

INFO EDUARD

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FEBRUARY 2021

CONTENT

EDITORIAL ■ 4

HISTORY ■ 6

The flying element: Willi Gabriel
STARDUST
FROM DORNIER TO U-BOAT

KITS ■ 32

Spitfire Mk.IIa *ProfiPACK* 1/48
Kampfstift *Limited edition* 1/48
Nieuport Ni-17 *Weekend edition* 1/72

BRASSIN ■ 48

PHOTO-ETCHED SETS ■ 58

BIGED ■ 62

RELEASE ■ 65

February 2021

BUILT ■ 66

Spitfire Mk.IIa 1/48
F-6D/K 1/48
Bf 109G-10 1/48
Du doch nicht!! 1/48
F-6D/K 1/48
IL Magnifico 1/48

ON APPROACH ■ 76

March 2021

TAIL END CHARLIE ■ 91

EDITORIAL

Dear Friends and Modellers,

Under normal circumstances, today would be the day that I inform you of the goings-on at our press conference at the Nuremberg Toy Fair. But as we all know, the term 'normal circumstances' simply does not currently apply, and any expansion of the tradition that is the press conference is being torn apart by the cancellation of the fair. I must admit to a certain sense of, perhaps, not so much as harm from all this, but a bit of a relief. I don't even know what became of the plans to move the fair to the summer months. But even that is a moot point, because if the fair were to be held in the summer, we still would not be in attendance. In the summer, we are expecting to have other pressing matters to attend to. The pandemic situation is still a very dramatic affair, and the vaccination programs are falling behind schedule. This, in such a behemoth endeavor, is to be expected and should surprise no one. I expect the systems in place will be fine-tuned within a few weeks, and the program will begin to run smoothly. And maybe even here, in the Czech Republic! And with that, what I am trying to say is that I expect there to be an increasing relaxation of the restrictions through the course of the summer. That first event that modellers will be able to attend, that will be one for the history books!

NOBODY'S PERFECT

I will begin my monthly description of events and new products by addressing a mistake, which was made in January. Consequently, the addition of the SPACE sample in purchased P-51D-5 kits had to be cancelled. I don't want to blame everything on December's fire, but of course, it is a factor. Everything came together thusly: After the fire, we had no P-51D-5 kits in our inventory. No Weekend kits, no ProfiPACK kits. After the reopening of the retail department on January 11th, it appeared as though we would not be able to sell any of them. Production then pulled all the SPACE sets that were ready to be included in orders that contained P-51D-5 kits, and immediately began selling them on their own. We then decided that we would take the salvageable Overtrees P-51s, and turn them into Weekend Edition kits. The repackaging along this line went quickly, and some 82 P-51D-5 Weekend kits were put up for sale. Unfortunately, no one realized that the SPACE sets, by then down to almost nothing in inventory, were not being replenished, and by the time the realization kicked in, most of the Weekend P-51D-5s were sold. And all this took place over the course of a day, just so you don't get the idea that we are somewhat slow over here. In this situation, it seemed pointless to change the terms of sale. Unfortunately, during this hectic and complicated period surrounding the resumption of sales activities, there was also a communication breakdown that led to customers not being informed about the Mustangs being sent out without the SPACE sets, because the marketing department received the information too late. I truly do apologize for the mess. It came about as the result of everyone dealing with too many things at once, and the sale of one item was not our main goal. And how will this situation evolve? The Mustang should go back into stock in middle of February. Not just the P-51D-5 Weekend kit, but other versions as well, such as the F-6D. Once the Weekend D-5 again becomes available, we will reignite the offer of the addition of the SPACE set samples for inclusion. Those, that got their kit in January, have been sent an email about further procedures. That will be that anyone who will put in an order will receive a SPACE sample with said order, and who doesn't, will receive it separately. I hope that this will settle this issue to everyone's satisfaction.

SPRUES, SPRUES, SPRUES

The retail department was reopened after the fire on January 11th, and resumed operation. It needs to be taken into account that this was done under some very difficult conditions. Just during the first week, residual water infiltrated down into the restored warehouse section on three separate occasions. The overall conditions in the warehouse were, and continue to be, somewhat unpleasant. We have had to battle not just that first week, but through all of January, with various little surprises and pitfalls associated with the return to operational conditions. The biggest issue faced, and really was predictable, was the lack of plastic for the completion of kits. This was expected to be the main issue into February, and the lack was also anticipated to be increasingly apparent in our endeavors. The majority of items were sold out already through January, and others will follow suit in February. When you have almost a million plastic sprues go up in smoke, it's gonna get noticed somewhere! Of course, we started molding plastic immediately with the beginning of January. Priority is given to new releases, and that is how it will stay, so the beginning of the molding activity was dedicated to February's new releases, and right now that has shifted to those for March. Those have to be ready to be shipped by mid-February. This includes the buildup of stock of all the associated accessory items, too. So, as an example, for the Spitfire Mk.II, this means not only getting ready the ProfiPACK kit of the model, but also Spitfire Story: Tally Ho and Spitfire Story: The Few. Then, there's the Spitfire Mk.Ia ProfiPACK. This is a pattern that will continue. March's new Fw 190A-5 will see with it the addition of another six Fw 190A versions. For some items, this will likely mean some length of time when they will be delayed, but I am convinced that this systematic replenishing of our catalog will be the most effective, and by the middle of the year, our catalog of available items will be more than satisfactory. With respect to pressing plastic, we are not alone, and already in January, we have had Special Hobby working closely with us, and more molding equipment has just been added to the mix. Our ability to put such an arrangement into motion has been dependent on preparing the molds along technical lines such that firms outside of our specific field can effectively work with them with little to no risk of any damage. So far, all seems to be working smoothly, and I am hopeful that molding will be running along at a good clip through February. We are truly doing what we can. Unfortunately, what has fallen behind is the development of the new molds intended for this year's new releases. The machinists are busy with preparing the molds for production, and the development of the new ones are suffering from a serious lack of time. But even here, I see reason for optimism with regards to bringing this up to snuff through February, or by March, anyway. As if all these complications weren't enough, in January, covid was not to be outdone by some dumb fire. Four of our press operators were sidelined for that very reason, which amounts to one entire shift. To compensate and to try and maintain the required press tempo, machinists, including their supervisor, took turns in that department, besides their regular duties. Here, as with other companies who are facing adversity, everyone has to roll up their sleeves.

FEBRUARY NEW RELEASES/ACCESSORIES

So, let's turn our attention to the new items coming out in February. We'll start off with accessories. I would like to point out the six new EDUARD SPACE sets. These are designed for various versions of the Spitfire Mk.I and Mk.II in 1:48th scale, two are for



the MiG-21, PF and PFM in 1:72nd, and one is for the P-51D-5 Mustang in 48th. That was the set that was intended for inclusion with Mustang kits purchased in January, and will now happen in February. Because this was part of the process of putting these new items in production for February, it will now figure as a part of the normal release schedule of new items as well. If you intend to take advantage of the offer of these with the kit, then you can simply ignore it as a new item off of our e-shop. I must point out that the offer is only valid from our e-shop. Retailers are not making this offer to you, and for P-51D-5 kits bought outside of our e-shop, the offer does not apply. We also have three new LookPlus sets being released, including for the Mi-24V and the Do 17Z in 1:48th scale. In the classic Brassin range, you'll find a list of smaller sets, most notably of weapon sets. Here, I would also like to single out one item, and that is the set for the Spray Booms in 1:72nd scale for the Z-37A. This is Set No. 672253. This set is a sort of a window into the future. A part of the set is not in cast resin, but a direct 3D print. This is a road we'd like to go down, and take full advantage of the potential offered by this technology. Our goal is to produce a good part of resin accessory sets as straight 3D prints by the second half of the year.

Photoetched and mask sets offer several collections of items designed for interesting models that have recently been released, such as the 1:32nd scale Tornados GR.4 (Italeri, 1:32nd), F-104DJ (Kinetic, 1:48th), Il-2 (Zvezda (1:48th), F-4EJ Kai (Fine Molds, 1:72nd) and the Merkava Mk.2D (Takom, 1:35th). Also, please note the extensive releases of masks and the six new BigEd sets. In February, we also have four new decal sets coming out. These include to sheets of stencil data for the P-38 and the Harrier GR.7/9, both in 1:48th scale. The other two sets are classic marking sets covering the Fokker Dr.I in 1:32nd. This is for the MENG kit, originally to be released by WNW. The first sheet is dubbed 'Die alten Kanonen', and is dedicated to the aces in general, with the second sheet focused on Dreideckers from Richthofen's JG 1, called 'Flying Circus / JG 1'.

FEBRUARY NEW RELEASES / KITS

The new kit releases for February are adversely affected by the fire and its aftermath. It only affects the release of new kits, fortunately. The number of new kits has been reduced to three, and the MiG-21bis in the Weekend Edition has been postponed from the original release plan due to a shortage of plastic. The MiG will likely be released in the second half of the year. For the same reason, there is a postponement of the release of the 1:72nd scale ProfiPACK MiG-21MF Fighter Bomber. So, in the Weekend line, there remains only one release, and that is the Nieuport 17 in 1:72nd. This is, in my opinion, one of the nicest kits we have ever produced which remains, unfortunately, a bit of an outsider in terms of general popularity as a subject. It was created out of some rather unlikely circumstances. We prepared this item in, for us, the record time

of six months to make the premiere of the movie 'Flyboys'. Today, the whole thing is really just a vague memory. Really, the movie was not much to write home about, and all of us who know something about aircraft, and their military applications, greeted the movie with a certain level of disappointment. Truth be told, despite having a few good things about it, it received a generally failing grade. But come to think of it, the only good thing about the film that I can think of, at the moment, is that it did yield one very nice model. And it gets another chance to shine as a new Weekend Edition release. Last week, I had a good look at the decal sheet for this kit, and it, in and of itself, is a thing of beauty. We picked out four Frenchmen, and each is a story fit for film on their own. We have Charles Nungesser, Paul Tarascon, Georges Matton, Mathieu Tennant de la Tour. Foreign flown machines, no less well-known or colourful, will be subjects for later releases.

For February, we have the expected Spitfire Mk.IIa in the ProfiPACK line. This boxing is the first of the new graphic design type. Please note, that the 'brass' coloured portions of the box represent just that...brass, and not wood. That is not really, apparently, sinking in, and reactions so far have been positive, except that comments about the 'wood' fields are leading 'brass' 72 to zip. But, we will redouble our efforts and clear this up in favor of the brass. Either way, though, it seems that the change has been well received, something like the new guise of the Weekend Edition boxes. We are grateful for that. The assortment of options for the Spitfire Mk.IIa can be seen in the Gallery. I would like to point out one thing that you would surely miss without a hint. It concerns the background, and the shoreline below the aircraft. Piotr painted the planes over the Normandy shores at Etretat. If you don't know about this spot, don't sweat it. Up until recently, I never knew it existed. In the summer of 2019, when no one had any idea that a year later we'd all be running around with masks on like a bunch of bandits, a part of our family and some friends went on a vacation in Normandy. During the first week, we stayed at Ouistreham, and I was completely satisfied there. Immediately, I became a regular at the Le Bistrot D-Day (in Ouistreham, everything carries with it a D-Day reference). The idea that I would rather drag myself two hours one way to stare at some cliffs somewhere named Etretat instead of staying put drinking coffee and then switching over to beer, would not have appealed to me at all. In the end, my loyalty to my family and friends prevailed, and so I tagged along. As it so often is in life, you find great pleasure where you least expect it. Etretat not only put a spell over me with its scenery and atmosphere, but the story that I came across at the top of that hill. Or, at least, it reminded me of the story. There is a memorial there dedicated to Nungesser and Coli, because this was the last place where their aircraft,

L'Oiseau Blanc, had been seen during their now-famous, tragic and secret flight from Paris to New York. From the moment I saw the memorial, Charles Nungesser has captured my imagination. It's not that I hadn't heard of him before, but I took him as one of many flyers, one of many aces of the Great War, and I never thought much more about the matter. That shouldn't be taken as disrespect to heroes, it's just the way that it is. There are many flyers that have attained hero status. But, once I dove into his wartime and postwar exploits, and uncovered many mysterious facts and secrets connected with his disappearance, I began to realize that this individual was one helluva a badass. Even back when we were coming out with our 1:48th scale ProfiPACK Nieuport 17, I wanted to write an article about the man, but other things just kept getting in the way, and I never got around to it. Around the middle of January, as my brain was firing on all cylinders from all the previous activity, I figured I would take the weekend and put it all aside, and as a sort of therapy, I would write an essay about Nungesser. I didn't write much, because I got stuck right on the story of his first wartime adventure. I was so suspicious of its truthfulness that I began to research the matter in greater detail, and that's what I am still doing now. However, my reward has been a gaining of insight into the histories of Mors and Citroen, and the mounted regiments of the German Imperial Army. And that, I am sure you will understand, is well worth it! So, at the moment, I don't have my article. You may be wondering why I am explaining all this, and the reason is that there is an interesting, if unlikely, connection between the Spitfire (and its boxart), the Nieuport, and the town of Etretat. The third February release among kits is 'Kampfstift', which is the Do 17Z, based around the ICM kit, in the Limited Edition line. This also has a connection to the Spitfire, just as the Bf 109E and the Bf 110C/D in the Adlerangriff and Adlertag kits did before, as Spitfire foes. Contrary to the Bf 109E and Bf 110C/D kits, we expanded the decal options in this kit to cover a wider time span, approximately from the end of 1939 to the winter of 1942. That covers the beginning of the war, the invasion of Poland, the Battle of France and Britain, the Balkans conflict, North Africa, across the Soviet planes and into Finland. It's a sort of a 'Tour de Europe 1939-1942'.

HISTORICAL ARTICLES

There are two articles to go along with the Do 17. The first is written by Jan Bobek, and is dedicated to the fate of the crew of Do 17Z 7T+HH from KG.606. It is included in this newsletter, and believe me when I tell you that it is some story, where the commander of a Dornier becomes the commander of a submarine. First, he was sunk by the British, and the second time around, the Americans tried to send him to the bottom. Then, the British tried again. Ultimately, it was the French that got him. At Dakar.

The second, no less interesting article, is a study of the Do 17Z from Mira Baric and will come out in the March issue, and will be dedicated to the aircraft coded 5K+AR from 7./KG 3. The article will describe not only the combat career and final flight of this aircraft, but also the story around the discovery and salvage of its wreck and subsequent restoration.

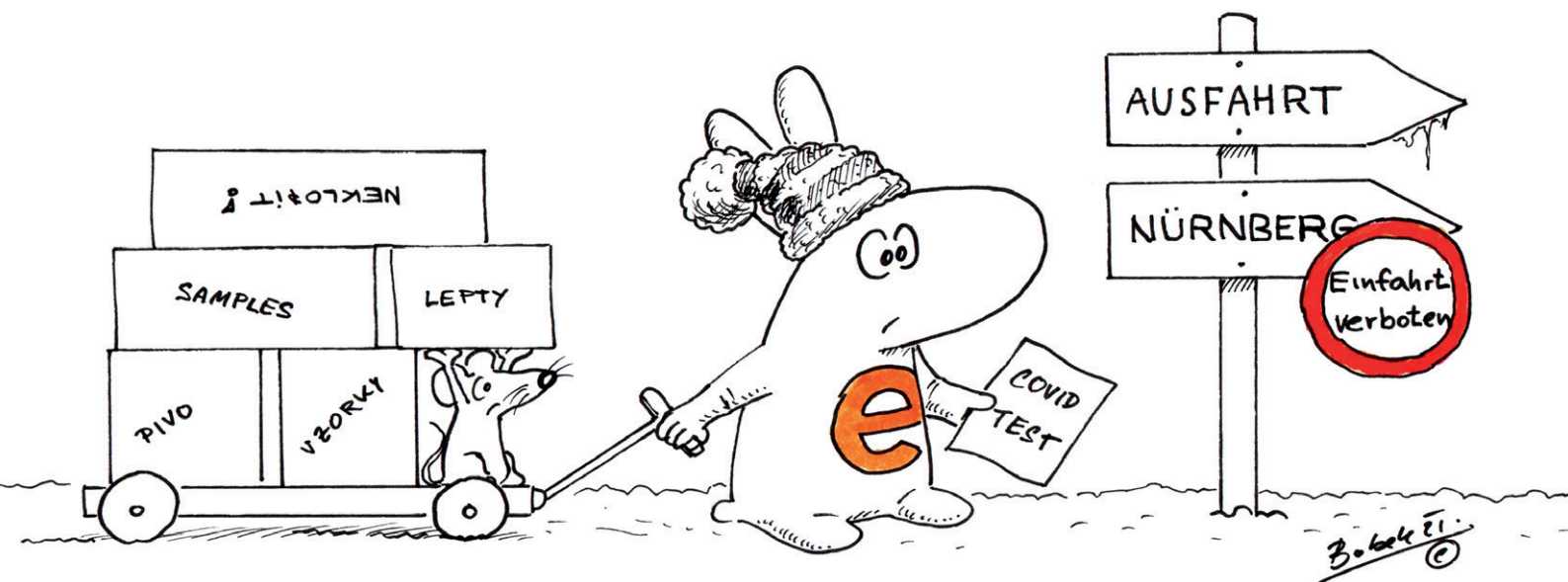
This literary works are the base of our otherwise a little uneventful advertising material and also are one of the reasons why our newsletters are, and have been for quite some time now, a much anticipated event among modellers. In this newsletter, there are three such articles. Besides the aforementioned articles, there's an article by Jan Zdiarsky about Lt. Col. John C. Meyer and a borrowed Mustang named 'Stardust', with which Meyer had the most successful day of his combat career. The fact that the date of the events was September 11th, 1944, will not surprise anyone familiar with Jan's field of interest, and just serves to confirm the importance of that date, a date that was made possible by some very extraordinary men. Besides focusing on Lt. Col. Meyer, the article describes a day in the life of the 352nd FG and the missions of the 8th USAAF.

The third article was written by Richard Plos. It's also a description of an event that, if it got into the hands of a film script writer, it would be rejected on the basis that it is too difficult to believe. Although, getting back to the movie 'Flyboys', it could easily also be the other way around. The article describes the story of German fighter ace Willi Gabriel and has a connection with not just at least two of our kits, but also to historical research surrounding the German fighter force during World War One. The two kits in question are the 72nd scale Limited Edition kit Fokker Fokker! released this year in January and the 48th scale ProfiPACK kit of the Fokker D.VIII(-Fok). Fokker Fokker! is one of the kits that survived the blaze and is available through to now. And even that suggests something about the type in and of itself!

And that's it from me for now. I hope you find some inspiration within the pages of the historical articles, and that you find the rest of the information worthy of a close look.

Happy Modelling!

Vladimir Sulc.



THE FLYING ELEMENT

WILLI GABRIEL

Eleven aerial victories would hardly put Willi Gabriel to the pedestal of the Great War fighter aces. This achievement makes him just something like a „second rate“ in the first sight, but it must not be forgotten his fighter career was quite short. It lasted just some four months...

Autor: Richard Plos

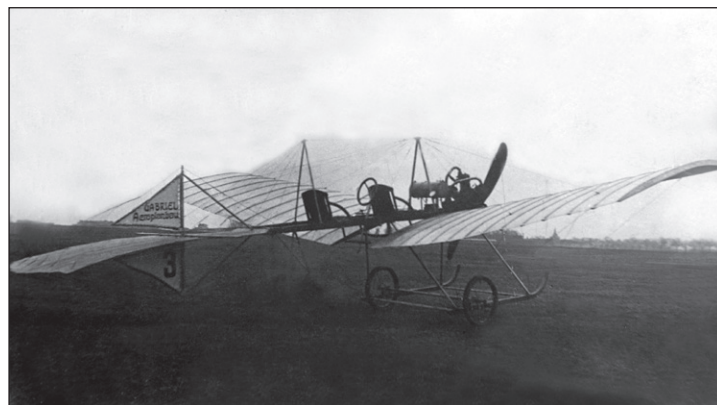
Although the name Willi Gabriel does not figure as a part of the shortlist of the most famous fighter aces of the Great War, his spectacularly decorated Fokker D.VII keeps him in the „lights“ and general awareness. The aircraft with blue and orange stripes on the fuselage and elevator is still popular with plastic model producers, artists or even with flying replicas builders. For example, the replica built in 2010 by Engels Aeroplanbau for the TVAL company (founded by Peter Jackson) runs across the New Zealand's skies in Gabriel's marking and back in the time, the replica built by famous Cole Palen was performing spectacularly during Aviation Days at Old Rhinebeck Aerodrome (USA) in 1960's. Willi Gabriel's pilot escapades are no less interesting and colourful than his mount. He was through periods of good fortune, as well as painful losses in his life and he also credited himself with one quite important credit.

Flying brothers

At the time, the territory of Poland was part of Prussia, the Bromberg town was what is known as Bydgoszcz today. There, at the very end of the 1893 (December 31), twin brothers Willi and Walter were born in the family of the furniture manufacturer Eduard Gabriel. The two guys were very close each other for most of their lives. Not only because of their relationship, but also thanks to shared interests. As high school students, they liked to drill into various machines, especially in internal combustion engines. Both have learned to drive very early as well, starting with motor racing once they managed to acquire their own car. Also, aviation was drawing attention of technically and adventurously minded young men.

As they had enough wood, glue, and tools on hand thanks to father's factory, the desire to build their own aircraft was no surprise. At the age of eighteen, Gabriels started to build their own replica of Blériot based on plans in Flugsport magazine. Brothers managed to finish the plane, but it never flew, as no suitable engine was available to them. Therefore, they tried their luck

with their own design, but it did not turn out any better. They have felt more aircraft design information would be helpful, so they made a trip to Johannis-
thal, where Fokker Spin caught their attention. Upon return home, they have bought an Anzani aircraft engine developing some 30 hp and began to build a replica of the Fokker's successful design. They also invented some improvements, and on August 16, 1912, Walter took off for the first short hop. After that, both brothers continued to hone their piloting skills, as well as the aircraft's design. Thanks to their efforts and commitment, both become good pilots, albeit without an official pilot's license as it was quite expensive for them to invite representatives of the Deutschland Aero Club from Berlin for examinations. Willi later admitted, his brother was initially better pilot than him.



First airworthy aircraft of Gabriel brothers was a copy of Fokker Spin.

They were also constantly repairing and improving their aircraft, with the old Anzani engine being the biggest problem. Maybe that's why they tried to build gliders as well. Information about these is sporadic, they were supposed to be four designs called Gabriel P-I to P-IV and probably built during 1913.

From West to East and back

The outbreak of the World War I thwarted plans of many people. Gabriel brothers were no exception, as they were called for military service. Their pre-war aviation activities were no secret for the military authorities, so they were assigned to the German Air Troops (Fliegertruppen). Both brothers completed basic military pilot training at the Aviation Training Unit No. 1 (Flieger Ersatz Abteilung 1) in Döberitz, followed by advanced training in Müncheberg at the Rumpler training centre.

The twins were lucky, as they were assigned to the same FFA 34 (Feldflieger-Abteilung) unit after the training completion. The unit was operating from the Cunel base near Verdun, and commanded by Hauptmann (Captain) Hugo Geyer. Pilots flew their missions with unarmed two-seaters Aviatik B.I and B.II. The unit stayed defenceless in the air until the mid-1915, when Aviatik C.I and Albatros C.I with a defensive machine gun operated by observer arrived. In the spring of 1916, both brothers packed their bags and set out on a long journey, as they were transferred to FFA 21, the unit operating on the Eastern Front in the area of Bialystok. There they experienced quite different missions to what they were accustomed to on the western side of the conflict. Pilots flew quite a long observation flights there with their Albatros C.I.s, penetrating the enemy territory much deeper than it was usual on the Western Front. Such a practice was possible thanks to low threat from Russian fighters. Flights of up to 100 km deep in enemy territory were commonly used to map the situation and traffic on the main railway lines. During each flight, about 93mi (150 km) of the railway was observed, so total length of the mission was about 350 km. Brothers joined the operations of the unit, but, after some time, their ways parted, because Willi was transferred to FFA 44 operating on the Western Front in the Verdun area.



Gabriel brothers as military pilots. Willi on the left.

New engagement with Schutzstaffel 15

During their service with FFA 34 Gabriel brothers had been witnessing arrival of first Fokker Eindeckers and both were attracted by these aircraft with Walter being initially more captivated than Willi. So it was no wonder he applied for transition to one of the Kampfeinsatz Kommando (one-seaters fighting group). His desire materialised only after he has returned to the western area of the war in the spring of 1917. He was assigned to the Jasta 19 (the KEs were gradually converted to the Jagdstaffeln about this time), but his spell with fighters was quite short as he reported to the commander of Flieger-Abteilung (Artillerie) 250 (Artillery-observing aviation unit) shortly afterwards. There he flew long-range reconnaissance flights with Rumpler C.IV capitalising on his Eastern Front experience.

Willi was in a similar situation, flying at FA (A) 207 at the time. But, as the more dynamic and impulsive person of them both, he was gradually getting more and more bored with the monotonous observation flights. When the Schutzstaffeln (protective squadrons) began to form in 1917 as the protection force of the observation aircraft, he did not waver to request reassignment. His request was approved and Willi became part of the Schusta 15, flying Halberstadt CL.IIs. These successful airplanes were armed with two machine guns (one moveable for rear gunner and one forward firing synchronized one) and performed tasks focused primarily on the protection of observation planes. Although not thoroughbred pursuit aircraft, the CL.II offered Willi significantly more combat opportunities. He was not scoring any victories however, despite number of combats. Instead, he learned, that his brother had not returned from a flight over England in August 1917. The Britons reported



Willi Gabriel in front of Halberstadt CL.II together with his gunner and observer Vzfw. Hilsbein during the service with Schusta 15.

downing of the Rumpler C.VII flying at an altitude of about 18,000 ft (5,500 m) that day. According to the report, the hit of anti-aircraft fire destroyed the tail of the aircraft, causing it to fall in spiral and crash. Willi was downcast with the news as he had no hopes his brother might survive. What a relief for him, when a British plane dropped a mail bag over German territory with an up-to-date list of prisoners of war and the name Walter Gabriel was there!

Fighter pilot made "easily"

At the beginning of 1918, the protection of observation aircraft was already fully provided by Jagdstaffeln (fighter squadrons), while Schutzstaffeln were increasingly used for ground attack tasks. Therefore, their designation was changed to Schlachtstaffel, abbreviated Schlasta (attack squadron). At this time Willi already had a reputation for being an extremely "wild" pilot, frightening not only the enemy but also his own gunners with violent manoeuvres. It was more and more evident, the fighter instincts were inherent to Willi's personality. But, despite his undeniable piloting skills and courage, there were still zero kills on his account. He had to wait until March 22, 1918. That day he finally shot down the French SPAD and his desire to become a fighter grew to another height. He had been considering application for transition to fighter unit for some time, but hesitated. The reason was quite simple and telling: In case of approval, he would have to complete fighter course with a training unit with rigid discipline. Something Willi was not a fan of... Now, he was one of the most experienced pilots of two-seaters, he had a number of fights on his account and he also had problems finding a permanent gunner, as each of them preferred to fly with anybody but him. He therefore took advantage of situation, when his unit shared the air base at Cappy with the entire Jagdgeschwader I (Fighter Wing No. 1). He went on his own to the tents on the other side of the airfield and asked for a hearing directly with Manfred von Richthofen's death, Wilhelm Reinhard took command of JG I and Gabriel decided to repeat his attempt. The story was similar, Reinhard agreed to his transfer as well. And as Gabriel's commandant have given up further efforts to keep him with the unit, Willi reported himself with the JG I leader on May 19, 1918, becoming a member of the famous Jasta 11. However, he had not won yet.

After von Richthofen's death, Wilhelm Reinhard took command of JG I and Gabriel decided to repeat his attempt. The story was similar, Reinhard agreed to his transfer as well. And as Gabriel's commandant have given up further efforts to keep him with the unit, Willi reported himself with the JG I leader on May 19, 1918, becoming a member of the famous Jasta 11. However, he had not won yet.

Reinhard's ultimatum

Reinhard made it clear to Gabriel during the first report, that he knew of his piloting skills, but his unit was no place for training newcomers or resting on laurels. That said, Willi had been tasked to achieve at least one victory in the next four weeks. If case of fail, he would return to where he came from. It was quite hard requirement, given that Gabriel had not flown single-seat fighters and had not undergone fighter training until then. He therefore did not waste time, conducted two training flights with the Dr.I to familiarise himself with the nimble fighter powered by rotary engine and asked Reinhard for the place in the evening patrol the same day he had joined the JG I. Reinhard agreed on condition the newcomer would stay close to him, turning tail in the event of a clash with the enemy. Well, that was not what Willi had in mind! When the patrol encountered a formation of DH-9 bombers before eight o'clock in the evening, Reinhard began to climb and manoeuvre to get the best position for his men to attack. For all bar Gabriel, who separated from the formation attacking the rearmost DH-9, shooting it down. Delighted at his success, he spiralled with his prey watching it to hit the ground and



Alex Imrie via Greg VanWyngarden

Walter Gabriel from the time of his service with FFA 21 on the Eastern Front.

when he "awakened" and looked back and over he saw the rest of the squadron circling above him. If it were not his comrades defended him, he would be done, as the French Spads were above the German patrol to protect the bombers... However, he achieved his mandatory victory on the first day at the JG I and so he could unpack definitely...¹⁾

Two aces by one combat

Willi didn't do much flying with Triplane, as Jasta 11 replaced these aircraft with new Fokker D.VII during the second half of May. One of them, the example of the early production from the Schwerin factory, was assigned to Gabriel. It was a well-known 286/18 with a Mercedes D.IIIa engine. This aircraft got the marking of the unit (red nose) and personal marking, consisting of orange and light blue stripes on the fuselage and elevator added gradually.

Jagdgeschwader I was an elite unit under command of famous Manfred von Richthofen. After his death on April 21, 1918, Reinhard respected the legacy of the "Red Baron" and led the unit in similar way as von Richthofen did, giving his pilots relatively large degree of freedom, including the possibility to fly "free hunts." That was a blessing for the indomitable Gabriel, as independent flights suited him much more than disciplined group operations. But the "free hunts" were also dangerous adventures, as Willi learned soon.

He took off for lone hunt on June 13, hoping to achieve his fifth victory, which would grant him the status of an ace. After spotting formation of Spads, he sneaked up from behind and gave the rearmost plane of the formation burst of his machine guns. The victim fell and remaining eight enemy pilots pounced on him wildly. Gabriel not only had to use all his strength and skill, but also had to hope for luck. He zigzagged at the height of the treetops, while number of hits increased, luckily with no bullet hitting him or anything important on the plane. The hope of getting out of the mess was diminishing, but then one of the pilots of overflying formation of Jasta 41 Albatroses spotted his "dance of death" and rushed to help. All but one of the Spad pilots decided to call it a day and Gabriel managed to shoot down the importunate opponent. The Spad pilot made an emergency landing at the German territory and Willi together with his saviour headed to the base. After landing, Willi found it was Josef Schwendemann, who, like Gabriel, had four victories on his account so far. Grateful for his rescue, Willi offered one of his two victories of the day to Schwendemann and adjusted his report accordingly. Both pilots became aces that day...²⁾

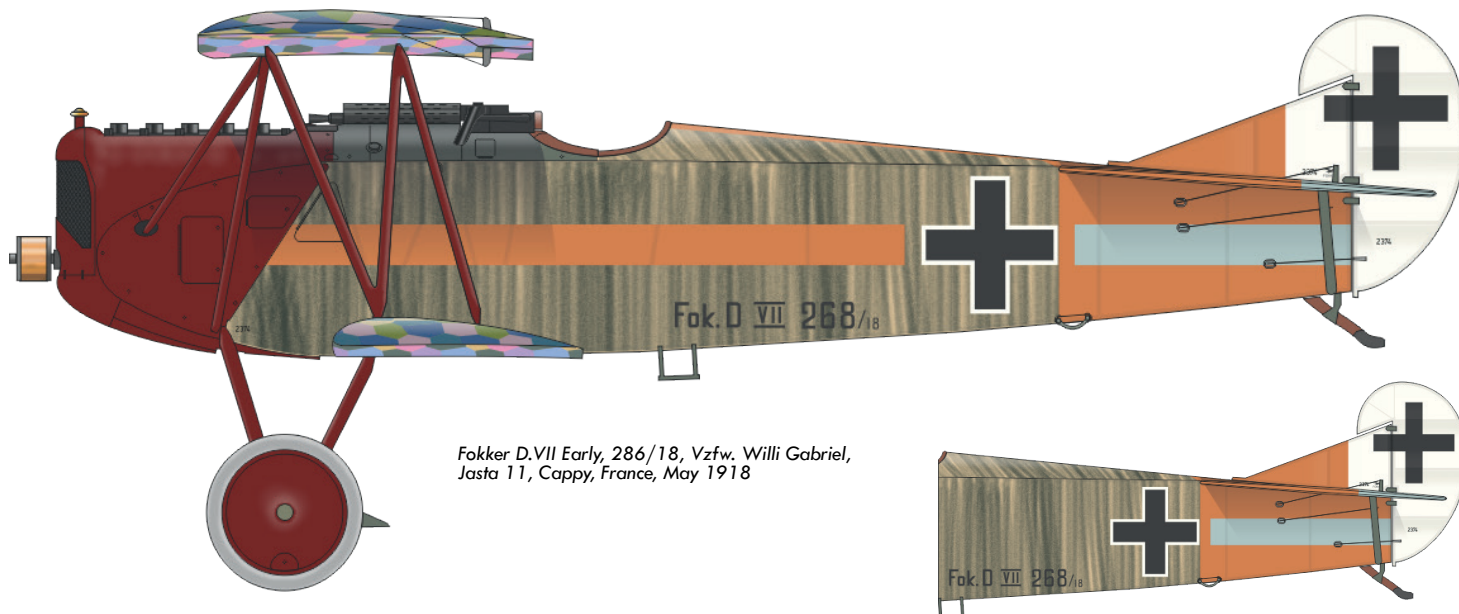
Involuntary renunciation

Leaving one victory to another pilot was not anything new to Gabriel, but it was for the first time he did so voluntarily. He has been "forced" to do it not once, but two times before. The day before his abovementioned fight he claimed the same victory as Reinhard. It would be twentieth victory for his commander, meaning he would reach the limit for the Pour le Mérite award. In rather unusual manner adjutant of JG I, Lieutenant Bodenschatz, approached Gabriel with request to waive his claim. But Gabriel refused, because a few days earlier he had been dealing with the same situation occurring with another pilot. In that case he agreed on condition he would be awarded the next disputed victory.³⁾ More to it, in the case of the dispute with Reinhard, Gabriel was striving for his fifth victory, and thus the ace status. No wonder he insisted on the victory. However, Reinhard was scheduled to test the new Zeppelin-Lindau D.I fighter at Adlershof Airport near Berlin in a few days and would like to leave his unit with the valuable award virtually "in his pocket". Bodenschatz therefore asked Gabriel again and offered that not one, but two subsequent disputed victories would be automatically awarded to Gabriel. Considering it fair, Willi finally agreed. No one could have guessed that there would be no more disputes with Reinhard...

During the tests at Adlershof on July 3, Hermann Göring tried out the new type first, followed by Reinhard. During the dive one of the wing struts tore off and Reinhard was killed in the subsequent crash.⁴⁾

Gabriel recorded his seventh victory three days before Reinhard's death. His victim was Sopwith Dolphin, and it was a special event, as it was also the 300th victory of Jasta 11. Willi therefore went to celebrate with his old comrades-in-arms from Schlasta 15, using his new D.VII F for the trip. It was BMW IIIa powered aircraft and so very valuable, as it was more powerful and better performing than Daimler-powered ones.

The party at Schlasta 15 was a bit longer, than expected. Because it was a clear and "light" summer night, Gabriel decided to fly back home shortly after midnight, but from the air the ground looked much darker, and he



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

Alex Imrie via Greg VanWynyarden



First of Gabriel's Fokker D.VIIs was the aircraft with military number 286/18. The orange stripes were not painted on the fuselage at that time.

found no airport after more than an hour of flying. Willi eventually landed on a pasture near Valenciennes, but the chassis struck the fence, the aircraft lost its lower wing therefore and finally ended up with its tail pointing helplessly to the sky.

The warning

After Reinhard's death, the JG I was without lead again, and the pick of the headquarters for the position was probably the worst possible choice from Gabriel's point of view. To the great disappointment of the JG I pilots, none of their ranks was chosen to command the unit. Experienced pilots in officer ranks, such as Udet or Loewenhardt, were not professional officers and so disqualified to lead such a large unit as the Jagdgeschwader was. It had to be professional soldier. Somebody like Hermann Göring, then commander of Jasta 27 and an ace with 21 victories... Immediately after his arrival on July 14, he gathered all the pilots and informed them about the changes that would take place under his leadership. He asked for better discipline and morale in the air with commanders of the formations giving the signal to attack with a signal pistol. The most important change was quite painful, as it was forbidden to carry out "lone hunts" with immediate effect. Most of the members of JG I did not like the new order, most of them also hoped that it was just a kind of mandatory process for Göring to demonstrate his determination, and soon everything would return to the old tracks. But they were mistaken... On July 18, Willi took part in formation led by Göring. The flight did not last long, and although there was a combat with the French Spad squad, none of the pilots, according to Gabriel, achieved any victory.

As the Fokker formation approached the home base, Gabriel felt there is still "something in the air" for him. He had still enough fuel, so he left the formation and headed back to the front. Soon he spotted another Spad formation, approached from behind and pounced up for the rearmost one. The victim went down, and the situation already described repeated, as eight Spads were hunting lone Gabriel again. Willi had to manoeuvre furiously to save his life, but he managed to shoot down another Spad and the rest eventually gave up the fight, thus pleasing sweaty Gabriel. Approaching the base at Beugneux, already on the landing finale, he noticed three Bréguet bombers overflying at an altitude of about 10 000 ft (3050 m), heading for Neuilly. He did not hesitate, opened the throttle of the BMW engine, pulled his Fokker into climb, and headed towards the enemy formation. He also noticed another D.VII climbing, with Richard Wenzl of Jasta 6 in the cockpit. Flying D.VII with more powerful BMW engine compared to Wenzl's Daimler version, Willi



Intimidating pose of Willi Gabriel. It is quite common on the photos of him...

outclimbed him easily and set for attack. He ran in and fired on the starboard Bréguet repeatedly. When closing in for the third time, he noticed both pilot and observer collapsed in the cockpit and after another burst also the engine stopped. Gabriel ran out of ammo, but Bréguet was done and went into a spiral, hitting the ground a mile away from the airport.

He was receiving congratulations from his comrades after landing, but Wenzl saw the situation differently: "We cut off a French bombing squadron that was approaching Neuilly, intending to bomb Fère en Tardenois. I cut one of them out and really went to work hard on him. At first the observer was still firing, but then he was quiet. He'd had enough. My opponent crossed the lines, stinking and smoking, with his engine shot in pieces. I was convinced, he was done. I broke off and watched the outcome of the operation. One of my comrades (Gabriel) suddenly thought that he should intervene and pumped another series of rounds into the Bréguet, which didn't even move but continued quietly on. It went into the ground near Igny and burned. When we got back, I got involved rather undiplomatically in throwing the dice into it - and lost my victory, naturally." ⁵⁾

For Gabriel there was a bigger problem waiting than dispute with Wenzl, as he had to hear annoyed Göring out. The JG I commander clearly expressed his thoughts and warned him, that anything like going off on his own must not happen again. Göring then asked him to confirm his victory over the Spad, but Gabriel refused because he did not observe any combat between Göring and French airplane. He certainly did not improve his situation by this...

Too "expensive" trip

An afternoon patrol followed the same day and Willi, who thought the best way to prove Göring is wrong on banning pilots from the lone hunts, went off on his own again. Leaving the formation, he overflew the front at very low altitude to avoid the British anti-aircraft "Archies" and spotted a two-seater (probably Spad XVI) guarded by two Spad fighters. Willi concentrated on the two-seater, as observer was firing at the trenches, losing his vigilance a bit. Gabriel sent his victim down by first burst, frightening probably the escort fighters, as they turned sharply and disappeared in the haze.

After landing, Gabriel met furious Göring, for whom four victories Willi had achieved that day were no excuse for disobeying the rules. He ordered him four weeks leave to get rid of him, at least for a while. Before departure,

Alex Imrie via Greg VanWynyarden



A mood before take-off to the operational flight. Willi Gabriel (in the middle of the group on the left side) is just putting on his flying suit. His D.VII stands on the left of a row and sports complete paintwork with orange fuselage stripes.

Alex Imrie via Greg VanWyngarden



The consequence of the night flight home from the celebration. The aircraft was damaged badly, but the valuable BMW engine stayed unharmed.

Gabriel was ordered to deliver an Albatros D.Va to the airport in Metz, where the air assembly base (Flugpark) was located. During the flight, however, Willi decided that as he is already on vacation, he could fly it all the way home. And home meant some 620 miles (1000 km) of distance to Bromberg! He had to make several landings en-route to fill the fuel tank but, surprisingly, nobody asked him for a flight authorisation. His affiliation with the famous JG I was a sufficient "authorisation" for everyone, except for the commander of the base in the Bromberg, who did not let himself be outwitted. Whole the matter was getting through the official military channels and the final blame was on Göring. As soon as Gabriel returned to the unit, he was informed by his angry commander, there was no place for somebody like him. Gabriel was sent him to the Army Flug Park II in Montmédy, where he was tasked with test-flying the airplanes assembled after rail transport to the front. As he said later, after serving with the elite Jasta 11, he no longer wanted to join any other unit, so he endured the war there and returned home immediately after armistice.

Home again

Returning home, he found his hometown changed the name. It was no longer Bromberg, but Bydgoszcz, as Gabriel's birthplace became part of the new Poland. German citizens could stay, but on condition they accept Polish names. And so, Willi became Jan and Walter, who returned from the captivity, became Pawel... But the change was only an eye candy to satisfy the Polish authorities.

To the advantage of the aviation-bound brothers, there was no ban on aircraft production in Poland, as was the case in post-war Germany. And, although the brothers joined the family furniture company (later took over it completely), they also founded their own company called Aeroplan Gebrüder Gabriel (Aircraft Brothers Gabriel) where they started building their own sports aircraft. Their efforts materialised in 1920 in form of the Gabriel P-V parasol⁶⁾, the first independent Polish aircraft. The Gabriel P-V was powered by Haacke HFM-2 engine with an output of 22 kW, enough for small and light (just 297lb; 135 kg) aircraft. Its shape resembled scaled-down Fokker D.VIII with one interesting improvement, swivel wing for easier ground transport.

The aircraft was performing well and after a series of various improvements, the brothers decided to present it at the Poznan Industrial Fair in 1924. Willi was to fly it over, while Walter took a train. However, the April weather with very low clouds, rain and fog made flying nearly impossible. Willi did not give

up and took off, not worried by the fact the plane didn't even had a compass! He believed that following the rails, he would find the way. But he lost his orientation and had to land in order to ask where he was. To his amazement, he learned he was in Germany and so took off quickly before the police might arrive. The subsequent flight lasted only a few minutes, as the crankshaft broke and sudden stop of the engine torn the propeller to pieces. One of them cut through the wing damaging its inner structure. Willi landed quickly and found that he was still in Germany, near Woldenberg...

The plane was confiscated, Willi was imprisoned, and the whole issue received considerable publicity to little liking of the Polish government. As part of the subsequent trial held in 1926, both brothers were banned from flying in Poland. Another blow to their dreams of aircraft company was the order cancellation for 50 Farmans yet to be built for the Polish Air Force. That was too much for brothers. Willi decided to quit flying for good to continue with the family furniture business⁷⁾ while livelier Willi, who could not imagine his life without flying, decided to move to Germany.

A two-time pilot jobs

Shortly after his relocation, Willi Gabriel founded the small company Gabriel-Flugzeugbau in Johannisthal and continued with his efforts to become an aircraft manufacturer. At the same time, he worked as a flight instructor and was frequently hired for various demonstration or advertising flights. With the reputation of a Great War ace and former member of the JG I, his things were a little bit easier at least. In the late 1920s, he introduced his last aircraft design, a two-seater biplane with folding wings, called the Wespe (wasp). It turned out to be his most successful, fully aerobatic plane. Willi took part in aerobatic competitions with it, competing also with Ernst Udet, his more famous colleague from JG I.

Willi was still very "dynamic" pilot and during one advertising flight for the movie company, he decided to increase the attractiveness of his performance with reversed flying. But as he rolled back to normal position, the loose seatbelts and the upholstery of the unoccupied front seat stuck the control stick in the pulled position. The aircraft raised its nose, lost speed, and went into the spin. Willi was unable to control the plane, so he crashed into the roof of the factory. Apart from the substantial property damage the death of one female worker was much worse consequence... Willi himself remained unharmed miraculously but was temporarily banned from flying until the court acquitted him.

At the beginning of the 1930s, the Luftwaffe, German Air Force, was secretly getting its future shape, officially introduced to the world in 1935. Number of "old hands" were recalled for military reserve pilot training and Willi arrived at Döberitz Airport, where he flew He-51s. During the course, which also included air-to-ground firing, interesting offer emerged for him. At the time, Ernst Udet was performing popular performances on air shows called the "Flying Professor". As his new duties with the Luftwaffe prevented him to carry on, he remembered Willi, who was more than keen to take over the famous act. After Udet first have seen him in this role, he allegedly declared, "Willi, you're even more crazy than me!" Gabriel then flew these performances until the beginning of the war. He also earned the attention of moviemakers who needed a pilot for an aerial movie with the meaningful title "Pour le Mérite". One old Fokker Dr.I was overhauled to the flying condition for the filming purposes, getting a Clerget engine instead of original Oberursel one. Also, one D.VII was prepared. Willi took over Dreidecker while his old colleague from Jasta 11 Alfred Niemz flew with D.VII. The Clerget engine had been resting for some twenty years and so not in the best condition. During the flight to the filming location in Rechlin, one cylinder of the engine exploded. Without power and with destroyed engine cover, Gabriel managed to save the plane with an emergency landing at Berlin-Staaken Airport. He caused a considerable upheaval there. The old Dreidecker has been repaired and Willi flew it during all the shooting sequences of the movie, which, by the way, is available on Youtube, albeit in very poor quality.

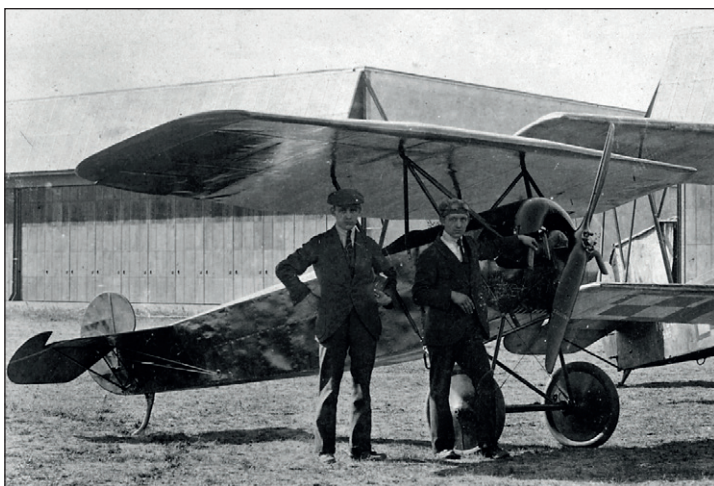
Gabriel worked as a movie pilot for the second time in 1941, i.e., during the war, when he was temporarily released of his duties as a pilot instructor. He had been working on two movies at the time. He flew his "good old friend", the Dr.I used during the shooting of Pour le Mérite for the purposes of propagandistic movie "D.III 88" (it is probably not necessary to explain the meaning of the number 88), while another overhauled Dreidecker was in the hands of a test pilot from Rechlin. Willi's Dr.I was at this time powered by the Oberursel engine, but it did not mean the end of the engine problems. Moreover, as he later recalled, due to the demanding requirements of moviemakers, flying for them was perhaps more dangerous than the war flying!

Another movie he was cooperating on during the war was the comedy "Quax, Der Bruch Pilot" (Quax, the crash pilot), where he allegedly used his own plane (matriculation D-EMAZ). According to Willi's memories, it was a Klemm plane, but Udet Flamingo with matriculation D-EMMA flies in the movie...

Second time in the war

Willi Gabriel was promoted to Hauptmann der Reserve (Captain in reserve) in October 1937 (he ended the Great War as Wizefeldwebel, i.e., Sergeant 1st Class). A year later, at the age of 45, he took a training for reserve fighter pilots in Döberitz and became an instructor. From 1939 he provided retraining of pilots at the Jüterborg-Damm base, during 1943 he was flying as an instructor with the JG 104 training unit at the base Kiel-Holtenau. Here he trained new pilots also on two-seater Bf 109G-12. According to unverified data, he

archiw autora



Gabriel brothers in front of their G-V design. Willi made emergency landing with it in Germany.

trained 800 pilots during his instructor career, and, at the end of the war, 52-year-old Willi even flew the Ju 88 and Me 210 night fighters.

It is interesting that Gabriel came into conflict with the authorities including the SS several times during the war years. The reason was not ideological, but rather materialistic, as he reportedly sent several Ju-52s to Germany with unspecified contraband. It was very close several times and even the mighty Hermann Göring himself had to save Willi from bigger troubles. Yes, it was the same Göring who fired him from JG I, and who didn't get to like him any more later. But the unwritten law of the old guard of JG I ordered them to keep together and was superior to everything else. Göring may have also intervened earlier, in 1936, when Willi was accused of attack on the state and the party. The accusation was based on denunciation from four of his colleagues and the reason was supposed to be an unspecified conversation about Leni Riefenstahl and her relationship with Adolf Hitler.

At the end of second world war, Willi Gabriel fell into British captivity, and the Britons asked him for help with the training of RAF pilots to convert on captured German aircraft. Willi refused this "honor" and so he was released on August 25, 1945. He returned home to Berlin but only to mourn. His brother Walter died during the Russian shelling of Genthin, where he escaped from his native Bromberg to avoid the progressing Red Army. Even worse loss for Willi was the death of his son Manfred.⁸⁾ He shot himself in Berlin in front of approaching Russian soldiers on May 1, 1945. His body was found on Gas-teiner straÙe. Two weeks later, Manfred would turn 19. By the way, the guy was able to fly with the aircraft at the age of twelve...

Valuable helper

Shortly after returning home, Willi volunteered as a pilot for the air bridge supplying West Berlin, but his offer was turned down. Luftwaffe pilots were not sought after... Coincidentally, he met someone who was flying the air bridge, the British pilot Alex Imrie, who became one of the founders of post-war aerial research focused on the First World War. Willi and Alex became friends, and, as Bruno Schmälting writes in his book *Jasta Colors*, Willi was so close friend, Alex invited him to his wedding. In 1962, *Cross & Cockade* magazine published an extensive article, which Alex wrote based on Willi's narration. This article also draws on it.

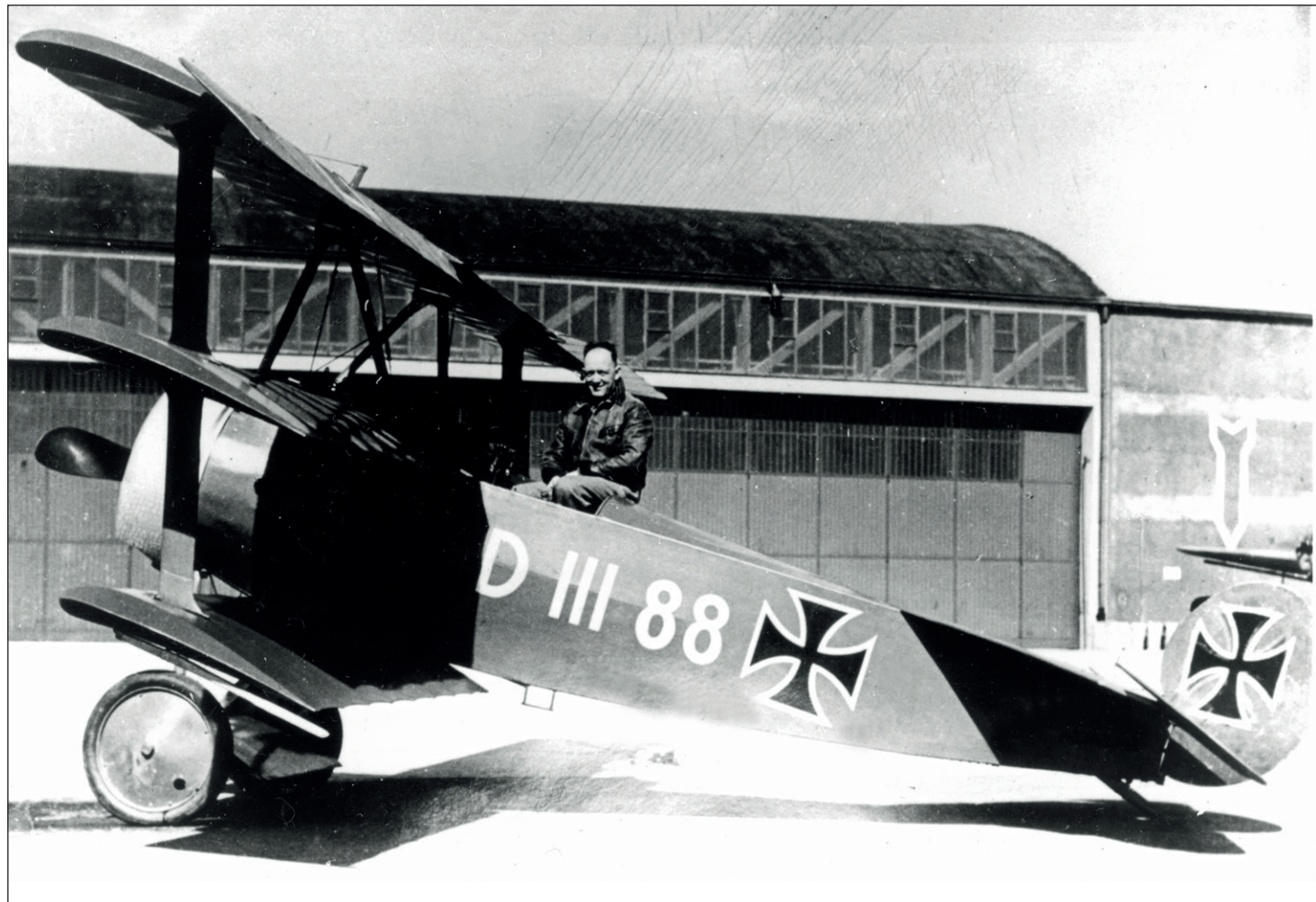
Willi Gabriel opened many doors to Alex in his efforts to contact former German First World War pilots, helping to preserve valuable information, photographs, and documents. After the imperial military archive in Potsdam was destroyed during one of the bombing raids, private albums and memories were the only thing left... Alex Imrie⁹⁾ then passed on his knowledge and



Alex Imrie via Greg VanWyngarden

A rest during the movie making of the *Pour le Mérite*...

...and during the work on the D.III 88. It is the same Fokker Dr.I.



Alex Imrie via Greg VanWyngarden

contacts to a new generation of researchers like Bruno Schmaling, Greg Van Wyngarden or Eduard's collaborator Jörn Leckscheid.

Getting old, Willi gladly accepted invitations to various commemorative events. As long as it was possible, occasional meetings of former members of JG I were organized, but the meetings of Alte Adler (The Old Eagle) were more frequent. This organization was found in 1927 and after World War II, it brought together only notable people who worked in aviation before 1919. Now, of course, this rule is already gone, and membership is decided by the executive committee.

At a meeting of JG I members in 1960 in Braunschweig, Willi managed to get the seat of the co-pilot of the Beechcraft Twin Bonanza and was given chance to pilot it. According to witnesses, he did such a violent flying that his former colleagues, who were riding as passengers, got sick!

Willi Gabriel was an impulsive, uncontrollable "element" who did not have too much understanding for tough discipline. He was an individualist and, according to witnesses, also entertaining companion. He died on July 1, 1968 at the age of 75. It would be interesting to find out how many victories he would eventually achieve if he was allowed to fly his solo missions. And who knows if he would survive another fight of one against eight, which he might get into again. Maybe Göring saved his life when he fired him from the JG I...

Notes

1) Many sources state that Gabriel did not achieve his first victory until a month after his arrival at Jasta 11, and so he did not meet Reinhard's original deadline. This mistake is due to the erroneous dating of Gabriel's arrival at Jasta 11 on April 15. However, the "Red Baron" died on April 21, and Reinhard took command of JG I on April 25.

2) Josef Schwendemann achieved a total of seventeen victories.

3) Disputes over victories were nothing special. Concurrent claims occurred relatively frequently. In the fierce air battles in a relatively small area, several pilots often fired at one target and it was not easy to determine whose shot was the fateful in the end. It was mostly up to who secured a better testimony.

4) The motif of Reinhard's fatal crash during rehearsals of a new type appeared in a modified form in the movies *Pour le Mérite* from 1938 and also in the better-known *The Blue Max* (1966).

5) *Richthofen's Circus; Hunting Squadron I; Greg VanWyngarden, Osprey Publishing Limited 2004*

6) The Gabriel brothers also designed P-VI (two-seater biplane training aircraft), P-VII (sports two-seater parasol aircraft) and sporting aircraft P-VIII. The P-IX project remained only on paper, and none of the projects was produced.

7) The Mebli Gabriel factory was nationalized on August 16, 1950 by order of the Council of Ministers. It was located at Aleja 1 Maja 138, Bydgoszcz.

8) Gabriel brothers named their sons after von Richthofen brothers. Walter's son was Lothar, Willi's was Manfred.

9) Alex Imrie; April 29, 1926 - June 4, 2011

Sources

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 Above the Lines, Norman L. R. Franks, Frank W. Bailey, Russel Guest, Grub Street London, 1993
 www.theaerodrome.com; www.lexikon-der-wehrmacht.de; www.bwfsg.de
 Registers of the Berlin and Bydgoszcz

Author would like to thank to Greg VanWyngarden for providing the valuable photos and additional informations.



Willi looks quite tired on the photography taken during the WWII years...

Alex Imrie via Greg VanWyngarden

Berlin - Schmörgendorf den 23. Juni 1945.

Der Kameragehilfe Willi Manfred Gabriel,

wohnhaft in Berlin - Charlottenburg, Ebereschallee 37

ist am 1. Mai 1945 Todesstunde unbekannt

in Berlin - Wilmersdorf, Gasteiner Straße 9/10 tot

aufgefunden worden. 15. Mai 1926

in Bromberg

(Standesamt) Bromberg Nr.

Vater: Willi Gabriel,

Mutter: Herta

beide wohnhaft Berlin-Charlottenburg, Ebereschallee 37

Der Verstorbene war nicht verheiratet.

Eingetragen auf mündliche Anzeige des Tapetenhändlers Max König, Berlin-Wilmersdorf, Gasteiner Straße 9/10

Der Anzeigende wies sich durch Industrie- und Handelskammerausweis aus. 1 Zwischenzeile. 2 Worte gestrichen.

Vorgelesen, genehmigt und unterschrieben

Max König

Der Standesbeamte

In Vertretung: [Signature]

Todesursache: erschossen durch (Kriegseinwirkung.)

Eheschließung des Verstorbenen am in

(Standesamt) Nr.

Register entry of the death of Willi's son Manfred.

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.

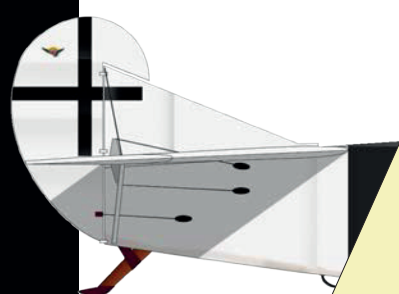
Renowned historian and author Bruno Schmälting completed this book with the cooperation of fellow researcher Jörn Leckscheid, a long-time friend of Eduard.



JASTA COLORS

Volume 1

BY BRUNO SCHMÄLTING
WITH THE COOPERATION OF
JÖRN LECKSCHEID



Jasta Colors Volume
subject by the world's
and sources on this top
color profiles, many not s

Pfalz D.IIIa flown by Lt. Carl Berr,
Jasta 31, mid-1918 >>

<< Albatros D.Va flown by Lt.
Carl Haustein, Jasta 37 during
February-March 1918.

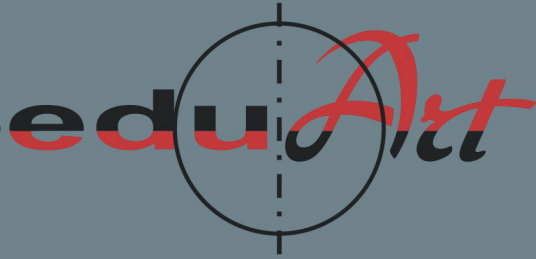
<< Fokker D.VII flown by Oblt.
Robert Blumenbach, Jasta 31,
August/September 1918.

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Spitfire Mk.IIa
1:10, Michael L. Robinson, 17 of No.489 Squadron, RAF Biggin Hill, Great Britain, April 1943
by Eduard Artwork

Eduard Artwork, 2021
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NEW



Spitfire Mk.III
1:10, Michael L. Robinson, 17 of No.489 Squadron, RAF Biggin Hill, Great Britain, April 1943
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NEW



P-51 Mustang
1:10, Michael L. Robinson, 17 of No.489 Squadron, RAF Biggin Hill, Great Britain, April 1943
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NEW



Biplane
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NEW



Rampstift

NEW



Fokker

NEW



STARDUST:

FOUR TRIPS TO HELL ON A BORROWED HORSE

JAN ZDIARSKÝ

We have made references to the date of September 11th, 1944, several times now within the pages of our Eduard newsletter. It's not only thanks to the obsession with the date that is held by the author, but also the fact that this date holds many diverse and fascinating aspects that are attached to it. The recounted stories that have been documented here have thus far been tied to the specific conflict between the 13th Combat Wing, notably the 100th Bomb Group, and Jagdgeschwader 4, that has come to be known as the Air Battle over the Ore Mountains.

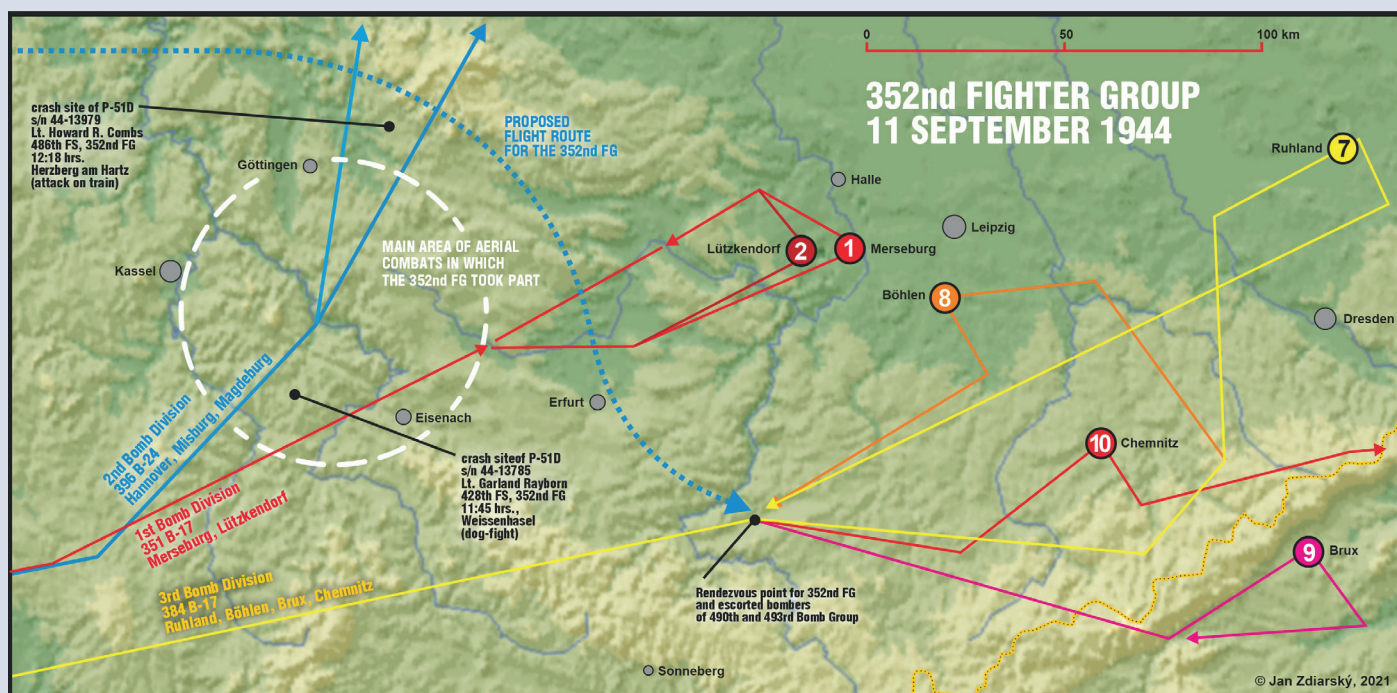
This time around, we'll take another gander at about the same time window - approximately 1145h to 1215h - but about 250km further to the west. The centre of interest will continue to be the stream of bombers from the 3rd Bomb Division, but we will move from its leading edge, specifically the first three combat boxes headed towards Hyrierwerke Brabag in Ruhland, and shift our attention to the rear of the bomber group, to its fighter escort. The next to last grouping of the 3rd Bomb Division stream was a pair of combat boxes from the 490th and 493rd Bomb Group heading towards the Sudetenlandische Treibstoffwerke AG Brux (this is currently a major chemical production facility called Záluží just outside of Most in the northwestern part of the Czech Republic and is visible from the main Eduard building in Obrnice. It is also firmly connected to the history of the company.) Two boxes designated 93A and 93B Combat Wing, located in positions 7 and 8 within the 3rd Bomb Division formation, were under the protection of the 352nd Fighter Group, commanded by Lt. Col. James D. Mayden. The bomber protection duties included close air support as well as clearing the air en route for the bombers as withdrawal support.

The 352nd Fighter Group was composed of three squadrons - the 328th (that day led by Lt. Col. Mayden), the 486th (Capt. Franklyn N. Greene), and the 487th (Lt. Col. John C. Meyer). Each squadron for this mission consisted of sixteen to eighteen fighters and was divided into White, Blue, Red and Yellow Flights, where each flight was made up of four aircraft.

By the time all three squadrons of the 352nd FG and their 53 Mustangs formed up and turned eastwards



*Commanding Officer of 487th FS Lt. Col. John C. Meyer
in the cockpit of P-51D 'Petie 2nd', s/n 44-14151
at Bodney, Great Britain.*



around 1000h, their charges had been in the air and over enemy territory for some time. Despite each squadron operating independently, their rendezvous with the bombers at the designated location was almost simultaneous. The group with the call sign 'Balance One Four' was to come in from the North Sea, over Holland and the Ruhr to the area south of Hanover and from there continue on southeasterly towards Plauen, where they were to meet up with their 'big brothers'. Although the assumption was that meeting the Luftwaffe was unlikely, the route to meeting the bombers was several times interrupted. The first encounter with the enemy occurred at around 1130h when the 328th FS stumbled upon a fight in progress between the 4th FG and German fighters. Although subsequent reports put this event at 20 miles east of Meiningen, it was in all likelihood actually in the area of Eisenach, over 50km away. The engagement proved successful especially for Blue Flight of this squadron, with its CO Capt. William E. Hendrian and his Number 2, Lt. Richard F. Semon, each claiming an Fw 190. However, this came at the cost of the unit's Number 3 man, Lt. Garland Rayborn, who was shot down and taken prisoner. The bad guys in this fight, which lasted over a half an hour, were Bf 109s and Fw 190s from I./JG 76, JGr. 10, II./JG 27, and II.(Sturm)/JG 300. Besides the aforementioned 352nd and 4th Fighter Groups, the American side also included the 359th and 364th FG.

Shortly after that, at around 1150h, and further to the north near Göttingen - Nordhausen - Mulhausen, pilots of the 328th FS, dubbed 'Meyer's Maulers' spotted a group of around thirty German fighters forming up. These were, no doubt, connected to the German units taking part in the battle described immediately

above and located about halfway between them and an unspecified group of American bombers. The latter were most likely B-17s from the 1st Bomb Division headed for Merseburg/Lützenkendorf. The squadron leader, Lt. Col. John C. Meyer, later reported: 'They were pulling contrails and appeared to be forming up. We headed towards them and as we got closer they dove out of contrails level in ones and twos. Contrail level was 28000' plus. At 29000', I identified them as Me 109s and attacked one as he headed down in a 60° dive. The whole squadron then engaged small groups of the E/A after their original gaggle had been split up. At about 17000' the E/A I was chasing leveled off and I closed rapidly. He saw me and started in a steep climbing turn, my first burst was about 20° deflection at 300 yards. I observed few hits. I closed on him in the climbing turn and at 30° deflection and 200 yards I got hits on the rear portion of his fuselage, pieces coming off. He split S'd, recovered and turned into me. I had little difficulty in overtaking and in turning inside of him. At 20° and 300 yards I got good strikes on wing root and E/A started to smoke. It rolled over and crashed straight into the deck from 8000'. Pilot seemed inexperienced, his breaks were conspicuously non-violent. He was hesitant in all his maneuvers.'

John C. Meyer did not get the described kill while in the cockpit of his iconic Mustang s/n 44-14151 HO-M, named 'Petie 2nd', which remained on the ground. Good fortune on this day was bestowed on Meyer by a borrowed, and a little orphaned, Mustang named 'Stardust', which carried the serial 44-13597 and code HO-F, who's pilot, Lt. William E. Fowler, had just completed a combat tour.

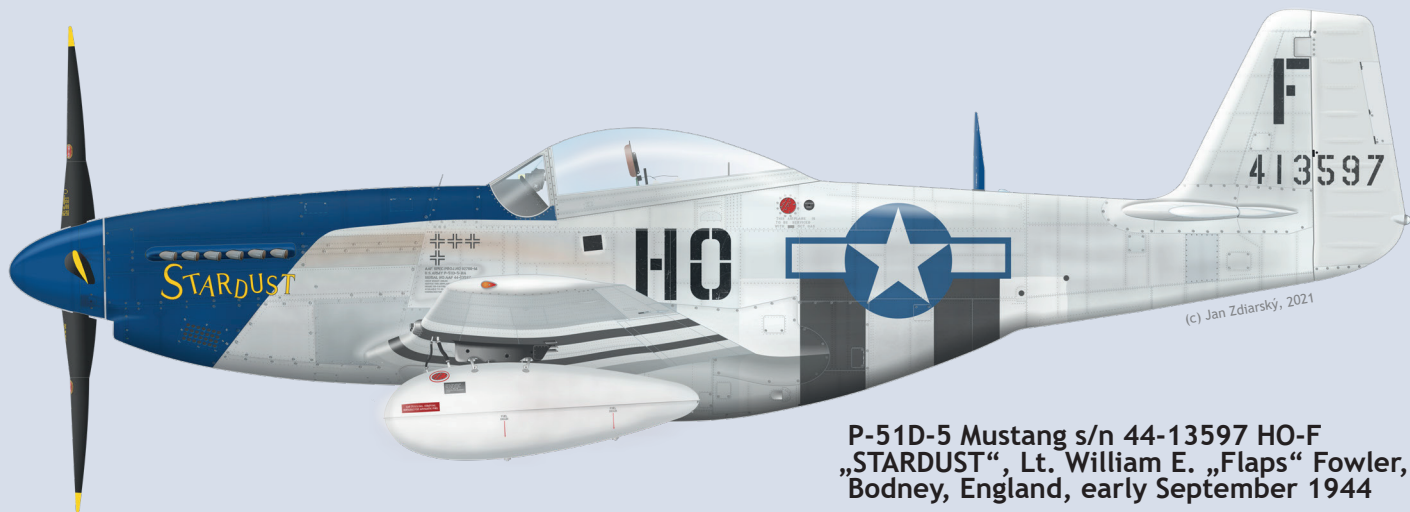
Sudetenländische Treibstoffwerke AG Brück, September 11th, 1944, was the target for the 93rd Combat Wing (490th and 493rd Bomb Group) with fighter escort provided by the 352nd Fighter Group.





P-51D-5 Mustang s/n 44-13597 'STARDUST', with which Lt.Col. John C. Meyer took part in the escort mission of September 11th, 1944. (Photo: 352nd Fighter Group Association, Peter Randall)





**P-51D-5 Mustang s/n 44-13597 HO-F
„STARDUST“, Lt. William E. „Flaps“ Fowler,
Bodney, England, early September 1944**

After getting that first kill of the day, Lt. Col. Meyer felt a little abandoned. He spotted another group of German fighters, made up of around fifteen Bf 109s and Fw 190s, a little higher than himself in altitude and further to the northwest. He climbed about 2,000 feet above the level of his foes and attacked a mixed pair of aircraft, one of each type: 'They had belly tanks and appeared to be forming up. I approached them from out of the sun and attacked the #2 of a pair of E/A that were farthest from the mass. I fired at 15° deflection from 300 yards to point blank range. The E/A burst into flames, I broke into the sun, cleared my tail and attacked the element leader, at 300 yards I got few strikes on his right wing tip and he broke. As he broke I got strikes in the vicinity of the cockpit and wing roots. The E/A rolled over and spiraled down, crashing into the ground.'

Shortly afterwards, Meyer spotted his final victim of this fight: 'A lone Me 109 was emerging from a cloud in the vicinity of the large enemy gaggle. And as I was not yet under attack, I attacked the E/A. Only my right wing guns were now firing so I opened at 200 yards and no deflection closing to point blank range and 10° deflection. I saw strikes all over the E/A and pieces flew off the tail and fuselage. He caught fire at his left wing root. I broke off the attack and headed for the deck and home.'

The combat that lasted only a few minutes brought Lt. Col. Meyer the rare triumph of four kills. The drama, though, was not at its end. After his last kill, pretty much out of ammunition and his fuel reserves leaving much to be desired, he turned for home and dropped down to a lower altitude where he would be safer. At that point, he spotted two Bf 109s below him that glued them-

Lt. William 'Flaps' Fowler ended his combat tour on September 8th, 1944 with 3.5 enemy aircraft destroyed over 69 combat missions (Photo: 352nd Fighter Group Association, Peter Randall).



John C. Meyer

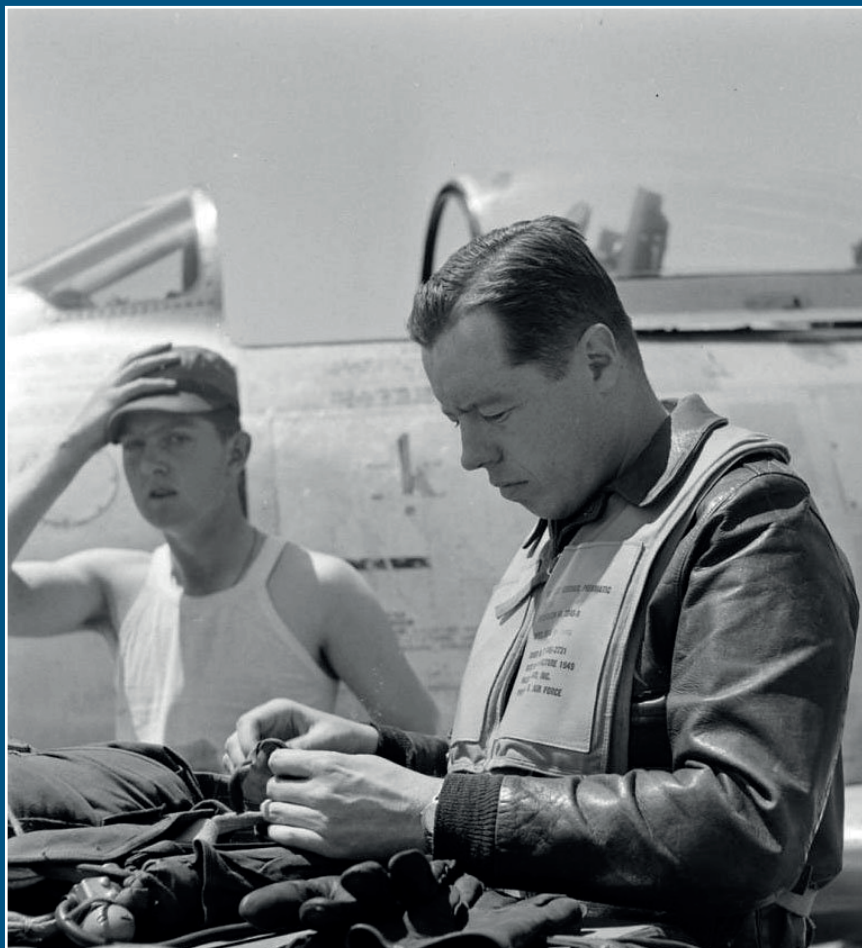
John C. Meyer was born on April 3rd, 1919 in Brooklyn. He joined the Army Air Force in November, 1939, with the intention of becoming a pilot. He got his wings and the rank of 2nd Lieutenant in July, 1940 and for a short time, fulfilled instructional duties at Randolph Field in Texas, and at Gunter Field in Alabama. Before the United States entered the war, he was assigned to the 33rd Pursuit Squadron, with which he flew the P-40, and was tasked, among other things, with convoy support around Iceland. In September, 1942, John C. Meyer was reassigned to the newly formed 352nd Fighter Group and was given command of her 34th Pursuit Squadron. The unit was redesignated as the 487th Fighter Squadron, and was re-equipped with the P-47 Thunderbolt, and in this form, along with the entire 352nd Fighter Group, was moved to Europe. The new home of the unit all the way to the end of the war was RAF Bodney, USAAF Station No. 141. His first aerial victory, and also the squadron's first, was recorded in November, 1943. John C. Meyer was the 487th Fighter Squadron's CO over the course of all important time periods in the evolution of strategic operations over Europe, during which the unit was again re-equipped, this time from the P-47 to the P-51. John C. Meyer gave up his command of the squadron when he was named deputy CO of the 352nd FG in November, 1944. Under his command, the squadron would see the emergence of aces the likes of Raymond H. Littge, William T. Whisner and, perhaps most importantly, George H. Preddy, the leading P-51 ace, Meyer's friend and colleague who he was not able to best even after Preddy's tragic death over Christmas, 1944. As luck would have it, fate would not offer much opportunity to do just that. On December 31st, 1944, John Meyer was able to shoot down an Arado Ar 234 jet. Immediately the next morning, the final big show for John Meyer in the Second World War began. During Operation Bodenplatte, when one of the Luftwaffe targets was the 352nd FG's temporary home, Y-29 Ash in Belgium, John Meyer managed to shoot down an Fw 190 before he could even get his gear up after taking off. He subsequently dispensed with another Fw 190 and raised his Second World War score to the final tally of twenty-four. For this rare feat, he was awarded the Distinguished Service Cross. Eight days later, he was the victim of an accident, and although doctors were able to save his life, it spelled the end of his flying days to the end of the war. Up to that point, he took part in ca 200 combat missions lasting some 462 hours, and besides the twenty-four kills, he was also credited with the destruction of 13 enemy aircraft on the ground.

After the war, he completed his studies, earning a Bachelor's Degree in Political Geography. Postwar service with the US Army, later the USAF, was made up of various staff and admin functions up to August, 1950, when he was named Commanding Officer of the F-86 equipped 4th Fighter Wing. The unit was later moved to Korea, where John C. Meyer added another two kills to his total from 1943 - 1945. One was claimed on December 22nd, 1950 and the other on April 12th, 1951. Both victims were MiG-15s. After returning from Korea, he was taken on by the Air War College in Maxwell, where he would later remain as an instructor. In 1963, he was promoted to Major General and was subsequently given command of the 12th USAF. In 1967, this was followed by further promotion to Lieutenant General and function within the Strategic Air Command. He retired in July, 1974.

Among his military awards are, first and foremost, the Distinguished Service Cross with two Oak Leaf Clusters, Air Force Distinguished Service Medal with Oak Leaf Cluster, Silver Star with Oak Leaf Cluster, Legion of Merit, Distinguished Flying Cross with six Oak Leaf Clusters, Purple Heart, Air Medal with 14 Oak Leaf Clusters and the Croix de Guerre with Palm from both France and Belgium.

John C. Meyer died on December 2nd, 1975 in Los Angeles at the age of 56.

John C. Meyer during his stint as CO of the 4th Fighter Wing in Korea between 1950 and 1951. During the Korean War, he flew the F-86 Sabre and downed two MiG-15s.



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ENCOUNTER REPORT

LT. COL. JOHN C. MEYER

HEADQUARTERS
EIGHTH FIGHTER COMD.
REGISTRY No. 41824-H
COPY No. 1

DECLASSIFIED
DOD Dir. 5200.9, Sept. 27, 1959
NRM by 11 date 4/3/61

TYPE OF ACTION a. COMBAT, ENGAGEMENT, ENEMY CONTACT

DATE b. 11 Sept., 1944

UNIT c. 487TH FIGHTER SQUADRON

TIME OF ATTACK d. 1150

PLACE & ALTITUDE e. GOTTINGEN, NORDHAUSEN, MULHAUSEN, 29000' to DECK

WEATHER f. 5/10 LOW ALTO CUMULUS

TYPE OF A/C g. ME 109s, & FW 190

ENEMY CASUALTIES h. 3 ME 109s, 1 FW 190 DESTROYED

NARRATIVE i.

WHILE SWEEPING IN ABOVE AREA ON ROUTE TO RENDEZVOUS WITH BOMBERS WE SIGHTED BOMBER FORMATIONS FROM THE PRECEDING TASK FORCE 50 MILES S.E. OF US PULLING CONTRAILS. ABOUT 1/2 DISTANCE BETWEEN BOMBERS AND OURSELVES WERE 30 PLUS SINGLE ENGINE FIGHTERS IN 3 GAGGLES OF 10 EACH. THEY WERE PULLING CONTRAILS AND APPEARED TO BE FORMING UP. WE HEADED TOWARD THEM AND AS WE GOT CLOSER THEY MOVED OUT OF CONTRAIL LEVEL IN ONES AND TWOS. CONTRAIL LEVEL WAS 28000' PLUS. AT 29000' I IDENTIFIED TWO OF THEM AS ME 109s AND ATTACK ONE AS HE HEADED DOWN IN A 60° DIVE. THE WHOLE SQUADRON THEN ENGAGED SMALL GROUPS OF THE E/A AFTER THEIR ORIGINAL GAGGLE HAD BEEN SPLIT UP. AT ABOUT 17000' THE E/A I WAS CHASING LEVELED OFF AND I CLOSED RAPIDLY. HE SAW ME AND STARTED IN A STEEP CLIMBING TURN. MY FIRST BURST WAS ABOUT 20° DEFLECTION AT 300 YARDS. I OBSERVED A FEW HITS. I CLOSED ON HIM IN THE CLIMBING TURN AND AT 30° DEFLECTION AND 200 YARDS I GOT HITS ON THE REAR PORTION OF HIS FUSELAGE, PIECES COMING OFF. HE SPLIT S/L, RECOVERED AND TURNED INTO ME. I HAD LITTLE DIFFICULTY IN OVERTAKING AND IN TURNING INSIDE OF HIM. AT 20° AND 300 YARDS I GOT GOOD STRIKES ON WING ROOT AND E/A STARTED TO SMOKE. IT ROLLED ROLLED OVER AND CRASHED STRAIGHT INTO THE DECK FROM 8000'. PILOT SEEMED INEXPERIENCED. HIS BREAKS WERE CONSPICUOUSLY NON-VIOLENT. HE WAS HESITANT IN ALL HIS MANEUVERS.

AFTER COMPLETION OF THIS ENGAGEMENT I WAS SEPARATED FROM MY SQUADRON AND STEERING WHAT APPEARED TO BE A DOG-FIGHT TO THE N.W. PROCEEDED TO THAT AREA AT 14000' TO DISCOVER THAT IT CONSISTED OF A GAGGLE OF 15 PLUS BANDITS, (109s & 190s) AT 12 TO 8 THOUSAND FEET. THEY HAD BELLY TANKS AND APPEARED TO BE FORMING UP. I APPROACHED THEM FROM OUT OF THE SUN AND ATTACKED THE #2 OF A PAIR OF E/A THAT WERE FARTHEST FROM THE MASS. I FIRED AT 15° DEFLECTION FROM 300 YARDS TO POINT BLANK RANGE. THE E/A BURST INTO FLAMES, I BROKE INTO THE SUN, CLEARED MY TAIL AND ATTACKED THE ELEMENT LEADER, AT 300 YARDS I GOT A FEW STRIKES ON HIS RIGHT WING TIP AND HE BROKE. AS HE BROKE I GOT STRIKES IN VICINITY OF COCKPIT AND WING ROOTS. THE E/A ROLLED OVER AND SPIRALED DOWN, CRASHING INTO THE GROUND. NEITHER OF THESE E/A INDICATED HAVING OBSERVED MY ATTACKS UNTIL, IN THE CASE OF THE ELEMENT LEADER, HE WAS HIT.

CL IN: (OVER)

SERIAL # OF A/C MARKINGS: AMMO. EXP:

NAME: _____
RANK: _____

① Best air
② Best air

selves to his tail. For a short period of time, he set his throttle to emergency boost and began climbing again at a rate of 300m per minute. The enemy aircraft pursued him at a distance of almost 300m, and still 100 to 120m from below. Every now and again, they would be able to lift their noses up and get off a few rounds, but to Meyer's luck, without success. This unlikely group flew almost 180km between Kassel and Bonn, and when they reached the Rhine, the German pilots turned back.

Besides John C. Meyer, other members of the squadron got a taste of success as well. Second Lt. Phanor B. Waters shot down an Fw 190, 1Lt. Duerr H. Schuh a Bf 109, Capt. John R. Bennett another Fw 190 with a Bf 109 probable and another damaged (both '109s were credited to him as damaged), and Lt. James H. Forga was credited with three kills, two Fw 190s and a Bf 109. Other members of the squadron destroyed four aircraft on the ground, and damaged another five. These were 1Lt. Alex Sears, 1Lt. Ray. H. Littge and Lt. H.M. Stewart. According to reports, this all happened at the airfields at Gotha and Gottingen between 1155h and 1230h.

The last of the 352nd FG squadrons, the 486th under the leadership of Capt. Franklyn N. Greene, went through something similar to the 487th Squadron. They went into combat against a group of forming up German fighters at around 1145h. However, over the course of jockeying for position, the German fighters were lost in the sun and Capt. Greene took his unit down to an altitude of 3,000m where enemy contacts were reported. No enemy aircraft were encountered, however, and so targets of opportunity were sought out on the ground. After a short while, Greene's White Flight came across the rail yard at Herzberg am Harz and the rail line heading east towards Herzberg, which had several locomotives and rail cars on it. After a short while, Greene and his Number 2, Lt. Cameron, destroyed two locomotives. White '3', Lt. Howard R. Combs, attacked a third locomotive. Whether he was hit from the ground or if it was a miscalculated maneuver, we shall probably never know. All that is known for certain is that Combs' Mustang pressed home his attack to the point where both pieces of equipment ended up a massive fireball. Lt. Kenneth S. Williams, who flew as Yellow 3, wrote: '... I observed a lone Blue Nosed P-51 making an attack on a marshalling yard. I immediately formed in his pattern and was following him in on a pass at a string of eight or ten good cars. His pass was very steep and his ship was about a sixty degree bank. I observed many strikes on all of the cars and then this ship hit the last three cars and exploded...'. Combs' CO, Capt. Greene, added: '... he was observed pilling into the locomotive with his plane which blew up upon contact. His action caused the destruction of the locomotive and three goods cars. Five other cars were derailed.' Lt. Combs, who according to German records, crashed at 1218h, was subsequently buried in Herzberg. Other locomotives and cars were destroyed by members of Yellow Flight, Capt. Miklajczyk, Lt. Grabowski, Lt. Smigalski and Lt. Williams.

Most pilots of the 352nd Fighter Group were engaged in combat before they could meet up with the bombers that they were tasked with escorting to their targets at Brux in the Sudetenland on the border of the former Czechoslovakia. That goal was eventually achieved by a single Flight from the 328th FS to the tune of four Mustangs. They joined up on the pair of 490th and 493rd Bomb Group combat boxes at 1201h in the vicinity of Plauen, where the 3rd Bomb Division split off. The bombers designated to hit Brux continued on in a southeast course to their waypoint at the Klasterec and Ohri (German name Klösterle/Eger), and then on directly along the Ore Mountains to their target. Although this took them into airspace where only a few minutes prior there took place a monumental air battle that destroyed over sixty aircraft shot down, the four 352nd FG Mustangs would be enough. By that time, all was said and done over the Ore Mountains...

A copy of the original combat report filed by Lt. Col. Meyer dated September 11th, 1944. (NARA)

CONFIDENTIAL

I THEN SAW A LONE ME 109 EMERGING FROM A CLOUD IN THE VICINITY OF THE LARGE ENEMY GAGGLE. AND AS I WAS NOT YET UNDER ATTACK I ATTACK THE E/A. ONLY MY RIGHT WING GUNS WERE NOW FIRING SO I OPENED AT 200 YARDS AND NO DEFLECTION CLOSING TO POINT BLANK RANGE AND 10° DEFLECTION. I SAW STRIKES ALL OVER THE E/A AND PIECES FLEW OFF THE TAIL AND FUSELAGE. HE CAUGHT FIRE AT HIS LEFT WING ROOT. I BROKE OFF THE ATTACK AND HEADED FOR THE DECK AND HOME. SHORTLY THEREAFTER 2 ME 109s ATTACK ME FROM SLIGHTLY BELOW AND DIRECTLY ASTERN. I PULLED 67 INCHES FOR 30 SECONDS AND WHEN I GOT DETONATION REDUCED THROTTLE TO 55 INCHES. I CLIMBED AT 1000' PER MINUTE. THE E/A REMAINED ABOUT 300 YARDS ASTERN AND ALWAYS 3 or 4 HUNDRED FEET BELOW. OCCASIONALLY THEY WOULD PULL UP THEIR NOSES AND FIRE BUT WOULD THEN DROP BEHIND. THEY CHASED ME FROM VICINITY OF KASSEL TO BONN, BREAKING OFF THEIR ATTACK AS I REACHED THE RAINE RIVER.

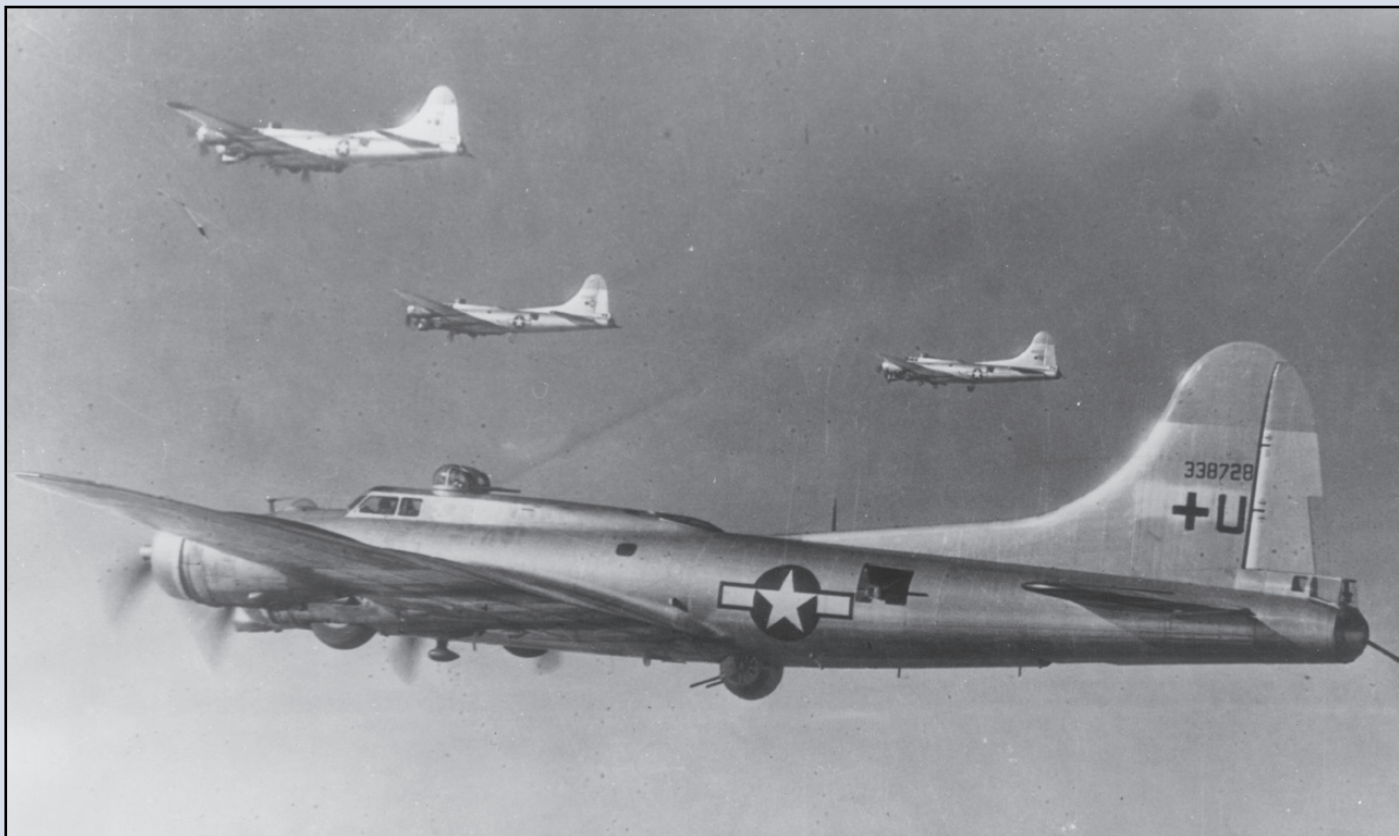
CLAIM: 3 ME 109s, & 1 FW 190 DESTROYED.

SERIAL # OF A/C: 3597 MARKINGS: HQ-F AMMO. EXP: 587 API

John C. Meyer
JOHN C. MEYER
Lt. Col., AC

Frank M. Killen
FRANK M. KILLER, III
2nd Lt., AC
Asst. S-2 Officer

CONFIDENTIAL



B-17G Flying Fortresses of the 490th Bomb Group. The identifying markings of this unit were red vertical tail surfaces and longitudinal wing bands.



Day of the Fighter Aces

For the given time frame, the unusual frequency of clashes between American and Luftwaffe aircraft on September 11th, 1944, gave rise to, among other things, the emergence or prosperity of several American fighter aces. Many pilots achieved two or more kills on that date. There were three confirmed kills credited to Lt. James H. Forga (352nd FG), Lt. Earl W. Fryer (55th FG), Lt. Donald E. McClish and Lt. Ethelbert M. Graham (both 339th FG), Lt. Henry W. Brown (355th FG), Capt. Benjamin H. King and Cyril W. Jones (both 359th FG) and Lt. William F. Rilson (364th FG). And, not to be outdone, there was a pair of pilots that would be credited with four confirmed kills. They were Lt. Frank R. Gerard (339th FG) and Lt. John C. Meyer of the 352nd FG.

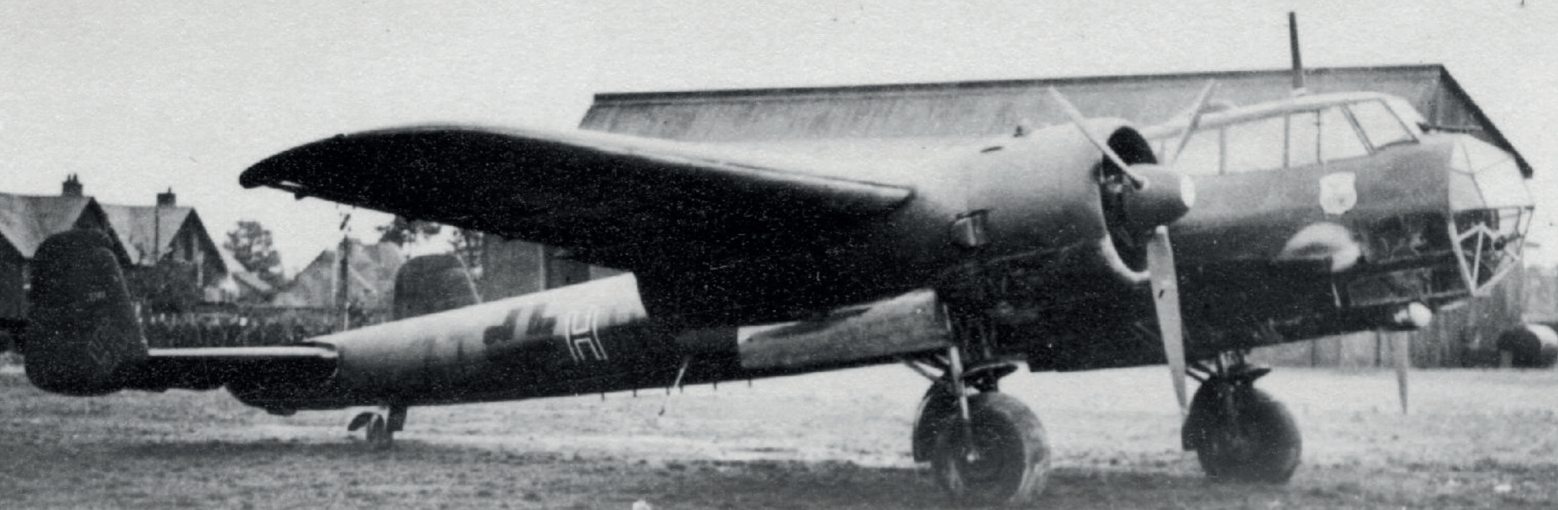
The escort duty of this lonely 352nd FG Flight was officially fulfilled on the return trip after the crossing of the Rhine at 1345h at Sankt Goar. Although most of the members of the group came back individually, in pairs or in Flights, the official end time of the mission with the return to Bodney was recorded a 1430h, giving it a time span of 4 hours and 30 minutes.

Although Fowler's 'Stardust' brought John C. Meyer luck, he was glad to see his old airplane again. He did not, however, gain any more kills flying 'Petie 2nd'. His next successful day came on November 21, 1944, when he would down three Fw 190s near Merseburg. That was while flying 'Petie 3rd', s/n 44-15041. Through to the end of the war, John C Meyer would accumulate 24 kills, making him the fourth most successful USAAF pilot in Europe.

Fowler's 'Stardust' was reassigned to Lt. Jack C. Landrum, who renamed the P-51 'Moose'. On October 24th, 1944, during a ground attack mission at Wildeshausen, he was brought down by flak and killed.

Sources:

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 Title artwork by Piotr Forkasiewicz



FROM DORNIER TO U-BOAT

Oberleutnant zur See Karl-Franz Heine and his Crew

Jan Bobek

One of our planned new item releases for February, 2021 includes an option for the Dornier Do17Z-5 coded "7T+HH" from Küstenfliegergruppe 606. The Z-5 version was equipped for operations over water and was mainly used by this unit. The crew of "7T+HH" experienced some extremely dramatic moments during an attack on Liverpool that proved fateful for most of them. In the article, I will also touch on the citizens of Great Britain and Malta. There were those that succumbed to the effects of war, while others, as we shall see, were born into it.

Navy Personnel in the Luftwaffe

Küstenfliegergruppe 606 was a unit within the German coastal air service. From the end of 1939, it specialized in patrol duties and attacks on surface vessels. The unit was equipped with the Do 17 and was based at Kiel-Holten. After being engaged against Denmark, Ki.Fl.Gr.606 was moved to the area of Brest in July, 1940, and from September was made subordinate from Navy to Luftflotte 3. The Gruppe was commanded by a former Navy officer, Major Joachim Hahn, who became a naval cadet already in 1923. The unit had put into practice having the crew command functions, and also those of the observer, performed by Naval Officers. In terms of navigation over water, combat tactics and target identification, this was deemed optimal. Over the course of the Battle of Britain, however, the main task of the unit became raids on British cities, attacks against harbors, bombings of military targets from heights of only a few tens of meters, and also target marking for other bombers. Combat missions usually took the crews to western areas of Great Britain. Kü.Fl.Gr.606 was in these tasks very successful and Hahn was awarded the Ritterkreuz in October, 1940 as a result. In 1942, he became Kommodore Kampfgeschwader 6, and he met his fate on June 3rd during an inspection tour, along with two other airmen, in a Messerschmitt Bf 108. Near Le Trepot, they were shot down by Spitfires from No. 401 Squadron RAF, flown by F/Sgt S.C. Cosburn and F/Lt E.L. Neal.

Liverpool Raids

During the Second World War, the second most hit target in Great Britain was Liverpool. The primary target was the city harbor, which was among the biggest on the western shores of Great Britain. Liverpool and the surrounding area lost some 4,000 of

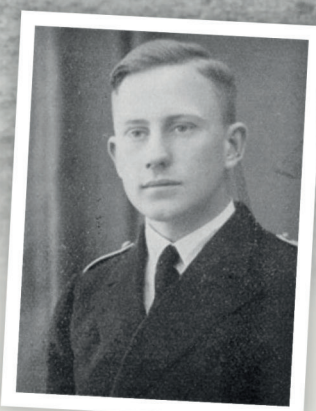
its inhabitants between the summer of 1940 and the beginning of 1942. From one of the destroyed homes of Liverpool, paradoxically, came Hitler's nephew, William Patrick Hitler, who served in the United States Navy during the Second World War.

From the beginning of October, 1940, one of the units defending Liverpool was No. 312 (Czechoslovak) Squadron, based at Speke, which currently is Liverpool's John Lennon Airport. The first kill achieved by the squadron is probably also the quickest in the history of the RAF. F./Lt D.E. Gillam and his wingmen Alois Vašátko and Josef Stehlík were experienced pilots, and they shot down a Junkers Ju 88 A-1, coded "M7+DK" of Küstenfliegergruppe 806 shortly after takeoff. The task of the Ju 88 was to bomb the Rootes aircraft factory at Speke. All three Hurricanes were actually hit by defensive fire coming from the German bomber. The bomber came down in the docks south of Liverpool. The crew commander, Lt. z. S. Herbert was killed by fire from the Hurricanes, and another three crewmen, Oblt. Helmuth Brückmann, Uffz. Helmuth Weth and Obfhr. Horst Lehmann, were taken prisoner. The combat over the city grabbed a lot of attention, and the gates to the air base had to be shut, because massive crowds showed up, wanting to show their appreciation to the Czechoslovak unit. Eighteen crews from Kü.Fl.Gr.606 attacked British targets on the night of October 10th, thirteen of which were tasked with hitting the factory at Speke and the production facility of Rolls-Royce at Crewe. All of the bombers returned to their bases. However, the next event would play itself out differently.

During the evening hours of October 11th, 1940, six Do 17s from Hahn's unit approached the area around Liverpool. One was headed for Birkenhead, and the other five were tasked with again hitting Speke and Crewe. Three of the aircraft were from 1. Staffel and three from 2. Staffel Kü.Fl.Gr.606.

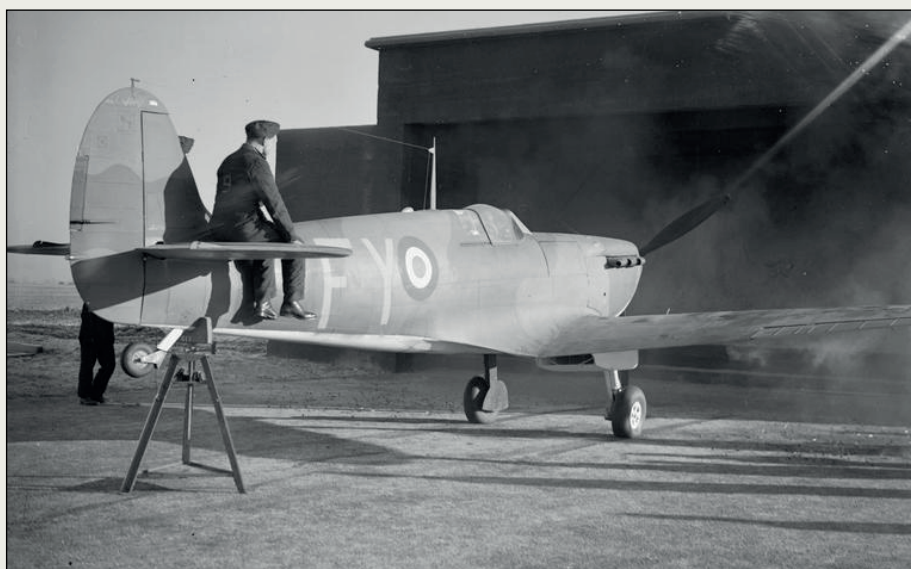
Title photo: Do 17 Z-5 (W. Nr. 2787) „7T + HH“ from the 1st Staffel of Küstenfliegergruppe 606 at Lanvéoc-Poulmic base before the raid on October 11, 1940. White part of the fuselage cross is already painted in black, but you can still see the swastika, the unit emblem and white tip of the propeller cone. During the raid on October 11, all of that was already painted black to reduce visibility. The emblem of the unit was an eagle tearing Great Britain. Photo: Chris Goss

Portrait photo: Karl-Franz Heine. Credit: uboat.net





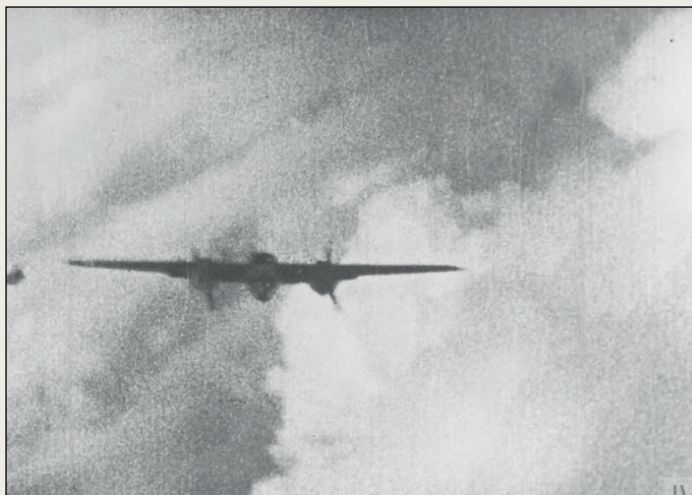
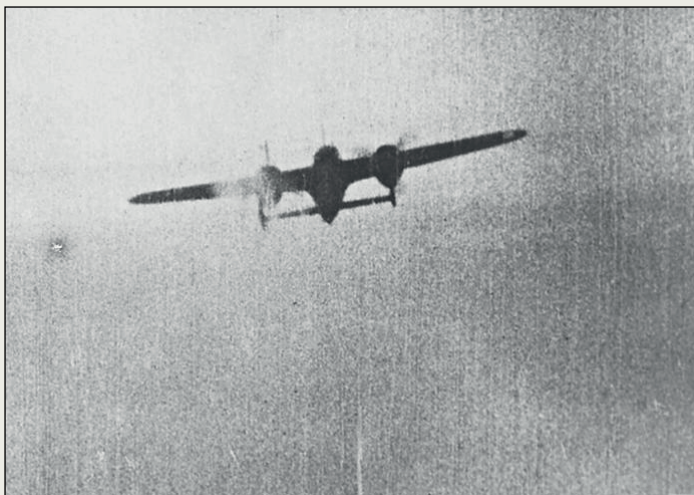
Dornier bombers over UK city, in this case it is London. Photo: IWM



Airmen holding down the tail of a Supermarine Spitfire Mark I, N3072, of No. 611 Squadron RAF during a firing test at the gun butts at Digby, Lincolnshire. Photo: IWM



Commanding officers of No. 312 Squadron in September 1940 in Duxford. From left: F/Lt Alois Hlobil, Czechoslovak unit commander S/Ldr Ján Ambruš, British unit commander S/Ldr Frank H. Tyson and Flight leaders F/Lt Dennys E. Gillam, DFC and F/Lt Josef Duda. Photo: IWM



Dornier Do 17 under the fire of RAF fighter during Battle of Britain. Photo: IWM

This time, the RAF was ready, and Spitfires from No. 611 (West Lancashire) Squadron were dispatched to the anticipated inbound route just after 1730h. These aircraft came out of Ternhill. Berrie Heath and Tommy Williams of Yellow Section apparently shot down Dornier Do 17 Z-5 (W. Nr. 2772) "7T+EH" of 1. Staffel, crewed by Lt. zur See Jürgen von Krause, who ditched the aircraft in the sea. However, the German crew was able to hit Williams' Spitfire. The damage was bad enough for Williams to contemplate bailing from his stricken aircraft, but he ultimately did make it back to his base. One member of the German crew was listed as missing, while the remaining ones were taken prisoner.

Pilots of Red Section, F/L W. J. Leather, P/O P. S. C. Pollard and P/O J. R. G. Sutton claimed the destruction of two bombers, the second of which was observed to have flames coming out of both engines, and two parachutes escaping from it. The first victim was likely Do 17 Z-5 (W.Nr. 3475) "7T+FK" of Oblt. Friedrich-Wilhelm Richter of 2. Staffel. None of his crew survived. The aircraft with both engines flaming was without a doubt Do 17 Z-5 (W.Nr. 2787) "7T+HH" of 1. Staffel, under the command of Oblt. z. S. Karl-Franz Heine.

F/O Heath, Sgt Angos and Sgt Pattison of Blue Section attacked another two Do 17s and came away with one probable and one damaged. During the fight, a lone Hurricane from No. 312

Squadron joined in. Kenneth Clifton Pattison chased one of the attackers in his Spitfire for some hundred miles to Kidderminster in Worcestershire County. Ultimately, he was hit by defensive fire from the bomber and suffered serious injuries in the ensuing crash at Cooksey Green, the results of which he did not survive.

The Czechoslovak unit dispatched two three ship flights of Hurricanes against the German bombers at just before 1800h. P/O Alois Vašátko and Sgt. Josef Keprt of Yellow Section lost contact with their British leader F/Lt Harry A. G. Comeford. So, they joined up on Red Section that included both commanders of the squadron, S/L Frank H. Tyson and S/L Ján Ambruš with P/O Josef Jaške. The five Hurricanes then attacked a lone Do 17 heading southward. After several hits, the left engine began belching smoke, but was soon lost in the clouds. Jaške's Hurricane was badly damaged from return fire. The five fighters used up virtually all of their ammunition, and some even fired at point blank range. Harry Comeford, who's Hurricane was observed by his colleagues in the Spitfires, also attacked one of the Dorniers, but other than the rear gunner got silent, no other result was observed. Unfortunately, the Intelligence Officer of the Czechoslovak unit, P/O F. S. Lamping, did not prepare victory claims on time. But from today perspective, it would appear that the end result was two damaged Do 17s.

Liverpool docks photographed by RAF after bombing raids from 1800 feet. Photo: IWM





A panoramic view of bomb damage caused by the Liverpool Blitz dated 1942. Photo: IWM

LAST CITY Liverpool Echo.

NO. 18,948 SATURDAY, OCTOBER 12, 1940 THREE-HALF PENCE

A DOG-FIGHT THRILL

How Nazis Were Brought Down

L'POOL INCIDENTS

The chase of the German Dorniers which attempted to attack Liverpool in the early part of last evening provided a thrilling spectacle in North Wales districts.

It was officially announced last night that three of the Dorniers had been shot down.

A vicious dog-fight between an enemy plane and R.A.F. fighters was witnessed by hundreds of people in a mountainous district.

Noise of aerial combat was heard, and then the enemy machine streaked through the sky, hotly pursued and harassed by three British fighters.

The pilot of the German bomber tried every manoeuvre in an effort to shake off his pursuers, but to no avail, and when last seen the plane was heading towards the mountains.

SEEN TO BALE OUT

Two of its occupants were seen to bale out from their crippled craft. Search parties immediately set out and the men were captured.

The third member of the crew was found dead in the hills in the early hours of this morning.

One of them, the wireless operator, was a man of 27 years of age, and he had landed unhurt. He was taken to a county police station.

Three other German airmen were shot down before they reached Liverpool, last night, and they are stated to have been picked up from the sea off the Welsh Coast and landed at a port.

The crew comprised a lieutenant and two N.C.O.'s.

They were picked up by a trawler from a rubber dinghy.

There was considerable aerial activity over many districts. A lone German raider dropped a number of incendiary bombs near a Welsh village, but they fell harmlessly in fields. The plane was flying at high speed, and was last seen being chased by a Spitfire.

GUNS' "GREAT SHOW"

Merseyside anti-aircraft defences put up another magnificent show last night, and undoubtedly prevented enemy raiders making an organised attack.

Two raiders, who came in abreast in the early part of the night, met a terrific barrage and they were forced to break formation.

The ground guns were on their mettle and shells were seen to burst all round the raider on the port side. This machine wheeled about and turned back with anti-aircraft shells following it.

The other raider seemed to waver, and although he ran the gauntlet of gunfire, and dropped some bombs, he was forced away from any particular objective.

The anti-aircraft barrage was exceedingly impressive during the night's raids and enemy machines were forced to continue flying at a great height and speed.

Article on previous page: *Liverpool Echo* of October 12, 1940 with air raid description with details of Heine's bomber with two burning engines.

On the same page, a report on the birth of John Lennon was published!



Lennon's home at today 251 Menlove Avenue.
Photo: Wikimedia Commons



The next day, Saturday, October 12th, the *Liverpool Echo* newspaper reported on its third page a thorough accounting of the raid, its results and also air combats. The paper, on the same page, also reported that the Lennons had given birth to their son, John, three days prior.

The Night Return of "7T+HH"

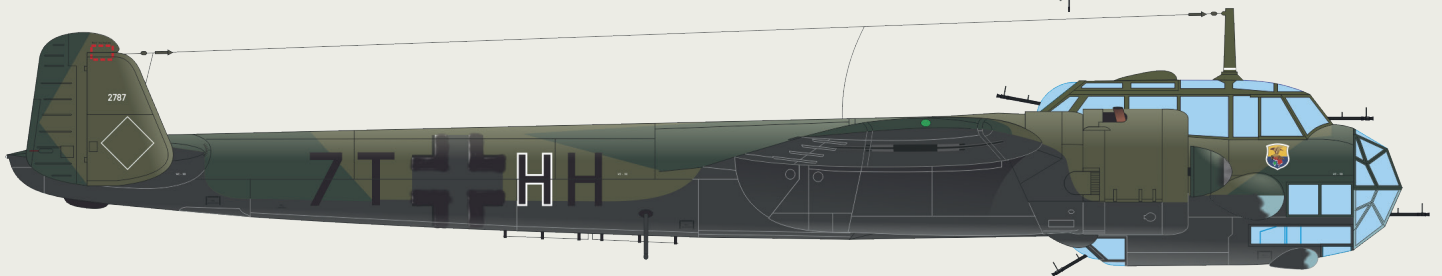
The month of October, 1940, ended up as a tragic one for Kustenfliegergruppe 606. The unit lost over twenty airmen during the course of that month, which was more than the remaining months of the year combined. Heine's crew lost two of its own during the raid on October 11th. They were last spotted by fighters from Yellow Section of No. 611 Squadron over their target. Two crewmembers bailed out of the aircraft, which had flames coming from both of its engines. It was assumed that the aircraft came down somewhere in the forests of Wales.

Radio operator Fw. Hans Staas was quickly captured at Marthaly (Mart of Llyn?) after bailing out. His colleague, Flight Engineer Uffz. Heinz Johannsen was not as lucky. As he jumped out of the aircraft, he was struck by a section of the horizontal tail and was killed before he hit the ground at Deiniolen.

Hans-August Johannsen came from Gettdorf (probably Gettorf) at Eckernförde, where he was born on October 1st, 1914. Immediately prior to the tragic flight, he celebrated his twenty-sixth birthday. From the records of this flight, we know that his target that night was Speke. The British buried him on October 15th in Prollheli in northern Wales, and through the Red Cross notified the Germans, who, in turn, passed the information on to his wife, Elly. Pilot Ofw. Wilhelm Hagen and Observer, and also crew commander, Oblt. zur See Heine, remained with the aircraft. As incredible as it may sound, they were able to put out both fires and land the aircraft on blown tires back at Brest! The damage to the aircraft was placed at 45%, which typically meant that it was deemed repairable.

„7T + HH“ after returning from the Liverpool mission on October 11, 1940. Clearly visible is overpainted swastika, damage caused by fire from Spitfires No. 611 Squadron and damage of tail section caused by the impact of Johannsen's body.
Photo: Chris Goss





Familien- u. Vorname: *Johannsen, Gering* *6057/41* *1.*
 geboren am *1. 10. 14.* in: *Gettdorf* Kreis: *Eckernförde*
 Truppenteil: *1./Ka. Geschw. Br. 606.*
 Dienstgrad: *Uffz.* *Überführung
beurlaubt
an W. Reg. a. d. G.*
 Erkennungsmarke: *73711*
55.

Tag des Todes <i>11. 10. 40</i>	Ort des Todes <i>über England.</i>	Beerdigt am <i>15. 10. 40</i>
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 Lage und Nr. des Grabes: *Plan B. Nr. 10. Brückstraße D.
 Willhelmi Friedh. Caernarvonshire North Wales*
 Gemeldet durch *Ref. III. Toten k. Nr. 75 6057/41 6. 12. 41. Gb.*
Ref. III. k. Nr. 75 6057/41 6. 12. 41. Gb.
Ref. III. k. Nr. 75 6057/41 6. 12. 41. Gb.
Ref. III. k. Nr. 75 6057/41 6. 12. 41. Gb.



Wilhelm Hagen

There is not currently all that much known about the details of Wilhelm Hagen's service with Küstenfliegergruppe 606, but he did receive not only the Ehrenpokal for "actions above and beyond the call of duty" in air combat, but also the Deutsches Kreuz in Gold (January 30th, 1942). He is one of five flyers from this unit that are known to have received this award. This speaks to the fact that this was an extraordinary pilot, which he proved during his return flight from Liverpool. Towards the end of 1940, there were discussions about whether or not to return Major Hahn's unit to the Kriegsmarine, or to leave it as a Luftwaffe unit. Ultimately, the decision made was consistent with the latter. The Luftwaffe also considered rearming Küstenfliegergruppe with the He 111. Hahn was adamantly opposed to the idea, and the naval commanders supported him on this. In February, 1941, his unit began converting to the Ju 88. This was accompanied by a new designation, Kampfgruppe (Bomb Group) 606, but in subsequent loss reports, the unit was referred to as it was prior to the new designation.

In October, 1940, Hahn's unit went back to patrolling over water and attacking surface vessels. For example, on the 17th of that month, they recorded a hit against an enemy destroyer during a clash of German and British ships. The tasks undertaken by the unit would remain basically the same through most of 1941, by which time the unit had sunk several tens of thousands of tons of transport shipping.

At the end of November, 1941, KGr. 606 was moved to Catania on the island of Sicily. The date of December 7th was significant for two direct hits against enemy destroyer and a sunk merchant vessel northwest of Benghazi.

From the beginning of 1942, combat operations often took KGr. 606 over Malta, and several of her crews were shot down by Hurricanes and Beaufighters or antiaircraft units. Among the tasks of the German crews was also the dropping of SD-2 'Butterfly' bombs, a weapon that was hell on the civilian population of Malta.

Stfw. Hagen failed to return from a raid on an 'unsinkable' aircraft carrier. This was on April 19th, 1942, interestingly enough, on a day when the RAF was not able to put up a single fighter against the bombers. Over 270 bombers in some ten waves dropped over 430 tons of bombs on Malta. The main target of the raid were antiaircraft batteries, which killed several tens of men, but also killed were many inhabitants and the fatalities totaled some seventy people.

The defenders brought down two Ju 88s. The first was Ju 88 A-4 (W. Nr. 3641) "3Z+KN" of 5./KG 77 of Lt. Horst Rosenfeldt. He was able to bail out of the stricken bomber along with his radio operator, Obgfr. Rudolf Krizek, but another two members did not survive.

The second aircraft lost was Ju 88 A-4 (W. Nr. 1526) "7T+BH" of 1./Kü.Fl.Gr. 606. Hagen's entire crew went missing, including observer Fw. Heinz Uecker, Radio Operator Ofw. Ludwig Bachmann and Flight Engineer Ernst Althammer. The defenders reported seeing a bomber take a direct hit and disintegrate in midair over Grand Harbour. Willi Hagen was posthumously promoted to Oberleutnant.

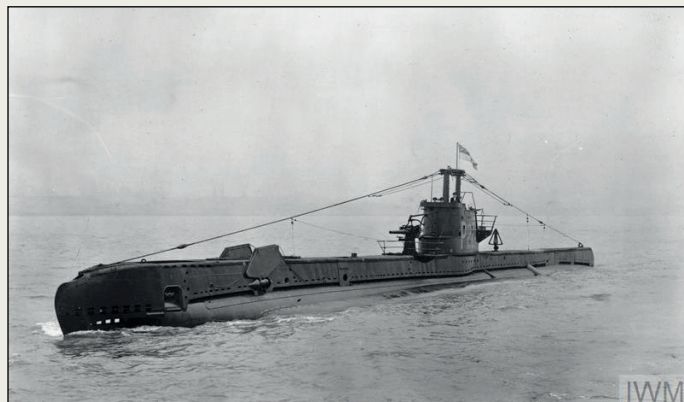
Karl-Franz Heine

The future pilot and submarine commander was born on October 30th, 1915 in Kiel. He joined the military in April, 1934, and five years later, he achieved the rank of Oberleutnant zur See and was assigned as an observer in the aerial operations. After leaving Küstenfliegergruppe 606, he was trained in the submarine force, and in March, 1942, he was promoted to Kapitänleutnant, followed by being given command of U-303 (Type VIIC) in July. He undertook training with his crew through to the end of 1942, and over the first half of 1943, they undertook two patrols. On February 23rd, 1943, he managed to sink the American merchant vessel 'Expositor' (Convoy ON-166), but it came down to being a mercy kill. Initially, the ship was struck by U-606, and most of the crew were rescued by the corvette HMCS Trillium (K 172), which tried unsuccessfully to sink the damaged ship.

As opposed to a list of other subs, Heine's crew recorded no loss of personnel during tours on non-combat duty. That would, however, change on May 21st, 1943, when U-303 was on a training



Victoria Cross awarded on January 13, 1942 to submarine commander, Malta. Left to right: Lieut F Ruck-Keene; Lieut Cdr Wanklyn, VC, DSO, RN; Lieut J R Drummond, RN and Sub Lieut J H Norman, RNVR. Heine's U-303 was sunk by Drummond. Photo: IWM



Drummond's submarine HMSM Sickle. Photo: IWM

exercise south of Toulon. She got into the sights of the British submarine HMSM Sickle, commanded by Lt. J. R. Drummond, DSC, RN. The resulting explosion and sinking, which lasted somewhere around a half a minute, took the lives of twenty crew members, but another 28, including Heine, were rescued, which was a bit of a miracle.

Heine took command of U-403 (Type VIIC) from Kptlt. Heinz-Ehlert Clausen in mid June, 1943, and took the sub southwesterly into the Atlantic a month later. In the middle of the ocean, he met up with U-43 (Type X) on July 30th to take on fuel. Unfortunately, convoy GUS-10, which included the escort Carrier USS Santee, was passing through the area. Both of the subs were attacked first by LTJG Edward van Vranken with a Wildcat, followed by an Avenger crewed by LTJG Robert F. Richmond. U-43 was hit with a Mk.24 FIDO torpedo, and the entire crew of Oblt. Hans-Joachim Schwantke was lost. U-403 was able to escape both depth charges and a second torpedo. Heine then took the sub southeasterly, on a heading towards the coast of Africa. The voyage ended at Dakar. First, the sub was attacked on August 17, by a No. 200 Squadron RAF, Hudson flown by F/O Philip Horbat, which was escorting Convoy SL135. Twelve seconds after submerging, the British dropped four depth charges, after which an oil slick was observed. The convoy escort duty was then taken over by a Sunderland of another unit, while another two No.200 Squadron Hudsons joined in the search for U-403. The surface of the ocean yielded further oil slicks.

The next day, U-403 was sunk by a Wellington Mk.XIII (HZ697) of 2. Flottille de Bombardement of the French naval air force. The crew of Lieutenant de vaisseau Ernest Bigo with pilot Premier-maitre Chevant dropped six depth charges on the sub. All 49 crewmen, including Karl-Franz Heine, perished.

1711, Lt.(jg) Edward VanVranken, A-V(N), USNR, flying F4F-4 #2, sighted two surfaced submarines, bearing 030°T, distance 60 miles from the ship, in column on course 200°T, speed 12 knots, in latitude 34°54'N, longitude 35°07'W. One larger submarine may have been a refueler. Lt.(jg) VanVranken attacked by strafing first the smaller and then the larger submarine. Both submarines commenced submerging as a result of the strafing attack. Lt.(jg) VanVranken was followed by Lt.(jg) Robert F. Richmond, A-V(N), USNR, pilot and McCONNELL, R. W., ARMLc, U. S. Navy, and TARSILLIA, E. P., AMM3c, U. S. Navy, crew, in TBF-1 #13 who attacked the larger submarine, releasing two Mark 47 depth bombs armed with Mark 224 hydrostatic fuse set to detonate at 25 feet while the submarine was still surfaced. Bombs struck the water fifty feet over and exploded three seconds later; submarine submerged, leaving oil, evidence of damage. Lt.(jg) Richmond then attacked the smaller submarine, releasing a Mark 24 mine 1000 feet ahead and 600 feet to port side of the swirl seventy seconds after submergence. 120 seconds later boiling in water and explosion observed, followed by small amount of debris and a small amount of oil. There were no survivors. Large chunks of cork-like material observed beneath the surface and green discoloration in the immediate area of the explosion. Sighting and attack reported by voice radio at 1726. Strafing attacks were opposed by enemy gun fire. Camera gun and other photographs obtained.

Part of USS Santee diary describing aircraft attack against U-403 and U-43. Photo: Fold3



The Avenger crew attack on the U-Boot in 1944 shows a situation similar to that of Heine's submarine. Photo: IWM

Flight deck crewmen of USS Santee race to retrieve the bridge from a Grumman TBF that has just been catapulted, November 1943. Photographed by Lieutenant Charles Fenno Jacobs, USNR. Photo National Archives

A crewman assists an officer, while setting fuse on a 325 pound depth bomb Mark XVII on the USS Santee carrier's hangar deck. Photo taken by Lieutenant Horace Bristol, at the time of the North African Operation, November 1942. Photo: National Archives





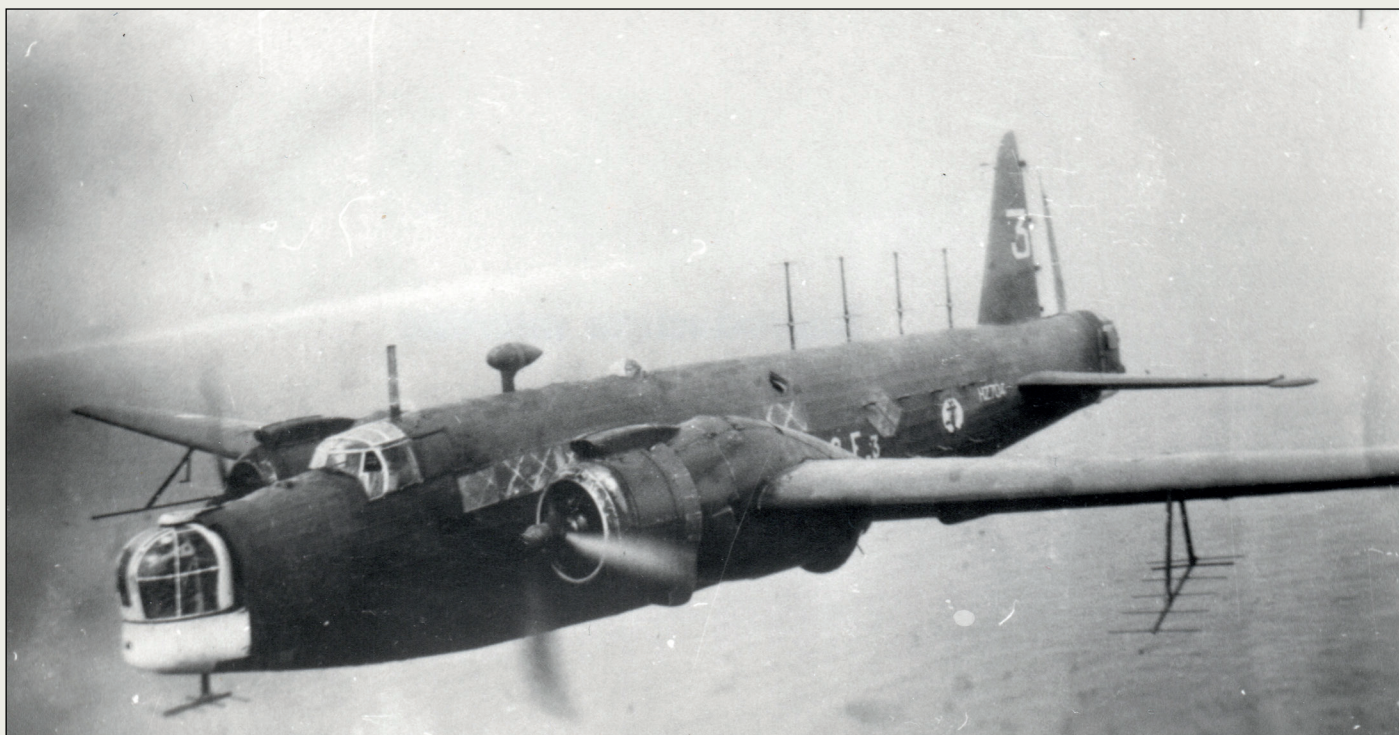
USS Santee (ACV-29, later CVE-29) photographed circa mid-October 1942, shortly before she participated in the invasion of Morocco. Aircraft on her flight deck include (from aft) SBD scout-bombers, F4F fighters and TBF torpedo planes. She is painted in Camouflage Measure 17. Photo: National Archives.

Crewmen checking Mark XVII 325 pound depth bombs on the hangar deck, at the time of the North Africa Operation, November 1942. Photographed by Lieutenant Horace Bristol, USNR. Note bomb carts, and Grumman F4F-4 and TBF-1 aircraft.



Original color photo of Lockheed Hudson „J-Jig“ of No. 200 Squadron, Royal Air Force, in flight over a coastal region of Africa. This unit damaged Heine's U-403 on August 17, 1943. Photo: IWM





French naval Wellington Mk.XIII (HZ704) of 2. Flottille de Bombardement. On August 18, 1943 this unit sunk Heine's submarine U-403. Photo: Chris Goss

I would like to express gratitude to Melvin Brownless, Chris Goss and Matti Salonen for their help in the writing of this article. For more detailed research I highly recommend books of Chris Goss and U-Boot im Focus Nr. 5 and 9 by Axel Urbanke.

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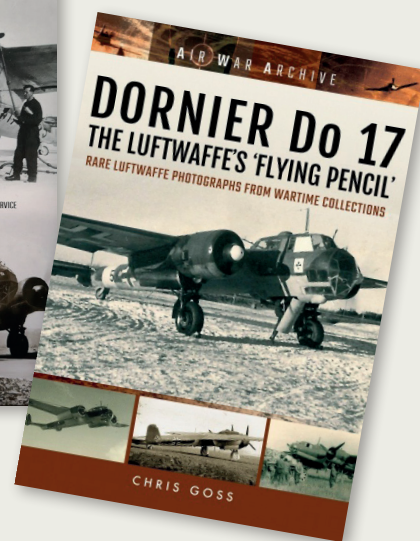
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Kartei der Verlust- und Grabmeldungen gefallener deutscher Soldaten 1939-1945 (-1948)

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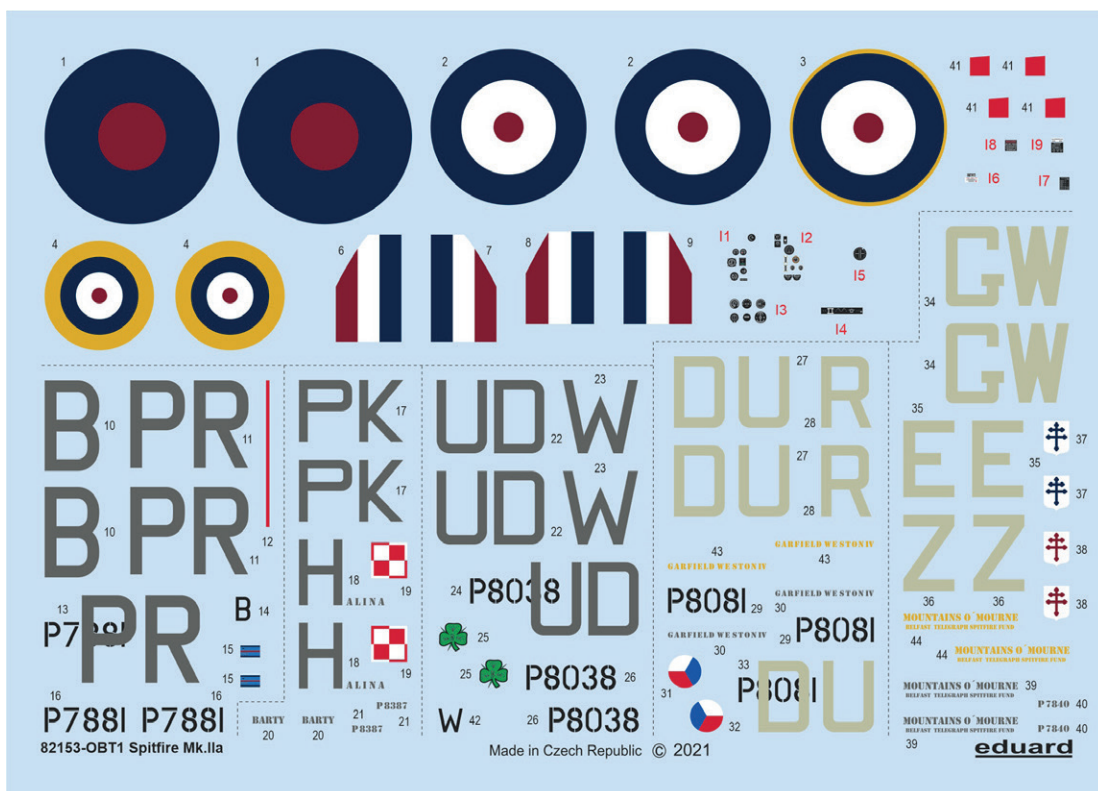
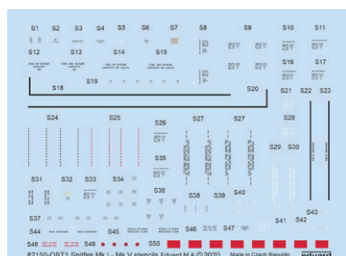
Spitfire Mk.IIa

1/48



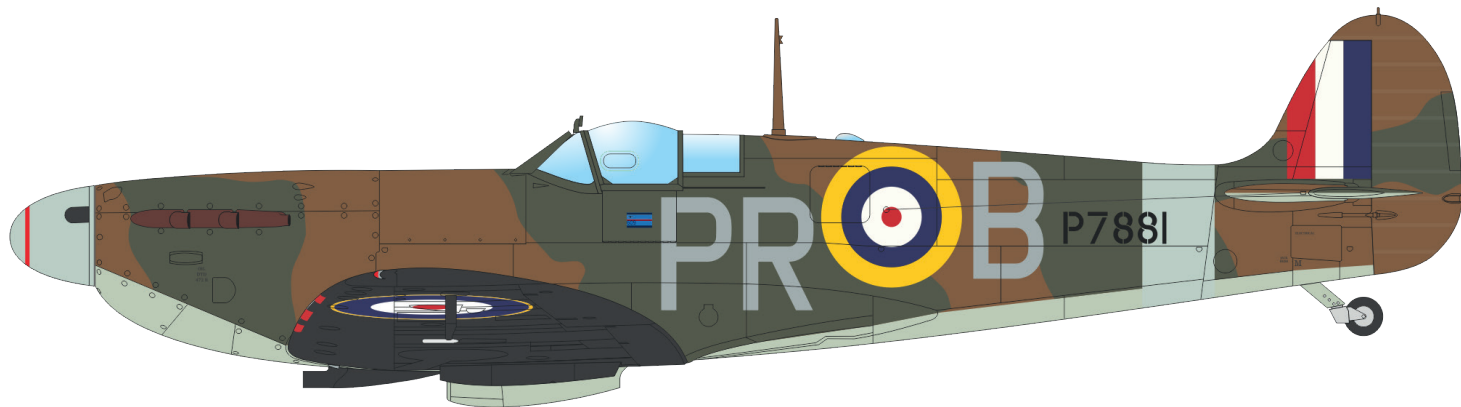
1/48 Cat. No. 82153

- Eduard plastic parts
- Photo-etched set
- Painting mask
- 5 marking options



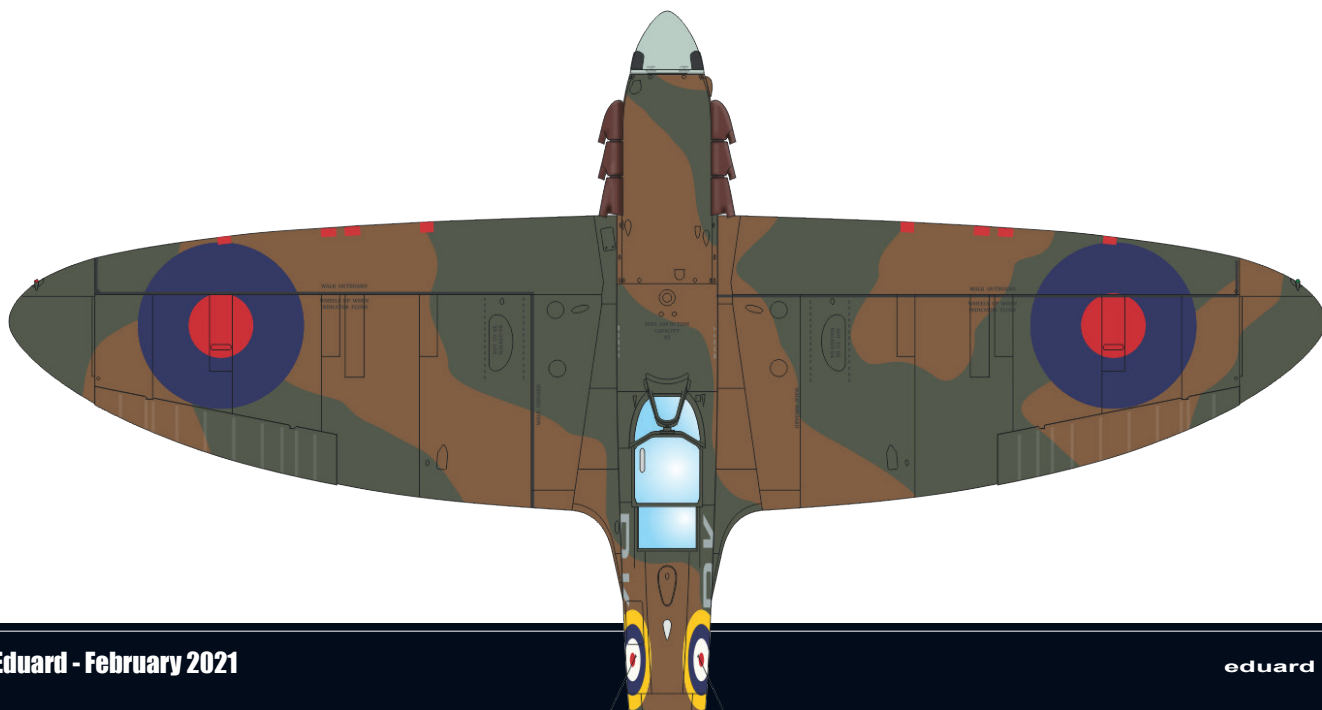
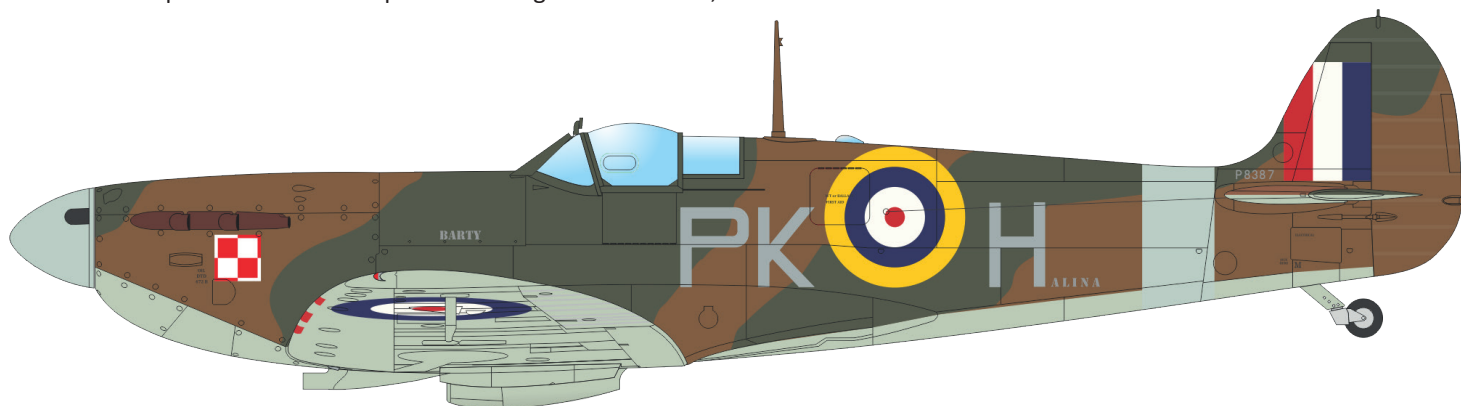
P7881, S/Ldr. Michael L. Robinson, CO of No.609 Squadron, RAF Biggin Hill, Great Britain, April 1941

The Spitfire Mk.IIa P7881 carries type B camouflage, although it has an odd serial number. The Rotol spinner is sky-coloured with a red stripe. There is a black B on the lower engine cover and a command pennant of the No.609 Squadron commander is on both sides of the fuselage. The code letters are made in Medium Sea Gray and PR-B are the initials of the base commander, Group Captain Philip Reginald Barwell, who occasionally flew as wingman of "Sailor" Malan. Barwell was accidentally shot down by a Spitfire pilot on July 1st, 1942 above sea, and his body was found on the French coast. Squadron Leader Michael Lister Robinson of No. 609 Squadron recorded with P7881 several victories in May and June 1941. In total, he scored 16 victories, 6 of them in the Battle of Britain. He later led Biggin Hill Wing and Tangmere Wing. He was killed on April 10th, 1942, fighting the Focke-Wulfs of II./JG 26. Along with him died his French friend and wingman Maurice P.C. Choron.



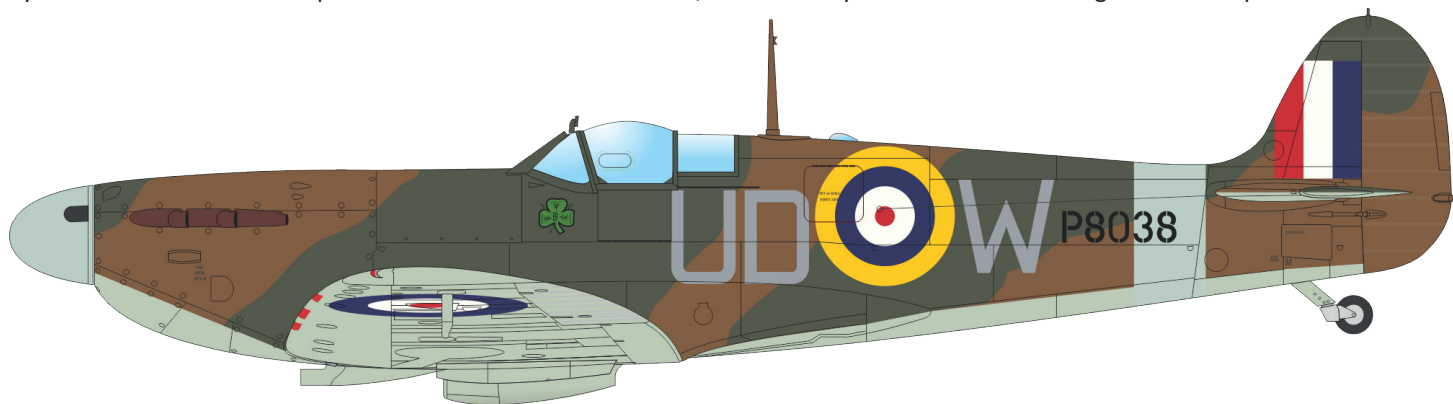
P8387, Sgt. Stanislaw Blok, No.315 (Polish) Squadron, RAF Northolt, Great Britain, August 1941

Spitfire Mk.IIa P8387 carries camouflage type A. De Havilland spinner is in Sky color. Nickname BARTY is painted on the fuselage and the code letter H is used for the female name Halina. Spitfire served with No.611 Squadron since May 1941, but in the same month, Canadian ace Alfred Keith Ogilvie DFC of No.609 Squadron, used it to shoot down a Bf 109. In July 1941 the machine was taken over by the Polish No.308 Sqn where the national insignia was added on both sides of the cowling. In July 1941 Polish colleagues from the No.315 Squadron took over P8387. Later on, the machine was converted to the Mk.V version and was used by No.266, No.123 Sqn and 58.OTU. In July 1942, it was written off after a collision with another Spitfire. P8387 flew 872 hours and 30 minutes. Sgt. Stanislaw "Charlie" Blok, among others, flew with this Spitfire with No.315 Squadron. During World War Two, he recorded 5 aerial victories.

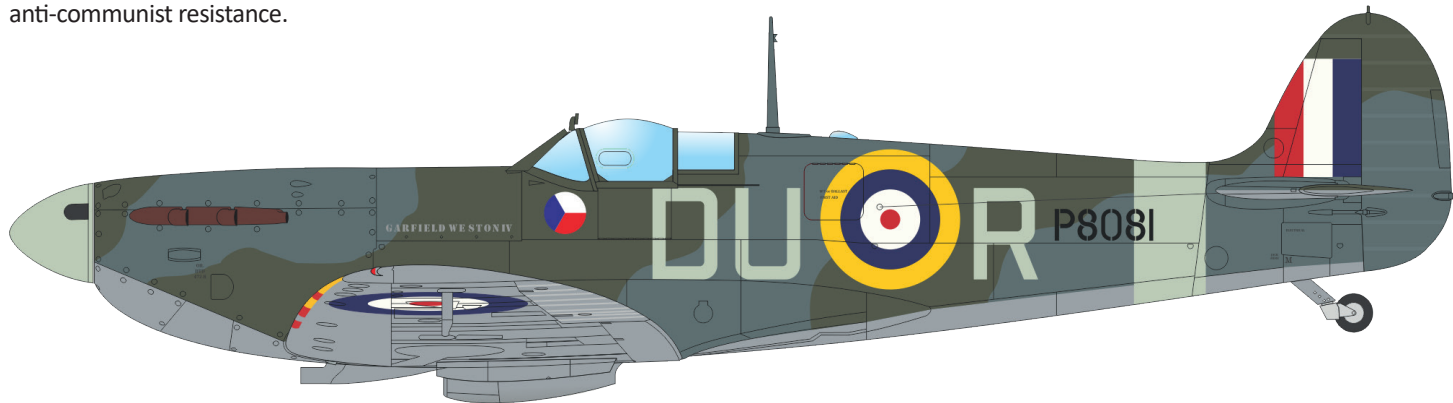


P8038, Fl/Lt. Brendan E.F. Finucane DFC, No.452 Squadron RAAF, RAF Kenley, Great Britain, August 1941

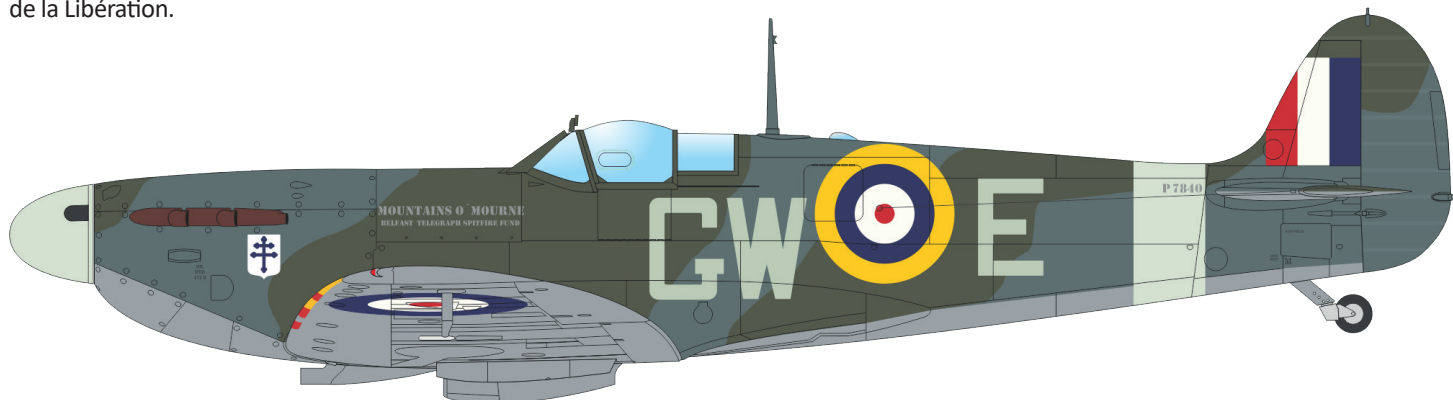
Spitfire Mk.IIa P8038 is painted in type A camouflage, although it has an even serial number. The Rotol spinner is in Sky color. Green shamrock with the letters BF on both sides of the fuselage is the personal emblem of Irish fighter ace "Paddy" Finucane, who claimed a total of 26 individual victories. He was transferred to Australian No.452 Sqn in April 1941 after serving with No.65 Sqn. With the P8038, he claimed 4 victories and 1 probable. In January 1942 he became commander of No.602 Sqn. At the end of June he took over command of the Hornchurch Wing. He died on July 15th, 1942, in an emergency landing at sea after his plane was hit by flak. Australians Sgt. Ian Milne and Sgt. Richard Gazzard also flew the P8038 with No.452 Sqn. Spitfire was originally used by the Polish No.303 Sqn later on was also briefly used by Czechoslovaks in No.313 Sqn. After conversion to Mk.Vb version, it was used by the No.611 and Norwegian No.332 Squadron.

**P8081, Fl/Lt. Tomáš Vybíral, No.312 (Czechoslovak) Squadron, RAF Ayr, Great Britain, November 1941**

Spitfire Mk.IIa P8081 was painted in scheme type A. From both sides of the fuselage there is a light gray inscription GARFIELD WESTON IV. It is one of 16 aircraft funded by Willard Garfield Weston, Canadian member of the House of Commons. This philanthropist was owner of the Allied Bakeries. He also helped to create a canteen system in the London Underground during the Blitz bombing offensive. P8081 first served with the No.222 Sqn, where Sgt. Burgess used it to damage a Ju 88 in April 1941. Later on the Spitfire was assigned to Australian No.452 Sqn for about a month and from October till December it was used by Czechoslovak No.312 Sqn. A number of pilots flew with P8081, including F/Sgt Václav Šlouf. On November 17th, it was damaged by F/Lt. Tomáš Vybíral after landing in poor visibility. This pilot scored 7 victories in the French Air Force and achieved the rank of Wing Commander in the RAF. After the war he emigrated from Czechoslovakia and joined the anti-communist resistance.

**P7840, No.340 (Free French) Squadron, RAF Ayr, Great Britain, January 1942**

Spitfire Mk.IIa P7840 is painted in scheme type B. Rotol spinner is in Sky color. On both sides of the bow is a blue or dull red Lorraine cross in a white shield. Below the canopy is a light grey inscription related to aircraft funding. Belfast Telegraph founded in North Ireland the Spitfire Fund during the Battle of Britain, where its readers raised enough funds to buy 17 Spitfires. A total of 12 of their airmen were killed in combat. The P7840 was the 13th machine of the Fund. The upper part of the inscription refers to the song of the same name by the Irish composer Percy French. This Spitfire served with the No.64 Sqn from February 1941 and was taken over in December by No.340 Sqn. Free French used it until February 1942, when they switched to Spitfires Mk.V. This unit conducted 7,845 combat flights, shot down 37 aircraft and destroyed more than 500 ground targets. A total of 30 of pilots were killed and six were captured. After the war, unit received the Ordre de la Libération.



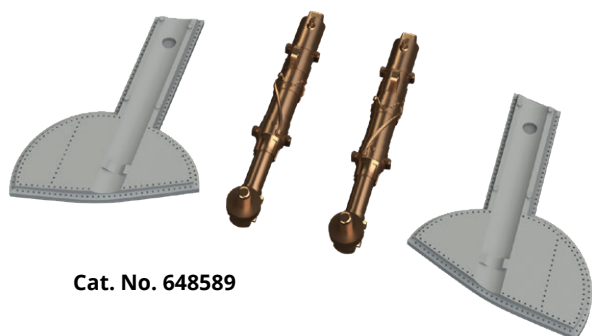
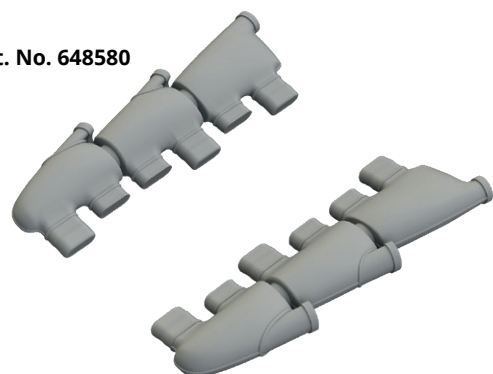
Recommended for Spitfire Mk.IIa

- 481026 Spitfire Mk.I landing flaps 1/48 (PE-Set)
- FE1112 Spitfire Mk.I seatbelts STEEL 1/48 (PE-Set)
- 644080 Spitfire Mk.II LööK 1/48 (Brassin)
- 648579 Spitfire Mk.I wheels 1/48 (Brassin)
- 648580 Spitfire Mk.I exhaust stacks 1/48 (Brassin)
- 648589 Spitfire Mk.I undercarriage legs BRONZE 1/48 (Brassin)
- 648610 Spitfire Mk.IIa gun bays 1/48 (Brassin)
- EX709 Spitfire Mk.I TFace 1/48 (Mask)
- 3DL48007 Spitfire Mk.II SPACE 1/48 (3D Decal)

Cat. No. 644080

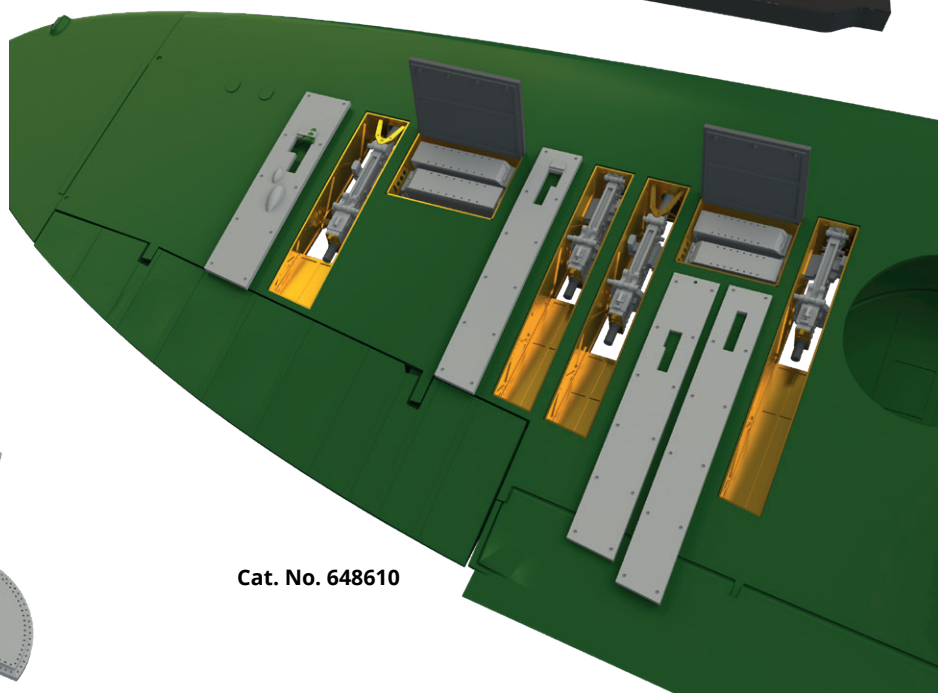


Cat. No. 648580



Cat. No. 648589

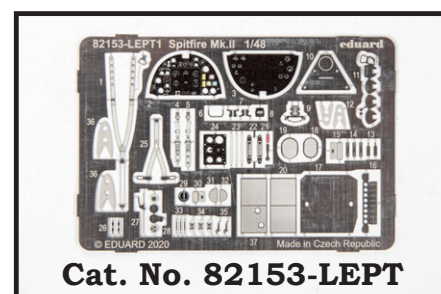
Cat. No. 648610



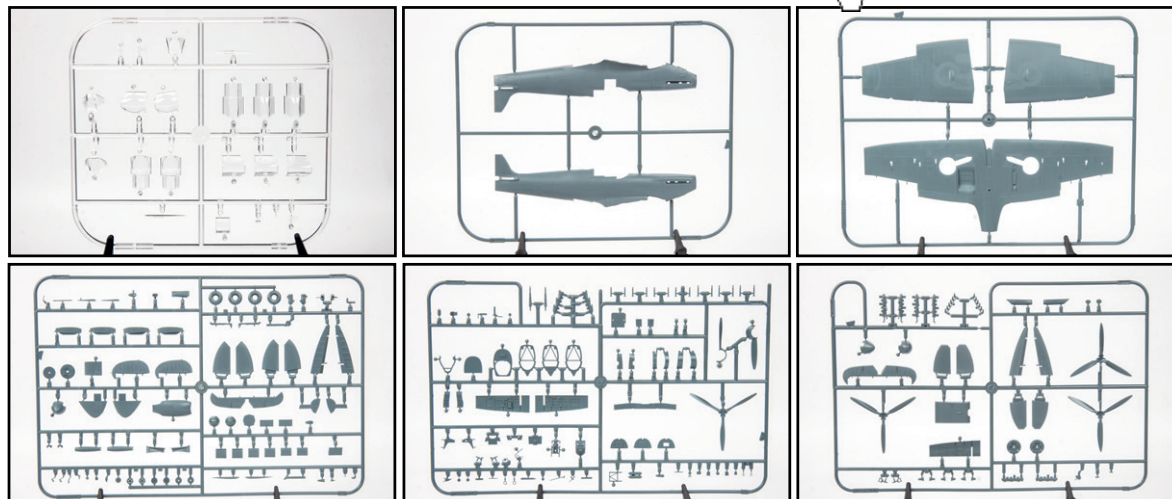
OVERTREES

Spitfire Mk.IIa 1/48

Cat. No. 82153X

[Product page](#)


Cat. No. 82153-LEPT

[Product page](#)


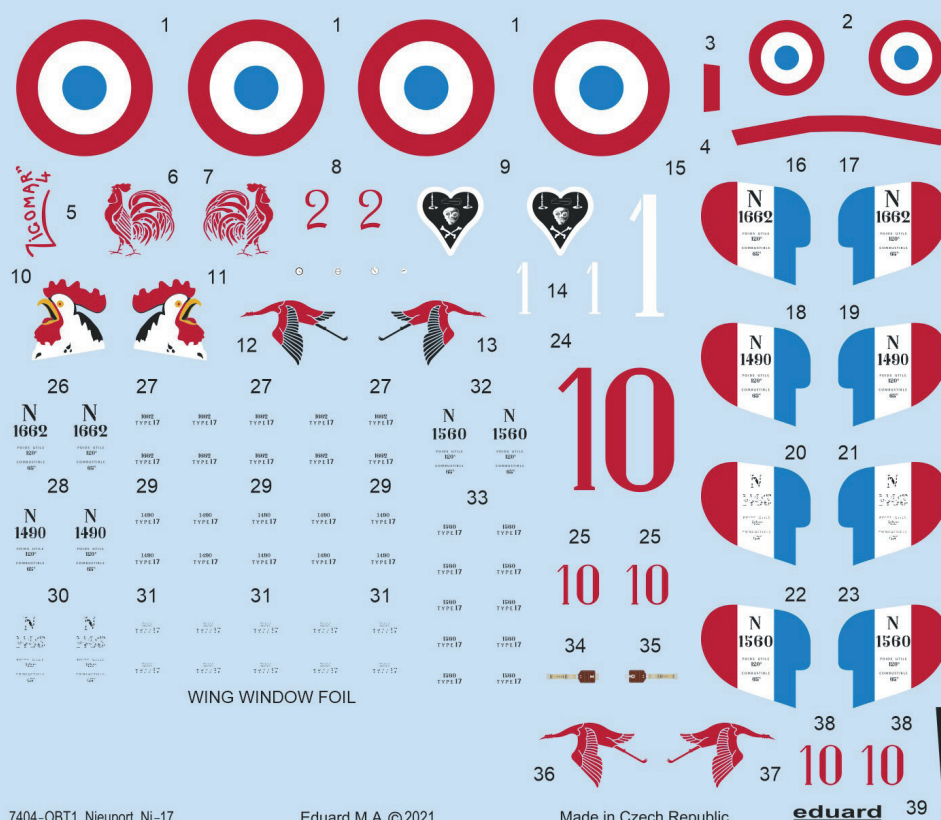
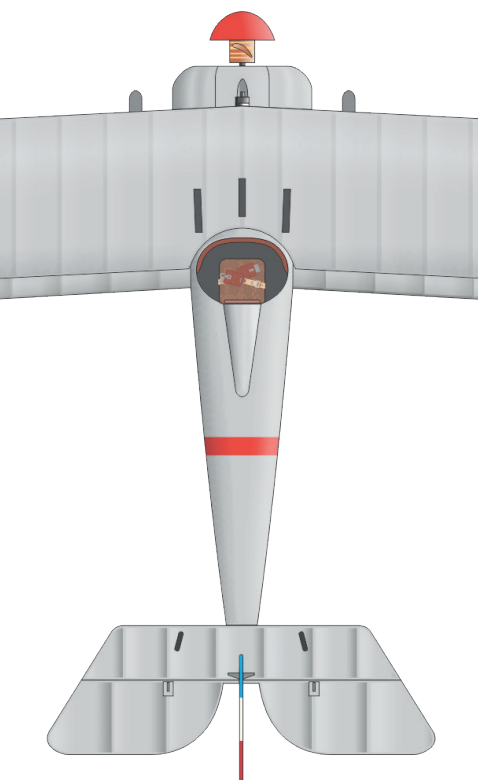

[Product page](#)

Nieuport Ni-17

1/72

1/72 Cat. No. 7404

- Eduard plastic parts
- 4 marking options



7404-OBT1 Nieuport Ni-17

Eduard M.A. © 2021

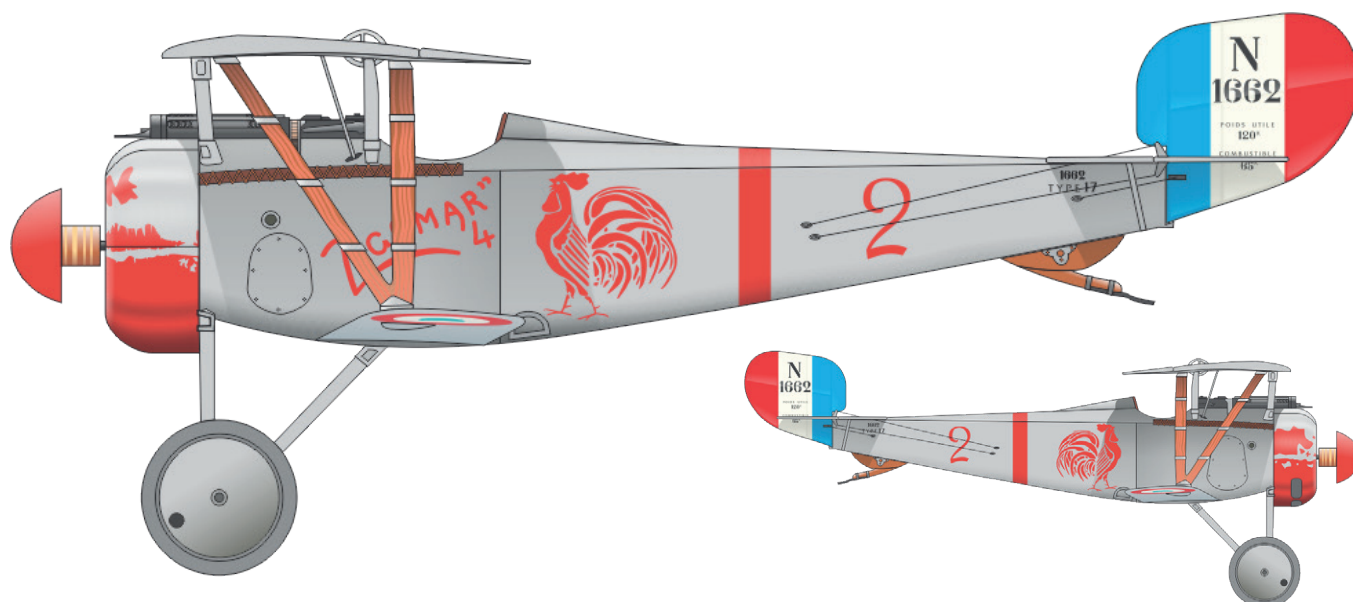
Made in Czech Republic

eduard

39

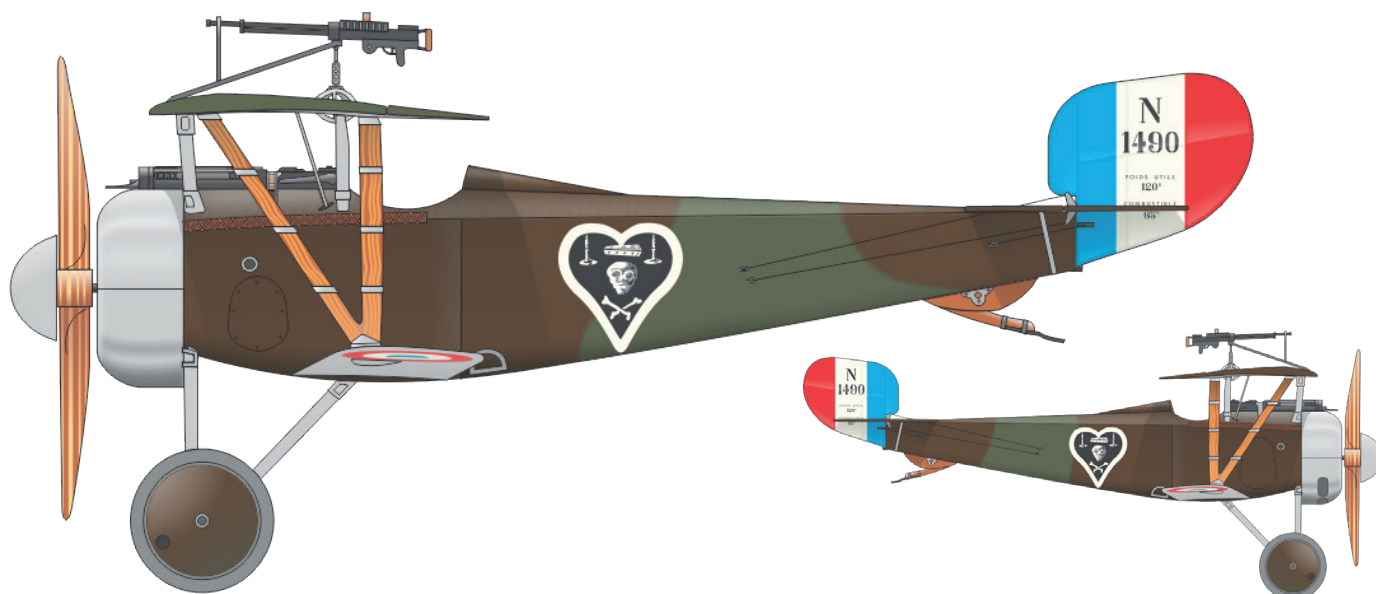
Nieuport Ni-17; N.1662; Paul Tarascon, Escadrille N.62, Chipilly, France, November 1916

Paul Albert Pierre Tarascon was a formidable fighter pilot not only because of his record of twelve aerial victories (plus ten probable), but also because of his perseverance. He lost his right foot in an aerial accident during his flying courses in 1911, flying Blériot XI. He finished the training though and despite his handicap he was accepted to the air corps at the outbreak of World War One. His colleagues called him "l'as la jambe de bois" (the ace with the wooden leg) later. He served in the military aviation school as instructor from January 1915, but was sent to the combat unit on October 6, 1915 upon his own request, and joined the Escadrille N.31. After short spell with N.3 he joined N.62 on his own request together with six other pilots in May 1916. Shortly afterwards he acted as interim commanding officer from July 11 till the end of the month, scoring his first victory during this time (on July 15, 1916). Tarascon then started naming his mounts with the Zigomar name. The Zigomar was the name of fictional criminal, who was terrorising France and the Europe with his accomplices. Tarascon flew this Nieuport 17 in the autumn 1916. The aircraft was painted in factory silvery paint coat, the red painting of the nose was heavily worn out. Paul Tarascon participated in the resistance against the German occupation During the World War II. He died at the age of 94 on June 11, 1977.



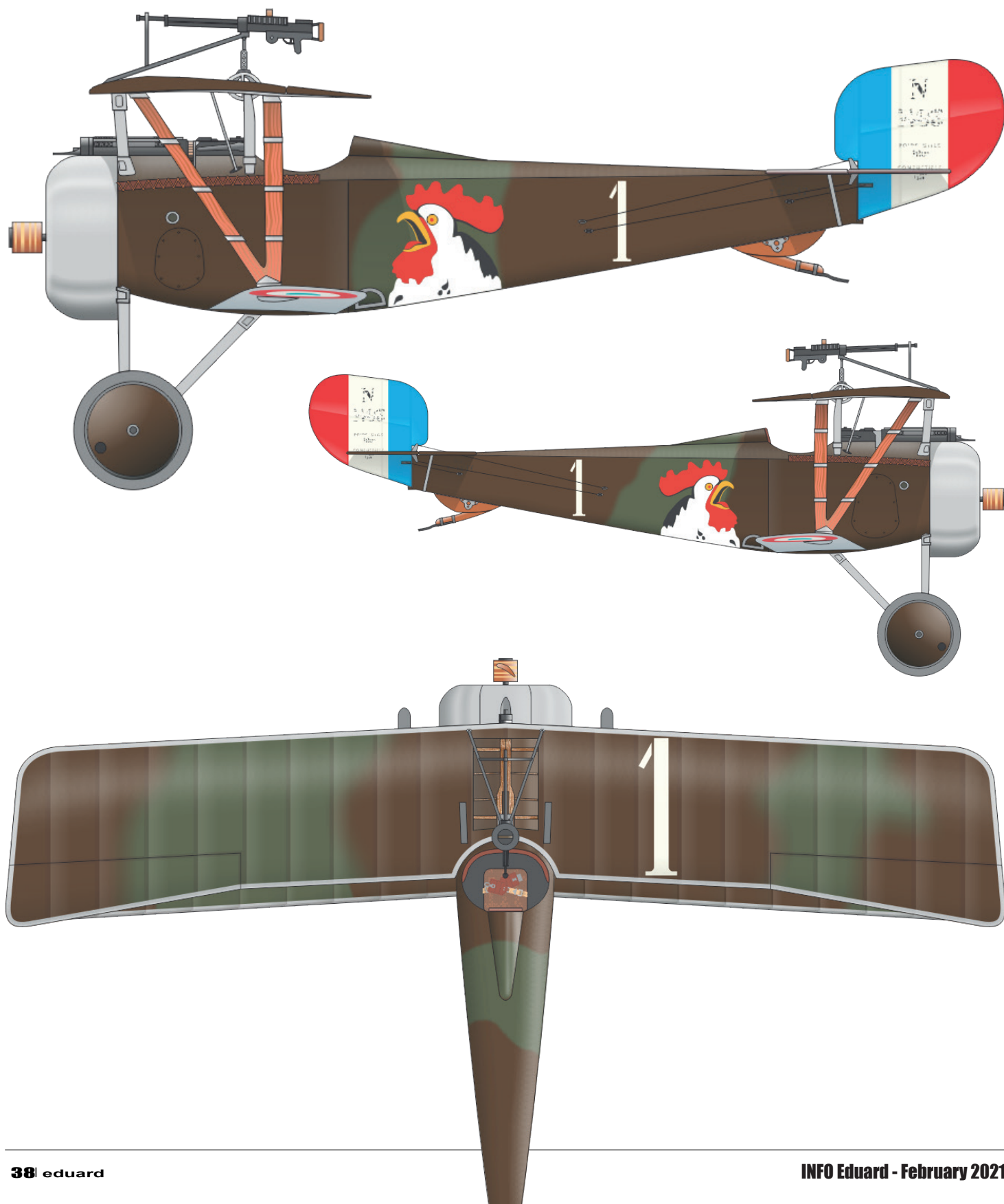
Nieuport Ni-17; N.1490; Charles Nungesser, Escadrille N.124, France, Bar-le-duc - Béhonne, France, July 1916

Charles Nungesser was one of the most flamboyant French aces of Great War and, together with his good friend Jean Navarre, also the boogymen for Paris pubs, clubs, and brothels. His appetite for wine, women and dangerous adventures made him popular (apart from his senior officers), while his flying capabilities, bravery and instincts made him the third highest scoring French ace of WWI with 43 victories. Volunteering for the French Army on May 18, 1914, he was reassigned to the air corps and underwent a pilot training. From April 1915 he flew 53 bombing missions with Escadrille VB.106. In November 1915, after necessary training on Nieuports he moved to Escadrille N.65 staff. After one of his many wounds, he suffered during the war, he was temporarily assigned to the N.124 Escadrille La Fayette in the period of July 12 to August 15, 1916. Nungesser was eager to fly before his wound caused by shrapnel fully healed and the N.124 was located close to the hospital and so the physicians could take daily care of him. Nungesser's aircraft carried the personal marking in the form of black heart with skull and coffin between two funeral candles were painted and his camouflaged Ni-17 from La Fayette stint was no exception. Nungesser kept on flying and risky ventures after the war, but on May 8, 1927 disappeared together with Francois Coli during the attempt to cross the Atlantic flying the Levasseur PL 8 biplane.



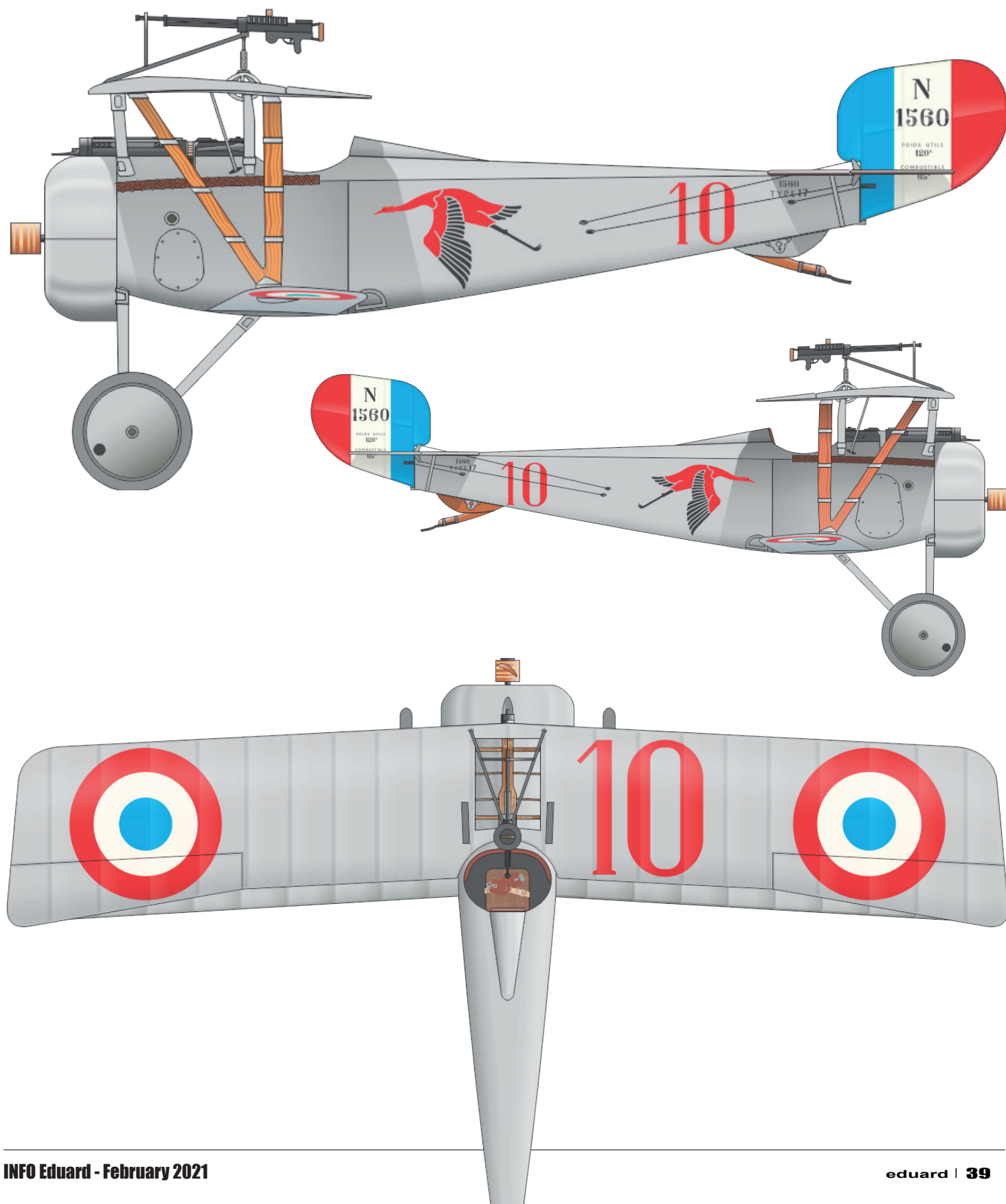
Nieuport Ni-17; N. unknown, Jean Matton, Escadrille N.48, France, Lunéville, France, July 1916

Jean Matton was a cavalryman at the outbreak of World War I, but reassigned to the air corps at the end of 1915 he underwent pilot training at the military aviation school of Pau. He finished his training on January 14, 1916, sent to Escadrille N.57, but detached to MF20 (MF denoting the use of Maurice Farman aircraft) for the period between 2nd quarter of 1916 until July 23, 1916. He scored his maiden victory shared with Georges Lachmann and Georges Flachaire five days later as the regular member of N.57. The victim was an Albatros C.I. On October 8, 1916 he took command of the Escadrille and led the unit until his death on September 10, 1917. Matton continued to score during this period with the eighth and ninth (and his last) one shared with Armand de Turenne on July 6, 1917. In the late afternoon on September 10, 1917, he led the unit flying his SPAD VII (N.2416) for the aerial patrol. Near the Couckelaere (Belgium) the French pilots encountered combat with Jasta 7 pilots. Jean Matton fell victim to one of them at 19.05, it is believed, his fatal opponent was German ace Carl Jacobs, for whom it was 7th of his 48 victories. Nieuport flown by Matton during the summer of 1916 was in green and brown camouflage, with the undersides probably in light blue colour (another option is factory silver coat). The cock's head, the unit's symbol, was painted without usual circle around it.



Nieuport Ni-17; N.1560; Mathieu Tenant de la Tour, Escadrille N.3, France, Cachy, August 1916

Nine victories French ace Mathieu Tenant de la Tour was member of famous „Bande noire“ (Black Band) formed in June 1916 by four friends. Apart of him the members were Alfred Hertaux (21 victories), Albert Deullin (20 victories) and the most famous one – Georges Guynemer (53 victories). All had black triangle on the upper side of the fuselage painted. Although de la Tour began his military service with cavalry, he changed for air corps and received his military pilot license on May 6, 1915. He continued with advanced combat training, during which he survived an accident on October 30, 1915. He was assigned to Escadrille N.57 on December 29, 1915. His first aerial victory was over observation baloon on January 25, 1916. After wounded in action on April 25, 1916 he joined Escadrille N.3, the famous Les Cigognes, where he started flying Nieuports. During the period between July and September 1916 de la Tour shot down five aircraft and another baloon. After being promoted to Lieutenant, he changed the unit to command the Escadrille N.26 where he scored his last victory. On December 17, 1917, de la Tour conducted an aerobatics exhibition in Auchel (Pas-de-Calais). He lost control of his SPAD XIII and died in fatal accident. His Ni-17 from the summer 1916 sported the famous stork on the fuselage, which might be full red, or red with black wing feathers.





Rampstift

1/48 Cat. No. 11147

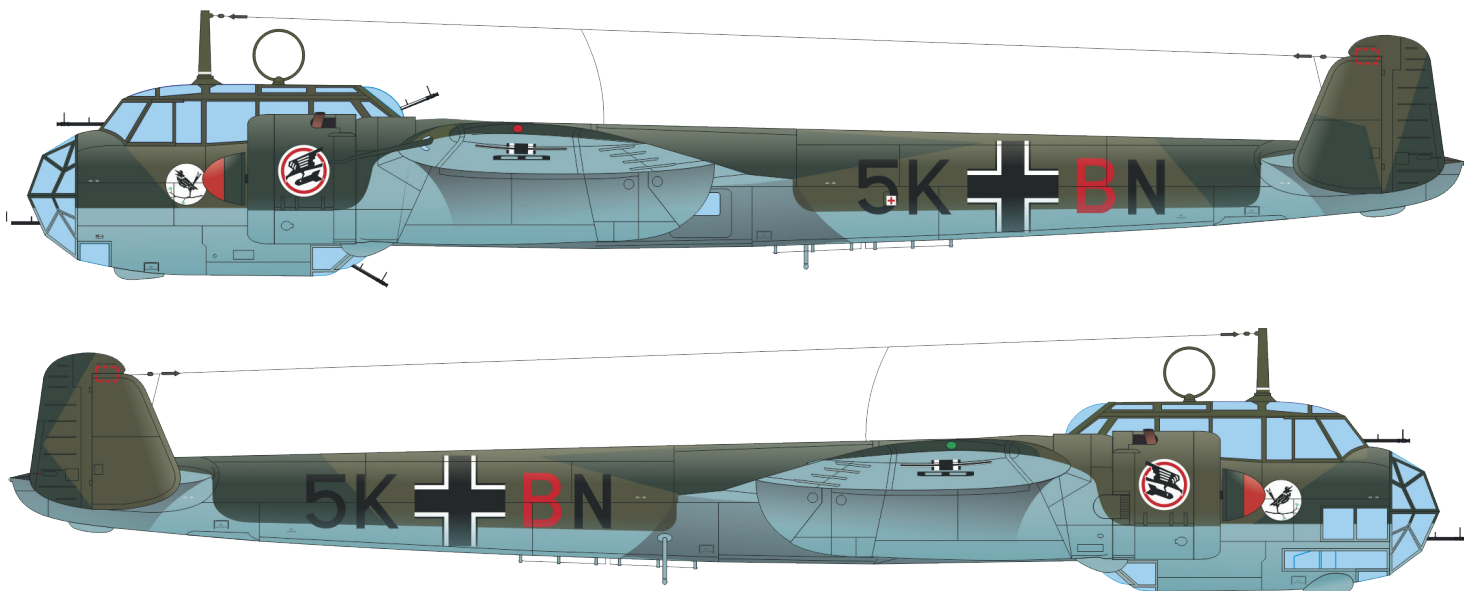
- ICM plastic parts
- Photo-etched set
- Painting mask
- 8 marking options
- Extra resin wheels including a tailwheel and floatation devices for version Z-5

Product page



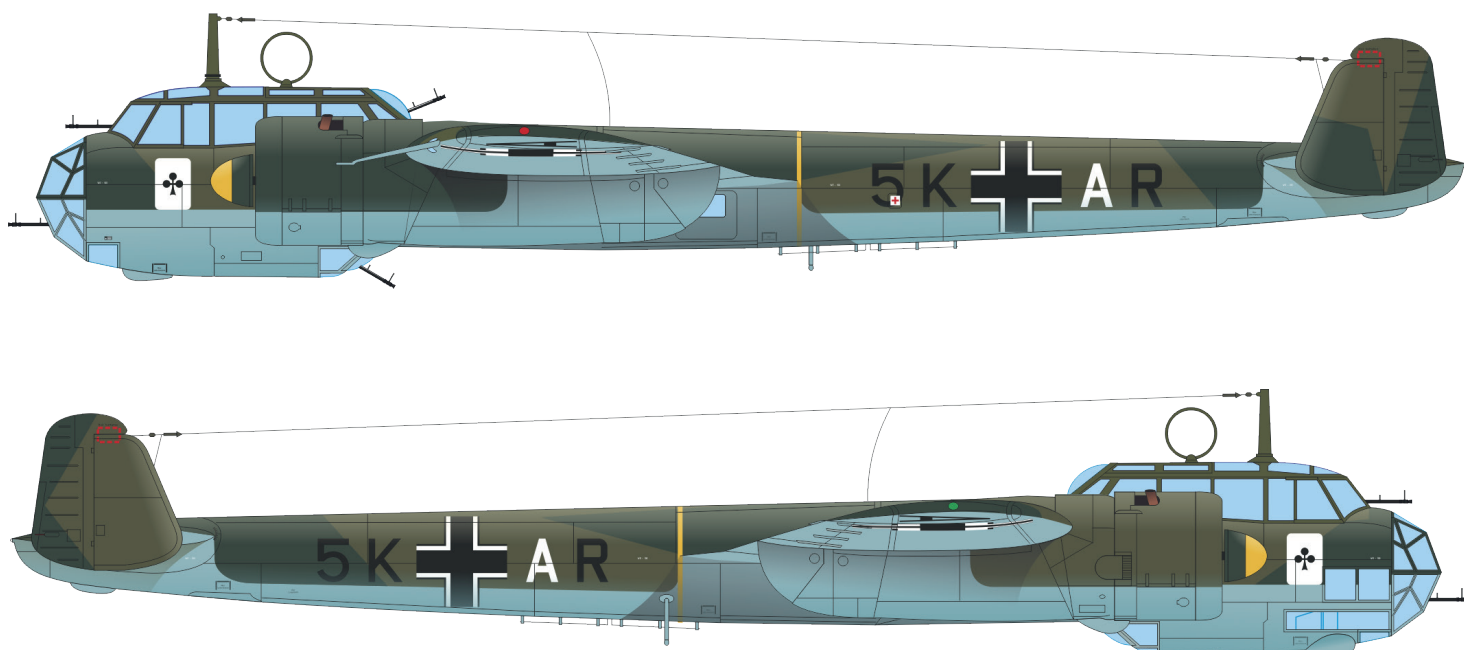
Do 17Z-1, 5./KG 3, Heiligenbeil, Germany, 1939

Kampfgeschwader 3 was formed on May 1st, 1939 in Fürstenwalde in Brandenburg, with her II. Gruppe at the time flying from nearby Magdeburg. All of the subordinate units were equipped with the Do 17Z, and at the end of May, Stab, II. and III. Gruppe were relocated to Heiligenbeil, located in East Prussia. Training of crews continued there until the invasion of Poland. Both Gruppe took part in this attack. The II. Gruppe, with its Do 17Zs, took part not only in the invasion of Poland, but also in the Battle of France and the subsequent Battle of Britain. The unit converted on to the more modern Ju 88 in the spring of 1941. Do 17Z bombers left the production facility camouflaged on the upper surfaces in RLM 70 and 71, with the lower surfaces sprayed RLM 65. Aircraft of the II. Gruppe carried the unit marking below the cockpit, a scythe in a white circle. The 5th Staffel marking of a stylized bird carrying a bomb was carried on the engine cowls.



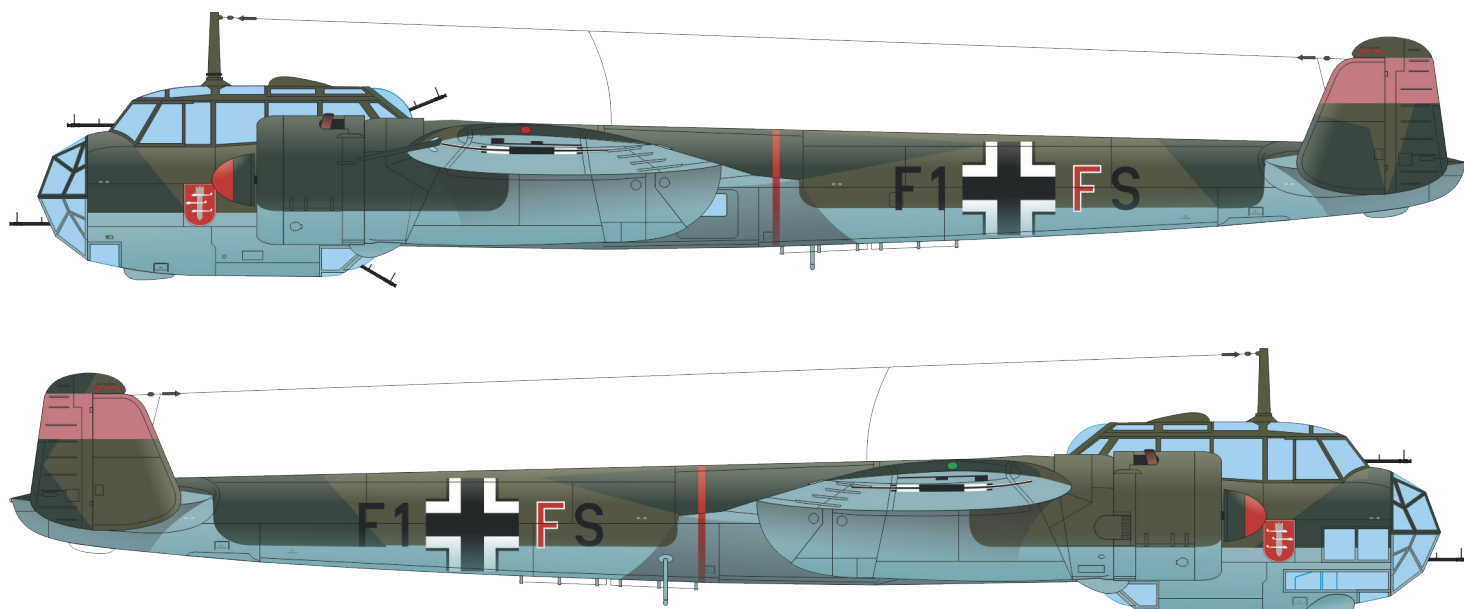
Do 17Z-2, WNr. 1160, 7./KG 3, St. Trond, Belgium, August 1940

The last action to be undertaken during the Battle of Britain by the crew commanded by Fw. Willi Effmert (who was the pilot, bombardier Uffz. Ritzel, radio operator Uffz. Reinhardt and observer Gefr. Huhn) was an attack on the base at Debden and Hornchurch, planned for August 26th, 1940. During the raid, this aircraft was shot down by a Defiant from No.264 Squadron, RAF. Only the pilot and the bombardier survived. The wreck of this aircraft was discovered in 2008, not far from the coast of the County of Kent. It was raised in 2013 and is currently on display at the RAF museum in Cosford. The unit marking carried under the cockpit of aircraft of the III. Gruppe were playing cards and the Stab aircraft all the card colours, and aircraft of the 7. Staffel carried clubs.

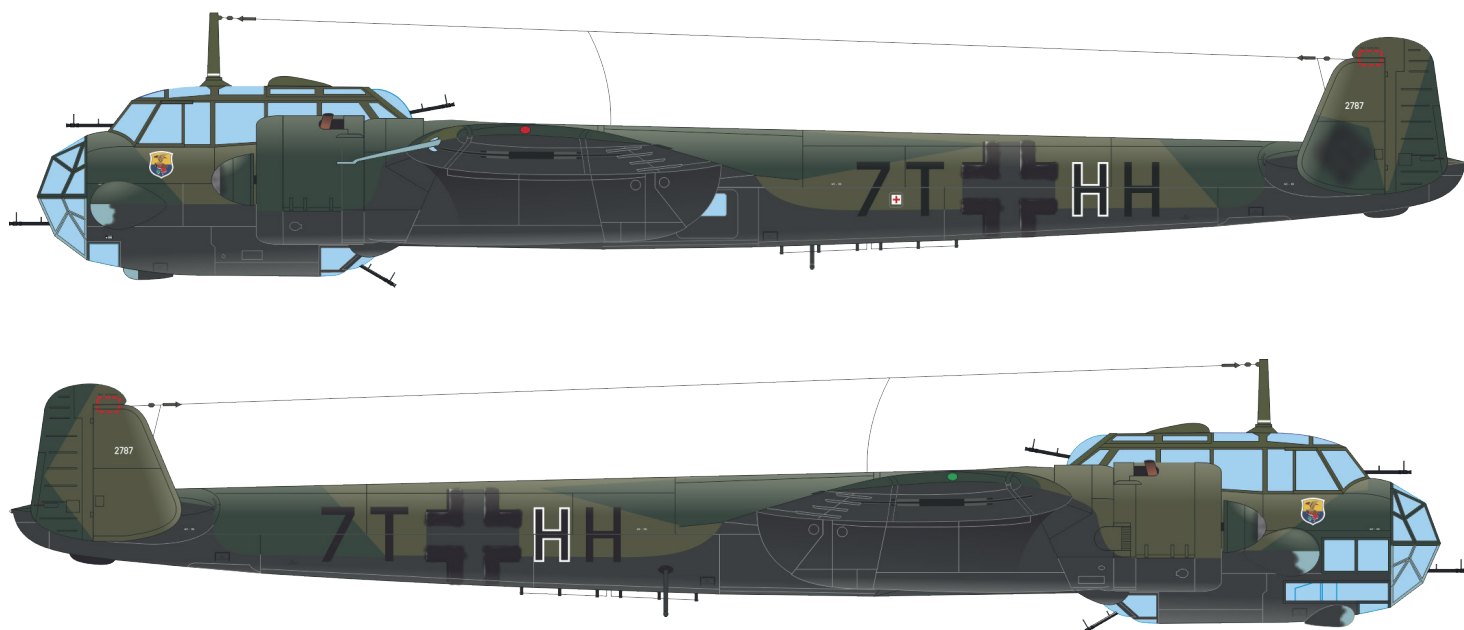


Do 17Z-2, WNr. 2555, 8./KG 76, Cormeilles-en-Vixen, France, September 1940

On August 15th, 1940, at ten minutes after noon, this aircraft was shot down by Spitfires from No.609 Squadron flown by F/O Dundas and F/O Tobin. The pilot of the Dornier bellied in near Castle Farm at Shoreham. Outside of observer Fw. Schmid, who was fatally wounded in the intercept, the crew was taken prisoner. Do 17Zs of the 8. Staffel KG 76 carried the unit insignia under the cockpit, a red shield with three white bomber silhouettes and a bomb in the background. Other identifying markings were the red fuselage band behind the wing and red spinner tips. The aircraft letter 'F' in red (the colour of the 8.Staffel within the III.Gruppe) was edged in white. White, and in the case of KG 76, pink, bands, used during the Battle of Britain as a formation flying aid, were painted on the top surface of the left wing and on the outside surfaces of the fin and rudders.

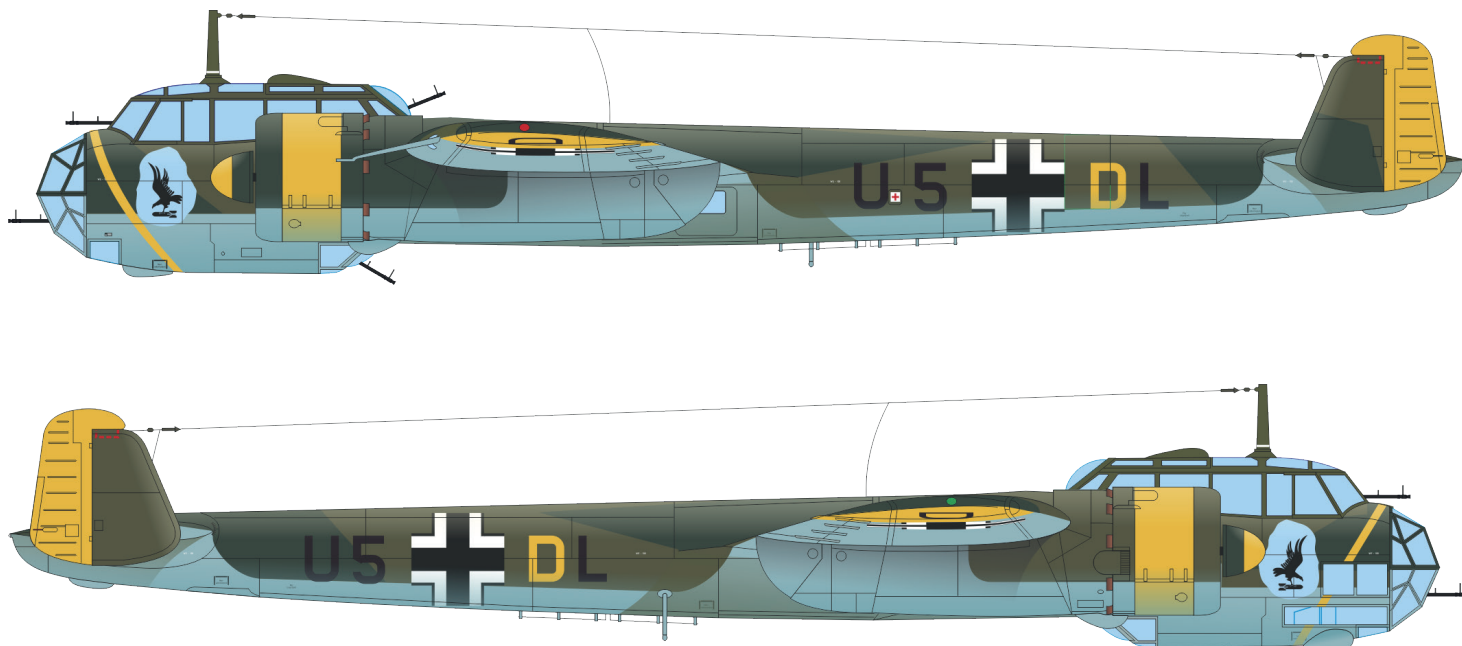
**Do 17Z-5, WNr. 2787, 1./KGr. 606, Lannion, France, October 1940**

The Do 17Z-5 was equipped with floatation cells in the nose in order to give the crew more time to escape the aircraft in cases of setting down on water. These aircraft were issued to Küstenfliegergruppe 606 as a matter of priority, a unit that specialized in attacking surface vessels. This aircraft was heavily damaged on October 11th, 1940 during an attack on Liverpool, when No.611 Squadron Spitfires lit up both of its engines. Two members of the crew (the radiooperator and mechanic) bailed out of the aircraft, while the pilot and observer were able to actually make to France and make an emergency landing near Brest. The mechanic, Uffz. Johansen, was struck by the tail surfaces of the aircraft and died before he hit the ground after bailing out over England. The radio operator reached the ground unscathed near Mart of Llyn and was captured. After a change in tactics that involved the bombing of English cities under the cover of darkness, the undersides of the aircraft, as well as the white portions of the balkenkreuz and swastikas on other surfaces, were painted black, which was the case here as well. The unit emblem appears below the cockpit.



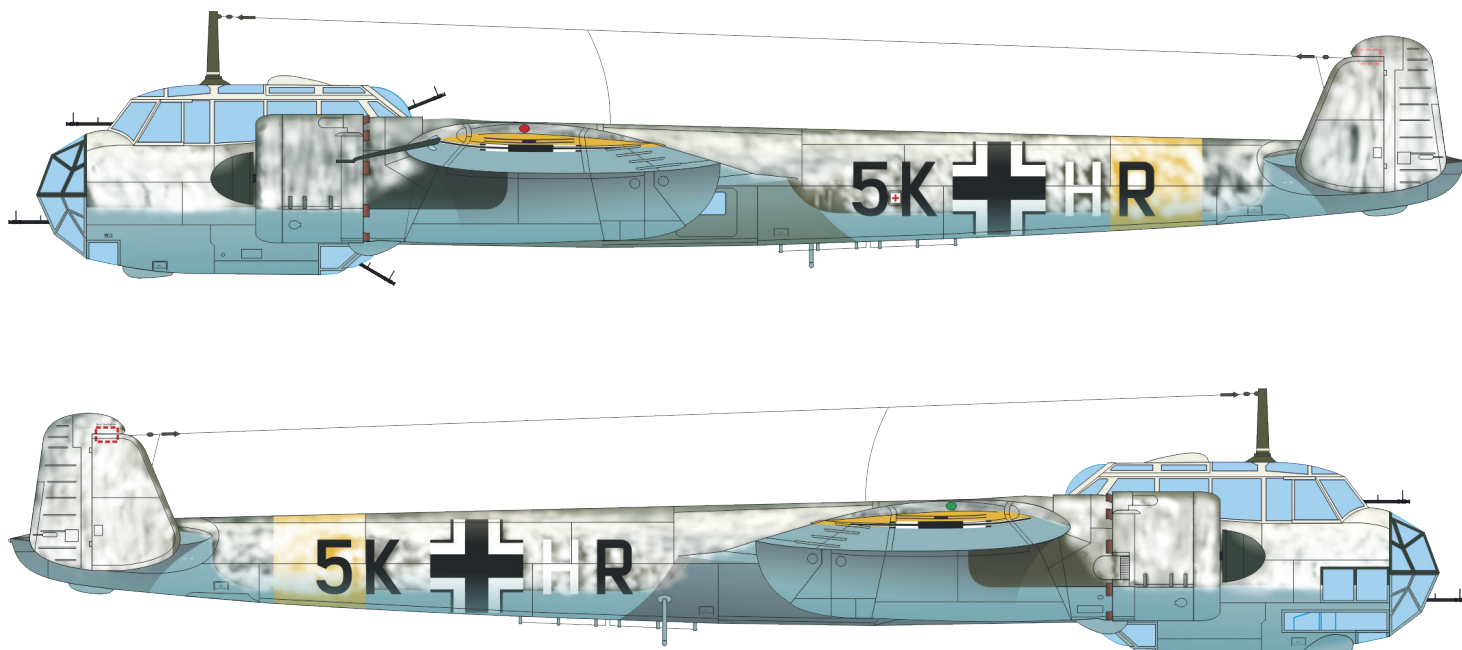
Do 17Z-2, 3./KG 2, Athens-Tatoi, Greece, May 1941

One of the bomber units taking part in the Balkans campaign under Operation Marita (the attack on Greece) was Kampfgeschwader 2. This unit's Stab, I. and III. Gruppe (the contribution of II. Gruppe was largely symbolic) attacked from the Bulgarian airfield at Plovdiv-Krumovo, and after the occupation of Macedonia, KG 2 moved to Thessaloniki, and by the very end of the actions against Greece, the unit operated from Tatoi airfield in Athens. Aircraft that took part in Operation Marita carried RLM 04 engine cowls and control surfaces in the tail. The unit insignia was carried under the cockpit.



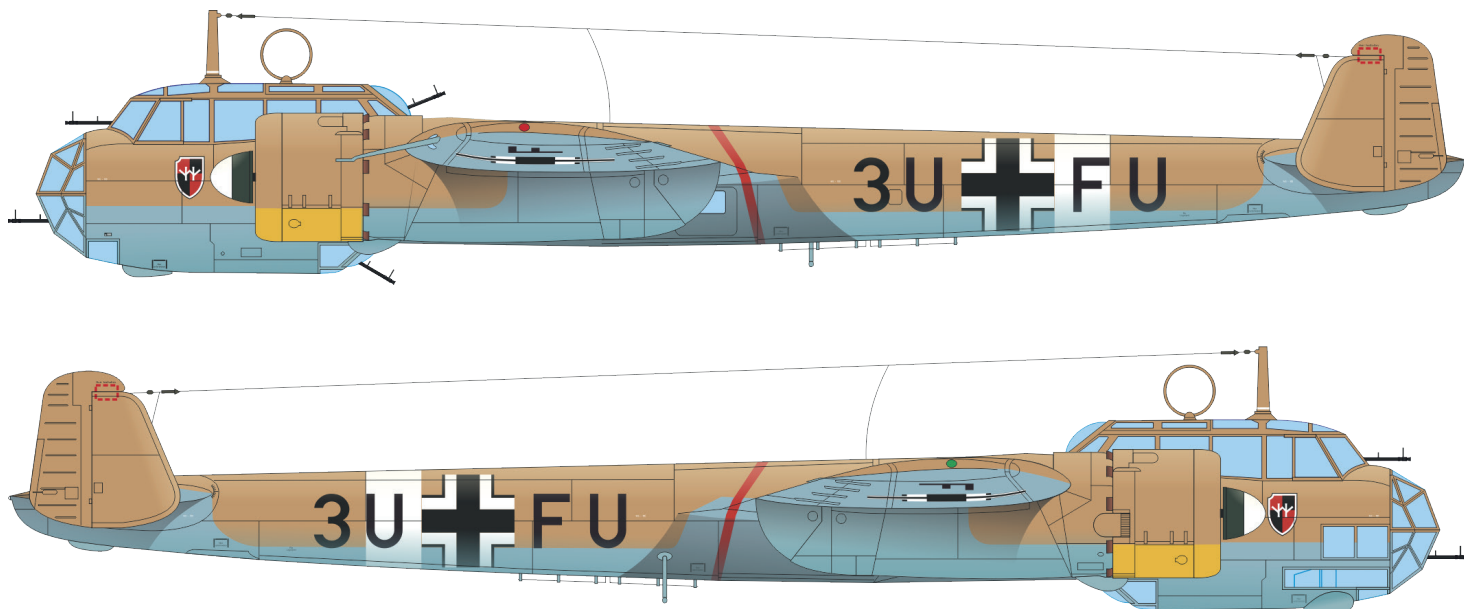
Do 17Z, 7./KG 3, Wjazma, Soviet Union, Winter 1941

Over the course of the winter months of the war against the Soviets, fighters and bombers alike received applications of temporary white paint on their upper surfaces in an effort to better conceal them from the enemy when on the ground or in the air. These paints were applied at unit level and with whatever method that was possible with no real preparation, and the paint tended to wear away very quickly under the traffic of the groundcrews, and the adverse weather conditions played a role as well. It was the same with bombers of the 7. Staffel KG 3, the last unit conducting operational flights with the by-then obsolete Do 17Z. Below the temporary, washable white paint, the original camouflage scheme consisting of RLM 70/71 was visible on the upper surfaces, and the lower ones were sprayed RLM 65. Service on the Eastern Front was signified by the yellow fuselage band ahead of the tail surfaces and the yellow lower wingtips.

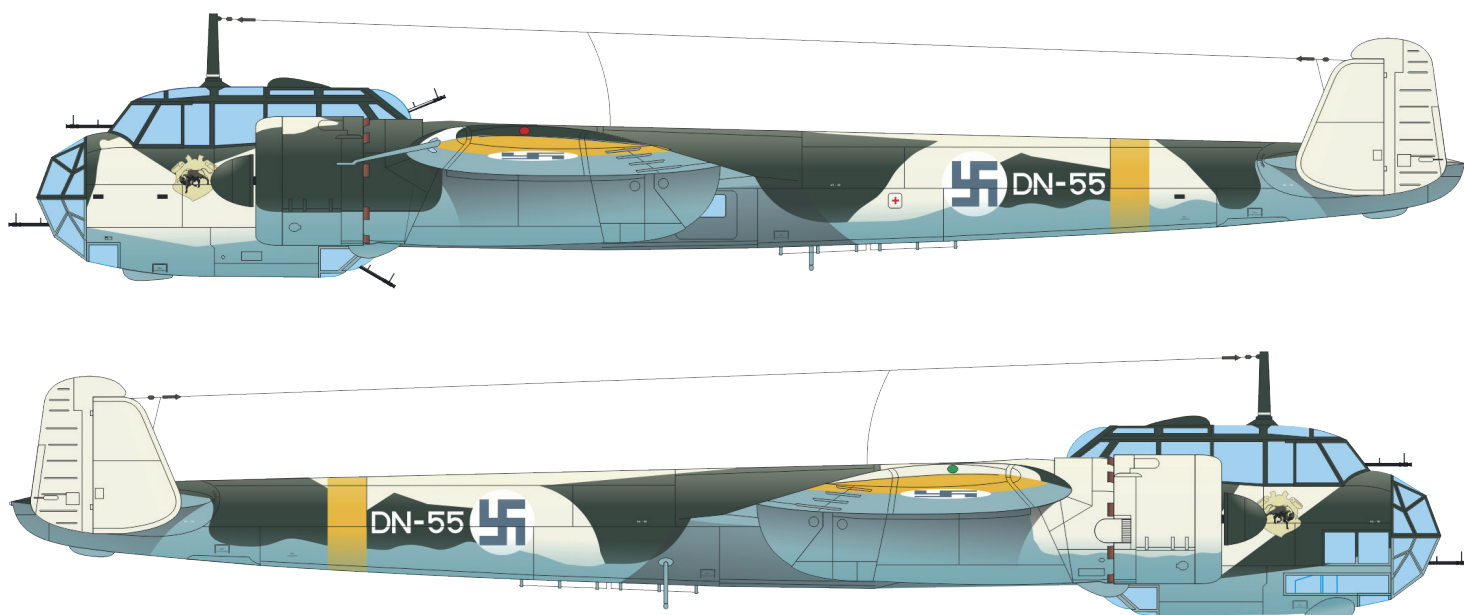


Do 17Z-2, 10./ZG 26, Castel Benito, Libya, 1941

The Do 17Z, used by several Luftwaffe bomber units in the early phases of the Second World War, took part in every conflict undertaken by Nazi Germany. North Africa was no exception. Here, however, the use of the type was largely symbolic, and a few served with the 10. Staffel Zerstörergeschwader 26, a unit flying the twin-engined Bf 110. This particular aircraft was discovered by advancing British troops at Castel Benito in Libya. Aircraft used in North Africa were camouflaged to suit the environment with upper and side surfaces painted RLM 79 with squiggle patterns of RLM 80, while the lower surfaces were in RLM 78. It is not clear from photographs if this aircraft had the RLM 80 squiggle pattern applied. As with other aircraft on the southern front, this plane carried a white fuselage band ahead of the tail surfaces and white lower wingtips.

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

Finnish bomber units suffered combat losses through the summer and fall of 1941 that they could not replace from local sources. Help came in the form of fifteen Do 17Z aircraft gifted by the Luftwaffe, which was in the process of phasing the type out of service. These aircraft entered Finnish inventory during January and February 1942, and began operational flights from April with LLv 46. Five of the Finnish airframes survived World War Two combat and the last was retired on October 1st, 1952. One of them was coded DN-55, which also was the last Finnish Air Force aircraft to fly a Second World War mission, when it photographed German units on April 4th, 1945, in the vicinity of Kilpisjärvi. The Dorniers reached the Finnish units at the beginning of 1942 camouflaged in RLM 70/71/65, in the same scheme as they were flown by the Luftwaffe. The Finns also used temporary white paint as a winter camouflage, and in the case of DN-55, this paint was applied over the RLM 71 fields.

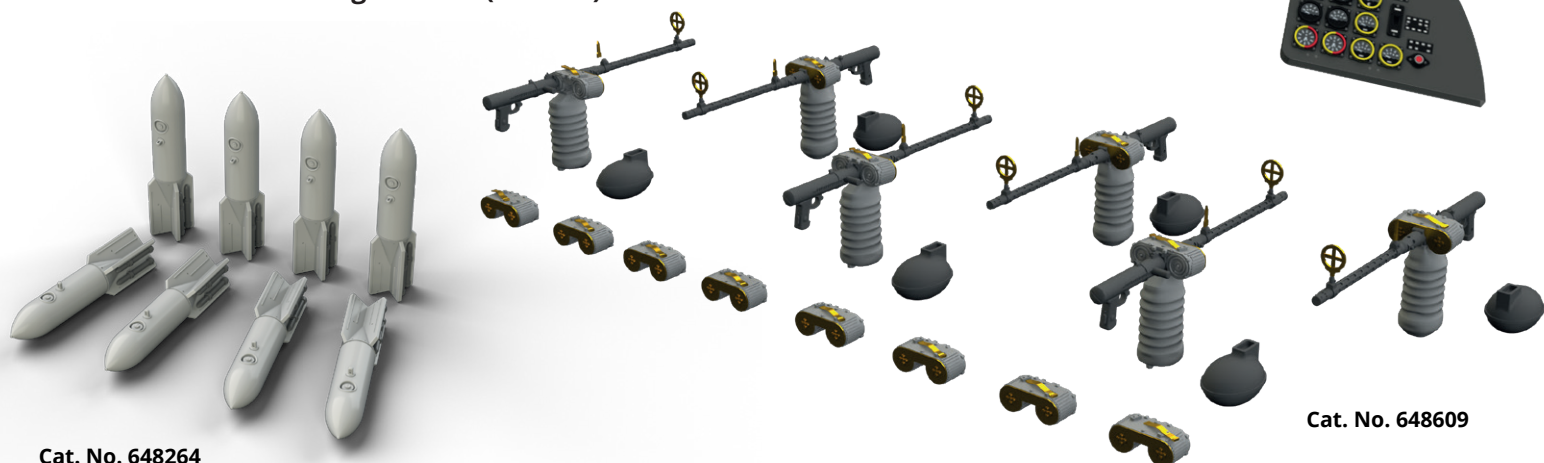


Recommended for Do 17Z

- 48896 Do 17Z-2 exterior & bomb bay (PE-Set)
- 48897 Do 17Z-2 landing flaps 1/48 (PE-Set)
- 49789 Do 17Z-2 seatbelts STEEL 1/48 (PE-Set)
- 644082 Do 17Z bomber LööK 1/48 (Brassin)
- 648161 SC 250 German bombs 1/48 (Brassin)
- 648162 SC 500 German bombs 1/48 (Brassin)
- 648264 SC 50 German WWII bombs 1/48 (Brassin)
- 648609 Do 17Z bomber guns 1/48 (Brassin)



Cat. No. 644082



Cat. No. 648609

Cat. No. 648264

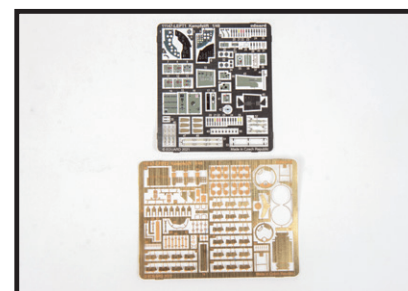
OVERTREES

Do 17Z

1/48

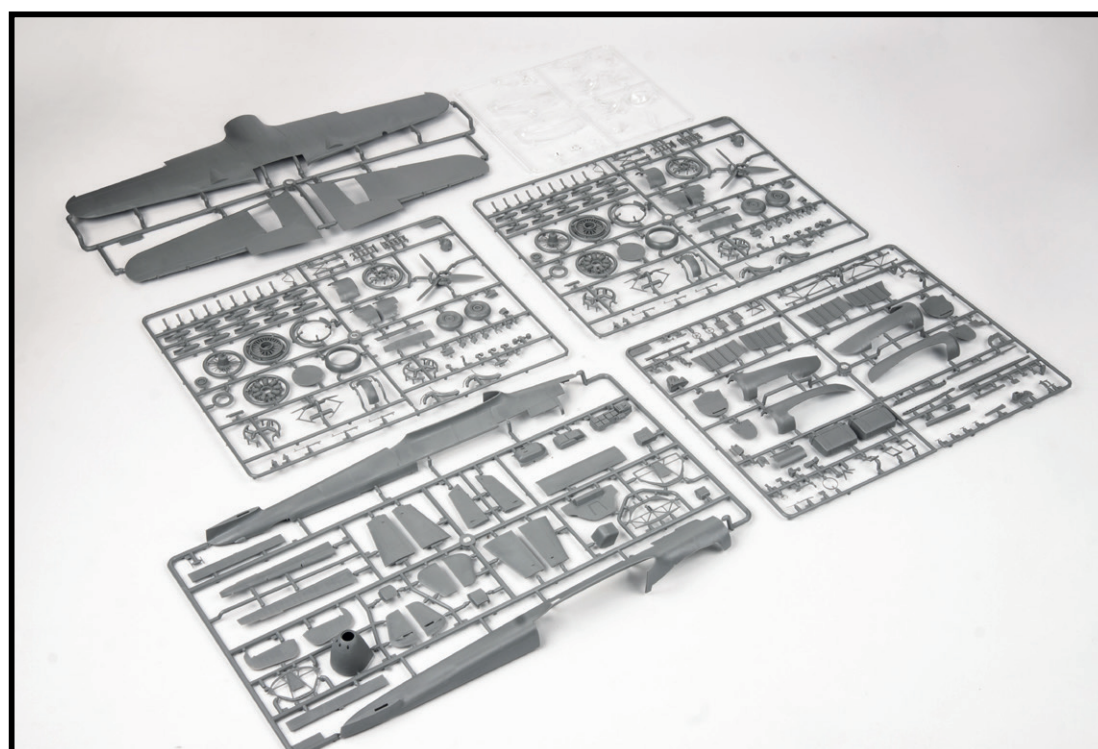
Cat. No. 11147X

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Cat. No. 11147-LEPT

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Cat. No. BFC108
Tempest Mk.V Book

Product page



Cat. No. BFC109
MiG-23BN Book

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Cat. No. BFC110
Riders in the Sky 1945 Book

Product page

BFC107 1/48

Kampfstift: der Bleistift fliegt weiter



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- Complete Kampfstift kit (Limited edition Cat. No. 11147)
- Extended with the West and East Front and from the Finnish Air Force.



Do 17Z-5, WNr. 1210, Flugbereitschaft Luftflotte 2, 1940 – 1941



Do 17Z-2, 15.(Kroat)/KG 53, Soviet Union, 1942



Do 17Z-3, WNr. 1218, flown by luttn. Kalervo Kuula, 1./LeLv 46, Nolja landing ground, Finland, June 1942



644082

Do 17Z bomber Löök

1/48 ICM/Eduard

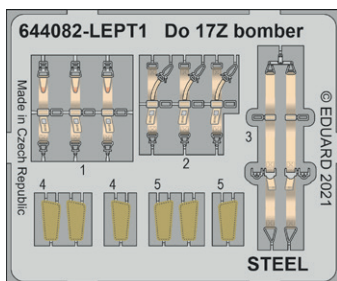
Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Do 17Z bomber in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard / ICM

Set contains:

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

[Product page](#)



632165

AIM-132 ASRAAM

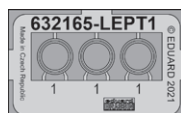
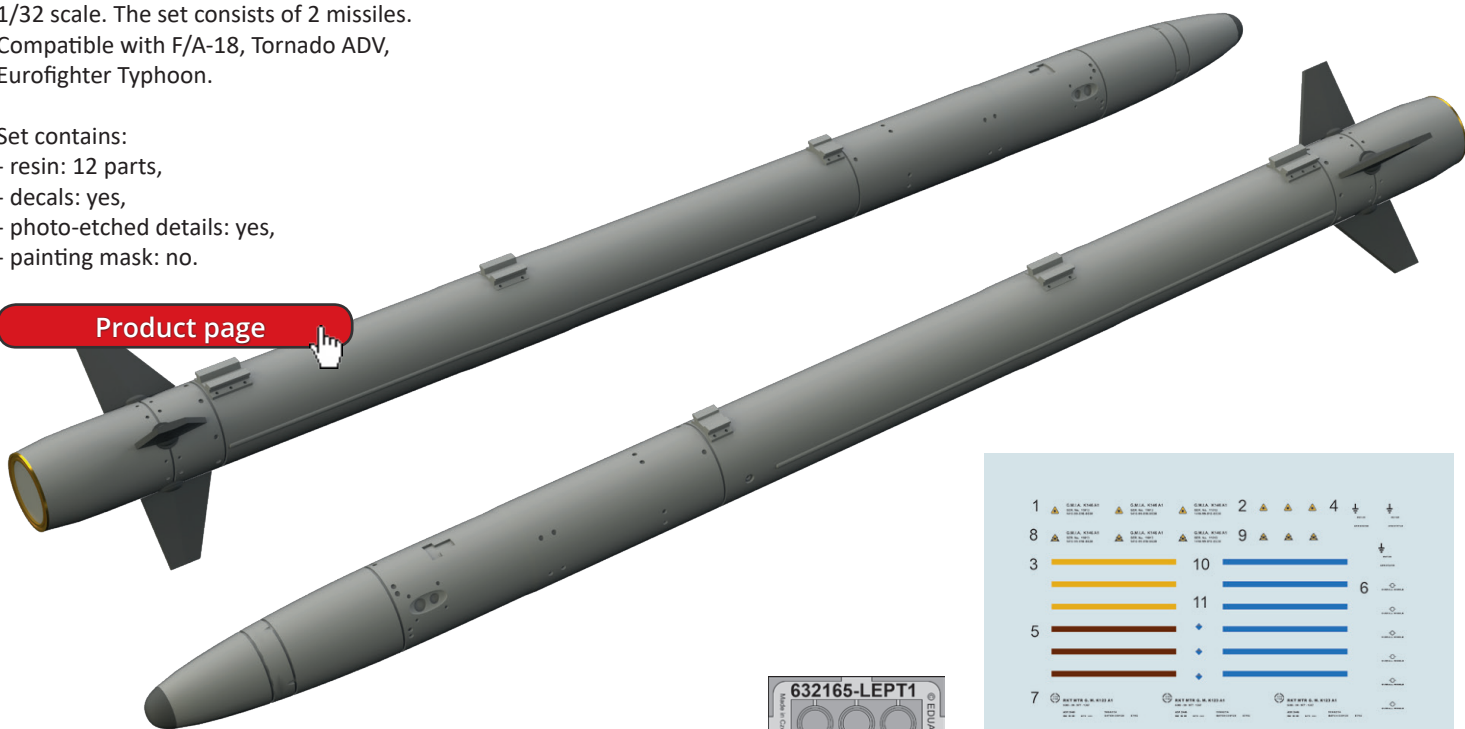
1/32

Brassin set - AIM-132 ASRAAM missiles in 1/32 scale. The set consists of 2 missiles. Compatible with F/A-18, Tornado ADV, Eurofighter Typhoon.

Set contains:

- resin: 12 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product page](#)



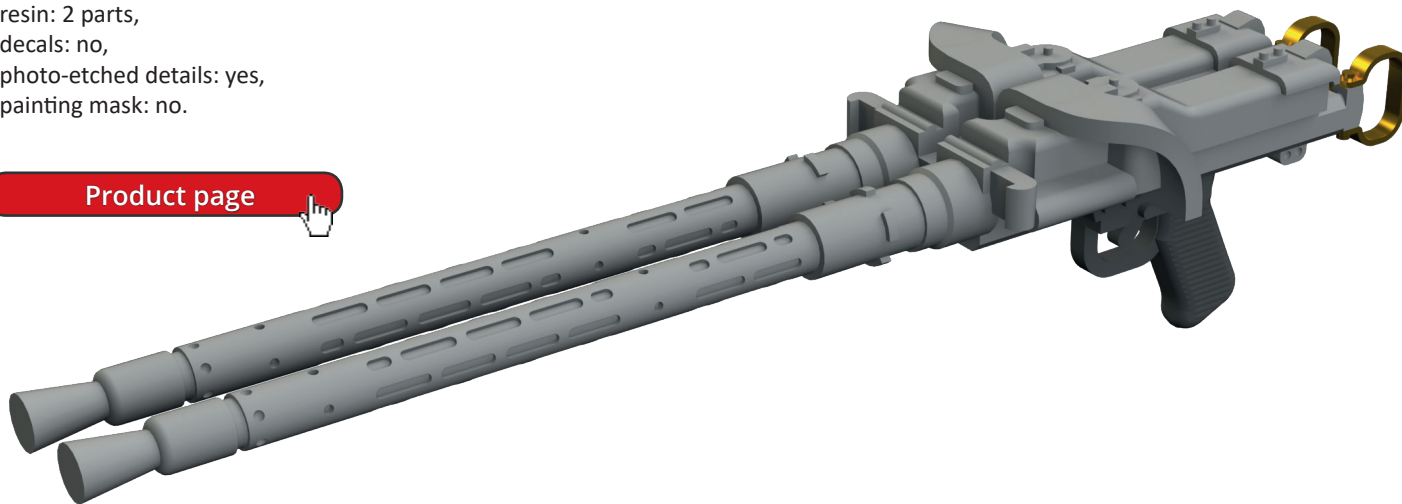
632167 MG 81Z gun 1/32

Brassin set - German WW2 MG 81Z gun
in 1/32 scale. Set consists of 1 gun.

Set contains:

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

[Product page](#)



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

Brassin set - the gun muzzles for Bf 110G-4
in 1/48 scale.

Recommended kit: Eduard

Set contains:

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

[Product page](#)



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

Brassin set - the obliquely mounted guns for Bf 110G-4 in 1/48 scale. Ammo magazines included.

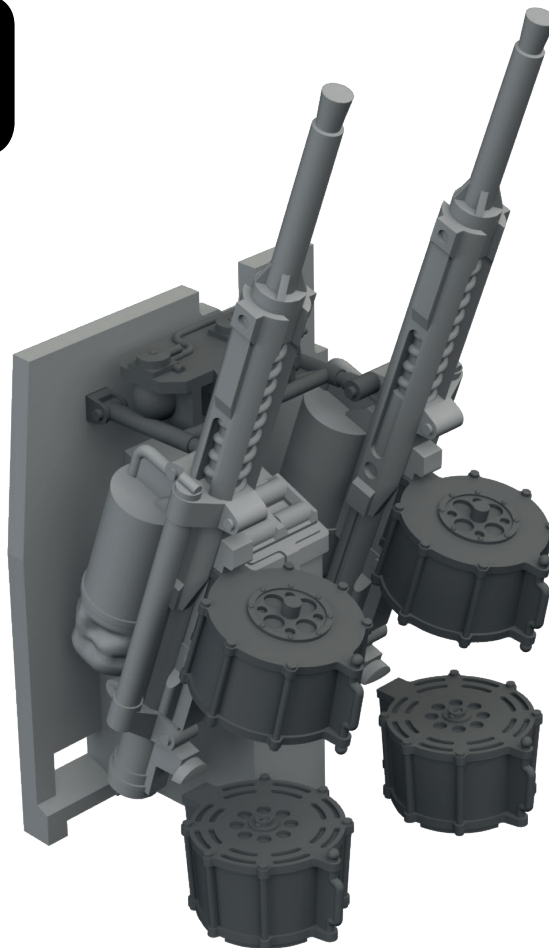
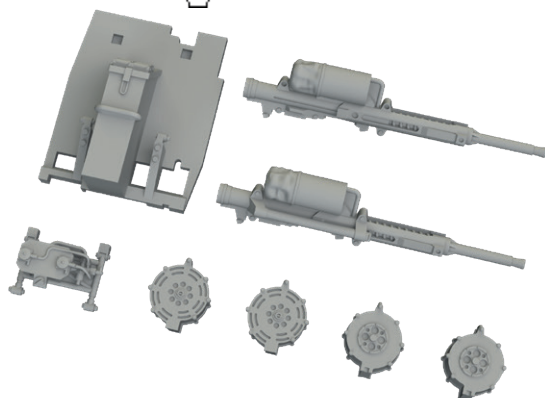
Recommended kit: Eduard

Set contains:

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



[Product page](#)



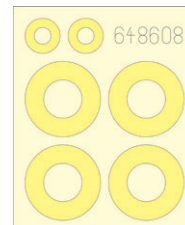
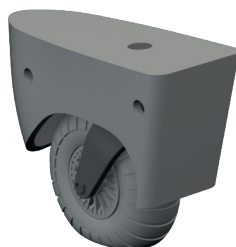
648608 Do 17Z wheels 1/48 Eduard/ICM

Brassin set - the undercarriage wheels for Do 17Z in 1/48 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard / ICM

Set contains:

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

[Product page](#)



648609

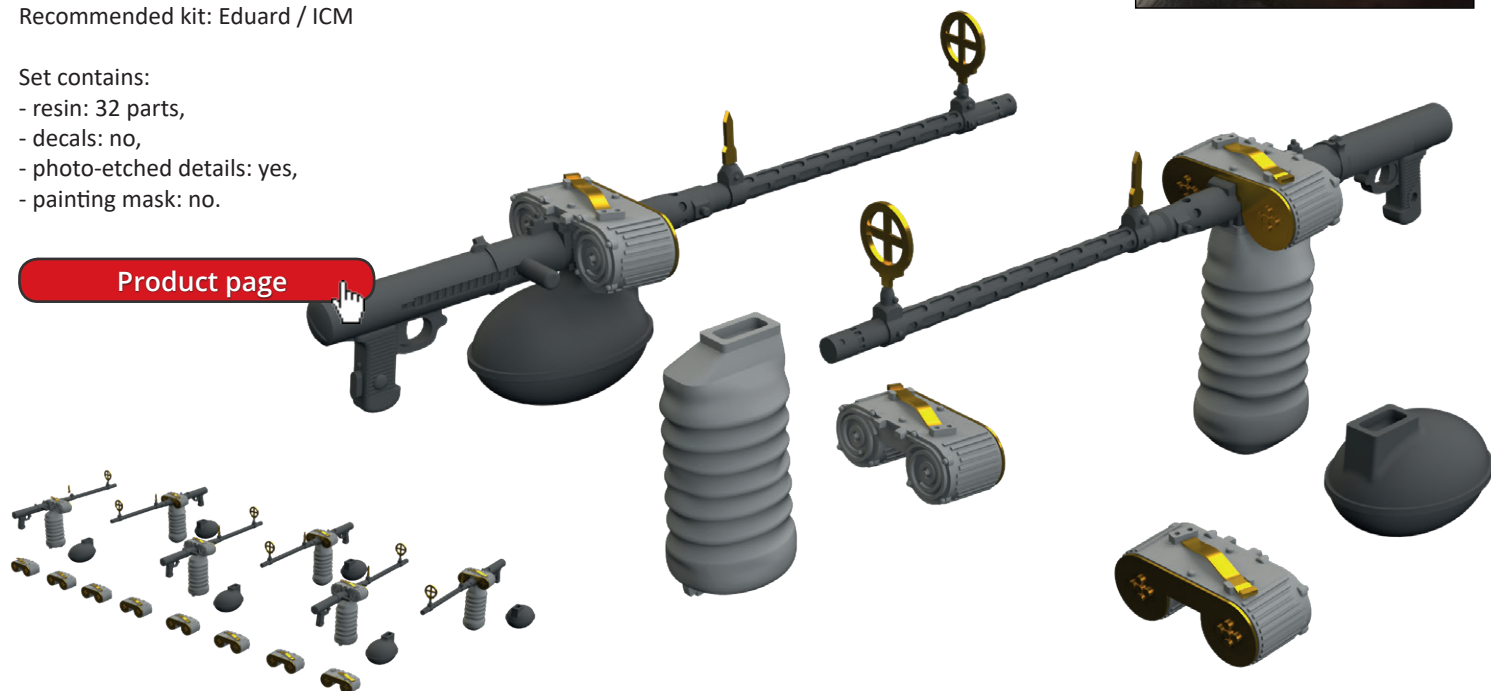
Do 17Z bomber guns

1/48 Eduard/ICM

Brassin set - the guns for Do 17Z bomber in 1/48 scale. The set consists of 6 guns. Easy to assemble, replaces plastic parts. Recommended kit: Eduard / ICM

Set contains:

- resin: 32 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product page](#)


648611

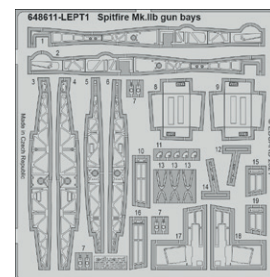
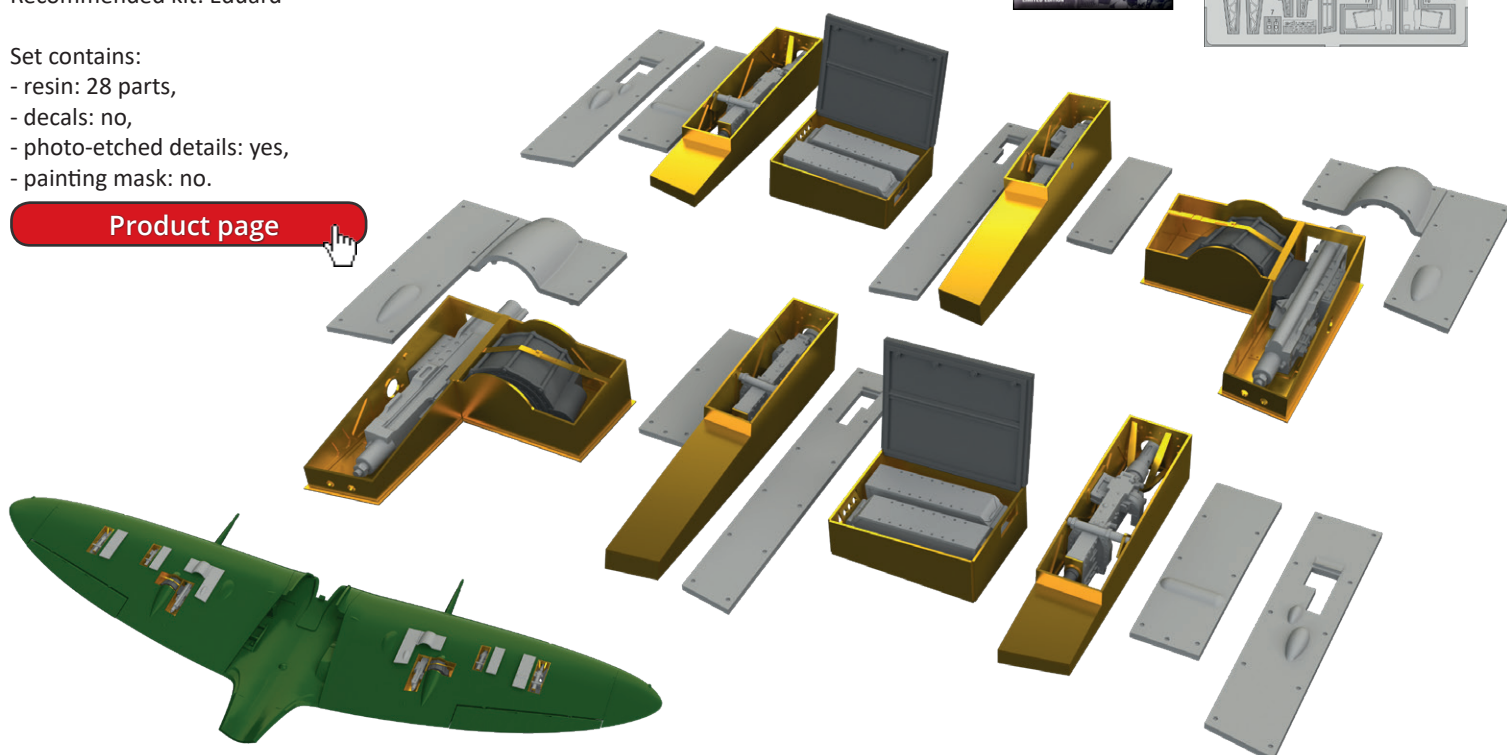
Spitfire Mk.IIb gun bays

1/48 Eduard

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

Set contains:

- resin: 28 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product page](#)


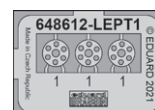
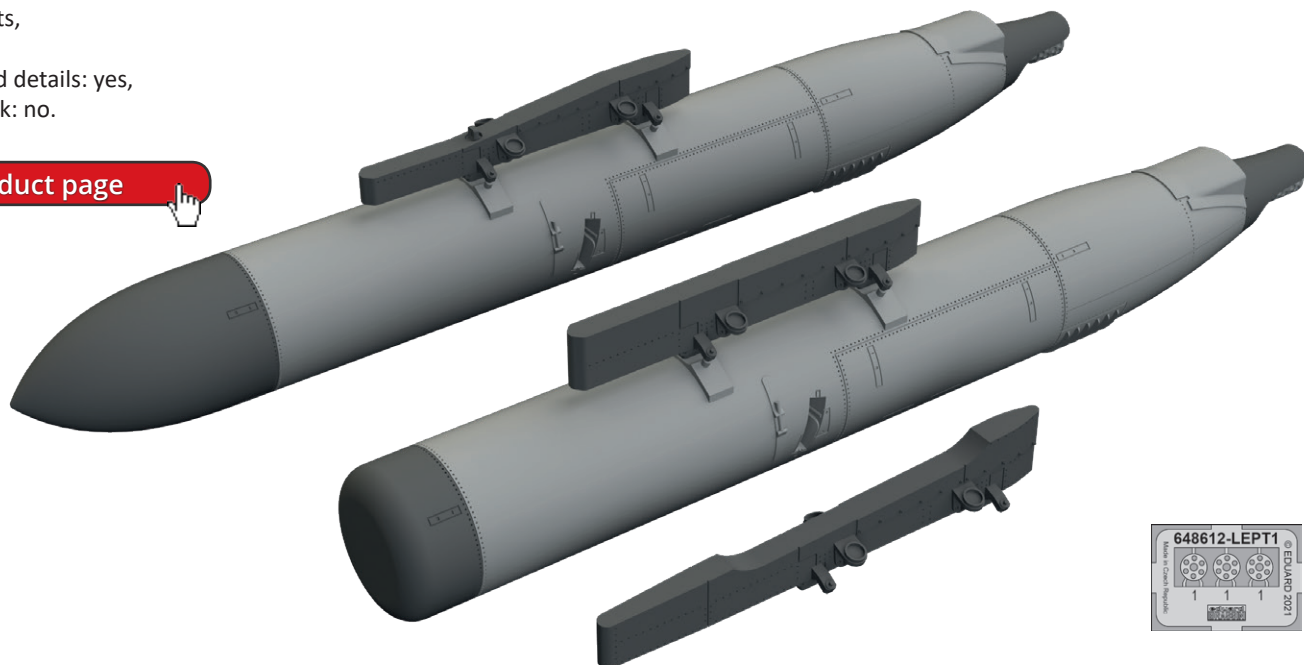
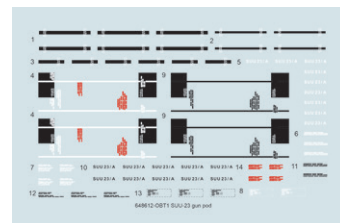
648612 SUU-23 gun pod 1/48

Brassin set - the SUU-23 gun pod
in 1/48 scale. Set consists of 2 pods.

Set contains:

- resin: 16 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product page](#)



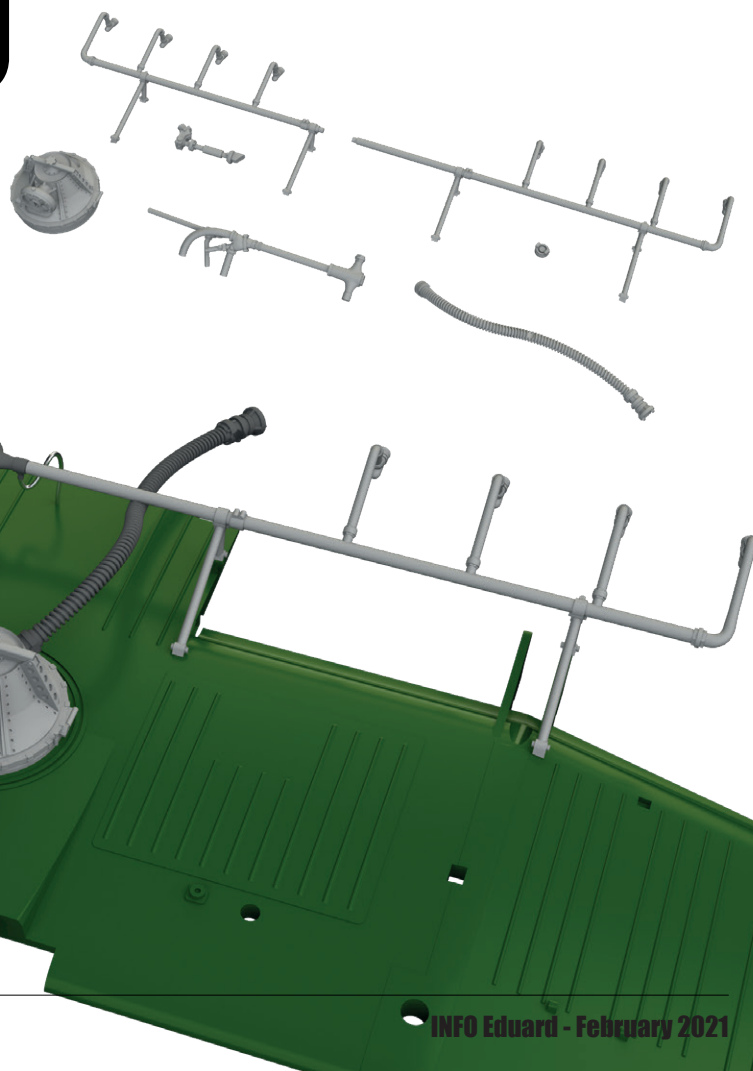
672253 Z-37A spraying booms 1/72 Eduard

Brassin set - the spraying booms for
Z-37 / Z-37A Cmelak in 1/72 scale.
Recommended kit: Eduard

Set contains:

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

[Product page](#)



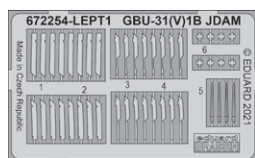
672254 GBU-31(V)1/B JDAM 1/72

Brassin set - the guided air-to-surface weapon GBU-31(V)1/B JDAM in 1/72 scale. The set consists of 4 bombs. Compatible with F-15E, F/A-18E/F, F-22, F-35 etc.

Set contains:

- resin: 20 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product page](#)



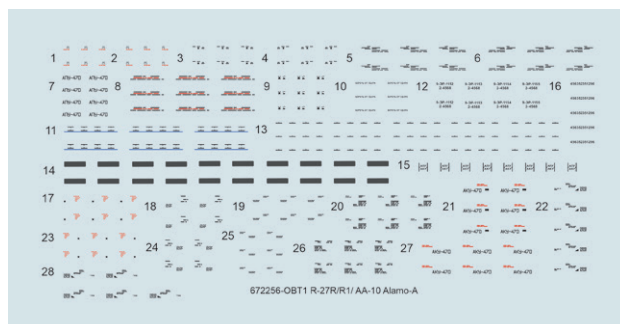
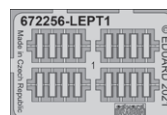
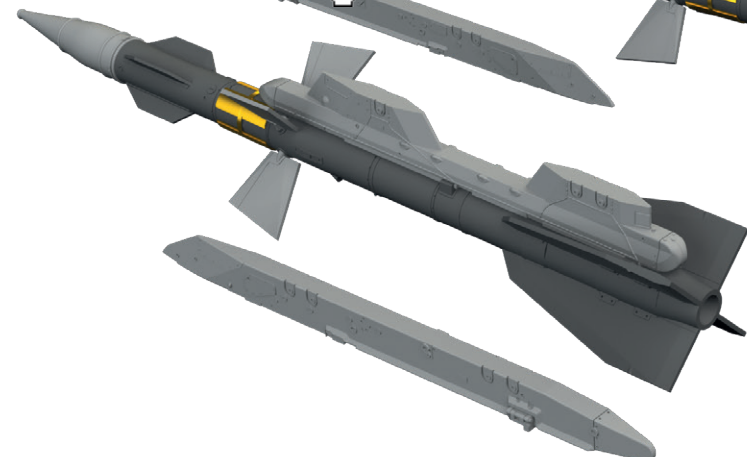
672256 R-27R/R1 / AA-10 Alamo-A 1/72

Brassin set - Russian / Soviet missile R-27R/R1 in 1/72 scale. Set consists of 4 missiles. Compatible with MiG-29, Su-27.

Set contains:

- resin: 32 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product page](#)

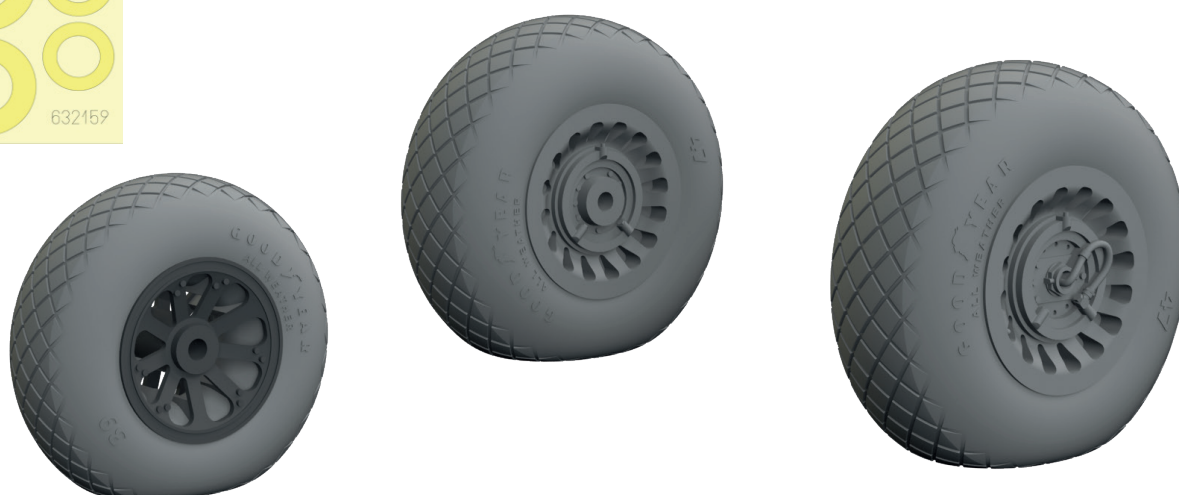
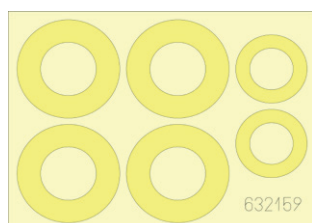
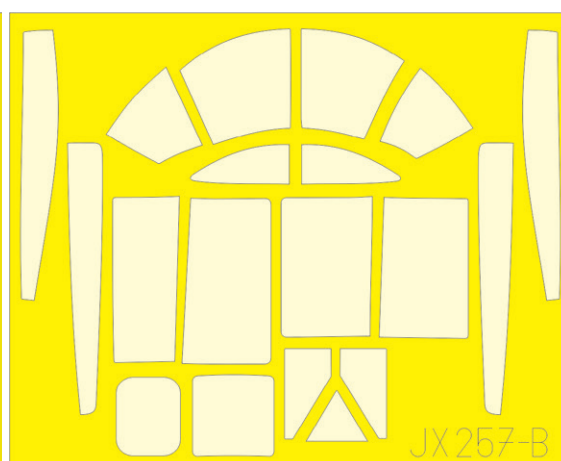
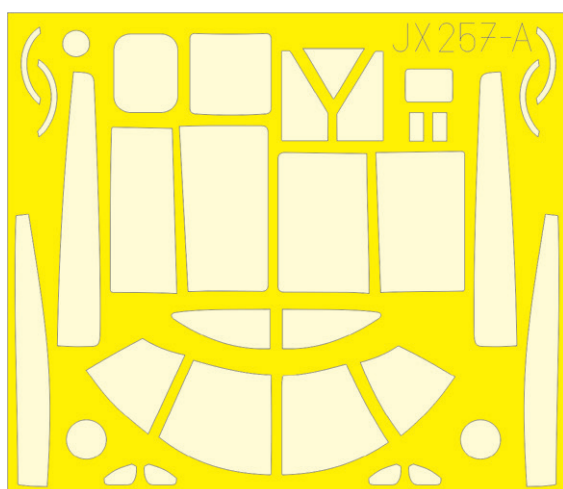
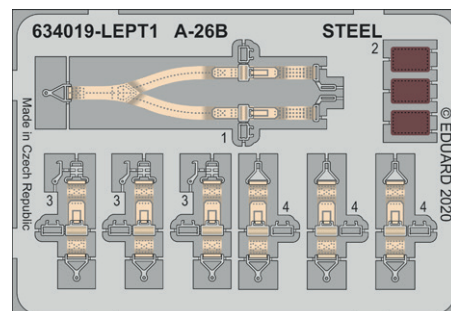


634023 A-26B Invader LööKplus 1/32 Hobby Boss

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.

Product page

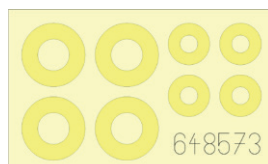
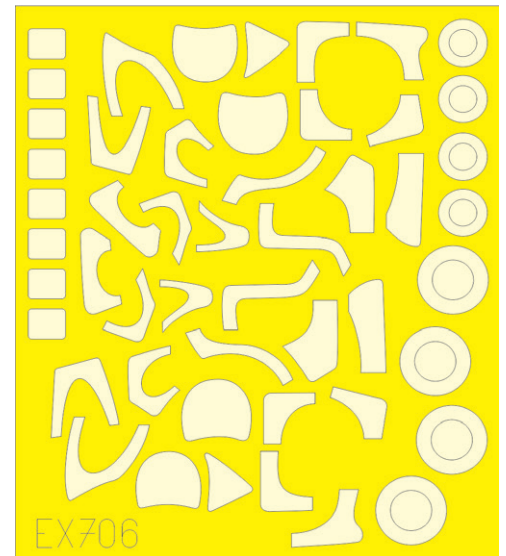
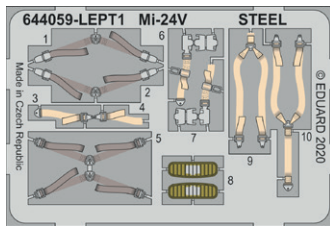


644085 Mi-24V LööKplus 1/48 Zvezda

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.

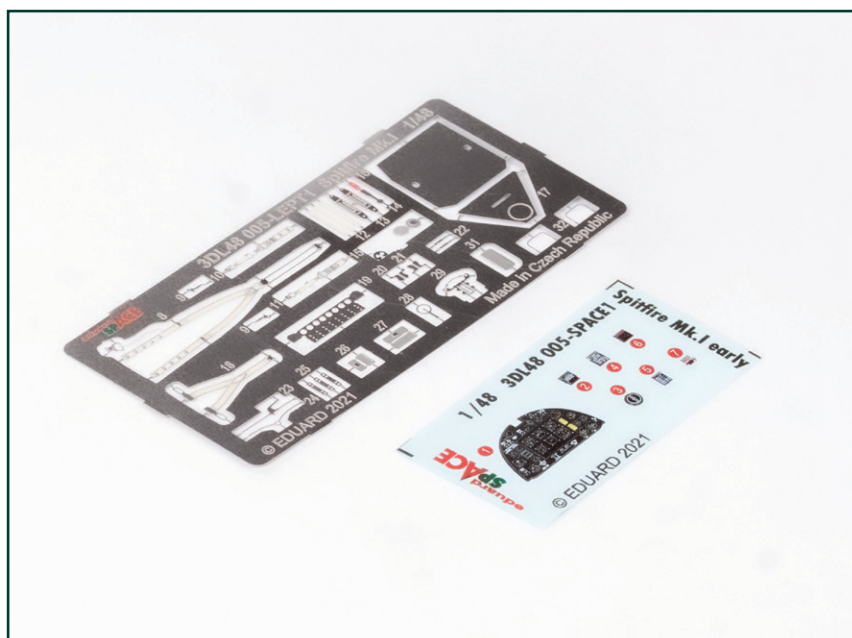
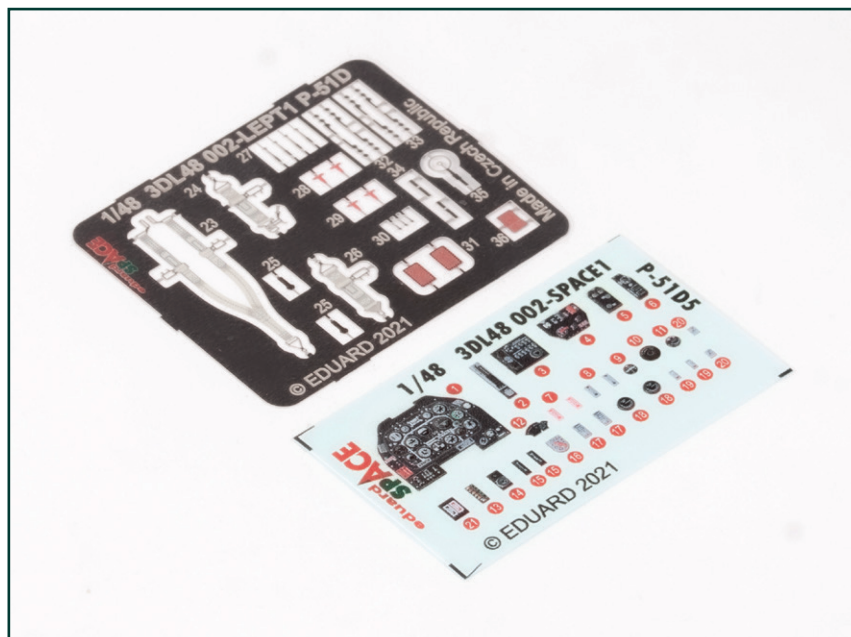
Product page



eduard
SPACE

#3DL48002
P-51D-5 SPACE
for Eduard 1/48 kit

Product page

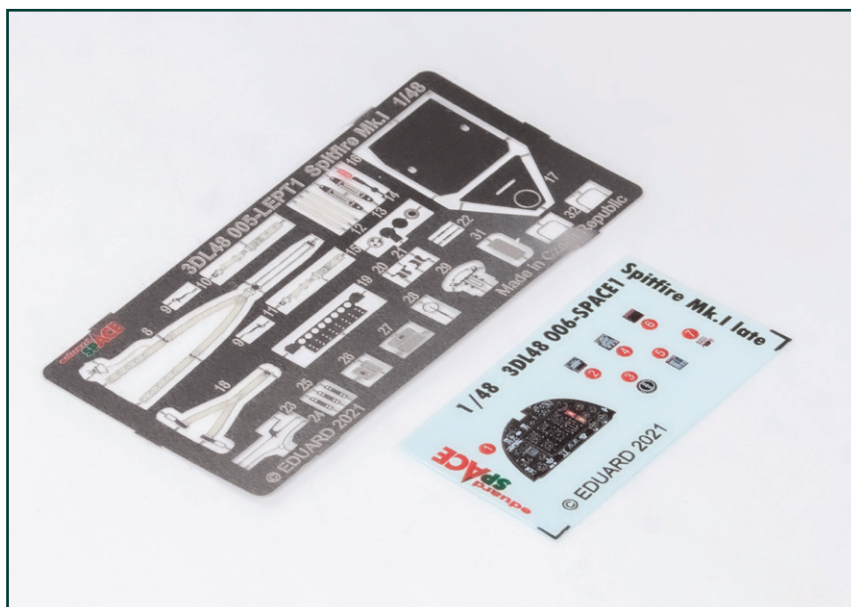


#3DL48005
Spitfire Mk.I early SPACE
for Eduard 1/48 kit

Product page

#3DL48006
Spitfire Mk.I late SPACE
for Eduard 1/48 kit

Product page



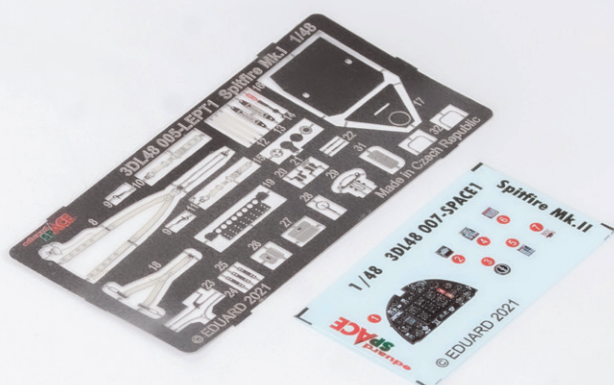
eduard
SPACE

#3DL48007

Spitfire Mk.II SPACE

for Eduard 1/48 kit

Product page

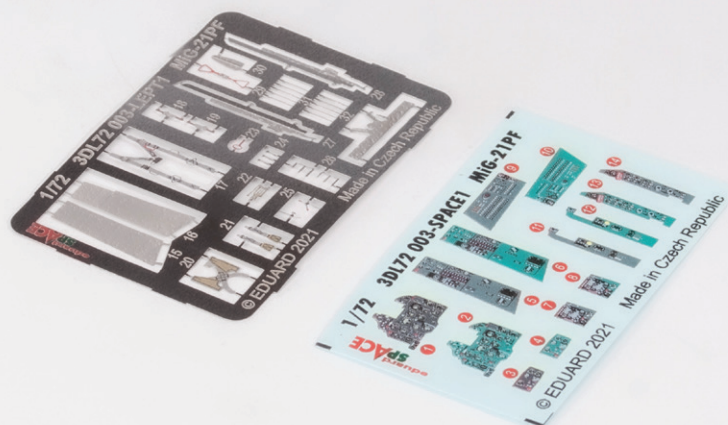


#3DL72003

MiG-21PF SPACE

for Eduard 1/72 kit

Product page



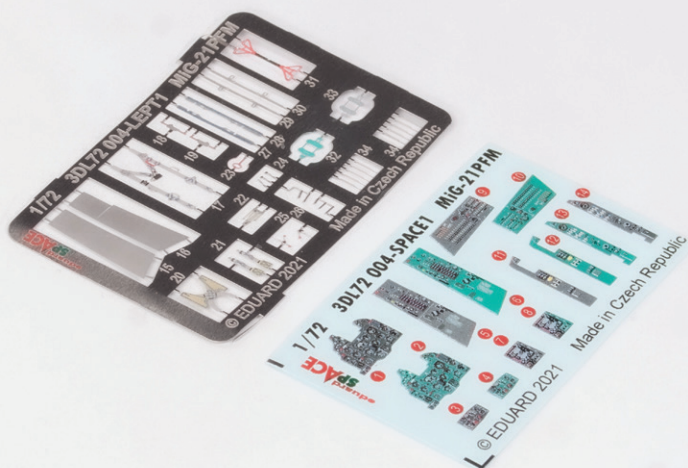
#3DL72004

#3DL72004

MiG-21PFM SPACE

for Eduard 1/72 kit

Product page



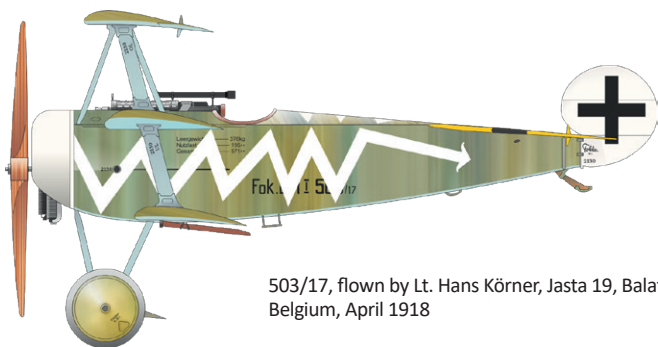
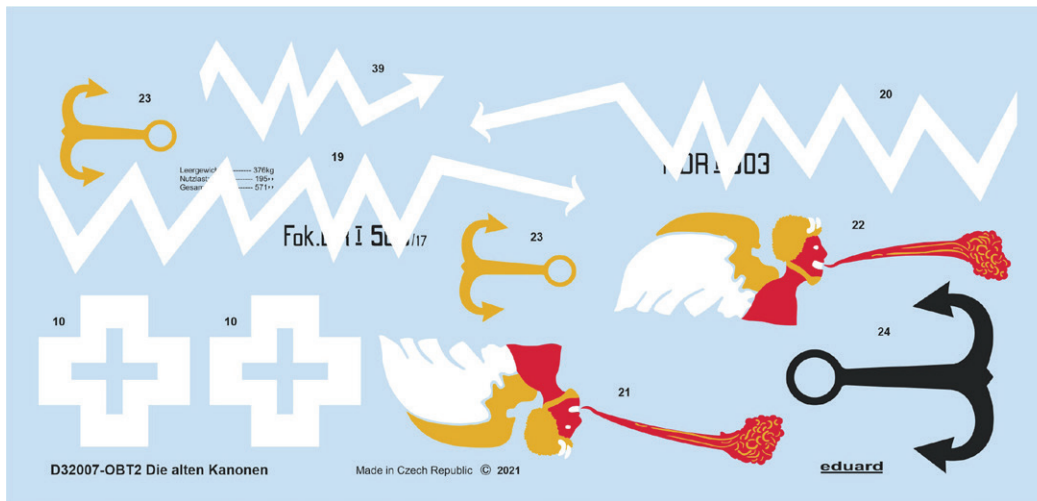
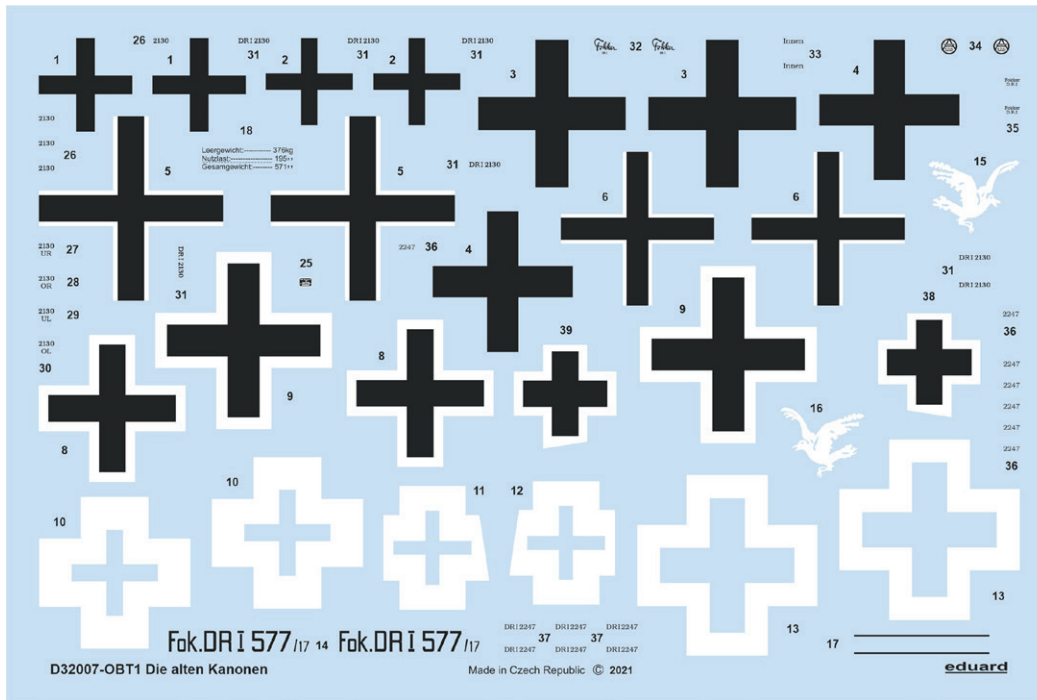
F-4EJ Kai 1/72 Fine Molds

F-4EJ Kai 1/72 Fine Molds (73733)
F-4EJ Kai 1/72 Fine Molds (SS733) (Zoom)
F-4EJ Kai 1/72 Fine Molds (CX593) (Mask)

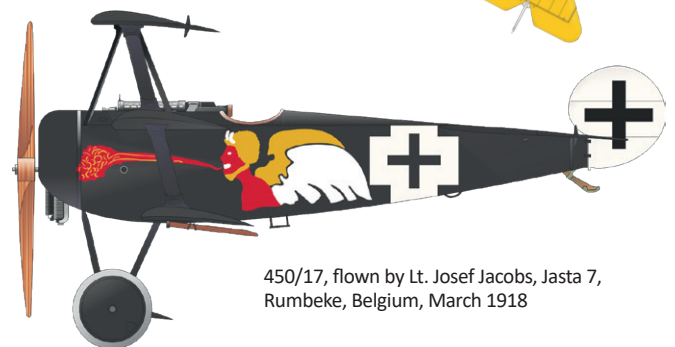


Cat. No. D32007
Die alten Kanonen
 1/32 Meng

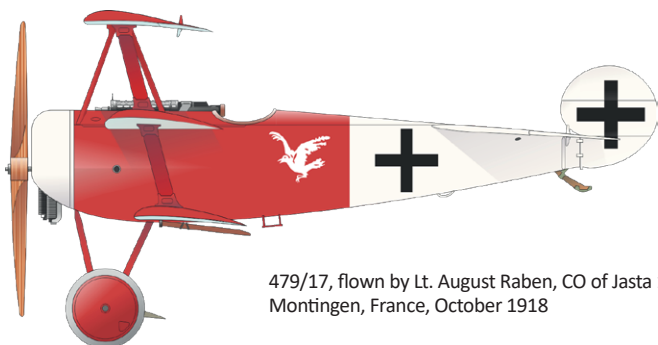
[Product page](#)



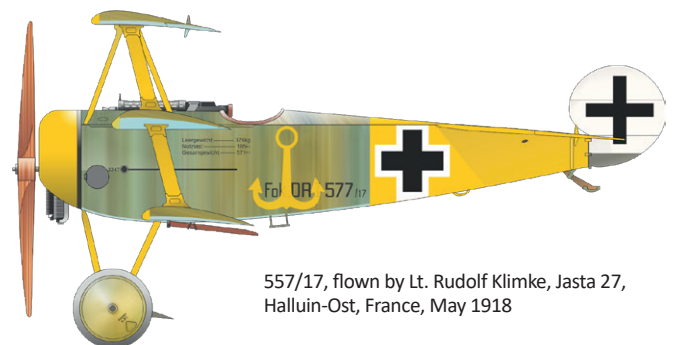
503/17, flown by Lt. Hans Körner, Jasta 19, Balatre, Belgium, April 1918



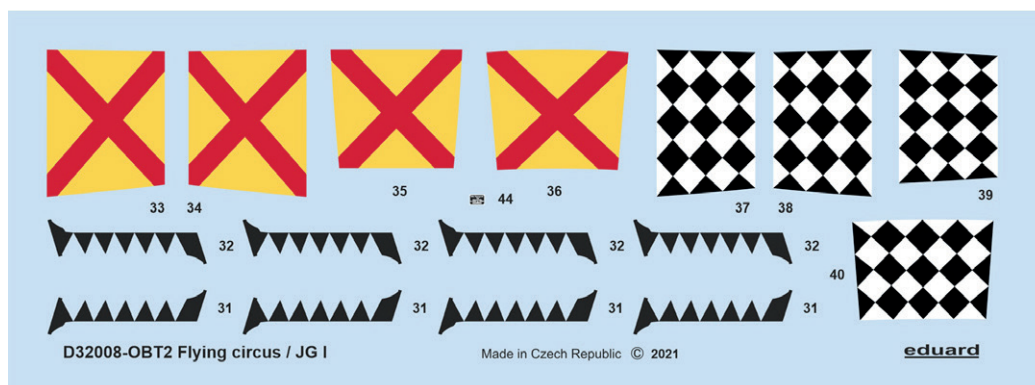
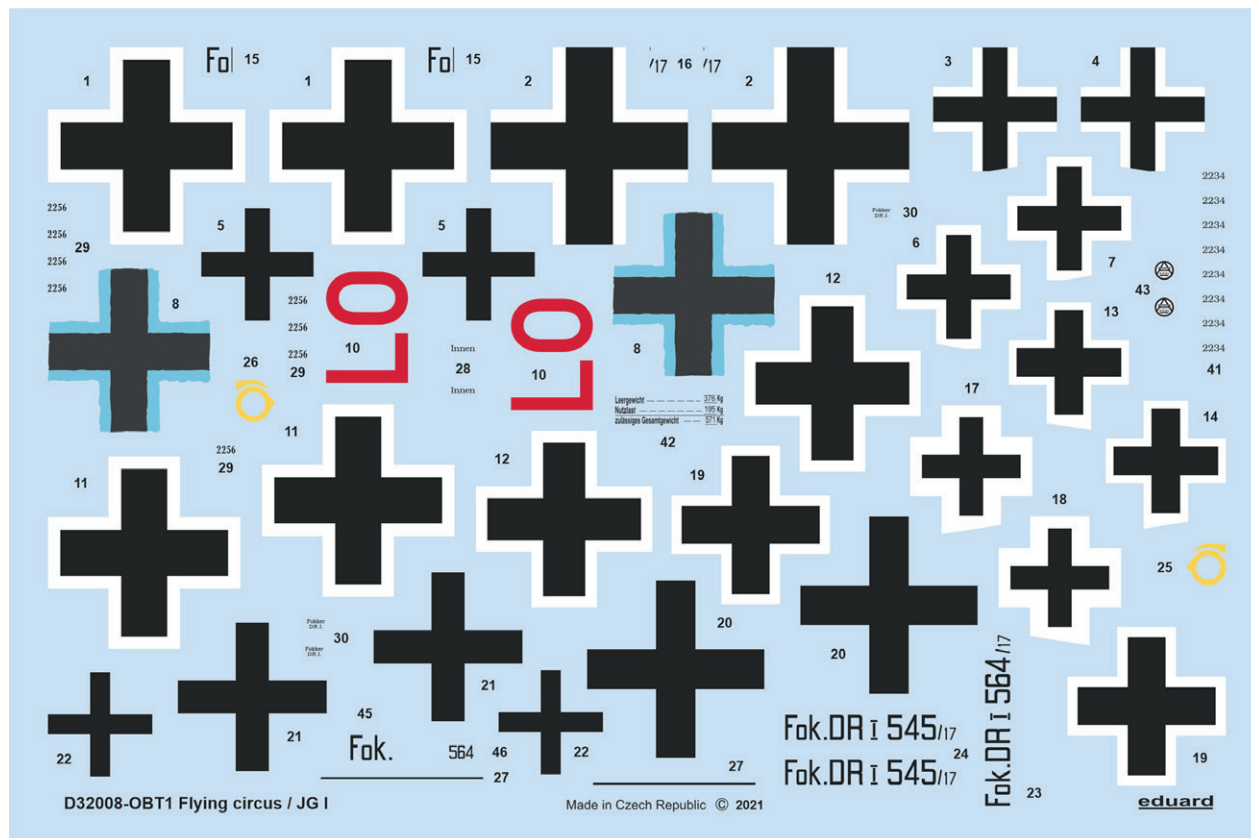
450/17, flown by Lt. Josef Jacobs, Jasta 7, Rumbeke, Belgium, March 1918



479/17, flown by Lt. August Raben, CO of Jasta 18, Montingen, France, October 1918

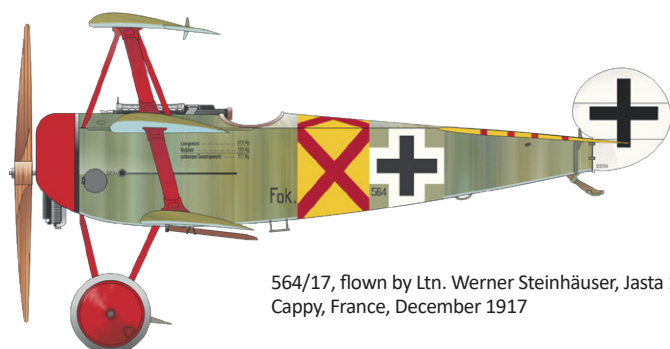


557/17, flown by Lt. Rudolf Klimke, Jasta 27, Halluin-Ost, France, May 1918



Cat. No. D32008
Flying circus / JG I
1/32 Meng

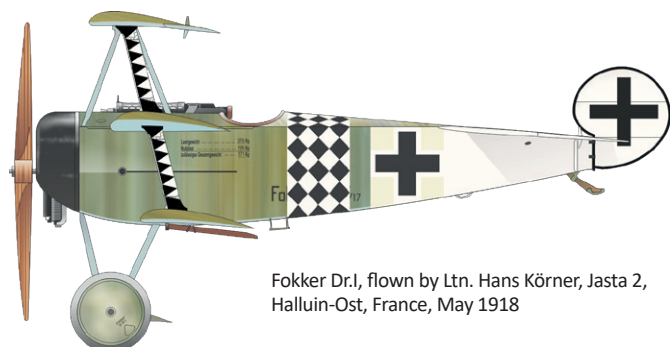
Product page



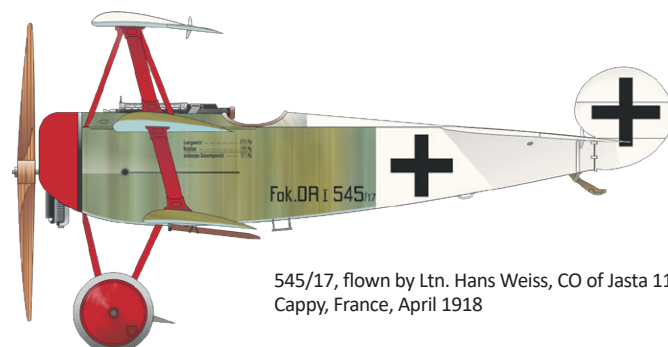
564/17, flown by Lt. Werner Steinhäuser, Jasta 11,
Cappy, France, December 1917



586/17, flown by Lt. Ernst Udet, CO of Jasta 4,
„La Ferme Puisieux” Airfield near Laon, France,
May 1918



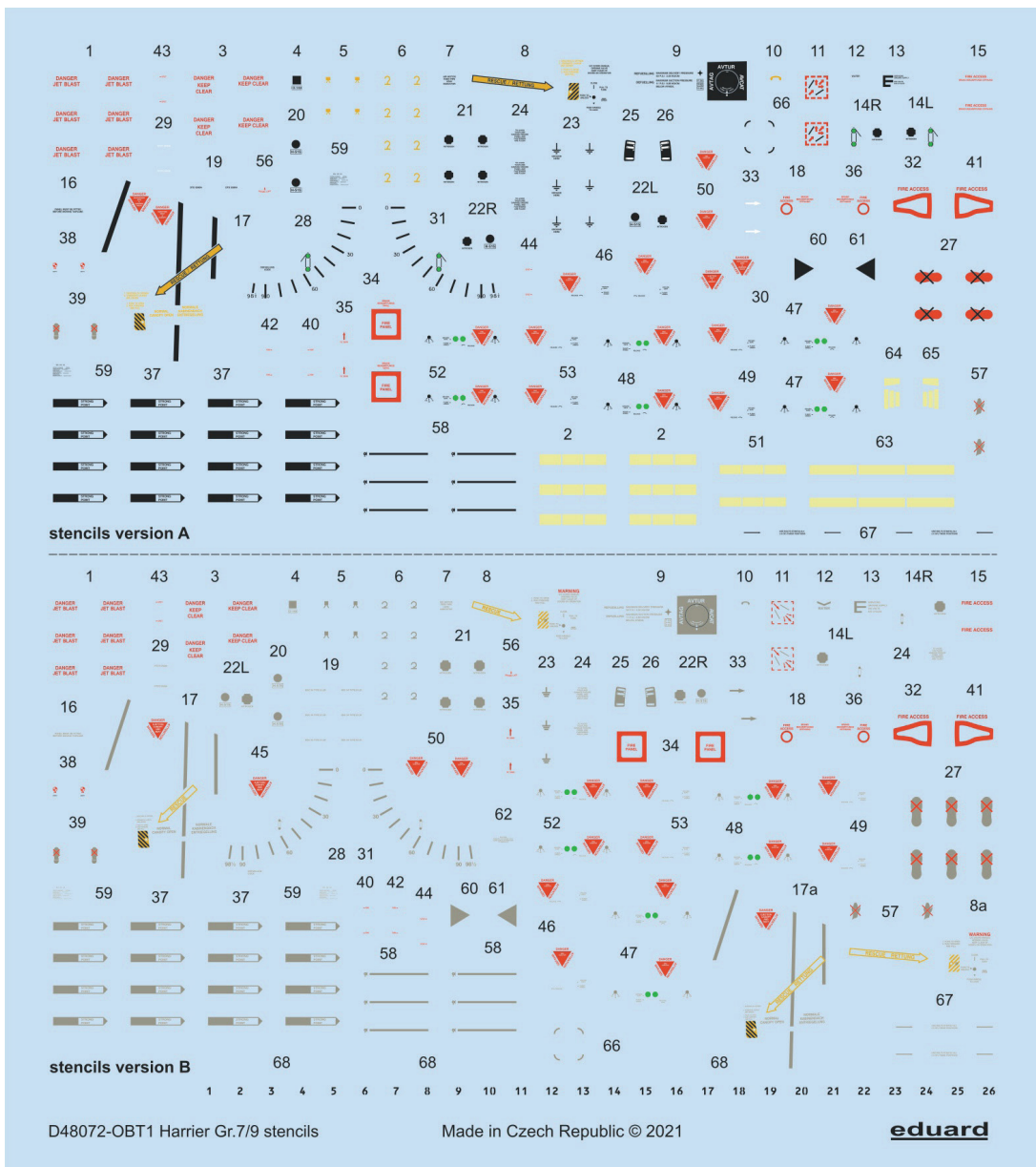
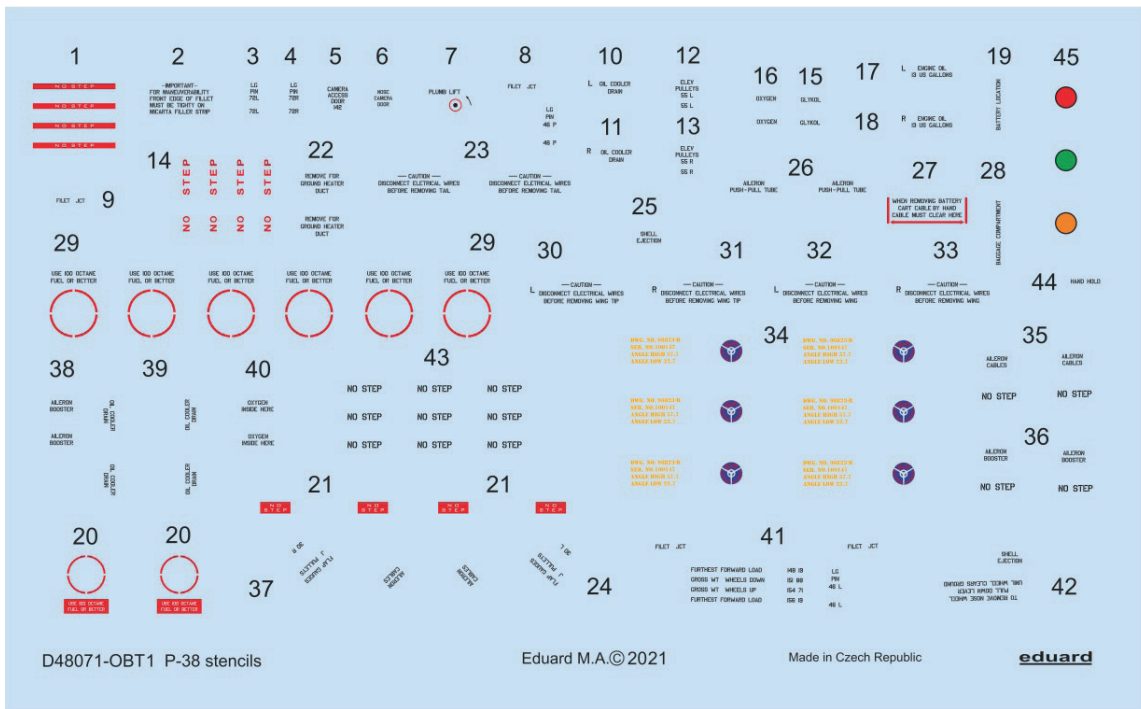
Fokker Dr.I, flown by Lt. Hans Körner, Jasta 2,
Halluin-Ost, France, May 1918



545/17, flown by Lt. Hans Weiss, CO of Jasta 11,
Cappy, France, April 1918

Cat. No. D48071
P-38 stencils
 1/48 Tamiya/Academy/Hasegawa

[Product page](#)



Cat. No. D48072
Harrier Gr.7/9 stencils
 1/48 Revell/Hasegawa

[Product page](#)

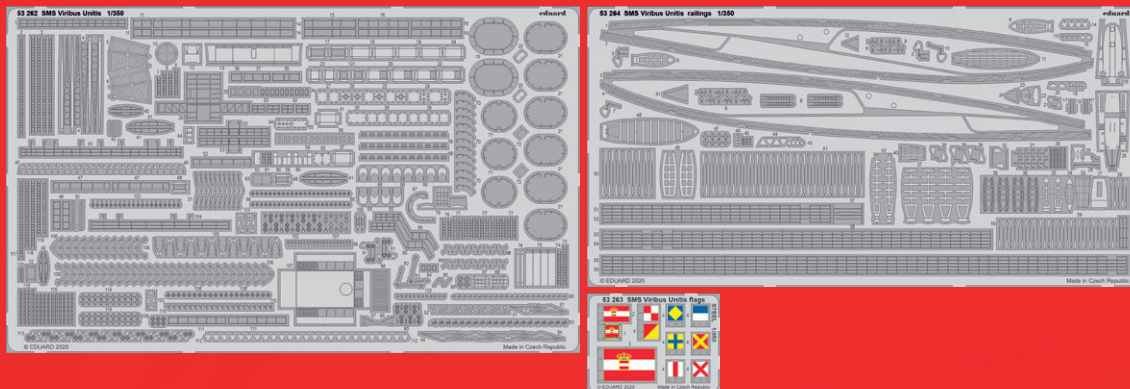
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG5358 SMS Viribus Unitis 1/350 Trumpeter

[Product page](#)

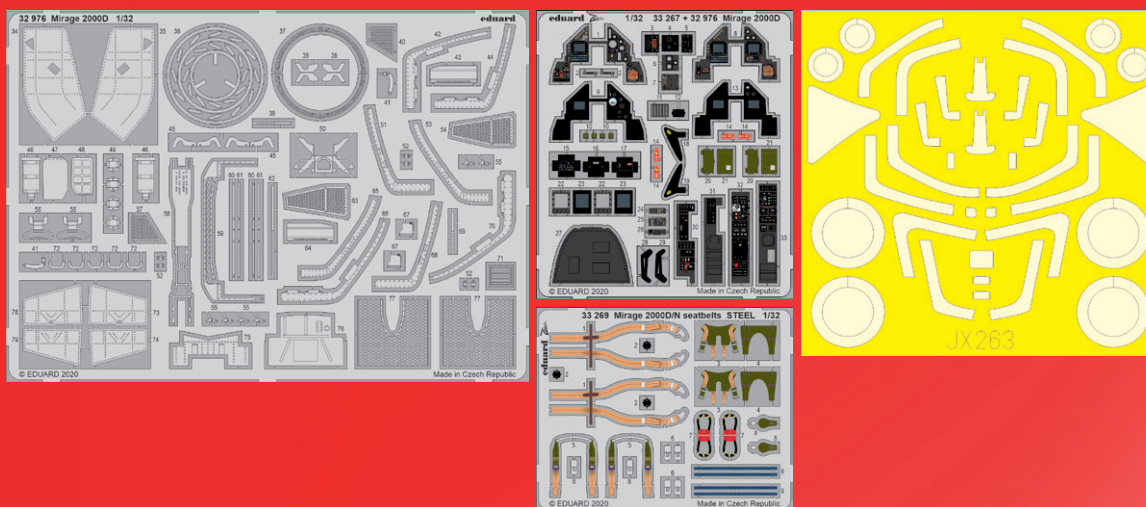
- 53262 SMS Viribus Unitis 1/350
- 53263 SMS Viribus Unitis flags STEEL 1/350
- 53264 SMS Viribus Unitis railings 1/350



BIG33125 Mirage 2000D 1/32 Kitty Hawk

[Product page](#)

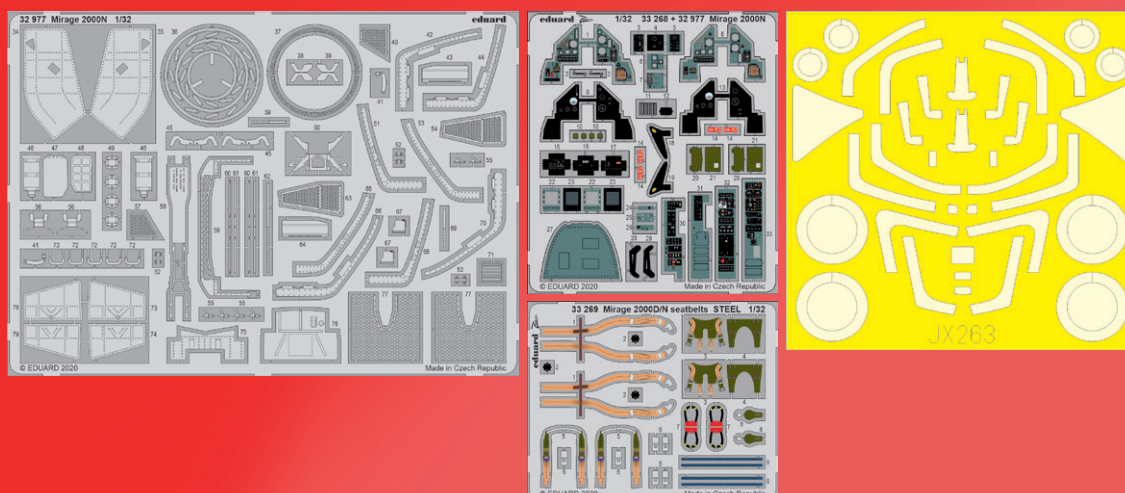
- 32976 Mirage 2000D 1/32
- 33269 Mirage 2000D/N seatbelts STEEL 1/32
- JX263 Mirage 2000D/N 1/32



BIG33126 Mirage 2000N 1/32 Kitty Hawk

[Product page](#)

- 32977 Mirage 2000N 1/32
- 33269 Mirage 2000D/N seatbelts STEEL 1/32
- JX263 Mirage 2000D/N 1/32



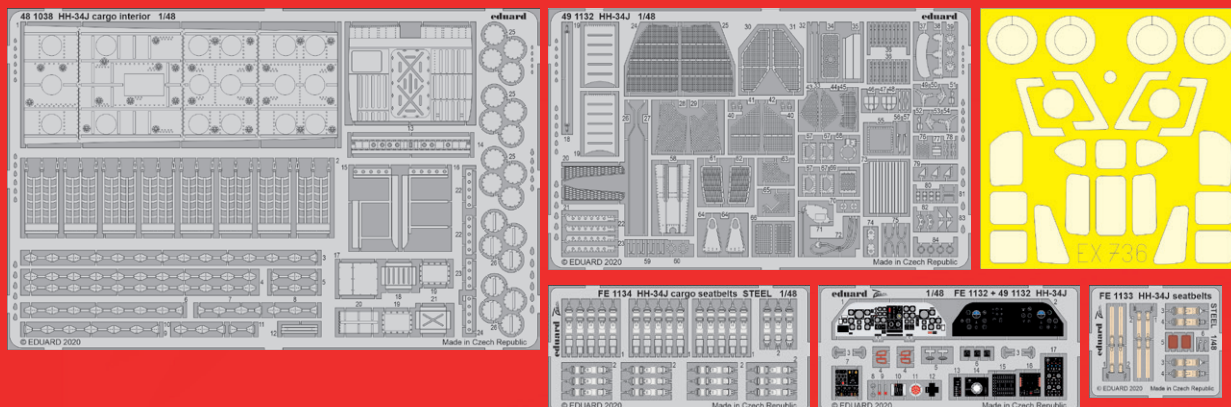
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49276 HH-34J 1/48 Trumpeter

[Product page](#)

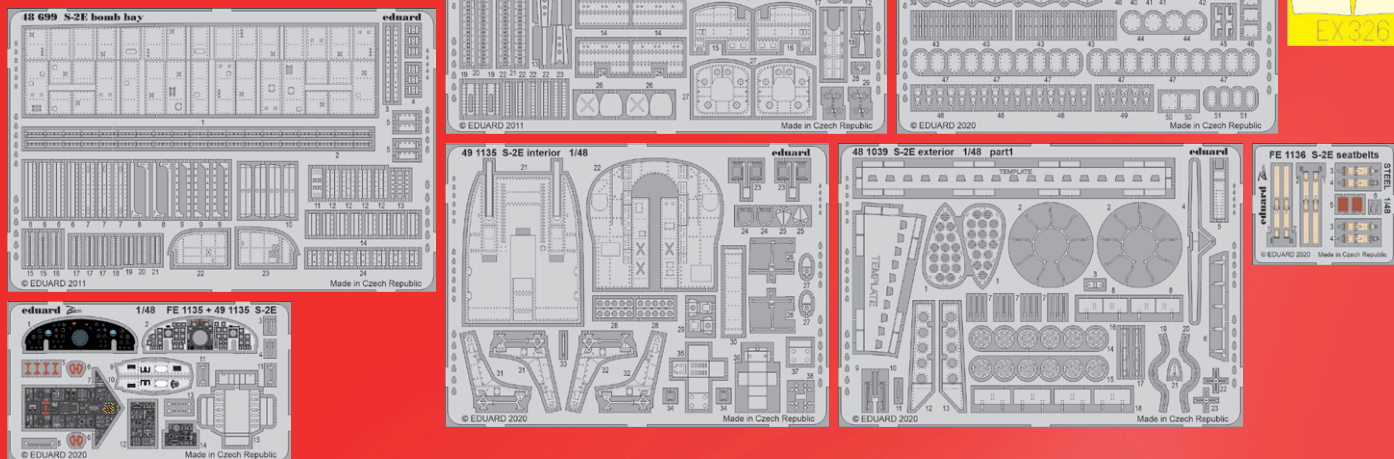
- 481038 HH-34J cargo interior 1/48
- 491132 HH-34J 1/48
- FE1133 HH-34J seatbelts STEEL 1/48
- FE1134 HH-34J cargo seatbelts STEEL 1/48
- EX736 HH-34J 1/48



BIG49277 S-2E 1/48 Kinetic

[Product page](#)

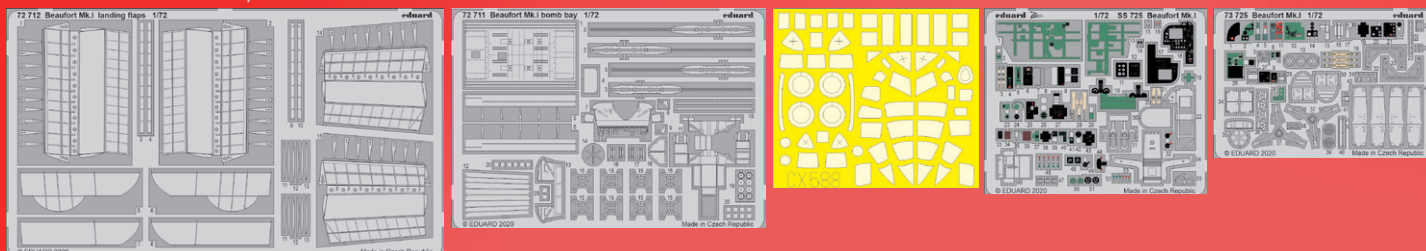
- 48699 S-2E bomb bay
- 48700 S-2E undercarriage
- 481039 S-2E exterior 1/48
- 491135 S-2E interior 1/48
- FE1136 S-2E seatbelts STEEL 1/48
- EX326 S-2E/F 1/48



BIG72163 Beaufort Mk.I 1/72 Airfix

[Product page](#)

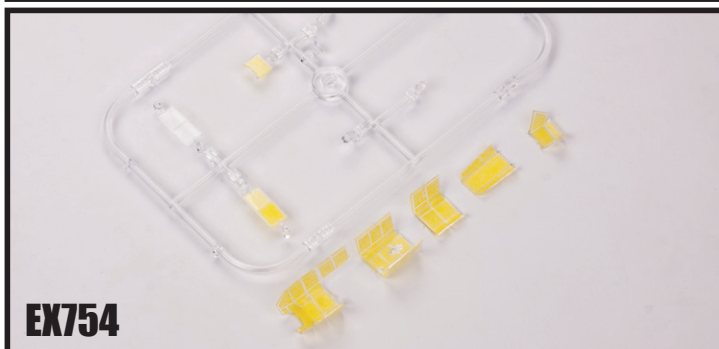
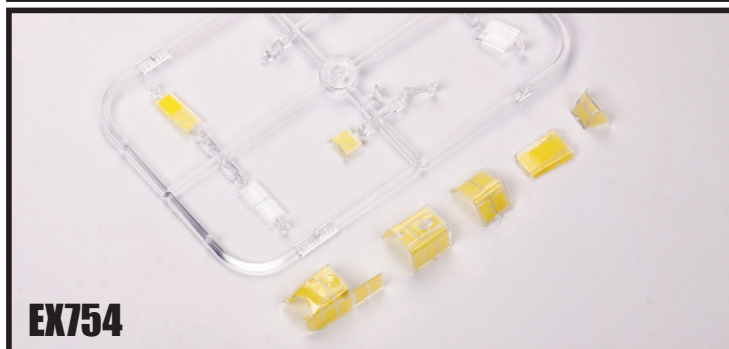
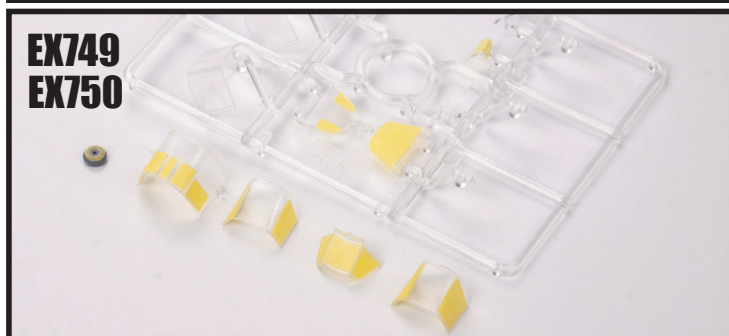
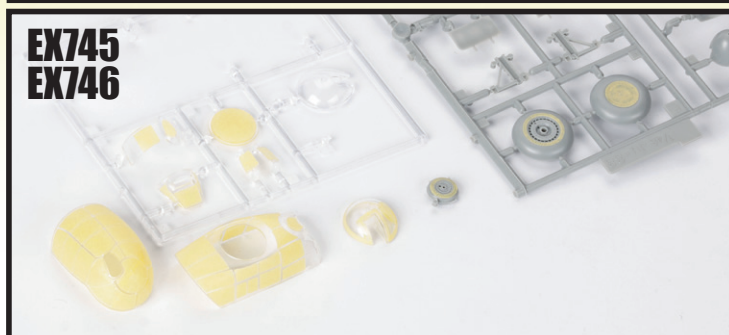
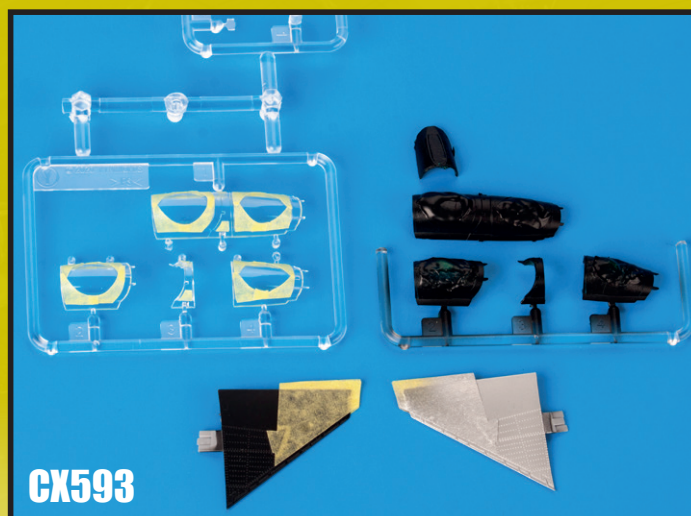
- 72711 Beaufort Mk.I bomb bay 1/72
- 72712 Beaufort Mk.I landing flaps 1/72
- 73725 Beaufort Mk.I 1/72
- CX588 Beaufort Mk.I 1/72



EDUARD MASK

IT FITS!

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



February 2021

KITS

82153	Spitfire Mk.IIa	1/48	ProfiPACK
11147	Kampfstift	1/48	Limited edition
7404	Nieuport Ni-17	1/72	Weekend edition

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

BIGED

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

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	SU-26 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	

LookPLUS

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

DECAL SETS

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

Built by Jan Novotný
CAMO D
Cat. No. 82153

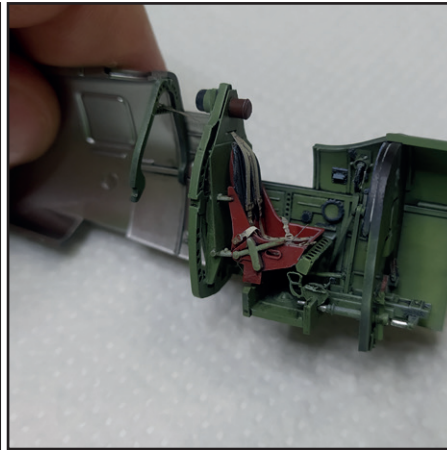
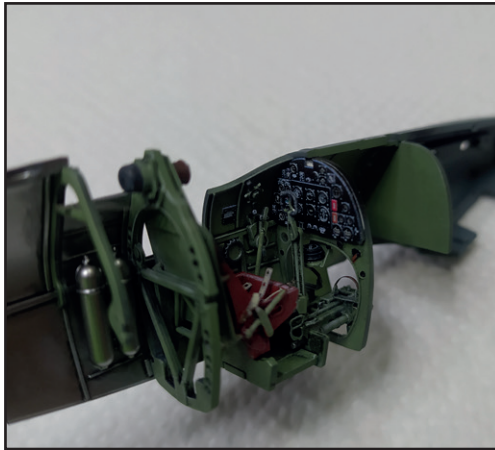
Product page

Spitfire Mk.IIa

1/48



#3DL48007 Spitfire Mk.II SPACE (3D Decal)

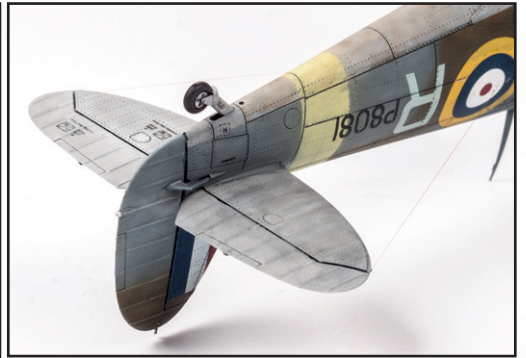


P8081, Fl/Lt. Tomáš Vybíral, No.312 (Czechoslovak) Squadron, RAF Ayr, Great Britain, November 1941

Spitfire Mk.IIa P8081 was painted in scheme type A. From both sides of the fuselage there is a light gray inscription GARFIELD WESTON IV. It is one of 16 aircraft funded by Willard Garfield Weston, Canadian member of the House of Commons. This philanthropist was owner of the Allied Bakeries. He also helped to create a canteen system in the London Underground during the Blitz bombing offensive. P8081 first served with the No.222 Sqn, where Sgt. Burgess used it to damage a Ju 88 in April 1941. Later on the Spitfire was assigned to Australian No.452 Sqn for about a month and from October till December it was used by Czechoslovak No.312 Sqn. A number of pilots flew with P8081, including F/Sgt Václav Šlouf. On November 17th, it was damaged by F/Lt. Tomáš Vybíral after landing in poor visibility. This pilot scored 7 victories in the French Air Force and achieved the rank of Wing Commander in the RAF. After the war he emigrated from Czechoslovakia and joined the anti-communist resistance.

#648580 Spitfire Mk.I exhaust stacks (Brassin)

#648579 Spitfire Mk.I wheels (Brassin)



F-6D/K 1/48

Product page



Built by **Matthias Becker**
CAMO B
Cat. No. 82103



#648336 P-51D exhaust stacks (Brassin)



F-6D-10, 44-14699, Lt. Clifford S. Slonneger, 109th TRS, 67th TRG, 9th AF, Gosselies, Belgium, 1945

67th TRG history begins in September 1941 when it was formed in Louisiana as the Observation Group and its first task were anti-submarine patrols alongside the United States East Coast which it carried out until March 1942. Transfer to the Great Britain followed in August 1942, where the training continued. In October 1943 it was ordered under the 9th Air Force command, renamed to 67th Tactical Reconnaissance Group and 107th and 109th TRS under its command were equipped with F-6 Mustang. 109th TRS, in which ranks Lt. Slonneger flew 54 missions, operated this type on photo-reconnaissance sorties until the end of hostilities. After the War, the unit was transferred back to the United States in August 1945 and disbanded in March the following year. F-6D from this unit often had the oval window on the side of the fuselage covered. It is highly probable that it was the case of the aircraft named Shady Lady.

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

#648495 P-51D undercarriage legs BRONZE (Brassin)

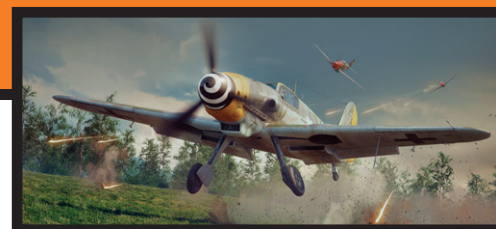
#648512 P-51D wheels rhomboid treat (Brassin)



Bf 109G-10 WNF/Diana

1/48

Built by Oliver Peissl
Cat. No. 82161 + BFC099



#648265 Bf 109G external fuel tanks (Brassin)

#49061 Seatbelts Luftwaffe WWII Fighters FABRIC (PE-Set)

#648422 Bf 109G-10 cockpit (Brassin)



#644046 Bf 109G-10 w/ late wheels LööKplus (Brassin)

#648309 Bf 109G undercarriage legs BRONZE (Brassin)



DU DOCH NICHT!!

Ernst Udet's aircraft

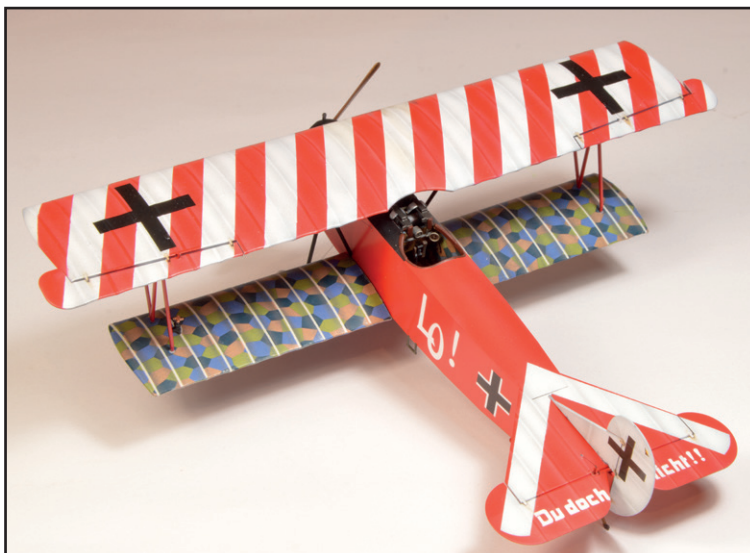
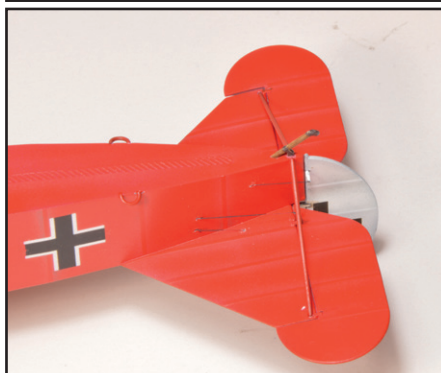
1/48



Fokker D.VII (OAW), 20xx/18, Jasta 4,
Beugneux-Cramoisses Airfield, France, June 1918



Built by **Robert Szwarc**
CAMO F
Cat. No. 11137



BUILT

ProfiPACK
edition

F-6D/K

1/48

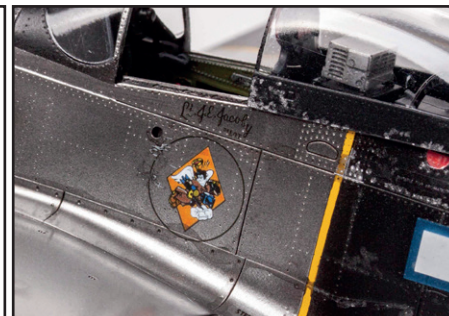
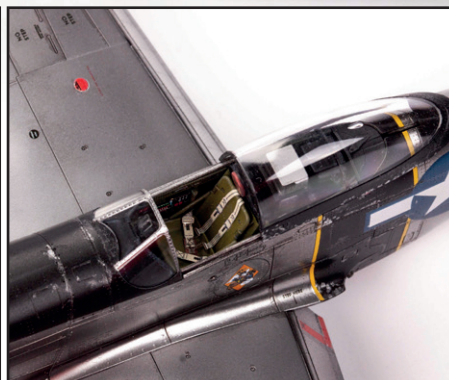
Built by **Luboš Zach**
CAMO A
Cat. No 82103

Product page



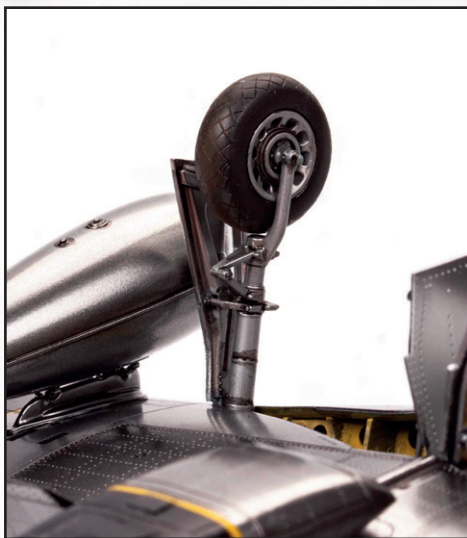
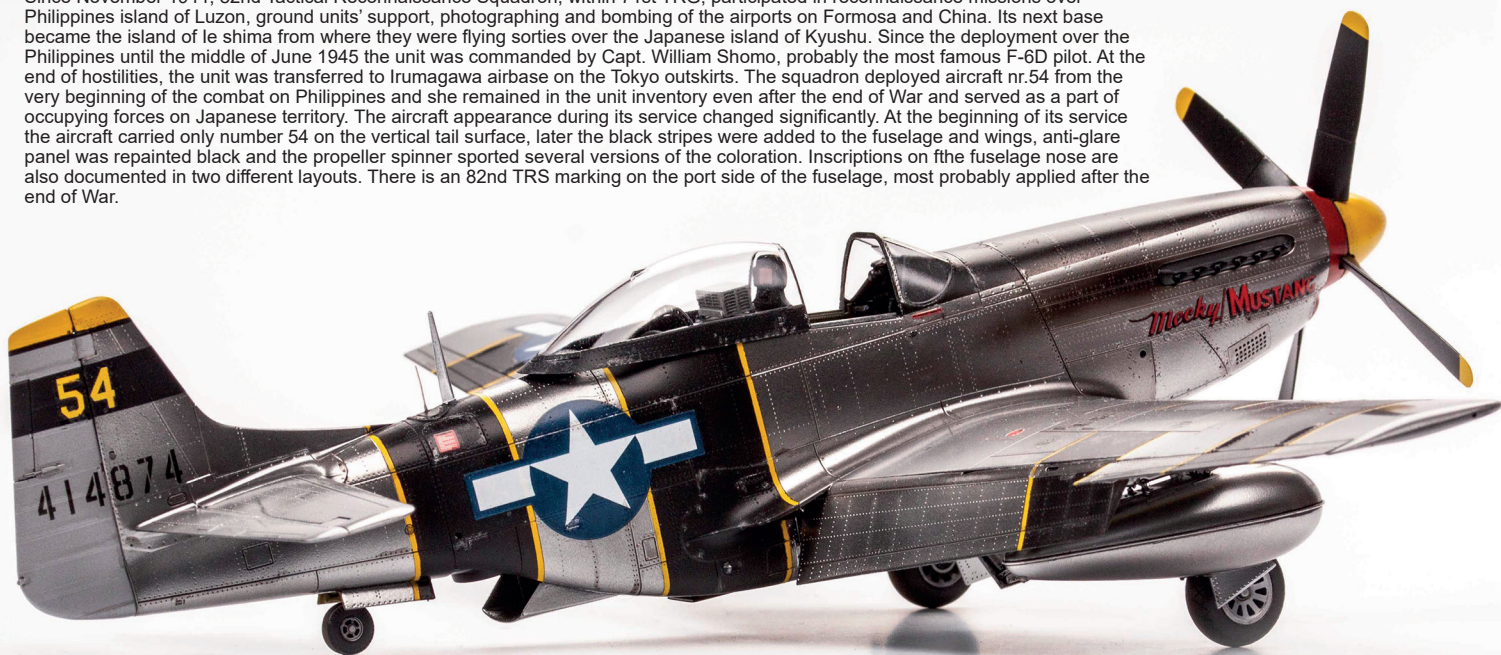
Painted by
**MISSION
MODELS**

PREMIUM HOBBY PAINTS, PRIMERS & ADDITIVES



F-6D-15, 44-14874, Lt. John E. Jacoby, 82nd TRS, 71st TRG, 5th AF, Johnson Field, Japan, September 1945

Since November 1944, 82nd Tactical Reconnaissance Squadron, within 71st TRG, participated in reconnaissance missions over Philippines island of Luzon, ground units' support, photographing and bombing of the airports on Formosa and China. Its next base became the island of Ie shima from where they were flying sorties over the Japanese island of Kyushu. Since the deployment over the Philippines until the middle of June 1945 the unit was commanded by Capt. William Shomo, probably the most famous F-6D pilot. At the end of hostilities, the unit was transferred to Irumagawa airbase on the Tokyo outskirts. The squadron deployed aircraft nr.54 from the very beginning of the combat on Philippines and she remained in the unit inventory even after the end of War and served as a part of occupying forces on Japanese territory. The aircraft appearance during its service changed significantly. At the beginning of its service the aircraft carried only number 54 on the vertical tail surface, later the black stripes were added to the fuselage and wings, anti-glare panel was repainted black and the propeller spinner sported several versions of the coloration. Inscriptions on the fuselage nose are also documented in two different layouts. There is an 82nd TRS marking on the port side of the fuselage, most probably applied after the end of War.



BUILT

LIMITED EDITION

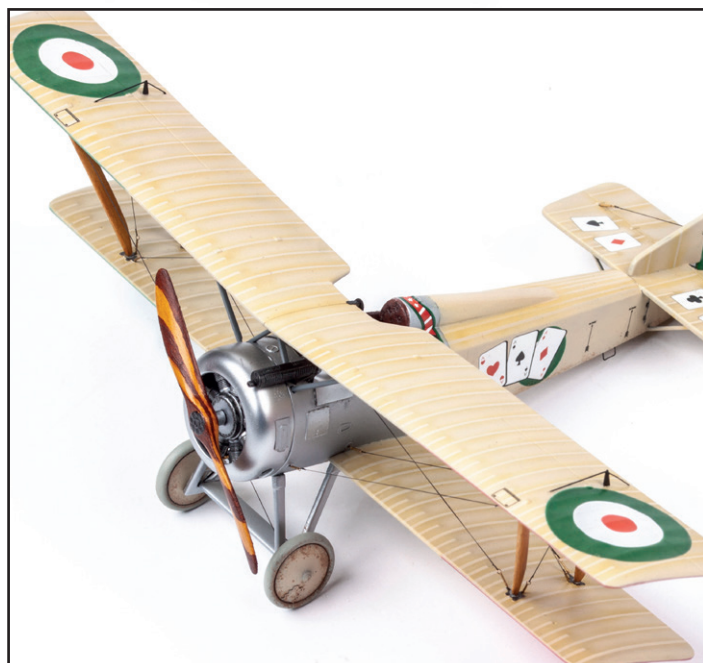
IL MAGNIFICO

Harriot HD.I in Italian service

1/48

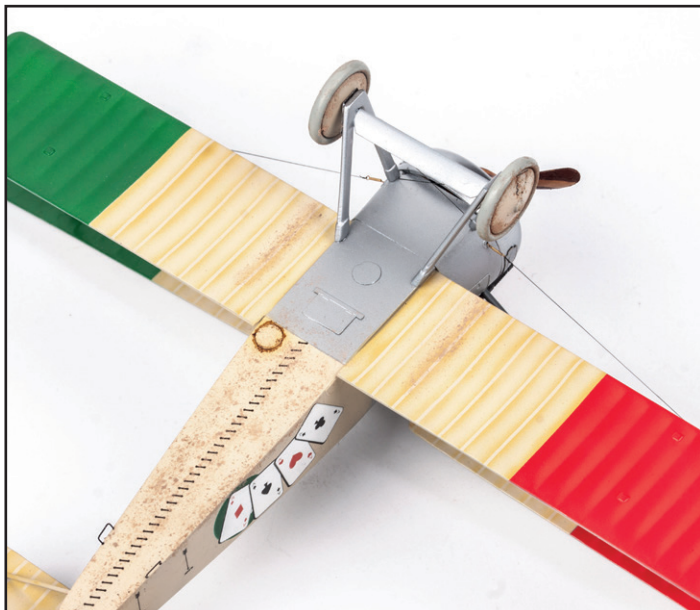
Built by **Zdeněk Müller**
CAMO B
Cat. No 11139

Product page

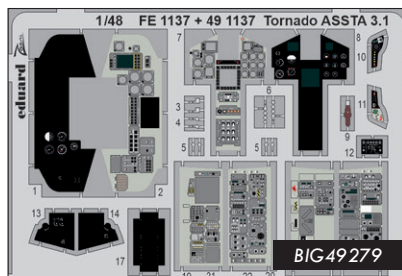
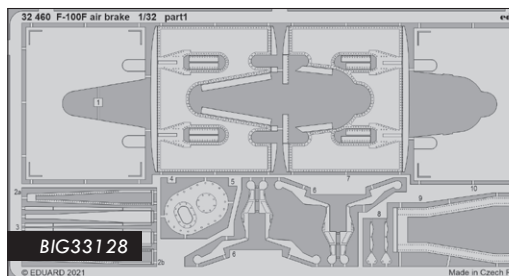


85a Squadriglia, Albania, late 1918

The 85a Squadriglia was formed on September 25th, 1917 and fought up to the end of the First World War on the Albanian front. The first equipment of the unit was composed of French Nieuport fighters, which were replaced the following year by Hanriot HD.1s. The unit was disbanded in October 1919. As with the pilots of other nationalities, the Italians had a tendency to decorate their aircraft. A rendition of playing cards was not limited to aircraft of the 85a Squadriglia, but have also been seen on aircraft of Tenente Baracchini of the 76a Squadriglia.



BRASSIN



BIG ED (March)

BIG33127 F-100F PART I 1/32 Trumpeter
 BIG33128 F-100F PART II 1/32 Trumpeter
 BIG49278 TF-104G 1/48 Kinetic
 BIG49279 Tornado ASSTA 3.1 1/48 Revell
 BIG72164 C-130H PART I 1/72 Zvezda
 BIG72165 C-130H PART II 1/72 Zvezda

BRASSIN (March)



632166 MG 15 guns 1/32
 632169 GBU-10 Paveway II 1/32
 644086 Il-2 LööK 1/48 Zvezda
 644089 MiG-21PF LööK 1/48 Eduard
 648613 Spitfire Mk.II engine 1/48 Eduard
 648614 AGM-62 Walleye I Mk.I 1/48
 648617 Il-2 wheels 1/48 Zvezda
 648618 Il-2 exhaust stacks 1/48 Zvezda
 672255 GBU-31(V)3/B JDAM 1/72
 672257 R-27T/T1 / AA-10 Alamo-B 1/72
 672262 Z-37A aerial applicator M72 1/72 Eduard



LööKPlus (March)

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

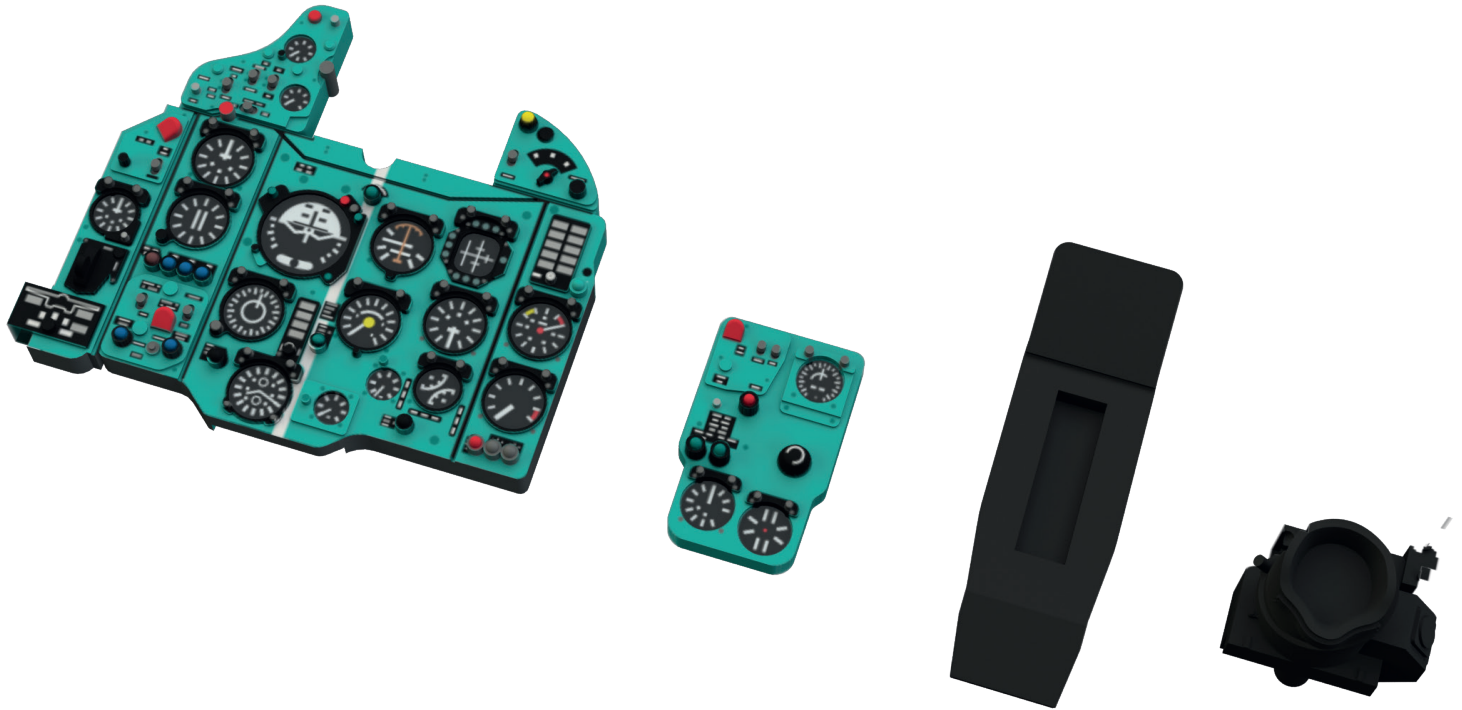
BRASSIN (March)

SIN64869 P-51D ADVANCED 1/48 Eduard

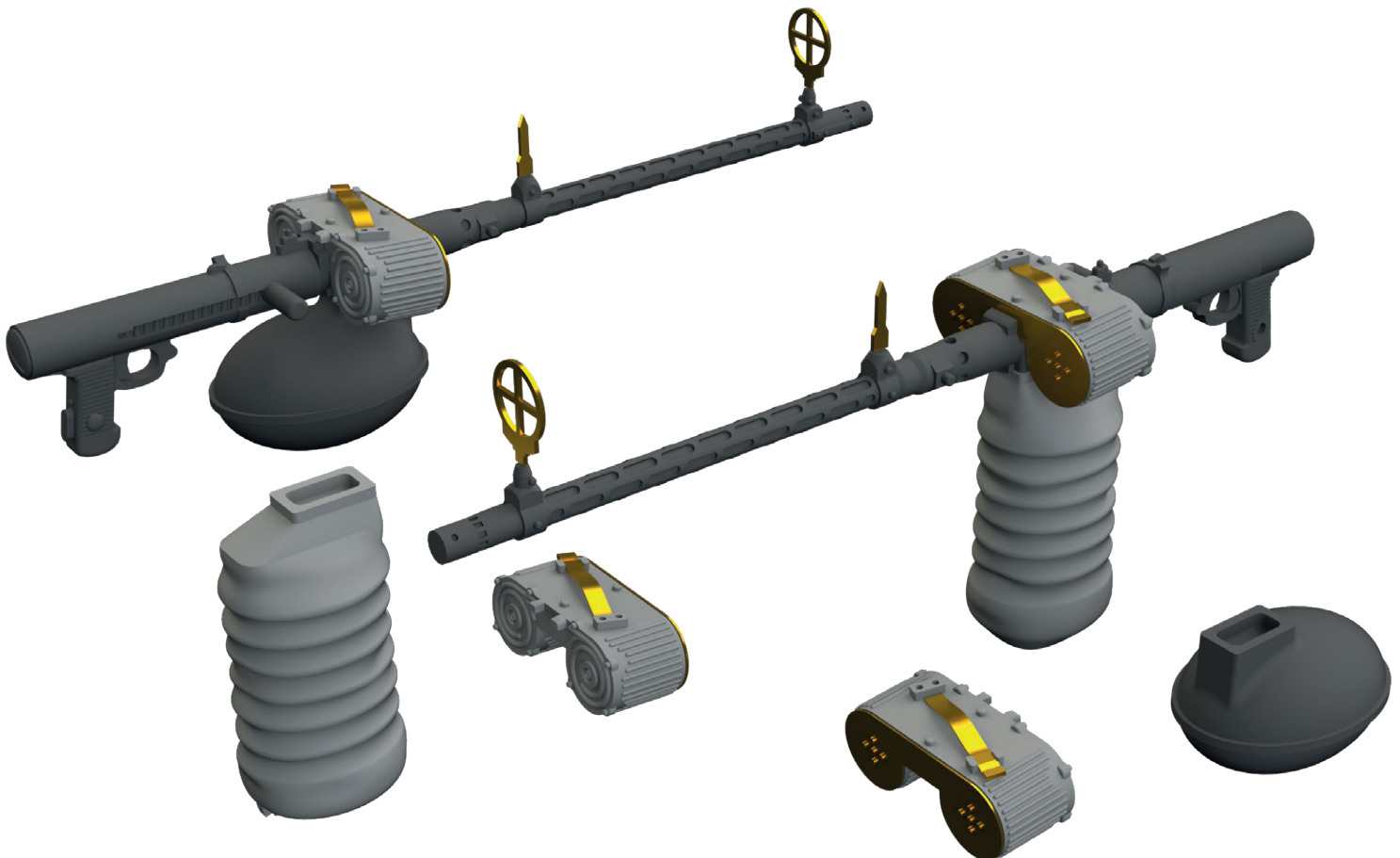
644086 Il-2 LööK 1/48 Zvezda



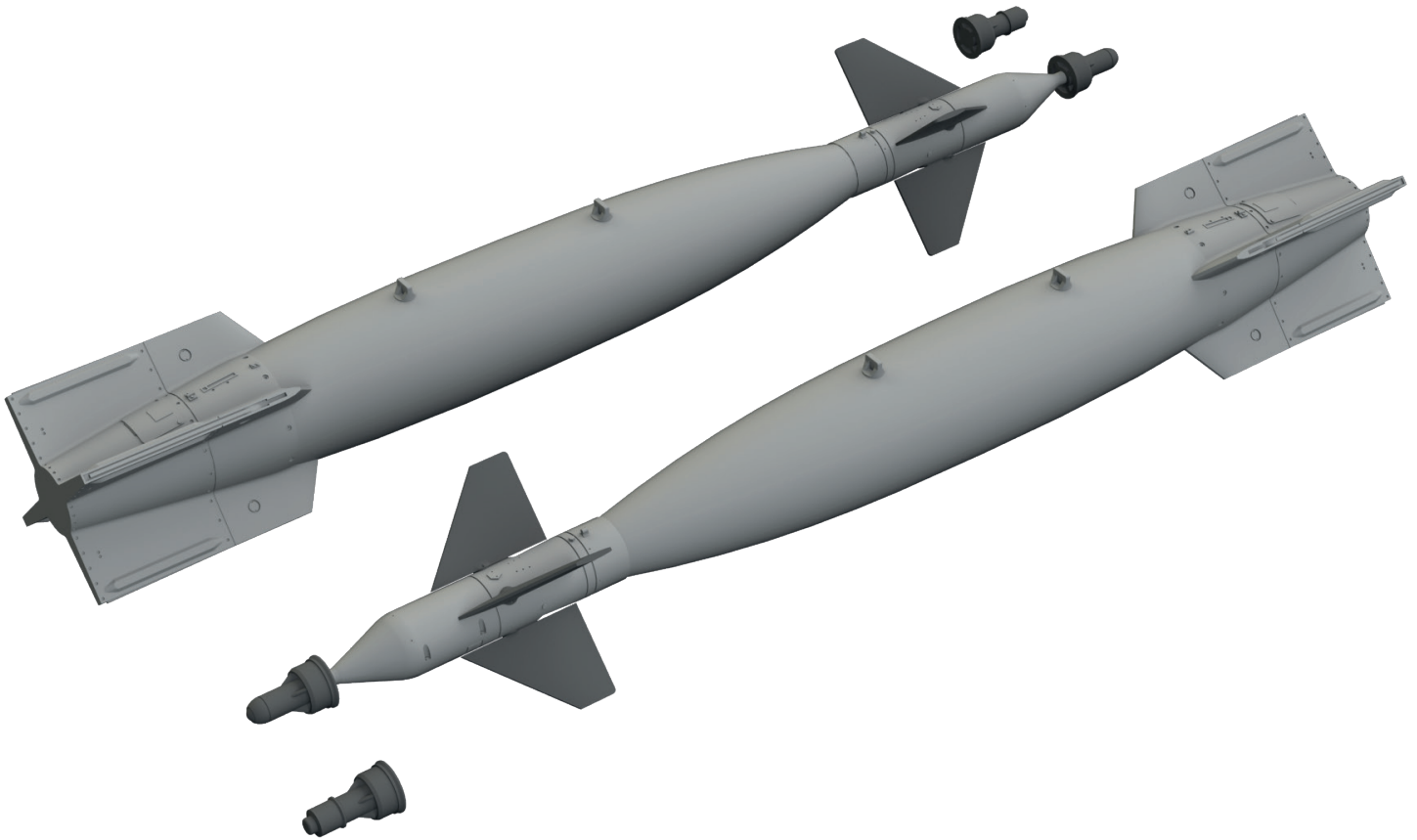
644089 MiG-21PF LööK 1/48 Eduard



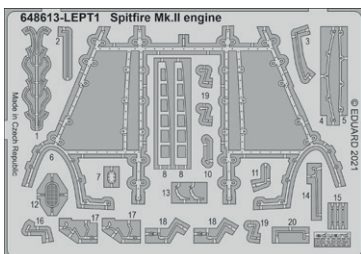
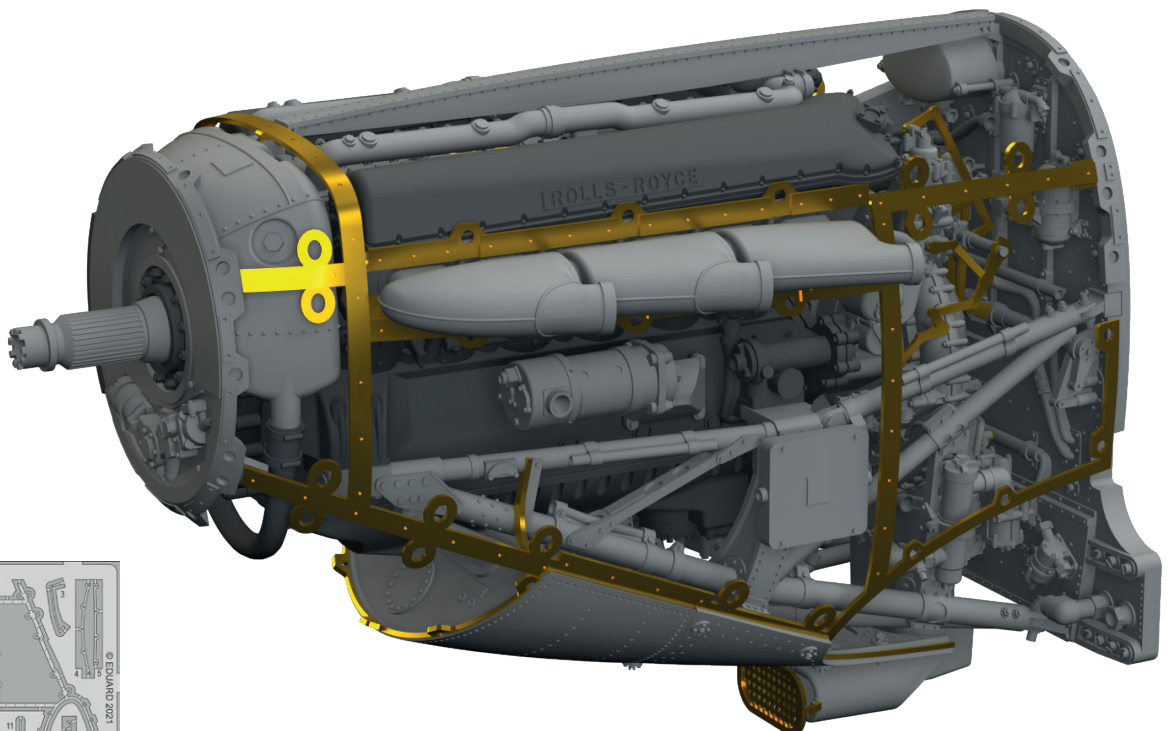
632166 MG 15 guns 1/32



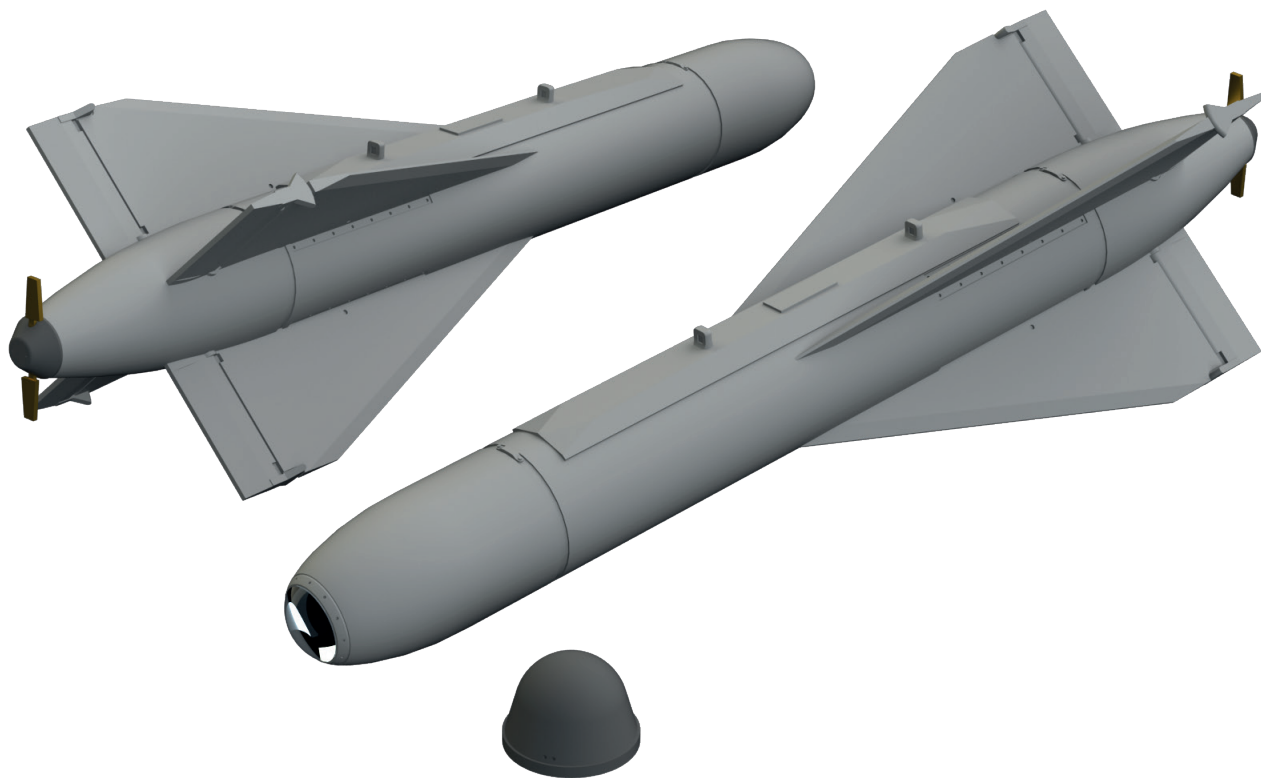
632169 GBU-10 Paveway II 1/32



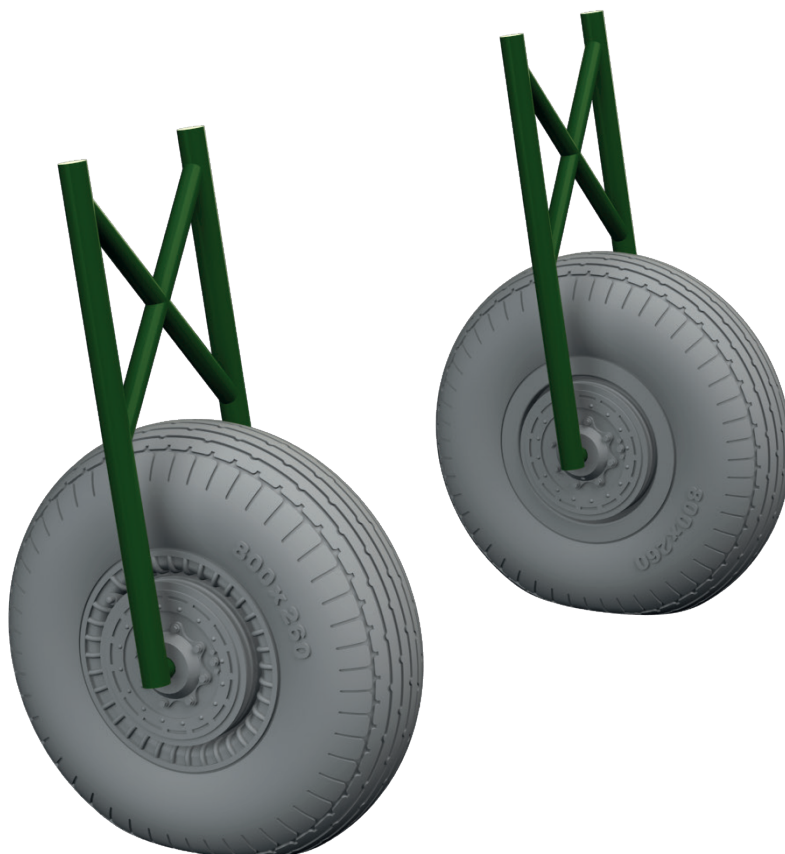
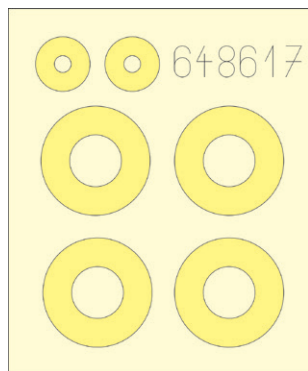
648613 Spitfire Mk.II engine 1/48 Eduard



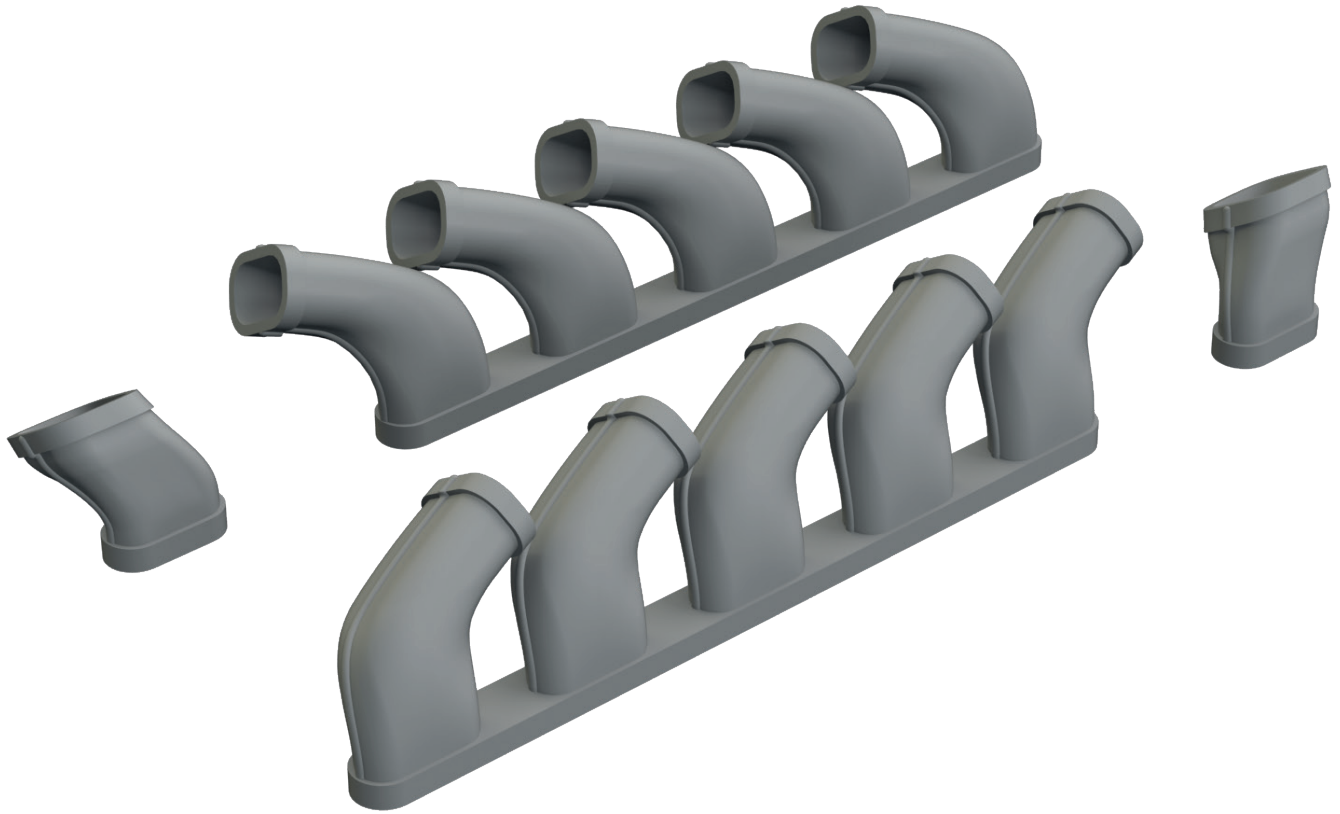
648614 AGM-62 Walleye I Mk.I 1/48



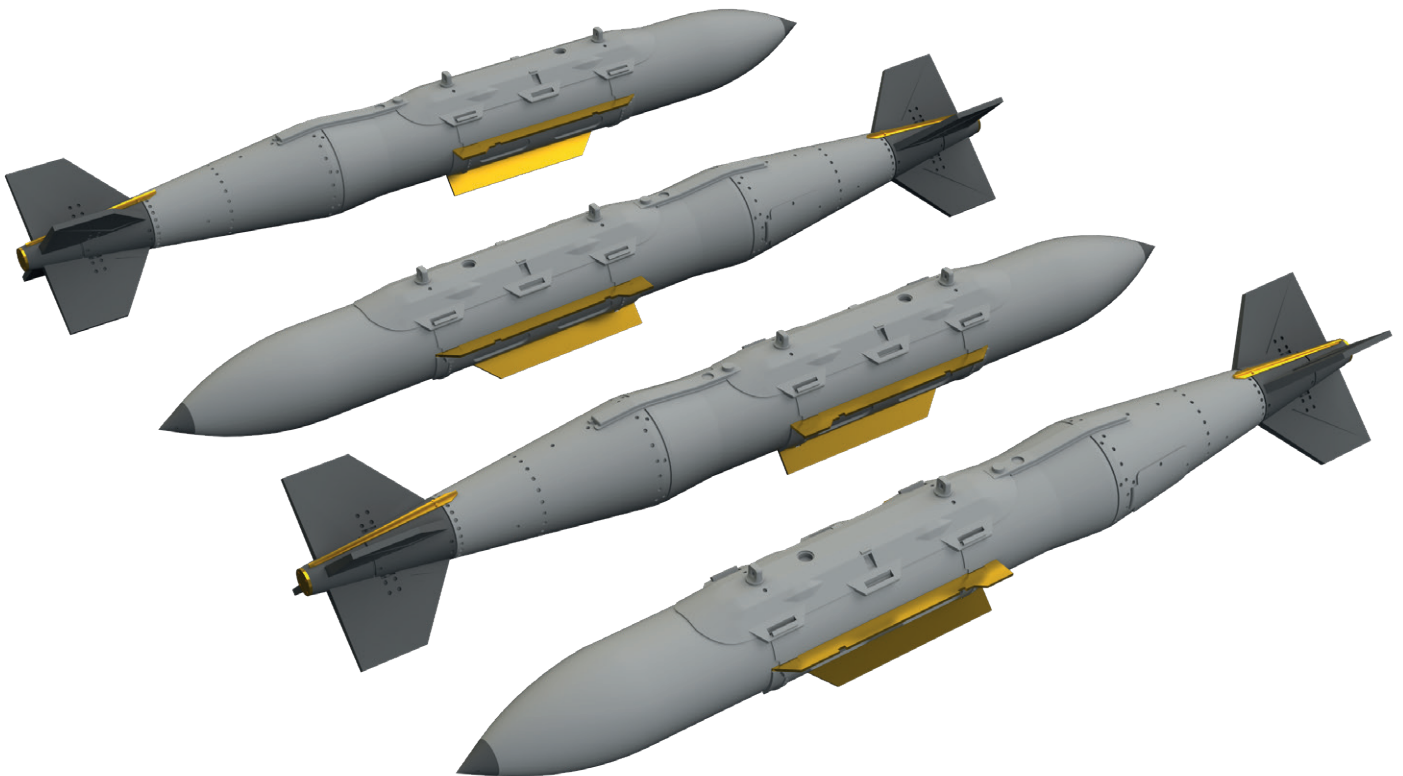
648617 Il-2 wheels 1/48 Zvezda



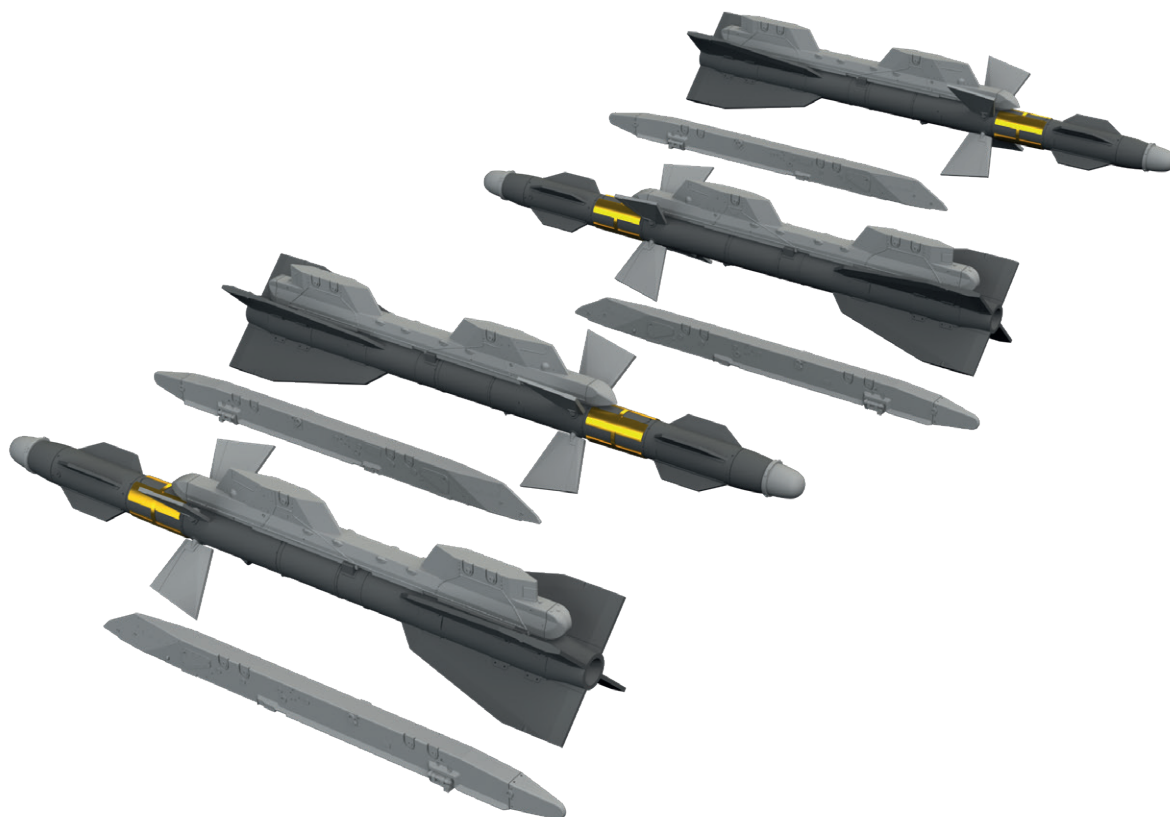
648618 Il-2 exhaust stacks 1/48 Zvezda



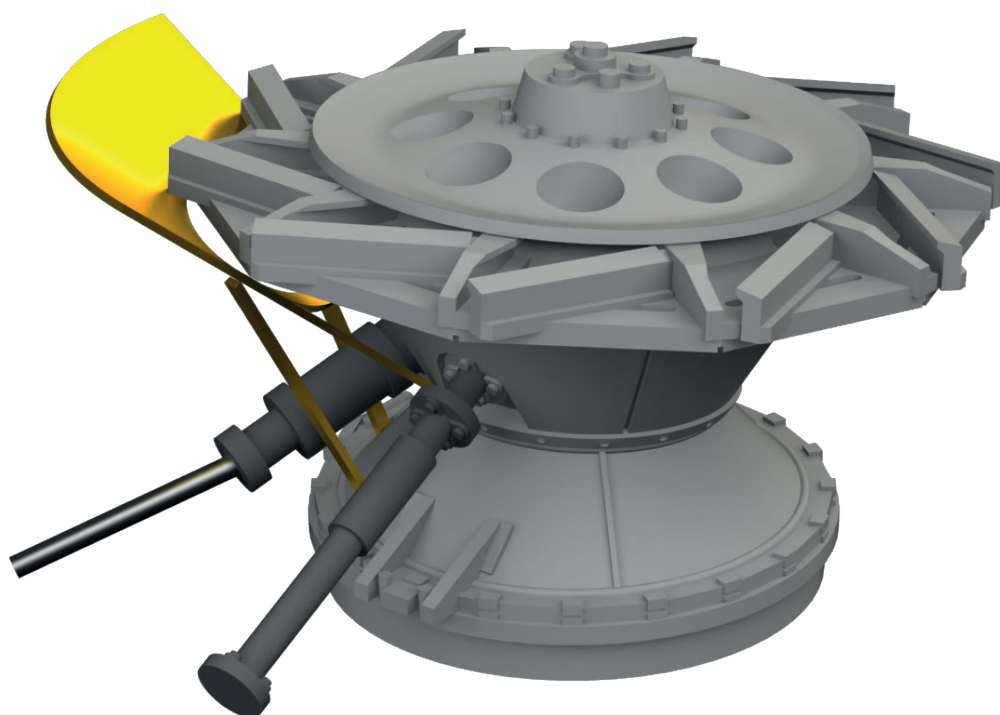
672255 GBU-31(V)3/B JDAM 1/72



672257 R-27T/T1 / AA-10 Alamo-B 1/72



672262 Z-37A aerial applicator M72 1/72 Eduard

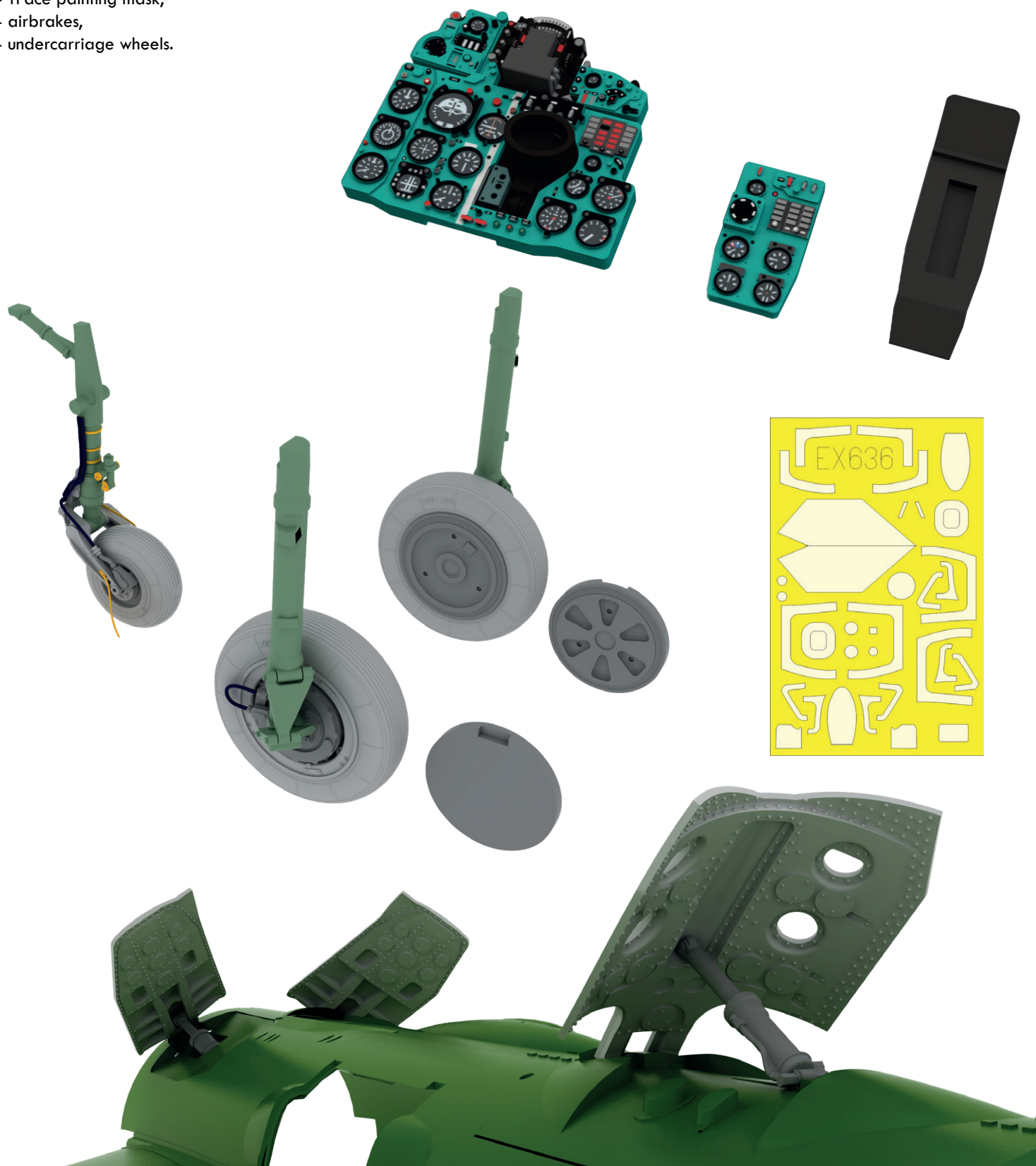


644087 MiG-21MF early LööKplus 1/48 Eduard

Collection of 4 sets for MiG-21MF in 1/48 scale by Eduard.

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

LööK

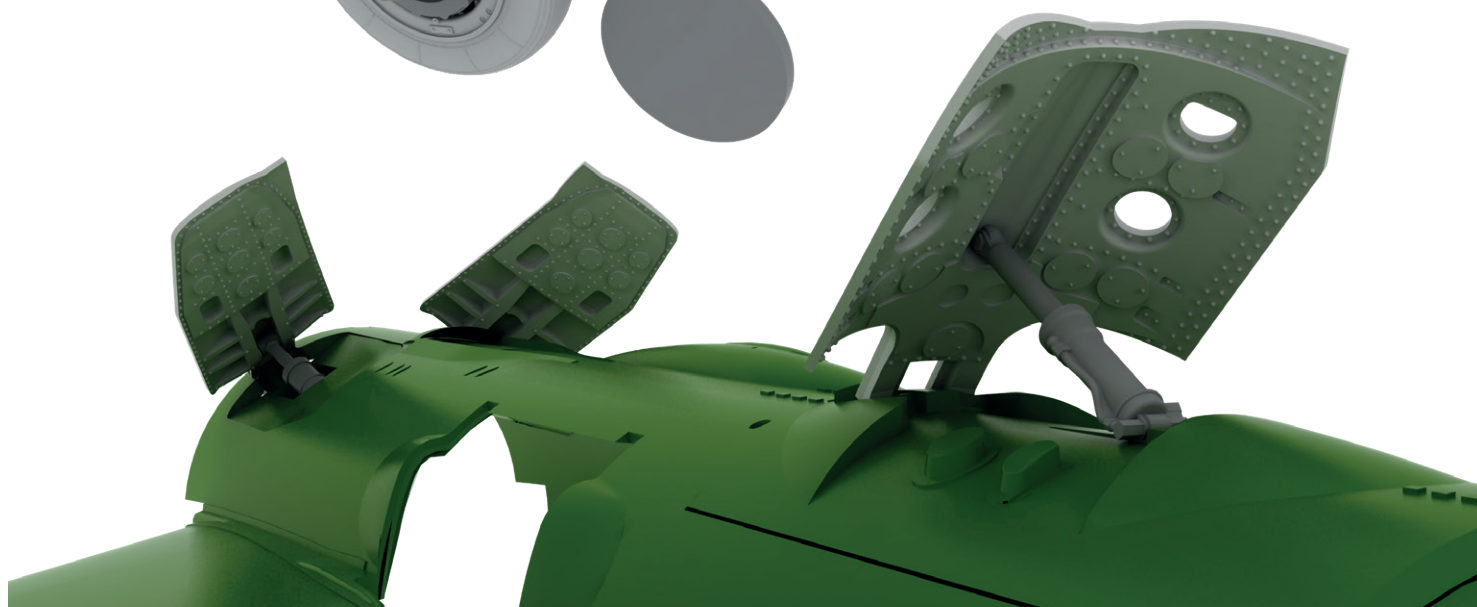
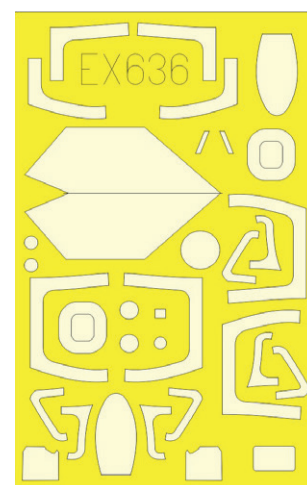


644088 MiG-21MF LööKplus 1/48 Eduard

Collection of 4 sets for MiG-21MF in 1/48 scale by Eduard.

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

LööK

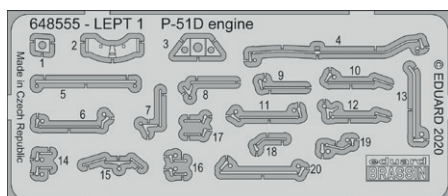
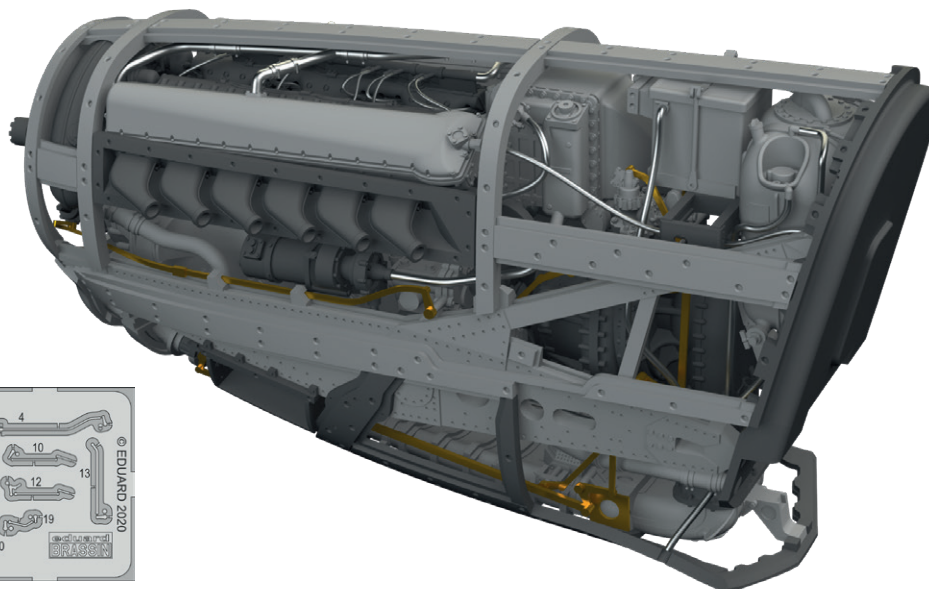
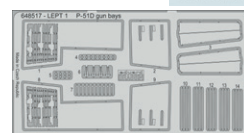
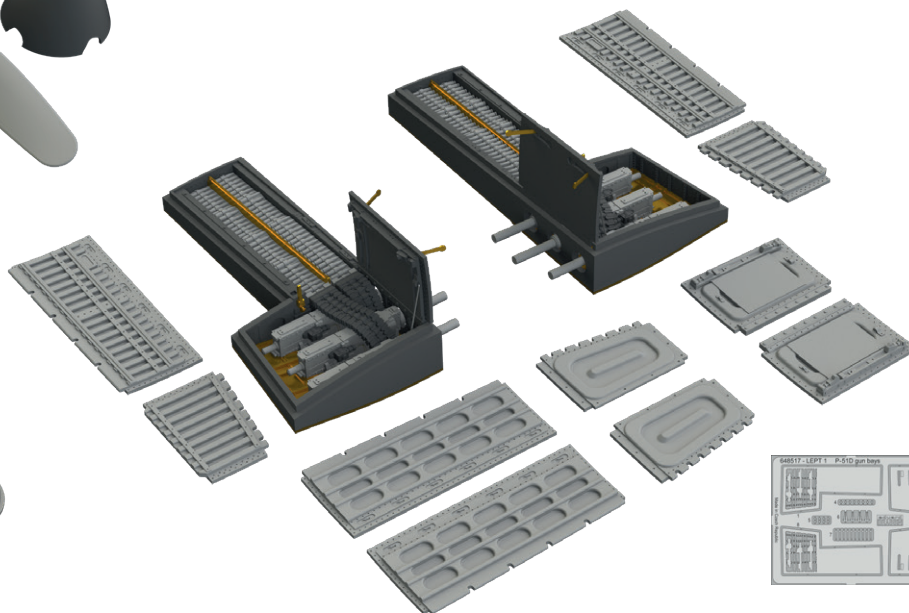
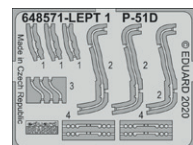
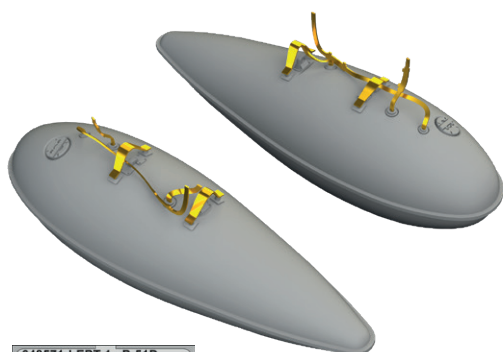
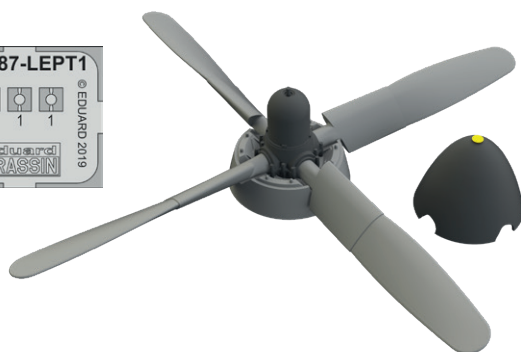


SIN64869 P-51D ADVANCED 1/48 Eduard

Collection of 4 sets for P-51D in 1/48 scale by Eduard.

- Hamilton Standard propeller,
- engine,
- gun bays,
- 75gal drop tanks.

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



PE-SETS

53265	HMS York	1/350	Trumpeter
32463	A-26C Invader bomb bay	1/32	Hobby Boss
32464	A-26C Invader undercarriage	1/32	Hobby Boss
32982	Tornado GR.4 undercarriage	1/32	Italeri
32983	A-26C Invader cockpit interior	1/32	Hobby Boss
32984	A-26C Invader rear interior	1/32	Hobby Boss
36459	Panzerkampfwagen IV Ausf.F	1/35	Tamiya
36460	ZSU-23-4M Shilka	1/35	Zvezda
481043	Ju 88C-6 exterior	1/48	ICM
491150	Su-30SM	1/48	Kitty Hawk
491152	Su-57	1/48	Zvezda
491154	Su-27UB	1/48	Great Wall Hobby
491156	F-16I SUFA	1/48	Kinetic
491159	Ju 88C-6 interior	1/48	ICM
73735	F-4EJ	1/72	Fine Molds
73736	Bf 109E-4	1/72	Special Hobby
73737	Z-37A Weekend	1/72	Eduard

ZOOMS

33276	A-26C Invader	1/32	Hobby Boss
33277	A-26C Invader seatbelts STEEL	1/32	Hobby Boss
FE1150	Su-30SM	1/48	Kitty Hawk
FE1151	Su-30SM seatbelts STEEL	1/48	Kitty Hawk
FE1152	Su-57	1/48	Zvezda
FE1153	Su-57 seatbelts STEEL	1/48	Zvezda
FE1154	Su-27UB	1/48	Great Wall Hobby
FE1155	Su-27UB seatbelts STEEL	1/48	Great Wall Hobby
FE1156	F-16I SUFA	1/48	Kinetic
FE1157	F-16I SUFA seatbelts STEEL	1/48	Kinetic
FE1158	P-39Q Weekend	1/48	Eduard
FE1159	Ju 88C-6	1/48	ICM
FE1160	Ju 88C-6 seatbelts STEEL	1/48	ICM
SS735	F-4EJ	1/72	Fine Molds
SS737	Z-37A seatbelts STEEL	1/72	Eduard

MASKS

JX271	A-26C Invader	1/32	Hobby Boss
JX272	A-26C Invader TFace	1/32	Hobby Boss
EX743	Su-30SM	1/48	Kitty Hawk
EX744	Su-30SM TFace	1/48	Kitty Hawk
EX755	Su-27UB	1/48	Great Wall Hobby
EX756	Su-27UB TFace	1/48	Great Wall Hobby
EX757	Su-57	1/48	Zvezda
EX758	Su-57 TFace	1/48	Zvezda
EX759	Ju 88C-6	1/48	ICM
EX760	Ju 88C-6 TFace	1/48	ICM
EX761	F-16I SUFA	1/48	Kinetic
CX592	Lysander Mk.III	1/72	Dora Wings
CX595	F-4EJ	1/72	Fine Molds
CX596	Z-37A Weekend	1/72	Eduard

DECAL SETS

D48073	Do 17 stencils	1/48	ICM
D72030	Bf 109E stencils	1/72	Special Hobby
D72031	Z-37A Čmelák	1/72	Eduard

SPACE

3DL32001	Tornado GR.4 SPACE	1/32	Italeri
3DL48008	Il-2 SPACE	1/48	Zvezda
3DL48009	P-38F SPACE	1/48	Tamiya
3DL48010	P-38G SPACE	1/48	Tamiya
3DL48011	P-38H SPACE	1/48	Tamiya
3DL48012	P-39Q SPACE	1/48	Eduard

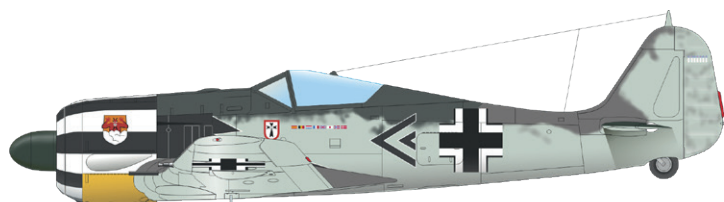
Fw 190A-5

ProfiPACK
edition

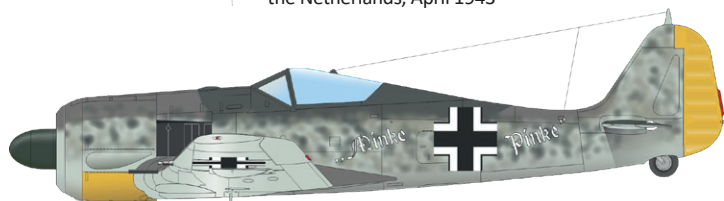
Cat. No. 82149



1/48



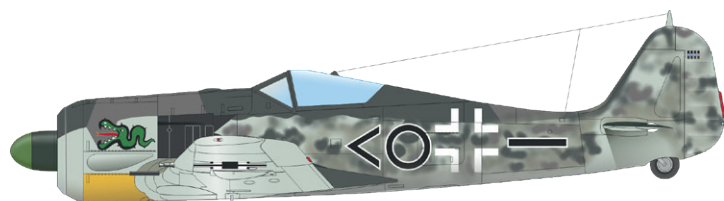
Maj. Fritz Losigkeit, CO of I./JG 1, Deelen, the Netherlands, April 1943



Maj. Hans Philipp, CO of JG 1, Deelen, the Netherlands, July 1943



WNr. 1197, Oblt. Otto Stammberger, CO of 4./JG 26, Abbéville-Drucat, France, May 1943



Lt. Rüdiger von Kirchmayr, TO of II./JG 1, Woensdrecht, the Netherlands, spring 1943



WNr. 1230, Oblt. Walter Oesau, CO of JG 2, Beaumont le Roger, France, June 1943



WNr. 5888, Oblt. Maximilian Stotz, CO of 5./JG 54, Siverskaya, Soviet Union, May 1943

Du doch nicht!!

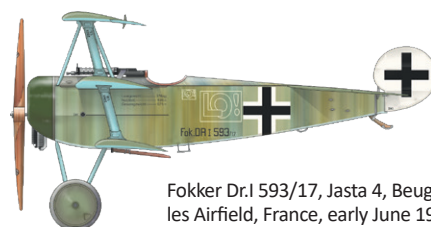
eduard
LIMITED EDITION

1/72

Cat. No. 2135



Albatros D.V Jasta 37, Wasquehal airfield, France, July 1917



Fokker Dr.I 593/17, Jasta 4, Beugneux-Cramoisselles Airfield, France, early June 1918



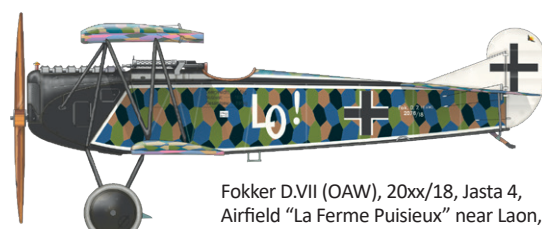
Albatros D.V, 4476/17, Jasta 37, Phalempin Airfield, France, September 1917



Fokker D.VII (OAW), 20xx/18, Jasta 4, Beugneux-Cramoisselles Airfield, France, June 1918



Albatros D.Va, Jasta 37, Wynghege Airfield, France, late 1917/early 1918



Fokker D.VII (OAW), 20xx/18, Jasta 4, Airfield "La Ferme Puisieux" near Laon, France, August 1918



Fokker Dr.I, 586/17, Jasta 4, Airfield "La Ferme Puisieux" near Laon, France, late May 1918



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

Z-37A Čmelák

WEEKEND
edition

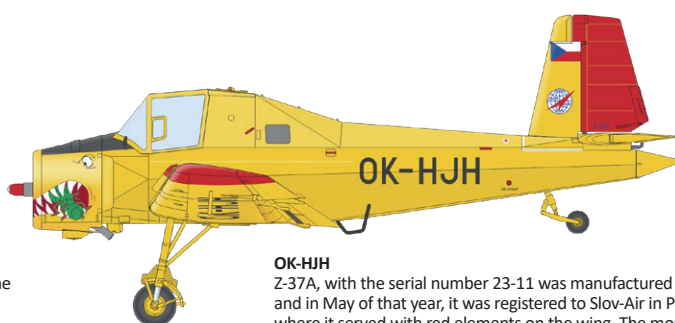
Cat. No. 7456

1/72



OK-AKP

Z-37A s/n 12-18, manufactured and registered to Slov Air in the Slovak Air Register in 1971. After many changes in ownership, the aircraft is currently owned by Air Jihlava Service Ltd. The No. 310 Squadron RAF badge on the engine cowling and the kill markings under the cockpit are consistent with these items painted on Spitfire Mk.XVI TE184, when it was flown as DU-N. OK-AKP was flown with tiger motif fuel tanks. The plane was stricken off charge in 2018 and became a source for spare parts.



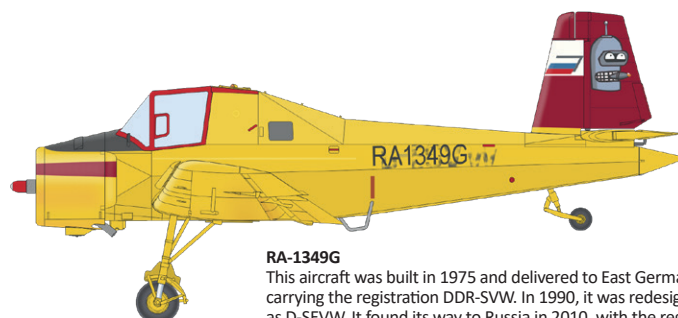
OK-HJH

Z-37A, with the serial number 23-11 was manufactured in 1977, and in May of that year, it was registered to Slov-Air in Prague, where it served with red elements on the wing. The mouth and caterpillar was added in 1990 at the airfield in Rakovník. Currently, it serves with the company AgroAirVa s.r.o. and is painted overall yellow.



OK-NJB

Z-37A s/n 25-02 was registered on August 2nd, 1983 with Slov-Air Division 05 Brno. From January 28th, 1993, it was owned by Reas a.s. in Brno, then from November 28th, 2000 by Radek Jež, flown by Bedřich Vávra, from August 22nd, 2001 by DARA Air s.r.o., and from March 22nd, 2006 by Air Jihlava Service, s.r.o. Airframe OK-NJB wore tiger stripes on its tail going into an overhaul in 2012, and on the engine cowling thereafter.



RA-1349G

This aircraft was built in 1975 and delivered to East Germany, carrying the registration DDR-SVW. In 1990, it was redesignated as D-SEVW. It found its way to Russia in 2010, with the registration RA-1349G coming in 2015. On September 12th, 2018, fifty-two-year-old Vladimir Zelenov was crop dusting with this aircraft when it crashed near the village of Tagay in the Ulyanovsk region. Unfortunately, the pilot did not survive the crash.

P-39Q Airacobra

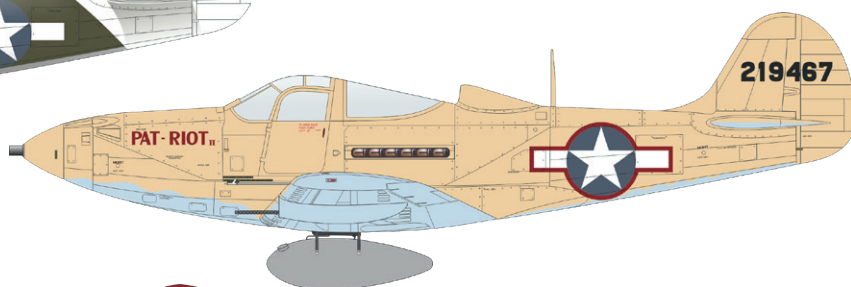
WEEKEND
edition

Cat. No. 8470

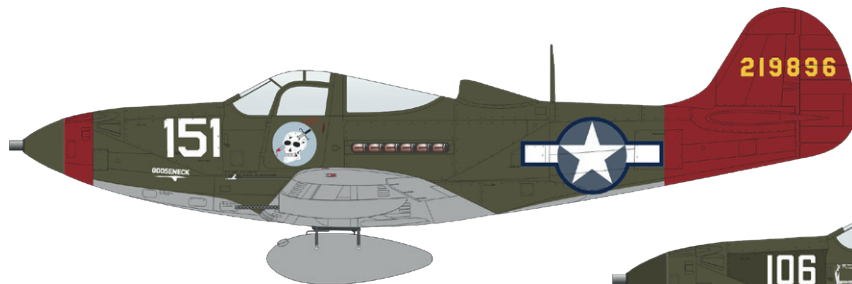
1/48



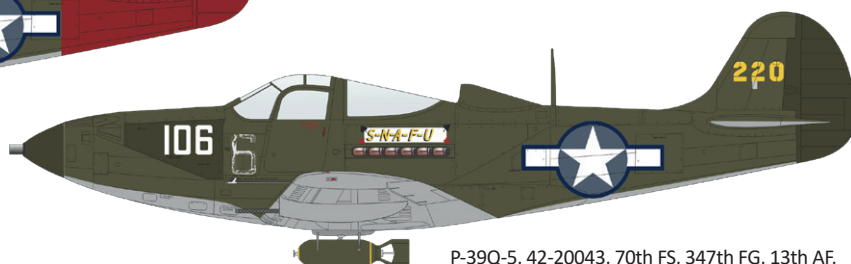
P-39Q-5, 42-20351, Lt. William A. Shomo, 82nd TRS, 71st TRG, 5th AF, Dobodura, New Guinea, March 1944



P-39Q-1, 42-19467, 46th FS, 15th FG, 7th AF, Kanton Atoll, Phoenix Island, August 1943



P-39Q-5, 42-19896, William W. Gambill, 363rd FS, 357th FG, 8th AF, Oroville CA, United States, autumn 1943



P-39Q-5, 42-20043, 70th FS, 347th FG, 13th AF, Torokina Airfield, Bougainville Island, Solomon Islands, autumn 1943

FINALLY IN MARCH!



Desert Babe Special 1/48

Tornado GR.1 in the Granby / Desert Storm operation



ZA452, Gulf Killer, No. 20 Squadron, Tabuk AB, Saudi Arabia, 1991

ZA465, Foxy Killer, No. 16 Squadron, Tabuk AB, Saudi Arabia, 1991

ZD890, No. 9 Squadron, Muharraq AB, Bahrain, 1991

ZD739, Armoured Charmer, No. 9 Squadron, Tabuk AB, Saudi Arabia, 1991

ZD809, Awesome Annie, No. 617 Squadron, Muharraq AB, Bahrain, 1991

ZD715, Luscious Lizzie!, No. 31 Squadron, Dhahran AB, Saudi Arabia, 1991

ZD719, Check Six, No. 9 Squadron, Dhahran AB, Saudi Arabia, 1991

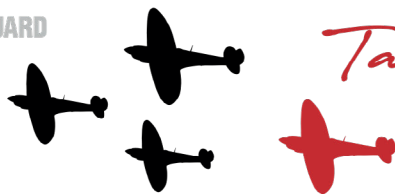
ZD892, Helen, No. 617 Squadron, Muharraq, Bahrain AB, 1991



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- Decals for 8 marking options
- Eduard Brassin seats and wheels
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- 3 Desert Babe posters in size 45 x 32 cm

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Psychology of a modeller

From time to time, I say to myself that it could be interesting to see a well-made psychological analysis of the animal known as the „scale modeller“. I have never seen such a work before, and I have no ability to create it. So, all I can do is to look for simple definitions and traits that are able to describe the modeller.

When I sometimes read modelling forums, reviews, and the writings of critics etc...or when I get to listen to modeller's discussions, I have the feeling that one of most significant characteristics of a modeller is to „know everything“ necessary to press his own opinion and perspective. Sometimes, it appears that the only good modeller is someone who has a definite opinion on what constitutes an error or mistake made by his peers/fellow modeller. This isn't just restricted to other modeller's work, but also about the numerous manufacturers of plastic kits and accessories (apparently, it is a well-known fact that manufacturers are the hobby's own worst enemy!). Anyway, I believe it would be unfair to tarnish all modellers by this giving them this label. More than likely, the truth will be that it is a general human trait that you will see in every type of hobby. If that's the case, maybe we just focus ourselves on that very common trait, all too much. Who knows?

An interesting and sometimes funny point of view (especially for the modeller who is totally absorbed and takes themselves far too seriously), is how the modeller sees his own surroundings. Most of what a modeller perceives is a result of his own interpretations only, yet they sometimes choose to impress that view on other modellers.

I think for most people, the predominant image of a modeller is an introverted infant, sunk into his own world of paint and glue. I try to look at these things tolerantly and understand the unfathomable. Another I always hear people comment on, is that

the modeller in question just „sticks to the little planes“ etc., or in a demeaning fashion that they are absorbed and in 'their own little world'. Another view is that every creative person has an element of infantility about them, and the transformation of his time and strength into „unnecessary things“ is a waste of time and energy. But most people do not want to see the world through the eyes of others, thus, a modeler can view their own miniature world through their own eyes and their own personal interpretation.

However, I don't think that this would be the right definition of model making - be it plastic, railway, ship, RC. I estimate that behind this hobby will be an age-old male desire to just build something. I don't want to relate this to fellow lady-modellers, as that's not the purpose of this simple study. I just believe that what I'm describing is a characteristic historically given more to men. Even in today's age of various digital technologies, from which many of our desires can be filled with the virtual cotton wool of satisfaction, there remains a need to create something; to transform things and ideas into something tangible. Not all of us can build temples or carve naval ships, for example. In some way, we can turn our desires into these small things, or to 'scaled down things', for want of a better phrase. However, the desire to create with our own hands, an object that will have something of us in it, and that we can be proud of, will be able to measure of our art. With our fellow friends, this is a basic constant, and remains undiminished. As well as the desire to transform our never-ending learning, plastic scale modelling and our interpretation of a subject, is also such an example.

I see plastic modeling as the essence of the above, with a need to create, and an ability to use technological processes, a knowledge of various methodologies and their development, as well as the knowledge and respect

for the history the subject we are building, or that specific era. Last but not least, a sense of both detail and art. Modelling is, in modern terms, a multi-technological hobby which, if the result is to be first-class, requires great skills, manual dexterity, extensive knowledge and the ability/willingness to constantly learn. This is also perhaps the reason why a relatively large percentage of modellers return to this hobby at a later age, after they originally left it in their ado-



lescence, or during entry to adulthood and the building of a career or a family.

I myself returned to plastic modeling some time ago in just this way. However, my return was not so straightforward. I have always remained very closely connected with aviation and especially aviation history. During all those years, I observed modeling itself as a kind of parallel, from a distance and with respect. In addition, when I became part of the Eduard team more than 13 years ago, I fell straight back into it. Of course, I found myself on the other side of the barricade, so to speak. I started to deal with scale modeling professionally, but not as a modeler. Make no mistake, this also applies to most of Eduard's creative personalities. Real „practicing modelers“ are usually in the oppressed minority among the employees of a scale plastic kit company. Apart from lack of time, a simple thing such as a being unsure of my own abilities, prevented me from returning to this hobby. This was because some real gems passed through my hands from our cooperating modellers and builders of presentation models, the results of which I believed I could never hope to achieve myself. But in the end, what really matters is the joy which modelling brings to the individual; the joy of what we create. I didn't expect it, but my two sons, who, under the influence of a non-modelling dad, fell in love with model-making and planes. This brought me to timidly put my own head above the parapet, and to „cut the plastic“ again.

At the same time, I remember the slogan of a British modelling club, which once fascinated me in Telford a few years ago, and which is not only a perfect antidote to the hardcore modelling individual that I wrote about above, but which is also an expression that the general modeller is a creature that has a sense of humor and the ability to look at himself from the outside. I think this slogan says what I mean much better than all of my previous chatter, even though you have my respect for reading this far:

WE GLUE WHAT WE LIKE.
WE LIKE WHAT WE GLUE!

Jan Zdziarský

Perfume



I want my husband to pay more attention to me.
Do you have any perfume that smells like model glue?