

INFO EDUARD

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EDITORIAL

Dear Friends and Modellers,

It's finally time to leave the nest, meaning our homes, isolations and lockdowns and head to the bars and among people. In our case, among modellers. Or at least to get ready, and let our leaders, health ministers, and members of advisory panels know that we are indeed ready, healthy and hopefully vaccinated. Not all are vaccinated, but I am very hopeful that by the beginning of the summer, most of us will be. Governments are rather slow in their easing of restrictions, which is with what has transpired over the past months understandable, but at the same time, a bit of courage and a few shots on goal are also increasingly appropriate. Time to take some chances. I understand that India and some other countries are going through their worst covid drama at this moment, but I doubt that there are many modellers planning on big modeling event participation in India or Nepal any time soon. The thought of a modeling show somewhere near the Taj Mahal may be a nice one, but for now, I think we will all be happy with something like Lysa nad Labem or Las Vegas. We are nervously anticipating the next steps put forth by not only state authorities, but also of the European Union. We have a lot of reasons for this. For example, we would dearly like to be in Las Vegas for the IPMS Nationals, and we have the venue booked for E-day at Lyse nad Labem for the 24th and 25th of September. We also have several interesting flying displays planned and Friday night events associated with the show. As long as the higher-ups allow it, we have something to seriously look forward to.

Eduard in the Innerblock

In the foreseeable future, we'd like to renew the popular 'Innerblock' get-togethers at the Vnitroblok (literally translated as 'Innerblock') venue in Holesovice. The good news is that Vnitroblok survived the lockdown, the Cavern is functional, and if the restaurants and if the bars really do open up on June 14th, we would like to conduct our introductions to new releases for July and August somewhere around the end of June or the beginning of July. That would end up being quite a spectacle, because we are preparing some interesting items for those months. For July, this includes the second volume of Wilde Sau 1:48th and Adlerangriff 1:72nd in the limited Edition category, the MiG-21bis in 1:48th and Fw 190A-8/R2 in 1:48th in the Weekend Edition lineup. In August, we have 1:48th scale American Spitfire Mk.Vs under the name

of 'Eagle's Call', along with B-25J Mitchells dubbed 'Angel of Mercy' in the Limited Edition line. There will also be the Tempest Mk.II ProfiPACK kit in 1:48th and two Weekend kits, the Fw 190D-9 and Spitfire F Mk.IX, both in 1:48th as well. And that still won't be all, as I am anticipating the new tooled Sopwith Camel and more Limited Edition items, such as the Hurricane Mk.I in 1:72nd. Those are September releases, during which we will also release a Limited Edition kit of the Camel, under a package named 'Biggles & Co'.

The Restock of Kits

The above gives us an overview of new kits slated for the summer. Among others, this is information for those who complain that all we release are Messerschmitts. I understand where the impression comes from, and it is largely due to the effort of restocking our catalog after December's blaze. The method with which this is being done results in individual items being replenished in large doses, and when it came turn for the Bf 109F and G, then the production included new items, as well as re-editions of sold out kits and a completion of packing those for which we had ample boxes and instructions printed. So the number of related products contributed to these spurts. And there tends to be a lot of them, with respect to the Bf 109 and the Fw 190, and this, in turn, makes it appear at times as though we only produce Messerschmitts.

We would like to proceed via a different route, and inject some variability into our product line, but alas, there is no other way to go forth that is more effective under current circumstances. But don't worry, as variation in the catalog does exist, and will continue to develop. In May, we 'dosed' not just the Messerschmitts, but also the Tempest Mk.V, and now, in June, the time should come for the 48th scale MiG-21s and Spitfire Mk.IX, VIII and XVI, as well as the 72nd scale Hellcats. These are not new releases, but their replenishment will fill a void. Somewhere in there, as June turns to July, other 1:72nd scale kits will come into play, such as the Spitfire Mk.IX.

June New Releases/Kits

While on the subject of new releases, let's look at June's in more detail. First, model kits. Probably the most anticipated will be Desert Babes in 1:72nd. This is the Tornado GR.1 in the Limited Edition line. The kit has much in common with last year's Desert Babe in 1:48th. It has a very similar title, the



plastic again comes from Revell, and the marking options are the same. Also the same is the rate at which it sells. As of this moment, there are just some 300 pieces remaining for sale through the internet, and we have no more. For this reason, we can't even offer any Overtrees on this subject. All of the sprues that we had went into complete boxings. For the ProfiPACK line, we also have the Spitfire Mk.IIb, the cannon armed version of the Mk.II. With this kit, though, the marking options were atypically limited. There were not a lot of Mk.IIs built, under two hundred, and the search for a more interesting machine is a largely fruitless one. We did manage to put together an option that includes a more striking aircraft from the Polish No.306 Squadron, and interesting from the point of view of the pilots that flew them. An example of the latter is Tony Gaze, an Australian with an interesting personality and fate that would see him shoot down an Me 262 and Ar 234, who flew Meteors after the war, and would become the first Australian Formula 1 driver. Then there is the Rhodesian Eric Dicks-Sherwood, whose aircraft appears on the boxart, which depicts, as on both of the Weekend boxes, an actual event. Actually, it may have been preferable to have the other Spitfire depicted in the artwork as the centre of attention, but we could not locate a photograph of it to confirm certain aspects that would need confirming. There are two Weekend kits, the Bf 109G-10 Erla in 1:48th and the Fokker D.VII (OAW) in 1:72nd. In neither case did we run across any issues coming up with marking options for these, as you can see below in this newsletter. There are three historical notebooks included in today's newsletter dedicated to the situations depicted in the boxarts. They are by Jan Bobek exclusively. The lineup of June model releases is rounded out by two re-editions of ProfiPACK kits, the Tempest Mk.V Series 1 in 1:48th and the MiG-21PF in 72nd.



June New Releases/Accessories

Turning our attention to accessory items, we have the Brassin cockpit for the Fw 190F-8 in 1:48th, dedicated to our own new kit released in May. Further, we have the 48th scale engines for the HKM B-17F, and, for the same kit, bronze undercarriage legs. Also interesting is the seat for the Bronco MiG-15, also, of course, in 1:48th. There are three new Löök sets all in 1:48th. One is made for the Su-27UB from GWH, and two are associated with the completion of our MiG-21PF and PFM. The release schedule is topped off by the usual weapons sets in all three main scales. There are five new Space sets, including two for the B-17F and G. All are in 1:48th. There are ten new photoetched sets that are devoted to the B-17F from HKM, including Steel

sets of seat belts. This are complemented by two mask sets, one classic and one covering both the inside and outside faces. A similar effort is being afforded the Blenheim Mk.I from Airfix, with five sets of photoetching and again, two sets of masks. For the Su-33 from Minibase, we have three photoetched sets and two mask sets, same as for the Sabre F.4 from Airfix. In 1:48th, we also have the cargo bay floor of the MV-22 Osprey from Hobby Boss in 1:48th and the landing flaps for the Eduard Spitfire Mk.II. There is a rather lonely ZOOM set designed for the Bf 109G-10 Erla for the Eduard kit. In 1:72nd scale, we have sets for the Buccaneer S.2B from Airfix and the Fokker D.VII, also for our kit. There is a new set in 1:35th scale, a set for the Typhoon K belts in steel, and it is for the

Zvezda kit. June has six new Big Ed sets, including one ship collection for the HMS York for the Trumpeter kit., two Löök Plus sets in 1:48th for the MiG-15 and MiG-15bis from Bronco. There is a new resin BigSin set for the Spitfire Mk.IIb. And in closing, I would like to point out the release of four new decal sets, three dedicated to stencil data and the fourth covers Italian Smoke Ring camouflage, relevant to Italian aircraft of the Second World War.

New releases for June are available from our e-shop from Friday. I hope you like them.

Happy Modelling,
Vladimir Sulc





Sgt. Eric Sidney Dicks-Sherwood of No. 266 Squadron RAF in Spitfire P8505 (STAMFORD) in a dogfight with Bf 110 of 5./ZG 76 off the Dutch coast on 15 September 1941.

THE OLD LADY GOES TO WAR

Jan Bobek

The spring and summer of 1941 passed quickly for RAF airmen under the sign of offensive operations over the European continent. It was only at this time that the last of the German "Emils", the Bf 109 E-7 fighters, started leaving the front line and many Luftwaffe airmen were reluctant to give them up. In August 1941, the first Focke-Wulfs Fw 190 A entered the fray, but twin-engined Bf 110s were still making inroads. When deployed in the right way, these heavy fighters (three seaters, no?) posed just as deadly a threat as they had during the Battle of Britain.

Haifischgruppe in the Netherlands

The Messerschmitt Bf 110 units came out of the Battle of Britain with a 2:1 win-loss ratio, a better result than any other type had on either side.¹⁾ Zerstörergeschwader 76, equipped with these machines, was the first Luftwaffe Geschwader to achieve 500 victories. It reached this milestone on September 2nd, 1940 during the fighting over London, and its Kommodore Walter Grabmann was promoted to the rank of Oberstleutnant and awarded the Knight's Cross. Two weeks later, JG 51 surpassed this milestone. Part of ZG 76 was II. Gruppe, whose machines had the characteristic shark's mouths (Haifischmaul) painted on their noses. This marking was used by the crews of II./ZG 76 for many years and therefore it was also referred to as Haifischgruppe (shark group).

After the end of the Battle of Britain, the necessary rest and replenishment of losses, II./ZG 76 was deployed in the spring

1941 in the attack on Greece and then part of it fought in Iraq. In July 1941, it moved to Leeuwarden in the Netherlands and its 5./ZG76 was based at De Kooy from the first half of July to the end of October. The Gruppe mainly came into conflict with British bombers when patrolling over the sea, but occasionally encountered fighters and did very well in doing so.

No. 19 Squadron found it out for itself in the early hours of 29 August 1941 off the Dutch coast. It was searching for S/Ldr Lawson,

who had been shot down during the previous day.²⁾ In doing so, eleven Spitfires encountered ten Bf 110s from 6./ZG 76 near The Hague at 500 ft above sea level. The British were under the impression that the Germans were practicing bombing of surface targets. Four Spitfires were lost in the ensuing battle. Canadian P/O P. D. G. Stuart was missing, and P/O Peter Harfield Edmonds of Yorkshire and Sgt Gordon John Parkin of Southern Rhodesia were killed. Only Sgt Clifford Davies was captured.



Two Messerschmitt Bf 110s from 5./ZG 76 at De Kooy base in the Netherlands. Note the different design of the shark mouths on the bows of the aircraft.

Photo: Nederlands Instituut voor Militaire Historie

One Bf 110 shot down was claimed by Sgt Stanley Brooker. Another was claimed jointly by F/Lt Arthur Vokes and Czechoslovak Sgt Vojtěch Lysický. The same pilot reported another Bf 110 damaged and one damaged was also claimed shared with his compatriot F/Sgt Jaromír Stríhávka.³⁾

The only loss on the Luftwaffe side, however, was the 30% damage to a Bf 110 E-2 that landed on its belly at De Kooy base. The gunner Gefr. Alfred Bunke was wounded in the battle.

The claimed victories on the German side exactly matched the British losses. The names of some of the gunners are known from the reports as well. One victory each was claimed by the crews of Ofw. Lambert Spitzer / Uffz. Zimmer, Ofw. Heinz-Wilhelm Kornacker (his gunner is unknown), Gefr. Max-Ottmar Bopp / Gefr. Zimmermann and Lt. Martin Drewes / Uffz. Fritz Hrachowina.⁴⁾

The Old Lady

As in many countries and eras, the UK and the Commonwealth had a fundraising initiative during the Second World War to purchase weapons, especially aircrafts. It involved municipalities, businesses, societies, whole communities living abroad or individuals. Ordinary miners as well as the Indian Maharajah contributed. To purchase a fighter in 1940, £5000 had to be raised, a twin-engined machine costed £20000 and a four-engined aircraft came up to £40000. The aircraft then bore an inscription chosen by the donor. The £5000 needed to buy a Spitfire is roughly equivalent to a quarter of a million of this currency today. The exact number of Spitfires so funded is still unknown, but there were more than 900. The Bank of England staff, unofficially known in Britain as "The Old Lady", decided to fund one Spitfire too. They raised the ne-



Fundraising drawing board in the Bank of England.

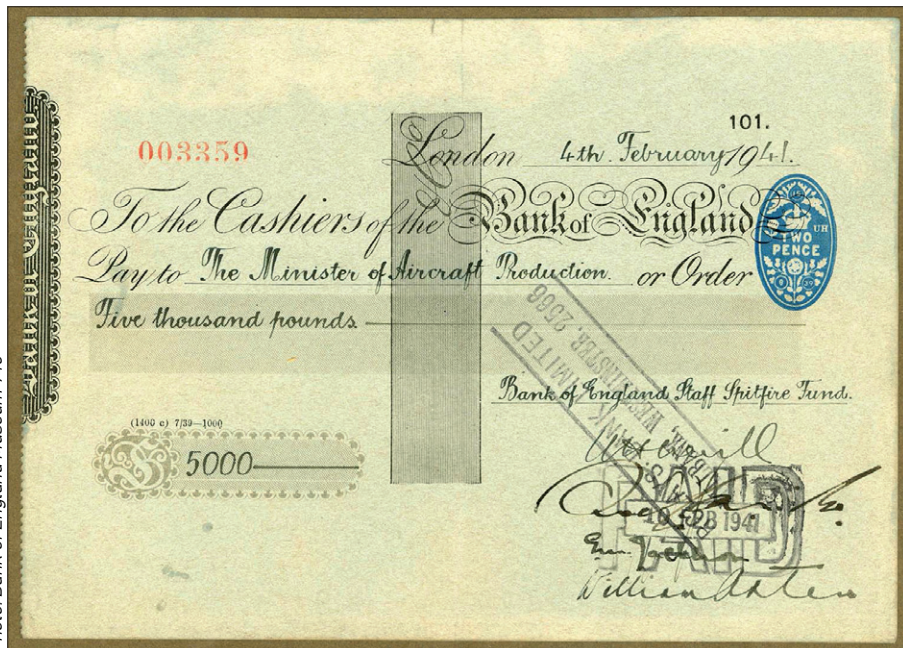
cessary amount between August 8th, 1940 and February 3rd, 1941. The very next day, the Bank of England Spitfire Fund transferred the money to the Ministry of Aircraft Production. The staff of this banking institution still hold two fund-raising events a year.

With the funds thus raised, a Spitfire Mk. IIb with serial number P8509 was acquired and in early September 1941 it was taken over by No. 266 (Rhodesia) Squadron RAF. The Spitfire, of course, bore the donation inscription THE OLD LADY (Bank of England). In December that year it was given to No. 277 Squadron, which was engaged

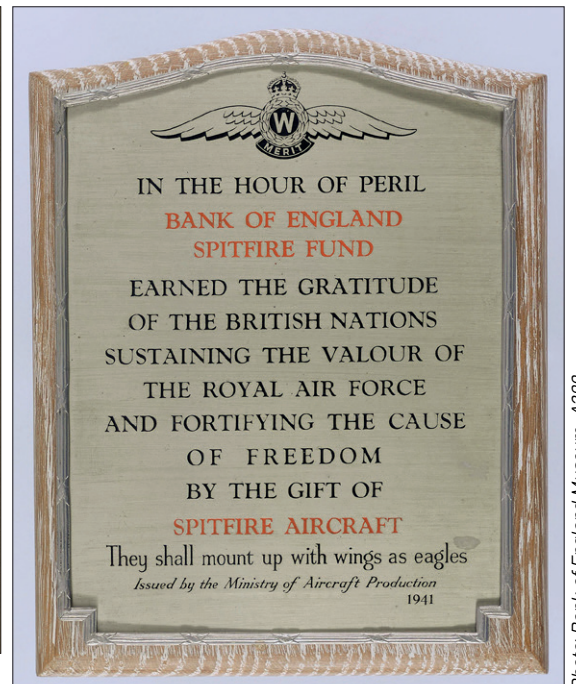
in rescue operations over the sea. In April 1944 it was written off after a collision with another aircraft at No. 61 OTU.

Eric Sidney Dicks-Sherwood

This aviator, whose name is also given as Sherwood or Dick-Sherwood, was born on January 6th, 1917, in Salisbury, Southern Rhodesia (now Harare, Zimbabwe). He worked as a plumber before the war and joined the RAF in July 1940. While serving with No. 266 Squadron he was promoted to officer rank and in May 1942 was posted to No. 603 Sq. in Malta. In August he served briefly as an instructor in Egypt, but



The £5,000 cheque from the Bank of England Staff Spitfire Fund. Thanks to this effort RAF financed the Spitfire Mk. IIb P8509 "THE OLD LADY (Bank of England)". Wing Commander Jameson flew with her on September 15th, 1941 and claimed one Bf 110 as destroyed.



Commemorative plaque presented to the Bank of England in 1941.

by September he had joined Defence Flight at RAF Heliopolis. In October 1942 he was transferred to No. 94 and in April 1943 to No. 238, then to No. 145 and finally to No. 92 Squadron. In addition to actions in Western Europe he saw combat in Malta, Africa and during the invasion of Sicily. He was awarded the DFC and achieved five solo victories, two in cooperation, and damaged five other enemy aircrafts and one in co-operation. He became a gunnery instructor in late 1943 and returned home in February 1944, where he continued as a flight instructor after the war.

When he was awarded a DFC with No. 92 Squadron on September 24th, 1943 the London Gazette stated:

"This officer has participated in very many air operations. He is a skilful leader whose personal example and great keenness have been highly commendable. During a recent operation his aircraft was badly damaged by anti-aircraft fire and he was forced to leave it by parachute. He was rescued, however, and soon rejoined his squadron. Since then, Flying Officer Dicks-Sherwood has destroyed 1 enemy aircraft, bringing his victories to at least 5. This officer has displayed outstanding devotion to duty."

No. 266 (Rhodesia) Squadron RAF

No. 266 Squadron existed briefly during the First World War. From September 1918 this unit operated in Greece and the Black Sea

area from the mothership with seaplanes Short 184. After the end of the Great War the squadron joined the fight against the Russian Bolsheviks. In November 1919 the unit was decommissioned at Novorossiysk and handed over its equipment to the Russian allies.⁵⁾

The squadron was reactivated in December 1939 and was to be equipped with Blenheim bombers. However, a change soon came and in January 1940 the unit began receiving Spitfires. Its pilots went firstly through heavy fighting over Dunkirk then an equally difficult deployment in the Battle of Britain. It received its first Mk.II Spitfires in September 1940 and used them until the end of September 1941. This period was closely associated with the person of New Zealand commander "Pat" Jameson. He led the unit from September 10th, 1940 to June 9th, 1941. He then became commander of the Witte-ring Wing, of which No. 266 Sq. was a part. On Spitfire Mk. IIs, his squadron flew 1,285 combat sorties, lost 7 machines and scored 19.66 aerial victories (some of them in night actions). Gradually the number of its airmen who came from Southern Rhodesia grew, and eventually the name of that country was given to the unit. Among its members was most successful fighter pilot of Greek origins, Ioannis Agorastos "John" Plagis, who, like Dicks-Sherwood, was born in Salisbury.

In autumn 1941, the unit re-equipped to Spitfires Mk. V, but in early 1942 received Haw-

ker Typhoons and fought on them until the end of the war.

Fighting off the coast

Among the tasks of No. 266 Squadron were also Rhubarb actions, which included attacks against vessels. Spitfires Mk. IIb with their wing mounted 20mm cannons, which the unit received in September 1941, were a welcome improvement in this respect before the switch to the Mk. V.

Wing Commander Jameson had Spitfire "The Old Lady" ready for Rhubarb action to the Dutch coast on the afternoon of September 15th. Sgt. Eric Sidney Dicks-Sherwood was preparing as his wingman. His Spitfire P 8505 bore the STAMFORD inscription, as funds had been raised for its acquisition by the residents of this Lincolnshire town. She even bore the crest of their home town.

This is what Jameson reported on his return:

"Sgt. Dick-Sherwood and I took off from Coltishall at 1500 hrs in two Spitfire IIB's to carry out a strike operation in the De Kooy area. We flew just below cloud base which was 2500 (ft) in wide line abreast, thus being able to guard each other's tail. When about 40 miles from the Dutch coast, Sgt. Sherwood shouted 'a/c astern' and turned to port towards me. I also turned steeply to port and saw 4 ME 110s, the leading pair being about 400 yards away. The MEs were flying in echelon starboard, section astern."



A Supermarine Spitfire Mk. Ia of No. 19 Squadron RAF being re-armed between sorties at Fowlmere, Cambridgeshire. This unit clashed with II./ZG 76 at the end of August 1941.

Photo: IWM



Wing Commander Patrick Geraint Jameson.

The leading ME opened fire at me from my starboard low while I opened fire on his No. 2's port bow who turned towards me and had a short... also. No. 1's fire passed under my starboard wing and No. 2's directly below me. No effect was noticed from my fire.

I then saw one of the following ME's turning to get onto Sherwood's tail so I attacked him from astern and opened fire at 150 yards range. After about 2 second burst he turned over on the wing and dived straight into the sea. Just before I opened fire (ME 110 shot) a short burst at Sherwood who was himself attacking another ME 110. Sherwood very wisely used cloud cover. This E/A is claimed as destroyed."

The two pilots and their Spitfires returned to base at 16:40. Their machines were not damaged. Jameson was credited with one Bf 110 shot down and Dicks-Sherwood with one as damaged. The latter pilot reported seeing a bright flash in the enemy's cockpit. Bf 110s belonged to the 5./ZG 76 from the base De Kooy, whose commander was the future Ritterkreuzträger Oblt. Walter Borchers. However, none of the Messerschmitts were damaged and the encounter between the clouds was also misjudged on the German side as Ofw. Heinrich Sauerwein claimed one downed Spitfire at 16.50 German time in area 37.7 (over the sea west of De Kooy) at an altitude of 800 metres. In 1940 this fighter pilot scored two victories during the Battle of France and added two more during the Battle of Britain. It is possible that he later flew with ZG 101 and NJG 101, but it may have been another airman with the same surname.

Wing Commander "Pat" Jameson

Patrick Geraint Jameson was born on November 10th, 1912 in Wellington, New Zea-

land. He first worked as a clerk, but his interest in flying became apparent very early and he obtained his pilot's licence in 1933. Three years later he set off on his own to the UK and managed to join the RAF. After completing his training he was posted to No. 46 Squadron in January 1937 and became its commander in March 1939. His unit took part in the campaign in Norway in the spring of 1940. It was transported there aboard the aircraft carrier HMS Glorious and engaged in combat from May 26th. Two days later, Jameson and two colleagues managed to destroy two Do 26 flying boats on the surface of a fjord. He achieved his first aerial victory on May 28th when he attacked a Ju 88. However, the unit soon had to be evacuated from Norway and Jameson led it on June 7th in a successful landing aboard HMS Glorious. It was the first time a Hurricane type fighter had landed on an aircraft carrier. Unfortunately, the ship was sunk by German cruisers the following day and Jameson was one of the only two RAF airmen to survive.

For his past combat activity he received a DFC in July 1940 and in September became commander of No. 266 Squadron at RAF Base Wittering. As soon as October he received the Bar to the DFC. In August 1942 he commanded Wing 12 Group during the Dieppe landings and in December that year took command of the Norwegian Wing at RAF North Weald. In early 1943 he achieved his last victories in aerial combat. During 1943 he began working in the command structure of No. 11 Group. In the same year he received the DSO and the Norwegian War Cross. In July 1944 he became commander of No. 122 Wing, which flew on Mustangs and later received Tempests. Jameson's score was 9 aircraft destroyed, 1 probably shot down and 1 probably destroyed

in cooperation, 2 aircraft damaged and 2 destroyed on the surface in cooperation.

After the end of the war he became commander of the Schleswig and later Wunstorf base. In 1946 he received the US Silver Star and was appointed Commander of the Order of Orange-Nassau by the Kingdom of the Netherlands. He studied at the RAF Staff College in Haifa in 1946 and retired in 1960 with the rank of Air Commodore. The legendary New Zealander died in his homeland on 1 October 1996.

In the preparation of this article I was assisted by Ota Jírovec, Martin Nademlejnský and Matti Salonen.

Notes:

- 1) more information on the deployment of Bf 110 fighters in the Battle of Britain can be found in <https://www.eduard.com/out/media/InfoEduard/archive/2020/info-eduard-2020-11cz.pdf> <https://www.eduard.com/out/media/InfoEduard/archive/2020/info-eduard-2020-11en.pdf>
- 2) Walter John "Farmer" Lawson, DFC hailed from Somerset, he achieved 7 victories and was a member of No. 19 Squadron from April 1940. Lawson became commander of the squadron on July 17th, 1941. While escorting Blenheims attacking vessels off Rotterdam, he was shot down by a Bf 109 from 6/JG 53 "Pik As", his body was never recovered.
- 3) Birmingham native Arthur Frank Vokes, who was a veteran of the Battle of Britain, was killed on September 6th, 1941 in an air crash near RAF Langham, Norfolk.
- 4) In Spitzer's case, it was at least his fifth victory. For Drewes, it represented his second victory. By the end of the war he had added 47 more and was awarded the Knight's Cross with Oak Leaves. Fritz Hrachowina was originally from Czechoslovakia, and with Drewes he was later transferred to NJG 3 and achieved the rank of Feldwebel. At the end of the war, on May 1st, 1945, he flew to Sweden in a Bf 110 G-4 "G9+AA" together with pilot Uffz. Alexander S. Koenig, who was born in Tallinn, Estonia. As Germans who came from territories then controlled or liberated by the Red Army, they feared that they would end up in Soviet captivity. But both were considered civilian refugees by the Swedish authorities. The machine belonged to Kommodore of NJG 1 Obstlt. H. J. Jabs.
- 5) Legendary aviator Biggles also served in this unit, but in a completely different place and on different aircraft!

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THE MOST SUCCESSFUL DAY FOR THE RED TAILS



The Tuskegee Airmen clashed with members of KG(J) 27 during attacks on trains in Austria during 31 March and 1 April 1945.

Jan Bobek

The air battles that played out over Bavaria and Austria on March 31st, 1945, brought the legendary 332nd Fighter group, known as 'the Red Tails', the greatest number of aerial kills accumulated over a single day. Although many people had reservations over the question as to whether or not African Americans could become competent pilots, their foes in these encounters were left with very little doubt.

The Tuskegee Airmen

African Americans that entered the service as pilots are today known as the Tuskegee Airmen. The law that allowed them to be trained as fighter pilots was enacted in 1939 as the result of pressure from human rights groups. A significant role to this end was played by the visit to Tuskegee by First Lady Eleanor Roosevelt, and her flight with instructor Charles A. Anderson. This visit led to the financing of the construction of the airfield at Moton by the The Rosenwald Fund. Their road into fighter cockpits was nevertheless long and difficult. The rules of racial segregation were still in effect in the United States during the Second World War, and the Tuskegee Airmen were victims of it during their service as well as outside of it. The air service rejected some of these rules, but it often occurred that unofficially, they still were applied. Even the post-war years were not easy, and the theme is a complicated one that a full spectrum discussion of it is well beyond the scope of this article.

In all, 922 black pilots underwent pilot training at Griel Field, Kennedy Field, Moton Field, Shorter Field and Tuskegee. In Africa, and later Europe, 355 pilots from Tuskegee of the 12th and 15th Air Forces, USAAF, served their country, and 68 died in combat. Another 32 were taken prisoner, while twelve died in air accidents. Some formed the 99th Pursuit Squadron (later the 99th Fighter Squadron), which operated in the Mediterranean area in April, 1943. Later, the unit joined up with the 332nd Fighter Group which originally included the 100th, 301st, and 302nd Fighter Squadrons, and was based in Italy from the beginning of 1944. African American pilots also made up the 477th Bombardment Group, flying B-25 Mitchells, but they were too late to see planned service in Asia.

The 332nd FG was tasked with escort duties flying Thunderbolts in June, 1944 (converting to the Mustang in July). Other fighter units within the 15th AF understandably had significantly more aerial victories and combat experience. From this key point in time until the end of the war, the 332nd FG claimed 94 kills and left behind three Fighter Groups armed with the P-38. But the P-38 had a shorter range than the Mustang and a correspondingly smaller chance of meeting the enemy. Three Groups of their colleagues flying P-51s each scored over 200 kills.



Future commander of 332nd Fighter Group Capt. Benjamin Oliver Davis, Jr., of Washington, D.C., climbing into an AT-6 Texan trainer aircraft at Tuskegee, Alabama in January 1942.

Photo: U.S. National Archives and Records Administration

This discrepancy could be attributed to the system of escorts on which their commanders decided. The Red Tails always stayed within visual range of their charges, while other units opted for a tactic that involved standing off at greater distances, and catching their victims before they could get to the bombers. That was part of the strategy of the 8th and 15th Air Forces in their attempt to gain and maintain air superiority over the enemy. Thanks to their tactics, the 332nd FG lost half of their charges compared to their colleagues. The Red Tails, over the last eleven months of the war, lost only 27 bombers they escorted to action of enemy fighters. These losses were over the course of 7 of 179 escort missions they undertook during this period.

Distinguished Unit Citation

Before being attached to the 332nd Fighter Group, the 99th Fighter Squadron received two Distinguished Unit Citation awards from the American President. The first was for action in Sicily in 1943, and the second was for action at Monte Cassino in the spring of 1944. At that time, it was a component of the 324th FG. A third award came together with the whole of the 332nd FG for the escort of bombers on March 24th, 1945.

On this day, the 15th AF received orders to raid targets in Germany and occupied Czechoslovakia. It succeeded in attracting the atten-

As was their custom, the Red Tails stuck close to the bombers they were escorting, and the 99th FS claimed three jets as damaged, with another three probable kills being claimed by the 100th FS, and same unit also claiming three confirmed kills. The successful pilots were F.O. Charles V. Brantley, 1/Lt. Earl R. Lane and 1/Lt. Roscoe C. Brown.

The last named pilot attacked one of the 'Turbos', as the Americans called them, in a dive, but lost contact. When he climbed back up to 24,000 feet, he spotted another Me 262 approaching from the right and from above at a distance of 2,500 feet. Brown went into a climb at some 15 degrees, and with the help of his gyroscopic gunsight, he fired three long bursts from 2,000 feet from the enemy's eight o'clock position. The German bailed out of his aircraft.

Besides the 332nd FG, the 463rd and 483rd BGs also received the Distinguished Unit Citation.

Kampfgeschwader 'Boelcke' Fighter Pilots

The German 'Boelcke' bomber wing was formed in April, 1936 and after two changes, the designation became Kampfgeschwader 27 in May, 1939. It carried the name of a legendary flyer from the First World War, Oswald Boelcke. It fought its way through Poland, Western Europe, the Battle of Britain, and from there through to mid-1944 the eastern Front. Throughout this whole period, it flew Heinkel He 111s.

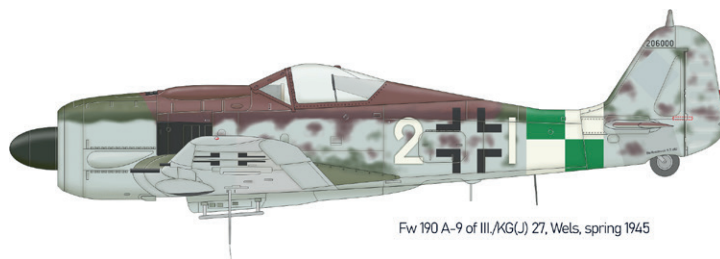


Photo: Tuskegee Airmen 332nd Fighter Group pilots

Photograph from Ramitelli, Italy in March 1945 shows left to right, crew chief Marcellus G. Smith and pilot Roscoe C. Brown who downed a Me 262 on March 24, 1945 and added scored again on March 31. After the war Brown became a professor at New York University. P-51D "Tootsie" in background was assigned to Lowell Steward.

tion of at least a part of the enemy's aerial assets which protected the crossing of the Rhine during Operation Plunder.

The Red Tails were tasked with the escort of B-17s to Berlin, where the target was a plant that manufactured Daimler-Benz engines destined for tanks. The target was reached by 158 'Heavies' and 241 fighters. This force was intercepted by JG 7 Me 262s, and their pilots claimed ten B-17s and three escort fighters. Among the enemy fighter pilots were such well known names as Heinrich Ehrler, Hermann Buchner and Franz Schall. In actual fact, though, the jets only shot down two bombers and two Mustangs, which hailed from the 332nd FG. Both were apparently brought down by Walter Schuck during an Me 262 training flight with JG 7. Four Me 262s were shot down and all of their pilots sustained injuries. The bomber crews reported shooting down eight Me 262s as confirmed kills and five as probable. In all likelihood, at least one was actually shot down. Fighter pilots of the 31st FG claimed five Me 262s confirmed and three probable, out of which one was observed from low altitude at an enemy air base.



Fw 190 A-9 of III./KG(J) 27, Wels, spring 1945



Photo: Jeffrey Ethell Collection



Photo: Jeffrey Ethell Collection

The Bf 109 G-10 "Yellow 2", which formerly belonged to KG(J) 27, was found at the end of the war in Kaufbeuren. The green and white checkerboard is a quick identification feature of this unit. The white number on the rudder is a marking used by the unit responsible for transporting aircraft to combat units. It is not clear why the plane was located here. The 3rd and 6th Panzerjägerstaffel Bü 181 were permanently based here, as was the training unit FFS A 23

When, in the second half of 1944, the Luftwaffe concluded that they couldn't effectively use twin engine bombers in daytime operations pretty much anywhere anymore, they began pondering how to use the freed up crews. Several bomber units, including KG 27, were picked to supply pilots destined for conversion on to single engine Bf 109s and Fw 190s. From the end of the year, they also carried modified designations, and in the case of Boelcke, the identifier was KG(J) 27, where the 'J' stood for 'Jagd', meaning 'fighter'. One of the priorities of the leadership was to use experienced bomber pilots under unfavorable weather conditions. Their experience in twin-engined flying was also to be used to advantage in further conversion to the jet powered Me 262.

During the last months of the war, individual components of KG(J) 27 were based at the Austrian fields of Wels, Raffelding and Hörsching. Stab I. and II. Gruppe were equipped with the Bf 109, while the III. Gruppe had the Fw 190 A. In March, 1945, the former bomber pilots first began to mix it up with enemy fighters. Quick identification markings in the form of green and white squares also began to appear on KG(J) 27 aircraft.

The Red Tails Versus The Squared Bands

Col. Benjamin O. Davis Jr., 332nd FG Commander, led his unit on March 31st, 1945, to the area around Munich, with the task of hitting trains and other rail assets in Bavaria and northern Austria. It reached the target area after noon with 43 aircraft, and he separated his unit into three parts, which subsequently destroyed seven locomotives and several rail cars between Munich, Regensburg and Linz. The air combat that followed brought the 332nd FG the most air to air kills recorded on a single day.

Not far from Landshut, the 99th FS was jumped by five Bf 109s and a single Fw 190. The Americans were able to bring down all of their adversaries, but during the combat, they lost 2/Lt. Frank N. Wright, who apparently lost control of his Mustang 'Tall In The Saddle'. His aircraft went into a spin during a tight turn and Wright was unable

to recover. The identity of the German unit remains unknown, but it may have been an operational training unit.

Their colleagues of the 100th FS were searching out locomotives further to the east, near Wels in Austria. The Luftwaffe countered with sixteen fighters from KG(J) 27 at Wels, Vöcklabruck and Traunsee. This counter force included a dozen Bf 109s from I. and II. Gruppe and a quartet of Fw 190s from III. Gruppe.

One of the American pilots perished in this area. It was 2/Lt. Arnett W. Starks, flying 'Cool Fool'. His colleague, 2/Lt. Conrad A. Johnson lost contact with him at 1430h during an attack on ground targets at Vöcklamarkt. According to witnesses, Starks had attempted to hit a farmer with horses in the field, but he crashed into a building not far from the railroad station.

Ten minutes later, both units engaged in combat, and the Americans came out as clear victors. Although the Germans initiated the fight with the Red Tails rather aggressively at a height of around 3,000 feet, they fell into disarray during the fight and the P-51 pilots prevented them from operating as a cohesive unit.

Without a single loss, the Americans claimed five Fw 190s and a pair of Bf 109s confirmed, one Fw 190 as a probable, and two Fw 190s with a single Bf 109 as damaged. The most successful of the pilots were 1/Lt. Robert W. Williams, who downed two Fw 190s and damaged another, and 2/Lt. Bertram W. Wilson, Jr., who got one confirmed Fw 190 and one damaged. One Fw 190 was shot down by 1/Lt. Roscoe C. Brown. Williams and Wilson were awarded the Distinguished Flying Cross for this event. Williams wrote in his report:

"I dived into a group of enemy aircraft's, I shot off a few short bursts. My fire hit the mark and the enemy aeroplane fell off and tumbled to the ground. On pulling away from my victim, I found another enemy aeroplane on my tail. To evade his guns, I made a steep turn. Just as I had turned, another enemy fighter shot across the nose of my aeroplane. Immediately, I began firing at him."

On the German side, three aircraft were lost, one went missing and one was damaged. One pilot was killed and one injured. Pilots from KG(J) 27 were initially quite optimistic in their reporting of kills, claiming six Mustangs. But the daily operational reports of the Luftwaffe from April 1st, 1945 from this event list one kill and two probably damaged.

At the beginning of April, KG(J) 27 was disbanded and her assets were distributed among other fighter units. A segment of the pilots were reassigned to Rammkommando Elbe, which was to conduct Taran attacks against enemy bombers.

But prior to that, the 332nd FG and KG(J) 27 would meet up one more time, on April 1st, 1945. Again, this came about during a search and destroy mission of rail targets in Austria. In combat with eight P-51s from the 301st FS, the Germans lost four aircraft and another seven were damaged. Three pilots were lost and one was MIA. Members of the 301st FS claimed twelve destroyed fighters with a further two damaged. Three confirmed kills were claimed by 1/Lt. Harry T. Stewart.

The Americans lost three aircraft and two pilots in this fight. James Fischer crash landed in Yugoslavia and was saved by partisans. F/O William P. Armstrong was killed south of Hörsching and 2/Lt. Walter P. Manning was taken prisoner. He was held by members of KG(J) 27 right from the base at Hörsching. Unfortunately, he was taken out by two Luftwaffe NSDAP officers on the night of 3/4 of April, lynched and hanged.

After the war, this incident was not investigated until the issue was pushed by Austrian historians who published its details in 2013. In April, 2018, a memorial to Manning was erected at the base in Vogler. Not only were the Austrian Minister of Defense, the Chief of the Air Force, and Commander of the Ground Forces present for the ceremony, but so was one of the participants of the battle, namely one Lieutenant Colonel (Ret) Harry T. Stewart.



Photograph shows members of the 332nd FG, from left to right: Robert W. Williams, William H. Holloman (leather cap), Ronald W. Reeves (cloth cap), Christopher W. Newman (leather cap), Walter M. Downs (flight cap). Williams, in combat with KG(J) 27 on 31st March 1945, shot down two 190s and damaged one. Holloman later served in the Vietnam War. Reeves was killed in a crash in Italy on 24th March 1945, apparently due to fuel exhaustion. Newman flew 84 combat sorties in World War II and added 97 more during the Korean War.

Photo: Photographer's notes and Tuskegee Airman 332nd Fighter Group pilots

Despite very difficult circumstances, the pilots from Tuskegee were able to leave their mark on American air power. In the post war years, the policy of racial segregation within military units was abandoned and many Tuskegee airmen continued to serve on combat aircraft. One such person was former 332nd Fighter Group CO Benjamin O. Davis, who flew F-86s in Korea while commanding the 51st Fighter Wing, and would go on to be a Four-Star General.

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 TILLMAN B.: Forgotten Fifteenth



Photo: Clarence Huntly via Jerry Whiting.

Walter P. Manning was rejected for military service because of a hammer toe, but used his savings to pay for surgery to repair his toe so that he could enlist. He was awarded with Air Medal for heroism with 5 Oak Leaf Clusters, European-African-Middle Eastern Campaign Medal, Purple Heart a Congressional Gold Medal (posthumously in 2007).



Photo: Bundesheer/Pusch

Ninety-three-year-old Harry Stewart pays tribute to his murdered friend Walter Manning during the unveiling of a memorial plaque at Vogler Air Base in Austria on April 3rd, 2018. American author Jerry Whiting helped arrange Stewart's trip to Europe.



Tuskegee airman standing on an airfield, looking at Mustangs, Ramitelli, Italy.

Photo: Toni Frissell, Library of Congress

WITH A SKULL AND A RAVEN ON THE FUSELAGE



Lt. der Reserve Kurt Adolf Monnington of Jasta 18 in combat with a formation of DH 9 bombers.

Jan Bobek

During the First World War, there were situations in which airmen repeatedly came into conflict with the same enemy unit. In many cases, the opposing forces were not aware of this at the time, but some of them were literally waging a private war against a particular unit. It was in just such a situation that Kurt Monnington of Jasta 18 found himself in 1918 fighting with the bomber crews of No. 104 Squadron RAF.

Monnington or Mornington?

Future fighter pilot Kurt Adolf Monnington was born on September 29th, 1891 in Hamburg. His father was a manufacturer George Edward Monnington (1863-1904) and his mother was Melanie Barbara Monnington, née Gross. The surname Monnington does not sound very German and the first names of Kurt's father don't sound German either. There is still a legend among the family that they are descended from the Earl of Mornington.

On one genealogy website, someone even went to the trouble of constructing a family tree that identifies William Wellesley, 3rd Earl of Mornington (1763-1845) as this ancestor. The Earl was to marry a commoner in Hamburg and because of the low birth of the bride, they supposedly had to change her name to Monnington. This statement can safely be consigned to the realm of fairy tales.

Fortunately, civil registration records are available and show that Kurt's grandfather, William Walter James Monnington, was born on 28 October 1837 and baptised in Hamburg in the British Chaplaincy. This already gives a clear indication of where the family came from. He was born to his father Walter and his wife Sarah, née Harris. Walter Monnington died in 1857 in Hannover and the civil registration record shows that he was born in 1791 in the small village of Skenfrith (Welsh: Ynysgynwraidd) in Monmouthshire, south-east Wales.

The English in Hamburg

There has been an Anglican congregation in Hamburg since the early 17th century. Religious freedom was part of an unprecedented free trade agreement secured with the Hamburg Senate in 1612 by the Company of Merchant Adventurers (textile traders). The "Englische Kirche" a church building dating from 1838, is the successor to the chapel in the "English House" where merchants met for worship for 200 years.



Photo: Reinhard Zankl via Greg VanWynyarden

In 1808, the town was occupied by French troops and the merchant's church was abolished in the same year on the basis of a Napoleonic decree. The guild was dissolved, its property confiscated and the merchants were expelled from the town. However, many valuables and documents were hidden and saved. In 1814 the French were defeated and British citizens began to return to Hamburg. Perhaps it was at this time that Walter Monnington settled in Hamburg, he was 23 years old at the time.

Brothers go to war

As the preceding text shows, although the Monningtons had lived in Hamburg for several generations in the 19th century, they still had a strong connection to the land of their ancestors. This was evident in the names the parents chose for their children. However, some of Kurt's siblings already had German names: Emma Elisabeth (1890), Jane Margarethe (1892), Carl Otto (1896), Johanna Clementine (1897), Dorothea Ruth (1899) and Gertrud Else (1900).

When the World War broke out, his younger brother Carl (Karl) Otto enlisted as an engineer in the Reserve-Pionier-Kompagnie Nr. 46 and was severely wounded in April 1915. However, he survived the war and married in 1926.

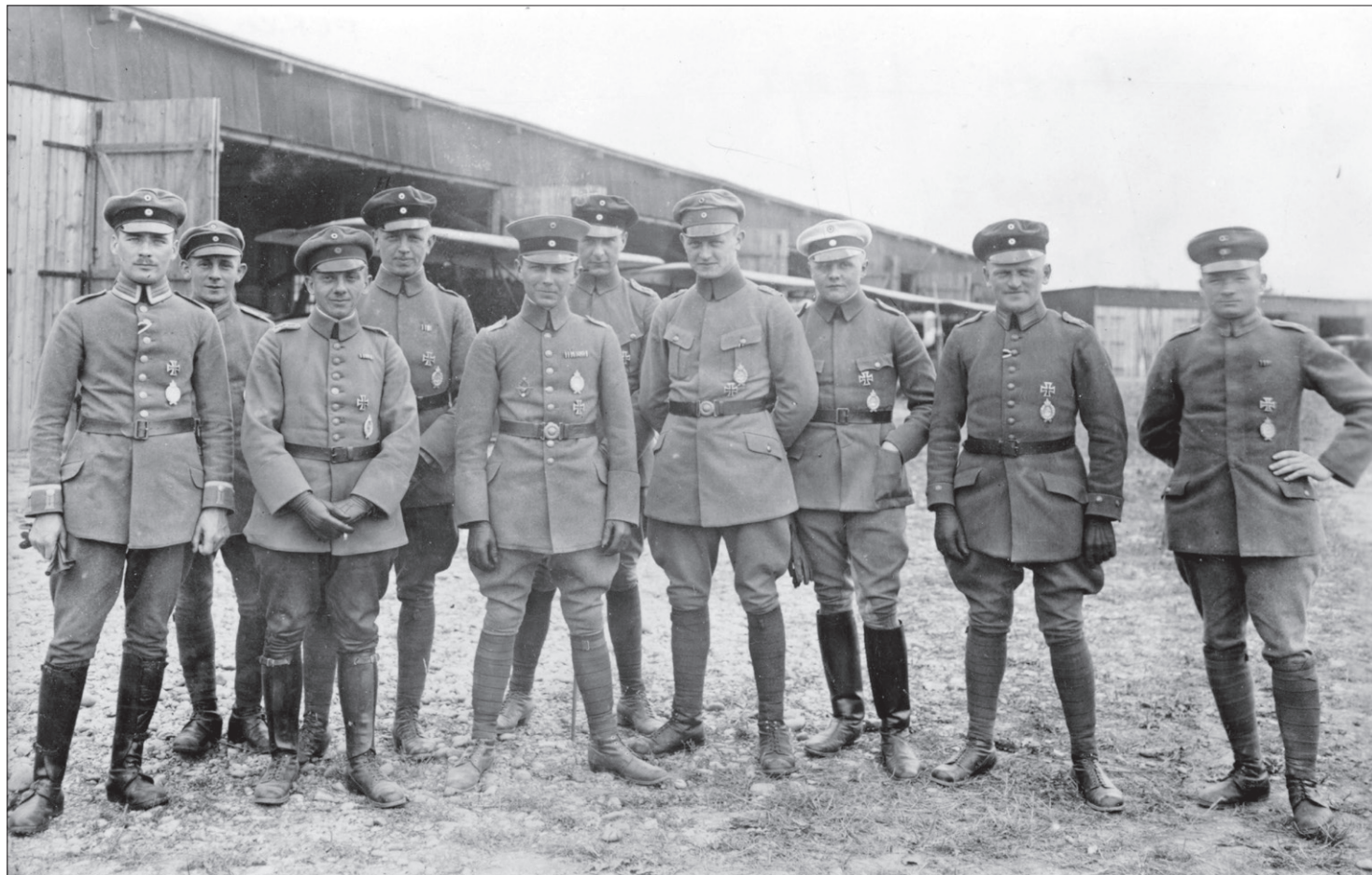
Kurt was assigned as a non-commissioned officer to the Royal Württemberg Regiment No. 119 "Königin Olga". However, he was soon transferred to the Württemberg Infantry Regiment No. 120, where he was promoted to the rank of Leutnant der Reserve in November 1914.¹⁾ Monnington was awarded the Iron Cross 2nd Class for gallantry in action in June 1915, and in November of that year he was awarded the Württemberg Friedrich Order Knight Second Class with Swords. At the end of February 1916, Kurt Monnington started his flight training at FEA 4 in Posen (today Poznań in Poland) and in June of the same year he was awarded the Hamburg Hanseatic Cross. In September 1916 he was assigned to a combat unit for the first time – KEST 1 in

Mannheim. In November he was even sent to the fighter Jasta 12, but at the end of January 1917 he was transferred to FA(A) 281 with two-seater machines. With this unit he finally earned his pilot's badge. In August 1917 he again reported to a fighter unit, this time Jasta 22 and in early October he was transferred to Jasta 15. The commander of the unit was twentyoneyearold Lt. Heinrich Gontermann, who achieved 39 victories until his death and was awarded the Pour le Mérite in May 1917. He was killed on October 30th, 1917 during a familiarization flight in a Fokker Dr. I. After his death, the unit was led by Lt. Hans von Budde and in mid-March 1918 it was taken over by Lt. d. R. August Raben.

Staffel Raben

From the beginning of February 1918 Jasta 15 together with Jasta 12, 13 and 19 was part of the newly founded Jagdgeschwader II whose commander was Hptm. Adolf Ritter von Tutschek (27 v., Pour le Mérite). However Geschwader Kommandeur fell on March 15th, in a battle with South African Lt Harold B. Redler (10 v.) flying with SE 5 of No. 24 Squadron RFC. His successor was the legendary Hptm. Rudolf Berthold.²⁾ The appointment of this energetic commander had an unexpected impact on Jasta 15. Berthold decided to establish Jasta 15 as the Stab Staffel of his Geschwader and had several airmen from his former unit, Jasta 18, transferred to it. Eventually, for logistical reasons, he decided to completely swap personnel and aircraft between Jasta 15 and 18. The new Jasta 15 retained the Albatros, Pfalz and Fokker Dr. I fighters and Berthold's pilots had their planes painted with red and blue markings.

Thus Lt. d. R. Raben became from one day to the other the commander of Jasta 18 with the base in Brülle in the sector of the 17. Army. Together with him, seven airmen moved to the new location. Kurt Monnington, stayed with Jasta 15, serving briefly as an adjutant or Offizier zur besonderen Verwendung. He joined Jasta 18 a little later.



A group of Jasta 18 pilots at Montingen airfield in June 1918. From left: Vzfw. Glatz (1 v.), Gefr. Deberitz (1 v.), Lt. d. R. Kurt Monnington (8 v.), Lt. d. R. Spindler (2 v.), unit commander Lt. d. R. August Raben (4 v.), Lt. Kurt Baier (1 v.), Lt. Hans Müller (12 v.), Lt. Günther von Büren (2 v.), Lt. Bergner and Offz. Stv. Richard Schleichardt (3 v.).

Photo: A. E. Ferko via Greg VanWynyarden



Photo: Küstner via Greg VanWyngarden

In the background of this photo is a captured DH 4 bomber (A7703) of No. 55 Squadron, which was forced to land at Amannweiler on August 30th, 1918 after engine hits. Both crew members, American 2/Lt. H. H. Doepler and 2/Lt. A. S. Papworth, were captured. Herbert Hermann Doepler, who was born to German parents in Brooklyn, escaped for three days before he was captured. The bomber was apparently shot down by August Raben and after transfer to Jasta 18 base received unit's red and white paint, including the white radiator. Monnington is pictured posing with the unit's canine mascots. Standing behind him, from left, are Lt. Kandt, Lt. Müller, Staffelführer Raben, Lt. Baier and Lt. Heinz Küstner (2 v.).

Raben's unit handed over its Fokkers Dr. I to other parts of JG II, and with the transfer of personnel ordered on March 19th, Staffel left the Berthold's Geschwader. Raben's Staffel retained the Albatros and Pfalz fighters, and had the red and blue markings of the original Jasta 18 changed to red and white. On the fuselages of most of the unit's aircraft was painted a raven (Raben in German), which was naturally associated with the commander's name. However, Raben later flew a Fokker Dr. I as a backup to his Fokker D.VII.

Kurt Monnington achieved his first victory on May 11th, 1918 when he managed to shoot down SE 5 near Bailleul. Lt. R. H. Stacey suffered injuries but managed to land on his own territory.

During the fight on June 3rd, near La Bassée he managed to force to land a bomber DH 4, but the British crew apparently landed on their own territory and for Monnington it did not count as an aerial victory. Monnington recorded a second confirmed success in aerial combat on June 5th, north of Violaines. He hit a Bristol Fighter from No. 22 Squadron piloted by Lt. John Everard Gurdon, his gunner Sgt. John Hall sustaining injuries. The British crew claimed two aerial victories in the fight. Gurdon was credited with a total of 28 kills and was awarded a DFC for another action in 1918.³⁾

Against the Independent Air Force

In mid-June 1918, Jasta 18 moved to the base Montingen (Montoy) near Metz and its mission was to prevent raids on German production plants and transport infrastructure. It reinforced the six other units already defending the area. Staffel operated at this airfield until the end of the war. Due to the planned attacks on factories in the area, the RAF organised a tactical long-range bomber group in early June, known as the Independent Force, better known as the Independent Air Force (IAF). It consisted of No. 55 Squadron with DH 4 aircraft, while No. 99 and 104 Squadron were equipped with DH 9

machines. British crews faced both heavy losses and trouble with unreliable engines in the following weeks. A number of machines had to abandon their formations well before the finish.

Jasta 18 first encountered IAF bombers on June 27th. It was not until July 30th, 1918 that Monnington scored his first success against these brave bomber crews, this being his third victory. He managed to shoot down DH 9 of No. 99 Squadron. The gunner, Lt. S. G. Burton, was killed by the fire of a German airman, but pilot Lt. Martin managed to land on Allied territory, albeit with a gunshot wound in his leg. The next day Monnington took off against the same unit and No. 99 Squadron lost a total of seven bombers over German territory. A total of four Jasta made the same number of claims, including one reported by Monnington. But, for reasons still unknown, none of these have been officially confirmed.

Among the memorable events in the history of Jasta 18 was Monnington's fourth aerial victory, which he achieved on August 12th, 1918. In an air battle with No. 104 Squadron he forced to land at Bühl aerodrome crew of 2/Lt. O. F. Meyer and Sgt. A. C. Wallace. The fight could have ended tragically for the British as Monnington hit the fuel tank of DH 9. However, Meyer promptly landed and both airmen were captured unharmed.

The very next day brought Monnington an unexpected success. Jasta 18 chased a superbly defending No. 104 Squadron formation. The Germans failed to break the formation until the crews of DH 9 approached the front during return. While firing on the bomber of 2/Lieutenants Frank H. Beaufort and Bryant, Monnington observed the British machine disintegrate and collide with another aircraft in which 2/Lt. Leyden was flying with observer Sgt. Windridge. Both machines crashed to the ground wedged into each other and all four airmen were killed. According to British reports, the cause of the tragedy was a flak explosion just below the Beaufort's bomber. However, both



Photo: Greg VanWyngarden

DH 9 (D2931) of No. 104 Squadron, which was forced to land by Kurt Monnington on August 12th, 1918. The crew of 2/Lt. O. F. Meyer and Sgt. A. C. Wallace were captured after landing at Bühl airfield. No. 104 Squadron made its last combat flight into the German inlands on November 10th, 1918. In the last six months of the war several of its pilots and gunners became aces, but their unit suffered heavy losses.

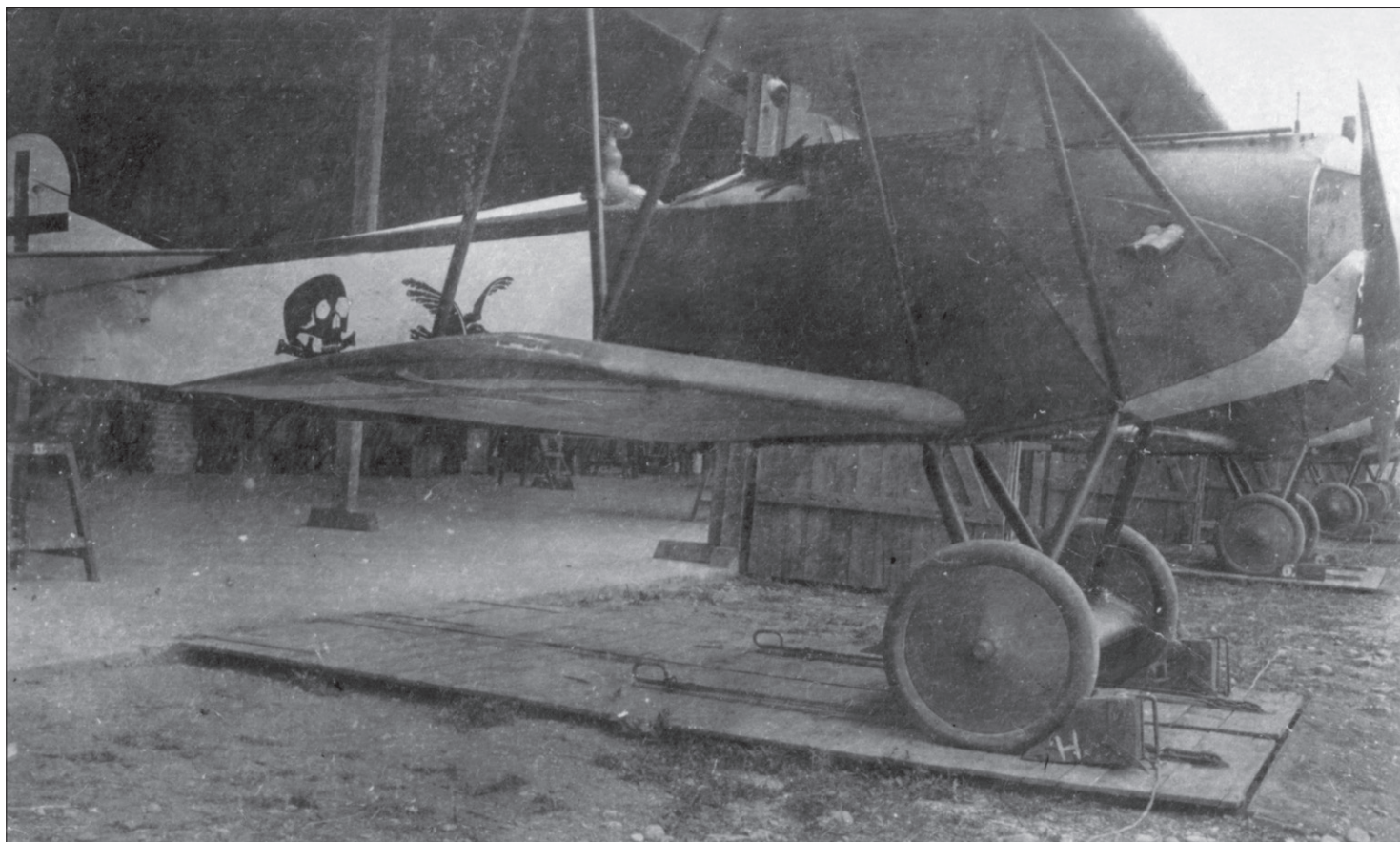
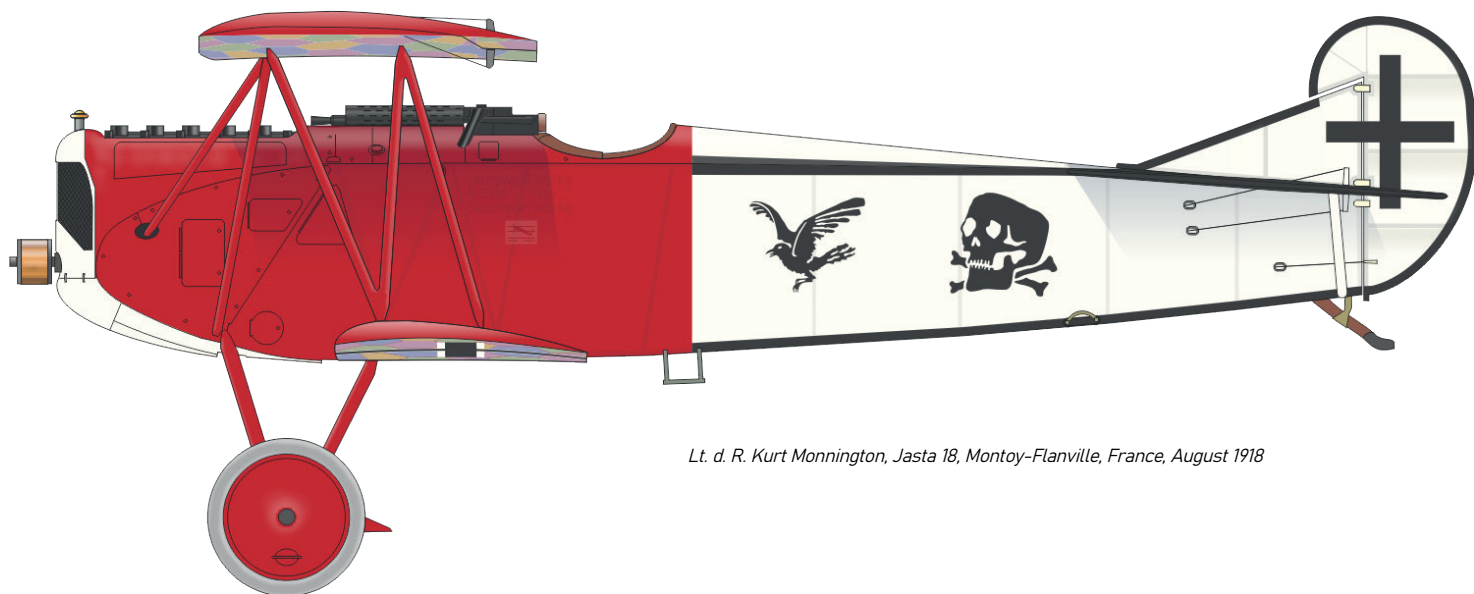


Photo: Greg VanWyngarden

Kurt Monnington's Fokker D.VII (OAW) photographed at Jasta 18 aerodrome in the summer of 1918. This aviator used the skull and crossbones motif on several Jasta 15 and Jasta 18 aircraft. It is not yet known why he chose this personal marking. None of the Württemberg infantry regiments he had previously served with had anything similar in their emblem.

aircraft were credited to Monnington as his fifth and sixth victories. Monnington achieved his seventh victory on October 10th when he shot down in flames on the enemy side of the front a DH 4, probably from an American squadron. Thanks to Monnington, Jasta 18 scored its last confirmed victory on October 23rd, 1918, again in combat with No. 104 Squadron. Several German units were pursuing a formation of twelve bombers that were about to attack rail targets near Metz. One bomber, due to damage from enemy fighter, landed on the Allied side of the front. The crew of 2/Lt. Case and observer 2/Lt. Bridger, however, were wounded in combat with the Germans and fell into captivity. The victory was claimed by Monnington and two airmen from other units, but it was recognized as Monnington's eighth and final victory.

During the war, eight members of Jasta 18 were killed, eleven were wounded and two were captured. However, the unit won at least 112 confirmed victories and the total may have been as high as 126. Kurt Monnington, with eight kills, ranked fourth among the eleven airmen who achieved ace status with this Jasta. August Raben achieved only two aerial victories with Jasta 18 of his total of four, but he was an outstanding commander who, in the spring of 1918, gave the unit not only the distinctive look of its aircraft but a fighting spirit that it retained to the end of the war. In engagements with brave IAF bomber crews, Jasta 18 achieved numerous victories with minimal losses. Kurt Adolf Monnington married in December 1922, but the marriage remained childless. He died of pneumonia on February 17th, 1939 in Hamburg. The Monnington family home was hit by bombing during World War II and most of the mementos of his air service were destroyed.



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

Thanks to Trevor Henshaw and Greg VanWyngarden for their help in preparing this article. If you are interested in the subject of Jasta 18, Greg's book on this unit is something you should not miss.

Notes:

- 1) The full name of the first unit is Grenadier-Regiment "Königin Olga" (1. Württembergisches) Nr. 119. The honorary name was given after the Russian Grand Duchess and Queen of Württemberg, Olga Nikolayevna Romanova, who was the daughter of Tsar Nicholas I. The second unit is Infanterie-Regiment „Kaiser Wilhelm, König von Preußen“ (2. Württembergisches) Nr. 120.
- 2) For more on Rudolf Bethold, see article by Richard Plos in <https://www.eduard.com/out/media/InfoEduard/archive/2021/info-eduard-2021-01cz-m9f.pdf> <https://www.eduard.com/out/media/InfoEduard/archive/2021/info-eduard-2021-01en-j9z.pdf>
- 3) After World War I, Gurdon became a journalist and writer. His eldest son John Robert Gurdon was killed in April 1943 in a Wellington of No. 166 Squadron.

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Photo: IWM

Observers and pilots of No. 22 Squadron at Vert Galand aerodrome, April 1st, 1918. Left to right: Lt. W. S. Hilltout, 2/Lt. G. N. Traunweiser (KIA on April 15th), Capt. S. H. Wallage (10 v.), Lt. B. C. Budd, Lt. G. S. Hayward (24 v.), Lt. Hunter, Lt. R. Critchley (7 v., KIA next day), Capt. W. F. J. Harvey (26 v.), Lt. J. L. Morgan (12 v.), Lt. H. F. Moore (6 v.), Capt. H. F. Davison (11 v.), Capt. J. E. Gurdon (28 v.), Major J. E. McKelvie, Lt. Berington, Capt. R. S. P. Bobby, Lt. Harrison and Capt. D.M. McGoun (9 v.). Kurt Monnington claimed Gurdon's plane on June 5th, 1918 but Gurdon, like in many other cases, survived.

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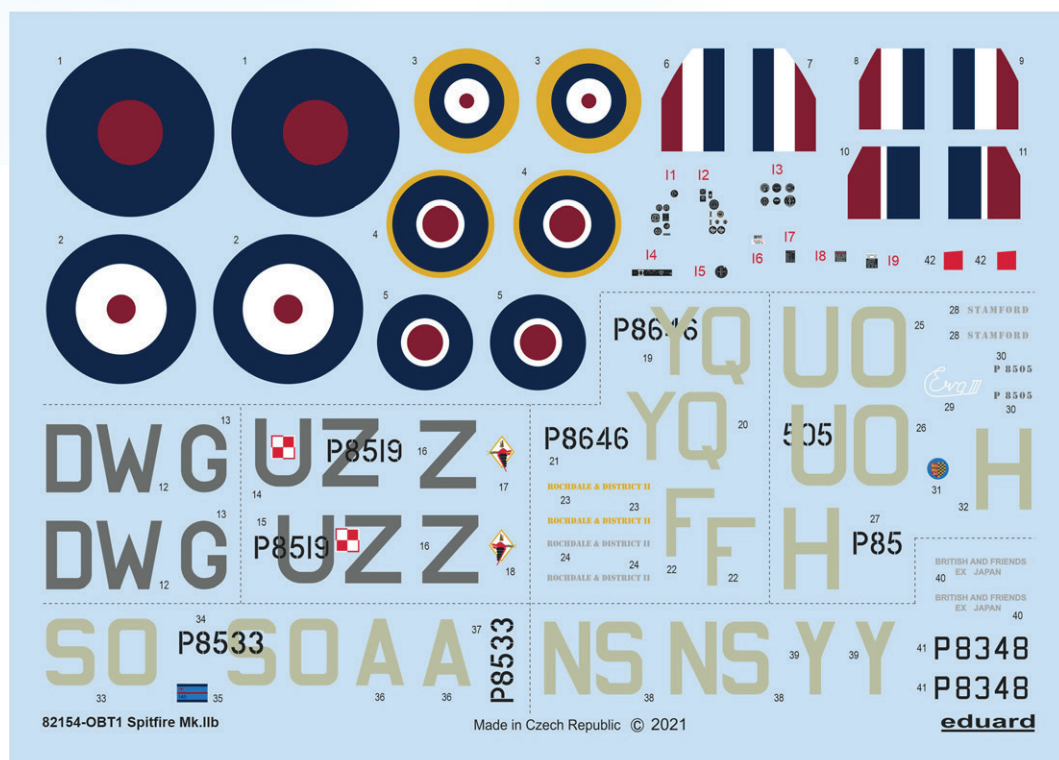
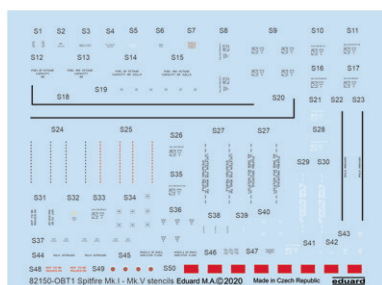
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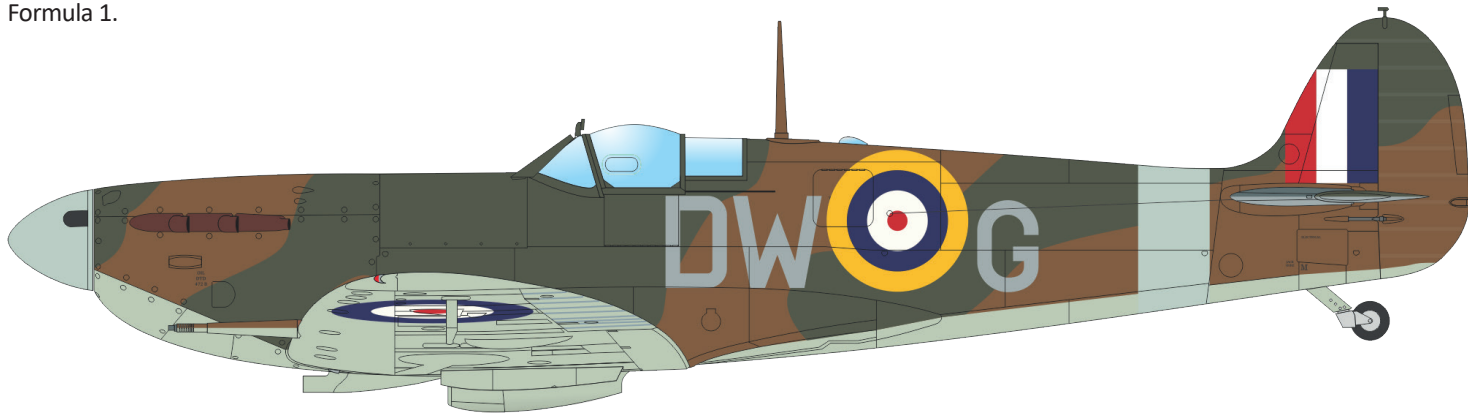
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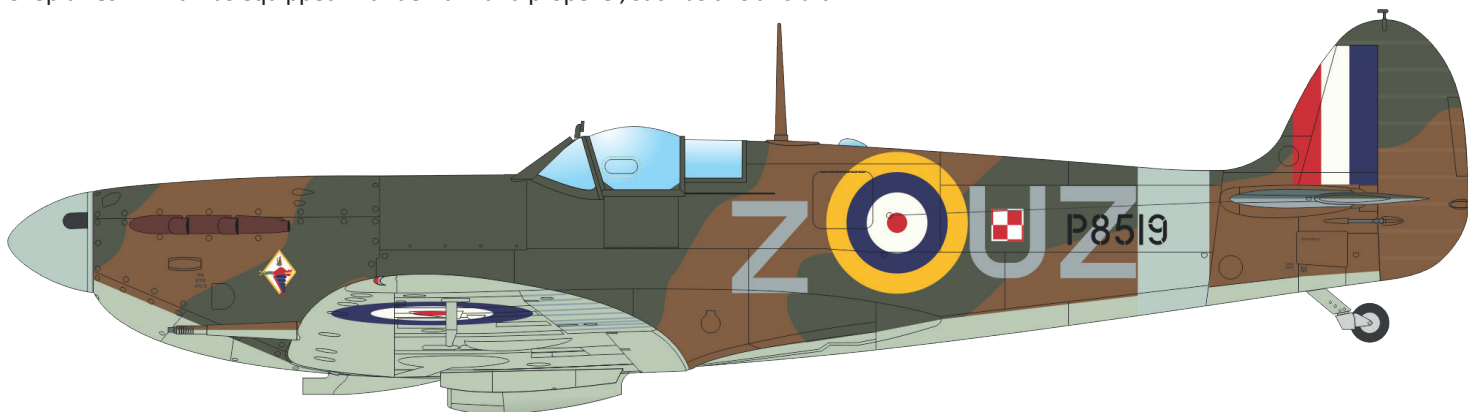


P/O Frederick A. O. Gaze, No. 610 (County of Chester) Squadron, RAF Westhampnett, West Sussex, United Kingdom, June 1941

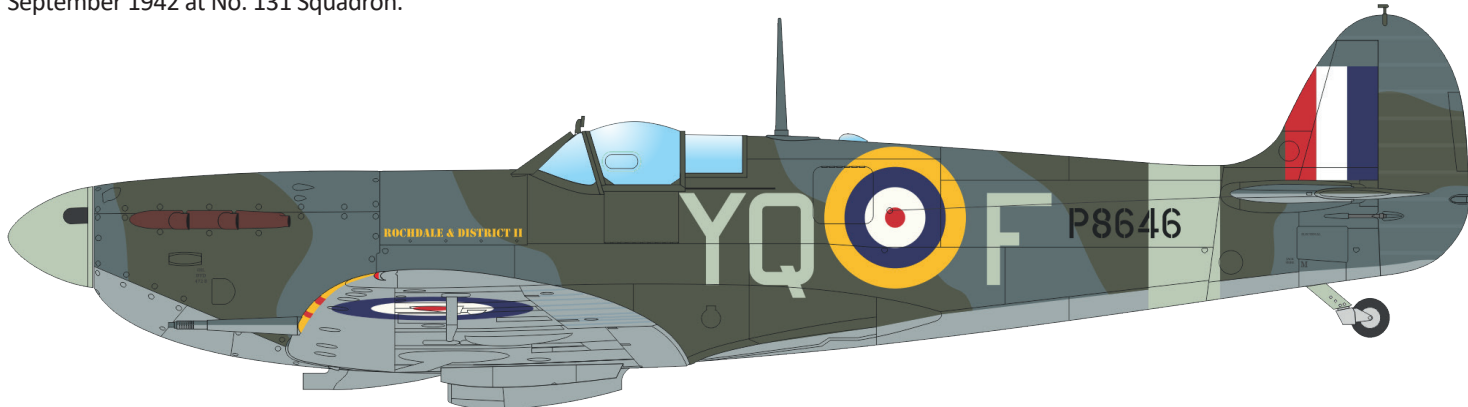
In March 1941 Australian Tony Gaze joined No. 610 Squadron, part of Tangmere Wing led by Douglas Bader, together with his brother Scott who was killed shortly afterwards, on March 23, 1941. In October he was transferred to No. 57 OTU. In June 1942 he started his second tour of duty with No. 616 Squadron and in August he assumed command of No. 64 Squadron. On September 4, 1943, while flying with No. 66 Squadron he was shot down by Heinz-Gerhard Vogt from 7./JG 26. With the help of French Resistance he managed to avoid capture and returned back to England. In February 1944 he rejoined No. 610 Squadron, latter he shot down a V-1 flying bomb on August 5, 1944. In February 1945 he shot down a Me 262A. He joined No. 41 Squadron in April sharing a victory over Ar 234 on April 12. On May 2, 1945, he assumed command of flight of No. 616 Squadron where he flew Meteor Mk.III. After the war he was involved in car racing and became the first Australian racing in Formula 1.

**P8519, No. 306 (Polish) Squadron, RAF Northolt, United Kingdom, July 1941**

No. 306 (Polish) Squadron (City of Torun), one of ten Polish fighter squadrons in the RAF, was established on August 28, 1940, at RAF Church Fenton. The squadron was formed from the pre-war Polish Toruński Dywizjon Myśliwski personnel and based on its traditions. In mid July 1941, the unit received Spitfires Mk.IIb to trade them for its Hurricanes Mk.IIa. Surprisingly, Polish squadrons operated quite a lot of cannon-armed Spitfires Mk.IIb. This aircraft carries the standard RAF camouflage (Temperate Land Scheme) dating from the first half of 1941. The upper surfaces are painted in Dark Green and Dark Earth, the lower surfaces are in Sky. The propeller spinner is in Sky color as well as the fuselage band in front of the tail surfaces. Note the red patch on the starboard fuselage spine covering the flare ejection channel. The majority of Spitfires Mk.IIb was equipped with de Havilland propeller, such as this aircraft.

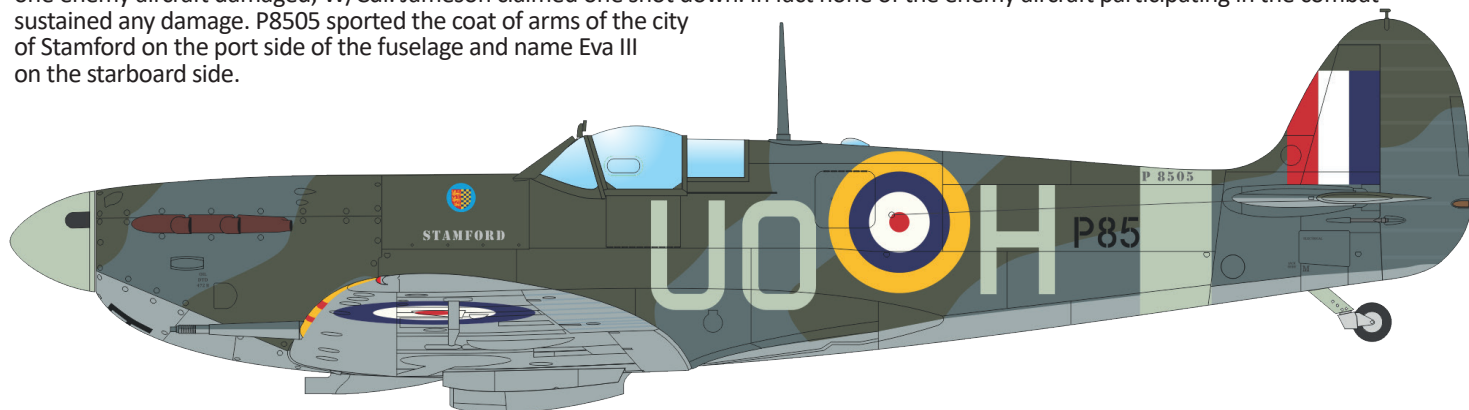
**P8646, No. 616 (South Yorkshire) Squadron, RAF Kirton in Lindsey, Lincolnshire, United Kingdom, October/November 1941**

This Spitfire Mk.IIb from No. 616 Squadron sports a new camouflage, Day Fighter Scheme, introduced on August 19, 1941. The upper surfaces were painted in Dark Green and Ocean Grey, the lower surfaces in Medium Sea Grey. The code letters were in Sky color as well as the fuselage band and the propeller spinner. The fin flash on the tail was of the low type, 27 inches high. The aircraft carried the donation inscription 'ROCHDALE AND DISTRICT II' on the starboard side of the fuselage nose. It served with No. 616 Squadron from May 8, 1941, until January 15, 1942, when it was handed over to No. 331 (Norwegian) Squadron where it was coded FN-K. Some sources attribute this aircraft to P/O Colin Hodgkinson who, same as Douglas Bader, flew with leg prosthetics. It's probably a mistake since Colin Hodgkinson started his combat flying in September 1942 at No. 131 Squadron.

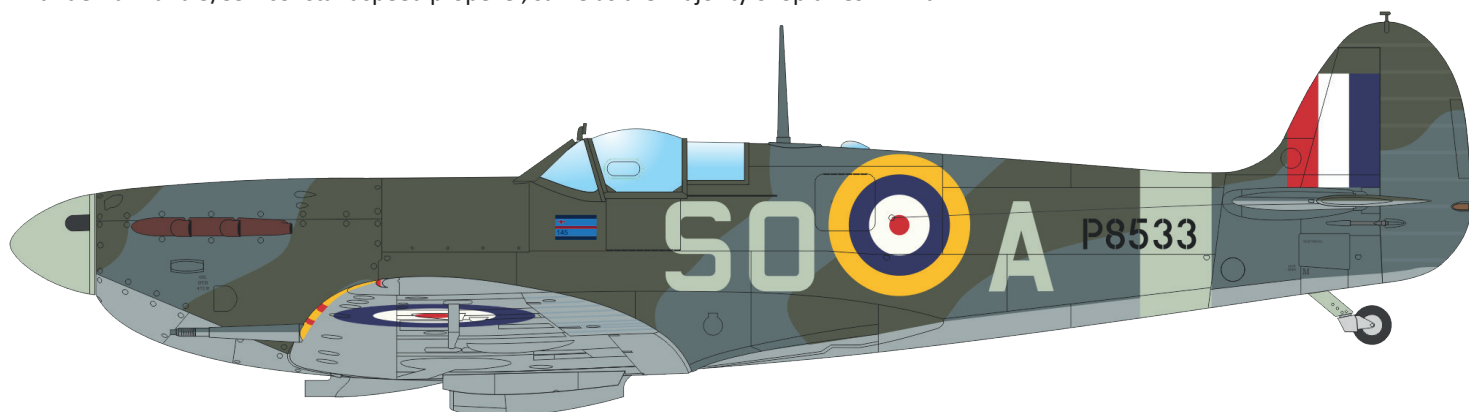


P8505, Sgt. Eric S. Dicks-Sherwood, No. 266 (Rhodesia) Squadron, RAF Wittering, Cambridgeshire, United Kingdom, September 1941

Rhodesian Eric „Dickie“ Dicks-Sherwood commenced his service at No. 266 RAF Rhodesian Squadron in the summer of 1941 with the rank of Sergeant. In November he was promoted to Pilot Officer and transferred to No. 603 Squadron with which he sailed to Malta on board of USS Wasp aircraft carrier. Later he fought in Northern Africa and Italy. During the conflict he was credited with 2 shared and 5 individual victories. On September 15, 1941, he flew as a wingman to the Wittering Wing commander W/Cdr Jameson (RNZAF) on one of the Rhubarb missions against the De Kooy airport in the Netherlands. Over the ocean they were attacked by four Bf 110 from 5./ZG 76. Dicks-Sherwood claimed one enemy aircraft damaged, W/Cdr. Jameson claimed one shot down. In fact none of the enemy aircraft participating in the combat sustained any damage. P8505 sported the coat of arms of the city of Stamford on the port side of the fuselage and name Eva III on the starboard side.

**P8533, S/Ldr. Percival S. Turner, CO of No. 145 Squadron, RAF Catterick, North Yorkshire, United Kingdom, October 1941**

Canadian Percival Stanley Turner, a fighter ace of the Battle of Britain credited with 10 kills, was commanding No. 145 Squadron from April till October 1941. On August 30, 1941, his Spitfire Mk.IIb P8533 was handed over to No. 145 Squadron by No. 222 Squadron. The aircraft carried the newly introduced standard Day Fighter Scheme with upper surfaces in Dark Green and Ocean Grey and lower surfaces in Medium Sea Grey. The code letters were in Sky color as well as the fuselage band and propeller spinner. The Squadron Leader pennant was painted on the fuselage port side below the windshield. On December 8, 1941, this aircraft was handed over to No. 132 Squadron. It was equipped with de Havilland 5/39A constant speed propeller, same as the majority of Spitfires Mk.IIb.

**P8348, No. 52 OTU, RAF Debden, Essex, United Kingdom, Summer 1943**

In the beginning of 1942 the majority of Spitfires Mk.II was withdrawn from the combat units and replaced by new Spitfires Mk.Vb. The surviving aircraft were assigned to the training units, Operational Training Units-OTU. Surprisingly they served there for quite a long time, for example this P8348, initially manufactured as Mk.IIa in April 1941, was struck off charge as late as September 25, 1945. Presented here as it appeared in the summer 1943 when it was overhauled and then served with No. 52 OTU, it carries the standard Day Fighter Scheme camouflage and new national insignia introduced in May 1942. There is a donation inscription BRITISH AND FRIENDS EX JAPAN on the fuselage nose and the propeller is typical for Spitfires Mk.IIb, de Havilland 5/39A constant speed.



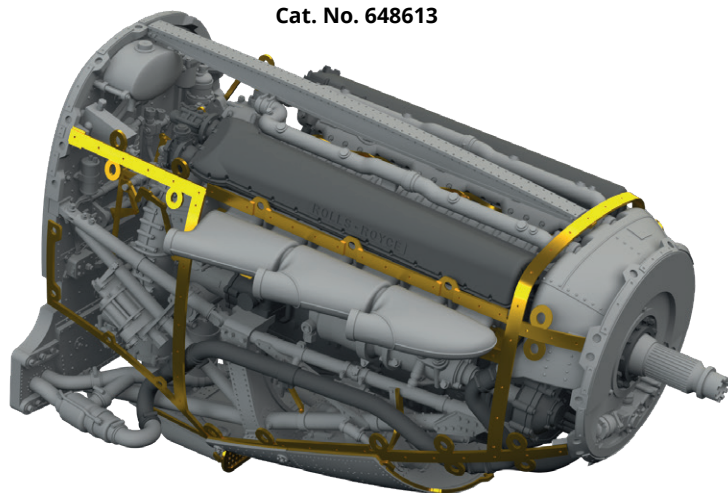
Recommended for Spitfire Mk.IIb

481055	Spitfire Mk.II landing flaps (PE-Set)
FE1112	Spitfire Mk. I seatbelts STEEL (PE-Set)
644080	Spitfire Mk.II LööK (Brasin)
648611	Spitfire Mk.IIb gun bays (Brasin)
648613	Spitfire Mk.II engine (Brasin)
648621	Spitfire Mk.II cockpit (Brasin)
648579	Spitfire Mk.I wheels (Brasin)
648580	Spitfire Mk.I exhaust stacks (Brasin)
3DL48007	Spitfire Mk.II SPACE (3D decal set)
EX709	Spitfire Mk. I TFace (Mask)

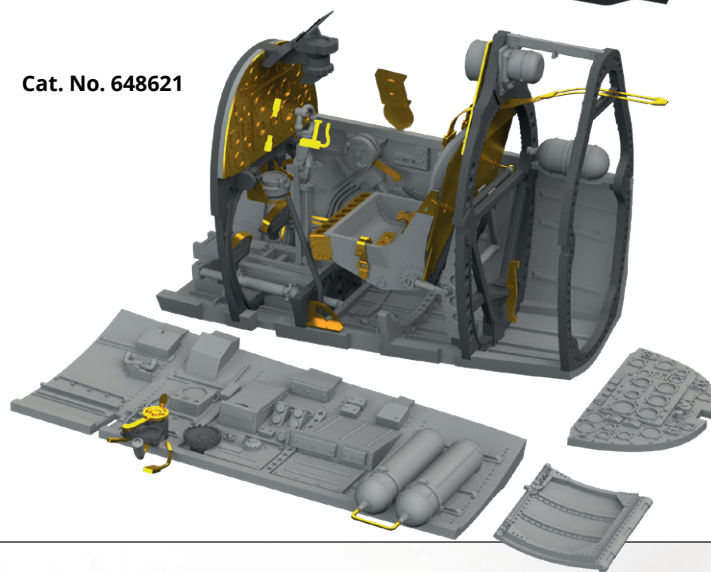
Cat. No. 644080



Cat. No. 648613



Cat. No. 648621

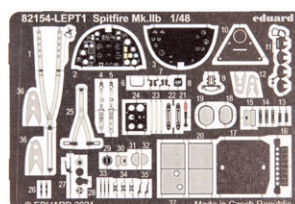
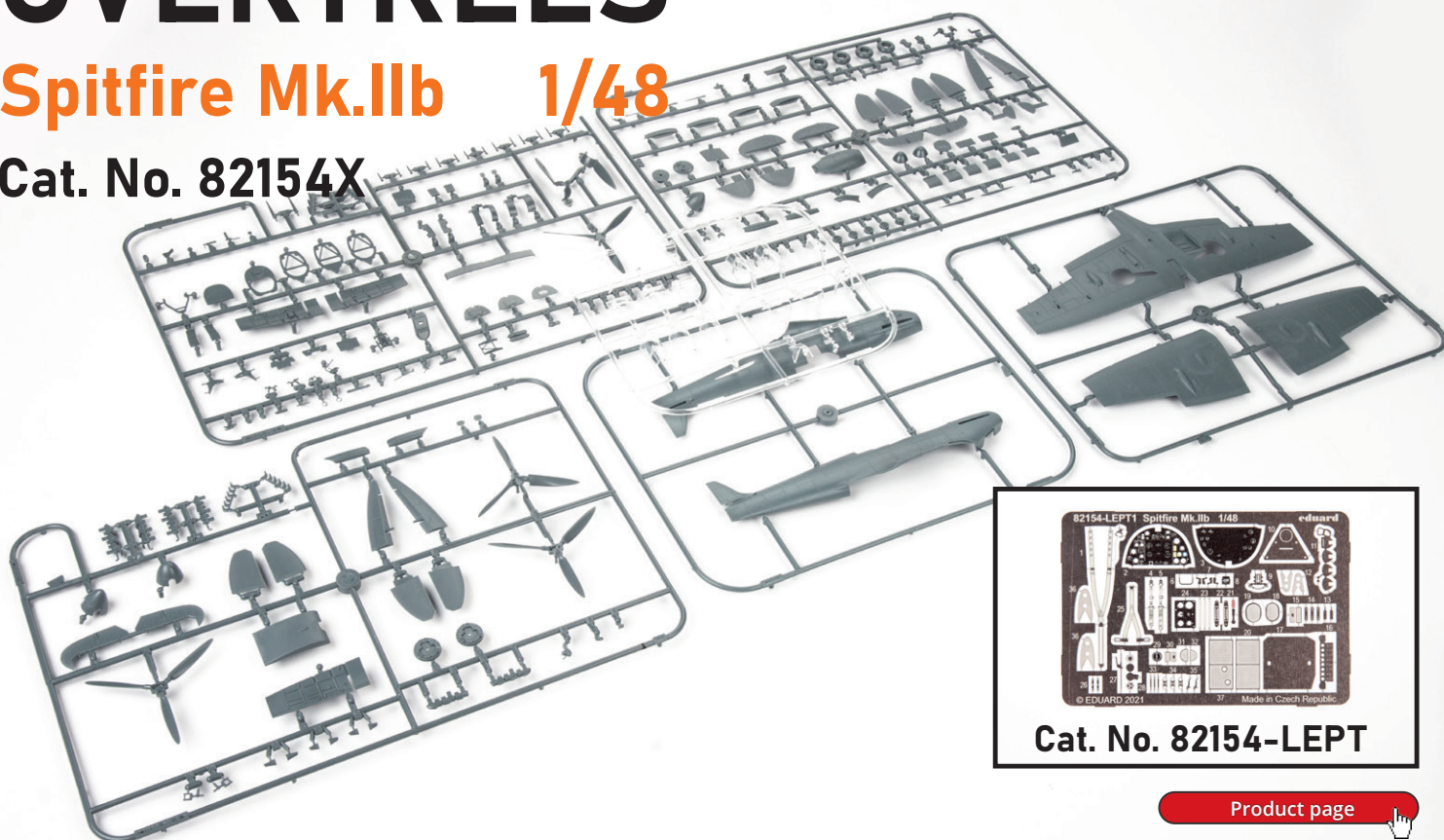


OVERTREES

[Product page](#)

Spitfire Mk.IIb 1/48

Cat. No. 82154X



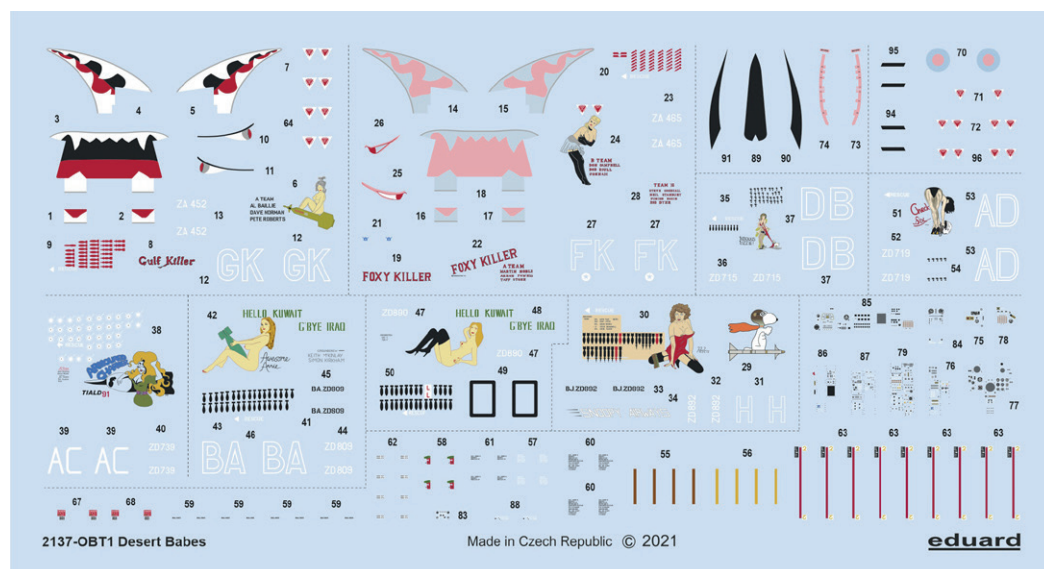
Cat. No. 82154-LEPT

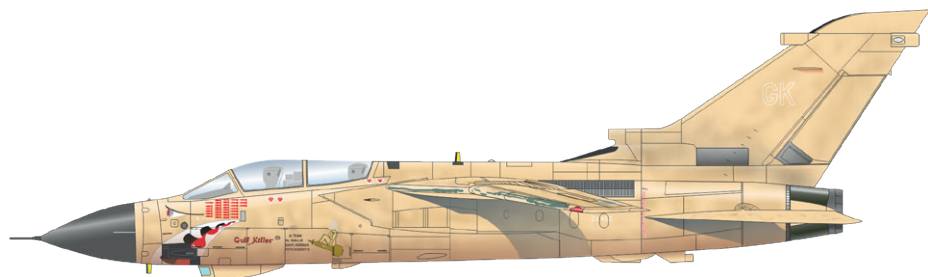
[Product page](#)


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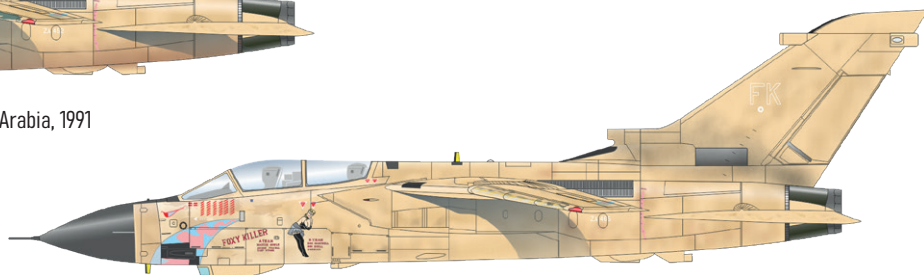
1/72 Cat. No. 2137

- Revell plastic parts
- Photo-etched set
- Painting mask
- 8 marking options
- Brassin wheels and seats

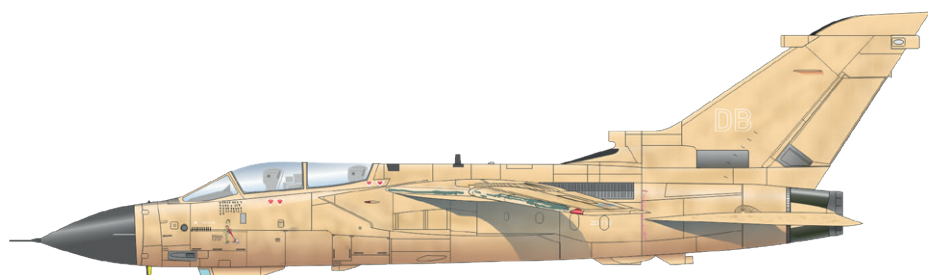




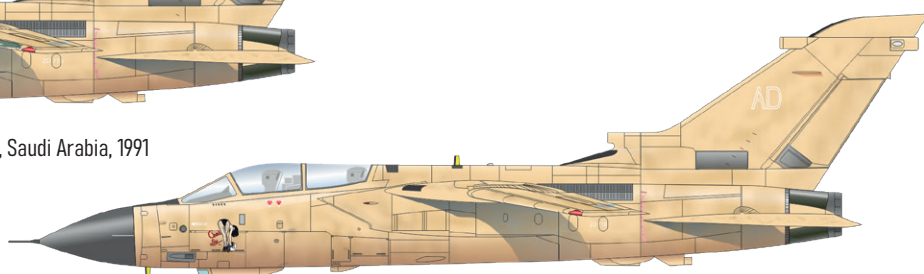
ZA452, Gulf Killer, No. 20 Squadron, Tabuk AB, Saudi Arabia, 1991



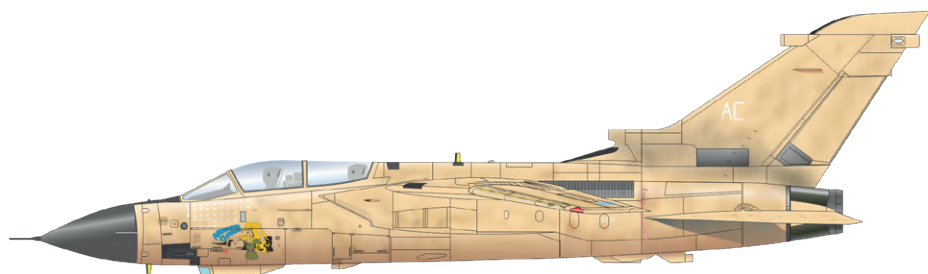
ZA465, Foxy Killer, No. 16 Squadron, Tabuk AB, Saudi Arabia, 1991



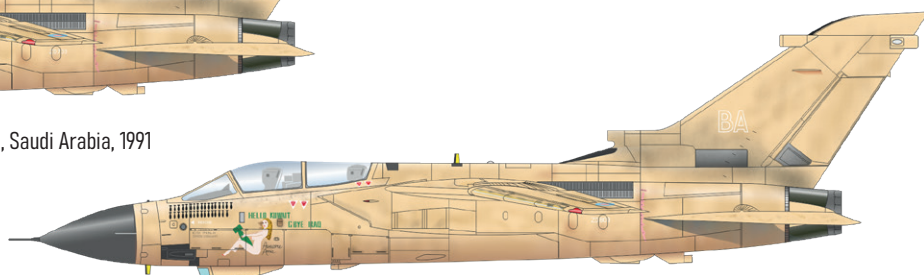
ZD715, Luscious Lizzie!, No. 31 Squadron, Dhahran AB, Saudi Arabia, 1991



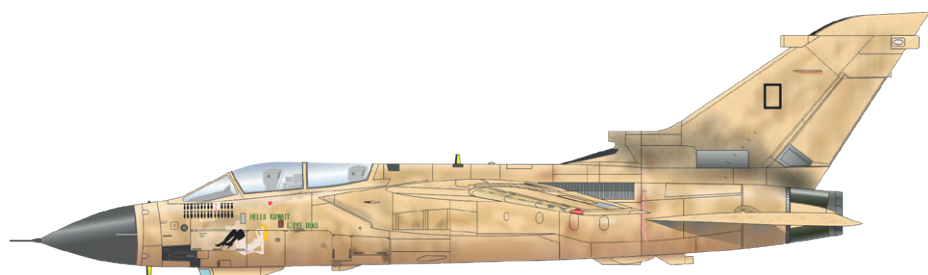
ZD719, Check Six, No. 9 Squadron, Dhahran AB, Saudi Arabia, 1991



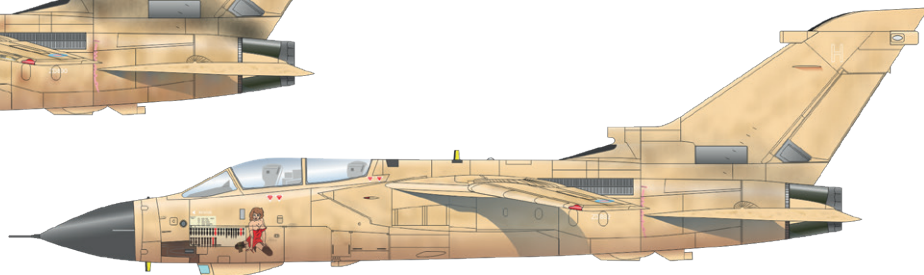
ZD739, Armoured Charmer, No. 9 Squadron, Tabuk AB, Saudi Arabia, 1991



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



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

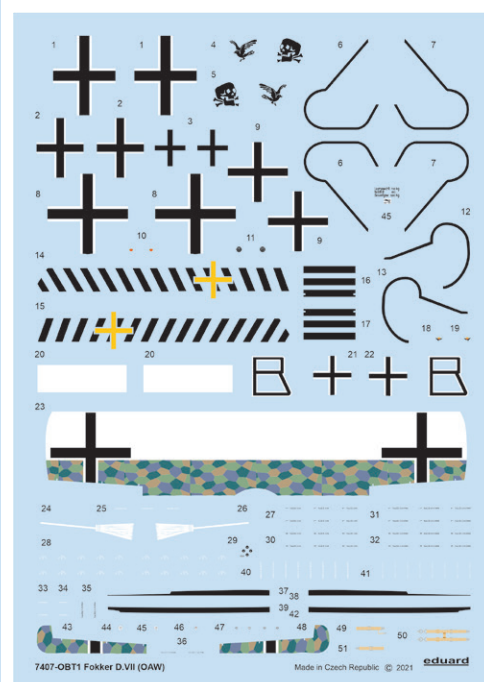
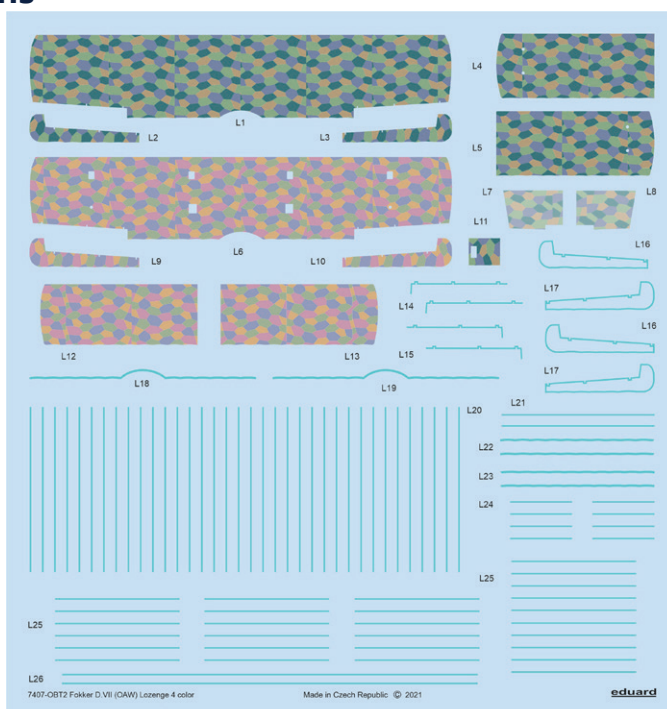


ZD892, Helen, No. 617 Squadron, Muharraq, Bahrain, 1991


[Product page](#)

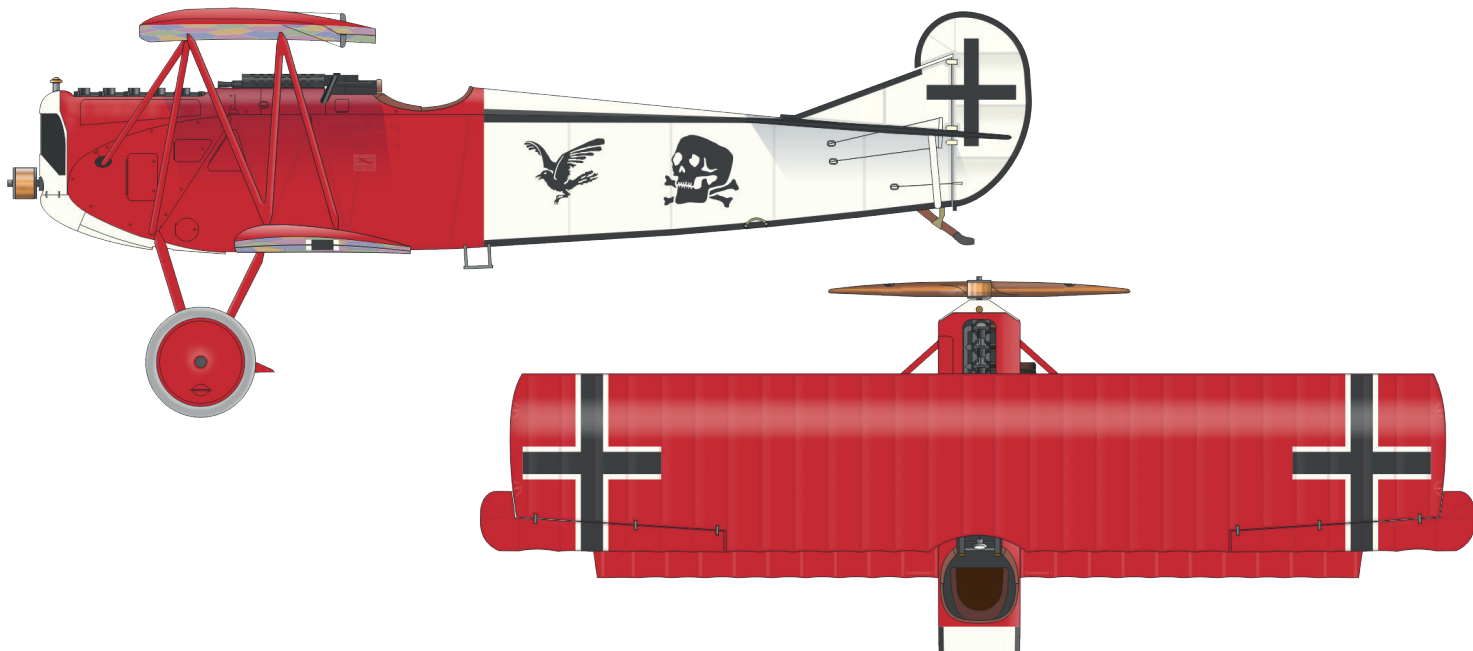
1/72 Cat. No. 7407

- Eduard plastic parts
- 4 marking options



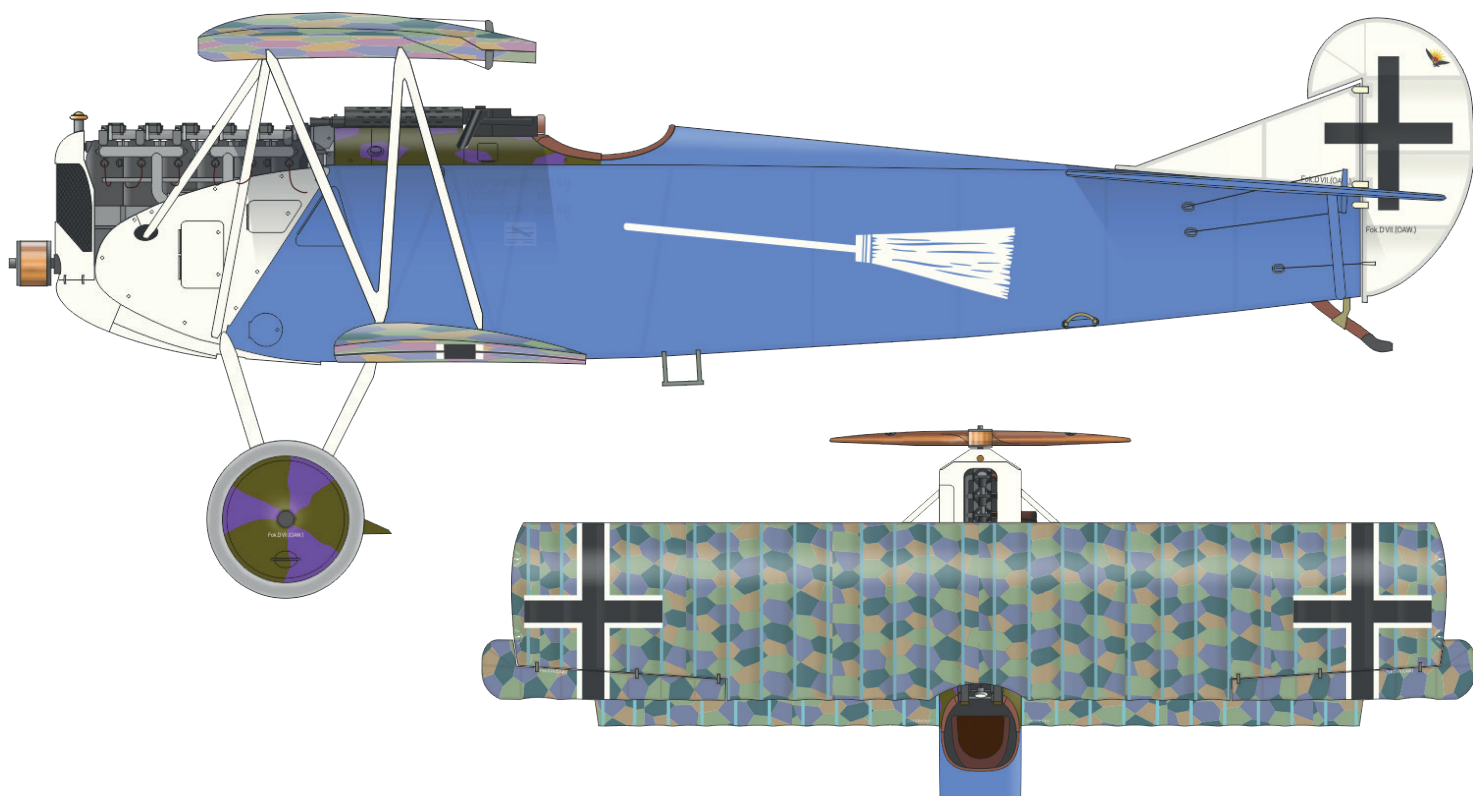
Lt. d. R. Kurt Monnington, Jasta 18, Montoy-Flanville, France, August 1918

Kurt Monnington is well known pilot today thanks to his personal symbol, the detailed skull, he had painted on his aircraft. He kept it also after receiving the D.VII, complementing the Jasta 18 symbol, the black raven with it. Monnington had served with FA 62 before he was posted to Jasta 15 in 1917. The famous Berthold's swap of personnel between Jastas 15 and 18 meant that Monnington became member of the new Jasta 18 in March 1918 as well as all his other comrades from former Jasta 15. He scored his first victory on May 11, 1918, downing the S.E.5a, which stayed as his only victory over enemy fighter. All the other victims were to be double-seaters. The most interesting of his score of nine kills is the double-victory on August 13, 1918. Monnington declared pair of D.H.9s as his 5th and 6th victories, but in fact they were victims of flak fire and consequent crash. Monnington's D.VII (OAW) was painted in the famous scheme of "new" Jasta 18 with red nose and white fuselage. Rims of the rudder and elevator had a black outline, also on the edges of the fuselage were neat black stripes painted. Both wings were red, at least from the upper side. It is not certain, whether the red color was applied to the bottom as well, so it is up to modeler to decide, whether to paint them, or leave them in the Flugzeugstoff (Lozenge) fabric.



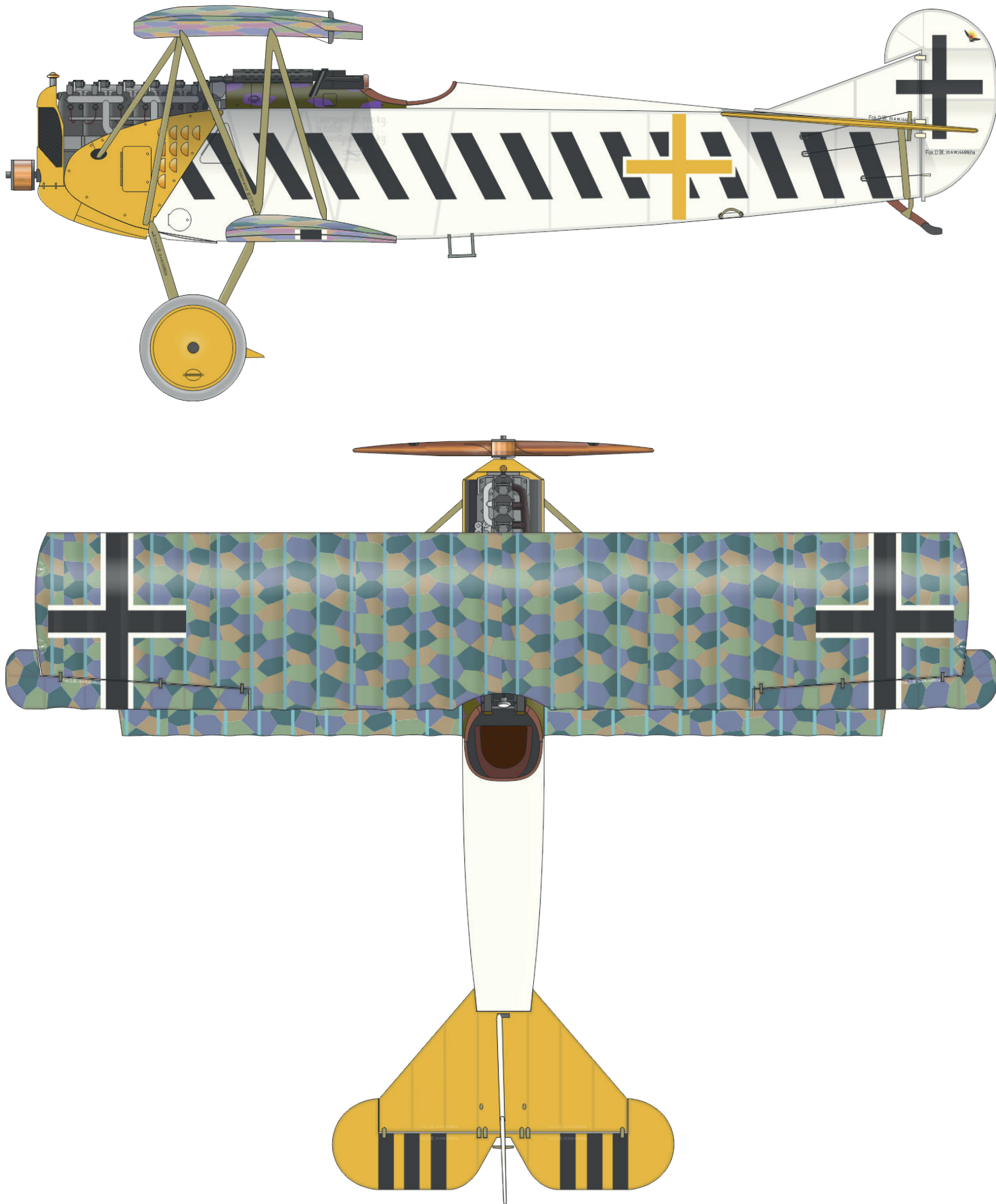
Lt. d. R. Hans Besser, Jasta 12, Chéry-les-Pouilly, France, August 1918

Hans Besser managed to down only one enemy aircraft during his career and not too much is known about him apart the fact he was flying with Jasta 12, which was a part of the JG II from the February 1918. Besser's D.VII (OAW) had the fuselage painted in blue color with white nose. The wings were left in the Flugzeugstoff printed fabric (Lozenge) of four-color pattern from both sides. There was a white broom painted on both sides of the fuselage, probably as a resemblance of the German word Besen (meaning broom) to his name. He used this personal symbol also on another known D.VII he flew. Although the early batch of the OAW production, the aircraft was already fitted with newer version of the exhaust manifold, called the "saxophone" because of its shape.



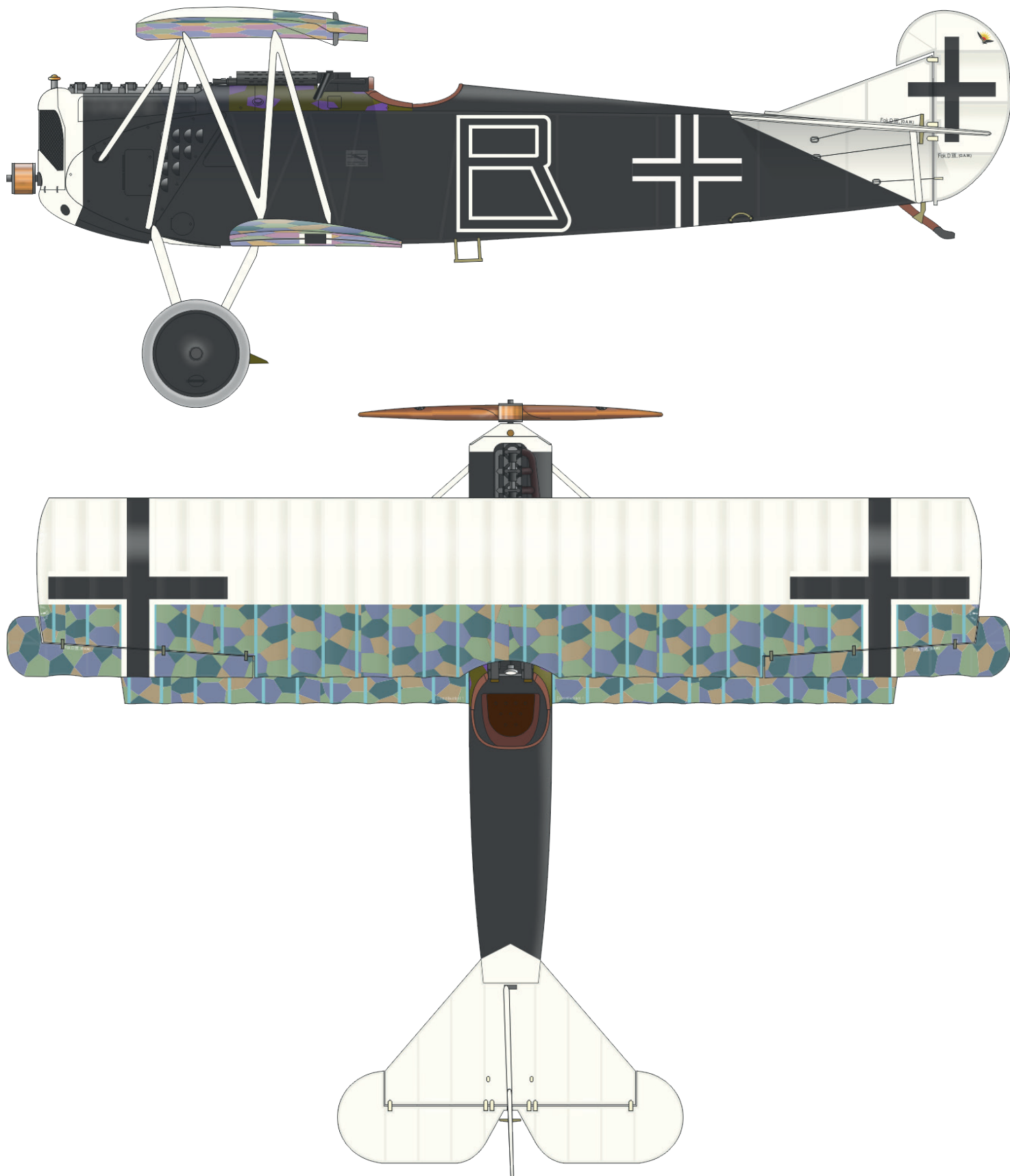
No. 4499/18, VzFlgMstr. Franz Mayer, MFJ III, Jabbeke, Belgium, September 1918

Franz Mayer was credited with three or four victories during WWI, depending on the source and flew with the marine unit MFJ III (formed from the personnel of MFJ I and MFJ II on June 23, 1918). Mayer's Fokker D.VII from the OAW production was of early-mid batch and sported attractive paint scheme of white fuselage with yellow nose and diagonal black stripes on both sides. The interesting feature is the fuselage cross. On well known and good quality photo of the plane it is quite clear the cross was of the same color as the front of the fuselage, i.e. yellow. There is nothing known about the reasoning behind this unusual approach, the yellow color was probably used to make the cross better visible within the fuselage black stripes. Both wings were left in four-color version of the printed Flugzeugstoff, the elevator was yellow with three black stripes denoting the MFJ III unit.



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

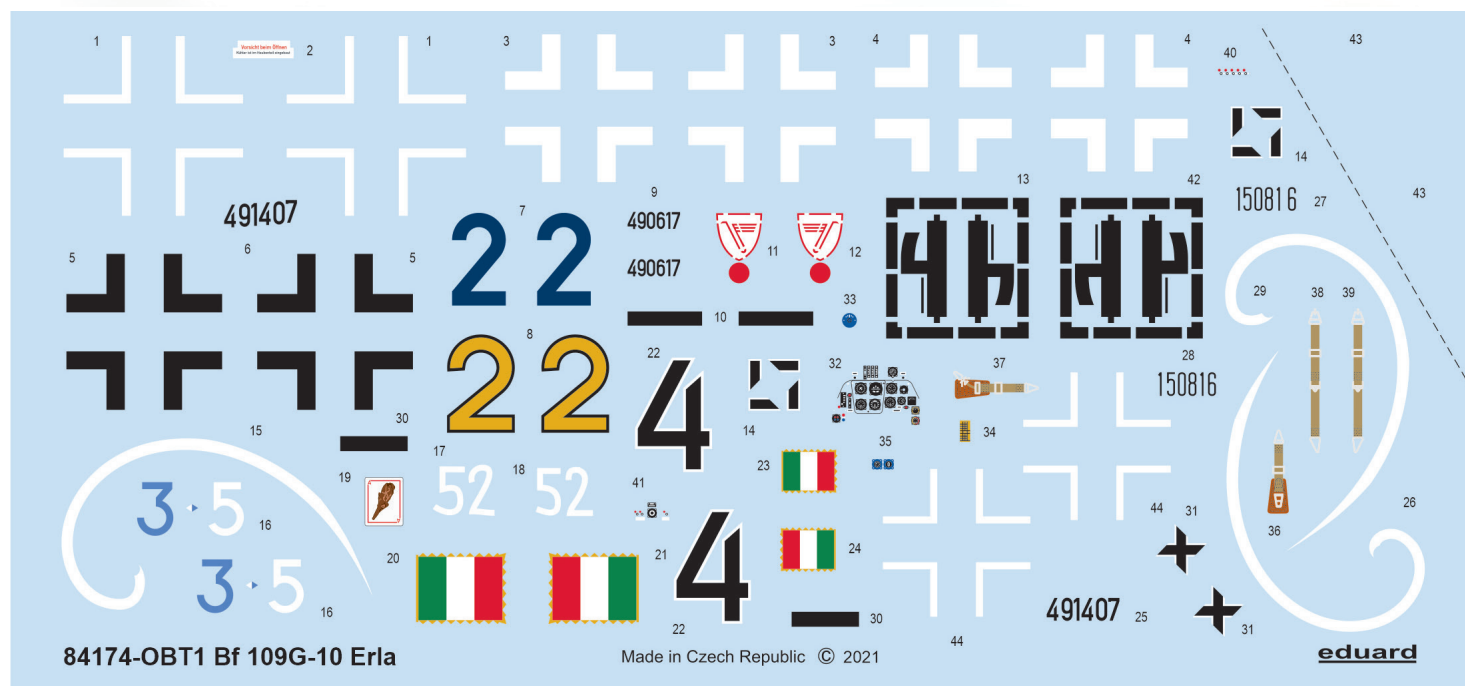
Walter Blume was very interesting person not only as a WWI fighter, but also as the post-war aircraft designer. Born in Hirschberg (Jelenia Góra, Poland today) he was just 18 at the outbreak of WWI and, as a member of the Jaeger battalion, was wounded early. He decided to become a pilot afterwards and after the training he joined the Fliegertruppe in June 1915. After the spell with two-seaters, he was assigned to the Jasta 26 in January 1917 and started his tally of 28 aerial victories there on May 10, 1917, downing an D.H.9. He had been wounded on November 29, 1917 and spent three months in hospital. Returning to the action he was appointed CO of Jasta 9 on March 5, 1918. On October 2, 1918 he was awarded Pour le Mérite and the same day he scored his penultimate 27th victory. After the war he became successful aircraft designer working for Albatros and Arado and was a force behind the early German jets. Blume flew several D.VII with similar marking of the black fuselage with stylized B letter. This one D.VII from early-mid production batch had half-white top wing and the white strip on the bottom of the lower wing as the marks of his CO status.





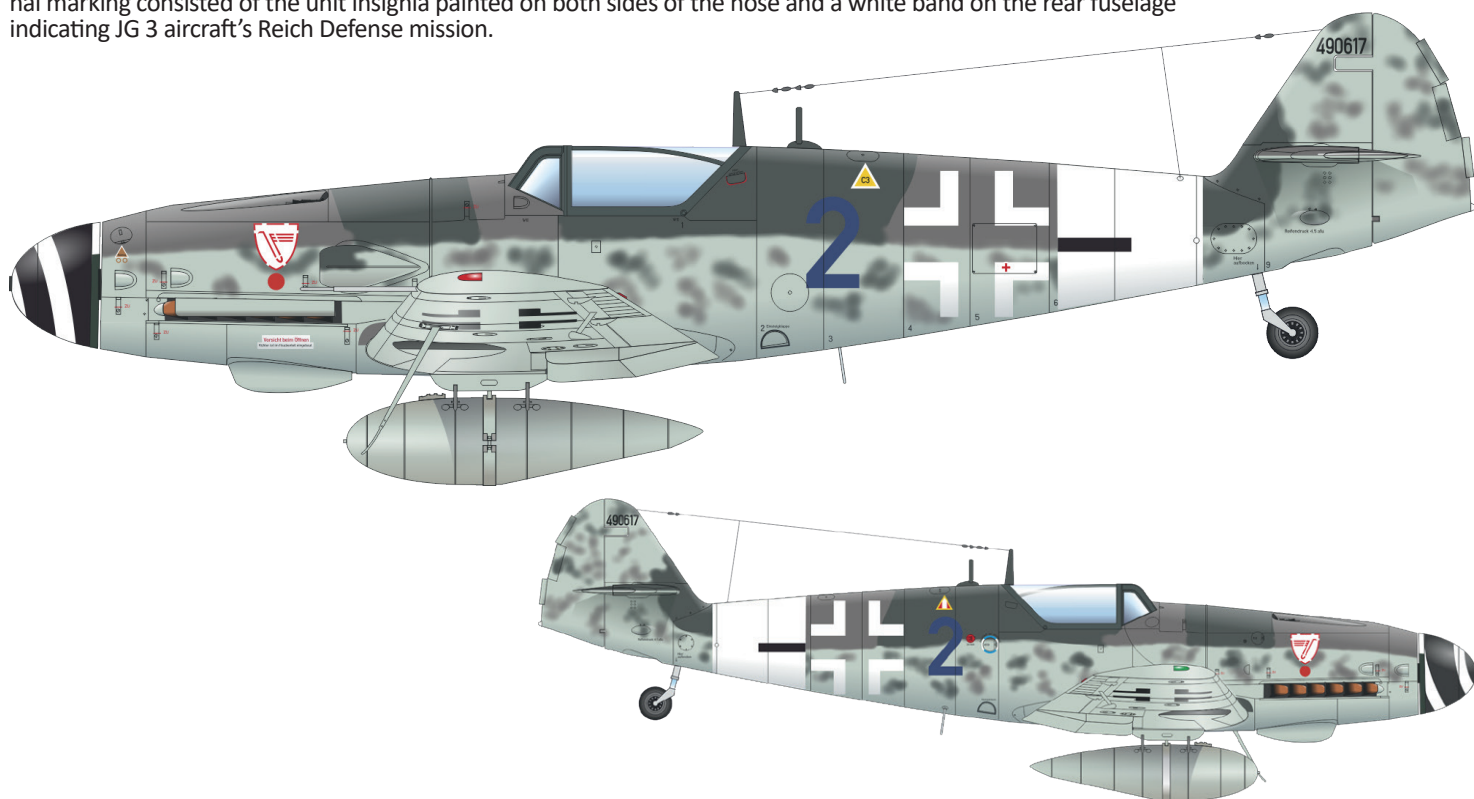
1/48 Cat. No. 84174

- Eduard plastic parts
- 4 marking options



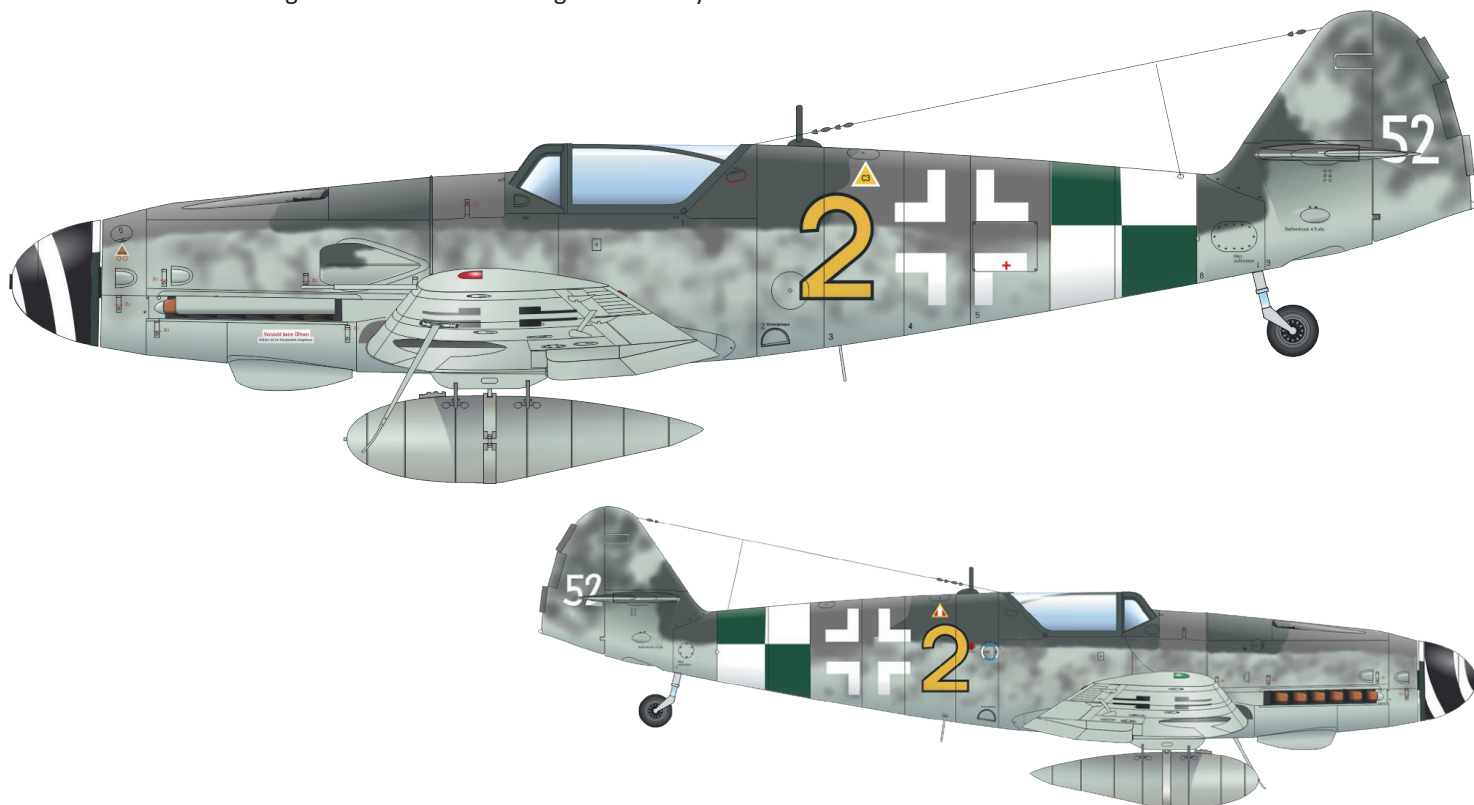
WNR. 490617, Uffz. Gerhard Reiher, 8./JG 3, Alperstedt, Germany, November 1944

On November 2nd, 1944 the whole JG 3 suffered heavy losses during its IV.(Sturm)/JG 3 Sturmjäger's attack on the 91st BG B-17s' formation North-West from Halle. II. Gruppe suffered the heaviest casualties when in a very short period of time it lost fifteen 109s and another eleven were battle-damaged! During the American fighters' attack 12 German pilots were killed. One of the airframes intended to compensate for these losses was this Messerschmitt Bf 109G-10 manufactured by Erla factory in Leipzig marked as blue 2 and assigned to Uffz. Reiher. Additional marking consisted of the unit insignia painted on both sides of the nose and a white band on the rear fuselage indicating JG 3 aircraft's Reich Defense mission.



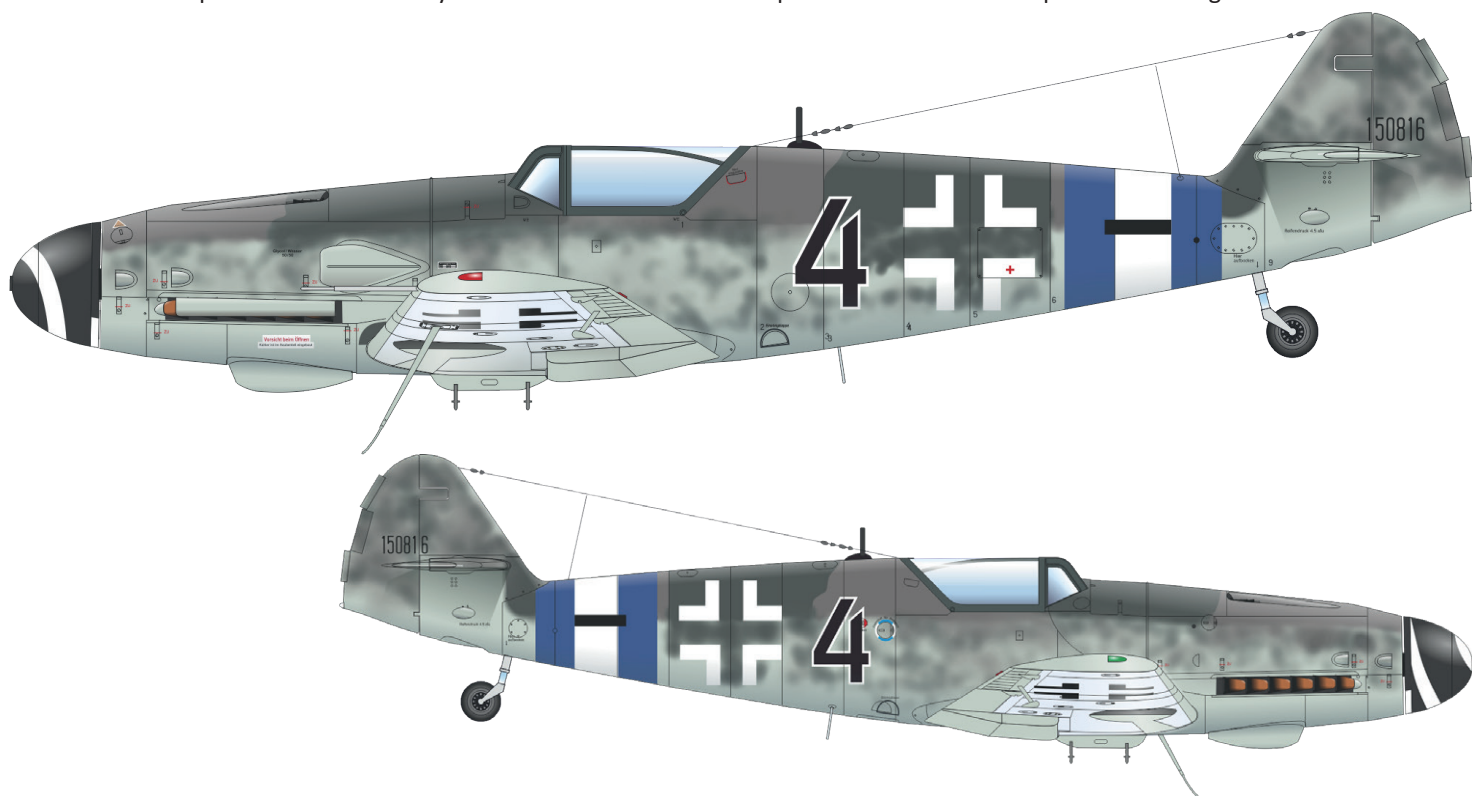
KG(J) 27, Kaufbeuren, Germany, May 1945

In June 1944 Luftwaffe Headquarters made a decision to have all the aviation industry focus on the fighter aircraft production. Consequently, all bomber units' personnel needed new assignment and the Command decided to retrain them as fighters. One of Geschwaders affected by this decision was KG 27. It was renamed KG(J) 27 and re-equipped from Heinkel 111s to Bf 109G and K and Fw 190A. The training was conducted at Wels am Wagram, Raffelding and Horsching airports in the Southern Germany and Austria. After the training was completed, the unit took part in the defense of Germany against the Allied bombing raids originating in Italy. The green-white checkerboard on the rear fuselage indicated KG(J) 27's aircraft tasked with the Reich Defense mission. The aircraft still carried the number 52 on the rudder painted by brush. This was the marking of the unit tasked with fighters delivery to the combat units.

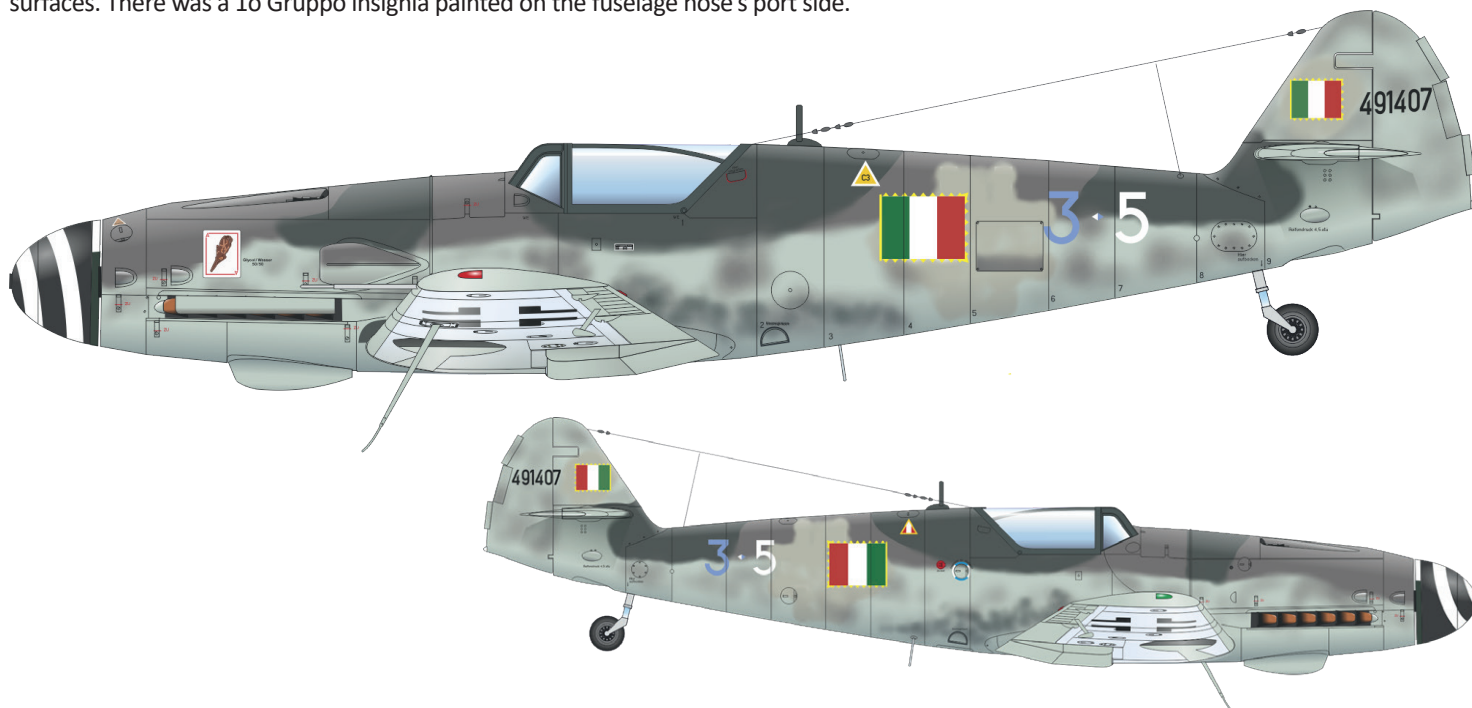


WNr. 150816, JG 300, Bad Langensalza, Germany, April 1945

Which Luftwaffe unit did this aircraft belong to remains uncertain. Some researchers assign it to JG 2, others to JG 51 and yet others, to JG 300 because the photographs clearly show the Reich Defense markings consisting of three bands. None of the JG 2 Gruppen operated Messerschmitt Bf 109G in 1945 and the aircraft from II./JG 51 were marked differently. The Bad Langensalza airport is rather far away for the JG 51 area of operation in 1945. Owing to the fact that this airport was located in the JG 300 operational area this aircraft most likely belonged to III./JG 300. The horizontal stripe after the fuselage cross is raising another question because II./JG 300 operated FW 190s. One of the possible explanations is the acceptance of this aircraft by another unit whose mechanics painted the horizontal stripe on the fuselage.

**WNr. 491407, Capt. Cesare Marchesi, 3a squadriglia, 1o Gruppo Caccia, Aeronautica Nazionale Repubblicana, Lonate Pozzolo, Italy, March 1945**

After declaration of the Italian Social Republic on September 18th, 1943, a puppet state on the German armed forces occupied territory, and under the leadership of Benito Mussolini, Germany allowed this state to form the army in the strength of four divisions. Its aviation component, named Aeronautica Nazionale Repubblicana, consisted of two fighter groups (Gruppo Caccia), a group of torpedo bombers (Gruppo Aerosiluranti Buscaglia) and several transport flights. 1o Gruppo Caccia (Asso di Bastoni) initially flew Macchi C.205 but from November 1944 till February 1945 went through the transition training on Messerschmitt 109 in Holzkirchen, Germany. In February the unit received Messerschmitts 109 of the versions G-10 (manufactured by Erla factory in Leipzig), G-14 and G-14/AS and several K-4s. The original German markings were oversprayed in Italian colors and the aircraft received the Italian markings. The German iron crosses were left on the wing underside surfaces. There was a 1o Gruppo insignia painted on the fuselage nose's port side.



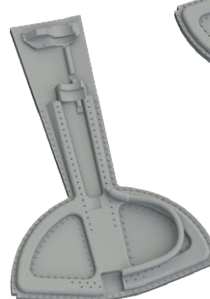
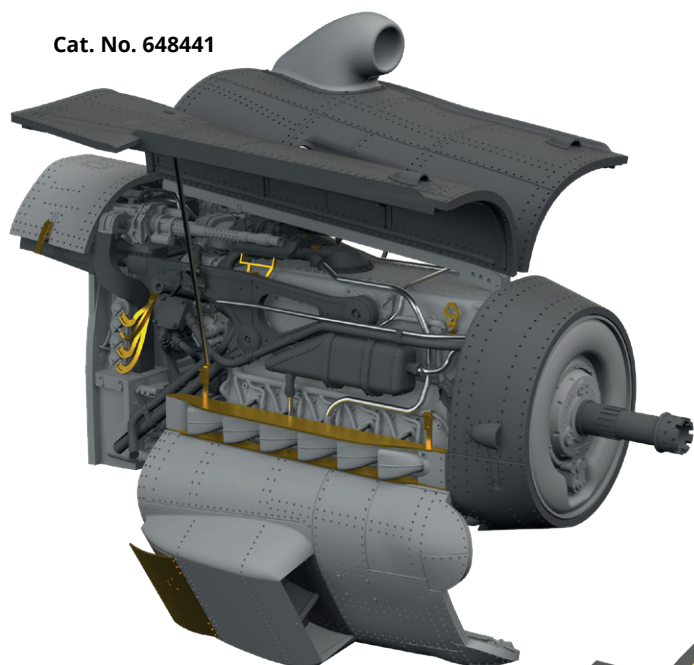
Recommended for Bf 109G-10 Erla

FE910	Bf 109G seatbelts STEEL (PE-Set)
481006	Bf 109G-10 Erla (PE-Set)
FE1191	Bf 109G-10 ERLA Weekend (PE-Set)
644004	Bf 109G-10 LööK (Brassin)
644045	Bf 109G-10 w/ early wheels LööKplus (Brassin)
648158	Bf 109G-10 wheels (Brassin)
648239	Bf 109G-6 radio compartment (Brassin)
648247	Bf 109G exhaust stacks (Brassin)
648261	Bf 109G-6 wheels (Brassin)
648265	Bf 109G external fuel tanks (Brassin)
648309	Bf 109G undercarriage legs BRONZE (Brassin)
648310	Bf 109G control surfaces (Brassin)
648422	Bf 109G-10 cockpit (Brassin)
648441	Bf 109G-10 engine (Brassin)
EX608	Bf 109G-10 (Mask)
EX609	Bf 109G-10 TFace (Mask)

Cat. No. 644004

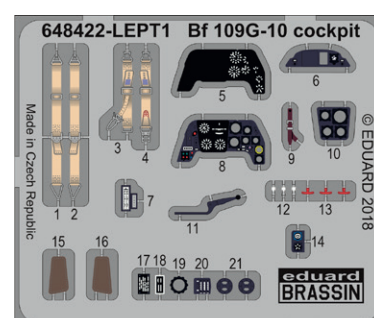
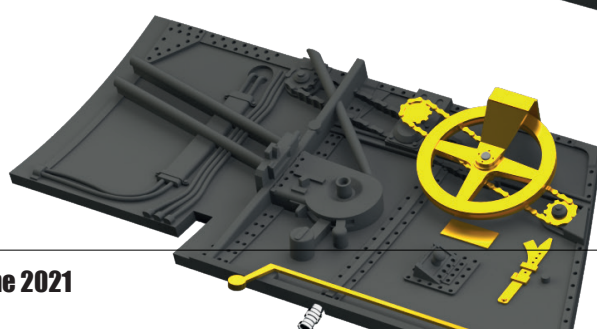
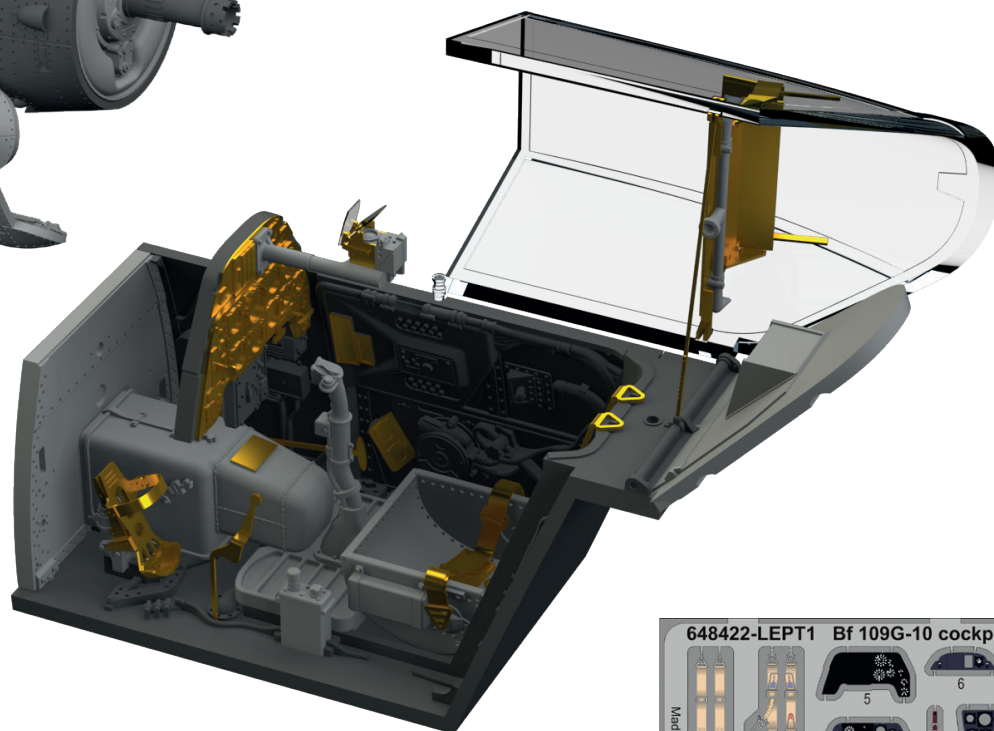


Cat. No. 648441



Cat. No. 648309

Cat. No. 648422



Re-release



The image shows the box for the Eduard ProfiPACK Tempest Mk.V Series 1 model kit. The box is primarily yellow and black, with a large illustration of the aircraft in flight. The aircraft is a Supermarine Tempest Mk.V, featuring a black and white striped camouflage pattern on the fuselage and wings. It has a red, white, and blue roundel on the fuselage and a red, white, and blue vertical stripe on the tail. The tail number 'IN751' is visible. The aircraft is shown from a three-quarter front view, flying over a green landscape. A smaller aircraft is visible in the background. The box is labeled 'eduard' in large black letters, 'ProfiPACK edition' in the top right corner, and 'Tempest Mk.V Series 1' on the side. The scale '1/48' is printed in the bottom right corner. A red button with a hand icon and the text 'Product page' is located in the bottom right corner of the image.

Re-release

eduard

ProfiPACK
edition

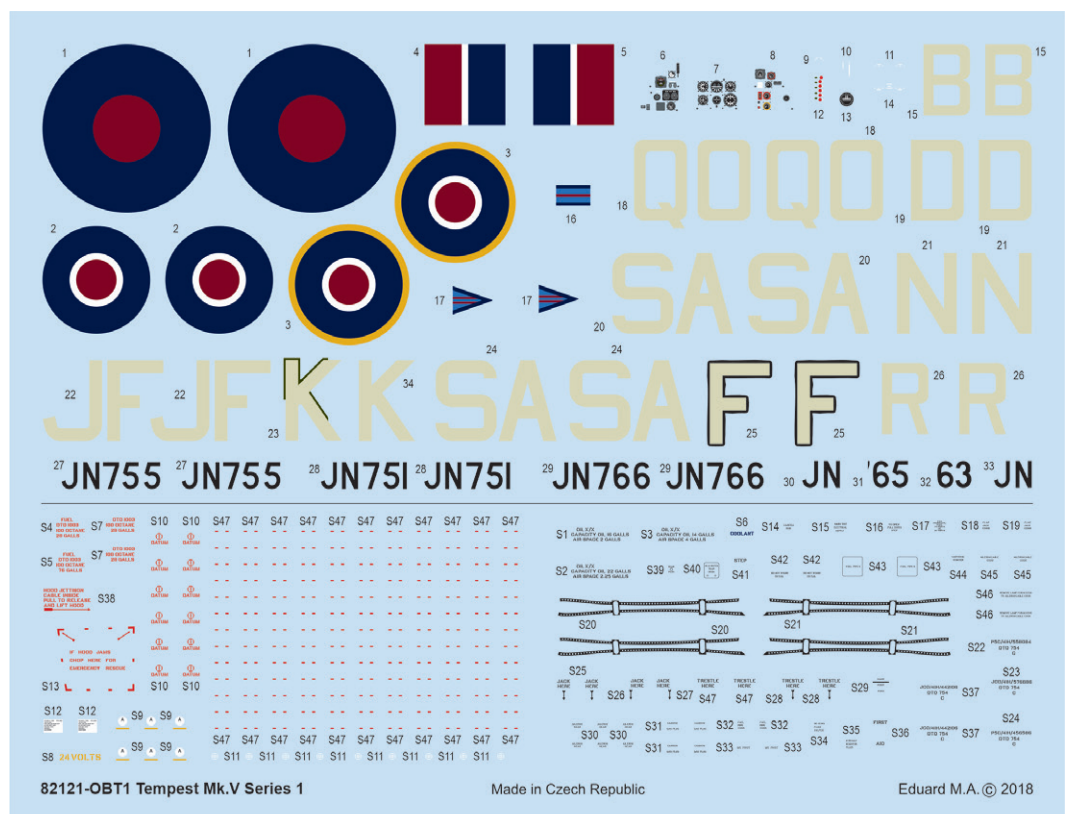
Tempest Mk.V
Series 1
Scale Plastic Model Kit

scale 1/48

Tempest Mk.V Series 1

Product page

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

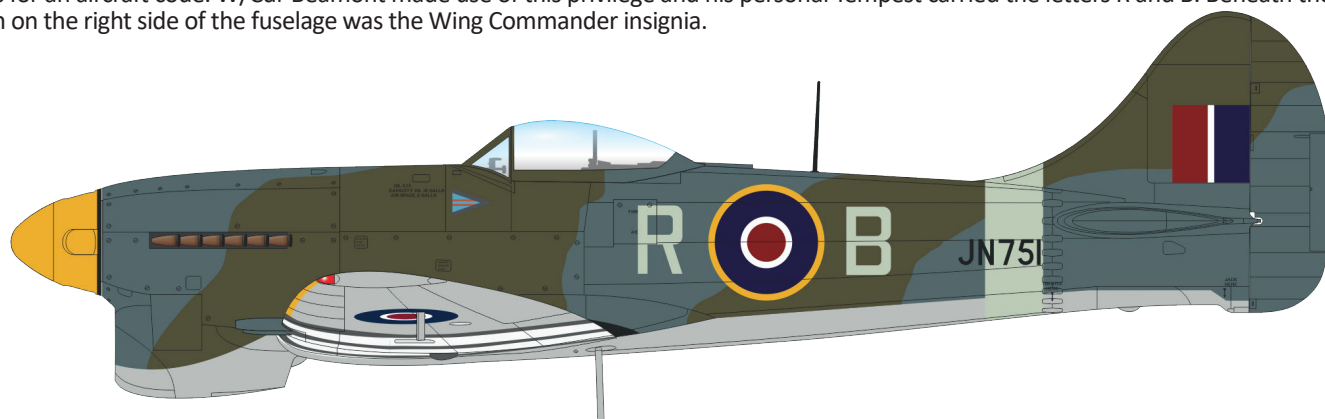


JN766, No. 486 (RNZAF) Squadron, RAF Station Castle Camp, Great Britain, April 1944

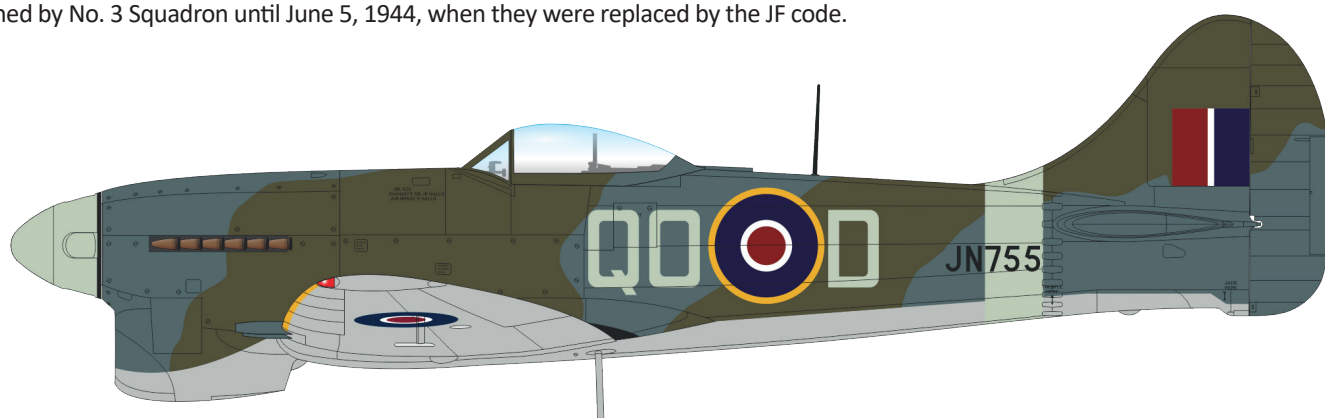
No. 486 Squadron was established on March 7, 1942 at Kirton in Lindsey manned almost exclusively by New Zealanders. Initially, the unit was equipped with Hurricanes, replaced by Hawker Typhoons later. The unit's impressive record was acknowledged, and the unit was one of first to receive the Tempest Mk. Vs. New aircraft began to arrive through January and February of 1944. The unit became part of the No. 150 Wing armed with the Tempest subsequently and was deemed fully combat ready in April 1944. The camouflage schemes of the new Tempests were composed of the so-called Day Fighter Scheme, with Dark Green and Ocean Grey upper and side surfaces and Medium Sea Grey lower surfaces. At this time, the bottom surfaces of the wings of Typhoons and Tempests were marked with black and white stripes helping easier identification of friendly aircraft. The specified width of the white segments was 24 inches, and the black ones were to be 12 inches wide. The stripes were deleted from Typhoons on February 7, 1944 but Tempests carried them until April 20, 1944.

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

Roland Prosper Beamont was born on August 10, 1920 in Enfield in the County of Middlesex, and aviation captured his imagination at an early age. In 1939, he underwent pilot training and was assigned to No. 87 Squadron, equipped with Hurricanes, where he flew during the Battle of France and Battle of Britain. From May 1941, he served with No. 79 Squadron, and in December of the same year, on completion of his tour, he joined the Hawker factory as a test pilot. In June 1942 he joined No. 56 Squadron flying Typhoons. Subsequently, he was assigned to No. 609 Squadron equipped with the same type as its CO in October 1942. In mid-May 1943, Beamont returned to Hawker, where he took part in trials of the Typhoon and its successor, the Tempest. In February 1944, he was named CO of No. 150 Wing, made up of No. 3, 56 and 486 Squadrons intended to be equipped with the Hawker Tempest. One of the perks of being a Wing Commander was to be allowed to use one's initials for an aircraft code. W/Cdr Beamont made use of this privilege and his personal Tempest carried the letters R and B. Beneath the wind-screen on the right side of the fuselage was the Wing Commander insignia.

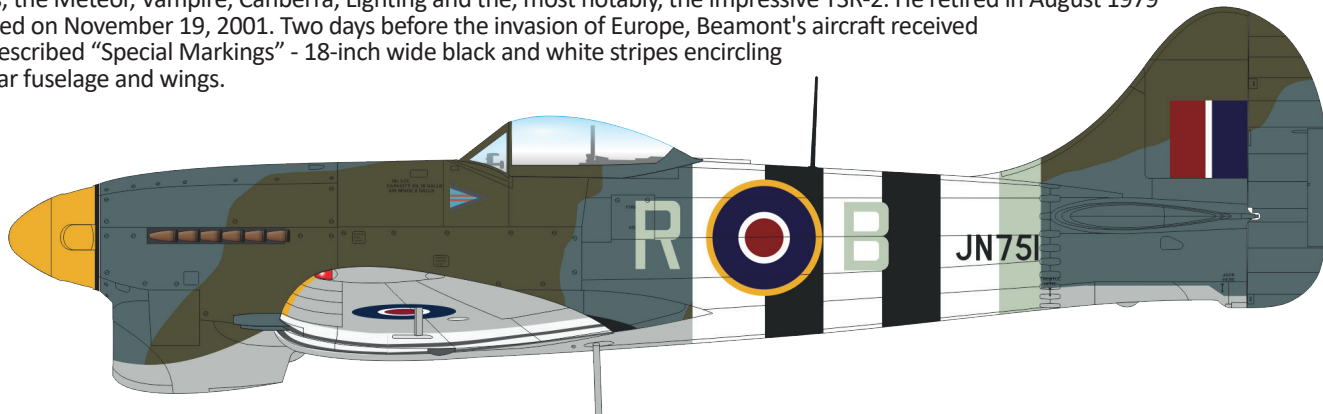
**JN755, No. 3 Squadron, Newchurch, Great Britain, May 1944**

No. 3 Squadron was formed in 1912 and at the beginning of the Second World War was equipped with the Hawker Hurricanes. As a component of the British Expeditionary Force, it fought over Belgium and France. When back to the Great Britain, the squadron was tasked with patrol duties over the Royal Navy base at Scapa Flow and from April 1941 it operated over southern England as a night fighter unit. In February 1943, the unit was re-equipped with the Hawker Typhoon and a year later with the Tempest. Armed with these "beasts", the unit prepared itself for the invasion to the Europe but was held back to defend southern England against the V-1 flying bombs instead. When the V-1 launch sites were over-run, it was one of the Tempest squadrons transferred to the European mainland to support advancing Allied troops all the way to the end of the war. No. 3 Squadron stayed in Germany until May 1999 as part of the British Air Forces of Occupation (BAFO), 2nd TAF and RAF Germany. From April 20, 1944, the standard camouflaged Tempests did not carry the black and white ID stripes. The code QO was assigned by No. 3 Squadron until June 5, 1944, when they were replaced by the JF code.



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

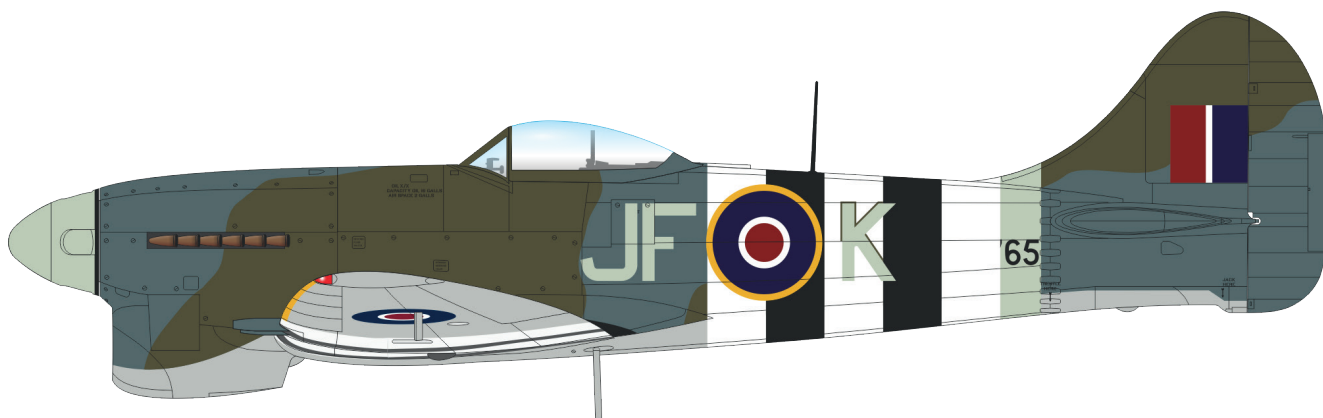
In May 1944, No. 150 Wing was deemed operational, although only Nos. 3 and 486 Sqn were equipped with Tempests, while No. 56 Sqn had to wait for them until late June 1944 and used the Spitfire Mk. IXs in the interim. The Tempests of No. 150 Wing were tasked with air cover over the battlefield and attack enemy ground targets at the time of the invasion. Starting from mid-June, the situation changed, as the protection of southern England from V-1 attacks emerged as a priority and the Tempest was the most suitable aircraft for the task. At the end of September 1944, the entire unit led by Beamont moved to liberated Europe. On October 12, Beamont's aircraft was hit by flak and due to a damaged radiator, the pilot had to belly-land it behind enemy lines. He spent the remainder of the war in captivity. Over the course of the Second World War, Beamont claimed nine kills and in July 1944 was awarded a bar to his DSO in recognition of his successful leadership of the Tempest wing which had destroyed more than 600 V-1s (32 by Beamont himself). After the war, he continued as a test pilot and flew, among others, the Meteor, Vampire, Canberra, Lighting and the, most notably, the impressive TSR-2. He retired in August 1979 and died on November 19, 2001. Two days before the invasion of Europe, Beamont's aircraft received the prescribed "Special Markings" - 18-inch wide black and white stripes encircling the rear fuselage and wings.

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

No. 486 Squadron, a component of No. 150 Wing, was tasked with ground attack, but from mid-June 1944 to early September 1944, it was fully occupied with intercepting V-1 flying bombs launched from occupied Europe. The Squadron's pilots were credited with the destruction of 223,5 of them. After the threat of these attacks had decreased, No. 486 Squadron, along with its sister units, moved to liberated territory and up to the end of the war it was tasked with supporting advancing British units. The unit was disbanded on October 12, 1945 at RAF Dunsfold. On June 5, 1944, the squadron would receive aircraft, which were intended to support Operation Overlord (the invasion of Normandy) and received the invasion stripes on the rear fuselage and wings in the form of 18-inch wide black and white bands. These were applied in haste and could be quite inaccurate and scruffy. Photographic evidence shows stiffeners added to the rear section of the fuselage in form of fishplates (on this aircraft and all the other Tempests featured in this box).

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

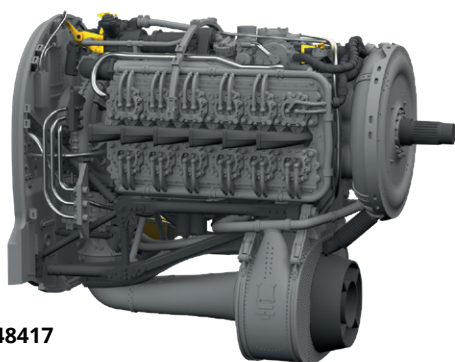
In early June 1944, No. 3 Squadron's code was changed from QO to JF which was used until August 1945. The so-called "Invasion Stripes" were also added to JN765 aircraft prior to the operation. Groundcrew painted the bottom section of the main landing gear cover black, apparently in error.



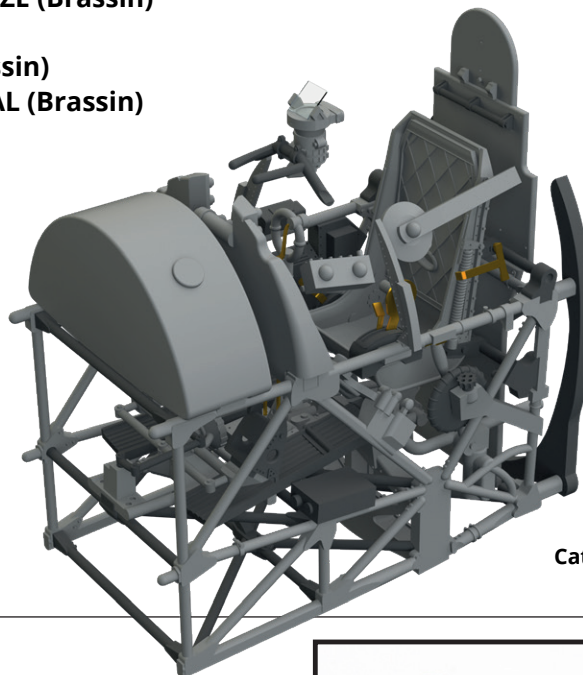
Recommended for Tempest Mk.V

48976	Tempest Mk.V upgrade set (PE-Set)
48977	Tempest Mk.V landing flaps (PE-Set)
FE943	Tempest Mk.V seatbelts STEEL (PE-Set)
BIG49212	Tempest Mk.V (BIGED set)
644006	Tempest Mk.V LööK (Brassin)
644038	Tempest Mk.V w/ early wheels LööKplus (Brassin)
648416	Tempest Mk.V cockpit (Brassin)
648417	Tempest Mk.V engine (Brassin)
648418	Tempest Mk.V exhaust stacks (Brassin)
648419	Tempest Mk.V gun bays (Brassin)
648446	Tempest Mk.V undercarriage legs BRONZE (Brassin)
648499	Tempest Mk.V intake ring (Brassin)
648500	Tempest Mk.V dust filter w/ eyelid (Brassin)
SIN64855	Tempest Mk.V w/ early wheels ESSENTIAL (Brassin)
SIN64858	Tempest Mk.V ADVANCED (Brassin)
3DL48023	Tempest Mk.V SPACE (3D decal set)
EX628	Tempest Mk.V TFace (Mask)

Cat. No. 644006



Cat. No. 648417



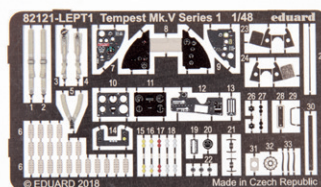
Cat. No. 648416

OVERTREES

Tempest Mk.V Series 1 1/48

Cat. No. 82121X

[Product page](#)



Cat. No. 82121-LEPT

[Product page](#)

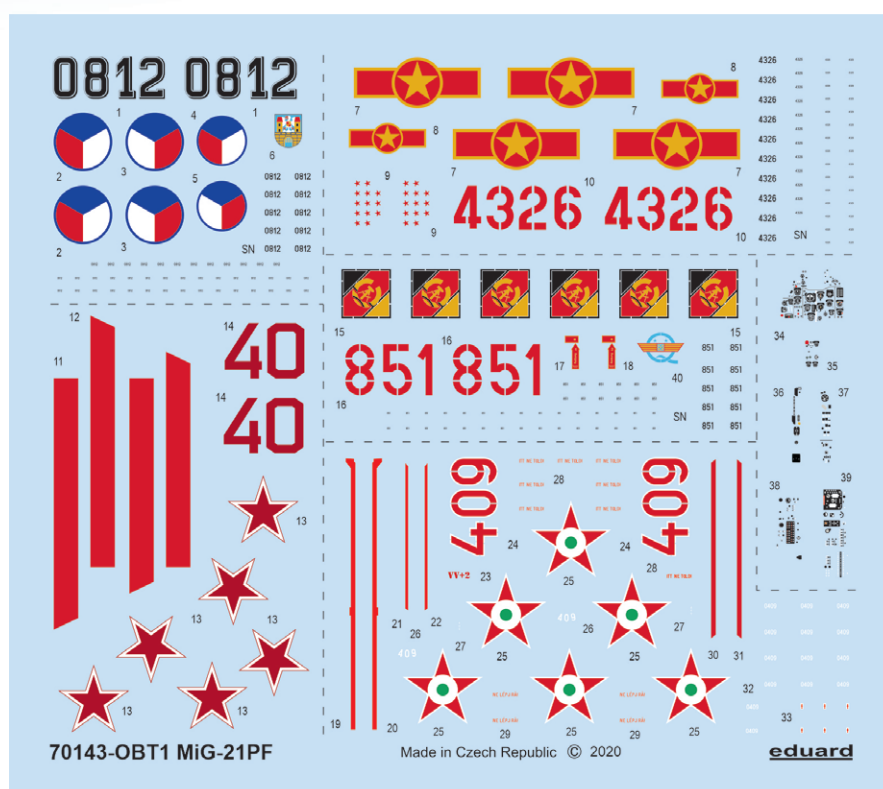


Re-release


[Product page](#)

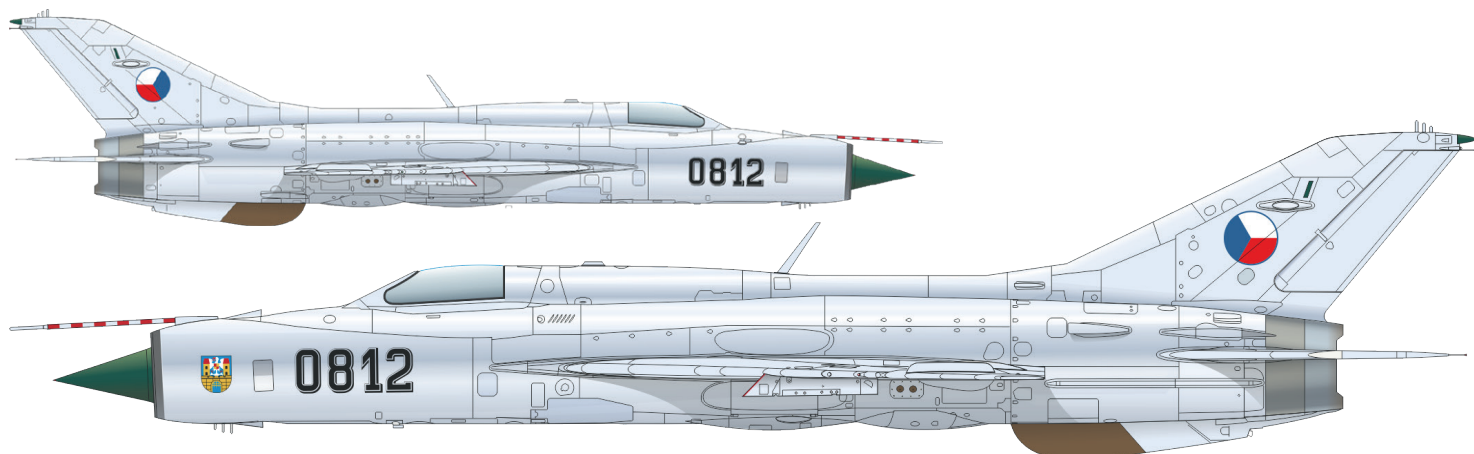
1/72 Cat. No. 70143

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



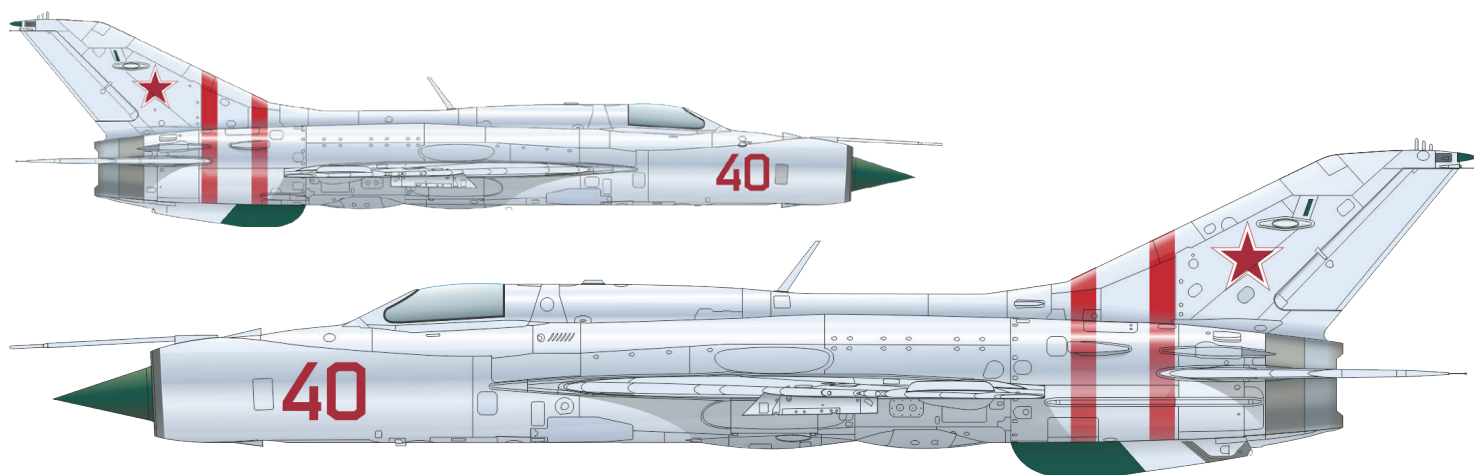
No. 0812, 9th Air Regiment, Czechoslovak Air Force, Bechyne Air Base, Czechoslovakia, 1988

Aircraft No.0812 was delivered to 11th Air Regiment in Zatec AB in December 1964. During the relocation of MiG-21PFMs and PFs during September, 1975 the aircraft was reassigned to the 8th Air Regiment in Mosnov. The aircraft received turquoise interior color during the overhaul in May 1980. In September 1985 the aircraft was handed over to the 9th Air Regiment located in Bechyne AB, where it was decorated with coat of arms of the city and got new white-black outlined number also in 1989. The aircraft had performed its last flight on June 29, 1989 and was donated to the Sobeslav Aeroclub as exhibit and memorabilia later. In the end, the aircraft was sold to Netherlands.



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

The MiG-21PF "Red 40" was part of the force deployed during the invasion of the Warsaw Pact forces to the Czechoslovakia in August, 1968 (the operation codenamed "Operation Danube"). This aircraft had been based at the Ceske Budejovice air base for first weeks following the invasion. Two red bands on the tail marked the aircraft participating in the Operation Danube. Cockpit was painted grey.



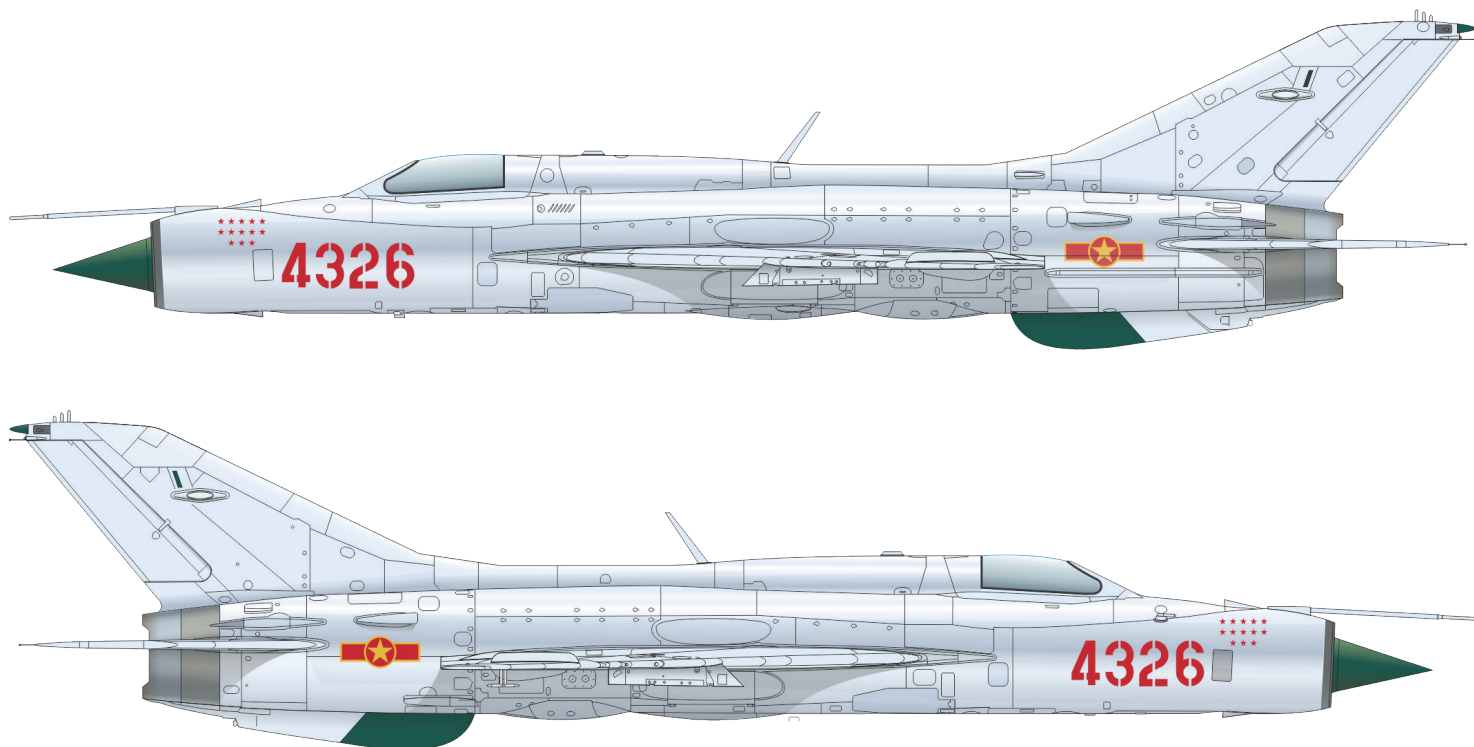
Red 851, Serial No. 761008, Jagdfliegergeschwader 2, Trollenhagen Air Base, German Democratic Republic, Late 80s

The air force of the GDR received this aircraft on May 1, 1965. The aircraft was flown by JG8, JG9 and finally by JG2. After that, it was put out of service in 1988 and scrapped shortly afterwards despite a plan to sell it to Iran. This MiG-21PF became well known thanks to a propaganda movie. The fuselage number was changed to "Red 851" for filming. The Q-badge painted on the left side of the nose indicated that the ground personnel responsible for this aircraft were recognized for the high quality of their work. Cockpit had a turquoise color.

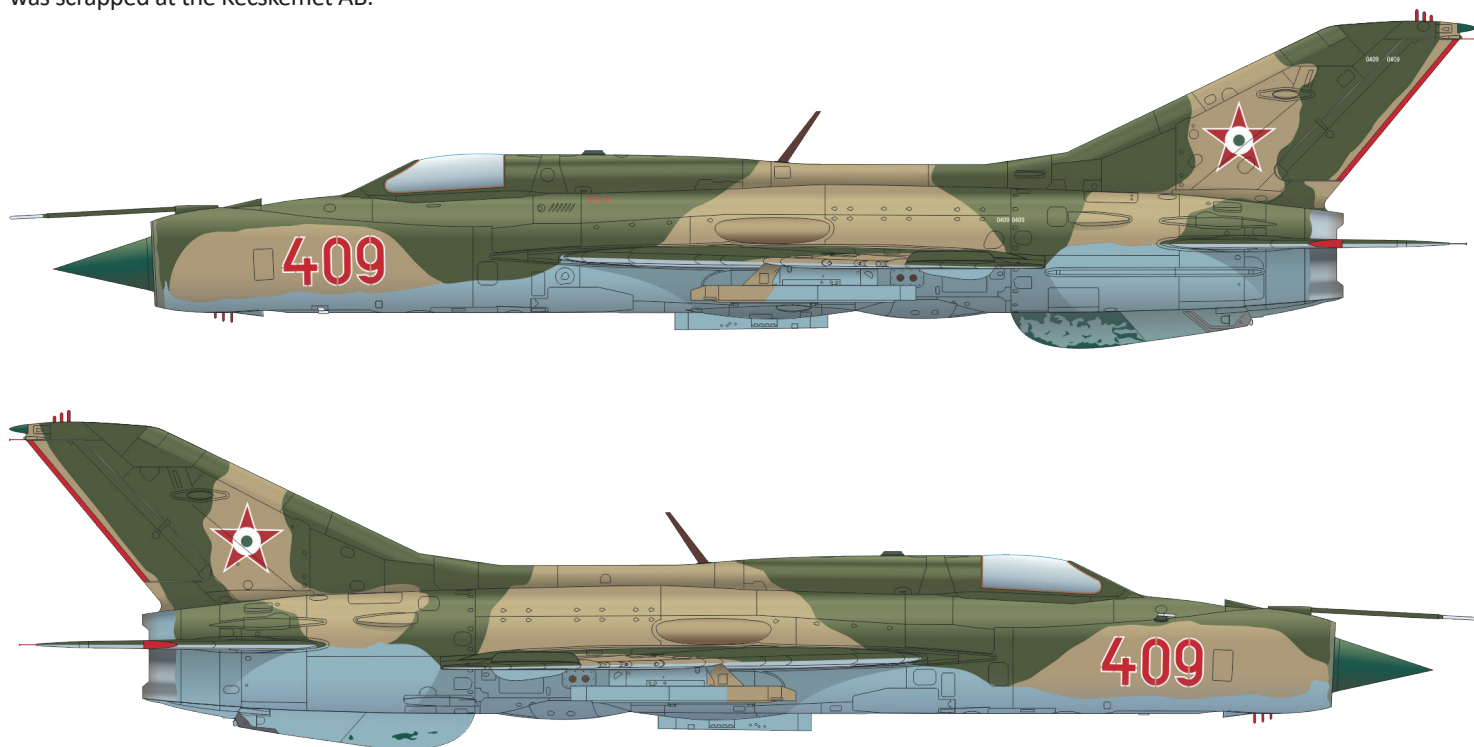


Red 4326, 921st Fighter Regiment, North Vietnam, Late 60s/Early 70s

This aircraft was delivered to Vietnam in 1966 and served as a part of the 921st Fighter Regiment. Thirteen red stars were painted on the nose to depict victories gained by the pilots who flew this aircraft. One of them was Nguyen Van Coc, the most successful Vietnamese fighter ace with nine confirmed kills to his credit. He downed F-4B BuNo. 151485 on May 7, 1968 while at the controls of this MiG-21PFL. "Red 4326" is currently displayed in Air Force museum in Hanoi. Cockpit has a grey color.

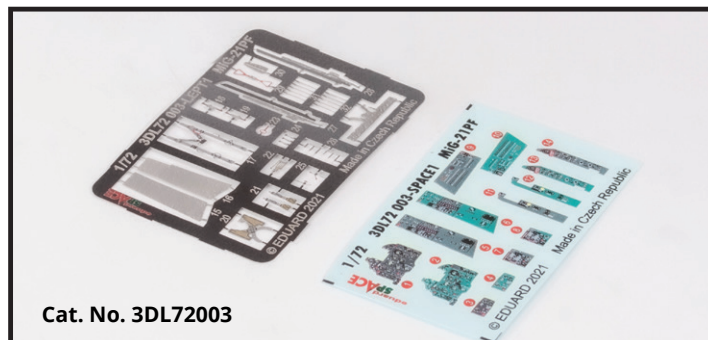
**Red 409, serial no. 760409 31st T. F. W, Tazsár Air Base, Hungary, 1987-88**

The aircraft served with the Tazsár based 31st T. F. W. (Tactical Fighter Wing) as a part of the 1st squadron. In the first half of its service years it didn't have any camouflage and just sported the natural metal finish. The aircraft sustained heavy damage due to an on-board fire during one flight, however the pilot managed to land the plane. Due to the repair the aircraft was out of service for long and returned to the unit in its natural metal finish. The new camouflage paint scheme was applied at the Pestvidéki Gépgyár company during the last overhaul in November, 1980. After the overhaul, the cockpit had turquoise color. Hungarian MiG-21PFs were withdrawn from service on January 1, 1989. In the last days of its life, the 409 was used for trials, testing possible future national marking variations to replace the communist era red stars. Plane was scrapped at the Kecskemet AB.



Recommended for MiG-21PF

- 72699 MiG-21PF (PE-Set)
- 672185 R-3S missiles for MiG-21 (Brassin)
- 672191 RS-2US missiles for MiG-21 (Brassin)
- 672218 MiG-21 F.O.D. (Brassin)
- 672232 MiG-21PF/PFM exhaust nozzle (Brassin)
- 672235 MiG-21PF cockpit (Brassin)
- 672236 MiG-21PF wheels (Brassin)
- 672239 MiG-21PF ejection seat (Brassin)
- 3DL72003 MiG-21PF SPACE (3D decal set)



Cat. No. 3DL72003

Cat. No. 672235



Cat. No. 672232

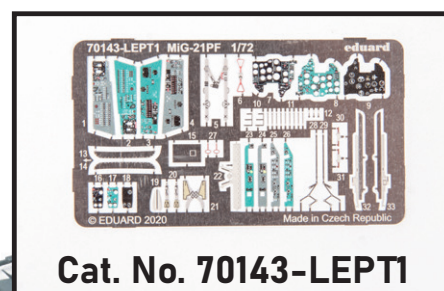


OVERTREES

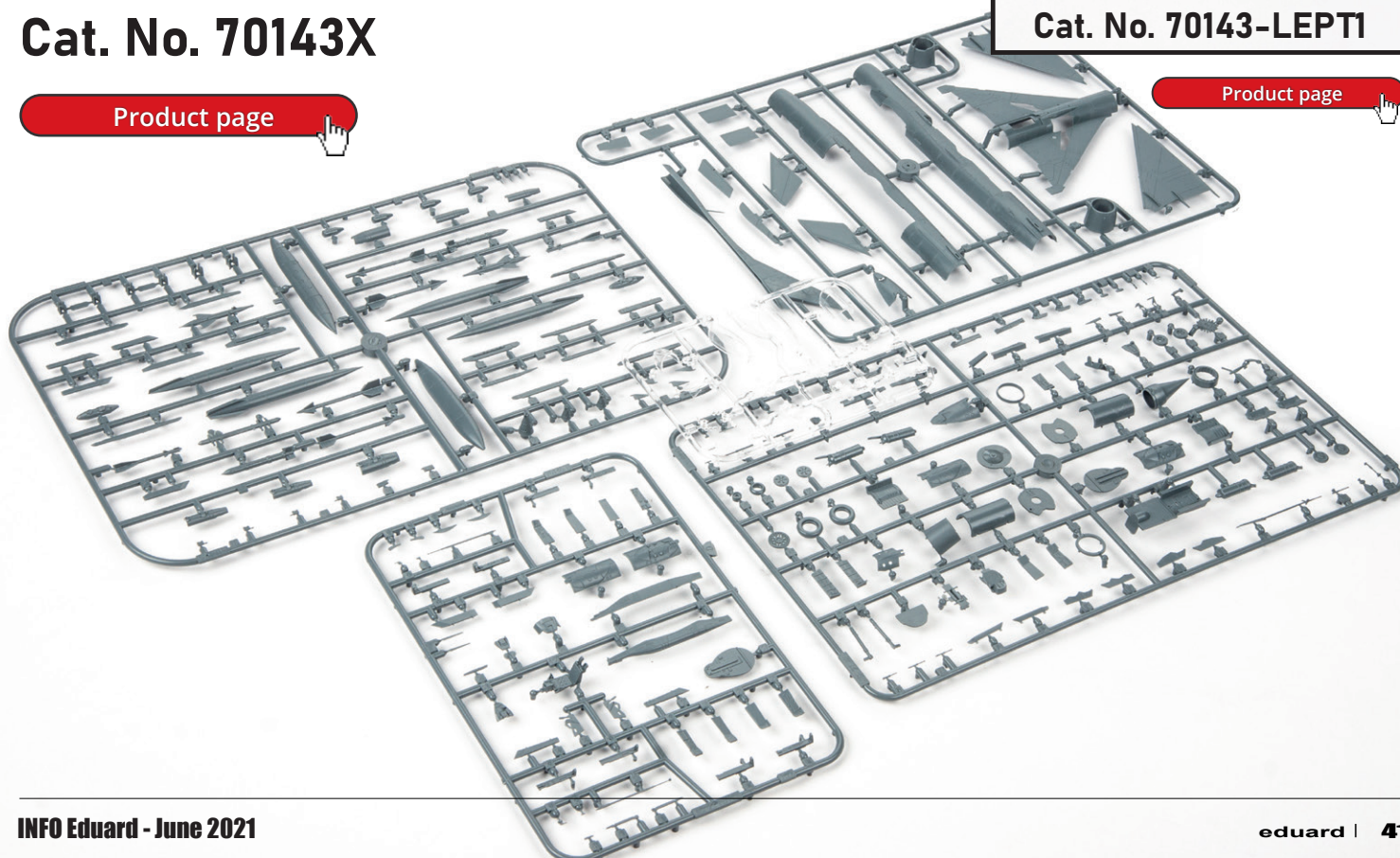
MiG-21PF

1/72

Cat. No. 70143X

[Product page](#)


Cat. No. 70143-LEPT1

[Product page](#)


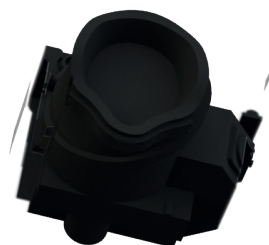
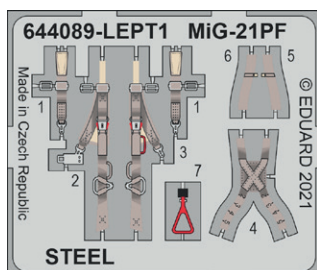
644096

MiG-21PF grey Löök 1/48 Eduard

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

Set contains:

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

[Product page](#)


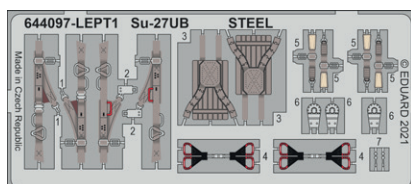
644097

Su-27UB Löök 1/48 Great Wall Hobby

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Su-27UB in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Great Wall Hobby

Set contains:

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

[Product page](#)


644099

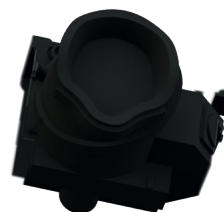
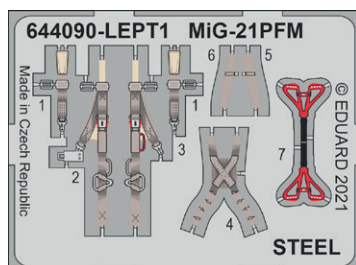
MiG-21PFM grey LööK

1/48 Eduard

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

Set contains:

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

[Product page](#)


632175

Sky Shadow ECM pod

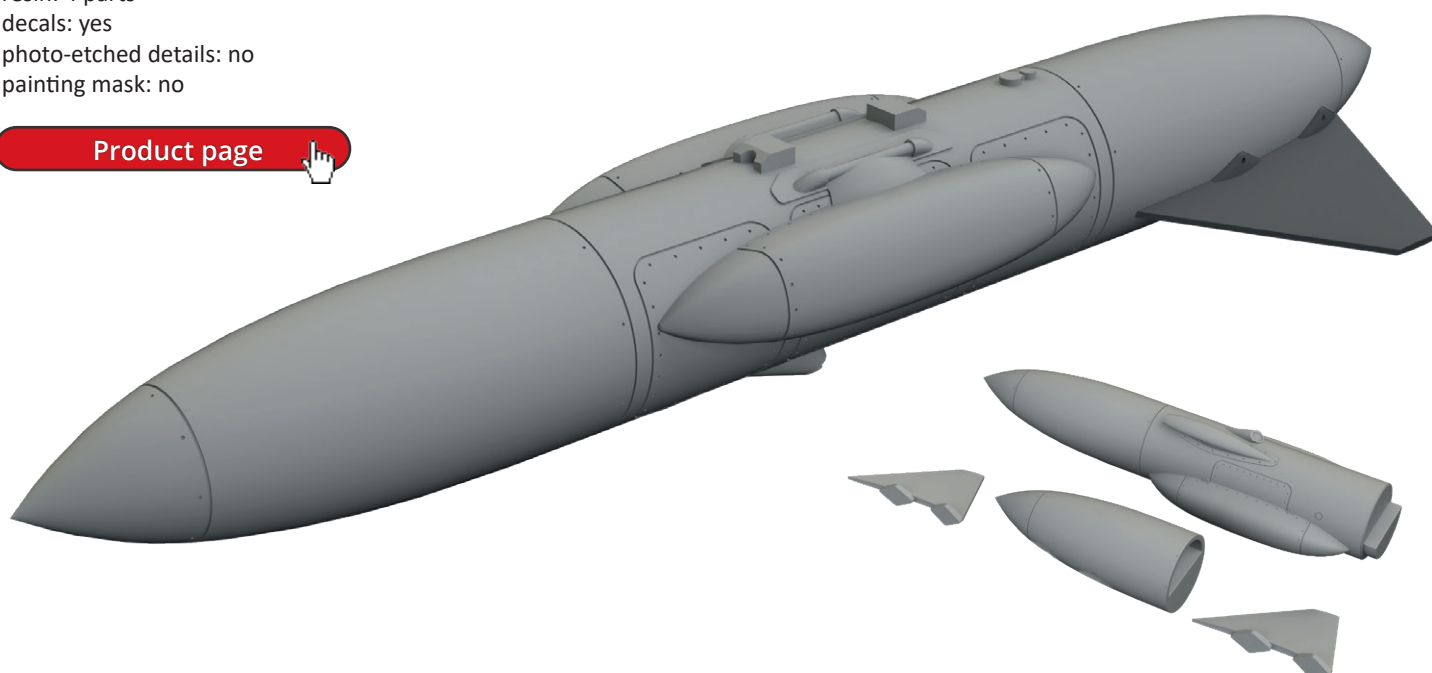
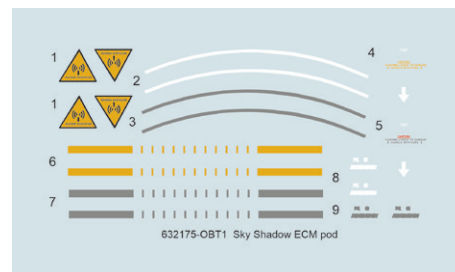
1/32

Brassin set - the British radar jamming Sky Shadow pod for Tornado in 1/32 scale.

Set consists of 1 pod.

Set contains:

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

[Product page](#)


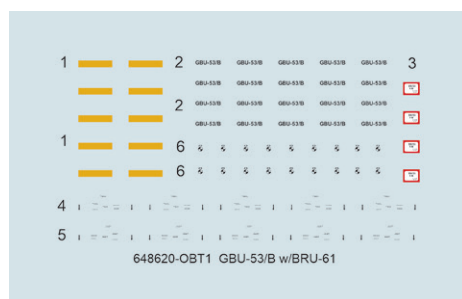
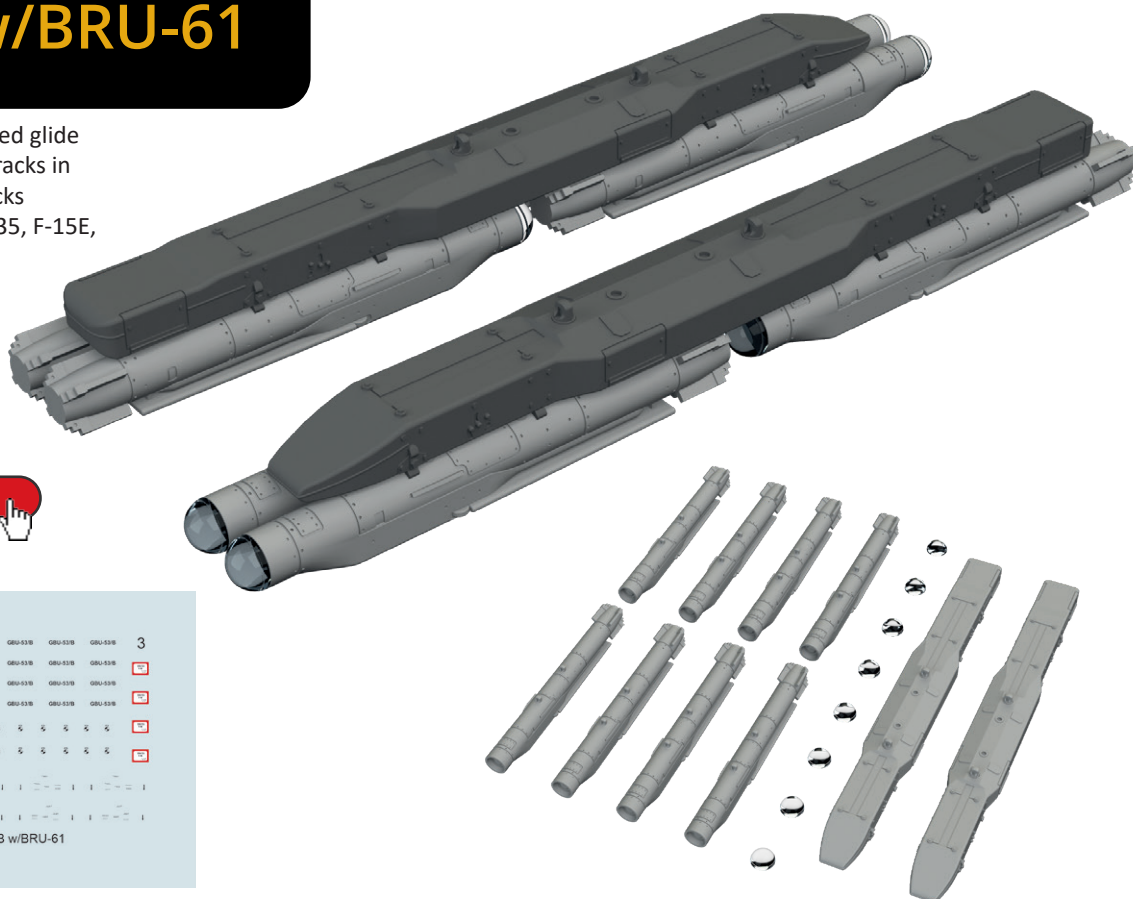
648620 GBU-53B w/BRU-61 1/48

Brassin set - US precision-guided glide bombs GBU-53B with BRU-61 racks in 1/48 scale. Set consists of 2 racks w/ bombs. Compatible with F-35, F-15E, F/A-18E.

Set contains:

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

[Product page](#)



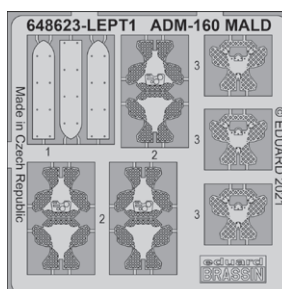
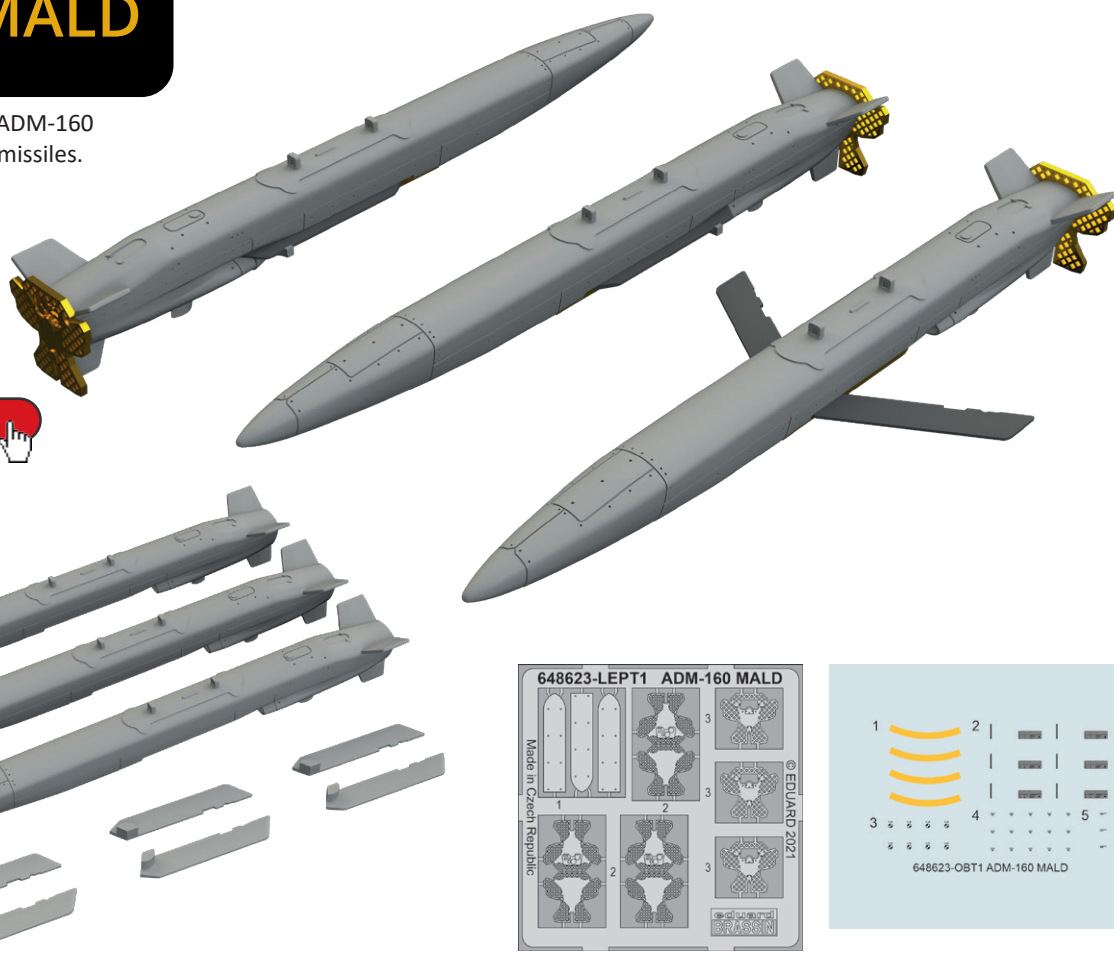
648623 ADM-160 MALD 1/48

Brassin set - US decoy missile ADM-160 in 1/48 scale. Set consists of 3 missiles. Compatible with F-16, B-52.

Set contains:

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

[Product page](#)



648625 Mk.44 torpedo 1/48

Brassin set - the Mk.44 torpedo in 1/48 scale.
The set consists of 2 torpedoes.

Set contains:

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

[Product page](#)



648628 MiG-15 ejection seat 1/48 Bronco / Hobby 2000

Brassin set - the ejection seat for MiG-15 /
MiG-15bis in 1/48 scale.
Recommended kit: Bronco / Hobby 2000

Set contains:

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

[Product page](#)



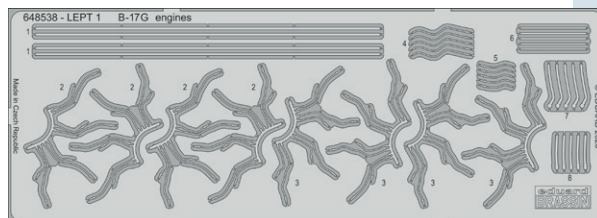
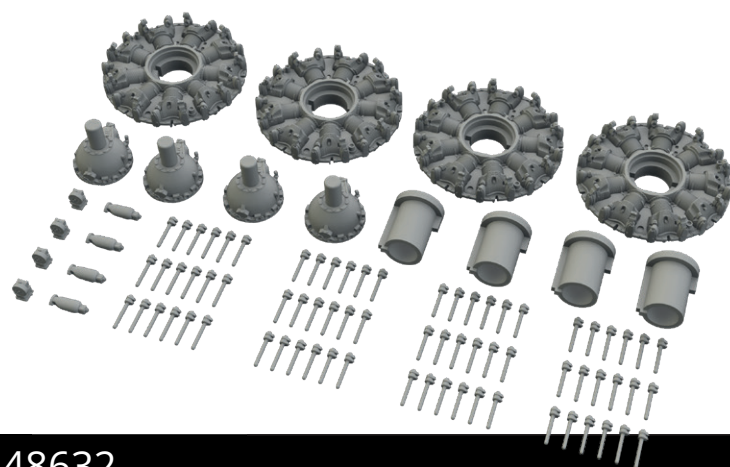
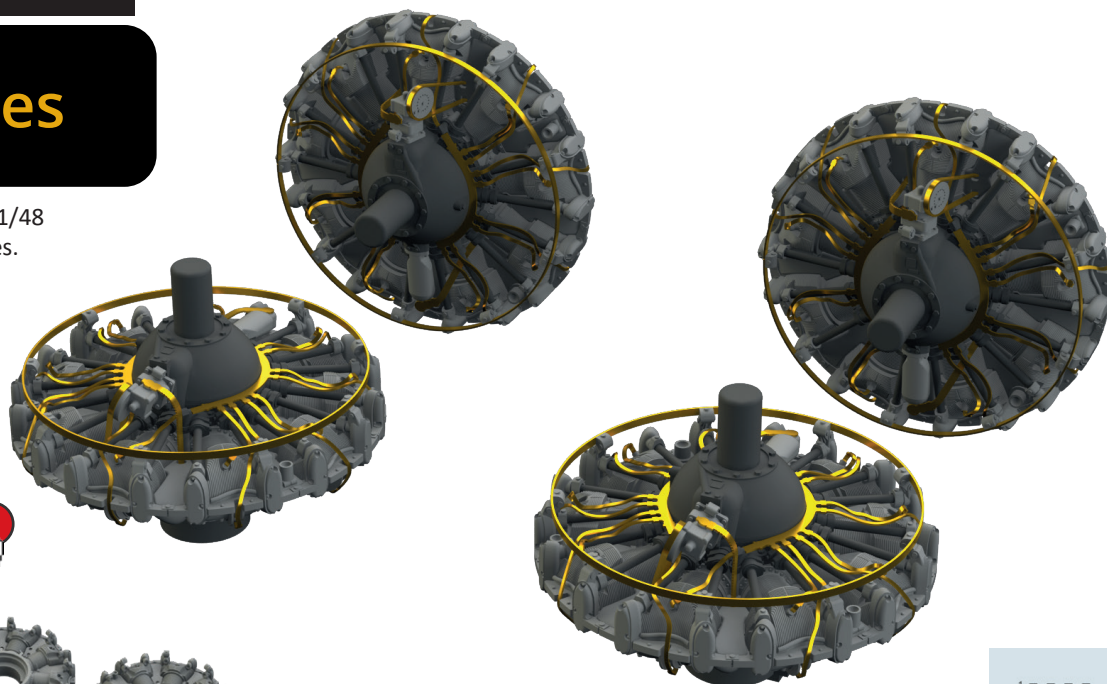
648631 B-17F engines 1/48 HKM

Brassin set - engines for B-17F in 1/48 scale. The set consists of 4 engines.
Recommended kit: HK Models

Set contains:

- resin: 92 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

[Product page](#)



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1 1 1 1
2 1 1 1
2 1 1 1
648538-CBT1 B-17G

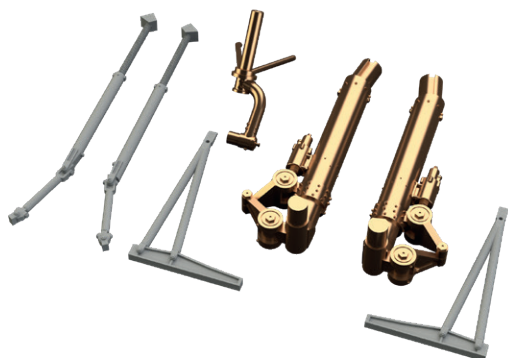
648632 B-17F undercarriage legs BRONZE 1/48 HKM

Brassin set - the undercarriage legs for B-17F in 1/48 scale. The set consists of the main wheels legs and a tail wheel leg. Easy to assemble, replaces plastic parts. Recommended kit: HK Models

Set contains:

- resin: 4 parts
- decals: no
- photo-etched details: no
- painting mask: no
- bronze: 3 parts

[Product page](#)



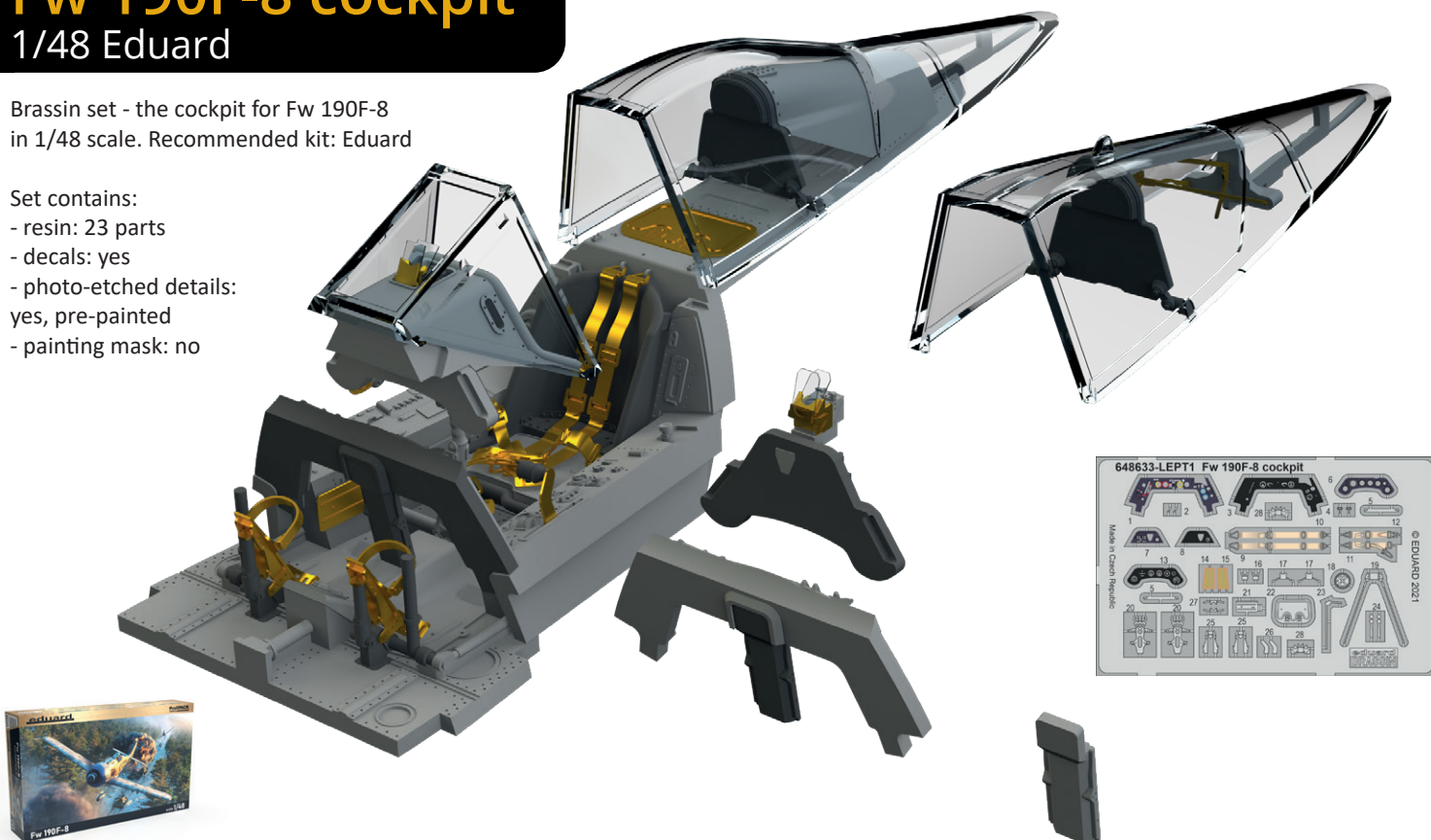
648633 Fw 190F-8 cockpit 1/48 Eduard

[Product page](#)

Brassin set - the cockpit for Fw 190F-8
in 1/48 scale. Recommended kit: Eduard

Set contains:

- resin: 23 parts
- decals: yes
- photo-etched details:
yes, pre-painted
- painting mask: no



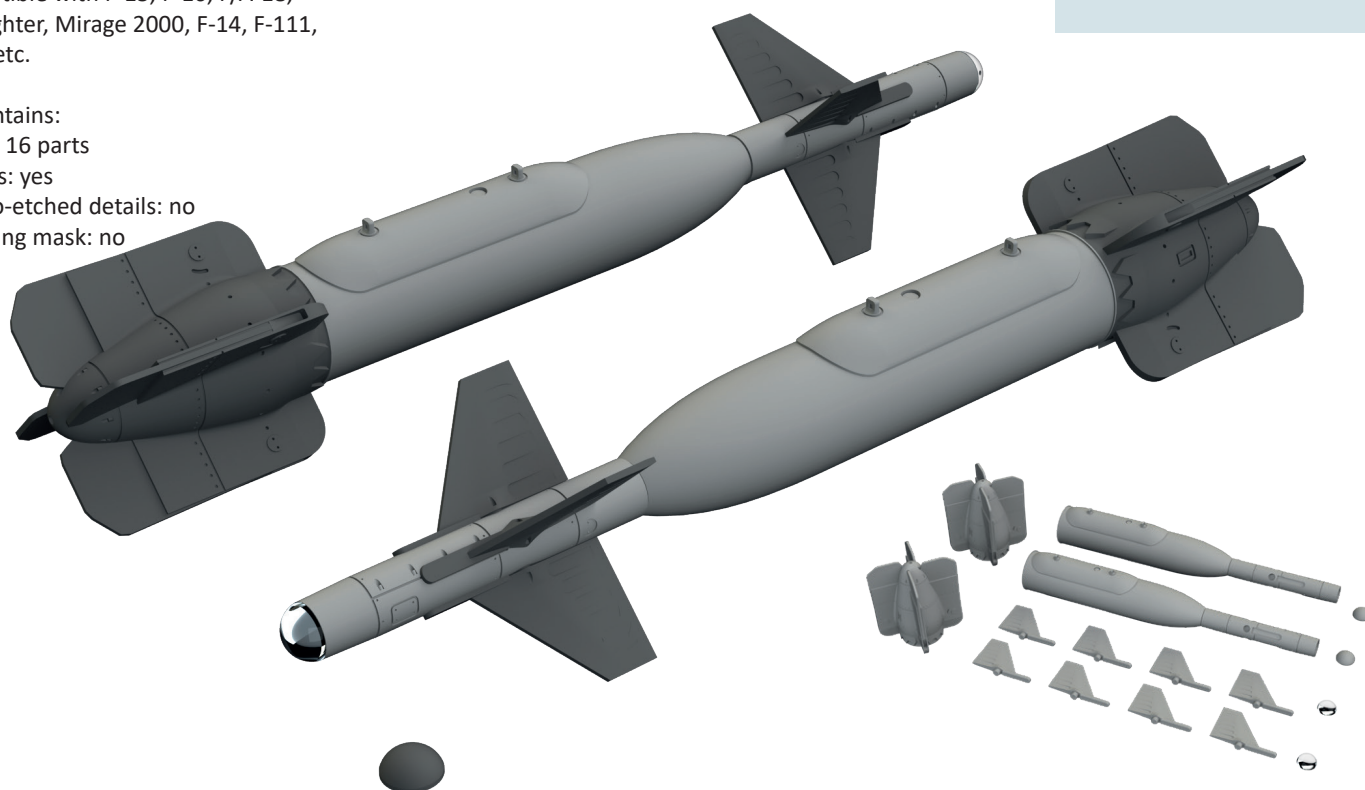
672264 GBU-24 1/72

[Product page](#)

Brassin set - laser guided bombs GBU-24
in 1/72 scale. Set consists of 2 missiles.
Compatible with F-15, F-16, F/A-18,
Eurofighter, Mirage 2000, F-14, F-111,
F-117 etc.

Set contains:

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



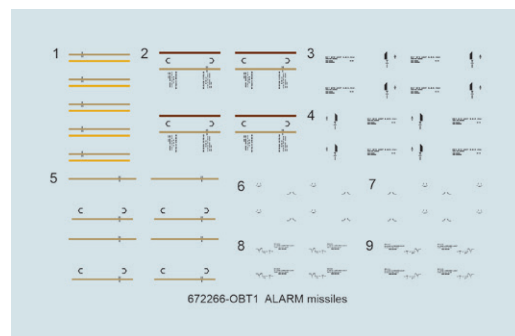
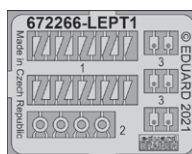
672266 ALARM missiles 1/72

Brassin set - ALARM missiles in 1/72 scale.
Set consists of 4 missiles. Compatible with
Tornado F.3, Tornado GR.4.

Set contains:

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

Product page



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eduard

MODELÁŘ



Mistrovství České republiky seniorů v plastickém modelářství pro rok 2021

Bodovací soutěž
plastických modelů
dle pravidel KSPIM SMČR

Praha, Hotel Olympik - Termín: 11. 9. 2021
Sokolovská 615/138, Praha 8 Karlín, přízemí, konferenční sál.

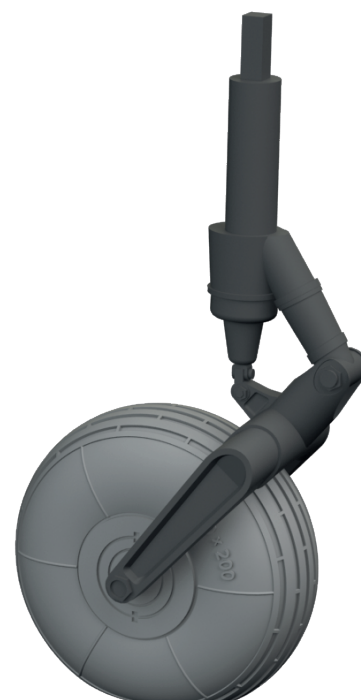
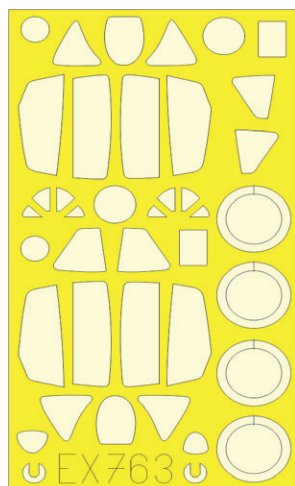
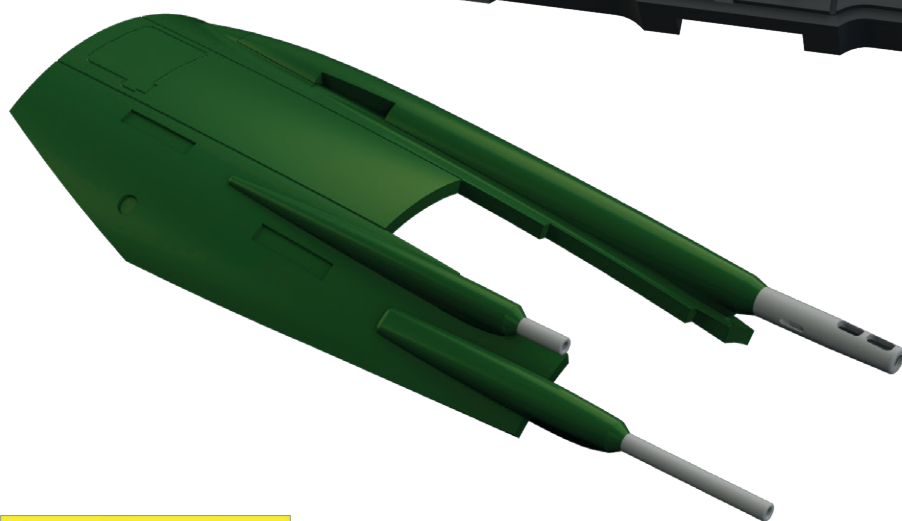
644106
MiG-15 LööKplus
 1/48 Bronco / Hobby 2000

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

Product page

LööK



644107

MiG-15bis LööKplus

1/48 Bronco / Hobby 2000

Löökt

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

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

Product page



SIN64872

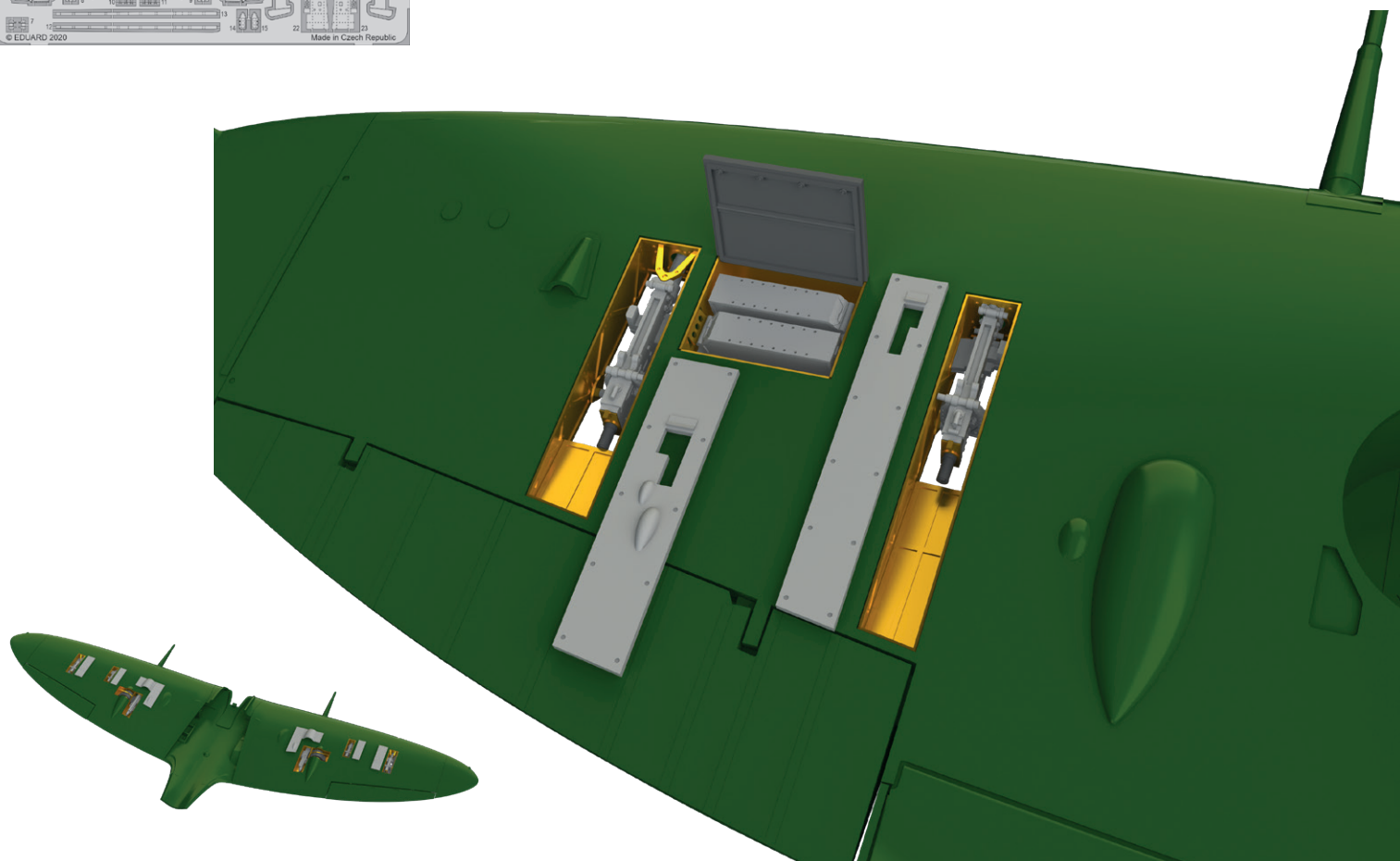
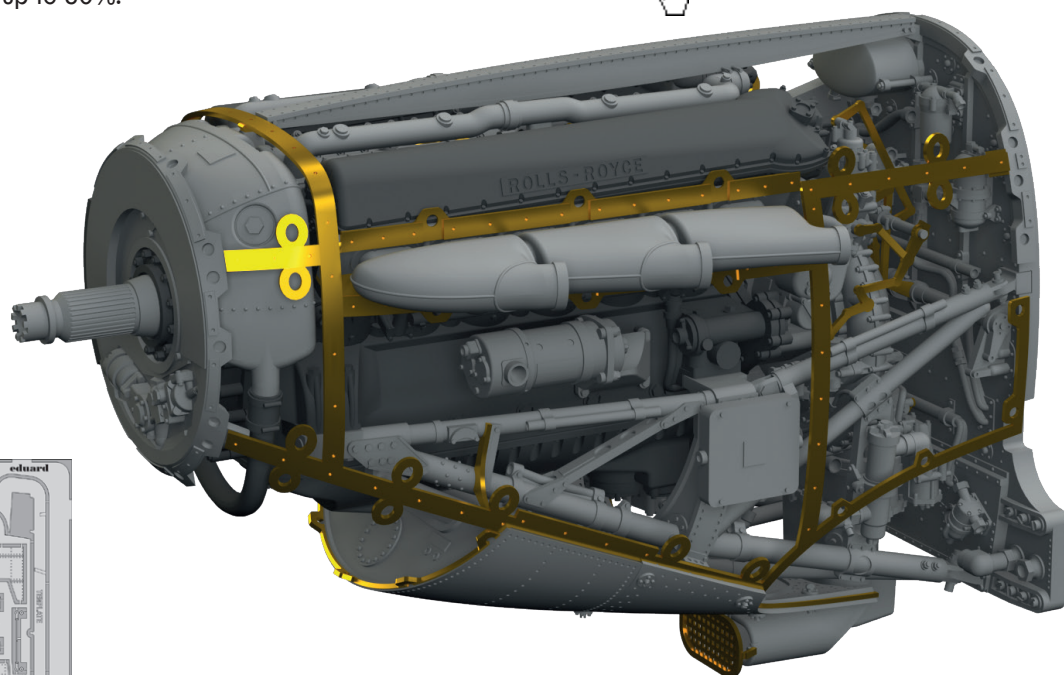
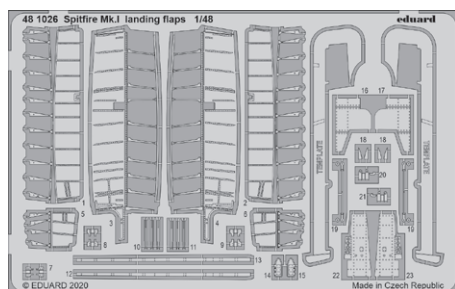
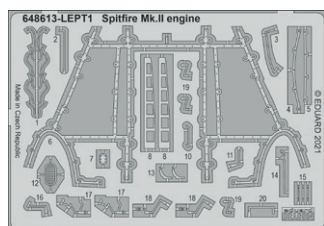
Spitfire Mk.IIb ADVANCED

1/48 Eduard

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

- engine
- gun bays
- photo-etched landing flaps

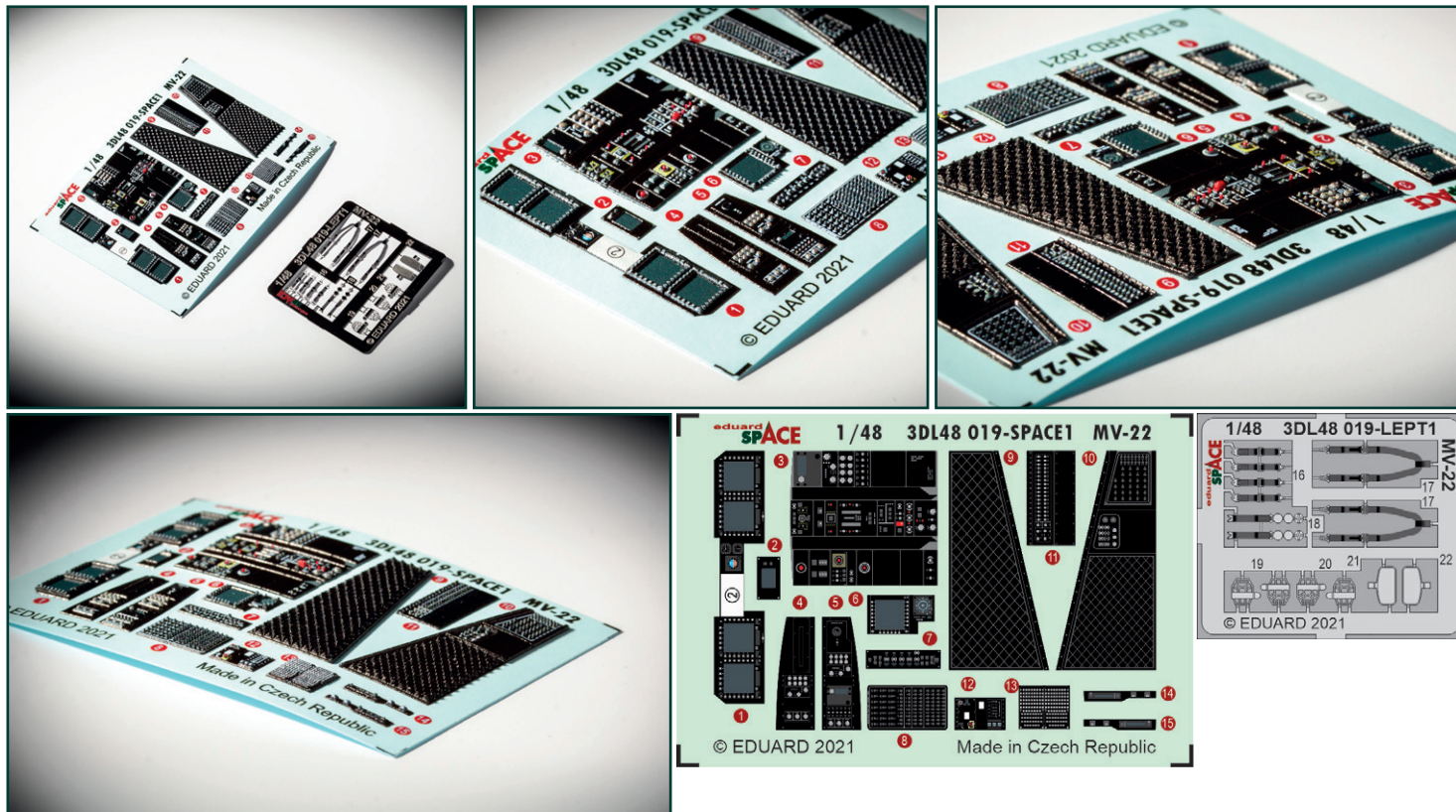
All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.


[Product page](#)


#3DL48019 MV-22 SPACE for 1/48 kit Hobby Boss

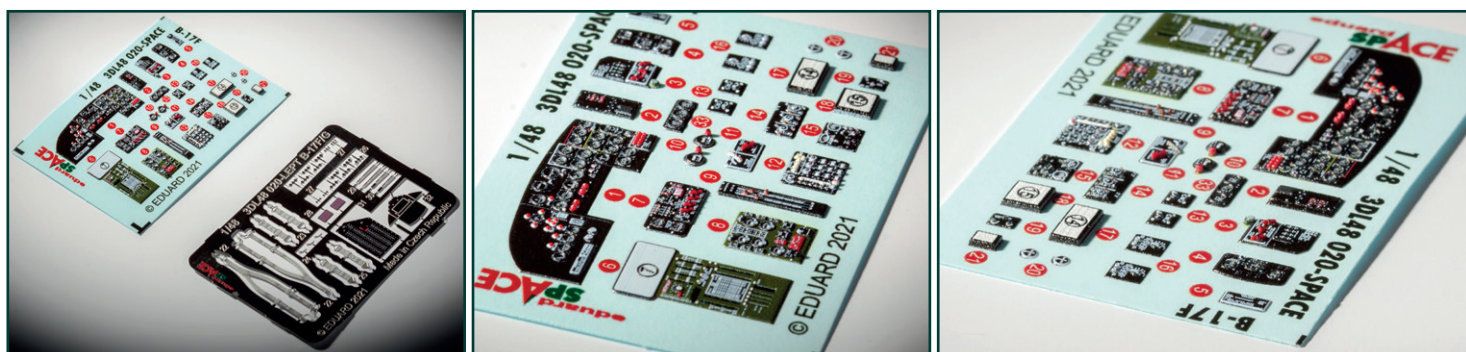
eduard
SPACE

Product page



#3DL48020 B-17F SPACE for 1/48 kit HKM

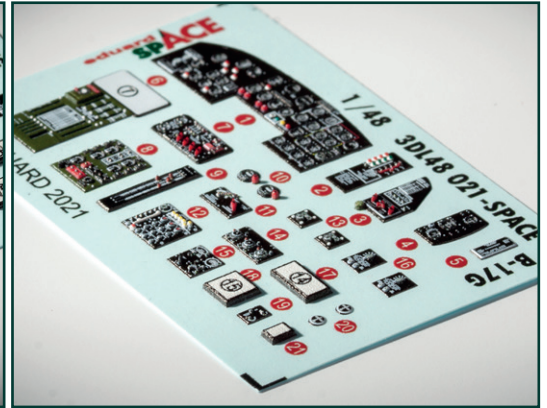
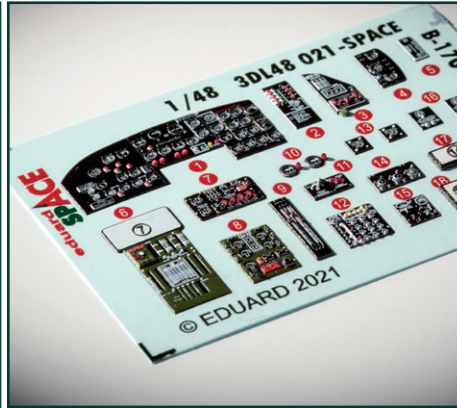
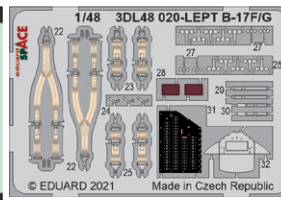
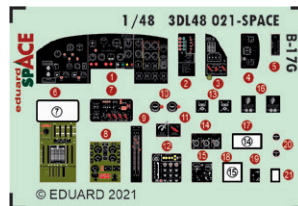
Product page



#3DL48021 B-17G SPACE for 1/48 kit HKM

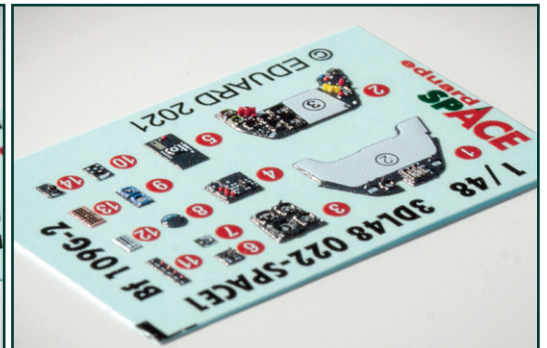
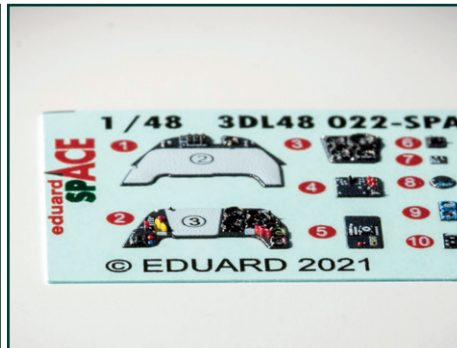
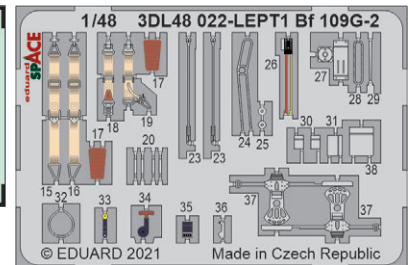
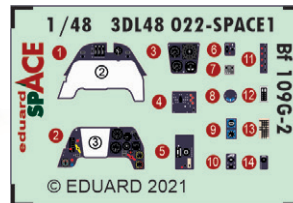
[Product page](#)

eduard
SPACE



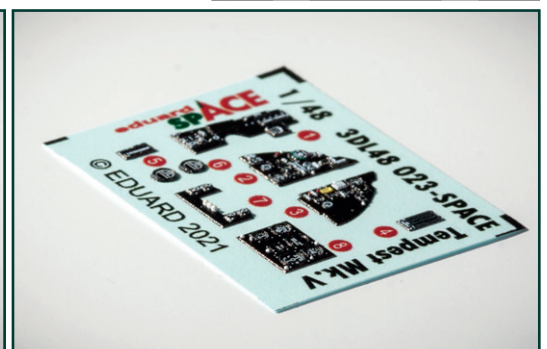
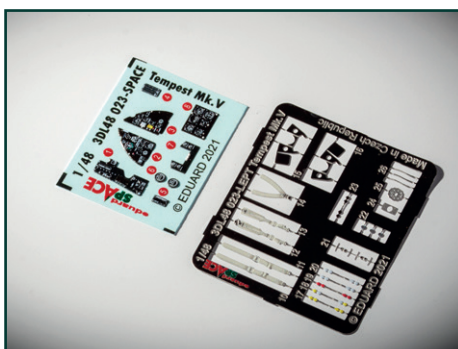
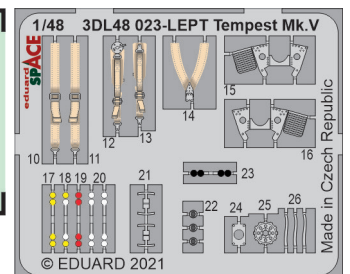
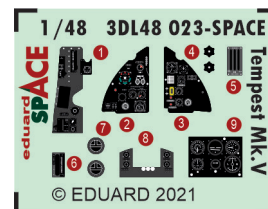
#3DL48022 Bf 109G-2 for 1/48 kit Eduard

[Product page](#)



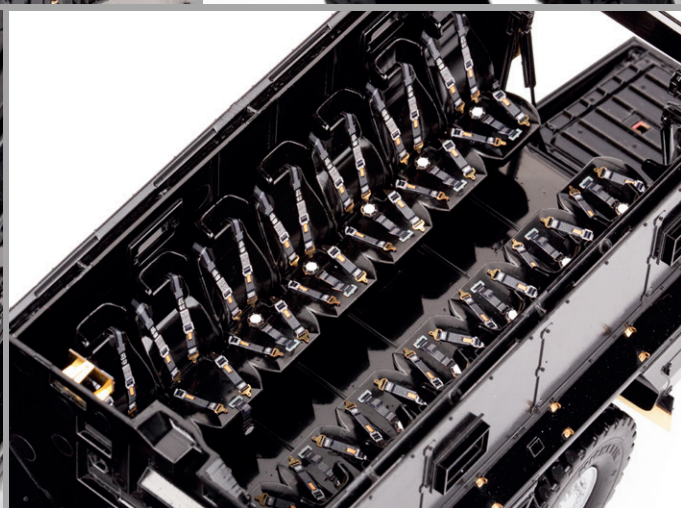
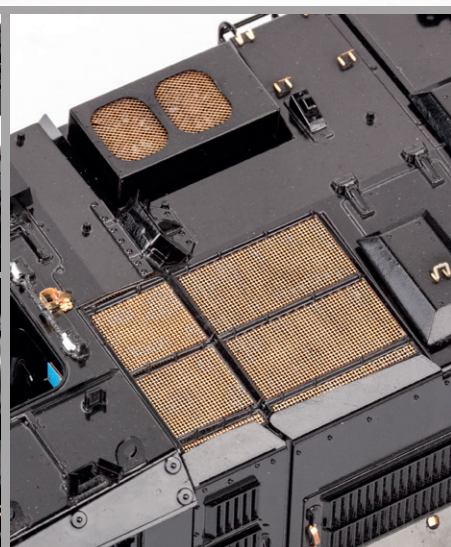
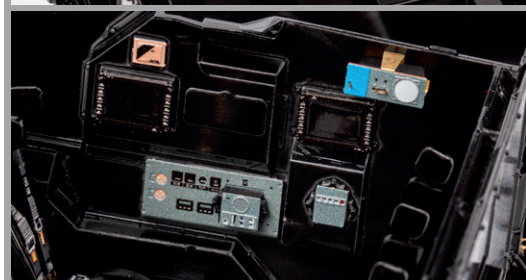
#3DL48023 Tempest Mk.V SPACE for 1/48 kit Eduard

[Product page](#)



Typhoon K 1/35 Zvezda

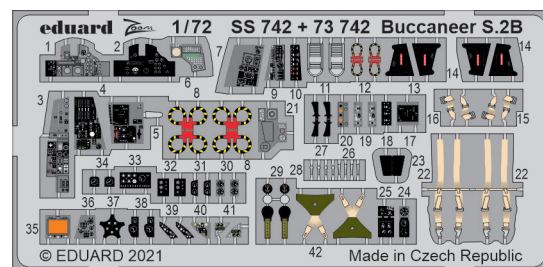
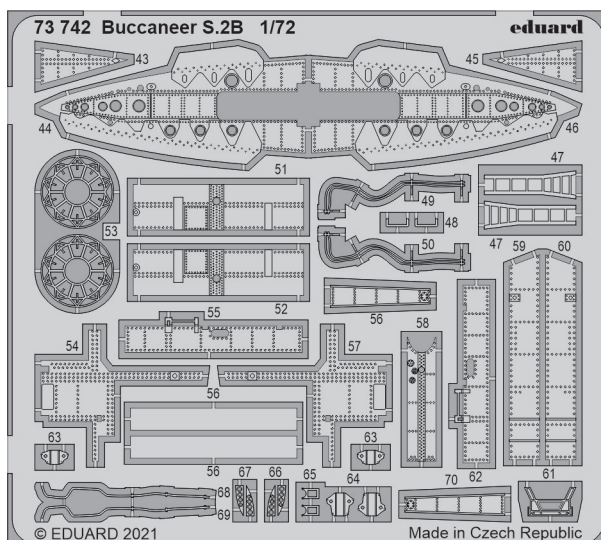
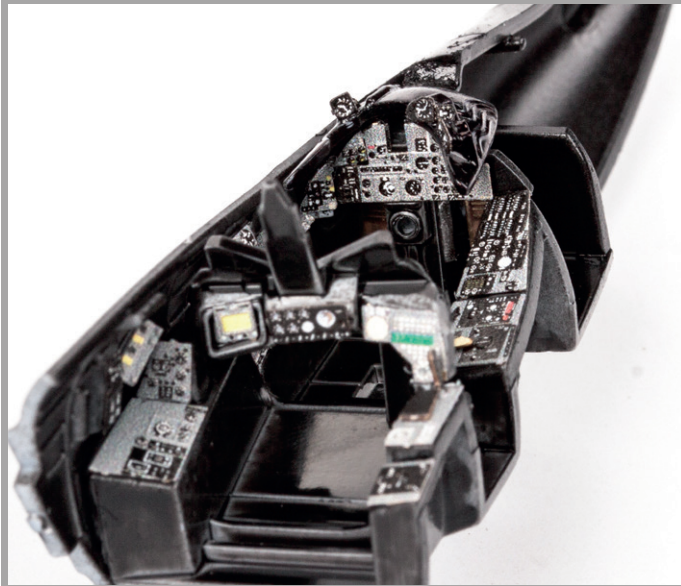
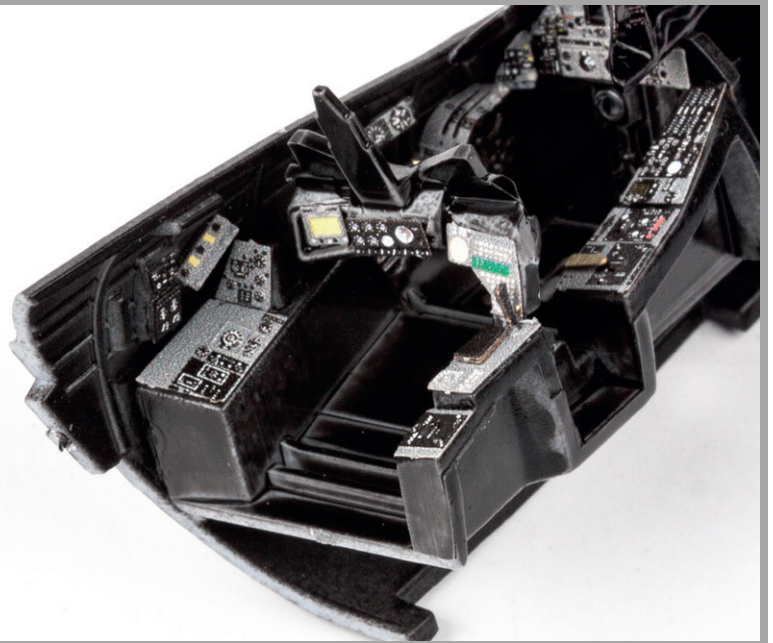
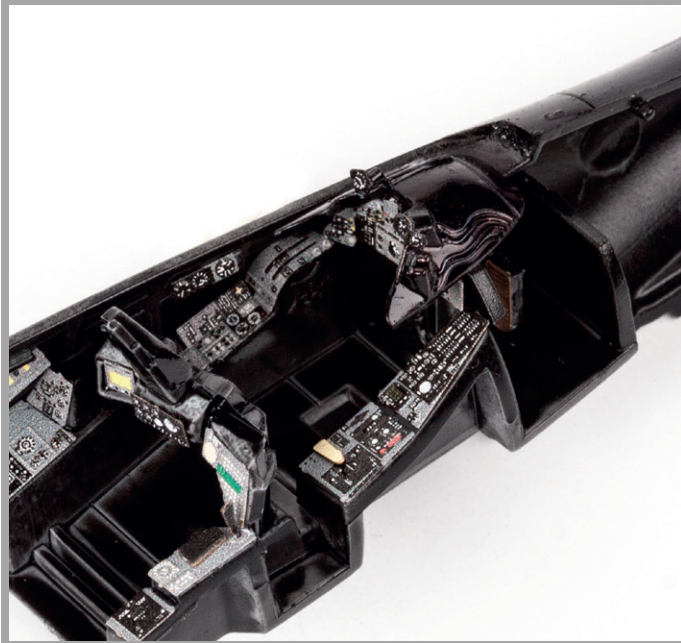
Typhoon K 1/35 Zvezda (36462)
Typhoon K seatbelts STEEL 1/35 Zvezda (36462)

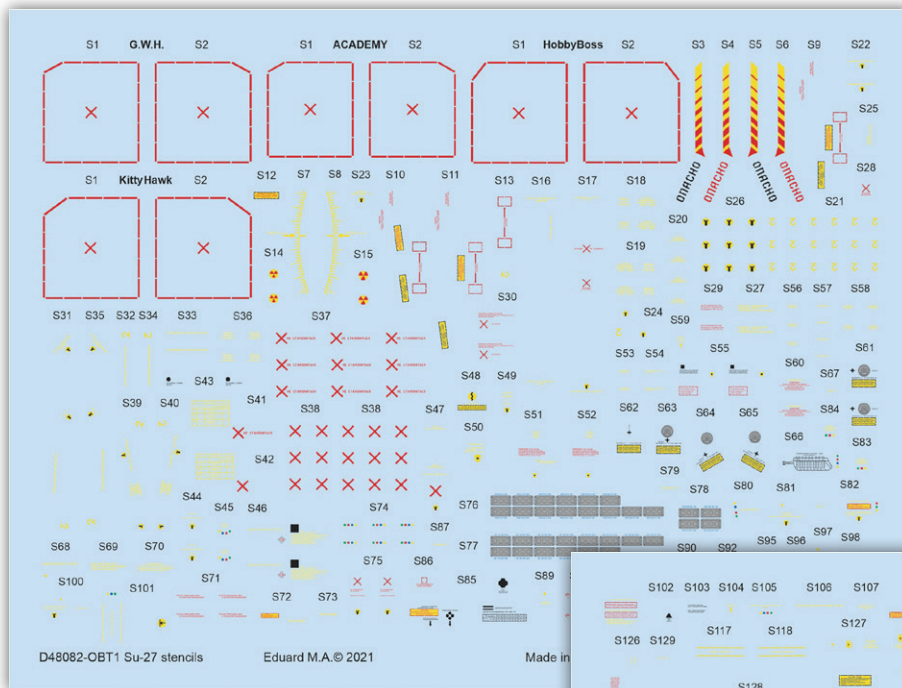


Buccaneer S.2B

1/72 Airfix

Buccaneer S.2B 1/72 Airfix (73742)
 Buccaneer S.2B 1/72 Airfix (SS742) (Zoom)
 Buccaneer S.2B 1/72 Airfix (CX601) (Mask)



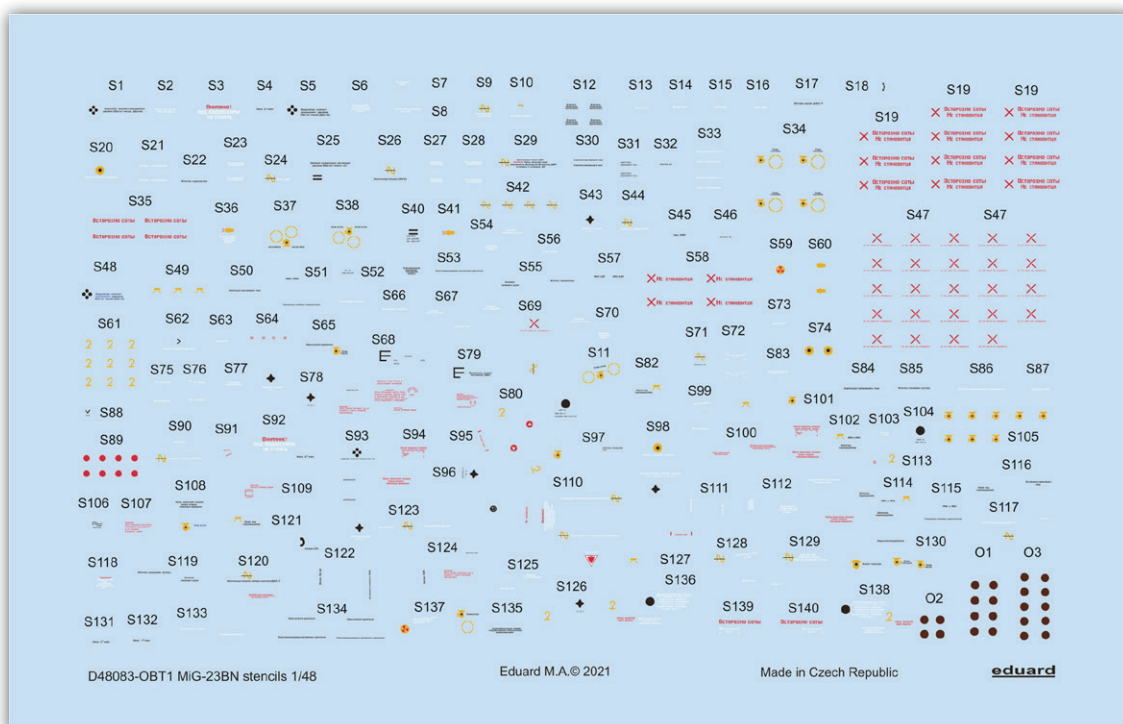
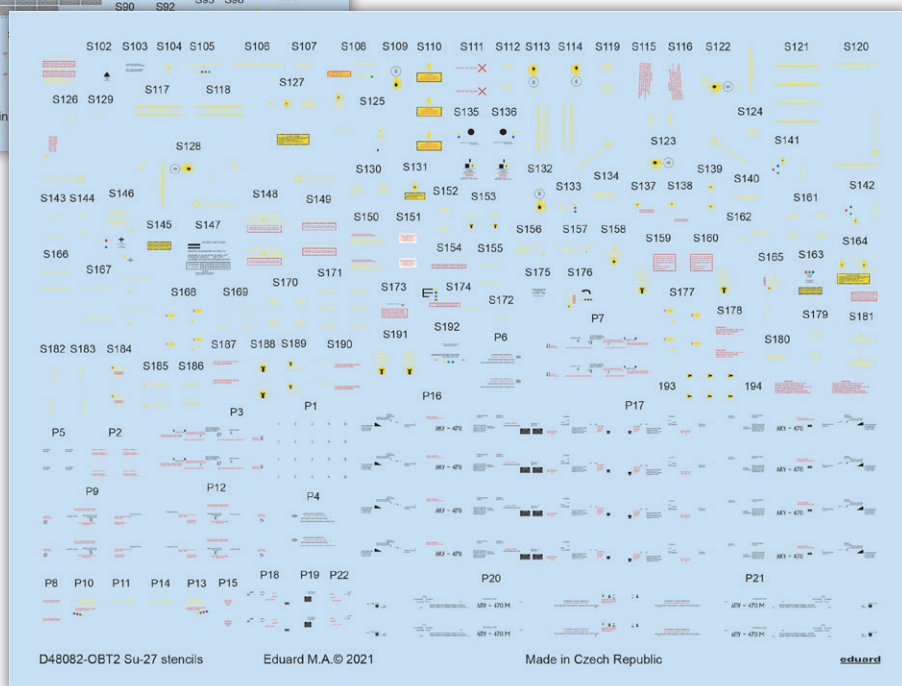


Cat. No. D48082

Su-27 stencils

1/48 Academy/Kitty Hawk/Hobby Boss/GWH

[Product page](#)



Cat. No. D48083

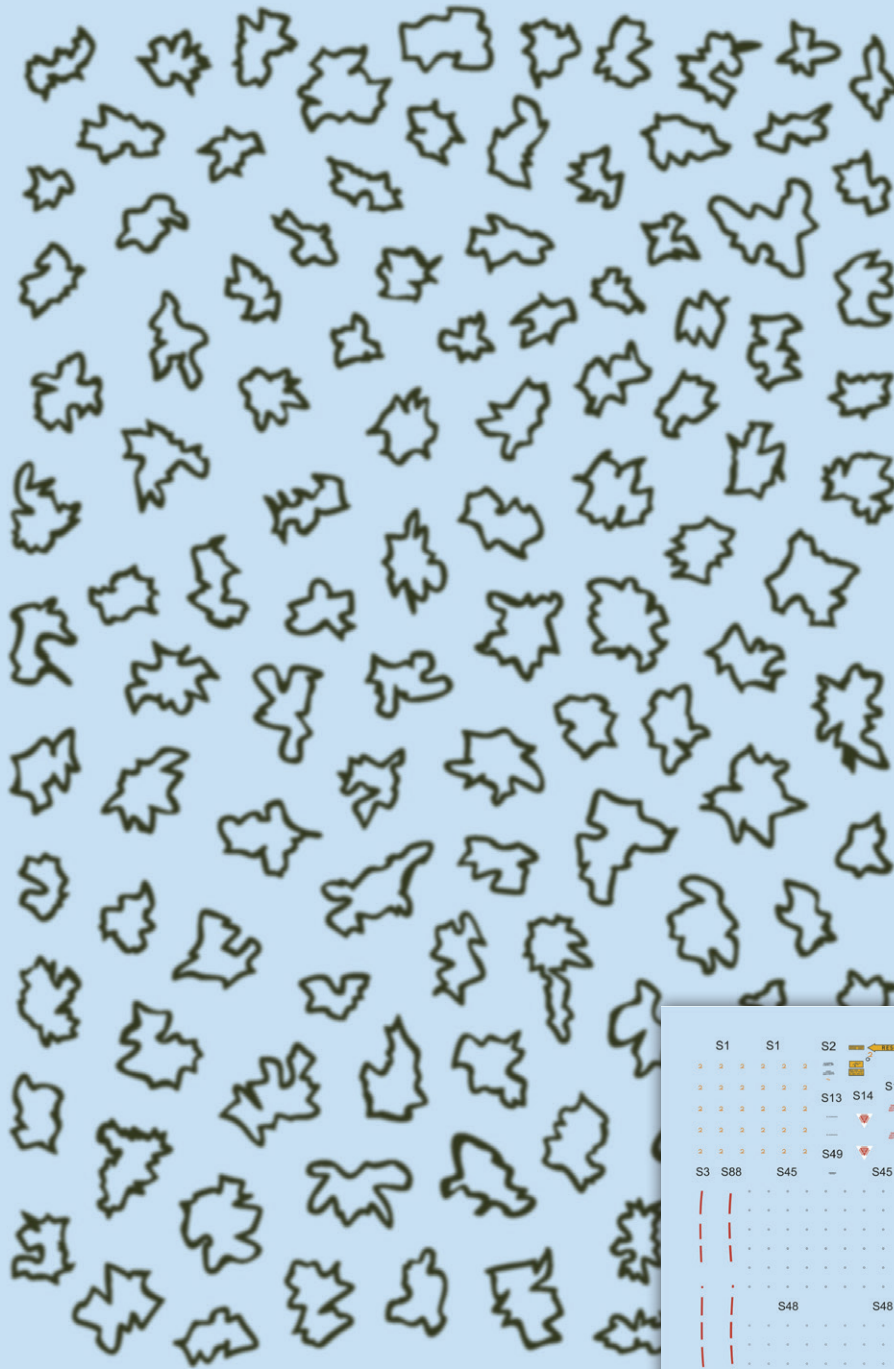
MiG-23BN stencils

1/48 Trumpeter

[Product page](#)

Cat. No. D48084
Italian smoke rings camouflage
1/48

[Product page](#)

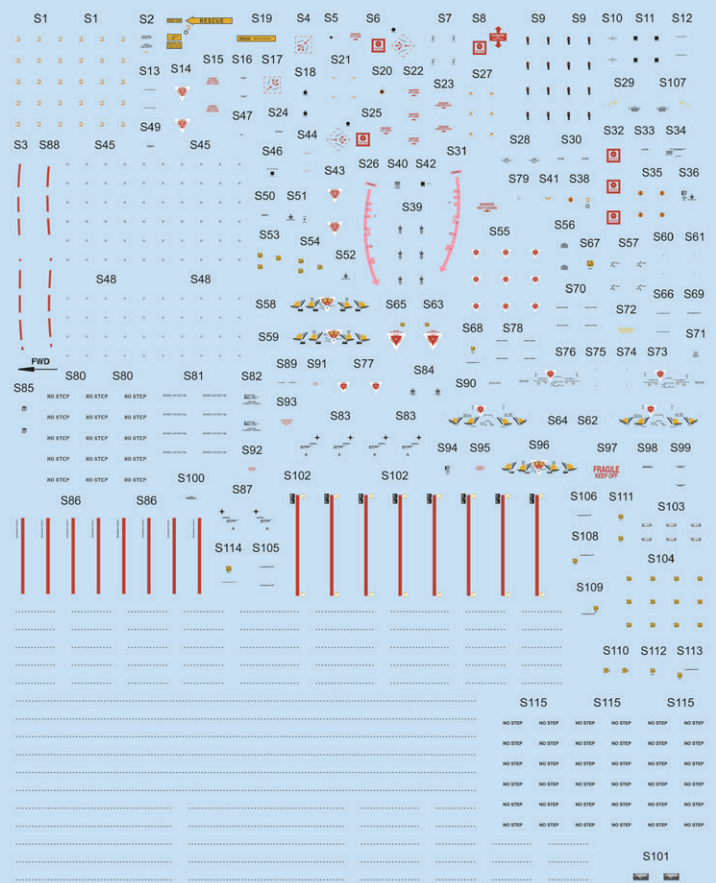


D48084-OBT1 Italian smoke rings camouflage 1/48

Eduard M.A. © 2021

Cat. No. D72032
Tornado GR.1 stencils
1/72 Revell

[Product page](#)



D72032-OBT1 Tornado GR.1 stencils (gray/green camouflage) Eduard M.A. © 2021 Made in Czech Republic [eduard](#)

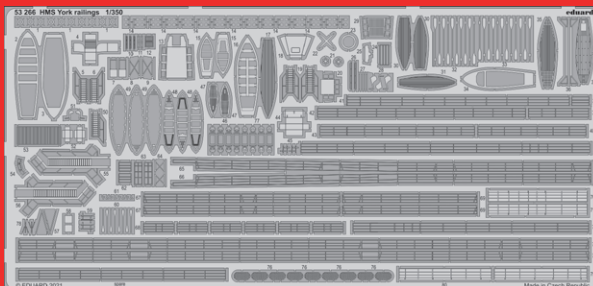
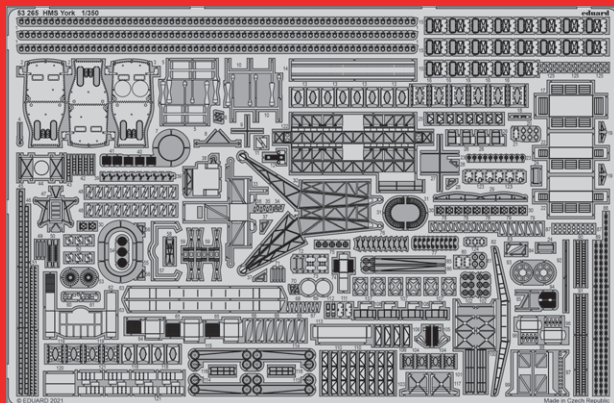
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG5359 HMS York 1/350 Trumpeter

[Product page](#)

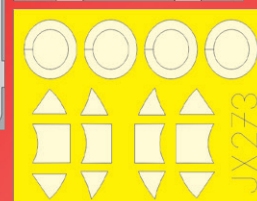
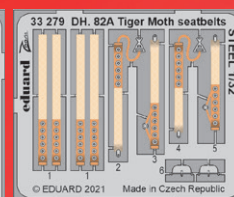
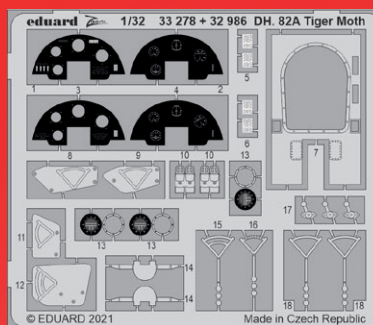
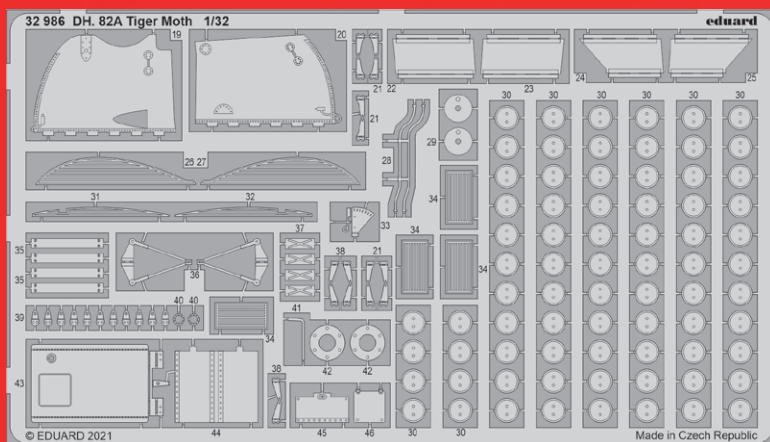
- 53265 HMS York 1/350
- 53266 HMS York railings 1/350
- 53246 Royal Navy ensign flag WWII (cruisers/destroyers) STEEL 1/350



BIG33132 DH. 82A Tiger Moth 1/32 ICM

[Product page](#)

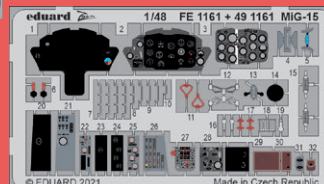
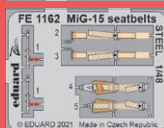
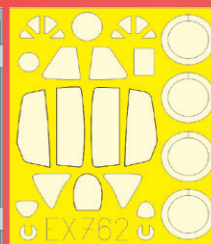
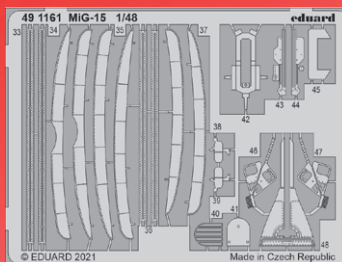
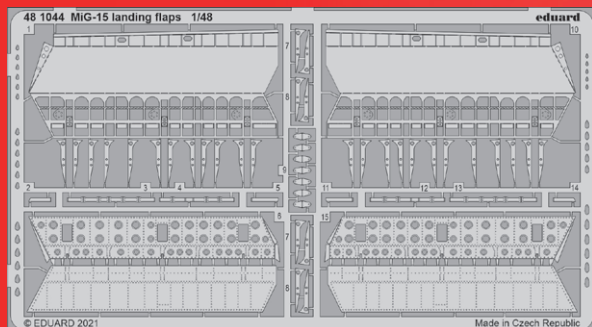
- 32986 DH. 82A Tiger Moth 1/32
- 33279 DH. 82A Tiger Moth seatbelts STEEL 1/32
- JX273 DH. 82A Tiger Moth 1/32



BIG49287 MiG-15 1/48 BRONCO / HOBBY 2000

[Product page](#)

- 481044 MiG-15 landing flaps 1/48
- 491161 MiG-15 1/48
- FE1162 MiG-15 seatbelts STEEL 1/48
- EX762 MiG-15 1/48



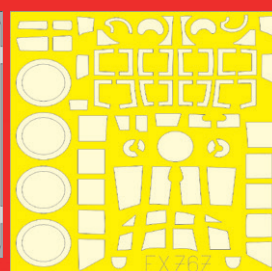
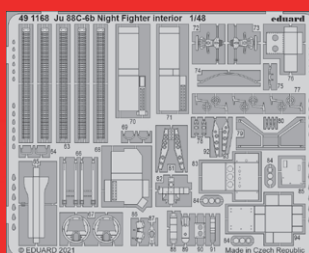
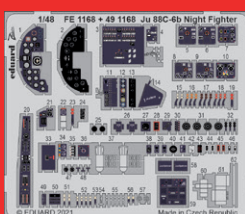
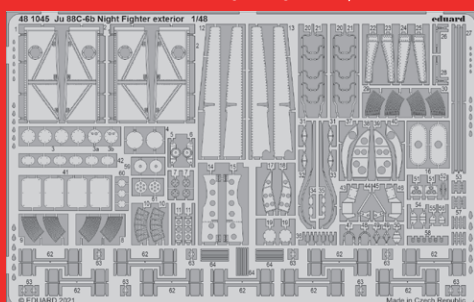
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49288 Ju 88C-6b Night Fighter 1/48 ICM

[Product page](#)

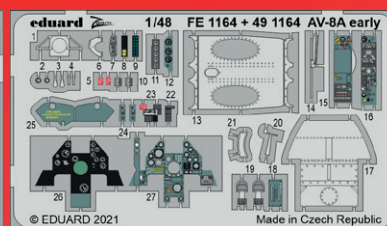
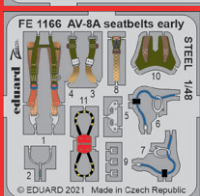
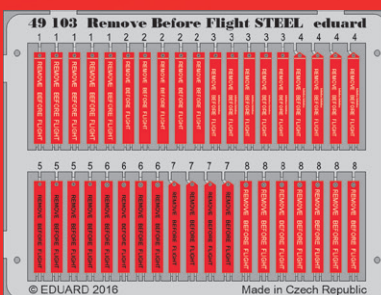
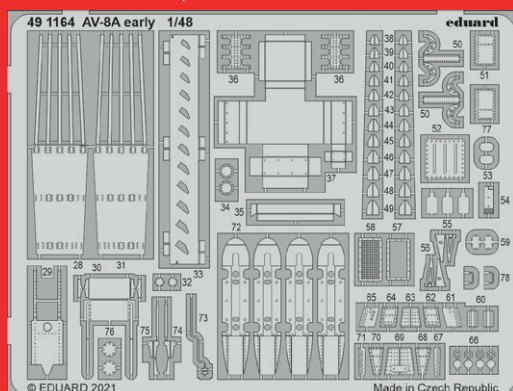
- 481045 Ju 88C-6b Night Fighter exterior 1/48
491168 Ju 88C-6b Night Fighter interior 1/48
FE1169 Ju 88C-6b Night Fighter seatbelts STEEL 1/48
EX767 Ju 88C-6b Night Fighter 1/48



BIG49289 AV-8A early 1/48 Kinetic

[Product page](#)

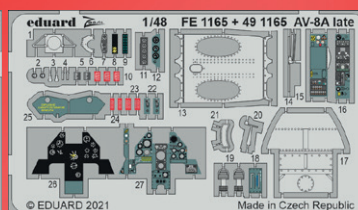
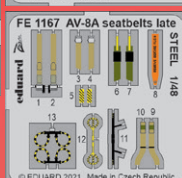
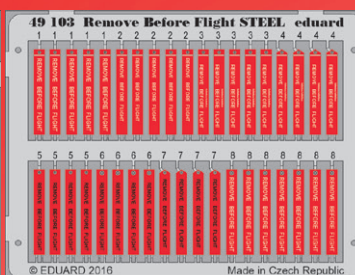
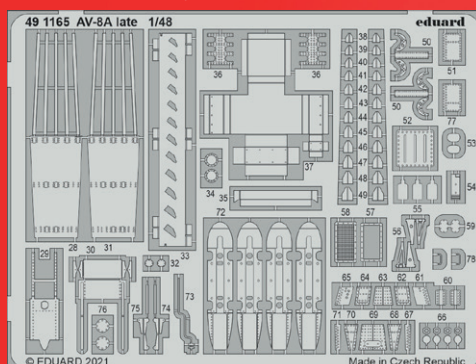
- 49103 Remove Before Flight STEEL
491164 AV-8A early 1/48
FE1166 AV-8A seatbelts early STEEL 1/48
EX765 AV-8A 1/48



BIG49290 AV-8A late 1/48 Kinetic

[Product page](#)

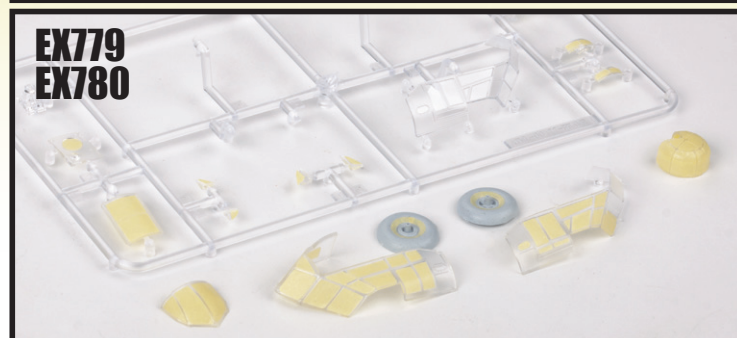
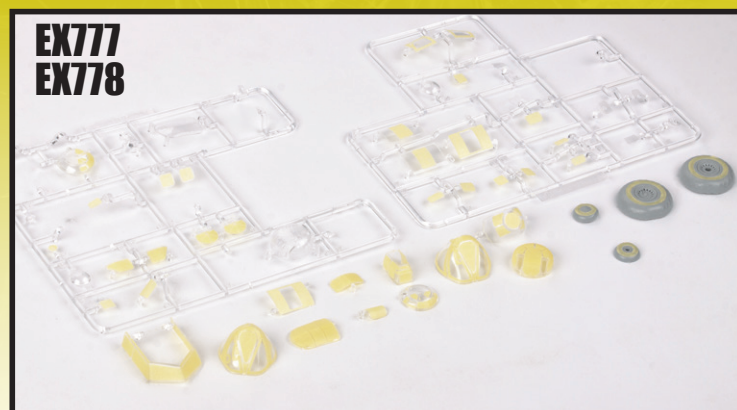
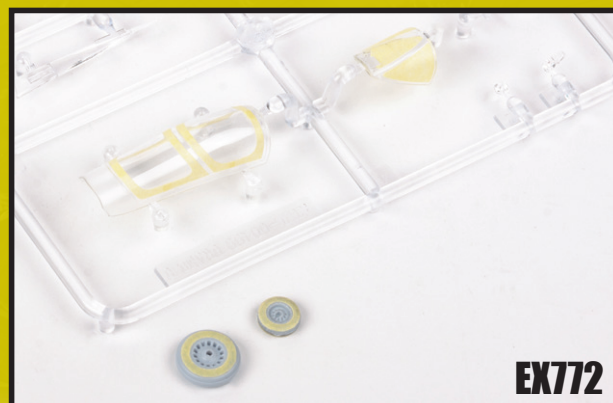
- 49103 Remove Before Flight STEEL
491165 AV-8A late 1/48
FE1167 AV-8A seatbelts late STEEL 1/48
EX765 AV-8A 1/48



EDUARD MASK

IT FITS!

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



June 2021

KITS

82154	Spitfire Mk.IIb	1/48	ProfiPACK
82121	Tempest Mk.V Series 1 - Reedice	1/48	ProfiPACK
70143	MiG-21PF - Reedice	1/72	ProfiPACK
2137	DESERT BABES	1/72	Limited edition
84174	Bf 109G-10 Erla	1/48	Weekend edition
7407	Fokker D.VII (OAW)	1/72	Weekend edition

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

ZOOMS

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

BIGED SETS

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

BRASSINS

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	

LookPLUS

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

BIGSIN

SIN64872	Spitfire Mk.IIb ADVANCED	1/48	Eduard
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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

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

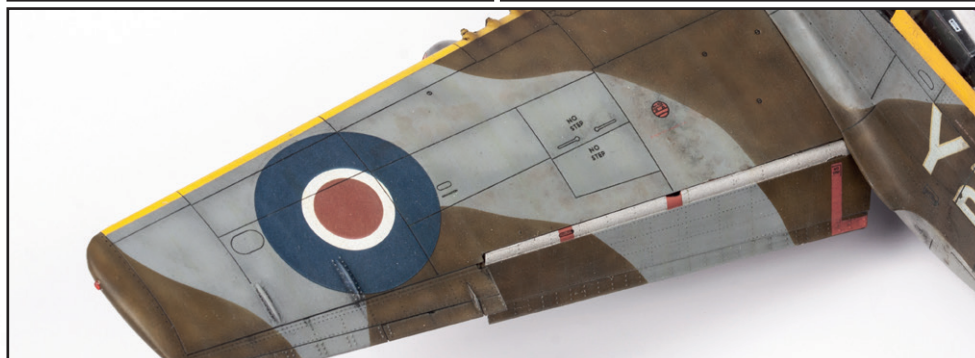
1/48

Mustang Mk.IV

Cat. No. 82104

Built by Jan Novotný

Product page



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.



Tempest Mk.V Series 1

1/48



Cat. No. 82121

Built by **Václav Vopálecký**

Product page



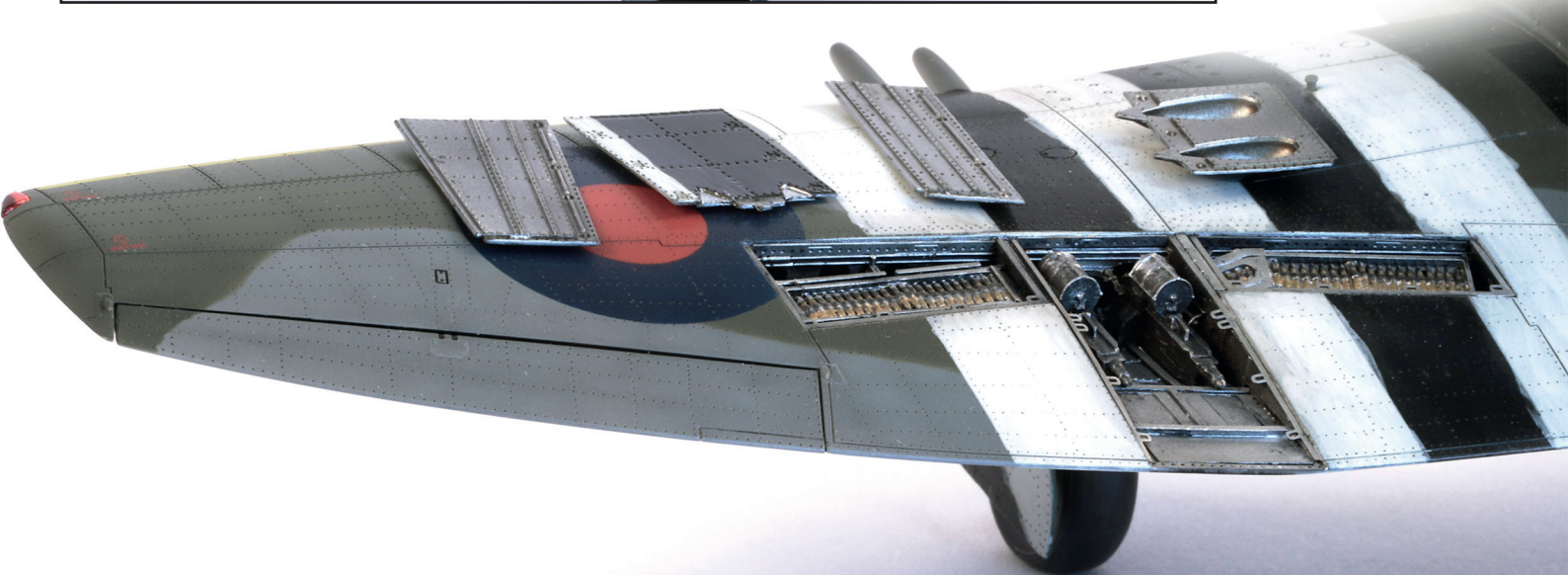
JN763, No. 486 (RNZAF) Squadron, Newchurch, Great Britain, June 1944

No. 486 Squadron, a component of No. 150 Wing, was tasked with ground attack, but from mid-June 1944 to early September 1944, it was fully occupied with intercepting V-1 flying bombs launched from occupied Europe. The Squadron's pilots were credited with the destruction of 223,5 of them. After the threat of these attacks had decreased, No. 486 Squadron, along with its sister units, moved to liberated territory and up to the end of the war it was tasked with supporting advancing British units. The unit was disbanded on October 12, 1945 at RAF Dunsfold. On June 5, 1944, the squadron would receive aircraft, which were intended to support Operation Overlord (the invasion of Normandy) and received the invasion stripes on the rear fuselage and wings in the form of 18-inch wide black and white bands. These were applied in haste and could be quite inaccurate and scruffy. Photographic evidence shows stiffeners added to the rear section of the fuselage in form of fishplates (on this aircraft and all the other Tempests featured in this box).

Accessories used

#648418 Tempest Mk.V exhaust stacks (Brassin)

#648419 Tempest Mk.V gun bays (Brassin)



1/48

Fw 190F-8

Cat. No. 82139

Built by Matthias Becker

Product page



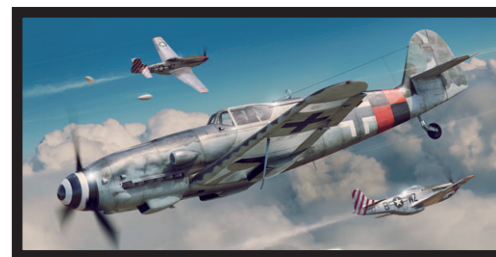
The decal option used for the build is not included in this kit.





Bf 109G-10 1/48

Mtt Regensburg



Cat. No. 82119

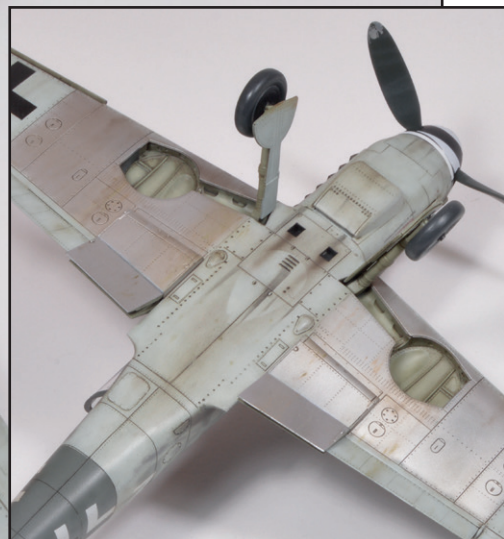
Built by **Robert Szwarc**



13./ JG 27, Schleswig – Holstein, Germany, May 1945

After the Allied landings in Normandy in early June 1944, IV. Gruppe JG 27 was moved from Hungary to the French airfield of Champfleury-la-Perthe and began their participation in combat on the Western Front. After suffering heavy losses, the unit went to Saxony for rest and replenishment. The unit was assigned to the Defence of the Reich structure. The unit was disbanded on March 31st, 1945, and its pilots were distributed among the other units of JG 27.

The white wave marking on the rear fuselage identified this aircraft as being assigned to the IV. Gruppe, and the green band to the Defence of the Reich unit JG 27. The nose carried the unit emblem.

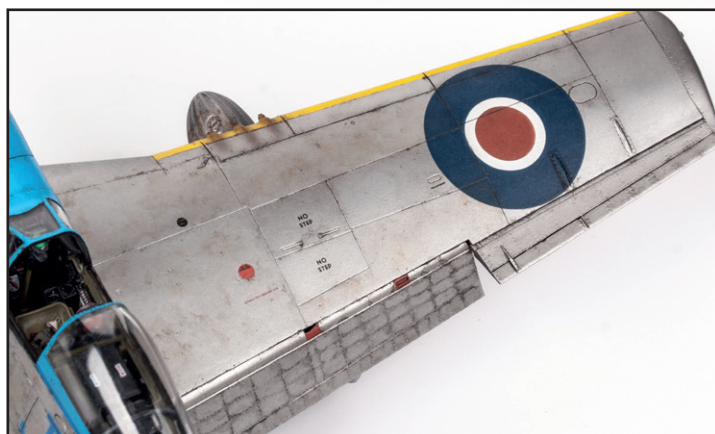


Mustang Mk.IV

Cat. No. 82104

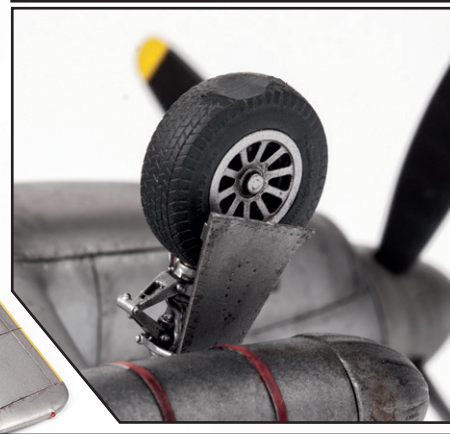
built by Jan Novotný

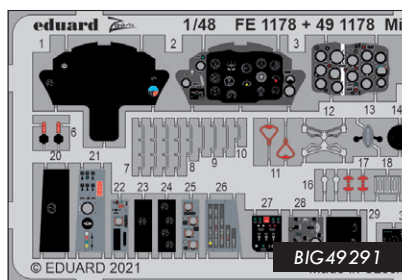
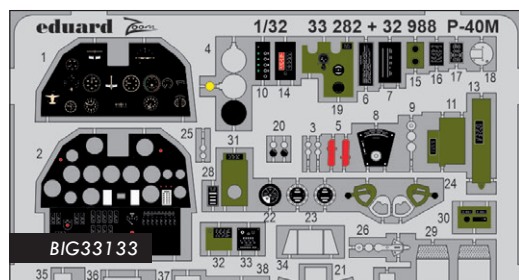
1/48

[Product page](#)

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.





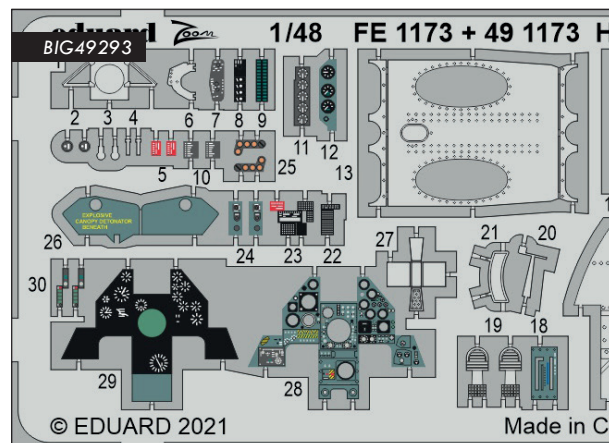
BIG ED (July)

- BIG33133 P-40M part I 1/32 Trumpeter
- BIG33134 P-40M part II 1/32 Trumpeter
- BIG33135 PT-13 Kaydet 1/32 Roden
- BIG49291 MiG-15bis 1/48 Bronco/Hobby 2000
- BIG49292 Harrier GR.1 1/48 Kinetic
- BIG49293 Harrier GR.3 1/48 Kinetic

BRASSIN (July)



- 632178 TIALD pod 1/32
- 644103 B-17F LööK 1/48 HKM
- 644104 Tempest Mk.II LööK 1/48 Eduard/Special Hobby
- 644105 Blenheim Mk.I LööK 1/48 Airfix
- 648634 B-17F guns 1/48 HKM
- 648635 B-17F superchargers 1/48 HKM
- 648636 Tempest Mk.II wheels 1/48 Eduard/Special Hobby
- 648637 Tempest Mk.II undercarriage legs BRONZE 1/48 Eduard/Special Hobby
- 648642 B-17 wheels cross tread 1/48 HKM
- 648647 P-51D wheels block tread 2 1/48 Eduard
- 648648 Fw 190F-8 engine 1/48 Eduard
- 648649 Fw 190F-8 fuselage guns 1/48 Eduard
- 648650 Fw 190F-8 engine & fuselage guns 1/48 Eduard
- 672265 Sky Shadow ECM pod 1/72
- 672268 CPU-123 Paveway II 1/72
- 672269 BOZ-107 pod 1/72
- 672270 Tornado GR.1 exhaust nozzles 1/72 Eduard/Revell



LööKPlus (July)

- 644108 MiG-21PF grey LööKplus 1/48 Eduard
- 644109 MiG-21PFM grey LööKplus 1/48 Eduard

644103 B-17F LööK 1/48 HKM

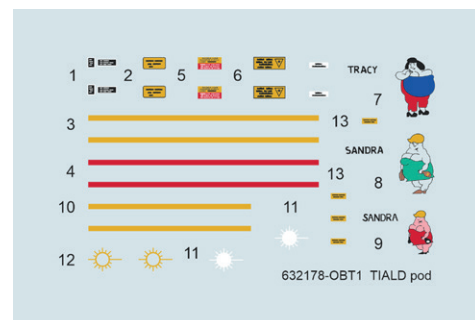


644104 Tempest Mk.II LööK 1/48 Eduard/Special Hobby

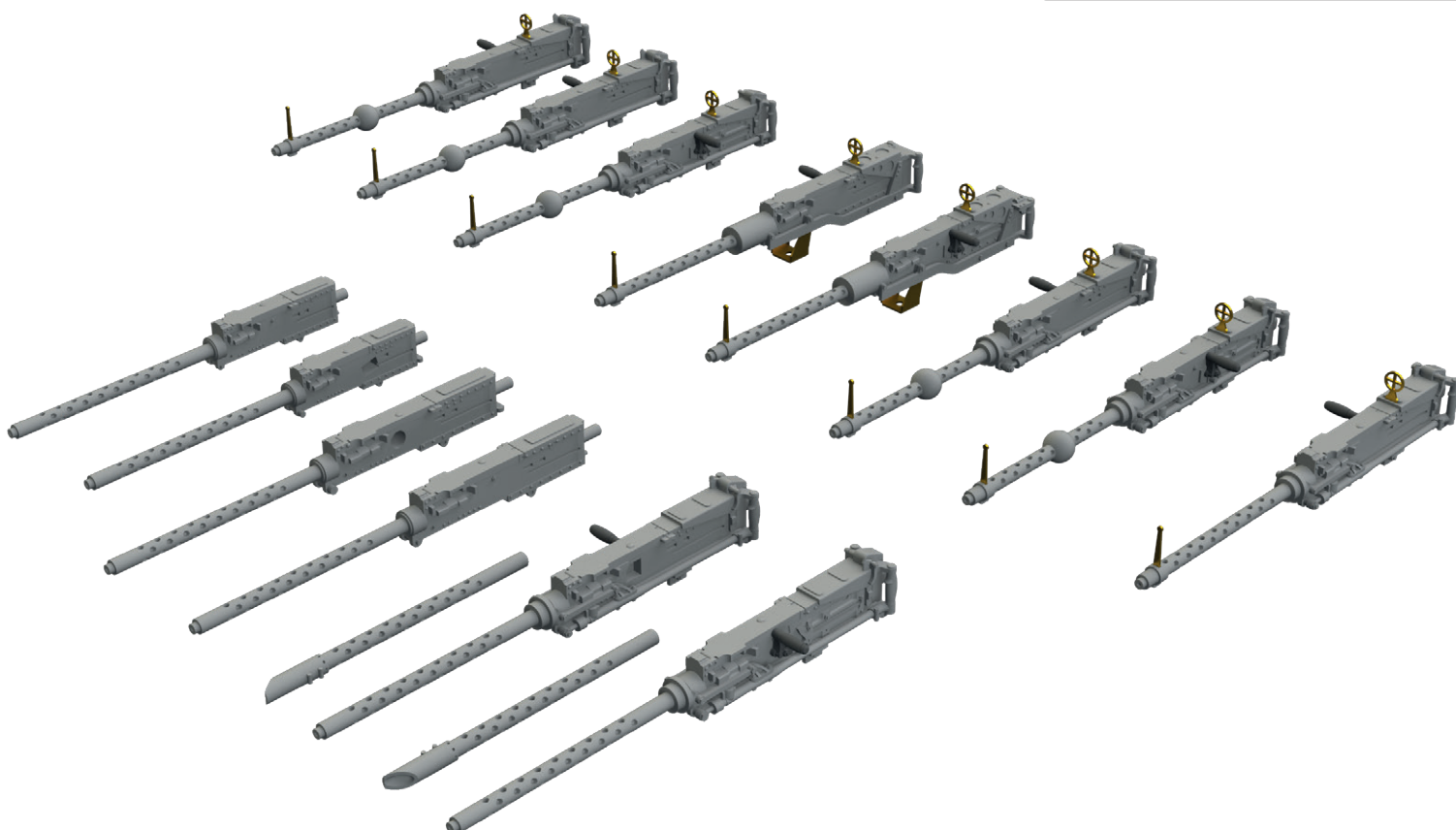


644105 Blenheim Mk.I LööK 1/48 Airfix





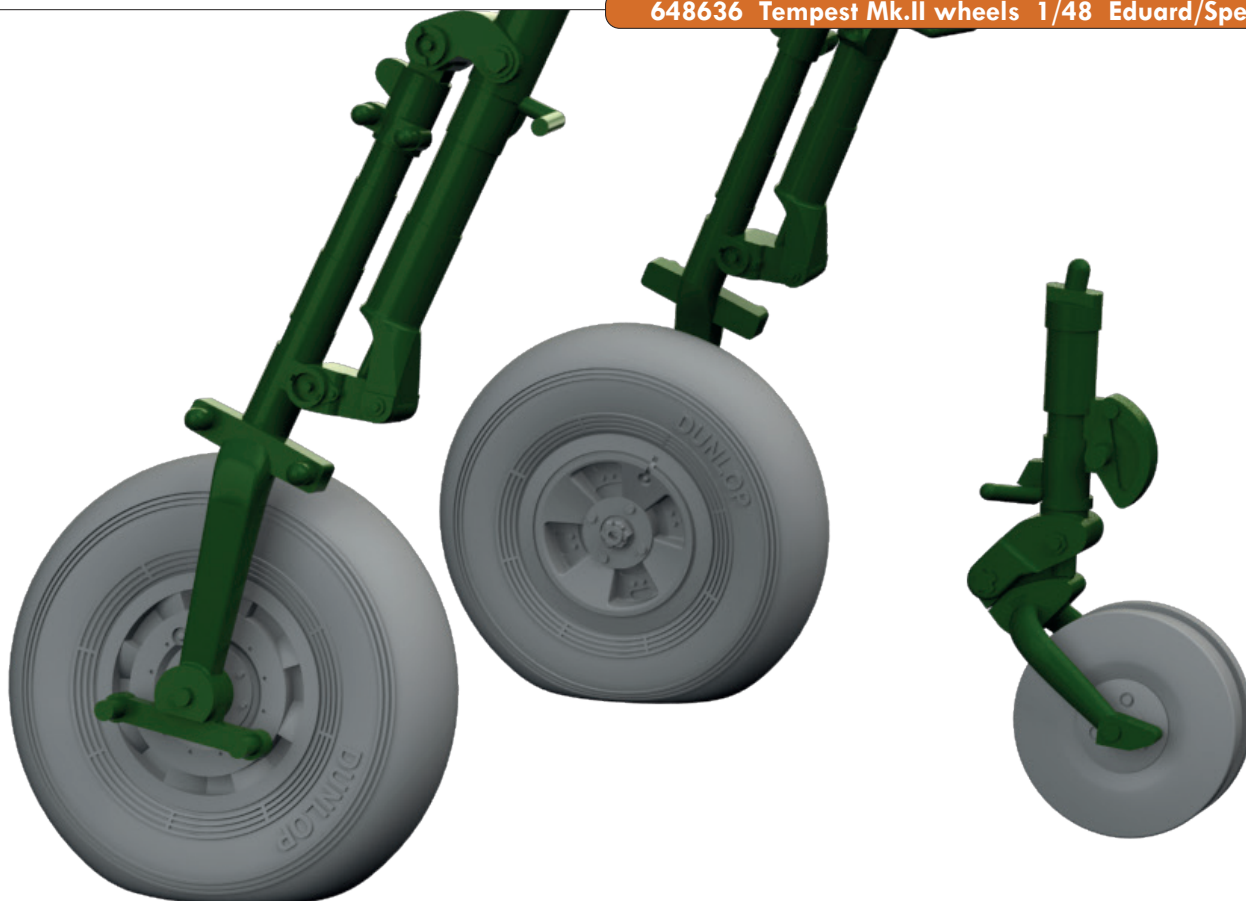
648634 B-17F guns 1/48 HKM



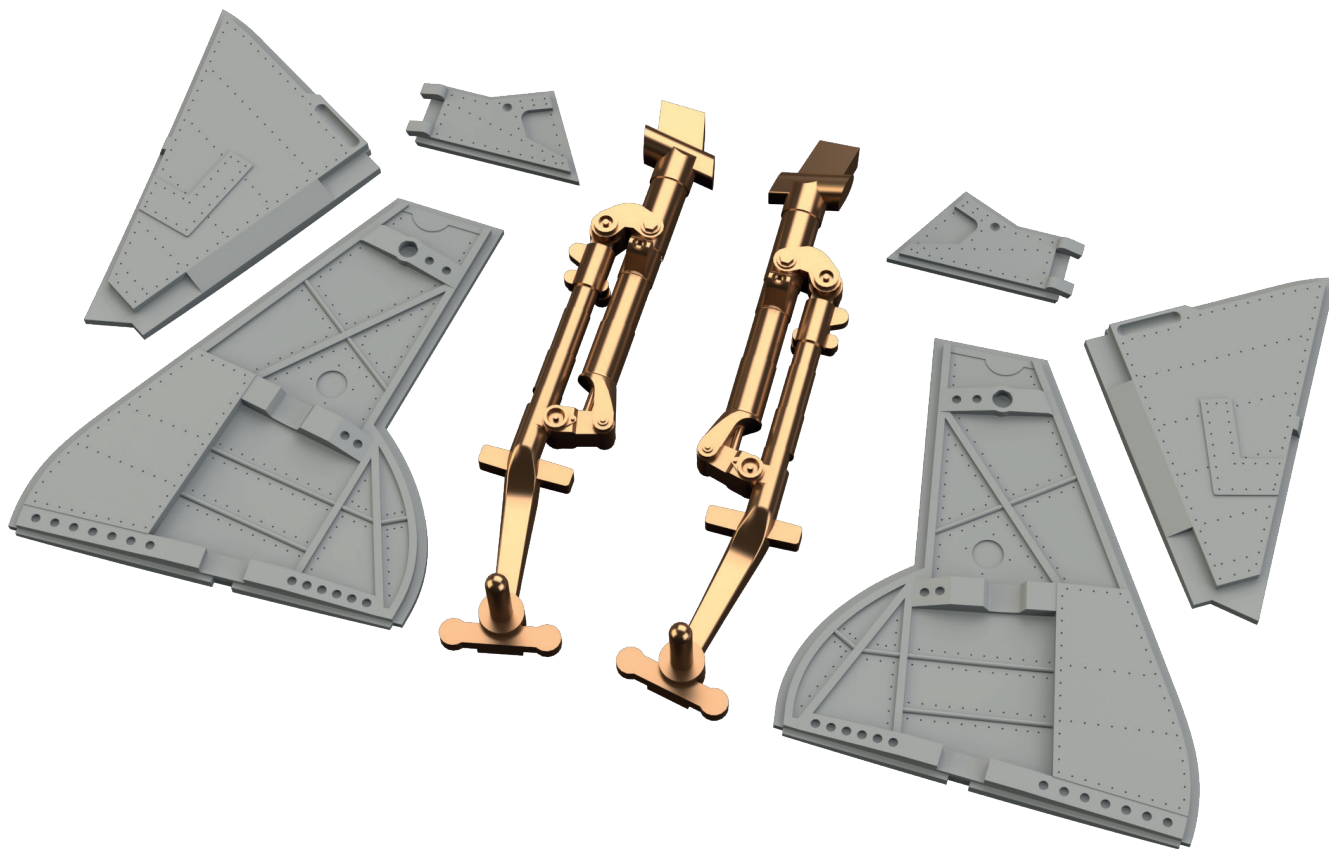
648635 B-17F superchargers 1/48 HKM



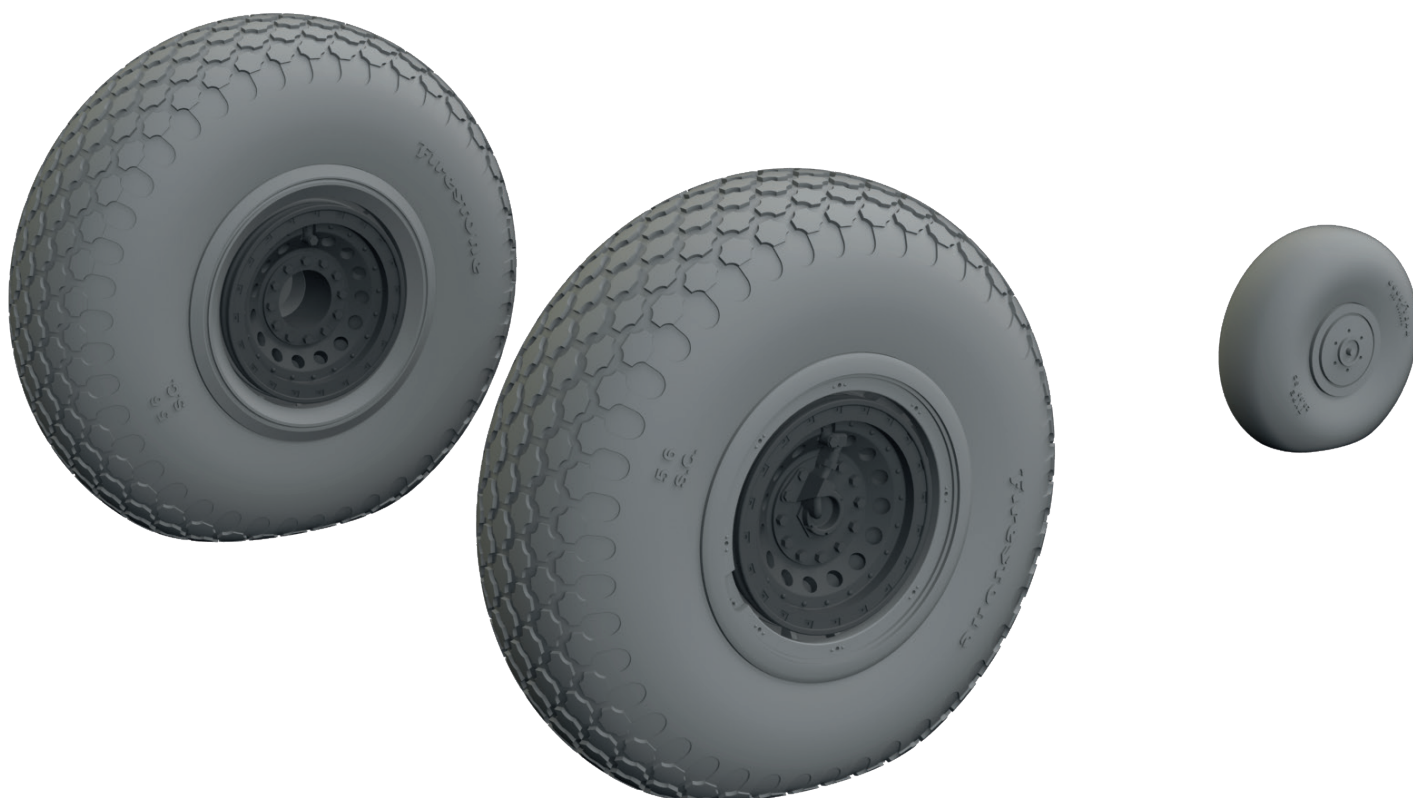
648636 Tempest Mk.II wheels 1/48 Eduard/Special Hobby



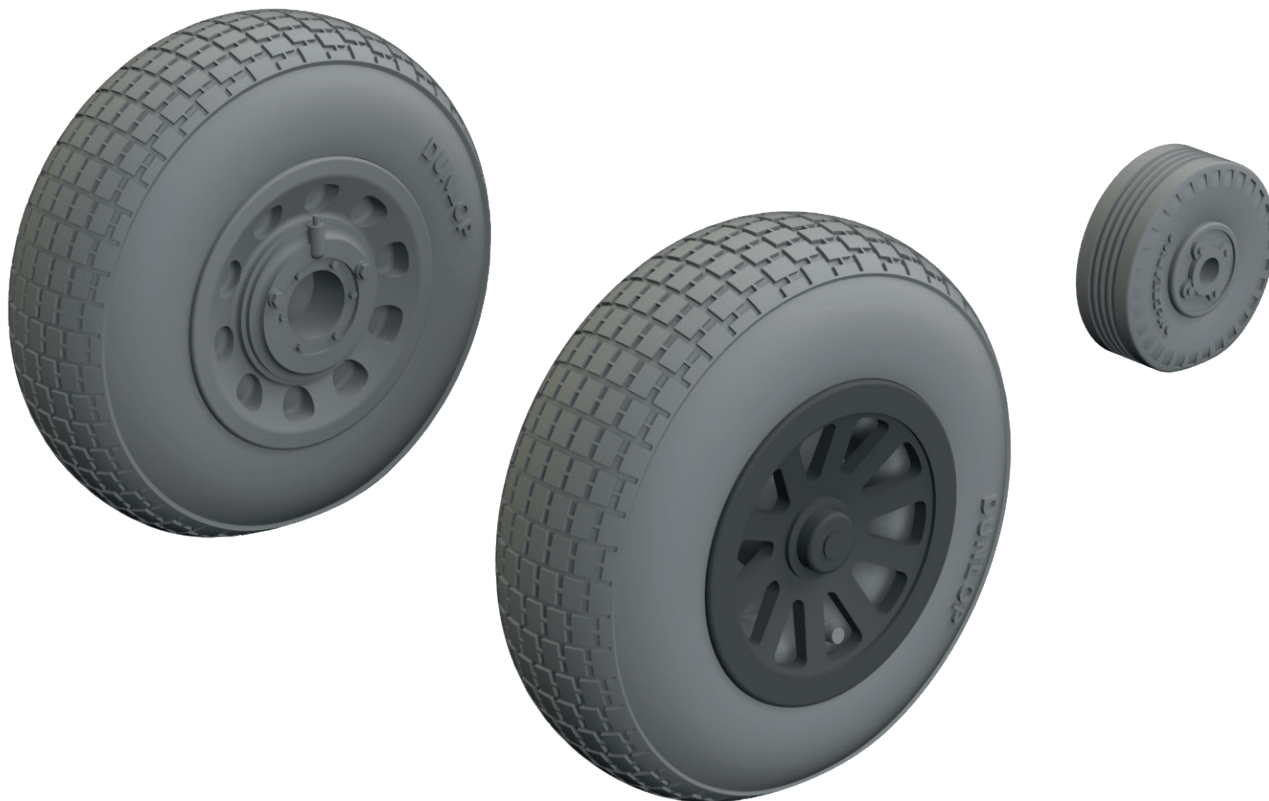
648637 Tempest Mk.II undercarriage legs BRONZE 1/48 Eduard/Special Hobby



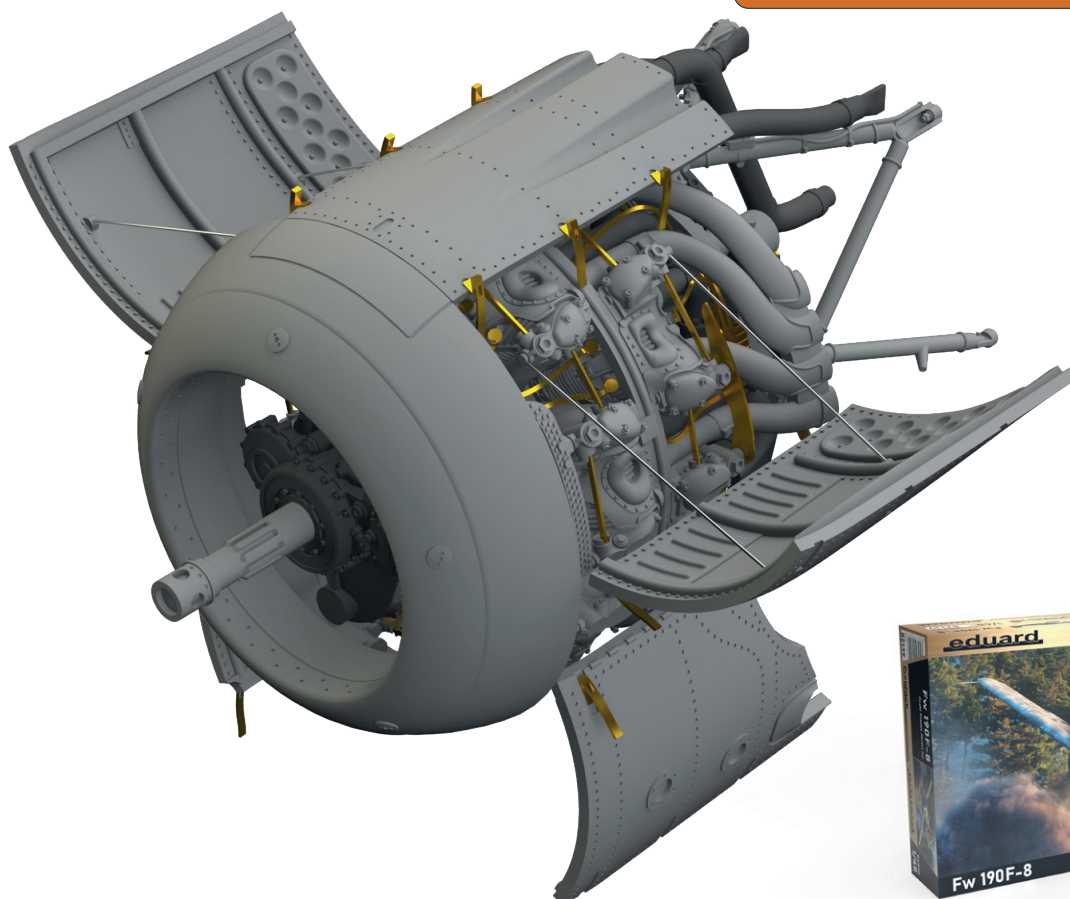
648642 B-17 wheels cross tread 1/48 HKM



648647 P-51D wheels block tread 2 1/48 Eduard

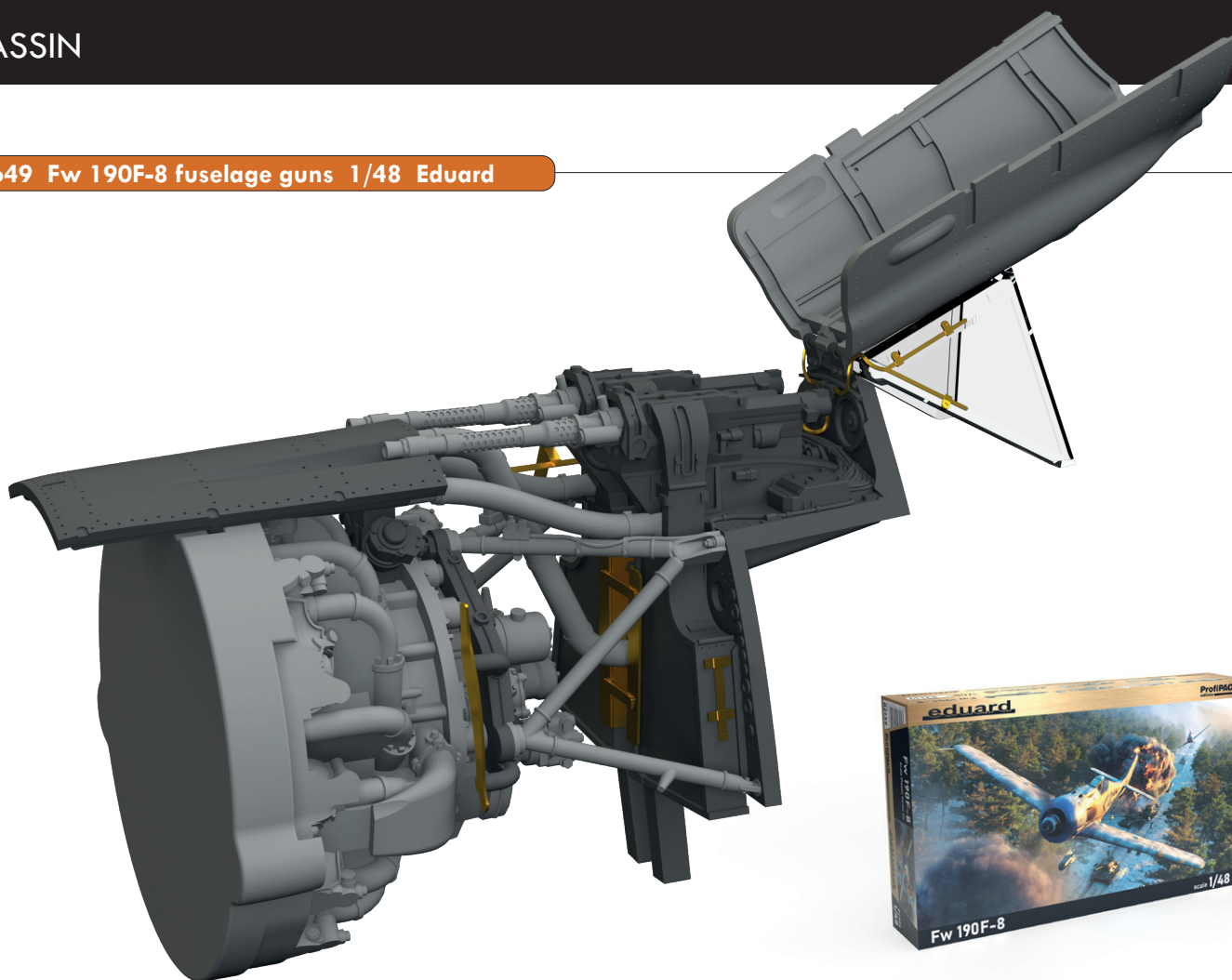


648648 Fw 190F-8 engine 1/48 Eduard

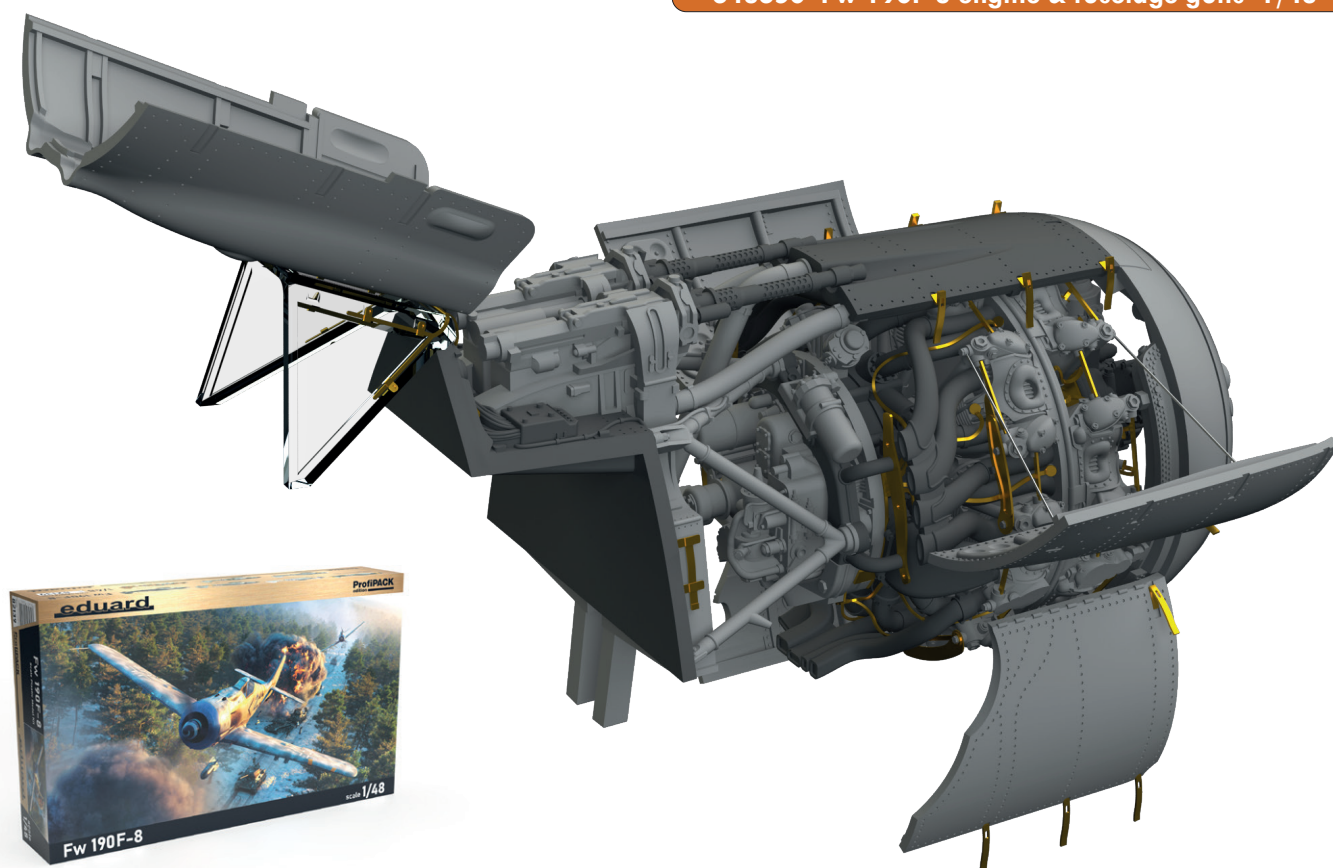


BRASSIN

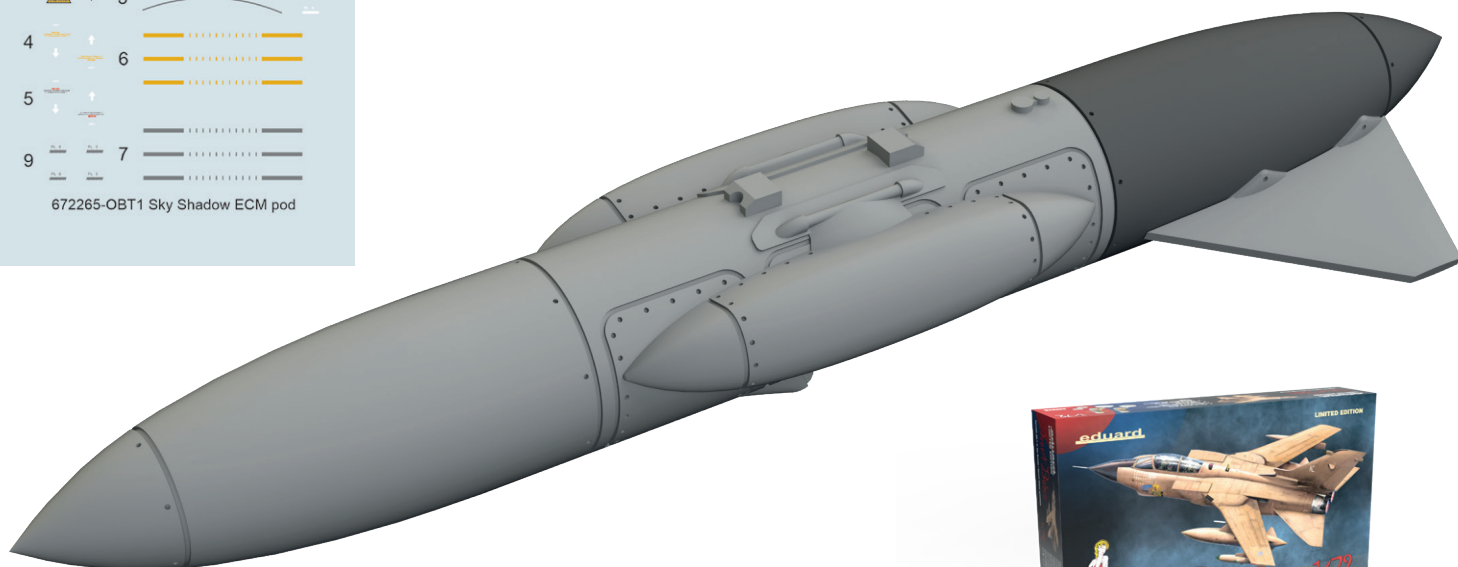
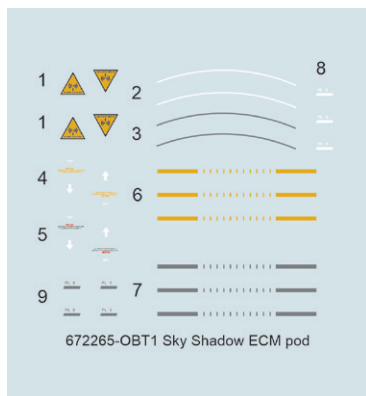
648649 Fw 190F-8 fuselage guns 1/48 Eduard



648650 Fw 190F-8 engine & fuselage guns 1/48 Eduard



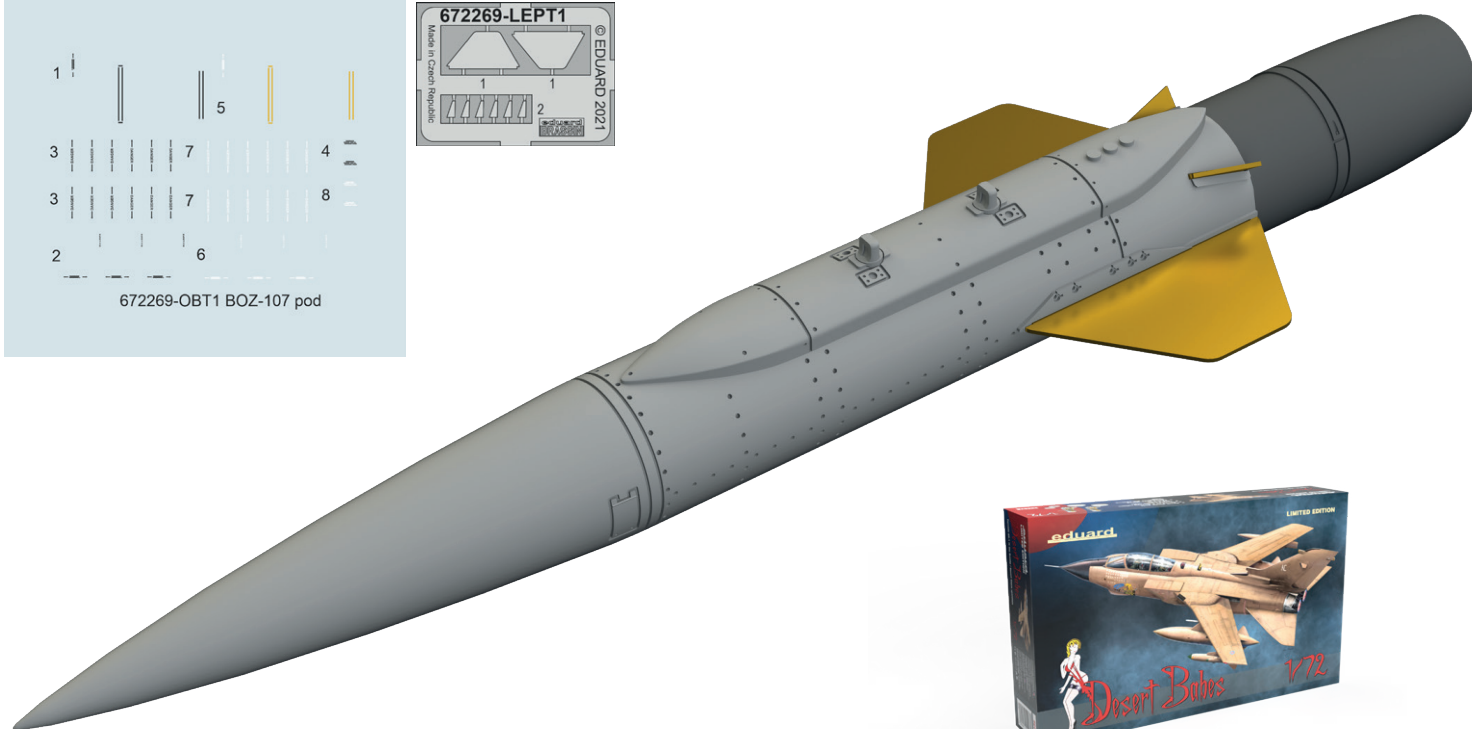
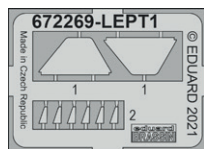
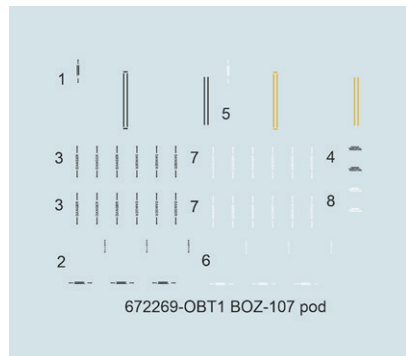
672265 Sky Shadow ECM pod 1/72



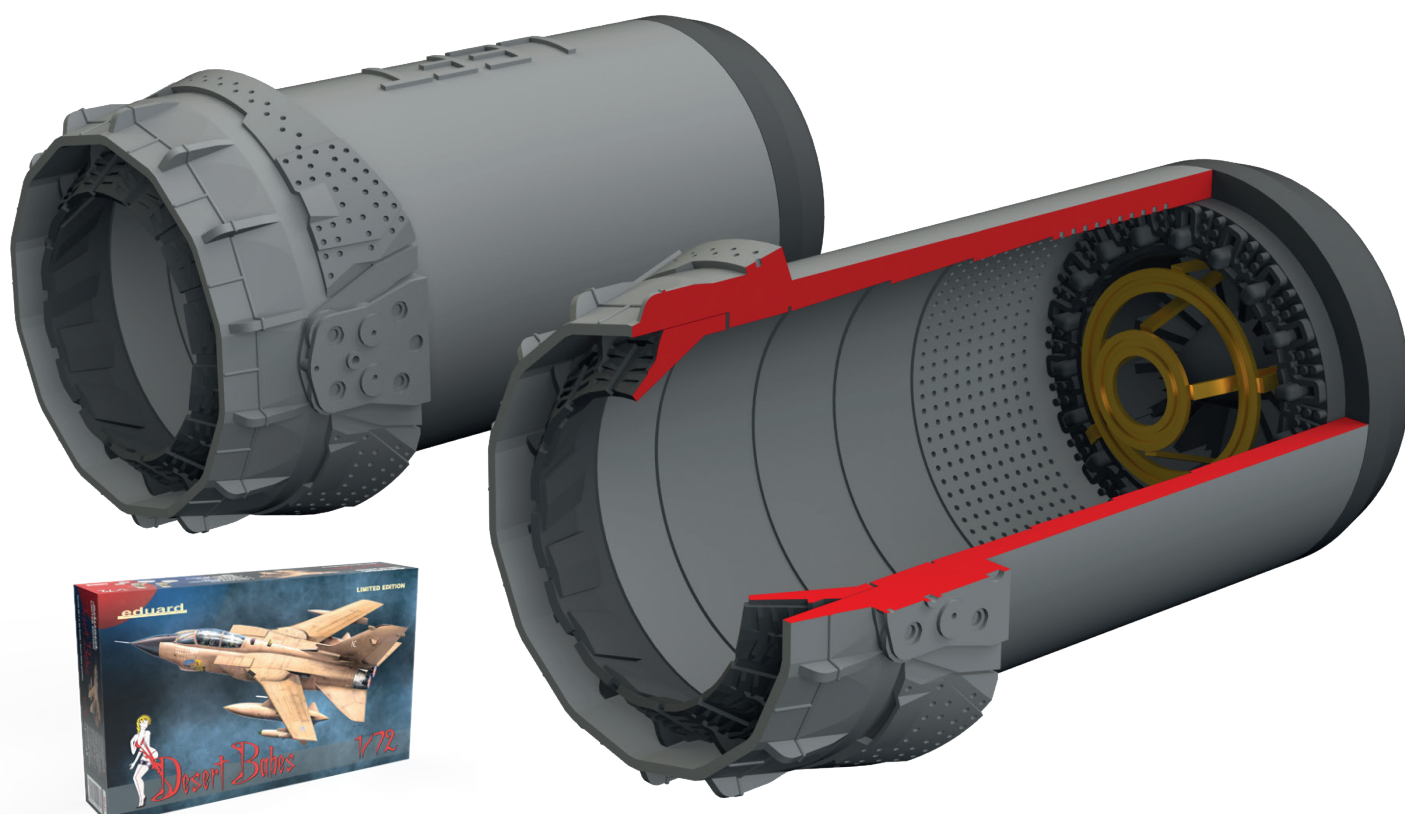
672268 CPU-123 Paveway II 1/72



672269 BOZ-107 pod 1/72



672270 Tornado GR.1 exhaust nozzles 1/72 Eduard/Revell

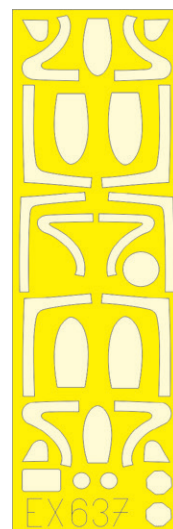


644108 MiG-21PF grey LööKplus 1/48 Eduard

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

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

LööK

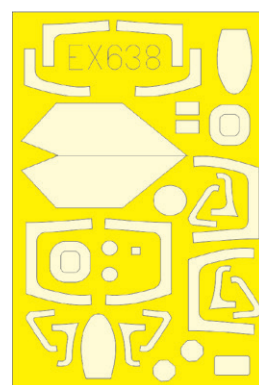


644109 MiG-21PFM grey LööKplus 1/48 Eduard

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

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

LööK+



PE-SETS

36464	T-60	1/35	Hobby Boss
36465	Jackal 1	1/35	Hobby Boss
32468	F-100C exterior	1/32	Trumpeter
32469	F-100C slats	1/32	Trumpeter
32470	F-100C air brake	1/32	Trumpeter
32471	F-100C undercarriage	1/32	Trumpeter
32472	F-100C gun bay	1/32	Trumpeter
32989	F-100C interior	1/32	Trumpeter
481056	B-17F ammo feed chutes	1/48	HKM
491192	Ju 87D	1/48	Hasegawa
491194	F/A-18E	1/48	Meng
491196	IA-58A Pucara	1/48	Kinetic
491198	F-84F	1/48	Kinetic
491201	B-17F wooden floors & ammo boxes	1/48	HKM
73744	F-111D	1/72	Hasegawa
73745	F-111F	1/72	Hasegawa

ZOOMS

33284	F-100C	1/32	Trumpeter
33285	F-100C seatbelts STEEL	1/32	Trumpeter
FE1192	Ju 87D	1/48	Hasegawa
FE1193	Ju 87D seatbelts STEEL	1/48	Hasegawa
FE1194	F/A-18E	1/48	Meng
FE1195	F/A-18E seatbelts STEEL	1/48	Meng
FE1196	IA-58A Pucara	1/48	Kinetic
FE1197	IA-58A Pucara seatbelts STEEL	1/48	Kinetic
FE1198	F-84F	1/48	Kinetic
FE1199	F-84F seatbelts STEEL	1/48	Kinetic
FE1200	Fw 190A-8/R2 Weekend	1/48	Eduard
FE1202	Lancaster B Mk.I seatbelts STEEL	1/48	HKM
SS744	F-111D	1/72	Hasegawa
SS745	F-111F	1/72	Hasegawa

MASKS

JX277	F-100C	1/32	Trumpeter
JX278	F-100C TFace	1/32	Trumpeter
EX785	Ju 87D TFace	1/48	Hasegawa
EX786	F/A-18E	1/48	Meng
EX787	F/A-18E TFace	1/48	Meng
EX788	IA-58A Pucara	1/48	Kinetic
EX789	IA-58A Pucara TFace	1/48	Kinetic
EX790	F-84F	1/48	Kinetic
EX791	F-84F TFace	1/48	Kinetic
EX792	Lancaster B Mk.I	1/48	HKM
EX793	Lancaster B Mk.I TFace	1/48	HKM

DECAL SETS

D32010	P-51D-5 "15th AF"	1/32	Tamiya/Revell
D32011	P-51D-5 "357th FG"	1/32	Tamiya/Revell
D48085	P-51D-5 "8th AF"	1/48	Eduard
D72033	Italian smoke rings camouflage	1/72	

SPACE

3DL48024	B-17F/G radio compartment SPACE	1/48	HKM
3DL48025	F-14D SPACE	1/48	Tamiya
3DL48026	MiG-21bis SPACE	1/48	Eduard
3DL48027	Fw 190A-8/R2 SPACE	1/48	Eduard
3DL48028	Bf 109F-4 SPACE	1/48	Eduard
3DL48029	Spitfire Mk.IXc late version SPACE	1/48	Eduard

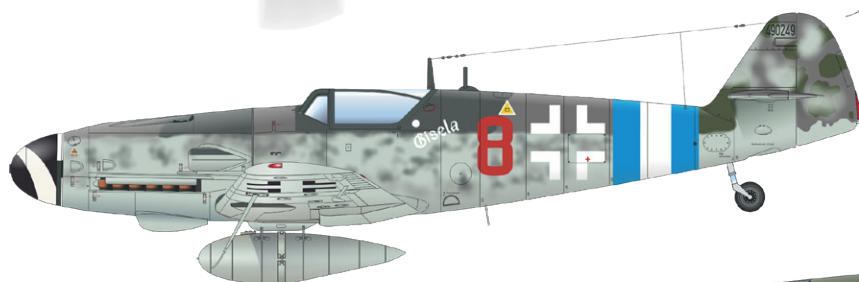
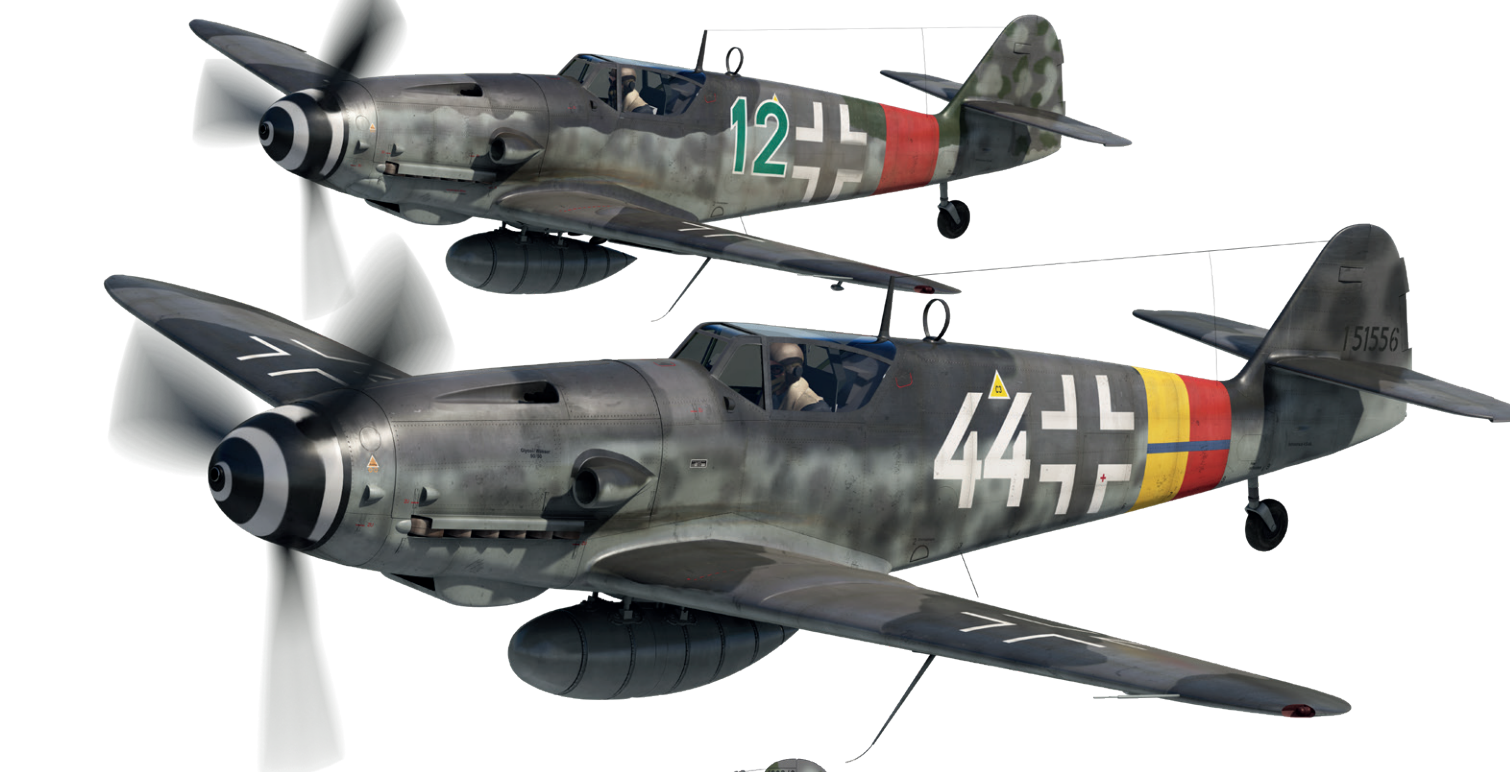
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eduard
LIMITED EDITION

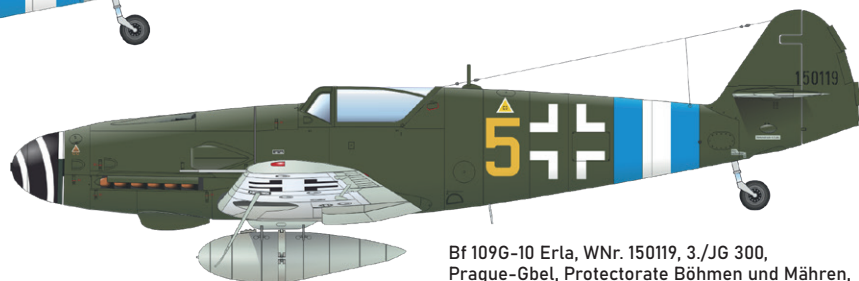
Saudämmerung

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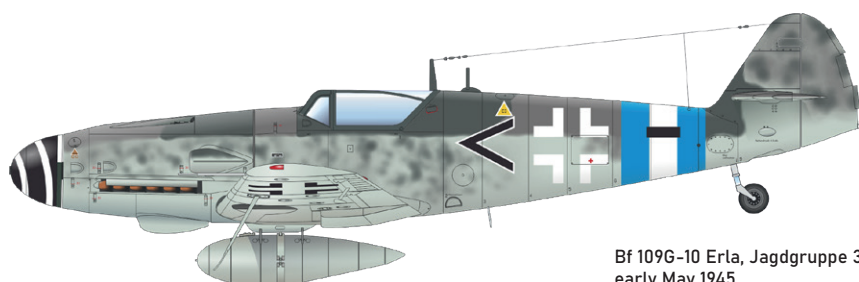
1/48



Bf 109G-10 Erla, WNr. 490249, Uffz. Hans Dahmen,
2./JG 300, Borkheide, Germany, December 1944



Bf 109G-10 Erla, WNr. 150119, 3./JG 300,
Prague-Gbel, Protectorate Böhmen und Mähren,
May 1945

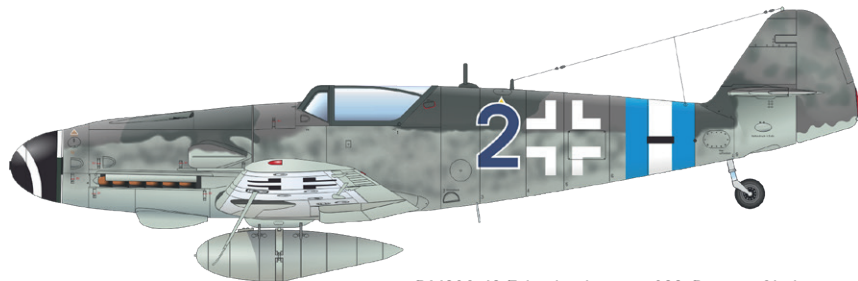


Bf 109G-10 Erla, Jagdgruppe 300, Ainring, Germany,
early May 1945

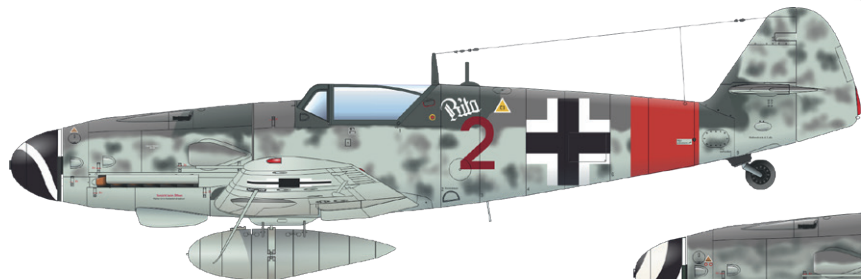
WILDE SAU Episode Two:

eduard
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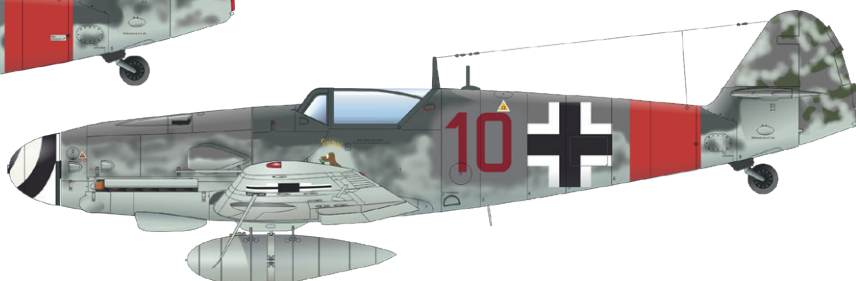
Saudämmerung



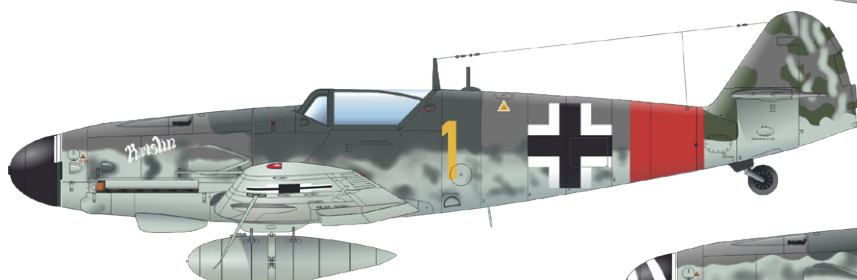
Bf 109G-10 Erla, Jagdgruppe 300, Prague-Gbel, Protectorate Böhmen und Mähren, May 8, 1945



Bf 109G-14/AS, Fw. Eberhard Gzik, 2./JG 300, Borkheide, Germany, October 1944



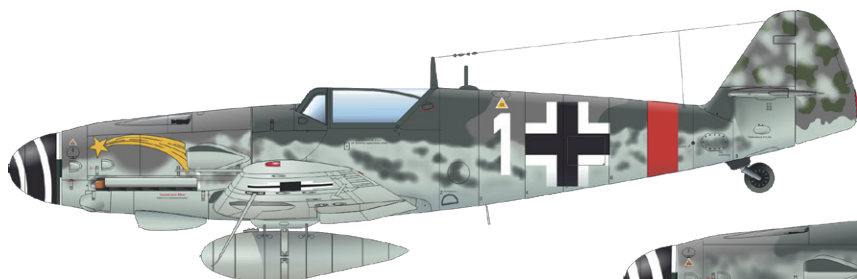
Bf 109G-14/AS, Fw. Wolfgang Hundsdörfer, 2./JG 300, Esperstedt, Germany, September 1944



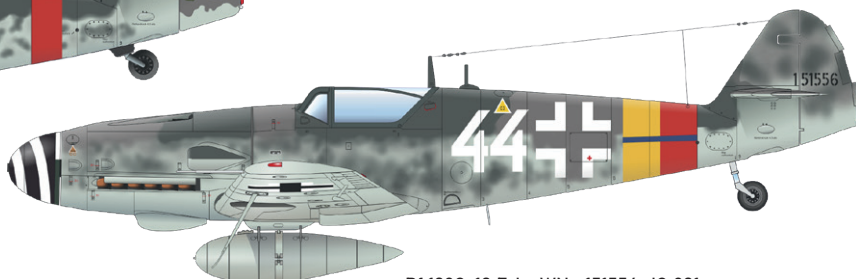
Bf 109G-14/AS, Ofhr. Klaus Grothues, CO of 9./JG 300, Mark Zwuschen, Germany, December 1944



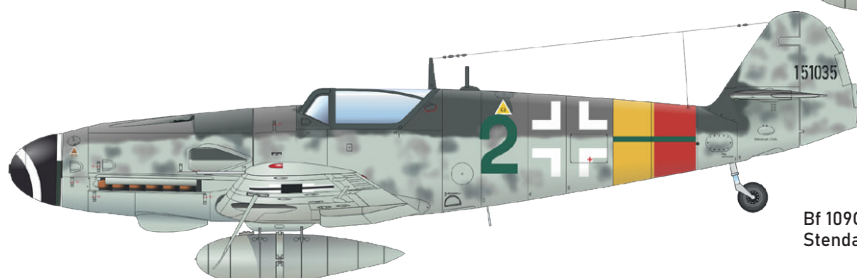
Bf 109G-14/AS, Ofhr. Bruno Klostermann, 11./JG 300, Jüterbog-Waldlager, Germany, December 1944



Bf 109G-14/AS, Lt. Karl Mitterdorfer, CO of 10.(N)/JG 300, Jüterbog, Germany, September 1944



Bf 109G-10 Erla, WNr. 151556, JG 301, Germany, May 1945



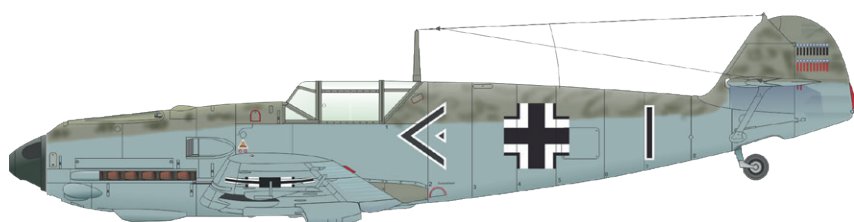
Bf 109G-10 Erla, WNr. 151035, Stab IV/JG 301, Stendal-Borstel, Germany, early 1945

ADLERANGRIFF

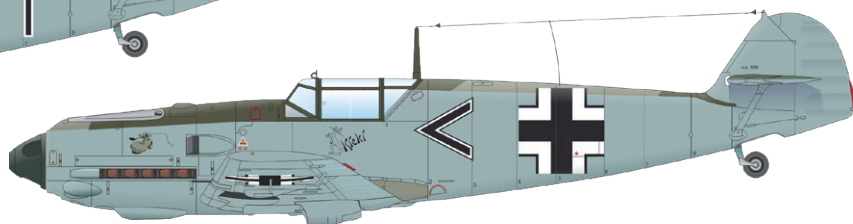
eduard
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Cat. No. 2136

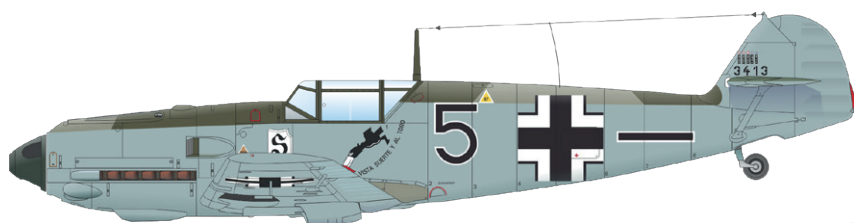
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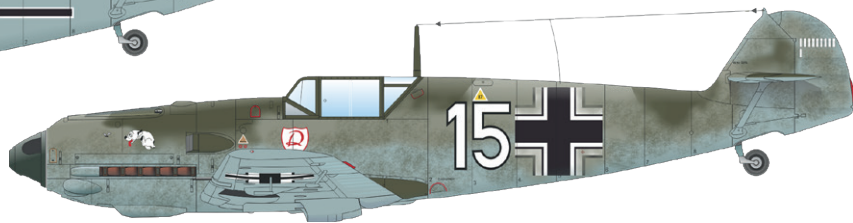
Bf 109E-3, Maj. Adolf Galland, CO of III./JG 26, Caffiers, France, August 1940



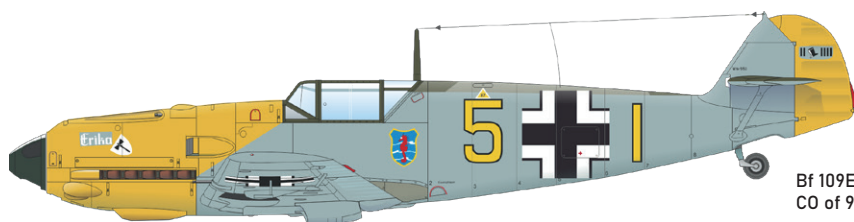
Bf 109E-3, WNr. 5102, Lt. Herbert Kunze, Stab I./JG 77, Döberitz, Germany, June 1940



Bf 109E-1, WNr. 3413, Lt. Hans Krug, 5./JG 26, Marquise, France, July 1940



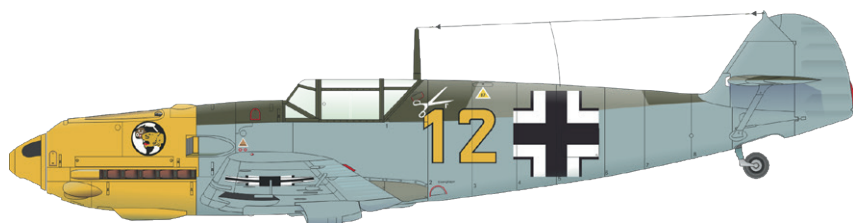
Bf 109E-4, WNr. 5274, Lt. Werner Machold, 1./JG 2, Marigny, France, June 1940



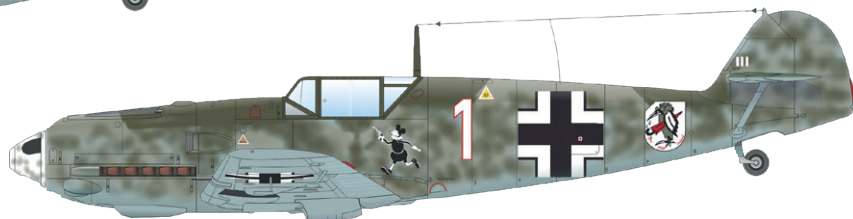
Bf 109E-4, WNr. 5153, flown by Oblt. Egon Troha, CO of 9./JG 3, Desvres, France, October 1940

ADLERANGRIFF

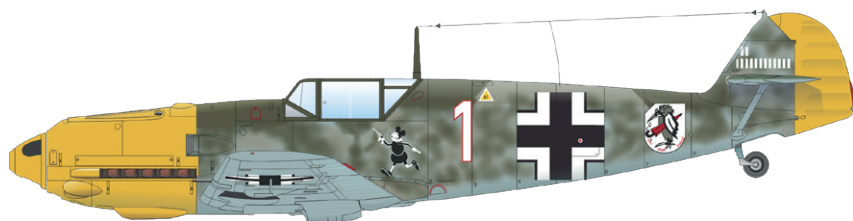
eduard
LIMITED EDITION



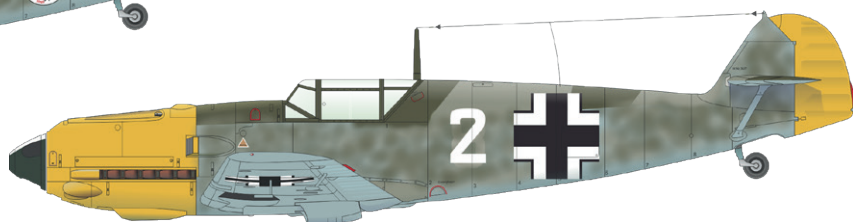
Bf 109E-1, WNr. 3771, flown by Fw. Ernst Arnold, 3./JG 27, Peuplingues, France, August 1940



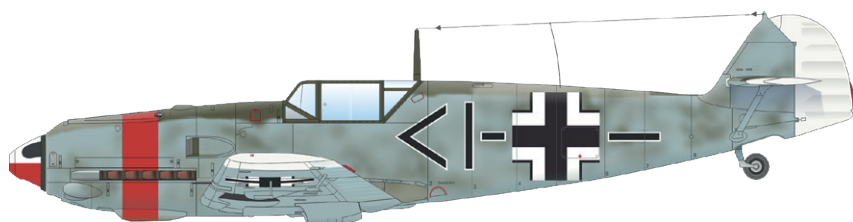
Bf 109E-4, WNr. 3709, Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, July 1940



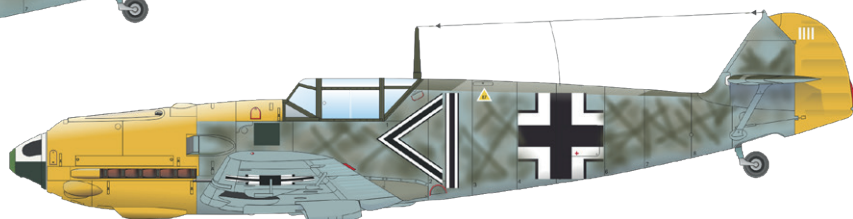
Bf 109E-4, WNr. 3709, flown by Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, second half of September 1940



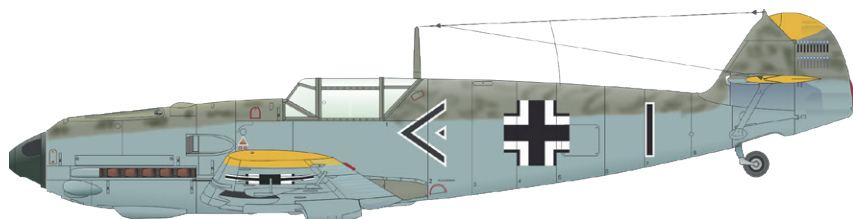
Bf 109E-1, WNr. 3417, flown by Gefr. Erich Mummert, 4./JG 52, Peuplingues, France, September 1940



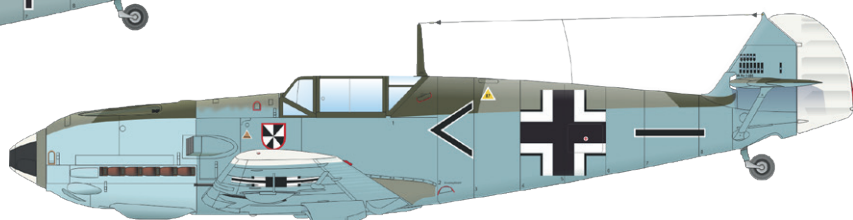
Bf 109E-4, WNr. 5375, flown by Hptm. Wilhelm Meyerweissflog, Stab JG 53, Etaples, France, September 1940



Bf 109E-4, WNr. 4869, flown by Lt. Bernhard Malischewski, Stab II./JG 54, Campagne-les-Guines, France, October 1940



Bf 109E-3, Maj. Adolf Galland, CO of III./JG 26, Caffiers, France, late August 1940



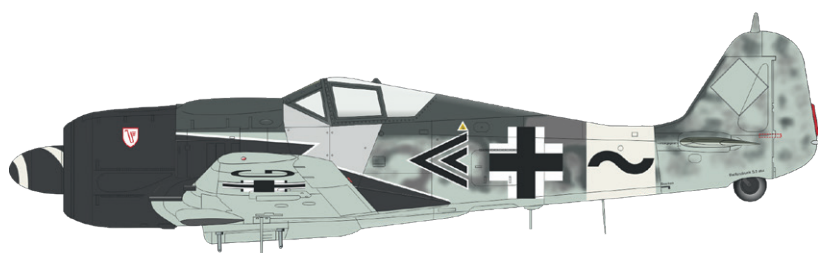
WNr. 1480, Oblt. Franz von Werra, Gruppenadjutant of II./JG 3, Wierre-au-Bois, France, September 1940

Fw 190A-8/R2

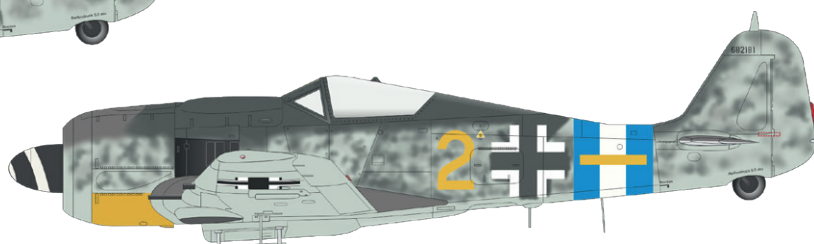
WEEKEND
edition

Cat. No. 84114

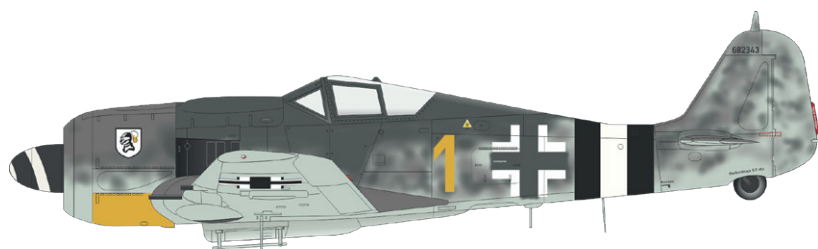
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Hptm. W. Moritz, CO of IV.(Sturm)/JG 3, Memmingen, Germany, July 1944



WNR. 682181, Fw. Hubert Engst, 6.(Sturm)/ JG 300, Löbnitz, Germany, early 1945



WNR. 681343, Obgefr. Karl Kleemann, 7.(Sturm)/JG 4, Welzow, Germany, September 1944



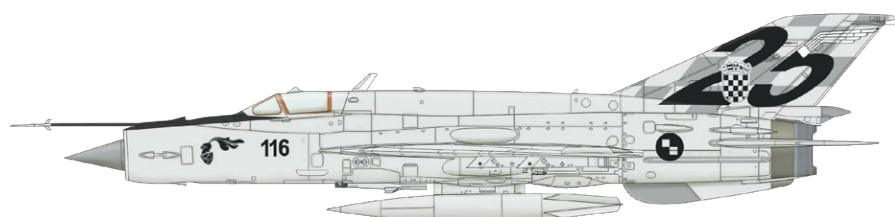
WNR. 739431, Lt. Norbert Graziadei, 5.(Sturm)/JG 300, Löbnitz, Germany, October 1944

MiG-21bis

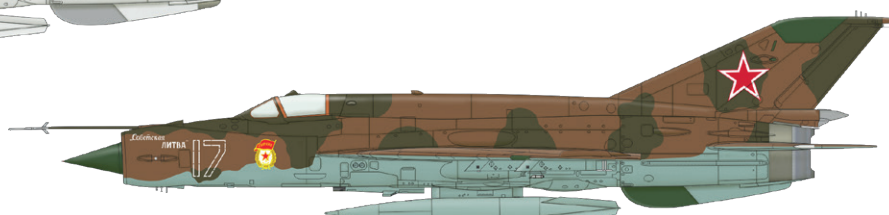
WEEKEND
edition

1/48

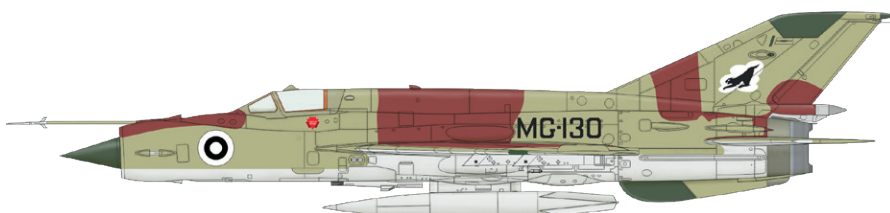
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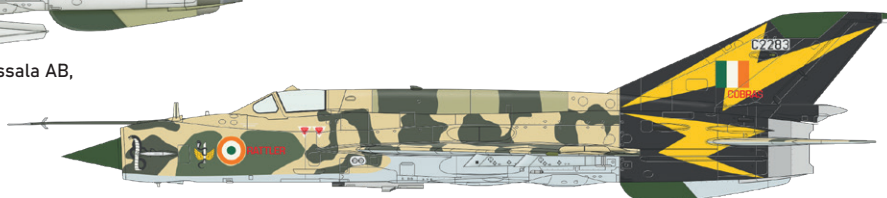
MiG-21bisD, Eskadrila borbenih aviona,
HRZ i PZO, Zagreb – Pleso, Croatia, December 2016



MiG-21bis, 115th GIAP, Soviet VVS, Bagram Air Base,
Afghanistan, 1980



MiG-21bis, HävLLv 31, Suomen ilmavoimat, Kuopio-Rissala AB,
Finland, 1980



MiG-21bis, C2283, No.3 Squadron „Cobras“, Pathankot AB, India, early '90s

Bf 109F-4

ProfiPACK
edition

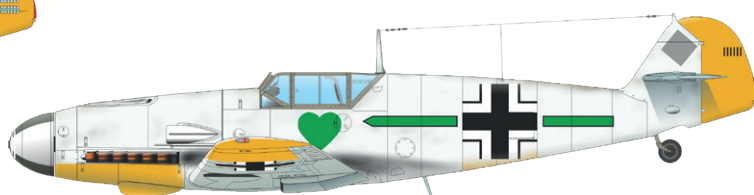
Re-release



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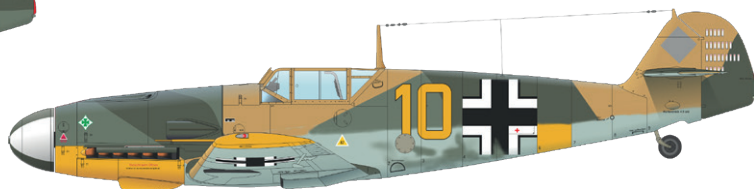
Bf 109F-4, WNr. 7183, Hptm. Hans Hahn, III./JG 2,
St. Pol, France, October 13, 1941



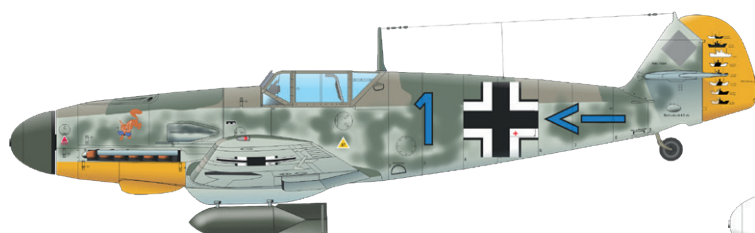
Bf 109F-4, WNr. 7243, Oblt. Otto Kath, Stab/JG 54,
Staraya Russa, Soviet Union, early December 1941



Bf 109F-4, WNr. 13325, Oblt. Viktor Bauer, 9./JG 3,
Shchigry, Soviet Union, June 1942



Bf 109F-4, Uffz. Hans Döbrich, 6./JG 5, Petsamo, Finland,
September 2, 1942



Bf 109F-4/B, W. Nr. 7629, Oblt. Frank Liesendahl,
10. (Jabo)/JG 2, France, June 1942



Bf 109F-4/trop, WNr. 8693, Lt. Hans-Joachim Marseille, 3./JG 27,
North Africa, February 1942

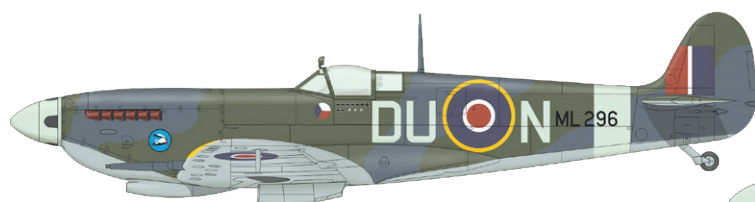
Spitfire Mk.IXc late version

ProfiPACK
edition

Re-release

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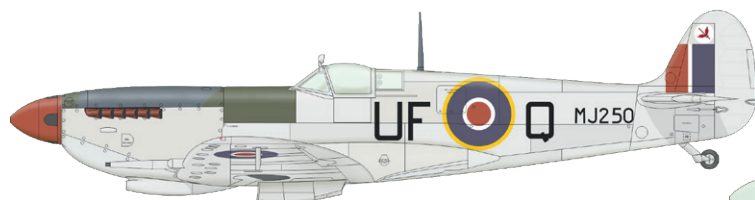
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Spitfire HF Mk.IXc, MJ296, F/Lt Otto Smik, No. 312 (Czechoslovak) Sqn., RAF North Weald, United Kingdom, August 1944



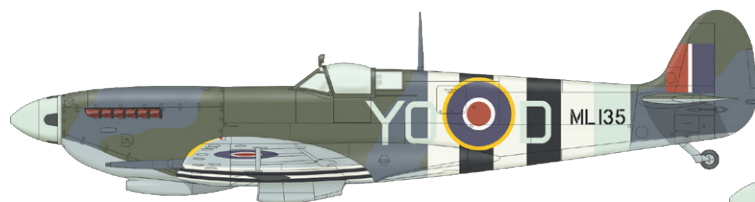
Spitfire LF Mk.IXc, MJ586, S/Lt. Pierre Clostermann, No. 602 Sqn., Longues-sur-Mer, France, July 1944



Spitfire LF Mk.IXc, MJ250, F/O Desmond Ibbotson, No. 601 Sqn., Italy, Summer, 1944



Spitfire LF Mk.IXc, MH712, W/O Henryk Dygala, No. 302 (Polish) Sqn., ALG G10 Plumetot, France, August 1944



Spitfire LF Mk.IXc, ML135, P/O Jerry Billing, No. 401 Sqn., RAF Tangmere, United Kingdom, June 7, 1944



Spitfire LF Mk.IXc, ML 135, flown by Jerry Billing, No. 401 Sqn., France, July 1, 1944

Bf 109G-6/AS

WEEKEND
edition

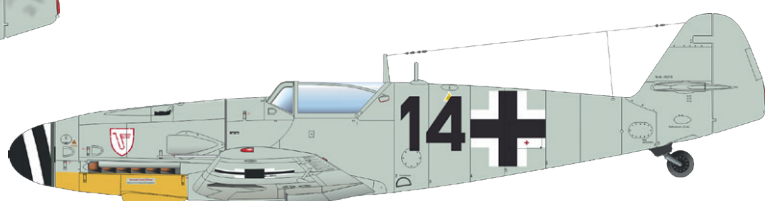
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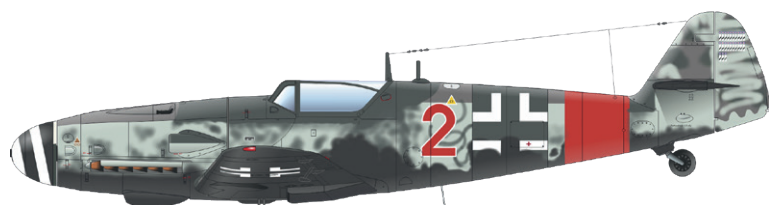
1/48



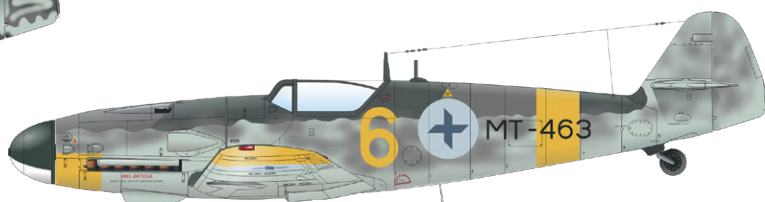
9./JG 1, Paderborn, Germany, May 1944



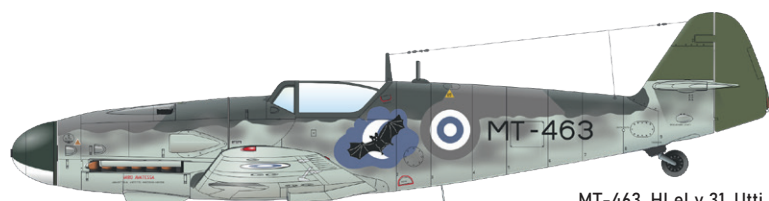
WNR. 412179, flown by Uffz. Horst Petzschler, 2./JG 3, Burg near Magdeburg, Germany, May 1944



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



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



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

„DOWSEENO“

Michal Sourek, Alfred Riedel and Vladimir Sulc remember Peter Dousek.

When on April 19 I received an e-mail from Peter Dousek's address I would not suspect it contains his obituary. Since then I've tried several times to sit down and write something about him. I have failed to produce a single line though. Only now, after more than a month, we managed that together with Michal Sourek and Fredy Riedel. We agreed that the best way to remember Peter will be in a three way conversation as offered to you herein

VS I cannot remember when and where I met Peter. I have no recollection how we crossed the paths, where I saw him for the first time. He somehow appeared in my life with his famous „hi buddy, what's up“ and stayed there.

MS I met Peter for the first time at the modeling contest in Liberec in 1998. We were discussing how to arrange a Fw 190 challenge. Peter's contribution to the talks was an 1/48 BMW 801 engine resin master he authored and which was a subject to a hot debate in the modeling community. We liked each other immediately, we had similar interests, went to the same school, shared similar family history, watchmaking, love for France. Vlad, I recall that together with Peter we visited Eduard while you were presenting some of your models utilizing our photo etched parts. You showed us your first trials of the negative rivets on Ki-115 Tsurugi kit. I believe it was in 2001 or 2002.

VS I remember that. You did not like it, you were frowning upon the Tsurugi surface details. Your facial expressions indicated the urge to say something about the missed opportunity or something along that line. Afterwards Peter dedicated quite some time to the matter, he was calling me, writing to me and was curious where we were headed with this and if it is not a doomed path. But it was all very decent and gentleman-like. We received much harsher criticism for Tsurugi in various reviews and on IPMS Numburk message board. Peter somehow believed that this ugly duckling will mature one day. That's what I liked about him, he expressed his disagreement but did not discourage. So I said to myself that I'd like to be friend with this guy.

AR I met „Dowseeno“ for the first time when we were preparing the booth for Model Hobby show in Fair Palace. He brought 1/48 Fw 189 in Hungarian colors built lightning fast on Jerry Silhanek's request. We still have that model in our company's showcase. Later we started to meet in groups of Liberec and Prague's modelers. Slowly we got closer and became more friendly. He showed me a lot of tricks, taught me how to look for.....??? and also explained to me that there is no need to rush while traveling. You should enjoy that time.

VS I recon he was acquainted with Karel Padar and because of that he somehow anticipated our mutual acquaintance. I may have chatted with him for the first time in Nurnberg when you guys turned our booth into a changing room. He also came to chat with us because he liked photo etched parts. Once he wrote about it nicely in a review published in Revi magazine „I tried them once and am addicted to it ever since“. Then one day he arrived in Obrnice with a box full of steel samples. He wanted to etch his



riveting wheels so was trying to figure out how to etch steel. I still have those samples stored somewhere.

MS Yes, it was his most famous product, ever so popular riveting tools „Rosie the Riveter“. This trade mark reflects his vast knowledge of history and ability to see things in a context. In the beginning of a millenium, at the pinnacle of riveting tools making, he most likely bought off all the watchmaking teathed wheels, first in Czech Republic and then probably in the whole of Europe. Since there was no more material left for production he was seeking the photo etched wheels option.

AR He found one of the options in cooperation with Radu Brinzan. It has worked for some time but then he again found the source of the old watchmaking wheels and utilized those. As a businessman he was exceptionally fair, so called „old school“. Once he negotiated a business shaking the hands was the ultimate guarantee. He always met the deadlines, paid precisely and being precise and honest he could not accept that someone doesn't pay on time and even considers it quite normal. I recall how he was chasing the debtor all over the world and was upset that he had to hunt down delayed payments in return for his honest work.

MS There is a relevant legendary story about a price for a scale engine master. When Peter submitted the price calculation he was asked if the price can be lower. He laconically answered: „OK, no business in this case, I just paint it and install it in my model“. He knew his price and never went below it. He excelled in the precision in all things he did, he was obsessed with details, in a positive way. When he became widely known to public thanks to riveting tools manufacturing he was being flooded with the ideas how and what to produce. He's standard response to this was: „Supply the drawings and I'll make it for you“.

VS He was fond of drawings same as the photography. When we were researching Spitfire IX he pointed me to Paul Monforton's book which we bought directly from Paul and set on the journey to research Canadian Spitfires. Without Peter we would not have gone to meet Paul and see Canadian Spitfires.

MS His big hobby were reinforced fortifications. Before „Revolution“ (November 1989) he was mapping the types and locations of the First Czechoslovak Republic's fortifications. His exclamation „I smell concrete“ became famous. For our first trip to Telford in 1999, which then took place in October and we travelled by car there, he prepared so called „Continental Program“, tour of the Hackenberg fort in Maginot Line with his exhausting commentary. This was coupled with beautiful sunny fall weather with trees flashing all the possible colors. Just fantastic. Having crossed the Channel visiting the Duxford, Cosford and Yeovilton museums was always a must. It was his turf where he could deploy his photo equipment and encyclopedic knowledge of the equipment on display.

AR Bunkers were one of his passions. When I traveled with him to England for the first time we made the obligatory stop at Maginot Line. Another time, in Bratislava, he borrowed a car from me and toured the fortifications and.....??? in Petržalka. Same in



England. He had enough of Telford in a day, left myself and another colleague at the booth and set on the search for the fortifications he stored in his navigation system. The navigation was another of his loves. However without navigational devices he always got lost. The only ability he was lacking was the situational awareness. I recall that once in Liberec while riding in the car, Peter was consulting his navigation. The road was turning left and right, navigation system was confused and Peter said: „And now we are going to see Jested. On the left“. The rest of the crew reacted immediately „Jested is on the right!“

VS We traveled together to the USA and Canada. He did not search for the fortifications there however knew exactly what museum can be located where and what airplanes can be found in it. And because in America there is an interesting museum or at least an interesting airplane at almost every corner we were kept entertained. He loved America. He appreciated its history and he shared most of the political opinions with American modelers.

MS Precisely, he liked America and the American airplanes. I remember one of his emails where he sent me the aerial picture of Davis Monthan airbase featuring hundreds of stored aircraft noting: „We better be friends with these guys“. His favourite airplanes were B-17, P-38, P-47 and above all P-51 Mustang. I recall that for my every single inquiry he provided a picture, copy from the parts manual or maintenance manual. His Prague apartment was not only full of models but also a lot of references. Perhaps there was a drawer left for his wife?

AR When the US Army motorcades were crossing our country towards Poland and Baltic States he drove his white cabriolet with 2 meters large US flag attached behind the seats. He always said: „We need to be grateful to America, in 20th century they saved Europe twice. But even though he loved America and Americans he was a dedicated European, first and foremost. One does not exclude the other. Peter was convinced that our place is in the West and our safety is only guaranteed by EU and NATO membership.

VS Peter has always had very defined opinions about who is who in the history and on the current political scene. In the pub, when we still could go there, we always had a topic to quarrel about. For example about Masin brothers, Russians and Americans. In the essence we agreed with each other but rarely when it came to details.

MS Regarding Masin brothers we were in agreement. He was definitely not a leftist. One cannot be surprised considering how the Communist State after 1948 treated his family.





AR I am not surprised. He could not stand communists. His opinions were decidedly formed based on his family's fate affected by Communism. Before pandemic we used to meet at the protests because besides our common interest in models and history we also shared the opinion on the current government bureaucracy. There he was always in a good mood and demonstrated optimism and faith in the future. By the way, fighter pilot Otto Hruby from Nova Paka belonged to the larger family on his mother's side.

MS Perhaps that triggered his interest in the aircraft of Czechoslovak pilots. He was doing a great job on building a Wellington installing mind-boggling (and nerve-wrecking) Eduard's photo etched bombay and also Perina's Hawk 75 from the Battle of France. At one point he was seeing Lubomir Ulehla from whom he was trying to obtain the information how his Warhawk had been painted. He has not succeeded. According to Mr. Ulehla combat pilots had completely different focus than camouflage of their aircraft.

VS Oh yeah, Hawk... Peter made an extraordinary effort to convince me to produce 1/48 Hawk kit. He even gifted me a book for an inspiration. Unfortunately we did not manage it on his time but we intend to finish the project and dedicate it to Peter's legacy.

MS As a part of his interest in Czechoslovak aviation history he was also a great admirer of Ladislav Sitensky's work. He owned the original print of Sitensky's book Squadron 312. In 1948, as ordered by communist censors, the whole printing of this book had to be destroyed, only a few samples of the early printing survived. In 2018 Peter took part in the 2nd edition of this book.

AR And he was helping Sitensky's granddaughter, Ms. Adela Kandl, with preparation of the 2nd edition of Squadron 312. She could borrow his 1948 copy. She was surprised by different page numbering and photographs not featured in her copy.

VS Coincidentally they were working on re-printing the book with Ms. Kandl at the time we were preparing our special issue of a Liberator, „Riders in the Sky“. We met at one of the restaurants on Budejovicka street. After an agreement we used one of the photographs as a base for the boxart and if I remember well

we bought some pictures for the book which was a part of the kit's special issue.

MS In addition to his great skills in the fine mechanics, most likely inheritance from his watchmaking ancestors, he was active in chemistry. Many are aware of his debonder and decal setting solutions. He managed to tweak them to a great versatility. He was able to create a strong version which made even the stiffest decals to settle. He promoted experimenting. If something did not work for me he proved it can work and only lack of my skills is to blame. I like to use his odorless thinner for Gunze. It will sadly run out one day and there will be no one left to mix it again.

VS He was simply scientifically oriented, like his father, colleague of professor Heyrovsky. The scientific work of Heyrovsky's team became a base for a family enterprise founded by Peter's father and taken over by Peter.

MS For sure he inherited many skills from his father with whom he manufactured a hydrogen generator and later molecular screens for chromatographers. At one time his father taught me a lesson when while accepting a new car he requested an actual demonstration of a spare wheel removal which was mounted underneath the car. No one else has ever asked for this. Just a family tradition of the precision.

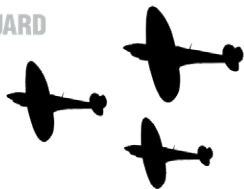
AR For some people he was a natural talent. And yet he was neither proud nor arrogant about his knowledge and skills, he always behaved in a very civil manner. Any time he opened anything on his model it has never been a hole with some wires from nowhere to anywhere. He always knew what is what, why it's there and where it's going to.

VS And when he did not know he investigated, researched and found a solution.

He has always found a solution. Unfortunately there was no solution for a grave illness Peter was diagnosed with several weeks before his passing.

We will miss you Dowseeno. We will miss your knowledge, views and your advice. You left too early. It's so difficult to say more and not to repeat notorious cliches. But that we will not forget you is not a cliché. Personality of you caliber cannot be forgotten.

**nickname based on Peter's last name, Dousek.*



MODELS - FOR APPLAUSE OR FOR PLEASURE?

A long time ago I put my F4F-4 Wildcat among other models at a Czech model show. At the end of the show there was a medal with my creation. The importer of these kits appreciated my modelling efforts and I was honestly surprised. Next to my Wildcat, which was not 100% finished, there was a beautifully built Mustang model in the same scale from the same manufacturer. In my opinion, it was several horse lengths better than my Guadalcanal machine and the award seemed out of place. Moreover, the Mustang was built by a friend of mine and I told him my opinion of his model afterwards. Later at another show I was chatting with some friends and I asked what they brought to the show. They said they brought nothing, they didn't think their models were good enough to display. Outside of the scoring contest, the rest of the models were judged on a like-dislike system. I listened for a while their typically Czech self-criticism then I asked them: "Are you building these models for the judges or for your own pleasure?" This caught them off guard, they looked at me in surprise, and then admitted that the idea had some merit and they will give it some serious thought.

More recently Tomáš, a former colleague from the company where I worked for a long time, confessed to me that he has been following Eduard for a long time and regularly reads our magazine INFO. We worked together for many years on the preparation of civil and technological facilities, but he never admitted to me that he was interested in plastic models. There were about 200 of us in the Czech branch of the company, and I knew about ten colleagues who built models of planes, tanks or ships. One of them even found this hobby on purpose, as a mental relaxation. But Tomas was like still water, he never showed his interest. When I asked Tomáš how he was doing with this hobby, I was quite surprised. He reads our INFO magazine thoroughly, looks at all the details of kits and accessories and spends a lot of time looking at photos of built models. He explained to me that as a technology engineer he enjoys and relaxes while doing it. I am not writing this to praise our INFO magazine. In fact, I was quite taken aback by Tomas' conclusion, he told me that he didn't feel he was good enough to try building our models and accessories. In fact, he sees the models in the photos built in a way that he couldn't. I hope he will get over this shyness one day.

Fortunately, there are a lot of models from many domestic and foreign modellers at the shows in the Czech Republic, but I hope that more of the shy ones will come out to show their models, or at least try to build



them, even if they are not perfect. However I understand a bit the hesitation, Czechs are a very critical people and they are very economical with praise (compared to some other nations). All the more valuable is praise or constructive feedback for someone who isn't exactly a national champion and is struggling through the beginning, having perhaps returned to the hobby as an adult. A hobby should be done for pleasure. For example, in the last issue of INFO magazine you could see a Spitfire built in a fictitious marking with the initials of the author's son, who was recently born. A few days ago, on social media, I saw a Spitfire model that had two markings on it: the right side depicted one machine, and the left side depicted

a different camouflage and marking for a different machine.

You're probably wondering what those modellers were thinking. But they just built their models on their own and for fun. Maybe they would lose points with the judges. But maybe they would win the "like/dislike" rating with their story. Anyway these models certainly won in the mind of their authors.

I bid you farewell with a slightly changed Bohemian medieval revolutionary motto: BUILD THEM! DON'T BE AFRAID OF THE ENEMIES! DON'T CARE ABOUT NUMBERS!

Jan Bobek

