

INFO EDUARD

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EDITORIAL

Good evening, Ladies and Gentlemen, The winter wave of covid is subsiding a bit with the coming of spring, but we are still testing our workers on a regular basis, even though it's been over a month since we have had a positive case, and we have no one ill at the moment. At least, not due to covid. The restock of our catalog is progressing slowly, but it is continuing. We are up to the Tempest kits, which could see stocked shelves through May, and in June, there should be a reissue of the Tempest Mk.V Series I kit. The MiG-21s in 1:48th are beginning their production run, and May should also see the initiation of the Spitfire Mk.IXs, along with their associated versions, the Mk.VIII and Mk.XVI. In June, we may be able to focus some attention on the Hellcats, and on the Fw 190D through the summer months. By then, we'll be into some of the 1:72nd scale items as well. Production of new molds is going well, too, and the Camel moulds are essentially complete. The Trener moulds have their electrodes, and parts are being milled into the blocks now. We are putting together the manuscript for the video advert for the Trener kits, which I am getting a kick out of, and I trust you will enjoy the end result. But the filming itself requires a fairly large number of Treners, and by that, I mean the genuine articles, not models. We make the latter ourselves, no worries. We are confident that we will be able to present the Trener kit at this year's E-day as a new release, and the question isn't whether or not this will be possible. The bigger question is whether or not this dumb pandemic can be beaten, and if it will bring about the return of the modeling events that we are familiar with as being normal. I personally believe that the answer is yes, and that we will be able to meet at Lysa nad Labem, and that it will be the first E-day to be put on in accordance with the vision based on the new format inclusive of the Czech Model Masters contest. I also believe that we will be at Las Vegas for the

IPMS Nationals in the United States and at Telford in November.

KITS

May is unique in that we have no new Limited Edition kit for release in this month. We were to have put out the 1:72nd scale Adlerangriff kit with different Special Hobby Bf 109Es. But, as is clear, it is not part of May's release program. The problem is rooted in the underestimation by Special Hobby of the demand for the kit, and the first two press cycles of the kit did not yield enough plastic to cover orders. So we left our order for these kits to SH for their needs, and we pushed the release date of ours to July. But that July order is OURS! We won't be leaving that one to them. Conversely, we moved the release of the 1:48th scale Fw 190F-8 from July to May, and it's the ProfiPACK version. The Focke Wulf is bound to make a lot of people happy, but I get that it does nothing for the 1:72nd types among you. The Fw 190F-8 stems from the Fw 190A-8, but has a new wing and two sprues of weapons for attacking ground targets. The sprues with the weapons are the same as those that appeared in the first generation of the Fw 190F-8 that we released some years back. There are seven markings options in the kit, and they intentionally cover the majority of the spectrum of Luftwaffe units that flew the type. The theme of the ground attack Fw 190F-8s is further taken up in this newsletter via an article by Andrew Arthy. In the past several months, there was quite a bit of interest in the Panzerschreck weapons, which were carried by the Fw 190F-8. The question has also been raised as to whether we would release these as Brassin items, and the answer to that question is 'yes'. But I must point out that this somewhat iconic piece of equipment suffers from a lack of good reference material. So, we ask the harsher critics out there to be a little bit forgiving. We are doing what we can. Another May ProfiPACK is the Mustang Mk.IV, the British version of the P-51D, as well as



the P-51K, which was known in the RAF as the Mustang Mk.IVa. In the ProfiPACK kit, the Mk.IVa outnumbers the Mk.IV in a ratio of 2:1, with there being a total of four K's. I always tended to view the British versions of the Mustang as somewhat boring, but, of course, in researching the marking options, I, as many before me, have done an about face. You will probably come to the same conclusion yourselves. The options are quite outstanding, as are the individual stories connected with them. The boxart again depicts an actual event. In this case, it concerns Operation Omelette, an operation that focused on the liberation of the Channel Islands, the only part of the United Kingdom to be occupied by Nazi Germany. You can read more on this operation in the accompanying article by Richard Plos in this newsletter. To go along with the Mustang Mk.IV, we will also be releasing a BFC item, dedicated to one of the most depicted of the British Mustangs, flown by F/Lt. A.S. Doley, named 'Dooleybird'.

And that's not all for the ProfiPACK releases this month. The other is the Bf 109G-2. Actually, this one is a sort of a 're-issue' and is largely the same as the Bf 109G-2 ProfiPACK kit carrying the Catalog Number 82116. It has a new boxart, because the original one was...how to put it?...nothing to write home about. It also differs in one of the marking options provided, because the one that it replaces required the inclusion of the plastic sprue containing a G-4 wing. At the moment, plastic parts are at a premium for us, and so we really need to go out of our way to use them to optimal effect, accounting for the change in the marking options, taking advantage of the elimination of the need for that sprue. The last of the four May ProfiPACK releases is a clean reissue. It is the MiG-21MF Fighter Bomber in 1:72nd scale. The boxart depicts Vietnamese fighter ace and future cosmonaut Pham Tuan downing a B-52. Back in the day, this picture caused a lot of commotion from across the pond and I am hopeful that we won't see a repeat of that this time around. The last of the five May mode kit releases is the Albatros D.V in a 1:72nd scale Weekend Edition boxing. This kit's a classic for which we have chosen four attractive marking options, which has now become the norm for this line.



ACCESSORIES - BRASSIN

Conceptually, the Löök and Space sets are similar. Both utilize progressive 3D technologies in combination with pre-painted photoetched brass. It can almost be said that these two lines are in direct competition with each other. I would say that, thanks to being a further reaching product, the Space concept comes out on top in terms of bang for the buck, and that goes for both the 3D aspect as well as the photoetched brass aspect of the item. For now, it comes out about even, but we shall see the direction each takes, as demand by customers develops. These are still both new items. One thing that these sets are managing to do already is to test our printing ability to the max. Sales of pre-painted photoetched has risen markedly over the past year, and since it's all printed on the same machine, we will be in need of acquiring another one through the summer. It will be a good investment, as the new machine will be more modern than the two currently in use, so we should see an improvement in the quality of the product as well. As a side note, the colour printers are in the photoetched department, and the production of the Space sets is their jurisdiction, while the Löök sets fall to the Brassin department. This could precipitate minor differences in sets designed for the same kit, stemming from each department's application of the 3D aspects to a given set. For May, we have four new Löök sets coming out, all in 1:48th scale (MiG-15, MiG-15bis, P-39Q and the Mustang Mk.IV) and two new LööKplus sets (MiG-21PF and MiG-21PFM). There are three new Space sets, covering the MiG-15bis, Fw 190F-8 and the Mustang Mk.IV, again, all in 48th. Classic Brassin sets are dominated by a cockpit set for the Spitfire Mk.II (Eduard, 1:48th). For the MiG-15 from Bronco, there are three smaller sets covering wheels and cannon barrels. It should be noted that these are divided into two sets, one for the MiG-15 and the other for the bis subtype. These are also interesting in that they are 3D prints, and not cast resin. This is a progression that will begin to dominate our production through

the second half of the year. I expect that about this time next year, I will be talking about sets that are predominantly printed, not cast. The remaining six new sets this month centre around weapons sets in all the three main scales. There is also one new BigSin, for the Spitfire Mk.IIa.

ACCESSORIES - PHOTOETCHED AND MASKS

May's photoetched items and masks are probably best described as typical. Also typical is its wide range of subject matter and its potential to generate a lot of interest. For example, the coverage of the 1:72nd scale set for the Ar 234 from Dragon, currently being sold by the Polish firm HOBBY 2000, or the set for the Bf 109E-3 from Special Hobby, which will also soon be useable on our own Eduard boxing. Our offering will, of course, include a plethora of fundamental photoetched brass, so the development of an accessory kit for it will be a bit more complicated. HOBBY 2000 is reboxing a large number of Asian produced kits, much to the delight of modelers, and so we decided to go into producing some sets for their releases. In May, besides the aforementioned Ar 234, this includes the 1:48th scale MiG-15 and MiG-15bis from Bronco, being boxed simultaneously by the Polish firm. We also have masks for the MiGs to go with the photoetched. The MiG-15bis items include masks, both in the classic form and also as the inside/outside TFace types. Keeping with 1:48th scale, both types of mask sets are also being offered for the Harrier GR.1 and the GR.3 from Kinetic, the MV-22 from Hobby Boss and our own Fw 190F-8. For all of these noted models, the list of new items also includes photoetched, and for the Fw 190F-8 and the MiG-15 this does not leave out landing flaps. For the Arma Hobby PZL.11c we have just the classic type of mask, same going for the Roden PT-13 Kaydet in 1:32nd scale, but both types are being released for the Trumpeter P-40M in the same scale. This last type has a total of six new photoetched sets being released for it, including a set of pre-painted steel seat belts and two mask

sets. In the ZOOM line, the steel belts are available now for all of the above noted kits in 1:48th and 1:32nd scale, except for the Fw 190F-8. However, the set containing generic Luftwaffe seat belts (Catalog Number FE812) covers those. The only set being released that is not for an aircraft is 36462, Typhoon K for the 1:35th Zvezda kit. This month leaves out any new ship sets or Big Eds.

DECALS

There are four new decal sets being released in May, three of which are stencil data items. They are for the Tornado GR.4 (Revell), the MiG-15 (Bronco) and the MiG-23MF/ML (Trumpeter). The fourth set is designed for the Eduard Mustang. It offers decals for the P-51D from the 15th AF, USAAF, which were Mustangs without the fin fillet operating in Italy. One of the articles in this issue of the newsletter deals with the application of our decals and describes the oft requested information on just how to peel away the carrier film, and describes if and how necessary it is to actually go through this process to achieve optimum performance out of them. I won't go into anything that would require a spoiler alert. You will find the article interesting, and divulging its conclusions is unsuitable for me to do here.

As you probably already know by now, May's new releases are available from our e-shop as of Friday, April 30th. As always, I hope this newsletter brings you a good read with lots of inspiration.

Happy Modelling!

Vladimir Sulc

Petr Dousek

* 5. 3. 1966

† 14. 4. 2021





The Focke-Wulf 190 F-8 with Luftflotte 4, 1944-1945

Andrew Arthy

The Focke-Wulf 190 F-8 was a vital German weapon on the Eastern Front in the final year of the Second World War, and nowhere was this more evident than during the fighting in Hungary in late-1944 and early 1945. Under German air force command Luftflotte 4, units such as Schlachtgeschwader 10 and Hans-Ulrich Rudel's Schlachtgeschwader 2 flew thousands of sorties against the Red Army, trying to hold back the Soviet tide. Their efforts were inevitably to no avail, but the men flying the Fw 190 F-8 performed valiantly against great odds. Not only did they face strong Soviet aerial opposition and ground fire; they also had to fly and fight in horrendous winter weather conditions.

Background

By the late-summer of 1944, the war on the Eastern Front had turned firmly against the Germans, and they were on the defensive everywhere. Things had been relatively quiet on the southern sector of the front for several months, but the Germans knew that the situation in Romania would soon change. The Luftwaffe headquarters in that sector was Luftflotte 4, under Generaloberst Otto Deßloch ¹⁾, and ground-attack units were a primary component of Deßloch's command. Schlachtgeschwader 2 and Schlachtgeschwader 10 had been vital units for Luftflotte 4 throughout 1944, and that would remain the case until the end of the war. By August 1944, most components of those two Schlachtgeschwader were equipped with the Focke-Wulf 190 F-8, the highly capable fighter-bomber version of Kurt Tank's famous Würger.

I./SG 2 was relatively late in receiving the Focke-Wulf 190: it gave up its Ju 87s and took on its first Fw 190 F-8s at Görgényoroszfalu (modern Solovăstru, Romania) in July 1944. The situation in the Luftflotte 4 sector was not so critical in July and the first three weeks of August, so conversion training could proceed peacefully for Hptm. Kurt Lau's unit, with just the usual training mishaps occurring.

When I./SG 2 returned to action with its new aircraft, in mid-August 1944, Luftflotte 4 was about to face the biggest challenge of its existence, as Germany's Romanian allies switched their allegiance, and the Soviets began a rapid advance through Romania towards Hungarian territory. I./SG 2 flew its new Fw 190 F-8s into action and suffered some losses after the Red Army's Iasi-Kishinev offensive began on 20 August 1944. In the wake of that offensive, other Fw 190 F-8 equipped Gruppen were transferred to Romania, Hungary and Yugoslavia, including the Geschwaderstab, I., II. and III./SG 10, plus the Ju 87s of III./SG 2. During late-August, September, and October 1944, the Red Army drove the Axis forces of Heeresgruppe Süd out of Romania and across the Carpathian Mountains, penetrated Bulgaria, and advanced onto the plains of eastern Hungary. The battle for Budapest

itself would become fierce in late-October 1944, and the Fw 190 F-8s of Luftflotte 4 would be heavily involved.

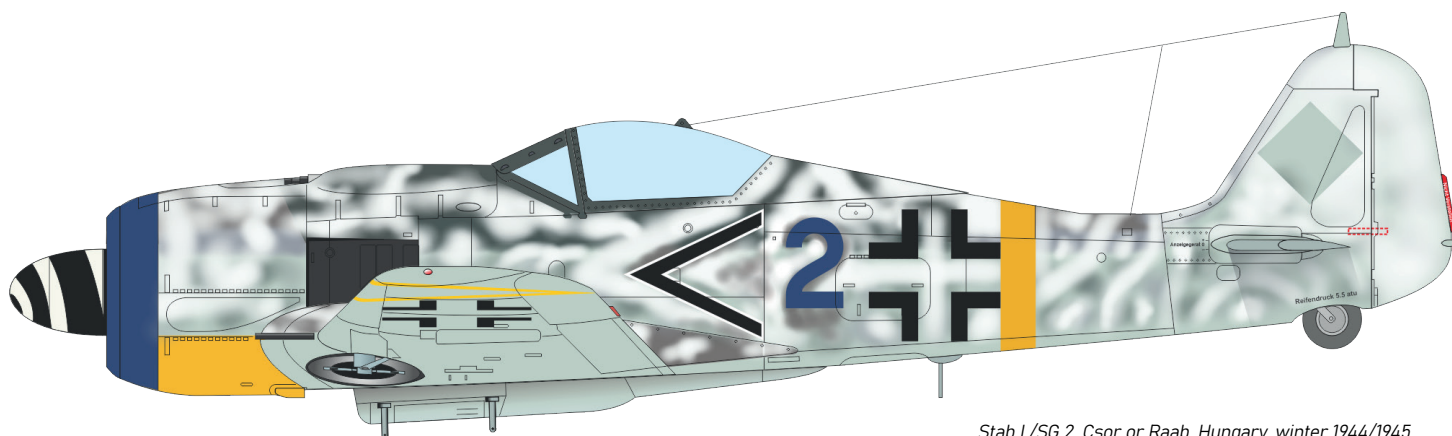
Battling for Budapest

The primary objective for the Red Army was the Hungarian capital, and in October and November 1944, the Soviet 2. and 3. Ukrainian Fronts did their utmost with tired and weakened forces to capture the city. On 16 October, Hungarian Regent Miklós Horthy was arrested, and a hard-line right-wing party took over, ensuring Hungary would help the Germans resist the Soviet advance. While those high-level actions were taking place, I. Fliegerkorps – a subordinate command of Luftflotte 4 – was operating on a daily basis against the Soviet advance around Debrecen, to the east of the Hungarian capital. Amongst the active I. Fliegerkorps units equipped with the Fw 190 F-8 were I./SG 2, the Geschwaderstab, I. and III./SG 10, and 5./SG 77 with its Panzerschreck-equipped Fw 190 F-8s based at Sáropatak, to the north of Debrecen. ²⁾

The Panzerschreck rocket was a new and very effective airborne anti-tank weapon, based on the infantry weapon of the same name, and 5./SG 77 had been trained in its usage at the Luftwaffe evaluation and testing airfield at Udetfeld (modern Zende, Poland) in September. The I. Staffel of SG 10 undertook frontline conversion to Panzerschreck Fw 190 F-8s in Hungary in early November, but this was not considered very effective in comparison, as a German wartime report noted:

"In October/November 1944, an attempt was made by Luftflotte 4 to equip and deploy Schlachtfliegerstaffeln with Panzerschreck without special training. Training was to take place in the field. The success of the Staffeln was extraordinarily low, with high fuel and ammunition consumption, although they were old, proven Fw 190 Schlachtstaffeln. The reason was the low marksmanship of the pilots."

The Panzerschreck-equipped Fw 190 F-8 Staffeln of Luftflotte 4 would operate on many days during October 1944, including sixteen



Stab I./SG 2, Csor or Raab, Hungary, winter 1944/1945

sorties on the 21st, and two on the 24th.

Meanwhile, the war went on, and Debrecen fell to the Soviets on 20 October, although a German army counterattack north of the city concluding on 26 October enjoyed some success, with good support from Fw 190 Schlachtflugzeuge of I. Fliegerkorps (180 sorties were flown on 21 October, and 162 on 26 October). One German pilot of SG 10 recalled of this period:

"We flew exclusively missions in support of the army, which was under heavy pressure from the Soviets. ... We had successes without major losses, and that brought a better mood amongst airmen as well as ground personnel. Even if they were not directly involved in the fighting, the aircraft mechanics in particular were proud when 'their' aircraft destroyed a tank, shot down an aircraft, or achieved other outstanding successes.

We had to fly a lot. ... It had become autumn, but the weather was mostly good and hardly gave us any breathing space."

There was a new crisis for the Germans on 29 October, when General Armii Rodion Malinovsky's 2. Ukrainian Front began an advance through Kecskemet and Kiskoros to the southern approaches of

Budapest. The Soviet troops were stopped just short of the city on 3 November by ad hoc German and Hungarian forces, but it had been a big scare for the Axis commanders. Malinovsky was eager to capture the city to coincide with the 7 November 1944 anniversary of the Bolshevik Revolution, but Axis resistance was stiffening, supported by Fw 190 F-8s of Luftflotte 4. 94 ground-attack aircraft of I. Fliegerkorps were sent out on 5 November, with II./SG 10 over the battle area mid-afternoon, attacking Soviet trucks.

Malinovsky now readjusted his plans, and soon began a series of complex enveloping manoeuvres to surround the city, starting on 11 November. On the opening day of the new Red Army offensive, 51 Fw 190 ground-attack aircraft were dispatched, and very experienced German pilot Hermann Dibowsky³⁾ of I./SG 10 flew two missions from his unit's Ocseny base, near the Danube River south of Budapest.

At the start of November, I./SG 2 was based at Felsőabrány, but it was about to have a significant change in leadership. On 7 November 1944, Hptm. Kurt Lau left the Gruppe to take over training unit II./SG 103, and the former II./SG 103 commander, Hptm. Herbert Bauer, arrived in his place. Bauer had already flown more than 1,000 sorties and de



Focke-Wulf 190 F-8 of Stab I./SG 2 with marking „black chevron, blue 2“ is seen at a Hungarian airfield during winter 1944/1945. This machine was previously shown with red markings. However, according to loss records the Stab I./SG 2 used blue digits, Stab II./SG 2 had green digits and Stab I./SG 10 used letters combined with chevrons.

Photo: Waralbum



Photo: Fortepan

Luftflotte 4 units were not the only ones to operate the Fw 190 F-8 in Hungary. The Royal Hungarian Air Force received approximately 70 F-8s. In this photo of a colourfully-marked Fw 190 is seen Hadnagy (2nd Lieutenant) Lajos Varga (1918 – 2001), one of the most successful Hungarian fighter-bomber pilots. His Fw 190 F-8 "54" is named "MICA" and belongs to 102/2. Vadász-bombázó század "Puli".

stroyed 51 tanks and hundreds of vehicles, and the Austrian was one of the most experienced ground-attack pilots in the Luftwaffe.

The Fw 190 F-8 would enter service with a non-German operator in the autumn of 1944, as the Hungarian 1. Schlachtstaffel (also known by its Hungarian designation of 102/1. vadászbombázó század) received sixteen Fw 190 F-8s and a single G-8 at Börgönd in late October 1944. The Staffel would commence operations from there in mid-November, and proved to be just as effective as the German ground-attack units in coming months.

Bad weather became a feature of the Hungarian air war in mid-November, and several days saw limited Luftwaffe operations. For example, an SG 2 pilot described 15 November thus: "On 15 November the weather was bad again, very foggy and cloudy." This would become a familiar situation in coming months. The weather did not stop Malinovsky's troops, and on 16 November they reached the key point of Hatvan, east-north-east of Budapest: the threat to the city was growing. Recognising the seriousness of the situation, and with decent weather, Luftflotte 4 dispatched 420 sorties on the sixteenth, and the Fw 190 F-8 pilots claimed success in aerial combat and against ground targets. Famed Stuka (and recently converted Fw 190 F-8) pilot Oberstleutnant Hans-Ulrich Rudel downed an Il-2 mH in a combat between Hatvan and Budapest, and dozens of Soviet ground targets were reported damaged or destroyed by SG 2 and SG 10. In bad weather on 22 November, the Hungarian Fw 190 F-8s flew three missions, including one in the afternoon by a dozen aircraft against Soviet troops on Csepel Island, a large land mass in the middle of the Danube River just south of Budapest.

A Harsh Winter

In late-November and early December, 3. Ukrainian Front burst across the Danube 175 kilometres south of Budapest and began driving north and north-west, towards Lake Balaton and the area southwest of Budapest, creating another threat to the Hungarian capital. Bad weather limited Fw 190 F-8 operations in the final days of November, so the Heeresgruppe Süd defenders lacked close air support at a vital time. 54 ground-attack aircraft did get airborne on the opening day of December, and then 80 Fw 190s on 4 December. A Stuka pilot from III./SG 2 recalled the situation in this period:

"The I. Gruppe of the Geschwader was equipped with the Fw 190 and was based at Csor, not far from our former airfield at Varpalota. They were supposed to provide fighter protection during our missions, as the protection provided by Jagdgeschwader 52 could no longer be reliably guaranteed."

5 December 1944 was a crucial day, as 3. Ukrainian Front troops approached the north-eastern end of Lake Balaton, and 2. Ukrainian Front attacked north and south of Budapest. In the air, Luftflotte 4 was able to put up a remarkable (for this stage of the war, at least) 392 sorties, more than half of which were by the Fw 190 units. The newly appointed Kommandeur of I./SG 2, Hptm. Bauer, downed a Yak-9 south-west of Budapest, while I./SG 10 and the Ju 87s of III./SG 2 were also active. Soviet troop crossings on either side of Csepel Island were also targeted, as one Fw 190 F-8 pilot recalled:

"The Soviets were about to encircle Budapest. For this purpose, they formed bridgeheads across the Danube. If they could not be prevented from doing so, there was a danger that they would complete the encirclement. We were used a couple of times against these Soviet manoeuvres. On one occasion we caught them when they brought their soldiers across the river on pontoons to form a bridgehead on the west bank of the Danube. Tightly packed, the Ivans stood in the floating vehicles, which were clear targets for us to spot. It was like target-shooting. The effect must have been terrible. Many jumped into the water in fear of death. Of course they returned fire with their infantry weapons. We also received fire from both banks."

The intention in late-1944 had been to convert III./SG 2 from the Ju 87



Photo: Fortepan

Soviet officers visiting Fw 190 F-8 WNr. 583606 „black 2" of 2./SG 10. The aircraft took off from Totvazsony on February 10, 1945 and was shot down by Flak near Alsóheténypuszta, Hungary. Pilot and Staffelführer Oblt. Hans-Gottfried Schulz was unhurt and became a POW. Schulz (1920 – 2012) originally served with I./JG 51. After service with Erg.St./SKG 10 in 1943 he became commander of 2./SG 10 in March 1944. After the war he served in the Bundeswehr with rank of Oberst. Schulz is credited with 486 missions and at least 4 victories.

Table: Luftflotte 4 Fw 190 Units, 20 November 1944

Unit	Type/s	Strength	Serviceable	Crews	Ready	Comments
Stab SG. 2	Fw 190 F-8	6	3	4	4	Plus a single Ju 87
I./SG 2	Fw 190 F-8	31	21	27	17	
II./SG 2	Fw 190 F-8	31	26	31	25	Plus some Hs 123s
	Fw 190 G-8					
Stab SG 10	Fw 190 F-8	3	3	3	2	
I./SG 10	Fw 190 F-8	21	14	32	27	
II./SG 10	Fw 190 F-8	28	20	2	25	
III./SG 10	Fw 190 F-8	23	19	33	24	
13./SG 151	Fw 190 F-8	8	3	7	6	
Total		151	109	169	130	

D-5 to the Fw 190 F-8, and some pilots began their conversion training in December, with instructions from an Oberfeldwebel of I./SG 2. One converting pilot recalled that the Fw 190 F-8 "was a huge change compared to the Ju 87", due to its much greater speed. However, the III. Gruppe soon returned to action with its faithful old Stukas due to the desperate situation in Hungary.

By 8 December, Red Army advances to the north and south-west of Budapest placed the city in an eastward-facing bulge, very vulnerable to encirclement. Adolf Hitler desired a counterattack in the region in coming weeks, and promised some armoured units. In the meantime, Heeresgruppe Süd had to hold on in freezing weather with its weak forces. Luftflotte 4 was as strong as it had been since September 1944 in terms of the number of units it had on strength, and bad weather allowed the pilots and ground personnel some much-needed rest. When the skies were good enough for flying, big efforts were made, including more than 300 ground-attack sorties on 8 December, more than 200 the next day, and another 300-plus on 11 December.

A City Encircled

The German tanks had arrived for a counterattack by mid-December, but it was the Soviets who struck first, on 20 December, as 2. and 3. Ukrainian Fronts advanced from either side of Budapest, supported by two entire air armies. All of SG 2 and SG 10 were on strength with Luftflotte 4 at this stage, but only 56 sorties were flown on the opening day of the Red Army offensive, due to bad weather. A German counterattack the next day achieved only very limited success, and the Soviet thrusts from north and south were closing in behind Budapest, which was full of civilians and unprepared for a lengthy siege. By Christmas Day, Budapest's fate was sealed, and I. and II./SG 10 and III./SG 2 operated in the early afternoon to the west and north-west of the city. While escorting III./SG 2 around midday, Oblt. Norbert Schmitt, the long-time Staffelkapitän of 3./SG 10, claimed a Soviet R-5 shot down while it was landing near Zsámbék, just west of Budapest.

On 27 December 1944, the 2. and 3. Ukrainian Front spearheads met at the Danube River and completed the encirclement of Budapest, trapping four German and two Hungarian divisions. German thoughts immediately turned to a relief operation, as more troops and tanks were dispatched to Hungary, although Hitler would not tolerate talk of giving up the city. Meanwhile, Luftflotte 4 continued to operate as much as the grey and cloudy skies allowed. 97 ground-attack aircraft of I. Fliegerkorps were sent out on 29 December in poor visibility to operate in front of 6. Armee, hitting a railway station, and tank and vehicle concentrations. For the month of December, Luftflotte 4 ground-attack aircraft claimed the destruction of 88 tanks, 547 trucks, and 715 vehicles, while losing 21 aircraft in return, with fifteen others missing. This was a significant contribution to the German defence in the Budapest region.

Although the war was going badly for the Germans in late-1944 and early 1945, the aircraft production system was still functioning, and the Fw 190 F-9, the ultimate ground-attack version of the Focke-Wulf aircraft, began to arrive at Luftflotte 4 in January 1945. However, the F-9 would only ever supplement the Fw 190 F-8, not supplant it. Overall, January 1945 saw many vital replacement Fw 190 F aircraft arrive at Luftflotte 4, including 69 between the fourth and the eighth,



Photo: Fold3

German aircraft captured by US forces at the end of the war in Wels, Austria. On the left stands Fw 190 F-8 „yellow 7“ of 6./SG 10 after retreat from battles in Hungary and eastern Austria. It is an early Fw 190 F-8 from production series 580000. Yellow rudder and front part of engine cowling is visible as Luftflotte 4 marking. Yellow „V“ is probably applied on lower surface of port wing.

and another 68 between the twentieth and the 25th. The reinforcements were much-needed after months of hard fighting.

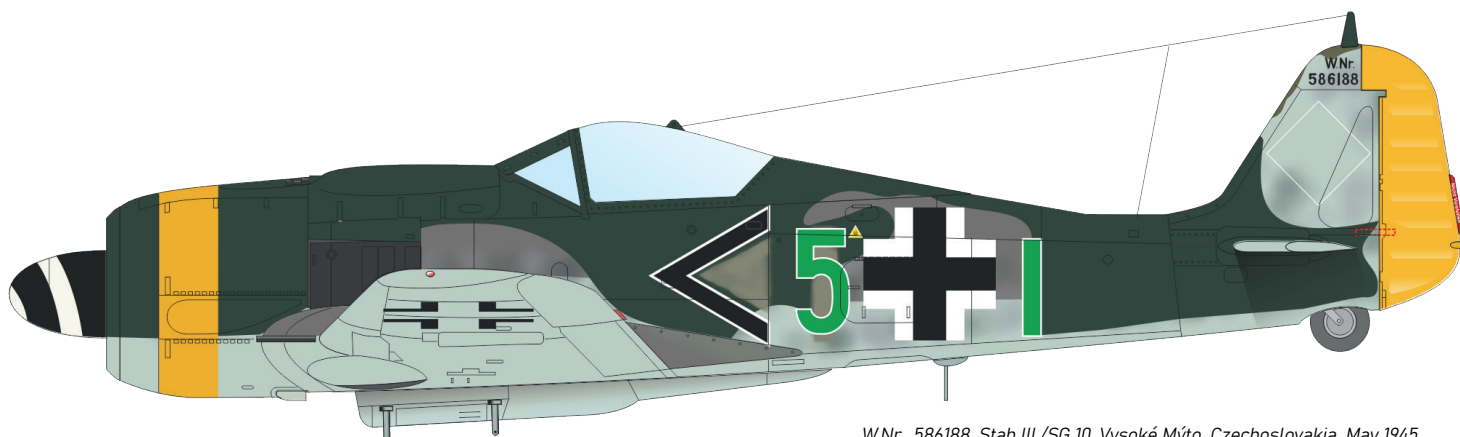
The German relief attempt began from Komárno on the opening day of 1945, and Heeresgruppe Süd reported:

“Our own air force was badly hindered by cloud cover, but carried out 180 sorties against enemy positions in the area of Székesfehérvár and north-east of Tata-Tóváros. They destroyed one tank, twenty vehicles, and one locomotive.”

Over the next couple of days, every time the German offensive seemed to be making progress, the Soviets reacted and held it. The offensive was supported by around 360 sorties on 2 January, and Luftflotte 4 units claimed 29 tanks and 135 trucks destroyed on 3 January. The fourth day of the year proved to be a costly one, including Ritterkreuz-holder Oblt. Manfred Goetze of 8./SG 10, and Ofw. Friedrich ‘Frido’ Müller of I./SG 2 both killed. Bad weather on 5 and 6 January restricted Luftflotte 4 efforts, and the German offensive had almost come to a halt in any case. In Budapest itself, the situation was becoming more desperate by the day, and there was bitter house-to-house fighting. An audacious German drive for Budapest to relieve the garrison was made in the second week of January, but had failed by 10 January.

After a quieter week, on 18 January, IV. SS-Panzerkorps jumped off from the northern tip of Lake Balaton in a new German offensive, and made very good ground to the south-east, reaching the Danube the next day. I./SG 2 and II./SG 10 were amongst the units that provided support in the improved weather conditions on the eighteenth, and around 270 Luftwaffe sorties were undertaken. More success was achieved by both Luftflotte 4 and Heeresgruppe Süd in the following week, and the Germans now started thinking more ambitiously. However, those German plans were dashed by a new Soviet attack beginning on 27 January 1945, coinciding with a blizzard in central Europe.

The siege of Budapest would conclude with unconditional German surrender on 13 February 1945. The battle for Hungary continued beyond



W.Nr. 586188, Stab III./SG 10, Vysoké Mýto, Czechoslovakia, May 1945

that, and included Hitler's last major Eastern Front offensive, which began on the morning of 6 March 1945 but was eventually held by the Soviets. Luftflotte 4 would remain very active when it was able, and train-hunting became a common task for the Fw 190 F-8s, as well as the usual army support duties. The fighting in Hungary would end in early April, as the last Axis troops were forced out of the country.

Conclusion

The Fw 190 F-8 served with distinction under Luftflotte 4 between October 1944 and January 1945, operating against a dangerous enemy in often terrible weather. The Luftflotte 4 ground-attack units averaged 150 sorties per day in December 1944, and 133 per day in January 1945, and this support was invaluable to Heeresgruppe Süd as it battled the persistent attacks by 2. and 3. Ukrainian Fronts. The pilots of I./SG 2 and the various other Schlachtgruppen needed all their skill and experience during this time, and their Fw 190 F-8s proved themselves a most effective ground-attack aircraft.

Note:

- 1) Briefly replaced by Generalleutnant Alexander Holle in late-August and September 1944.
- 2) The rest of II./SG 77 was operating further north, under VIII. Fliegerkorps and Luftflotte 6 in Poland.
- 3) He learned to fly back in August 1937!

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Photo: Fortepan

Soviet T-34/85 tanks photographed in Hungary in early 1945.



Photo: Bundesarchiv via Wikimedia Commons

Hungarian anti-tank gun crew pictured in November 1944 during defense against Soviet troops advancing towards Budapest.



Photo: Fortepan

The blasted Budapest Széchenyi Chain Bridge photographed in 1945. The bridge was blown up on January 18, 1945 by the retreating Germans. It was rebuilt, and reopened in 1949. The bridge was designed by English engineer William Tierney Clark in 1839.



The last Chase

Liberation of The Channel Islands

Richard Plos

In the late evening of June 30, 1940 the German soldiers set foot on the British soil. A statement resembling an alternative history tale is describing the real event. On that day, the Channel Islands became an occupied territory and remained as such until the end of hostilities. When their liberation begun, pilots of two Canadian squadrons were participating in the operation.

Although the Channel Islands can be seen by a naked eye off the French coast, they belong to the United Kingdom and as similar to the Isle of Man they are the property of the British Crown. The local lifestyle before the Second World War was laid back, besides agriculture the local population made living off the tourism. Still in the spring of 1940 the Islands were advertised as an attractive vacation destination! But the German war plans incorporated their occupation even before the attack on Poland. And when on June 16, 1940 the German army marched into the streets of Paris the British government knew the Islands are doomed.

Abandoned

Great Britain lacked resources to defend the Islands so the Cabinet's majority opinion was to demilitarize them and leave them on their own as so called „open islands“. This decided the fate of some 45,000 citizens living on Jersey, the largest island of the archipelago and another 40,000 people who inhabited the second largest island of Guernsey. Roughly 2,000 people lived on the smaller islands of Alderney and Sark while the smallest islets of Herm, Brecqhou and Jethou were more-less uninhabited (one family lived on Herm). On June 19 the British government informed the representatives of the Islands about the situation. The uniforms, equipment and weapons of the local armed forces were to be stored in the deposits and all private weapons handed over to the police. All this against the Prime Minister Winston Churchill's will. In the resulting chaos, fueled by the islanders' worries about their future, the women and children's evacuation was

organized and afterwards the men aged 20 to 33 were allowed entry to the British Isles as long as they committed to the British military service. The armed forces personnel which were deployed on the Islands at that time were also evacuated. The last one thousand men left aboard SS Biarritz on June 20. In total roughly 30,000 inhabitants fled the Channel Islands, leaving 41,101 on Jersey and 24,420 on Guernsey. Nearly all 470 people living on Sark decided to stay, while all but 18 citizens were evacuated from Alderney on contrast. After the evacuation 66,118 people remained on the Channel Islands, joined by some 15,000 and later up to 30,000 German soldiers. Some 12,000 prisoners of war were kept on the islands as well, forced to work on the fortifications and military infrastructure. The ratio of the local population to the number of occupying military units was unheard of.

Unnecessary casualties

The information about the Islands demilitarization did not reach the Germans unfortunately and therefore on June 26 Luftwaffe conducted several reconnaissance flights over the Islands. On June 23 Admiral Eugen Lindau, Marinebefehlshaber Nordfrankreich (Naval Commander for Northern France) reported to Admiral Karlgeorg

Schuster that the reconnaissance flights discovered long columns of trucks in both Guernsey and Jersey ports which were "probably bringing the military reinforcements". On the contrary, the last soldiers had left the Islands already and the trucks in the pictures were full of tomatoes (on Guernsey) and potatoes (on Jersey). As a result, on June 28 several Heinkel He 111s took off from Cherbourg in the late afternoon. Their mission was to bomb the Islands from the altitude of 3,300 to 8,200 ft (1,000 m up to 2,500 m). If this action did not provoke any response, it meant that the Islands military force was weak or even non-existent.

At 18:55 the bombers appeared over La Roque (Jersey) and dropped their loads on the port.



Wehrmacht invaded the Channel Islands at the end of the June 1940.

Photo: Imperial War Museum



Major Lanz with his car in front of the HQ established in one of the local hotels.

The same scenario happened in Guernsey. In total the German bombers dropped 180 bombs. Ambrose Sherwill, Attorney General at Guernsey, telephoned directly to Whitehall during the raid and with sound of falling bombs in the background demanded that the information about the Islands demilitarization is immediately transmitted. It was too late, 44 civilians lost their lives due to the "reconnaissance" bombing. And while Wehrmacht was planning the operation Grünpfel (Green Arrow) to capture the Islands, several consequent reconnaissance flights at low altitudes confirmed that there was no military presence there. Hptm. Liebe-Pieteritz even landed at Guernsey airport while another three aircraft were patrolling in the air. No resistance was spotted. The very same day, in the late afternoon Ju 52 was dispatched with a platoon on board and Germans were met by the local police representative at the airport presenting a document which stated, in German, that the Islands are by the decision of His Majesty government "opened," and therefore without a military defense. In the following meeting with the island representatives major Albrecht Lanz informed, that from that moment the Guernsey was occupied by the German army. Jersey followed a day later, Alderney on June 2 and Sark was occupied on June 4. Major Lanz became the first commander of the Channel Islands occupying forces, although only for brief period. Starting from September 26 he was replaced by Rudolf Graf von Schmettlow, who stayed for more than four years and was promoted from the Colonel rank to the Lieutenant general. The abovementioned airfield at Guernsey was serving as a handy base for Luftwaffe in many situations, especially during the Battle of Britain.

Suffering and helplessness

Immediately after capturing the Islands the Germans forbade the local population to own the radio receivers and ordered the driving on the right-hand side. Shortly afterwards the shortage of fuel prevented the local population from using the motor vehicles anyway. The life of the Islands people under the German occupation was harsh. Farming produce and animals were confiscated for German army consumption on the regular basis, so the population suffered from hunger. Deportations to the concentration camps took place for various infractions. When in 1941 the British and Soviet armed forces captured Iran, Hitler

issued an order to deport 10 inhabitants of the Islands to the concentration camps for each killed German citizen. His order was fulfilled in September 1942 and 2,200 people were transported to German camps; 45 of them did not survive. Shortly after capturing the Islands Germans started to build the important infrastructure and a network of fortifications, which became the part of the Atlantic Wall and was primarily built on Jersey. The Germans brought in a lot of prisoners for the slavery work. Most of them were Russians and other nations of the Soviet Union. Any help to escapees was harshly punished. One of the heart-breaking stories is the one of a small shop owner Louise Gould who was hiding the Russian prisoner escapee for eighteen months. She herself had lost a son serving with the Navy and as she confessed to her friend, she had to do something for a son of another mother. In 1944 she was betrayed, captured, and sent to the Ravensbruck concentration camp where she was killed in the gas chamber in 1945. Her story was revived in the 2018 movie *The Guernsey Literary and Potato Peel Pie Society*, although in modified way.

Omelette from nest eggs

The difficult situation of the Channel Islands population was well known to the British Government but except of the sporadic raids of the Commandos, the units under command of Admiral Louis Mountbatten (uncle of the recently passed Prince Philip), they could not do anything else. The idea of the Islands liberation was conceived already during 1943 as the operation Constellation. Once it was discovered that the German military strength on the Islands grew to as many as nearly 30,000 soldiers the plan was abandoned. The strong German garrison and built fortifications would have required the heavy bombing from the air and naval artillery shelling, which would have certainly resulted in heavy civilian casualties. In the end of 1943, the less aggressive operation Rankin started to be worked on in three options. Option A calculated with the action prior to liberation of France, taking advantage of possible transfer of majority of the German garrison to mainland and of lowered morale of the remaining soldiers. The B option counted on the full abandonment of the Islands by

Germans and finally option C considered the action after the Germany capitulation. The last one was considered the most feasible. On November 10, 1943 General F. E. Morgan, Chief of Staff of the Supreme Command of the Allied Corps (COSSAC) issued the directive to execute the operation Rankin C. At the beginning of 1944 Brigadier General A. E. Snow was named a commander of the Task Force 135 detached from No. 115 Brigade. According to the original plans this unit was to execute the liberation of The Channel Islands. The independent command was established, and the detailed planning commenced. On August 11 the operation designation was changed to Nest Egg and Plymouth was selected as a launching point. For the best planning, the information about the terrain obtained from the evacuated inhabitants were used and even more valuable information came from those who from time to time managed to escape in the small boats. According to the intelligence it became necessary to capture both Guernsey and Jersey in one day, so the fighting force requirement was raised to three battalions of 700 men each. At the same time, the transportation of 200 tons of food, clothing and medical supplies was factored in. The command however was not in a hurry to execute the operation. After the D-Day the German soldiers on the Islands were considered de facto prisoners from the British point of view. Therefore, the units assigned to Task Force 135 were relieved to support the 2nd Army of General Dempsey. The operation against the Islands were limited to dropping the leaflets in German language. Since September 1944 they were falling from the sky almost every night advising the occupiers to restrain their actions against the civilian population. The Red Cross supplies were negotiated successfully to lessen the suffering during the winter 1944/45. The supply ship anchored in the middle of December.

Surrender

On May 4, declared as W-Day (Warning Day), things got into motion and the day launched the count-down to the beginning of the operation. Task Force 135 consisted of 6,000 men. The local authorities on the Islands barely controlled the order and tried to discourage the population from displaying the Union Jacks as



The fuel was of very short supply for the civilians and most of the vehicles were confiscated. Given these facts, this ambulance got the power of two horses...

Photo: Imperial War Museum



Shortage of food, medicals and clothes made the German commander to agree with the humanitarian help by International Red Cross. Swedish SS Vega arrived in the middle of December 1944.

they feared the occupiers' reaction. German soldiers were rather nervous, and this state of mind could trigger atrocities. In the morning of May 7, German commander, Viceadmiral Friedrich Höffmeier received the dull dispatch that the Allied vessels would arrive soon, and German garrison surrender is expected. German commander answered he only accepts orders from the German command. Regardless, he released all captured citizens on the Islands and people flooded the streets. Up until now concealed radio receivers were connected to the public radio station and the population could listen to Churchill's speech in which he, among other things, announced the upcoming liberation of the Channel Islands. In the late afternoon of May 7 Höffmeier promised in another radio broadcast that the German forces on the islands would not resist. So, on May 8, at 9:45 destroyers HMS Beagle and HMS Bulldog set sail to transport scout units to the area of the opening stage of the landing operation named Omelette. Four miles

south west of Guernsey the German officer commissioned to negotiate the capitulation conditions, transferred from the German minelayer to Bulldog. He was not however authorized to sign the capitulation. Having received the conditions, the vessels separated. Bulldog and Beagle retreated to the safe distance from the coast artillery range because the official end of hostilities was to come in effect at midnight of May 8. The Germans agreed to meet at midnight and the deputy commander, General Major Siegfried Heine arrived on M4613 minelayer and on the board of Bulldog agreed to the unconditional surrender. At 7:15 morning Bulldog anchored in St. Peter's port in Guernsey. All German flags were removed from the buildings and German vessels were used for transportation of British soldiers to the island. The first group of four officers and 21 soldiers arrived and at 11:00 General Stoneman, commander of the operation Omelette, established his headquarters in the hotel Royal where he met the Bailiff of Guernsey. At 10:00 General



British soldier checking the identity of General Major Siegfried Heine at the entrance to the HMS Bulldog board. In the moments following, Heine signed the capitulation.

Photo: Imperial War Museum

Snow sailed to Jersey on board of Beagle. All necessary capitulation documents were signed at 14:00. The celebrations in the streets started at 14:30. The operation Nest Egg continued until May 16. The vessels kept arriving with supplies and more soldiers. Before May 20, most German soldiers were transferred and joined 400,000 prisoners of war on British soil. Some 3,300 Germans remained on the Channel Islands to help cleaning up, dismantling barriers and removing mines from the beaches. Almost 66,000 mines were defused, and several Germans were killed during this dangerous service. The return to pre-war life on the Islands was rather slow. The first inhabitants were allowed to come back home in December.

Air cover

Even though the combat on the ground and even less in the air was anticipated it was decided to provide air cover for the operation Omelette in the case of the isolated German



HMS Bulldog anchored in St. Peter's Port on May 8 at 0715.

Photo: Imperial War Museum

resistance on the Islands or if some of them tried to escape in the boats. RAF chose two Canadian squadrons for this mission. Firstly six of No. 406 RCAF Squadron Mosquitos appeared on the scene at 13:00. The aircraft performed several fly-bys and returned to their base in Manston. Next twelve Mustangs from 442 RCAF Squadron made appearance. Canadian No. 442 Squadron combat record was seemingly short because the unit was established on February 8, 1944. However it succeeded No. 14 Squadron RCAF which fought from the beginning of 1942.

In the closing stage of the hostilities pilots of this unit equipped with new Mustangs Mk.IVa flew mostly escorts for Lancasters and Halifaxes to the variety of targets and the losses were mostly attributed to the mechanical failures rather than enemy fighters. For example, on April 19, during the raid on Munich, the Canadian fighters spotted the only enemy fighter who maintained respectful distance. F/O R. J. Robillard however crashed upon take off and F/O D. J. Jeffrey had to perform emergency landing near Canterbury due to the engine trouble. Both Mustangs were written off, but pilots survived.

On April 25 twelve pilots lead by W/C J. A. Storrar participated, together with the colleagues from No. 611 Squadron, in the raid on Berchtesgaden. Then the bad weather prevented any operational flying for couple of days. Based on the information about the overall situation pilots did not count too much on the further sorties. Once the weather cleared up on May 2, they practiced formation flying and two days later also some cine gun and low flying. And then the news about the end of hostilities arrived on May 7. Even though the V-E Day was to be the following day, celebrations did not wait, and the airport bar was under siege at that night. Next day there was even some free beer! The news the pilots learned on May 9 in the morning was rather surprising though. They had to fly one more sortie, the last one in the second world war conflict in Europe, air cover of the operation Omelette, part of the bigger operation Nest Egg planned to last for several days.



The airfield in Guernsey was of good use for Luftwaffe not only for transportation, but also for combat missions. Local cars and devices were used for servicing as well as local people.

Fourteen Mustangs took off from RAF Hunsdon airbase at 14:40. The aircraft were manned as follows: F/O P. Bremmer (KH661), S/L M. Johnson (KH729), P/O A. J. Mallandaine (KH680), F/L K.K. Charman (KH647), D. J. Jeffrey (KH709), F/L W. V. Shenk (KH659), W/C J. A. Storrar (KM232), F/L W. H. Dunne (KH747), F/L J. Maday (KH765), F/O L. H. Wilson ((KH735), F/O A. J. Nowlan (KH668), F/O R. K. MacRae, F/O H. A. McKay (KH711) a F/O V. F. McClung (KH694).

Charman and Nowlan returned to the base after 20 minutes of flight, as Charman suffered unspecified mechanical trouble and Nowlan was escorting him. Johnson's aircraft sustained technical problem as well and returned to the base exactly after one hour. All other eleven pilots remained airborne until 16:00. The whole mission was devoid of any unpredictable events and the patrol was quite a pleasant sightseeing flight. The next day the recapturing of the Channel Islands continued, the command however no longer required the air cover due to the trouble-free progress of the whole operation. The German forces were disarmed, fully under control and they cooperated. Regardless, No. 442 Squadron lost a pilot on the second day of armistice. WO1 S. H. Lorenz took off from Hunsdon to demonstrate some authorized low-level flying and aeroba-

tics over RAF airbase Downham Market some 80 km away. While performing a barrel roll at just 100 ft (30 m) above the ground he lost control, hit the ground, and was killed. He was buried on May 14 and on the same day the unit transferred to the base in Digby. The squadron switched to peace time mode of operation with 20 flight-hours monthly per pilot and the main topic of the chats was "When are we going home already?" But Canadians had to wait another three months. The combat record of No. 442 Squadron RCAF in Britain was closed on August 7, 1945. Nowadays the RCAF unit with the same designation flies transportation and rescue missions from the Comox air base on the Vancouver Island. It is equipped with CC-115 Buffaloes and CH-140 Cormorant helicopters.

Prameny

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www.codenames.info

www.rquirk.com

www.liberationroute.com



Mallandaine's Mustang Mk.IVa KH680 „Edmonton Special” was the aircraft from the P-51K-1-NT production batch and its original US serial was 44-11383. Nothing is known about the fate of the aircraft post-war.



John Mallandaine during the brief time of relaxation on the wing of his Mustang Mk.IVa „Edmonton Special”. He flew her also during the operation Omelette, part of the bigger operation Nest Egg.

- www.eduard.com only**



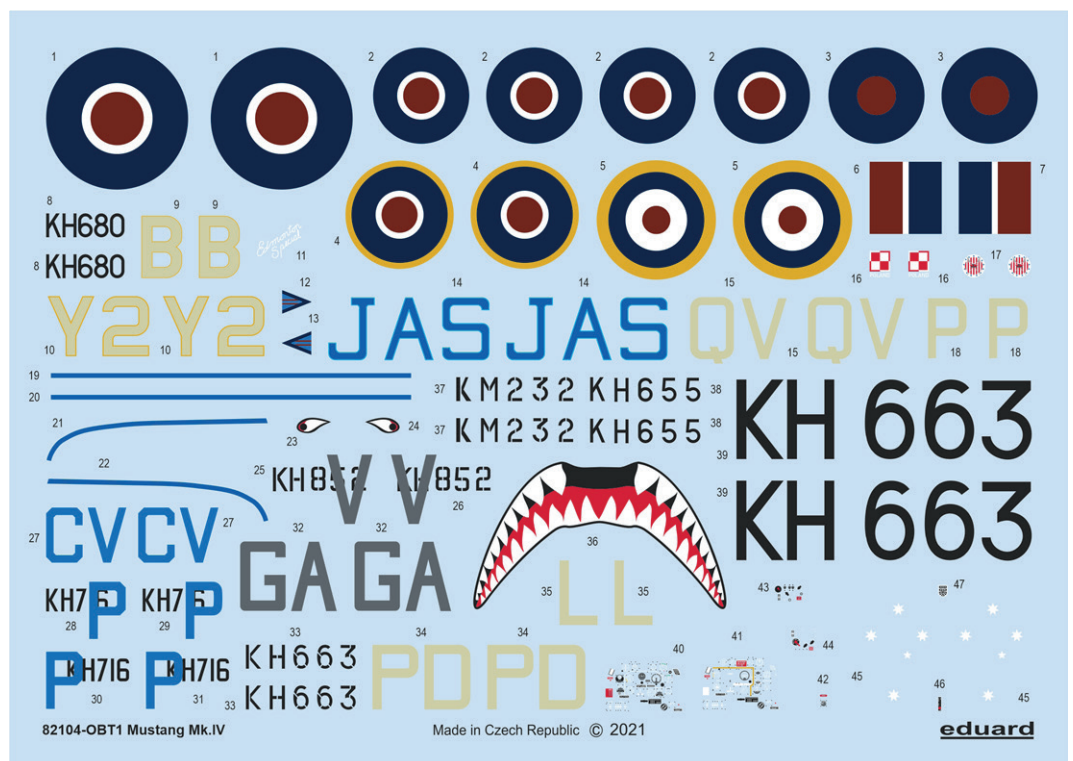
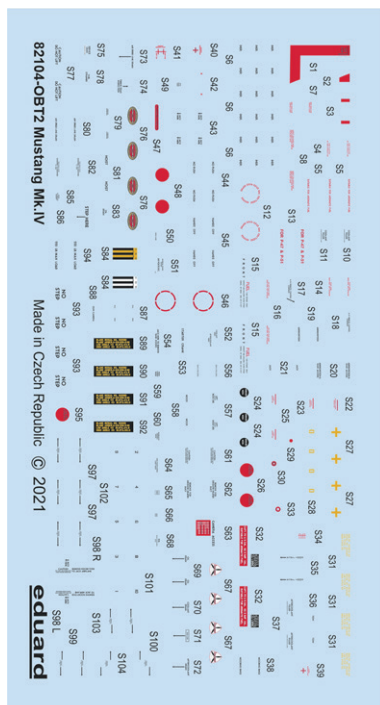
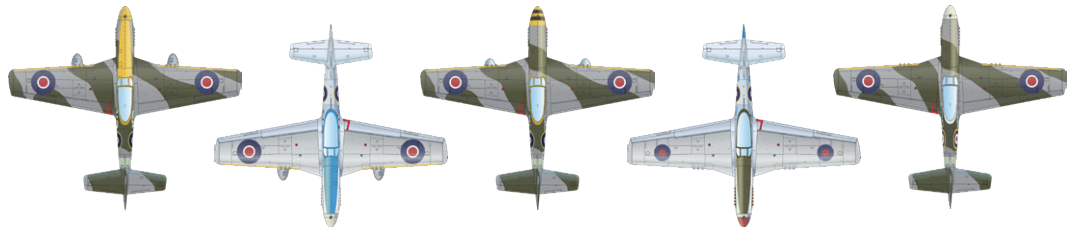
Mustang Mk.IV

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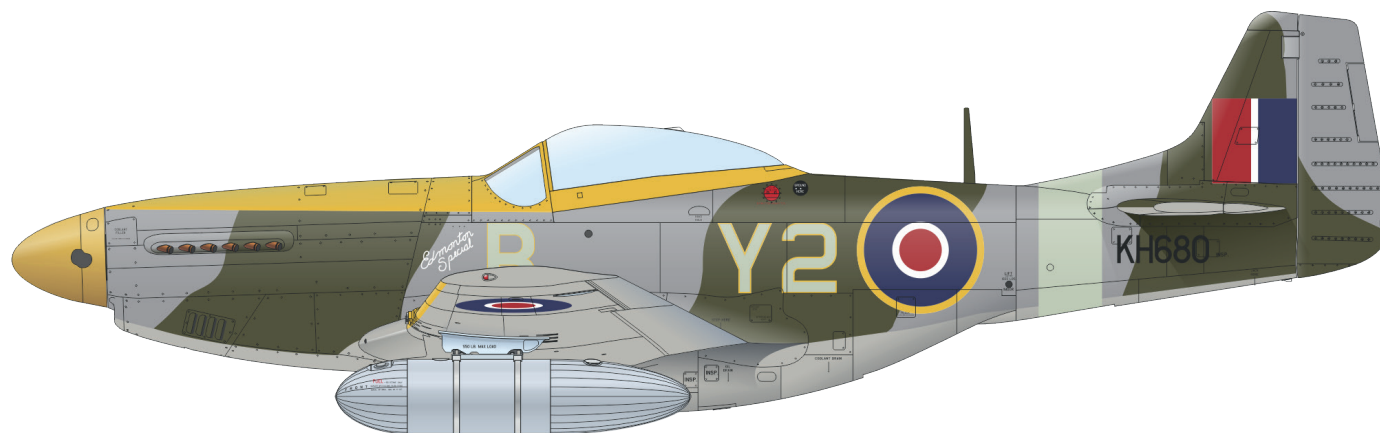
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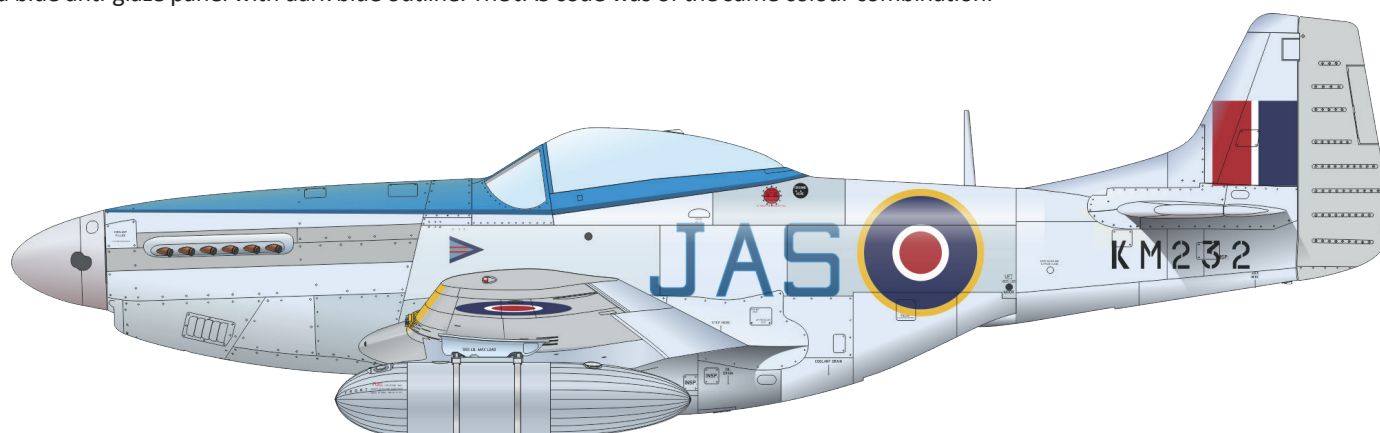


Mk.IVa KH680 (P-51K-1-NT; 44-11383), P/O John Mallandaine, No. 442 Sqn RCAF, Hunsdon, England, April 1945

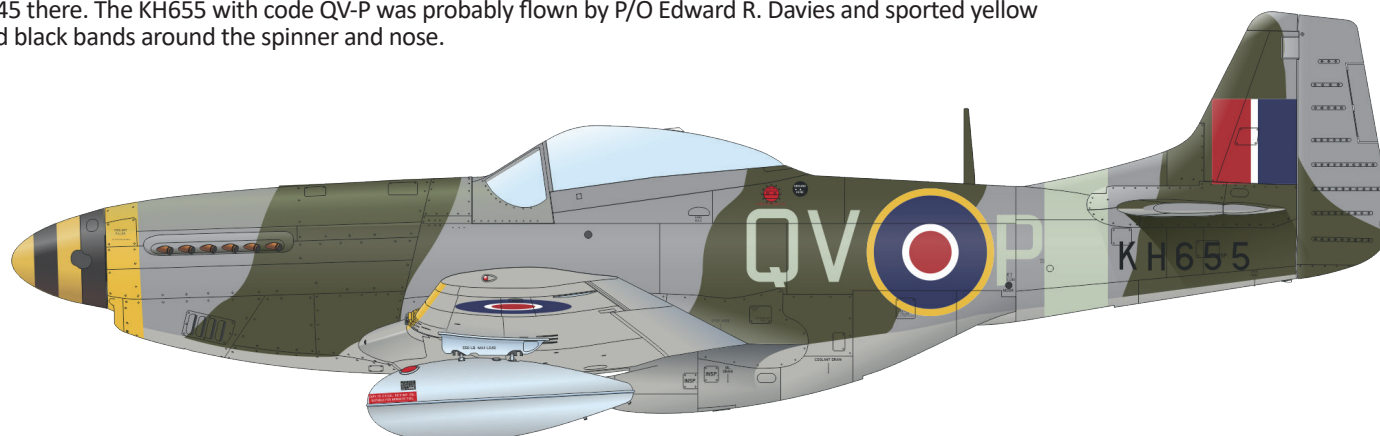
The "Edmonton Special" Mustang Mk.IVa, the personal mount of Edmonton-born John Mallandaine, is one of the most popular Mustang Mk.IVs. Its pilot flew it on daylight missions to Germany, protecting allied bombers. He also participated in the last operational mission of the war in the European theatre, the liberation of the Channel Islands on May 9, 1945. Post war Mallandaine continued flying as a bush pilot and he also acted as an air accident investigator. He was part of the board investigating the Martin Hartwell's crash and his subsequent cannibalism to survive. Apart of standard camouflage scheme of US colours the Mallandaine's Mustang sported the yellow anti-glare panel and canopy framing, the code in Sky colour was also outlined in yellow. The "Edmonton Special" inscription was painted on the port side only.

**Mk.IVa KM232 (P-51K-10-NT; 44-12355), W/Cdr James E. Storrar, Hunsdon Wing CO, Digby, England, April 1945**

The aircraft of W/Cdr J. E. Storrar were quite easily recognizable thanks to the personal JAS code, as the fighter ace with 14 aerial victories was nicknamed. Storrar entered the RAF in 1938 and joined No. 145 Sqn in early 1940. He scored his first victories over Dunkirk and during the Battle of France, earning the DFC at the age of 19. He was transferred to No. 73 Sqn in September, 1940 and promoted Squadron Leader of No. 65 Sqn in December, 1942. In 1944 Storrar became Wing Commander and led three squadrons equipped with Mustangs. All of them were responsible for long range and attack escorts. After the War he continued his RAF career, flying the Meteor and Vampire jets. After retirement in 1957 he became a veterinary surgeon with a practice in Chester. Mustang KM232 had natural metal and silver paint finish with mid blue anti-glaze panel with dark blue outline. The JAS code was of the same colour combination.

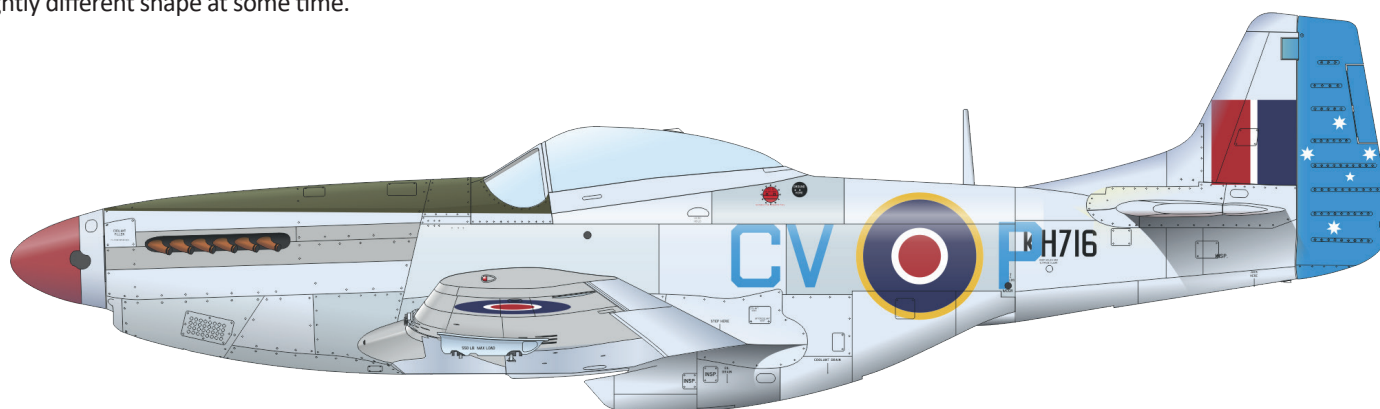
**Mk.IV KH655 (P-51D-5-NT; 44-11182), F/O Edward R. Davies, No. 19 Sqn, Peterhead, England, April 1945**

No. 19 Squadron was formed on September 1, 1915, disbanded in 1919 and reformed just four years later. At the outbreak of the WWII the squadron was stationed at RAF Duxford as a part of No. 12 Group of RAF Fighter Command. Pilots of the unit, one of them was also famous Douglas Bader, helped to provide air cover over the Dunkirk beaches. The No. 19 Sqn was one of few to receive Mk.Ib Spitfires armed with the 20mm cannons and after years flying Spitfires of several marks the unit was re-equipped with Mustangs Mk.III in early 1944. They were used primarily for close air support duties. The tasking changed after the D-Day. The squadron moved to the RAF Peterhead Air Base in Scotland to provide the long-range escorts for the Coastal Command combat missions. The Squadron converted to the Mustangs Mk.IV in April 1945 there. The KH655 with code QV-P was probably flown by P/O Edward R. Davies and sported yellow and black bands around the spinner and nose.



Mk.IVa KH716 (P-51K-1-NT, 44-11483), S/Ldr Murray P. Nash, No. 3 Sqn RAAF, Fano, Italy, January 1945

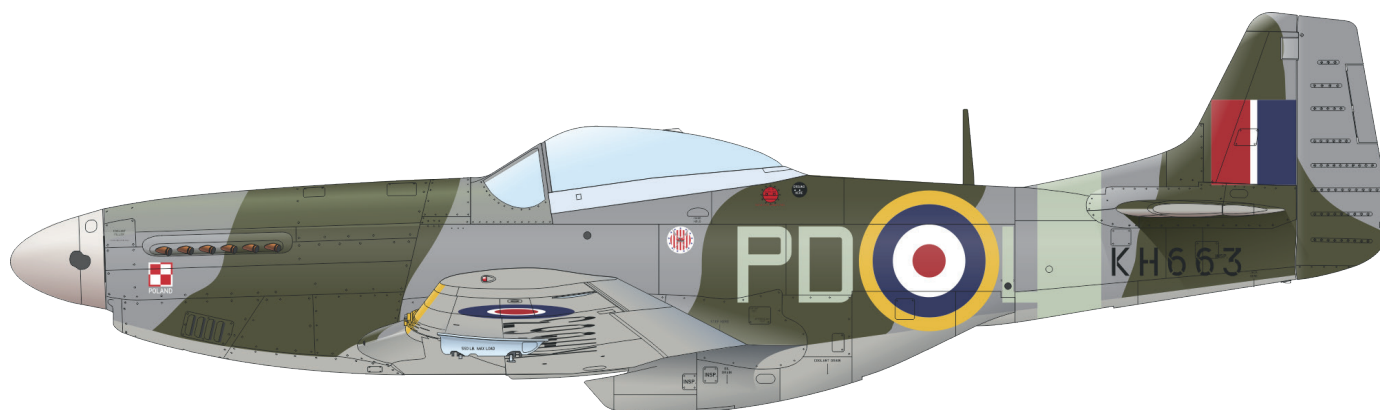
The Royal Australian Air Force No. 3 Sqn spent all its WWII combat days in the Mediterranean theatre. The Australian pilots started their combat with Gladiators, later using Hurricanes and Kittyhawks before converting to Mustangs Mk.III starting from November 13, 1944. The first Mustang Mk.IVa arrived on November 26, 1944 (KH677) and was assigned to S/Ldr Murray Nash who changed it on December 12 for the KH716. He used this one until he was sent for a Fighter Leader course in March 1945. The following month the KH716 was lost. The aircraft was left in natural metal finish, with the wing filled and sanded area painted silver as well as the control surfaces with the fabric cover. The KH716 aircraft had unusually placed serial, partly overpainted by the code letter. The P letter was probably repainted or repaired, getting slightly different shape at some time.

**Mk.IVa KH852 (P-51K-5-NT; 44-11840), No. 112 Sqn, Cervia, Italy, April 1945**

After disbanded in 1919 after the Great War, the squadron was re-formed on May 16, 1939 on board of the aircraft carrier HMS Argus enroute to its destination in Egypt. The pilots had to wait for their first aircraft, obsolete Gloster Gladiators, until June, but during July 1941, the squadron was one of the first in the world to become operational with the P-40 Tomahawk. The sharp nose with the large radiator inlet inspired the personnel to paint their distinctive feature – the shark mouth, which gave the unit its nickname „Shark Squadron“. The unit changed Tomahawks for P-40 Kittyhawks later and kept them during its Africa campaign and even after it moved to the Sicily in July, and onto the Italian mainland in September 1943. June 1944 was the end of Kittyhawks at the squadron, as they were replaced by the Mustangs Mk.III and, starting from February 1945, Mustangs Mk.IV arrived. The squadron remained in Italy as part of the occupying forces, until its disbandment on December 30, 1946. The KH852 was natural metal and silver paint finished aircraft with typical shark mouth.

**Mk.IV KH663 (P-51D-5-NT, 44-11255), No. 303 (Polish) Sqn, Wick, England, December 1945**

The famous No. 303 Sqn earned its reputation during the Battle of Britain flying the Hawker Hurricanes, later used several marks of Spitfires for both aerial combat as well as strafing. It was the most effective of all the Polish squadrons with 297 aircraft destroyed during 9,900 combat sorties, not to mention ground targets destroyed. Poles started to re-equip with Mustang Mk.IVs at the beginning of April 1945 and so the pilots only flew them in combat for less than a month as they flew their last mission on April 25, 1945. The unit was disbanded in December 1946. The KH663 had the British camouflage upper surfaces scheme of Dark Green and Sea Grey colours. There was a non-standard roundel painted on the fuselage, bigger also in diameter than usually used C1 type. The canopy was changed from another aircraft in natural metal finish. The aircraft sported the Polish national insignia on both sides of the nose as well as the unit badge under the canopy.



Recommended for Mustang Mk.IV

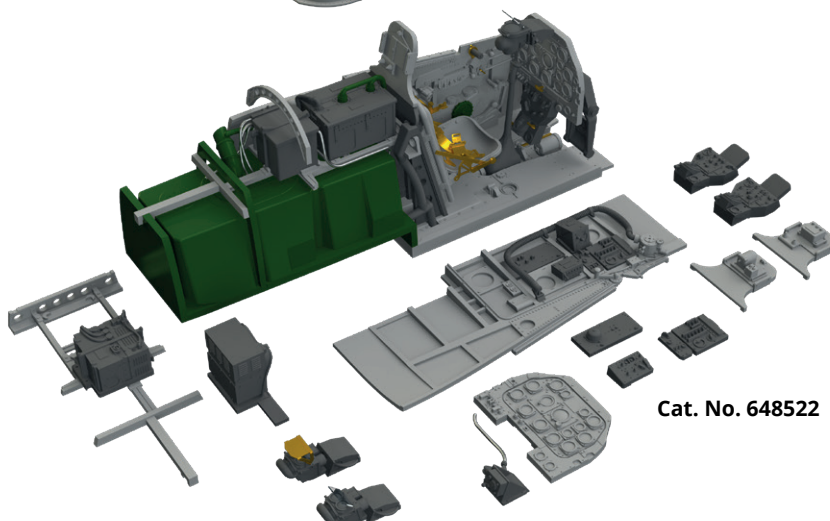
FE1021	P-51D seatbelts STEEL (PE-Set)
644100	Mustang Mk.IV LööK (Brassin)
648485	P-51D exhaust stacks (Brassin)
648486	P-51D exhaust stacks w/ fairing (Brassin)
648487	P-51D Hamilton Standard propeller (Brassin)
648494	P-51D wheels diamond tread (Brassin)
648495	P-51D undercarriage legs BRONZE (Brassin)
648503	P-51D wheels oval tread (Brassin)
648504	P-51D wheels cross tread (Brassin)
648505	P-51D wheels block tread (Brassin)
648511	P-51D wheels diamond tread 2 (Brassin)
648512	P-51D wheels rhomboid treat (Brassin)
648513	P-51D wheels pointed cross tread (Brassin)
648514	P-51D wheels grooved (Brassin)
648517	P-51D gun bays (Brassin)
648522	P-51D cockpit (Brassin)
648555	P-51D engine (Brassin)
648570	P-51D gun sights (Brassin)
648571	P-51D 75gal drop tanks (Brassin)
648572	P-51D 108gal drop tanks (Brassin)
SIN64865	P-51D ESSENTIAL (Brassin)
SIN64869	P-51D ADVANCED (Brassin)
3DL48018	Mustang Mk.IV SPACE (3D Decal)
D48034	P-51D stencils (Decal set)
EX663	P-51D TFace (Mask)



Cat. No. 644100

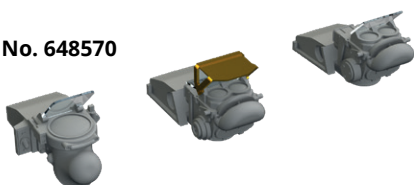


Cat. No. 648495



Cat. No. 648522

Cat. No. 648570



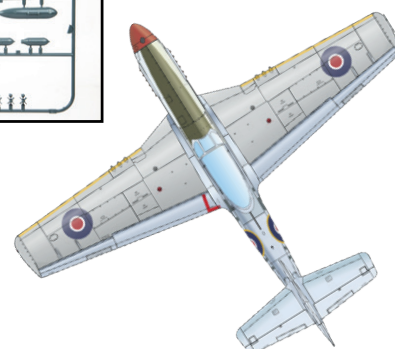
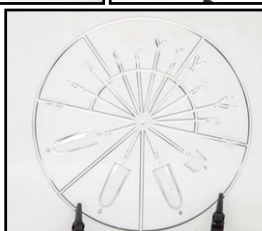
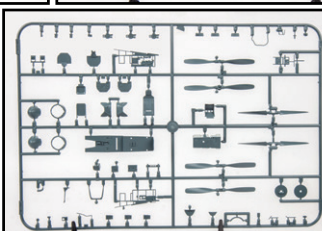
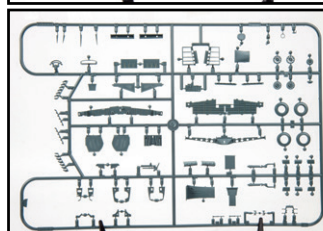
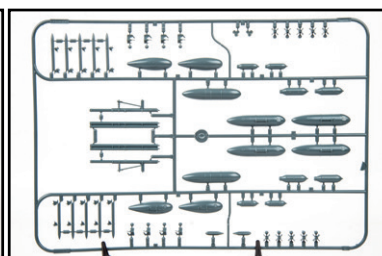
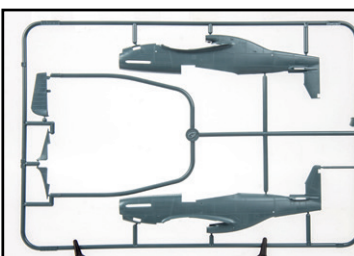
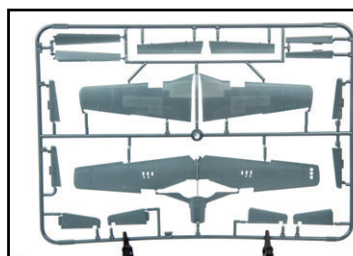
OVERTREES

Mustang Mk.IV 1/48

Cat. No. 82102X

[Product page](#)


Cat. No. 82104-LEPT1

[Product page](#)


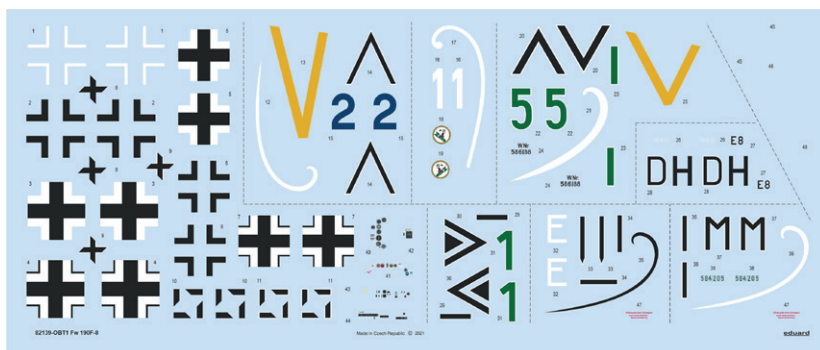
Fw 190F-8

1/48


[Product page](#)

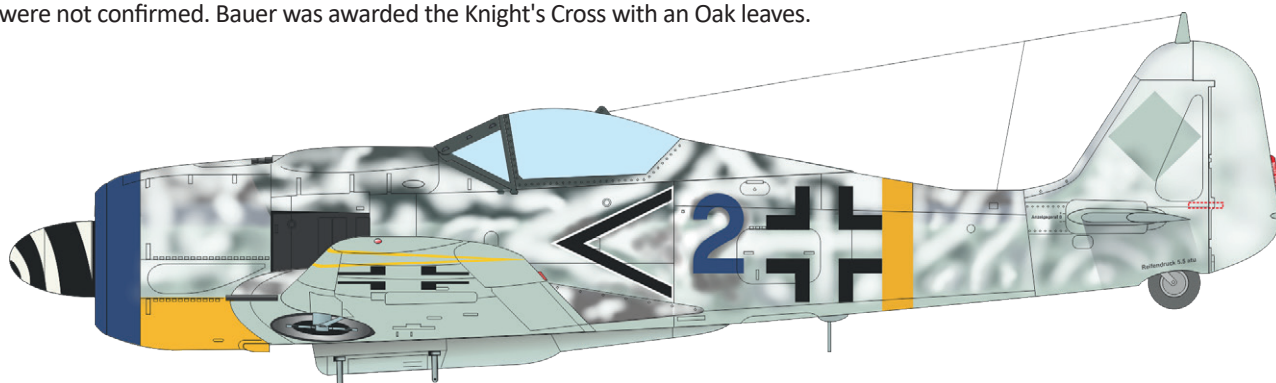
Cat. No. 82139

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



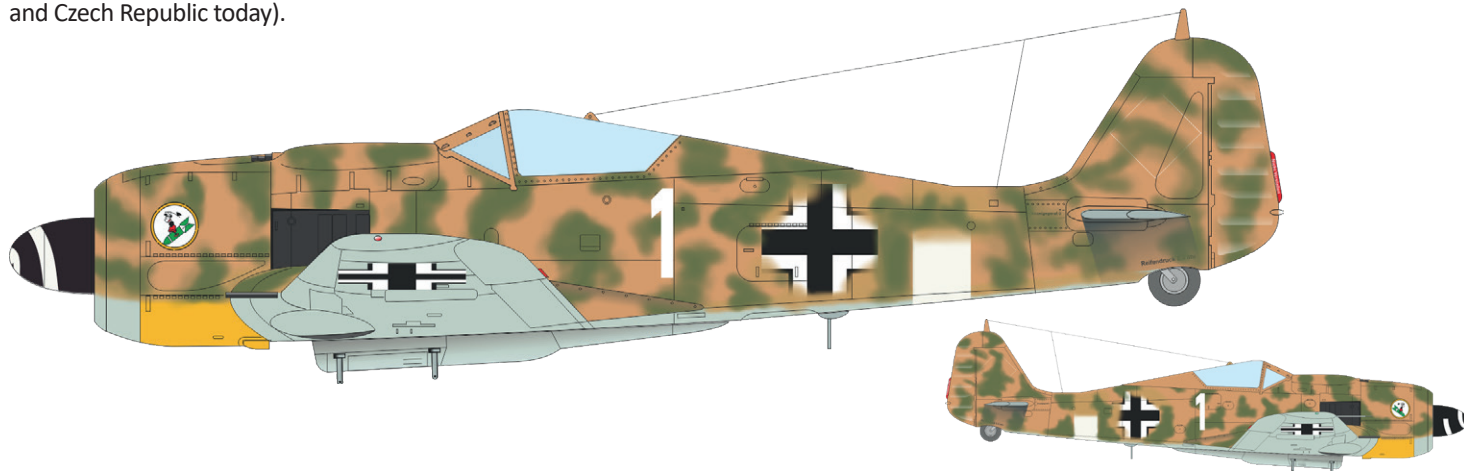
Stab I./SG 2, Csar or Raab, Hungary, winter 1944/1945

Original camouflage in the colors RLM 74 and 75 was overpainted with washable white winter paint on the aircraft. Focke-Wulf 190s of the Stab I. Gruppe SG 2 had blue numbers in the fuselage markings during this period. The I./SG 2 was deployed in Hungary until March 1945. Hptm. Herbert Bauer, the Austrian native from Innsbruck held the command of the unit from November 1944 until the end of the war. From the beginning of 1941 he flew Stukas with I./St.G. 2 "Immelmann" (later I./SG 2). From June 1943 to May 1944, he was commander of the 3rd Staffel. Prior to rearming of the unit with Fw 190F during May 1944, he was given the task of commanding operational training unit II./SG 103 in France. During the war, he conducted 1071 combat flights, 70 of them with Fw 190. He destroyed 51 tanks, two armored trains and achieved a direct hit of the battleship Oktyabrskaya Revolutsiya. He was awarded 11 aerial victories as well (one with Ju 87), while another 12 were not confirmed. Bauer was awarded the Knight's Cross with an Oak leaves.



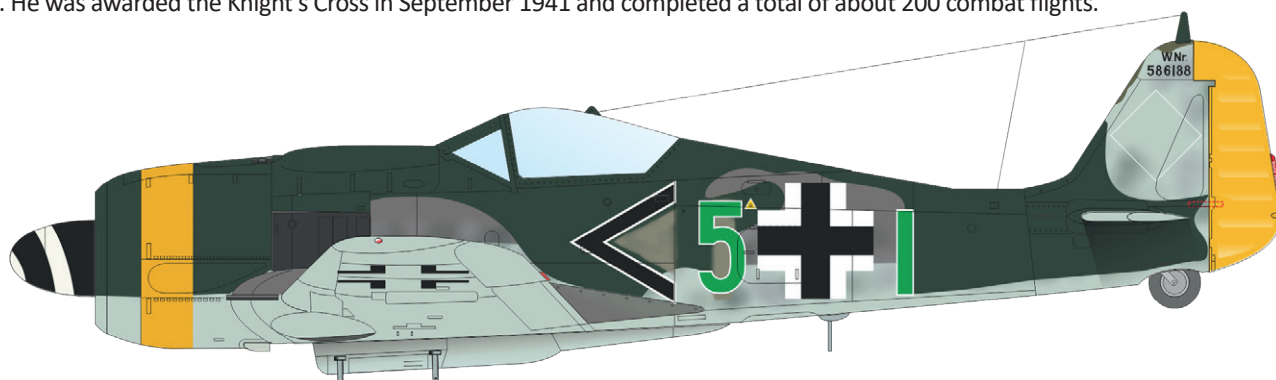
1./SG 4, Airasca, Italy, June 1944

The I./SG 4 was formed from the II./Sch.G. 2 in Italy during October 1943. The unit used the Fw 190s of A and G versions and the F-8 starting from June 1944. By then, unit lost almost sixty aircraft in combat on the Italian battlefield, as the Luftwaffe faced strong Allied air superiority in Italy over this period. Therefore, to achieve lower visibility over the battlefield, the crosses on the upper surfaces and the upper half of the white fuselage band of this aircraft were over-painted. The I./SG 4 took over Fw 190F-8s in June 1944 at the base of Airasca during rest and refitting. In July, the unit moved to the Eastern Front under the command of Maj. Werner Dörnback, who later became Kommodore of SG 4. At the end of the war, I./SG 4 had a base in Kostelec na Hané in the then Protectorate Böhmen und Mähren (Czechoslovakia after the war and Czech Republic today).



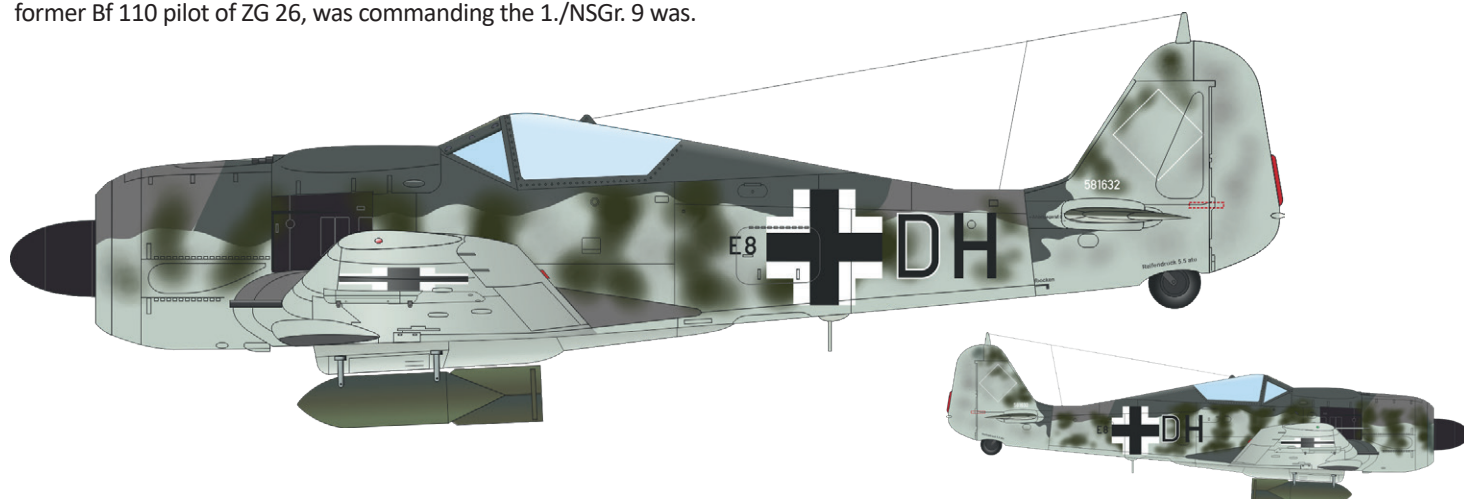
W.Nr. 586188, Stab III./SG 10, Hohenmauth (Vysoké Mýto), Protectorate Böhmen und Mähren, May 1945

This aircraft was found in Dolní Kamenice (the then Protectorate Böhmen und Mähren) at the end of the war after an emergency landing. It probably belonged to SG 10. Camouflage colors RLM 74, 75 and 76 is partly overpainted on the upper surfaces with dark paint, probably RLM 70. Yellow "V" and a band on the engine cover carried Luftflotte 4 aircraft since September 1944. This was identification introduced due to the Romanian Air Force, which joined the Allied forces and used German aircraft. From July 1944 to April 1945 the III./SG 10 was commanded by Hptm. Horst Steinhardt, former member of I./JG 2 "Richthofen" and Sch.G. 1. In the last weeks of the war, the unit was commanded by Major Arnulf Blasig. He flew Stuka bombers before the war and gradually served in St.G. 77, IV (Stuka) / LG 1 (later I./St.G. 5) and St.G. 51. He was awarded the Knight's Cross in September 1941 and completed a total of about 200 combat flights.



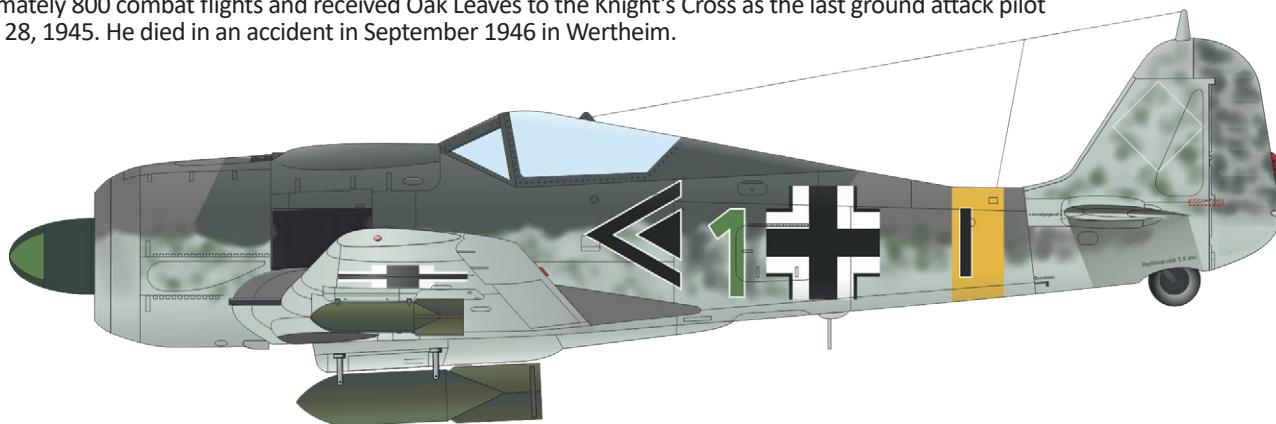
W.Nr. 581632, 1./NSGr. 9, Villafranca di Verona, Italy, May 1945

The aircraft is painted in colours of RLM 74, 75 and 76 with spots of green on the side of the fuselage. Due to night combat flights, it was probably equipped with a FuG 25a (IFF). Nachtschlachtgruppe 9 was formed in Italy at the end of 1943 and was used for night bombing missions using aircraft types Ju 87, Fiat Cr.42 and Caproni Ca 314. During 1944 the unit converted to Stukas completely. The only part of NSGr. 9, which received the Fw 190F planes in early 1945, was the 1st Staffel, which used F-8 and F-9 versions. Commander of NSGr. 9 was Obstlt. Dipl. Ing. Karl Vehmeyer, who previously led several Gruppen of Lehrgeschwader 1. From the autumn of 1944, Hptm. Karl-Heinz Kuhle the former Bf 110 pilot of ZG 26, was commanding the 1./NSGr. 9 was.

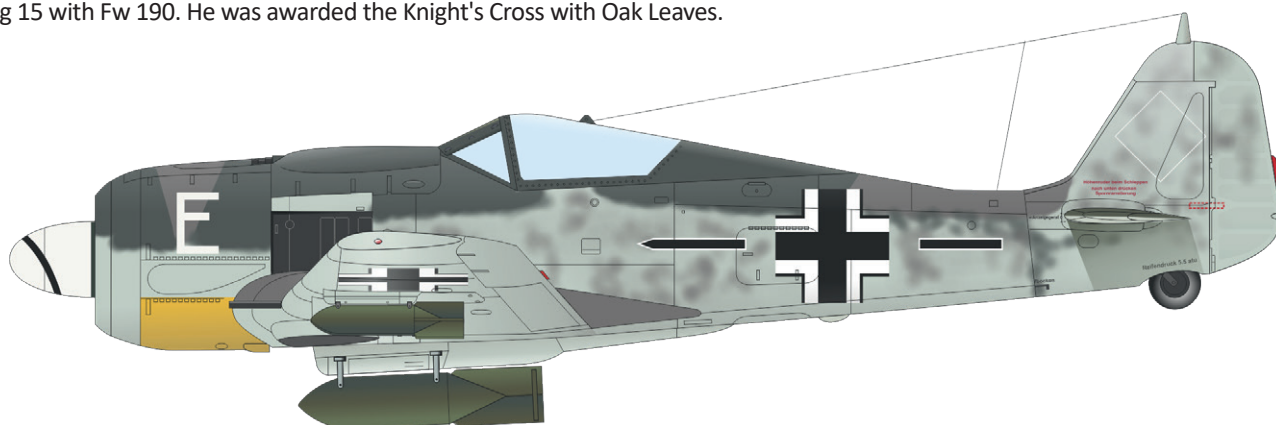


Major Karl Schrepfer, CO of III./SG 1, Kraków, Poland, August 1944

The unit this aircraft belonged to, is tentatively identified as Stab III./SG 1, but it is just probable, not certain. This group was in fact renamed III./St.G. 1, the change occurred in October 1943. Until May 1944 the unit used Junkers Ju 87D-5 bombers, but from March it started to rearm with Focke-Wulf Fw 190s planes of A and G versions. In May the unit received the first aircraft of the F-8 version. Major Karl Schrepfer was the commander of the III./SG 1 from April 1944. He flew Stukas before the war and for the entire duration of his frontline service he was assigned to St.G. 1 (SG 1). He was deployed in the Battle of Britain, carried out raids on Malta, took part in the African campaign and from June 1941 fought on the Eastern Front. During the period from May 1943 to March 1944 he led two training units. Schrepfer completed approximately 800 combat flights and received Oak Leaves to the Knight's Cross as the last ground attack pilot on April 28, 1945. He died in an accident in September 1946 in Wertheim.

**Stab SG 77, Schönfeld-Seifersdorf (Łukaszów), Silesia, August 1944**

This aircraft probably belonged to the Stab SG 77. The fuselage marking indicate the wingman within the Geschwaderstab. The white E identifies the fifth wingman's machine. Stab SG 77 received Fw 190 F-8 planes in June 1944 and had six of them available. From February 1943 to November 1944, Oberst Helmut Bruck was commander of SG 77. He joined the Luftwaffe in 1935 and during whole frontline career served with St.G. 77 (SG 77). He was shot down during the attack against Poland on September 1, 1939 and was rescued by German tank crew. In August 1940 he took command of I./St.G 77 and participated in the campaign against Yugoslavia and Crete. For the rest of his frontline service, he was deployed on the Eastern Front. Twice he landed in the enemy territory to pick up a downed crew. From January to April 1945, he commanded operational training unit SG 151. In April he was appointed General der Schlachtfliieger-Nord. He completed 973 combat flights, including 15 with Fw 190. He was awarded the Knight's Cross with Oak Leaves.

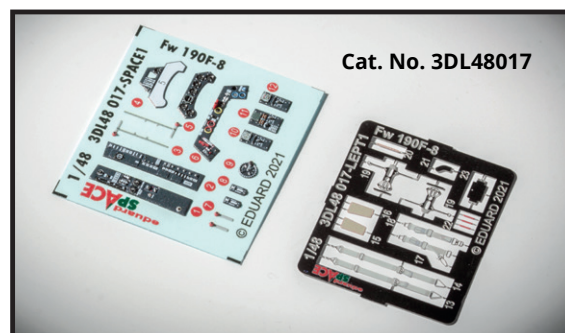
**W.Nr. 584205, III./SG 3, Sabile (Zabeln), Latvia, May 1945**

This aircraft took escaped from the Courland pocket in the Baltics on May 8, 1945, and landed in Glemminge (Ystad), Sweden, at 5:55 p.m. On board there were three members of the Luftwaffe - pilot Stabsfeldwebel Werner Skirlo, Fw. Johann Gruber and Fw. Adolf Karnel. Originally, they wanted to fly to the Danish island of Bornholm. Parts of the aircraft were handed over to the USSR in November 1945. Unusual camouflage with the colors RLM 74, 75 and 76 is supplemented on the upper surfaces with a dark color, probably RLM 70. The last commander of III./SG 3 was supposedly Hptm. Erich Bunge. He joined the army in 1935, first serving in the artillery, later in the reconnaissance aviation unit. From 1941 he worked as an instructor and in February 1944 became commander of the 5./SG 4. A month later he received the Deutsches Kreuz in Gold. In July 1944 he became commander of the training unit I./SG 151 and in March 1945 commanded III./SG 3 in Courland.



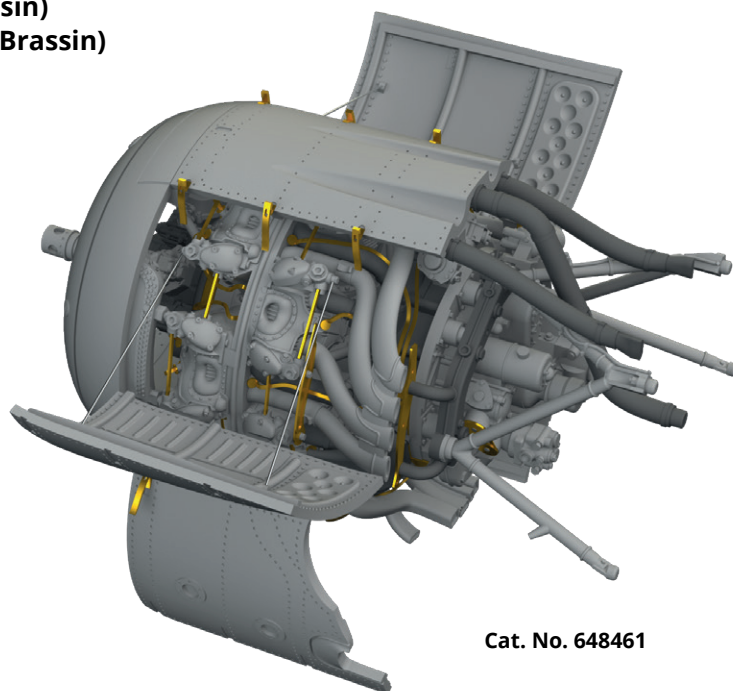
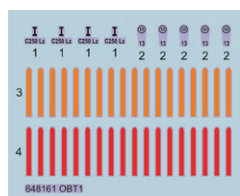
Recommended for Fw 190F-8

481047	Fw 190F-8 (PE-Set)
481048	Fw 190F-8 landing flaps (PE-Set)
FE863	Fw 190A seatbelts STEEL (PE-Set)
648150	Fw 190 wheels late (Brassin)
648161	SC 250 German bombs (Brassin)
648246	Bf 109 cannon pods (Brassin)
648264	SC 50 German WWII bombs (Brassin)
648356	Fw 190A wingroot gun bays (Brassin)
648461	Fw 190A-8 engine (Brassin)
648462	Fw 190A-8 fuselage guns (Brassin)
648464	Fw 190A-8 engine & fuselage guns (Brassin)
648476	Fw 190A-8 undercarriage legs BRONZE (Brassin)
3DL48017	Fw 190F-8 SPACE (3D Decal)
EX587	Fw 190A TFace (Mask)



Cat. No. 3DL48017

Cat. No. 648161



Cat. No. 648461

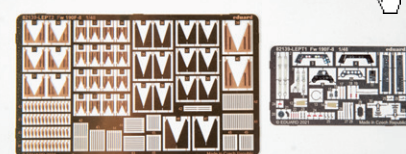
OVERTREES

Fw 190F-8 **1/48**

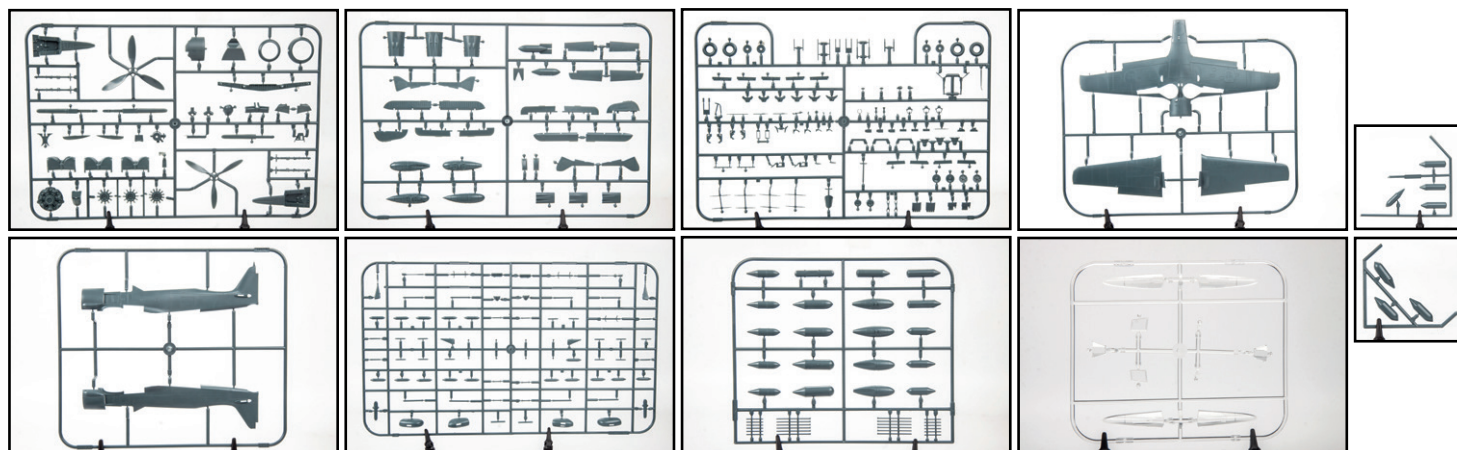
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[Product page](#)

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Cat. No. 82139-LEPT1



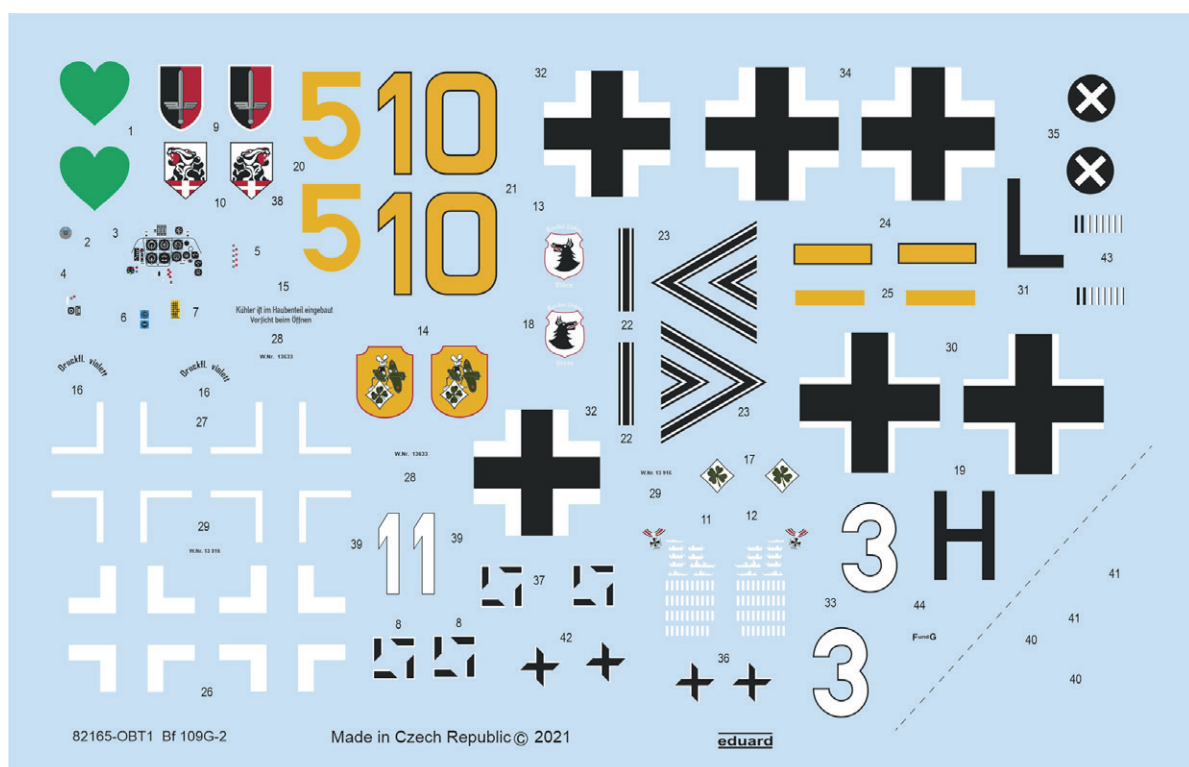
Bf 109G-2

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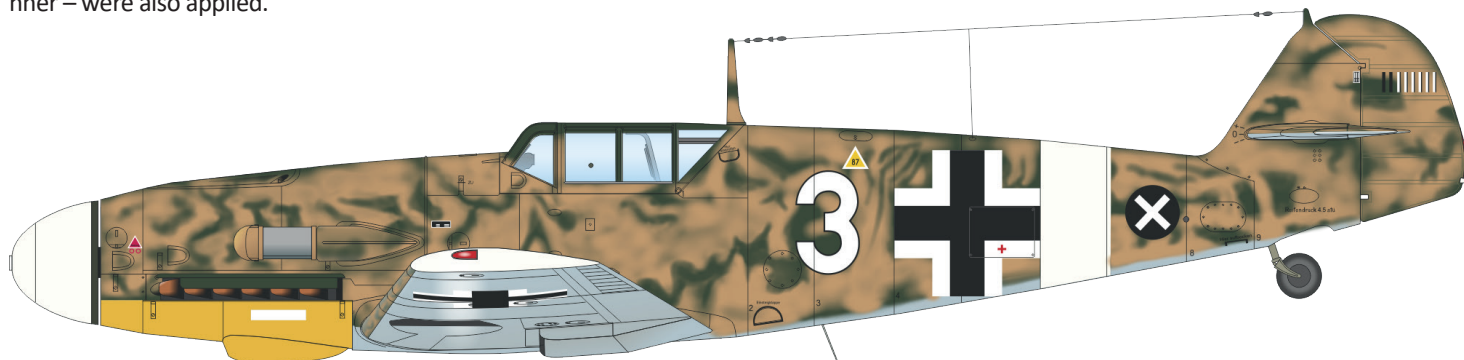
Cat. No. 82165

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



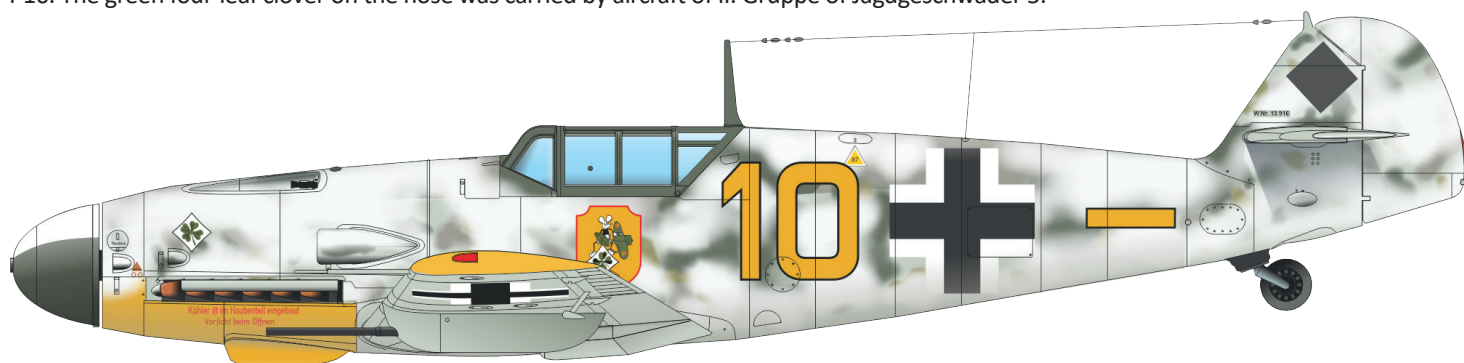
Bf 109G-2/trop, WNr. 10533, Uffz. Horst Schlick, 1./JG 77, Bir-el-Abd, Egypt, November 1942

As a fighter pilot in the JG 77 ranks, Horst Schlick was a member of this unit from 1942 to 1945. He achieved two aerial victories on the Eastern Front and added some thirty more on the Western Front. Most of his time with JG 77 Schlick served as a member of the 1. Staffel, but he was transferred to the 4. Staffel in the autumn of 1944 and shot down his last victim with this unit. In the spring of 1945 Schlick received an order to move to EJG 2 training unit and later to JG 7, the unit equipped with Me 262 jet fighters. But he did not achieve any more victories there. He conducted 480 operational flights and had shot down 32 enemy aircraft (some sources state as many as 34). The camouflage of Horst Schlick's Bf 109G-2 was formed by irregular spray-painted patches of RLM 79 and RLM 80. The undersides were painted with RLM 78. An essential supplement of the marking of the aircraft of the southern region – white wingtips, band on the fuselage and propeller spinner – were also applied.



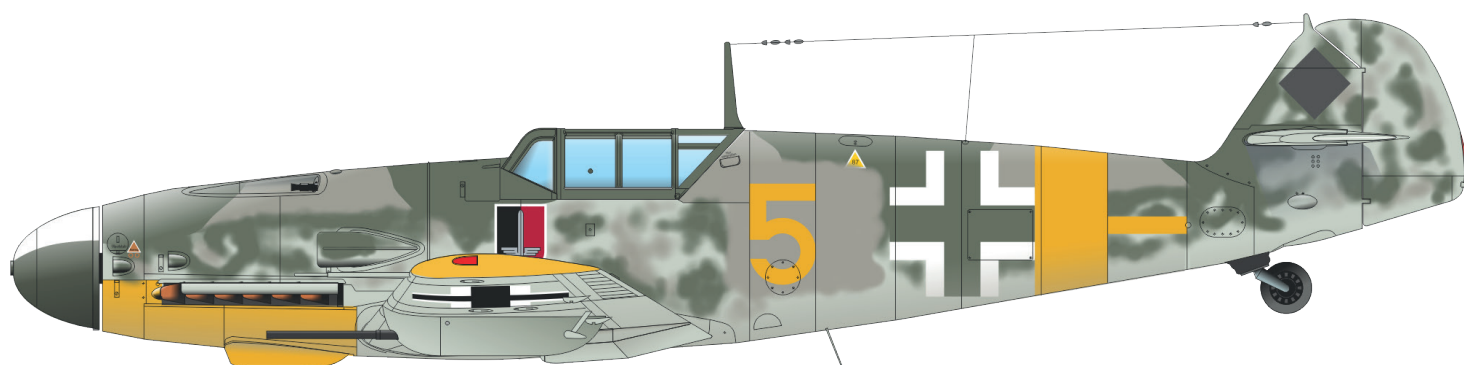
Bf 109G-2/R-6/trop, WNr. 13916, Fw. Hans Döbrich, 6./JG 5, Alakurtti, Finland, February 1943

Hans Döbrich scored 65 kills over his combat career and was awarded the Knight's Cross of the Iron Cross for his achievements. On the other hand, he was shot down himself three times, with the final one resulting in serious injuries, preventing him to return to operational flying. Döbrich began using this aircraft on February 9, 1943. At that time he was already ace with 43 kills and also one of the II./JG 5's most successful pilots. Flying this aircraft Döbrich involuntarily took to his parachute due to engine failure on March 14, 1943, shortly after a scramble take-off from Salmijärvi. The original camouflage scheme composed of RLM 74/75/76 colours was overpainted with white squiggles to make the aircraft less visible in winter conditions. The yellow identifying markings were typical for aircraft of the Eastern Front. Döbrich's personal marking was painted under the cockpit. It was a rendition of Mickey Mouse standing over the II./JG 5's emblem and ripping apart a Soviet I-16. The green four-leaf clover on the nose was carried by aircraft of II. Gruppe of Jagdgeschwader 5.



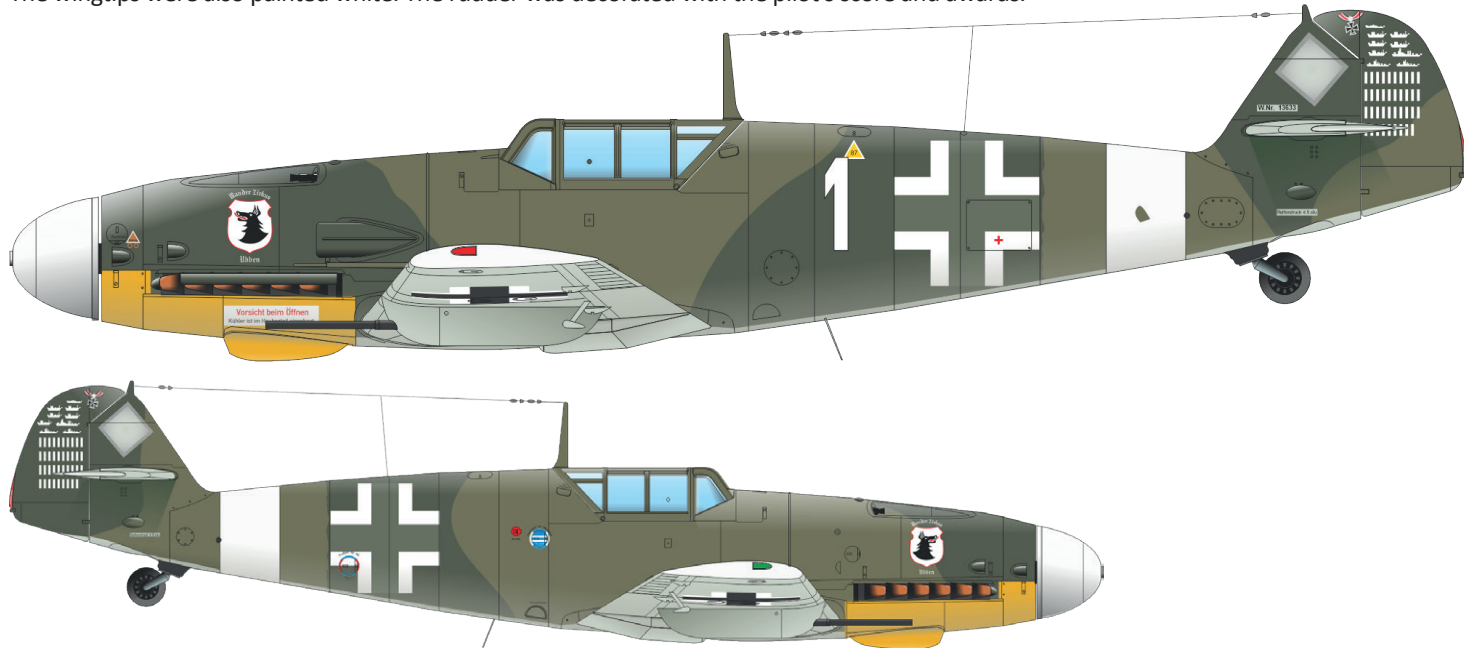
Bf 109G-2/R6, Lt. Walter Krupinski, 6./JG 52, Maykop, Soviet Union, October 1942

Walter Krupinski entered the Luftwaffe shortly after the beginning of the war in 1939 and underwent fighter pilot training. After completing his training, he was assigned to JG 52 and at the time took part in combat against the RAF. He did not achieve first kill until he moved to the Eastern Front. The number of his kills rose quickly, and by April 18, 1944, when he left the Eastern Front, there were 177 on his account. Knight's Cross with Oak Leaves was a result of his success and he continued in combat on the Western Front. Firstly as the CO of 1./JG 5, but he was appointed the CO of II./JG 11 in May 1944. Later he moved on to command III./JG 26 on September 27, 1944, where he stayed until unit's disbandment on March 26, 1945. Krupinski's last stand was JV 44 where he was flying the Me 262 and gained twenty more victories, so his final tally stopped at 197. In the fifties, he joined the new Luftwaffe, led JaBoG 33, and later the entire 3. Division of the Luftwaffe. Krupinski was forced into early retirement in 1976 and died in Neunkirchen-Seelscheid in 2000. The illustrated aircraft was used by "Graf Punski" in combats over the Kuban area during second half of 1942. It was camouflaged RLM 74/75/76 and carried the usual yellow Eastern Front identifiers. Below the windscreen is the JG 52 unit marking.

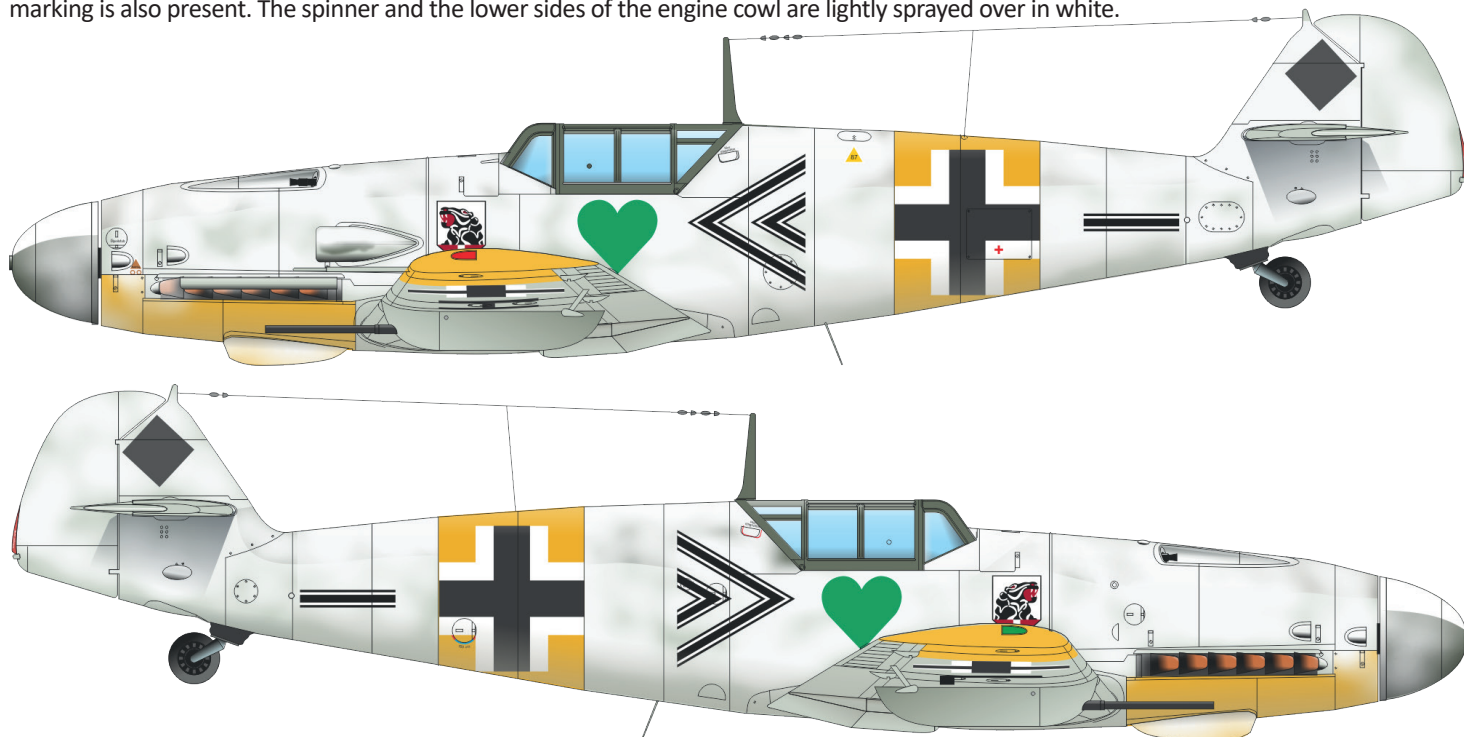


Bf 109G-2/R6, WNr. 13633, Hptm. Wolf-Dieter Huy, 7./JG 77, Tanyet Harun, Egypt, October 1942

Wolf-Dieter Huy joined the Kriegsmarine in 1935, and was transferred over to the Luftwaffe on October 1, 1937, where he underwent fighter training. His assignment was to (J)/TrGr. 186, the fighter unit of the Graf Zeppelin aircraft carrier. This ship was never completed, and the unit was redesignated III./JG 77. Huy took part in combat over France, as well as over Britain, and over the Balkans. The unit gained notable success in the battle for Crete and Huy, who accumulated 22 victories, was awarded the Knight's Cross on June 5, 1941. The Oak Leaves were added in March 1942. After early combats on Eastern Front the unit moved to Egypt. There, on October 29, 1942, was Wolf-Dieter Huy captured after he had been shot down by future ace J. H. Nichols who was flying a Spitfire Mk.Vc of No. 601 Squadron. Huy's Bf 109G-2 from the time the unit moved to North Africa bore the non-typical camouflage made up of RLM 70 and 71 (some sources suggest a Soviet AMT-4 Green). The yellow band behind the fuselage cross, common on aircraft serving on the Eastern Front, was hastily overpainted with a fresh colour RLM 71 (or Russian AMT-4 Green), and partially replaced by white paint used on aircraft that fought on the Southern Front. The wingtips were also painted white. The rudder was decorated with the pilot's score and awards.

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

Hans Hahn, a fighter ace and a holder of the Knight's Cross with Oak Leaves, held a list of command positions throughout his career. From December 1939 he commanded 4./JG 2, and from October 29, 1940, he led III./JG 2. Starting on November 1, 1942, he took over command of II./JG 54, and was commanding this Gruppe up to February 21, 1943, when he was shot down and taken prisoner by the Soviets. He wasn't freed until 1950. At the time of his capture, he had attained 108 kills, 66 of them were achieved on the Western Front. According to Russian sources, "Assi" Hahn was shot down by Soviet ace Lt. P. Grazhdaninov. Hahn himself noted that after shooting down a La-5, he was hit in the port wing and suffering an overheated engine, he was forced to land behind Soviet lines, where he was captured. The aircraft was oversprayed in white on the upper and side surfaces to better suit the winter conditions. Double chevron and the horizontal bar on the rear fuselage is the CO marking of II. Gruppe, and this Group's unit emblem appears below the windscreen. The JG 54's Green Heart (Grünherz) marking is also present. The spinner and the lower sides of the engine cowl are lightly sprayed over in white.



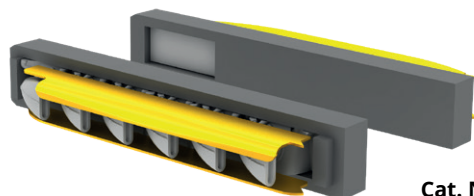
Recommended for Bf 109G-2

48913	Bf 109G-2 upgrade set (PE-Set)
FE910	Bf 109G seatbelts STEEL (PE-Set)
648257	Bf 109G-2/4 radio compartment (Brassin)
648295	Bf 109G-2 wheels (Brassin)
D48044	Bf 109G-2 national insignia (Brassin)
648247	Bf 109G exhaust stacks (Brassin)
648265	Bf 109G external fuel tanks (Brassin)
648309	Bf 109G undercarriage legs BRONZE (Brassin)
648310	Bf 109G control surfaces (Brassin)
D48025	Bf 109G stencils (Decal)
D48027	Bf 109G Balkenkreuze (Decal)
D48028	Bf 109G svastikas (Decal)
EX512	Bf 109G spinner spirals (Mask)
EX582	Bf 109G classic canopy TFace (Mask)

Cat. No. 648295



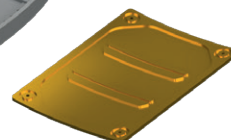
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Cat. No. 648265



Cat. No. 648257



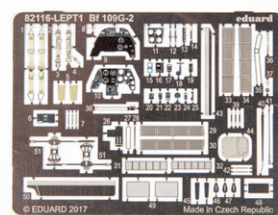
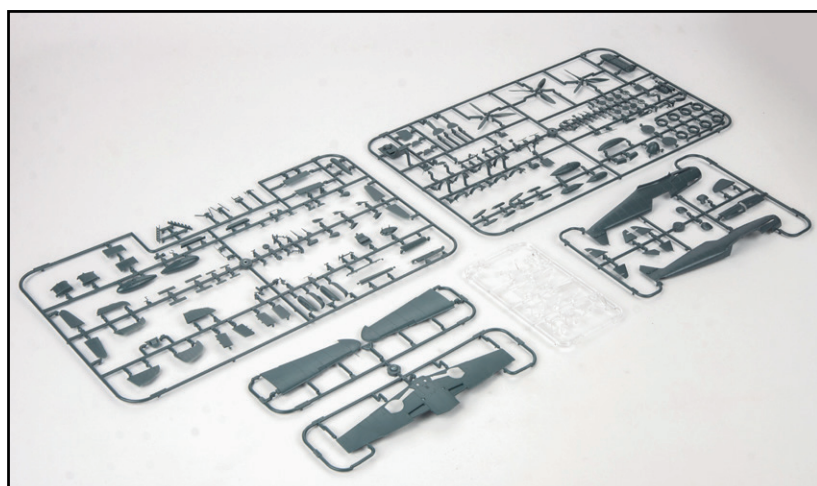
OVERTREES

Bf 109G-2

1/48

Cat. No. 82116X

Product page



Cat. No. 82165-LEPT1

Product page



MiG-21MF Fighter bomber

1/72

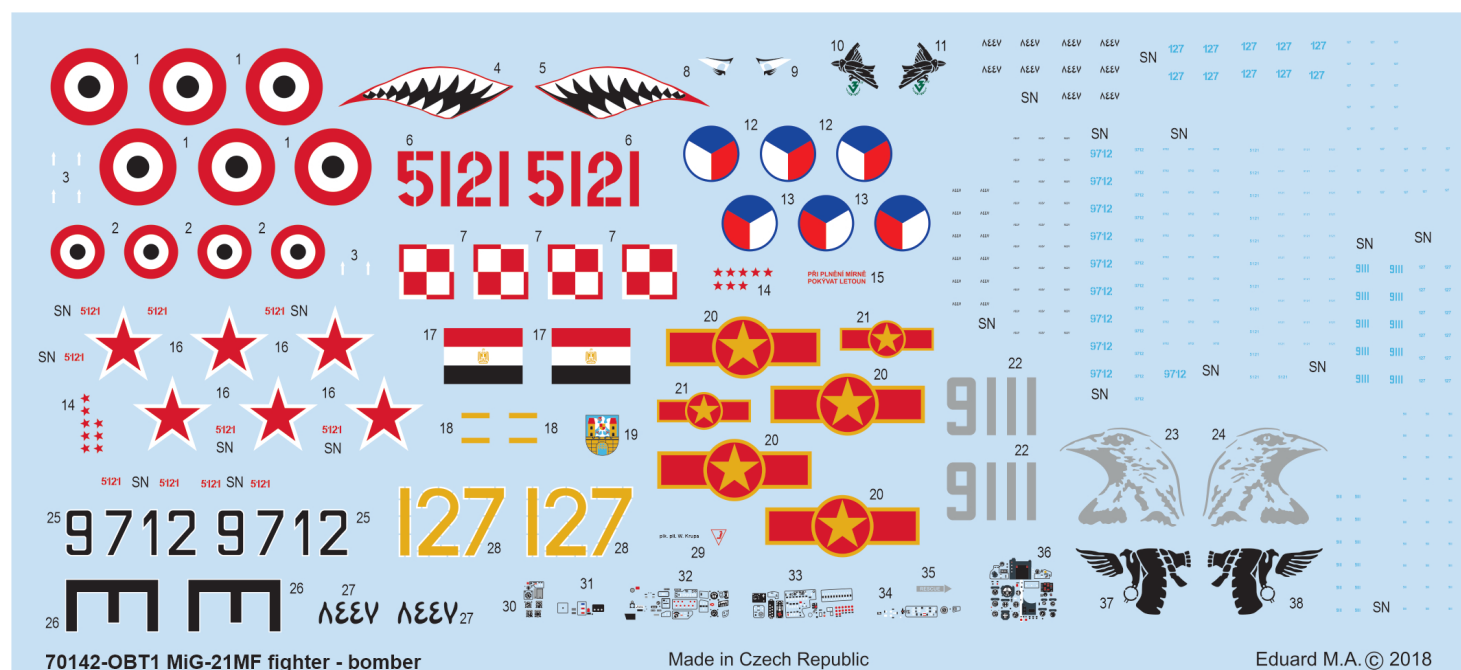
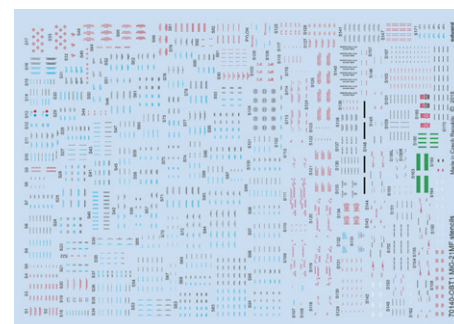
Re-release



Product page

Cat. No. 70142

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



70142-OBT1 MiG-21MF fighter - bomber

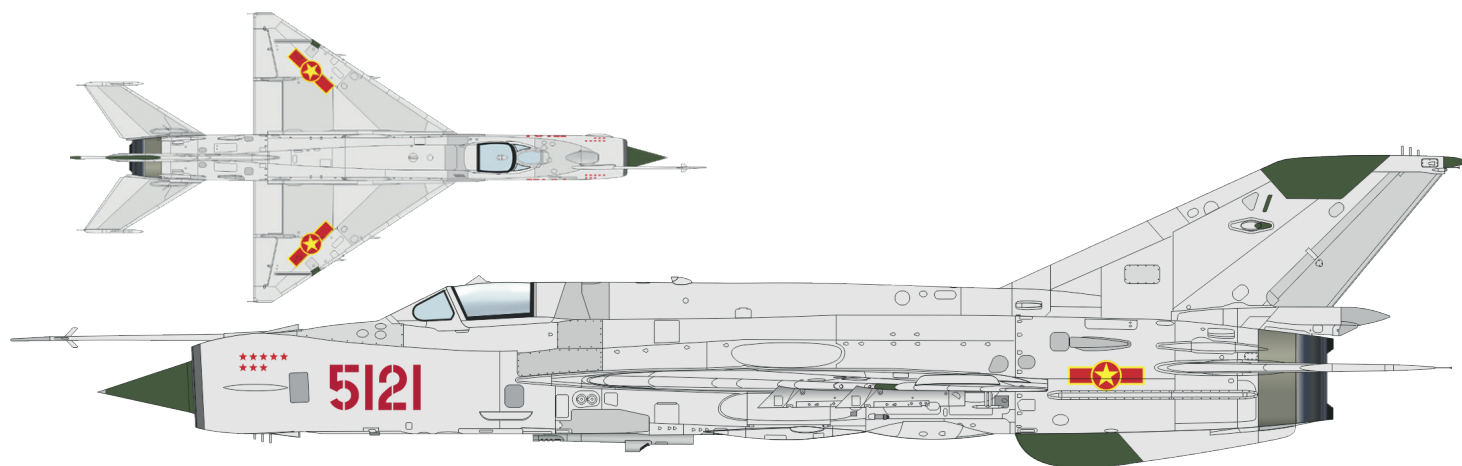
Made in Czech Republic

Eduard M.A. © 2018

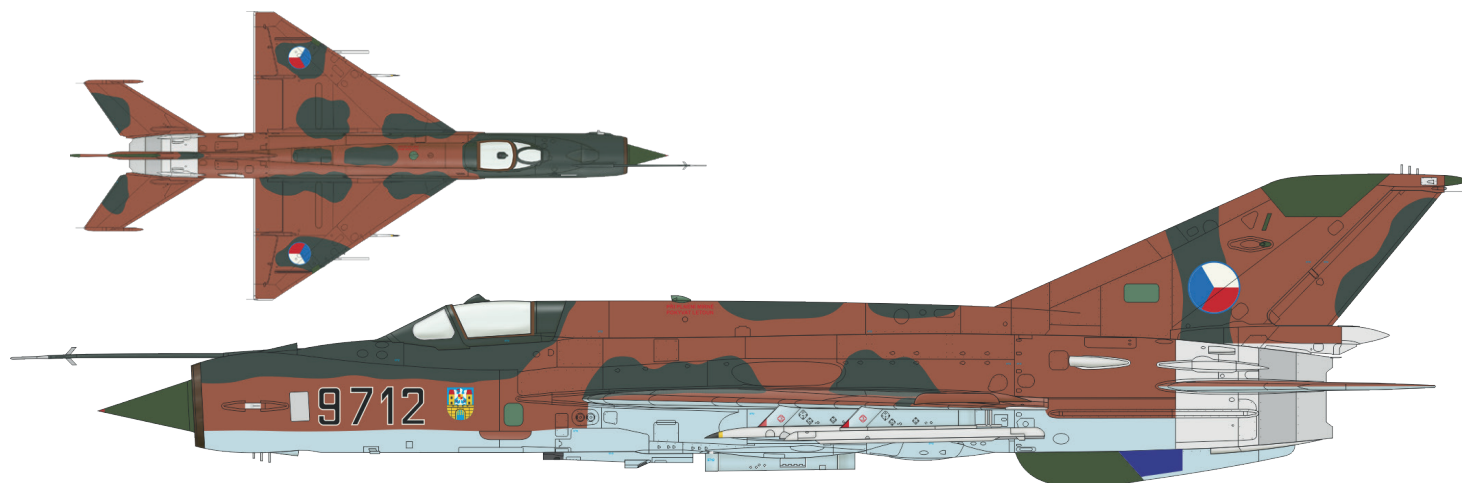
No. 5121, Pham Tuan, 921st Fighter Regiment, Noi Bai AB, Democratic Republic of Vietnam, December 1972

MiG-21MF coded 5121 is currently displayed in the museum of the Vietnam People's Air Force in Hanoi. Reportedly, on December 27th, 1972, Pham Tuan flew this aircraft when he shot down an American B-52 taking part in bombing operations during the Linebacker II offensive. It would be the only MiG-21MF kill over a Stratofortress, but American sources claim the bomber was lost to a SAM.

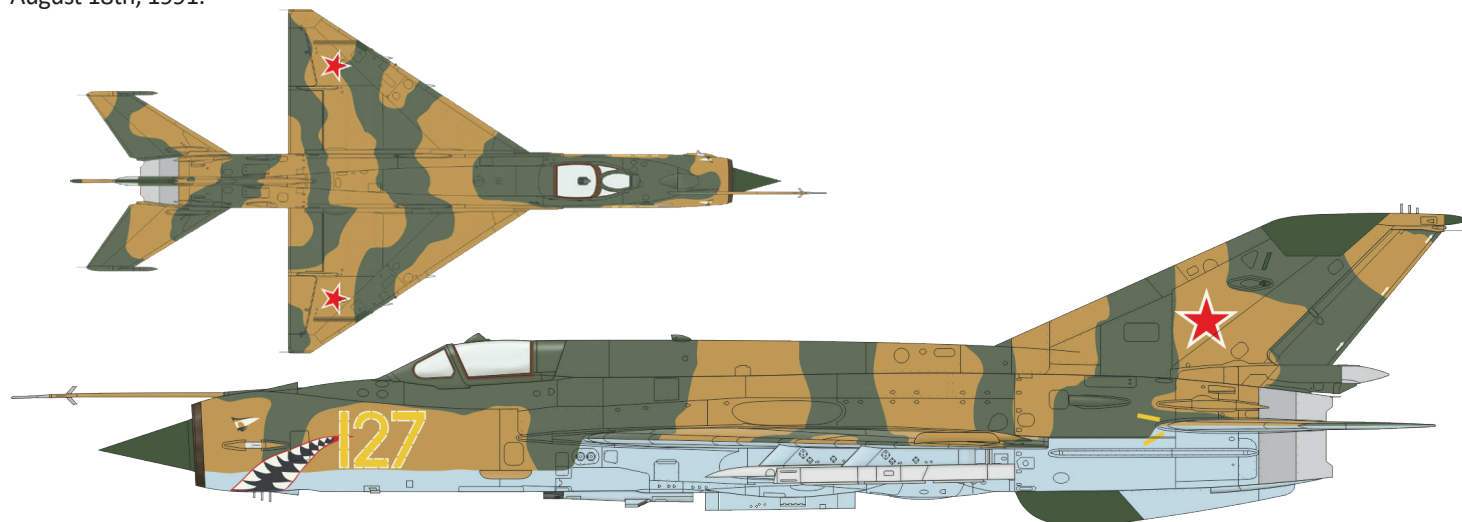
Pham Tuan would later become the only Vietnamese astronaut. He was a crewmember of Soyuz 37 and orbited the earth 142 times in the Salyut 6 station. For his accomplishments, he was awarded high Vietnamese commendations, and was one of a few foreigners to be awarded the Hero of the Soviet Union.

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

This aircraft had the serial number 969712, and was built in 1974, and subsequently delivered to Czechoslovakia. It served with the 4th Fighter Regiment at Pardubice till May 1989, at which time it was transferred to the 9th Fighter Regiment. Here, it flew with the Bechyne coat of arms on the left side of the nose. After the Velvet Divorce, this aircraft was assigned to the Slovak Air Force, and is currently in the collection of the air museum at Trenčín, Slovakia. The aircraft carries a camouflage scheme as originally delivered from the Soviet Union.

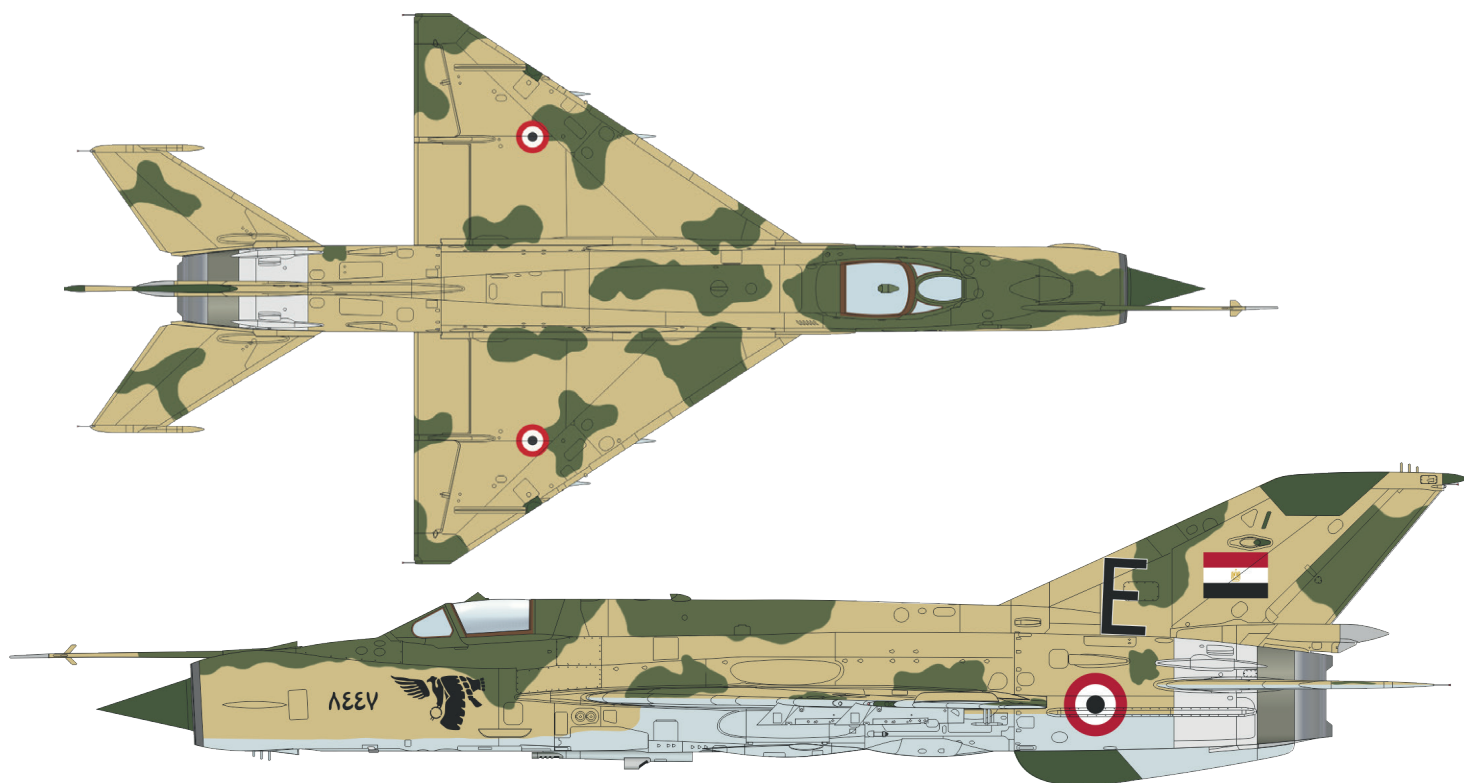
**No. 127, 812th Training Air Regiment, Kharkov Higher Military Aviation School of Pilots, Kupyansk Airfield, Soviet Union, August 1991**

This aircraft, adorned with a sharkmouth and eyes, served with the 812. UAP (812th Training Air Regiment) operating within the structure of the Kharkov higher training facility. This was one of the aircraft that were displayed for the leadership during the open house on August 18th, 1991.

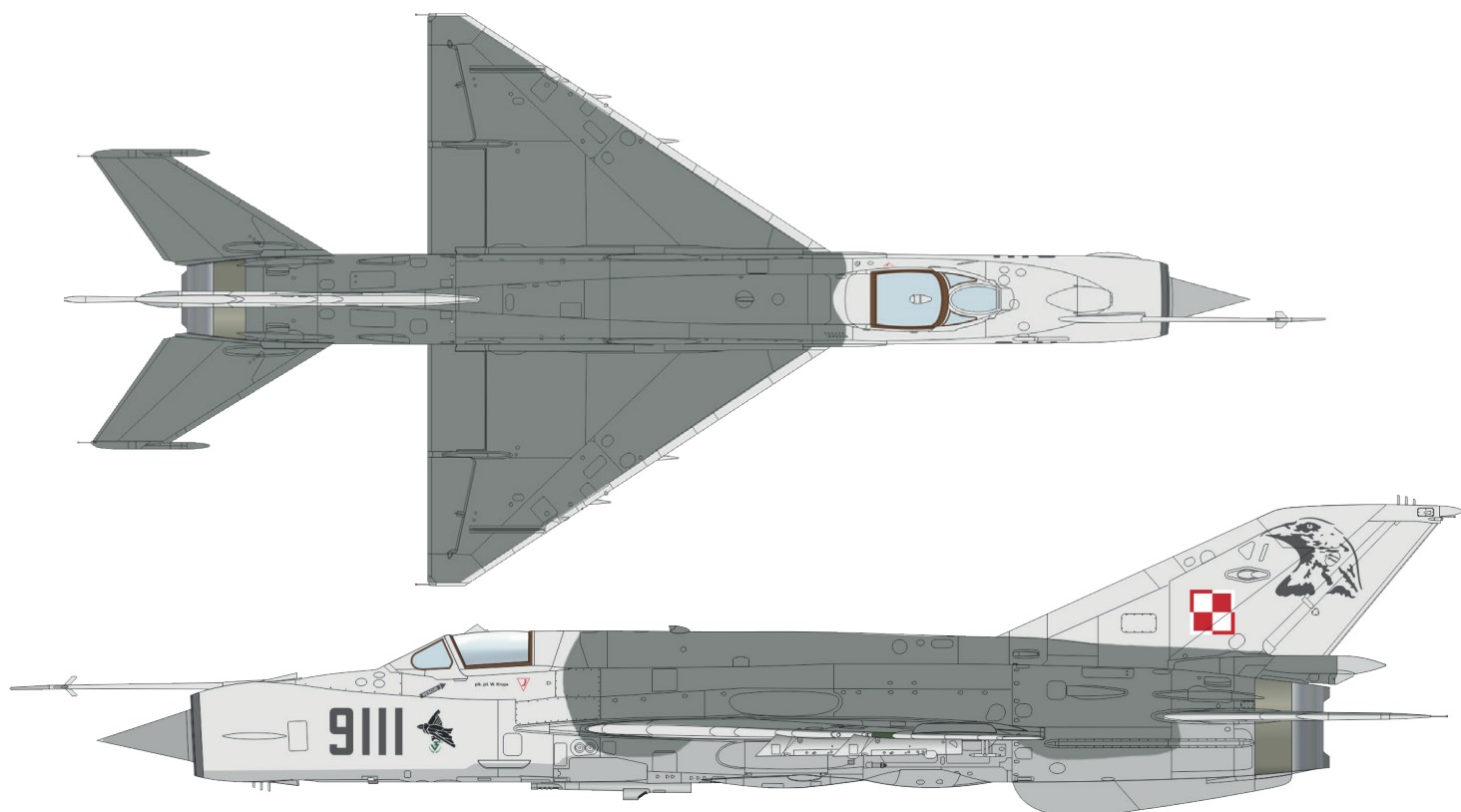


No. 8447, No. 46 Squadron, Egypt, 1973

This is an aircraft from No.46 Squadron as it appeared during combat exercises prior to the Yom Kippur War in 1973. For the purposes of quick identification, aircraft carried a large black, outlined in white, letter on the fin. The nose carries a rendering of the goddess Nekhbet, protector of Upper Egypt. Aircraft coded 8447 survived the Yom Kippur War and was photographed in this guise at Cairo in October 1975.

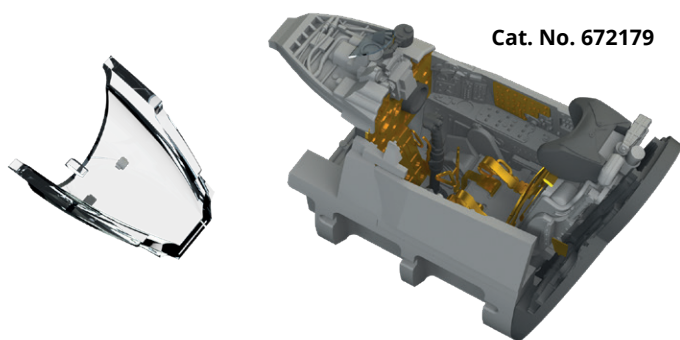
**No. 9111, 3. Eskadra Lotnictwa Taktycznego, Poznań - Krzesiny, Poland, 2002**

The 3rd ELT was formed on January 1st, 2001 at Poznan - Krzesiny and was equipped with MiG-21MF, bis and UM aircraft. The unit only used the MiG-21MFs for two years, ending their use in 2002. The bis version was flown by the pilots of the 3rd ELT until 2003 when it was decided to re-equip the unit with American F-16s. On April 1st, 2008, the 3rd ELT, 6th ELT and the 31st Baza Lotnicza were disbanded and the 31st Baza Lotnictwa Taktycznego (31st tactical Air Base) was formed. Since 2007, this aircraft has been displayed at Poznan - Krzesin. The aircraft is camouflaged in shades of grey that is used on F-15s and F-16s. The raven's head marking on the fin hails from 2002 on the occasion of a CO's gathering in Berlin. Below the windscreen is the 3rd Squadron marking, the predecessor of the 3rd ELT.



Recommended for MiG-21MF

- 72689 MiG-21MF (PE-Set)
- 672179 MiG-21MF Fighter Bomber cockpit (Brassin)
- 672181 MiG-21MF exhaust nozzle (Brassin)
- 672182 MiG-21MF wheels (Brassin)
- 672184 MiG-21MF pylons (Brassin)
- 672185 R-3S missiles for MiG-21 (Brassin)
- 672186 R-3S missiles w/ pylons for MiG-21 (Brassin)
- 672187 R-13M missiles for MiG-21 (Brassin)
- 672188 R-13M missiles w/ pylons for MiG-21 (Brassin)
- 672189 UB-16 rocket launchers for MiG-21 (Brassin)
- 672190 UB-16 rocket launchers w/ pylons for MiG-21 (Brassin)
- 672191 RS-2US missiles for MiG-21 (Brassin)
- 672192 RS-2US missiles w/ pylons for MiG-21 (Brassin)
- 672193 MiG-21MF airbrakes (Brassin)
- 672197 MiG-21MF ejection seat (Brassin)
- 672195 SPS-141 ECM pod for MiG-21 (Brassin)



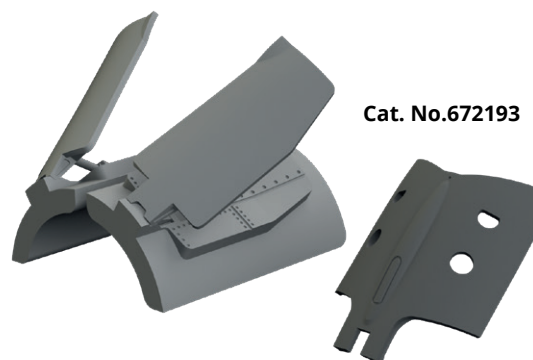
Cat. No. 672179



Cat. No. 672184



Cat. No. 672181

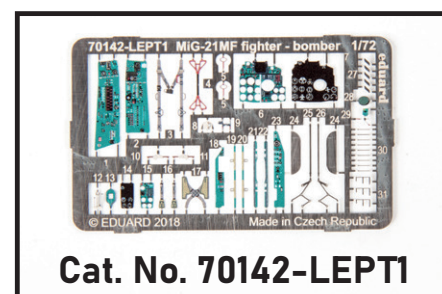
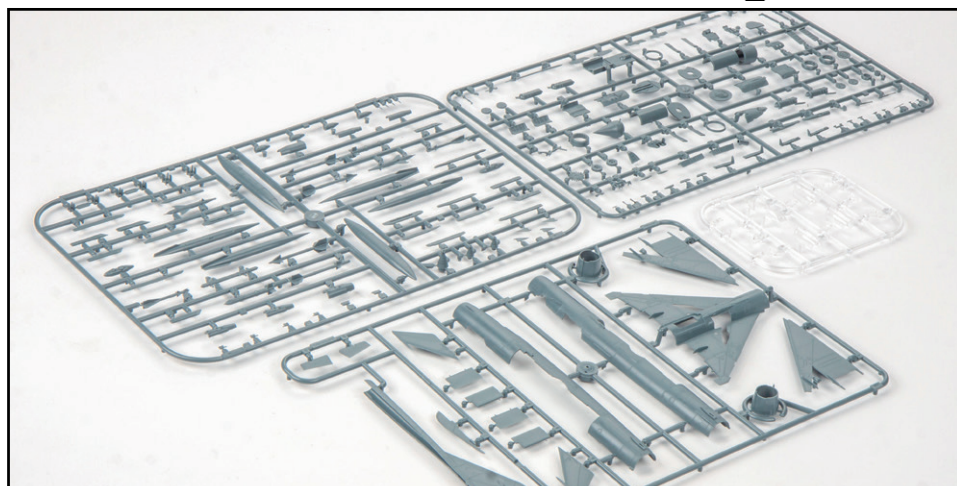


Cat. No. 672193

OVERTREES

MiG-21MF Fighter Bomber 1/72

Cat. No. 70142X

[Product page](#)


Cat. No. 70142-LEPT1

[Product page](#)

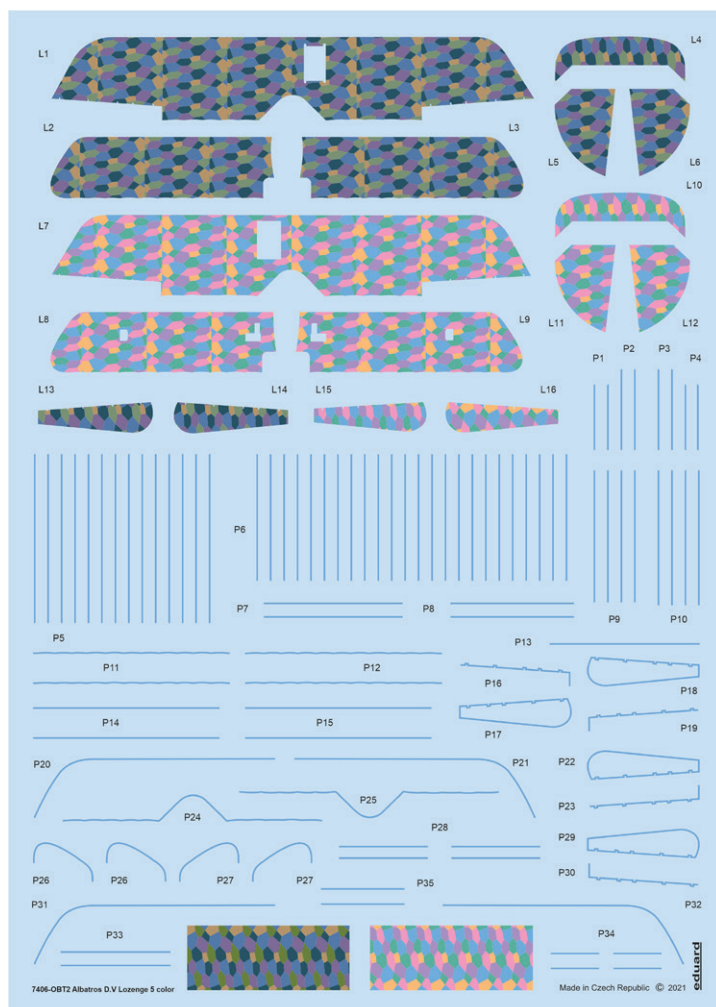
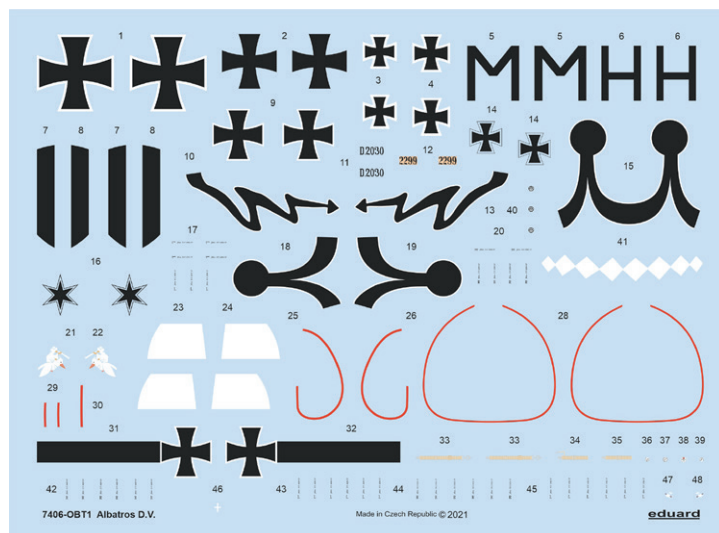

Product page 

Albatros D.V

1/72

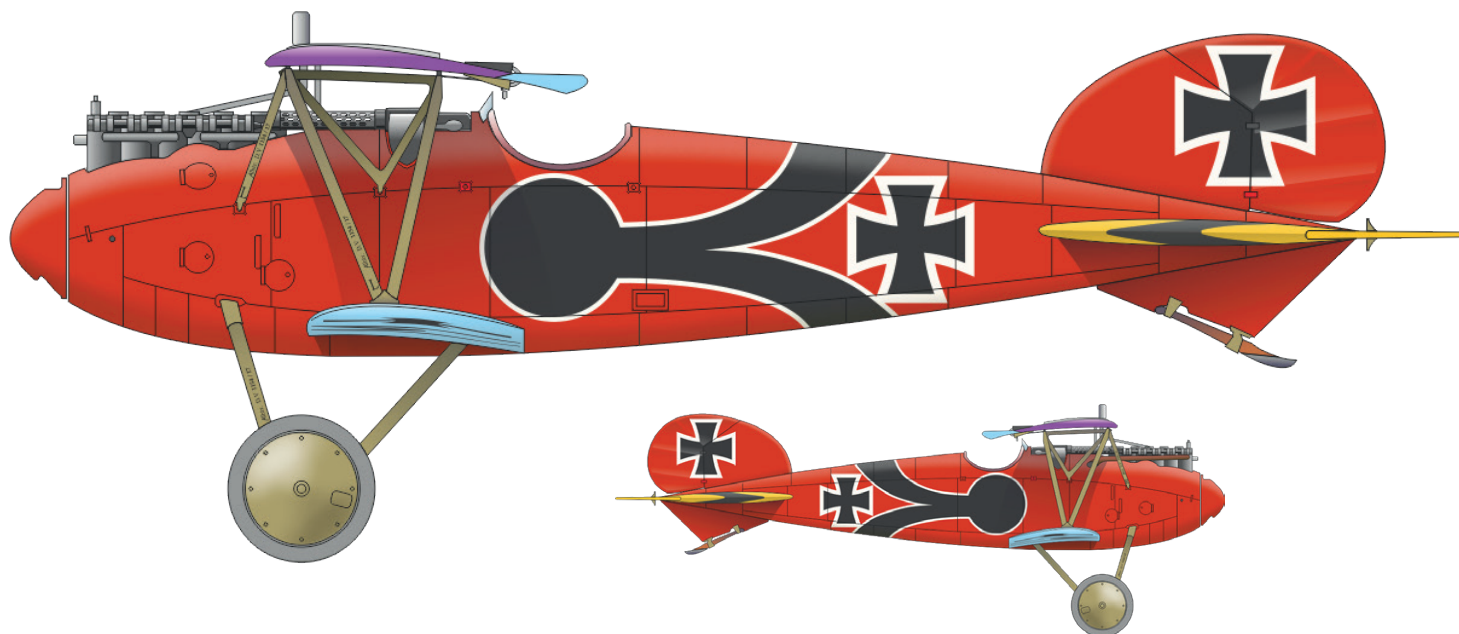
Cat. No. 7406

- Eduard plastic parts
- 4 marking options



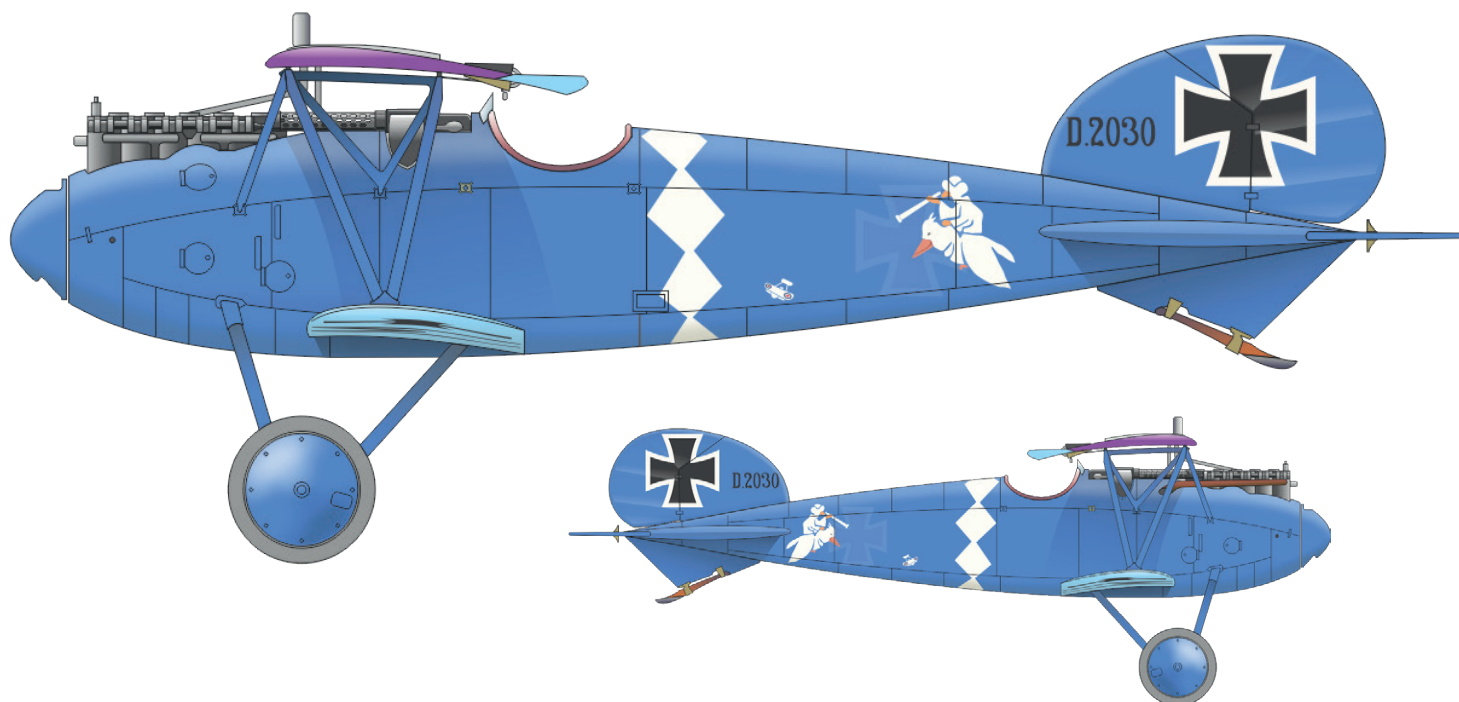
Albatros D.V 1154/17, Lt. Max Ritter von Müller, Jasta 28, Varsenare, Belgium, September 1917

Max Müller was the German ace with 36 victories. He finished his pilot course on April 4, 1914 and at the outbreak of the war, he joined Bavarian FFA1. Following his one-seaters course he joined KEK Nord in May 1916 and after a short spell with Jasta 1 he got tempted by the offer of Oswald Boelcke to join the Jasta 2. Müller achieved his first victory on October 10 and added four more before the end of the year. On January 20, 1917 he was transferred again, now to the new Jasta 28, where he became the most successful pilot of the unit. By the end of the 1917 his score had risen to 36 victories and Müller decided to return to his "old" Jasta 2. But after the death of Walter von Bülow, the CO of Jasta 28, Müller was appointed deputy leader of the unit. He took off for his first Staffelführer combat flight on January 9, 1918 and it turned out to be also his last flight. The fuel tank of his Albatros was hit during combat with R.E.8, the aircraft caught fire and went down in flames. With no parachute and inevitable dreadful death Müller opted to bail out from the cockpit to his inevitable end. His Albatros D.V sported personal marking of the stylised black comet; the fuselage got the red painting to reflect the new Staffelführer status. The horizontal stabiliser was in yellow with black longitudinal stripe – the unit's colour markings.



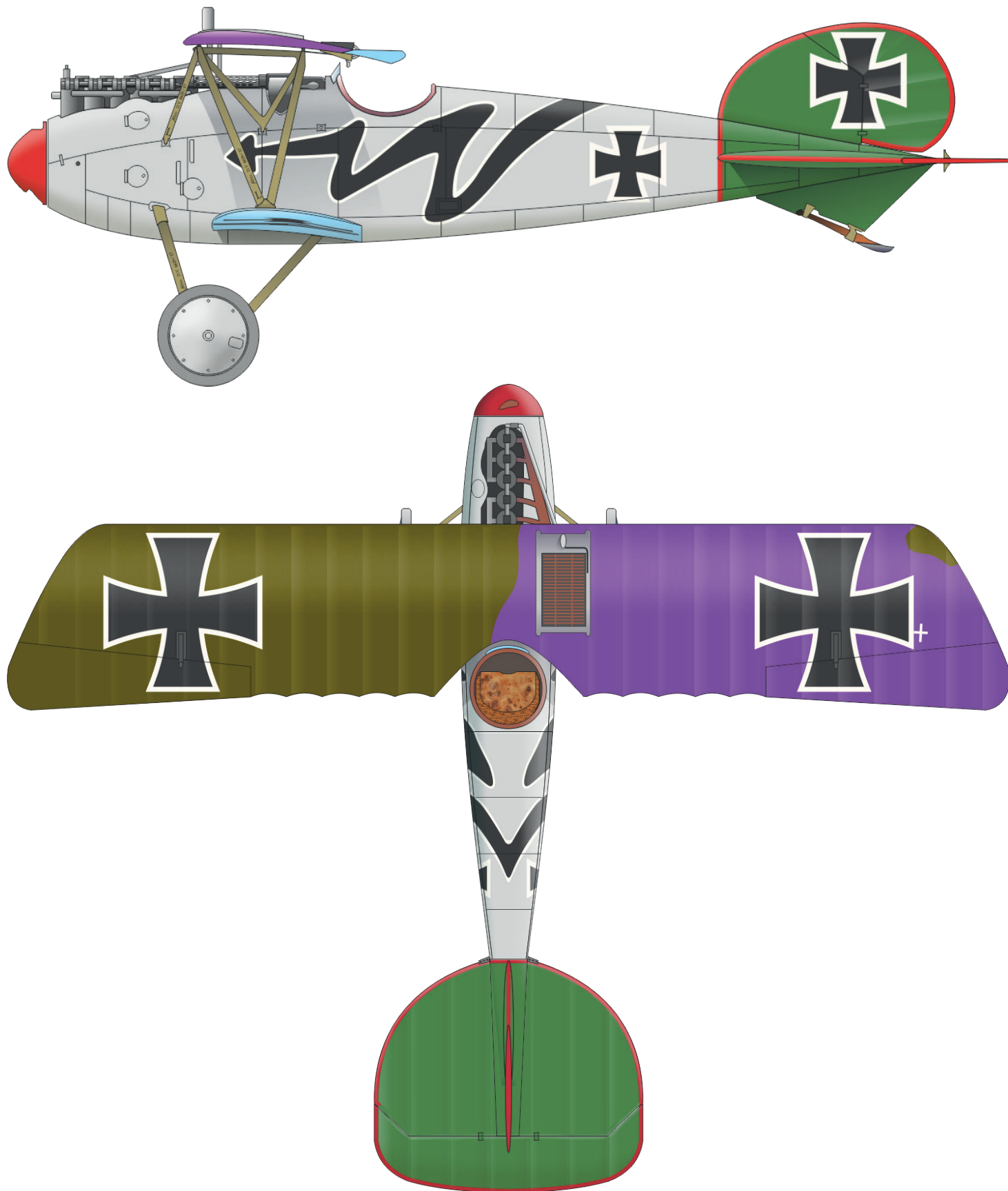
Albatros D.V, 2030/17, Lt. Alfred Lenz, Jasta 22, Ercheu, France, April 1918

Alfred Lenz scored six victories during the Great War and although not the most successful ace, he was highly regarded long-time leader of Jasta 22. Prior to the war he served in Infantry Regiment r. 95, being commissioned in the Reserve. He had re-joined his unit at the outbreak of the war but requested pilot training. After the completion, he joined FA61 at the end of June 1914 and scored his first victory in 1915. He went to FFA23 and Fokker Kommando Vaux under Berthold's leadership in January 1916. The unit later became Jasta 4 and Lenz had stayed there from September to October 16, 1916. His next move was to the Jasta 14 later, but he did not achieve any success. Nevertheless, he was appointed commander of Jasta 22 on July 1, 1917 and stayed there till the end of the war. He flew Albatros D.III in 1917, Pfalz D.III and Albatros D.Vs in 1918. After the war he served as an aerial gunner with Abteilung 431 in 1919. This Lenz's Albatros D.V is a bit of mystery, as the blue colour of the fuselage is only probable. Some sources also mention green colour, but Lenz was a Bavarian, so the cobalt blue would be logical choose for him. Apart of the band of the diamond shaped objects behind the cockpit, there is an interesting painting at the rear of a person sitting on the big bird and looking through the lens at something what looks like D.H.2 airplane.



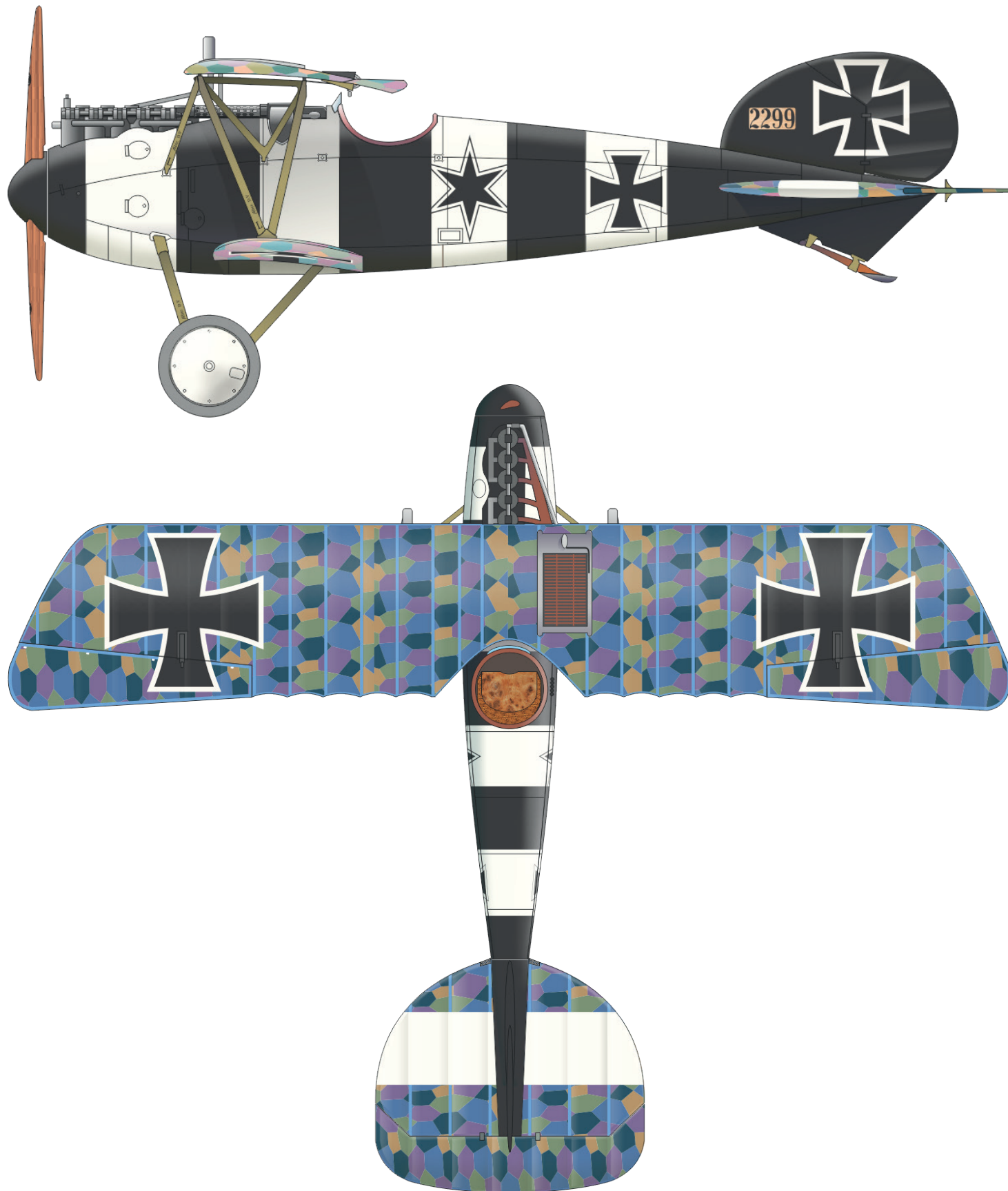
Albatros D.V 4629/17, Lt. Hans-Joachim von Hippel, Jasta 5, Boistrancourt, France, February 1918

Hans von Hippel served with Jasta 5 from December 22, 1917 until August 15, 1918, when he was transferred to Jasta 71. He claimed four victories, but only two were confirmed. One of these non-confirmed ones were reported by von Hippel on the Russian front when flying with FA 37. During WWII Hippel flew Ju 52s with the Luftwaffe. He died in 1975. Hippel flew Richard Flashar's Albatros D.V with red dragon painted on the fuselage (2065/17) for some time, as he damaged this Albatros D.V during the take-off attempt from the grassland. Von Hippel tried to rescue his crash-landing comrade Lt. Schlömer, but the take-off was interrupted by the engine malfunction. Later he flew another Albatros D.V with his personal marking of black, white outlined zigzag arrow on both sides of the fuselage. Apart of this aircraft with the green/mauve camouflage of the upper surfaces, the later one had the Flugzeugstoff covered wings (Lozenge). The fuselage of both was painted with the Pfalz silvery „Schutzfarbe“, which was of good supply to the Jagdstaffeln using the Pfalz D.IIIs scouts as well.



Albatros D.V 2299/17, Lt. Xaver Dannhuber, Jasta 26, Abeele, Belgium, 1917

Although this Albatros D.V is usually assigned to Bruno Loerzer, it is very probable, it was in fact the mount of Xavier Dannhuber, the winner in 11 aerial combats. Apart of other indications, he was photographed himself standing by the plane or sitting in the cockpit. Dannhuber first saw action with Kagohl 6 (Kampfgeschwader der Obsten Heeresleitung - Combat squadron of the Supreme Commander), later was transferred to Schutzstaffel 25, before he was assigned to Jasta 26 on July 1, 1917. Dannhuber got wounded upper arm in an air fight on October 18 and after his return on November 7, he moved to Jasta 79b as he was appointed the CO of the unit. He was injured in a crash when test-flying a Pfalz D11a at the Thugny airfield on February 11, 1918. After several months of medical treatment and convalescence Dannhuber had returned to his unit and reassumed command on October 9. Five days later he achieved his 11th and last victory, shooting down Sopwith Dolphin near Bohain. His Albatros was painted in black and white bands scheme typical for Jasta 26 aircraft. It also sported the six-pointed star on both sides of the fuselage and five-colour Flugzeugstoff on the wings.



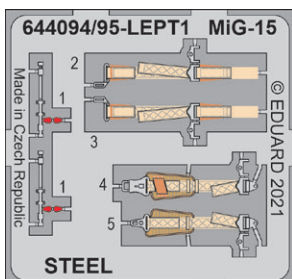
644094 MiG-15 Löök 1/48 Bronco/Hobby 2000

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for MiG-15 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Bronco / Hobby 2000

Set contains:

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

[Product page](#)



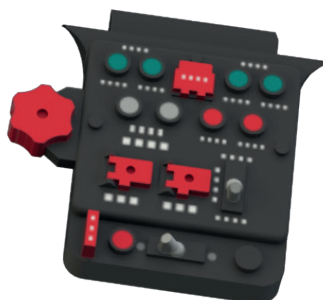
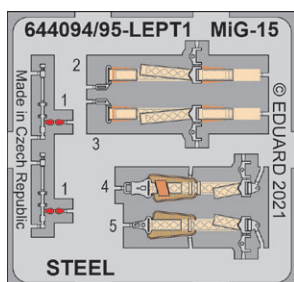
644095 MiG-15bis Löök 1/48 Bronco/Hobby 2000

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for MiG-15bis in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Bronco / Hobby 2000

Set contains:

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

[Product page](#)



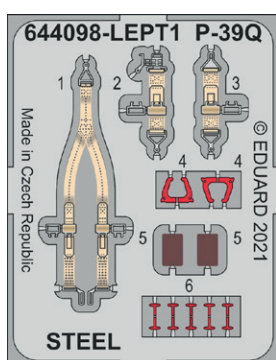
644098 P-39Q LööK 1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for P-39Q in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



644100 Mustang Mk.IV LööK 1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Mustang Mk.IV in 1/48 scale. Recommended for D-20+ production blocks. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



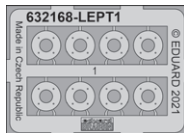
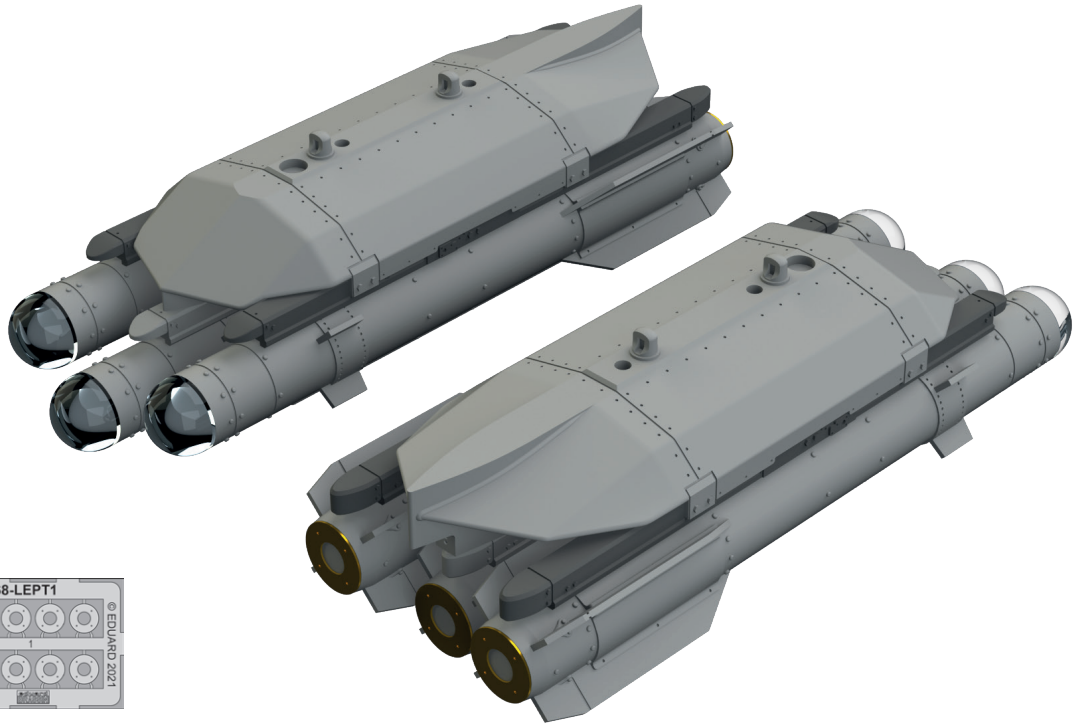
632168 Brimstone w/ AGML III rack 1/32

Brassin set - British Brimstone air-to-ground attack missiles with AGML III rack 1/32 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](#)



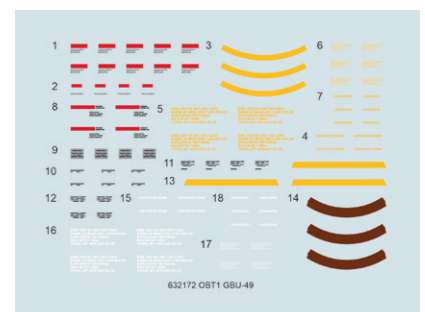
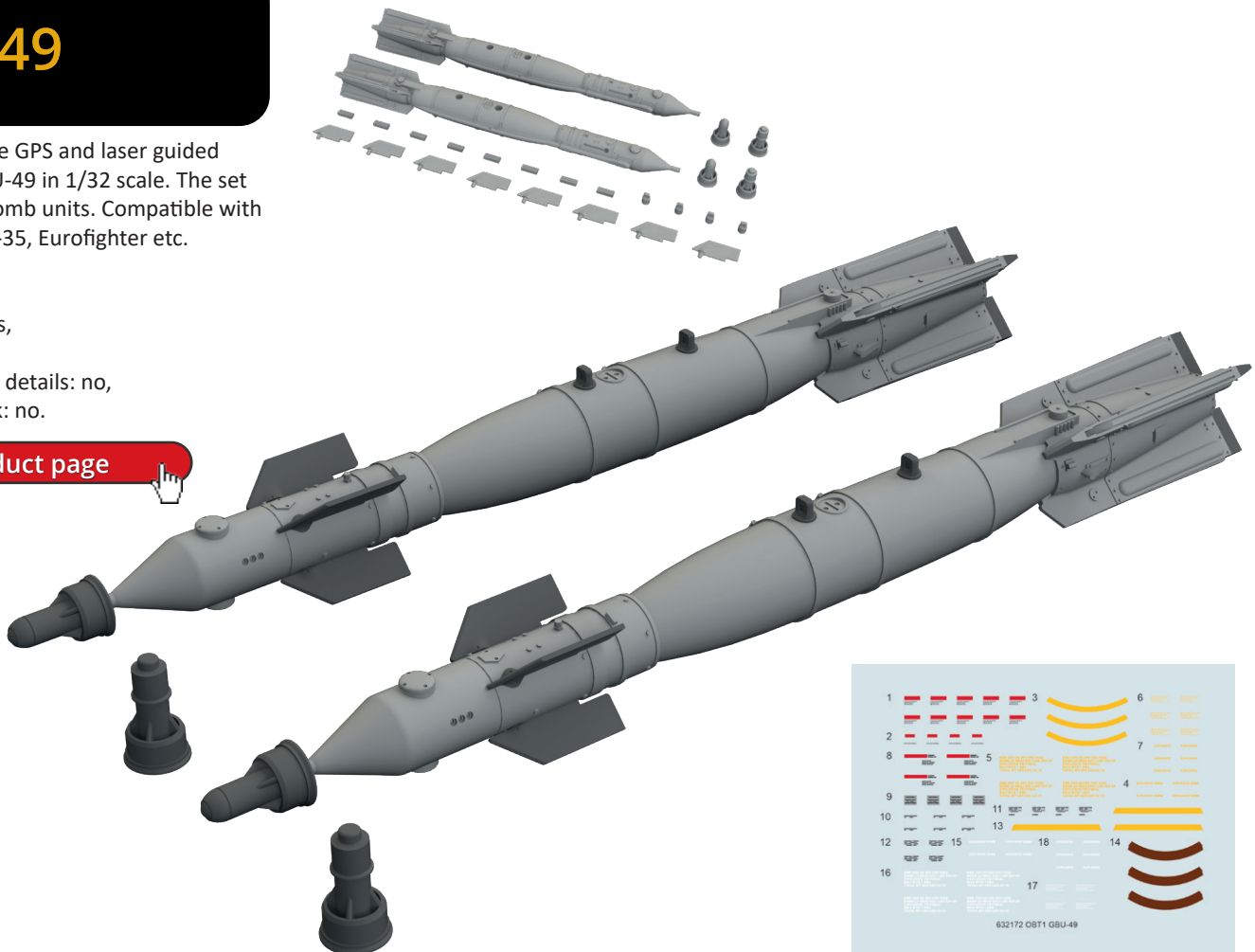
632172 GBU-49 1/32

Brassin set - the GPS and laser guided bomb unit GBU-49 in 1/32 scale. The set consists of 2 bomb units. Compatible with F-16, F/A-18, F-35, Eurofighter etc.

Set contains:

- resin: 26 parts,
- decals: yes,
- photo-etched details: no,
- painting mask: no.

[Product page](#)



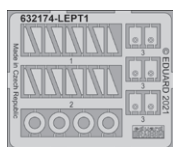
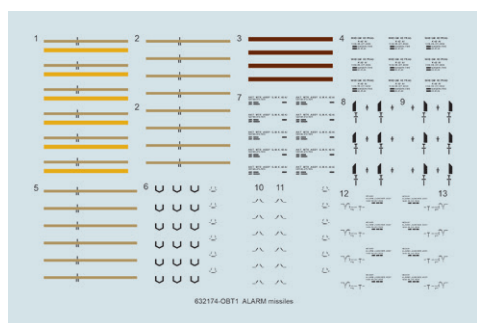
648174 ALARM missiles 1/32

Brassin set - the ALARM antiradiation missiles in 1/32 scale. The set consists of 4 missiles. Compatible with Tornado F.3 and GR.4.

Set contains:

- resin: 40 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product page](#)



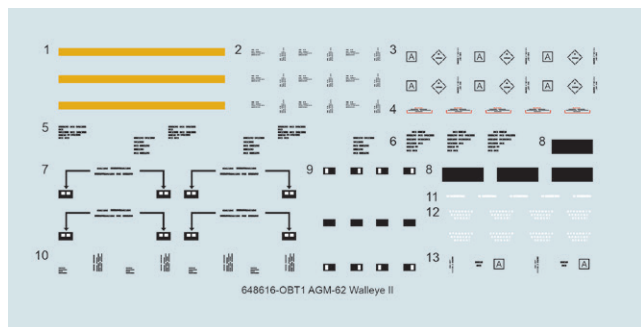
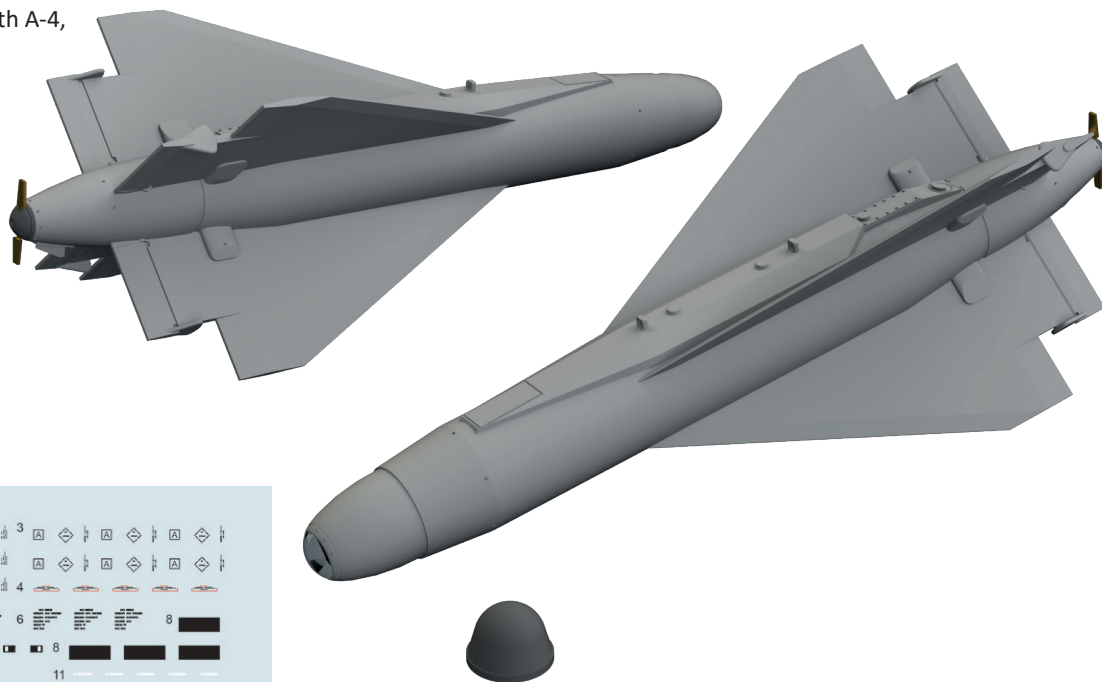
648616 AGM-62 Walleye II 1/48

Brassin set - the TV-guided glide bombs AGM-62 Walleye II 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](#)



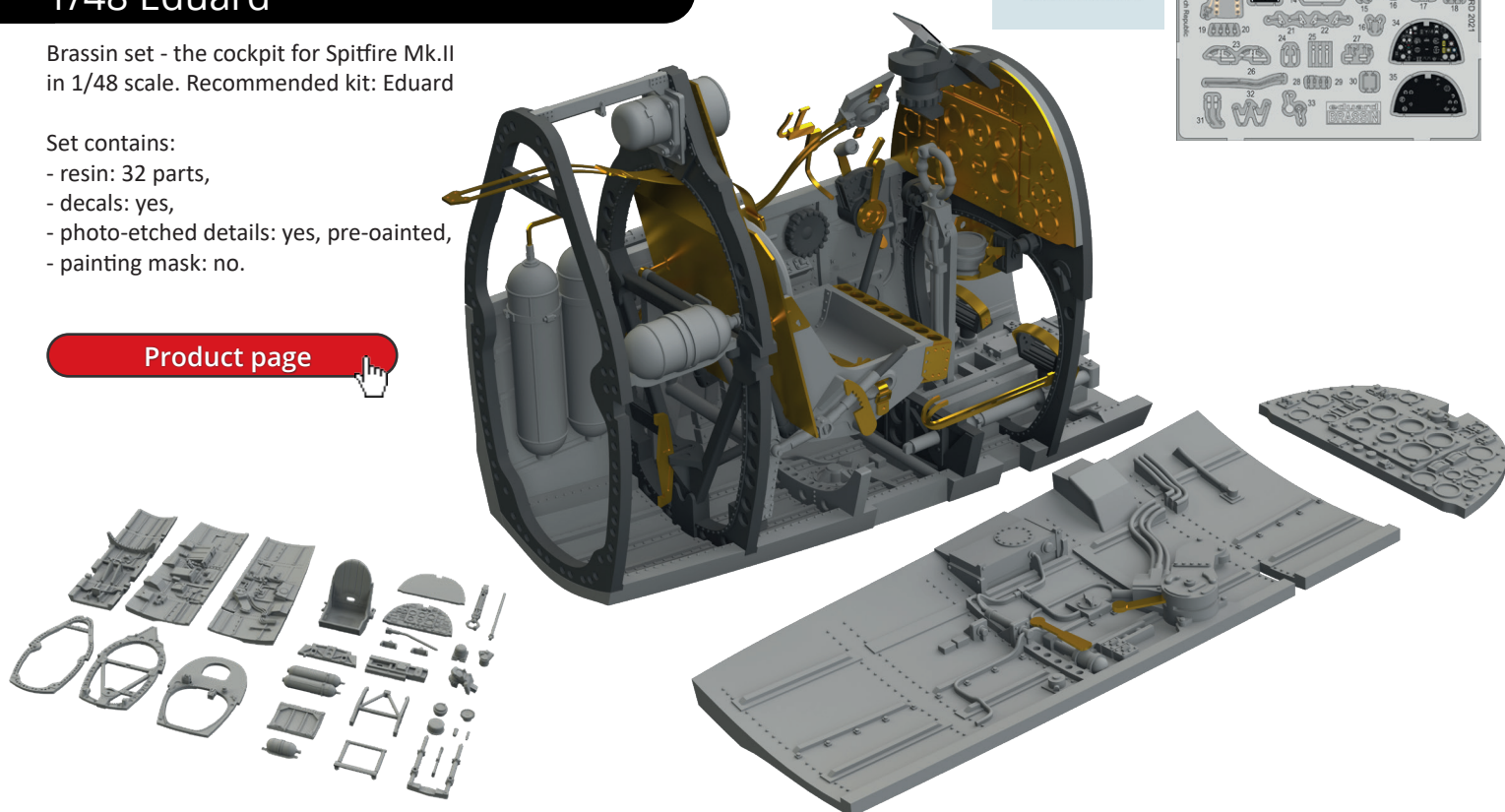
648621 Spitfire Mk.II cockpit 1/48 Eduard

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

Set contains:

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

[Product page](#)



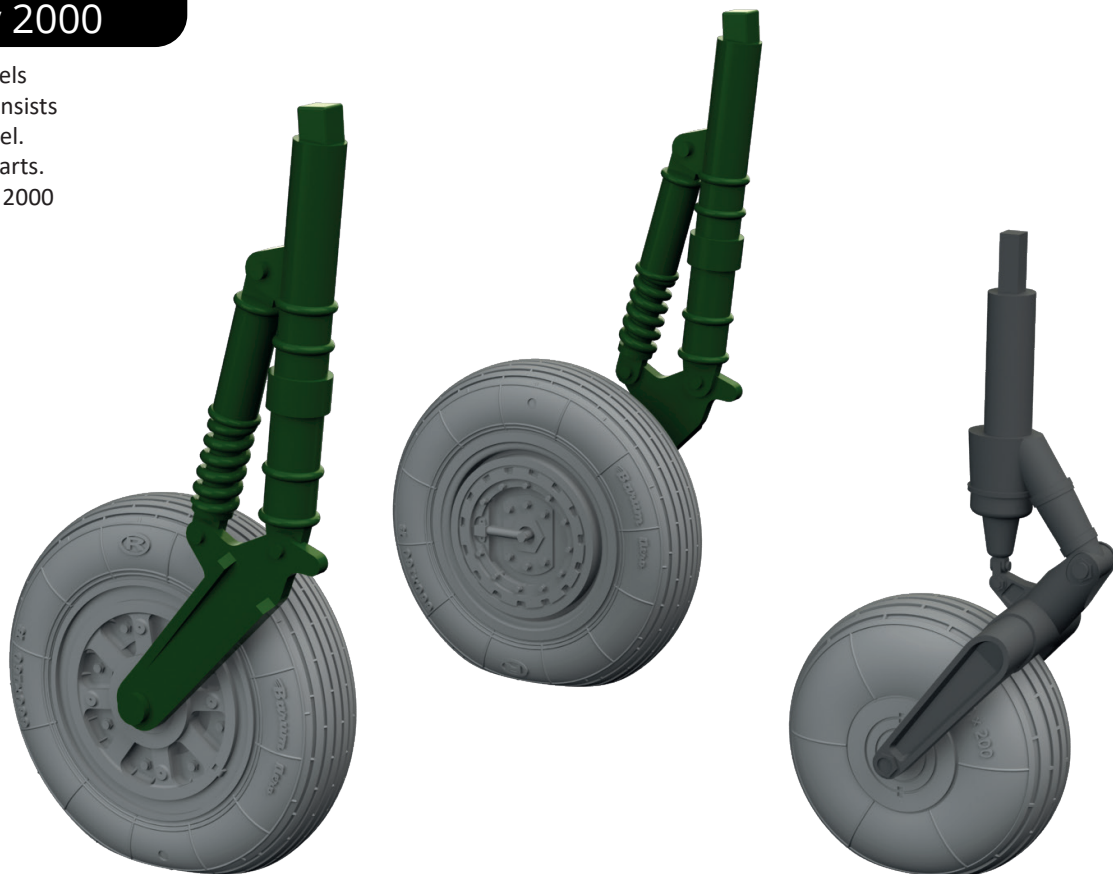
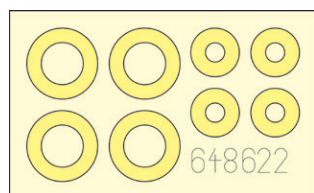
648622 MiG-15 wheels 1/48 Bronco/Hobby 2000

Brassin set - the undercarriage wheels
for MiG-15 in 1/48 scale. The set consists
of the main wheels and a nose wheel.
Easy to assemble, replaces plastic parts.
Recommended kit: Bronco / Hobby 2000

Set contains:

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

[Product page](#)



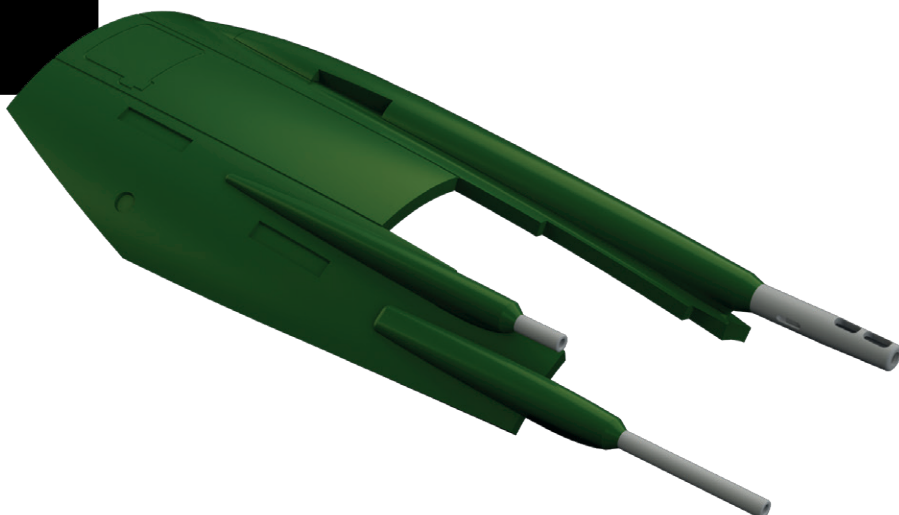
648626 MiG-15 gun barrels 1/48 Bronco/Hobby 2000

Brassin set - the gun barrels for MiG-15 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Bronco / Hobby 2000

Set contains:

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

[Product page](#)



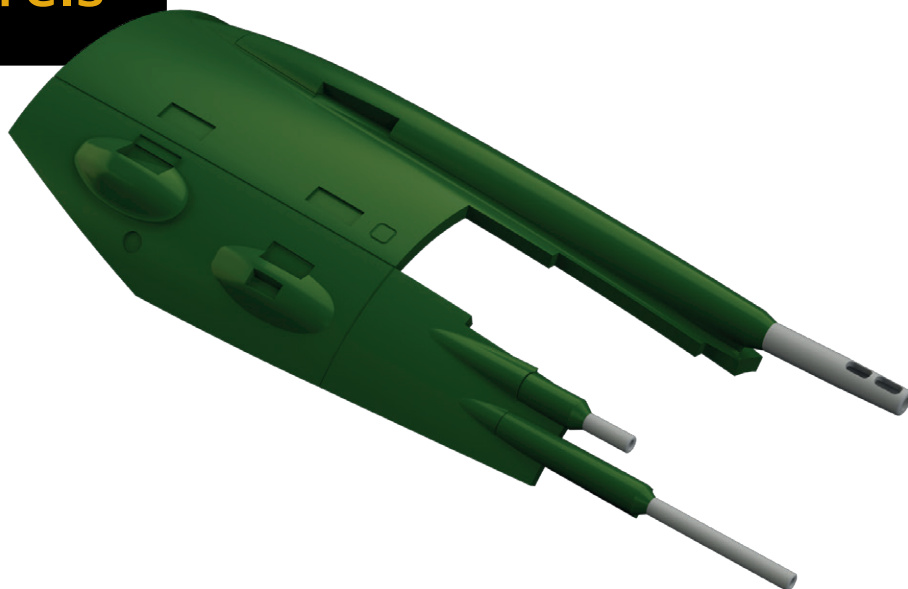
648629 MiG-15bis gun barrels 1/48 Bronco/Hobby 2000

Brassin set - the gun barrels for MiG-15bis in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Bronco / Hobby 2000

Set contains:

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

[Product page](#)



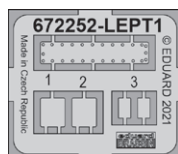
672252 R-V pod for MiG-21 1/72 Eduard

Brassin set - the R-V type radar calibration pod for MiG-21PF in 1/72 scale. Used by Czechoslovak AF. Recommended kit: Eduard

Set contains:

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

[Product page](#)



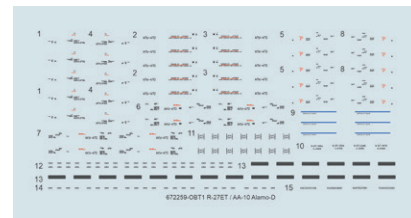
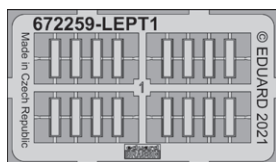
672259 R-27ET / AA-10 Alamo-D 1/72

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



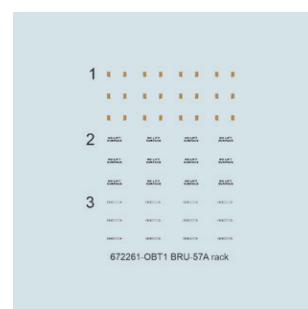
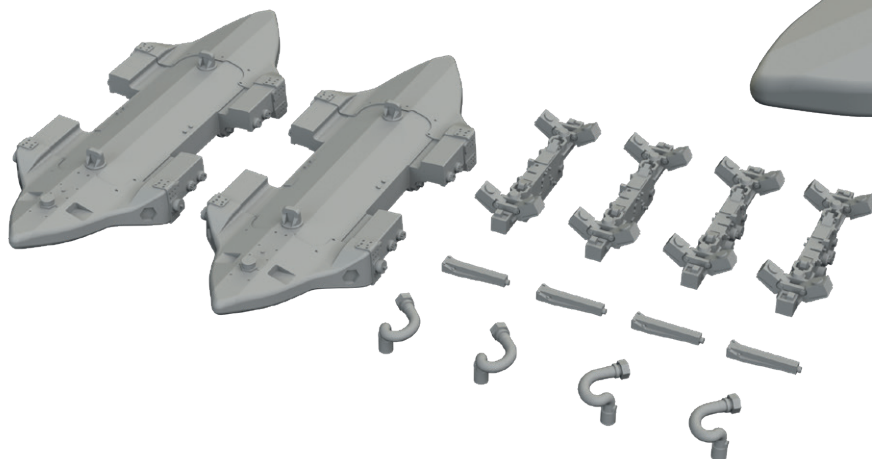
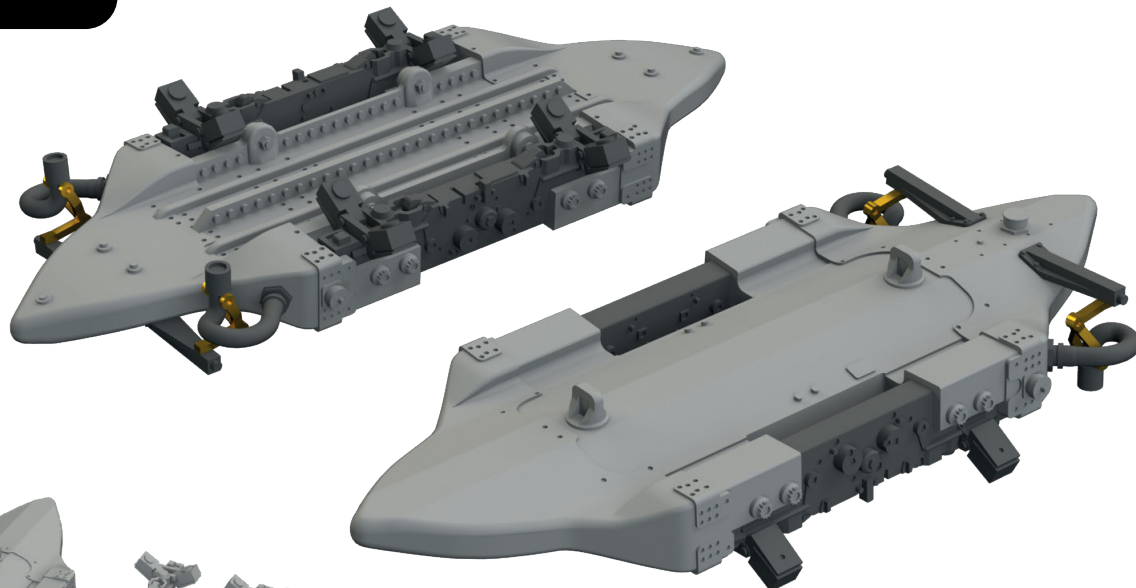
672261 BRU-57A rack 1/72

Brassin set - multiple carriage racks
BRU-57A in 1/72 scale. Set consists
of 2 racks. Compatible with F-16.

Set contains:

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

[Product page](#)



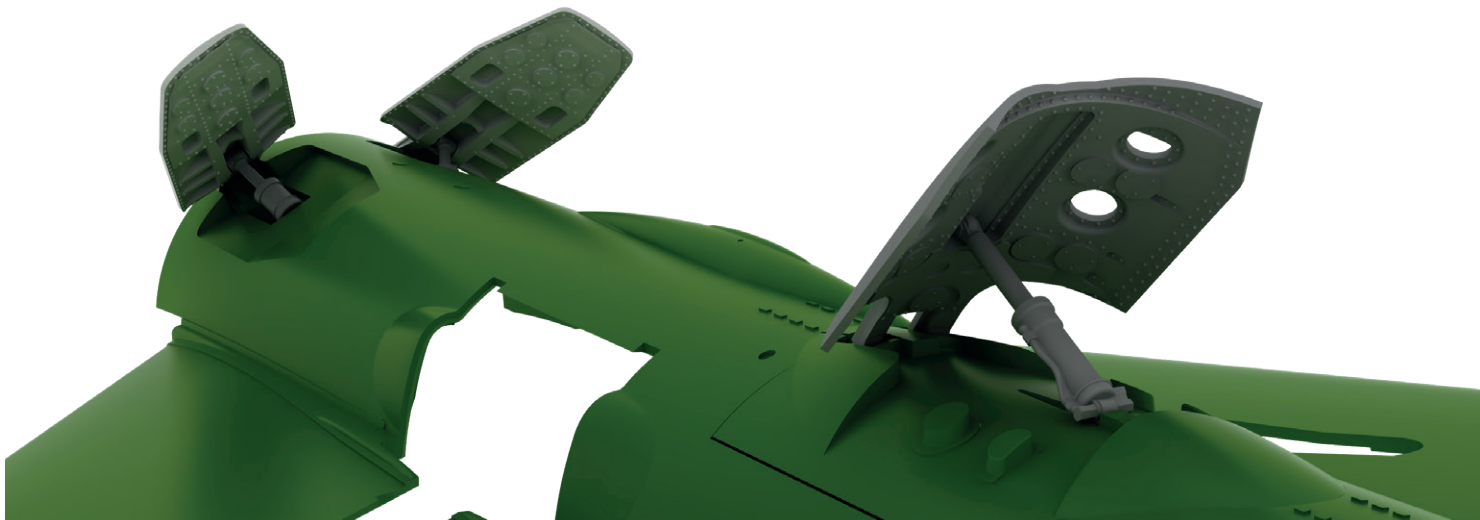
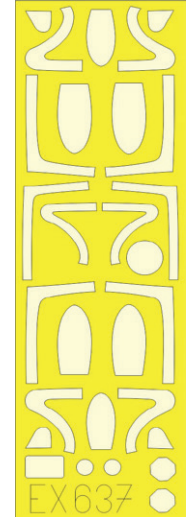
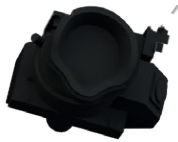
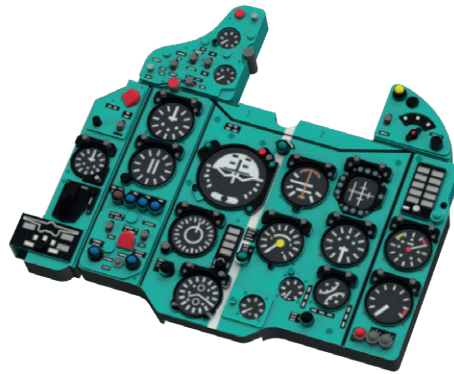
644101 MiG-21PF LööKplus 1/48 Eduard

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.

Product page

LööK



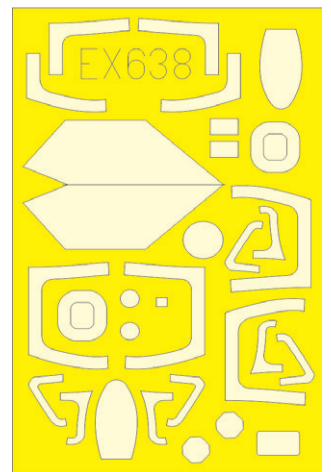
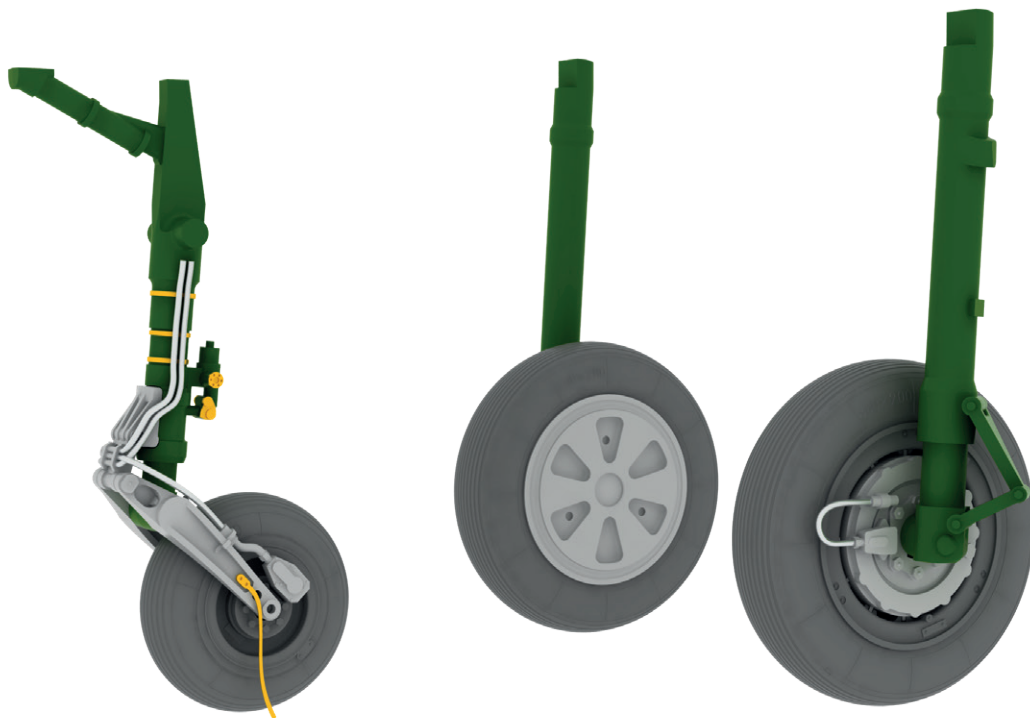
644102
MiG-21PFM LööKplus
1/48 Eduard

LööK+

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.

Product page



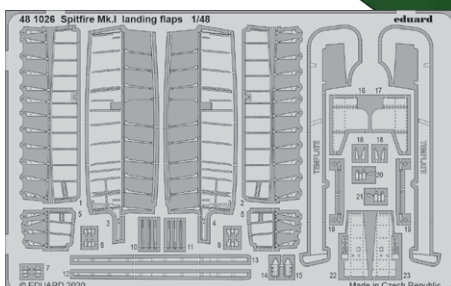
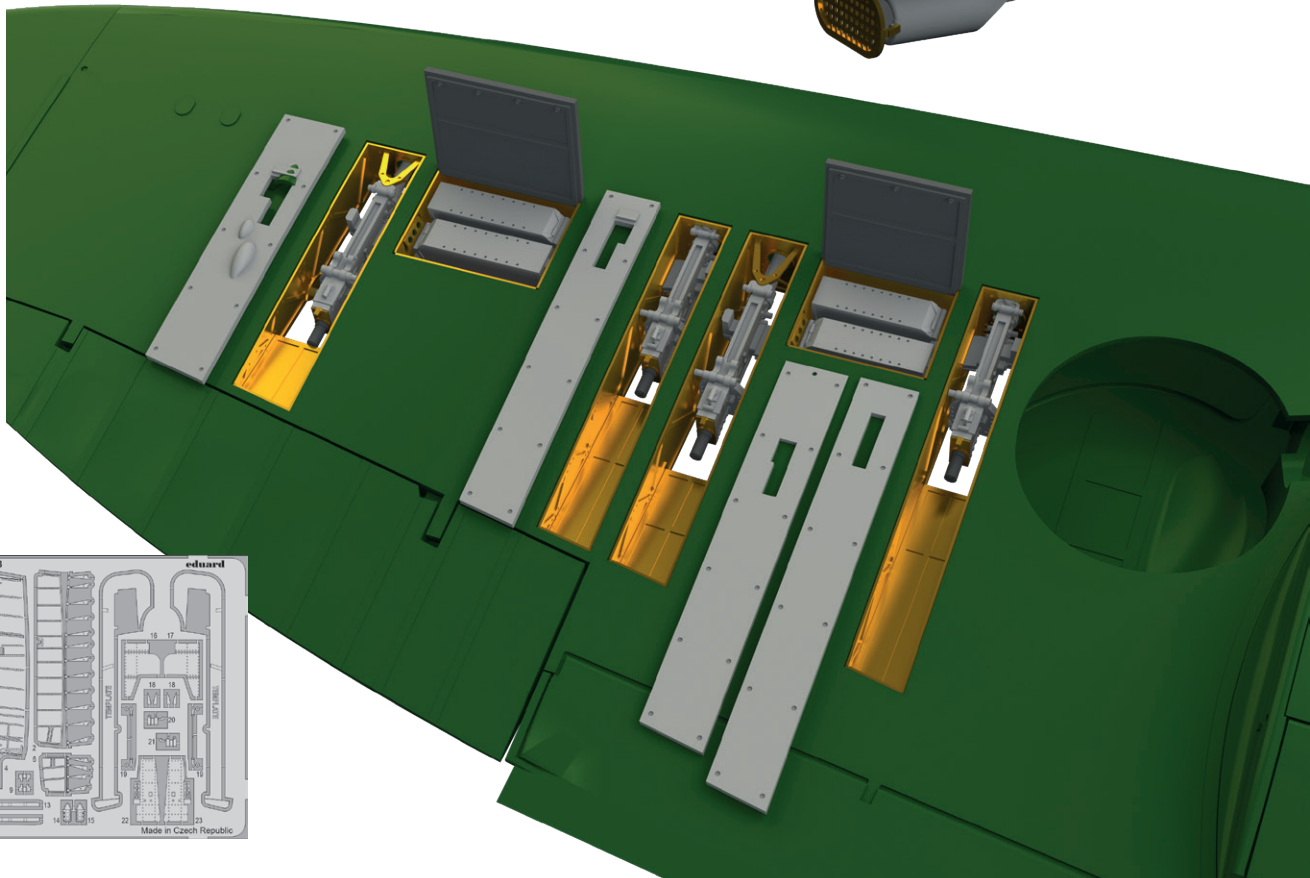
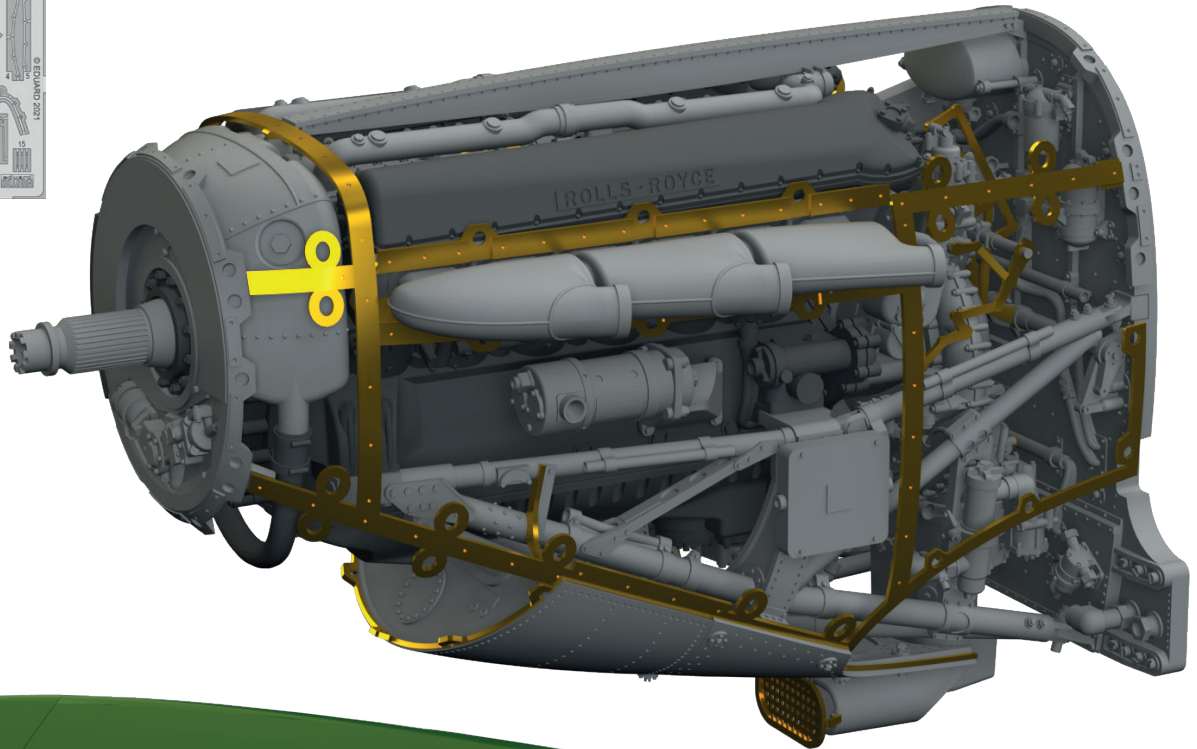
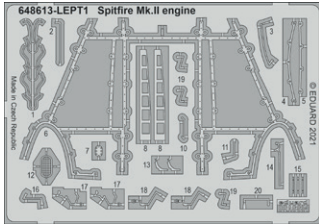
SIN64871 Spitfire Mk.IIa ADVANCED 1/48 Eduard

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%.

[Product page](#)



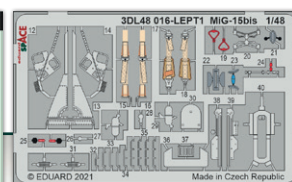
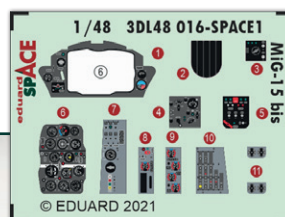
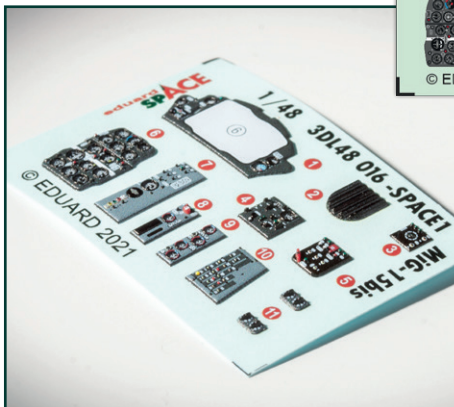
#3DL48016

MiG-15bis SPACE

for 1/48 kit Bronco/Hobby 2000

eduard
SPACE

Product page

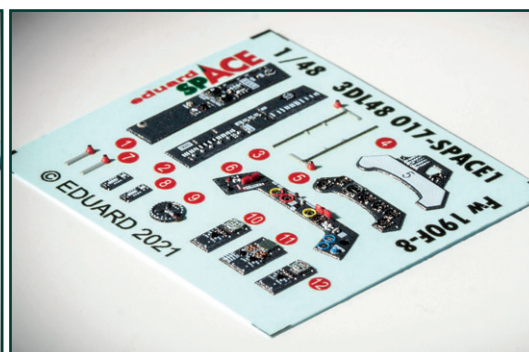
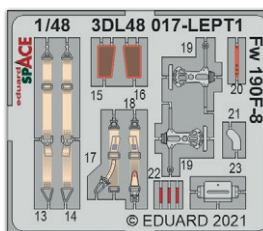
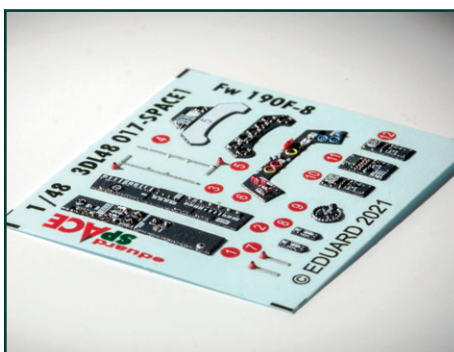
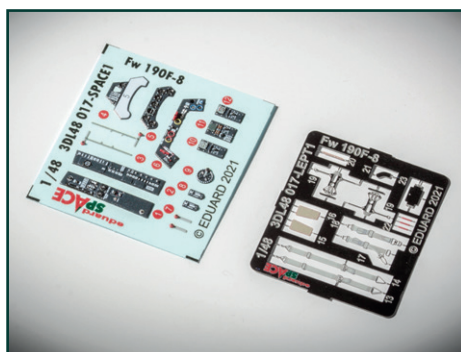


#3DL48017

Fw 190F-8 SPACE

for 1/48 kit Eduard

Product page

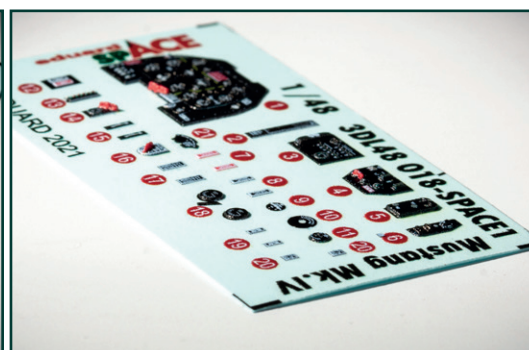
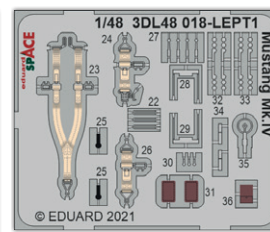
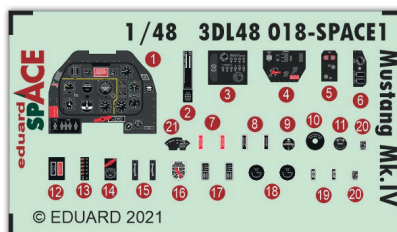
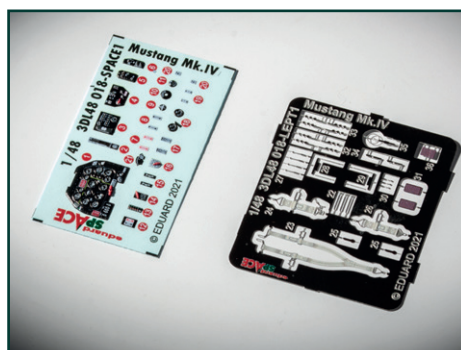


#3DL48018

Mustang Mk.IV SPACE

for 1/48 kit Eduard

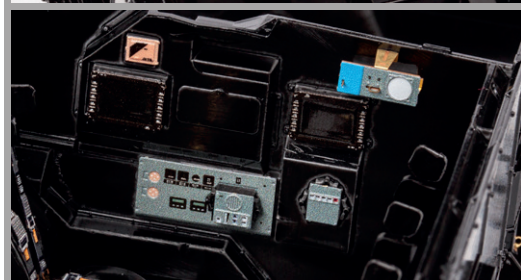
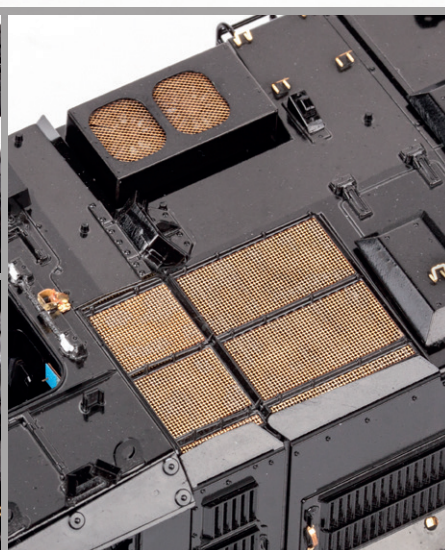
Product page



Typhoon K 1/35 Zvezda

Typhoon K 1/35 Zvezda (36462)

Typhoon K seatbelts STEEL 1/35 Zvezda (36462) release 06/2021



Harrier GR.1 1/48 Kinetic

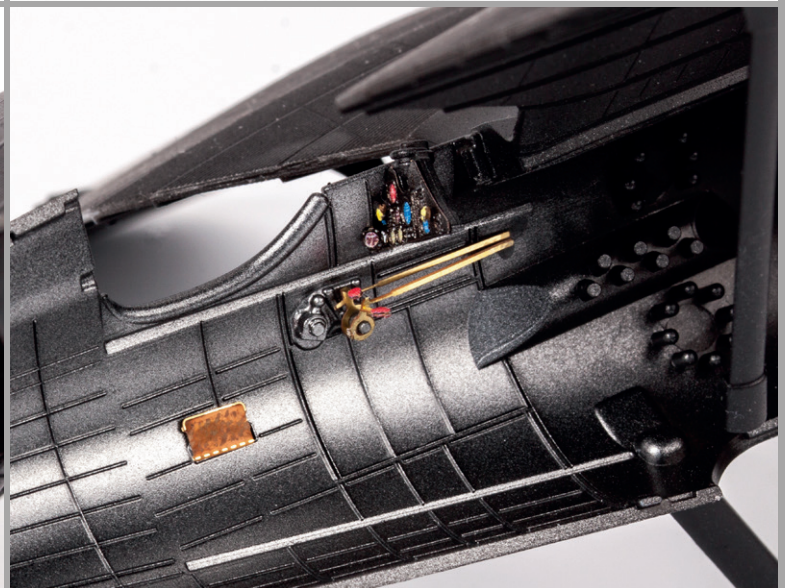
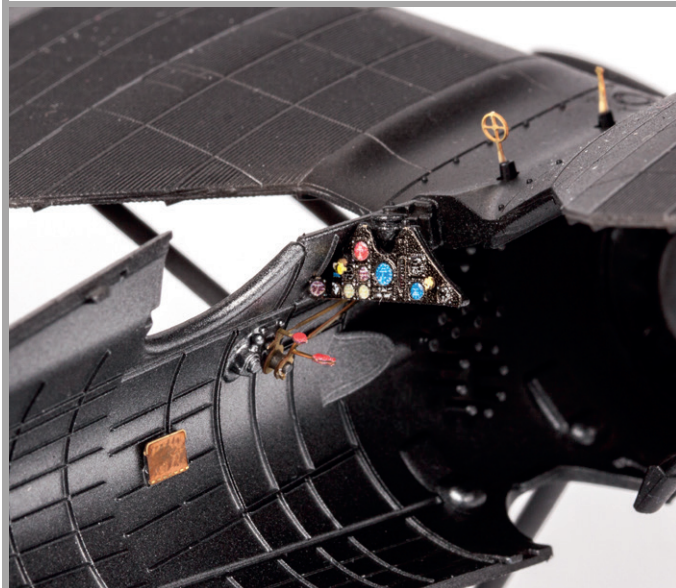
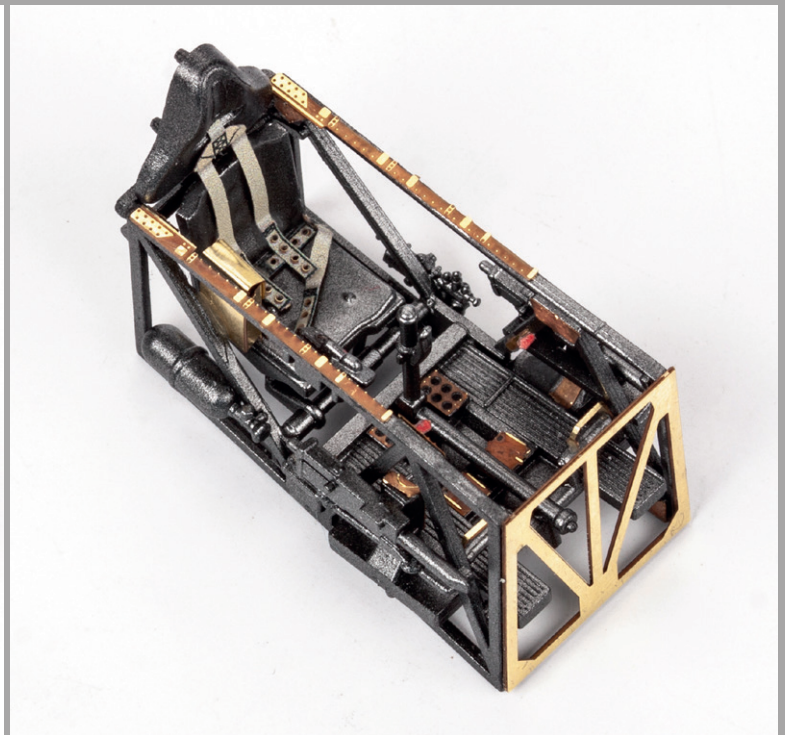
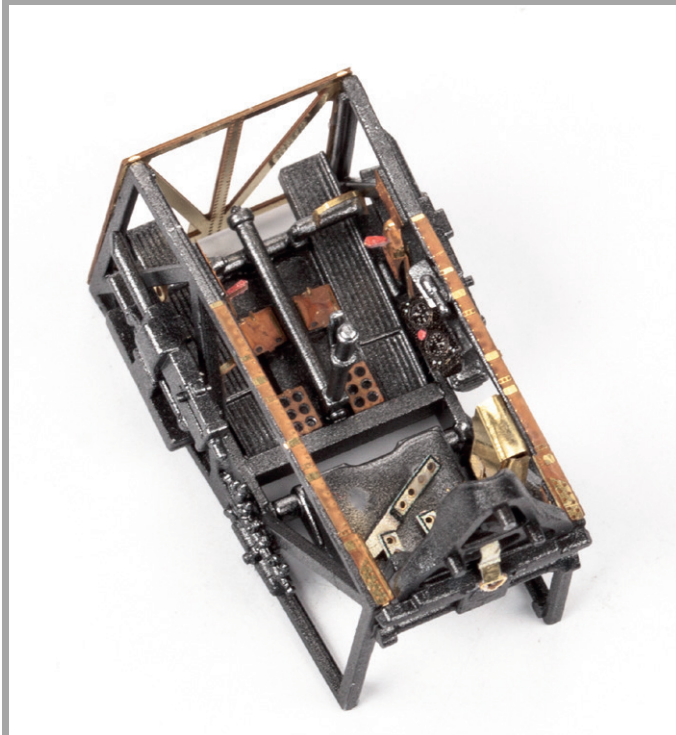
Harrier GR.1 1/48 Kinetic (491172)
Harrier GR.1 1/48 Kinetic (FE1172) (Zoom)
Harrier GR.1/3 seatbelts STEEL 1/48 Kinetic (FE1172) (Zoom)
Harrier GR.1/3 1/48 Kinetic (EX770) (Mask)
Harrier GR.1/3 TFace 1/48 Kinetic (EX771) (Mask)

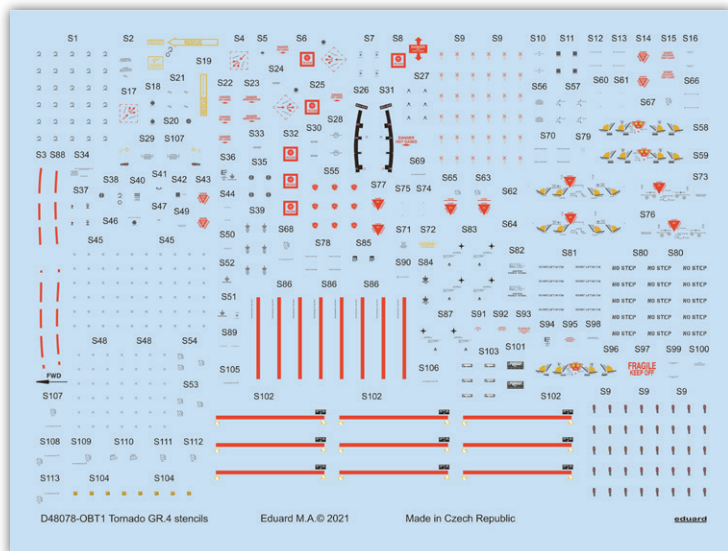


PZL P.11c

1/48 Arma Hobby

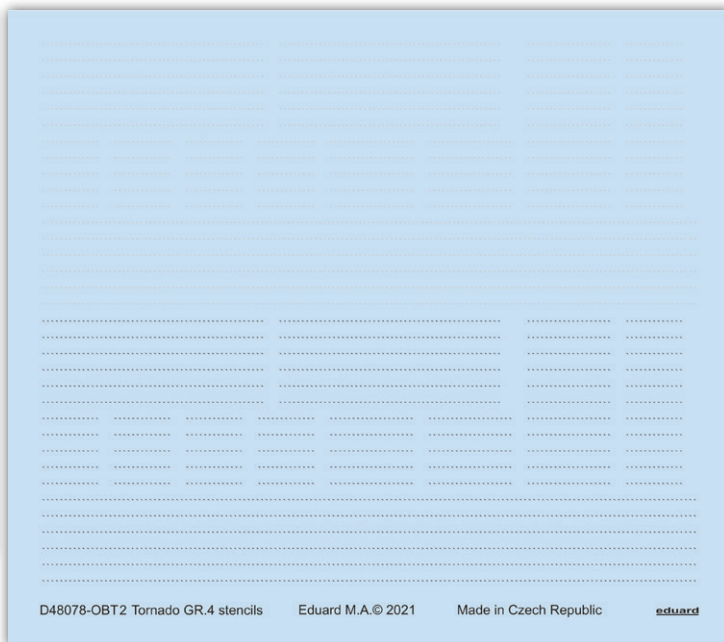
PZL P.11c 1/48 Arma Hobby (491175)
 PZL P.11c seatbelts STEEL 1/48 Arma Hobby (FE1175) (Zoom)
 PZL P.11c 1/48 Arma Hobby (EX772) (Mask)





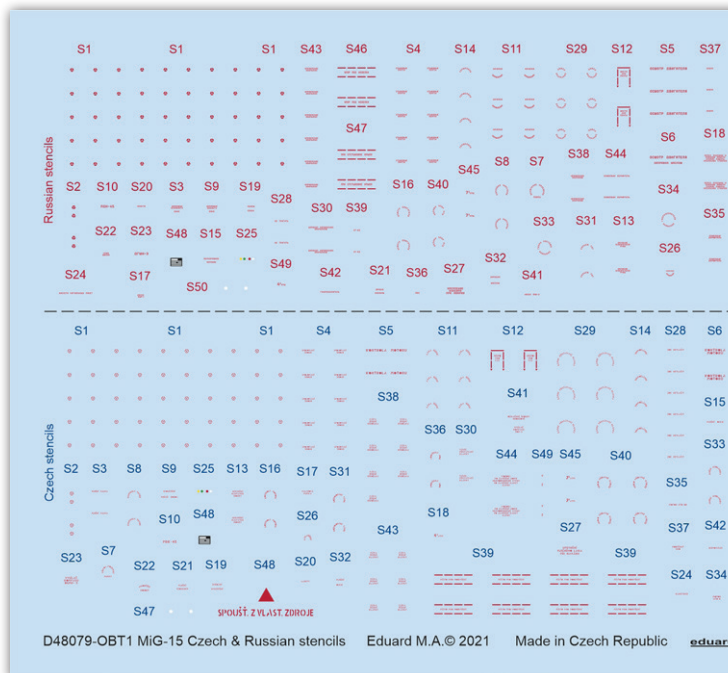
Cat. No. D48078
Tornado GR.4 stencils
1/48 Revell

[Product page](#)



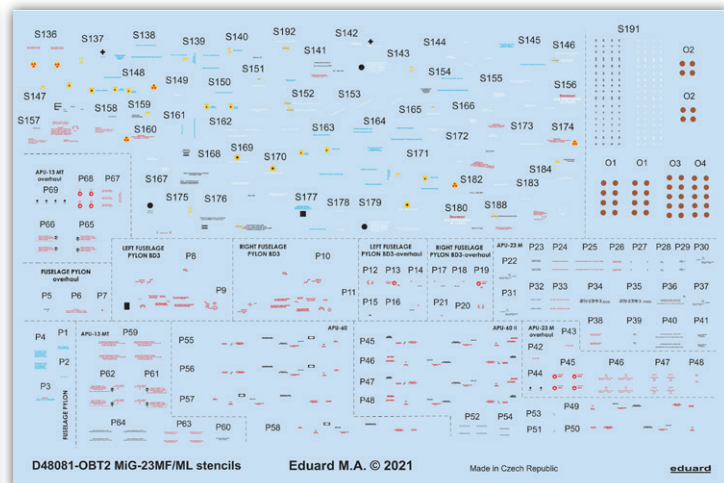
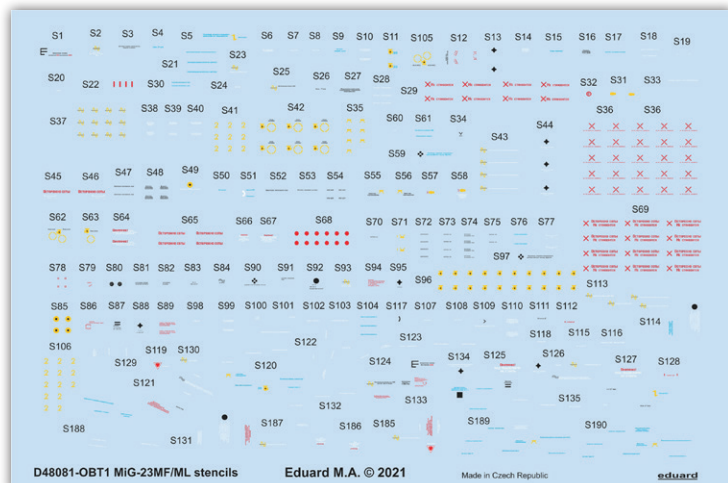
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MiG-15 Czech and Russian stencils
1/48 Bronco/Hobby 2000

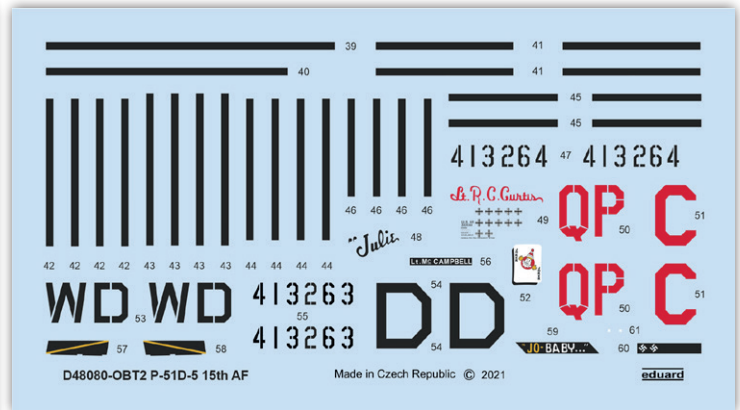
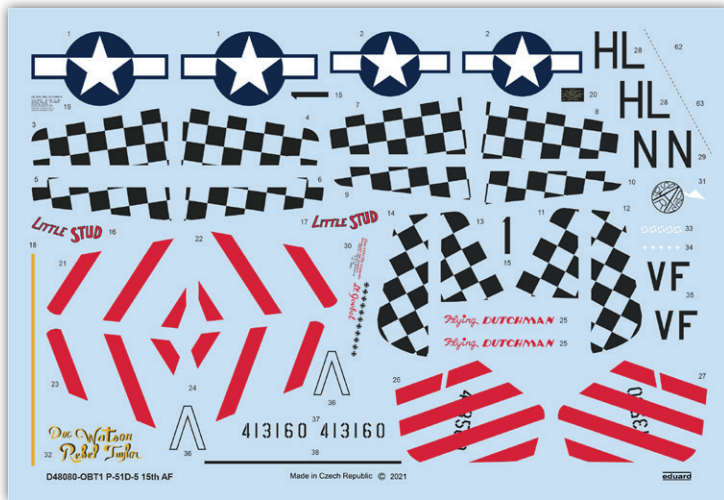
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Cat. No. D48081
MiG-23MF/ML stencils
1/48 Trumpeter

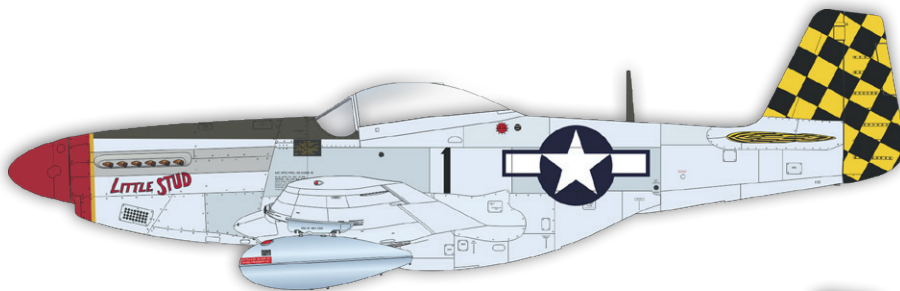
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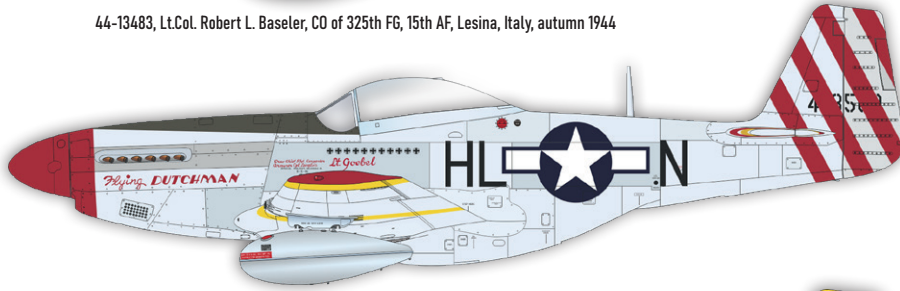


Cat. No. D48080
P-51D-5 "15th AF"
1/48 Eduard

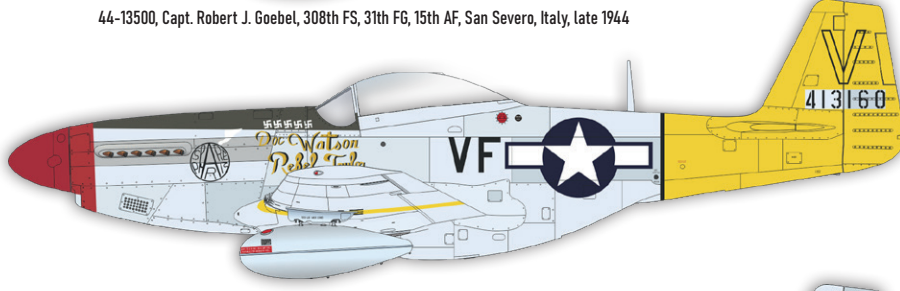
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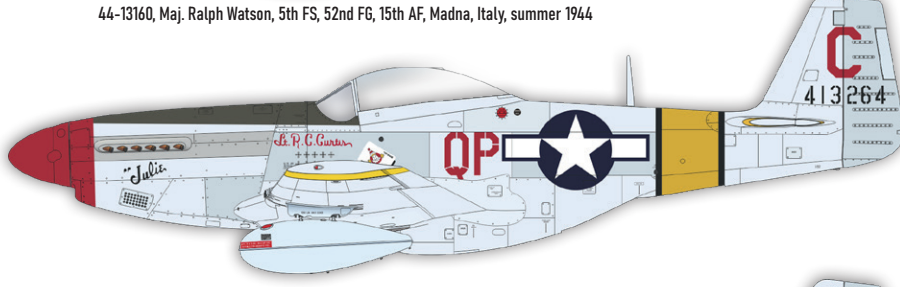
44-13483, Lt.Col. Robert L. Baseler, CO of 325th FG, 15th AF, Lesina, Italy, autumn 1944



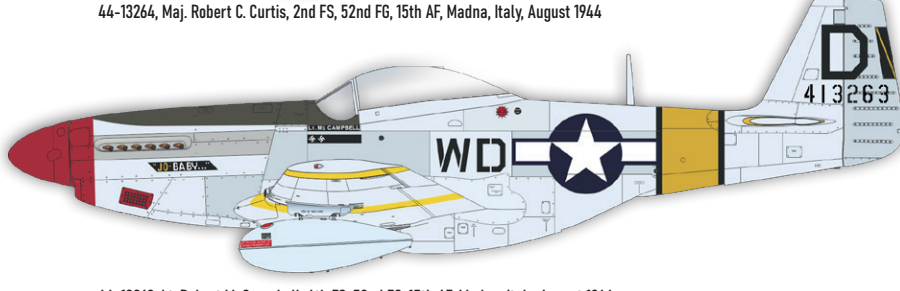
44-13500, Capt. Robert J. Goebel, 308th FS, 31th FG, 15th AF, San Severo, Italy, late 1944



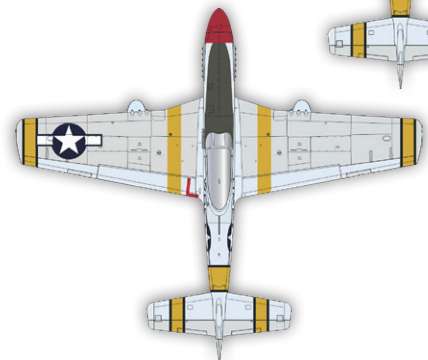
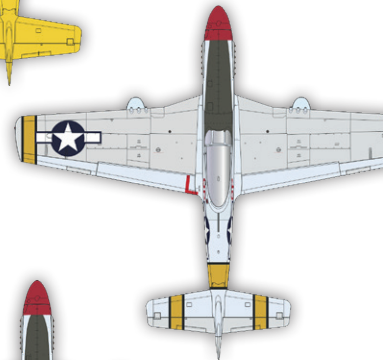
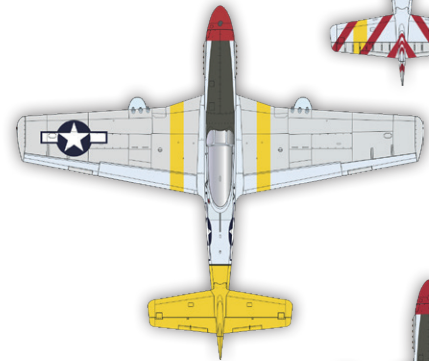
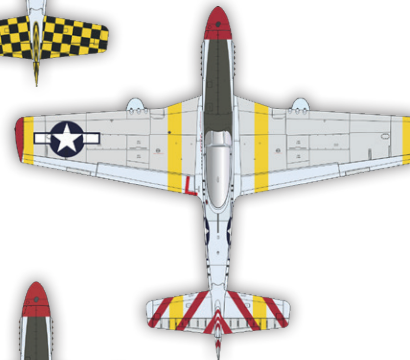
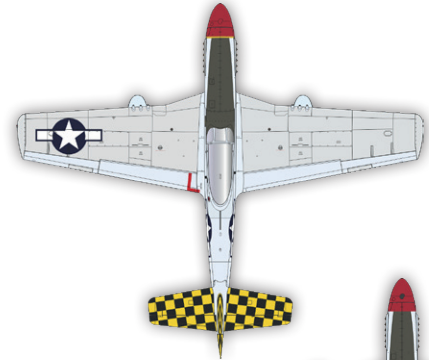
44-13160, Maj. Ralph Watson, 5th FS, 52nd FG, 15th AF, Madna, Italy, summer 1944



44-13264, Maj. Robert C. Curtis, 2nd FS, 52nd FG, 15th AF, Madna, Italy, August 1944



44-13263, Lt. Robert McCampbell, 4th FS, 52nd FG, 15th AF, Madna, Italy, August 1944





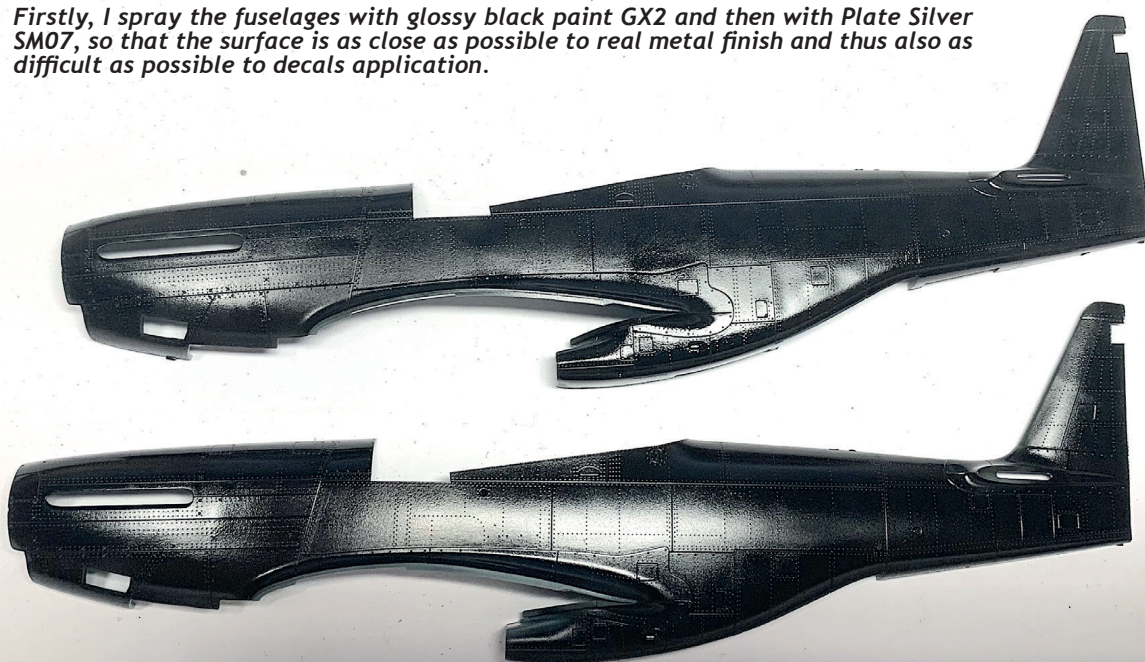
HOW TO APPLY EDUARD DECALS

The new generation of Eduard decals has been developed since 2018. In all kits of all Eduard series, these decals have been standard since September 2019. Another type of decals is not used for Eduard kits after this date, the same applies to Eduard Decals sets. These decals allow the removal of the upper cover layer of varnish after application and settling of decals, which leads to a perfect fusion of the decal with the surface of the model. This is even though they were not originally designed for such an application and the basis of their application is the classic procedure, where the varnish is not removed from the applied decal.

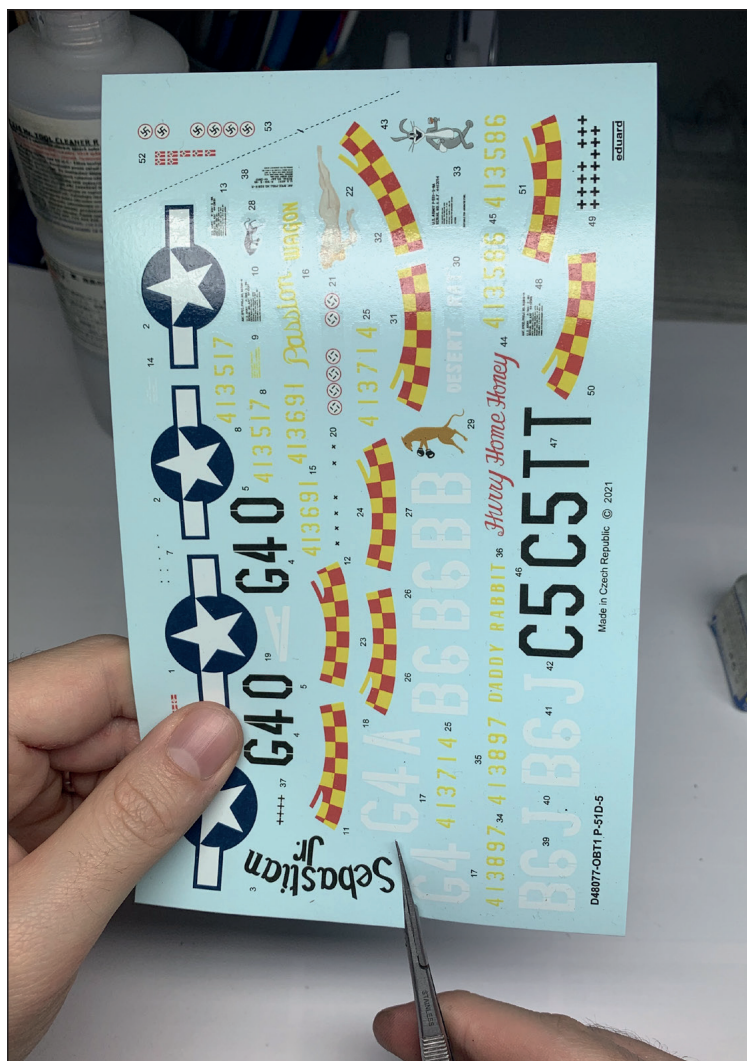
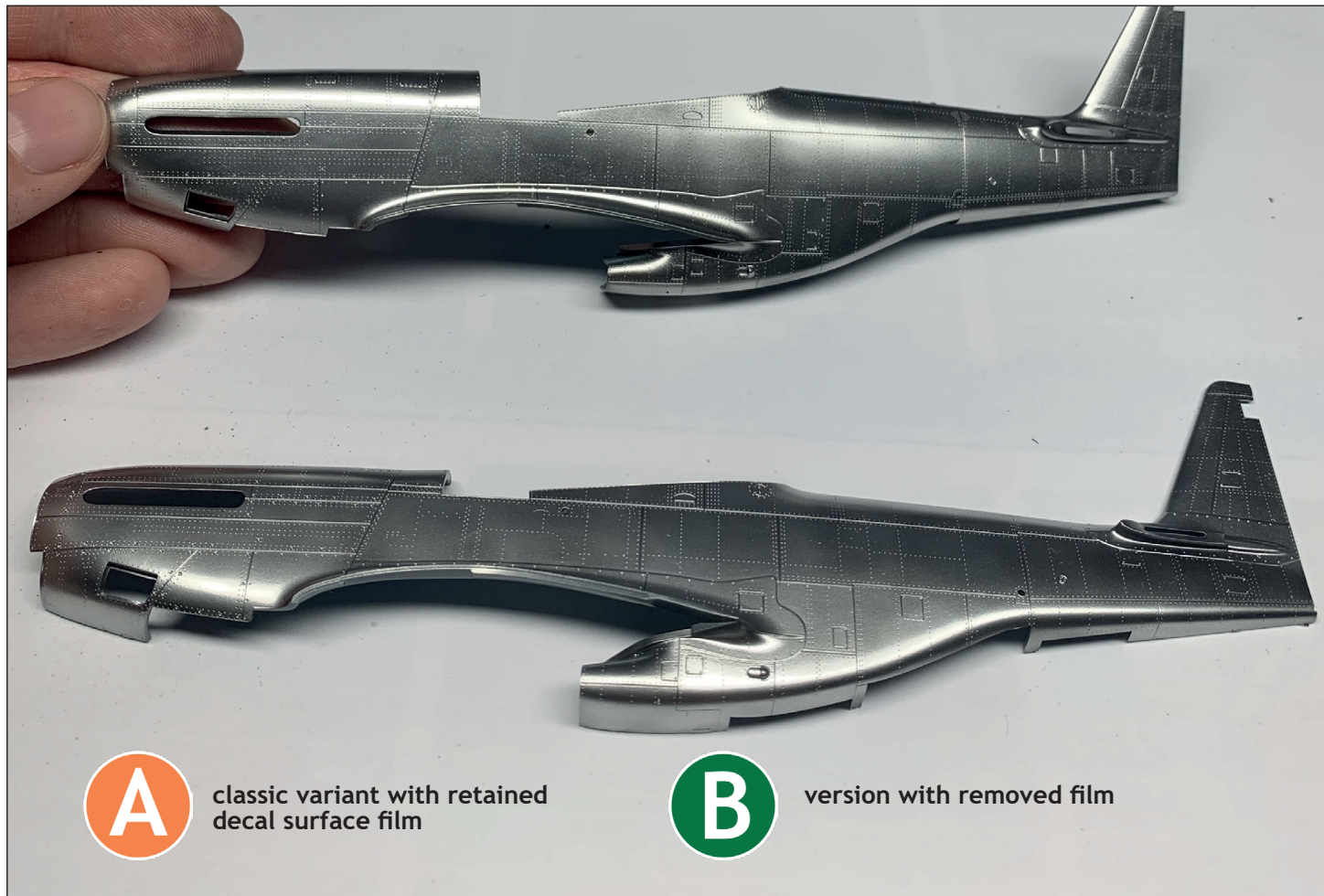
Jakub Nademlejnský's presentation shows both possibilities. Both also give a good result, the procedure is not difficult in either case. Every modeler can handle it while following the basic rules and with the necessary skills. So, it's up to the modeler which option he chooses.

Jakub Nademlejnský

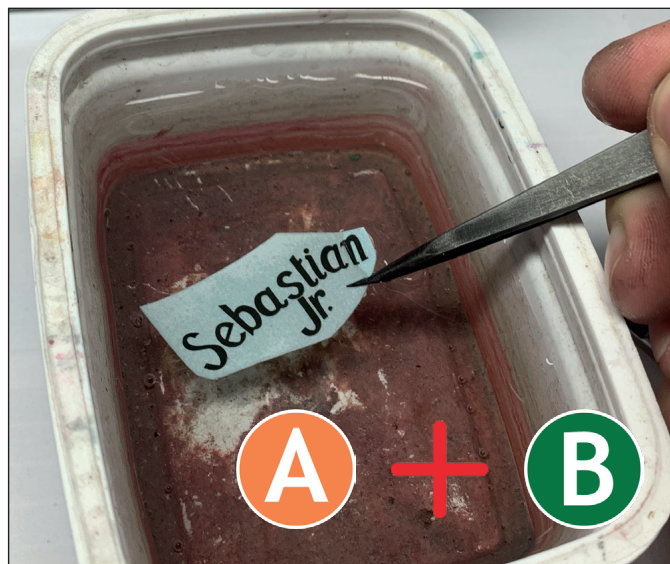
Firstly, I spray the fuselages with glossy black paint GX2 and then with Plate Silver SM07, so that the surface is as close as possible to real metal finish and thus also as difficult as possible to decals application.



The first photo shows the tools needed to airbrush paint on the P-51D-5 Mustang fuselages and a decal sheet for Mustangs from the 357th Fighter Group (cat. No. D48077).



I cut out the specific decals that I want to apply from the sheet. Then, I soak the decals in water at room temperature.

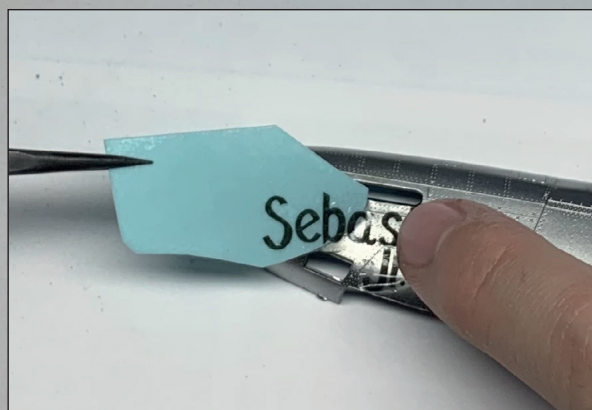
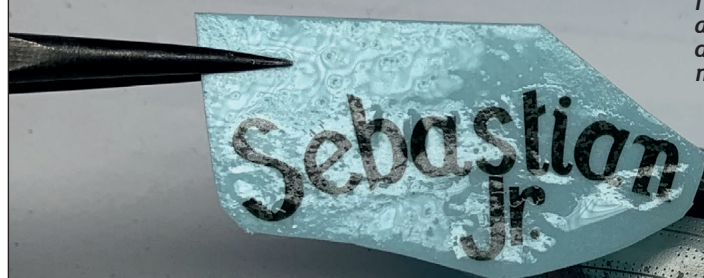


Now I apply a few drops of water with my finger on the place where I want to apply decals on the fuselage. Instead of water, I could use Mr. Mark Setter from Gunze, but it is not necessary.

A + B



After about a minute, the decals will release from the paper. I grab the base paper into the tweezers and use my finger or a wooden stick to pull the decal from the paper into a cluster of drops on the model. Then, I can move the decal on the model with my finger or a wooden stick and place it in its place.



A + B

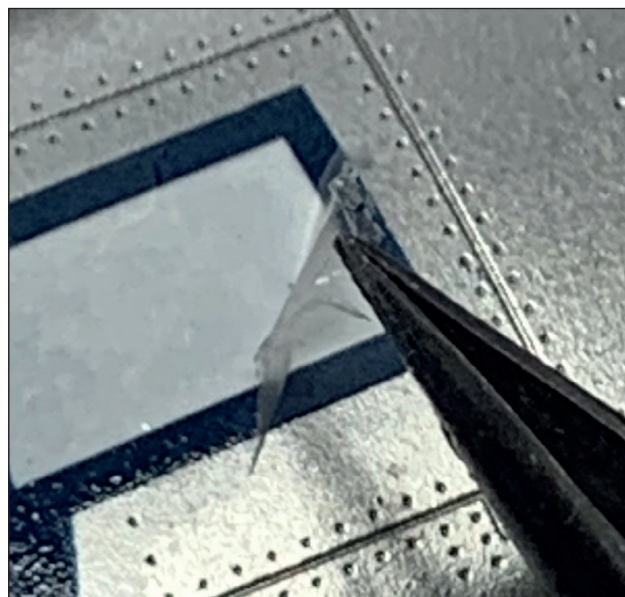
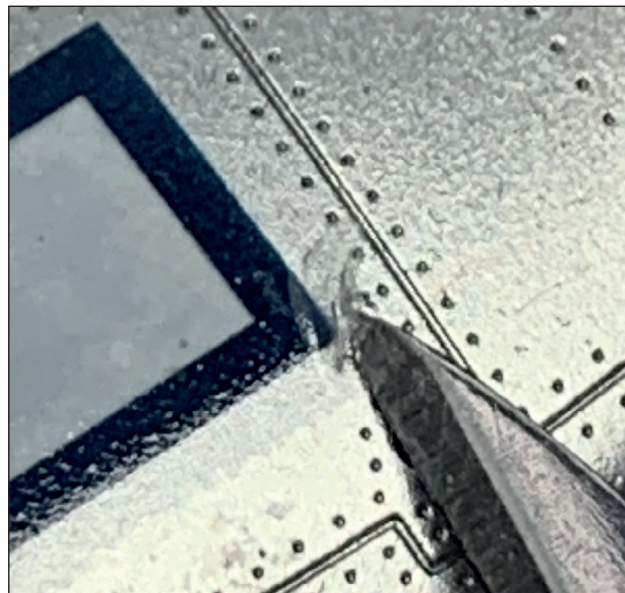


When the decal is placed, I wrap my finger in a clean, dry cloth, squeeze the decal, and aspirate any water or leftovers of the Setter.



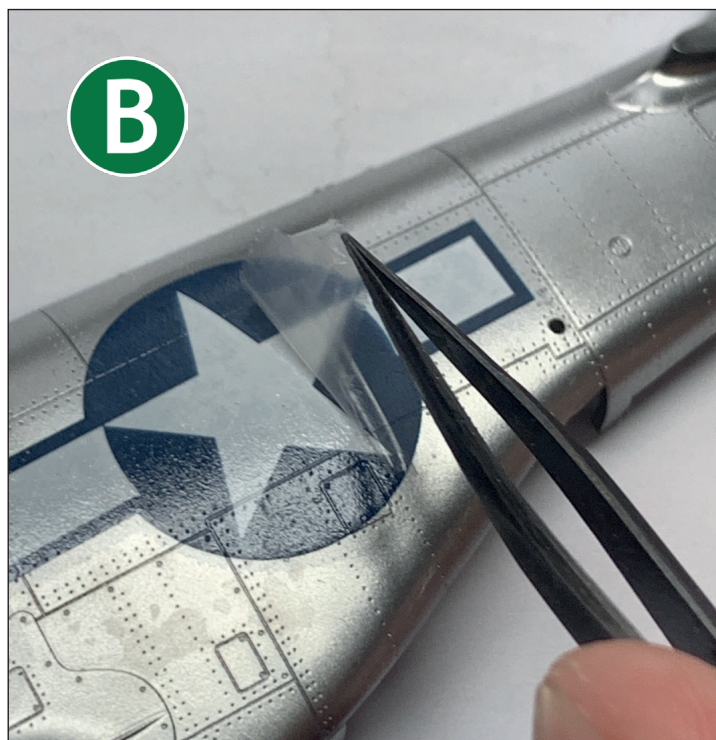
This way, I apply different decals to two identical fuselages. I will remove the film from one fuselage later and compare the results.

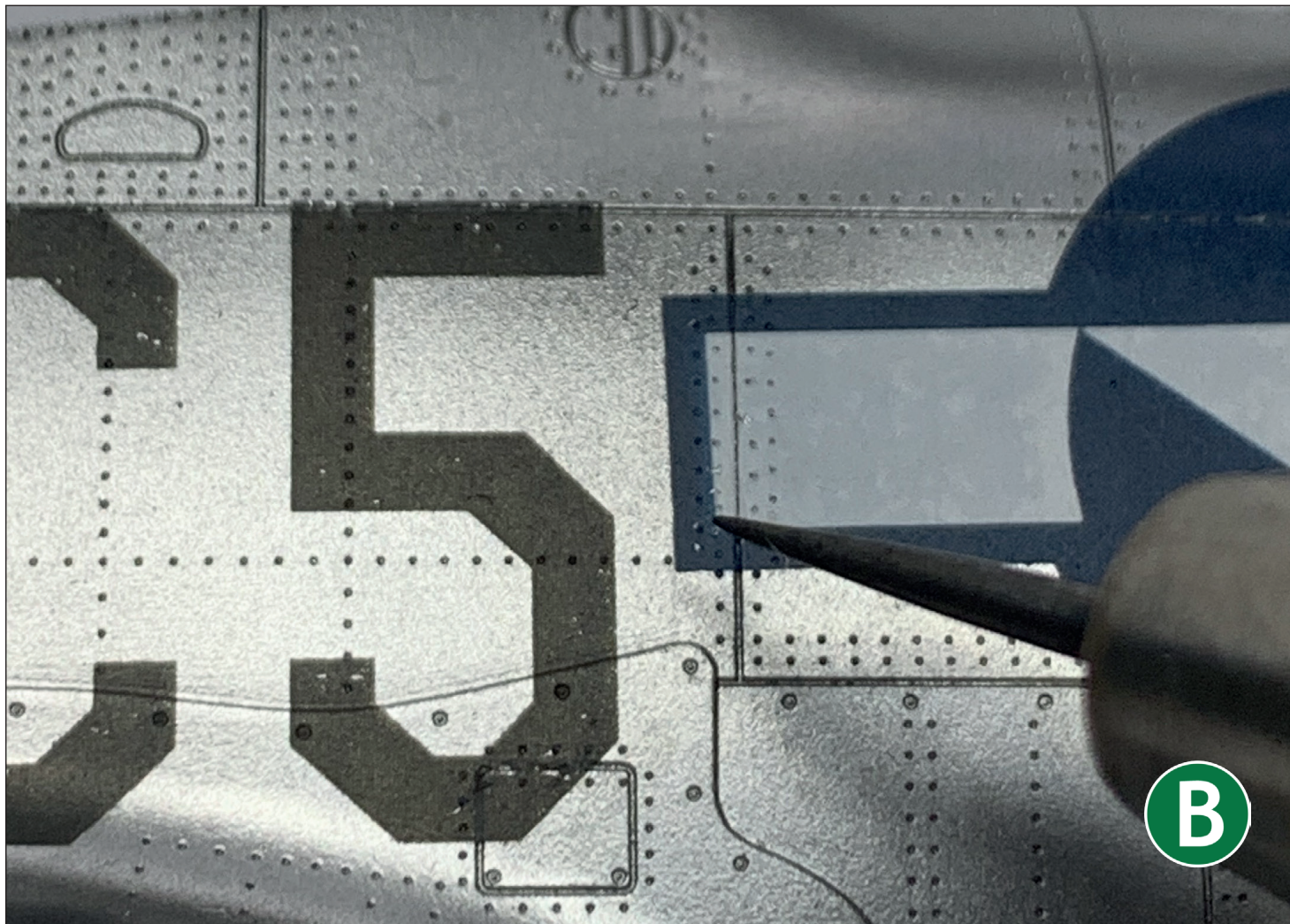




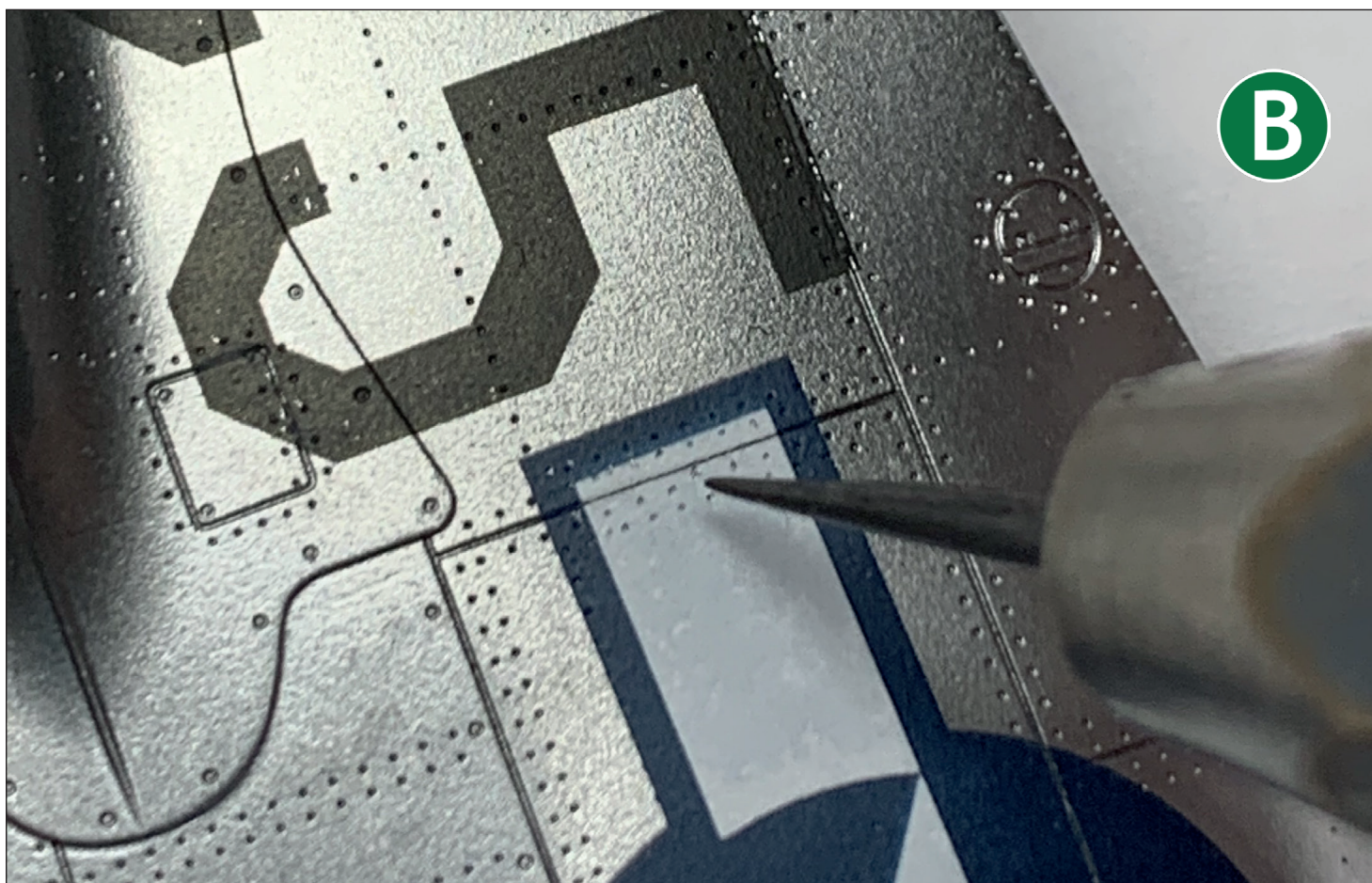
If I want to remove the film from the decal, I will leave it for the next day (approximately 10 hours). After this time, I take a sharp X-acto knife, find the edge of the film, and gently peel it off, so that I can then take it with tweezers and carefully remove the paint.

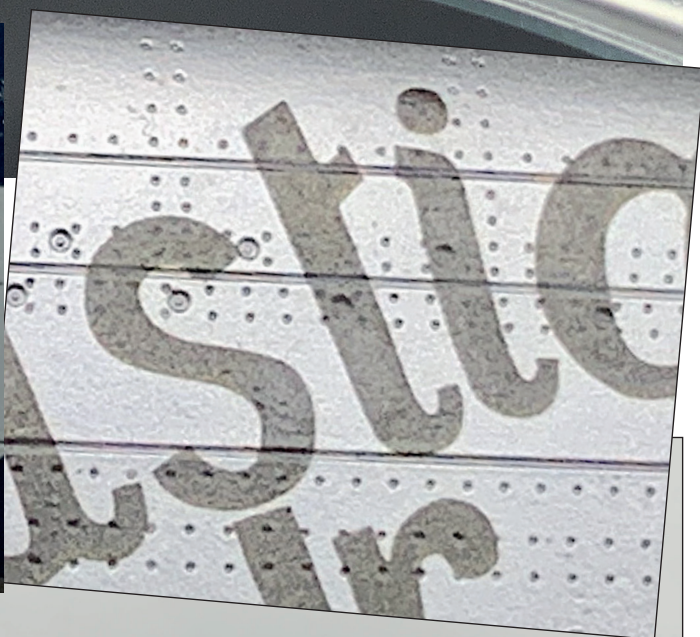
Removing the film is easy, however, I recommend training the whole process on a training piece of plastic.





Various weathering can be done on the decals from which the film is removed. If we want, we can still highlight the rivets and stretch the engraving, which is then better filled with wash.





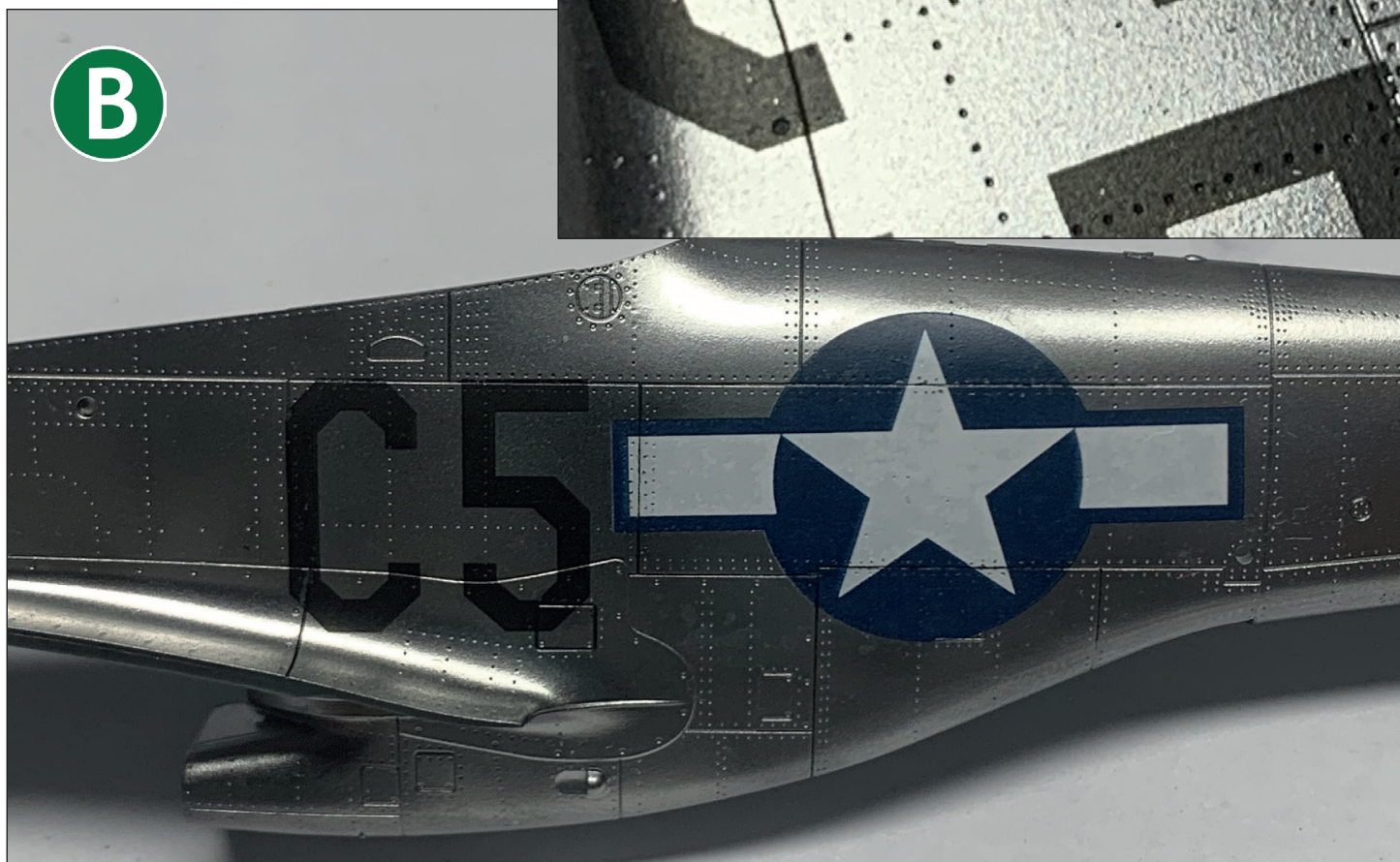
The result of the fuselage with the film left before weathering and final painting of the surface.

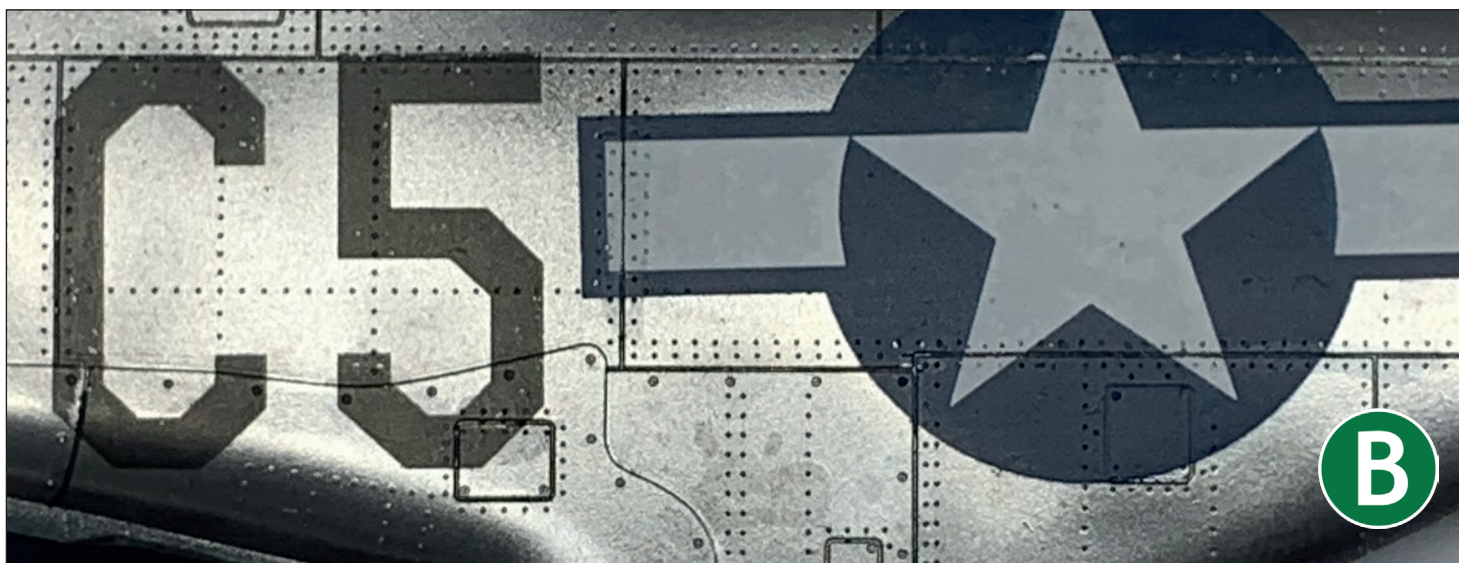


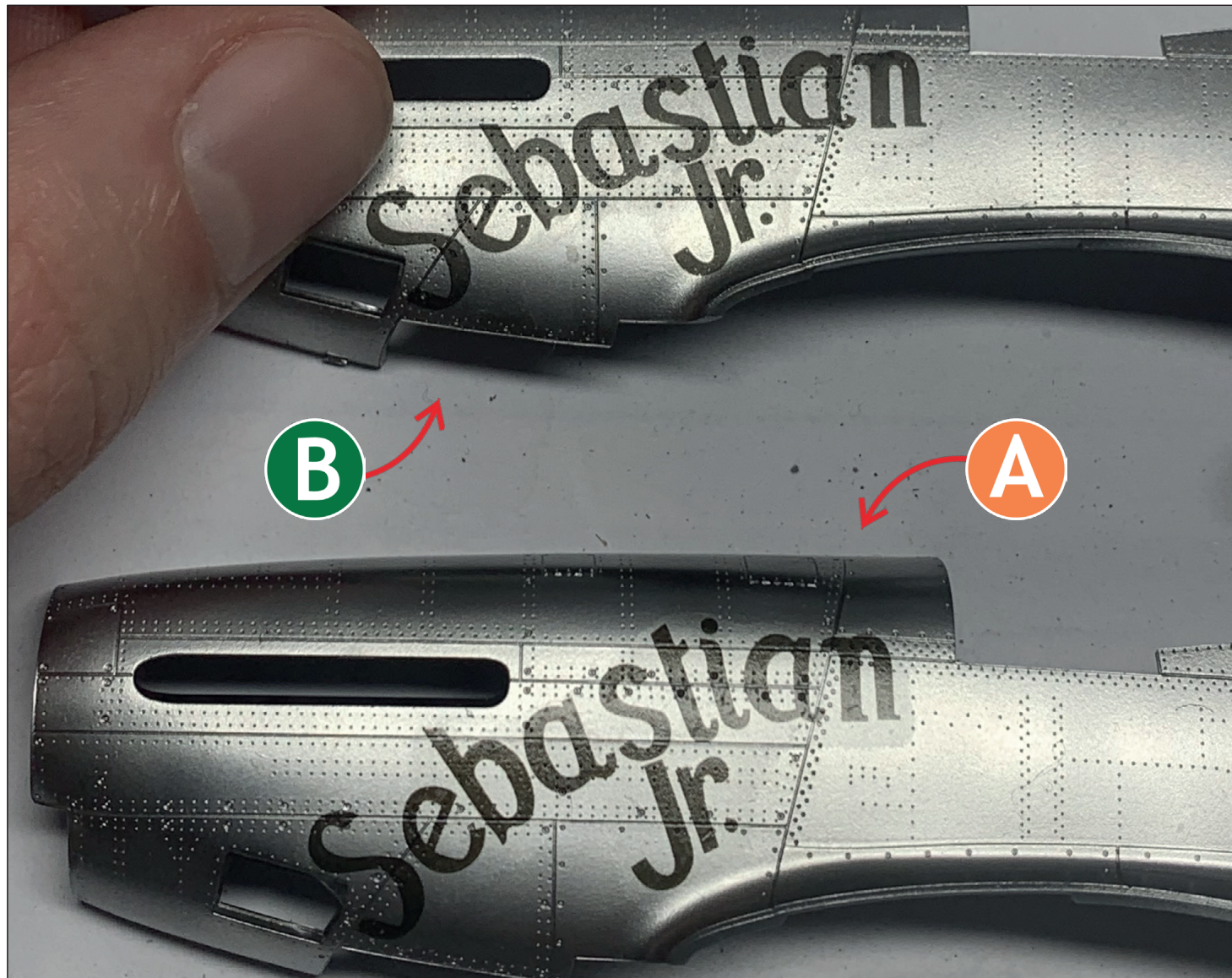


Almost final result of applied decals with removed film.

The filmless variant also makes it possible to show wear also by partially removing the colour of the decal in places where we need it.







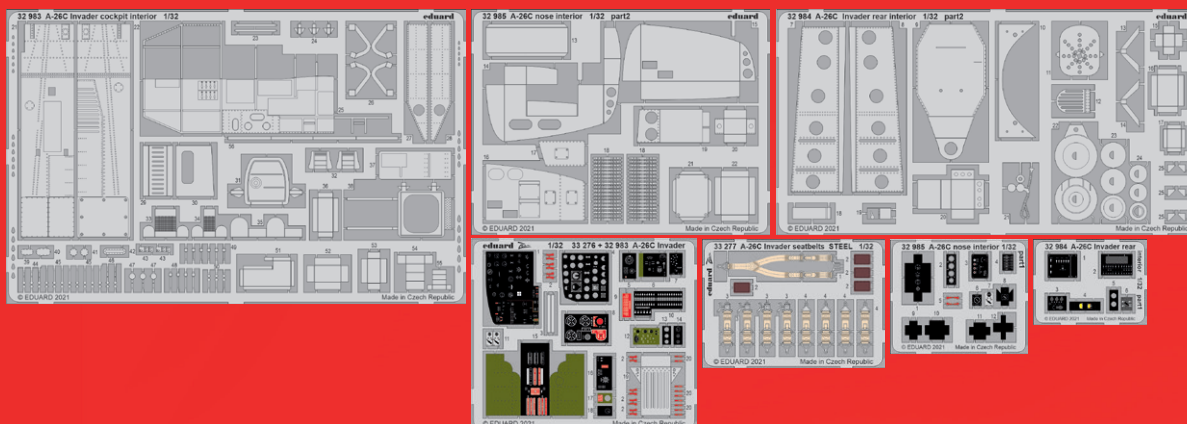
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG33130 A-26C Invader PART I 1/32 Hobby Boss

[Product page](#)

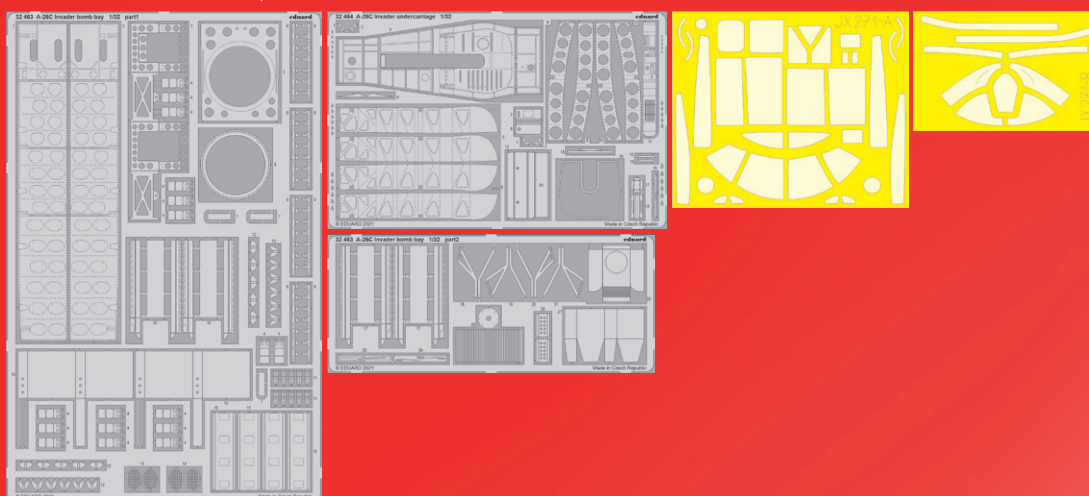
- 32983 A-26C Invader cockpit interior 1/32
- 32984 A-26C Invader rear interior 1/32
- 32985 A-26C nose interior 1/32
- 33277 A-26C Invader seatbelts STEEL 1/32



BIG33131 A-26C Invader PART II 1/32 Hobby Boss

[Product page](#)

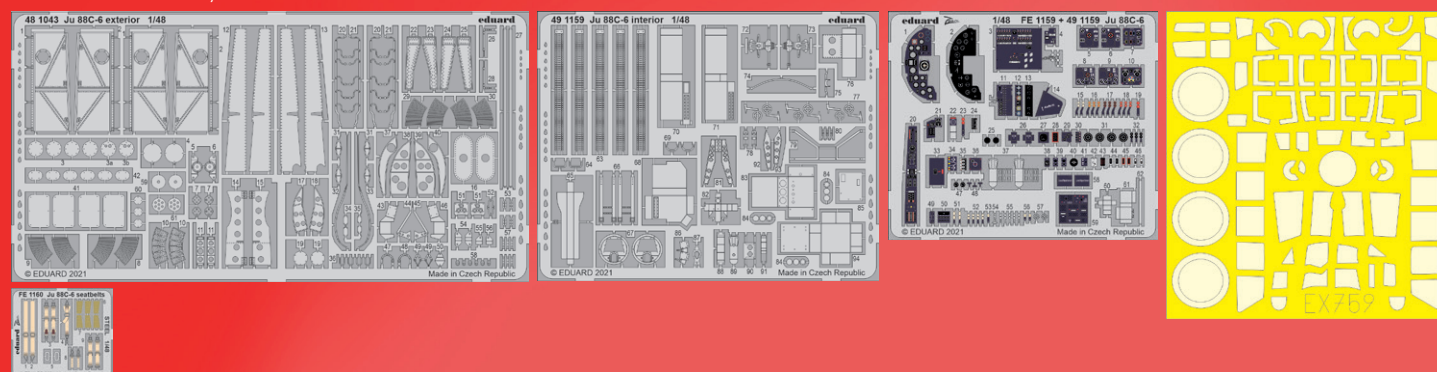
- 32463 A-26C Invader bomb bay 1/32
- 32464 A-26C Invader undercarriage 1/32
- JX271 A-26C Invader 1/32



BIG49283 Ju 88C-6 1/48 ICM

[Product page](#)

- 481043 Ju 88C-6 exterior 1/48
- 491159 Ju 88C-6 interior 1/48
- FE1160 Ju 88C-6 seatbelts STEEL 1/48
- EX759 Ju 88C-6 1/48



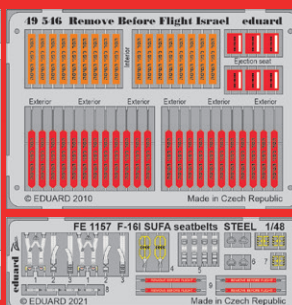
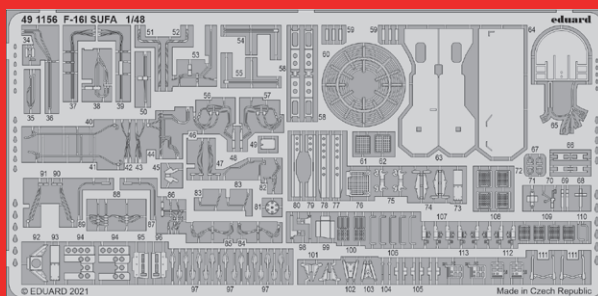
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49284 F-16I SUFA 1/48 Kinetic

[Product page](#)

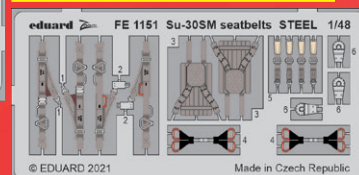
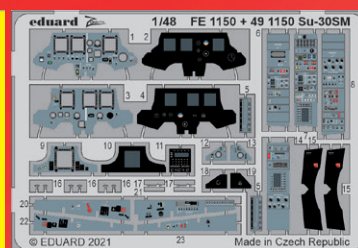
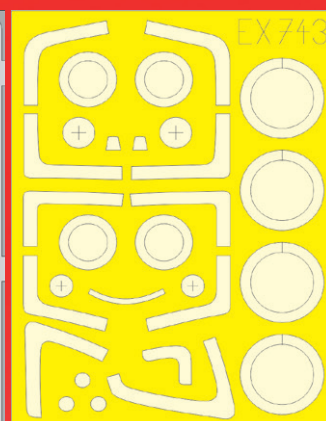
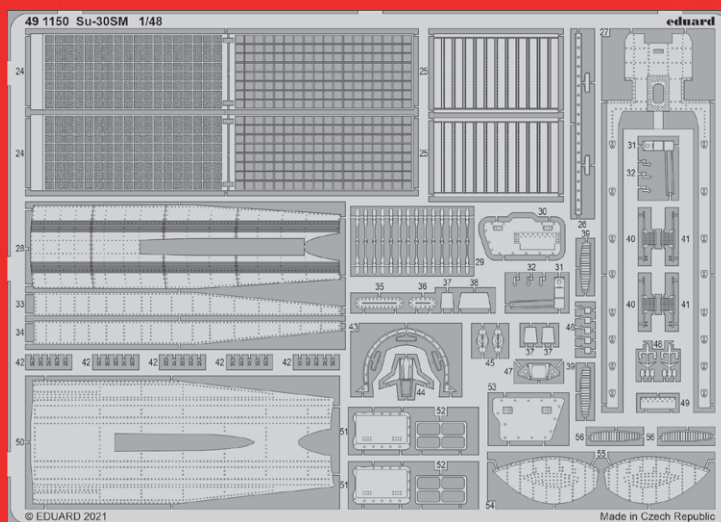
49546 Remove Before Flight - Israel
491156 F-16I SUFA 1/48
FE1157 F-16I SUFA seatbelts STEEL 1/48
EX761 F-16I SUFA 1/48



BIG49285 Su-30SM 1/48 Kitty Hawk

[Product page](#)

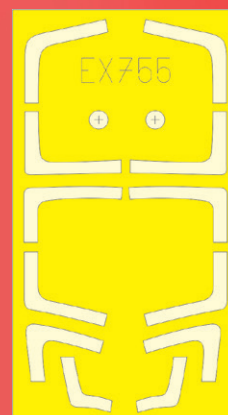
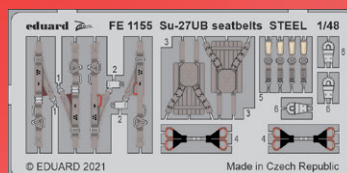
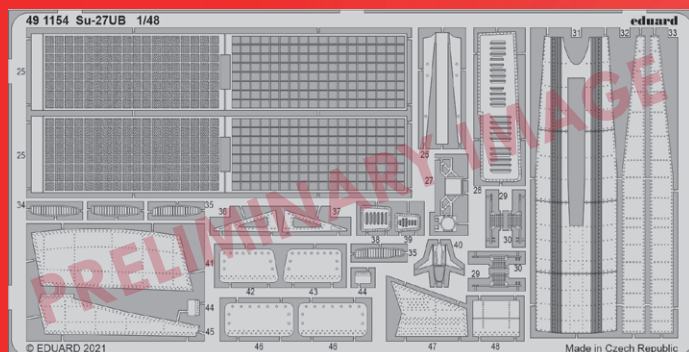
491150 Su-30SM 1/48
FE1151 Su-30SM seatbelts STEEL 1/48
EX743 Su-30SM 1/48



BIG49286 Su-27UB 1/48 Great Wall Hobby

[Product page](#)

491154 Su-27UB 1/48
FE1155 Su-27UB seatbelts STEEL 1/48
EX755 Su-27UB 1/48



EDUARD MASK

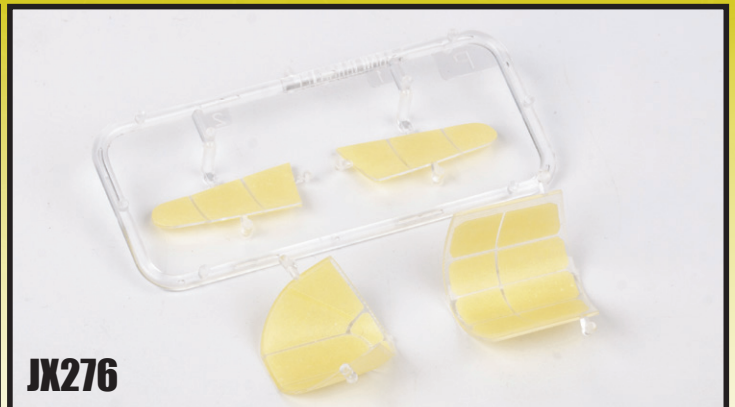
IT FITS!

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


JX274

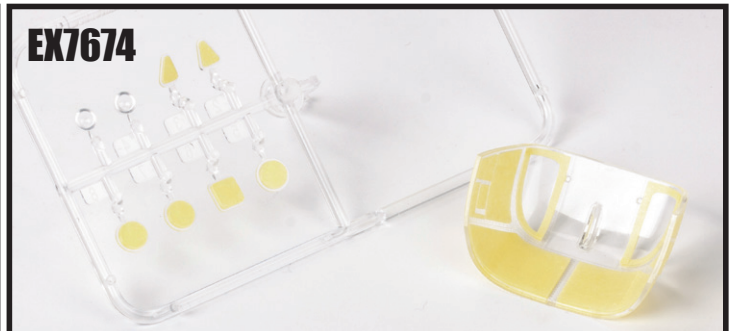
EX772

CX598

**JX275
JX276**

JX276

**EX770
EX771**

EX771

**EX773
EX774**

EX7674

**EX775
EX776**

EX776

May 2021

KITS

82104 Mustang Mk.IV
82139 Fw 190F-8
82165 Bf 109G-2
70142 MiG-21MF Fighter Bomber
7406 Albatros D.V

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

PE-SETS

32465 P-40M exterior
32466 P-40M landing flaps
32467 P-40M gun bays
32987 PT-13 Kaydet
32988 P-40M interior
36462 Typhoon K
481046 MiG-15bis landing flaps
481047 Fw 190F-8
481048 Fw 190F-8 landing flaps
491172 Harrier GR.1
491173 Harrier GR.3
491175 PZL P.11c
491176 MV-22
491178 MiG-15bis
73739 Bf 109E-3
73740 Ar 234B

1/32 Trumpeter
1/32 Trumpeter
1/32 Trumpeter
1/32 Roden
1/32 Trumpeter
1/35 Zvezda
1/48 BRONCO/HOBBY 2000
1/48 Eduard
1/48 Eduard
1/48 Kinetic
1/48 Kinetic
1/48 Arma Hobby
1/48 Hobby Boss
1/48 BRONCO/HOBBY 2000
1/72 Special Hobby
1/72 Hobby 2000/Dragon

ZOOM SETS

33280 PT-13 Kaydet
33281 PT-13 Kaydet seatbelts STEEL
33282 P-40M
33283 P-40M seatbelts STEEL
FE1172 Harrier GR.1
FE1173 Harrier GR.3
FE1174 Harrier GR.1/3 seatbelts STEEL
FE1175 PZL P.11c seatbelts STEEL
FE1176 MV-22
FE1177 MV-22 seatbelts STEEL
FE1178 MiG-15bis
FE1179 MiG-15bis seatbelts STEEL
SS740 Ar 234B
SS741 Albatros D.V Weekend

1/32 Roden
1/32 Roden
1/32 Trumpeter
1/32 Trumpeter
1/48 Kinetic
1/48 Kinetic
1/48 Kinetic
1/48 Arma Hobby
1/48 Hobby Boss
1/48 Hobby Boss
1/48 BRONCO/HOBBY 2000
1/48 BRONCO/HOBBY 2000
1/72 Hobby 2000/Dragon
1/72 Eduard

MASKS

JX274 PT-13 Kaydet
JX275 P-40M
JX276 P-40M TFace
EX770 Harrier GR.1/3
EX771 Harrier GR.1/3 TFace
EX772 PZL P.11c
EX773 MV-22
EX774 MV-22 TFace
EX775 MiG-15bis
EX776 MiG-15bis TFace
CX598 F8F-1

1/32 Roden
1/32 Trumpeter
1/32 Trumpeter
1/48 Kinetic
1/48 Kinetic
1/48 Arma Hobby
1/48 Hobby Boss
1/48 Hobby Boss
1/48 BRONCO/HOBBY 2000
1/48 BRONCO/HOBBY 2000
1/72 Hobby Boss

BIGED SETS

BIG33130 A-26C Invader PART I
BIG33131 A-26C Invader PART II
BIG49283 Ju 88C-6
BIG49284 F-16I SUFA
BIG49285 Su-30SM
BIG49286 Su-27UB

1/32 Hobby Boss
1/32 Hobby Boss
1/48 ICM
1/48 Kinetic
1/48 Kitty Hawk
1/48 Great Wall Hobby

BRASSIN SETS

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

1/32
1/32
1/32
1/48 BRONCO/HOBBY 2000
1/48 BRONCO/HOBBY 2000
1/48 Eduard
1/48 Eduard
1/48 Eduard
1/48 BRONCO/HOBBY 2000
1/48 BRONCO/HOBBY 2000
1/48 BRONCO/HOBBY 2000
1/72
1/72
1/72

LookPLUS SETS

644101 MiG-21PF LööKplus
644102 MiG-21PFM LööKplus

1/48 Eduard
1/48 Eduard

BIGSIN SETS

SIN64871 Spitfire Mk.IIa ADVANCED

1/48 Eduard

DECAL SETS

D48078 Tornado GR.4 stencils
D48079 MiG-15 Czech & Russian stencils
D48080 P-51D-5 "15th AF"
D48081 MiG-23MF/ML stencils

1/48 Revell
1/48 BRONCO/HOBBY 2000
1/48 Eduard
1/48 Trumpeter

SPACE SETS

3DL48016 MiG-15bis SPACE
3DL48017 Fw 190F-8 SPACE
3DL48018 Mustang Mk.IV SPACE

1/48 BRONCO/HOBBY 2000
1/48 Eduard
1/48 Eduard

P-39Q Airacobra

1/48

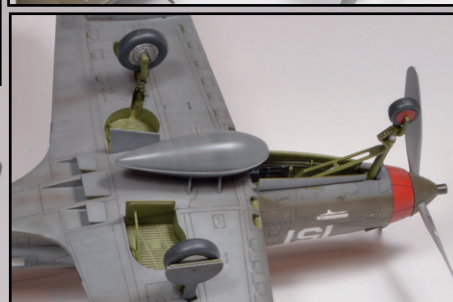
Accessories used

#3DL48012 P-39Q SPACE (3D Decal)

Cat No. 8470**built by Robert Szwarc**[Product page](#)

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

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



Spitfire Story: The Few

1/48

built by Shane Doak

Cat. No. 11143

Product page



Spitfire model I built for my son and my joy

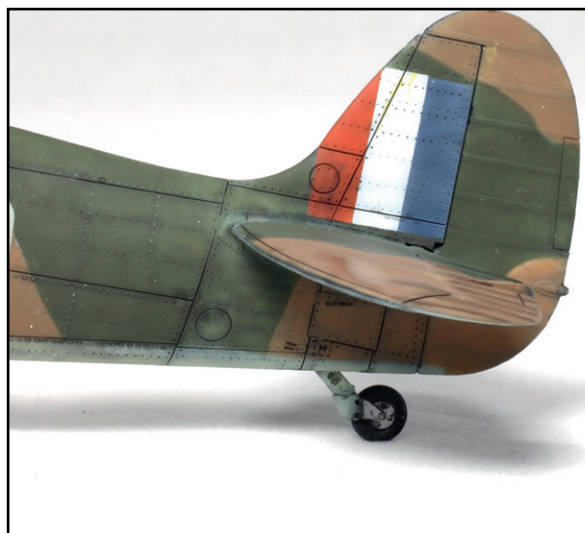
Building the Spitfire Mk.I from "SPITFIRE STORY: The Few" boxing was a complete joy. Before this build, I had very little interest in the Spitfire as an aircraft. I was aware of its importance in aviation as a cutting edge design. And I understood it was key in keeping the German invasion at bay by helping to win the Battle of Britain. When "The Few" was released, I was sure it was going to be a fantastic model worth building despite having little interest in the subject itself. That feeling didn't last long. I have a child like wonder with new kits. I can't resist taping together the main assembly to get a feeling for the airframes shape, and the quality of the kit. I was very happy with both. Seeing the large elliptical wings with their steep angle caused me to instantly love the spitfire. The fine surface detail and raised rivets caught my eye immediately. I quickly decided it would be my next project and I began ordering the aftermarket goodies from Eduard. I ordered the wing gun bays, LööKplus set which included the resin exhaust manifolds and wheels as well as the instrument panel. Lastly I knew I wanted to try my hand at painting on the roundels, so I got the masks coming along with all the Spitfire MR.PAINT colors that were available. The build had me so excited I knew I wanted a lot of social media involvement with the spitfire. As admin of the independent Eduard fan page on Facebook, I started a group build hoping more people would get involved with this amazing kit. I chose not to compete in

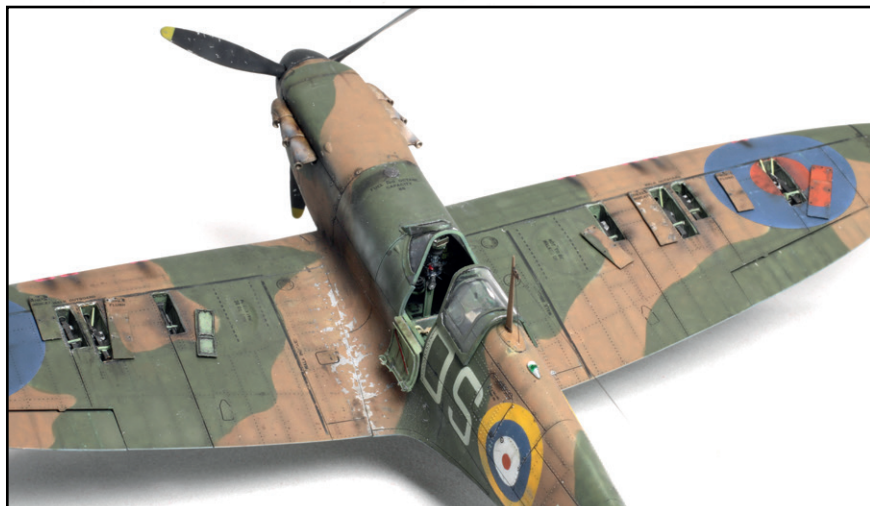
the contest, instead focusing on my build and keeping the contest full of new posts, promotions, and keeping the peace.

Assembly was an absolute treat, the cockpit is very well detailed from the box and needed nothing to create awesome realism.

Fitting the resin and photo-etch gun bays into the wings was time consuming but the fit and ease of assembly was beautiful. I wanted to incorporate many famous attributes of the Spitfire into one model. I decided rather than twist the reality of one of the famous spitfires whose markings are included with the kit, I went with my new born son's initials (Damian Shane Doak) for the squadron code. It was common place for the wing commanders initials to be used for the squadron code, which is where I got the idea.

This gave me the freedom to take some of the most interesting traits of the Mk.I's various versions, and put them all into one build without discrediting a specific bird. The ease of construction combined with the accuracy of the kit allowed me to really focus on the paint and weathering. I wanted to capture a battle weary Spitfire being re-armed for its second or third mission of the day. The Spitfire is a romantic aircraft and capturing its story has given me a deep appreciation for the machine and the men who flew them. I look forward to building many more.

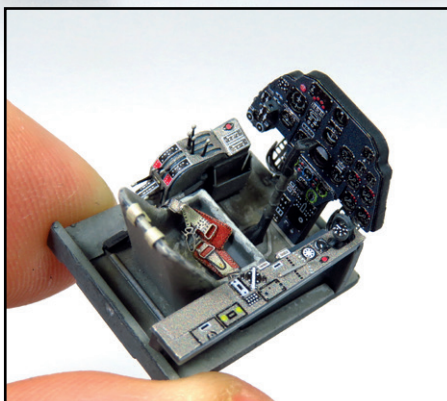
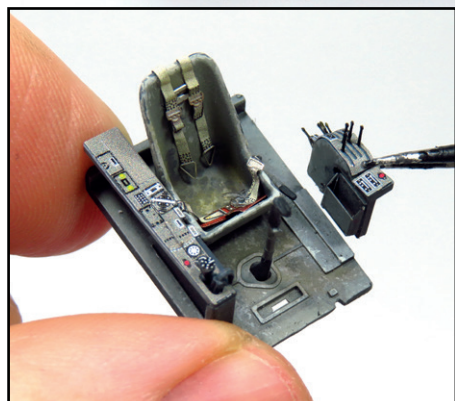




Adlertag 1/48

Bf 110C/D in the Battle of Britain

Cat. No. 11145
built by **Ugur Kenel**



Bf 110C-6, Lt. Erich Beudel, 1./Erprobungsgruppe 210, Calais-Marck, France, August 1940

This rare version of Bf 110 was equipped with 30mm cannon MG 101 under the fuselage. Operational tests started with 1./ZG 1 during Battle of France by Viktor Mölders (brother of Werner Mölders) and Martin Lutz. Weapon was used mainly against ground targets. Later on tests continued when 1./ZG 1 became 1./Erp. Gr. 210. This particular aircraft was camouflaged with colors RLM 70, 71 and 65. Emblem of United Kingdom in gunsight was used by whole Gruppe. Non-standard blue color of 1. Staffel was used for letter "R" and propeller spinners. There were six C-6s assigned to 1./Erp. Gr. 210 from July 1940. Their role was also escort of unit's fighter bombers. C-6 flight characteristics were pretty good thanks to changed center of gravity. "S9+RH" was flown on July 29th by Vienna native Lt. Erich Beudel during escort mission over the Channel. His plane was damaged by Hurricanes of No. 151 Squadron and he crash landed back in France. On August 15th, 1940 Lt. Beudel was shot down and killed by Hurricanes of No. 111 Squadron near Horley together with his gunner Ogefr. O. Jordan in their Bf 110C-6 "S9+TH". It was only C-6 crashed in UK.



F6F-3

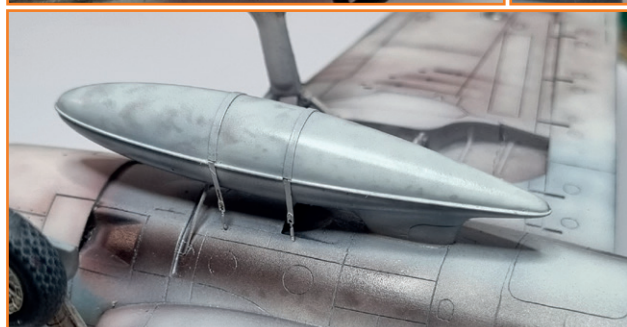
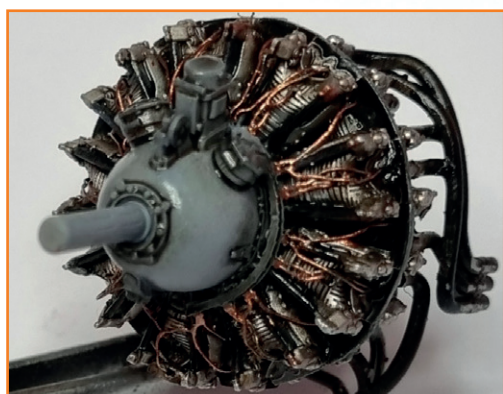
1/48

Accessories used

- #48642 F6F-3 exterior (PE-Set)
- #648056 R-2800-10 engine (Brassin)
- #D48055 F6F-3 part 1 (Decal set)
- #D48058 F6F-3 stencils (Decal set)



built by **Paolo Portuesi**
CAMO D
Cat. No. 8221



F6F-3, BuNo 40467, Lt. Alexander Vraciu, VF-6, USS Intrepid, February, 1944

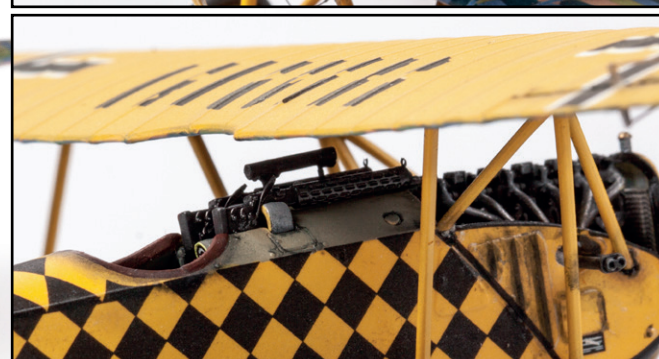
"Gadget", one of the planes flown by one of the US Navy's most successful pilots, Lt. Alexander Vraciu, is from the end of 1944, beginning of 1945 time period, when Vraciu flew as a member of VF-6 off the deck of the USS Intrepid. By that time, he was already an ace, and was nearing the end of his first combat tour. He attributed his success to, among others, his CO and mentor, Edward O'Hare, first ace of the US Navy, and for whom he flew as wingman. Vraciu claimed his first Zero on October 10th, 1943 over Wake Island. One of his most successful days came on January 29th, 1944, when he flamed three Betty bombers. Joy over his even greater success of downing three Zekes and a Rufe over Truk on February 17th, 1944, was tempered by the fact that his carrier, the USS Intrepid, had been torpedoed. The carrier survived, but had to put into Pearl Harbor for repairs. Vraciu completed his tour as the unit's most successful pilot. After some R and R, he began his next tour with VF-16 and VF-20, and he finished the war with 19 kills. The cowl of this aircraft points to being of a later series F6F-3, with only two of the cooling flaps on either side, and lacking the side exhaust fairing.



Fokker Fokker!

1/72

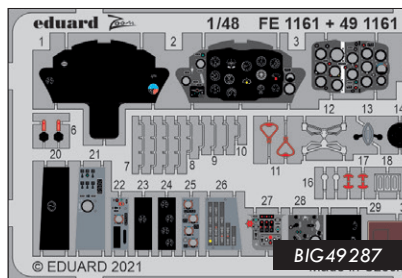
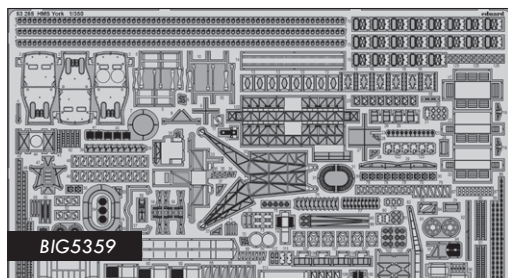
Cat. No. 2133

[Product page](#)built by **Luboš Zach**
CAMO G

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

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





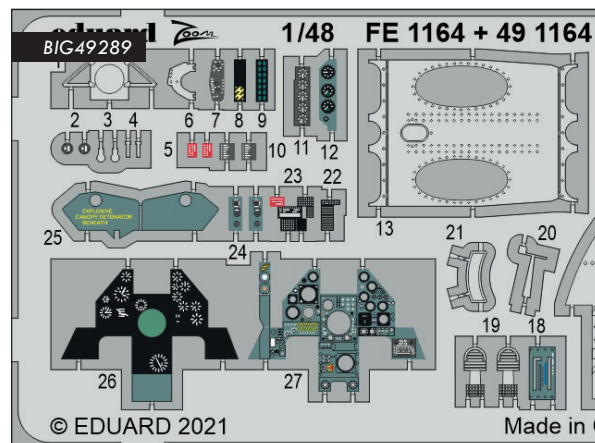
BIG ED SETS (June)

- BIG5359 HMS York 1/350 Trumpeter
- BIG33132 DH. 82A Tiger Moth 1/32 ICM
- BIG49287 MiG-15 1/48 BRONCO / HOBBY 2000
- BIG49288 Ju 88C-6b Night Fighter 1/48 ICM
- BIG49289 AV-8A early 1/48 Kinetic
- BIG49290 AV-8A late 1/48 Kinetic

BRASSIN SETS (June)



- 632175 Sky Shadow ECM pod 1/32
- 644096 MiG-21PF grey LööK 1/48 Eduard
- 644097 Su-27UB LööK 1/48 Great Wall Hobby
- 644099 MiG-21PFM grey LööK 1/48 Eduard
- 648620 GBU-53B w/BRU-61 1/48
- 648623 ADM-160 MALD 1/48
- 648625 Mk.44 torpedo 1/48
- 648628 MiG-15 ejection seat 1/48 BRONCO / HOBBY 2000
- 648631 B-17F engines 1/48 HKM
- 648632 B-17F undercarriage legs 1/48 HKM
- 648633 Fw 190F-8 cockpit 1/48 Eduard
- 672264 GBU-24 1/72
- 672266 ALARM missiles 1/72



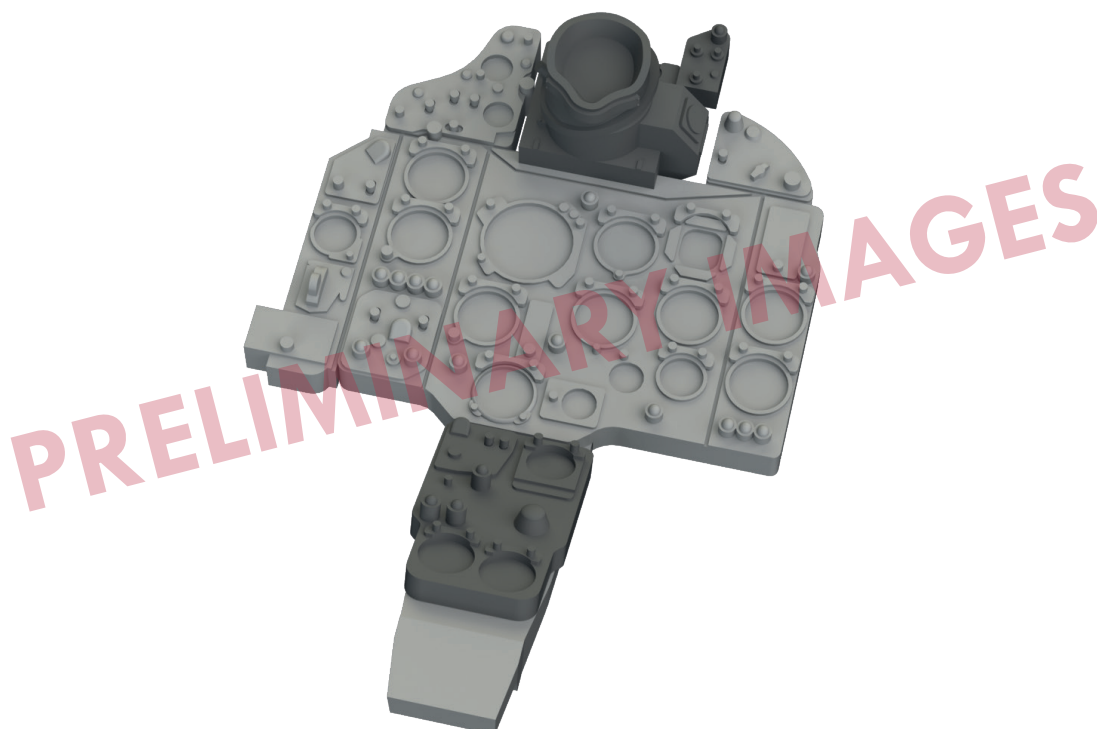
LööKPlus SETS (June)

- 644106 MiG-15 LööKplus 1/48 BRONCO/HOBBY 2000
- 644107 MiG-15bis LööKplus 1/48 BRONCO / HOBBY 2000

BIGSIN SETS (June)

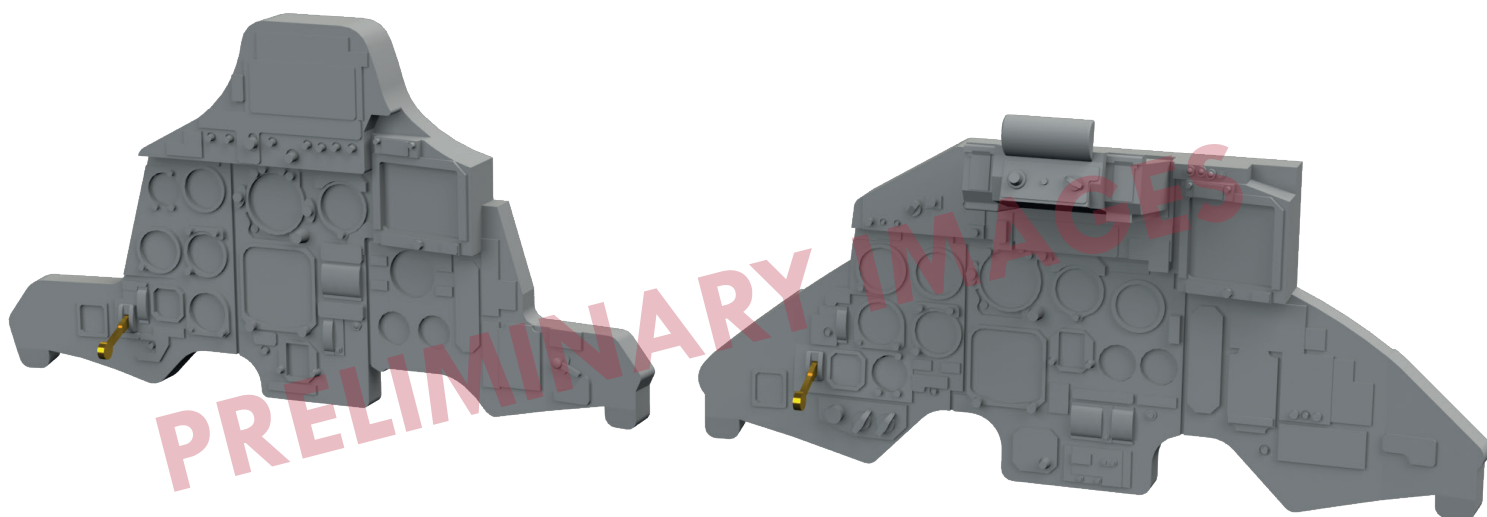
- SIN64872 Spitfire Mk.IIb ADVANCED 1/48 Eduard

644096 MiG-21PF grey LööK 1/48 Eduard



BRASSIN

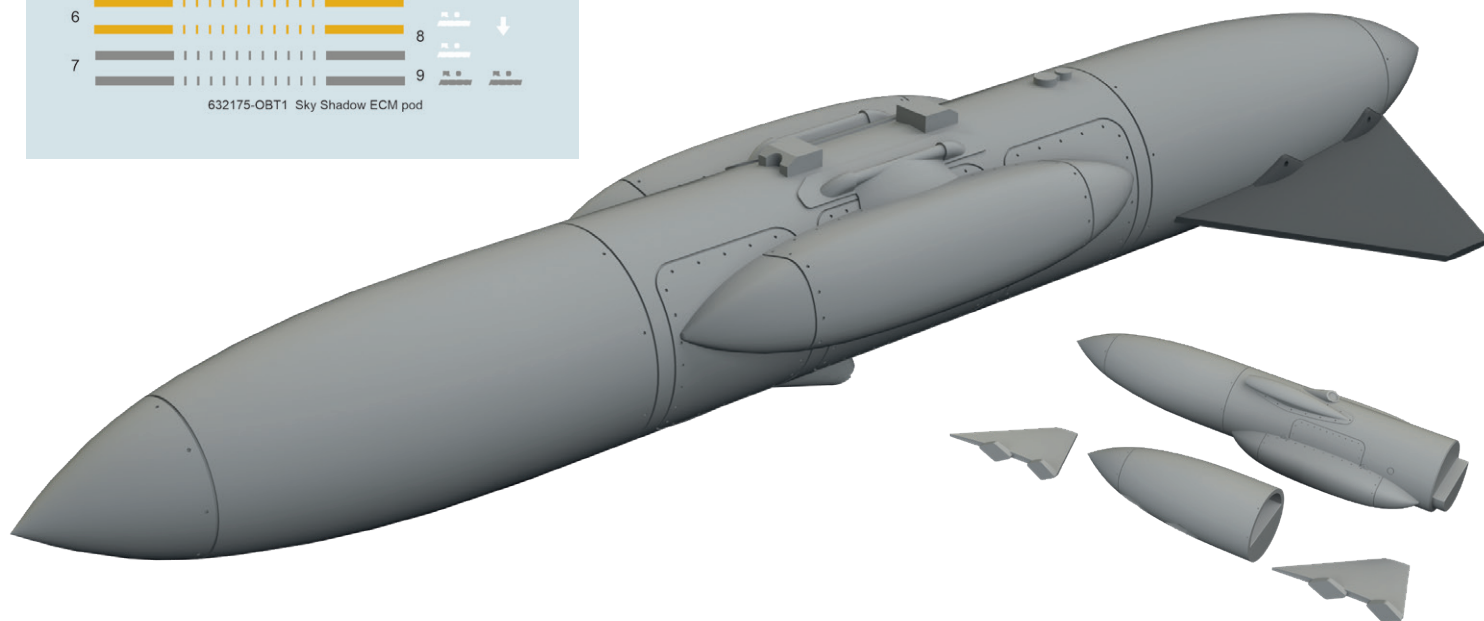
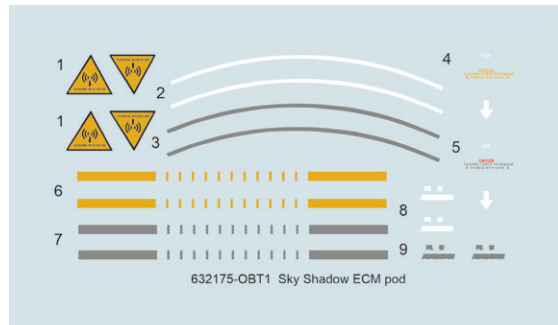
644097 Su-27UB Löök 1/48 Great Wall Hobby



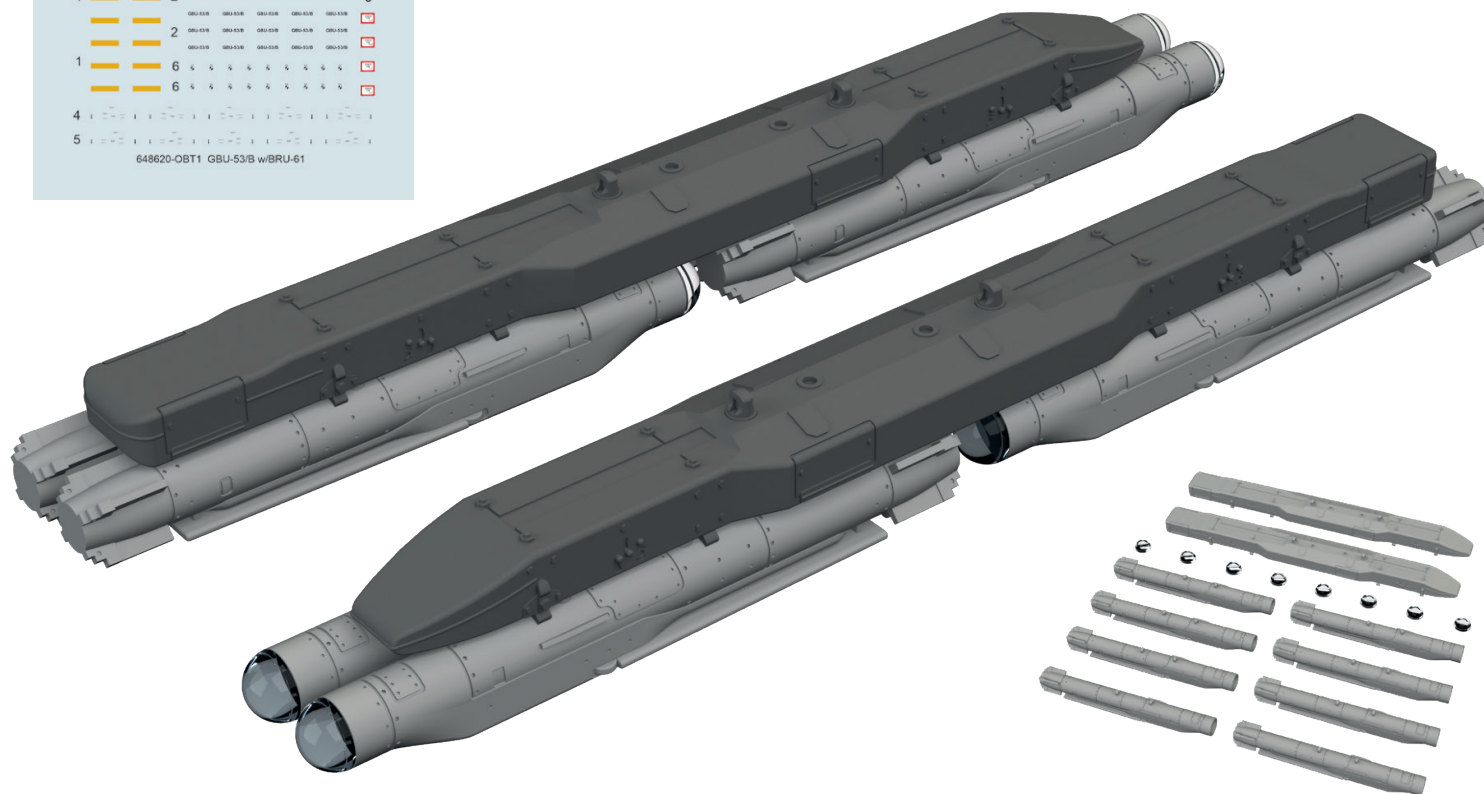
644099 MiG-21PFM grey LööK 1/48 Eduard

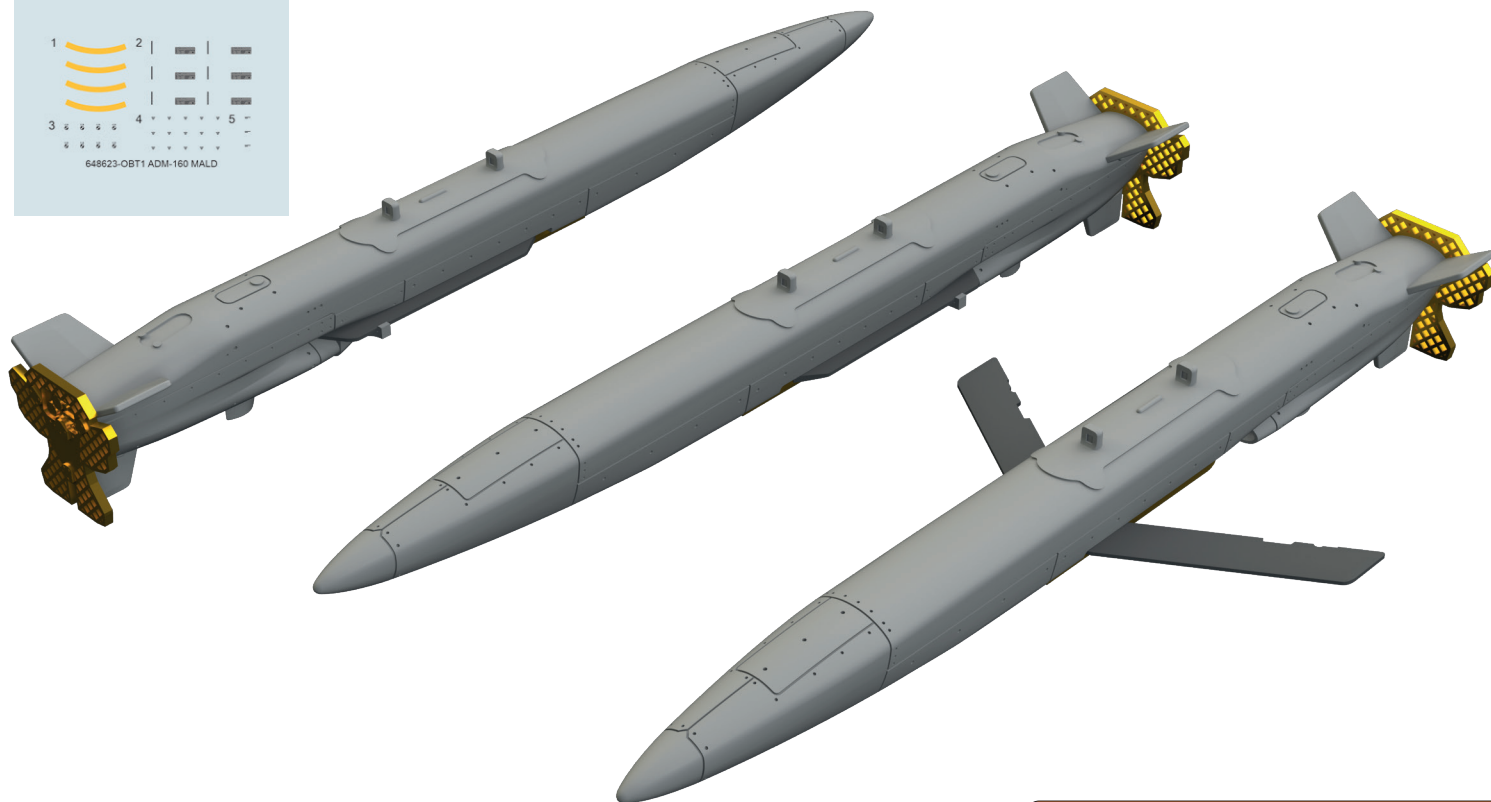
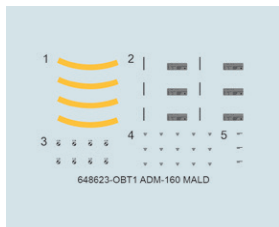


632175 Sky Shadow ECM pod 1/32

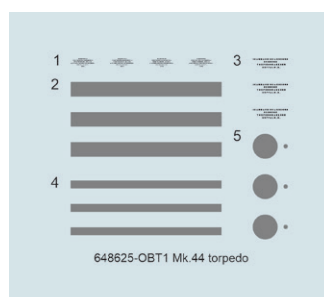
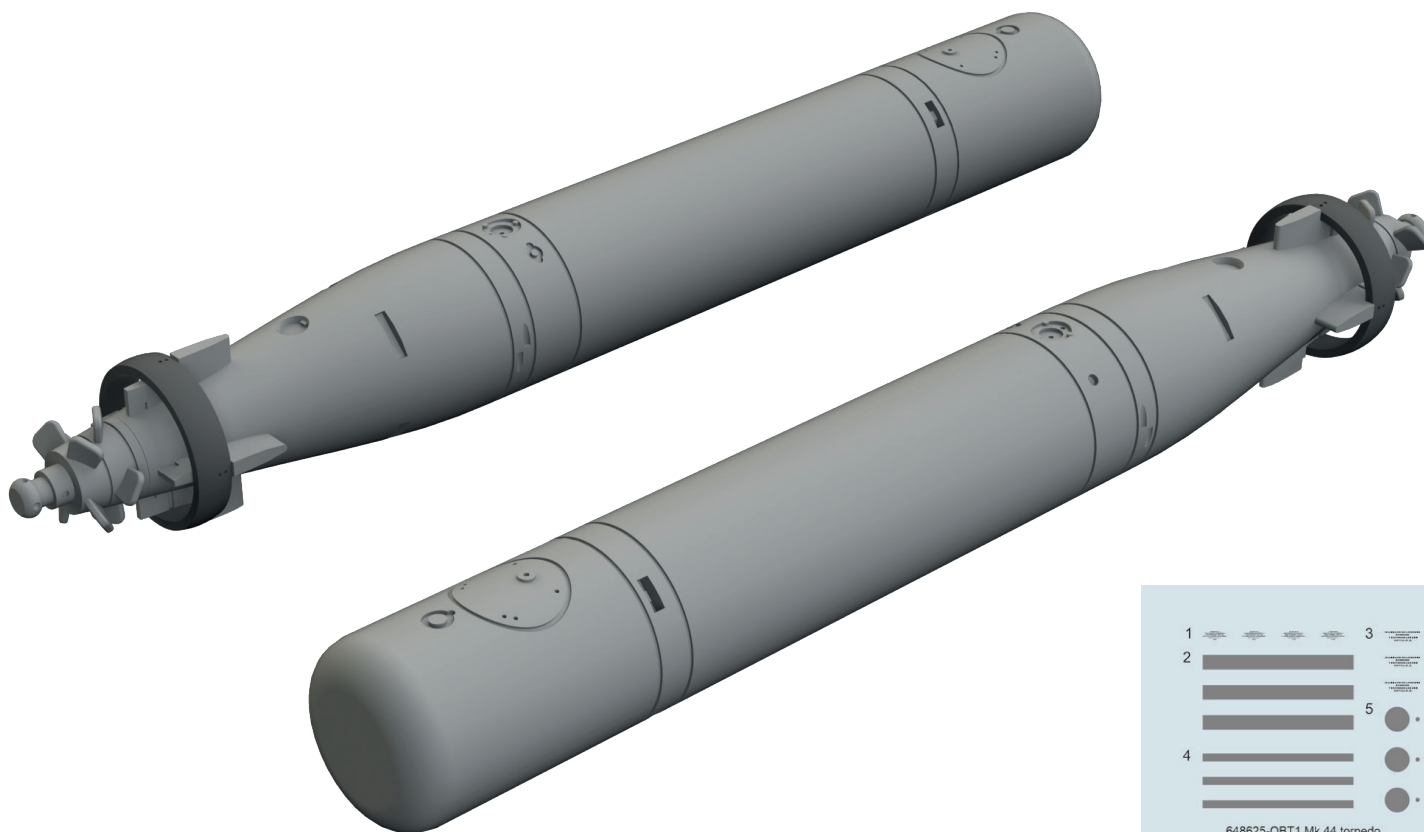


648620 GBU-53B w/BRU-61 1/48

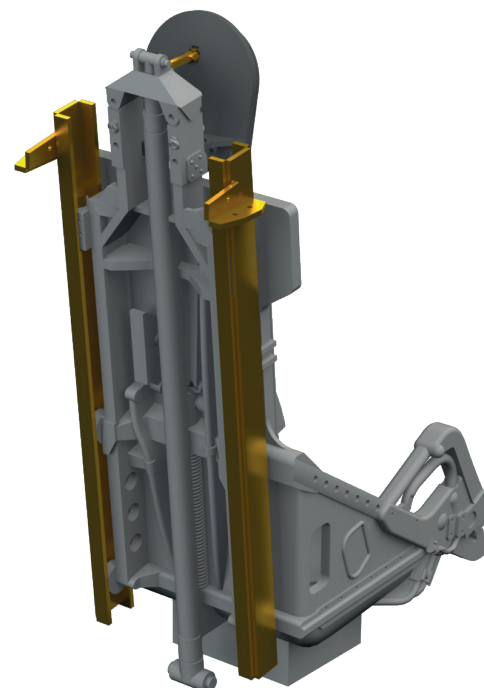
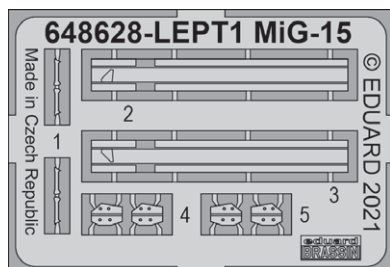




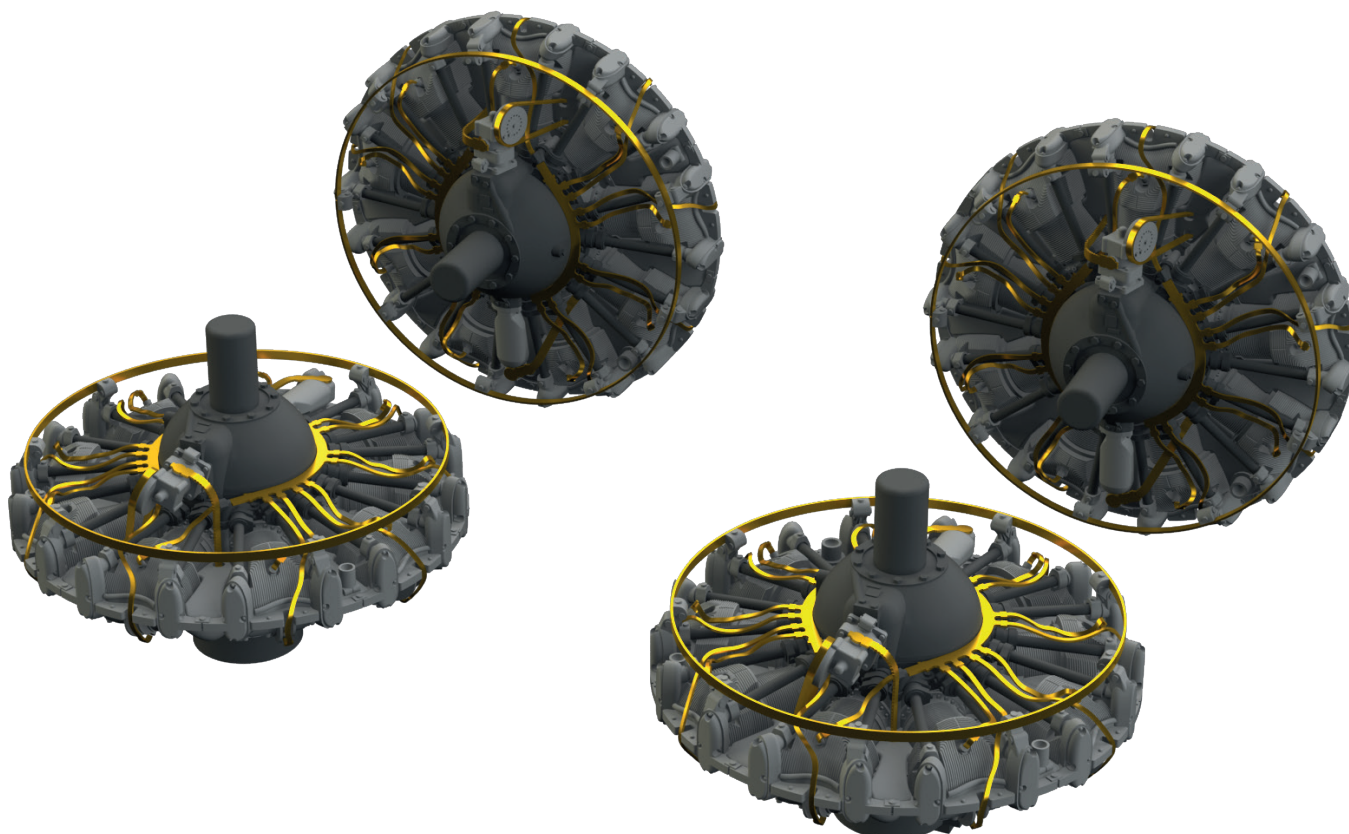
648625 Mk.44 torpedo 1/48



648628 MiG-15 ejection seat 1/48 BRONCO / HOBBY 2000



648631 B-17F engines 1/48 HKM



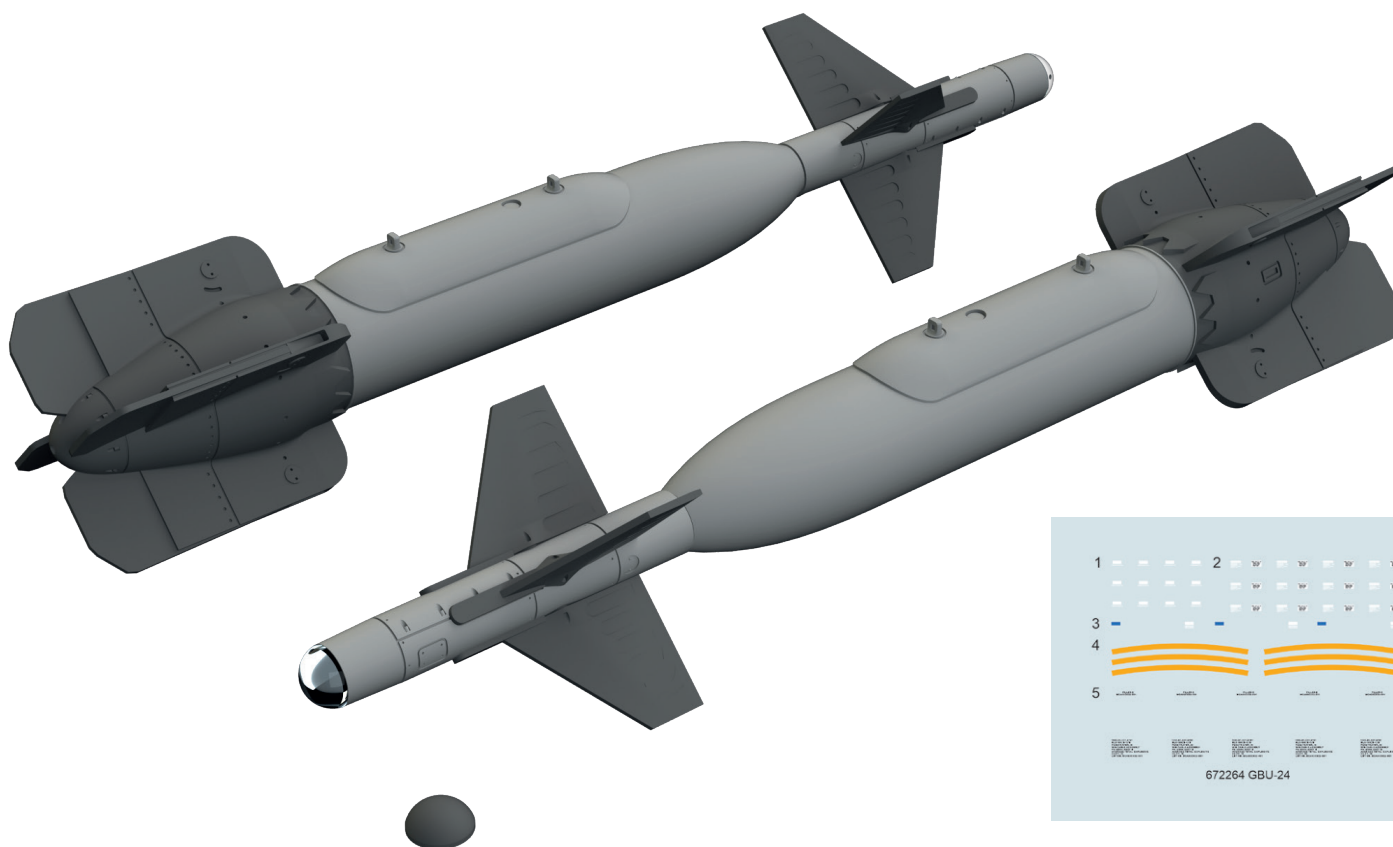
648632 B-17F undercarriage legs 1/48 HKM



648633 Fw 190F-8 cockpit 1/48 Eduard



672264 GBU-24 1/72



672266 ALARM missiles 1/72



644106 MiG-15 LööKplus 1/48 BRONCO/HOBBY 2000

Collection of 4 sets for MiG-15 in 1/48 scale by Bronco / Hobby 2000.

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

LööK



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

The logo for Löök, featuring the word "Löök" in a stylized, handwritten font. The letters "L", "ö", and "k" are black, while the "ö" has two red dots above it. The "L" and "k" have red strokes extending from them, and a red horizontal line underlines the "ö".

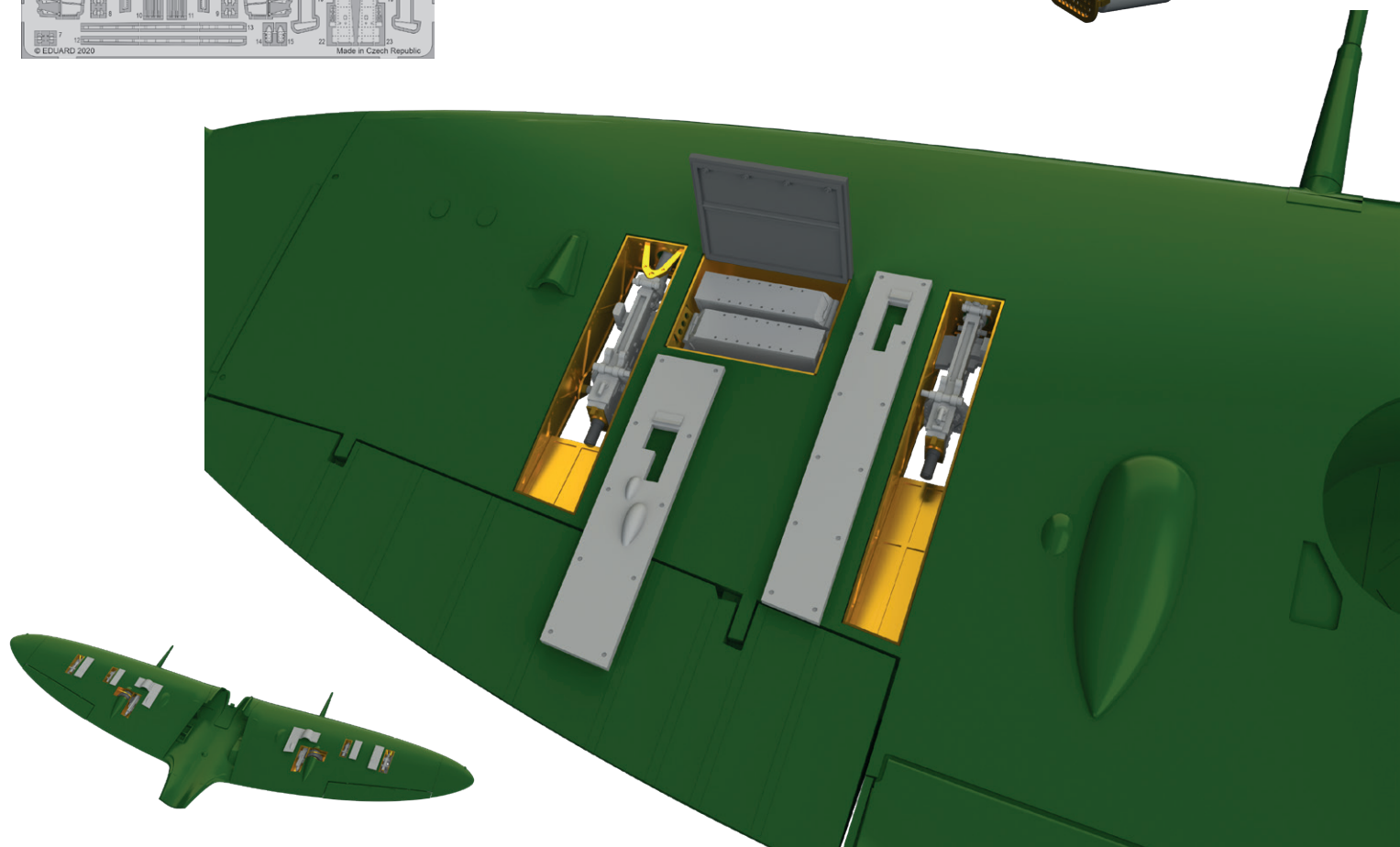
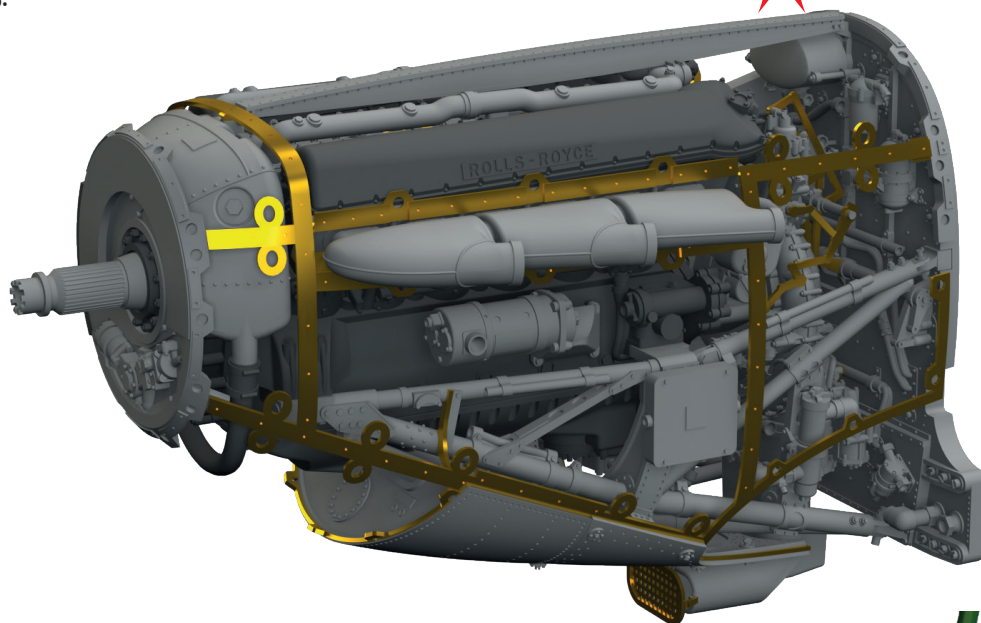
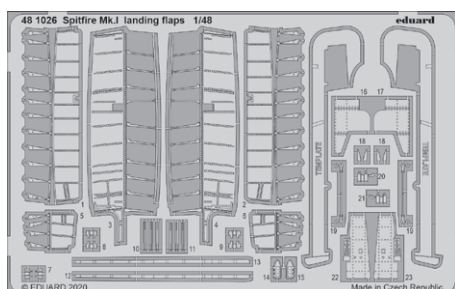
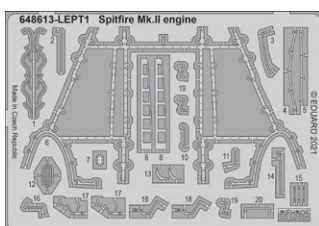
BRASSIN

SIN64872 Spitfire Mk.IIb ADVANCED 1/48 Eduard

Collection of 3 sets for Spitfire Mk.IIb 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

36463	Typhoon K seatbelts STEEL	1/35	Zvezda
481049	MV-22 cargo floor	1/48	Hobby Boss
481050	Blenheim Mk.I landing flaps	1/48	Airfix
481051	Blenheim Mk.I bomb bay	1/48	Airfix
481052	B-17F engines	1/48	HKM
481053	B-17F landing flaps	1/48	HKM
481054	B-17F undercarriage & exterior	1/48	HKM
481055	Spitfire Mk.II landing flaps	1/48	Eduard
491180	B-17F cockpit	1/48	HKM
491181	B-17F nose interior	1/48	HKM
491182	B-17F radio compartment	1/48	HKM
491183	B-17F waist section	1/48	HKM
491184	B-17F bomb bay	1/48	HKM
491185	Su-33	1/48	Minibase
491187	Blenheim Mk.I	1/48	Airfix
491189	Sabre F.4	1/48	Airfix
73742	Buccaneer S.2B	1/72	Airfix

ZOOM SETS

FE1180	B-17F	1/48	HKM
FE1181	B-17F seatbelts STEEL	1/48	HKM
FE1185	Su-33	1/48	Minibase
FE1186	Su-33 seatbelts STEEL	1/48	Minibase
FE1187	Blenheim Mk.I	1/48	Airfix
FE1188	Blenheim Mk.I seatbelts STEEL	1/48	Airfix
FE1189	Sabre F.4	1/48	Airfix
FE1190	Sabre F.4 seatbelts STEEL	1/48	Airfix
FE1191	Bf 109G-10 ERLA Weekend	1/48	Eduard
SS742	Buccaneer S.2B	1/72	Airfix
SS743	Fokker D.VII (OAW) Weekend	1/72	Eduard

MASKS

EX777	B-17F	1/48	HKM
EX778	B-17F TFace	1/48	HKM
EX779	Blenheim Mk.I	1/48	Airfix
EX780	Blenheim Mk.I TFace	1/48	Airfix
EX781	Su-33	1/48	Minibase
EX782	Su-33 TFace	1/48	Minibase
EX783	Sabre F.4	1/48	Airfix
EX784	Sabre F.4 TFace	1/48	Airfix
CX599	Fokker D.VII (OAW) Weekend	1/72	Eduard
CX600	Albatros D.V Weekend	1/72	Eduard
CX601	Buccaneer S.2B	1/72	Airfix

DECAL SETS

D48082	Su-27 stencils	1/48	Academy/Kitty Hawk/Hobby Boss/GWH
D48083	MiG-23BN stencils	1/48	Trumpeter
D48084	Italian smoke rings camouflage	1/48	
D72032	Tornado GR.1 stencils (gray/green camouflage)	1/72	Revell

SPACE SETS

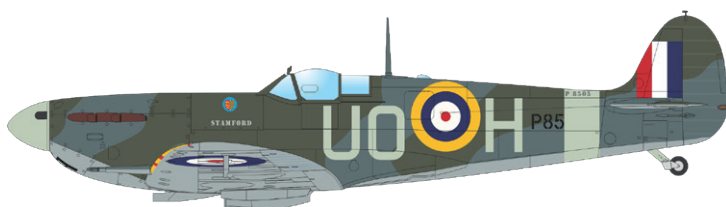
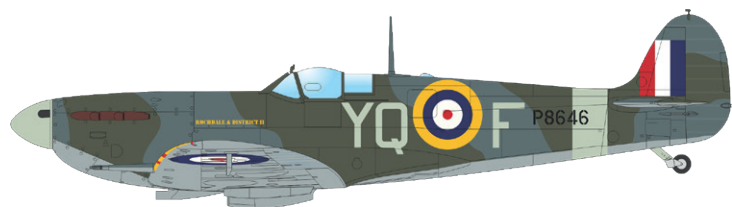
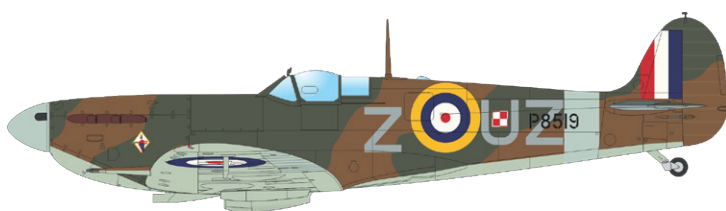
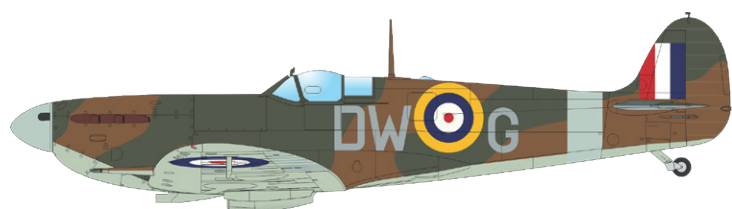
3DL48019	MV-22 SPACE	1/48	Hobby Boss
3DL48020	B-17F SPACE	1/48	HKM
3DL48021	B-17G SPACE	1/48	HKM
3DL48022	Bf 109G-2 SPACE	1/48	Eduard
3DL48023	Tempest Mk.V SPACE	1/48	Eduard

Spitfire Mk.IIb

ProfiPACK
edition

Cat. No. 82154

1/48



Tempest Mk.V Series 1

ProfiPACK
edition

Re-release

Cat. No. 82121



1/48



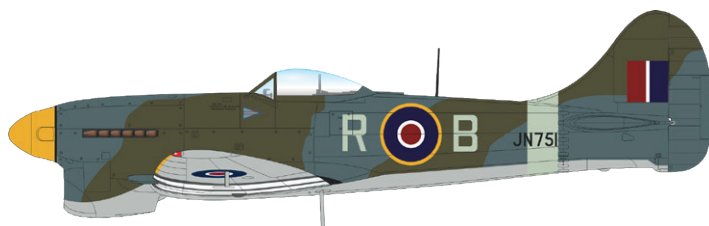
JN766, No. 486 (RNZAF) Squadron, RAF Station Castle Camp, Great Britain, April 1944



JN755, No. 3 Squadron, Newchurch, Great Britain, May 1944



JN763, No. 486 (RNZAF) Squadron, Newchurch, Great Britain, June 1944



JN751, W/Cdr Roland P. Beamont, DSO, DFC & bar, CO of No. 150 Wing, RAF Station Bradwell Bay, Great Britain, April 1944



JN751, W/Cdr Roland P. Beamont DSO, DFC & bar, CO of No. 150 Wing, Newchurch, Great Britain, June 1944



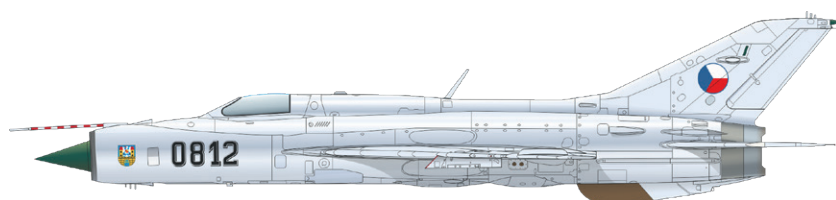
JN765, No. 3 Squadron, Newchurch, Great Britain, June 1944

MiG-21PF

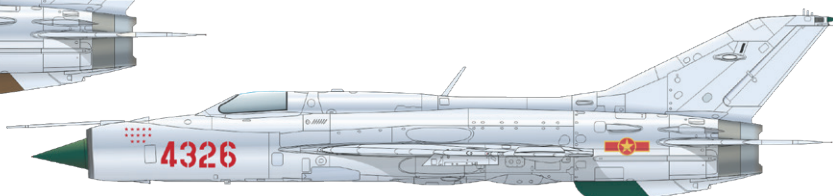
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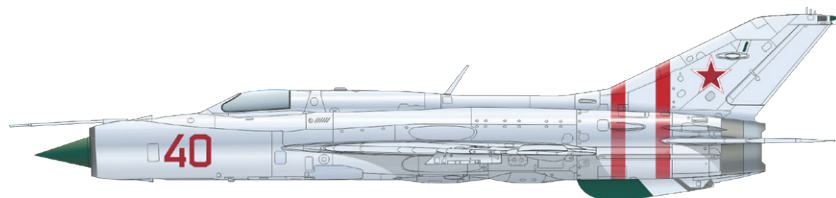
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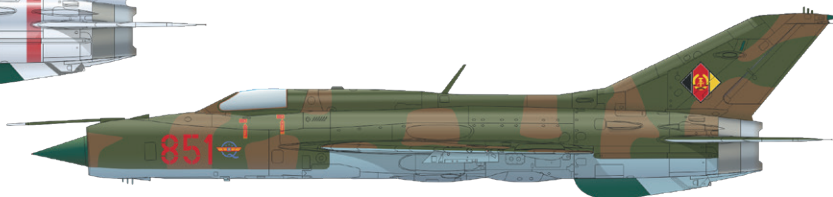
No. 0812, 9th Air Regiment, Czechoslovak Air Force,
Bechyne Air Base, Czechoslovakia, 1988



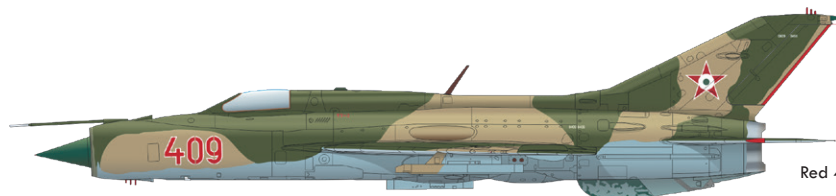
Red 4326, 921st Fighter Regiment, North Vietnam,
Late 60s/Early 70s



Red 40, Soviet Air Force, Ceske Budejovice Air Base,
Czechoslovakia, late August 1988



Red 851, Serial No. 761008, Jagdfliegergeschwader 2,
Trollenhagen Air Base, German Democratic Republic, Late 80s

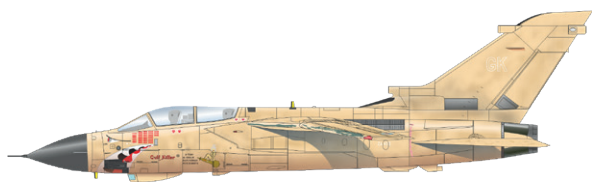


Red 409, serial no. 760409 31st T. F. W, Taszár Air Base, Hungary, 1987-88

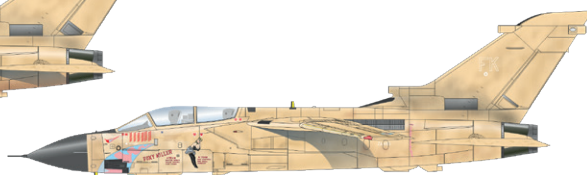
DESERT BABES

Cat. No. 2137

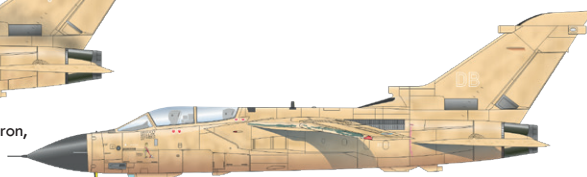
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LIMITED EDITION



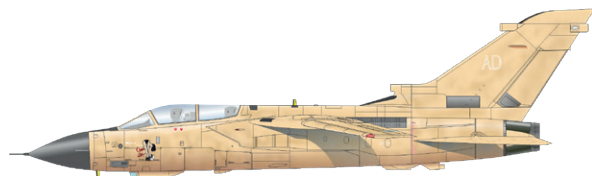
ZA452, Gulf Killer, No. 20 Squadron,
Tabuk AB, Saudi Arabia, 1991



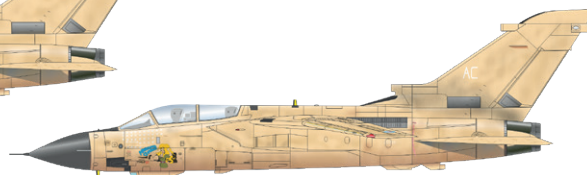
ZA465, Foxy Killer, No. 16 Squadron,
Tabuk AB, Saudi Arabia, 1991



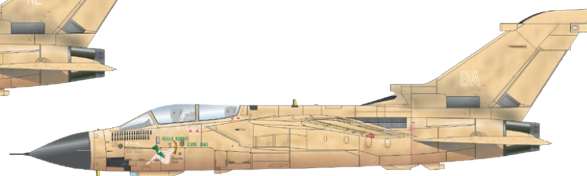
ZD715, Luscious Lizzie, No. 31 Squadron,
Dhahran AB, Saudi Arabia, 1991



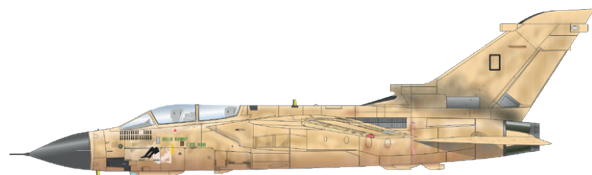
ZD719, Check Six, No. 9 Squadron,
Dhahran AB, Saudi Arabia, 1991



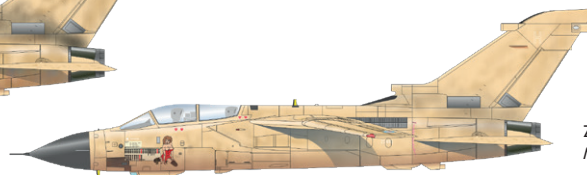
ZD739, Armoured Charmer,
No. 9 Squadron, Tabuk AB,
Saudi Arabia, 1991



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



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



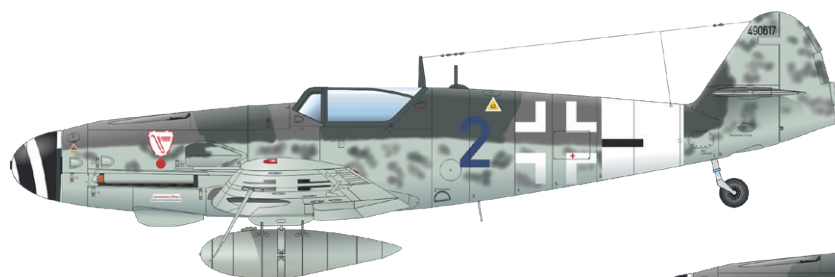
ZD892, Helen, No. 617 Squadron,
Muharraq, Bahrain, 1991

Bf 109G-10 Erla

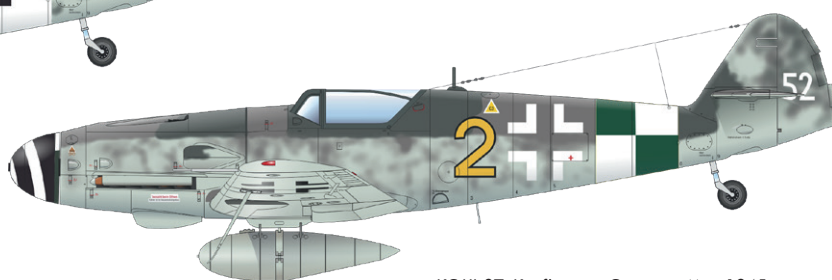
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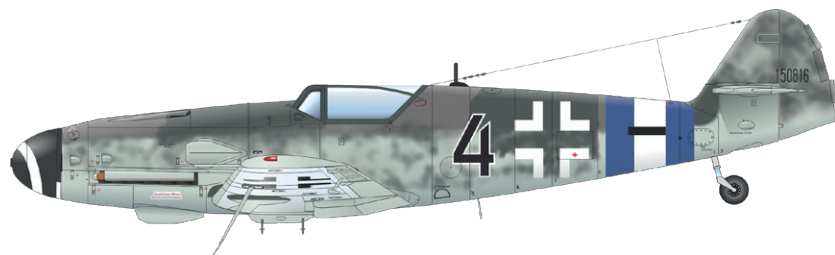
1/48



WNR. 490617, Uffz. Gerhard Reiher, 8./JG 3, Alperstedt, Germany, November 1944



KG(J) 27, Kaufbeuren, Germany, May 1945



WNR. 150816, JG 300, Bad Langensalza, Germany, April 1945



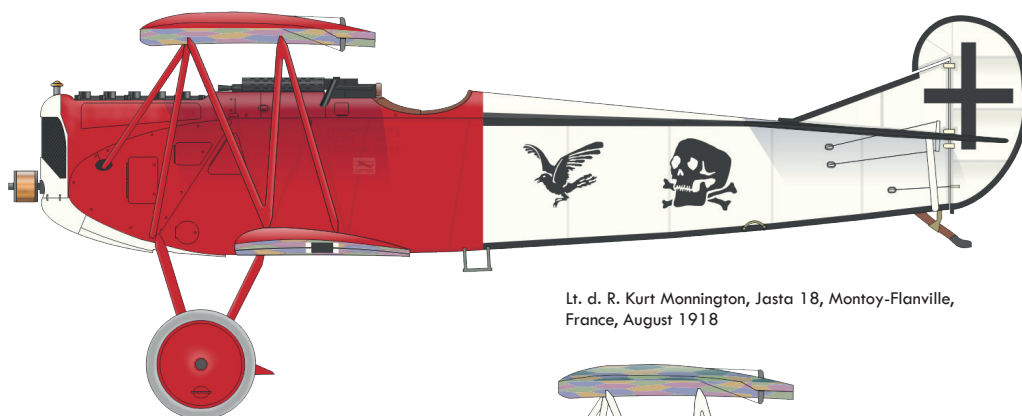
WNR. 491407, Capt. Cesare Marchesi, 3a squadriglia, lo Gruppo Caccia, Aeronautica Nazionale Repubblicana, Lonate Pozzolo, Italy, March 1945

Fokker D.VII (OAW)

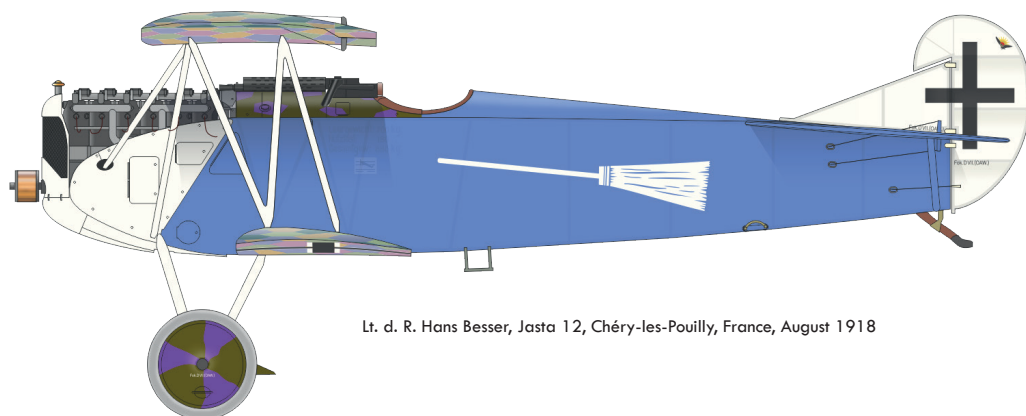
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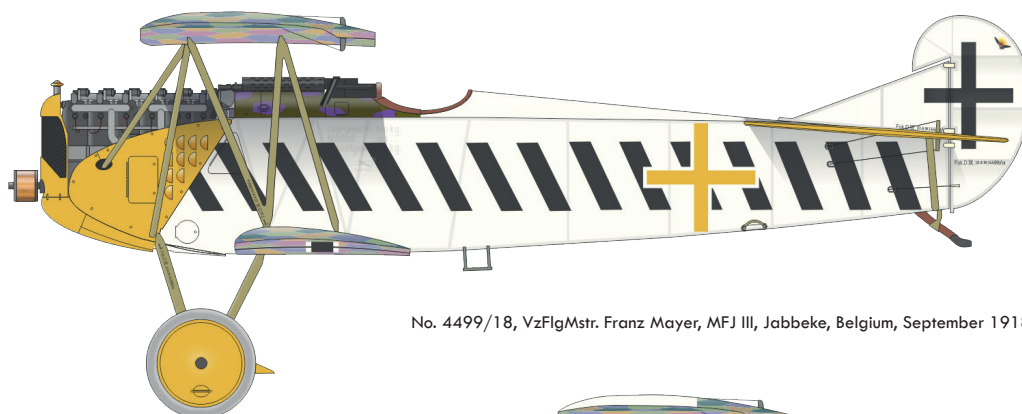
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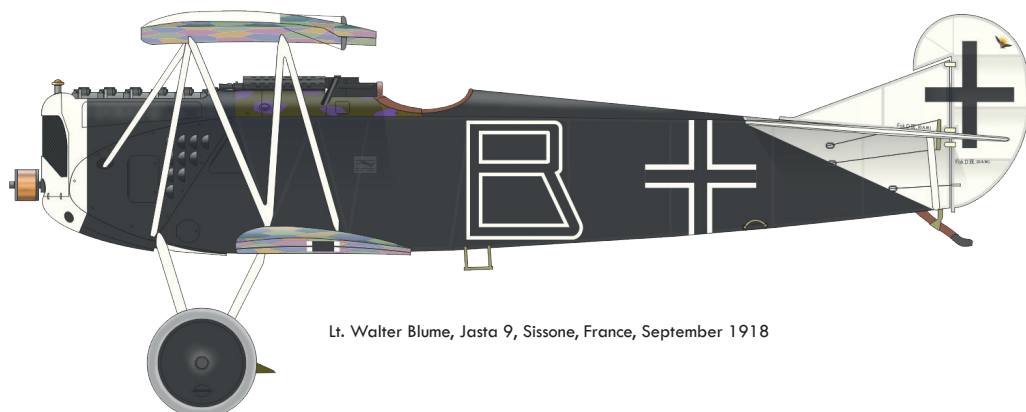
Lt. d. R. Kurt Monnington, Jasta 18, Montoy-Flanville, France, August 1918



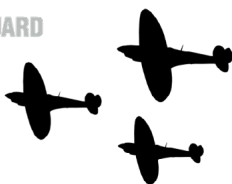
Lt. d. R. Hans Besser, Jasta 12, Chéry-les-Pouilly, France, August 1918



No. 4499/18, VzFlgMstr. Franz Mayer, MFJ III, Jabbeke, Belgium, September 1918



Lt. Walter Blume, Jasta 9, Sissone, France, September 1918



Veterans and Veterans

Jan Zdiarský

I've been around aircraft and the field of aviation history long enough to have been influenced, and even touched, by things that have had the ability to endure. These are the things that have this ability to endure, as long as we maintain respect and honor. I would like to touch on the theme of 'veterans and veterans' of the air war from 1939 to 1945. It's about people and their aircraft. It's also about a gratitude for when fate smiles.

When I was a small kid, I read František Fajt's book 'Sestrelen' (translated as 'Shot Down'), which my mother had saved as something valuable, because 'our' socialist regime at the time considered it 'unsuitable' for mass consumption. It was a restricted book. Thumbing through the index that made an impression on her in her youth, I would never have guessed then that later, there would come a time when my father would go into the woods in early September to gather wild mushrooms so that Mr. Fajt could take a basket of them home when he came by for a visit. He loved those things so much...At that point, it's not just about a form of hero worship, of the author of the book from my youth, but about the beauty of human relationships that say so much, or, for me, the verification of certain unexpected childhood perceptions. During the time that I was able to take full advantage of meeting veterans (opportunities that are now gone forever), I had, given the direction of my interests, met many Czechoslovak, British, German and American veterans. If I include my participation in the 100th BG reunions in the United States, they numbered in the hundreds. The vehicle that made such incredible meetings possible was, rather naturally, were my activities within the Museum of the Air Battle Over the Ore Mountains on September 11th, 1944, with the Union of Czechoslovak Foreign Airmen, 1939-45 (Czechoslovak ex-RAF members). I have friends

who got together with these veterans much earlier and thus were among the first of a class of people without first hand experience of the war to document the memories of those that did, in this way. It took me up to 1994 before fate would afford me the chance of such an incredible experience, and it lasted for some following 20 years. After that, opportunities to meet these veterans became increasingly unique affairs. In 1997, I got the opportunity to attend my first 100th Bomb Group reunion, and among the some six hundred participants, over two hundred were B-17 veterans. The most recent, and so far the last, such meeting in 2019 saw about twenty. It was a powerful experience, for which I will be thankful until the end of my days. For someone who has a strong connection to Second World War aviation, drawing on the memories and experiences of these airmen was an incredible gift. The friendships formed with these men and women are something the effects of which will continue through sheer depth of strength long after they are no longer with us. They are too many to name here, and, in any case, many important friends would not get mentioned, despite deserving to in the utmost. But having mentioned women may surprise some. I would point to Joy Kadeckova, of the British WAAF, who married a Czech pilot and came with him to Prague. I remember fondly her cute Czech skills and English humor. Today, one of the streets in the Prague 9 neighborhood is named for her....

There are some experiences with veterans I had, that can't be simply shared in such article like this one. I can think of several of a countless number of Prague restaurants that witnessed our heartfelt and funniz get-togethers...older gentlemen that endured the flames of hell in wartime, and later the absolute cruelty of socialism and the persecution under the hammer of communism, and they endured. As long as life allowed it,



after which even their endurance was not enough.

Friendship, by its very nature, has value. And the types that I am writing about also carry a unique spin. I would also add that with our colleagues at the Museum of the Air Battle Over the Ore Mountains, we not only received, but we attempted to give much back as well, first and foremost, through our efforts in organizing veteran reunions of former enemies. In September, 1997, our museum was opened by the most professional of people, veterans, Americans and Germans, who met and fought over our Ore Mountain region on September 11th, 1944. Here, they met again, after 53 years, and we were ultimately the ones who again received, in the form of friendship that was displayed by our guests, former combatants who so brilliantly demonstrated the value of forgiveness when it is understood that there is a deep connection between them. That is the link that was provided by the spirit of understanding and friendship, even by those who could no longer attend.

We must never forget. Regardless of which side of the front they found themselves on. They are a part of a massive conflict, which none of them wanted. Please, do not assume for a moment that I am supporting or denying any of the horrors that the war brought and in which they, in one form or another, had some part to play. I don't want to do that. And I have no desire to blur the line between good and evil. I do, however, wish to point out that none from the German side, who joined us, were dignitaries to the horrors committed by their leadership. They were warriors whose position was dictated by the situation that they found themselves in.

Beside the human veterans, we also have their machines. I don't necessarily mean the museum pieces, but those warbirds that most of us will know from airshows and various parades. These are the machines within whose engine beats a heart, and oil, glycol and fuel pumps through their 'veins'. Way back when, no one could imagine that some these examples would far outlive those that flew them.

Today, they are the jewels in the crowns of aviation day events, and even though it is intuitive that at some point in the future, conditions and laws will simply not allow these aircraft to take to the air anymore, and they will be 'relegated' to 'mere' museum pieces, it is nevertheless reasonable to assume that this is not coming relatively soon. The people that take care of these warbirds do it with



Veterans of the 100th BG, 339th FG, 55th FG and Jagdgeschwader 4 during the Museum of Air Battle over the Ore Mountains opening ceremony; September 1997

Col. Antonin Vendl in Spitfire Mk.VB EP120,
Hradcany air base, 2000.

an extreme dedication and love for the craft. Thanks to friends at Classic Trainers, I was able to get a first hand look at what it takes to keep such aircraft flying, and I know it is nothing simple. Much thanks must necessarily go to those that keep these birds flying today, so that they can keep on telling their story this way, and to help ensure that what shouldn't be forgotten, will not be. And let's not kid ourselves, friends - you are doing the same thing, in your own way. There is great effort being expended in plastic modeling to preserve the past....!

Historical aircraft are beautiful things to behold, and I always am incredibly pleased when another completes its journey through restoration and takes to the air. Seeing a warbird in the air is a great sensation. It's an even better feeling to fly one. That's something that has been recounted in the pages of past issues of this newsletter by Radim Vojta, one of two current generation Czech Spitfire pilots. To get a ride "only" in one is also not a bad experience. Personally, it's happened to me on four types, in a Bell 47, a helicopter and so, true enough, not a Second World War piece, a little younger but still, an iconic piece of equipment....and then in Bata's Lockheed Electra, a North American Harvard, which I had the chance to also pilot a bit (what a rush!), and the height of it all, a flight in a...what else?...a B-17.

I will likely not meet any new World War Two aviator veterans. That's something you can't do anything about except to admit it to yourself. When it comes to the metal veterans, I do hope that further opportunities will present themselves to go up in a few. There, the ending isn't quite so near.

I would like to finish this musing about veterans and veterans with a description of an experience I had. This experience touches both - the human and the aircraft veteran. I don't mean a situation where a veteran pilot comes to an aircraft type he used to fly way back when. I have experienced that many times over. I am talking about a meeting when a veteran pilot came face to face with the actual aircraft that he flew during the war years. The movie 'Dark Blue World' was being filmed in the Czech Republic back in 2000 with the help of two flying Spitfires that were used for various flight scenes. This involved the cooperation of our friend Zdenek Hurt. It was he who noted in the logbook of Spitfire Mk.Vb EP120 that one of the operational flights undertaken by it shortly after delivery to No.501 Squadron RAF in June, 1942, was flown by W/O Antonin Vendl. This was a pretty run-of-the-mill convoy escort mission, except.... Shortly afterwards, Tony (Antonin) left the squadron and went to No.313 Squadron RAF. EP120 survived the war, and years later renovated, it flew to the airfield at Hradcany u Mimone in 2000. Having noticed this in the logbook, Zdenek Hurt brought the connection of this very Spitfire and Tony Vendl to the attention of the film's producer, who in turn invited the Colonel to the filming. Back then, Tony invited me to come along. Filming the scenes was fascinating. With mikes strategically located to pick up the most authentic Spitfire music that was possible, the bird flew amazingly low directly over our heads. That's something I will likely never experience again. As an aside, it's also worth noting that the Spitfire on this occasion was flown by Nigel Lamb, former military pilot and later, a winner of the Red Bull Air Race (and who's father flew Typhoons in the RAF). After landing, we were taken over to the apron where Nigel and 'his', and in a way, Tony's, Spitfire was waiting. Watching a pilot meet up with an airplane that he flew 58 years prior was astonishing, in every



From Reunion of the 100th Bomb Group in 2007. In background are B-17F by Dave Tallichet family and KC-135R from 100th Air Refuelling Wing, USAF.

good sense of the word. Sitting in the cockpit, he told me....'I would still dare to take off with her. I'd be afraid to land, but taking off I could still manage...'

This is what meeting veterans and veterans is like. Of course, in order to make

something like these reunions possible, a lot of work is required, but first and foremost, the smile of fate needs to be present as well. And for that, I am always grateful.

Useful Links:

www.facebook.com/museum119
<http://fighter-collection.com/cft/spitfire-ep120/>
<http://smerovka.cz/hrdinove-oblohy/plk-antonin-vendl>
https://en.wikipedia.org/wiki/František_Fajtl
www.classictrainers.cz

With Radim Vojta just before ride in Harvard Mk.II.
September 2018.

