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JULY 2021

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ÚVODNÍK

Dear Friends and Modellers,

The news from the front, as you know, is ever changing. The same holds true for us here. The moment I wrote in the last issue of our monthly newsletter the dates for E-day, damned if it didn't change. The new date of the show is October 1st and 2nd, 2021. Write it down...maybe if enough of us do, it won't change again. The original date had a monkey wrench thrown in, in the form of another traditionally fall event, an agricultural one, that coincided with E-day. Somehow or other, it got mixed into the dates of our show, so the change was necessary. The management of the venue decided to allow the other show to keep the dates, and I take that as a business decision that is possibly fed by a level of sentiment towards a traditional agricultural show as opposed to a modelling event. I guess, honestly, that I can understand it. There have been problems with that show right from the beginning when we changed the venue to Lyse. It always has something to do with horses. The year before last, the show I mentioned above was a week before ours, and there was another horse show, something to do with show jumping, I believe, the week after. The venue people were trying to get us to change E-day to after the second horse show, because they didn't want to go through the process of cleaning out the sand that is used to give the horses a natural ground to move in while inside the hall, only to bring it all back in a week later. Fortunately, we were able to convince them to do just that. Perhaps some of you that attended the show will recall the mysterious piles of sand in the parking lot next to the hall. I have the sneaking suspicion that it will be the same again this year. After June's newsletter, we received a lot of questions, and so for that reason, I am repeating all of the information and adding some new bits, too.

One Day or Two Day Format?

Really, this year's E-day will be a day-and-a-half affair. Just as we did in 2019, it will begin on the Friday afternoon. Our table will be open for business, as I am sure will many others. The concession stands will also be open. We are planning two, and perha-

ps even three, lectures for the evening. In hindsight, the first lecture in 2019 was a little weak, and the question remains whether or not this was due to the subject matter, or if it was too early in the schedule. The lecture lineup has not yet been finalized, but the certain thing about them is that the last, late evening one, will be hosted by Jiri Silhanek. I highly recommend attending! You'll experience what you have not yet experienced, and you'll learn things you wouldn't have thought possible. The rest of these lectures should centre around new kits that will have their premiere at E-day. This will include the Trener in 1:48th scale, a Limited Edition kit dedicated to different versions of the Z-126 and Z-226, and a 1:48th scale Mi-24D Hind, also a limited Edition release based around the Zvezda kit. This will include conversion bits of our own production for the D version. Then, there will be a 1:72nd scale Limited Edition kit dubbed 'Hurristory', dedicated to the Hurricane Mk.I, this time based around the Arma Hobby plastic. There should be no shortage of speakers to provide insight into these themes. A Hurricane was recently flown to the Czech Republic, the pilots of which we know personally, and there should be nice flying displays put on by the Mi-24 and Trener aircraft....

One Hall or Two Halls?

Two. This year's E-day will be held in two halls. Traditionally, we occupied Hall D, which we all know and love so well, and to that we add Hall A. We were prepared to go into two halls last year, which could not go forward, and so we pick it up this year. This will spread us out a bit, and it won't seem quite so crowded around any of the displays. We will use the scheme of club displays in Hall A, with the main displays and vendors in Hall D. It's possible, even very likely, that the Kettle Q and A, and awards announcements, will be held in Hall A.

One Contest or Two?

For the first time in a long time, there will be one contest this year. Our working name for it is the Czech Model Masters. The English format of the name suggests that it will be a multi-national affair. And that's how it is. It is intended



to be a multi-national event. But to what extent this will hold true this year is as yet uncertain, because the times are uncertain, leading to questions regarding what measures and restrictions will be in place in the fall regarding such shows and of travel. We will do all that we can to make sure that the show is a success to the greatest extent possible. I think that if we can ensure the success of the show, word of mouth will take it from there. On the Czech Republic Nationals, I have already written much, and I will just take this opportunity to remind all that this MR SMCzR will take place on September 11th at the Hotel Olympic in Prague, and as of this year, we'll travel down our own road.

Point System, Comparative System or Like/Not Like?

Good question that I've been asked countless times over the past month. How will the entries in the Czech Model masters be judged? The answer is that the judging system will follow in the tracks of the system used for the last E-day in 2019. This didn't employ the classic point system in the Czech sense, where each aspect of a model is graded in a complex judging procedure. This won't even be possible with the amount of time available and the anticipated number of entries. Our system is a collection of judging criteria which should assess the quality of the work on a given model, eliminating certain models with specific faults in terms of the build, assess its compliance to the accepted standard and compare related models in terms of these aspects, execution, and level of detail. The collection of judges will be, of course,

very important. Here, too, we will fall back on our experience from 2019, we will again consult co-operating clubs, and the lineup will be complemented with other modeling personalities. Most importantly, we will try to assemble the committees of the various categories in such a way as to avoid as much of the political infighting amongst individual modelers and clubs as possible. I know that all of this sounds a bit complicated, I rather suspect that we all know to what I am referring to. In short, what we would like to achieve is a show that is fair and in the right spirit of the event.

Awards and Results

The main awards will be in the form of glass trophies, and there will be six. Five will be for sub-categories...aircraft, armor, ships, civil and figures, while the sixth will be for the overall 'best of'. Winning and placing entries in individual categories, such as 1:72nd scale aircraft, will receive smaller awards. What form these will take, I cannot say right now. But it will not look like an afterthought. Don't worry about that. The awards announcements will in all likelihood take place in Hall A, if only because the podium is already there. We'd also like to inject a little something in this process as well, that will take it away from the 'here's your award, now get lost' feel.

Anti-Pandemic Measures

Anti pandemic measures are, naturally, the biggest and most important factor in all this, because we don't know what conditions will persist or arise in the fall. Currently, the prevailing feel is one of cautious optimism with a slow easing of restrictions, and most are expecting that the fall will see a return to the conditions that prevailed in the spring. Although there is a certain level of skepticism among modellers, I feel that there won't be a return to those conditions, and that society as a whole has taken the lessons of the past and is fully aware of its potential return, and is acting accordingly. As the saying goes, Generals prepare extremely well for the previous war. But the new war is always different, and as far as I am concerned, it will not be without covid-19. If it does make a return in the fall, it will be in some modified form, and the restrictions to contain it may well be different in the fall than they were in the spring.

We don't anticipate the worst case scenario, which would involve the shutting down of such events and the cancellation of E-day. We do have a contingency

plan in place that assumes the possibility of a limit on the number of people allowed to attend such an event. Actually, we think that the number of people allowed will rise as we approach our dates, and that any limits will be satisfied by a typical attendance of between 3,500 and 4,000 people. For now, we are not concerned with any mask or respirator requirements, because it's basically a small detail. Social distancing requirements should be made possible by the addition of the second hall. Of course, there may be some problems with localized concentrations of people. This could be a problem where there is a self-serve type of vendors' table, which our table and Special Hobby's too, are. Those of you who have been at an E-day and have visited our table will know. I am not confident that this year will be any different, and I do hope that sales that will be in place on Friday afternoon and evening will help to alleviate this situation.

We are working with other contingencies, too, in an effort to be as prepared as possible for any potential restrictions. As one example, and perhaps the most relevant, at least to my mind, is the possibility of such events being open only for 'related participants' as opposed to the general public...ie, modelers. In that case, we would publicize the event through industry circles, we would have a limited number of tickets available, and these would be sold solely on pre-order. The pre-order of tickets and pre-registration for contest participants is on the table also for the possibility of some 1500 limit, which would make it pretty easy to avoid any people concentration issues.

99 New Items for July

Yes, you read right. It's no typo, and we really do have 99 new items which are being shown for the first time in this newsletter. It's not the first time we've hit this number, and we've even had a hundred and more new items, but it's just nice to say....'99 new items'. Who else do you know can claim that they have 99 new items in a month. And have no fear, I won't go into any detail about each and every one of them, but I will just touch up on the highlights and you can glean the rest throughout this newsletter.

Kits and Re-Editions

There are even a lot of kits. If we include re-editions, there are seven kits being released. Considering that currently, re-editions are items that are con-

stantly being tweaked, instructions are improved, different marking options are included and boxart is ever evolving, then these can in most respects, be considered among new items. For us, these re-editions are a necessity, and they are one of three roads by which older kits are kept in the rotation. In this case, it's manifested in innovation of the look of the kit, and they are otherwise finished items. That means that they are relatively low on the scale of labor intensity. If you take a closer look at how we do things, you will note that typically within a month (either before or after) the release of a re-edition, we release a similar kit, usually in the form of a Weekend Edition item. As an example, today the re-edition is that of the Spitfire LF Mk.IXc in the ProfiPACK line, and next month, this will be followed by the Weekend Edition of the Spitfire F Mk.IX. This is a version that has also been called Spitfire Mk.IX Early, and I recommend a good look at the Weekend kit because it has some very noteworthy marking options to offer. In September, we will see another re-edition, this time of the ProfiPACK Spitfire Mk.VIII, and when I add that in August, we will also have the new Mk Vs in American service as the Limited Edition Eagle's Call, then I can only look forward to the assertions that all we do is Spitfires and nothing else. It's a similar story with the MiG-21s in 1:48th. This month, we have the new Weekend kit of the MiG-21bis, to be followed by the MiG-21MF in the ProfiPACK line, and then a new Weekend MiG-21MF in September.

Besides the 48th scale ProfiPACK Spitfire Mk.IXc, we have dusted off the Bf 109F-4, also in the ProfiPACK family. This is another nice Eduard morsel with nice markings that really needs no tweaking at all. The six options centre around Hans-Joachim Marseille, with schemes that go from the desert to the classic to winter type. It's a sight to behold. With the second re-edition, the aforementioned Spitfire Mk.IXc, it is similar, although someone at the time was bellyaching over the options not being striking enough, because they were all grey-green. But that's how it, more or less, was with Spitfires. There were also complaints, likely from England, that the marking options were composed of a band of foreigners...no Brits. Which was true....we had a Pole, a Czech and a Canadian, which left only a silver bird of No.601 Squadron, the pilot of which is unknown. But I would stake anything that an Englishman

from No.601 Squadron flew the thing at some point in time! The above-mentioned August Weekend kit of the F Mk.IX, we have been more accommodating in this regard, and have been more 'correct' with respect to nationalities. The third re-edition this month covers the Bf 109G-6/AS, and it's in the Weekend line. This kit is interesting through the fact that it is the second re-edition of the type this year, and it was a new release back in January. I must admit that I am surprised by this fact, and I confess that I underestimated the potential of the late Bf 109Gs. I was under the impression that these were not particularly interesting aircraft. OK... so they are popular. Very good sellers, and yes, I was wrong.

Weekend Kits

Within the Weekend Line we are releasing the MiG-21bis in 1:48th scale and the Fw 190A-8/R2 in the same scale. The MiG is being released along the same philosophical lines as described above. The Fw 190A-8/R2 is a bit of classic for us and is another of a growing line of releases that features boxart depicting historically relevant events. In this case, the event is the type of thing that it is hard to believe that something like it could have actually occurred. But occur it did. If you have your doubts, check out the article in today's newsletter by Jan Zdiarsky, as he vividly describes the events prior, during and after the depiction. I have little doubt in either Jan Zdiarsky's research abilities or his passion for the subject in which to utilize them. They centre around the events of September 11th, 1944 over the Ore Mountains, and as far as being a passion for him, it is a lifelong one. If you begin reading the article, you will also finish it. It's that good.

Limited Edition

July sees two Limited Edition kits being released. I'll start with the smaller one, and it is called Alderangriff 1:72 and is closely related to an earlier item. The plastic comes from Special Hobby and is the result of a collaborative effort between our two companies. The design of the item has its genes in Eduard, but is a Special Hobby scaling down of our original 48th scale kit. The molds originated with a foreign partner, which brought with it certain complications in timing. In short, the release had to be delayed, and we were planning on a March or April release of our Limited Edition kit based on this plastic. Ultimately, the delay did come, but really,

that's a pretty common occurrence in our field. Now, the plastic is in boxes and they arrived in the nick of time, but I have a good feeling about this one. I've been involved with this project from the get go, and I have a tendency, I find, to keep sticking my nose in it to one degree or another. And in this case, my hands as well. Adlerangriff 1:72 has the same marking options available as the 48th and 32nd scale versions did, bearing the same name, with the exception of one specific option. Thanks to this difference, the options now include that of Franz von Werr, which is probably my favorite historical figure. I will just add that this kit covers the Bf 109E in several versions that flew in the Battle of Britain. Today's kit will be the first of the line, and will be followed in the fall by a ProfiPACK release.

The second Limited Edition kit is the second volume in the Wilde Sau line. It's called 'Wilde Sau, Episode Two: Saudammerung'. This is a change from the first working title, because it was realized that it didn't really fit the theme all that well. Saudammerung' is a reference to a Wagner opera 'Twilight of the Gods', and the end result is that maybe the titles should be chalked up to, and taken as, artistic license and leave it at that. And if you think that poems and poets have no place in aviation or modeling, then we will have something to get you out of that opinion in August's newsletter. But, back to the Wild Sows. This one concerns itself with the timeframe of the end of 1944 through '45 to the end of the war. This was a time that for the German pilots was not particularly pleasant. You can find out more about this aspect of the war not just from the kit's instruction manual, but also from two historical notebooks in today's newsletter. One is from Neil Page, a recognized authority on the Wilde Sau concept, and the other is from me. I am no expert on this theme, but I gave it my best shot. When it comes to aircraft types, there are two in the package: the Bf 109G-14/AS and the Bf 109G-10 Erla. There are two G-10 versions possible, the changes being represented by both small and large landing gear fairings over the wheel wells. The Wilde Sau theme will round out next year with Wilde Sau Episode Three: The Final Countdown. I won't guarantee that this will end up being the release's title, because, as I said, the situation over the battlefield changes with every minute and this is a year away still. But from what I know about this subject, the title fits well, to my mind. It will cover the

Fw 190A of various versions, and I foresee this as another winner.

Accessories

There are 90 accessories out of the 99 new releases, and as promised, I won't describe them all in detail. I will touch on those that I see as the most interesting, and these are more than a few as well. There are three Brassin sets that deserve notice that are dedicated to the Fw 190F-8, and they cover the engine, the fuselage weapons, and the third combines the two in one package. Among Brassin items, there appears another one for the P-51D, with a tire pattern that is suitable for British Mustangs, and there are smaller sets for the B-17F from HKM, including LööK items, and smaller sets also for the Tempest Mk.II in 1:48th scale. The kit itself will be a new release in August as a ProfiPACK kit. There are six new Space sets, three LööK sets and two LööKplus items. Also, there are the usual weapons sets in various scales, including machine guns for the B-17F. In photoetching and masks, there are an incredible ten sets for the trumpeter 1:32nd scale F-100C. Furthermore, there are more sets for the 1:48th B-17F. Take a look at the Wooden Floors and Ammo Boxes in 1:48th, catalog Number 491201. This utilizes a specific methodology in the application of the wood grain simulation. We've confirmed that it works well in previous sets, and it looks amazing. We also have masks for the HKM 48th scale Lancaster, the Pucara and the F-84F from Kinetic in the same scale. Also, for the F-111F and D in 1:72nd scale. Someone kept asking, I would say ceaselessly, for the F-11 sets, so here they are. I hope you like them. The same thing goes for the Ju 87D, demand for accessories of which rose after the kit was reboxed by HOBBY 2000. There are also new releases among decal sheets, with four three of which cover the P-51D Mustang in 1:48th and 1:32nd scale, and the fourth covers Italian 'Smoke Ring' camouflage. Very poetic title, and these are in 1:72nd scale.

And that's it from me for now. I am heading off on vacation, during which I will bike around Jutterbog and visit the airfields that were used by individual components of JG 300 and other Wilde Sau units.

Happy Modelling

Vladimir Sulc



GELBE EINS

THE ENDING OF A STURMBOCK

JAN ZDIARSKÝ

The events of the air battle over the Czech-German frontier on Monday, September 11th, 1944, remained virtually forgotten for decades after the war. The rich mosaic of the fates of those involved began to come together over the course of over thirty years, which began with research into the fates of the American and German pilots and crews, that met over the Ore Mountains on that day, resulting in the loss of over sixty aircraft and more than eighty lives on both sides. These were the fates of family members, friends and fellow flyers who had ended up paying the ultimate price.

The fruits of the ongoing research into this event, culminating in the museum dedicated to it, has also been beneficial to the modeling community. The first project on which the museum and Eduard cooperated on was the nostalgically remembered Royal Class edition of the Fw 190A-8/R2 in 1:48th scale back in 2007. After that, there was a ProfiPACK kit, 'Sturmbock', in the same scale carrying the catalog number 8175. This kit, for the first time, featured boxart by Martin Novotny depicting the battle itself. After several years, this was followed by the Fw 190A-8/R2 Royal Class kit in 1:72nd scale, the 1:48th scale Royal Class Bf 109G, and several other projects as well.

Currently, we see a return by Eduard to the subject of the Air Battle Over the Ore Mountains in the form of theme specific boxart by Piotr Forkasiewicz and one of the marking options supplied with the kit. The centre of attention of the boxart is a Sturmbock aircraft coded Yellow '1', flown by Obgefr. Karl Kleemann, attacking one of the elements of the 100th Bomb Group shortly after noon on September 11th, 1944. That, which is depicted in the boxart, tries to stay faithful and accurate to as many details as possible, but it still needs to be said that due to the monumental nature of the intercept by II.(Sturm)/JG 4, it is impossible to ascertain whether or not Kleemann and his 7. Staffel actually attacked this specific element of B-17s of the 349th Bomb Squadron. At some point, despite all efforts, some artistic license must be allowed for. The 'feel' of the battle, and the fates of individual aircraft, is depicted in the painting extremely well. Given the severe losses suffered by both sides, it should come as no surprise that none of the five aircraft depicted on the box ever made it home again. And this accounts for less than a tenth of the total losses suffered. So, this painting of Piotr's has been christened 'No Way Back'. Let's take a look at the individual

fates of the aircraft that are shown in closer detail. Although the centre of focus is Kleemann's aircraft, we'll leave that story for the end of this article. In order to save space, I will leave out the history of the battle, which can be referenced in Eduard Newsletters from the years 2010 - 2018 here :

07/2010 - STURMBOCK: Panzerglass, Panzerplatte and the Whites of the Tail Gunner's Eyes

www.eduard.com/out/media/InfoEduard/archive/2010/info-eduard-2010-07EN.pdf

05/2012 - The Aircraft in the Background

www.eduard.com/out/media/InfoEduard/archive/2012/info-eduard-2012-05EN.pdf

07/2014 - Black Four

www.eduard.com/out/media/InfoEduard/archive/2014/info-eduard-2014-07EN.pdf

04/2015 - Pauke! Pauke!

www.eduard.com/out/media/InfoEduard/archive/2015/info-eduard-2015-04EN.pdf

09/2018 - Lone Adler

www.eduard.com/out/media/InfoEduard/archive/2018/info-eduard-2018-09en.pdf

NOW AN' THEN

Besides Kleemann's aircraft, the artwork is also dominated by the burning B-17G, dubbed 'Now an' Then'. This was an aircraft carrying the serial number 42-97806 and was coded XR-D. The bomber flew its first mission for the 100th Bomb Group as a new addition on May 20th, 1944 in a raid on Brussels. Up to the fateful mission to Ruhland, the aircraft completed 37 combat flights, most flown by the crew commanded by Lt. Ferdinand J. Herres. His crew flew this aircraft on 17 of their 33 combat missions. It was also them that named the aircraft. After they became the leading crew, aircraft mission assignments were irregular, and it was impossible to predict which mission they would be assigned. So, as a result, they named the aircraft 'Now an' Then'. As fate would have it, or maybe it was a squadron bureaucrat, Herres's crew flying their last mission on the current tour of duty on September 11th, 1944, wasn't in 'Now An' Then', but rather a newer

Main Picture: Painting by Piotr Forkasiewicz 'No Way Back', depicting the scene of the attack by 7.(Sturm)/JG 4 on a formation of 100th BG aircraft on noon on September 11th, 1944. It is the boxart of the Eduard Model Accessories kit No. 84114, Fw 190A-8/R2.



aircraft serialised 43-37823, coded XR-V, and was, importantly, not designated to be in the lower section of the combat box, which was later decimated. But even so, this mission for Ferdinand Herres and his crew would prove quite fateful, as even they would need to bail out of their burning aircraft. Luckily for them, this was not until they were back over England, and all would be able to return to their base relatively unscathed and able to celebrate the end of their tour of duty. It turned out differently for the crew that ended up flying Herres's B-17 on September 11th, 1944. That crew was commanded by Lt. Charles E. Baker. The crew was going on its sixth operational mission, and despite being relatively young, they led a three ship element from the 349th BS. Navigator Lt. Donald Lienemann recalled the beginning of the encounter with the Germans:

'...our ship was very badly riddled in the waist and tail section, and also had a fire in the bomb bay area due to enemy action. The attacks, as nearly as I could determine, all came from between 6 and 9 o'clock and were deadly accurate, however the enemy fared none too well either, for they told Lt Chiles, Co Pilot of the crew, upon capture, that they lost 82 ships as a result of that little battle, and that they were highly peeved having to pay such a high penalty for the days work. As a result of this enemy action, the interphone was shot out, as was the alarm bell, the C-1 and two 20's had gone through the pilots instrument panel. Both the Co-Pilot and I had tried to use the interphone, but neither had any success, so I know definitely it was out. When the copilot, Lt. Chiles, first noticed the fire in the bomb bay, he immediately notified the pilot, Lt. Baker, of the existing condition of the ship and then proceeded to call the crew, which was, as I mentioned, an impossibility. The Pilot, Lt Baker, then motioned to

Lt. Chiles and Sgt. Damrel, Engineer, to proceed and bail, which they did immediately, however the pilot refused to abandon ship, because he had no way of notifying the remainder of the crew, so remained steadfast in the cockpit, knowing full well that, in a matter of a few minutes, he would pay the supreme price for his gallantry, which I believe was the case. He must have felt that perhaps the few extra seconds that he might give for the crew, they in turn might discover the condition of the ship and proceed to bail out on their own, which, of course, did not happen. Of the seven men still in that ship at the time of the final explosion, it seems that I am the only remaining one, and so it falls my lot to tell this gruesome story, for I was the only eyewitness to the entire proceedings that is alive today. Had I know the condition of the ship, it is needless to say that I too would have bailed, however I did not know all the afore story until I later met my Co-pilot and Engineer. Shortly before the explosion, I do know the left wing was shot off right outside of engine No.1, at which time the plane made a mad surge to the left and up, and then the right wing left us too, and almost immediately the plane went into a wild dive and blew up. I am convinced that it must have been those bombs that went off, for the explosion came from the bomb bay area, and it was so terrifying that even thinking about it today makes me shudder. We were at 26,000 when all this occurred and of course were knocked out as result of the explosion, losing consciousness and all. I regained my senses after I had fallen some 22,000 feet, or at least that would be my honest estimate, leaving 4,000 feet between me and the ground to right myself, get my wits about me and pull the rip cord, all of which I did pronto and used my chute for a total of 15 seconds before finally hitting the forest...'

The burning aircraft came down between Oberhals and Schmiedeburg (today's Horni Halze and Kovarska). The crash of the aircraft was also witnessed by several of the locals.

Horst Schmiedl of Medenec: *'I was a young boy at the time, and was mushroom picking with my grandfather, when a large battle unfolded above us. My granddad forced me to the ground and wouldn't allow me to look up. I only heard massive hits and explosions. I don't how long it lasted, but when it quieted down, my grandfather told me that a plane came down nearby. We went to look for it. The area nearby was burning when we reached the crash site. I think we were the first on the scene. There was a lot of twisted metal around, and nearby, in a tree, there was the body of a flyer. He was tangled in the ropes of his parachute. I remember my grandfather telling me not to look there, that it was nothing for a young boy to see...'*



Donald H. Lienemann during his first visit to Kovarska on July 15th, 1995.

In July, 1995, navigator Donald H. Lienemann was the first American vet from the battle, with whom researchers from the evolving museum made contact and who would revisit the place where he was shot down. He subsequently came back again from his native Nebraska on two occasions, including to attend the opening ceremony for the museum in September, 1997.

MUD IN YER EYE

A similar fate to Baker's 'Now an' Then' befell the aircraft flying off its left wing, B-17G 42-97834 'Mud in yer Eye', flown by Lt. Orville C. Everitt. Over almost fifty missions flown by this B-17G, eight were manned by Everitt's crew (who were flying their 20th combat mission on September 11th, 1944). One of the three of nine crew to survive the mission was Lt. Warren L. Soden, and in 1997 he recounted for us: *'After several passes by the 190's 20mm fire knocked out our tail controls, both rudder and elevator. We started down and I could see the pilot's feet (Everitt) on the rudders trying to get control. The co-pilot was gone. (I could see the cockpit from the nose due to the fabric panel being absent in this plane.) I bailed out and on the way down I saw our plane almost directly below me on a flight path that was consistently left-right, left-right, with descent significantly slowed. This flight pattern indicated to me that Everitt was still flying the plane. I can only conclude that he had not bailed out and was trying to get below cloud cover before bailing out. However the plane exploded shortly before reaching cloud cover and I saw only pieces of aluminum floating down. I landed in a forest and was picked up by German soldiers.'*

Tail Gunner Sgt. Kenney died in 1963 as a result of the injuries he suffered in the battle. On his return from captivity in 1945, he reported in his debrief:

'We were flying a mission to Ruhland, Germany on September 11' 1944. At about 12:10 English time, were hit by F.W.'s 190. Due to oxygen system which was shot away and also serious lung wounds I was unconscious and don't remember how I get out and have no knowledge on what happened at all except heresay. I heard in Germany from a fellow flyer that the ship blew up...'

Of the nine man crew, three lived to see the end of the war.

OOMBREE AGO

Significantly better luck was experienced by the crew to the right of Baker. Serialized 43-38161, it was the most recently built airplane of the three, and had thirteen combat missions under its belt. Most of these were flown by a crew commanded by Lt. Raymond L. Hieronimus. Both of the aforementioned crews also flew a mission each in this aircraft. The bomber carried the name 'Oombree Ago'. Raymond Hieronimus was at the controls of this airplane on this occasion, and his crew accounted for four destroyed and one damaged enemy aircraft. Tail gunner S/Sgt. Marvin D. Cooper: *'Six e/a were attacked up at 6 o'clock low. They came straight in and at 600 yards I began firing at the lead E/A. It was a straight shot with no deflection and smoke began to come from his left wing. He came in to 300 yards without wavering where the plane suddenly exploded and disintegrated in mid air.'*

Top turret gunner Sgt. Carlyle E. Miller caught a different Fw 190: *'A single E/A came in at 7 o'clock as I was trying to get another E/A on our right wing. I swung around to 7 o'clock and started firing at a range of 200 yards. I saw smoke come from the engine and the E/A fell off to 8 o'clock low and exploded...'*

Pilot Raymond L. Hieronimus recounted several days after the battle: *'Diving out of the sun the Germans attacked... our lead Fortress fell, its wing tips burning... the bomber to the right did a wing-over, falling up to pieces... another blew up under us... those boys were old friends of mine... we saw only half dozen*

*'Oombree Ago' after its emergency landing in France.
(Museum of Air Battle Over the Ore Mountains
on September 11th, 1944 Archives, Stephane Muret)*



parachutes... then we got it, hit in the tail we went straight up, stalled, went down in a tight spiral, losing 6000 feet.'

During the falling spin, the injured radio operator, T/Sgt. William G. Terry bailed out of the stricken aircraft. He was subsequently taken prisoner at Jachymov. Navigator Lt. George H. Geis added to the pilot's account in 2000:

'...when Raymond and Glenn got us out of a flat spin at 15,000 we were all alone. Cannon fire around the tail wheel nacelle dropped the tail section - jamming the rudder and elevator. We stayed aloft with the control yoke full forward and one aileron for lateral steering.

Ray Carl was severely wounded - one arm with a double compound fracture - both kneecaps and upper leg bones visible and massive puncture wounds of the face. We packed the wounds, used sulfa and morphine - wrapping him in flak vests and fashioned a hammock with control cables to cushion him from the severe vibration.

The radio room door was shattered and Terry's boots were on the bloody floor. He somehow managed to bail out during the spin. We were losing altitude so we jettisoned the ball turret, radios, guns, etc., and Cooper and I dropped four 500# by opening the toggles with a screwdriver. We couldn't reach the other two on the lower outside racks.





By this time we were maintaining altitude but only a few thousand feet. The plane was “skidding” about 30% off course (due to the rudder), but fortunately the one thing that still worked were the engines. Avoiding populated areas was a tough job for Ray and Glenn - we got small arms fire around the Rhine.’

The pilots ultimately managed to set the damaged aircraft down, running on fumes, in a field near the town of Joigny, southeast of Paris, just beyond the front line. They were welcomed with horse meat and wine by the locals. They returned to their base several days later at Thorpe Abbots, and picked up their tour of duty where they had left off. That ended in February, 1945. In 2002 and 2004, navigator George Geise visited the museum at Kovarska and also the spot where his bomber set down near Paris.

YELLOW ‘6’

The Fw 190 flying under the stricken B-17 ‘Oombree Ago’ is Yellow ‘6’, W.Nr. 681337, flown by 25-year-old Uffz. Heinrich Hörner. The moments immediately after his attack on the bom-

ber formation were described by Oblt. Othmar Zehart, 7. Staffel Commanding Officer, in a letter to Hörner’s father:

‘...11.9.1944, at about 1215h, we entered into combat with sixteen four-engined bombers over Saxony. Even before we conducted our first attack against them, over half were shot down in flames. Unfortunately, my Staffel also suffered losses. Your son, flying on my left, was hit, forcing him to disengage and lose altitude. His aircraft was bellowing smoke, but was not on fire. I had also suffered serious hits to my aircraft, and could not monitor your son’s situation much further. Because we did not see him crash, and his aircraft appeared under control during his descent, we all believed that he was able to bail out and take to his parachute. Unfortunately, two days ago, I received word that Heinrich died during the battle...’

Uffz. Hörner died while trying to belly in on a school field at Dorf Chemnitz. Walter Burkart, eleven at the time, recalled years later: *‘...I was in an air raid shelter in the cellar. After the all-clear, we came out. It was said that a fighter came down nearby. We ran to the spot where that had happened, but it was already cordoned off and not accessible. It was said that the pilot had survived the landing, but died shortly thereafter. I found out from which direction the aircraft came in, and that it was flying very low. He flew past the church and landed in a field behind the school. After the pilot’s body had been taken away and the ammunition and armament was removed, we could get closer. My friends and I collected various items. I had a piece of plexiglass and a cartridge, but my mother threw it all away. The aircraft engine lay about six meters from the airframe. People thought he was trying to land in the field, but that he was unsuccessful.’*

The plane, just short of open fields beyond the town, flew through some treetops between the school building and the church, and impacted, among other things, a memorial to soldiers of the First World War which was destroyed, after a hard landing. The pilot was buried at a local cemetery just a few dozen meters from where the tragedy occurred.





The church tower in Thum around which Karl Kleemann banked immediately prior to the crash. (Air Battle Over the Ore Mountains September 11th, 1944 Archives)

YELLOW '1'

The last aircraft that is within the realm of this article, and is an integral part of the boxart in question, is Yellow '1', flown by Ogefr. Karl Kleemann. This Fw 190 had the W.Nr. 681343 assigned to it, and along with the other Sturmböcke flown by II.(Sturm)/JG 4 at this time, it was manufactured by Fiesler at Kassel. The use of the tactical number '1' by a regular pilot within a unit was unorthodox. It was usually reserved for the Staffel CO, but it was not a rule.

Just after the Sturmböcke aircraft attacked the 100th BG formation, 339th Fighter Group P-51s appeared, and immediately took on their German opponents. The R2 modification to the Fw 190A-8 made it a lethal weapon against the formations of four-engined heavy bombers. Notably, the 30mm Mk 108 cannon with explosive ammunition, was capable of cutting apart the 'dump trucks' or 'fat cars', as the German fighter pilots nicknamed the American bombers. The other side of the coin was that the heavy weaponry and, as the case may have been, extra armor, made the Fw 190s somewhat less capable dogfighters, in cases where these situations arose with the escorting fighters. This was the main reason for most of the Fw 190s diving out of the picture after completing their first attack, head for the cover of clouds, and make their way back to their base. Fights typically took place from 26,000 feet down to near ground level and from the Czech-German border northward in line with the town of Chemnitz. It was in this area that II.(Sturm)/JG 4 lost at least six of its Sturmböcke fighters to the Mustangs. One of these was the plane flown by Karl Kleemann. The burning aircraft appeared low over the centre of Thum, chased by a pair of P-51s. With a sharp turn, he bypassed a church steeple, and crashed in a field immediately behind the fence of the city's hospital garden. Annemarie Kraus was a witness, and recalled later: *'I was standing in the garden with my grandmother, when a low-flying aircraft overflew Thum from the direction of Annaberg. Then, another one flew over, lower than the first, and it was trailing smoke. It avoided the church bell tower, and headed in our direction. We lived to the left of the hospital. And then we heard a massive explosion. We ran to the location of the impact, as did our neighbors. They didn't allow us kids near the actual crashsite. The dead pilot was still in the seat...'*

The final moments of Karl Kleemann's flight was observed from another angle by a student named Dieter Hertzsch: *'...suddenly, a burning German fighter appeared only several meters above the houses on the west side of Neumarkt headed in our direction. He was able to coax it back up one more time, and got directly over the brewery. That was followed by a horrible noise coming from the direction of the hospital. We ran to the impact point beside the hospital in a field, but there was no help we could offer. There was a large crater clearly visible, a piece of the airplane some distance away, and a little beyond that, the pilot. Immediately before us was the wreckage of the plane, completely deformed. The twenty-three-year-old pilot from Bad Cannstadt, Obgefr. Karl Kleemann, could not be helped...'*

The official report that was released by the police gives a somewhat more precise accounting of the details. The typically police expressionism is worthy of note, same as the almost obligatory distortion of the fact that Kleemann was shot down by American fighters. According to the report, and to the contrary, it was Kleemann who was the antagonist, and his death was an aerial mishap:



Karl-Martin Kleemann, born November 10th, 1923 (via the Kleemann family)



The current painting for the Eduard kit is not the first that Piotr Forkasiewicz did, dedicated to Karl Kleemann. On the occasion of the monument unveiling in 2018, there was a painting of the low flypast over the town of Thum, called 'Der letzte atemzug' (The Last Breath)



The field behind the Thum hospital that became the crash site. (Air Battle Over the Ore Mountains September 11th, 1944 Archives)

Thum/b.Chemnitz	7. Sturm/Cher-	Karl	Kleemann	10.
11.9.1944	J.G. 4	gefreiter	7. Sturm/J.G. 4	11.
ja		aktiv	68 417/542	23.
Werk-Nr. 681343		Flugzeug-		
gelbe 1		führer		
Qu-Meldung Nr. 23				

The report of the losses of II.(Sturm)/JG 4. (Air Battle Over the Ore Mountains September 11th, 1944 Archives)

Nachrichten.							
Todesbenen				Ob der Verstorbene ledig, verheiratet, geschieden oder verwitwet war.	Hinterlassene Kinder nach Zahl und Geschlecht.	Ursache des Todes.	Anm.
Stand oder Beschäftigung (bei Kindern rücksichtlich der Eltern anzugeben).	Alter nach						
	Jahren	Mo- naten	Tagen				
Feinmechaniker in Cannstatt,	20	10	1	ledig	—	Absturz im	
Jagdflieger, Obergefreiter, * 10. 11. 1923 in Cannstatt,					Die Eltern leben	Luftkampf gegen Feind- schwierigkeit.	
Cannstatt, Löwenstr. 213,					er hat 1	Schicksal bei	
Fliegerhorst Albenburg					Schwester und	seiner Verwundung	
15. / J. G. 4					1 Bruder.	mit dem Grades.	

Death notification entry in the Thum archives. (Via Frank Retzlaff)

'On September 11th, 1944, between 1150h and 1230h, several enemy formations flew over Thum. At approximately 1210h, several low flying enemy aircraft appeared, which were chased and shot at by German fighters. One German fighter flew from the southeast and went into an easterly turn over the square in Thum at a height of some 50m. He took on a direction towards the hospital in Thum, and at around 20m from the building he was only about 10m above the ground and dropping, flying between two trees in the hospital garden. It is likely that the aircraft clipped the fence of the hospital, forcing the propeller into a potato field about six meters past the fence, flipping the aircraft onto its back. After the crash, a plume of smoke could be seen and an explosion heard. With that, the aircraft disintegrated. The engine lay 30m to the right of the wreck. The remaining pieces of the plane, including ammunition, lay strewn about. As a result of the impact or the explosion, the pilot was found 110m behind the impact site. He was still belted to his seat. The parachute lay unopened beside the pilot. His logbook and other documents, along with his pistol and field cap, were nearby. The fuselage of the airplane was a burned out wreck. The pilot's body was also burned. The flames on him were put out with a portable extinguisher, but there were no vital signs anymore. There were obvious signs of trauma to the legs, the right shoulder, and face. The pilot had an identification stamp on his person. It carried the number 542 64817, and from his logbook, it was apparent that he was Obergefreiter Karl Kleemann, born on November 10th, 1923, in Bad Cannstatt.

It was also possible to determine that he belonged to 7. Sturm/Jagdgeschwader 4. This incident has been reported to Air Control at Chemnitz. According to the information supplied by Kasseninspektor Finenkel in Thum, it was requested that the body be taken to the mortuary in Thum. The crash site will be guarded until the wreckage is cleared.'

Karl Kleemann was buried on September 16th, 1944 at 1530h in the 'hero section' of the cemetery in Thum. Annemarie Kraus also recalls those days: 'The pilot's picture was displayed for a long time in the window of the Gensel bookstore. He was buried with full honors in the cemetery in Thum. Us kids were present, and we observed the ceremony from the cemetery wall...' The ceremony was also attended by a delegation from the non-com officer school in Annaberg, and according to the town of Thum records, two members of Kleemann's Staffel were also present.

THE STORY DOESN'T END THERE

The crash of the young pilot in Thum, same as countless other pilots, was forgotten over time and the memory faded in the minds of the witnesses to the event and most young people never even learned about the event. Official communist doctrine in East Germany dictated that when it came to a Second World War German pilot dying on German territory, it was too uncomfortable



Actual view of the church tower from the accident area.

to not have it swept under the rug or alibistically have the facts massaged to fit the needs of the government. It is possible to not use the death of the young pilot for propaganda purposes to the fulfillment of an ideological agenda and the turning around of horrors that Germany and her Nazism brought to the world. On the contrary - it can be used as a reminder of the types of horrors that that regime and its insanity brought the world, including to her own civilian population and members of her armed forces as well. However, such themes are extremely difficult to contemplate for many people in Germany to this day and are very much a taboo, and it is, unfortunately, much easier for them to simply close their eyes to the reality of the past than it is to use the past as a learning experience from which much can, and should, be taken.

Under the conditions imposed by a society that hides from its past, it seems unbelievable that there would be an attempt to erect a memorial to Karl Kleemann, who died in Thum on September 11th, 1944. The idea was brought forth by two locals, from our view, two cross-border fellow collaborators of the Museum of

the Air Battle Over the Ore Mountains, Frank Retzlaff and Ronny Gehra. These two have co-operated with us on other occasions. They have been the main driving force behind the idea of erecting the monument to Karl Kleemann and all victims of the air battle over the Ore Mountains. The memorial came to fruition thanks to the understanding and support of the Thum City Council and many local elements. The unveiling of the memorial, as a tribute to a World War Two German pilot who lost his life on German soil and a reminder of the vicious horrors and senseless loss caused by war, occurred on September 8th, 2018. It was unveiled by two children from both former enemies, a German girl and a Czech boy, in a symbolic gesture of the need to reconcile. The flags of both sides of the conflict swayed over the monument - American and German, and along with them, thanks to German - Czech co-operation on the project and the involvement of the museum that also pays tribute to Obgefr. Kleemann who died in combat over the region, the Czech flag. The site where the monument is located, has been named 'Kleemann Eck' (Kleemann's Corner)

Frank and Ronny managed a pretty much unimaginable feat - unveil a monument to a Second World War German pilot in Germany, and in the process convince the local powers that be of the idea and bring them on board, and all this under anti-war and anti-Nazi sentiment with no political motives either way. Last, but not least, they also were able to track down Kleemann's family and co-ordinate their efforts with them. And with that, they were able to add another piece to the mosaic of the Air Battle Over the Ore Mountains of September 11th, 1944, which should not be so easily forgotten.



The author during the unveiling ceremony.

The main proponents of the erecting of the memorial, Frank Retzlaff and Ronny Gehra.

The author of this article is also the curator of the Museum of the Air Battle Over the Ore Mountains September 11th, 1944 in Kovarska.

Gratitude and thanks in help with this article go out to Frank Retzlaff, Ronny Gehra, Piotr Forkasiewicz, the family of Karl Kleemann, Thum City Hall, and Heidemarie Klein of the Thum Town Archives.

Sources:

Archives of the Museum of Air Battle over the Ore Mountains on September 11th, 1944 in Kovarska, Czech Republic
City Archives Thum

Artworks: Piotr Forkasiewicz



A close-up of the memorial with the Jagdgeschwader 4 emblem. The text reads:

In this vicinity in air combat, Obergefreiter Karl Kleemann lost his life. 7.(Sturm)/Jagdgeschwader 4. Born November 10th, 1923, Died September 11th, 1944.

In memory, and as a warning.

In the air combat over the Ore Mountains on September 11th, 1944, 56 American and 21 German pilots and aircrews lost their lives.



NEIL PAGE



WILDE SAU - STORIES

By the late summer of 1944 wilde Sau operations were a distant memory for the majority of pilots in JG 300. All night-fighter activities in the Geschwader had been concentrated in a 'specialised' Moskito-hunting Staffel designated 10. (N)/ JG 300. This was the so-called 'Kometen' or Comet Staffel, established to combat the almost nightly incursions over Berlin by DH Mosquito bombers of the RAF's LNSF (Light Night Striking Force). Operating out of Jüterbog, south of Berlin, under Staffelkapitän Leutnant Karl Mitterdorfer, 10. Staffel flew a 'modified' Wilde Sau system—guided by two vertical searchlight beams and a ground controller, the unit's high performance G-14/AS fighters loitered at high altitude (10,000 meters) above the 'corridors' used by the Mosquitoes flying into Berlin. Karl Mitterdorfer was initially a flight instructor and did not join 10. / JG 300 until August 1944. He quickly made a name for himself with a spirited sortie on the night of 13/14 September 1944, his first 'sharp' sortie.

Just two pilots, Mitterdorfer and an unknown Feldwebel, were assigned to cockpit readiness that night. Mosquitoes were reported approaching Berlin

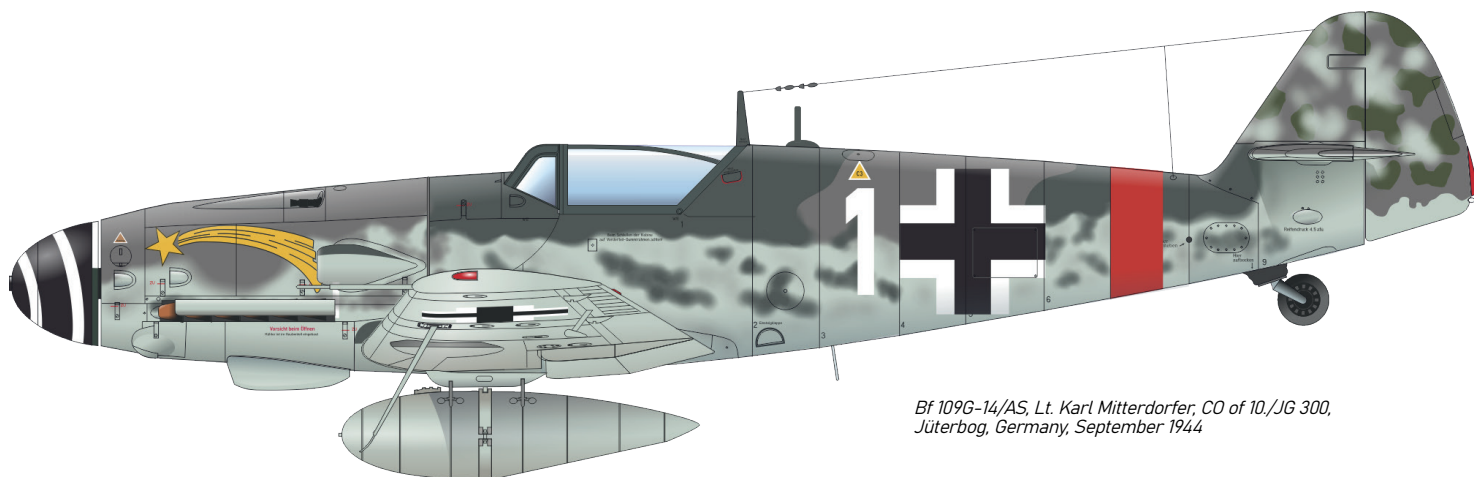
and so the alarm was raised. However, the unknown sergeant turned back because of an engine failure, leaving Lt. Mitterdorfer to fly this mission alone. Over the course of his sortie he was vectored onto two Mosquitoes, and after closing on one of the RAF twins, pursued the enemy down to 4,000 metres before realising that it was spinning down out of control. After landing, Lt. Mitterdorfer filed two claims (although contrary to what can be read elsewhere the second Mosquito loss was not credited to Mitterdorfer). He was immediately awarded the EKII in the field for his exploit – shooting down the fast Mosquito with a Me 109G-14/AS, an encounter where circumstances really had to favor the fighter in order to record any success.

Jorg Czypionka was a flight instructor with FFS A/B 115 in Austria, prior to being posted to 10./JG 300; *"[We flew] a modification of the earlier Wilde Sau system—single seat Messerschmitt 109s without radar, using ground-based navigation and communication. The Mosquitoes came in very loosely and very fast. They flew in singly and were thus widely spread*

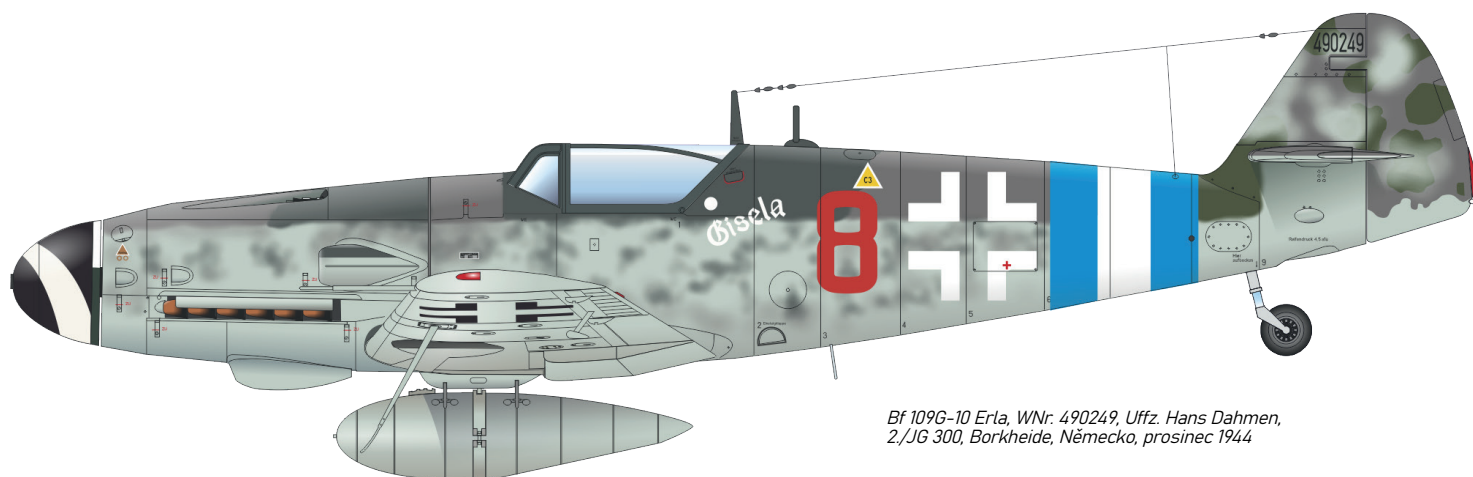
out. Our Bf 109s had only a small speed advantage over the Mosquito, and the enemy aircraft came in and flew out at top speed from the target area. So we had to be at a higher altitude to have a chance of knocking them down. We waited for them mostly at about 10,000 meters (25,000 feet), often higher. It was a very difficult task..."

Czypionka recalled being vectored onto a Mosquito that was captured in the glare of as many as 30 searchlights. He approached the speeding bomber from behind, and as he was lining up his shot, the searchlights went out. Czypionka opened up nonetheless but had no way of knowing if he ever hit the aircraft. Not that Czypionka was unduly concerned – flying was most important to Czypionka, not combat – his mother had told him not to kill anybody. As it was he found it challenging and risky enough simply flying at night—alone in the cockpit with the roar of a 2,000 horsepower engine, the sky at 30,000 feet, cold, huge and pitch-black.

Czypionka described an added problem – engine reliability. With the throttle at full power for too long, it



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



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

was easy to ask too much of the DB 605.

"On the way back home the engine blew and started a fire. Oil came out and so there was no chance to do anything. I just kept my cool and talked to my control officer, who said he knew where I was, and I bailed out..."

Another 10./JG 300 pilot was Kurt Welter, a controversial figure who went on to lead his own Me 262 Kommando against the Mosquitoes of the LSNF after his successes with 10./JG 300. In one account he claimed to have brought down a Mosquito after colliding with it, an event apparently corroborated by the Mosquito crew who filed a combat report for almost exactly the same place and time – they reported that a Bf 109 rammed them and took off parts of their wing so they lost control temporarily before being able to fly home...

While the wilde Sau had been relegated to no more than a night-time sideshow on the fringes of the activities of JG 300, by day the Geschwader faced up to the huge numbers of American aircraft that dominated the skies of the Reich...

Robert Jung was an enthusiastic 17-year old young glider pilot when he was accepted for fighter pilot training in the Luftwaffe during 1942. After attending the Luftkriegsschule (War College) and then being accepted for Jagdfliegerausbildung (fighter pilot training) he was posted in August 1944 as a youthful Fahnenjunker-Unteroffizier (officer candidate) to the leading 'all-weather' Reich Defence Geschwader JG 300 and as he put it, *'eager to arrive at the front before it was too late.'* (Inständig hoffend nicht zu spät zu kommen). Just twenty hours after his arrival at JG 300, Jung's youthful illusions about life in a front-line fighter unit had been shattered – every sortie was a fight for survival against hopeless odds. Jung later recalled that the JG 300 pilots invariably *'prayed for clouds.'*

September 13, 1944 was one of those days. There was huge American aerial activity over Germany – well over 1,000 US bombers and hundreds of fighters were launched at various targets. It was 10h35 when the green flare signalling the order to take off rose into the sky over the airfield at Esperstedt. The Messerschmitt 109s of 1./JG 300 took off behind the Bf 109 G-14/AS "double chevron" of Ritterkreuzträger Hptm. Gerd Stamp. The Gruppe could barely assemble twenty combat-ready aircraft, the last of Stamp's machines. This small formation was vectored over the Halle-Leipzig sector, briefly clashed with 357th FG Mustangs and then closed on several boxes of B-17s between Eisenach and Coburg at around 12h15. Opening up on a B-17 Oblt. Manfred Dieterle, Kapitän

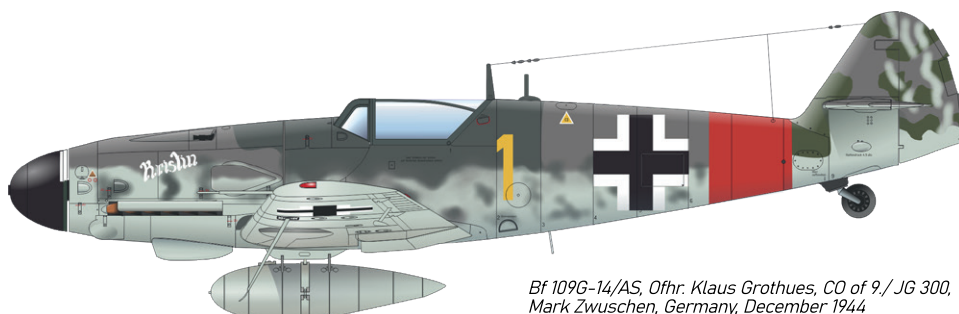
of 2. Staffel, at the controls of 'Red 7' looked on as his target veered out of formation trailing a thick plume of black smoke in its wake. After Gfr. Hans Dahmen (2. Staffel) and Fhr. Otto Leisner (1. Staffel) had each claimed a Boeing destroyed, the German pilots once again clashed with Mustangs of the 357th FG, now joined by P-51s of the 55th FG. After his 3. Staffel Schwarm had been scattered, Jung's G-14 was chased by four Mustangs. In the dogfight that followed, one of the P 51s flew in front of him – a short burst from his three guns resulted only in the jamming of the engine-mounted cannon. Managing to get into a good position for a second time, Robert Jung unleashed a burst from his cowl machine guns and saw his rounds explode against a P-51's wing, which appeared to catch fire. The Mustang rolled slowly inverted and went down vertically. Despite the proximity of the ground, Jung did not have time to observe his victim crash. He himself had taken hits fired by one of his pursuers and had to attempt a dead stick landing, putting his "Yellow 3" down gear up in a field. The Bf 109 G 14/AS flipped over as it struck the ground. The concussed pilot was pulled clear of the aircraft and transported to the nearest hospital. If a victory claim was filed, then it was not confirmed.

A few weeks later 1./JG 300 moved to Borkheide, an isolated village some thirty miles or so south of Berlin comprising a handful of houses and a large open expanse of "heath-land" of sandy soil, grassy tufts and felled pine fir stumps. The pilots and ground crews 'lived' in underground log bunkers – a "fore-taste of the coffin" according to one pilot – and spent most of their days at cockpit readiness. The field was surrounded by pines on three sides, in theory difficult to spot from the air – and by marauding P-51s. On November 2 the order to go to cockpit readiness had already come through and a deathly silence had descended over the field. The pilots found themselves alone with their thoughts, seated at the controls of their Messerschmitts. Mechanics stood on the wings, ready to wind up the heavy inertia starters of the Daimler-Benz engines. Suddenly the

silence was broken by the sound of a DB 605 engine, throttled back, flying a landing approach. A Me 109 hove into view and touched down.

Moments later, slipstream screaming across the open ports of their wing machine guns, around fifteen P-51s of the 355th FG – the 'Steeple Morden Strafers' – fell on the 'airfield' at Borkheide. The P-51s had 'discovered' the airfield having followed in the new arrival – a JG 3 machine attempting to put down after combat. Unleashing a series of firing passes that lasted some ten minutes, the 'Strafers' attack sent columns of thick black smoke billowing up into the air. In the chaos and confusion some of the Messerschmitts attempted to taxi away under the cover of the trees, while crews scrambled for safety. As the Mustangs departed the scene the results were spectacular – virtually half the entire aircraft complement of 1./JG 300 had gone up in flames. At least nineteen Bf 109 G-14/AS fighters with fuel tanks and magazines recently replenished for a sortie had been destroyed. At Jagddivision HQ there was consternation. Generalleutnant Beppo Schmid, CO of 1. Jagdkorps, accompanied by Kommodore Dahl, arrived at Borkheide to inspect the damage. The Kommandeur 1./JG 300 Hptm. Stamp only narrowly avoided disciplinary sanctions. In fact he would soon depart the Gruppe.

These JG 300 losses were soon replaced as the first Bf 109 G-10s arrived at 1./JG 300 during November 1944. Production of the latest DB 605-powered Bf 109 sub-type the G-10 had started in October 1944 and by February 1945 Erla had produced over 1500 examples. The G-10 had been conceived as a light fast fighter, perhaps the fastest of all the Gustavs, capable of 700 km/h at 7,000 metres. In the fuselage, behind the 400 litre main fuel tank was a 115 litre MW installation for boosted takeoff and emergency power. The cowl MGs featured a new aerodynamic cover, dispensing with the ugly Beulen and both the tall tail and the tall tail-wheel could be fitted for better stability and visibility on the ground.



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

But not even the arrival of the Bf 109 G-10s could halt the massacre of JG 300's pilots. On January 14, 1945 during another huge raid over Berlin, Jagdgeschwader 300 and 301 lost at least 90 fighters and 68 pilots, either dead, wounded or missing in the space of thirty minutes! For Jagdgeschwader 300, aircraft losses, amounting to at least sixty machines, approached 50% of those committed during the course of the day. The Staffelführer of 9./ JG 300 Klaus Grothues was shot down and killed flying Bf 109 G 14/AS "Yellow 2" north of Rathenow. Credited with 17 victories he was the last ace of III. Gruppe. His disappearance, coming as it did one month after the loss of Lt. Otto Köhler - along with the huge losses in combat that day - had a profound impact on his comrades.

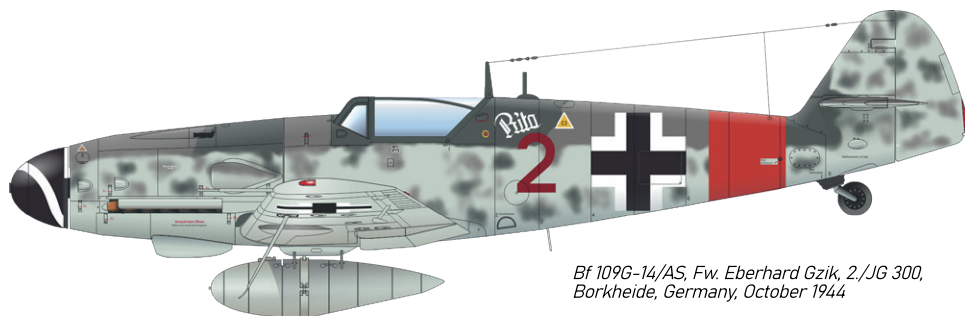
In late January 1945 I./JG 300 along with the other Gruppen of JG 300 were rushed to the Eastern Front. With the Russians within striking distance of Berlin there were more pressing concerns than intercepting bombers and dog-fighting P-51s as Lt. Friedrich-Wilhelm 'Timo' Schenk, Staffelführer of 2./JG 300 recalled ;

" Liegnitz - February 1945. The Russians had crossed the Oder near Steinau. (...) When the weather allowed, we flew uninterrupted sorties, up to eight a day for some of us. The fields and roads between the villages were teeming with thousands of people, women, children, the elderly, all attempting to flee the Soviet invasion in the bitter cold. Most of the columns

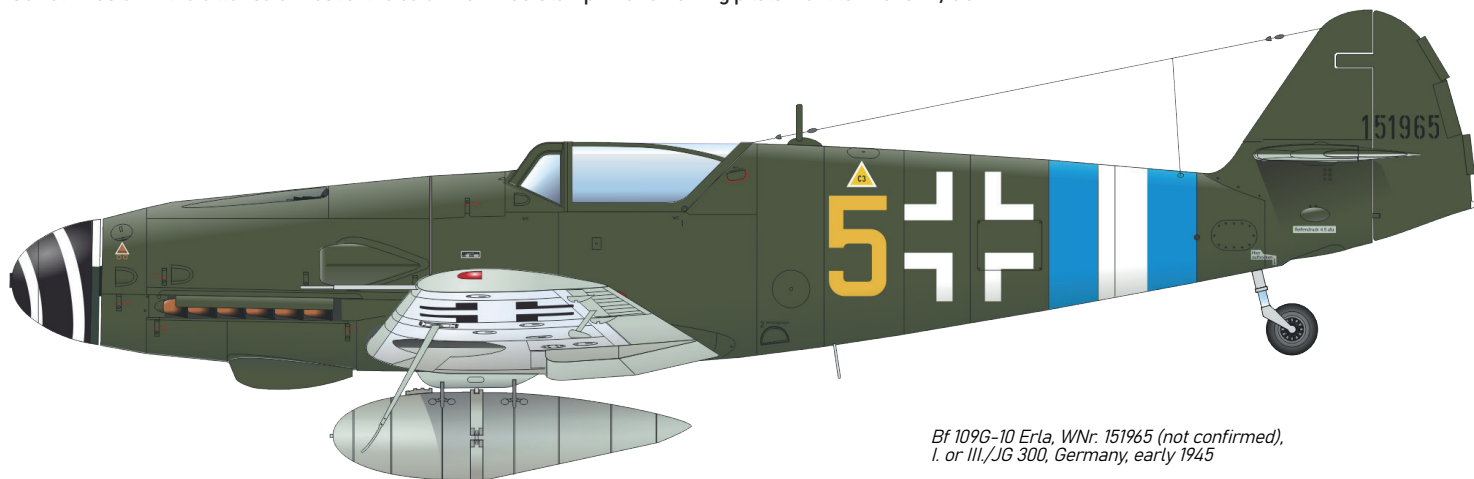
of refugees were heading for Dresden. Viewed from the sky these columns of civilians clogging the roads painted a picture of terrible suffering. The Russians were everywhere. We flew strafing attacks with variable results - low level firing passes against tanks, vehicles and infantrymen was no easy task. "

In March 1945 with just a handful of serviceable aircraft and pilots remaining, I./ JG 300 was disbanded. The young and inexperienced pilots in its ranks were encouraged by 'Hajo' Herrmann - the creator of the wilde Sau - to 'volunteer' for the ramming mission to be flown by the Sonderkommando Elbe. The more experienced pilots had already been posted for jet training - Eberhard Gzik had gone to 9./EJG 2 in November 1944 and flew with the former Kommandeur of I./ JG 300 Gerhard Stamp in the Me 262 Kommando Stamp. The remaining pilots went to III. and IV./ JG

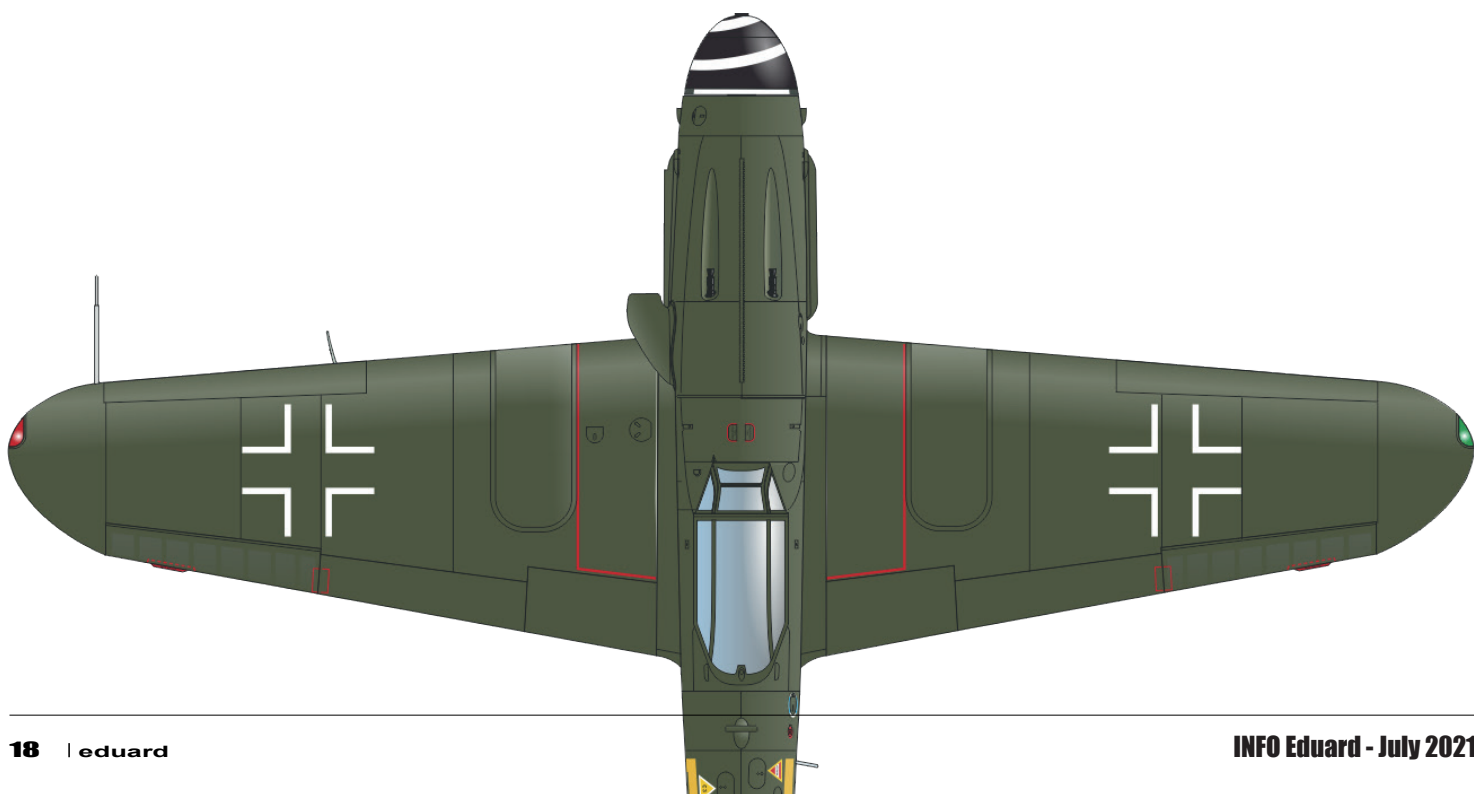
300. Both these units were shuttling around various airfields in southern Germany. Their aircraft - essentially Erla built G-10s and Bf 109 K-4s - all featured the blue-white-blue JG 300 fuselage bands introduced at the turn of the year 1944-45. Brought together under the banner of Jagdgruppe 300, a short black Gruppe bar was painted over the fuselage bands. Ultimately little is known about Jagdgruppe 300 - it was 'officially' established through the amalgamation of II. and III./JG 300 in April 1945 and is mentioned in a Luftflottenkommando 6 ORB dated May 3, 1945. Ordered to Ainring and from there on to Prague with stated diversionary airfields in Czech territory, their pilots flew some of the last - and perhaps most hopeless - Luftwaffe sorties of the war.



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



Bf 109G-10 Erla, WNr. 151965 (not confirmed), I. or III./JG 300, Germany, early 1945





WILDE SAU:

a short history

Vladimír Šulc

Area Bombing Directive

Over the first half of 1942, the RAF conducted three large raids, dubbed 'Thousand-bomber raids' against German industrial cities during Operation Arabian Nights. The first raid, coded Operation Millenium, was conducted by 1,047 bombers over a ninety-minute span on the night of the May 30 and 31, 1942. They carried some 1,480 tons of bombs, with about a third of them being incendiaries. Losses incurred by the RAF amounted to 41 bombers, which was to just under 4 % of the force, which is a value that Bomber Command would consider acceptable given the amount of damage inflicted. The latter aspect was significant, leaving behind the destruction of 3,330 structures, 2090 heavily damaged, with 7,420 lightly damaged. Loss of life was high, with 486 casualties and 5,027 injuries.

The second 'Thousand-bomber raid' was conducted by RAF Bomber Command two days later, on the night of the June 1 and 2, 1942, when 960 bombers attacked Essen. The results of this raid were much less favorable due to inclement weather conditions. Losses were put at 31 aircraft (3.24 %). The third raid under Operation Arabian Nights saw Bremen being targeted on the night of the June 25 and 26 by another 960-bomber force, with 5 % of them being lost in the process, corresponding to 48 aircraft. This raid saw the use of heavy, two-ton bombs, one of which literally dismantled one of the assembly halls of Focke-Wulf. Although only some 700 of the bombers managed to get over the primary target, this raid was deemed relatively successful.

Within the scope of this offensive campaign, which fell under British Air Ministry Directive No. 5 from February 14, 1942, RAF Bomber Command conducted several smaller raids. They were flown prior to and after the described thousand plane raids and included a well-known raid against Pilsen on the night of the April 23 and 24, 1942. Raids with such a high concentration of force as were seen during Operation Arabian Nights, could not be sustained by the RAF, because

they required the services of virtually every available aircraft, including those of Coastal Command and training units. Notably, the training units that were pressed into service were ineffective and suffered high losses. For example, No. 91 (OTU) Group lost 23 of its 198 aircraft in the raid on Bremen, close to 12 %. In any case, Bomber Command diligently embarked on a mission to form new squadrons equipped with the most modern assets, namely the Stirling, Halifax and especially the Lancaster, and to develop new tactical protocols. In the spring of 1943, Bomber Command had around 65 squadrons equipped with heavy bombers, ready to ply their trade against Germany in a continuation of the night bombing campaign against her.

Operation Gomorrah

Night fighter units of the Luftwaffe under these new conditions were inadequate in terms of their numbers and also their effectiveness. This became abundantly clear over the course of the week that saw raids against Hamburg under Operation Gomorrah, initiated on the night of July 24, 1943, with 791 bombs. This raid was conducted chiefly by Lancaster bombers that dropped 2,400 tons of bombs for the loss of only twelve aircraft. Smaller USAAF raids followed on



Title photo: Frankfurt am Main shortly after the war.
Photo: Museum of Air Battle Over the Ore Mountains Archives

Photo on right: Oblique aerial view of ruined residential and commercial buildings south of the Stadtpark (seen at upper right) in the Eilbek district of Hamburg, Germany. These were among the 16,000 multi-storeyed apartment buildings destroyed by the firestorm which developed during the raid by Bomber Command on the night of 27/28 July 1943 (Operation GOMORRAH). The road running diagonally from upper left to lower right is Eilbeker Weg.
Photo: IWM



Hans-Joachim „Hajo“ Herrmann
(1913 - 2010)

Hans-Joachim „Hajo“ Herrmann (1913 - 2010) originally worked as a policeman, then joined the army and in August 1935 was recruited to the Luftwaffe with the rank of Leutnant. He first served with Fliegergruppe Nordhausen and in 1936 was assigned as a bomber pilot to 9./KG 253. In August of that year he was deployed in the Spanish Civil War. He flew with the Legion Condor in that theatre until April 1937 and was awarded the Spanish Cross in Gold with Swords. Later in the ranks of his Geschwader, renamed KG 4, he took part as commander of the 7th Staffel in the attack against Poland, Norway and France. At the end of May 1940 he was shot down over Dunkirk. In September 1940 he received the Honor Goblet „For Special Achievement in the Air War“ and in October he was awarded the Knight's Cross. In 1941 he also served briefly with KG 54 and IX. Fliegerkorps, but in September he became commander of III./KG 30 and joined the fight against Allied convoys on the routes to the Soviet Union. In the summer of 1942 he was transferred to the Stab of General der Kampfflieger and was in charge of technical and tactical changes in the deployment of bomber units. From May 1943, he experimented with the „Wilde Sau“ tactic and achieved his first night victory on the night of July 3-4. In the same month he founded JG 300, and in August he was awarded the Oak Leaf Cluster and simultaneously appointed to command the Jagddivision 30 and inspector of night fighters. In January 1944 he was awarded with the Swords to the Knight's Cross and two months later became commander of the Jagddivision 1. From November 1944 he served with the Stab of the II Fliegerkorps and in January 1945 became commander of the 9. Fliegerdivision. He was the initiator of the formation of a fighter unit which was to crash its machines into Allied bombers (Rammkommando Elbe), and at the end of the war he organized an air operation for sabotage in the rear of the enemy (Unternehmen Bienenstock), whose activities ended at the base Salzburg-Ainring. Here he got into a dispute with the commander of JV 44 Heinz Bär and threatened him with personal liquidation. After the war he was a Soviet prisoner of war until 1955. He was one of the influential and fanatical military commanders who lost track of the realities of the war situation and whose decisions led to unnecessary casualties. After returning to West Germany, he became a lawyer and was an active neo-Nazi and Holocaust denier.

the July 25 and 26, and just before midnight on July 27, there was a raid by 729 Lancaster and Halifax bombers of the RAF. This raid also dropped some 2,400 tons of bombs on the city, a large number of which were M69 incendiary bombs that turned the centre of the city into a fiery hell. Further raids with fewer losses were conducted on the night of the July 29 and 30 and the August 2 and 3. The loss of life was monumental, and reportedly some 42,500 people lost their lives, the majority of them civilians. The event produced the first known firestorm, with flames reaching into the air several kilometers. The effectiveness of countering this raid was woefully inadequate partly because of, among other factors, the use of Window metal strips which severely limited the functionality of both ground and airborne radar systems. The result of the effect of the raid and the resulting ineffectiveness in countering it, as well as the firestorm, was that the door was opened to implementing new concepts of night fighting. This involved the use of traditional day fighters in free-roaming intercepts. The driving force behind this concept was the very successful and highly decorated bomber pilot, Col. Hans-Joachim Herrmann, nicknamed Hajo Herrmann. He had proposed trying out this concept as early as the end of 1942. He also personally tested this concept in practical terms in the spring of 1943 and received the go-ahead to form an evaluation unit.

Jagdgruppe Herrmann

Stab/Versuchskommando Herrmann was officially activated on June 26, 1943 at Deelen, the Netherlands. The unit was composed of experienced pilots, largely of former transport and bomber pilots with expertise in blind flying techniques. The aircraft were borrowed from JG 1 and JG 11. Herrmann's unit was based at Bonn-Hangelar and received its baptism of fire during a raid on Cologne on the night of the July 3 and 4, 1943. Herrmann's pilots brought down ten British aircraft for the loss of one of their own. Herrmann himself was credited with one kill. After the use of Window over Hamburg, they began to be considered the only effective combat element at the disposal of the Luftwaffe. The tactic, that involved interception without the use of ground control or airborne radar, where the fighters roamed at will and wreaked havoc among enemy bombers in any given operational area, much like wild boars, was dubbed 'Wilde Sau' (Wild Boar).

The evaluation unit's designation was changed to Jagdgruppe Herrmann in July 1943, and it was integrated into II./JG 1. I./JG 300 was activated in August 1943. In the first phase of its existence, the unit shared aircraft with day fighter units II./JG 11 and III./JG 11. Another two units, JG 301 and JG 302, were established later, during the fall of 1943, but the shortage of new aircraft dictated that only one Gruppe of each of these Jagdgeschwader units had their own equipment. The remaining groups (Gruppen), dubbed 'Aufsitzer', or, less flatteringly, 'Boar's Ass', were forced to continue to rely on borrowed aircraft from day fighter units. All three Wilde Sau units, JG 300, 301 and 302, were, under Herrmann's leadership, integrated into the Jagddivision 30 and were subordinate to Luftwaffebefehlshaber Mitte.

Wilde Sau concept

Bf 109G-5 and G-6 fighters that were tasked with Wilde Sau missions carried minimal modifications for night flying. Pilots had to be specialized in blind flying and in firing at targets at night. To prevent being blinded by exhaust flames at night, the aircraft had visor plates, called Blendschutzleiste, mounted over the exhaust stubs on both sides of the engine cowl. In the vicinity of the bomber targets, typically a burning agglomeration, silhouettes of the attacking bombers were discernible, but the high level of contrast above these areas, the exploding shells of the anti-aircraft guns, searchlight beams, the glare of the fires below reflecting off clouds, smoke, and other effects, easily led to pilot disorientation. Important flight instruments were doubled and placed on a blind flying panel, ensuring important flight data in case of damage to the aircraft. Navigation and landing lights were usually left off, as were landing strip lights. Take-offs and landings were usually carried out in total darkness, and only in cases of emergency, there would be a light placed at the end of the runway, pointing straight up, that would indicate to a pilot the axis of the runway. The aircraft carried standard radio equipment, augmented by a FuG 16Zy navigation system, using directional beams to aid in navigating, and the FuG 25a IFF system. For acoustic identification of friendly aircraft, first and foremost among localized counter-air defensive units, exhaust mounted sirens were installed, called Eberspächer. This emitted a distinctive and easily identifiable tone. As an aid to visual identification, an infrared light was installed on the bottom surface of the wing, and in cases of emergency, a flare could be fired out from the cockpit.

Fuel carried by the Bf 109G-6, under normal conditions, allowed for around eighty minutes of flight time, fifteen of which were generally

An Avro Lancaster silhouetted against flares, smoke and explosions during the attack on Hamburg, Germany on the night of 30/31 January 1943. This raid was the first occasion on which H2S centimetric radar was used by the Pathfinder aircraft to navigate the force to the target. Photo: IWM

used up in reaching operational altitudes. A 300 litre drop tank increased this by an hour at cruising speed. Weapons generally included two MG 131 13mm machine guns with 300 rounds per gun, one MG 151/20 20mm cannon firing through the propeller hub, and two such weapons mounted inside of gondolas below the wings, each with 200 rounds. Often, the head armor was removed to save weight, as it was considered largely useless for night fighting. According to pilot memoirs, defensive fire from the bombers was seldom effective, and the gunners rarely were able to train their weapons on the attacking fighters under difficult lighting conditions as described earlier. In cases of hits to the aircraft or mechanical issues that rendered the aircraft unflyable, the pilots preferred to bail out rather than belly-land, because emergency landings at night were extremely difficult.

Mighty Eight is coming

As it is well known the situation in the battlefield changes every minute. The air war over Europe was fundamentally impacted by the arrival of the Americans. 8th Air Force USAF was established in Savannah, Georgia, in January 1942 by the order dated January 8, 1942 to create US Air Forces in the British Isles. The first USAF contingent, together with 15th Bombardment Group personnel (without aircraft) arrived in May followed by General Spaatz's staff who settled in Bushy Park at London's outskirts. The subordinate commands, VIII. Bomber Command and VIII. Fighter Command, were also established in January 1942 followed by VIII. Air Support Command established on April 24. The first 8th AF official operation was conducted on July 4, 1942, but it was a propaganda show performed by RAF aircraft crewed by RAF personnel on the day of the American holiday. The first real mission was flown on August 17, 1942 by 98th BG B-17Es escorted by RAF Spitfires to bomb the marshalling yards in Soestville-les-Rouen, France.

The first fighter group of the VIII. Fighter Command was 4th FG founded on September 29, 1942 using three RAF Eagle Squadrons where American citizens served as a base. 4th FG operated the British Spitfires Mk.V until it was re-equipped with P-47 Thunderbolt. For several months the 4th FG was the only unit available to 8th AF command. Another FG assigned to 8th AF, 78th FG, equipped with P-38 Lightning, arrived in Britain as late as November 1943 but in February 1943 was transferred to

Messerschmitt Bf 109G-6/U2 (W.Nr. 412951) „White 16“ of 3./JG 301, one of two aircraft which landed in error at Manston on 21 July 1944. Both fighters were on a night „Wilde Sau“ operation against RAF bombers. The pilot of this aircraft was Leutnant Horst Prenzel, Staffelkapitän of 3./JG 301. Photo: IWM



North Africa under 12th AF command. The unit returned to Britain in the end of 1943 and was re-equipped with Thunderbolts. Only in May the 56th FG flew its first mission as well, and with Thunderbolts too. Since the summer the number of 8th AF fighter groups was rapidly growing. In the end of 1943 there were eleven out of the ultimate fifteen fighter groups, the inventory VIII. Fighter Command managed in the beginning of 1944. On 14 May, 1943 the 8th AF conducted its first mission when 200 bombers were dispatched to raid Kiel.



Directive Pointblank

This directive, issued by the Combined Chiefs of Staff on June 14, 1943, determined the German aviation industry as a prime target for the Allied Combined Bomber Offensive. The German factories were within the American bombers' range, however the USAAF did not have the escort fighters with sufficient range available yet. The raids to such a distant targets were flown partially over the German territory and over the target without the fighters' cover. From May to July these bombing missions were concentrated on the Focke-Wulf factories in Kassel, Bremen and Oschersleben and even though the attacking units suffered heavy losses the missions were deemed successful.

The series of raids on Hamburg, as mentioned earlier, is an example of the cooperation between the RAF Bomber Command and 8th AF when the RAF night missions were supplemented by the consequent USAAF raids during the day. The example of the mission with catastrophic losses suffered by the attacking airplanes is the raid on Regensburg and Schweinfurt conducted on August 17, 1943 and flown by 376 B-17Fs from 16 bombing groups on the anniversary of the 8th AF first independent mission. Even though the raid caused serious damages to the enemy the own losses were 60 airplanes shot down and another 55 to 95 damaged, mostly beyond repair. The raids on Wiener Neustadt and Ludwigshafen as well as the second raid on Schweinfurt on October 14, 1943 inflicted heavy losses to the Americans.

The Battle for Berlin

During the night of 18 to 19 November, 1943 the Bomber Command commenced the Battle for Berlin by dispatching 440 Lancasters and 4 Mosquitos on the raid. The mission was repeated during the night of 22 to 23 November, however this time 764 bombers were attacking and the raid was repeated the following night by 383 bombers. Till the end of the year RAF performed 8 large scale raids on Berlin, from New Year 1944 till the end of March 1944 another 8 raids. This sorties were supplemented by the Mosquito raids on the smaller scale and large raids on the other large German cities such as Leipzig, Essen, Nürnberg, Frankfurt am Oder, Magdeburg, Braunschweig, Stuttgart. Despite the heavy losses suffered by the attackers the destruction of Berlin was devastating. The waves of the raids were gradually destroying one neighborhood after another until there was nothing left standing. Berlin as a symbol of Germany and Nazi power was a target of 363 bombing

raids in total. Nevertheless, 16 large scale raids flown by RAF during five months, from November 1943 to March 1944 brought about a perfect storm. The gradual destruction of the city as well as its change of spirit of its population during the endless waves of bombing was masterfully described by Jonathan Littell in his novel *The Kindly Ones*.

Reorganization and regrouping of forces

8th AF flew its first day raid on Berlin on March 4, 1944. It was however preceded by the fundamental restructuring of the USAAF strategic forces command in Europe. In January 1944 the USSTAF-US Strategic Air Forces in Europe command, and all the air forces operating in Europe were put under its command including 8th and 9th AF in Great Britain and 12th and 15th AF in Italy. Lt.Gen. Carl Spaatz was appointed to the command, the operational officer became Maj.Gen. Fred Anderson and Lt.Gen. James Doolittle was given the command of the 8th AF. This reorganization has caused significant changes in the USAAF operations in Europe, change in tactics and the equipment as well, P-51B Mustang was arriving in the theater. The re-equipment of the 8th AF fighter groups commenced in February 1944 and till the summer, 14 out of 15 8th AF fighter groups transitioned to the type. The same development was under way in the 15th AF operating out of Italy. USAAF bombers received the fighter escorts along their route to Germany and back regardless if they took off from Britain or Italy.

The primary tactical aim was the destruction of Luftwaffe. This mission was spelled out by the USAAF Chief of Staff, General Arnold, who in his New Year's speech to the personnel said: "Destroy the enemy air force wherever you find them, in the air, on the ground and in the factories."

The Luftwaffe was reorganized as well. On February 5, 1944 the Oberkommando der Luftwaffe, OKL was established. It's interesting to learn that until then Luftwaffe, contrary to the Navy and Wehrmacht, did not possess the supreme command and was directed by the Reich's Aviation Ministry-RLM. The direction of the units and combat missions, inspection of the equipment, lodging, communication and anti-aircraft artillery were still under OKL command. RLM continued to direct the training, administration, protection of the civilians and technical development. At the same time the Luftwaffenbefehlshaber Mitte was replaced by Luftflotte Reich which was still responsible for the Reich's air defense-Reichsluftverteidigung.

Bf 109G-6/R6 „Red 29“, 2./JG 302 operating from Helsinki-Malmi in early 1944 under tactical designation Einsatzkommando Helsinki. Note black lower surfaces on the starboard wing and the flame-damping exhaust covers. Photo: SA-Kuva





Photo taken from a Boeing B-17 of 95th BG during a raid on Mainz on September 8, 1944.
 Photo: Museum of Air Battle Over the Ore Mountains Archives

Oil Campaign

With the Battle for Berlin at the end, the combined bombing offensive ceased as well. Until May 1944 the Allied Air Forces defined the priority tasks: the attacks on the cities, the attacks on the V-1 launching pads and the attacks on the German railway system. On May 8 the USAAF launched the Oil Campaign with the German fuel industry as a main target. The USAAF day bombers have become the primary opponents of the German fighters. In the end of 1943, and in the first half of 1944, the power balance in the battlefield changed. With the USAAF arrival in ETO and its growing combat capability and above all introduction of P-51B to the escort fighter groups, the German fighter units were under the extreme pressure. It rapidly turned out that they were falling behind in terms of organization, technology as well as personnel. It was necessary to quickly replenish the fighter units ranks. Therefore, as early as spring 1944, the majority of Wilde Sau units were gradually integrated into the Reichsverteidigung (RLV) system and deployed in the day fighting against the American bombing force.

The tactics

After the successful deployment of Sturmstaffel 1, in summer the Sturmgruppen IV.(Sturm)/JG 3, IV.(Sturm)JG 4 and II.(Sturm)/JG 300 were established and equipped with heavy, armored Fw 190A-8/R2. The first combat debut of the new Sturmgruppen took place on July 7, 1944 during the raid on Leipzig. The new tactics of attacking the German formations further relied on the fighter formations called Gefechtsverbände concentrated around heavy Sturmgruppen attacking the bombers with their Fw 190A-8 and Fw 190A-8/R2 and the units equipped with the lighter Bf 109G that would provide the top cover against the American escort fighter arriving at the higher altitu-

de. Since summer 1944 the Gruppe JG 300 and JG 301 were deployed as a fighter cover for the heavy fighters Fw 190A-8/R2 in this manner, since the fall equipped with Bf 109G-14/AS and later (since December 1944) with Bf-109G-10. In the dogfight with American fighter escorts, which were in summer and fall practically exclusively equipped with powerful P-51D Mustang surpassing Bf 109G-14/AS in the most flight parameters, the Wilde Sau units suffered heavy losses which were difficult to replace.

Not only the aircraft parameters mattered. The other supporting equipment played a role too. The anti-G pants or a new gyroscopic gunsight K-14 gave USAAF fighter pilots further advantage. Apparently the most important factor of the Allied air superiority became the thorough, highly efficient new pilots' training. On the other side the level of training of the young German pilots was deteriorating. The average flight time logged by new Luftwaffe pilots was 100-120 hours out of which only around 10 hours on the combat airplanes. That was less than half of the flight time of their opponents whose training was heavily focused on the combat flying. During the summer, as the Allied attacks on the oil refineries continued, the fuel allocation to the training units was cut down. In June 1944 the monthly fuel allocation to Luftwaffe pilot schools was 50 000 tons. In October 1944 it was only 7000 tons. The negative impact on pilots' training is obvious. In the fall the fuel was in short supply everywhere.

The combat tactics played the crucial role. The offensive deployment of the American fighters was conducted by flying ahead of its own formation and clearing the area of the enemy fighters, blocking the German airports by continuously circling fighters and strafing the airports and supply lines. This tactics proved to be fatal for Luftwaffe.



Walther Dahl
(1916 - 1985)

Walther Dahl joined the army in 1935 and was accepted into the Luftwaffe in the autumn of 1938. In 1939 he became a flight instructor and in May 1941 was assigned to Stab JG 3. On the first day of the attack against the Soviet Union he achieved his first victory and in July 1941 was transferred to II./JG 3. In April 1942 he became commander of the operational training 1. Staffel Ergänzungsguppe Süd. In August 1942 he returned to the Eastern Front as Adjutant of Kommodore of JG 3 „Udet“ and in December he received the German Cross in Gold and also the Honor Goblet „For Special Achievement in the Air War“. In April 1943, he achieved his 51st victory and was transferred to the Stab of the General der Jagdflieger, who at that time was Adolf Galland. In July 1943 he became commander of III./JG 3 „Udet“, which at that time was finishing its deployment on the Eastern Front and moving to Germany to join the Defense of the Reich. At its head, Dahl became one of the most famous commanders in the fight against the American four-engine bombers. In March 1944, he was awarded the Knight's Cross at the rank of Major. Two months later he was appointed commander of Jagdgeschwader z.b.V. and in June 1944 he took command of JG 300. By the end of 1944 he had achieved his 92nd victory, was awarded the Oak Leaf Cluster and promoted to the rank of Oberstleutnant. But due to disputes with Göring, he was removed from his post as commander of JG 300 and in January became inspector of fighter units. Even in this capacity he continued to fly combat sorties and in the last weeks of the war he achieved several victories in the Me 262 with III./EJG 2. The authors differ on the number of his victories. According to E. Obermaier, Dahl achieved 129 victories in 678 combat sorties, 30 of which were four-engined bombers. After the war, he had close ties to organizations and media with a far-right orientation.

Restructuring of RLV fighter units

In July 1944 it became clear that deployment of the twin-engine heavy fighters in day attacks against the bomber formations protected by fighter escorts is ineffective and the units equipped with twin-engine fighters started to restructure and re-equip with single-engine fighters.

For example ZG 26 became JG 6. Since August 1, the number of aircraft forming a Staffel was increased to 16 and number of Staffels in the Gruppe increased from three to four. During the summer 1944 RLV managed to establish 8 new Gruppen, mostly based on twin-engine fighter units personnel but also bomber and transport aircraft crews and of course, pilot schools graduates. Restructuring also entailed disbanding of some units. In June the majority of JG 302 was disbanded including Stab/JG 302. The only surviving JG 302 unit, I./JG 302, which operated independently, from February to May 1944 out of Helsinki as Einsatzkommando Helsinki for example, was in October 1944 integrated into JG 301 as III./JG 301. It was equipped with Fw 190A-8 and operated as a heavy Gruppe but lacking the armored Fw 190A-8/R2. Its aircraft were standard A-8 carrying four 20 mm cannons and two 12.7 mm machine guns lacking the armor. In the fall, the armored Fw 190A-8/R2 were being phased out of the heavy Gruppen and replaced by standard Fw 190A-8s or had the weight reduced by removing the outer applique armor and sometimes 30 mm cannons as well. In its initial configuration these cannons were quite effective weapons against the bombers. A single 30 mm round was sufficient to destroy B-24 (three were needed to destroy a sturdier B-17) but in case of a dogfight with Mustangs, Focke Wulfs were cumbersome, clumsy and almost defenseless. As we can see further, such combats did occur and Fw 190A-8/R2 losses were extremely high.

Oil Campaign continues

After a short break, during the Normandy landing in June, USAAF continued attacking the refineries and factories producing the synthetic fuel, railroad infrastructure and other targets. In July also 15th AF operating out of Italy joined the attacks on Germany. Between 19 and 31 July 15th AF conducted seven large operations, 8th AF conducted five, at 2% average loss of the deployed aircraft. That was quite some difference compared to 1943! Wilde Sau units also joined the attacks against the 15th AF formations, for example on July 25, during the raid on Linz, these units were attacking the Americans together with II./JG 27, I./JG 300, II./JG 300 and I./JG 302. On August 3 during the 15th AF raid on Friedrichshafen, the I./JG 300 shot down 8 Liberators at the loss of 11 own aircraft.

The already mentioned II.(Sturm)/JG 300 was officially established on August 9. Quite exemplary deployment of the Gefechtsverband composed of Stab/JG 300, I./JG 300, II. (Sturm)/JG 300 and IV. (Sturm)/JG 3 took place on August 15 during the raid on Wiesbaden. I./JG 300 flying the top cover, kept Mustangs far from the Focke-Wulfs resulting in 8 B-17s shot down at the loss of 10 own fighters and 5 pilots killed. The second Gefechtsverband composed of II./JG 5 and III./JG 53 attacked without the top cover and reported the same results, 8 B-24s shot down at the loss of 10 own aircraft. Walter Dahl rather optimistically reported 83 B-17s and 18 fighters shot down. The actually losses officially recorded by USAAF were 13 B-17s, 5 B-24s and 5 Mustangs. On August 19 the 15th AF flew the last attack against Ploiesti, Romania and further concentrated on the raids on Germany. From 20 to 29 August it performed the raid on Germany every single day. For the first ten days of September there was a lull in fighting. There was an inclement weather in the West and 15th AF was conducting the repatriation flights in Romania and the operation in support of the attacking Russians and new allies, the Romanians. On August 23 Romanians surrendered and after a rather injudicious German bombing of the Royal Palace, on August 24 Romania declared the war on Germany. On September 11 the lull on the Western front was over when the 8th AF deployed 1131 bombers and 715 fighters in the operation against Germany. RLV managed to muster the opposition of 355 fighters from 12 fighter groups (Gruppen) concentrated into three Gefechtsverbände led by three Sturmgruppen. The strongest Gefechtsverband was led by Walter Dahl. His pilots attacked 92nd BG above Merseburg and shot down eight B-17s (further four B-17s crashed behind the Allied lines) at the loss of 7 aircraft. However during the repeated attack, II.(Sturm)/JG300 was scattered by Mustangs and lost 13 Fw 190A-8. The second Gefechtsverband, composed of II.(Sturm)/JG4, III./JG4 and Stab/JG1, led by Major Specht (JG11), attacked 100th BG box without the fighter cover above Kovářská (Schmiedeberg) in Krušné Hory (Ore Mountains or Erzgebirge) and shot down 11 B-17s, later three more crashed behind the Allied lines.

The September 11 operations demonstrate the typical combat conditions above Germany in fall and a rather disproportionate losses suffe-



Formation of the 92nd BG during a raid on September 11, 1944 minutes before they were attacked by JG 300 led by Walther Dahl.
Photo: Museum of Air Battle Over the Ore Mountains Archives

red by both sides. 8th AF lost 46 bombers and 25 fighters. RLV lost 110 out of 305 attacking fighters i.e. 36% loss ratio. 60 pilots were killed, 25 survived with injuries. On September 12 the 8th AF attacked again, the outcome for RLV was even worse. 147 fighters entered combat, 76 were shot down, 42 pilots killed i.e. 52% loss ratio! On September 13 15th AF arrived at the scene raiding plants in Odertal (Oder valley) and Blechhammer (Blachownia Śląska) in Silesia. It comes as a surprise that RLV still managed to throw 137 fighters into combat, 63 of them got close enough to attack the enemy formation. In the middle of October the German fuel supplies have reached the lowest level since the beginning of war. On August 1 the Warsaw Uprising started. On September 17 the operation Market Garden commenced which calmed down the situation above Germany a little bit. 8th AF operated above the Dutch combat area and together with 15th AF conducted the supply flights in Warsaw area and smaller scale operations above the central Germany.

advanced and sophisticated Jagdschloss system appeared and in general the system of the search and vector radars was being developed and expanded. The radars with short range Wurzburg A, C and D were being developed with effective range 40 km. In the system of monitoring the combat situation, night fighter and anti-aircraft artillery vectoring, the radio communication interception and passive monitoring of H2X airborne radars transmission played the important role. This translated into the higher efficiency of both the night fighters deployment and anti-aircraft artillery which, as the war progressed, played more important role and losses it inflicted on the attacking bombers were heavier than those caused by fighters. The single-engine fighters hanging out in the airspace without radar presented more of the burden to the system than the benefit. The concept of such deployment visioned by Hajo Hermann in 1944 was no longer feasible. It did not mean though these fighters could not be useful. As opposed to the heavy twin-engine fighters they possessed one valuable advantage - the speed.

Night operations Wilde Sau in 1944

Let's take advantage of the relative combat inactivity and talk about the night operations Wilde Sau. They did not cease even though their restrictions and transfer of the Wilde Sau fighters to the day operations were caused by different factors, besides the arrival of USAAF arrival in the theater. Among others it was strengthening the night fighter units equipped with twin-engine aircraft featuring the airborne radar and improvement of their armament and other equipment. The technical conditions of the ground radar network have improved as well. New devices, such as Mammuth, have arrived with the effective range 300km, Freya went through the modernization, the very

Feldwebel Konrad 'Pitt' Bauer and his Fw 190A-8 'Kornjark' with the fuselage „Red 3“ and W.Nr. 171 641 of 5.(Sturm)/JG 300. Reportedly, he was shot down seven times, but destroyed 57 enemy aircraft, 32 of which were reported as four engined heavy bombers. Today, some forty of his kills have been documented. For his success, he was awarded the Knight's Cross, and nominated for the Oak Leaf.





Günther Rall (1918 - 2009)

Günther Rall was, with his 275 victories, the third most successful fighter ace in history. In August, 1939, he was attached to III./JG 52, and remained there until the spring of 1944. His first kill came in the Battle of France, and then (as CO of 8. Staffel) took part in the Battle of Britain, and also the battle over Crete. His second victory didn't come until the conflict began with the Soviets. By the end of November, 1941, he gained another 34 victories, but was himself shot down and suffered spinal injuries that took him some eight months to recuperate from. During this period he met a doctor that eventually became his wife. In July, 1942, he returned to the Eastern Front, and for his one hundredth victory was awarded the Oak Leaf to go with the Knight's Cross he received not even two months previous. In April, 1943, he was credited with JG 52's 5000th kill, and at the end of August, he attained the two hundred mark. From the beginning of June, 1943, he was named CO of III./JG 52, which was the most successful component of JG 52. This unit amassed over 10,000 kills, and Rall's III. Gruppe was credited at least with 4,000 of them. His personal best month came in October, 1943, over the course of which he destroyed forty Soviet fighters. In the spring of 1944, JG 52 needed to pick five commanders with significant enough combat experience against fighters to be recalled back to Germany, to take part in the planning of the 'Defense of the Reich'. Günther Rall became the commanding officer of II./JG 11 on April 19th, and less than a month later, on May 12th, he was shot down during combat with 56th FG Thunderbolts and suffered a hand injury. In the fall of 1944, he became CO of Verbandsführerschule des Generals der Jagdflieger, and in the final weeks of the war he took over command of JG 300. After the war, he returned to flying, not avoiding the military, and progressively built a second career. He trained in the United States, and became a pioneer in the use of the F-104 in Germany. In the sixties, he was Kommodore of Jagdbombergeschwader 34, and later commanded the 3rd and 1st Luftwaffendivision, and at the start of the seventies, he became Inspekteur der Luftwaffe. Up to 1975, he was Germany's attaché to NATO.

Serious challenge to the current air defense system were Allied fast reconnaissance and bomber aircraft, British Mosquitos in the first place. Since 1943 RAF deployed them in the small scale disruptive but annoying attacks and Luftwaffe lacked the means to stop them. The reconnaissance Mosquitos and Spitfires flying during daylight at the high speed and altitude presented another problem. In August 1944 the special anti-Mosquito flight was established to counter the disruptive raids of the De Havilland Mosquito squadrons commanded by RAF Light Night Strike Force.

At the end of summer, 1944, as a reaction to destructive raids conducted by De Havilland Mosquito light bombers of the Light Night Strike Force RAF, a specialized anti-Mosquito unit was formed, 10./JG 300, also called 'Mosquito Staffel', under the leadership of Karl Mitterdorfer. The unit flew out of Jüterbog and was tasked with intercepting lone Mosquitos bombing Berlin and other fast enemy aircraft attacking by night. Mosquito Staffel was equipped with the new high-performance Bf 109G-14/AS, built by Messerschmitt at Regensburg. Its high-performance characteristics came from its power plant, the DB 605D, coupled with the MW50 water injection system, boosting power output for temporary emergency situations. Thanks to its high maximum speed at high altitude, around 10,000m, the Bf 109G-14/AS had at the very least, a theoretical chance of intercepting successfully the fast Mosquito, flying at these heights. Vectoring to the target was done through a modification to the Wilde Sau method, utilizing a hybrid of ground control, guidance using directional beams and ground-based searchlights, which brought some success, despite not stopping or even limiting these attacks.

Using 10./JG300 as the foundation, the II./NJG11 was formed in November still equipped with Bf 109. In January 1944, based on the experienced personnel of I./JG300, the night fighter 1./Nachtjagdgruppe 10 (NJGr.10) was established flying Fw 190A, Bf 109G, Bf 110 and other types. In August 1944 2./NJG 11 was formed from the section of 1./NJGr. 10 and in October 3./NJG 11 from the remainder. And on August 28, to complete this process, 1./NJG 11 emerged from 6./JG300. A number of NJG 11 operational single-engine fighters were equipped with radar but a portion was without it and continued flying Wilde Sau missions. And then we have Sonderkommando Stamp established in November 1944, shortly renamed Sonderkommando Welter after a new commander. This experimental unit operated Me 262A-1a in the night fighter role without the airborne radar i.e. in Wilde Sau style. On January 28, 1945 the unit was renamed as 10./NJG 11. Until April 1945 it was flying out of Burg airport at Magdeburg, then on April 24 it flew over to Reinfeld and on May 7 to Schleswig-Jagel where on May 8 the unit surrendered to the British.

8th AF Grand Finale

Let's go back to fall 1944 when the Oil Campaign was at its peak. In November the 8th AF conducted 13 raids, 15th AF 12. In November the fuel production in Germany dropped to 31% of the June production. November 2 the 8th AF deployed 1174 bombers and 968 fighters in the raid on Merseburg/Leuna. All 15 fighter groups of the 8th AF flew the mission. During the raid RLV lost 133 out of 305 deployed aircraft which represents 44%. This repeated itself on almost every raid. On November 6 RLV command conference took place at Hitler's den. Angry Hitler expressed the opinion that further aircraft supplies to RLV was only a waste of material. A day after, Göring delivered his famous address at Wannsee. In 3 and half hours long emotional speech he humiliated the whole Luftwaffe command.

On November 27 the 8th AF conducted an interesting operation. 10 fighter groups flew a mock raid on Merseburg. Half of the fighter groups flew at the altitude typical for the bombers in order to lure RLV fighters into the combat. The other half flew the top cover. JG 3 and JG 3 did not take the bait and disappeared from the area. However JG 300 and JG 301 were ambushed and lost 39 aircraft destroyed and 27 pilots killed. 8th AF bombers in the meantime bombed the marshalling yards in the southern Germany without any interference from Luftwaffe fighters.

In December the 8th AF refocused on Berlin. On December 5 the ammunition factory in Tegel was attacked. 1st and 3rd Bombing Division sortied on Berlin while 2nd BD on Munich. RAF Bomber Command dispatched its bombers escorted by Spitfires to Soest, a historic town between Paderborn and Dortmund, with large marshalling yards. This well planned operation completely disintegrated the RLV defense as they literally did not know what to do first. JG1 was engaged by Mustangs even before it commenced the attack. It lost 37 aircraft and 25 pilots and was effectively out of the action. JG 301 and JG 27 above Soest shared the same fate. In total RLV lost 77 aircraft and 44 pilots, the Americans and British did not lose a single bomber. 8th AF lost 11 Mustangs and RAF one Spitfire. RLV commanders were going insane at that time. The American flyers were duly fulfilling the task Gen. Arnolds had given them and were close to finish it.

On December 16 the German counter offensive in Ardennes was launched and the weather was bad. 8th AF operated above Ardennes, as conditions permitted, while 15th AF flew missions over Germany almost without any RLV fighters opposition. Nevertheless, on Christmas Eve, December 24, 8th AF conducted its largest raid deploying 2700 aircraft. Then it returned to Ardennes. On December 31 and New Year's 1945 it continued the strategic bombing. The ill-fated German Operation Bodenplatte, which practically finished the hard-tested

Luftwaffe, had to make do without JG 300 and JG 301 as they faced their own challenges. It did not mean these units were spared of heavy losses though. In January 1945 the losses mounted, for example on January 14 JG 300 lost half of its combat aircraft. The total losses of JG 300 and JG 301 on that day were 57 aircraft and 32 pilots killed.

Final countdown

To top it off, the Soviet offensive began at the same time, on January 12, with the Vistula-Oder operation, during which Soviet forces advanced quickly through Silesia, on the right banks of the Oder. By the January 27, the Oder was crossed at Küstrin (today Kostrzyn, Poland), and a bridge was established to the left bank. In an effort to halt the Soviet advance, elements of JG 300 and JG 301 were committed to the area, engaging ground attack aircraft and fighters of the VVS from the end of January and into February. They performed ground attack missions against the Soviet units, a mission much different from the one Wilde Sau units were originally formed for. In March, heavy losses caused the disbandment of I. Gruppe JG 300, which at the time was down to fifteen combat-capable aircraft.

Some pilots of the unit were invited by the founder of Wilde Sau, Hajo Herrmann, to join Sonderkommando Elbe, that was developing taran tactics that were nothing short of suicide, involving the ramming of incoming heavy bombers. The only operation Sonderkommando Elbe conducted took place on April 7, 1945. It also yielded an insignificant success - 3rd Air Division of the 8th AF lost 9 bombers. Herrmann's task force sent to combat 213 fighters, 45 of them were shot down, 24 killed, 8 remained missing and 13 survived with injuries.

A portion of the pilots were converted onto the jet powered Me 262 Schwalbe and were later integrated into units flying the type, such as JG 7. The rest of the pilots and aircraft were integrated into III. and IV./JG 300, that were transferred to the Western Front in the area of southern Germany and from where they were gradually retreating eastwards. By the beginning of May, they found themselves on their former home field of Reichenhall-Berchtesgaden in Ainring, on the German side of the German-Austrian border, some three kilometers west of Salzburg. Here, they received an order on May 3 to form an operational unit designated Jagdgruppe 300 Ainring, and to move through Česká Budějovice (Budweis) to Prague. At least a section of Jagdgruppe 300 managed to reach Prague immediately prior to the Prague Uprising, and with that, somewhat paradoxically, went from the relative safe of Ainring and the American area of operations to

the extremely dangerous trap of the insurgent Prague and the Soviet sphere of influence. Some of the pilots attempted to evade capture by the Soviets by fleeing to the west, but a large number perished in the trap. Mass of aircraft wrecks of Jagdgruppe 300 have been documented in photographs obtained after the end of the war scattered around Prague airfields. Photographs taken around the same time on west German airfields show wrecks of JG 301 aircraft.

The last JGr. 300 base was the new airport in Žatec (Saatz) west of Prague where all remaining combat-ready aircraft flew over on May 7. Me 262A from JG 7 took off from Žatec for an ground attack on the Soviet columns advancing from Dresden to Most (Brüx). The last kill and apparently the very last JGr. 300, respectively JG 300, sortie out of Žatec is attributed to Uffz. Eugen Mayer. On May 8 at 10am he was scrambled against the solitary Soviet Pe-2 bomber which he duly shot down in the vicinity of Žatec airport. In the early afternoon the remaining aircraft were destroyed and pilots and ground personnel set on the march to Cheb where the unit's torso surrendered to the Americans.

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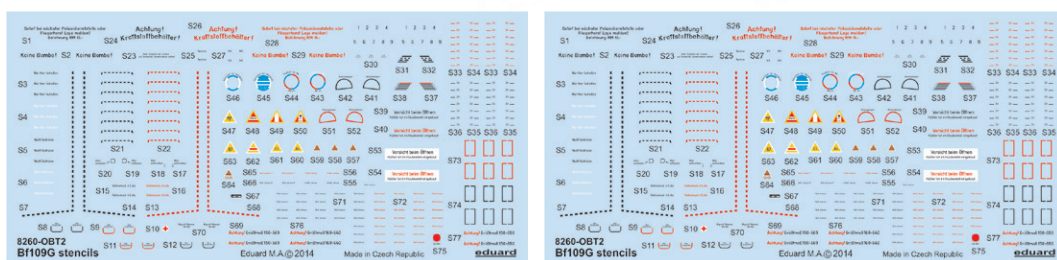
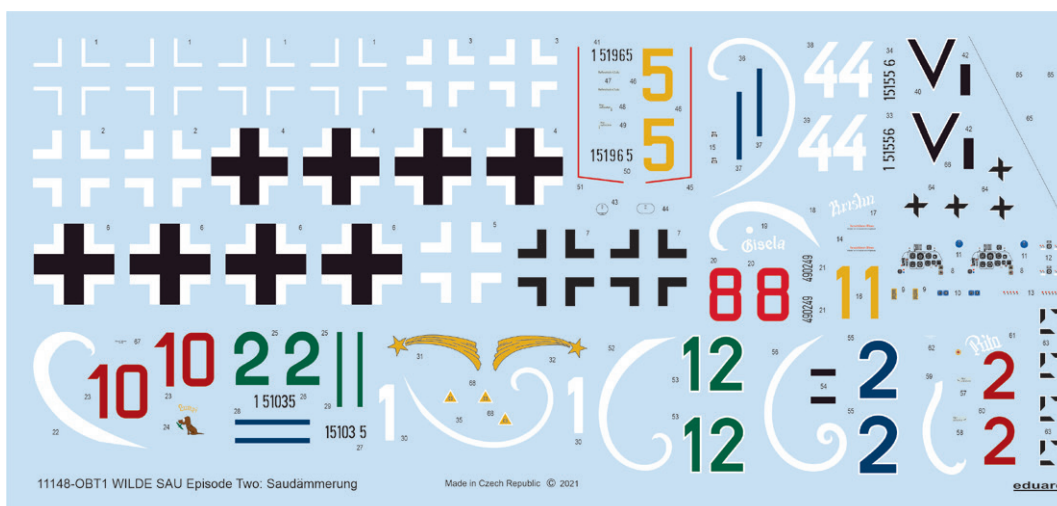
Photo taken after the war at Bad Aibling airfield in Bavaria. The Fw 190A-8 „White 5“ probably belonged to 7./JG 300. On the right is a Bf 110G-4 (W.Nr. 180 837), the „2Z+NU“ of 10./NJG 6. The Fw 190A-8 with light blue paint carries the Stammkennzeichen VS+BX and the fuselage designation „yellow 10“. Photo: Fold3





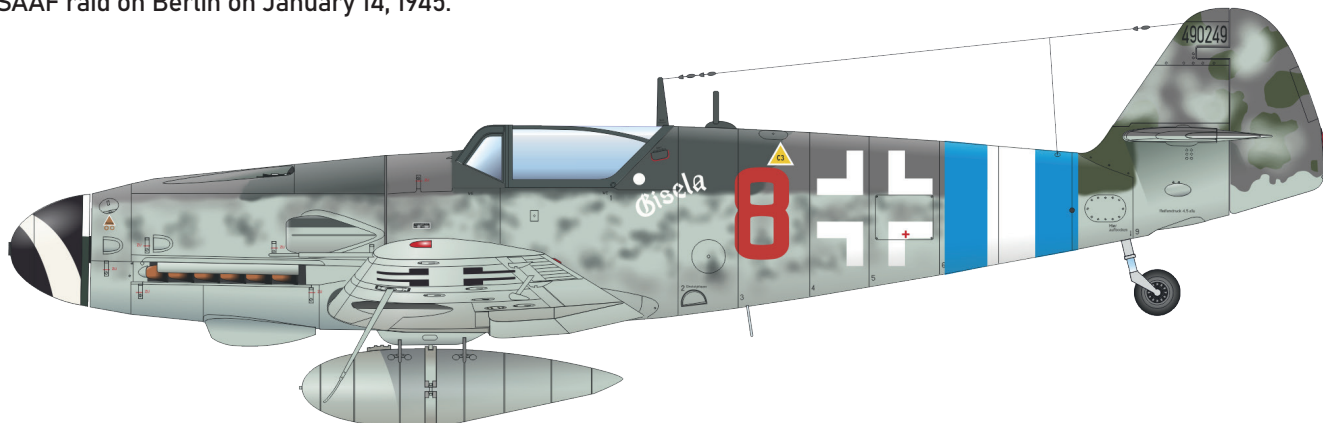
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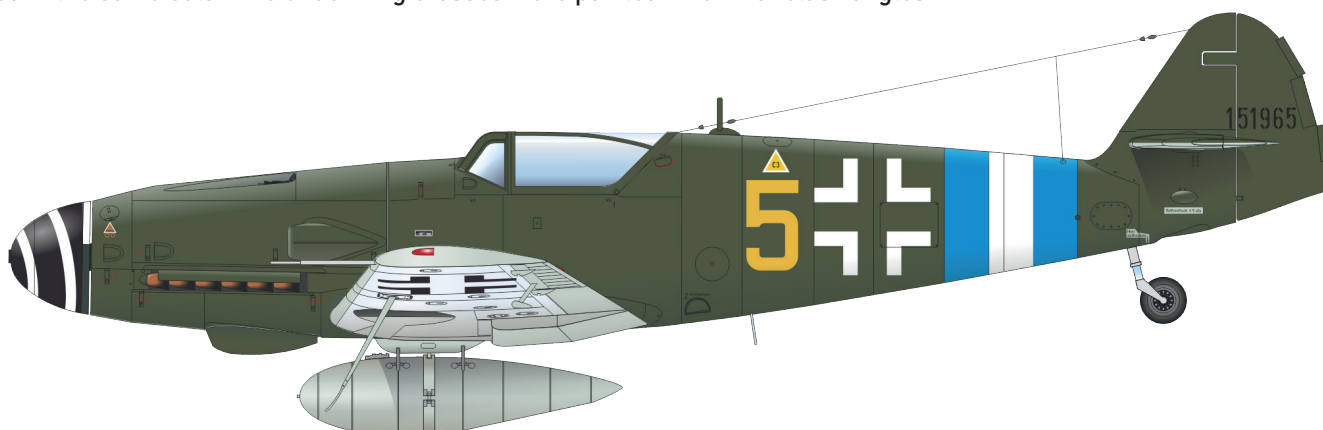
Bf 109G-10 Erla, WNr. 490249, Uffz. Hans Dahmen, 2./JG 300, Borkheide, Germany, December 1944

This aircraft with the Gisela inscription was flown by Uffz. Hans Dahmen in December 1944 from the airfield in Borkheide, southwest of Potsdam. The designation was later changed to red 12. In December 1944 the marking of the JG 300 aircraft was changed to blue-white-blue fuselage band. In the second half of January 1945 was JG 300 deployed on the eastern front to fight on the Oder River, conducting ground attacks and strafing advancing Soviet troops. By this time, Hans Dahmen had already seen heavy fights in the fall of 1944, in which he shot down a B-17 on September 13, as well as the bloodbath of JG 300 pilots during the USAAF raid on Berlin on January 14, 1945.



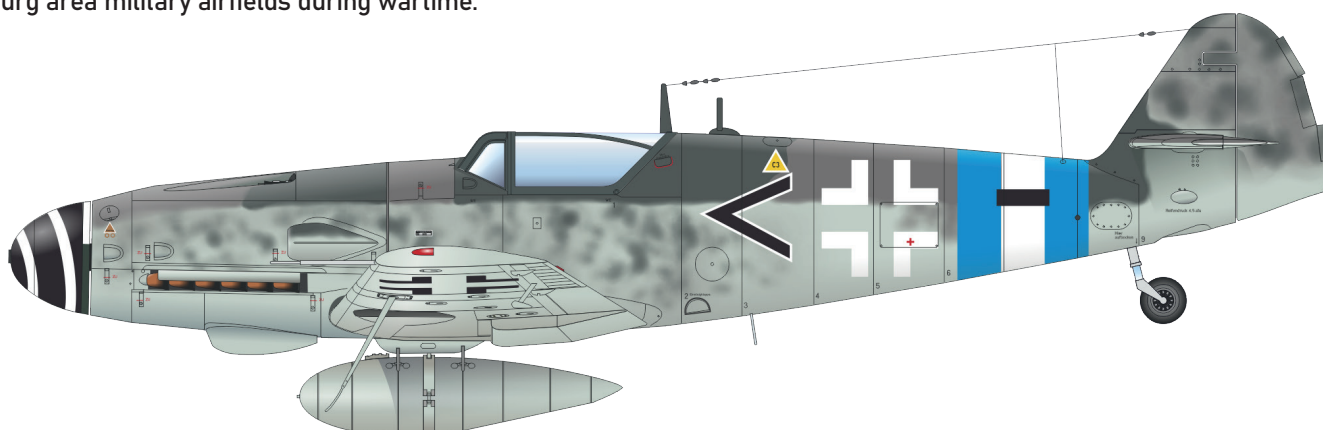
Bf 109G-10 Erla, WNr. 151965 (not confirmed), I. or III./JG 300, Germany, early 1945

WNr. 151965 is an example of a Bf 109G-10 produced by the Erla factory, series 151. These machines were characterized by a wing with large bulges over the undercarriage well and camouflage in a dark green overpaint on the upper and side surfaces, including the lower fuselage except of the center wing. This color would be green version of the RLM 81, or even older RLM 70 or 71 or another green paint. The bottom of the wing including the center section were left in bare metal, but the bottom surfaces of the ailerons and flaps were painted in light blue RLM 76. The lower surfaces of the wingtips and the horizontal tail were also painted in the same color. The underwing crosses were painted in form of black angles.



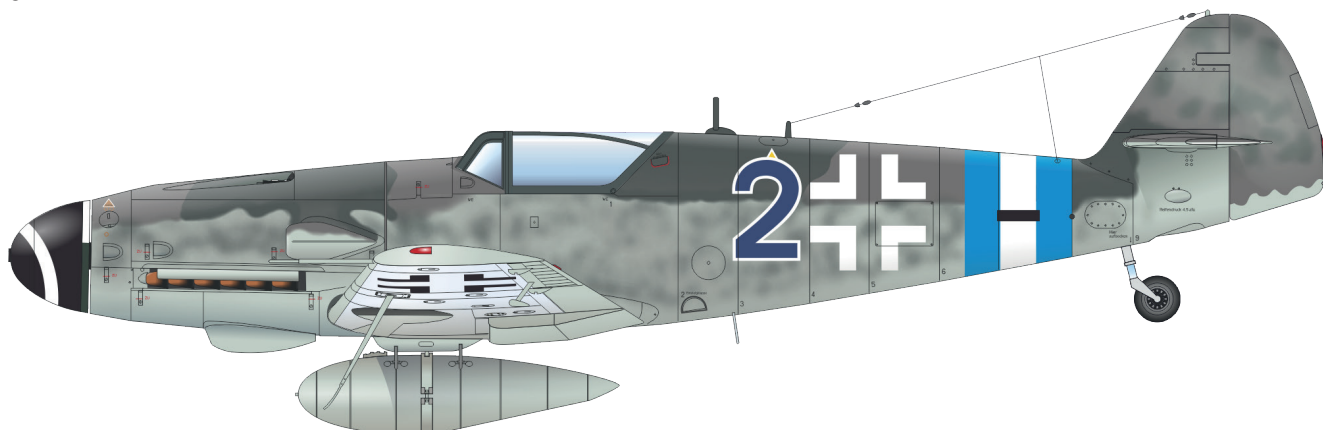
Bf 109G-10 Erla, Jagdgruppe 300, Ainring, Germany, early May 1945

During March 1945 the I./JG 300 was disbanded and between April 1 and April 12, some 15 of the remaining airworthy aircraft were handed over to the II. and IV./JG 300. Both units were shuttling around various airfields in southern Germany. As American forces advanced further southwards these aircraft were ordered to move to Ainring near Salzburg and then to Prague. Luftwaffekommando 6 ordered II. and III./JG 300 to be integrated into Jagdgruppe 300 Ainring on May 3, 1945. A short black horizontal stripe was then added to the blue-white-blue Reichsverteidigung stripes of the Jagdgruppe 300 aircraft. Ainring airfield was located on German side of German-Austrian border, also known as Reichenhall-Berchtesgaden airport. It was one of two Salzburg area military airfields during wartime.

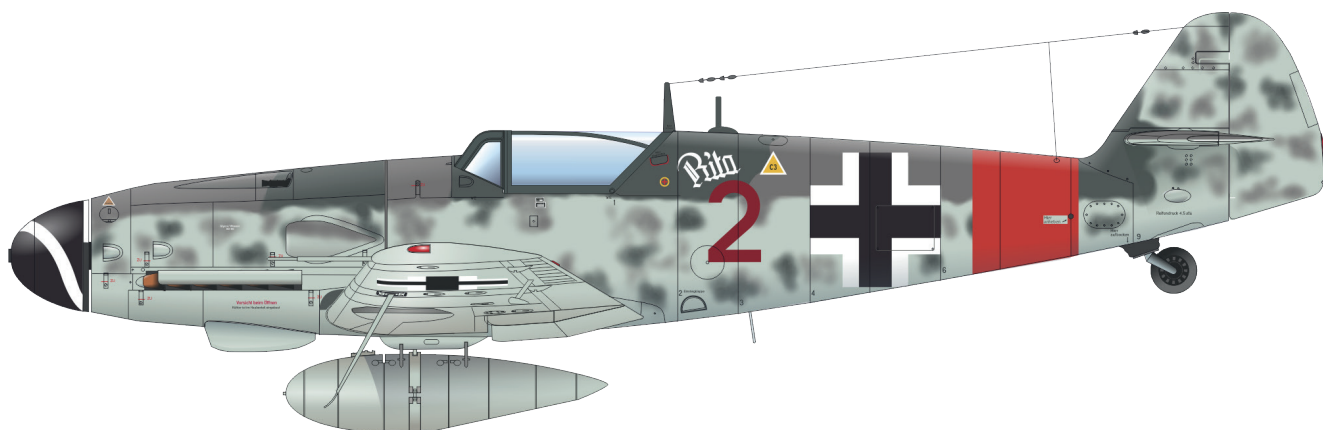


Bf 109G-10 Erla, Jagdgruppe 300, Prague-Gbel, Protectorate Böhmen und Mähren, May 8, 1945

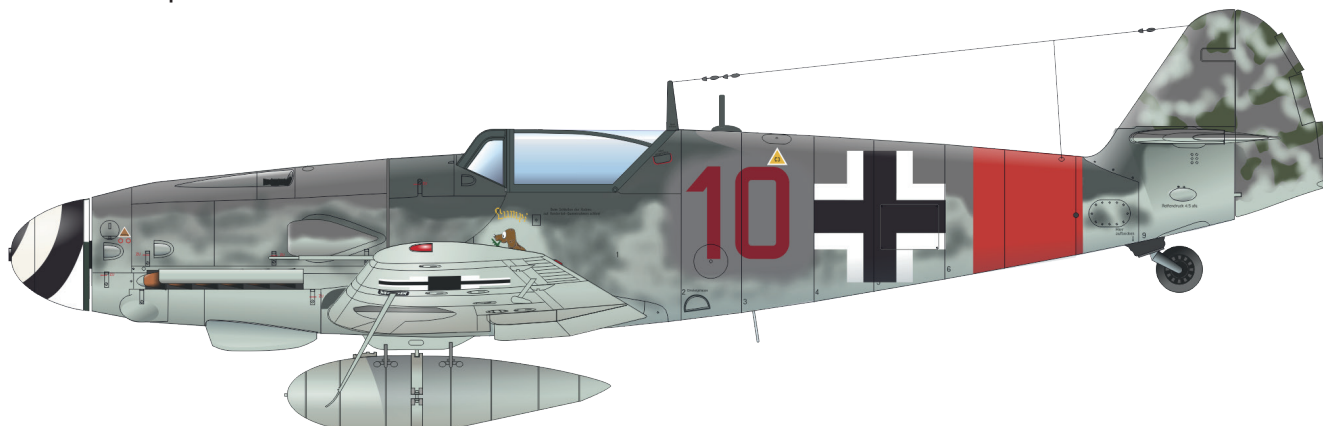
This aircraft, originally belonging to 16./JG 300, is an Erla build 150 or 151 series machine with large bulges over the undercarriage wells. This machine was flown from Prague-Gbel airfield on May 8, 1945 by Fw. Josef Unminger, a pilot of Flugzeugüberführungsgeschwader 1. He had to make a belly-landing due to the lack of fuel near the city of Bochov near Karlsbad in Western Bohemia and the aircraft was destroyed by retreating German soldiers by several shots of Panzerfaust. Unminger was captured by the Russians but managed to escape from captivity and returned home to Bavaria after long way through Saxony and Thuringia.

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

This Bf 109G-14/AS belonging to I./JG 300 was either a Series 780 machine produced by the Messerschmitt factory in Augsburg, or a Series 413 or 460, produced by the Erla factory in Leipzig. During the fall of the 1944, the I./JG 300 led by Hptm. Gerhard Stamp conducted fighter cover for the Fw 190A-8/R2 Sturmbock heavy fighters. The unit suffered serious losses during tough combats with USAAF fighters in September and October. On October 2, I./JG 300 lost 19 aircraft destroyed and 13 damaged by Mustangs of the 355th FG which strafed the Borkheide airfield. Fw. Eberhard Gzik was posted to 9./EJG 2 in November 1944 and flew the Me 262 in Kommando Stamp. He achieved three aerial victories during the war.

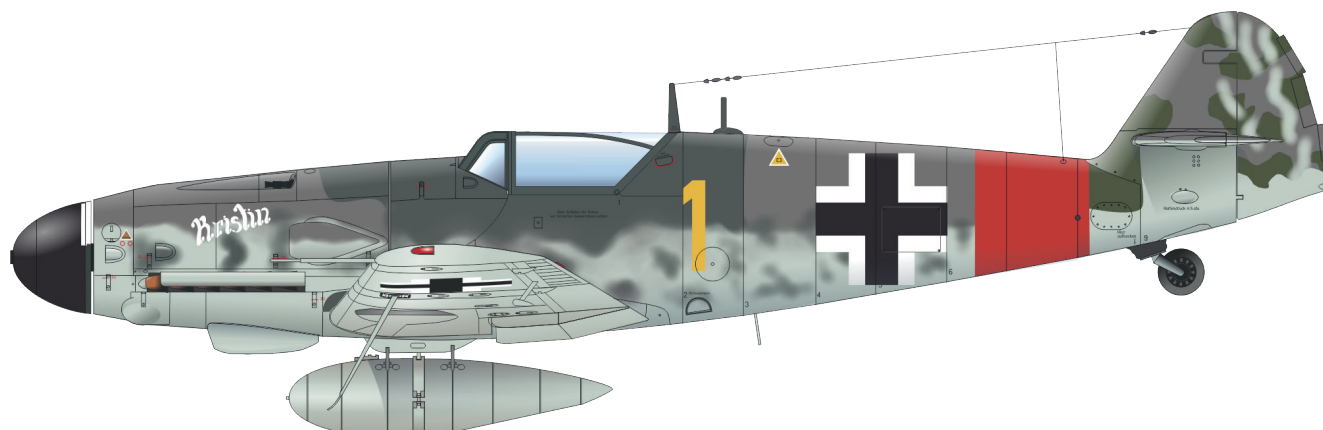
**Bf 109G-14/AS, Fw. Wolfgang Hunsdörfer, 2./JG 300, Esperstedt, Germany, September 1944**

There was the emblem of a dog cartoon with a B-17 in its mouth and the inscription Lumpi on the fuselage side below the cockpit of this aircraft. Lumpi was the pilot's, Wolfgang Hunsdörfer's, nickname. On the fuselage, in front of the tail surfaces was a red stripe, the designation of JG 300 aircraft within the Reichsverteidigung system. In December 1944 was this marking changed to blue-white-blue stripes.

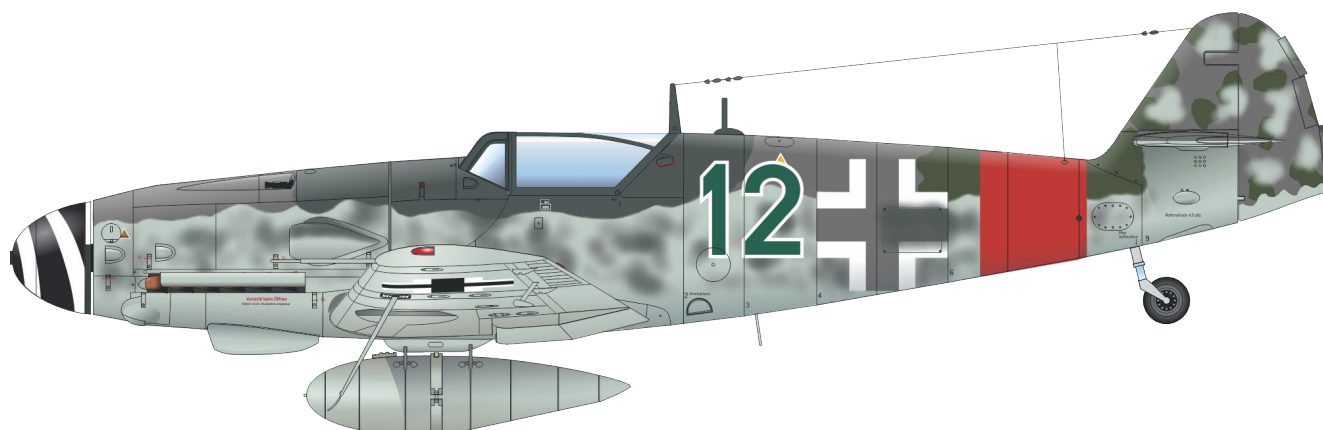


Bf 109G-14/AS, Ofhr. Klaus Grothues, CO of 9./JG 300, Mark Zwuschen, Germany, December 1944

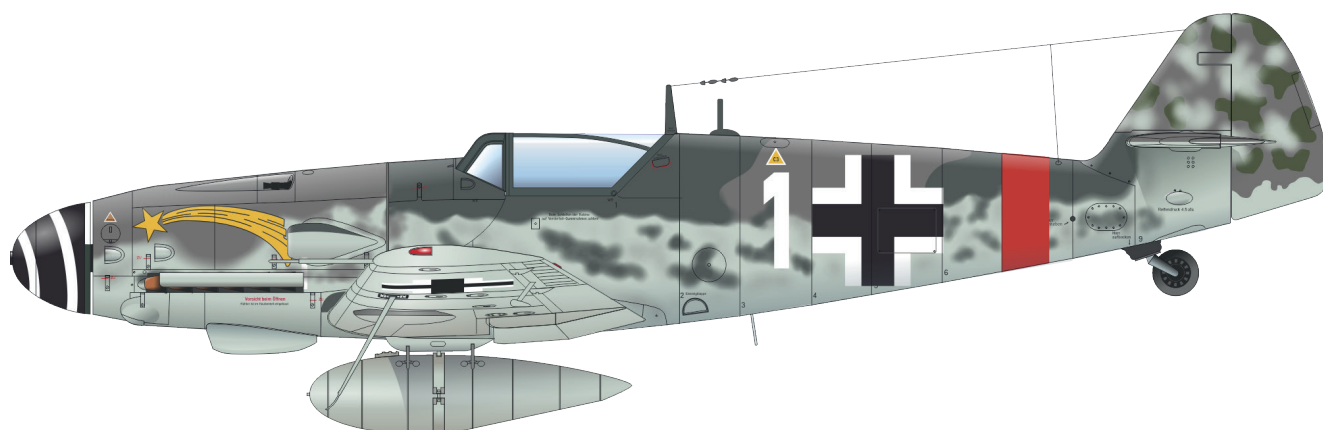
This Yellow 1 was damaged when the landing gear dug into the soft ground and the propeller hit the runway surface of the Mark Zwuschen airfield. The aircraft had the undercarriage legs painted red. Klaus Grothues was the last ace of III./JG 300 with 17 confirmed kills. He was killed in action during an attack against the formation of the American bombers during USAAF raid on Berlin on January 14, 1945. Grothues was shot down near Rathenow, west of Berlin when at controls of the Bf 109G-14 Yellow 2.

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

Ofhr. Bruno Klostermann was a cousin of the French fighter ace Pierre Clostermann. Unlike his more famous relative, he did not live to see the end of the war, as he was killed in action during the USAAF's big raid on Berlin on January 14, 1945. That date was a black day for the Wilde Sau units, with JG 300 and JG 301 losing nearly 90 aircraft and 68 pilots in thirty minutes. Jagdgeschwader 300 alone lost 50 % of all its aircraft. Klostermann's Green 12 had the undercarriage legs painted red.

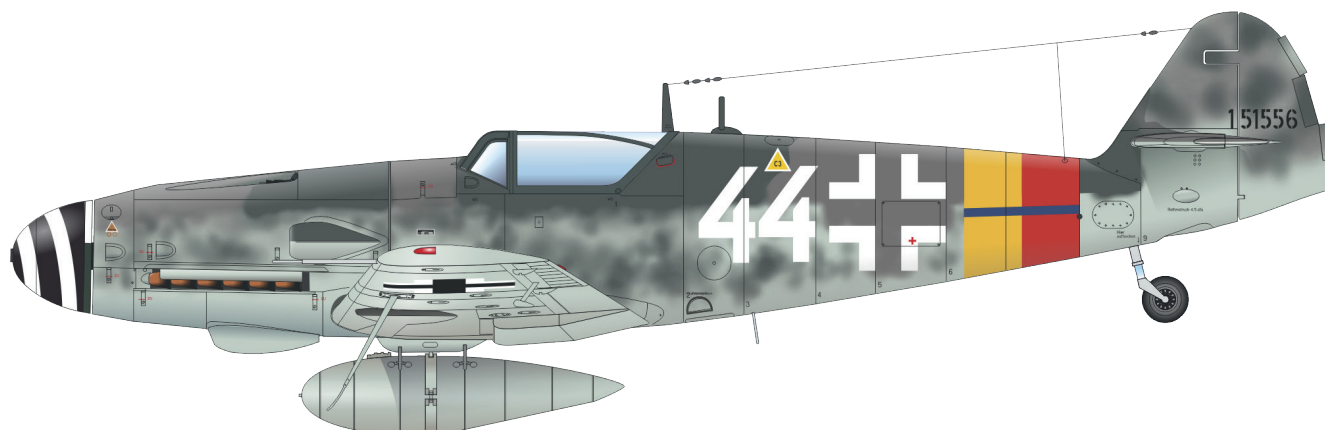
**Bf 109G-14/AS, Lt. Karl Mitterdorfer, CO of 10./JG 300, Jüterbog, Germany, September 1944**

In the late summer and early autumn of 1944, the JG 300 established a special Mosquito-Jagdstaffel to combat the night incursions over Berlin conducted by de Havilland Mosquito bombers of the RAF's Light Night Strike Force. The 10.(N)/JG 300 operated out of Jüterbog under Staffelkapitän Karl Mitterdorfer. His White 1 featured the unit's comet emblem on both sides of the cowlings and a narrower-than-usual red band around the rear fuselage. The aircraft's lower starboard wing surfaces were black.



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

WNr. 151556 was an example of a Bf 109G-10 series 151 manufactured by the Erla factory. These machines were typical in having a wing with large bulge over the undercarriage well. It would be possible this aircraft was camouflaged in RLM 81 and RLM 82 colors on the upper surfaces and RLM 76-painted lower and side surfaces. Further details about this aircraft are not known.

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

WNr. 151035 was an example of an early Bf 109G-10 series 151 produced by the Erla factory. These machines were characterized by a wing with large bulge over the undercarriage well. It is believed this aircraft served with the staff Staffel of the IV. Gruppe JG 301 at the Stendal-Borstel air base in Saxony-Anhalt. Further details about this aircraft are unknown.



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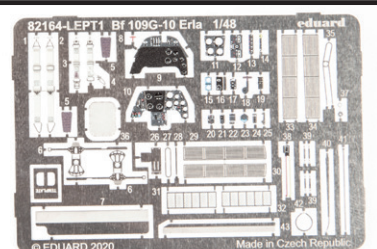


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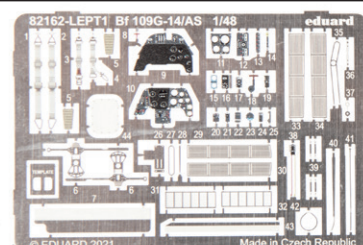
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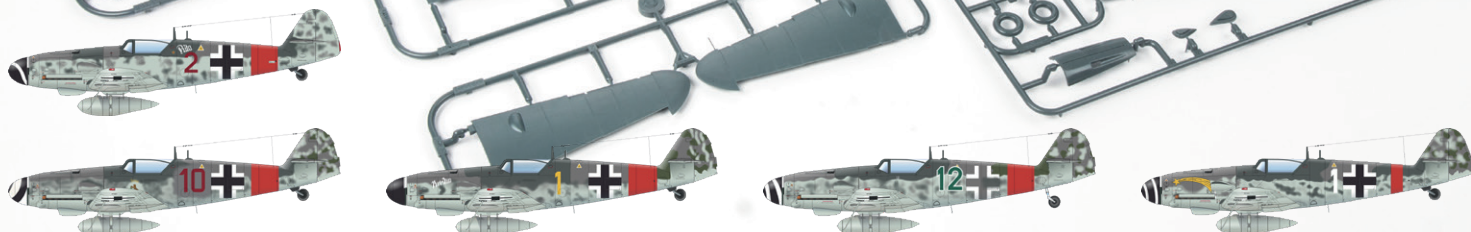
Bf 109G-14/AS

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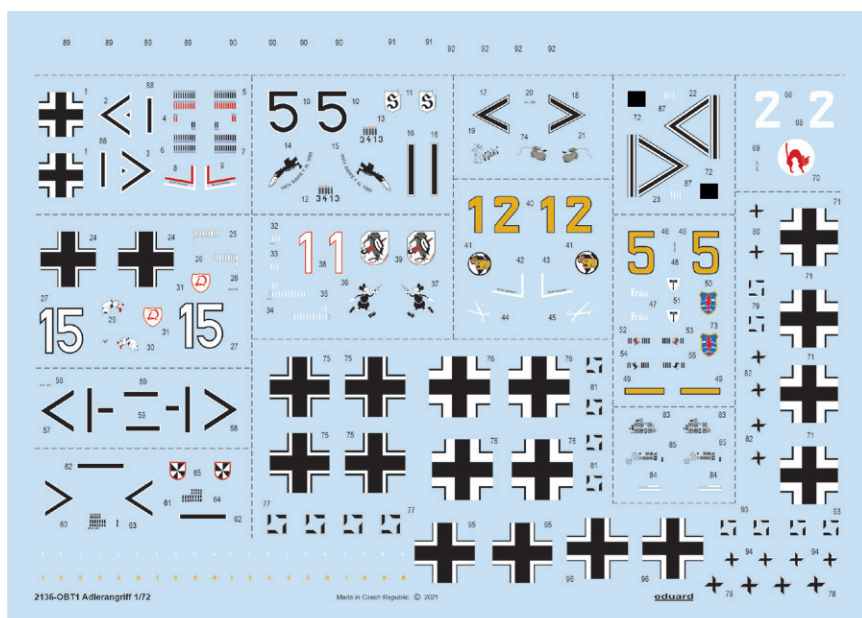
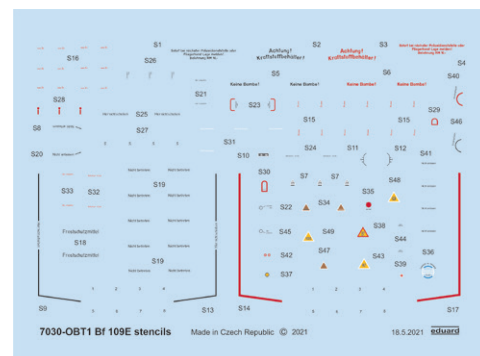
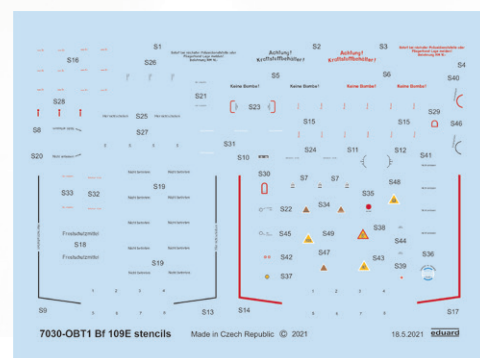
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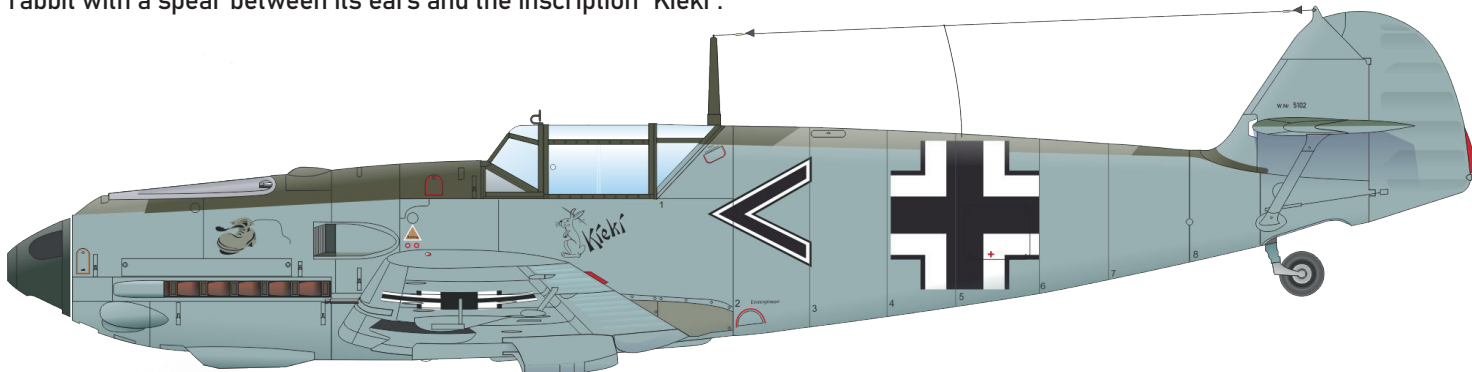
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- Brassin wheels and pilot figure

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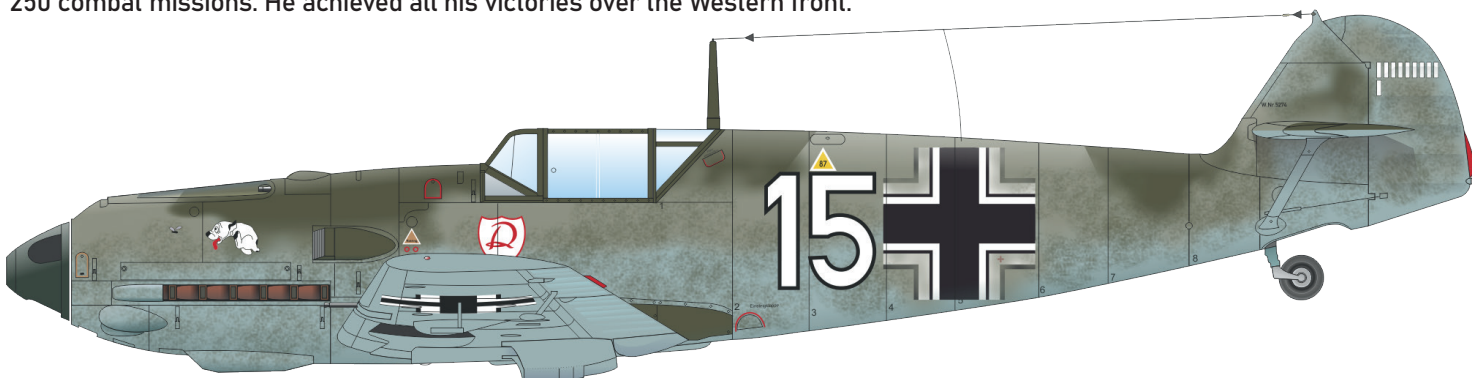
Bf 109E-3, WNr. 5102, Lt. Herbert Kunze, Stab I./JG 77, Döberitz, Germany, June 1940

This aircraft was manufactured by WNF in early autumn 1939 and assigned to I./JG 77 led by Hptm. Johannes Janke. This unit was frequently relocated prior to World War II outbreak so it was no wonder the members of I./JG 77 ironically dubbed themselves "Wanderzirkus Janke" (Janke's Wandering Circus) and expressed their feelings about the constant relocation with a scuffed boot as the unit's emblem. Janke's adjutant Lt. Kunze was born in Berlin in 1918. He achieved two victories in September 1940 and lived to see his promotion to the rank of Oberleutnant. He was killed in combat with Spitfires of No. 603 Squadron on September 14, 1940 while at the controls of Bf 109E-4 WNr. 3759. He crashed near Lympe and was buried two days later in Hawkinge Cemetery. Kunze originally used a Bf 109E-1 with the name "Sepp" under the cockpit, but for this Bf 109E-3 he chose to paint a small rabbit with a spear between its ears and the inscription "Kieki".



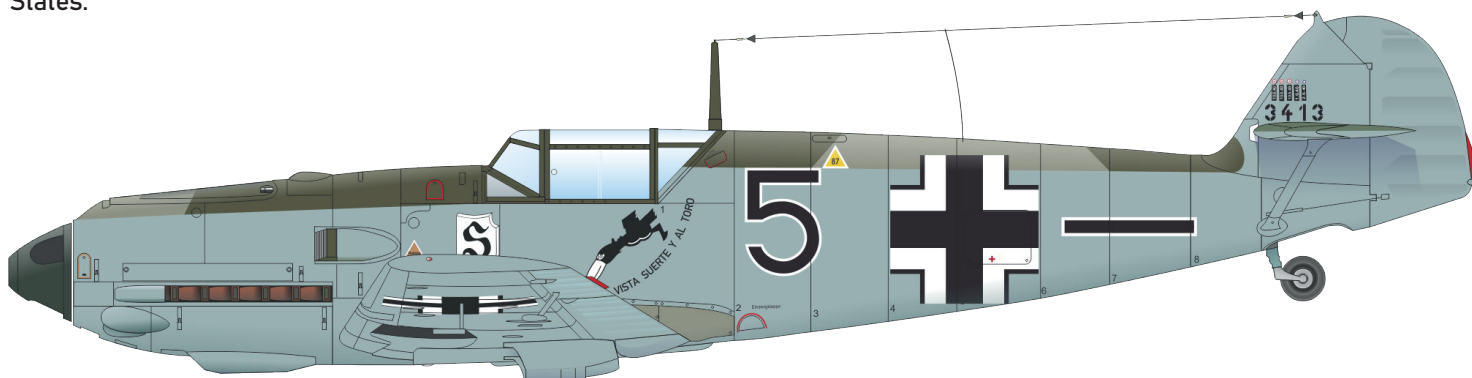
Bf 109E-4, WNr. 5274, Lt. Werner Machold, 1./JG 2, Marigny, France, June 1940

Machold was serving with 1./JG 2 at the beginning of World War II. He was very successful in Battle of France, gaining 10 victories including three Hurricanes and one Spitfire. His 11th victory was a "Tomahawk" claimed on August 11 at about midday near Portland. Oberfeldwebel Machold continued to gain victories during the Battle of Britain and became eighth German fighter pilot to reach 20-victories mark. On September 5, 1940, he was awarded the Knight Cross for 21 victories. On September 7, Machold was transferred to 9./JG 2. He recorded his 24th through 26th victories on September 30, shooting down three Spitfires. Oberleutnant Machold was appointed Staffelführer of 7./JG 2 in spring 1941. On June 9, 1941 during a low-level Jabo attack on a shipping convoy off Portland was his Bf 109 E-7/Z (WNr. 5983) "White 15" hit by anti-aircraft fire from a Royal Navy destroyer. Machold belly-landed near Swanage, Dorset and became prisoner of war. Werner Machold claimed 32 victories in more than 250 combat missions. He achieved all his victories over the Western front.



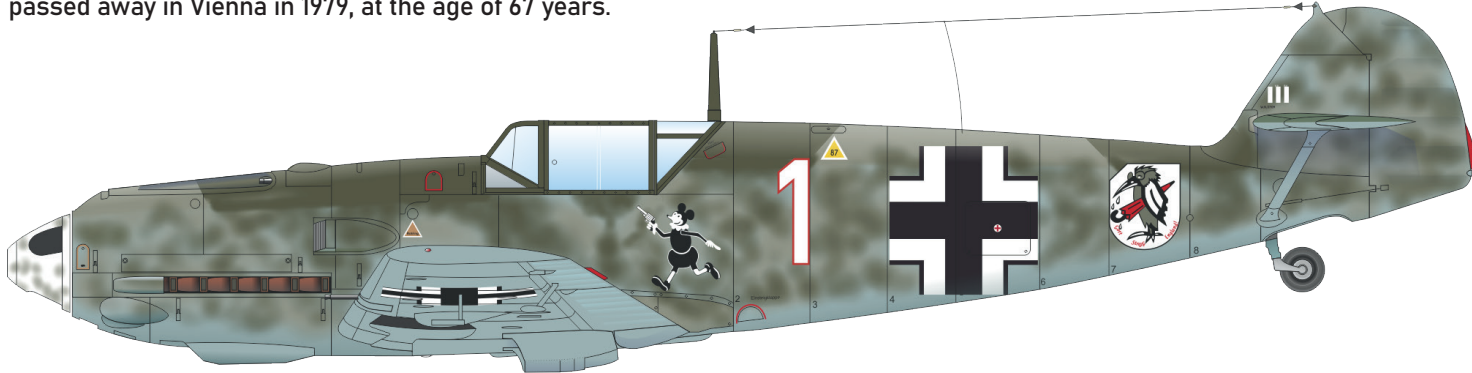
Bf 109E-1, WNr. 3413, Lt. Hans Krug, 5./JG 26, Marquise, France, July 1940

Hans Krug was born in 1899 and served in various Bavarian aviation units during the Great War. He was flying combat missions from March till May 1918. Considered rather old for fighter pilot in Germany during mid-thirties he joined the Spanish nationalist air force instead of Legion Condor like other German "volunteers". Krug often flew alongside Spanish ace Joaquín García Morato, whose Fiat CR.32 carried bullfighting motto "VISTA SUERTE Y AL TORO" (The look, good fortune and let's go for the bull!). Krug adopted this inscription on his "Emil", as he was finally accepted to Luftwaffe and entered successful service with II./JG 26 "Schlageter" with rank of Leutnant. He scored with 5./JG 26 five victories during French campaign including one unconfirmed. All were depicted on his tail with kill marks. Krug scored additional five victories during Battle of Britain and took over leadership of 4./JG 26. He was shot down by RAF fighters over England and performed belly landing near Pluckley in the evening of September 7. His name is sometimes confused with bomber pilot Lt. Peter Krug who escaped from prison camp in Canada to the United States.

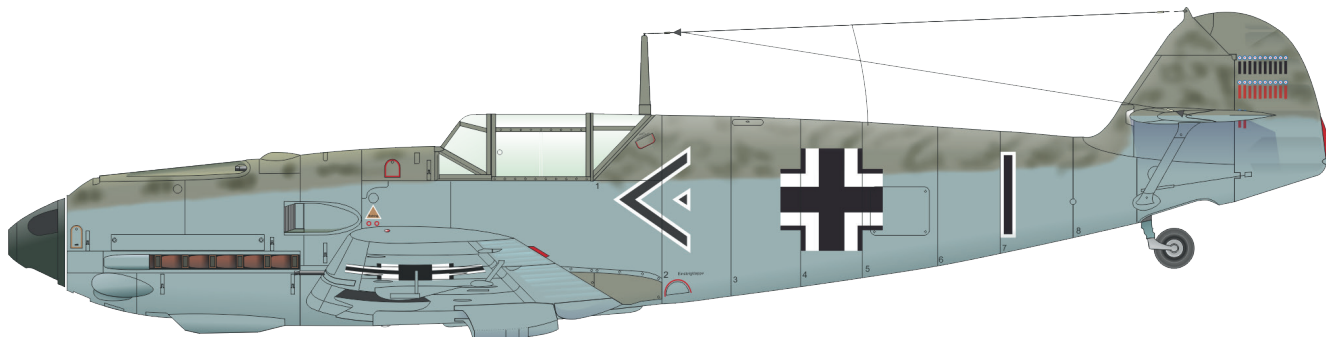


Bf 109E-4, WNr. 3709, Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, July 1940

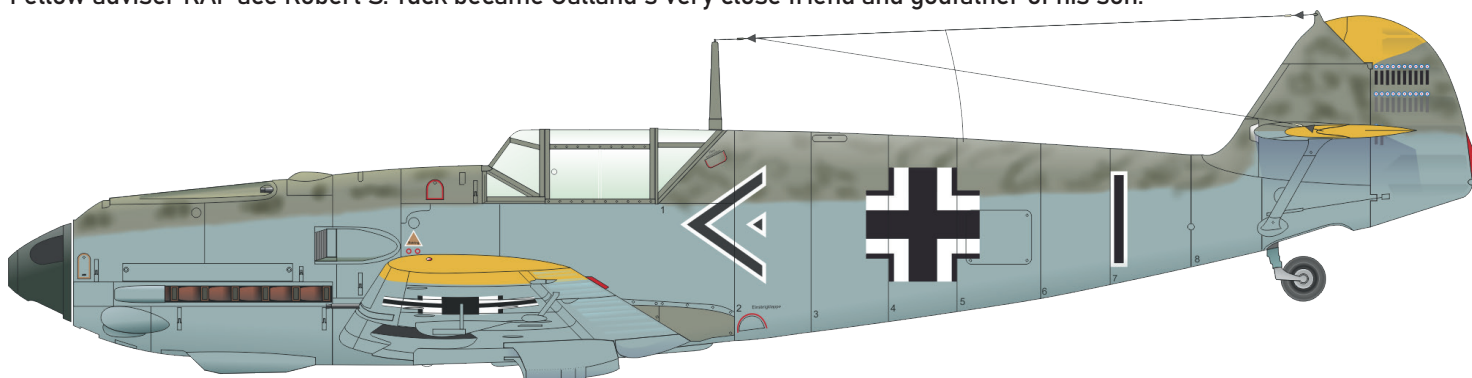
Raven with running nose and umbrella was badge of II./JG 51 and was later adopted by some of unit's Staffeln with different background colors. Mickey Mouse is personal emblem of Josef Fözö who was a Vienna-born Austrian. As a pre-war pilot of Austrian Air Force Fözö joined Luftwaffe in 1938 and volunteered for service in Spain where he scored three victories. He was already commander of 4./JG 51 at the beginning of World War II and downed one balloon during Sitzkrieg and two RAF fighters during "Kanalkampf" in July. His second and third victory were scored west of Cap Griz-Nez against Hurricanes of No. 56 Sqn. During Battle of Britain he scored nine victories against RAF and one more in April 1941. Fözö was appointed commander of II./JG 51 and was seriously injured on Russian front in July 1941. He was awarded Knight Cross during the same month. After recovery he became commander of I./JG 51 in May 1942. However, he was injured again the same month. After lengthy recovery Fözö took over commanding position on operational training unit JG 108. His total score was 27 victories including service in Spain. Fözö passed away in Vienna in 1979, at the age of 67 years.

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

Major Adolf Galland was the highest scoring Luftwaffe fighter pilot of Battle of Britain. In the period from August 8 to October 31, 1940, he scored 32 victories including 15 Spitfires. After service with Legion Condor, 4.(S)/LG 2 and JG 27 he became commander of III./JG 26 on June 11, 1940. This unit was the second-most successful Jagdgruppe of Battle of Britain with 105 victories achieved. Galland's last victories (19th to 22nd) with III./JG 26 were scored on August 15. He claimed one Spitfire possibly flown by RAF ace F/Lt A.C. Deere of No. 54 Sqn. and later added two Spitfires of No. 64 Sqn. On August 22 Galland became Kommodore of JG 26 "Schlageter". He took position of General der Jagdflieger later, becoming the youngest Luftwaffe General. He did not get along with Göring very well and lost his position in 1944. During the last months of the war, he was allowed to organize elite unit Jagdverband 44 equipped with Me 262 Schwalbe jet fighters. Adolf Galland achieved 104 aerial victories during 705 missions, all on the Western front. Included in his score are at least seven victories achieved when he was flying the Me 262. Galland also downed four four-engined bombers. He was himself shot down four times.

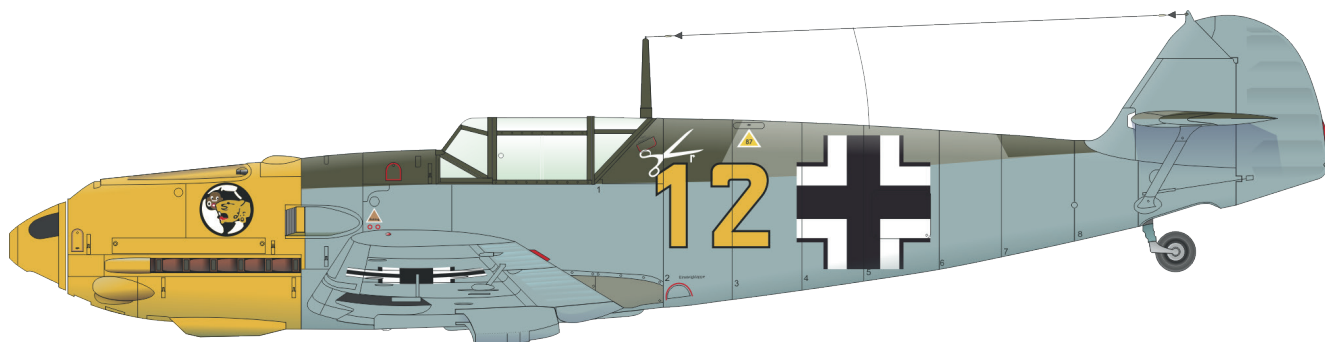
**Bf 109E-3, Maj. Adolf Galland, CO of III./JG 26, Caffiers, France, late August 1940**

This is Galland's aircraft as it appeared at the end of August 1940, i.e., with yellow identification markings introduced by Luftwaffe command at the beginning of August 1940. Some authors believe that this is aircraft WNr. 4820 flown by Galland during August 1940 as his last personal mount when at command of III./JG 26. But... The 4820 was manufactured by Arado in July 1940 as E-1/B and Galland's logbook states E-1 version as well, but photographs reveal his aircraft sported cannons in the wing. There is another aircraft of Galland known from this period, and it is also attributed to WNr. 4820. But again, this "Emil" shows cannons in the wings and earlier style of the canopy. After the war, Adolf Galland took part in development of Argentine Air Force and was also active in German fighter pilot association. He also became one of the advisers during the filming of Battle of Britain movie. Fellow adviser RAF ace Robert S. Tuck became Galland's very close friend and godfather of his son.



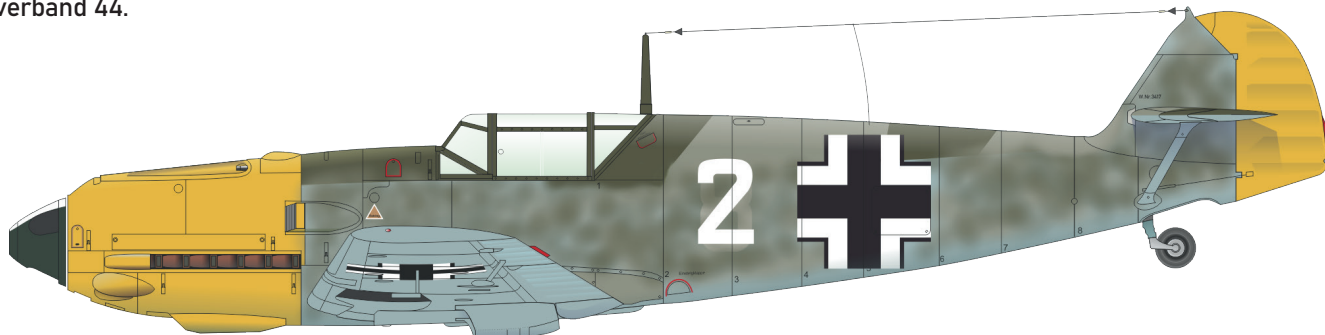
Bf 109E-1, WNr. 3771, flown by Fw. Ernst Arnold, 3./JG 27, Peuplingues, France, August 1940

Fw. Arnold was shot down in the late afternoon on August 30 during free hunt sortie over England. The I./JG 27 formation was attacked by RAF fighters and Arnold's "Emil" was hit in radiator, possibly by F/O B. J. G. Carbury of No. 603 Squadron. He had performed belly-landing at Westwood Court, near Faversham, Kent and his Aircraft was placed on display in Exeter as the fundraising motivation element. Africa emblem of I./JG 27 was introduced in late spring 1940 as reminder of German African colonies lost after Great War. The scissors (in German language "Schere") and the "r" letter are play on the name of former Schwarmführer and within the 3. Staffel popular Lt. Ulrich Scherer. He was declared missing after combat with Hurricanes of No. 615 Sqn. near Cherbourg on July 20. The unit lost Gruppenkommandeur Hptm. Helmut Riegel during the same combat. Staffelkapitän of 3./JG 27 was future Knight Cross recipient Oblt. Gerhard Homuth who was later successfully leading I./JG 27 in Africa. Homuth scored 15 victories during 1940 and his final score resulting from 450 combat missions counted 63 aerial victories. Homuth was engaged in a 20-minutes dogfight with Russian fighters on August 2, 1943, and remains missing from that time on...



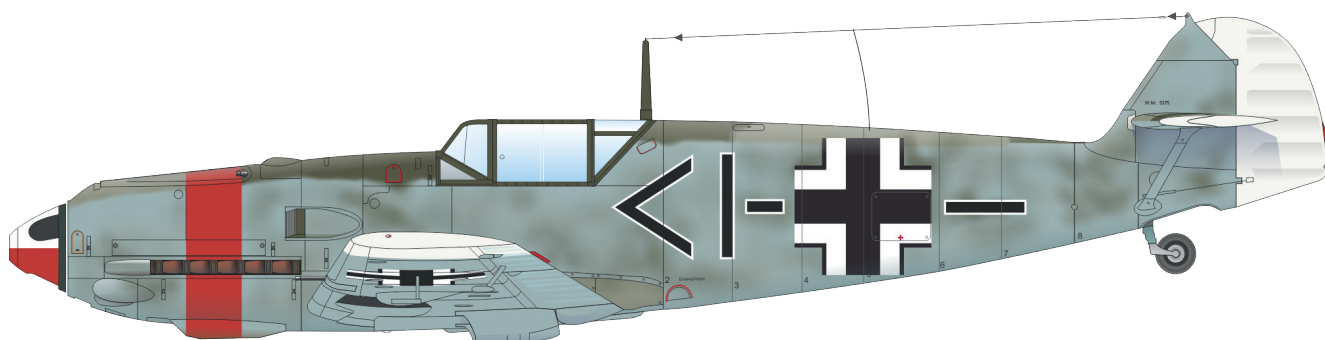
Bf 109E-1, WNr. 3417, Gefr. Erich Mummert, 4./JG 52, Peuplingues, France, September 1940

This Messerschmitt saw very long career, being manufactured by Arado company in the late summer or early autumn 1939. Its camouflage consists of RLM 71, 02 and 65 and probably went through several changes. It cannot be ruled out the aircraft was finished in the RLM 70/71 scheme on upper surfaces originally. Probably due to error, the JG 52 kept this aircraft in books as the E-4 variant. Red cat emblem was introduced as unit badge in 1939 when the Staffel carried designation 1./JG 71. Erich Mummert was shot down with this "Emil" on September 30 in the afternoon during bomber escort mission. Six JG 52 fighters had been attacked by Spitfires and tried to form a defensive circle. But Germans were running out of fuel and had to abandon the combat soon. Being pursued by Spitfires the combat got slightly chaotic for Germans and Mummert's aircraft was hit in radiator by the "friendly" fire of another Bf 109. Mummert performed belly-landing on the edge of Detling airfield. Another II./JG 52 pilot was also shot down and bailed out, being captured near Detling as well. Commander of 4./JG 52 was the legendary Johannes Steinhoff, the man, who acted as Kommodore of the Jagdgeschwader 7 flying with Me 262s and later joined Adolf Galland and his elite Jagdverband 44.



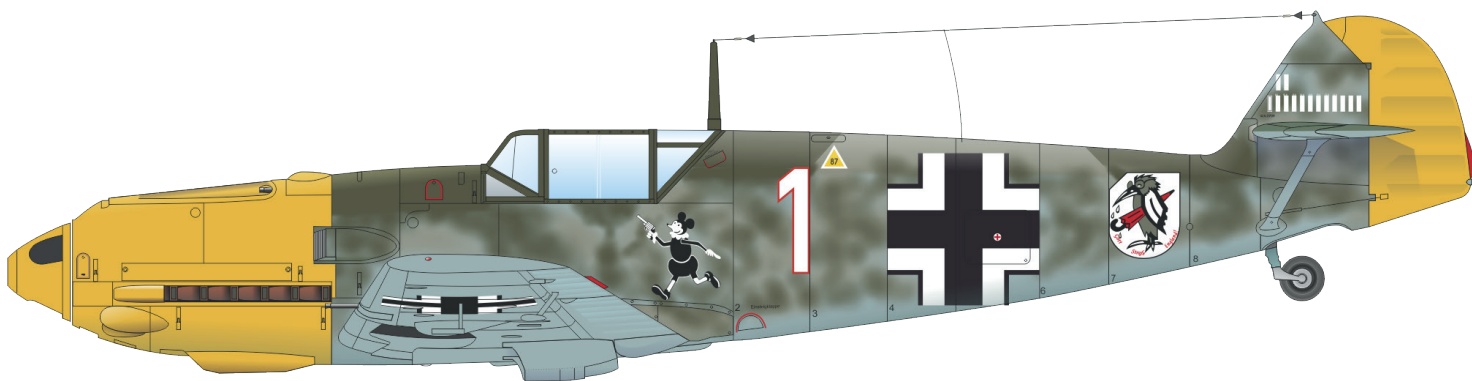
Bf 109E-4, WNr. 5375, Hptm. Wilhelm Meyerweissflog, Stab JG 53, Etaples, France, September 1940

Wilhelm Meyerweissflog was born in 1889 and served in military during Great War. It is assumed he lived in Switzerland after the war and travelled to USA as businessman regularly. In the ranks of the JG 53 "Pik As" he was acting as an administrative officer of Geschwaderstab. His aircraft was photographed during refueling at former British airbase La Villiaze, Guernsey, part of occupied Channel Islands. Meyerweissflog was captured on September 5, 1940. During interrogation he said: "Saw the boys going off and thought he would like a flip too. He jumped into his aircraft, flew vaguely in the direction of England and was neatly shot through the petrol tank by a British fighter," probably by F/Lt. P. C. Hughes flying Spitfire of No. 234 Sqn. Hptm. Meyerweissflog made a forced landing at Monkton farm near St. Nicholas-at-Wade at 15.45 hrs "from which more by luck than good judgement he came out safely and, when apprehended, had not the slightest idea where he was". To further quote the interrogation report, his start and mission were described as a "Very freelance patrol", and his morale as "Good under trying circumstances".

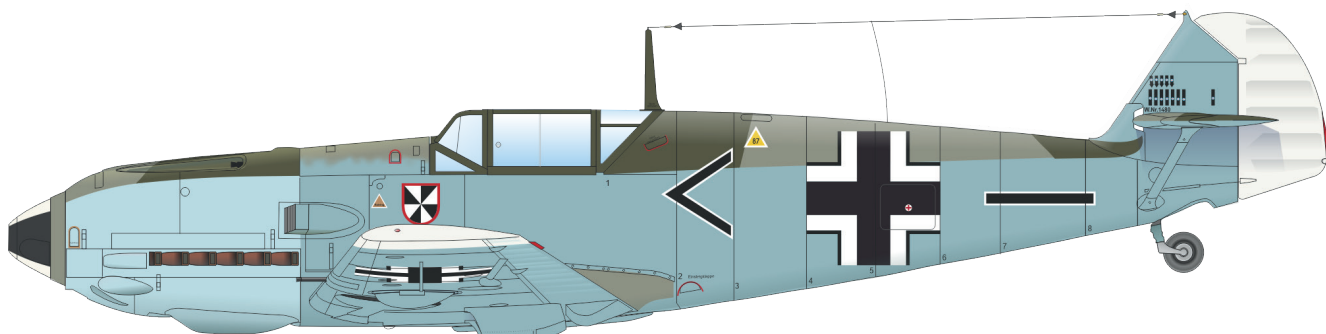


Bf 109E-4, WNr. 3709, Oblt. Josef Fözö, CO of 4./JG 51, Desvres, France, second half of September 1940

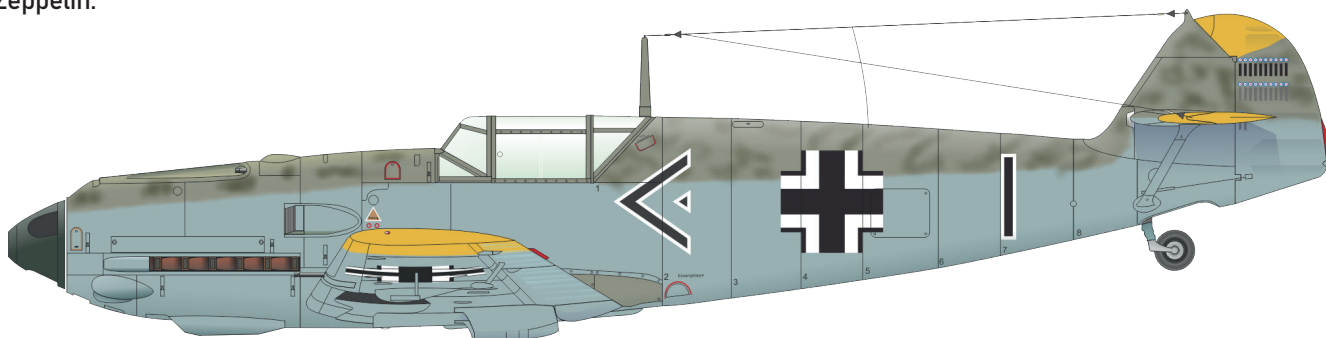
This is Fözö's aircraft after he scored his 14th victory on October 15 in the morning near London when escorting fighter bombers. Yellow cowling and rudder were identification markings introduced at beginning of September to identify Bf 109s assigned to fighter bomber missions.

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

Franz von Werra became the first German fighter ace to fall into British hands. It happened on the morning of September 5, 1940, when he was shot down with this "Emil" over the county of Kent. Von Werra then became famous for his escape from a Canadian prison camp. He was able to return halfway around the world to German territory, where he rejoined the Luftwaffe and continued his combat flights. He served on both the eastern and western fronts but was strictly ordered to avoid the shores of England. This proved fatal when he failed to return from a flight over the English Channel as CO of I./JG 53 on October 25, 1941. The WNr. 1480 carried the standard camouflage of RLM 02/71/65 with white identification markings. These included the rudder and wingtips. It is also often depicted with a white engine cowling, but a careful study of photographs and archival documents prove contrary to it and the supposed white paint was in fact a newer and lighter coat of RLM 65 paint. It is possible that the cover came from another aircraft. The vertical tail area bears the symbols of von Werra's achievements, i.e. eight aerial victories and five aircraft destroyed on the ground. They are depicted on each side in a slightly different form. The RLM65 color extended to the upper surfaces of the leading-edge wing.

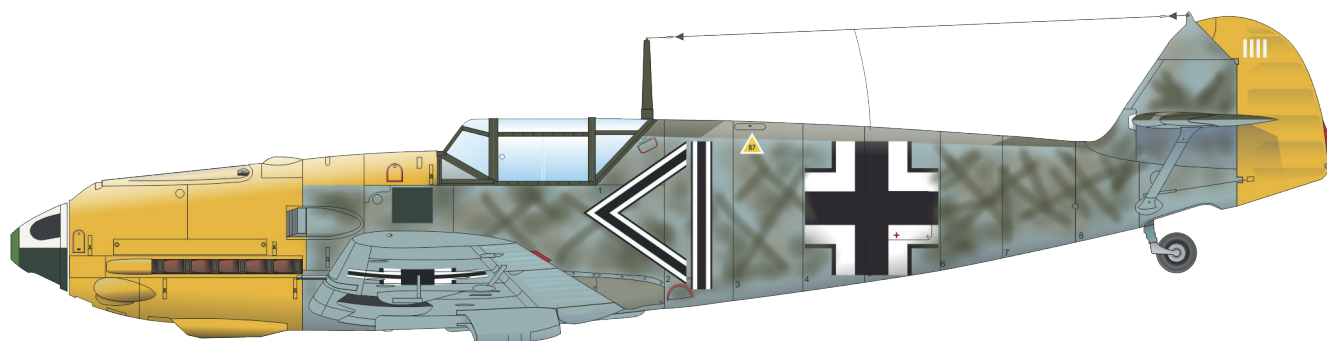
**Bf 109E-4, WNr. 5153, Oblt. Egon Troha, CO of 9./JG 3, Desvres, France, October 1940**

Egon Troha was born in Austria in 1916 and after finishing his pilot and fighter training, he started to serve in the ranks of the JG 26 in 1939. Later he joined the JG 27 before being finally assigned to III./JG 3. Troha scored five victories during 1940 including one Dutch Fokker C.V and on October 1 he became commander of 9./JG 3. His last kill, probably a Hurricane of No. 605 Sqn., was scored on October 26 just after midday west of Boulogne. On October 29 Oblt. Troha was attacked by Spitfires of No. 74 Sqn. during mission over England. He believed his wingman was covering him, but instead he got a burst of fire which damaged radiator of his Messerschmitt. He force-landed near Shepherdswell. During his stay in Canadian prison camp, Troha lost an eye in a prisoner's riot and was repatriated. After return to Germany he was promoted to Hauptmann and served with operational training unit JG 108 till the end of war. Troha's plane was manufactured by WNF in autumn 1939 as Bf 109E-3. In 1940 it was not upgraded only with new canopy but probably also with new MG FF/M cannons, so unit kept the airplane in records as E-4. The sea horse emblem was created by the core of original unit's pilots who were supposed to form fighter squadron of German aircraft carrier Graf Zeppelin.



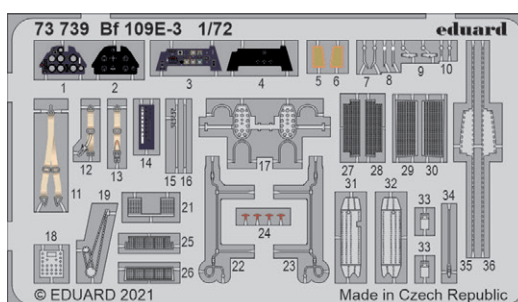
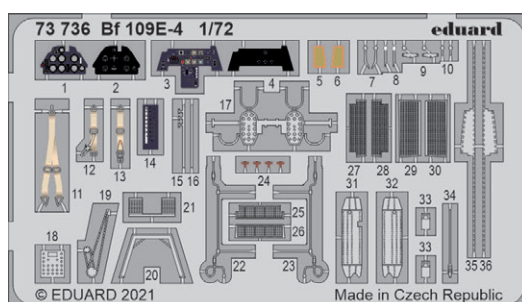
Bf 109E-4, WNr. 4869, flown by Lt. Bernhard Malischewski, Stab II./JG 54, Campagne-les-Guines, France, October 1940

This "Emil" was personal mount of Stab II./JG 54 officer Lt. Bernhard Malischewski who was already long serving member at the time, as his presence was dating back to the times, when the unit had original designation I./JG 76. He scored one victory during Sitzkrieg and three more during French campaign and the Battle of Britain. His last victory dates to the September 29 when he shot down a Spitfire near London. Malischewski was captured on October 12 after forced landing south of Tenterden, Kent. It is believed he was shot down by S/Ldr R. S. Tuck, however Malischewski stated the engine failure was his real defeater in the dogfight. Indeed, his airplane did not have any hits from enemy fire. In the UK he was kept as prisoner of war at Camp 13, the Hayes Camp, Swanwick, Derbyshire. He joined the group of prisoners, who were planning escape through a tunnel. One of the group members was Franz von Werra. They nicknamed themselves as "Swanwick Tiefbau A. G." meaning Swanwick Engineering Co. Three prisoners including von Werra escaped, but Malischewski gave up the effort earlier during digging process. In February 1945 he was sentenced to 28 days detention for attempting to escape from the train bringing him from one Canadian camp to another. He was promoted to rank of Oberleutnant during his captivity and passed away in 1975.



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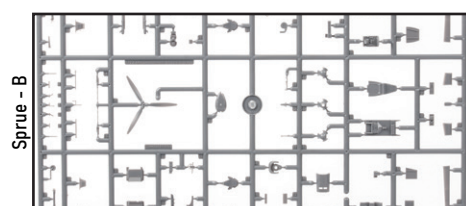
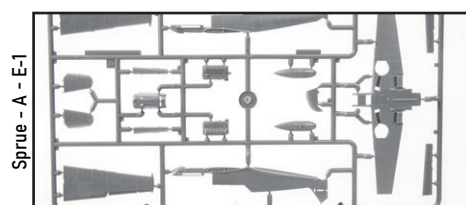
73736 Bf 109E-4 (PE-Set)
73739 Bf 109E-3 (PE-Set)



OVERTREES

Bf 109E-1 1/72

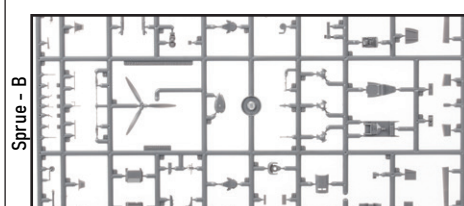
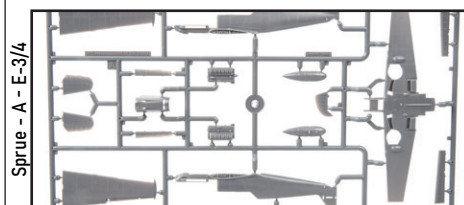
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OVERTREES

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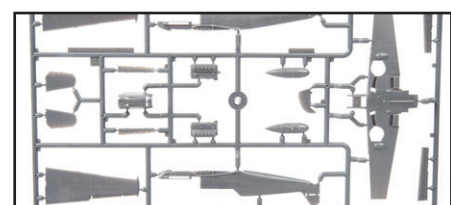
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OVERTREES

Bf 109E-4/7 1/72

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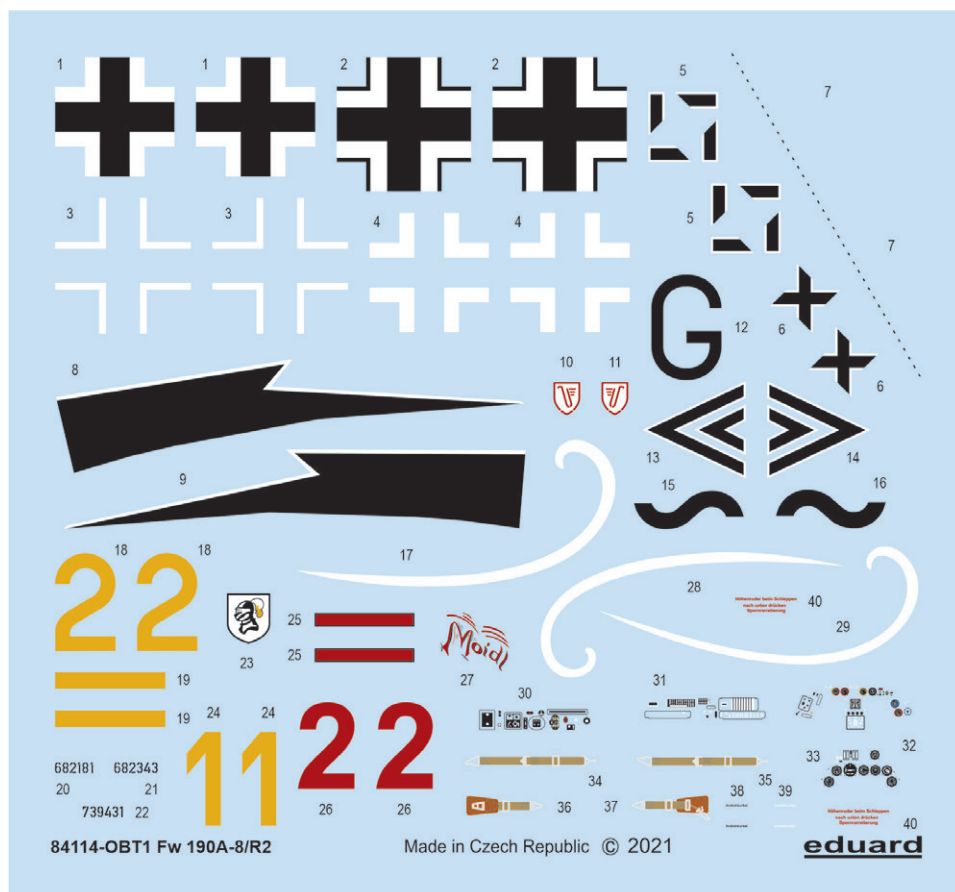
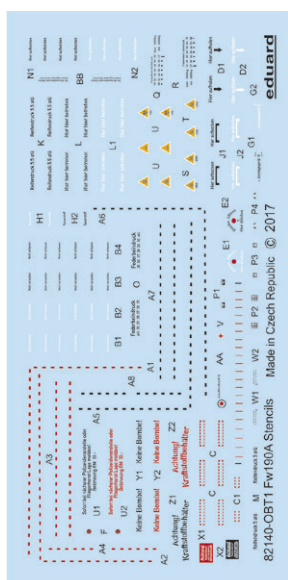


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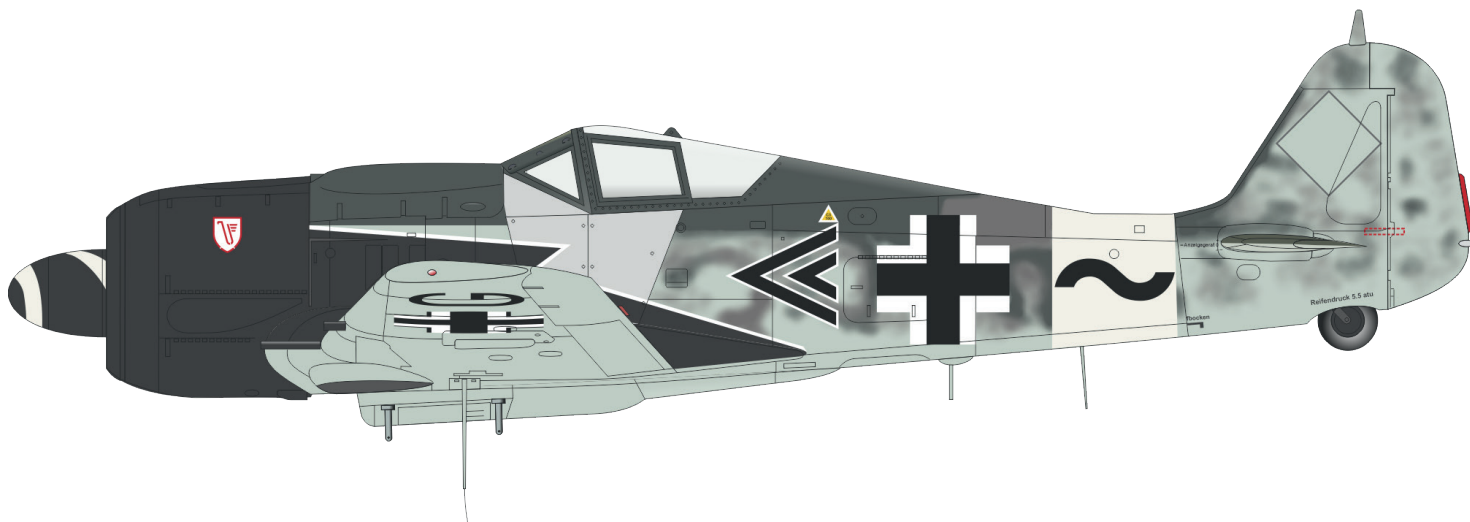
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- Eduard plastic parts
- 4 marking options

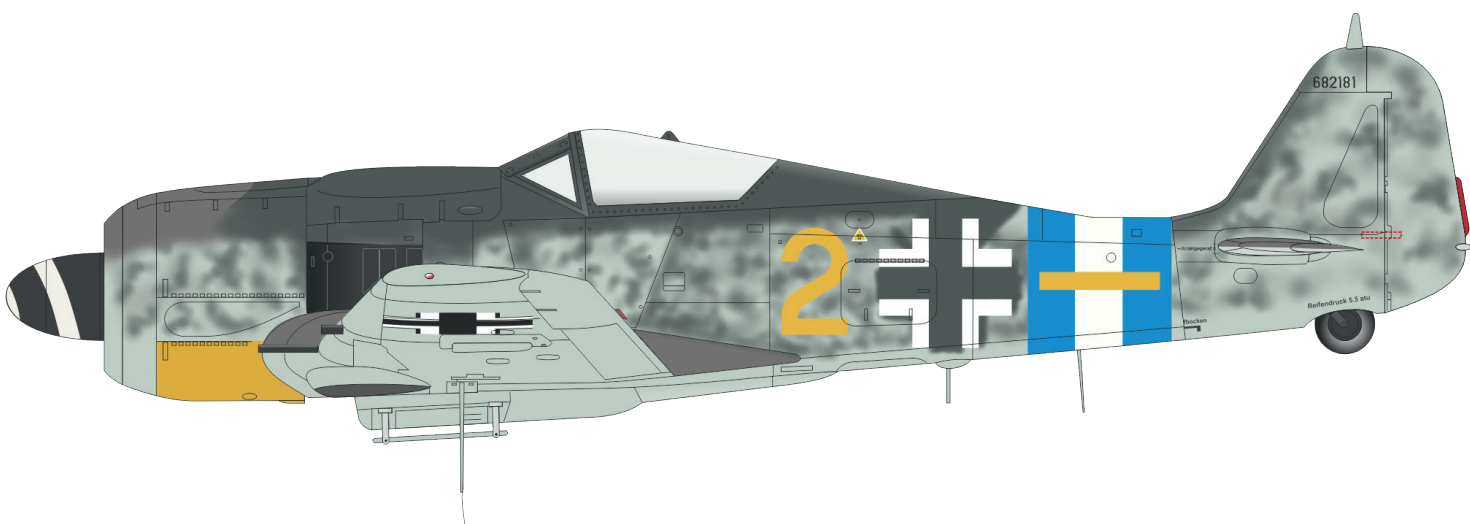


Hptm. W. Moritz, CO of IV.(Sturm)/JG 3, Memmingen, Germany, July 1944

Wilhelm Moritz joined German army service in 1933 and was assigned to the Luftwaffe afterwards. The outbreak of WWII found Moritz flying Bf 110 with II./ZG 1. In the summer of 1940, he was reassigned to 6./JG 77 and served as CO of II./JG 1 in April 1942. He was transferred to JG 51 on the Eastern Front in September 1942, there he shot down 25 aircraft. On October 19, 1943, he was appointed Staffelkapitan of 6./JG 3. The JG 3 was a component of the fighter network tasked with the defense of the Reich (Reichsverteidigung). Moritz became the CO of its IV. Gruppe on April 18, 1944. This Gruppe specialized in the use of heavily armed and armored single-engine fighters against Allied four-engined bombers. He was relieved of his command of IV. Gruppe on December 5, 1944, following a nervous breakdown and after recuperation he took over command of the Luftwaffe replacement training unit IV./EJG 1. Moritz found his way back to a combat unit before the war ended, as he became CO of II./JG 4 on April 18, 1945. He held this post till the end of the war. He was credited with 44 victories and was awarded the Knight's Cross on July 18, 1944. Moritz's aircraft carried the standard Luftwaffe fighter camouflage scheme. Aircraft of IV./JG 3 had black engine cowls. The double chevron identifies the Gruppe leader's aircraft and the wave marking on the rear fuselage was carried by aircraft of the IV. Gruppe. Fuselage protective armor plates were light gray or unpainted. Most of the JG 3 aircraft carried the unit marking on the engine cowl, but available photographs cannot confirm whether this was the case with this aircraft.

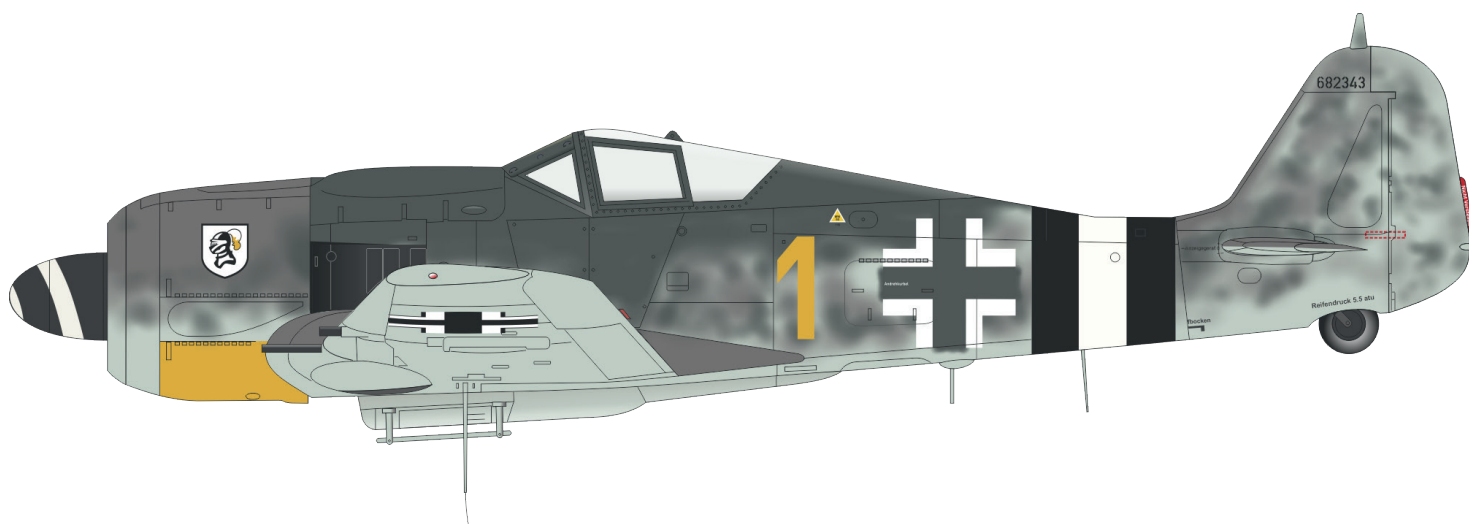

WNR. 682181, Fw. Hubert Engst, 6.(Sturm)/ JG 300, Löbnitz, Germany, early 1945

A native of Krauschwitz, Hubert Engst was born on November 10, 1921 and on completion of flight training in July 1943, he was assigned to JG Hermann (later redesignated as JG 300), specialists in the use of Wilde Sau tactics (night attacks against bombers using single-engine fighters). Here, on his first combat flight and only three hours after his arrival he would shoot down a Stirling bomber. Hubert Engst flew with the 5. and later 6. Staffel of JG 300, the unit integrated from the beginning of its existence into the structure of the Defense of the Reich. According to the sources Engst shot down some 20 aircraft. He was shot down twice himself. Remains of his Fw 190A-8/R2 WNr. 681361 "Yellow 7" were discovered in 2011 near Otin close to Jindrichuv Hradec. They are part of the collection of the local museum there nowadays. Hubert Engst lived in the former East Germany after the WWII and died in 1981. The standard RLM74/75/76 scheme was complemented by JG 300 colors and markings from the end of the war in the shape of a blue-white-blue band of prescribed 900 mm overall width. A horizontal strip designating aircraft of the II. Gruppe was painted over the band, its yellow color was specific to the planes of the 6. Staffel.

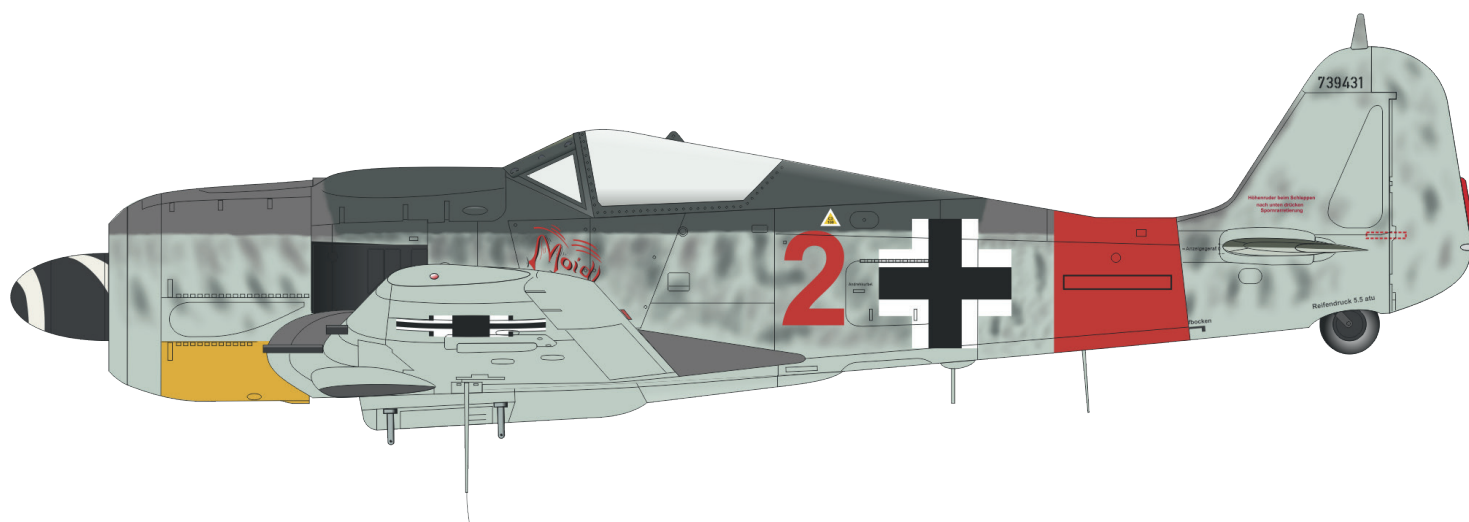


WNr. 681343, Obgefr. Karl Kleemann, 7.(Sturm)/JG 4, Welzow, Germany, September 1944

Karl Kleemann became a member of 7. Staffel II.(Sturm)/JG 4 in August 1944. The newly formed unit was to fight with Allied four-engine bomber formations. Its first combat occurred on September 11, 1944, and its pilots achieved considerable success in combat with aircraft from the 3rd Bomb Division. With the support of Messerschmitts from the III. Gruppe, they managed to shoot down fourteen B-17s, mostly from the 100th Bomb Group. The Sturmgruppe paid for this with the loss of at least 20 Sturmböcke and 12 pilots killed. Karl Kleemann in the aircraft designated "Yellow 1" was one of them. To escape the battle area, many Sturmböck pilots got into dogfights with American fighters. Kleemann's machine appeared shortly after 12:10 at an altitude of 160 ft (50 m) over the town of Thum, pursued by several P-51s. After a sharp turn over the center of town, the aircraft crashed in a field just next to the town hospital and exploded. In September 2018 a monument was unveiled near the crash site, designed as a memorial to all the victims of the Battle of the Erzgebirge. Kleemann's Sturmböck bore the standard livery used by II.(Sturm)/JG 4. The RLM 74/75/76 color scheme was supplemented by the fuselage markings of JG 4 according to the Reich Defense System (black and white band). The horizontal stripe of the II. Gruppe was not used on JG 4 aircraft during this period. The emblem on the engine cowling could have had the crest of the knight's helmet painted yellow, or it could have remained unpainted. During the period in question, JG 4 still used side armor windows on its Fw 190s. The fuselage machine guns were often removed.

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

A native of Vienna, Norbert Graziadei was born on February 20, 1920. He joined the Luftwaffe in 1941 and completed pilot training, after which he flew with a transport squadron. In April 1944, he joined the fighters, underwent night fighter training, and on June 14 he was sent to II./JG 300, which was at the time conducting Wilde Sau night flights using single seaters to fight British bomber raids. Later on the unit was transferred to the Defence of the Reich system, which necessitated change in its activities, as it became a day combat unit. Graziadei was chosen by the commander of 6./JG 300 as his deputy and technical officer. In September, the change occurred again and II. Gruppe became Sturmgruppe, i.e. a special group for fighting daylight bombers. On 25 September 1944, Lt. Graziadei, nicknamed Naggi, was transferred to the 5. Staffel, where he also acted as the technical officer and CO's deputy, now to Lt. Bretschneider. Norbert Graziadei survived deployment during World War II, shooting down a total of ten enemy aircraft. He died in 1999. During his time with the 5. (Sturm)/JG 300, he flew at least two Fw 190A-8/R2s, designated "Red 2", which bore the inscription "Moidl", the Tyrolean dialect term for girl (Mädchen), on the armour under the front plate.



Recommended for Fw 190A-8/R2

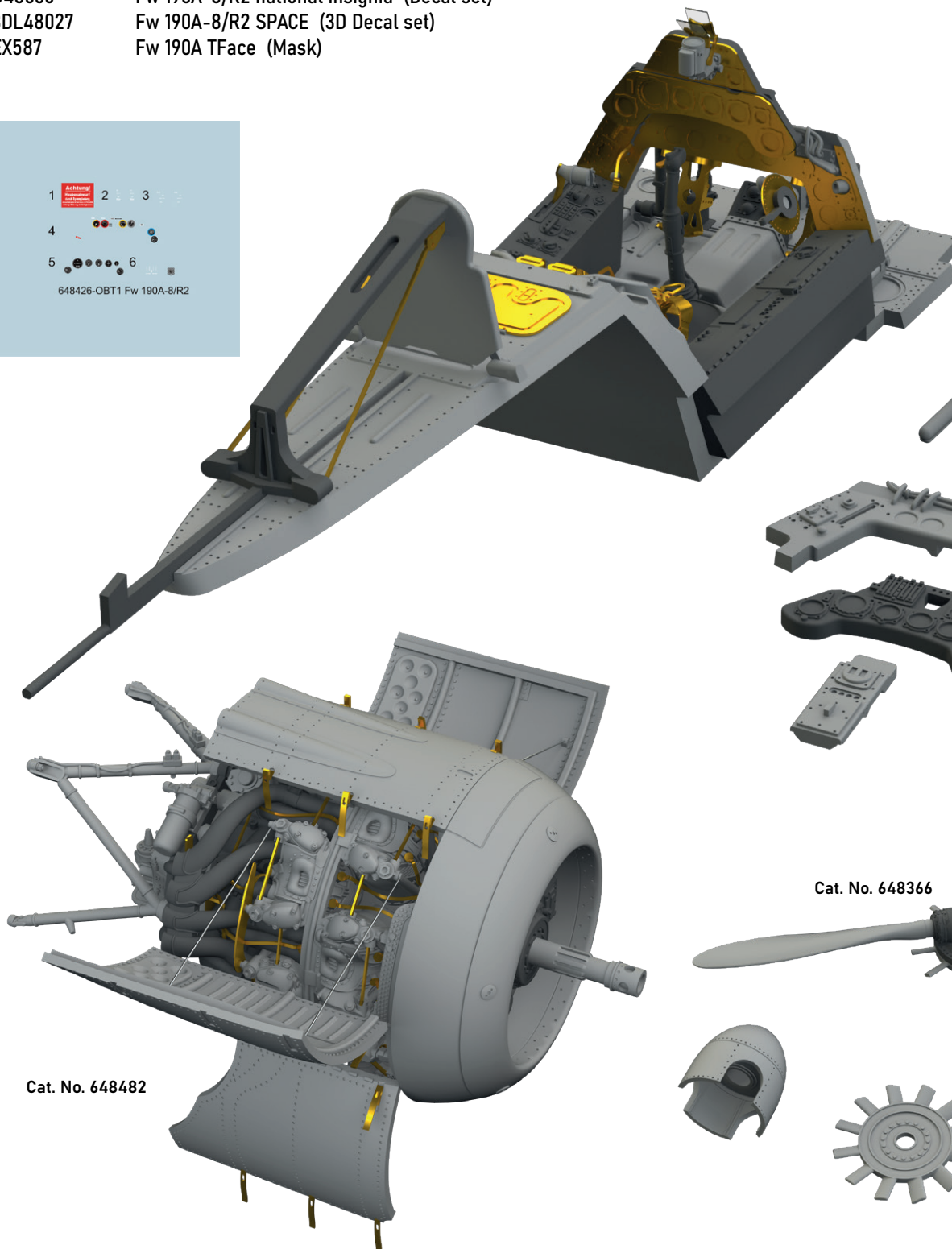
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FE863	Fw 190A seatbelts STEEL (PE-Set)
644005	Fw 190A-8/R2 LööK (Brassin)
648356	Fw 190A wingroot gun bays (Brassin)
648366	Fw 190A propeller (Brassin)
648381	Fw 190A exhaust stacks (Brassin)
648426	Fw 190A-8/R2 cockpit (Brassin)
648482	Fw 190A-8/R2 engine (Brassin)
SIN64852	Fw 190A-8/R2 ESSENTIAL (Brassin)
D48036	Fw 190A-8/R2 national insignia (Decal set)
3DL48027	Fw 190A-8/R2 SPACE (3D Decal set)
EX587	Fw 190A TFace (Mask)



Cat. No. 644005



Cat. No. 648426



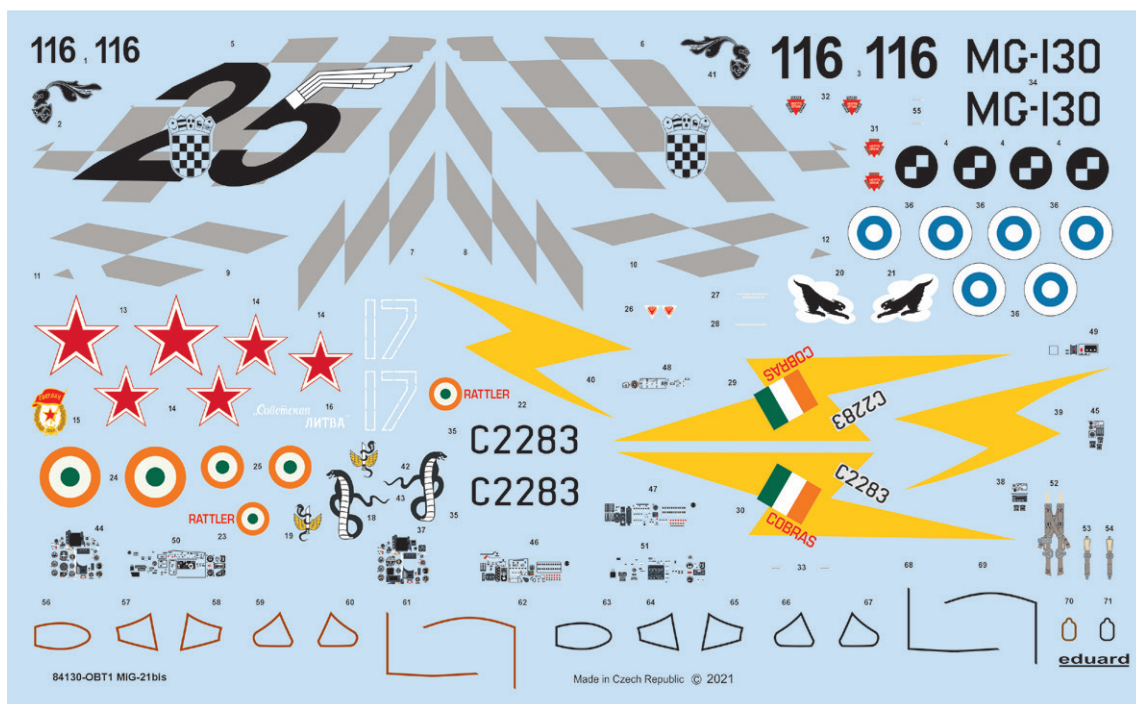
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1/48 Cat. No. 84130

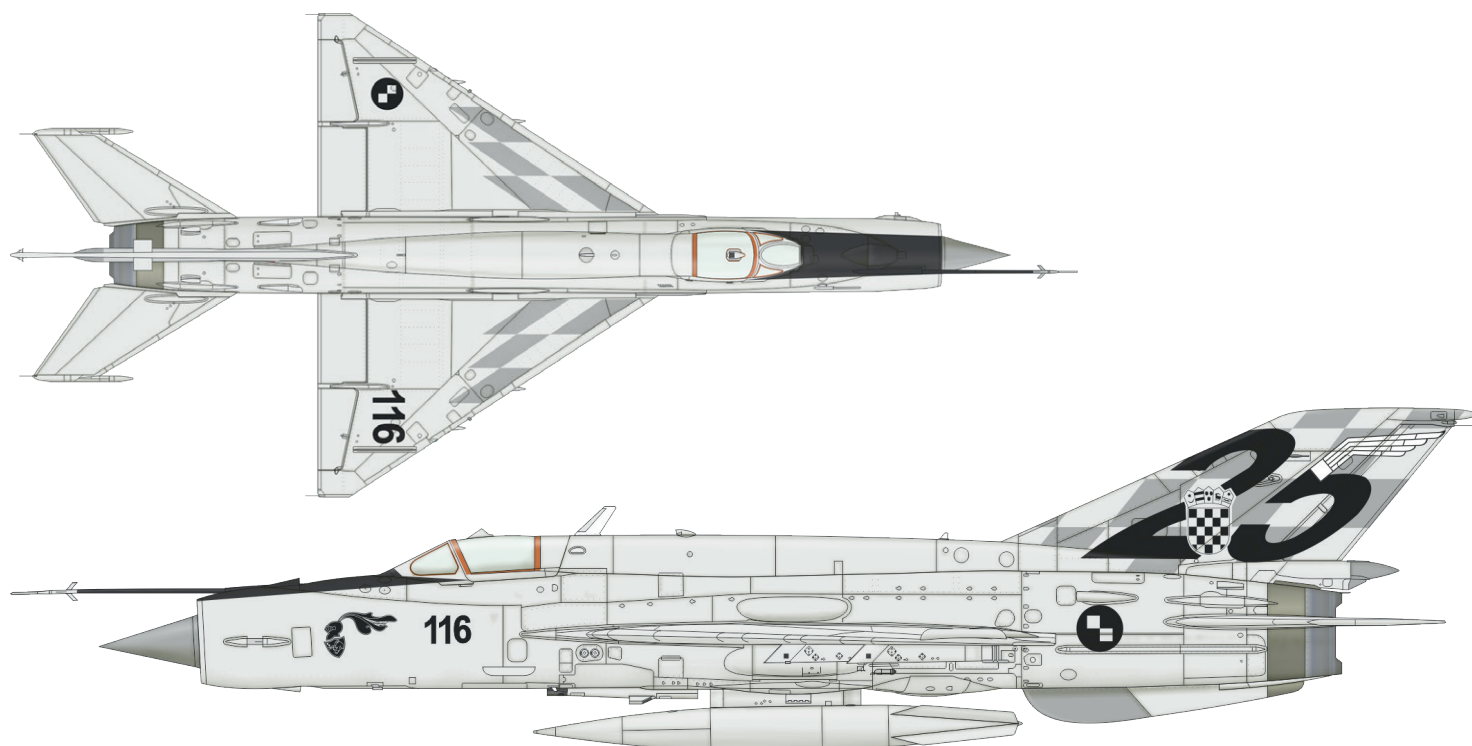
Product page

- Eduard plastic parts
- 4 marking options
- Brassin Anthenas



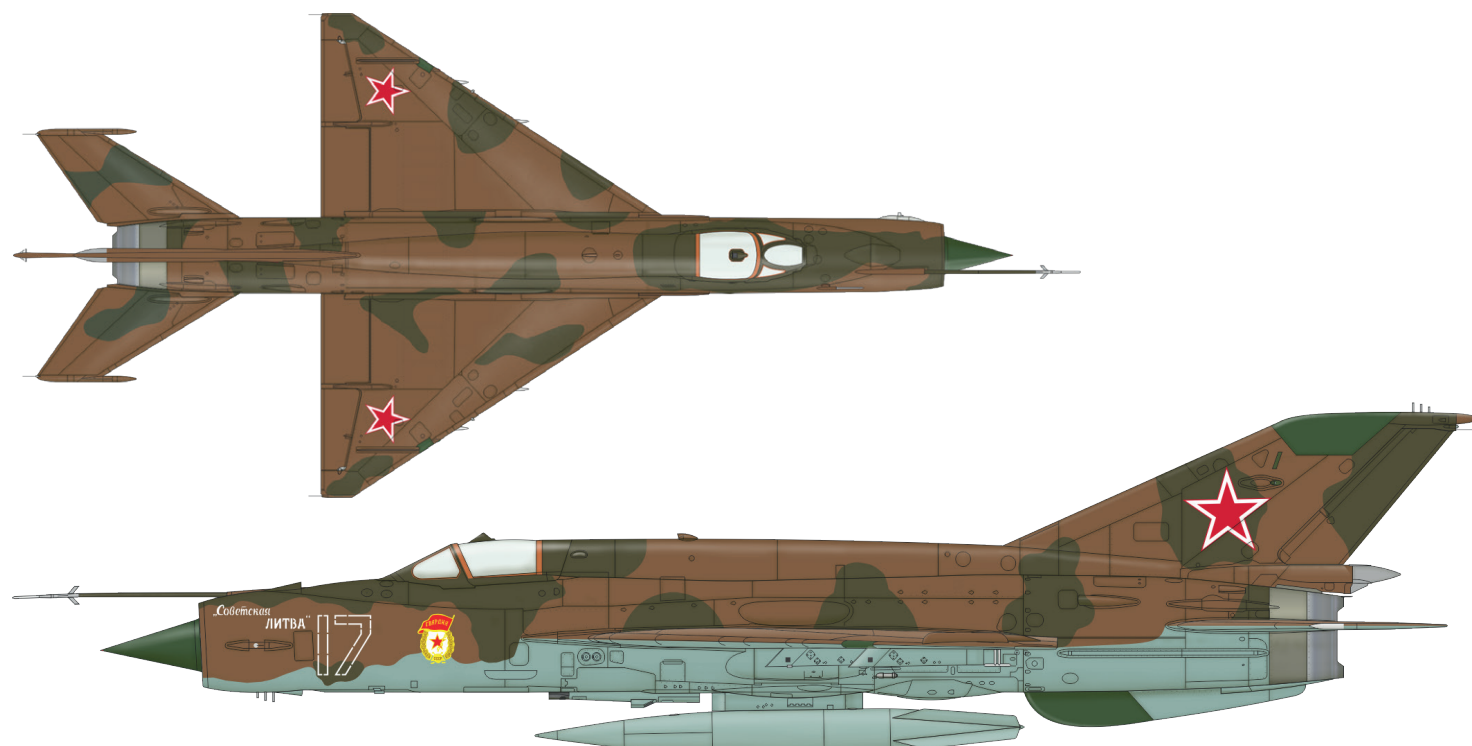
MiG-21bisD, Eskadrila borbenih aviona, HRZ i PZO, Zagreb – Pleso, Croatia, December 2016

The Croatian Air Force purchased forty MiG-21bis fighters and MiG-21UM trainers from Ukraine in 1995. In 2003, eight MiG-21bis aircraft were modernized to bisD standard in Romania. The modernization program included upgrade of the navigation, communication and IFF equipment. In 2014, another modernization took place involving seven Croat MiG-21bisD/UMD aircraft, along with a purchase of another five aircraft from repair facility in Odessa. The modernized aircraft received an all-grey camouflage scheme. Aircraft coded 116 received a stylized "25" on the left side of the fin to commemorate 25th anniversary of the Croatian Air Force.



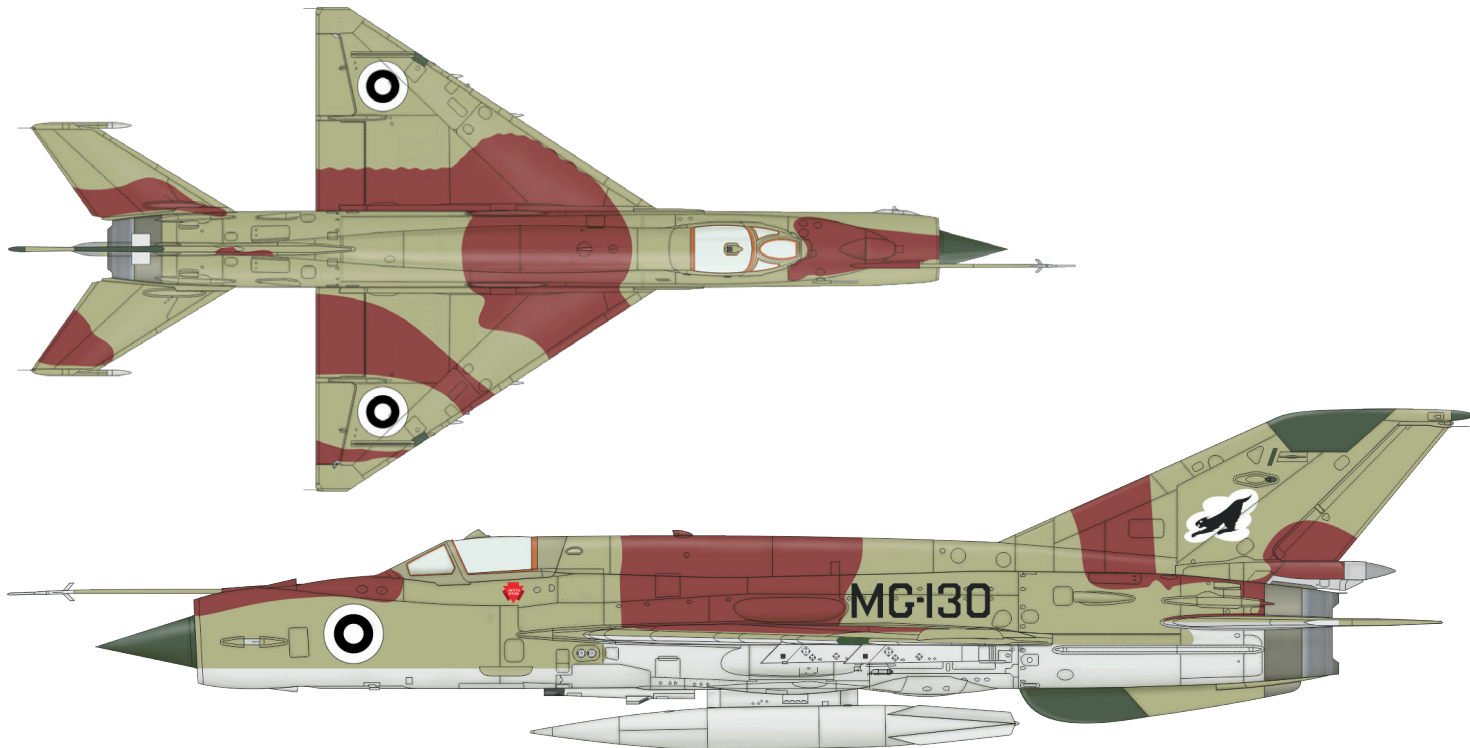
MiG-21bis, 115th GIAP, Soviet VVS, Bagram Air Base, Afghanistan, 1980

Fighter cover duties during the Soviet invasion of Afghanistan were conducted by the 115th Guards' Regiment at the end of 1979. The unit was equipped with the MiG-21bis and was based at Kokaity in Uzbekistan, a Soviet Socialist State at the time. Three days after the invasion beginning, the 1st Squadron moved to Bagram Air Base, followed by a second Squadron on January 23, 1980. Due to the lack of any enemy fighters, the 115th GIAP became involved in ground support duties together with the 136th APIB. MiG-21bis aircraft of the 115th GIAP used in Afghanistan were painted in green and brown on the upper surfaces at the beginning of the war, with lower surfaces in a blue-grey tone.

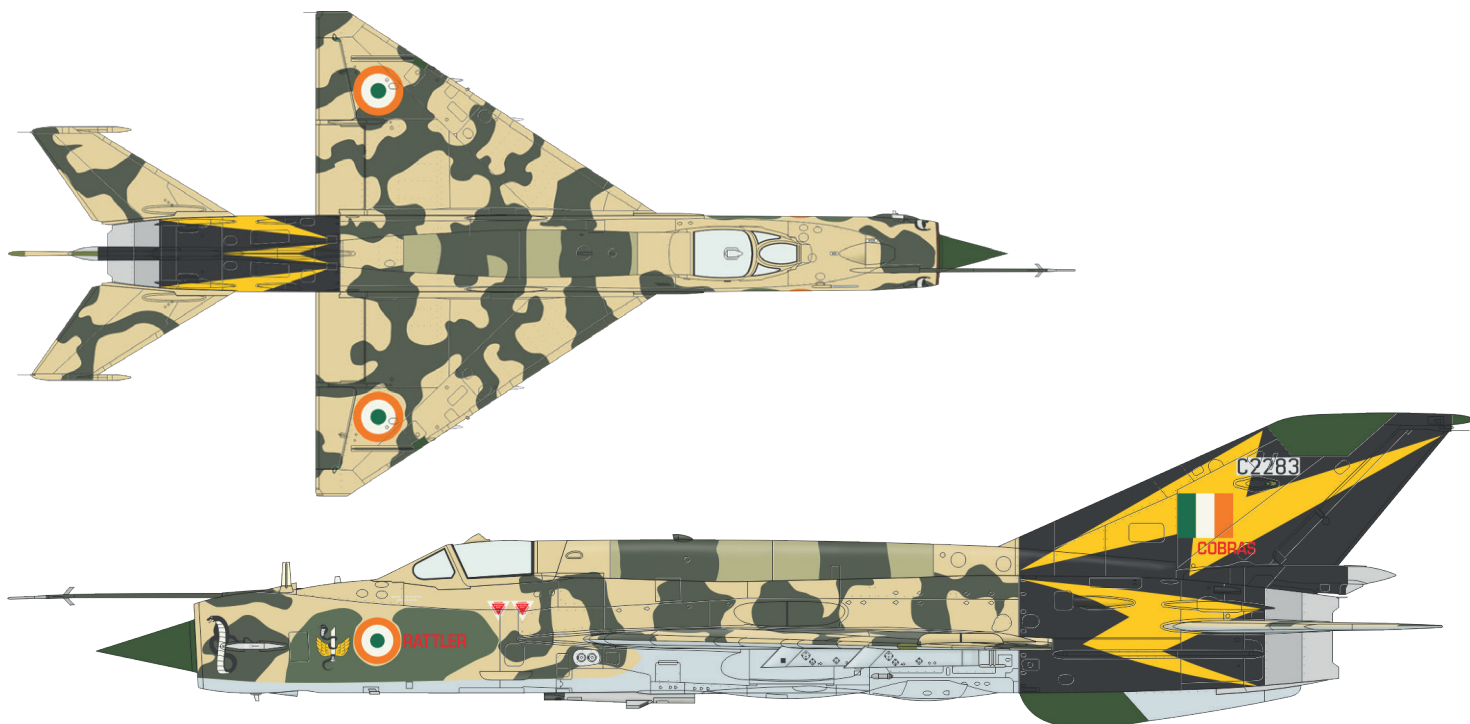


MiG-21bis, HävLLv 31, Suomen ilmavoimat, Kuopio-Rissala AB, Finland, 1980

The newest version of the MiG-21, the "bis", was purchased to the tune of twenty-six pieces by the Finnish Air Force in the latter half of the seventies. The first aircraft were delivered in 1978, and at the beginning of the eighties, these aircraft began to be westernized. The process included a new instrument panel and radio equipment compatible with those of west European aircraft. The aircraft coded MG-130 was delivered to Finland on July 17th, 1980, and its westernization was conducted during 1982. It made its last flight on March 7th, 1998, and it can currently be seen on the roof terrace of the Verkkokauppa Oy Shopping Center in Helsinki. At the beginning of the eighties, MG-130 carried the camouflage scheme in which it was delivered from the Soviet Union, i.e. brown and green on the upper and side surfaces, while the lower surfaces in light grey.

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

C2283 displays a unique combination of camouflage scheme and colorful ID markings. The unit personnel named their aircraft after snakes, among which "Rattler", "Mamba" and "Cobra" are known. The dorsal section of the fuselage was taken from another MiG-21bis, probably from a "Mamba". The history of No.3 Squadron goes back to October 1941, when the unit was activated in Peshawar, equipped with the Hawker Audax. During the second half of the Twentieth Century, the unit took part in every conflict that India was involved in with neighboring states. The No.3 Squadron used the MiG-21bis from July 1980 to 2002, when it was re-equipped with the modernized MiG-21 "Bison".



Recommended for MiG-21bis

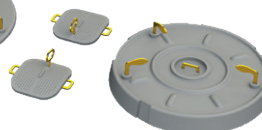
- 48704 MiG-21 ladder 1/48 (PE-Set)
- 48994 MiG-21 surface panels 1/48 (PE-Set)
- 48999 MiG-21bis exterior 1/48 (PE-Set)
- 49065 MiG-21 KM-1 seatbelts FABRIC (PE-Set)
- 49110 MiG-21 seatbelts STEEL 1/48 (PE-Set)
- 491036 MiG-21bis interior 1/48 (PE-Set)
- FE1149 MiG-21bis Weekend 1/48 (PE-Set)
- 644033 MiG-21bis LööK 1/48 (Brassin)
- 648025 Rocket launcher UB-16 and UB-32 1/48 (Brassin)
- 648026 MiG-21 wheels 1/48 (Brassin)
- 648030 MiG-21 seat late 1/48 (Brassin)
- 648049 MiG-21 wheel wells 1/48 (Brassin)
- 648050 MiG-21bis interior (Brassin)
- 648051 MiG-21bis exhaust nozzle (Brassin)
- 648064 MiG-21 late airbrakes 1/48 (Brassin)
- 648080 MiG-21 undercarriage legs BRONZE 1/48 (Brassin)
- 648082 R-60 / AA-8 Aphid 1/48 (Brassin)
- 648125 R-3S / AA-2 Atoll-A 1/48 (Brassin)
- 648126 OFAB-100 Soviet bombs 1/48 (Brassin)
- 648127 OFAB-250 Soviet bombs 1/48 (Brassin)
- 648136 S-24 rocket 1/48 (Brassin)
- 648173 UB-16 rocket launcher (2 pcs) 1/48 (Brassin)
- 648424 FAB-500 M54 bombs 1/48 (Brassin)
- 648445 R-13M missiles 1/48 (Brassin)
- 648490 MiG-21 F.O.D 1/48 (Brassin)
- 3DL48026 MiG-21bis SPACE (3D Decal set)
- EX751 MiG-21bis Weekend 1/48 (Mask)



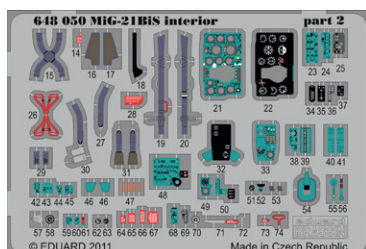
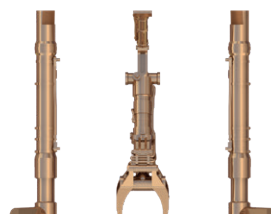
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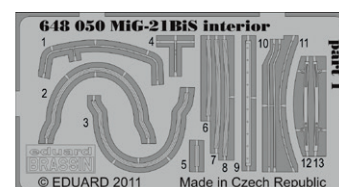
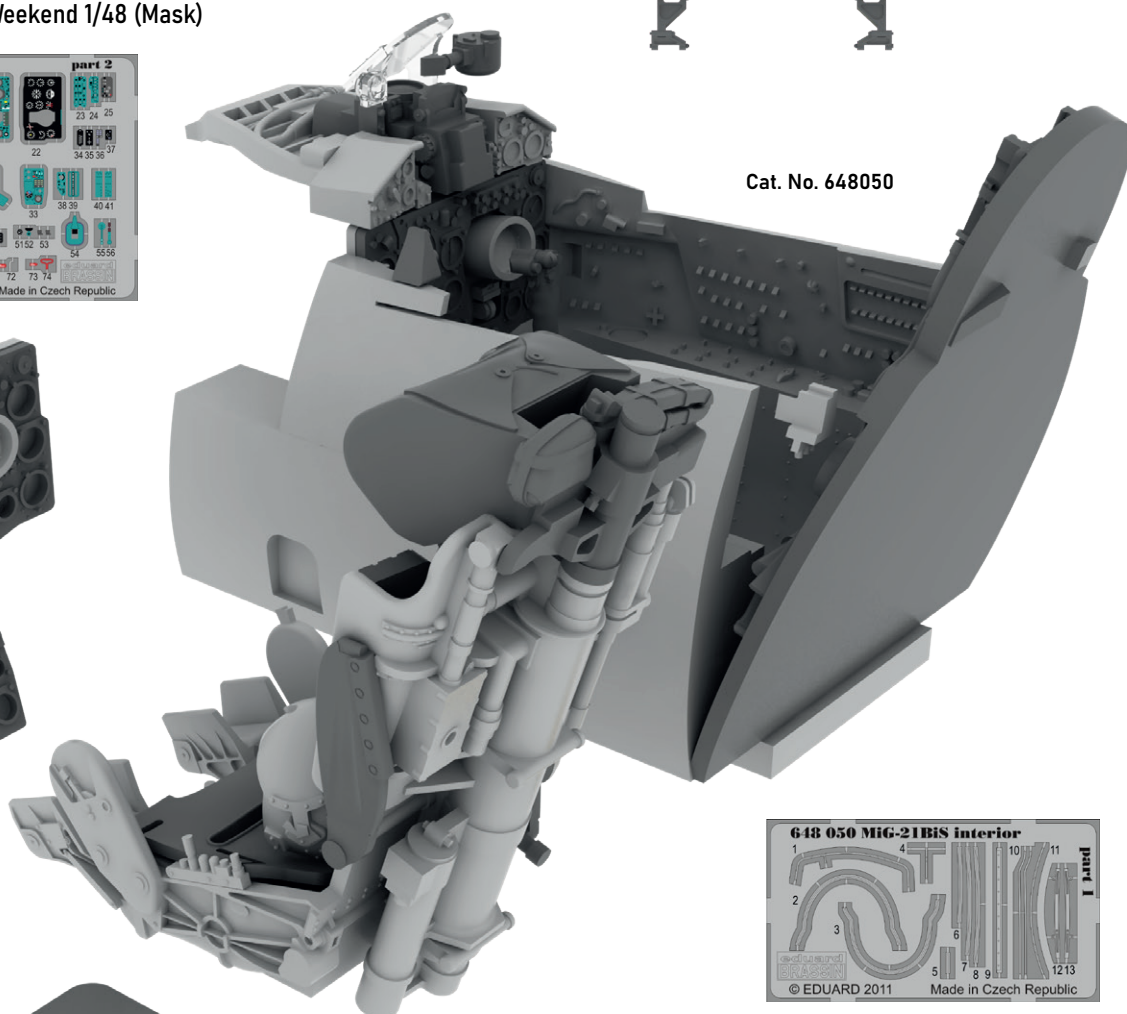
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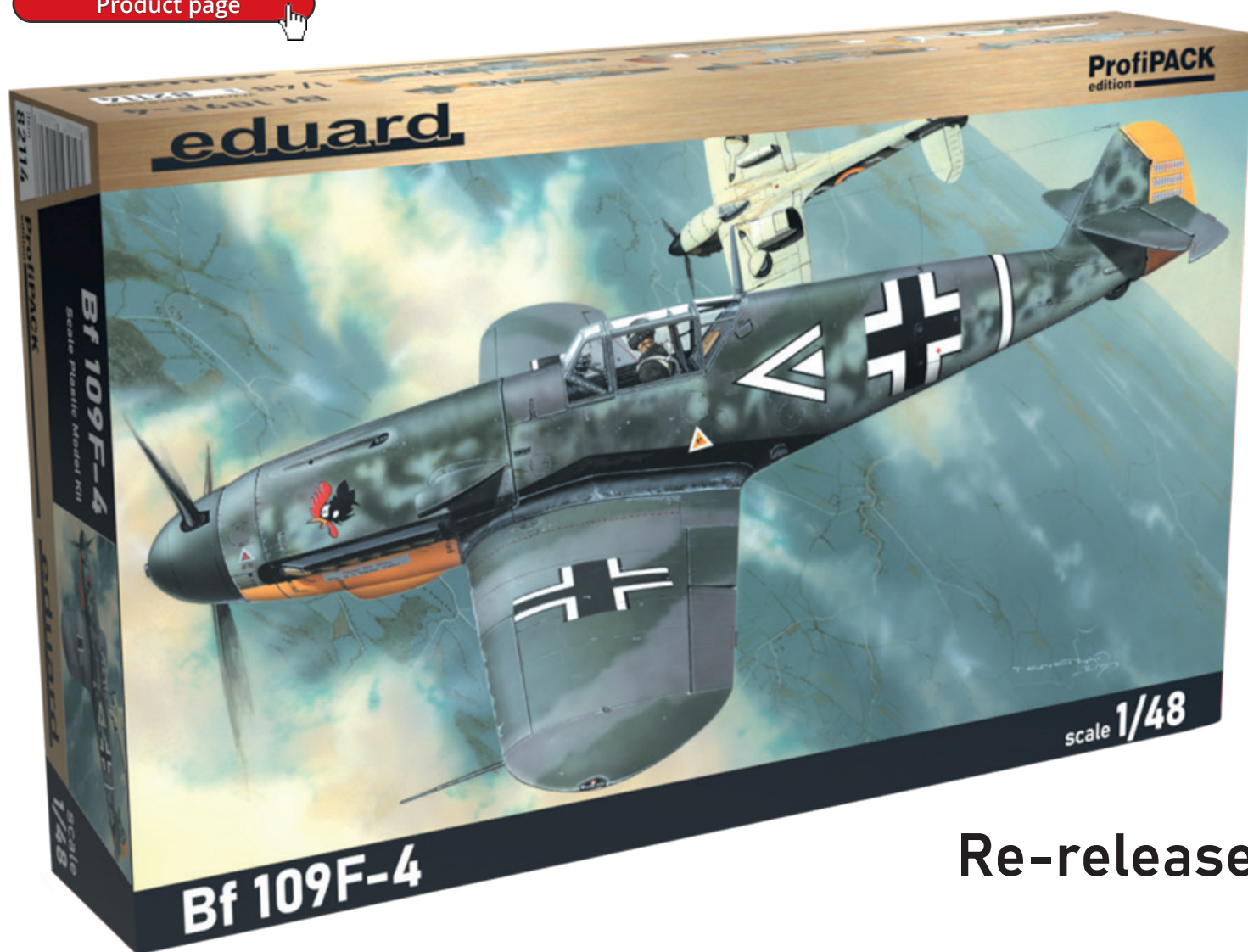
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Cat. No. 648050



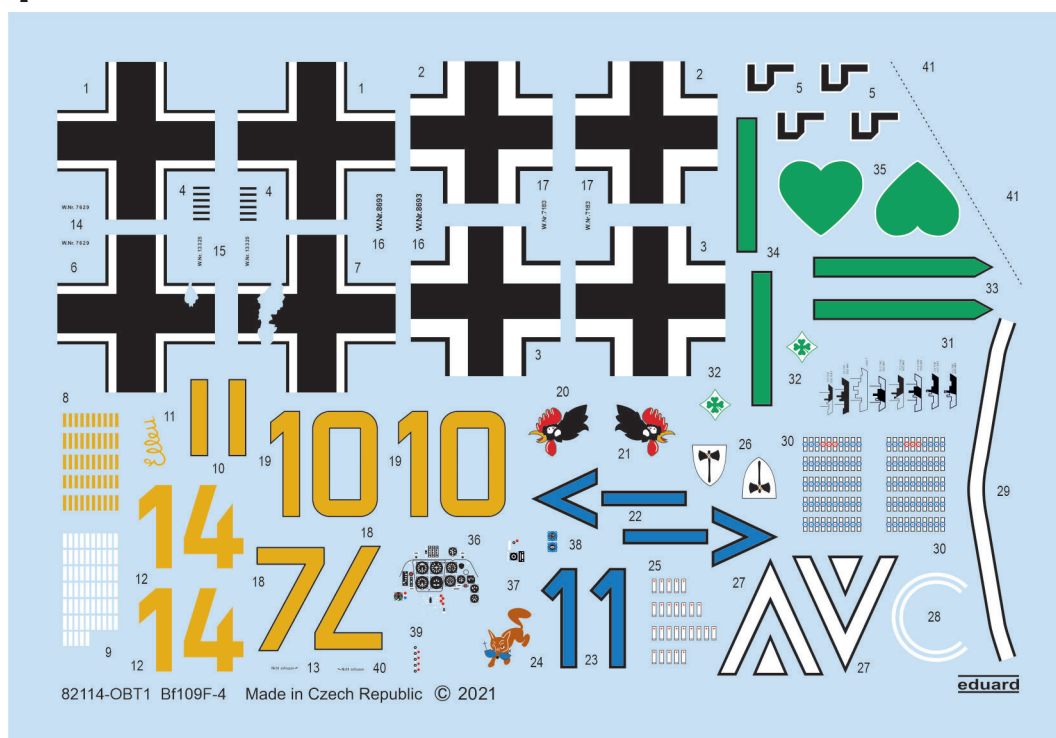
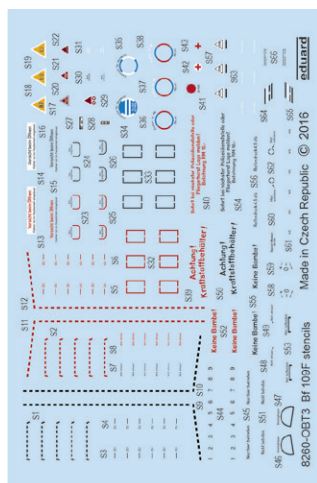
Product page



Re-release

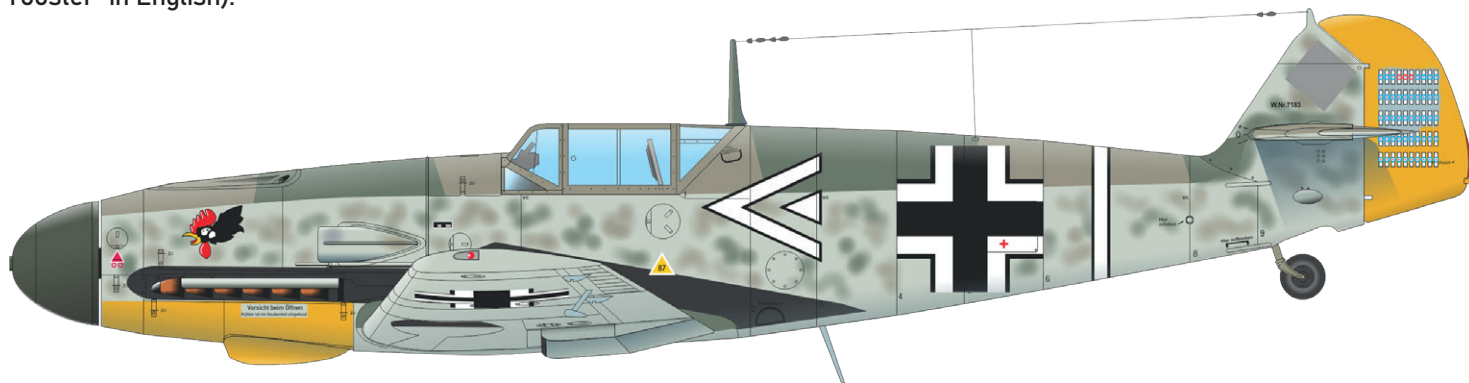
1/48 Cat. No. 82114

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



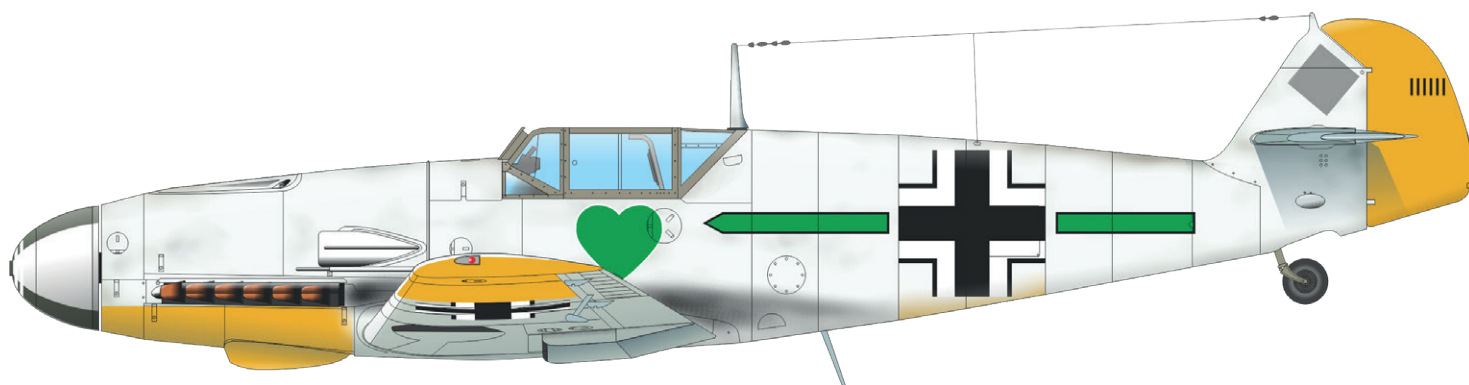
Bf 109F-4, WNr. 7183, Hptm. Hans Hahn, III./JG 2, St. Pol, France, October 13, 1941

Hans „Assi“ Hahn, a fighter ace and recipient of the Knight's Cross with oak leaves was in command of 4./JG 2 from December, 1939 and starting from October 1940 he overtook the lead of III./JG 2. Fifty kill marks on the rudder related to his service on the Western Front. Hahn added the fiftieth kill to his tally on October 13, 1941, shooting down a Spitfire near Boulogne-sur-Mer. Altogether he destroyed 66 enemy aircraft in the West. In late 1942 „Assi“ Hahn moved to the East and commanded II./JG 54 from November 1, 1942. On February 21, 1943, he was downed and captured. He spent seven years in captivity, returning back to Germany in 1950. He wrote a book about his life in prison Prisoner of War in Russia (Ich spreche die Wahrheit – I Speak the Truth). Hahn's total score stands at 108 kills. The rooster head was the crest of III./JG 2, based on Hahn's family name („der Hahn“ means „the rooster“ in English).



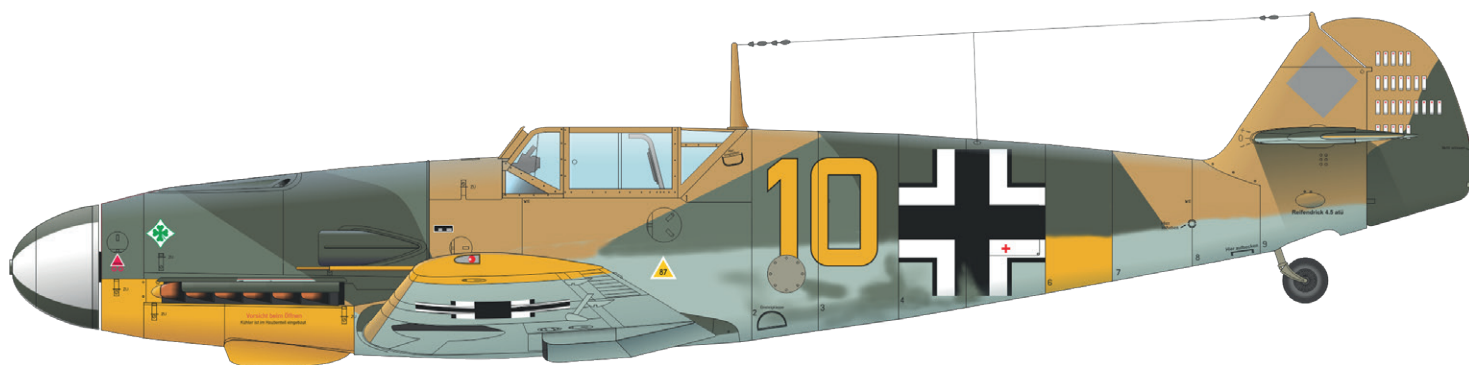
Bf 109F-4, WNr. 7243, Oblt. Otto Kath, Stab/JG 54, Staraya Russa, Soviet Union, early December 1941

Otto Kath served as Geschwaderadjutant for Hannes Trautloft, the famous fighter ace and CO of JG 54 from March, 1941 till September, 1943. Trautloft retained Kath when moving from I./JG 20 to JG 54. Kath is credited with 6 kills. The standard camouflage of RLM 74/75/76 was oversprayed with washable white paint on the upper sides as the temporary winter camouflage. The only exception was the framing of the canopy. The non-standard Geschwader Stab marking is green, which was the color reserved for aircraft of the HQ members. The green heart was the symbol of the JG 54 „Grünherz“. Note the yellow Eastern Front markings on the wings, rudder, and fuselage.



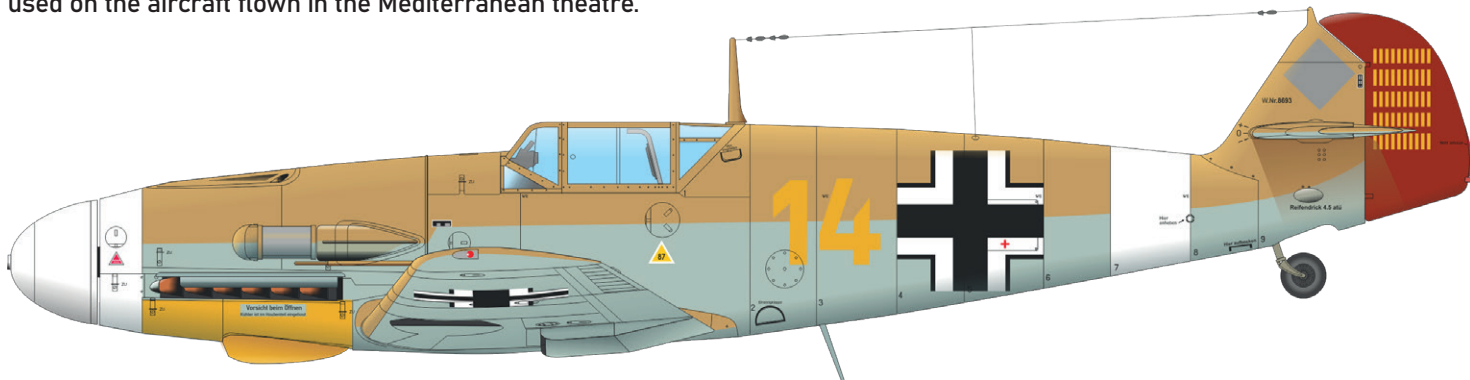
Bf 109F-4, Uffz. Hans Döbrich, 6./JG 5, Petsamo, Finland, September 2, 1942

This aircraft was flown by Hans Döbrich, a fighter ace credited with 65 victories. He was downed three times and seriously wounded during the last incident. He never flew a combat sortie again. During the second half of 1942, II./JG 5 was equipped with „Friedrichs“ manufactured for service in a tropical environment. The desert camouflage colors consisting of RLM 79 and RLM 78 were applied at the factory. Feldflugpark (Repair Field Unit) in Pori added segments of RLM 74/70 (some sources state RLM 75/71) which helped to camouflage effect over the northern territory. The green shamrock on the cowling was a crest of 6./JG 5.

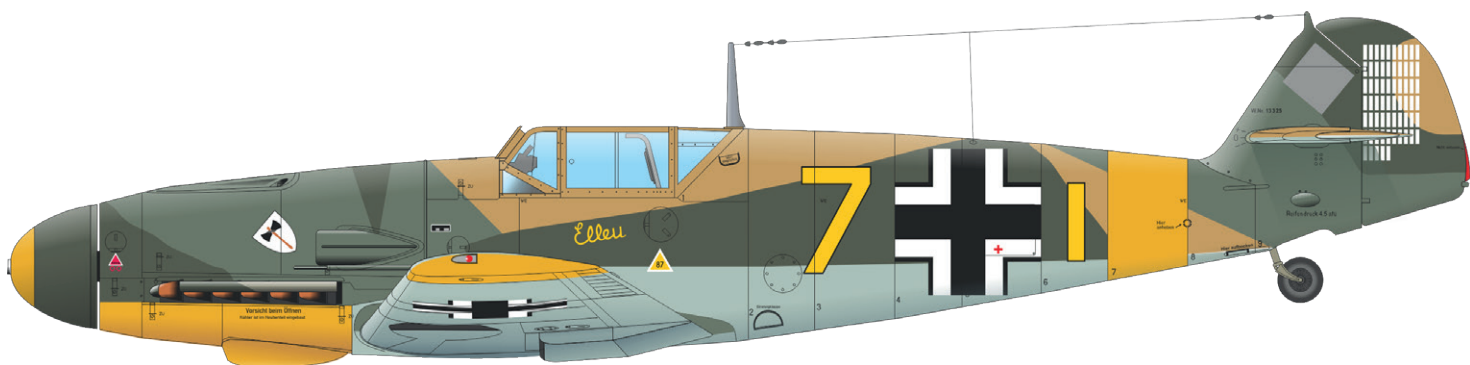


Bf 109F-4/trop, WNr. 8693, Lt. Hans-Joachim Marseille, 3./JG 27, North Africa, February 1942

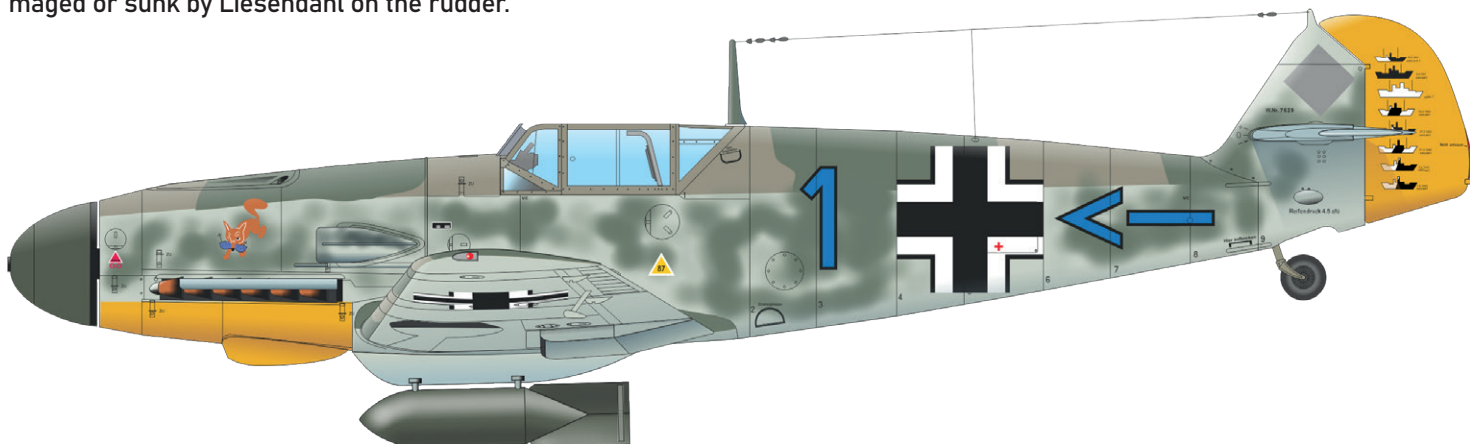
This aircraft was flown by Lt. Hans-Joachim Marseille, a fighter ace with 158 kills to his credit. Marseille was awarded the Knight's Cross with Swords, Oak Leaves and Diamonds as the recognition of his remarkable success. He was shooting down enemy aircraft at rapid rate with many multiple one-day victories. The German propaganda made use of it to make Marseille a star. The tale ended with Marseille's death. He was killed in accident on September 30, 1942. The camouflage of his aircraft consisted of RLM 79 "Sandgelb" on the upper surfaces and RLM 78 "Himmelblau" on the lower ones. The rudder was adorned with fifty kill marks (Abschussmarken) and appears to be oversprayed with a red-brown primer. Marseille achieved his 49th and 50th kills on February 21, 1942. His victims were two Kittyhawks. The white-painted wingtips and fuselage band were Luftwaffe markings used on the aircraft flown in the Mediterranean theatre.

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

This aircraft was flown by Viktor Bauer, holder of the Knight's Cross with an oak leaves and ace with 106 kills. He achieved most of them in combats with Soviet pilots. Bauer flew this particular aircraft in the summer of 1942, when German Group of Armies A advanced on Stalingrad. The unit received Messerschmitts originally intended for service in North Africa, thus camouflaged in RLM 78/79 colors. The segments of RLM 74/70 (some sources state RLM 75/71) were added to the desert camouflage scheme to better the camouflage effect in the Eastern Front environment. The yellow wingtips, fuselage band and lower cowling were typical for airplanes flown in the east. Note the III./JG 3 badge on the nose. The name Ellen referred to Bauer's wife. Bauer achieved his 106th and last kill on August 9, 1942, northwest of Stalingrad. The very next day he was hit by enemy fire, wounded, and had to belly land his crippled plane. After rescue, Bauer served in various posts of Ergänzungs (replacement) units.

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

During late 1941, the Luftwaffe considered renewing bombing of Great Britain and coastal shipping. Each fighter unit fighting against the Great Britain was ordered to single out one Staffel for this purpose. The 10. (Jabo) Staffel played this role within JG 2. Under command of Oblt. Frank Liesendahl this Staffel sank 20 vessels (total tonnage 630.000 BRT) over a four-month period. Liesendahl was killed when attacking cargo vessels near Brixham on July 17, 1942. Posthumously he was promoted to Hauptmann rank and was awarded the Knight's Cross as well. Liesendahl's personal mount wore a standard day fighter camouflage consisting of RLM 74/75/76. The ship-munching fox was a 10. (Jabo) Staffel badge. Note the symbols of vessels damaged or sunk by Liesendahl on the rudder.



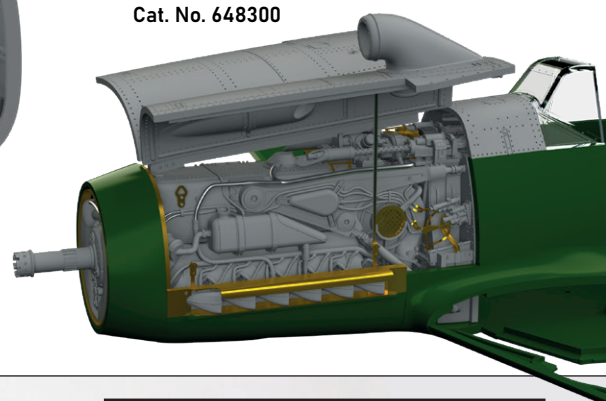
Recommended for Bf 109F-4

48899	Bf 109F-4 (PE-Set)
FE844	Bf 109F-4 Weekend (PE-Set)
644010	Bf 109F LööK (Brassin)
648279	Bf 109F cockpit (Brassin)
648282	Bf 109F wheels (Brassin)
648288	Bf 109F propeller LATE (Brassin)
648291	Bf 109F landing flaps (Brassin)
648300	Bf 109F engine & fuselage guns (Brassin)
648308	Bf 109F undercarriage legs BRONZE (Brassin)
648365	Bf 109F radio compartment (Brassin)
SIN64829	Bf 109F ESSENTIAL (Brassin)
SIN64830	Bf 109F ADVANCED (Brassin)
D48026	Bf 109F stencils (Decal set)
3DL48028	Bf 109F-4 SPACE (3D Decal set)
EX535	Bf 109F-4 (Mask)
EX588	Bf 109F TFace (Mask)

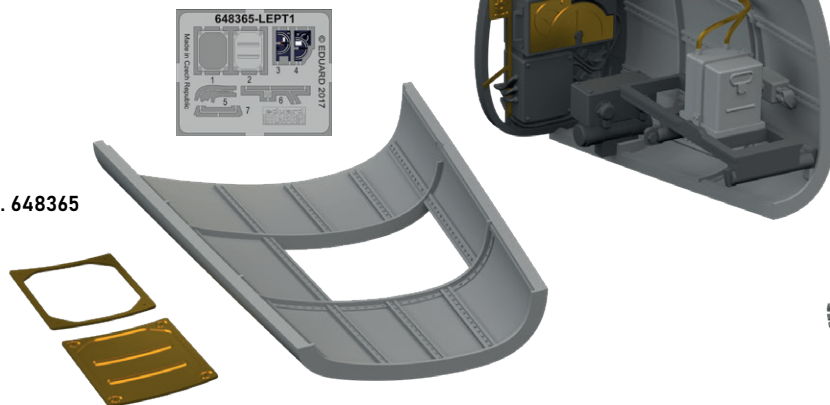
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Cat. No. 648365



OVERTREES

Bf 109F-4

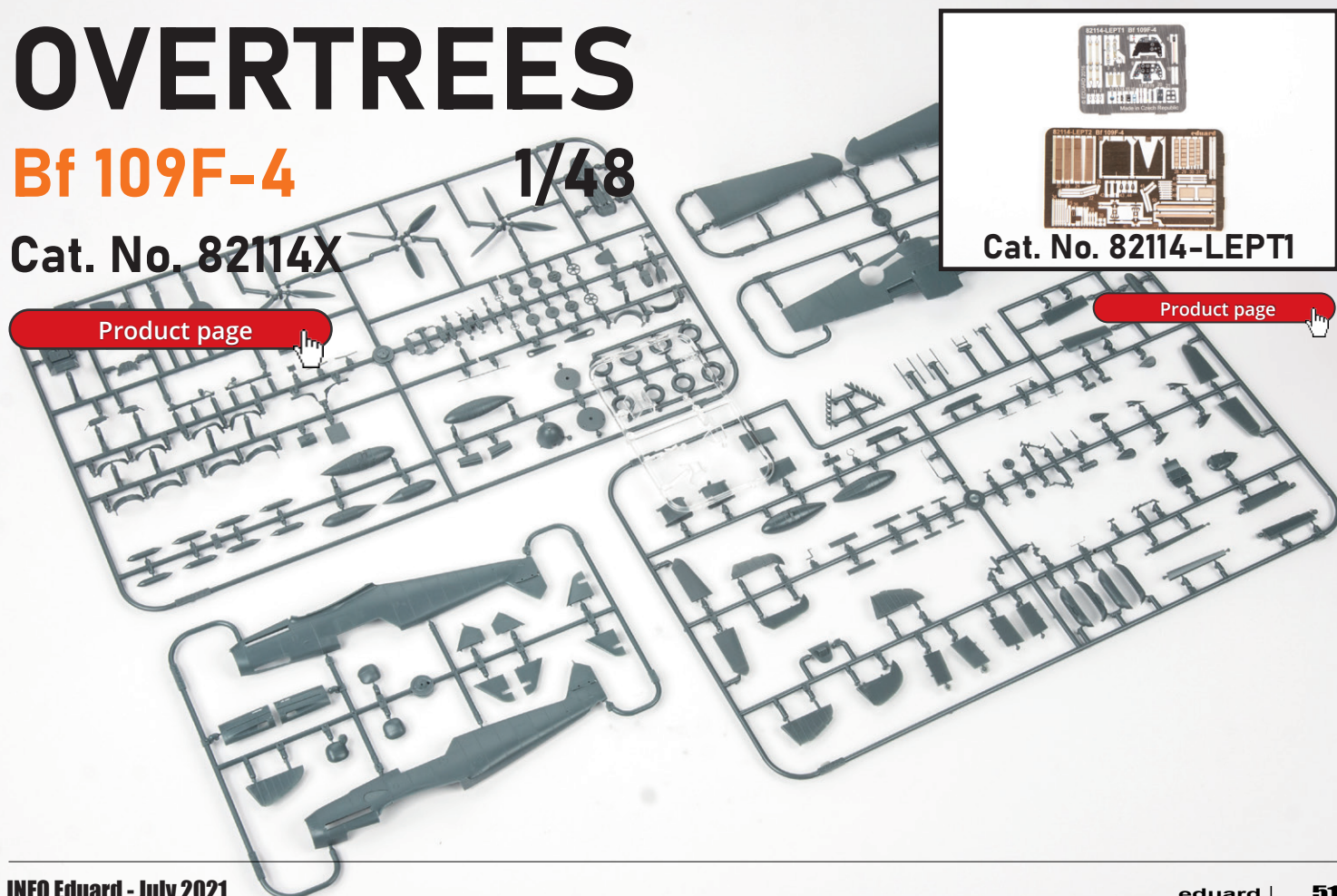
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Cat. No. 82114-LEPT1

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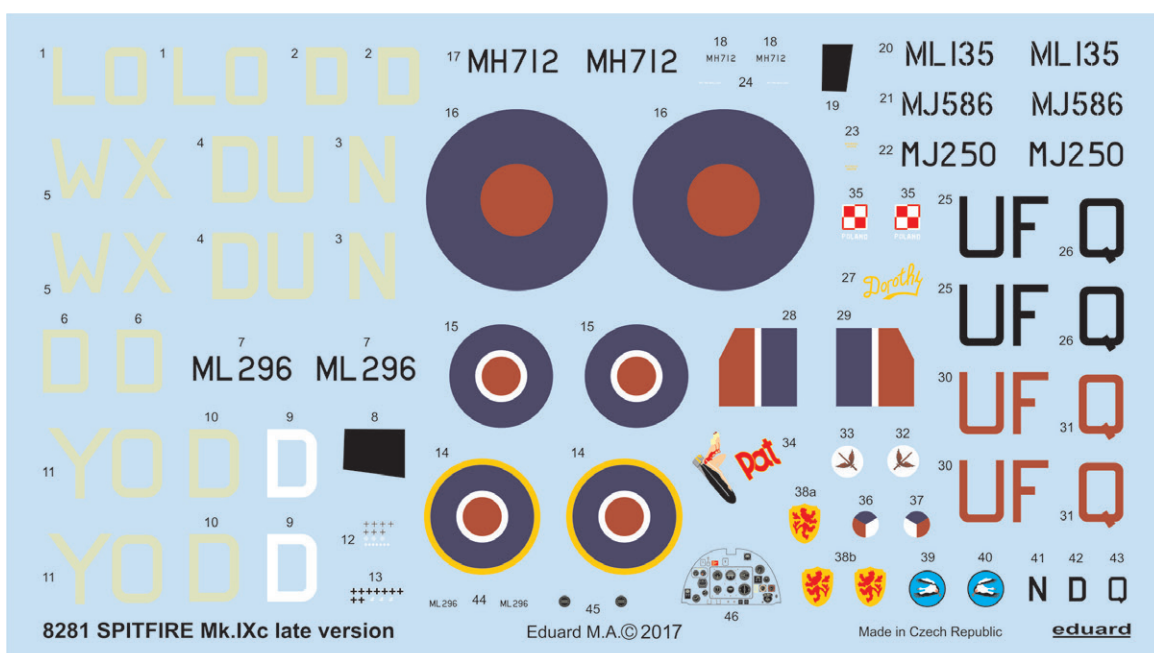
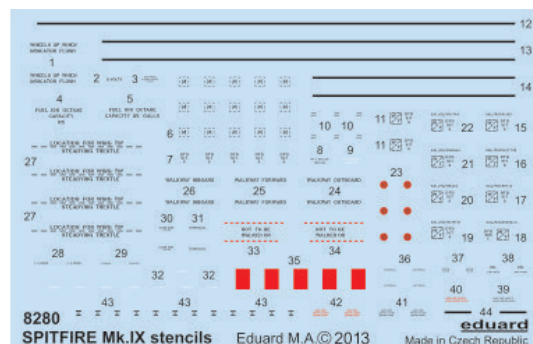
Re-release



1/48 Cat. No. 8281

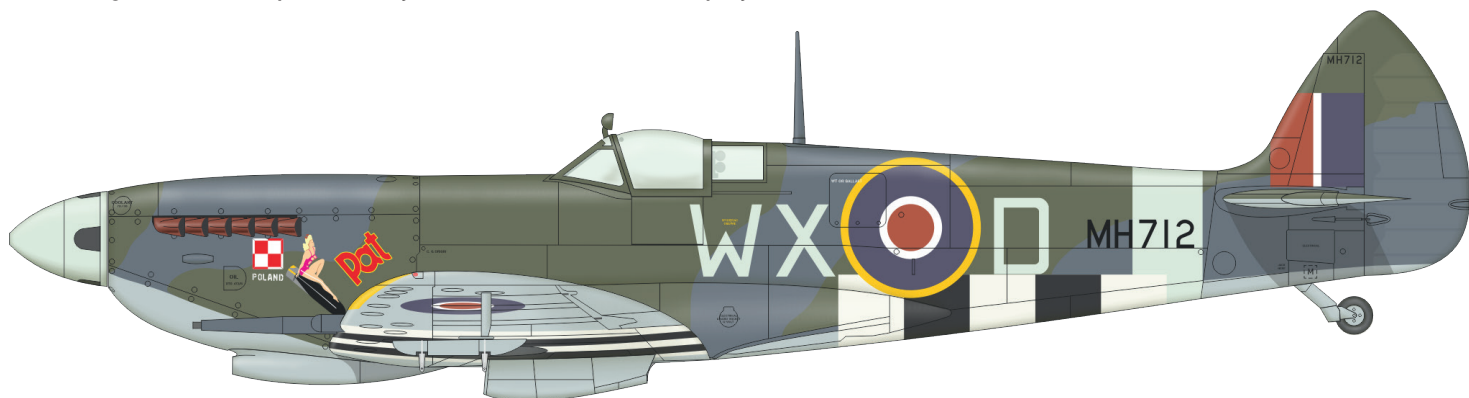
[Product page](#)

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



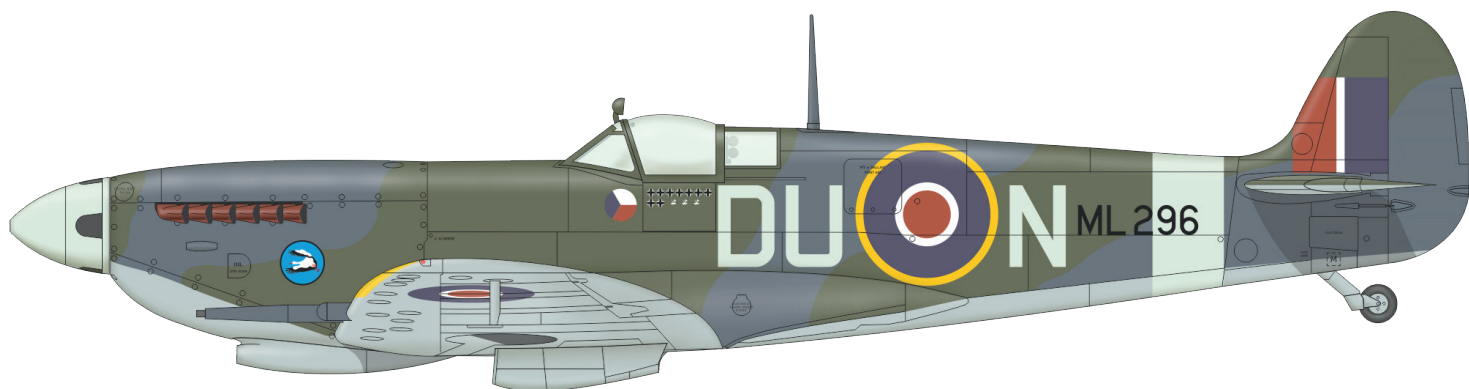
Spitfire LF Mk.IXc, MH712, W/O Henryk Dygala, No. 302 (Polish) Sqn., ALG G10 Plumetot, France, August 1944

The No. 302 (Polish) Squadron was one of the units that participated in the invasion of Normandy in June 1944. The D-Day „Invasion Stripes” painted on the bottom of the fuselage and wings indicate that fact as well. This aircraft was equipped with wing racks for 250lb bombs. The pointed rudder was freshly painted and so the colors appeared darker than the rest of the aircraft. Nose art paintings were not common within the RAF, so this one, the girl sitting on the bomb, is one of exceptions. The Polish stencil right of the cockpit door “Wycierac obuwie” means “Wipe your shoes”.



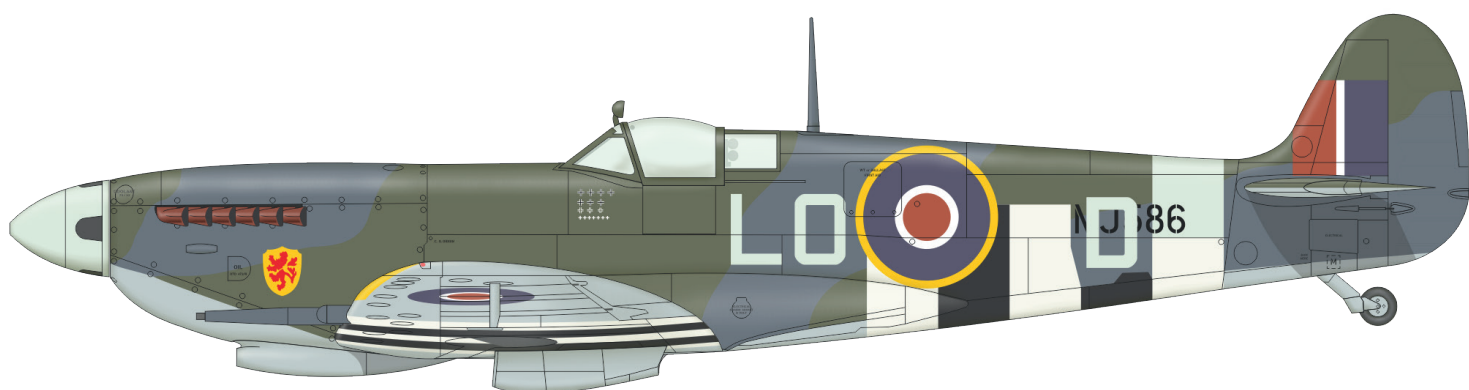
Spitfire HF Mk.IXc, MJ296, F/Lt Otto Smik, No. 312 (Czechoslovak) Sqn., RAF North Weald, United Kingdom, August 1944

This Spitfire was flown by F/Lt Otto Smik, the CO of B Flight of No. 312 (Czechoslovak) Squadron. On the cockpit door 8,5 confirmed kill marks plus three V-1s destroyed were painted as his personal score of that time. Smik was flying this Spitfire during July and August on strafing missions over occupied Europe. He was shot down by AA fire during an attack on Gilze-Rijen Air Base but survived and with the help of the Dutch resistance, he returned to Great Britain. Smik met his fate on November 28, 1944, when he was killed during attack on the Zwolle railway station. The camouflage and marking of this Spitfire were typical for No. 312 (Czechoslovak) Sqn. with the unit badge painted on both sides of the cowling. Available photos do not reveal the type of the rudder. The MJ296 could have had either the rounded or pointed type.



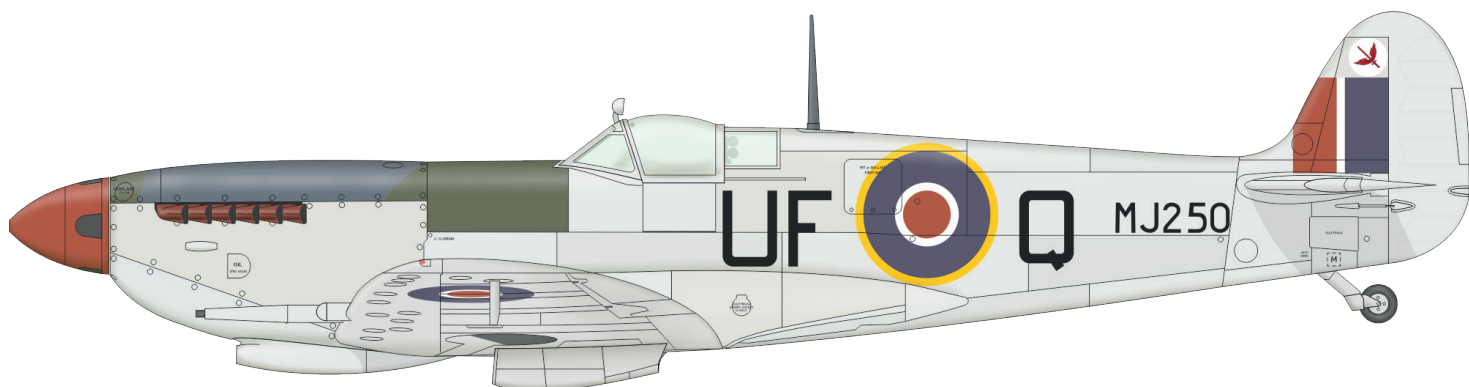
Spitfire LF Mk.IXc, MJ586, S/Lt. Pierre Clostermann, No. 602 Sqn., Longues-sur-Mer, France, July 1944

Pierre Clostermann, a famous French fighter ace, became known worldwide thanks to his book “Le Grand Cirque” (The Big Show) as well. One of the aircraft he was flying during the war was Spitfire MJ586. Clostermann’s score of seven confirmed, three probable and seven damaged enemy aircraft is painted below windshield. French sources credit Clostermann with 20 kills, but it has been a topic of debate for many years. The post war French numbers are inconsistent with those of wartime documentation in British archives due to different methodology of these two Air Forces. At the end of WWII, Clostermann flew Tempests with No. 3 Squadron RAF. Note the squadron badge on both sides of the engine cowling.



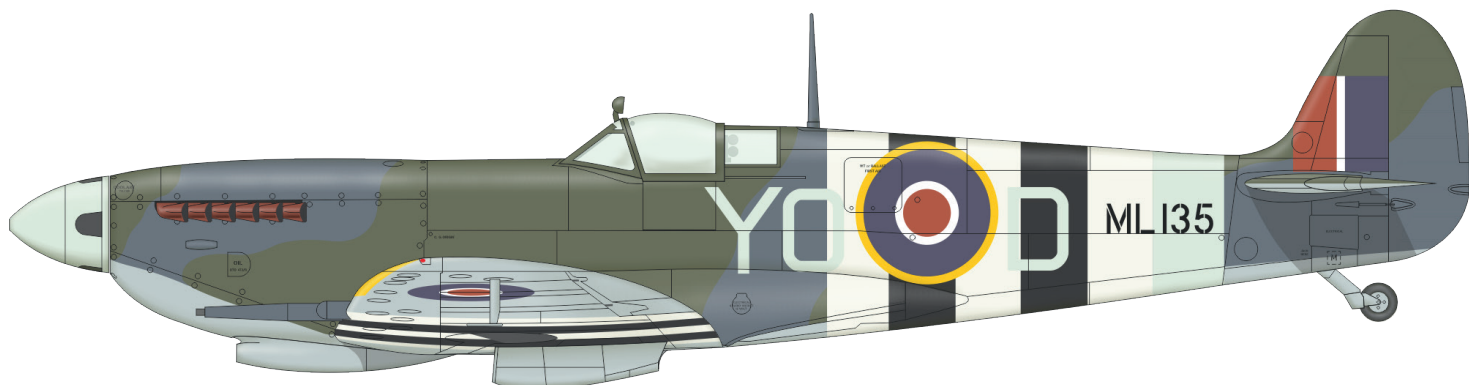
Spitfire LF Mk.IXc, MJ250, F/O Desmond Ibbotson, No. 601 Sqn., Italy, Summer, 1944

MJ250 was flown by No. 601 "County of London" Squadron from July 1944. The unit was operating from the airfields at Perugia, Loreto and Fano at that time. The aircraft was used primarily for dive-bombing operations. MJ250 survived the war but was scrapped shortly afterward. The MJ250 was regularly flown by F/O Desmond Ibbotson, DFC & Bar. This fighter ace is credited with 11 confirmed and four probable kills plus five damaged aircraft. He died on November 19, 1944 at the controls of Spitfire MH614. The camouflage colors of MJ250 were removed except for the upper engine and fuel tank cowling. These parts seem to be taken from another aircraft which retained the camouflage colors. Note the unit badge on the fin tip.



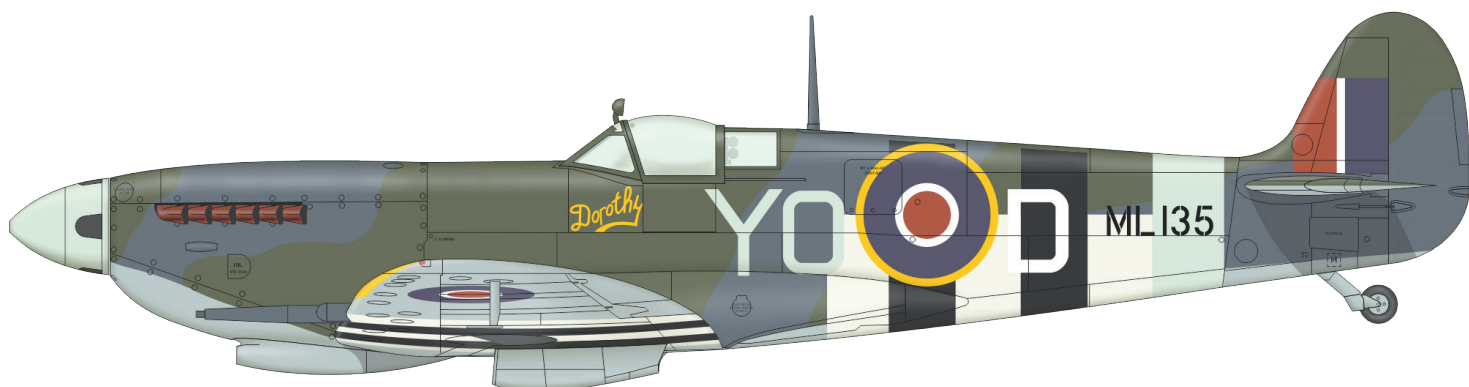
Spitfire LF Mk.IXc, ML135, P/O Jerry Billing, No. 401 Sqn., RAF Tangmere, United Kingdom, June 7, 1944

Jerry Billing was one of many Canadians serving with RAF. He volunteered in October 1942 to help the Malta defense. After joining No. 185 Squadron, he fought over the island until March 1943, when he was downed by a Bf 109. Billing was transferred to No. 401 Squadron in 1944. He downed a Ju 88 bomber and damaged two Fw 190s on June 7, 1944, the second day of the invasion of Normandy. On July 1, 1944, his Spitfire ML135 was hit by AA fire and Billing belly-landed in no-man's land in France. He managed to get back to the UK with the help of a French family. After WWII, Jerry Billing re-enlisted in the Royal Canadian Air Force and became an instructor. In 1951 he joined the Blue Devils, a Canadian aerobatics team flying Vampire jets. Billing left the RCAF in 1964, becoming DeHavilland test pilot.



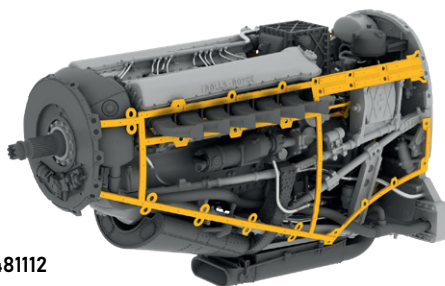
Spitfire LF Mk.IXc, ML 135, flown by Jerry Billing, No. 401 Sqn., France, July 1, 1944

Jerry Billing was shot down at the controls of ML135 on July 1, 1944, belly-landing seven miles south of Carentan, France. The D-Day stripes were left on the undersides only and the female name "Dorothy" appeared under the windscreen.



Recommended for Spitfire Mk.IXc late

- 48765 Spitfire Mk.IXc landing flaps (PE-Set)
- 48766 Spitfire Mk.IX surface panels (PE-Set)
- 49639 Spitfire Mk.IXc (PE-Set)
- FE840 Spitfire Mk.IX seatbelts STEEL (PE-Set)
- 644008 Spitfire Mk.IX late LööK (Brassin)
- 644067 Spitfire Mk.I late LööKplus (Brassin)
- 648099 Spitfire exhaust stacks fishtail (Brassin)
- 648100 Spitfire Mk.IX cockpit (Brassin)
- 648109 Spitfire 500lb bomb set (Brassin)
- 648112 Spitfire Mk.IX engine (Brassin)
- 648113 Spitfire Mk.IX gun bay (Brassin)
- 648119 Spitfire wheels - 5 spoke, smooth tire (Brassin)
- 648120 Spitfire - radio compartment (Brassin)
- 648124 Spitfire undercarriage legs BRONZE (Brassin)
- 648306 Spitfire Mk.IX top cowl late (Brassin)
- 3DL48029 Spitfire Mk.IXc late version SPACE (3D Decal set)



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Cat. No. 644008



Cat. No. 648100

OVERTREES 1/48

Spitfire Mk.IXc late version

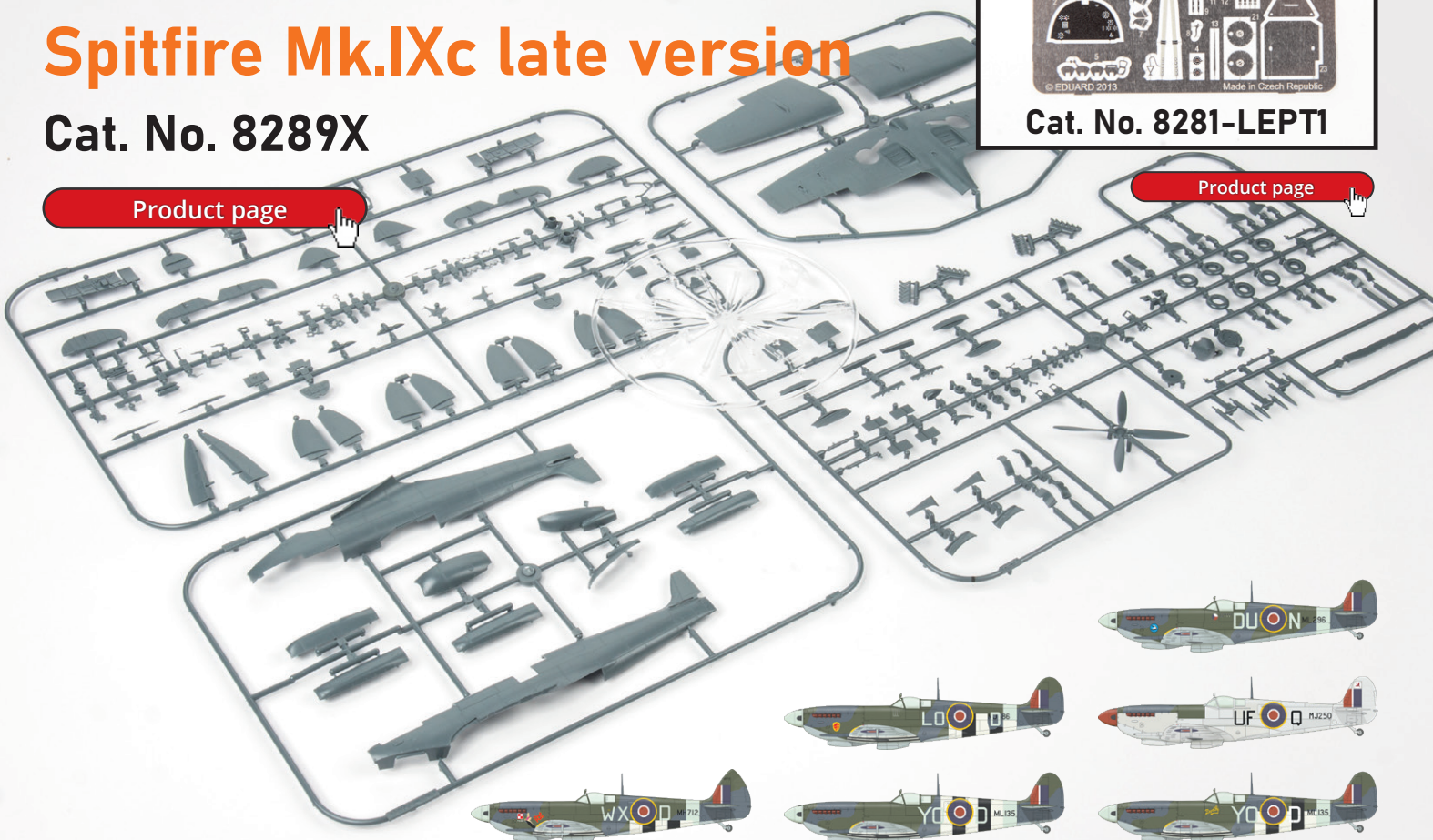
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Cat. No. 8281-LEPT1

[Product page](#)

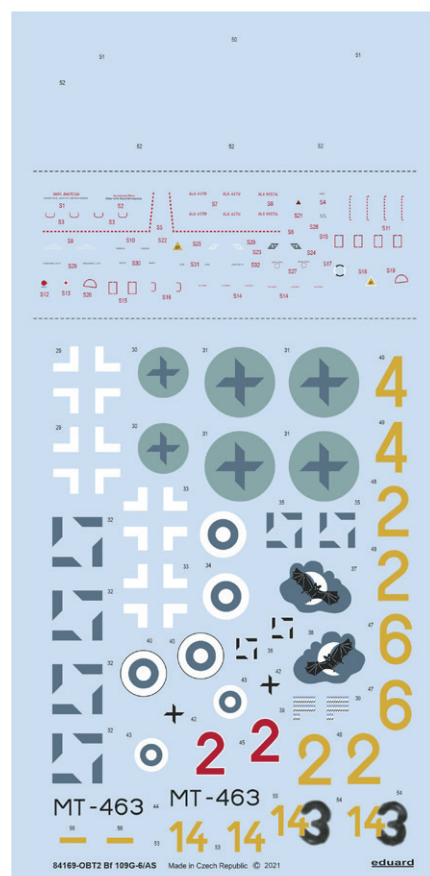
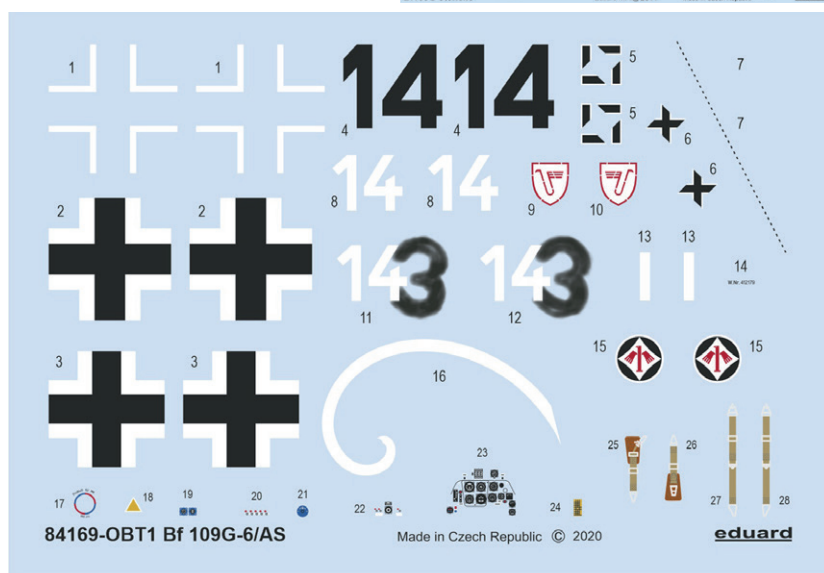
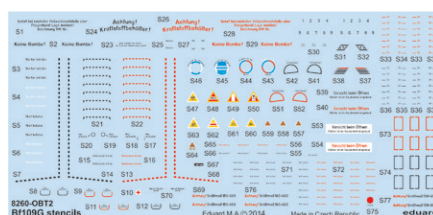


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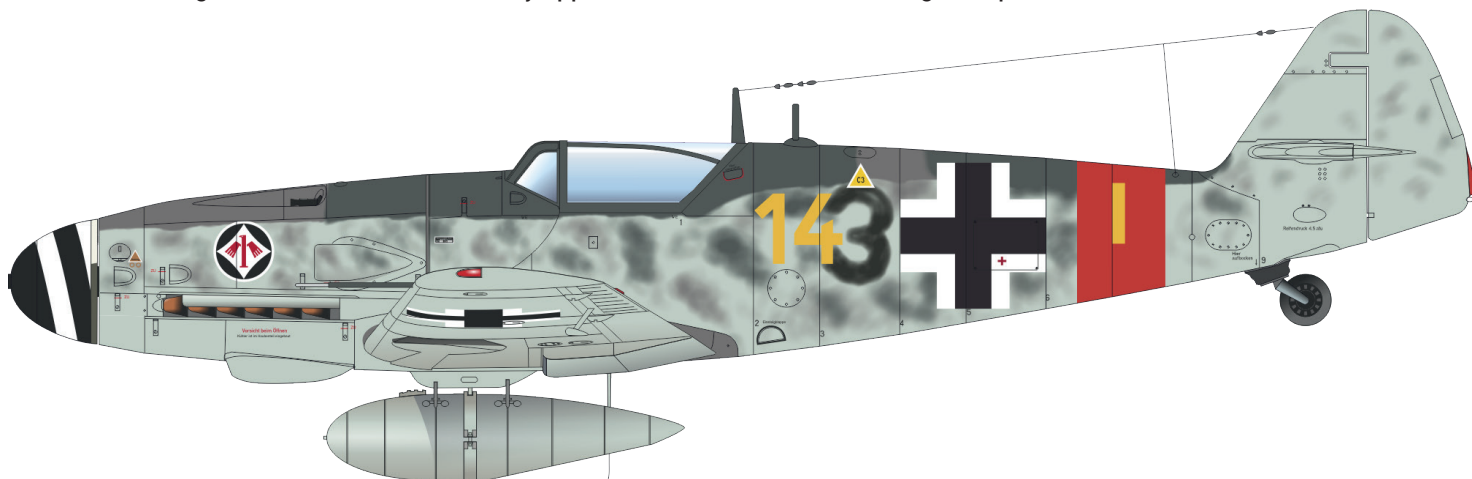
REEDICE

- Eduard plastic parts
- 4 markings options



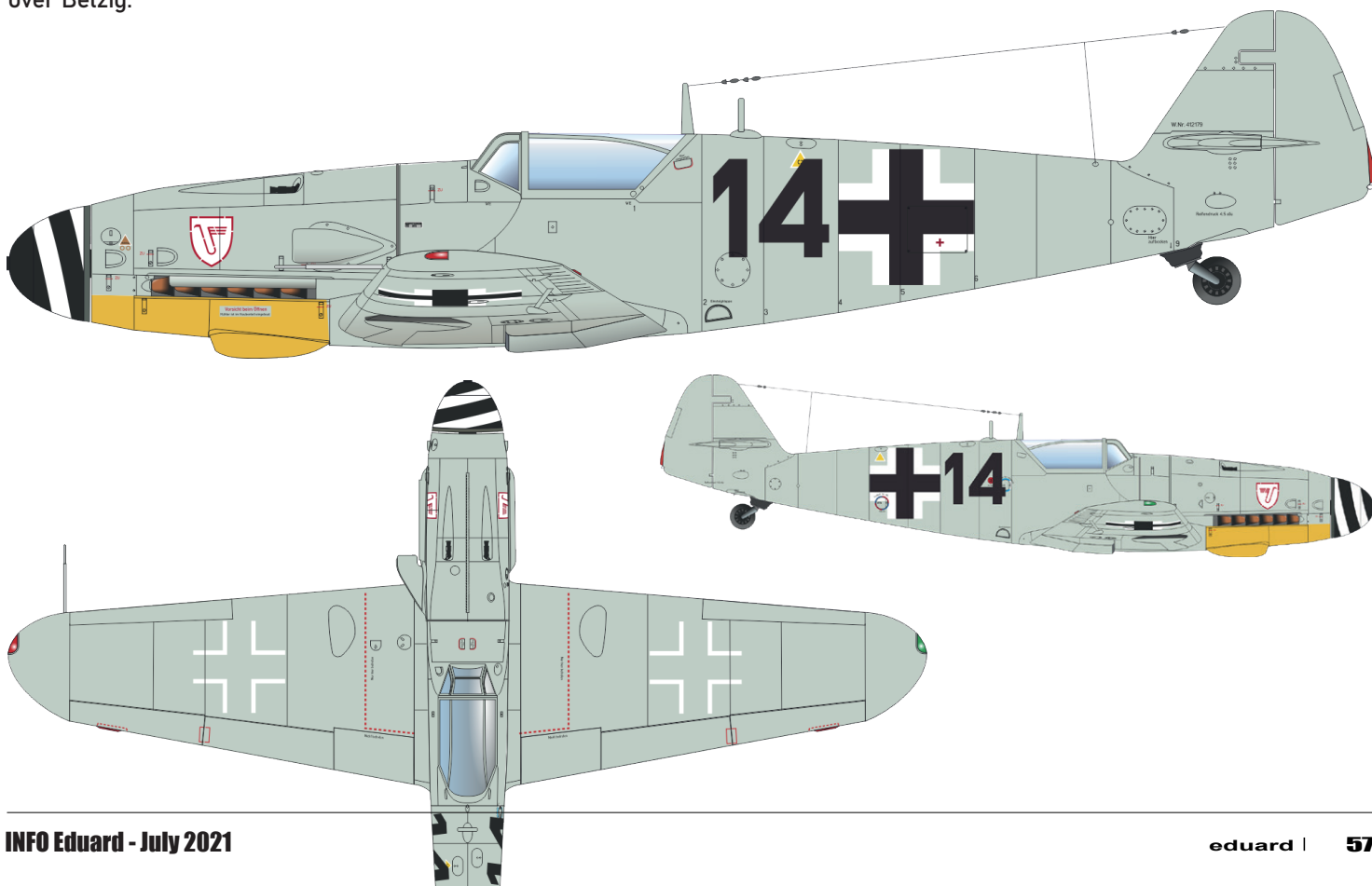
9./JG 1, Paderborn, Germany, May 1944

The Bf 109G-6/AS was developed to intercept enemy aircraft at higher altitudes. This accounts for the camouflage paint consisting of just RLM 76. At unit level, these aircraft often received additional coats of then standard colours consisting of RLM 74 and RLM 75 over the side and upper surfaces. The JG 1 unit emblem was applied to the nose, and this was a winged numeral '1' inside of a square, rotated to sit on one of its corners. On period photographs of Yellow '14', the red fuselage band is clearly visible, signifying the fact that this aircraft served within the Defense of the Reich system. The vertical bar located within it was a designator for III. Gruppe planes, and was always rendered in the Staffel colour. This was, in the case of the 9. Staffel, yellow. Some sources conclude that the fuselage code of Yellow '14' covered the earlier applied numeral '3', while others suggest that the covered designation was either the factory applied 'T0' or 'TQ'. We are offering both possibilities.



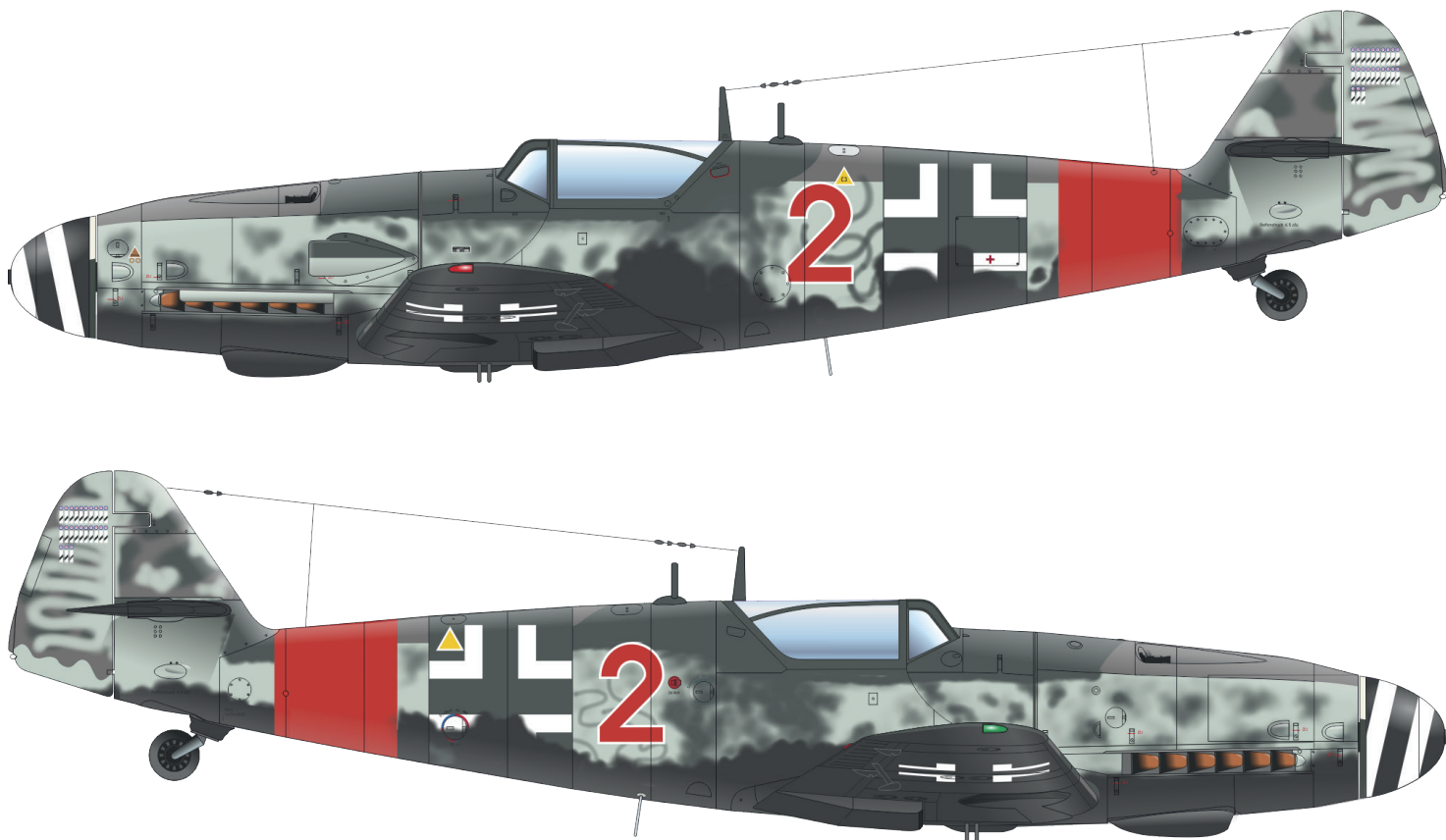
WNR. 412179, flown by Uffz. Horst Petzschler, 2./JG 3, Burg near Magdeburg, Germany, May 1944

Horst Petzschler was born in Berlin on September 1st, 1921 and joined the Luftwaffe on April 1st, 1941. After undergoing fighter pilot training, he was assigned to JG 51 on August 23rd, 1943, and it was there he would gain his first three kills. On April 13th, 1944, he was transferred to 2./JG 3 which was a component of the Defence of the Reich structure, but by June 1944, he would return to JG 51 on the Eastern Front. On May 4th, 1945, III./JG 51 was relocated to Schleswig-Holstein from eastern Prussia. Horst Petzschler did not reach that location due to a navigation error and landed at Bulltofta in Sweden, where he was interned and in January 1946, the Swedes handed him over to the Soviets. He was released from captivity on September 22nd, 1949. On his return, he worked for the Berlin Police Department and in 1953, he emigrated to Canada and then the United States, where he worked in the aviation industry. He retired in 1988. Over the course of the Second World War, he downed 26 enemy aircraft. During his service with 2./JG 3, Uffz. Petzschler flew an aircraft coded Black '14'. The aircraft was painted RLM 76 overall at the plant and carried the JG 3 insignia on the nose. On May 30th, 1944, Fw. Otto Bülsow was shot down during combat in this airplane over Belzig.



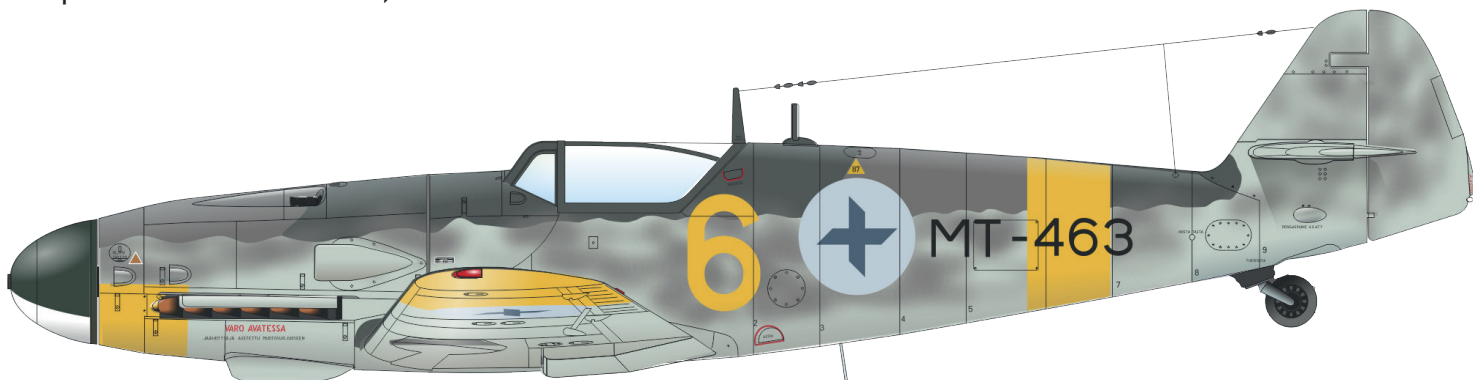
Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944

The future Knight's Cross recipient, the ace with 30 night victories over the enemy aircraft, was born on December 4th, 1912 in Sulzbach in Saarland. In 1934 he completed his pilot training and got the job with Lufthansa. After the outbreak of World War Two he was ordered to the Luftwaffe. Initially he was flying as a transport pilot, later as an instrument flying instructor. In December 1942 he was assigned to KG 50 operating He 177 aircraft, in the summer of the following year he responded to Hajo Herrmann call and requested the reassignment to JG 300 famous for its Wilde Sau (single-engine fighter night interception deployment) tactics. While serving with this unit he was credited with 19 kills and in January 1944 he was ordered to form 1./NJGr. 10. In August 1944 he was promoted to command I./NJG 11 and lead this unit until the end of World War II. He passed away on November 2nd, 1987. The lower and partially side surfaces were painted black for the better night camouflage. The red stripe surrounding the rear fuselage indicated the original owner of this aircraft within Reich Defense, JG 300. The pilot's "score" was painted on the both sides of the rudder in the form of the 23 stripes with the enemy nationality and date of the victory.

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

Among the deliveries of Bf 109G-2 and G-6 fighters to Germany's ally Finland were two G-6/AS version aircraft. In the Finnish Air Force, these were coded MT-463 and MT-471. MT-463 was delivered on June 28th, 1944 and was assigned to HLeLv 24, where it was flown by, among other pilots, ylikersanti Järvi, who used to down two of his total 27 kills. A further five kills in this aircraft were claimed by another four pilots. The Bf 109G-6/AS did not represent any major advantage for the Finnish Air Force, because the majority of air combat with the Soviets took place at altitudes below 3,000m. The DB 605AS, which powered the type, was designed to offer advantages at high altitudes.

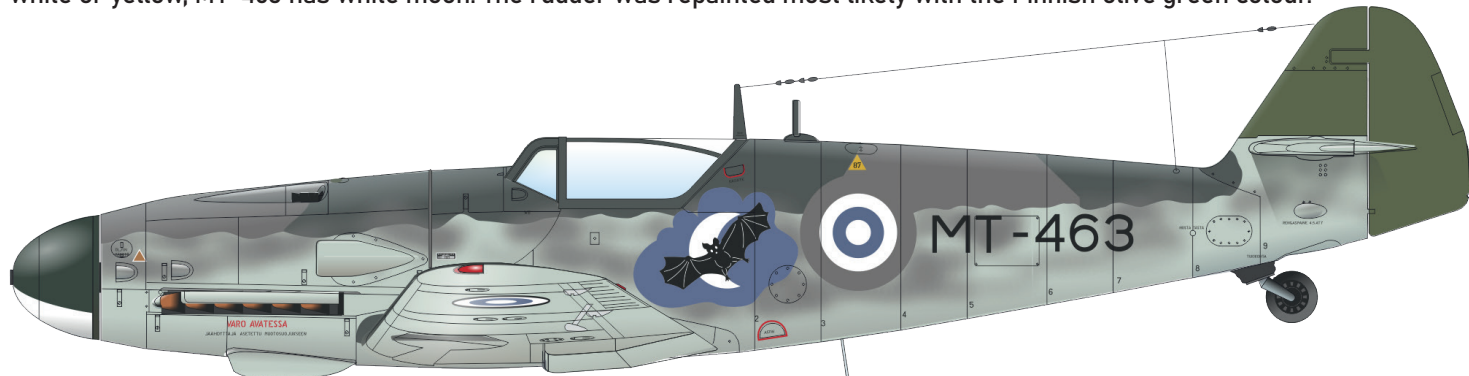
The camouflage scheme of this aircraft consisted of sprayed RLM 74/75/76 with the blue swastikas on discs on the fuselage and wing positions. The code MT-463 appeared on the fuselage ahead of the tail surfaces. The yellow number of the aircraft within the unit was applied between the fuselage code and the cockpit. There are no available photographs of this aircraft during its combat career with HLeLv 24, but from other period photographs of other such aircraft, the list of aircraft numbers for this specific plane has been reduced to 2, 4 or 6.



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

The end of the fights with the Soviet Union brought a ceasefire from September 5th, 1944. One of the conditions of the ceasefire was a change in the marking of the Finnish aircraft – the blue swastika was substituted by cockade bearing Finnish national colours, i.e. blue and white. Lentolaivue 24, whose pilots of Messerschmitts Bf 109G reached the total of 304 victories in air fights, kept these fighters also during the period of peace duty. From December 4th, 1944 the planes served with HLeLv 31, which is still active today. The pilots of this squadron fly F-18C Hornets at present time.

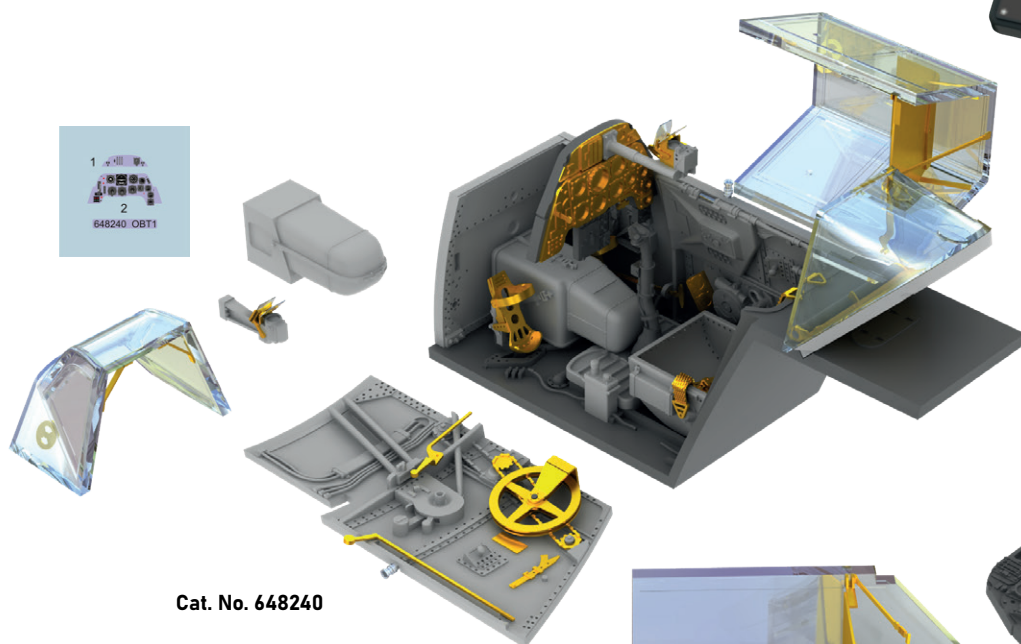
The aircraft concerned is the same as the one portrayed in the previous paint, though, used in the post-war service – this is proved by the national insignia in Finnish national colours introduced from April 1st, 1945. The marking of the aircraft is accompanied by the painting of the bat placed on the blue cloud and the moon – marking of the HLeLv 31 night fighters. The moon used to be white or yellow; MT-463 has white moon. The rudder was repainted most likely with the Finnish olive green colour.



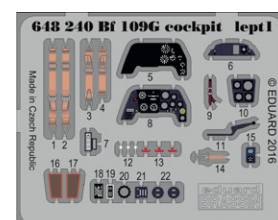
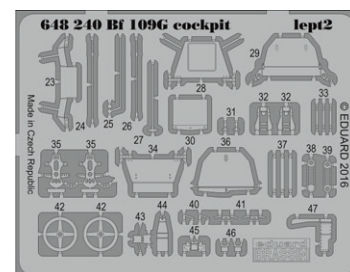
Recommended for Bf 109G-6/AS

48885	Bf 109G-6 1/48 (PE-Set)
FE1142	Bf 109G-6/AS Weekend 1/48 (PE-Set)
644003	Bf 109G-6 LööK 1/48 (Brassin)
648261	Bf 109G-6 wheels 1/48 (Brassin)
648239	Bf 109G-6 radio compartment 1/48 (Brassin)
648240	Bf 109G-6 cockpit 1/48 (Brassin)
648247	Bf 109G exhaust stacks 1/48 (Brassin)
648309	Bf 109G undercarriage legs BRONZE 1/48 (Brassin)
648265	Bf 109G external fuel tanks (Brassin)
EX512	Bf 109G spinner spirals 1/48 (Mask)
EX524	Bf 109G-6 Erla canopy 1/48 (Mask)
EX581	Bf 109G Erla canopy TFace 1/48 (Mask)

Cat. No. 644003



Cat. No. 648240



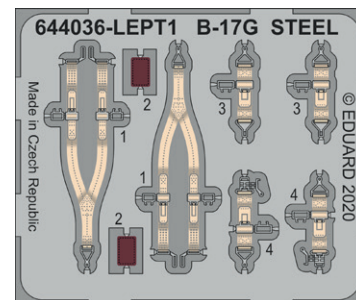
644103 B-17F Löök 1/48 HKM

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for B-17F in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: HKM

Set contains:

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

[Product page](#)



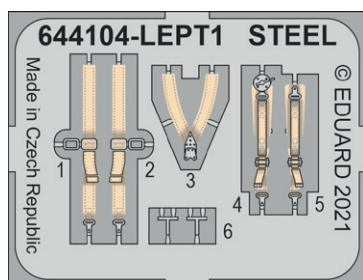
644104 Tempest Mk.II Löök 1/48 Eduard/Special Hobby

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

Set contains:

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

[Product page](#)



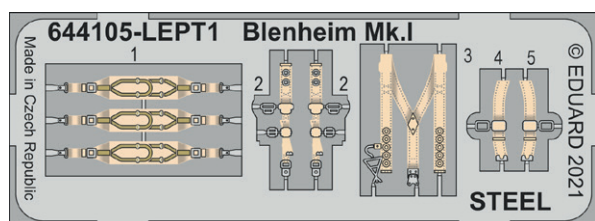
644105 Blenheim Mk.I LööK 1/48 Airfix

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Blenheim Mk.I in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

Product page



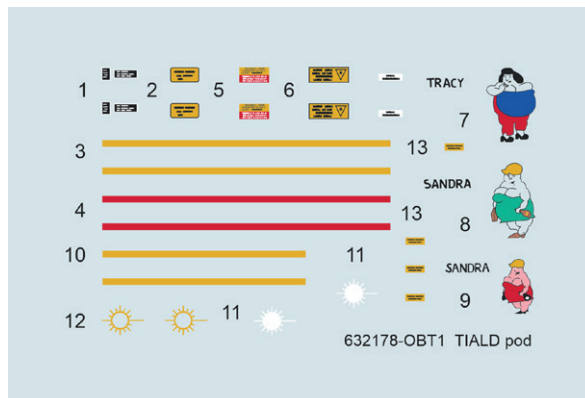
632178 TIALD pod 1/32

Brassin set - the British primary laser designator for laser-guided bombs in 1/32 scale. The set consists of 1 laser designator. Compatible with Tornado GR.1/4.

Set contains:

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

Product page

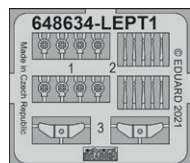


648634 B-17F guns 1/48 HKM

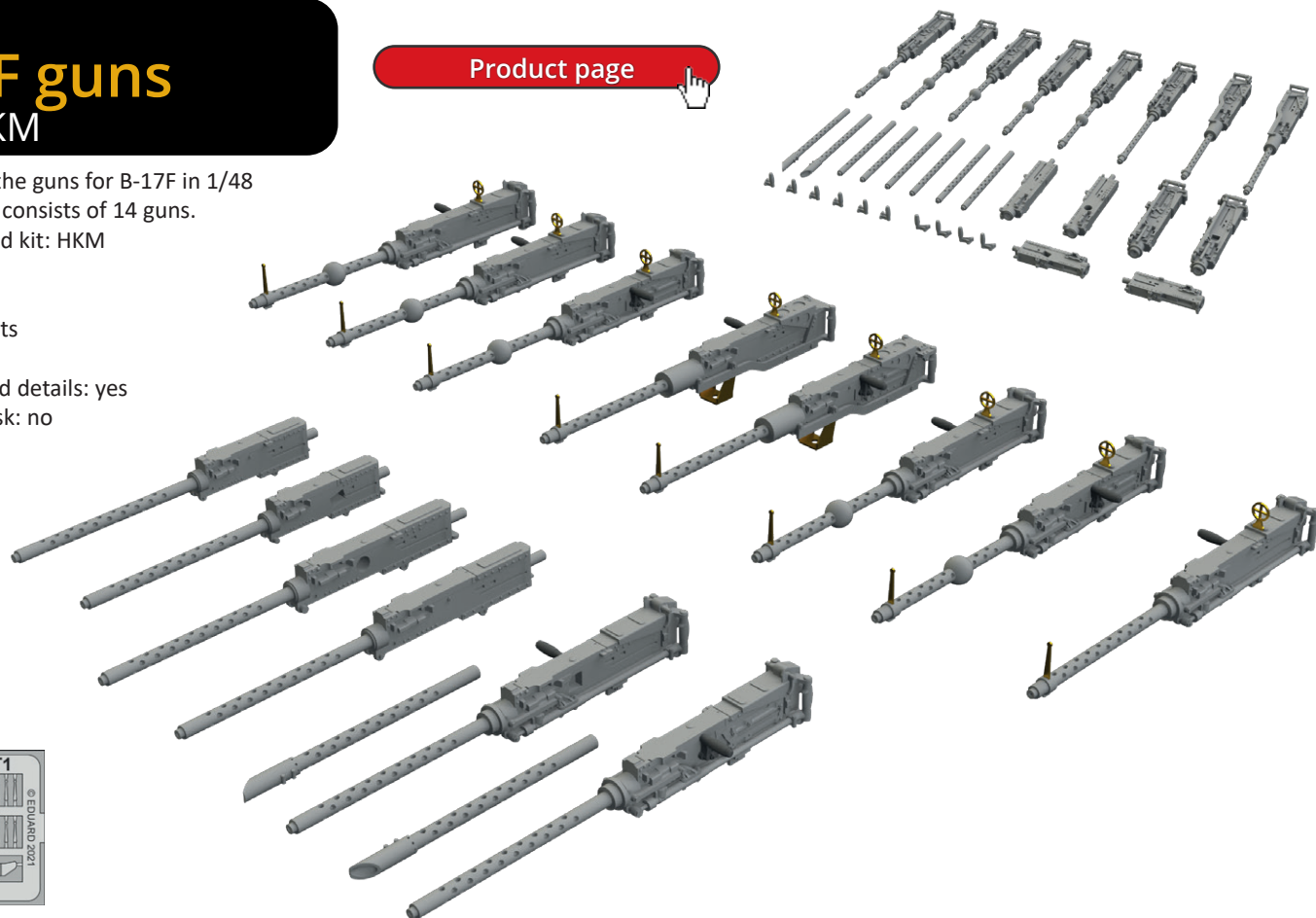
Brassin set - the guns for B-17F in 1/48 scale. The set consists of 14 guns. Recommended kit: HKM

Set contains:

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



Product page



648635 B-17F superchargers 1/48 HKM

Brassin set - the superchargers for B-17F in 1/48 scale. The set consists of 4 superchargers. Recommended kit: HKM

Set contains:

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

Product page



648636

Tempest Mk.II wheels

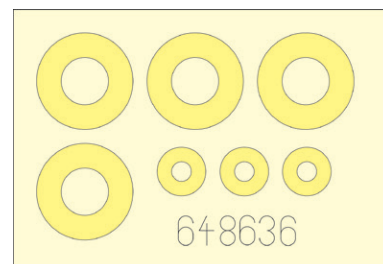
1/48 Eduard/Special Hobby

Brassin set - the undercarriage wheels for Tempest Mk.II in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard / Special Hobby

Set contains:

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

[Product page](#)


648637

Tempest Mk.II undercarriage legs BRONZE

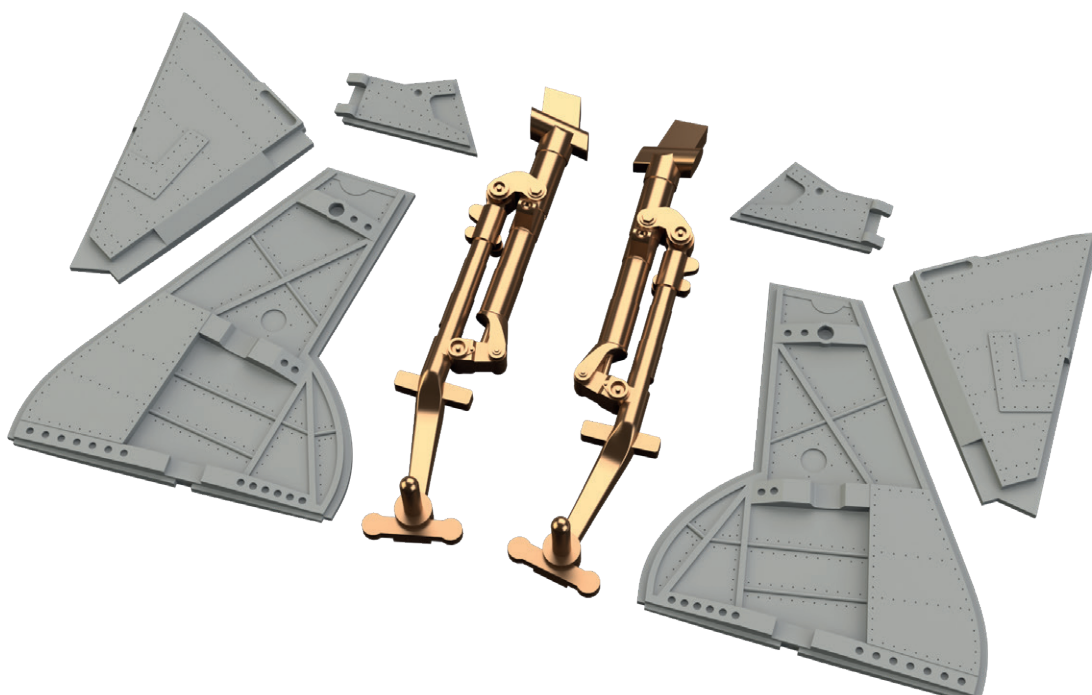
1/48 Eduard/Special Hobby

Brassin set - the undercarriage legs for Tempest Mk.II in 1/48 scale. The set consists of the main wheels legs and wheel bay doors. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard / Special Hobby

Set contains:

- resin: 6 parts
- decals: no
- photo-etched details: no
- painting mask: no
- bronze: 2 parts

[Product page](#)


648642

B-17 wheels cross tread

1/48 HKM

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

Set contains:

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

[Product page](#)



648647

P-51D wheels block tread 2

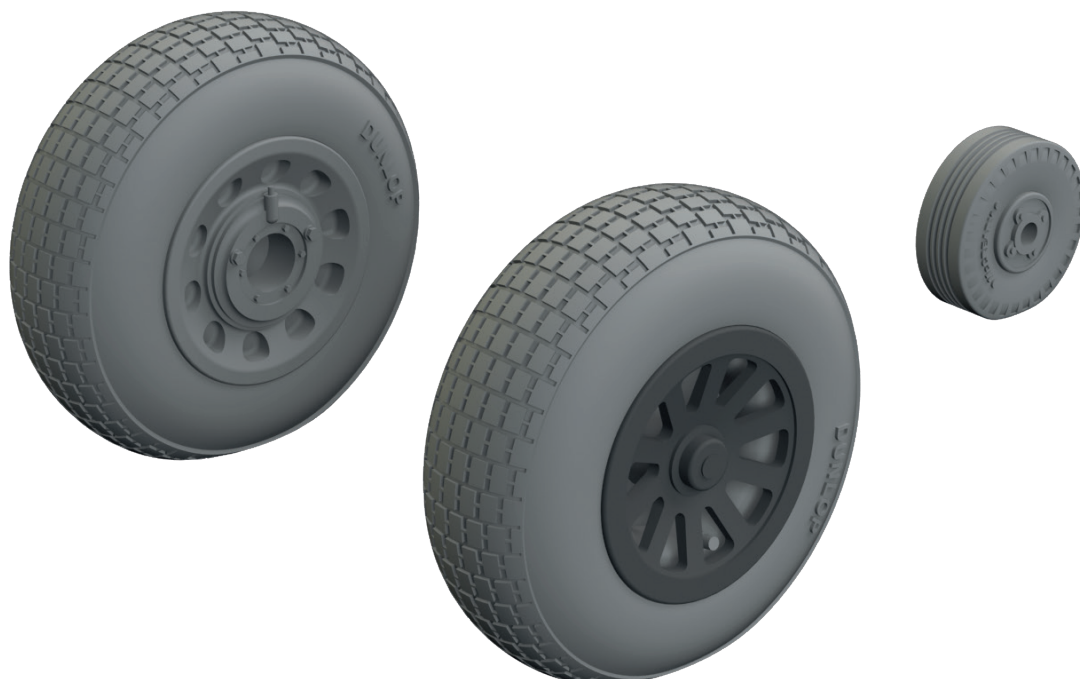
1/48 Eduard

Brassin set - the undercarriage wheels for P-51D in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



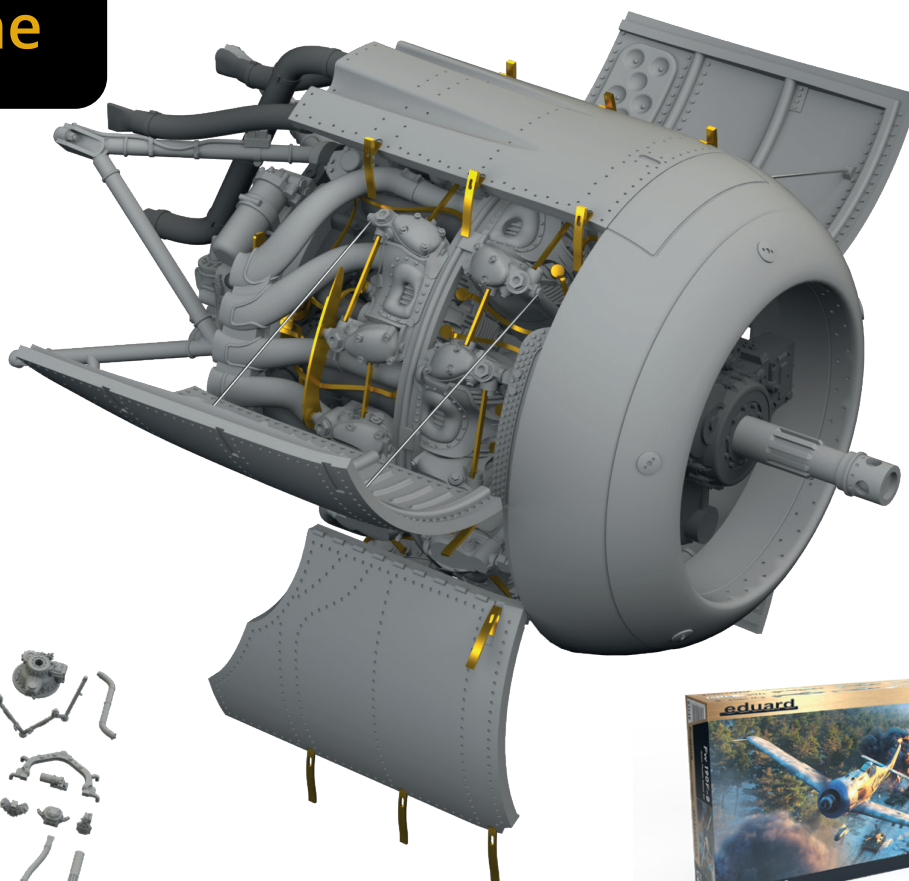
648648 Fw 190F-8 engine 1/48 Eduard

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

Set contains:

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

[Product page](#)



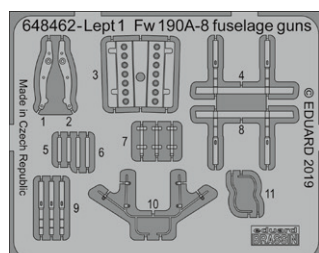
648649 Fw 190F-8 fuselage guns 1/48 Eduard

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

Set contains:

- resin: 17 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)



648650

Fw 190F-8 engine & fuselage guns

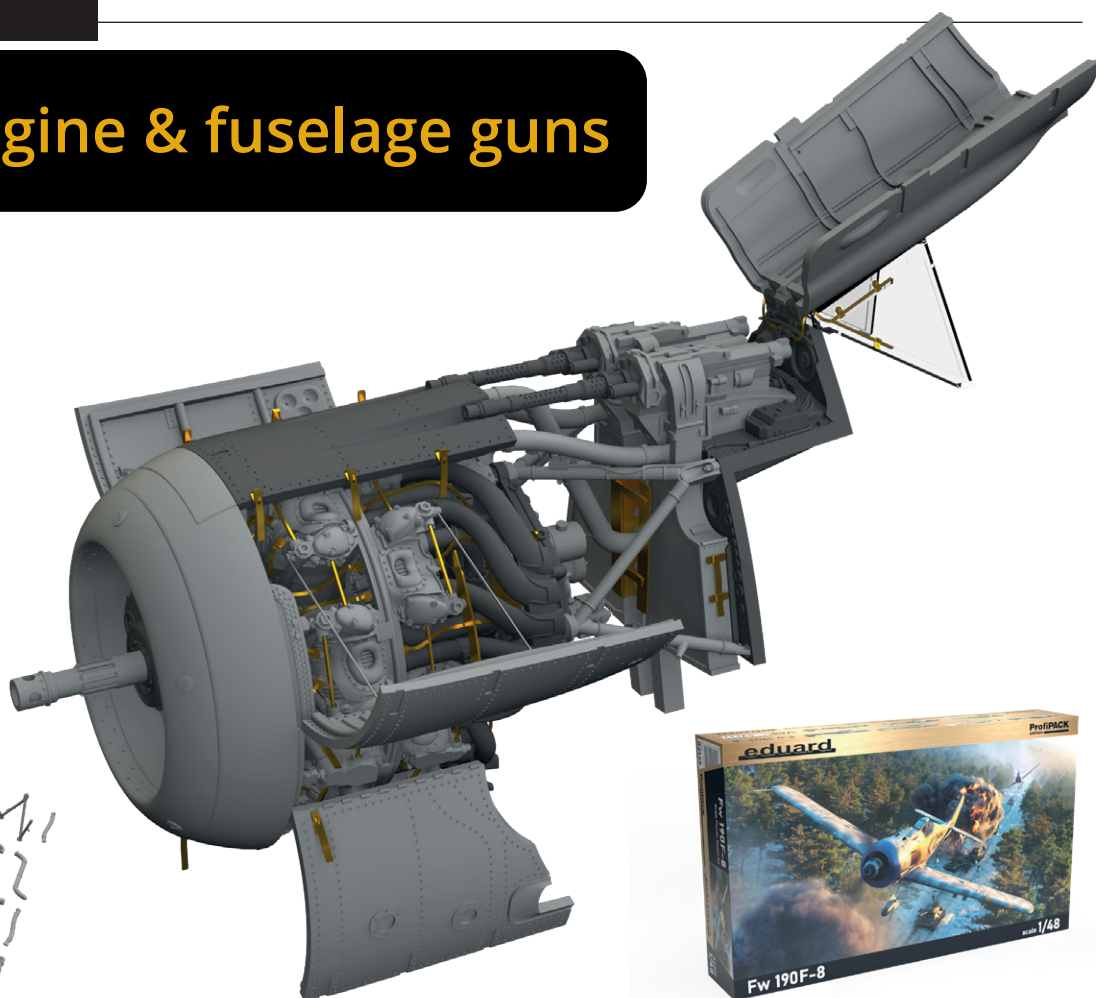
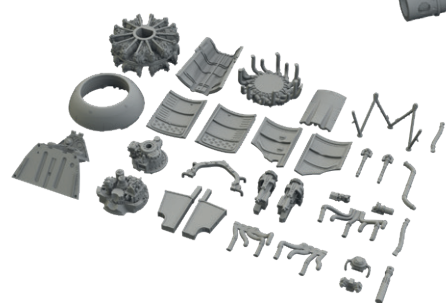
1/48 Eduard

Brassin set - the engine and fuselage guns for Fw 190F-8 in 1/48 scale.

Recommended kit: Eduard

Set contains:

- resin: 31 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)


672265

Sky Shadow ECM pod

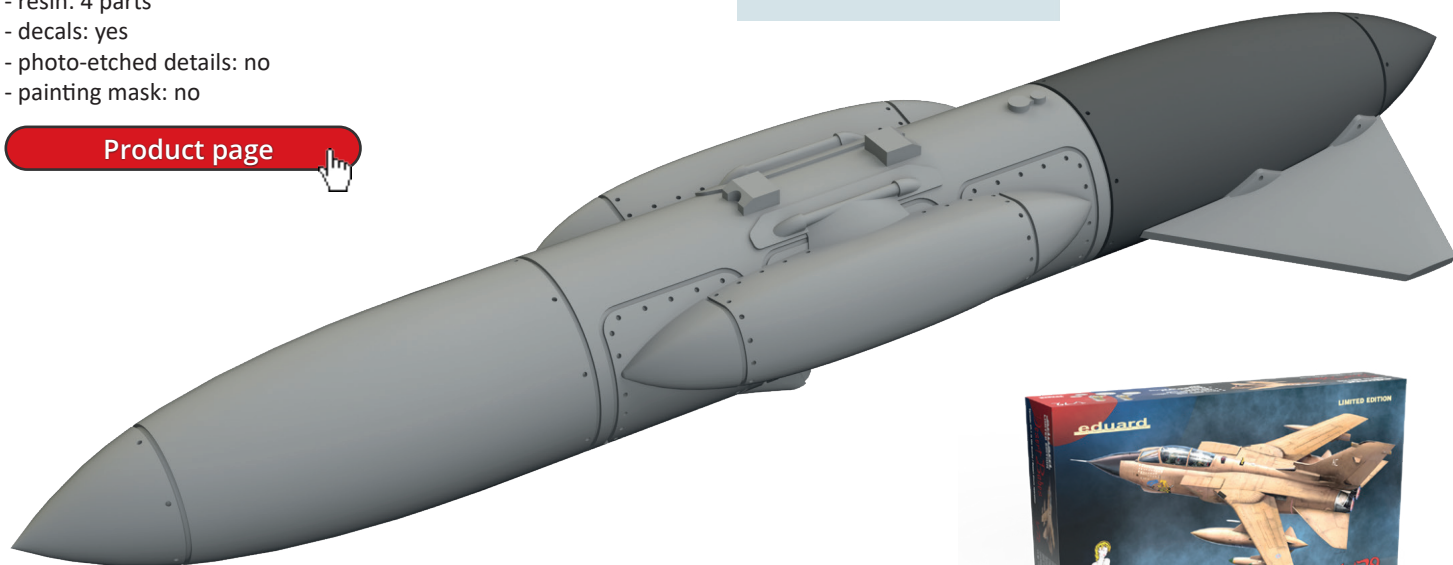
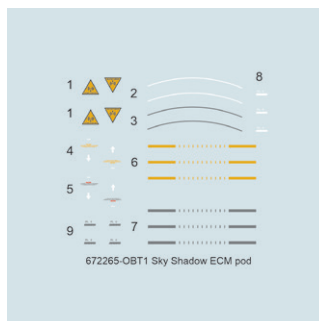
1/72

Brassin set - the British radar jamming Sky Shadow pod for Tornado in 1/72 scale.

Set consists of 1 pod.

Set contains:

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

[Product page](#)


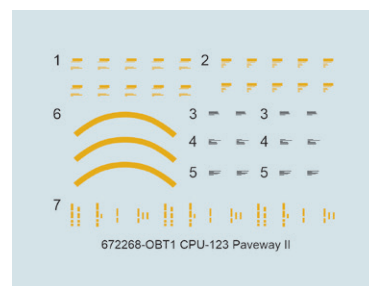
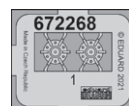
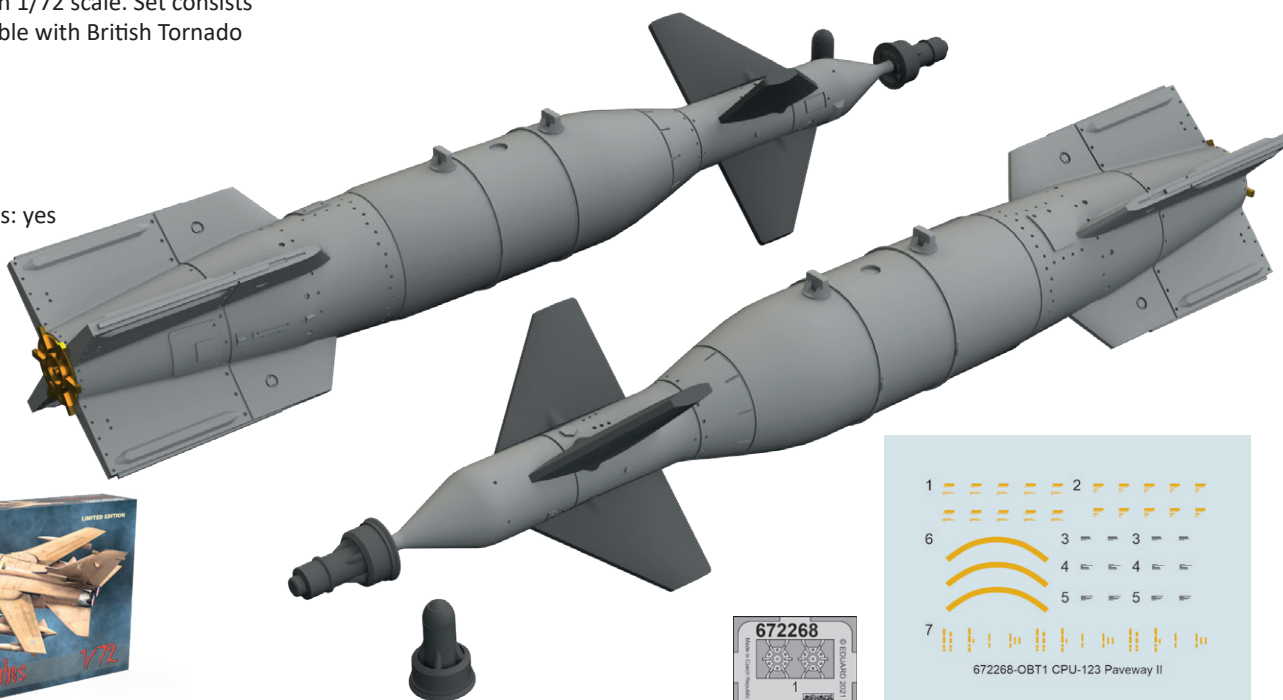
672268 CPU-123 Paveway II 1/72

[Product page](#)

Brassin set - the GPS/laser guided weapon CPU-123 Paveway II in 1/72 scale. Set consists of 2 bombs. Compatible with British Tornado GR.1/4.

Set contains:

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

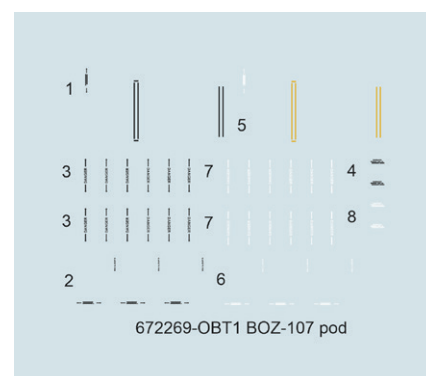
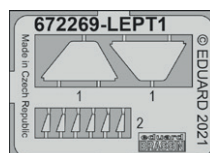
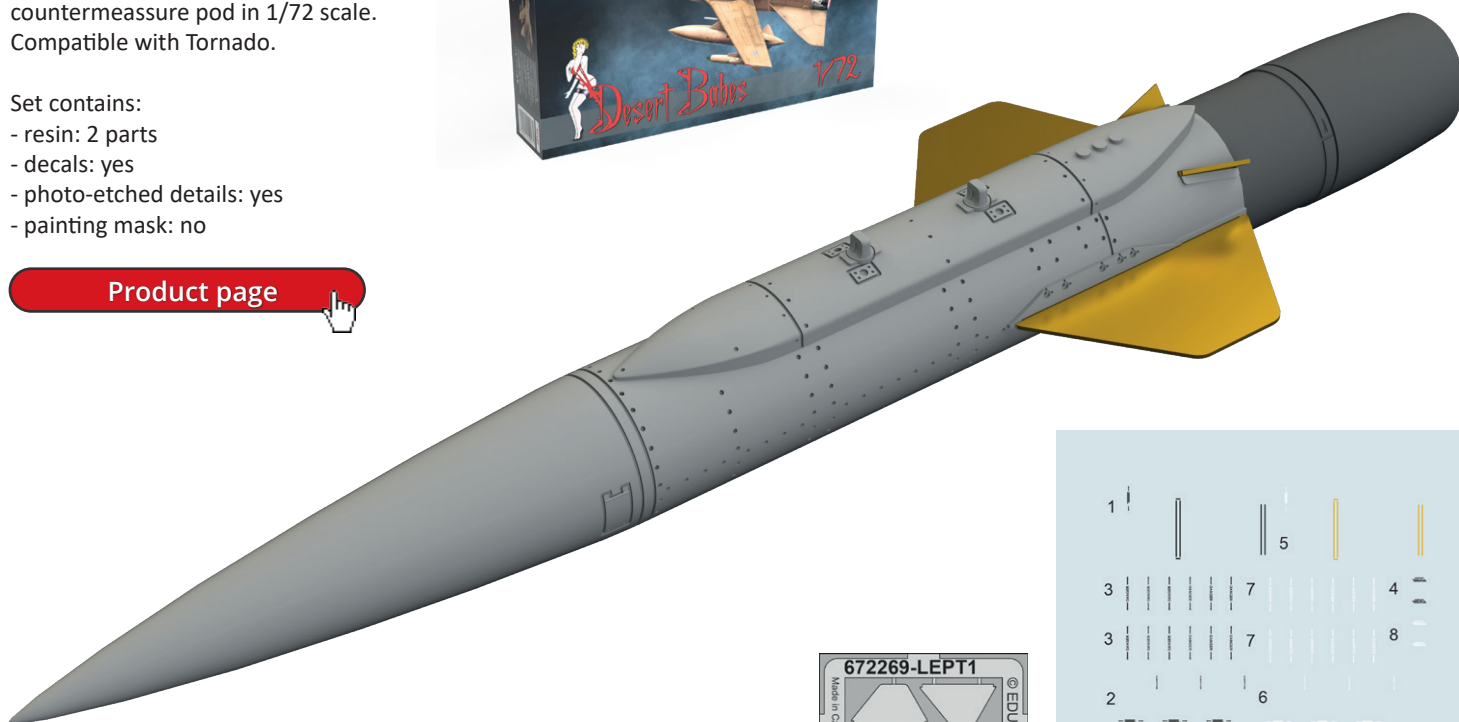


672269 BOZ-107 pod 1/72

Brassin set - the BOZ-EC missile countermeasure pod in 1/72 scale. Compatible with Tornado.

Set contains:

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

[Product page](#)


672270

Tornado GR.1 exhaust nozzles

1/72 Eduard/Revell

Brassin set - the exhaust nozzles for
Tornado GR.1 in 1/72 scale.

Recommended kit: Eduard / Revell

Set contains:

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

[Product page](#)

ARTWORK PRINTS



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

www.eduard.com only



Fw 190A-8/R2
Wk- 681362, Elgert, Karl Hermann, 7. Sturmlaufgeschwader 1, Wetzlar, Germany, 11 September 1944
by Peter Farkasiewicz
Eduard Art
Eduard Art, 2021
www.eduard.com

NEW



MiG-21bis
11596 GAB Soviet VFL, Dogfight over Baku, Afghanistan, 1986
by Adam Taylor
Eduard Art
Eduard Art, 2021
www.eduard.com

NEW



Adlerangriff



WILDE SAU
Episode Two: Saudämme

NEW



Fw 190A-8
Wk 681362, Elgert, Karl Hermann, 7. Sturmlaufgeschwader 1, Wetzlar, Germany, 11 September 1944
by Peter Farkasiewicz
Eduard Art
Eduard Art, 2021
www.eduard.com

644108

MiG-21PF grey LööKplus

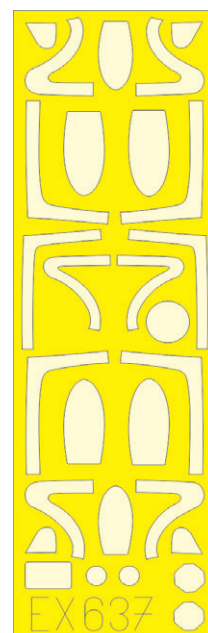
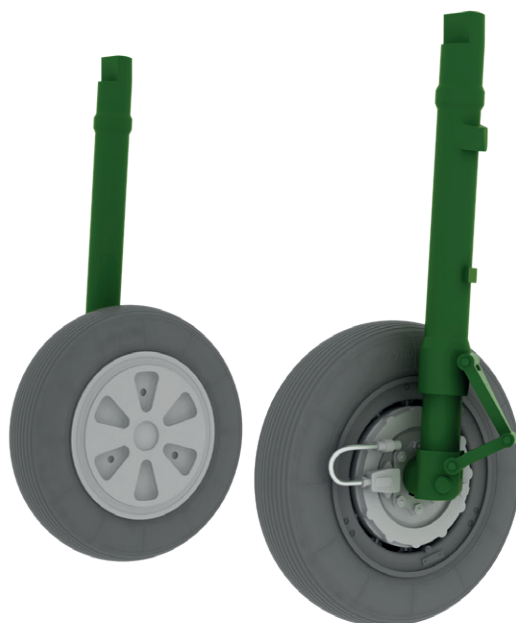
1/48 Eduard

Löökt

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

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

Product page



644109

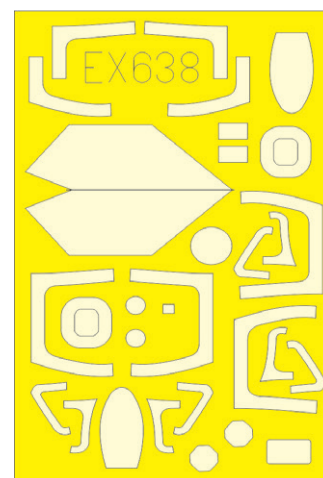
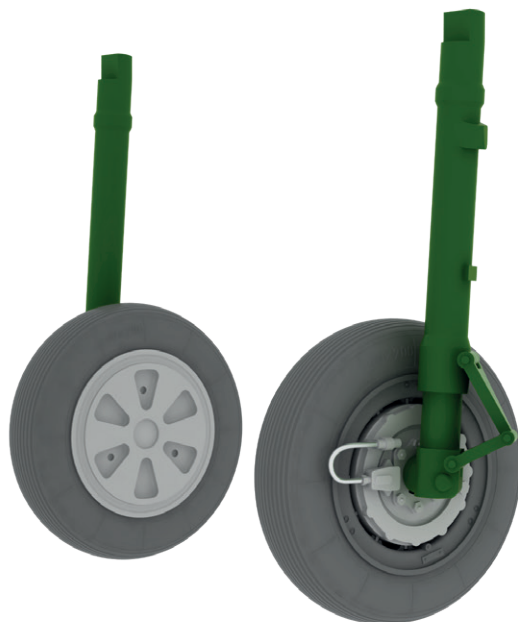
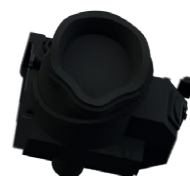
MiG-21PFM grey LööKplus

1/48 Bronco / Hobby 2000

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

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

[Product page](#)

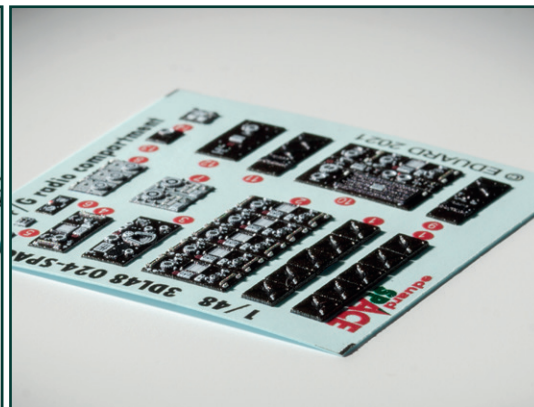
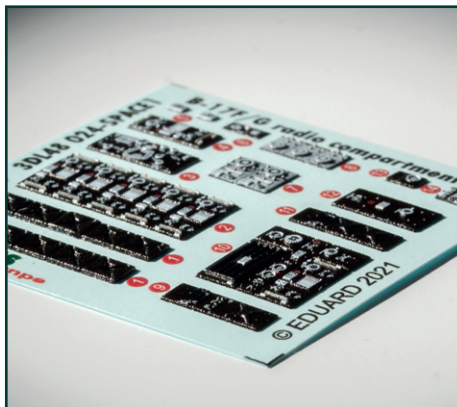
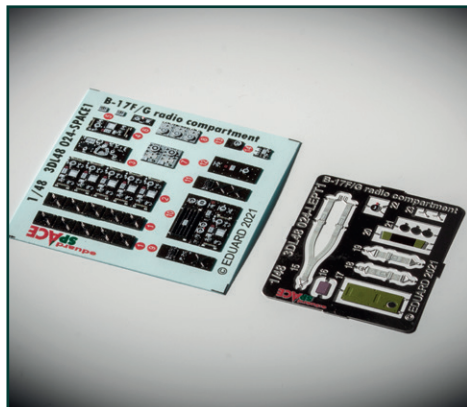
#3DL48024

B-17F/G radio compartment SPACE

for 1/48 kit HKM

eduard
SPACE

Product page

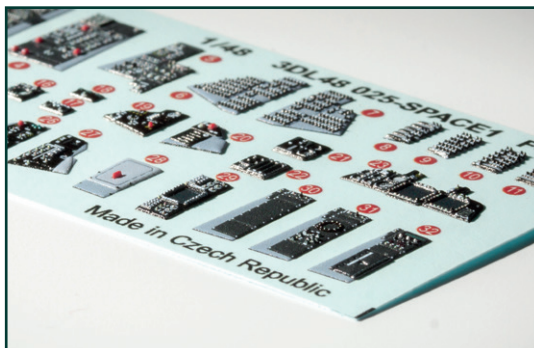
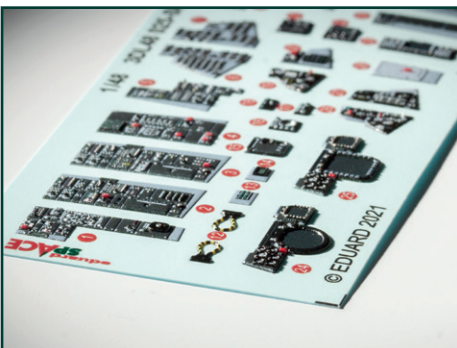
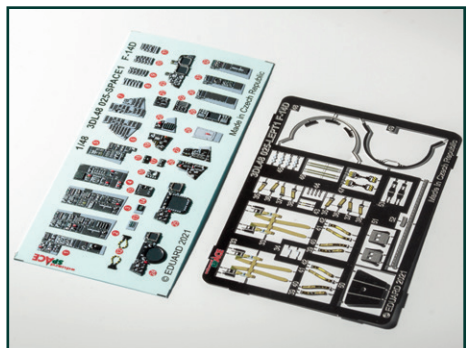


#3DL48025

F-14D SPACE

for 1/48 kit Tamiya

Product page

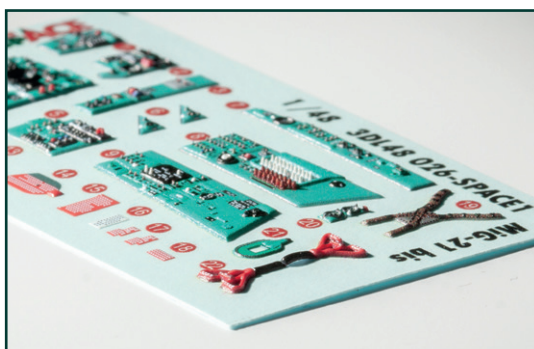
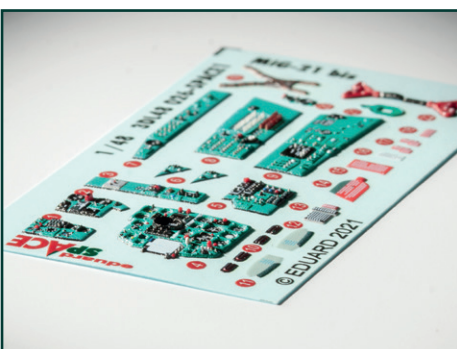


#3DL48026

MiG-21bis SPACE

for 1/48 kit Eduard

Product page

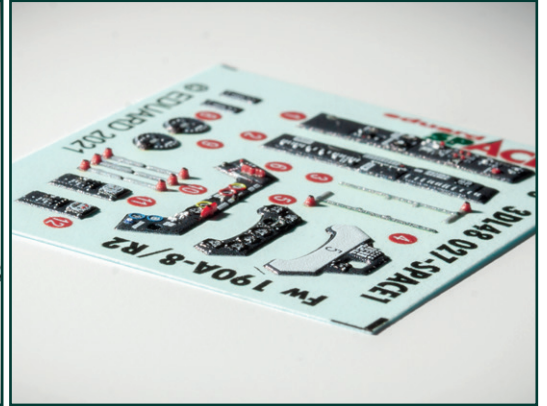
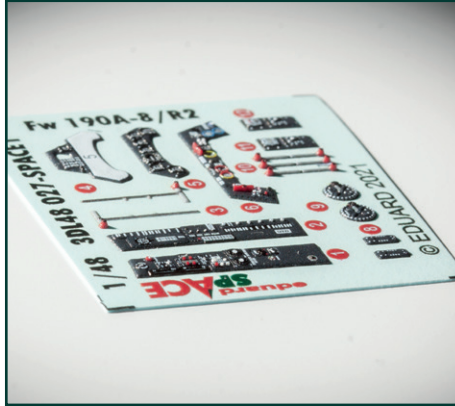
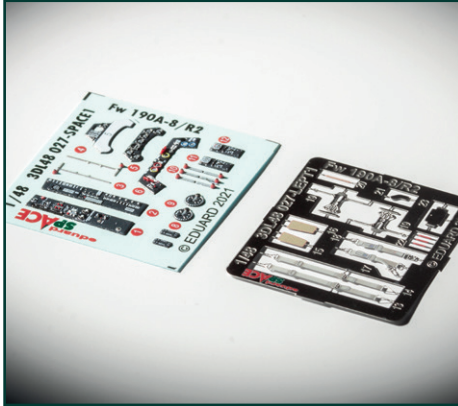


#3DL48027

Fw 190A-8/R2 SPACE

for 1/48 kit Eduard

[Product page](#)

eduard
SPACE


#3DL48028

Bf 109F-4

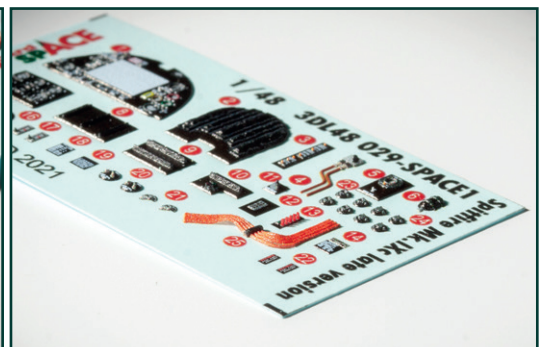
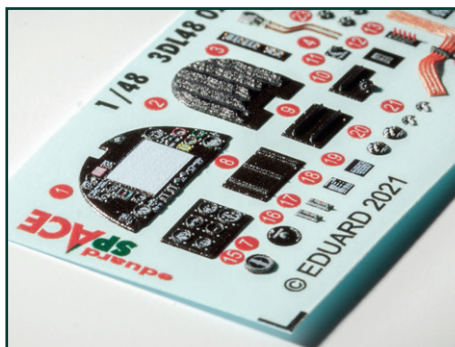
for 1/48 kit Eduard

[Product page](#)


#3DL48029

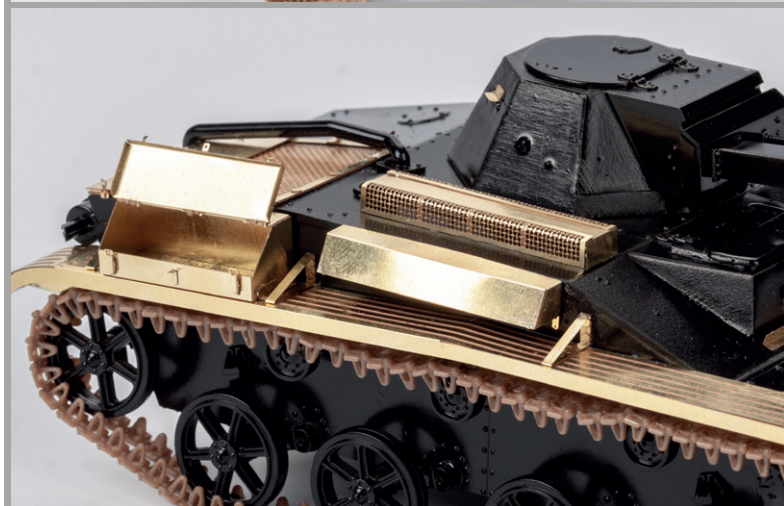
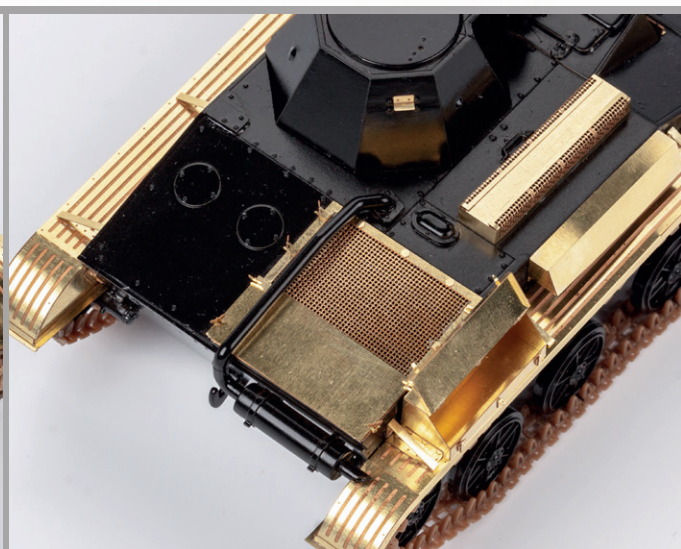
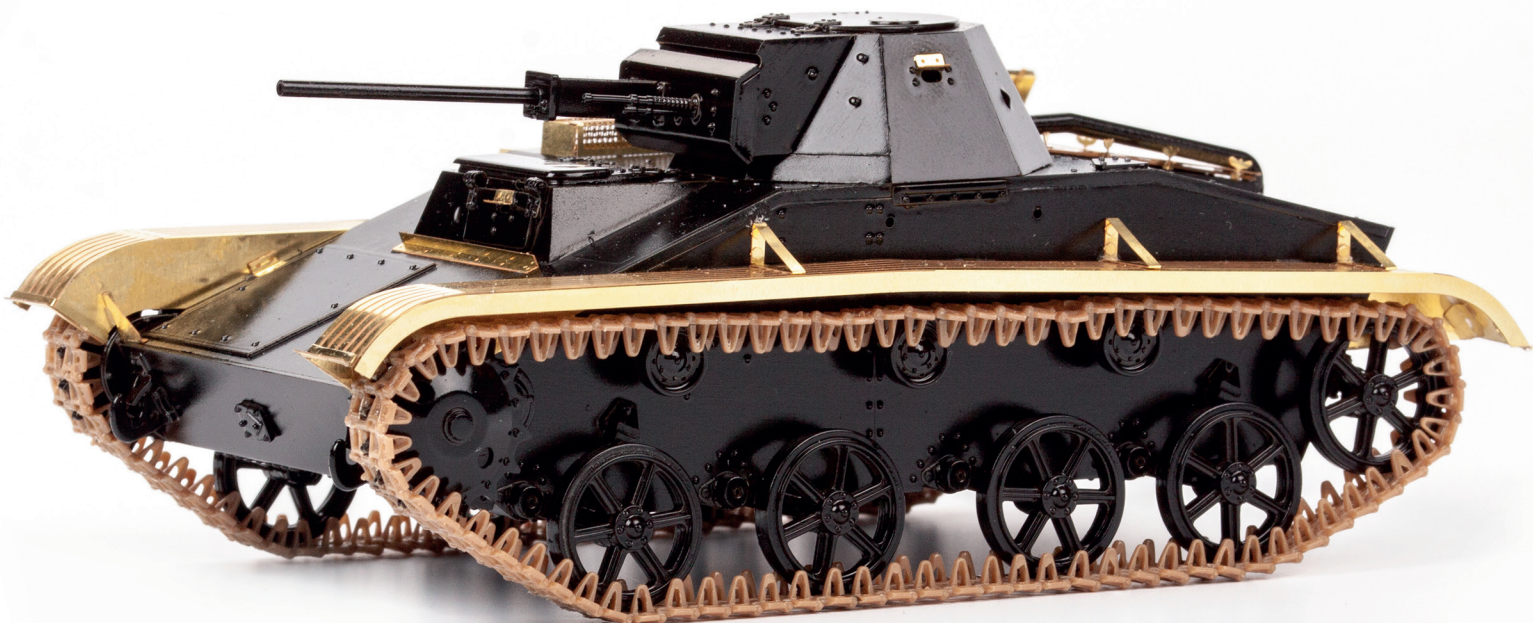
Spitfire Mk.IXc late version

for 1/48 kit Eduard

[Product page](#)


T-60 1/35 Hobby Boss

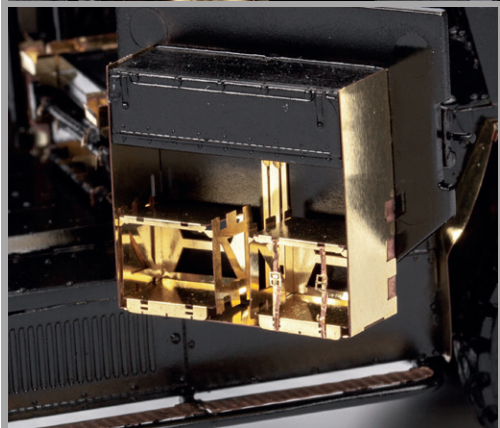
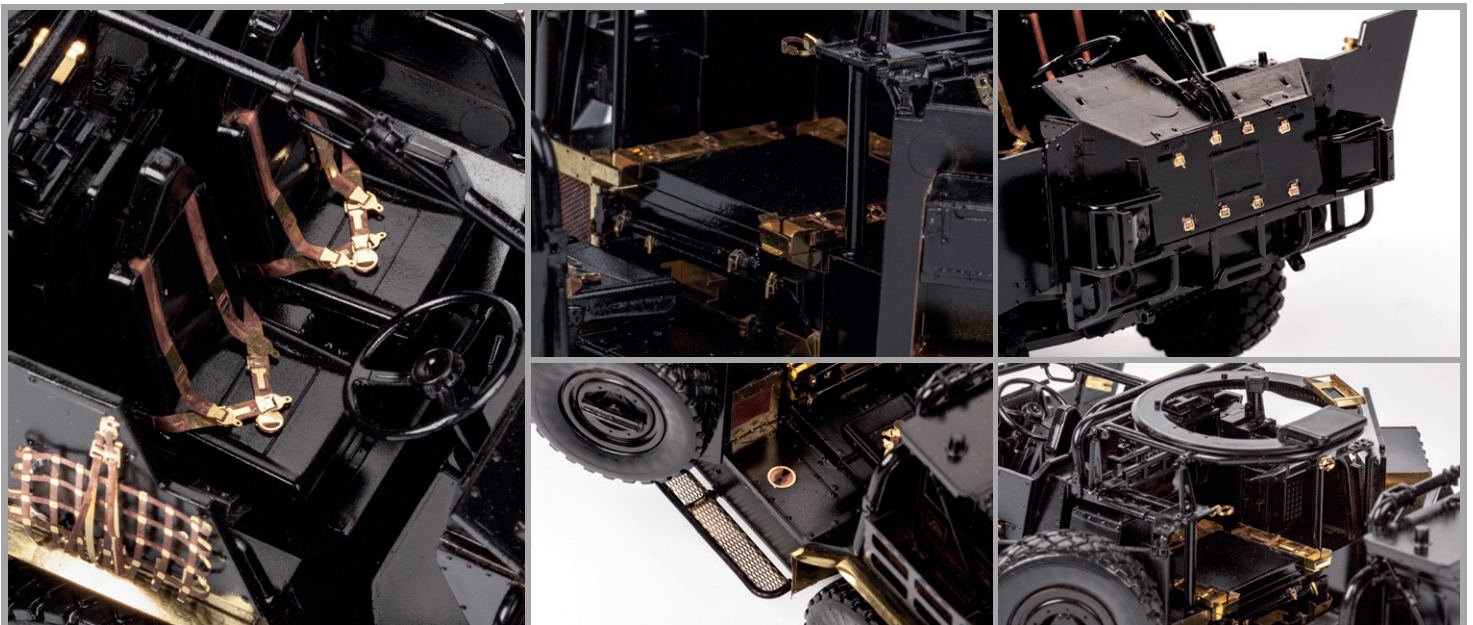
T-60 1/35 Hobby Boss (36464)



Jackal 1

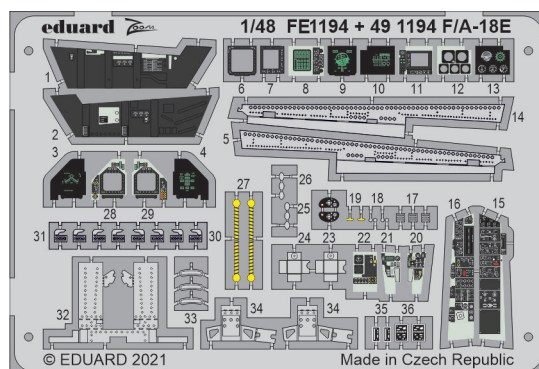
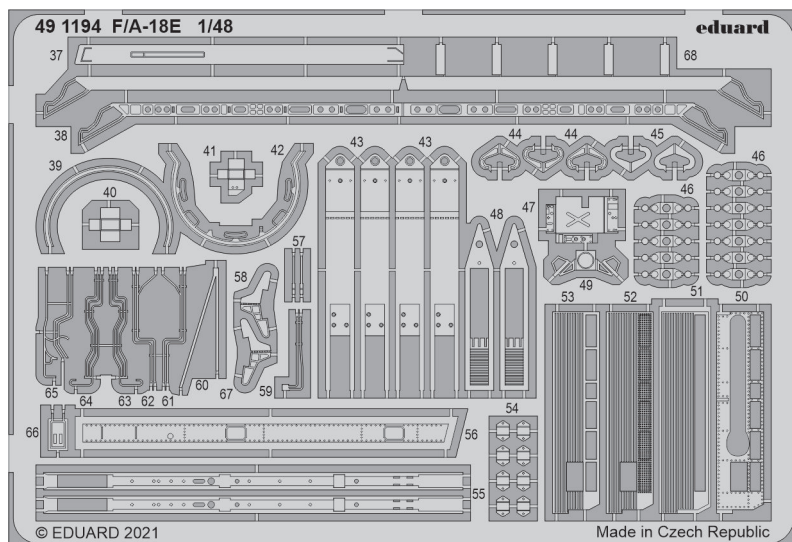
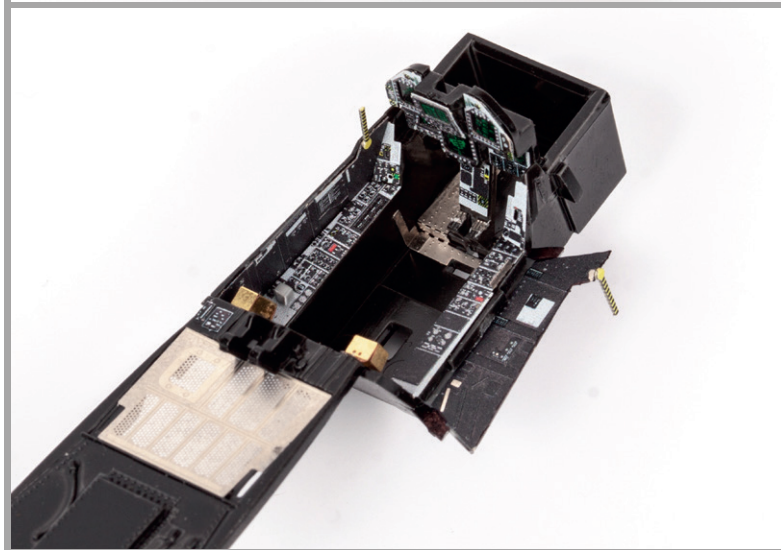
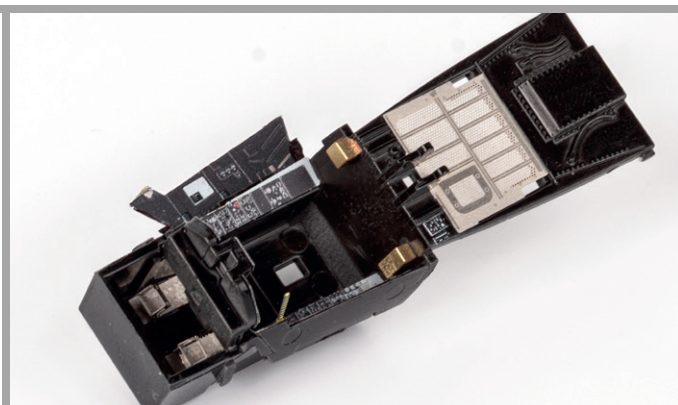
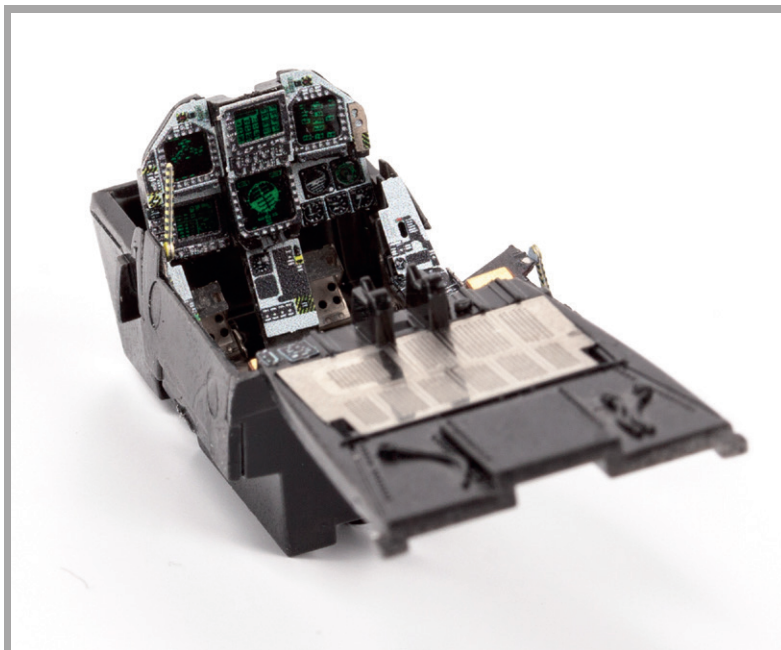
1/35 Hobby Boss

Jackal 1 1/35 Hobby Boss (36465)



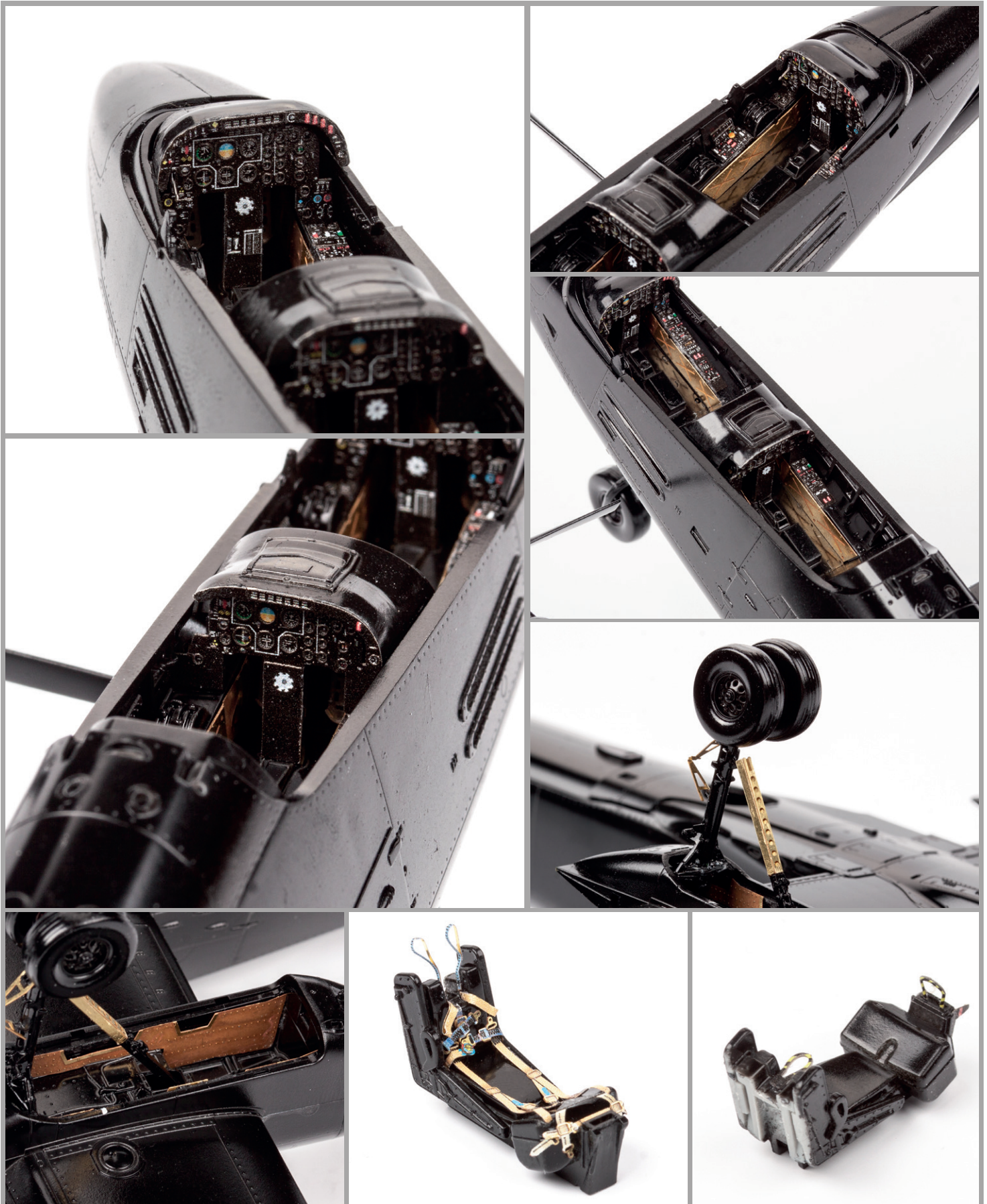
F/A-18E 1/48 Meng

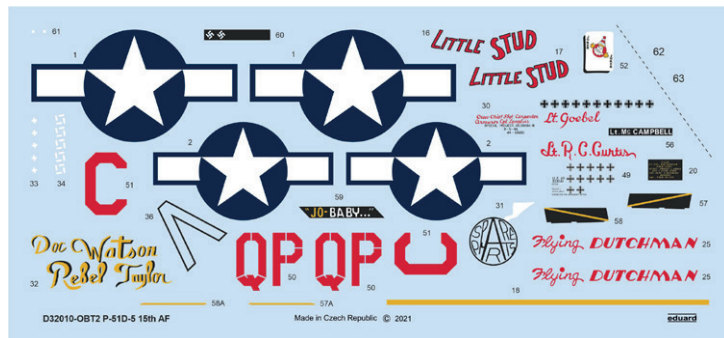
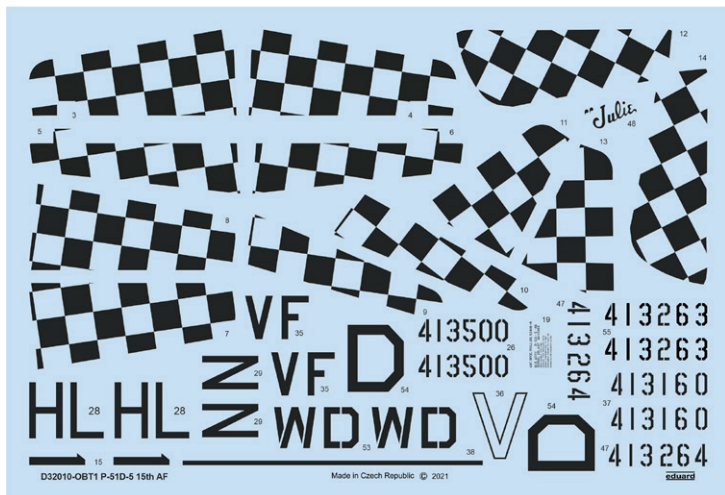
F/A-18E 1/48 Meng (491194)
F/A-18E 1/48 Meng (FE1194) (Zoom)
F/A-18E seatbelts STEEL 1/48 Meng (FE1195) (Zoom)
F/A-18E 1/48 Meng (EX786) (Mask)
F/A-18E TFace 1/48 Meng (EX786) (Mask)



IA-58A Pucara 1/48 Kinetic

IA-58A Pucara 1/48 Kinetic (491196)
 IA-58A Pucara 1/48 Kinetic (FE1196) (Zoom)
 IA-58A Pucara seatbelts STEEL 1/48 Kinetic (FE1197) (Zoom)
 IA-58A Pucara 1/48 Kinetic (EX778) (Mask)
 IA-58A Pucara TFace 1/48 Kinetic (EX779) (Mask)





Cat. No. D32010

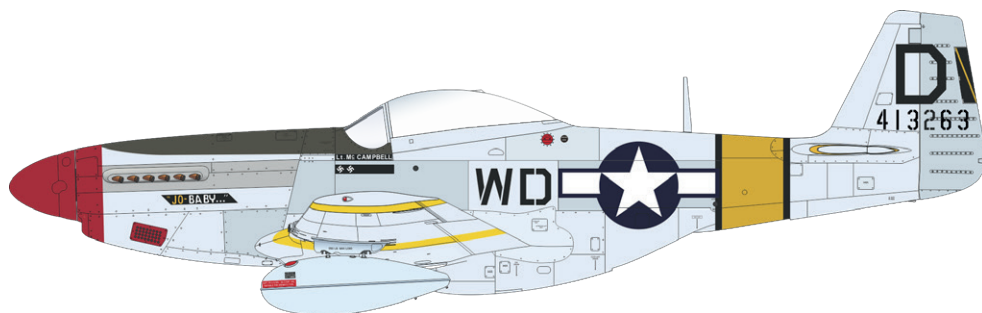
P-51D-5 "15th AF"

1/32 Tamiya Revell

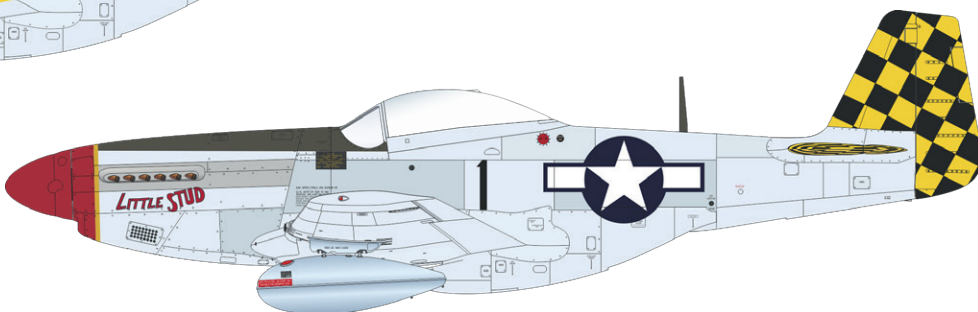
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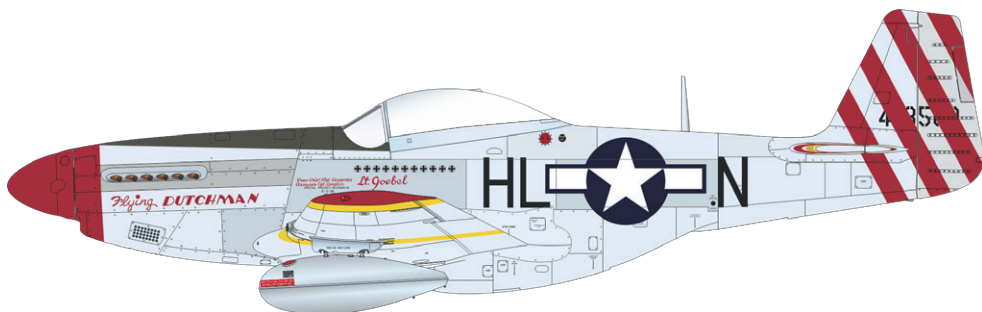
44-13264, Maj. Robert C. Curtis, 2nd FS,
52nd FG, 15th AF, Madna, Italy, August 1944



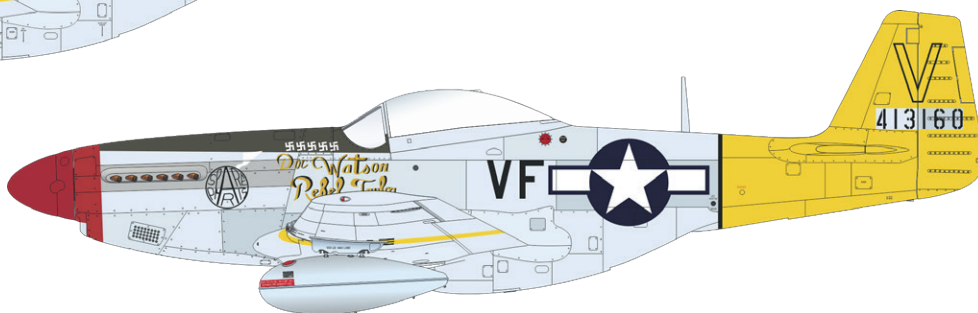
44-13263, Lt. Robert McCampbell, 4th FS,
52nd FG, 15th AF, Madna, Italy, August 1944



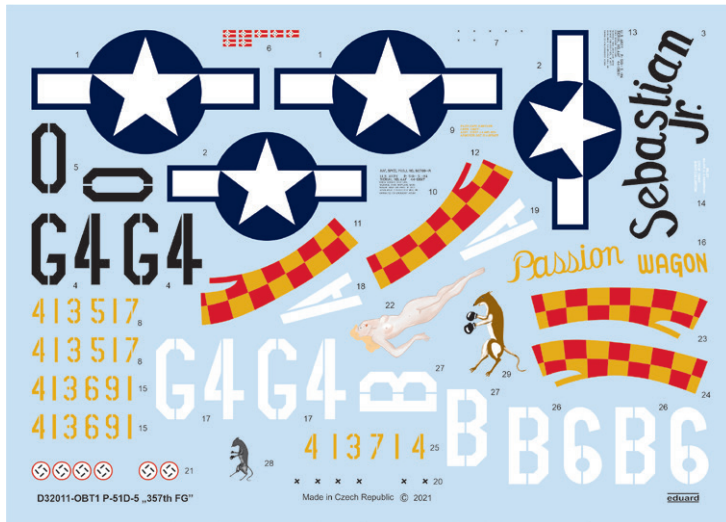
44-13483, Lt.Col. Robert L. Baseler,
CO of 325th FG, 15th AF, Lesina, Italy,
autumn 1944



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

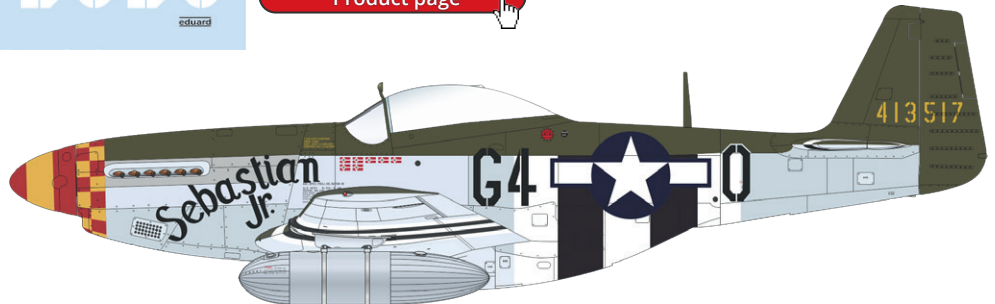


44-13160, Maj. Ralph Watson, 5th FS, 52nd FG,
15th AF, Madna, Italy, summer 1944

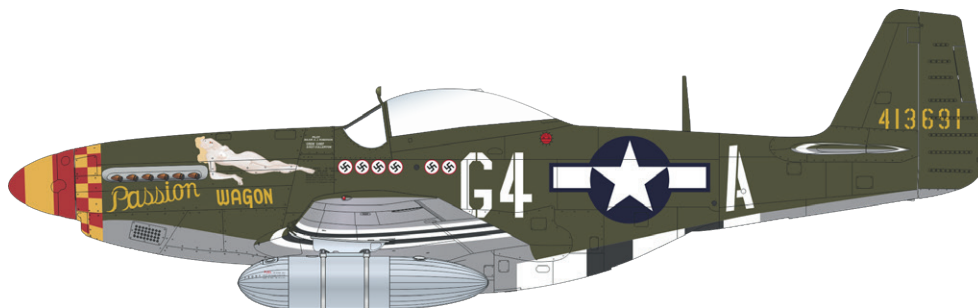


Cat. No. D32011
P-51D-5 „357th FG“
1/32 Tamiya/Revell

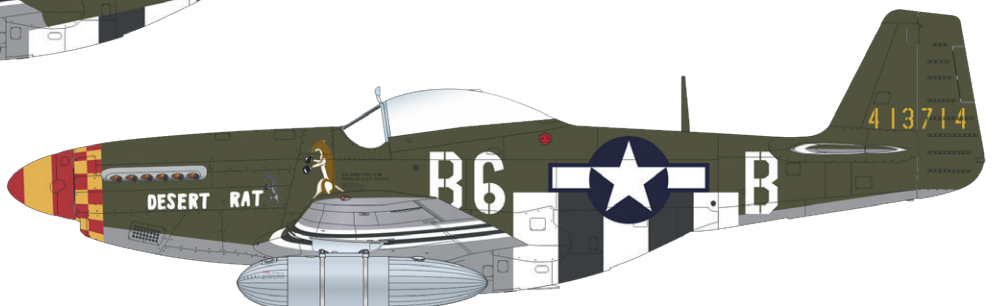
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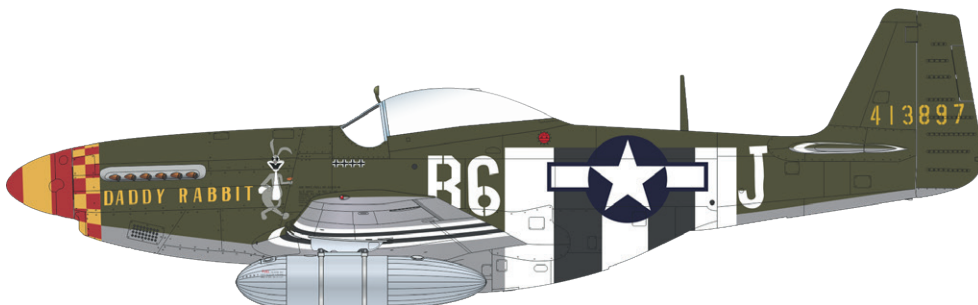
44-13517, Capt. Robert Becker, 362nd FS,
357th FG, 8th AF, Leiston, Great Britain,
July 1944



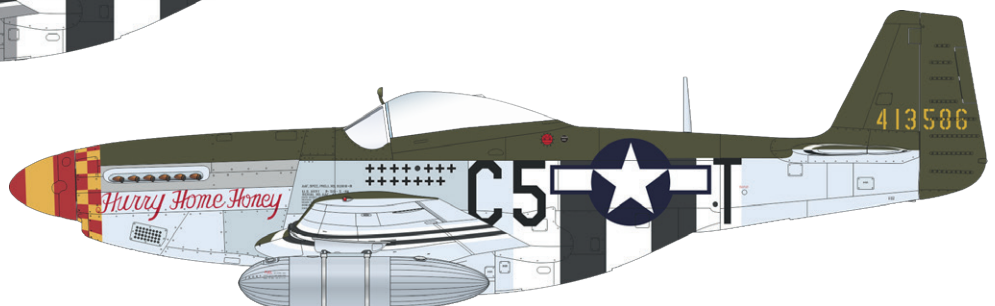
44-13691, Maj. Arval J. Roberson, 362nd FS,
357th FG, 8th AF, Leiston, Great Britain,
August 1944



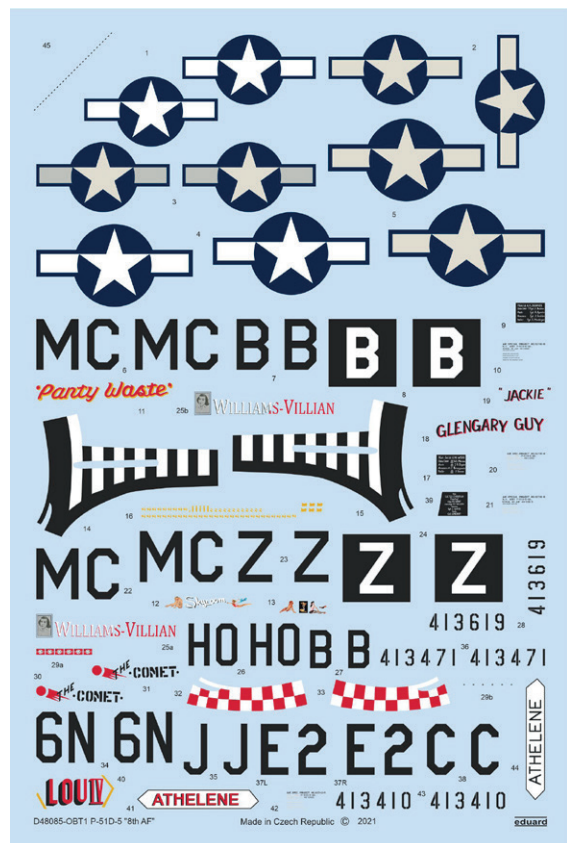
44-13714, Capt. Herschel T. Pascoe,
363rd FS, 357th FG, 8th AF, Leiston,
Great Britain, August 1944



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

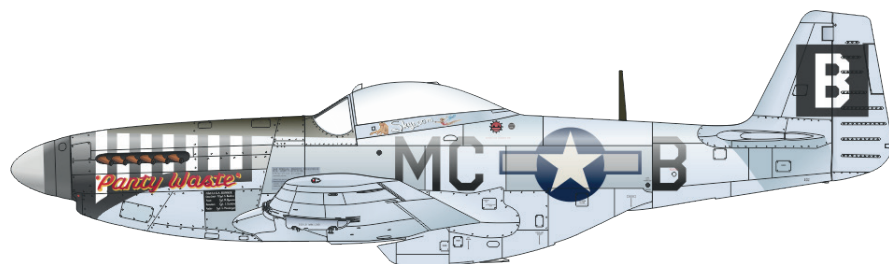


44-13586, Capt. Richard Peterson, 364th FS,
357th FG, 8th AF, Leiston, Great Britain, autumn 1944

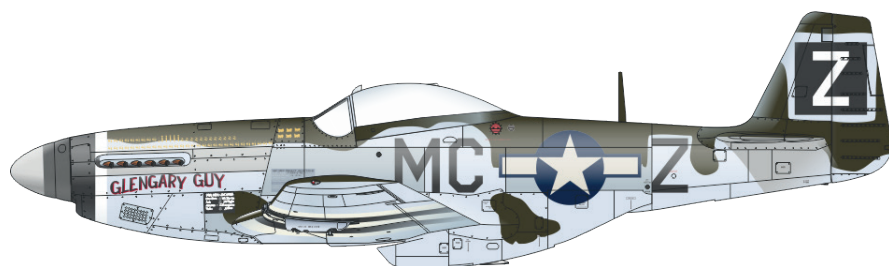


Cat. No. D48085
P-51D-5 "8th AF"
1/48 Eduard

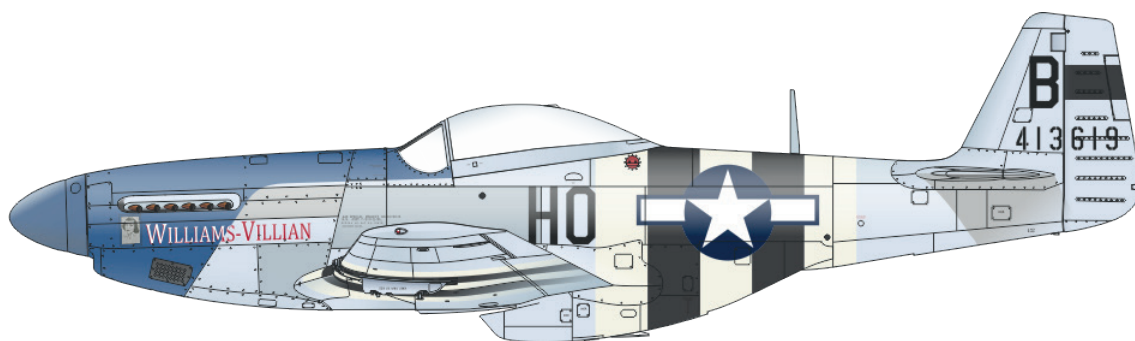
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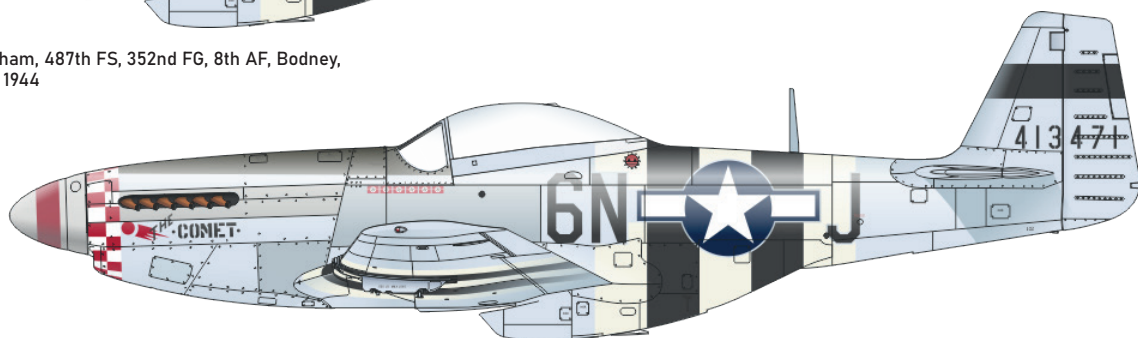
44-13660, Lt. Kenneth A. Skinner, 79th FS, 20th FG, 8th AF, King's Cliffe, Northamptonshire, Great Britain, Autumn 1944



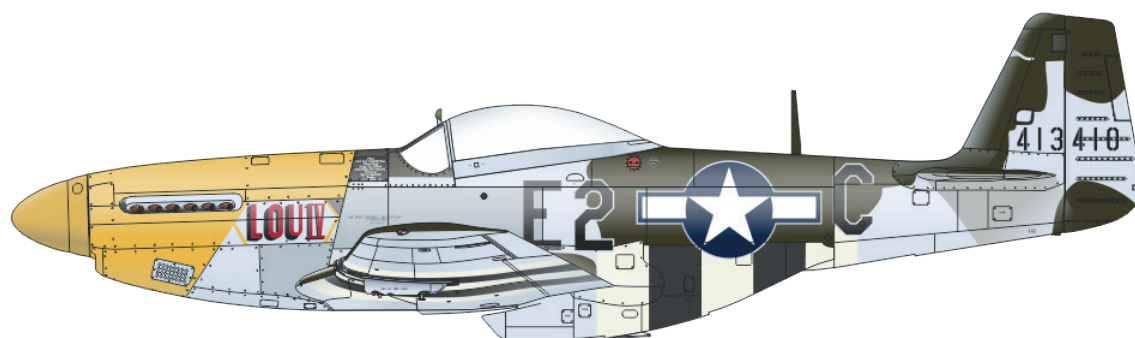
44-13760, Capt. Glenn M. Webb, 79th FS, 20th FG, 8th AF, Northamptonshire, King's Cliffe, Great Britain, October 1944



44-13619, Lt. Robert W. Graham, 487th FS, 352nd FG, 8th AF, Bodney, Norfolk, Great Britain, July 1944



44-13471, Capt. Evan M. Johnson, 505th FS, 339th FG, 8th AF, Fowlmere, Cambridgeshire, Great Britain, May 1944



44-13410, Col. Thomas J. J. Christian, 375th FS, 361st FG, 8th AF, Bottisham, Cambridgeshire, Great Britain, July 1944

Cat. No. D72033
Italian smoke rings camouflage
1/72

Product page

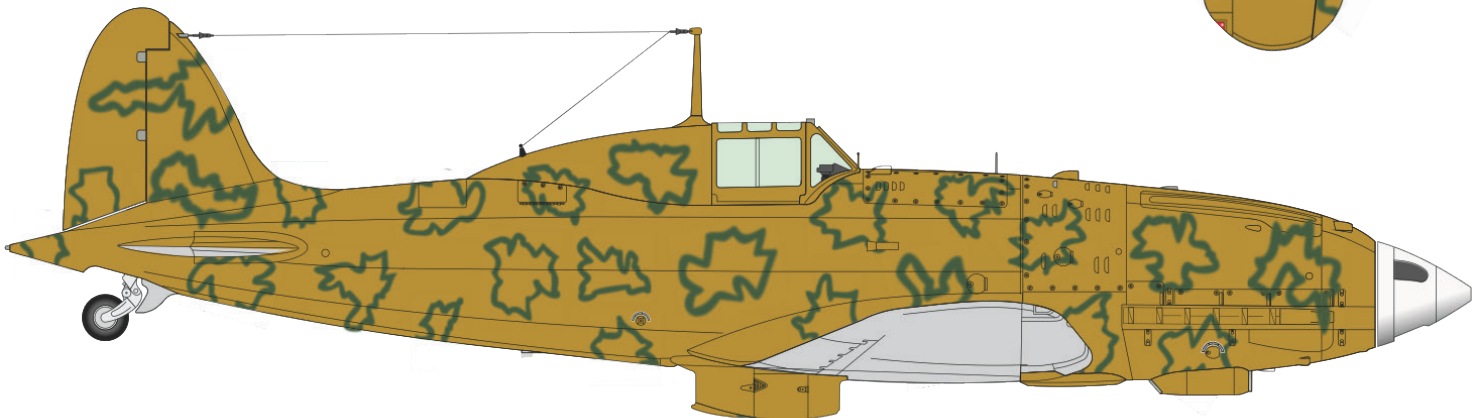


D72033-OBT1 Italian smoke rings camouflage 1/72

Eduard M.A. © 2021

Made in Czech Republic

eduard



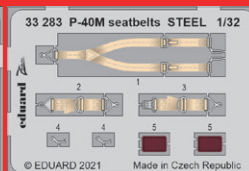
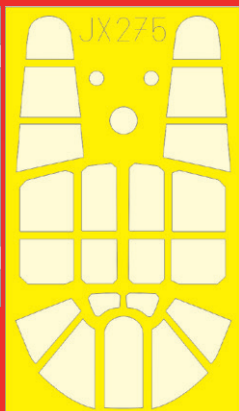
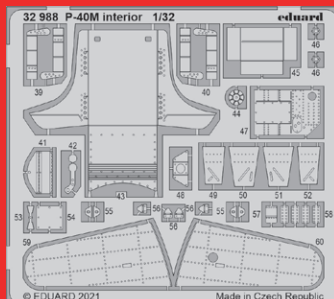
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG33133 P-40M part I 1/32 Trumpeter

[Product page](#)

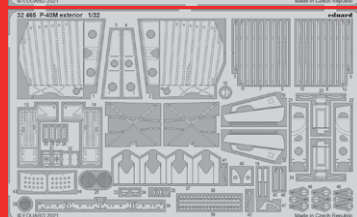
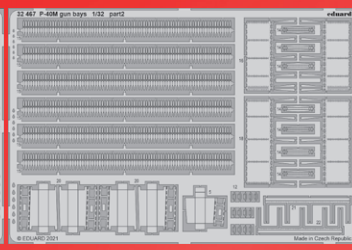
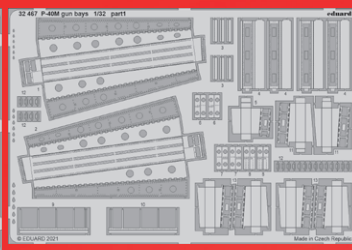
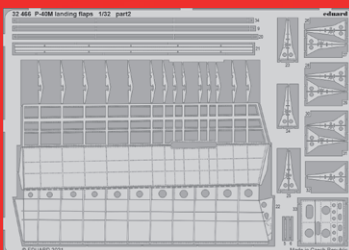
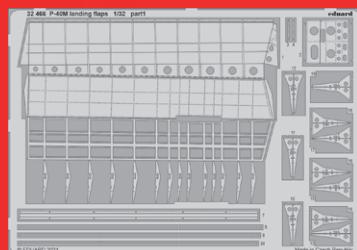
- 32988 P-40M interior 1/32
- 33283 P-40M seatbelts STEEL 1/32
- JX275 P-40M 1/32



BIG33134 P-40M part II 1/32 Trumpeter

[Product page](#)

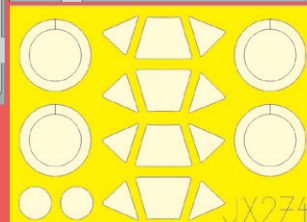
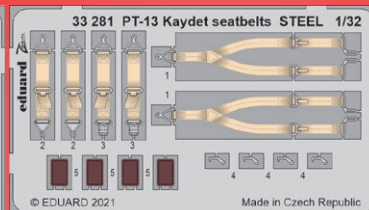
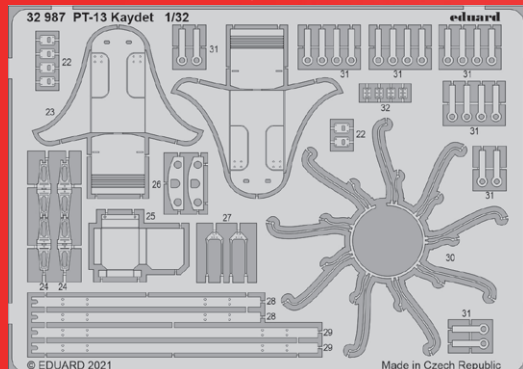
- 32465 P-40M exterior 1/32
- 32466 P-40M landing flaps 1/32
- 32467 P-40M gun bays 1/32



BIG33135 PT-13 Kaydet 1/32 Roden

[Product page](#)

- 32987 PT-13 Kaydet 1/32
- 33281 PT-13 Kaydet seatbelts STEEL 1/32
- JX274 PT-13 Kaydet 1/32



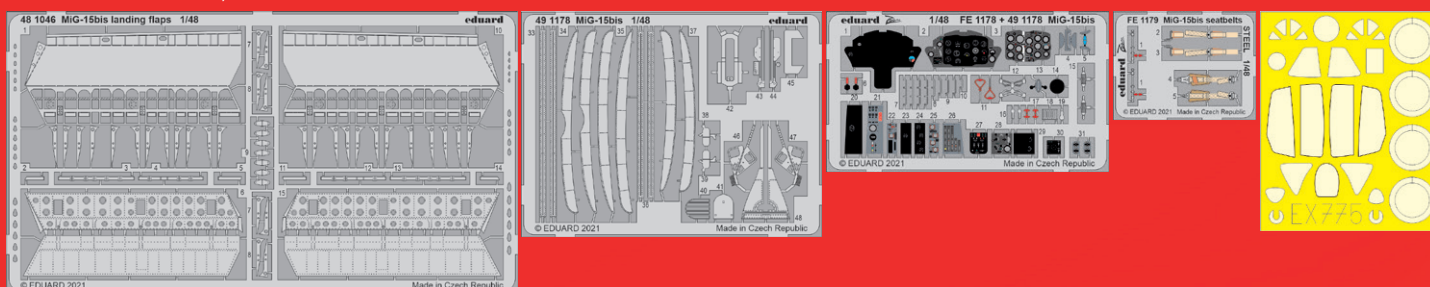
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49291 MiG-15bis 1/48 Bronco/Hobby 2000

[Product page](#)

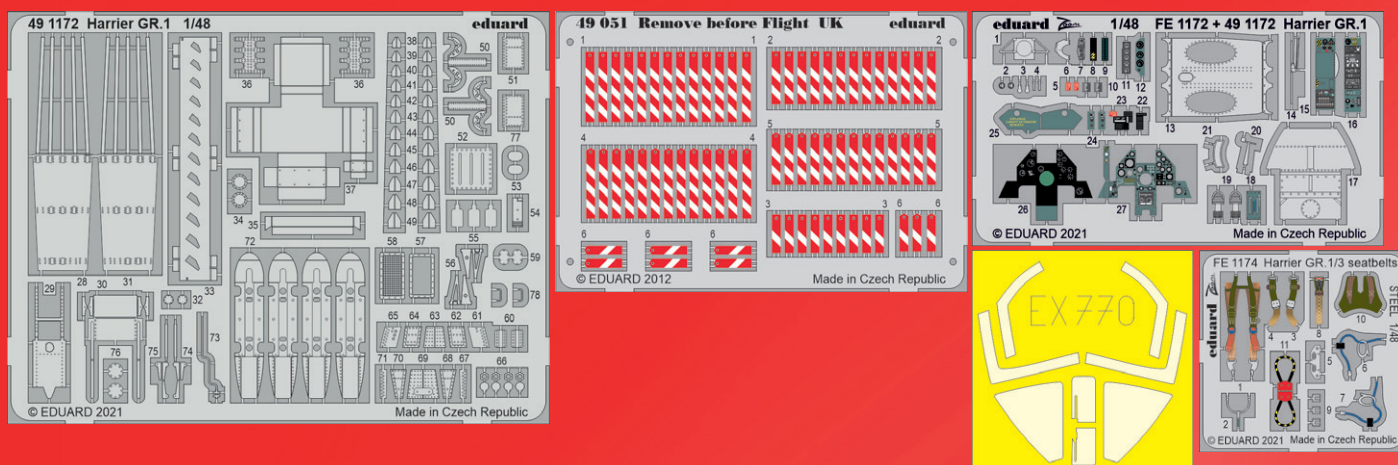
481046 MiG-15bis landing flaps 1/48
491178 MiG-15bis 1/48
FE1179 MiG-15bis seatbelts STEEL 1/48
EX775 MiG-15bis 1/48



BIG49292 Harrier GR.1 1/48 Kinetic

[Product page](#)

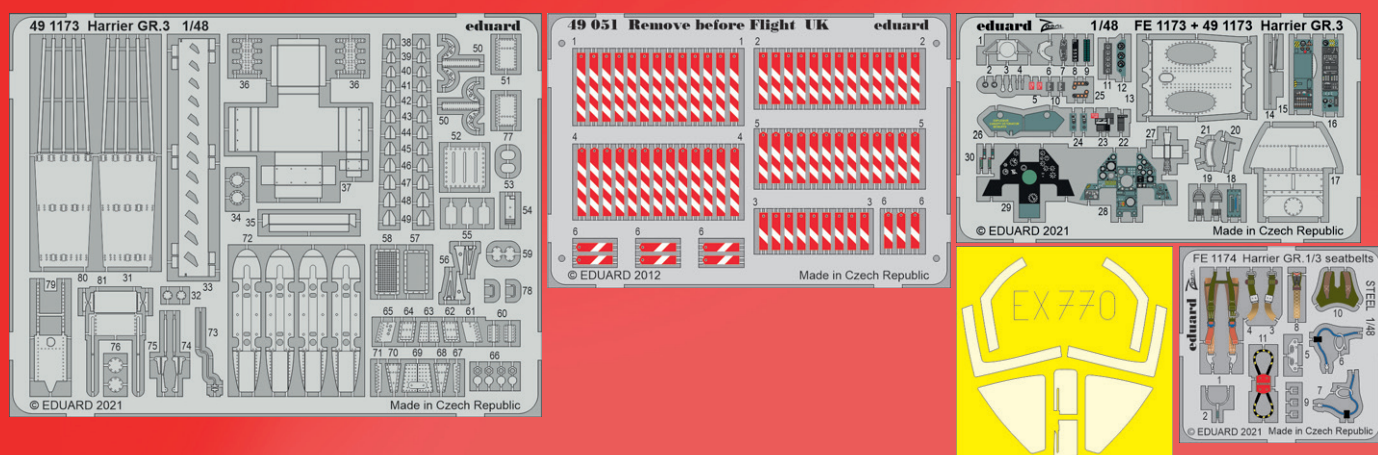
49051 Remove before flight UK
491172 Harrier GR.1 1/48
FE1174 Harrier GR.1/3 seatbelts STEEL 1/48
EX770 Harrier GR.1/3 1/48



BIG49293 Harrier GR.3 1/48 Kinetic

[Product page](#)

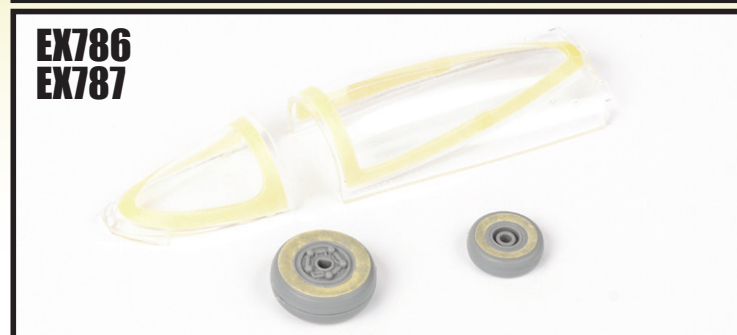
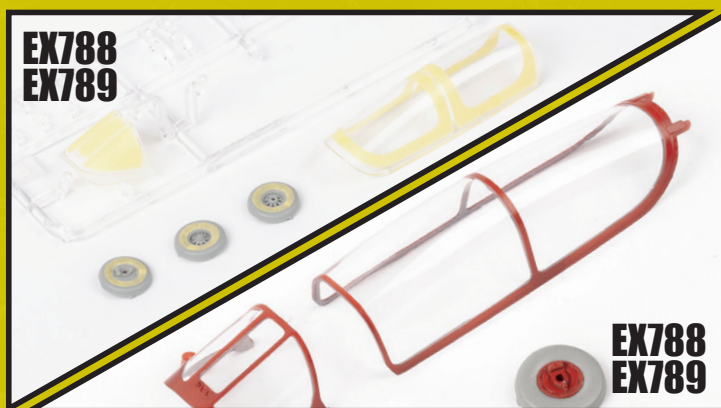
49051 Remove before flight UK
491173 Harrier GR.3 1/48
FE1174 Harrier GR.1/3 seatbelts STEEL 1/48
EX770 Harrier GR.1/3 1/48



EDUARD MASK

IT FITS!

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



July 2021

KITS

11148	WILDE SAU Episode two Saudämmerung	1/48	Limited edition
2136	ANGLERANGRIFF	1/72	Limited edition
84114	Fw 190A-8/R2	1/48	Weekend edition
84130	MiG-21bis	1/48	Weekend edition
82114	Bf 109F-4 (reedice)	1/48	ProfiPACK
8281	Spitfire Mk.IXc (reedice)	1/48	ProfiPACK
84169	Bf 109G-6 (reedice)	1/48	Weekend edition

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

BIGED SETS

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

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

LookPLUS

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

DECAL SET

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

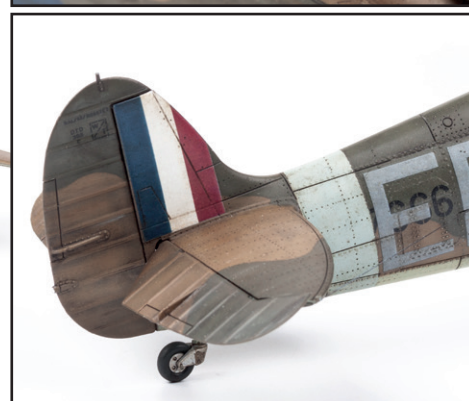
Spitfire Story: Tally Ho!

1/48

Cat. No. 11146

Kamo B

Built by **Robert Szwarc**

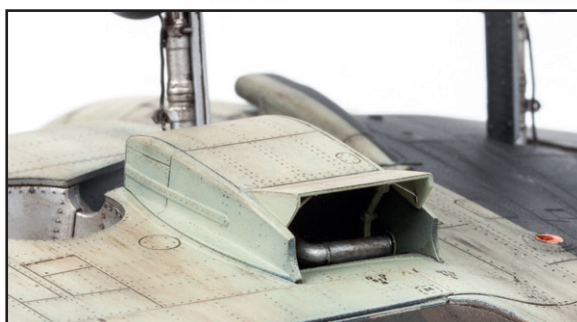


Spitfire Story: Tally Ho!

BUILT

**P7666, flown by S/Ldr Donald O. Finlay, CO of No. 41 Squadron,
RAF Hornchurch, Great Britain, November 1940**

Donald Finlay was a famous British athlete. He was the European champion in the 110 metre hurdle in 1938. He won the bronze medal at the 1932 Summer Olympic Games in Los Angeles, and the silver medal at the 1936 Summer Olympic Games in Berlin, both in the 110m hurdle event. After the war, he was British team captain at the 1948 Summer Olympics in London, where he was chosen to take the Olympic Oath. He joined the RAF in 1935. He led No. 54 Squadron in the Battle of Britain, and he was shot down over Ramsgate on August 28th and was wounded. After recovering, he took command of No. 41 Squadron and he achieved four kills during the BoB. His aircraft here illustrates the camouflage scheme and markings of Fighter Command aircraft in late 1940 and early 1941. The black painted (Night) left wing, Sky fuselage band and Sky spinner were ordered by the Air Ministry on November 27th, 1940.



[Product page](#)

Tempest Mk.V Series 2 1/48



Cat. No. 82122

Built by Carlo Beltramini

IPMS Italia - Verona



JN803, No. 486 (RNZAF) Squadron, No. 122 Wing, B.80 Volkel, the Netherlands, October 1944

One of the earliest Tempest Mk.V Series 2 aircraft was delivered to No. 486 (RNZAF) Squadron at RAF Newchurch on May 17th, 1944. It was flown throughout the campaign against the V-1 flying bombs, by many different pilots. It is believed that the 26 kill markings relate to claims made by pilots flying the aircraft rather than claims by any one pilot. This total makes JN803 one of the most successful Tempests against the V-1. At the end of September 1944 the Newchurch Tempests left No. 150 Wing and flew to join No. 122 Wing at B.60 Grimbergen in Belgium and month later to the newly captured B.80 Volkel in the Netherlands. JN803 was often flown by F/O 'Jack' Stafford, who had shot down 4 of the V-1s on its scoreboard. In December 1944 it was issued to No. 3 Squadron. However, the aircraft was lost in combat on December 30th, 1944, when shot down by Bf 109s of IV./JG 27, its pilot captured and murdered by a security officer at Rheine airfield.

Tempest in the standard camouflage, so called Day Fighter Scheme, sports only partial recognition markings in the form of black and white "invasion" stripes. Their application on the wing and fuselage upper surfaces was discontinued by the order dated September 10th, 1944. The V-1 kill markings are painted under the windshield on the fuselage starboard.

Bf 109G-6 early version 1/48



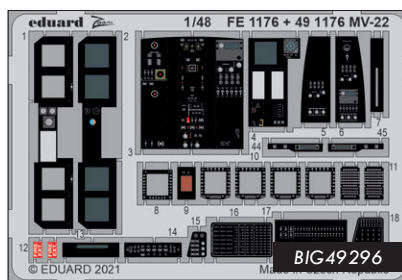
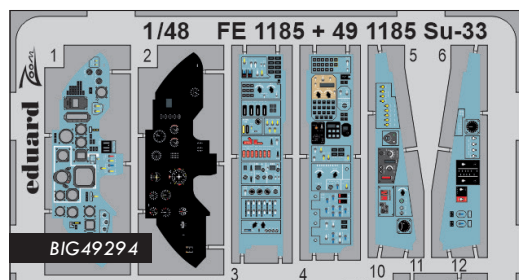
Built by **Václav Vopalecký**
Cat. No. 82113
Kamo A



[Product page](#)

W.Nr. 15919, Flown by Maj. Hermann Graf, CO of JG 50, Wiesbaden – Erbenheim, September 1943

Hermann Graf was credited with 212 kills, 202 of them over the Eastern Front. He was awarded the Knight Cross with Oak Leaves, Swords and Diamonds on September 16, 1942 for 172 kills. Graf flew this colorful aircraft in the fall of 1943 when he served as the CO of JG 50. Jagdgeschwader 50 was officially created on August 15, 1943 out of Jagdgruppe Süd der ObdL that was formed as a highaltitude fighter unit to combat recce Mosquitos from July 21, 1943. JG 50 was led by Hermann Graf who gave birth to the unit's crest painted under the canopy. The Red Hunter symbolized the German Luftwaffe soccer team known under the nickname 'Die roten Jäger'. Graf was a member of this team, along with then German national team members. The unit existed for only a few months, and in October 1943 was incorporated into I./JG 301.

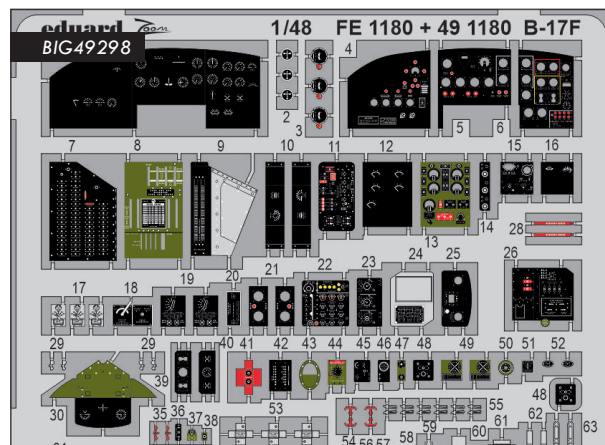


BIG ED (August)

- BIG49294 Su-33 1/48 Minibase
- BIG49295 Sabre F.4 1/48 Airfix
- BIG49296 MV-22 1/48 1/48 Hobby Boss
- BIG49297 Blenheim Mk.I 1/48 Airfix
- BIG49298 B-17F part I 1/48 HKM
- BIG49299 B-17F part II 1/48 HKM

BRASSIN (August)

- 632176 CPU-123 Paveway II 1/32
- 632177 AIM-9J Sidewinder 1/32
- 632179 DH.82A Tiger Moth wheels 1/32 ICM
- 644112 Sabre F.4 LööK 1/48 Airfix
- 644113 Spitfire Mk.V LööK 1/48 Eduard
- 648624 GBU-15(V)1/B 1/48
- 648630 Lufttorpedo F5w 1/48
- 648639 Tempest Mk.II cockpit 1/48 Eduard/Special Hobby
- 648640 Spitfire Mk.V engine 1/48 Eduard
- 648641 RP-3 60lb rockets for Tempest Mk.II 1/48 Eduard/Special Hobby
- 648643 B-17 wheels block tread 1/48 HKM
- 648651 AGM-142 Popeye 1 1/48
- 648653 Su-27 wheels 1/48 GHW
- 648654 Tempest Mk.II exhaust stacks 1/48 Eduard/Special Hobby
- 648655 Su-27UB ejection seats 1/48 GHW
- 672267 TIALD pod 1/72
- 672271 JP233 dispenser 1/72



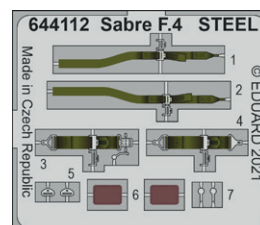
LööKPlus (August)

- 644110 P-39Q LööKplus 1/48 Eduard
- 644111 Mustang Mk.IV LööKplus 1/48 Eduard

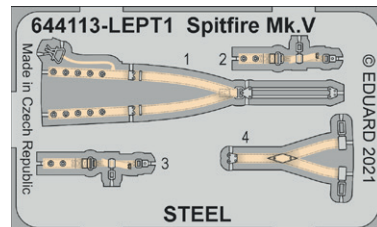
BIGSIN (August)

- SIN64873 B-17F 1/48 HKM

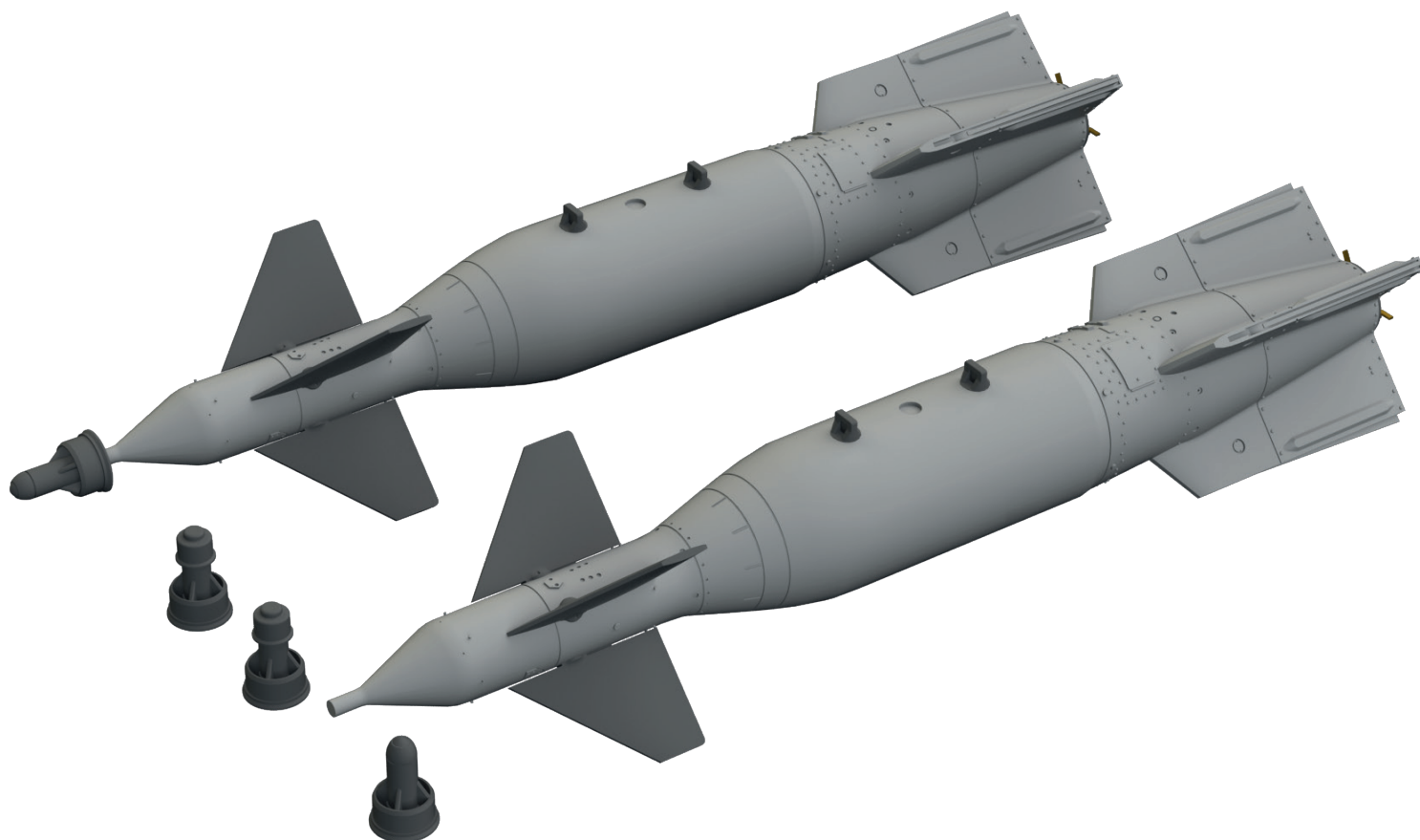
644112 Sabre F.4 LööK 1/48 Airfix



644113 Spitfire Mk.V LööK 1/48 Eduard



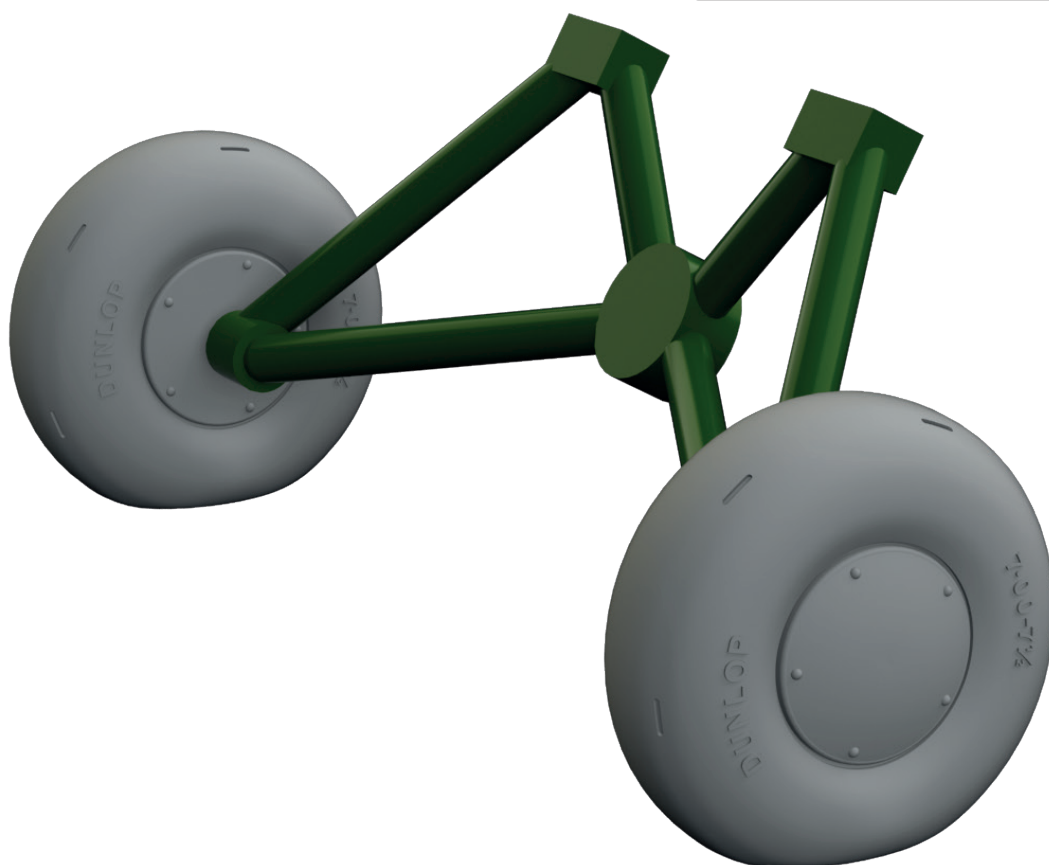
632176 CPU-123 Paveway II 1/32



632177 AIM-9J Sidewinder 1/32

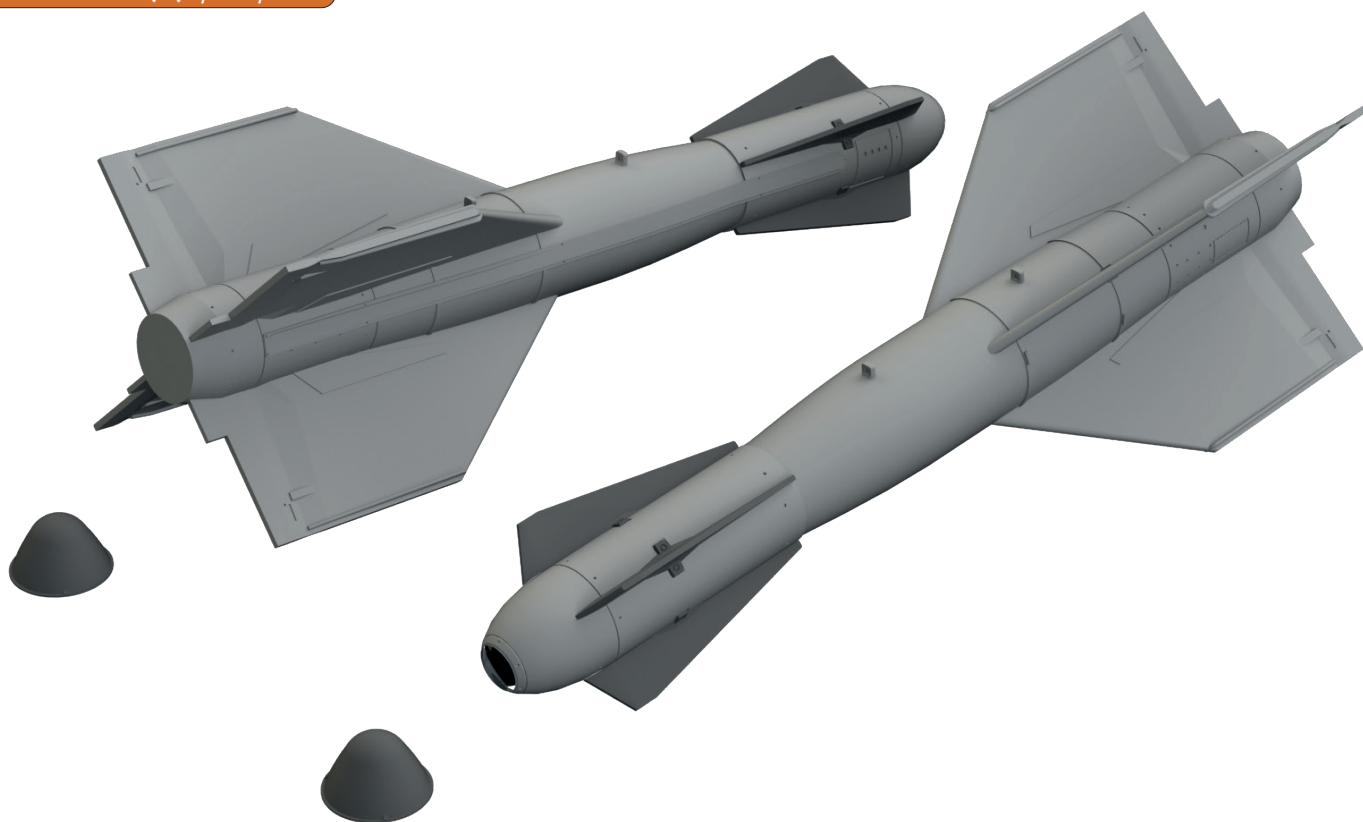


632179 DH.82A Tiger Moth wheels 1/32 ICM

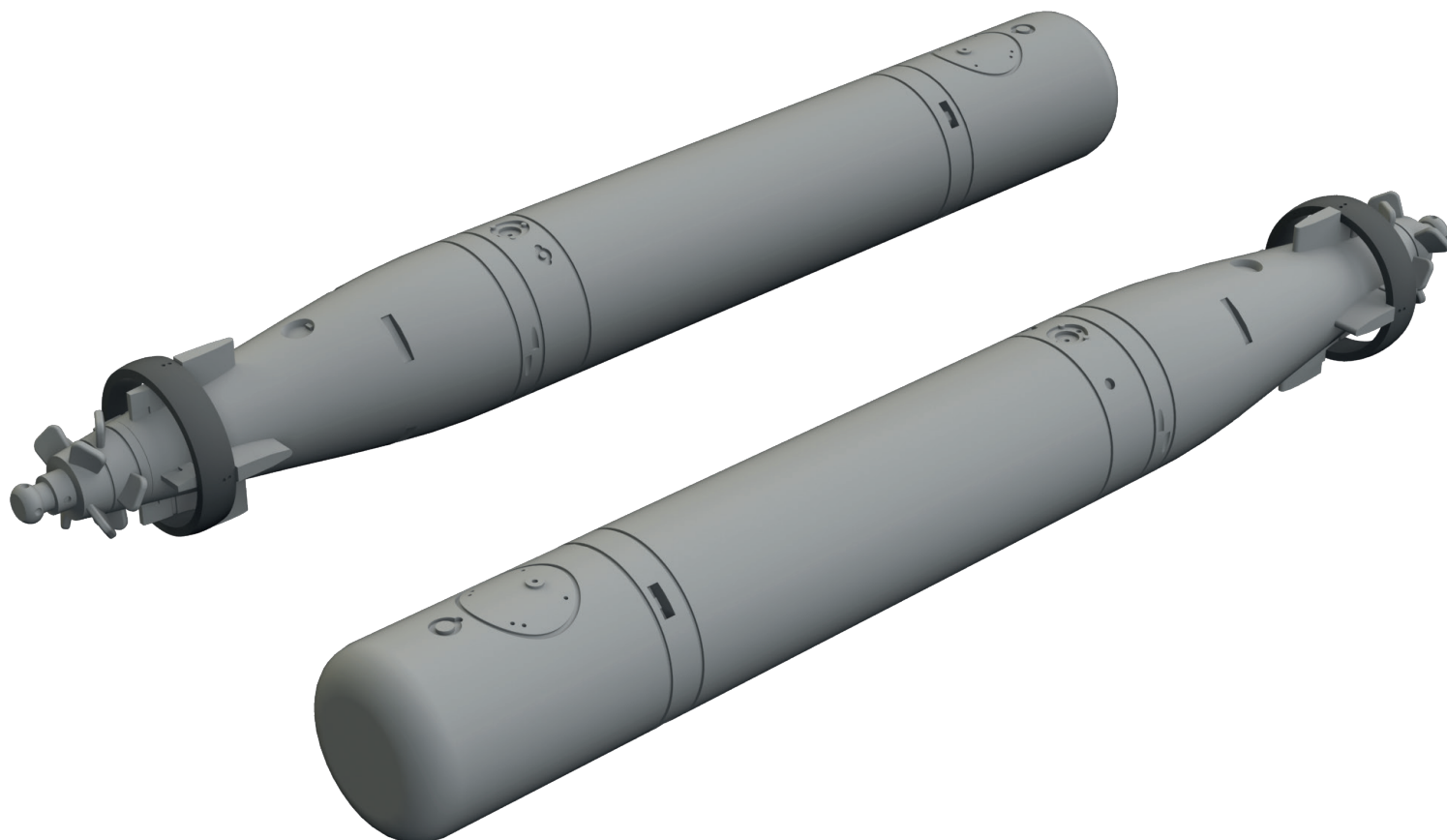


BRASSIN

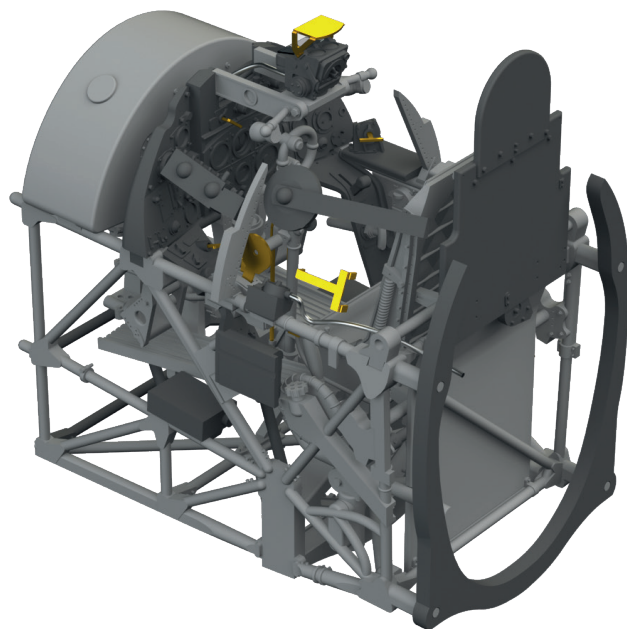
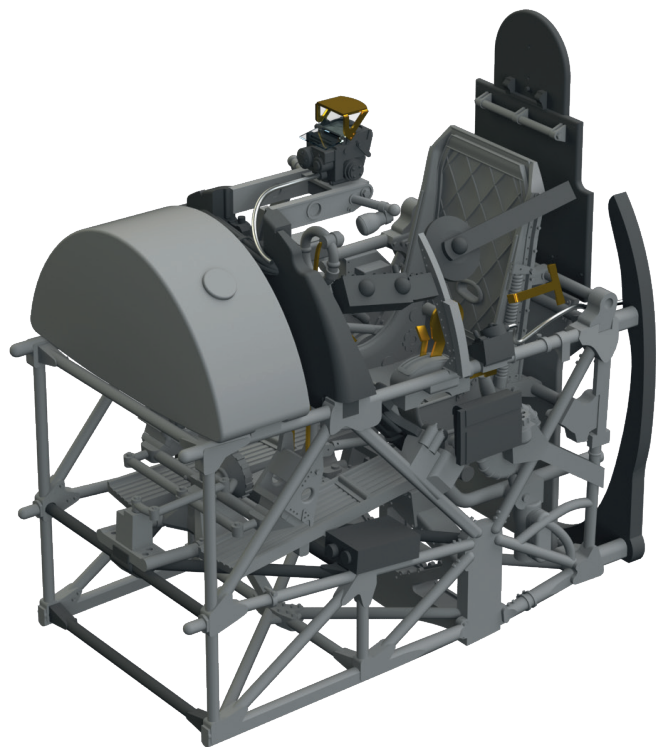
648624 GBU-15(V)1/B 1/48



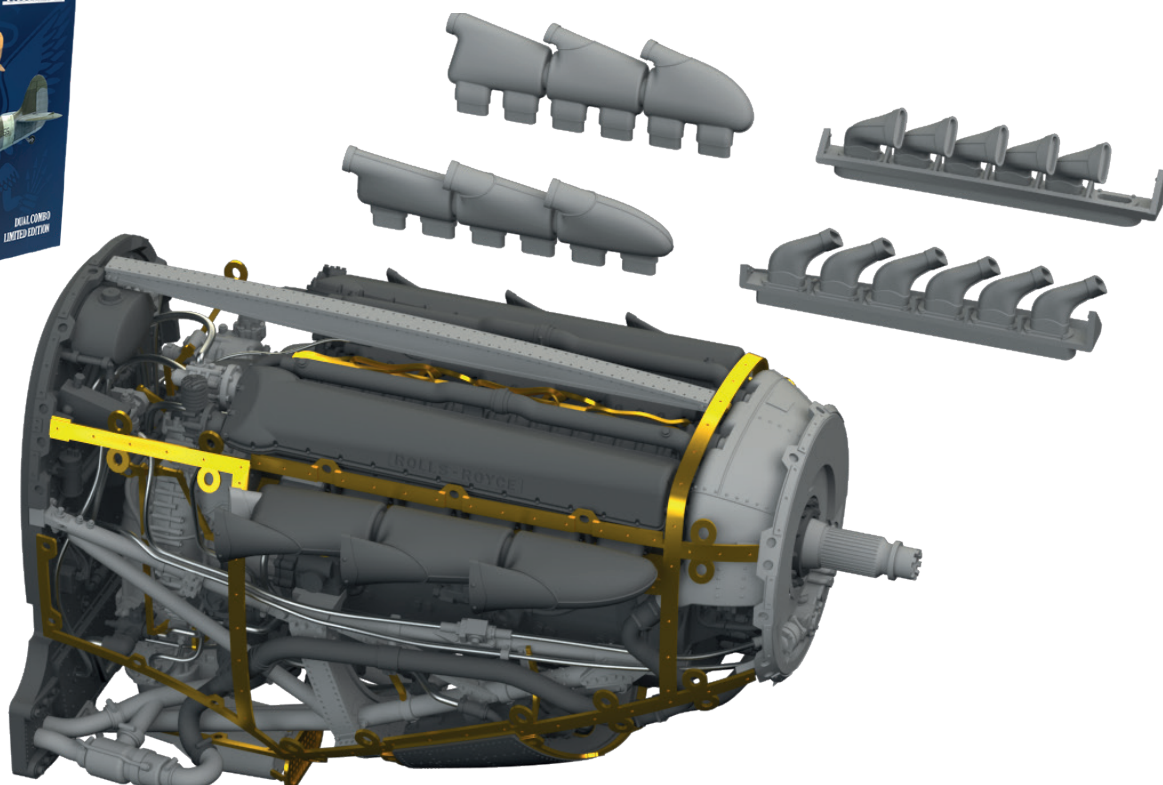
648630 Lufttorpedo F5w 1/48



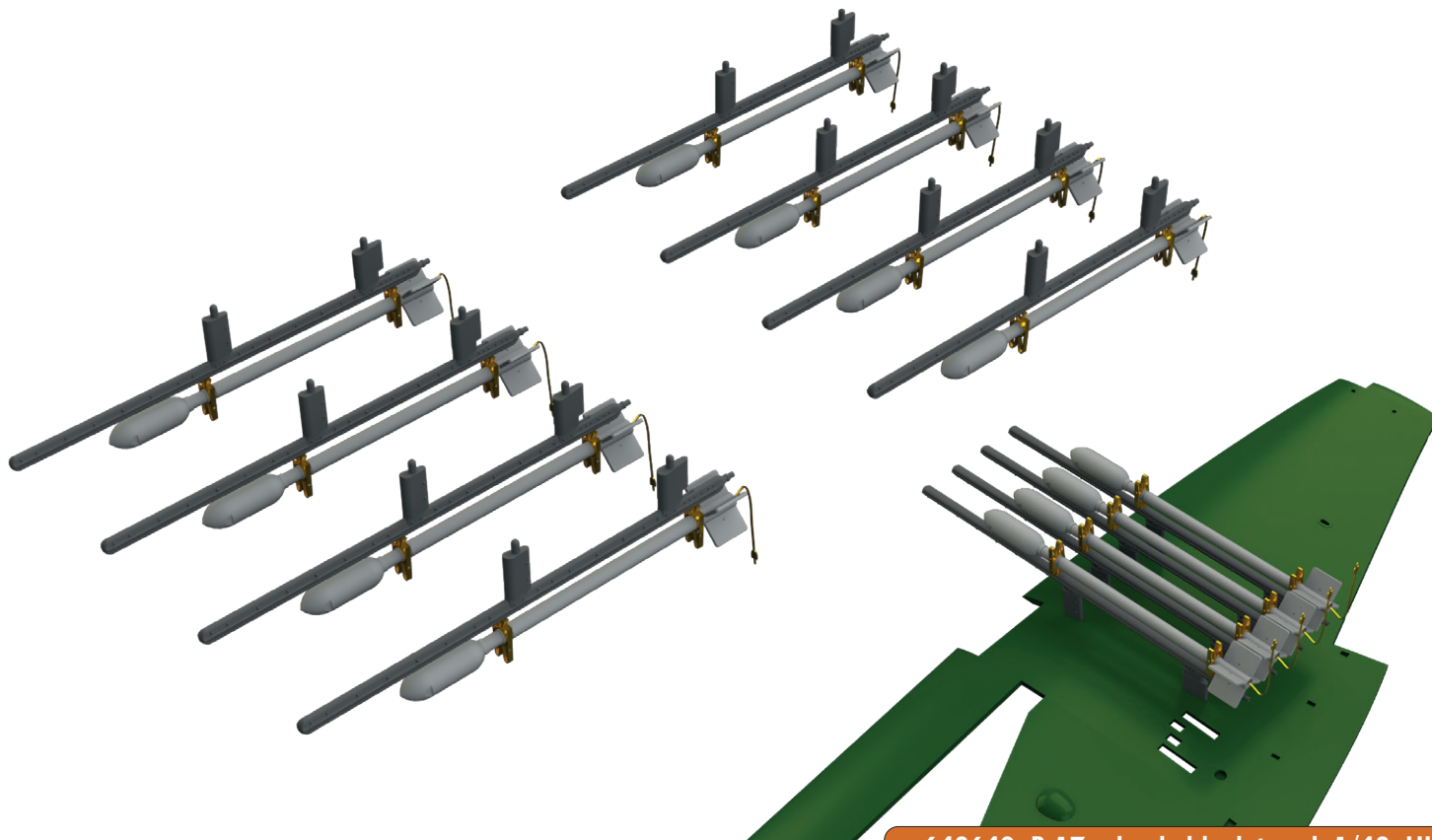
648639 Tempest Mk.II cockpit 1/48 Eduard/Special Hobby



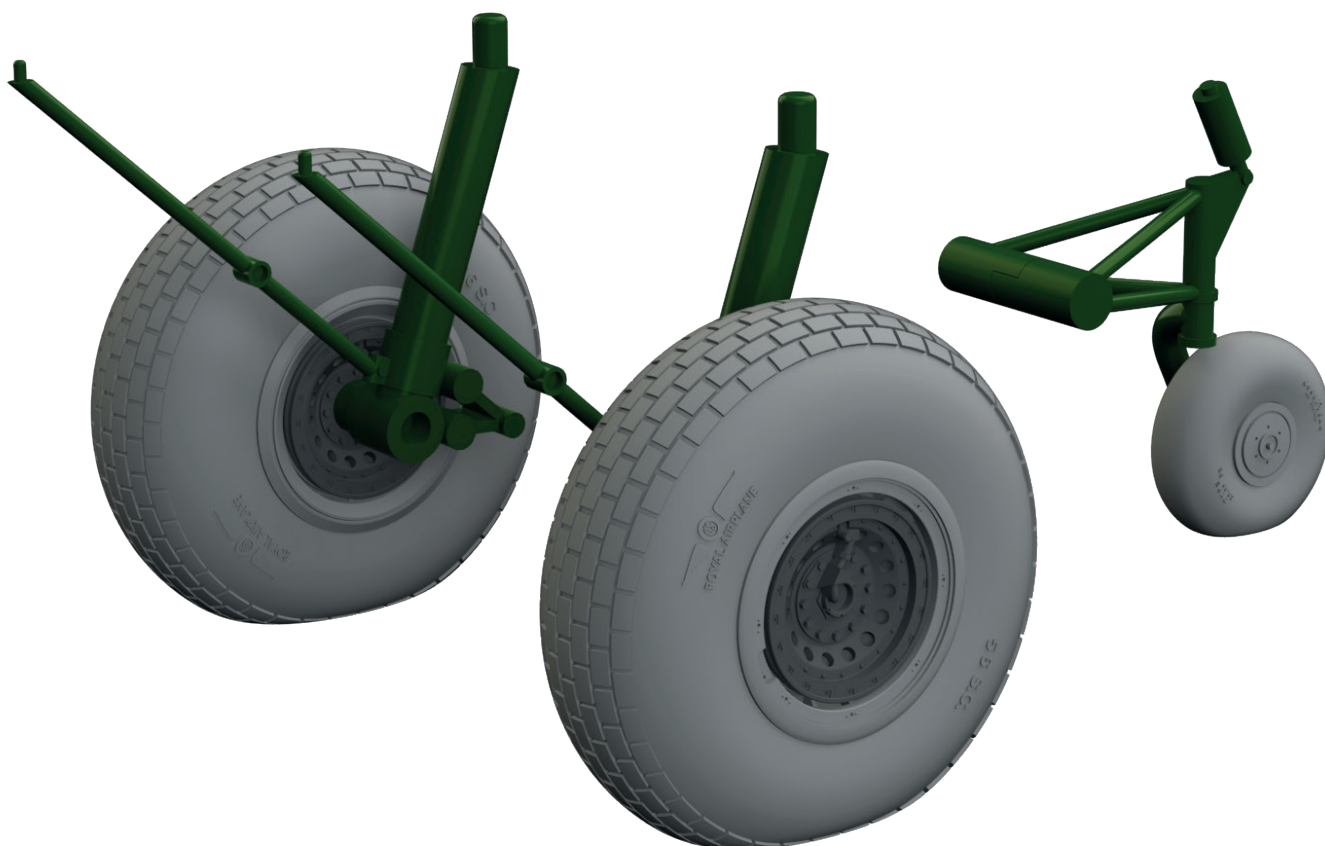
648640 Spitfire Mk.V engine 1/48 Eduard



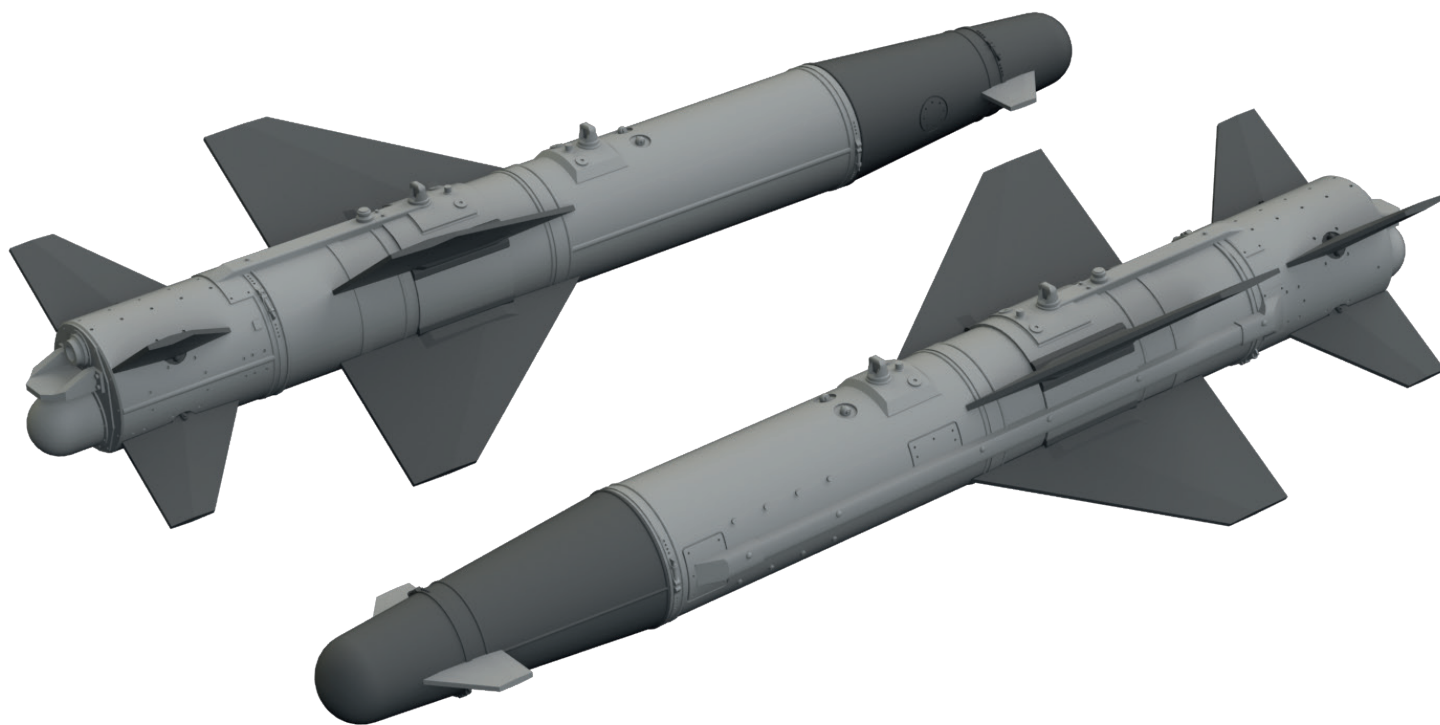
648641 RP-3 60lb rockets for Tempest Mk.II 1/48 Eduard/Special Hobby



648643 B-17 wheels block tread 1/48 HKM



648651 AGM-142 Popeye 1 1/48



648653 Su-27 wheels 1/48 GHW



648654 Tempest Mk.II exhaust stacks 1/48 Eduard/Special Hobby



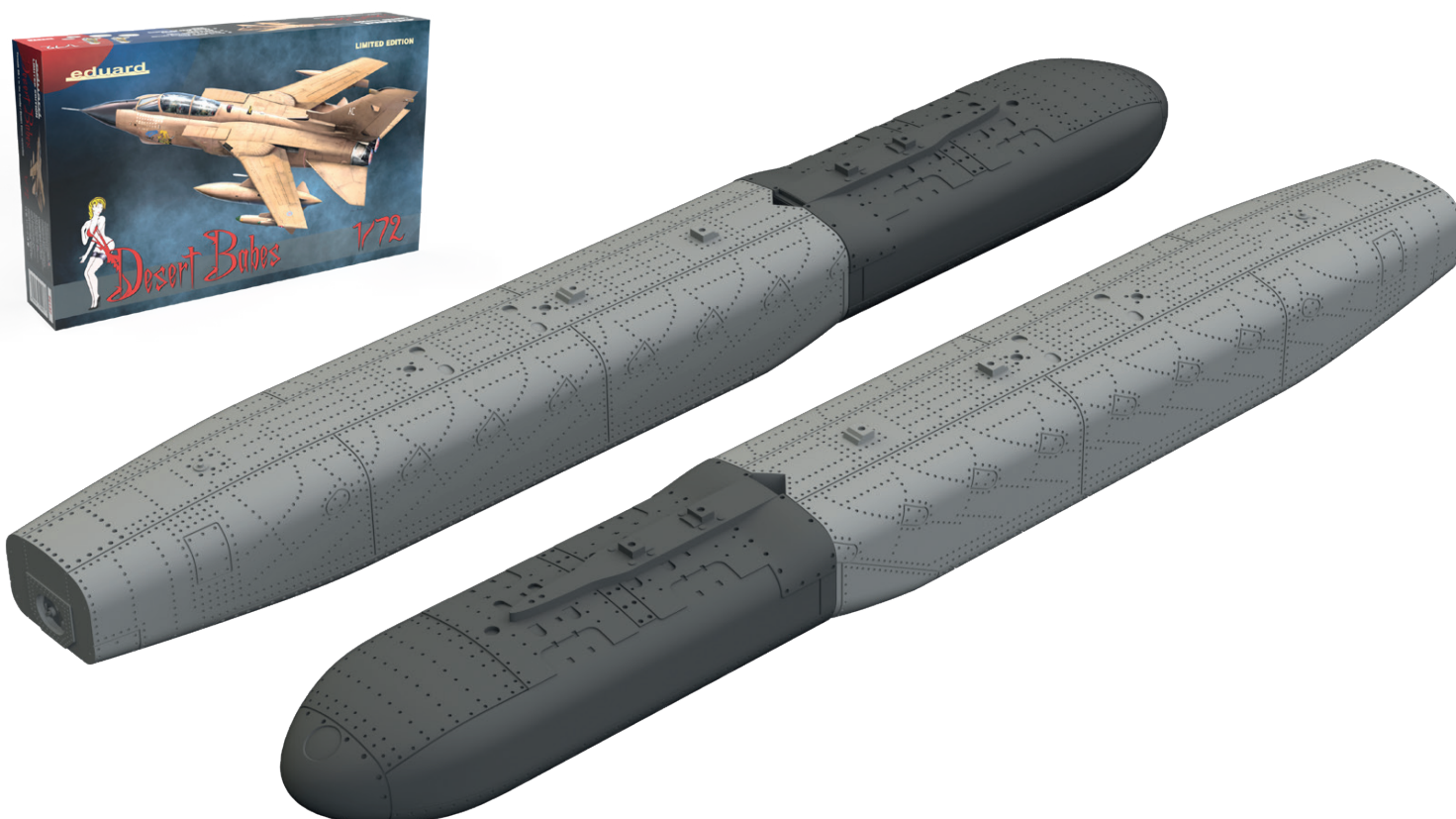
648655 Su-27UB ejection seats 1/48 GHW



672267 TIALD pod 1/72



672271 JP233 dispenser 1/72



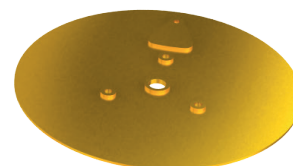
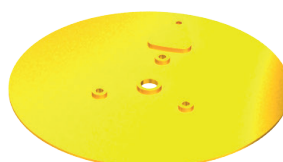
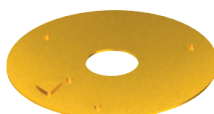
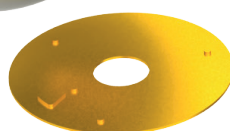
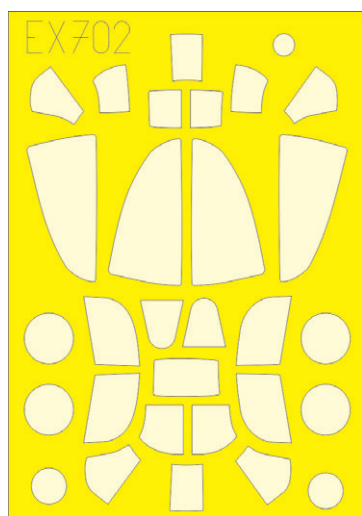
BRASSIN

644110 P-39Q LööKplus 1/48 Eduard

Collection of 3 sets for P-39Q in 1/48 scale by Eduard.

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

LööKt

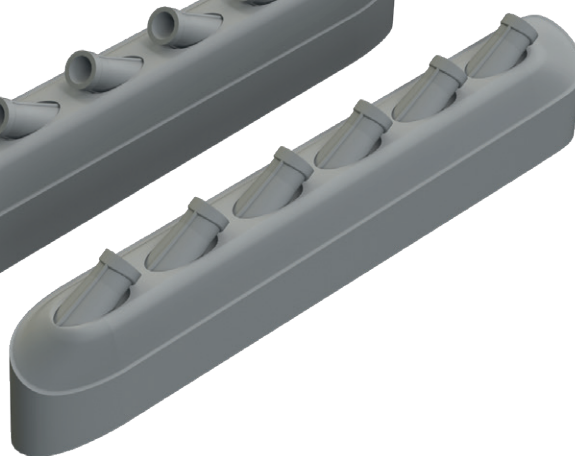
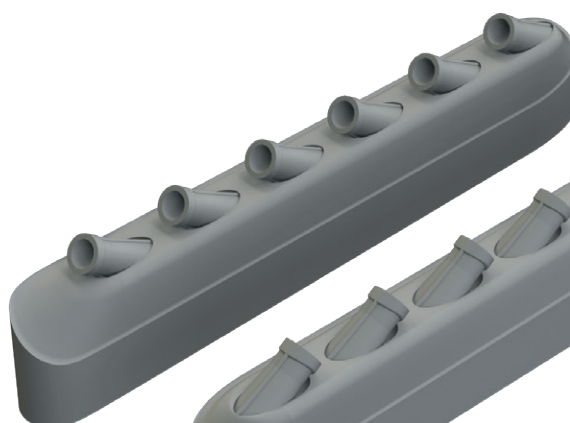
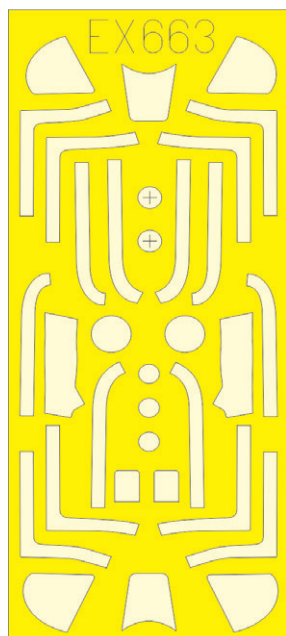


644111 Mustang Mk.IV LööKplus 1/48 Eduard

Collection of 4 sets for Mustang Mk.IV (Dash 20 and higher subversions) in 1/48 scale by Eduard.

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

LööK



SIN64873 B-17F 1/48 HKM

Collection of 4 sets for B-17F in 1/48 scale by HK Models

- undercarriage legs BRONZE
- guns
- superchargers
- undercarriage wheels

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



PE-SETS

53267	USS Langley AV-3	1/350	Trumpeter
53268	USS Langley AV-3 safety nets	1/350	Trumpeter
32473	F-100C interior pt.2	1/32	Trumpeter
32990	AH-1G	1/32	ICM
36466	Cromwell Mk.IV	1/35	Airfix
481057	Mi-24P cargo interior	1/48	Zvezda
481058	Mi-24P exterior	1/48	Zvezda
481059	Lancaster B Mk.I radiators	1/48	HKM
481060	Lancaster B Mk.I bomb bay	1/48	HKM
481063	Lancaster B Mk.I landing flaps	1/48	HKM
481064	Tempest Mk.II landing flaps	1/48	Eduard/Special Hobby
481065	Spitfire Mk.V landing flaps	1/48	Eduard
491203	Lancaster B Mk.I cockpit	1/48	HKM
491204	Me 163B	1/48	Gaspach Model
491205	Mi-24P interior	1/48	Zvezda
73746	A-4B	1/72	Fujimi / Hobby 2000

ZOOMS

33286	AH-1G	1/32	ICM
33287	AH-1G seatbelts STEEL	1/32	ICM
FE1203	Lancaster B Mk.I	1/48	HKM
FE1204	Me 163B seatbelts STEEL	1/48	Gaspach Model
FE1205	Mi-24P	1/48	Zvezda
FE1206	Mi-24P seatbelts STEEL	1/48	Zvezda
FE1207	Spitfire Mk.V seatbelts STEEL	1/48	Eduard
FE1208	Tempest Mk.II seatbelts STEEL	1/48	Eduard/Special Hobby
FE1209	Fw 190D-9 Weekend	1/48	Eduard
FE1210	Spitfire F Mk.IXc Weekend	1/48	Eduard
FE1211	Fw 190D-9 seatbelts STEEL	1/48	Eduard
SS746	A-4B	1/72	Fujimi / Hobby 2000

MASKS

JX279	AH-1G	1/32	ICM
JX280	AH-1G TFace	1/32	ICM
EX794	Me 163B	1/48	Gaspach Model
EX795	Me 163B TFace	1/48	Gaspach Model
EX796	Tempest Mk.II TFace	1/48	Eduard/Special Hobby
EX797	Spitfire Mk.V TFace	1/48	Eduard
EX798	Mi-24P	1/48	Zvezda
EX799	Mi-24P TFace	1/48	Zvezda
CX602	A-4B	1/72	Fujimi/Hobby 2000
CX603	F-4E	1/72	Fine Molds

DECAL SETS

D32012	Tempest Mk.V stencils	1/32	Special Hobby/Revell
D48086	Tempest Mk.II stencils	1/48	Eduard/Special Hobby
D48087	Tempest Mk.II roundels	1/48	Eduard/Special Hobby
D48088	Spitfire Mk.V stencils	1/48	Eduard
D48089	Su-7 stencils	1/48	OEZ/Směr
D48090	Su-27	1/48	GWH

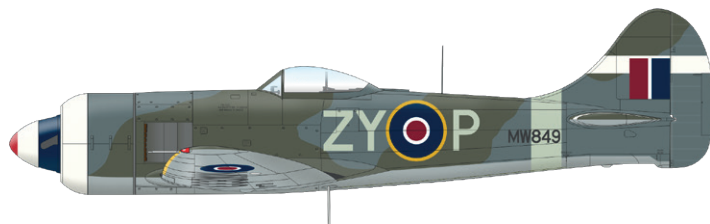
SPACE

3DL48030	Tempest Mk.II SPACE	1/48	Eduard/Special Hobby
3DL48031	Spitfire Mk.V SPACE	1/48	Eduard
3DL48032	Me 163B SPACE	1/48	Gaspach Model
3DL48033	Lancaster B Mk.I SPACE	1/48	HKM

Tempest Mk.II early version

ProfiPACK
edition

Kat. č. 82124

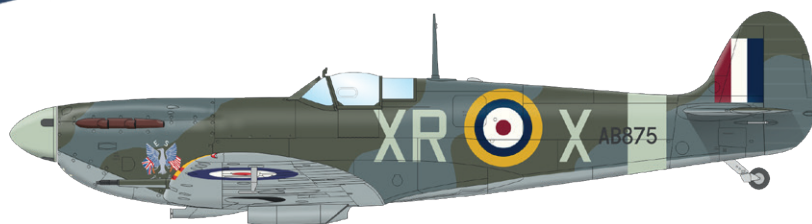


EAGLE'S CALL

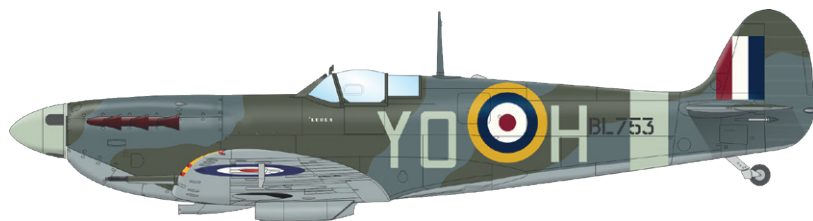
eduard
LIMITED EDITION

Cat. No. 11149

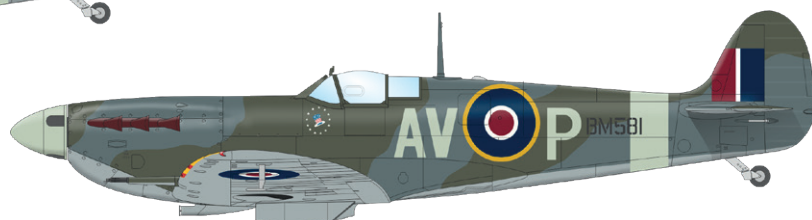
1/48



Spitfire Mk.Vb, AB875, P/O Joseph M. Kelly,
No. 71 (Eagle) Squadron, RAF Martlesham Heath,
Suffolk, United Kingdom, February 1942



Spitfire Mk.Vb, BL753, P/O Donald J. M. Blakeslee,
No. 401 Squadron RCAF, RAF Gravesend, Kent,
United Kingdom, April - May 1942



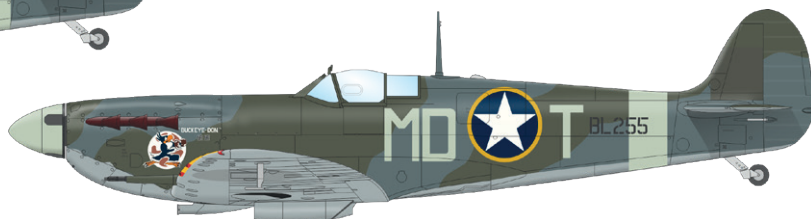
Spitfire Mk.Vb, BM581, P/O William P. Kelly, No. 121 (Eagle) Squadron, RAF Southend, Essex, United Kingdom, July 1942

EAGLE'S CALL

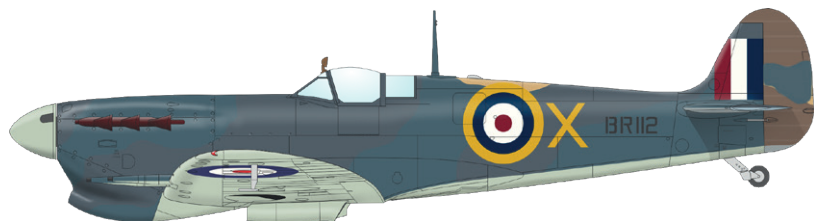
eduard
LIMITED EDITION



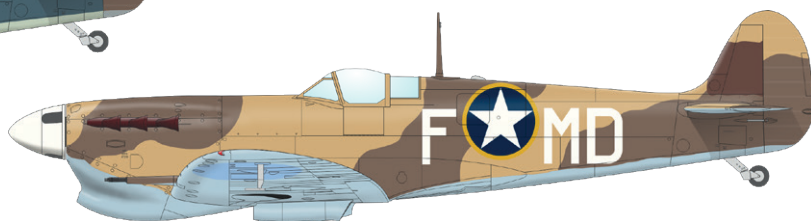
Spitfire Mk.Vb, EN851, Lt. Roland F. Wooten, 307th FS, 31st FG, 8th AF, RAF Merston, West Sussex, United Kingdom, late August 1942



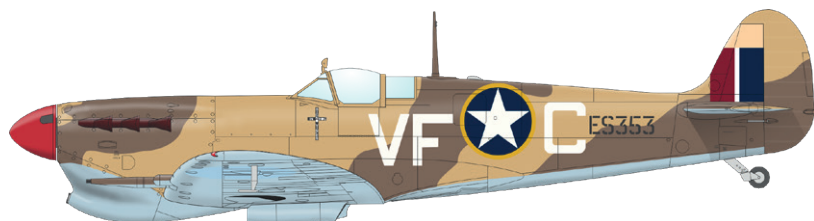
Spitfire Mk.Vb, BL255, Lt. Dominic S. Gentile, 336th FS, 4th FG, 8th AF, Debden, Essex, United Kingdom, August 1942



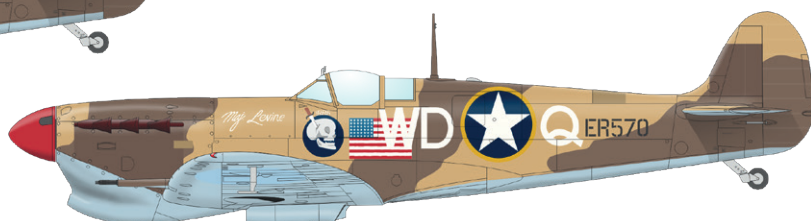
Spitfire Mk.Vc Trop, BR112, Sgt. Claude Weaver, No. 185 Squadron RAF, Hal Far, Malta, September 1942



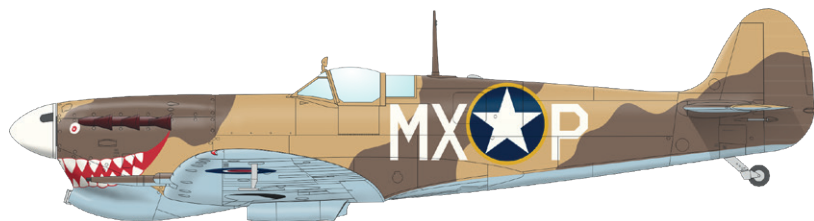
Spitfire Mk.Vb Trop, ER200 (probably), Lt. Col. Fred M. Dean, CO of 31st FG, Korba, Tunisia, May 1943



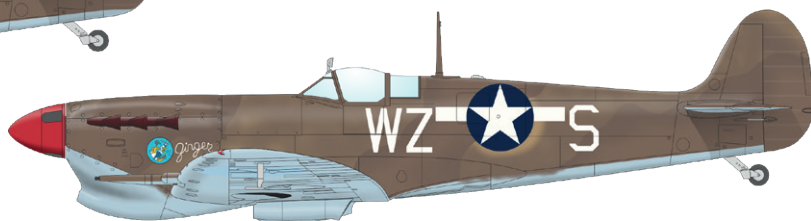
Spitfire Mk.Vc Trop, ES353, Capt. Jerome S. McCabe, 5th FS, 52nd FG, Mediterranean Allied Coastal Air Force (MACAF), La Sebala, Tunisia, June 1943



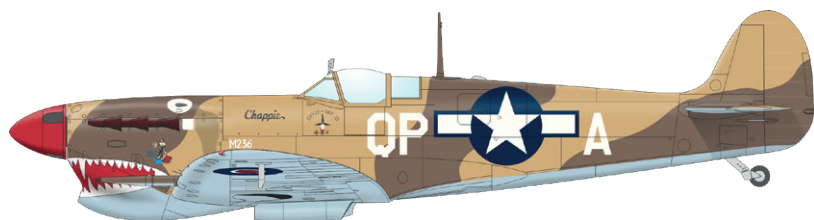
Spitfire Mk.Vb Trop, ER570, Maj. Robert Levine, 4th FS, 52nd FG, Mediterranean Allied Coastal Air Force (MACAF), La Sers, Tunisia, August 1943



Spitfire Mk.Vc Trop, 307th FS, 31st FG, 12th AF, La Senia, Algier, end of 1942



Spitfire Mk.Vc Trop, Lt. George G. Loving, 309th FS, 31st FG, 12th AF, Pommigliano, Italy, December 1943



Spitfire Mk.Vc Trop, Lt. Richard Alexander, 2nd FS, 52nd FG, 12th AF, Borgo, Corsica, early 1944

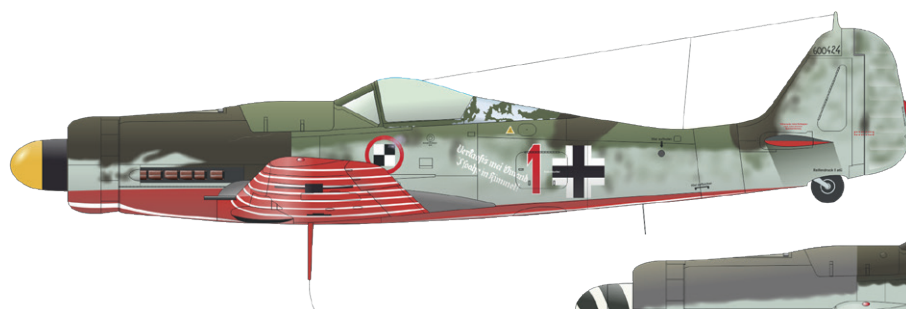
Fw 190D-9

WEEKEND
edition

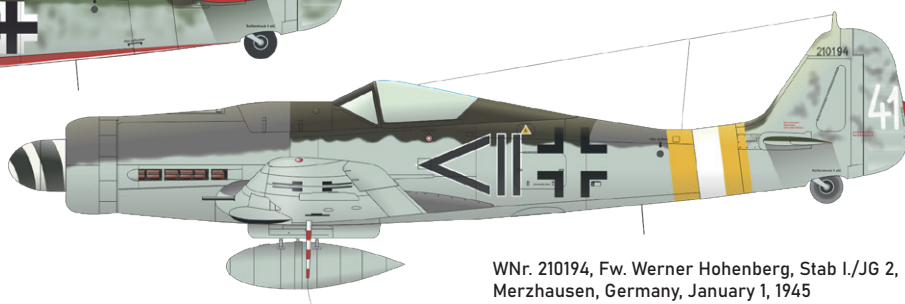
1/48



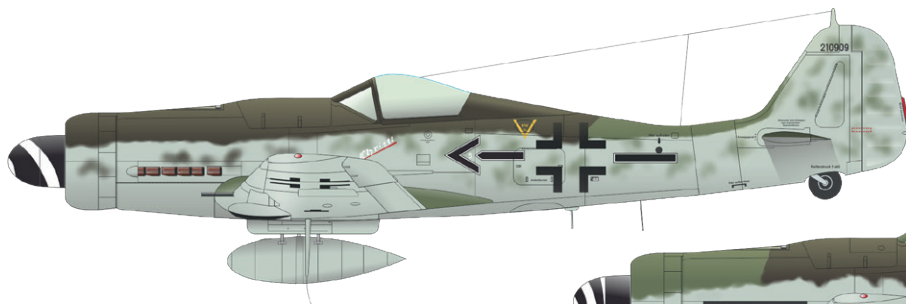
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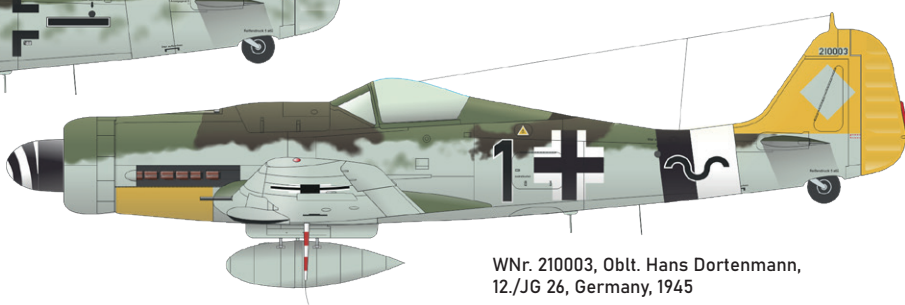
WNr. 600424, Lt. Heinz Sachsenberg, München-Riem, Germany, April-May 1945



WNr. 210194, Fw. Werner Hohenberg, Stab I./JG 2, Merzhausen, Germany, January 1, 1945



WNr. 210909, Maj. Gerhard Barkhorn, Stab JG 6, Welzow, Germany, February 1945



WNr. 210003, Oblt. Hans Dortenmann, 12./JG 26, Germany, 1945

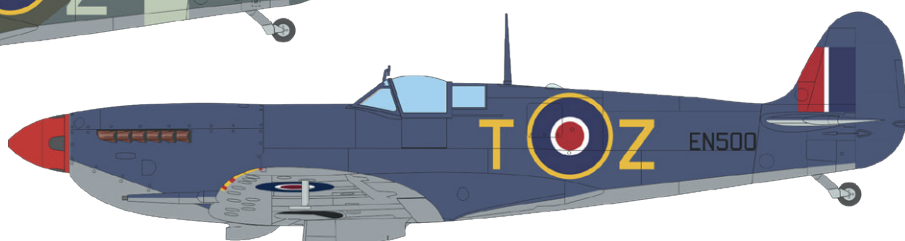
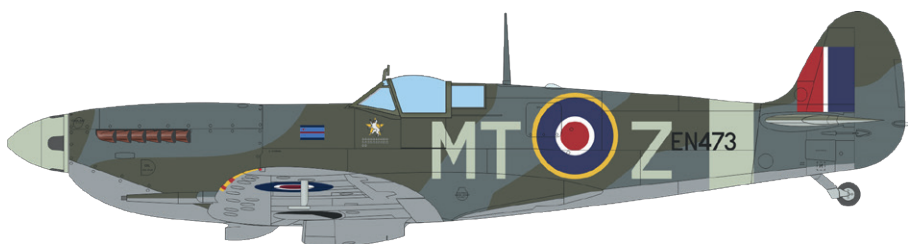
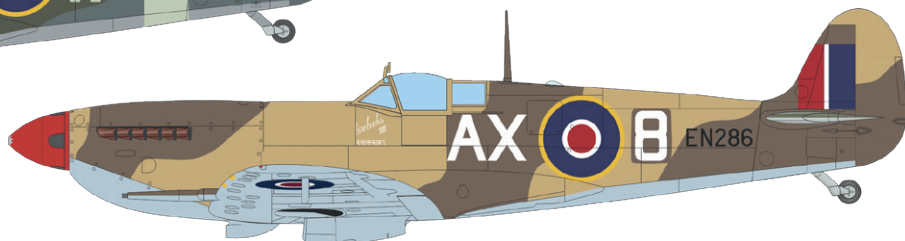
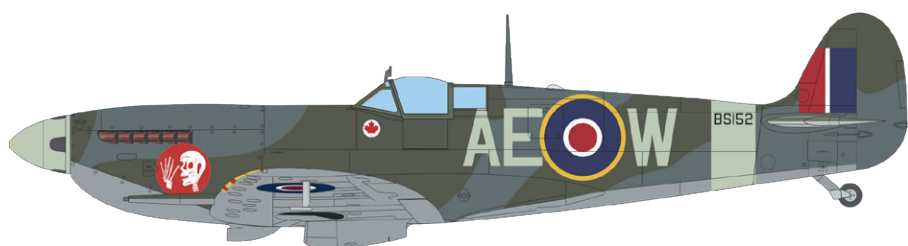
Spitfire F Mk.IX

WEEKEND
edition

1/48



Cat. No.84175



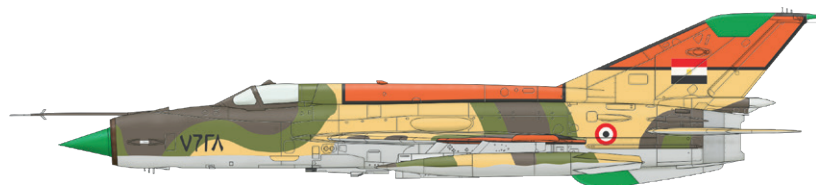
MiG-21MF

ProfiPACK
edition

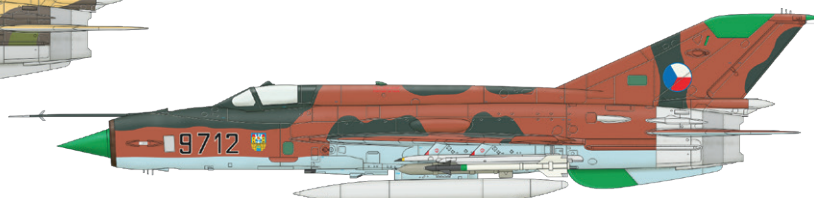
Re-release



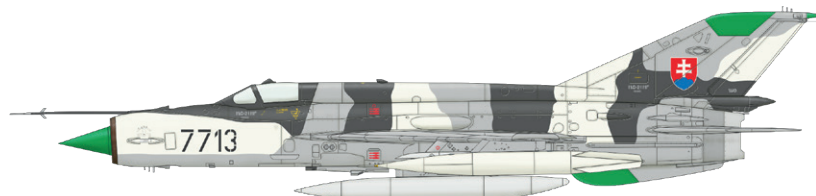
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1/48



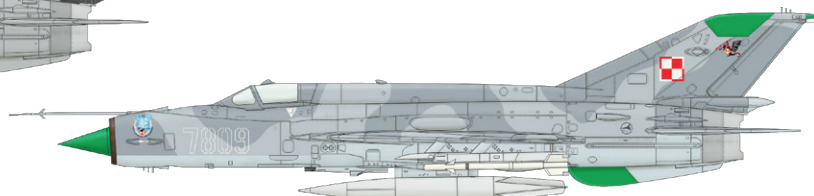
MiG-21MF, No. 7628, Egyptian Air Force, Tanta AB,
Arab Republic of Egypt, 1988



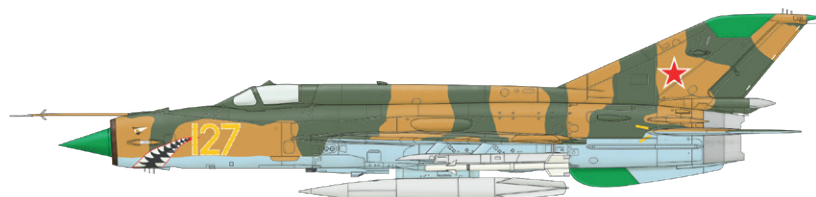
MiG-21MF, 9th Fighter Air Regiment, Bechyně AB,
Czechoslovakia, 1989–1993



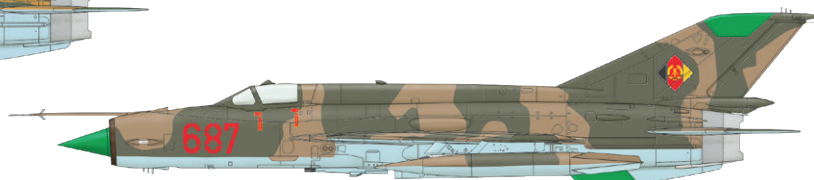
MiG-21MF, 4th Squadron, 31st Fighter Wing, Sliač AB,
Slovakia, July 1997



MiG-21MF, 10th Tactical Squadron, Lask AB,
Poland, 2001–2003



MiG-21SM, 812th UAP, Kharkov Higher Military Academy,
Kupyansk AB, Soviet Union, August 1991

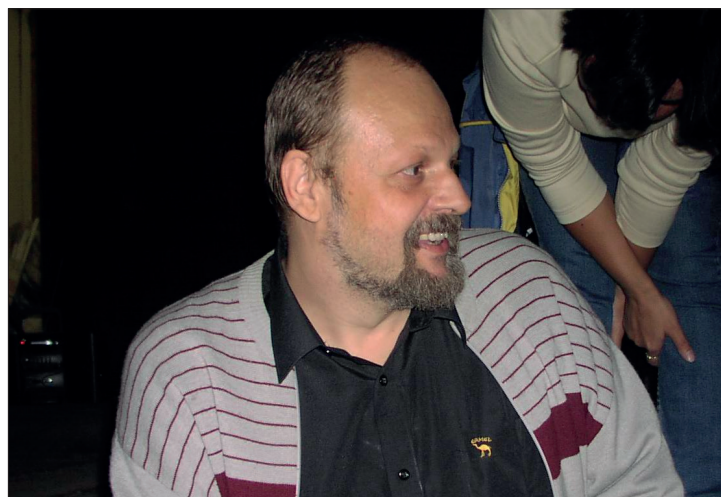


MiG-21MF, Jagdfliegergeschwader 3, Preschen AB,
German Democratic Republic, 1990

HOW I MET ZDENĚK SEKYRKA

I met Zdeněk Sekyrka through the advertisement. It happened on March 11, 1986. I realised that my kit collection has overgrown and I will never build so many models—as if it were the point in scale modeling, right? I judged that I need to reduce it and somehow focus on a certain theme. I decided to concentrate on the WWII aircraft and right at the beginning of 1986 published an ad in *Letectví a kosmonautika* magazine that I trade kits of the post war era for the models of the WWII aircraft. On that day, when the advertisement was published, on the aforementioned March 11, my life was changed significantly and forever, even though I was not aware of it yet at that moment. Since the morning my home phone kept ringing, but it was manageable. In the evening, after seven, the doorbell rang. A shorter guy with moustache was standing in front of the door, he was smiling, a rolled copy of *Letectví* in one hand, a bag with models in the other and announced that he is responding to the ad. I invited him inside and no sooner did I make coffee for him the doorbell rang the second time. There was a guy in front of the door who resembled Alice Cooper without make-up, looked angry, a rolled copy of *Letectví* in one hand, a bag with models in the other and said he was responding to an ad. Before got him a bat (infamous event at A. Cooper's concert) and made coffee for him both gentlemen were already engaged in a friendly chat which did not finish late until after midnight. Well, gentlemen left for home but in fact we never parted and our fates have been connected for the next 35 years, and still are nowadays. The first visitor was Zdeněk Sekyrka and the second one's name was Zdeněk Flégl.

It all started pretty innocently. We used to meet in my kitchen or in Flégl's kitchen, discussed the kits, how to obtain them, when can be sourced what because at that time more than buying the kits we had to „obtain” them. In Flégl's kitchen I saw the photoetched parts for the first time. Both Zdeněks talked about them with great deal of knowledge, as if they had used them for years. Truth is that one of them bought the Airwaves photoetched set at Hannant's. It can be said that this was the initial impulse, technological beginning of the future Eduard. The next impulse came couple of months later. It turned out, that Zdeněk, besides the classical scale modeling and collecting the kits and literature, also makes resin models. So called „epoxids”. He had had

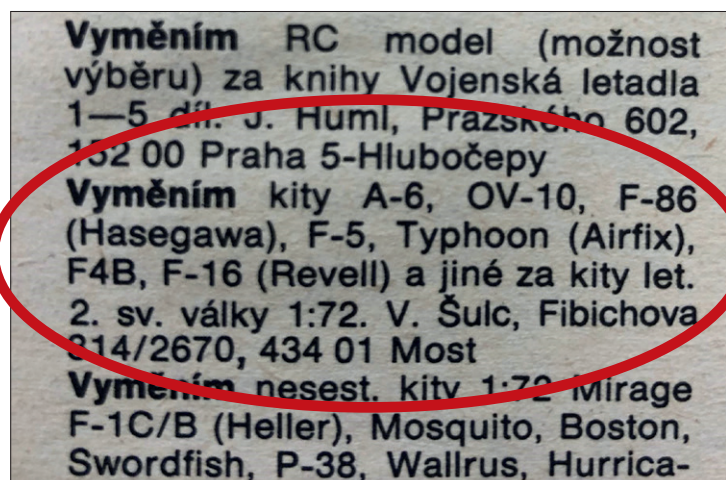


a disagreement with his business partner and came up with the offer one cannot refuse. Neither did I and started to make „epoxids” with Zdeněk. Soon I realized that he had worked out the technological details of the molds making long time ago.

Unlike other groups who made similar models, and there were quite a number of those in Czechoslovakia, Zdeněk poured models into the hard epoxide molds. So, not like nowadays, when the resin kits and detailed sets are cast from polyurethane, cure within tens of seconds and the productivity in comparison with the „old times” is exponential. Everything was much slower then, one set of castings, which was basically one complete kit, would take 24 hours to make. That was the time during which the mixture of the epoxide resin ChS Epoxy 1200 hardened and could be removed from the molds. Zdeněk was an expert in this. I had no clue, I was a beginner that had a lot to learn. I started with making a master. Nigel Hannant, who in 80s was engaged in lively barter business with Czech and other Eastern European modelers, asked for resin kits of the WWI aircraft in 1/72 scale and paid 6 pounds per piece. That was a large sum of money for a small model! So I duly made a master for Fokker D.VIII in 1/72 scale. I was so excited by this achievement that before leaving to meet Zdeněk I put the box with the masters on the roof of my Škoda 105L and just took off. Only when I parked the car in front of Zdeněk's house I found out that the box is missing.

I rushed back home and my suspicion was unfortunately confirmed. The box was lying in the middle of the street, the parts scattered all around it because the garbage truck had just run over it. To my big surprise the damage was not serious and in a couple of days I was able to repair the masters. Zdeněk made the molds, brought it over to my place and trained me in casting. How to mix the resin, how to get rid of the bubbles, how to treat the molds so as the castings would not get stuck to them, how to apply resin with brush into the molds, how to close them, apply clamps... and wait. Next day he came to show me how to open the molds, pull out the castings, clean them and apply resin again. Then I performed this daily. Pour, close, open next day, pull out, clean, treat the surfaces, pour the resin, close... again and again, like a robot. In the meantime I made another master, Fokker D.VI. Zdeněk was micro-managing me so as my masters were better, taught me the right procedures and I, to pay something back, came up with the proposal that the real model had to have the assembly instructions and a box.

To my surprise Zdeněk agreed. So as you can understand better, the Czech „epoxids” have never featured anything like that. They were packaged in poly bags without a box or instructions. A skilled modeler can help himself, right? Zdeněk came up with



the idea that we will make the boxes ourselves, out of the boxes designed for desserts. He made a pattern and I bought all available dessert boxes in the whole North Bohemian region, from Klášterec nad Ohří to Dečín. And we started to make boxes. We printed the box art on the plain office paper on Xerox which was available in Autodrom, the motor racing circuit in Most, and on the boxes we glued the labels with the description. We also printed the instruction sheets on that Xerox in Autodrom. And we christened the new product, Eduard. At that time it was my nickname, which had been given to me several years earlier while I worked at Chemical Factory in Litvínov, and which I truly hated. So I said to myself that I will elegantly get rid of it by passing it on the new line of „epoxids“. I speak of a new line of products because there was no company yet. On the contrary, it was an illegal enterprise. To make models legally was not really possible even though there were some gifted individuals, for example one Jiří Šilhánek, who were able to legalize this type of business even under the rule of socialism. However, I did not know Jiří Šilhánek personally at that time, he was a mysterious person, something between Karel Gott and Fidel Castro. I had my doubts that such a person exists at all, and if he does I will never meet him anyway.

And moreover, it turned out, that creating the masters, making molds, cutting and gluing the boxes, running among stationaries to buy the desert boxes, printing the instructions, packaging the models and bringing them to the post office and in addition casting and cleaning parts it's just too much work for two people. I decided to hire the employees, illegally of course. The majority were recruited from friends or their family members, our family members... we put together the network of some ten people, distributed the molds and I set on the path of a scale model manufacturing manager by checking on coworkers, distributing the molds and resin which in the meantime we bought out in the whole region, including Louny, Kladno and Slaný. At the same time I was collecting the finished castings. Other people were packaging them and our illegal business flourished. And skyrocketed and that was too much for Zdeněk to handle. He always came in the evening, we sat in the kitchen and Zdeněk was convincing me that we had to let go because if not they find us, arrest us and put us in jail. Truth is that this kind of activity resembled a little bit marijuana growing and dealing with it and police could have arrested us for this had not they had other problems. They did not have time. Before an arrested for illegal business came, the revolution started, regime collapsed

and private enterprise was no longer illegal.

However, we did not legalize our business but parted our ways, in a good manner. Reason was the photoetched parts (PE), Zdeněk in fact. He should not have shown them to me. I could not get them out of my head. After some time not only I organized resin castings in the whole town of Most but together with another friend and coworker from Chemical Factory, Ctírad Kuřák, we developed the technology for PE production. In 1989 it seemed that we have achieved tangible results. Accidentally, Zdeněk's brother, Mig-21 pilot and captain of the Czechoslovak People's Army, in the middle of 1989, having tried to leave army for some time, finally left, matter of fact was let go and was looking for the job. He got an idea to seek a position as a designer in Směr Cooperative in Prague. He secured a meeting with Oto Jartim and Karel Mišák, company's designers at that time, and he took me along. My intention was to offer Směr Cooperative to implement the production of our invention, PE for plastic models. The result was that I returned with the proposal to establish the company, or cooperative, to manufacture the photoetched parts for Směr. Ctírad Kuřák was excited by this idea, we started to put the business plan together but soon enough the dilemma was apparent, the product can either be PE or models. We could not wear two hats at the same time. We decided in favour of PE, Zdeněk wanted to stick with models so we parted our ways. We split the assets so as Zdeněk kept the molds and production of our models and I kept the name, Eduard. The reason was that Ctírad was really fond of that name, after all he was one of those who liked my nickname and enjoyed using it. Zdeněk was joined by his brother and Ivan Víšek, another modeling friend of ours, and started to work on launching the company to produce „epoxids“. After two years they gave up and shortly afterwards Zdeněk joined Eduard.

During the interim period we of course saw each other and Zdeněk decidedly helped develop our company. At that time he worked in the computing center of The Mining Constructions Most company.

In their building in the city center, Mining Constructions owned the computing center with a huge computer. I would say that this monster occupying two floors of the large building represented the computing power of today's smart phone. Regardless, the company bought, at that time an advanced desktop with Intel 286 processor and a plotting machine. Soon enough Zdeněk recognized that the computer is an ideal device for PE design and negotiated a PC lease. So I started to draw PE in Mi-





ning Constructions' cubicle. I created the line drawings on the plotting machine and the areas had to be filled with ink. For this task I again hired already experienced coworkers who used to cast resin models before. I have to mention that quite a number of these people still work for Eduard.

In 1992 two things happened. First it turned out that „epoxids“ will not be such a profitable business as initially anticipated and second PE surprisingly caught up and were selling like hot cakes. And in the meantime I met Jiří Šilhánek and offered him PE for MPM kits. To my surprise Jiří agreed to meet me and listened to my proposal even though he has long been the big business star, MPM owner, driving BMW and wearing the brand name clothing. I was a weird guy from a region in the north who was driving Škoda 105 and wearing cheesy sweaters. Jiří got interested in PE, he did want them for his models, however he sought a barter instead of monetary compensation. We met several times, MPM bought some PE, the first set was for 1/48 scale Bucker 181. However, in order for business to continue Jiří wanted to ballance the accounts. I got an idea that he could make molds and produce models for us. We met in Prostějov at an modeling contest, sat somewhere on the lawn or playground and “Jerry” Špaček was flying Mi-24 overhead. When he flew away a little we could talk, negotiate and finally agreed that Eduard will supply MPM with PE for their kits and MPM will manufacture for Eduard short run molds and produce models from them. Coincidentally, Mining Constructions were going up the belly so Zdeněk agreed to join Eduard to make masters. He brought Zdeněk Flégl along and together they formed the first design duo at Eduard. They settled in the basement, where we initially had PE etching line, and begun to create despite the fact that mice destroyed their design drawings.

Zdeněk Sekyrka created the first masters using the old „epoxide“ based on our original design, seventy second scale Sopwith Baby. The second masters was a quarter scale Fokker E.III designed by Zdeněk Flégl. From the start both PE and models were not an easy products to sell. In summer 1992, Chuck Harransky and Jerry Campbell, owners and managers of the famous Squadron Signal/MMD company, paid us a visit. It was a great event and we proudly presented them with our new product, a model. We expected the praise and excitement but received a cold shower instead. Jerry told us that making the models is waste of time. There is enough companies making models out there, the market is saturated with models and no one wants more of them. And if we insist on making models why in the world some stupid biplanes? No one else is doing it! When we objected that this is exactly the reason why we want to make them we were rewarded with an amused smile. Both

these gentlemen were big personalities of our industry, Squadron Signal founders, and I liked them, Chuck especially. He was really a nice guy while Jerry was a tough businessman. They both conducted business within their roles and understood the market in depth, no doubt about it. However in regards to our models they were wrong, thanks God!

We introduced our Sopwith Baby at Model Hobby 1992 show in Hybern's Palace. We were offered a space at Vít Klímeč's booth. Vít was the owner and director of the famous Propagteam, and an old gun from Slušovice Agricultural Cooperative. We had Fokker E.III ready sometime in the fall and I remember the sprues were available for the first time at the scale model gathering in Křivonoska Camp at Hluboká nad Vltavou.

The cooperation with MPM in model making lasted approximately three years and then started to slow down. At the same time Vandělík father and son appeared on the industry scene, both highly trained tool makers and real experts. Pavel Vandělík improved the short run molds technology and I dare to say he brought it to perfection. In the second half of 90s Zdeněk Flégl left Eduard and was replaced by Jindra Balon in the designers' duet. He got along with Zdeněk Sekyrka just perfectly, they understood each other and once they aligned with Mr. Vandělík miracles happened. It was a nice example of congeniality, talents supplementing each other and a synergy. The models created by this collaboration significantly improved quality of our production and our market share. It came at some cost. When the strong personalities get together there is a tension and all of them were strong personalities with strong opinions indeed. In addition they were joined by Jiří Menzel, originally a professor at the Faculty of Mathematics and Physics. He introduced the galvanic molds technology to Eduard. He was the strong personality as well and to make things even more challenging Ota Janečka assumed the leadership of our newly emerging tool making shop. Ota started his career at the Academy of Sciences, he participated in the development of Magion artificial satellite and later worked for the ill-fated Poseidon/Bismarck model company. When it went up the belly he went to Tespon Kolin where he designed ship models and then he joined Eduard. Ota was a strong personality too. So I had four strong personalities in one department and Mr. Vandělík in addition and believe me, this star constellation had incredible potential but a dark side too. From time to time a hell on earth broke loose. But once it blew over the results were worthwhile. Zdeněk and Jindra were experts. Their masters were excellent and the models that followed are competitive even today, after almost a quarter of century. If you want the proof of their skills look at their designs such as Yak-3, Bell X-1, Airacobra, Albatros D.V and the whole family of Albatroses: D.II, D.III, D.V in 1/48 scale, D.V in 1/72 scale, Fokker Dr.I and E.III in 1/72 scale, Pfalz D.IIIa, Roland C.II, DH-2, basically all our WWI aircraft models. As I indicated earlier they were not easy to work with. Also there was a trouble that they smoked. At that time smoking was allowed at the workplace and they retained that privilege even after smoking was forbidden throughout the company.

I never dared to forbid them to smoke even though situation was really horrible. They puffed all the time, Jindra lit one cigarette after another and sometimes he had two lit at the same time. You could not see the other side of their office, and it was mere six meters. Talking to them nicely did not work and I did not dare to take some disciplinary measures neither. I did not want any conflict with them.

There were plenty of those regardless. Both designers were perfectionists, able to go great lengths to improve the model details and in the process they did not mind the time. For me

of course the time mattered. Zdeněk in particular tried to prove to me that quality is always in the first place and things were sometimes on the edge. Once he called me saying he had to show me something. At that time they were finishing the masters for Fokker E.III in 1/72 scale and naturally were behind. We all waited for masters to advance to the next stage because without it we did not have work for people in molding and also we needed to start selling the kit as soon as possible. In this situation Zdeněk announced that we had a problem. It was his favourite magic script which drove people crazy. This time it was an issue with the wing. Having asked what the essence of the problem was he put a serious face on and stated that the wing's profile is by 1.5 mm thicker as it's supposed to. And it needs to be redone and in a better way. I was staring at him with a dropped jaw, this was too much even for me. When I came to senses I told him to let the wing be that it did not matter. He started a lengthy reasoning why redoing it was absolutely necessary due to the irreversible harm to our reputation if not redone. When I insisted on my decision we stopped talking for several days. Then I left for US for two weeks and upon my return smiling „Sekosh“ (Zdeněk's nickname) awaited me. It raised the red flag, smiling Sekyrka meant trouble. Zdeněk was that character who infuriated people around him. To tell the truth he smiled at the end of the shift if earlier that day he angered a lot of people, ideally all of them. Then his face was glowing like a full moon. At that moment his face was glowing so you can understand it made me nervous. The explanation could be expected. He had redone the wing to make it thinner by 0.15 mm. If I ever had an urge, really serious urge, to punch any of my coworkers, it was him in that situation.

At the end of the century, in 1999-2000, our kits were already pretty competitive, our confidence grew and we were looking for better and more profitable theme than our traditional biplanes. Earlier we had tried something different, we had worked with Jules Bringuier on the Classic Airframes project where we were replaced by Jiří Šilhánek and his MPM and we had made Tempest, Yak-3 and Bell X-1 short run molds in collaboration with Mr. Vandělík. We learned one fundamental lesson, WWII fighters sell much much better than majority of the WWI aircraft. We learned how to work with bevels, tolerances, material shrinking, achieved the stability of rather tricky galvanic process, we learned to mill and tweek the molds, we tamed the injection molding machines. We also learned how to make the easy-to-understand assembly instructions, trained the specialists in many professions and created an able and knowledgeable team around Zdeněk. Our confidence grew again and we started to think about the next step, how to push the envelope. The logical step were WWII fighters and other aircraft so we launched the Airacobra project. And we discovered the limitations. It turned out that we could create nice details but WWII planes featured higher number of them, they were more complicated, there were more surface details and masters preparations took longer time, and was more expensive. In this situation Zdeněk initiated the intense lobbying to introduce computer design and CNC milling. It was successful, there were more employees who shared the same opinion and Dalibor Kuřák, our IT guy, brain and leader of the technological progress not only in the computers, jumped the wagon with excitement. We chose the software, machinery, bought it all and in the meantime trained the new machines operators and first designers. First two, Standa Archman and Venca Pospíšil converted from resin casters to designers and Lád'a Jonáš came from the outside of the company so we started. It was not easy but we learned it as well. The first computer designed project,



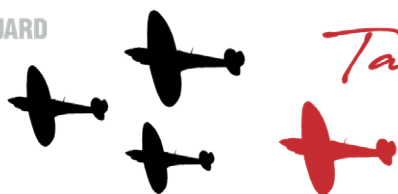
milled on CNC machines, was an engine for the otherwise still hand-made Bf 108. When we went through all that hassle and things started to look competitive Zdeněk announced he will be leaving. He said it was clear to him that the future of the industry is in the computers and CNC machines and that is not his cup of tea. He loved his hand work and resin in the first place. He quit and left for Aires. Jindra Balon left with him. Zdeněk was right. The future of the Eduard's model production is in the computer design and machinery. The role of the technological development leader after Zdeněk was taken over by Standa Archman and Franta Toman, an experienced tool maker, who return from his travels around the world. Thanks to them, and other experts from our team, today we occupy significant place in the industry.

Of course we continued to meet with Zdeněk afterwards to discuss the news. He followed our production, from time to time he reviewed some of our models. He did not witness the Airacobra debut, when we released the kit he was already at Aires. It does not change the fact that Airacobra was his and Jindra's masterpiece and will remain associated with him forever. In Aires Zdeněk was a chief technological officer and production manager. Well that's how we would have called his position had he done the same job in Eduard. All in all, he was doing there what he has always wanted, resin detailed sets. In 20 years working for Aires he most likely handled any and all products the company ever produced. Occasionally he took part in other projects, for example on masters for car and bus models for Mr. Večerník. The last year he participated in the AB+K company's project, a Japanese biplane model in quarter scale including resin sets for it. In the past couple of years Zdeněk's health deteriorated. On May 9, having spent several weeks in the hospital, he passed away. For many years the modelers will benefit from the tremendous work he left behind.

His contribution to the technological progress in our industry is mostly obscure to majority of the modelers. It is however enormous and invaluable. I hope that my personal remembering this Czech and international modelling personality will highlight his life and achievements for you.

Rest in Peace!

Vladimír Šulc



IT'S NOT ENOUGH JUST TO SHAKE

The "Shake and bake" expression probably doesn't need much explanation to any modeler despite his native language. In our plastic models world, it generally refers to kits that could be compared to James Bond's favourite drink. Just shake, don't stir and the result is there. But that's just a myth... We all know that unlike the Martini cocktail, even the most precisely designed and manufactured kits (the ones that reviewers rate as "no putty needed") really need a "human's touch" as they can't build themselves.

And just as someone can build a great model from an average kit with a few basic tools that all fit in one school pencil case, another one keeps looking for something that would make building a model easier. Do you know such people? I personally know at least one, namely myself. On my workbench, there are tools everywhere, filling many cases and holders. And more are still coming.

It actually gives me some kind of pleasure when I discover a contraption I didn't know before. For example, the year before last I succumbed to the lure of a design-oriented and also kind of pricey DSPIAE tool at a competition in Houten, the Netherlands. My already varied assortment of hand tools has thus grown by several more interchangeable bits with different chisels, mini-grinders and engravers. And as I subsequently found out, it's a kind of Chinese generic product, so there are several marks of the same product of different colors and brandings. But there is nothing wrong about it.

Years ago, I ordered John Vojtech's multi-purpose tool from the USA, which I would sort of compared to a "Swiss Army Knife" for modeler. I've brought a lot of stuff back from the Telford Scale Model World contest. Year by year something new... For example, a set of "Berna Clamps" (cleverly designed clamps for both small and large parts), various micro-cutters, chisels, files, colored wires of various diameters, a table lamp with a magnifying glass and a special polarizing light, of course lots of chemistry, scalpel blades, and so on, and so on... And because we modelers like to create I made a lot of different tools myself. Sometimes due to a genuine need for "something like this", other times for "just in case" use.

For example, I modify my scalpels (the solid one-piece ones) to fit completely different using than they were originally made for. For example, I didn't buy a sharp pointed eye scalpel to poke someone's eye with, I just sharpened it even more so that it could be used for scrapping of delicate details and hollowing ventrals and louvers on the engine covers. Another modification was made to the curved cutting edge one. I sharpened it all around, so it can be used to work in hollows or scrape out various depressions, including what I call „3D weathering“ (indication of the small damages of the metal covers, so typical for wartime aircraft).

Sanders are a special chapter of my home-made tool assortment. I am using many various stuffs to make different sanding sticks or pads. For example, small aluminium pro-

files, to which I glue sandpaper by super glue and when the sanding surface gets "tired", I cut it off with a straight edged scalpel and glue on a new one. I use plain profile, L-shaped profile or round profile cut to various lengths. In the case of the L profile, I sometimes glue the sandpaper to both arms, sometimes just to one, so as to use the slick side as a support when sanding. Various flexible materials are then suitable for making grinding pads, that can be used to work on convex surfaces. My favorite is self-adhesive felt intended to be used as a pad on the bottom of the table or chair legs. They never last long there, but if you stick a sanding paper on them, you have a nicely flexible sanding pad. If you can find uncut one-piece of it, it is the best one. You can cut the sizes and shapes to your liking than. This works particularly well on slightly concave surfaces.

The "vertical sanders" are again a great help in sanding off the ejector pin marks positioned craftily in between the delicate surface details sometimes. The "vertical" or "head on" sander is simply a small piece of the sanding paper glued to the cut of the stick of suitable size and cross section. The risk of damage to the surrounding detail is minimal, as is the cost of making the sander. I normally use pieces of the sprues for this purpose. Occasionally, I also break a classic razor blade using cutters to create ultra-sharp and ultra-thin mini scalpels.

We all also know here are another sources for the special tools, except the model shops. For example, the range of dental supplies is literally a playground for plastic modeler. Their long and thin „torture tools“ can be successfully used as various chisels, scribes or cutters after various modifications on small grinding machine and grinding stone. Also, special shops for jewelers are worth a note. It is no wonder as they are also kind of modelers, although working with more pricey „stuff“ usually...

And I did not even mention the "chemistry" so far! There is always something happening on

the market with new colors, glues, putties... But even in this area there is always something to try and even here you can experiment a little, even if it is not as easy as sharpening a scalpel or a file into a blade. Not all of us have had chemistry for an A, right? I am not undertaking any major ventures, but for example I haven't bought the "welding" glue for a long time. That's the one that works so well with those great "Shake and bake" kits. I bought pure ethyl acetate at the lab supply store a few years ago, which is perfect for gluing models. It bonds reliably and most importantly the joint cures quickly. You could find this matter even in pears and it even kind of smells like it a little, but I wouldn't bother getting it by extraction... One little bottle of ethyl acetate does not cost a fortune, it is in fact quite cheap and such a volume makes you happy for many years of plastic modeling. There is also one small "secret" there: You can thin the ethyl acetate with alcohol to suppress its gluing ability. Why? Then you can use it as a special agent to clean up the scribed or deepened panel lines. Weakened ethyl acetate dissolves the small residua in the line but does not make any damage to the surroundings. It just needs some trying to get the right degree of "aggressivity" of the thinned ethyl acetate. And don't worry it will not explode...

Many modelers also devote considerable effort to finding substitutes for the original thinners for their favorite paints, but I personally gave up this pastime after a certain modelling disaster. Trust me, one of the advantages of original thinners is that they also have the original markings on the packaging...

This could go on and on, everyone has their own gadgets and contraptions. But the truth is that no one has invented such a device that would build the model itself. Not even the "Shake and bake" ones. And as for the tool selection: I don't know about anyone else, but I always end up using just a few time-tested tools when working on a model. The other so much needed helpers are usually waiting mournfully for their rare chance, which really rarely comes. So those who stuff their tool selection into one school pencil case probably know theirs long ago...

Richard Plos

