

INFO EDUARD

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INFO **EDUARD**

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

APRIL 2021

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EDITORIAL

Dear Friends,

The Covid situation can be likened to the end of the Second World War. We all know that the end is near, that the Chinese gift to the world will be defeated in the end, but it just won't go away quite that easily. In March, we initiated weekly Covid testing by an independent certified lab of our employees as per government mandated requirements. No self test kits or any other sneaky circumnavigation of the requirements here. Through March, we were able to isolate three positive cases that have subsequently been confirmed at our firm and again by a state laboratory. This has led to the temporary removal of a total of 26 employees, either through actual positive test results or through quarantining due to contact with confirmed cases. Among other things, this does indicate the competence of the health care workers that carefully trace points of contact and those who may be potentially affected by them. Within our company specifically, all indications are that the state of things is improving. Departments such as plastic production is seeing a return of people to work and production is ramping up. However, at the end of last week, there was no one in the Brassin production department who could spend time pouring any resin at all. This will likely be felt through April, and may even have an effect on availability of items through May and into June. To the contrary, photoetching is pretty much complete in terms of manpower. That is rather surprising. I myself had Covid in March, and it went off, fortunately, in a mild manner. I am pretty happy about that...who wants to spend time in a hospital? I have to admit that the condition did whip me a bit, and even now I am a bit without energy. Fortunately, my colleagues are not suffering from the same lack of energy, and thanks to their determination, we can present a list now of new items that are akin to what you are used to seeing from us.

Silver Arrows and Our Evolution

As the main centre of attention for this month, I would put the 1:72nd scale Silver Arrows release at the top. The Silver Arrows Limited Edition kit made its first appearance back in 2014. It was in 1:48th and the box was quite large, and it was the main attraction for E-day that year. Today's smaller edition has a lot in common with that earlier release, but at the same time, there are many differences, too. One thing that will be of interest to many is the inclusion of the publication, and it's second edition, developed for this release, is updated to a very large degree, but just as the kit itself, it leaves out the MiG-21R. This is one of the differences. The MiG-21R was dropped as a subject matter from the new release. It was included in the 48th scale kit, along with the PF and PFM versions, and this was a source of a lot of headaches. The inclusion of plastic for three separate kits was almost suicidal, and to this day, the whole thing is remembered as a nightmare, both in terms of packing and in retail. The three-version packaging also didn't find a lot of favor among

our customers. We saw this possibility, and to prevent anyone from having to purchase complete kits to use what was already bought, we made available the idea of the 'Empty Box', allowing the purchase of needed plastic sprues to complete what was in the kit, and in practically any combination desired. This seemed like a comfortable thing to provide our customers, but it intensified those headaches at our end. It was a creative solution for supporting the contents of the kit, but it ended up being a dead end. So, this is something we have no desire in repeating with this 1:72nd scale edition. It includes resin details in the form of seats and wheels. Those that think that these items are automatic inclusions in the Limited Edition line should take note that in the 48th scale boxing, they were not included. Other differences can be seen in the improvement of the technology used and in the conceptual evolution of our kits. These two MiG-21s, the PF and the PFM in 1:72nd, are in my opinion, the best of our MiG-21s in any scale. This is not something that you will necessarily read in any review, but the Eduard kits of the 2020's are at a completely new level as compared to the kits that we were able to offer a decade earlier. We have no other kit in our catalog where this comparison can be made so well to illustrate the point as with the Spitfire Mk.I to V. The Mk.I apparently has its battle to win the hearts of modelers successfully behind it. The usual search for mistakes online ended in record time, and build articles that have appeared show that modelers have been enjoying this kit very much. April's ProfiPACK Spitfire Mk.I carries on the mapping out of individual versions and sub-variants of the early Spitfires over the first two years of the type's service career. These are not just the versions with the flat canopy and two-blade propeller, as could be expected. We consider the main identifiers of those early versions to be those that were not equipped with what would become standard features. That includes full armor protection, Tr.9D or Tr.1133 radio sets, gun heating systems, and so on. The camouflage options cover the timeframe from the fall of 1938 to the spring of 1940, prior to the beginning of the German offensive along the Western Front. There are seven options to choose from.

April Weekends and Stories

Both April Weekend kits are interesting items. The Pfalz D.IIIa is a return to an older First World War kit of ours, but the marking options are a result of the latest research and uncovered information. The boxart is also the result of new research, and depicts an actual event that was an encounter between Lieutenant Eugene Siempelkamp and Camels of No.210 Squadron, RFC. The pilot of the Camel that was shot down, 2nd Lt. Saunders survived the fight and was taken prisoner. Also a part of the reality that the scene depicts is the little Pfalz in the background. It is from Jasta 7, and the pilot of that airplane unfortunately did not survive. Similarly, an actual event is depicted in the boxart of the Bf 109G-6 Wee-



kend it. Should you be interested, the details surrounding this airplane can be found in the article 'Horror Over Kalamaki' in this newsletter. This kit is also interesting in that it uses three versions of a scheme that was used in the very first Bf 109G-6 that we released. This was the kit that was criticized as being oversized, and the one that we pulled from our catalog and retooled completely. I think that these marking options are far too interesting to remain ignored. Red '13' of Heinrich Bartels was actual the subject of boxart for us on two occasions, but at one point it was so experimental, that we couldn't find the courage to use it again.

There's no Re-Edition like a Re-Edition

Along with our new releases for the month, we are also releasing two reboxings of the sold-out ProfiPACK Z-37A Cmelak (Bumble Bee) in 1:72nd scale and the 1:48th P-51D. Both items sold out quite quickly, so rereleasing them is a bit of a no-brainer. At the same time, we restocked the 1:72nd scale MiG-21PF and PFM kits at the end of March. Specifically, the MiG-21PFM is in a ProfiPACK box and there are also Weekend boxings of both the PF and PFM. Also, an OVERTREES restock has been realized for both. The MiG-21PF as a ProfiPACK kit will come in June as a re-release. Through April and May, we will give the same attention to the MiG-21MF in 1:72nd, which will begin with the MiG-21MF Fighter Bomber in May as a ProfiPACK item. I think I should point out the difference here between a re-release and a re-stock. A re-stock for a certain item means that we have everything we need in the warehouse (including boxes, instructions, decals) and all it needs is to be packed. And packed they can be the moment we have the plastic. An item that is up for re-release means that we haven't got the material to pack the kit (Such as boxes, etc.). In those cases, we revisit the instructions and decals, and update the box to our current standard. Then, we combine everything, print it all, and release it under the same catalog number. If there ends up being a more significant change to the kit, such as something to do with a scheme or the boxart, then we also change the catalog number. This will be the case, for example, in May, with the ProfiPACK Bf 109G-2. With respect to photoetching and masks, we have a line up for April that is typical in various scales. In 1:32nd scale, we sets for the Tiger Moth from ICM, complemented by a Space set, and a set for the forward interior of the A-26C from Trumpeter. In 1:48th

scale, we have sets for the Ju 88C-6b from ICM, and the AV-8A in two versions, Early and Late, for the Kinetic kit. The older versions are covered by sets 491164 and FE1164, and the newer versions by 491165 and FE1165. There are six new sets for the Bronco MiG-15, and we have a Space set there as well. There are also three new ZOOM sets in 1:48th scale, for the Ar 68F from Roden and two designed for Eduard Weekend kits of the Bf 109G-6 and the Pfalz D.IIIa. In 1:72nd scale, we are offering a set for the MiG-25PD from ICM and a set of landing flaps for the ki-61 from Tamiya. In the armor scale of 1:35th, we have a set for the Pz.Kpfw. IV Ausf. H from Miniart, and for the ship people, a set of railings for the HMS York in 1:350th. Take a look also at the new BigEd s and five new decal sheets, four of which cover stencil data, while the fifth is the first of several being designed for the P-51D-5 Mustang. This April release is dedicated to the D-5 version Mustang of the 357th FG, 8th AF of the USAAF.

I Peel, You Peel, We All Peel...

While on the subject of decals, the topic of the option of peeling off the carrier film is often discussed. That this is an option offered by our decals has been no secret for some time now, and we are often asked to provide a tutorial on how to peel off that film. We have never actually done so, even though this adds an interesting dimension to our decals to those who want to go that route. The end result here is excellent, and the decals take on a virtually painted on look, don't jut out from the surface of the model, and follow all the contours of it very well. The reason we don't push the procedure as much as you'd think we might is because the procedure does require a certain level of experience and care, and lacking these, the possibility of damaging them is quite high. Given the fact that such failures as could happen here are generally and automatically attributed to the manufacturer's faults, we decided that any official instruction, or maybe more accurately recommendation, of the carrier removal, will be avoided. Keep in mind that these decals work just as well utilizing traditional application methods and expectations. Nevertheless, in order to appease all of the potential carrier film 'peelers' out there, Jakub Nademlejnsky is in the process of preparing a short but informative instructional article on doing just that. Actually, the peeling of the carrier film from the decals is not rocket science, nor is it brain surgery, and the end result is truly mesmerizing. But, even so, this will be a 'proceed at your own risk' endeavor on the user's part. This article will come out in the May edition of the newsletter.

3D Premiere and Free Space Offer

In the Brassin line, I would ask you to note the release of the F-6D reconnaissance version of the Mustang cameras. This release is based on a rather labor intensive bit of research. The interesting about this item is the combination of poured resin, photetched brass and printed bits. We've been doing some experimenting now for some time with printed parts, and we see a lot of potential with this way of production, and we will be converting partial production to this technology. We have a lot of experience with 3D printing, than the entire production of the Brassin line is founded on it. If you are not aware of it, the entire concept of the Brassin items has been founded on 3D printing technology from the get-go, and the masters have been exclusively prepared this way. The only handmade aspect to them is final cleaning and prep work that may be necessary in the production of moulds. But the technology has only been to produce the masters, and we have been recently experimenting with offering actual prints, without pouring. The results of our tests are very promising. I expect that through the summer, that the number of sets that include parts printed will begin to grow exponentially. Besides this set, you will also find on offer in the Brassin line more of the usual weapon sets in various scales and two sets of wheels, one for the Tornado Mk.4 in 1:32nd (Italeri) and for the C-130 Hercules in 72nd (Zvezda). There are three new LööK sets to be found, one for the just mentioned Tornado GR.4 in 32nd and the remaining two are for the MiG-21R and PFM in 48th. Two LookPlus sets are for the Bf 110G-4 and the Il-2, both in 1:48th (Eduard and Zvezda respectively). Going forward, there are four new Space sets for the ICM 1:32nd scale Tiger Moth and three in 48th: MiG-15 (Bronco), F-14A (Tamiya) and the Bf 109G-6 (Eduard). The Space sets, as with all new products, is being developed further since its introduction in January. The sets developed for this month's release are now pretty much as the original vision foresaw. It's not that we are not able to release a new product that is consistent with its original conceptual idea, but rather more about the required level of testing as the product evolves by a limited number of people. The post release reaction of the public at large then brings much more to think about. These are then used to evolve the product further. I tend to disregard the typical Czech disdain for anything new in the initial phases of release. If we were gonna submit to that, we would pack everything up and start manufacturing tractor signal switches. I recommend a good look at these new sets. At the very least, they do warrant a good, so-

lid look. In order to make that easier for you, we are running another offer as of today. This time, it will be connected to purchases of the Weekend Edition kit of the Bf 109G-6 (catalog number 84173).

The Earliest of the Spitfires

And finally, I have a few words regarding another segment of today's newsletter. It's about the article from Richard Plos, Horror Over Kalamaki, and has already been mentioned. The article is for me a natural extension of the illustration depicting it. It's mostly about people who have had the misfortune of learning of the realities and horrors of war first hand. It's about the fact that inside of the downed airplane, that is about to become nothing more than a statistic on some paper, are real, actual human beings. Jan Bobek added an autobiographical article about the First World War fighter pilot Gotthard Sachsenberg and his family. So as to not have all of the articles about long past subjects, there is also an article by Michal Krechowski and Radim Vojta about a red Cmelak coded OK-AKP, in the colours of No.312 Squadron. Each article has its own individual style, and I have no fear about any of them causing anyone any boredom.

Also, I would like to point out the model of the Supermarine Type 300. It's a conversion of our Spitfire Mk.I by John Colasante. God only knows what the differences between the Type 300 and the Spitfire Mk.I really were, but he will surely know how much work such a conversion demands. I have an idea, too, and I congratulate John on his success in the Eduard Model Builders Group contest on Facebook. Shane Doak and the other site administrators organized this contest very professionally, and hats off to them as well. Of course, we refrained from having any sort of influence on the judging of the contest, but at the request of the administrators, we provided hardware for the prizes. The contest ran from the end of 2020 to mid March, 2021 and along with John's Spitfire prototype, there were two Bf 109s that also placed. One was from Poland by Mariusz Hasiuk, and one no less interesting from Bulgaria, built by Mitko Mitkov.

And that is it for today. As always, I hope you enjoy this month's newsletter, and good luck into the (hopefully) final days of the pandemic.

Happy Modelling!
Vladimir Sulc

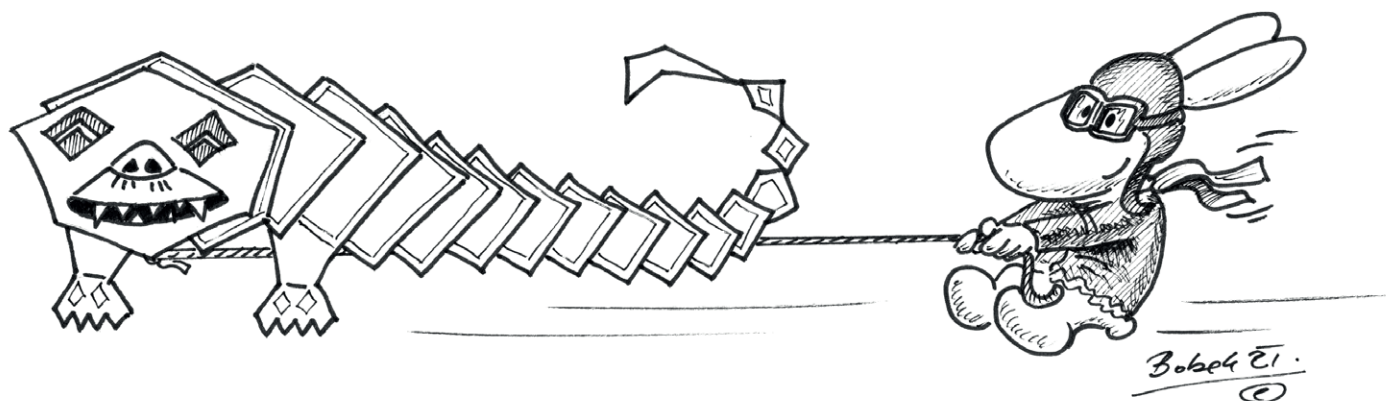




Photo of Gotthard Sachsenberg made in late summer 1918 after the awarding of Pour le Mérite. Note the Navy observer badge.

GOTTHARD SACHSENBERG

I have written about the Sachsenberg family pilots several times, but this time around I decided to spread the theme of Gotthard Sachsenberg Jr. around his extended family. In this way, the reasons as to why he became such a successful naval aviator and on what basis he built his career as an industrialist and politician could be best explained.

Jan Bobek

Seaman Gotthard

Gotthard Sachsenberg Jr. was born on December 6th, 1891 in Rosslau on the outskirts of Dessau into the family of a shipyard co-owner and secret Imperial Privy Commercial Councillor Dr.-Ing. h. c. Gotthard Sachsenberg Sr. His son attended high school in Dessau and Schneppenthal. The school in Dessau was also attended in the same year by Oswald Boelcke and their one year younger peer Theodor Osterkamp. These future aviation legends likely need no introduction.

Gotthard Sachsenberg Jr. graduated high school in Eisenach, and went to college studies in national economics. However, he soon opted for a career change and even before the First World War began, he joined the navy in April, 1913. Basic training was followed by naval training on the protected cruiser S.M.S. Hertha. The naval training was undertaken with the rank of Fähnrich, and the beginning of the war saw him with that rank on board the pre-dreadnought battleship S.M.S. Pommern. This ship was sunk on June 1st, 1916 in a battle of Jutland, and none of her crew survived. But by then, Gotthard Jr. had been away from the battleship for quite some time.

In September, 1914, after a concentrated effort put forth on his superiors, he was allowed to volunteer for the air component of the navy, the Freiwillige Marine Fliegerkorps. The commanding officer of this branch of the service was Oblt. z. S. von Skrbensky, and achieved active duty status from December, 1914, flying from the airfield at Oostende in Belgium. Sachsenberg became an air observer and crew commander. At the beginning of 1915, he was reassigned to II. Marine Landflieger Abteilung, which became combat ready in February of the same year. In August, 1915, Sachsenberg was awarded the Iron Cross

1st Class for his service, but was sent to recover at Gent due to the results of the demands of combat that were imposed on him.

His unit was redesignated as II. Marine Feldflieger Abteilung in October. In January, 1916, Sachsenberg was promoted to Leutnant z. See, and became an observer instructor at an aviation school. A month later, though, he could be found training on single seat fighters at Kampf Einsitzer Staffel Mannheim. He would be the first naval aviator to finish fighter pilot training. In April, 1916, he returned to his original unit as a 'Fokkerpilot', as the unit had accepted single seat Fokker E fighters, and, as was the custom at the time, it was known as Kampf Einsitzer Kommando (KEK), but it was not a separate unit.

In November, 1916, the first new specialized naval fighter unit was activated under the name Marine Feldflieger Jagdeinheit. The unit's commanding officer was Sachsenberg, and so the unit was named Sonderkommando Sachsenberg, and for its lower numerical status in terms of equipment, was also designated as Jagd-Halbstaffel (with 'Halb' meaning 'half'). However, formally, it still was subordinated to the command of II MFFA, who's CO was Oblt. z. S. Hans Alfred von Santen.

February, 1917 finally saw the activation of a full fledged fighter unit at Neumünster called Marine Feldflieger Jagdstaffel I (MFJ I), and its command was bestowed upon Sachsenberg. The unit's pilots hailed from Sonderkommando, which he had led until that time, and also partly from II MFFA. Among those under his command was also a friend in the form of Theo Osterkamp, and they soon found themselves in competition with another with regards to the number of aerial victories, especially after Osterkamp was named commanding officer



After basic training, Gotthard Sachsenberg underwent naval training on board the protected cruiser S.M.S. "Hertha." The vessel has served as a colonial cruiser in Asia and Africa since 1899. This image shows the cruiser in Dar es Salaam, Tanzania. From 1908 "Hertha" served as a training ship for cadets. The future commander of the Kriegsmarine, Karl Dönitz, also underwent training on board.

of MFJ II. In all, five naval Jasta units were formed.

Sachsenberg got his first two kills on May 1st, 1917. The first was a Farman over Dixmuiden. It may have been an aircraft belonging to the Belgian 3me Escadrille. That aircraft was crewed by Sergeant Jean Pauli and observer Lieutenant Jean de Bersaques, rookies who were attacked by six fighters. Two of them were kept busy by the only aircraft that was escorting the Farman. It was flown by Adjutant Jacques Goethals of 1ere Escadrille, but the crew of the Farman did not survive the attack of the others. This version of events would be consistent with the loss of the Farman, which was credited to Jasta 28's Lt. Schafer.

The second victory came on the same day when Sachsenberg claimed a 'Sopwith 2' at Oudekapelle. Another destroyed Sopwith was claimed by Flgnt. Bertram Heinrich as his first (of eventually twelve), also of MFJ I. No shot down aircraft correspond to the claims. However, their opponent was likely future Belgian ace 1.Sgt. Willy Coppens. At the time, he flew Sopwith ½ Strutters with 4me Escadrille. During a flight over the Front, he was attacked by four enemy fighters. He escaped the attackers after some five minutes of maneuvering. However, they fired with extremely good aim. One round hit Coppens' helmet and he ended up with some 32 hits to his aircraft, 28 of which were counted in the cockpit area!

In August, 1917, and after his sixth victory, Sachsenberg was awarded the Knight's Cross of the House of Hohenzollern with Swords. Before the year was out, he added another two kills to his total, and his friend Osterkamp had six at the time. MFJ I flew the Albatros D.III, later the D.V and D.Va, as well as the Pfalz D.III and D.IIIa. From the summer of 1918, the unit flew the Fokker D.VII and also the Fokker E.V. briefly. Sachsenberg championed the formation of a naval fighter wing that would have under its control several Jagdstaffel, in much the same fashion as was the case with their army colleagues. In June 1918, he managed to form Marine Jagdgruppe, which was made up of three naval Jastas. Sachsenberg simultaneously commanded one of them,



At the beginning of the war Gotthard Sachsenberg served aboard the battleship S.M.S. "Pommern". This vessel was sunk on June 1, 1916 in the Battle of Jutland and none of the crew survived.

his existing MFJ I. He cared for not just his men and their equipment, but also placed a lot of emphasis on the development and effectiveness of unit identifying markings that served under his command. The bottom line identifying feature of naval fighter units was the colour yellow, combined with black details as a general rule. In June, 1918, he also shared in the testing of prototypes at Adlershof, and he ensured the purchase of all-metal Junkers aircraft for his unit.

Pour le Merite and the Marine Jagdgeschwader

As the five-hundredth officer of the Imperial Armed Forces and the second naval aviator, he was awarded the Pour le Mérite on August 5th, 1918. He was so honored after his eighteenth kill. The celebration was planned for the evening of August 12th.

During the course of that day, German naval fighters claimed a total of eleven kills without a loss. Sachsenberg took part with his 20th and 21st kills. This occurred in the afternoon hours over Ostende during an attack by Sachsenberg and his wingman on DH 9 bombers from No.218 Squadron RAF being escorted by American flown Camels of the 17th Aero Squadron, USAS. The goal of the enemy aircraft was to bomb targets in Bruges. The pair of German naval flyers achieved notable success. Sachsenberg first downed Camel D9507, flown by 1st Lt. Ralph D. Gracie, who crashed into the sea off Ostende at 1145 and was listed as missing in action. Another three Camels were hit, but their pilots were able to get back to their base, but all were in need of hospitalization. The Germans claimed no further Camels.

Sachsenberg then attacked a British DH 9, D1691. An American was the pilot of that aircraft as well. It was US Navy Ensign George C. Moseley, a former member of the Lafayette Flying Corps and a pilot with the French Esc. N. 150. The gunner's position was occupied by Lt. M. M. Lowry. Sachsenberg hit their aircraft hard, but the crew did manage to get back to safety unscathed.

During the attack on the DH 9, Sachsenberg attracted the attention of a Camel flown by Sgt. W.H. Shearman. He described his foe as a Fokker biplane camouflaged with broad irregular blotches of black and cream white. That tends to sum up accurately the colouring of Sachsenberg's Fokker D.VII, which was in fact painted with black and yellow squares. After the encounter that began at an altitude of some 15,000 feet, Shearman reported:

"While on O.P. (offensive patrol) cooperating with D.H.9 Bombing Squadron two Fokker Biplanes dove on rear D.H.9. We turned to meet them. As Fokker turned to fire on one of our formation, he passed below me and in opposite direction. I fired burst as he passed and swung around on his tail opening fire a second time at about fifty yards, my tracers going directly into enemy aircraft (E.A.). Fired 130 rounds from this position at point blank range. E.A. went into straight nose dive slowly revolving about its longitudinal axis until he disappeared into ground haze. I was at that time at about 10000 feet."



A 1916 photo features Gotthard Sachsenberg during the engine test of his Fokker E.III "LF 196". The letters "LF" during this period were used by the German navy to identify landplanes (Landflugzeug).

Photo: Neal W. O'Connor via Greg VanWyngarden

Shearman's kill was listed as confirmed. Two days later, however, he was shot down by Flgnt. H. Hackbusch of Sachsenberg's MFJ I. He was seriously hurt in the incident, was captured, and died shortly afterwards in an infirmary. He is buried at Arlington National Cemetery. There was a massive naval aviator gathering for a celebration of Sachsenberg's Pour le Mérite on the night of August 12th. The night was helped along into reality by the aerial victories the unit achieved over the course of the day. However, the morning after, which included some monumental hangovers, brought an unpleasant awakening. The base was the target of a retaliatory raid by Camels of the 17th Aero Squadron, followed by the completion of the destruction by crews of DH 9s from No. 211 Squadron, RAF. One hangar was damaged, as were several quarters. Twelve Fokker D.VIIs were written off and five were damaged. Three fighter pilots and a mechanic did not survive the attack. Only Sachsenberg was able to exact some revenge on the 13th of August by way of two further kills, but he was credited with neither.

In September, 1918, the Marine Jagdgeschwader was finally formed, that had under its control five naval Jasta units. The command of the



Gotthard Sachsenberg (standing on the right) with members of a Marine Feldflieger Abteilung in front of a LVG C.II.

Photo: Neal W. O'Connor via Greg VanWyngarden

Photo: SDASM

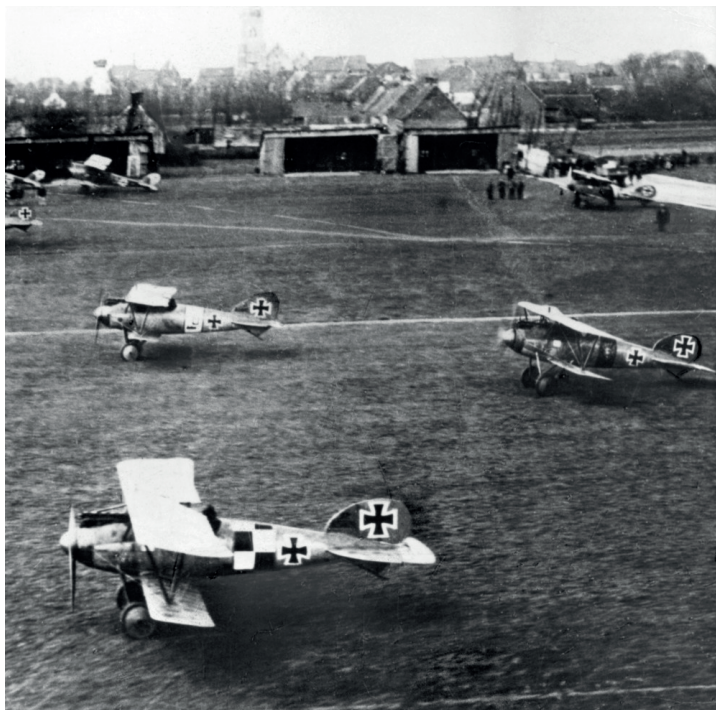
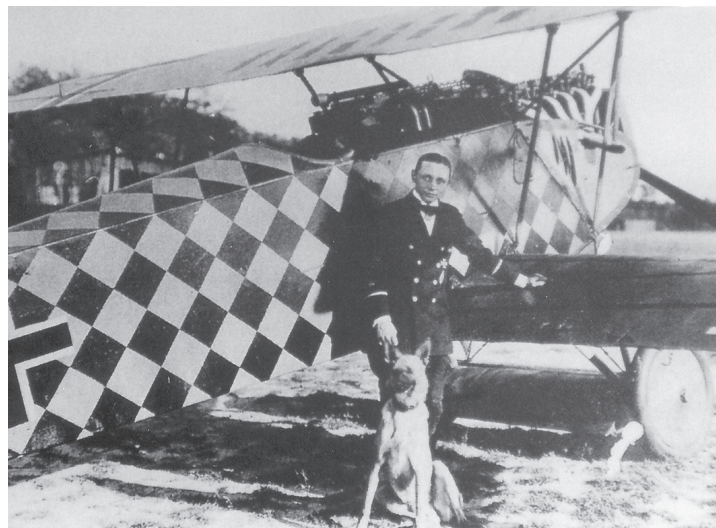


Photo of taking-off naval fighters from MFJ I at the Aertrycke base in early 1918. In the foreground is Albatros D.Va with black and white checkered band piloted by Lt. z. S. Gotthard Sachsenberg. To his right is Flgmstr. Hans Goerth whose Albatros has a light band on the fuselage and the letters LU. Both pilots served together in 1919 in the Baltics.



Gotthard Sachsenberg in front of his Fokker D.VII with distinctive yellow-black marking. Eight partly worn black stripes on the upper side of top wing are considered to be kind of reinforcement tape, as the linen cover of upper wing centre section had a tendency to part company with the airframe during the fierce combat manoeuvres. Note the Oigee gunsight.



EDDY LAMBRECHT

Photo: Eddy Lambrecht

The famous celebration of Sachsenberg's Pour le Mérite at Péligny castle on August 12, 1918. The picture was taken later in the evening, but none of the participants are lying down yet. Several photos were taken. Role of a photographer in such an event was probably not easy. Sitting far left is Lt. z. S. Betram Heinrich. In the middle of the second row with Pour le Mérite on his neck is the commander of the Marine Jagdgruppe Gotthard Sachsenberg. The third standing officer on the right is Lt. s. S. Phillip Becht. At the top left hangs on the painting very tired Theo Osterkamp. "Uncle" Theo became the most successful naval fighter, in the interwar period he was a well-known sports pilot and during World War II he was commander of JG 51 among other assignments. Heinrich achieved twelve victories and fell on August 31, 1918 in combat with No. 210 Sq Camels. Becht achieved four victories and in World War II was a technical officer of JG 51.



Group photo of members of the Marine Jagdgruppe. In the foreground in a white uniform stands Gotthard Sachsenberg, to his right is Theo Osterkamp.

unit was naturally handed over to Gotthard Sachsenberg, who was simultaneously promoted to Oberleutnant zur See. Before the end of the war, he would accumulate a further seven aerial victories, giving him a total of thirty-one. Theo Osterkamp ended the war with the 'Blue Max' around his neck as well, and a score that was one higher than his commanding officer.

One of the most dramatic encounters experienced by Sachsenberg came when MFJ I and II met Camels of No. 204 Squadron in the afternoon of October 23rd, 1918 over Termonde. The German pilots claimed seven victories, two of which were by Sachsenberg. In reality, five Camels were downed and all of their pilots were killed. Among them were two aces, twenty-six-year-old Capt. T. W. Nash, DFC, of Sussex and twenty-three-year-old Canadian Lieutenant O. J. Orr from Vancouver in British Columbia. Nash had eight kills and Orr five.

Ten Camels equipped with bombs under the command of Capt. Nash took off at 0830h on a High Offensive Patrol mission. One was forced back due to engine trouble and crashed. There was heavy cloud and ground fog over the battle zone. Nash's formation dropped their bombs on a rail yard at Melle. Later, at 1005h and at an altitude of 8,000 feet, they were intercepted from above by ten Fokkers and two Albatroses, all of which had black and yellow colours. This was typical of aircraft belonging to Marine Jasta.

Lt. John D. Lightbody had three Fokkers at his six o'clock position. He went into a spin, but couldn't shake them and the chase continued down to heights of between 50 and 100 feet. The young Scot made a sharp turn to the left, causing two of his pursuers to collide, filling the sky with a lot of debris. One of the attackers didn't survive the collision. It was Lt. z. S. Hermann Bargmann from MFJ I. Two other Camel pilots each claimed a downed Fokker after having fired off several hundred rounds at point blank range. Lightbody would be killed in combat on November 4th, immediately after his nineteenth birthday and fifth kill.

The End of the War, but not the Battle

Gotthard Sachsenberg Jr. who still maintained boyish looks, had behind him an incredible career. At the age of twenty-seven, he was the

Commanding Officer of a naval fighter wing, was one of the two top naval fighter pilots and enjoyed the support of his men and respect of his superiors. Besides the aforementioned awards that were bestowed on him, he also received:

- House Order of Albrecht the Bear, Knight First Class with Sword
- Friedrich Cross of Anhalt, First and Second Classes
- Friedrich-August Cross of Oldenburg, First and Second Classes
- Hanseatic Cross of Hamburg

After the end of the First World War, there were many local armed conflicts and civil unrest. Some were the result strictly of territorial claims. Others were connected with the Bolshevik revolution that originated in Russia. One of these conflicts led to the secession of the Baltic States from Russia. Germany sent the IV. Reservekorps to the area in January, 1919, a part of which was an air component commanded by Gotthard Sachsenberg Jr.

It carried the designation Flieger Abteilung Ost, but was simultaneously known as Kampfgeschwader Sachsenberg. It had a total of 700 men, was composed of several aviation components, and the bulk of its flyers were Marine Jagdgeschwader and Jasta 7 veterans. It was equipped with several Fokker D.VIIs and Rumpler C.IVs, but most of the equipment was the modern Junkers D.I and C.I with metal skinning.

Among its members were Theo Osterkamp, Hans Goerth (7 kills), Gerhard Hubich (8 kills), Karl Scharon (8 kills) and Alexander Zenses (19 kills). Notably, the list also included the legendary commander of Jasta 7, Josef Jacobs (48 kills). Also among the members of the unit was the then virtually unknown Walther Wadehn, who would achieve the rank of Generalmajor with the Luftwaffe in the Second World War. Flieger Abteilung Ost served in the areas of Mitau (today Jelgava) and Riga until mid-November, 1919. After that, the unit returned to Germany and Sachsenberg retired from the military.

In 1919, he married Gisela von Sigsfeld, and they had three children. Gotthard entered industrial and political life, and likely did not anticipate at the time that even this would be a life and death struggle.



Photo: SDASM

The most modern aircraft that naval fighter pilots got into service was the Fokker E.V. It was used by both Marine Feld Jasta units and Seefrontstaffel. However, due to problems with the quality of production of the wing, planes had to be withdrawn from combat. The machine with the military number 138/18 was photographed a lot, Sachsenberg posed with his comrades-in-arms in one of the pictures in front of her.

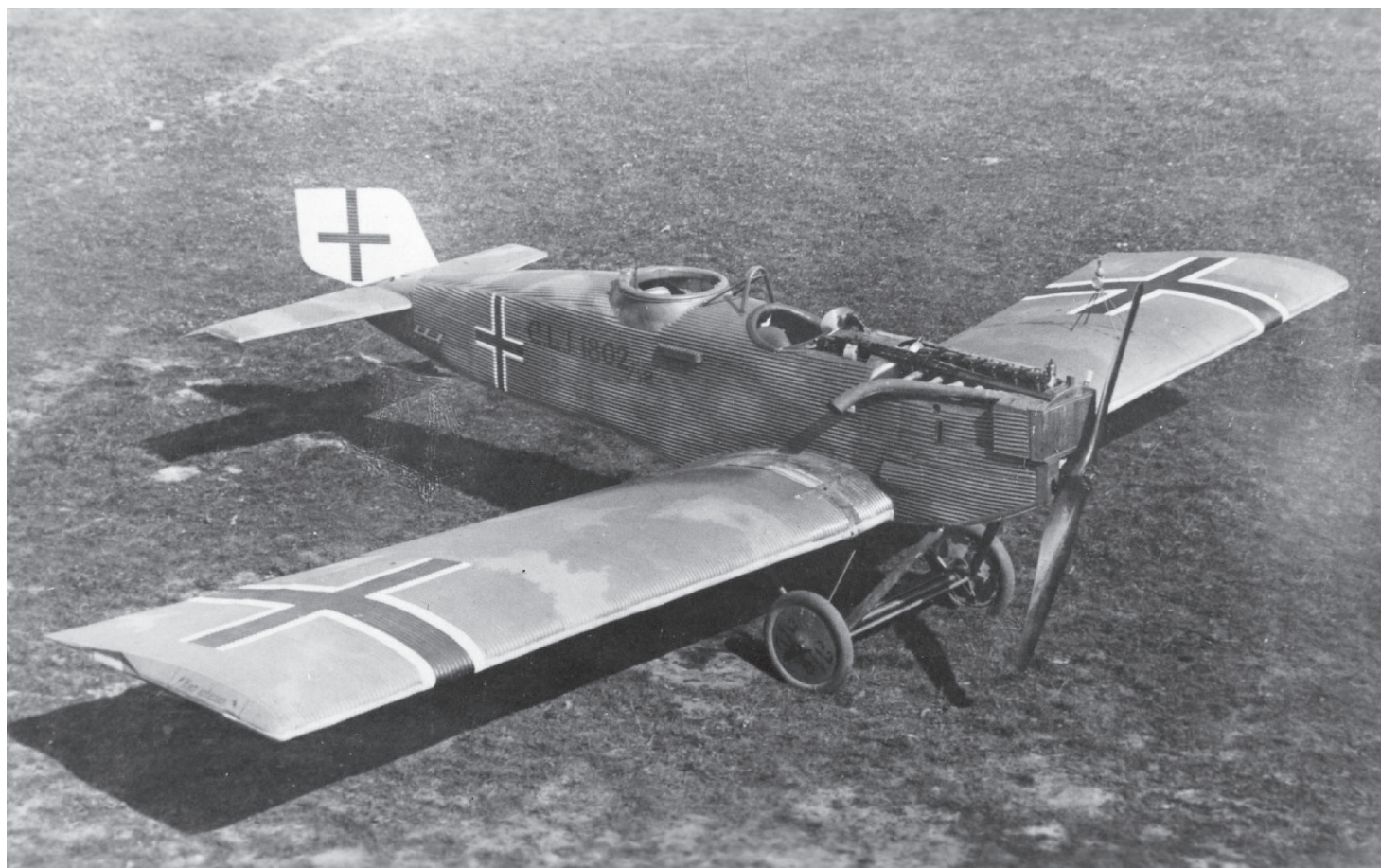


Photo: SDASM

Junkers J.10 (CL.I) with military number 1802/18 was taken over by Idflieg in October 1918. Sachsenberg's unit in 1919 in the Baltics was equipped also with this type. The machine 1802/18 was assigned in the year 1919 to Freiwilligen Flieger Abteilung 417, which belonged to Kampfgeschwader Sachsenberg.



Oblt. z. S. Gotthard Sachsenberg (second from right) in front of Fokker E.V. Second from left is Halberstadt's chief designer Karl Theis. The Fokker is probably Sachsenberg's personal machine with a yellow-black checkered fuselage. Notice the eyes painted on the engine cover. Camel pilot from No. 210 Sq. was attacked by four naval monoplanes on April 12, 1918. Two days later, the 17th Aero Squadron encountered this type. It is possible that Fokker was flown by Sachsenberg in this fight. During the encounter with seven German planes was shot down 2.Lt. William H. Shearman. Same pilot had Sachsenberg in his gunsight two days earlier.

Sachsenberg's Founders

At this point, our story needs to return to the Sachsenberg family business. This family has been registered as far back as 1620 in Wörlitz in the Duchy of Anhalt in blacksmithing for the production of horseshoes and weapons. Johann Gottlieb Sachsenberg (1784-1844) took over the business in 1809 from his father and got into, among other things, the manufacture of mechanical devices and several church carillons.

After the death of Johann, his three sons founded Maschinenfabrik Gebrüder Sachsenberg in 1844. Gottfried (1818-1888) was entrusted with coming up with manufacturing ideas. Friedrich (1819-1895), who became a Privy Commercial Councillor, was in charge of production. Wilhelm (1822-1875) was in charge of retail functions.

The firm started out in the repair of mechanical equipment in Rosslau area. Soon, it was coming up with new technologies in the brick industry, and produced its own pumps and gas equipment. The first steam powered machine capable of 4hp was produced in 1849.

From 1866, the company began to repair ships and soon began to produce their own. Their first was a transport steamship, the 'Hermann', launched in 1869. Soon, the company had over seven hundred employees.



Junkers W 33b "Bremen" (c/n 2504, D-1167) in the spring of 1927 during preparations for the transatlantic flight. One of the pilots who was preparing for the flight was Gotthard Sachsenberg. Today you can see her at the Bremen Airport.

The Second Generation

In 1885, the sons of Gottfried and Friedrich became partners in the company. Gottfried's son Gotthard Sr. (1849-1914) got his doctorate in engineering and as was noted earlier, also became a Privy Commercial Councillor. Friedrich's son Georg (1850-1936) also received a degree in engineering and also became a Commercial Councillor. In 1887, Wilhelm's son Paul (1860-1935) also became a partner, and he was a merchant and, unsurprisingly, a Commercial Councillor!

The company became the biggest river shipyard in Europe in 1890. It exported its products throughout the world and gained a list of patents in various fields. Chain steamers were their specialty. By the beginning of the 1890s, the firm had employed a third of the population of Rosslau. The Sachsebergs opened up branches in other parts of Germany, too. Among various types of transport and energy technologies, they also manufactured distillation units. In 1901, they were the first German firm to export this technology to Japan. In 1908, the firm became a joint-stock company, but the family retained majority ownership.

Gotthard Jr. in Civil Life

After his return to civilian life in 1920, Gotthard Jr. formed the aviation company of Ostdeutschen Landwerkstätten GmbH (OLA) with his wartime friends in the Eastern Prussian area of Seerappen. At the same time, he held the post of director of the company Lloyd Ostflug GmbH in Königsberg. This company was disbanded in 1921, but Gotthard Jr. went into collaboration with Hugo Junkers in the same year. He soon became the head of its air transport component and after the nationaliza-



Image of forty years old Gotthard Sachsenberg as a member of parliament from the Reichstag's annual publication.

tion of the firm, he headed the commercial division of Junkers Flugzeugwerke in Dessau. He was also a member of the Supervisory Board of Oberschlesische Luftverkehr AG.

After Charles Lindberg accomplished the first solo flight across the Atlantic, the Germans began to focus on similar flights between Europe and the United States. Junkers in Dessau was working on two W.33 aircraft. They carried the names of 'Bremen' and 'Europa'. As part of the initial crew for this flight, preparations were being made by Gotthard Sachsenberg Jr., Hermann Köhl (former bomber aviator, Pour le Mérite), Ehrenfried Günther Freiherr von Hünefeld and Fritz Loose. The flight was planned from Dessau to the United States but had to be cancelled due to poor weather. The second attempt was more successful, and 'Bremen' took off on April 12th, 1928 from Baldonnel in Ireland. After thirty-six hours, it landed at Greenly Island in Newfoundland. The crew was made up of Köhl, von Hünefeld and Irish navigator Major James Fitzmaurice. For this feat, the team was awarded the US DFC by President Coolidge.

During the twenties, Gotthard Sachsenberg entered politics and joined Economic Party of the German Middle Classes (Wirtschaftspartei des deutschen Mittelstandes). In the 1928 and 1932, he was elected as a member of the Reichstag for regions Breslau (today Wrocław) and Liegnitz (today Legnica).

He began to publish works that dealt with air transport and the industry, and put forth notions that were anti-war in character. He initiated investigations into certain state purchases. After the rise of the Nazi party, he was interned in a concentration camp at Lichtenburg in July, 1934. The Nazis had even attempted to abduct and murder him earlier than that, but during the associated car ride he was able to convince his captors to free him. His military career and possession of the Pour le Mérite carried some weight.

The Family Business, Brother and Nephews

Finally, under promise that he refrain from public activities, the Nazis



Share of Gebrüder Sachsenberg company from 1934. During that year, Gotthard managed to avert the bankruptcy of the family business.

allowed him to continue to conduct business. During the world financial crisis, his family business had almost ended in liquidation. Gotthard Jr. purchased all the company shares in 1934, and named his brother Hans (1889 – 1937) to the Board of Directors. Up to now, there was no mention of this man, but we will now see why this was a logical move.

Hans received his pilot wings in January, 1916 and with the rank of Lieutenant, he served with the Inspektion der Fliegertruppen as supervising inspector with the firm Junkers. That sheds a bit of light on Gotthard's interest in acquiring Junkers airplanes for his unit in 1918, and also on his use of them over the Baltics in 1919.

After the First World War, Hans came to Junkers' Board of Directors and



The courtyard of the Renaissance castle Lichtenburg, which the Nazis turned into a concentration camp in 1933. Sachsenberg was imprisoned there in 1934. From 1937 to 1939 castle served as a women's concentration camp, after which the female prisoners were transferred to the Ravensbrück concentration camp. During World War II, the castle was used by various SS units, which held in cells more than sixty prisoners for forced labor.

as the technical director of Junkers-Fokker-Werke. In 1922, he was named by Junkers to the leadership of Astra Aero, and in 1923, he served as an advisor to the Hungarian air firm Aero-Express. From 1924, Hans Sachsenberg served as a member of the supervisory board at Junkers-Luftverkehr AG, and from 1926 to 1931 he worked in Turkey as director at Junkers-Flugzeugwerke Tomtasch.

With Hans and Gotthard at the helm, after 1934, the family owned business began to pay more attention to vessels of smaller displacement including hydrofoils, amphibious vessels and vehicles. The main production facility was still at Dessau, but branch facilities were established at Hamburg, Kiel and in the Netherlands.

The beginning of the Second World War meant a change over to wartime production. Gotthard Sachsenberg received the rank of Kapitänleutnant and was at the disposal of the Navy, should he be required. The Nazis allocated his company not only forced labor workers but unfortunately also prisoners from concentration camps. Gotthard also worked in Nikolaev in the Ukraine as a technical advisor for the repair of damaged vessels. The end of the war saw him with the rank of Korvettenkapitän.

After the war, he moved to West Germany and, among other things, he was one of the initiators in the formation of the German Green Cross (Deutsches Grünes Kreuz e.V) and the pharmaceutical firm of BAG Health Care GmbH. Gotthard Sachsenberg died on August 23rd, 1961 at the family chateau in Lich. The manufacturing facility at Dessau found itself in East Germany and was gradually named VEB Roßlauer Schiffswerft, and from 1970 VEB Elbwerften Boizenburg/Roßlau, Werk Roßlau. After 1990, the name changed to Roßlauer Schiffswerft GmbH.

Both of Gotthard's nephews became fighter pilots. The better known of the two is 'Heino', who was awarded the Knight's Cross and was an ace with JG 52, and at the end of the war, he commanded a group of 'Doras' at Galland's Jagdverband 44. His older brother Gotthard gained two kills as a night fighter with II./NJG 3, but on March 8th, 1944, during a daylight attack on a four-engined bombers, he was shot down by 2/Lt. Tussey of the 336th FS, 4th FG. The author identified this encounter from Tussey's gun camera footage in 2010.¹⁾

Other members of the extended Sachsenberg family served in German aviation, including after the war. One of them was Wilhelm Sachsenberg (1904-1996), a significant figure in sport flying and co-author of the book 'Unser Ozeanflug'. In the interwar years, he introduced a young lady by the name of Beate Köstlin to sport flying. Today, this late aviation legend is known by the name Beate Uhse-Rotermund. During the Second World War, she served in the Luftwaffe as a ferry pilot and after the war, she founded the well known adult industry corporation.

After the Second World War, Wilhelm became a member of the leadership at Deutscher Luftfahrt-Beratungsdienst (DLB, a representative as such firms as Cessna), was an honorary president of AOPA Germany, and the German Aeroclub. As with several other members of the family, he was one of the representatives of the Gotthard Sachsenberg Foundation. This article concerns itself mainly with the members of the Sachsenberg family that were involved in aviation, rather than emphasizing on Gotthard Jr. alone. Many members of the family gained success in the ship industry, and some of them were a thorn in the side of the National Socialist regime.

Note:

1) An article about both brothers can be found in the November 11th, 2010 Newsletter: <https://www.eduard.com/out/media/InfoEduard/archive/2010/info-eduard-2010-11CZ.pdf>

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Preserved original entrance to the Sachsenberg shipyards in Rossau.

Photo: Wikimedia Commons

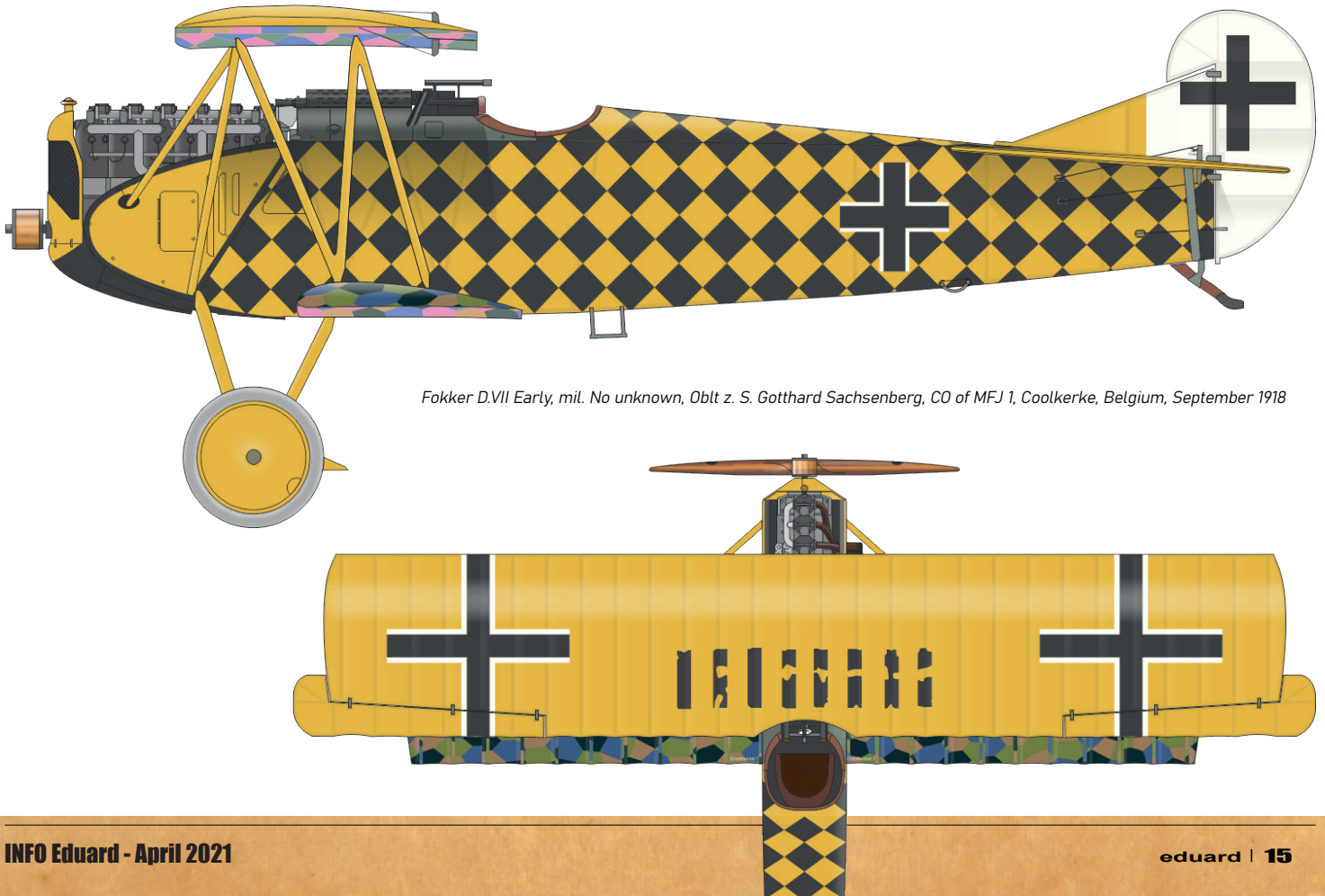


One of the ships made by the Sachsenberg brothers that you can ride today is the paddle wheel steamer Goethe built in 1913.

Photo: Wikimedia Commons



Product page





A No.312 Squadron *Bumble Bee*

Michal Krechowski
Radim Vojta

The beginnings of this unlikely scheme for this airplane dates back to the summer of 2014, when a band of people who call themselves 'Classic Trainers' decided to put on a get-together of friends, owners and history buffs under the label of 'Czech Warbird Fly-In, Plzen-Line, 2014'. Our friendship with the owner of Spitfire TE184, Stephen Stead, was already well founded, and so Steve did not hesitate to put in his two cents worth on the markings proposal that was made into reality that summer.

Steve's Spitfire entered the summer, 2014 season in the nicest colour scheme that it ever displayed. It wore the codes DU-N and personal markings honoring our most successful Spitfire pilot, Otto Smik, incredibly well. In this guise, it participated in the entire spring flying display schedule, which culminated in a flyover of Prague Castle that was a part of the unveiling of a memorial dedicated to Czechoslovak airmen. After this ceremony, the Spitfire went on to visit our northern neighbors in Poland, and there, coded ZF-U of No.308 Squadron and flown by Jacek Maink, it took part in celebrations honoring Polish veterans.

After the celebrations and while still in Poland, the Spit reverted back to DU-N, and then made its way back to Pilsen the night

before the Fly-In. In the morning, I unwrapped the freshly arrived decals that were to adorn the cowlings sides of the Spitfire, and to my major dismay, the printers sent two left side renditions of the crane that was the unit insignia of No.312 Squadron. So, what now? The modeller spirit dwells deep within us....we can't put this on the plane. Certainly not. Our plan to save the day by contacting our good friend and photographer, Kuba Vanek, who was just about to make his way to our meet, was the correct one. We forwarded him the required data and in about an hour and a half, we had a new batch of the stickers at Line. This time, correctly oriented.

The stickers were then applied to the Spitfire according to the only accessible period photograph, but what do we do with the rest of them? The evening hangar party and 'the morning after' gave rise to good ol' human ingenuity. The first zap was received by the hangar's fourwheeler. Another was given to Eric's Texan, and Horac's glider trailer was next. What else can be zapped? In front of us was a Cmelak (translated to Bumble Bee in English) with a sticker of a hockey player on its right side. 'Hey...if it can carry a hockey stick, it can carry a bird.' And we happily placed the unit marking of No.312 Squadron on the plane's left side. We had a few more kill markings in our possession, as well as some for a V-1 intercept, and so the 'BumbleSpit' was born.

Years ago, I built a 1:72nd scale Spit and at the time of this event, I was getting prepared to apply Smik's decals on an Eduard 48th scale Mk.IX. But applying these stickers on the real thing, and not losing the site of the irony of the situation, that was really an experience to remember that I would wish upon every modeller. Smik's markings on Steve's DU-N Spitfire continued to spread pleasure for another year and a half, when it was replaced by another no-less iconic marking, VY. But that is another story for another time. Right, Radim? And, by the way, Radim, how was your flight with the BumbleSpit?

Michal Krechowski







Z-37A Čmelák,
s/n 12-18,
Plzeň, Summer 2014



It would be difficult to find someone who is less qualified to comment on flying the Cmelak than myself. I got to it completely by accident. I had flown almost nothing on the type, and I learned nothing from the experience I did have. In spite of this, or maybe because of it, I will build up the gall to write something about it. The experience from it is, for me, strong and positive.

The Bumble Bee was, as I had long suspected, not in the cards for me. Way back when, I was supposed to take a ride in one, specifically in a two seat version that my friends had on loan at the time. But, luck wasn't on my side then, bad weather put a strain on the budget, and the opportunity just never seemed to come up again.

Not for several years, anyway. And this time, it wasn't a two-seater. It was a solo bird. It wasn't much to look at...nothing fancy, just a workhorse. With spray booms. And it wasn't yellow, but red. And with Otto Smik's kill markings on it, below the cockpit, and the No.312 Squadron unit badge. Was it even a Bumble Bee, or was it a 'BumbleSpit'?

I don't recall all that much from the preparations for the flight. The start up of the engine went about the same as when a general would show up at the base to take a MiG out for a spin. Run it up, and I'll take her out. So, with some assistance, the engine was brought to life, and I took off for a few rounds between Line and Erpuzice.

A Bumble Bee flying up high was a suspicious site. Especially one equipped with the spray booms. But my experience told me that in order to get a true feel for the plane, some height would be a good thing. And with a bit of luck, I wouldn't attract too much attention at the 500m I was flying. The plane shuttered in the air when trying to keep it from falling. The circuits were about three minutes in length each. It wasn't like I was trying, but a little voice was telling me to not fly so wide. This wasn't a Constellation. So, why not?

As my old instructor told me, an empty Z-37 is a completely different aircraft from one that is loaded up. It flies well. And it really did. The view out the cockpit for a tail dragger was excellent. I was not used to having the nose as low as it was



on a three point landing like this. I was not used to being able to see over the nose so well that I ended up overcompensating and setting down on the tailwheel first. Damn! Sorry 'bout that!

There was no crosswind, so I couldn't grade the aircraft on landing under such conditions, with its tendency to veer off the direction of landing. Three circuits were enough, and hop on back home. I thought maybe that I would try it at a lower altitude, but my intuition told me to not push my luck. But I tried it at 150m.... and nothing went awry.

After forty minutes and five take-offs, I returned the red and yellow Bumble Bee OK-AKP with thanks. Nice airplane. I liked it. Something completely different from what I am used to. And perhaps my buddies who own the two seat version will give me another opportunity to take it for a spin, too. And why not? It's coded OK-BFC, and I am a member of the BFC!

Radim Vojta







Horror Over Kalamaki

Richard Plos

Up to the raid on the airfield of Kalamaki south of Athens on November 17, 1943, the 486th Bomb Squadron had not lost a single airplane over a target. Fate turned its back on the crew of 2/Lt. John D. O'Leary. His Mitchell ended up in a flat spin and inverted after several flak hits. And to top it off, the unlucky B-25 was also taking hits from JG 27 fighters.

Fighter wing JG 27 had been active in practically every battle zone that the Luftwaffe was involved in during the Second World War. Its duties began to be carried out on the Western Front, followed by a move to the Balkans, to later support the invasion of the Soviet Union in June, 1941. But three months prior, I./JG 27, commanded by "Edu" Neumann, relocated to Africa to be followed by II./JG 27 five months later, commanded by Wolfgang Lippert. The unit was made complete in Africa in December after the arrival of III./JG 27, and would remain there with short stints of its groups in other areas until November, 1942, when it transferred its remaining assets to JG 77 and was evacuated.

After their rest period and rearmament, the group's components operated in France, over Sicily, and within the Defense of the Reich system. In May, 1943, IV./JG 27 was newly formed at Kalamaki airfield in Greece, which then transferred over to Romania to defend the oilfields of Ploesti. It was united with II./JG 27 and Stab./JG 27 at Kalamaki after returning from that unsuccessful mission. The unit was tasked with the interception of Allied raids that were designed to support landings on several Greek islands, and to defend their own bombers. The Allied landings in France in June, 1944, brought about a need to relocate both groups of JG 27 from Kalamaki to "hotter" fronts.

L'enfant Terrible arrives

Obfw. Heinrich Bartels became a member of JG 27 in August, 1943. He came to II./JG 27 after being expelled by JG 5 Eismeer. He had committed several "indiscretions" there, but on the other hand, he was an ace with 49 kills. He rounded his

score to fifty in his new environment on October 1, 1943, when he was credited with the shot down of a Boston northwest of the island of Kos.

After that, Bartels began to add to his tally quickly, with his Bf 109G-6. Over the month of October, he added fourteen kills, and over November, he would paint another ten kill marks on his rudder. But...

Bartels claimed four American P-38s on November 15 in the span of a mere three minutes (1310 - 1312h), and these kills brought his score to seventy. A small celebration followed and the photographs of a smiling Bartels, in front of the rudder of his airplane displaying seven rows of ten kills each, is well known. The problem comes in the fact that the Americans didn't report any Lightning losses that day. All of them returned from their respective missions. Bartels wasn't the only one that day who was busy painting kill marks on his aircraft. JG 27 fighter pilots claimed a total of fourteen P-38s! Besides Bartels, this included, for example, Hptm. Joachim Kirschner (Stab.IV/JG 27) who also claimed four, and Fw. Ernst Hackl (12./JG 27), with a claim of three. Two days later, Bartels was credited with another P-38 along with two B-25s that were a part of an attack on Kalamaki. In reality, though, the 340th BG, who conducted the raid, only lost one aircraft. Although Bartels did attack the stricken aircraft, it was brought down by flak.

Bartels was an interesting character even so. He was a native Austrian born in Linc and wasn't exactly a subscriber of discipline. He also belonged to a group of flyers that, to put it politely, felt no affinity for the Nazi regime. His road took him through JG 26, where he claimed two kills in combat against British fighters, to JG 5.

He had good success against the Soviets while operating over the Northern Front, and he would spend more than a year and a half there. He would hit 46 kills before the patience regarding his behavior ran out and he was shipped off to JG 27. He stayed with this unit until his death, first with II./JG 27 and then with IV./JG 27.



Heinrich Bartels was a fighter pilot with a low sense of discipline. He also did not hide his disdain for the Nazi regime.

photo: ČTK

Turn Right, Right! Not Left!

The whole story of the crew of the B-25D Mitchell serial 42-64540 of the 486th Bomb Squadron is like something out of a horror movie. Four of the six men on board endured moments of terror that must have seemed like an eternity and that could only lead to their eventual demise. But, it needs to be said...

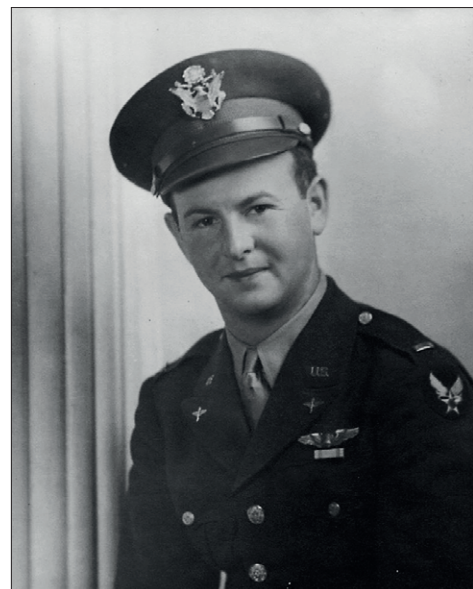
The planes took off on November 17, 1943 from San Pancratzio airbase in southern Italy (not far from Lecce) at 1010h local time. In all, 36 340th BG aircraft took part, and another 36 were contributed by the 321st BG. The pilots set their course at about 13,000 ft (4,000 m), and 2/Lt. John D. O'Leary flew in the ninth position, the last of one of the formations, in the third threesome on the left. The men on board of the aircraft coded 6N were flying just their third mission as a group. The pilot, 2/Lt. O'Leary and co-pilot 2/Lt. John E. Smith were among the rookies with the unit, and the remaining four were assembled from other crews. These were comprised of bombardier/navigator 2/Lt. Daniel R. Duszkiwicz, radio operator/gunner S/Sgt. John P. Sweeney, top gunner Sgt. Roderick M. MacDougall and tail gunner S/Sgt. Frank F. Williams.

"While arranging his maps and outlining the course, Lt. Duszkiwicz asked me to call him at the

vious turn to the left, my airspeed was reduced to approximately to 170 m.p.h., due to the steepness of the turn. After the ship started the swing to the right, the Flight Leader and the right wing man, having an excessive speed over that which I was indicating, began to pull away from me. It was at this time that the Bombardier told us that a Me 109 (the Bf 109 is often mistakenly called this way in the USAAF combat reports; author's note) was attacking low and from 11 o'clock, and at the same time the tail gunner reported that another ME was attacking from 6 o'clock. I saw the tracers from both of these ships set up a cross fire which poured through the right wing. It was at this time that the 88th's on the ground began to get our range. Doing everything possible, as far as evasive action was concerned, to avoid both the fighters and the flack we tried to maintain our position in formation. The Navigator and top turret man who were calling the flack bursts, told me that flack was bracketing to us from both sides." The lagging B-25 subsequently received further hits to the fuselage and both engines. After one fateful hit, which even ripped the engine from it's mount, the aircraft began to roll about its longitudinal axis until it was on its back, and then entered into a flat spin. At that moment, the gates of hell opened up for the crew...

Deteriorating Chances

"As we lay there in an inverted position in a flat spin, a ME 109 made another pass at us, and I saw 20 mm tracers pouring into the nose of the Bombardier's compartment. Both the co-pilot and myself did everything in our power to try and right the ship. Then realizing our condition was hopeless, I ordered him out and hit the emergency alarm system toggle switch," recalled in his report O'Leary. According to Smith, the aircraft went through two and a half rotations in its flat spin, and the forces that they generated and the fact that the aircraft was inverted made exiting the plane virtually impossible. That went for the pilots as well as the rest of the crew. According to O'Leary, John Smith tried to push his seat back so that he could access the escape route through the navigator's station, but the centrifugal forces were pushing him forward, making it impossible. When O'Leary saw that his co-pilot was having



Co-pilot John Smith was wounded during the action and fell into captivity. He returned home after the war.

problems, he ejected the escape hatch in the canopy, which is normally reserved for the pilots to escape from the aircraft on the ground (for example after a crash landing), but was now one of the few options left for leaving the aircraft while still in the air. The Captain ordered Smith out, which he succeeded in doing after a short battle with the seatbelts. "I saw him fall clear of the ship, but did not see his chute open."

The co-pilot, however, saw the situation a little differently: "I pushed the seat back, and started to step down into the Nav. Comp. and saw Lt. Duszkiwicz lying in the tunnel-way trying to pull himself through when the plane plunge downward violently and threw me up against the top of pilot's compartment. I believe I released the top escape hatch with my head as I hit. I fell behind the pilot's seat. The next I knew, everything was quiet and I felt cool air so I pulled the ripcord."



Captain of B-25D coded 6N, 2/Lt. John D. O'Leary

I.P., to be sure he was awake. He said he didn't feel too good and that the previous day while flying at 14,500 ft, to 15,000 ft, enroute to target, he had felt sleepy and was afraid he'd fall asleep on this mission," reported later co-pilot John Smith. The bombardier ended up being alert that day and was actually the first to spot incoming enemy fighters. What they all saw then was a monumental display of flak, that above the target concentrated on the left side of the formation.

The first threesome of Mitchells of the formation conducted their raid against the middle of the airfield, the second dropped their bombs on the left area, and the third, on the right.

"At approximately 12,500 ft we opened the bombay doors and bomb release time was slightly ather 1300," wrote John O'Leary in his report. The individual groups of three bombers were to make a turn to the right after dropping their bombs and head for home. "Almost immediately upon closing the bombay doors after bombs away we took a light hit by 88mm flak in the vicinity of the bombay. Our airspeed was approximately 240 m.p.h. and the heaviest concentration of flack was still to our left." At that moment, the leader of the group performed an unexpected maneuver by banking left instead of right, directly into the concentrated flak. Individual aircraft snaked their way through the exploding grenades before the lead pilot realized his mistake and went into a right turn "Having been on the inside of the pre-



B-25 of the 340th BG on its way to a target, which in this case was Monte Cassino.

photo: the Author's Collection

photo: fold3.com

photo: 57th Bomb Wing Association

At the Last Moment

After, once he was alone in the cockpit, O'Leary tried to contact the other crew members through the intercom, but with no success. No one answered... He was also fighting the controls of the plane, and he was trying desperately to right the airplane and to get it out of the flat spin in an effort to give the remaining crew at least a fighting chance to get out. But the controls of the airplane had been damaged, and the chances of regaining control while enemy fighters were still circling it, were increasingly unlikely. O'Leary then followed protocols to destroy the radar and IFF (Identification Friend or Foe) equipment and exited the aircraft in the same manner as the co-pilot moments before. This was quite literally at the last moment because the B-25 was now only about 1,000 ft (300 m) above the ground. O'Leary approximated this value from the fact that his chute opened just before he hit the ground. He also hit the ground just after the aircraft hit about 30 m away from him. *„Looking up I saw another chute at what I estimated was between 4 to 5 thousand feet, floating down to the south of the position in which I had landed. I assumed that this was my co-pilot, because he was the only other man who I knew of that had bailed out of the ship. My first thought after landing was to go over to the ship, but I had hardly taken three steps when the gas tank exploded. It was then I realized there was nothing more I could do to aid any of the men that might be left in the ship.“*

The remainder of the crew was prevented from being able to get out of the aircraft by the plane's inverted position and the centrifugal forces they were experiencing. Some may have been injured, or even killed by shrapnel or by fire from the attacking Bf 109s. Thanks to Smith's report, we know that Duszkievicz survived the hits by the

German fighters into the nose of the aircraft. The other three men in the rear of the plane might have been hit by flak shrapnel. Those that remained alive and conscious would have endured the last seconds of their lives with the realization that there was no way out of their trap. And it wasn't over in a few seconds, with respect to the height at which it all began and the relatively low vertical speed of the descent in the flat spin. It may well have taken some two very long minutes...

Four Claims for One Kill

Along with Bartels, the unlucky B-25 was also attacked by Lt. Wolfgang Hohls (same as Bartels, from 11./JG 27), Hptm. Joachim Kirschner (Stab IV./JG 27) and Lt. Hans-Gunnar Culeman (Stab III./JG 27). The times reported are slightly inconsistent. Hohls attacked at 1249h, Bartels' first was at 1250h, and his second two minutes later, Culeman also at 1250h. O'Leary's report says that the first attack came after the dropping of his bombs which he reported as just after 1300h, but there is a possibility that he was a bit off in that. His position, and the quick onset of the German attacks, were relatively consistent with what he later put in his report. After their return from the mission, Bartels claimed two B-25s and Hohls and Kirschner on each. All were confirmed. Heinrich Bartels continued in his career with JG 27 in the MTO but did not claim any further kills. At the end of 1944, IV./JG 27 was moved to a base at Gratz. There, as a pilot within the Defense of the Reich system, he would get another twenty-six kills. Around that time, he caused quite a stir when he had the swastika removed from his Bf 109G-10. Bartels simply did not like the Nazis... He died on December 23, 1944 in combat with American fighters, when he was shot down by

a P-47 over Bad Godesberg, southeast of Bonn. On the day of his death, Bartels got his 99th confirmed kill, a P-51.

Four Graves in Koropi

John O'Leary had some luck finally as he was able to evade capture, and with the help of the locals, he was able to get back to his own side. John Smith was injured, and when he landed on the ground, he was taken POW by the Germans, which was how he spent the rest of the war after being taken to a military hospital. O'Leary was back pretty soon, because already by January 13, 1944, less than two months after being shot down, he made his report at La Junta, Colorado. Smith had to wait a little longer. After his return home, he settled in Chicago, where he filled out his report in March, 1946 and expressed his views of the events. There are some variations between his report and O'Leary's, but given the three year time difference between them and the stresses involved that the two men had to go through, one can't really be too surprised. More information about neither Smith's captivity nor O'Leary's escape from Greece is known, and nothing is known about their later lives. After the war, neither one of them took part in any event connected to the 57th Bomb Wing Association, so even there are no more information on them available.

The four men that died in the B-25 were buried by German troops with full military honours at a cemetery in the town of Koropi, just about three miles south of Athens. This article, as well as the art on the box of the kit with the catalog number 84173 is a dedication in their honour, if in a small way, and to their heroic sacrifice, and the hell that not only they, but thousands of others, flew into with no guarantee of ever returning.

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im Einsatz bei der III. und IV. /Jagdgeschwader 27
340th BG Combat Reports
57th Bomb Wing Association (www.57thbombwing.com)
www.dansetzer.us

My sincere thanks to Mr. Daniel Setzer, 57th Bomb Wing Association historian, for help in the research for this article.



Shots of the bombing of the airfield at Kalamaki by aircraft of the 340th BG.



One of the B-25s of 340th BG. It was no exception the ships returned with such a damage.

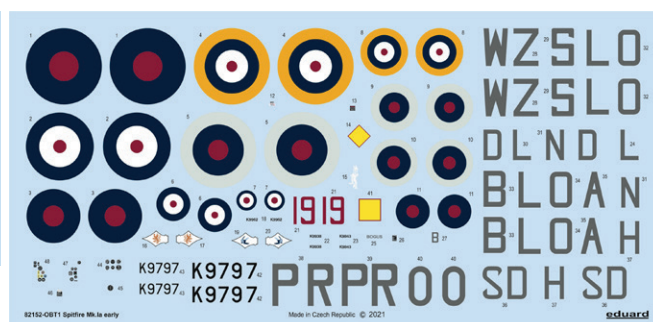
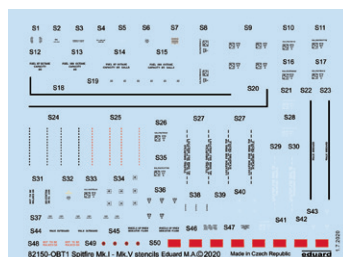
Spitfire Mk.I early

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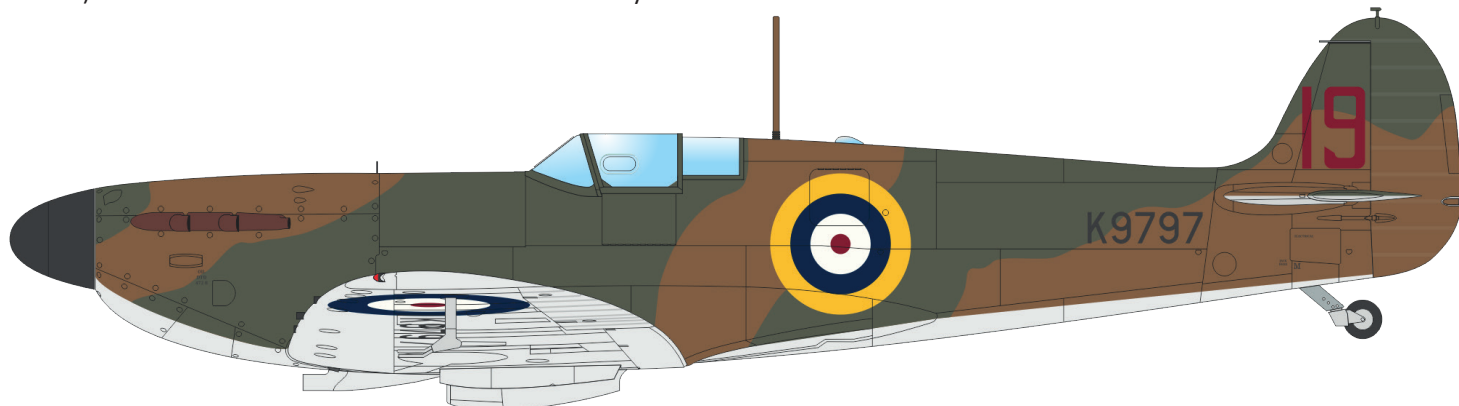
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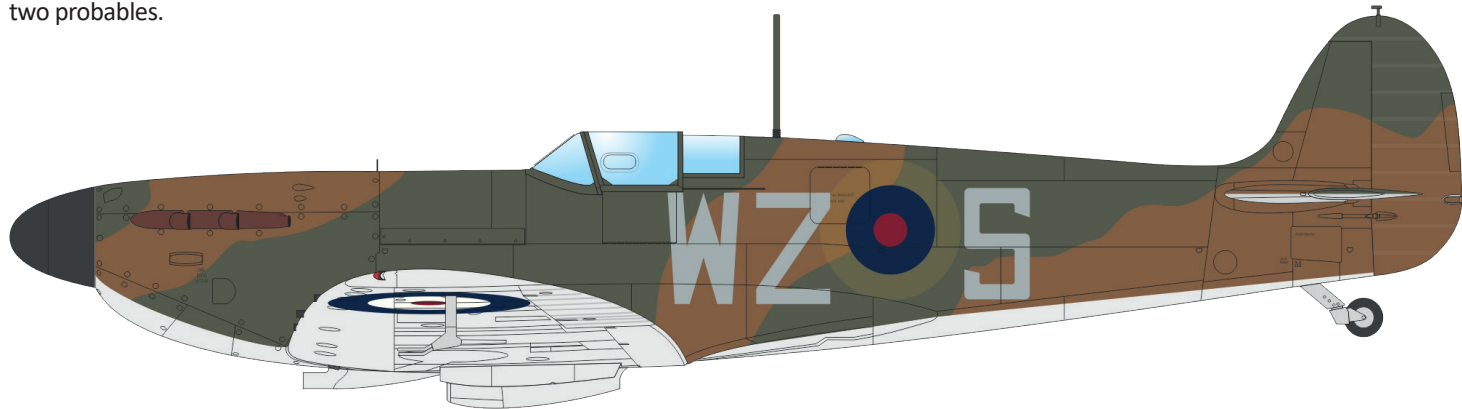
K9797, Sgt. George Unwin, No. 19 Squadron, RAF Duxford, Cambridgeshire, United Kingdom, October 1938

The aircraft is equipped with a double-bladed propeller, a flat canopy, an older type of pitot tube and a protection against parachute catching, installed on the tail. K9797 was the 11th production Spitfire and in October 1938 it was delivered to No. 19 Squadron, RAF Duxford. K9797 flew a total of 88 hours 55 minutes. It was written off after the accident on March 9th, 1939. While acting as a target aircraft during gun practice, the engine stopped, and the pilot deliberately crashed to avoid the children's playground. The pilot was the future Wing Commander George Cecil Unwin DSO, DFM & Bar (1913-2006). During Operation Dynamo, he shot down three aircraft (Hs 126, Bf 110 and He 111). The Battle of Britain allowed him to raise the total by another eleven kills.



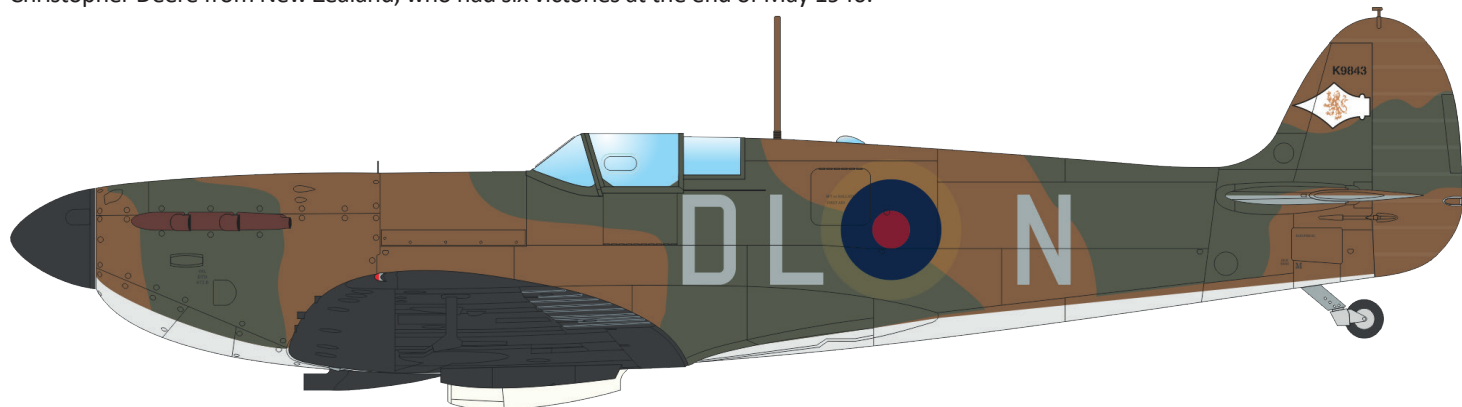
No. 19 Squadron, RAF Duxford, Cambridgeshire, United Kingdom, early 1939

This aircraft is equipped with a double-bladed propeller, a flat canopy and an older type of pitot tube. The No. 19 squadron was founded in early 1915 and during second half of the Great War it flew with Spad airplanes and Sopwith Dolphins. One of unit aces from this period was the future Air Chief Marshal Sir James Donald Innes Hardman, GBE, KCB, DFC (1899-1982), who, after the World War II, became Chief of the Air Staff (CAS) of the RAAF. In 1938 No. 19 Squadron became the first RAF unit to fly Spitfires. During 1939 the fuselage code of the unit changed to "QV". In 1944 unit exchanged Spitfires for Mustangs. The last type, the unit flew was the BAe Hawk. In November 2011 after almost a hundred years of continuous service, the Squadron was disbanded. Among the aces who flew Spitfires with No. 19 Squadron were Douglas Bader (23 victories), F.W. Higginson (15 victories) or Gordon Sinclair (10 victories). Czechoslovak pilot František Doležal was also a member of this squadron during the second half of the Battle of Britain. During September 1940 he achieved two confirmed victories and two probables.



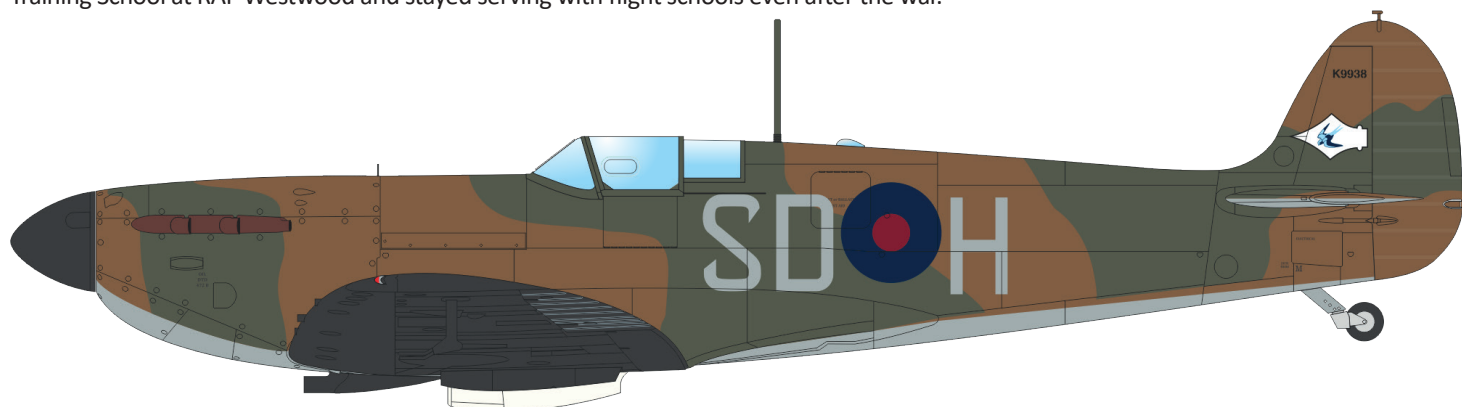
K9843, No. 54 Squadron, Hornchurch, Essex, United Kingdom, early 1940

The aircraft is equipped with a three-bladed propeller, a flat canopy and an older type of pitot tube. In January 1939 it was taken over by No. 41 Squadron at RAF Catterick. On February 4th, 1939, this Spitfire was slightly damaged by Sgt. Reginald Thomas Llewellyn during landing. The same pilot caused a more serious accident with the same aircraft on November 30th, 1939. Llewellyn won 13.5 air victories during 1940, but on August 15th, 1940 he was shot down by a Messerschmitt Bf 110 and suffered serious injuries. After repair, the Spitfire K9843 was assigned to No. 54 Squadron in February 1940. The emblem of this squadron was painted on the tail of the aircraft. At the end of the Dynamo operation, No. 54 Squadron became one of three units with Spitfires, in whose ranks a pilot became an ace. It was the legendary P/O Alan Christopher Deere from New Zealand, who had six victories at the end of May 1940.



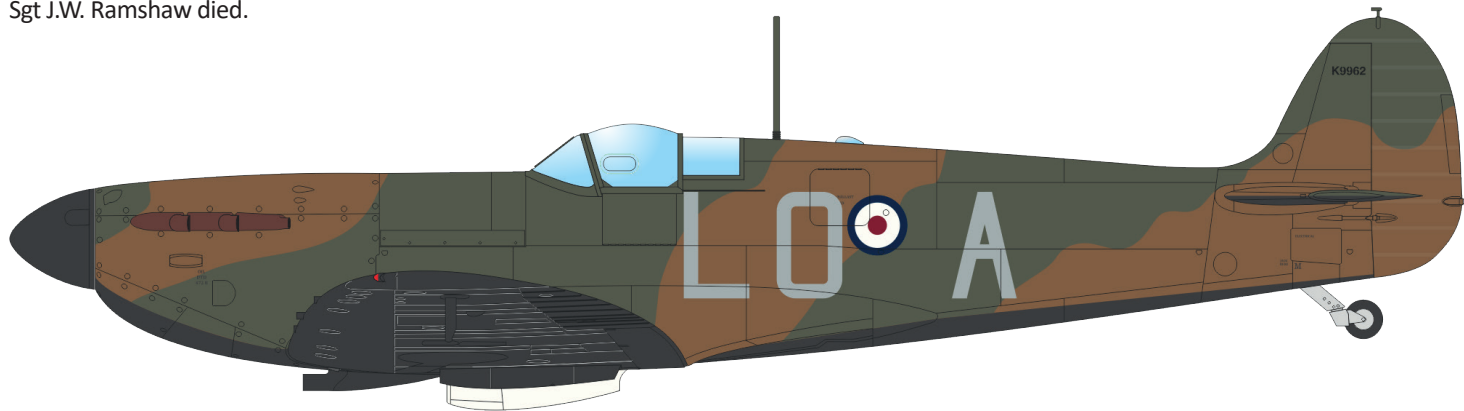
K9938, No. 72 Squadron, Church Fenton, North Yorkshire, United Kingdom, April 1939

The aircraft is equipped with a three-bladed propeller, a flat canopy and an older type of pitot tube. In April 1939, it was taken over by No. 72 Squadron and was given the designation "SD-H", later changing to "ZP-W". The emblem of this squadron is displayed on the tail. The aircraft was lost in combat on September 2nd, 1940. The unit intercepted formation of Dorniers, escorted by Messerschmitt Bf 110s over the Isle of Thanet. During the fight No. 72 Sqn. shot down four Bf 110s of ZG 2 and ZG 26, but also K9938 piloted by Sgt. Norman Robert Norfolk was shot down. The pilot bailed out and parachuted at Herne Bay. Norfolk served with the unit at least since October 1939 and during the Battle of Britain scored four victories, for which he received the DFC. He later served as an instructor at the No. 25 (Polish) Elementary Flying Training School at RAF Westwood and stayed serving with flight schools even after the war.

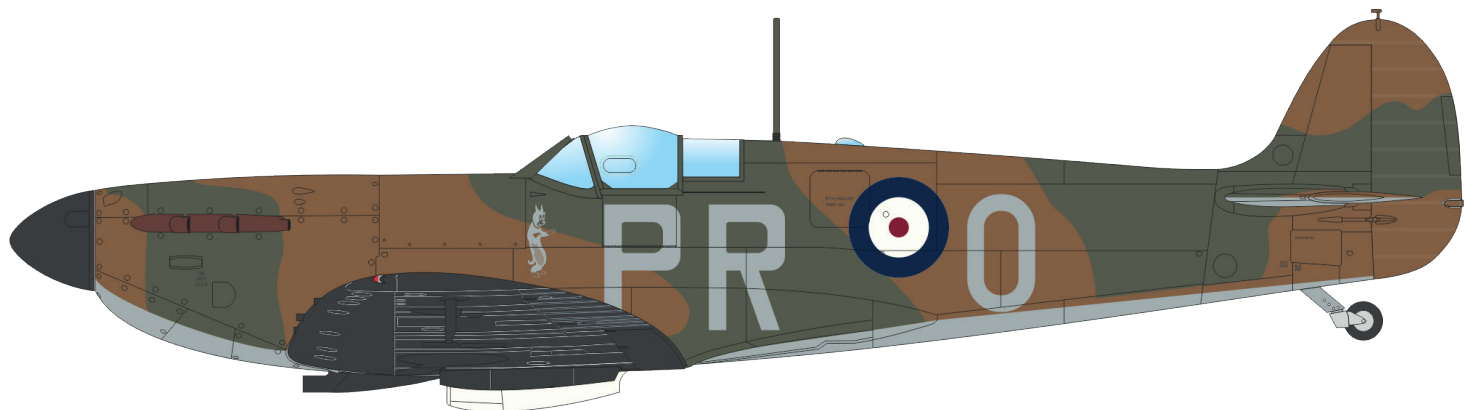


K9962, S/Ldr. Andrew Farquhar, CO of No. 602 Squadron, RAF Abbotsinch, Renfrewshire, United Kingdom, May 1939

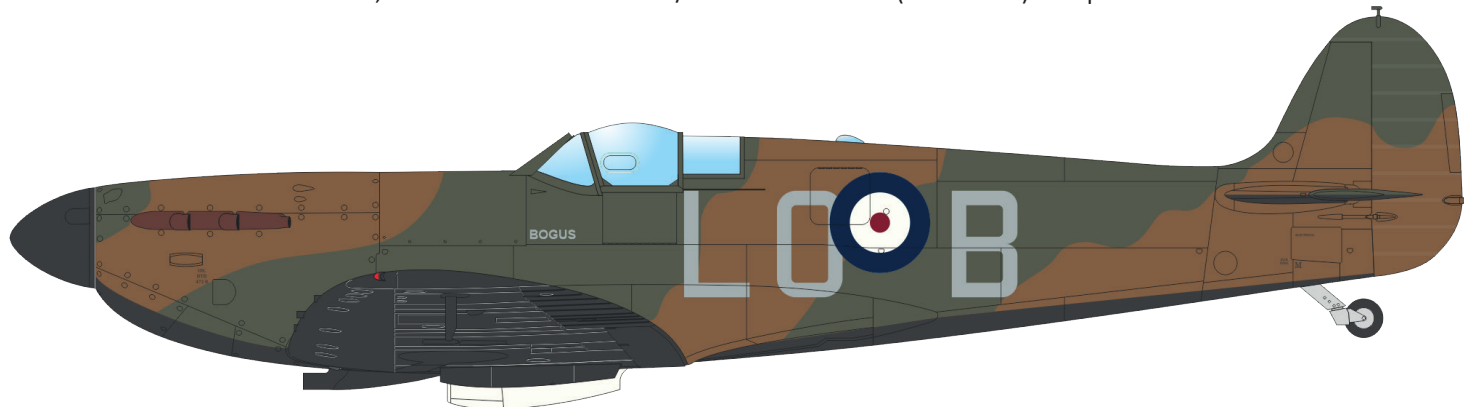
The aircraft is equipped with a three-bladed propeller, a blown canopy, a stripe on the fuel tank and a newer type of pitot tube. No. 602 (City of Glasgow) Squadron took over this plane in May 1939. It was flown by S/Ldr. Andrew Farquhar on February 22nd, 1940 when he shot down a Heinkel He 111 from 1.(F)/Aufkl. Gr. Ob. d. L. in cooperation with another pilot. He 111 landed at Lumsdaine, East Coldingham and the crew of Lt. Grote tried to set it on fire. Farquhar tried to land next to the Germans to prevent them from destroying the plane but flipped his Spitfire on landing. The German crew rescued him from the wreckage and then they all together carried injured gunner away from the burning Heinkel. Upon arrival of the Home Guard, everyone, including Farquhar, was arrested. During the war, he reached the rank of Wing Commander, achieved 6 victories and was awarded the DFC. Spitfire K9962 was shot down on September 4th, 1940 by a Bf 109 and its pilot Sgt J.W. Ramshaw died.

**No. 609 Squadron, Drem, East Lothian, United Kingdom, March 1940**

The aircraft is equipped with a three-bladed propeller, a blown canopy, a stripe on the fuel tank and additional armor on the windshield. On the left side under the canopy is a drawing of a comic book character named Pip. It came from British strip cartoon Pip, Squeak and Wilfred, which was published between 1919 and 1956. Their names were often used in the British Armed Forces, even in official designations. No. 609 (West Riding) Squadron was established as part of the Royal Auxiliary Air Force in 1936 and its first aircraft type was Hawker Hart. The unit received Spitfires in August 1939 and served in the defense of northern England. Squadron moved south to take part in Operation Dynamo and lost one third of the pilots in combat during three days of the operation. It became the first RAF unit to achieve 100 air victories. In the Battle of Britain, its most successful pilots were Fl/Lt. Frank Howell (8 victories) and Fl/Lt. John Dundas (9 victories).

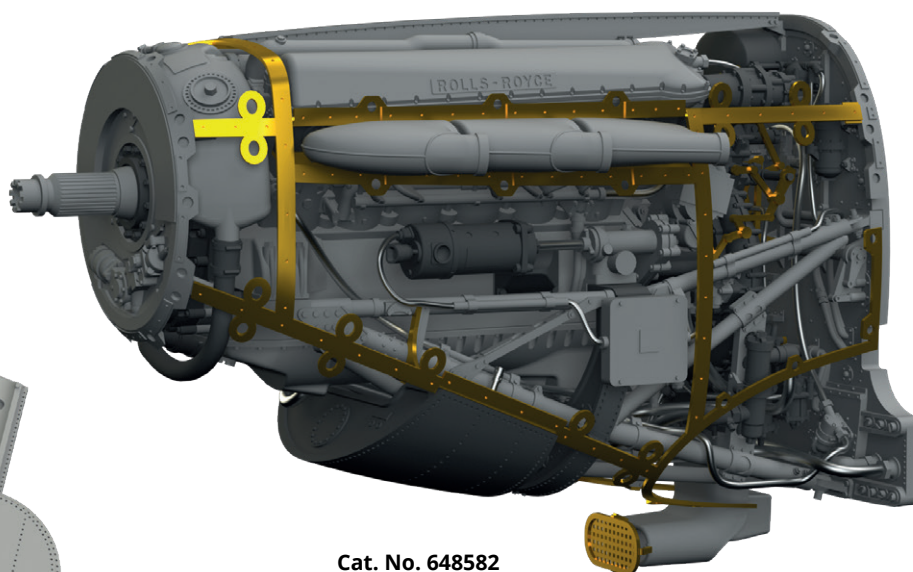
**No. 602 Squadron, Drem, East Lothian, United Kingdom, April 1940**

The aircraft is equipped with a three-bladed propeller, a blown canopy, and the windshield with additional armor. Under the canopy is the inscription BOGUS, the meaning of which is not yet known. No. 602 (City of Glasgow) Squadron was established as part of the Royal Auxiliary Air Force in 1925 and its first aircraft were the Aircro DH.9. The unit received Spitfires in May 1939 and served in the defense of Scotland until August 1940. Among successful pilots during 1940 were S/Ldr. Alexander "Sandy" Johnston (7 victories), Sgt. Basil Whall (7 victories), P/O Osgood Hanbury (10 victories) or Sgt. Cyril Babbage (7 victories). On October 16th, 1939, the unit took part in the shooting down of the first German aircraft over British territory during the air raid of I./KG 30 on Scapa Flow. On October 28th, the squadron shot down the first German aircraft over the British soil, He 111 over Firth of Forth. F/O "Archie" McKellar (18 victories) took part in both combats.



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FE1112	Spitfire Mk.I seatbelts STEEL (PE-Set)
644063	Spitfire Mk.I early LööK (Brassin)
644066	Spitfire Mk.I early LööKplus (Brassin)
648578	Spitfire Mk.I cockpit (Brassin)
648579	Spitfire Mk.I wheels (Brassin)
648580	Spitfire Mk.I exhaust stacks (Brassin)
648581	Spitfire Mk.I gun bays (Brassin)
648582	Spitfire Mk.I engine (Brassin)
648589	Spitfire Mk.I undercarriage legs BRONZE (Brassin)
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D48053	Spitfire Mk.I national insignia (Decal)
D48064	Spitfire Mk.I stencils (Decal)
EX709	Spitfire Mk.I TFace (Mask)

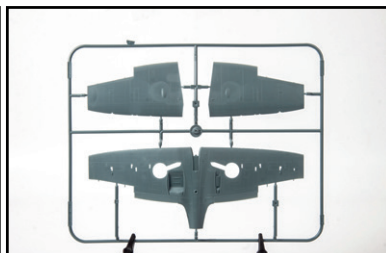
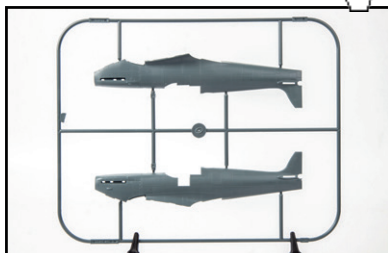


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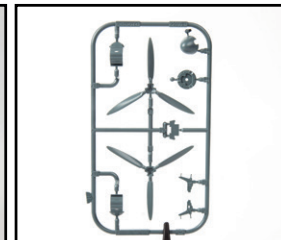
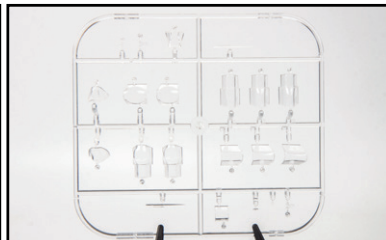
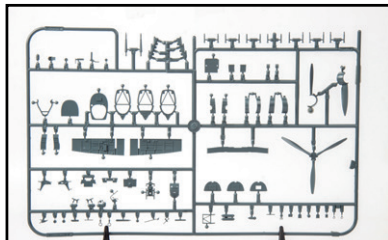
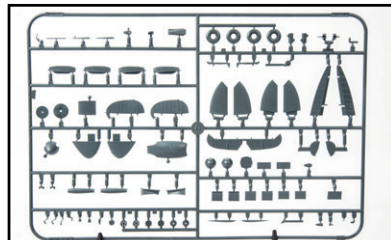
Spitfire Mk.I early 1/48

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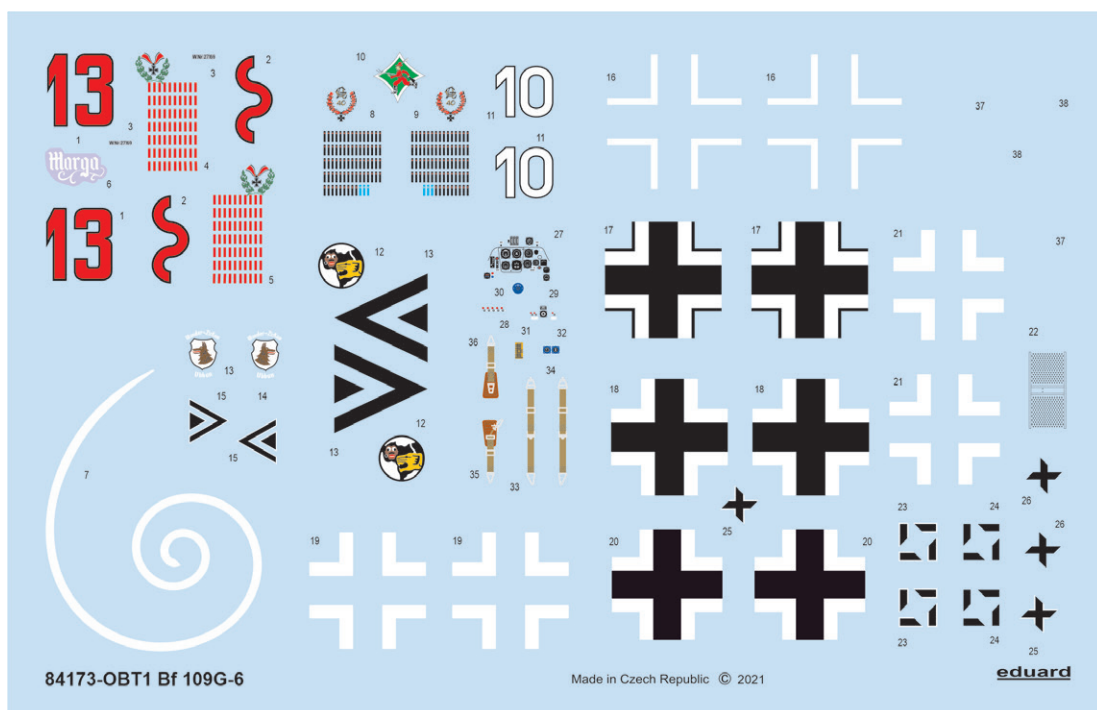
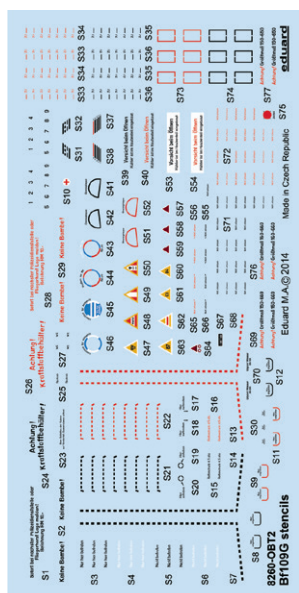
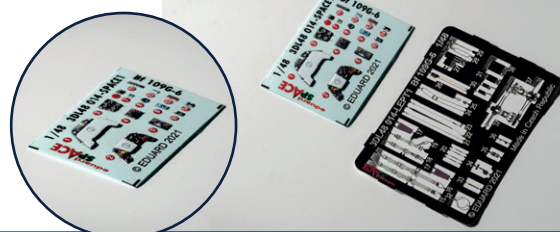
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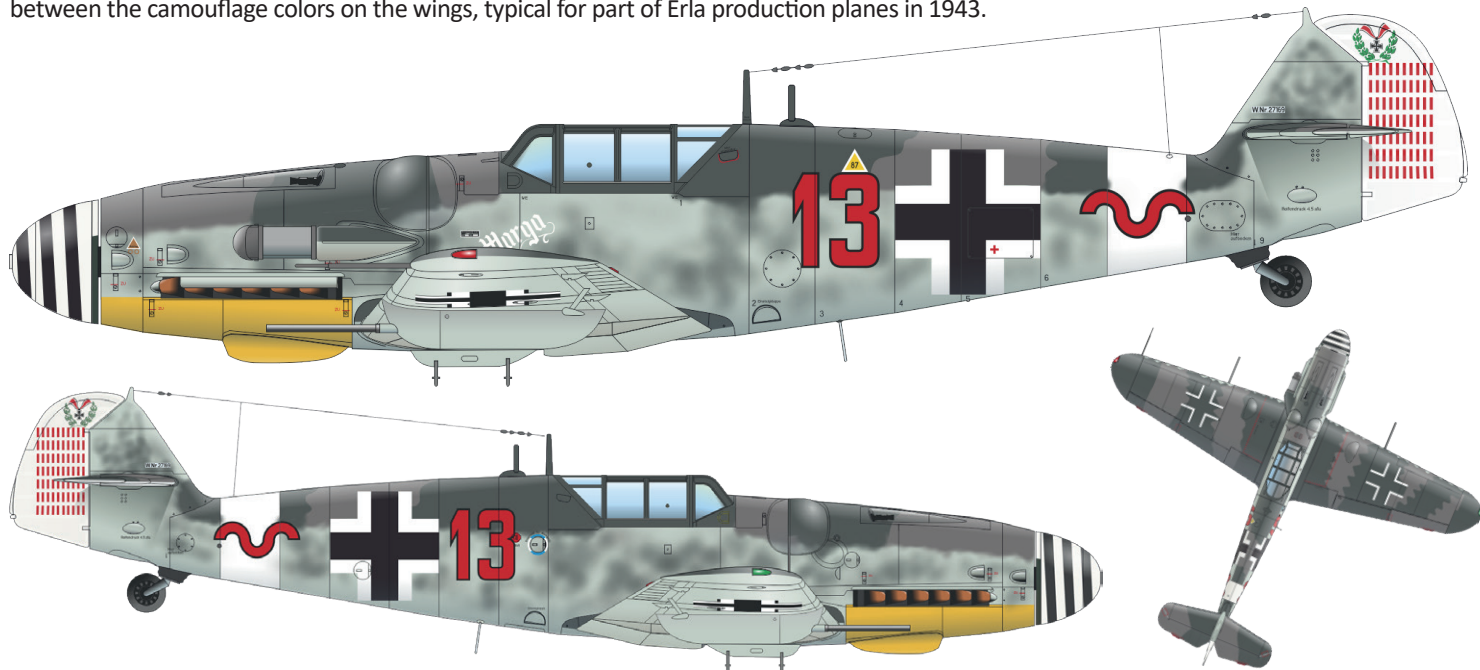
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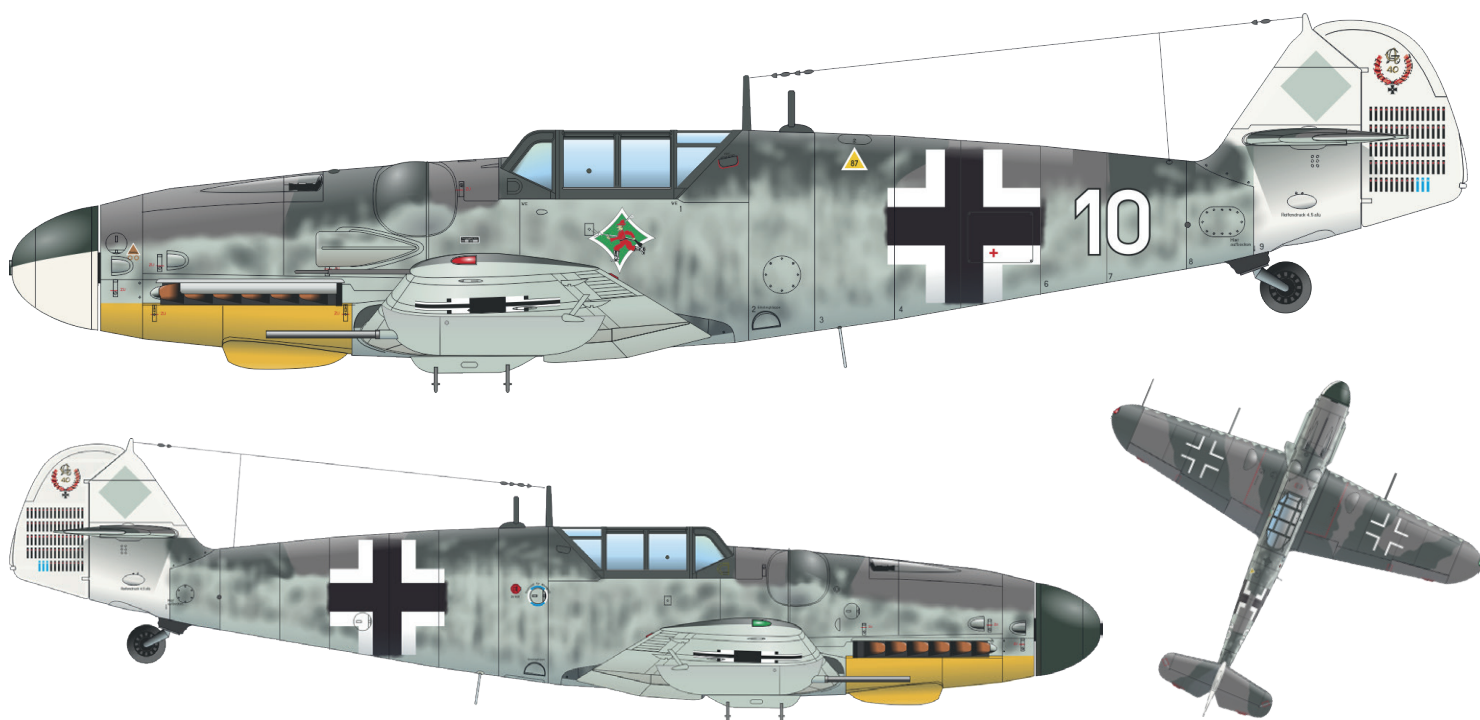


W.Nr. 27169, Fw. Heinrich Bartels, 11./JG 27, Kalamaki Airfield, Greece, November 1943

Heinrich Bartels's military career was launched on the Western Front. In August 1941, as a member of Erg./JG 26, Bartels downed two Spitfires over the Channel. Afterwards he served with JG 5 in Northern Europe and managed to shoot down 47 Soviet aircraft. As a member of JG 27, he downed 50 more enemy ones. Bartels met his ultimate fate on December 23rd, 1944. He clashed with American Thunderbolts, and despite managing to bag one of them, he failed to return to his home field. His fate remained unknown till January 1968, when remains of his Bf 109G were discovered. The unused parachute found in the cockpit is exhibited in the Deutsches Technikmuseum Berlin. Photographs of Bartels's G-6 were taken on November 15th, 1943, (or a few days thereafter) when Bartels achieved his 70th victory (although the four allegedly shot down P-38s were not missed by the USAAF). Seventy kill marks (Abschussbalken) are painted on the rudder along with the Knight's Cross. Bartels was awarded this medal a year before, on November 13th, 1942. Note the saw-toothed demarcation between the camouflage colors on the wings, typical for part of Erla production planes in 1943.

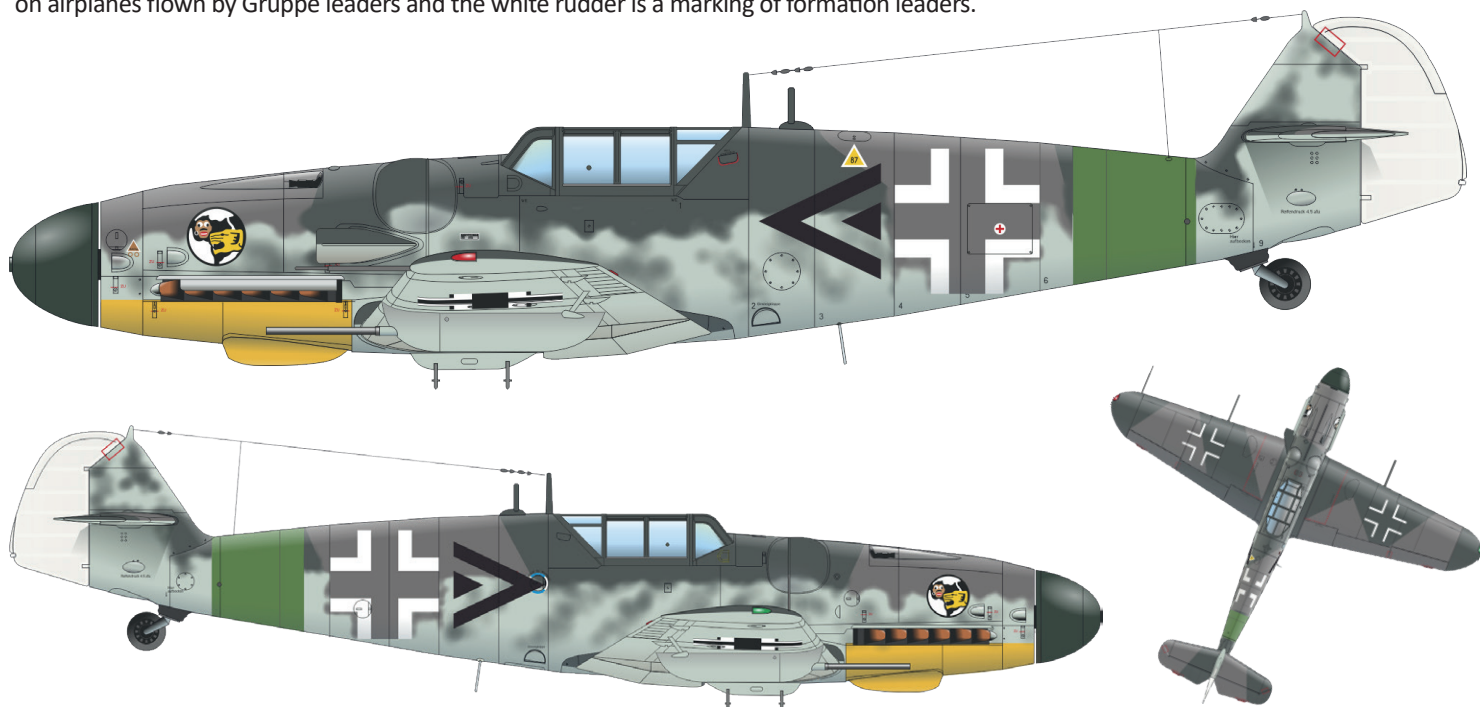

Obt. Alfred Grislawski, CO of 1./JGr. 50, Wiesbaden-Erbenheim Air Base, Germany, September 1943

Jagdgruppe 50 was created on August 15th, 1943 from Jagdgruppe Süd der ObdL that was formed as a high altitude fighter unit on July 21st, 1943 to combat recce Mosquitos. JGr.50 was led by Hermann Graf who gave birth to the unit's crest painted under the canopy. The Red Hunter symbolized the German Luftwaffe soccer team known under the nickname "die Roten Jäger". Graf was a member of this team, along with then German national team members. The unit existed for only a few months, and in October 1943 was incorporated into 1./JG 301. Alfred Grislawski was the CO of 1./JGr.50 and the formation leader, as can be seen from the white tail. He served with JG 1 and JG 53 afterwards, and his total score accounted for 133 victories. Grislawski was awarded the Knight's Cross on July 1st, 1943 and with Oak Leaves on April 11th, 1944.



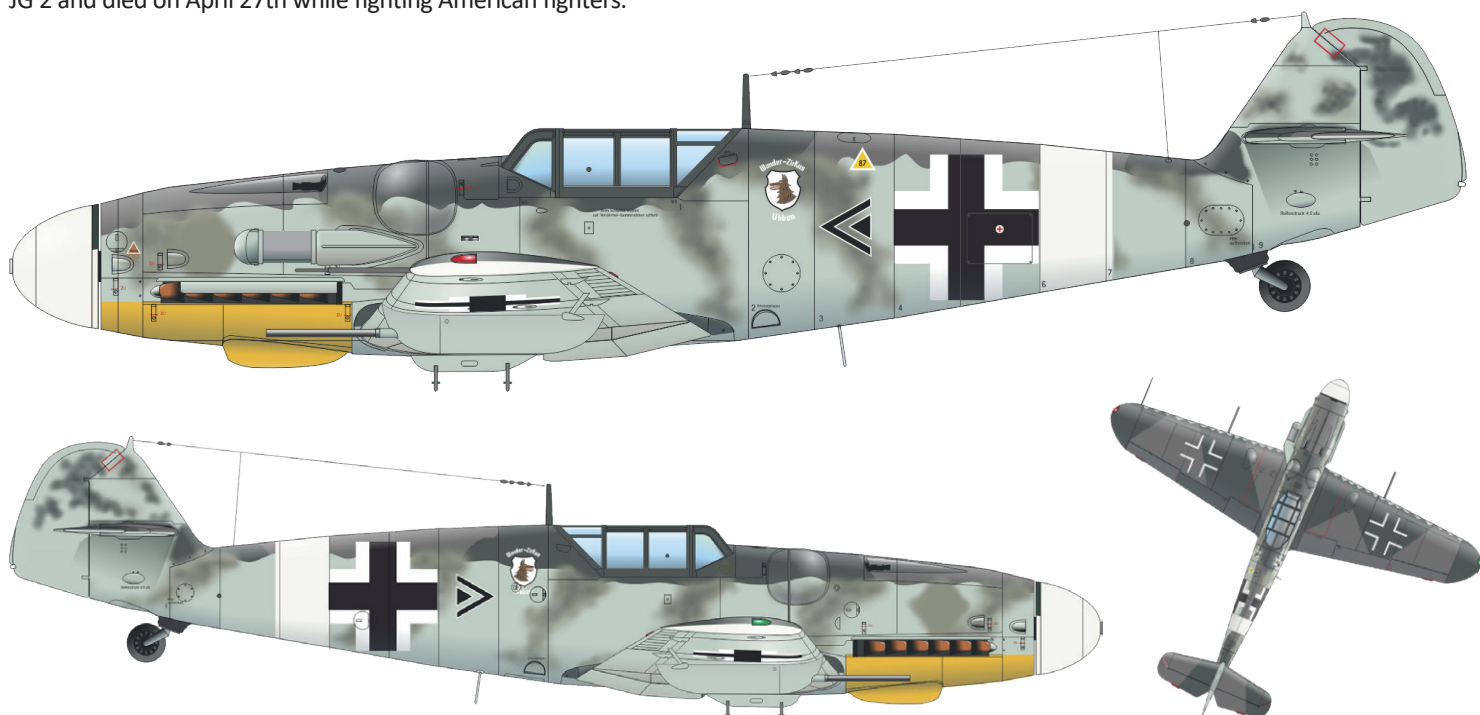
Maj. Ludwig Franzisket, CO of I./JG 27, Fels am Wagram, Austria, early 1944

Ludwig Franzisket achieved his first victory in May 1940 over the Netherlands as a member of I./JG 1. He took part in the battle of France and fought in North Africa with JG 27. He was awarded the Ritterkreuz (Knight's Cross) on July 23rd, 1941 for 22 victories. In the summer of 1943, he became the CO of I./JG 27. His unit was tasked with the opposing of Allied raids over Germany. Among other victories, Franzisket added two B-17s downed over Schweinfurt to his score on October 14th, 1943. By the end of the war, Franzisket managed to shoot down 43 enemy airplanes including four B-17s. The wide green tail band identifies aircraft flown by JG 27 as part of the Defence of the Reich. The JG 27 badge, painted on both sides of the cowlings, refers to the geschwader's combat deployment in Africa. The double chevron was painted on airplanes flown by Gruppe leaders and the white rudder is a marking of formation leaders.



Maj. Kurt Ubben, CO of III./JG 77, Foggia, Italy, May 1943

The aircraft was manufactured by Messerschmitt GmbH and had the typical camouflage applied by this plant. The crest with a wolf's head and the inscription Wander-Zirkus Ubben (Ubben's Wandering Circus) is the emblem of III./JG 77. This nickname was given to the unit during the retreat in North Africa. "Kuddel" Ubben joined the Navy in 1931 and served in several naval air units, including the 5.(Jagd)/186 T designated for the aircraft carrier Graf Zeppelin. He achieved his first victory, the Fokker D.XXI, in May 1940. The unit was redesignated 8./JG 77 and in July 1940 Ubben became its commander. He went through campaigns in Norway, the Balkans and Crete. During the campaign in Russia at the beginning of September 1941 he was appointed commander of III./JG 77 and was awarded with the Knight's Cross. In March 1942 he received an Oak Leaves. Ubben achieved a total of 110 victories, of which 90 on the Eastern Front. In March 1944 he was appointed Kommodore JG 2 and died on April 27th while fighting American fighters.



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648239	Bf 109G-6 radio compartment (Brassin)
648240	Bf 109G-6 cockpit (Brassin)
648246	Bf 109 cannon pods (Brassin)
648247	Bf 109G exhaust stacks (Brassin)
648250	Bf 109G-6 engine & fuselage guns (Brassin)
648255	Bf 109G-6 propeller (Brassin)
648261	Bf 109G-6 wheels (Brassin)
648265	Bf 109G external fuel tanks (Brassin)
648309	Bf 109G undercarriage legs BRONZE (Brassin)
648310	Bf 109G control surfaces (Brassin)
SIN64824	Bf 109G-6 ADVANCED (Brassin)
D48025	Bf 109G stencils (Decal)
D48027	Bf 109G Balkenkreuze (Decal)
D48028	Bf 109G svastikas (Decal)
3DL48014	Bf 109G-6 SPACE (3D Decal)
EX509	Bf 109G camo scheme - Mtt (Mask)
EX510	Bf 109G camo scheme - Erla (Mask)
EX511	Bf 109G camo scheme - WNF (Mask)
EX512	Bf 109G spinner spirals (Mask)
EX524	Bf 109G-6 Erla canopy (Mask)
EX525	Bf 109G-6 classic canopy (Mask)
EX581	Bf 109G Erla canopy TFace (Mask)
EX582	Bf 109G classic canopy TFace (Mask)

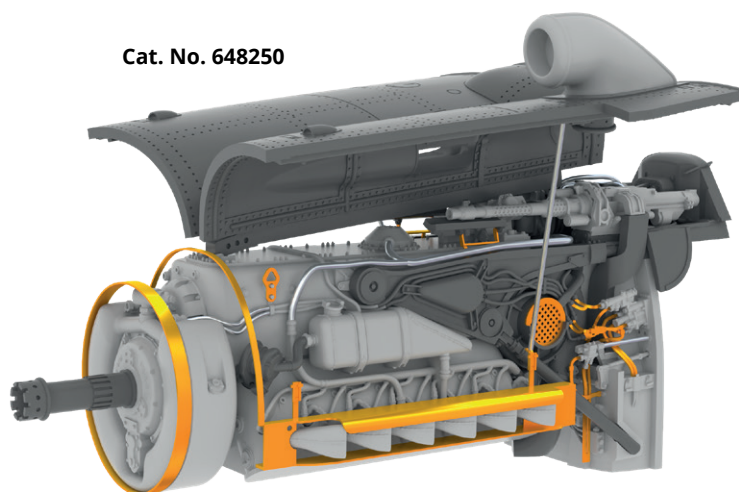


Cat. No. 3DL48014

Cat. No. 644003



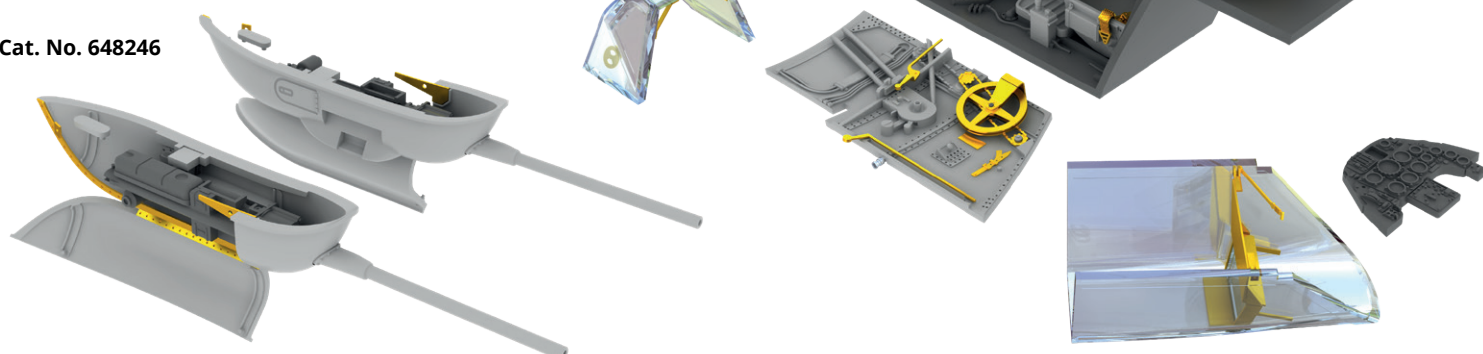
Cat. No. 648250



Cat. No. 648309



Cat. No. 648246



Product page

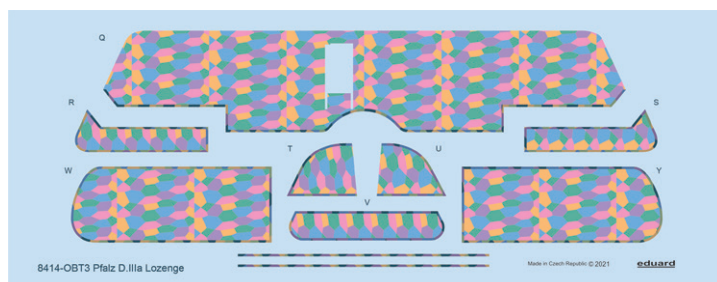


Pfalz D.IIIa

1/48

Cat. No. 8414

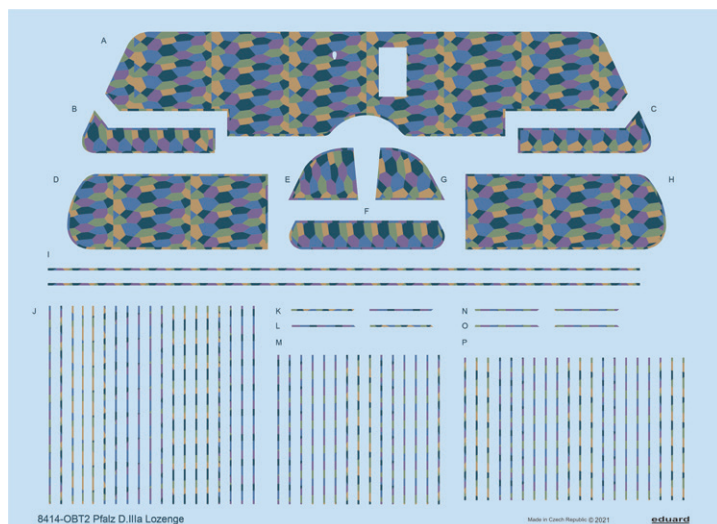
- Eduard plastic parts
- 4 marking options



8414-OBT3 Pfalz D.IIIa Lozenge

Made in Czech Republic © 2021

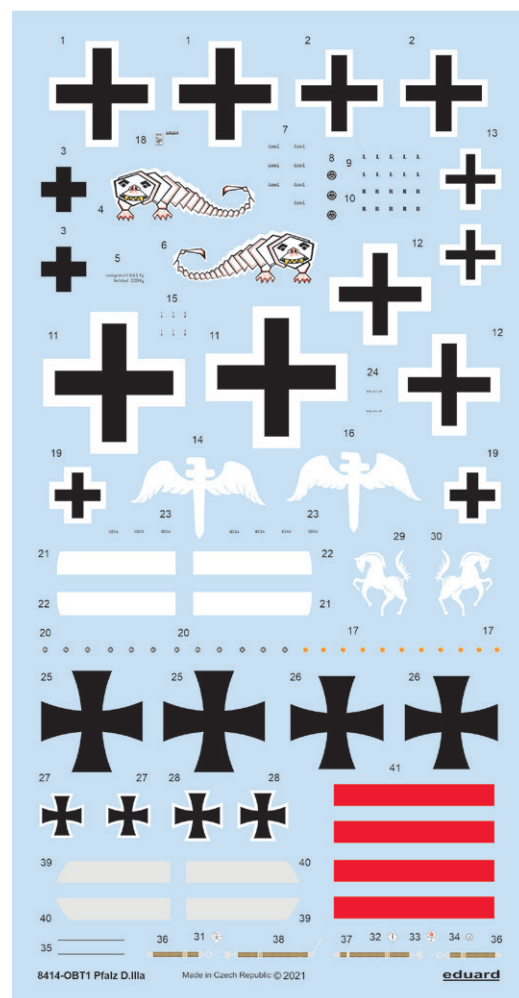
eduard



8414-OBT2 Pfalz D.IIIa Lozenge

Made in Czech Republic © 2021

eduard



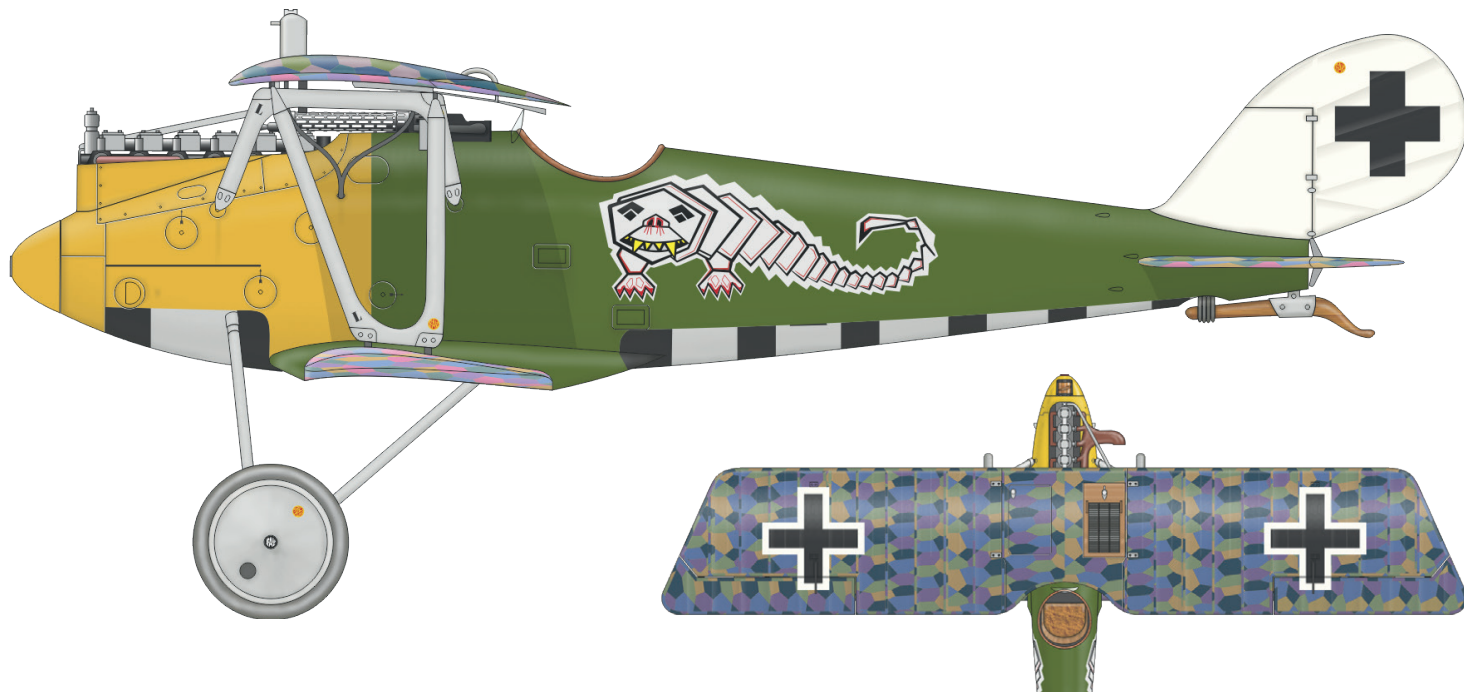
8414-OBT1 Pfalz D.IIIa

Made in Czech Republic © 2021

eduard

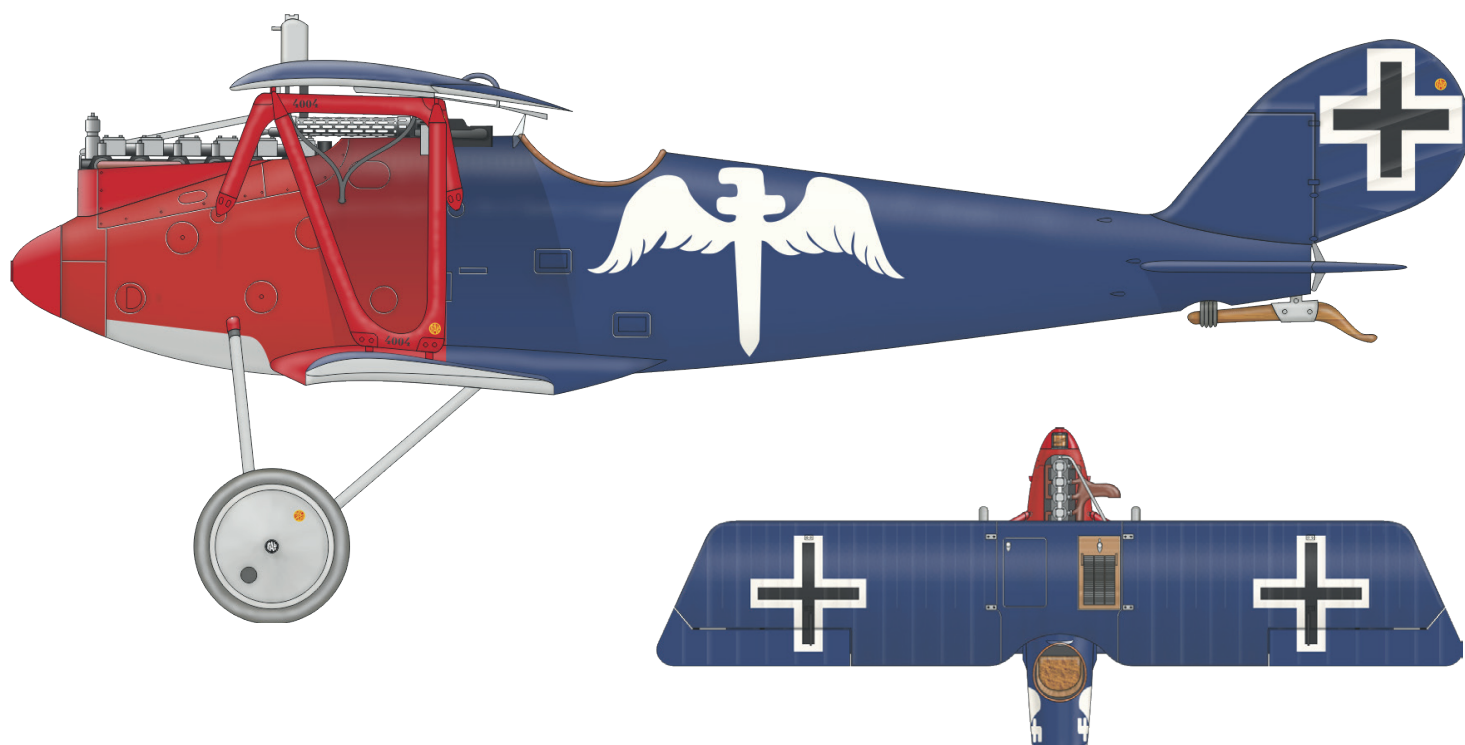
Lt. Eugen Siempelkamp, Jasta 29, Gondécourt, France, July 1918

Eugen Siempelkamp started his fighter pilot career on March 22nd, 1918, when he moved from the Jagdstaffelschule II to Jasta 4. There he flew Fokker Dr.I. Just nine days later he scored his first victory, downing a Camel of No. 65 Sqn. It was his only victory with the unit, as he was transferred to the Jasta 29 on April 10th. There he added two more victories in July, the first one flying this Pfalz D.IIIa, the other one probably with the Fokker D.VII. He moved again shortly afterwards, as he had been appointed the Staffelführer of Jasta 64. He scored two more victories there but was seriously wounded on September 14th. This prevented him to return to the action. His Pfalz D.IIIa had the usual green and yellow colours of Jasta 29 with black stripes painted on bottom of the fuselage over the factory silver "Schutzfarbe". The wings were covered with five-colour "lozenge" Flugzeugstoff. Siempelkamp's personal marking was the stylised paper dragon as Eugen got several paper dragons from his father's Chinese business partners as a gift when he was a child.



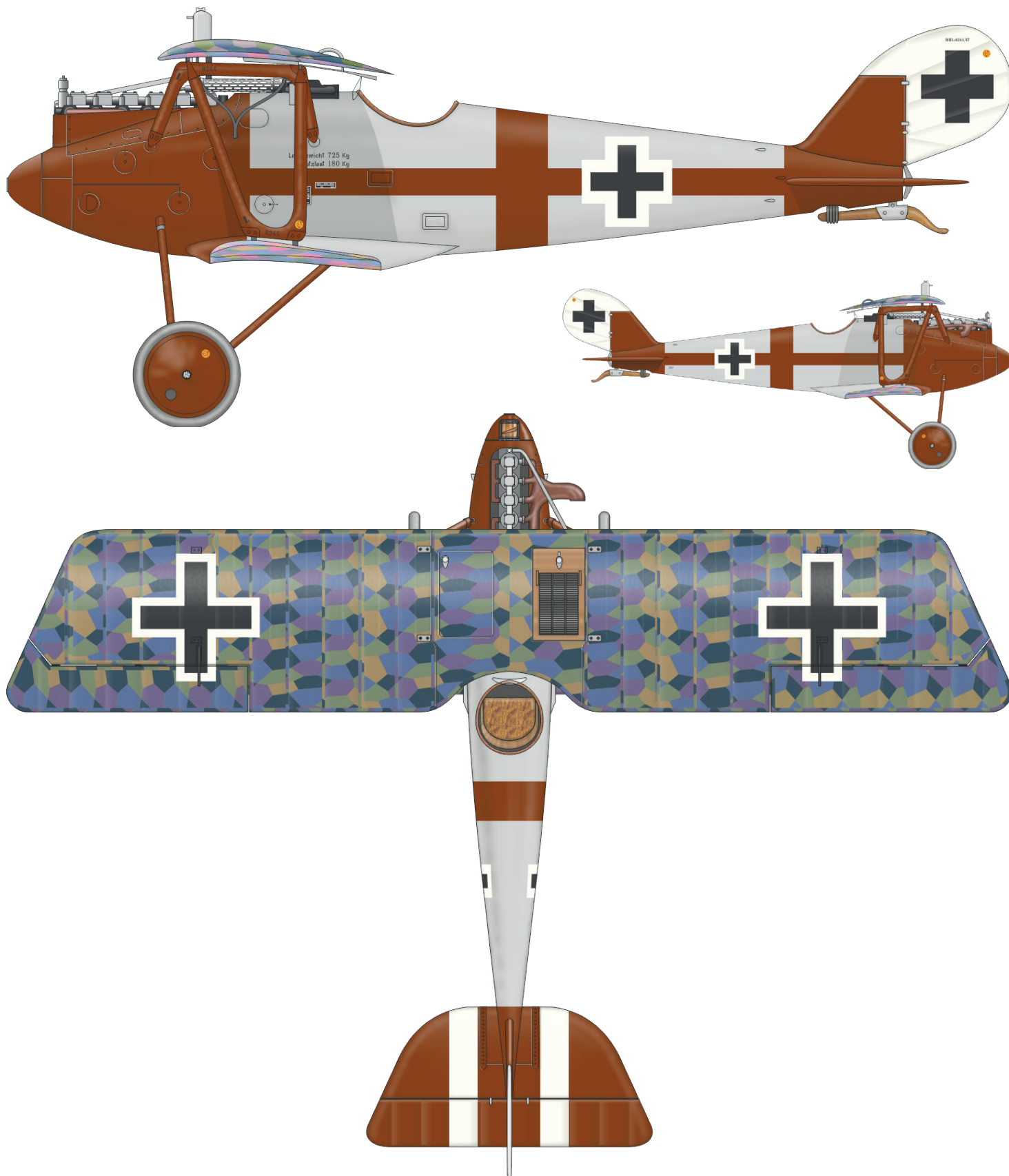
Hptm. Rudolf Berthold, CO of JG II, Guise, France, March 1918

Rudolf Berthold was one of the leading aces of the Lutstreitkräfte with 28 victories and leader of Jasta 18, when he was severely wounded on October 10th, 1917. He nearly lost his right hand and spent more than six months on convalescence. Shortly after return he was appointed as the JG II leader. Berthold led the JG II only on ground, unable to fly due to his paralysed arm, but the personnel was keeping one Pfalz D.IIIa for him, just in case the impulsive and extremely determined leader would decide to jump the cockpit and fly it to combat. It is possible he gave it a try, conducting some training flights with it, but the heavy controls of Pfalz were unsuitable for one-handed pilot. Berthold returned to aerial combat only after the D.VIIs with their light and precise controls arrived and scored 16 more victories. This Pfalz D.IIIa had famous Berthold's marking of the white „Sword of Vengeance“. The upper side of both wings was all blue.



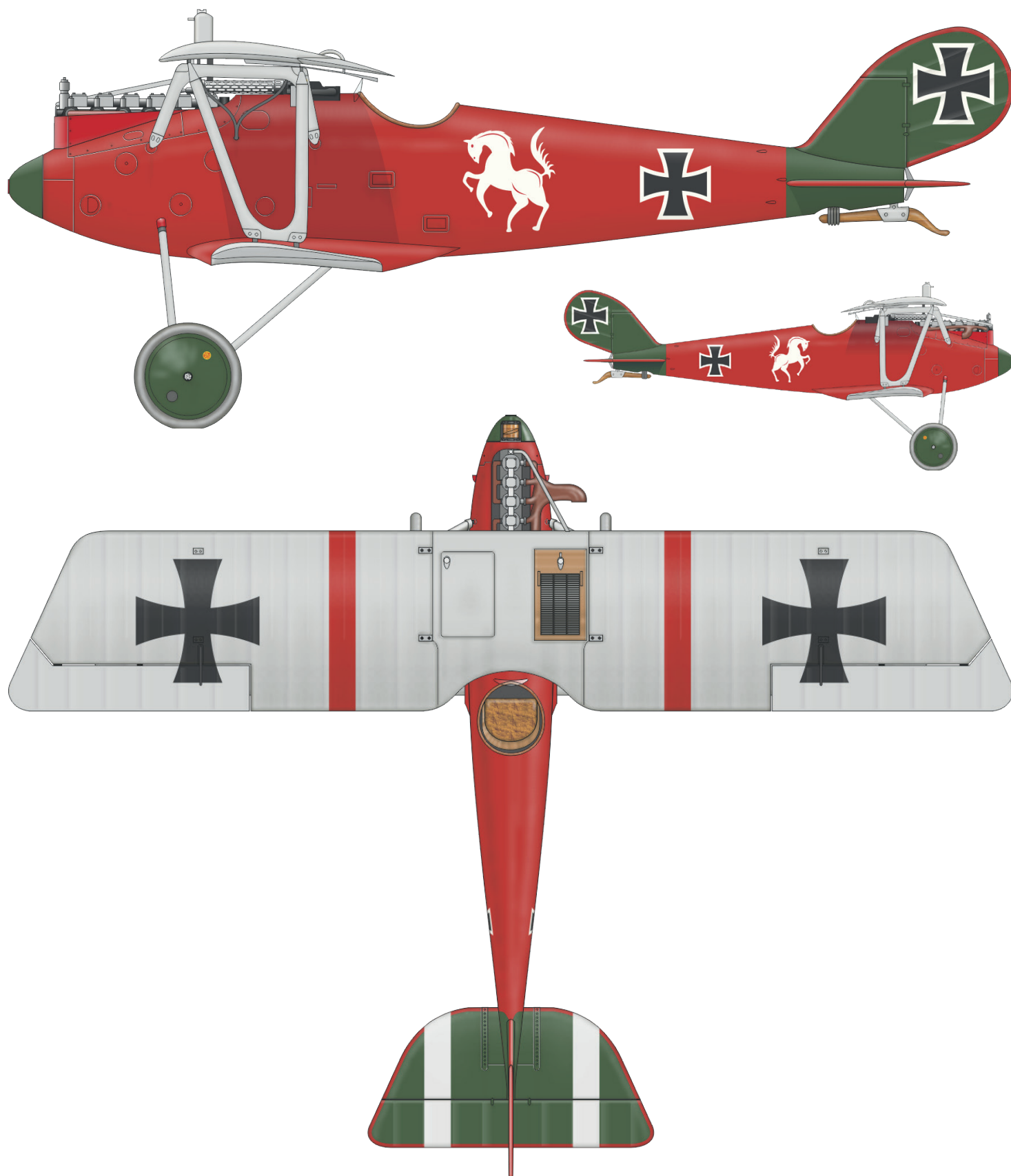
8244/17, Gefr. Erich Mix, Jasta 54, Ennemain, France, June 1917

Former infantryman Erich Mix started flying with Luftstreitkräfte on May 1917, but only with non-combat units. On April 12th, 1918, he was transferred to the Schlachtstaffel 21 and a month later his dreams went true on May 15th, as he became a fighter pilot with Jagdstaffel 54. He claimed his first victory on June 11th, shooting down Salmson 2A2. Just two days later he destroyed this Pfalz on landing. Erich Mix scored three confirmed victories and one probable (balloon) during WWI. Mix joined Luftwaffe in 1935, became technical officer of I./JG 53 in 1939 and scored three victories at the outbreak of WWII at the age of 41. In March 1940 he became first commander of III./JG 2 and finished the war as Oberst (Colonel) with 5 victories (8 together with WWI). The marking of his Pfalz D.IIIa is a reconstruction based on the description in the flight log, revealed in the Jasta Colors book (Aeronaut Books, 2020). The fuselage had red-brown nose, rear and one horizontal plus one vertical band. The wings were covered with five-colour Flugzeugstoff (Lozenge).



Jasta 5, Boistrancourt, France, spring 1918

This colourful Pfalz is a bit of mystery, as not too much is known about it. It was photographed in the hangar of the Jasta 5 in March 1918, when Manfred von Richthofen visited the unit at the Boistrancourt airfield. It is not known which pilot the aircraft belonged to. There is also a photo of the row of the Albatros D.Vs of the Jasta 5, where the aircraft sporting very similar prancing horse is clearly visible, standing next to the Richard Flashar's one. This may be flown by the same pilot, as the Pfalz and it had to be somebody serving with the unit from the July 1917 to March 1918. Royal Prussian Jagdstaffel 5 was set up on January 21st, 1916, as one of the first fighter units of the Luftstreitkräfte. Many famous aces served with Jasta 5 including Werner Voss, Hermann Göring, Josef Mai, Bruno Loerzer and others. With 253 aerial victories the unit was the third-highest scoring Jasta of them all. Apart of the red fuselage with green, red outlined tail and green nose, the wings were in factory silvery "schutzfarbe". Upper wing had also two red stripes from both sides.



1/72



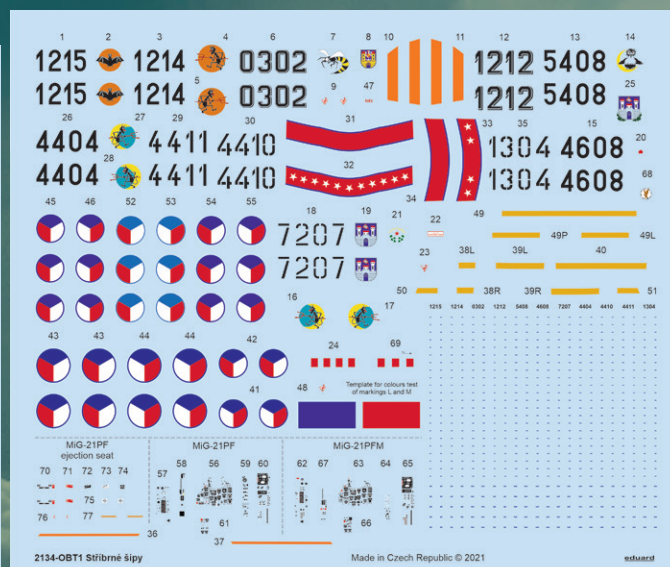
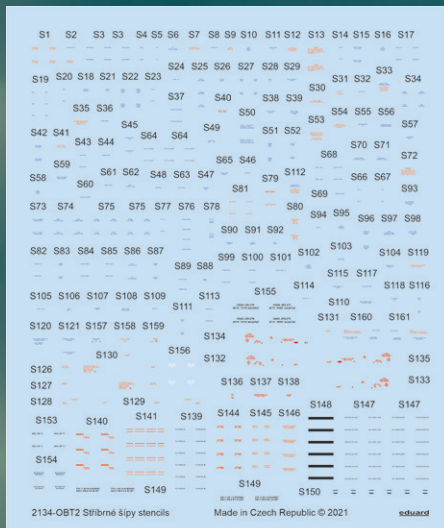
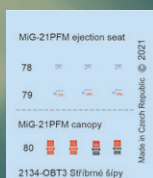
DUAL COMBO

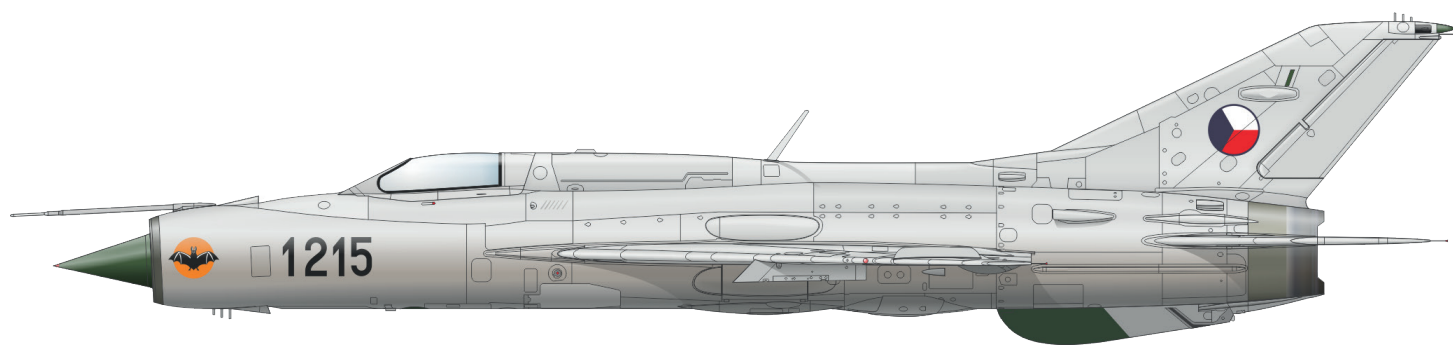
Product page

STŘÍBRNÉ ŠÍPY

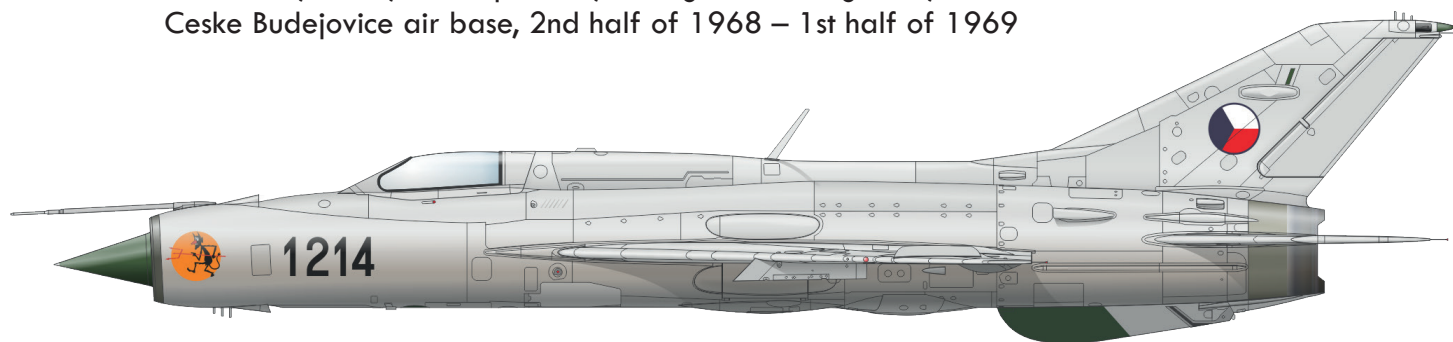
Cat. No. 2134

- Eduard plastic parts
- Photo-etched set
- Painting mask
- 15 marking options
- Brassin: resin seats and wheels
- extra: a book

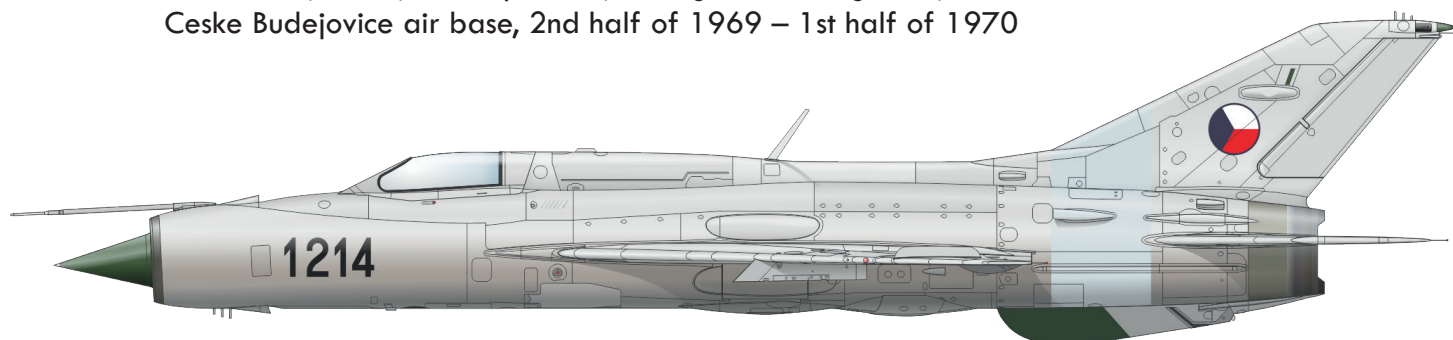




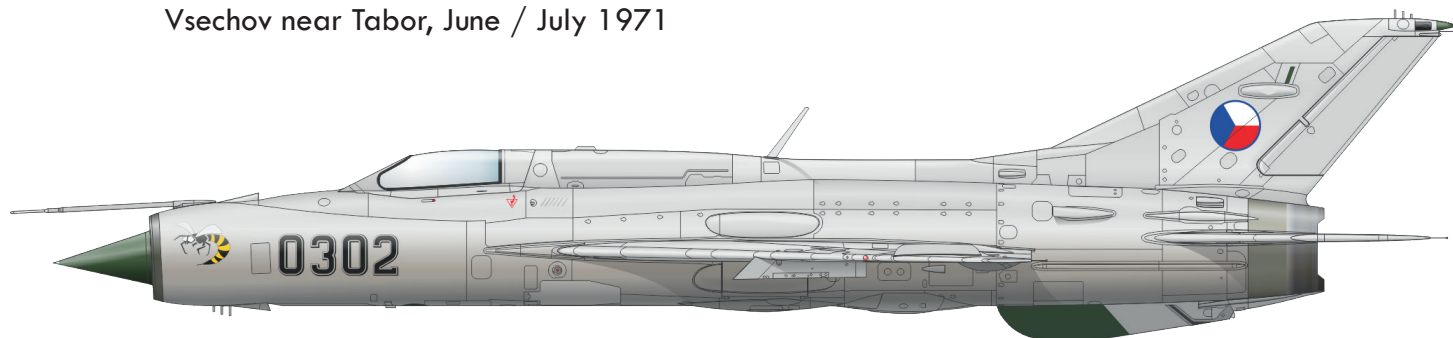
MiG-21PF, 1215, 2nd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, 2nd half of 1968 – 1st half of 1969



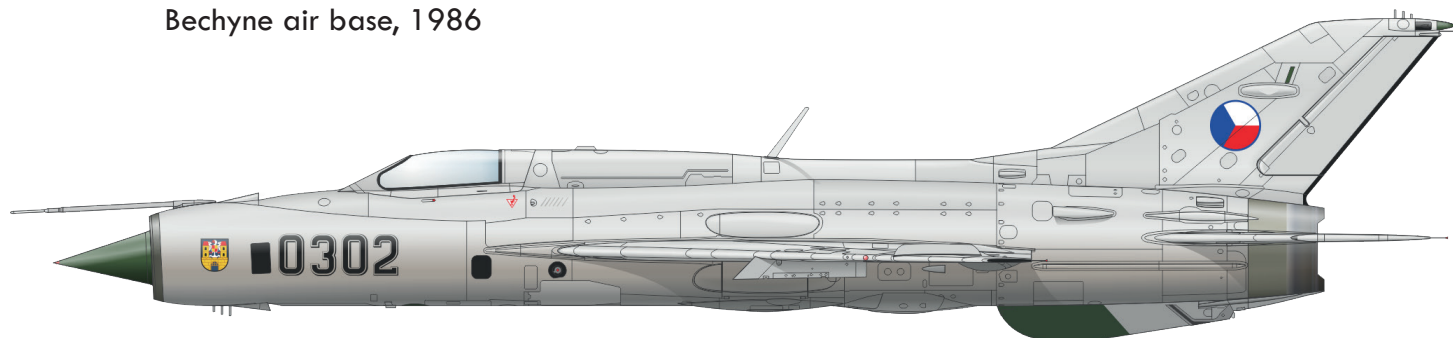
MiG-21PF, 1214, 2nd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, 2nd half of 1969 – 1st half of 1970



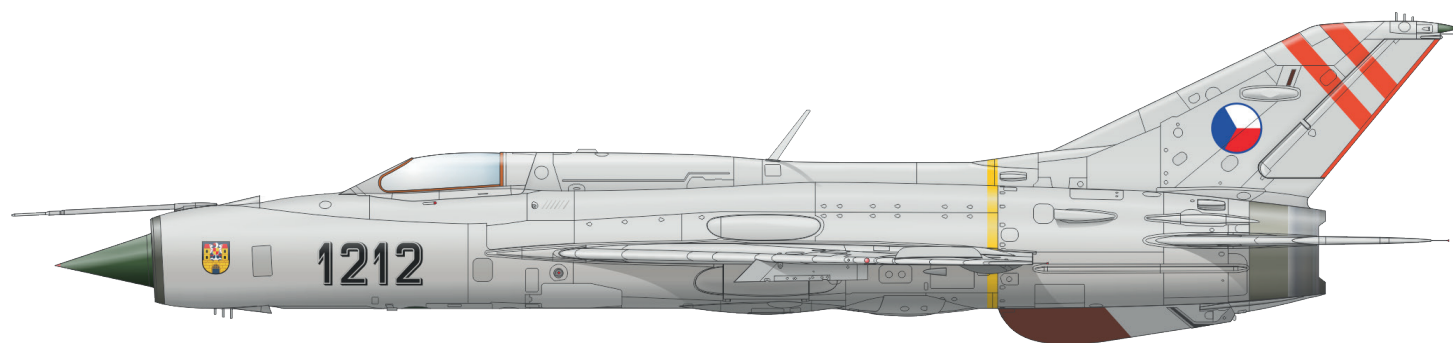
MiG-21PF, 1214, 2nd Squadron, 1st Fighter Air Regiment,
Vsechov near Tabor, June / July 1971



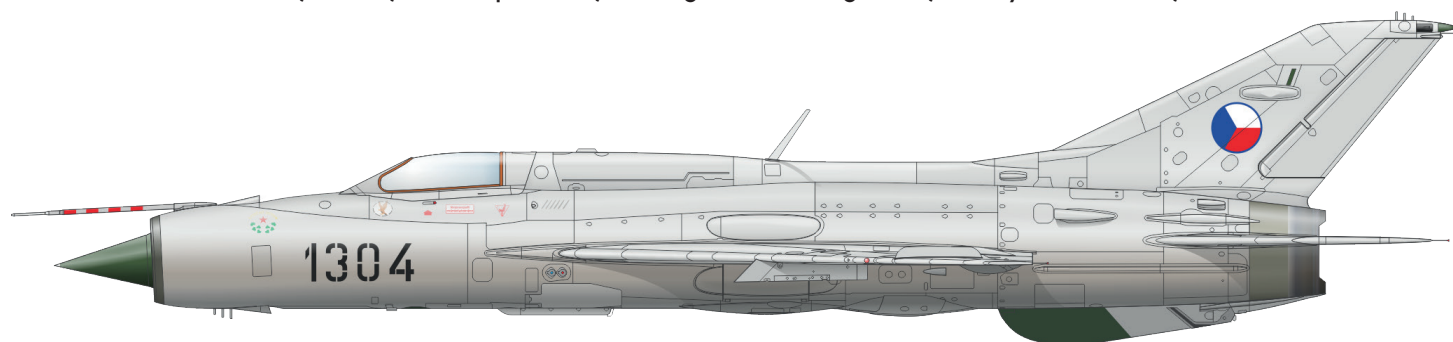
MiG-21PF, 0302, 2nd Squadron, 9th Fighter Air Regiment,
Bechyne air base, 1986



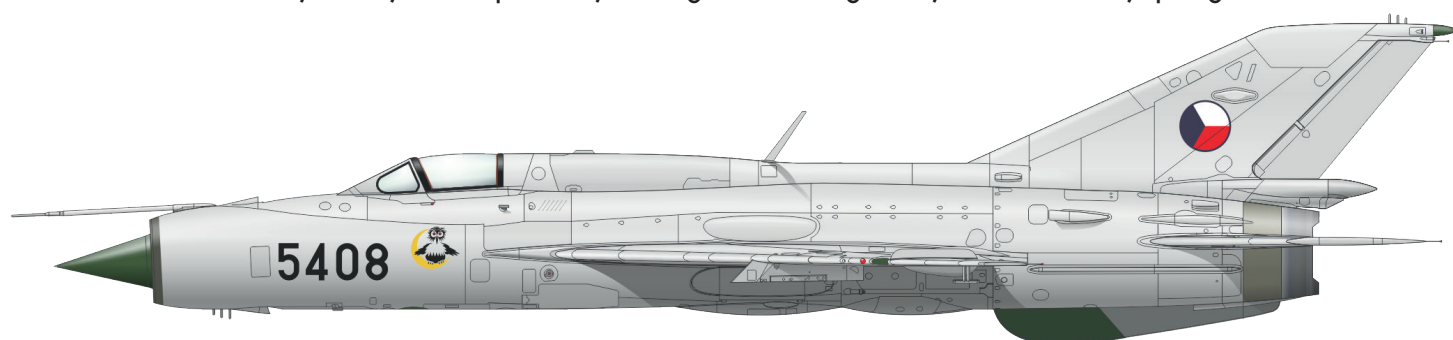
MiG-21PF, 0302, 2nd Squadron, 9th Fighter Air Regiment, Bechyne air base, 1988



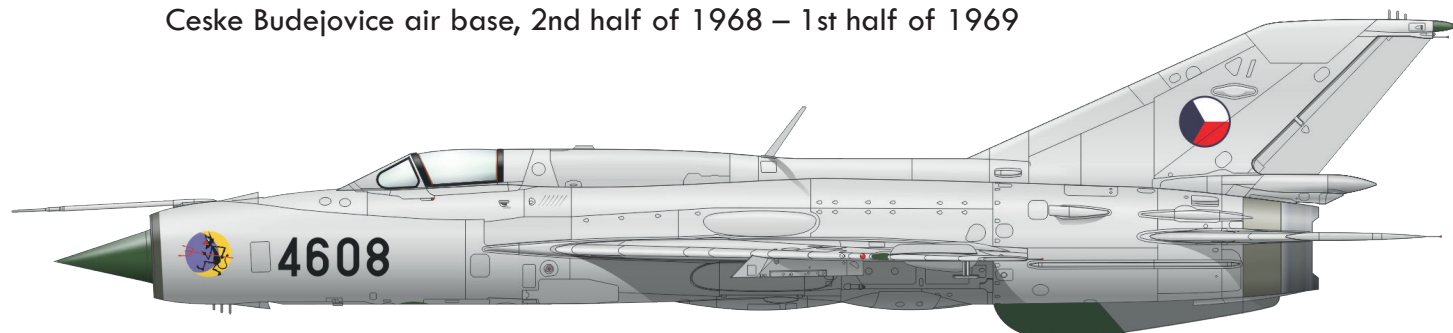
MiG-21PF, 1212, 2nd Squadron, 1st Fighter Air Regiment, Bechyne air base, 1988



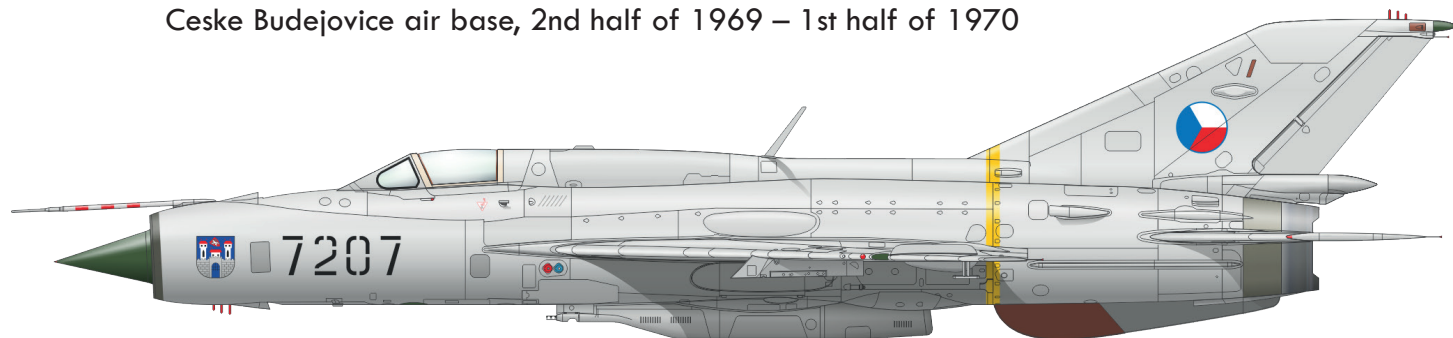
MiG-21PF, 1304, 2nd Squadron, 8th Fighter Air Regiment, Brno air base, spring 1989



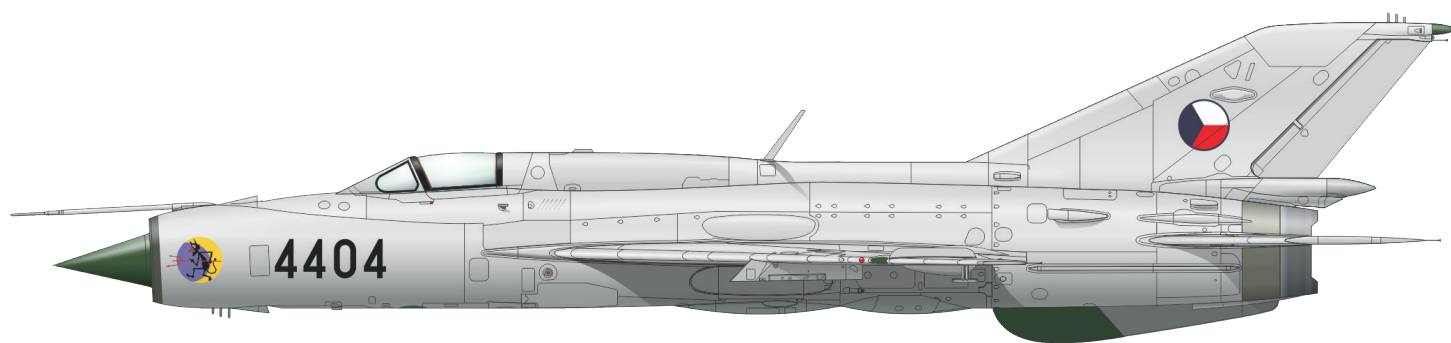
MiG-21PFM, 5408, 3rd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, 2nd half of 1968 – 1st half of 1969



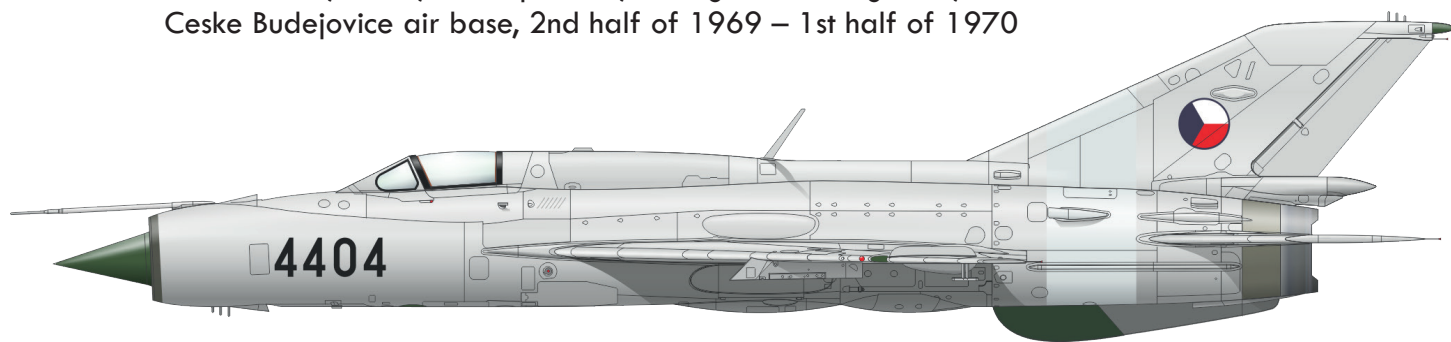
MiG-21PFM, 4608, 3rd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, 2nd half of 1969 – 1st half of 1970



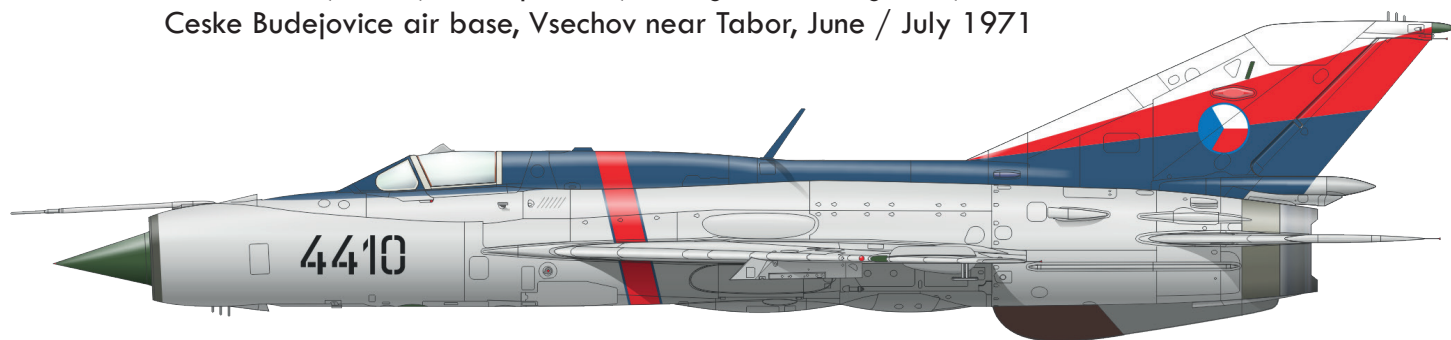
MiG-21PFM, 7207, 3rd Squadron, 11th Fighter Air Regiment, Zatec air base, 1987 – 1991



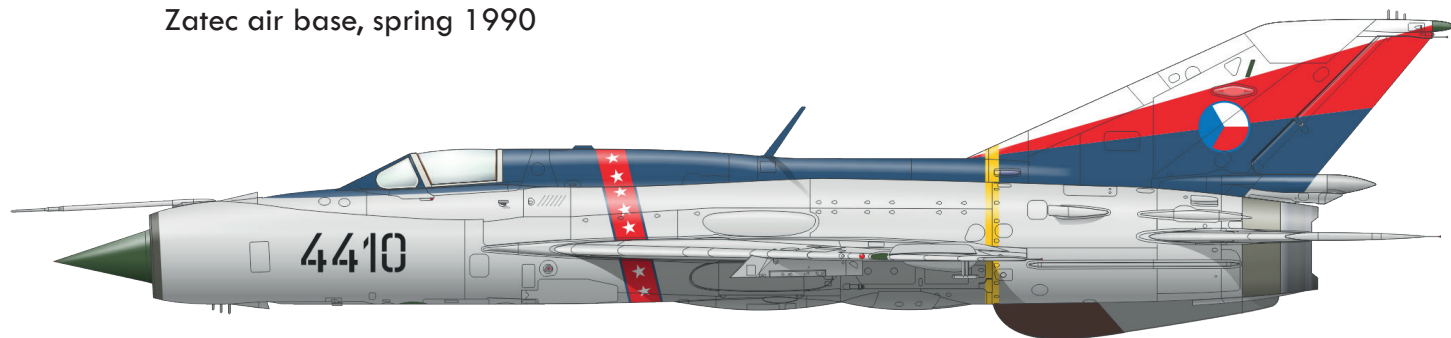
MiG-21PFM, 4404, 3rd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, 2nd half of 1969 – 1st half of 1970



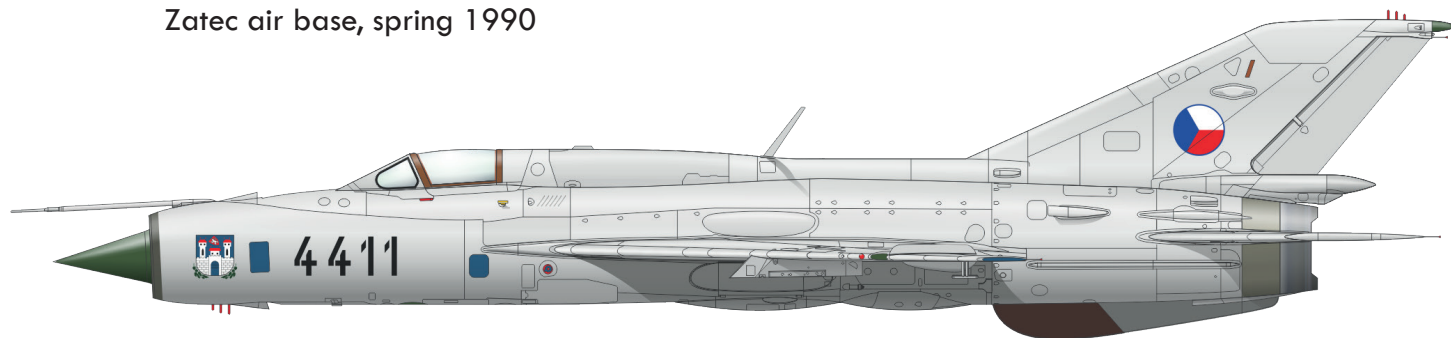
MiG-21PFM, 4404, 3rd Squadron, 1st Fighter Air Regiment,
Ceske Budejovice air base, Vsechov near Tabor, June / July 1971



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



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

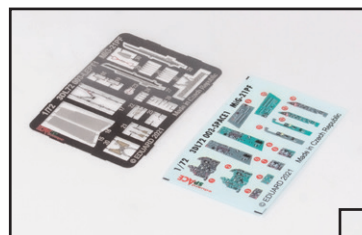


MiG-21PFM, 4411, 2nd Squadron, 11th Fighter Air Regiment, Zatec air base, 1987 – 1991

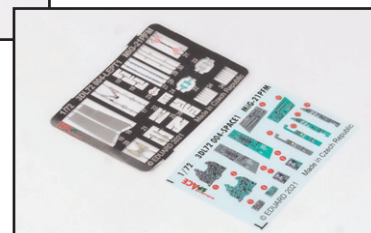


Recommended for Stříbrné šípy

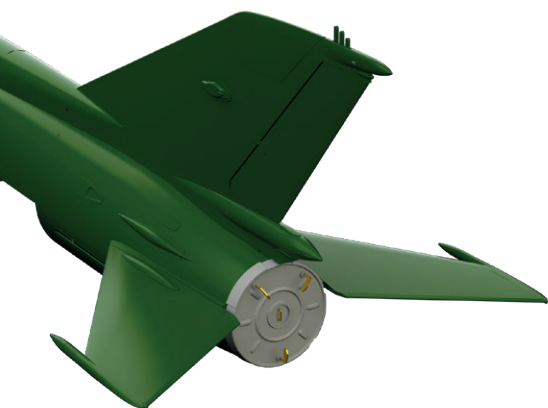
- 72695 MiG-21PFM (PE-Set)
- 72699 MiG-21PF (PE-Set)
- 672185 R-3S missiles for MiG-21 (Brassin)
- 672191 RS-2US missiles for MiG-21 (Brassin)
- 672218 MiG-21 F.O.D. (Brassin)
- 672231 MiG-21PFM wheels (Brassin)
- 672232 MiG-21PF/PFM exhaust nozzle (Brassin)
- 672233 MiG-21PFM ejection seat (Brassin)
- 672234 MiG-21PFM cockpit (Brassin)
- 672235 MiG-21PF cockpit (Brassin)
- 672236 MiG-21PF wheels (Brassin)
- 3DL72003 MiG-21PF SPACE (3D Decal)
- 3DL72004 MiG-21PFM SPACE (3D Decal)



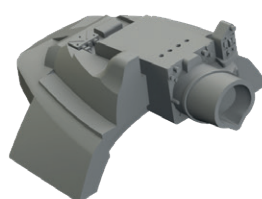
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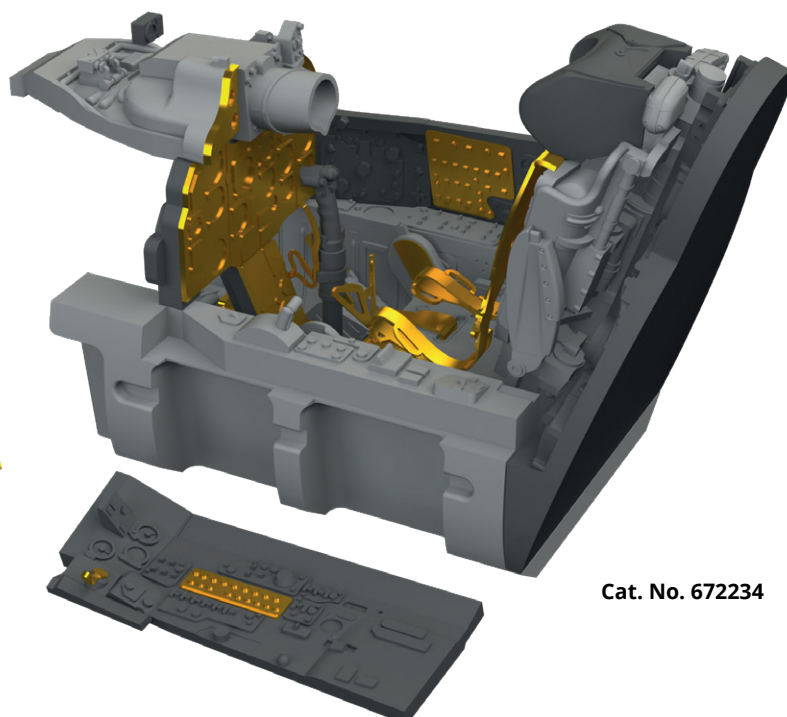
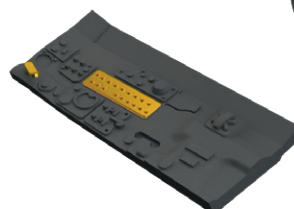
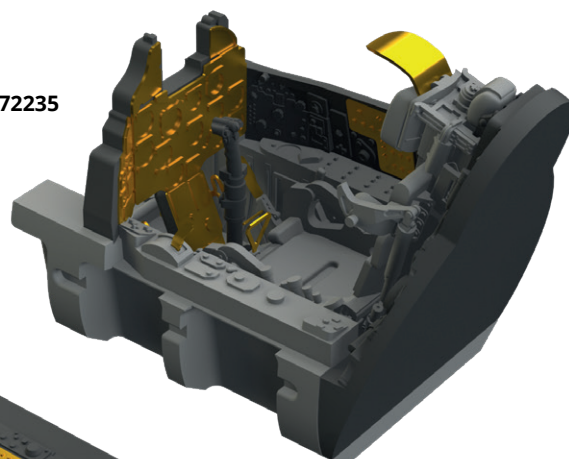
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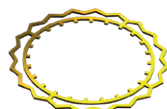
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Cat. No. 672234



Cat. No. 672232



634024

Tornado GR.4 Löök

1/32 Italeri

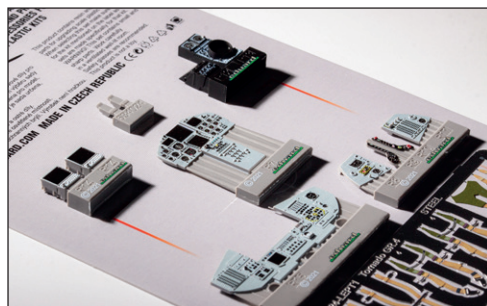
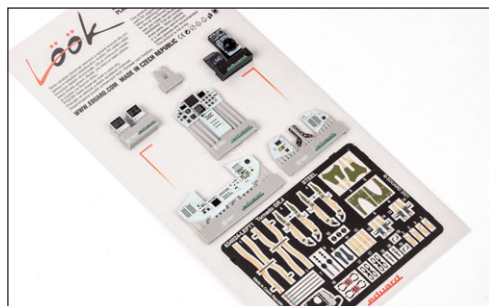
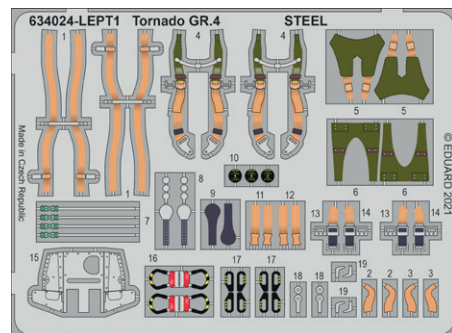
Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Tornado GR.4 in 1/32 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Italeri

Set contains:

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

Product page



644090

MiG-21PFM Löök

1/48 Eduard

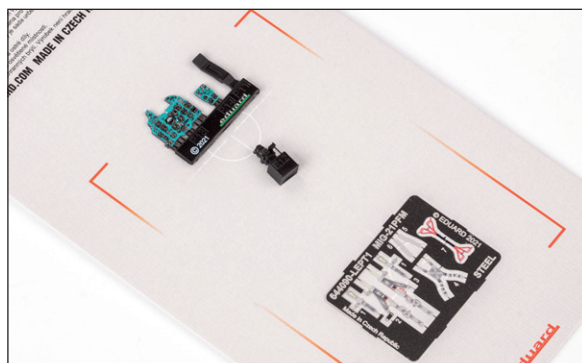
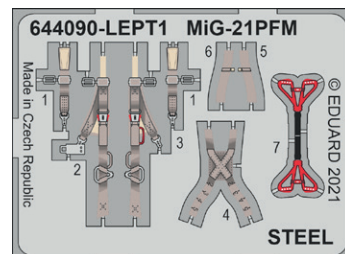
Löök set - Brassin pre-painted dashboard and STEEL seatbelts for MiG-21PFM in 1/48 scale. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

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

Product page



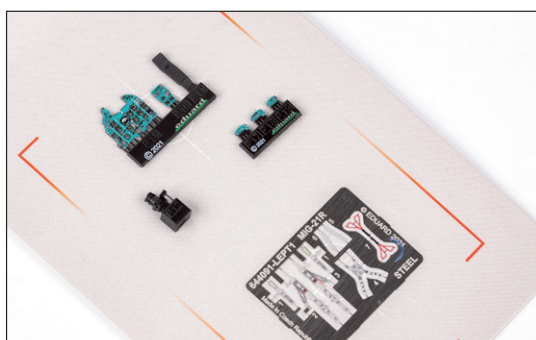
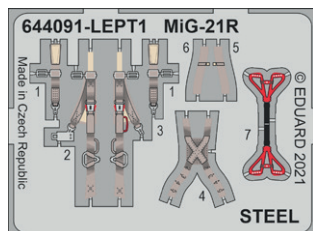
644091 MiG-21R LööK 1/48 Eduard

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

Set contains:

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

[Product page](#)



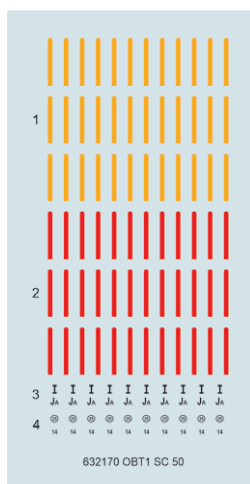
632170 SC 50 German WWII bombs 1/32

Brassin set - German WW2 SC 50 bombs in 1/32 scale. Set consists of 8 bombs.

Set contains:

- resin: 48 parts
- decals: yes
- photo-etched details: no
- painting mask: no

[Product page](#)



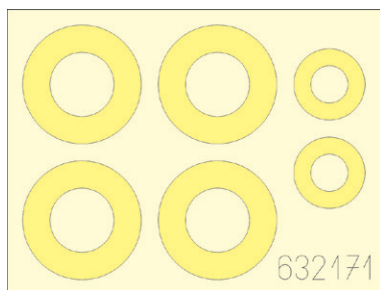
632171 Tornado GR.4 wheels 1/32 Italeri

Brassin set - the undercarriage wheels for Tornado GR.4 in 1/32 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Italeri

Set contains:

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

Product page



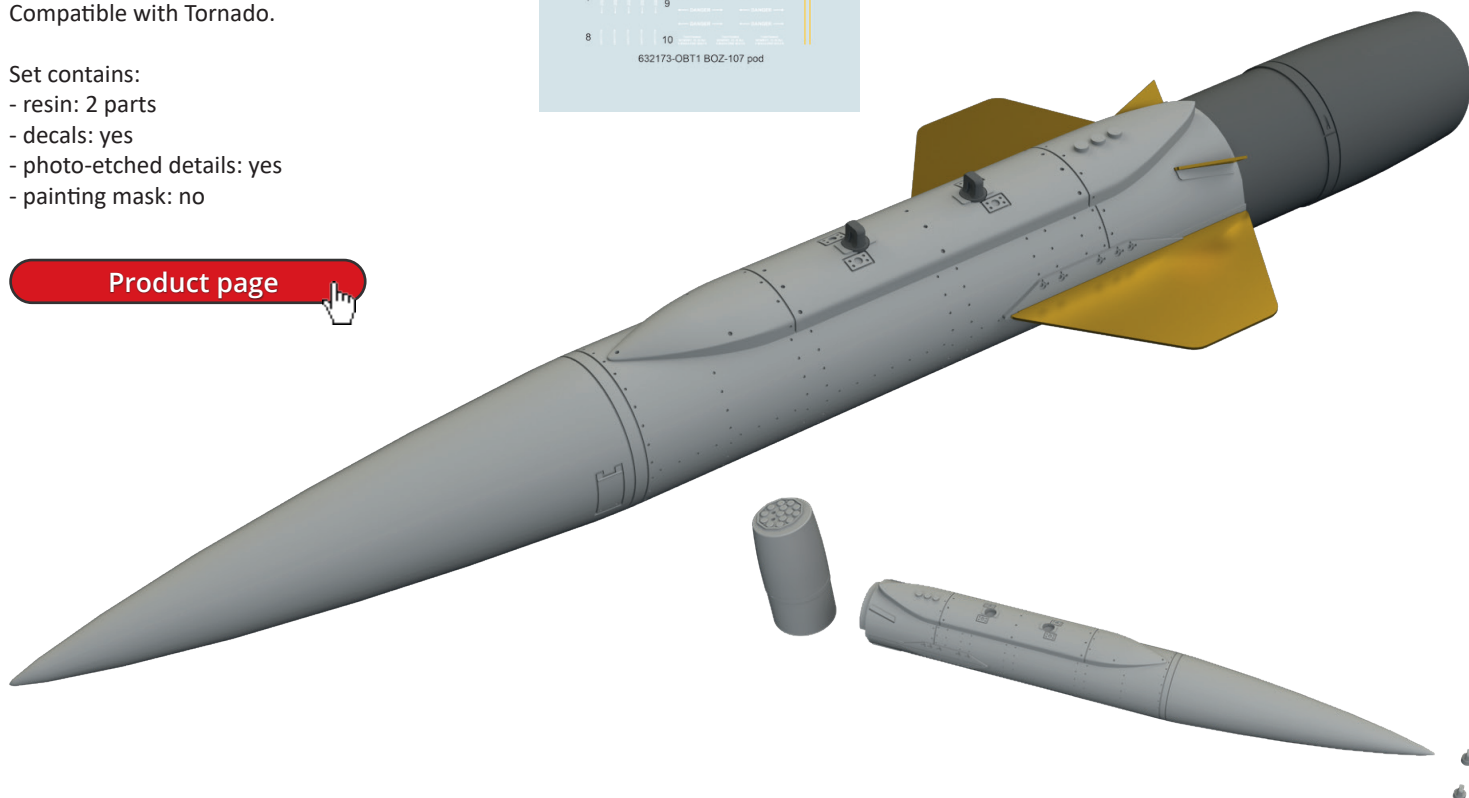
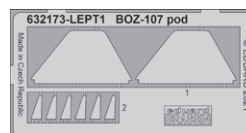
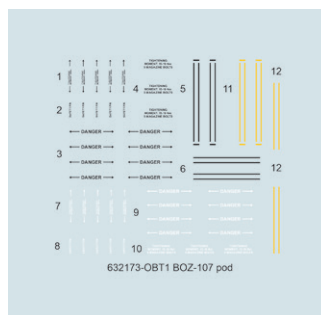
632173 BOZ-107 pod 1/32

Brassin set - the BOZ-EC missile countermeasure pod in 1/32 scale. Compatible with Tornado.

Set contains:

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

Product page



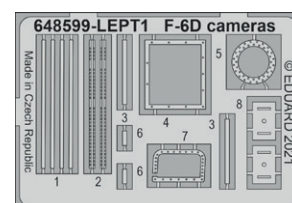
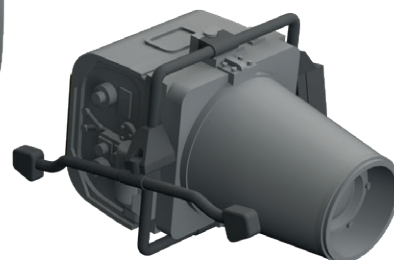
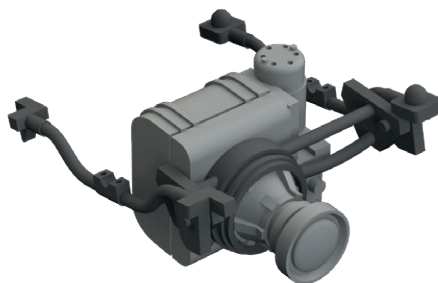
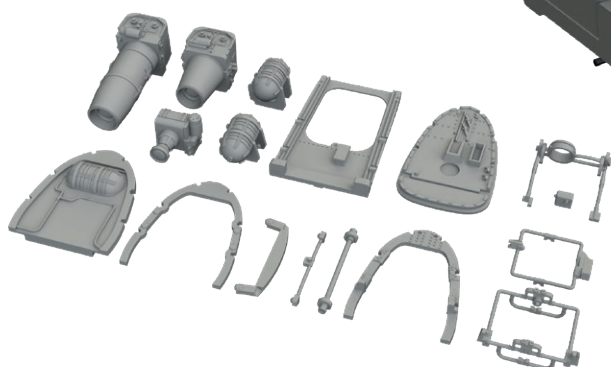
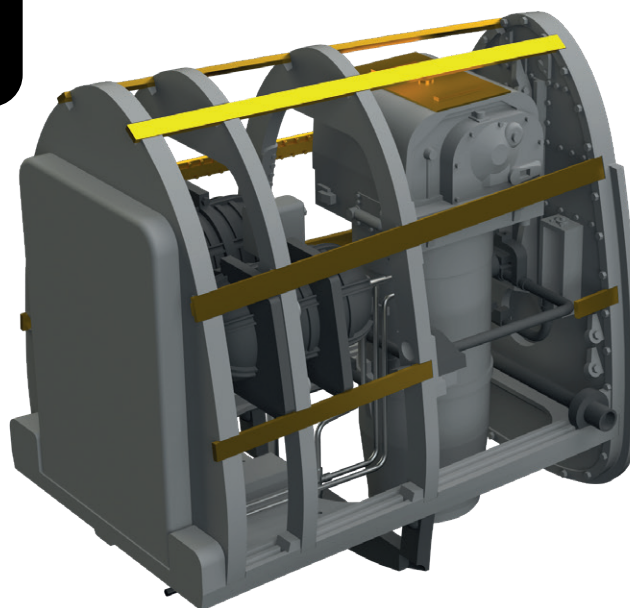
648599 F-6D cameras 1/48 Eduard

Brassin set - the camera installation for F-6D Mustang in 1/48 scale. The set consists of three different cameras. Recommended kit: Eduard

Set contains:

- resin: 24 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



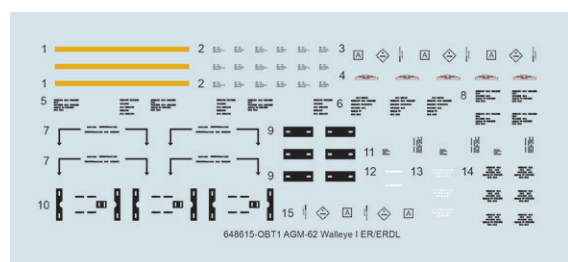
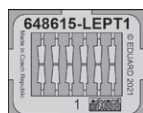
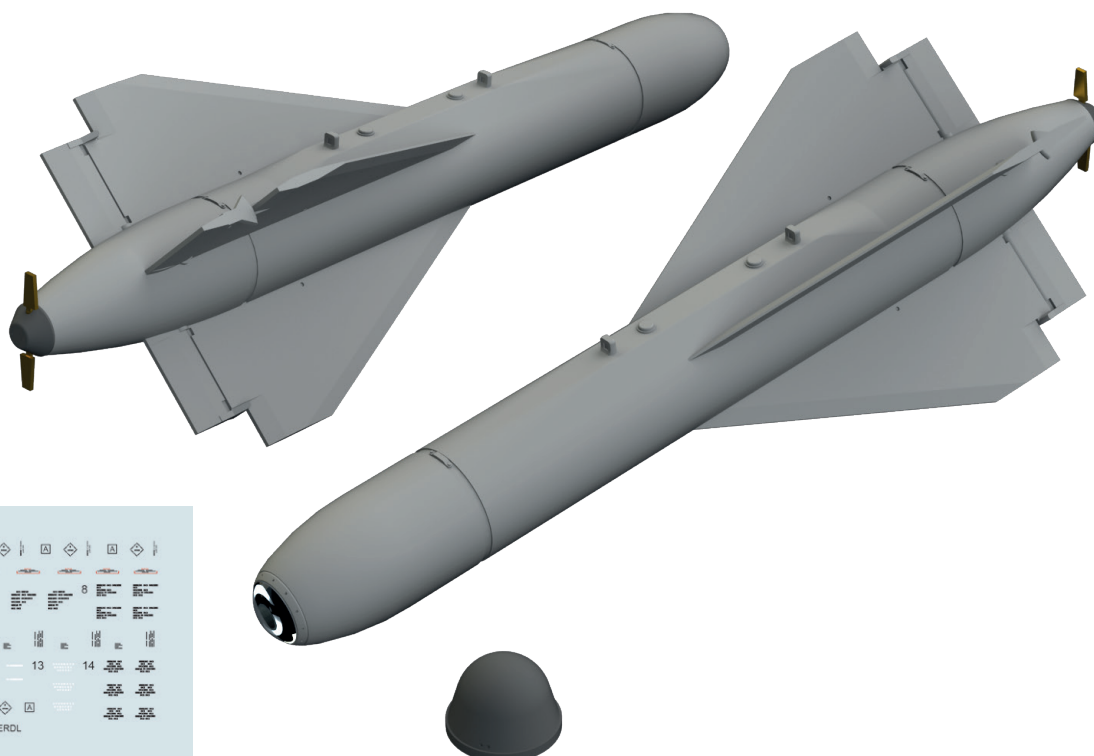
648615 AGM-62 Walleye I ER/ERDL 1/48

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

Set contains:

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

[Product page](#)



648619

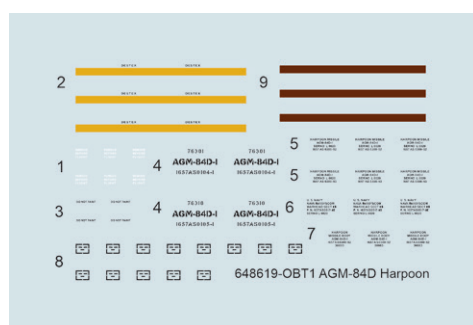
AGM-84D Harpoon

1/48

Brassin set - anti-ship missile AGM-84D Harpoon in 1/48 scale. The set consists of 2 missiles. Compatible with AV-8B, F-16, F/A-18, P-3, P-8, B-52, F-111 etc.

Set contains:

- resin: 22 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product page](#)


672258

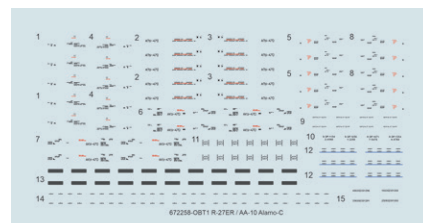
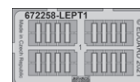
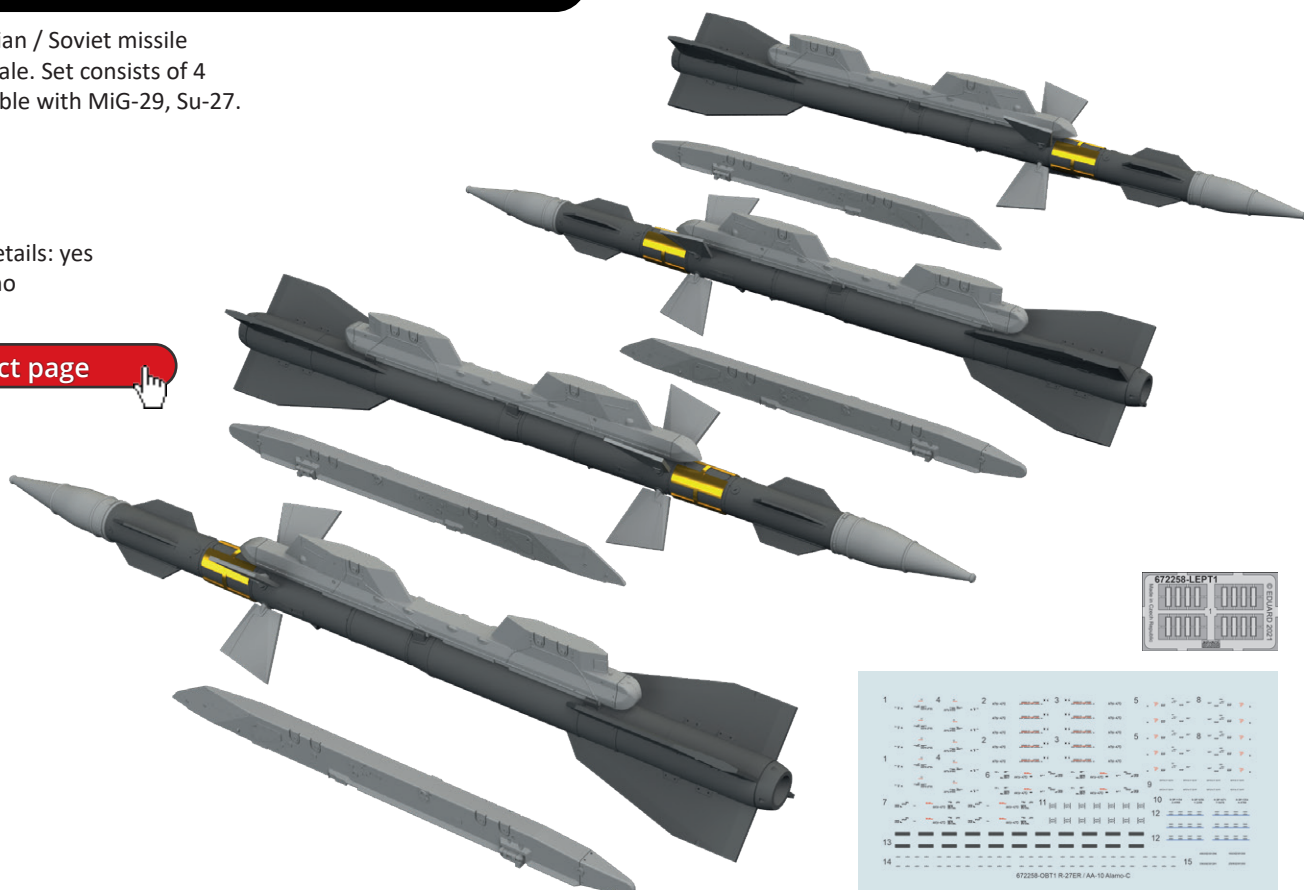
R-27ER / AA-10 Alamo-C

1/72

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


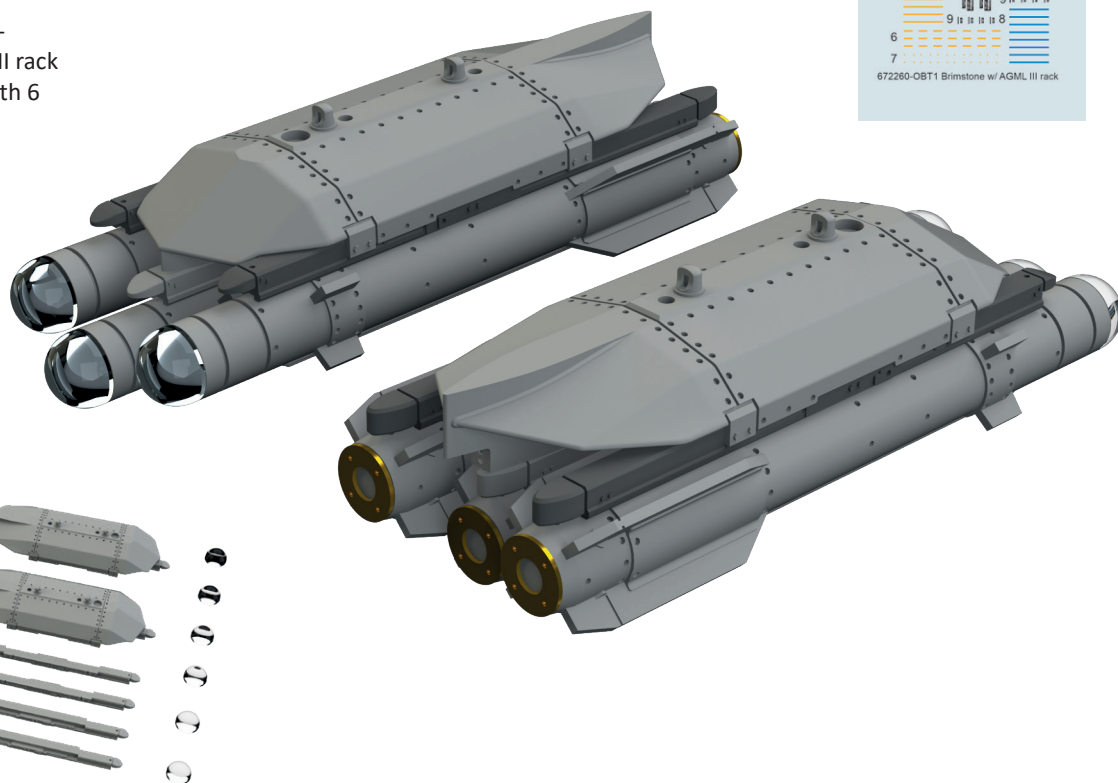
672260 Brimstone w/ AGML III rack 1/72

Brassin set - British Brimstone air-to-ground attack missiles with AGML III rack
1/72 scale. Set consists of 2 racks with 6 missiles.

Set contains:

- resin: 18 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product page](#)



672263 C-130 wheels 1/72 Zvezda

Brassin set - the undercarriage wheels for C-130 in 1/72 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Zvezda

Set contains:

- resin: 6 parts
- decals: no
- photo-etched details: no
- painting mask: yes

[Product page](#)



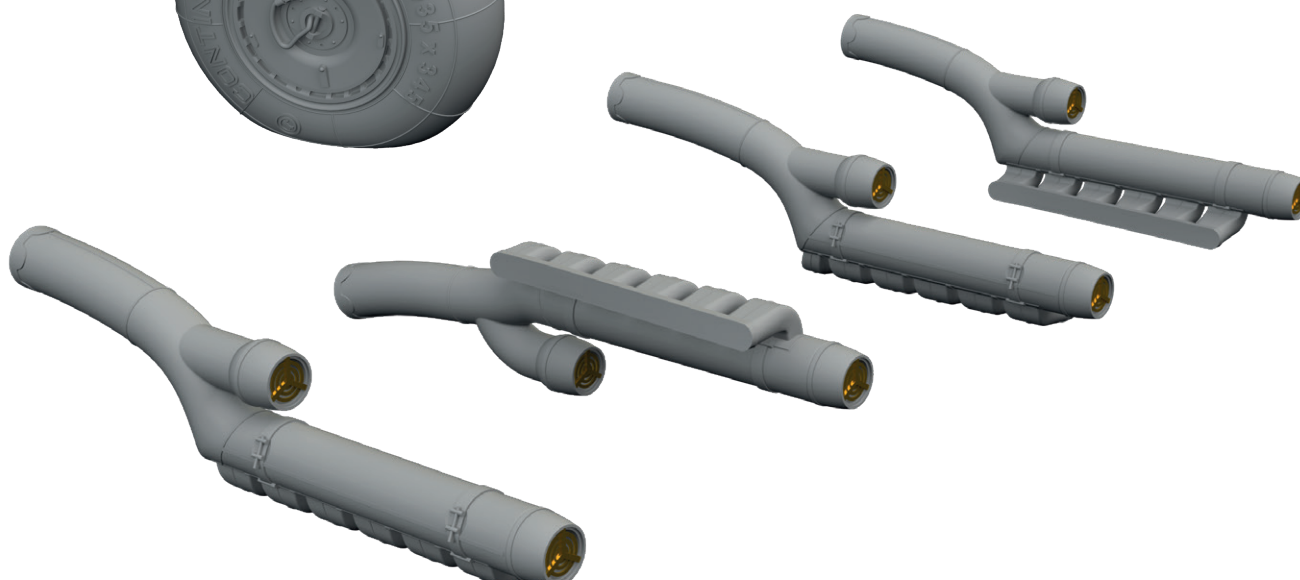
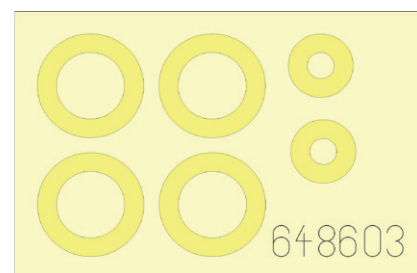
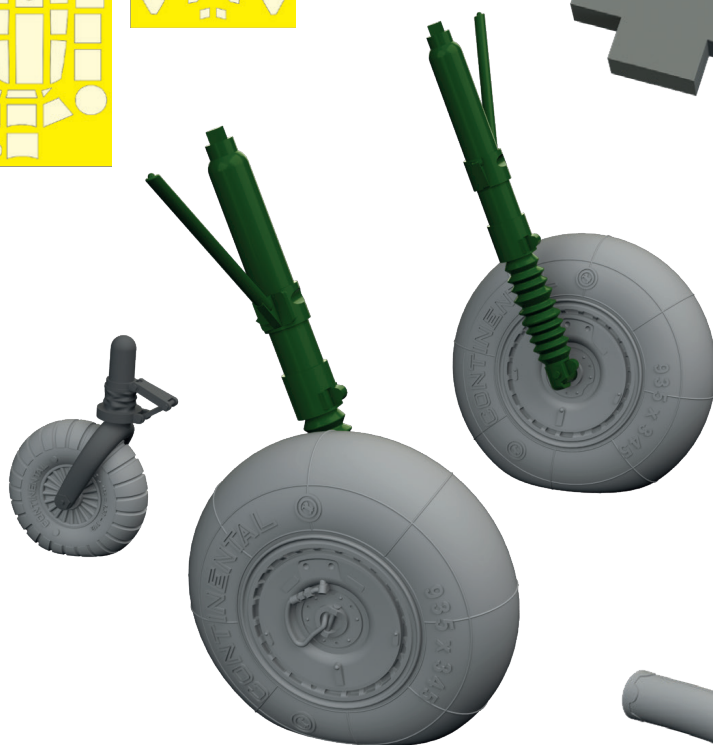
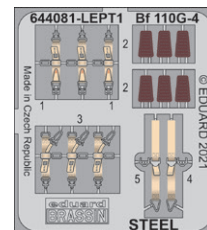
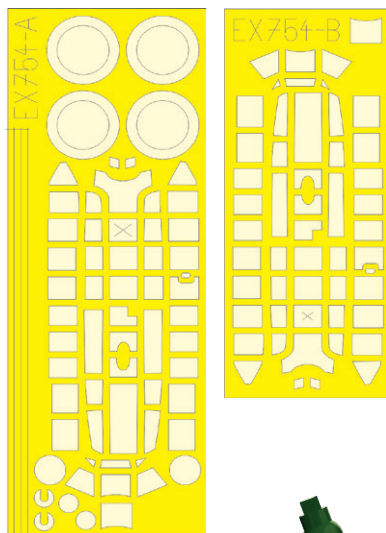
644092
Bf 110G-4 LööKplus
 1/48 Eduard

LööKt

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

Product page

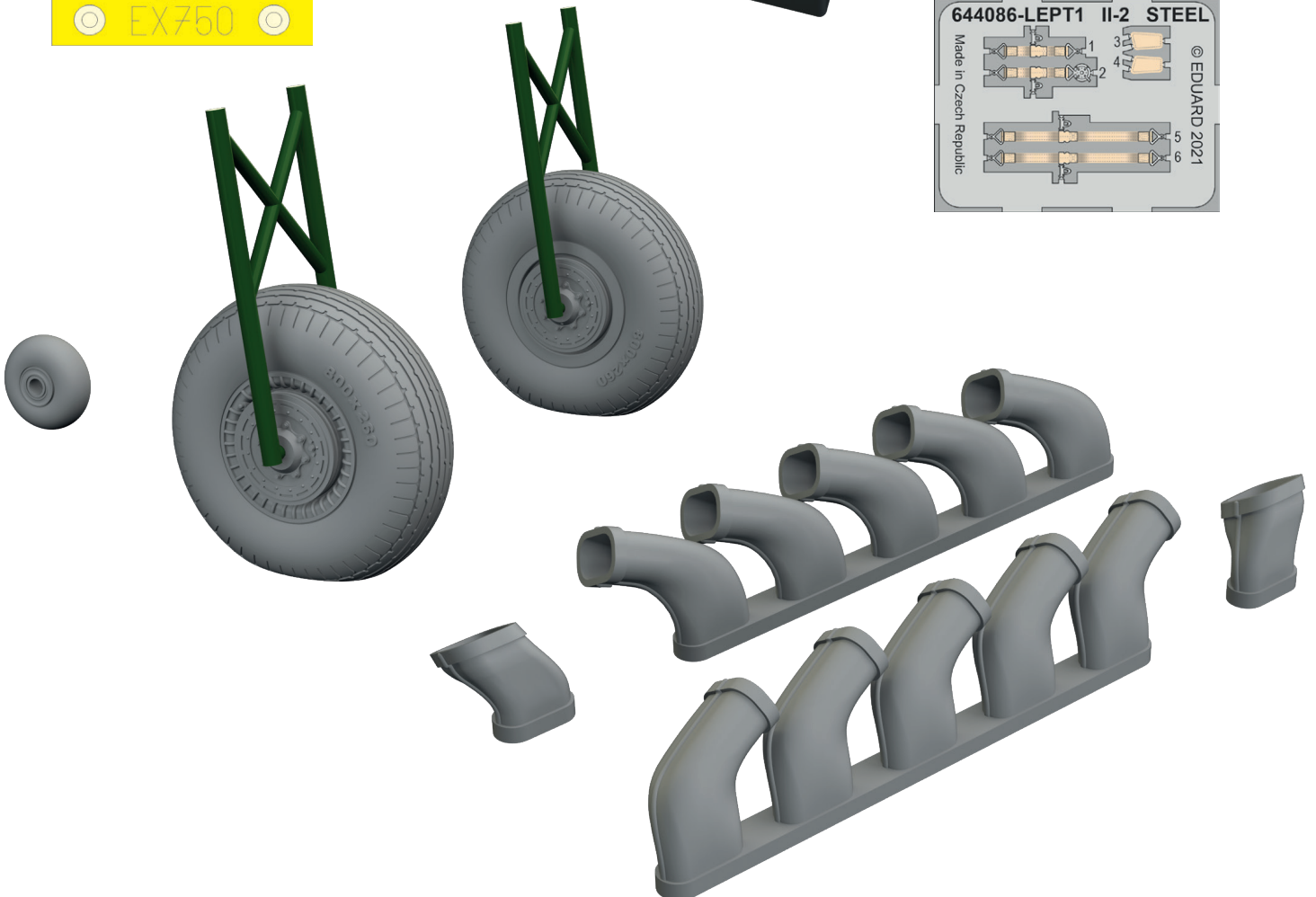
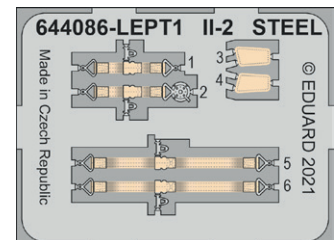
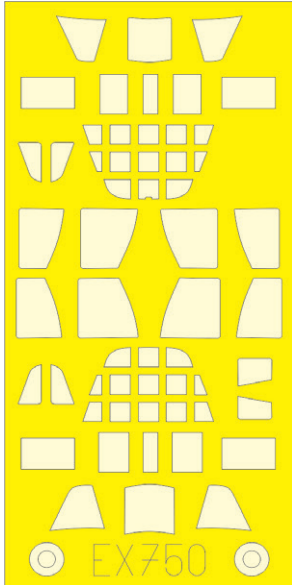


644093
Il-2 LööKplus
 1/48 Eduard

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

Product page



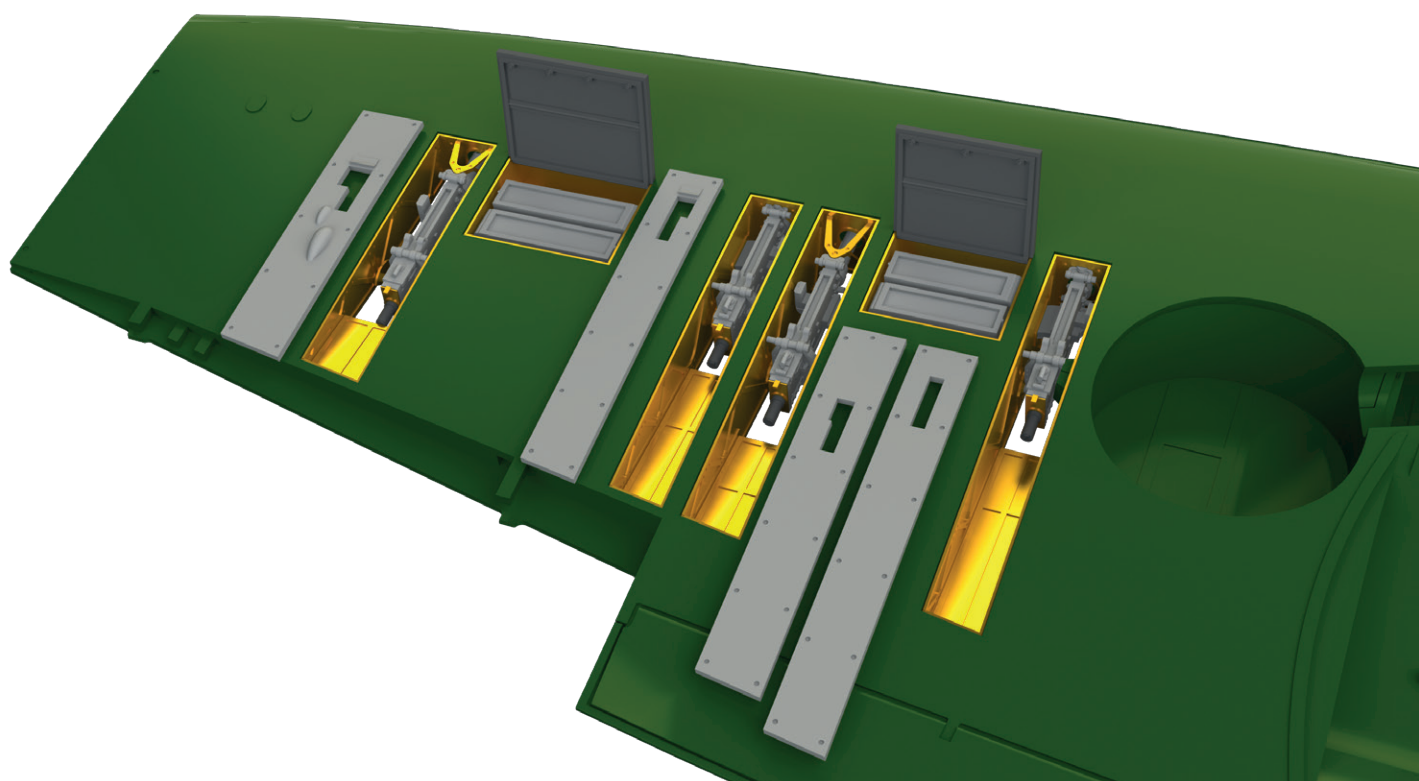
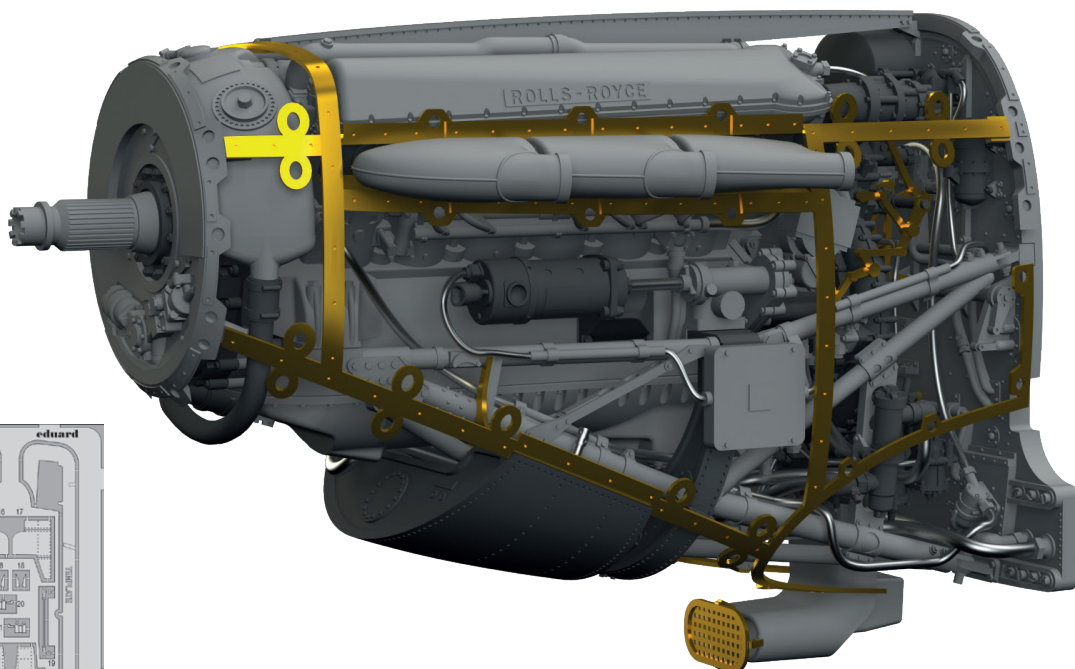
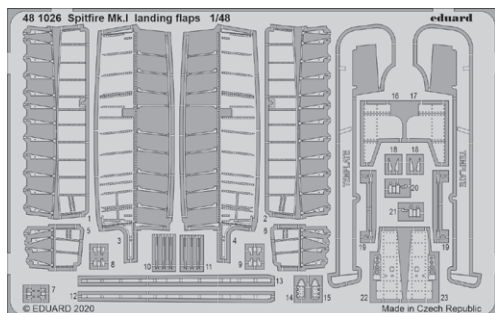
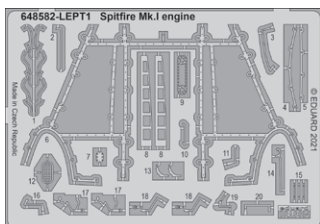
SIN64870 Spitfire Mk.I ADVANCED 1/48 Eduard

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%.

[Product page](#)



ARTWORK PRINTS



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

www.eduard.com only



Bf 109G-6
Wnr. 27185, 1st. Heinrich Barthel, 11.08.27, Kalamaki Airfield, Greece, November 1942
by Adam Tudy
Eduard - Model Accessories, 2021
www.eduard.com

NEW



STŘÍBRNÉ ŠÍPY

NEW



Spitfire Mk.I early
No. 11 Squadron, RAF Easton, Cambridgeshire, United Kingdom, early 1939
by Adam Tudy
Eduard - Model Accessories, 2021
www.eduard.com

NEW



Pauli E. E. E.
11.08.27, Kalamaki Airfield, Greece, November 1942
by Adam Tudy
Eduard - Model Accessories, 2021
www.eduard.com

NEW



P-200 Albatross
P-200 (1) 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021
by Adam Tudy
Eduard - Model Accessories, 2021
www.eduard.com

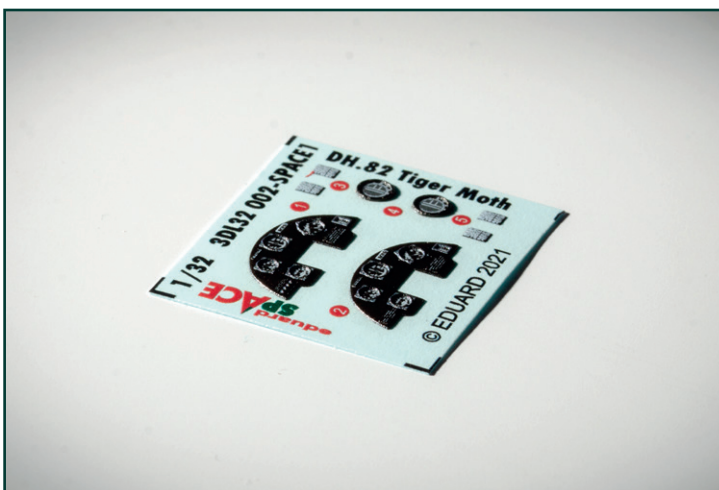
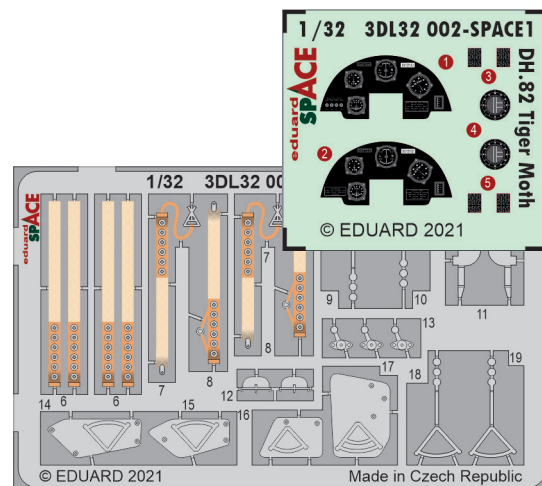
P-200 Albatross



#3DL32002

DH. 82A Tiger Moth SPACE for 1/32 ICM kit

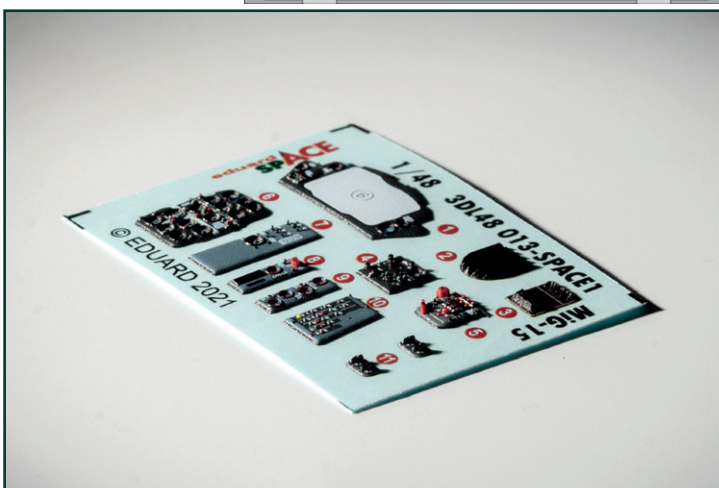
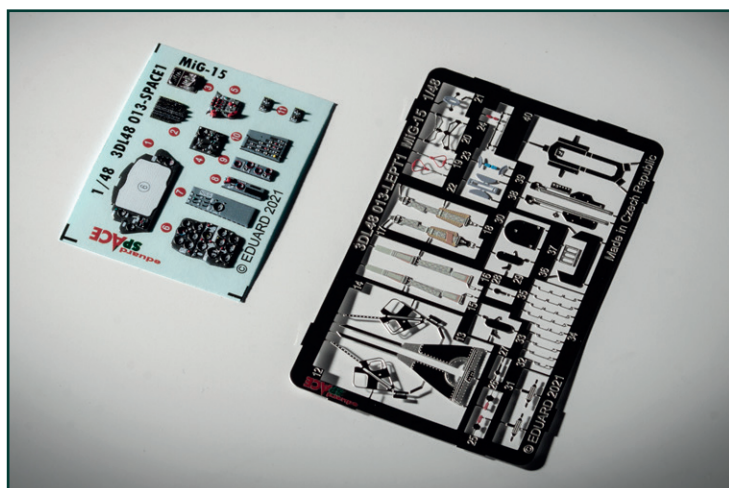
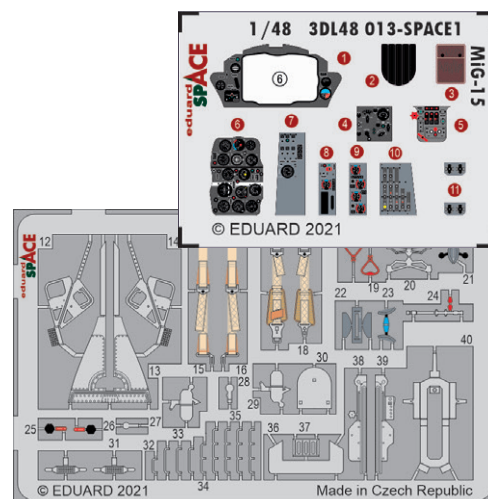
Product page



#3DL48013

MiG-15 SPACE for 1/48 Bronco/Hobby 2000 kit

Product page

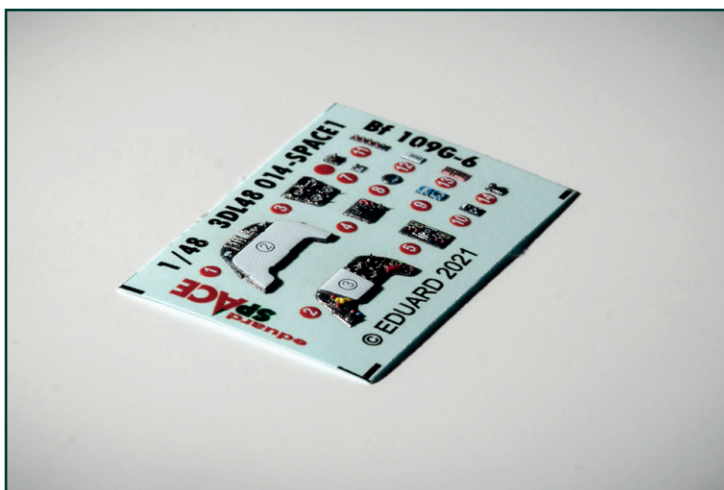
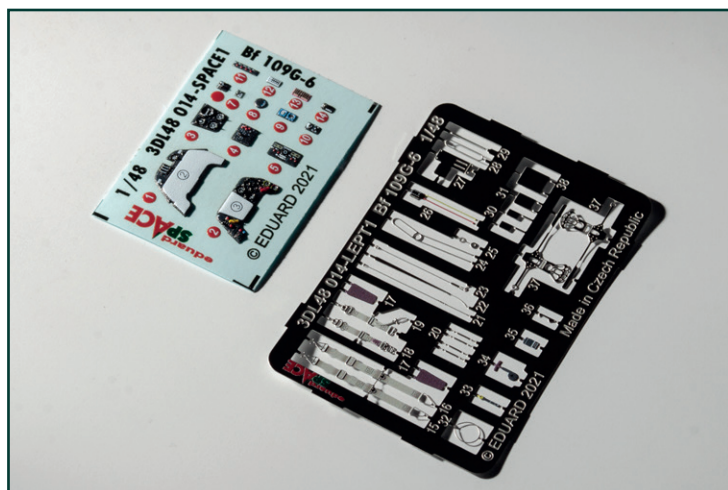
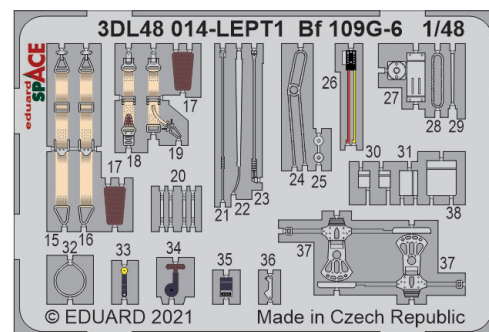
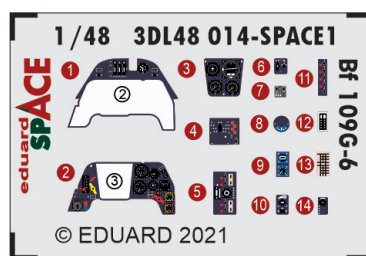


eduard SPACE

#3DL48014

Bf 109G-6 SPACE

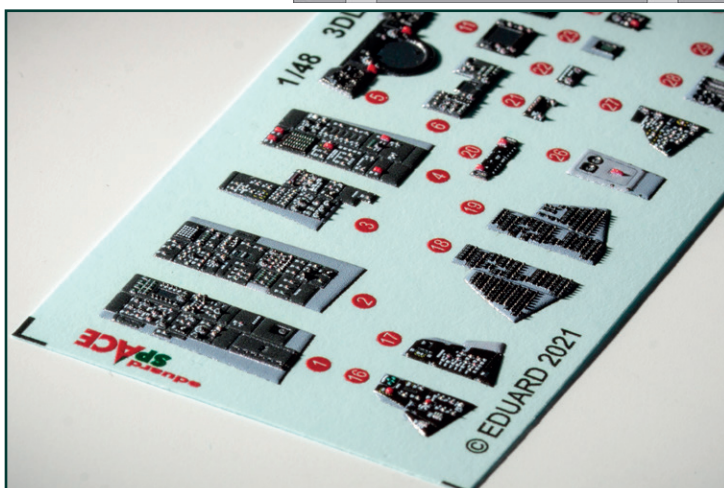
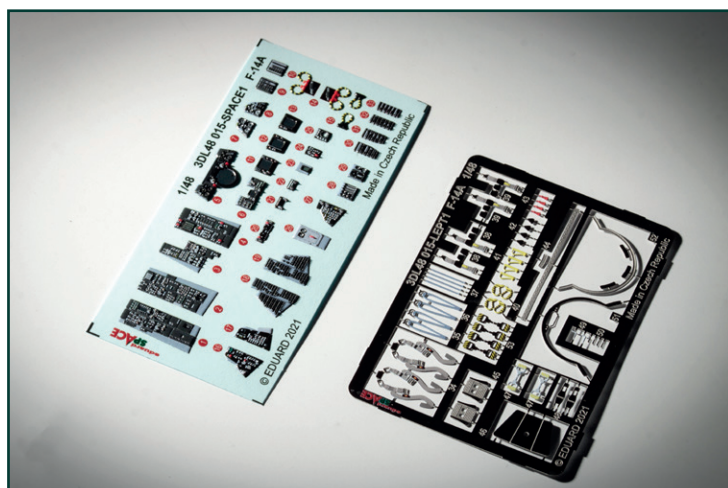
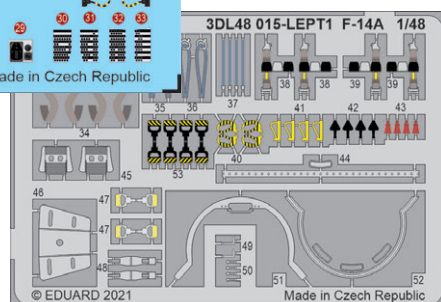
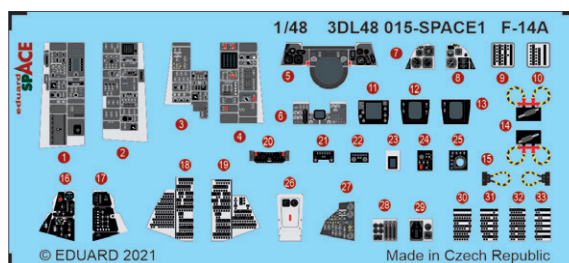
for 1/48 Eduard kit

[Product page](#)


#3DL48015

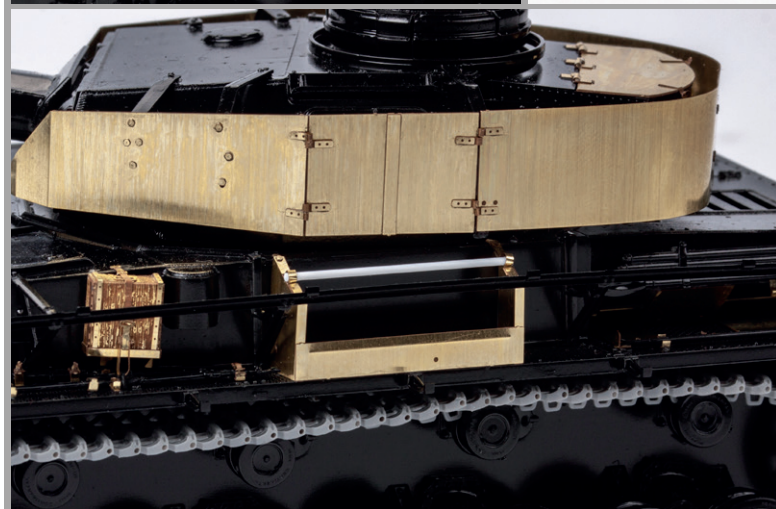
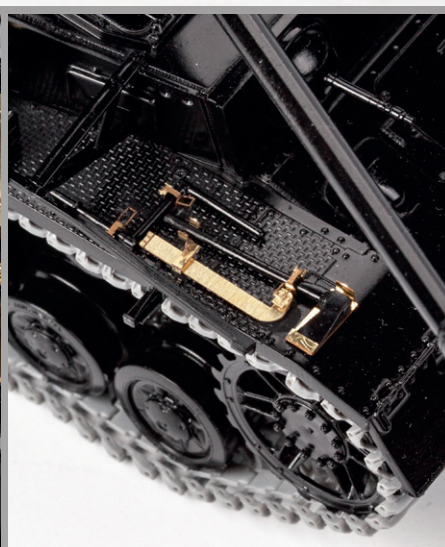
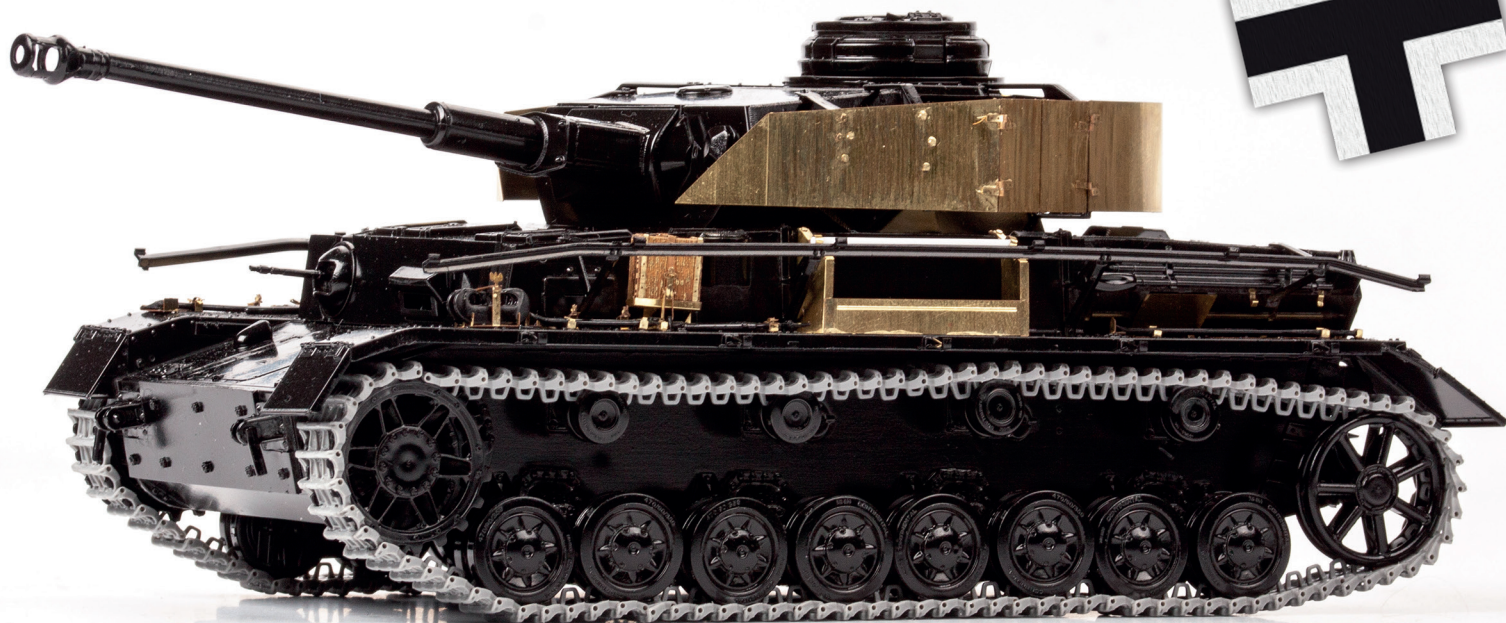
F-14A SPACE

for 1/48 Tamiya kit

[Product page](#)


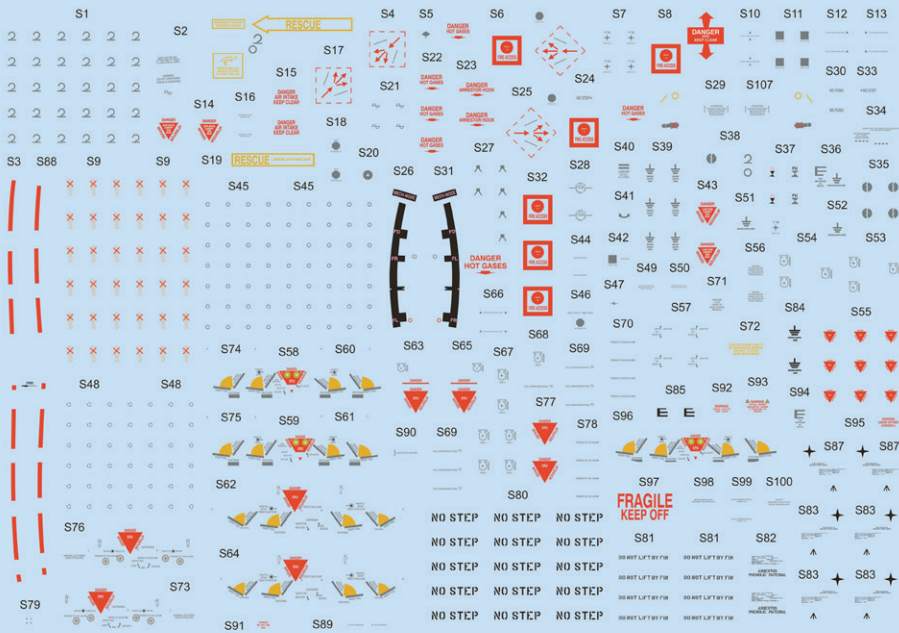
Pz. Kpfw. IV Ausf. H 1/35 MINIART

Pz. Kpfw. IV Ausf. H 1/35 MINIART (36461)



Cat. No. D32009
Tornado GR.4 stencils
1/32 Eduard

[Product page](#)

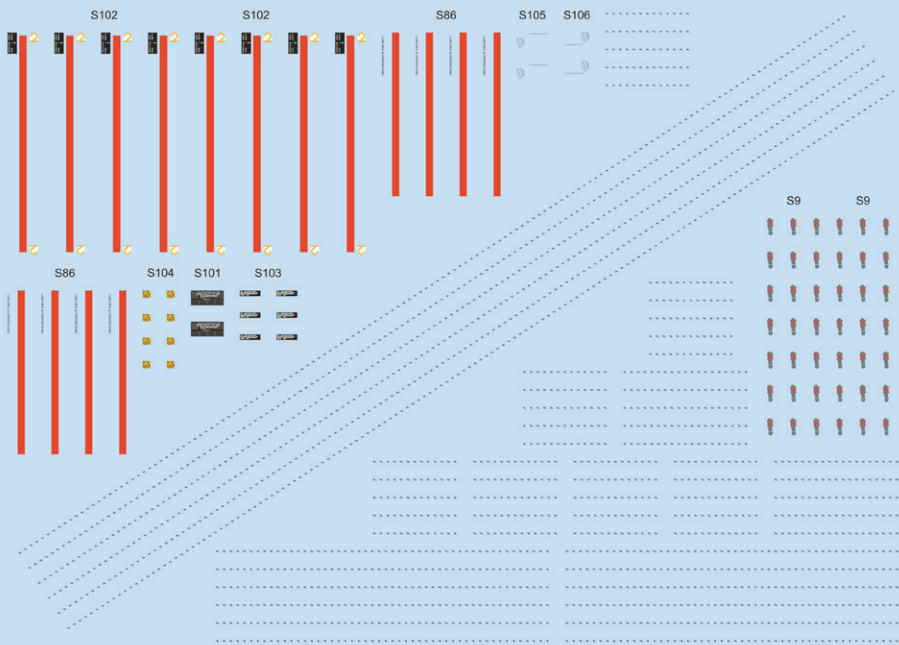


D32009-OBT1 Tornado GR.4 stencils

Eduard M.A. © 2021

eduard

Made in Czech Republic

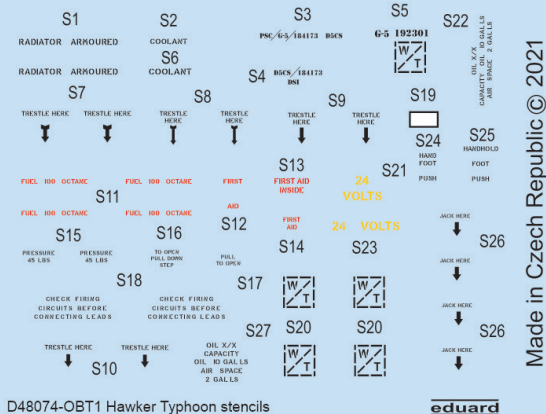


D32009-OBT2 Tornado GR.4 stencils

Eduard M.A. © 2021

eduard

Made in Czech Republic



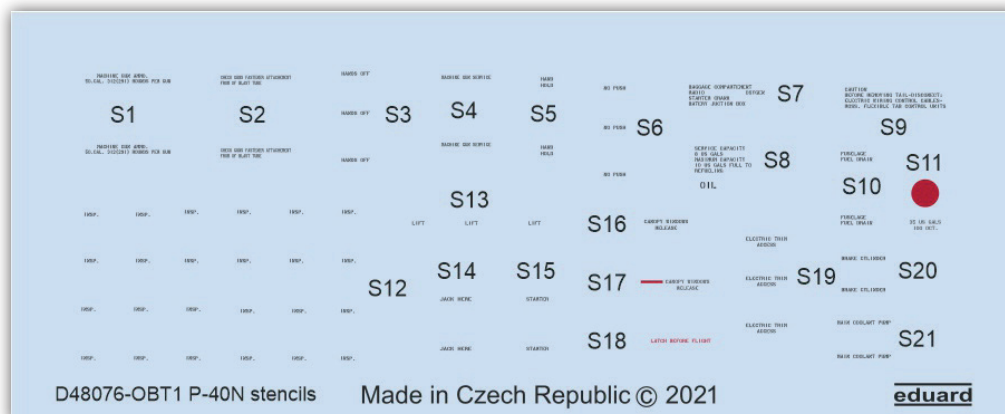
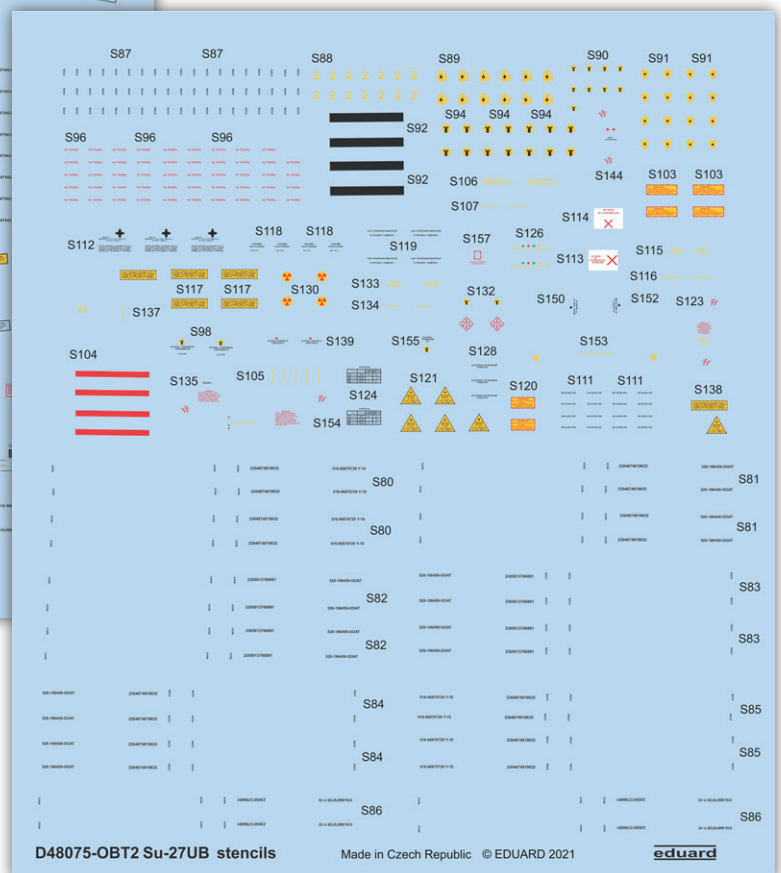
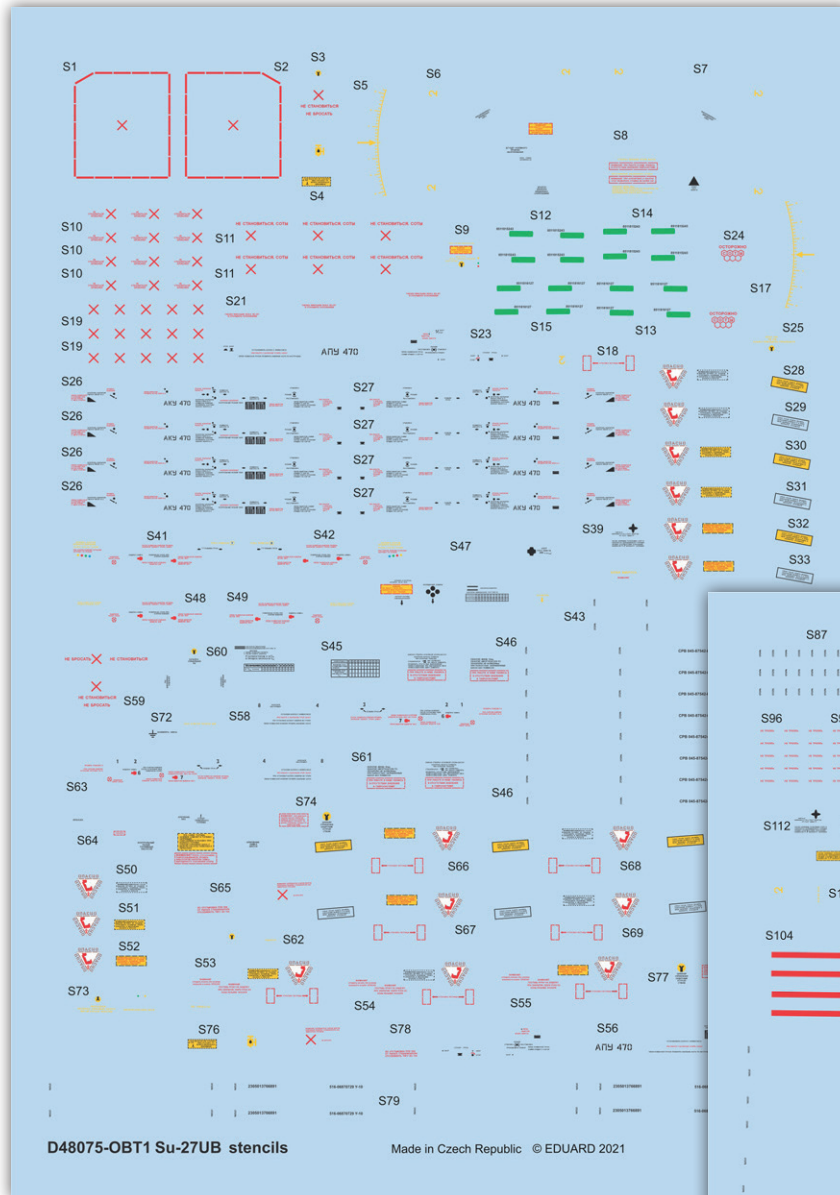
D48074-OBT1 Hawker Typhoon stencils

eduard

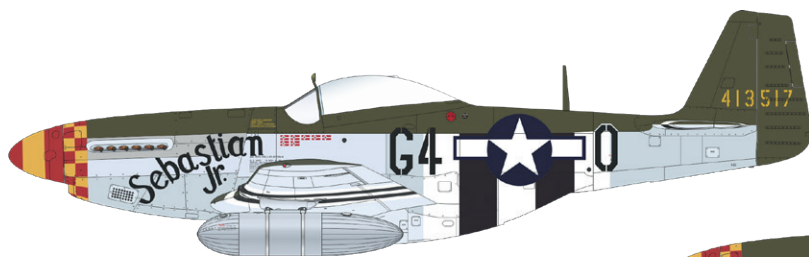
Cat. No. D48074
Hawker Typhoon stencils
1/48 Eduard

[Product page](#)

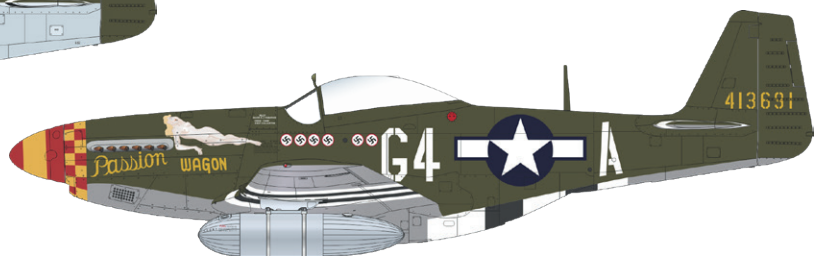
Made in Czech Republic © 2021



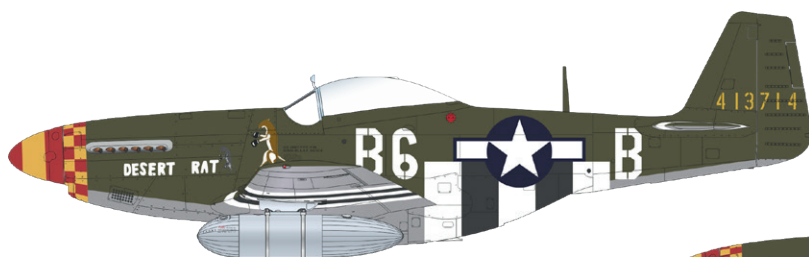
Cat. No. D48076
P-40N stencils
1/48 Hasegawa



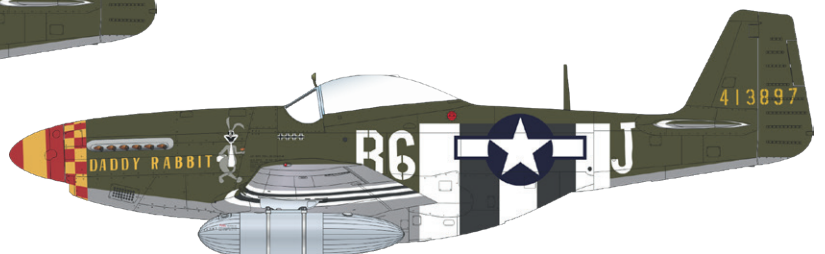
44-13517, Capt. Robert Becker, 362nd FS, 357th FG, 8th AF, Leiston, Great Britain, July 1944



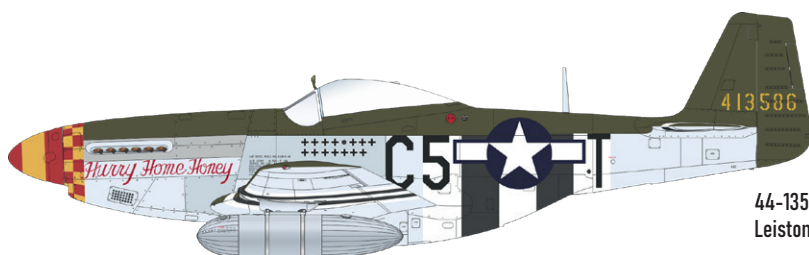
44-13691, Maj. Arval J. Roberson, 362nd FS, 357th FG, 8th AF, Leiston, Great Britain, August 1944



44-13714, Capt. Herschel T. Pascoe, 363rd FS, 357th FG, 8th AF, Leiston, Great Britain, August 1944



44-13897, Capt. Charles Peters, 363rd FS, 357th FG, 8th AF, Leiston, Great Britain, July 1944



44-13586, Capt. Richard Peterson, 364th FS, 357th FG, 8th AF, Leiston, Great Britain, autumn 1944

Cat. No. D48077
P-51D-5 "357th FG"
1/48 Eduard

[Product page](#)

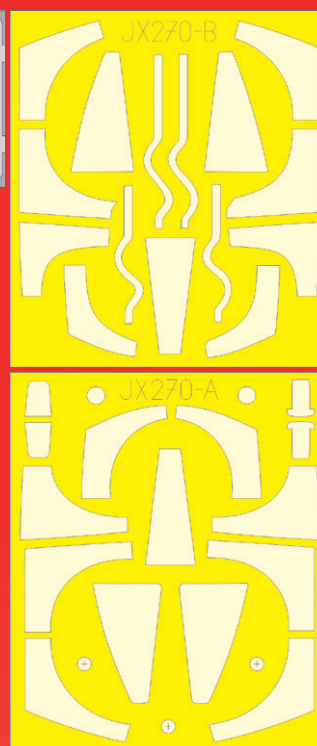
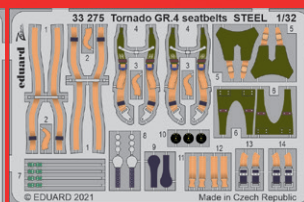
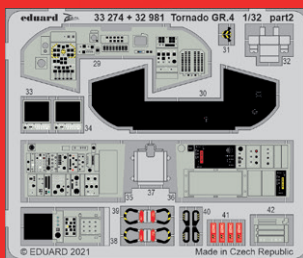
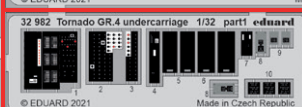
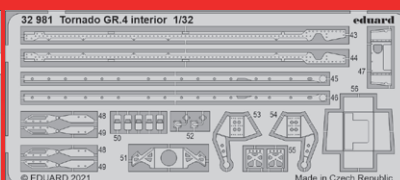
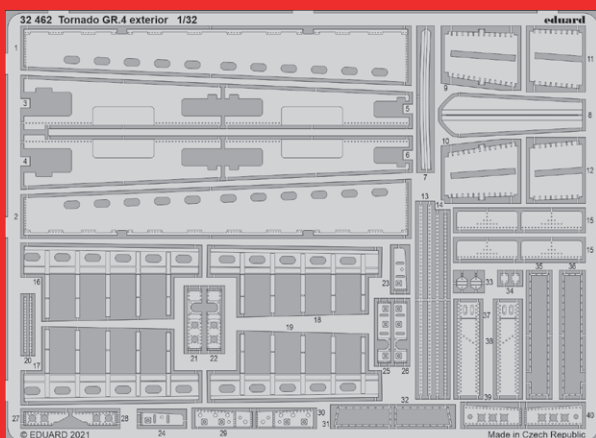
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG33129 Tornado GR.4 1/32 Italeri

[Product page](#)

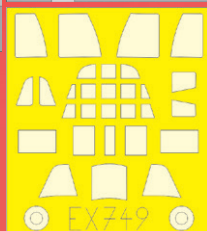
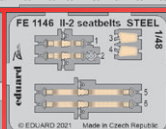
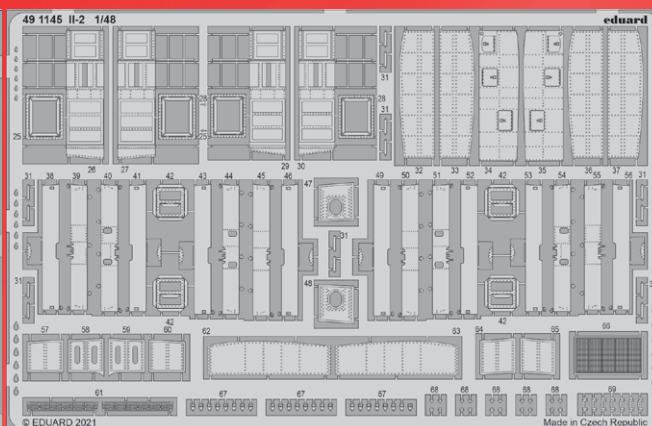
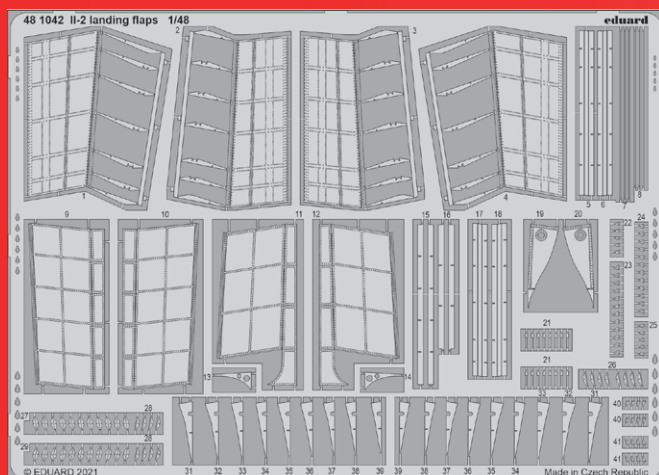
- 32462 Tornado GR.4 exterior 1/32
- 32981 Tornado GR.4 interior 1/32
- 32982 Tornado GR.4 undercarriage 1/32
- 33275 Tornado GR.4 seatbelts STEEL 1/32
- JX270 Tornado GR.4 TFace 1/32



BIG49280 Il-2 1/48 Zvezda

[Product page](#)

- 481042 Il-2 landing flaps 1/48
- 491145 Il-2 1/48
- FE1146 Il-2 seatbelts STEEL 1/48
- EX749 Il-2 1/48



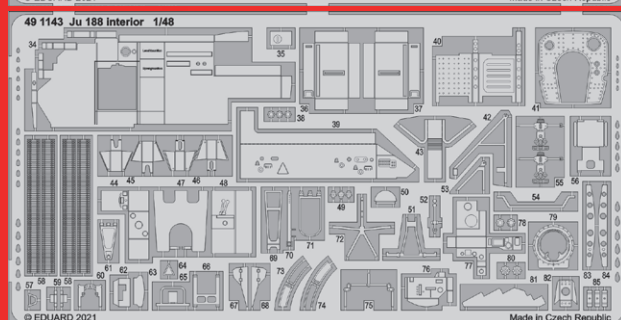
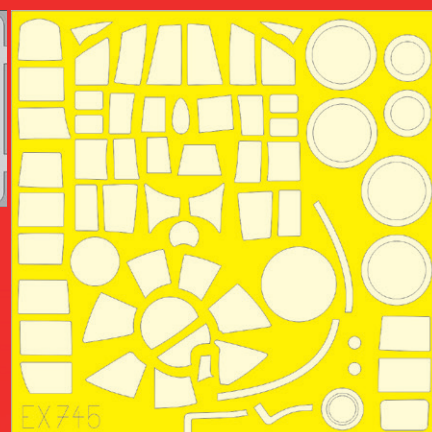
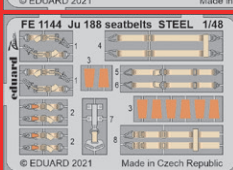
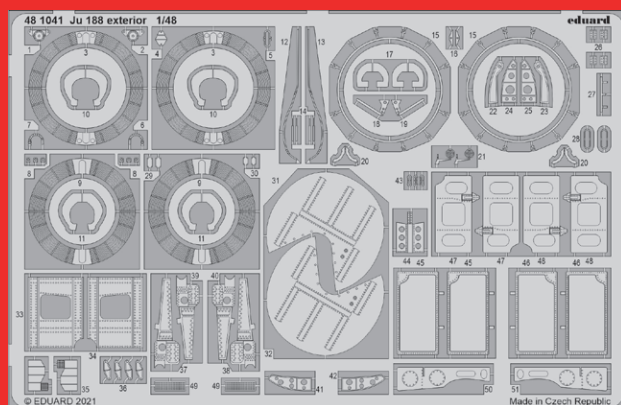
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG49281 Ju 188 1/48 Revell

[Product page](#)

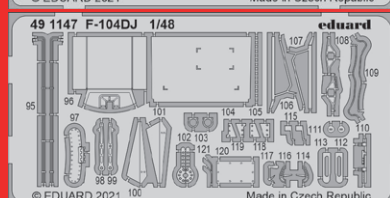
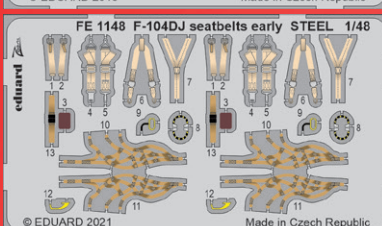
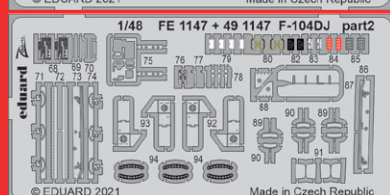
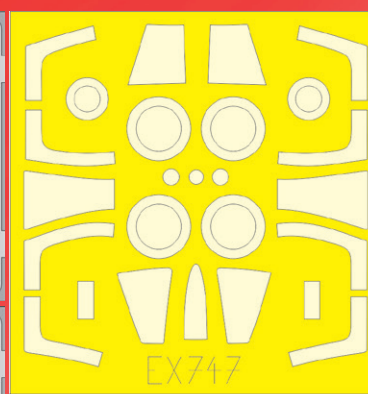
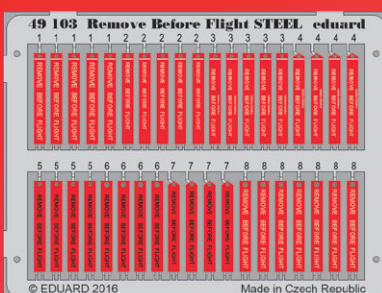
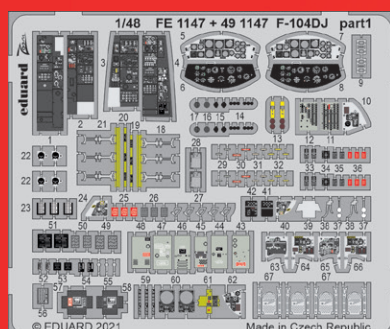
481041 Ju 188 exterior 1/48
491143 Ju 188 interior 1/48
FE1144 Ju 188 seatbelts STEEL 1/48
EX745 Ju 188 1/48



BIG49282 F-104DJ 1/48 Kinetic

[Product page](#)

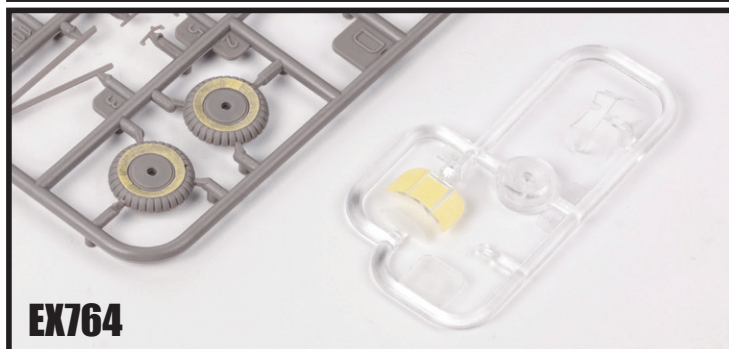
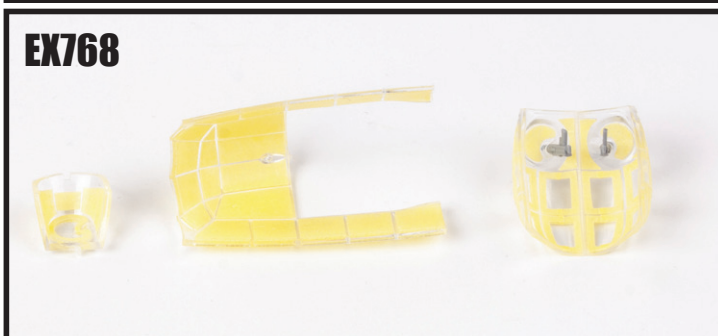
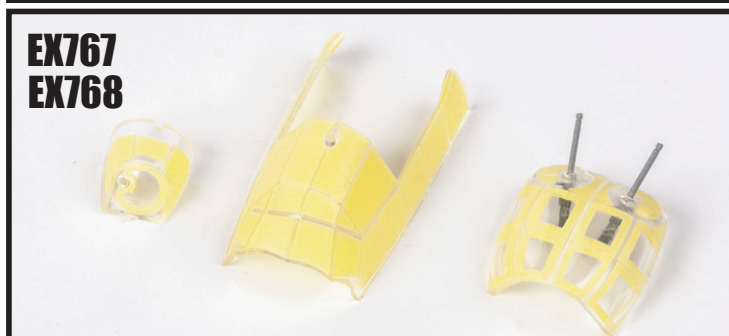
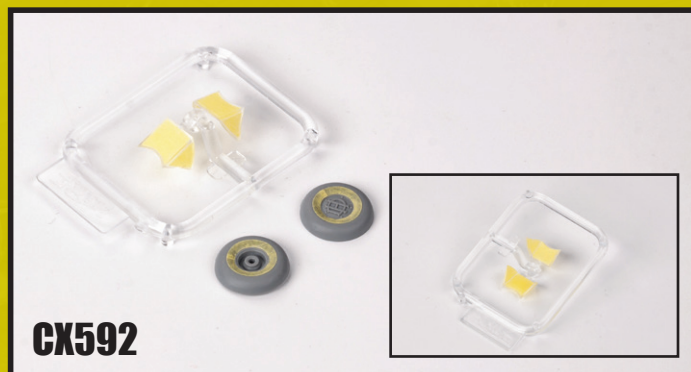
49103 Remove Before Flight STEEL
491147 F-104DJ 1/48
FE1148 F-104DJ seatbelts early STEEL 1/48
EX747 F-104DJ 1/48



EDUARD MASK

IT FITS!

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



APRIL 2021

KITS

82152	Spitfire Mk.I early	1/48	ProfiPACK
2134	Stříbrné šíp	1/72	Limited edition
84173	Bf 109G-6	1/48	Weekend edition
8414	Pfalz D.IIIa	1/48	Weekend edition

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

BIGED SETS

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

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

LookPLUS

644092	Bf 110G-4 LööKplus	1/48	Eduard
644093	Il-2 LööKplus	1/48	Zvezda

BIGSIN

SIN64870	Spitfire Mk.I ADVANCED	1/48	Eduard
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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 "357th FG"	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

It Went Together Well. Quickly and Easily...

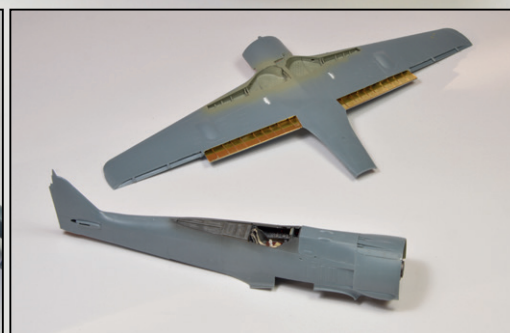
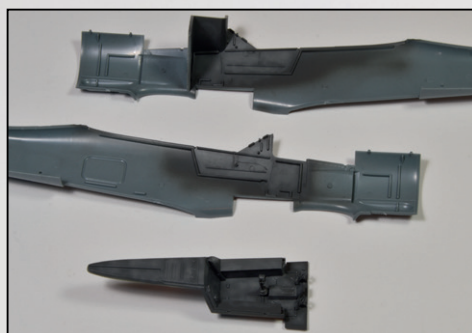
Fw 190A-5 1/48 Eduard by **Robert Szwarc**



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



[Product page](#)

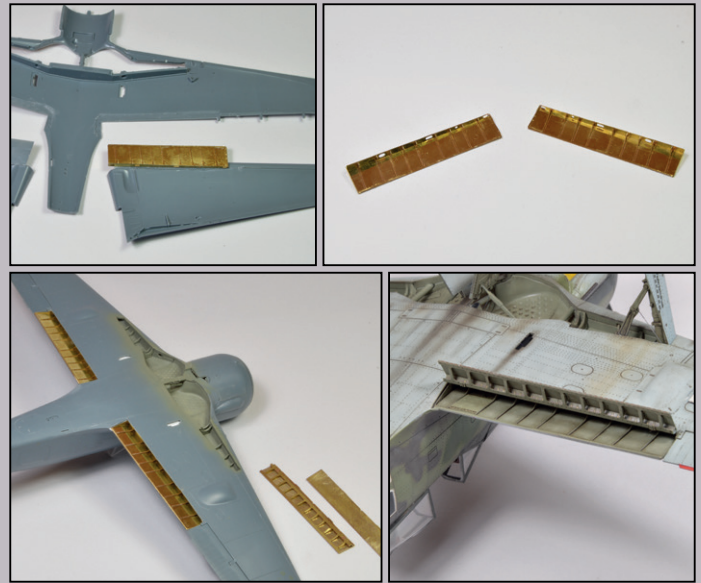


The traditional beginning of any modelling project tends to be the cockpit. With the type in question, it's nothing complicated, neither in terms of colouring nor construction, which is relatively simple. The finer details are supplied as etched metal, and the construction is complete within a few sessions. I followed the instructions, and installed the cockpit into one of the fuselage halves, glued in place bulkhead A6 (which supports the fuselage shape; very cool), added the exhaust stubs (these are lightly hollowed out which serves its function well) and I buttoned up the fuselage. The bulkhead with the engine details was added to the assembled fuselage. The fuselage halves go together very well, to the point where there is no putty needed. I did run some CA glue along the bottom joint, but that was more for insurance rather than for filling the seam. The bulkhead with the engine details was assembled, but not modified in any way. It becomes more or less invisible once installed.



The Landing Flaps

The wings required a little more attention. In my case, this was because I added extended landing flaps to my model. I removed the flap sections in the wings precisely according to panel lines and I sanded down the inside surfaces of the upper wings to allow the flap structure installation. It helps here to use the flaps as a template, traced onto the inside surface of the wing, giving an idea of the area limits that need thinning. The area was simply ground down and fine sanded. The wheel well has a relatively large number of parts, but it all goes together quickly and with no issues. One minor piece of advice: don't install the entire piece that is C7. Cut off the back of it that goes up against the rear wall of the well. The guns then can be installed after painting and you won't have to worry about breaking them during assembly and painting. Don't forget to open up the gun openings for the outer cannon. The instructions are a little 'quiet' on this. There are molded in troughs for these items, but they tend to disappear on gluing the wing halves together and the gun locations are difficult to locate after that. I added spent ammunition casing chutes on the inside of the wings to prevent there being just a hole into the space inside of the wing. The subsequent gluing together of the wing halves went together without any problems. Then, it came time to attach the wing assembly to the fuselage. This also went off without a hitch, but I ran CA glue along the leading edge of the wings. The subsequent fit of the cowling and the fuselage gun covers was like the proverbial glove.



Problem-Free Details

Once the instrument panel shroud is attached, the gunsight can be added as well. That puts the main assembly behind us. The windscreen can be added, requiring just the removal of the part from the clear sprue, and the application of the mask. The frames can be treated with a surface, if desired. The masks fit as they should, streamlining the entire process. The addition of the rudder, ailerons and the cowl ring really don't need to be mentioned here...very straightforward. Glue and align...

The other fine details such as the propeller blades and landing gear bits are the same. Just separate them from the sprue, clean up any mold separation lines, and run fine sandpaper over them. This is all pretty routine, and no parts offer any opposition to being put in their correct place. The only thing is to just be as clean as possible with the glue.

I don't think I need to go into the application of the paint in this article. We all have our preferences and procedures. I enlisted the help of Hypersol during the placement of the decals, and nothing else. The application is very standard....water, separate from the backing paper, position, squeeze out the air bubbles and go over them with the Hypersol. I didn't peel off the carrier film from the decals, as it came across to me as unnecessary. So, in closing....

...it went together well...



Aircraft is probably WNr. 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" (WNr. 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.



Supermarine Type 300 (Spitfire Prototype)

First Flight configuration, March 5, 1936, Eastleigh Aerodrome

1/48 scale, based on Eduard Mk.1.

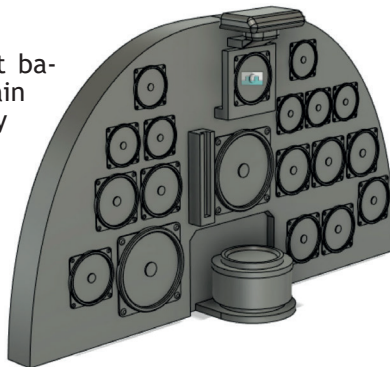
John Colasante

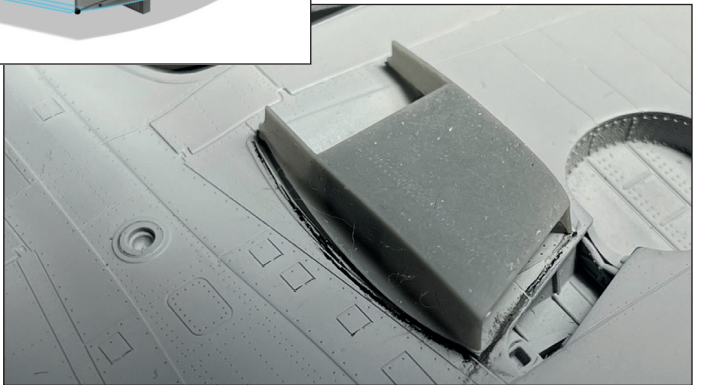
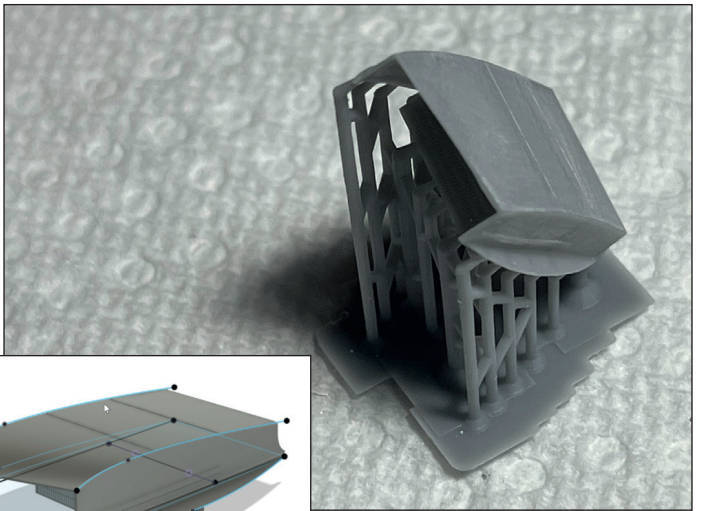
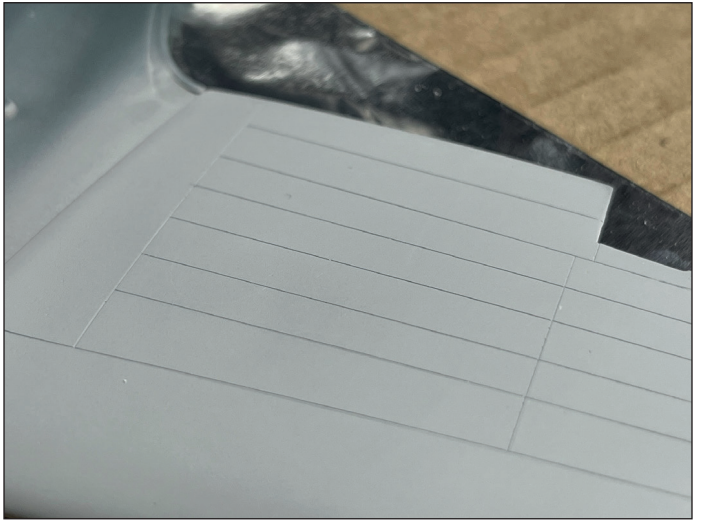
The Eduard Mk1 Spitfire made a perfect basis for the Supermarine Type 300. The main changes to the airframe was to sand away all of the details from the wings and to smooth and reshape the nose cowlings. Then, re-scribing the wing details to match the prototype's panel decking was the next task that took a lot of time. Other traditionally scratch built details include the rudder counterweight and the windscreen, made by sanding the Eduard windscreen to a round shape and then plunging a clear plastic over it similar to vacuum forming but without vacuum.

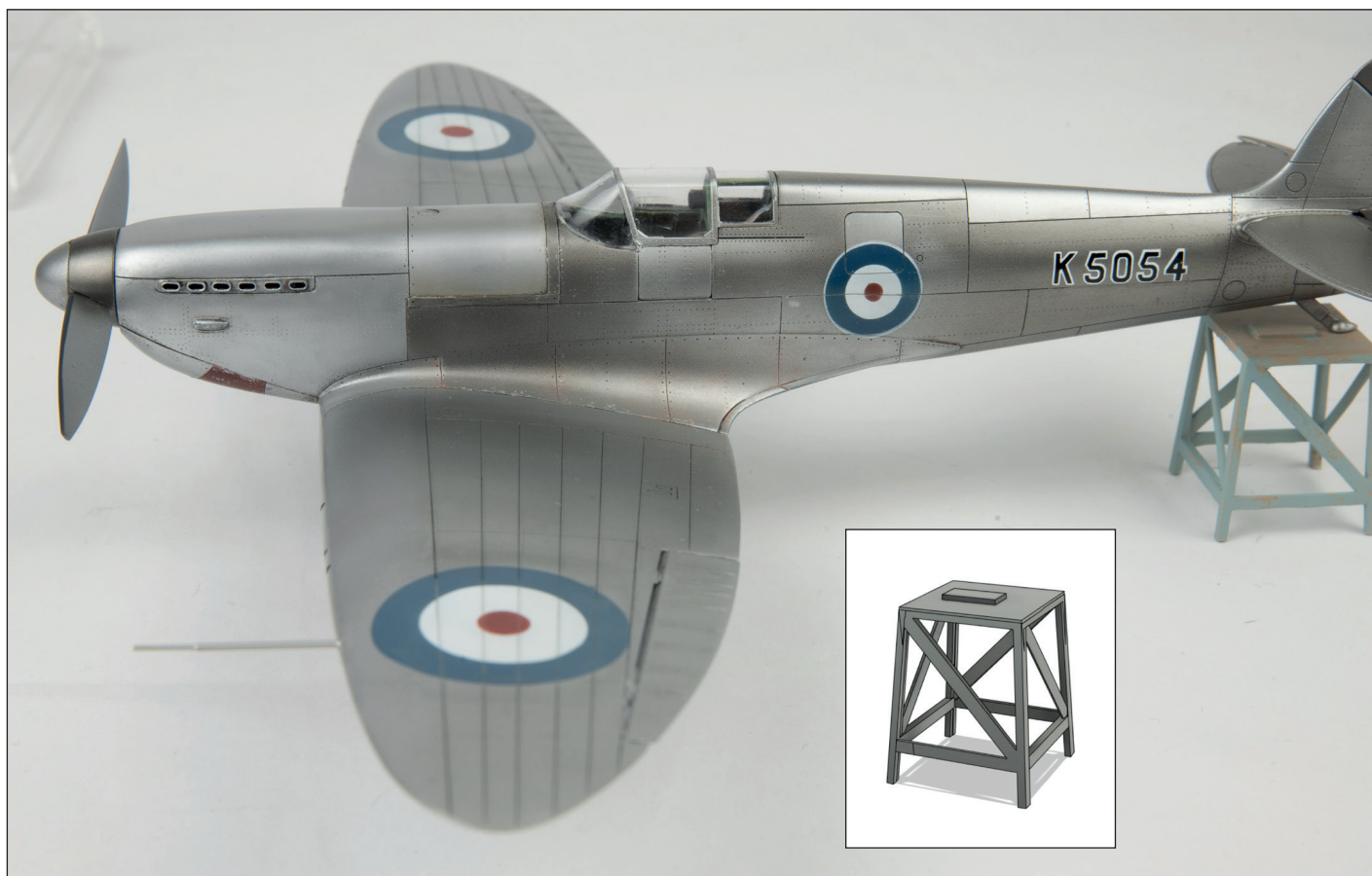
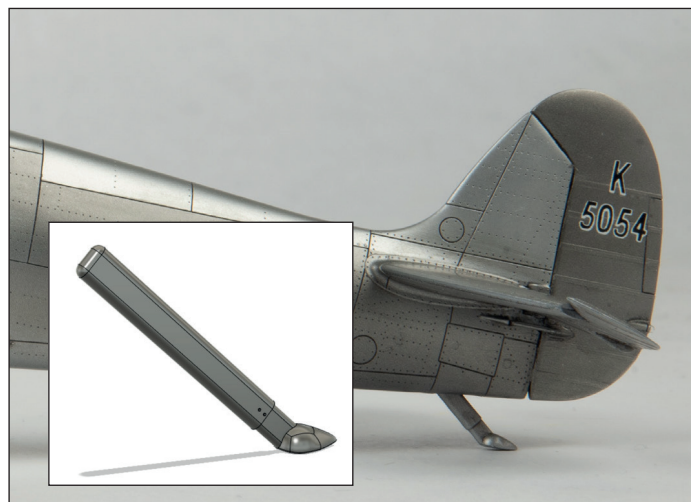
The rest of the modified parts were done in CAD using Fusion 360. I measured the kit landmarks with a caliper and transferred those measurements into CAD ensuring that the parts would be a perfect fit. The unique radiator was the most challenging part to create.

The finish represents a somewhat controversial choice. My main reference for the project was the seminal book „A Spitfire Story“ by Alfred Price. He described the airframe as „unpainted“ for the demo at Eastleigh, so I went with unpainted aluminum panels using shades of Alclad Aluminum and Steel to match the reference photos.

Eduard's 1/48 Spitfire is such a pleasure to work with, and it really brought K5054 to life. I eagerly look forward to Eduard's next kit.







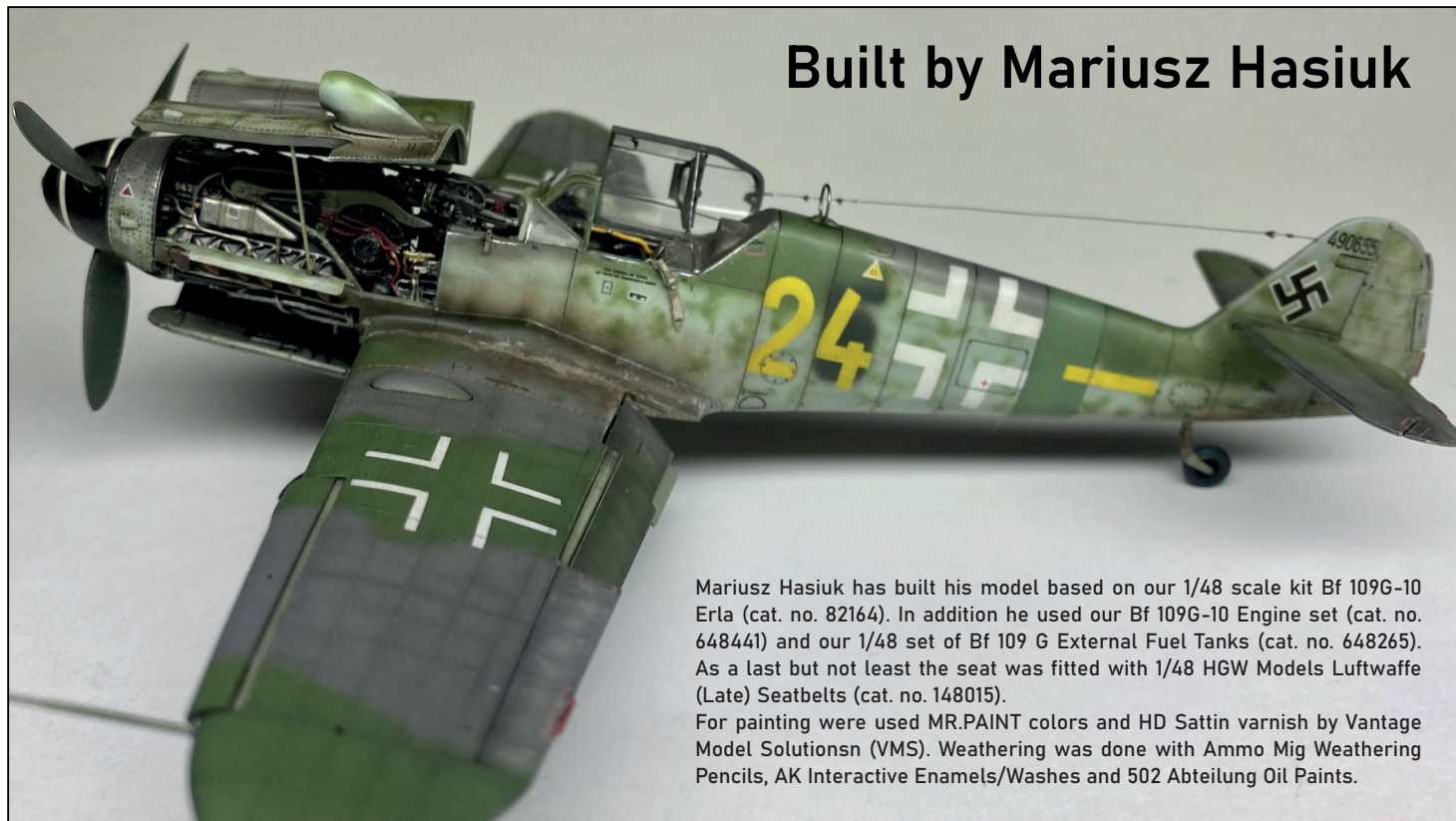
John shared his 3D files via this link:
https://cults3d.com/en/users/Matters_of_Scale

John's Facebook page Matters of Scale:
<https://www.facebook.com/mattersofscale/>



2nd place in online competition at Facebook Eduard Model Builders Group

Built by Mariusz Hasiuk



3rd place in online competition at Facebook Eduard Model Builders Group

Built by Mitko Mitkov



Years ago, when the first Eduard 1/48 scale kit Bf 109G-6 with catalog number 8268 came out, I immediately bought it. I was still a novice modeler and made many mistakes at work, especially when painting. This was my first use of an airbrush and the result was not at all impressive. Over the years, I've made a lot of your G-2 and G-6 models, leaving me with a lot of unused details. At one point, I wondered if I could remake an already made G-6 using these details, as well as the huge variety of resin and PE parts you produce. From the Profipack Bf 109G-2 I have some wings left, suitable for G-6. This, as well as the use of BIG SIN set Bf 109G-6 ADVANCED (cat. no. SIN64824) solved the problem with the accuracy of the dimensions of this model. In general, from the original set I used only the fuselage and the horizontal stabilizer. Although the additional accessories are sized for the new G-6 models, which have the correct geometric proportions, they miraculously fit the old kit as well. It was a lot of cutting and sawing, and the most annoying thing was removing the old paint. In the process, I decided to recreate a different model - a late G-6 with a high wooden stabilizer and semi-retractable wheel stands, raised on jacks. In fact, I recreated the machine of Lieutenant Boris Damev from the 6th Fighter Regiment, Air Force of the Kingdom of Bulgaria, in the summer of 1944. The coloring is RLM 74/75/76, with light gray spots on the fuselage, as the paints are by Mr. Hobby. The camouflage is painted with a free hand, and the identification signs are painted with patterns. Working on the model was a great challenge, and it gave me great pleasure. The end result even surprised me.

Mitko Mitkov



P-39Q Airacobra

1/48

Accessories used

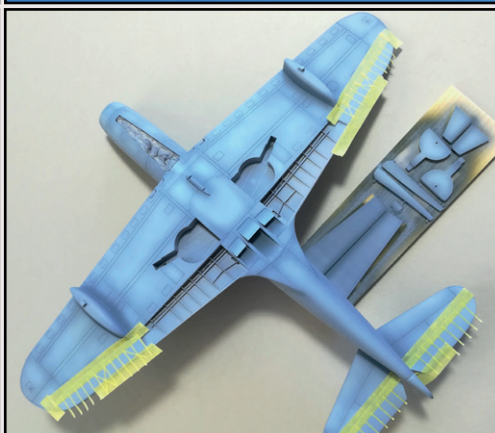
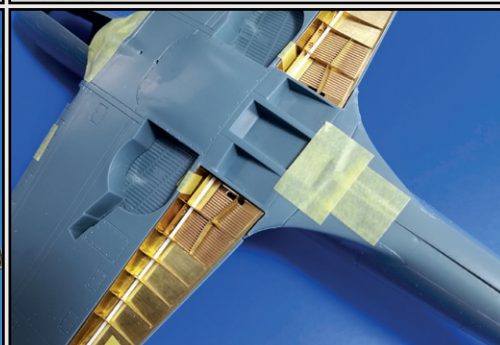
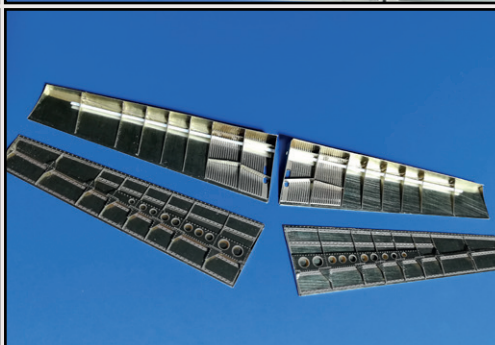
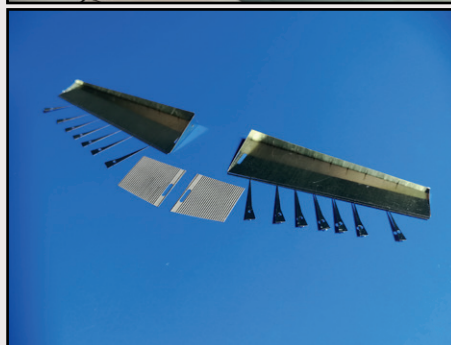
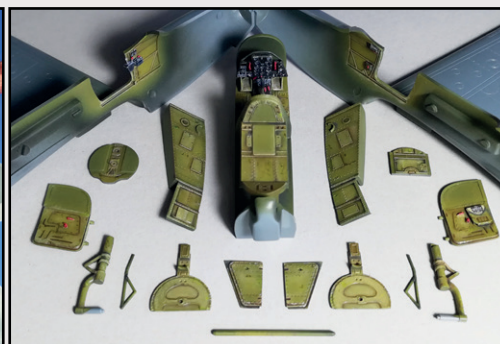
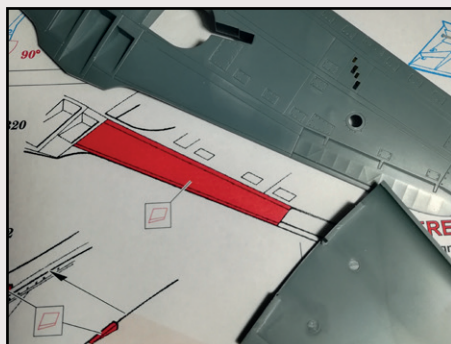
#48872 P-39/400 landing flaps (PE-Set)
 #FE1158 P-39Q Weekend (PE-Set)
 #648203 P-39 wheels late (Brassin)
 #3DL48012 P-39Q SPACE (3D Decal)
 #P-39/ P-400 TFace (Mask)



Cat. No. 8470

built by Luboš Zach

[Product page](#)



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.





Barbarossa 1/48

Cat. No. 11127

built by **Oliver Peissl**

The decal option used for
the build is not included in this kit.



Bf 109G-4

1/48



Bf 109G-4/R6/trop, Lt. Franz Schiehs, CO of 8./ JG 53, Tindja, Tunisia, April 1943

Austrian Franz Schiehs saw combat over Britain with JG 53, followed by action against the Soviet Union, where he shot down fourteen enemy aircraft over a two month period. At the beginning of August 1941, JG 53 returned to Germany, re-equipped and transferred first to Sicily and later to Africa. The number of claims made by Schiehs grew and he gained his 36th kill on January 29th, 1943, being given command of 8./ JG 53 on February 16th of the same year. Holding the rank of Oberleutnant and for the destruction of 55 enemy aircraft, he was awarded the Knight's Cross on June 21st, 1943. On September 2nd, 1943, he led an intercept of American bombers over Mount Vesuvius, an event from which he did not return. It is assumed that he fell victim to an escorting P-38. The camouflage scheme applied to Schiehs's aircraft consisted of RLM78/79 and was complemented by the relevant theatre of operations recognition items that were the white spinner, white fuselage band and the white lower wing tips. The engine cowl had the JG 53 unit insignia placed on it. The yellow rudder recorded the number of kills up to the end of March 1943. The original (likely Staff) markings on the fuselage sides were sprayed over with fresh RLM 79 and replaced with a black '1'. Aircraft of the unit had fields of the upper surfaces of the wings sprayed in RLM 80 Olivgrün.



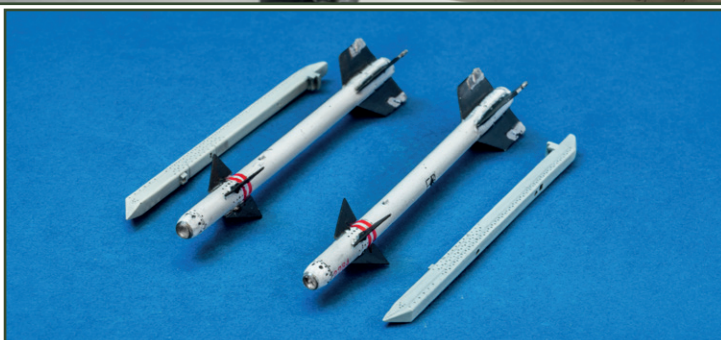
IAI NESHER 1/48 Kinetic

Accessories used

#FE742 Mirage III E interior (PE-Set)
#648467 Shafrir 2 (Brassin)

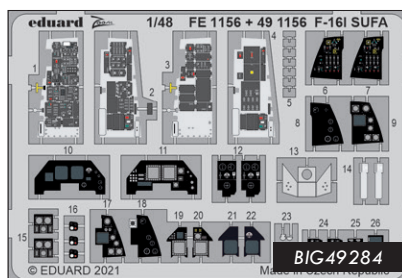
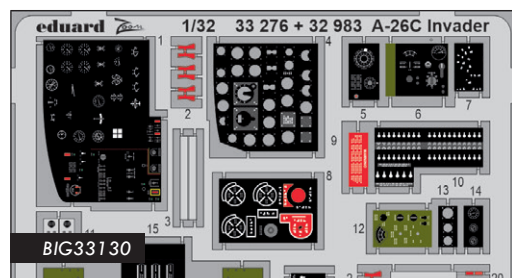


built by Angelo Lodetti





BRASSIN



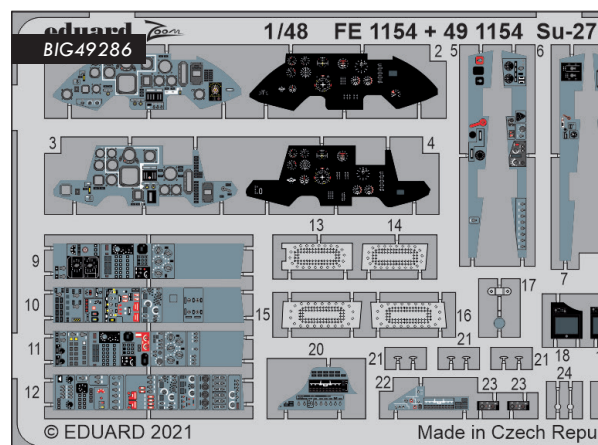
BIG ED (May)

BIG33130 A-26C Invader PART I 1/32 Hobby Boss
 BIG33131 A-26C Invader PART II 1/32 Hobby Boss
 BIG49283 Ju 88C-6 1/48 ICM
 BIG49284 F-16I SUFA 1/48 Kinetic
 BIG49285 Su-30SM 1/48 Kitty Hawk
 BIG49286 Su-27UB 1/48 Great Wall Hobby

BRASSIN (May)



632168 Brimstone w/ AGLM III rack 1/32
 632172 GBU-49 1/32
 632174 ALARM missiles 1/32
 644094 MiG-15 LööK 1/48 BRONCO/HOBBY 2000
 644095 MiG-15bis LööK 1/48 BRONCO/HOBBY 2000
 644098 P-39Q LööK 1/48 Eduard
 644100 Mustang Mk.IV LööK 1/48 Eduard
 648616 AGM-62 Walleye II 1/48
 648621 Spitfire Mk.II cockpit 1/48 Eduard
 648622 MiG-15 wheels 1/48 BRONCO/HOBBY 2000
 648626 MiG-15 gun barrels 1/48 BRONCO/HOBBY 2000
 648629 MiG-15bis gun barrels 1/48 BRONCO/HOBBY 2000
 672252 R-V pod for MiG-21 1/72
 672259 R-27ET / AA-10 Alamo-D 1/72
 672261 BRU-57A rack 1/72



LööKPlus (May)

644101 MiG-21PF LööKplus 1/48 Eduard
 644102 MiG-21PFM LööKplus 1/48 Eduard

BRASSIN (May)

SIN64871 Spitfire Mk.IIa ADVANCED 1/48 Eduard

644094 MiG-15 LööK 1/48 BRONCO/HOBBY 2000



BRASSIN

644095 MiG-15bis LööK 1/48 BRONCO/HOBBY 2000



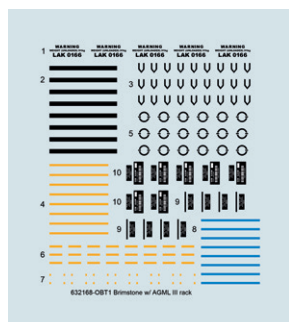
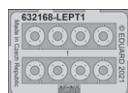
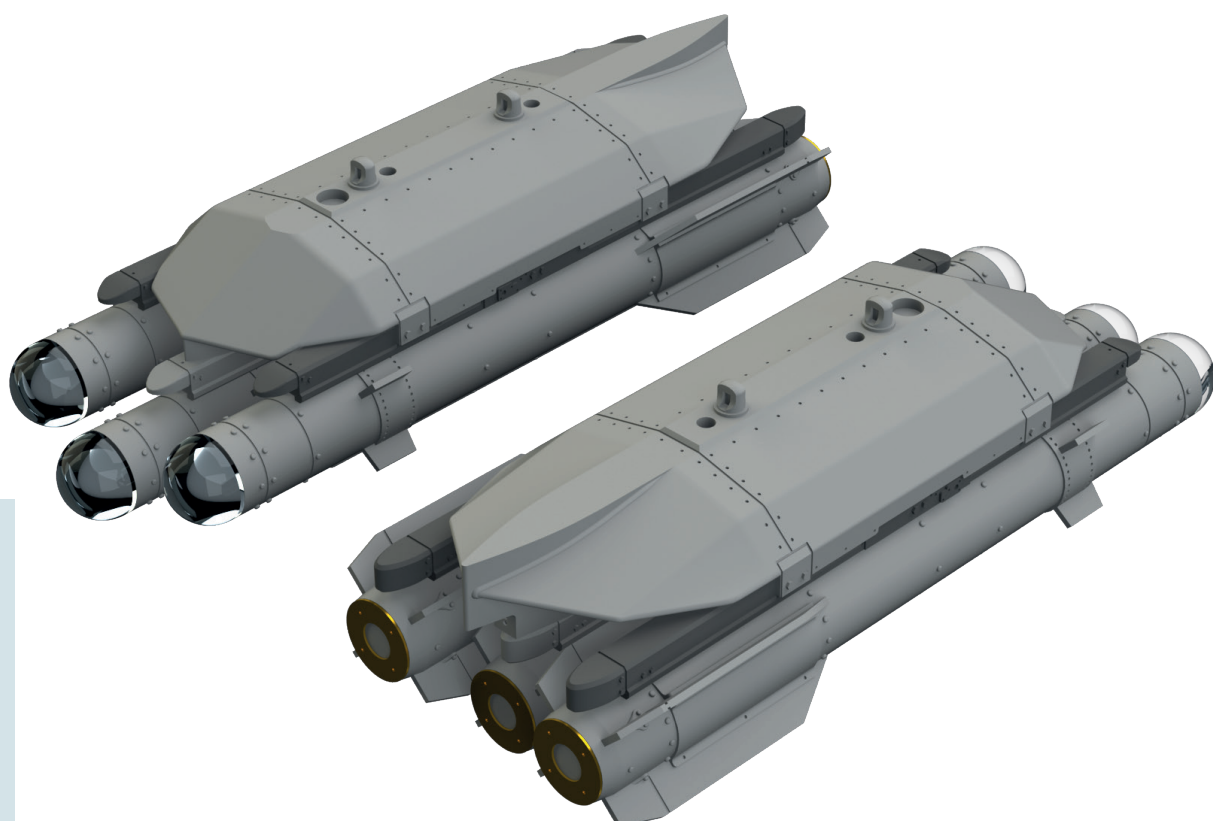
644098 P-39Q LööK 1/48 Eduard



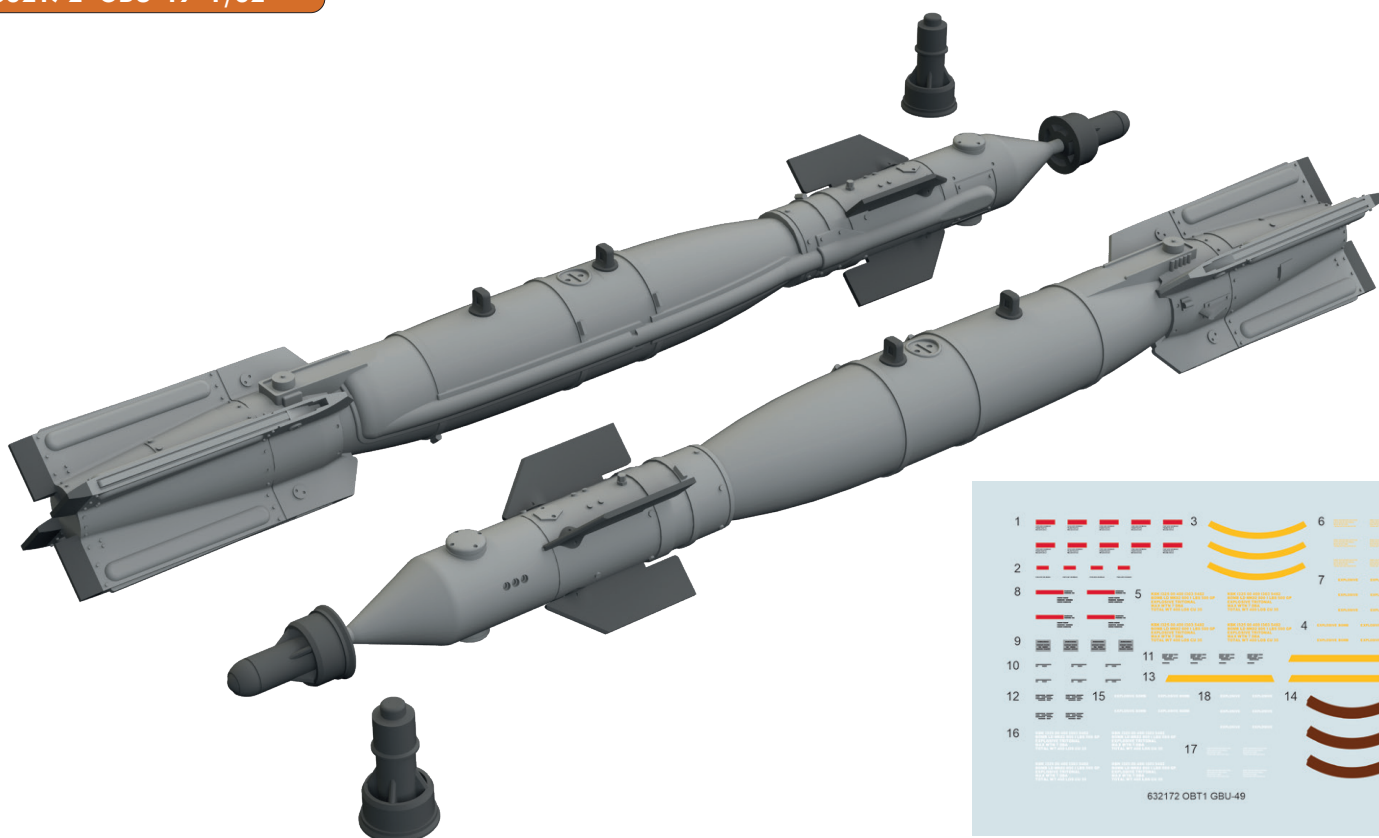
644100 Mustang Mk.IV LööK 1/48 Eduard



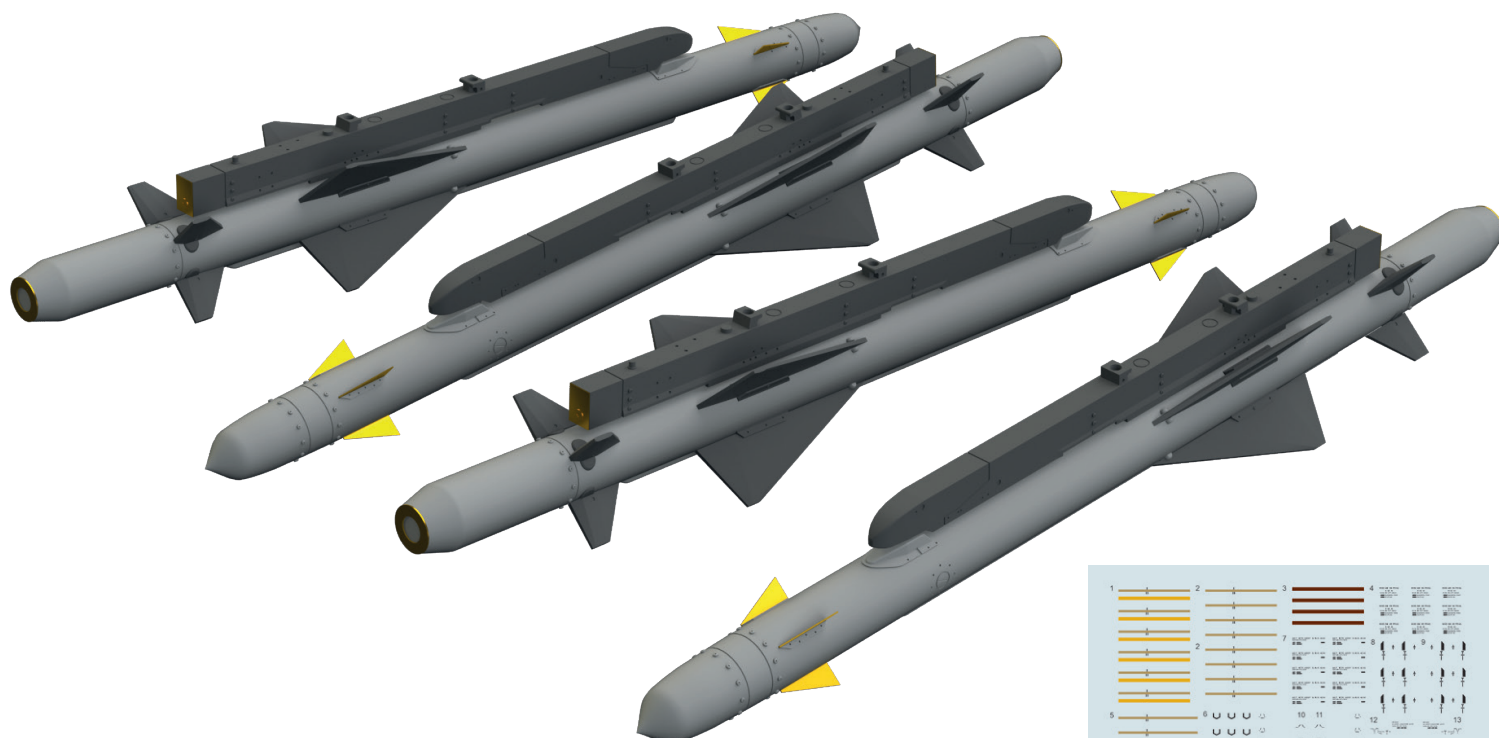
632168 Brimstone w/ AGLM III rack 1/32



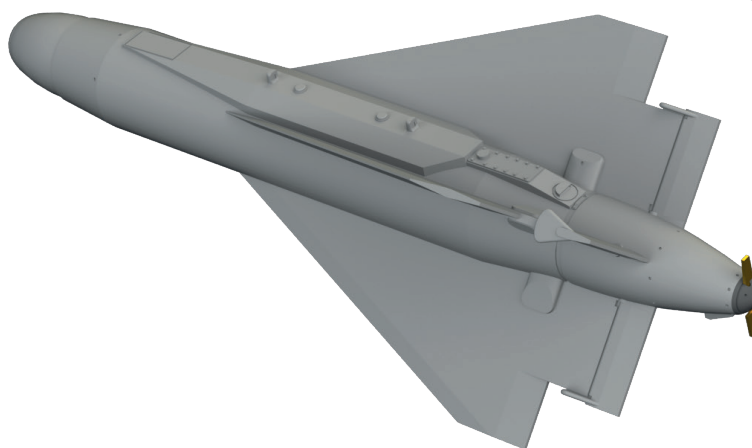
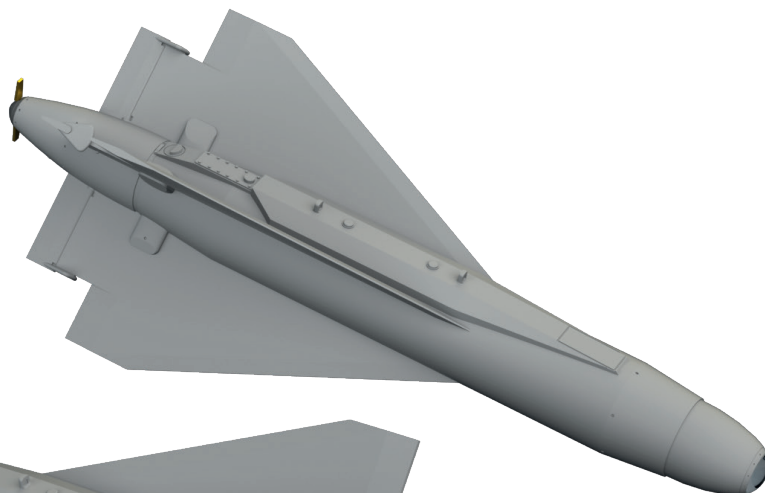
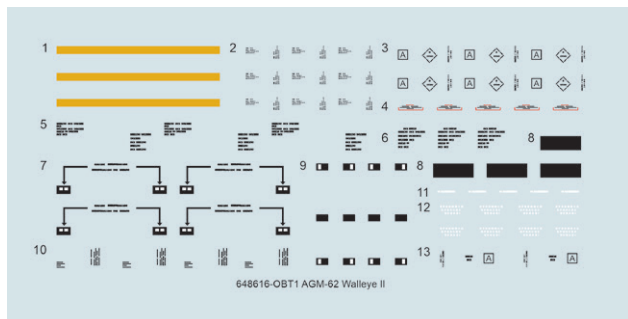
632172 GBU-49 1/32



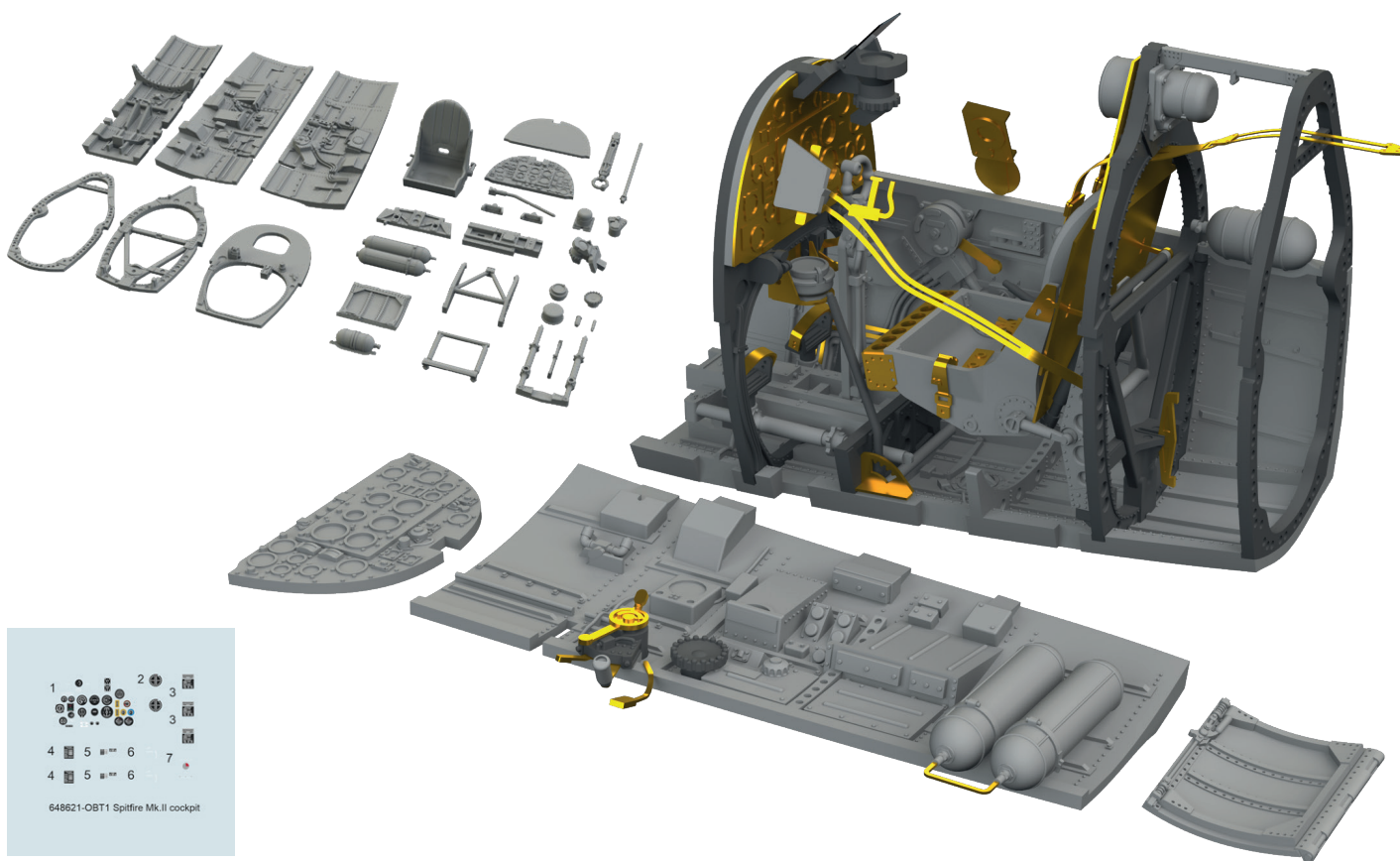
632174 ALARM missiles 1/32



648616 AGM-62 Walleye II 1/48

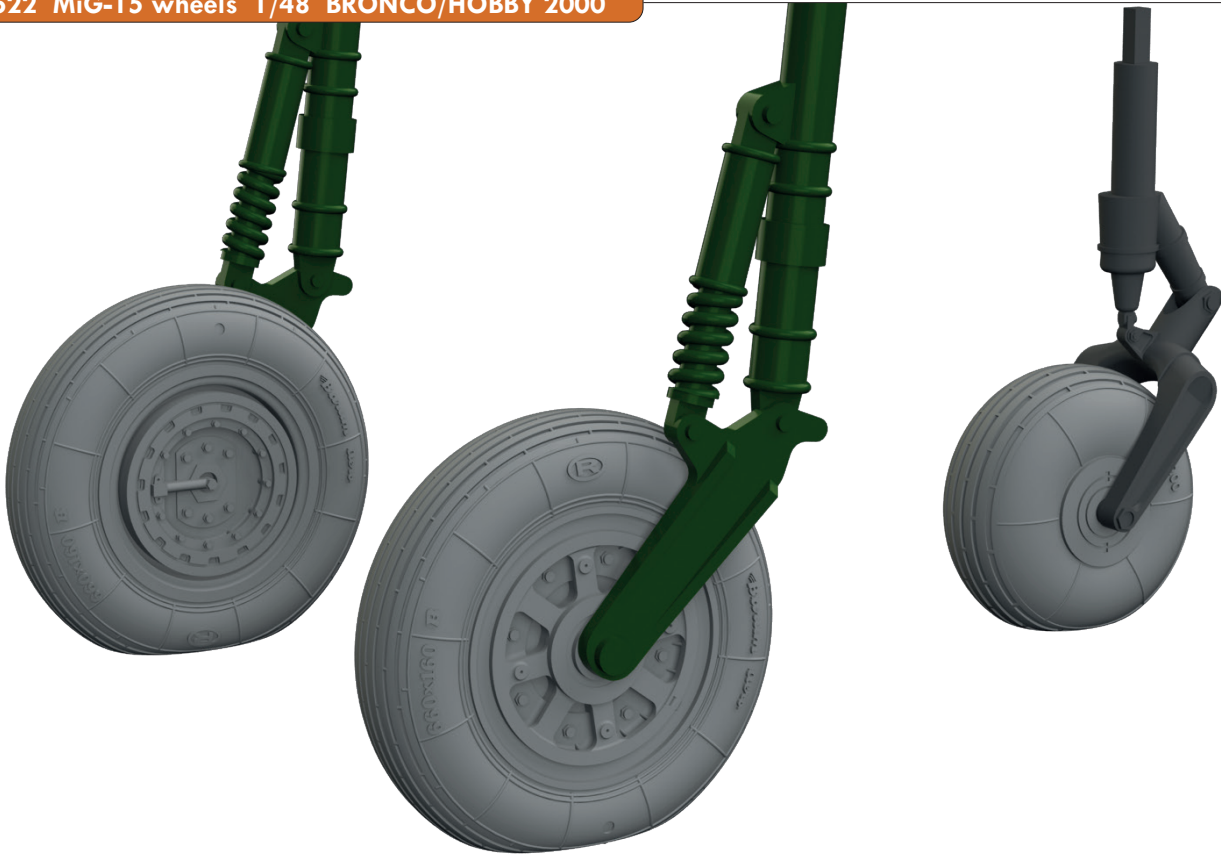


648621 Spitfire Mk.II cockpit 1/48 Eduard

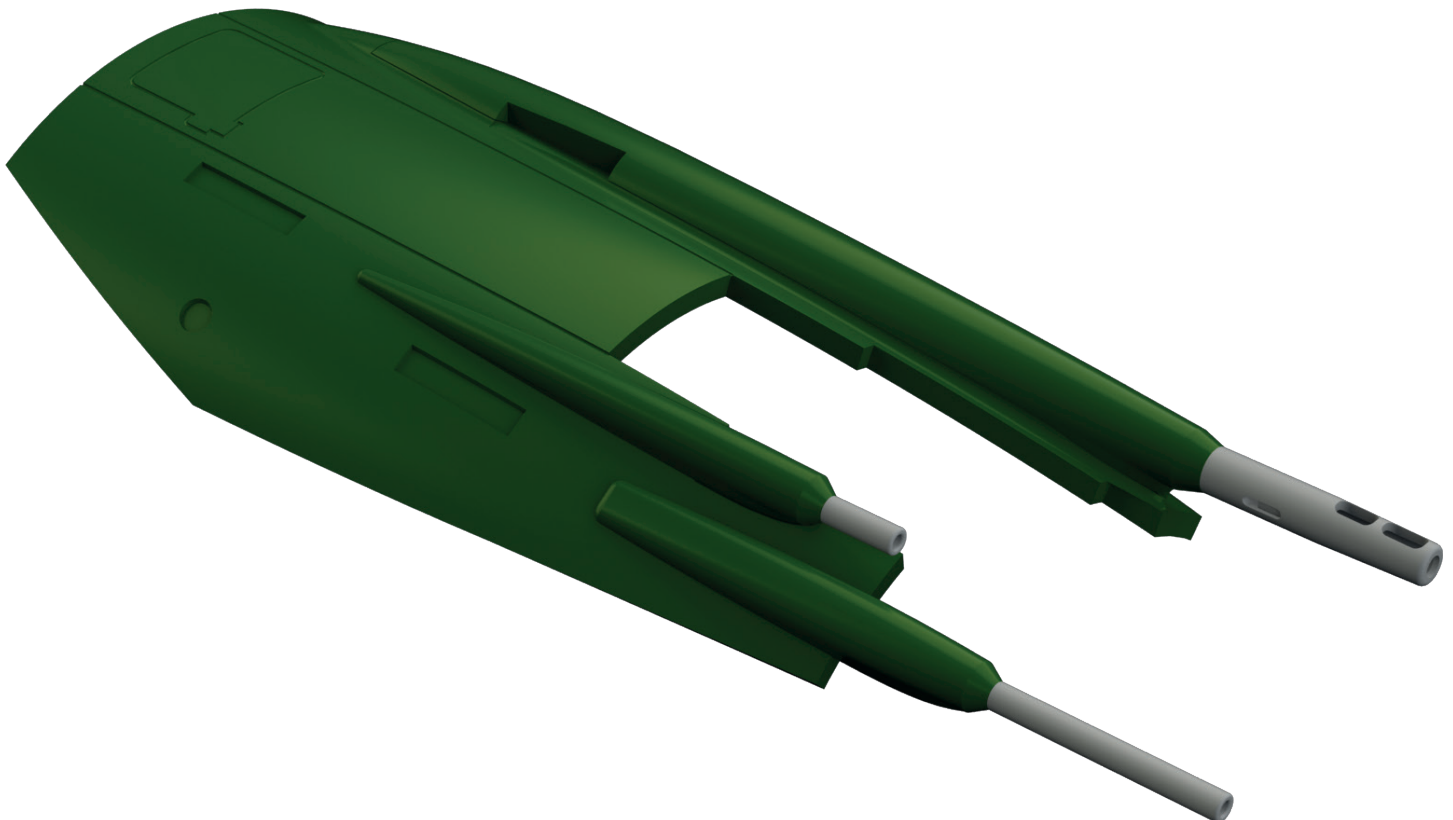


BRASSIN

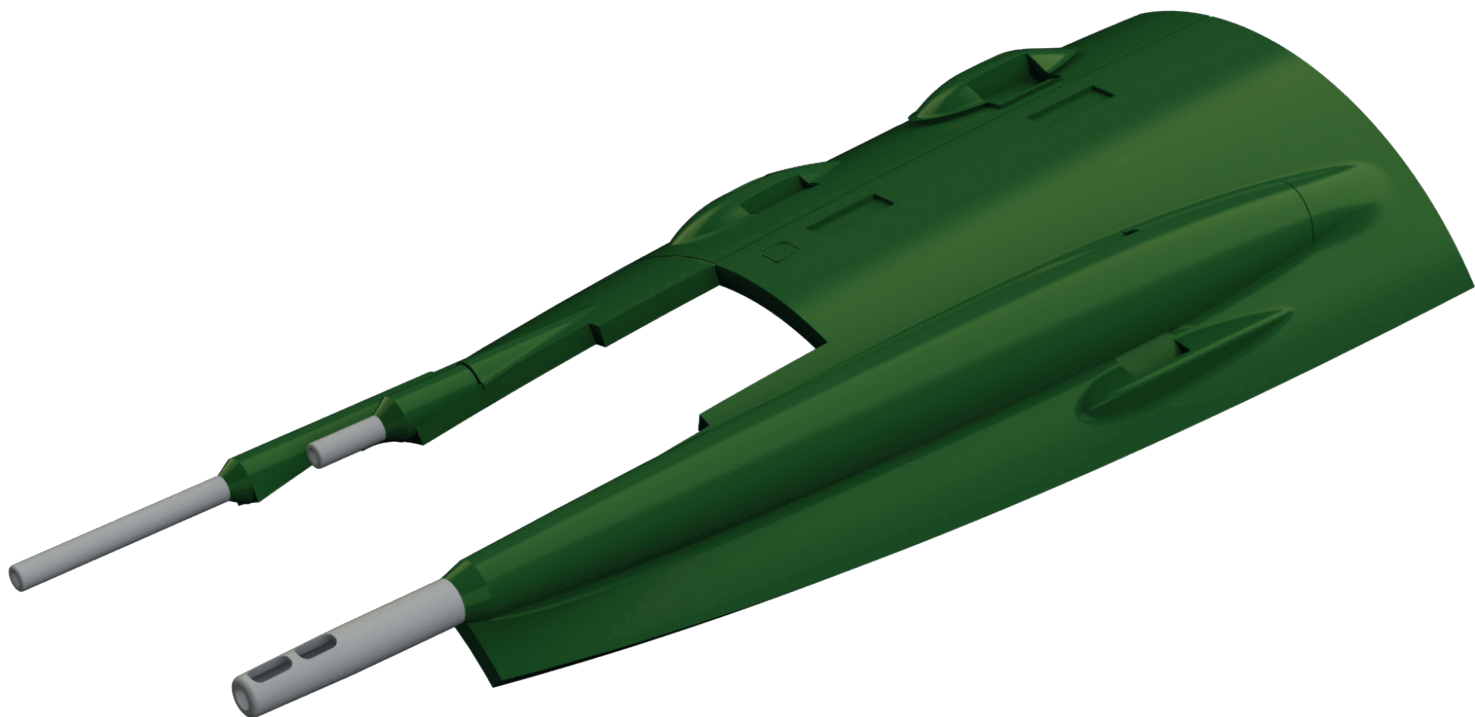
648622 MiG-15 wheels 1/48 BRONCO/HOBBY 2000



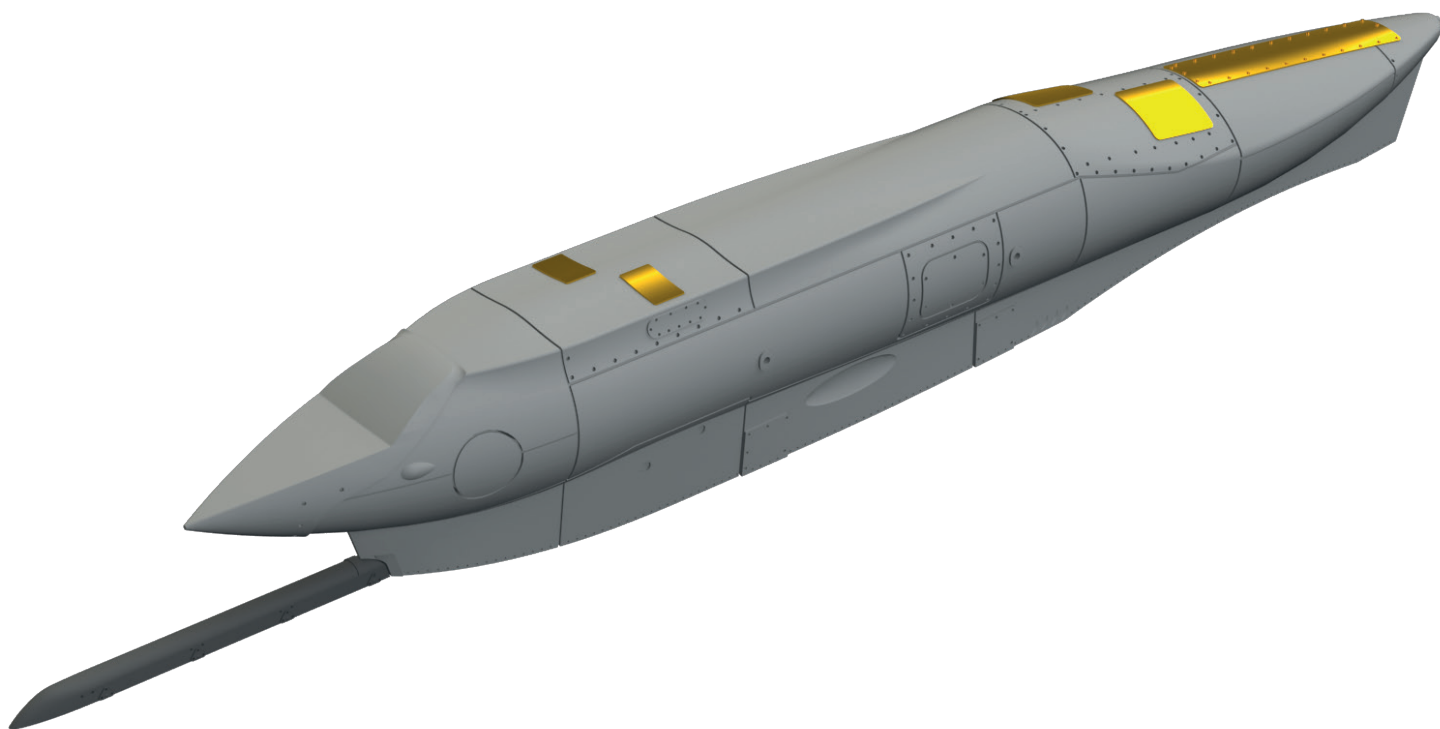
648626 MiG-15 gun barrels 1/48 BRONCO/HOBBY 2000



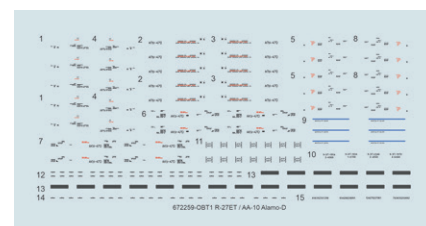
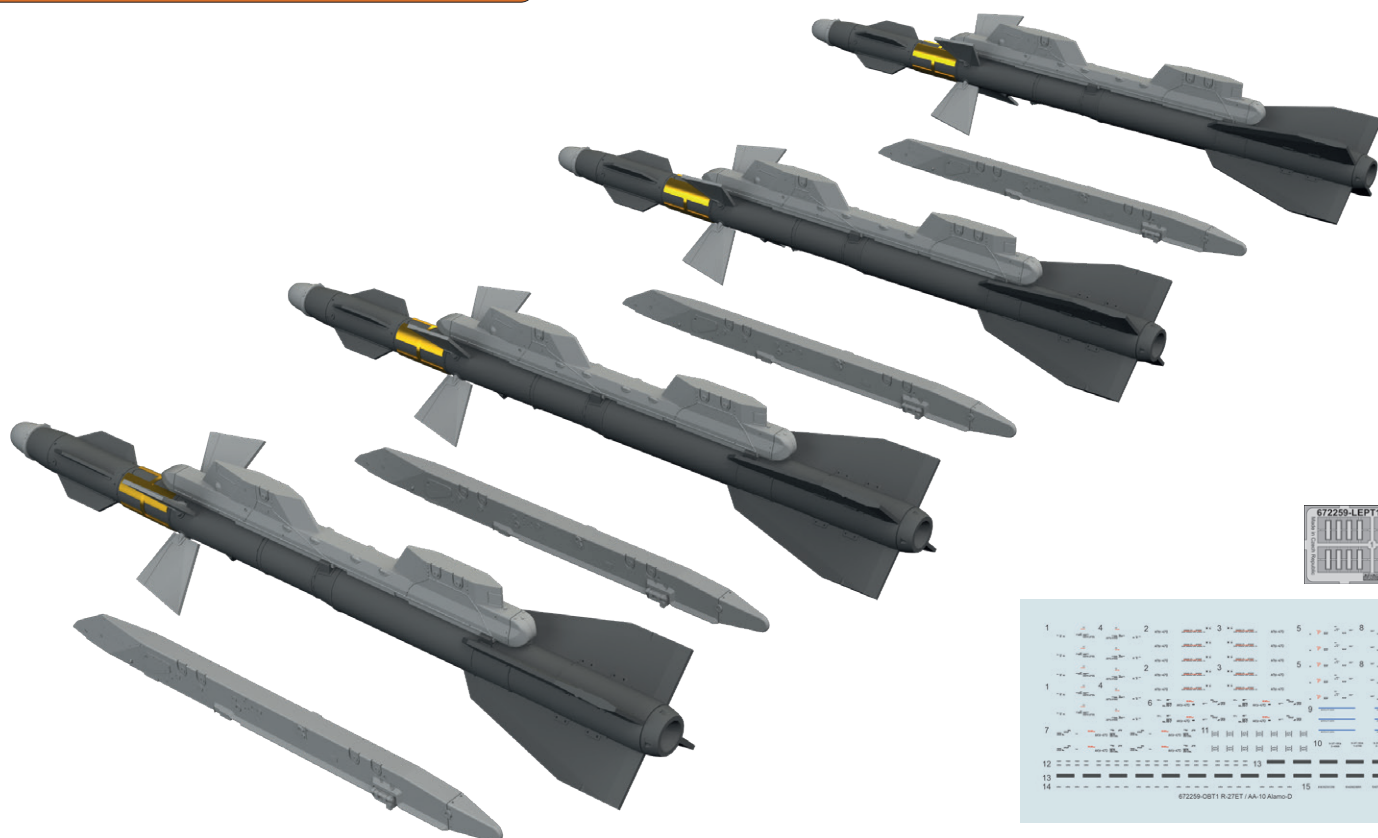
648629 MiG-15bis gun barrels 1/48 BRONCO/HOBBY 2000



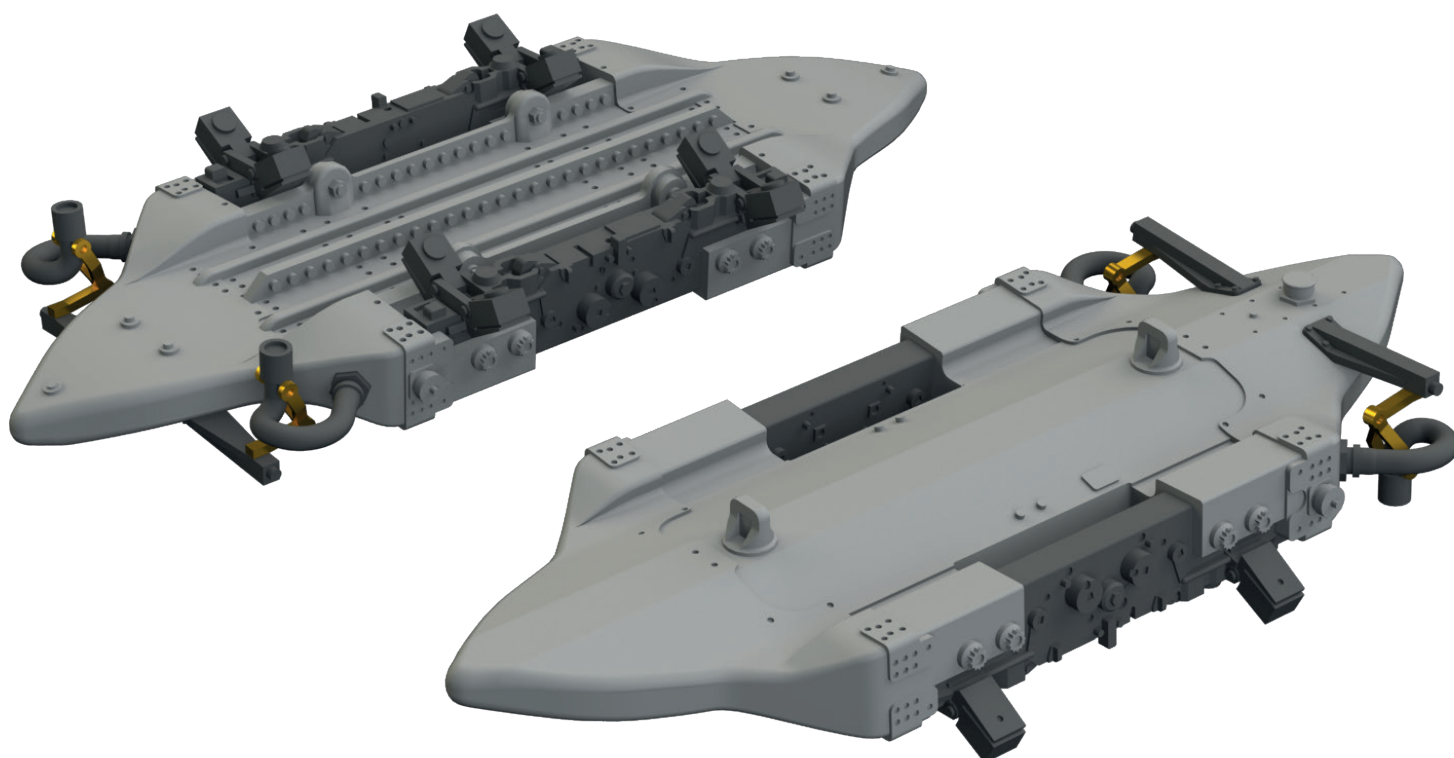
672252 R-V pod for MiG-21 1/72



672259 R-27ET / AA-10 Alamo-D 1/72



672261 BRU-57A rack 1/72

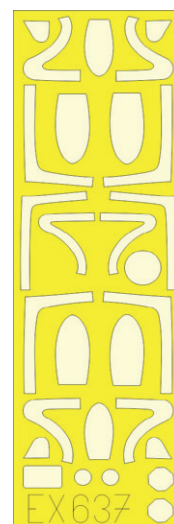
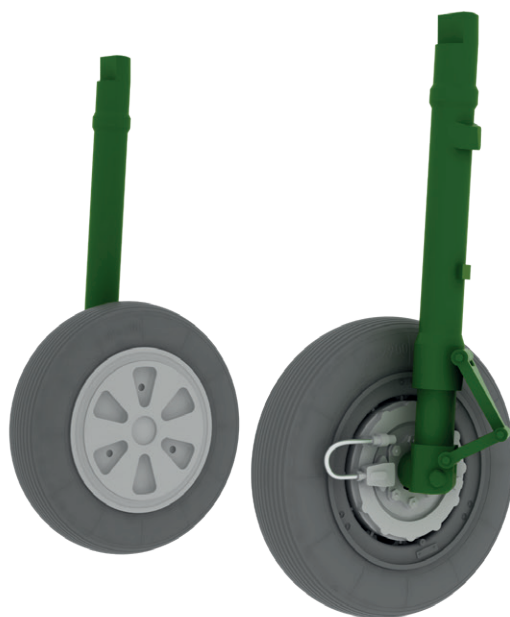
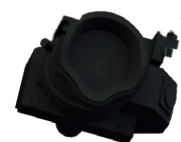


644101 MiG-21PF LööKplus 1/48 Eduard

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

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

LööK

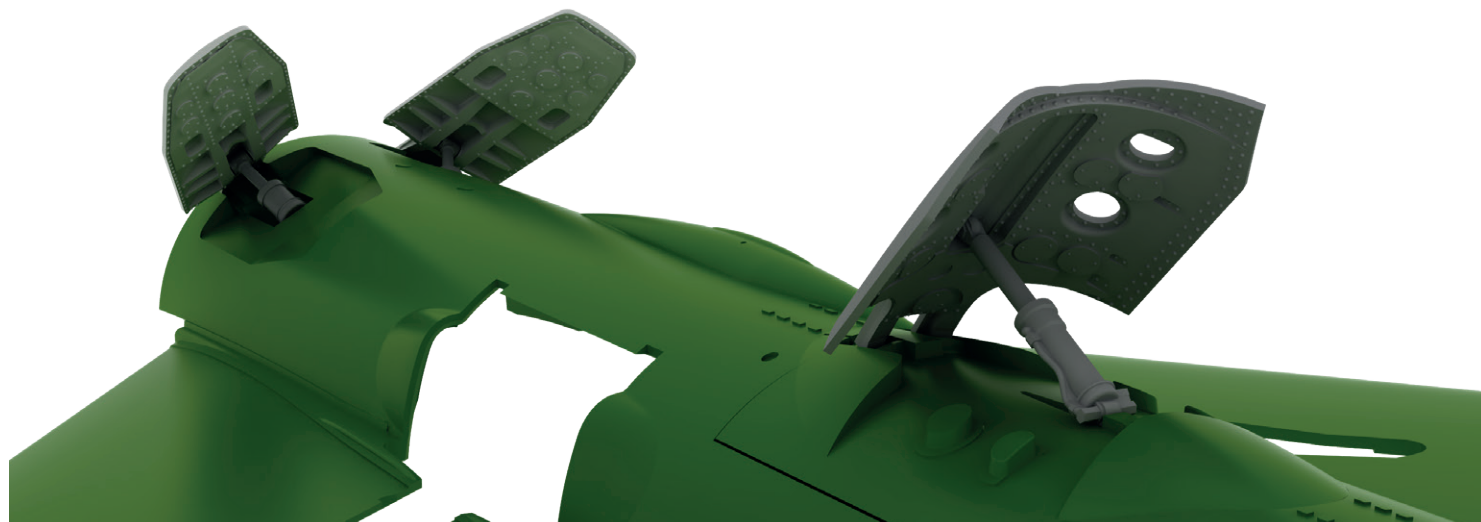
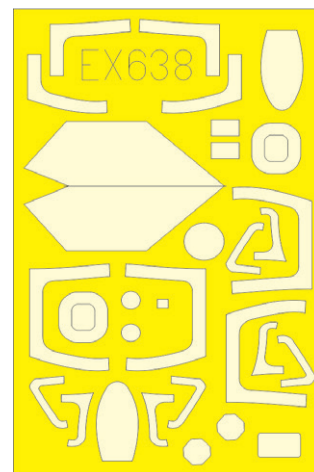


644102 MiG-21PFM LööKplus 1/48 Eduard

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

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

LööK

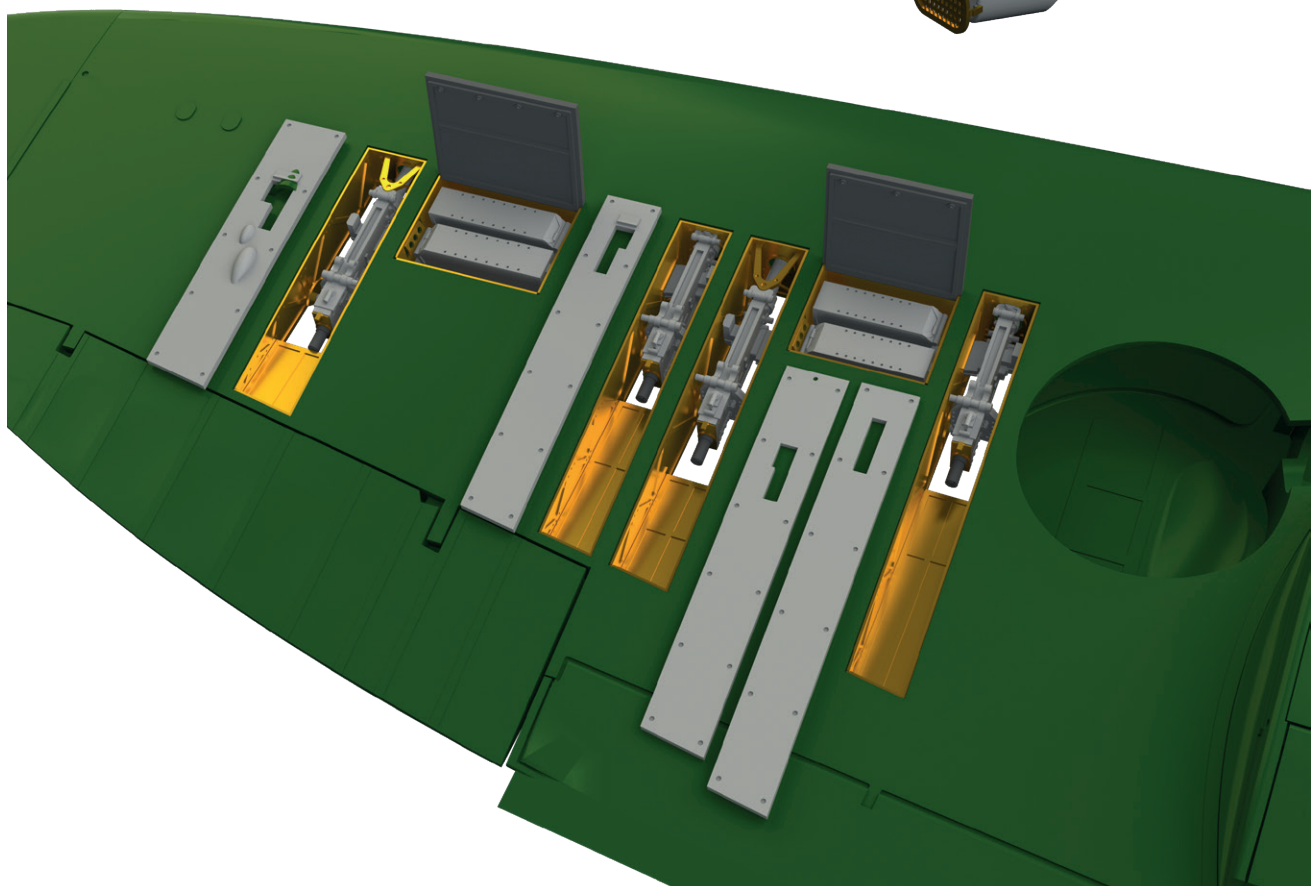
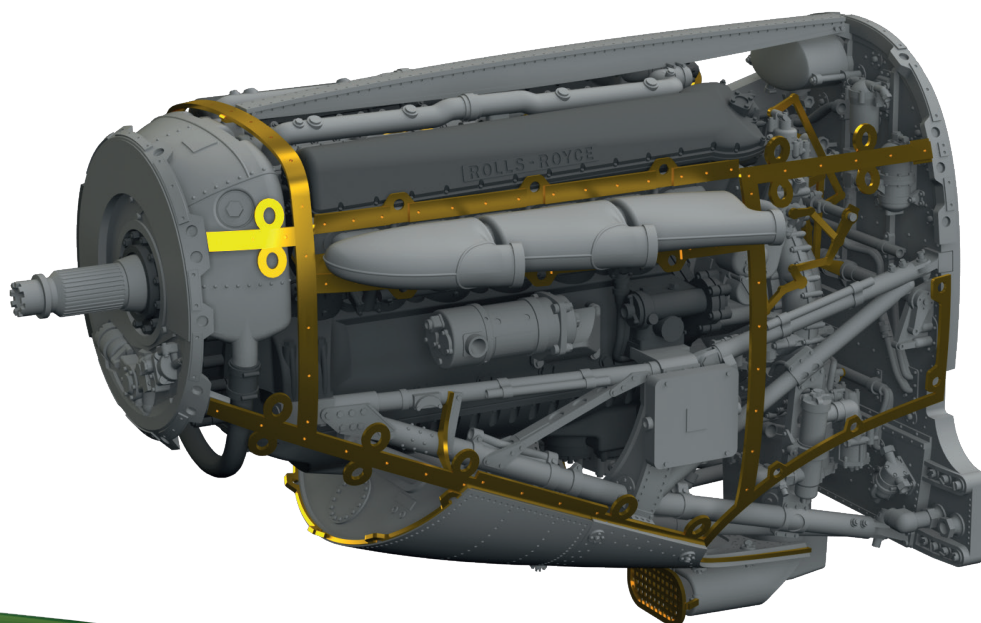
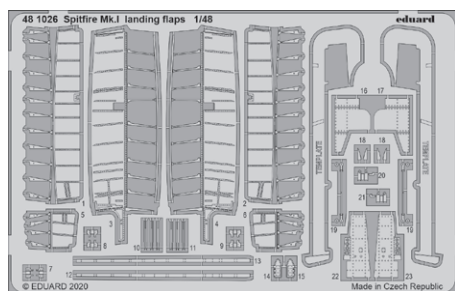
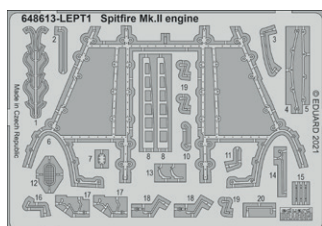


SIN64871 Spitfire Mk.IIa ADVANCED 1/48 Eduard

Collection of 3 sets for Spitfire Mk.IIa 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, Masks and Decal sets

PE-SETS

32465	P-40M exterior	1/32	Trumpeter
32466	P-40M landing flaps	1/32	Trumpeter
32467	P-40M gun bays	1/32	Trumpeter
32987	PT-13 Kaydet	1/32	Roden
32988	P-40M interior	1/32	Trumpeter
36462	Typhoon K	1/35	Zvezda
481046	MiG-15bis landing flaps	1/48	BRONCO/HOBBY 2000
481047	Fw 190F-8	1/48	Eduard
481048	Fw 190F-8 landing flaps	1/48	Eduard
491172	Harrier GR.1	1/48	Kinetic
491173	Harrier GR.3	1/48	Kinetic
491175	PZL P.11c	1/48	Arma Hobby
491176	MV-22	1/48	Hobby Boss
491178	MiG-15bis	1/48	BRONCO/HOBBY 2000
73739	Bf 109E-3	1/72	Special Hobby
73740	Ar 234B	1/72	Hobby 2000/Dragon

ZOOMS

33280	PT-13 Kaydet	1/32	Roden
33281	PT-13 Kaydet seatbelts STEEL	1/32	Roden
33282	P-40M	1/32	Trumpeter
33283	P-40M seatbelts STEEL	1/32	Trumpeter
FE1172	Harrier GR.1	1/48	Kinetic
FE1173	Harrier GR.3	1/48	Kinetic
FE1174	Harrier GR.1/3 seatbelts STEEL	1/48	Kinetic
FE1175	PZL P.11c seatbelts STEEL	1/48	Arma Hobby
FE1176	MV-22	1/48	Hobby Boss
FE1177	MV-22 seatbelts STEEL	1/48	Hobby Boss
FE1178	MiG-15bis	1/48	BRONCO/HOBBY 2000
FE1179	MiG-15bis seatbelts STEEL	1/48	BRONCO/HOBBY 2000
SS740	Ar 234B	1/72	Hobby 2000/Dragon
SS741	Albatros D.V Weekend	1/72	Eduard

MASKS

JX274	PT-13 Kaydet	1/32	Roden
JX275	P-40M	1/32	Trumpeter
JX276	P-40M TFace	1/32	Trumpeter
EX770	Harrier GR.1/3	1/48	Kinetic
EX771	Harrier GR.1/3 TFace	1/48	Kinetic
EX772	PZL P.11c	1/48	Arma Hobby
EX773	MV-22	1/48	Hobby Boss
EX774	MV-22 TFace	1/48	Hobby Boss
EX775	MiG-15bis	1/48	BRONCO/HOBBY 2000
EX776	MiG-15bis TFace	1/48	BRONCO/HOBBY 2000
CX598	F8F-1	1/72	Hobby Boss

DECAL SETS

D48078	Tornado GR.4 stencils	1/48	Revell
D48079	MiG-15 Czech & Russian stencils	1/48	BRONCO/HOBBY 2000
D48080	P-51D-5 "15th AF"	1/48	Eduard
D48081	MiG-23MF/ML stencils	1/48	Trumpeter

SPACE

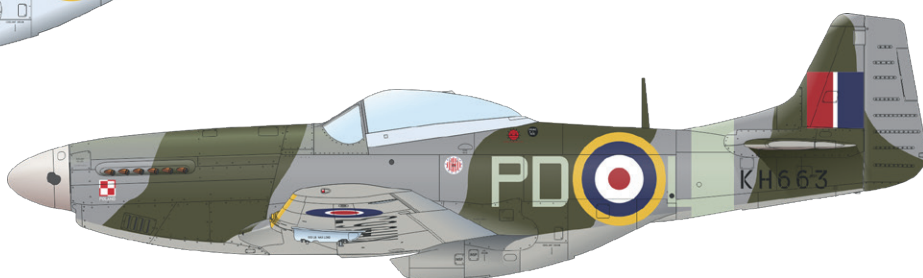
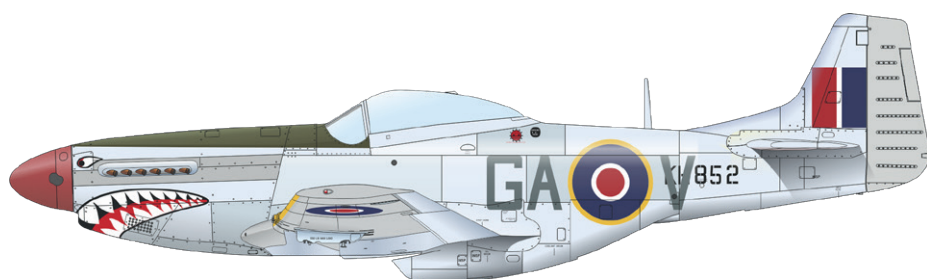
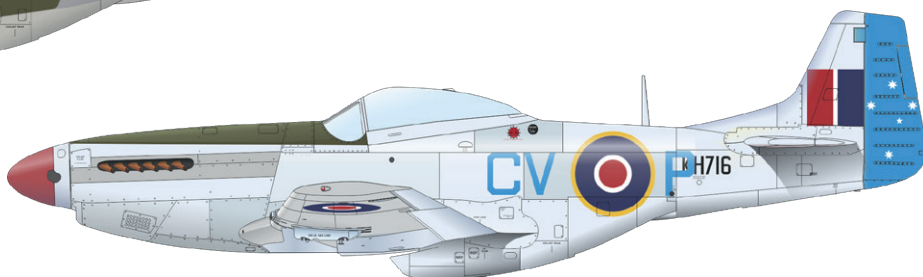
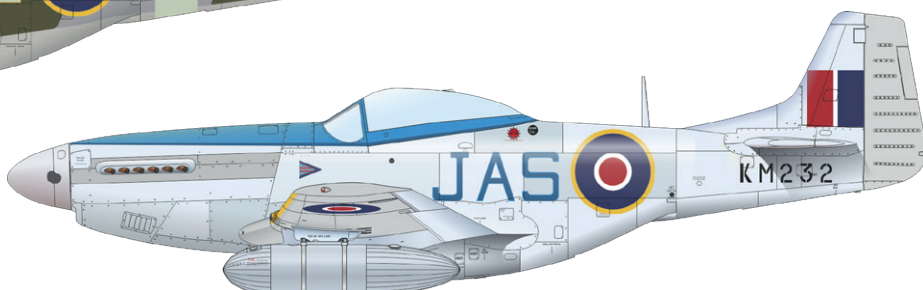
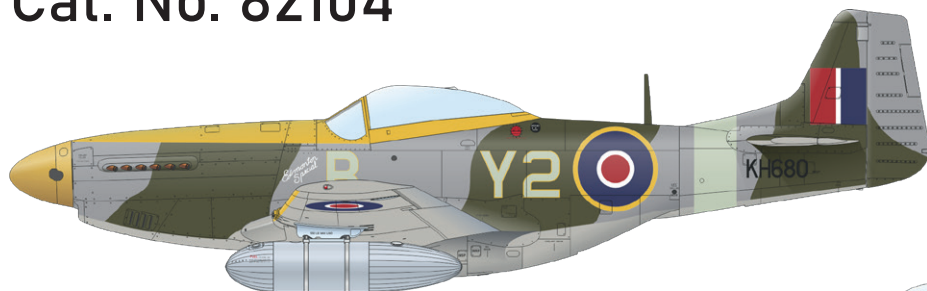
3DL48016	MiG-15bis SPACE	1/48	BRONCO/HOBBY 2000
3DL48017	Fw 190F-8 SPACE	1/48	Eduard
3DL48018	Mustang Mk.IV SPACE	1/48	Eduard

Mustang Mk.IV

ProfiPACK
edition

Cat. No. 82104

1/48



ON APPROACH

KITS

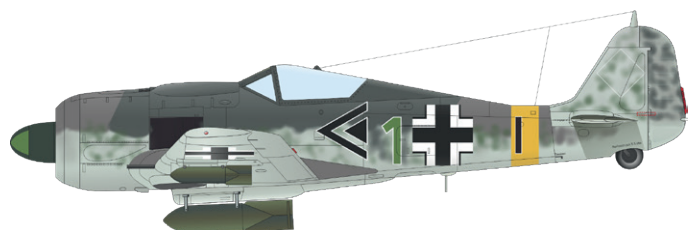
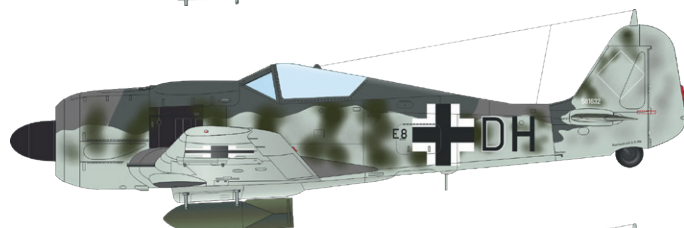
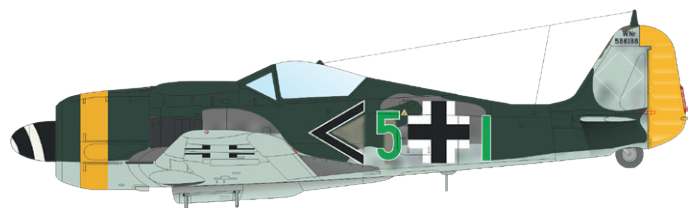
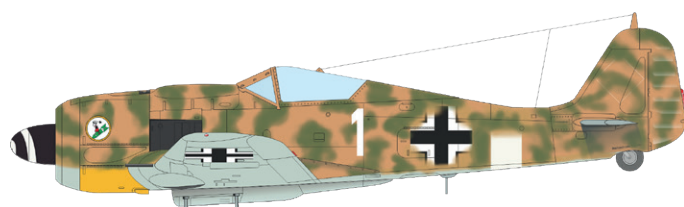
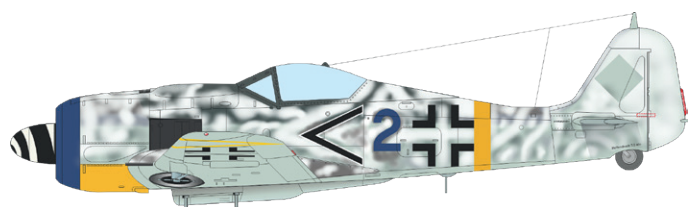
MAY 2021

Fw 190F-8

ProfiPACK
edition



Cat. No. 82139
1/48



Bf 109G-2

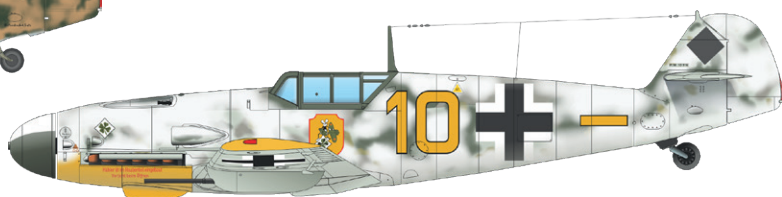
ProfiPACK
edition



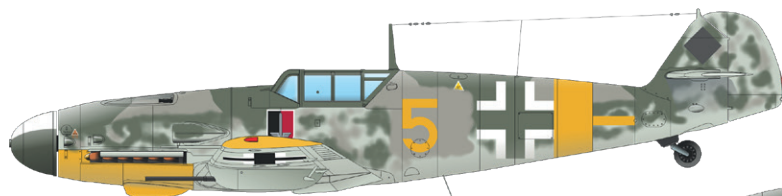
Cat. No. 82165
1/48



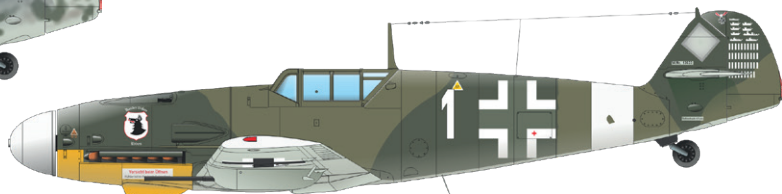
Bf 109G-2/trop, WNr. 10533, Uffz. Horst Schlick, 1./JG 77, Bir-el-Abd, Egypt, November 1942



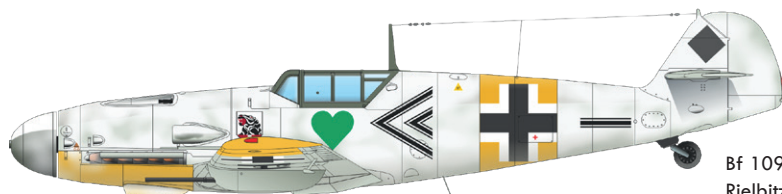
Bf 109G-2/R-6/trop, WNr. 13916, Fw. Hans Döbrich, 6./JG 5, Alakurtti, Finland, February 1943



Bf 109G-2/R6, Lt. Walter Krupinski, 6./JG 52, Maykop, Soviet Union, October 1942



Bf 109G-2/R6, WNr. 13633, Hptm. Wolf-Dieter Huy, 7./JG 77, Tanyet Harun, Egypt, October 1942



Bf 109G-2/R6 WNr. 13949, Maj. Hans Hahn, II./JG 54, Rjelbitzy, Soviet Union, January 1943

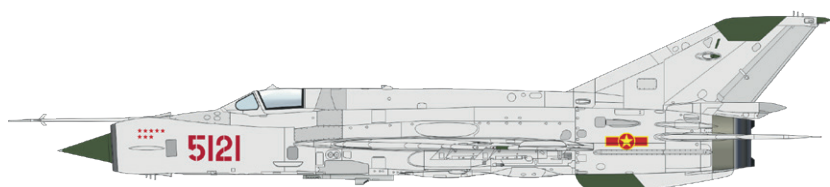
MiG-21MF Fighter Bomber

ProfiPACK
edition

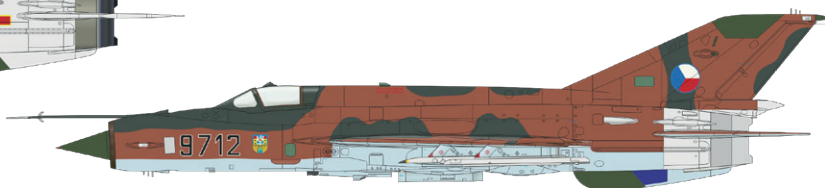
Cat. No 70142

1/72

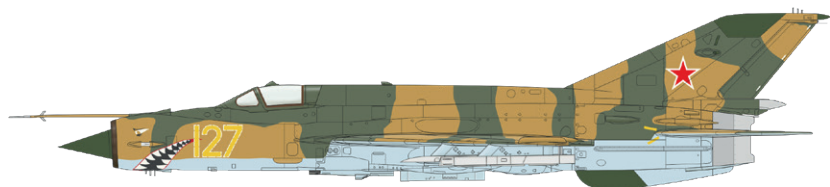
Re-release



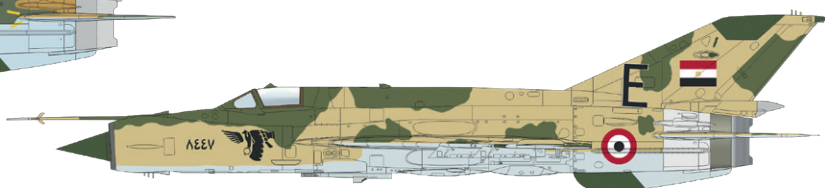
No. 5121, Pham Tuan, 921st Fighter Regiment, Noi Bai AB,
Democratic Republic of Vietnam, December 1972



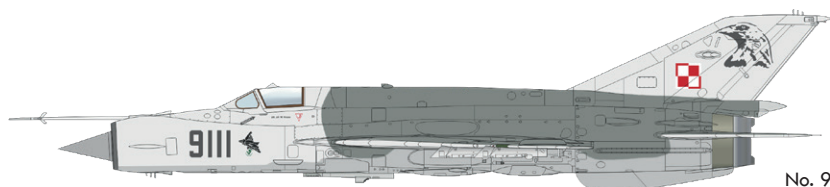
No. 9712, 9th Fighter Regiment, Bechyně,
Czechoslovakia, 1989 - 1993



No. 127, 812th Training Air Regiment, Kharkov Higher
Military Aviation School of Pilots, Kupyansk Airfield,
Soviet Union, August 1991



No. 8447, No. 46 Squadron, Egypt, 1973



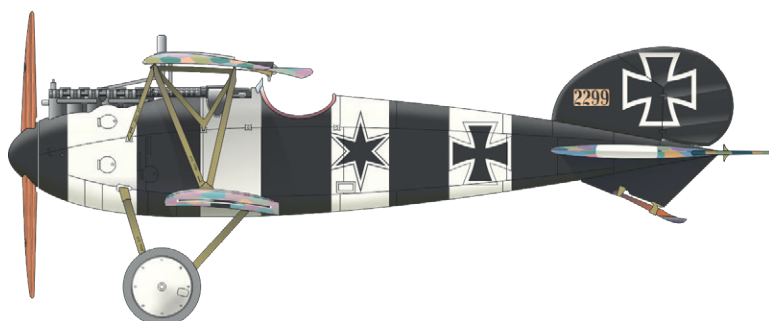
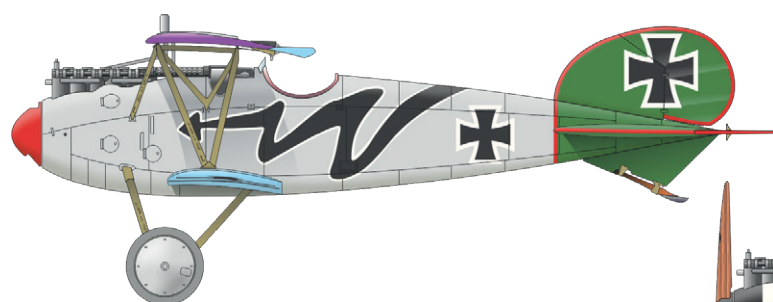
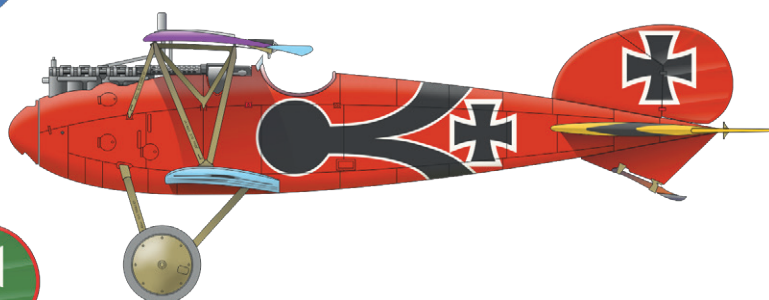
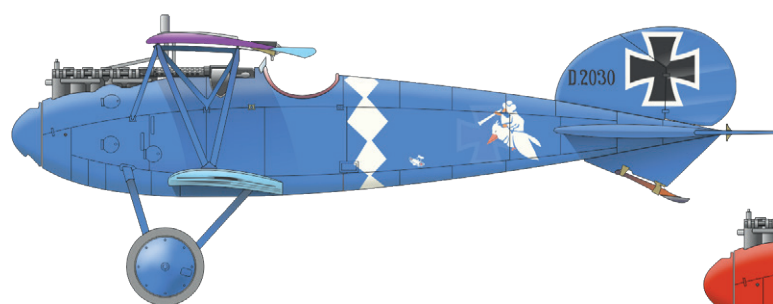
No. 9111, 3. Eskadra Lotnictwa Taktycznego, Poznań - Krzesiny, Poland, 2002

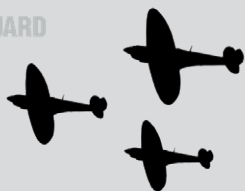
Albatros D.V

WEEKEND
edition

Cat. No. 7406

1/72





Tail End Charlie

OF BOXART AND MEN

One way to look at it is that “covers sell papers”. It doesn’t necessarily apply universally (who amongst you has ever bought a TV by virtue of its cover?), but there are cases where the saying does have some relevance to reality. And the more the product in question is replaceable, the more important the cover becomes. Cookies and other tasty goods come to mind. In those cases, we are only talking about a mixture of sugar, flour, palm oil, and a list of difficult to pronounce ingredients that often is too long. The entire thing then becomes fractionally more palatable with the addition of something of a higher, more acceptable quality. The only two roads to “success” for producers of these “delicacies” apparently lead through the inclusion of greater quantities of cheap sugar and through even more attractive packaging. Are you thinking of parallels with modelling? Well, they’re not hard to find...

With plastic kits, an attractive package is certainly an important thing to consider. It can lead to impulse purchases among those that will, say, urge a parent to get them that model, but also among modelling diehards, that otherwise are guided by what’s inside the box. Of course, the ideal situation a nice kit inside a nice box. In my opinion, the worst thing on the market is a bad kit in a nice box....

What constitutes a nice box can be argued, of course. The layout alone is one thing, but the most important element of it is the boxart. In this regard, it occurs to me that at one point, there was a boxart-less component to the approach regarding this, because some smart guy responsible for general pleasure (it may have emerged in Germany, I think, but may have appeared all over today’s EU), forced through the notion that a drawing on the cover was a deterrent for the end user, and the only acceptable form of representation was a photo of the completed model. I am sure you recall these “photo of assembled and painted model” boxes. The saving grace came when it was argued that the same methodology would have to be applied to all consumer goods (which, in some cases, aroused a certain level of distress), and so legislators did not implement this “sound” approach to mandating boxart.

Among modellers, there are certainly fans of the classic, hand drawn depictions from the masters of the brush, angles and pastels, as well as the more progressive types that find an affinity for often photographic quality digital art. It’s against the grain... you know the type. But, as a manufacturer, you have to pick. Eduard has long been a fan of the hand crafted item, and strove to hire the best. I recall the work of Petr Stepanek and Martin Novotny. Neither, sadly, is with us any longer. But their work has remained with us that stands up well even today. Currently, we rely on

the best of the best in the field, who are Piotr Forkasiewicz or Adam Tooby. These use that aforementioned progressive method of generating art, meaning digitally, same as our own resident artist, Katerina Borecka. Some consider this a step forward, some a step backwards. And so, I repeat: There is no accounting for taste... Currently, we are trying out a fourth artist, Antonis Karidis from Greece, because the volume of required Eduard boxart is rising. The different possibilities of creating these covers have led us to depict any given aircraft to a higher level. We are trying to emphasize actual events and remain historically true. I am not saying that this is something entirely new and we are not taking the credit for the concept, but what is new is that to any chosen boxart, we are trying to attach a story. As we have developed and ran with this theme, why not share the information with you?

In the last issue of the newsletter, you were able to read an article penned by Jan Bobek that was based on the associated boxart for the Fw 190A-5. Hard copy magazines are often examined from the back, but in the case of an electronic magazine, that’s not practical, and so I am quite certain that if you have read this far, then I think you likely have been aware of the article associated with the new boxing of the Bf 109G-6. It is titled “Horror Over Kalamaki”, and it explains a lot about the unfortunate B-25 and, also about the German fighters around. In the next issue, you will find out about events surrounding another new release for this month, the

Pfalz D.IIIa. This is another interesting story to recount. Just the labor required to conclude what the shot-down Camel likely looked like was some job, same as it was to figure out and conclude the marking of the unlucky B-25. It’s not always possible to put together all of the information before deadlines arrive. If you look closely at the Horror Over Kalamaki painting, you will note three differences from the boxart. The reason is clear. For the longest time, we couldn’t figure out the fuselage code of the downed aircraft. I personally went through dozens and dozens of 340th BG photographs from various sources, to find 42-64540, but nothing turned up. She was an anonymous ship, and so didn’t attract the attention of photographers. So, we attached a code that was not eliminated as a possibility from the photographic evidence at our disposal, and hoped for a bullseye. We missed. Unfortunately too late, we received information from Mr. Daniel Setzer, the son of a 340th BG member (to whom we are nevertheless vastly indebted). The box for the kit as well as the poster had by then been printed. Even so, we had the artist change the artwork, so that we could at least present the corrected item in this form. I sincerely hope that the boxart won’t be slammed on various forums under the headings like “boxart fails”. I think this should not be lumped in the same class of boxarts that were not afforded much interest and energy by the manufacturer of the kit or the artist. And I would finish off by stating that we, at Eduard, do not try to add that added, cheap sugar I mention at the beginning, but rather the quality ingredients while not forgetting that “covers sell”. The stories that the boxarts depict are considered by us to be integral to this. We all hope that this will be appreciated by you.

Richard Plos

