

INFO EDUARD

Vol 20, March 2021

ISSUE 133



eduard

INFO **EDUARD**

ISSUE 133



© Eduard - Model Accessories, 2021

FREE FOR DOWNLOAD, FREE FOR DISTRIBUTION!

This material may only be used for personal use. No part of the text or graphic presentations can be used in another publication in any other media form or otherwise distributed without the prior written permission of Eduard - Model Accessories and authors involved.

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

MARCH 2021

CONTENTS

EDITORIAL ■ 4

HISTORY ■ 8

Jak jsem se učil lyžovat s Trenérem
The last Dornier
Combat Over Lavansaari

KITS ■ 20

Fw 190A-5 *ProfiPACK* 1/48
Du doch nicht! *Limited edition* 1/72
P-39Q Airacobra *Weekend edition* 1/48
Z-37A Čmelák *Weekend edition* 1/72
Desert Babe Special *Limited edition* 1/48

BRASSIN ■ 42

PHOTO-ETCHED SETS ■ 56

BIGED ■ 60

RELEASE ■ 63

March 2021

BUILT ■ 64

Spitfire Story: The Few 1/48
I-16 Type 29 1/48
P-51D Mustang 1/48
Du doch nicht!! 1/48
Bf 109G-10 Erla 1/48
Spitfire Story: The Few 1/48

ON APPROACH ■ 78

April 2021

TAIL END CHARLIE ■ 95

EDITORIAL

Dear Friends,

Welcome to today's edition of the newsletter. I will go straight into the model kits, because model kits are what most concerns us at the moment. And come to think of it, it's what interests most people the most anyway. The main question centres around the replenishment of our catalog, so devastated by December's fire. Our colleagues at Special Hobby are a big help, and currently they are pressing out some of the plastic frames for the Mustang, and in March, will be supplying all the plastic for the Tempest. However, the main bulk of the work still rests with us. The replenishment of our catalog is intertwined with the production of new items. You may have noticed the increased availability of the Airacobra, Z-37A, and various versions of the Fw 190A through the latter half of February. Some new items slated for March release are dependent on the availability of these plastic pressings. A good example is the Fw 190A. There are seventeen molds that we have that are dedicated to different versions of this line of kits, and differing combinations of their use yields different version-specific kits. At the moment, the focus is on the Fw 190A-5 with the four-cannon wing, and is being released today under the name Fw 190A-5 Schwer. That is then, of course, molded, and the Fw 190F-8 came along for the ride. The latter will come later, and is intended as a new release in May when it will be released as a ProfiPACK kit. This will be followed by the Weekend Edition of the Fw 190A-8/R2 in July. This allowed the replenishment and re-release of the ProfiPACK Fw 190A-8/R2 and the straight A-8 in both ProfiPACK and Weekend versions, as well as the older ProfiPACK A-3 and A-5s, which were the A-5s with the two-cannon wing and the A-3 with the four-cannon wing. But I probably shouldn't confuse the issue any more than this. If this is making your head do some three-sixties, then you are beginning to understand what we go through when we sit around thinking up our production schedule. And that's not the only item that causes this. The same ball of fun is produced by the Bf 109, and is maybe even a little bit more confusing, where we have twenty active molds, not including the Emils. This number will grow by about another ten over the year and the next few. This will be brought about by the completion of the Avia S-199 and CS-199, three versions of the two-seat Bf 109G-12, and the Bf 109K-4. The MiG-21 and the Spitfire are no version-slouches either, and in two scales to boot. So, if you get the impression that what we offer is somewhat monotone and we are focused on Messerschmitts and Focke-Wulfs, you are for the moment quite right. That's how it is now, and that's how it will stay for a while. In a few weeks, though, we will turn to the Spitfires and the MiGs, and then the Hellcats and the Tempests after that.

March Releases – Kits

As opposed to the replenishment of stock items, the release schedule for the month is relatively simple. In the ProfiPACK line, we are releasing the aforementioned Fw 190A-5, and, as usual, a detailed look at this new item can be had throughout this newsletter. The Fw 190 is an established brand, and the new line of kits of this type has made a very good name for itself, and I can highly recommend any member of this line as an excellent build with a clear conscience. In their own right, these kits represent our design philosophy and our overall kit concept, and the new Fw 190A-5 is also a good presentation of the current idea behind the ProfiPACK line. That line excels, among other notable things, with the offer of five (or more) marking options, which is not a common number among today's manufacturers.

In the case of the Fw 190A-5, there are actually six and they are focused on some big names amongst the pilots of this airplane. Also worthy of mention is the boxart of this kit, which depicts an actual event. The event in question is written up in an article by Jan Bobek named 'Combat over Lavansaari', which is one of three articles in this month's newsletter. In the article, you will also read up on how Fw 190 foes were sometimes Soviet I-153s biplanes.

In the Limited Edition line of kits, we are making a return to Ernst Udet and the Du doch nicht!! kit in 1:72nd scale, after a year's hiatus. The makeup of this 1:72nd scale kit follows closely along the lines of the earlier 1:48th offering of last year, and the differences are small. In the 1:72nd scale version of the kit, there is no figure of the pilot, but it does offer markings for a Fokker D.VIIF, which was basically Udet's final WWI military machine. The Fokker D.VII is a product of new molds, the early version Fokker D.VII (OAW), and was developed with thoughts focused clearly on this release. The other two members of the trio included in this kit, the Fokker Dr.I and the Albatros D.V. are older kits, developed a while back. Even so, these are nice kits, and are true to their status as our best selling 1:72nd scale kits ever. This same situation does not threaten the Z-37A Cmelak (Bumble Bee), and the likelihood of it reaching tens of thousands of sold kits is evidently quite low. It is currently sitting in the neighborhood of 8500, which really is pretty good after such a short time after its release, especially when you bear in mind that this is a civilian type of local significance. Today, it becomes a Weekend Edition kit together with the Eduard classic P-39Q Airacobra in 1:48th and is the third offering in the second generation of Weekend kit concepts. As with the Fw 190, the boxart depict actual events, although these events are tame in comparison. The Z-37 is shown taking off from Plasy and the Airacobra is depicted overflying the base at Canton. In both cases, there are four marking options. With the P-39, besides the bird shown in the boxart, there is also the more famous 'Snooks'.

A new feature of the boxes themselves is the glossy finish. This should, along with a higher grade of paper, promote the quality of the graphics on them. The new releases for March finally includes the Limited Edition kit 'Desert Babes' with a poster. I apologize for this release's delay and the confusion surrounding it, which came about in releasing new stuff for February. I also must apologize for the limited number of kits produced. There are only not quite 150 of



them available. There is not much we can do about this, and truth be told, we are happy we have what we have after the fun in December.

Airacobra

One of the oft asked questions that comes our way is whether or not it is time for a new kit of the Airacobra, making full use of our current capabilities. It would be nice. This kit really has done its work, and the forms have more than doubled their theoretical life expectancy. The kit itself also suffers from some shape issues, although these, it appears, have not been fatal flaws. The designers of the kit way back when did some good work. Also good work was done by the man who produced the galvanized molds, and was the one who calculated the lifespan of them at 60,000 units. As I say, a good job all round, and the lifespan ended up being doubled. The only thing that was redone, if memory serves, was the canopy. As far as a new release goes, yes, at some point we will do it to our current standard. But for now, we are focused on other things. You can argue that we redid our Fw 190s, and the initial kits weren't that old. However, with the '190, we had computer data from which to kick off, and the project didn't start off from square one, as will be the case with a new Airacobra. Also, the molds of the Fw 190 needed replacing, as they were in higher demand than those of the Airacobra. There, the choice was to redo the Fw 190 line, or drop it altogether. My personal idea is to redo the P-39 after we have done all of the other American Second World War fighters. We are just missing the P-51A. B and C, the P-36 and all the versions of the P-40. The same goes for the P-47 and the P-38, and almost all of the naval types. But, do not fret! Good things come to those who wait!



BFC Admissions Kit

Another frequent question is in regards to the availability of new membership admissions kits to the BFC. In this case, it won't take as long as it will with the Airacobra, but even here, the situation is not all that simple. As most readers of this newsletter will recall, we were in the process of preparing three new membership admissions kits for the first half of this year. These were a 1:35th Sherman, a 1:48th Tempest Mk.V and the 1:72nd scale MiG-21MF. Unfortunately, we are short on plastic for all three of these items. And to make matters worse, it looks like the Sherman will never come to fruition. The plastic came from Tasca/Ausca, which we had in storage, and we have no current contact with the firm. I consider the chances of reacquiring the plastic to be very low. There's a chance of putting together the Tempest and MiG-21 admissions kits sometime during the summer months. And that's the answer to this complex question.

Mustang and Space

There is one more kit that is coincidentally making it to the retail page these days. This is the P-51D-5 Mustang in the Weekend Edition lineup, as well as ProfiPACK. Replenishment of stock of the plastic trees for this kit was not as fluid as we had hoped, and the last of the available kits of this line, the F-6D reconnaissance version, have sold out. So the Mustang is currently returning to retail health only now. I get the feeling that this represents a turning point on the return trip to normality, but whether or not this is just a feeling, or a fact, will begin to show in the following weeks. Along with the return of the P-51D-5, we are also releasing the January postponed Space introductory offer. The purpose of the event is to deliver examples of the product into the hands of modellers and to show them that there needs to be no fear that this line is nothing more than raster-suffering blobs. The quality of the printing on our photoetched accessories and currently on the Space items is a constant topic of discussion on the internet. This is separated into discussions surrounding the raster, and surrounding the level of detail. Some of the discussion typically gravitates towards damnation. Some claim, from the comfort of their armchair, that in terms of elevating the quality of released items, Eduard is a nobody. I have even read that paradoxically, as a company that produces accessories, Eduard made headway into the production of mainstream kits, and completely neglected the accessory market. This is an interesting thought, that is difficult to refute, just as the actual situation would be difficult to document photographically. As long as, of course, you have no intention of docto-

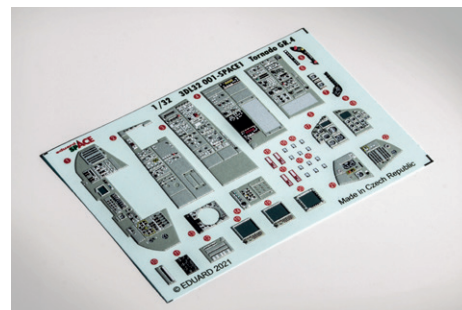
ring the photographs. That is why we organize such events such as those with the Mustang. The idea is to allow the modeller to get up close and personal with the new items and decide for themselves. We will carry on with this idea for some time yet, and probably at least until such time as model shows become a thing again and we can show these off in person.

Accessory Sets: Photoetched, Masks, Decals

Let's have a look at those neglected accessory items, shall we? The collection of photoetched brass sets and masks is pretty wide today. In 1:32nd scale, we have sets for the A-26C Invader from Hobby Boss, and these total eight, and these are joined by a set for the Tornado GR.4 from Italeri. The releases for 1:48th scale kits is more striking, and includes sets for the Su-57 (Zvezda), the Su-27UB (GWH), the Ju 88C-6 (ICM), the Su-30SM (Kitty Hawk) and the F-16I SUFA (Kinetic). Among the ZOOM sets, we have a new one for the P-39Q that is aimed at the new Weekend release of that type. In 1:72nd scale, we are offering sets for the F-4EJ Phantom II from Fine Molds, the Bf 109E-4 from Special Hobby and for our own Z-37A Cmelak. These are all nice, modern-standard kits, and the photoetching is keeping pace. I recommend careful examination of the instrument dials as well as the oft discussed raster. We are paying much attention on both of these aspects. I think that anyone who claims that we have neglected these items hasn't recently seen what we have been able to come up with. There is a raster, which is physically unavoidable, but it is now so subtle, that it becomes a non-issue. The same non-issues exist elsewhere, with these items. There is just no comparison between what was and what is. For March, we have also produced stuff for the AFV scale of 1:35th. One is for the Pz.IV Ausf F from Tamiya and one for the ZSU-23-4M Shilka from Zvezda. There is also a 1:350th scale set for you ship types out there, for the HMS York from Trumpeter. This will also have a handrail set added to it in April. Still on the subject of photoetched, we also have six new BigEds. There are also new decal sheets covering the Z-37A in 1:72nd, stencil data for the Do 17Z (ICM/Eduard) in 1:48th, and the Bf 109E in 1:72nd. This is designed mainly for the Special Hobby kit, but will certainly fit the Tamiya and Airfix kits just as well. I think that most of us would like these for the Special Hobby kit as well as, soon, the Eduard kit, so here's hoping that the plastic shows up soon!

Brassin, LööK and Space

The dominant item in the Brassin line is the Merlin XII for the Spitfire Mk.II in 1:48th scale. This is



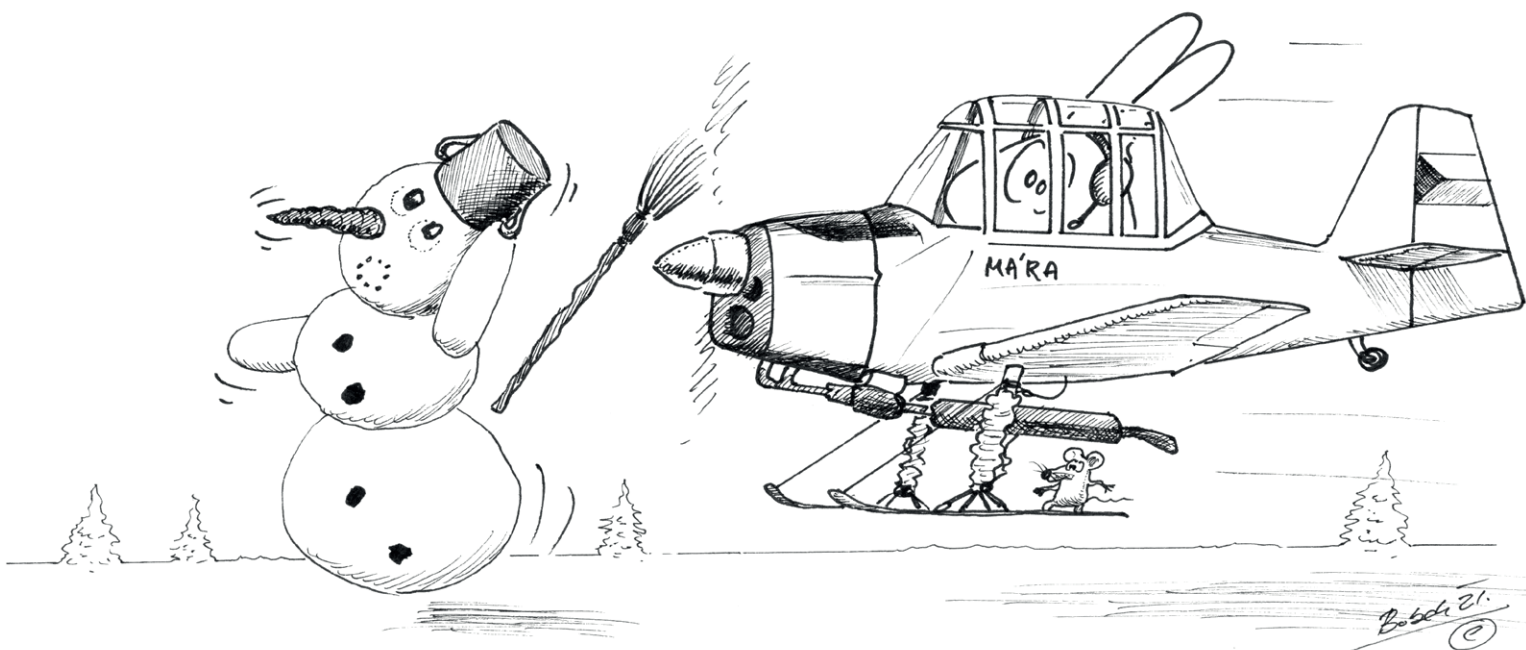
a beautiful set, and many of you will already have experience with our versions of the Merlin. Still in 1:48th, there are two smaller sets for the Zvezda Il-2 covering the wheels and exhausts. In 1:72nd, I suggest a look at the underslung spray setup for the Z-37. This was used mostly in the former East Germany and is represented in the kit, but the Brassin item is, naturally, a nicer piece, being in resin. The Look line offers items for the Il-2 from Zvezda and the MiG-21PF from Eduard. This one has a black instrument panel, in case you were wondering. To this, add two LookPlus sets for the MiG-21MF in two cockpit variations. There are six Space sets, most in 1:48th. Out of these, there are three for various versions of the P-38 Lightning from Tamiya, one is for the P-39Q Airacobra for guess who's kit, and one for the already mentioned Il-2 from Zvezda. The sixth and final set is designed for the Tornado GR.4 from Italeri. The rest of the items are made up of, as generally has become the rule, various bombs and missiles/rockets in all of the major scales, and one machine gun in 1:32nd, the MG 17. We also have a BigSin ADVANCED for the P-51D.

Not Just Historical Articles

Besides the aforementioned historical article by Jan Bobek about combat between the Fw 190A-5 and the I-153 over Lavansaari, you will come across an article by Marek Mincberg, who is a modeller and a sport pilot, detailing his experience with flying a Trener ('Trainer' aircraft) equipped with skis. This was just about the only type of skiing that this winter was not outlawed! The final, third article by Miro Barič talks about the only existing example of Do 17Z in the world.

Happy Modelling!

Vladimir Sulc



Spitfire Mk.I/Mk.II 1/48



Modell
des Jahres 2021

ModellFan

Das führende deutschsprachige
Magazin für
Plastikmodellbau

eduard

Why Etched Flaps and How to Approach Them

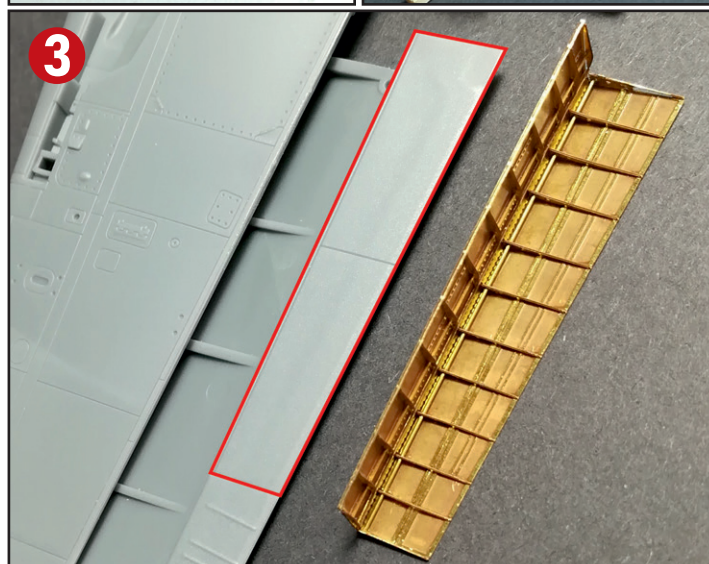
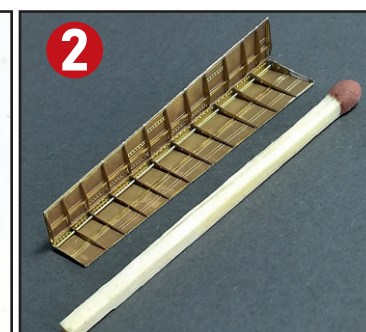
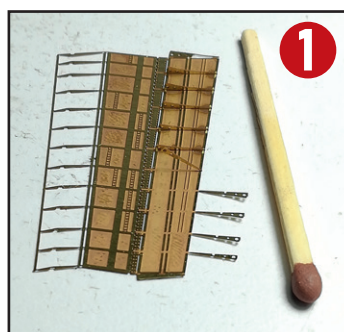
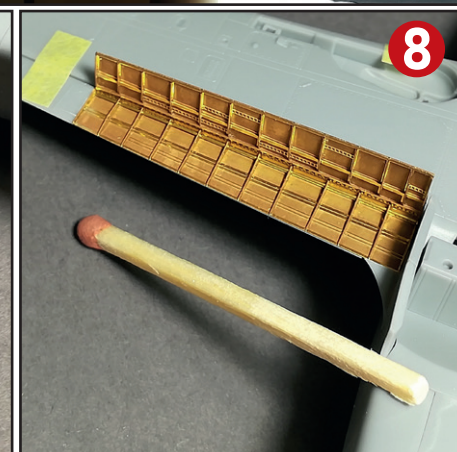
If one decides to display their model with the landing flaps extended, the best option to employ is probably those made of photoetched brass. There are several reasons for this. For one thing, the thickness of the material from which these scale flaps are produced are the closest representation to the real thing, and that allows for the construction to largely mimic the design of the actual item.

And speaking of production, we make the best attempt at producing something that is very much designed with a "user friendly" quality. What does that exactly mean, in this case? Above all else, it means that the designer applies his craft in such a way as to produce something that will be assembled with reasonable ease, and during assembly, the likelihood of the introduction of mistakes and misalignments is absolutely minimal. One example is that the individual rib sections that are glued into the basic structure are no longer placed individually, one after the other, as it was in the past. This was very labor intense, and made it difficult to attain the proper spatial relationships with these ribs. Today, the approach to this problem is that the individual rib components are attached to the main structure, with the spacing and alignment ensured through the rotation and final adjustment of each rib in a much easier procedure. A small drop of thin CA glue secures everything in place, and the end result is very convincing with minimal effort.

With respect to landing flaps, the lower the parts count, the easier the assembly. Ideally, the movable and non-movable sections represented in the flap should be a single piece, giving a strong subassembly that will be less likely to have the moveable section break off the finished model during handling or transport. But that's not always easily done. The construction of the flap system on some aircraft, due to its complexity, force the designer of the model versions into a compromise that will allow that reasonable ease of assembly, the "user friendliness", and accurate representation of the real McCoy.

Thanks to the design approach of today's photoetched flap sets, there is no need for trepidation. The most annoying and most labor intensive part of their use is the preparation of their installation on the actual model, into which the flap assembly is installed. Care needs to be exercised along the trailing edge of the wing, where plastic and brass meet, so as to not have an edge that is too excessive with respect to thickness. It's a good idea to monitor your progress of thinning the plastic of the wings against the light of a lamp. All that is left to do is to assemble the flaps according to their instructions, clean up excess glue with a debonder, and you are virtually done. The flaps are inserted in their correct positions, glued, and any remaining, minor gaps between brass and plastic can be filled in with the CA glue. Final touchups, and you're done, unless there are still any separate details to add, such as linkage arms and the like. The assembly then can be primed with a suitable primer or liquid (sprayable) putty, allowing the paint to adhere to the metal better. Final paint and weathering bring us to a result that will certainly not yield any regrets about time spent achieving it. All that is needed is patient and careful work, and we can elevate our model to another level through the addition of a detail that are, in this case, extended landing flaps.

Luboš Zach



How I learned to Ski in a Trenér

photo Miroslav Černý

As winter sets in, with its temperatures around zero, shorter days and high penetrating air moisture levels, activity around the aeroclub airfields slowly winds down. Glider pilots don't particularly feel like spending hours on the ground waiting for their colleagues to finish their circuits around the airfield or looking for the remnants of thermals in their frozen gliders. In that case, there is not much work for tow aircraft as well. Towing is mostly conducted by the Trenér aircraft on Czech club airfields and "Trenér", by the way, translates to "Trainer" in English.

by Marek Mincberger

Even though the tow configured Trenér aircraft have less work in the winter months, pilots seldom take them out for pleasure flights. They are not equipped with a heating system, and they get colder than a witch's heart. But, that's not always the case. There are reasons for pilots to cross half the country to come to fly the Trainer. They stand around for hours in the cold, waiting for the opportunity to sit behind the controls for a half an hour. This comes about as a function of the snow on the ground, and when the detailed weather forecasts accurately predict the unlikelihood of the thirty or so centimeters of it melting anytime soon. Under these conditions, it becomes worthwhile switching the Trainers from wheeled landing gear to skis. This held true for our airfield this

year. And after four years at that! We got the news that KNX matriculated Trenér would be so configured, and that anyone who wants to either renew or gain their unofficial SKI certification, should sign up. Four years prior I hadn't yet flown the Trenér so this year I went into it for the first time.

There's No Flying like Flying...

The fun begins as described above. With waiting. I am not the only interested party in going up, and I am last in the queue. That doesn't bother me, as it gives me a chance to observe and go over with the instructor the nuances of skiing in this fashion. Naturally, I've read up on the subject, but there's nothing quite like talking with someone with firsthand experience.

Essentially, there are several routes to take, how to fly with the skis installed, and there are generally different procedures for each field, because each one has its unique conditions. For example, it may be possible to fly as in the summer, up to a height of 300m and final approach at 120 km/h, with classic lining up and setting down in a three-point landing. Level flight is limited to 160 km/h. But I won't be doing that for the sake of the engine. It is well below zero, and the temperature gages of both the oil and the cylinder heads hang around between green and yellow areas. There is no intention, nor need, to push the engine unnecessarily more than required, thus avoiding future repair work. I was reminded, in no uncertain terms, that any throttle adjustments need to be made fluidly,

photo Marek Mincberger



From the first shot, it may seem as though the view from the rear cockpit is excellent, but the angle of the view is from above head level. The actual view is better represented in the second shot. The pilot in the rear cockpit usually sets his seat height such that he can just see the top row of instruments on the front panel. Otherwise, his head bounces off the canopy. And now imagine that you still have the instructor sitting in front of you!

with no tentativeness. We also went over the oft asked question regarding estimating height under these conditions. By the time it got to be my turn, the strip was padded down a bit from those who were before me, and the sun was shining, so visibility was excellent. But if the field was smooth, it would be difficult to make orientation estimates, and it would be better to taxi up and down the strip prior to taking off. Similarly, if the sun is behind the clouds, you lose the shadows, making orientation of the uniform ground surface more difficult. It's actually quite similar to normal skiing, and I was able to confirm all this through further flying over the following week.

Above All, Avoid Freezing!

Finally, my turn came. I did my regular pre-flight walkaround, and I had a look at the fluid levels in the wings prior to settling in into the cockpit. This procedure always reminds me of the Bf 109. It was similarly cramped and arranged. Especially those belts! In the Trainer and the Bf 109, they are damn near identical. As I settled into my seat in the back, my instructor, Adam, climbed into his. And yes, for those who don't know this fact, the pilot's seat in the Z-226 Trenér is the rear seat. The result of this is that student has a miserable view straight ahead. With both of us settled in, I brought the engine to life through the manipulation of switches like on some keyboard. The engine, still being warm, didn't require priming, and this led to the yell of 'prop clear?' from the cockpit, followed by the 'clear!' answer from the ground. I engaged the starter, and the engine beautifully came to life, as I felt a rush of cold air against my face. I quickly closed the canopy and switched on the radio, and, as opposed to



Prior to winter flying, it is necessary to warm up the oil tank in the wing, and then the engine itself.

summer flying, also the pitot heating system. Checks immediately prior to taking off are normally done, but can't be with the skis on. The moment you stop, the skis immediately begin freezing to the snow. So, the moment you are in motion, you can't stop. The end result is that the final checks are partly conducted back at the hangar, and partly while in motion. Once that

was done, I gave final instruction to the guys on the ground, and they rocked the wings to "tear" us away from the snow. This being successful, we began moving. Safety is paramount. I didn't see a thing directly ahead, above the instrument panel and past the instructor. To top it off, the skis have no brakes. So, I did the traditional snake maneuver, just with a little added care. Immediately, I noticed that the tailwheel works well, so that there was as much control as there is in the summer months. Nevertheless, we were moving over fresh, slightly frozen, powder. On ice, it likely wouldn't be as much fun. The alternating of rudder pedals allowed me to see what's in my direction of travel. I just had to remember to not stop. After entering runway 27 under constant, if gentle, motion, I throttled up quickly, and all 180 horses come to life. After a short while, as always, easing up on the stick lifted the tail off the ground. The instructor advised easing off on this operation, as compared to summer flying, and even though this increases resistance, the skis do lift off the ground sooner.

Calm and Collected

The moment we reached 120 km/h, we began to climb. At that point, the RPMs were rolled back to 2200 and the flaps were pulled up and the trim was set. Under these settings, there is not much climbing going on. Later, during my solo, I was just under 2 m/s, while under normal conditions, the figure would be above four. In order not to torture the engine too much, our circuit would be flown at around 150 to 200 m. That was reached fairly soon, and so the RPMs are pulled back again to 2000. We didn't even get close to the maximum speed, and maintained at some 130-140 km/h. I scanned to my right in search of the airfield, and despite knowing where to look for it, it took me a moment or so to zero in on it. When everything is coated in white, things are harder to see and navigation becomes considerably different. A look out over the white wing with red tips takes my mind to the boxart of the Italeri kit of the MiG-3. The end of the daydream is brought on by the main task at hand, the landing. This



The Church of Saint Jakub and Philip in the foreground, with Konopiste in the back.

should be fun! We approached Landing Strip 27 from a lower altitude than would be under normal flight conditions. The approach took us right over Bystrice, and although the Trenér is equipped with a muffler system, making it very quiet, we felt no need to promote any possible future issues. So we avoided flying over populated areas as best as we could. Entering the area diagonally, slightly to the right of the Semovický pond followed by a 45 degree right turn about 200 m before the threshold brings us to the landing. The turn is careful because it is slow and low.

The Landing: Slow and from the Side

Touching on the landing from a pilot's point of view, the flaps were extended slightly after the third turn while leaving the RPMs the same, and that set the plane to descend loosely. I imagined the location of the landing strip about three kilometers distant, although the airfield is visible. I am familiar with the area. I aligned myself based on local landmarks, avoided overflying Jírovice and turned towards Semovický pond. Above it, I deploy the flaps fully, radio in, and with gentle throttle adjustments and stick action, I positioned the Trenér at an angle to the strip. It sat beautifully in the air, and everything was going off like clockwork. The only thing was that there was a little more application of trim than normal, but that was due to the speed. It was maintained at 105km/h, which is pretty low, but still above stall speed. The air was calm, so all of this was working well. If it was gusty, the speed would be higher in order to keep up a reserve. Above the pond, I realized that we were really low. And the terrain rises some 40m higher than the pond itself. I could clearly see the signal flags at the beginning of the strip. Here, it becomes an advantage to be at an angle to the field, because you can see everything and the instructor isn't blocking the view. Then, it's just a matter of approaching the axis of the strip, turning parallel to it and to the tracks in the snow on it, and watching the speed and height. The instinct to set down on all



Somewhere in this photograph, there's an airfield. Find it!

three points has to be kept in check, because here, the situation is different. We were landing on powder, so the height decreased until there was a light thud felt, signaling the ski's contact with the ground. The throttle was pulled back, and peripheral vision was used to monitor the direction of travel. The tail dropped, and the nose rose into the air.

There were a couple more such flights with Adam, and during the last one, you could see our breath in the cold.

It Was Worth It

After the landing, everything returned to normal, but I recall that the main difference was that there are no brakes. So, when I cut the

engine and the airplane kept moving under its own inertia, the feeling was not particularly good. But it's enough for someone to grab hold of the wing for the airplane to come to a stop. I got out with an incredible feeling, and the only thing left to do was to put the machine away.

As the sun set, the hangar was closed and the logbooks were filled out. I was left with the impression of the view of the world that the flight had given me. The view of the snow covered countryside. The thought of setting down on the soft powder. It was all worth the frozen feet!

Non-standard KNX

An interesting feature of the aircraft with the OK-KNX matriculation is the non-standard left engine cover. Normally, the Z-226MSs have a NACA air inlet for the oil cooler, which is placed under the engine cover. The cooling air flows out through the gap between the edge of the engine cover and the fuselage. In the case of the OK-KNX, the left engine cover lacks the NACA inlet, thus is smooth and the oil cooler is positioned as an external device, located between the lower part of the nose and the exhaust. The reason of this modification is not entirely clear. It was most probably made during the overhaul in Trenčín in 1990. At the time, the aircraft was still powered by the Walter Minor 6-III engine, which had no oil cooler. However, the owner of the aircraft, the VZLÚ (Czech aerospace research center) later conducted tests of the M-332 engine using this aircraft, thus needed to place the oil cooler „somewhere“. During the 1990s, this aircraft flew with the engine, matriculated as OK-006. The non-standard oil cooler then remained on the aircraft even after it was changed into the standard version of the Z-226MS.



The colour scheme of KNX is similar to a well-known MiG-3 winter scheme...

The last Dornier

by Miro Barič



The wreck was carefully laid down on the stand-by barge using the crane.

More than 2100 Do 17 bomber aircraft were built in several versions. Only a couple survived The World War II and the last one seemed to have been scrapped in Finland in 1952. It looked like not a single one survived afterwards. It all changed in June 2013 however when almost complete wreck of this aircraft, shot down during the Battle of Britain, was recovered from the sea bottom in Goodwin Sands area.

Monday, August 26, 1940 initially did not look like a day of the major operations. British Isles were covered with thick clouds but in the south the clouds were hanging higher and there were no precipitations so the visibility below clouds was pretty good. Shortly before midday the first strong Luftwaffe formation was headed towards Kent and Essex. The British radar captured 150 aircraft strong formation approaching from Lille direction. KG2 and KG3 had launched their Dornier Do 17s against British airports Debden and Hornchurch. It was not a massive raid however, the majority of the formation consisted of Messerschmitt Bf 109s. The main objective was to lure British fighters into a dogfight. The intention brought success—Fighter Command launched six squadrons against the incoming enemy. 616 Squadron fared the worst, its Spitfires were taking off while Bf 109 were right overhead. The unlucky squadron lost seven Spitfires with two pilots killed. Chaotic combat caused the bombs to fall in rather wide area. Under the British attack the Dorniers were getting rid of their bomb loads aiming at the closest sui-

table targets. Consequently the airports Kenley and Biggin Hill, cities Dover and Folkestone and sea resorts Margate and Broadstairs suffered from the bombing as well. Flying somewhere in this melee was the 7. Staffel, III. Gruppe/KG 3 Do 17 formation, which had taken off from Belgium St. Trond. In the area Margate—Herne Bay it became a target of 264 Squadron flying gun turret equipped Boulton Paul Defiants. The attack was led by F/Lt Banham launched from Hornchurch homebase. The squadron combat report gives a very detailed description of events.

At 11:42 British fighters received orders to scramble and patrol in Dover area where the approaching enemy bombers were expected. At the altitude of 11000 feet (3350 meters) twelve Do 17s flying in V-formation were spotted. Defiants started to climb towards them and in Herne Bay—Deal area attacked them from below while taking the shape of the same V-formation. Dorniers did not perform any evasive manoeuvres and were defending themselves by their machine guns cross-fire. Defiant crews noted that the defensive fire was not only coming from the aircraft noses and tails but also from the fuselage side positions. Dorniers were armed with six machine guns then. In its report 264 Squadron rather euphemistically stated that during the combat with Do 17s they were bothered by at least 50 Bf 109s which continued diving on them but according to the document were not really engaging. The mentioned „bothering“ and „not engaging“ actually resulted in two Defiants shot down in very quick sequence, almost at the same time. In another aspect were the 264 Squadron crews lacking the sharp eye. They stated that besides Bf 109 He 113 fighters sporting yellow wing tips were also present. He 113 was just product of the German propaganda.

Successes and losses

Defiants landed at 13:00 and their crews claimed six Do 17s and one Bf 109 shot down. Another Do 17 was supposedly damaged. P/O Hughes and Sgt. Gash reported two Dorniers going down in flames with pieces of the airframe flying off. Sgt. Thorne and Sgt. Barker also reported two Do 17s crashing in flames into the forests near Herne Bay. They added one Bf 109 crashed in flames as well. F/Lt Benham and Sgt. Baker claimed another Dornier whose crash in flames was witnessed by Sgt. Thorne. The last bomber was claimed by P/O Goodall and Sgt. Young. Last time they spotted their victim it was burning with two crew members bailing out. As mentioned earlier for these successes 264 Squadron paid a price with three aircraft destroyed and another Defiant landed seriously damaged. At 12:26 after being hit by Bf 109 the aircraft L6985 crashed into the sea near Herne Bay. Its pilot survived but the gunner, Sgt. Baker remains missing. L7025 shared exactly the same fate. At 12:26 after being hit by Bf 109 it also crashed into the sea near Herne Bay. Its pilot



Do 17Z from an unidentified unit in 1941. Note that armament consisted of 8 machine guns.



Do 17 engine maintenance at St.Trond airbase.

survived too but the gunner, Sgt. Maxwell remains missing. The crew of the third shot down Defiant escaped unharmed.

Fighting on August 26, 1940 continued in the afternoon when Luftwaffe launched in succession two bomber formations over Britain escorted by a strong fighter formation. One formation was composed of KG2 and KG3 Do 17s and the second one of He 111. This day is especially memorable for our Czech and Slovak readers because on this afternoon, for the very first time, Czechoslovak 310 Squadron flew a combat mission. Its pilots hit three enemy aircraft while losing two Hurricanes. Luckily both pilots saved themselves on the parachutes. On this day RAF fared better in general. It lost 27 fighters but „only“ 6 pilots were killed. On the other side Luftwaffe lost 41 aircraft.

Landing in the sea

Let's go back to the main character of our story. Part of the formation attacked by 264 Squadron Defiants in the afternoon was Do 17Z-2 serial number 1160 built by Henschel under license. Four men tucked themselves in its cramped compartments at St. Trond airbase not suspicious of their fate never to return. Aircraft pilot was Feldwebel Willi Effmert coming from Bad Salzuflen, a spa town nearby Hannover. He was 24 years old and already married. Unteroffizier Hermann Ritzel was an observer, he was 21 years old Frankfurt native. Radio operator was Uffz. Helmut Reinhardt, 27 years old coming from Bochum and 21 years old Gefreiter Heinz Huhn, coming from Lotterfeld in East Prussia (nowadays Loznik in Poland) was an engineer. The crew later stated that their Dornier had separated from the formation.

During the Defiant attack Dornier received hits into both engines and cockpit. These caused the crew injuries and damage to power plants out of which one completely seized later. The pilot attempted the emergency landing on Goodwin Sands shallows 6 kilometers from the shore. Upon touching the sea surface the airplane flipped and hit the water on its back. Despite this fact and injuries too pilot W. Effmert and observer H. Ritzel (machine gun fire tore 2 of his fingers off) escaped. Both were recovered by Brits and after the recuperation sent across Atlantic. They spent rest of the war in a POW camp in Canada. H. Reinhardt and H. Huhn were not that lucky and did not survive the crash. The body of the first one was recovered from the sea in Netherlands where he was buried in the German military cemetery in Yseelsteyn. Huhn's body was recovered on the other side of the Channel and lies in the German military cemetery in Cannock Chase, Staffordshire. After the end of hostilities both surviving crew members returned home from Canada. Effmert learnt that his wife had been killed during the Allied bomb raid. After several years



Dornier Do 17Z in the care of technicians.

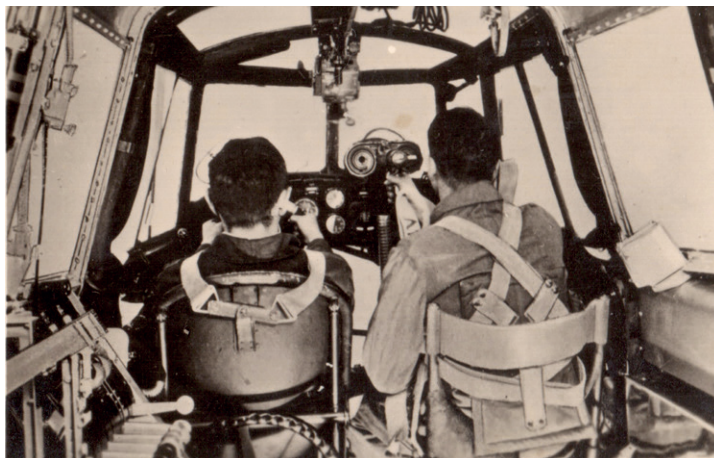
he re-married and passed away in the late 90s. Ritzel too got married in 1949. He had a daughter, Gertrud, with his first wife Annemarie. In 1964 they divorced. In 1976 he married Trude. Before the war Ritzel had flown the gliders that's why he applied to Luftwaffe. After the war he never flew again due to the hand injury. He became an engineering designer and is credited with several patents in the field of electronics. He lived in Fulda, central Germany and passed away in 1996.

Who shot it down?

Couple of years ago British media pointed to P/O Desmond Hughes and his gunner Sgt. Fred Cash as victors over Dornier Do 17 W.Nr. 1160. The crew claimed two kills from this combat. Until the end of war Hughes was credited with 18.5 victories to become one of the most successful RAF night fighters. He passed away in 1992 at 72 years of age. Daily Telegraph however quoted from never published manuscript of his memoirs and description of August 26, 1940 sortie excludes the possibility of Hughes attacking Effmert's Dornier. This is how Hughes remembers his two kills. „Two small dots on the horizon grew into long slim shapes of Do 17 resembling pencils. Fred Gash picked second Dornier in the formation and did not miss—his De Wilde incendiary bullets flashed all over the aircraft but particularly on its engine. He broke away from the formation, the hatch flew off and two parachutes with small dark bodies appeared. Stricken aircraft was falling steeper and steeper with starboard engine in flames“, according to Hughes' description. Effmert aircraft is completely out of question because no one bailed out of it. Hughes and Gash scored the second kill in the chaotic situation right after the first attack. „Fred was shooting at another Dornier and reported that it exploded“, wrote Hughes. Then they had to shake off Messerschmitts Bf 109 which engaged them and after that they returned to the home base unscathed. After landing they located six holes from enemy bullets. Not even the second kill description matches Effmert's aircraft fate. Who is responsible for shooting it down then? Most likely we will never find out but according to the original 264 Squadron report it was most probably a victim of F/ Lt Colquhoun and P/O Robinson. They claimed Do 17 damage as the aircraft broke off from the formation and after their attack both engines were smoking. Leaving the formation and both engines damaged were recorded during Effmert and Ritzel first interrogation after their capture.

The salvation

Regardless who dispatched that Dornier into the sea, the wreck rested on the bottom for several decades unnoticed. It is possible that it was covered with sand which was later blown away and revealed it again. Some time in 2000 or 2001 it was discovered by a fisherman whose nets got caught on it. In 2004 he told the story to amateur scuba diver Bob Peacock who later reported it to authorities. In September 2008 the first official expedition located the wreck 15 meters deep



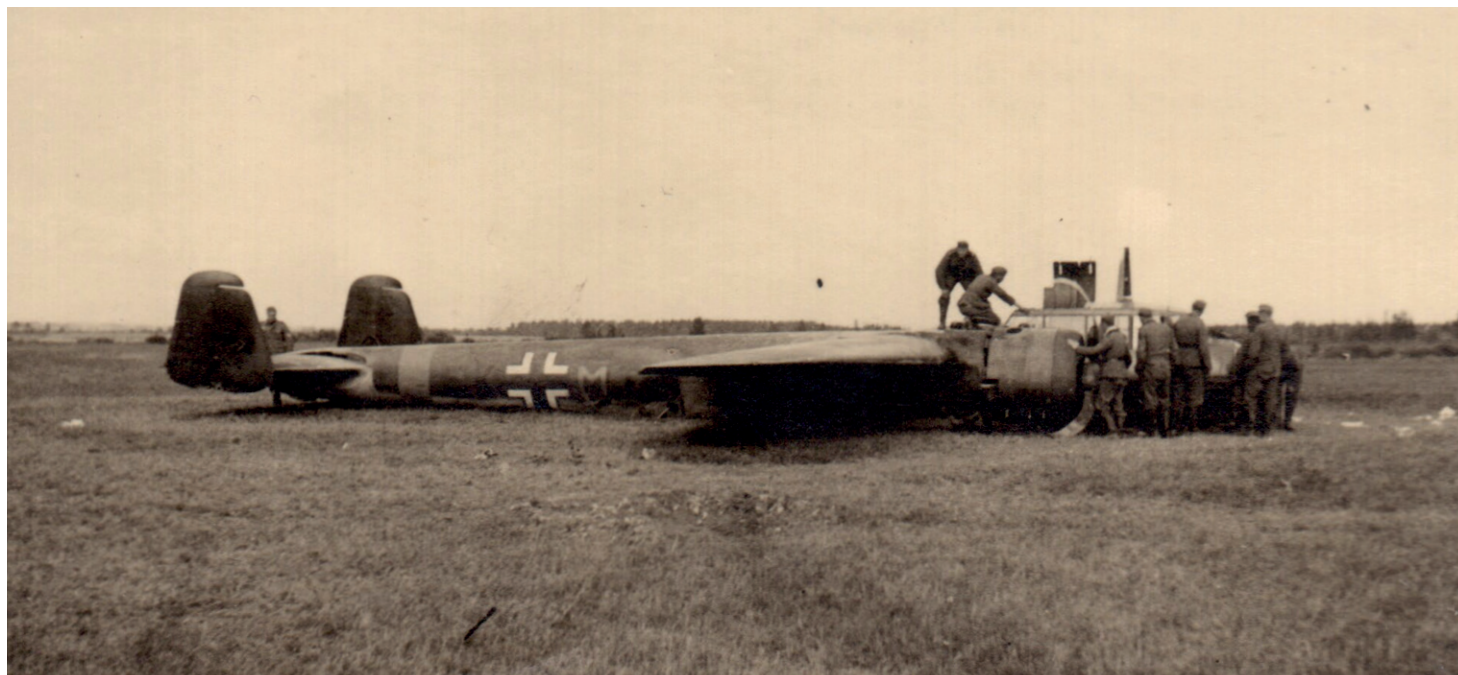
Pohľad do kokpitu Do 17Z.

with the sonar aid and confirmed it was almost complete. Missing parts were the fuselage tail cone with tail wheel, complete right side of the tail surfaces assembly and left vertical tail surface, landing flaps, engine covers, fuselage nose glazing, bomb bay and landing gear doors. Landing gear itself was still in wheel wells with tyres still inflated. Despite keeping the wreck location secret „sport divers“ got to it and removed two of its six machine guns. The preparations for the wreck recovery started with the participation of RAF Museum, Wessex Archeology company and London Port Authority. The proposed budget was 600,000 GBP, National Heritage Memorial Fund contributed more than half of it. The first recovery attempt in May 2013 was spoilt by the weather but on June 10, 2013 first time after 73 years, Dornier surfaced. It was hanging on the crane in the air for a while-it was its last flight. Then it was loaded on the barge. Next day the divers scanned the sea bottom and still recovered several pieces that had been separated from the airframe, for instance a propeller, wing and engine parts. The wreck was then transported to the RAF Museum in Cosford where they separated the fuselage from the wings. After that, in order to stop corrosion, all parts were stored in the large bathtubs where they were sprayed with citric acid and other compounds on the regular basis.

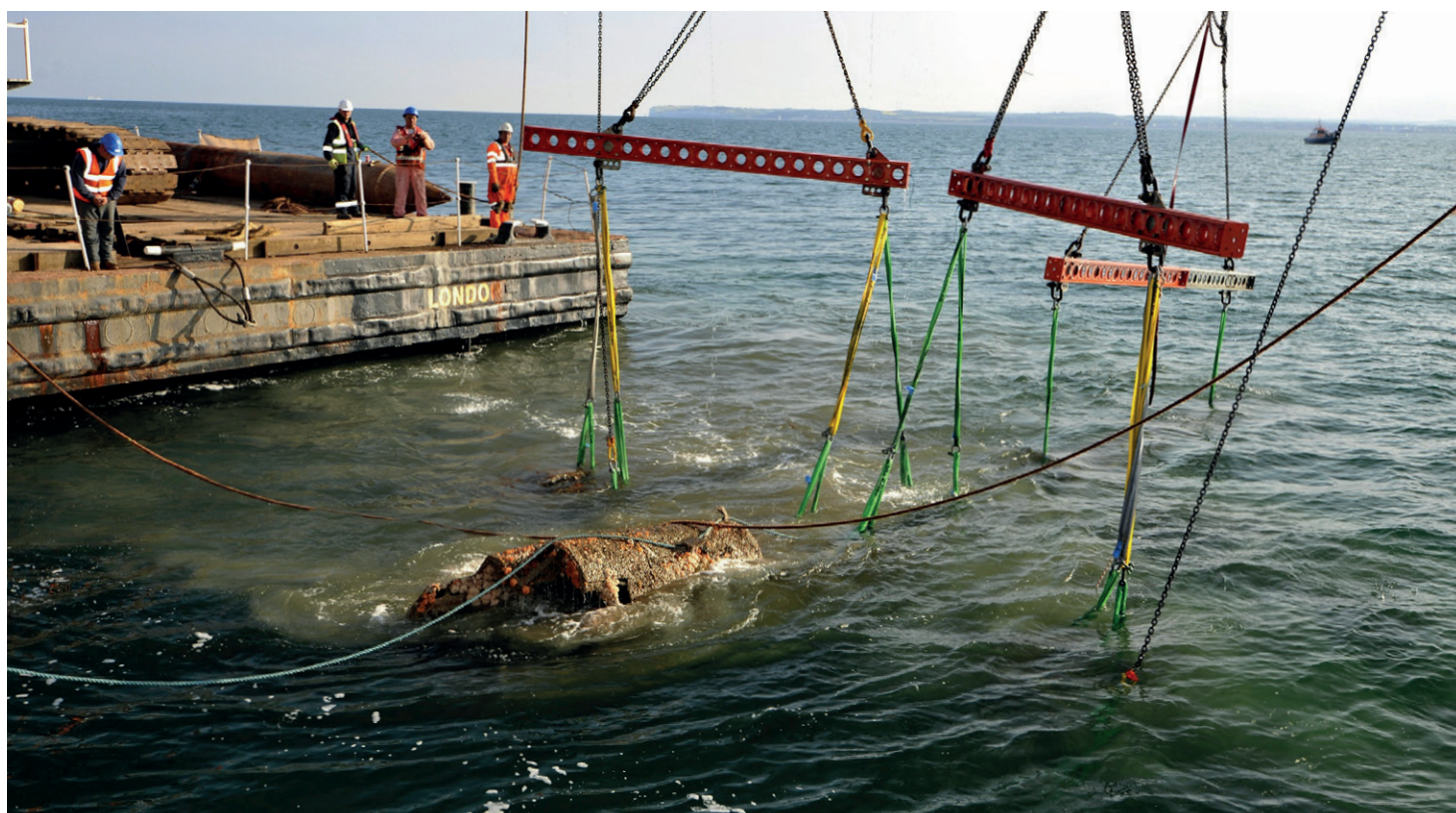
This lasted for two years followed by the lengthy process of the wreck restoration which continues until these days. Initial plans to exhibit Dornier in the RAF Museum in London were abandoned. During the restoration it turned out that several parts of the airframe are too fragile and the aircraft might not survive the transportation. Therefore it will remain in Cosford after the restoration is completed.

Sources:

<https://www.rafmuseum.org.uk/documents/Cosford/Dornier17/Dornier-Do17Z-Wnr-1160.pdf>
<https://www.bbc.com/news/uk-22846645>
<https://museumcrush.org/how-the-raf-museum-is-conserving-the-worlds-last-remaining-world-war-two-dornier-bomber/>
<https://www.rafmuseum.org.uk/cosford/things-to-see-and-do/dornier-17-conservation/dornier-17-conservation.aspx>
<https://www.telegraph.co.uk/news/uknews/8438608/Luftwaffe-Dornier-DO-17-The-Flying-Pencil-that-became-a-weapon-of-war.html>
<https://www.shropshirestar.com/entertainment/attractions/2019/05/01/rare-german-dornier-bomber-stay-ing-put-at-raf-cosford/>
<http://falkeins.blogspot.com/2010/09/dornier-do-17-wreck-recovery.html>
<https://www.battleofbritain1940.net/0030.html>



Do 17Z from KG2 after an emergency landing. Judging by the yellow band in front of the tail surfaces the aircraft belongs to an Eastern Front unit in 1941.



After 73 years Dornier Do 17Z-2 W.Nr. 1160 is emerging from the sea.



The wreck was carefully laid down on the stand-by barge using the crane.



RAF Museum employee Laura Pringle is cleaning Dornier's fuselage.



The fuselage is being transported to the RAF Museum in Cosford.



During the period of 2 years the aircraft components have been treated with citric acid indoors the special tents.



Dornier's fuselage at Cosford.



The fuselage is being transported to the RAF Museum in Cosford.



In June 2013 RAF Museum director Alex Medhurst laid a wreath on the grave of Heinz Huhn, Effemert's crew engineer.



Manufacturer's plate from Do 17Z-2 W.Nr. 1160.



Combat Over Lavansaari

by Jan Bobek

Reconstruction of air combat of May 21, 1943 near Lavansaari in which Maximilian Stotz of 5./JG 54 shot down I-153 of the 71st IAP VVS BMF, probably piloted st. Serzhant A. M. Sofyin.

Most people will be reminded of the opposing air forces of the Soviet Union and Finland when coming across material dealing with combat over Karelia and Gulf of Finland during the Second World War. The German Air Force joined in the fighting over the Finnish gulf intensively in 1941, and continued operating in the area in subsequent years despite their focus on this front was south of Leningrad. Up to mid-1943, Jagdgeschwader 54 „Grünherz“ was active here, although its I., II., and III. Gruppe were also assigned other tasks in different areas along the Eastern Front. In August, 1943, the these parts of JG 54 were replaced in Leningrad area by the newly formed IV./JG 54.

A little known fact is that, at the beginning of 1943, 7./JG 26 „Schlageter“, commanded by Hptm. Klaus Mietusch (75 kills), was moved into the area from western Europe. The unit was equipped with the Fw 190, and they helped in the conversion of their JG 54 colleagues onto the type prior to returning to France mid-year.

With the introduction of the Fw 190, there came some inevitable situations, during which the German and Finnish fighter pilots mistook the silhouette of their new aircraft with that of the Soviet Lavochkin fighters. The close proximity of the Finnish coastline held some advantages for the Germans. The nightlife on the southern shores of Gulf of Finland was practically non-existent. And so, the Germans so-

metimes suffered timely „technical difficulties“ that just happened to occur when a landing at Helsinki allowed an evening visit into town. Often, the German pilots had to deal with overwhelming numerical superiority of the local girls. But day to day living in times of war was a matter of life and death, and this was evident through May, 1943, when I. and II./JG 54 lost five pilots (killed or missing) and two were wounded. Both Gruppen lost twenty Fw 190s, either in combat or mishaps, during the month.

Fighters at Lavansaari

If there was anyone who could only dream about the city nightlife, it was the Soviet pilots from the 71st IAP VVS KBF with their base on the island of Lavansaari in the middle of the Gulf of Finland. Even up to the middle of 1943, their equipment comprised of I-153 and I-15bis biplane fighters. In March, 1942 regiment took over 1st eskadrilya of the 11th IAP VVS KBF with their I-16s. Regiment took on more I-16s from 12th OIAE VVS KBF in October of the same year. It wasn't until the middle of 1943 when the 71st IAP received its modern La-5s. For its successes, it was elevated to Guards status and its designation changed to the 10th GIAP VVS KBF. Over the Second World War, the unit flew some 20,000 combat sorties and destroyed 197 enemy aircraft in the air and 21 on the ground. (1)

This unit in the Leningrad area of operations mostly faced German opposition, but its detachment in Lavansaari often met the Finns in combat. For example, on March 24th, 1943, a pair of Soviet Polikarpov I-153s met three enemy I-153s from LeLv 30, forcing one of the Finns to make an emergency landing on the frozen water of the Gulf. The damaged aircraft was eventually destroyed by the Finns themselves. The middle of March, 1943 saw the Finnish Air Force's LeLv 34 begin accepting delivery of the Messerschmitt Bf 109 G-2. Successful combat use of the type quickly followed. Interestingly, the first Bf 109 with the blue swastika to be shot down was done so by I-153 pilots of the 71st IAP KBF. This occurred on the morning of May 20th, while escorting a Soviet convoy between Seiskari and Lavansaari. Four I-153s met a pair of the Bf 109s. One of the biplanes was hit and its pilot, Starshiy Serzhant Ramazan Rustanov, had to ditch in the sea. However, Serzh. Nikolay Karpenko and St. Serzh. Abram J. Olshanskiy were able to hit the engine of MT-203 at low altitude, leading to an explosion and a crash into the sea off Hamina. Luutn. Esko Kustaa Ruostila was killed.

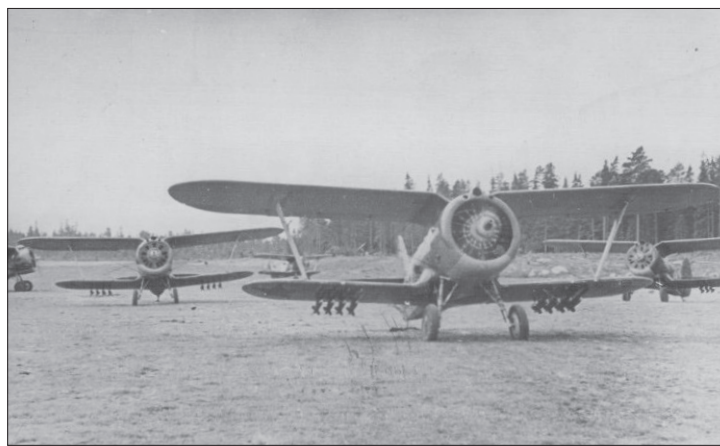
Battle Over the Island

One of the days to see intense combat over Lavansaari was May 21st, 1943. In the brisk early morning hours, 7./JG 26 moved westward from their base at Siverskaya to Kotly. On that morning near Lake Khabolovo, Hptm. Klaus Mietusch claimed two kills and Obfw. Heinz Kemethmüller one fighter and two Pe-2 bombers. The Soviets lost two Yak-7s and a Yak-1 from the 21st IAP in the area, as well two Pe-2s from the 73rd BAP. In subsequent action, Mietusch's Fw 190s headed out over Lavansaari, where both the Finns and the Germans reported a higher level of enemy activity. Formations from II./JG 54, commanded by Oblt. Maximilian Stotz, also moved into the area, and might have involved its entire 5th Staffel.

The 71st IAP KBF attacked an enemy convoy at Tytarsaari after 1100 hours (Moscow



In the photo from the Utti base stands in the background Bf 109 G-2 with fuselage number MT-203. In a battle with the I-153 pilots on May 20, 1943 Luutn. Esko Kustaa Ruostila was shot down and killed in this plane. He previously flew the Hawker Hurricane and Curtiss Hawk, achieving 4.5 victories. MT 203 had serial number 14726 and Stammkennzeichen "RF+UV". The ship was manufactured at the end of 1942 at WNF and flew 56 hours and 30 minutes. In the foreground Kers Klaus Alakoski (28 v.) adjusts parachute straps. He stands in front of 109 with fuselage number MT-214. Photo: SA-Kuva



A set of photographs showing the fighters of the 71st IAP VVS KBF on the island of Lavansaari. Most of them are taken in June and September 1942. In front of Polikarpov I-16 marked "White 21" stands Mayor Vladimir Stepanovich Koreshkov, who commanded the regiment from April to October 1942. On I-153 he achieved 1 solo and 3 shared victories, all at night. He later commanded the 9th ShAD and the 3rd IAD. In the machine I-153 "white 50" flew st. Lieutenant Aleksandr Gerasimovich Baturin, who was awarded the Golden Star of the Hero of the USSR in October 1942. He completed 563 combat flights, 84 air battles and achieved 9 solo and 15 shared victories (5 of them at night). Polikarpov I-153 "White 24" is usually attributed to K. V. Solov'yev. However, the photograph was taken in 1942 and this pilot was assigned to 13th IAP VVS KBF from November 1941. In October 1942 he was awarded the Golden Star of the Hero of the USSR. He completed more than 400 combat flights and achieved 1 solo and 9 shared victories, mostly at night. All photos: Goskatalog



The picture taken at Utti Airport in April 1943 shows LeLv 34 pilots Lentomestari Yrjö Olavi Turkka (left) and Majuri Eino Luukkanen. „Pappa” Turkka was transferred to the unit on April 16 and achieved 17.5 victories during the war. Luukkanen became the third most successful Finnish fighter pilot with 54 victories. During the aerial battles on May 21 off Lavansaari Turkka achieved one victory and Luukkanen two. Photo: SA-Kuva

time). A pair of Finnish fighters from 3/LeLv 34 and three or four German „Messerschmitts” encountered four I-153s and four I-16s. In actual fact, they were probably Fw 190s from 7./JG 26. South of Lavansaari, Mietusch claimed an I-153, Keme-thmüller an I-16, and Hptm. Günther Kelch one that he identified as a LaGG-3. Their Finnish colleague Luutn. Y. Turkka also claimed an I-153. In the combat, I-16 pilot St. Serzh. Anton Deryabin and I-153 pilot Abram J. Olshanskiy, who claimed a Finnish Bf 109 a day earlier, were killed.

Around 1600 hours (Moscow time), another formation of fighters from the 71st IAP KBF was in search of the convoy. Again, this unit was bounced by enemy fighters over Lavansaari. These were initially identified as two Bf 109s and four Fw 190s. In fact, the patrol was attacked by a quartet of Bf 109s from 2/LeLv 34. These may have been joined by fighters from 7./JG 26 and 11./JG 54, because the Soviets claimed to have been confronted by twelve enemy aircraft.

An I-153 was claimed by Vänr. M. Kirjonen flying MT-230: „We engaged 7-8 enemy I-153 fighters at a height of 1000 m NW of Lavansaari. I attacked two of the Russians head on. When I looked down, I saw an MT attack them from below. I made a turn



Hptm. Klaus Mietusch in a picture from 1944 in the cockpit of Bf 109 G-6 already as commander of III./JG 26 on the Western Front. In the first half of 1943, he flew his 7th Staffel with the Fw 190 fighters on the Eastern Front and achieved fifteen victories against the Soviet Air Force, four of them during May 21. He was killed on September 17, 1944 in a duel with the American fighter ace Lt William Beyer (9 v.) from the 376th FS, 361st FG. Photo: Bundesarchiv via Wikimedia Commons

and after this, I saw three aircraft go down. The MT had lost 2/3 of its right wing and one of the I-153s had lost both wings on the other side. The planes crashed near each other 5-8 km west from the northern tip of Lavansaari. The other I-153 crashed south of these two. I saw one pilot come down with his parachute and (Formation Leader) Evinen told me that it was a Russian because the parachute had a square shape.”

I-153 pilots Lt. Gavrilov and St. Serzh. Nizhnik together claimed one Bf 109 shot down. The same type of claim was made by ML Lt. Viktor Parfyonov and St. Serzh. Nikolay Bryukhamov, this pair flying I-16s. During the combat, St. Serzh. Anatoly Sitnikov collided with an enemy aircraft and managed to bail out, but drowned in the waters down below. His counterpart in that collision, Luutn. Tauno V. Saalasti, didn't survive either, and crashed in the aircraft he was flying, MT-228.

Three I-153s took off from Lavansaari at 1600 hours. They were to help their returning colleagues get on the ground safely, and to also provide cover for torpedo



A group of LeLv 34 members in front of their Messerschmitt Bf 109 G-2 fighters in April 1943 at the Utti base. On the right is Vääpeli Antti Tani (20.5 v.) in a life jacket and next to him, back to the camera, Vääpeli Onni Paronen (10.5 v.). Both were very experienced pilots with a number of victories on the Moranes and Fiats respectively. Both recorded their first victories with Messerschmitts on May 21, 1943. Tani shot down Il-2 from the 7th GShAP and Paronen claimed I-153. Photo: SA-Kuva

boats trying to save Sitnikov. The Soviet pilots were once again bounced by enemy fighters and claimed to have damaged one Bf 109, but St. Serzh. Afansiy Sofyin was lost in the combat. In this case, the enemy contact was probably not Finnish, but Fw 190s from 5./JG 54 under the command of Oblt. Maximilian Stotz. At 1527 hours, he announced the shooting down of a Polikarpov I-153 at an altitude 800m northwest of Lavansaari. (2)

The Germans also attacked the torpedo boats. They hit Vessel No.23 and its commander, St. Lt. Piotr Nikitich Ilyin, subsequently died of his injuries. The vessel was damaged to the point where it could not reach Lavansaari under its own power and needed to be towed.

There was more intensive fighting that evening. Prior to 2000 hours Moscow time, a pair of patrol boats were unsuccessfully attacked by three Il-2s from the 7th GShAP escorted by five LaGG-3s and a single Yak-7B from the 13th IAP and a quartet of La-5s from the 4th GIAP. This occurred near Tytärsaari. The Soviet group was attacked on its return flight by Finnish and German fighters. The Soviets were helped out by the arrival of another four Yak-7Bs from the 13th IAP and eight La-5s from the 4th GIAP.

The Finnish side had eleven Bf 109s taking part in the fight, under the command of Maj. Eino Luukkanen from LeLv 34, sixteen LeLv 24 Brewster Buffalos, along with a dozen Fw 190s from 11./JG 54. This means that there were over sixty aircraft engaged in combat west of Lavansaari.

The Soviets claimed the destruction of two Fw 190s and a single Bf 109. However, no Finnish or German losses are known of. Two Il-2s were shot down, and one belied in at Lavansaari, two of them to the credit of Finnish Messerschmitts. The fighter escort lost three aircraft, and one also put down in an emergency landing on the island airstrip. This essentially corresponds to the claims of four destroyed (including one probable) by LeLv 34. The pilots of the Buffalos came away with no kills. However, one LaGG-3 was claimed by Oblt. Stotz at 1907 hours. He shot it down at a height of 1500m over the southwest coast of Lavansaari. If he was correct in his reporting of the victim being an in-line fighter, then that could have been the Ukrainian pilot Sgt. Pavel I. Volokh of the 2nd eskadrilya of the 13th IAP, or the Belorussian Serzh. Mikhail F. Volkov of the 1st eskadrilya of the same unit.

Afanasiy Mikhailovich Sofyin

The pilot of the I-153 that was shot down in the afternoon rescue mission was of Russian nationality, and was born in 1923 in the Volsk, Saratov District. He joined the military in 1941 and graduated from aviation school in his hometown. In January 1943 he was assigned to the 2nd eskadrilya of the 71st IAP KBF, completed about ten combat flights and during his service reached the rank of Starshiy Serzhant. Two members of his family also died in the war. Father Mikhail Semenovitch Sofyin has been missing since 1942. His son Grigoriy Mikhailovich fell in battle in the Kursk region in September 1943.



St. Serzhant Afanasiy Mikhailovich Sofyin



Part of so irrecoverable loss report with record about death of st. Serzhant A. M. Sofyin.



Photo of Maximilian Stotz
from summer 1942 after
ward of Knight's Cross.
Photo: Alchetron

At the time of his death, Afanasiy was single. The Navy contacted his mother Anisiya Petrovna Sofiyina. The news that her son had fallen in battle must have been devastating. However, her daughters Tatiana, Kena, Valentina, Galina, and Agrafena, and her sons Yefim and Alexander, survived the war.

Maximilian Stotz

The parents of Maximilian Stotz didn't get any good news through 1943. Their son was born on February 13th, 1912 in Mannswörth, not far from Vienna. His father, Johann Stotz, was a farmer and hailed from Gottesthal in Carinthia. His mother, Marianne, born Vit, was from Vienna. In 1933, Max joined the Austrian army and was a mountain troops of Alpenjäger-Regiment 11 in Klagenfurt. In 1935, he asked for a transfer to the Austrian Air Force and was trained as such at Flieger-Regiment 2 in Graz through the latter half of 1936. He reportedly displayed a talent for flying, as indicated by his membership in the Austrian Aerobatic Display Team from 1938. After the Anschluss, Stotz was assigned to the Luftwaffe's 1./JG 76 (later 4./JG 54 „Grünherz“). He would get his first kill in November, 1939. During the French campaign, he claimed twelve kills, but he was wounded during the Battle of Britain. After being transferred to the Balkans, he moved on to the Eastern Front and in June, 1942, after his 53rd victory, he was awarded the Knight's Cross. The Oak Leaves addition came in October of the same year, after his 100th kill. From April, 1943, he commanded 5./JG 54, but by then, combat stresses began to leave their mark, and his superiors forced him to take a month off. After his return to active duty, he recorded his 177th to 182nd kills between August 9th and 15th north of Orel. He went MIA on August 19th after an unexpected head-on encounter with enemy fighters. He was flying Fw 190 A-6 coded „Black 7“ (W.Nr. 550 201). He parachuted down north of Kirov in a wooded area about six kilometers behind the front line. He was later declared killed and was posthumously elevated in rank to Hauptmann. The reason why German authorities concluded he is dead, is not known.

Stotz's „Black 5“

In the spring of 1943, Stotz was several times photographed with Fw 190 A-5 „Black 5“ and it is safe to assume that this was his personal airplane. Several publications have claimed that the serial number of this aircraft was 5868. This is in error, and from the records of II/JG 54, we can conclude that actual serial number was 5888. It was produced at the beginning of 1943 at Arado's plant in Warnemünde, and its complete W.Nr. was 155 888. (3)

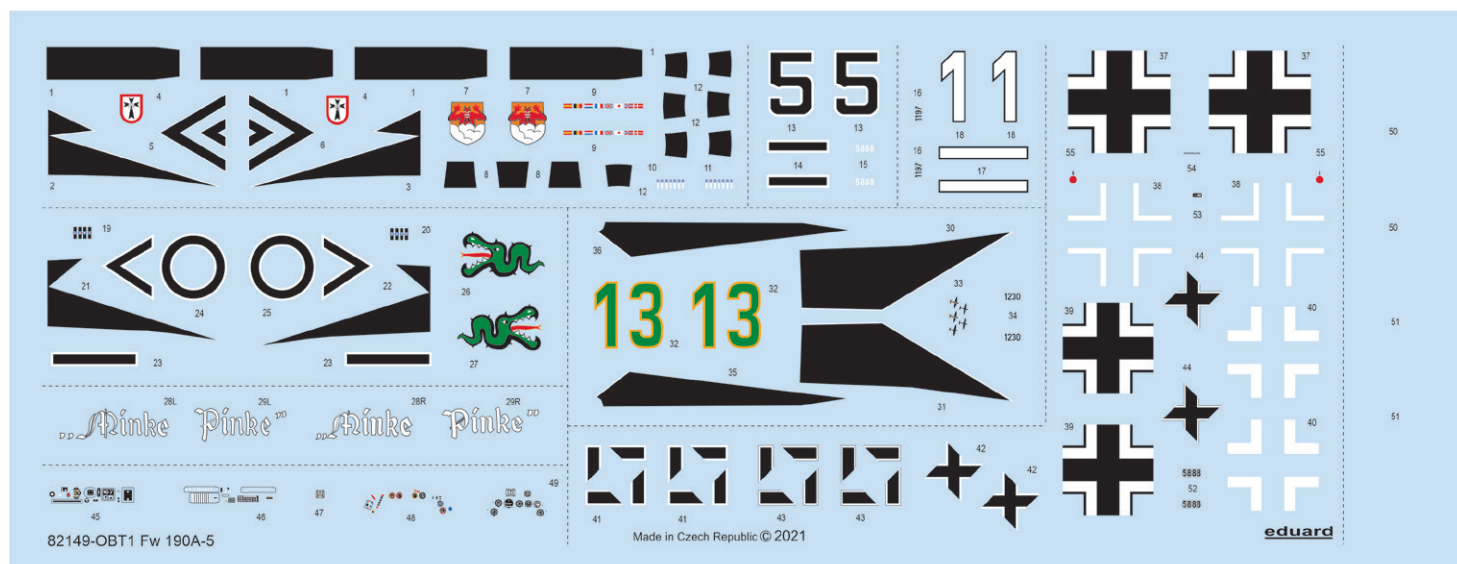
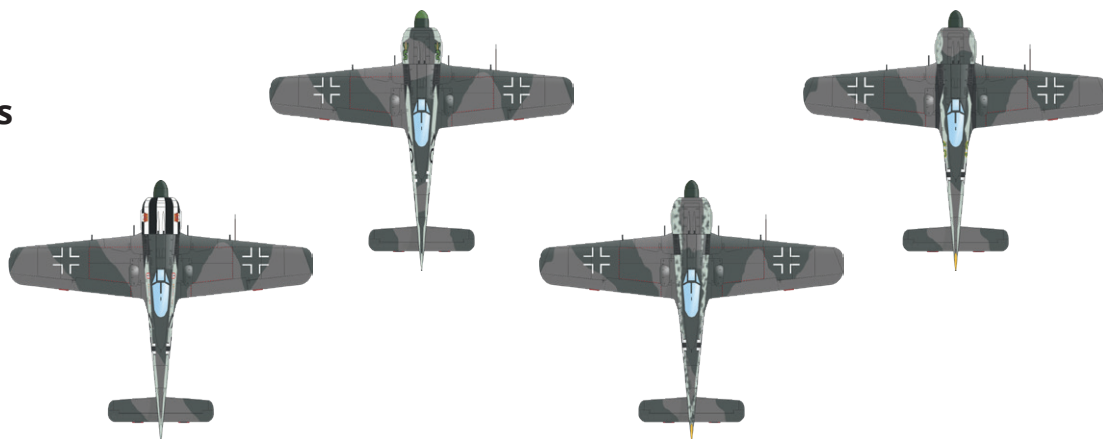
Fw 190A-5

1/48



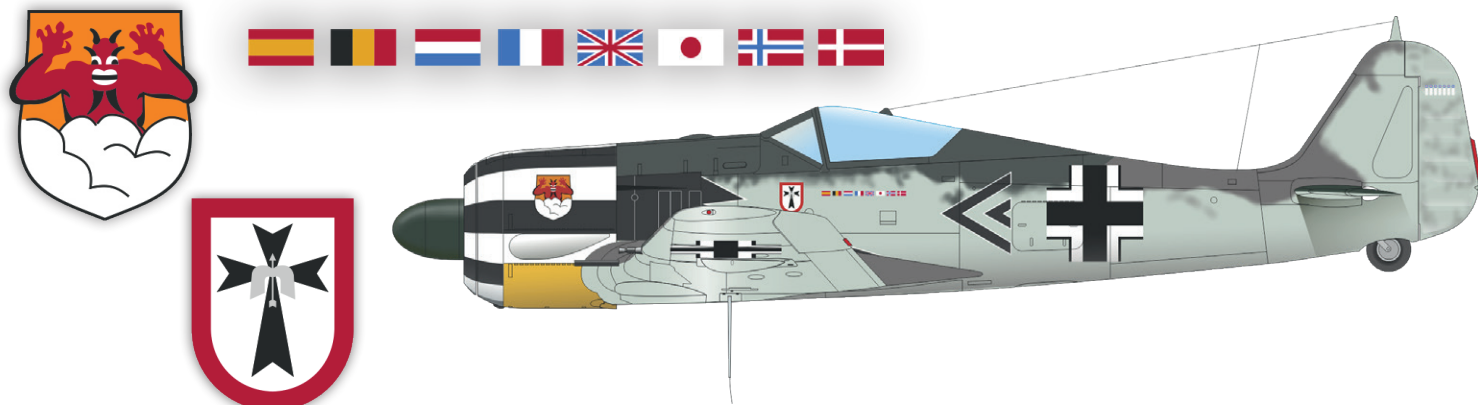
1/48 Cat. No. 82149

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



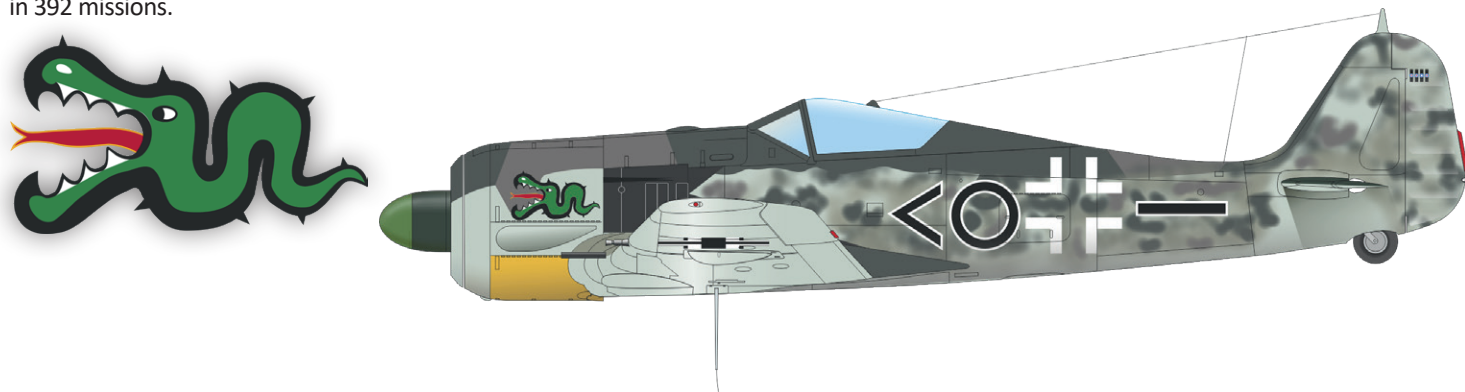
Maj. Fritz Losigkeit, CO of I./JG 1, Deelen, the Netherlands, April 1943

Camouflage consists of colors RLM 74, 75 and 76 with spinner in RLM 70. Fritz Losigkeit (1913-1994) was born in Berlin and from October 1936 served in JG "Richthofen". In March 1938 he joined Legion Condor in Spain but was shot down and captured. In April 1939 he joined 2./JG 26 and later became commander of this unit. In June 1941 he started to work in diplomatic mission in Tokyo, Japan. After his return, in March 1942 he took over command of IV./JG 1 (later I./JG 1) in the Netherlands. In June 1943 he took over command of I./JG 26, but during same month he was sent to Eastern Front to lead III./JG 51. In April 1944 he became Kommodore of JG 51 and one year later he took over JG 77. He scored 68 victories in approximately 750 missions and was awarded with Knight's Cross. His Fw 190 shows flags demonstrating his campaigns and foreign assignments. Devil emblem of IV./JG 1 and victories on rudder are not confirmed by photos. After the war Losigkeit worked for CIA controlled organization Gehlen, later he became secretary of Free Democratic Party (FDP).



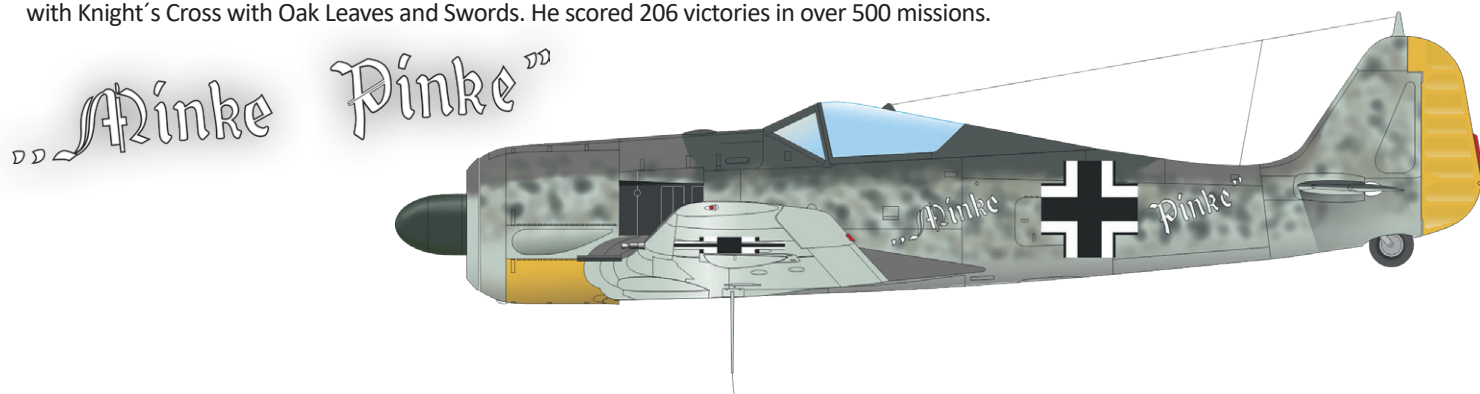
Lt. Rüdiger von Kirchmayr, TO of II./JG 1, Woensdrecht, the Netherlands, spring 1943

Camouflage consists of colors RLM 74, 75 and 76 with spinner in RLM 70. Mythical Alpine creature Tatzelwurm is marking of II./JG 1 (formerly I./JG 3). This Fw 190 was also simultaneously used by JG 300. Rüdiger von Kirchmayr was born in 1921 at Klosterneuberg in Austria. From summer 1941 he scored first five victories with 4./JFS 5 in France. He was transferred to Ergänzung-Jagdgruppe West in February 1942. In early June 1942 von Kirchmayr was assigned to 4./JG 1 in Holland and in April 1943, he was appointed Technische Offizier of Stab II./JG 1. He became Staffelfkapitän of 5./JG 1 in 1943 and during this period he claimed or heavily damaged 17 B-17s and B-24s. On August 13th, 1944 he was shot down and wounded by US fighters. Von Kirchmayr was appointed CO of I./JG 11 in October 1944 and from January 1945 fought on the Eastern Front. In April he left JG 11 and became member of Galland's JV 44 with Me 262s. His score was probably around 50 victories in 392 missions.



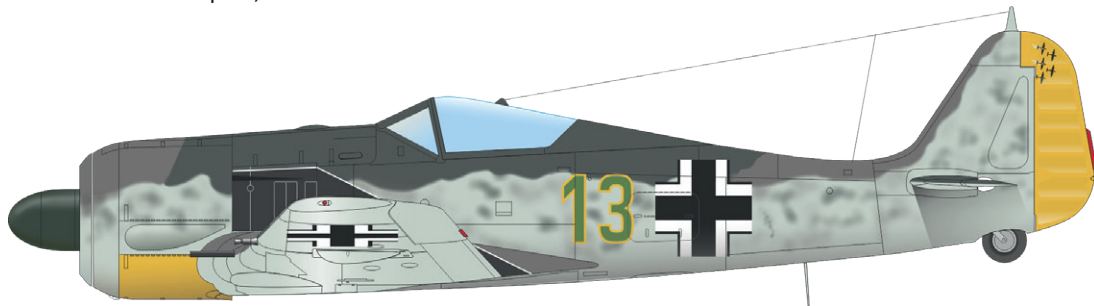
Maj. Hans Philipp, CO of JG 1, Deelen, the Netherlands, July 1943

Camouflage consists of colors RLM 74, 75 and 76 with spinner in RLM 70 and heavy mottling on fuselage in RLM 74, 75 and 02. It is personal mount of Kommodore Philipp, the "Minke" and "Pinke" refer to names of his dachshunds. In June 1943 this unusual ship was flown also by Adjutant of I./JG 1 Lt. Eberhard Burath (7 v.). Hans "Fips" Philipp (1917) was born in Saxony. In 1938 he started to serve in Stuka unit, but before outbreak of war he was transferred to 1./JG 76 (later 4./JG 54 "Grünherz"). Philipp scored first victory in Poland and added seven more during French campaign. In October 1940 he was awarded with Knight's Cross after 20 victories. During attack against Yugoslavia he claimed two Bf 109s shot down. In war against Soviet Union he scored 178 victories and from February 1942 he led I./JG 54. In April 1943 he was appointed as CO of JG 1 in the Netherlands. On October 8th, 1943 he was killed in combat with B-17s and US fighters. Philipp was awarded with Knight's Cross with Oak Leaves and Swords. He scored 206 victories in over 500 missions.

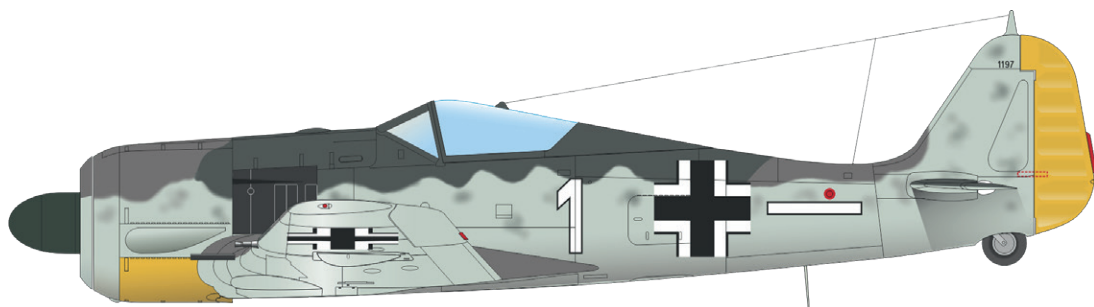
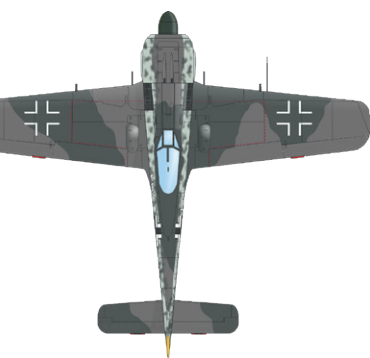


W.Nr. 1230, Obstlt. Walter Oesau, CO of JG 2, Beaumont le Roger, France, June 1943

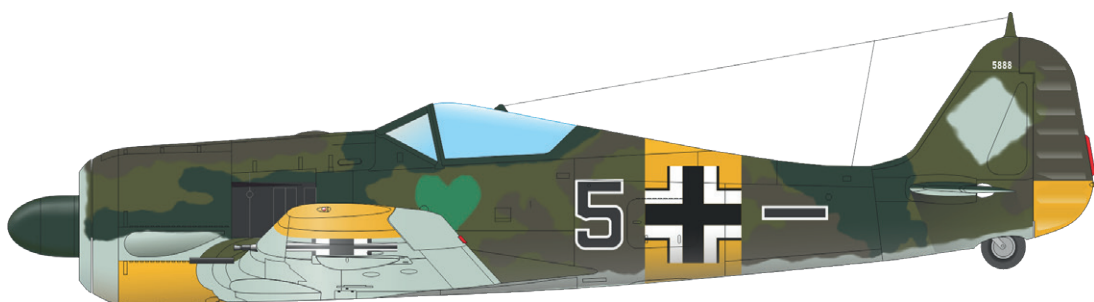
Aircraft was manufactured by Focke-Wulf in Marienburg in first half of 1943. Camouflage consists of colors RLM 74, 75 and 76 with spinner in RLM 70. Rudder shows five Oesau's victories (Nr. 101 - 105) against four-engined bombers. Walter "Gulle" Oesau (1913) joined JG "Richthofen" before the war and in April 1938 was transferred to Legion Condor in Spain. In August 1940 as CO of 7./JG 51 he was awarded with Knight's Cross after gaining 20 victories in WWII. He briefly led III./JG 51 and in November was appointed CO of III./JG 3. On July 15th, 1941 his victory tally had reached 80 and he was awarded with Swords. At the end of July 1941 he took command of JG 2 in France. Oesau recorded his 100th victory on October 26th, 1941. In November 1943 Oberst Oesau was appointed Kommodore of JG 1 following the death of Oberst Hans Philipp. On May 11th, 1944, Oesau was killed by P-38s in Bf 109G-6/AS (W.Nr. 20 601) "Green 13" near St Vith. "Gulle" Oesau scored 127 victories in over 300 combat missions. 9 in Spain, 74 in the West and 44 over the Eastern front.

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

Aircraft was manufactured by Focke-Wulf in Marienburg in first half of 1943. Camouflage consists of colors RLM 74, 75 and 76 with spinner in RLM 70. Otto "Stotto" Stammberger (1920 - 2001) joined the Luftwaffe on September 1st, 1939, and in February 1941 was assigned to 9./JG 26. He scored first victory, a Spitfire over Dieppe, on August 19th, 1942. In February 1943, Stammberger was appointed Staffelführer of 4./JG 26. On May 13th, he was shot down and wounded by Spitfires of No.331 Squadron near St Omer. Stammberger returned to JG 26 in October but was not permitted to fly in combat. He was transferred to 2./JGr West based at Biarritz in France. On December 31st, 1943, he claimed a B-17 near Bergerac. This was Stammberger's seventh, and last, victory. On January 24th, 1944, he was injured during take-off accident. He spent the remainder of the war serving in staff roles with JG 26. Post war, Stammberger became the manager of a large department store.

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

Aircraft is probably W.Nr. 5888 manufactured by Arado in Warnemünde at beginning of 1943. Camouflage consists of brown and green colors on upper surfaces, RLM 76 on undersides with spinner in RLM 70. Stotz was born in Austria in 1912 and in 1933 entered Austrian Army. From 1938 he belonged to Austrian aerobatic team. In Luftwaffe, Stotz was assigned to 1./JG 76 (later 4./JG 54 "Grünherz") and scored first victory in November 1939. He scored 12 victories during French campaign but suffered injury during Battle of Britain. After Balkan campaign he fought on Eastern Front and in June 1942 received Knight's Cross after 53 victories. Oak Leaves followed soon after he scored his 100th victory in October. From April 1943 he led 5./JG 54 but was missing "Black 7" after brief head-on encounter with enemy fighters on August 19th, 1943. His original "Black 5" was probably flown by his wingman Uffz. Herbert Koller (50 v.) who made belly landing. "Black 5" (W.Nr. 5888) was finally lost on October 7th, 1943 with Lt. Karl-Heinz Lüchau (12 v.) wounded. Final score of Stotz was 182 victories. He was promoted to Hauptmann posthumously.



Recommended for Fw 190A-5

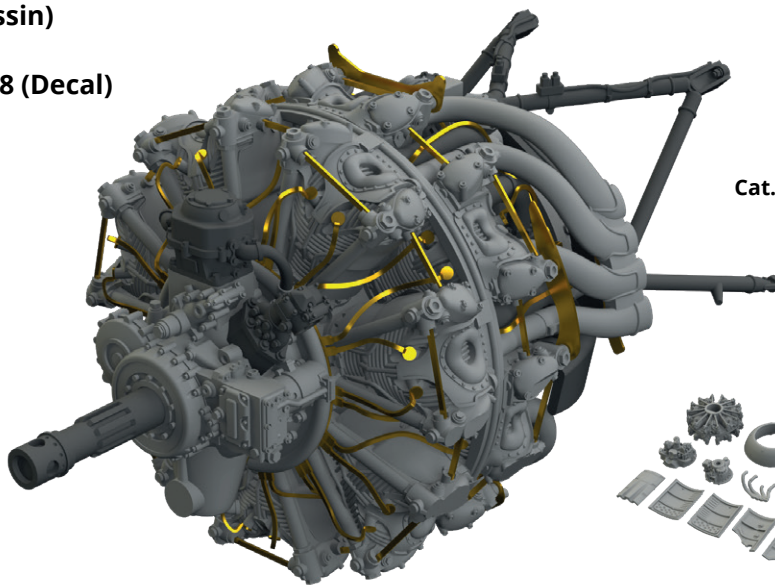
- 48949 Fw 190A-5 1/48 (PE-Set)
- 48950 Fw 190A-5 landing flaps 1/48 (PE-Set)
- FE863 Fw 190A seatbelts STEEL 1/48 (Brassin)
- 644002 Fw 190A-5 LööK 1/48 (Brassin)
- 648152 Fw 190 wheels early 1/48 (Brassin)
- 648373 Fw 190A Pitot tubes early 1/48 (Brassin)
- 648381 Fw 190A exhaust stacks 1/48 (Brassin)
- 648390 Fw 190A-5 cockpit 1/48 (Brassin)
- 648391 Fw 190A-5 engine 1/48 (Brassin)
- 648392 Fw 190A-5 fuselage guns 1/48 (Brassin)
- 648408 Fw 190A-5 engine & fuselage guns 1/48 (Brassin)
- 648436 Fw 190A-5 undercarriage legs BRONZE 1/48 (Brassin)
- SIN64843 Fw 190A-5 ADVANCED 1/48 (Brassin)
- SIN64851 Fw 190A-5 ESSENTIAL 1/48 (Brassin)
- D48029 Fw 190 A stencils 1/48 (Decal)
- D48039 Fw 190A-5 national insignia 1/48 (Decal)
- EX724 Fw 190A-5 TFace 1/48 (Mask)



Cat. No. 644002



Cat. No. 648391



Cat. No. 648391

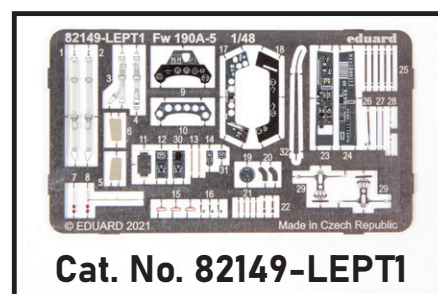


OVERTREES

Fw 190A-5 **1/48**

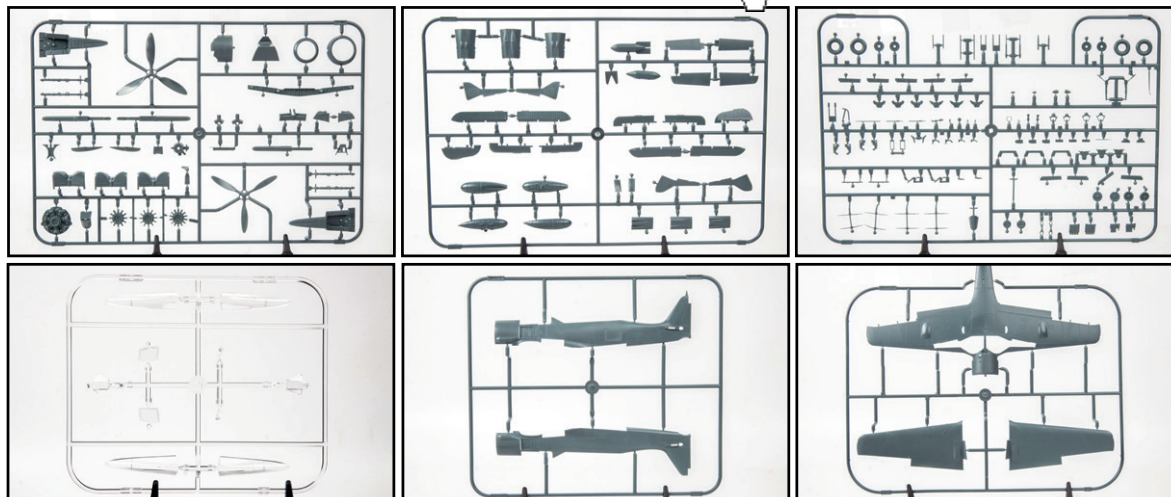
Cat. No. 82149X

[Product page](#)



Cat. No. 82149-LEPT1

[Product page](#)





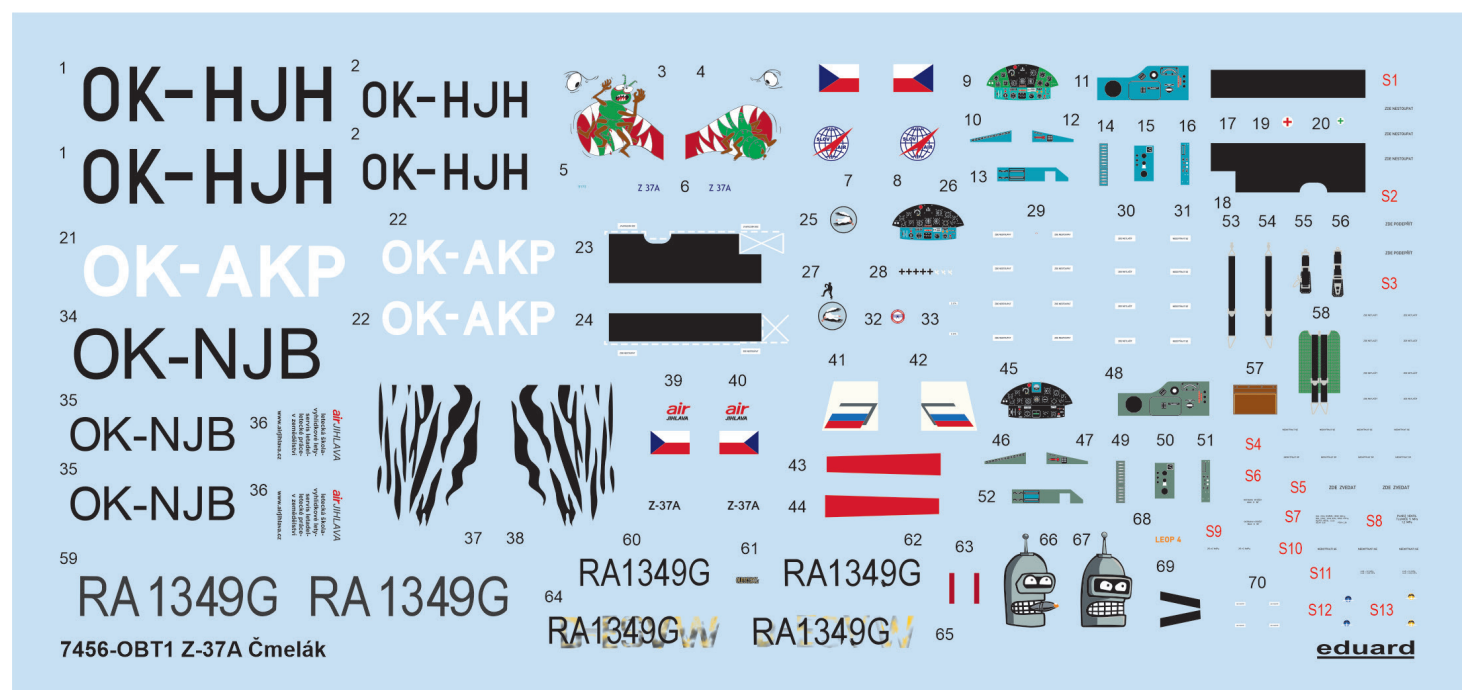
Z-37A Čmelák

1/72

1/72 Cat. No. 7456

- Eduard plastic parts
- 4 marking options

Product page



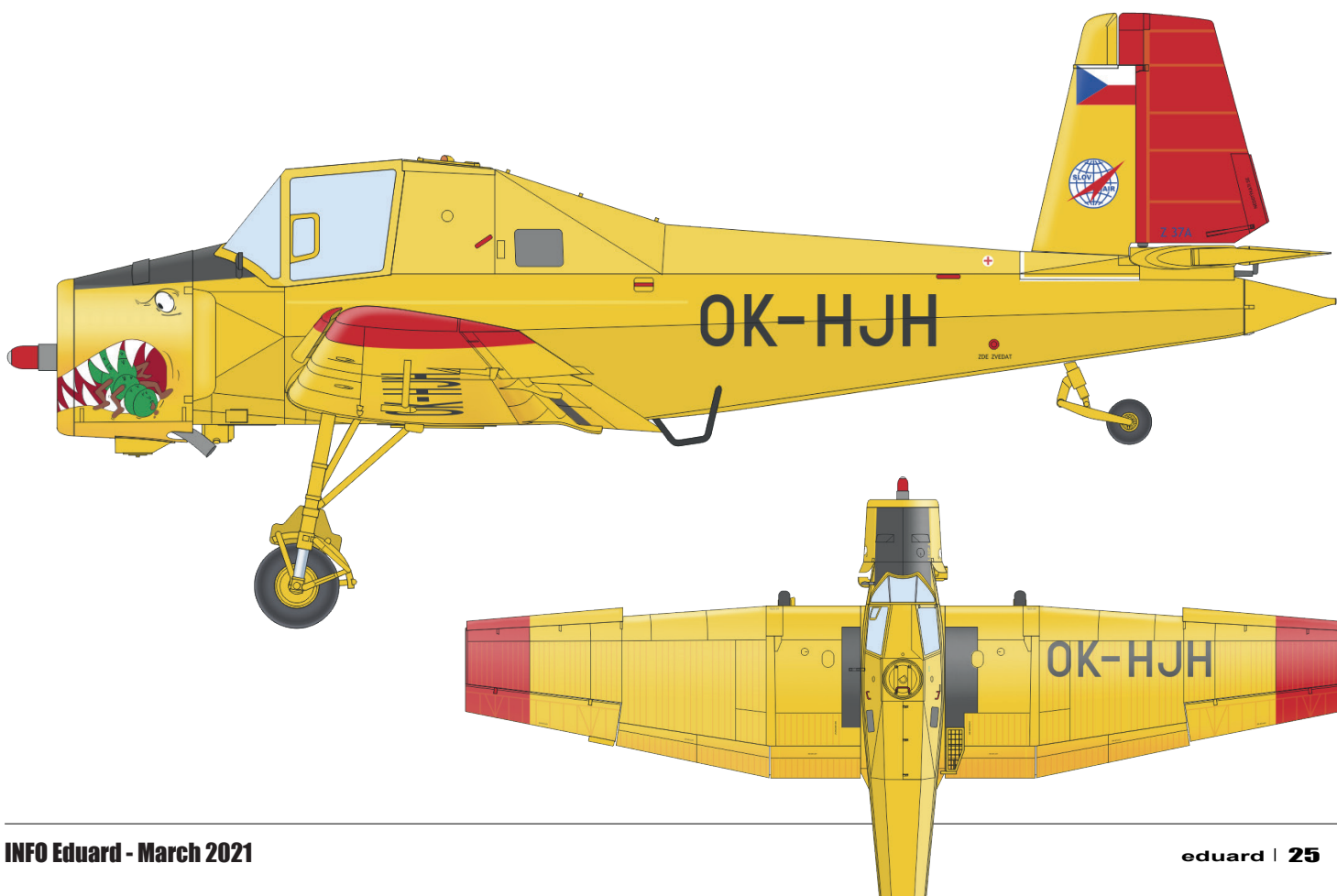
OK-AKP

Z-37A serial number 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 s.r.o.. The No.312 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.



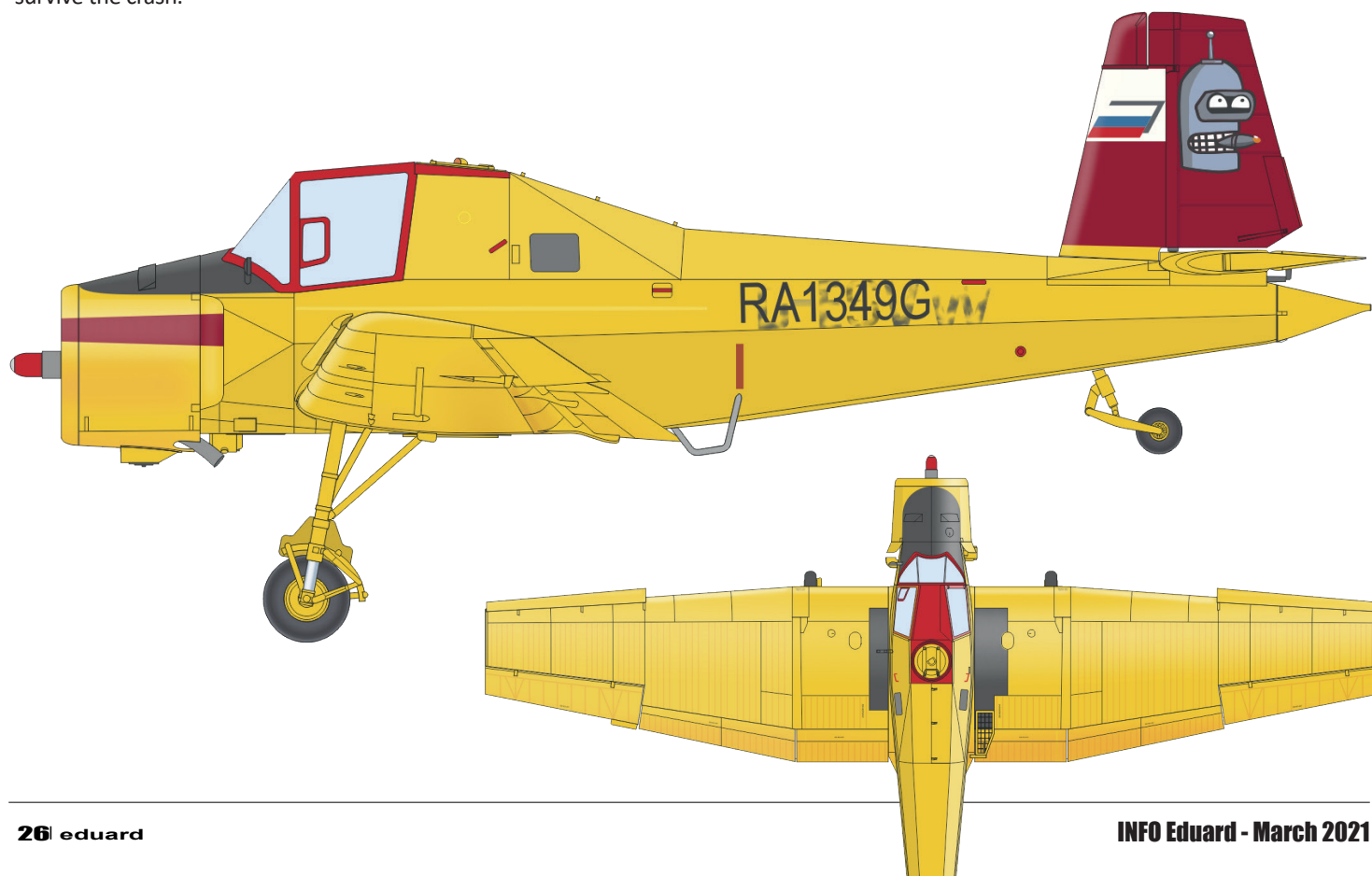
OK-NJB

Z-37A seriál number 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 cowlings thereafter.



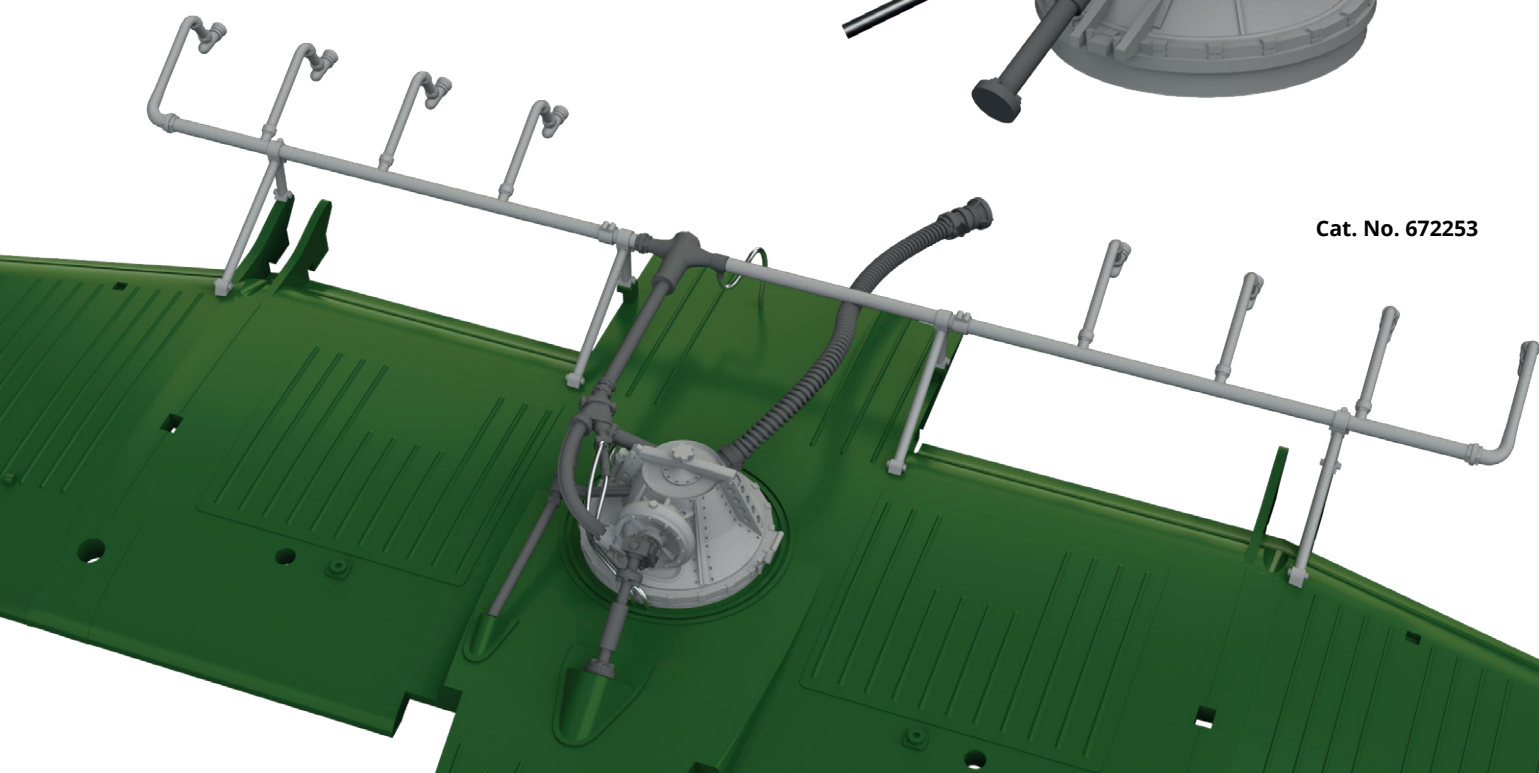
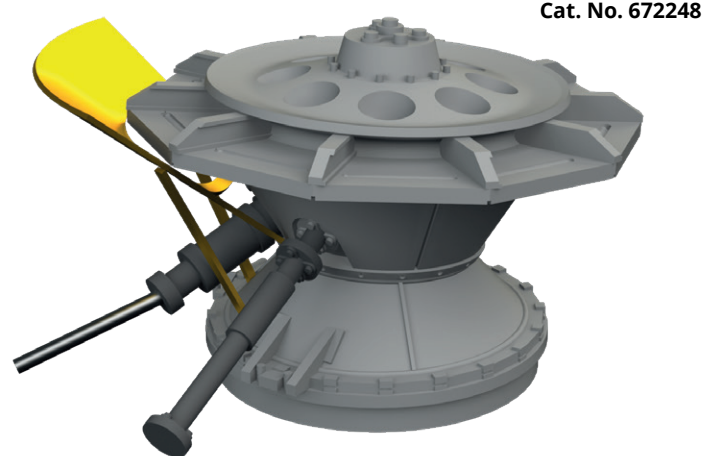
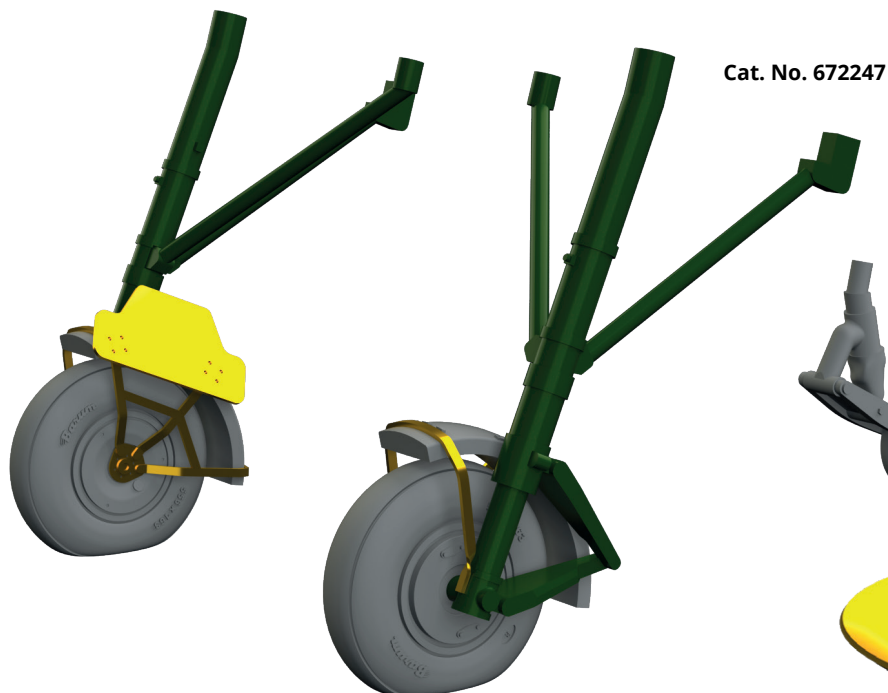
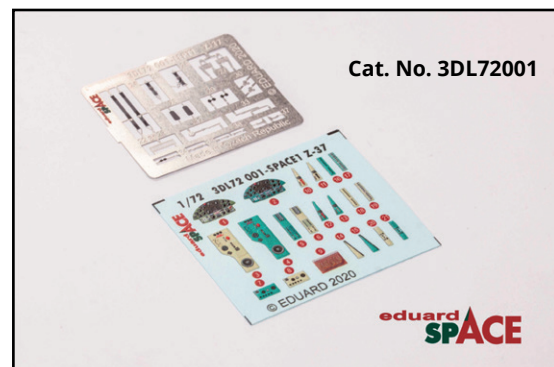
RA-1349G

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.



Recommended for Z-37A Čmelák

- 672247 Z-37A wheels 1/72 (Brassin)
- 672248 Z-37A aerial applicator 1/72 (Brassin)
- 672253 Z-37A spraying booms 1/72 (Brassin)
- 672262 Z-37A aerial applicator M72 1/72 (Brassin)
- 3DL72001 Z-37 SPACE 1/72
- D72029 Z-37 stencils, code letters & labels 1/72 (Decal)
- D72031 Z-37A Čmelák 1/72 (Decal)



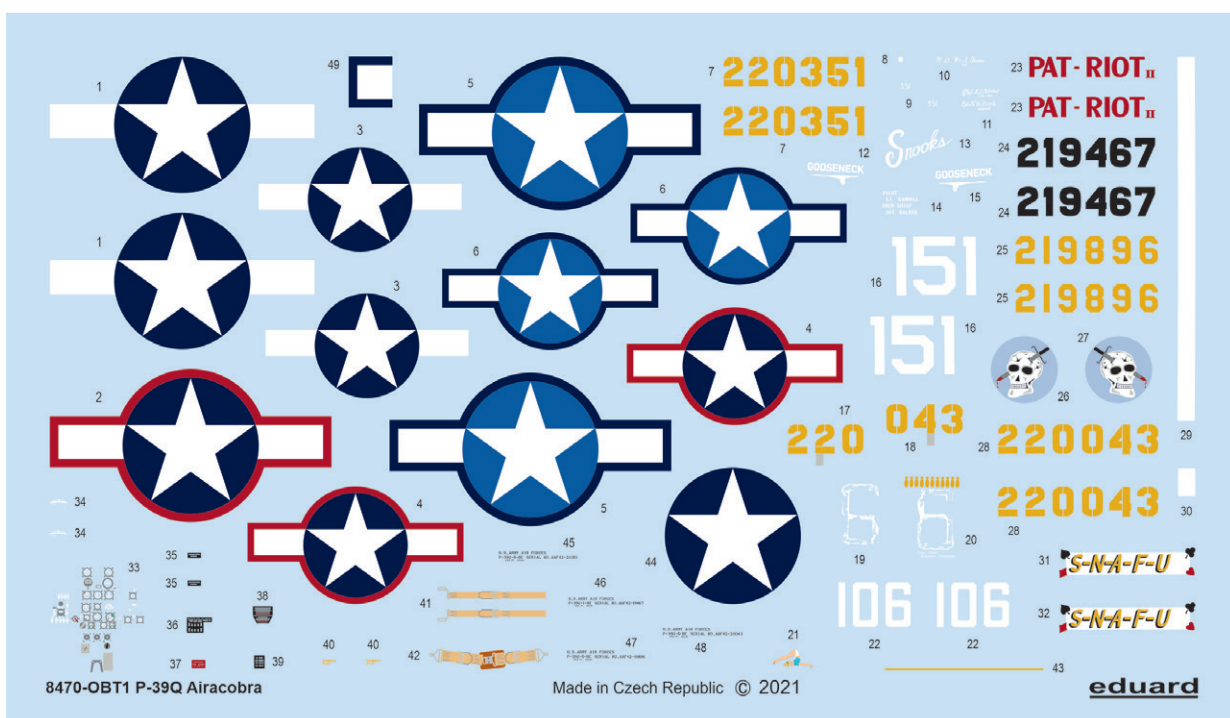
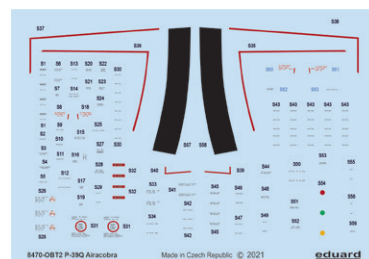


P-39Q Airacobra 1/48

1/48 Cat. No. 8470

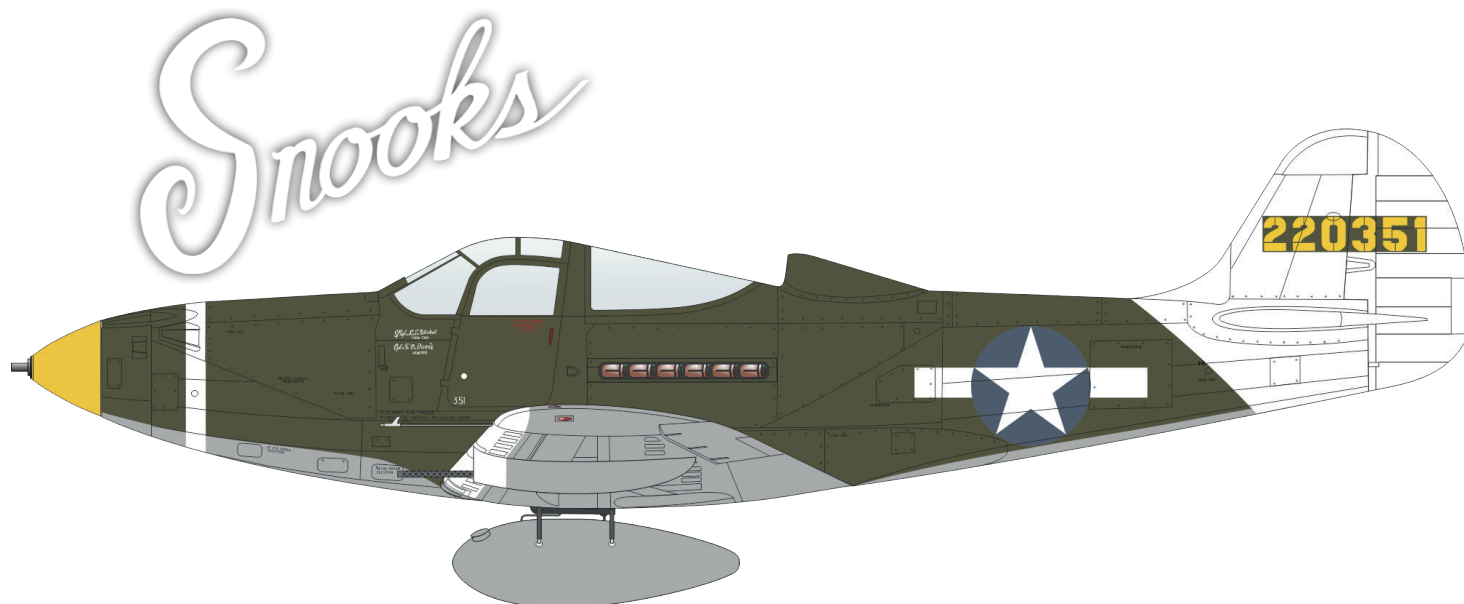
- Eduard plastic parts
- 4 marking options

Product page



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

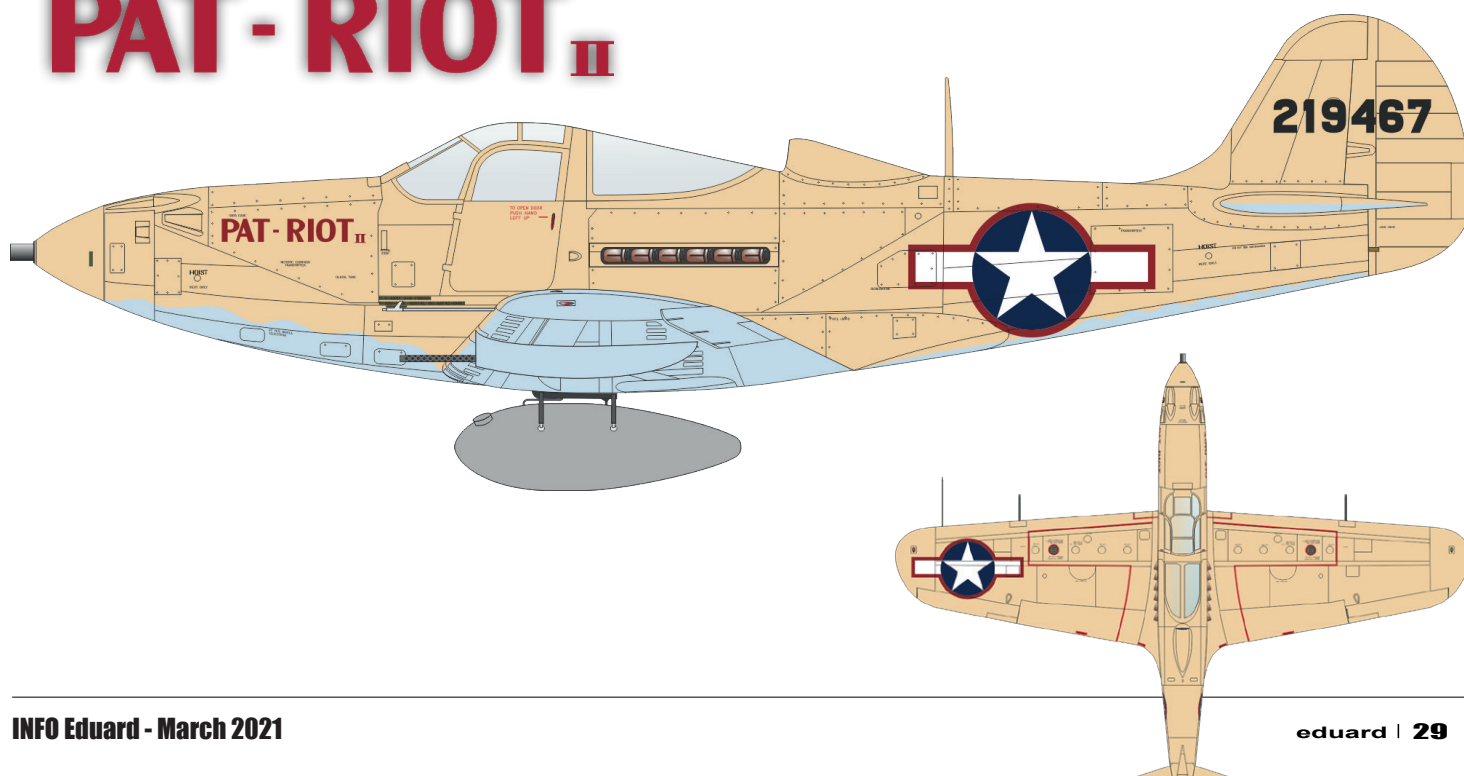
William Arthur Shomo was born on May 30th, 1918, in Jeanette, Pennsylvania and joined USAAC (US Army Air Force) in August 1941. Having completed the training, he was assigned to 82nd TRS belonging to 71st TRG. In the fall 1943 the unit equipped with Airacobras was deployed to Port Moresby airbase in New Guinea. Crew chief of all aircraft Shomo flew with this unit was S/Sgt. Ralph Winkel who named all airplanes assigned to him Snooks according to his future wife. William Shomo became famous thanks to the mission flown on January 11th, 1945, when at the controls of his reconnaissance Mustang he single-handedly shot down seven enemy aircraft, a feat for which he was awarded Medal of Honor. Shomo's total score was eight enemy aircraft shot down within 24 hours. In addition to a number of ground targets Shomo also claimed ten airplanes destroyed on the ground. At least three of them while flying the Airacobra. On January 31st, 1944, together with Lt. Weber they destroyed Ki-61 Tony fighter and a Betty bomber. On March 13th, 1944, during the raid on Madang airbase he destroyed an A6M fighter. Airacobra 42-20531 was lost during the ground attack mission in the Hansa Bay area and pilot, Lt. Harrison perished.



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

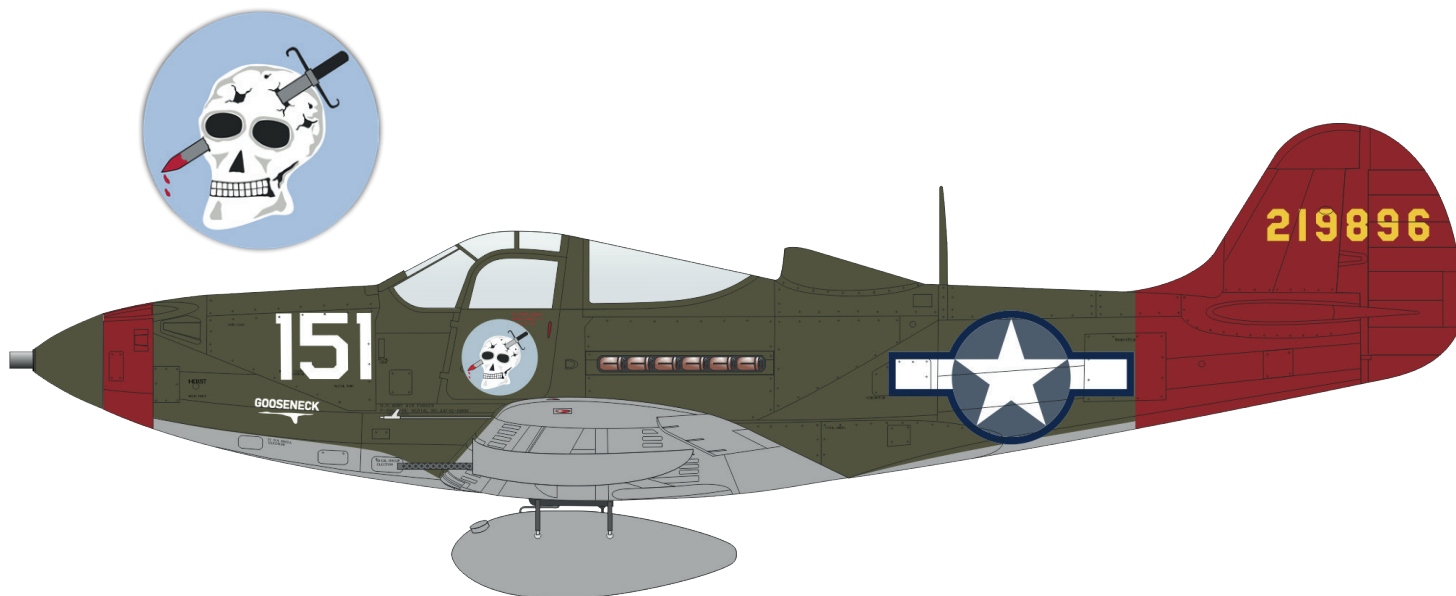
46th FS (originally 46th PS) was formed on Hawaiian Islands on December 1st, 1940, as a part of 15th Pursuit Group equipped, at that time, with Curtiss P-36 Hawk fighters. It opened its combat score right on the first day of the War in Pacific, December 7th, 1941, defending the Pearl Harbor naval base against the Japanese attack. In 1942 the squadron was re-equipped with Airacobras and in the spring of 1943 deployed to Kanton atoll in the Phoenix archipelago. Due to the conditions on the island, almost completely lacking the vegetation, new Airacobras were repainted in the combination of the sand color on the upper and side surfaces while the lower surfaces of the fighters were sprayed in light blue colors. Camouflage change was an idea of Lt. Benjamin C. Warren, a pilot and unit's technical officer, who also supervised its application. In December 1943 46th FS left Kanton and after the over-water flight to atoll Makin carried on with the operations until mid December 1944. At that time its Airacobras carried the Olive Drab coat on the upper surfaces again.

PAT-RIOT_{II}



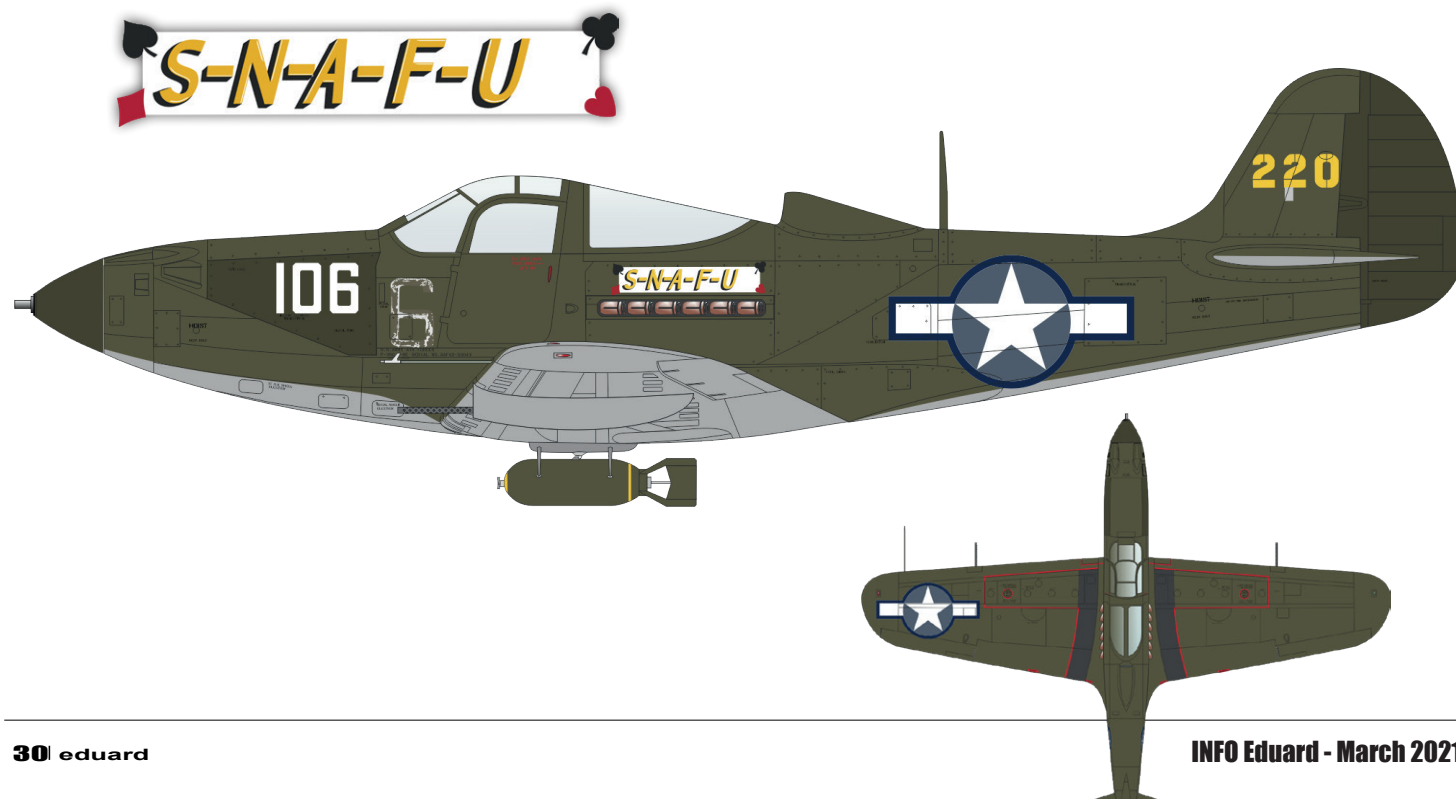
P-39Q-5, 42-19896, Lt. William W. Gambill, 363rd FS, 357th FG, 8th AF, Oroville CA, USA, autumn 1943

363rd FS was formed in December 1942 at Hamilton Field airbase in California. The aircraft used for the unit's pilot training were factory-fresh P-39Q Airacobras. In the fall of 1943 357th Fighter Group, which 363rd Fighter Squadron was part of, was deployed to the Great Britain where it was, as a first Fighter Group, re-equipped with the outstanding P-51B and C Mustangs. Within 8th AF it flew bomber escort sorties over occupied Europe. On March 8th, 1944, Gambill's Mustang was shot down by Messerschmitts Bf 109 near Mehringen. Lt. Gambill was killed during the British night bomber raid on Frankfurt during the night of March 22nd-23rd, 1944, when Dulag Luft (Durchgangslager der Luftwaffe, Transit Camp of the Air force) was hit as well. The standard Airacobra camouflage of Olive Drab/Neutral Gray was during the training at 363rd FS complemented by the red coat of the tail surfaces and red stripe on the nose. The cockpit doors sported the unit's emblem.



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

70th FS was formed on December 14th, 1940, and on December 5th, 1941, it was ordered to Philippines. Due to the fall of Philippines the unit deployment did not take place and the unit got shortly stuck in Hawaii. Another stopover before the combat deployment was Fiji where the unit transferred in the end of January 1942 equipped with Bell P-39 Airacobra. Since November 1942 until the spring of 1944 when the combat activities ceased, 70th FS operated in Solomon Islands area within 347th FG and was credited with over 50 enemy aircraft destroyed in the air-to-air combat. The unit's equipment changed, from flying the most popular P-38 Lightning in the first half of 1943 to P-39 and P-40 for the rest of the deployment period. Since the end of 1943 70th FS operated from Torokina airfield and kept Bell P-39 in its inventory until April 1944. The missions flown were bomber escorts, defense of the home base and most frequently the ground attacks. Airacobra "SNAFU" was delivered to the combat zone in the end of summer 1943. The original marking was in the form of the large numeral 6 on both fuselage sides in front of the cockpit door. Later the marking was relocated to the aircraft nose and changed to numeral 106.



Recommended for P-39Q Airacobra

48872 P-39/400 landing flaps 1/48 (PE-Set)

FE919 P-39 seatbelts STEEL 1/48 (PE-Set)

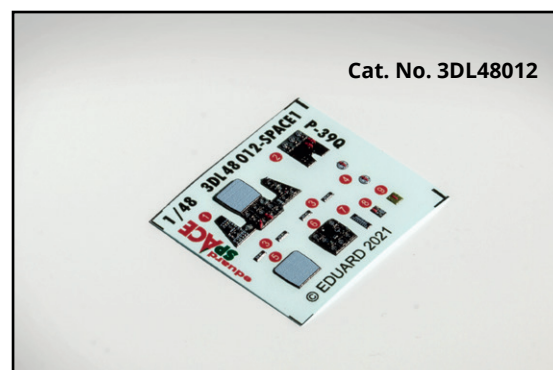
FE1158 P39Q Weekend 1/48 (PE-Set)

648203 P-39 wheels late 1/48 (Brassin)

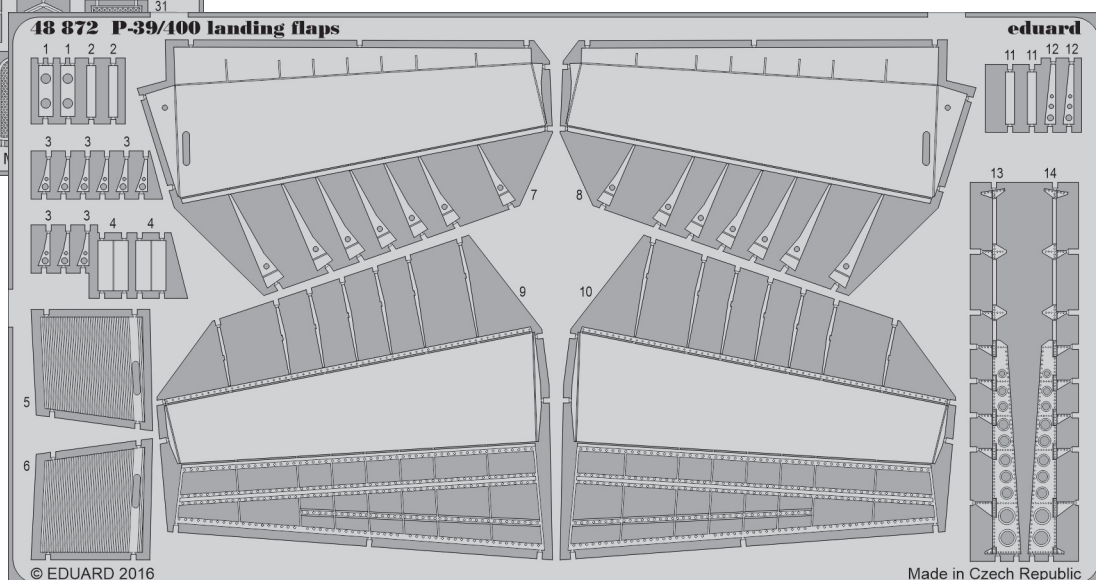
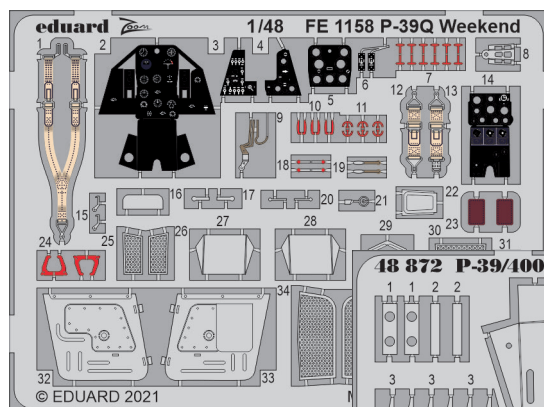
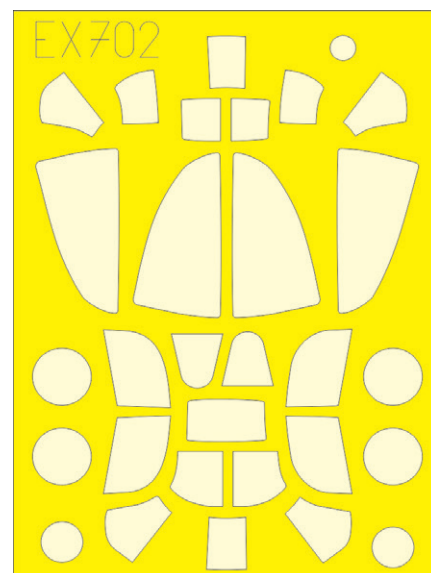
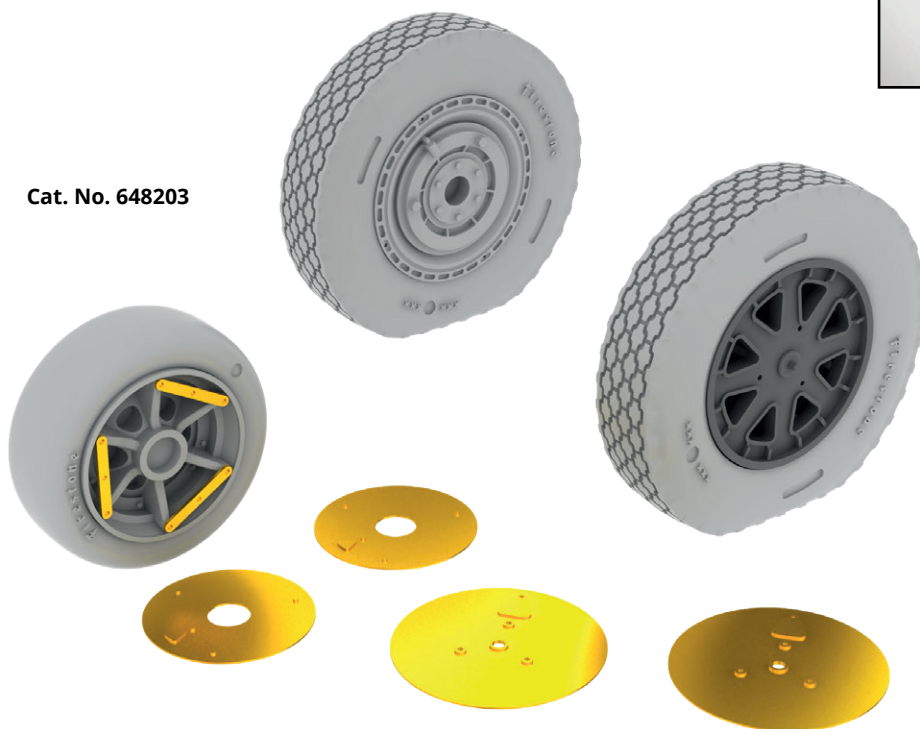
3DL48012 P-39Q SPACE 1/48

D48068 P-39 stencils 1/48 (Decal)

EX702 P-39/P-400 TFace 1/48 (Mask)



Cat. No. 648203





TRIPLE COMBO

DU DOCH NICHT!!

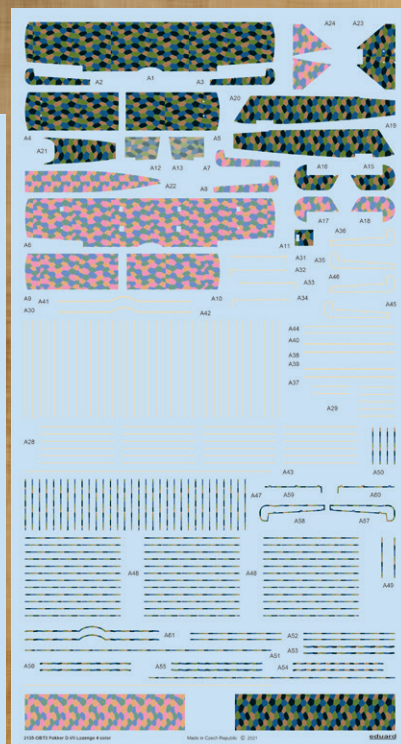
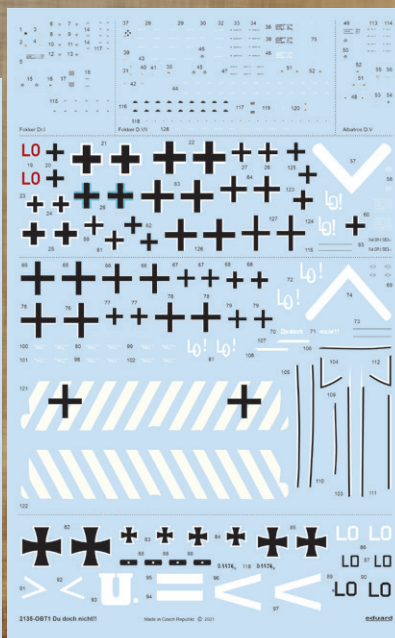
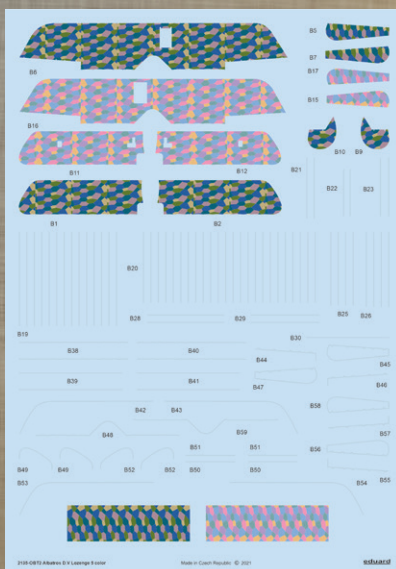
Ernst Udet's aircraft

1/72

Product page

1/72 Cat. No. 2135

- Eduard plastic parts
- Photo-etched set
- Painting mask
- 8 marking options
- Extra: Pour le Mérite pin



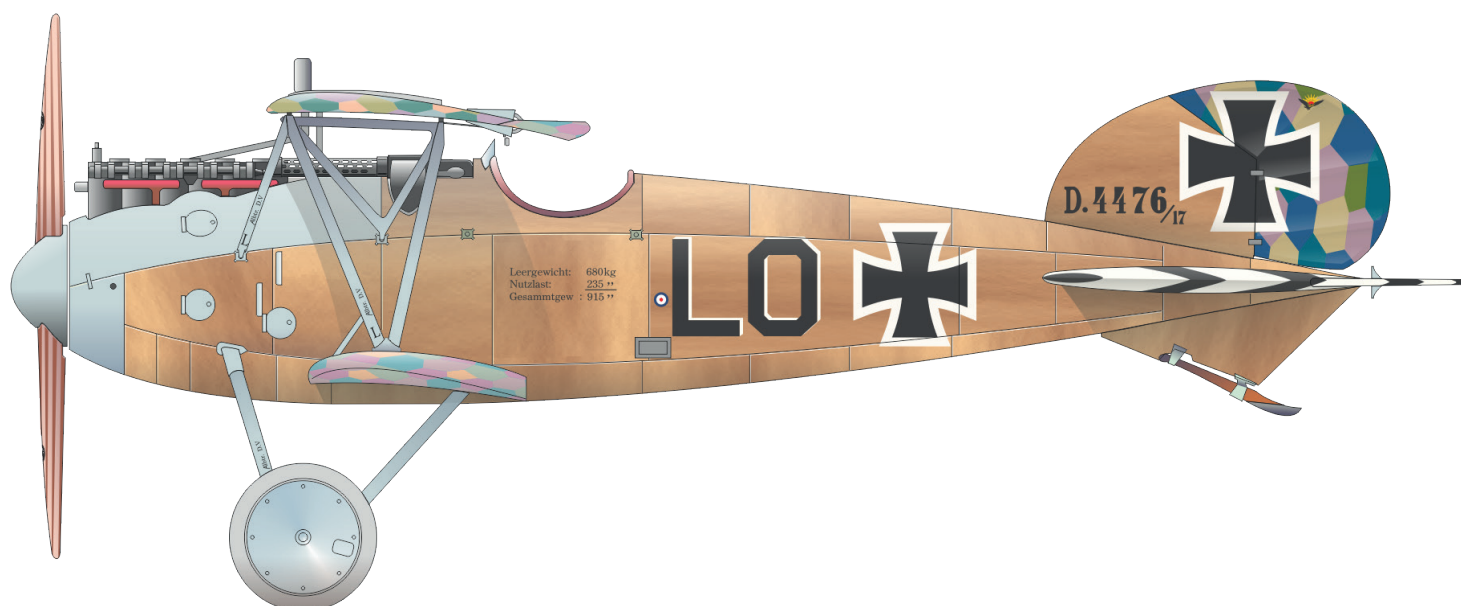
Albatros D.V Jasta 37, Wasquehal airfield, France, July 1917

Lieutenant Ernst Udet was transferred from Jasta 15 to Jasta 37 at his own request on July 26, 1917. This posting came at his own request, since several of his old comrades from his days at Kampfeinsitzer Kommando were now serving with Jasta 37. This silver painted Albatros D.V was supposedly his first plane in Jasta 37, and all known photos show it with an immaculate overall finish. The black-and-white striped tail was the unit marking of Jasta 37, retained until the end of the war, but it is not clear whether the light stripes on this aircraft were white or silver. The silver colour was an overall finish applied to the plane, the metal cowl and spinner were painted black and there was a black stripe applied to the wheel hub, on this plane (also on the inner wheel covers). The "LO" marking was placed quite close to the cockpit. The military number of this machine is unknown, as well as its eventual fate.



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

Udet's silver Albatros D.V was followed by a second aircraft of the same type that appeared in a less spectacular finish. Albatros D.V 4476/17 retained its wooden fuselage factory finish, with just the "LO" marking applied, this time located a bit closer to the fuselage cross. The personal marking received the addition of a white outline to give it a three-dimensional appearance here. For some time, a telescopic gunsight was fitted, as well as larger windscreen. None of these features were seen again on any of his later aircraft known. Quite short Udet certainly did not need a tall windscreen. The wings of this aircraft were covered in five-colour aircraft fabric (Flugzeugstoff), on both surfaces. Again, the fate of this plane is unknown. It was either destroyed in a crash or handed over to a new pilot and re-painted, both these cases were quite common.



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

Udet was named commander of Jasta 37 on November 7, 1917, after the previous Jasta commander Oblt. Kurt Grasshoff has been posted away to lead Jasta 37. In his new position Udet flew this black-fuselage D.Va during the winter of 1917/18. The chevron marking on the nose was applied in unusual position. On all his three known Albatros fighters in this unit the "LO" was applied in an angular manner. The lower wings of this aircraft were covered in five-colour aircraft fabric (Flugzeugstoff), while the upper surfaces were most likely painted in the usual two-tone camouflage. This mix was seen on at least one other Jasta 37 Albatros fighter, too. Two white stripe markings can be seen on the leading edge of the upper wing in photos, and we have interpreted this as two chevrons similar to the ones on the nose. Unfortunately, no clear view showing the top surface of the upper wing is known. One day, possibly during an icy winter day during February 1918, this aircraft flipped, most likely during a failed landing attempt. Udet would remain with Jasta 37 until March 8, 1918, when he was posted away to join the most famous German fighter units of them all, Manfred von Richthofen's Jasta 11.



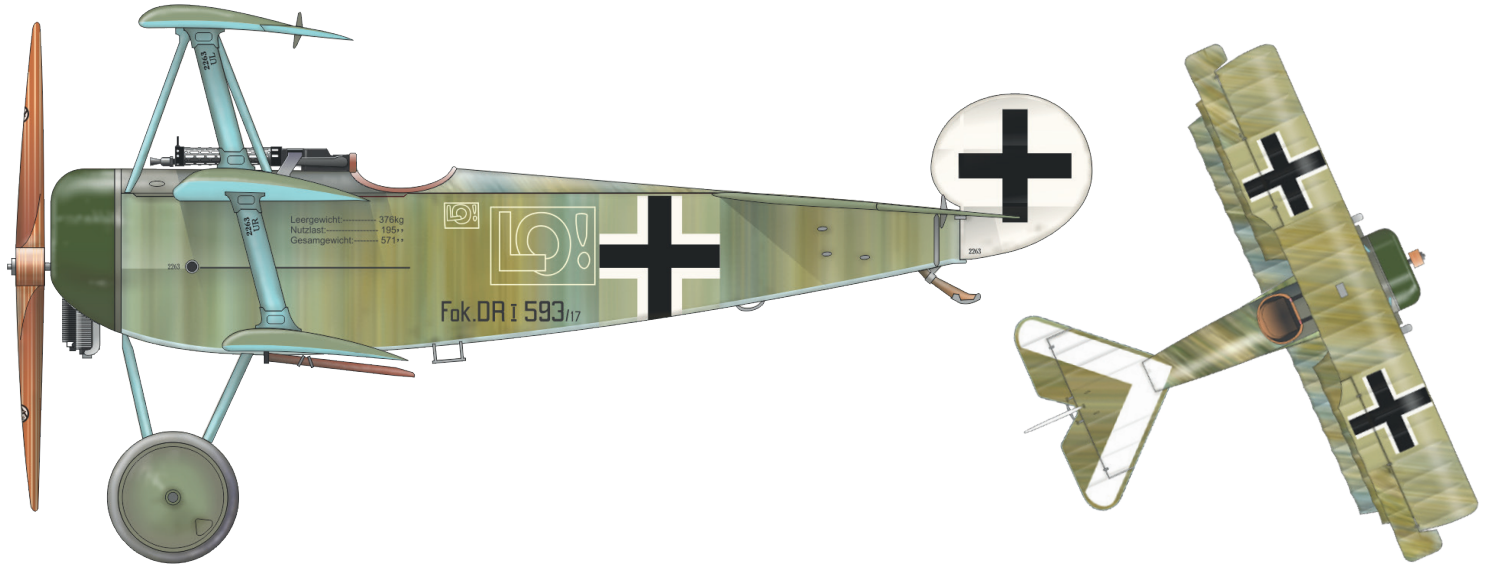
Fokker Dr.I, 586/17, Jasta 4, Airfield "La Ferme Puisieux" near Laon, France, late May 1918

After a few short weeks of flying with Jasta 11, Udet had developed otitis media (ear infection) and was sent home to Munich on April 8, 1918 to recover. He had returned to JG I on May 22 and was appointed as commander of Jasta 4. Previously, Jasta 6 ace Lt. Hans Kirschstein had acted as deputy commander of Jasta 4, but he returned to Jasta 6 when it re-equipped with the Fokker D.VII on May 15, 1918. Udet overtook Kirschstein's Dr.I painted with oblique black and white stripes on the fuselage and upper wing to throw off the aim of a pursuer. He called his planes in that marking "Die optische Täuschung" (the optical illusion). The stripes on the tail were the unit markings of his parent Jasta 6. Udet just added the famous "LO" to the fuselage sides to personalize the plane, but it would only serve him for a short time. The "O" of his personal marking became rounded with this aircraft, more changes to the design of this monogram would follow soon. At some point in late May or early June, one of the cylinders of the rotary engine detached while the engine was running, tearing apart the engine cowling and damaging the upper wing. The plane was written off. Such things happened to Oberursel engines... National insignias on the wings were changed most likely during the early days of the June 1918.



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

Jasta 4 converted to the Fokker Dr.I on April 20, 1918 while Udet was away from the front. This aircraft was apparently a reserve Triplane that Udet used as a replacement of the striped Triplane, damaged beyond repair. Photos show the aircraft in use at Jasta 4 in early June 1918 at Beugneux-Cramoisse airfield. The chevron he had used previously on his Albatros D.Va at Jasta 37 re-appeared on this Dr.I, now painted onto the horizontal tailplane. The outline of his „LO!“ marking had only been applied as a chalk outline on the fuselage sides, as a guide for the painter who would complete the marking later. No photo showing the „LO!“ marking properly applied to this aircraft is known. Apparently, not much effort was made to personalize it, as Udet and his men were hoping to get the new D.VII soon.



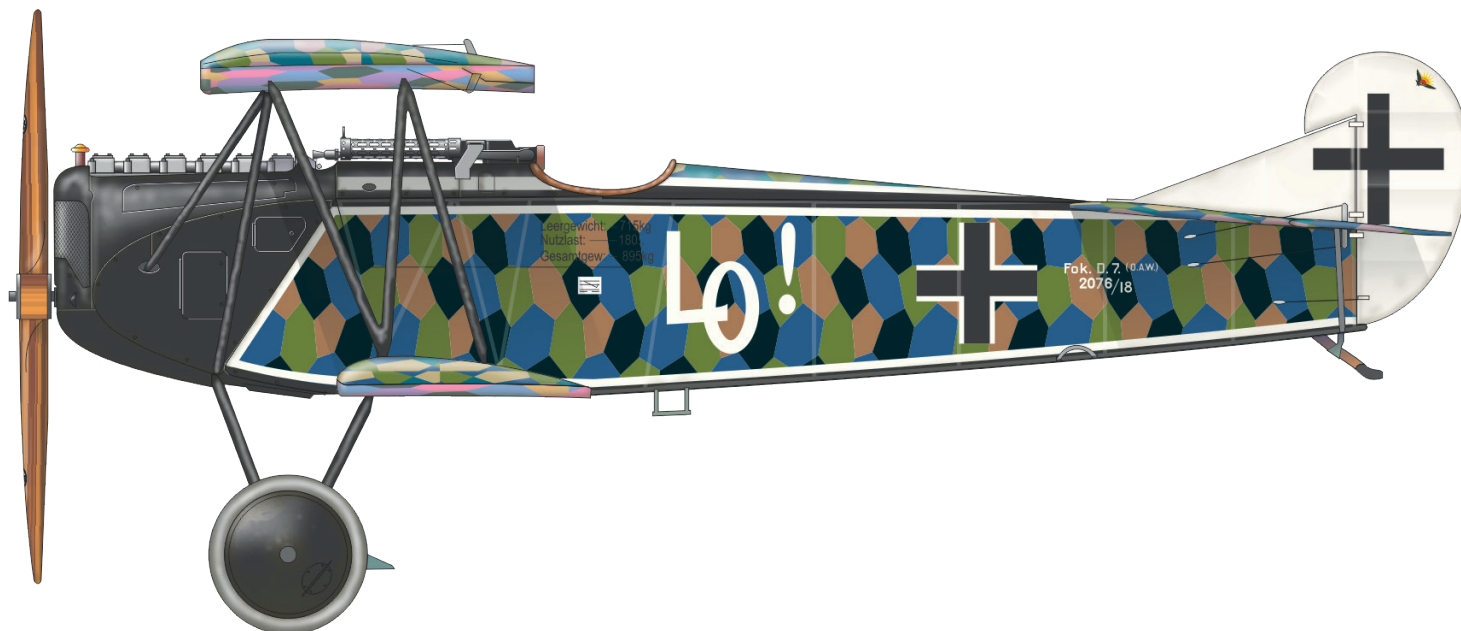
Fokker D.VII (O.A.W.), 20xx/18, Jasta 4, Beugneux-Cramoisses Airfield, France, June 1918

Jasta 4 finally received the new Fokker D.VII on June 13, 1918. All these were license built O.A.W. machines, replacing their out-dated Triplanes. Immediately, a new unit marking, consisting of black noses, wheel covers and struts, was introduced. This marking was certainly inspired by the black fuselages of Jasta 37. Udet was named the acting commander of Jagdgeschwader "Von Richthofen" on June 18, and although he only held this position for one day, it was probably enough of an event to mark his plane in a more recognizable style. The fuselage was supposedly fully painted red, possibly as a reference to his previous service at Jasta 11. The wings were striped in red and white, similar to the Kirschstein's plane, but with the stripes slanted in the opposite direction. The number of stripes is usually thought to be higher than we show here, but the famous photo of this plane is heavily retouched. Close inspection reveals that only the stripe going through the right-wing cross is original. All other stripes visible on the photo were simply drawn into it! By comparison with another tiny photo, shown in a TV documentary, we have come up with our interpretation of the upper wing stripe layout. The nose and wheel covers may have retained the black Jasta 4 unit markings or were painted red as well. Available photos leave the possibility of both these options. This beautiful plane was lost on June 29, 1918 in combat with a French Breguet Br. 14 observation plane.



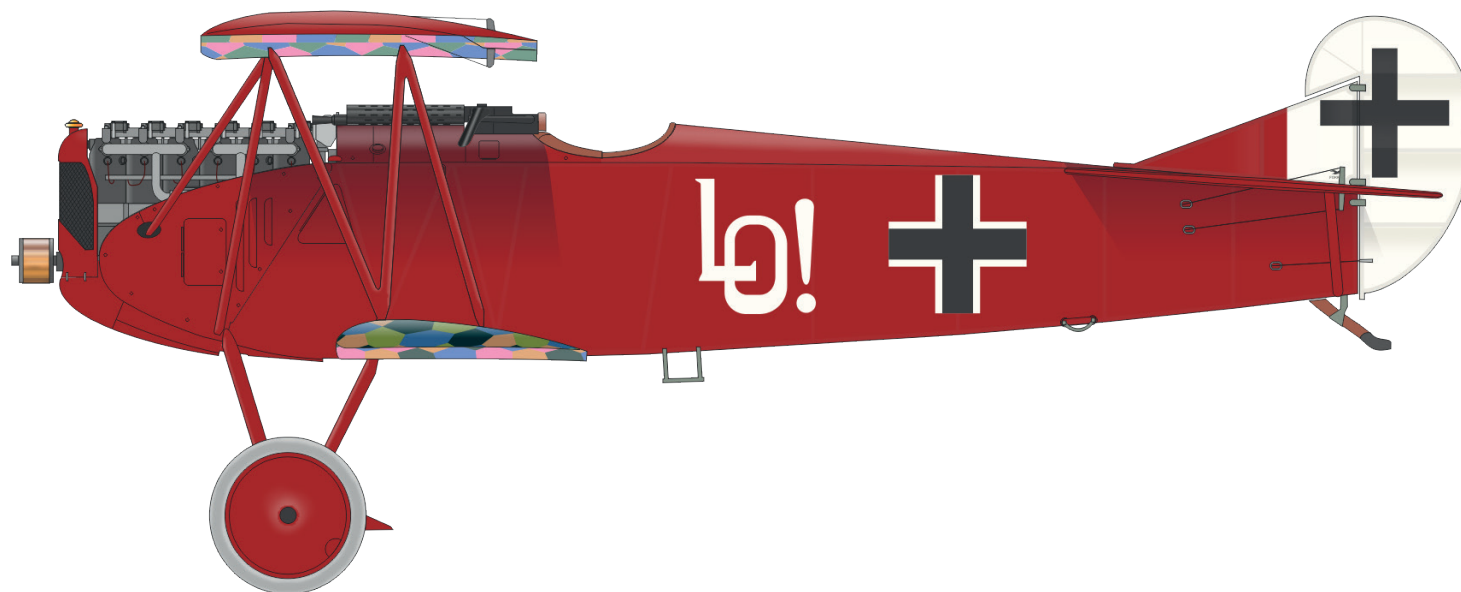
Fokker D.VII (O.A.W.), 20xx/18, Jasta 4, Airfield "La Ferme Puisieux" near Laon, France, August 1918

The photographs documenting the appearance of this aircraft were taken between late July and mid-August 1918. Like "Du doch nicht!!" one, it was an early production O.A.W. -built example, powered by a Mercedes engine and fitted with an Axial propeller. By this time, Udet very much preferred flying his Fokker-built D.VII F powered by the BMW IIIa engine, as the power of the unit was substantially higher. Most likely, this was the reserve plane he flew the day after "Du doch nicht!!" was lost and kept it as a backup plane in case his D.VII F was undergoing maintenance, so it was not ready for immediate use. The fuselage and wings were covered with the four-colour variant of the aircraft fabric (Flugzeugstoff) that is usually called "Lozenge". The wing rib tapes of early production O.A.W.-built D.VIIs were supposedly of natural linen fabric to use up existing stock of unprinted linen material.



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

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



Recommended for Fokker D.VII

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

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

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

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

D72021 Fokker D.VII rib tapes blue 1/72 (Decal)

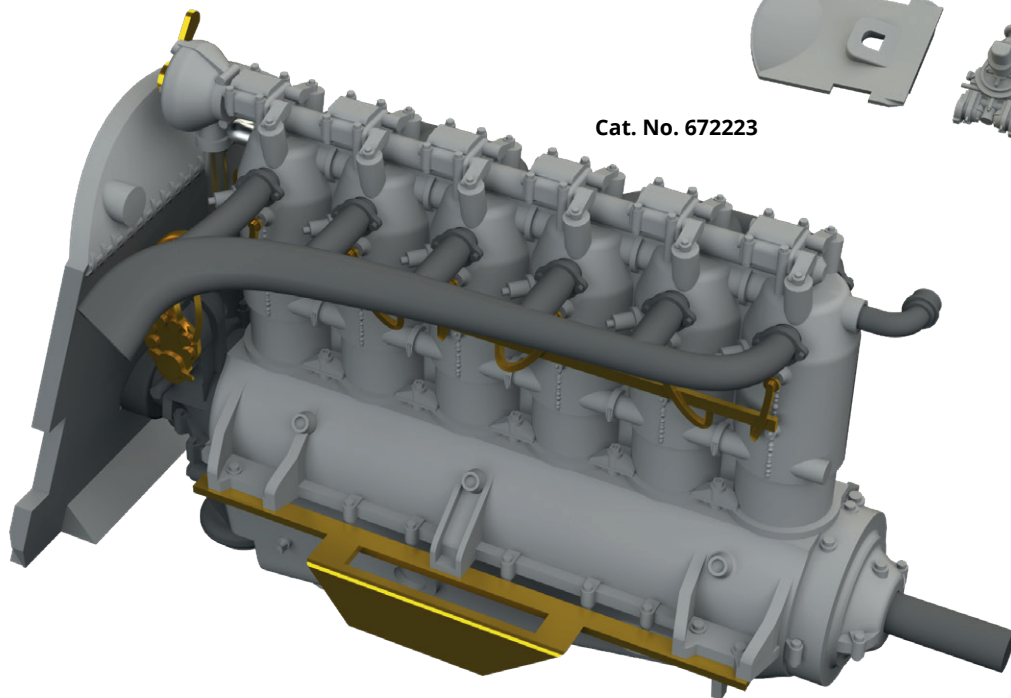
D72022 Fokker D.VII rib tapes pink 1/72 (Decal)

D72023 Fokker D.VII rib tapes linen 1/72 (Decal)

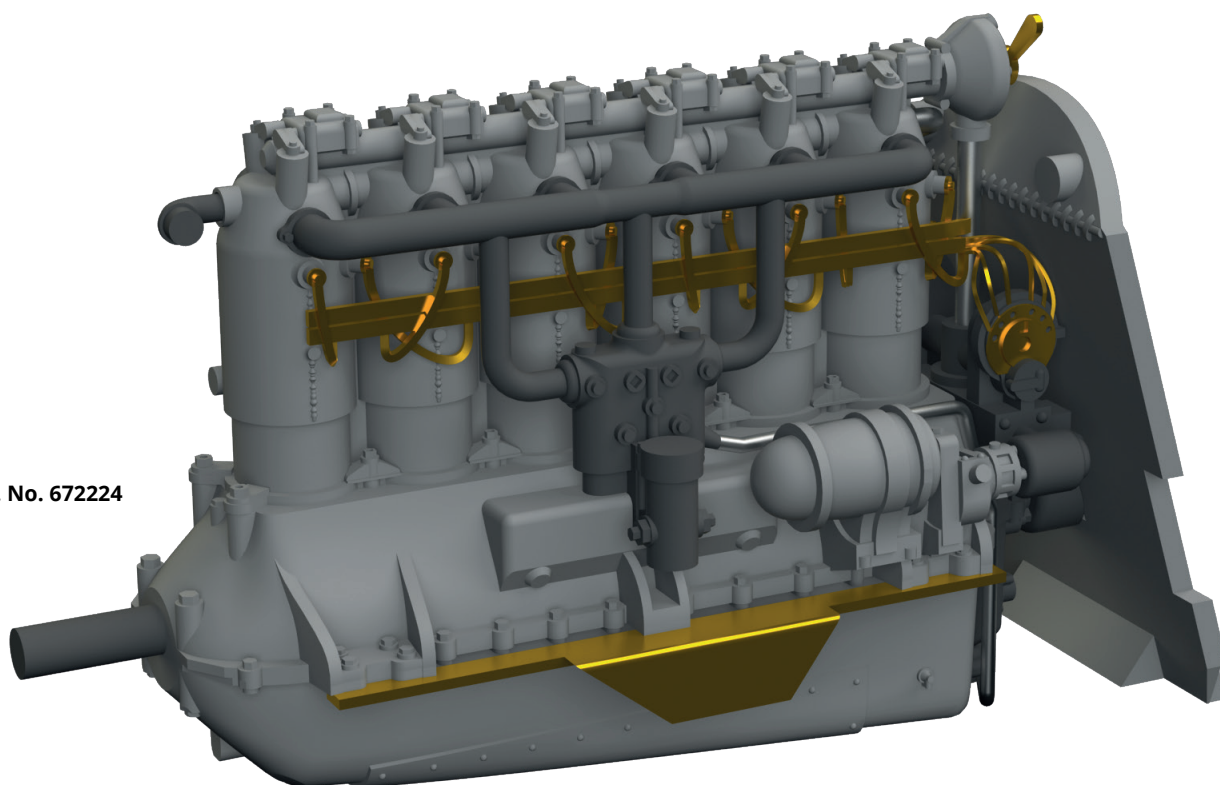
D72024 Fokker D.VII 4color lozenge 1/72 (Decal)

D72025 Fokker D.VII 5color lozenge 1/72 (Decal)

Cat. No. 672223



Cat. No. 672224

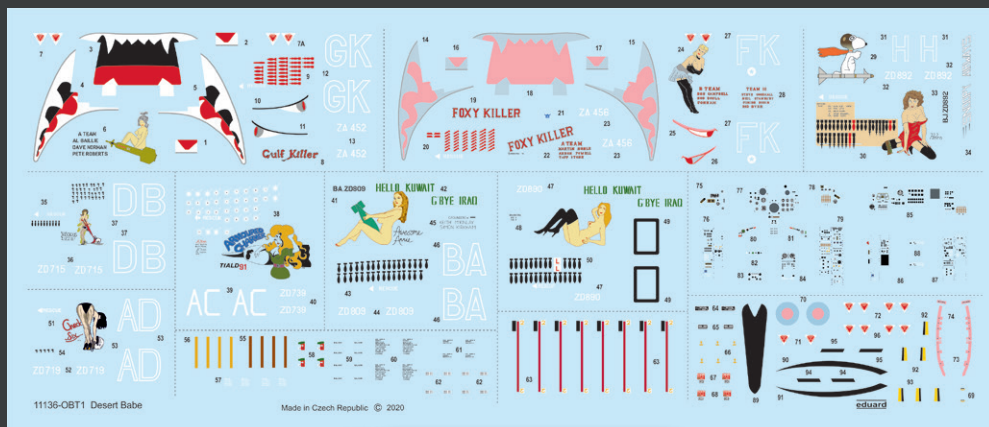


Special



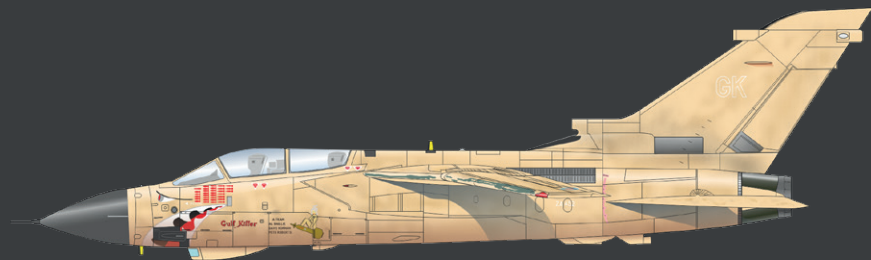
1/48, kat. č. 11136S

- Revell plastic parts
- Photo-etched set
- Painting mask
- 8 marking options
- Brassin: seat and wheels
- 3 Desert Babe posters, overall size 45x32 cm
- 131pcs only



Product page





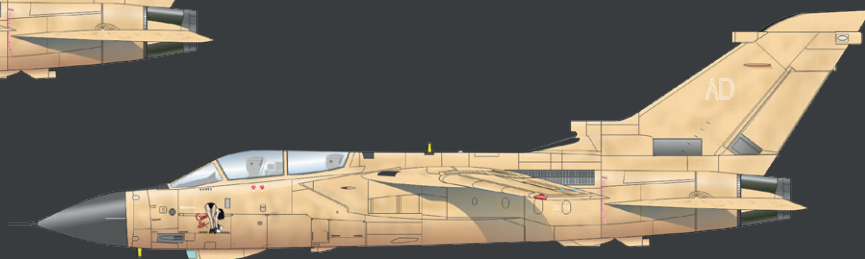
ZA452, Gulf Killer, No. 20 Squadron,
Tabuk AB, Saudi Arabia, 1991



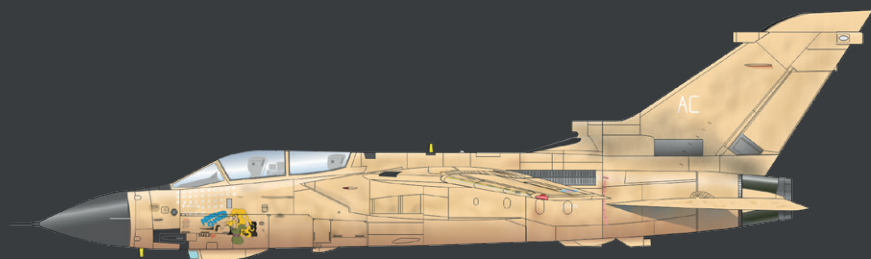
ZA465, Foxy Killer, No. 16 Squadron,
Tabuk AB, Saudi Arabia, 1991



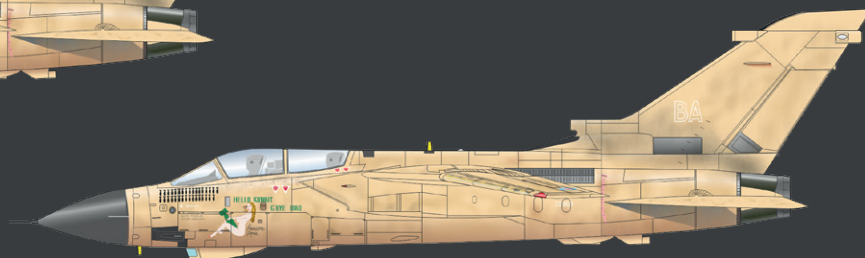
ZD715, Luscious Lizzie!, No. 31 Squadron,
Dhahran AB, Saudi Arabia, 1991



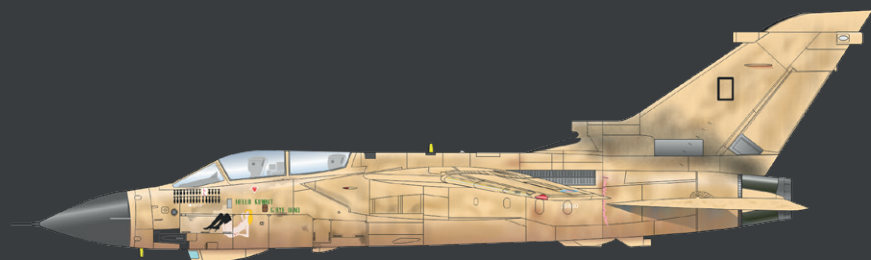
ZD719, Check Six, No. 9 Squadron,
Dhahran AB, Saudi Arabia, 1991



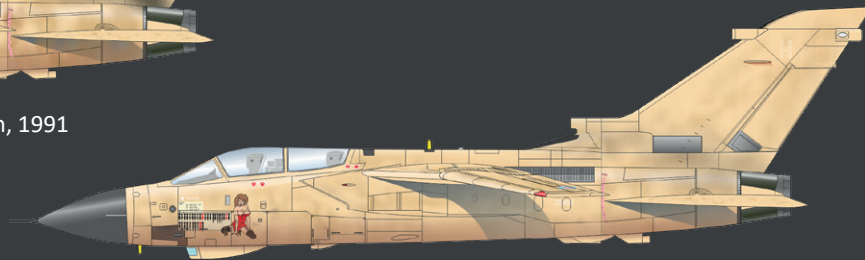
ZD739, Armoured Charmer, No. 9 Squadron,
Tabuk AB, Saudi Arabia, 1991



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



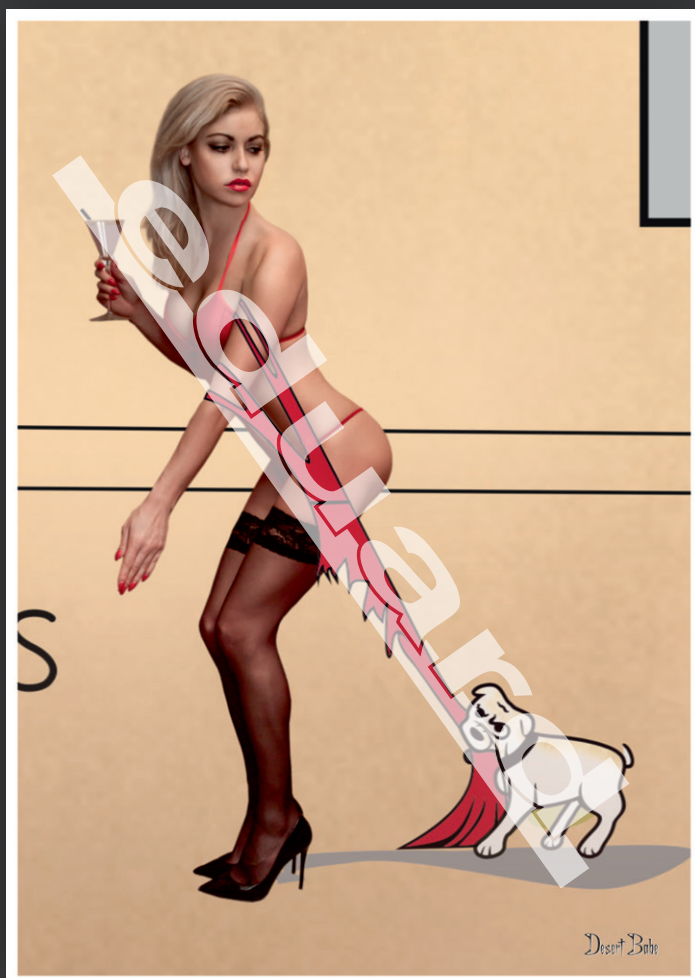
ZD890, No. 9 Squadron, Muharraq AB, Bahrain, 1991



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



**3 Desert Babe posters,
overall size 45x32 cm**

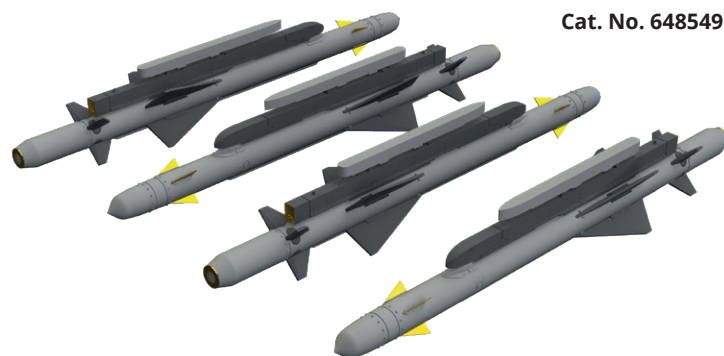


**Only 131 pieces
available for purchase**

Recommended for Desert Babe

- 481007 Desert Babe upgrade set 1/48 (PE-Set)
- 648527 BOZ-EC pod 1/48 (Brassin)
- 648528 Sky Shadow ECM pod 1/48 (Brassin)
- 648546 PHIMAT chaff dispenser 1/48 (Brassin)
- 648549 ALARM missile 1/48 (Brassin)
- 648547 TIALD pod 1/48 (Brassin)
- 648550 CPU-123 Paweway II 1/48 (Brassin)
- 648551 JP233 dispenser pod 1/48 (Brassin)

Cat. No. 648549



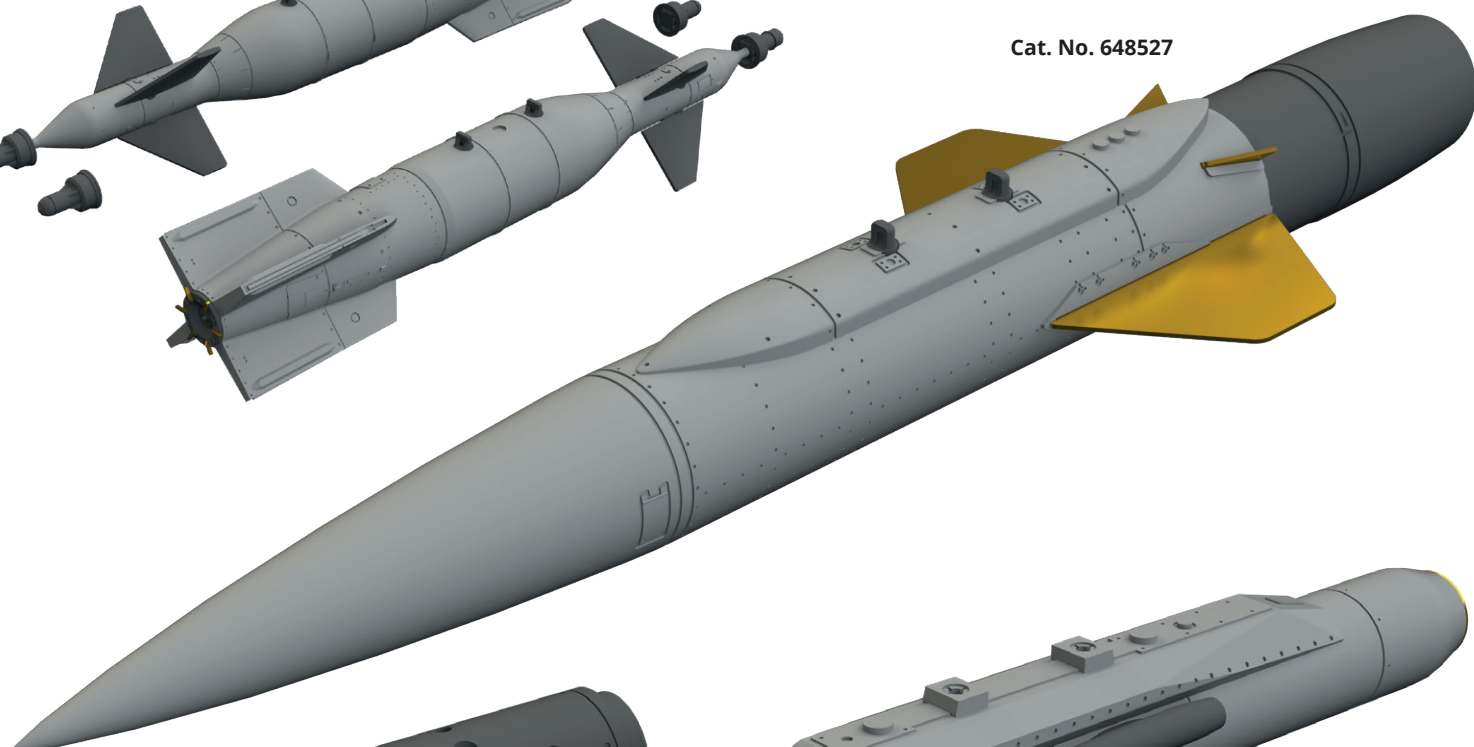
Cat. No. 648528



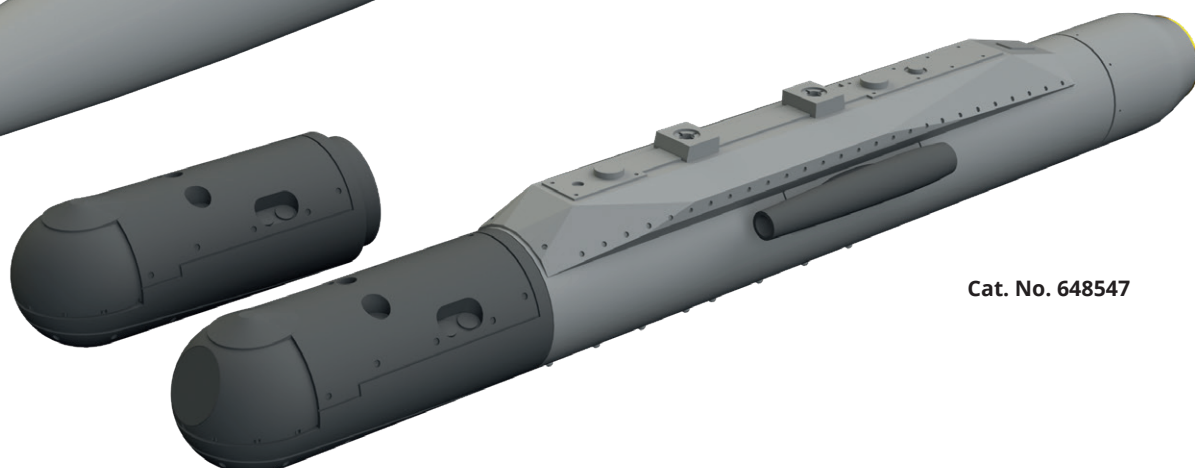
Cat. No. 648550



Cat. No. 648527



Cat. No. 648547

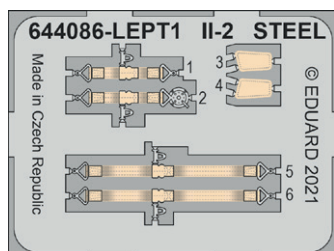


644086 II-2 Löök 1/48 Zvezda

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for II-2 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda

Set contains

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

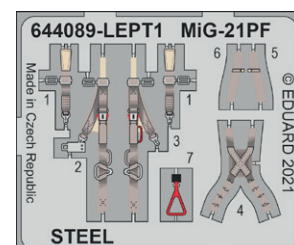
[Product page](#)


644089 MiG-21PF Löök 1/48 Eduard

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for MiG-21PF in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains

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

[Product page](#)


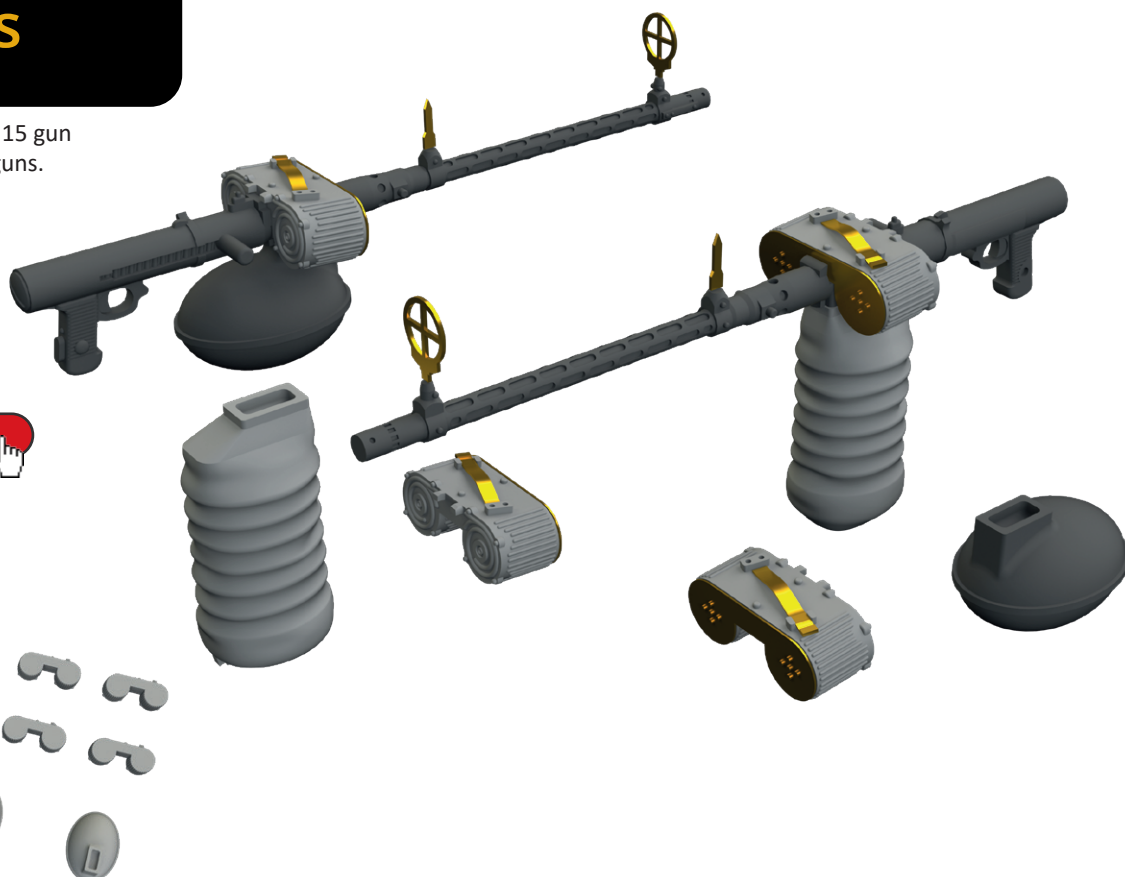
632166 MG 15 guns 1/32

Brassin set - German WW2 MG 15 gun in 1/32 scale. Set consists of 2 guns.

Set contains

- resin: 10 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



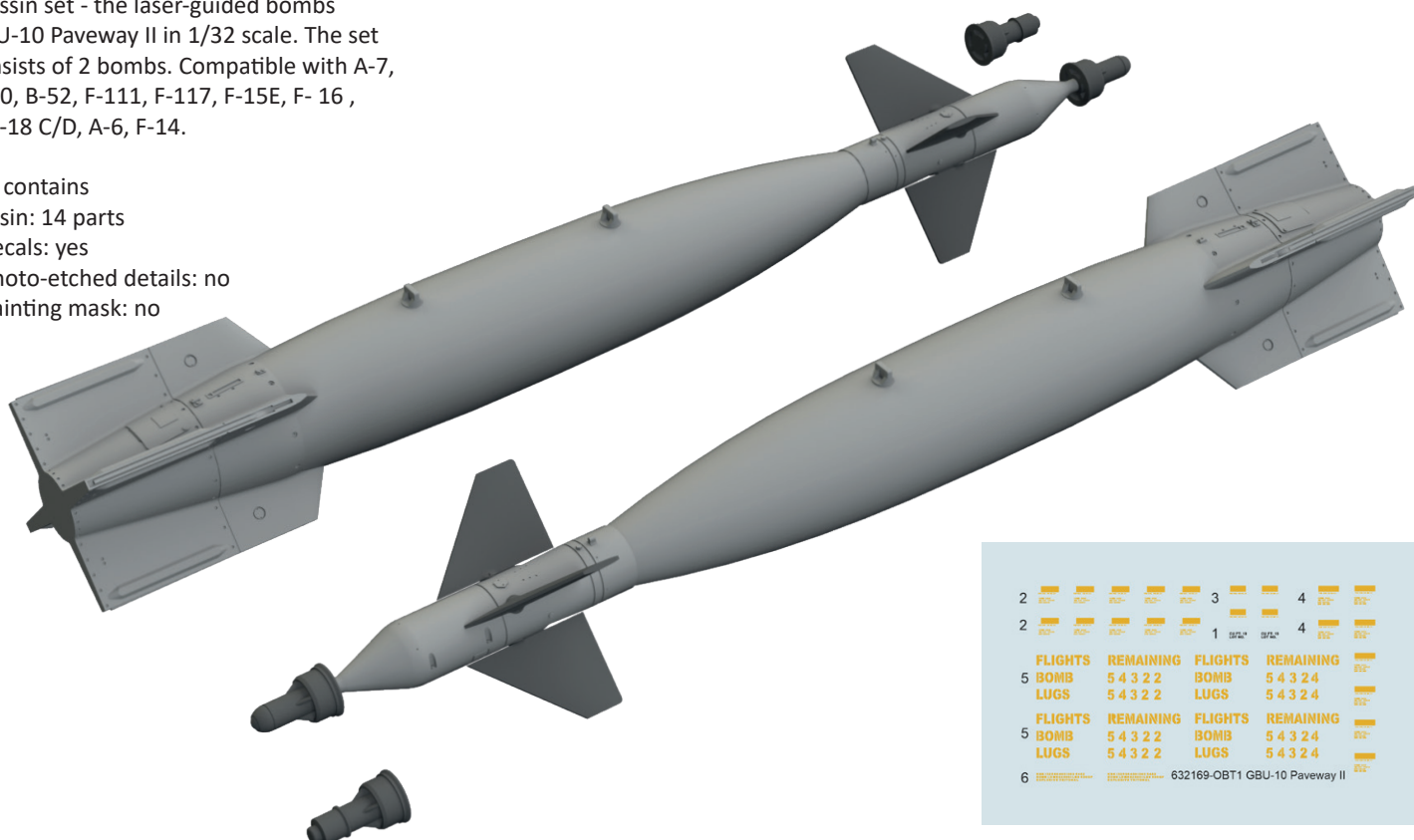
632169 GBU-10 Paveway II 1/32

Brassin set - the laser-guided bombs GBU-10 Paveway II in 1/32 scale. The set consists of 2 bombs. Compatible with A-7, A-10, B-52, F-111, F-117, F-15E, F-16, F/A-18 C/D, A-6, F-14.

Set contains

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

[Product page](#)



2	50%	50%	50%	50%	50%	3	50%	50%	4	50%	50%
2	50%	50%	50%	50%	50%	1	50%	50%	4	50%	50%
5	FLIGHTS	REMAINING	5	4	3	2	2	5	4	3	2
5	BOMB	5	4	3	2	2	5	4	3	2	4
5	LUGS	5	4	3	2	2	5	4	3	2	4
5	FLIGHTS	REMAINING	5	4	3	2	2	5	4	3	2
5	BOMB	5	4	3	2	2	5	4	3	2	4
5	LUGS	5	4	3	2	2	5	4	3	2	4
6	632169-GBT1 GBU-10 Paveway II										

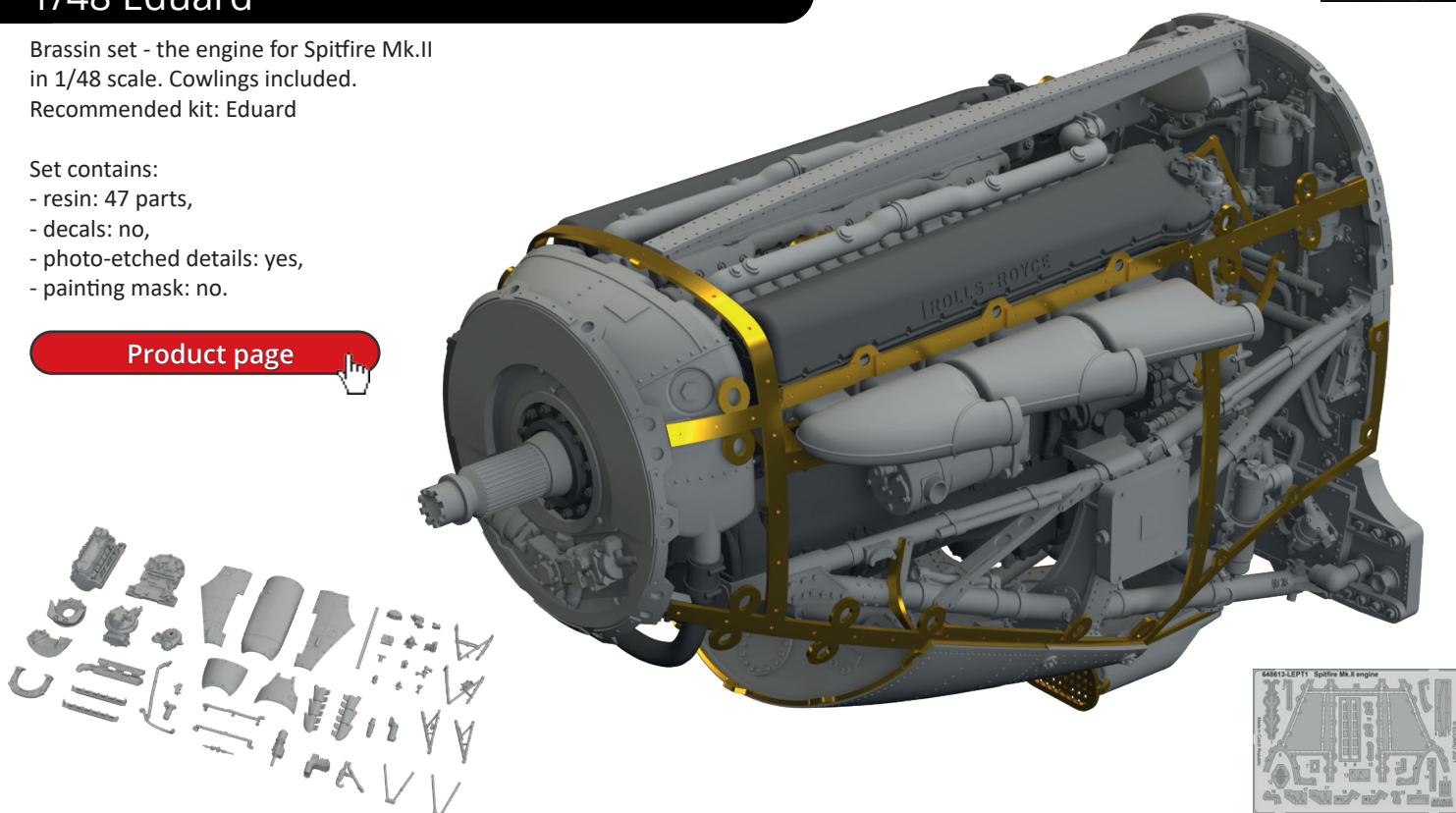
648613 Spitfire Mk.II engine 1/48 Eduard

Brassin set - the engine for Spitfire Mk.II
in 1/48 scale. Cowlings included.
Recommended kit: Eduard

Set contains:

- resin: 47 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product page](#)



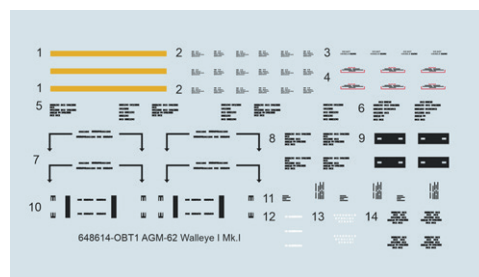
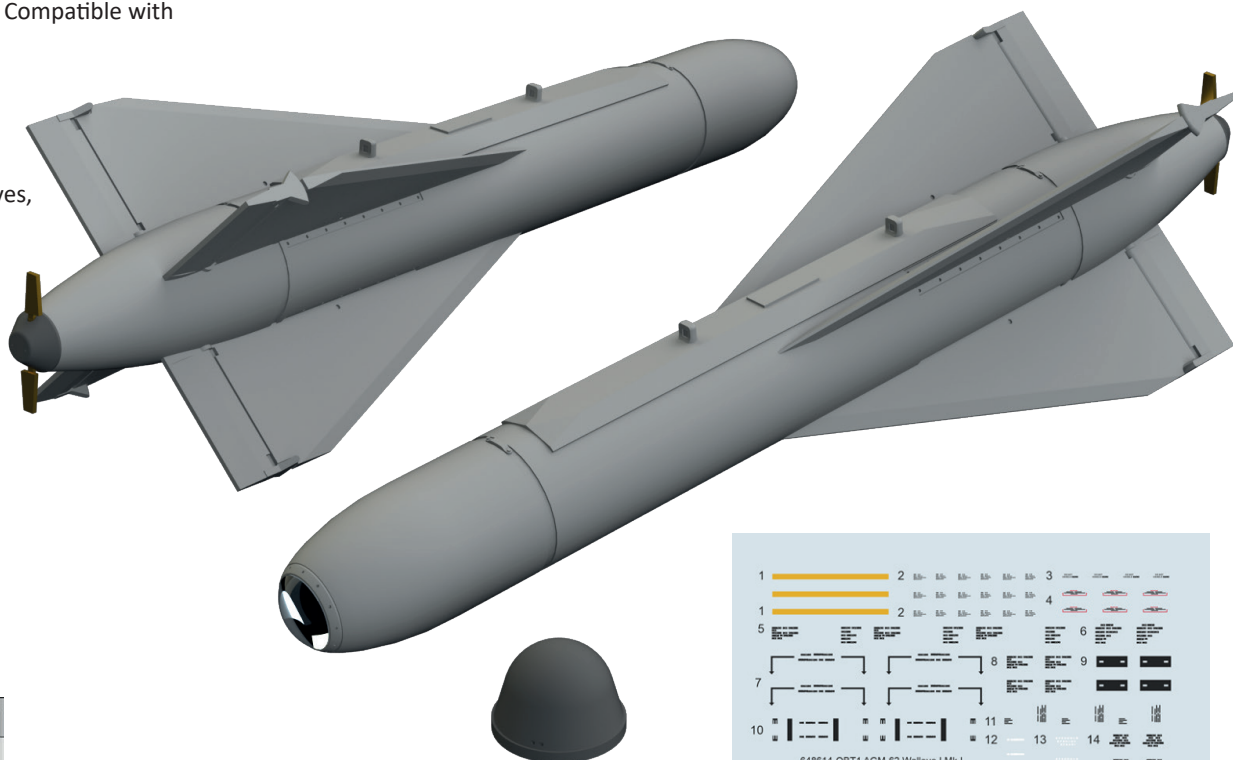
648614 AGM-62 Walleye I Mk.I 1/48

Brassin set - the TV-guided glide bombs
AGM-62 Walleye I Mk.I in 1/48 scale. The
set consists of 2 bombs. Compatible with
A-4, A-6, F-4.

Set contains:

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

[Product page](#)



648617 Il-2 wheels 1/48 Zvezda

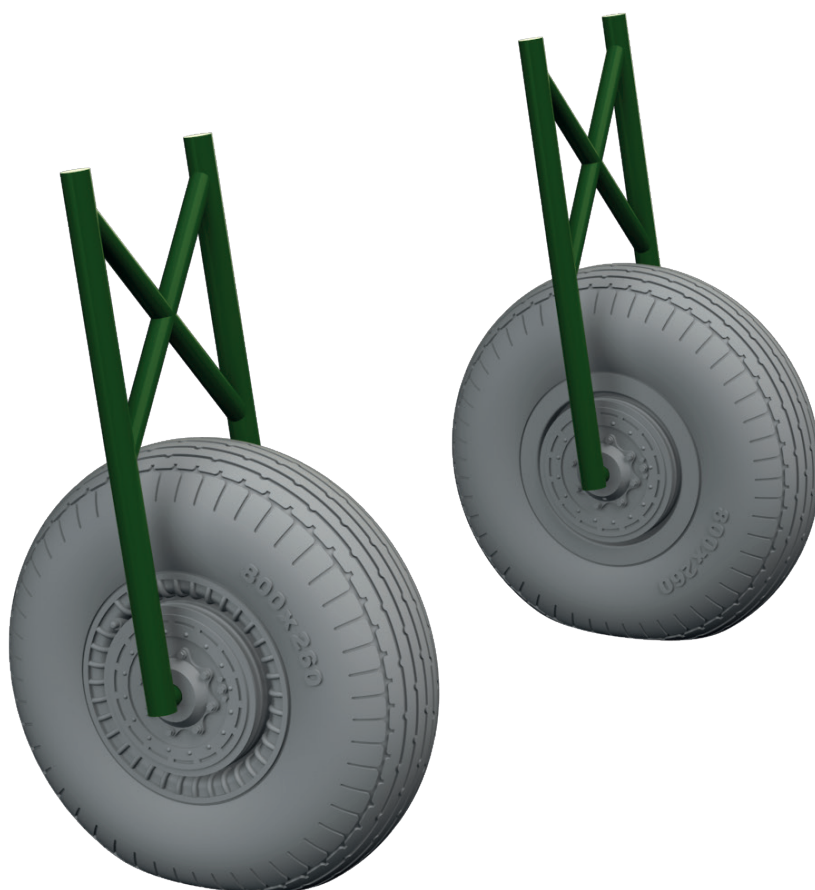
Brassin set - the undercarriage wheels for Il-2 in 1/48 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts.

Recommended kit: Zvezda

Set contains

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

[Product page](#)



648618 Il-2 exhaust stacks 1/48 Zvezda

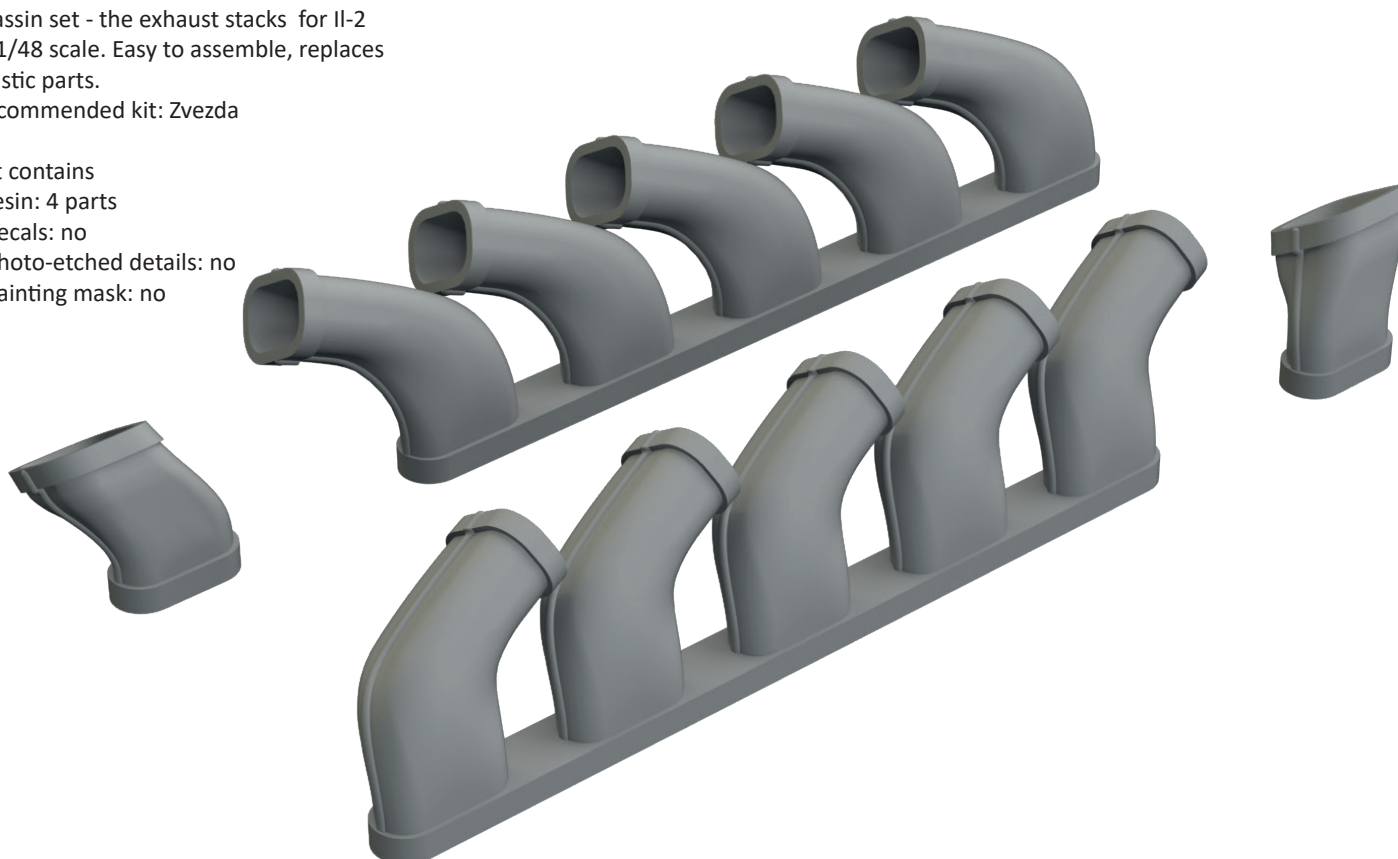
Brassin set - the exhaust stacks for Il-2 in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Zvezda

Set contains

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

[Product page](#)



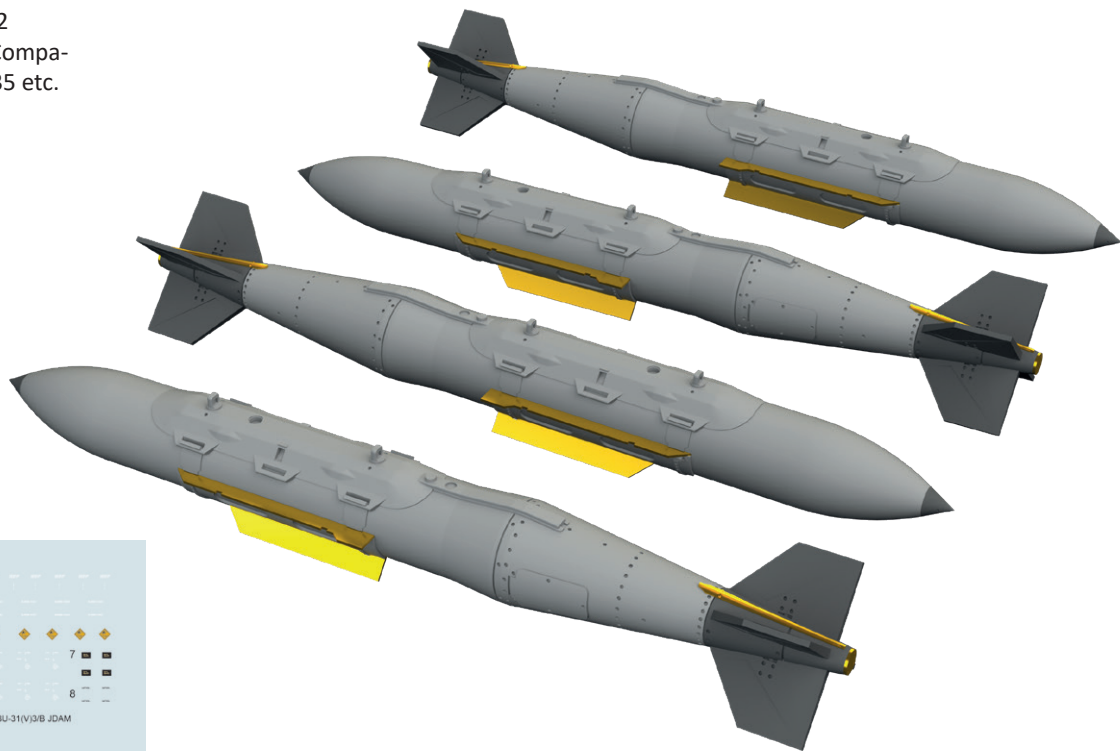
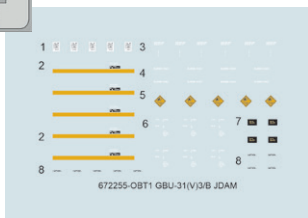
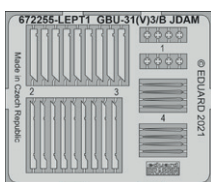
672255 GBU-31(V)3/B JDAM 1/72

Brassin set - the guided air-to-surface weapon GBU-31(V)3/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: 12 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product page](#)



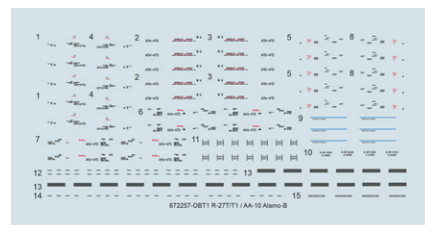
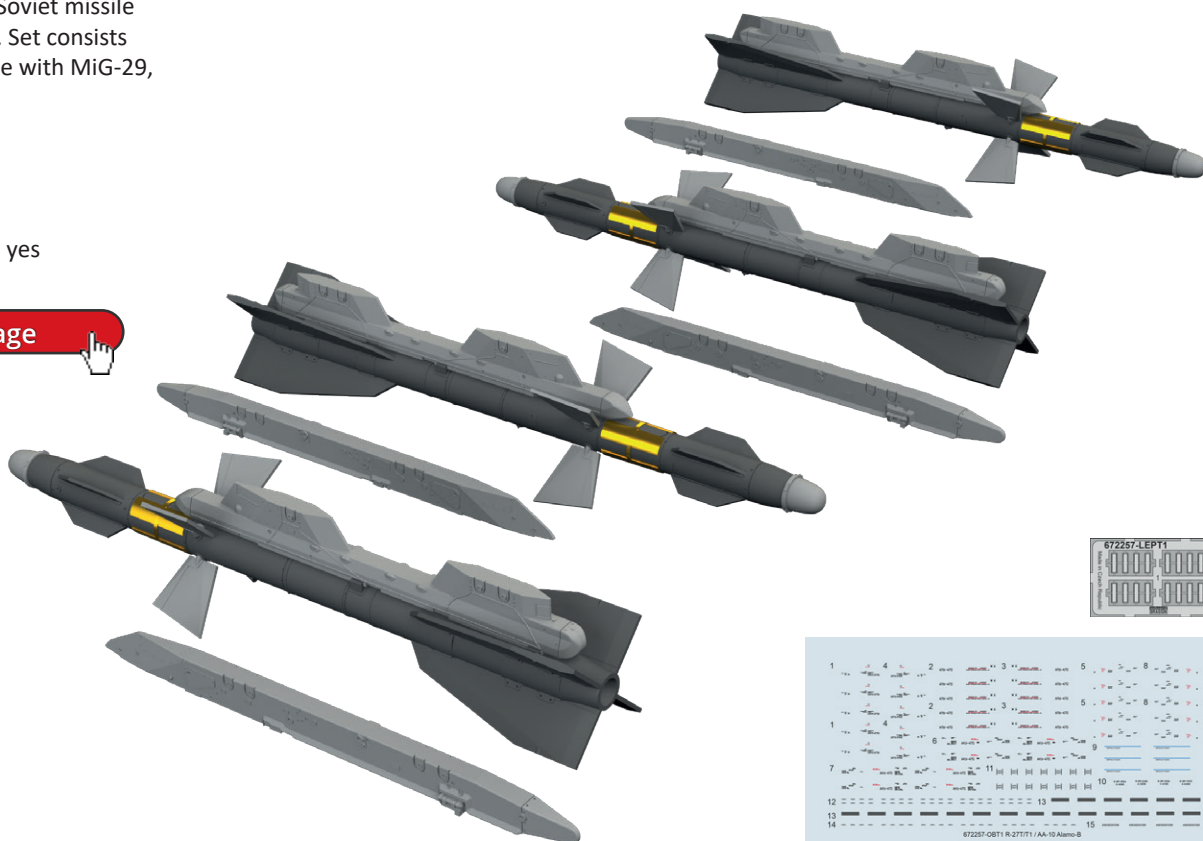
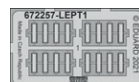
672257 R-27T/T1 / AA-10 Alamo-B 1/72

Brassin set - Russian / Soviet missile R-27T/T1 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](#)



672262

Z-37A aerial applicator M72

1/72 Eduard

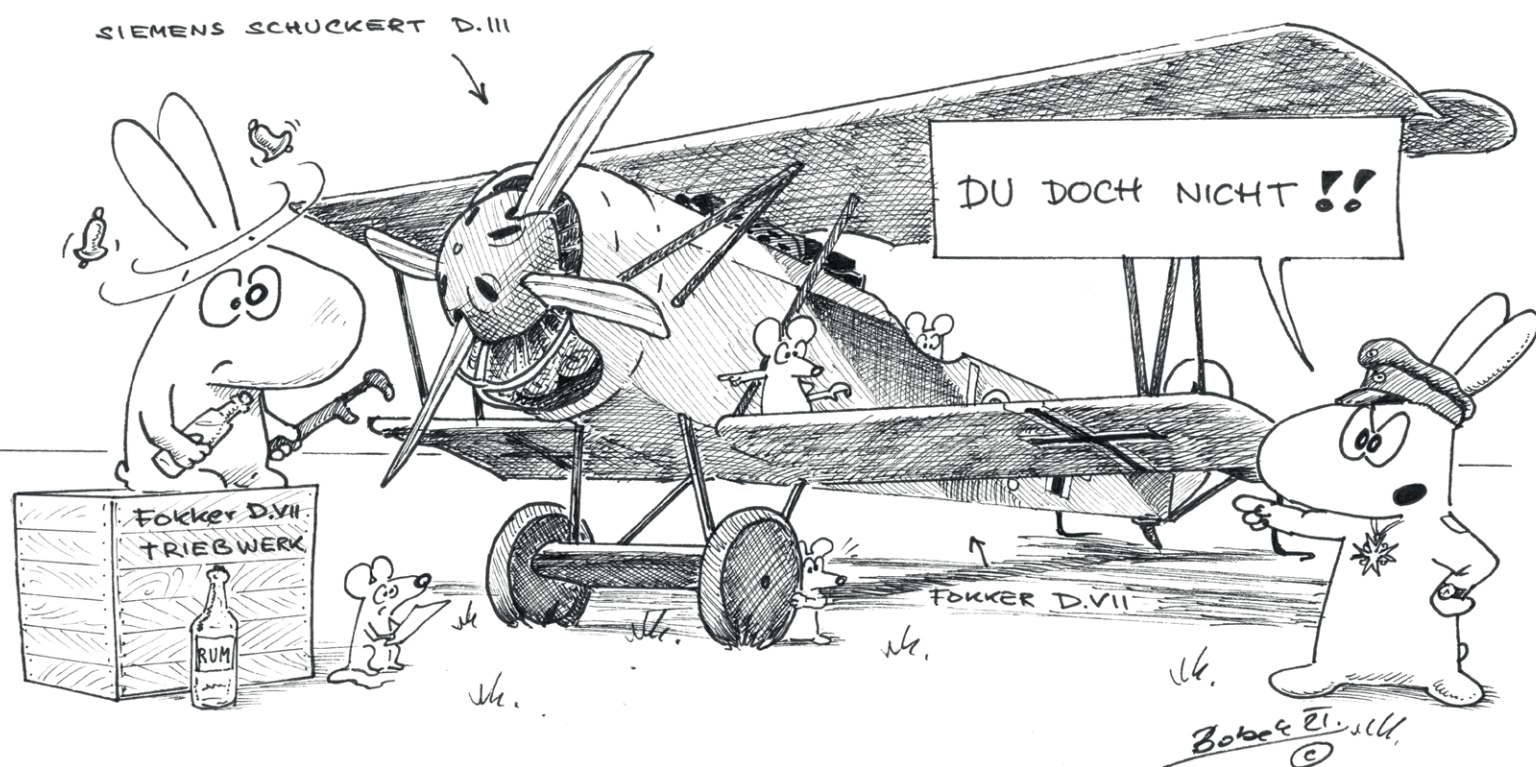
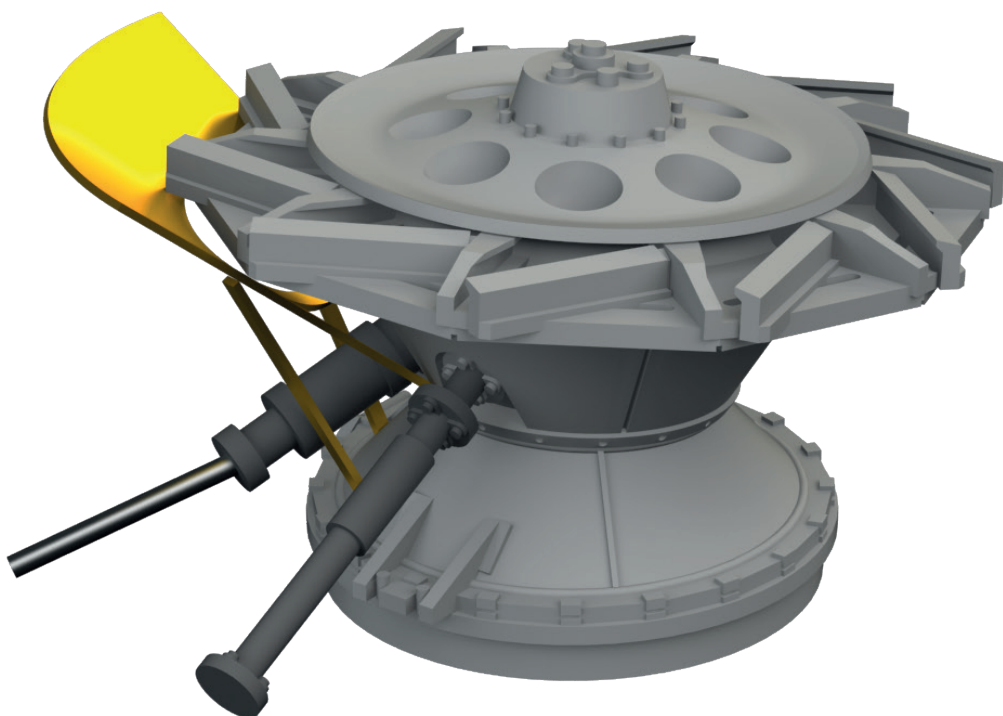
Brassin set - the aerial applicator for
Z-37 / Z-37A Cmelak in 1/72 scale.

Recommended kit: Eduard

Set contains

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

Product page



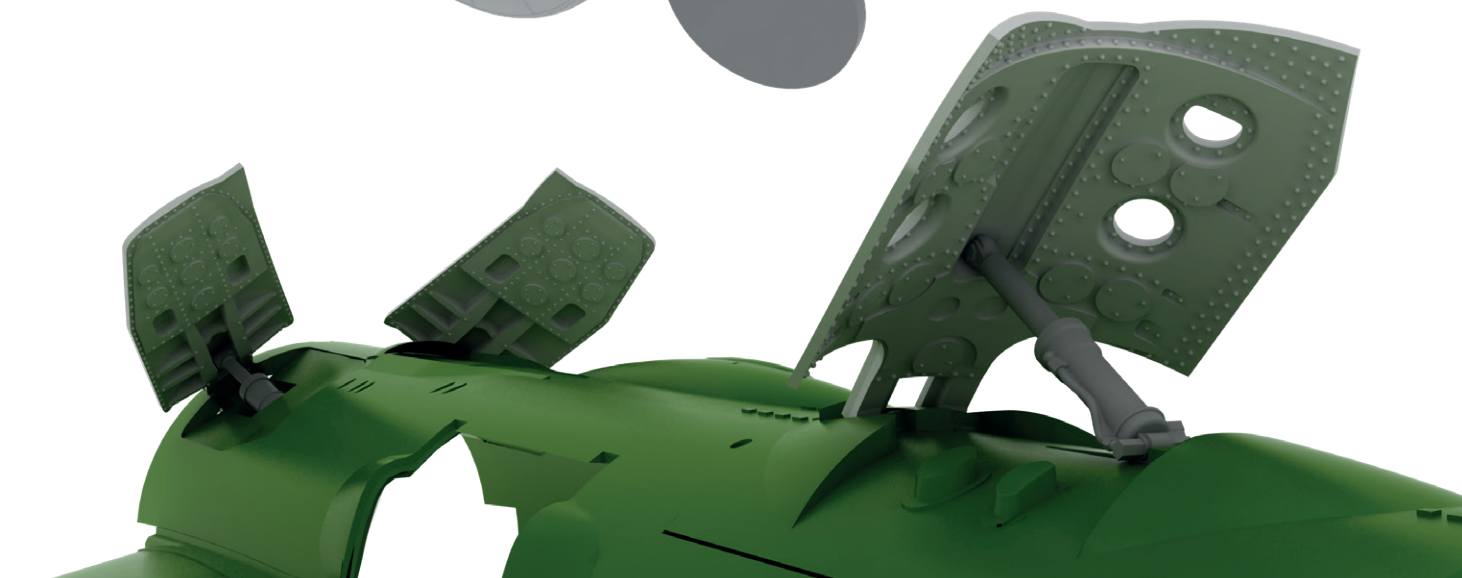
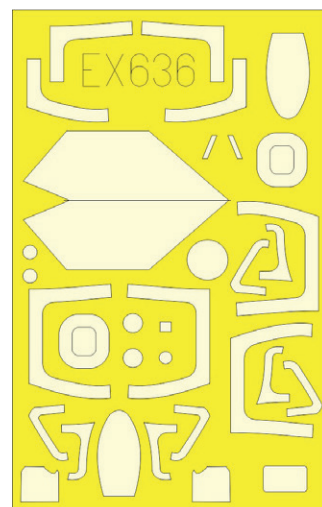
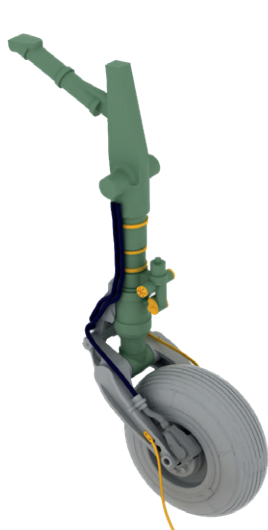
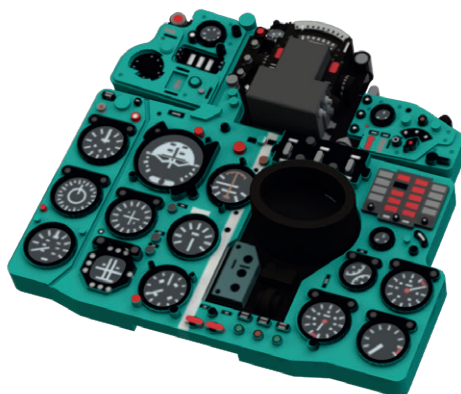
644087
MiG-21MF early LööKplus
1/48 Eduard

LööK+

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

Product page



644088

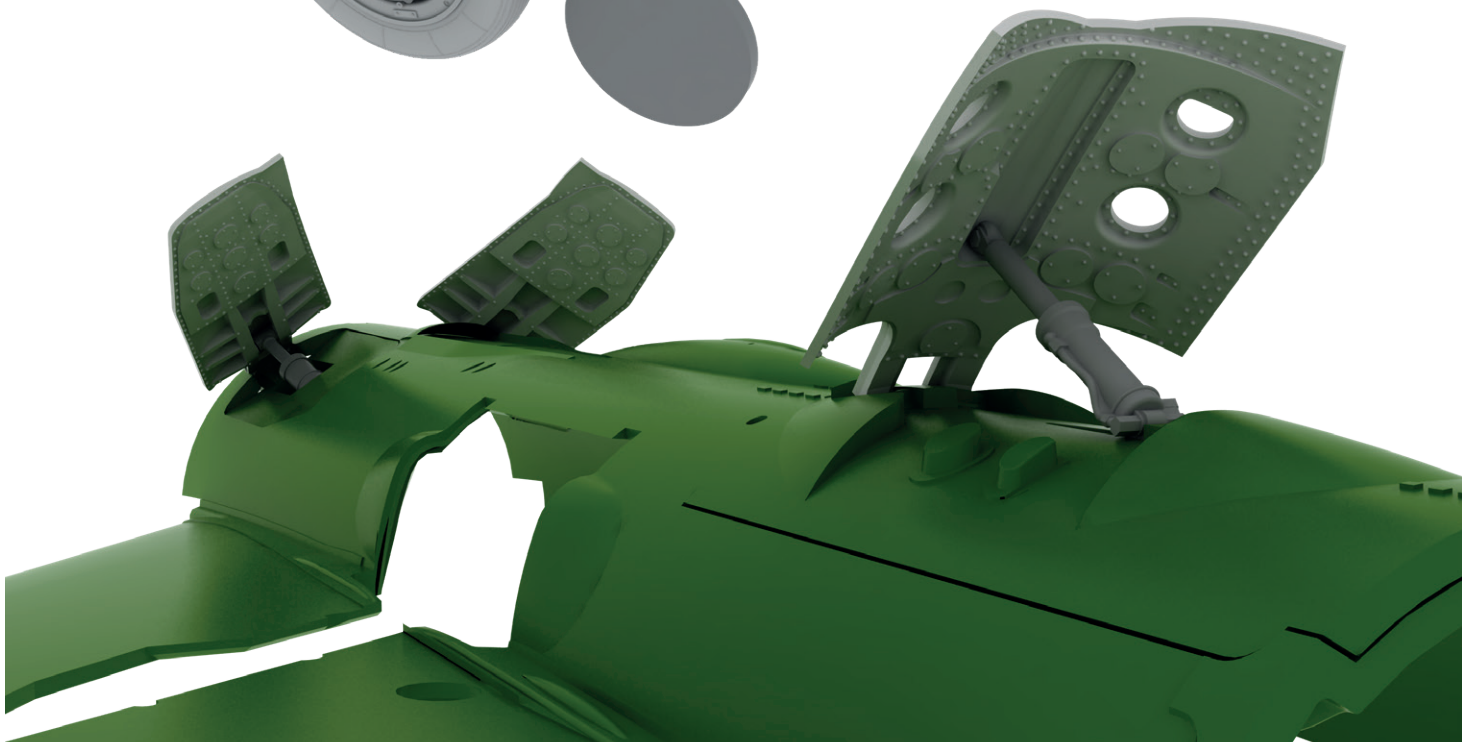
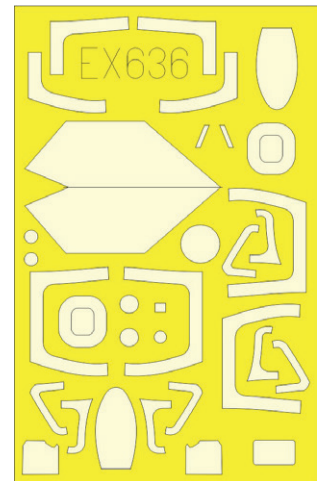
MiG-21MF LööKplus

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

[Product page](#)



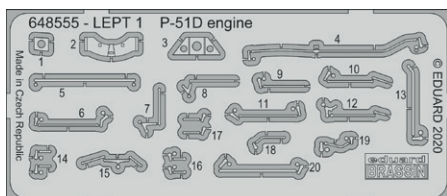
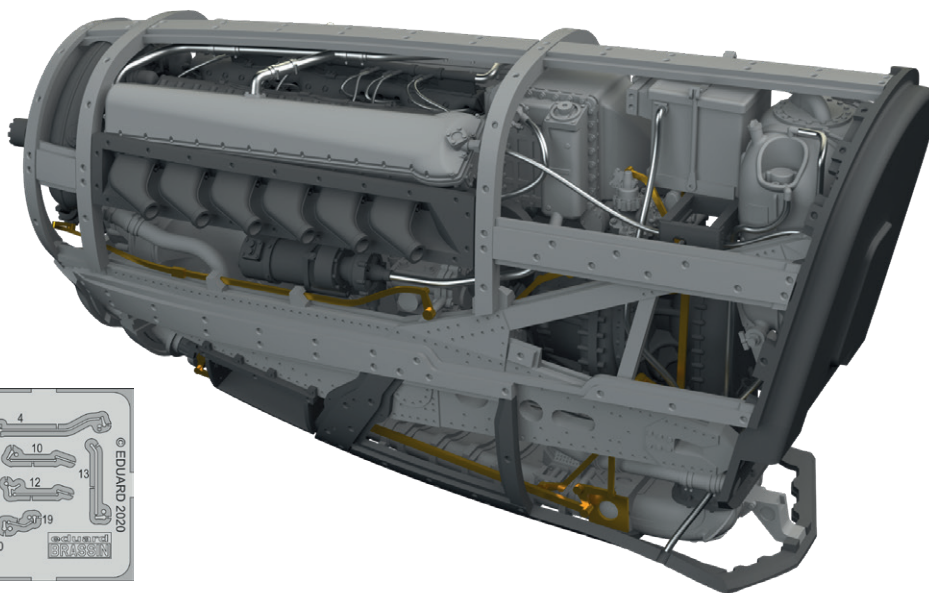
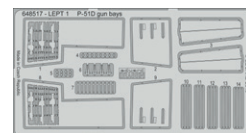
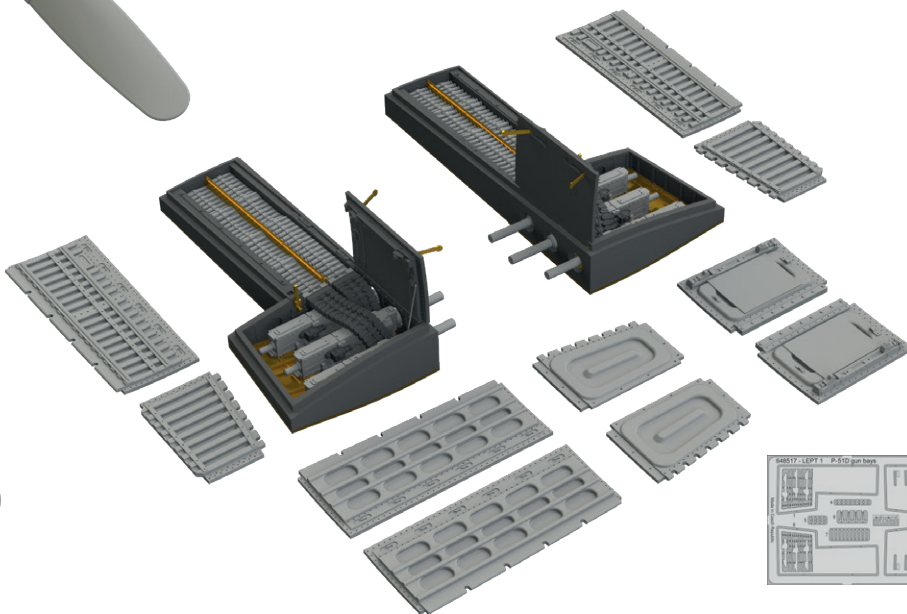
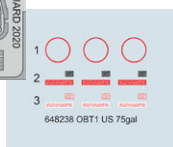
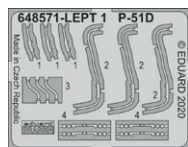
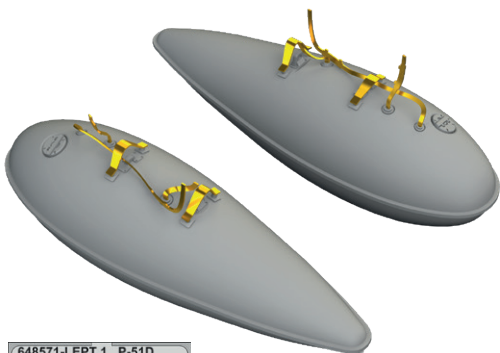
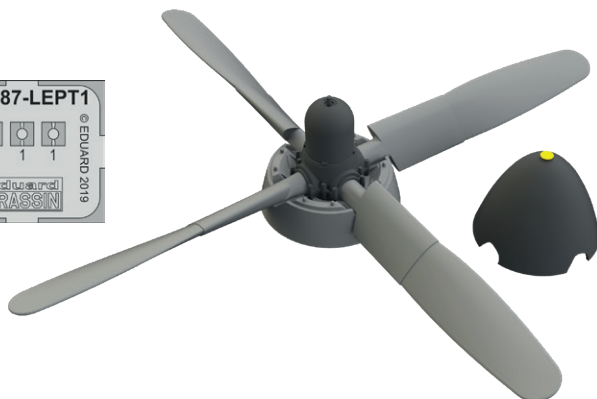
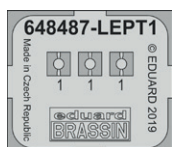
SIN64869 P-51D ADVANCED 1/48 Eduard

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%.

Product page



- www.eduard.com only**



NEW



NEW



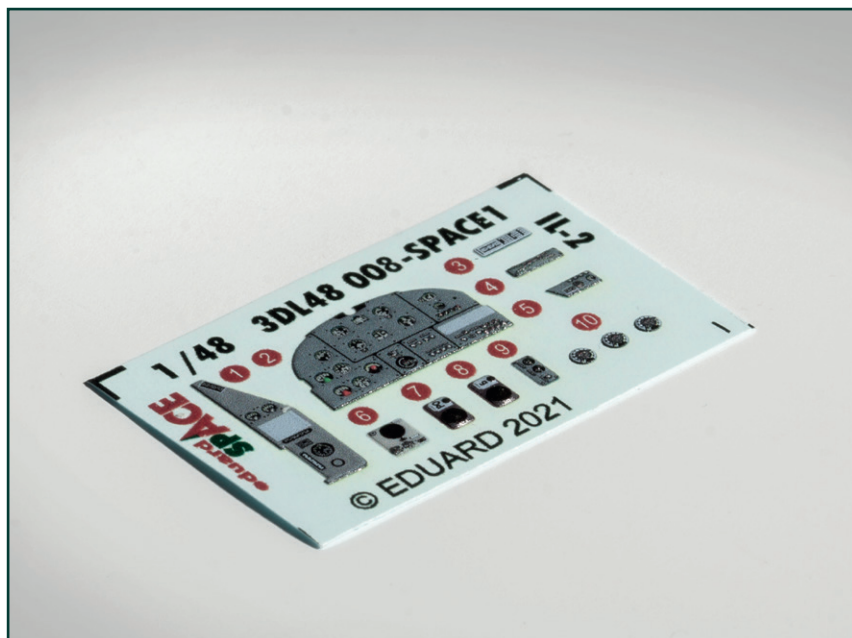
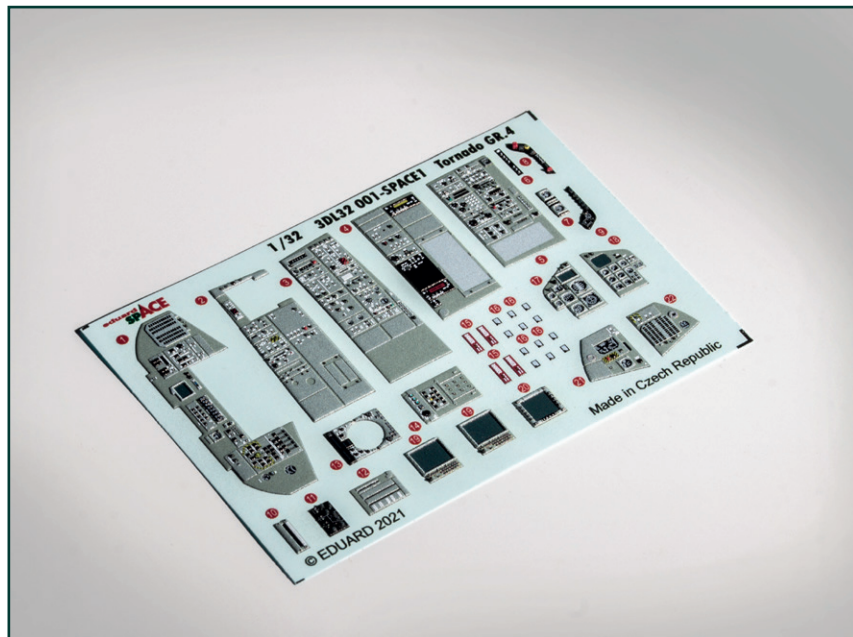
NEW



eduard
SPACE

#3DL32001
TORNADO GR.4 SPACE
for 1/32 Italeri kit

[Product page](#)

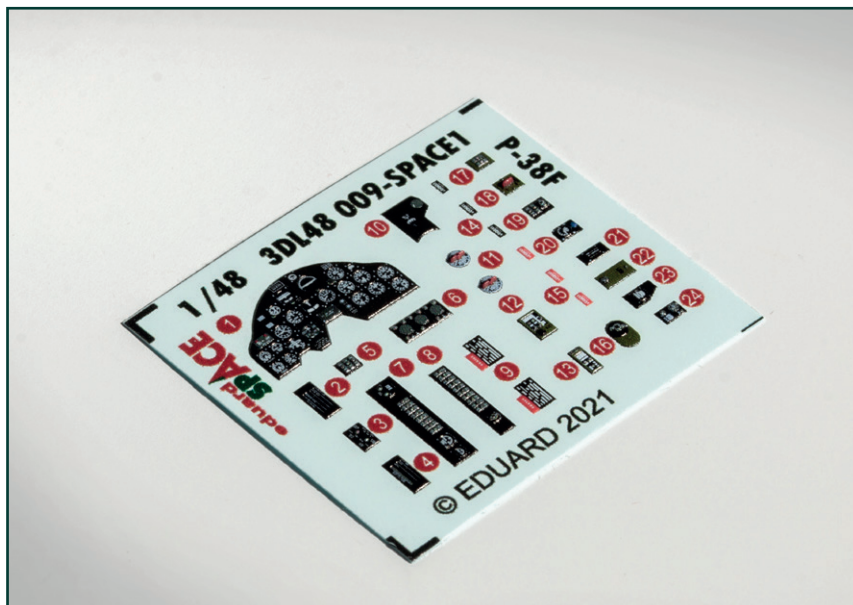


#3DL48008
II-2 SPACE
for 1/48 Zvezda kit

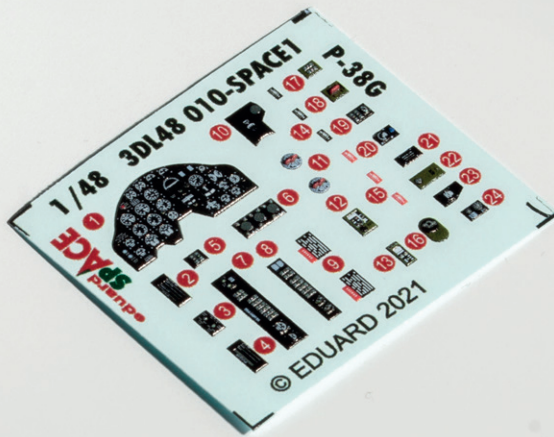
[Product page](#)

#3DL48009
P-38F SPACE
for 1/48 Tamiya kit

[Product page](#)



eduard
SPACE

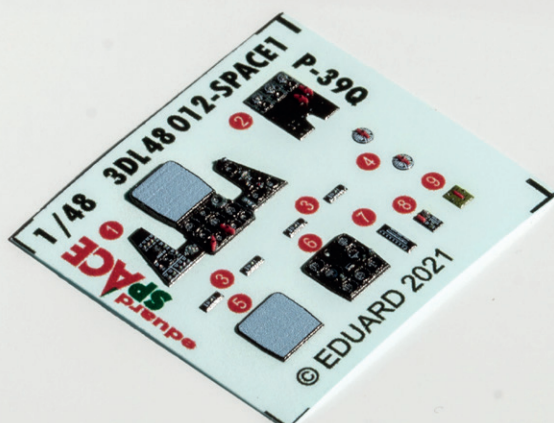
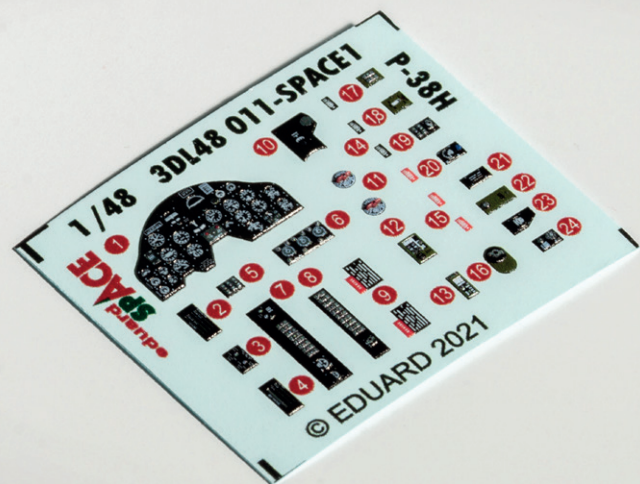


#3DL48010
P-38G SPACE
for 1/48 Tamiya kit

Product page

#3DL48011
P-38H SPACE
for 1/48 Tamiya kit

Product page



#3DL48012
P-39Q SPACE
for 1/48 Eduard kit

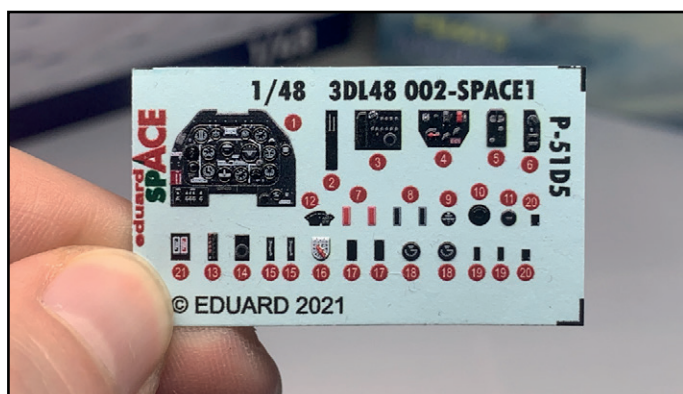
Product page



How to apply

eduard SPACE

Jakub Nademlejnský



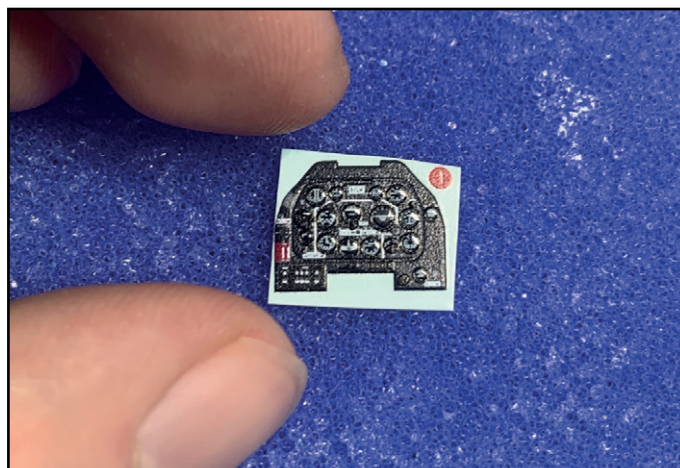
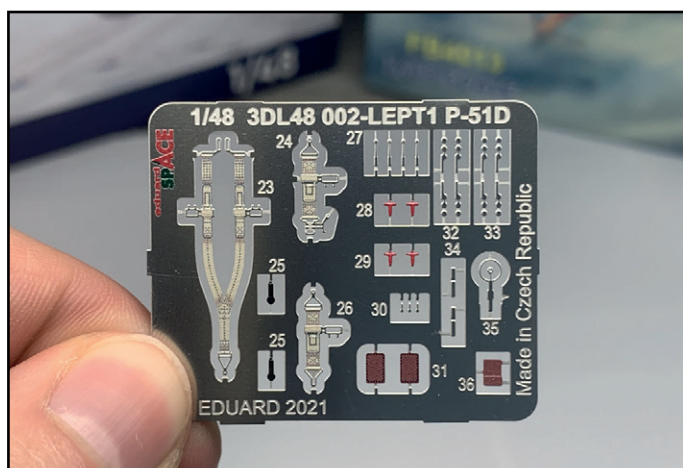
The package includes a decal sheet with 3D decals and a coloured photo-etched parts.

In the following steps, I would like to describe the application of the SPACE product on the dashboards of our 1/48 scale P-51D-5 Mustang and of the MiG-15 made y Bronco in 1/48 scale.

The title photo shows the tools I used to assemble the dashboards for MiG and Mustang.

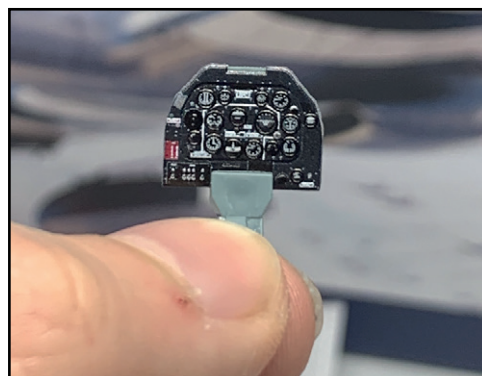
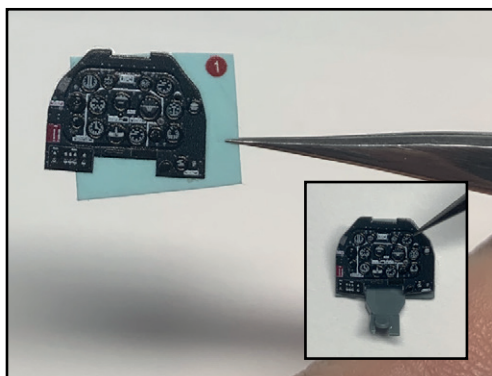
1.

I soak a dishwashing sponge in water of room temperature first, then I lay 3D decals on it, pressing the sponge to wet the decal paper.



2.

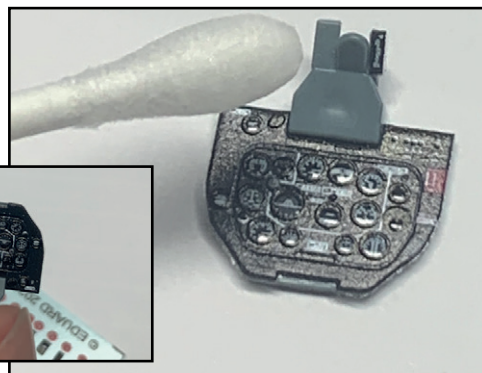
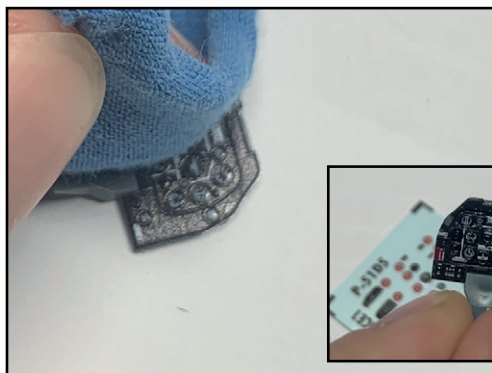
When the decal paper becomes completely wet, the 3D decal can be moved with a finger on the base paper. It takes some two minutes. Now, I can remove it with tweezers and place on its position.



3.

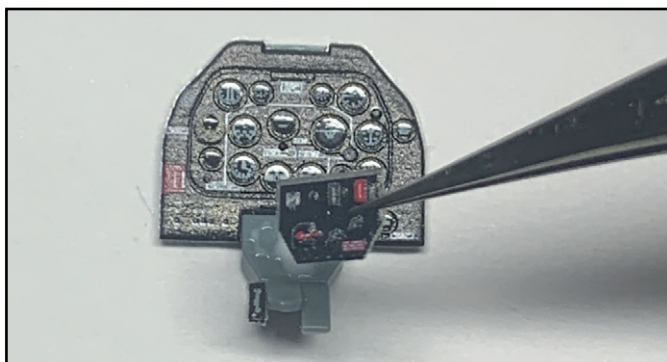
I recommend to gently press the 3D decal onto the plastic to settle.

I press the small piece into its place with a cotton swab.

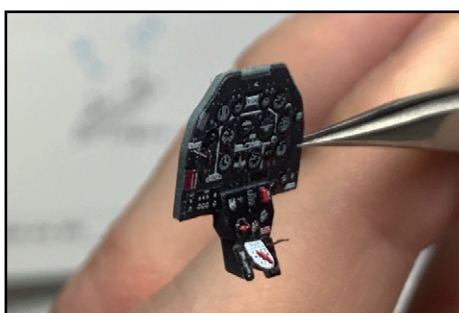


4.

I also recommend applying small amount of dispersion glue under the parts, for example by a brush, or lightly soak the piece of 3D decal in the drop of the glue. This ensures the 3D decal adheres well to the plastic.

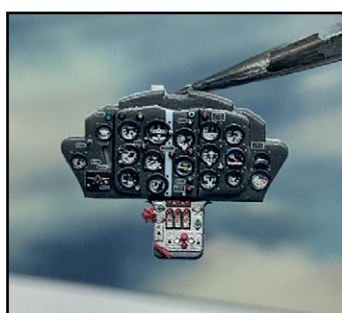
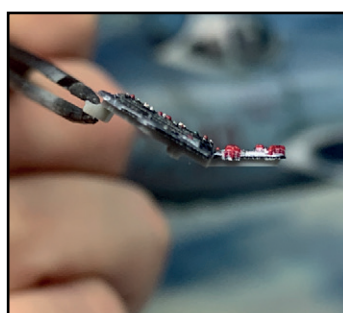
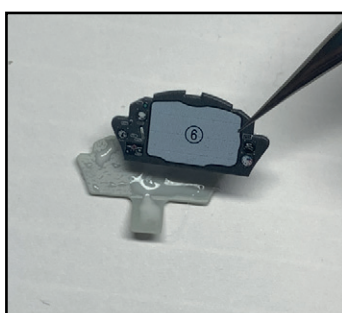


5. Here, applied 3D decals on the dashboard are clearly visible.



6. Finally, I glued the etched parts with CA glue. Now, the dashboard is complete.

7. I proceeded in the same way with the dashboard of the MiG-15.



F-4EJ 1/72 Fine Molds

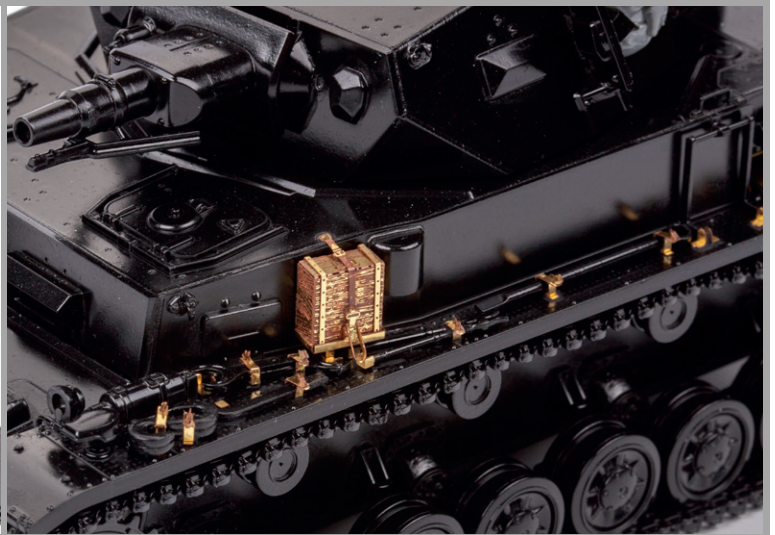
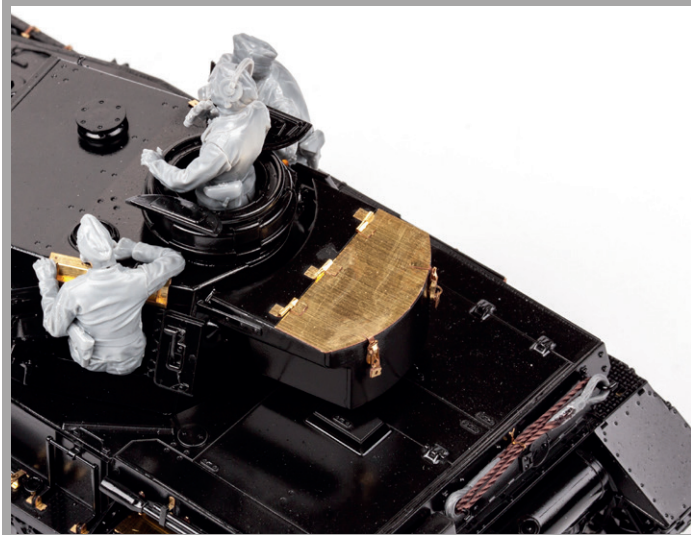
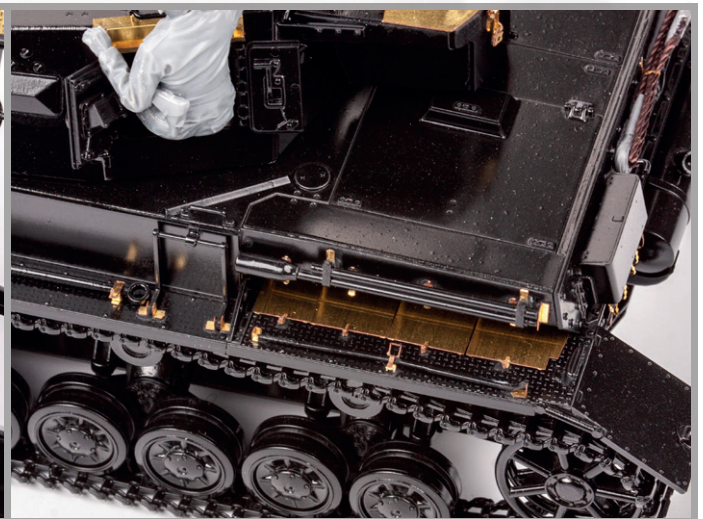
F-4EJ Kai 1/72 Fine Molds (73735)
F-4EJ Kai 1/72 Fine Molds (SS735) (Zoom)
F-4EJ Kai 1/72 Fine Molds (CX595) (Mask)

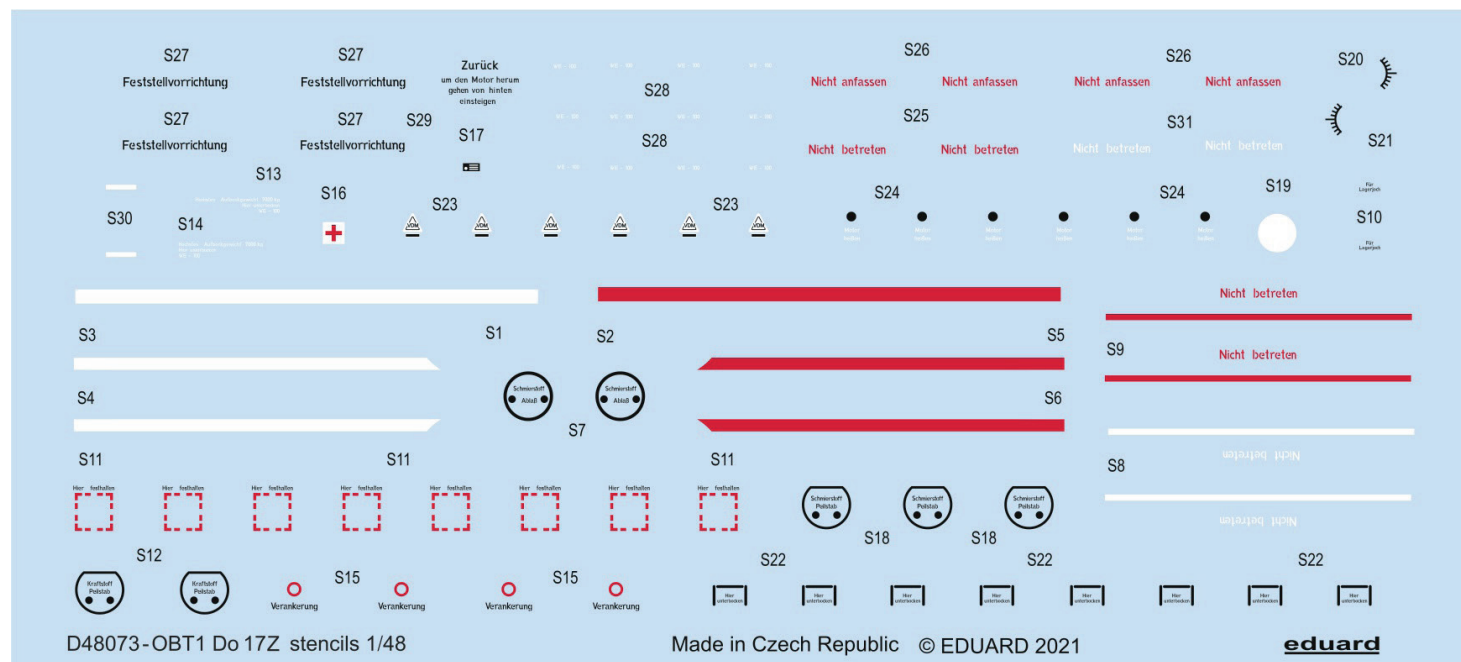


Panzerkampfwagen IV Ausf. F

1/35 Tamiya

Panzerkampfwagen IV Ausf. F
1/35 Tamiya (36459)





Cat. No. D48073

Do 17 stencils

1/48 ICM

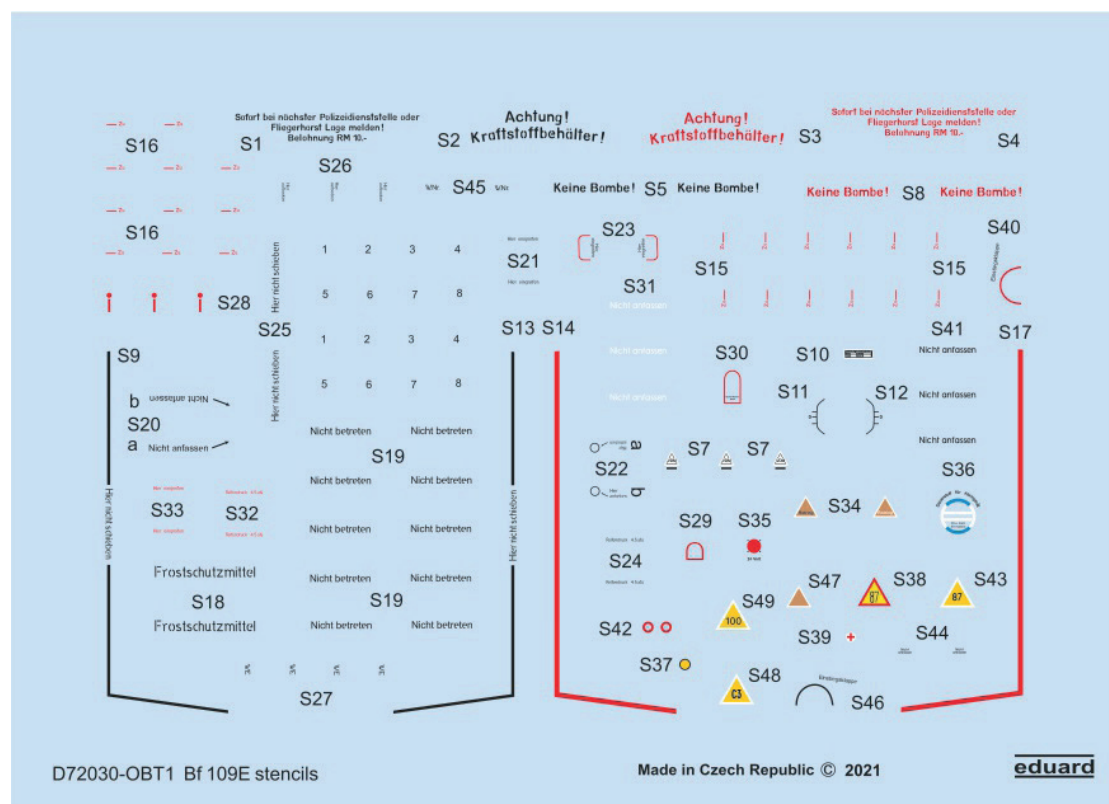
[Product page](#)

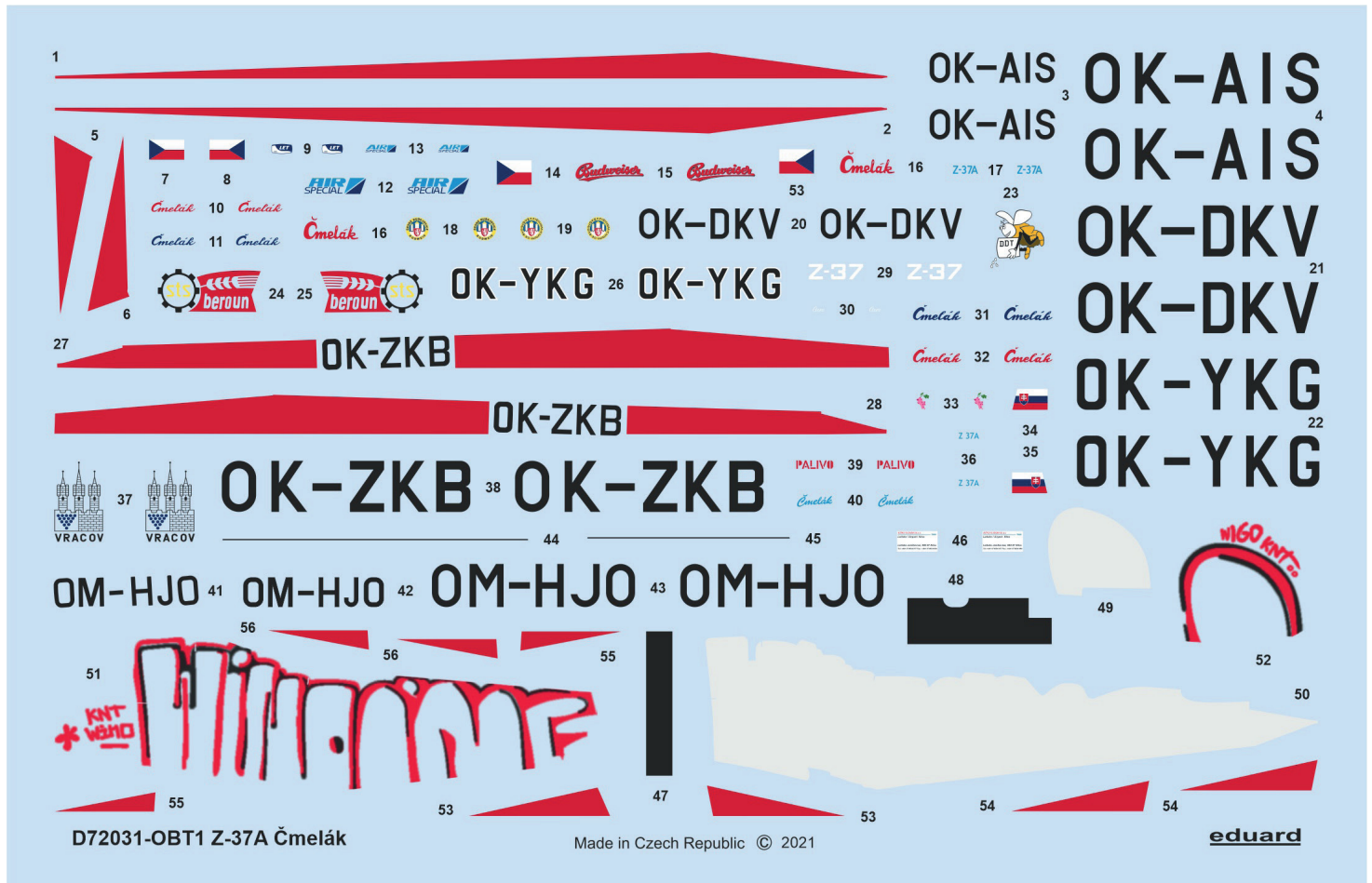
Cat. No. D72030

Bf 109E stencils

1/72 Special Hobby

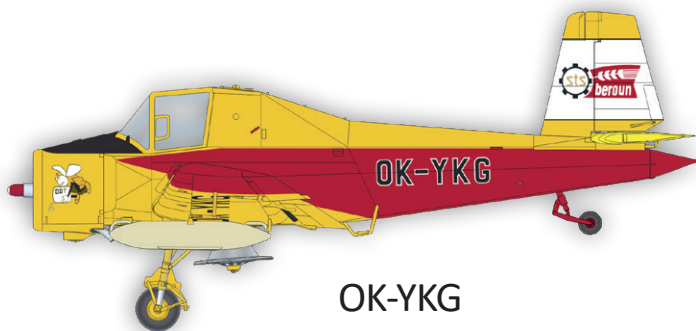
[Product page](#)





Cat. No. D72031
Z-37A Čmelák
1/72 Eduard

[Product page](#)



OK-YKG



OK-ZKB



OK-AIS



OK-DKV



OM-HJO

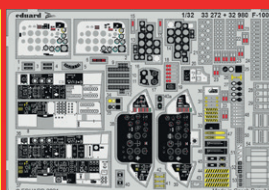
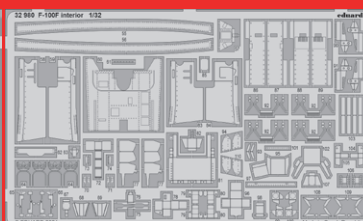
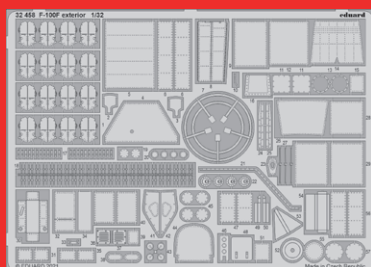
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG33127 F-100F PART I 1/32 Trumpeter

[Product page](#)

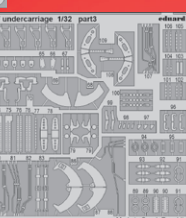
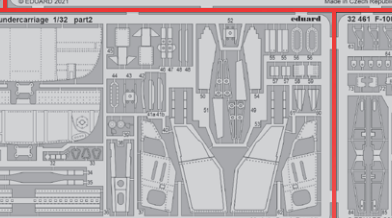
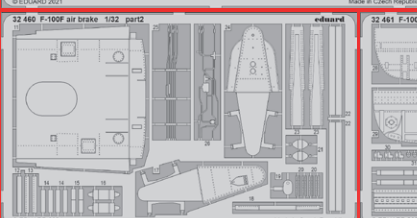
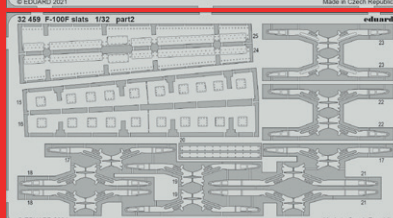
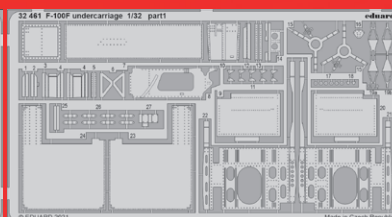
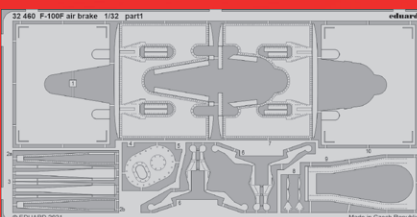
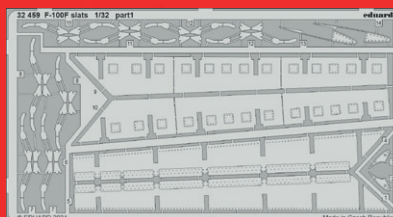
- 32458 F-100F exterior 1/32
- 32980 F-100F interior 1/32
- 33273 F-100F seatbelts STEEL 1/32
- JX267 F-100F 1/32



BIG33128 F-100F PART II 1/32 Trumpeter

[Product page](#)

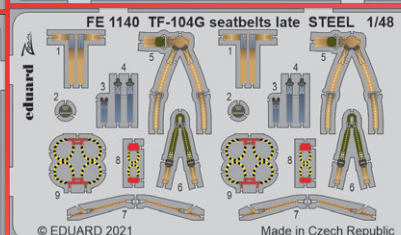
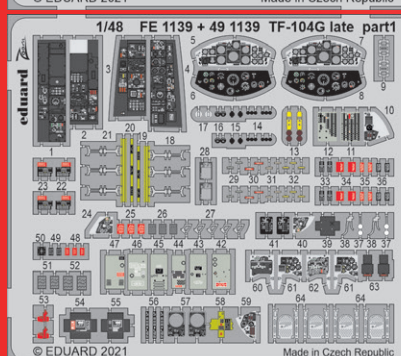
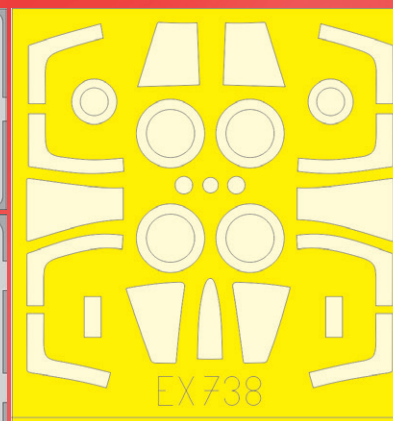
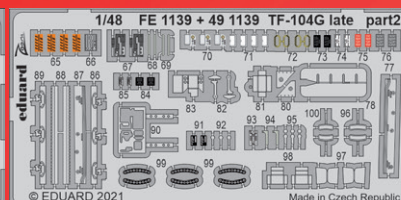
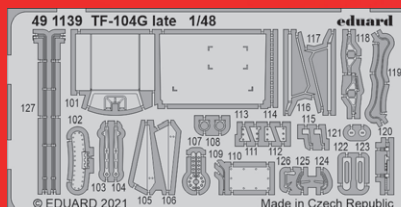
- 32459 F-100F slats 1/32
- 32460 F-100F air brake 1/32
- 32461 F-100F undercarriage 1/32



BIG49278 TF-104G 1/48 Kinetic

[Product page](#)

- 491139 TF-104G late 1/48
- FE1140 TF-104G seatbelts late STEEL 1/48
- EX738 TF-104G 1/48



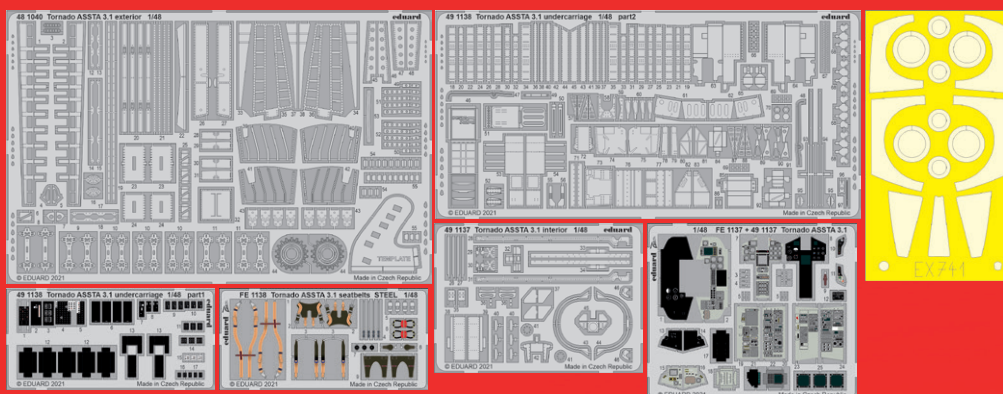
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49279 Tornado ASSTA 3.1 1/48 Revell

[Product page](#)

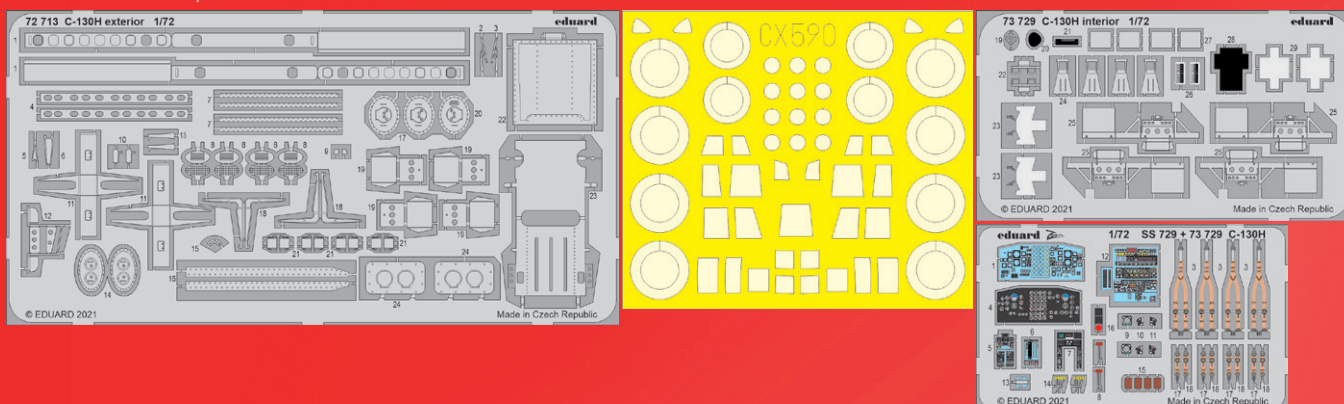
- 481040 Tornado ASSTA 3.1 exterior 1/48
- 491137 Tornado ASSTA 3.1 interior 1/48
- 491138 Tornado ASSTA 3.1 undercarriage 1/48
- FE1138 Tornado ASSTA 3.1 seatbelts STEEL 1/48
- EX741 Tornado ASSTA 3.1 1/48



BIG72164 C-130H PART I 1/72 Zvezda

[Product page](#)

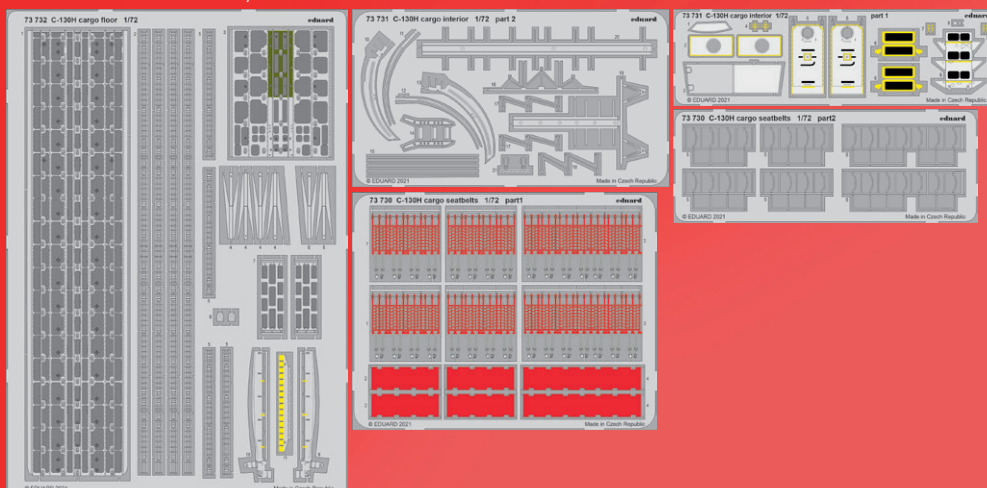
- 72713 C-130H exterior 1/72
- 73729 C-130H interior 1/72
- CX590 C-130H 1/72



BIG72165 C-130H PART II 1/72 Zvezda

[Product page](#)

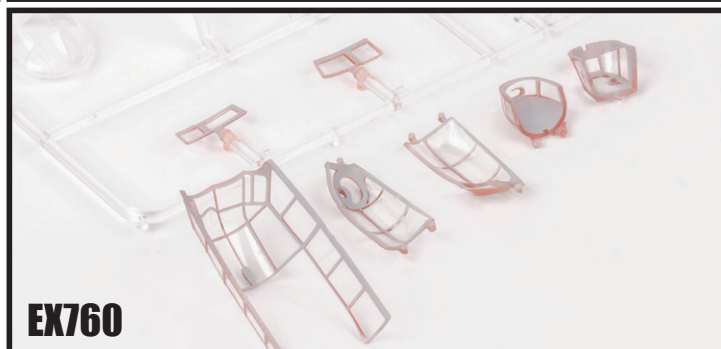
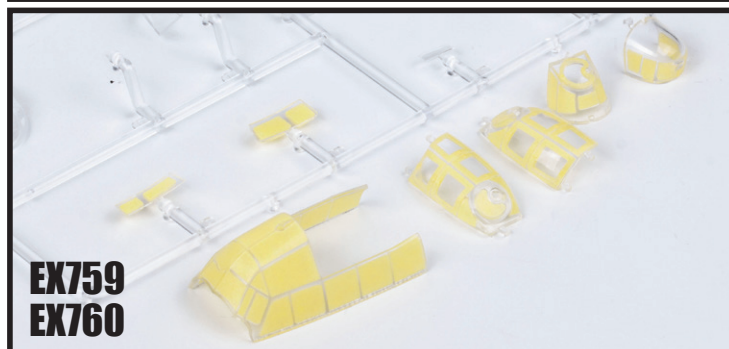
- 72711 Beaufort Mk.I bomb bay 1/72
- 72712 Beaufort Mk.I landing flaps 1/72
- 73725 Beaufort Mk.I 1/72
- CX588 Beaufort Mk.I 1/72



EDUARD MASK

IT FITS!

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



March 2021

KITS

82149 Fw 190A-5
2135 Du doch nicht!!
8470 P-39Q Airacobra
7456 Z-37A Cmelák

1/48 ProfiPACK
1/72 Limited edition
1/48 Weekend edition
1/72 Weekend edition

PE-SETS

53265 HMS York
32463 A-26C Invader bomb bay
32464 A-26C Invader undercarriage
32982 Tornado GR.4 undercarriage
32983 A-26C Invader cockpit interior
32984 A-26C Invader rear interior
36459 Panzerkampfwagen IV Ausf.F
36460 ZSU-23-4M Shilka
481043 Ju 88C-6 exterior
491150 Su-30SM
491152 Su-57
491154 Su-27UB
491156 F-16i SUFA
491159 Ju 88C-6 interior
73735 F-4EJ
73736 Bf 109E-4
73737 Z-37A Weekend

1/350 Trumpeter
1/32 Hobby Boss
1/32 Hobby Boss
1/32 Italeri
1/32 Hobby Boss
1/32 Hobby Boss
1/35 Tamiya
1/35 Zvezda
1/48 ICM
1/48 Kitty Hawk
1/48 Zvezda
1/48 Great Wall Hobby
1/48 Kinetic
1/48 ICM
1/72 Fine Molds
1/72 Special Hobby
1/72 Eduard

ZOOMS

33276 A-26C Invader
33277 A-26C Invader seatbelts STEEL
FE1150 Su-30SM
FE1151 Su-30SM seatbelts STEEL
FE1152 Su-57
FE1153 Su-57 seatbelts STEEL
FE1154 Su-27UB
FE1155 Su-27UB seatbelts STEEL
FE1156 F-16i SUFA
FE1157 F-16i SUFA seatbelts STEEL
FE1158 P-39Q Weekend
FE1159 Ju 88C-6
FE1160 Ju 88C-6 seatbelts STEEL
SS735 F-4EJ
SS737 Z-37A seatbelts STEEL

1/32 Hobby Boss
1/32 Hobby Boss
1/48 Kitty Hawk
1/48 Kitty Hawk
1/48 Zvezda
1/48 Zvezda
1/48 Great Wall Hobby
1/48 Great Wall Hobby
1/48 Kinetic
1/48 Kinetic
1/48 Eduard
1/48 ICM
1/48 ICM
1/72 Fine Molds
1/72 Eduard

MASKS

JX271 A-26C Invader
JX272 A-26C Invader TFace
EX743 Su-30SM
EX744 Su-30SM TFace
EX755 Su-27UB
EX756 Su-27UB TFace
EX757 Su-57
EX758 Su-57 TFace
EX759 Ju 88C-6
EX760 Ju 88C-6 TFace
EX761 F-16i SUFA
CX592 Lysander Mk.III
CX595 F-4EJ
CX596 Z-37A Weekend

1/32 Hobby Boss
1/32 Hobby Boss
1/48 Kitty Hawk
1/48 Kitty Hawk
1/48 Great Wall Hobby
1/48 Great Wall Hobby
1/48 Zvezda
1/48 Zvezda
1/48 ICM
1/48 ICM
1/48 Kinetic
1/72 Dora Wings
1/72 Fine Molds
1/72 Eduard

BIGED

BIG33127 F-100F PART I
BIG33128 F-100F PART II
BIG49278 TF-104G
BIG49279 Tornado ASSTA 3.1
BIG72164 C-130H PART I
BIG72165 C-130H PART II

1/32 Trumpeter
1/32 Trumpeter
1/48 Kinetic
1/48 Revell
1/72 Zvezda
1/72 Zvezda

BRASSIN

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

1/32
1/32
1/48 Zvezda
1/48 Eduard
1/48 Eduard
1/48 Zvezda
1/48 Zvezda
1/72
1/72
1/72 Eduard

LookPLUS

644087 MiG-21MF early Lökplus
644088 MiG-21MF Lökplus

1/48 Eduard
1/48 Eduard

BRASSIN

SIN64869 P-51D ADVANCED

1/48 Eduard

DECAL SETS

D48073 Do 17 stencils
D72030 Bf 109E stencils
D72031 Z-37A Cmelák

1/48 ICM
1/72 Special Hobby
1/72 Eduard

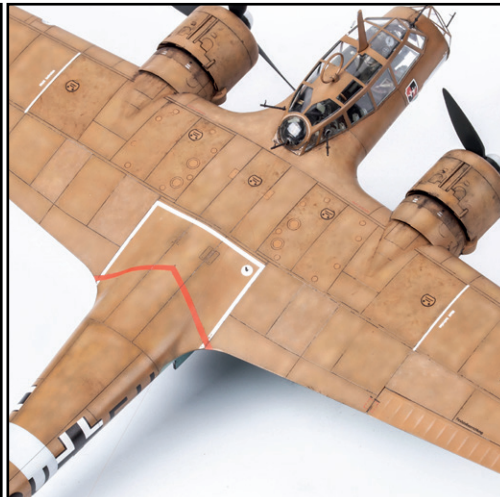
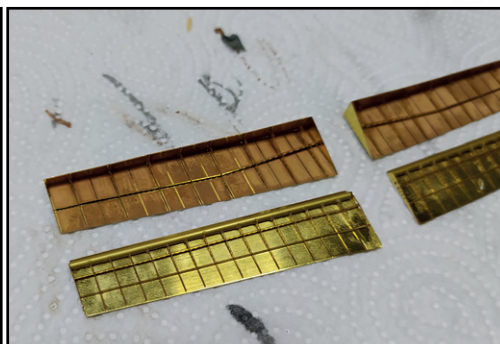
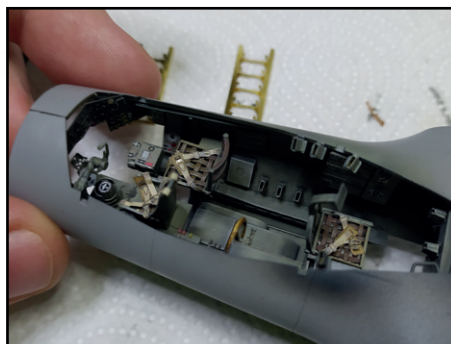
SPACE

3DL32001 Tornado GR.4 SPACE
3DL48008 IL-2 SPACE
3DL48009 P-38F SPACE
3DL48010 P-38G SPACE
3DL48011 P-38H SPACE
3DL48012 P-39Q SPACE

1/32 Italeri
1/48 Zvezda
1/48 Tamiya
1/48 Tamiya
1/48 Tamiya
1/48 Eduard

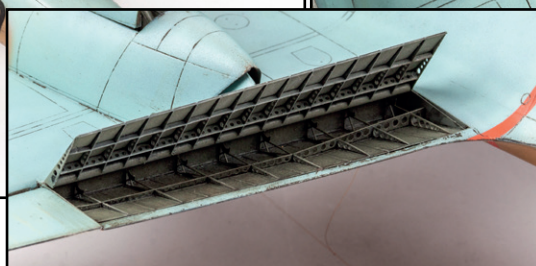
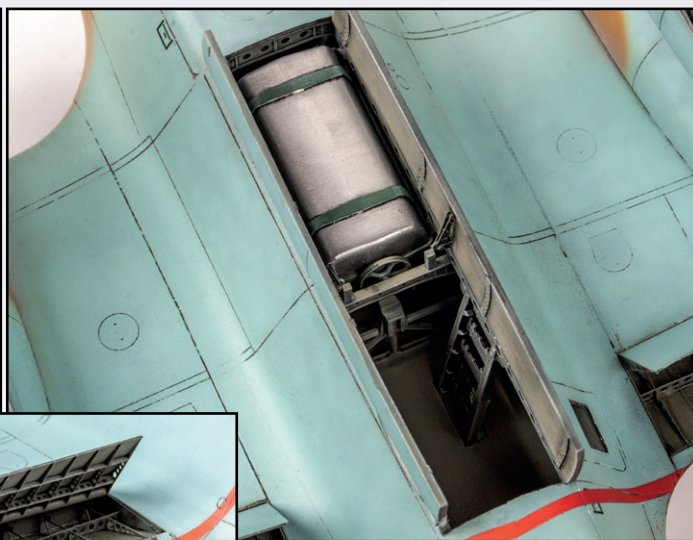
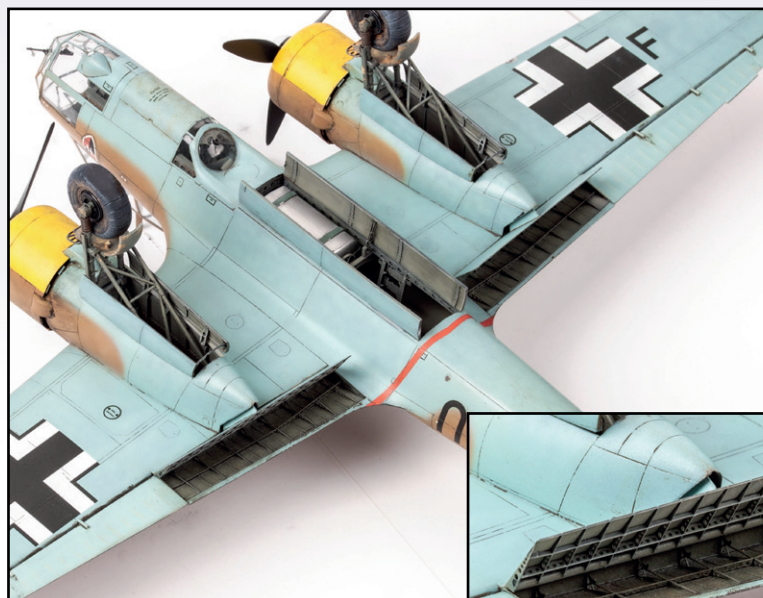
Cat. No. 11147

Built by Jan Novotný

[Product page](#)

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-engine 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.



Spitfire Story: The Few

Cat. No. 11143

Built by **Pavel Zimandl**

Product page



K9906, F/O Robert Stanford Tuck, No. 65 Squadron, RAF Hornchurch, Essex, Summer 1939

This Spitfire Mk.I already has the bulged canopy, three-blade propeller De Havilland and machine-gun heating. Still remains without any armor, having the old type of Pitot tube and a mechanical gunsight. F/O Tuck is the most accomplished fighter ace in our lineup with 29+2 kills. In May 1940 he was reassigned to No. 92 Squadron, his first three kills came at in May 1940 over Dunkirk. He was promoted S/Ldr of No. 257 Squadron flying Hurricane Mk.IIs on September 11th. It is rumored one of his victims was the future fighter ace of Luftwaffe, Hans-Joachim Marseille (September 23rd, 1940). He was shot down near Boulogne sur Mer and captured on January 28th, 1942. He participated in the organization of the Big escape in Stalag Luft III POW camp in Sagan, but just before the escape he was transferred to Belaria camp. On the February 1st, 1945, he managed to escape during camp evacuation and joined the Russians, when his knowledge of the Russian language was an essential advantage. He retired from the RAF in Fifties and took up farming. During the shooting of Battle of Britain movie he befriended Adolf Galland, he was his son's godfather. He died on May 5th, 1987 at the age of 70.



I-16 Type 29

1/48



Built by **Josef Blažek**
CAMO C
Cat. No. 8152



7.IAK-PVO, Spring 1942

"White 1" served with 7.IAK PVO (Fighter Air Corps, Air Defense) with the air defense forces of Moscow in the spring of 1942. Three pilots are known to have flown this kite, Sergeants Slesarchuk, Gazin and Perevera. It seems the black pattern was a field application over the original dark green surface. The tail is estimated to be blue, however, another color is possible. The letters on the side of the fuselage surely make up the Russian word "Za" ("for"), most probably the first word of a typical Soviet inscription such as "Za Stalina" or "Za Rodinu" ("Za CCCP" etc.). The aircraft has the late type front cowling with two right-side front oval openings of the oil cooler air intake. Four RS 132 rocket rails were mounted under the wing, two under each half.



P-51D Mustang

1/48

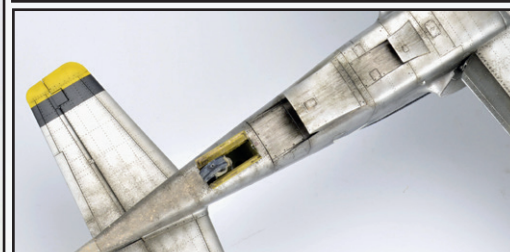
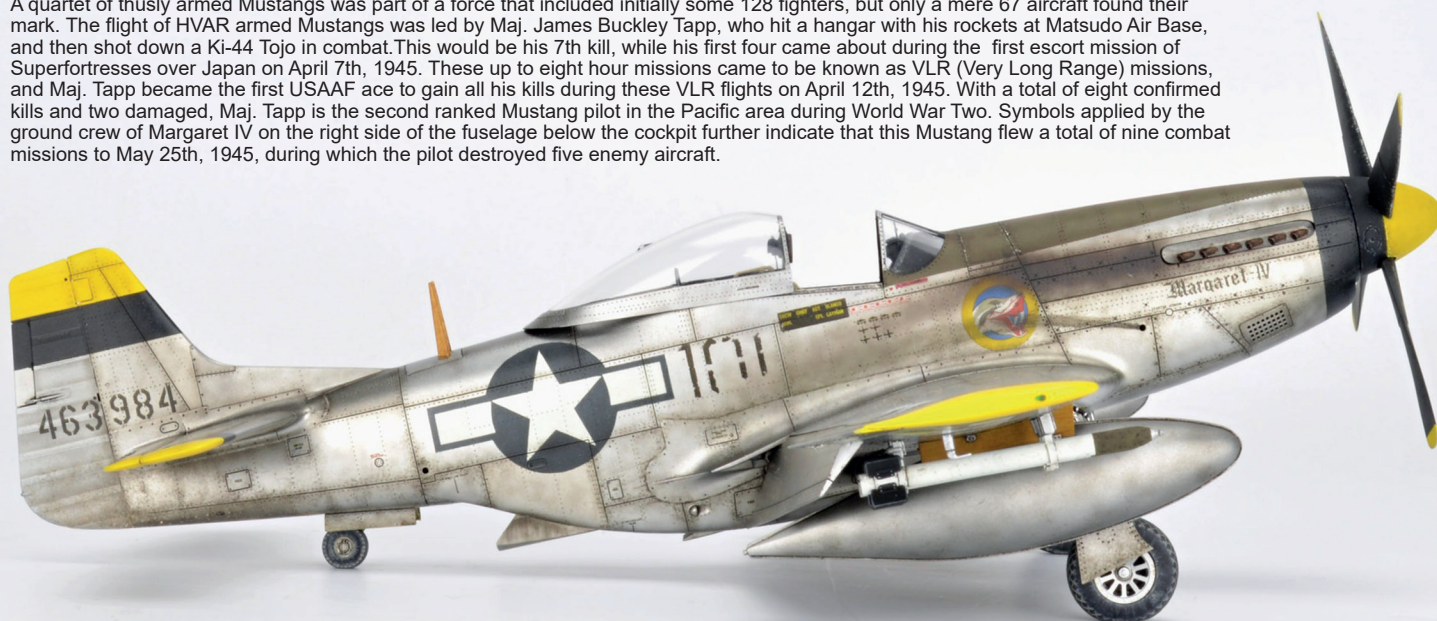
Built by **Jan Baranec**

Cat. No. 82102



P-51D-20, 44-63984, Maj. James B. Tapp, CO of 78th FS, 15th FG, 7th AF, Iwojima, May 1945

During attacks on Tokyo vicinity airfields on May 25th, 1945, 7th AF Mustang pilots fired unguided HVAR rockets for the first time. A quartet of thusly armed Mustangs was part of a force that included initially some 128 fighters, but only a mere 67 aircraft found their mark. The flight of HVAR armed Mustangs was led by Maj. James Buckley Tapp, who hit a hangar with his rockets at Matsudo Air Base, and then shot down a Ki-44 Tojo in combat. This would be his 7th kill, while his first four came about during the first escort mission of Superfortresses over Japan on April 7th, 1945. These up to eight hour missions came to be known as VLR (Very Long Range) missions, and Maj. Tapp became the first USAAF ace to gain all his kills during these VLR flights on April 12th, 1945. With a total of eight confirmed kills and two damaged, Maj. Tapp is the second ranked Mustang pilot in the Pacific area during World War Two. Symbols applied by the ground crew of Margaret IV on the right side of the fuselage below the cockpit further indicate that this Mustang flew a total of nine combat missions to May 25th, 1945, during which the pilot destroyed five enemy aircraft.



Accessories used:

- Cat. No. 644031 P-51D-15+ LööK 1/48 (Brassin)
- Cat. No. 648061 HVAR rockets 1/48 (Brassin)
- Cat. No. 648486 P-51D exhaust stacks w/ fairing 1/48 (Brassin)
- Cat. No. 648487 P-51D Hamilton Standard propeller 1/48 (Brassin)
- Cat. No. 648494 P-51D wheels diamond tread 1/48 (Brassin)
- Cat. No. 648495 P-51D undercarriage legs BRONZE 1/48 (Brassin)
- Cat. No. 648522 P-51D cockpit 1/48 (Brassin)
- Cat. No. 648532 P-51D 165gal fuel tank 1/48 (Brassin)



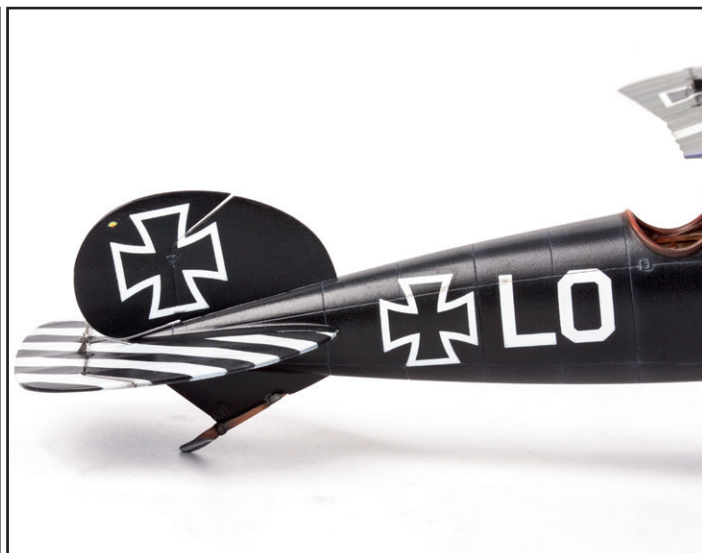
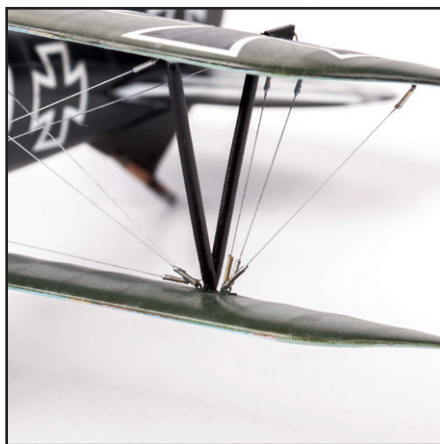
DU DOCH NICHT!!

Ernst Udet's aircraft

1/48



Built by **Luboš Zach**
CAMO C
Cat. No. 11137



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

Udet was named commander of Jasta 37 on November 7, 1917, after the previous Jasta commander Oblt. Kurt Grasshoff has been posted away to lead Jasta 37. In his new position Udet flew this black-fuselage D.Va during the winter of 1917/18. The chevron marking on the nose was applied in unusual position. On all his three known Albatros fighters in this unit the "LO" was applied in an angular manner. The lower wings of this aircraft were covered in five-colour aircraft fabric (Flugzeugstoff), while the upper surfaces were most likely painted in the usual two-tone camouflage. This mix was seen on at least one other Jasta 37 Albatros fighter, too. Two white stripe markings can be seen on the leading edge of the upper wing in photos, and we have interpreted this as two chevrons similar to the ones on the nose. Unfortunately, no clear view showing the top surface of the upper wing is known. One day, possibly during an icy winter day during February 1918, this aircraft flipped, most likely during a failed landing attempt. Udet would remain with Jasta 37 until March 8, 1918, when he was posted away to join the most famous German fighter units of them all, Manfred von Richthofen's Jasta 11.



Bf 109G-10 Erla

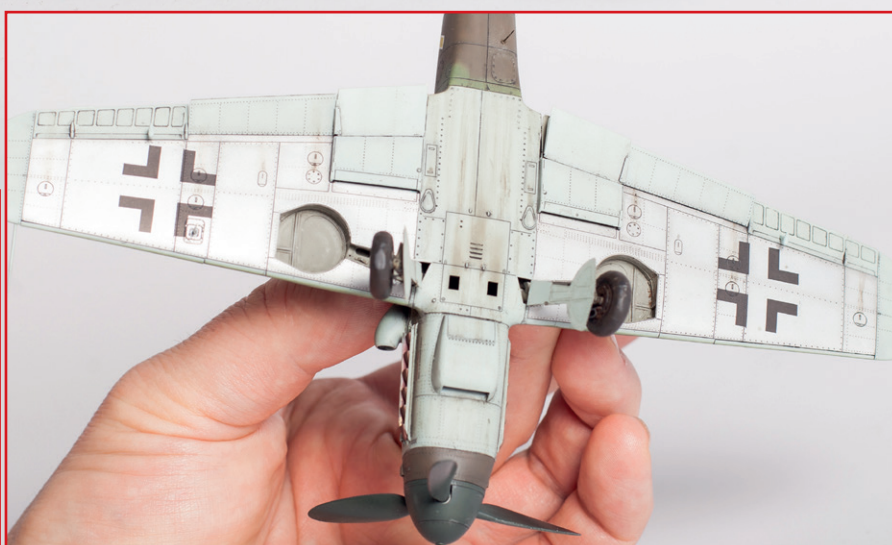
with rectangular upper wing surface bulges
1/48

Built by **Jakub Tůma**
CAMO A
Cat. No. BFC099



11./JG 300, Prague – Kbely, Czechoslovakia, May 1945

The aircraft found in front of the hangar at Prague-Kbely airport in the end of war comes from the production series 152xxx. The aircraft from this manufacturing batch had wings featuring larger bulges on the upper sides enabling the installation of the larger wheels i.e. the same type used on Bf 109G-10 planes manufactured at WNF factory and it's Diana branch. The fuselage and wings were probably spray painted in RLM 81/82 colors even though some researchers incline towards a single color camouflage variation sprayed in RLM 81. The wing lower surfaces were not painted at all with the exemption of parts coming from subcontractors which were painted in RLM 76. The engine cowling, coming from a different airframe, is camouflaged in RLM 74/75/76 colors. Of the serial number painted on the vertical tail surface only first three digits (152) and the last one (6) are legible.

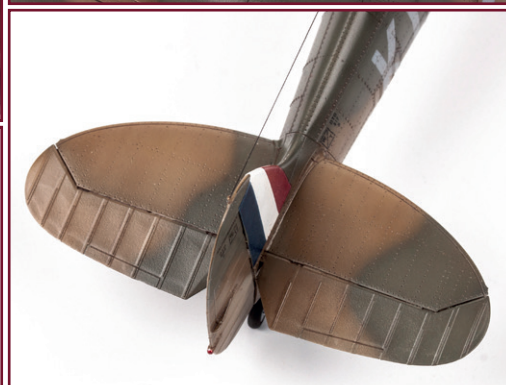


Spitfire Story: The Few

Cat. No. 11143

Built by **Zdeněk Müller**

[Product page](#)



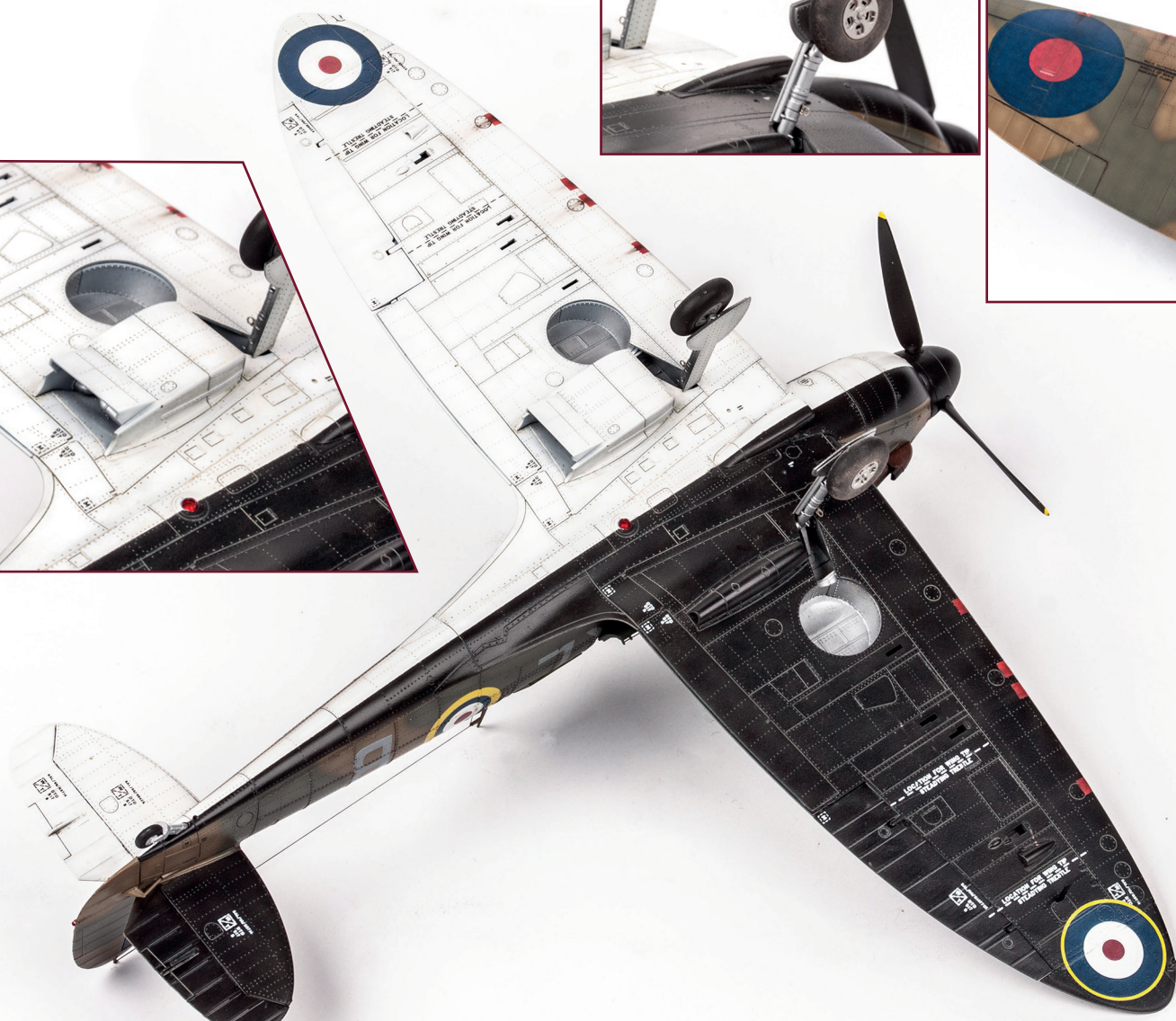
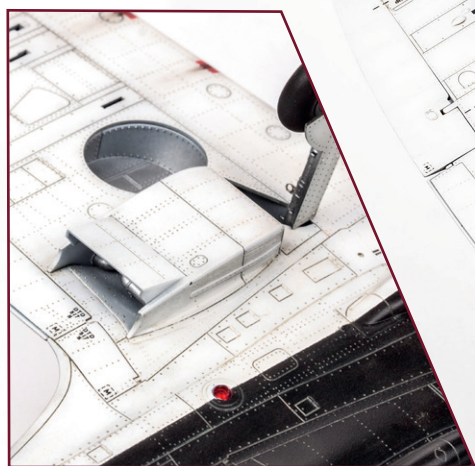
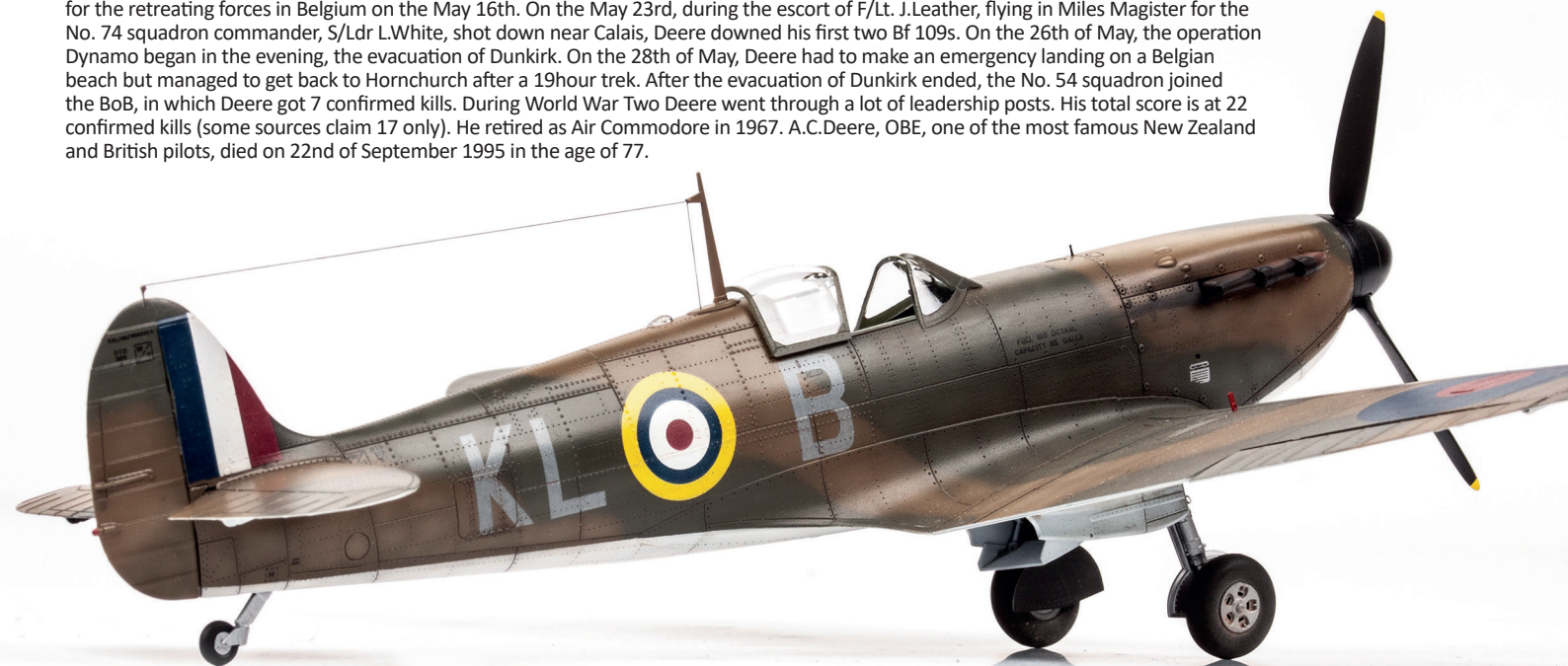
Spitfire Story:

The Few

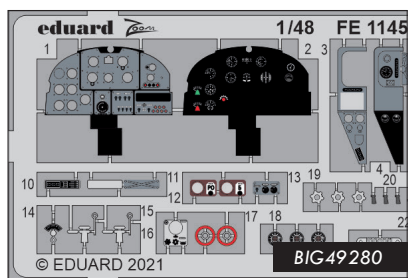
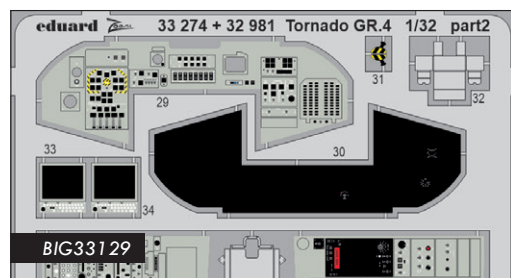
BUILT

N3180, P/O Alan Christopher Deere (RNZAF), No. 54 Squadron, RAF Hornchurch, Essex, May 1940

No. 54 Squadron was the only RAF unit equipped solely with Spitfires Mk.I with Rotol RMS 7 constant speed propeller. The New Zealander Deere, who took first flight in Spitfire on March 6th, 1940, participated in the first operation of the No. 54 Squadron, providing air support for the retreating forces in Belgium on the May 16th. On the May 23rd, during the escort of F/Lt. J. Leather, flying in Miles Magister for the No. 74 squadron commander, S/Ldr L. White, shot down near Calais, Deere downed his first two Bf 109s. On the 26th of May, the operation Dynamo began in the evening, the evacuation of Dunkirk. On the 28th of May, Deere had to make an emergency landing on a Belgian beach but managed to get back to Hornchurch after a 19hour trek. After the evacuation of Dunkirk ended, the No. 54 squadron joined the BoB, in which Deere got 7 confirmed kills. During World War Two Deere went through a lot of leadership posts. His total score is at 22 confirmed kills (some sources claim 17 only). He retired as Air Commodore in 1967. A.C. Deere, OBE, one of the most famous New Zealand and British pilots, died on 22nd of September 1995 in the age of 77.



BRASSIN



BIG ED (April)

BIG33129 Tornado GR.4 1/32 Italeri

BIG49280 Il-2 1/48 Zvezda

BIG49281 Ju 188 1/48 Revell

BIG49282 F-104DJ 1/48 Kinetic

BRASSIN (April)

632170 SC 50 German WWII bombs 1/32

632171 Tornado GR.4 wheels 1/32 Italeri

632173 BOZ-107 pod 1/32

634024 Tornado GR.4 LööK 1/32 Italeri

644090 MiG-21PFM LööK 1/48 Eduard

644091 MiG-21R LööK 1/48 Eduard

648599 F-6D cameras 1/48 Eduard

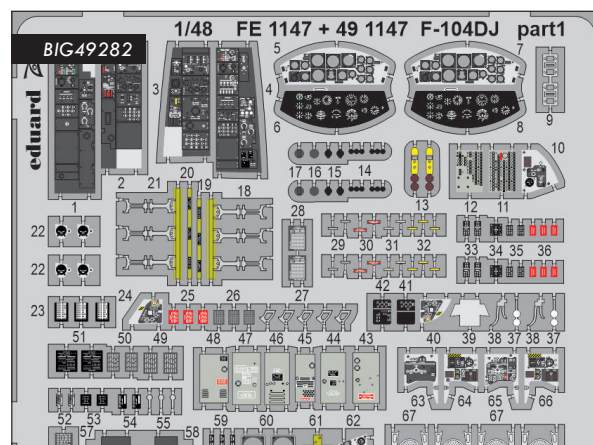
648615 AGM-62 Walleye I ER/ERDL 1/48

648619 AGM-84D Harpoon 1/48

672258 R-27ER / AA-10 Alamo-C 1/72

672260 Brimstone w/ AGLM III rack 1/72

672263 C-130 wheels 1/72 Zvezda



LööKPlus (April)

644092 Bf 110G-4 LööKplus 1/48 Eduard

644093 Il-2 LööKplus 1/48 Zvezda

BRASSIN (April)

SIN64870 Spitfire Mk.I ADVANCED 1/48 Eduard

634024 Tornado GR.4 LööK 1/32 Italeri



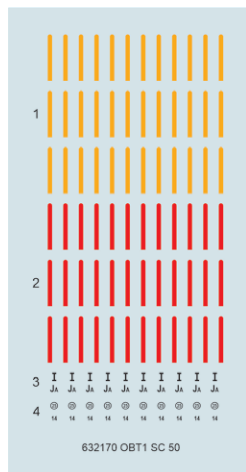
644090 MiG-21PFM LööK 1/48 Eduard



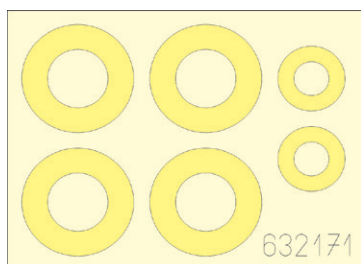
644091 MiG-21R LööK 1/48 Eduard



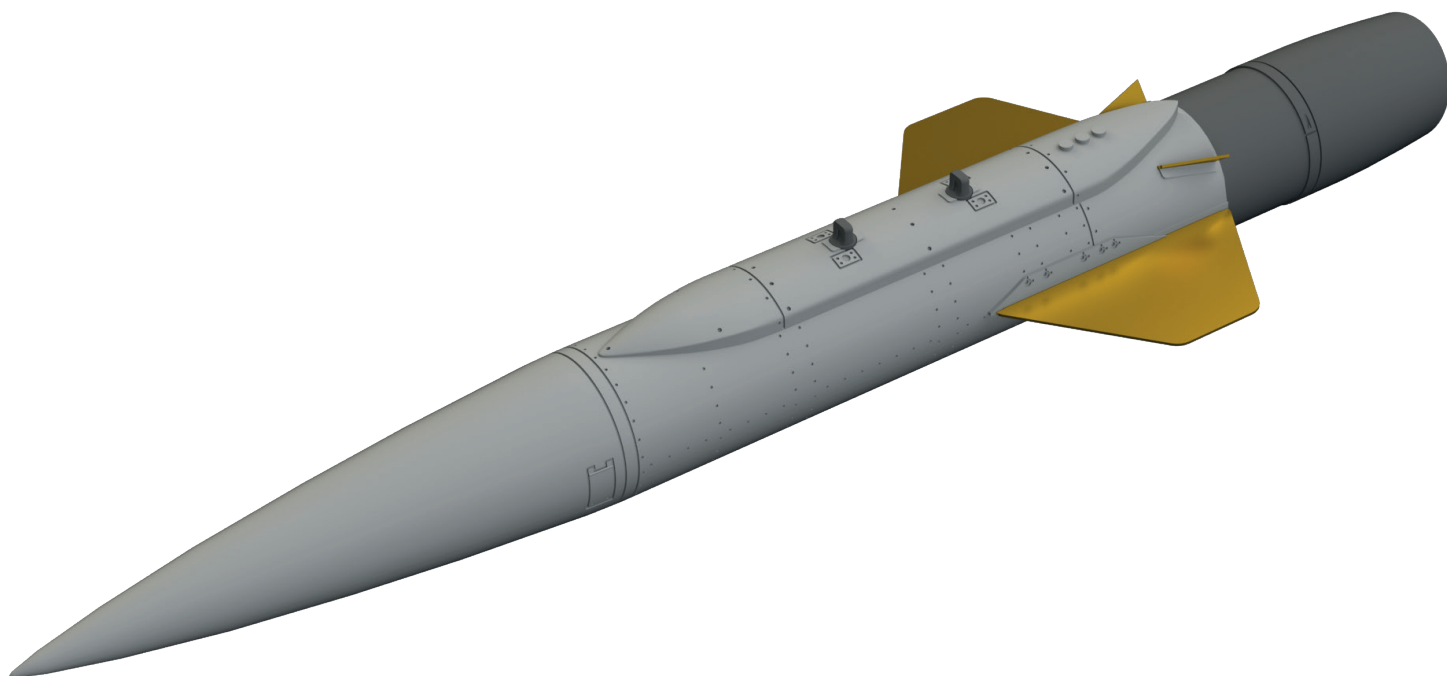
632170 SC 50 German WWII bombs 1/32



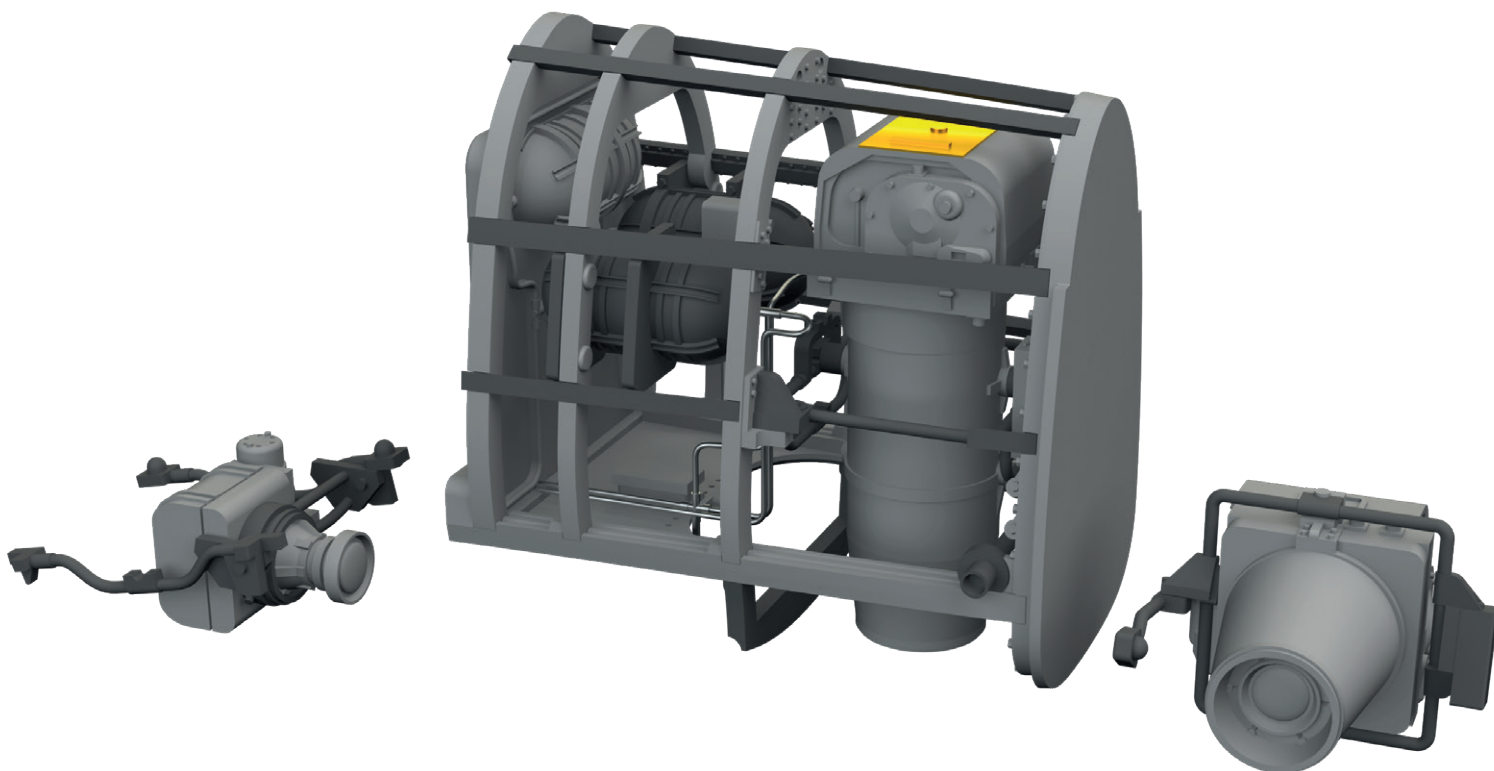
632171 Tornado GR.4 wheels 1/32 Italeri



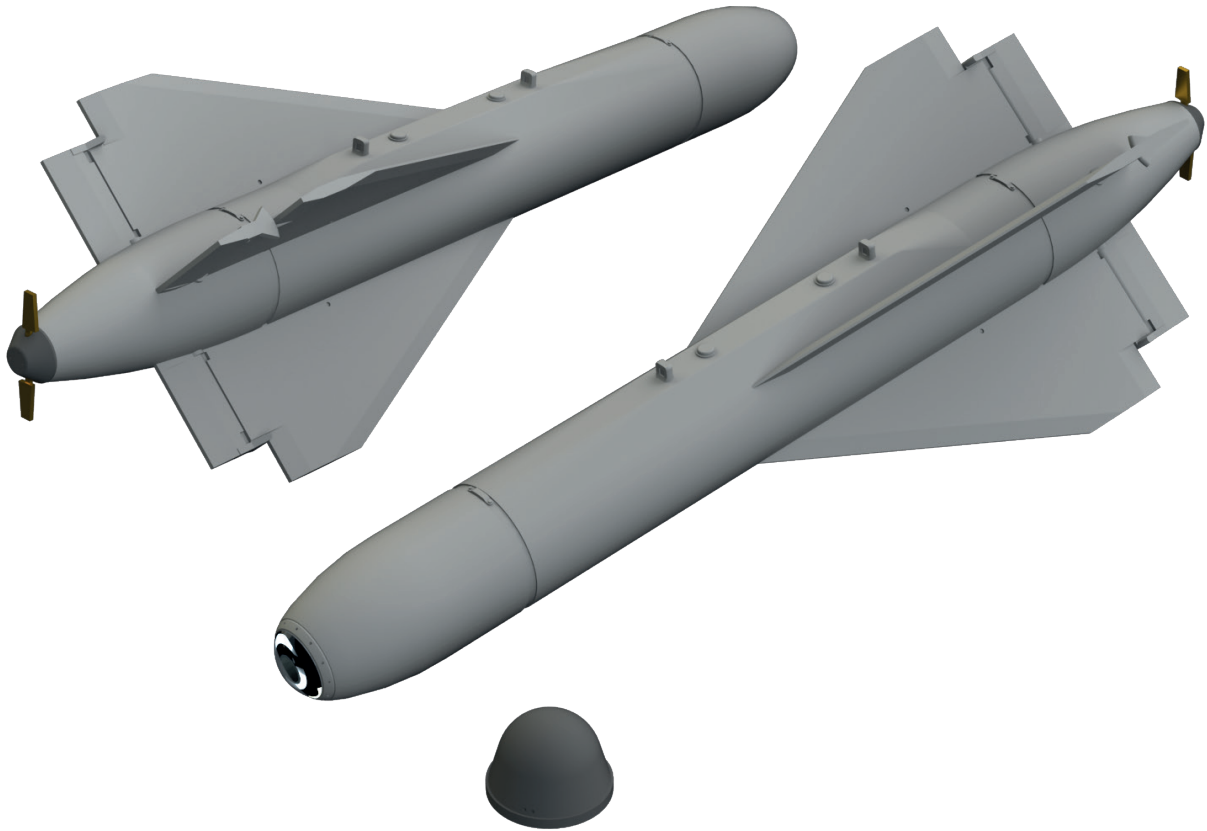
632173 BOZ-107 pod 1/32



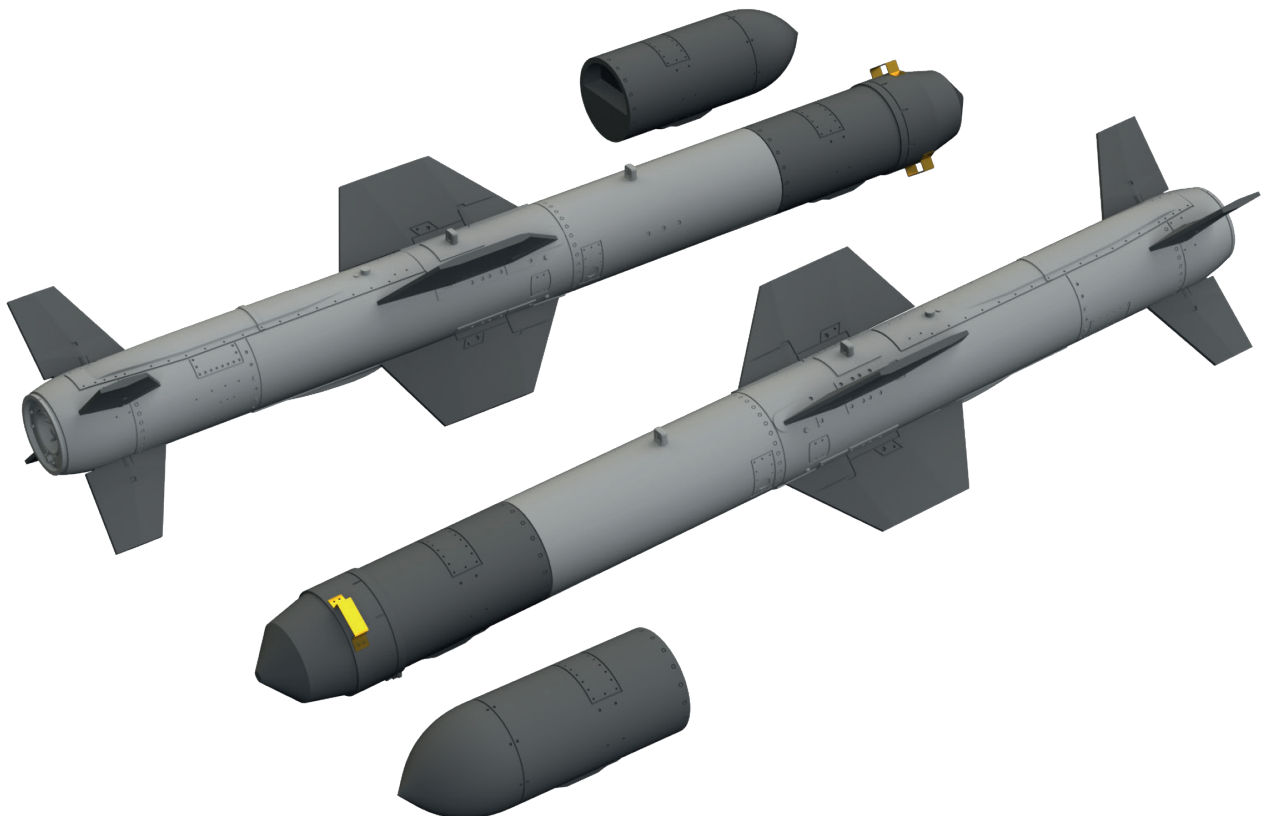
648599 F-6D cameras 1/48 Eduard

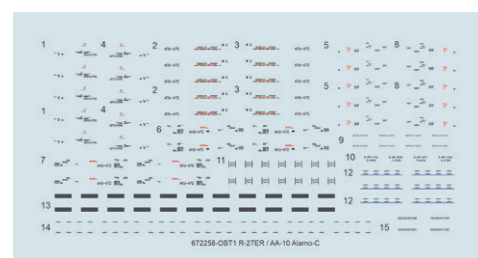
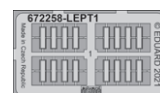


648615 AGM-62 Walleye I ER/ERDL 1/48

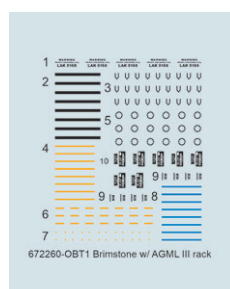


648619 AGM-84D Harpoon 1/48





672260 Brimstone w/ AGLM III rack 1/72



672263 C-130 wheels 1/72 Zvezda

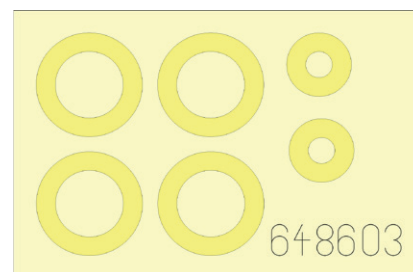
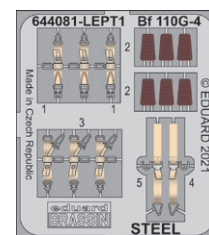
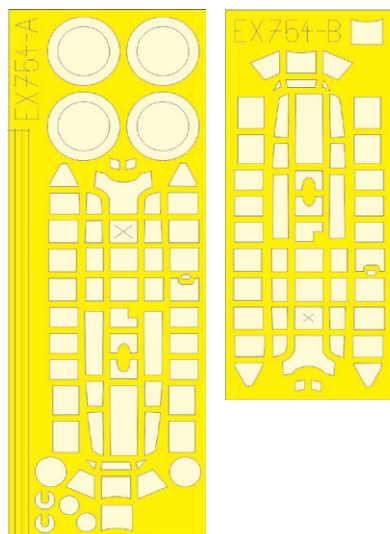


644092 Bf 110G-4 LööKplus 1/48 Eduard

Collection of 4 sets for Bf 110G-4 in 1/48 scale by Eduard.

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

LööK

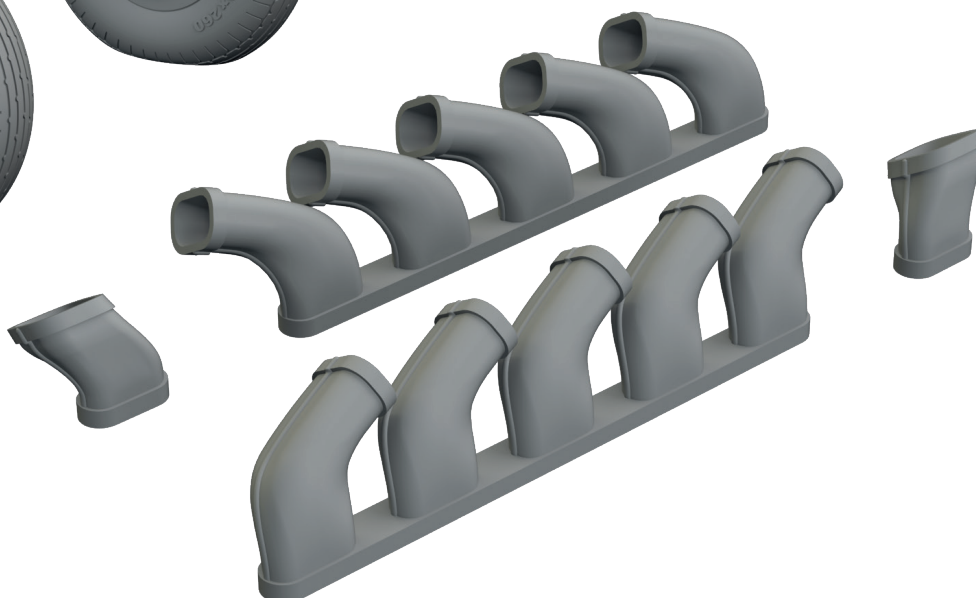
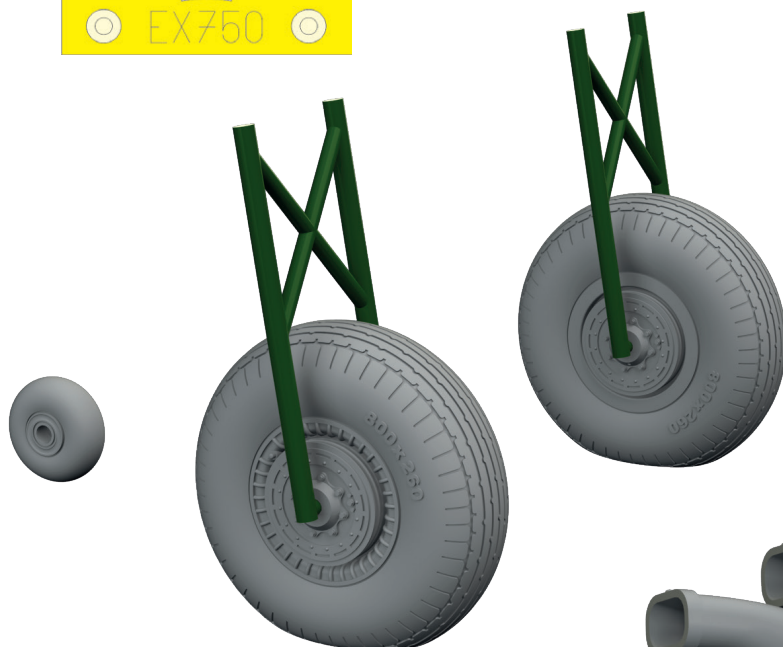
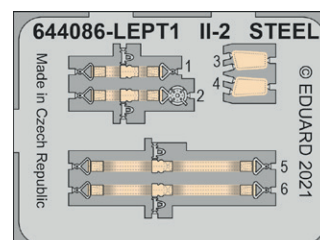
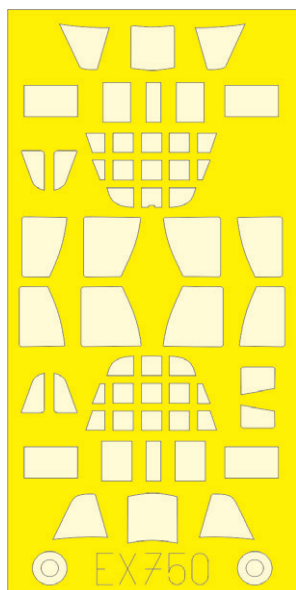


644093 Il-2 LööKplus 1/48 Zvezda

Collection of 4 sets for Il-2 in 1/48 scale by Zvezda.

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

LööKt



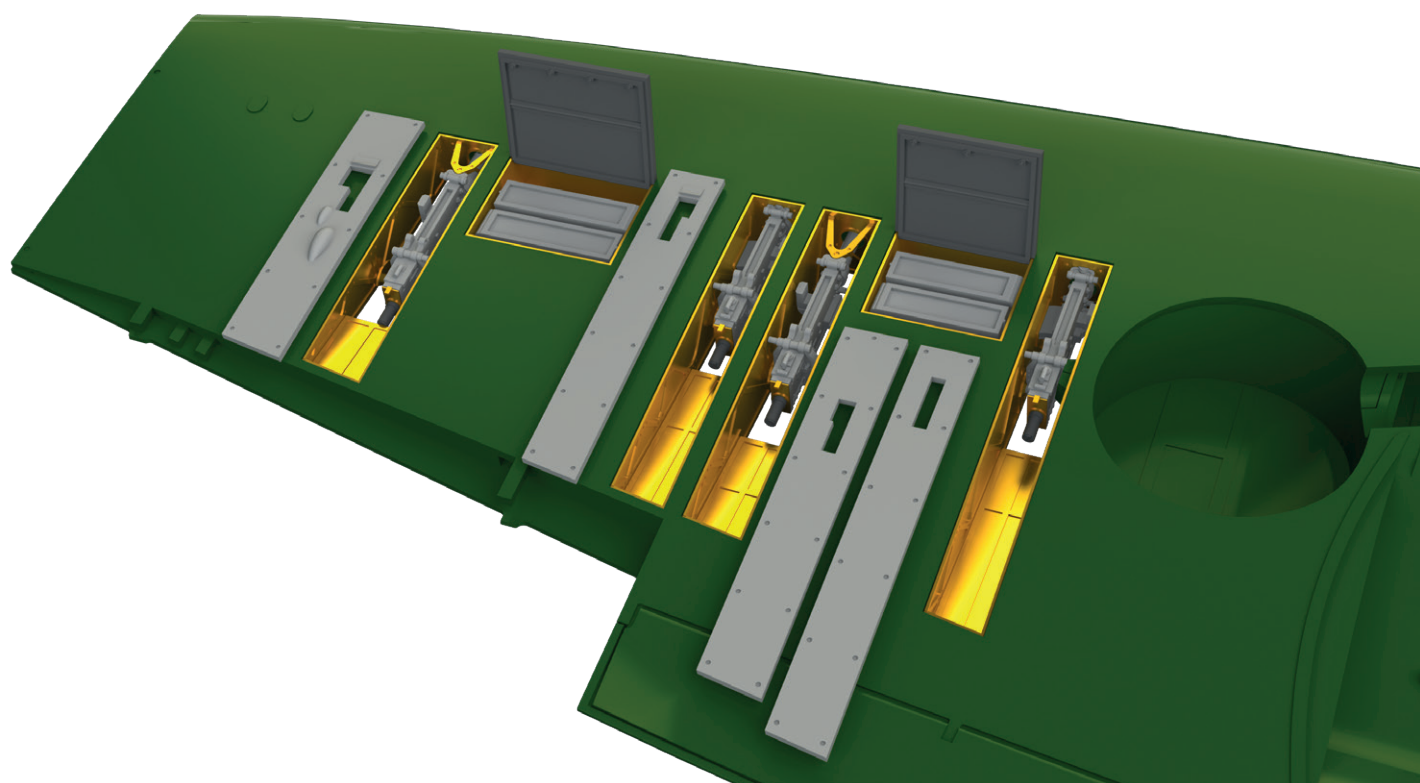
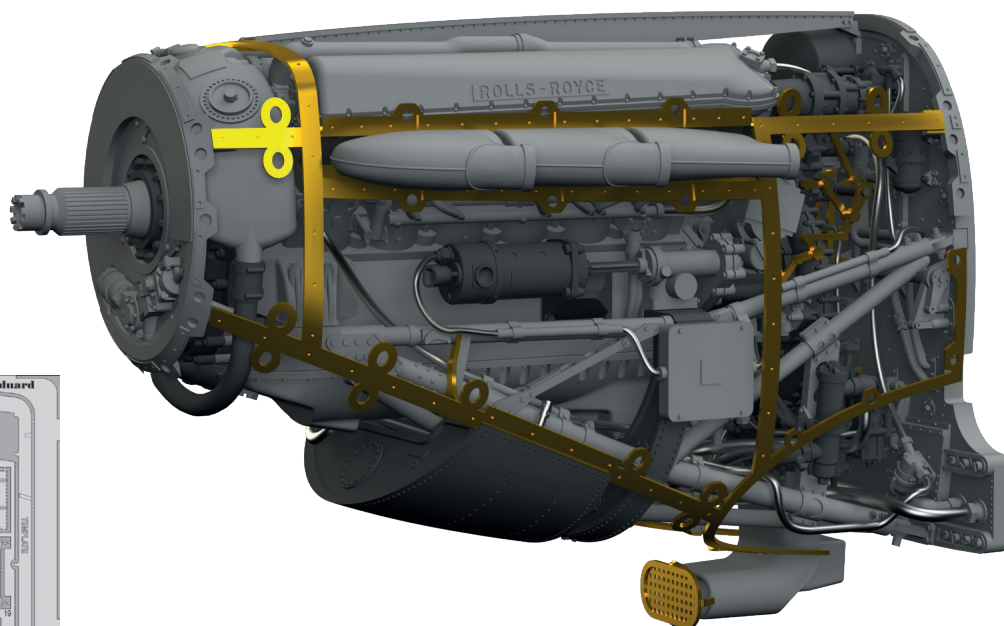
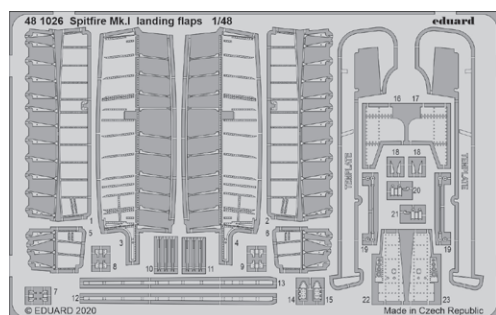
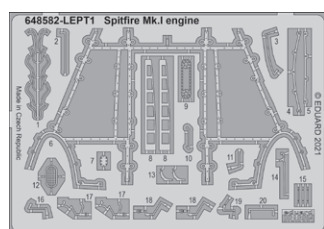
BRASSIN

SIN64870 Spitfire Mk.I ADVANCED 1/48 Eduard

Collection of 3 sets for Spitfire Mk.I in 1/48 scale by Eduard.

- engine,
- gun bays,
- photo-etched landing flaps.

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



PE-SETS

53266	HMS York railings	1/350	Trumpeter
32985	A-26C nose interior	1/32	Hobby Boss
32986	DH. 82A Tiger Moth	1/32	ICM
36461	Pz.Kpfw. IV Ausf.H	1/35	MINIART
481044	MiG-15 landing flaps	1/48	Bronco/Hobby 2000
481045	Ju 88C-6b Night Fighter exterior	1/48	ICM
491161	MiG-15	1/48	Bronco/Hobby 2000
491164	AV-8A early	1/48	Kinetic
491165	AV-8A late	1/48	Kinetic
491168	Ju 88C-6b Night Fighter interior	1/48	ICM
72714	Ki-61-IId landing flaps	1/72	Tamiya
73738	MiG-25PD	1/72	ICM

ZOOMS

33278	DH. 82A Tiger Moth	1/32	ICM
33279	DH. 82A Tiger Moth seatbelts STEEL	1/32	ICM
FE1161	MiG-15	1/48	Bronco/Hobby 2000
FE1162	MiG-15 seatbelts STEEL	1/48	Bronco/Hobby 2000
FE1163	Ar 68F	1/48	Roden
FE1164	AV-8A early	1/48	Kinetic
FE1165	AV-8A late	1/48	Kinetic
FE1166	AV-8A seatbelts early STEEL	1/48	Kinetic
FE1167	AV-8A seatbelts late STEEL	1/48	Kinetic
FE1168	Ju 88C-6b Night Fighter	1/48	ICM
FE1169	Ju 88C-6b Night Fighter seatbelts STEEL	1/48	ICM
FE1170	Bf 109G-6 Weekend	1/48	Eduard
FE1171	Pfalz D.IIIa Weekend	1/48	Eduard
SS738	MiG-25PD	1/72	ICM

MASKS

JX273	DH. 82A Tiger Moth	1/32	ICM
EX762	MiG-15	1/48	Bronco/Hobby 2000
EX763	MiG-15 TFace	1/48	Bronco/Hobby 2000
EX764	Ar 68F	1/48	Roden
EX765	AV-8A	1/48	Kinetic
EX766	AV-8A TFace	1/48	Kinetic
EX767	Ju 88C-6b Night Fighter	1/48	ICM
EX768	Ju 88C-6b Night Fighter TFace	1/48	ICM
EX769	Pfalz D.IIIa Weekend	1/48	Eduard
CX597	MiG-25PD	1/72	ICM

DECAL SETS

D32009	Tornado GR.4 stencils	1/32	Italeri/Revell
D48074	Hawker Typhoon stencils	1/48	Hasegawa
D48075	Su-27UB stencils	1/48	Academy/Kitty Hawk/GWH
D48076	P-40N stencils	1/48	Hasegawa
D48077	P-51D-5	1/48	Eduard

SPACE

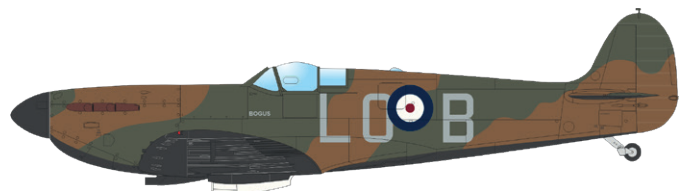
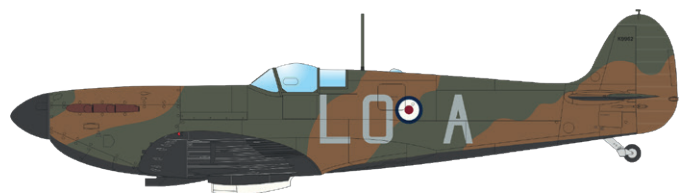
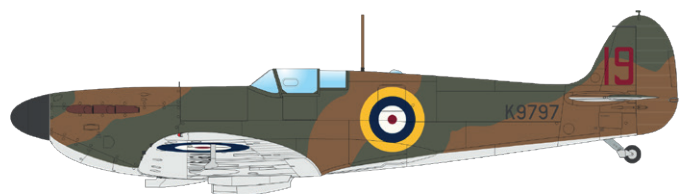
3DL32002	DH. 82A Tiger Moth SPACE	1/32	ICM
3DL48013	MiG-15 SPACE	1/48	Bronco/Hobby 2000
3DL48014	Bf 109G-6 SPACE	1/48	Eduard
3DL48015	F-14A SPACE	1/48	Tamiya

Spitfire Mk.Ia early

ProfiPACK
edition



Cat. No. 82152
1/48

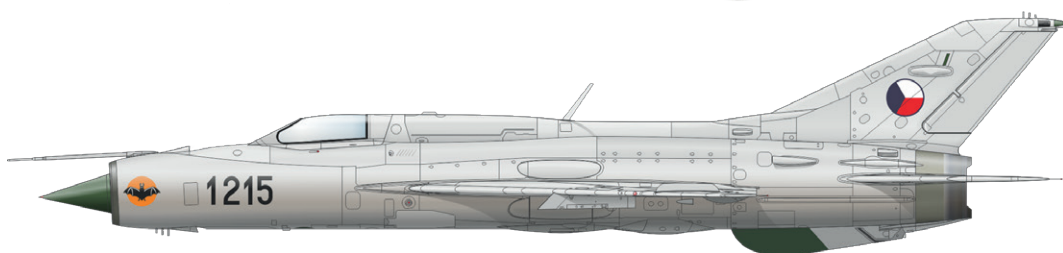


Stříbrné šípy

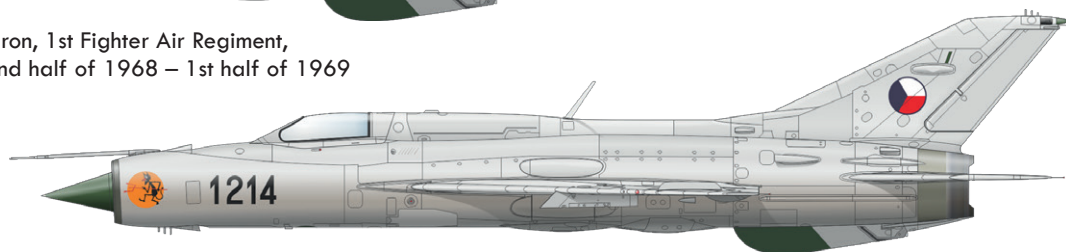
eduard
LIMITED EDITION

1/72

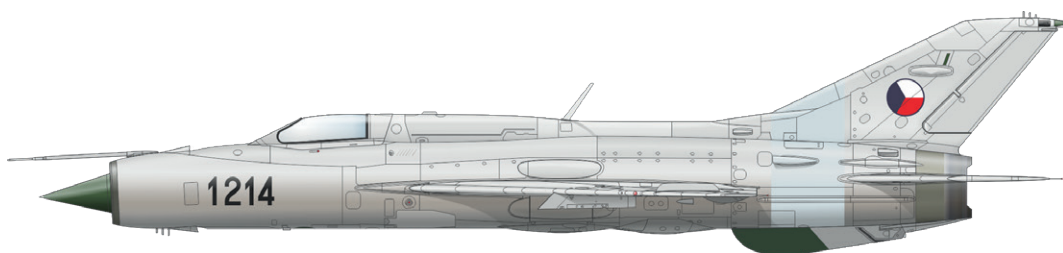
Cat. No. 2134



MiG-21PF, 1215, 2nd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, 2nd half of 1968 – 1st half of 1969



MiG-21PF, 1214, 2nd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, 2nd half of 1969 – 1st half of 1970



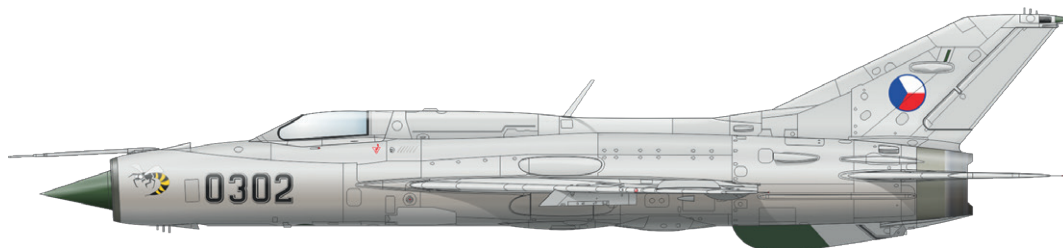
MiG-21PF, 1214, 2nd Squadron, 1st Fighter Air Regiment,
Vsechov near Tabor, June / July 1971

Stříbrné šípy

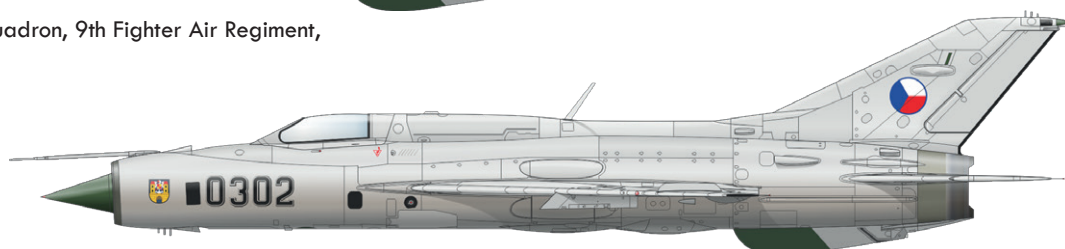
eduard
LIMITED EDITION

1/72

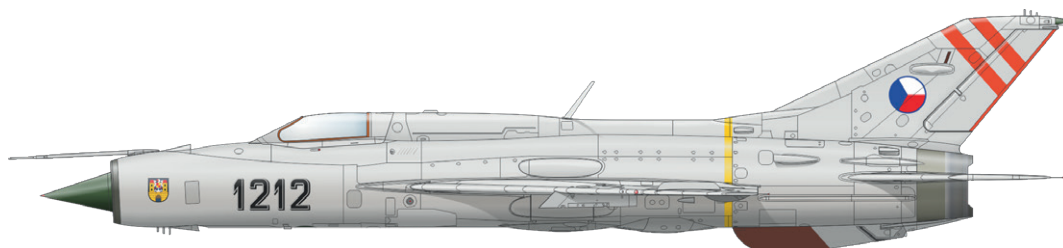
Cat. No. 2134



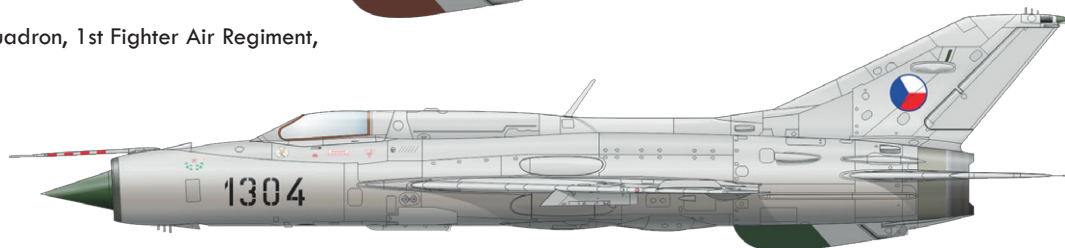
MiG-21PF, 0302, 2nd Squadron, 9th Fighter Air Regiment,
Bechyne air base, 1986



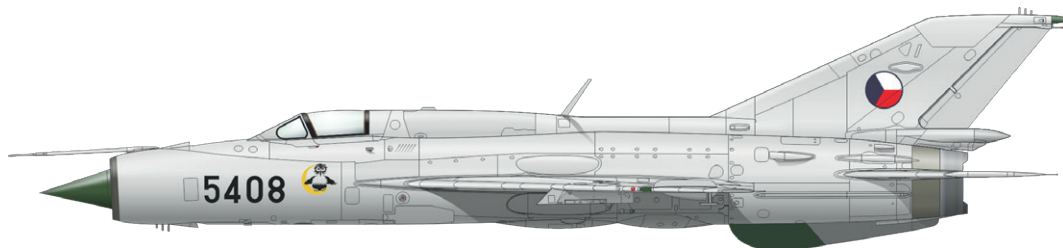
MiG-21PF, 0302, 2nd Squadron, 9th Fighter Air Regiment,
Bechyne air base, 1988



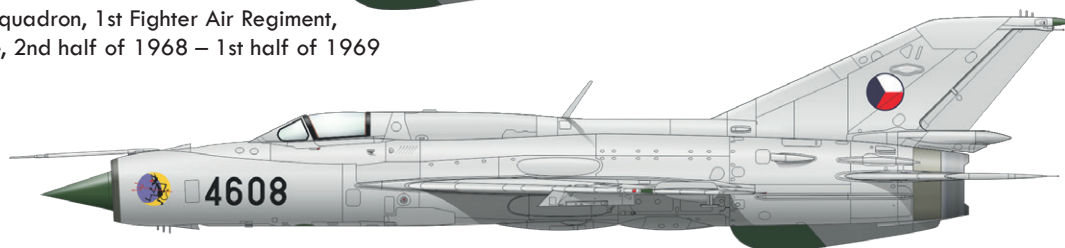
MiG-21PF, 1212, 2nd Squadron, 1st Fighter Air Regiment,
Bechyne air base, 1988



MiG-21PF, 1304, 2nd Squadron, 8th Fighter Air Regiment,
Brno air base, spring 1989



MiG-21PFM, 5408, 3rd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, 2nd half of 1968 – 1st half of 1969



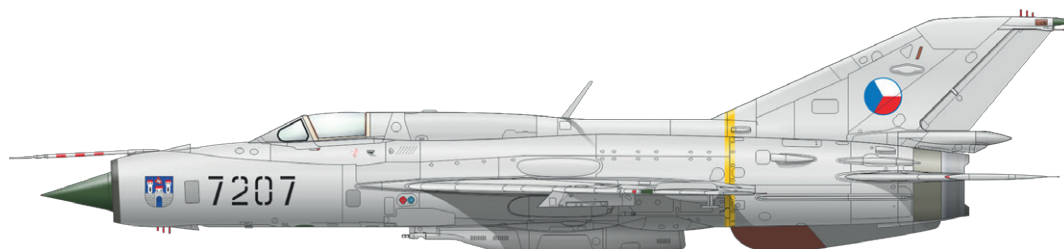
MiG-21PFM, 4608, 3rd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, 2nd half of 1969 – 1st half of 1970

Stříbrné šípy

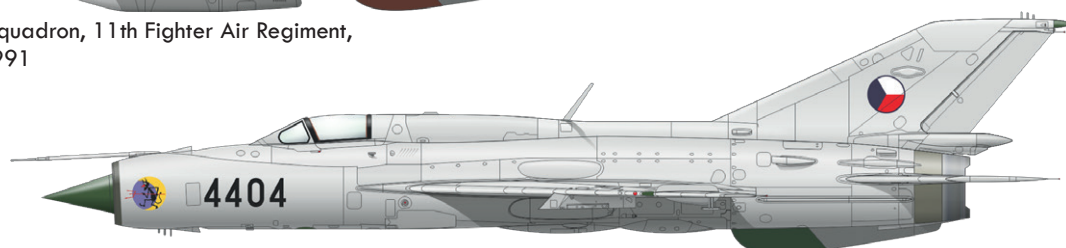
eduard
LIMITED EDITION

1/72

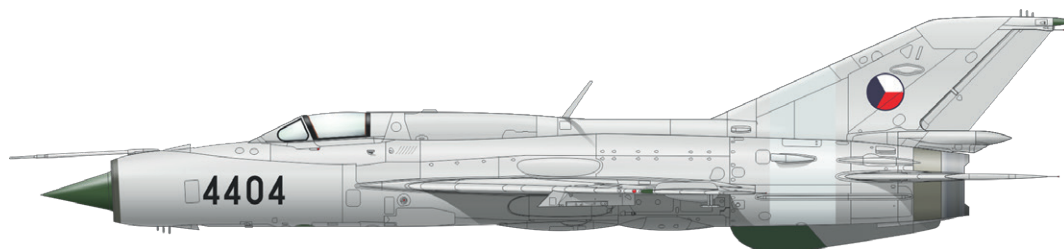
Cat. No. 2134



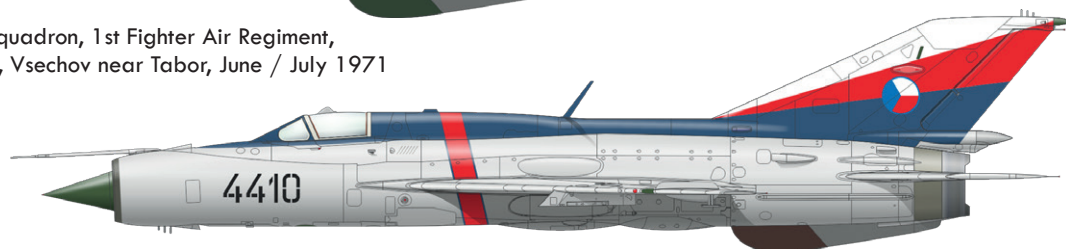
MiG-21 PFM, 7207, 3rd Squadron, 11th Fighter Air Regiment,
Zatec air base, 1987 – 1991



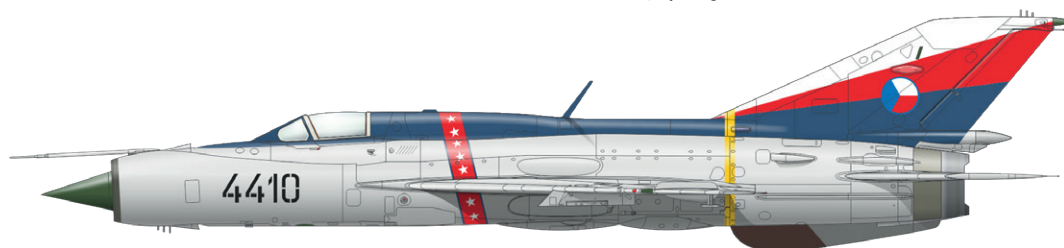
MiG-21 PFM, 4404, 3rd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, 2nd half of 1969 – 1st half of 1970



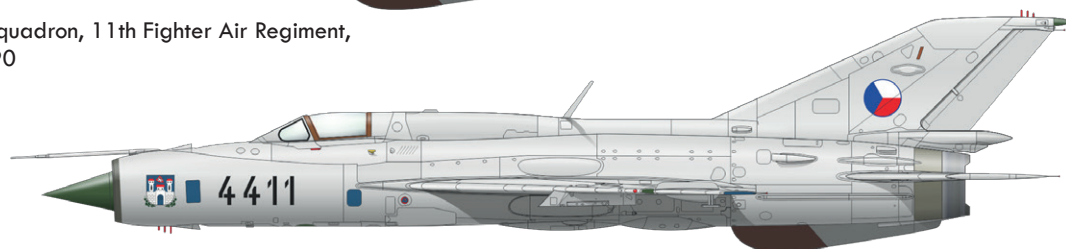
MiG-21 PFM, 4404, 3rd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, Vsechov near Tabor, June / July 1971



MiG-21 PFM, 4410, 3rd Squadron, 11th Fighter Air Regiment,
Zatec air base, spring 1990



MiG-21 PFM, 4410, 3rd Squadron, 11th Fighter Air Regiment,
Zatec air base, spring 1990



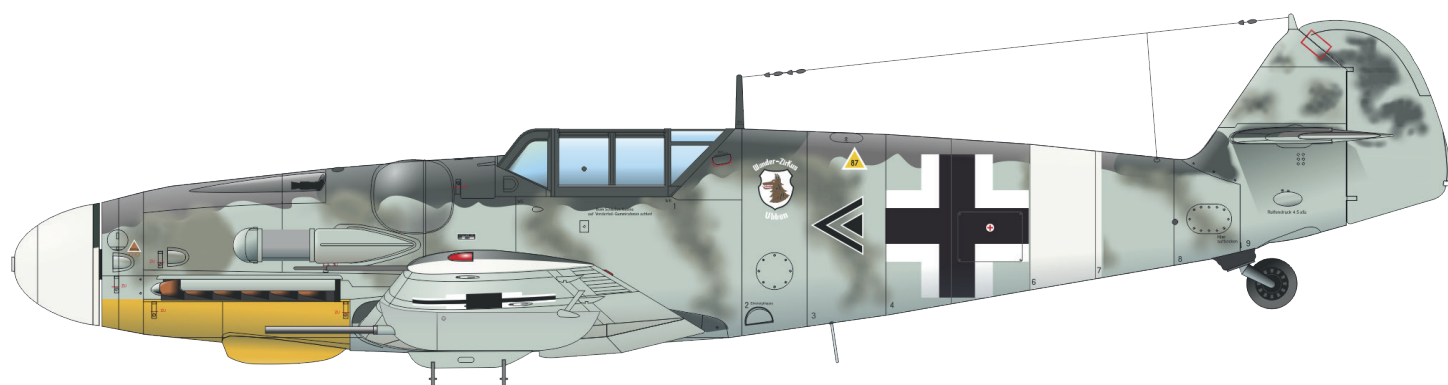
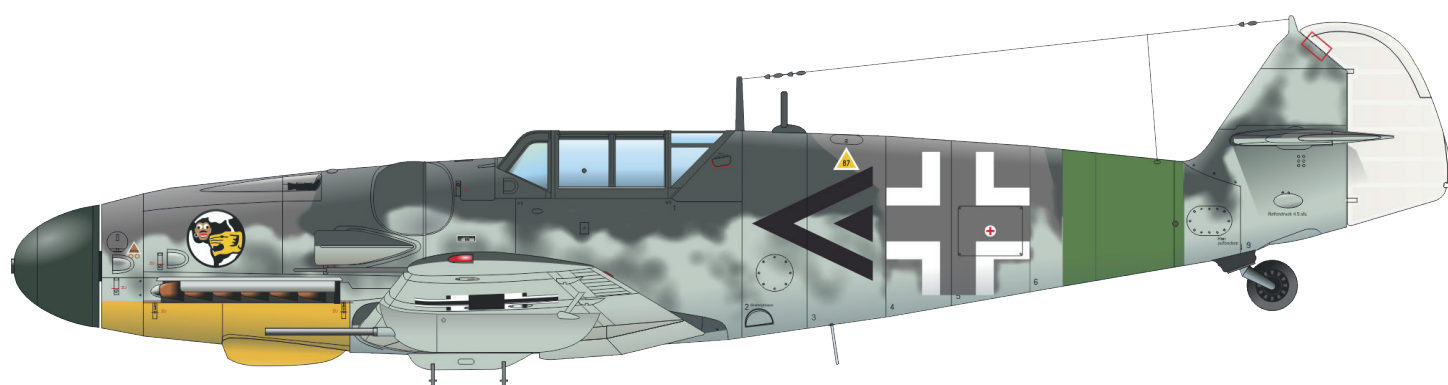
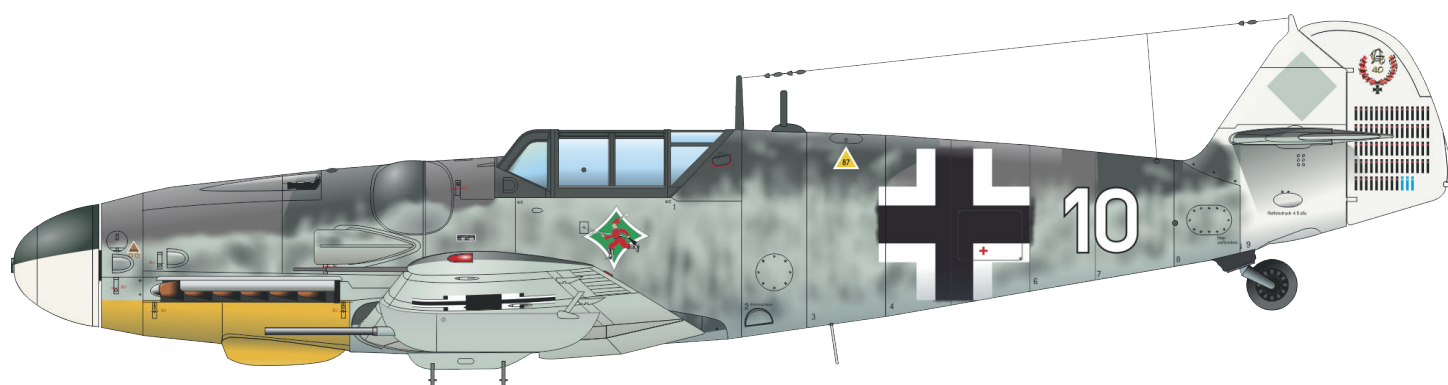
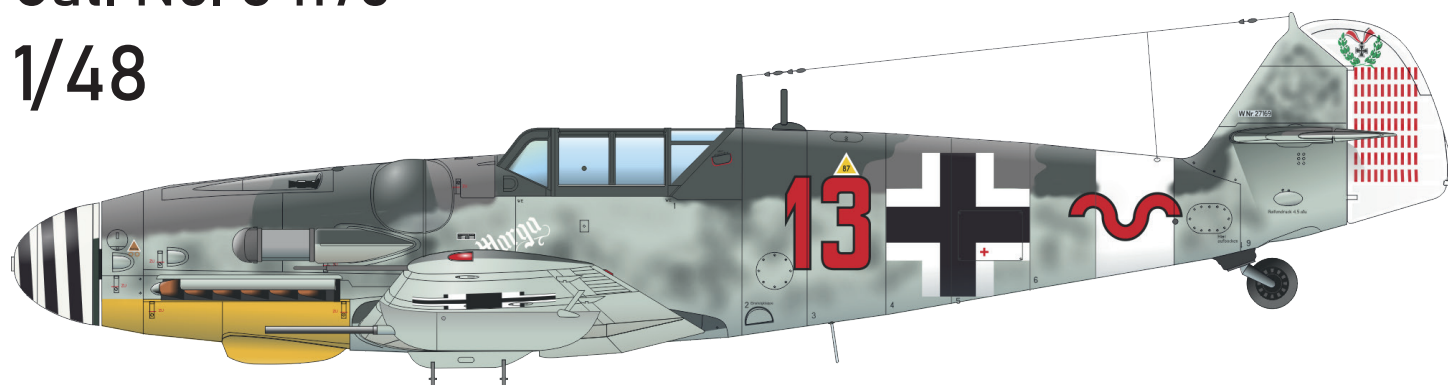
MiG-21 PFM, 4411, 2nd Squadron, 11th Fighter Air Regiment,
Zatec air base, 1987 – 1991

Bf 109G-6

WEEKEND
edition

Cat. No. 84173

1/48

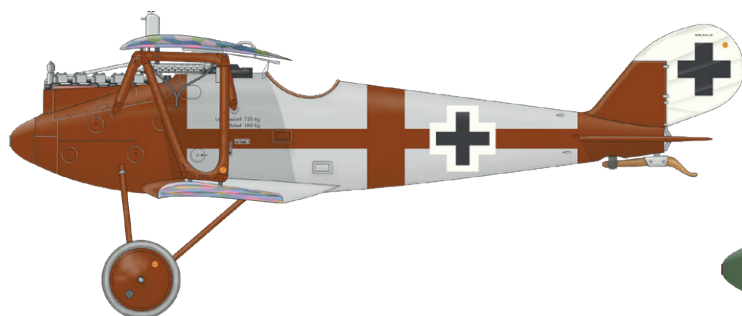
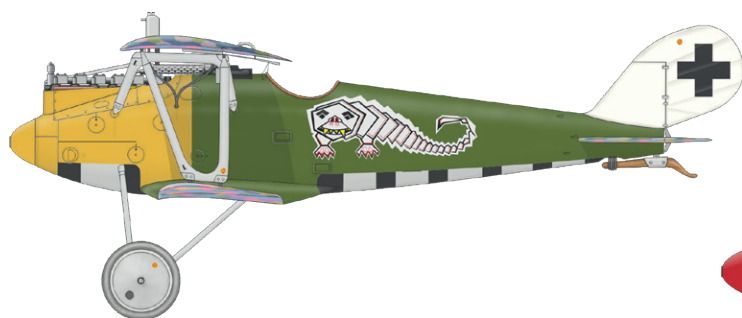


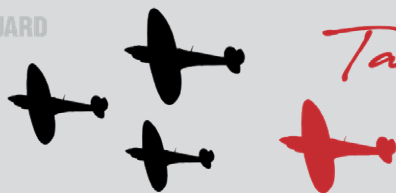
Pfalz D.IIIa

WEEKEND
edition

Cat. No. 8414

1/48





Tail End Charlie

THE GARAGE BEHIND THE IRON CURTAIN

I may bore some of our Czech and Slovak colleagues with today's version of Tail End Charlie, while younger modellers will, perhaps, see it as an uninteresting remnant of the past. I get a lot of questions coming my way as to why there are so many model manufacturers in the Czech Republic. And it is mainly for them that I wrote this issue of TEC. But the conclusions drawn at the end of it may be of use to the locals, manufacturers and customers alike.

I was searching for a gift for a friend, as we were approaching Christmas. I wanted a model of an AFV, which he commanded some twenty years ago while in the army. He really was surprised, since he is not a modeller. I am no expert when it comes to armor kits, and this was my first time looking for something along these lines. I quickly realized that what I was looking for could be very difficult to find in Europe. In the end, I was able to locate my objective at an internet store, and I paid for it. Despite the Christmas rush and the covid influence on just about everything, I had the item in my hands within a couple of days. Glue included. I didn't even have to leave the house, unless you count physically taking the package from the courier. I imagined what it would be like, and how long it would take, to find this model in the days before the internet. There would be a lot of running around, and I would work my phone into the ground, and restricting myself to local numbers at that. And then, I imagined what it would be like looking for the same item in the days if the old communist Czechoslovakia, before 1990. I was not quite eighteen back then.

There was no actual shortage of specialized model shops, but the assortment available was strongly limited, and the biggest shops were only supplied with imported goods a couple of times a year. And there was almost always a long lineup. The majority of items were from the domestic manufacturers, with the odd item from East Germany. Foreign stuff appeared sporadically, at shops like the so-called Tuzex and Pragoimpo outlets, shops specializing in imported goods and having their own retailing protocols that had to be followed. They were outside of the realm of traditional stores based on their foreign goods supply.

It was similar with reference materials. What didn't correspond to post-1948 Czechoslovak or Soviet themes was not imported, and little was produced. However, as the eighties rolled in, it was possible to push through an article or even a chapter about our flyers in the RAF in some magazines and publications. Among such skeletal pieces was a series published in the magazine L+K, called 'Equipment that was Unable to Defeat the Vietnamese People'. It dealt with the air force of guess who.

Fortunately, there were swap meets where it was possible to come across beautiful things from the West. I can't remember who it was exactly that brought me to my first such experience, but I'd wager a bet that it was Marian Kolev, a highschool friend of mine. He also was responsible for getting me in as a member of the Prague-Uhřetěves Model Club. His beautifully built 1:72nd H8K Emily is something that is difficult to forget, and by the way, it was the Frog kit.

The swap meet was held every couple of months in Prague at a couple of alternating venues including Radiopalác building designed in Czech Art Deco style. They didn't differ a whole lot from what these types of events look like today,

prior to the pandemic, of course. The square footage was a much bigger, and it was horribly crowded. In order to find something there that was really out there, it was necessary for me to get in line at about six or seven in the am. Those who know me, know that I am no early bird. So imagine the motivation that was needed to get me up and at it that early in the morning.

The interest in Second World War German and Japanese aircraft was enough. And why these, in particular? Because it was around these subjects that there was much censorship imposed by the communist government. So, that naturally piqued my curiosity. And if it was not possible to buy a certain kit or book at a swap meet, there was often a chance to at least see one, and to buy a magazine with some drawings and profiles.

Gradually, I accumulated enough courage to convert 72nd scale Avia S-199 s into Messerschmitt Bf 109Fs and Gs. At the time, I was in my fourth year of practical co-op experience at the Avia factory, and soon, I was able to get a drawing of the spinner for the '109 to one of the machinists. I asked him to make a master for me, over which I could pull a heated piece of plastic sheet and make the spinners that way. I proceeded a little differently with the canopies. The end result was a similar type of creation out of clear plastic heated over the heating element of a stove. We also tried to make glues by ourselves, and even putties and paints.

It wasn't all fun and games for me, buying things at the swap meets. I remember like it was today the feeling of victory after having secured a Hasegawa 1:72nd scale Ki-84, despite the massive crowd. It cost me 220 Czechoslovak Crowns, which I put together from pocket money. Back then, the average monthly wage was around 3,000 Kcs, and you could get a beer for somewhere in the neighborhood of 2.50 Kcs. Today, the model costs about the same as back then, but the wages have risen substantially. So has the beer!

My talents back then as a beginner couldn't be compared to what could be done by more experienced colleagues under domestic conditions. The Czechs' ability to improvise when there is a shortage of one thing or another is very high. Not only were they able to create various items from poured resin or vacuformed parts, but



were quite able to sell them abroad, across the Iron Curtain as well, through trading or selling with other modellers or companies such as Han-nants. Some even categorized model making as an artistic endeavor, and were able to gain its legalization. Once the communist regime tripped and fell, it was as though the blanket had been removed and the cottage industry came out of a grey zone. When this is combined with Czech manufacturing traditions, going back to the Austro-Hungarian Empire days, then you begin to see the answer to the question as to why there are so many Czech model companies.

The period during which our economy and social structure were derailed lasted a half century, from the spring of 1939 to November, 1989. It's important to remember that we are still trying to get that train that was derailed for so long moving properly again. We are still trying to make up for those lost fifty years. The Czechs are a nation that loves to complain, criticize their Czech neighbors and have a tendency to over-exaggerate praise of whatever comes from abroad, but fortunately, we are also a competitive nation. I think that over the past thirty years, our nation has done a lot of work. Some of the companies have gone far, after emerging from their garages.

There are a number of manufacturers that in certain respects keep part of cottage industry mentality, regardless of company size. And I don't mean just with respect to their interpretations of copyright. Some seem to interpret this English expression as the 'right to copy anything and everything' out there. We have come a long way down a hard road, but there is still a lot of work to be done if we want to get to a level where the term 'Czech quality' is synonymous with all that is positive from not just a technical viewpoint, but an ethical one as well.

Jan Bobek

