA 23 and was given observer Josef Grüner for flying reconnaissance sorties. They quickly became friends. During August 1915, the unit re-equipped with AEG G.II twin engine bombers manned by a pilot and two or three observers with two swivelling machine guns. The unit also got one Fokker E.I Eindecker with synchronised machine gun. Berthold preferred to fly the bomber, as it was intended to get over enemy territory, while Fokker was used as a patrol aircraft on the safe side of the front. Berthold hoped he had better chance for combat behind the lines and left the Fokker to Buddecke. Berthold flew several bombing or gunship missions until November 6, when his friend Grüner died in the battle with Vickers F.B.5. Berthold was so devastated by death of his friend that he had to take a leave. Later he wrote to his diary: „I cannot recall what happened in the following weeks. Almost aimlessly I wandered

around Germany. Everywhere I looked I saw in my mind's eye the cockades of the Vickers and my observer hanging over the edge of the aeroplane. All I thought about were vengeance and combat! Sleep soundly, my friend Grüner, you will be avenged!“

Shortly after Berthold's return to the unit, Buddecke was seconded to the Turkish Air Force and Berthold overtook his missions with Eindecker. It was a time when the German Army officials started to understand the need of specialised fighter units. Predecessors of later formed Jagdstaffeln were the Kampfseinsitzer Kommando (Single seater fighter detachment) abbreviated KEK, set ad hoc for limited period. One KEK was also set at the Château Vaux close to the FFA 23 airbase and Berthold was put in command of it because of his combat experience. He was waiting for his first aerial victory until February 2, 1916, when he sent down French Voisin LA. Three days later second victory came, but he was shot down himself on February 10, surviving with slight injury. After receiving Iron Cross of second and first class for his observer achievements, he was now decorated by Military Merit Order 4th Class as only one of twelve aviators during WWI.

Berthold conducted flying with both Fokker and AEG during following months, then April 25 came, the day, which was really bad for him. His Fokker was hit during the battle with British observer. He was forced to land with silent engine, but that could not prevent him from further combat. Using the backup Pfalz E.IV (No. 803/15), he took off, but the engine stopped... The airplane fell from some 330 feet (100 m) and crashed. What happened after crash was unbelievable. When his limp body was pulled from the wreckage, he was believed dead until he revived momentarily with cursing and swearing. After another blackout Berthold awoke to find himself blind and begged onlookers to shoot him. Then he swooned again and reawakened two days later in Kriegslazarett 7 (Military Hospital 7) in Saint Quentin. His left leg was seriously broken, he also suffered a broken nose and upper jaw, causing the damage to his optic nerves, resulting in temporary blindness. The sense of sight returned after couple of days, but Rudolf was to spend long time in hospital with four months of subsequent convalescence. During this period famous Max Immelman was killed and Oswald Boelcke, another prominent German ace, was banned operational flying due to the concern about impact on the Fliegertruppen morale in case of his death. Berthold was also scheduled to be sent back to Germany,

but he decided to return to his KEK Vaux instead. Although unable to fly because of a stiff knee, he could still command. He resumed flying in second half of August 1916 although he had to be helped to the cockpit, as the left knee was still too stiff (it bettered later).

Berthold achieved his sixth victory on August 24, the next day KUK Vaux became Jagdstaffel 4 (Fighter Squadron 4). Berthold's eight victory came on September 26 and, as the Pour le Mérite was usually awarded for eight victories at this stage of the war, Berthold hung the "Blue Max" on his neck on September 12 as 10th German pilot.

With the new honour new task emerged, as he was assigned to lead the new Jasta 14, based on Fokker Kampfstaffel Falkenhausen, the unit without any aerial victory so far. Berthold utilized rather calm situation in the Alsace region for additional training of his pilots, showing both his perfect „killing“ instincts as well as the combat experience. He also commanded the unit with stern professional attitude and uncompromising demand of discipline.

Ace and the stark commander

At the start on 1916 Berthold was already one of the most experienced combat pilots within the Luftstreikräfte and perceived the need of larger, more operational units. He made a plea for amassing air power to the headquarters of Armee-Abteilung A (Army Division A) his unit was part of, but without success. He also continued with training of the pilots of Jasta 14 until the unit was moved to the Laon area with more combat action at the start of 1917. The unit also started to receive new Albatros D.IIIs and Berthold picked the one with serial 2182/16 as his personal mount. He put his personal symbol, the sword of vengeance on it and later he made it painted in homage to his old infantry unit, i.e. in red and blue colours. By the time also new Pfalz D.IIIs appeared and Berthold, contrary to many other pilots, preferred this type over the Albatros. But prior to the arrival of first Pfalz D.IIIs Berthold was wounded again during the combat with French Caudron R.9. The bullet hit his lower right shin and as the wound was not serious he joked in his diary that his right arm was the only one of his four extremities to remain unwounded. He could not anticipate, how troublesome this one would be...

He got back to his unit after short period of convalescence (from May 5 to June 15) and felt the discipline and combat morale of his pilots declined during his absence. Eager to get to the action as soon as possible, he wangled a medical clearance from his physician. He was cleared to fly again but did not return to lead Jasta 14 as he was moved to the Jasta 18 with base in Harelbeke, Belgium. The intention of the move was clear: Berthold was set to "wake up" the unit with little success so far and he did so. He promptly emphasized training even though the pilots had to fly combat missions simultaneously. And he again pitched his idea of using bigger fighter units. Headquarters of the 4th Army finally agreed to group Jagdstaffeln 18, 24, 31, and 36 into Jagdgruppe 7 (JGr. 7) with Berthold in command. He was in his element again and scored regular victories starting with French SPAD sent down on August 21. During September he added 14 victories to his account, but the string was to be interrupted again. He achieved his 28th victory on October 2, but it was his last for a long time.

Critical bullet

It was a cloudy, misty weather in the area of 4th Army on October 10, 1917. Low clouds and rain prevented the air units to conduct any operational flying, but the situation got better in the afternoon and Berthold took off with his pilots and headed for the area of Roeselare (northeast from Ypres). Jasta 18 took off at about 16.45. On the other side of the front two flights of 56th Squadron of RFC were set for combat, heading with their S.E.5as to the same area. Leader of the A Flight Captain Gerard C. Maxwell, the ace with 20 victories at the time (he added six more till the end of the war) stated in his combat report: „Crossed lines at 14,000 feet and patrolled area. At about 5 p.m. saw and attacked about twelve E.A. Scouts, east of Ypres. Dived on several and fired a drum of Lewis and about 100 rounds of Vickers at very close range. E.A. went down very steeply and I lost sight of him.“

It is believed the aircraft Maxwell was firing at, was Berthold's one. One of the bullets ricocheted in the cockpit and hit his right arm in odd angle, pulverizing its humerus. With half-severed ailerons of his aircraft (probably Pfalz D.III No. 4004/17) Berthold managed to return to the base but passed out just after landing. He was quickly moved to the field hospital in Courtrai, but it did not have the facilities to heal such a serious injury. It took three weeks for Berthold to be stable enough to be transported to Saint Vincenzstift Hospital in Hannover. Meantime his pilot fellows alerted his elder sister Franziska, a nursing supervisor in Viktoria-Lazarett (Victoria Hospital) in Berlin. She arranged



Rudolf Berthold (right) with flight instructor Ernst Schlegel in front of Albatros B.II in 1915.

photo: Grega Van Wyngaarden collection via Jörn Leckschheid

for her brother to be diverted to the clinic of one of Germany's best surgeons, Doctor August Bier. Berthold arrived at the clinic on November 2, 1917 and Bier's priority was to save the arm from amputation. Secondly, he hoped for some success with rehabilitation. Berthold stayed on clinic for four months. During this time was promoted to the Hauptmann (Captain) rank and received many letters from comrades as well as officials, the one of Luftstreikräfte commander General Ernst von Hoeppner being among them.

Grounded

Ernst Wilhelm Turck took the command of JGr. 7, but Berthold did not give up the idea of return. The medical reports were in contrary to his wishes. He learned to write with his left hand and in his diary he wrote: „If I can write, I can fly.“ He was receiving regular dosage of Cocaine as anaesthetics and slightly developed dependence on narcotics. It was changing his behaviour somehow. He was over euphoric and his activity was raised after the narcotics were applied. In the middle of February 1918, just eight days after he went from the bed for first time, he volunteered to return to Jagdgruppe 7. Berthold was cleared medically on March 1 and returned to command Jagdstaffel 18 five days later, although denied permission to fly. Due to that Berthold had arranged for Hans-Joachim Buddecke's transfer into the unit to lead it in the air. The Jasta 18 moved meantime on the Avelin base after the battle of Cambrai in November 1917. Berthold was warmly received by his old comrades. Even he could not fly with them, his presence was something of a much-needed boost after relatively unsuccessful period. Just two days after his arrival to the Jagdstaffel, Buddecke was killed in action by Flight Lieutenant Arthur Treloar Whealy (Sopwith Camel s/n B7220).

Friend's death was another big loss for Berthold, but there was no time for mourning. Five days later was killed leader of JG II Adolf Ritter von Tutschek and Berthold was promoted to lead the Jagdgeschwader after him. He moved to the Toulis-et-Attencourt, some 140 km from Avelin and because of his personal ties with most of the Jasta 18 pilots he asked for permission to incorporate his previous Jagdstaffel into the JG II, consisting from Jasta 12, 13, 15 and 19. But he asked in vain, as there was no time for such a move just four days prior to the Spring offensive. Berthold did not give up and made something unprecedented. He used the custom the new leader is allowed to take some of the



Photo taken in May 1916 when Pour le Mérite recipient Hans-Joachim Buddecke visited his old unit FFA 23 in Vaux. There was an artist invited, apparently to create portraits of Buddecke and other airmen. Left to right: unknown, commander of KEK Vaux Rudolf Berthold, visiting artist, flak officer Lt. Warth and two members of FFA 23 - Vzfw. Hermann Margot and Lt. Hans-Joachim von Seydlitz-Gerstenberg. The dog seems to be the same that Berthold is holding in the famous Sanke postcard photo (used as lead photo here as well).

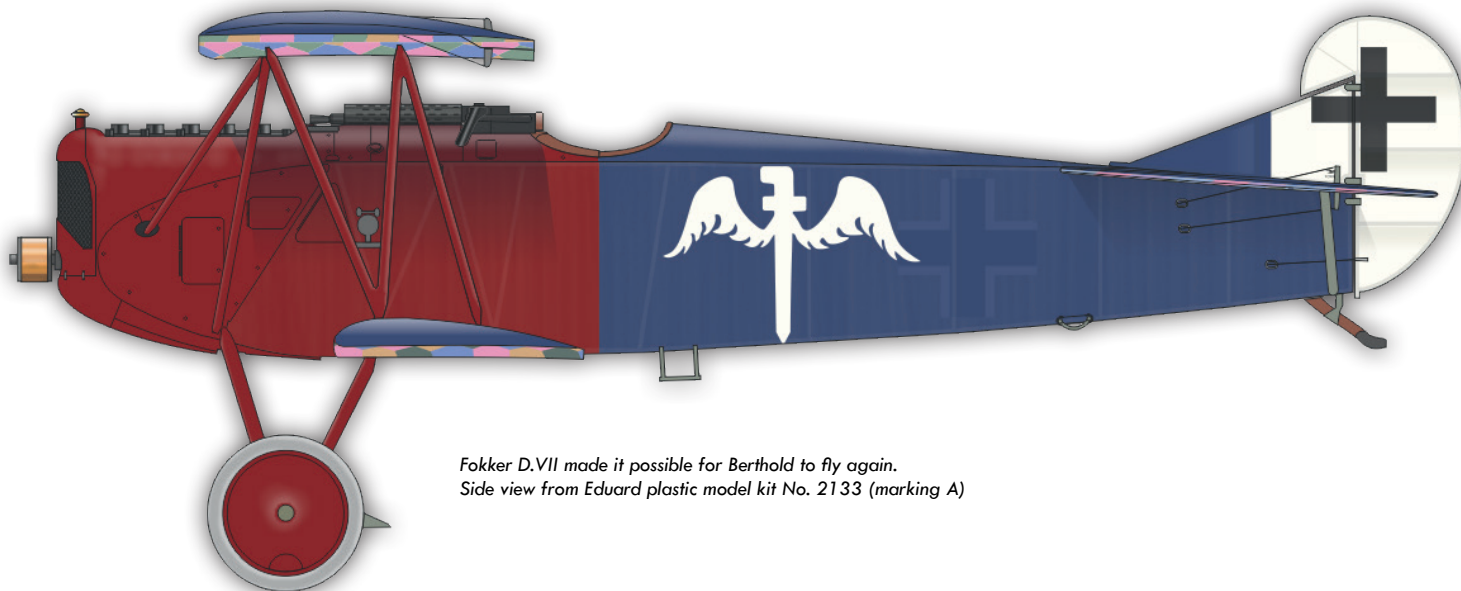
personnel from previous unit to the new one and stretched it to the extent never seen before. He simply moved everybody and swapped the personnel and planes with Jasta 15, which effectively become „new“ Jasta 18, while „new“ Jasta 15 became the wing's Stab Staffel (command squadron) and retained its red-blue colours (new Jasta 18 opted for red and white colours).

The airfield at Toulis was heavily damaged by the heavy artillery fire on April 12. Most of the aircraft were also destroyed. While waiting for new ones and changing airfields Berthold wrote to his diary: „And I will fly again... even if they must carry me to the airplane.“ According to witnesses he also voiced that repeatedly, although his physical condition was bad. He was moving around the base with his right hand in the scarf, frequently under influence of the narcotics and his wounds were healing slowly. In his letter to sister written on April 25, he wrote: „A bone splinter protruded from my lower wound. My very capable medical orderly came immediately with a pair of tweezers, and with much skill and force, he removed it... I passed out during this violent procedure. The pains were horrific. But the lower wound is beginning to close. Only the upper wound still festers very heavily.“

Back in the air

It was new Fokker D.VII what made flying for Berthold possible again. Its light and precise controls enabled him to control the plane one-handed. Seven and half months after the bullet crippled his right hand, on May 28, 1919, he led his pilots to the combat again. Prior to the take-off he had a briefing, saying: We are not here to carry out cavalier aerial combats at 500 metres. The infantry is out there in the mud, waiting for us, and we have to help them.

Although it was a close air support flight, Berthold managed to score his 29th victory, downing one SPAD. During next days and months, he was quite successful. On May 29 downed two more opponents, despite his synchronising gear malfunctioned, causing the machine gun to hit the propeller, nearly destroying it. He crash-landed but survived without injury. Berthold then added six more kills during June, but still suffered severe pains. „My arm has worsened. Beneath the still open wound it is badly swollen and inflamed. I think the bone fragments are forcing their way out, as the cyst that formed is quite hard. The pains are just awful. Yesterday, during my aerial combat... I screamed loudly



Fokker D.VII made it possible for Berthold to fly again.
Side view from Eduard plastic model kit No. 2133 (marking A)

in pain," he wrote in his letter to sister. Yet he was flying, leading, organising, but his spirit was gone. Old comrades were dying and he was not on the same wave with the new ones. He scored his penultimate an ultimate victory on August 10. These were one S.E.5a and one DH.9. After shooting down DH.9 as his 44th victim, he found the controls of his Fokker were destroyed by the suppressive fire. His attempt to use a parachute to bail out failed because it required the use of both hands and so he stayed in his Fokker, which crashed into the house in Ablaincourt. It is interesting coincidence that just handful miles away over the Chaulnes another famous German ace, Erich Loewenhardt collided with another pilot from Jasta 10 Alfred Wenzel. Loewenhardt managed to bail out, but his parachute failed to open, and he died. Berthold stayed in his plane, crashed, and survived. German infantrymen plucked him from the rubble and rushed him to the hospital. His right arm was rebroken. Two days later, on August 12, Berthold returned by his own will to the Jasta 15, where he got rid of the new commander of Jasta 15 (Heinz Freiherr von Brederlow) with words: "Here I am the boss." After that Berthold took to bed with intention to command the JG II from there. The following day, he was moved back to the hospital because he was feverish and writhing in pain. Kaiser Wilhelm II personally ordered the ace to hospital. Berthold returned to the clinic of Dr. Bier and after that he took the advantage of staying at home. He was still thinking about return to his Jagdgruppe, but during his convalescence the war ended.

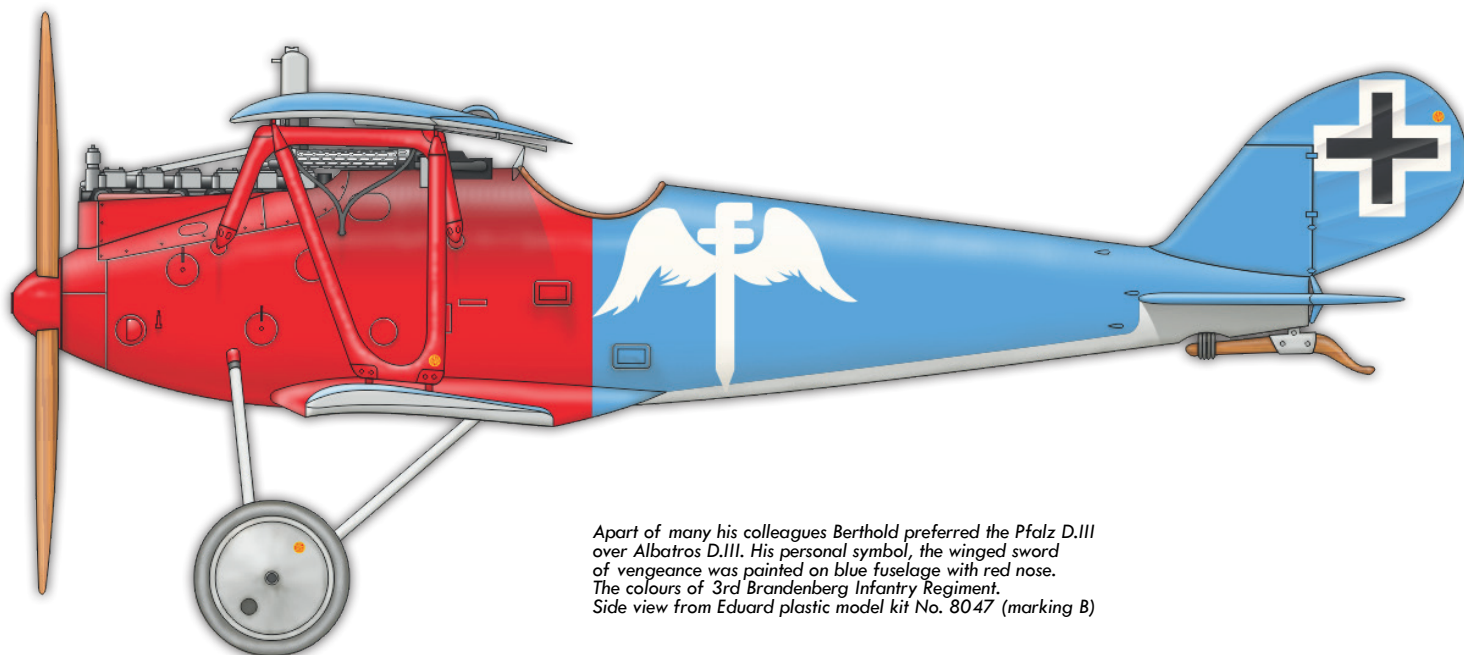
Cruel end

The months and years after the Great War were difficult for the Germany. Berthold stayed in army as officer of the newly formed Reichswehr. He was tasked with commanding the Berlin airbase in Döberitz and he used his skills to transform dilapidated facility into the impeccable military base. His effort was hollow, as the base was closed shortly afterwards. After the Munich putsch, where the „Reds“ tried to turn the Bavaria into the Soviet Republic, disillusioned Berthold decided to form combat unit within the Freikorps organisation in April 1919. With the name Fränkische Bauern detachment Eiserne Schar Berthold (Franconian Farmer's detachment Iron Troop Berthold) the unit went into battle in Baltics with Bolsheviks and Lithuanian leftists. Berthold's troops returned at the end of 1919 to Germany. During the military putsch against the Friedrich Ebert's government, the leaders (Wolfgang Kapp and General Walther von Lüttwitz) called Freikorps upon keeping the "order" in the streets. The Chancellor reacted with the general strike announcement. The situation in Hamburg was critical, so Berthold and his troops commandeered a train and moved to join the coup. They arrived to the Harbour city on March 14 and used the Heimfelder Middle School as the base. Trade union leaders tried to negotiate disarming the Freikorps, but with no success. Union workers were then armed to face the Freikorps. Mayor of the city Heinrich Denicke offered Freikorps free and safe passage if they would disarm. Berthold refused again and past noon his men opened fire to clear a passage out of the school. The workers shot back and in the ensuing firefight there were losses on both sides. The Freikorps were running out of ammo in the late afternoon, so Berthold started to negotiate safe passage for those of his men who would disarm, and they finally did. But the crowd was surrounding the school in anger due to the civilian casualties of the putsch.



The „Ordenskissen“ (Orders Cushion) on display after Berthold's death, framed by a bunch of photos of him and several of his comrades.

photo: Jörn Leckschied collection



Apart of many his colleagues Berthold preferred the Pfalz D.III over Albatros D.III. His personal symbol, the winged sword of vengeance was painted on blue fuselage with red nose. The colours of 3rd Brandenburg Infantry Regiment. Side view from Eduard plastic model kit No. 8047 (marking B)

Berthold's end is still somehow unclear, as several different versions exist. The most anticipated tells the story about his attempt to leave the school through the back of the building. The angry onlookers spotted "Blue Max" on his neck and swarm of people attacked him. The other one says he managed to escape the school but was recognised in the coffee bar a little bit later with similar consequences. The third one, stating Rudolf Berthold was throttled to death with the ribbon of his Pour le Merite as ligature, is only a myth. In any case, he was lynched by outraged crowd, suffering numerous injuries, and shot twice to the head. According to some of the sources his face was stomped into bloody mush and his paralyzed right arm was ripped from its socket. His corpse was after that robbed of decorations and coat. Somebody rescued Berthold's Pour le Merite, Iron Cross First Class, and Pilot's Badge from a garbage dump in Harburg.

Rudolf Berthold was buried on March 30, 1920 in Berlin's cemetery the Invalidenfriedhof next to his best friend Buddecke. On his first gravestone, since destroyed, was allegedly stated: "Slain in the brother fight for the freedom of the German lands."

Icon without glory

Rudolf Berthold was for sure very brave and combative man, excellent pilot, organiser, and commander. The Nazi propaganda used all that spirit to make him idol and martyr. There were also wreath-lying ceremonies full of the Nazi salutations at his grave. His sister Franziska, who took so much care about him, died in 1932, one of his brothers, three years older Arno Oskar Berthold (in fact his step-brother, as they had different mother) moved to USA in twenties and was serving as National Guard member for some time. He died on January 4, 1942. His son and Rudolf's nephew become Colonel of US Air Force in eighties.

Special thanks to Greg VanWyngaarden and Jörn Leckscheid for photos and additional informations.

Sources:

Iron man Rudolf Berthold: Germany's indomitable ace of World War I; Peter Kilduff; Grub Street Publishing 2012
Rudolf Berthold. Sieger in 44 Luftschlachten. Erschlagen im Bruderkampfe für Deutschlands Freiheit; Ludwig F. Gengler; Schlieffen-Verlag 1934
Jagdgeschwader Nr II Geschwader Berthold; Greg VanWyngaarden, Osprey Publishing Limited, 2005
www.theaerodrome.com
www.ndr.de



Rudolf Berthold in front of his Fokker D.VII as commanding officer of JG II.

The first volume in a landmark series of the Great War aviation books with detailed markings of German fighter planes is out!

The first volume of a series of books dealing with the colours of German WW I fighter aeroplanes offers an insight into the research process of looking for the true colours of the Fliegertruppe fighter aircraft.

A detailed presentation covering the author's long term research, conducted mainly in the 1970s and 80s, sheds light on the process of uncovering long lost documentation revealing the true colours of the aircraft and recounting the adventures of their pilots. The book contains 58 colour profiles, many of these not seen before, while others correct previous misinterpretations of markings. Moreover, some 223 photographs and 61 reproductions of documents are published here.

Renowned historian and author Bruno Schmälting completed this book with the cooperation of fellow researcher Jörn Leckscheid, a long-time friend of Eduard.



The book has been published by Aeronaut Books (USA) and is available worldwide from the Amazon.com and its local representations.

More about publisher at:
www.aeronautbooks.com

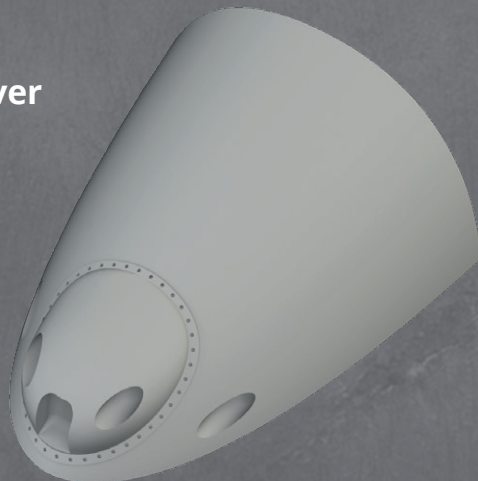
Bf 110G-4

1/48



1/48 Kat. No. 8208

- Eduard plastic parts
- Photo-etched set
- Painting mask
- 5 marking options
- Brassin: nose gun cover with bulge

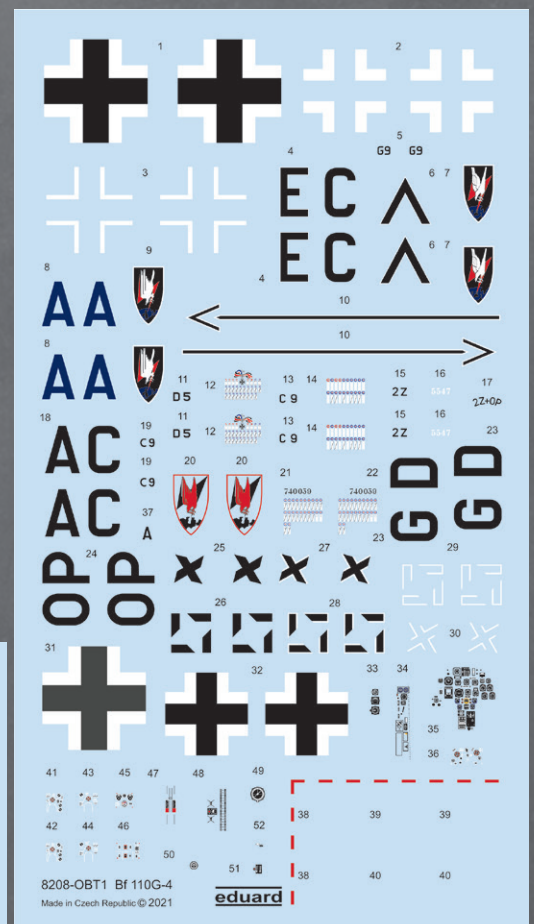


A	A	A	B	C	D	E	H	M	N
Q	P	V	L	K	O	R	U	T	
G	G	G	X1	X2	Y1	Y2	Z1	Z2	

8208-OBT2 Bf 110G stencils data

Made in Czech Republic © 2021

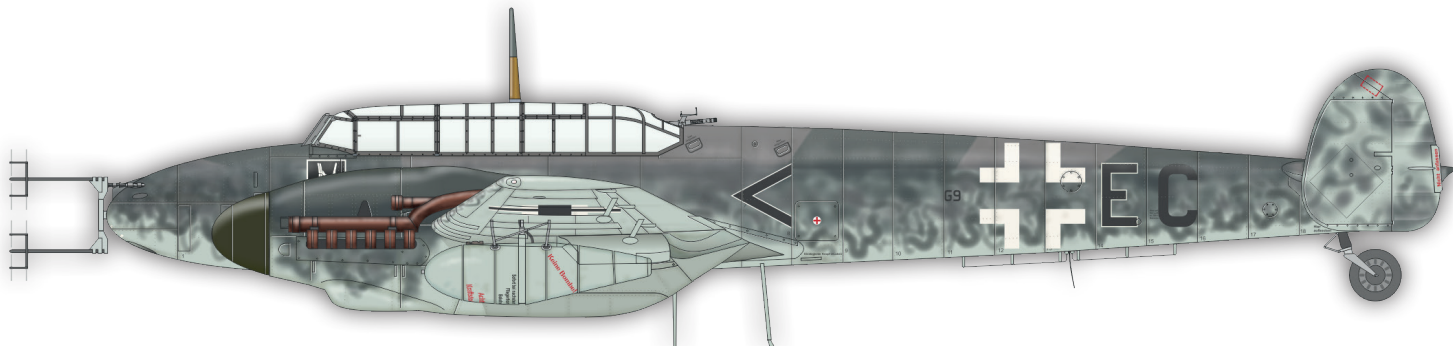
eduard



Lt. Heinz-Wolfgang Schnaufer, II./NJG 1, Saint-Trond, Belgium, April/May 1943

Heinz Wolfgang Schnaufer, the most successful night fighter ace, served with night fighter units from the very beginning of his aviation career. He is credited with 121 victories, most of them being British four-engined bombers. He was wounded only once during WWII, and no member of his crew was ever wounded in action. Schnaufer was awarded the Knight's Cross with Oak leaves, Swords and Diamonds. Schnaufer survived the war and worked at his family winery. He died on June 15th, 1950, two days after a fatal collision involving his car and a truck in Cestas, close to Bordeaux, France.

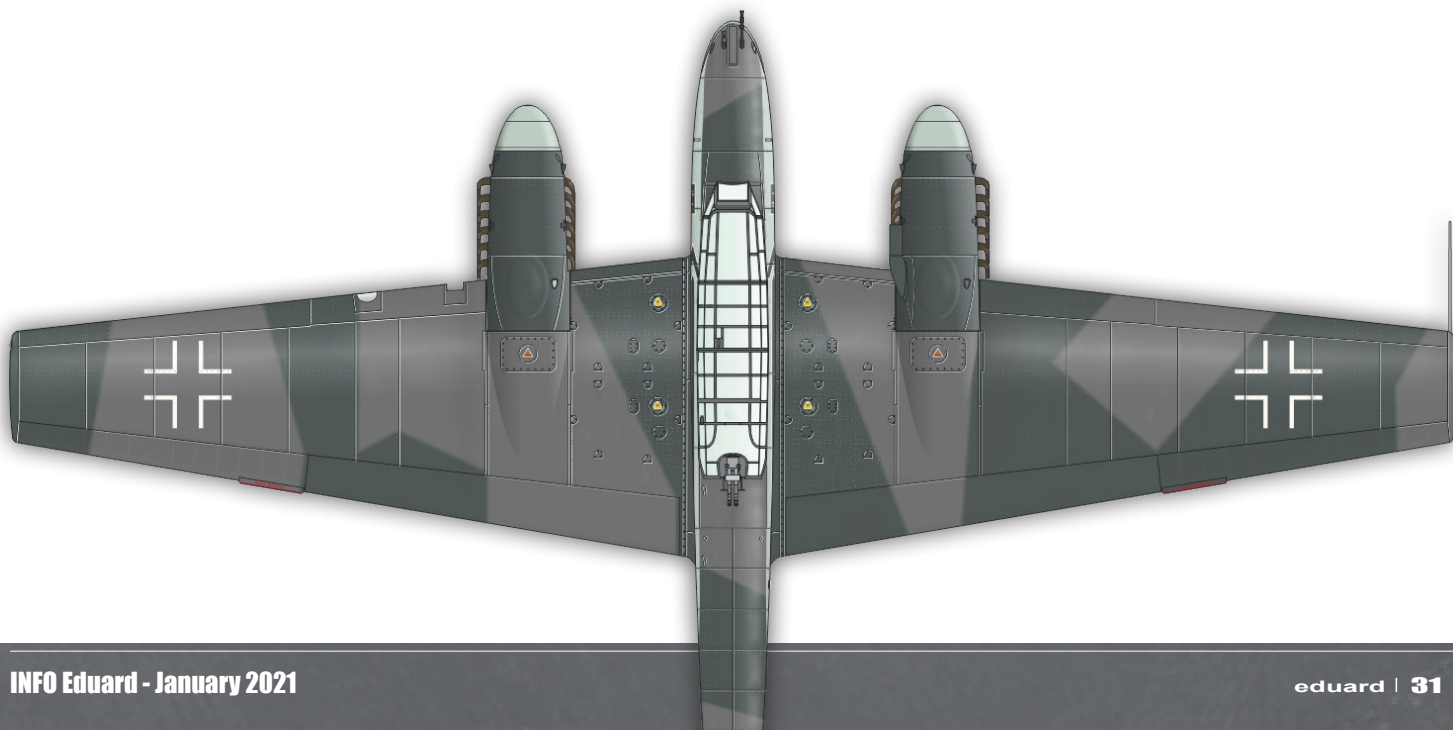
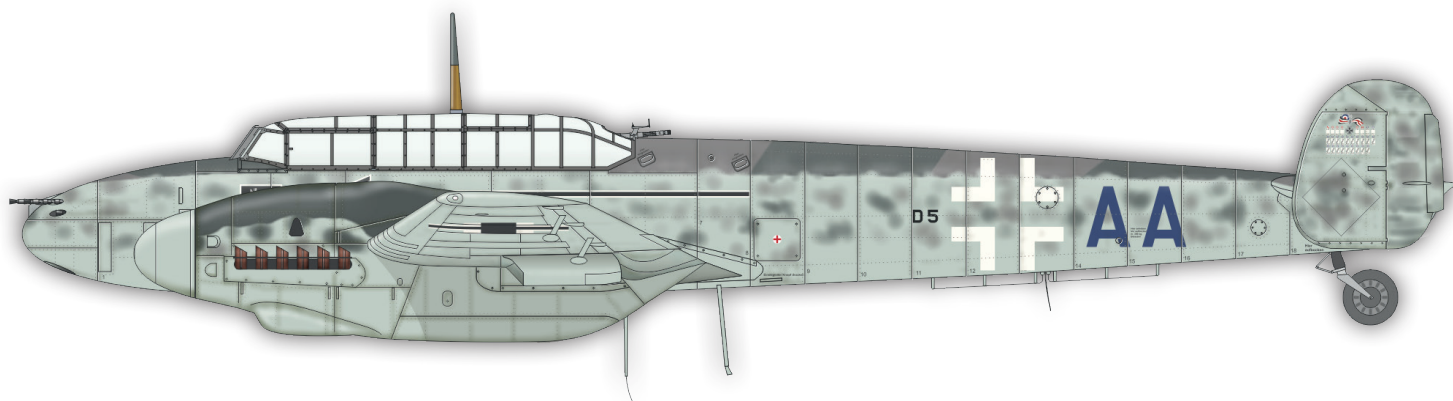
Schnaufer was dubbed 'The Spook from St. Trond', and he flew this aircraft in the spring 1943. The aircraft wore the standard camouflage scheme of RLM 74/75/76 colors. A WB 151 pod containing a pair of MG 151/20 cannon can be seen in photographs of Schnaufer's aircraft.



Maj. Helmut Lent, the CO of Stab NJG 3, Stade, Germany, September 1944

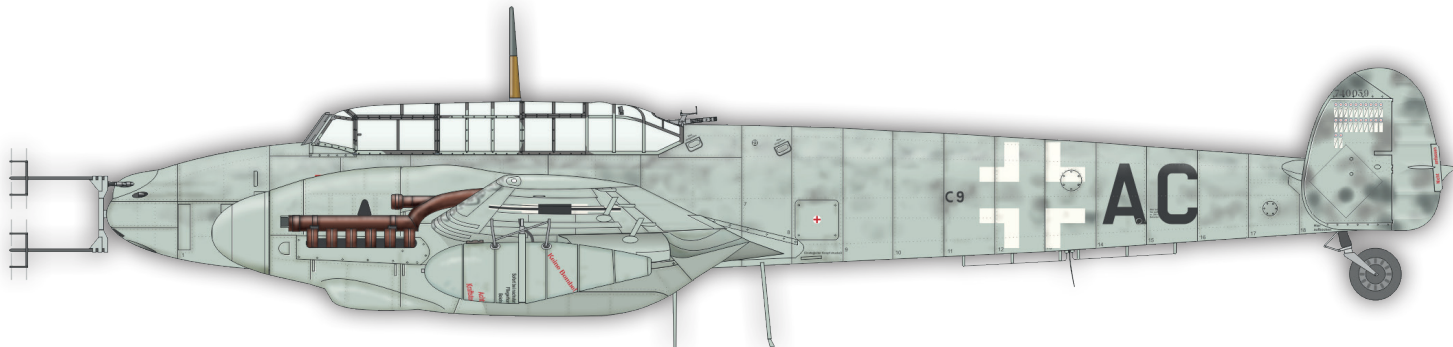
Helmut Lent joined the Luftwaffe in 1936. He enlisted as a fighter pilot and served with II./JG 141. On May 1st, 1939, II./JG 141 was redesignated I./ZG 76 and equipped with Bf 110 fighters. In battles over Poland, Norway and France, Lent downed seven enemy aircraft, and 101 victories were added to his credit while serving with NJG 1, NJG 2 and NJG 3. On August 1st, 1943, when he was 25 years old, Maj. Lent was appointed CO of the entire NJG 3. He led the Geschwader until October 5th, 1944 when his Ju 88G-6 crashed during landing after port engine failure. The entire crew succumbed to their injuries within two days. Lent was awarded the Knight's Cross with Oak Leaves, Swords and Diamonds.

Lent's Bf 110G-4 wore a standard day fighter camouflage scheme of RLM 74/75/76. The starboard wing undersurfaces were painted black. Note the Geschwader CO marking on the fuselage, quite an unusual practice for night fighter units.

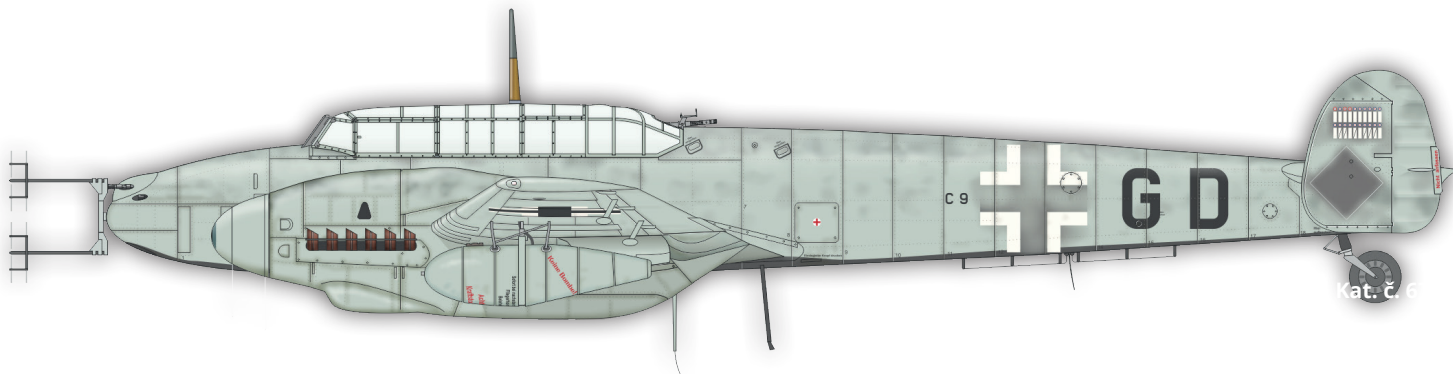


WNR. 740039, Oblt. Leopold Fellerer, CO of II./NJG 5, Parchim, Germany, January 1944

Oblt. Leopold Fellerer came from Vienna, Austria, where he was born on July 7th, 1919. In 1935 he volunteered for the Austrian Air Force, but was rejected, and he joined the army instead. After the Anschluss of 1938, he again attempted to get into the Air Force, this time the Luftwaffe, but was again rejected, and so he remained with the infantry. After several more attempts, his application was finally accepted, and he began training as a bomber pilot in November 1938. At the beginning of 1941 he was assigned to II./NJG 1, where he accounted for the first kill of a British bomber. On October 10th, 1942, he was given command of 3./NJG 1, which would be renamed in December of the same year as 5./NJG 5. Over the course of the year, his tally had grown to eighteen and Fellerer was elevated to Hauptmann, taking command of II./NJG 5. On April 8th, 1944, he received the Knight's Cross for what were by then 34 aerial victories, and in May of that year, he was made CO of III./NJG 6. Over the course of the Second World War, he was credited with 41 kills. During the fifties, he served with the Austrian Air Force, and commanded Langenlebern Air Base in Tulln. He was killed on July 15th, 1968 in a crash of a Cessna L-19 near Krems.

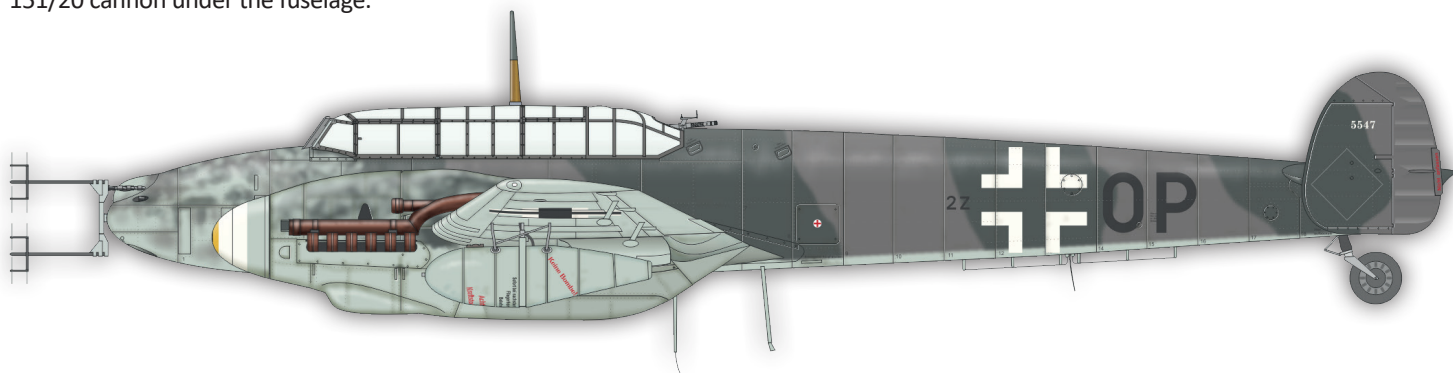
**Hptm. Walter Borchers, CO of III./NJG 5, Neuruppin, Germany, January 1944**

Walter Borchers, a future ace with 59 kills, was born on January 22nd, 1916 in the Ofen, in Lower Saxony. At the beginning of the war, he was attached to 5./ZG 76, equipped with Bf 110s. He took command of the 5. Staffel in the spring of 1940. A year later, the unit was tasked with night fighting and redesignated 8./NJG 3. On April 22nd, 1943, Oblt. Borchers was given command of III./NJG 5, and in a year, as a Major, command of the entire NJG 5. He perished in the cockpit of a Ju 88G-6 on March 6th, 1945, after having downed a British Lancaster north of Altenburg. This came at the hands of a Mosquito night fighter crewed by W/Cdr Walter Gibb and F/Lt Kendall from No.239 Squadron, RAF. Out of Borchers' crew, only the rear gunner survived. Walter Borchers had two brothers, all served in the Second World War, and all were awarded the Knight's Cross. The oldest of them, Hermann, received his on October 16th, 1944. Adolf on November 22nd, 1944 and the youngest of the trio, Walter, on July 27th, 1944. Both his brothers, Adolf and Hermann, survived the war.

**WNR. 5547, Ofw. Helmut Treynogga, 6./NJG 6, Echterdingen, Germany, March 1944**

On the night of the 15/16th of March, 1944, after unsuccessful attempts at intercepting British bombers attacking Munich, Ofw. Treynogga became disoriented and for a lack of fuel, set down at Dübendorf in Switzerland. Together with his radio operator, Uffz. Heinz Schwarz, he would spend five weeks in Switzerland and his aircraft, equipped with a FuG 202 radar, was thoroughly tested. After his return to Germany, Ofw. Treynogga was again assigned to the night fighting role. On the night of the 5/6th of June, 1944, he again became disoriented over the town of Graziano in Italy, and he bailed out of his aircraft. He did not survive the event.

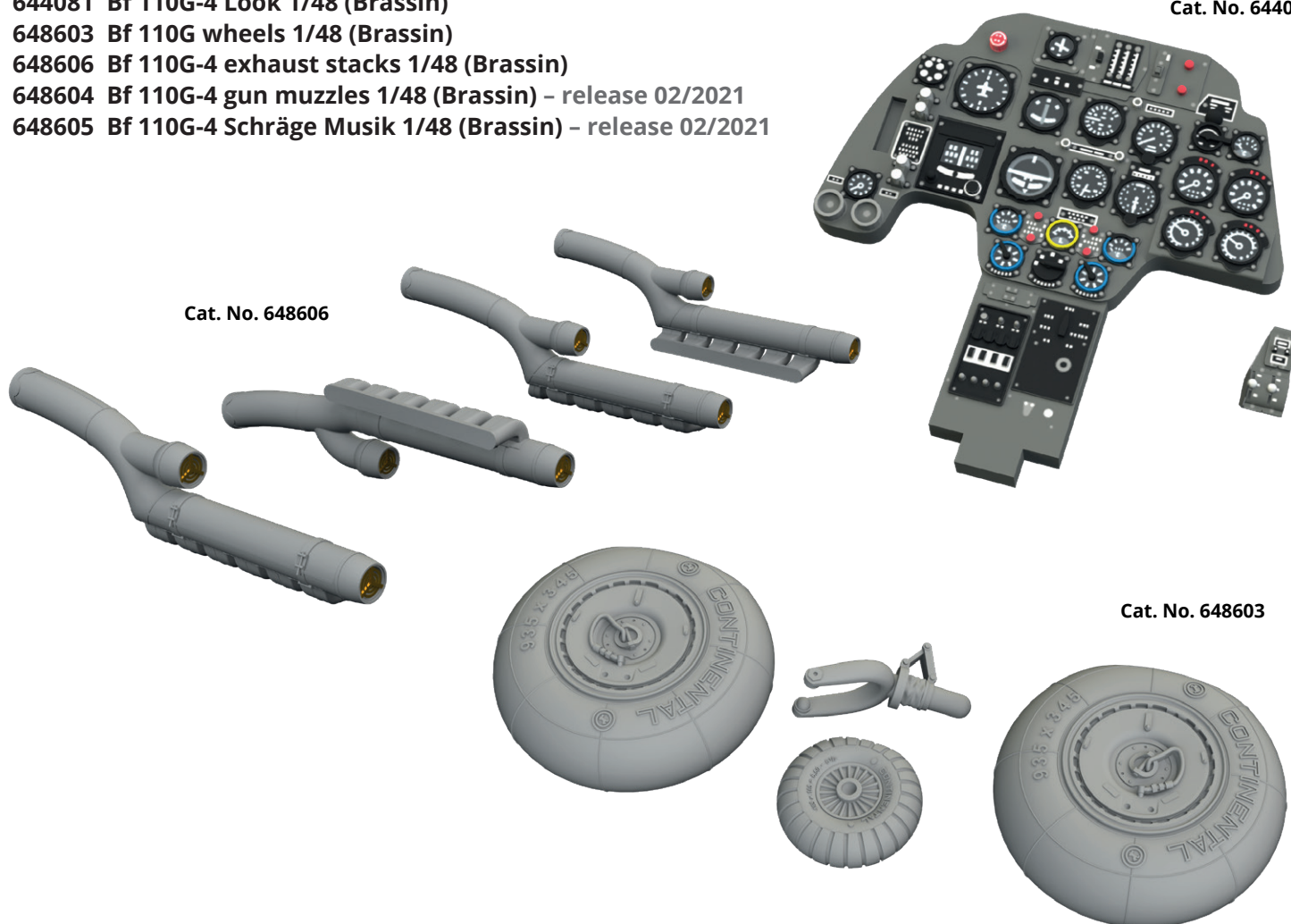
Bf 110G-4 coded 2Z+OP, with which Ofw. Treynogga landed in Switzerland, was camouflaged in RLM 74/75 on the upper surfaces and the lower ones were sprayed RLM 76. The exception was the lower surface of the right wing, which was in black. This aircraft lacked the two MG 151/20 cannon under the fuselage.



Recommended for Bf 110G-4

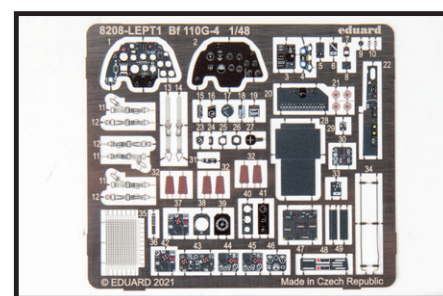
- 644081 Bf 110G-4 Löök 1/48 (Brassin)
 648603 Bf 110G wheels 1/48 (Brassin)
 648606 Bf 110G-4 exhaust stacks 1/48 (Brassin)
 648604 Bf 110G-4 gun muzzles 1/48 (Brassin) - release 02/2021
 648605 Bf 110G-4 Schräge Musik 1/48 (Brassin) - release 02/2021

Cat. No. 644081

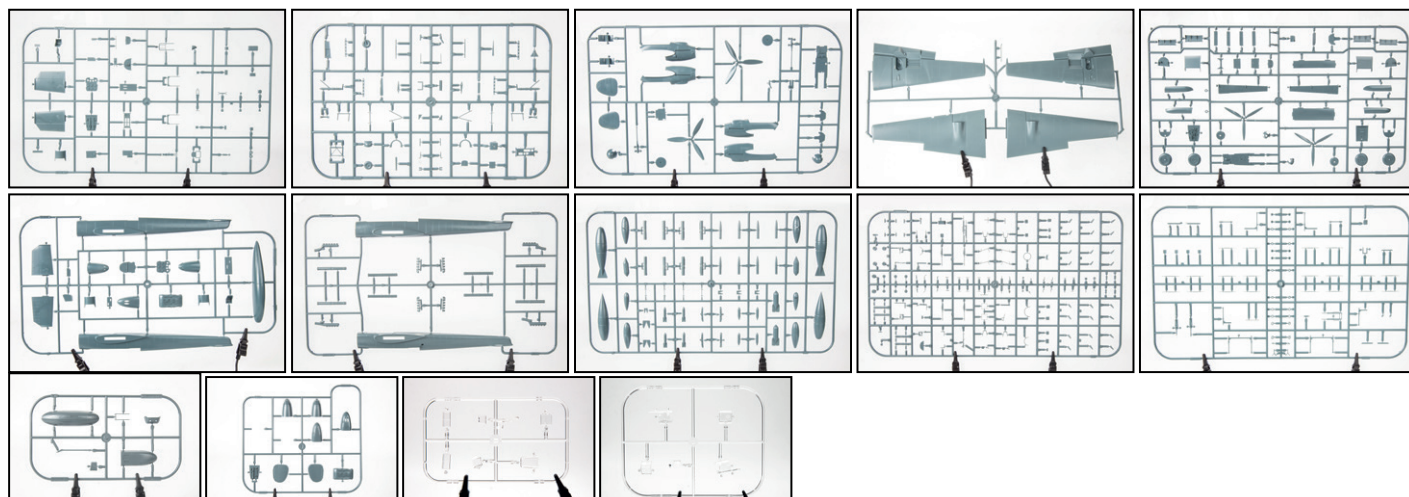


OVERTREES

Bf 110G-4 1/48 CAT. NO 8208X



CAT. NO 8208-LEPT



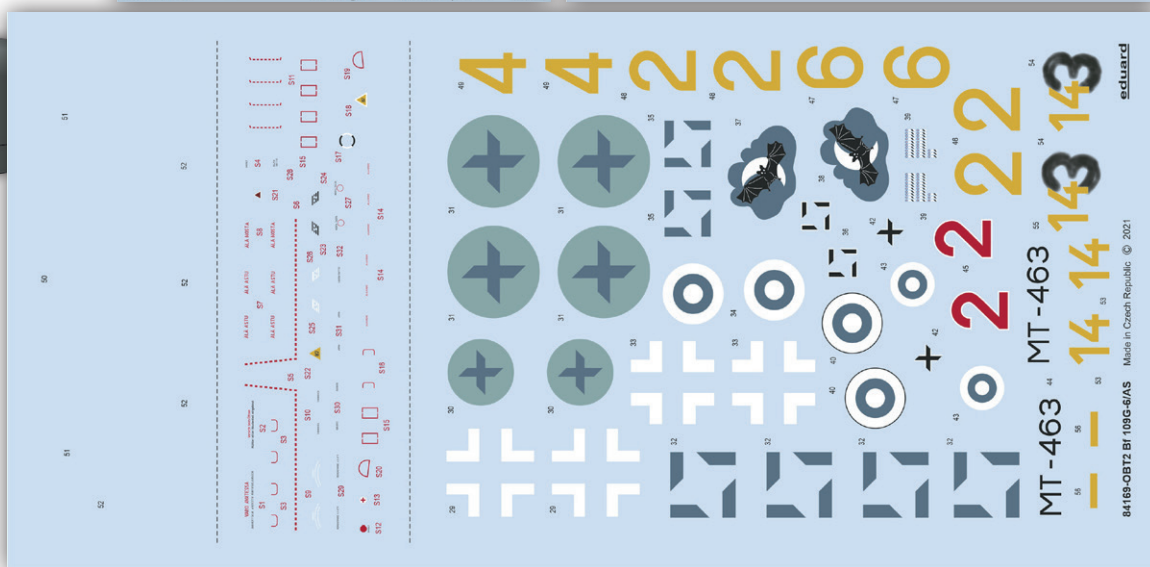
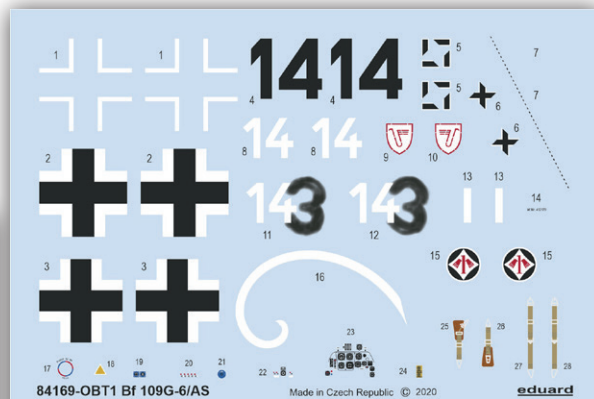
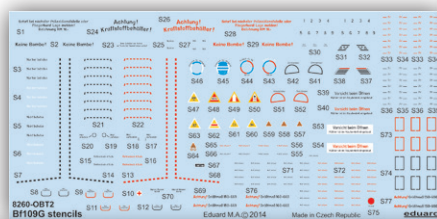
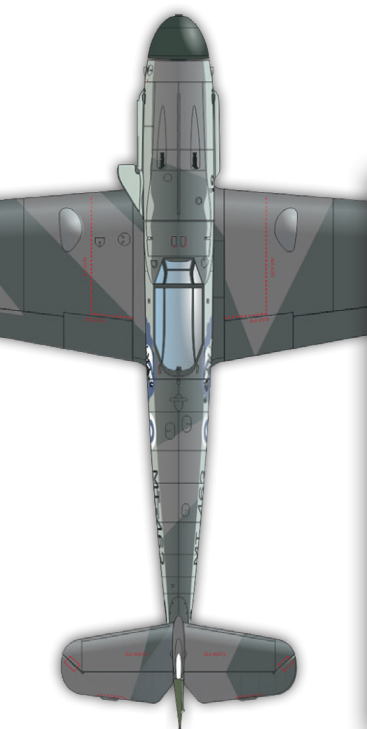


Bf 109G-6/AS

1/48

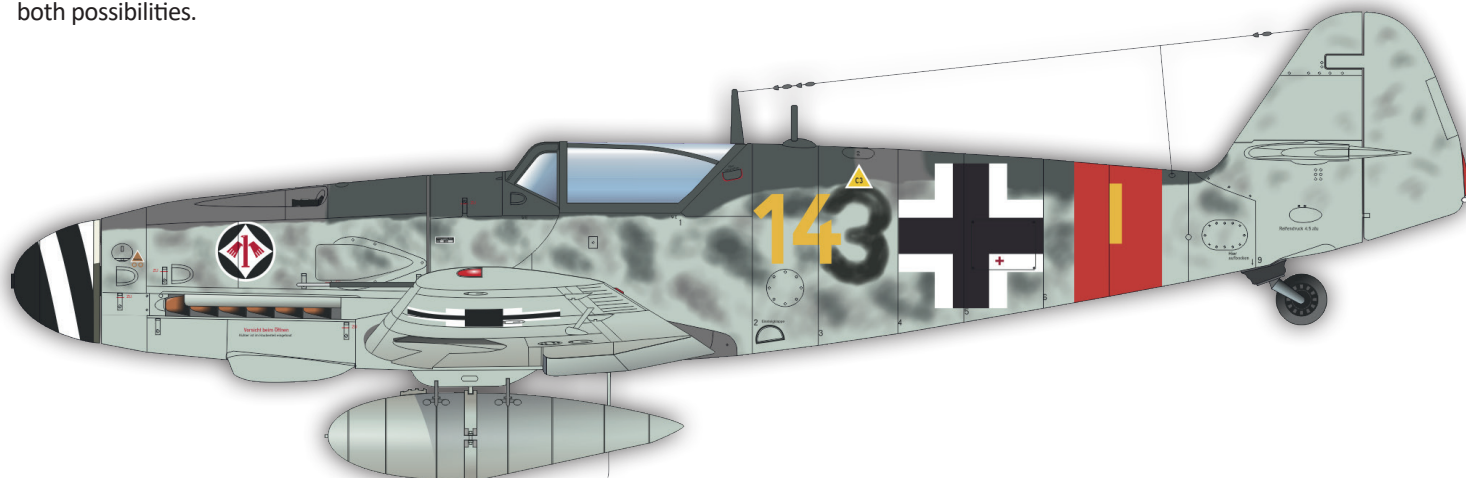
1/48 Cat. No. 84169

- Eduard plastic parts
- 5 marking options



9./JG 1, Paderborn, Germany, May 1944

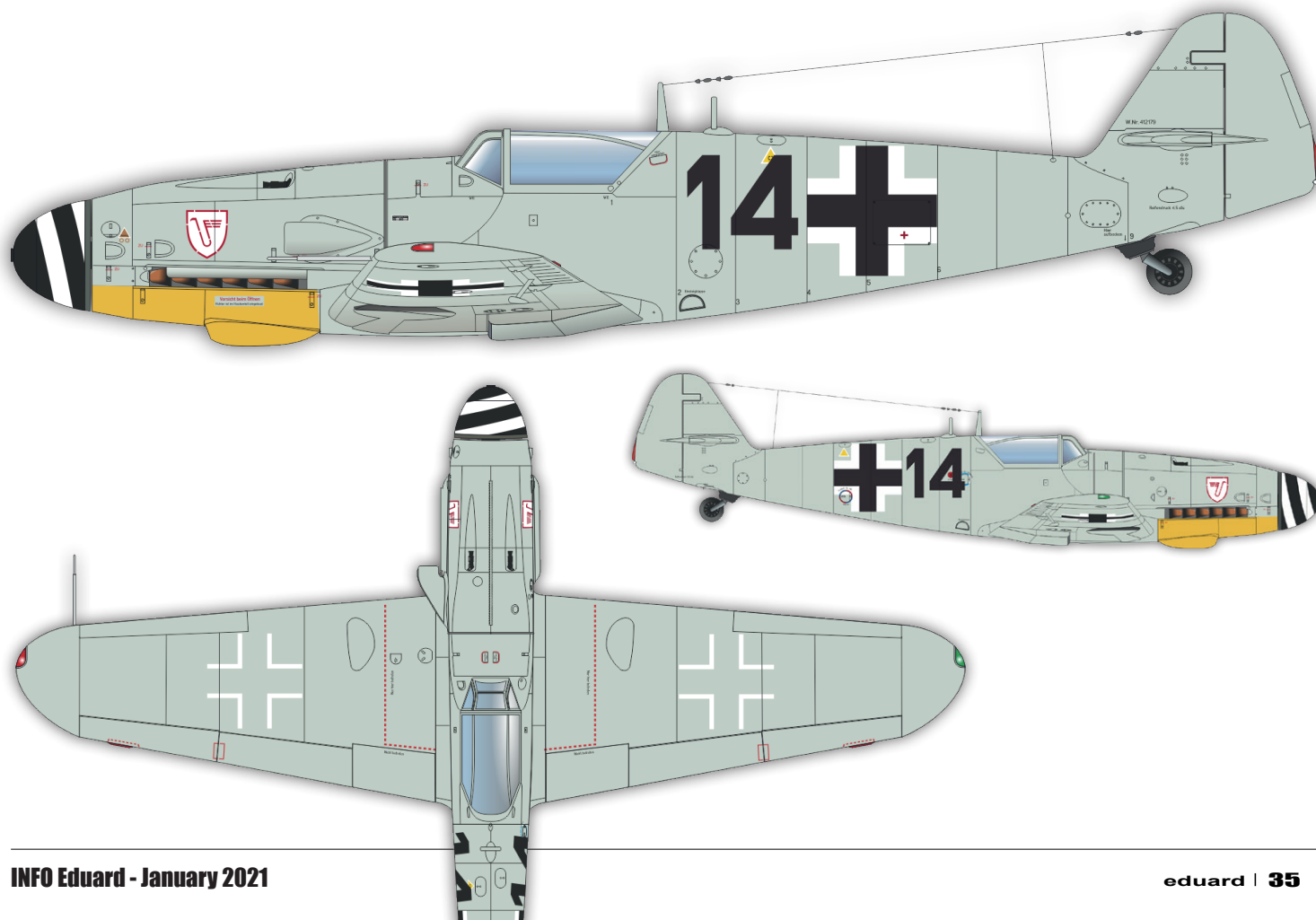
The Bf 109G-6/AS was developed to intercept enemy aircraft at higher altitudes. This accounts for the camouflage paint consisting of just RLM 76. At unit level, these aircraft often received additional coats of then standard colours consisting of RLM 74 and RLM 75 over the side and upper surfaces. The JG 1 unit emblem was applied to the nose, and this was a winged numeral '1' inside of a square, rotated to sit on one of its corners. On period photographs of Yellow '14', the red fuselage band is clearly visible, signifying the fact that this aircraft served within the Defense of the Reich system. The vertical bar located within it was a designator for III. Gruppe planes, and was always rendered in the Staffel colour. This was, in the case of the 9. Staffel, yellow. Some sources conclude that the fuselage code of Yellow '14' covered the earlier applied numeral '3', while others suggest that the covered designation was either the factory applied 'TO' or 'TQ'. We are offering both possibilities.



WNR. 412179, Uffz. Horst Petzschler, 2./JG 3, Burg near Magdeburg, Germany, May 1944

Horst Petzschler was born in Berlin on September 1st, 1921 and joined the Luftwaffe on April 1st, 1941. After undergoing fighter pilot training, he was assigned to JG 51 on August 23rd, 1943, and it was there he would gain his first three kills. On April 13th, 1944, he was transferred to 2./JG 3 which was a component of the Defence of the Reich structure, but by June 1944, he would return to JG 51 on the Eastern Front. On May 4th, 1945, III./JG 51 was relocated to Schleswig-Holstein from eastern Prussia. Horst Petzschler did not reach that location due to a navigation error and landed at Bulltofta in Sweden, where he was interned and in January 1946, the Swedes handed him over to the Soviets. He was released from captivity on September 22nd, 1949. On his return, he worked for the Berlin Police Department and in 1953, he emigrated to Canada and then the United States, where he worked in the aviation industry. He retired in 1988. Over the course of the Second World War, he downed 26 enemy aircraft.

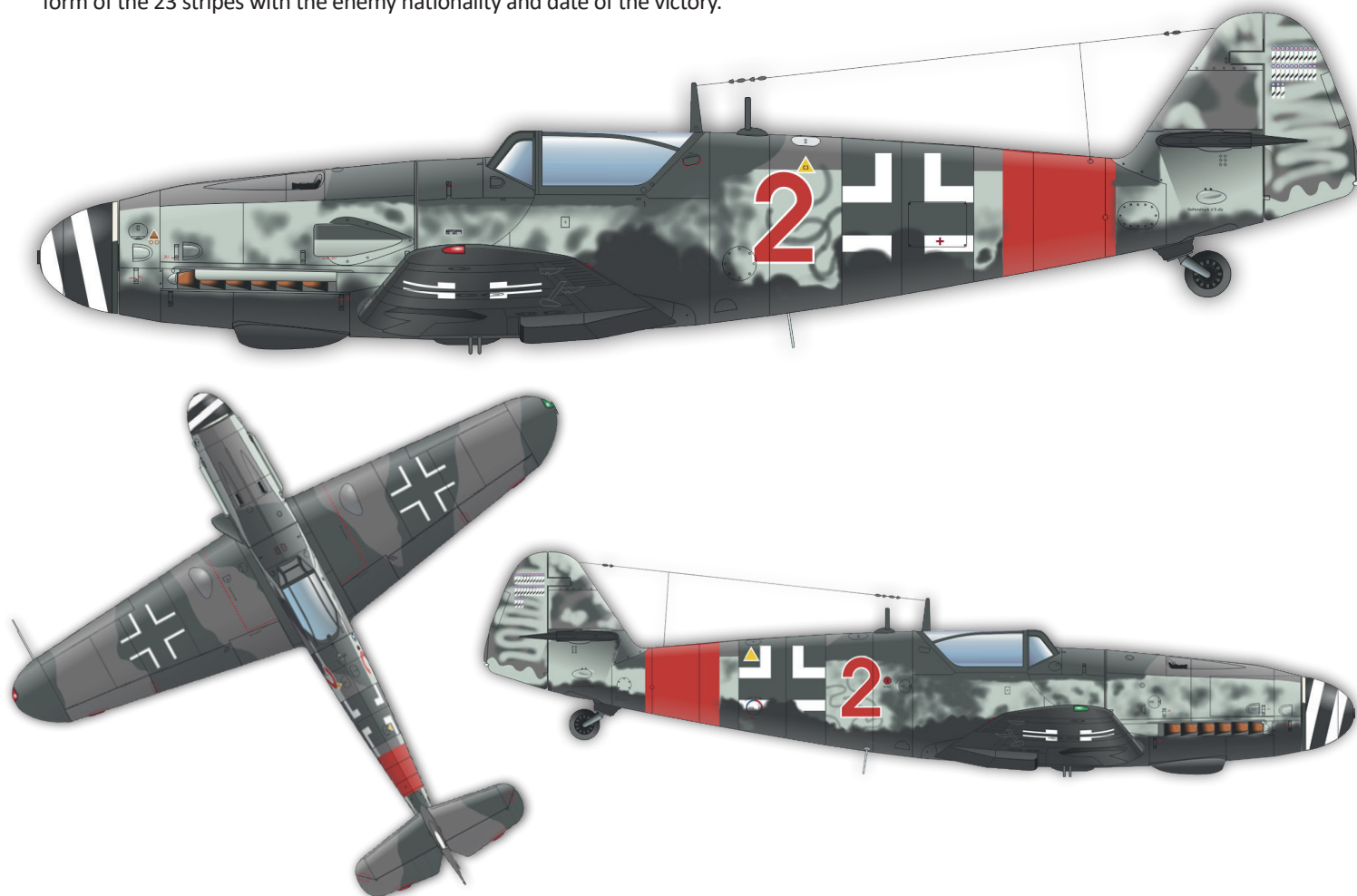
During his service with 2./JG 3, Uffz. Petzschler flew an aircraft coded Balck '14'. The aircraft was painted RLM 76 overall at the plant and carried the JG 3 insignia on the nose. On May 30th, 1944, Fw. Otto Bülsow was shot down during combat in this airplane over Belgiz.



Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944

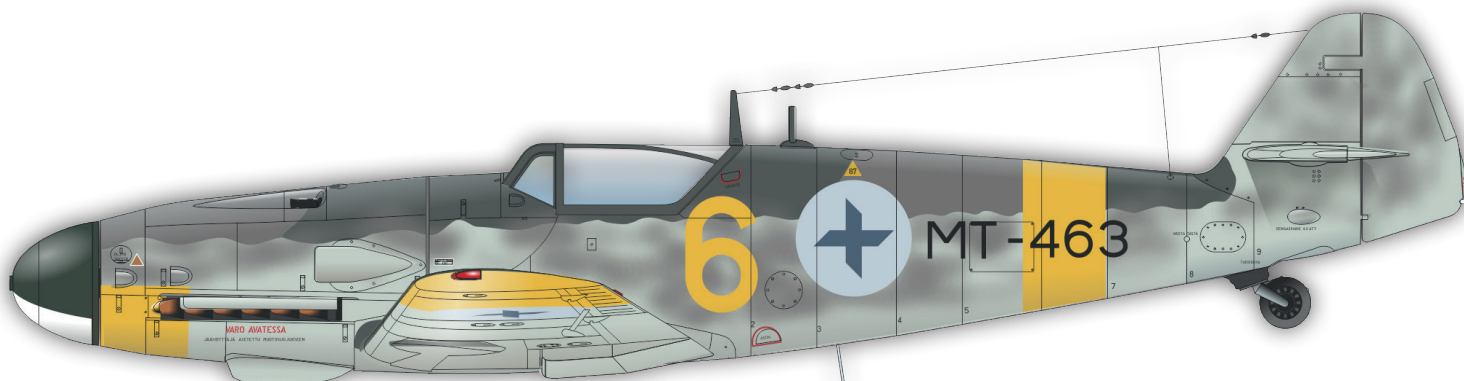
The future Knight's Cross recipient, the ace with 30 night victories over the enemy aircraft, was born on December 4th, 1912 in Sulzbach in Saarland. In 1934 he completed his pilot training and got the job with Lufthansa. After the outbreak of World War Two he was ordered to the Luftwaffe. Initially he was flying as a transport pilot, later as an instrument flying instructor. In December 1942 he was assigned to KG 50 operating He 177 aircraft, in the summer of the following year he responded to Hajo Hermann call and requested the reassignment to JG 300 famous for its Wilde Sau (single-engine fighter night interception deployment) tactics. While serving with this unit he was credited with 19 kills and in January 1944 he was ordered to form 1./NJGr. 10. In August 1944 he was promoted to command I./NJG 11 and lead this unit until the end of World War II. He passed away on November 2nd, 1987.

The lower and partially side surfaces were painted black for the better night camouflage. The red stripe surrounding the rear fuselage indicated the original owner of this aircraft within Reich Defense, JG 300. The pilot's "score" was painted on the both sides of the rudder in the form of the 23 stripes with the enemy nationality and date of the victory.

**MT-463, ylikersanti (Staff Sergeant) Tapio Järvi, 2/HLeLv 24, Lappeenranta, Finland, July/August 1944**

Among the deliveries of Bf 109G-2 and G-6 fighters to Germany's ally Finland were two G-6/AS version aircraft. In the Finnish Air Force, these were coded MT-463 and MT-471. MT-463 was delivered on June 28th, 1944 and was assigned to HLeLv 24, where it was flown by, among other pilots, ylikersanti Järvi, who used to down two of his total 27 kills. A further five kills in this aircraft were claimed by another four pilots. The Bf 109G-6/AS did not represent any major advantage for the Finnish Air Force, because the majority of air combat with the Soviets took place at altitudes below 3,000m. The DB 605AS, which powered the type, was designed to offer advantages at high altitudes.

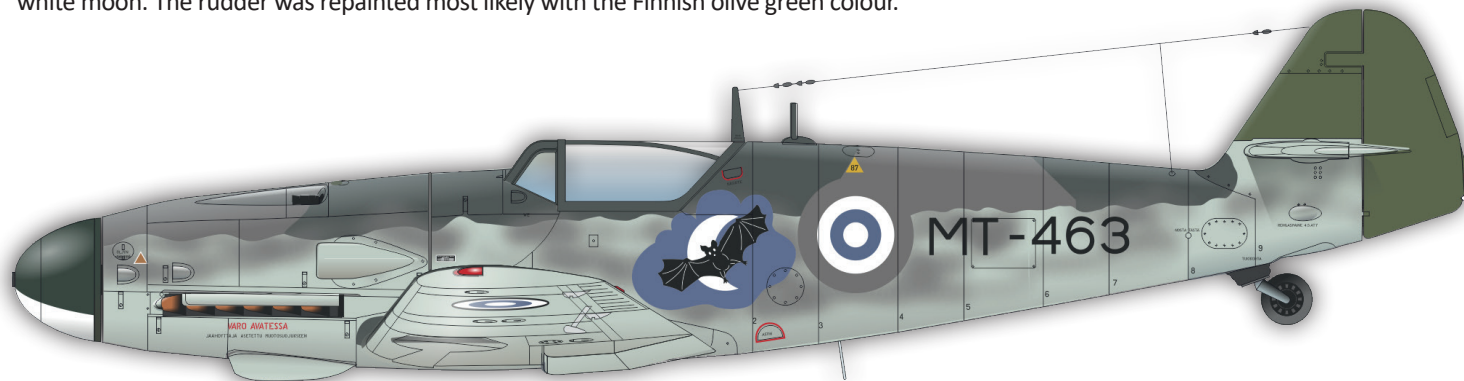
The camouflage scheme of this aircraft consisted of sprayed RLM 74/75/76 with the blue swastikas on white discs on the fuselage and wing positions. The code MT-463 appeared on the fuselage ahead of the tail surfaces. The yellow number of the aircraft within the unit was applied between the fuselage code and the cockpit. There are no available photographs of this aircraft during its combat career with HLeLv 24, but from other period photographs of other such aircraft, the list of aircraft numbers for this specific plane has been reduced to 2, 4 or 6.



MT-463, HLeLv 31, Utti, Finland, Summer 1948

The end of the fights with the Soviet Union brought a ceasefire from September 5th, 1944. One of the conditions of the ceasefire was a change in the marking of the Finnish aircraft – the blue swastika was substituted by cockade bearing Finnish national colours, i.e. blue and white. Lentolaivue 24, whose pilots of Messerschmitts Bf 109G reached the total of 304 victories in air fights, kept these fighters also during the period of peace duty. From December 4th, 1944 the planes served with HLeLv 31, which is still active today. The pilots of this squadron fly F-18C Hornets at present time.

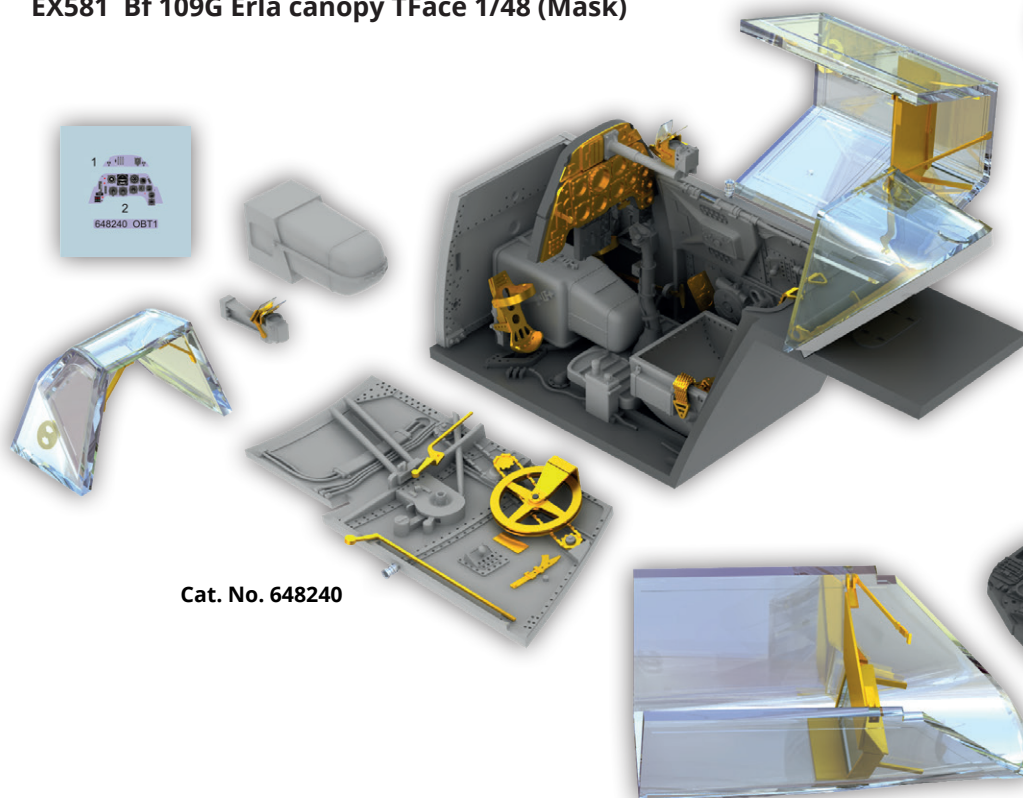
The aircraft concerned is the same as the one portrayed in the previous paint, though, used in the post-war service – this is proved by the national insignia in Finnish national colours introduced from April 1st, 1945. The marking of the aircraft is accompanied by the painting of the bat placed on the blue cloud and the moon – marking of the HLeLv 31 night fighters. The moon used to be white or yellow; MT-463 has white moon. The rudder was repainted most likely with the Finnish olive green colour.



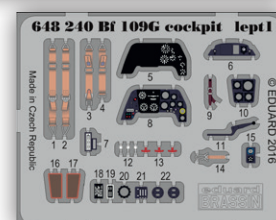
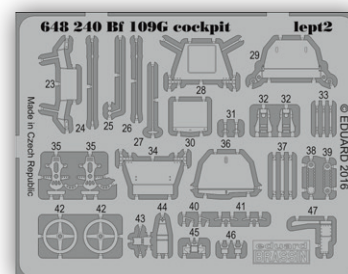
Recommended for Bf 109G-6/AS

- 48885 Bf 109G-6 1/48 (PE-Set)
- FE1142 Bf 109G-6/AS Weekend 1/48 (PE-Set)
- 644003 Bf 109G-6 LööK 1/48 (Brassin)
- 648261 Bf 109G-6 wheels 1/48 (Brassin)
- 648239 Bf 109G-6 radio compartment 1/48 (Brassin)
- 648240 Bf 109G-6 cockpit 1/48 (Brassin)
- 648247 Bf 109G exhaust stacks 1/48 (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE 1/48 (Brassin)
- 648265 Bf 109G external fuel tanks (Brassin)
- EX512 Bf 109G spinner spirals 1/48 (Mask)
- EX524 Bf 109G-6 Erla canopy 1/48 (Mask)
- EX581 Bf 109G Erla canopy TFace 1/48 (Mask)

Cat. No. 644003



Cat. No. 648240



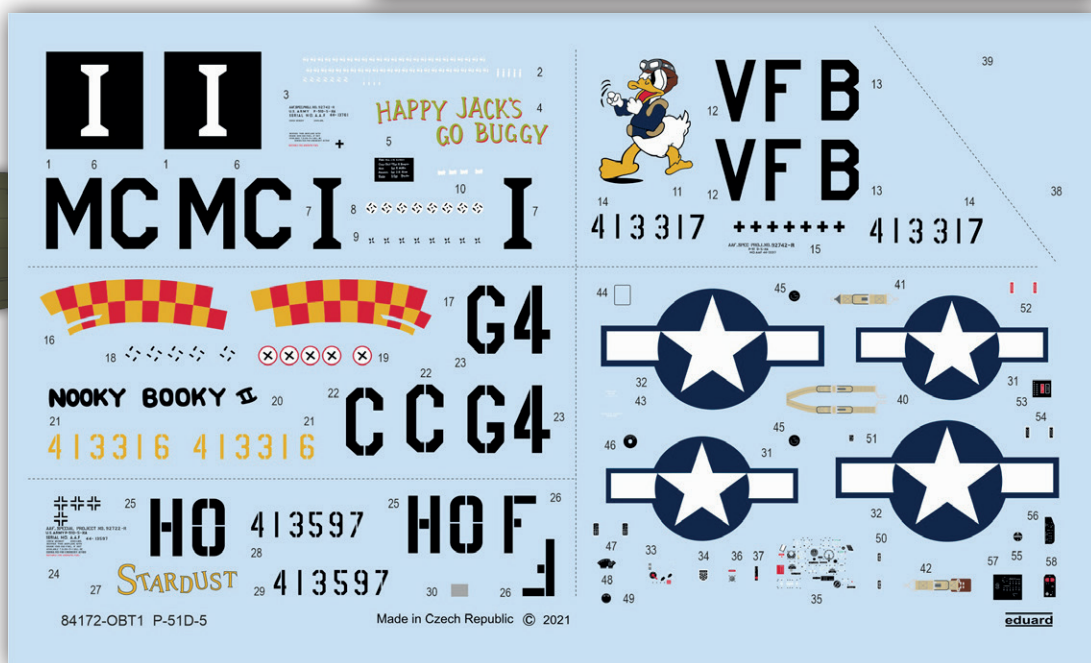
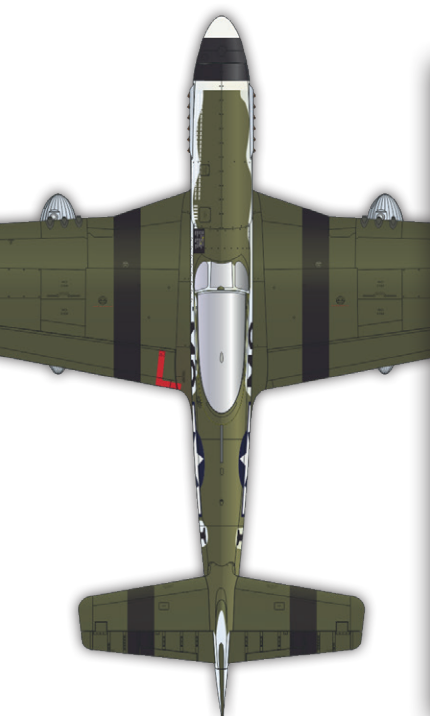
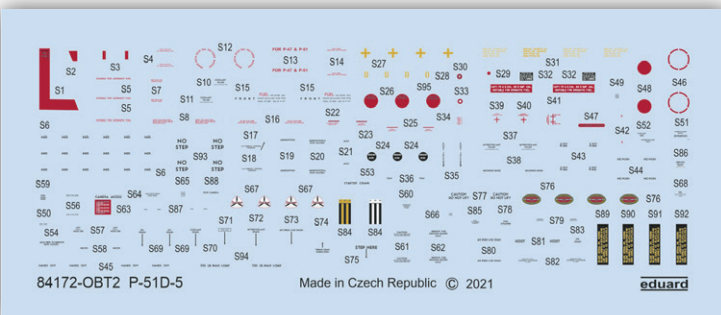


P-51D-5

1/48

1/48 Cat. No. 84172

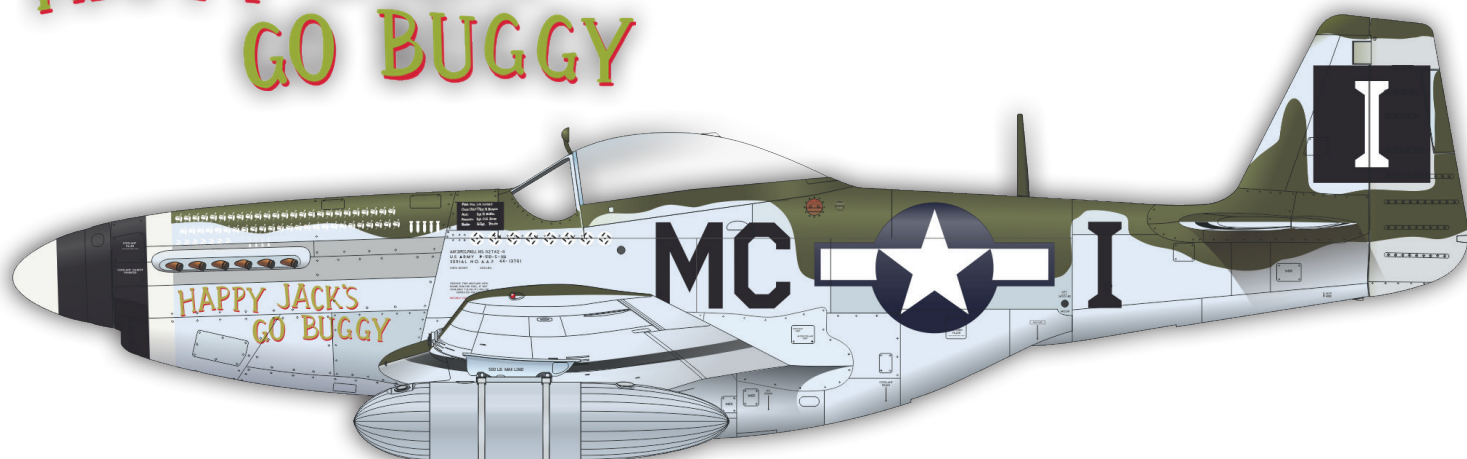
- Eduard plastic parts
- 5 marking options



44-13761, Capt. Jack M. Ilfrey, 79th FS, 20th FG, 8th AF, USAAF Station 367 Kings Cliffe, Northamptonshire, Great Britain, Autumn 1944

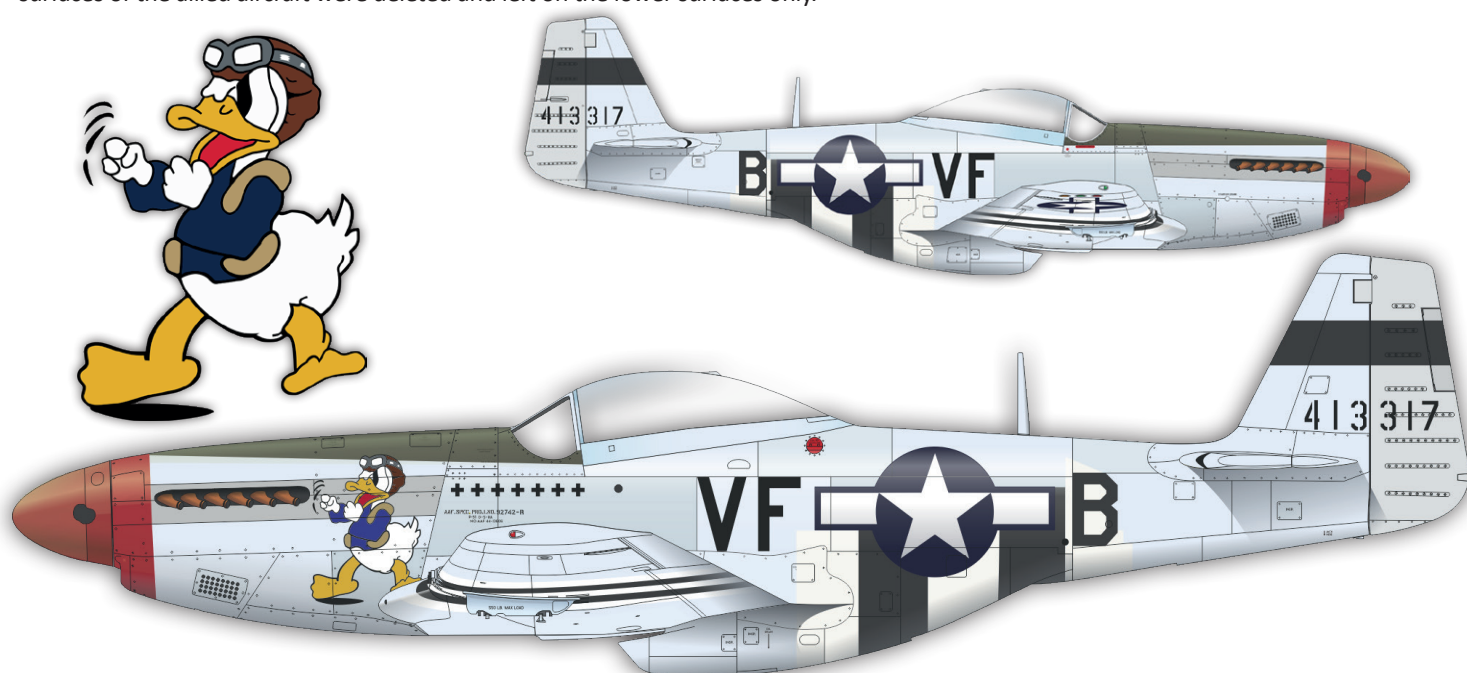
Captain Jack Ilfrey became an ace in North Africa, where he claimed 5½ kills (and 2 damaged) while flying P-38F "Texas Terror". He joined 20th FG, 79th FS at USAAF Station Kings Cliffe in England on April 20th, 1944, serving as Ops Officer from June 14th, 1944. He claimed two more Bf 109Gs on May 24th, flying P-38J "Happy Jack's go Buggy". He was shot down behind enemy lines in France on June 12th, but he successfully evaded capture walking and cycling 150 miles to Allied lines in Normandy with help of French civilians. He became 79th FS CO on September 7th, leading the unit until December 9th, 1944. He completed 142 combat missions over ETO and MTO. The 20th FG did not replace their P-38Js with P-51Cs until July 1944, changing them for P-51Ds shortly afterwards. The early Mustangs of the 20th FG are known to have upper surfaces overpainted with green color, probably with RAF Dark Green, with irregular splitting line between green upper surfaces and silver/natural metal bottom surfaces. The 20th FG was nicknamed "Loco Busters" because made significant number of attacks against railroad network.

HAPPY JACK'S GO BUGGY



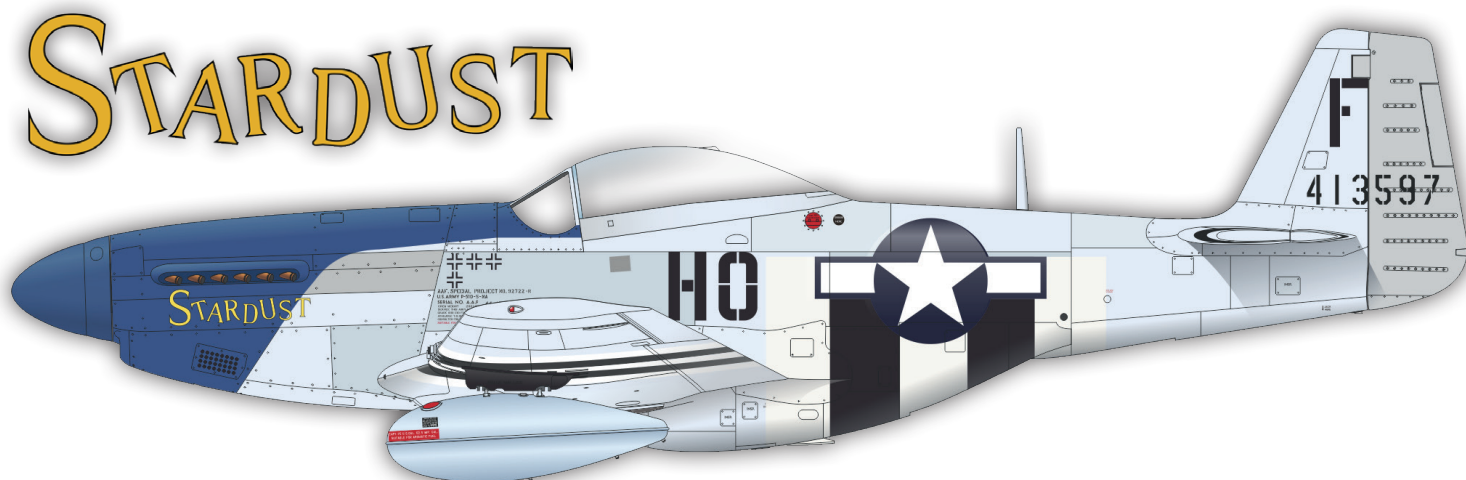
44-13317, Capt. Donald R. Emerson, 336th FS, 4th FG, 8th AF, USAAF Station 356 Debden, Essex, Great Britain, September 1944

The 4th FG was nicknamed Debden Eagles thanks to its home base and origins, as it was formed from RAF Eagle squadron (71st, 121st and 133rd squadrons). After the incorporation into 8th AF the squadrons were re-named to 334th FS, 335th FS and 336th FS. As of April 1st, 1943 their Spitfires were replaced by P-47s and in February 1944 these were changed for P-51s. Donald Emerson joined the ranks of 4th Fighter Group on March 9th, 1944 and during the following eight months of duty he flew 89 sorties during which he was credited with 4½ enemy aircraft shot down. On December 25th, 1944 he perished returning from the bomber escort mission when he spotted six Bf 109s. During the ensuing combat he descended close to the terrain and was hit by the anti-aircraft fire over the front. Pilot was probably killed, and his aircraft crashed nearby the town of Sittard in The Netherlands. However, he had managed to shoot down two of his opponents. Capt. Emerson had the fuselage port side of his Mustang decorated with boxing Donald Duck in resemblance to his first name. There are seven kill markings painted under the windshield. From the beginning of September, the invasion stripes on the upper wings and fuselage sides surfaces of the allied aircraft were deleted and left on the lower surfaces only.



44-13597, Lt. William E. Fowler, 487th FS, 352nd FG, 8th AF, USAAF Station 141 Bodney, Norfolk, Great Britain, September 1944

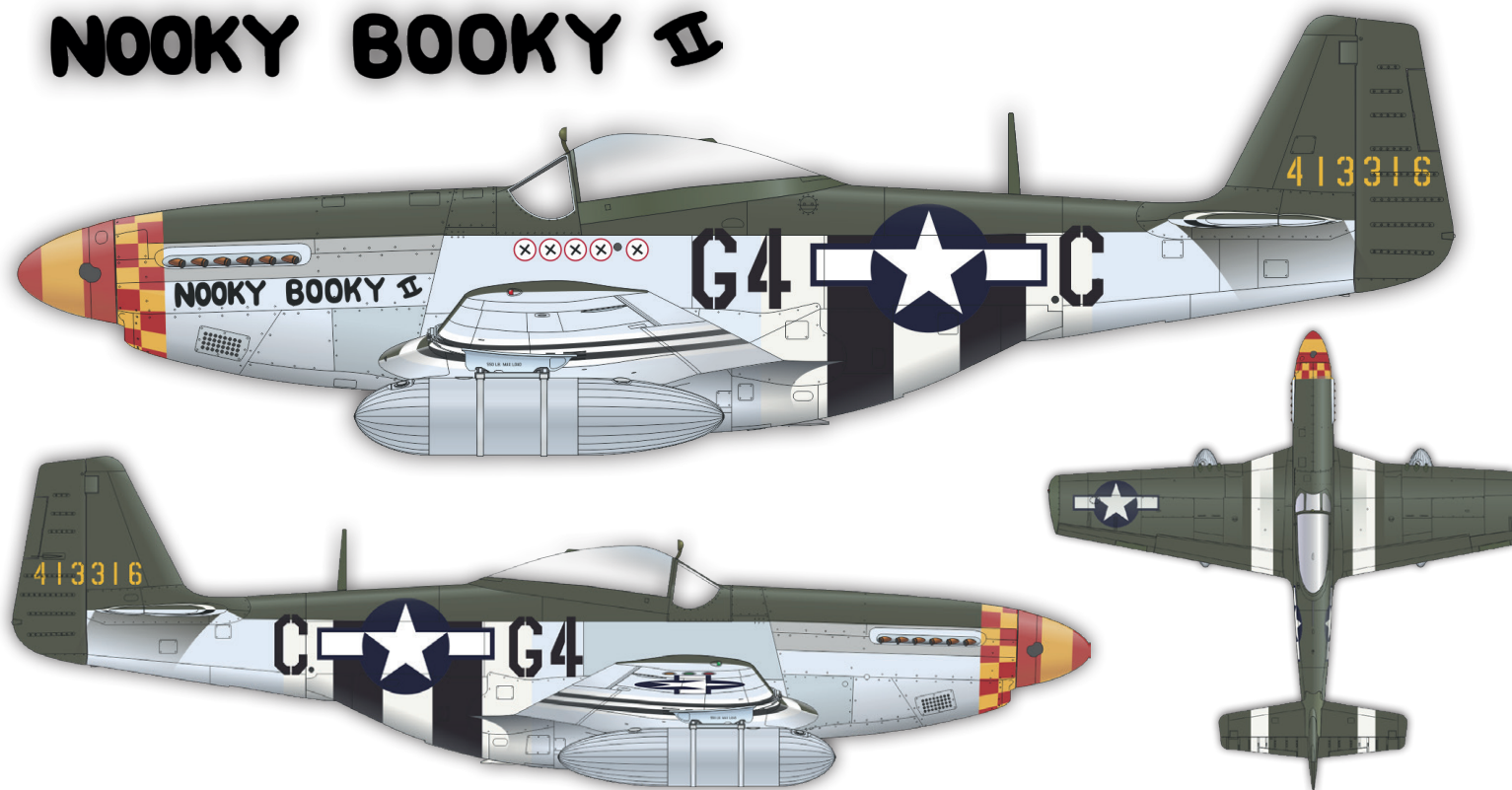
Lt. Col. John C. Meyer, acting CO of the 487th FS and the ace credited with 37½ destroyed enemy aircraft, claimed four of his 24 aerial victories in cockpit of this mount on September 11th, 1944. Stardust was originally a personal aircraft of Lt. William E. Fowler, nicknamed „Flaps“, who ended his combat tour just three days before Meyer's four-victory raid. The Stardust was then assigned to Lt. Jack „Moose“ Landrum, who renamed it „Moose“. He was shot down and killed on October 24th, 1944, while strafing at Hannover. The 352nd Fighter Group, based at USAAF Station Bodney, was fourth most successful FG of the 8th USAAF with 519 enemy planes destroyed in the air and 287 on the ground, with 119 losses of their own. All three squadrons painted noses of their Mustangs with blue colour. In September 1944, the paint of the noses was changed from Medium Blue to the Dark Blue, which remained the Group's color until end of the War. Note the light area over the fuselage national insignia of the Stardust, which is clear natural metal surface after the washing of the invasion stripes on the upper surfaces including the upper surfaces of the wings.



44-13316, Leonard K. Carson, 362nd FS, 357th FG, 8th AF, USAAF Station 373 Leiston, Suffolk, Great Britain, June 1944

The second top scoring Fighter Group of the 8th USAAF and the top scoring FG equipped with P-51D Mustangs was 357th FG, credited with 609 German aircraft destroyed in the air and 106 on the ground, with their own losses of 128 aircraft. The unit had 35 aces, led by Major Leonard „Kit“ Carson with 18½ aerial victories. He became 362nd FS CO on April 8th, 1945. The key to the success of the unit was its fighting academy, called Clobber College, where the experienced pilots taught the newcomers the fighting tactics. The 362nd FS received their P-51Ds just a few days before D-day. Most of the unit's early Mustangs had upper surfaces camouflaged Dark Green with Neutral Grey bottom surfaces, or Dark Green upper surfaces over the aluminium/natural metal bottom surfaces with narrow border between green and NMF surfaces high on fuselage sides. The colors were probably RAF paints overtaken from RAF stock. The „Nooky Booky II“ wears full D-day stripes, as the aircraft was delivered to the unit probably around June 6th, 1944. The previous name of this plane was „Mildred“.

NOOKY BOOKY II



Recommended for P-51D-5

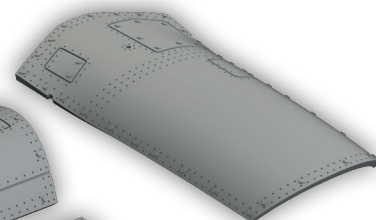
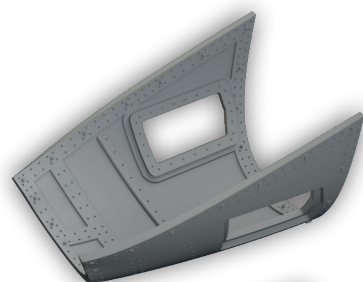
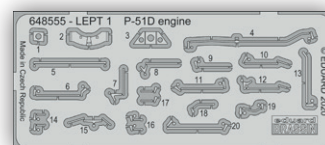
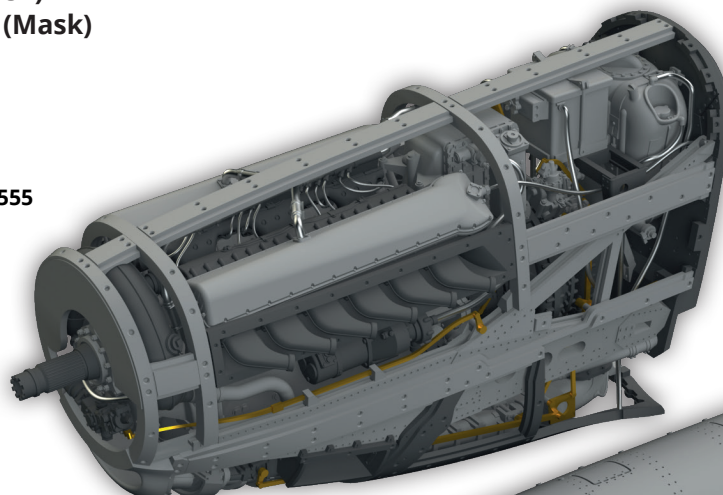
- 481000 P-51D 1/48 (PE-Set)
- FE1021 P-51D seatbelts STEEL 1/48 (PE-Set)
- FE1141 P-51D-5 Weekend 1/48 (PE-Set)
- 644021 P-51D-5 LööK 1/48 (Brassin)
- 648486 P-51D exhaust stacks w/ fairing 1/48 (Brassin)
- 648489 P-51D-5 cockpit 1/48 (Brassin)
- 648494 P-51D wheels diamond tread 1/48 (Brassin)
- 648495 P-51D undercarriage legs BRONZE 1/48 (Brassin)
- 648555 P-51D engine 1/48 (Brassin)
- 648570 P-51D gun sights 1/48 (Brassin)
- EX663 P-51D TFace 1/48 (Mask)
- EX740 P-51D Weekend 1/48 (Mask)



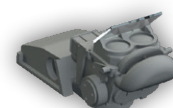
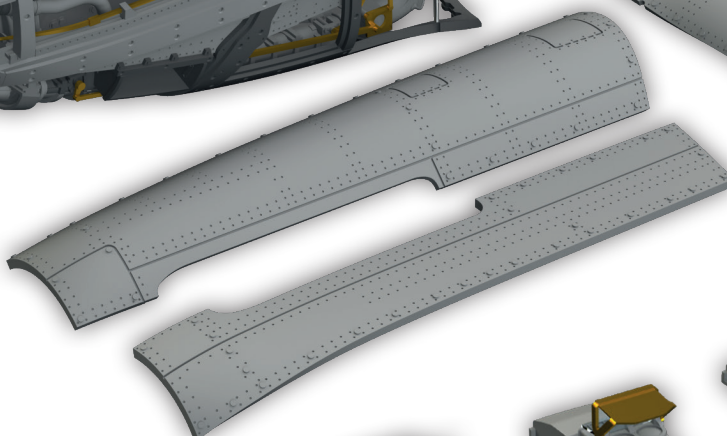
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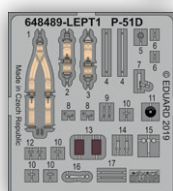
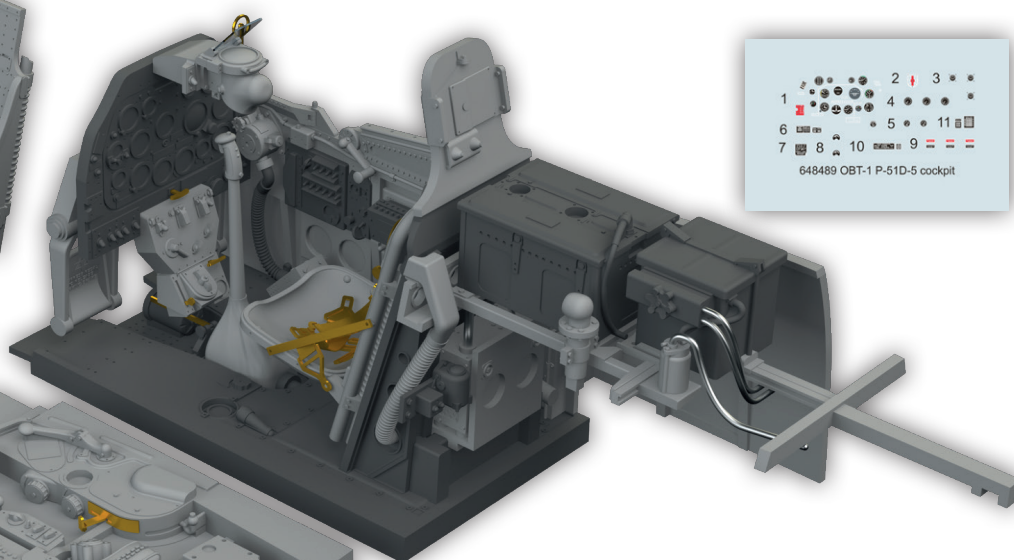
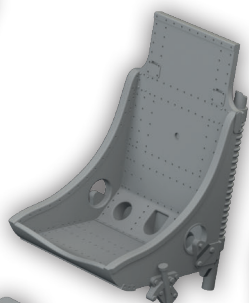


Cat. No. 648495



Cat. No. 648570

Cat. No. 648489



P-47D Razorback

SUPER44

SUPER44

COLORS BARVY FARBEN PEINTURE

REF.	DESCRIPTION	REF.	DESCRIPTION
1	BASE COAT	1	BASE COAT
2	FLYING WINGS	2	FLYING WINGS
3	FLYING WINGS	3	FLYING WINGS
4	FLYING WINGS	4	FLYING WINGS
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70	FLYING WINGS	70	FLYING WINGS
71	FLYING WINGS	71	FLYING WINGS

PLASTIKOVÝ MODEL
FOTOTEPIANÉ DÍLY, EXPRESS MASK,
NECESSÁRIUS BARVY A LEPIČKA
VYROBENO V ČESKÉ REPUBLICE
PŘÍLOŽENÍ OBRAZKŮ, ŠROUBY A OSTRÉ DÍLY
VÝROBEK NEJÍ HRAČKOU

SCALE PLASTIC KIT
PE PARTS, MASK,
PAINT AND GLUE NOT INCLUDED
MADE IN CZECH REPUBLIC
CONTAINS SMALL AND SHARP PARTS
COLLECTORS ITEM - NOT A TOY

P-47D Razorback 1/144
Cat.No. 4469

P-47D-11-RE, s/n 42-75510, Lt. Col. Francis Gabreski, 61st FS, 96th FG, 8th AF, Halesworth, England, February 1944

P-47D-22-RE, s/n 42-39268, Lt. Albert P. Koulas, 82nd FS, 96th FG, 8th AF, Boxed, England, July 1944

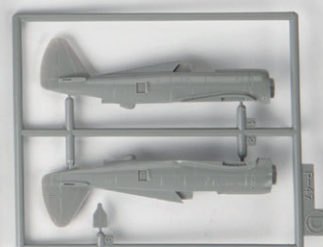
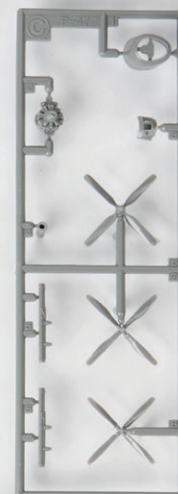
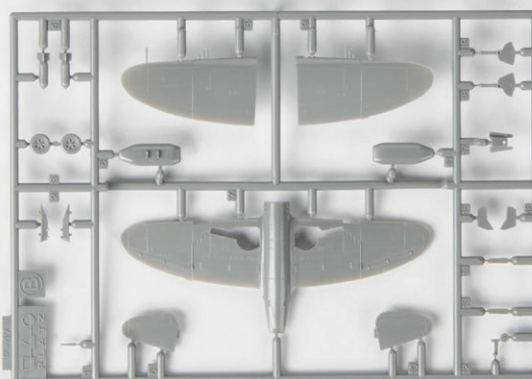
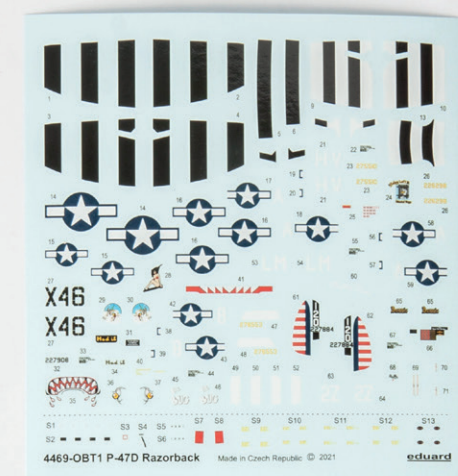
P-47D-23-RA, s/n 42-27908, 86th FS, 79th AF, Fano, Italy, September 1944

P-47D-25-RE, s/n 42-76553, 1st Lt. Arlie J. Blood, 510th FS, 405th FG, 98th AF, Christchurch, England, May 1944

P-47D-23-RA, s/n 42-27884, Maj. William D. Dunham, 460th FS, 348th FG, 7th AF, Tacloban, Philippines, December 1944

Eduard - Model Accessories, Mirová 170, 435 21 Obrnice, Czech Republic

4469 - NAV1
WWW.EDUARD.COM



1/144, Cat. No. 4469

- Platz plastic parts
- Painting mask
- 5 marking options

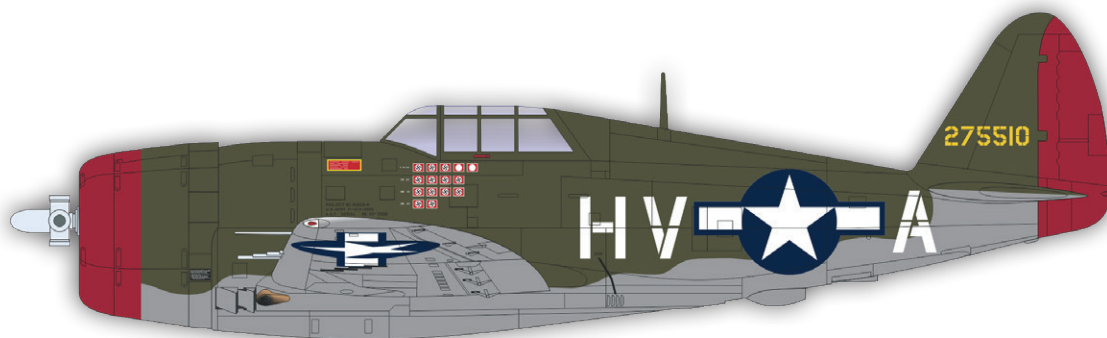


Recommended:

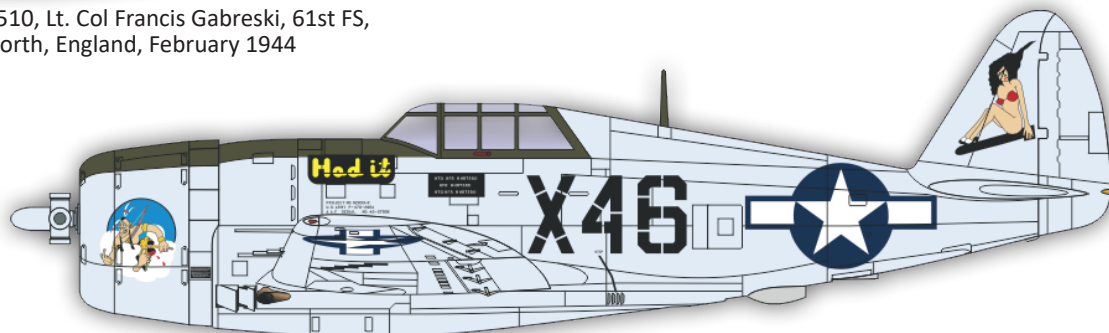
144016 P-47 Razorback
1/144 (PE-Set) release 02/2020

4469-OBT1 P-47D Razorback Made in Czech Republic © 2021

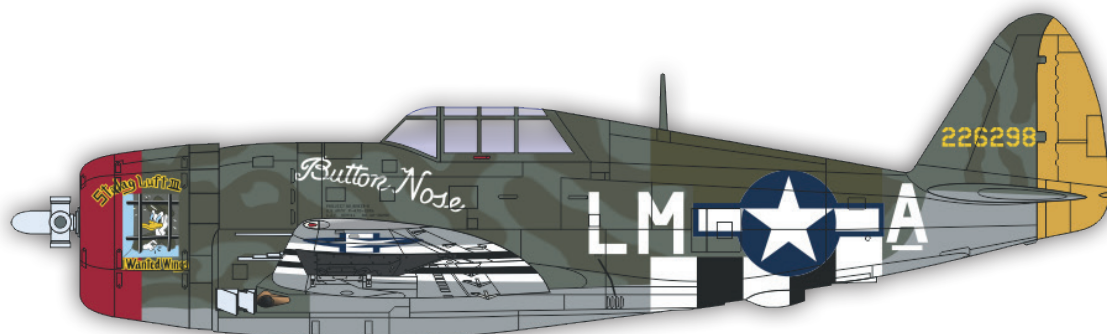
eduard



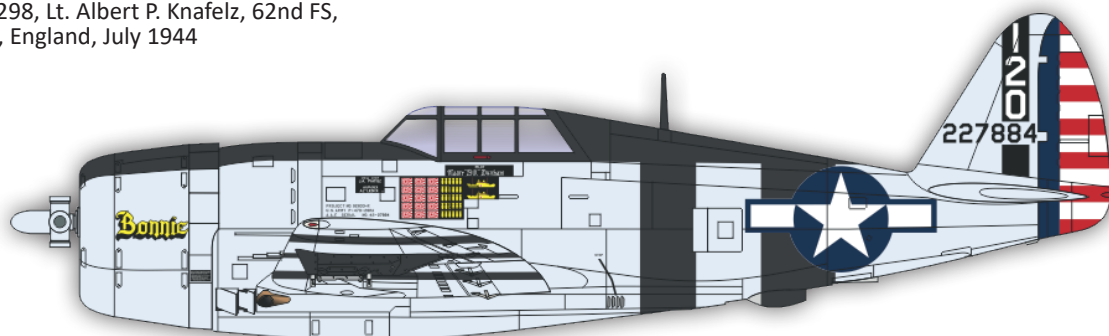
P-47D-11-RE, s/n 42-75510, Lt. Col Francis Gabreski, 61st FS, 56th FG, 8th AF, Halesworth, England, February 1944



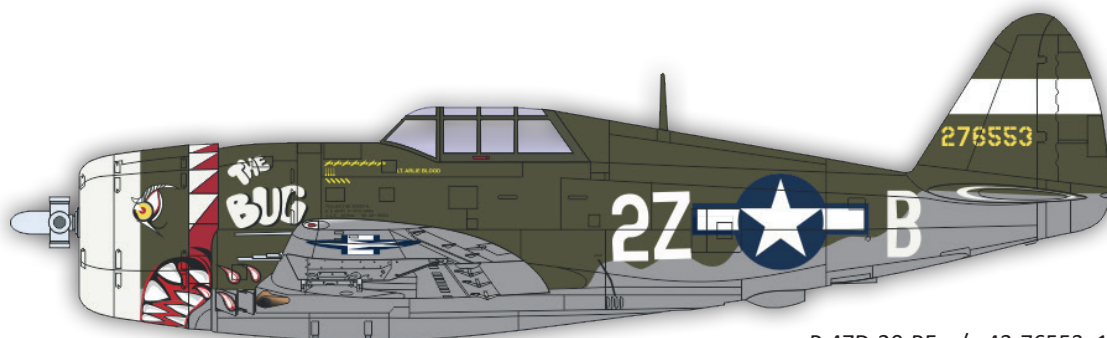
P-47D-23-RA, s/n 42-27908, 86th FS, 79th FG, 12th AF, Fano, Italy, September 1944



P-47D-22-RE, s/n 42-26298, Lt. Albert P. Knafelz, 62nd FS, 56th FG, 8th AF, Boxted, England, July 1944



P-47D-23-RA, s/n 42-27884, Maj. William D. Dunham, 460th FS, 348th FG, 7th AF, Tacloban, Philippines, December 1944



P-47D-20-RE, s/n 42-76553, 1st Lt. Arlie J. Blood, 510th FS, 405th FG, 9th AF, Christchurch, England, May 1944

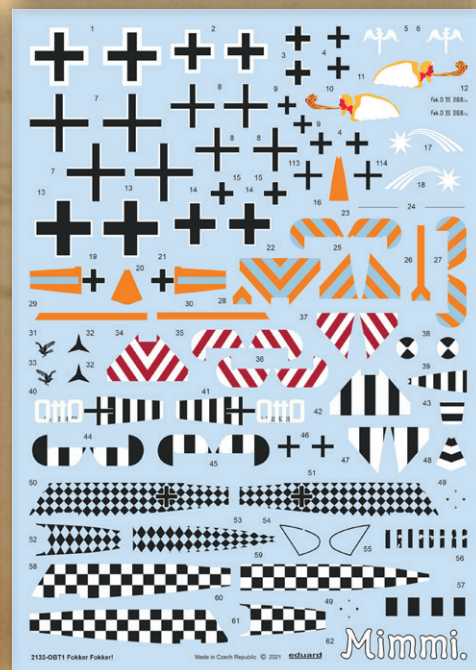
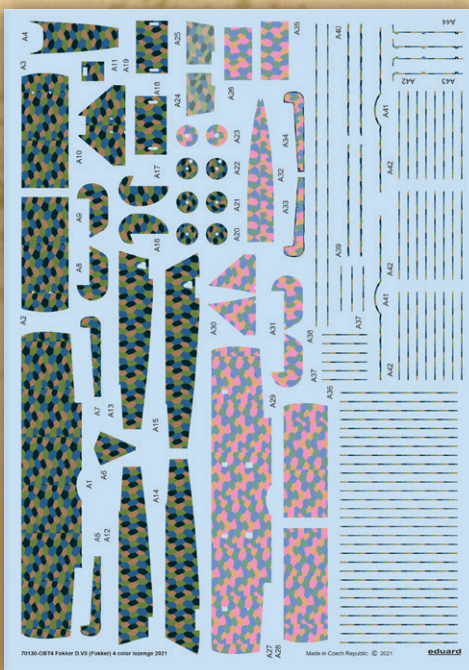
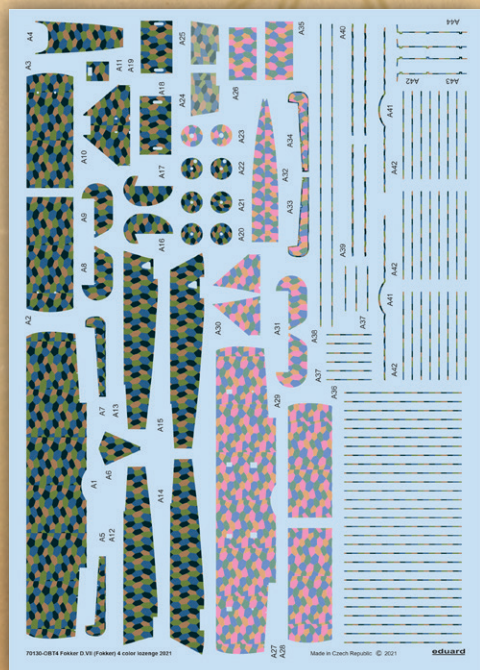
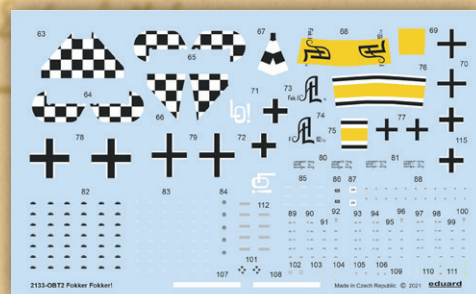
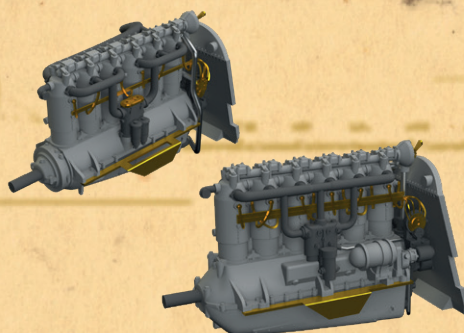
DUAL COMBO



Fokker Fokker!

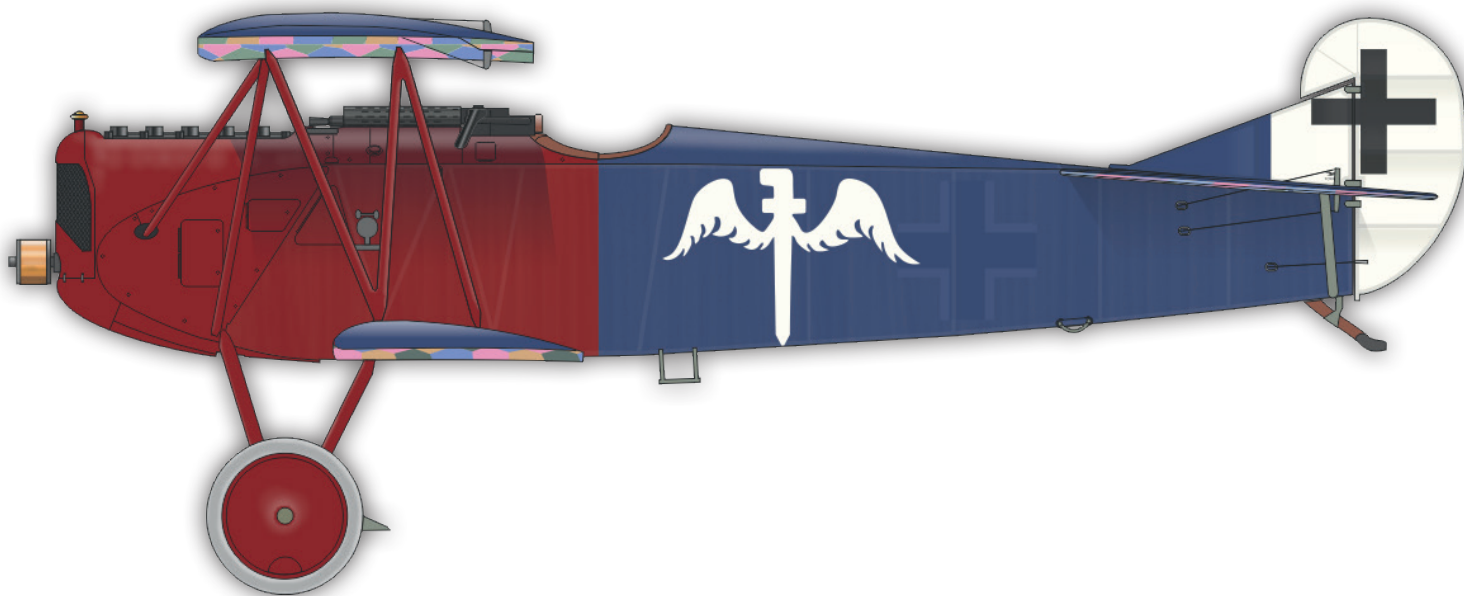
1/72 Cat. No. 2133

- Eduard plastic parts
- Photo-etched set
- Painting mask
- 12 marking options
- Extra: BMW IIIa and Mercedes D.III engines



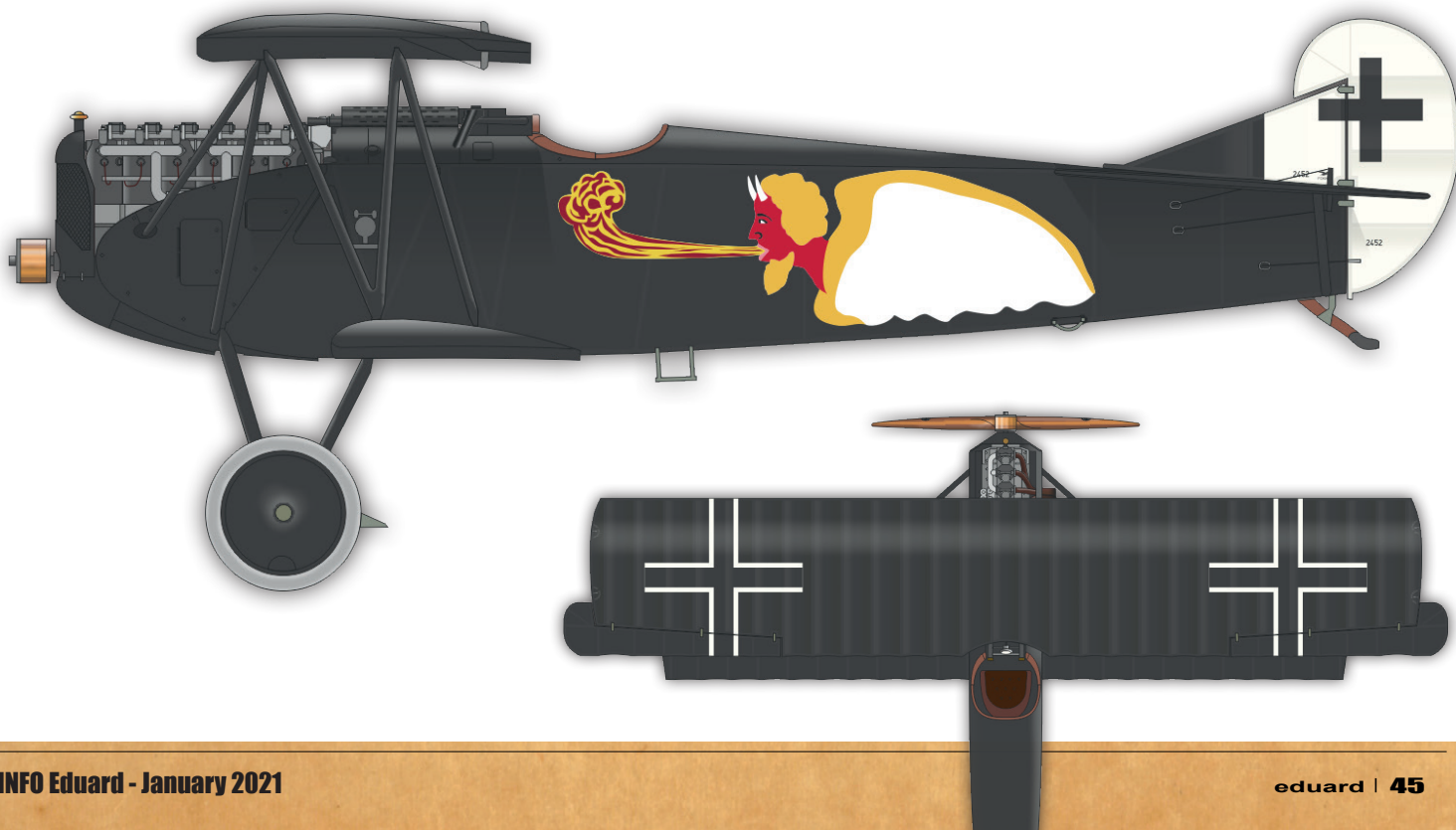
Fokker D.VII Early, mil. No unknown, Hptm. Rudolf Berthold, CO of JG II, Le Mesnil-Nesle, France, June 1918

The first D.VII of combative and patriotic 44 victories ace Rudolf Berthold was of early production batch and is well known thanks to the photo, showing it in the colours of Jasta 15 (Berthold was leading it before promoted to the JG II command), i.e. red nose and middle blue fuselage and upper surfaces of the wings. The abovementioned photo depicts the aircraft in unfinished state of paint job when part of the fuselage was still left in original factory streaked painting. It was overpainted later as the reports state. You can choose which one scheme You prefer. The bottom of the fuselage was neither left in original factory light blue colour, or also overpainted by middle blue. Regarding the bottom side of the wings we tend to the „lozenge“ four colour light variant, but some sources are stating light blue overpaint of it.



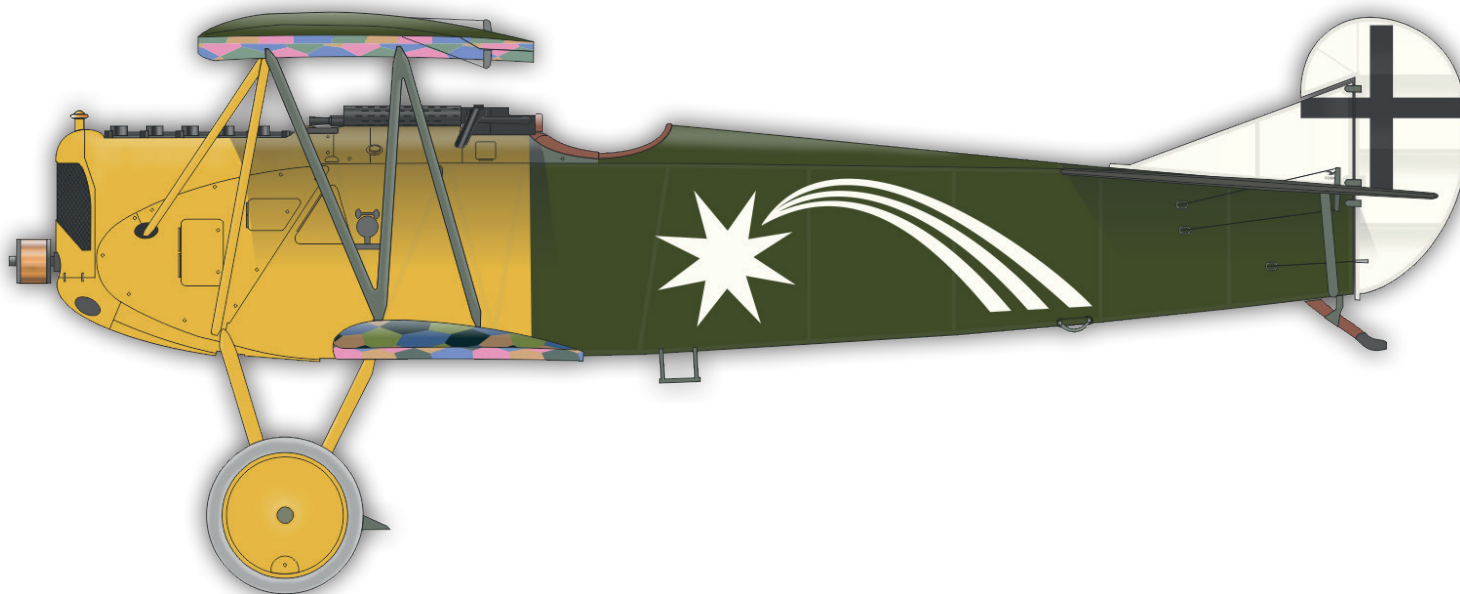
Fokker D.VII Early, 365/18, Lt. Josef Carl Peter Jacobs, CO of Jasta 7, St Marguerite, France, August 1918

Long serving commander of Jasta 7 (from August 2, 1917 till the end of the war), the 47 victory ace, was famous for his all black Fokkers Dr.I and D.VII marked with the distinct flame-breathing devils' head painted on both sides of the fuselage as his personal emblem. While the shape of the devil is well documented on the Dr.I, there is only one rather poor photo of Jacobs' D.VII, so the shape of the devil depicted here and in the decals is reconstruction based on visible details on the D.VII, but taking into consideration the shape used on Dr.I, where no other clue exists. Jacobs' D.VII was photographed with upper engine cowling removed, which was a common quick-fix to the overheating problems following the self-ignition of phosphorous ammunition in several D.VIIs in mid-July.



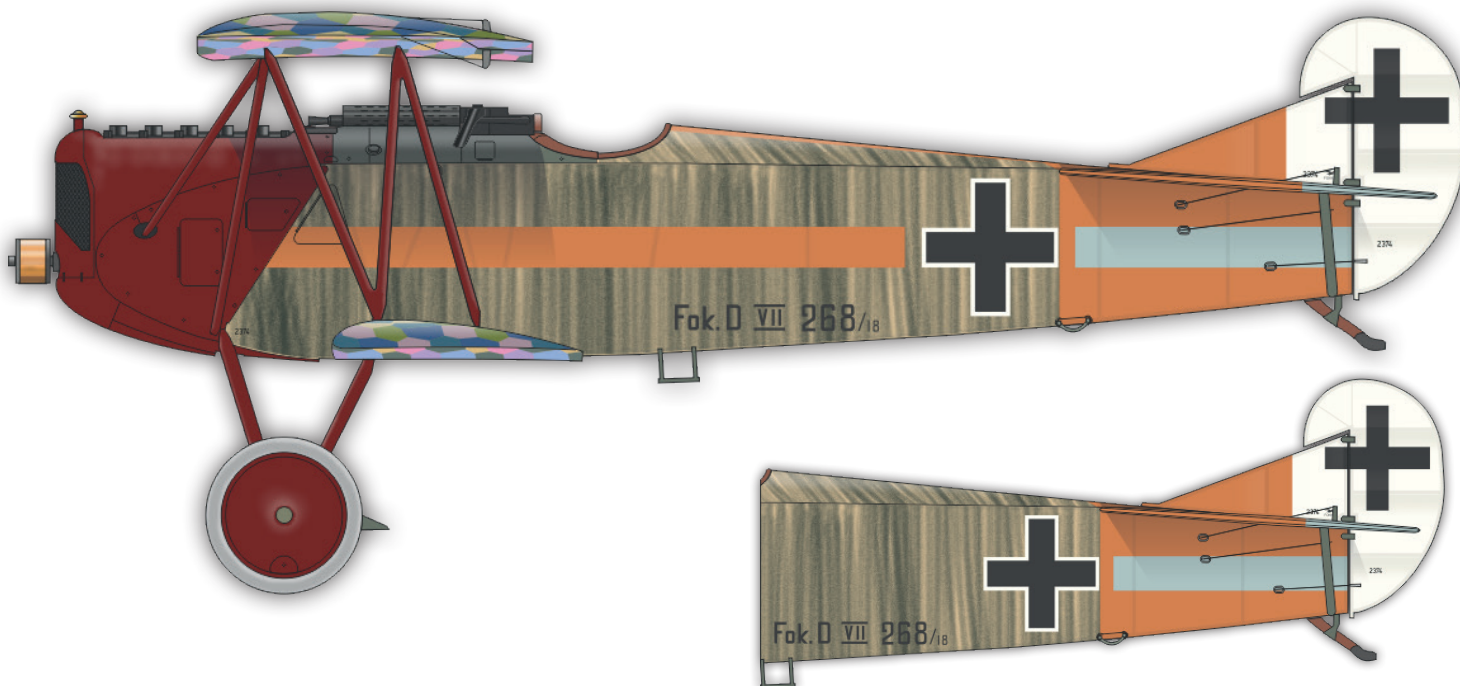
Fokker D.VII Early, 387/18, Oblt. Harald Auffarth, CO of Jasta 29, Aertrycke, Belgium, October 1918

Flying this D.VII, Harald Auffarth managed to shoot down several aircraft but also experienced one forced landing with it after catching some defensive fire from the observer of a DH-9 from 206th USAS Squadron on October 5, 1918. The D.VII survived and Auffarth scored also the last of his 29 victories with it. According to the photo and Jasta 29 reports the D.VII of Harald Auffarth sported the usual colours of Jasta 29, i.e. yellow nose with green fuselage and personal marking of white comet insignia on both sides. The upper side of top wing was painted either green or yellow as a common practice of personal mounts of the Jasta leaders. There is some uncertainty regarding the type of „lozenge“ fabric used. Although the four-colour variant should be the right one according to the most respected sources, some possibility of five-colour variant is still open. An alternative set of five-colour “lozenge” decals can be bought separately.



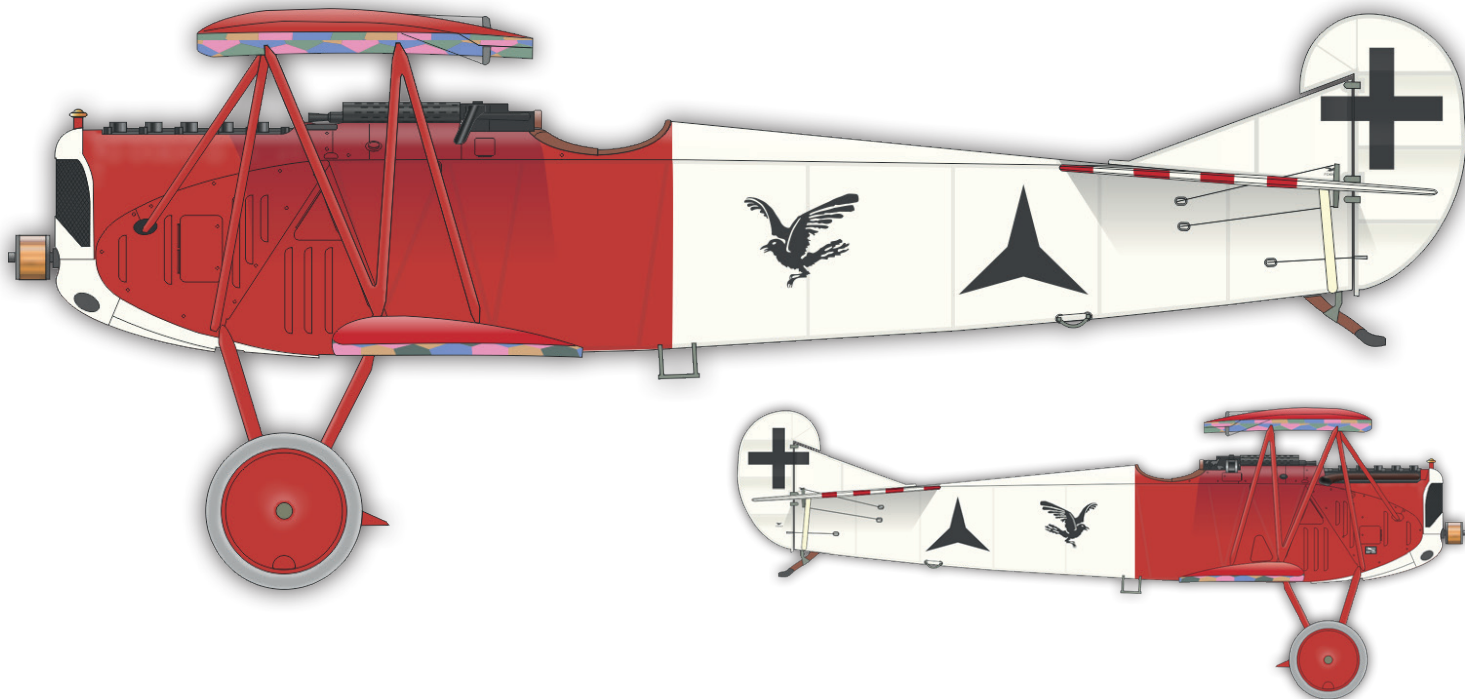
Fokker D.VII Early, 286/18, Vzfw. Willi Gabriel, Jasta 11, Cappy, France, May 1918

Willi Gabriel had just a brief career as a fighter pilot, after he spent most of war flying two seaters. He finally managed to persuade JG I commander Wilhelm Reinhardt to assign him to Jasta 11, where he started his fighter pilot career on May 17, 1918. Adding 10 victories to his only one he achieved during his observing pilot career he ran into troubles due to his lack of discipline and was finally “grounded” and posted out of the Jasta 11 in August 1918. His early D.VII sported very colourful scheme with orange rear end, fuselage stripes and light blue/orange chevrons on the horizontal stabilizer and elevator. The orange fuselage stripes were painted later. You can therefore choose in which state you prefer to finish this marking. There is some uncertainty regarding the type of „lozenge“ fabric used. Although the four-colour variant should be the right one according to the most respected sources, some possibility of five-colour variant is still open. An alternative set of five-colour “lozenge” decals can be bought separately.



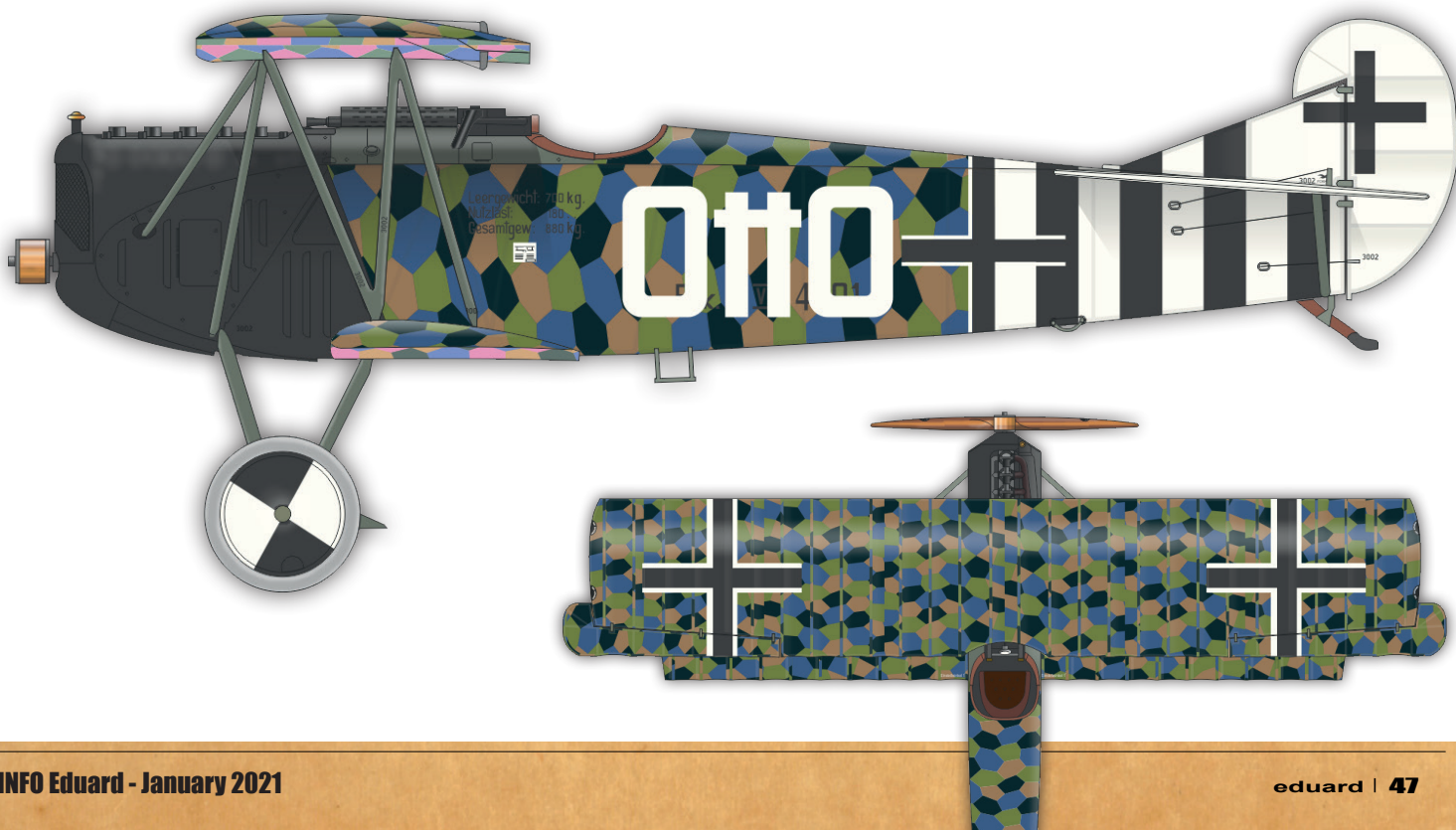
Fokker D.VII Late, mil. No unknown, Heinz Küstner, Jasta 18, Habsheim, Mönzingen, Metz, France, October/November 1918

Typical Jasta 18 marking of red and white colours was applied also to the Heinz Küstner's mount, but according to some sources the paint job was not finished on the bottom of the wings which therefore stayed in four colour „lozenge“ printed fabric. The black raven become Jasta's trademark after its leader August Raben (raven in German) made it famous on his plane. Küstner's late variant of D.VII sported also „Mercedes“ three-pointed black star behind the Raven. The tail unit has been mostly depicted with black stripes, but, according to the newest findings they should be red as well as the wings and front fuselage. Previously, Küstner had flown a very similar-looking D.VII built by Albatros.



Fokker D.VII Late, 4301/18, Vzfw. Otto Heinrich Baurose, Jasta 71, Habsheim, France, November 1918

A little is known about Otto Heinrich Baurose, the fighter pilot with no official aerial victories. He served with Jasta 20 from April 16, 1917 till February 6, 1918, after that period he was moved to Jasta 71. He might be one of the victims of the famous Billy Bishop's raid on June 2, 1917, when Canadian pilot destroyed several aircraft during his solo dawn patrol; some in the air, some on the ground when taxiing. If so, Baurose survived... His aircraft was typical late production D.VII from Schwerin factory and is well known thanks to several photos, where the inscription Otto and B/W tail stripes are clearly visible. Also removed top engine cowling is evident, either due to the maintenance or as the means for better engine cooling during hot summer.



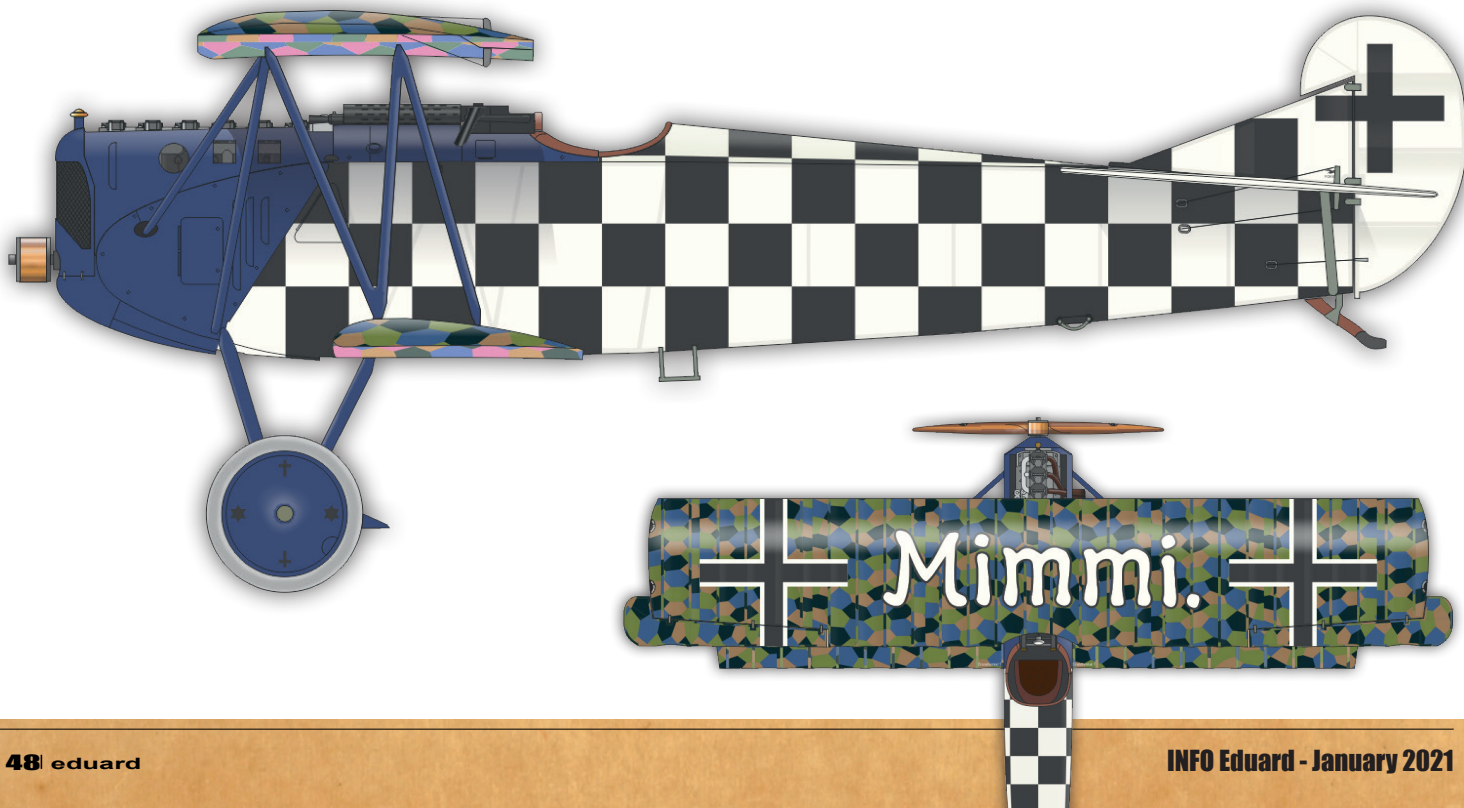
Fokker D.VII Early, mil. No unknown, Oblt z. S. Gotthard Sachsenberg, CO of MFJ 1, Coolkerke, Belgium, September 1918

The second highest scoring ace of all the German marine pilots in WWI, Gotthard Sachsenberg (second only to Theo Osterkamp), achieved 31 victories and was decorated with Pour le Mérite on August 5, 1918. From October 1918 Sachsenberg led the first naval air wing, the Marine Jagdgruppe 1. After the War he formed the Jagdgeschwader Sachsenberg, providing the aerial support to Freikorps units fighting on Baltic borders of Germany. His aircraft from the time of leading the MFJ1 unit sported diagonal black checkerboard painted over yellow fuselage. Eight partly worn black stripes on the upper side of top wing are considered to be kind of reinforcement tape, as the linen cover of upper wing centre section had a tendency to part company with the airframe during the fierce combat manoeuvres. The black stripes on the elevator were in contrary the identification marks of MFJ 1. Sachsenberg used an Oigee gunsight on his D.VII.



Fokker D.VII Mid, 505/18, 2592, Ostv. Friedrich Wilhelm Hippert, Grenzschutz-Ost, East Prussia, 1919

One of the most colourful D.VIIs used to be the mount of Wilhelm Hippert, the WWI ace with eight victories. Hippert was fighting with the Mimmi, the pet name of his beloved fiancée Wilhelmine Bückert, painted on the upper side of the top wing. Willi served with FA(A) 227 during 1917 and achieved one aerial victory shared with his observer. Transferred to Jasta 39 he scored for the first time as a fighter pilot on October 2, 1917. He moved again on March 5, 1918, joining Jasta 74. It was long believed, this checkerboard D.VII was operated by this unit, but latest findings revealed the D.VII in this particular appearance is a post war marking, when serving with Grenzschutz-Ost, helping the Freikorps to fight in the eastern regions of Germany. The top engine cowlings were field-modified for better engine and ammunition cooling.



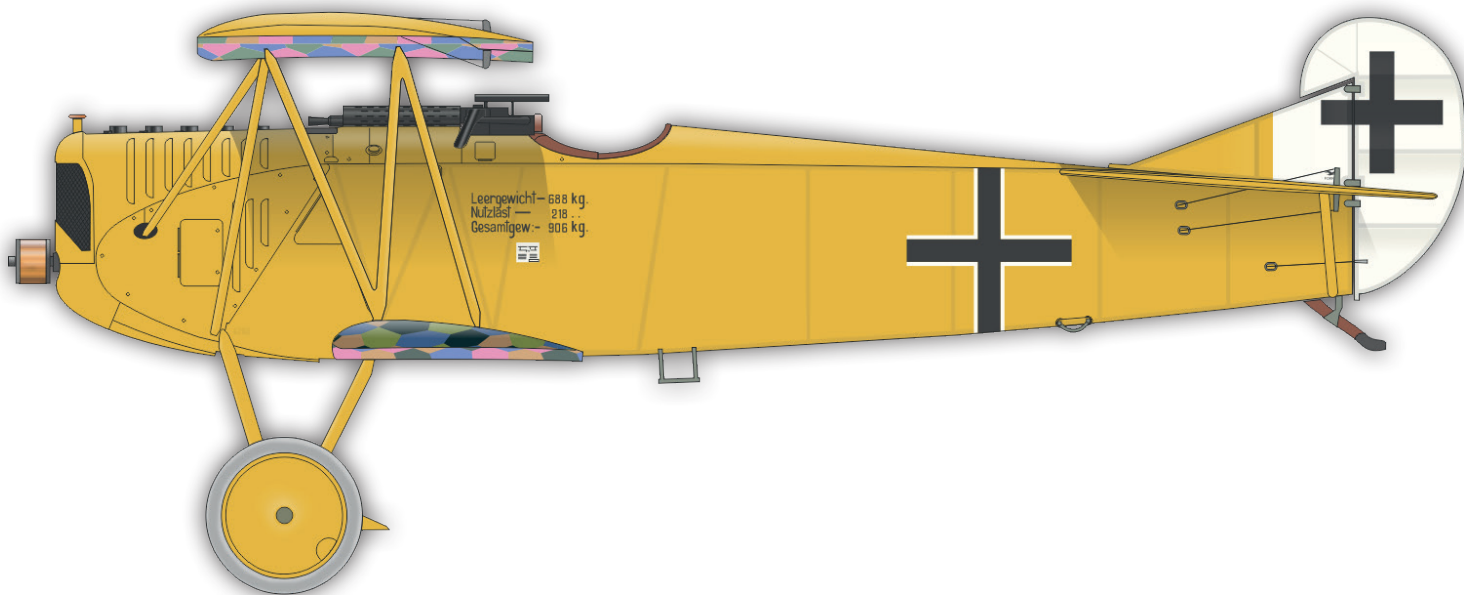
Fokker D.VIIF 4282/18, Lt. d. R. Arthur Laumann, Jasta 10, Bernes, France, August 1918

As an artillery soldier Laumann was sent to pilot training only after many requests in August 1917. Eight months later he joined FA(A) 265, the unit led by his brother, for just brief service, as he was transferred to Jasta 66 in May. Laumann soon became ace there and even commander of the unit on July 21, 1918. He recorded last five of his 28 victories when leading Jasta 10, where he flew this D.VIIF from the mid production batch. Apart of the factory „lozenge“ cover, the yellow nose and wide band around the fuselage with his personal AL inscription made his D.VII something special. The yellow colour of the band was considered only as probable but has been confirmed by his combat reports. Laumann was one of the pilots flying with optical gunsight mounted in front of the cockpit.



Fokker D.VIIF mil. No unknown, Oblt. Erich Loewenhardt, Jasta 10, Puisieux Ferme, France, August 1918

Erich Loewenhardt spent first two years of the war with infantry. He started flying in 1916 as an observer. After successful application for pilot training he joined FA(A) 265 in 1916 prior to undertaking fighter training early in 1917. He joined Jasta 10 thereafter in March 1917. He was appointed commander of the unit after scoring his first 15 victories on April 1, 1918 and received the Pour le Mérite on May 31. Two months later, on August 10, he shot down his 54th and last victim, but collided with another pilot from Jasta 11 during this combat. Although successfully bailing out, his parachute did not open and the Jasta 10 leader fell to his death. No photo of this yellow D.VII is known, but its appearance is well described by various eye-witness accounts, who described the plane as being "canary yellow". Contrary to most of the reconstructions we are convinced the upper side of top wing was yellow, as well as the cowlings under the machine guns. This plane was an early example from the 4250/18 – 4449/18 production batch.



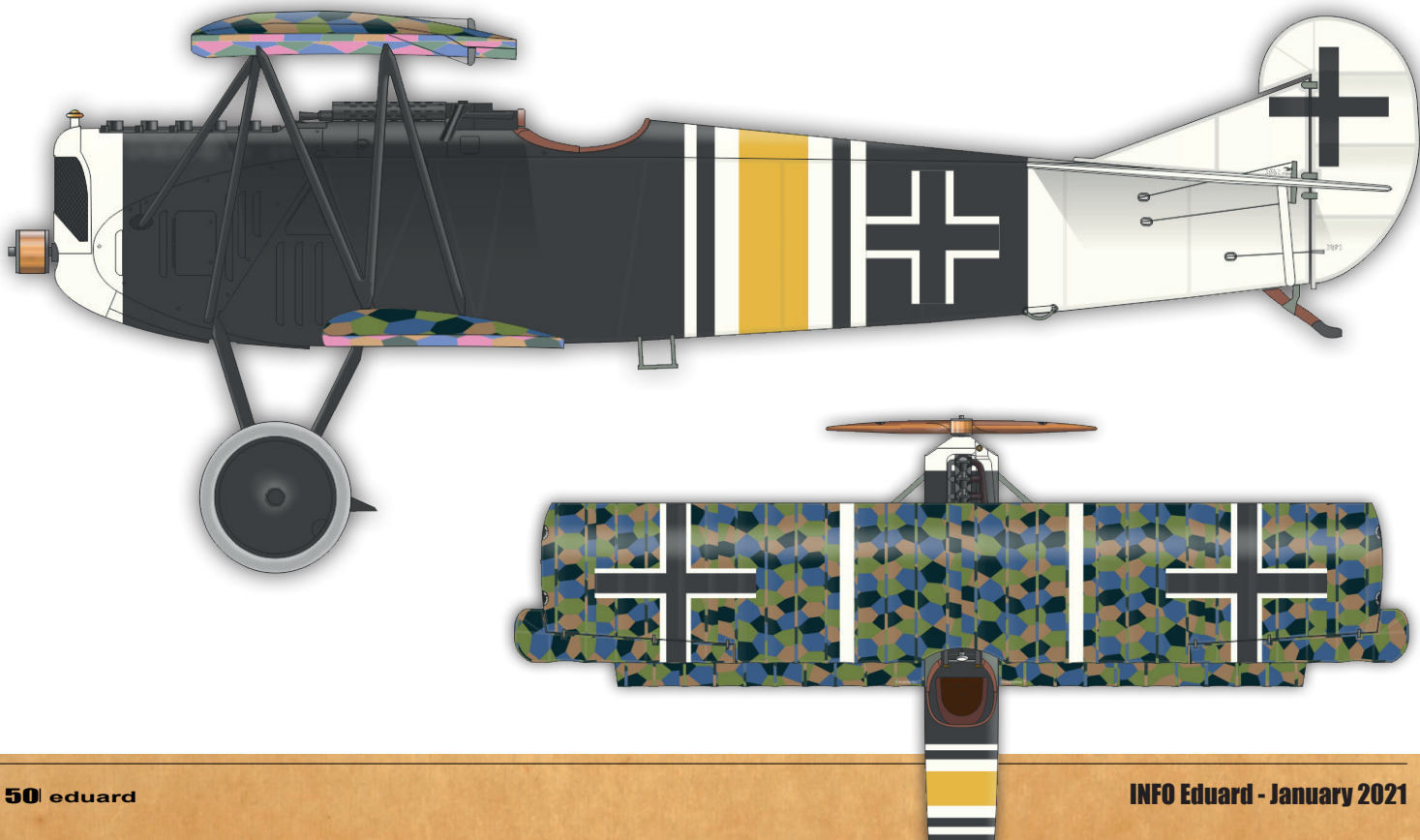
Fokker D.VIIF, 4253/18, Oblt. Ernst Udet, Jasta 4, Beugneux, France, July 1918

The all-red BMW powered mount of Ernst Udet reached Jasta 4 in late July 1918. Udet flew this plane with great success in August 1918, being credited with 20 victories in just 20 days. Due to unknown reasons the upper wing of his mount was changed for one coming from an O.A.W.-built D.VII. Udet, the highest scoring German ace surviving the war, flew this D.VIIF without the upper cowling to improve the cooling of the engine and ammunition. The Lo! painting on the fuselage was there to honour his fiancée Eleanor Zink, which he married in 1920. The famous "Du doch nicht!!" inscription was not present on this aircraft.



Fokker D.VIIF, mil. No unknown, Rtm. Karl Bolle, CO of Jasta 2, Lens Mons, France, October 1918

Karl Bolle started his aviation career as the pilot of KG4 and later of Kampfstaffel 23, where he was flying with Lothar von Richthofen as his observer. He was moved to the Jasta 28 during the summer of 1917 and after becoming an ace with five victories, he was promoted to command the Jasta 2 on February 20, 1918. Bolle was leading this famous unit till the end of the war, his tally counting 36 aerial victories. On August 28, 1918, he received the Pour le Mérite. After the war he remained active pilot and was appointed Director of the German Transportation Flying School in 1920. This aircraft of Karl Bolle carried the wide yellow band with white and black outlines and was a typical mid- production Schwerin built D.VIIF with the BMW IIIa engine and also came from the 4250/18 – 4449/18 production batch.



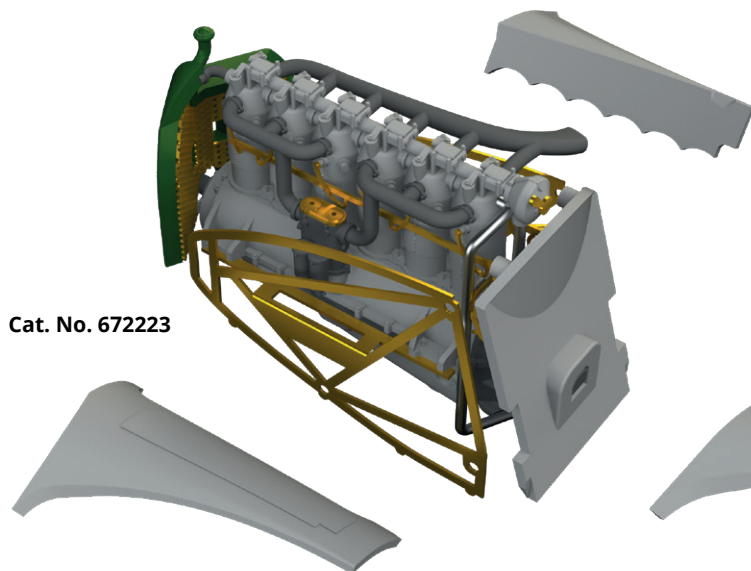
Recommended for Fokker D.VII

672223 Fokker D.VII (OAW) engine/Mercedes D.III 1/72 (Brassin)

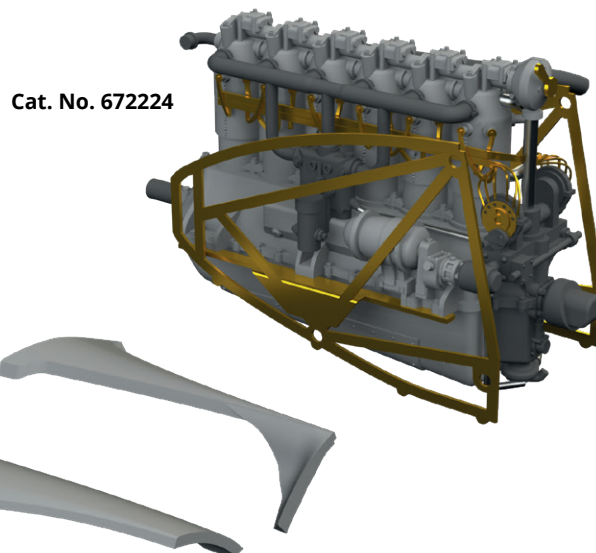
672224 Fokker D.VIIF engine/BMW IIIa 1/72 (Brassin)

D72019 Fokker D.VII rib tapes 4color lozenge 1/72 (Decal)

D72020 Fokker D.VII rib tapes 5color lozenge 1/72 (Decal)



Cat. No. 672223

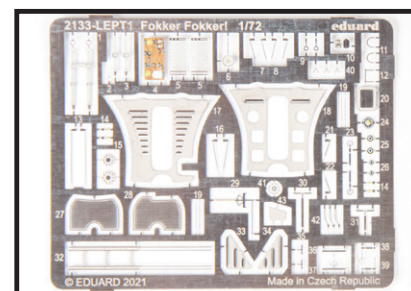


Cat. No. 672224

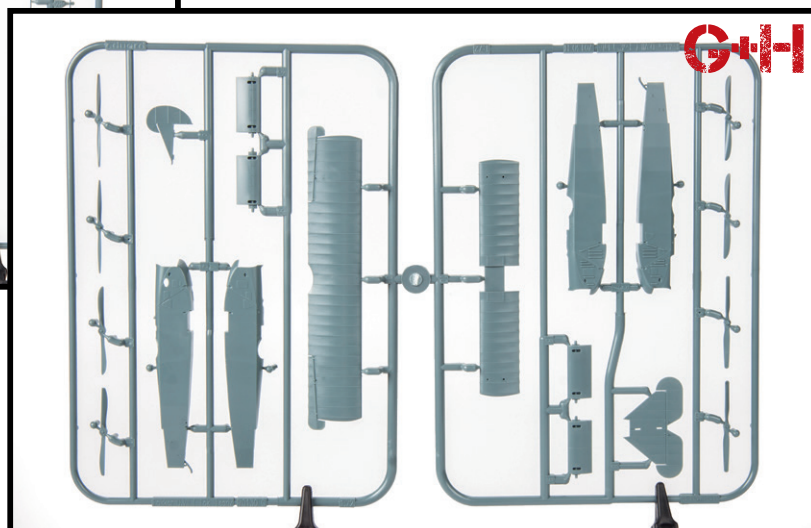
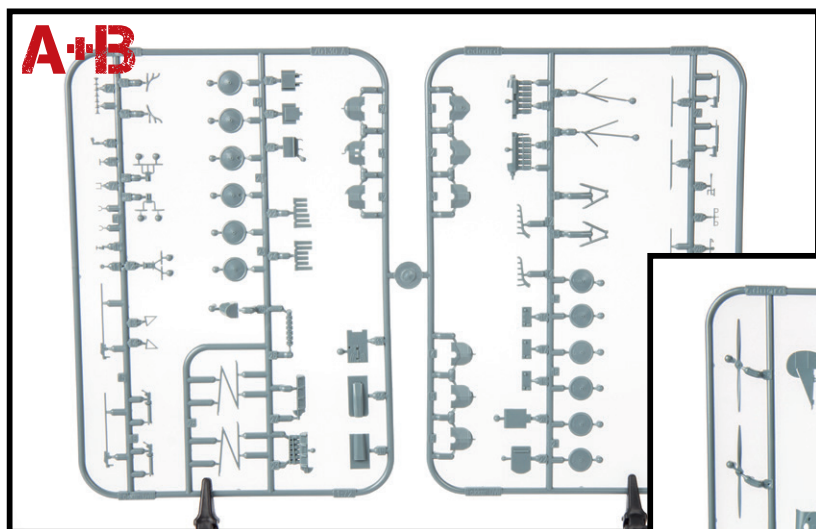
OVERTREES

FOKKER D.VII (FOKKER) 1/72

CAT. NO 70133X



CAT. NO 2133-LEPT



BFC105 1/48

WILDE SAU Episode One: Ring of Fire **with extra decal**



 DUAL COMBO
 1/48


WILDE SAU

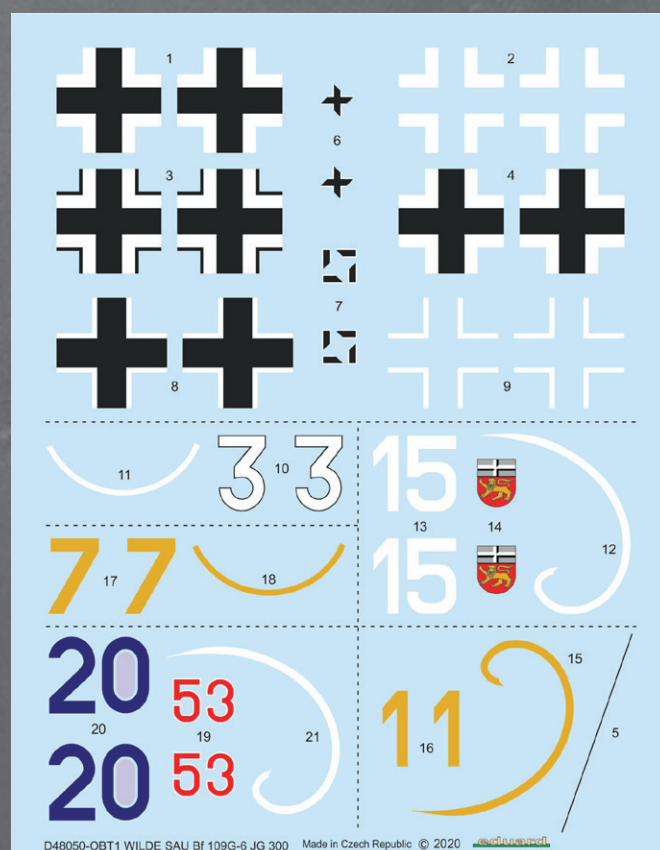
Episode One: Ring of Fire

Limited Edition

FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC105

- Complete WILDE SAU kit Episode One: Ring of Fire (Limited edition Cat. No 11140)
- Extended with the offer of the other machines from JG 300.



D48050-OBT1 WILDE SAU Bf 109G-6 JG 300

Made in Czech Republic © 2020

Eduard

BFC106 1/48



WILDE SAU Episode One: Ring of Fire with extra decal

eduard

DUAL COMBO
1/48



WILDE SAU

Episode One: Ring of Fire

Limited Edition

FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC106

- Complete WILDE SAU kit Episode One: Ring of Fire (Limited edition Cat. No 11140)
- Extended with the offer of the other machines from JG 301 and JG 302.



D48051-OBT1 WILDE SAU Bf 109G-6 JG301, JG302 Made in Czech Republic © 2020 eduard

644079

Beaufighter Mk.IF Löök

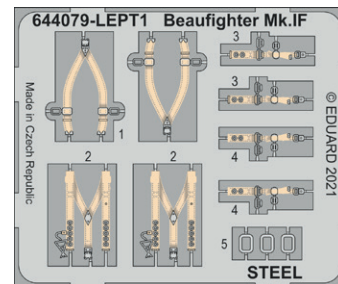
1/48 Revell

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Beaufighter Mk.IF in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Revell

Set contains:

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



644080

Spitfire Mk.II Löök

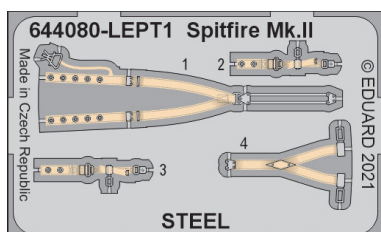
1/48 Eduard

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Spitfire Mk.II in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

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



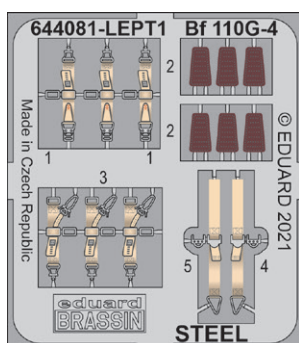
644081 Bf 110G-4 LööK 1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 110G-4 in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

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

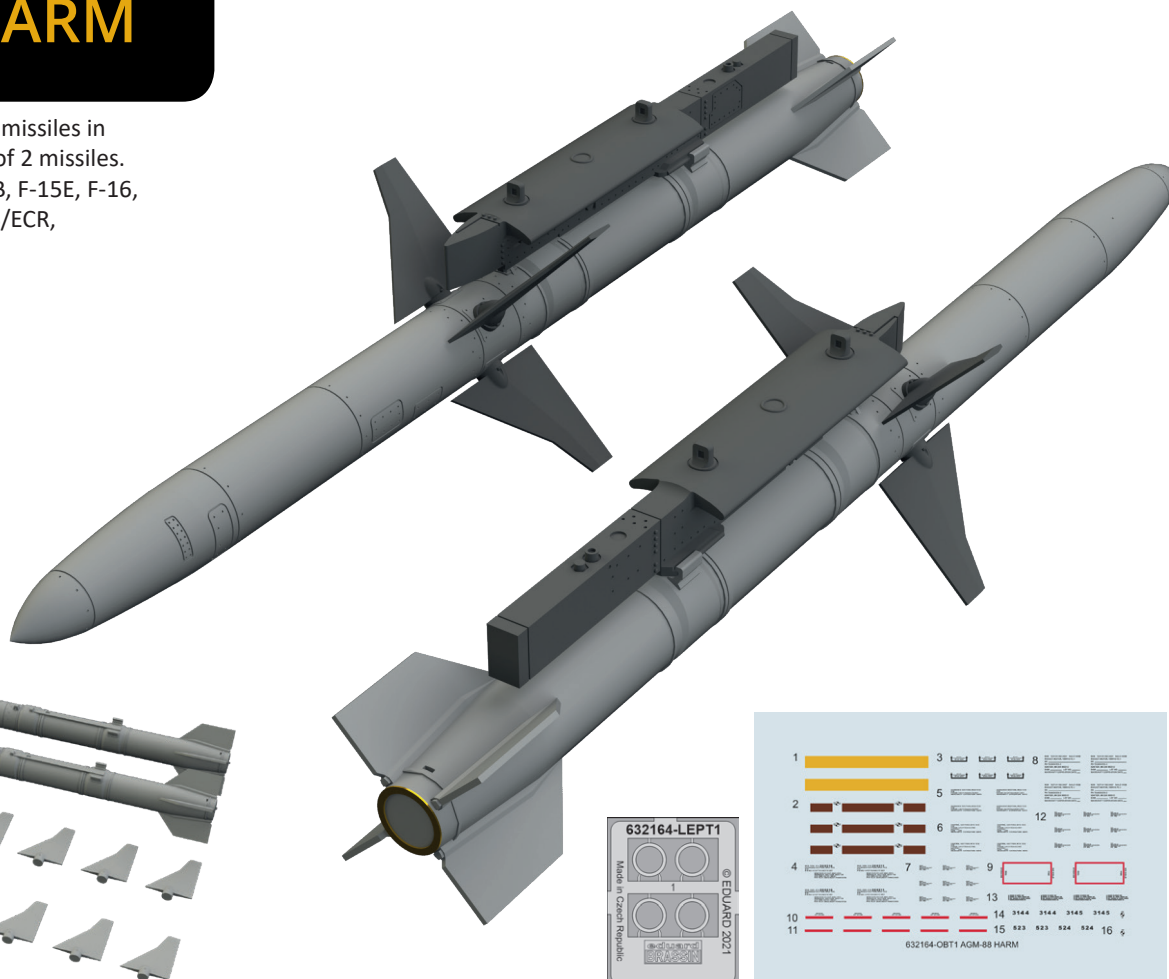


632164 AGM-88 HARM 1/32

Brassin set - AGM-88 HARM missiles in 1/32 scale. The set consists of 2 missiles. Compatible with F-4G, EA-6B, F-15E, F-16, F/A-18, EA-18G, Tornado IDS/ECR, Eurofighter Typhoon, F-35.

Set contains:

- resin: 14 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

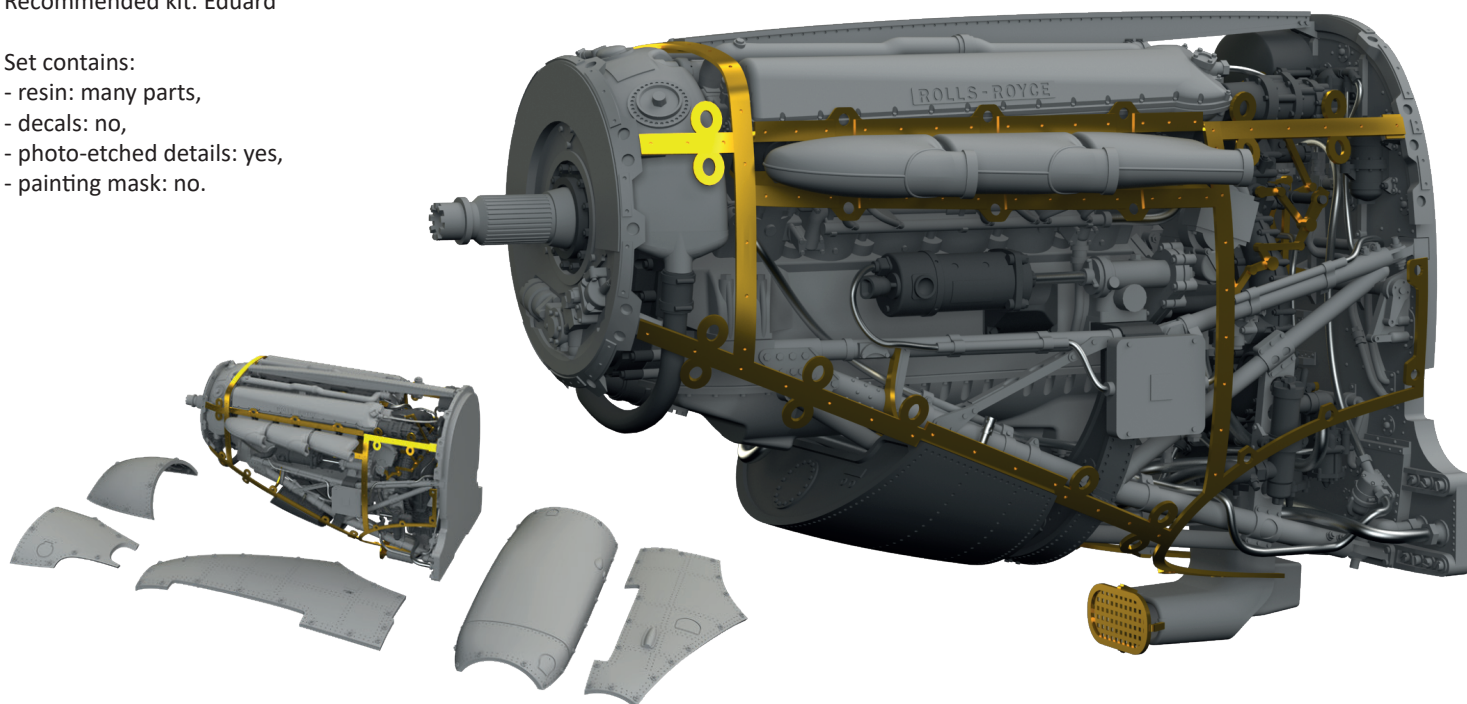
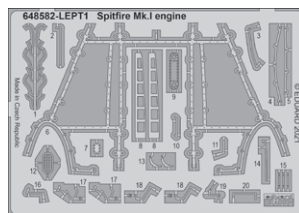


648582 Spitfire Mk.I engine 1/48 Eduard

Brassin set - the engine for Spitfire Mk.I
in 1/48 scale. The cowlings included.
Recommended kit: Eduard

Set contains:

- resin: many parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

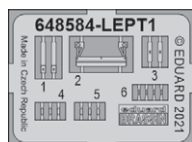


648584 Lysander Twin Browning machine gun 1/48 Eduard

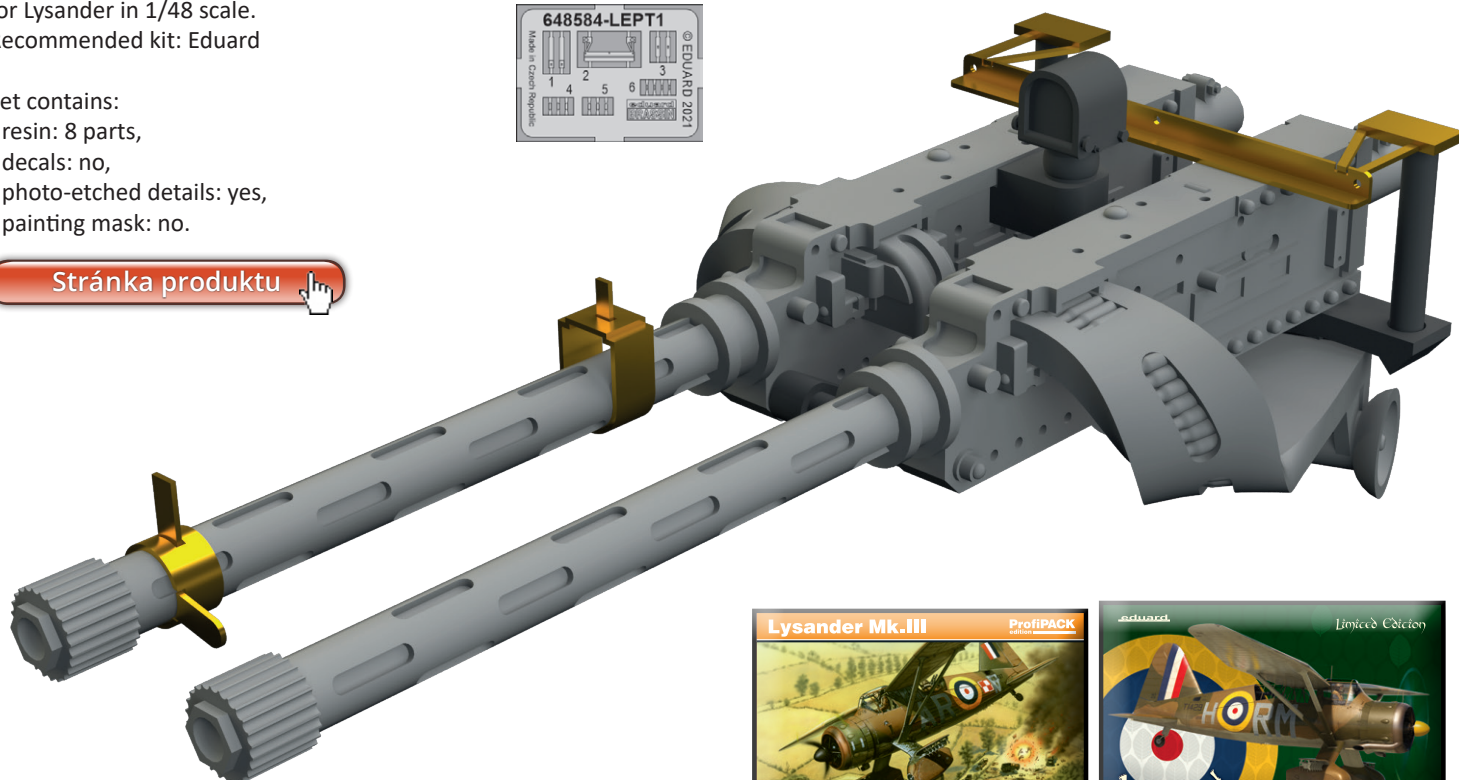
Brassin set - the Browning twin-gun
for Lysander in 1/48 scale.
Recommended kit: Eduard

Set contains:

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



[Stránka produktu](#)

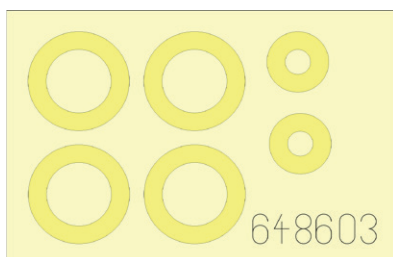


648603 Bf 110G wheels 1/48 Eduard

Brassin set - the undercarriage wheels for Bf 110G in 1/48 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

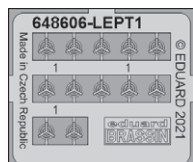


648606 Bf 110G-4 exhaust stacks 1/48 Eduard

Brassin set - the exhaust stacks for Bf 110G-4 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



648607 Bf 110C/D/E exhaust stacks 1/48 Eduard

Brassin set - the exhaust stacks for Bf 110C/D/E in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

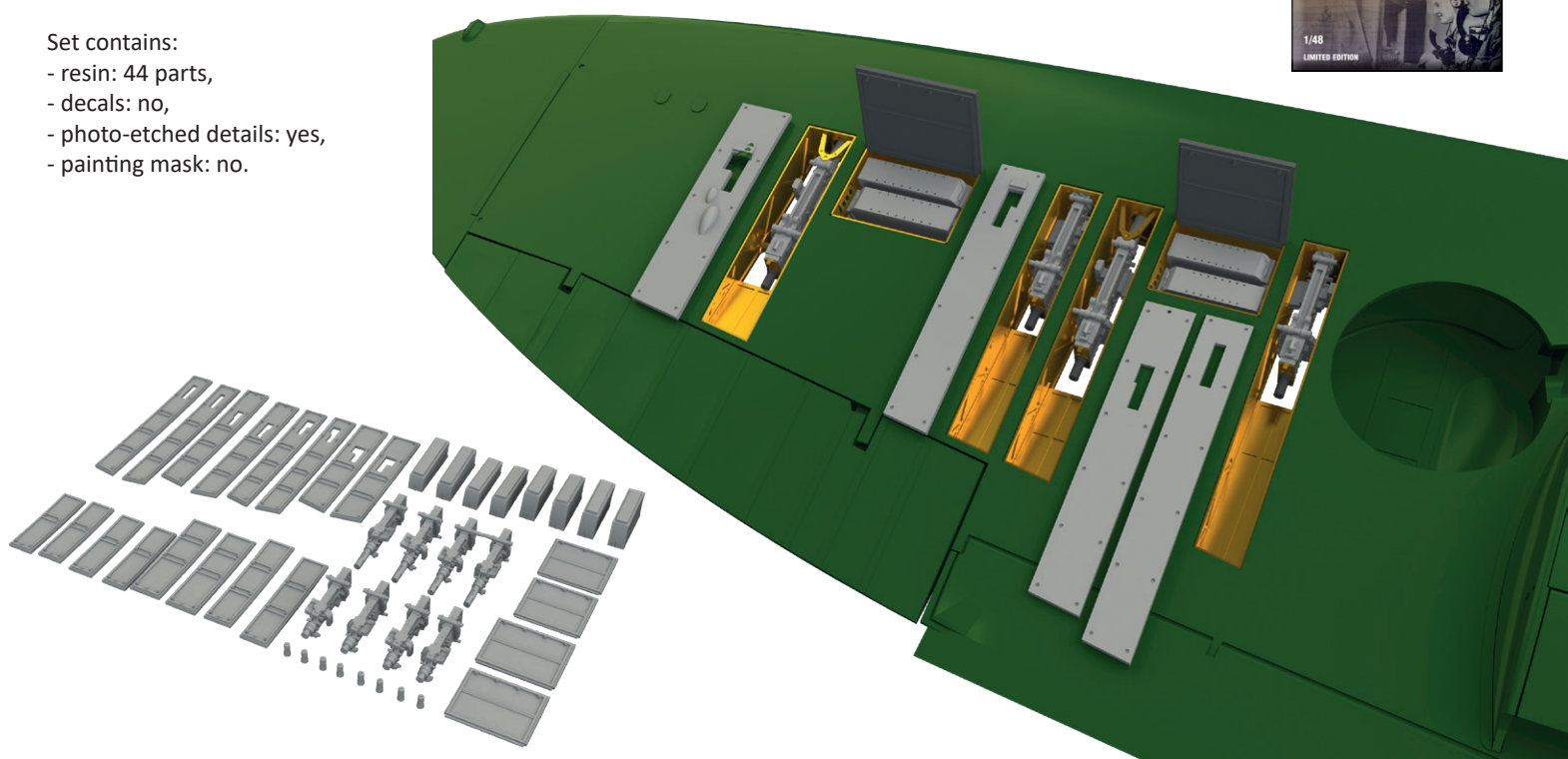


648610 Spitfire Mk.IIa gun bays 1/48 Eduard

Brassin set - the gun bays for Spitfire Mk.IIa in 1/48 scale. The set consists of gunbays for both wings. Recommended kit: Eduard

Set contains:

- resin: 44 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.



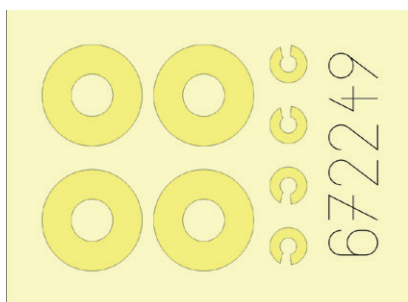
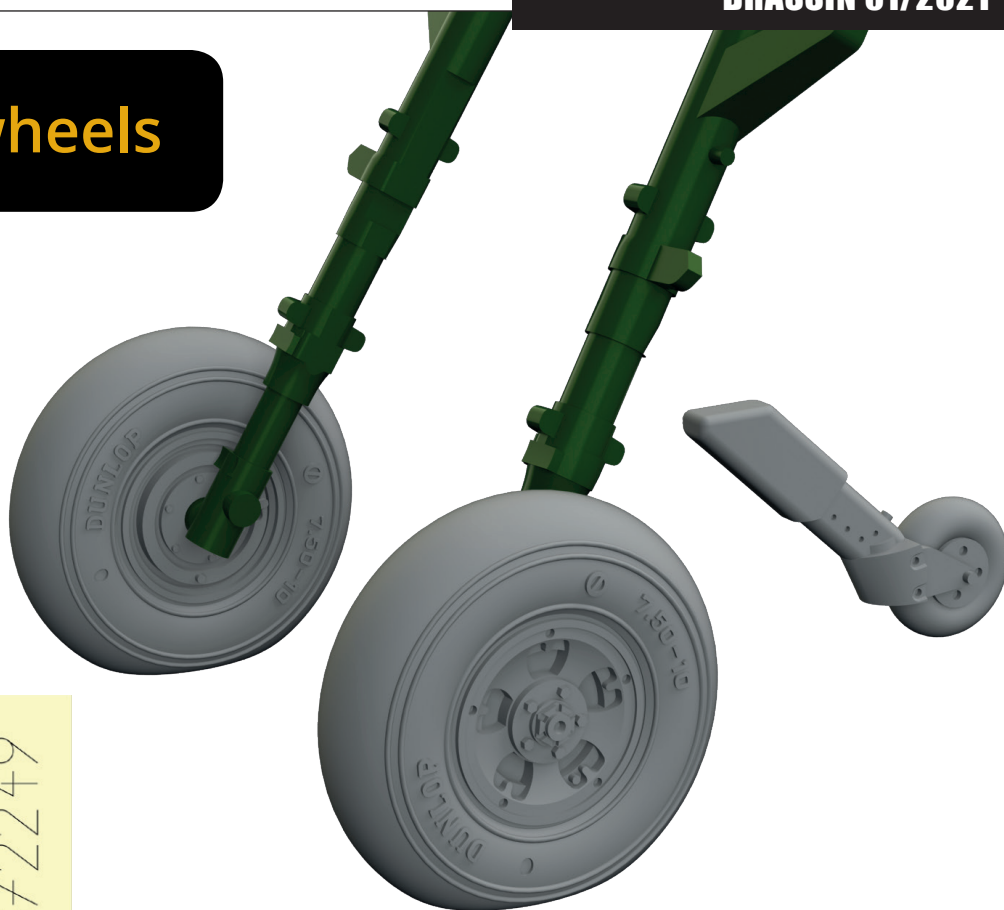
672249

Spitfire Mk.Vc wheels

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

Set contains:

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



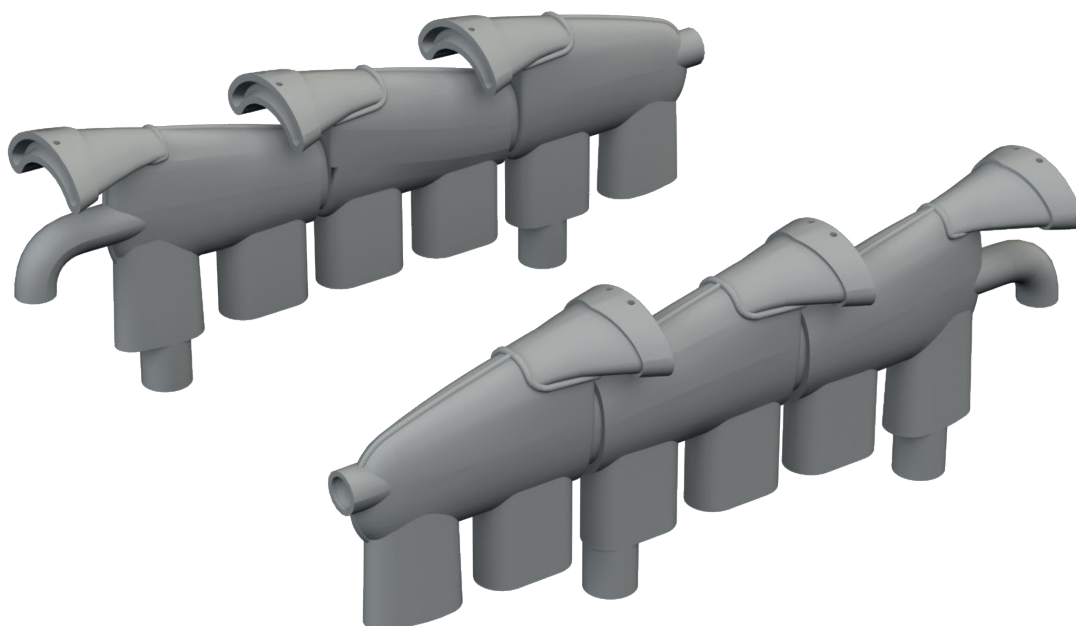
672250

Spitfire Mk.Vc exhaust stacks

Brassin set - the exhaust stacks for Spitfire Mk.Vc in 1/72 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Airfix

Set contains:

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

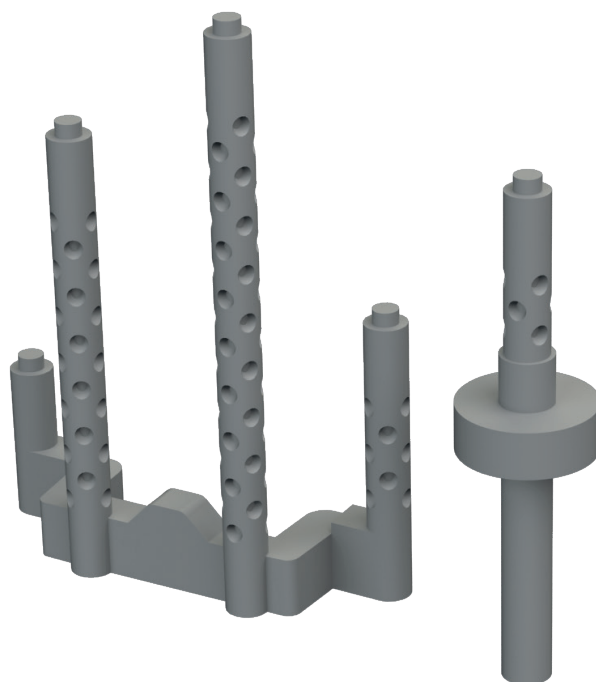
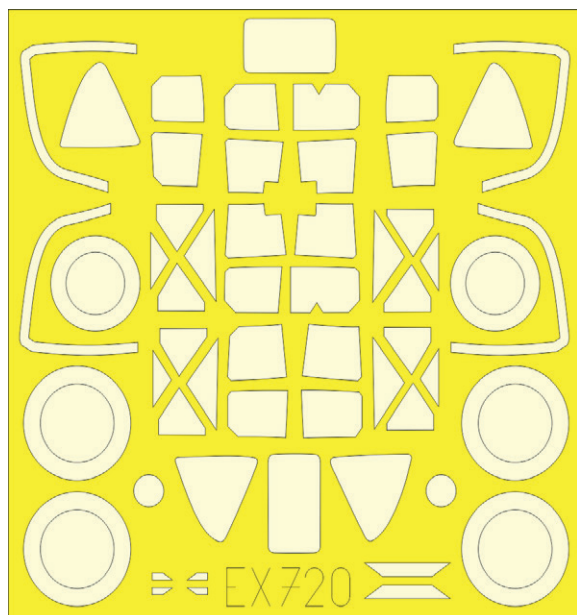
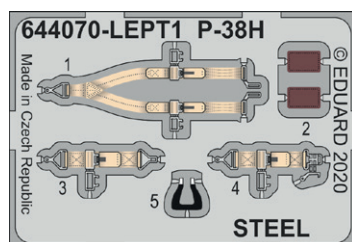


644083
P-38H LööKplus
 1/48 Tamiya

Löökt

Collection of 4 sets for P-38H in 1/48 scale by Tamiya.

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



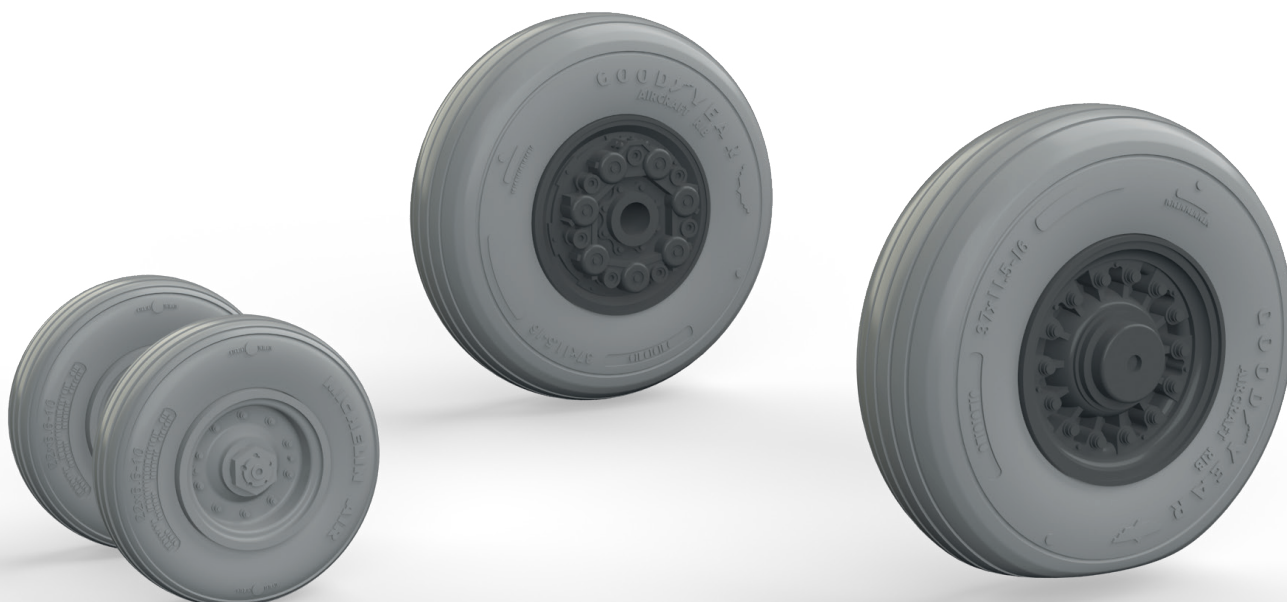
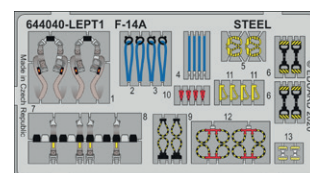
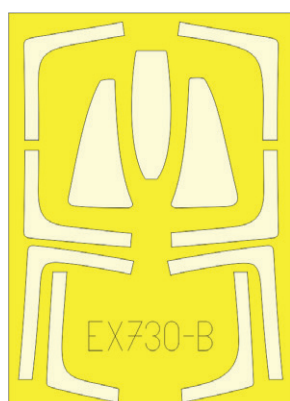
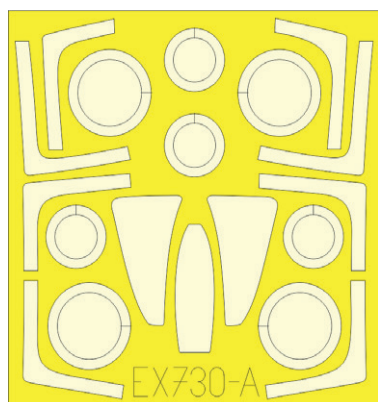
644084

F-14A w/ late wheels LööKplus

1/48 Tamiya

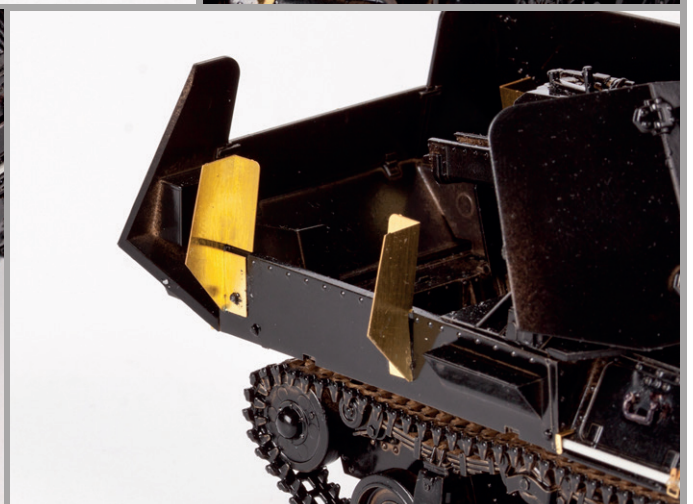
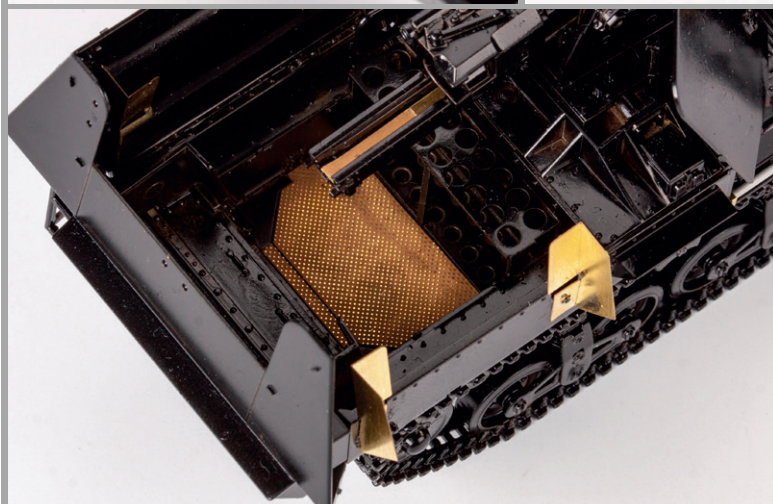
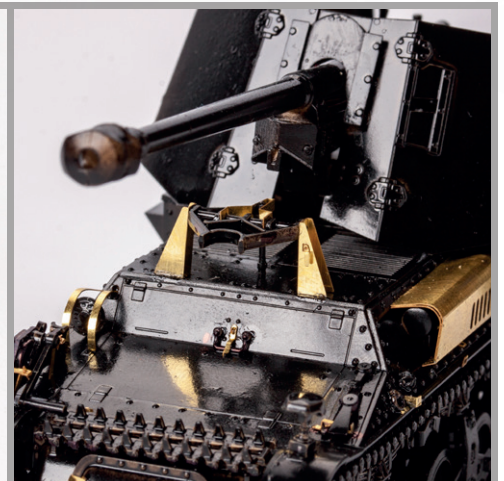
Collection of 3 sets for F-14A in 1/48 scale by Tamiya.

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

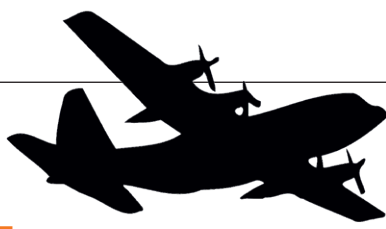
Jagdpanzer Marder I 1/35 Tamiya

Jagdpanzer Marder I 1/35 Tamiya (36457)



C-130H

1/72 Zvezda



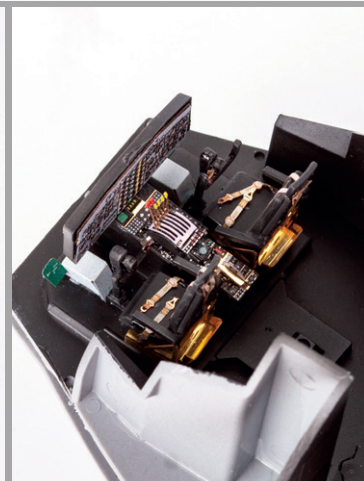
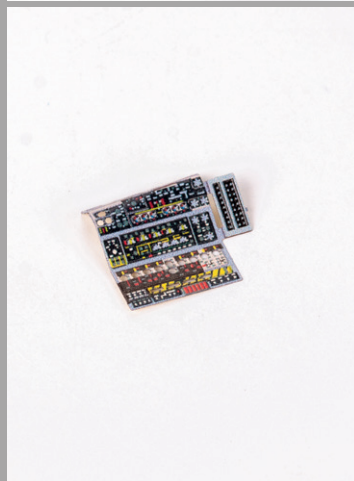
C-130H exterior 1/72 Zvezda (72713)
 C-130H interior 1/72 Zvezda (73729)
 C-130H cargo seatbelts 1/72 Zvezda (73730)
 C-130H cargo interior 1/72 Zvezda (73731)
 C-130H cargo floor 1/72 Zvezda (73732)
 C-130H interior 1/72 Zvezda (SS729) (Zoom)
 C-130H 1/72 Zvezda (CX590) (Mask)

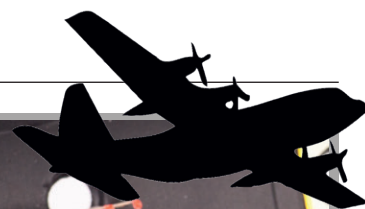


EXTERIOR

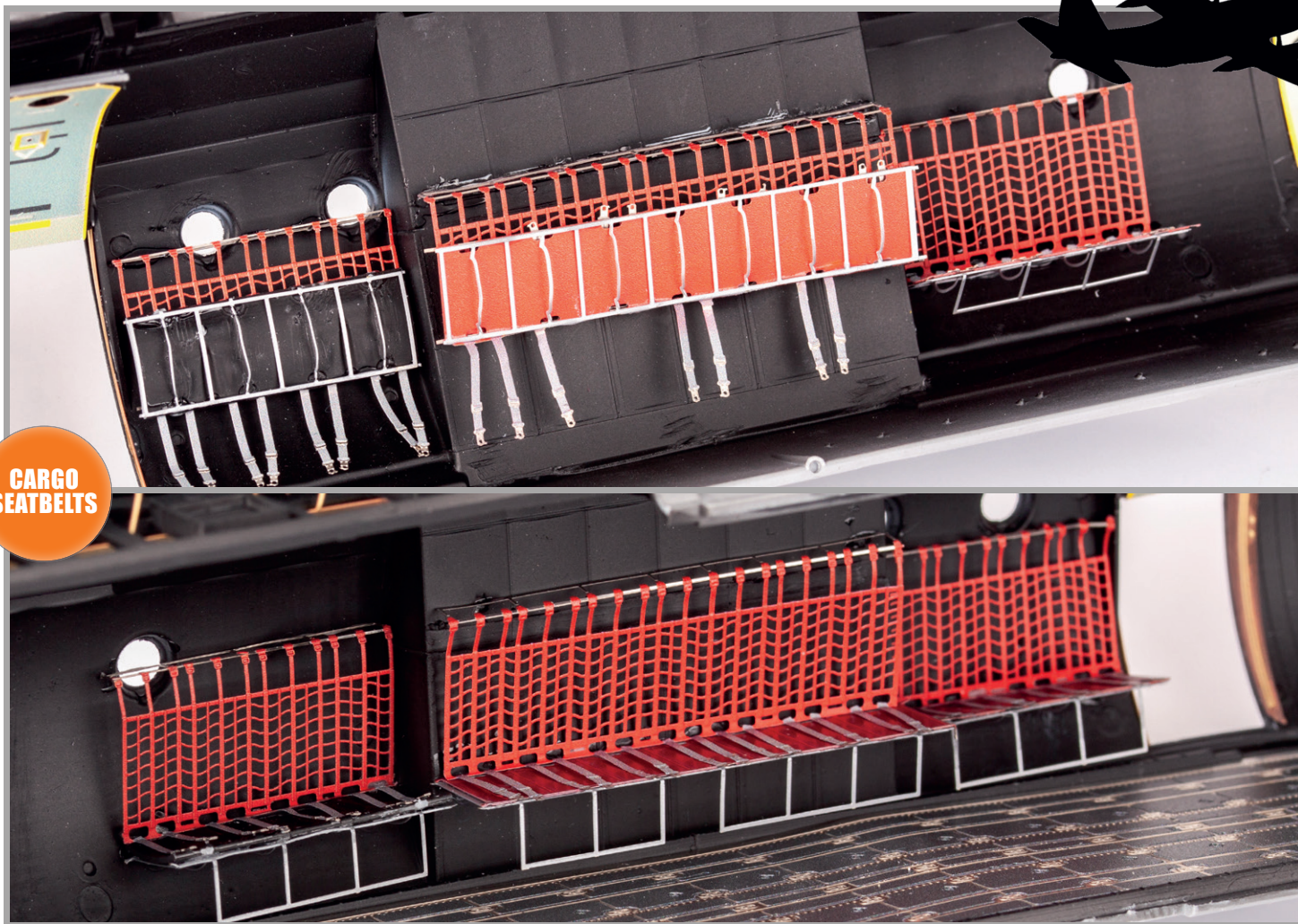


INTERIOR
+ZOOM

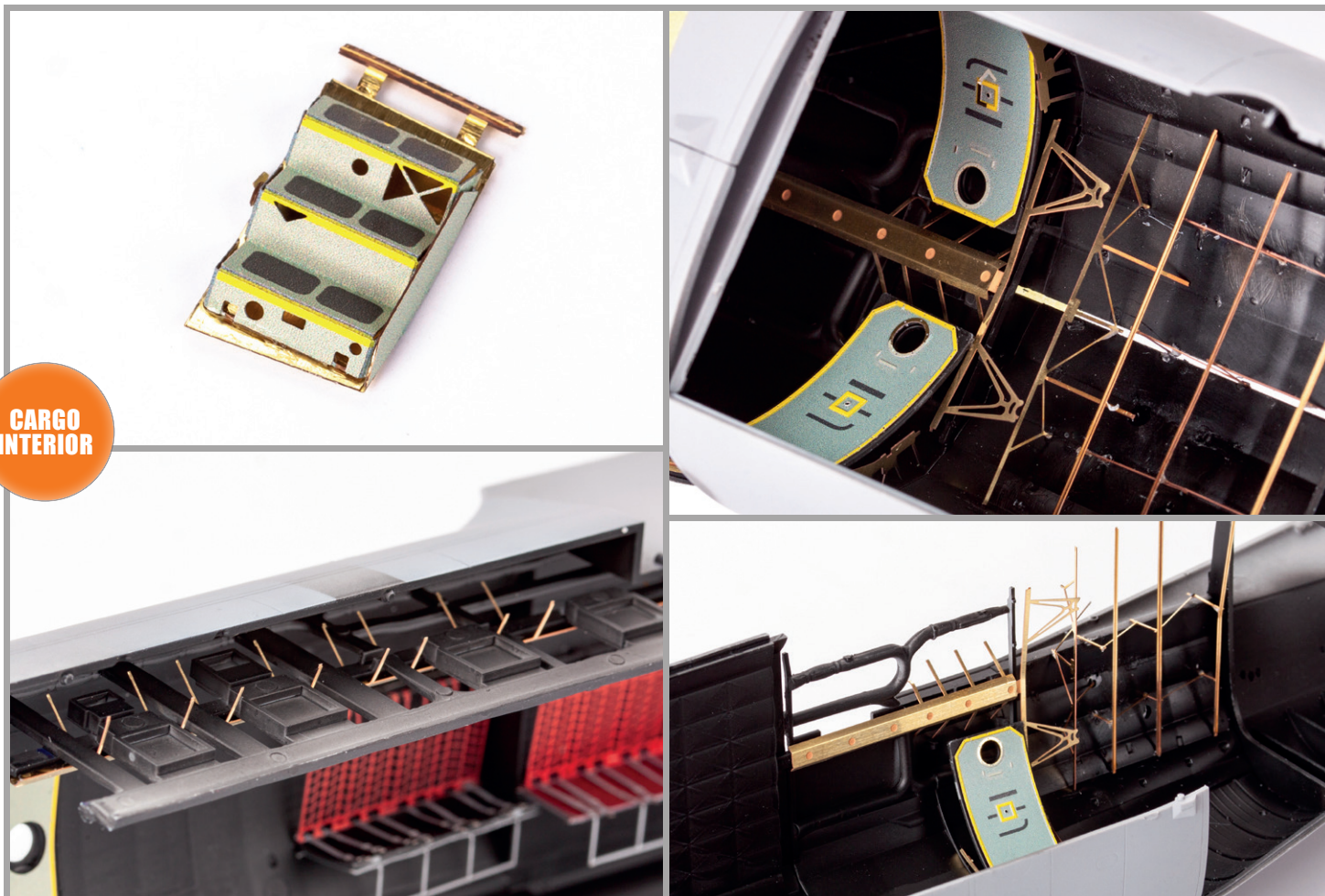


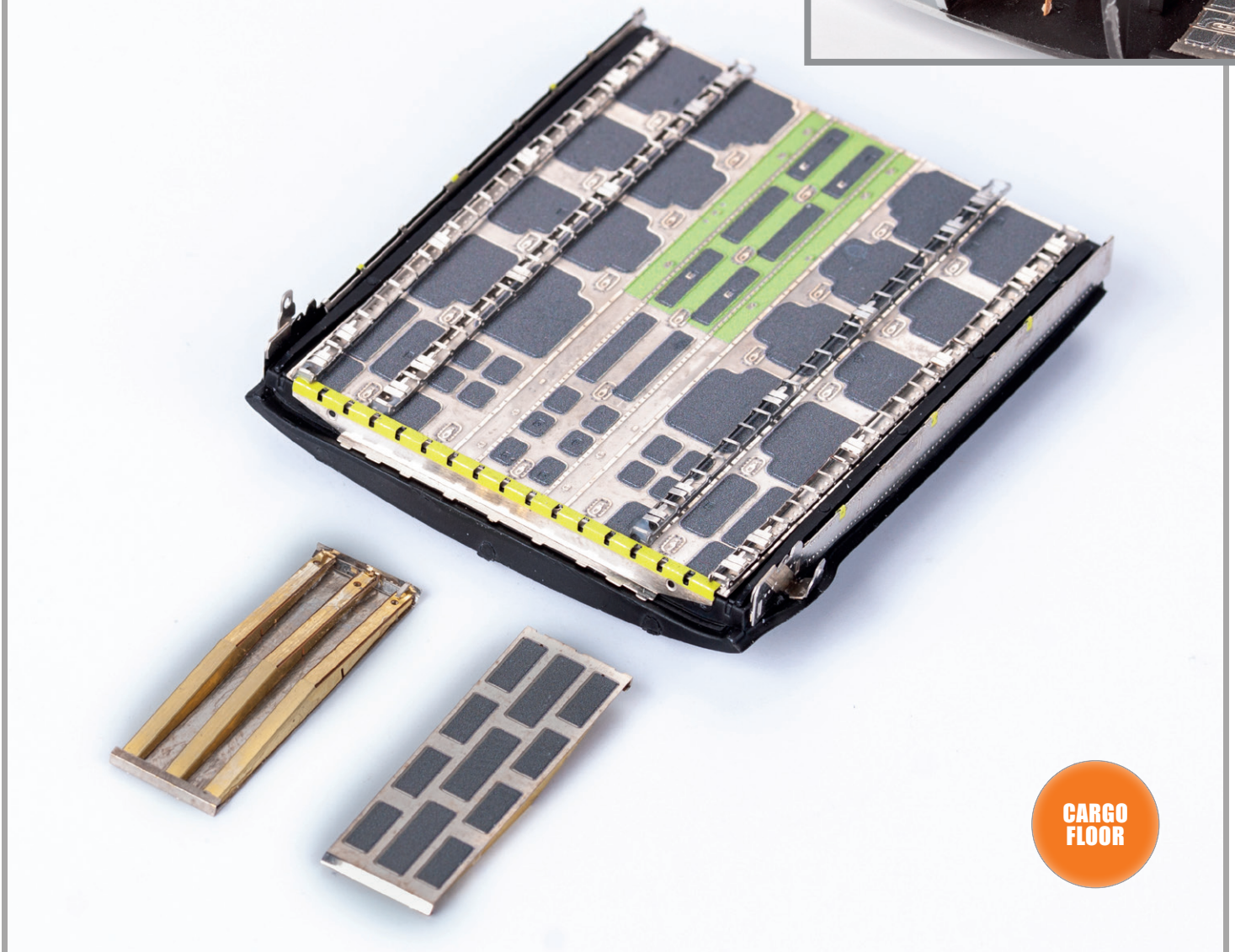
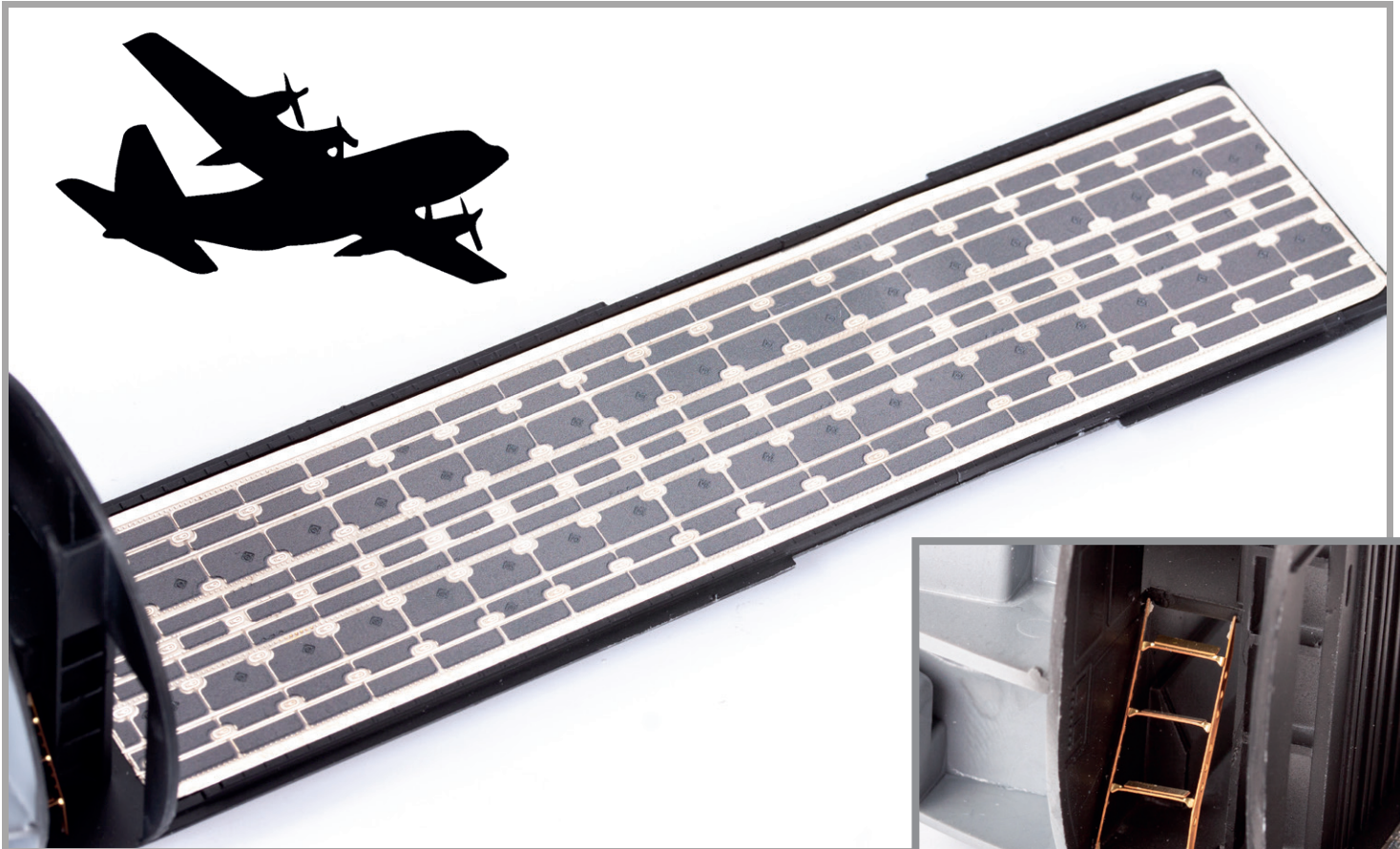


CARGO
SEATBELTS

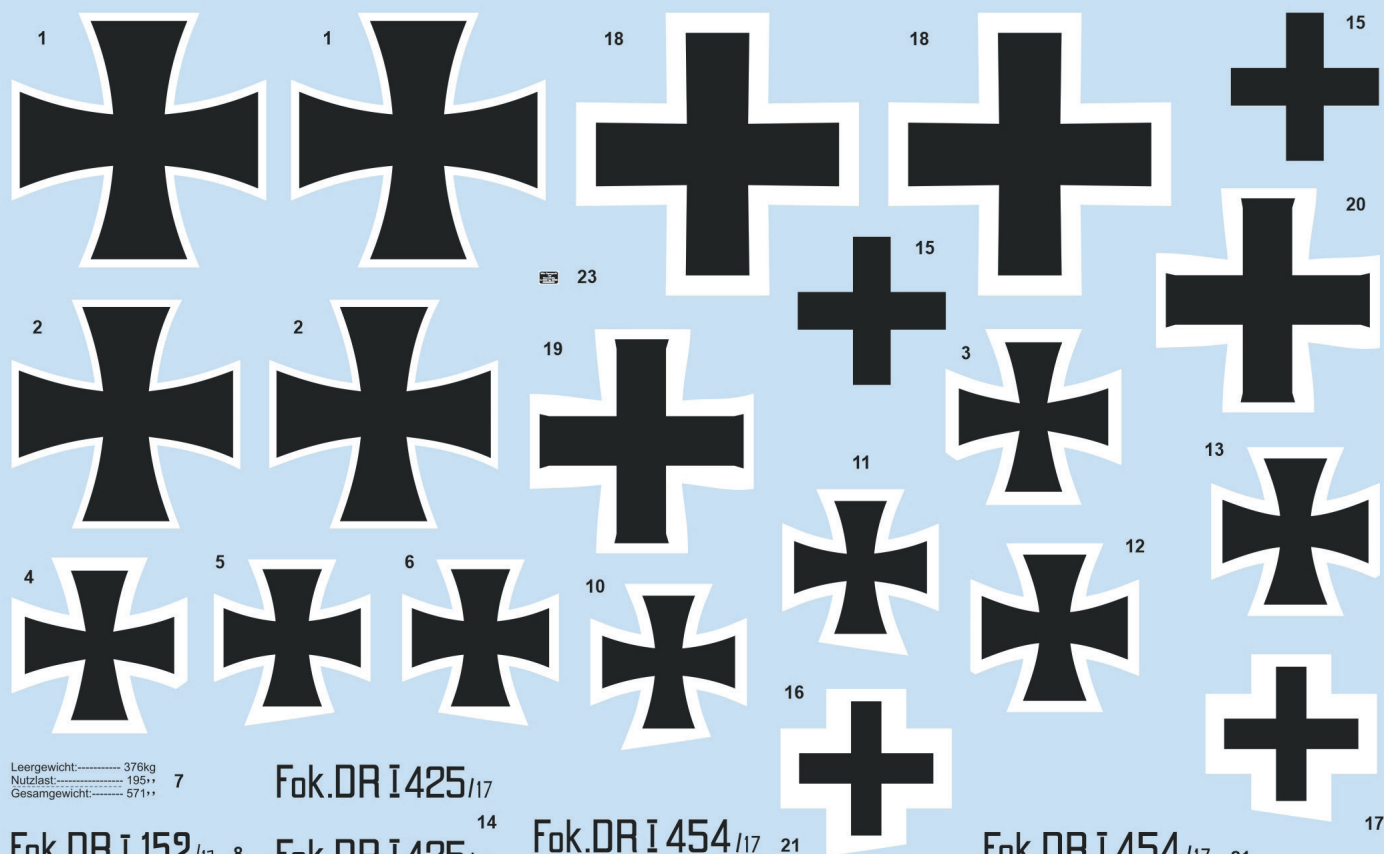


CARGO
INTERIOR





CARGO
FLOOR



Leergewicht:----- 376kg
Nutzlast:----- 195**
Gesamgewicht:----- 571**

7

Fok.DRI425/17

Fok.DRI 152/17 8

Fok.DRI425/17 14

Fok.DRI454/17 21

Fok.DRI454/17 21

Fok.DRI 152/17 8

9



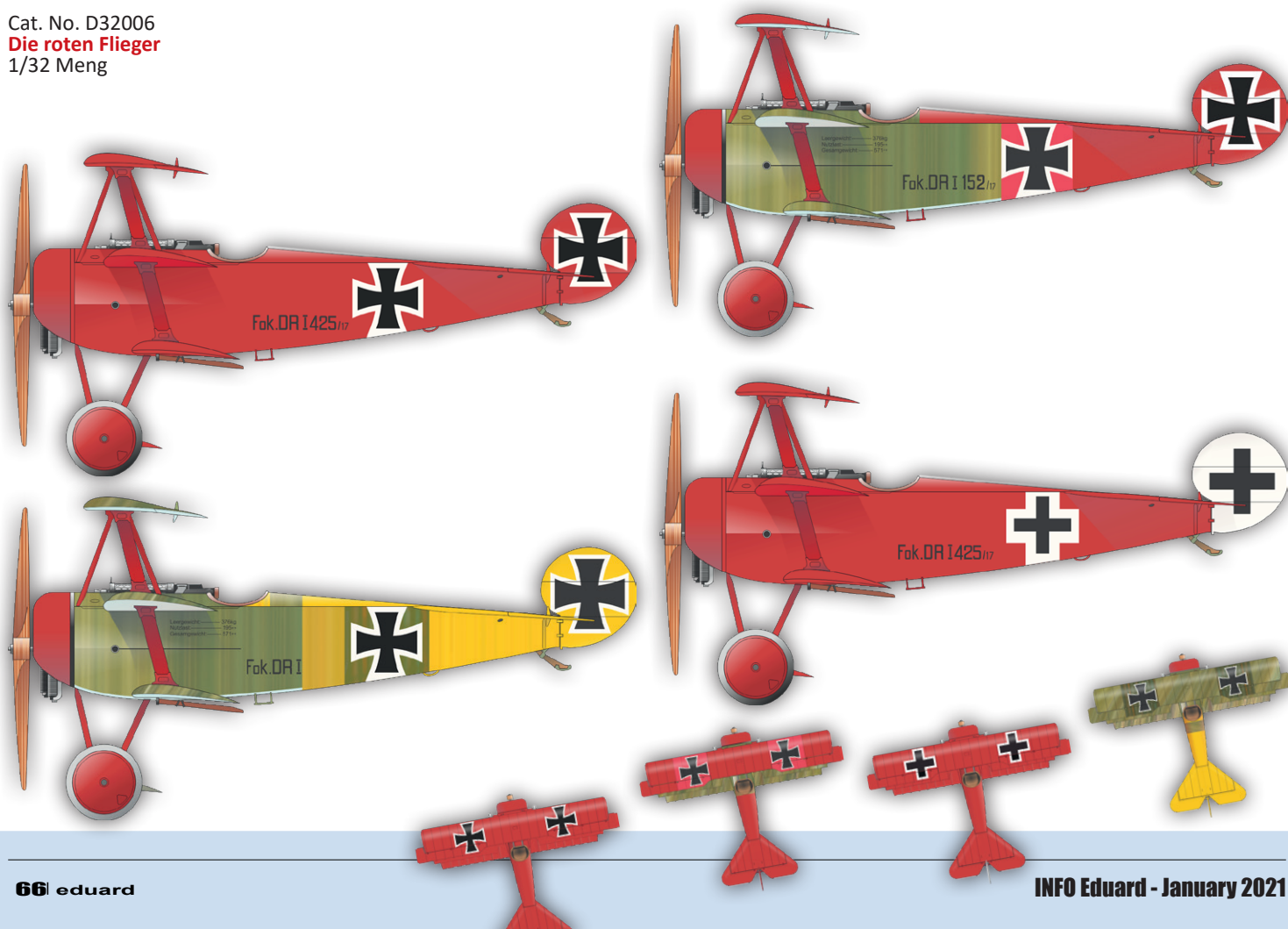
9

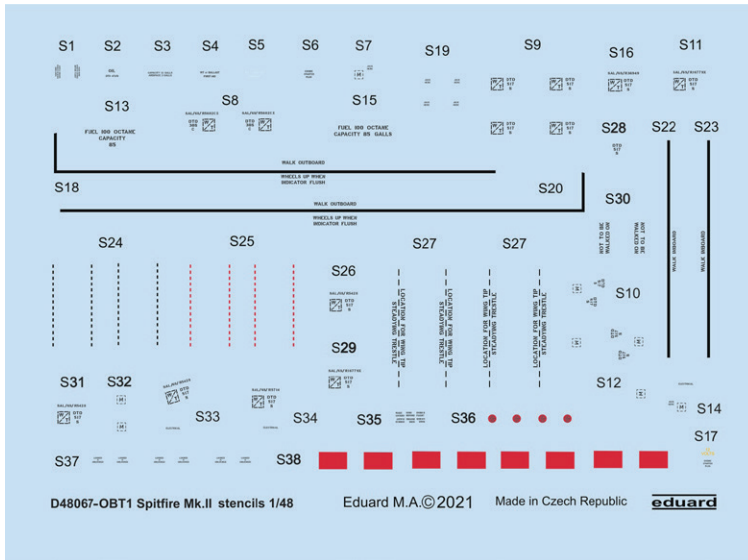
D32006-OBT1 Die roten Flieger

Made in Czech Republic © 2020

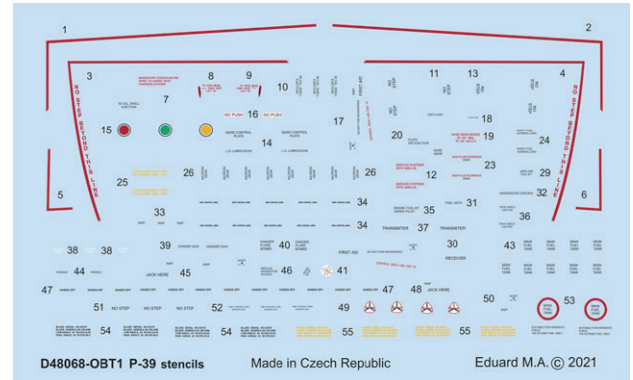
eduard

Cat. No. D32006
Die roten Flieger
1/32 Meng





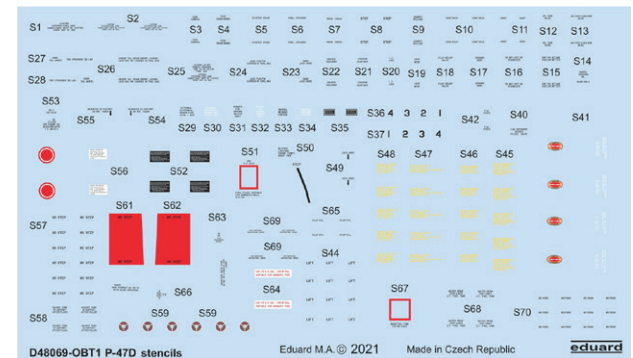
Cat. No. D48067
Spitfire Mk.II stencils
1/48 Eduard



Cat. No. D48068
P-39 stencils
1/48 Eduard



Cat. No. D72029
Z-37 stencils, code letters & labels
1/72 Eduard



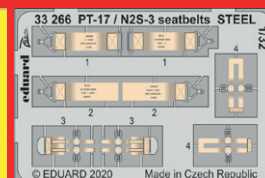
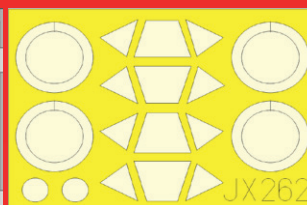
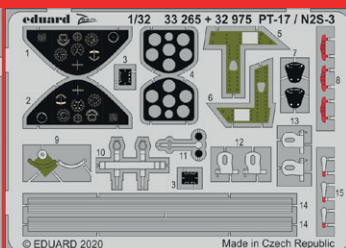
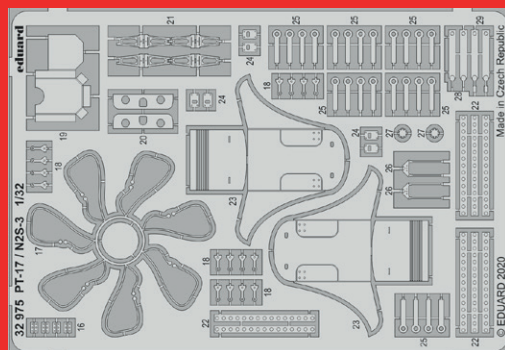
Cat. No. D48069
P-47D stencils
1/48 EDUARD/TAMIYA/ACADEMY/HASEGAWA/HOBBY BOSS

All sets included in this BIG ED are available separately,
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BIG ED

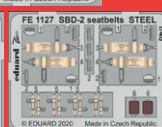
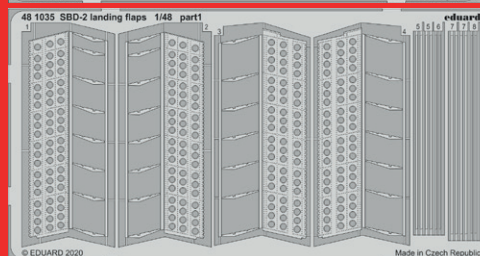
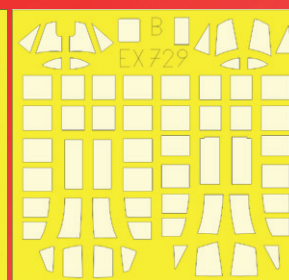
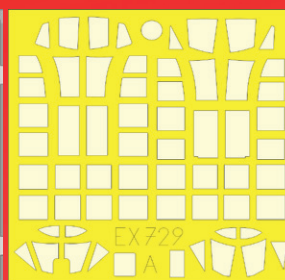
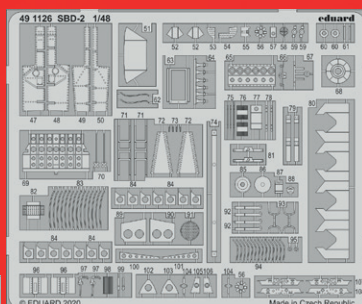
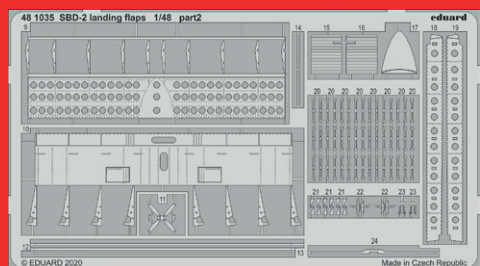
BIG33124 PT-17 / N2S-3 1/32 ICM

- 32975 PT-17 / N2S-3 1/32
33266 PT-17 / N2S-3 seatbelts STEEL 1/32
JX262 PT-17 / N2S-3 1/32



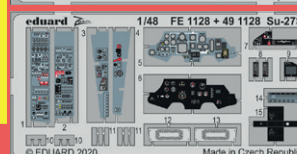
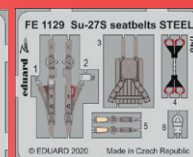
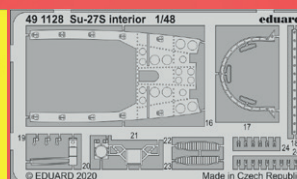
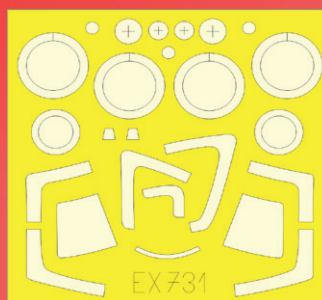
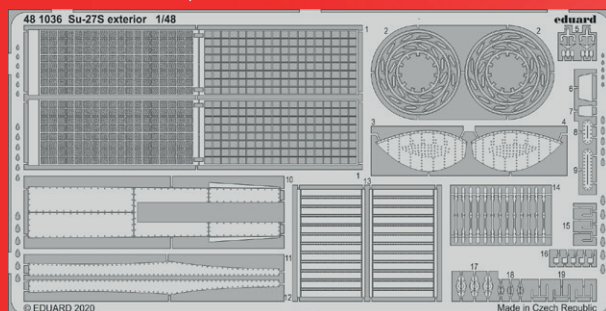
BIG49272 SBD-2 1/48 Academy

- 481035 SBD-2 landing flaps 1/48
491126 SBD-2 1/48
FE1127 SBD-2 seatbelts STEEL 1/48
EX729 SBD-2 Tface 1/48



BIG49273 Su-27S 1/48 Kitty Hawk

- 481036 Su-27S exterior 1/48
491128 Su-27S interior 1/48
FE1129 Su-27S seatbelts STEEL 1/48
EX731 Su-27S 1/48

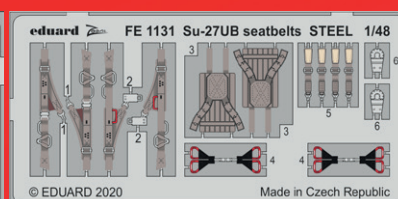
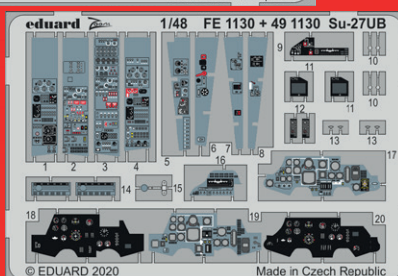
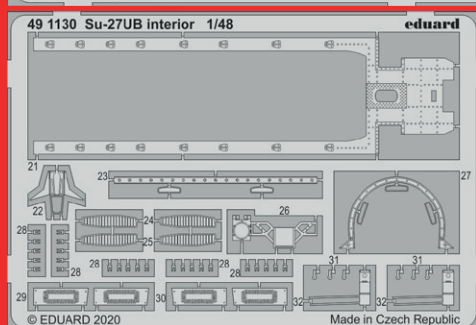
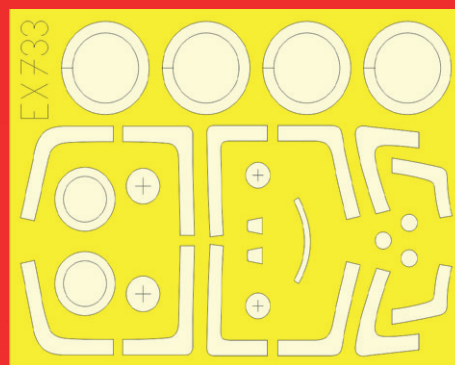
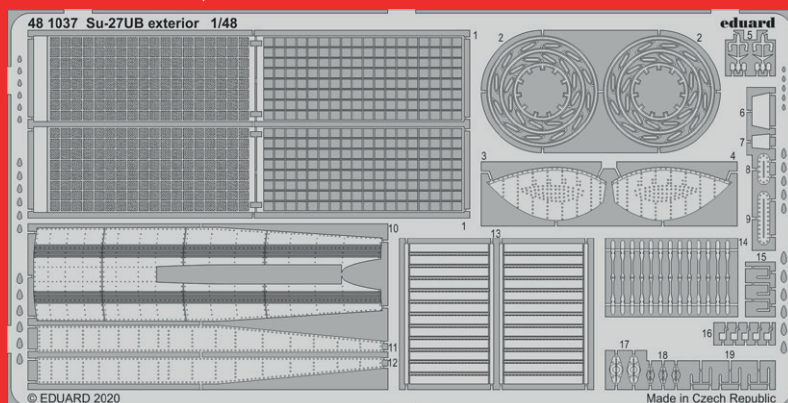


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BIG ED

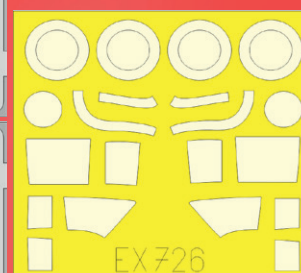
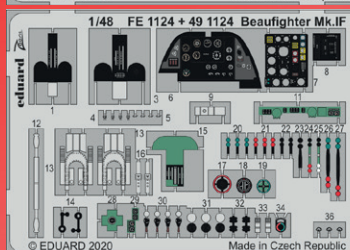
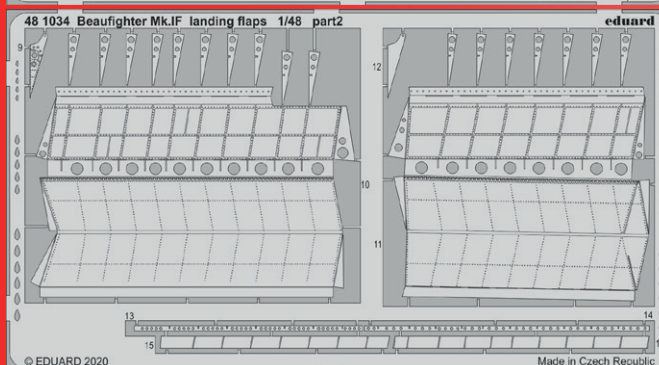
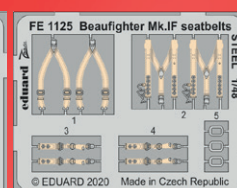
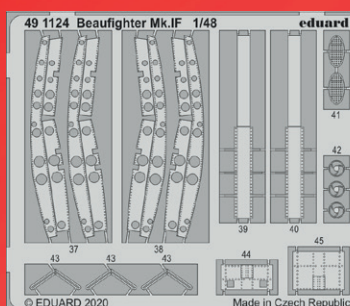
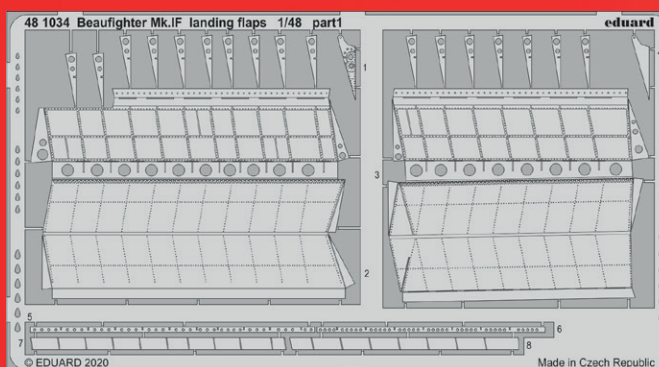
BIG49274 Su-27UB 1/48 Kitty Hawk

481037 Su-27UB exterior 1/48
491130 Su-27UB interior 1/48
FE1131 Su-27UB seatbelts STEEL 1/48
EX733 Su-27UB 1/48



BIG49275 Beaufighter Mk.IF 1/48 Revell

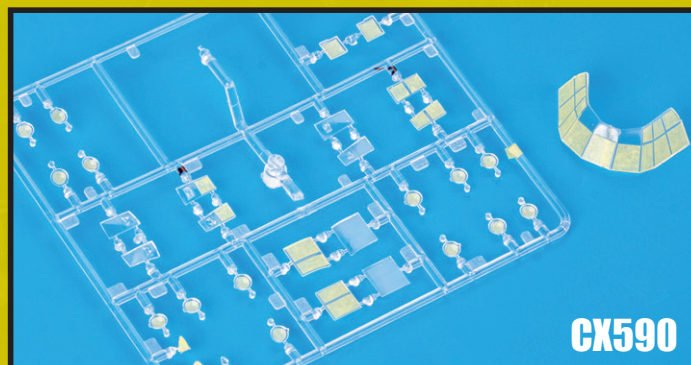
481034 Beaufighter Mk.IF landing flaps 1/48
491124 Beaufighter Mk.IF 1/48
FE1125 Beaufighter Mk.IF seatbelts STEEL 1/48
EX726 Beaufighter Mk.IF 1/48



EDUARD MASK

IT FITS!

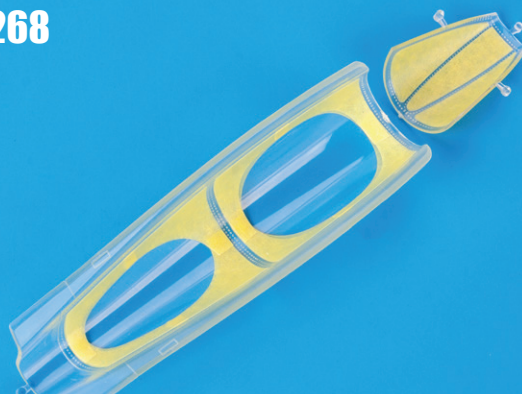
JX267 F-100F 1/32 Trumpeter
 JX268 F-100F TFace 1/48 Trumpeter
 EX738 TF-104G 1/48 Kinetic
 EX739 TF-104G TFace 1/48 Kinetic
 EX740 P-51D Weekend 1/48 Eduard
 EX741 Tornado ASSTA 3.1 1/48 Revell
 EX742 Tornado ASSTA 3.1 TFace 1/48 Revell
 CX589 Spitfire Mk.Vc 1/72 Airfix
 CX590 C-130H 1/72 Zvezda
 CX591 EF-111A 1/72 Revell



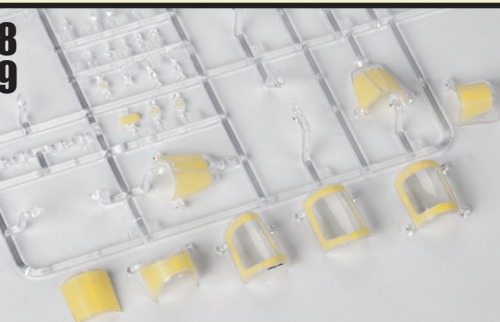
**JX267
JX268**



JX268



**EX738
EX739**



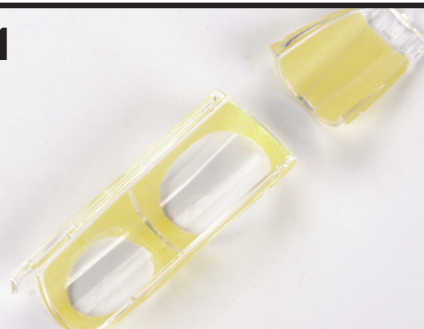
EX739



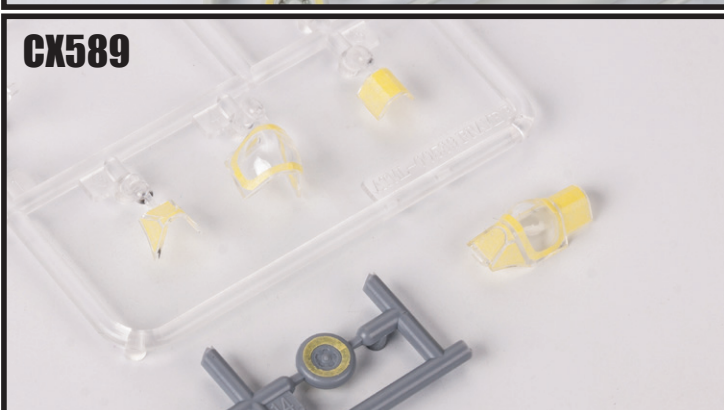
**EX741
EX742**



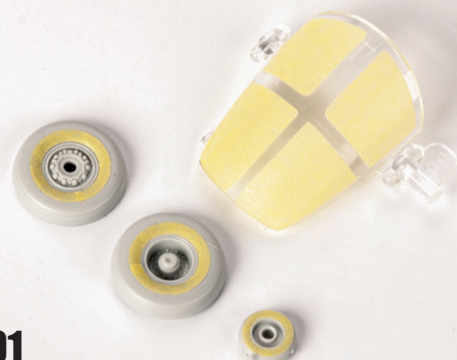
EX741



CX589



CX591



January 2021

KITS

8208	Bf 110G-4	1/48	ProfiPACK
2133	Fokker Fokker!	1/72	Limited edition
84169	Bf 109G-6/AS	1/48	Weekend edition
84172	P-51D-5	1/48	Weekend edition
4469	P-47D Razorback	1/144	Super44

PE-SETS

32458	F-100F exterior	1/32	Trumpeter
32459	F-100F slats	1/32	Trumpeter
32460	F-100F air brake	1/32	Trumpeter
32461	F-100F undercarriage	1/32	Trumpeter
32980	F-100F interior	1/32	Trumpeter
36457	Jagdpanzer Marder I	1/35	Tamiya
481040	Tornado ASSTA 3.1 exterior	1/48	Revell
491137	Tornado ASSTA 3.1 interior	1/48	Revell
491138	Tornado ASSTA 3.1 undercarriage	1/48	Revell
491139	TF-104G	1/48	Kinetic
72713	C-130H exterior	1/72	Zvezda
73728	Spitfire Mk.Vc	1/72	Airfix
73729	C-130H interior	1/72	Zvezda
73730	C-130H cargo seatbelts	1/72	Zvezda
73731	C-130H cargo interior	1/72	Zvezda
73732	C-130H cargo floor	1/72	Zvezda

ZOOMS

33272	F-100F	1/32	Trumpeter
33273	F-100F seatbelts STEEL	1/32	Trumpeter
FE1137	Tornado ASSTA 3.1	1/48	Revell
FE1138	Tornado ASSTA 3.1 seatbelts STEEL	1/48	Revell
FE1139	TF-104G	1/48	Kinetic
FE1140	TF-104G seatbelts STEEL	1/48	Kinetic
FE1141	P-51D-5 Weekend	1/48	Eduard
FE1142	Bf 109G-6/AS Weekend	1/48	Eduard
SS728	Spitfire Mk.Vc	1/72	Airfix
SS729	C-130H	1/72	Zvezda

MASKS

JX267	F-100F	1/32	Trumpeter
JX268	F-100F TFace	1/48	Trumpeter
EX738	TF-104G	1/48	Kinetic
EX739	TF-104G TFace	1/48	Kinetic
EX740	P-51D Weekend	1/48	Eduard
EX741	Tornado ASSTA 3.1	1/48	Revell
EX742	Tornado ASSTA 3.1 TFace	1/48	Revell
CX589	Spitfire Mk.Vc	1/72	Airfix
CX590	C-130H	1/72	Zvezda
CX591	EF-111A	1/72	Revell

BIGED

BIG33124	PT-17 / N2S-3	1/32	ICM
BIG49272	SBD-2	1/48	Academy
BIG49273	Su-27S	1/48	Kitty Hawk
BIG49274	Su-27UB	1/48	Kitty Hawk
BIG49275	Beaufighter Mk.IF	1/48	Revell

BRASSIN

632164	AGM-88 HARM	1/32	
644079	Beaufighter Mk.IF LööK	1/48	Revell
644080	Spitfire Mk.II LööK	1/48	Eduard
644081	Bf 110G-4 LööK	1/48	Eduard
648582	Spitfire Mk.I engine	1/48	Eduard
648584	Lysander Twin Browning machine gun	1/48	Eduard
648603	Bf 110G wheels	1/48	Eduard
648606	Bf 110G-4 exhaust stacks	1/48	Eduard
648607	Bf 110C/D/E exhaust stacks	1/48	Eduard
648610	Spitfire Mk.IIIa gun bays	1/48	Eduard
672249	Spitfire Mk.Vc wheels	1/72	Airfix
672250	Spitfire Mk.Vc exhaust stacks	1/72	Airfix

LookPLUS

644083	P-38H LööKplus	1/48	Tamiya
644084	F-14A w/ late wheels LööKplus	1/48	Tamiya

DECALS

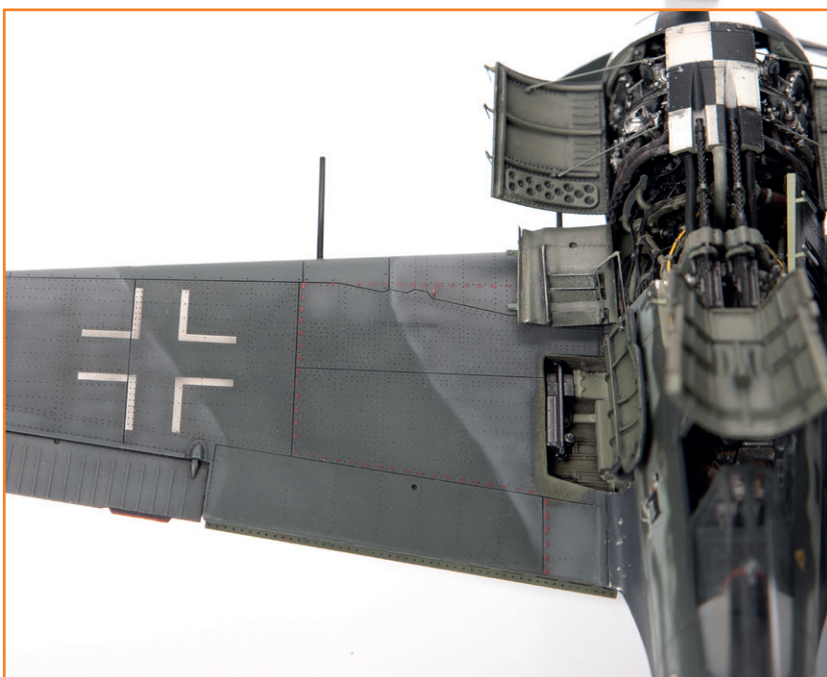
D32006	Die roten Flieger	1/32	Meng
D48067	Spitfire Mk.II stencils	1/48	Eduard
D48068	P-39 stencils	1/48	Eduard
D48069	P-47D stencils	1/48	Eduard
D72029	Z-37 stencils, code letters & labels	1/72	Eduard

SPACE

3DL48001	Mi-24V SPACE	1/48	Zvezda
3DL48003	P-51D-10 SPACE	1/48	Eduard
3DL48004	P-51D-15+ SPACE	1/48	Eduard
3DL72001	Z-37 SPACE	1/72	Eduard
3DL72002	MiG-21MF SPACE	1/72	Eduard

Fw 190A-6

1/48

built by **Daniel Marek**
CAMO C
Cat. No. 82148

Lt. Heinz-Günther Lück, 1./JG 1, Deelen, the Netherlands, August 1943

Lt. Lück, a pilot with five aerial victories (all over B-17 aircraft) flew during his whole wartime career with JG 1. During the summer 1943, I. Gruppe aircraft carried a garish markings in the form of the checkerboard on the engine cowling, black and white in the case of 1. Staffel. It was deleted after the US Thunderbolts sporting the identical markings attacked Deelen airbase and the anti-aircraft gunners did not engage as they confused them with the friendly aircraft on the landing approach. Heinz-Günther Lück had his dog pet, black Scottish terrier named Lucki, painted under the canopy and his rudder sported two victories in the form of white bars.



BUILT

ProfiPACK
edition

Bf 109G-6

1/48



built by **Daniel Marek**
CAMO C
Cat. No. 8268

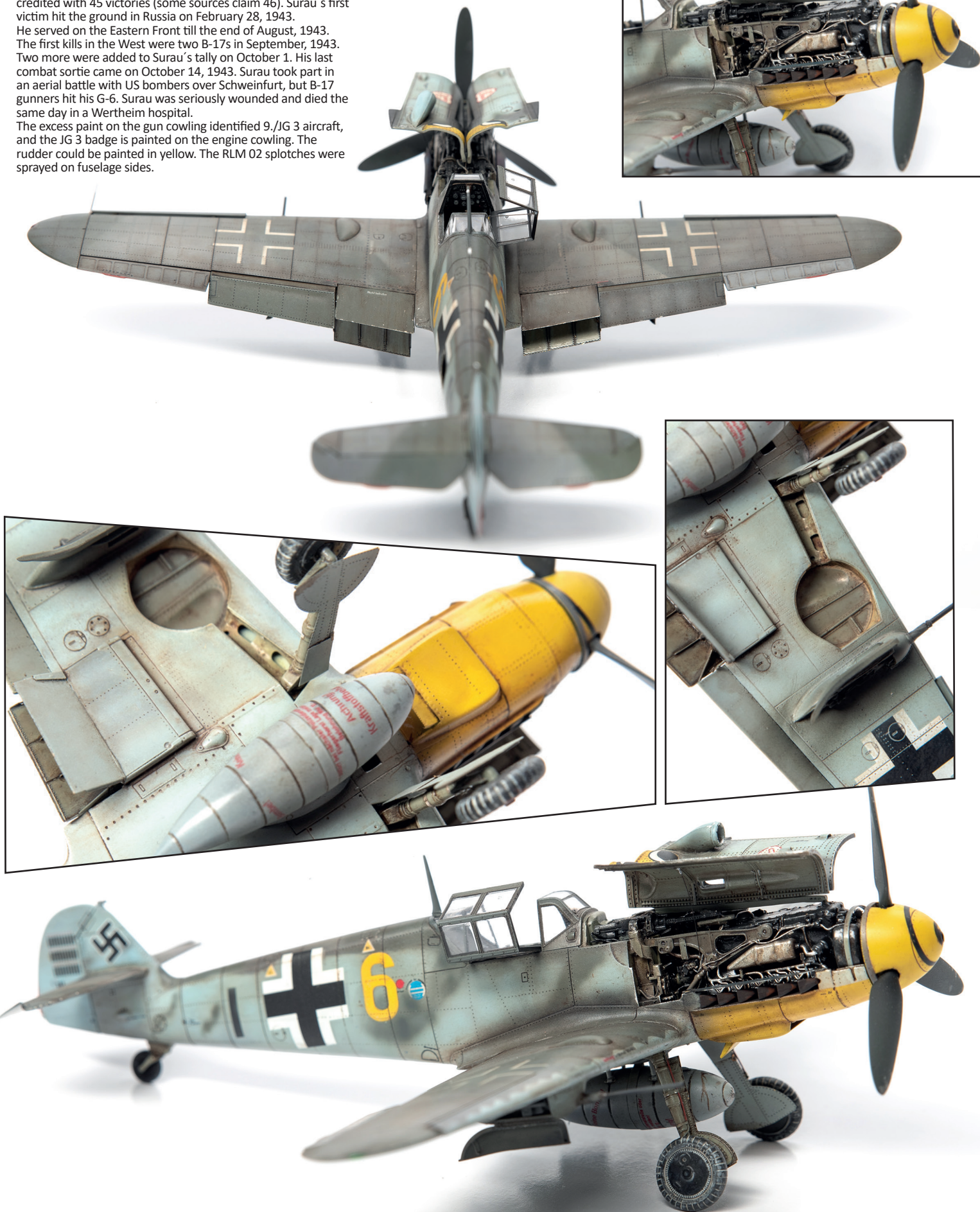


W.Nr. 18807, Ofw. Alfred Surau, 9./JG 3, Bad Wörishofen, September, 1943

This aircraft was flown by Ofw. Alfred Surau, a fighter ace credited with 45 victories (some sources claim 46). Surau's first victim hit the ground in Russia on February 28, 1943.

He served on the Eastern Front till the end of August, 1943. The first kills in the West were two B-17s in September, 1943. Two more were added to Surau's tally on October 1. His last combat sortie came on October 14, 1943. Surau took part in an aerial battle with US bombers over Schweinfurt, but B-17 gunners hit his G-6. Surau was seriously wounded and died the same day in a Wertheim hospital.

The excess paint on the gun cowlings identified 9./JG 3 aircraft, and the JG 3 badge is painted on the engine cowlings. The rudder could be painted in yellow. The RLM 02 splotches were sprayed on fuselage sides.



BUILT

LAU-10/A ZUNI

1/48

eduard
BRASSIN

built by Ugur Kenel

Cat. No. 648226



BUILT

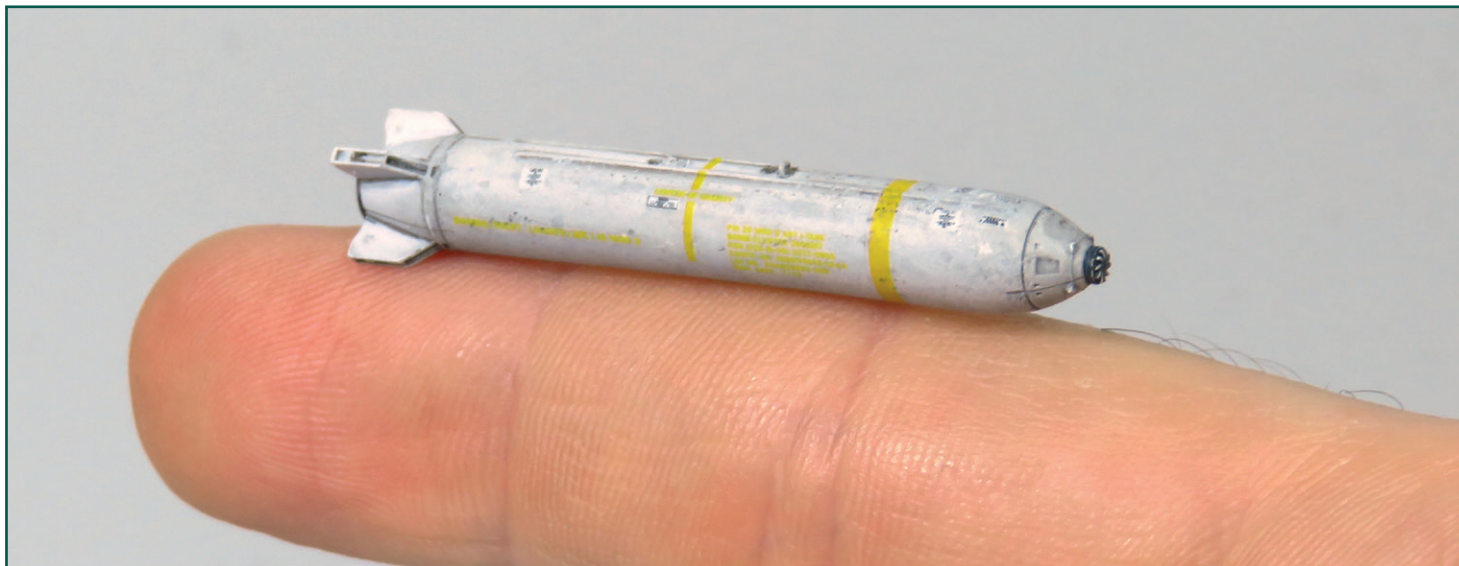
Mk.20 Rockeye II

1/48

eduard
BRASSIN

built by Ugur Kenel

Cat. No. 648168

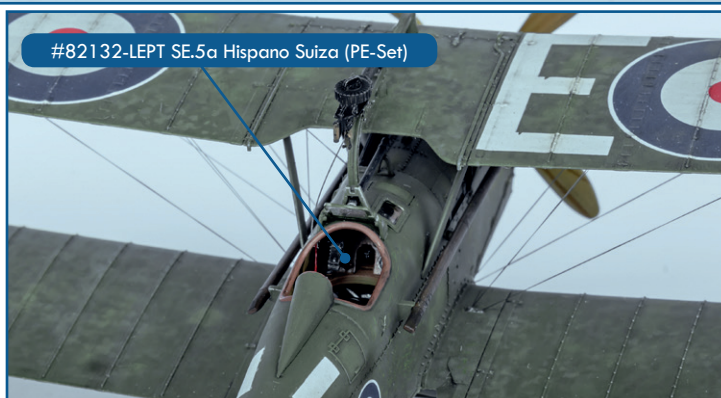


SE.5a Hispano Suiza 1/48



B536, 2nd Lt. Kenneth William Junor, No. 56 Squadron, Baizieux, France, March 1918

Kenneth Junor was born on August 3rd, 1894 in Toronto and after completing studies at the University of Toronto he joined the Canadian military in 1915, with which he took part in the Battle of Somme. In April 1917, he was accepted into the Royal Flying Corps, underwent training, and in December 1917 was assigned to No.56 Squadron. There, he would serve until April 23rd, 1918, when he was shot down by Lt. Egon Koeppsch of Jasta 4. Kenneth Junor succumbed to his injuries. Over the course of his service during the First World War, Junor shot down eight German aircraft. The SE.5a in which Ken Junor claimed two of his victories carried the standard camouflage scheme of the type, consisting of PC10 on the upper and side surfaces while the lower surfaces remained in the colour of canvas. No.56 Squadron fighters carried a wide white band on the rear fuselage (not extending around the bottom of the fuselage and was not connected at the top of the spine) from the end of September 1917 til March 1918.



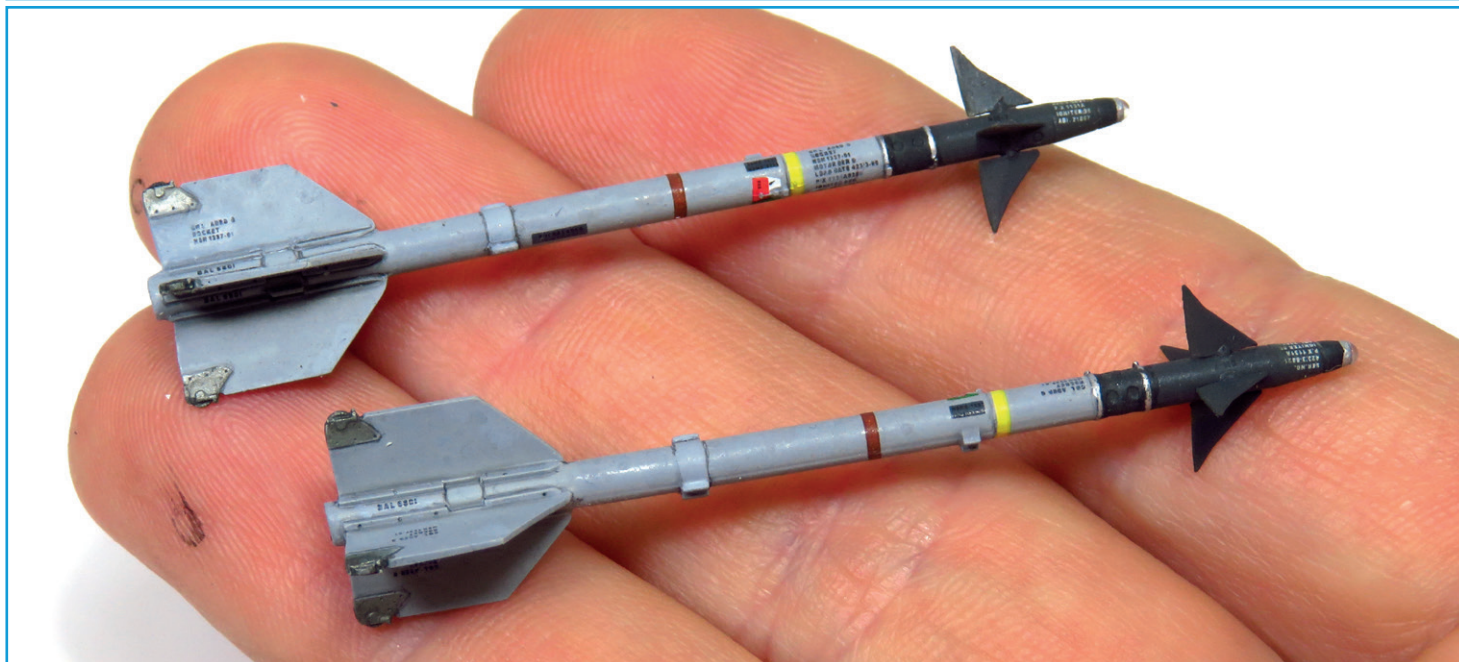
BUILT

AIM-9M/L Sidewinder 1/48

eduard
BRASSIN

built by **Ugur Kenel**

Cat. No. 648029

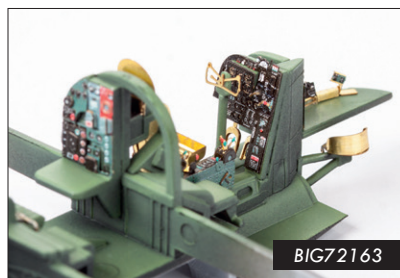


F/A-18D ATARS 1/48 KINETIC

built by Ugur Kenel



BRASSIN



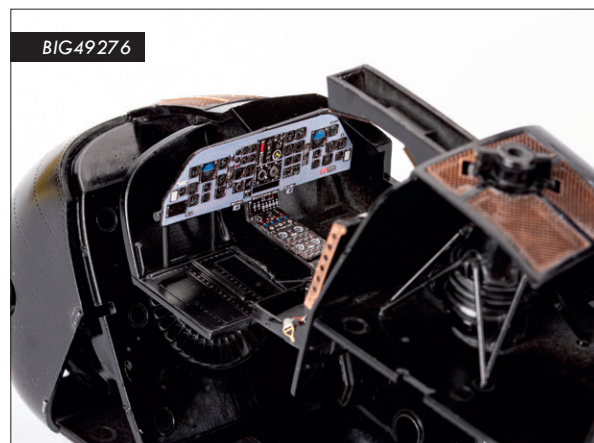
BIG ED (February)

BIG5358 SMS Viribus Unitis 1/350 Trumpeter
 BIG33125 Mirage 2000D 1/32 Kitty Hawk
 BIG33126 Mirage 2000N 1/32 Kitty Hawk
 BIG49276 HH-34J 1/48 Trumpeter
 BIG49277 S-2E 1/48 Kinetic
 BIG72163 Beaufort Mk.I 1/72 Airfix

BRASSIN (February)



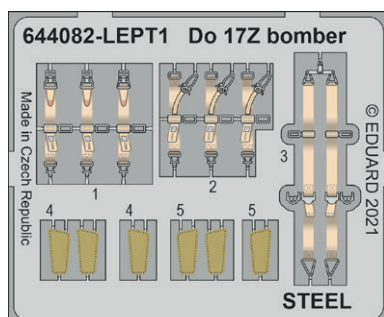
632165 AIM-132 ASRAAM 1/32
 632167 MG 81Z gun 1/32
 644082 Do 17Z bomber LööK 1/48 Eduard/ICM
 648604 Bf 110G-4 gun muzzles 1/48 Eduard
 648605 Bf 110G-4 Schräge Musik 1/48 Eduard
 648608 Do 17Z wheels 1/48 Eduard/ICM
 648609 Do 17Z bomber guns 1/48 Eduard/ICM
 648611 Spitfire Mk.IIb gun bays 1/48 Eduard
 648612 SUU-23 gun pod 1/48
 672253 Z-37A spraying booms 1/72 Eduard
 672254 GBU-31(V)1/B JDAM 1/72
 672256 R-27R/R1 / AA-10 Alamo-A 1/72



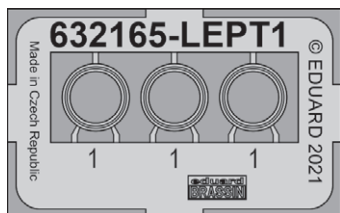
LööKPlus (February)

634023 A-26B Invader LööKplus 1/32 Hobby Boss
 644085 Mi-24V LööKplus 1/48 Zvezda

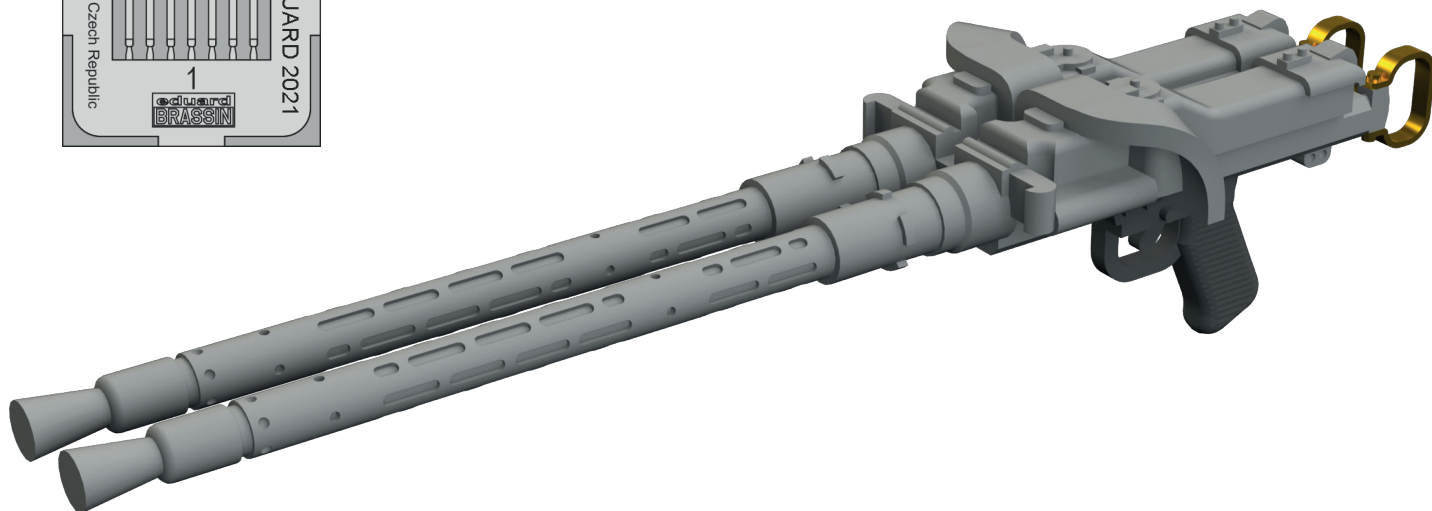
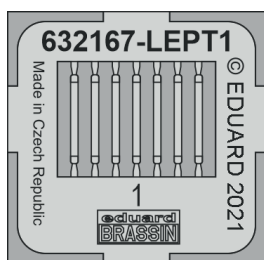
644082 Do 17Z bomber LööK 1/48 Eduard/ICM



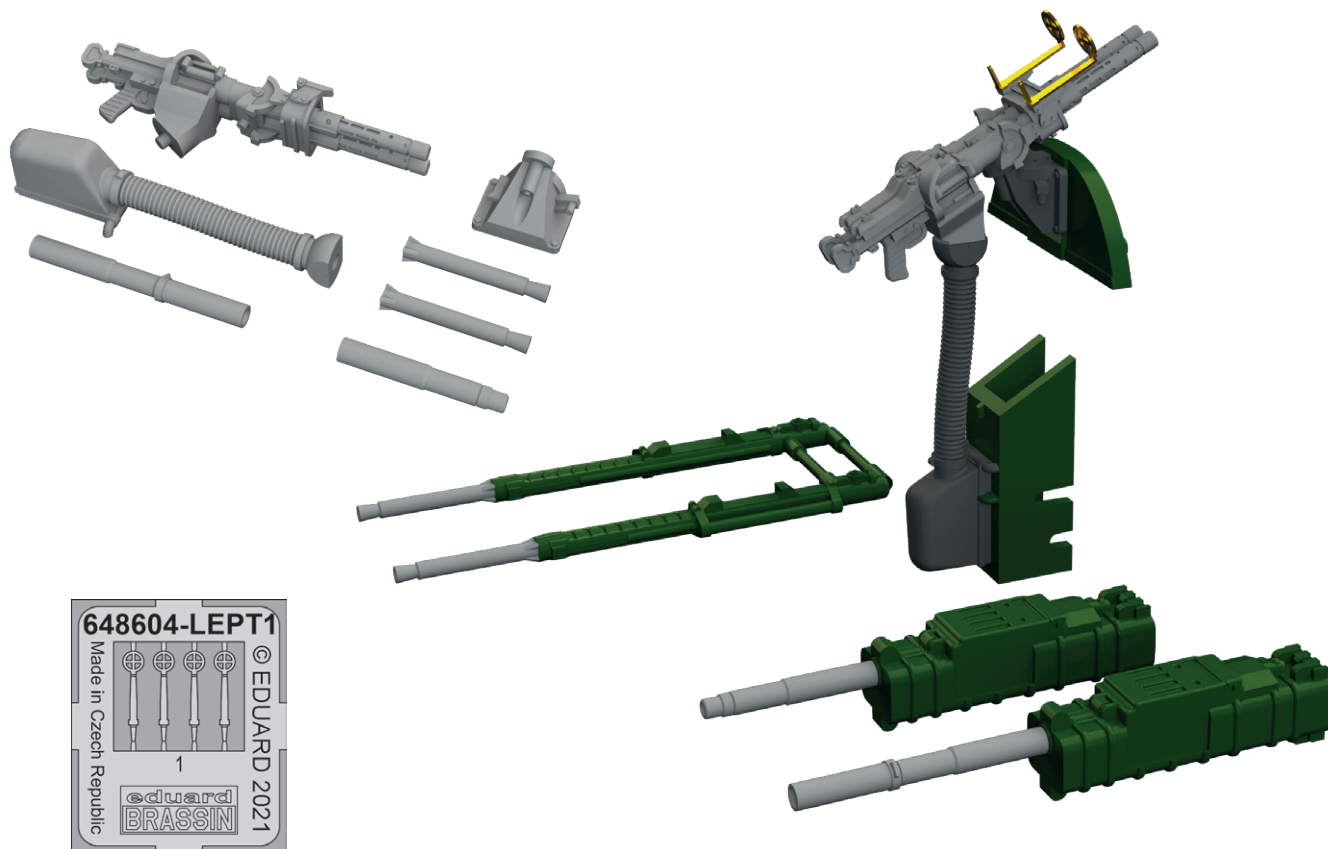
632165 AIM-132 ASRAAM 1/32



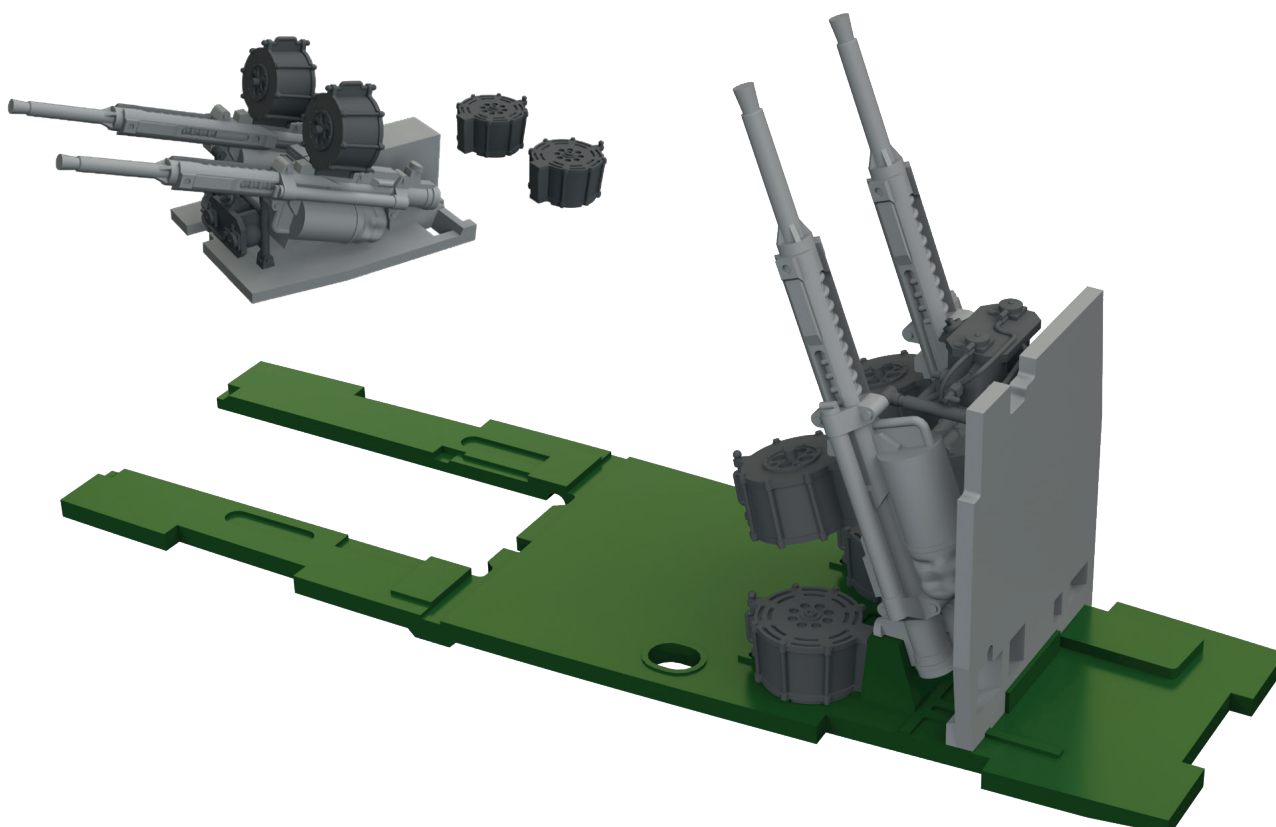
632167 MG 81Z gun 1/32



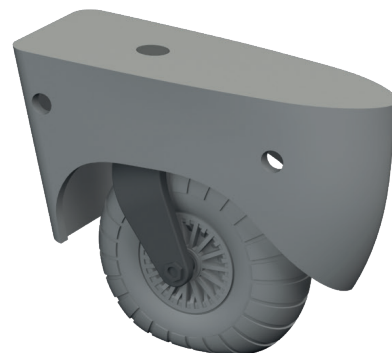
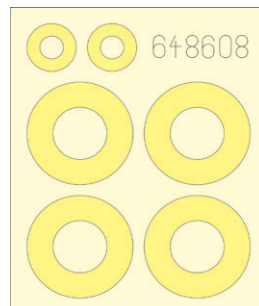
648604 Bf 110G-4 gun muzzles 1/48 Eduard



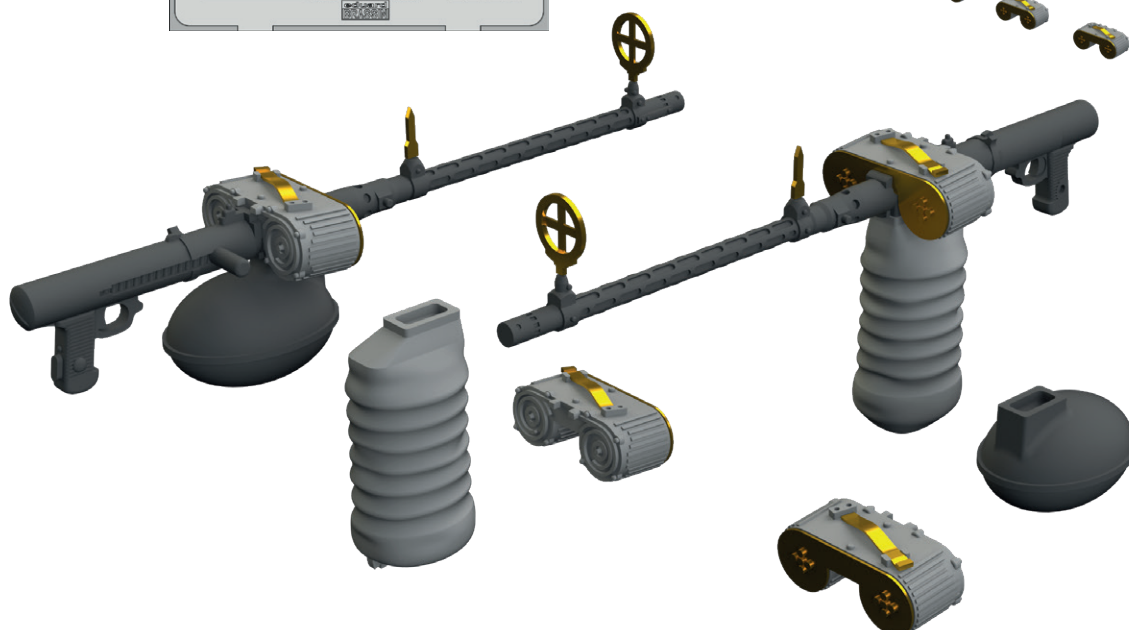
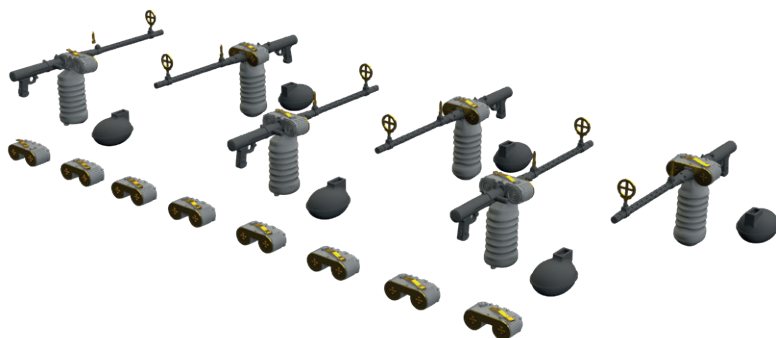
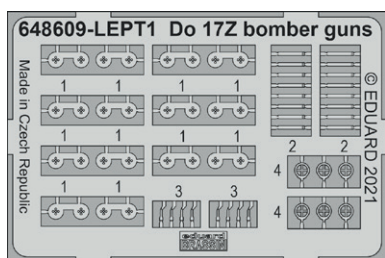
648605 Bf 110G-4 Schräge Musik 1/48 Eduard



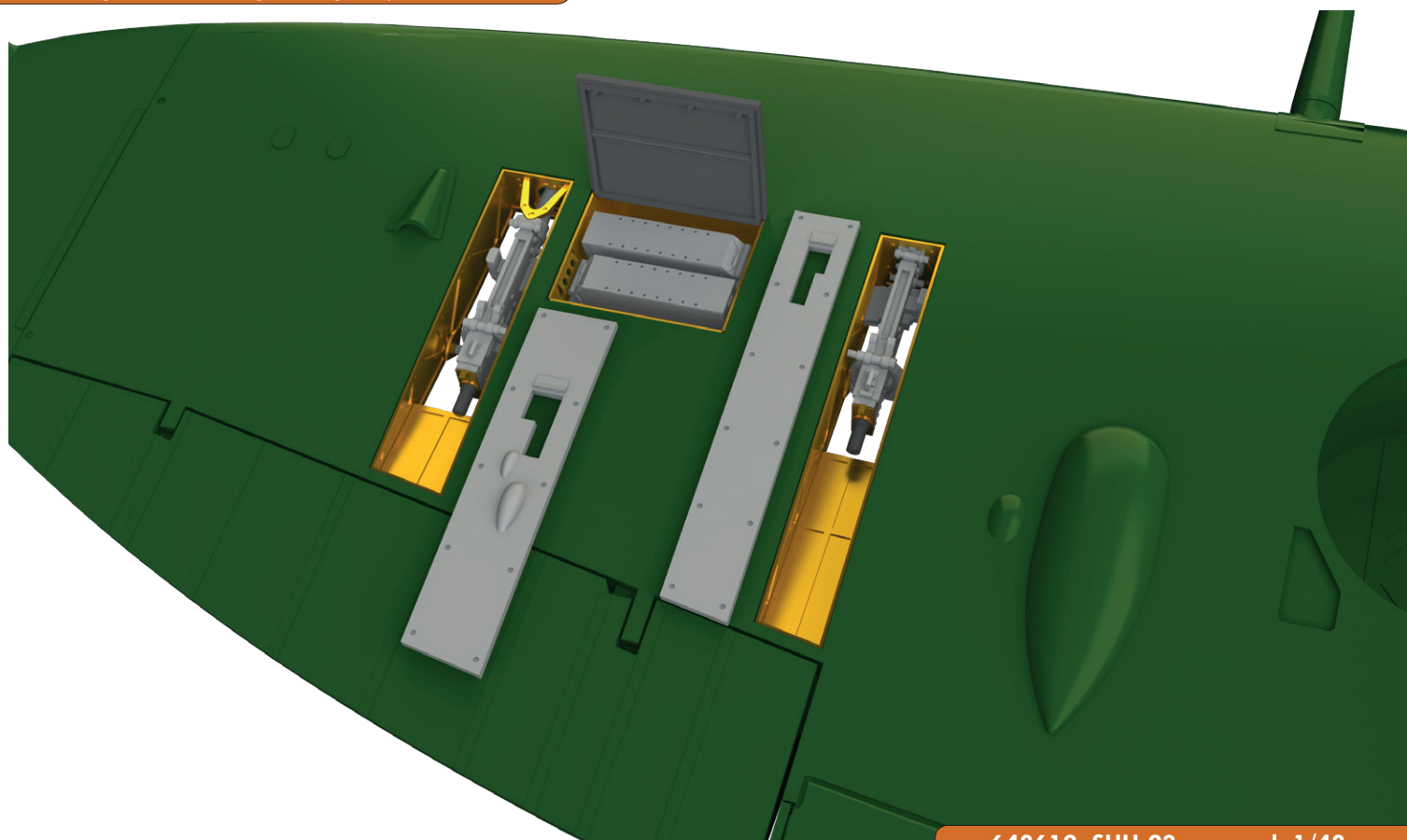
648608 Do 17Z wheels 1/48 Eduard/ICM



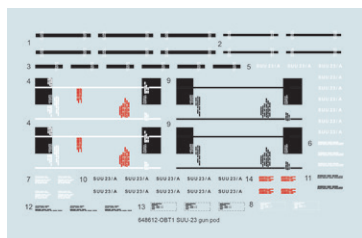
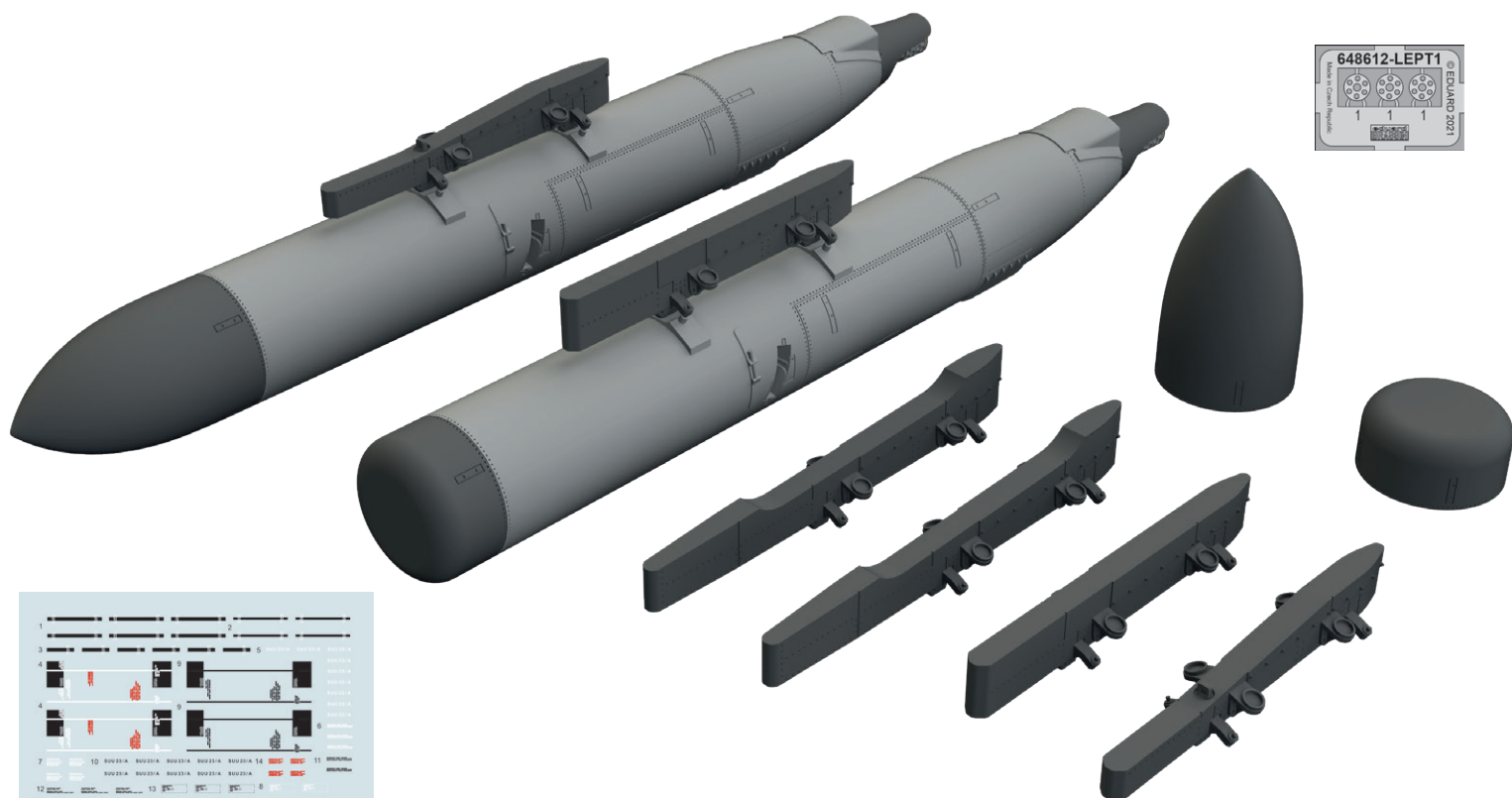
648609 Do 17Z bomber guns 1/48 Eduard/ICM



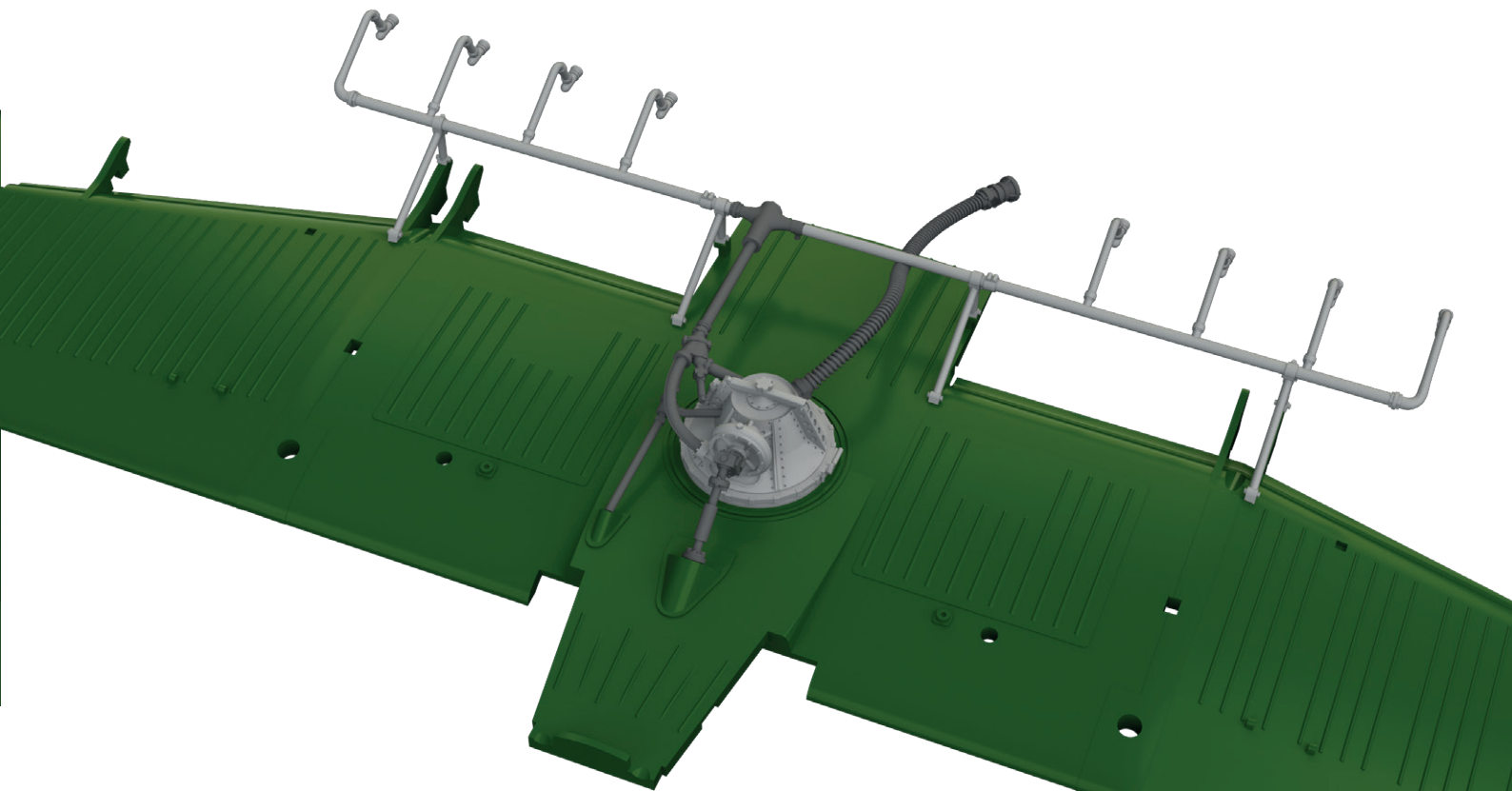
648611 Spitfire Mk.IIb gun bays 1/48 Eduard



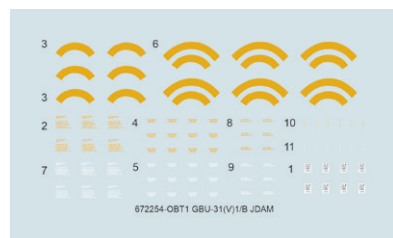
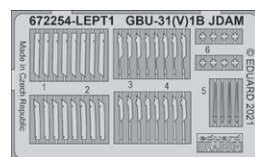
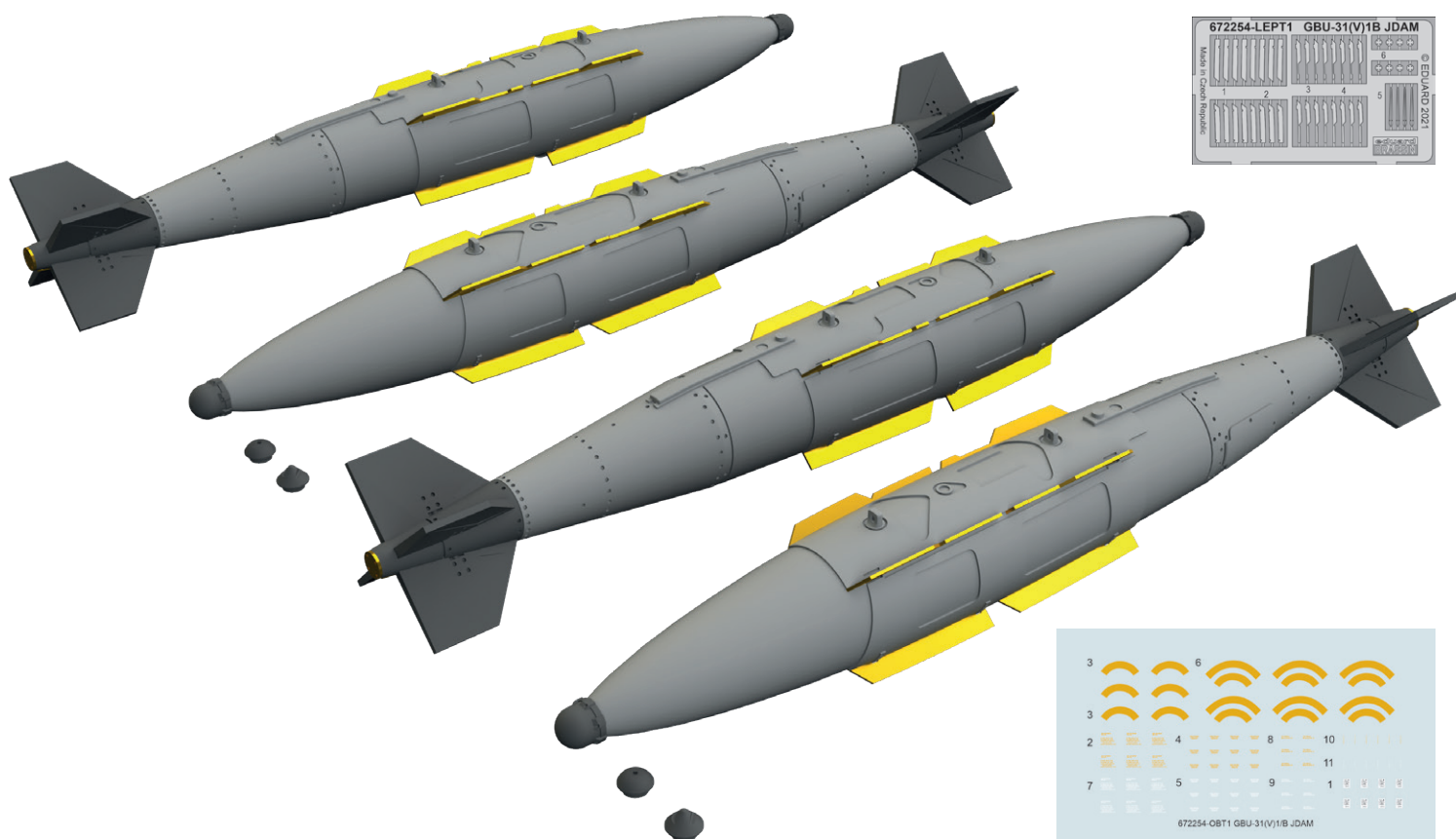
648612 SUU-23 gun pod 1/48



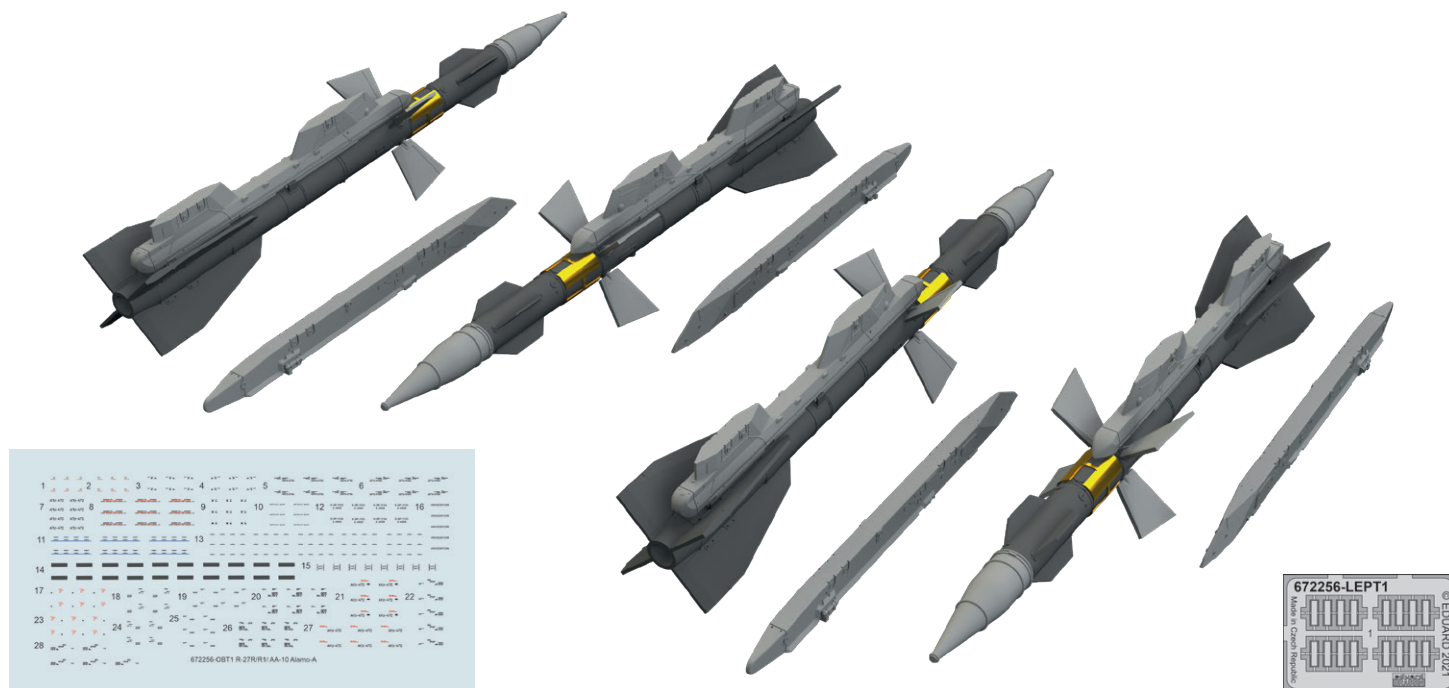
672253 Z-37A spraying booms 1/72 Eduard



672254 GBU-31(V)1/B JDAM 1/72



672256 R-27R/R1 / AA-10 Alamo-A 1/72

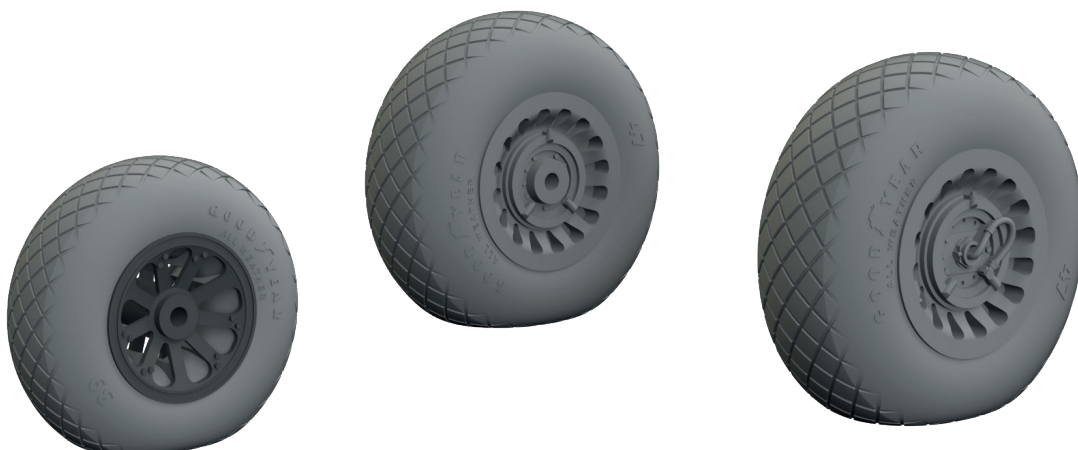
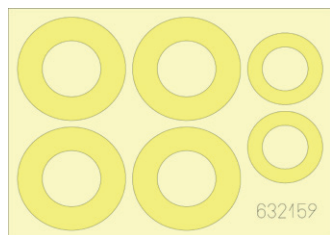
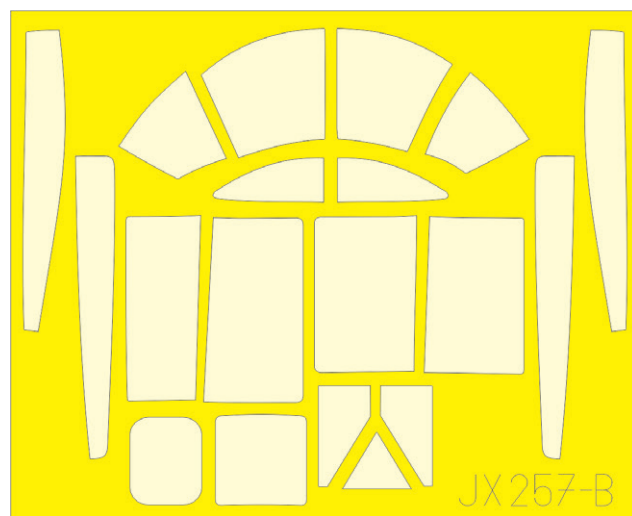
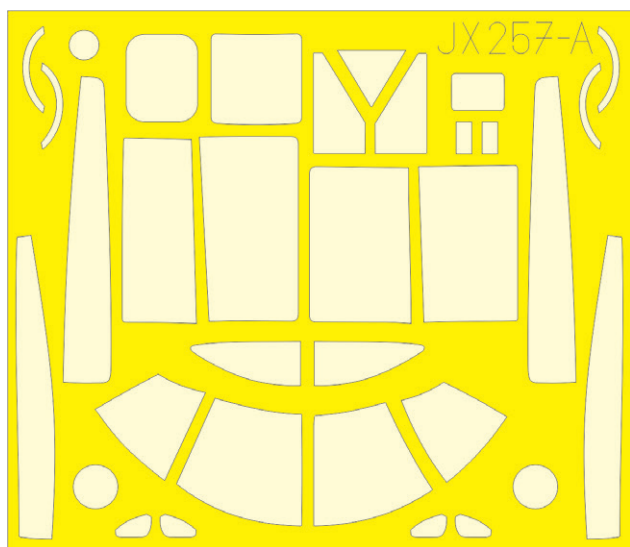
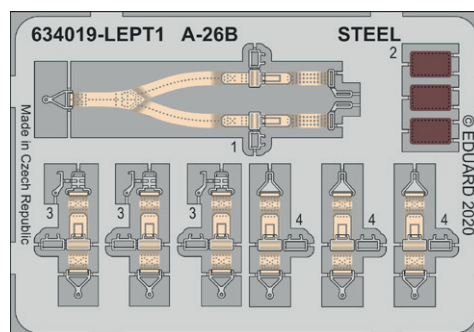


634023 A-26B Invader LööKplus 1/32 Hobby Boss

Collection of 3 sets for A-26B Invader in 1/32 scale by Hobby Boss.

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

LööKt

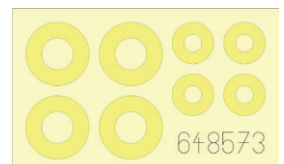
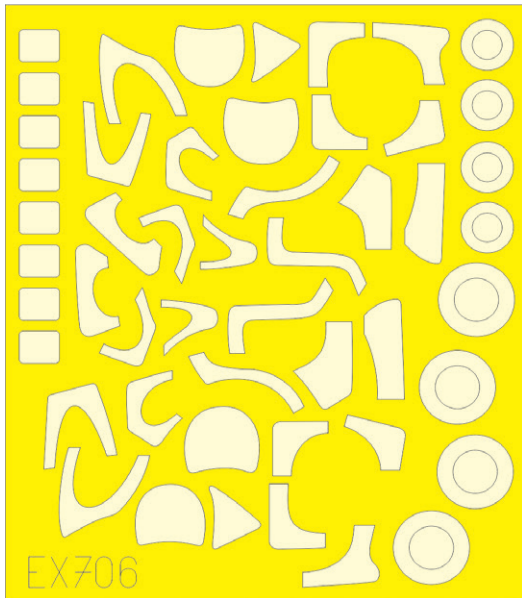
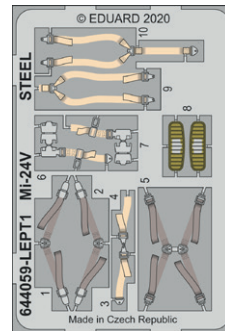


644085 Mi-24V LööKplus 1/48 Zvezda

Collection of 4 sets for Mi-24V in 1/48 scale by Zvezda.

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

LööK



PE-SETS

32462	Tornado GR.4 exterior	1/32	Italeri
32981	Tornado GR.4 interior	1/32	Italeri
36458	Merkava MK.2D	1/35	Takom
481041	Ju 188 exterior	1/48	Revell
481042	Il-2 landing flaps	1/48	Zvezda
491143	Ju 188 interior	1/48	Revell
491145	Il-2	1/48	Zvezda
491147	F-104DJ	1/48	Kinetic
73733	F-4EJ Kai	1/72	Fine Molds
144016	P-47D Razorback	1/144	Eduard/Platz

ZOOMS

33274	Tornado GR.4	1/32	Italeri
33275	Tornado GR.4 seatbelts STEEL	1/32	Italeri
FE1143	Ju 188	1/48	Revell
FE1144	Ju 188 seatbelts STEEL	1/48	Revell
FE1145	Il-2	1/48	Zvezda
FE1146	Il-2 seatbelts STEEL	1/48	Zvezda
FE1147	F-104DJ	1/48	Kinetic
FE1148	F-104DJ seatbelts early STEEL	1/48	Kinetic
FE1149	MiG-21bis Weekend	1/48	Eduard
SS733	F-4EJ Kai	1/72	Fine Molds
SS734	Nieuport Ni-17 Weekend	1/72	Eduard

MASKS

JX269	Tornado GR.4	1/32	Italeri
JX270	Tornado GR.4 TFace	1/32	Italeri
EX745	Ju 188	1/48	Revell
EX746	Ju 188 TFace	1/48	Revell
EX747	F-104DJ	1/48	Kinetic
EX748	F-104DJ TFace	1/48	Kinetic
EX749	Il-2	1/48	Zvezda
EX750	Il-2 TFace	1/48	Zvezda
EX751	MiG-21bis Weekend	1/48	Eduard
EX752	Bf 110C TFace	1/48	Eduard
EX753	Bf 110D TFace	1/48	Eduard
EX754	Bf 110G-4 TFace	1/48	Eduard
CX593	F-4EJ Kai	1/72	Fine Molds
CX594	Nieuport Ni-17 Weekend	1/72	Eduard

DECALS

D32007	Die alten Kanonen	1/32	Meng
D32008	Flying circus / JG I	1/32	Meng
D48071	P-38 stencils	1/48	Tamiya/Academy/Hasegawa
D48072	Harrier Gr.7/9 stencils	1/48	Revell/Hasegawa

SPACE

3DL48002	P-51D-5 SPACE	1/48	Eduard
3DL48005	Spitfire Mk.I early SPACE	1/48	Eduard
3DL48006	Spitfire Mk.I late SPACE	1/48	Eduard
3DL48007	Spitfire Mk.II SPACE	1/48	Eduard
3DL72003	MiG-21PF SPACE	1/72	Eduard
3DL72004	MiG-21PFM SPACE	1/72	Eduard

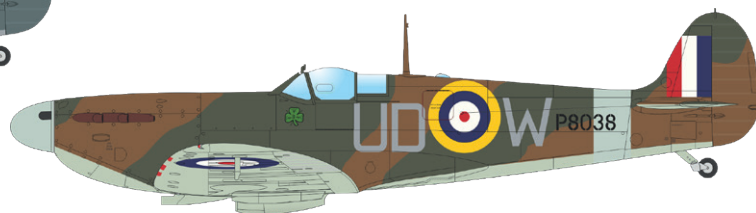
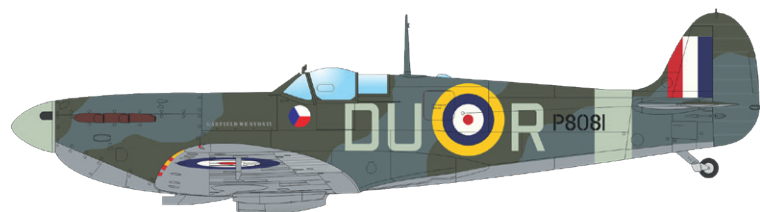
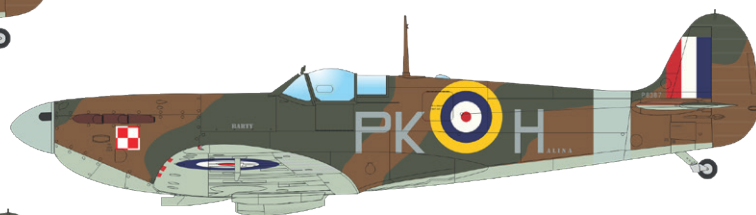
Spitfire Mk.IIa

ProfiPACK
edition

Cat. No. 82153



1/48

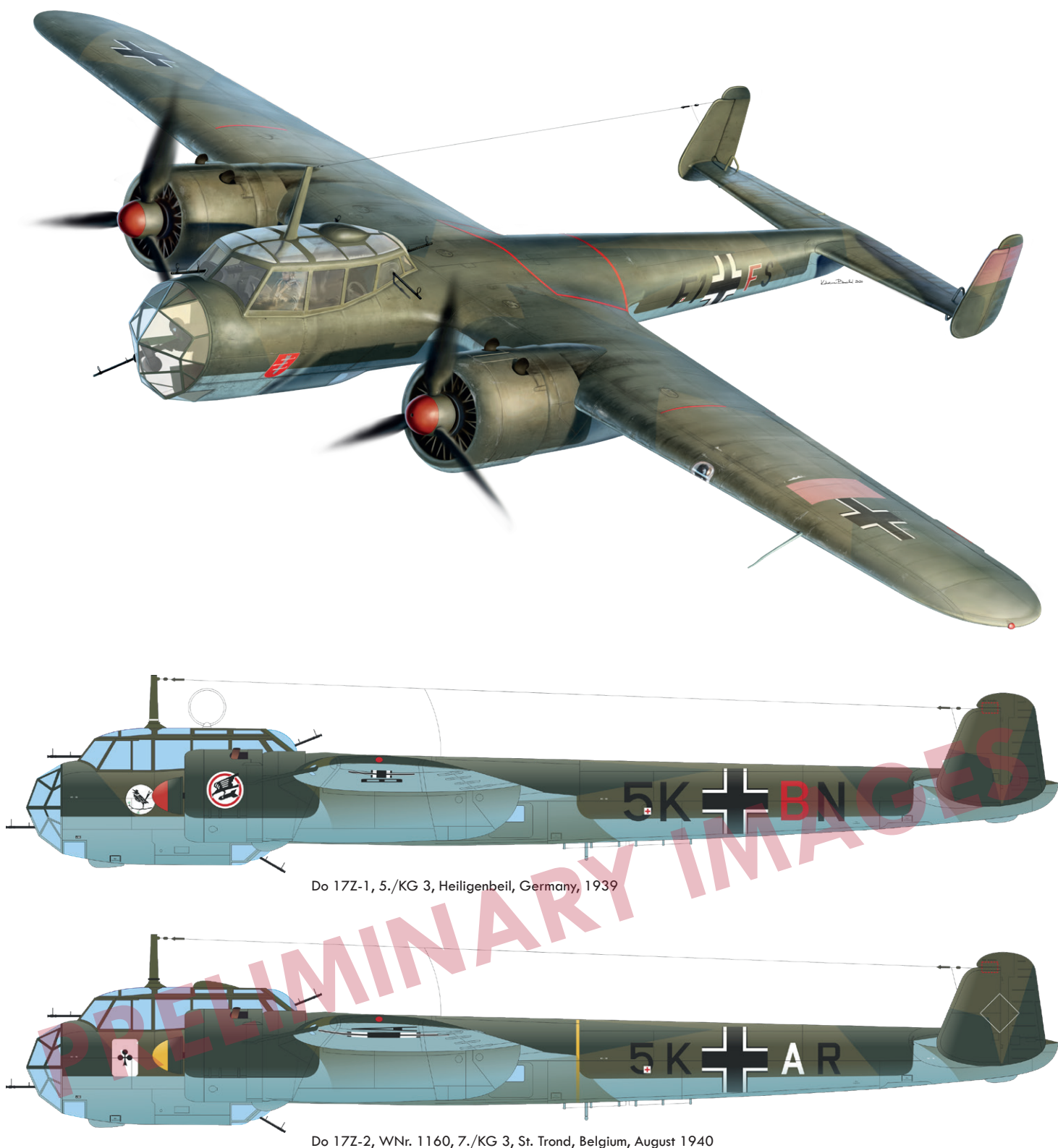


Kampfstift

eduard
LIMITED EDITION

1/48

Cat. No. 11147

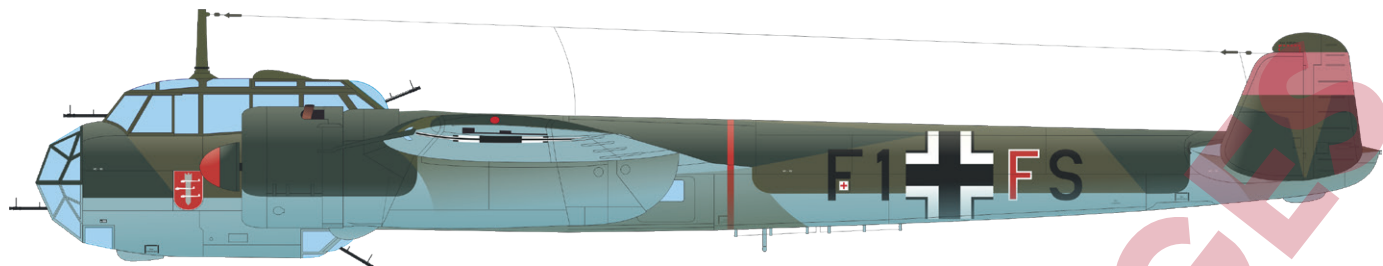


Do 17Z-1, 5./KG 3, Heiligenbeil, Germany, 1939

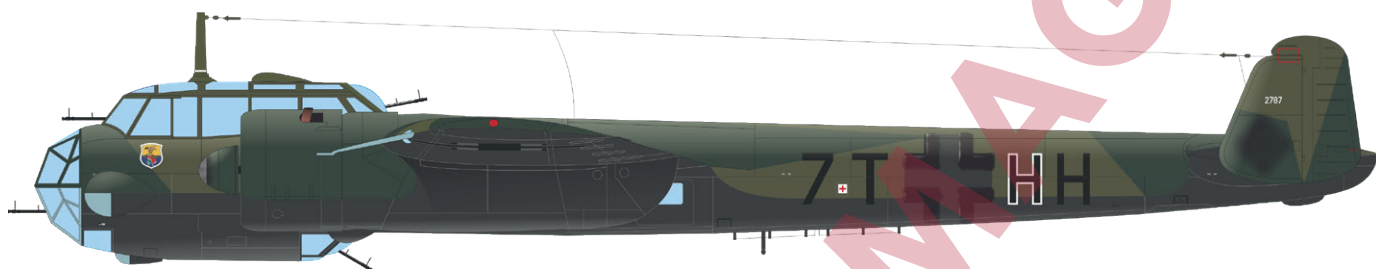
Do 17Z-2, WNr. 1160, 7./KG 3, St. Trond, Belgium, August 1940

Kampfstaff 1/48

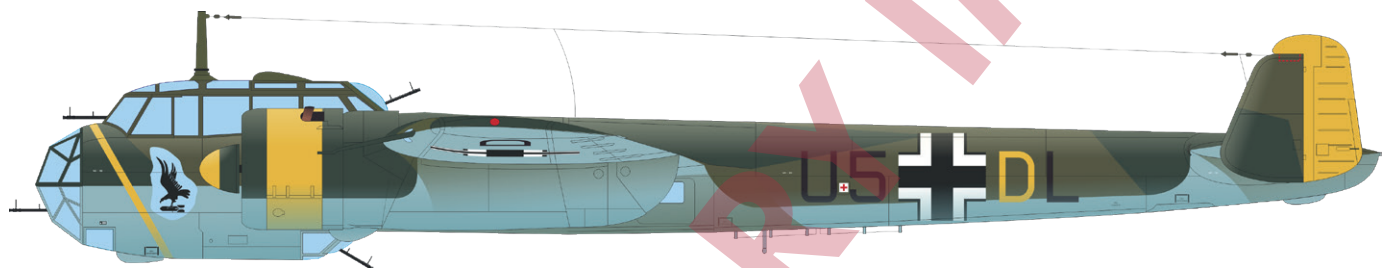
eduard
LIMITED EDITION



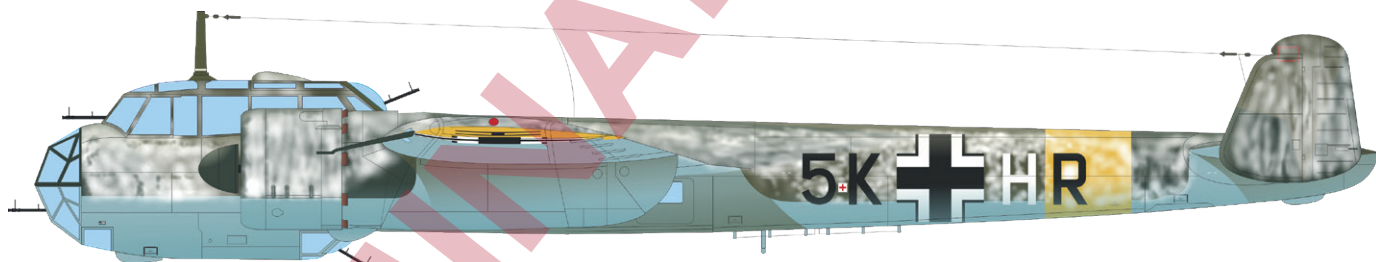
Do 17Z-2, WNr. 2555, 8./KG 76, Cormeilles-en-Vixen, France, September 1940



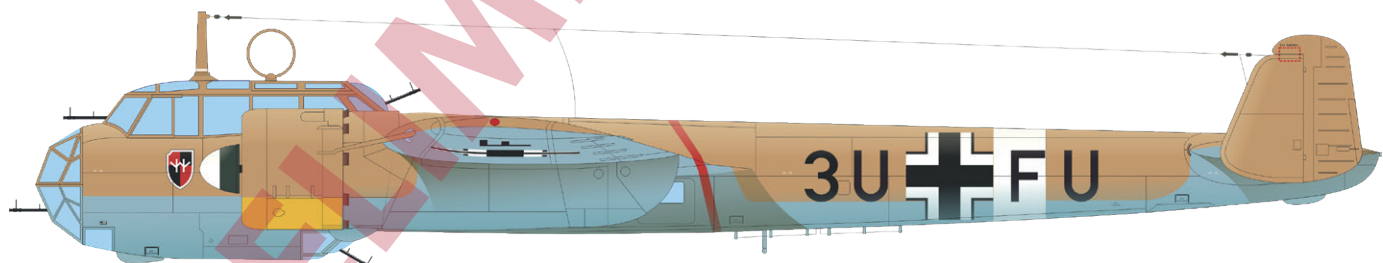
Do 17Z-5, WNr. 2787, 1./KGr. 606, Lannion, France, October 1940



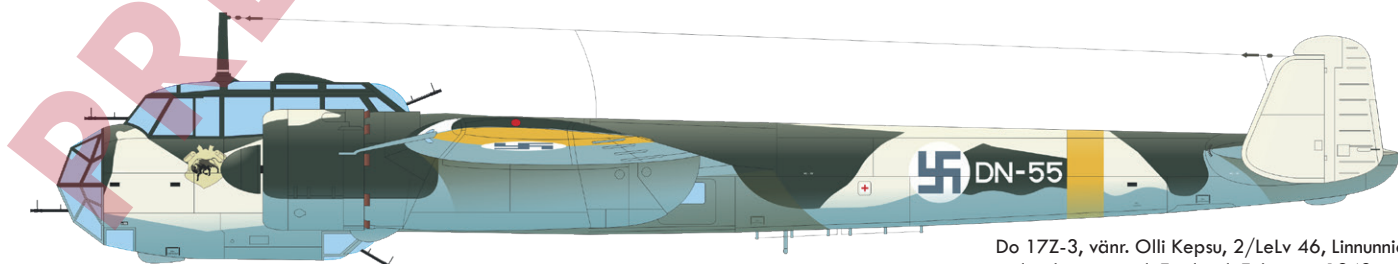
Do 17Z-2, 3./KG 2, Athens-Tatoi, Greece, May 1941



Do 17Z, 7./KG 3, Wjazma, Soviet Union, Winter 1941



Do 17Z-2, 10./ZG 26, Castel Benito, Libya, 1941



Do 17Z-3, vänr. Olli Kepsu, 2./LeLv 46, Linnunniemi landing ground, Finland, February 1942

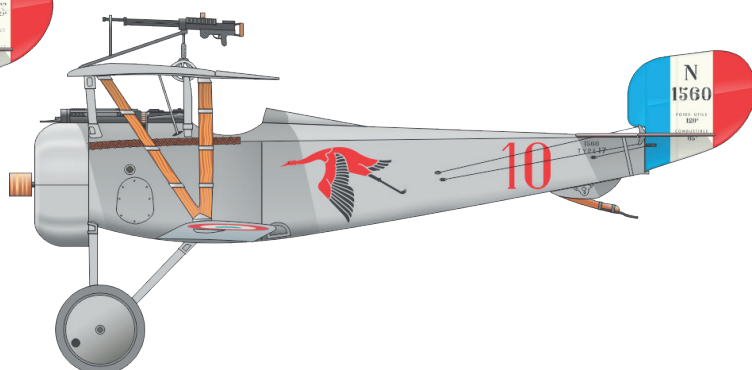
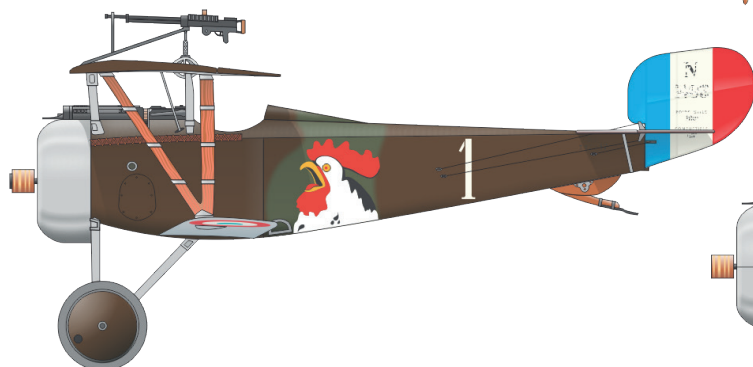
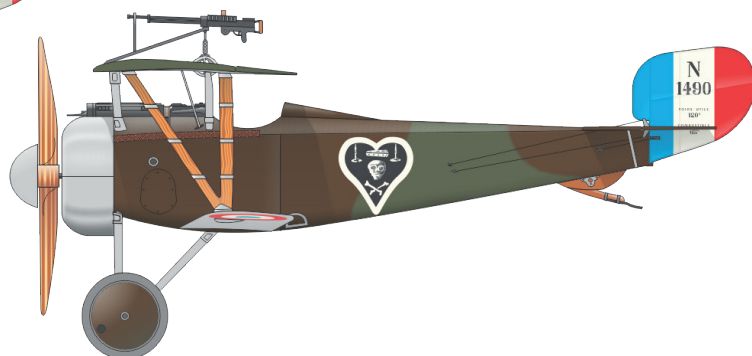
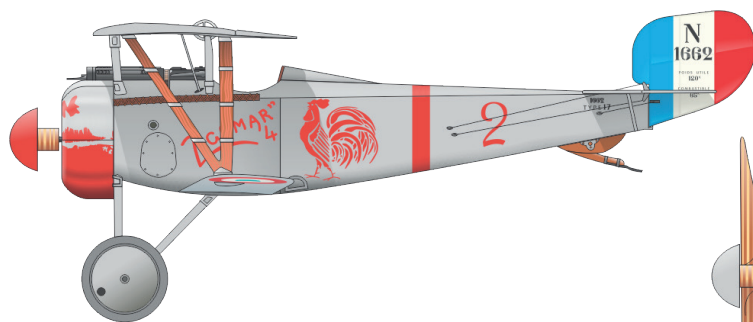
Nieuport Ni-17

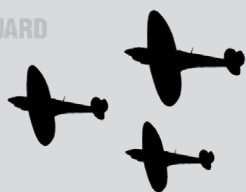
WEEKEND
edition



1/72

Cat. No. 7404





WOULD YOU LIKE YOUR PERSONAL TRAINER?

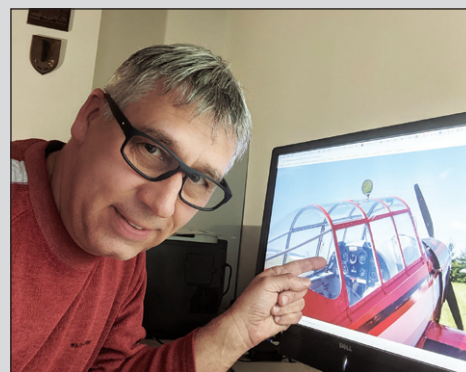
Choosing the subject for production is quite complex process at Eduard. It is no secret or surprise the economy of the project has its say. But it's not the only voice we are listening to. It is also of significant importance, how close is the subject to our hearts. Sometimes a project emerges, which is really close and due to that makes its way to production. One of them is „on approach“ today, as we are preparing the line of Zlín Trenér aircraft moulded in 1/48 scale. It is a civilian type, so no aces, no weapons, no heart-breaking stories about pilots and their wartime adventures. Just a trainer and aerobatic aircraft in many colourful schemes, notoriously known not only with Czech or Slovak pilots... Trenér aircraft were and some are still flying in many other countries. During 73 years from its maiden flight the Trenér, produced in various modifications, has towed, trained, and pleased thousands of pilots around the world. Many of them are modellers as well, which is a little bit tricky for us to be honest. These people know the subject inside out, especially the one they were or are still flying with. And the development of the line from the original Z-26 to the latest variants like Z-726 is a very complex matter, even more complex than, for example, the one of Bf 109. So, we all know here it is a hard task under attentive eyes of our customers and enthusiasts.

Yes, there are many references and in-

formation we can use and rely on. On the other side virtually every aircraft of the line undergone several modifications, upgrades or repaints during its life. Not only the changes made by factory, but also the „field“ ones. That all makes Trenér (yeas it means „trainer“ as You probably suspect!) something special. I can hardly find another comparable subject in our production or development. We have touched this world of civilian aircraft already with the Z-37 Bumblebee in 1/72nd scale but moulding and modelling the Trenér line will be even more „dynamic“.

This leads me to an idea of a new relationship between Eduard and its customers or fans. We are at the stage, when the 3D design is almost finished, and everything is prepared for the moulds manufacturing process. And we are starting to select the right subjects for our Weekends, Profi Packs and Limited Edition kits. We know there are numerous photos among people, so if you have your favorite Trenér, the one you were flying with, or someone of your relatives or fellows, let us know and we will consider it! There are also many stories about flying this aircraft which should not be forgotten. It is much longer in active service than many of us are living, so it is no wonder...

I must say that I cannot promise every proposal will make it finally to the box, but what you can take as granted is, we will not omit any and give it proper attention and thoughts. It is also certain we will not



be able to mould every single aspect of every airplane. All those small brackets, differences in instrument panels, radios, antennae and so on, and so on... Everything has its limits, to be honest. In some areas we will rely on craftsmanship of the modellers, on their ability to create small detail here and there in case of pure perfectionists. But do not worry, the approach of Eduard to the Trenér line will be as attentive and complex as usual with other kits. I bet there will be no better Trenér in 1/48th scale for many years to come. So, if you would like to be part of our „Trenér Expert“ team, let us know, please, at trenér@eduard.com. No proposal will be overlooked, none stays without answer. That is something I can promise to you!

Richard Plos

