

INFO EDUARD

Vol 20, August 2021

ISSUE 138



cena 0,- Kč



eduard

INFO **EDUARD**

ISSUE 138



© Eduard - Model Accessories, 2021

FREE FOR DOWNLOAD, FREE FOR DISTRIBUTION!

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

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

AUGUST 2021

CONTENTS

EDITORIAL ■ 4

HISTORY ■ 6

EAGLE'S CALL - Americans in Spitfires
TAMER OF PAPER DRAGONS
A poet in Spitfire

KITS ■ 32

Tempest Mk.II early version *ProfiPACK* 1/48
EAGLES CALL *Limited edition* 1/48
Fw 190D-9 *Weekend edition* 1/48
Spitfire F Mk.IX *Weekend edition* 1/48
MiG-21MF *ProfiPACK* 1/48

BRASSIN ■ 56

PHOTO-ETCHED SETS ■ 70

BIGED ■ 78

RELEASE ■ 81

August 2021

BUILT ■ 82

P-51D Mustang 1/48

ON APPROACH ■ 84

September 2021

TAIL END CHARLIE ■ 106

EDITORIAL

Dear Friends,

Today's introduction to this month's newsletter isn't gonna be a long affair, because, as I write it, I am actually on vacation and have temporarily readjusted my priorities. Vacations are not typically ideally suited for the production of intellectually fuelled planning, especially if said vacation is being spent with family, friends and other disruptions, welcome or otherwise. A working man should also avoid working on his vacation. It's what makes it a vacation, after all. So, having already broken this fundamental rule already, I will keep this short and to the point. To top it off, it's raining outside, and should the rest of our group return from what they are doing now early, I will, again, get nothing done.

Perhaps, you were a bit surprised by our internet sale that went into effect without any prior warning before last weekend. We wanted to get back into the habit of organizing such things, which we want to also do over the second half August. It stems from the unfortunate fact that, alas, we will not be able to attend this year's IPMS Nationals for the second year in a row. Current conditions and rules brought out by them will simply not allow it. Travel to the United States is not possible, so our participation has to be put off. We will, at least, have our afterparty event, and this will run from August 19th to pretty much the end of the month, and we will maybe even have a chat on the theme of new fall releases. This won't replace the act of actual participation, but it is at least something.

The epidemic situation is still a complex one and is wreaking havoc on all our lives. I expected a quicker pace to the lifting of restrictions by governments, but these governments have been airing on the side of caution, which is becoming, at least to me, a source of increasing annoyance. These same restrictions have delayed our get together at Vnitroblok premises and is also threatening E-day. Parts of current restrictions would make its realization impossible. As of last Monday, the Czech Republic has modified its rules and when I return from my vacation, we'll sit down and have a closer, detailed look at what they mean, and make a decision by the end of August as to whether or not E-day is a go or is postponed yet again. We have some alter-

nate scenarios prepared, but let's face it, E-day is E-day. One such alternate event would be an aviation day, similar to last year's event, with the inclusion of aircraft that would bear a strong connection to October's new releases. I will save any details for September's newsletter, when we will be armed with a definite 'yay' or 'nay' on E-day. At least, hopefully we will have the answer, because the ability of governments to nowadays issue clear and understandable rules consistent with reality is, bluntly, incredible.

Five's premier the American way

Let's look at new releases and the contents of this month's newsletter. We don't have a hundred new items for August, as we alluded to as a possibility a month ago, but there are around ninety of them. Even that's not a bad number, though. The most extensive of the new items is Eagle's Call, a Limited Edition issue. It is dedicated to the theme of American pilots on the Spitfire Mk.V. It is THE item we were preparing to take to the IPMS Nationals in Las Vegas, and is one of the main reasons for my disappointment on the cancellation on our participation. This is the first release of our Mk.V family of Spits, and covers two sub variants right off the bat, the Mk.Vb and Mk.Vc. The box yields two sets of plastic, one for each version. The Mk.Vb is of a later arrangement,

with an asymmetric arrangement of the cannon fairings below the wings. The Spitfire Mk.Vc comes with, as you probably know, a different wing with a differing gun arrangement, and a modified landing gear installation. This also changed the wheel well design for the gear. That became essentially identical in the later Mk.IX. Releasing the Spitfire Mk.Vc has been basically avoided by manufacturers in the past. The only exception is Special Hobby, that way back when issued a Spitfire Mk.Vc still using short-run technology. It was feverishly repackaged time and again, including by us. This new one is our work, done in our style. The marking options include aircraft that were equipped with Vokes dust filters, which is, of course, included as an option in the plastic. These also include the Aboukir filter but is not used when modeling one of the marking options included in the kit. It will, however, come into play in later releases of our Mk.V, which will be numerous. I am also not leaving out the possibility of releases kits dedicated to desert Spitfires. These desert Spitfires represent some of the nicest options for schemes and markings in the kit, if not for the Spitfire as a whole. The options in this kit specifically carry you through the history of Americans flying the type, beginning with US pilots serving in the RAF, including in Eagle Squadron, through the 4th Fighter Group, 8th AF of the USAAF, into which Eagle Squadron was integrated at the end of September, 1942, all the way through to the 31st and 52nd Fighter Groups in North Africa and Italy. In the markings options, you'll find some big names along with some well known, and also lesser-known, aircraft. The marking schemes are also quite varied. The theme of American Spitfires is as varied as America itself, with powerful stories and striking machines. This is consistent with



the size of the decal sheet, being one of the biggest we have ever produced for inclusion in a kit. I think it very probable that there will eventually be a return to the theme of American Spitfires, at the very least to American Spitfire Mk.VIII and IXs. This theme is also covered by the main historical article within this month's newsletter. It carries the same title as the kit, and describes the service of American citizens in the RAF, the formation of the Eagle Squadron, its integration into the USAAF, and the history of the 31st and 52nd Fighter Groups, their operations in North Africa and in Italy. It also describes the service of other American units that flew Spitfires, and even touches on individual Spitfires flown in the United States for test and development purposes. I am listed as the article's author, but in fact this was a collective effort made possible through the co-operation of myself, Jan Zdiarsky and Jan Bobek, to which I extend my gratitude.

Today's new releases also include a wide range of items dedicated to the Spitfire Mk.V. The masks offer the dual sided (inner and outer surface) type TFace, photoetching includes landing flaps and steel seatbelts, and there are Look and Space sets, and to put the icing on the cake, there is a Brass engine set.

Second's premier the British way

Another premier item for this month is the Tempest Mk.II in 1:48th scale, depicting the early version of that bird. Originally, we were under the impression that minor physical differences in the Tempest Mk.IIs were between the Tempest F Mk.II and the FB Mk.II, but further digging revealed that this was an oversimplification, and so we went back to the tried, tested and true system of designation known as simply 'Early' and 'Late'. As per our agreement, this kit was first released by Special Hobby, which I think

will be difficult to resist. These include TFace masks, photoetched landing flaps, pre-painted, steel seatbelts, Space and Look sets, and a Brass cockpit, exhaust and rocket set. We also have decals that include roundels and stencil data. Which reminds me, stencil data are also available for the Spitfire Mk.V.

The remaining three kits for the month are well known. In the WEEKEND line, we have the Fw 190D-9, which is making its first post-fire return to our catalog, and the Spitfire Mk.IX, known also as the Spitfire Mk.IX Early. Both kits are supported by new ZOOM sets, and for the D-9, steel seatbelts. The MiG-21MF is being re-released as a 1:48th scale ProfiPACK kit.

Accessories

Over the recent past, we have received a lot of questions regarding the decals in the new releases, specifically if they are the type where the carrier film can be peeled off them. It seems that those that love 'em and those that think they are the work of the devil are on the rise, but those in the former are gaining momentum over those in the latter category. They are of the peeling variety, as are the ones produced for our Eduard Decals. We have mentioned some of the ones being released now, and among the others are stencil data for the Su-7, a kit originally released by OZ Letohrad, and is currently offered by SMER. Interesting for many will also be a set of markings for the GWH 1:48th scale Su-27.

Going back for a moment to accessory items, which typically form the bulk of new releases, it is normal for us to focus most of these on specific kits. In 1:32nd scale, this is made up of a collection of masks for the Ah-1G from ICM, and in 48th for the Mi-24P from Zvezda, the Lancaster B Mk.I from HKM and the Gaspach Me 163B. The last two are also covered by new Space sets. There are also single sets, such as the second one for the trumpeter F-100C in 1:32nd scale, masks for the 1:72nd scale F-4E Phantom II from Fine Molds and a photoetched set

for the Fujimi A-4B, repackaged by the Polish firm HOBBIY2000. We also have a set for the Cromwell Mk.IV from Airfix in 1:35th and two for the USS Langley AV-3 in 1:350th from Trumpeter. Besides the aforementioned Brass sets, we have interesting weapons items in various scales, and some smaller sets, too, such as a wheel set for the 1:32nd scale Tiger Moth and a Look set for the Sabre Mk.4. There are six new BigEd sets, and a new BigSin for the B-17F from HKM.

And with that, I can slowly wrap up today's introduction. It's even a little bit longer than I had originally planned, maybe because of the influence of the spirit of Ernest Hemingway, who stayed here during the First World War, during which he was an ambulance driver and was seriously wounded in an evacuation of an Italian soldier during bombardment by Austro-Hungarian artillery. Under the influence of all this, I have been wandering around the local town of Stres with a notebook, in case any inspired thoughts enter my mind and I end up writing something significant and inspired. Yesterday, my notebook accompanied me up to the top of the mountain Sasso del Ferro, to the opposite side of the lake, but it did little to inspire me. So the end result of the trip to Italy has been this introduction to the newsletter and a piece of the article for the Eagle's Call kit. Fortunately, others took up the slack and we have a couple of other articles in this newsletter. One was penned by Mira Bradic, and talks about John Magee, an American Spitfire pilot, famous for his poem 'High Flight', and to keep from being monotonous, with respect to themes, we also have an article entitled 'Tamer of Paper Dragons'. It was written by Richard Plos and is a biography of Eugen Siempelkamp.

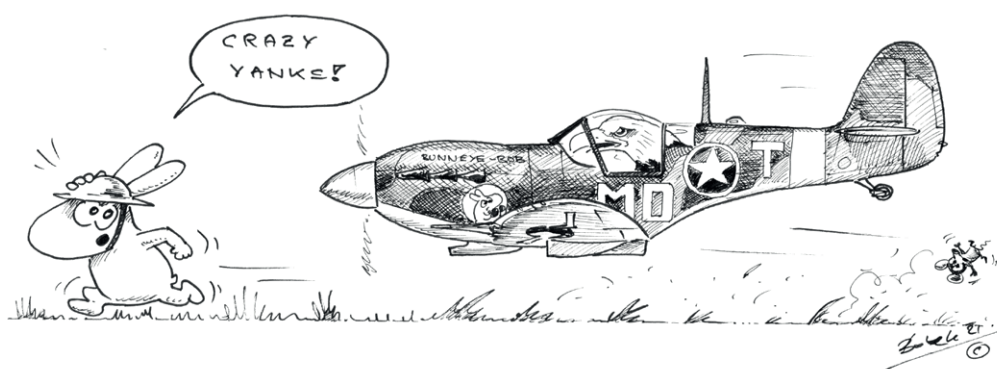
I wish you a pleasant read of today's newsletter.

Happy Modelling!

Vladimir Sulc



presents no problem, and I think that really, we all know that there is no equal to the Eduard ProfiPACK kits. This Tempest kit's decal sheet is also pretty monumental, and there is a list of accessories that





Eagle's Call

Americans in Spitfires

Vladimír Šulc

Eagle Squadrons RAF

Several interesting personalities stood at the birth of the American Eagle Squadrons operating within RAF. One of them was Charles Francis Sweeny, a wealthy American businessman living in London. He convinced the British government to allow American citizens to serve in the British armed forces. To organize the recruitment of the Americans to join RAF, Sweeny worked with the Canadian Clayton Knight Committee, CKC. This committee was founded by Billy Bishop, the Canadian WWI fighter ace and Clayton Knight, the American aviation artist, and an aviator himself, a member of the US Signal Corps, having served with RFC during WWI.

The initial purpose of CKC was to engage the American aviation industry in the British program of the air power build up, BCATP (British Commonwealth Air Training Plan). The committee, headquartered at the famous New York hotel Waldorf-Astoria, came to existence in the spring 1940 and gradually created a network of nine recruiting offices in the large American cities such as Dallas, San Francisco, or Kansas City. After the USA joined the war efforts, almost 6,700 applications of the American citizens for service in RAF were received. However, 86 percentiles of them were rejected, so the final number of Americans accepted to RAF was around 1,000.

It has to be said that the service in the foreign army was illegal in the USA and breaking the law could result in the loss of the American citizenship. For all accepted candidates, the committee provided all necessary documents and organized their travel to Canada. Beside it also compensated them for their travel expenses, officially in the form of a loan. Since the recruits typically did not repay the loans, they were in fact gifts which was also breaking the law prohibiting the American citizens to serve in the foreign armed forces. Only thanks to the tolerance of the US Department of State

and other authorities, including President Roosevelt himself, who secretly supported CKC activities, its operation and new candidates' recruitment could continue until the USA entered the war. Regardless CKC activities were often blocked and disrupted by US Department of State and FBI, especially in 1940. In 1941 the attitude of various American institutions, including US Department of Defense and the Air Command, gradually changed as it became apparent that US entry into war is inevitable. That on the other hand meant that CKC activities represented a competition to the American own efforts to strengthen the armed forces one of which was the intense recruitment for all its branches. Besides the recruitment for RAF and RCAF, CKC also negotiated the civilian contracts for the flight instructors or pilots delivering the aircraft to the units.

According to some sources as many as 10,000 Americans served in RAF and RCAF in various capacities, be it soldiers or civilian employees. The motivation for joining RAF varied, from the desire to participate in the war efforts against Germany or seeking the better position than the American armed forces allowed. For instance, the American Air Force required at least two years of the university studies in order to commence the pilot training. RAF did not have such a strict requirement. To start the pilot training high school graduation was required, not even the prior military service was necessary however at least 300 flight hours were required. For example, the future fighter ace, Dominic „Don“ Gentile joined the Canadian Air Force especially because of the lack of the university education which was common for many future Eagle squadron members.

The pilots who completed the training in Canada gradually formed three American units called Eagle Squadrons. Not all Americans in RAF joined them however, many remained serving with British or

Title photo: In 1968 William R. Dunn was officially recognized as the first American ace of WWII. In the picture he is seated in the cockpit of his Spitfire Mk. IIa (P7308; XR-D) in RAF uniform. In 1939 he joined the Canadian armed forces having answered the call for pilots who had logged more than 500 flight hours (Photo: IWM, American Air Museum in Britain).

Founding members of the No. 71 'Eagle' Squadron at Church Fenton, Yorkshire, October 1940. From left: F/O Andrew Mamedoff of Thompson, Connecticut, P/O Vernon Charles Keough of Brooklyn, New York, and P/O Gene Tobin of Los Angeles. Mamedoff was a former stunt pilot in an air circus. Keough was a professional parachutist with 480 drops at the time this photograph was taken. Tobin was a commercial pilot who also did some film work in Los Angeles (Photo: IWM).



Canadian squadrons. For instance, another future ace and 4th Fighter Group, 8th Air Force commander Donald Blakeslee, who served with Canadian No. 401 Squadron, purposely avoided joining the Eagle squadron, supposedly due to the poor relations among the personnel and pilots overclaiming the kills. He changed his opinion after he completed his tour of duty with No. 401 Squadron RCAF and the only option to continue flying combat missions was joining the No. 133 (Eagle) Squadron. On the other side, a number of the Eagle Squadrons members, after they completed their tours of duty, were for similar reasons leaving for British squadrons, quite often based in Malta or North Africa.

No. 71 (Eagle) Squadron

The first American unit within RAF, No. 71 (Eagle) Squadron was formed out of the American volunteers who at that time already served with RAF. Many of them were Battle of Britain veterans and some had even served with the French air force. The squadron was established at RAF airbase Church Fenton on September 19, 1940. During the operational training it flew the American Brewster Buffaloes which, due to their obsolescence, were replaced by Hurricanes in November 1940. On February 5, 1941, at Kirton in Lindsey airbase, the unit was declared operational and in April commenced its combat flying at RAF airbase Martlesham Heath in Suffolk. In May it recorded its first combat loss when Mike Kolendorski was shot down and killed during the offensive sweep over the Netherlands. In June the unit was deployed to RAF airbase North Weald under the No. 11 Group command. On June 21 Nathaniel Maranz was shot down and captured becoming the first American POW in WWII. A month later,

on July 21 P/O William R. Dunn scored the first Eagle Squadron kill when he shot down a Bf 109F over Lille. Soon P/O Dunn became the first American fighter ace in WWII after he scored his fourth and fifth kills on August 27. In August 1941 No. 71 (Eagle) Squadron was re-equipped with Spitfires Mk.IIa just to replace them with more powerful Spitfires Mk.Vb in a short time. In December the unit was re-deployed to Martlesham Heath and in May 1942 relocated to Debden, where on September 29, 1942, together with the other two Eagle Squadrons, was transferred under USAAF command.

No. 121 (Eagle) Squadron

The second RAF American squadron, No. 121 (Eagle) Squadron, was established in May 1941 at RAF airbase Kirton in Lindsey. In July the unit was declared operational and initially flew Hurricanes Mk.IIb on the patrol sorties to protect the convoys. On September 15 the

Instruction on Miles Master trainer at the RAF Flying Training School where Eagle Squadron pilots underwent the training. All Eagle Squadrons' pilots had flown prior to their recruitment but since their level of experience differed widely, they all were put through the RAF standard pilot training curriculum (Photo: IWM).





No. 121 (Eagle) Squadron personnel is looking on as three Spitfires Mk.Vb are landing after a fighter sweep over northern France. Some of the houses used for the Squadron accommodation are visible in the background, as well as several civilian houses (Photo: IWM).

unit scored its first victory. Between August and September it was re-equipped with Spitfires Mk.II and in November received new Mk.Vs. In December it replaced No. 71 (Eagle) Squadron at RAF airbase North Weald and joined the RAF offensive against the targets in occupied Western Europe.

No. 133 (Eagle) Squadron

The last of the Eagle Squadrons was formed at RAF airbase Coltishall in July 1941, equipped with Hurricanes Mk.IIb. In August it was declared operational at RAF airbase Duxford. In January 1942 it was re-equipped with Spitfires Mk.V. In May 1942 No. 133

was surrounded by some curious and strange circumstances. One of the interesting facts is that 13 Spitfires of No. 133 Squadron took off for the mission actually. Thirteenth Spitfire, the only one that survived Morlaix disaster unscathed, turned back to the base before the formation reached the French coast. The reason for this was that this aircraft was designated as "a spare" in case one of the aircraft committed to the operation had to return, for instance due to the mechanical trouble. Then "the spare" would assume its position in the formation. If nothing occurred and all designated aircraft normally continued on their path, the spare returned to the airbase, typically from the line of enemy coast. That day a spare was flown by Dominic Gentile.

In June 1942 Supermarine Spitfire Mk. Vb EN951 built at Castle Bromwich Aircraft Factory was assigned to No. 133 'Eagle' Squadron, coded "MD-U" and flown by Lt. Don Blakeslee. In April 1942 she was transferred to No. 303 (Polish) Squadron RAF and assigned to the legendary ace Jan Zumbach (Photo: IWM).



Morlaix Disaster



A 92nd Bomb Group B-17E formation. On September 26th, 1942 this group attacked Cherbourg as a diversionary operation (Photo: IWM).

In the end of September 1942 No. 133 (Eagle) Squadron (further 133 Squadron) as a first out of these American units, was re-equipped with new Spitfires Mk. IX. On September 26 133 Squadron pilots flew as a part of the escort of nineteen B-17 Flying Fortresses belonging to 97th Bombing Group 8th AF of the USAAF which were to raid the airport in Morlaix. The bombers escort was provided by three RAF squadrons operating out of three different home bases: 64 Squadron out of Hornchurch, 133rd Squadron out of Biggin Hill and Canadian 401st Squadron out of Kenley. The whole operation was plagued by the series of unfortunate, and in some cases plainly strange events. During that period the process of transferring the American Eagle Squadrons under the USAAF command was under way and several squadron officers, including the commander Carroll McColpin, stayed at the USAF 8th AF Headquarters in London. Therefore the squadron was led into combat by its British member and flight leader F/Lt Edward Brettell. The whole fighter escort formation was led by the 64th Squadron's commanding officer, Australian S/L Tony Gaze. It's interesting to note that the fighter escort command had not been given to the senior officer, Kenley Wing commander Brian Kingcombe who on this mission led the 401st Squadron. Before the mission all three units gathered at the small airport Bold Head with unpaved runways located on the south coast of Devon approximately one mile south of the town of Salcombe. RAF Bold Head was a satellite airport of the RAF base Exeter and featured two unpaved runways. From there to the target, Morlaix in Bretagne, it's some 110 miles by air, kind of „round the corner“.

Refuelling, briefing and fighter escort formation took place at this airport. According to some sources the rendezvous with the bombers was supposed to take place there as well but it did not happen. Not only there, it did not happen at all even though the 401st Squadron combat report states that the contact with the bombers had been made. According to the available information it seems that the mission preparation was not too meticulous. The Americans as well as Canadian later stated that due to the inadequate airport equipment they could not have fully refuelled all aircraft. Also the briefing was supposedly rather sloppy, at least as far as the American

is concerned since only F/Lt. Brettell with another pilot participated. The briefing was however crucial for the further chain of events because the weather forecast warned about 35 knots headwind (17.5 mps, 65 kph). In reality, in addition to 8/8 clouds coverage, the aviators faced 40 knots (20 mps, 74 kph) tailwind as per the Canadian combat report. The Americans reported even stronger wind, as high as 100 knots (50 mps, 180 kph) which is rather improbable.

At any rate, the current weather conditions caused the situation that the fighter escort never made contact with the bombers. Those, due to the adverse weather conditions, and fighter escort recall, returned to the base. For some reason the fighter escort commander Tony Gaze never received the information about the mission cancellation so the fighters carried on in the effort to find the bombers. The strong tailwind drifted them far to the south, below Brest over the Bay of Biscay. The German sources state the Spitfires even reached the Spanish coast and only then turned back. Now they were returning with a strong headwind and 8/8 cloud coverage without seeing the ground. Over Brest the Americans were running out of fuel and when they spotted the airport through the gap in the clouds they decided to land under impression they had already crossed the English coast.

They did not mind Tony Gaze's warning who shortly before had requested the vectoring and received the message that the formation is located approximately 160 miles south of the English coast. This information would correspond to the position above the south coast of Bretagne approximately 30 miles south from Brest. At that point in time all the squadrons evidently still held the formation despite the strong headwind and bad visibility. The airbase where 133rd Squadron was attempting to land was Guipavas airport near Brest, nowadays Brest Bretagne Airport (BES), from where the German JG 2 operated. 8./JG 2 fighters scrambled at 18:46 and within next fifteen minutes shot down six 133rd Squadron Spitfires.

Another three Spitfires were shot down by AA fire and two more crash-landed having exhausted their fuel. Only one out of twelve pilots made it to the English coast, P/O Beatty who crash-landed on the field near Kingsbridge and with serious



wounds was transported to the hospital. His testimony was the main source of the information about the 133rd Squadron fate above Brest. It has to be said that with many inaccuracies. Out of eleven remaining pilots six perished, four became POWs and one successfully bailed out of the damaged aircraft, avoided the capture and returned back to Britain. F/L Edward Brettell was among POWs. During the night of 24-25 March, 1944 he participated in the „Great Escape“ from Sagan (Stalag Luft III) but after the capture was murdered by Gestapo.

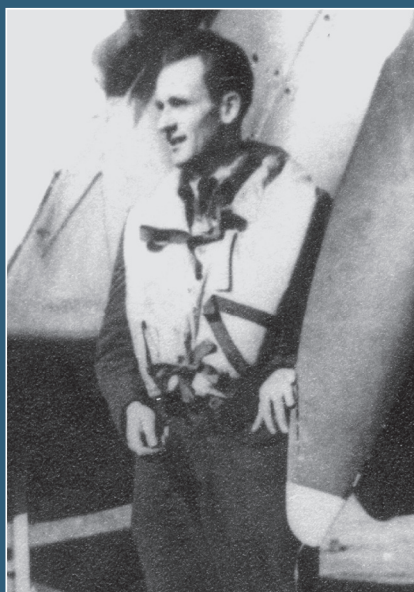
Another pilot who had taken off on the mission survived the Morlaix disaster, P/O Dominic Gentile, who after the fighter escort was formed

Bolt Head in the painting of Antonin Vendl, No. 313 Czechoslovak Squadron RAF

RAF airport Bolt Head was built in 1941 at the southern coast of Devonshire County as a satellite airport for the RAF Exeter base. The flying and ground personnel facilities were initially minimal. During the war the wooden lodgings and hangars were built. First unit to occupy the base was 16 Squadron RAF flying Lysanders. Among other occupants was the 313 Czechoslovak Squadron (June 10, 1942-June 28, 1943) and from this period date the recollections of Antonin Vendl based on which he painted the attached picture featuring „his“ Spitfire Mk. V „RY-V“ in the foreground. In 1941 the RAF Hope Cove ground control station was established nearby to support the fighter missions in this sector of the Channel.

The airport also served as a gathering point of the RAF fighter squadrons participating in the support of the USAAF 8th AF on their missions to raid Morlaix and Cherebourg on September 26, 1942. RAF Bolt Head was closed in 1945. Nowadays there is a memorial at the crossing point of the runways. A small private airdrome is located here.

Col. Antonin Vendl was born on June 9, 1919 in the village of Skrivaneck nearby Nemecky (nowadays Havlickuv) Brod. In 1937



he enlisted in the School of the Aviation Youth with the objective to become a military pilot. The training however was interrupted by the German occupation. The desire to flee abroad and join the fight against the enemy materialized only in June 1939 after several unsuccessful attempts. Then the usual calvary of the Czechoslovak pilots in Poland and France followed. After France collapsed he managed to make to the Great Britain where he joined the RAF Volunteer Re-

serve. He finished the British pilot training after that was posted to 501 Squadron RAF. In June 1942 he was reassigned to 313 Squadron and after finishing his tour of duty in April 1943 he was temporarily attached to Ferry Command. After „the rest“ at No. 1 Delivery Fligh RAF Tony Vendl started to seek another combat assignment. Coincidentally the offer came from his respected and beloved commander S/Lr Frantisek Fajtl who was recruiting volunteers to form the fighter unit in the Soviet Union. After the two months long journey to the East and following training on La-5FN the unit was surprised by the outbreak of the Slovak National Uprising. The 1. Czechoslovak Fighter Squadron in the USSR broke a record of being the fighter unit operating in the enemy's rear for the longest time. Af the supression of the Uprising and unit's withdrawal back behind the front lines Tony was busy with training new pilots at 1st Czechoslovak Combined Air Division and also flying combat missions in support of the advancing ground troops, including the Ostrava Operation.

After the WWII Antonin Vendl joined the transportation squadron at Prague Kbely where he flew C-47 and Ju-52. After the communist coup Antonin Vendl did not avoid the persecution of the aviators who had fought in the West. In 1949 he was dismissed from the Army. The troubles to obtain a civilian job followed. Over the years he worked his way up from a helper to a salesman and later manager of the Mototechna store in Prague. In his tiny office the former RAF comrades-in-arms secretly met. The communist police and their lackeys' harrassment continued until the end of 1989. After the Revolution, together with many other members of Czechoslovak foreign resistance Tony was rehabilitated and promoted to the rank of Colonel. At least once he used his contacts to prevent his promotion to General. „There is plenty of other chaps who would deserve it much more than myself“ he said. Until his death he worked hard so as his fallen comrads were remembered and he was an active member of the Czechoslovak Foreign Airmen Association 1039-45. He passed away on April 2, 2002 due to the complications from an accident.

For his combat achievements Antonin Vendl was (among many others) decorated with four Czechoslovak War Cross 1939, three Medals for Bravery, British Star 1939-1945, Atlantic Star, Defence Medal, Order of the Slovak National Uprising I. Class and Medal of Merit I. Class.



Refuelling of a Boeing B-17E s/n 41-9023 of the 97th Bomb Group (Photo IWM).

and reached the French coast split off the formation and returned to the base. This was a standard procedure later applied by all American 8th AF squadrons when one or two pilots flew as so-called „spares“. In case any of the aircraft had to return, for example due to the mechanical failure, the spare assumed his position. If no problems occurred, which was the case of September 26 mission, the spare flew back home. The fact that P/O Gentile returned without problems indicates that the weather conditions shortly after the take off were not that critical.

Morlaix raid on September 26, 1942 was part of the 8th USAF Mission No.12. Another two raids were part of it. Actually 92nd BG was supposed to bomb Cherbourg. Eighteen out of thirty BG B-17 did attack the target. 301st BG was scheduled to bomb the airport Maupertus near Cherbourg but the mission was cancelled due to the fighter escort recall. The weather conditions were supposedly within acceptable limits but the wind most probably did not reach 100 knots as 133rd Squadron reported. It's unlikely that at such wind conditions the 8./JG 2 fighter would have scrambled.

The fact that the Germans were successful in intercepting the American Spitfires and did not sustain any losses due to the weather conditions points to the weather conditions German evaluated as operation-

nal. The most probable wind value is 40 knots reported by the 401st Squadron which is considered rather strong wind. Therefore the weather forecast had not been quite accurate, it had stated the wind at lower speed. Worth noting though is a controversy in the wind heading. Basically the weather forecast was correct and would be acceptable even today.

As a fighter escort commander Tony Gaze can be blamed for rather sloppy briefing commented by Canadians as „rather sketchy“. By the way the 401st Squadron combat report is unusually long and one can sense certain frustration reading between the lines. Another question is why the fighter formation continued flying south even after missing the rendezvous with the bombers, why the commander reportedly did not receive the information about the bombers recall and why he did not request the vectoring earlier. Typically it is stated that he lost the communication with the Flight Control which, con-



Armorsers of the 92nd BG loading 500lb bombs into one of their B-17Es (Photo: IWM).



sidering the circumstances is plausible. Later, while returning he resumed the communication with the Flight Control and has never commented on anything out of ordinary in terms of the communication.

Morlaix disaster cost S/L Tony Gaze the position and rank. Until the end war he served with various squadrons usually as a flight leader with the rank of Flight Lieutenant. Tony Gaze blamed 11th Group, Flight Control and the meteorological service for the poor mission preparation and considered himself a scapegoat of the botched operation. His opinion is usually accepted by the authors of the articles dealing with this event. Question is if this is justified. The series of events really points to not fully competent handling of the whole mission and certain cover up on both Tony Gaze's and American side as well.

B-17E, 41-9023, of the 97th Bomb Group being serviced by ground crew. This unit's mission for September 26th, 1942 was to attack the main target of the mission - the airport at Ploujean-Morlaix. Due to overcast above the target area and miscalculated tail wind, the group turned back over Biscay (Photo: IWM).

The 92nd Bomb Group was the only one of three bombardment groups involved in Mission No. 12 that successfully located and attacked its target on September 26th, 1942. The Cherbourg Air Base was bombed by 16 of their 30 B-17Es (Photo: IWM).





Capt. Donald Willis of the 335th FS, 4th FG, before the unit's conversion to Thunderbolts. Willis was serving in the air forces of Finland, Norway and England before the RAF's No. 121 Squadron was absorbed into the Army Air Forces. Willis served as the 335th Operations Officer before transferring to the VIII. Fighter Command Headquarters. On April 10, 1944 he crashed his 20th FG P-38 in The Netherlands and evaded the capture (Photo: US National Archives, Fold3).

Dieppe/Operation Jubilee

The American squadrons never merged into any larger unit. They operated independently or within the British wings. The only operation where all three squadrons participated in was the Operation Jubilee, Dieppe landing. Not even in this case they were deployed under one command. No. 71 Squadron flew to Dieppe out of RAF airbase Gravesend and No. 133 Squadron relocated to Lympne. During this operation, the American squadrons shot down eight enemy aircraft and lost six Spitfires. One pilot was killed, and one became POW. In total until September 29, 1942, when they were transferred under the USAAF command, all three squadrons shot down 73.5 enemy aircraft. No. 71 Squadron claimed 41 kills, No. 121 Squadron 18 kills and No. 133 Squadron 14.5 kills. The price paid for this success were lives of 77 American and five British personnel.

An abandoned British Daimler Dingo scout car on the Dieppe beach after the unsuccessful raid of August 19th, 1942 (Photo: Bundesarchiv).





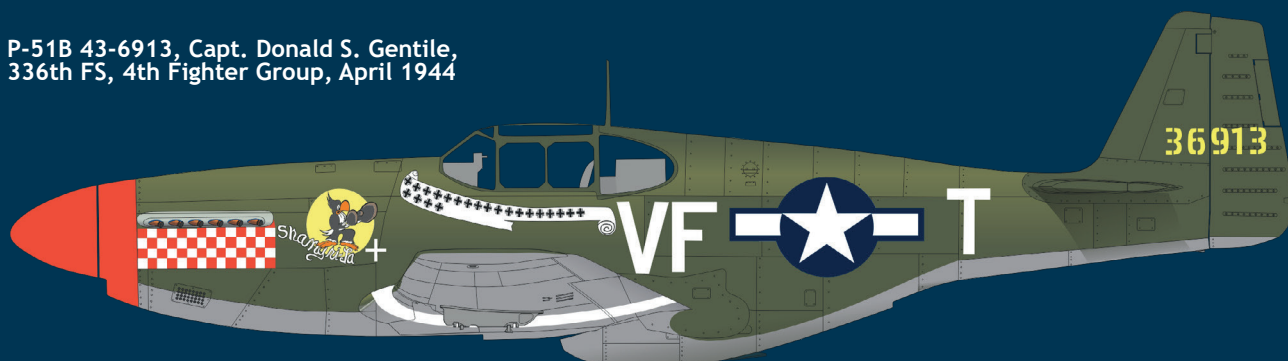
Dominic Salvatore Gentile

(6 December 1920 - 28 January 1951)

Native of Piqua, Ohio, Dominic Salvatore Gentile was born to the Italian immigrants Pasquale and Josefina Gentile on December 6, 1920. Since the childhood he loved airplanes and flying and he started with his pilot training when he was sixteen years old. Later his father bought for him a single seat biplane Aerosport for 450 dollars. In this aircraft he „terrorized the town of Piqua“ in his own words. Allegedly he flew under the local bridge over the river Miami (Great Miami River). By August 1941, when he enlisted in the RCAF, he had logged 300 hours required to join RCAF. Don Gentile signed with Canadian airforce because the American airforce required two years of the college education in order to be accepted into the pilot training, the condition he did not comply with. He underwent his pilot training in Glendale, California and in December 1941 set sail for Britain. He started his career with RAF as an instructor and later joined the 133 Squadron (133 Eagle Squadron). He scored his first two officially confirmed kills while flying air cover for the operation Jubilee, the landing at Dieppe. On September 29, 1942 he transferred with a whole squadron under the USAAF command with the rank of 2nd Lieutenant. While serving with 334th Fighter Squadron he flew Spitfire Mk.V. Like his colleagues he was a bit skeptical about the unit's conversion to P-47D. Regardless flying the Thunderbolt he quickly increased his score when during two months, between December 16, 1943 and February 25, 1944 he was credited with 5 kills.

The aircraft in which he enjoyed his greatest successes was P-51B. Between March 3 and April 8, 1944 his total score stood at 15.5 kills and including the aircraft destroyed on the ground he surpassed Edie Rickenbaker's tally from WWI, 26 victories. Interestingly, the 8th AF included the enemy aircraft destroyed on the ground into the total score of its pilots but the 9th AF only honored the aerial kills. On April 13, 1944 when his tour of duty was about to finish, upon returning from the combat mission, during the low level pass over Debden airport, he destroyed his Shangri-La. Afterwards he was sent back to the USA. There he toured the country to help selling the war bonds. In 1945 he got married. After the war he worked as a test pilot at Wright Field base in Dayton, Ohio (at present Wright-Patterson AFB). He perished in the crash of T-33 Shooting Star jet trainer on January 28, 1951 near Forestville in Maryland. At present his total combat score is said to be 19.83 kills.

P-51B 43-6913, Capt. Donald S. Gentile,
336th FS, 4th Fighter Group, April 1944



The end of the line for 'Shangri-La' after a forced landing on April 13th, 1944, on return from Gentile's final combat mission over Schweinfurt. What the Luftwaffe couldn't do, lack of discipline could... (Photo: IWM)





Thunderbolt pilots of the 4th Fighter Group in the briefing room at Debden (Photo: American Air Museum in Britain).

The 4th Fighter Group, the 8th Air Force

Eagle squadrons' pilots' integration into the USAAF was not an easy task as it might seem from today's point of view. Enormous number of administrative issues had to be resolved and the actual transfer from RAF to USAAF was preceded by lengthy negotiations at all levels, including the top one. For example, President Roosevelt was involved in pardoning the infractions of the law on service in foreign armed forces. Practically none of the Americans in RAF undertook the American pilot training and therefore did not have a right to carry the American pilot's badge. Major topic of the ongoing negotiations was certifying the Canadian and British pilots' tests. After this matter was resolved, the new issue was the right to carry the British pilot's badge on the American uniform. This seemingly minor problem was resolved by granting the former American members of RAF the right to carry a smaller version of the British pilot's badge on the opposite side of the American pilot's badge. The British naturally presented their claims as well, for example the compensation for the loss of three complete and trained fighter squadrons. No wonder that the final agreement was reached after almost a year of intense negotiations. If we look closer this may remind us of the difficult negotiations between UK and EU about Brexit.

All is well that ends well, in the summer of 1942 all issues were resolved and for the Americans serving in RAF, and other British and Canadian armed forces, the door was opened to join the American armed forces. On September 29, 1942, all three Eagle squadrons were officially transferred under the USAAF command and together formed the 4th Fighter Group of the 8th AF. No. 71 Squadron RAF became 334th USAAF Fighter Squadron, No. 121 Squadron became 335th FS and No. 133 Squadron was renamed 336th FS.

All units continued operating out of Debden. Lt. Col. Edward W. Anderson was appointed the commander of 4th FG, the fighter squadrons were commanded by Majors Daymond, Daley and Mc-

Colpin. The transfer under full 8th AF command was gradual and in October the operational command was still within RAF and RAF Debden station commander was responsible for it. 4th FG was simultaneously operated as Debden Wing within RAF and mostly flew convoy patrols, coastal patrols, and offensive sweeps over France.

Only later the operational command was fully handed over to the USAAF and Debden became USAAF Debden AFB. On November 22, Major Blakeslee was appointed commander of 335th FS and set on the path to become one of the most respected battle commanders in the history of the American AF. 4th FG flew Spitfires until March 1943. In February 334th FS started its re-equipment with Thunderbolts. In the beginning of April, all three squadrons were operational on Thunderbolts and on April 8, led by Col. Anderson, they made their combat debut in the operation type Circus. On March 15, 1943, Donald Blakeslee scored the first 4th FG victory on P-47D Thunderbolt and on July 28 he led 4th FG over Germany for the first time after becoming the group's operational officer in May. In February 1944, 4th FG was re-equipped with P-51B Mustang as one of the first 8th AF fighter groups.

In the course of several months, 4th FG was the only fighter group available to the 8th AF command. Another fighter group assigned to 8th AF was 78th FG equipped with P-38 Lightnings. It arrived in Britain in November 1942 but in February 1943 it was re-deployed to the North Africa under 12th AF command. In March it was back in England re-equipped with Thunderbolts. Since the summer however, the number of new fighter groups rapidly increased within 8th AF. In the end of 1943, there were eleven out of the final fifteen fighter groups located in Britain, which was the 8th AF inventory in the beginning of 1944.



Col. Donald J. Blakeslee

(11 September 1917 - 3 September 2008)

Although with 14.5 confirmed kills Donald Blakeslee does not rank among the top American fighter aces of the the WWII he was a remarkable pilot and respected commander. Love for the airplanes accompanied his life since the childhood. In his desire to learn how to fly in the end of 30s, together with his friend he bought Piper J-3 Cub which he leased to the local aviation club in exchange for the pilot training. After the crash of his Cub



in 1940 Blakeslee sought other opportunities to continue flying. The only financially feasible option seemed to be to enlist into the Air Corps. However, there was an obstacle on the path of the young pilot. Since he did not meet the educational requirements he was denied the access to the cadet course in the USA so he was able to join RCAF instead. After the training in Canada he was dispatched to the Great Britain where he arrived in the middle of May 1941. He flew his first combat mission as a member of the 401 Squadron RCAF and enjoyed his first combat success on November 18, 1941 when he damaged a Bf 109 in the Tourquet area. After a short stint with 121 Squadron he left for the squadron numbered 133 where all the American volunteers gathered and where he became a flight leader. On September 29, 1942 he left the RAF service and with the rank of Captain joined the USAAF where his home squadron became a part of the newly formed 4th Fighter Group.

This move also meant exchanging the trusty Spitfires Mk. V for P-47s. From the end of November 1942 till the middle of May 1943 Don Blakeslee acted as the 335th FS commander and later became the Operations Officer of the whole fighter group. In the course of his service he was gradually promoted up to the rank of Lt.Colonel (July 7, 1943) and increased both his personal score (in 1943 it stood at 5 confirmed kills, 2 probables and 7 enemy aircraft damaged) and his leadership experience above all. At this stage of his career he also accomplished one of his extraordinary feats-he became the first P-47 pilot in the world to shoot down an enemy aircraft. In December 1943 he was posted to 354th FG in order to facilitate their accommodation in the ETO (European Theater of Operation). The unit flew new P-51B and Blakeslee immediately fell in love with it. After returning to 4th FG he started to lobby for its re-equipment with Mustangs. His effort met quite some resistance since it would have broken the established rules according to which the new units arriving in ETO had the priority to convert to P-51. Blakeslee's effort did not bring fruits even after he was promoted to command the whole 4th FG on January 1, 1944. The VIII. Fighter Command was afraid of the interruption of the operational flying which the conversion to the new type would have caused. Don Blakeslee's negotiations with VIII. FC commander finally resulted in authorizing P-51 deliveries to the 4th FG under the condition that the pilots had to convert to them within 24 hour i.e. without the interruption in flying the combat missions. Lt. Col. Blakeslee approached this unusual condition in a way contradicting the standard procedures-he told his pilots that they could familiarize themselves with the new type during the actual combat mission! This took place on February 28, 1944. Some pilots in the units in fact did not log more than one hour on P-51. Barely a week later Don Blakeslee, already a Colonel, became the first American aviator who reached Berlin area while leading the escort of the „Big Brothers“ over „Big B“.

He also led larger formations in the consequent operations. The most crucial was commanding the fighter escort on the mission Frantic I.- longhaul flight of the 8th USAAF bombers and fighter to Soviet Union, further to Italy and back to the Great Britain during June 21-May 7, 1944. During this mission Col. Blakeslee also scored his last aerial victory when on July 2, 1944 he shot down a Bf 109 in Budapest area. His final score was 14.5/3/11.

After a leave in the USA during September and October 1944, having spent three and half years away, Blakeslee returned to the combat flying. Oddly it was stopped by the loss of another outstanding pilot, Hub Zemke, 56th FG leader on October 30, 1944. Gen. Kepner, VIII. FC commanding officer decided to „ground“ Blakeslee reasoning that the Air Force cannot afford to loose another commander of such caliber. On November 4, 1944 Col. Blakeslee handed

Pilot Officer Don Blakeslee is seen here climbing into his Spitfire Mk.V while serving with No. 401 Squadron RCAF in the spring of 1942. Blakeslee's soon-to-be wife's name, Leola, is painted under the windscreen (Photo: IWM).

over the command of the 4th FG and several days later set on his journey back to the United States. His incredible career spanned the past four years starting with bumpy entry into RCAF, service in the RAF and all the way up to the post of one of the most respected fighter commanders the USAAF in Europe ever had. He logged 500 combat missions and more than 1000 flight hours. It was said that he had his administrative officers record some of his combat missions as training flights not to reach the combat tour quota too soon. He spent the rest of the war „tucked away“ as a commander of Page Field base in Florida. He remained in the Air Force after the war and for example commanded the 31st FG and 27th Fighter Escort Wing flying P-82 Twin Mustan in the Pacific. After that he served two tours with the occupational forces in Germany and one in Korea where he served at the Tactical Air Command headquarters. He served in various commanding posts, primarily 17th Air Force until April 30, 1965 when he retired.



4th FG





Jochen Müncheberg & Ted Sweetland

Major Joachim Müncheberg was one of the Luftwaffe's most outstanding fighter commanders. He was born on December 31, 1918, in Friedrichsdorf, Pomerania (now Darskowo, Poland). He joined the armed forces in 1936 and was accepted into the Luftwaffe two years later. He served for a number of years with JG 26 „Schlageter“ and in September 1941 became commander of its II. Gruppe. In the summer of 1942, he served on the Eastern Front in command of JG 51 and in October 1942 he became Kommodore of JG 77 fighting in Africa on Messerschmitts Bf 109G. He achieved a total of 135 victories and was awarded the Knight's Cross with Oak Leaves and Swords. His last kill Müncheberg achieved on March 23, 1943, during his 500th combat flight, which proved fatal.

In the morning hours Müncheberg took off with his Adjutant Lt. Strasen from La Fauconnerie airfield in Tunisia to reconnoiter the situation over the front in the Sened/El Guettar area. At an altitude of 10,000 to 13,000 ft they spotted several Spitfires and Curtises. The two German pilots attacked a pair of American Spitfires from the 2nd FS, 52nd FG at 0950 from above and rear. Müncheberg fired at his opponent at point blank range and, according to Strasen's report, the Spitfire broke apart. The American pilot, in Strasen's opinion, failed to notice the attack. Müncheberg, however, flew into the debris of the enemy aircraft and failed to jump from his damaged machine. Two minutes later, Strasen shot down the other Spitfire. All three aircraft crashed in the vicinity of the 82nd kilometer of the Gabes-Gafsa road.

The Spitfire shot down by Strasen was piloted by Capt. Hugh L. Williamson, who was captured and later reported that his leader had deliberately crashed his damaged Spitfire into Müncheberg's Messerschmitt. The leader was Capt. Theodore Reilly Sweetland, who was born in New Jersey on June 27, 1919. As his name suggests, he was of Irish descent on his mother's side. After three years of study at Williams College in Berkeley, CA, and work as a photographer for Oakland Tribune, he joined the Air Force in California in April 1941. He received the Purple Heart, Silver Star and Air Medal for his service. His name is recorded in the missing in action section of the North African American Cemetery and Memorial in Carthage, Tunisia.

Building the USAAF. The 31st Fighter Group

After the WWII outbreak in Europe, it became clear to the American government and President Roosevelt that the USA will need the equally powerful, and ideally stronger armed forces which are at the disposal of their potential enemies, Japan, and Germany above all. Major General Arnold, Chief of Staff of the United States Army Air Corps was commissioned to strengthen and modernize up until now relatively small air forces and bring them up to the competitive level. Before the WWII outbreak and in its beginning, the USAAC had only one fighter group, the 1st Pursuit Group. Its personnel formed the base of the 31st Pursuit Group established at Selfridge Field airbase in Michigan.

The group equipment was initially represented by obsolete aircraft, P-26, and P-35. Only in the middle of 1939 the unit was re-equipped with the new P-39 Airacobra. In the upcoming period, the 31st PG underwent rather complicated evolution when it changed several bases, in particular in the South of the USA. After the attack on Pearl Harbor in December 1941, the unit was ordered to the West Coast, Payne Field airbase north of Seattle in Washington state. In January 1942, a new group, 35th PG, was built on its base utilizing its aircraft and already trained personnel. The rest of the 31st PG moved to New Orleans. It was equipped with P-40B aircraft, and the unit was rebuilt. At that time, the USAAC was already renamed to the US Army Air Force and since May 1942 the fighter groups continued to be designated as Fighter Group and fighter squadrons as Fighter Squadron. In New Orleans, now known as 31st Fighter Group, it was re-equipped with Airacobras. The Group was now formed by three squadrons: 307th FS, 308th FS and 309th FS and in May it was ready for deployment in the Great Britain.

The 52nd Fighter Group

The 52nd Fighter Group had similar genesis, established as the 52nd Pursuit Group based on 1st and 31st PG personnel on January 15, 1941. The new unit was composed of the staff squadron and typically three combat squadrons: 2nd PS, 4th PS and 5th PS. The equipment was again initially represented by obsolete aircraft, P-35, P-36, and P-43. The basic training was conducted on PT-17 Kaydet biplanes. Not even 52nd FG avoided the personnel transfer and transfers among the airports during which it met 31st PG on the regular basis. After the Pearl Harbor attack, the unit was re-equipped with P-39 Airacobra with which it participated in the large military exercises starting on January 1, 1942. During that time, 2nd PS was based in New York, 4th PS in Norfolk, Virginia and 5th PS at nearby airbase Langley Field at Hampton, Virginia. On January 15, all three squadrons moved back to Selfridge but as early as February 18 they moved again to various bases in South and North Carolina. In May, now 52nd FG, was ordered to deploy to the Great Britain and on May 11 it transferred to the Northeast to get ready for crossing the Atlantic.

Deployment to Britain

While establishing VIII. Fighter Command of the USAAF 8th Air Force, the USAAF headquarters anticipated that P-39 Airacobra will be suitable for the European theater of operations. It was one of the factors why 31st and 52nd FGs were selected first to build up the adequate fighter force of the 8th AF. While searching for the solution how to transfer the fighter groups to Britain, the flight across the Atlantic was considered. Owing to the distance, complicated weather and navigational conditions as well as insufficient pilots' training in the instrument flying it was assumed, they'll fly in the groups led by a B-17 bomber which will provide navigation for the whole group. The route was plotted via Newfoundland, Greenland, Iceland, and Ireland to England. Both units were transferred to Grenier Field airbase and together with B-17 were training for the long-distance flights. In April however, the majority of the involved B-17s was deployed to Pacific in the preparation to counter the anticipated Japanese assault on the Aleutians. At the same time, two 52nd FG pilots crashed and were killed during the training. But above all, the USAAF headquarters, based on the evaluation of the combat reports from the ETO, simultaneously arrived at the conclusion that Airacobra will not be a match for German fighters and opted for another solution which was a transport of both groups by ships equipped with battle proven Spitfires. It is interesting to notice how little attention was paid to the naval transport of both the personnel and aircraft which was later became a standard means of transporting more units from the USA to Britain. The 31st FG, in two contingents, ground and aviation, was first transferred by train to Fort Dix base in New Jersey, boarded on the ship and



RAF fitters running a test on an overhauled Rolls Royce Merlin engine installed in a Supermarine Spitfire Mk.Vc (possibly JG 873) undergoing repair at No. 144 Maintenance Unit, Maison Blanche, Algeria. The aircraft still sports the markings of the 4th Fighter Squadron/52nd Fighter Group, 12th USAF, with whom it formerly operated (Photo: IWM).

crossed Atlantic. The ground contingent reached Britain on June 10, 1942, the aviation one two weeks later, on June 25. The group headquarters, 307th and 308th FS, were again transported by train to RAF airbase Atcham and 309th FS to RAF airbase High Erroll. All squadrons received Spitfires Mk.Vb at their bases and commenced the training. On August 1 they were declared operational and transferred to the operational bases: 307th FS to RAF Biggin Hill, 308th FS to RAF Kenley and 308th FS to RAF Westhampnett. On August 16, the units saw their first combat under the RAF operational command, Circus 204 over Lille and on August 19 the operation Jubilee, landing at Dieppe, during which the group scored two enemy aircraft shot down, three probables and one damaged at the loss of eight aircraft. At the end of August, all group squadrons gathered at RAF airbase Westhampnett and in September they took part in the further combat operations, patrols and offensive operations type Circus, typically over Abbeville and Le Havre. On September 14, the 31st FG was transferred from VIII. Fighter Command to XII. FC, on October 13 it was declared non-operational and on October 23 it boarded the ship for transport to Gibraltar.

The 52nd Fighter Group arrived in Liverpool in the middle of July 1942 and was transported by trains to Eglinton in Northern Ireland where it received Spitfires Mk.Vb and commenced the training. During the first half of August the squadrons gradually achieved the operational status: 2nd FS on August 5, 4th FS on August 7 and 4th FS on August 19, the date when Operation Jubilee was launched. The 52nd FG was not included among the units which directly participated in the air cover for Dieppe landing. On August 27, 2nd FS and 4th FS flew their first sorties, 5th FS did not manage to fly any sorties before the transfer under XII. Fighter Command. The 52nd FG was transferred under the XII. FC at the same time as 31st FG and its flying staff sailed for Gibraltar. Pilots of both groups arrived in Gibraltar on November 6, 1942.

Operation Torch

In the beginning of November, both fighter groups received in Gibraltar new Spitfires Mk.Vb and Vc with large Vokes dust filters. On November 8, 1942, before the operation Torch, the Gibraltar airport was packed with aircraft. They were parked in all available areas around the airport including the adjacent North Front Cemetery. On November 8, the mission of both groups was the air cover of the landing at Oran in Algeria. The sorties were flown from

Gibraltar. According to the invasion plan, both groups should have landed and operated on the French base La Senia south of Oran but because La Senia was fiercely defended by French, who had shot down several Allied aircraft, the individual squadrons of both groups landed on November 8 evening and November 9 at already captured, further south located airport Tafraoui. The ground personnel were transported by ship. While 31st FG ground personnel landed at the port of Arzew on the night of November 8 reaching Tafraoui on trucks, 52nd FG personnel landed at Oran. Even though it is closer, some 35 km versus 60 from Arzew, the personnel went to Tafraoui by foot. Until they arrived, the pilots had to help themselves with basic maintenance and refueling. Fueling was done from drums and naturally the maintenance was not up to the speed. After the arrival at Tafraoui, 52nd FG ground personnel described their aircraft as war weary. Both groups flew sorties out of Tafraoui to support ground forces, missions against the Vichy AF as well as ground attacks. On November 9 they flew ground attacks against the armor columns of the French Foreign Legion advancing from their base at Sidi bel Abbes towards Oran. On November 9, the 2nd FS (52nd FG) escorted a B-17 with General Doolittle on board who was, with his staff, on the way to Tafraoui. Due to the inclement weather, several 2nd FS fighters got lost and after they exhausted their fuel, they had to perform the emergency landings. Luckily, there was no loss of life during this operation. On November 13, the armistice was signed and as early as November 14, the 31st FG transferred to La Senia airbase followed by 52nd FG on November 19. Until the end of the year the air operations were restricted due to the bad weather. On January 11 the 308th FS transferred to Cases airport near Casablanca to provide the air traffic during the conference between prime minister Churchill and President Roosevelt held at Casablanca.

Fighting in Tunisia

On February 8, 1943, the 31st FG relocated to the east to Thelapte airfield in Tunisia, closer to the front. At this airbase they met with 33rd FG flying P-40 Warhawks, French GC II/5 Lafayette flying P-40Fs and the old friend, 52nd FG. All fighter groups flew escorts for P-39s and A-20s performing the ground attacks against German and Italian positions in Tunisia. On February 14, Afrikakorps and Italians launched the counterattack in the Kasserine Pass together with increased Luftwaffe activity. Due to the frequent shelling,

Thelepte airport was vacated and both groups retreated to Tebessa and on February 21 relocated to Du Kouif airfield. On March 8, after repelling the last German offensive in Africa, they returned to Thelepte. For the rest of March and April they continued escorting the bombers. On April 6, the re-equipment to Spitfires Mk.IX and Mk.VIII started, however the individual Spitfires Mk.Vb and Vc remained in the 31st and 52nd FGs inventory well into 1944. On May 10 and 11 the German and Italian armed forces in Tunisia unconditionally capitulated and fighting in North Africa ceased.

MACAF

After the end of fighting in North Africa, 31st FG and 52nd FG parted their ways. The 52nd FG, together with No. 322 Wing RAF were transferred under the Mediterranean Allied Coastal Air Force (MACAF) command. The mission of this Allied command was the convoy protection in the Mediterranean Sea, anti-submarine patrols, ports patrols and attacks on the enemy shipping in the Mediterranean. While completing their missions the 52nd FG squadrons were gradually moving among the airports in MTO. On June 17, the group hosted the visit of King George V, Winston Churchill, and General de Gaulle. On July 23, the unit relocated to Sicily, Boca di Falco airfield, where it also dedicated itself to the night interception. In November 1943 it relocated to Corsica, where 2nd and 5th FS flew out of Borgo airport and 4th FS out of Calvi. During this period, the unit also performed dive bombing on enemy shipping and ports and while doing it frequently engaged the Luftwaffe aircraft in combat and recorded several kills. In the beginning of April 1944, the re-equipment to P-51B Mustang was commenced. On May 1, the 52nd FG was integrated into the 15th AF and on May 10 performed its first mission escorting B-17s on their raid to Nice in France. While flying Spitfires, 52nd FG scored in total 164 victories over the enemy aircraft. Flying P-51 Mustangs of all versions the score was increased by another 257 kills.

The 31st FG in Italy

After the fighting in Africa ceased, the preparations for landing in Italy commenced. As a part of the preparations intense bombing of

Pantelleria island, which is located midway between Cape Bon in Tunisia and Sicily and served as an Italian Air Force base, was performed. The air attacks on Pantelleria were under way from May 14 until June 11, 1943, and the 31st FG participated in both bomber escorts and strafings of Korba airport.

Sicily, Operation Husky

In June 1943 31st FG was transferred under 64th Fighter Wing command led by Col. Hawkins and relocated to Gozo island northwest from Malta. Gozo is the second largest island of the Malta archipelago. On 10 and 11 June the group provided air cover for the invasion convoy which was accompanied by heavy shelling from the invading ships. On June 11, the group shot down 7 enemy aircraft attacking the Allied shipping. On June 14, the unit relocated to Ponte Olivo airport at little town of Gela and became the first Allied fighter unit operating from the Italian territory. On June 23 the national insignia was changed, white rectangles were added to the sides of the blue circle and red outline was introduced. On August 14 it was replaced by blue one. In the end of 1943, the color of propeller spinners was changed from white to red. On July 26 Benito Mussolini resigned. On August 2 31st FG relocated to Termini airport southeast of Palermo and on August 17 the Sicilian campaign was completed after the Allies occupied the whole island. On August 31 31st FG aircraft escorted the airplane bringing the Italian delegation to the armistice negotiations held in Rimini which was concluded on September 3. As of September 1, the 31st FG was based at Milazzo airport on Sicilian east coast.

Operation Avalanche, landing at Salerno

On September 9, the Allied forces invasion of Italy at Salerno commenced resulting in a week-long bloody fighting. As early as September 11 the preparation of the airfield at Monte Corvino started which was however subject to heavy shelling. On September 18, the artillery fire destroyed a B-25 and killed III. Air Support Command inspector preparing the airport for the operational use. On September 20 the 31st FG landed here. On October 14, the unit relocated to Pomigliano near Naples and even though this airport

Supermarine Spitfire Mk. Vc JK707 of 307th FS, 31st FG shot down by return fire of of the KG 100 Do 217. Pilot Major Virgil C. Fields Jr. claimed the Do 217 as damaged, but crash landed on beach off Salerno on September 9, 1943 (Photo: US National Archives, Fold3).





Photo from Normandy Invasion in June 1944 shows Lieutenant Robert F. Doyle, USNR, shaking hands with his wingman, Ensign John F. Mudge, USNR, after their return from a gunfire-spotting and strafing mission over the German lines, in which they broke up an enemy armored column moving toward the Normandy front. Both officers are pilots of U.S. Navy Cruiser Scouting Squadron Seven (VCS-7), which switched from their usual SOC floatplanes to British Spitfire fighters during the Normandy operation (Photo: US National Archives).

was frequently strafed by attacking Fw 190s the personnel could enjoy unusual comfort, when for the first time since February, they could sleep in houses instead of tents. Also, for the first time since 31st FG left England, the American girls showed up, being from women's auxiliary corps, Red Cross nurses and there were chances to meet the local girls as well. The resting camp on Capri was also available. In November the group was flying sorties to Rome and Monte Cassino. Spitfires Mk.V usually flew at the lower altitudes with Spitfires Mk.IX and Mk.VIII covering them at higher altitudes. The 307th and 308th squadrons flew Spitfires Mk.IX, 309th squadron Mk.VIII. Spitfires Mk.VIII were camouflaged in Desert Scheme while Spitfires Mk.IX in Day Fighter Scheme. On November 11 Pomigliano airport was bombed. On January 18, 1944, the group relocated to Castel Volturno airfield which featured runway with PSP (Perforated Steel Plates) surface.

Operation Shingle, Anzio landing

Landing at Anzio commenced on January 22, 1944, with the mission to bypass the German positions in Gustav Line, barely 150 km south of Rome. The 31st FG task was air cover of the beaches and invading units. As early as January 28, the 307th FS ground personnel was transported by boats to Nettuno, the port and city section of Anzio, with the intention to build a runway there. The 307th FS flew over there on February 1 and maintained a small contingent there, however the airport was constantly under fire and on February 25 the 307th FS retreated from Nettuno to return to Castel Volturno in the middle of March. At the same time, the new P-51B started to arrive from Algeria to Castel Volturno and the 31st FG squadrons started the transition to them. On March 14, the mock combat between the new Mustang and Spitfire Mk.IX took place. Despite the conclusion that Spitfire is better in dogfight the further transition process remained unaffected. On March 24 the Vesuvius erupted. On March 29, 36 Spitfires flew the last sortie of this type with 31st FG to Rome. As of April 1, 31st FG was transferred under 15th AF command and with its new P-51B Mustangs relocated to San Severo airbase at the Italian east coast from where it continued flying escorts for 15th AF strategic bombers raiding the targets in Europe. During the month of April, the group flew twice to Ploesti in Romania, Sofia in Bulgaria, Wiener Neustadt in Austria,

Piombino, Milano and Monfalcone in Italy and also Toulon in France. During these missions the pilots of the group shot down 51 enemy aircraft. Flying Spitfires of all versions the 31st FG shot down in total 185 enemy aircraft.

486th Fighter Training Group

One of the less known American units flying Spitfires was 486th Fighter Training Group based at RAF Coxhill since December 1943. In February 1944 the unit relocated to RAF base Halesworth where it remained until the end of hostilities. Its inventory was composed of the older Spitfires Mk.V of various versions discharged from RAF units. First of all however it operated the mix of the American types, Lightnings, Mustangs and Thunderbolts. It also flew the target-towing aircraft.

US NAVY Spitfires - VCS-7

VCS-7 a US Navy unit was established in April 1944 in Glasgow equipped with a mix of reconnaissance aircraft Curtiss SOC Seagull and OS2U Kingfisher transferred from the US Navy battleships. The unit's mission was to direct the artillery fire from the battleships during the operation Overlord. The old aircraft were stored in Ipswich and pilots from six battleships were grouped at RAF base Middle Wallop. The training on Spitfires was conducted by experienced Spitfire pilots from 15th Tactical Reconnaissance Squadron and 67th Tactical Reconnaissance Group. The unit was commanded by Lt. Commander William Denton Jr. from the battleship USS Quincy. Due to the shortage of the ground crews the aircraft maintenance was performed by civilian contractors. After the training the unit was relocated to the Royal Naval Air Station base in Lee-on-Solent. In pairs the pilots completed 34 missions of directing the battleships' artillery fire. One pilot was shot down but after several days successfully made it back home. After June 10 the VCS-7 activity, together with battleship artillery fire at Normandy beaches dropped and ultimately, on June 23 the unit was disbanded.



Two Mark V Spitfires (serial numbers EN904, 'War Weary' and Serial number AR404, 'War Weary') of the 7th Photographic Reconnaissance Group at Mount Farm. Image by Robert Astrella, 7th PRG (Photo: Roger Freeman Collection, American Air Museum in Britain).

67th Reconnaissance Group

After the USA entry in the war the US Air Force reconnaissance units were equipped with North American O-47 Owl, the aircraft designed for an old fashioned battlefield observation and manually operated camera by a specialized crew member. Considering the contemporary battlefield conditions the units conceived in such manner became obsolete. In 1943 Brigadier General Lawrence Kuter re-defined the tactical reconnaissance mission doctrine. The fast, low flying aircraft with automatic cameras were required. 67th Reconnaissance Group was formed as 67th Observer Group at Esler Field airport in Louisiana on September 1, 1941. In September 1942 it arrived in Britain and in May 1943 it was renamed as 67th Reconnaissance Group composed of four Tactical Reconnaissance Squadrons (TSR):

15th TSR continued the legacy of the WWI 15th reconnaissance squadron. It became part of 67th RG on December 30, 1943 when it was transferred under IX. Fighter Command. Within 67th RG it operated from RAF base Aldermaston until the end of war. In January 1944 Capt. Clyde East, one of the Americans serving in RCAF, assumed the squadron command. His personal score stood at 13 kills, all achieved in F-6 Mustang. 15th TSR total score was 65 kills, all while flying F-6 of various versions. The squadron flew Spitfires Mk. V left behind in England by 31st FG when it left for North Africa.

107th TSR was another squadron with WWI tradition and later National Guards. Since September 1942 it flew out of RAF base Membury. On June 28, 1944 as a first 67th RG squadron, it flew over to Normandy airfield. Its score was 4 kills all achieved on F-6B Mustang.

109th TSR was also formed on the National Guards reconnaissance squadron foundation. It has been located in the Great Britain since September 1942. It was renamed as 109th TSR in May 1943 with a base at RAF Membury. It flew Spitfires left behind by 31st FG. In June 1944 it flew over to France already fully equipped with F-6B Mustang. Its total score stood at 11 kills all achieved flying F-6.

153rd LS (Liaison Squadron) was also integrated into 67th RG in December 1943. It flew several Spitfires inherited from 52nd FG and 31st FG with changing the code letters.

12th TSR also flew Spitfires left behind by 31st FG and 52nd FG. As a part of 67th RG it operated until June 1944 when it was integrated into the 10th RG.

During the training after its formation the 67th RG flew „second hand“ Spitfires. The unit entered the actual combat as the eyes of

the 1st US Army fully re-equipped with dedicated reconnaissance F-6B Mustangs and later switched to F-6Ds. In the beginning of the Operation Overlord 67th RG operated out of the bases in England. In June 1944 the whole outfit was relocated to France. Tactical reconnaissance was a very dynamic category of the air combat. The missions were flown at low altitudes, the pilots aggressively engaged in the dogfights and strafing the ground transportation, airports and other enemy's infrastructures was also part of the sorties. 67th RG was commanded by Col. George W. Peck since December 6, 1943 until the end of hostilities.

7th Photo Reconnaissance Group

7th PG was a strategic reconnaissance group of the 8th Air Army of the USAAF. It was comprised of four squadrons, 13th, 14th, 22nd and 27th. Since May 1943 it operated Lockheed F-5 Lightning. Strategic reconnaissance, as opposed to the tactical one, was conducted at the high altitudes above 30 000 feet. At these flight levels however the Lightnings suffered from serious problems, besides insufficient cockpit heating the engine and supercharger failures occurred. Surprisingly another problem presented itself in the form of insufficient range limited to 300 miles. On August 14, 1943 7th PG command was assumed by Col. Homer Sanders, Pacific war veteran. Immediately after taking command he flew the mock dogfight with Spitfire Mk. V during which his supercharger exploded and splinters damaged the other parts of the airframe as well. Lightning superchargers exploded rather frequently and therefore the armor protection was provided for the pilots. Sanders convinced Major General Ike Eaker that his group, in order to successfully complete its missions, needs Spitfires Mk. XI. In November 1943 first Spitfires PR Mk. XI were delivered to 7th PG.

Spitfire PR Mk. XI was unarmed, photo-reconnaissance special version equipped with a set of automatic cameras and efficient heating of both the cockpit and camera installation spaces. In addition it carried the increased fuel supply featuring 218 gal tanks as opposed to 65 gallons in the standard fighter version Spitfire. The Mk. XI cruising altitude was 44 000 feet and the airspeed at 27 500 feet was 675 kph. The range was impressive 2 200 km. With a drop tank Spitfire Mk. XI was able to fly round trip to Berlin. However it lacked the pressurized cockpit which was probably its only weak point. Initially the new Spitfires were distributed among all squadrons of the group but later were consolidated at 14th PS which, during the training, flew Spitfires Mk. V and therefore its personnel had the experience with Spitfire maintenance. The Lightnings were allocated to the other group squadrons.

At the beginning of 1944 the character of 7th PG missions changed. The shuttle flights between British bases and bases in Italy were implemented. The first shuttle mission was flown by Maj. Norris Hartwell on January 29, 1944 in F-5 Lightning. As the invasion date was approaching the combat activity intensified and number of sorties increased dramatically. Reconnaissance missions were flown along the whole Atlantic coast from the Spanish border all the way up to Norway. To confuse the German Command the most activity was conducted in the Pas de Calais area. One of the most famous reconnaissance flights was performed by Capt. Walter Weitner after the first USAAF large scale raid on Berlin on March 6, 1944. Weitner's Mk. XI „High Lady“ landed from the mission with only a few drops of fuel left in the tanks. On March 8, after the second USAAF raid on Berlin, this mission was repeated by Lt. Charles Parker. He however ran out of fuel earlier and had to land at RAF base Brdwell Bay on the England's east coast. Both pilots cruised at the altitude of 41 000 feet.

In order to provide high quality aerial reconnaissance before and during the Invasion in February 1944 the supreme commander of the Allied Expeditionary Corps General Eisenhower established the 8th Reconnaissance Wing (Provisional) and 7th PG was integrated into it. 8th RW command was given to Col. Elliot Roosevelt, one of four sons of the president Franklin D. Roosevelt. Col. Roosevelt pioneered the aircraft transportation from the US to Europe by air. He also commanded 3rd PG and later in the Mediterranean the Mediterranean Allied Photographic Reconnaissance Command. In the beginning of March 1944 the 8th RW was transferred under 9th AF command and redesigned as 325th RW, still commanded by Col. Roosevelt.

Even after the Invasion 7th PG provided the strategic reconnaissance for all important Allied operations. During the war the unit flew 4 251 missions and took more than 3 million photographs. It was disbanded on November 21, 1945. Spitfires Mk. XI remained in 7th PG service until the end of war. The sported the camouflage in PRU Blue on all surfaces. Later in 1945 part of the Spitfire flew in natural metal finish.

Fighter Airplane Range Extension Program

One of the most important tasks of the Allied technicians and designers during the WWII was to develop an escort fighter aircraft with sufficient range to escort the heavy bombers on their whole flight route to the target and back. Until January 1944 the USAAF relied on P-38 Lightning. The winner of the USAAF Fighter Airplane Range Extension Program was unexpectedly P-51B Mustang. Before that however General Arnold had requested the evaluation of Spitfire Mk. IX range extension. Since 1942 RAF operated the high altitude photo-reconnaissance Spitfire Mk. XI with amazing range of 2 200 km but was not interested in the development of the long-range escort fighter version. USAAF technicians at Wright Field base in Dayton, Ohio modified two Spitfires Mk.IX by install-

ing the fuel tanks in all available airframe spaces and added two underwing drop tanks. The result was 2 560 km range. General Arnold wanted to demonstrate the Spitfire's range potential to the RAF and therefore, in May 1943 dispatched these two airplanes across the Atlantic, from Dayton, Ohio to Boscombe Down in England. The flight was routed through Goose Bay in Labrador, Bluie West 8 in Greenland, Keflavik in Iceland and Prestwick in Scotland. B-25 Mitchell was to navigate and escort the formation. One of the Spitfires suffered the engine malfunction right after the take off and was forced to return. The pilot of the second Spitfire MK210, Lt.Col. Gustav Lundquist and the crew of the escorting Mitchell therefore waited for this aircraft at Bluie West 8 base in Greenland. Lundquist and his mechanic Peta were killing the time by painting the large nose art on MK210 in the form of naked lady making the phone call, supposedly to RAF Headquarters to await the arrival of those long range Spitfires. The lady was named Tolly which was Lundquist wife's name. What Mrs. Lundquist had to say about this remains unknown but at any rate these two airmen created one of the most attractive and colorful Spitfire nose arts of all times. And as it was said earlier, the winner finally became rather underestimated Mustang launching its unstoppable career, forever recorded in the world's aviation history.

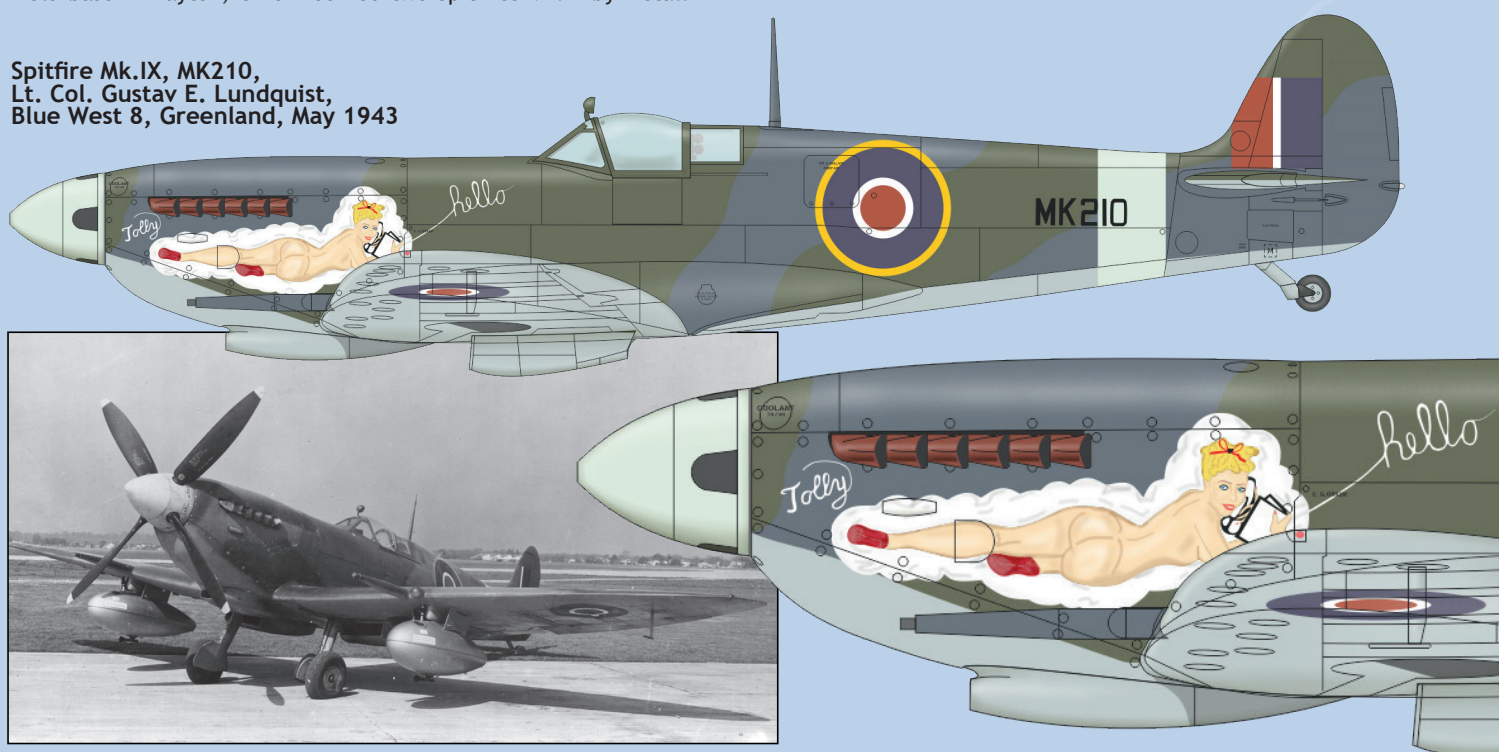
Before the conclusion US NAVY one more time

Tolly Lundquist could have concluded our story about American Spitfires if only US NAVY had not flown one Seafire LF Mk. IIc for comparison tests with new Grumman F8F Bearcat. The tests were conducted at US NAVY Naval Air Test Station Patuxent River in 1944 and Bearcat surpassed Seafire in all tested parameters. And that is really the end of our story.

SOURCES:

HOLMES T.: American Eagles, Volume 1: American Volunteer Fighter Pilots in the RAF, 1937-43
 LUDWIG P., LAIRD M.: American Spitfire camouflage and markings Part 1 & 2
 MCAULAY L.: Spitfire Ace 1941-45: The Flying Career of Squadron Leader Tony Gaze DFC. Amazon Kindle edition
 OLYNYK F.: STARS AND BARS: A tribute to the American Fighter Ace 1920-1973
 PRIEN J.: Geschichte des Jagdgeschwaders 77, Teil 3
 SHORES C., WILLIAMS C.: ACES HIGH
 SHORES C., MASSIMELLO G., GUEST R., OLYNYK F., BOCK W.: A History of the Mediterranean Air War, 1940-1945: Tunisia and the End in Africa, November 1942-1943
 THOMAS A.: American Spitfire Aces of World War 2
 WILSSON S.: Almost Unknown - The Story of Squadron Leader Tony Gaze OAM DFC
 OLYNYK F.: STARS AND BARS: A tribute to the American Fighter Ace 1920-1973
 SHORES Christopher, WILLIAMS Clive: Aces High
en.wikipedia.org/wiki/Oil_campaign_of_World_War_II
acesofww2.com/USA/aces/gentile/
en.wikipedia.org/wiki/Clayton_Knight_Committee
en.wikipedia.org/wiki/Schweinfurt%E2%80%93Regensburg_mission
en.wikipedia.org/wiki/Second_Schweinfurt_raid
en.wikipedia.org/wiki/Combined_Bomber_Offensive
en.wikipedia.org/wiki/Pointblank_directive
en.wikipedia.org/wiki/Clayton_Knight
[en.wikipedia.org/wiki/Battle_of_Berlin_\(RAF_campaign\)](https://en.wikipedia.org/wiki/Battle_of_Berlin_(RAF_campaign))
veterantributes.org/
www.theguardian.com/world/2009/jan/08/obituary-colonel-don-blakeslee
valor.militarytimes.com/hero/6028

Spitfire Mk.IX, MK210,
Lt. Col. Gustav E. Lundquist,
Blue West 8, Greenland, May 1943



TAMER OF PAPER DRAGONS

EUGEN SIEMPELKAMP



Eugen Siempelkamp in front of his Pfalz D.IIIa with the artwork depicting a paper dragon on the fuselage. He downed one aircraft with this plane.

Photo via Greg VanWyngarden

RICHARD PLOS

A slew of First World War pilots became successful businessmen after the war ended. Some started their own, mostly aviation themed companies, while others picked up on long standing family traditions. Not all succeeded, though, forcing some into bankruptcy, some sold their assets to more powerful competitors, or were simply victims of fate. Eugen Siempelkamp was among those that were successful and earned a spot among the more significant of German industrialists.

Eugen Siempelkamp, an ace with five confirmed kills, attracted attention from aviation enthusiasts and historians alike mostly via his Pfalz D.IIIa, which also became the subject of the boxart of a recently released Eduard kit (Catalog Number 8414). The attractive artwork and the instructions included with the kit depict this aircraft based on the newest information uncovered by well-known researchers Bruno Schmaling and Jörn Leckscheid (Jasta Colors, Volume 1; Aeronaut Books 2020). As opposed to earlier interpretations of his aircraft, the new research revealed that Siempelkamp's Pfalz had a yellow nose, which was consistent with Jasta 29 coloring, and frankly, suited them well. What sets the markings apart, though, is the rather bizarre artwork on the

fuselage. According to earlier assumptions, this was the Tatzelwurm, a mystical being coming out of Alpine folklore. Tatzelwurm is reminiscent of a lizard, but only has two legs, claws, and a head of a feline beast. The problem is that Siempelkamp didn't come from the Alpine region. He was born, and resided his whole life in Krefeld, a town not far from Duisburg, so a fair distance from any Alpine peak. He himself later explained that the artwork was a bit of a mundane reference to the company mentioned earlier...

Eugen Siempelkamp was born on June 11, 1894, in, as mentioned, Krefeld to his parents, Gerhard and Maria. At the time, his father had been developing for eleven years a company that specialized in the production of industrial presses. In 1883, he devel-

oped hot plates that were directly heated by means of drilled piping. These plates were used to refine fabrics, giving them an elegant sheen in the process. This type of press did a lot to liven up the textile industry, and because it was particularly useful in the production of silk, it should come as no surprise that among Siempelkamp's business clients were representatives of the Chinese companies. These would bring the young Eugen Chinese paper dragons as gifts, which would later become the inspiration for the unique artwork on his aircraft.

Two Camels to start with

Eugen entered combat as a fighter pilot on March 22, 1918 (though some sources suggest March 2), after completion of his training at Jagdstaffelschule II in Nivelles and assignment to Jasta 4. Unfortunately, not much is known about his previous flying history. Jasta 4 was a component unit of Richthofen's JG 1 and Eugen started out there flying the Fokker Dr.I. On April 1, he would also claim his first victory flying the type. His victim was a Sopwith Camel (D1811) of No. 64 Squadron, flown by 2Lt. Percy Reginald Cann. This event occurred at 0800h southeast of Foulloy and as such, Siempelkamp's became the first victory of the Luftstreitkräfte over the RAF, that on that day

officially was formed by amalgamation of the RFC and RNAS. It was in conjunction with a separate event that occurred at the same time about 40 km east of Siempelkamp's kill, where Franz Hemer downed a BF.2b.

Siempelkamp's victim Cann survived being shot down but succumbed to his injuries the following day. A week after his first kill, Siempelkamp was transferred to Jasta 29, where he converted onto the Pfalz D.IIIa and probably for the first time had the stylized paper dragon painted on his aircraft. With this plane, he achieved his second victory on June 6 in the downing of another Camel not far from Estaires. This time, the aircraft had serial number D9631 and was flown by 2Lt W. J. Saunders of No. 210 Squadron (formerly No. 10 Squadron RNAS). This kill is the focus of the boxart for Kit No. 8414.

Leader of His Own Unit

No. 210 Squadron Camels took off on June 6 from Sainte-Marie-Cappel at 1030h, and the formation was led by Capt. Lawrence Percival Coombes, who later reported: *"At 1155h, our formation was attacked by five Pfalz aircraft not far from Lestre. I spotted enemy aircraft hanging on the tail of Lieut. Buchanan, so I dived down in behind and fired off about fifty rounds from point blank range. I didn't see the effect of the rounds, because I immediately disengaged from the fight to attack another enemy aircraft, but Lieut. Buchanan reported seeing the aircraft in flames."* This kill was not confirmed to Coombes anyway. Besides the description of his own actions, he added details pertaining to Saunders: *"last spotted at 1155h during our combat with five enemy aircraft over Lestre. I saw him in a dive with an enemy plane on his tail."* The enemy aircraft, by all accounts, was Siempelkamp. Saunders landed his damaged Camel but was injured and became POW.

Five days later, Siempelkamp would get his third kill. Sources agree that it was on July

11 and that the victim was a D.H.9 (D5647) of No. 107 Squadron. Both crews, 2Lt A. T. Simons and Lt T. F. Blight, were wounded and taken prisoner. Up to this point, everything is more or less certain. However, ambiguities arise regarding the affiliation to the unit and the machine on which Siempelkamp achieved this victory. According to some sources, he took command of Jasta 64w (Royal Württemberg) already on July 7, on the day when the unit's acting CO, Lt. August Hanko fell seriously ill. Other sources state that he didn't take on this command until July 25, which lacks sense, because Jasta 64w and Jasta 65 combined to form Jagdgruppe Siempelkamp on July 18, and it was very unlikely that a unit would be named after a pilot that not only did not command it but wasn't even its member yet. To top it off, Siempelkamp converted onto the Fokker D.VII while with Jasta 64w, and as far as can be determined, this aircraft also carried his paper dragon artwork. There is at least one photo showing part of the D.VII sporting similar tail of the paper dragon, as known from Siempelkamp's Pfalz D.IIIa.

In any case, the last two victories attained by Eugen Siempelkamp were as the Commanding Officer of Jagdgruppe Siempelkamp. His fourth and fifth victims were aircraft of American pilots. First, on September 4, he shot down a Salmson 2A2 (No. 12) of the 91st Aero Squadron over Thiaucourt. The American Salmson aircraft were bounced by a formation of Siempelkamp's Fokker D.VII's and it was very likely Siempelkamp himself that fired the rounds that took the life of observer 2Lt. R. R. Sebring, one of the unit's rookies.

"I was one of a formation of four (Salmson) aircraft, and acting as protection, when I was shot down on September 4th. The day was a very cloudy one and we were surprised by several Fokkers. The first I knew of their presence was when I heard my observer firing. There were at least four of them and they were right on top of us. I was almost

immediately hit a glancing blow on the head and knocked unconscious, and my observer, Lieut. R. R. Sebring, was killed," recounted later Lt. Foster. As described by other participants of the clash, Foster's 2A2 went into a dive and began to spiral, but Foster came to in time to set down in an emergency landing. One of the German fighters was reported to have stuck to Foster's tail, but was shot down by Lt. Hughey, and another of the German fighters was downed by Lt. Strahm. For the German pilots, the encounter was not a stunning success...

Barely an Ace

Before noon on September 14, Eugen Siempelkamp took off on his final combat flight. During this mission, he shot down another Salmson 2A2, this time from the 99th Aero Squadron. He hit the aircraft's engine, but the pilot managed to nurse it back home and crash land at his home field. Both crewmembers, 1Lt. J. Hayes-Davis and 1Lt. C. E. Spencer went through the ordeal unscathed, and both were with their unit the same day. Siempelkamp didn't fair quite so well in ensuing combat with French fighters from Spa 90. He confronted three Spads, which were flown by Adj. Charles Mace (twelve kills), Lt. Marius Ambrogi (fourteen kills), and Lt. Lemaire. These scored several hits, and one of them was to Siempelkamp's hand. He managed to disengage from the fight, escape, and crash land. All three of the mentioned French pilots were credited with only a probable kill over Siempelkamp. As a side note, the book *'The Jasta War Chronology'* (N. Franks, F. Bailey, and R. Duiven) credits Siempelkamp with another kill on that day of an unidentified Spad but it is unconfirmed anywhere else and so his total tally stands at five victories. The injury sustained to his hand prevented Siempelkamp from going into combat again. His two-year older brother Ewald (born in March 1892) did not escape injury either during the War. He



Siempelkamp's fourth victim was a Salmson 2A2 of the 91st Aero Squadron USAAS.

Photo: commons.wikimedia.com

was wounded on two occasions, first while serving with an unknown unit on May 28, 1915, and then again as a member of the Jasta 15 on February 20, 1917. Of the former, not much is known, but of the latter, it is known that it occurred during landing, and was likely very serious, because he did not rejoin combat unit until fifteen months later, on May 19, 1918. He joined Jasta 30 as Offizier zur besondere Verwendung (Deputy Commander), which was generally a flying position. He lasted there until August 23, after which he was hospitalized, according to one of the unit members this was the result of complications from previously sustained injuries. As a result, Ewald ended his combat career three weeks prior to injuries forcing his younger brother to do the same. Unlike Eugen, Ewald returned to flying after the war. He joined the newly formed Luftwaffe in 1943 as a Major in the reserve at Luftgaukommando (Air County Headquarters) XII, which included Krefeld area, meaning he stayed at home and did not participate in any combat flying.

From Aircraft to Presses

After the war, both brothers involved themselves with their father's business and eventually took it over. The main role in the development of the firm was played by Eugen. His son Dieter recalled in an interview printed in a Siempelkamp newsletter: "My father started managing the company at the age of 25. He was very strong-willed. He managed the company during the difficult period following the First World War – through the inflation, the global depression and the crippling lack of raw materials that existed during the 1920s. He faced different challenges than my grandfather had. And he overcame them with hard work and his strong will."

REPÚBLICA DOS ESTADOS UNIDOS DO BRASIL
FICHA CONSULAR DE QUALIFICAÇÃO
Esta ficha, expedida em duas vias, será entregue à Polícia Marítima e à Imigração no porto de destino

Nome por extenso Eugen Siempelkamp
Admitido em território nacional em caráter temporário
(temporário ou permanente)
Nos termos do art. 7.º letra c do dec. nº 17967 de 1945
Lugar e data de nascimento Krefeld, 11.6.1894
Nacionalidade alemã Estado civil casado
Filiação (nome do Pai e da Mãe) Gerhard e Maria Siempelkamp
née Greffes Profissão industrial
Residência no país de origem Krefeld

NOME IDADE SEXO
X X X

FILHOS MENORES DE 18 ANOS

Passaporte n.º 0609604 expedido pelas autoridades da Allied High Commission for Germany data 30 de jan. de 1951
visado sob n.º 2074

ASSINATURA DO PORTADOR: Eugen Siempelkamp

NOTA—Esta ficha deve ser preenchida à máquina pela autoridade consular, sendo as duas vias em original.

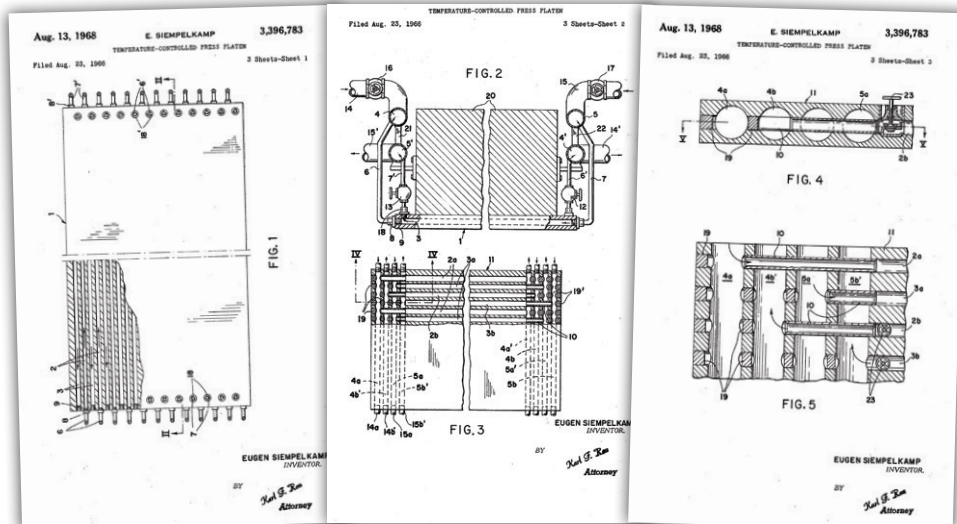
Consulado de Brasil
em Frankfurt/Meno
de 31 MAI 1951 de 19
O CONSUL: Heidegger PELO CONSUL
VICE-CONSUL

Consular Certificate of Qualification given to Eugen Siempelkamp in January 1951, which was issued to him for his business activities in Brazil.

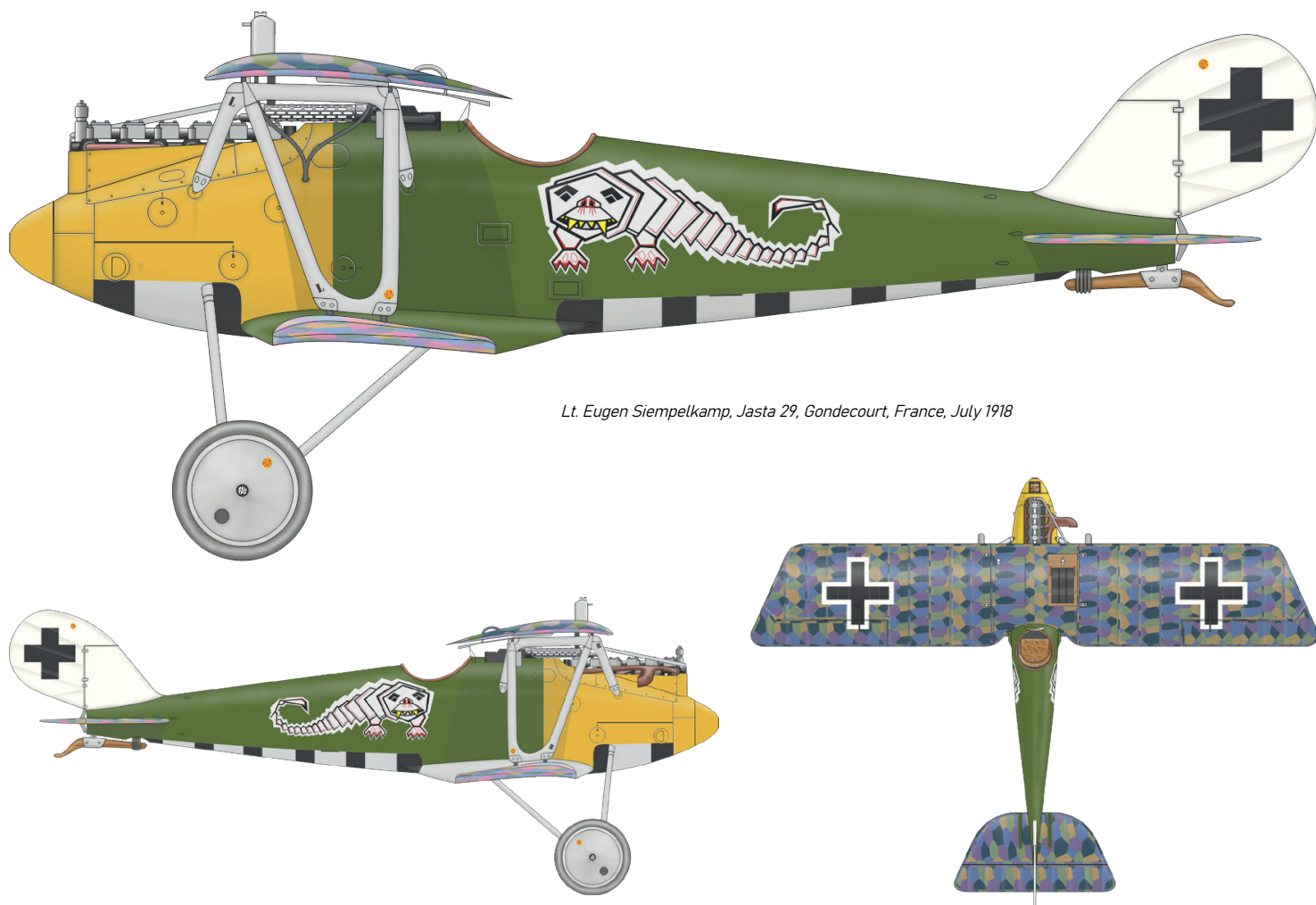
As an example, Dieter Siempelkamp said: "Siempelkamp then received an order from Russia for 20 hot-press platens for veneer production – on condition that the first dryer was supplied free of charge. My father took the risk (Ed: his father had experience with Russian clients in the past but dealing with Soviets was uncharted territory) and shipped the prototype free of charge after three months. The total order – for around 400 hot platens – was placed six months later". This order pulled the company out of some very tough times, and we can only hazard a guess as to whether or not this equipment was used in the production of plywood twenty years later for Soviet fighters... "My father, just like my grandfather, was also always interested in establishing international contacts to extend the company's reach. Furthermore, his innovative capaci-

ties and foresight resulted in additional Siempelkamp patents (Eugen Siempelkamp was the holder of several patents, Ed.). His commitment to his workforce was also remarkable: before the currency reform in the period following the First World War, it was often customary for orders to be settled in kind. When a farmer ordered a screw press for pressing potatoes or apples to produce high-volume spirits, it was frequently paid for in potatoes or apples – and we often supplied rubber presses in return for rubber boots and bicycle tyres. Such barter transactions often benefited the workforce and were not unusual during the post-war period," explained Dieter Siempelkamp while describing how difficult it was to conduct business for his father and uncle in the inter-war years. In any case, the company survived and by the latter half of the twenties, virtually all plywood manufacturing facilities used presses bearing the Siempelkamp name. Development continued in a wide range of manufacturing equipment serving the wood, rubber, plastic, and metal working industries, such as vulcanizing presses for belts and rubber, presses for plastics, straightening presses for Bakelite and, later, presses for the production of particleboard and MDF.

In the years immediately following the Second World War, the Siempelkamp company returned to its roots, producing simple machinery such as hand screw presses, but Eugen was again able to navigate tough times and ensure expansion despite, for example, ignoring the American market. "He had bad experiences with Americans, resulting in a deep mistrust. He sold a license for the manufacture of one of our presses to the USA.



Siempelkamp's Pfalz D.IIIa as it appears in accordance with the latest research by historians



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

The Americans manufactured it, but refused to pay the license, and from that, he concluded that all Americans were thieves. I was certain, however, that neither the American nor Asian markets should be neglected, and so we established retail organizations there and gradually gained a market share in those regions." recalled Dieter Siempelkamp in an interview for rp-online.de. The final innovations brought the firm into the field of nuclear power plants. For example, the company has developed special emergency equipment in the event of core meltdowns and other safety technologies. The decision to close all German nuclear power plants has therefore significantly affected the company...

Persuaded to retire

Eugen Siempelkamp kept in good physical shape through to old age. He played golf, which was his favorite sport. Even after the age of 80, he was very active and fit, so it is not surprising that he had to be more or less forced to vacate the position of the company's director by the supervisory board and shareholders. 'It was a very difficult decision

for him,' says Dieter Siempelkamp, who took over the management of the company for 44 years. The fourth generation of the Siempelkamp family no longer carried on the family tradition. Not that no one could; Dieter has seven children, but it was decided that the company would be led by hired professional managers and the family would withdraw to a supervisory and advisory role.

Eugen Siempelkamp died on February 13, 1989, at the age of 95.

In addition to the successful G. Siempelkamp GmbH & Co. KG, which employs 2,600 people worldwide, there is, among others, the Eugen Siempelkamp Foundation (Eugen-Siempelkamp-Stiftung) in Krefeld, with a wide range of activities covering from care for the elderly, to the education of middle-aged people, to support activities for children and young people. The Siempelkamp and von Oppenheim family ranks roughly 400th in the ranking of the richest Germans with assets of over 400 million Euros.

Author would like to express his thanks to Greg VanWyngarden for lead photography and Trevor Henshaw for important information helpful for the article.

References:

Jasta Colors Vol. 1; B. Schmälling, J. Leckscheid
 Pfalz D.IIIa At War Vol. 2; G. VanWyngarden
 The French Air Service War Chronology 1914 – 1918; F. Bailey, C. Cony
 Above the Lines; N. Franks, F. Bailey, R. Guest
 Jasta War Chronology; N. Franks, F. Bailey, R. Duiven
 Jasta Pilots; N. Franks, F. Bailey, R. Duiven
 Casualties of the German Air Service 1914–1920; N. Franks, F. Bailey, R. Duiven
 Gorrell's History – AEF Air Service
 The Sky Their Battlefield II; T. Henshaw
 Royal Prussian Jagdstaffel 30; B. Schmälling, W. Bock
 G. Siempelkamp GmbH & Co. KG Bulletin
rp-online.de



A poet in Spitfire

Miro Barić

During 1939-1941 more than 9000 American citizens enlisted in the Royal Canadian Air Force. After the Japanese attack on Pearl Harbor and USA entry in the war in December 1941, 1759 American members of RCAF re-listed to the armed forces of their homeland. Another 2000 re-listed later and approximately 5000 finished their service in the ranks of RCAF. Around 800 Americans lost their lives in Canadian service. This is the story of one of them.

John Gillespie Magee Jr. was born on June 9, 1922 in Shanghai. His father was an Anglican priest from Pittsburgh and his mother, Faith Emmeline Backhouse came from England. They met in China where both worked as missionaries and in 1921 they got married. John was their first child later followed by four younger brothers. Because of his mother John considered himself an Englishman more than an American. In 1931 he left China for England with his mother and other siblings to start his education. During 1935-1939 he studied at Rugby boarding school where he was deeply touched by the list of students who had perished in WWI. The poet Rupert Brooke was among them. In 1904 he won a poetry contest at Rugby. Magee devoted his own poem to his memory and in 1938 also won the aforementioned contest. Year 1939 was a breaking point. Magee visited USA but after the outbreak of the WWII he could not return to Britain. In July 1940 he was granted a scholarship for Yale. However he was deeply affected by the war in Europe so he decided not to commence his studies. Instead he tried to enlist into the British Royal Air Force (RAF). Being an American citizen he was rejected but on October 10, 1940 he managed to enlist into Royal Canadian Air Force (RCAF). He completed the training on Tiger Moth and Harvard and on June 22, 1941 obtained his „wings“. His superiors evaluated him as a pilot with a potential to grow, good at aerobatics and good at flying by instruments. On the other hand he „lacked discipline and was overconfident“. After finishing his training he made it to a silver screen - he was a member of the group in Canada that was shooting the flying sequences for the movie „Captains of the Clouds“.

Up in the sky!

Soon he was deployed to Britain where he sailed in July 1941 aboard the armed merchant ship HMS California. In Llandow, Wales, at No. 53 OTU (Operational Training Unit) Magee started his conver-

sion to a Spitfire fighter. His first flight on it took place on August 7, 1941. During one of the training flights, on August 18, 1941 his best known poem High Flight was conceived. It was his seventh flight in a Spitfire during which he reached the altitude of 33 000 feet (over 10 000 meters). He was so deeply impressed by the experience that he noted the first verses still in the cockpit and finished the poem right after the landing. He shared his high altitude flight experience in the letter to his parents whom he also sent a copy of his poem. The letter is dated September 3, 1941 and this date is sometimes incorrectly stated as a day when the poem was written. It is often stated that the poem High Flight was conceived when Magee was test-flying a new, higher performing Spitfire Mk. V. That's how it's also remembered by his brother Hugh after many years. In reality on the high altitude flight performed on August 18, 1941 Magee flew an older Spitfire Mk. I serial R6976. This aircraft had served with 610 Squadron during the Battle of Britain and various pilots shot down several German aircraft with it. Later it was relegated to training duties.

The only encounter with the enemy

After finishing his training on September 23, 1941 with the rank of Pilot Officer he was posted to 412 Squadron RCAF. The unit had been formed shortly before, on June 30, 1941 at Digby base in Lincolnshire. Shortly after Magee's arrival the unit was relocated to nearby Wellingore base and instead of the older Spitfire Mk. IIa converted to new Spitfires Mk. VB. Magee flew this version for the first time on October 8, 1941 and performed his first sortie in it on October 20, 1941 - an uneventful convoy escort. He received his true baptism of fire on November 8, 1941 during the operation Circus 110. In the early afternoon the RAF Headquarters dispatched 12 Blenheim bombers against the railway repair shops in Lille escorted by 13 Spitfire squadrons comprised of 155 fighters. Shortly be-

John G. Magee in cockpit of a Spitfire from No 412 Squadron RCAF. Squadron letters VZ are visible on the fuselage.

fore that, to distract the enemy eight Hurricane fighter-bombers were to attack the spirits manufacturing plant in St. Pol. These were escorted by another six Spitfire squadrons with 64 aircraft. This operation was code-named Ramrod 8. From the very beginning the odds were against the British. Strong wind scattered the formations which did not meet at the planned time. The command was given to elderly W/Cdr D.R.Scott who had served in administration and never commanded the operation at such a large scale, in fact he did not fly combat missions at all! On the other hand the German defense performed perfectly. The area headquarters reacted quickly and dispatched the fighters exactly to the right spot in a timely manner. On the top of it the fighters were led by Adolf Galland, a seasoned veteran with enormous experience. He had gained the combat experience during 1937-38 in Spain. During WWII he flew 705 combat missions and shot down 104 enemy aircraft (all at the Western Front). During Circus 110 he shot down 2 Spitfires which accounted for his 94th and 95th victories.

When RAF fighters crossed the French coastline, the bombers failed to rendezvous at the agreed point. Therefore, W/Cdr Scott ordered the fighters to fly in tight circles at this point. The British pilots were too busy to maintain the formation and not to collide. They had no time to sufficiently monitor the environment and at exactly that time the German Fw 190 and Messerschmitts Bf 109 from JG 2 and JG 26 dived on them like hawks. Canadian 412 Squadron was responsible for the top cover of the whole formation. It's 12 Spitfires were the first target of the enemy's attack. Magee flew in four aircraft section with squadron commander S/Ldr G.D.Bushnell, P/O K.R.E.Denkman and Sgt.O.F.Pickells. All three were shot down and killed. Their victor was II./JG 26 commander Joachim Muncheberg. On that day only two of his kills were confirmed accounting for his 62nd and 63rd victories. His total score was 135 kills out of which 102 at the Western Front. Magee was the only survivor from that section, his aircraft undamaged. During the encounter he shot 160 machine gun rounds. Considering Spitfire machine guns' rate of fire he shot two seconds burst. It seems probable that it was only an aiming shot. It's supported by the fact he did not use cannons and also after landing did not claim any hits and enemy's aircraft damage. It was the only Magee's encounter with Luftwaffe. He flew the mission in AD291 coded VZ-H, the aircraft that later sealed his fate. On that day the German pilots claimed total 24 aircraft shot down. In reality RAF lost 15 Spitfires and 14 pilots. Besides the 412 Squadron commander another 2 leaders were lost-S/Ldr W.Szczeszniowski from 315 Polish Squadron was killed and S/Ldr W.Wilczewski from 316 Polish Squadron became POW. Even commanding officer W/Cdr Scott lost his life. His last radio transmission supposedly sounded like this: „I suppose I am too old for this boys“. Sgt. Svatopluk Stulir, a Czech member of 65 Squadron was among the pilots who perished. He was killed after a hit from Bf 109 nearby Le Touquet. The British pilots claimed four kills. In reality Luftwaffe only lost two aircraft, one German pilot was killed and another seriously wounded. Both sides suffered damages to a number of aircraft.

A fateful collision

It was the last RAF operation type Circus in 1941. Further large-scale daylight raids were only resumed in the spring of 1942. Magee no longer participated in those. Between November and December 1941 he flew three more combat missions-convoy escorts without any contact with the enemy. On Thursday December 11, 1941, at 10:40 am he took off with some other pilots to practice the formation flying. He flew Spitfire Mk.Vb serial AD291 again. Upon their return to the base at 11:30 am, Magee together with three other pilots had to fly through the clouds. They found a small gap in the cloud cover and initiated their descent. However, they did not see an Airspeed Oxford trainer flying right below the cloud cover. The aircraft serial number T1052 was piloted by 19 years old LAC Ernest Aubrey Griffin. He was two weeks short of finishing his training and took off from Cranwell for a solo training flight. Oxford's and Magee Spitfire's flight paths intersected at approximately 400 meters above the ground. Spitfire's engine broke off and so did the left wing right at the attachments to the fuselage. The crippled aircraft fell to the ground like a stone. A farmer who witnessed the accident stated that at about 120 meters Spitfire pilot had struggled to open the canopy. He managed to do so and bailed out but was too low and the parachute could not fully deploy. Magee landed at the field nearby Roxholm Hall and was killed instantly. Not far away, the Oxford pilot, Aubrey Griffin met the death in the



wreck of his aircraft. The majority of the internet sources state that the collision took place at the altitude of 400 feet. They go on with the exactly same description of the events that followed so obviously the error is carried along. In reality the collision took place at the altitude of 1400 feet which is approximately 400 meters. Clearly it is an error in converting the imperial and metric units of measurement. This is also supported by a fact that some internet sources state that Magee's high altitude flight was performed at 10 000 feet and not 10 000 meters. In case of 10 000 feet we cannot really speak about a high altitude flight.

A place in the history

Magee was buried on December 13, 1941 at the cemetery in Scopwick in Lincolnshire. He was only 19 years old. In the evening, after the burial, all pilots at the base were summoned. They were lectured in safety rules and shown an instructional film Flight Safety. Magee's poem High Flight continued to live its own life even after his death. The same month his father published it in his church's periodical. Poet and writer Archibald McLeish, who at that time was in charge of the Library of the Congress, took note of the poem. In February 1942 he included the work into the poetry exhibition named Faith and Liberty. The poem manuscript has been in the Library of Congress ever since. This poem gradually became kind of the anthem for all English-speaking aviators and later astronauts. High Flight is an official RAF and RCAF poem. Astronaut Michael Collins took it with him on the Gemini 10 mission and James Irwin brought it all the way to the Moon on the Apollo 15 mission. In 1986 American president Ronald Reagan quoted from it during his speech after the Challenger spaceship disaster. It also appeared in the popular culture - for example in the TV series Simpsons or Battlestar Gallactica. In the end it should be noted that other Magee family member left their mark in the history. His father, reverend John Magee, helped a lot of Chinese during the Nanking massacre. He also documented the Japanese atrocities with the camera. Nowadays his films are stored in the Nanking museum. His cousin, Chris Magee, was a fighter ace during the WWII. He served under



Magee receiving his pilot wings from Group Captain W.A. Curtis. 22 June 1941, Uplands base / Ottawa. Training Harvard on background.

Major Boyington in the Marines' unit VMF-124 nicknamed „Black Sheep“. Flying a Corsair he shot down 9 Japanese aircraft. After the war he flew as a mercenary in Latin America and also in the air force of the new state of Israel. In 50s he robbed banks in the USA for which he was sentenced to 8.5 years jail time.

Magee (far right) with his squadrn mates in Great Briatain.



Photos: National Museum of the USAF

Sources:

Caldwell, D. M.: Válečný denník
JG 26 1939-1942, Plzeň, 1999

www.highflightproductions.com/high_flight_productions/johnmagee.html

www.spitfireassociation.com.au/magee-john-gillespie-jr-2/

www.flickr.com/groups/500710@N23/discuss/72157621774953263/

www.bombercommandmuseum.ca/s/johnmagee.html

www.check-six.com/Crash_Sites/High_Flight-Magee-AD291.htm

<https://ottawacitizen.com/news/local-news/a-yank-in-the-rcaf-more-than-9000-american-served-with-canada>

<https://www.bombercommandmuseum.ca/bomber-command/americans-in-the-rcaf/>

Vysoký let

Vyšmykol som sa z pút
a opustil zemský prach.
Tancoval som oblohou
na striebřistých krídlach.
K slnku! K slnku som stúpал
a k bujarej zábave oblakov
medzi lúčmi som sa pripojil.
Spravil som stovky vecí,
o ktorých sa vám nesnilo,
krúžiac, stúpajúc a hojdajúc.
Vysoko v prežiarenom tichu
vznášal som sa, naháňal s vetrom
hnal som svoj ochotný stroj
bezbrehými sálami vzduchu.

Hore, dlho stúpam hore,
blúznivou páľčivou modrou.
Dosiahol som veterné výšavy
s nenúteným pôvabom
kde nikdy škvránok
či orol nezaletel.
A kým som tam kráčal
s tichou vzletnou myslou,
vysokou neporušenou
svätosťou vesmíru,
Natiahol som ruku
a dotkol sa Božej tváre.



John Gillespie Magee Jr.

High Flight

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, — and done a hundred things
You have not dreamed of — wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air...

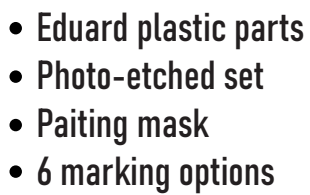
Up, up the long, delirious burning blue
I've topped the wind-swept heights with easy grace
Where never lark, or ever eagle flew —
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

Let k výšinám

Czech translation:
Václav Pinkava

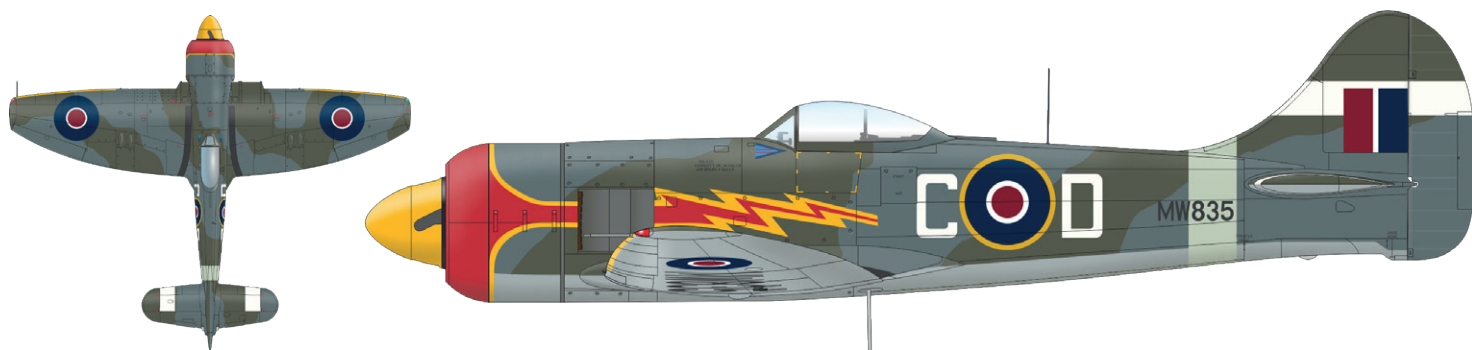
Já jsem se vyvlék z mrzkých zemských pout,
oblohou v tanci křídel stříbřitých
za sluncem stoupal, v překotjásný kout
průtrží světla, — stovky tahů mých
nad představ sny — točil se, tyčil, spěl
vysoko v bezhlesnu se vznášel.
Jal uhánět s vichrem, lačně burácel,
vzduchoplán hnal přes volnopádů sál ...

Až, až kde záchvatné až modro žhne
já horoucí jsem dovršil si plán,
nad skřivánka či orla, nad možné —
až ztich, jat troufalostí, neutek
od posvátnosti kosmu, nevolán,
vztáh ruku, slepý, Bohu na dotek.

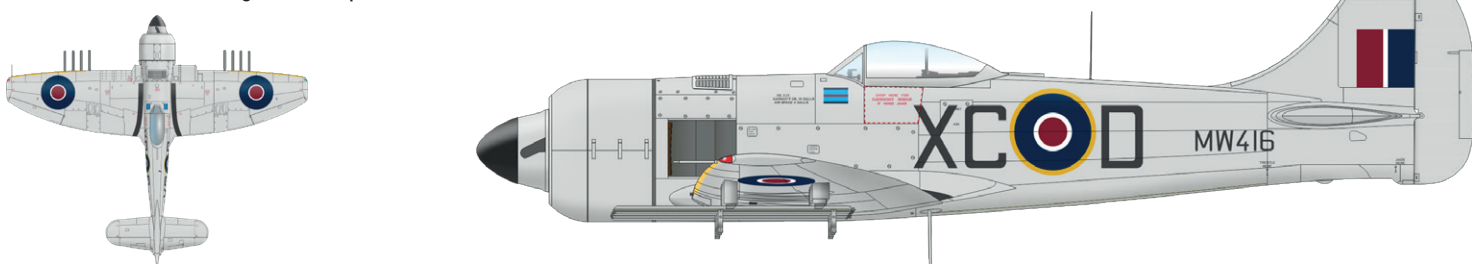


MW835, W/Cdr Charles H. Dyson, Wing Commander Flying Southern Sector, RAF Middle Wallop, Hampshire, United Kingdom, April 1946

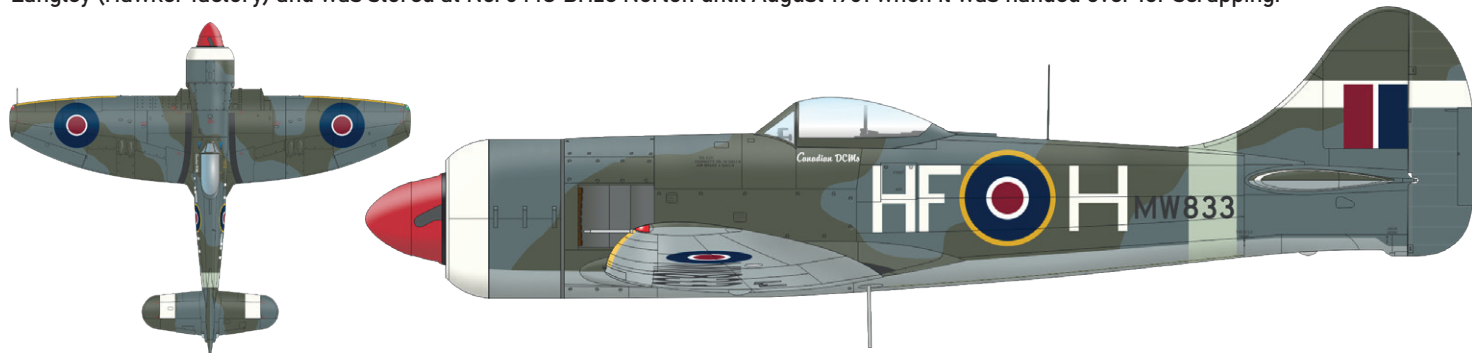
Charles Harold Dyson was born in Jhansi, India (July 8, 1913) and began his RAF career in 1937. After training he became a member of No. 33 Sqn and carried out attacks on Arab insurgents in Palestine (from Ramla base). His part in these operations earned him a DFC. He remained in the Middle East after the outbreak of WWII and on December 11, 1940, he encountered a group of six Italian Cr.42s and reportedly shot them all down. However, he had to make an emergency landing himself, returning to the unit six days later. Dyson received a Bar to his DFC for this achievement to which he added two more Cr.42 kills. The No. 33 Sqn moved to Greece and Dyson was shot down there by an Italian G.50 on March 23 and then by AA fire on April 5. He managed to bail out in both cases. After the fall of Greece, Dyson served as a fighter pilot in Egypt but was not involved in any further combat action. Following his return to the UK he had short spells with the CGS and AFD and then spent the rest of the war instructing and commanding Armament Practice Camps and squadrons within Tactical Exercise Units. After the war he remained in the service until October 1963. By the time he became Wing Commander of the Southern Sector of Fighter Command, he had taken over the aircraft of R. P. Beamont and added stylized lightning bolt on the fuselage - a most unusual marking on RAF aircraft at that time. The colors of it were probably yellow and red and the personal code was white. After a short period of time, the lightning bolt was removed, leaving only a red wedge with no trim; the spinner was now half black/half white whereas it is thought it may previously have been yellow. For unknown reasons, the main undercarriage covers were replaced, thereby disrupting the serial number on the lower wing surfaces.

**MW416, S/Ldr Henry Ambrose, No. 26 Squadron, RAF Fassberg, Germany, May 1947**

Henry "Poppa" Ambrose joined No. 257 Sqn in 1941 as a Flight Sergeant and he exchanged the Hurricane for the Typhoon in 1942. With the latter, he was mostly flying defensive patrols over the English Channel, watching for and intercepting low-flying Fw 190s. Ambrose served with the unit until 1943 when, having completed his operational tour, he was posted 'on rest', retraining as a Fighter Controller, serving in this role during Operation Neptune (the maritime part of Operation Overlord) on June 6, 1944, and subsequent operations over Normandy. In August 1944 he returned to operational flying, joining No. 175 Sqn as a flight commander, flying rocket-armed Typhoons. In February 1945 he was promoted to command another Typhoon RP unit, No. 181 Sqn. After the war Ambrose continued in the RAF and from January 1946 commanded No. 41 Sqn which was redesignated No. 26 Sqn on April 1. Ambrose continued as commanding officer until May 1947. His Tempest Mk.II was from the first 50-aircraft series produced at Banwell (Bristol) and thus did not originally have a tropical filter. It was later fully tropicalized with the tropical air filter and water cylinders in cockpit, as were six other early series aircraft delivered to the RAF (most of these early Tempests were fully modified and sold to India or Pakistan). MW416 was in service with the unit from July 1946 to September 1948 and was allocated to squadron commanders; it was flown successively by Ambrose, Brandt, Mitchell, and Frost. The propeller spinner was probably red and white (or blue) during the Ambrose period of service, later it may have been white/black or silver/black. The entire aircraft was painted with a cellulose silver paint known as "Aluminium", officially Silver Dope spec. 33B/317 516 Type C (Cellulose). The aircraft sported Squadron Leader pennants on both sides of the fuselage, and later carried unit badge on the top of the fin.

**MW833, No. 183/54 Sqn, RAF Chilbolton, Hampshire, United Kingdom, June 1946**

The aircraft, named "Canadian DCMs", following a donation by that organisation, served with No. 183 Sqn, which was redesignated No. 54 Sqn on November 15 as the RAF reorganised post-war and reduced the number of operational units. Like most other squadrons with higher numbers, it thus took on the designation of an older and more traditional unit. No. 54 Sqn was one of only two squadrons that used Tempest Mk.IIs within Fighter Command and so they were based in the United Kingdom. The aircraft had the standard camouflage scheme of Ocean Grey and Dark Green on the upper surfaces and Medium Sea Grey on the lower surfaces. The rear fuselage stripe and code markings were in Sky, the stripes on the nose, fin, horizontal stabilizer and the spinner were white. After its service with the squadron, MW833 underwent overhaul at Langley (Hawker factory) and was stored at No. 6 MU Brize Norton until August 1951 when it was handed over for scrapping.

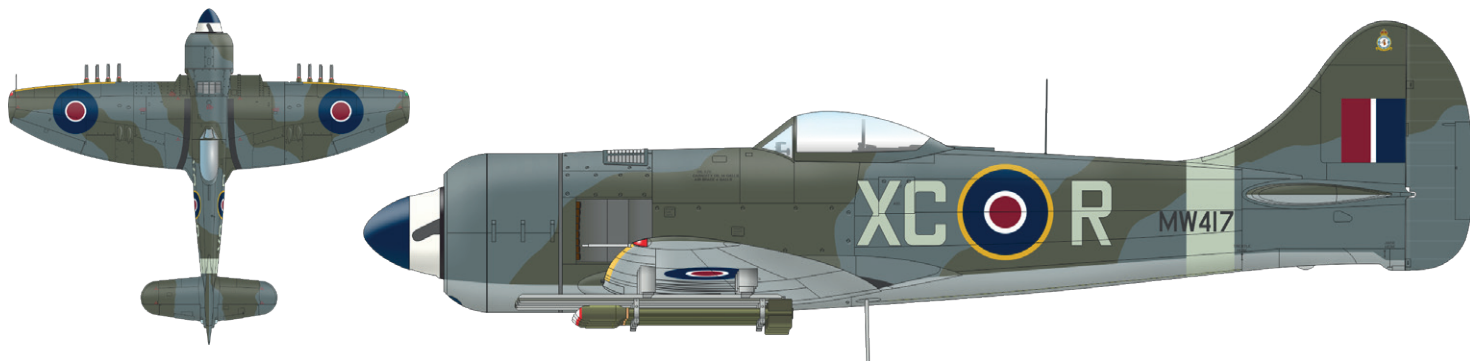


MW849, No. 247 Sqn, RAF Chilbolton, Hampshire, United Kingdom, September 1945

No. 247 Squadron was formed at the end of the WWI, on August 20, 1918, by the amalgamation of No. 336 and No. 337 Flights of RNAS (Royal Naval Air Service) but was disbanded just five months later on January 22, 1919. The unit was reactivated on August 1, 1940 and was tasked with the defence of the south-western part of the British coastline, including the ports of Plymouth and Falmouth. As it was equipped with obsolescent Gloster Gladiator biplanes, chances of its pilots achieving success against German opponents were slim. The unit converted to the Hawker Hurricane as early as December 1940 and undertook both day and night missions. The pilots did not claim their first victory until July 7, 1941, when a Ju 88 was shot down. After re-equipment with Typhoons, the unit flew only day missions and was among the busiest in ground attack with RP during the days prior to the Operation Overlord through to the end of hostilities. In the summer of 1945 No. 247 Sqn was removed from BAFO (as 2nd TAF had been renamed) and began preparations to be sent to the Far East in Burma. To this end, it was the second squadron to receive the Tempest Mk.II. However, the surrender of Japan changed the situation, the unit remained in the UK and became the first unit to be rearmed with the de Havilland Vampire jets. The MW798 had the standard Day Fighter Scheme camouflage and sported white stripes on the rudder and horizontal stabilizer; the propeller spinner had three-tone colour, probably red, white, and blue, corresponding with RAF roundel.

**MW417, No. 26 Sqn, RAF Wunstorf, Germany, 1947**

As part of the post-war RAF downsizing the former No. 41 Sqn was redesignated No. 26 Sqn. This occurred on April 1, 1946, when the unit was based at Wunstorf Air Base in Germany. No. 26 Squadron was formed at Netheravon (UK) on October 8, 1915, and subsequently sent to East Africa, where it operated from Mombasa airfield until February 1918, when it returned and was disbanded in July. The reactivation came October 11, 1927, as a single squadron of Armstrong Whitworth Atlas machines. No. 26 Sqn started the war with Westland Lysander aircraft flying reconnaissance missions with them until February 1941, when received Curtiss Tomahawks as the replacement, these being in turn changed for Mustang Is (and briefly Spitfires, as artillery spotters during the invasion of Normandy). The war ended in Germany, where the squadron (by the time equipped with Spitfire Mk.XIs and XIVs) was also disbanded and subsequently re-formed from No. 41 Sqn. This aircraft is interesting in that it has a fuselage code designation unusually outlined with a thin black line. The propeller spinner was blue and white, and the unit emblem was painted on top of the vertical fin. The squadron motto "N Wagter in der Lug" is in Afrikaans, as the unit was originally made up of South Africans. It stands for "Air Patrol" and the emblem features the head of an antelope. Tempests Mk.II were used by the unit until April 1949, when it re-equipped with de Havilland Vampire jets.

**MW423, No. 33 Sqn, RAF Changi, Singapore, August 1949**

No. 33 Squadron was stationed in Germany after the war. From there it was shipped aboard HMS Ocean to the Far East in early July 1949. The unit operated in the region until 1970, flying sorties against Communist guerrillas in Malaya until 1960. It was also the last RAF operational unit to fly Tempests Mk.II. Its pilots made last sortie with them on June 6, 1951, then started to exchange them for de Havilland Hornet F.3s. Originally allocated to No. 26 Sqn, MW423 was transferred to No. 33 Sqn in April 1949 and was also one of seven early production Mk.IIs converted to the "full tropical" standard for the RAF. Interestingly, it featured an escape panel warning marking on the port side of the fuselage (usually only seen on the starboard side). The top of the fin was decorated with the unit's emblem of a deer head and with the simple motto "Loyalty". It was in use until January 20, 1950, when an undercarriage failure made a "wheels-up" landing necessary. Although repaired it saw no further active service.

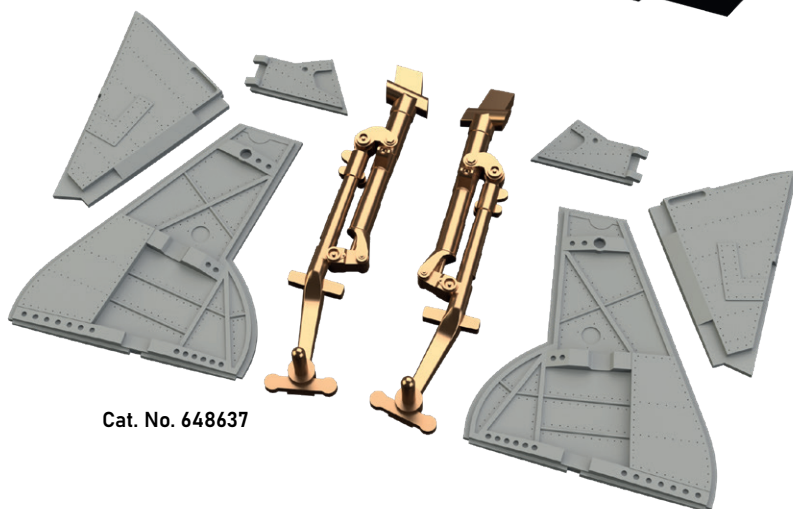
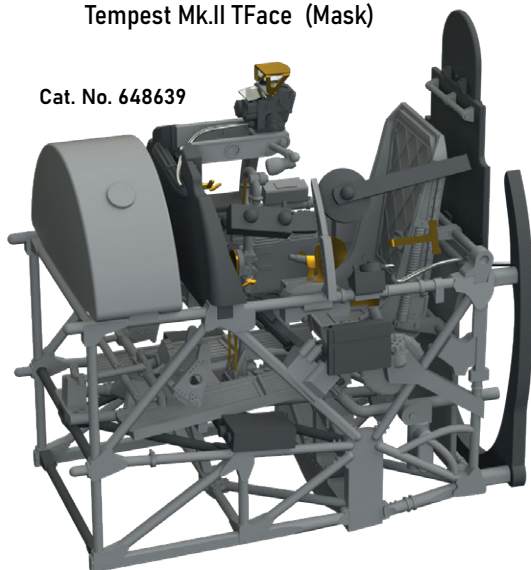


Recommended for Tempest Mk.II

481064	Tempest Mk.II landing flaps (PE-Set)
FE1208	Tempest Mk.II seatbelts STEEL (PE-Set)
644104	Tempest Mk.II LööK (Brassin)
648636	Tempest Mk.II wheels (Brassin)
648637	Tempest Mk.II undercarriage legs BRONZE (Brassin)
648639	Tempest Mk.II cockpit (Brassin)
648641	RP-3 60lb rockets for Tempest Mk.II (Brassin)
648654	Tempest Mk.II exhaust stacks (Brassin)
3DL48030	Tempest Mk.II SPACE (3D Decal set)
D48086	Tempest Mk.II stencils (Decal set)
D48087	Tempest Mk.II roundels (Decal set)
EX796	Tempest Mk.II TFace (Mask)



Cat. No. 648639



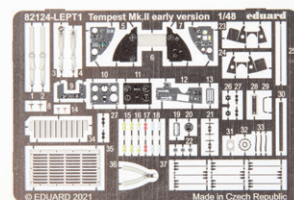
Cat. No. 648637

OVERTREES 1/48

Tempest Mk.II

Cat. No. 82124X

Product page



Cat. No. 82124-LEPT1

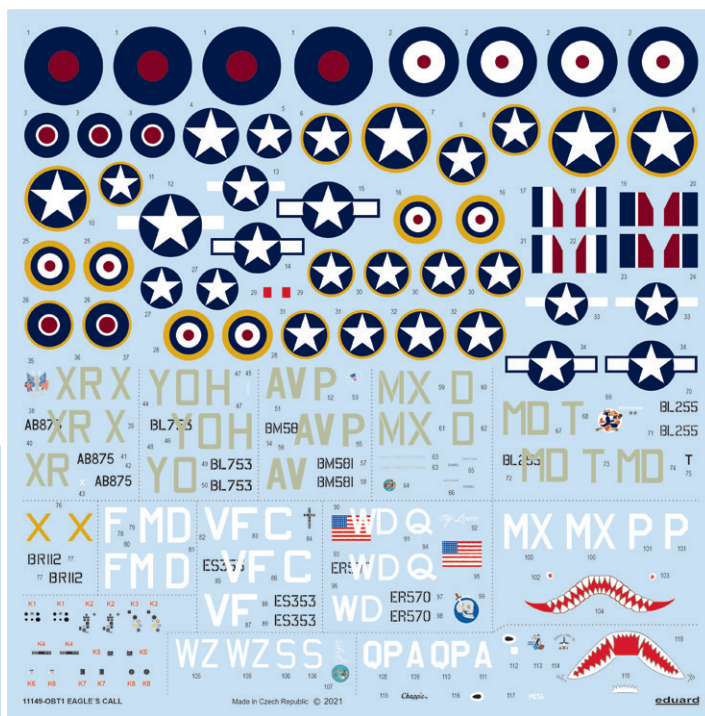
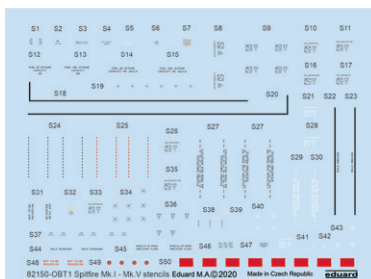
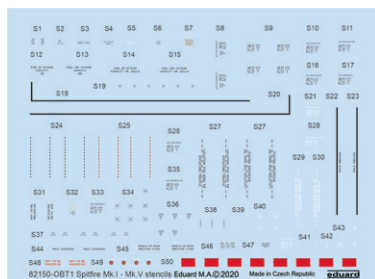
Product page



1/48 Cat. No.11149

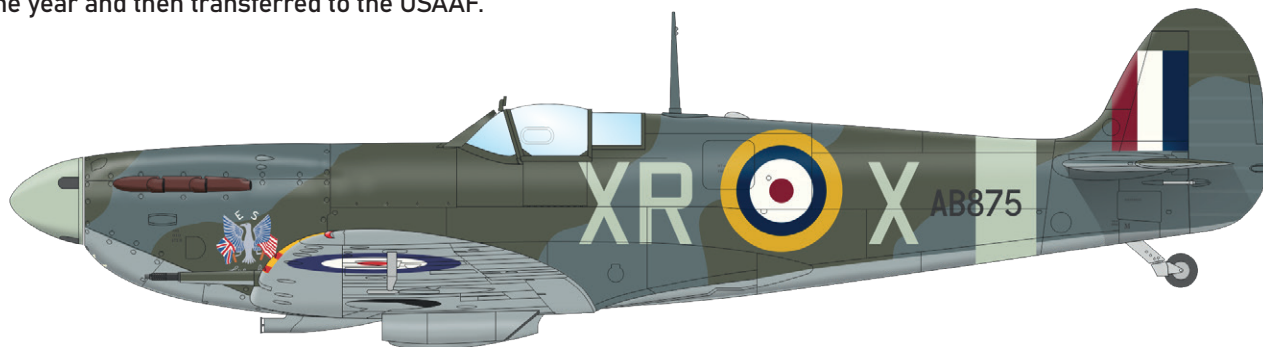
- Eduard plastic parts
- Photo-etched set
- Painting mask
- 12 marking options

Product page



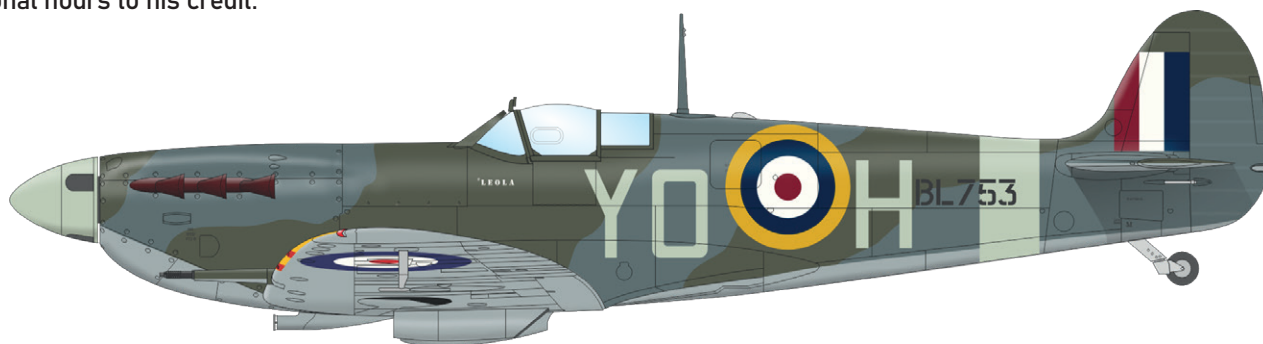
Spitfire Mk.Vb, AB875, P/O Joseph M. Kelly, No. 71 (Eagle) Squadron, RAF Martlesham Heath, Suffolk, United Kingdom, February 1942

No. 71 (Eagle) Squadron was formed out of the American volunteers at RAF airbase Church Fenton on September 19, 1940. It was equipped with the American Brewster Buffalo replaced by Hurricanes in November 1940. On February 1941, at Kirton in Lindsey airbase the unit was declared operational and in April started to fly combat out of RAF airbase Martlesham Heath in Suffolk. In August 1941 it was re-equipped with Spitfires Mk.IIa, in a short time replaced by more powerful Spitfires Mk.Vb. In May 1942, the unit was relocated to Debden where, at the end of October 1942, was designated 334th FS and became part of the 4th FG of the 8th AF. This Spitfire Mk.Vb was usually flown by California native P/O Joe Kelly. After he finished his tour of duty, he requested the transfer to the Mediterranean to where he set sail in the middle of April 1942. He served with RAF until the end of the year and then transferred to the USAAF.



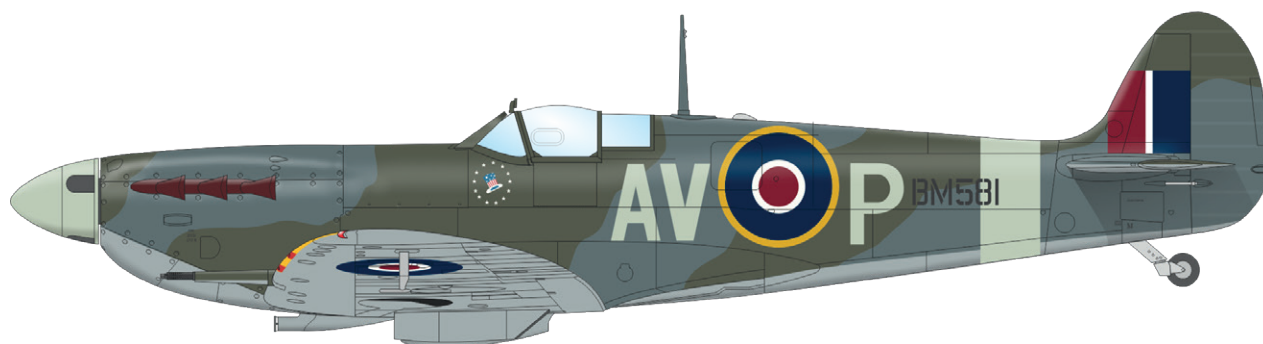
Spitfire Mk.Vb, BL753, P/O Donald J. M. Blakeslee, No. 401 Squadron RCAF, RAF Gravesend, Kent, United Kingdom, April - May 1942

Donald Blakeslee, the future fighter ace and commander of the 4th FG USAAF landed in England on May 15, 1941, having completed the pilot training in Canada and was assigned to No. 401 Squadron RCAF, part of the Biggin Hill Wing. On November 22 he was credited with the first kill, Bf 109 over Desvres. Initially, Blakeslee was reluctant to serve in the American Eagle squadrons, but after he completed his tour of duty with No. 401 Squadron, he joined No. 133 (Eagle) Squadron as it was the only possibility to continue combat flying. After the 4th FG was established within 8th AF USAAF at the end of September 1942, he was appointed to command 335th FS (ex No. 121 Squadron RAF) and on February 1 he became the commander of the whole 4th FG. On March 15, 1943, he scored his first kill with 4th FG flying P-47D Thunderbolt and on July 28 he led 4th FG over Germany for the first time. In February 1944 4th FG under his command became one of the first 8th AF fighter groups to be re-equipped with P-51B Mustang. In November 1944 Don Blakeslee retired from the operational service with 15.5 kills, 500 combat flights and more than thousand operational hours to his credit.



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

The second Eagle squadron, 121st, was established in May 1941 at RAF airbase Kirton in Lindsey. In November 1941 it transitioned from Hurricanes to new Spitfires Mk.Vb. In December it replaced No. 71 (Eagle) Squadron at RAF airbase North Weald and joined the offensive operations over occupied Europe. On July 21, 1942, Spitfire BM581 was damaged by Flak fire during the sweep over the Netherlands. After repair, it was returned to the unit where it served as AV-K even though on September 29 the unit became 335th FS, 4th FG, 8th AF. In April 1943 after the 4th FG re-equipped to new P-47D Thunderbolt, this aircraft was returned to RAF. William Kelly, as well as the whole unit, was transferred under the USAAF command. In February 1943 he lost his life during the sortie as one of the last 4th FG pilots who were killed in combat when flying Spitfires.



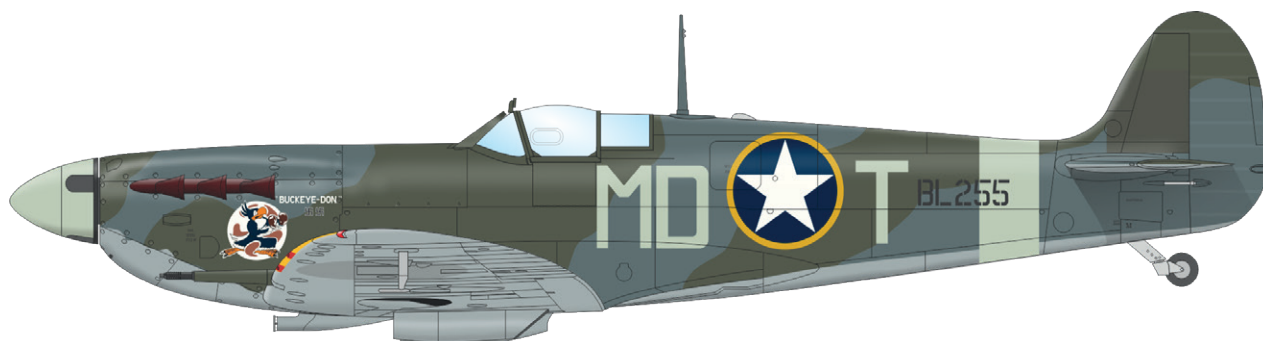
Spitfire Mk.Vb, EN851, Lt. Roland F. Wooten, 307th FS, 31st FG, 8th AF, RAF Merston, West Sussex, United Kingdom, late August 1942

The 31st FG arrived in the Great Britain in June 1942. It received Spitfires of various versions at RAF airbases Atcham and High Ercall and commenced the training. EN851 is a good example of the coloration and markings of the American Spitfires on the eve of the USAAF operations in Europe. The aircraft remained in the standard British camouflage (Day Fighter Scheme) including the recognition stripe on the tail. British insignia were overpainted at the unit level and replaced with the American white stars in the blue circle. The insignia on the vertical tail, left lower wing and right upper wing insignia were just oversprayed with the camouflage color. As of October 1, 1942, the yellow outlines of the national insignia were introduced. On July 18 31st FG flew its first combat mission. On August 19 it was the only USAAF fighter unit deployed in the Dieppe landing. The 31st FG was transferred to the newly established 12th AF in October. In Gibraltar it was re-equipped with Spitfires Mk.Vb Trop and readied to be deployed in the Operation Torch, the Allied landing in North Africa.



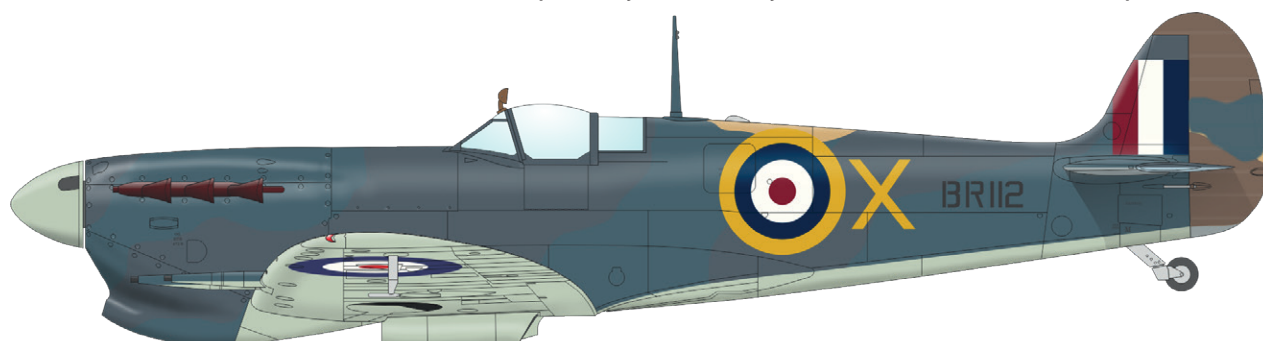
Spitfire Mk.Vb, BL255, Lt. Dominic S. Gentile, 336th FS, 4th FG, 8th AF, Debden, Essex, United Kingdom, August 1942

The third and last Eagle squadron, 133rd formed in July 1941 at RAF airbase Coltishall, was in 1942 the first American squadron re-equipped with Spitfires Mk.IX. However, the unit lost its twelve „Nines“ in only three days before Eagle squadron was transferred under the USAAF command, during the B-17 escort over Morlaix. After its inclusion into 8th AF USAAF on September 29, 1942, it continued flying the good old Spitfires Mk.Vb as it was transformed from No. 133 (Eagle) Squadron RAF into 336th FS, 4th FG. The BL255 Spitfire, nicknamed „Buckeye Don“, was the personal aircraft of Don Gentile, the future most successful fighter pilot of the 8th AF with 19 kills, 3 damaged and 6 on the ground destroyed enemy aircraft. He was credited with two more kills during the combat over Dieppe on August 19, 1942, while he was still serving with RAF. The same nose art as on BL255 was later sported on the famous P-51B Shangri La and it was also incorporated into 334th FS insignia.



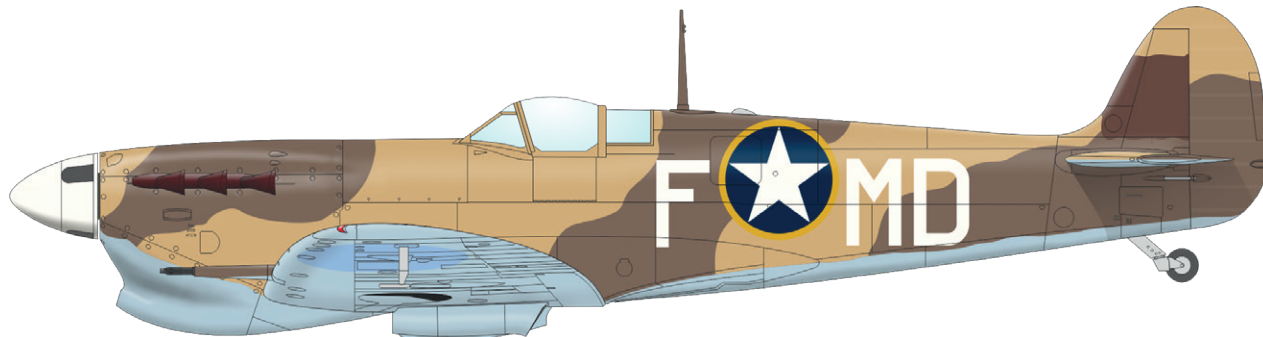
Spitfire Mk.Vc Trop, BR112, Sgt. Claude Weaver, No. 185 Squadron RAF, Hal Far, Malta, September 1942

Spitfire Mk.Vc Trop BR112, armed with four cannons, arrived in Malta on April 20, 1942, on board of USS Wasp air carrier during the Operation Calendar. It was probably camouflaged in RAF Mediterranean Desert Scheme, Dark Earth and Mid Stone on the upper surfaces and Azure Blue on the lower surfaces, upper surfaces were oversprayed with dark blue paint. This was supposedly done while still on board of USS Wasp. The propeller spinner was apparently in Sky, overspraying with dark blue paint cannot be excluded though. There are some patches of different color on the vertical tail surfaces and fuselage spine, possibly Dark Earth. On September 8, 1942, BR112 was shot down during the dogfight with Macchi C.202 from 352a Squadriglia over Sicily. The American pilot, Sgt. Claude Weaver, an ace with 10.5 kills, made an emergency landing on the beach in Scoglitti and became POW. Sgt. Weaver was one of the Americans serving with RAF who after finishing his tour of duty volunteered for the service in the Mediterranean. At the time BR112 was shot down, it probably carried only two cannons in the outer weapon wells.



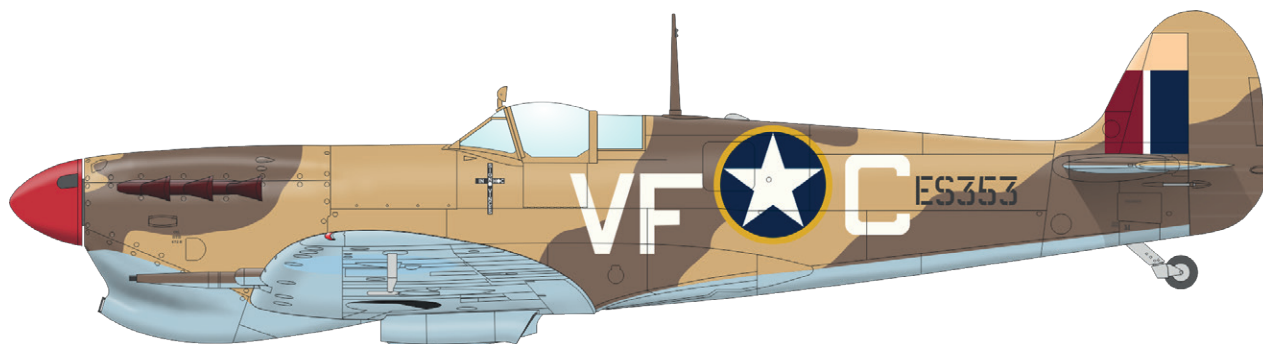
Spitfire Mk.Vb Trop, ER200 (probably), Lt. Col. Fred M. Dean, CO of 31st FG, Korba, Tunisia, May 1943

The personal aircraft of Col. Fred Dean is the good sample of the camouflage and markings of the American Spitfires in North Africa. The camouflage consists of the patterns of Dark Earth and Middle Stone on the upper surfaces and Azure Blue on the lower surfaces. The propeller spinner was white. The national insignia featured yellow outlines and code letters were white. The aircraft depicts the aircraft as it appeared in May 1943, just after the fighting in Tunisia ceased. Shortly afterwards, on June 28, the change of insignia took place as white rectangles on the sides and red outlines were added. Fred Dean commanded 31st FG for eight months since December 5, 1942. In July 1943 he handed over the leadership to Lt. Col. Frank Hill, who up until then was commanding 309th FS as a Major. Frank Hill was one of 31st FS aces, credited with 6.5 individual kills, 3 shared and 4 probables. After he handed over the command Fred Dean returned to the United States and joined General Arnold's staff. On May 31, 1943, he was decorated with Silver Star.



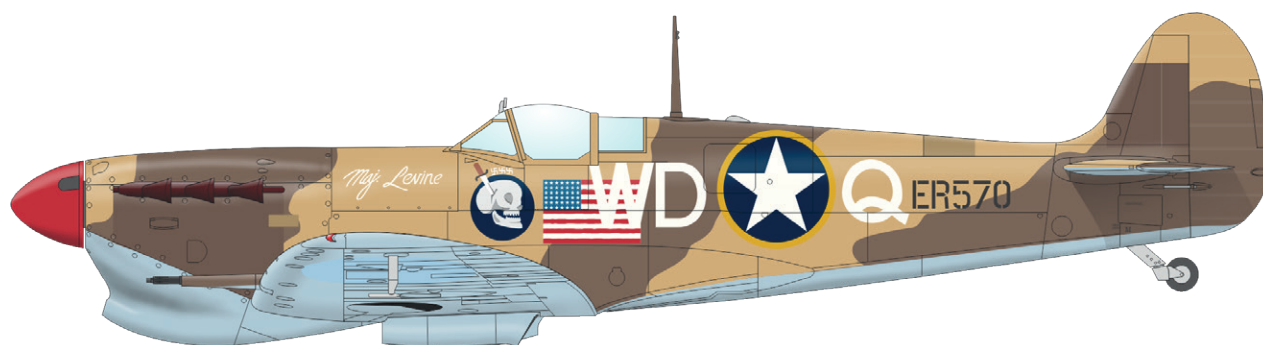
Spitfire Mk.Vc Trop, ES353, Capt. Jerome S. McCabe, 5th FS, 52nd FG, Mediterranean Allied Coastal Air Force (MACAF), La Sebala, Tunisia, June 1943

Same as the majority of 5th FS Spitfires, this Mk.Vc ES353 sported the RAF tail cockade on its vertical tail surfaces. Worth of notice is the unusual combination of dark, apparently red propeller spinner and yellow outlined national insignia. The red spinners were introduced in the Mediterranean only in the end of 1943 while yellow outlined national insignia were replaced by red outlined ones with side rectangles as early as June 28, 1943. Capt. McCabe's personal insignia was painted under the canopy in the form of Christ's cross with motto in Latin: IN HOC SIGNO VINCES (In this sign thou shalt conquer). This symbolism reminds us of the Battle of Milvian bridge between emperors Constatin I and Maxentius in 312. By the way, this motto is part of the city of Pilsen coat of arms.



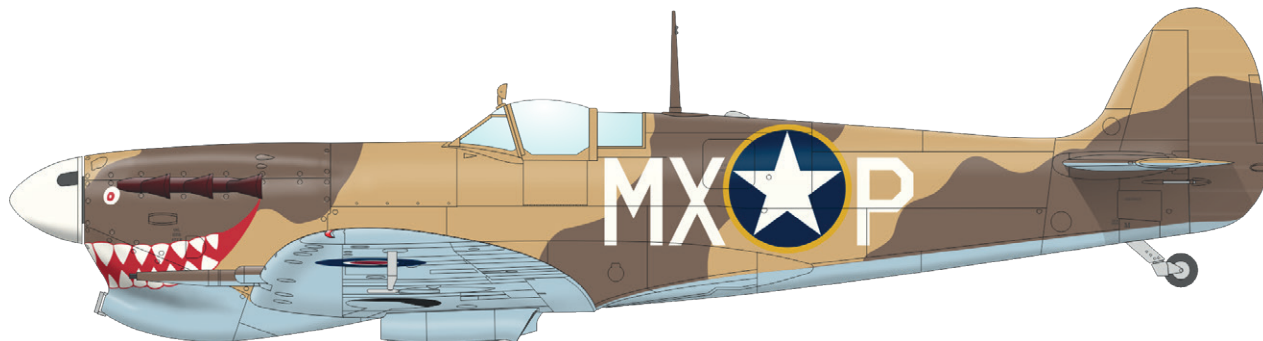
Spitfire Mk.Vb Trop, ER570, Maj. Robert Levine, 4th FS, 52nd FG, Mediterranean Allied Coastal Air Force (MACAF), La Sers, Tunisia, August 1943

Spitfire Mk.Vb ER570 flown by 4th FS commander Maj. Robert Levine sported the hand-painted American flag on both sides of the fuselage. This was to ensure that local population can better recognize it belonged to the American air force. Unlike the French, the local population was friendly towards the Americans. These markings were carried until August 1943 when 52nd FG was already part of MACAF. The overpainted British tail cockade is clearly visible on the vertical tail surfaces. Levine was credited with three victories, all achieved on Spitfires. Among those was a Fw 190 shot down on January 8, 1943. On December 28, 1943, Levine led the first 52nd FG dive bombing mission. In February 1944, already a Colonel, he became the commander of the whole 52nd FG replacing Lt. Col. McNickle. In April 1944, the 52nd FG under his command was re-equipped with P-51B and was integrated into the 15th AF USAAF.



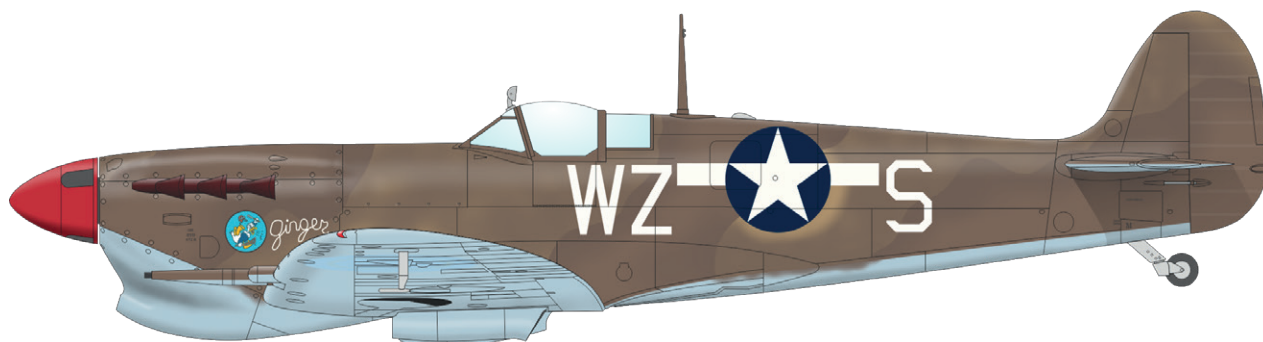
Spitfire Mk.Vc Trop, 307th FS, 31st FG, 12th AF, La Senia, Algier, end of 1942

Teethed Spitfire Mk.Vc of the 307th FS received its smiling mouth probably at La Senia airbase in December 1942, when the inclement weather restricted the air traffic but offered enough time for detailed maintenance as well as nose art artistic creativity. Camouflage consisted of Dark Earth/Middle Stone patterns on the upper surfaces, Azure Blue on the lower surfaces, white propeller spinner, yellow outlined national insignia and white code letters all corresponding to the end of 1942 standard. In the photographs the machine gun muzzles feature very visible patches in the light color. Another thing worth noticing are little eyes, the smaller version of the fuselage ones, painted on the cannon muzzles cloth patches. The aircraft is usually assigned the serial ER180, but it seems to be an error because ER180 was a Spitfire Mk.Vb. The serial of our teeth-adorned aircraft remains unknown then.



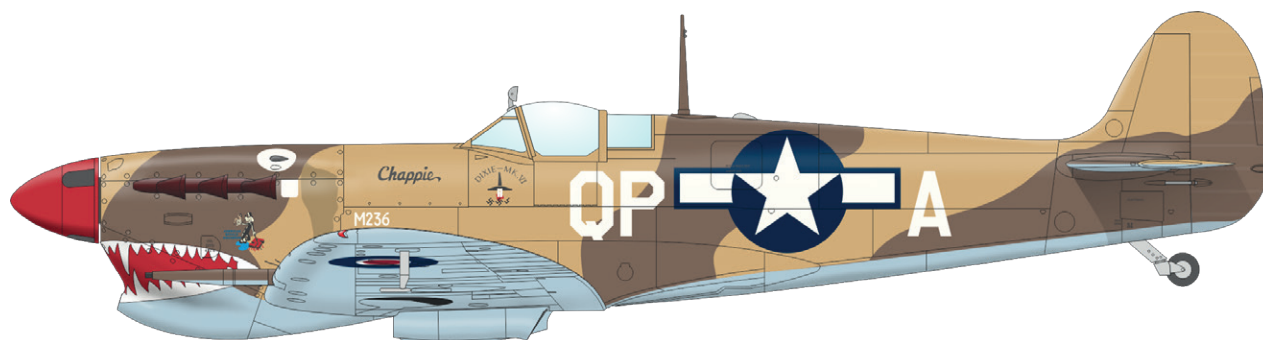
Spitfire Mk.Vc Trop, Lt. George G. Loving, 309th FS, 31st FG, 12th AF, Pommigliano, Italy, December 1943

Spitfire Mk.Vc flown by Lt. Loving represents the final appearance of 31st FG Spitfires at the end of their career. The aircraft were oversprayed with green paint on the upper and side surfaces, probably US Olive Drab while the original colors were still showing through. The camouflage therefore seemed to have consisted of two green shades. The national insignia outlines were over painted as well, as long as they had been carried. The paint around the insignia appears in the lighter shade. The propeller spinner is red and the code letters white. At that time 309th FS aircraft sported the red stripes on the wing tips. In November and December 1943 31st FG squadrons were escorting the light and medium bombers, such as A-36 Apache, A-20 Havoc and B-25 Mitchell to Rome and Monte Cassino.



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

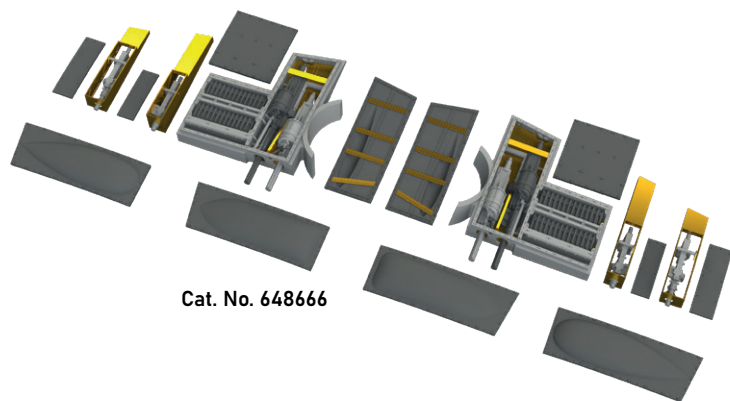
Richard Alexander was one of the original Eagle Squadron pilots and his service fairly reflects the story of all Americans fighting on Spitfires. His teethed QP-A was one of the last "Fives" finishing their service with 2nd FS at Borgo airport in Corsica, still in the beginning of 1944. In June 1943, when 2nd FS was still stationed at La Sebala airport in Tunisia, its members gave the unit the nickname "American Beagle Squadron", a play with words on the account of the more famous Eagle squadrons. The American Beagle Squadron marking was painted on several 2nd FS Spitfires and was also carried on Alexander's aircraft together with some other emblems on various locations of the fuselage. It needs to be stated, that the achievements of the whole 52nd FG on both Spitfires as well as Mustangs after the integration into 15th AF, did not fall short of achievements of their more famous colleagues from 8th AF and made its mark in the history of the American aviation.



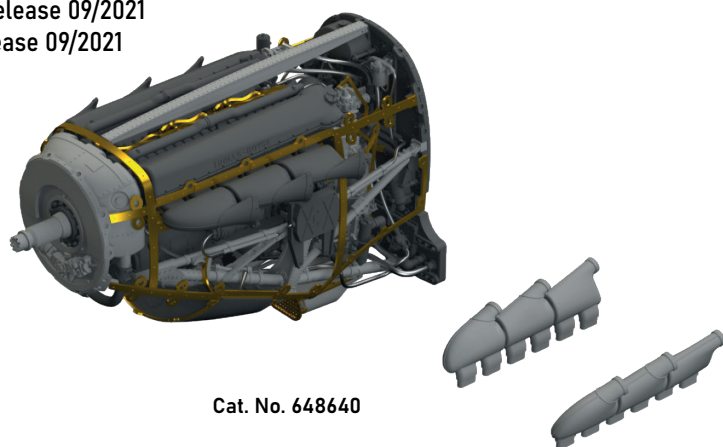
Recommended for Spitfire Mk.V

481065	Spitfire Mk.V landing flaps (PE-Set)
FE1207	Spitfire Mk.V seatbelts STEEL (PE-Set)
644113	Spitfire Mk.V LööK (Brassin)
648098	Spitfire wheels - 5 spoke (Brassin)
648119	Spitfire wheels - 5 spoke, smooth tire (Brassin)
648640	Spitfire Mk.V engine (Brassin)
3DL48031	Spitfire Mk.V SPACE (3D Decal set)
D48088	Spitfire Mk.V stencils (Decal set)
EX797	Spitfire Mk.V (Mask)
648664	Spitfire Mk.V wheels (Brassin) release 09/2021
648665	Spitfire Mk.Vb gun bays (Brassin) release 09/2021
648666	Spitfire Mk.Vc gun bays (Brassin) release 09/2021
648667	Spitfire Mk.V three-stacks exhausts rounded (Brassin) release 09/2021
648668	Spitfire Mk.V three-stacks exhausts fishtail (Brassin) release 09/2021
648670	Spitfire Mk.Va/b undercarriage legs BRONZE (Brassin) release 09/2021
648671	Spitfire Mk.Vc undercarriage legs BRONZE (Brassin) release 09/2021

Cat. No. 644113



Cat. No. 648666



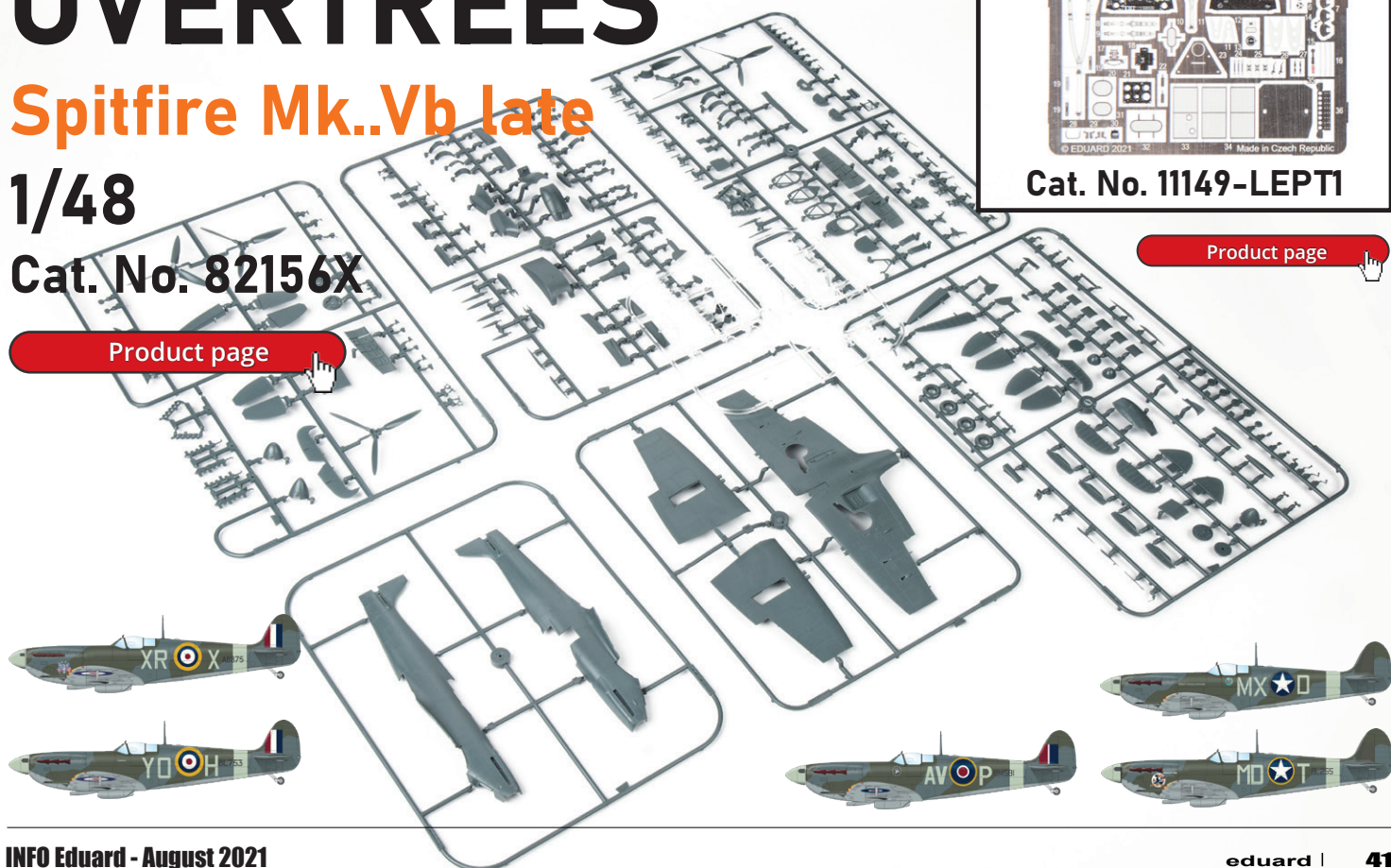
Cat. No. 648640

OVERTREES

Spitfire Mk..Vb late

1/48

Cat. No. 82156X

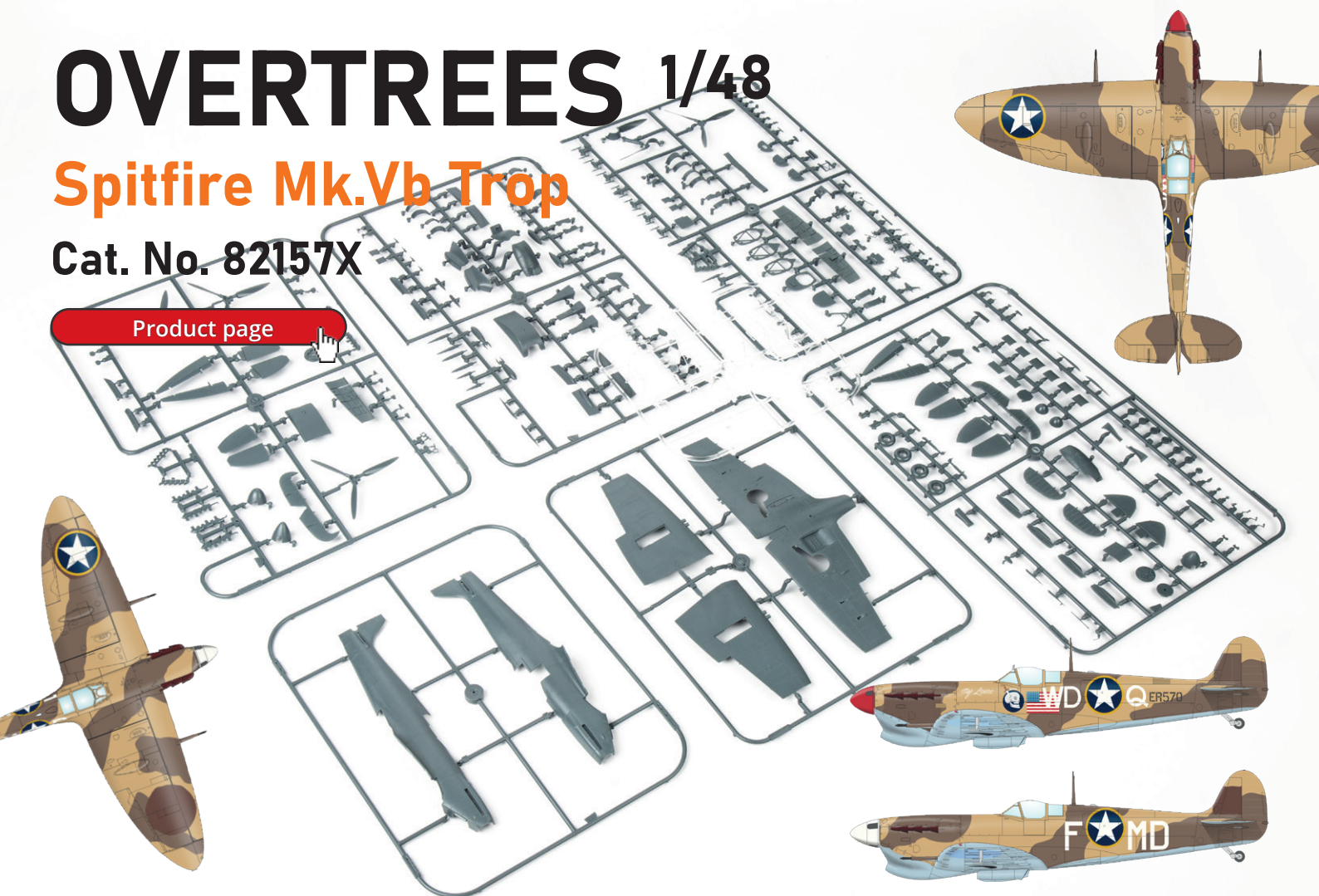
[Product page](#)
[Cat. No. 11149-LEPT1](#)
[Product page](#)


OVERTREES 1/48

Spitfire Mk.Vb Trop

Cat. No. 82157X

[Product page](#)

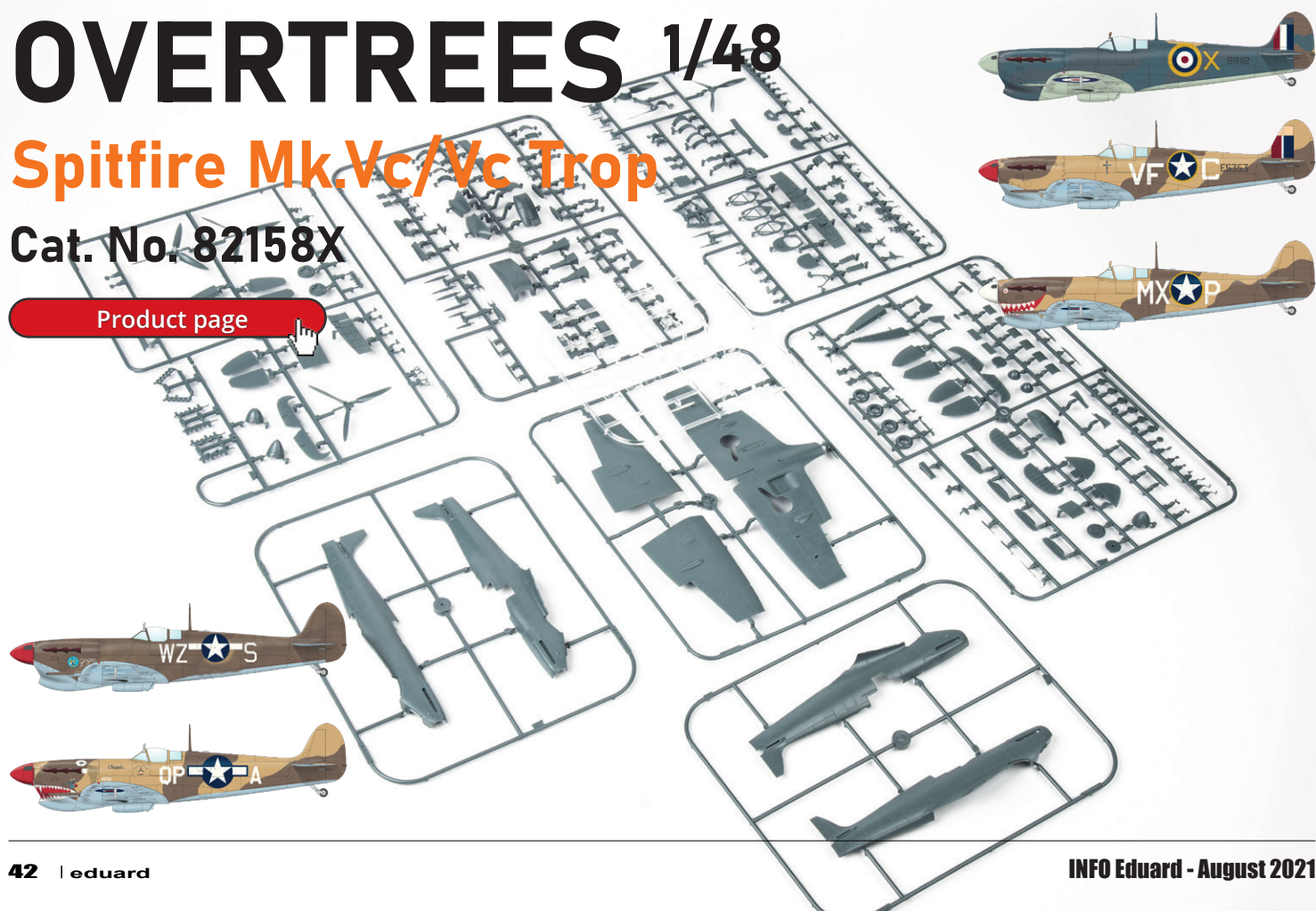


OVERTREES 1/48

Spitfire Mk.Vc/Vc Trop

Cat. No. 82158X

[Product page](#)



- www.eduard.com only**



EduArt - Model Accessories, 2021
www.eduard.com

NEW



eduArt
Edward - Model Accessories, 2021
www.eduard.com

NEW



NEW



NEW



 (C) 2004 McGraw-Hill Companies, Inc.
www.mhhe.com



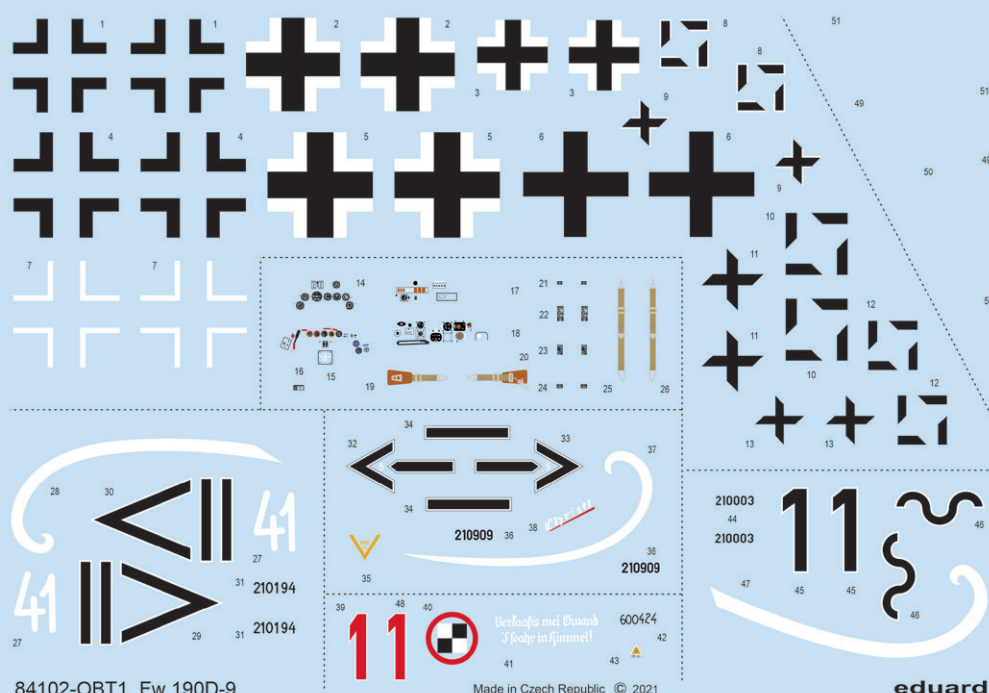
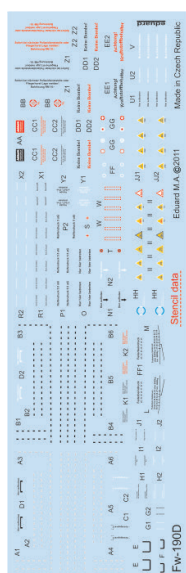
F# 100A-8/R2
www.FederalSignal.com
1-800-345-3333

Product page



1/48 Cat. No. 84102

- Eduard plastic parts
- 4 marking options



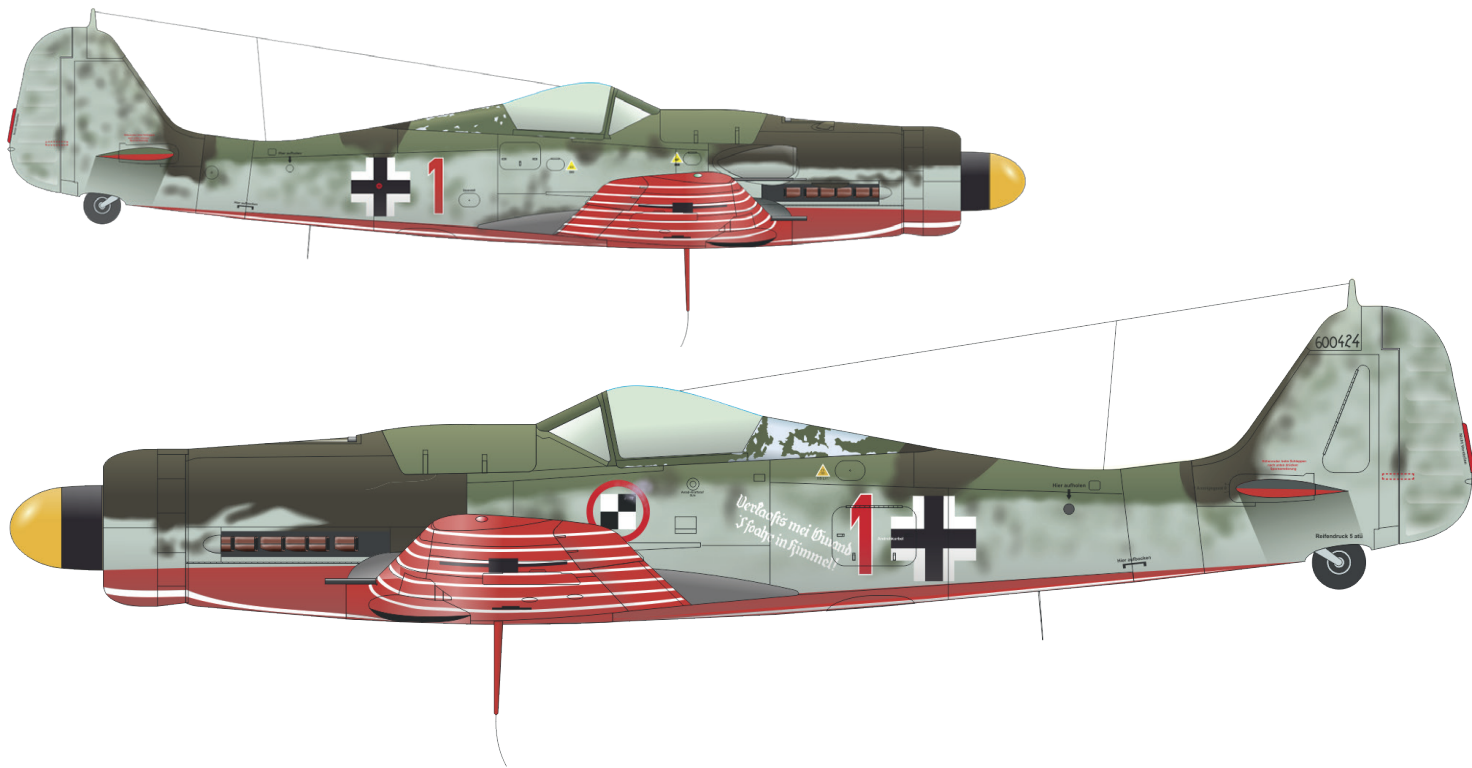
84102-OBT1 Fw 190D-9

Made in Czech Republic © 2021

eduard

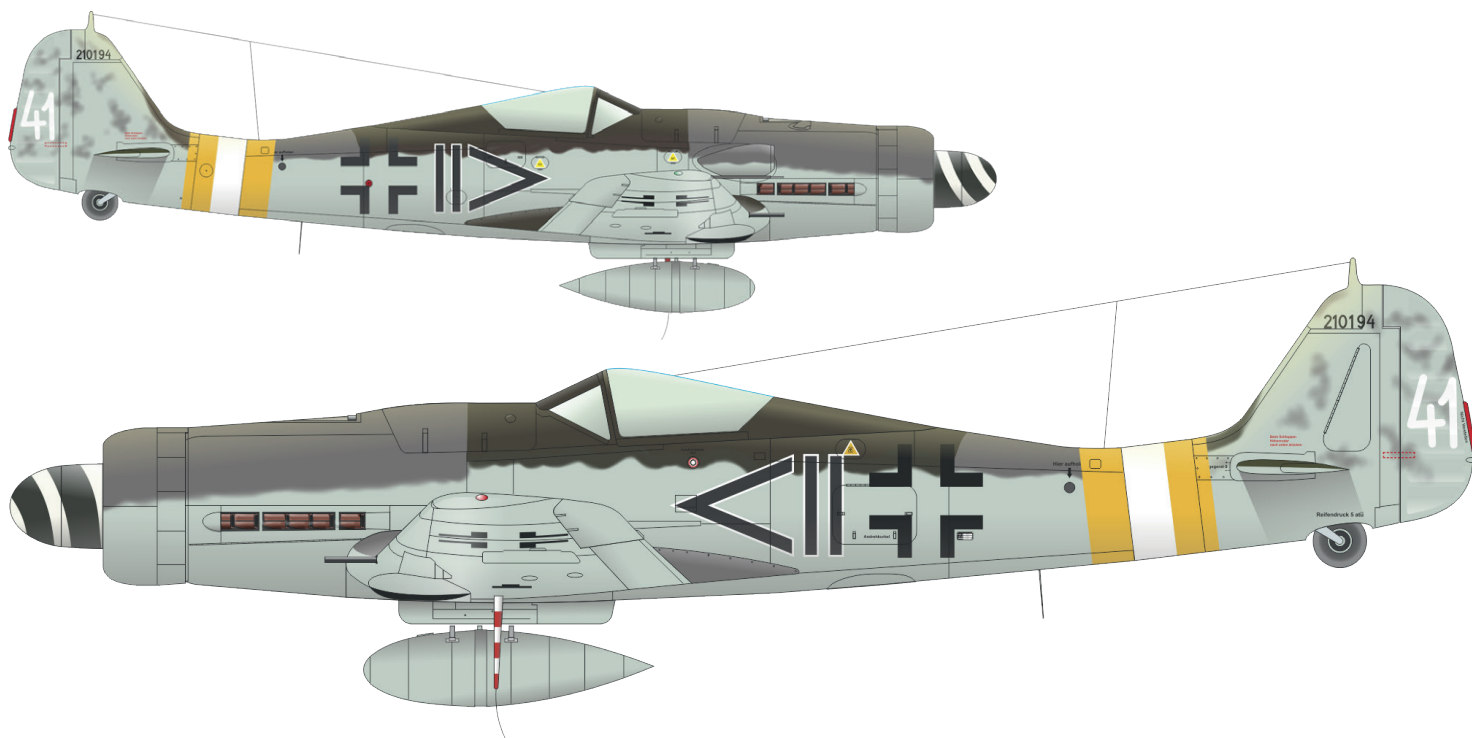
WNR. 600424, Lt. Heinz Sachsenberg, München-Riem, Germany, April-May 1945

Lt. Heinz Sachsenberg (104 victories) was the CO of Platzschutzschwarm. The aircraft assigned to Sachsenberg carried the inscription 'Verkaufte's mei Gwand, I foahr in himmel', which is a Bavarian proverb 'sell my shroud, I am leaving for Heaven'. The font was Schwab, which was popular at the time. Sachsenberg, holder of the Knight's Cross, came from an aviation family. His uncle Gotthard was an World War I ace and holder of Pour le Mérite, as he shot down 31 enemy aircraft. Heinz's brother, also named Gotthard, flew a night fighter with NJG 3 and shot down two British bombers and fell on March 8, 1943. Sachsenberg's 'Dora' was found at the end of the war at Munich-Riem, where it was left behind after the JV 44 fled to Austria at the end of April 1945.



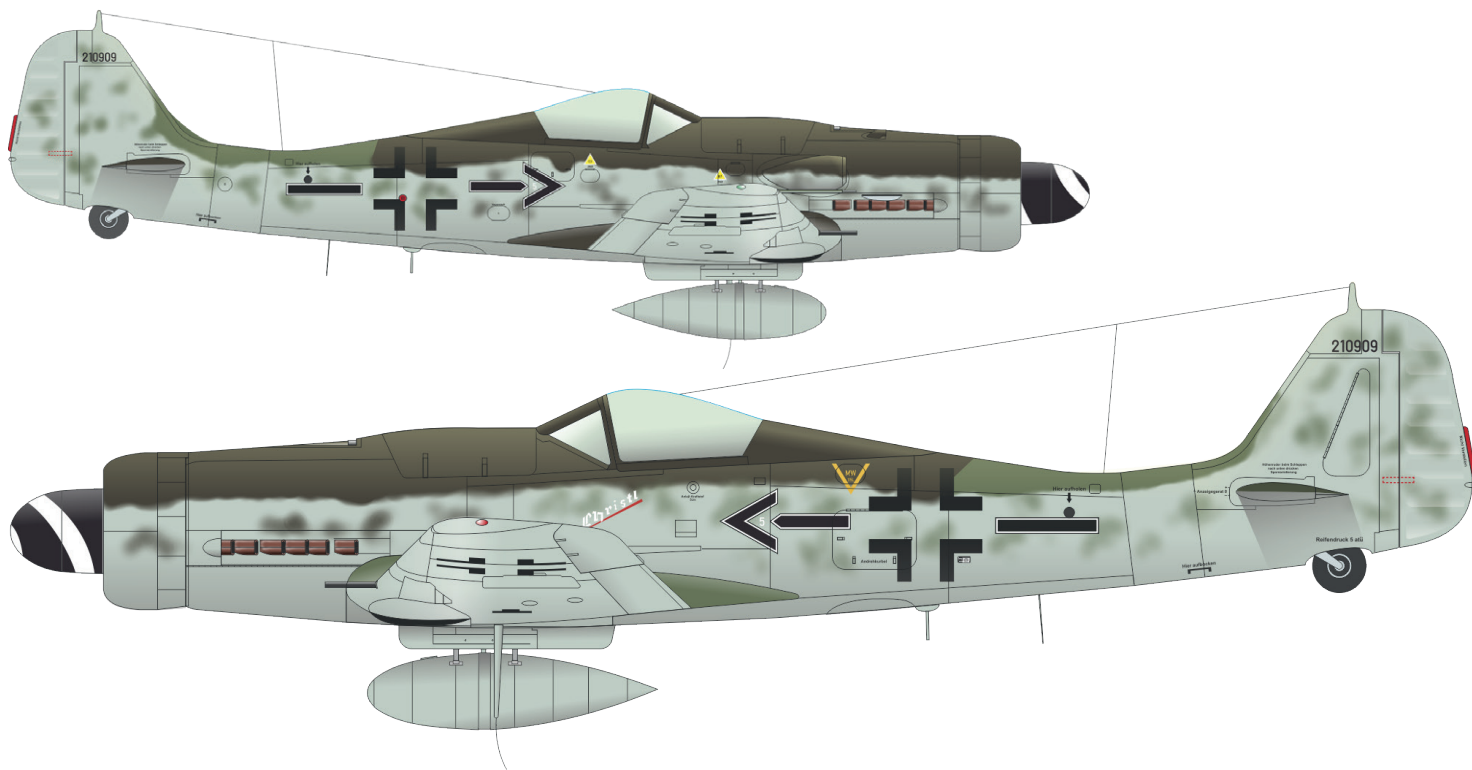
WNR. 210194, Fw. Werner Hohenberg, Stab I./JG 2, Merzhausen, Germany, January 1, 1945

Fw. Werner Hohenberg, took part in the raid on St. Trond airport flying as a part of the I./JG 2 staff flight of commander Franz Hrdlicka. During this sortie Hohenberg's aircraft was hit in the tail surfaces and on return the engine of his aircraft was hit by the anti-aircraft gun projectiles. At 9:35 he force-landed at Dorff village and spent the rest of the war in captivity. The B Battery of the 430th AAA Batalion was credited with shooting him down. Hohenberg's Dora sports a typical Sorau factory camouflage in RLM 75/81/76 on the fuselage and also on the wings. The spiral was painted on the front part of the propeller spinner only. Stripes on the rear fuselage indicate JG 2 deployment in the Reich Defense role.

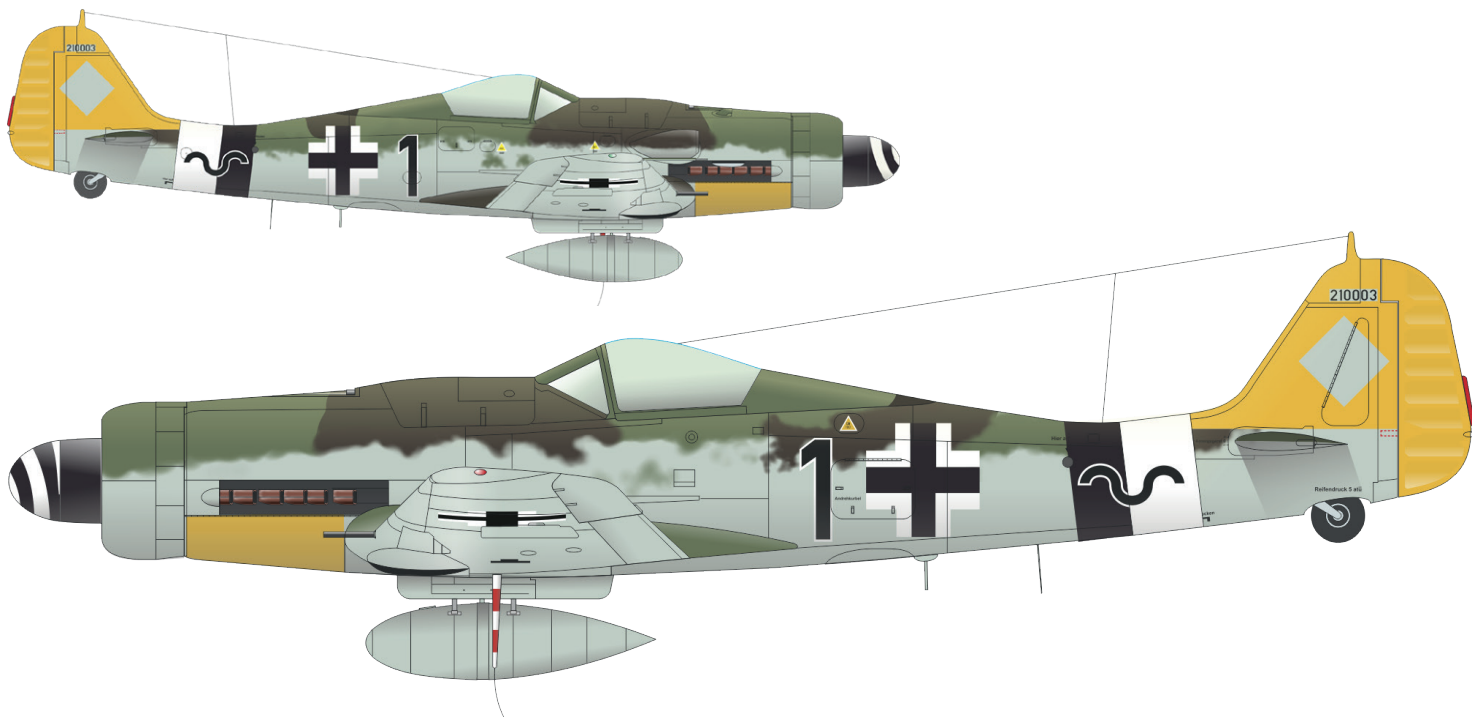


WNr. 210909, Maj. Gerhard Barkhorn, Stab JG 6, Welzow, Germany, February 1945

The personal aircraft of Gerhard Barkhorn, the new CO of JG 6 at the time, was manufactured by the Focke-Wulf factory in Sorau. The name 'Christl' is a reference to Barkhorn's wife Christa. Marking on the fuselage identifies the Geschwader's CO aircraft. Barkhorn achieved 301 aerial victories during WWII, all of them as a member of JG 52, putting him in second place among German fighter aces. His first victory was achieved on July 2, 1940 and the last on January 5, 1945. In 1945, Barkhorn became the CO of JG 6 and flew Me 262 jet fighters as a member of JV 44 shortly before the German surrender. Barkhorn was awarded the Knight's Cross on August 23, 1942, with Oak Leaves (on January 11, 1944) and Swords (on March 2, 1944). In the post-war era, he joined Bundesluftwaffe.

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

Oblt. Hans Dortenmann, a 38-kills fighter ace and Knight's Cross holder, noted in his memoirs that he used Dora WNr. 210003 as a personal mount from September 1944 to the end of hostilities. He personally destroyed her to avoid falling into enemy hands at the end of the war. At first, during Dortenmann's service with III./JG 54, the airplane was marked 'Red 1'. In late February III./JG 54 was redesignated IV./JG 26, and Dortenmann was appointed Staffelkapitän of 12./JG 26. His Dora became 'Black 1'. The White-Black band appeared on the tail as well as IV. Gruppe's wave. According to Dortenmann's memoirs, the original RLM 74/75 camouflage scheme was changed to RLM 81/82, but the reason for re-painting remains unknown. A new style blown canopy was installed instead of the original flat one. The vertical part of the tail unit was painted yellow from JG 54 days.



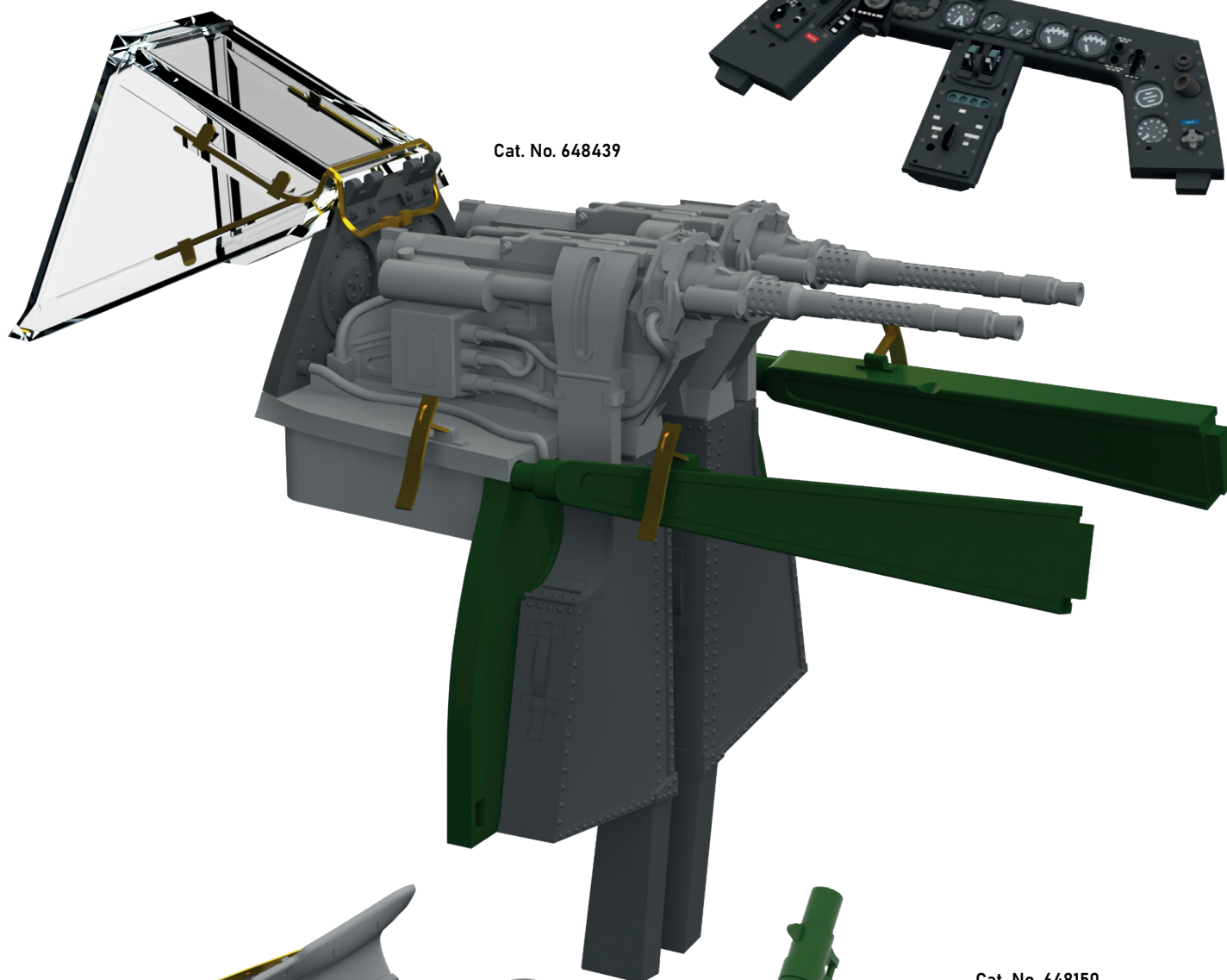
Recommended for Fw 190D-9

48651	Fw 190D-9 (PE-Set)
FE1209	Fw 190D-9 Weekend (PE-Set)
644014	Fw 190D-9 LööK (Brassin)
648150	Fw 190 wheels late (Brassin)
648356	Fw 190A wingroot gun bays (Brassin)
648439	Fw 190D fuselage guns (Brassin)
EX328	Fw 190D Weekend (Mask)

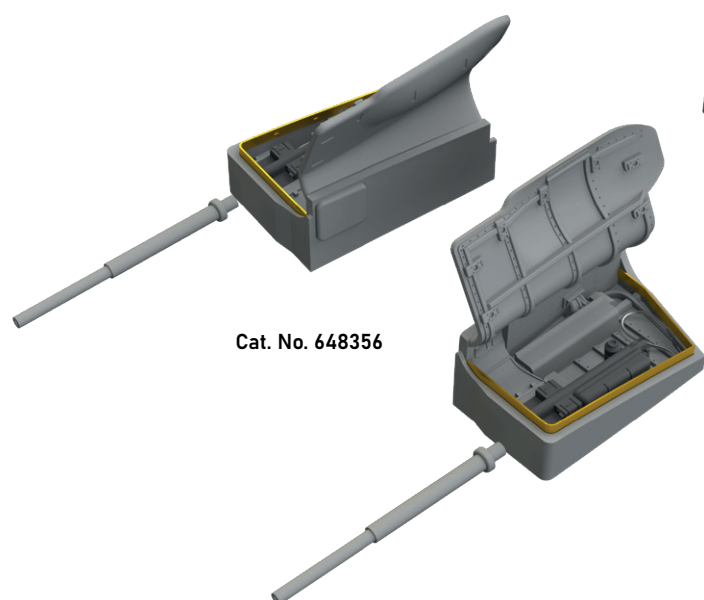
Cat. No. 644014



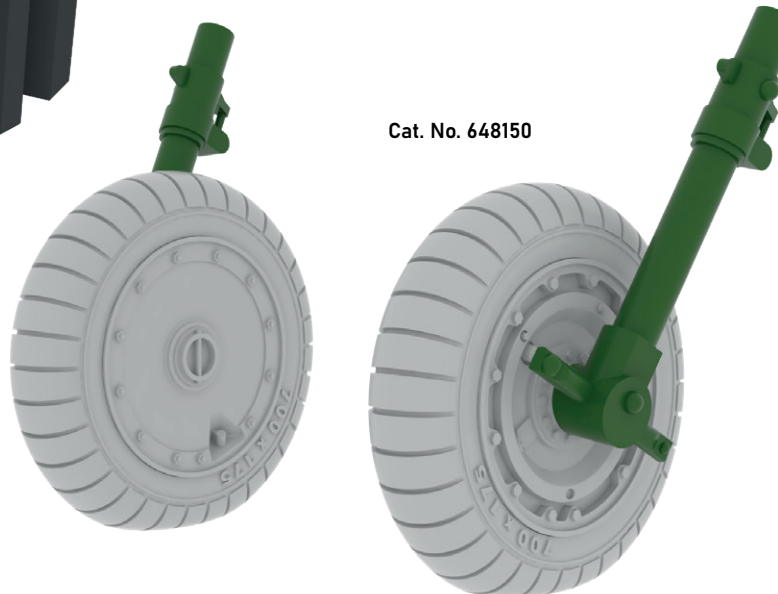
Cat. No. 648439



Cat. No. 648150



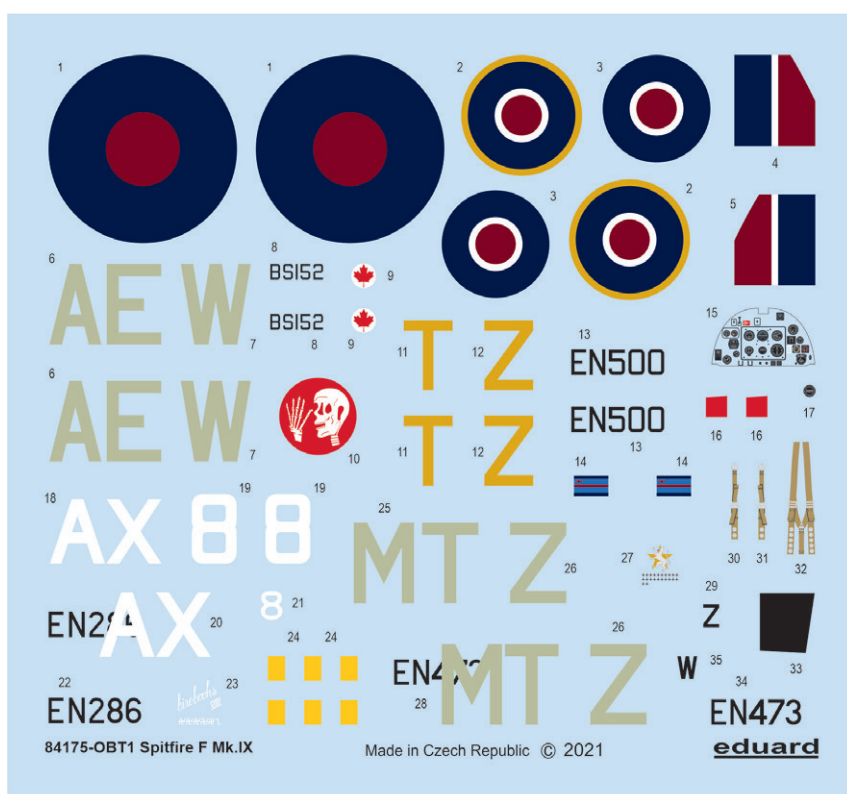
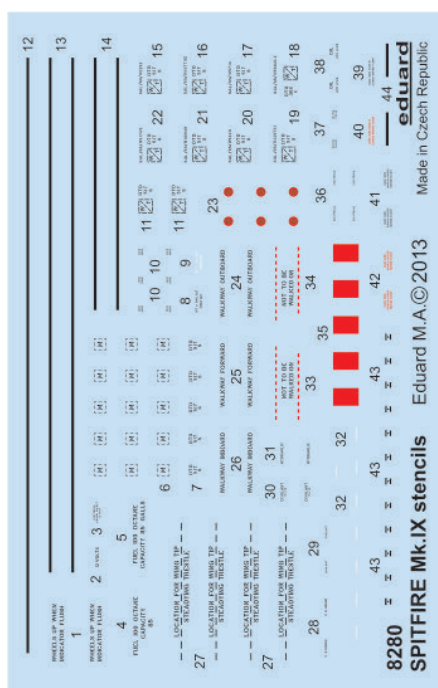
Cat. No. 648356



1/48 Cat. No. 84175

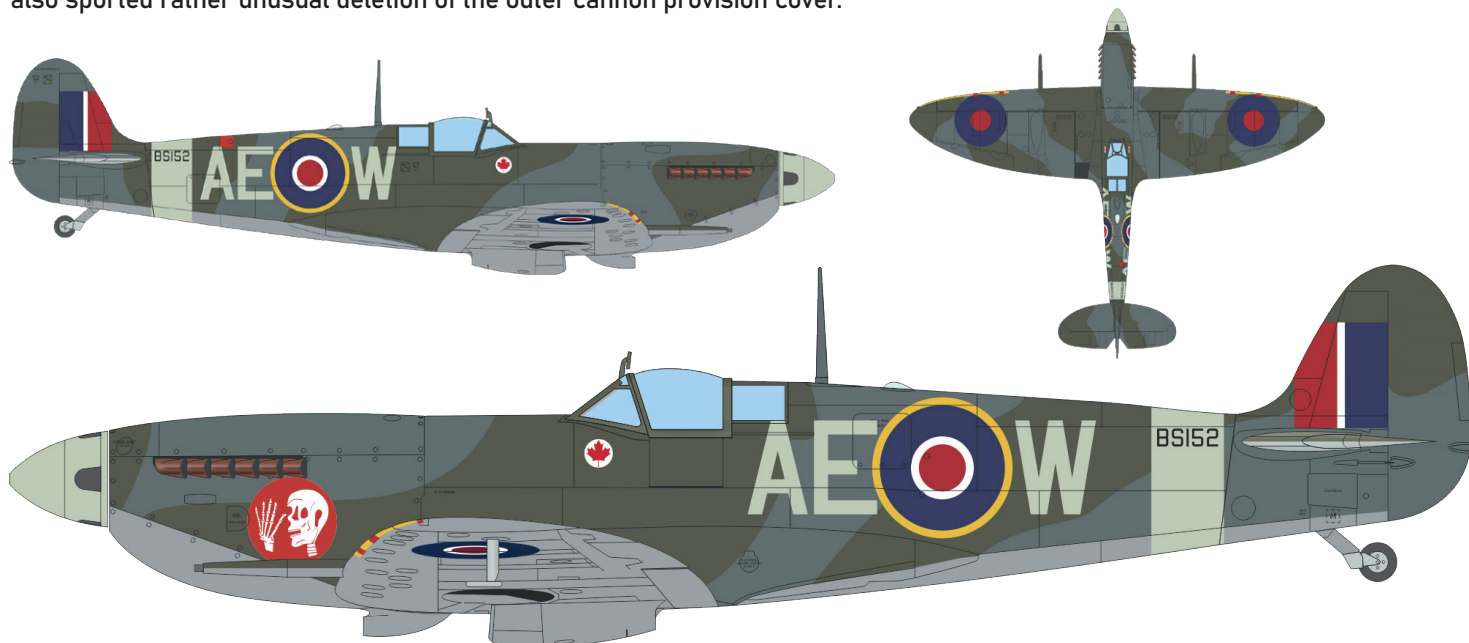
Product page

- Eduard plastic parts
- 4 marking options



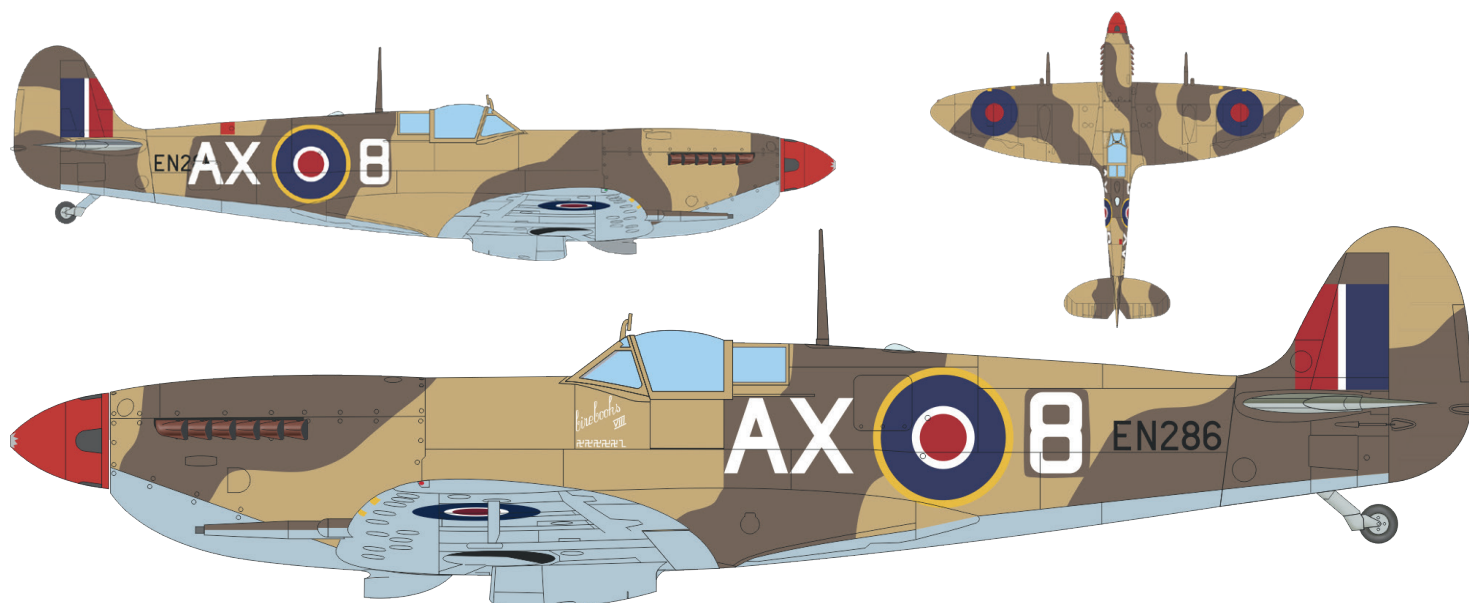
BS152, F/O Lorne M. Cameron, No. 402 Squadron RCAF, RAF Kenley, Surrey, United Kingdom, February 1943

Lorne Maxwell Cameron enlisted in the RCAF in January 1941 and after completion of training, he was dispatched to the UK in September 1941. Prior to joining No. 402 Sqn in January 1942, he attended No. 53 OTU for combat training. On February 27, the day of his 21st birthday, Cameron scored his first victory, shooting down a Fw 190A-4 of JG 26. He flew this BS152 Spitfire in that sortie and added one damaged on March 13. After being injured on July 22, he spent some time in convalescence, returning to the unit in September 1943. After a period with No. 53 OTU, where he served as an instructor, he returned to action with No. 401 Sqn and took over the unit commander responsibilities. Cameron and his "boys" were tasked with numerous anti-ground sorties and the leader really showed the others the way, as he was credited with some 75 vehicles and five rail locomotives destroyed. He also added five more aerial victories plus one damage of enemy aircraft. He was shot down by Flak over France on July 3, 1944. He was able to hide himself for two months before being captured but managed to escape and returned back to the UK in September 1944. At the end of the war, he left RCAF and served with Auxiliary Air Force No. 402 „City of Winnipeg“ Squadron, where he was promoted to the Wing Commander rank. His Spitfire BS152 was decorated with nose art of skull in red circle and also sported rather unusual deletion of the outer cannon provision cover.



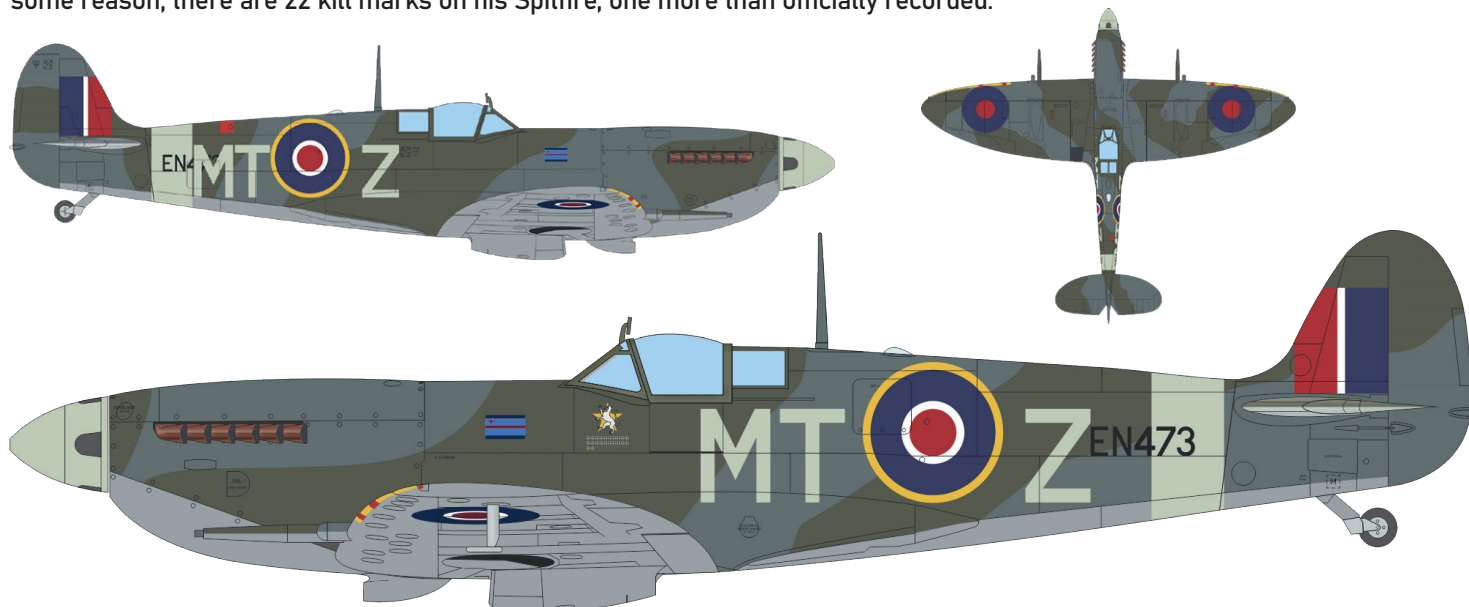
EN286, F/Lt Eric Robinson, No. 1 SAAF Squadron, Pachino, Sicily, July 1943

The pilot with the full name McClellan Eric Sutton Robinson, usually called „Robbie“, was born in Johannesburg on February 26, 1919. He achieved ace status by shooting down five enemy aircraft plus one probable and one damaged. His first operational unit was No. 1 SAAF Sqn with Hurricanes, which he joined in August 1942 and stayed there for one year. He achieved his first combat success on November 2, 1942, when he shared one Ju 87 and after switching to Spitfire Mk.V he added five victories between January and April 1943. After that, Robinson was unlucky for first time, as he was shot down by friendly USAAF P-38 and had to bail out over the Mediterranean Sea on July 14, 1943. He was lucky to be rescued by Greek destroyer. Robinson was awarded DFC at the end of his combat tour in September 1943 and sent to the UK to become instructor at No. 11 OTU. There he was unlucky for second time on November 14, 1944, as he collided with one of the trainees when flying Kittyhawk and crashed to his death. His Spitfire EN286 was one of the aircraft which were taken over from Polish Fighting Team. The original codes were overpainted by Dark Earth color and then new ones of No. 1 Sqn painted. The inscription Cirecooks is the combination of his given name being spelt backwards and the surname of his fiancée. The number III indicates it was his third aircraft of this name. Robinson did not achieve any aerial victory flying it.

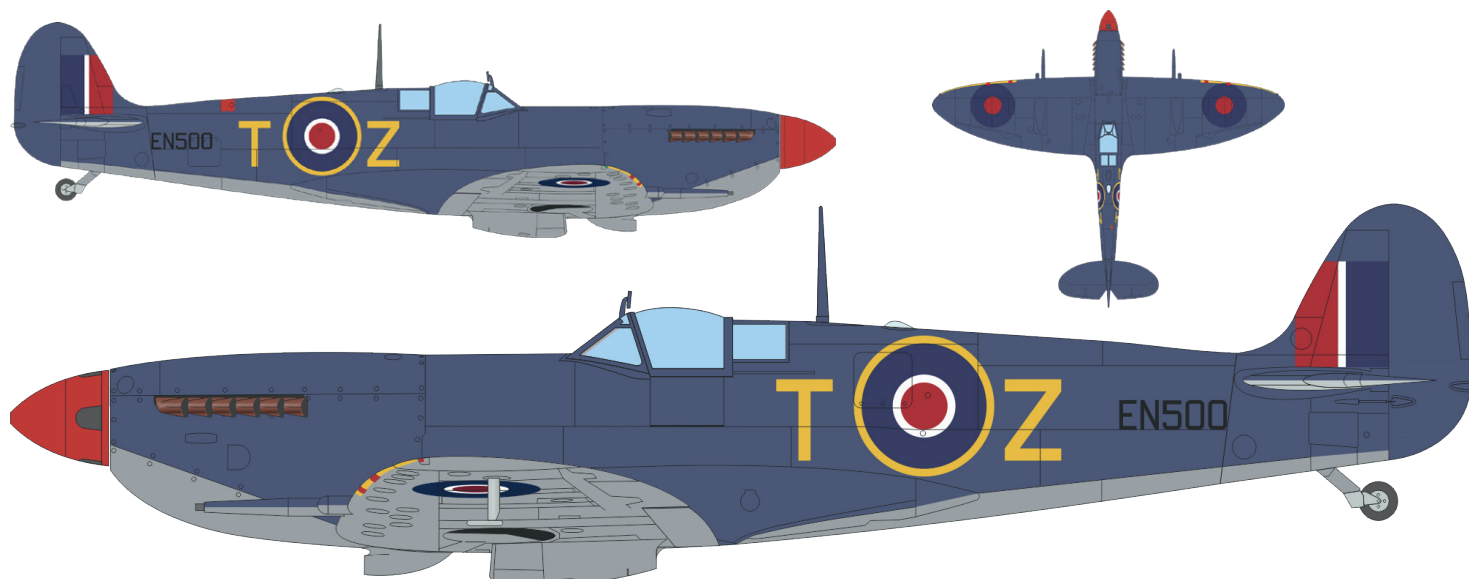


EN473, S/Ldr Donald E. Kingaby, No. 122 Squadron, RAF Hornchurch, United Kingdom, April 1943

Donald „Don“ Ernest Kingaby was one of the top British aces of WWII, as he scored 21 aerial victories plus six probable, two shared and 11 damaged. He was born on January 7, 1920, as a son of a vicar and joined RAFVR (Royal Air Force Volunteer Reserve) in April 1939. After being called in, he underwent training with No. 5 OTU and joined No. 266 Sqn as a sergeant. He moved to No. 92 Sqn in September, where he gained himself nickname “The 190 Specialist” for his success with fighting German fighters. He was awarded DFM on December 6, 1940 and was the only man to achieve two Bars to this medal. He was posted to No. 58 OTU in November 1941 and started his second tour with No. 111 Sqn in March 1942. After a short spell with No. 64 Sqn, he was finally posted to No. 122 Sqn becoming commanding officer of the unit in November and Wing Leader of the Hornchurch Wing in May 1943. After that Kingaby became staff member of the Fighter Command HQ but managed to fly several sorties during the invasion to Normandy. He spent the rest of the war as an instructor at the AGS at Catfoss, post war he commanded No. 72 Sqn from February 1949 until April 1952. „Don“ Kingaby retired in September 1958 after service at the Air Ministry and moved to USA, where he passed away on December 31, 1990. His EN473 Spitfire was the aircraft used when he achieved his last solo victory on March 8, 1943. The aircraft was decorated with squadron’s emblem, the white leopard on the yellow five-pointed star. Due to some reason, there are 22 kill marks on his Spitfire, one more than officially recorded.

**EN500, F/O Irving F. Kennedy, No. 249 Squadron, Qrendi, Malta, July 1943**

Irving Farmer Kennedy, an ace with 10 aerial victories complemented with five shared and one probable, was born in Cumberland, Ontario on February 4, 1922. He joined RCAF in October 1940 and on completion of training he was posted to the UK as a sergeant in August 1941. After training with No. 55 OTU he became member of No. 263 Sqn flying with Whirlwinds. On June 14 he was posted to No. 421 Sqn but left for Malta on October 22, 1942. He joined No. 249 Squadron there on December 15, 1942. His first victim was Ju 52/3m shot down on February 7, 1943. He continued with shooting down Ju 88s and Ju 52/3ms. His first victory over enemy fighter came on June 10, 1943, when he shot down Bf 109G and shared one Mc.202. He was posted to the No. 111 Sqn on July 30, 1943, based in Sicily. “Hap” Kennedy’s first operating tour ended in January 1944, second started on June 15, 1944, when he was posted to No. 401 Sqn. He became commanding officer there on July 3 and achieving his last two victories, as he was shot down by Flak near Dreux on July 28. He bailed out, escaped, and reached Allied lines on August 24 but he did not return to combat. Instead, he went back to Canada, where he joined No. 124 Sqn RCAF. He was discharged in February 1945 to resume his education. He graduated in medicine and practiced for 37 years. He remembered his experiences in the autobiography “Black Crosses off my Wingtip”. “Hap” Kennedy passed away on January 6, 2011. His Spitfire EN500 was one of those finished in Dark Mediterranean Blue and Medium Sea Grey colors which better suited the fighting over the sea.



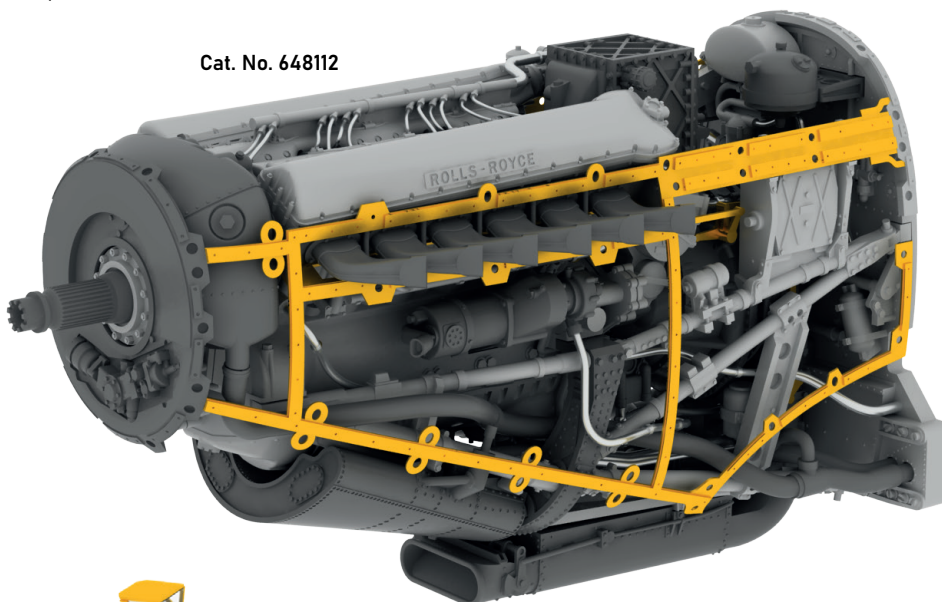
Recommended for Spitfire F Mk.IX

48765	Spitfire Mk.IXc landing flaps (PE-Set)
48766	Spitfire Mk.IX surface panels (PE-Set)
49660	Spitfire Mk.IXc early version (PE-Set)
FE840	Spitfire Mk.IX seatbelts STEEL (PE-Set)
FE1210	Spitfire F Mk.IXc Weekend (PE-Set)
644007	Spitfire Mk.IX early LööK (Brassin)
648098	Spitfire wheels - 5 spoke (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)
648305	Spitfire Mk.IX top cowl early (Brassin)
EX413	Spitfire Mk.IXc Weekend (Mask)

Cat. No. 644007



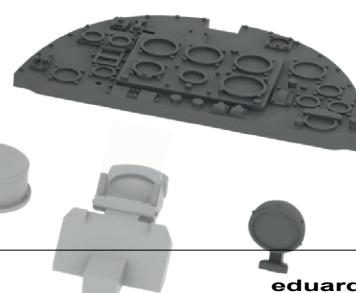
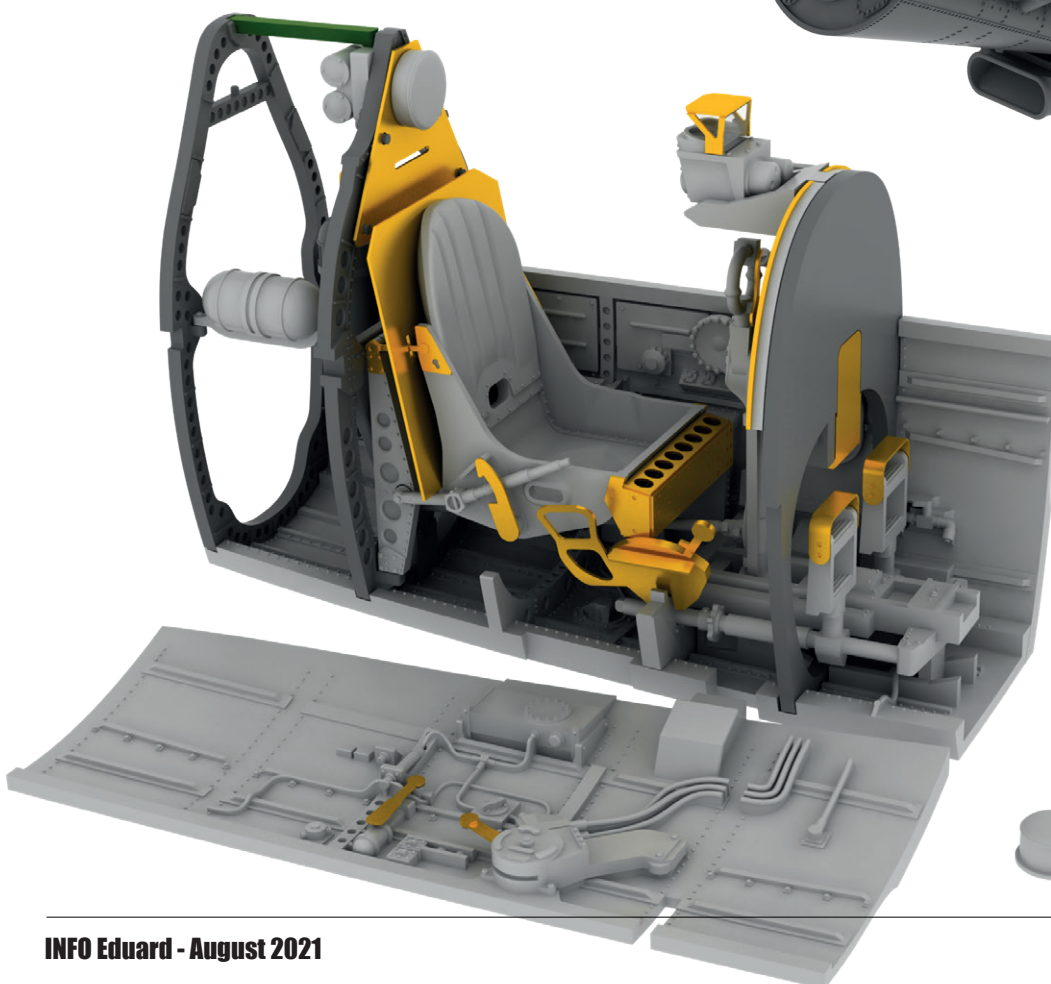
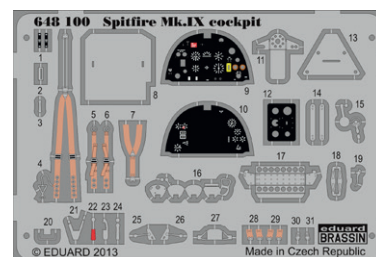
Cat. No. 648112



Cat. No. 648124



Cat. No. 648100



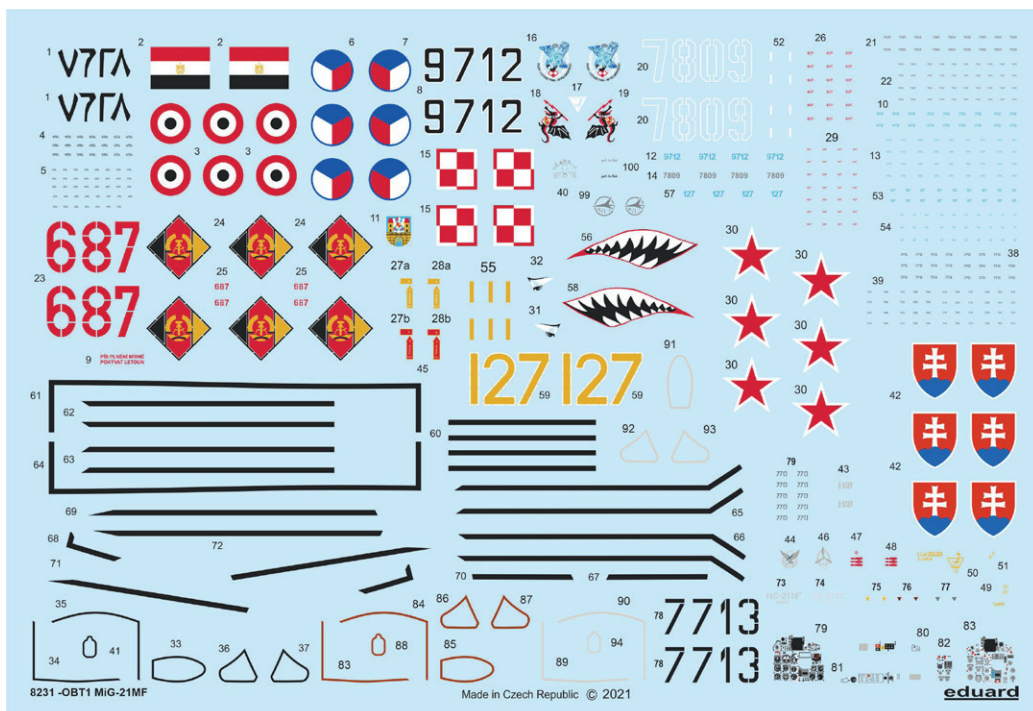
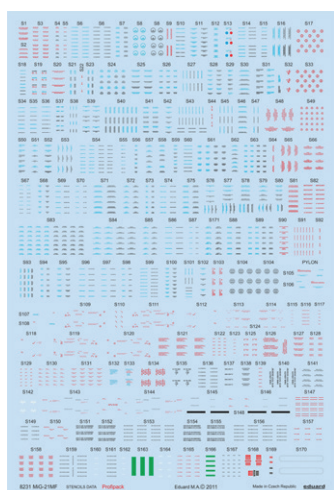
Product page



Re-release

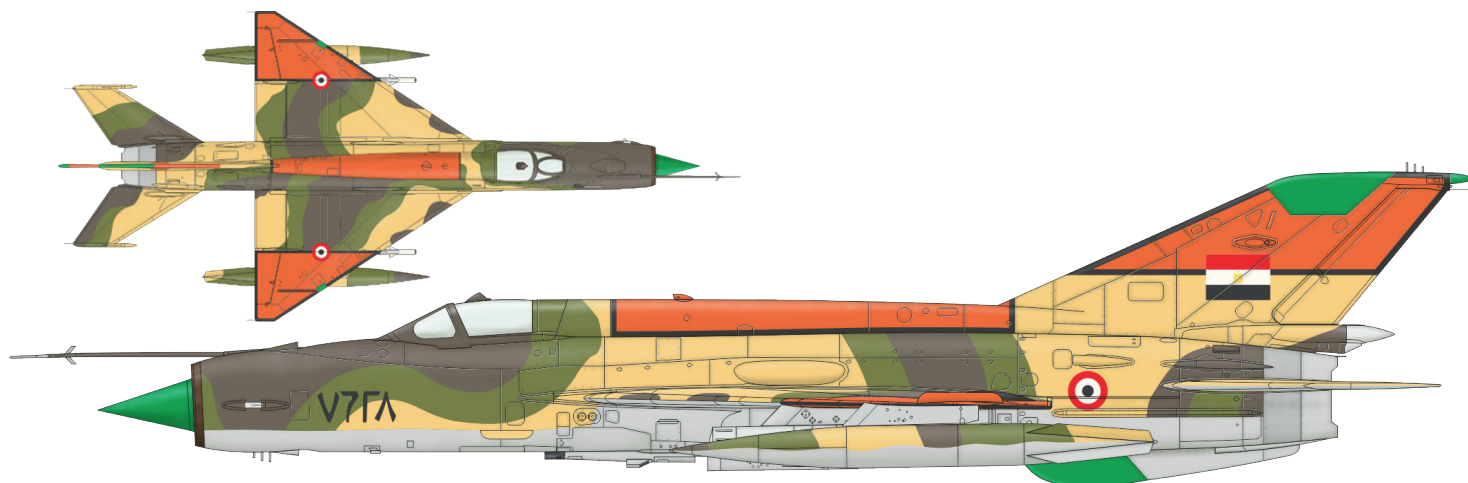
1/48 Cat. No. 8231

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



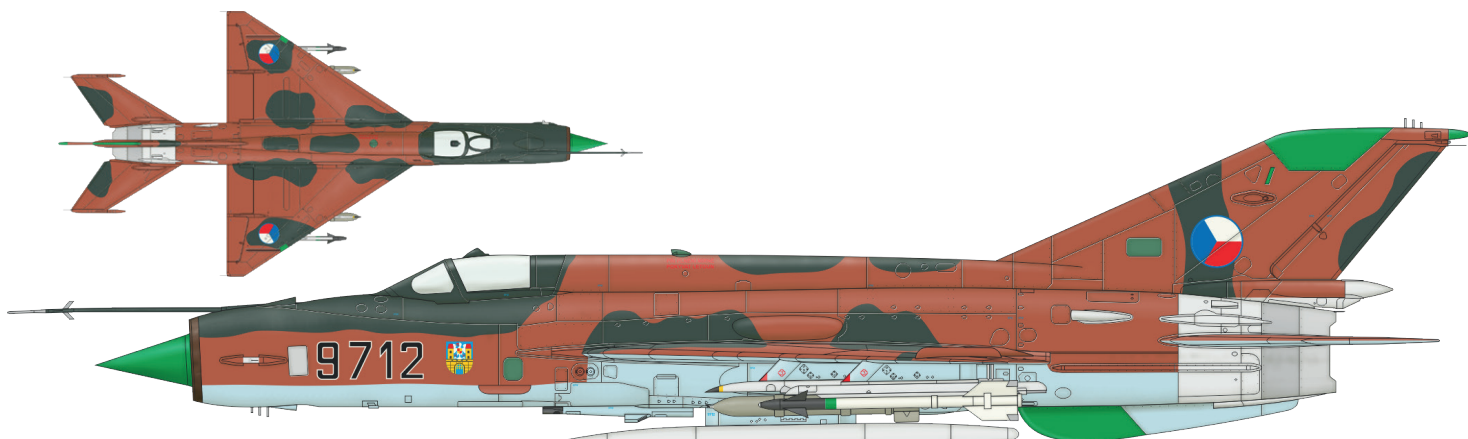
MiG-21MF, No. 7628, Egyptian Air Force, Tanta AB, Arab Republic of Egypt, 1988

Aircraft No. 7628 represents the appearance of Egyptian military aircraft that are known through to the present day. The black outlined bright orange fields appeared on Egyptian aircraft at the end of the seventies, not only on the MiG-21s, but also on other fighters such as the MiG-19, F-4 Phantom and Mirage. The reason for this practice was better visual recognition of friendly aircraft in combat during the war with Libya.



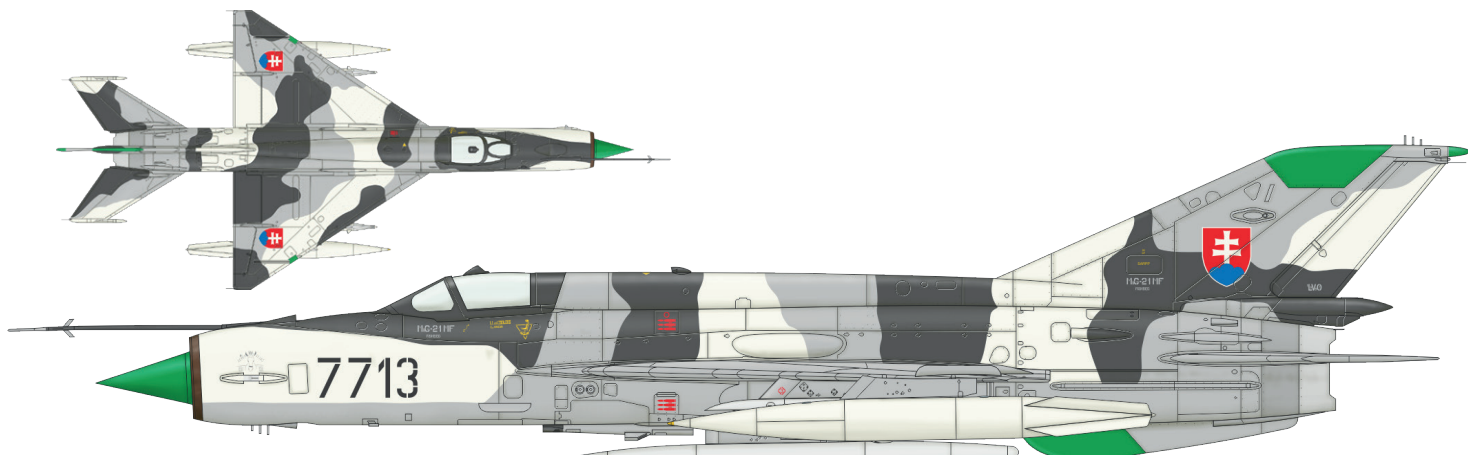
MiG-21MF, 9th Fighter Air Regiment, Bechyně AB, Czechoslovakia, 1989–1993

This aircraft was built in 1974 with serial number 969712 and was subsequently delivered to Czechoslovakia. It served with the 4th Fighter Regiment at Pardubice until it was transferred to the 9th Fighter Regiment based at Bechyně in May 1989. The aircraft was decorated with the coat of arms of the Bechyně city on the left side of the nose. After the dissolution of Czechoslovakia, this aircraft was assigned to the Slovak Air Force, and is currently in the collection of the Trenčín Air Museum. The aircraft sports the original camouflage scheme as it was delivered from the Soviet Union.



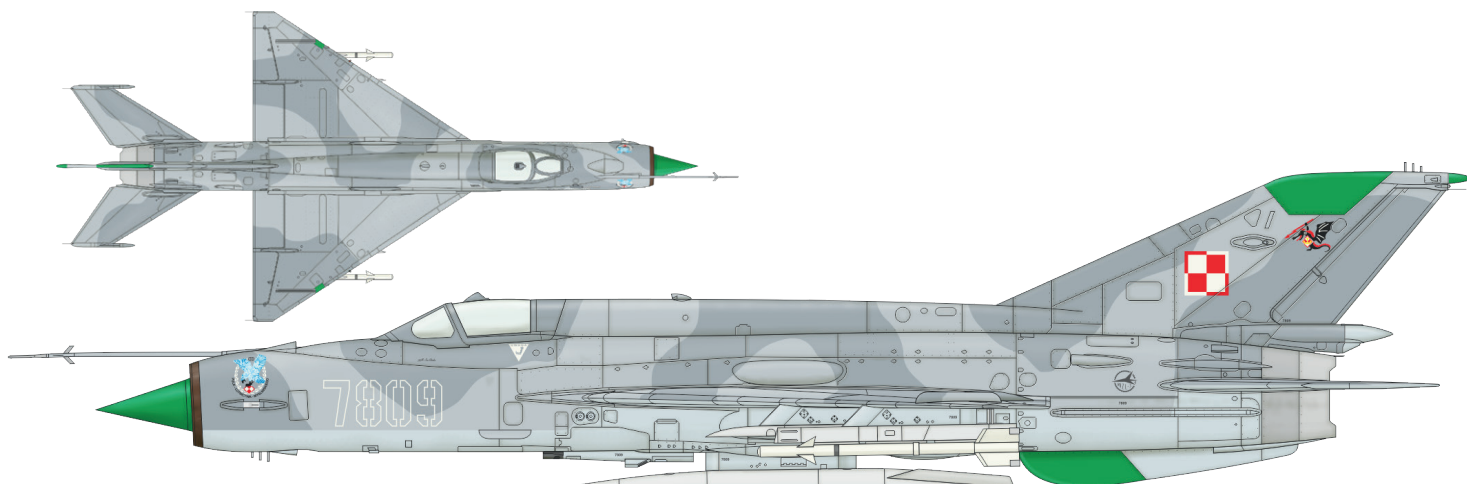
MiG-21MF, 4th Squadron, 31st Fighter Wing, Sliač AB, Slovakia, July 1997

This unique camouflage scheme came about in July 1997, when 31st AFB Sliač personnel applied it to the aircraft with serial No. 967713, and subsequently dubbed it 'Milka' for its resemblance to the coloring of a cow. The aircraft flew into August 2000 and was scrapped at Prelouč in 2010. The individual shades on the painting scheme were derived by mixing black and white paints available to the general public, and as such, these were not any military standard paints. The left front carried the 4th Squadron emblem, the right carried the marking of the 31st AFB Sliač. The aircraft was flown by pplk. (LtCol.) Zsoldos, the crew chief for the aircraft was kpt. (Capt.) Krucina.



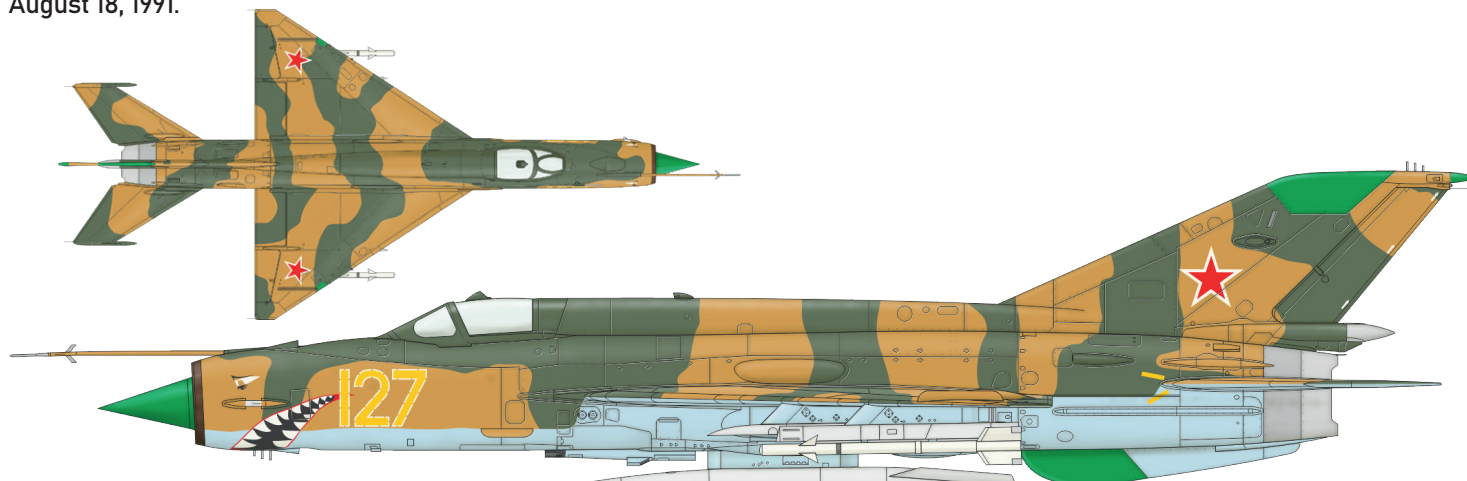
MiG-21MF, 10th Tactical Squadron, Lask AB, Poland, 2001–2003

At the turn of the century, Poland began to reequip its air force, moving from Soviet (and later Russian) aircraft to American machinery, namely Lockheed Martin F-16 Fighting Falcon. One of the MiG-21MFs that were at the time nearing the end of their service life was the No. 7809, serving with the 10th Tactical Squadron. This unit was based at Lask Air Base between 2001 and 2003.



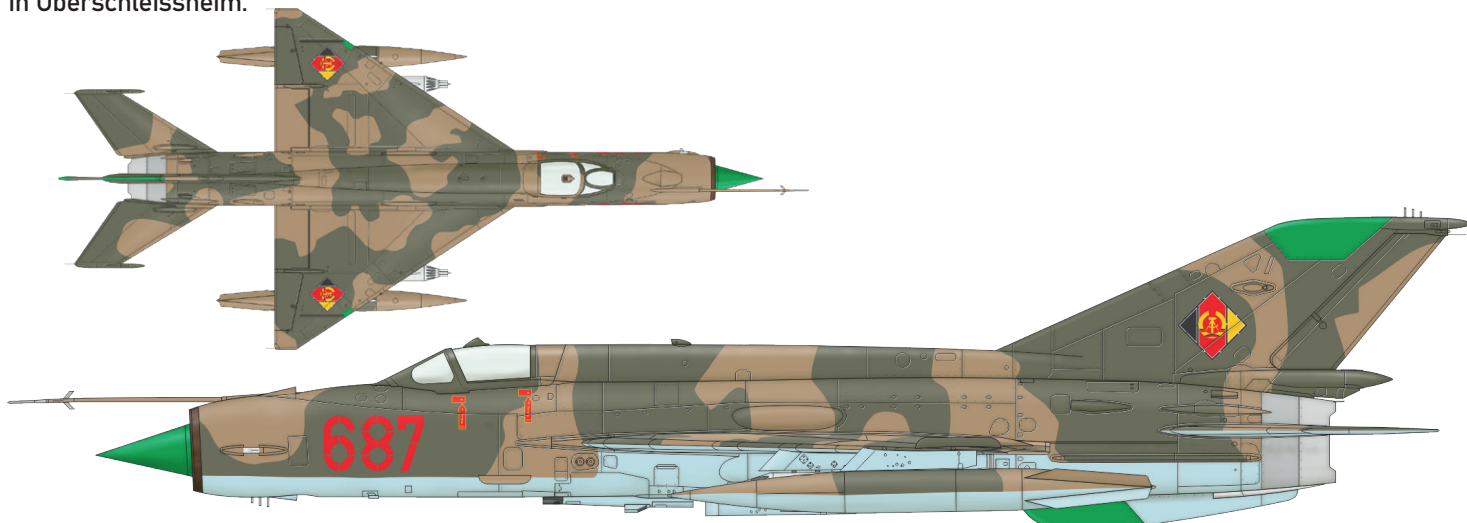
MiG-21SM, 812th UAP, Kharkov Higher Military Academy, Kupyansk AB, Soviet Union, August 1991

This aircraft, adorned with a shark mouth and eyes, served with the 812th UAP (Training Regiment), operating within the structure of the Kharkov higher military academy. This MiG-21SM was among the aircraft displayed during the open house day on August 18, 1991.



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

Red '687' was assigned to JG-3 based at Preschen air base near the town of Forst through the eighties and into the nineties. At that time, the unit operated the MiG-21MFs as well as the MiG-29s, and pilots also had the MiG-21UM and MiG-29UB available for training flights. The unit, which was the part of the air force of the German Democratic Republic, also known as East Germany, was graced with the name 'Wladimir Komarow', in honor of the Soviet cosmonaut who died on April 24, 1967, during the landing after return from the orbit in the Soyuz 1 capsule. This aircraft is part of the collection of the Deutsches Museum Flugwerft in Oberschleissheim.

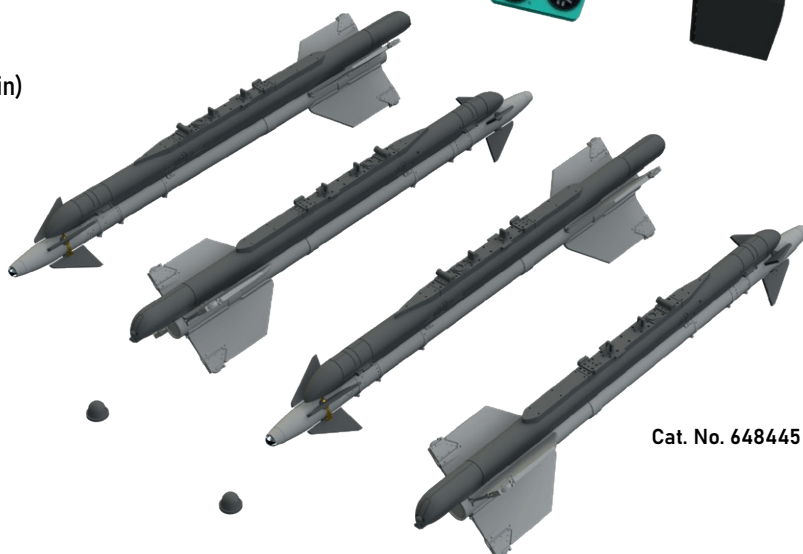


Recommended for MiG-21MF

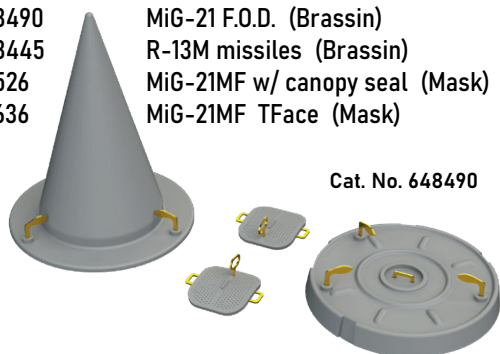
- 48702 MiG-21MF exterior (PE-Set)
- 48704 MiG-21 ladder (PE-Set)
- FE952 MiG-21MF seatbelts STEEL (PE-Set)
- 644048 MiG-21MF LööK (Brassin)
- 644055 MiG-21MF early LööK (Brassin)
- 644087 MiG-21MF early LööKplus (Brassin)
- 644088 MiG-21MF LööKplus (Brassin)
- 648025 Rocket launcher UB-16 and UB-32 (Brassin)
- 648026 MiG-21 wheels (Brassin)
- 648030 MiG-21 seat late (Brassin)
- 648036 MiG-21MF interior late (Brassin)
- 648040 RS-2US / AA-1 Alkali (Brassin)
- 648049 MiG-21 wheel wells (Brassin)
- 648064 MiG-21 late airbrakes (Brassin)
- 648080 MiG-21 undercarriage legs BRONZE (Brassin)
- 648125 R-3S / AA-2 Atoll-A (Brassin)
- 648126 OFAB-100 Soviet bombs (Brassin)
- 648127 OFAB-250 Soviet bombs (Brassin)
- 648490 MiG-21 F.O.D. (Brassin)
- 648445 R-13M missiles (Brassin)
- EX526 MiG-21MF w/ canopy seal (Mask)
- EX636 MiG-21MF TFace (Mask)



Cat. No. 644048



Cat. No. 648445



Cat. No. 648490

OVERTREES

MiG-21MF

1/48

Cat. No. 8235X

[Product page](#)


Cat. No. 8231-LEPT4

[Product page](#)

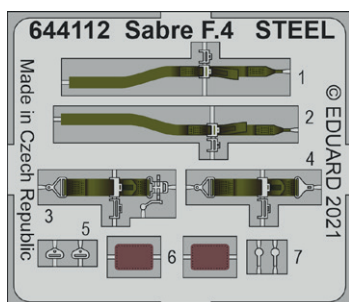
644112 Sabre F.4 Löök 1/48 Airfix

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Sabre F.4 in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Airfix

Set contains:

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

[Product page](#)



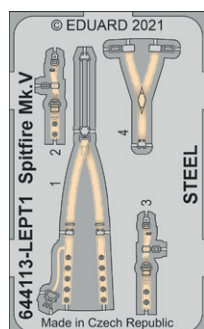
644113 Spitfire Mk.V Löök 1/48 Eduard

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

Set contains:

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

[Product page](#)



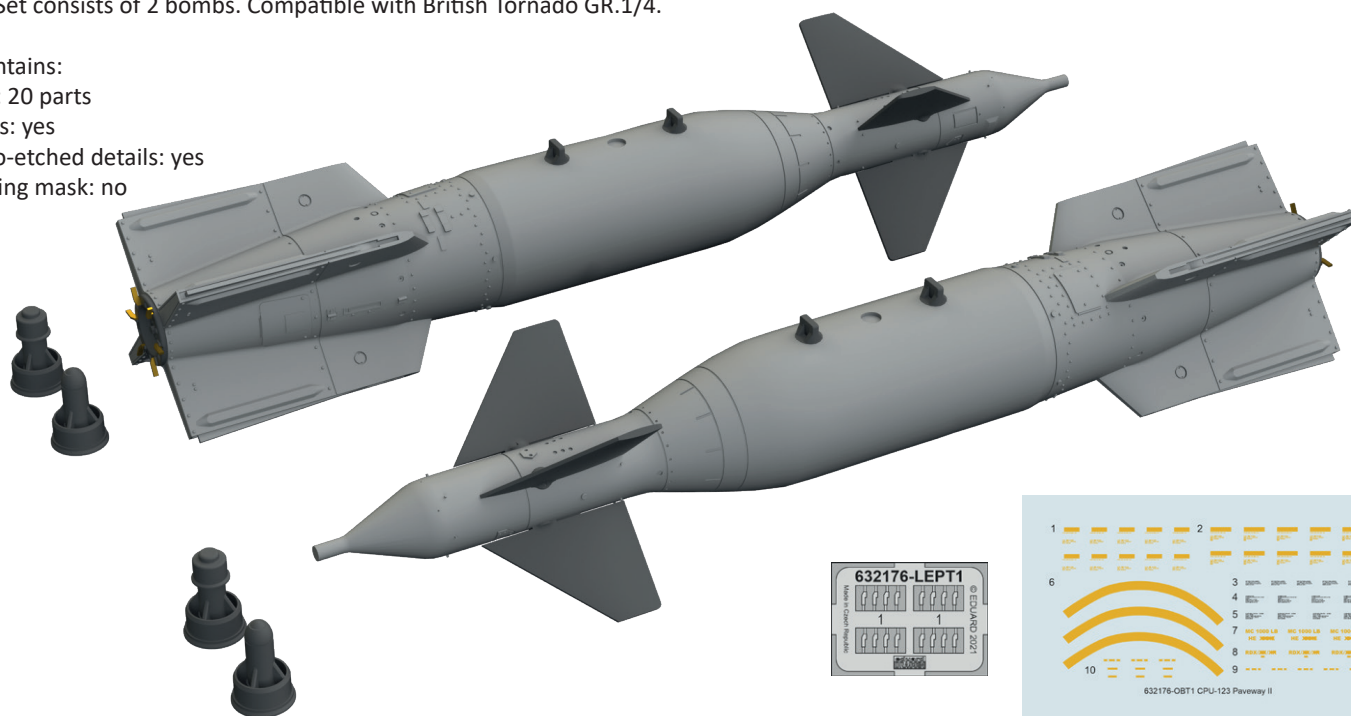
632176 CPU-123 Paveway II 1/32

[Product page](#)

Brassin set - - the GPS/laser guided weapon CPU-123 Paveway II in 1/32 scale. Set consists of 2 bombs. Compatible with British Tornado GR.1/4.

Set contains:

- resin: 20 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



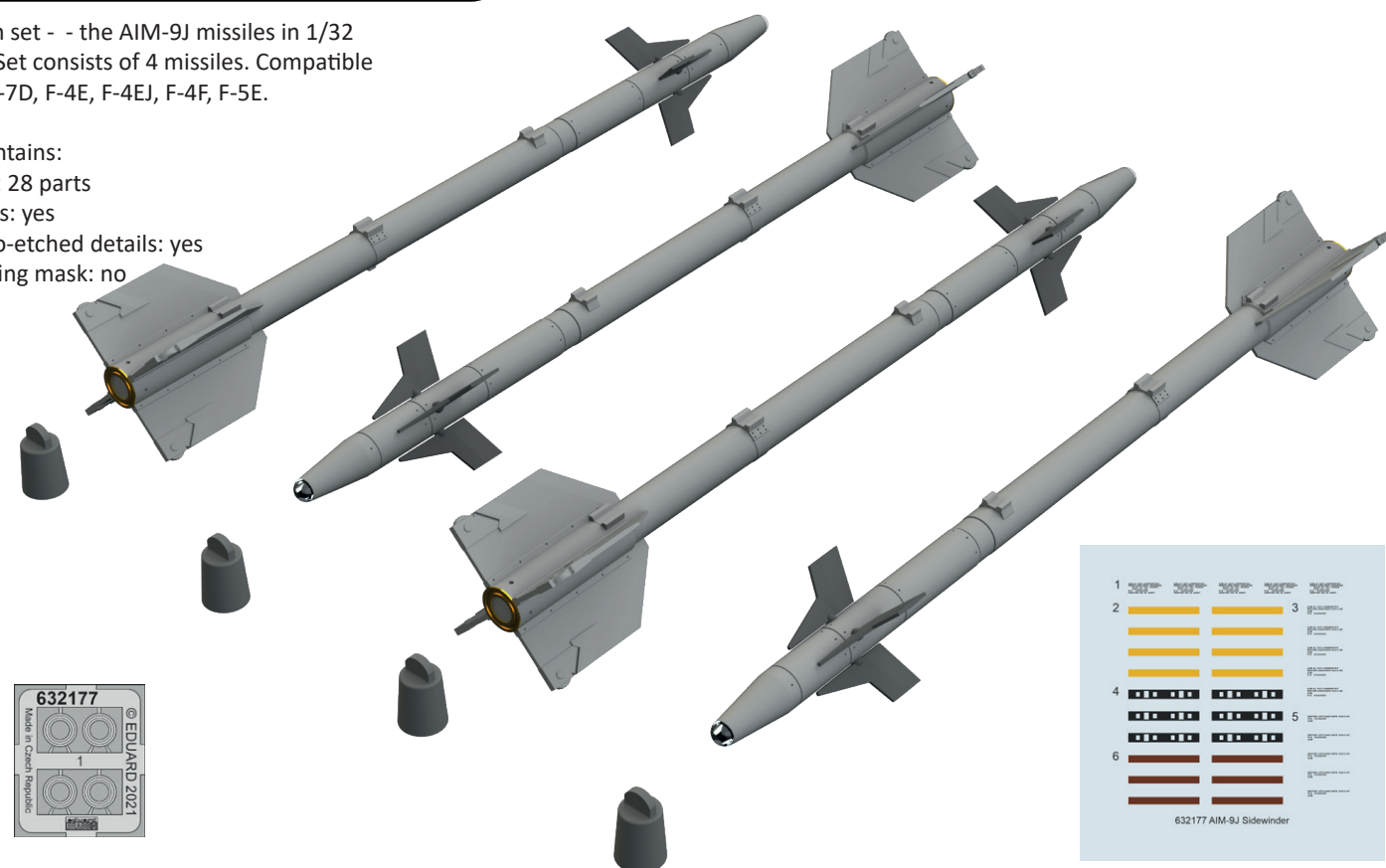
632177 AIM-9J Sidewinder 1/32

[Product page](#)

Brassin set - - the AIM-9J missiles in 1/32 scale. Set consists of 4 missiles. Compatible with A-7D, F-4E, F-4EJ, F-4F, F-5E.

Set contains:

- resin: 28 parts
- decals: yes
- photo-etched details: yes
- painting mask: no



632179

DH.82A Tiger Moth wheels

1/32 ICM

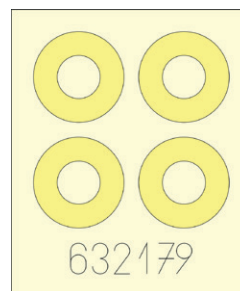
Brassin set - the undercarriage wheels for DH.82A Tiger Moth in 1/32 scale. The set consists of the main wheels.

Easy to assemble, replaces plastic parts.

Recommended kit: ICM

Set contains:

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


[Product page](#)

648624

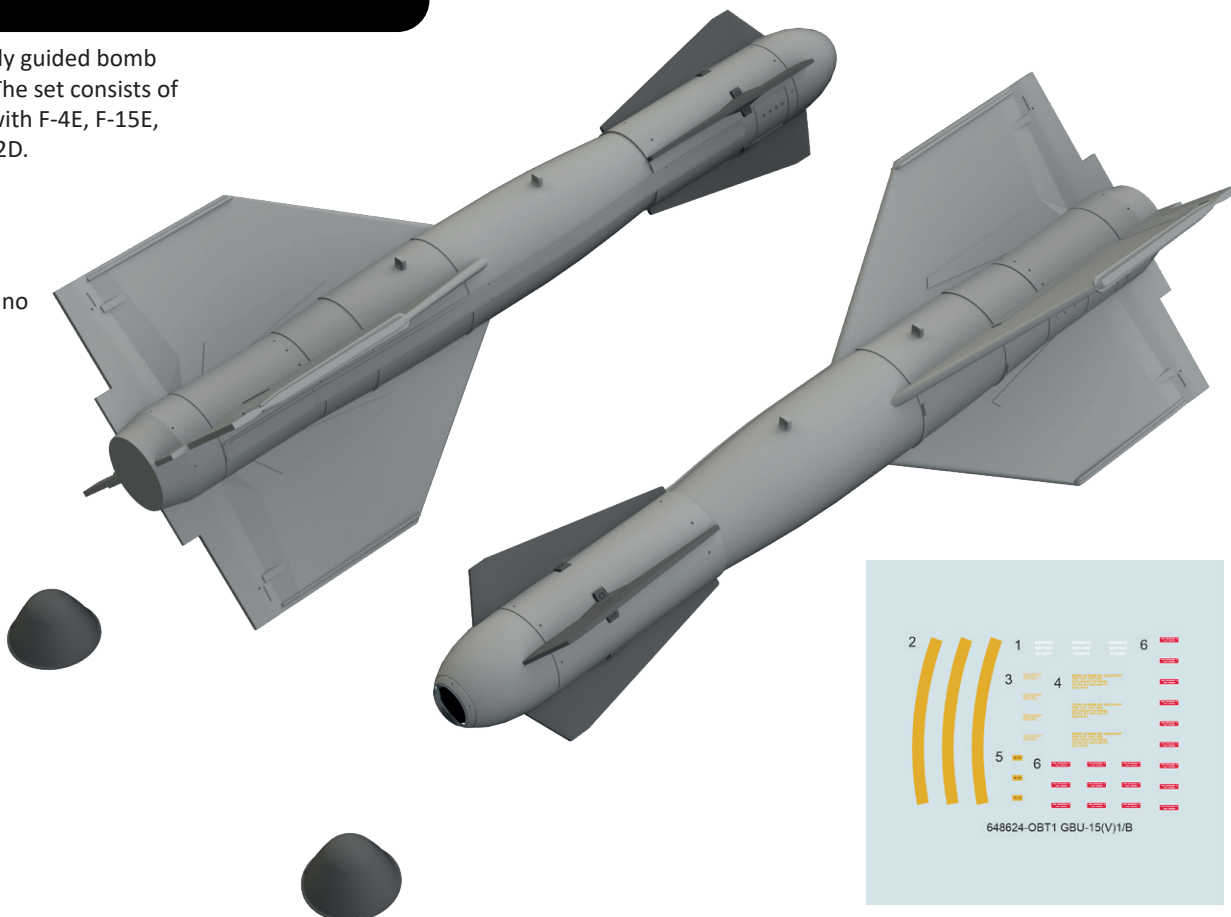
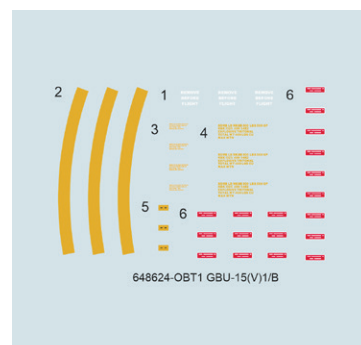
GBU-15(V)1/B

1/48

Brassin set - an optically guided bomb GBU-15 in 1/48 scale. The set consists of 2 bombs. Compatible with F-4E, F-15E, F-16C/D, F-111C/F, B-52D.

Set contains:

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


[Product page](#)


648630

Lufttorpedo F5w

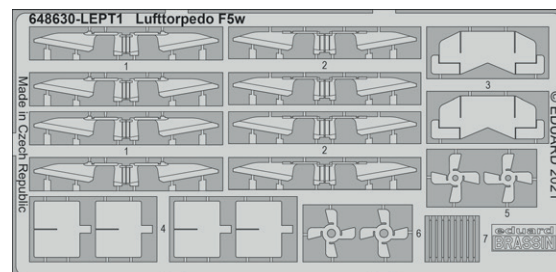
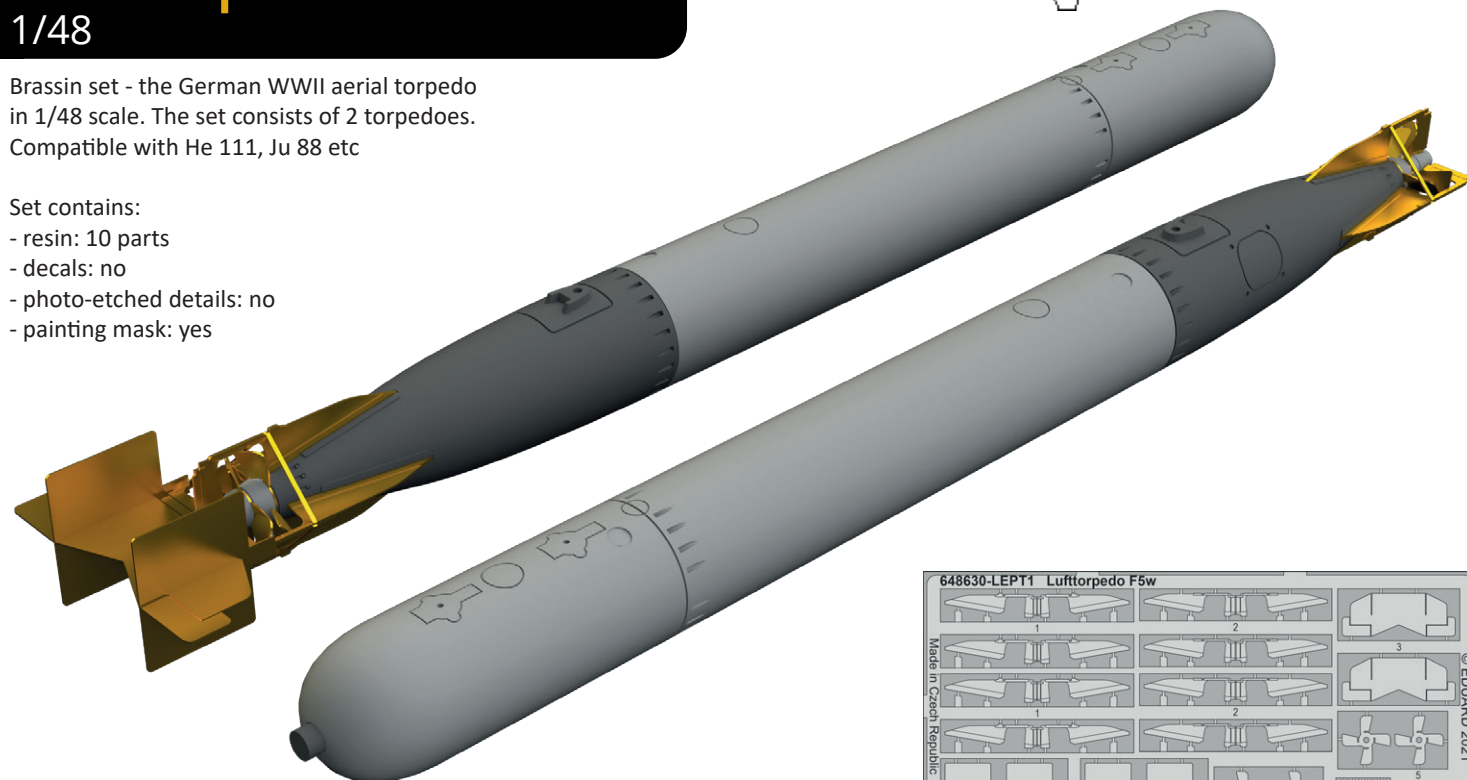
1/48

Product page

Brassin set - the German WWII aerial torpedo in 1/48 scale. The set consists of 2 torpedoes. Compatible with He 111, Ju 88 etc

Set contains:

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



648639

Tempest Mk.II cockpit

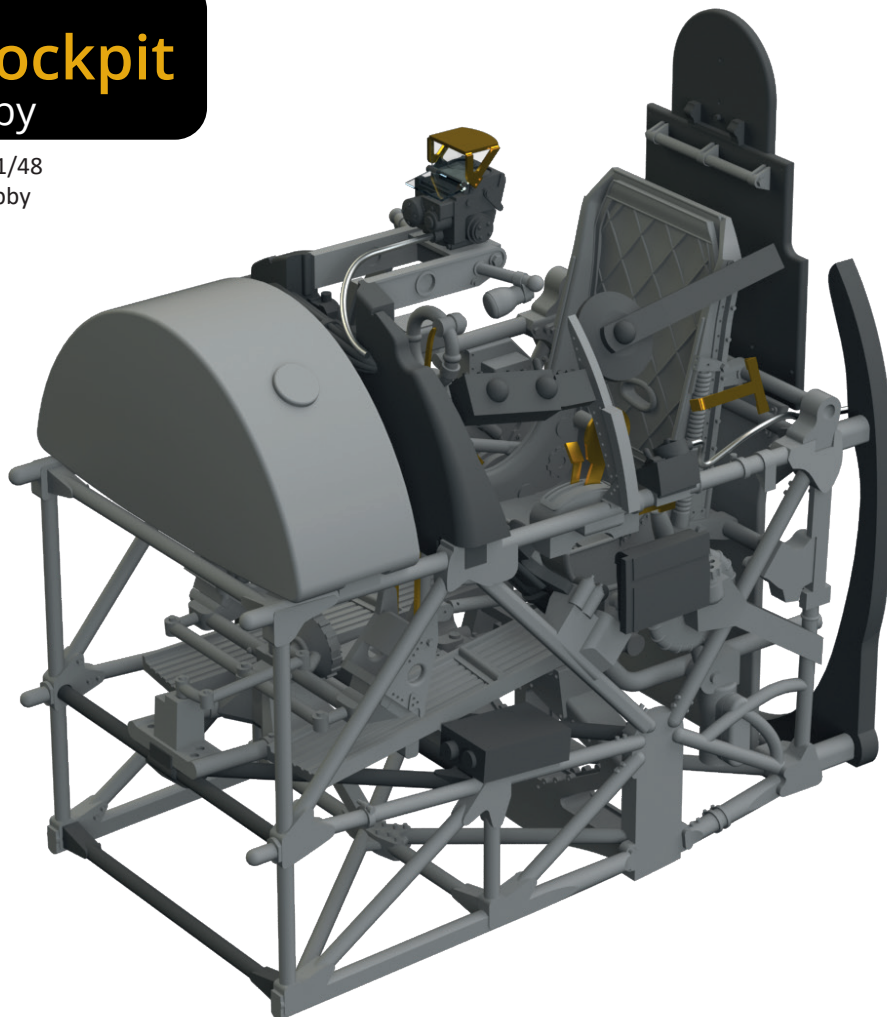
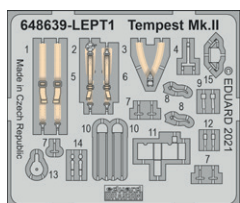
1/48 Eduard/Special Hobby

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

Set contains:

- resin: 56 parts,
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

Product page

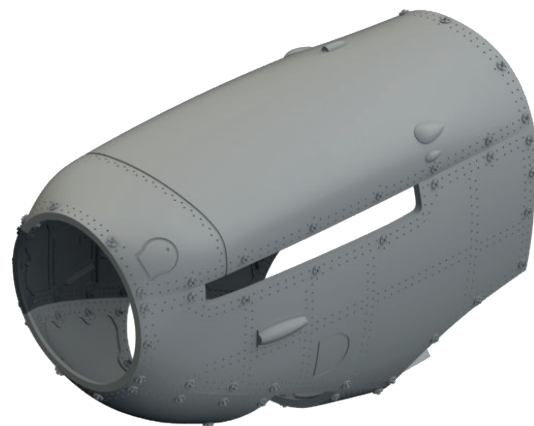
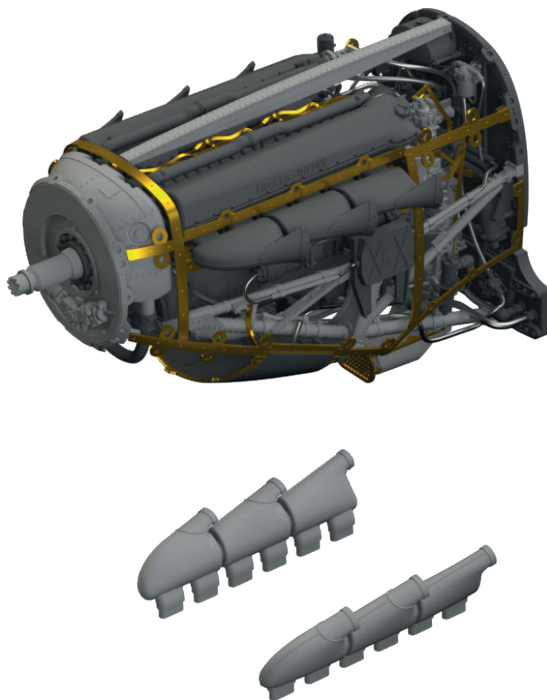


648640 Spitfire Mk.V engine 1/48 Eduard

Brassin set - the engine for Spitfire Mk.V
in 1/48 scale. Two versions of exhsaut stacks
and cowlings included.
Recommended kit: Eduard

Set contains:

- resin: 53 parts
- decals: no
- photo-etched details: yes
- painting mask: no

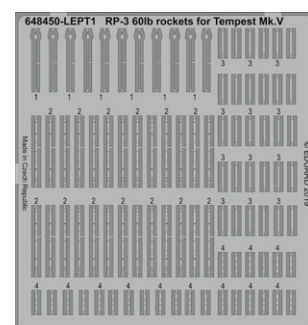
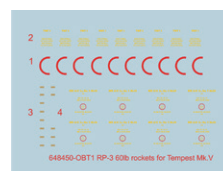
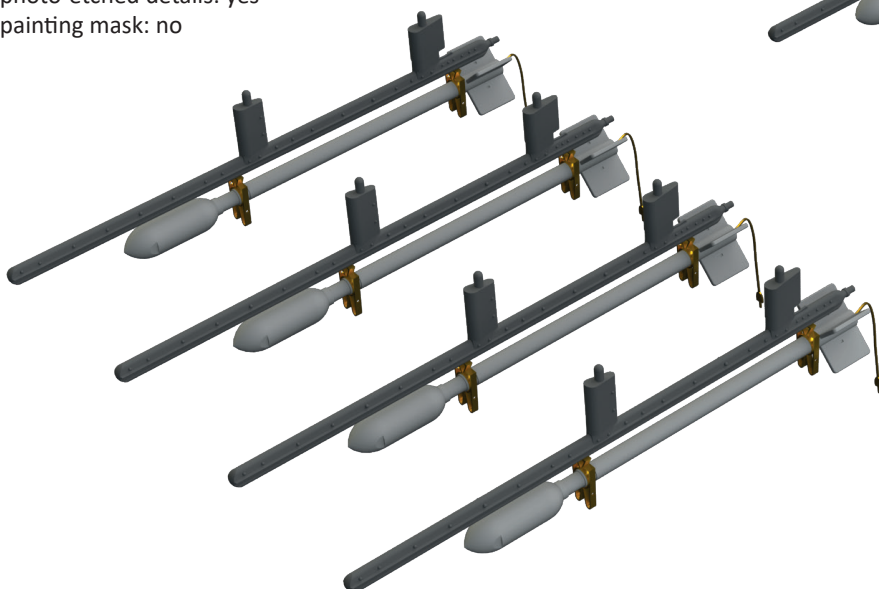
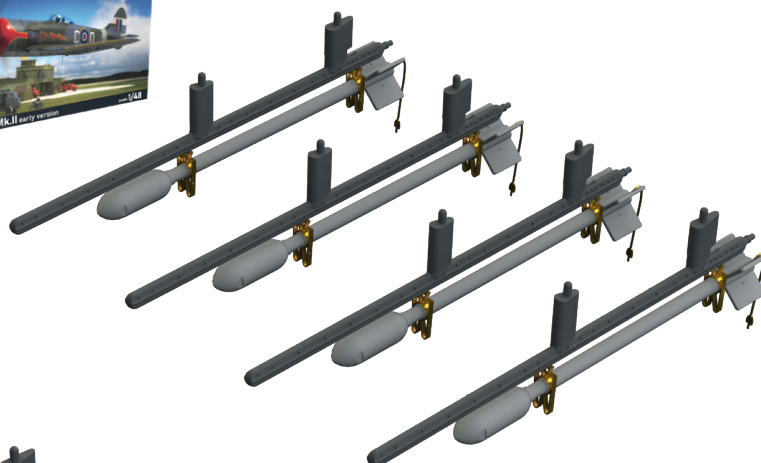

[Product page](#)

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

Brassin set - the RP-3 60lb rockets for Tempest Mk.II in 1/48 scale. The set consists of 8 rockets.
Easy to assemble, replaces plastic parts.
Recommended kit: Eduard / Special Hobby

Set contains:

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


[Product page](#)

648643

B-17 wheels block tread

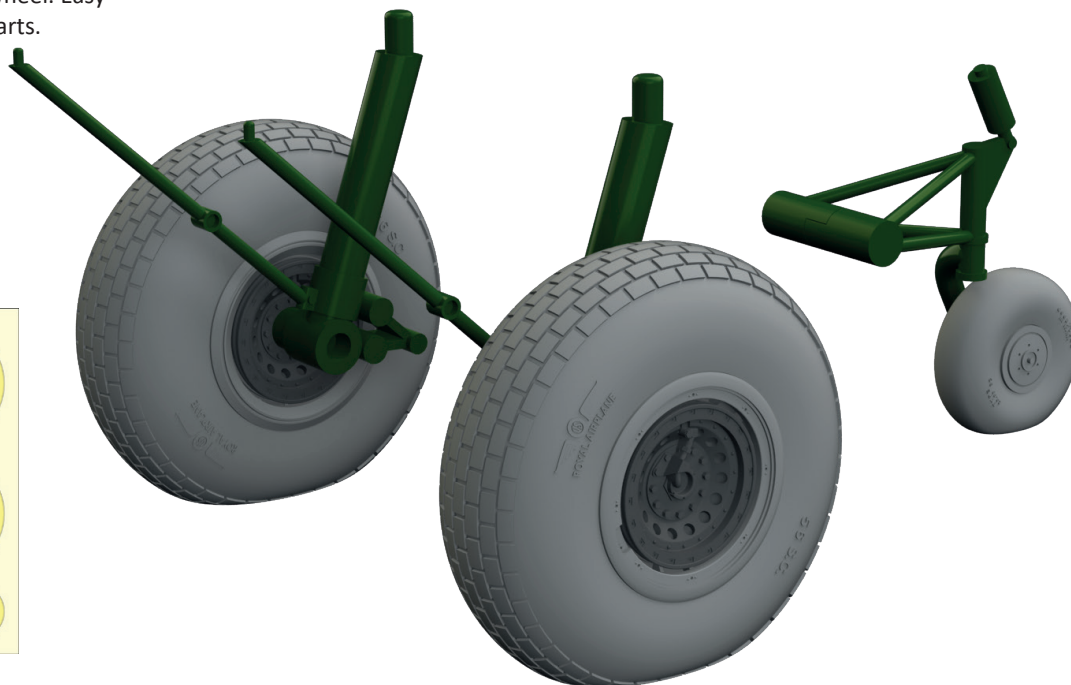
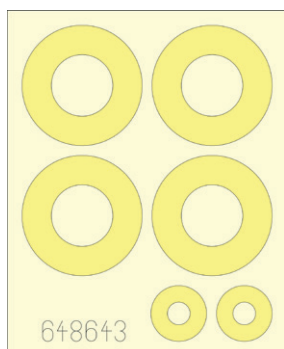
1/48 HKM

[Product page](#)

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



648651

AGM-142 Popeye

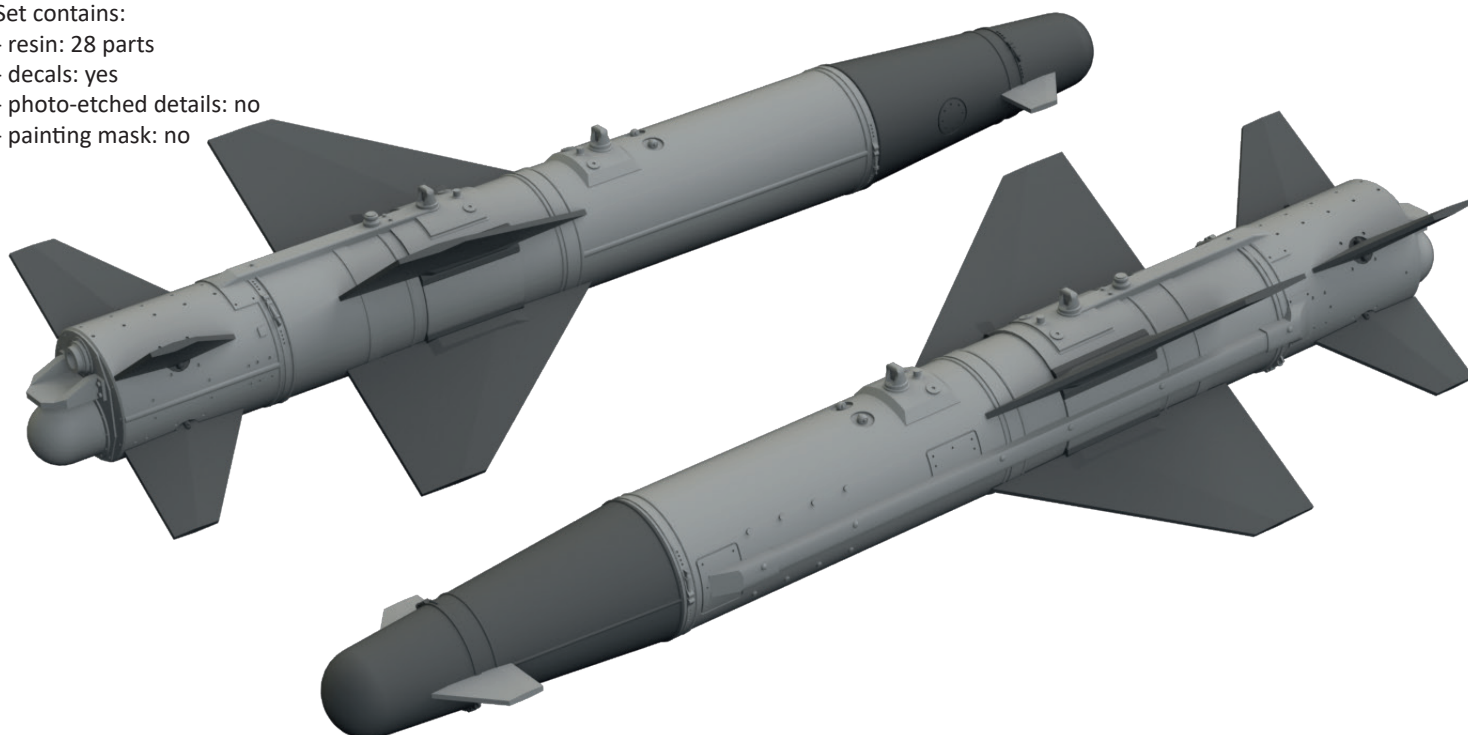
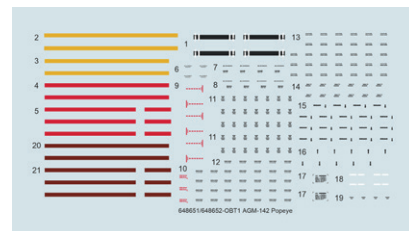
1/48

[Product page](#)

Brassin set - the air-to-surface missile AGM-142 in 1/48 scale. The set consists of 2 missiles. Compatible with F-15I, B-52H.

Set contains:

- resin: 28 parts
- decals: yes
- photo-etched details: no
- painting mask: no



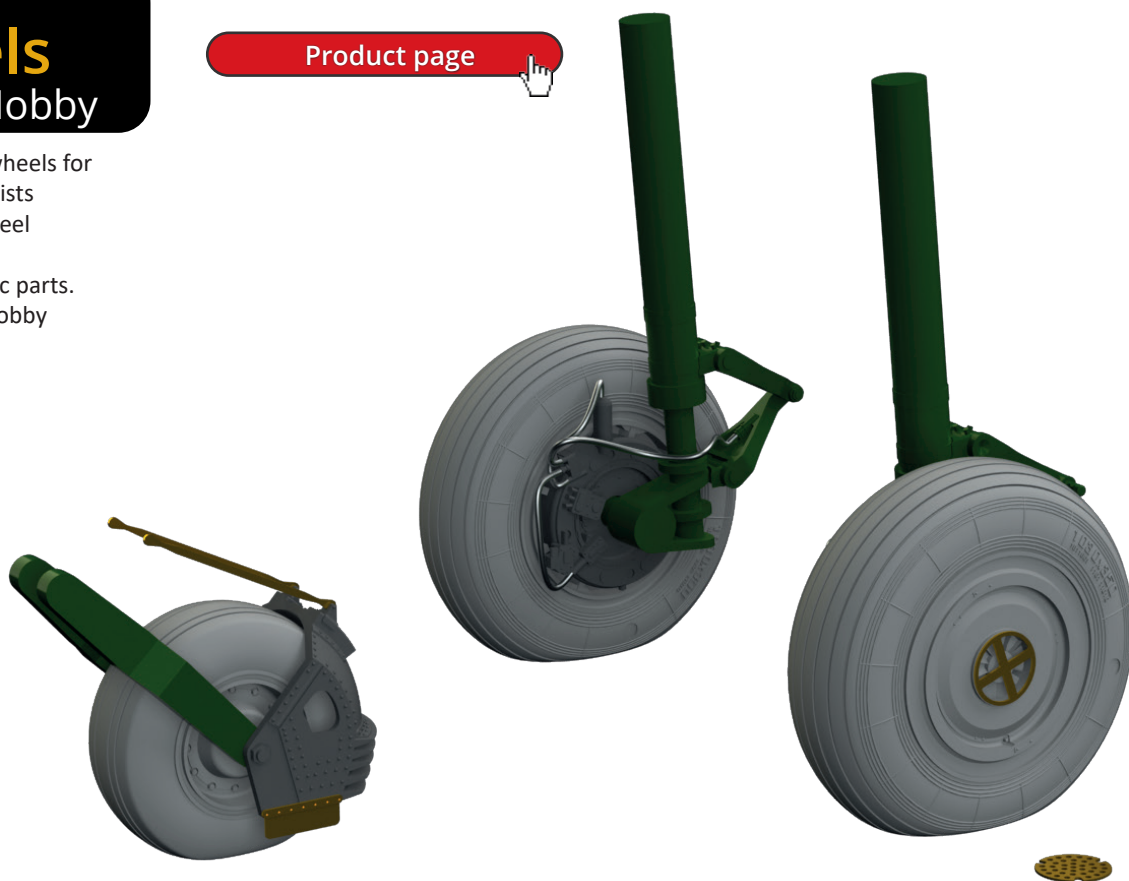
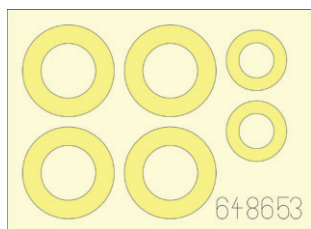
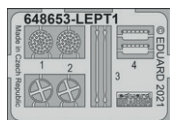
648653 Su-27 wheels 1/48 Great Wall Hobby

Brassin set - the undercarriage wheels for Su-27 in 1/48 scale. The set consists of the main wheels and nose wheel with a mudguard.

Easy to assemble, replaces plastic parts.
Recommended kit: Great Wall Hobby

Set contains:

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



[Product page](#)

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

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

Recommended kit: Eduard / Special Hobby

Set contains:

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



[Product page](#)

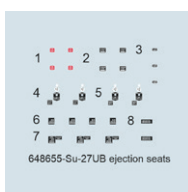
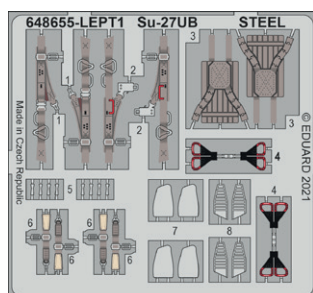
648655 Su-27UB ejection seats 1/48 Great Wall Hobby

Brassin set - the ejection seats for Su-27UB in 1/48 scale. The set consists of two seats. Recommended kit: Great Wall Hobby

Set contains:

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

[Product page](#)



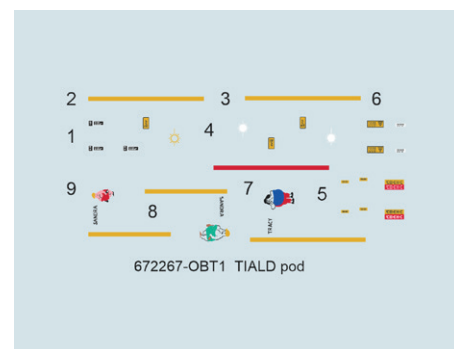
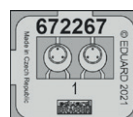
672267 TIALD pod 1/72

Brassin set - the British primary laser designator for laser-guided bombs in 1/72 scale. Compatible with Tornado GR.1/4.

Set contains:

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

[Product page](#)



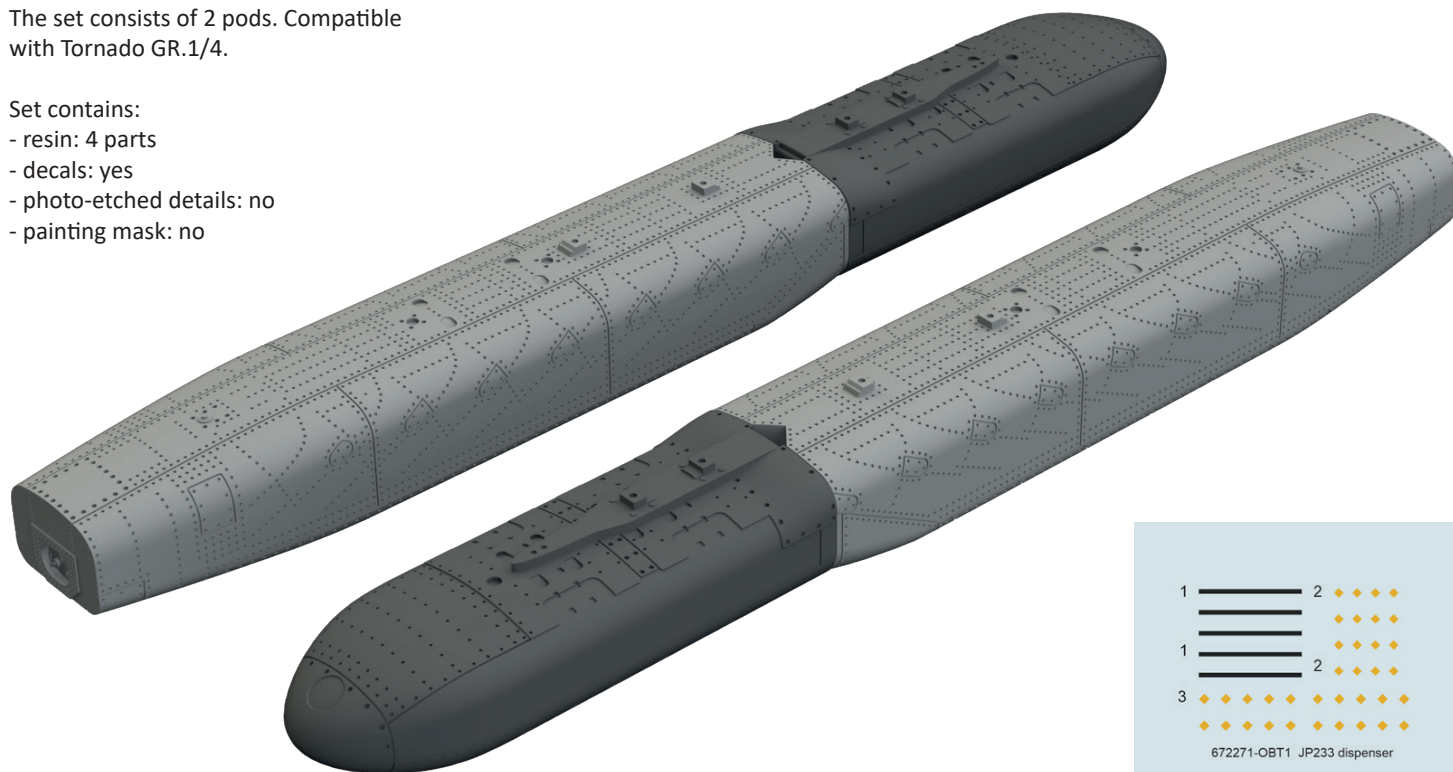
672271 JP233 dispenser 1/72

Brassin set - a British submunition delivery system JP233 in 1/72 scale.
The set consists of 2 pods. Compatible with Tornado GR.1/4.

Set contains:

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

Product page



672271-OBT1 JP233 dispenser

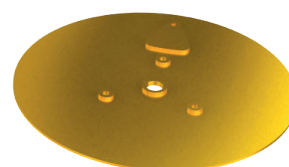
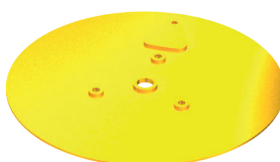
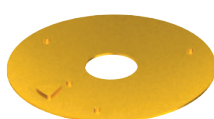
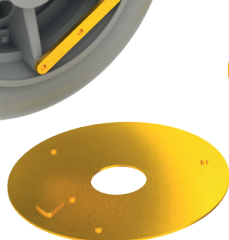
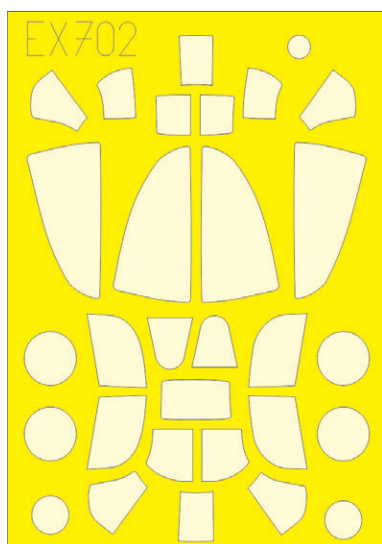
644110
P-39Q LööKplus
 1/48 Eduard

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

Product page

LööK



644111

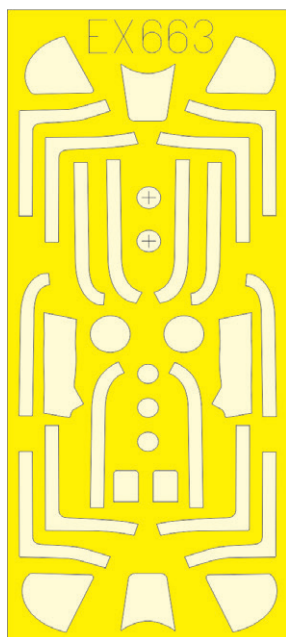
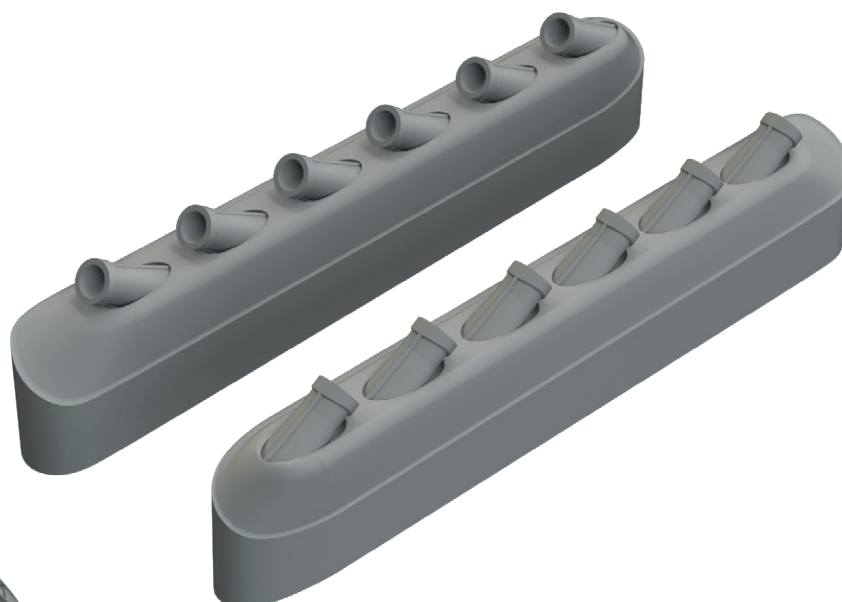
Mustang Mk.IV LööKplus

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

[Product page](#)



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%.

Product page



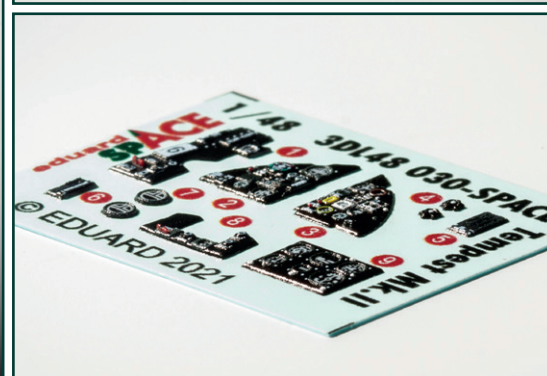
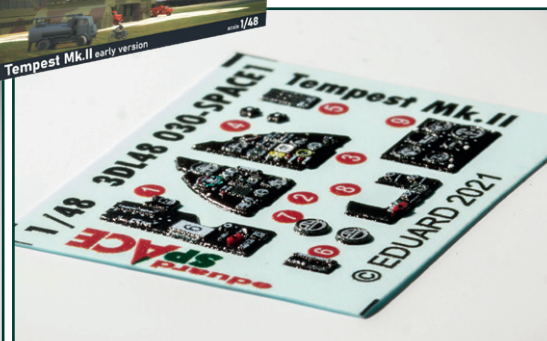
#3DL48030

Tempest Mk.II SPACE

for 1/48 kit Eduard / Special Hobby

eduard
SPACE

[Product page](#)

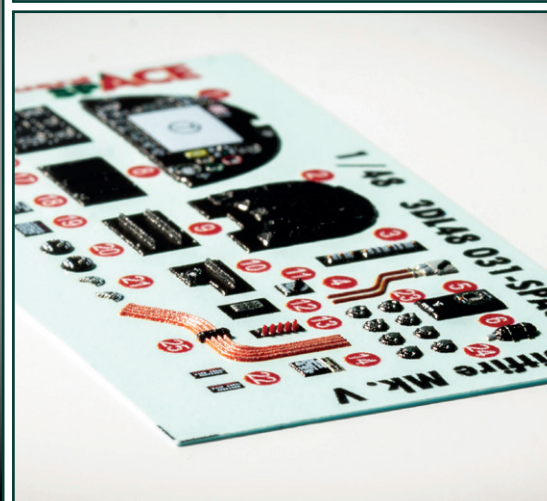
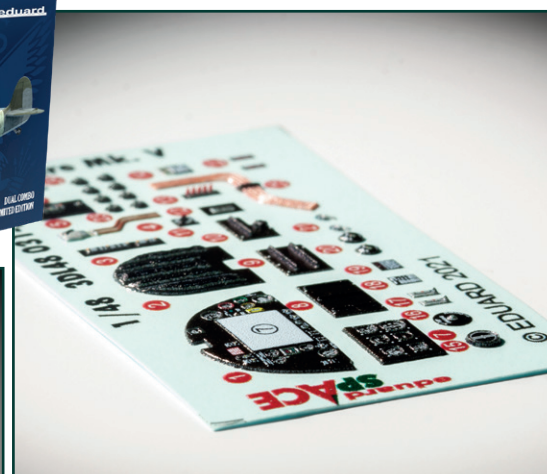
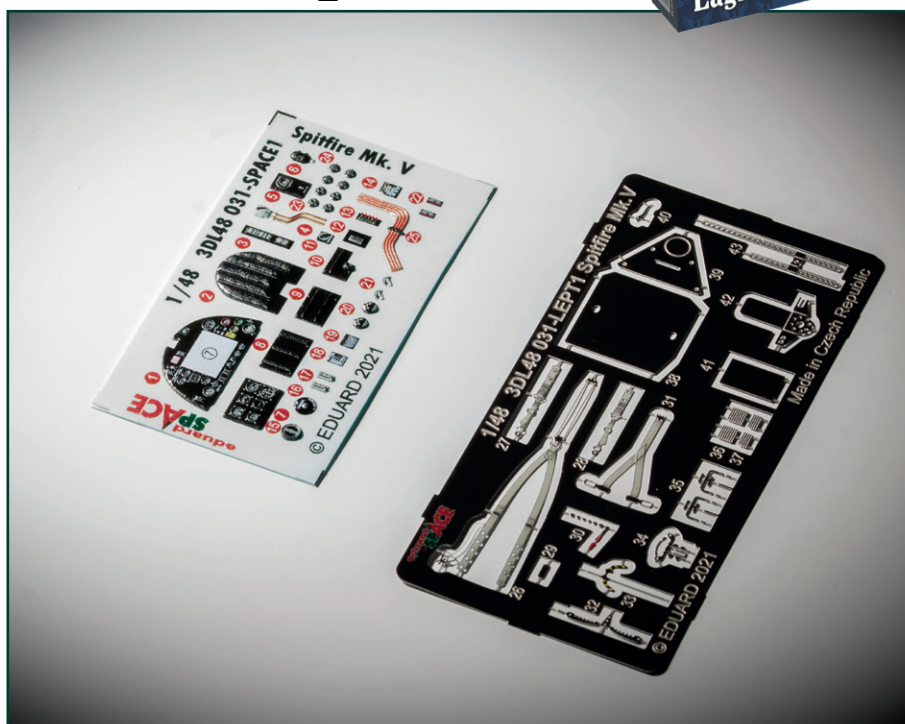


#3DL48031

Spitfire Mk.V SPACE

for 1/48 kit Eduard

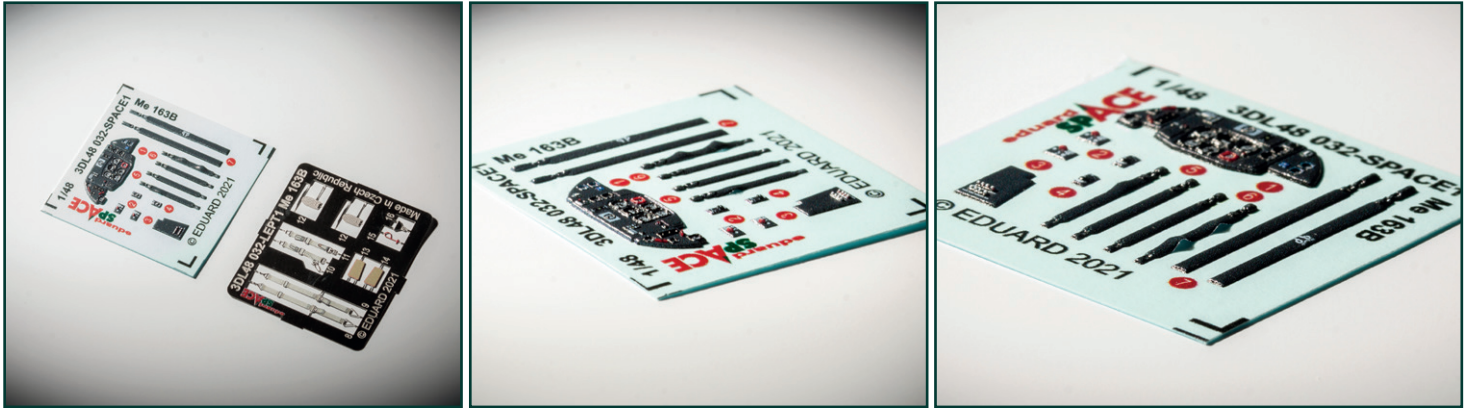
[Product page](#)



#3DL48032

Me 163B SPACE

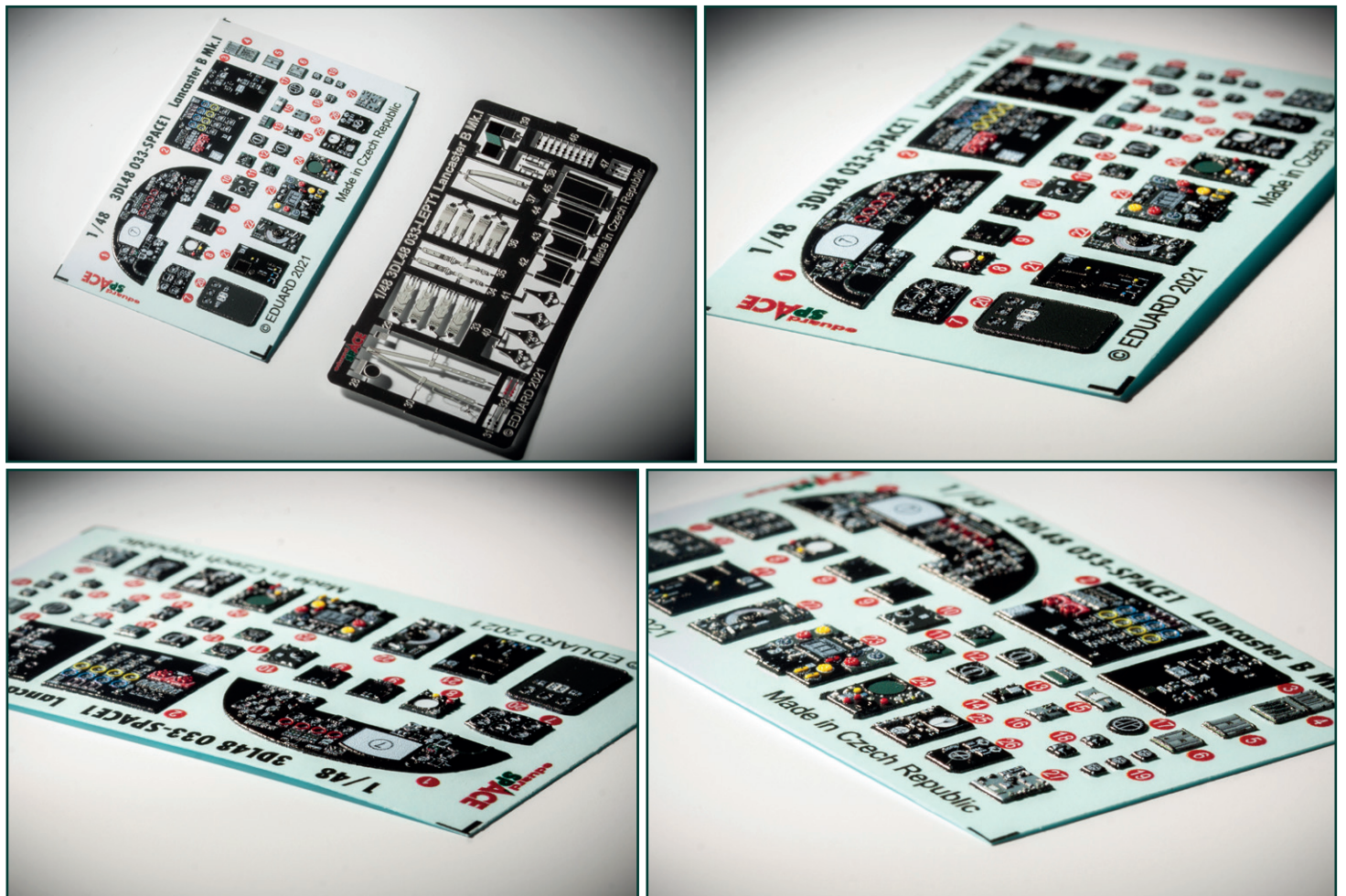
for 1/48 kit Gaspach Model

eduard
SPACE
[Product page](#)


#3DL48033

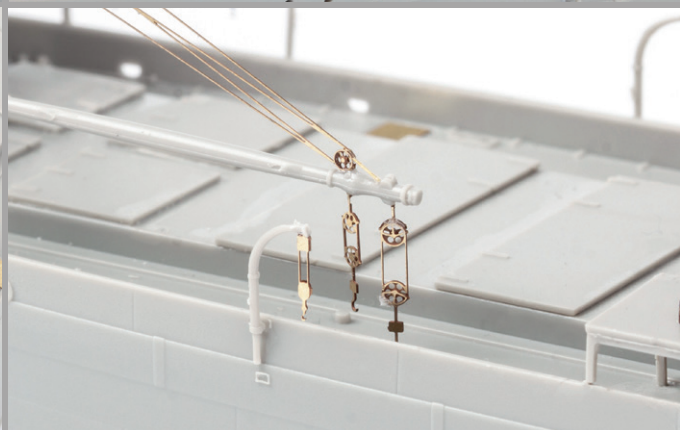
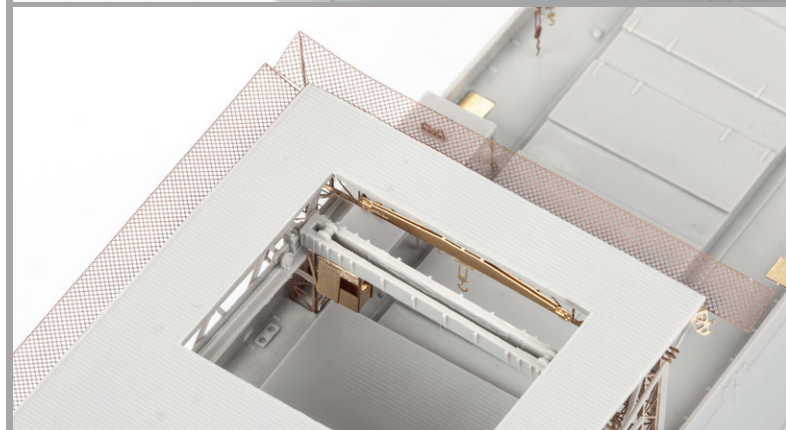
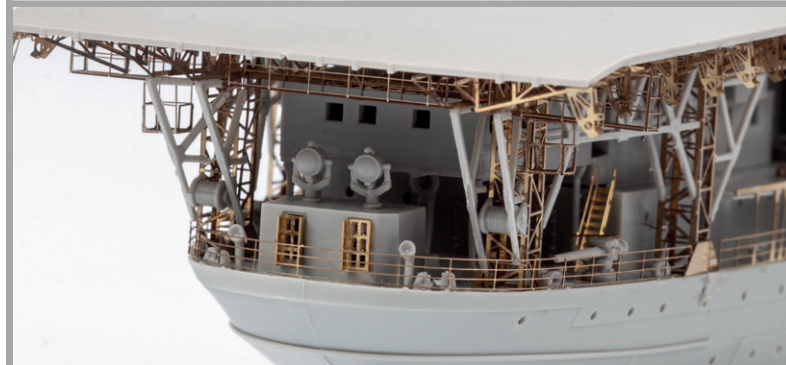
Lancaster B Mk.I SPACE

for 1/48 kit HKM

[Product page](#)


USS Langley AV-3 1/350 Trumpeter

USS Langley AV-3 1/350 Trumpeter (53267)
USS Langley AV-3 safety nets 1/350 Trumpeter (53268)



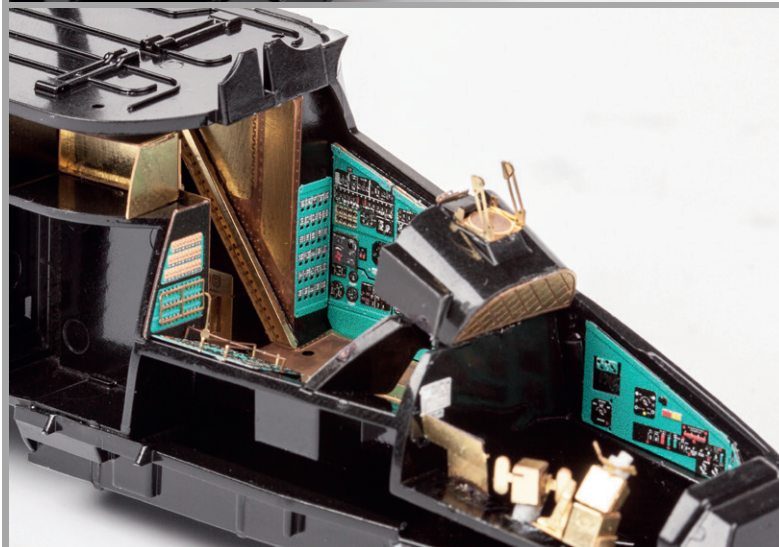
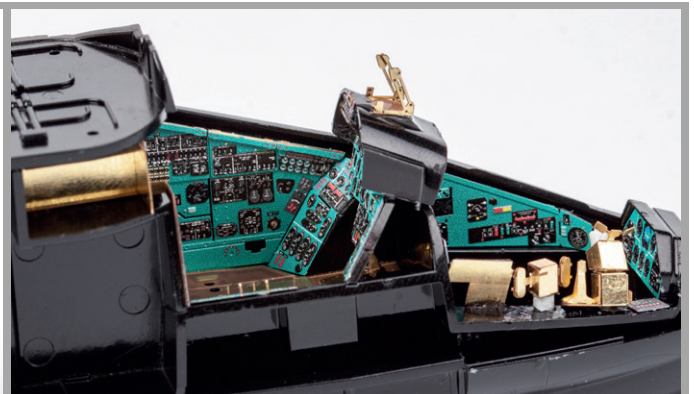
AH-1G 1/32 ICM

AH-1G 1/32 ICM (32990)
 AH-1G 1/32 ICM (33286) (Zoom)
 AH-1G seatbelts STEEL 1/32 ICM (33287) (Zoom)
 AH-1G 1/32 ICM (JX279) (Mask)
 AH-1G TFace 1/32 ICM (JX280) (Mask)



Mi-24P 1/48 Zvezda

Mi-24P cargo interior 1/48 Zvezda (481057)
Mi-24P exterior 1/48 Zvezda (481058)
Mi-24P interior 1/48 Zvezda (491205) (Zoom)
Mi-24P interior 1/48 Zvezda (FE1205) (Zoom)
Mi-24P seatbelts STEEL 1/48 Zvezda (FE1206) (Zoom)
Mi-24P 1/48 Zvezda (EX798) (Mask)
Mi-24P TFace 1/48 Zvezda (EX799) (Mask)



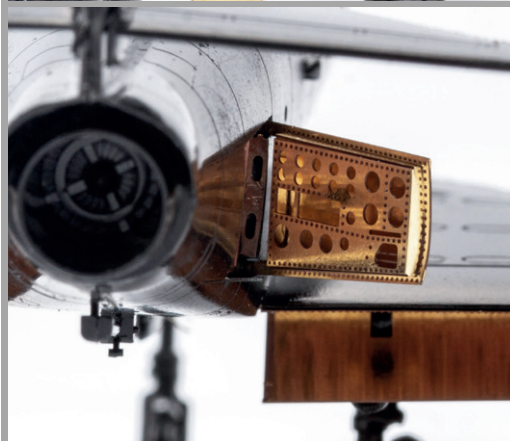
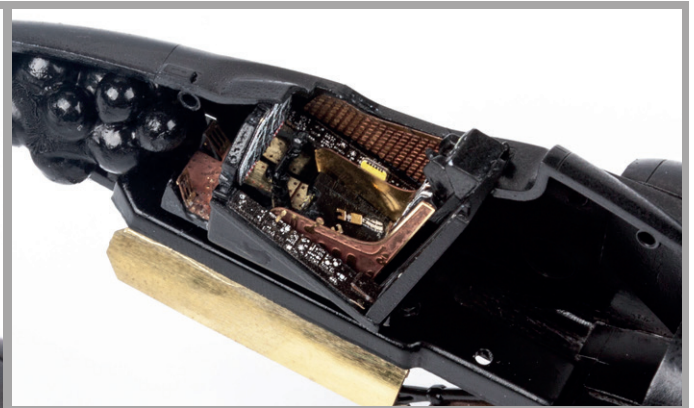
A-4B

1/72 Fujimi/Hobby 2000

A-4B 1/72 Fujimi/Hobby 2000 (73746)

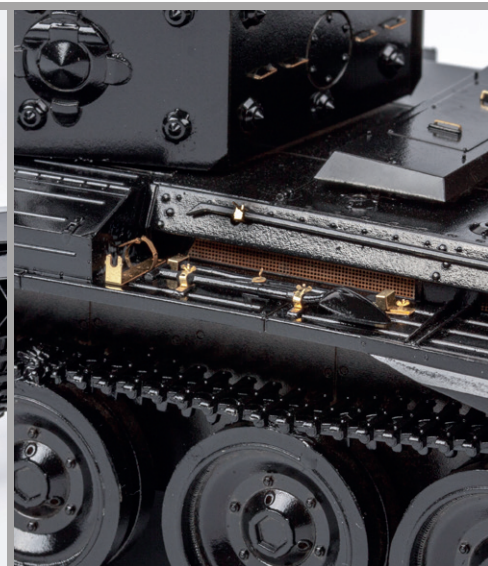
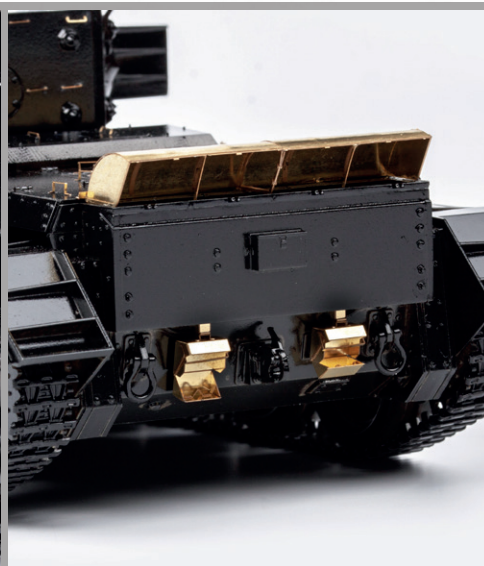
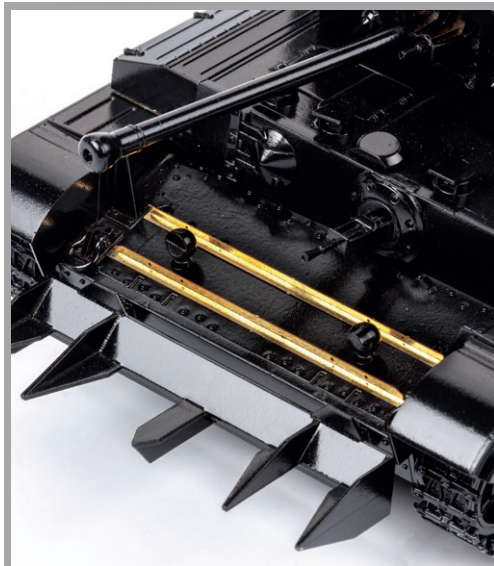
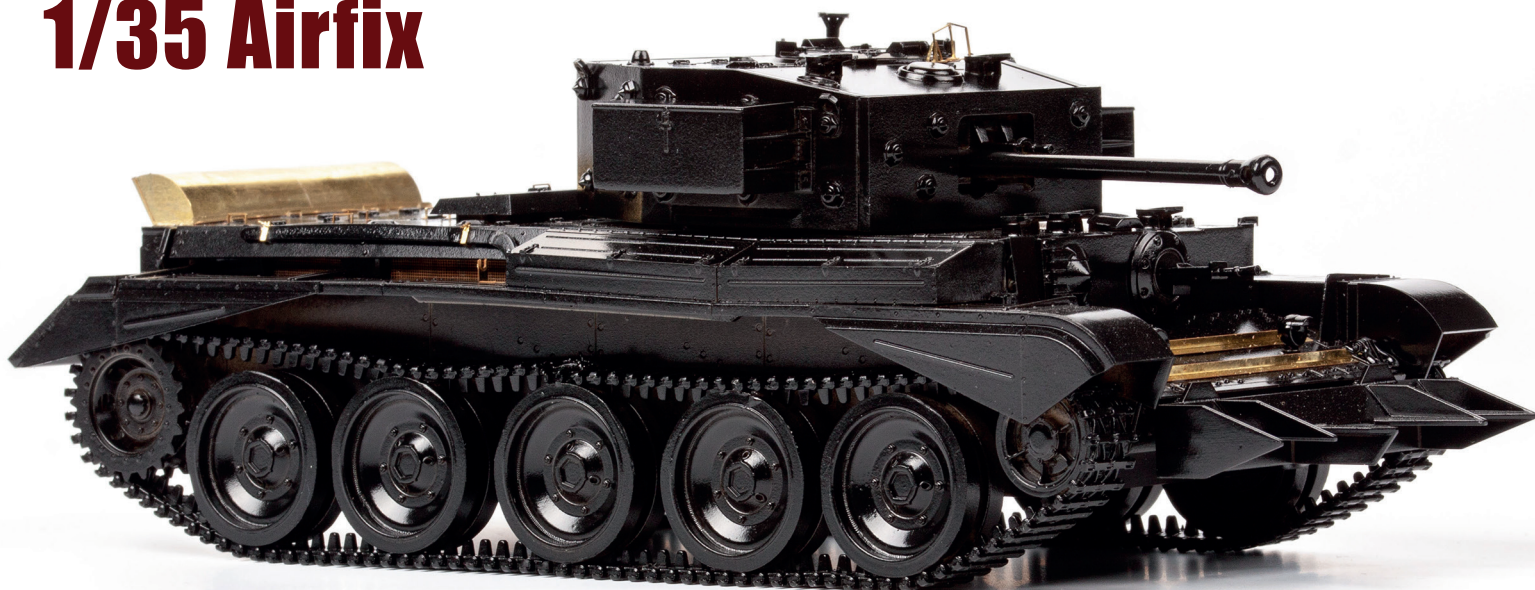
A-4B 1/72 Fujimi/Hobby 2000 (SS746) (Zoom)

A-4B 1/72 Fujimi/Hobby 2000 (CX602) (Mask)



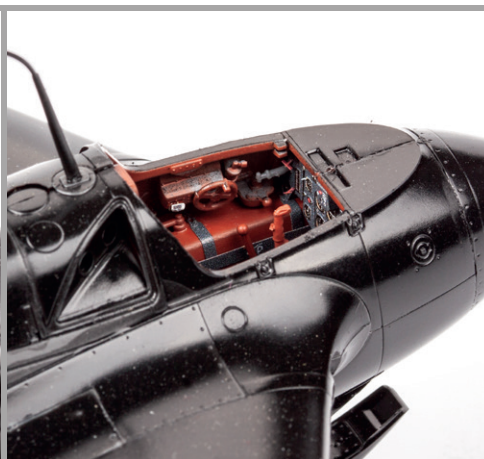
Cromwell Mk.IV 1/35 Airfix

Cromwell Mk.IV 1/35 Airfix (36466)



Me 163B 1/48 Gaspach Model

Me 163B 1/48 Gaspach Model (491204)
Me 163B seatbelts STEEL 1/48 Gaspach Model (491204) (Zoom)
Me 163B 1/48 Gaspach Model (491204) (Mask)
Me 163B TFace 1/48 Gaspach Model (491204) (Mask)



Mistrovství České republiky seniorů v plastikovém modelářství pro rok 2021

Bodovací soutěž
plastikových modelů
dle pravidel KSPIM SMČR
v kategoriích "Masters"



Hotel Olympik, 11.9.2021

Sokolovská 615/138, Praha 8 - Karlín,
konferenční sál

Pořadatel: Svaz modelářů České republiky (SMČR)

Pověřený klub: Plastic Model Club Praha, p.s.

Organizátoři



Sponzoři

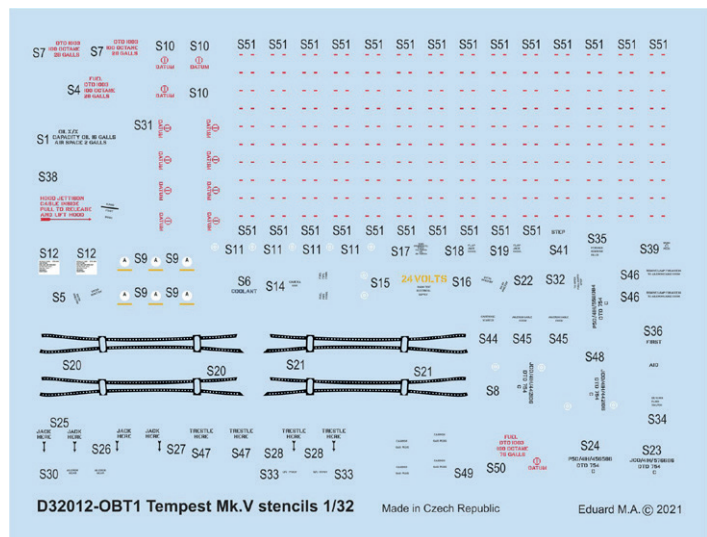
**special
HOBBY**
www.specialhobby.eu

eduard

Mediální
partner

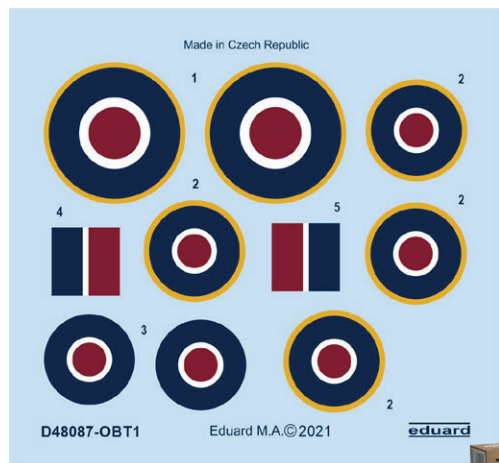
MODELÁŘ

Kontakt: ipmscze.cz@gmail.com | ipmscze.cz



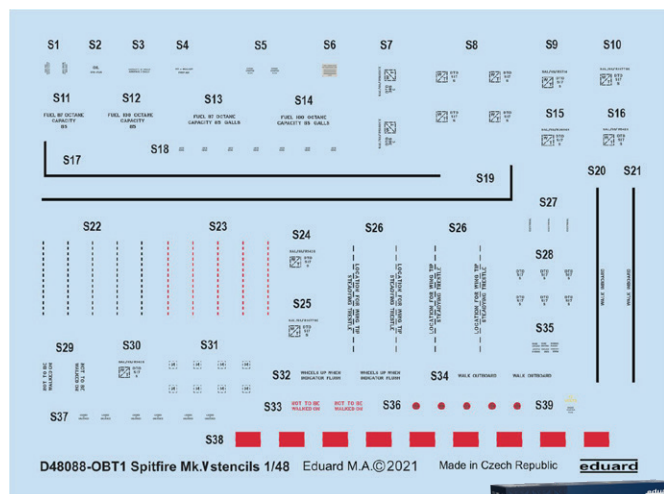
Cat. No. D32012
Tempest Mk.V stencils
1/32 Special Hobby / Revell

[Product page](#)



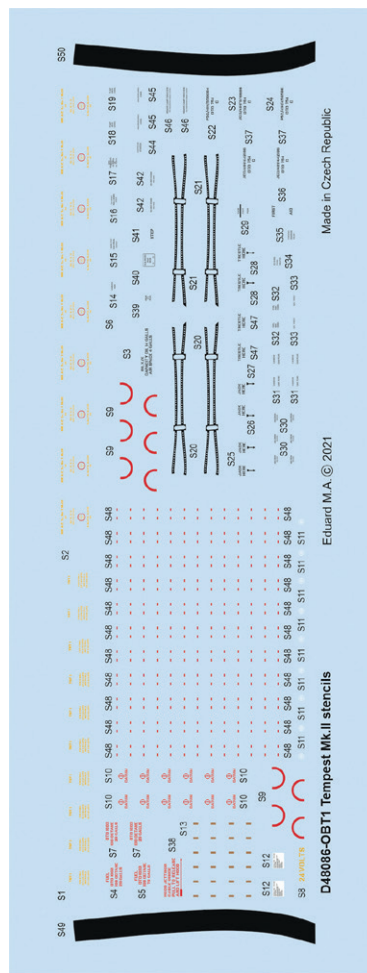
Cat. No. D48087
Tempest Mk.II roundels
1/48 Eduard / Special Hobby

[Product page](#)



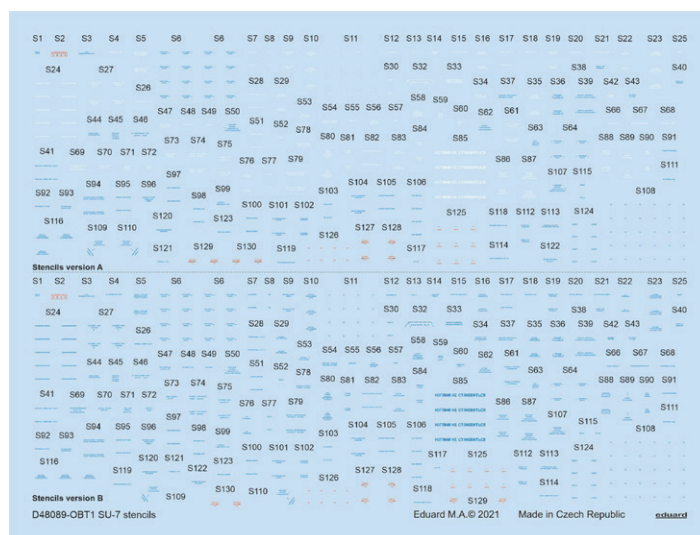
Cat. No. D48088
Spitfire Mk.V stencils
1/48 Eduard

[Product page](#)



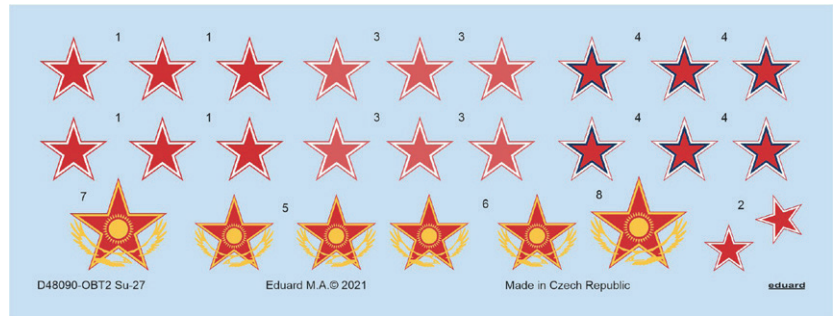
Cat. No. D48086
Tempest Mk.II stencils
1/48 Eduard / Special Hobby

[Product page](#)



Cat. No. D48089
Su-7 stencils
1/48 OZ / Směr

[Product page](#)

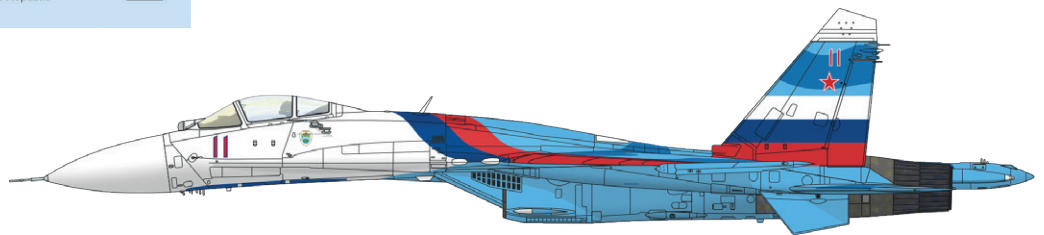


Cat. No. D48090

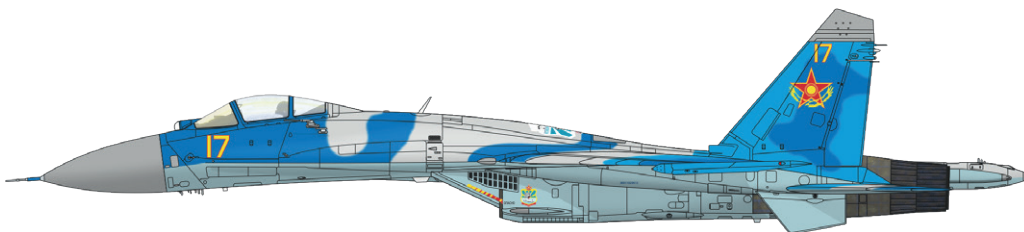
Su-27

1/48 Great Wall Hobby

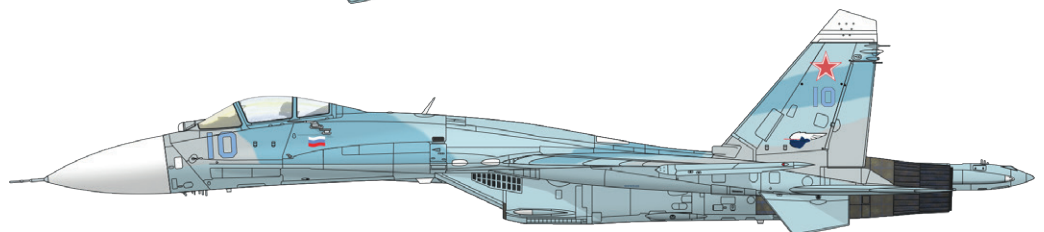
[Product page](#)



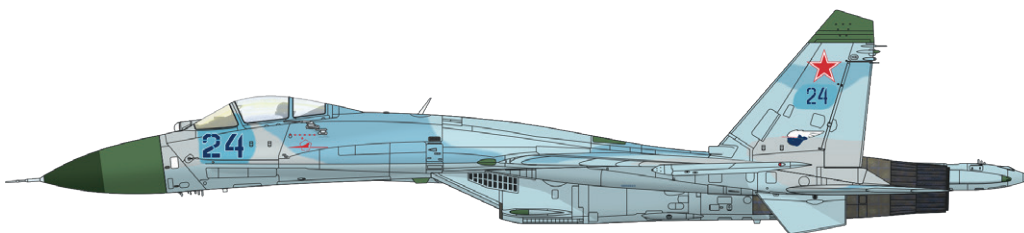
36911034613, 4th CBP & PLS/968th IISAP,
Russian Falcons Aerobatic Team, Lipetsk AB,
Russian Federation, 2009



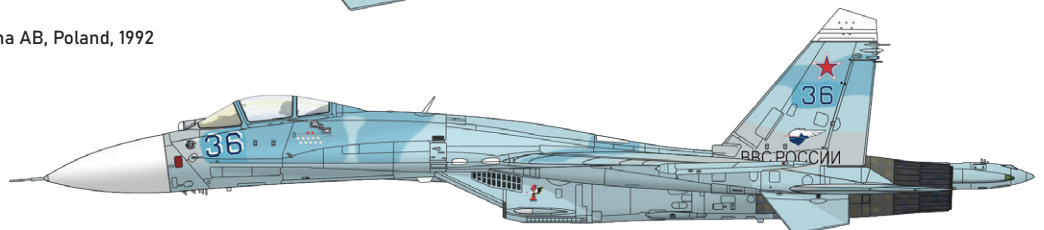
36911035408, 148th CBP & PLS/54th GvIAP,
Savasleyka AB, Russian Federation, 1993/1998



36911036309, 700th AB/2nd AGr,
Petrozavodsk-Besovets AB,
Russian Federation, 2009-2013



36911020412, 528nd IAP/239th IAD/4th VA, Chojna AB, Poland, 1992



36911023613, 604th AB Taldykorgan, Kazakhstan, 2015

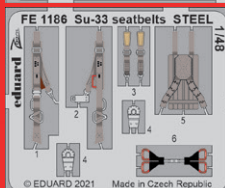
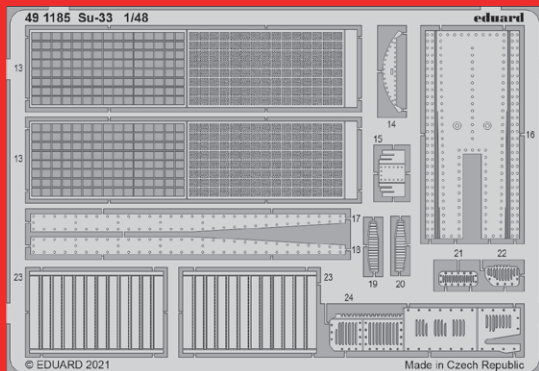
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49294 Su-33 1/48 Minibase

[Product page](#)

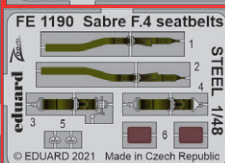
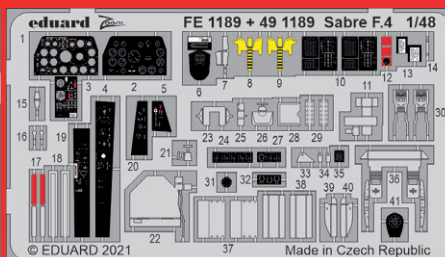
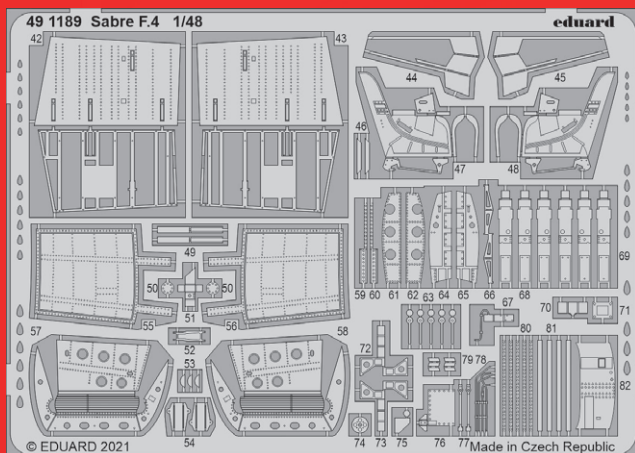
491185 Su-33 1/48
FE1186 Su-33 seatbelts STEEL 1/48
EX781 Su-33 1/48



BIG49295 Sabre F.4 1/48 Airfix

[Product page](#)

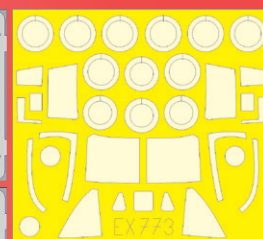
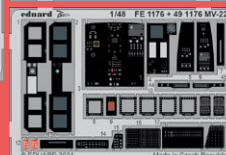
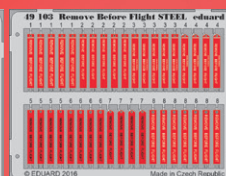
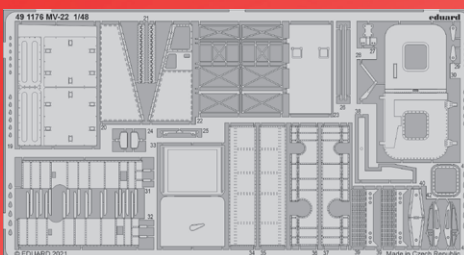
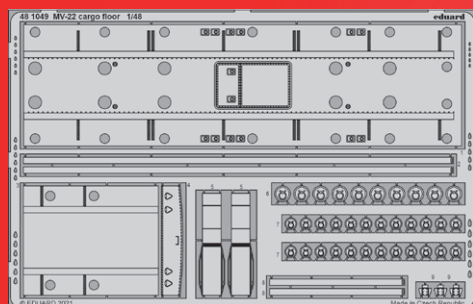
491189 Sabre F.4 1/48
FE1190 Sabre F.4 seatbelts STEEL 1/48
EX783 Sabre F.4 1/48



BIG49296 MV-22 1/48 Hobby Boss

[Product page](#)

481049 MV-22 cargo floor 1/48
49103 Remove Before Flight STEEL
491176 MV-22 1/48
FE1177 MV-22 seatbelts STEEL 1/48
EX773 MV-22 1/48



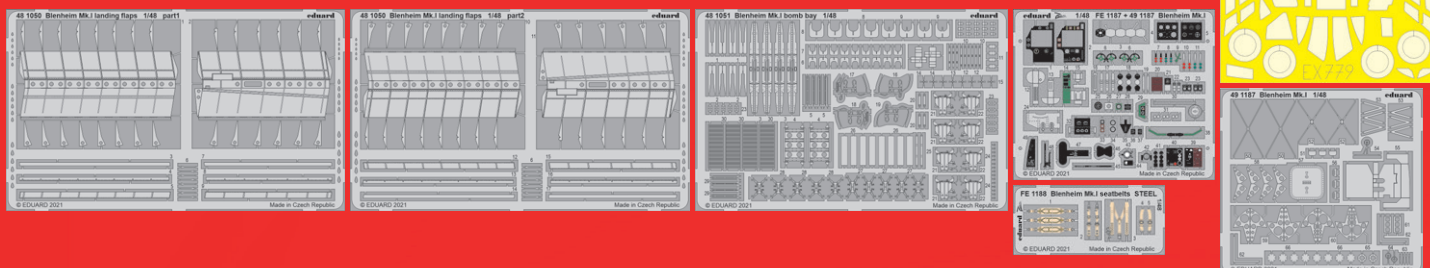
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49297 Blenheim Mk.I 1/48 Airfix

[Product page](#)

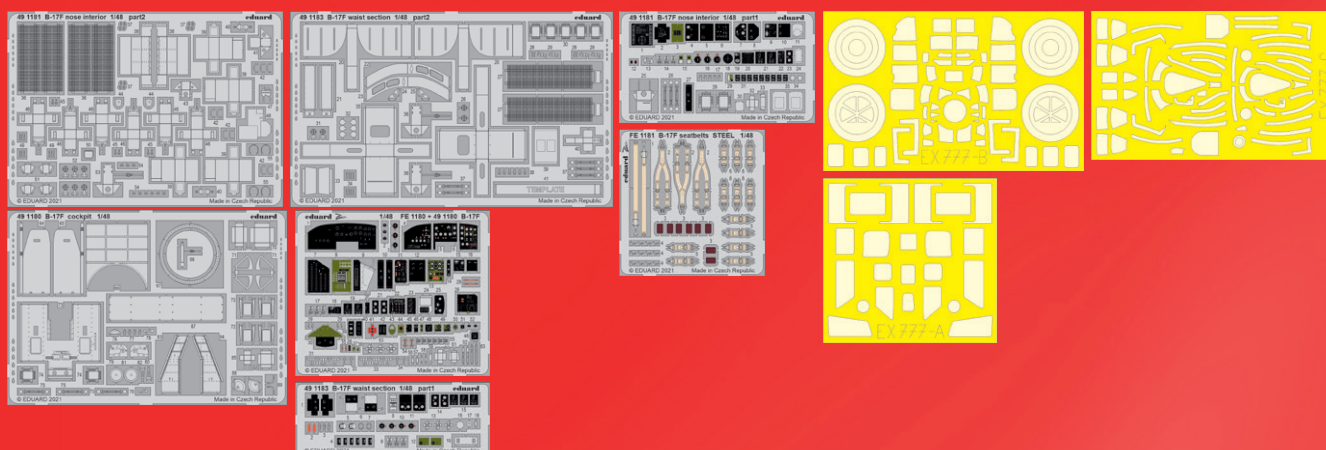
- 481050 Blenheim Mk.I landing flaps 1/48
- 481051 Blenheim Mk.I bomb bay 1/48
- 491187 Blenheim Mk.I 1/48
- FE1188 Blenheim Mk.I seatbelts STEEL 1/48
- EX779 Blenheim Mk.I 1/48



BIG49298 B-17F part I 1/48 HKM

[Product page](#)

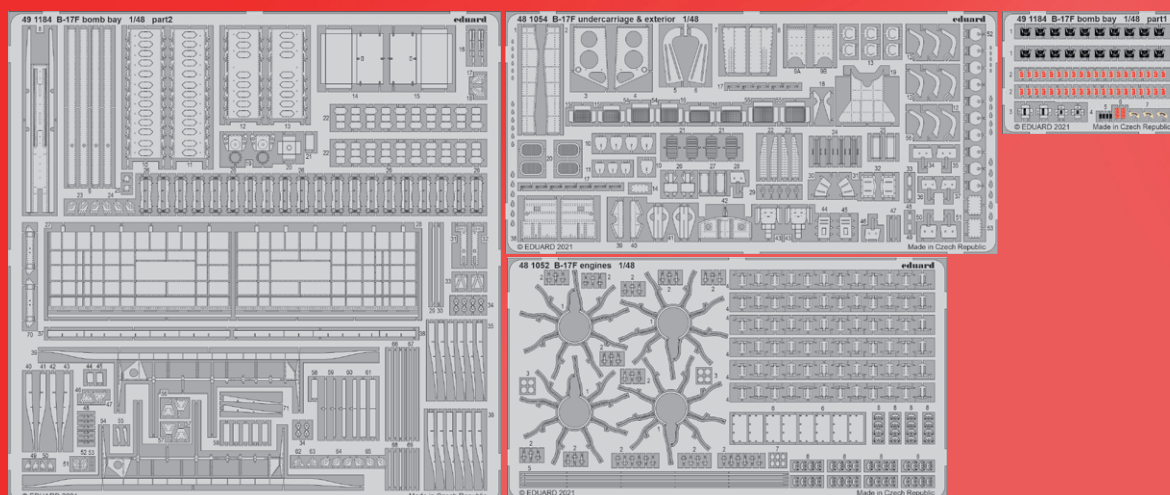
- 491181 B-17F nose interior 1/48
- 491180 B-17F cockpit 1/48
- 491183 B-17F waist section 1/48
- FE1181 B-17F seatbelts STEEL 1/48
- EX777 B-17F 1/48



BIG49299 B-17F part II 1/48 HKM

[Product page](#)

- 481052 B-17F engines 1/48
- 481054 B-17F undercarriage & exterior 1/48
- 491184 B-17F bomb bay 1/48



EDUARD MASK

IT FITS!

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



August 2021

KITS

82124	Tempest Mk.II early version
11149	EAGLES CALL
84102	Fw 190D-9
84175	Spitfire F Mk.IX
8231	MiG-21MF (reedice)

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

PE-SETS

53267	USS Langley AV-3
53268	USS Langley AV-3 safety nets
32473	F-100C interior pt.2
32990	AH-1G
36466	Cromwell Mk.IV
481057	Mi-24P cargo interior
481058	Mi-24P exterior
481059	Lancaster B Mk.I radiators
481060	Lancaster B Mk.I bomb bay
481063	Lancaster B Mk.I landing flaps
481064	Tempest Mk.II landing flaps
481065	Spitfire Mk.V landing flaps
491203	Lancaster B Mk.I cockpit
491204	Me 163B
491205	Mi-24P interior
73746	A-4B

1/350	Trumpeter
1/350	Trumpeter
1/32	Trumpeter
1/32	ICM
1/35	Airfix
1/48	Zvezda
1/48	Zvezda
1/48	HKM
1/48	HKM
1/48	HKM
1/48	Eduard/Special Hobby
1/48	Eduard
1/48	HKM
1/48	Gaspach Model
1/48	Zvezda
1/72	Fujimi / Hobby 2000

ZOOMS

33286	AH-1G
33287	AH-1G seatbelts STEEL
FE1203	Lancaster B Mk.I
FE1204	Me 163B seatbelts STEEL
FE1205	Mi-24P
FE1206	Mi-24P seatbelts STEEL
FE1207	Spitfire Mk.V seatbelts STEEL
FE1208	Tempest Mk.II seatbelts STEEL
FE1209	Fw 190D-9 Weekend
FE1210	Spitfire F Mk.IXc Weekend
FE1211	Fw 190D-9 seatbelts STEEL
SS746	A-4B

1/32	ICM
1/32	ICM
1/48	HKM
1/48	Gaspach Model
1/48	Zvezda
1/48	Zvezda
1/48	Eduard
1/48	Eduard/Special Hobby
1/48	Eduard
1/48	Eduard
1/48	Eduard
1/72	Fujimi / Hobby 2000

MASKS

JX279	AH-1G
JX280	AH-1G TFace
EX794	Me 163B
EX795	Me 163B TFace
EX796	Tempest Mk.II TFace
EX797	Spitfire Mk.V TFace
EX798	Mi-24P
EX799	Mi-24P TFace
CX602	A-4B
CX603	F-4E

1/32	ICM
1/32	ICM
1/48	Gaspach Model
1/48	Gaspach Model
1/48	Eduard/Special Hobby
1/48	Eduard
1/48	Zvezda
1/48	Zvezda
1/72	Fujimi/Hobby 2000
1/72	Fine Molds

BIGED SETS

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

1/48	Minibase
1/48	Airfix
1/48	Hobby Boss
1/48	Airfix
1/48	HKM
1/48	HKM

BRASSINS

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

1/32	
1/32	
1/32	ICM
1/48	Airfix
1/48	Eduard
1/48	
1/48	Eduard/Special Hobby
1/48	Eduard
1/48	Eduard/Special Hobby
1/48	HKM
1/48	
1/48	GHW
1/48	Eduard/Special Hobby
1/48	GHW
1/72	
1/72	

LookPLUS

644110	P-39Q LööKplus
644111	Mustang Mk.IV LööKplus

1/48	Eduard
1/48	Eduard

BRASSIN

SIN64873	B-17F
----------	-------

1/48	HKM
------	-----

DECAL SETS

D32012	Tempest Mk.V stencils
D48086	Tempest Mk.II stencils
D48087	Tempest Mk.II roundels
D48088	Spitfire Mk.V stencils
D48089	Su-7 stencils
D48090	Su-27

1/32	Special Hobby/Revell
1/48	Eduard/Special Hobby
1/48	Eduard/Special Hobby
1/48	Eduard
1/48	OEZ/Smër
1/48	GWH

SPACE

3DL48030	Tempest Mk.II SPACE
3DL48031	Spitfire Mk.V SPACE
3DL48032	Me 163B SPACE
3DL48033	Lancaster B Mk.I SPACE

1/48	Eduard/Special Hobby
1/48	Eduard
1/48	Gaspach Model
1/48	HKM

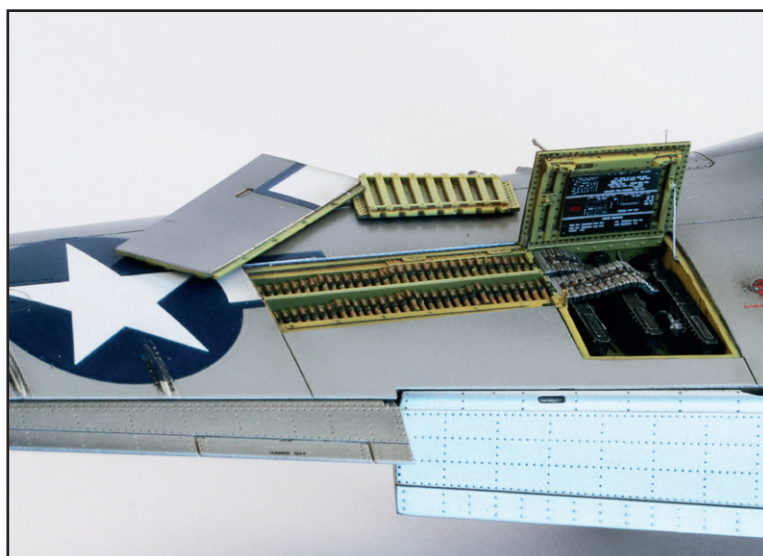
P-51D Mustang

1/48

Product page 

Cat. No. 82102

Kamo D

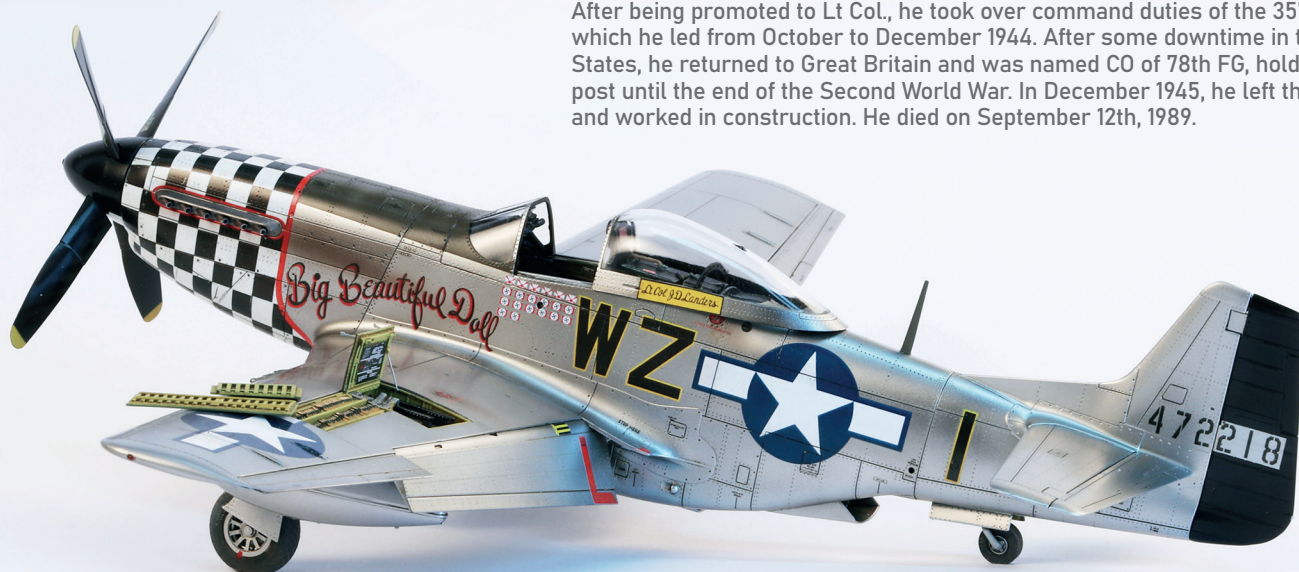
Built by **Václav Vopálecký**

P-51D-20, 44-72218, Lt Col. John D. Landers, CO of 78th FG, Duxford, United Kingdom, March 1945

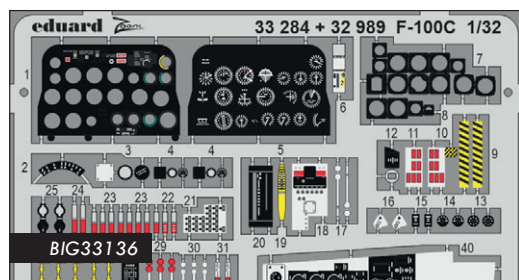
John Dave Landers was born on August 23rd, 1920 in Joshua, Texas. He joined the Army Air Force in April 1941. After undergoing pilot training, he was assigned to the 9th FS in Australia in January 1942, a unit that flew P-40s. In the Pacific theatre, he gained six kills, and in January 1943, he was called back to the States. There, he served as a flight instructor, but by his own request, he was reassigned to a combat unit in April 1944.



After being promoted to Lt Col., he took over command duties of the 357th FG, which he led from October to December 1944. After some downtime in the United States, he returned to Great Britain and was named CO of 78th FG, holding this post until the end of the Second World War. In December 1945, he left the military and worked in construction. He died on September 12th, 1989.



BRASSIN



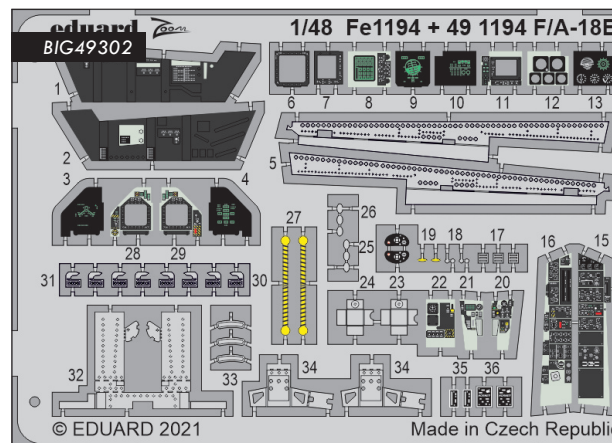
BIG ED (September)

- BIG33136 F-100C PART I 1/32 Trumpeter
- BIG33137 F-100C PART II 1/32 Trumpeter
- BIG49300 B-17F part III 1/48 HKM
- BIG49301 Ju 87D 1/48 Hasegawa/ Hobby 2000
- BIG49302 F/A-18E 1/48 Meng
- BIG49303 IA-58A Pucara 1/48 Kinetic

BRASSIN (September)



- 644116 Sopwith Camel LööK 1/48 Eduard
- 644117 Me 163B LööK 1/48 Gaspach Model
- 644118 Lancaster B Mk.I LööK 1/48 HKM
- 648638 Tempest Mk.II gun bays 1/48 Eduard/Special Hobby
- 648656 Lancaster B Mk.I wheels 1/48 HKM
- 648657 Sopwith Camel wheels Type 1 1/48 Eduard
- 648658 Sopwith Camel wheels Type 2 1/48 Eduard
- 648659 Sopwith Camel seat 1/48 Eduard
- 648660 Sopwith Camel Vickers Mk.I gun 1/48 Eduard
- 648664 Spitfire Mk.V wheels 1/48 Eduard
- 648665 Spitfire Mk.Vb gun bays 1/48 Eduard
- 648666 Spitfire Mk.Vc gun bays 1/48 Eduard
- 648667 Spitfire Mk.V three-stacks exhausts rounded 1/48 Eduard
- 648668 Spitfire Mk.V three-stacks exhausts fishtail 1/48 Eduard
- 648670 Spitfire Mk.Va/b undercarriage legs BRONZE 1/48 Eduard
- 648671 Spitfire Mk.Vc undercarriage legs BRONZE 1/48 Eduard
- 648673 Sabre F.4 wheels 1/48 Airfix
- 648674 Sopwith Camel Rotherham air pumps 1/48 Eduard



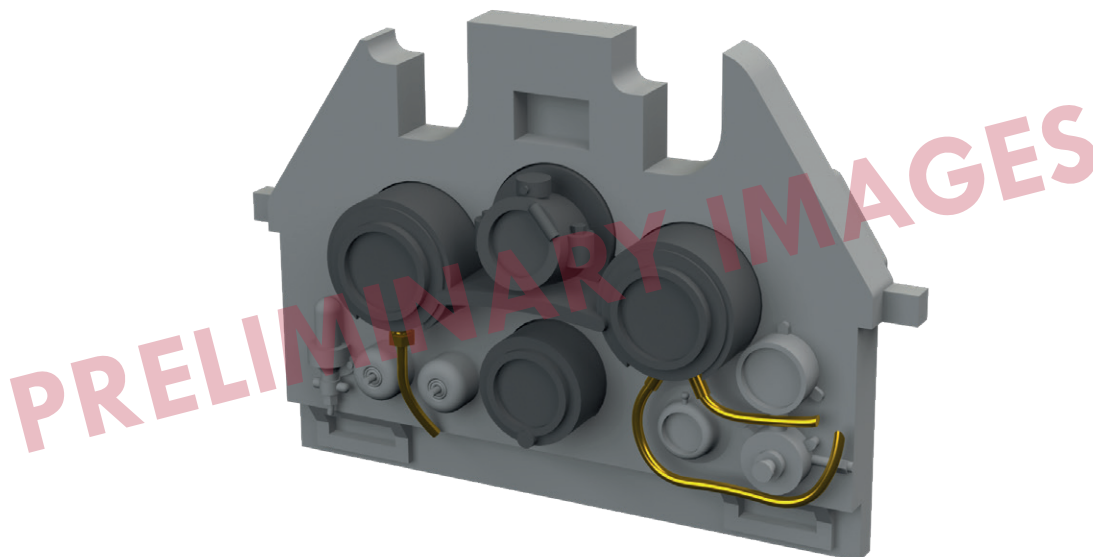
LööKPlus (September)

- 644114 B-17F LööKplus 1/48 HKM
- 644115 Tempest Mk.II LööKplus 1/48 Eduard/Special Hobby

BIGSIN (September)

- SIN64874 Fw 190F-8 ESSENTIAL 1/48 Eduard

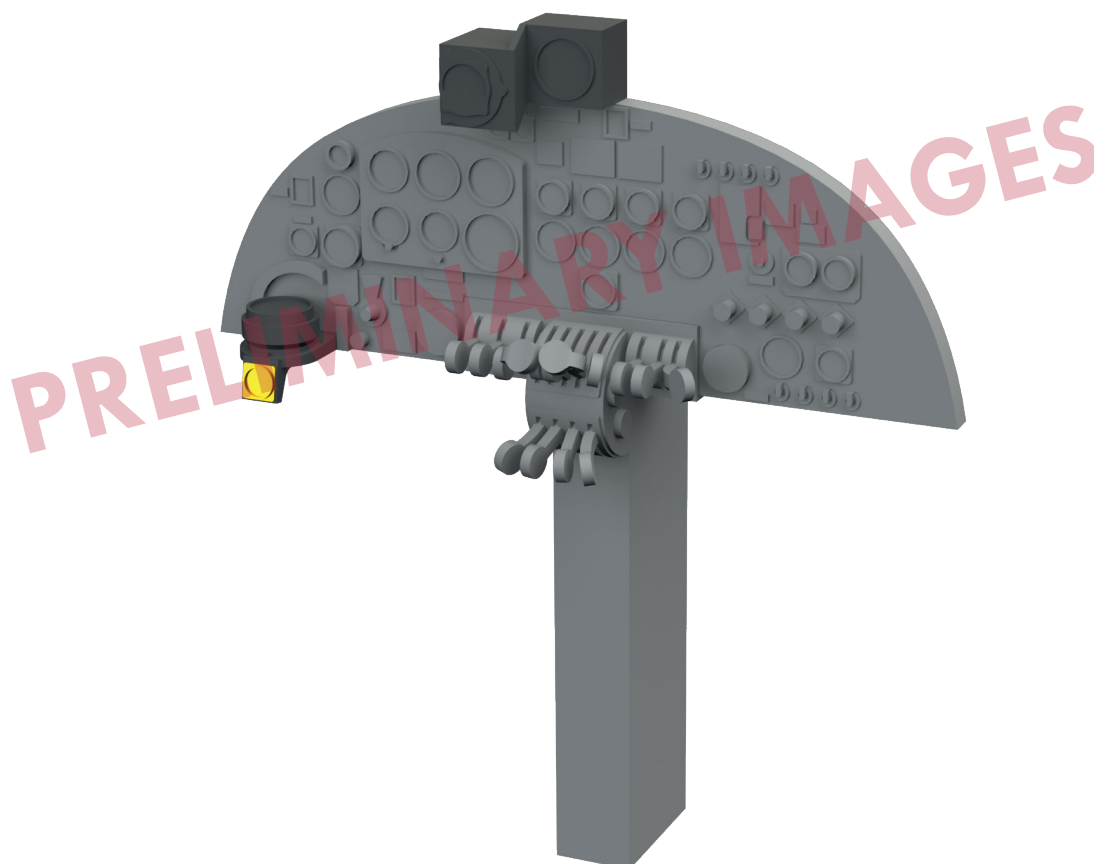
644116 Sopwith Camel LööK 1/48 Eduard



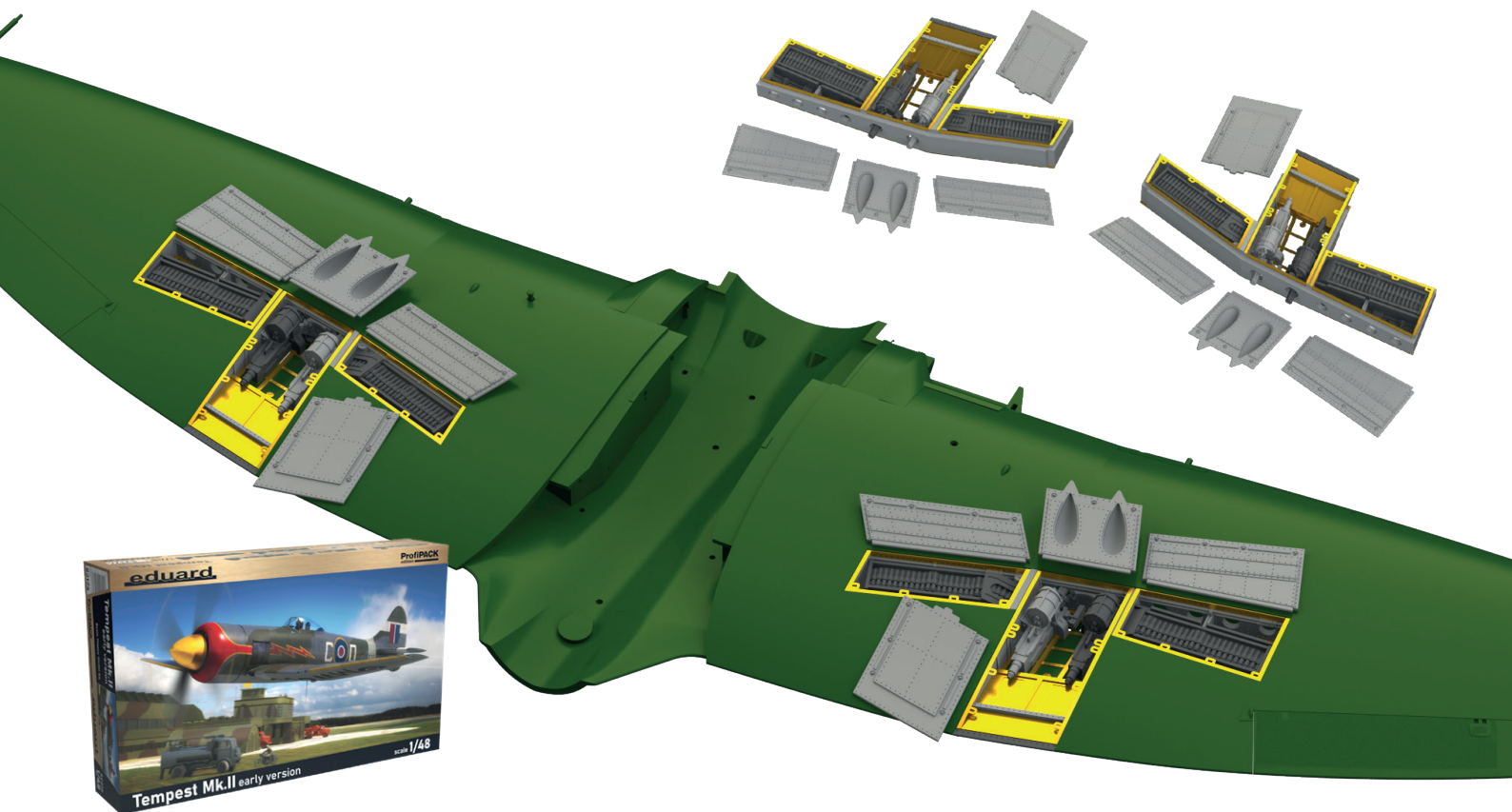
644117 Me 163B LööK 1/48 Gaspach Model



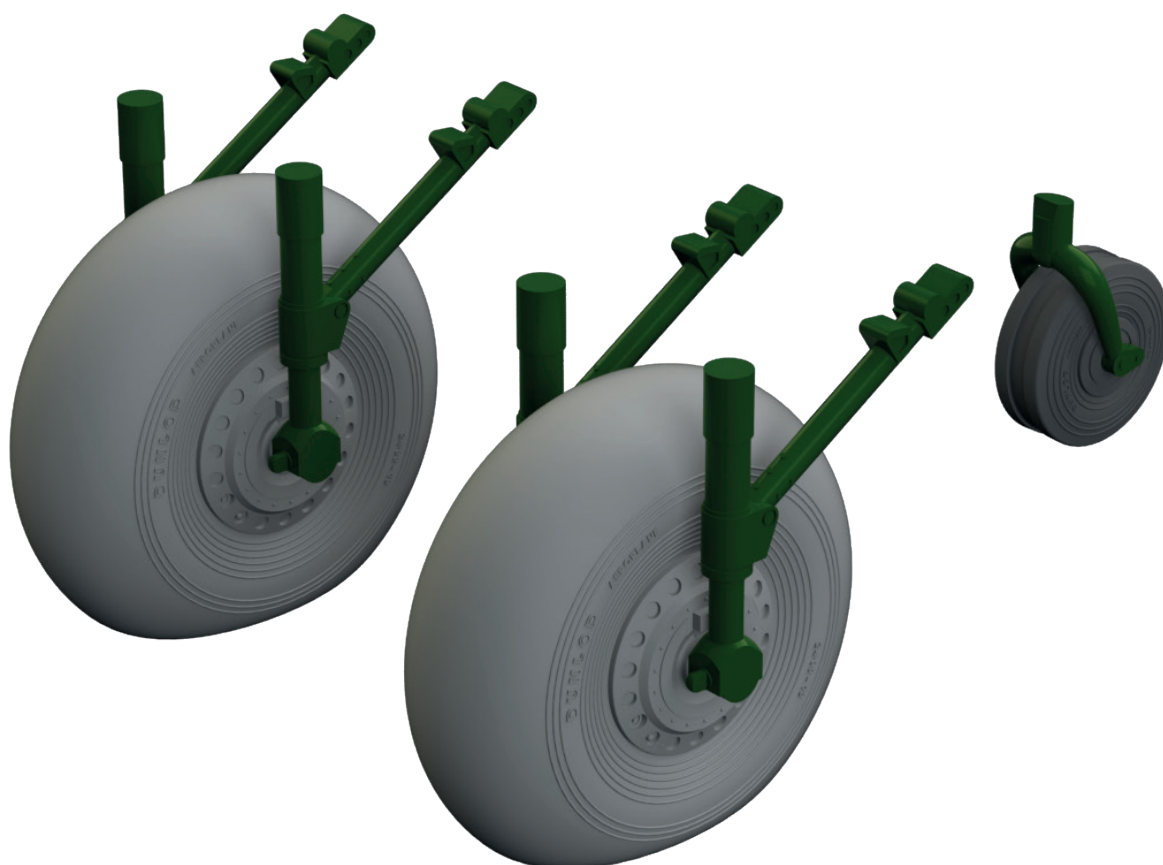
644118 Lancaster B Mk.I LööK 1/48 HKM



648638 Tempest Mk.II gun bays 1/48 Eduard/Special Hobby



648656 Lancaster B Mk.I wheels 1/48 HKM



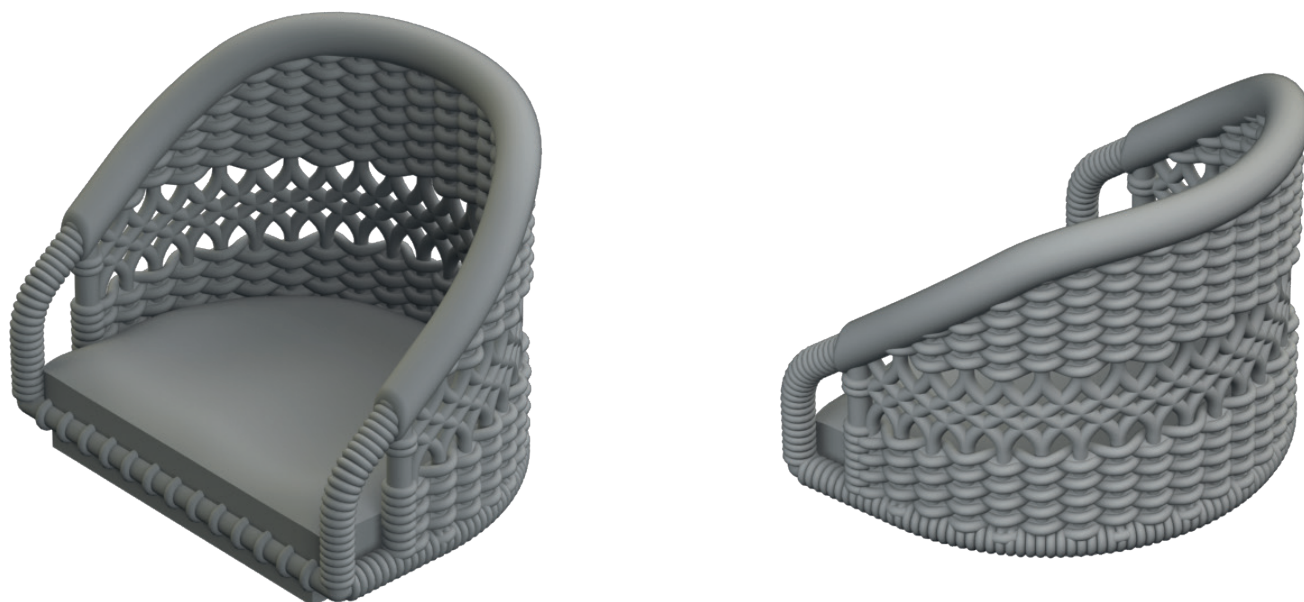
648657 Sopwith Camel wheels Type 1 1/48 Eduard



648658 Sopwith Camel wheels Type 2 1/48 Eduard



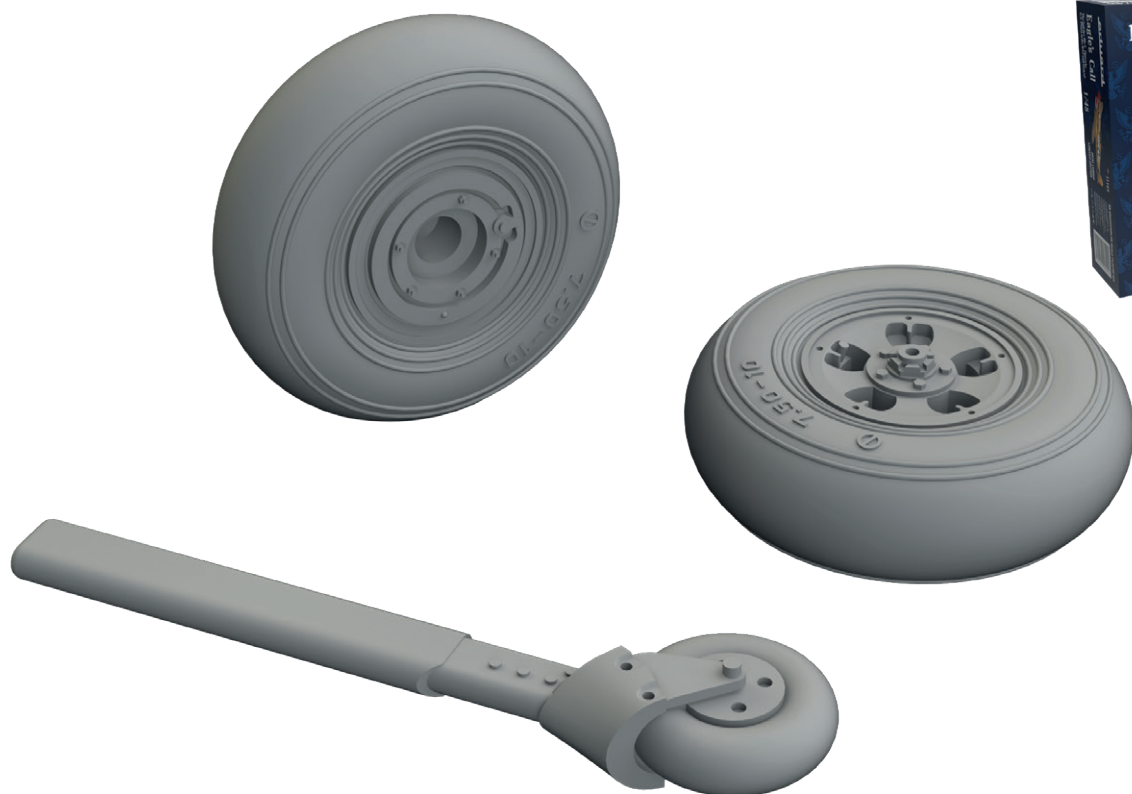
648659 Sopwith Camel seat 1/48 Eduard



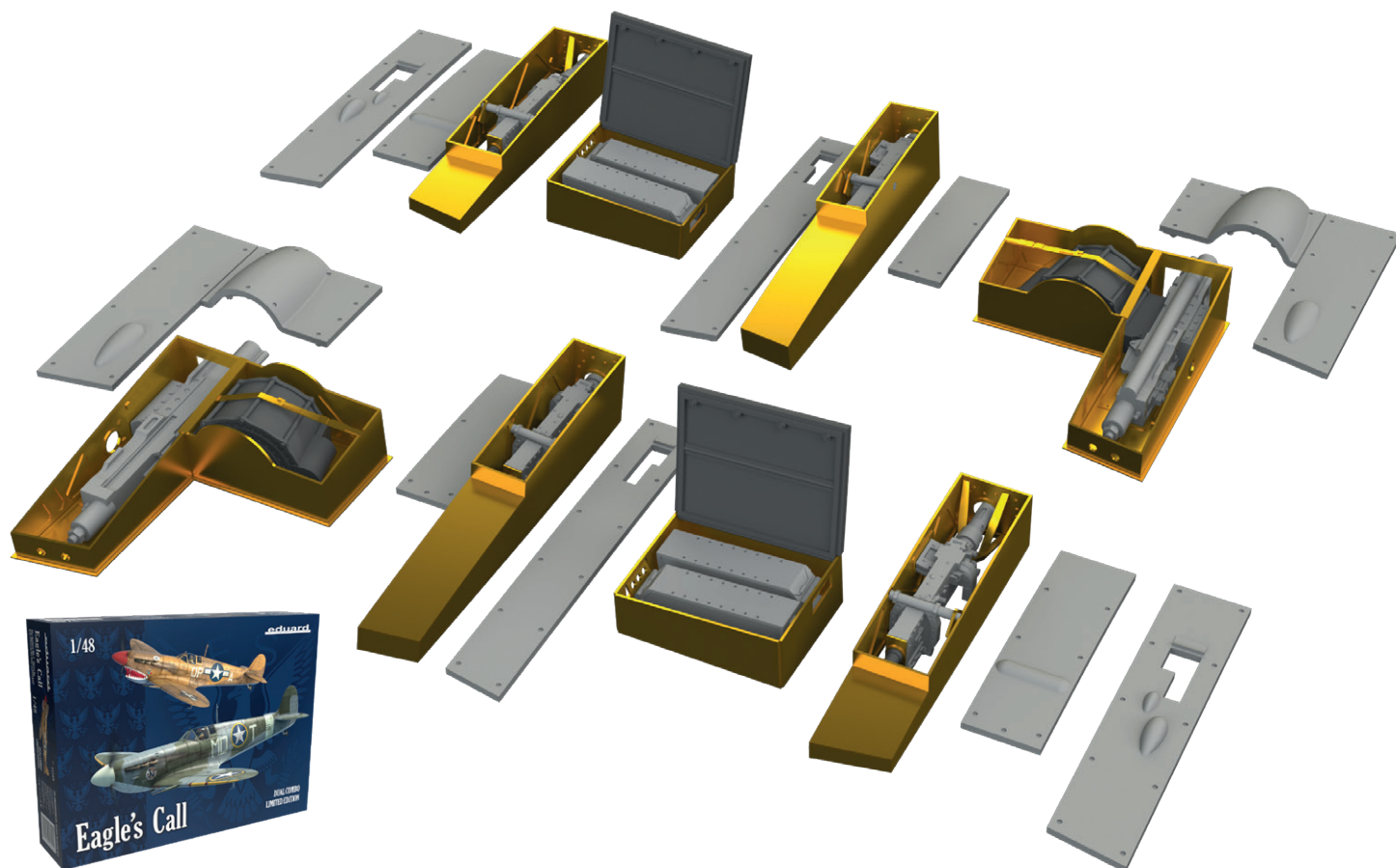
648660 Sopwith Camel Vickers Mk.I gun 1/48 Eduard



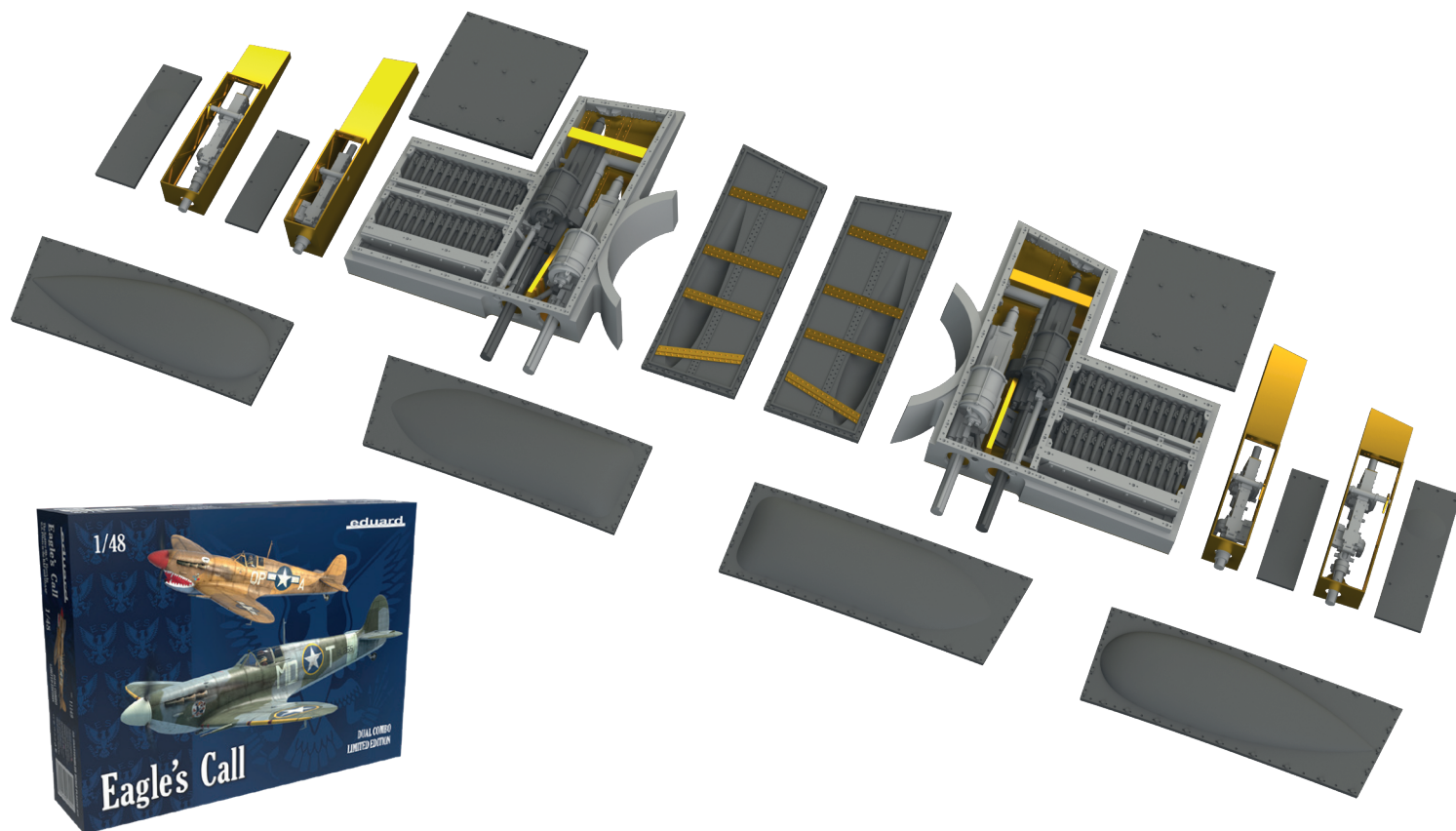
648664 Spitfire Mk.V wheels 1/48 Eduard



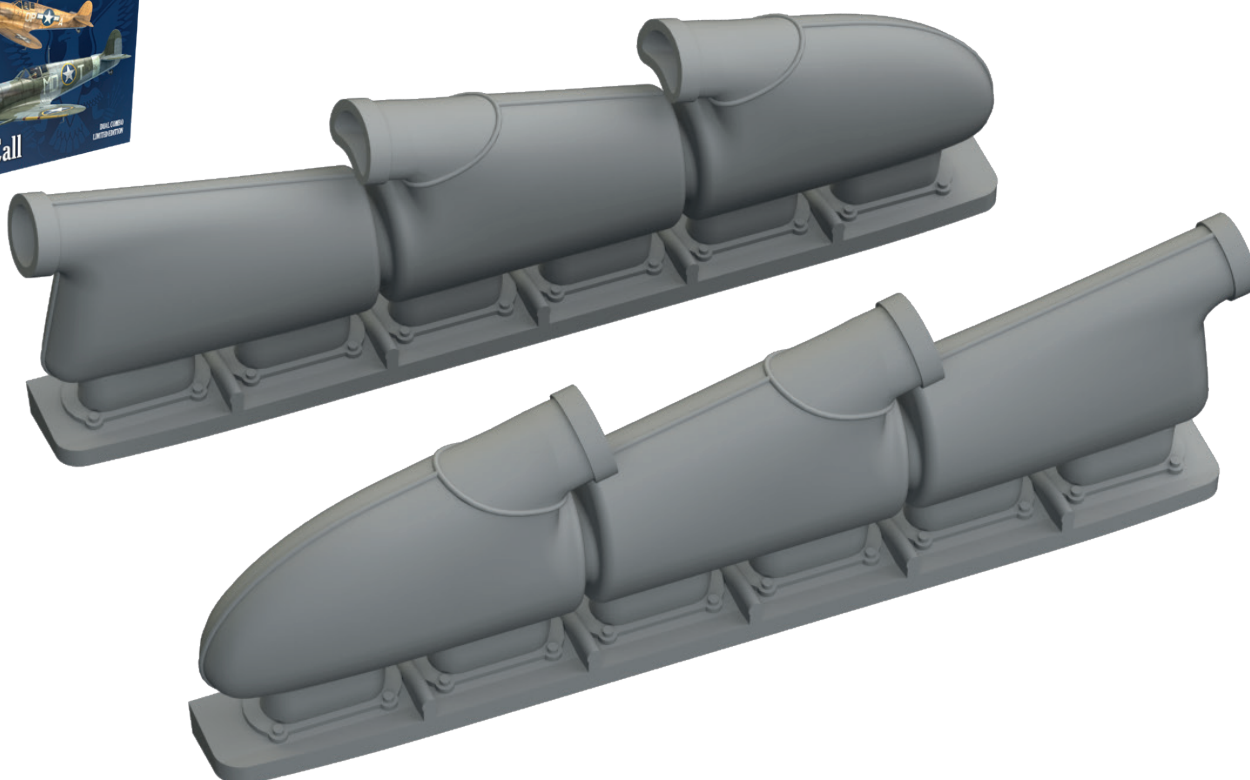
648665 Spitfire Mk.Vb gun bays 1/48 Eduard



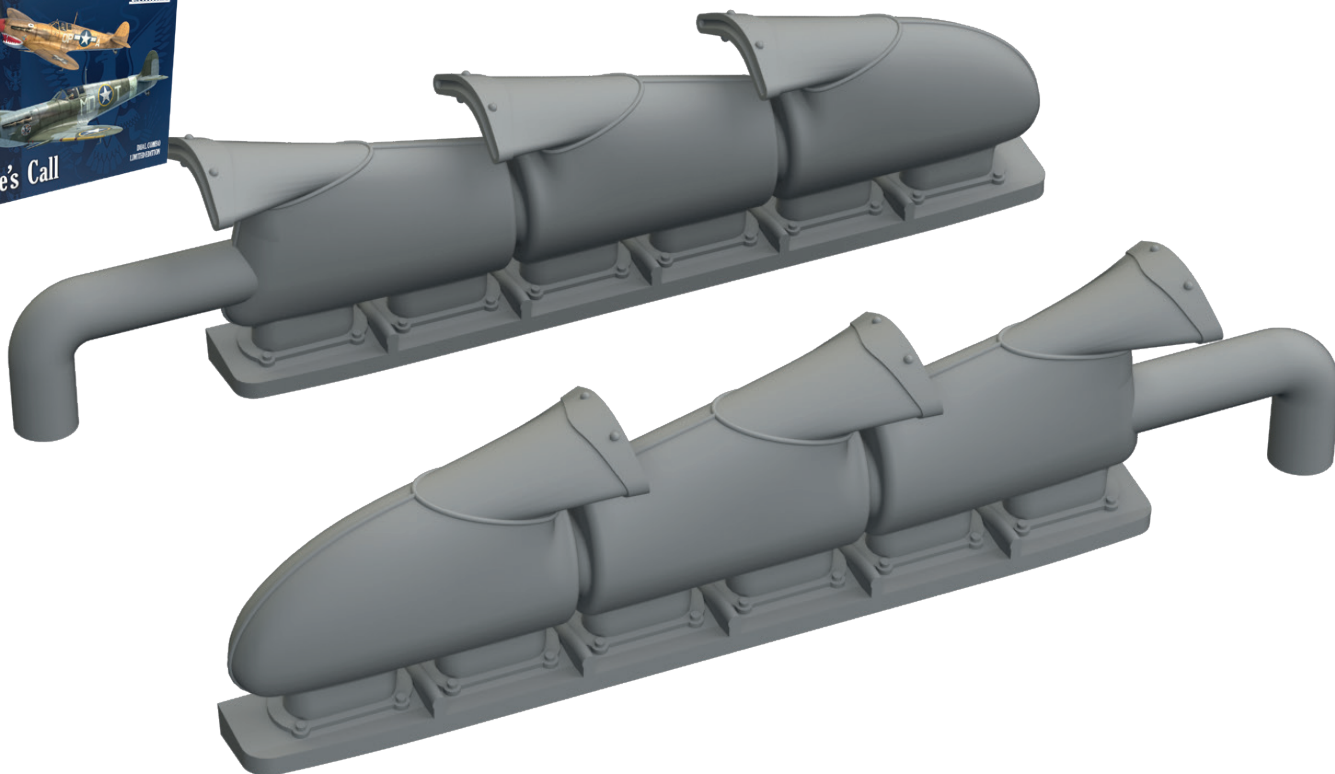
648666 Spitfire Mk.Vc gun bays 1/48 Eduard



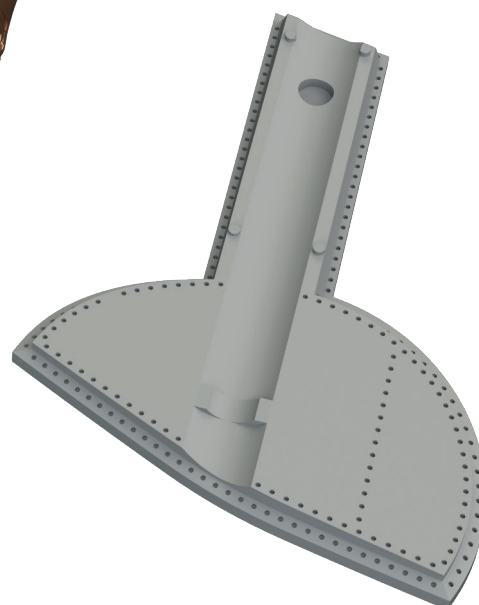
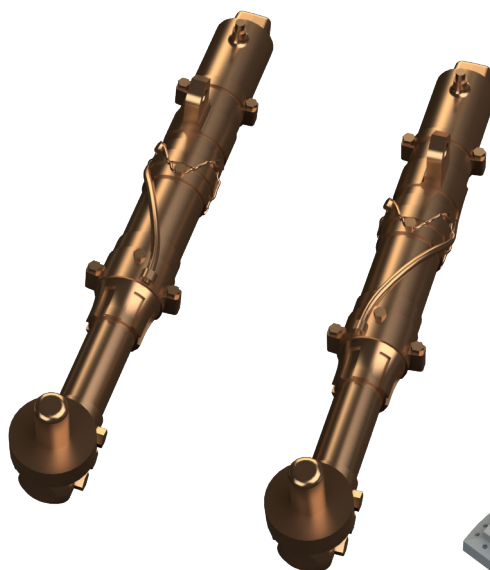
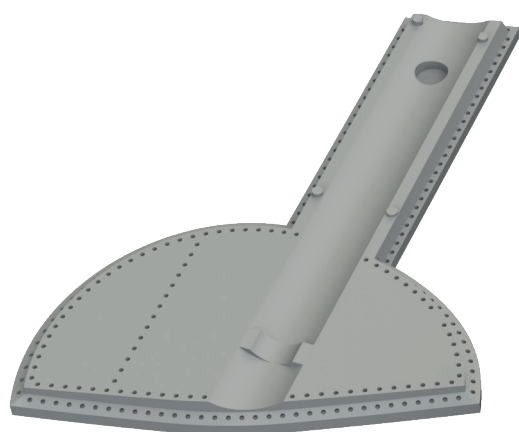
648667 Spitfire Mk.V three-stacks exhausts rounded 1/48 Eduard



648668 Spitfire Mk.V three-stacks exhausts fishtail 1/48 Eduard



648670 Spitfire Mk.Va/b undercarriage legs BRONZE 1/48 Eduard



648671 Spitfire Mk.Vc undercarriage legs BRONZE 1/48 Eduard



648673 Sabre F.4 wheels 1/48 Airfix



648674 Sopwith Camel Rotherham air pumps 1/48 Eduard



BRASSIN

644114 B-17F LööKplus 1/48 HKM

Collection of 4 sets for B-17F in 1/48 scale.

Recommended kit: HKM.

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

LööKt



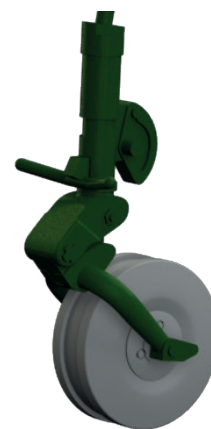
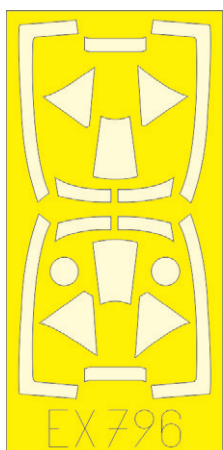
644115 Tempest Mk.II LööKplus 1/48 Eduard/Special Hobby

Collection of 4 sets for Tempest Mk.II in 1/48 scale.

Recommended kit: Eduard/Special Hobby.

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

LööK



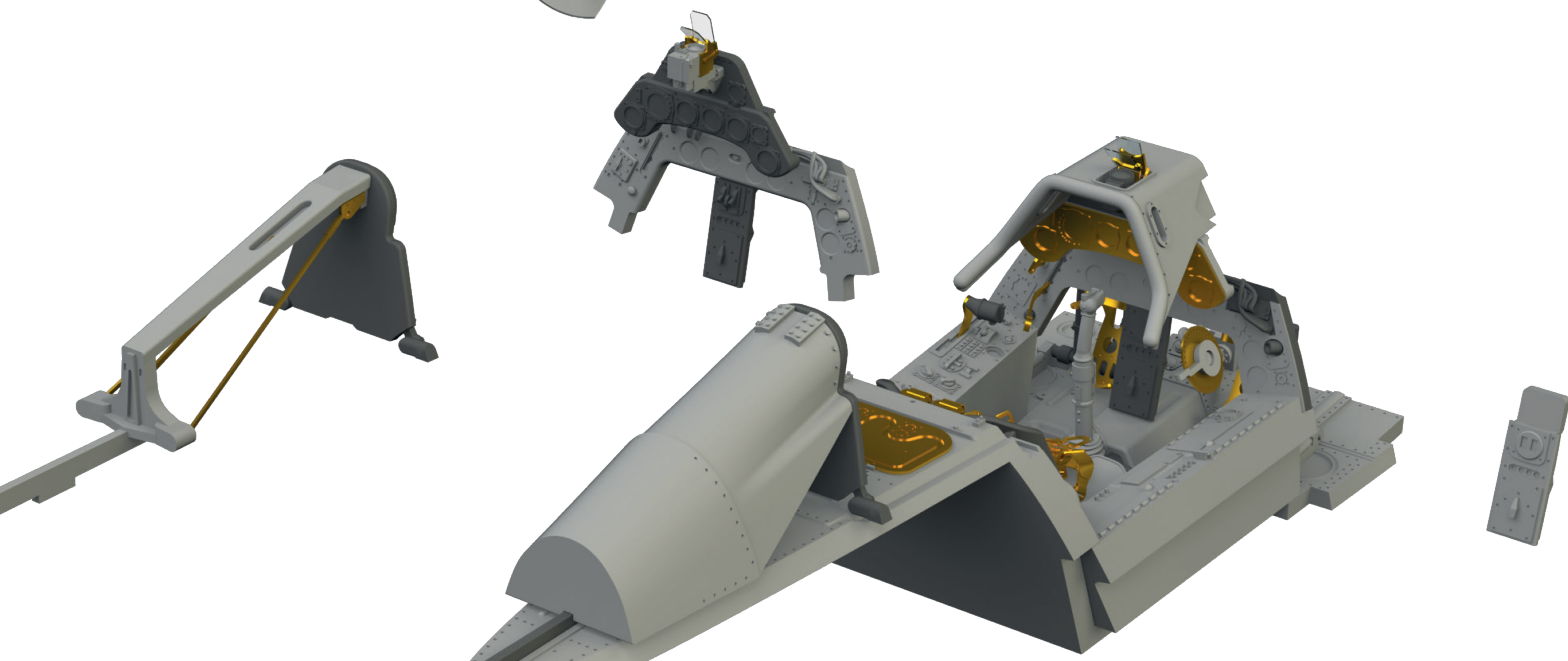
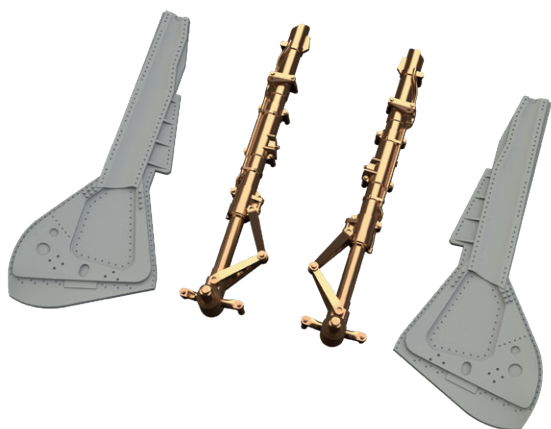
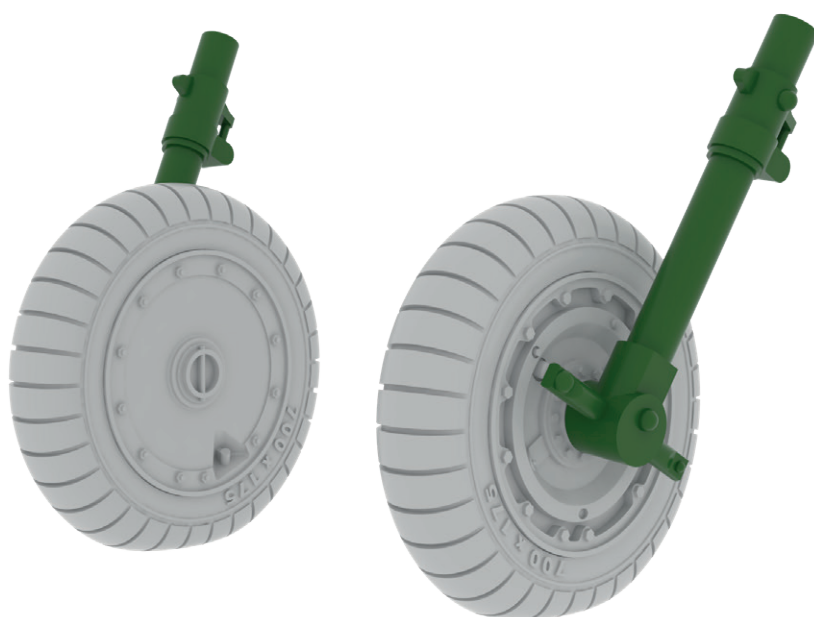
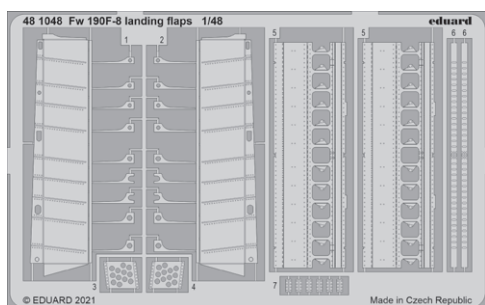
SIN64874 Fw 190F-8 ESSENTIAL 1/48 Eduard

Collection of 4 sets for Fw 190F-8 in 1/48 scale.

Recommended kit: Eduard

- undercarriage legs BRONZE
- cockpit
- PE landing flaps
- 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

53269	SMS Szent István
53270	SMS Szent István railings
53271	SMS Szent István flags STEEL
36467	Sd.Kfz.2 Kettenkraftrad
36468	IDF Shot Kal
36469	IDF Shot Kal turret boxes
36470	Marder I on FCM 36 base
36471	Panzerkampfwagen IV Ausf.G
481061	Lancaster B Mk.I bomb racks
481062	Lancaster B Mk.I undercarriage
481066	Fw 190D-11/13
491212	F-4B
73747	F-4E
73749	F-14B
73750	A-4E
73751	Bf 109E-1

1/350	Trumpeter
1/350	Trumpeter
1/350	Trumpeter
1/35	Tamiya
1/35	Amusing Hobby
1/35	Amusing Hobby
1/35	ICM
1/35	Tamiya
1/48	HKM
1/48	HKM
1/48	Eduard
1/48	Tamiya
1/72	Fine Molds
1/72	GREAT WALL HOBBY
1/72	FUJIMI/Hobby 2000
1/72	Special Hobby

ZOOMS

FE1212	F-4B
FE1213	F-4B seatbelts STEEL
FE1214	P-51K seatbelts STEEL
FE1215	Sopwith Camel seatbelts STEEL
FE1216	MiG-21MF Weekend
SS747	F-4E
SS749	F-14B
SS750	A-4E

1/48	Tamiya
1/48	Tamiya
1/48	Eduard
1/48	Eduard
1/48	Eduard
1/72	Fine Molds
1/72	GREAT WALL HOBBY
1/72	FUJIMI/Hobby 2000

MASKS

EX800	Fw 190D-11/13 TFace
EX801	P-51K TFace
EX802	F-4B
EX803	F-4B TFace
EX804	Ar 234B TFace
CX604	Vulcan B.2
CX605	F-14B
CX606	A-4E

1/48	Eduard
1/48	Eduard
1/48	Tamiya
1/48	Tamiya
1/48	Hasegawa/ Hobby 2000
1/72	Airfix
1/72	GREAT WALL HOBBY
1/72	FUJIMI/Hobby 2000

DECAL SETS

D32013	P-51D-5 "8th AF"
D32014	Italian smoke rings camouflage
D72034	B-25J stencils
D72035	Su-7 stencils

1/32	Tamiya/Revell
1/32	
1/72	Hasegawa
1/72	Modelsvit

SPACE

3DL48034	MiG-21MF SPACE
3DL48035	Fw 190D-11/13 SPACE
3DL48036	P-51K-5 SPACE
3DL48037	P-51K-10 SPACE
3DL48038	Sopwith Camel SPACE
3DL48039	Spifire Mk.VIII SPACE
3DL48040	F-4B SPACE

1/48	Eduard
1/48	Eduard
1/48	Eduard
1/48	Eduard
1/48	Eduard
1/48	Eduard
1/48	Tamiya

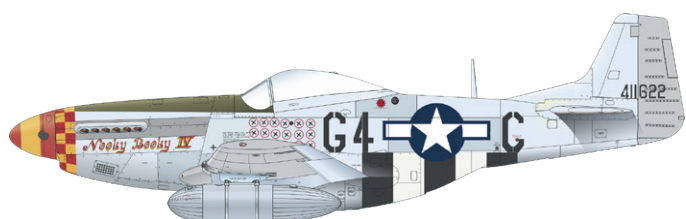
P-51K Mustang

ProfiPACK
edition



Cat. No. 82105

1/48



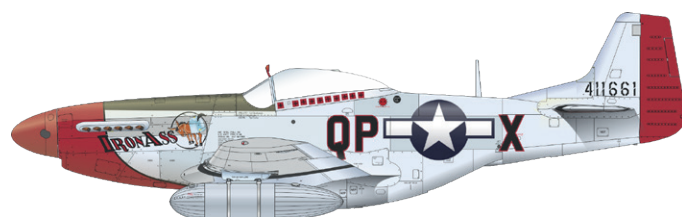
P-51K-5, 44-11622, Maj. Leonard Carson, 362nd FS, 357th FG, 8th AF, Leiston, United Kingdom, Autumn 1944



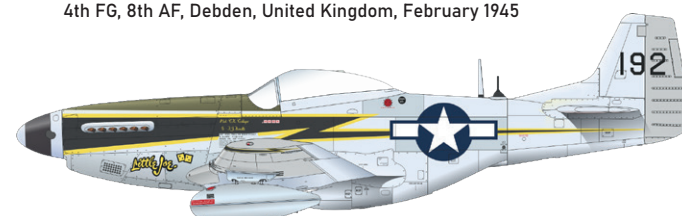
P-51K-5, 44-11631, Lt. Huie Lamb, 82nd FS, 78th FG, 8th AF, Duxford, United Kingdom, March 1945



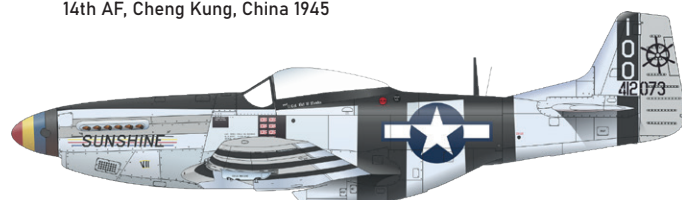
P-51K-10, 44-12539, Lt. Everett Kelly, 6th FS, 1st Air Commando Group, 10th AF, Asansol, India, summer 1945



P-51K-5, 44-11661, Lt.Col. Jack J. Oberhansly, 334th FS, 4th FG, 8th AF, Debden, United Kingdom, February 1945



P-51K-1, 44-11471, Lt. Carl H. Colleps, 118th FRS, 23rd FG, 14th AF, Cheng Kung, China 1945



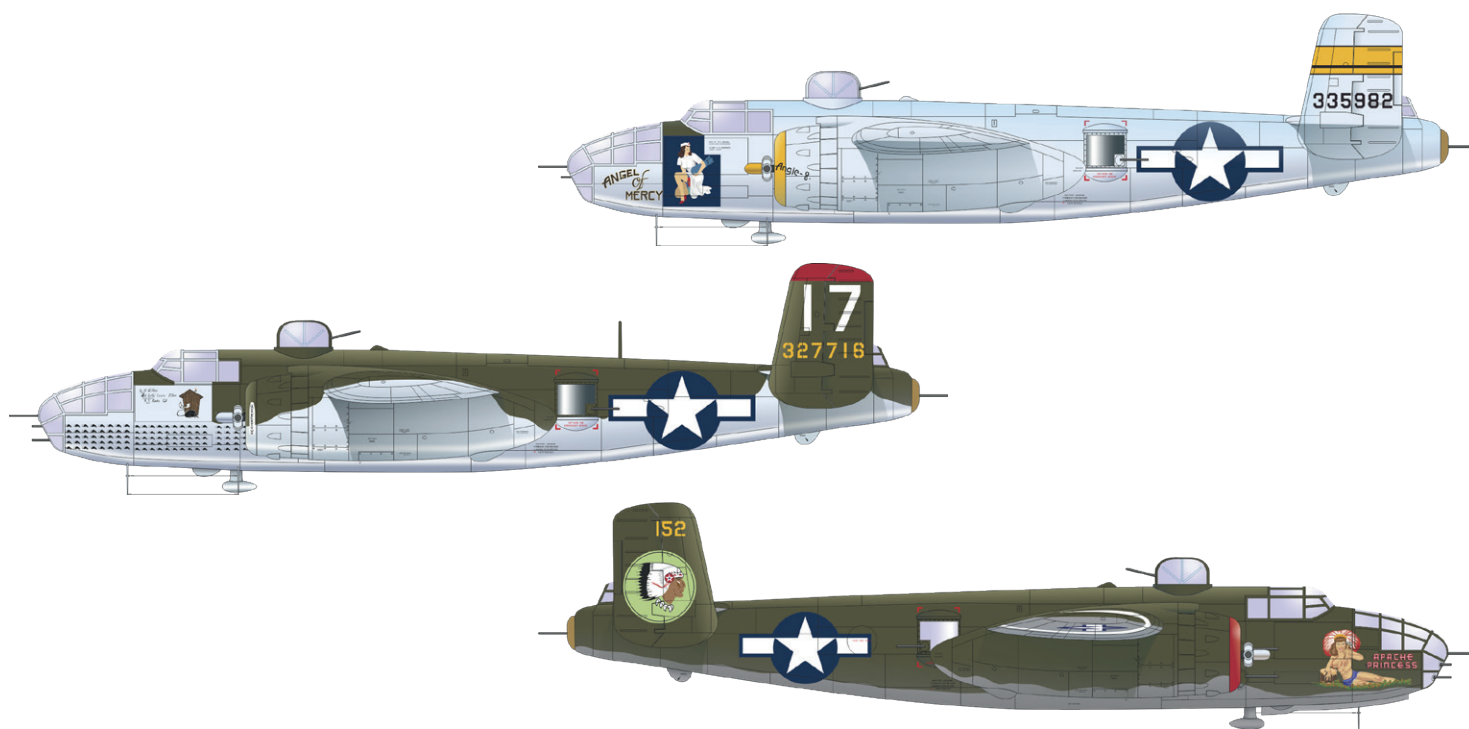
P-51K-10, 44-12073, Lt.Col. William M. Banks, CO of 348th FG, 5th AF, Ie Shima, July 1945

ANGEL OF MERCY

eduard
LIMITED EDITION

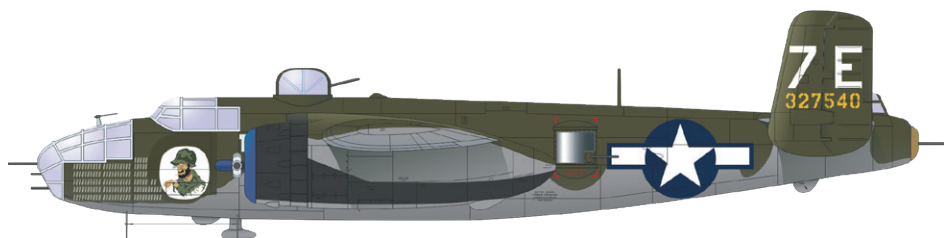
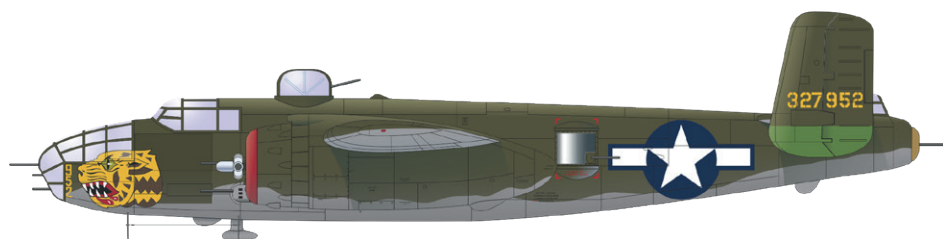
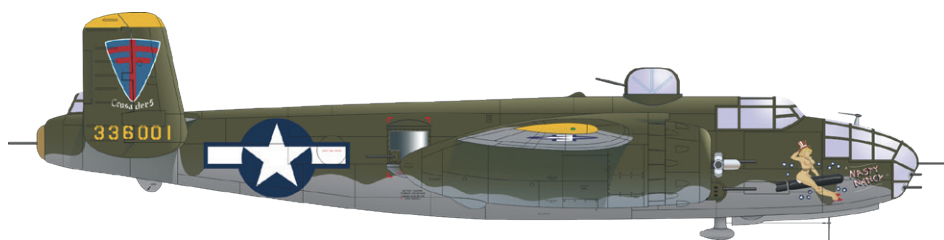
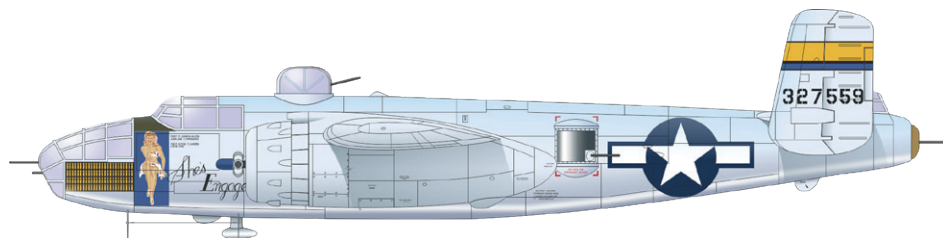
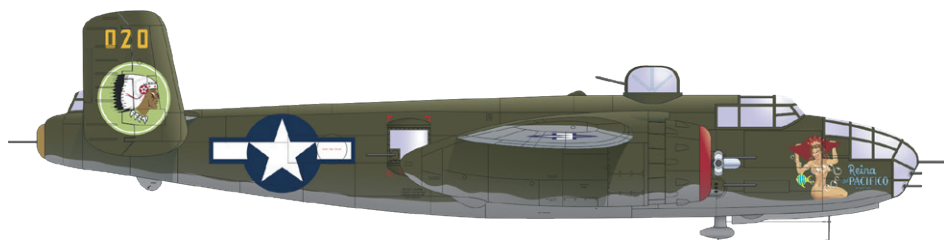
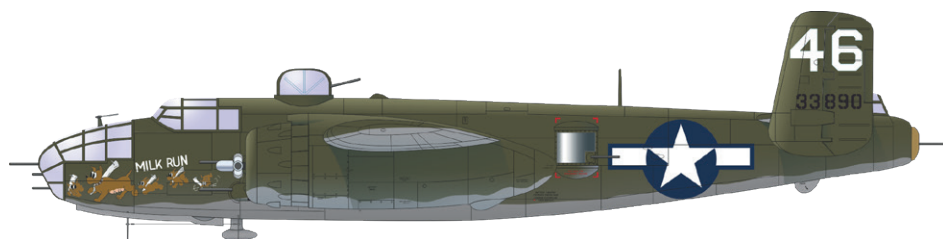
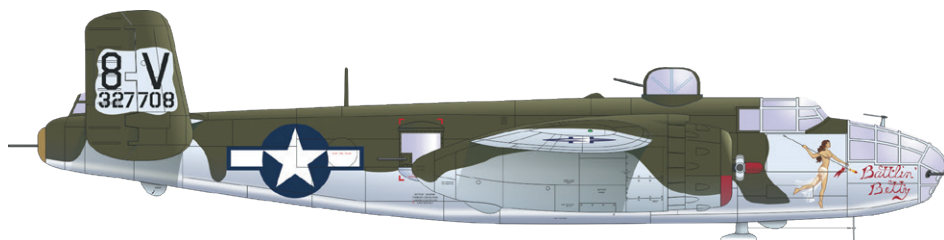
Cat. No. 2140

1/72



ANGEL OF MERCY

eduard
LIMITED EDITION

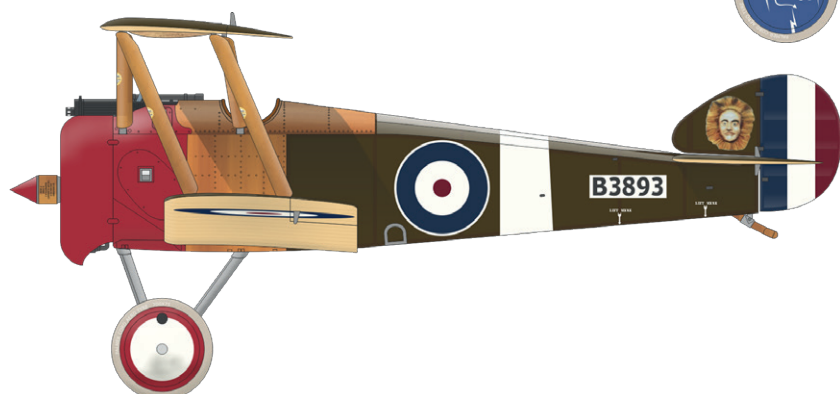
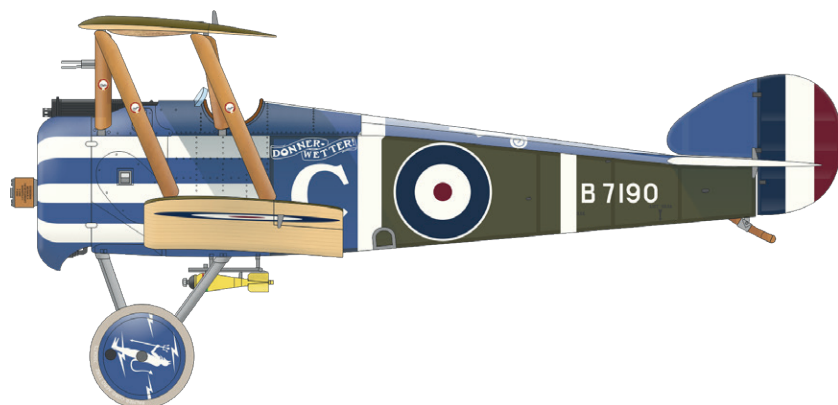
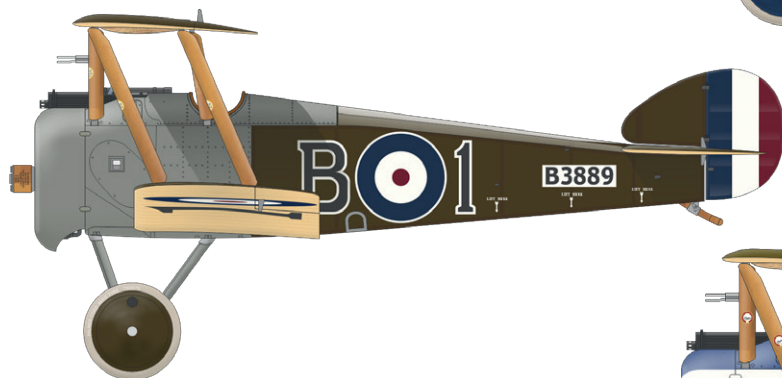
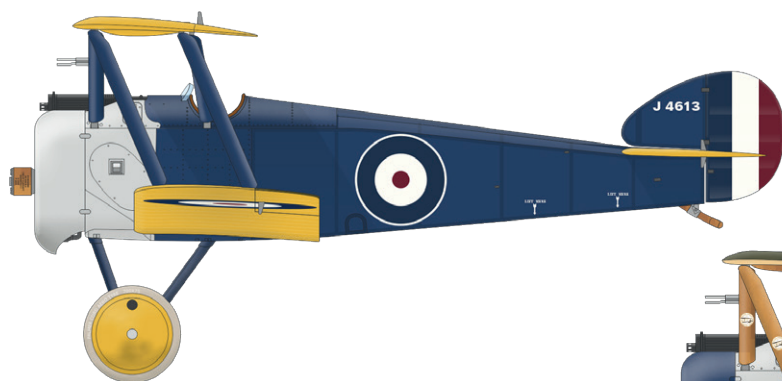


BIGGLES and Co. DUAL COMBO

eduard
LIMITED EDITION

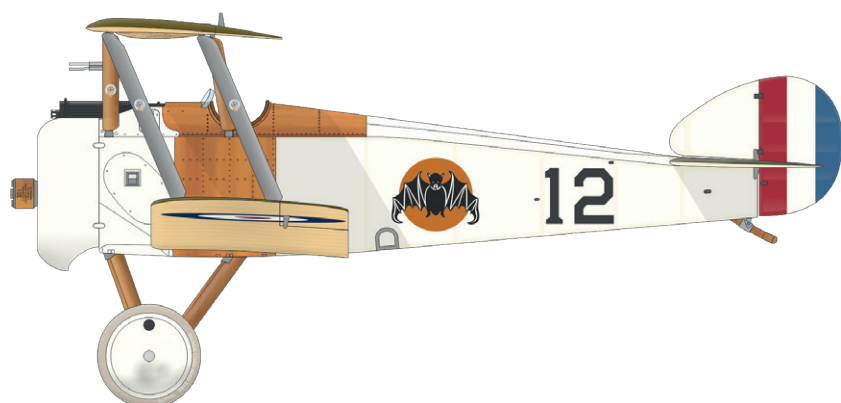
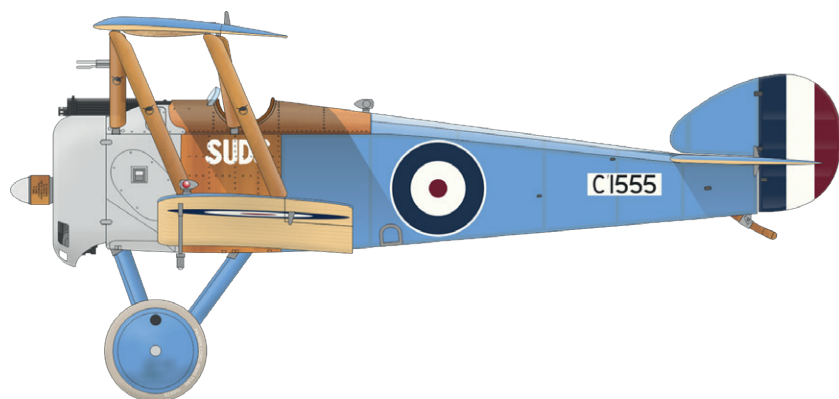
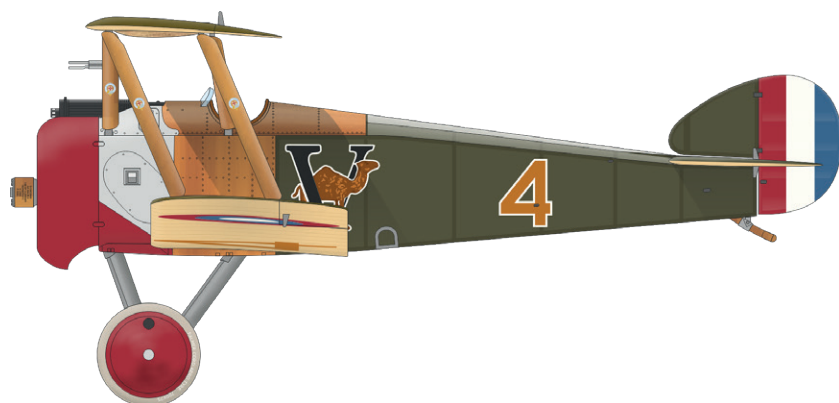
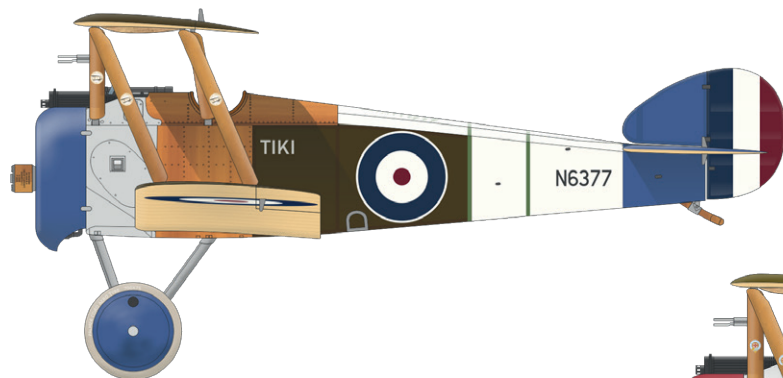
Cat. No. 11151

1/48



BIGGLES and Co.

eduard
LIMITED EDITION



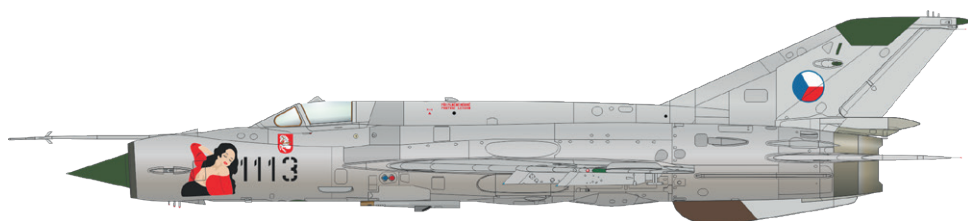
MiG-21MF

WEEKEND
edition

1/48



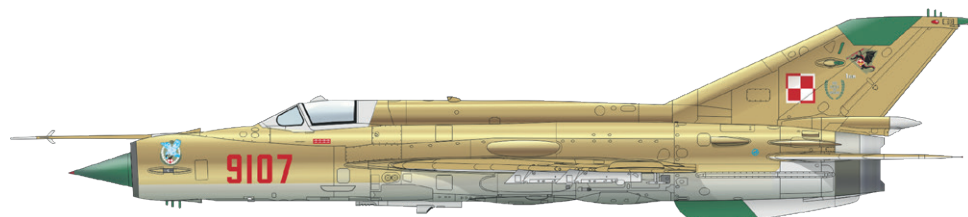
Cat. No. 84177



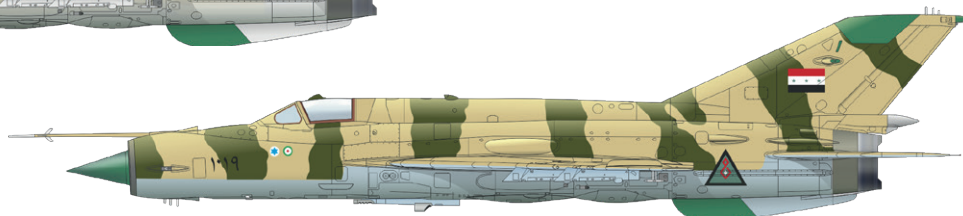
MiG-21M, 1st Squadron, 4th Fighter Air Regiment,
Pardubice air base, Czechoslovakia, June 1989



MiG-21MF, No. 23+15, Jagdgeschwader 1,
Holzdorf, Germany, 1990



MiG-21MF, No. 9107, Mjr. Dariusz Pacek,
CO of 10. Pułk Lotnictwa Myśliwskiego,
Łask, Poland, 2000



MiG-21MF, No. 1019, 1st Lt. Sadik, No. 11 Squadron, Al Rasheed Air Base, Iraq, 1980

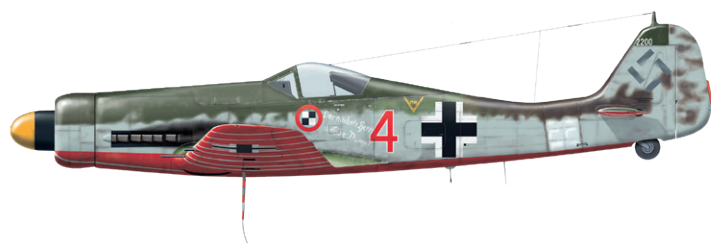
Fw 190D-11/13

ProfiPACK
edition

Re-release

Cat. No. 8185

1/48



Fw 190D-11, WNr. 2200XX, Lt. Karl-Heinz Hofmann, Platzschutzschwarm of JV 44, München – Riem, Germany, May 1945



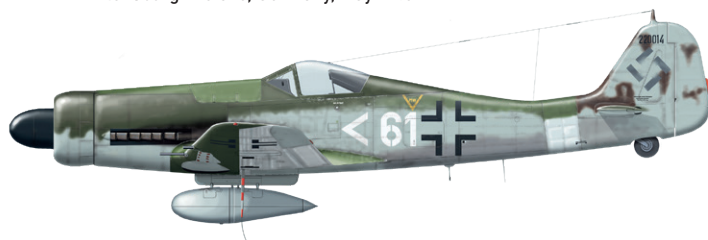
Fw 190D-11, WNr. 2200XX, VFS des G. d. J., Bad Wörishofen, Germany, March – April 1945



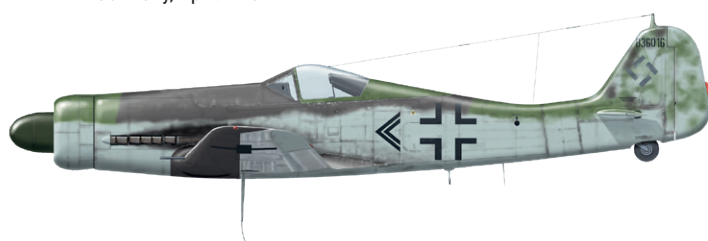
Fw 190D-13/R11, WNr. 836017, Flensburg – Weiche, Germany, summer 1945



Fw 190D-13/R11, WNr. 836017, Stab./JG 26, Flensburg-Weiche, Germany, May 1945



Fw 190D-11, WNr. 220014, VFS des G. d. J., Bad Wörishofen, Germany, April 1945



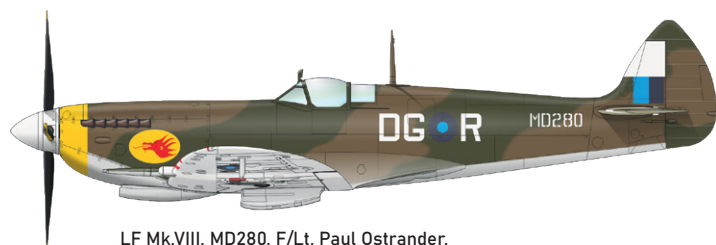
Fw 190D-13, WNr. 836016, V/EJG 2(?), Pilsen – Bory, Protektorat Böhmen und Mähren, May 1945

Spitfire Mk.VIII

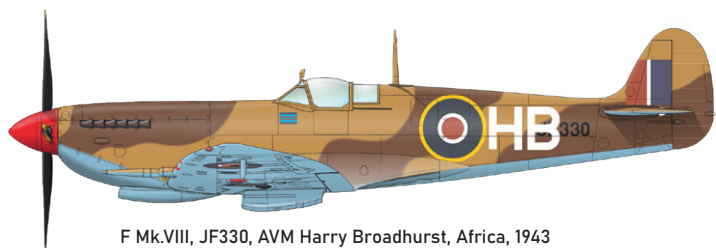
ProfiPACK
edition

Re-release

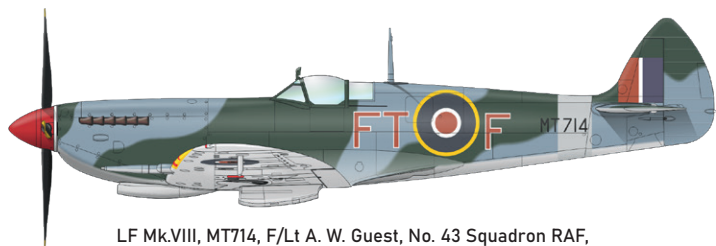
Cat. No. 8284
1/48



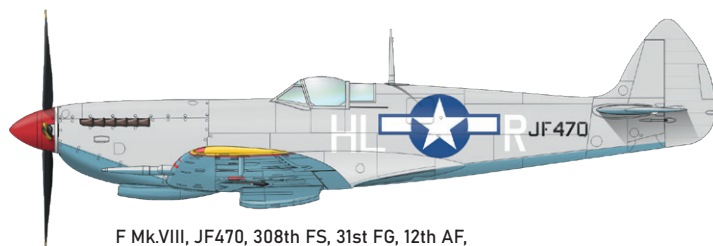
LF Mk.VIII, MD280, F/Lt. Paul Ostrander,
No. 155 Squadron RAF, Burma, 1945



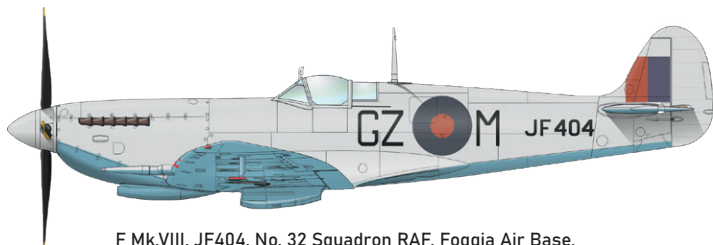
F Mk.VIII, JF330, AVM Harry Broadhurst, Africa, 1943



LF Mk.VIII, MT714, F/Lt A. W. Guest, No. 43 Squadron RAF,
Ramatuelle Air Field, France, August 1944



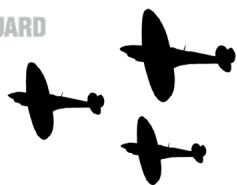
F Mk.VIII, JF470, 308th FS, 31st FG, 12th AF,
Fano Air Base, Italy, 1944 – 1945



F Mk.VIII, JF404, No. 32 Squadron RAF, Foggia Air Base,
Italy, Early 1944



HF Mk.VIII, W/Cdr Robert Gibbes, CO of No. 80 Fighter Wing,
Dutch East Indies, 1945



How I Met a Hurricane

Jan Zdiarský

When I tried to come up with a theme for this month's Tail End Charlie article, I came up with some ideas, but none really did the trick. Some came across as too serious, some were more work than could be allotted to it and outside of the scope of this feature, and some a little too preachy, and that is something I do not want to seem as being. Also, when my colleagues and myself were trying to finalize the concept of this section of the newsletter, we decided that it should be relatively simple, in terms of the theme, and even, preferably, on the pleasant side, interesting to the reader, and that it will be up to whichever author is at bat to come up with the subject without any influence from the others. It doesn't have to be a deep subject that tries to deal with definite world issues, but rather about something positive and avoiding, as Oddball would put it, those 'negative waves'.

And so I weighed, and generally rejected, various themes, and started feeling increasingly helpless. Until, that is, the theme came to me almost literally from heaven (despite being about 90% shrouded in clouds...). Yesterday evening, during a training flight to Rakovník from Chomutov via Sazena, a dark silhouette of an aircraft appeared ahead of 'my' small C-172. It

crossed our flight path from left to right, was below us and several hundred meters ahead, and as it traversed our line of flight, appeared at our two o'clock position, and relatively quickly disappeared in the direction of Prague. I quickly came to the conclusion that this must've been a Hurricane! The colour came across as a somewhat dark grey with a light coloured roundel on the fuselage, a low wing monoplane with the unmistakable silhouette of a radiator below the fuselage. I was ecstatic. There's a sight you don't see every day! From the moment it became known a few weeks back that there would be a Czech owned Hurricane Mk.IV, painted in the markings of a Czechoslovak ace and flown by Czech pilots, I couldn't help but be filled with a certain sense of happiness and pride. And I am sure that I am not alone in this. This is 'OUR' Hurricane, despite the fact that it belongs to somebody, that someone is charged with its care and to make certain that all flight requirements and needs are satisfied. The 'OURS' is patriotic in nature, not a legal claim. It's a feeling that reflects the fact that the history that such a restored aircraft represents is accepted by us as our own. For some, this aircraft may evoke feelings of admiration that something like this can be kept flying after

such a long time. But if you are able to see the link to the battles that allied pilots went through, this type of encounter is incredibly indelible. It's something that you couldn't even imagine just a few years ago. It is similar with some other historical aircraft that are flying here with the almost-Czech Spitfire, for the better part of a year operated by the firm Classic Trainers, the blue-nosed Mustang, Harvards, Stearman's, Beechcraft, Electra, Tiger Moths... incredible expenditure of resources that are completely worth it that gives us such pleasure and a feeling that something truly special is happening. And this is just that pleasure that I wanted to share here, now, and I am sure that many of you will be gently nodding your heads. Really, my goal was no more complicated than that. If you were expecting something more substantial, than accept my apology. But I am certain that many of our people were able to find similar feelings within themselves. PS. Just to make sure, I asked Radim Vojta, one of the pilots, if it might have been him flying the Hurricane that day, but he assured me that it definitely was not. Jirka Horak then wrote me that on that day, the Hurricane was flown by Petr Paces, the third of the pilots.

That evening, as I was recording the event in my log, in the comments section I drew a little silhouette of a Hurricane, inspired by the radar operator of a No.311 Squadron Liberator, Adam Sipek, who drew a little submarine in his logbook, which I have in my collection. Whenever I look at the little silhouette of the Hurricane, I will recall the way I saw it for real in the cloudy sky over Sazena that day.

July 25th, 2021

Photo: Michal Krechowski



