

INFO EDUARD

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INFO **EDUARD**

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SEPTEMBER 2021

CONTENTS

EDITORIAL ■ 4

HISTORY ■ 8

A BRIEF BIOGRAPHY OF CAPTAIN W. E. JOHNS
THE ACE OF SPADES
LAST FLIGHT ANGLE OF MERCY
A BUMPY START

KITS ■ 26

P-51K *ProfiPACK* 1/48
ANGEL OF MERCY *Limited edition* 1/72
Camel & Co. *Limited edition* 1/48
MiG-21MF *Weekend edition* 1/48
Fw 190D-11/13 *ProfiPACK* 1/48
Spitfire Mk.VIII *ProfiPACK* 1/48

BRASSIN ■ 58

PHOTO-ETCHED SETS ■ 72

BIGED ■ 80

RELEASE ■ 83

September 2021

BUILT ■ 84

Camel and Co. 1/48
Eagle's Call 1/48
Tempest Mk.II early version 1/48
Spitfire Story: Tally Ho! 1/48

ON APPROACH ■ 96

October 2021

TAIL END CHARLIE ■ 113

EDITORIAL

Dear Friends and Fellow Modellers,
I have to begin today's newsletter with some bad news. This year's E-day is again cancelled. I suspect that the reasons for it will not be needing any detailed explanations, and that they are clear to everyone. Uncertain predictions regarding the development of the pandemic and the restrictions that are in place, covered, by the way, in a nine page document written in a language used and understood mainly by lawyers, has led to our decision. I feel really bad about this, and as you all know, I was optimistic that things would improve by now. I believe that the situation has, in fact, improved, and I understand the trepidations and care exercised by the people responsible. This leads to our own trepidations and caution, and if we were to uphold and enforce the required restrictions, holding the event would not give us any pleasure and satisfaction, as it should, but rather frustration and stress, the exact things we don't want.

Alternate Program: Aviation Day in Plzen

At the same time, though, we don't want to just give up on the whole thing, either. So, we came to an agreement with our friends in Plzen at Classic Trainers to put on a second air show at the field of Plzen-Line. It will take place on October 2nd, and will again be a pleasant, subdued affair for invited guests. The invited will be those that pre-order tickets, but, as opposed to last year, the number of attendees will not be limited. A condition will be in place, and that is that either vaccination certification must be presented, or documentation of having had covid-19, or a negative antigen or PCR test. The program itself will be more interesting this year than last, and will be connected to our new releases. This will be so varied that it's difficult to know where to start, but I will start with helicopters.

Our Mi-24D Limited Edition kit in 1:48th scale comes from the Zvezda Mi-24V. The Mi-24D will be possible through the use of included conversion parts. This will be from our popular Brassin line, this time, though, not in the form of resin castings, but for the mostpart, as actual 3D prints. I will write more on those in the following texts, so I won't dive head-first into describing them here, though I will say that the advantages of 3D printed parts over cast resin items include easier application and geometrical stability, not to mention higher fidelity of detail. The conversion will be covered by three parts that will recreate the D version Raduga-F guidance pod under the nose, chaff/flare dispensers under the tail and the exhausts (although I am not certain that these things behind the engines are called 'exhausts', but for now, no better term comes to mind). There will also be some smaller, version specifics included in the cockpit, such as the collimator gunsight, although exactly what qualifies it as a collimator item I am not certain of either, and pylons with Falanga (AT-2 Swatter) missiles. The missiles will be cast resin in the kit, and the reason for this is production quantity requirements, and set of Swatters will be released as a separate Brassin set too. The kit will include some photoetching, such as the rails for the missiles, and the instrument panel and seat-

belts, but these should come as no surprise. Part of the package will be made up of the Jaroslav Spacek publication that was included in the Hind kit in 72nd scale, released five years ago. The current version of the publication only has its roots in that one from five years ago, and has significant differences, among which are that it deals strictly with the Mi-24D in Czechoslovak and Czech Air Force service. We will focus on the Mi-24V and Mi-35 variants in a year or so, and the plan is to release similar kits around the same time to be highlights for E-day 2022. And I am not ready to speculate on the go or no-go for E-day 2022 at this point. This kit will have its premiere at Plzen, and will be available for purchase there, and an actual Czech Army Air Force Mi-24 will make an appearance, too. It won't be a 'D' version, but I doubt that anyone will seriously mind.

Another participant in the event should be a Hurricane. This had become a fixture in many performances, but that doesn't matter either. We have invited the Hurricane to come to Plzen because another of our new releases is October's Limited Edition boxing of the Arma Hobby Hurricane Mk.I in 1:72nd scale, dubbed Hurristory. This release is consistent with the vision of our new Limited Edition kits, meaning it is a Dual Combo issue with some twelve marking options. The Arma kit has received some very high praise and I expect that this issue will be no different. As a theme, it is the polar opposite to July's Adlergriff, which centred around the 1:72nd scale Bf 109E of various types, first and foremost used in the Battle of Britain. The Hurricanes are mainly from the same battle with a greater number covering later periods, with four even of the tropicalized version from North Africa.

Then, there should be a lot of Trener ('Trainer') aircraft in Plzen, as well. The reason for that is that they will be invited, and the reason why they will be invited is that Plzen will see the release of our new 1:48th scale kit. This will, again, be a Limited Edition issue kit covering the Z-226 Trener in various versions. Specifically, they will include the Z-226B, Z-226T, Z-226M and the Z-226MS. Technically, the Trener is slated to be a new item for November, but was originally intended as such for Octo-



ber to coincide with E-day. Our mistake was that we were not able to finish the model in time to make it a part of October's list of new kits, which were slated to go out on the 15th of September. But due to the work of my colleagues, who did everything they could to remedy the situation, the model can be premiered on October 2nd in Plzen. Or at least, that is how things are panning out, but the kit is still not quite ready and time is running down. If the kit is still not ready for normal release, we will at least have the plastic sprues, boxes, and decals to show off. But, if we have all these individual components ready, chances are that the kit will be set to go out the door. But, in any case, if the Trener kits are not in Plzen, the real thing will be, and that in itself will be worthwhile.

All of the above are clearly being planned on the basis of these three kits. The rest of the October new releases will be saved for October's newsletter. Details of the air show can be found elsewhere throughout this newsletter, on the pages of the Eduard e-shop at www.eduard.cz, on Facebook, Twitter and so on.

September Limited Edition Releases

There will also be the September releases to be had at Plzen. One of these is seriously threatened with being hopelessly sold out by the time the event comes around, so we are planning on holding back a carton or two to have some remnants of stock at our table in Plzen. This is the Limited Edition kit 'Angel of Mercy' aka the B-25J Mitchell in 1:72nd. At the moment as I write this, at the end of August, the situation is not quite so dramatic, but they can be extrapolated to that end. We've already got some drama behind us, and the plastic has arrived from Japan with a major delay. You may recall that we have had to postpone the release of the kit. The plastic didn't even arrive in time for August release, and when they should have been in the process of being packed, they were still sitting in customs in Hamburg. It's just one example of the state of international shipping these days, which can be described as depressing. It's a mess that has not been witnessed in a long time, if ever, actually. The information that can be had, and its accuracy, seems to be a massive, twenty or thirty year step backwards. The important thing now is to understand what Angel of Mercy is. It is the B-25J with the glass nose that was used by units in 1944-1945 in the Mediterranean and Far East theatres of operation. There are ten marking options, five from Europe and five from Asia, and they are very striking options to boot.



Current 'rights activists' would likely class them as sexist and vulgar applying current standards and agendas to wartime conditions as they like to do. See them for yourselves, and if you want this kit, don't delay. This kit will not be in stock for very long. The decal sheet is, of course, quite substantial, and is consistent with the subjects it covers. The decals are ours, and are of the 'peeling' variety, something that after three years after their introduction has become a standard norm, but we still get a lot of questions as to whether or not the decals included in recent releases includes these types. So, yes, they are. And that includes stencil data sheets, too. You can also read the article that focuses on the Mitchell named 'Angel of Mercy' and her crew in this issue of the newsletter.

Despite the fact that this kit is, without a doubt, a beautiful release, it's not our ace up the sleeve for the month. This honor falls on the new Camel, being first released as a Limited Edition kit named 'Camel & Co.'. Originally, the kit was being developed under the name of 'Biggles & Co.', but during development, it was discovered that the publishers of W.E. Johns' 'Ace of Spades' had registered the name 'Biggles', and so this was our way of circumnavigating potential conflicts. There is no registered trademark for our industry or our group of products per se, but using the name as is didn't give us a warm or fuzzy feeling. Biggles is, nevertheless, the central theme of this edition. The first two marking options are based on the work of W.E. Johns. They are actually fictitious, but we are not the ones that made them up. The development of the appearance of aircraft serialied J1936 come

from researches that have looked into Biggles aircraft, and J4613 is based on an illustration by Howard Leight in the short story 'Caught Napping'. That story is not really about Biggles, so our connection between the pilot and machine is likely off. But admit it... our hobby is really something when we can find a mistake in the development of fictional markings on an aircraft flown by a hero in a novel. I find this whole thing quite intriguing, and I hope you will, too. This is why we chose this non-traditional path, and inserted Biggles' aircraft among serious, historically accurate and documented Camels. After all, who is the most famous Camel pilot? There are many candidates, and we all know of a few. We have Captain Arthur Brown, conqueror of the Red Baron, William Barker, Raymond Collishaw, Donald R. MacLaren, Henry Woollett, and many others. None of you is likely to recite the entire list of Camel aces, but there is one name that is almost certain to be common to all of them, and that is the name of Captain James Bigglesworth. Him and his creator, W.E. Johns, together with Pierre Clostermann, Ernst Udet, Antione Saint-Exupery and even Frantisek Fajtl are our childhood heroes. They were important in leading us down the road to the magic of plastic modelling. So, who cares that Biggles is no more than a hero in a story? He is our hero, and we want his Camel to help make our modelling world more complete. And for those of you that want to depict his blue and yellow Camel, leave the serial number off the rudder and you have it.

The details concerning the colouring of Biggles' Camels will be explained further on our Facebook page and maybe will even find its way into future issues of our newsletter. But not in this one, because there is already an article and a short story dedicated to him. That is the aforementioned 'Ace of Spades'. The other is the biography of W.E. Johns by Roger Harris. But, that will not be the end of the Biggles saga for us. Starting with the October newsletter, we will be presenting the genesis of books about Biggles Even that is unlikely to be the end of it on this theme within the pages of our newsletter. I am often asked why a new Camel? The reason is that the original galvanized forms



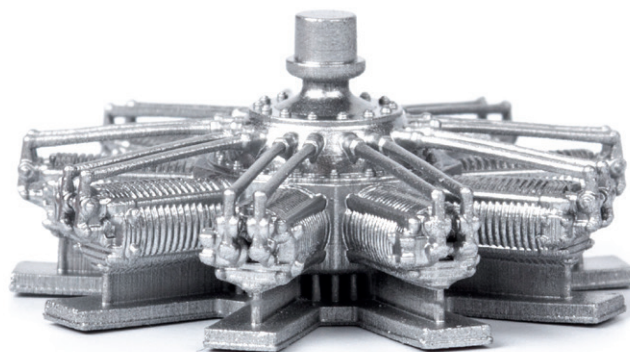
were in rough shape. Extracting plastic sprues from them was becoming an embarrassment. These old forms were made at a time when there were changes being implemented in the composition of materials used in the manufacture of plating dies, which had an adverse effect on copper shells that were, in turn, reflected in the surface of the forms. The end result was a short lifespan of the forms. To top it off, even the kit design was not that great. That also found itself in the midst of the change from handmade forms to CAD generated items, and we had no experience in CAD designs and were in search of the correct procedures. That resulted in some rough and incomplete details and a more difficult kit to build, and was a far cry from what we can do today. And because we simply want a Camel in our catalog, if for no other reason, it belongs among the best known types in history, we had no choice but to do it again, and do it better.

Other New Releases

Besides two Limited Edition kits, we have another Mustang, this time a P-51K in the ProfiPACK line. The 'K' is a ProfiPACK classic. It has a list of marking options that are chosen in the normal way, with emphasis on colour and pilot histories, as you will be able to tell as you go through the profiles from the kit below. I can already hear the choruses of 'oh God, another Mustang! Can't you make something else for a change?!?', but we have had a lot of requests for this version, and the 'something else' has already been covered by the above paragraphs. If you are interested in new impulses and new, up to now unproduced, items, listen up! The next four months will see the premiere of two brand new kits. Along with the Camel in three versions, we have molds ready for three new models, so from now to the end of the year, we are in for some ride that will not end with the coming of December. In fact, there is no issue with any excess of monotony in our activities. September alone sees six new kits, and if you think this is on the boring side, then I am throwing in the towel. To round out the new items, I will make reference to three more. In the Weekend line, we will be releasing the MiG-21MF in 1:48th scale. The boxart depicts the now famous plane coded 1113, one of the first two MiGs to serve in the Czechoslovak



Air Force that featured noseart. The art wasn't carried for very long and the bird only flew with it likely just once. It also didn't fly with any weapons while so adorned, and the roof of the depicted castle was not shingled at the time. But these inaccuracies are survivable by the modeler. Even the best Robin Hood movies are not exactly according to history. In the form of re-editions of sold out kits, returns to the catalog will be made by the Spitfire Mk.VIII and the Fw 190D-11/D-13. Be forewarned that this Fw 190 won't be a new release in the Dual Combo format, but will only include one model. This has already managed to be covered in discussion forums, but this one, as well as the other Doras, is getting on in age, and the original releases came about when different standards ruled. Today, it's largely about the plastic. Until recently, the cost of the plastic was a relatively low expense within the context of all included components that make up a kit. It made economic sense to include the second complete kit to make up a Dual Combo, because overall, each of the two kits came to a considerably lower price than a single kit. In the first half of this year, this has not been the case. The cost of the plastic has skyrocketed due to the cost of raw materials, and also to the fact that we have had to outsource some of our sprue production, and all of these things push the cost of production in the wrong direction. Original cost calculations no longer apply, sometimes wildly so, and then we have to adjust somewhere. This can be in the contents of the kit, or the price of it, and sometimes both. In some cases, we can maintain the set retail prices, and re-editions

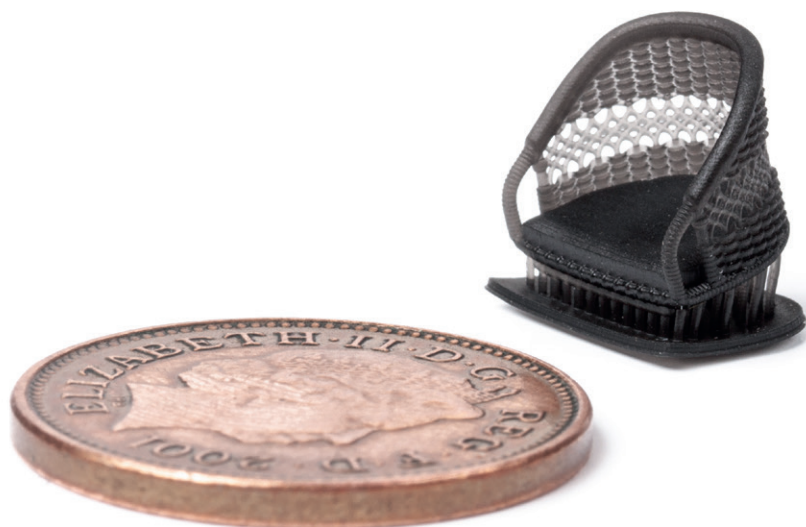


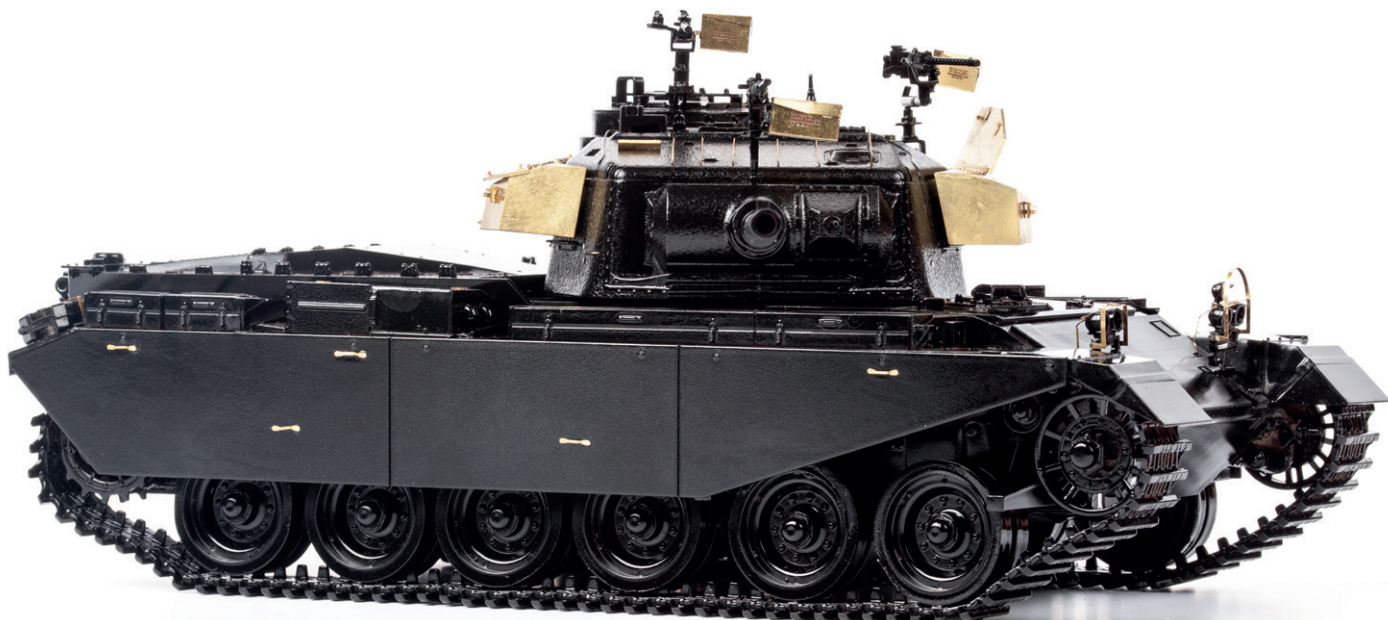
are at the same price as they were previously. This applies to newer kits, mostly. It's harder with older kits, and is not restricted to just kits, but to accessory items as well, especially with photoetching. There, the expenses rise even more dramatically, because the cost of metals is out of control, to the point of being disgusting.

3D Prints

We have already talked of 3D prints included in Brassin sets. We have been preparing their high volume production and subsequent inclusion in sets for about a year now. The process will now gradually gain steam. I should mention that 3D prints have been a part of Brassin production from the line's inception some twelve years ago. This line has basically never utilized hand-made masters, and were designed in CAD and the vast majority of them have been 3D printed. Only in the beginning, we did experiment with CNC milling, and these mostly focused on the production of weapon sets. Back then, and until recently, the quality of the prints was not good enough to be considered for production. They were also relatively expensive, so all we printed were masters that were manually cleaned up and copied for production molds. Those that ever attended a Novemberfest know the process, because they would have seen it firsthand. In the last few years, 3D printing has made massive leaps forward. That, combined with a decline in the price of the material that is used for printing, has made 3D print production a realistic path to go down. Many smaller companies and individuals have been selling such products for quite a while now. And you may also be familiar with our own testing of the waters with the 3D printed spray systems for the 1:72nd scale Cmelak or the camera frames for the 48th scale F-6D Mustang. In September, we also have another two small sets to add, the seat and the pumps for the Camel. The seat in particular is very well done, and looks very 'braided'. Prints will be gaining momentum in October, and there will be three new, more serious sets, all designed for the Camel: bomb racks with bombs, and Bentley BR.1 and Clerget 9B engines.

I think that these sets illustrate the progress of this technology very nicely. For example, the Bentley engine is in three pieces, two resin and one photoetched. The main body is a print, which includes the pistons and pushrods. The second printed part covers the fuel tubing to





the piston heads while the PE piece represents the plug wires. I am hopeful that this will be viewed as optimized use of available technologies and that the discussions about these will be positive. My own impression is that this engine is a small miracle, and I am curious to see what will be said by a traditionally critical component of the modelling community.

I don't think there is any real need to try and convince anyone of the mentioned advantages of 3D prints. In some sets, these will be obvious, and it should lead to their use by modelers who, for one reason or another, may have avoided such detail sets in the past. These may have included difficulty of use and geometrical instability, both of which are being addressed with this technology. Production will differ from traditional methods. Besides a dramatic decrease in the number of parts, what gluing will need to be done will be accommodated by the geometrical stability over long periods, whether it is an assembly of printed parts or

a completed assembly into the model. I expect the tolerances of fit to be as tight as they are with our kits, and this will set these apart from cast resin...another league altogether. We fine-tuned this technology over the summer and bought two new printers. One is being dedicated to 3D production prints and the other for Look and Space sets.

By November, the majority of our production will be printed. By next year, the goal is to have the majority of new items done with this technology, quickly replacing the cast resin. This will concern first and foremost missiles, as well as engines and cockpits. So far, wheels will still be cast, because it actually looks as though 3D prints as production pieces offer no advantages over cast resin. And since we have touched on expenses and resources, it looks like we can largely maintain price points where they are. Maybe we can even decrease them a bit. Time will tell if all this is sustainable. What is happening currently with costs of metal and

plastic, and even wood and other building materials, was unforeseen even a year ago.

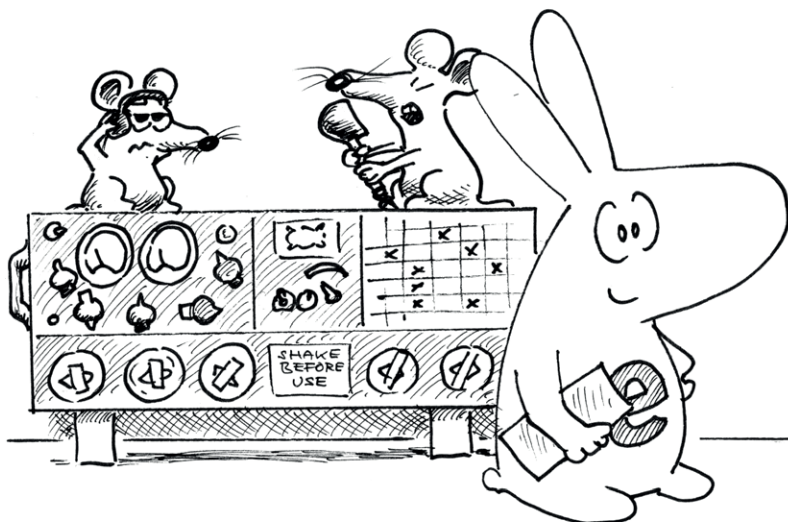
Samples of newly prepared production will be up for inspection on September 11th at Hotel Olympik at the national championships of the CzR. This will begin at 3:00pm, and will go on through as long as interest lasts. Much of the above described things will be there, and more. For example, there will be a set rivets for the Mi-24, printed in the same manner as our Space sets. They are applied like decals and are very 'rivetting'!

I would like to also point out that we established an Instagram account. The address is EduardCompany. So if you prefer Instagram to Facebook, you are more than welcome to come by for a visit.

Happy Modelling!

Vladimir Sulc

eduard



Bobek 21



Photo: RAF Museum

A BRIEF BIOGRAPHY OF CAPTAIN W. E. JOHNS

ROGER HARRIS

Captain James Bigglesworth has made an indelible mark on aviation history, however fictional character he may be. Anyway, it should not be forgotten that many of his stories are based on real events that his creator either experienced himself or heard from fellow aviators. Who was the man who influenced millions of boys so much that they later became aviators too?

William Earl Johns (his name is often incorrectly spelt with an "e" on the end of Earl) was born on Sunday February 5, 1893 at Mole Wood Road, Bengoe in Hertfordshire. His father, Richard Eastman Johns was a tailor, and his mother Elizabeth Johns (nee Earl) was the daughter of a master butcher. Johns had a younger brother, Russell Ernest Johns, who was born on October 24, 1895.

Army calls

Johns' early ambition was to be a soldier. In January 1905, he went to Hertford Grammar School (now the Richard Hale School, Hertford) where the headmaster was Major Kinman. Some of his experiences here went into the book *BIGGLES GOES TO SCHOOL*. Not a particularly able scholar, Johns was a crack shot with a rifle. In the summer of 1907, he was apprenticed to a county municipal surveyor for four years and in 1912 was appointed as a sanitary inspector in Swaffham in Norfolk. Soon

after, his father died of tuberculosis at the age of 47. Johns soon spotted a "pretty girl" called Maude Hunt who was the daughter of the Reverend John Hunt, a vicar at Little Dunham. It is worth saying that Maude was eleven years older than him.

On October 4, 1913, Johns joined the Territorial Army as a Private in the King's Own Royal Regiment (Norfolk Yeomanry). This was a cavalry regiment, so he had his own horse. In August 1914 the Great War began and Johns' regiment was mobilised. He later wrote that he *"galloped down the drive to what, in my youthful folly, I supposed was going to be death or glory. I had yet to learn that in war there is plenty of death but little glory; that in war only death is real; that glory is simply gilt and tinsel to wrap around the other so that it looks less like what it really is"*. Like many other couples, faced with an uncertain future, Bill Johns and Maude Hunt got married on Tuesday October 6, 1914. His brother, Russell was his best man. Johns' regiment was

in training and on home defence duties until September 1915 when they received embarkation orders for duty overseas.

The Great War years

Travelling in the SS Olympic to Gallipoli, Johns' regiment went to fight alongside the ANZAC (Australian and New Zealand Army Corps) against the Turks and the Germans. Disease was the biggest problem for Johns' regiment, but he served under fire in the trenches until the regiment was withdrawn in December 1915. Johns was to recount a number of tales of instant death from these times. Sent initially to Alexandria, the regiment next went to form part of the defences to the Suez Canal. On March 18, 1916, Maude gave birth to Johns' son who was christened William Earl Carmichael Johns but was known as "Jack" to distinguish him from his father. Johns trained as a machine gunner and was transferred on 1st September 1916 to a new force (only founded in October 1915), the Machine Gun Corps. He was also promoted to Lance Corporal. After brief leave in England, Johns was then sent to Salonika in Greece. Here he served in the trenches and fought in a number of battles. In April 1917 he took part in the spring offensive. Johns came down with malaria and whilst in hospital in Salonika, he put in for a transfer to the Royal Flying Corps. On September 26, 1917, Johns was granted a temporary commission as Second Lieutenant and posted back to England to learn to fly at No. 1 School of Aeronautics at Reading. He was taught by Captain Ashton. He learnt in "an old Rum-pity"; a Maurice Farman Shorthorn, and many

of his experiences were to go into the book **BIGGLES LEARNS TO FLY**. Johns had an aptitude for flying and soon went solo but stalled and crashed on his first flight. On January 20, 1918, he was posted to No. 25 Flying Training School at Thetford, close to where his wife and son lived. A Home Establishment posting sounds very cushy but in fact Flying School was dangerous. People crashed and died on a weekly basis and sometimes there were fatalities on a daily basis. There are many astonishing tales of death and disaster from this time, which make fascinating reading. Johns himself had a number of spectacular crashes and forced landings from failed engines. He once wrote off three planes in three days due to engine failure and the planes he destroyed must number in double figures. Had he been a German pilot he would have been an ace! It has to be said that this was not uncommon, and many planes were destroyed by various accidents. In April 1918, Johns was posted to Marske-on-Sea in Yorkshire. The CO here was a Major Champion, who was nicknamed 'Gimlet', a nickname Johns was to later borrow for one of his future characters. On 20th July 1918, Johns received notification that he was being posted to the front in France.

Biggles goes to war

It is a common misconception that William Earl Johns was a fighter pilot with the Royal Flying Corps. In fact, on April 1, 1918, the Royal Flying Corps had merged with the Royal Naval Air Service to become the Royal Air Force and Johns was actually a bomber pilot. Johns effectively posted himself to No. 55 (Day) Bombing Squadron stationed at Azelot, near Nancy in France. Here they shared an airfield with No. 99 Squadron and No. 104 Squadron. No. 55 Squadron was equipped with De Havilland DH.4 aircraft. These two-seater aircraft were heavy bombers with 275 hp Rolls-Royce Ea-

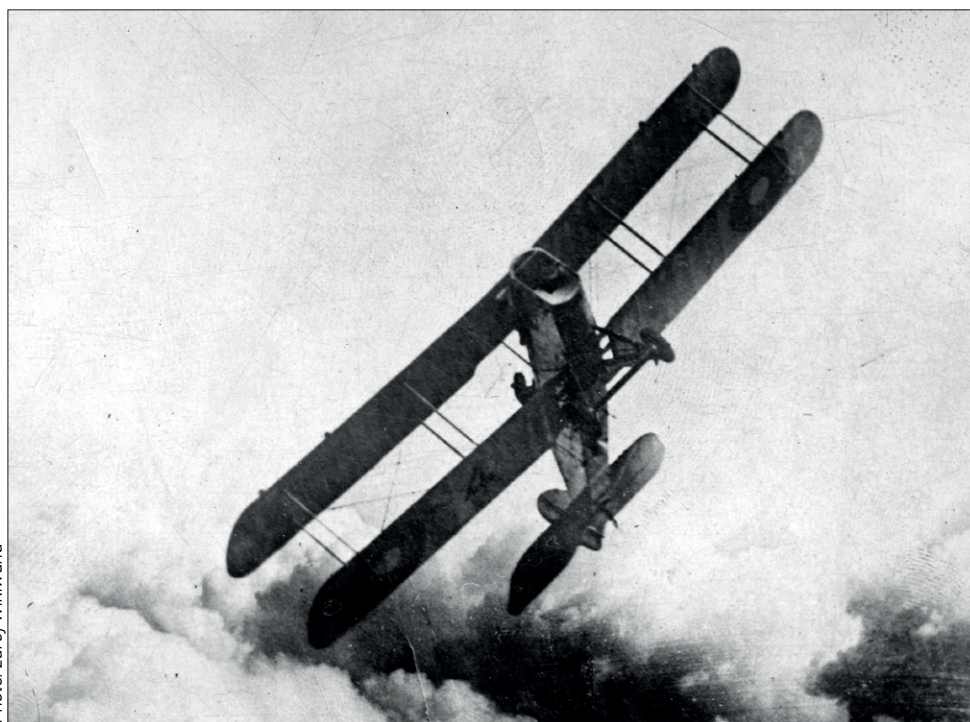
gle engines. They were nicknamed "flaming coffins" because the petrol tank was between the pilot and his rear observer and so a good target for enemy aircraft. It has to be said that life expectancy was low for many First World War pilots. At one stage, average life expectancy was just 11 days.

Johns arrived in late July 1918 (although due to various paperwork problems he wasn't officially posted to the squadron until August 21, 1918). Johns only had to last until November 11, 1918, and the war would be over, but such was the nature of his job, that like many others, he didn't make it. He flew on numerous bombing raids on an almost daily basis and had a number of close shaves with enemy aircraft. It was on Monday September 16, 1918, that Johns "failed to return". The night before had been spent in Nancy but for various reasons he got lost on the return journey and stopped at a magnificent French house at 03.00 a.m. to ask for directions. Here he met a beautiful French girl and was able to spend some time with her. She was to become the inspiration for the love of Biggles' life, Marie Janis in **THE CAMELS ARE COMING** book. On Monday September 16, 1918, whilst flying in formation on a bombing raid to Mannheim, Johns, together with his observer and rear gunner, 2nd Lt. A. E. Amey, were hit by German anti-aircraft fire and their fuel tank holed. Forced to drop out of formation they were then easy prey for a dozen or so German fighters and shot to pieces. Amey was killed and Johns hit in the thigh and had his goggles smashed by bullets. Eventually his engine was hit and stopped, spraying petrol vapour everywhere. The flames held off and Johns crashed in a German field and passed out. Coming round, he was able to get out of the plane but couldn't get Amey's body out. He was captured by the Germans and given a rough time, due to the recent bombing of a Sunday school and the death of a number of local children. The pilots

Georg Weiner: Johns' Slayer

The German airman who shot down Johns' crew on September 16, 1918, was Georg Weiner, and at the time he was commander of Jasta 3. Johns was at controls of a D.H.4 bomber (F5712) of No. 55 Squadron of Independent Force in a raid on Mannheim. The flak first hit their tank and then seven D.VII Fokkers attacked. The British crew landed at Ettendorf near Saverne. Both pilots were wounded in the fight, but the gunner, 2nd Lt. A. E. Amey died.

Weiner was born in Dresden on August 22, 1895 and joined the infantry in August 1914. In June 1915 he was promoted to the rank of Leutnant and after finishing his pilot training he was assigned to Kasta 38 in September 1916 as part of Kagohl 7. In November 1916 he was assigned to the new Jasta 20 and achieved one victory with it. After an injury in June 1917, associated with a long period of treatment, he served with the Air Service Inspectorate and in other supplementary roles. In August 1917 Weiner went into combat again, this time with Kampfeinsitzerstaffel 3. In September 1918, he became commander of Jasta 3, and his last task was to demobilize the legendary Jasta 5 after the end of the war. In total, he achieved nine victories. Among the airmen he shot down during his career was American volunteer Sgt. Thomas Hitchcock, Jr. serving at Spa 87. Weiner shot him down on March 6, 1918. Although the American was captured, he managed to escape to Switzerland in August. In the interwar period, he became a polo player, leading the U.S. national team and still holds the record handicap of 10. During World War II, he was involved in the development of the P-51 fighter, particularly with regard to the use of Rolls-Royce Merlin engines manufactured under license by Packard. He was killed in an air crash on April 18, 1944, in the UK. Based on his fate, author F. Scott Fitzgerald created the character of Tom Buchanan in his novel *The Great Gatsby* (1925) and Tommy Barban in *Tender Is the Night* (1934). Georg Weiner served continuously in the armed forces during the interwar period and from March 1937 to January 1938 commanded the fighter unit I./JG 137, which he took over from Bruno Loerzer (44 victories, P1M, KC). While serving in various administrative positions in the Luftwaffe command, he attained the rank of Generalmajor. In February 1945, he went into civilian life for health reasons, but was taken prisoner by the Soviets in October 1945. He was not released until September 1949. He died in Göttingen on January 24, 1957.



The Airco D.H.4 was a medium bomber, an aircraft that W. E. Johns flew at the front. Because of the fuel tank placed between the pilot and observer, these machines were nicknamed the flaming coffins.

who shot him down came to see him and he was treated by them with great camaraderie. The pilot who claimed to have eventually got him wore the Blue Max and in later years, Johns became convinced he had been shot down by Ernst Udet, but this cannot be correct, as Udet was not there at that time. Johns was sentenced to be shot by a firing squad, but this was never carried out and he was sent to a Strasbourg gaol. After an initial escape attempt here, he was sent to another camp at

Landshut, 30 miles east of Munich. From here he escaped, towards the end of October 1918, and was at liberty for four or five days before being recaptured whilst stealing apples. He was then transferred to a 'bad boys' camp at Ingolstadt, and it was whilst Johns was there that the war ended on November 11, 1918. He returned to his family on Christmas Day 1918, much to their astonishment as he had been listed as missing and they had presumed that he had been killed, until the moment he walked through the door.

Back to civilian life

After the war, Johns didn't want to return to life as a sanitary inspector, as he preferred to stay in the Royal Air Force. However, the Armed Forces were being drastically reduced to peacetime levels. Initially Johns was posted as a flying instructor to Cranwell but by April 11, 1919, he was transferred to the 'Unemployed List' which meant no pay. His marriage to his wife Maude, was breaking down. She had developed acute arthritis and Jack was a sickly child. Johns took up painting, a childhood hobby, until on November 23, 1920 he was reinstated on the RAF Active List for a three-year commission and promoted to the new RAF rank of full Lieutenant. He was sent to join the Inspectorate of Recruiting in London's Covent Garden and the family moved to Lancaster Gate. It was here that Johns recruited 'John Hume Ross' into the RAF. Hume was in fact 'Lawrence of Arabia'. Johns actually rejected Lawrence because he didn't like his attitude, but he was forced to take him by higher authority. Between 1921 and 1924, Johns claims that he spent time serving in Iraq and India, but his RAF records do not show that he served outside the UK. Friends from that time have said that Johns did not serve in Iraq and India, and he was simply 'gilding the lily'. Speaking of which, this may be the appropriate time to mention that Johns' title 'Captain' was self-imposed. If asked, he would say it was his old RFC rank, but Johns was a 'Flying Officer' which was the equivalent of Lieutenant. It appears that Johns gave himself a promotion purely because children would more easily understand what a Captain was, rather than a 'Flying Officer'. It is not known whether Johns really did serve in India and Iraq, or whether he merely picked up stories from other officers who had served there. His books, a number of which are set in those countries, certainly have the ring of authenticity about them, as if they were written by someone who was familiar with those countries. Johns also produced artwork from those places, which may indicate his claims are true, but the real truth is something of a mystery. In 1922 Johns wrote his first novel "MOSSYFACE". It was published by the Weekly Telegraph Novel under the pseudonym William Earle (note Johns adding the "e"). In 1923 his RAF commission was extended another four years and Johns was in Birmingham working on RAF recruitment. By this time, his wife and son had moved back to live with her father, the Reverend Hunt, the marriage having completely broken down. Johns wanted a divorce, but the Reverend would have none of it and Maude wouldn't go against her father's wishes. Whilst living in a hotel in Hackney Road, Edgbaston, Johns got friendly with the

Leigh family next door. He fell in love with Doris May Leigh (born September 6, 1900) and explained his situation to her. When Johns was posted to Newcastle, Doris went with him, calling herself Doris Johns and they were inseparable until the day he died. Johns continued to pay for his wife and son's upkeep as well as for nurses to look after Maude.

Illustrator and Author

In 1927, Johns' commission in the RAF was coming to an end and he had started making a living by selling his artwork to various magazines such as the Illustrated London News. He specialized in aviation art and moved to Lingfield in Surrey to a cottage with a studio. Doris's family moved nearby and her brother Howard Leigh, then 18, joined Johns to learn to be an artist as well. Howard Leigh was to become a famous aviation artist and illustrated many of the early Biggles books. Johns began selling aviation illustrations to THE MODERN BOY magazine, published by Amalgamated Press from February 11, 1928 and soon after started writing aviation articles. These were initially credited to 'Our Aviation Expert' but by 1930, were being credited to

Flying Officer Johns. In 1931, Johns edited two books, THE MODERN BOY'S BOOK OF AIRCRAFT and WINGS: A BOOK OF FLYING ADVENTURES. John Hamilton Ltd, a publisher that specialized in aviation books, published the latter. Johns then illustrated THE PICTORIAL FLYING COURSE with text by Harry Schofield. A few months later Johns wrote FIGHTING PLANES AND ACES.

John Hamilton Ltd decided to launch a new aviation magazine and they asked Johns to edit it. POPULAR FLYING, aimed at an adult market, was first published on March 16, 1932 (cover dated April 1932). Wanting to write authentic stories about flying in the Great War, Johns decided to create a fictional airman for the first issue and James Bigglesworth, known as 'Biggles', was born.

Biggles first appeared in Popular Flying Volume 1, No. 1, April 1932 credited as being written by 'William Earle'. In August 1932, John Hamilton published a collection of Biggles stories as THE CAMELS ARE COMING. This was the first Biggles book and Biggles was to become a British Institution.

Flying - Officer
W. E. JOHNS

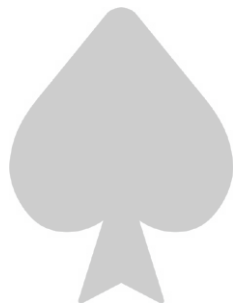
He has written a Series of Complete Flying Stories that will Thrill you to the Marrow! The First of them will appear—

In NEXT WEEK'S MODERN BOY

They concern the exciting War-time adventures of one Captain James Bigglesworth, an amazing flying man known to his comrades as "BIGGLES." Here he is. Make his close acquaintance Next Week!

Period advert for the first Biggles stories in The Modern Boy Magazine.

THE ACE OF SPADES



William Earl Johns

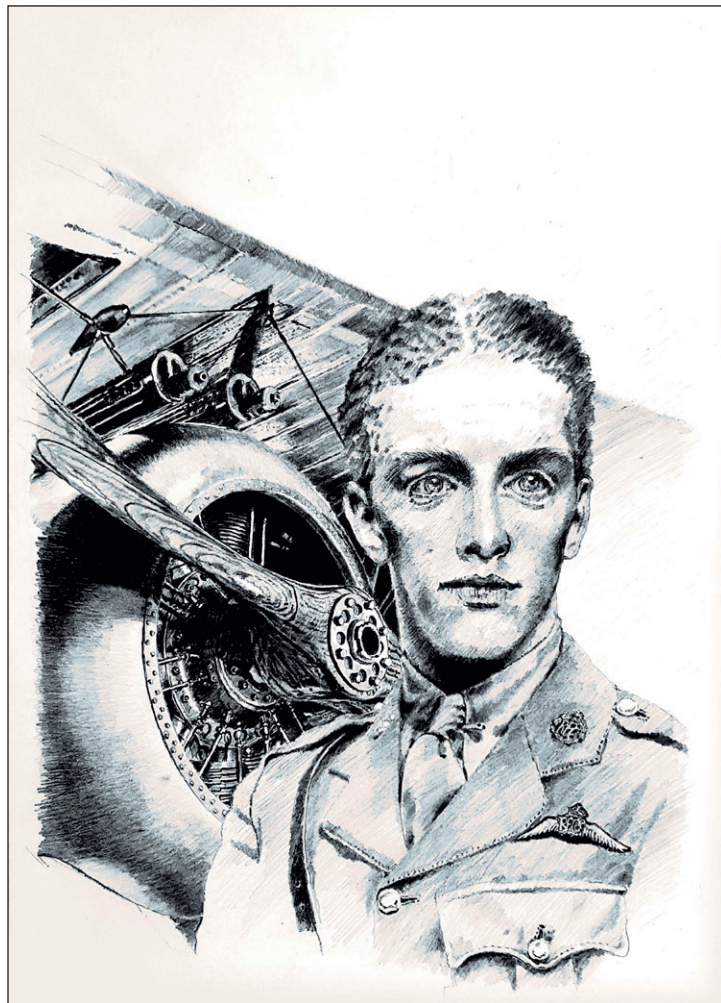


Illustration: Drawing Pavel Rampir

I

Captain Bigglesworth of 266 Squadron R.F.C., known to his friends as "Biggles"; homeward bound from a solitary patrol, glanced casually at the watch on his instrument board. "Twelve-fifteen," he mused. "Just time to look in and have a word with Wilks before lunch." He altered his course a trifle, and a few minutes later set his Sopwith Camel down neatly on the aerodrome of No. 287 Squadron, where his friend, Captain Wilkinson – more often referred to simply as "Wilks" – commanded a Flight of S.E.5s.

"Is Wilks about?" he called to a group of pilots who were lounging about the entrance to a hangar, in which the dim outlines of some square-nosed S.E.5s could just be seen.

"Hullo, Biggles! Yes, I think he's down in the Mess," was the reply.

"Good enough; I'll stroll down."

"Do you want your tanks filling?"

"No, thanks, laddie; I've plenty to see me home."

Biggles tossed his cap and goggles into his cockpit and walked quickly towards the Mess, where he found Wilks, with two or three members of his Flight, indulging in apere-luncheon apertif.

"Ah – speak of the devil," declared Wilks.

"Do you often talk about yourself?" inquired Biggles.

"Bah! When are your crowd going to knock a few Huns down?" grinned Wilks.

"Just as soon as the Boche opposite to us have fixed up what few fellows we've left alive with some new machines. Why?"

"We've got seven this week, so far."

"Oh, that's it, is it?" observed Biggles. "Well, you lot so seldom get a Hun that I suppose there is an excuse for you to get a bit chirpy. But you start riding too high on the cock-horse and you'll stall and bruise yourselves. What about providing me with a little refreshment, somebody?"

"The fact is, our new S.E.5s are a bit better than your Camels," explained Wilks apologetically, as he ordered Biggles's drink.

"You think so, eh? Well, let me tell you something. I'd back a Bentley-engined Camel against a long-nosed S.E., as a Hun-getter, any day."

"And let me tell you something," declared Wilks, setting his glass down. "The worst S.E. in this Squadron could make rings round the best Camel you've got – 'cos why? Because we've got speed and height on you."

Biggles's eyes glittered. "Well, speed and height aren't everything," he said shortly. "My kite will turn twice before you're halfway round the first turn. You think that over."

"You'd have to prove that."

"I'll do that."

"How?"

"Camera guns."

"When?"

"Any time you like. Now seems to be the best time; there's no need to wait, as far as I can see."

"How would you arrange it?" inquired Wilks curiously.

"It doesn't need any arranging. We take off with six films each and rendezvous over the aerodrome at ten thousand. No surprise tactics allowed. The show starts as soon as both pilots see each other and ends as soon as the first man has got his six pictures. Then we'll develop both films and tot up points for hits in the usual way."

"I'll take that on!" cried Wilks, starting up. "I'll show you whether a perishing, oil-swilling Camel can hold a candle to an S.E."

"Get ready, then. Your jaw will seize up one day, talking too much."

There was a general babble of voices and a move towards the door as everyone hurried out on to the aerodrome to watch the match.

"Get one of your fitters to fix me up a gun," Biggles told Wilks.

"I'll see to it."

II

Ten minutes later the stage was set, and both pilots were ready to climb into their machines.

"Rendezvous over the aerodrome, you said?" queried Wilks.

"That's right; take off how you like. I'll approach from the north, and you come in from the south. It doesn't matter about the sun, as the shooting doesn't start until we see each other."

"Good enough."

"Wait a minute, though!" cried Biggles, suddenly remembering something.

"Have you got any ammunition in your Vickers?"

"No, they're just being overhauled."

"Hold you hard a minute, then," retorted Biggles. "I've got a full belt in mine, and they weigh something. I'll have them taken out and then we'll be square."

It was the work of a moment for a fitter to remove the belt of ammunition, and both machines then took off amid the joyful applause of the assembled aerodrome staff, officers, and ack-emmas.

Biggles headed away to the north, climbing as steeply as possible in order to reach the arranged altitude without loss of time. At eight thousand feet he swung round in a wide circle and headed back towards the aerodrome, knowing that he would be able to make the other two thousand feet by the time he reached it. He peered ahead through his centre section for the S.E., although he was still a long way away from the aerodrome, but Wilks had gone as far to the south as he had to the north, and they were still invisible to each other.

Biggles, was, of course, backing the manoeuvrability of the Camel against the slight pull in speed and ceiling held by the other. He hoped to beat Wilks on the turn, for the Camel's famous right-hand turn, caused by the terrific torque of the rotary engine, was a very real advantage in a combat. That was really all he had in his favour, but it was chiefly upon that quality that he had developed his own technique in air-fighting, and he hoped to catch Wilks unprepared for the manoeuvre.

Again, he peered ahead for his opponent, and pressed gently on the rudder-bar to swing his nose clear from the head-on position. The movement may have saved his life. There came the shrill clatter of a machine-gun at point-blank range; at the same moment a stream of tracer poured between his wings.

The shock was almost stunning in its intensity, so utterly unprepared was he for anything of the sort, and his actions for at least two seconds were purely automatic and instinctive. He kicked out his left foot hard and dragged the joystick back into his right thigh. The Camel bucked like a wild horse, and before it came out, he had recovered his composure and was looking for his aggressor. He had done quite a lot of thinking in the brief interval of the half-roll. His first impression was that Wilks had attacked him, thinking he had been seen, and by some accident ammunition had been left in his guns. But he dismissed the thought at once and knew that he had fallen victim to a prowling Hun, operating for once in a while over the British side of the lines. That, he reasoned, could only mean that the Hun – if Hun it was – was an old hand at the game; a novice would hardly dare to take such a risk.

If it was so, then he was by no means out of the wood, for, unarmed, he could only make for the ground, an operation that would require a few minutes of time, a period of which the Hun, finding his fire was not returned, would certainly take full advantage.

Then he saw him, an orange-and-black Fokker D.VII, with a large Ace of Spades painted on the side of its fuselage. Biggles brought the Camel round in a lightning turn that put him on the tail of the black-crossed machine for a few seconds. Automatically he sighted his guns and swore bitterly when his pressure on the Bowden lever produced no result. At that moment he thought he could have got his man, but there was no time for idle speculation. The Hun had reversed the position by a clever move, and a tattered skylight warned Biggles that he had better follow the old adage of running away if he wished to fight again another day.

He spun, counted six turns, and came out. Instantly the chatter of guns sounded so close that he winced. He held the Camel in a dizzy turn for a minute, with the Hun racing behind him trying to bring his guns to bear, and then he spun again. All the time, at the back of his mind, was a fierce condemnation of his utter and inexcusable folly in flying without ammunition, and an equally fierce conviction that if he did succeed in reaching the ground alive, he would never again be guilty of such madness. He spun for so long that he became giddy and pulled out sluggishly. But the Hun was still with him, and he heard his bullets ripping through the spruce and canvas of his fuselage.

For the first time in his life, he nearly panicked. He twisted and turned like a minnow with a pike on its tail, losing height on every possible occasion, and finally side-slipped steeply into a field that appeared invitingly under

him. He did not notice that a narrow ditch ran diagonally across the field, and it would have made no difference if he had. Fortunately, the Camel had nearly run to a stop when he reached it, so it suffered no serious damage. It lurched sickeningly, stopped dead, and cocked its tail up into the air. The prop disintegrated into flying splinters, mixed with clods of earth.

Biggles was jerked forward and struck his nose on the padded ends of his guns with a force that made him "see stars". He swore, tersely but effectively, undid his safety belt, and looked up just in time to see the Hun waving him an ironic farewell. He watched it disappear into the distance, followed by a long trail of archie bursts, and then climbed out on to the ground to survey the damage. As he did so he noticed for the first time that a road bounded the field, over the hedge of which a number of Tommies were grinning at him. He heard a car pull up with a grinding of brakes, but he paid no attention to it until a sharp commanding voice brought him round with a jerk. No fewer than three red-tabbed officers were corning towards him; the first, an elderly, hard-faced man, wore the badges of a General.

"My God! Here's a General come to sympathise with me. I couldn't bear it," muttered Biggles to himself, and he was framing a suitable reply when the General spoke. The voice was not sympathetic; in fact, there was something in the tone of voice that made him wince and may have resulted in his subsequent attitude.

"How long have you been in France?" began the General, coldly.

"About eleven months, sir," replied Biggles.

"That seems to have been quite long enough."

Biggles stared, hardly able to believe his ears. Then, suddenly understanding the implication behind the General's words, he froze, and clenched his teeth.

"I witnessed the whole affair – I should hardly call it a combat – from start to finish," went on the General contemptuously.

"Not once did you make the slightest attempt to return the German's fire. In fact, to put the matter still more clearly, you ran away. Am I right?"

"Quite right, sir," answered Biggles frostily.

"I thought so. That orange and black Fokker has been causing a lot of trouble over our side of the lines lately, and you had an admirable opportunity to shoot him down, such an opportunity that may not occur again. It is a pity you did not take advantage of it, but it would seem that he was the better man."

"It would seem so, sir."

"It would be futile to deny it," went on the General, icily. "What is your name?"

"Bigglesworth, sir."

"Squadron?"

"Two-six-six, sir."

"At Maranique, I believe."

"That is so, sir."

"Very well. Report back to your unit at once."

"Very good, sir."

The General turned on his heel, closely followed by his two aides. Biggles watched them go, sullen angers mouldering in his eyes. "Never been in the air in your lives, any of you, I'll bet. You'd jump like cats if you heard a gun go off. Then, without asking why, you come and call me a coward," he mused. "The fact is, I suppose that Hun has been shooting up your snug little headquarters, and you don't like it. You wouldn't. Well, I hope he blows your dug-out as high as the Eiffel Tower, and I hope you're inside it when he does," he soliloquized, as he made his way slowly down the road in search of a telephone, to ask for transport to fetch him, and the wrecked Camel, home.

III

Major Mullen's opening remark when, an hour later, he reported at the Squadron Office, was an inopportune one, particularly with Biggles in his present mood. Far from pouring oil on troubled waters, it added fuel to a conflagration.

"You've let me down badly, Bigglesworth," he began.

Biggles drew a deep breath, and stiffened. This sort of talk from the General had merely irritated him, but that his own C.O. should doubt him put him in a cold fury.

"You let a Hun run you into the ground without firing a shot at him." The Major did not ask a question; he made a statement, and Biggles, who was about to explain the true facts of the case, shut up like an oyster. He made no reply.

"You've broken your machine, I hear," went on the C.O.

"I have, sir."

"Brigadier-General Sir Hales-Morier, of Air Headquarters, has just been on the phone to me. I will spare your feelings by not repeating what he said, but I gather he proposes to post you to Home Establishment; in the meantime, he wants a report tonight from me on the matter. It is to reach him by six-thirty, so will you please make out your own report and let me have it by five o'clock."

"I will, sir."

"That's all."

Biggles did not go to the Mess. Instead, seething with anger, he made his way moodily to the sheds. He stood on the deserted tarmac for a few minutes and then sent anack-emma down to the Mess with a message to Algy Lacey, of his own Flight, informing him that he was borrowing his machine and would be back some time. Then he took off and hedge-hopped – finding some satisfaction in the risks he took – to 287 Squadron, and told Wilks, whom he found at lunch, just what had occurred.

Wilks, who was about to pull Biggles's leg in connection with his failure to turn up at the appointed place, swore luridly.

"What are you going to do about it?" he asked.

"Do? Nothing – not a blessed thing."

"You might have told your Old Man about only having celluloid in your guns."

"I'm making no excuses to anybody; people can think what they like. Brass-hats should either ask why or look at a fellow's record before they jump down his throat, and mine isn't too bad, although I say it myself."

"They'll think you've lost your nerve and send you home," observed Wilks, soberly.

"Let 'em. I'd as soon be busted by a ham-fisted pupil at an F.T.S. as have my inside perforated by explosive bullets. We'll be able to finish that little duel some time when you come home on leave."

"Don't talk rot. You go and tell Mullen that you hadn't any ammunition, or I will."

"You mind your own blooming business, Wilks," Biggles told him col-

dly, and refusing an invitation to stay to lunch, returned to his Camel.

He swept into the air in a climbing turn, so steep that if his engine had conked the story of his war exploits would have ended there and then; he knew it perfectly well and derived a bitter sort of satisfaction from the knowledge. But his engine continued to give full revs, and on a wide-open throttle he climbed in ever-increasing circles. He knew precisely where he was, for as one landmark disappeared from view, he picked out another, although this procedure was purely automatic and demanded no conscious thought. Yet where he was going, he did not know; he was simply flying for the sake of flying. In his present frame of mind, he had no desire to talk to anyone, least of all his own Squadron. So, he continued to climb, thinking about the affair of the morning.

It was a burst of white archie about two hundred yards ahead that brought him out of his reverie. It was only a single burst, and as it was British archie it could only mean one thing – a signal. Mentally thanking the gunners for what should have been quite unnecessary, he scanned the sky around quickly for the hostile machine that he knew must be in the vicinity and was just in time to see a vague shadow disappear into the eye of the sun. It had gone too quickly for him to recognise the type, but as he could see no other machines in the sky, he assumed it was an enemy.

Now a newcomer to the game would have turned at once, and thus made it clear to the stalker – if stalker it was – that he had been observed; but Biggles did nothing of the sort. He did certain things quickly, but he held straight on his course. The first thing he did was to pullup the handle of his C.C. gear and fire two or three shots to satisfy himself that the guns were working; then he twisted round in his seat as far as his thick flying-kit and the cramped space would permit and squinted through his extended fingers in the direction of the sun. The glare was blinding, but by just keeping the ball of the thumb over the blazing disc and opening his fingers only wide enough to get a blurred view through the bristles of his gauntlet, he was able to search the danger zone. He picked out a straight-winged machine, in silhouette, end on, and knew that the enemy pilot was just launching his attack.

Not by a single movement of joystick or rudder did he reveal that he had spotted the attacker; he watched its approach coolly. Only when the Hun, who now appeared as a thick black spot, was about three hundred yards away, did he push his joystick forward for more speed; then, when he judged that the other was about to fire, he made a lightning Immelmann turn. He knew that at that moment the enemy pilot would be squinting through his sights, and the disappearance of the Camel from his limited field of view would not unduly alarm him.

In this he was correct. The Boche, thinking he had a "sitter", wasted three precious seconds looking for him in his sights, and it was the sharp stutter of Biggles's guns that warned him of his peril, and sent him half rolling wildly.

Now it is a curious fact that, although Biggles had been thinking about his orange-and-black acquaintance of the morning when the archie gunners had fired their well-timed shot, all thought of him went out of his head when he realised that he was being stalked; so it was with something of a mild shock, swiftly followed by savage exultation, that he saw the well-remembered colours through his sights as he took the Hun broadside on and grabbed his Bowden lever.

The pilot of the black-crossed machine came out of his life-saving manoeuvre, looking around with a speed born of long experience. He saw the Camel anywhere but where he expected to find it, and in the last place he hoped to find it – on his tail. But he was, as Biggles had assumed, no novice at the game, and did not allow the British machine to retain the coveted position long enough to do him any harm. Biggles did actually get in a quick burst just as the other machine darted out of his sights, but it was ineffective, and the duel began in earnest, both pilots aware that it could only end in the downfall of one of them.

They were evenly matched, although Biggles, smarting from his reprimand of the morning – for which, rightly or wrongly, he blamed the pilot of the orange machine – fought with a ferocity that would not have been possible in a normal cold-blooded battle. He hit the other machine several times, but without causing it any apparent damage, and he took several shots through his own empennage in return.

The fight had opened over the British side of the lines, the Hun evidently repeating his tactics of the morning; but a fairly strong wind was carrying both machines towards the pock-marked, barren strip of no-man's-land. Naturally, this was not to Biggles' liking, for unless the Hun made a bad mistake, which was hardly to be expected, he would soon be

He deliberately held his fire until it was impossible to miss, and then fired one of the longest bursts he had ever fired in his life.

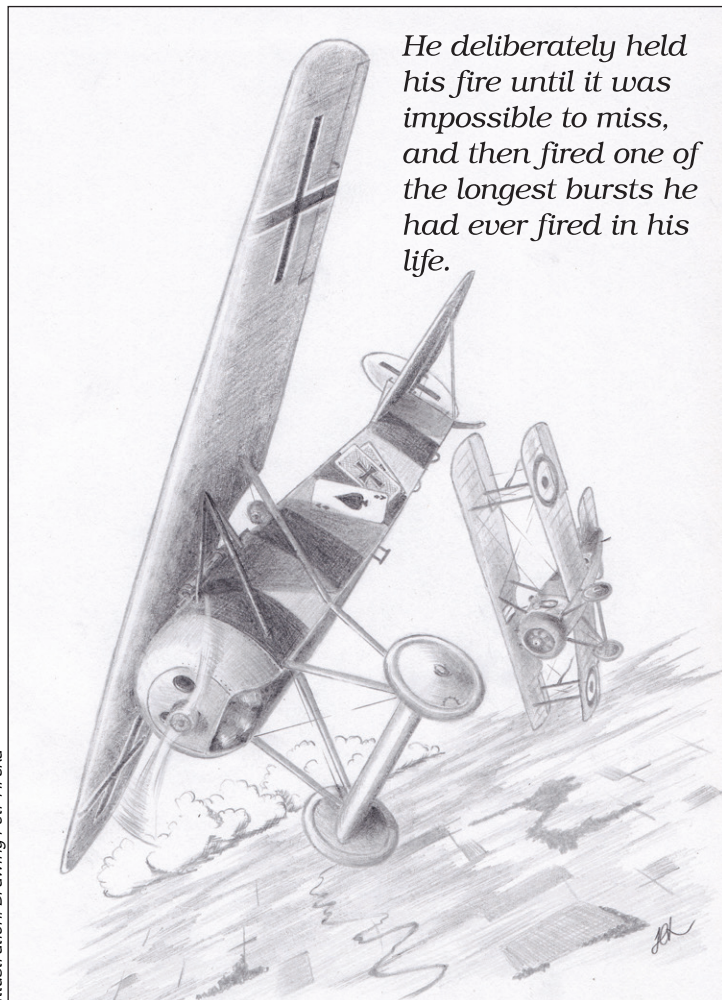


Illustration: Drawing Petr Hrčka

fighting with enemy territory below. So, gambling on the Hun repeating the tactics he had followed during the encounter of the morning, he deliberately spun. As he hoped, the other machine followed him. Twisting his head round, he could see the Hun spinning down behind him. He counted six turns, came out, and instantly spun the other way. This time, however, he allowed the machine to make only one turn. He pulled it out into a loop, half rolled on to even keel on top of the loop, and to his intense satisfaction saw the Hun go spinning past him. The short spin had caught him off his guard, and as he came out, Biggles thrust home his attack. He deliberately held his fire until it was impossible to miss, and then fired one of the longest bursts he had ever fired in his life.

The Hun jerked upwards, fell off on to his wing, and spun. Biggles was taking no chances. He followed it down without taking his eyes off him for an instant in case it was a ruse. But it was no ruse. The orange Fokker went nose first into the ground with its engine full on, and Biggles stiffened in his seat as he watched that fearful crash. He circled for a minute or two, looking for a suitable place to land; it was not his usual practice to look at unpleasant sights too closely, but on this occasion an idea had struck him, and he had a definite object in view.

He saw people hurrying towards the crash from all points of the compass, he put the Camel down in an adjacent field and joined the hurrying crowd.

His great fear was that the wreck would be removed piecemeal by souvenir-hunters before he could reach it, but he found an officer on the spot when he got there, and the machine lay exactly as it had fallen.

IV

It was five o'clock when he reported to the Squadron Office. Major Mullen looked up from his desk as he entered. "Ah, you've brought your report," he said.

"Er — yes, sir."

"Good. First of all, though, you had better read what I have said. Here is the minute; I shall attach your report to it."

Biggles took the buff sheet and felt his face go red with shame as he read a eulogy of his conduct and exploits since he had joined the Squadron. The C.O., he knew, must have gone to considerable trouble in the

matter, for he had looked up a large number of combat reports — not all his own — and pinned them to the document. Further, he had evidently been in communication with Major Paynter, for a lengthy report from his old C.O. was also attached. Biggles did not read it all through but laid it on the C.O.'s desk.

"Thank you, sir," he said quietly, "but I'm afraid I don't deserve such praise."

"That is for me to decide," replied the C.O. Then, with a quick change of tone, he added, "What on earth possessed you to behave like that this morning, and before such an audience, too?" A slow smile spread over Biggles's face.

"Well, the fact of the matter is, sir," he said sheepishly, "I was in the air without any ammunition. It sounds silly, I know, but I had arranged to fight a camera-gun duel with Wilks — that is, Wilkinson, of 287, who claimed that his S.E. was better than my Camel."

"Then why, in the name of heaven, didn't you tell that interfering old fool — no, I don't mean that — why didn't you tell the General so?" Biggles shrugged his shoulders. "I find it hard to argue with people who form their own opinions before they know the facts."

"Like that, was it?"

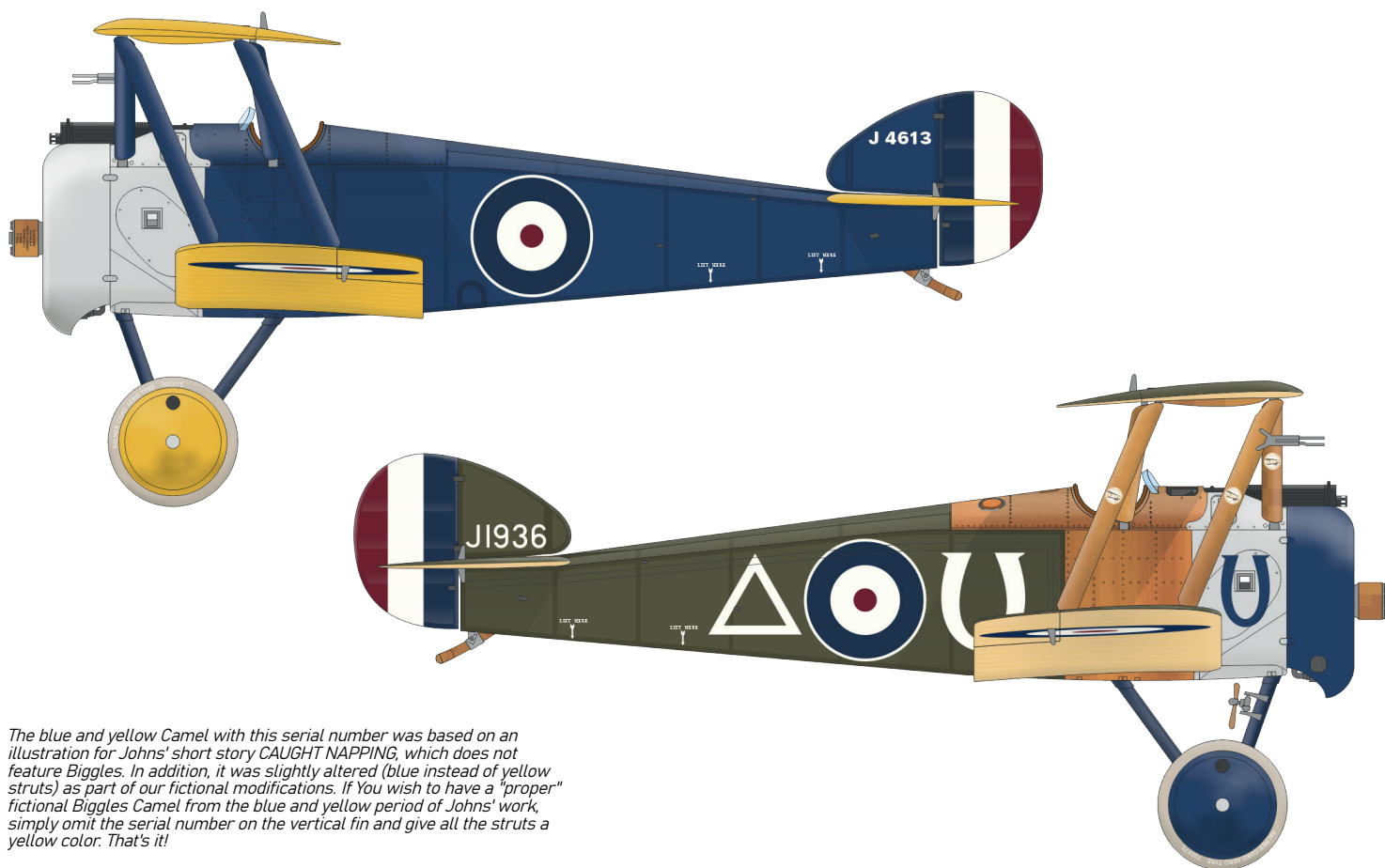
"Just like that, sir!"

"I see. Well, let me have your report."

"I'm afraid it's rather a bulky one, sir," replied Biggles, struggling with something under his tunic. The C.O. stared in wide-eyed amazement. "What in the name of goodness have you got there?" he gasped.

Biggles slowly unfolded a large sheet of orange fabric on which was painted a Maltese Cross and beside it an Ace of Spades. He laid it on the C.O.'s desk. "That, sir, is the hide of the hound who made me bust my Camel this morning. I chanced to meet him again this afternoon, and on that occasion, I had lead in my guns. I think H.Q. will recognise that Ace of Spades, and perhaps it will speak plainer than words. I'm not much of a hand with a pen, anyway."

First published in the book "THE COCKPIT" (August 1934) and later in the book "THE RAID" (April 1935). Taken from the book "BIGGLES OF THE SPECIAL AIR POLICE" (September 1953), where the Fokker D.VII type was changed to Fokker D.VIII.



The blue and yellow Camel with this serial number was based on an illustration for Johns' short story CAUGHT NAPPING, which does not feature Biggles. In addition, it was slightly altered (blue instead of yellow struts) as part of our fictional modifications. If You wish to have a "proper" fictional Biggles Camel from the blue and yellow period of Johns' work, simply omit the serial number on the vertical fin and give all the struts a yellow color. That's it!

LAST FLIGHT

Angel of Mercy

RICHARD PLOS

Photo: 57th Bomb Wing Association

Aircraft of the 310th BG on their way to the target.

When on April 29, 1945, two dozen of Mitchells from USAAF 310th Bombardment Group got airborne from their Italian base in Fano to attack the railway bridge in Rovereto, no one expected that, barring one single aircraft, all remaining ships would receive one hole or more “compliments” of the German anti-aircraft fire. One of those was a ship christened Angel of Mercy. It was her 47th as well as her very last mission.

The railway bridge in Rovereto was (and still is) barely five meters wide but regardless it was an important German army transportation line and as such drew increased attention of the American bomber units. After repeated raids it was in fact destroyed but the Germans managed to repair the damaged section by means of temporary bridging which, to keep it secret, was used during the night only. At the same time, they surrounded the bridge with the strong anti-aircraft artillery defense. Every „trip” into the area represented a considerable risk experienced by both 428th and 380th BS when they took part in the raid on April 19. First squadron dispatched 18 aircraft on the mission and the second unit added six to the full strength. Each Mitchell carried two 1000lb bombs (bomb load of total weight of 906 kg). The formation was led by Col. Remington, 310th BG commander. In case the German fighters appeared, the fighter cover was provided by P-47s and P-51s.

The sky full of shrapnel

At 9:40 local time Remington released the brakes of the formation's leading ship, and his Mitchell started the take-off roll on the runway in Fano. All other 23 aircraft took off in the quick sequence and only two circles around the base were needed to make full formation. The skies were clear and visibility unlimited. Only in the vicinity of Florence did the crews notice one tenth cloud cover. Past the ancient town, in the direction of the target, the skies were clear again. The escort fighters were patrolling above, below and on the sides of the formation, but the German fighters did not show up so shortly before the target the Mustangs and Thunderbolts withdrew to monitor the situation and prepare for the return flight. Before the first ships reached the target the first anti-aircraft shells started to explode in the sky. It was clear to everyone that this time it would be no „Milk Run” as they had nicknamed the easy mi-

ssions. It was obvious that there would be some losses, and everybody hoped he would not be one to fall victim. There were several „green” crews in the formation who were experiencing a very harsh baptism of fire. The shells were exploding on all sides and the explosions were rocking the airplanes in all directions. Before they released their bombs, they heard the excited voice of one of the gunners:

“Plane going down, nine o'clock.”

“It's McGilvray,” was the reply.

“Watch out for chutes,” came the answer back from someone.

After a short time: *“Four, four of 'em, all open,”* replied the crewman.

(McGilvray and other crew members returned to the unit just the next day after Germany surrendered – on May 9 – and according to the unit's diary records they were in “good condition”; editor's note).



William S. McMillan in the cockpit of Angel of Mercy. Under the cockpit there is the name of Airplane Commander 1st Lt. Thaddeus C. Michal visible. The two pilots shared this machine during March 1945.

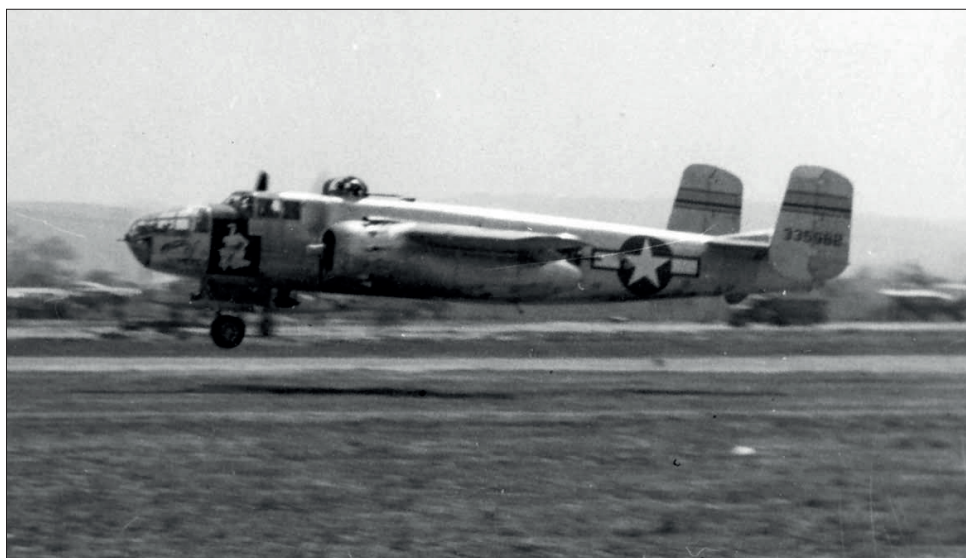
Photo: 57th Bomb Wing Association

After this excited communication a calm order to drop the bombs was heard on the air and the leading ship started to turn away from the target. Flak fire intensified and it seemed impossible for anyone to fly through its barrage. Lt. W. H. Naff's aircraft from 380th BS was hit very hard and lost one engine. Another aircraft left the formation to escort him. Naff managed to bring the heavily damaged ship back behind the Allied lines where the whole crew bailed out. It was not over yet. Another seriously damaged aircraft was 1st Lt. William S. McMillan's ship. His "Angel of Mercy" was hit by several shrapnel shells which damaged the hydraulic system. The copilot was 1st Lt. Walter D. McLean, the other crew members on board were bombardier 2nd Lt. William W. Graham, radio-operator and gunner S/Sgt. Donald E. Wilson and gunners T/Sgt Kenneth G. Mueller and S/Sgt Arthur S. Hatfield. Both men at controls managed to maintain Angel of Mercy on the course so that Graham was able to drop the bombs on the target. The loss of the hydraulic system also meant that the landing gear could not be lowered for the landing.

That was however a secondary problem in the given moment, first they had to make it with a damaged aircraft over the mountains, and to friendly territory. They succeeded in doing both and their comrades at Fano base, where the group had moved barely two weeks before from Corsica, would observe an unusual landing. The Mitchell approaching the runway had only the nose leg extended. The unusual belly landing was successful though, and except for the rear gunner Hatfield, who was already wounded over the target, everybody else escaped unscathed.

For his leadership under the heavy fire the formation leader, Col. Peter H. Remington, was decorated with Silver Star, several other pilots were awarded as well. McMillan was decorated with DFC for his conduct and the citation to the decoration award stated: "[...] Upon the commencement of the bomb run, shell fragments from intense anti-aircraft fire heavily damaged his airplane. Displaying great courage [...] maintained his crippled aircraft on course, thereby enabling his bombardier to release his bombs [...] Then piloting the shattered bomber over difficult mountainous terrain to his base, [...] effected a perfect landing without injury to his crew."

McMillan managed to save his fellow crew members however he could not save the ship. The Flak damage as well as the "kiss" with the ground upon landing were extensive and she was written off.



Angel of Mercy just before belly landing at Fano Air Base.

Angel of Mercy's incomplete story

The aircraft serial No. 43-35982 came from the production block B-25J-10-NA. We don't have the information about the exact manufacturing date neither when it was delivered to 428th BS, we know however that it flew its first mission on January 8, 1945. It was the raid on Crespellano assembly area, and the aircraft was flown by Capt. C. W. Sprague (with 2nd Lt. R. D. Stead as copilot). In this aircraft Sprague flew in total six missions, afterwards several pilots alternated at its controls from the beginning of February. As the well-known photographs show, on the port side of the fuselage of Angel of Mercy, under the cockpit besides T/Sgt E. O. Robinson's name as a Crew Chief (he survived the war and died on August 9, 1987) there was also 1st Lt. Thaddeus C. Michal's name as an Airplane Commander. He was a very experienced pilot who served with the unit from August 1944 until the end of March 1945. For his service he was awarded Air Medal and, in addition to it, nine Oak Leaf Clusters. On March 25 he was decorated with the DFC for a mission flown on February 6, 1945, when his ship was heavily damaged by anti-aircraft fire during the raid on San Ambrogio marshalling yards. Regardless, Michal pressed on the attack and his bombardier dropped the bombs on the target with "devastating effect". The ship Michal flew on this mission was not 43-35982, i.e. Angel of Mercy however, but 43-35957 (this aircraft was lost on March 10, 1945 during the raid on Oro and the crew of 1st Lt. G. A. Rorer was killed). Next day Michal flew 43-35982 for the first time and with several exceptions he flew it into combat from then on, mostly with 1st Lt. F. S. King as a copilot. Together they flew eight missions in February.

It's possible that Angel of Mercy was assigned to Michal as of February 7. If the unnamed ship became Angel of Mercy while he was flying her, or if she had been christened so by Sprague or her Crew Chief cannot be ascertained from the historic documents known to the author. At any rate Angel of Mercy flew 13 missions in February (out of the total 32 missions flown by the whole squadron) out of which nine times piloted by Thaddeus C. Michal. A month later "Angel" flew additional 17 missions out of which nine times piloted again by Michal who shared the airplane with McLean. He flew the ship on seven missions and 2nd

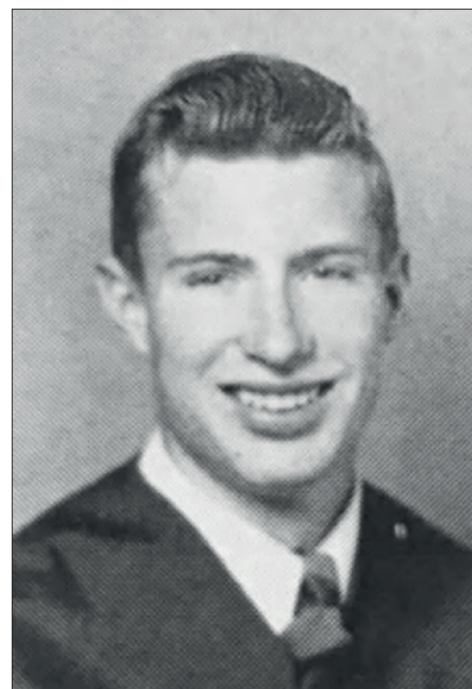
Lt. S. A. Willis "borrowed" her once. Michal said goodbye to "his" Mitchell on March 19 flying the raid against Vo Sinistro (approximately 15 kilometers south of Rovereto). Due to the navigational error the formation bombed the railway in Chizzolo (approximately 8 kilometers north from the original target). It was Michal's seventieth, and last mission. In the beginning of April, he was headed back home to USA.

Pilots and their airplanes

The custom to display pilots' names on the aircraft needs to be explained. The name shown did not mean that the ship was assigned exclusively to this pilot. In fact, pilots rotated flying the particular ship and quite often the pilot-in-command and his copilot were not paired permanently, not to mention the rest of the crew. For example, McMillan flew with McLean for the first time on April 17 i.e., two days before the Rovereto raid which was their second mission together. After the emergency landing with Angel of Mercy they flew together in



The crew of Angel of Mercy shortly after an emergency landing. From left to right: S/Sgt Donald E. Wilson, 2nd Lt. William W. Graham, 1st Lt. William S. McMillan, T/Sgt Kenneth G. Graham, T/Sgt Mueller and 1st Lt. Walter D. McLean. Missing from the picture is wounded rear gunner S/Sgt Arthur S. Hatfield.



Walter D. McLean at the time of his studies.



Photo: Oakland Tribune 1944

Local press report on Walter's marriage to Margaret Ann.

April twice, first on April 20, which was an uneventful flight and the following day when Flak shattered their tail surfaces, and they had their hands full to nurse their ship back to the base. It was McMillan's 68th mission and the Squadron Flight Surgeon concluded he needed a rest. McMillan however continued flying combat missions and till the end of April flew four more. His copilot was 2nd Lt. C. G. Cook for all of these.

The pilot whose name was carried on the port side of the fuselage under the cockpit was in fact responsible for the conduct of the Crew Chief and his team. He also maintained the logbook, checked the accuracy of the combat missions' records, number of hours flown, repairs and other important data. He flew that particular airplane generally more often than the other pilots but not exclusively.

According to the veterans it did happen that the crew in the nose barely knew crew members on the other side of the bomb bay. The pilots and bombardier were officers, the gunners were sergeants, a fact that also played a certain role as well in the number of men in one bombardment squadron. For example, in the end of March 1945 the 428th BG was comprised of 106 officers and 351 enlisted men. Opinions were heard that the crew members were „mixed“ on purpose not allowing them to form too strong personal bonds which could be a psychological trauma in case of death of any of them.

For McLean, thanks to his medical leave, the war was de facto over. The 428th BG did not fly any more missions at the start of May and then the war was over...

McLean took advantage of his leisure time and visited Pisa and Florence, sunbathed on the beach, rode a bike in the vicinity of Fano... He must have thought of returning home, to 838 Collier Drive in San Leandro, to his wife Margaret Ann whom he married on April 19, 1944 (i.e., exactly a year before the Rovereto raid flying Angel of Mercy). As he wrote in his letters home, he wanted to return to the university and continue with his studies.

The tragedy at night

After Germany surrendered the leadership strived not to let the personnel „go wild“ so they planned training flights, sports activities and educational courses. Each of 310th BG squadrons also received several A-26s and pilots conducted the familiarization flights with them. Part of the flight personnel started to prepare for the return home.

The whole procedure of the return in their own planes was named „Green Project“. The route was plotted via Tunisia-Marrakesh-Dakar-Roberts Field (Liberia)-island of Asension-Natal (Brasil)-Be-



Photo: Cpl. Robert A. Cooper via fold3.com

Inspecting the damage to Angel of Mercy. She was written off a few days later.

4 INTERMENT IN THE GOLDEN GATE NATIONAL CEMETERY ORIGINAL JAN 1 2 1949

TO: THE QUARTERMASTER GENERAL, WASHINGTON 25, D. C.

NAME (Last, first, middle initial) *McLEAN, Walter D.*

STATE *Calif*

RANK *1st Lieutenant*

SERVICE DATA (Company, regiment, or other organization or branch of service and division, if any.) *428 Bomb Sqdn U. S. Army*

SERIAL NO. *0-775248*

DATE OF BIRTH *June 27 '23*

DATE OF DEATH *June 9 '45*

DATE OF INTERMENT *Dec. 16 1948*

GRAVE LOCATION *J 779*

RELIGIOUS EMBLEM (Check One) ☒ PLATIN CROSS ☐ STAR OF DAVID

DATES OF SERVICE

REMARKS (Authority for interment, pension or claim number, disinterment, etc.) *WW II deceased returned from Bari, Italy Headstone Form mailed to next of kin*

DATE HEADSTONE ORDERED AND B/L NUMBER *Procter, VL 27 JAN 1949*

3846803

SHIPPING POINT FOR HEADSTONES

RAILROAD STATION FOR FREIGHT

San Bruno, California

POST OFFICE ADDRESS

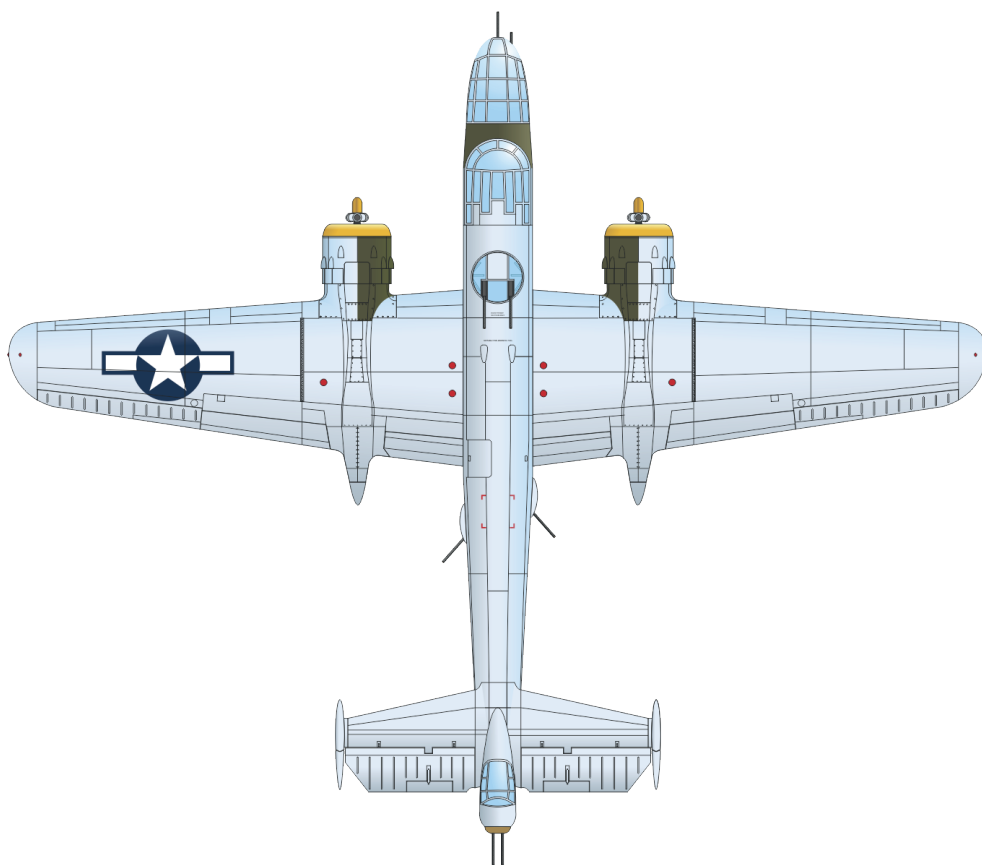
San Bruno, California

QMC FORM REV 1 AUG 45 14 Previous editions may be used

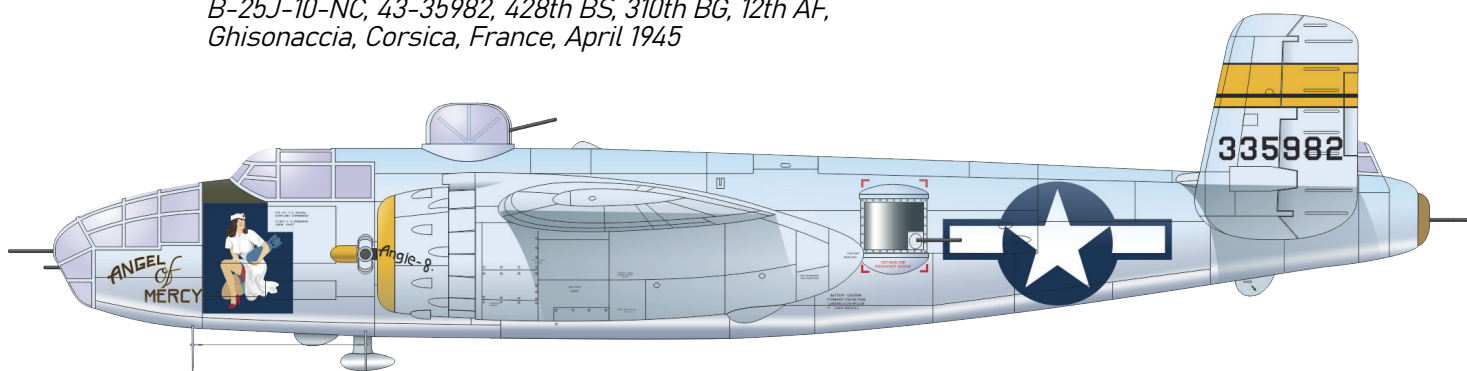
SIGNATURE OF SUPERINTENDENT OF NATIONAL CEMETERY OR QM OF POST OR POW CEMETERY *A. J. NETTKE*

(See instructions on reverse side) 10-60009-1

Confirmation of the interment of Walter D. McLean's remains at Golden Gate Cemetery.



B-25J-10-NC, 43-35982, 428th BS, 310th BG, 12th AF, Ghisonaccia, Corsica, France, April 1945



lem (Brasil)-Borenquin (Costa Rica) and finally Morrison Field in Palm Beach Florida or Hunter Army Airfield in Savannah, Georgia. The first crews were to set out on the long journey home between June 3 and 6 and selected pilots were busy practicing instrument and night flying. On June 9 Walter McLean and William McMillan were reunited in the same cockpit to perform such a training flight. After the movie in the airport movie theater ended, they got on board of 43-36226. This aircraft was brand new when McMillan flew it on his twelfth mission and in the letter home, he complained that Germans had put ninety holes into his shiny, new airplane! There was no such a threat now, the night training flight was to proceed without problems. But it was not to be the case. Shortly after the take-off, due to unknown causes, the aircraft burst into flames and crashed into the sea barely 1,000 ft (300 m) from the end of the runway. Both pilots perished. McMillan's body was recovered during the same night, McLean's body on the following day. In 2007 Walter's brother, James McLean recalled:

"When the telegram arrived, I opened the door and saw the Western Union messenger standing there. My family was devastated of course; but it was even more poignant because the war was over, and he was expected back almost any day. My mother never quite recovered from the shock. The body was returned a couple of years later and was buried at the Golden Gate National Cemetery. I think of him often - I'm 76 now, he died when he was only 22."

The last airplane with 310th BG personnel landed at Savannah airport on June 19. But the pilots who two months earlier nursed badly shattered Angel of Mercy back to the home base were not among them...

The author would like to thank Daniel Setzer of the 37th Bomb Wing Association for invaluable help with documents and additional information.

Sources:

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57th Bomb Wing Association Bulletin (Winter 2007, Summer 2010)
57thbombwing.com
Oakland Tribune, 1944
Over the Med - 340th Bombardment Group (Medium)



A BUMPY START

EARLY 31ST FIGHTER GROUP OPERATIONS OVER TUNISIA

Andrew Arthy

Spitfire Mk. VB ES306 HL-D, 308th FS 31st FG, Thelepte, March 1943

By early February 1943, the American pilots of the 31st Fighter Group (31st FG) were itching for some action. They had briefly tasted combat over the Channel Front in the late-summer of 1942, and then in a skirmish with Vichy French aircraft over Algeria on 8 November 1942. However, it was only in the opening weeks of February 1943 that the Spitfire-equipped fighter unit really found itself in the frontline, as it transferred to the American forward base at Thelepte in western Tunisia, just 75 kilometres from the nearest German troops.

Although the 31st FG operations during the Battle of Kasserine Pass are well-known, its Tunisian combat debut between 8 and 13 February 1943 saw the inexperienced but eager American pilots and their supporting ground personnel settle into life at a frontline base, and begin to fly some missions, battling not only the enemy, but also the desert conditions and atrocious winter weather. Not everything went according to plan, as the following story will reveal.

Early History and North African 'Holiday'

The unit was activated as the 31st Pursuit Group on 1 February 1940, and it was initially equipped with the Curtiss P-39. In May 1942, the Group's 307th, 308th and 309th Fighter Squadrons were transferred to the east coast of the United States in preparation for a move overseas, and they sailed across the Atlantic to Great Britain in June. Once there, the now re-designated 31st FG became the beneficiary of 'reverse Lend-Lease', and took on strength Spitfire Mk. Vs. The unit loved the aircraft, one

member of the ground personnel remarking after the war: *"It was a mighty beautiful airplane!"* A pilot wrote: *"It did everything well"*, while 307th FS ace J.D. Collinworth noted: *"a [Spitfire Mk.] Five was about as manoeuvrable and a flyable an aircraft as you could ever hope to get your hands on"*. However, it had some obvious weak points. The single-stage supercharger meant that its horsepower decreased with altitude. This issue was most noticeable above 12,000 feet, and would be rectified in the Spitfire Mk. IX. The topicalization modifications made to the 31st FG in North Africa created some additional performance issues.

Conversion and training in England occupied several weeks, during which time there were many accidents, including 21 aircraft lost or badly damaged in just sixteen days! The 31st FG went into action in August after being adjudged operationally ready, and its first real challenge came during the failed Allied landing at Dieppe on 19 August 1942, when the American unit claimed its first aerial victories,

but also suffered several losses in duels with experienced German foes.

The 31st FG was then earmarked for Operation TORCH, the Anglo-American invasion of Vichy French-held North-West Africa. The pilots and ground personnel sailed to Gibraltar, and the pilots flew their desert-camouflaged Spitfire Mk. Vs from there to Tafaraoui near Oran on 8 November 1942, the opening day of the invasion. Dewoitine D.520s attacked them on landing and killed a 31st FG pilot, and three American Spitfire pilots claimed victories in return. Strafing missions were also flown against Vichy French troops and vehicles. After that initial excitement, the 31st FG would not engage in aerial combat again for three long months. Instead, Lt. Col. Fred M. Dean's unit operated from various bases in Algeria and Morocco, flying convoy patrols, courier missions, and routine escort sorties for transport aircraft far behind the frontline. It was important but tedious work, and the American pilots grew restless as their wait for action continued.

One of the squadron commanders was surprised at the situation:

"For some unstated reason we were kept at La Senia and not sent up to the forward airfields. Most of [our flying] consisted of patrols over Allied shipping in the Mediterranean which ... was very boring."

On 4 February, one pilot wrote simply in his diary: *"Same dull routine."* The men had signed up for combat, been trained as fighter pilots, and wanted to go where the action was, and it was very frustrating to be based so far from the land fighting. Commander of the 307th FS/31st FG, George J. LaBreche, later wrote: *"we were chaffing at the bit to get back into combat"*.

Presun do Thelepte

In early February 1943, the 31st FG received an order from the American XII Air Support Command to transfer to the front. The move was needed because the Curtiss P-40-equipped 33rd FG had suffered tremendous losses and had to be relieved of its duties. Prior to the transfer, 31st FG pilots were sent back to Gibraltar to collect new Spitfire Mk. Vs. The long-awaited action was about to become reality, and this caused a great deal of excitement for the men in the unit, and no doubt some anxiety as well. Pilot Merritt C. Wolfe of the 308th FS/31st FG wrote on 5 February:

"Word came that we are to go to the front in the morning. Exactly where we don't know, but it is where there'll be plenty of the long-awaited action. [The] 309th is going too. ... At a meeting this afternoon we learned we were going to Thelepte in Tunisia, practically in Jerry's backyard. Everyone is pretty eager, we've sat around so damn long that people are champing at the bit."

Due to the long distances involved and the poor transport routes and means available, the transfer of all 31st FG pilots, aircraft, ground personnel, vehicles and equipment was not a smooth process. Instead, the unit arrived at Thelepte in dribs and drabs starting on 6 February, with the ground echelon travelling part of the way in Douglas C-47 transports, and part of the way in trucks and jeeps through some spectacular, mountainous countryside. Several elements of the Group were bombed and strafed during the journey by German Focke-Wulf 190 fighter-bombers of III./Schnellkampfgeschwader 10, an obvious sign that they were approaching the front. Most of the pilots flew in to Thelepte No. 1 on 6 February, and the Group prepared itself for operations the next day.

After their time based in southern England, and then near cities in Algeria and Morocco, the village of Thelepte and its surrounds was



At Thelepte the 31st FG pilots and ground personnel had to live underground, so the first task after arrival was digging.



The primitive living conditions experienced by the 31st FG at Thelepte – dugouts in a hill.



a stark contrast. Mechanic Thomas Stieglitz later wrote: *"the area our Squadron occupied was big enough for the whole squadron of planes to take off side-by-side, you never saw such a big flat plateau in your life."* It is located on a plateau high above sea level, and it was a very wide-open space with two airfields, Thelepte No. 1 and No. 2. The location crea-

ted lasting impressions on the 31st FG men, and one member of the ground personnel reflected many years later: *"Thelepte was such a miserable place. I don't think anything lives there except sand fleas and scorpions!"*

The previous occupants were in a hurry to leave, and 31st FG personnel were a little shocked at the state of the men from the 33rd FG. Frank A. Hill of the 308th FS/31st FG remarked on how "staring-off-into-space" they seemed to be, and another 31st FG pilot confided in his diary: *"Talked to one of the 33rd pilots whom we're relieving. He looked like hell and says it's rough. They've been pretty well shot up and are ready to leave."* The 33rd FG had certainly been on the receiving end of some harsh treatment, not only in aerial combat with the German aces of II./Jagdgeschwader 2 and II./Jagdgeschwader 51, but on the ground, because Thelepte had been regularly targeted by German bomber and fighter-bomber raids in the previous month. There was no radar, so the Luftwaffe sneak attacks came out of nowhere. 31st FG personnel were very concerned that they would be targeted by similar raids, and one aircraft mechanic later recalled:

"... we had to get our planes serviced and ready to fly while it was still dark. None of us wanted to be in the cockpit doing a pre-flight



Charles C. 'Chuck' Kenworthy of the 309th FS/31st FG was an exceptional pilot, who had breezed through his flying training. He had also been responsible for shooting down one of the Vichy French fighters over Algeria on 8 November 1942.



Fred M. Dean led the 31st FG from December 1942 to July 1943, and is seen here after the war. He rose to the rank of Lieutenant General.



Portrait of Capt. James A. Isbell, Jr., of the 309th FS/31st FG. He flew five missions between 8 and 11 February 1943.



A charcoal portrait of Charles C. 'Chuck' Kenworthy of the 309th FS/31st FG, done in the autumn of 1942.

run up and plane check out during the time the field was being strafed."

Living conditions were quite primitive compared to what the unit was used to, as one pilot wrote: "We took over [the 33rd FG] troop housing area, which consisted of some dugouts with shelter halves for roofing for the officers, while the enlisted men lived under their pup tents." The men soon adapted to underground living in their housing area some distance from the airfield. A radioman with the Group HQ recalled his very basic living arrangements:

"It was really a small cut out on the side of a hill, with a roof on it. It was better than a pup tent. We found some straw and stuffed a mattress cover full. This beat sleeping on the ground, but the straw had camel fleas."

The men would have to quickly adjust to this new situation, because despite the hardships, their Spitfire Mk. Vs would soon be sent out on operations.

During its early days at Thelepte, the 31st FG would operate alongside various USAAF units based at Thelepte and Youks-les-Bains (about 75 kilometres north-west of Thelepte, in eastern Algeria). This included the Douglas A-20 bombers of the 47th BG, French P-40s of Groupe de Chasse II/5, and the Bell P-39s of the 154th OS/68th OG, the 346th FS/350th FG, and the 81st FG. The XII Air Support Command was still developing its tactics at this stage, and learned lessons every day about how best to conduct combat operations in support of American and Allied ground forces.

The land fighting had see-sawed in the central Tunisian mountains in January and early February 1943, as the Americans and their French allies battled with the Germans and Italians. When the 31st FG got to the front, both armies were building up forces for a future offensive.

Across the mountains from Thelepte was the German air base at Kairouan, where the combat veterans of II./JG 2 were based, including aces Kurt Bühligen (53 victories at this time), Erich Rudorffer (54 victories) and Kurt Goltzsch (eighteen victories). Those Luftwaffe fighter pilots with their FW 190s were deadly opponents for the inexperienced Americans. Aside from the Luftwaffe fighters, also operating over central Tunisia were some German long-range reconnaissance units, which dispatched daily sorties with their Junkers 88s. The 31st FG pilots believed that the FW 190 had the advantage over the Spitfire Mk. V in many respects, as J.D. Collinworth stated: "The Spitfire Mk. V could only out-turn an FW 190. Other than that, [the FW 190] could fly faster, dive faster, climb higher."

Into Action: 8 February 1943

After settling in at Thelepte, finally, the day had come – the 31st FG was slated to return to action. However, it was to be a quiet return. 24 patrol sorties were flown in the Thelepte area, but the main excitement to occur during those was when a lone Bf 109 was spotted in the morning. However, it was "lost heading east on the deck." 22 Spitfires of the 308th and 309th FS/31st FG were sent out to escort the 47th BG to Faid towards midday, and they met heavy and accurate anti-aircraft fire, although all 31st FG aircraft and pilots returned to base unscathed. The A-20 escort mission was repeated in the afternoon in clear skies, with the CO of the 31st FG himself leading 24 Spitfire Mk. VBs and VCs to the Faid Pass. Bombs were seen to fall accurately on vehicles and troops, and again, no Axis fighters were encountered. American ground forces were grateful for the air support, which they reported to be very successful.

Sitting in his dugout that evening, a relieved 31st FG pilot wrote in his diary about the absence of enemy 'sneak raiders' so far: "Jerry still hasn't paid us a visit." To counter the expected raids, the three squadrons took turns to provide airfield defence. At any one time, four pilots would be airborne, four would be at cockpit readiness, and four would be at ten minutes' readiness.

The American Spitfires really got into the swing of things on 9 February, with six missions flown to escort P-39s on reconnaissance and strafing, the first taking off at 07:30, and the last landing at 17:50. These missions ranged from Faid in the north to Sened in the south, but anti-aircraft fire was the main enemy again: two Spitfires were damaged on the first mission, while a P-39 was lost on the third mission and several Spitfires were hit. There was also a non-combat loss, when Lt. Carl J. Woodrich of the 308th FS/31st FG "was slightly burned and shaken up when gas fumes collected in his ship's fuselage detonated while he was starting." He would be in hospital for a while.

The Luftwaffe sent a Sicily-based reconnaissance Ju 88 over central Tunisia in the morning, and the crew reported 40 single-engine aircraft at Thelepte – if it had been a secret before, the presence of the 31st FG at Thelepte was now known to the Germans. The 308th FS/31st FG was on airfield defence duties at the time, but failed to intercept, as squadron member Merrett C. Wolfe related: "although we had ships in the air, they didn't see him and he got away. At that moment our ground radio was out and we couldn't contact the patrols."



Major George J. Labreche led the 307th FS/31st FG with distinction in Tunisia.

First Real Scrap: 10 February 1943

After several fleeting encounters with German reconnaissance aircraft on previous days, the 31st FG really came to grips with the enemy on 10 February, but unfortunately, it did not distinguish itself. An early mission to Sened was a precursor of what was to come, when Capt. Louis M. Zimlich, Jr. and Lt. Vincent E. Baker of the 307th FS/31st FG became hopelessly lost during a P-39 escort mission in low overcast soon after midday, and had to land at Youks-les-Bains. They had stayed behind to protect the rearmost P-39s as they pulled out of their strafing runs, but the ungrateful 81st FG pilots then opened their throttles and left their escorts far behind! The two Spitfire pilots returned to Thelepte in coming days.

The first combat with German fighters would come on the next P-39 escort mission, beginning at 13:00. Twelve Spitfires of the 308th FS/31st FG took off, led by Major Delwin B. Avery, to accompany four P-39s of the 92nd FS/81st FG. The objective for the mission was to reconnoitre the Kairouan area, and given the expert German fighter pilots based there, it was really asking for trouble. FW 190s were seen on four different occasions during the mission, after the P-39 pilots had witnessed them scrambling from Kairouan. The Germans seemed reluctant to attack, but eventually jumped the Americans from out of the clouds and 2,000 feet above. A brief combat ensued, during which Major Avery was the only American to open fire.

The shock of being jumped badly disorientated the Spitfire pilots, and they used the Thelepte homing service for vectors. However, the directions provided were faulty and they ended up a long way to the south-west of Thelepte. Running low on fuel, ten aircraft tried to put down on a road, with varying results. Major Avery and Lt. Corrigan overturned their aircraft and received injuries, and Lt. Mosby and Lt. M.P. Smith belly-landed. The rest landed wheels down. Lt. Taylor and 2/Lt. Overend were the only ones able to make it back to Thelepte, at 15:00 and "with only a couple

gallons of petrol". They alerted the unit about what had happened. Merritt C. Wolfe recalled: "We had thought they were down in enemy territory and were overjoyed to hear that all were safe." Capt. 'Doc' Crawford, with 2/Lt. Overend as a guide, set out overland with fuel, aircraft parts and medical supplies to rescue the pilots, some of whom endured a freezing night in their aircraft, while the two injured men were tended to by friendly Arabs. Eight aircraft were eventually flown home after repairs and refuelling, and two were used for salvage.

The outcome was unsurprising given the men were not used to aerial combat. J.D. Collinsworth remembered being shocked at what a dogfight actually involved: "I was surprised at how quickly it started and ended". To worsen the situation, the Thelepte homing station had a very bad reputation, as Major LaBreche wrote: "I hoped I would never need them in an emergency."

After the excitement of the previous day, 11 February 1943 was much quieter. The strong wind had been ever-present since the 31st FG arrived at Thelepte, but on the eleventh it was particularly bad. Two missions were flown in the morning, and then the Group 'battered down the hatches', trying to avoid the strong winds and biting cold. Unit records noted: "Wind so strong that aircraft not tied down blew across field"!

A morning P-39 escort mission by the 309th FS/31st FG on 12 February was disrupted by another desert problem: sand. Major LaBreche wrote that Thelepte: "was subject to dust storms, known as Siroccos, which closed the airport and created maintenance difficulties." The sand got into everything, including living quarters and aircraft. The mission report for this day noted that some of the Spitfires and P-39s were "having mechanical difficulty, probably because of high winds and sand on the night of 11/12 February", and one 31st FG Spitfire pilot crash-landed on returning to base due to those two factors. The unit did not fly again during the day, and Merritt C. Wolfe noted in his diary: "Wind made flying almost impossible." Lt. Col. Dean later wrote about the problems caused by sand at Thelepte:

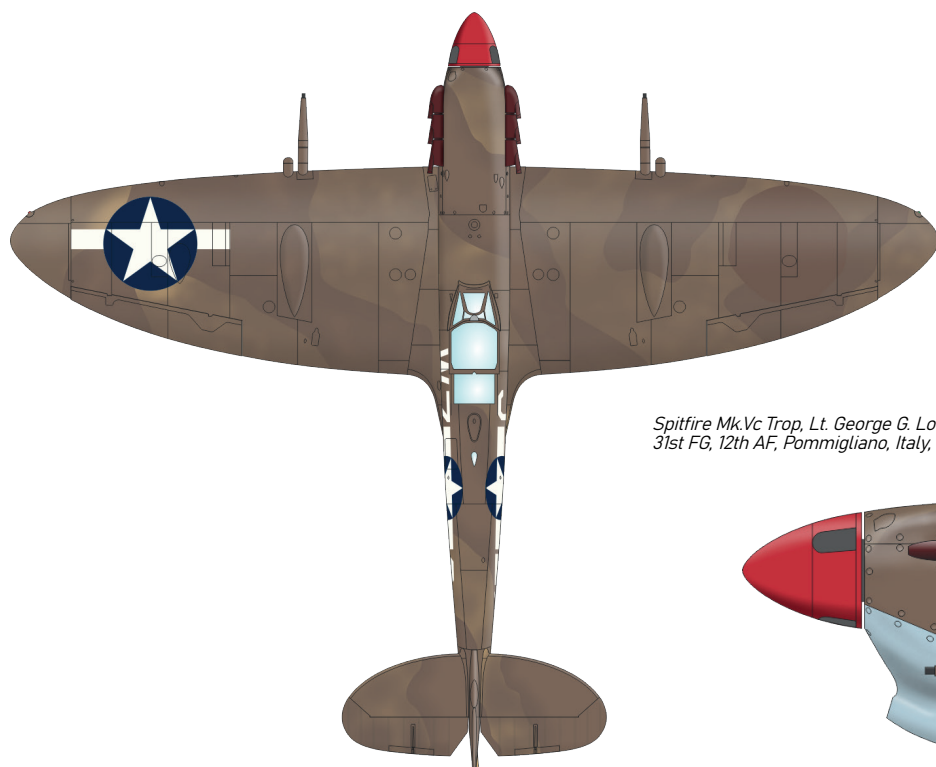
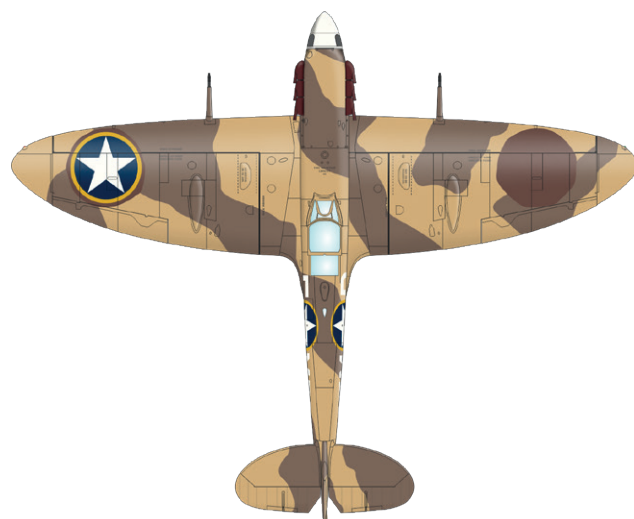
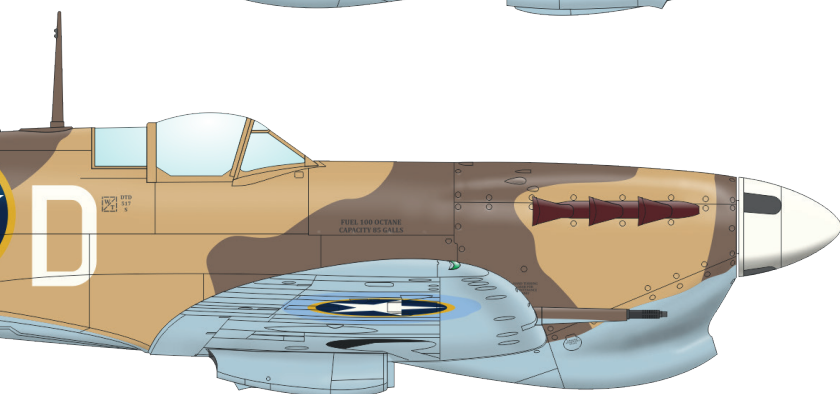
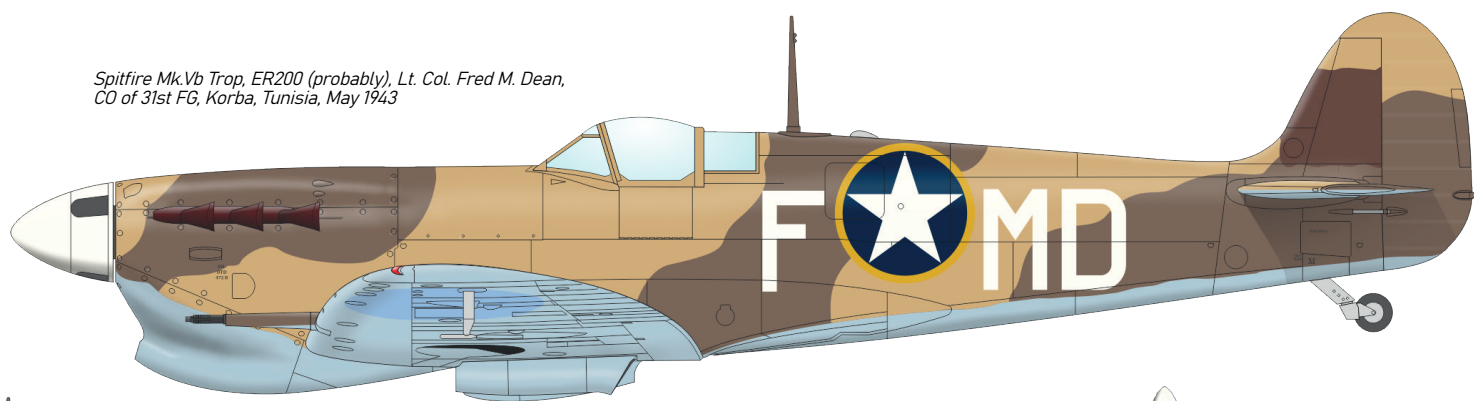
"Guns frequently clogged by sand. We now put canvas bags over tail end of cannon. Toilet paper and cellophane paper over muzzles and on machine-guns, we now use canvas over front and fire through it. This helps but does not solve problem. It just helps to keep guns from being ruined permanently! Guns get daily inspection."

Fortunately, the weather situation improved a little on 13 February, although no operations were possible in the morning, as mechanics checked all the Group's Spitfires for damage from the wind and sand. Lt. Col. Dean led off the first of two P-39 escort missions at 14:25,

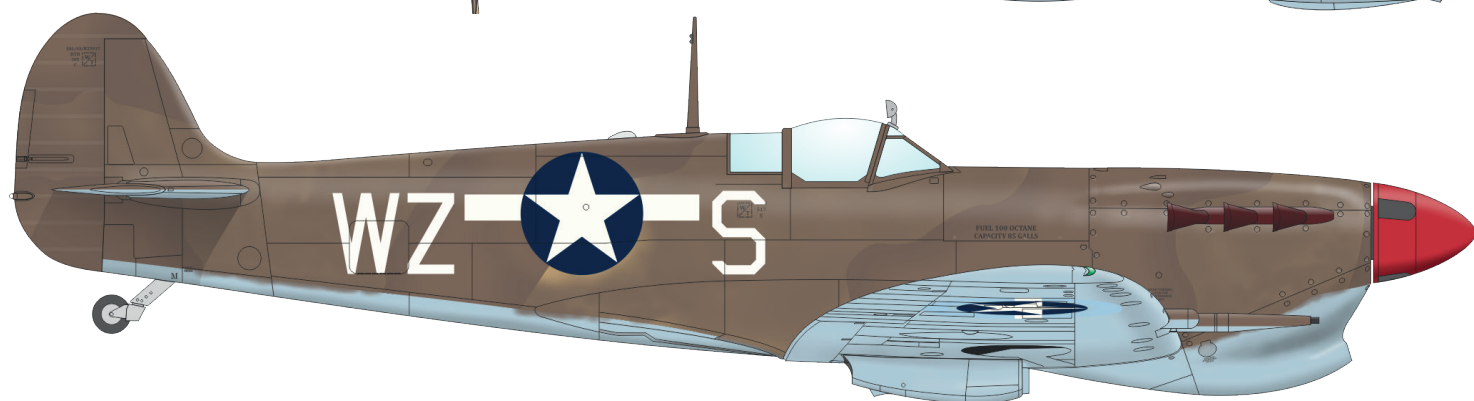
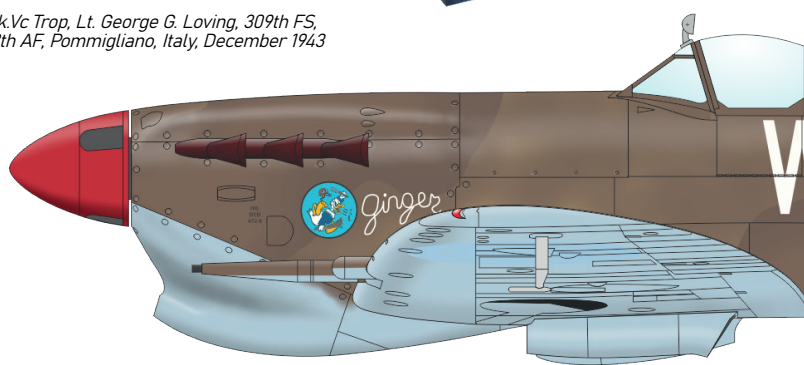


'Walt' Overend initially served with the Royal Air Force, before joining the 308th FS/31st FG. He was one of two pilots to make it back to Thelepte after the afternoon mission of 10 February 1943.

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



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



but it was uneventful. Two hours later, the 308th FS/31st FG flew an operation to Maknassy, led by temporary squadron CO Capt. Hill, but they lost the P-39s early on, so flew reconnaissance themselves before returning to base.

Conclusion

The pilots and ground personnel of the 31st FG were certainly in the thick of the action now, and were about to be embroiled in the famous Battle of Kasserine Pass, which began on 14 February 1943, when the Germans launched a very successful counterattack at Sidi Bou Zid, only 80 kilometres from Thelepte. That would provide more than enough of the combat so eagerly sought by the 31st FG pilots. During their first week flying operations from Thelepte, the Group learned a lot about flying, operating, and maintaining the Spitfire Mk. V. They were still a long way from being seasoned veterans, but the lessons of that week stood them in good stead for the immense challenges to come in the remainder of the Tunisian campaign, and the Second World War.



Lt. Derwood K. Smith of the 308th FS/31st FG was one of the fortunate pilots to land wheels down in the desert on the afternoon of 10 February 1943.



Capt. James A. Isbell, Jr., of the 309th FS/31st FG. He flew five missions between 8 and 11 February 1943.

Acknowledgments

Gerhard Ausborn, J.D. Collinsworth family, Bill Dickerson, Hugh D. Dow, James A. Isbell, Jr. family, Morten Jessen, Charles C. Kenworthy family, George J. LaBrecht family, Rolland G. Lamensdorf, Walter J. Overend family, Russell Richardson, Jean-Louis Roba, Bernard J. Roche family, Derwood K. Smith family, Thomas Stieglitz family, Adam Thompson, Rémi Tracannelli, Joe Vincent, Merritt C. Wolfe and family

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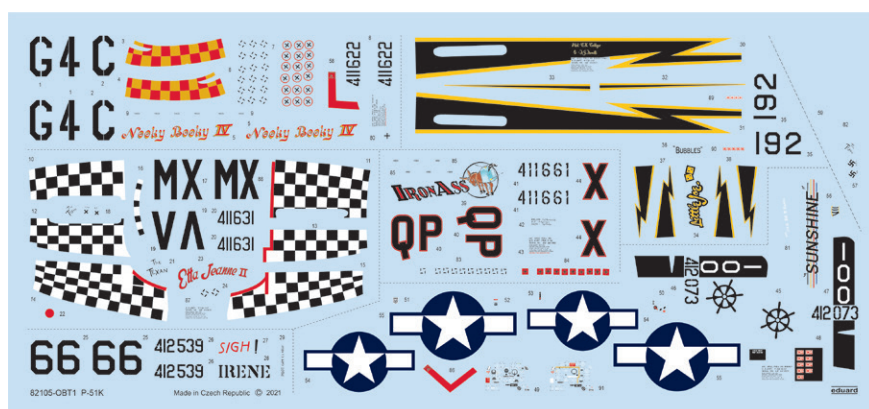
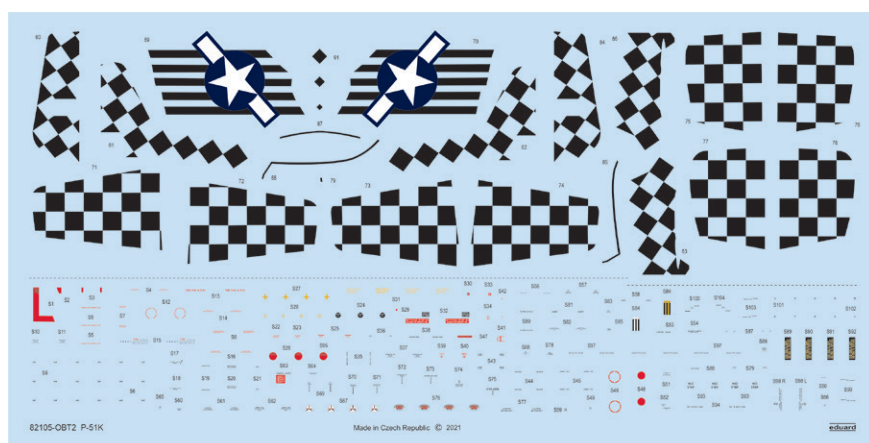
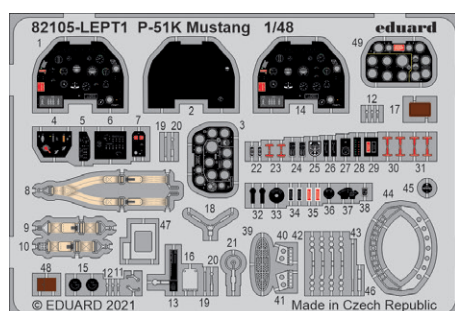
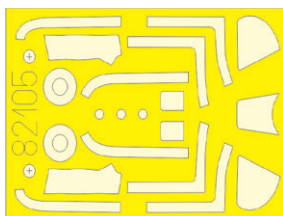
Spitfire Mk. VB EP969, 309th FS 31st FG.

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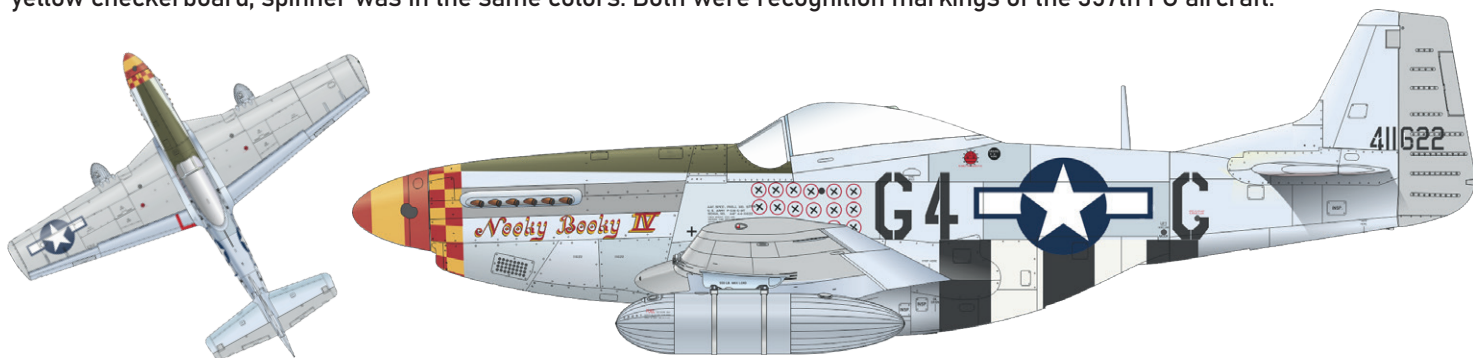
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- Photo-etched set
- Painting mask
- 6 marking options



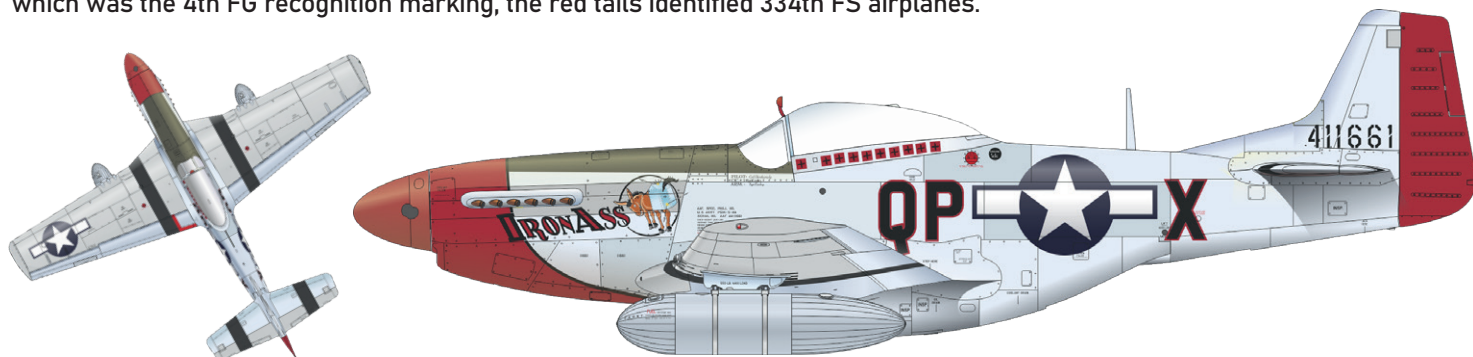
P-51K-5, 44-11622, Maj. Leonard Carson, 362nd FS, 357th FG, 8th AF, Leiston, United Kingdom, Autumn 1944

The second most successful fighter group of the USAAF 8th AF and the most successful group equipped with P-51D and K Mustangs was 357th FG. During the conflict the unit destroyed 609 German aircraft in the air and 109 on the ground losing 128 of its own. 35 fighter aces served with 357th FG, Major Leonard Kyle Carson being the most accomplished one credited with 18.5 kills. Since January 1944 he served with 362nd FS and as of April 8, 1945 he became its commander. Secret of 357th FG success was its tactical training center nicknamed „Clobber College“ (possibly referring to tedious and detail oriented shoe repairing job) where the seasoned veterans passed their combat experience on the novice pilots. 362nd FS received its first P-51D only couple of days before the invasion to Normandy. „Kit“ Carson named all his aircraft „Nooky Booky“. In this case it was the airplane nr. 4. In the fall 1944 his aircraft sported eighteen kill markings in the form of the black swastikas in the red circle painted on the port side of the fuselage. The fuselage rear part still carried the traces of the invasion stripes. The nose was decorated with red and yellow checkerboard, spinner was in the same colors. Both were recognition markings of the 357th FG aircraft.



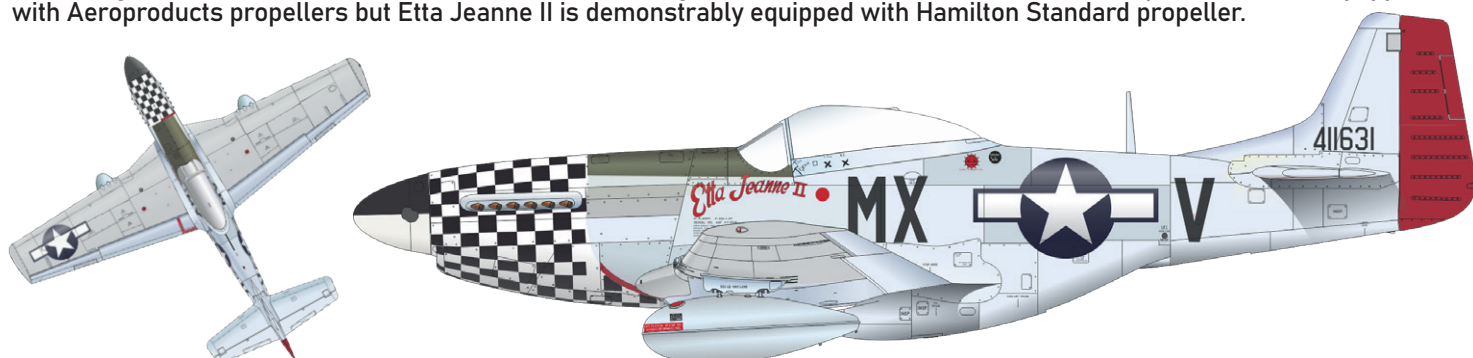
P-51K-5, 44-11661, Lt.Col. Jack J. Oberhansly, 334th FS, 4th FG, 8th AF, Debden, United Kingdom, February 1945

Jack Junior Oberhansly was born on January 21, 1919 in the little town of Payson in Utah. He received his „wings“ on December 21, 1941 and after further training he was posted to 48th PS. In May 1942 he was ordered to 82nd FS which was under the 78th FG command and with this unit, in November 1942 he was deployed to the Great Britain. In April the unit converted from P-38 to Thunderbolts with which it escorted 8th AF bombers on their missions over the occupied Europe. On August 7, 1943 Jack Oberhansly assumed the command of the 82nd FS and held this post until May 1944. From August 28 till December 3, 1944 he served as deputy commander of the whole 78th FG. On December 4, 1944 he was posted to 4th FG where he served as a deputy commander until February 26, 1945. After the end of hostilities he continued his career in the Air Force. From 1946 till August 1948 he commanded the 191st FS of the Utah ANG. During the WWII he was credited with six kills, all while flying with 78th FG. Jack J. Oberhansly passed away on September 6, 1982 in San Clemente, California. Oberhansly's aircraft sported the nose painted in red which was the 4th FG recognition marking, the red tails identified 334th FS airplanes.



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

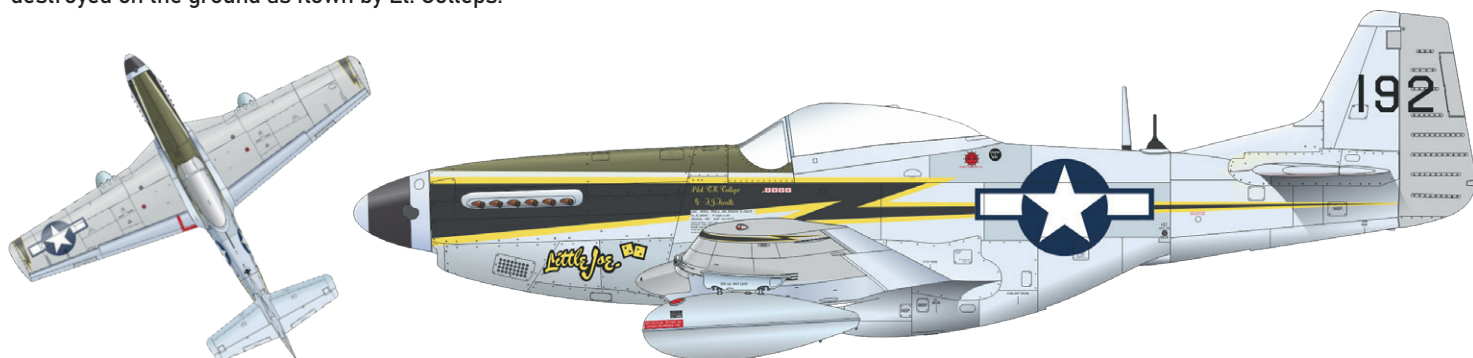
Native of Abilene, Texas, Huie Lamb, flew with 82nd FS since August 1944, first on Thunderbolts and then, after the unit's re-equipment in December 1944, on the Mustangs. Huie Lamb's first combat mission on P-51 on December 29, 1944 ended up with the involuntary „swimm“ in the Channel's waves as a result of the radiator malfunction. He was rescued by the British Walrus whose crew had been alerted by Lamb's wingman John C. Childs. At the end of the war Lamb's score stood at 2.5 enemy aircraft shot down and three more destroyed on the ground. One of his aerial kills was Me 262 jet shot down on October 15, 1944. On March 19, 1945 he was credited with ½ kill of the Arado Ar 234 jet. Mustangs flown by Huie Lamb were named Etta Jeanne after his younger sister. The nose of his Etta Jeanne II (previous one ended up in the ocean) was decorated with 78th FG recognition markings consisting of black and white checkerboard. P-51K Mustangs manufactured in Dallas, Texas left the production line equipped with Aeroproducts propellers but Etta Jeanne II is demonstrably equipped with Hamilton Standard propeller.



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

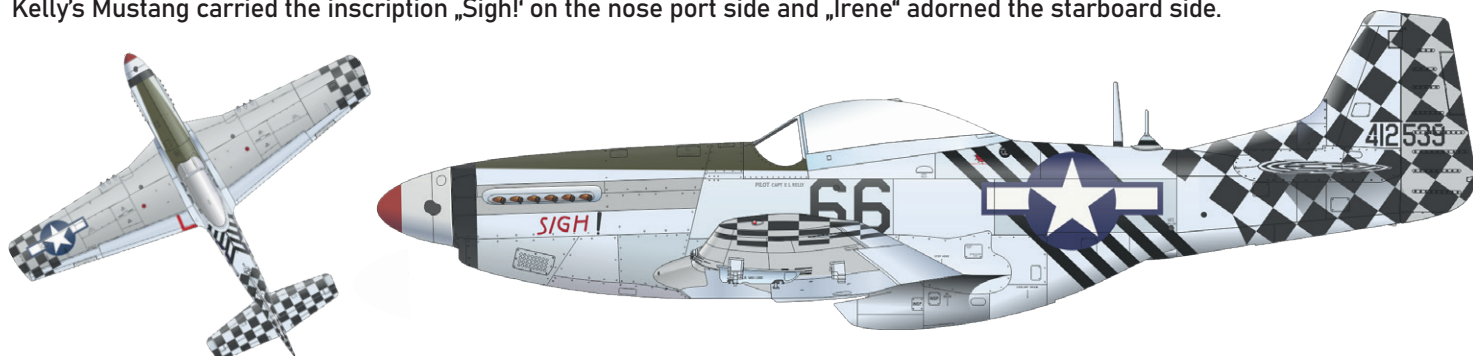
118th TRS history dates back to August 31, 1917 when the 118th Aero Squadron commenced its operations in France. In 1923 the unit was redesignated as 118th Observation Squadron operating within the Connecticut National Guards. After the Japanese attack on Pearl Harbor it was assigned a mission of anti-submarine patrols at the Atlantic coast. In August 1942 the unit was withdrawn from this assignment and ordered to prepare for the overseas deployment. In October 1943, already established as the 118th Tactical Reconnaissance Squadron it was attached to the 23rd Fighter Group flying within 14th AF in the CBI theatre of operations (China-Burma-India). Flying P-40s its mission was initially to defend the airports in India out of which B-29s operated. In May 1944 another transfer followed, this time to China. There the unit flew the fighter and fighter-bomber sorties, the reconnaissance missions were rather rare. The unit performed these type of missions until the end of hostilities. After the return to the USA the unit was again integrated into the Connecticut Air National Guards. It is still active currently flying C-130H Hercules under the designation of 118th Airlift Squadron.

118th TRS Mustangs recognition marking were black, yellow trimmed lightnings on the fuselage sides and smaller ones on the wingtips. The aircraft named Little Joe, carrying 192 numeral on the tail sports 5 Japanese flags painted under the windshield indicating five enemy aircraft destroyed on the ground as flown by Lt. Colleps.

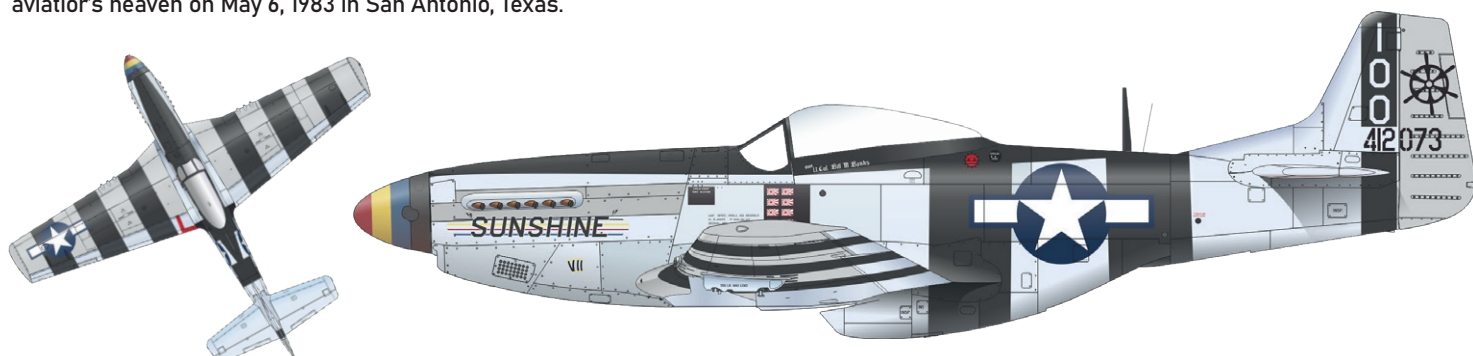
**P-51K-10, 44-12539, Lt. Everett Kelly, 6th FS, 1st Air Commando Group, 10th AF, Asansol, India, summer 1945**

Everett Kelly took part in the air combat over Burma on October 14, 1944 within 1st Air Commando Group part of which was the 6th Fighter Group flying P-47D Thunderbolts. During his return from his first mission, the attack at the Mingaladon airport, he shot down a Japanese Ki-43. He failed to score afterwards. His unit was primarily focused on attacking the ground targets. 6th FS commenced its conversion to P-51D/K in the second half of May 1945 at Kalaikunda airport where it gave up their beloved but war-weary Thunderbolts. The unit did not see combat until the end of WWII and after its return to the USA on November 3, 1945 it was disbanded.

Same as the 51st FS custom already fighting in CBI, 6th FS decorated its aircraft with the checkerboard on the tail surfaces. Kelly's Mustang carried the inscription „Sigh!“ on the nose port side and „Irene“ adorned the starboard side.

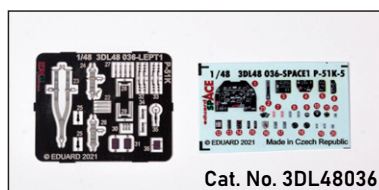
**P-51K-10, 44-12073, Lt.Col. William M. Banks, CO of 348th FG, 5th AF, Ie Shima, July 1945**

William McGowan Banks was born on September 1, 1915 in Raleigh, West Virginia. He enlisted in the Army Air Corps on March 15, 1941. After finishing the training he was posted to 62nd PS flying P-40s. In June he was attached to 90th FS, 80th FG. In October 1942 he was dispatched to New Guinea to join the 348th FG equipped with P-47s. In November 1942 he was given command of the 342nd FS. He also led this unit from November 1943 until May 1944. During the fighting in the area between October 1943 and February 1944 he shot down six Japanese aircraft. In December while attached to the 348th FG he participated in the liberation of Philippines where he scored three more kills flying P-47. On February 1945 the unit converted to Mustangs D and K. On June 8, 1945 he assumed the command of 348th FG. At that time the unit sortied out of the Ie Shima island for the raids on Japan. During a sweep flown on August 9, 1945 into the Fukuoka prefecture area Banks, leading the flight of four aircraft, eye witnessed the explosion of the atomic bomb dropped on the city of Nagasaki. With his flight he even circled the mushroom cloud billowed after the explosion. After the WWII Lt.Col. Banks continued his career in the USAAF. He retired in June 1963. He departed for aviator's heaven on May 6, 1983 in San Antonio, Texas.



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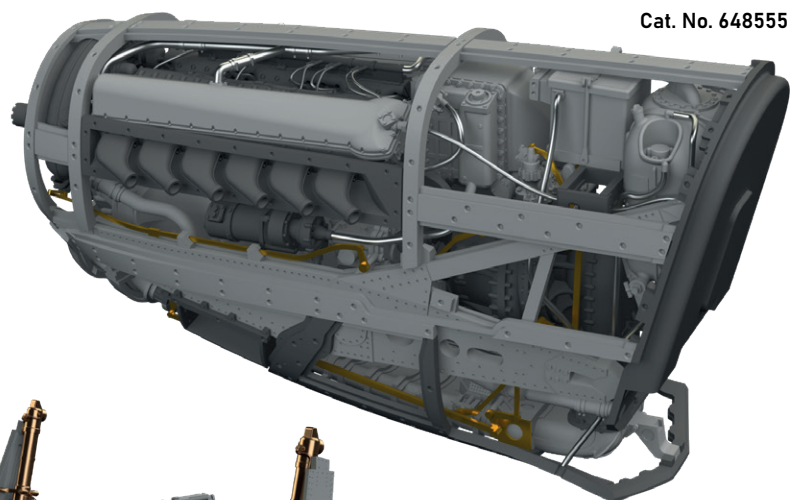
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648485	P-51D exhaust stacks (Brassin)
648486	P-51D exhaust stacks w/ fairing (Brassin)
648494	P-51D wheels diamond tread (Brassin)
648495	P-51D undercarriage legs BRONZE (Brassin)
648503	P-51D wheels oval tread (Brassin)
648504	P-51D wheels cross tread (Brassin)
648505	P-51D wheels block tread (Brassin)
648511	P-51D wheels diamond tread 2 (Brassin)
648512	P-51D wheels rhomboid tread (Brassin)
648513	P-51D wheels pointed cross tread (Brassin)
648514	P-51D wheels grooved (Brassin)
648517	P-51D gun bays (Brassin)
648555	P-51D engine (Brassin)
648570	P-51D gun sights (Brassin)
648571	P-51D 75gal drop tanks (Brassin)
648572	P-51D 108gal drop tanks (Brassin)
3DL48036	P-51K-5 SPACE (3D Decal set)
3DL48037	P-51K-10 SPACE (3D Decal set)
D48033	P-51D national insignia (Decal set)
D48034	P-51D stencils (Decal set)



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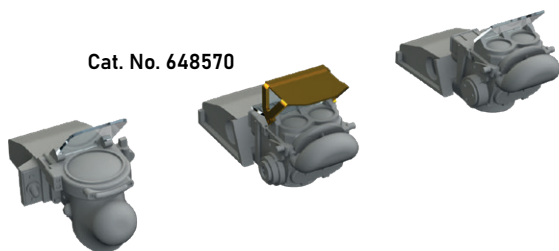


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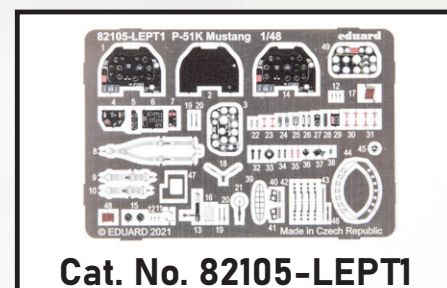
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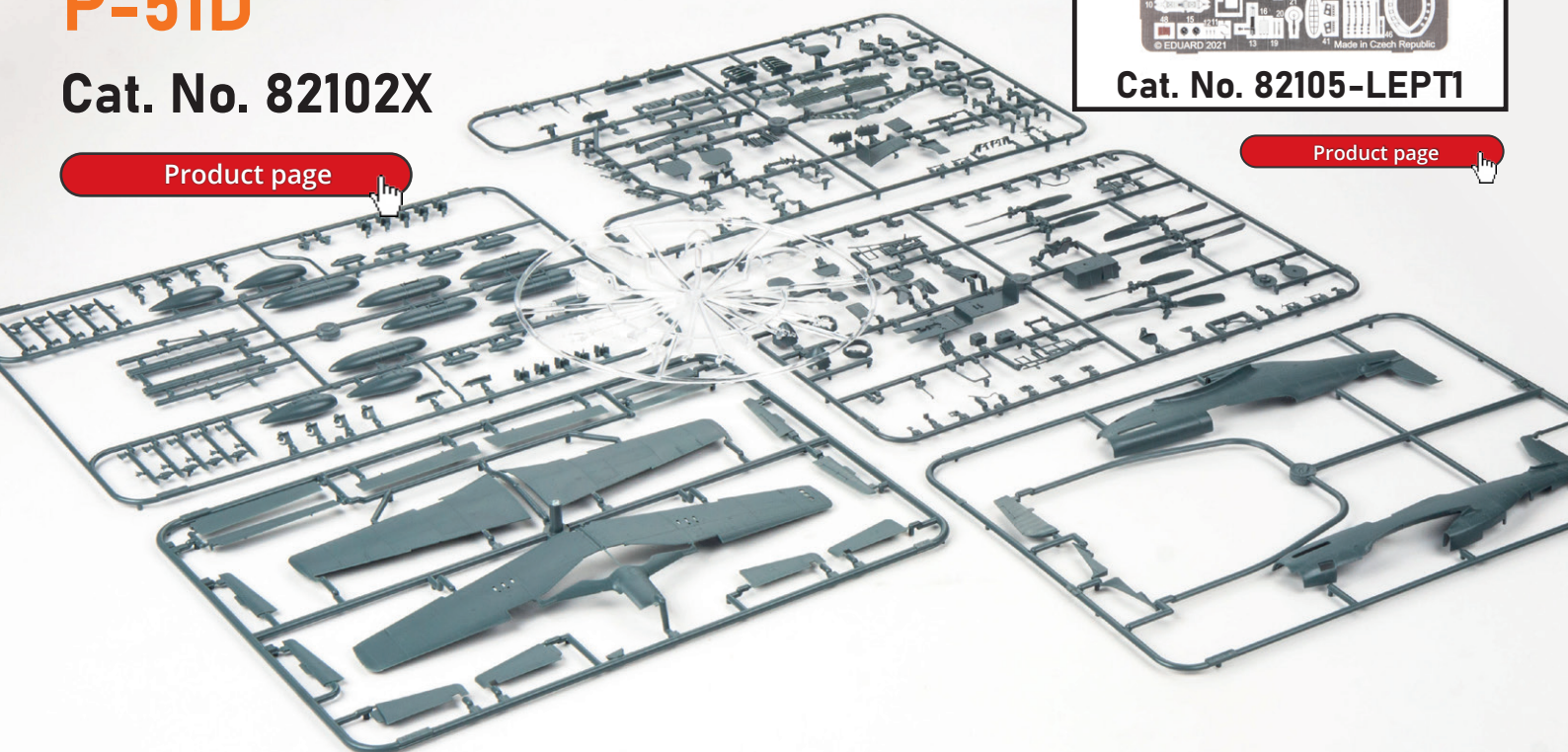
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P-51D

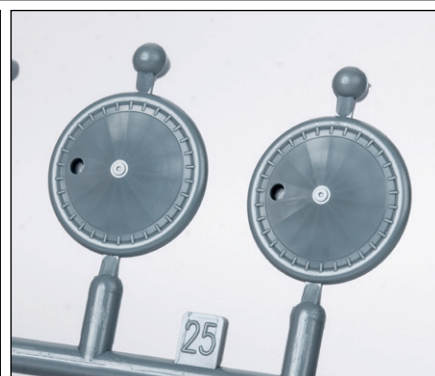
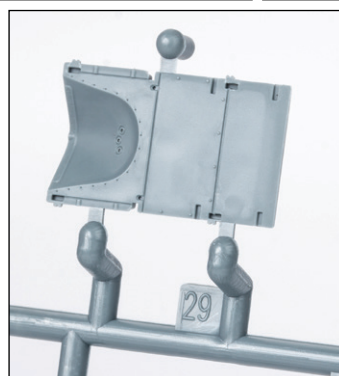
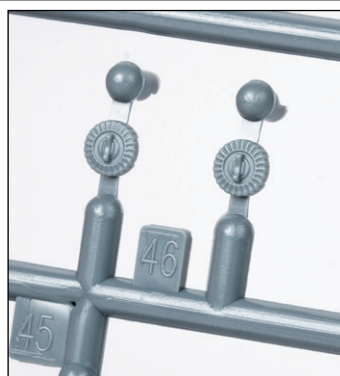
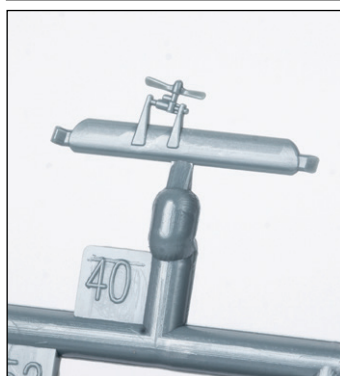
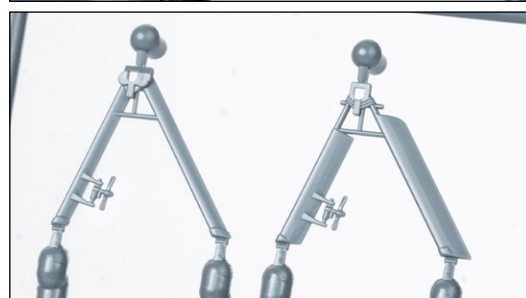
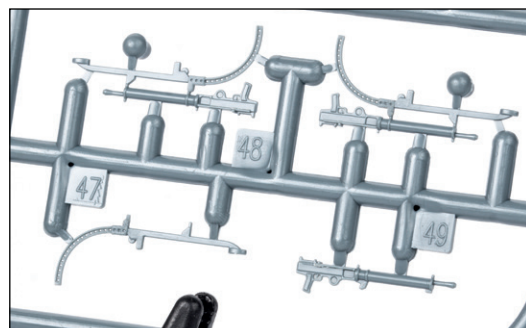
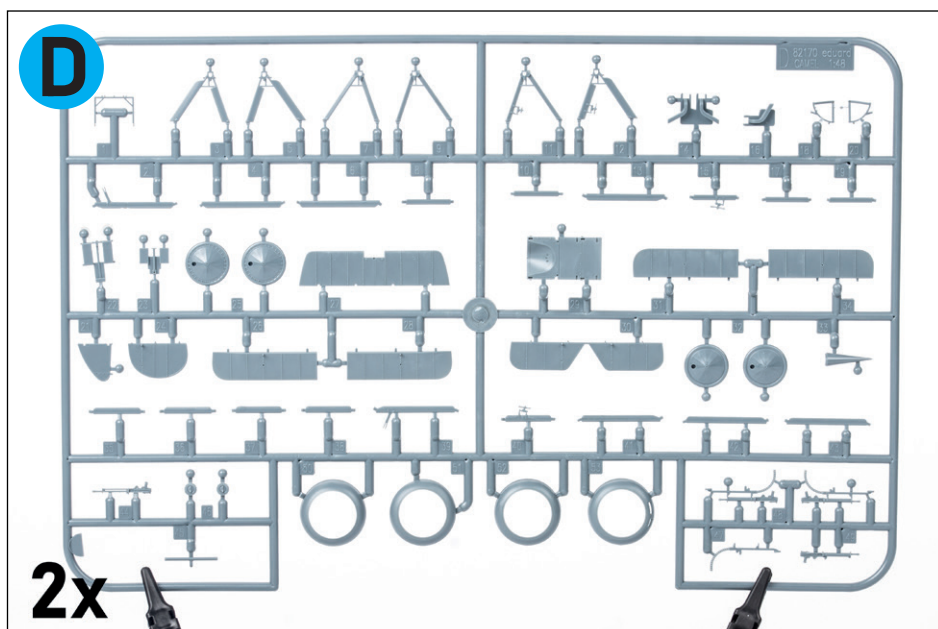
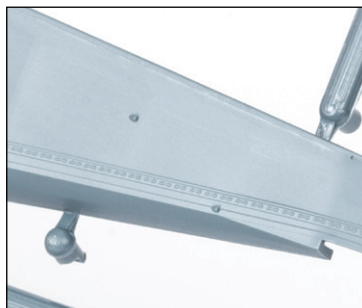
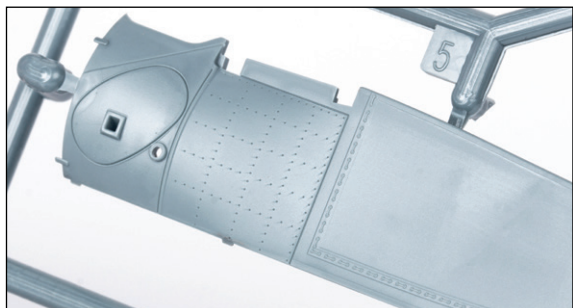
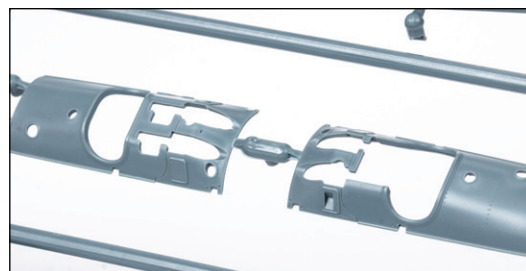
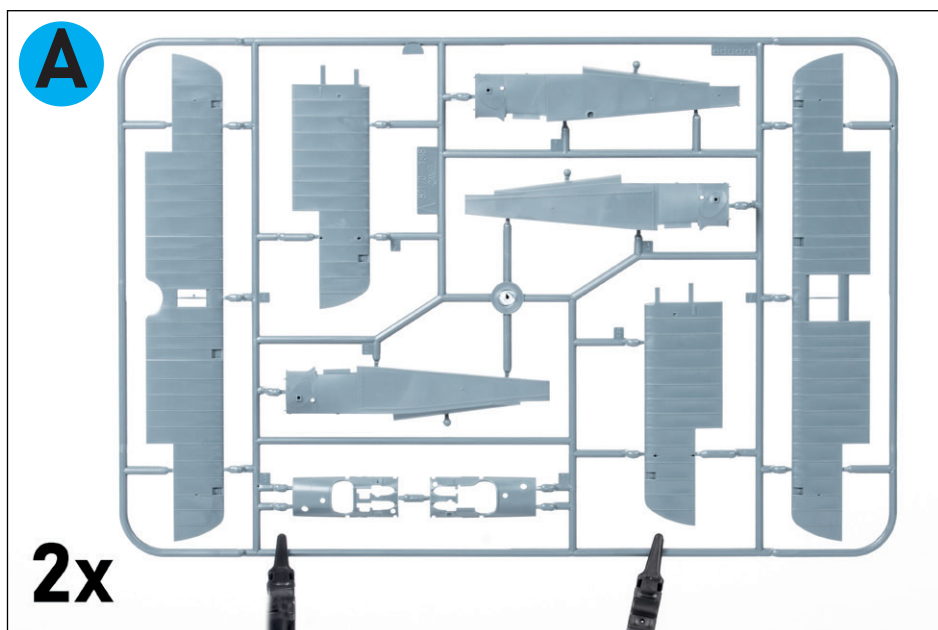
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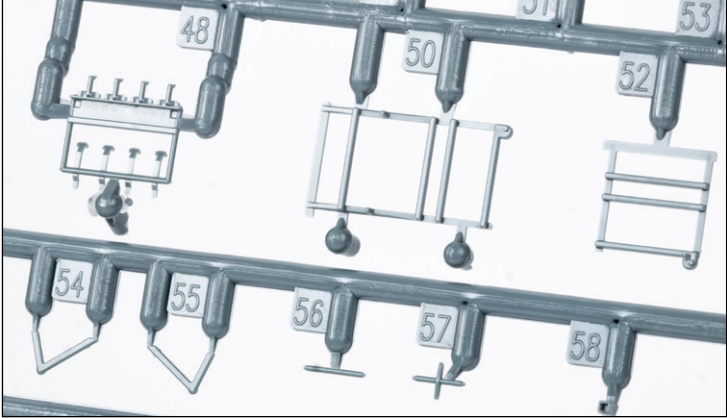
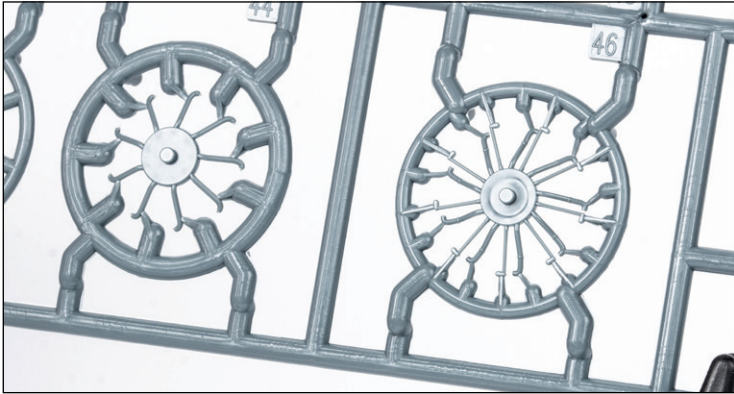
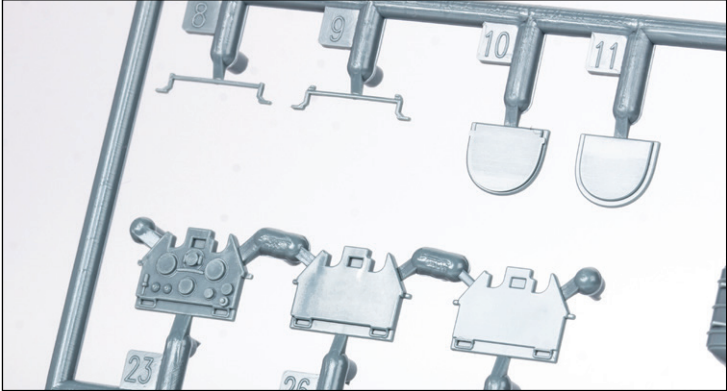
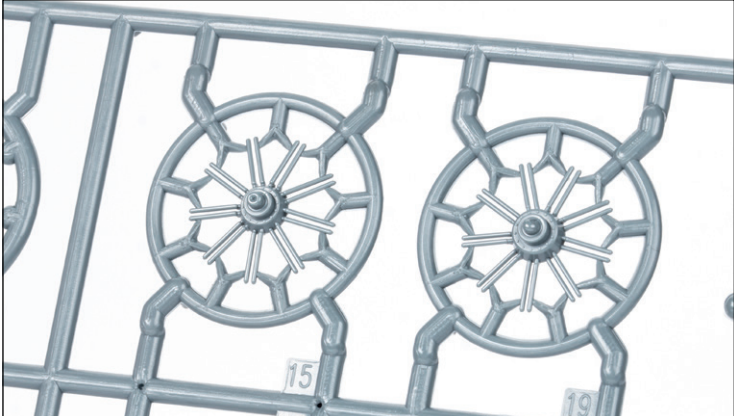
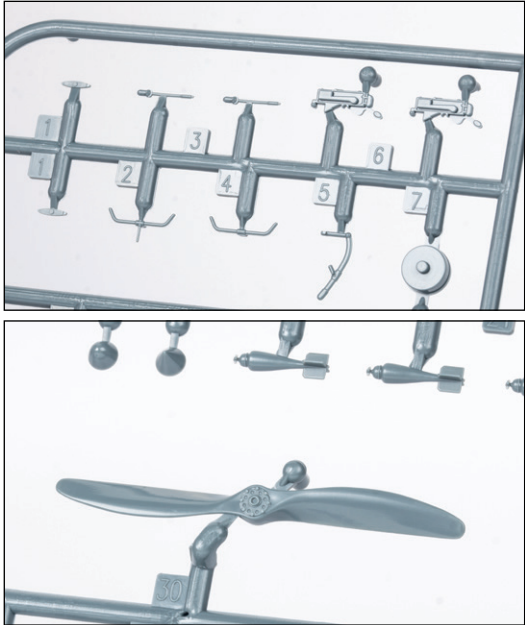
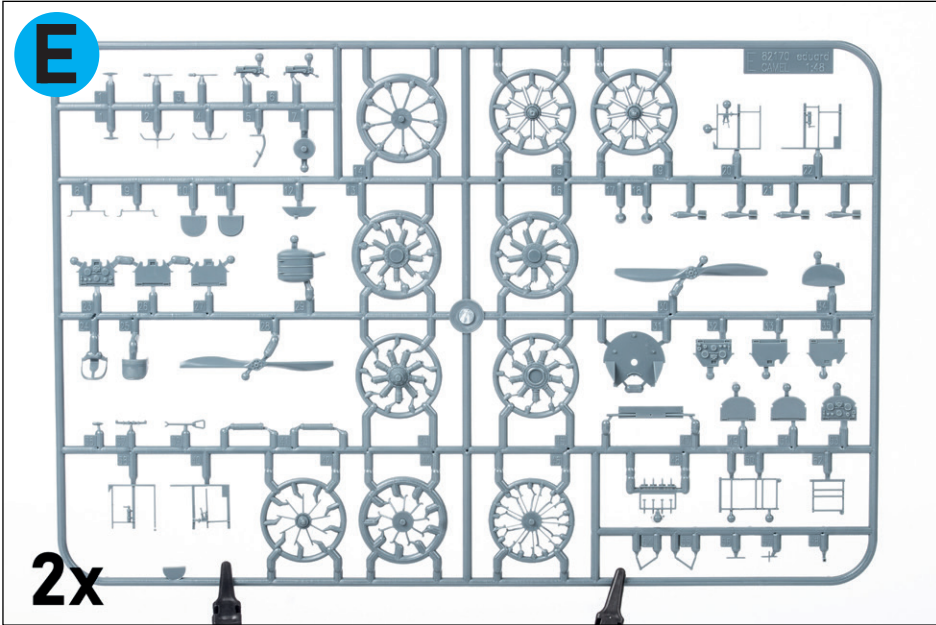
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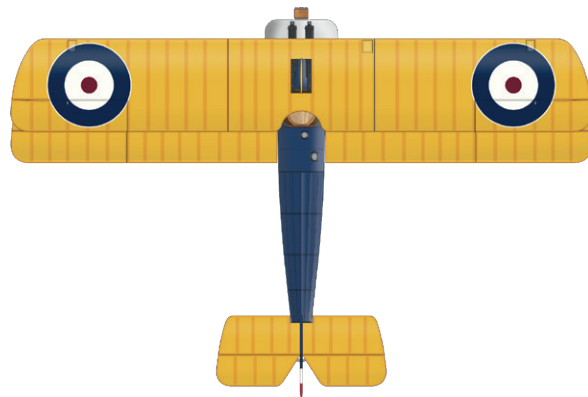
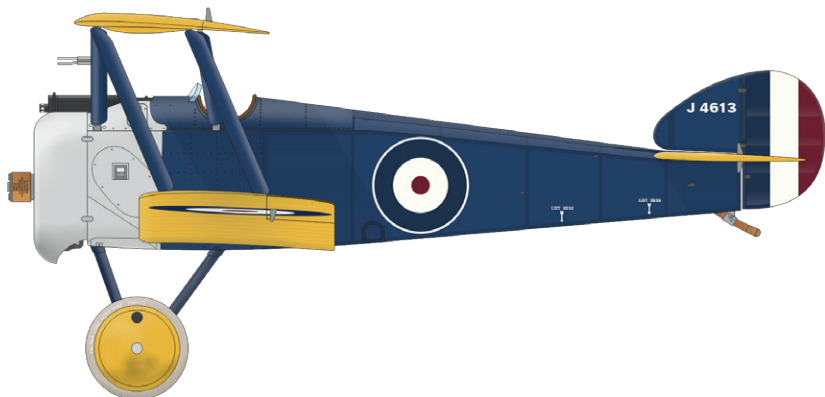






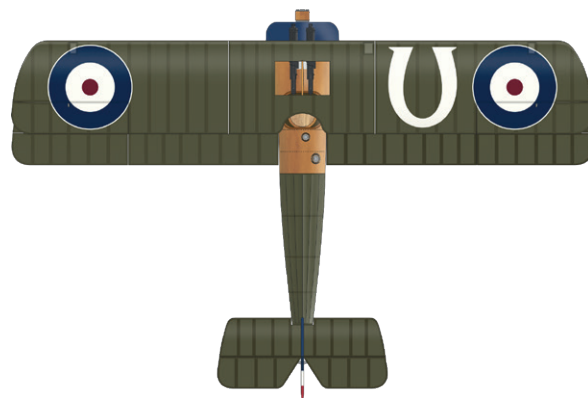
J4613, Capt. James Bigglesworth, No. 266 Sqn RFC, March 1917

The author of the Biggles books, W. E. Johns, illustrated his first books himself and, like illustrator Howard Leigh, sometimes depicted British aircraft from the Great War (and not only in the Biggles stories) with blue fuselage and yellow wings. The reason for this may have been that they both were finding the colors of British aircraft too dull, and so were seeking inspiration in the color scheme of the US Army Air Force of the time. In the Biggles books, this paint scheme of the Camel has appeared in several modifications, and we have selected the one that accompanied the book "Biggles of the Camel Squadron", published in 1935 by John Hamilton, Ltd, with, if nothing else, illustrations by Howard Leigh. As with virtually all representations of fictional Camels of a fictional pilot, the serial number is also fictional. There was no J series in the case of the Sopwith Camel production.



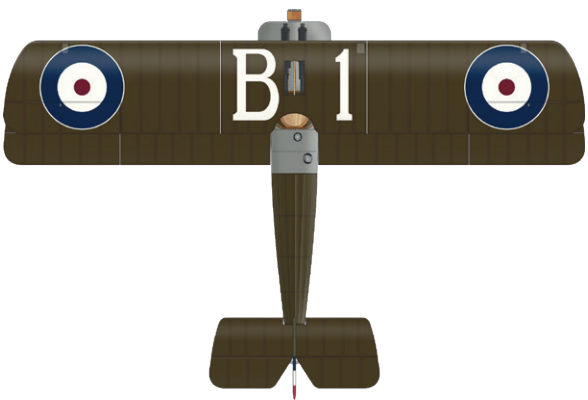
J1936, Capt. James Bigglesworth, No. 266 Sqn RAF, summer 1918

This is a form of the "late" Biggles Camel as described in the short stories "The Fledglings" and "Biggles on the Spot". In both cases we read about letters drawn on the Camel's nose, similar to the practice seen on SE.5a fighters or DH.4s of the No. 55 Squadron IAF. Another clue is that the German pilots identified Biggles' Camel by its blue engine cowling and declared him as a most prominent enemy. The entire squadron painted the nose of their machines blue subsequently. In the latter story, there is also mention of the Bentley engine in Biggles' Camel. The serial number is again fictitious, the individual markings and the squadron markings are white, but the individual lettering on the nose is blue. The color of the upper surfaces is, let's say, PC10.



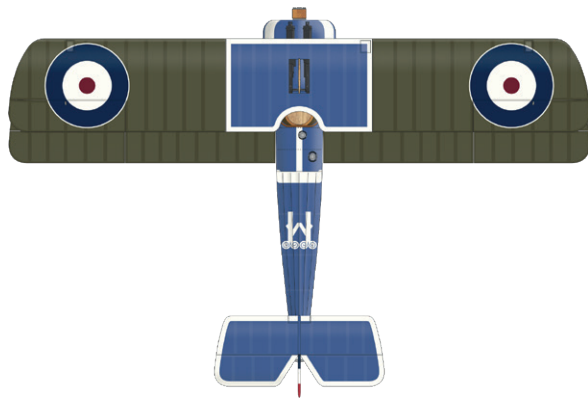
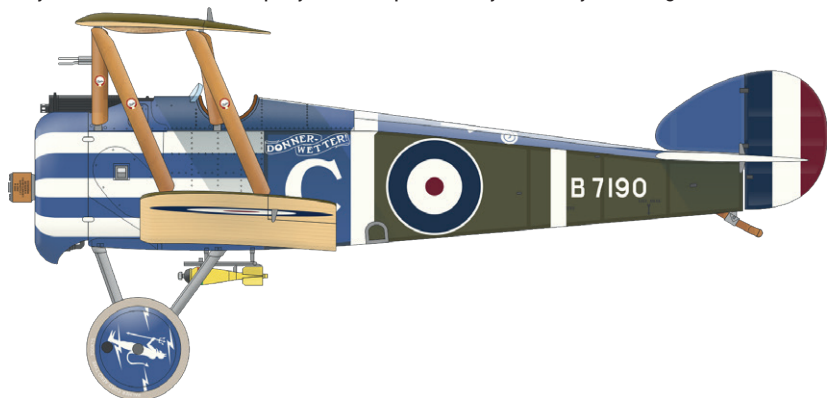
B3889, Capt. Clive F. Collett, B Flight, No. 70 Sqn RFC, Poperinge, France, August 1917

Clive Franklyn Collett was a New Zealand fighter ace with 11 victories. He joined the RFC in the first year of the war, while he underwent pilot training at a private flying school. In January 1915 he obtained his Royal Aero Club license No. 1057 and joined No. 11 Squadron RFC in May 1915. Two months later he was transferred to No. 8 Sqn, then to No. 32 Sqn and in March 1916 to No. 18 Sqn, where he began combat operations with Vickers FB.5. After an injury he returned to Great Britain. On July 24, 1917, he joined No. 70 Sqn, which was the first Squadron to be equipped with Camels. Three days later he achieved his first victory by shooting down an Albatros D.V. He added six kills during August and four more in September. After recuperation from the wound (gunshot of the arm) Collett was posted to No. 73 Sqn. There, on December 23 he took off for a test flight with a captured Albatros, crashed into the sea and was killed. His Camel from the successful period with No. 70 Sqn bore the standard livery with probably PC12 paint on the upper surfaces. The metal and wooden parts of the front fuselage were probably painted in the 'Battle Grey' color. The machine was built by the Sopwith factory and powered by a Clerget engine.



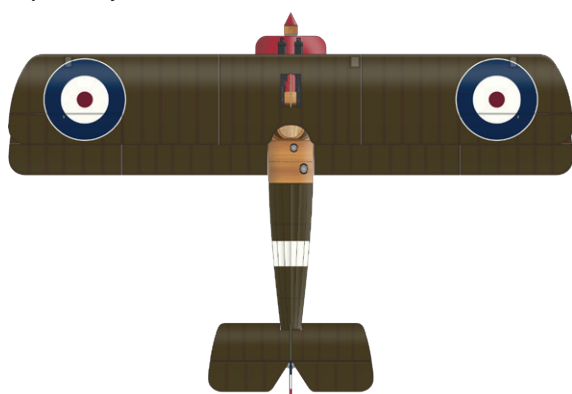
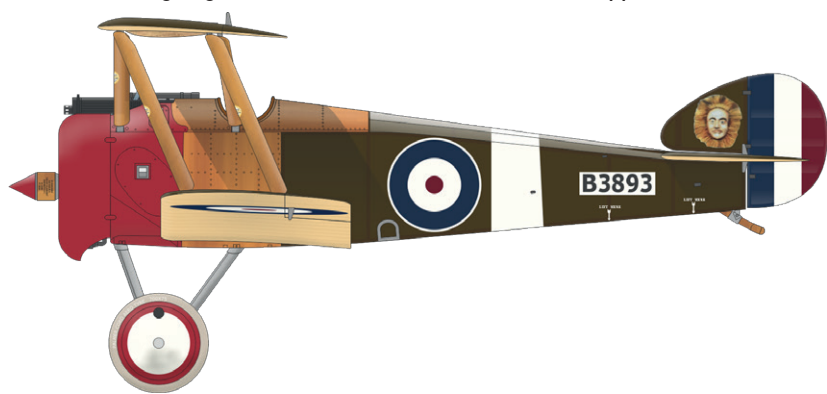
B7190, Capt. Walter G. R. Hinchliffe, C Flight, No. 10(N) Sqn RNAS, Tétégghem, France, March 1918

"Hinch", as Walter Hinchliffe was called, scored six kills during World War I, all when at controls of a Camel. He shot down his second and third victims on the one of serial number B7190. Hinchliffe served with the artillery at the start of the Great War, only joining the ranks of the RNAS (Royal Navy Air Service) in 1916. He completed his pilot training and served as an instructor at the RNAS base at Cranwell afterwards. There he clocked an incredible 1,250 flight hours in thirteen months. It was not until January 1918 that he joined No. 10 Sqn RNAS. He scored his first kill on February 3 when he shot down an Albatros D.V., his last one occurred on May 19. On June 3 he suffered serious head and facial injuries after a crash and lost his left eye. After the War he flew as an airline pilot. In 1928 he attempted to fly across the Atlantic. He took off from Cranwell Airport on March 13 with co-pilot Elsie Mackay. They have not been seen since... "Hinch's" Camel bore a striking livery with blue and white stripes on the nose and a blue fuselage spine. There was a drawing of a devil on the wheel discs, the German word DONNERWETTER behind the cockpit, possibly on both sides, and a symbol, which was, according to the only known photo of this part of the aircraft, probably stylized combination of the letters W and H on the ridge of the aft fuselage. Upper and sides were probably in PC10 color. Camel B7190 was built by the Clayton & Shuttleworth company and was powered by a Bentley B.R.1 engine.



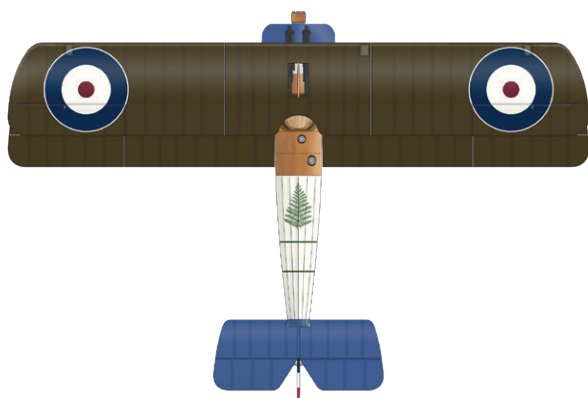
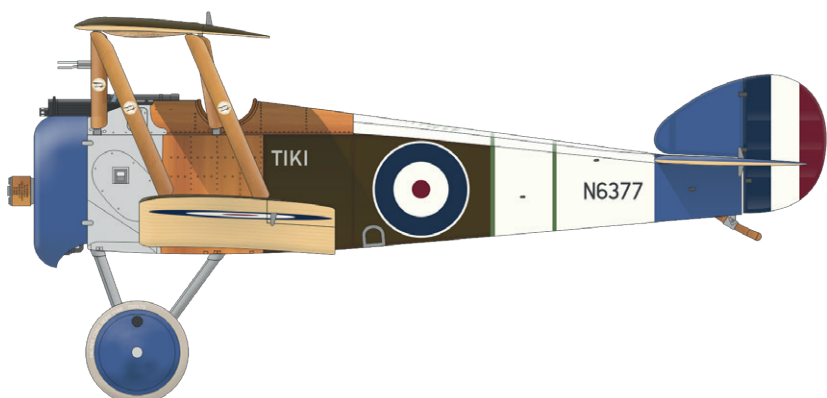
B3893, Capt. Arthur R. Brown, No. 9(N) Sqn RNAS, Leffrinckoucke, France, September 1917

Canadian Arthur R. Brown became one of the most famous fighters of the Entente Powers, although he achieved "only" ten kills. The reason is his victory over Manfred von Richthofen. Brown achieved three kills flying this Camel during September and October 1917 (3rd to 5th kills). Brown became an RNAS pilot on November 24, 1915, but on May 2, 1916, he suffered a back injury in a crash and spent three months recovering. Further health issues prevented him from combat until April 1917, when he was assigned to No. 9(N) Sqn RNAS and changed No. 11 and No. 4 subsequently. When back at No. 11 Sqn, he achieved his first kill on July 17. In September he returned to No. 9 Sqn. By the end of October, he scored five times and, after rest, returned to the unit in February 1918, adding three more victories before spotting a red "Dreidecker" attacking Camel of Lt. May on April 21. He shot the enemy down. As it turned out his victim was the famous "Red Baron". Brown later served as an instructor. On July 15 he fainted during flight, crashed, and suffered serious head injuries. It took five years for him to make a full recovery. Brown died of a heart attack on March 9, 1944. His Camel B3893 was a Sopwith production and had the face of comedian George Robey from the musical "Zig Zag!" drawn on the horizontal stabilizer. Upper and side surfaces were probably in PC12.



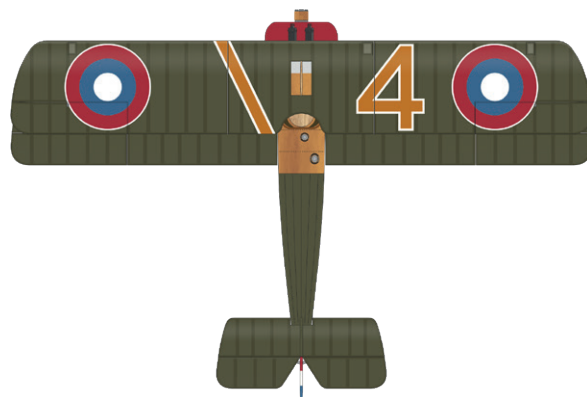
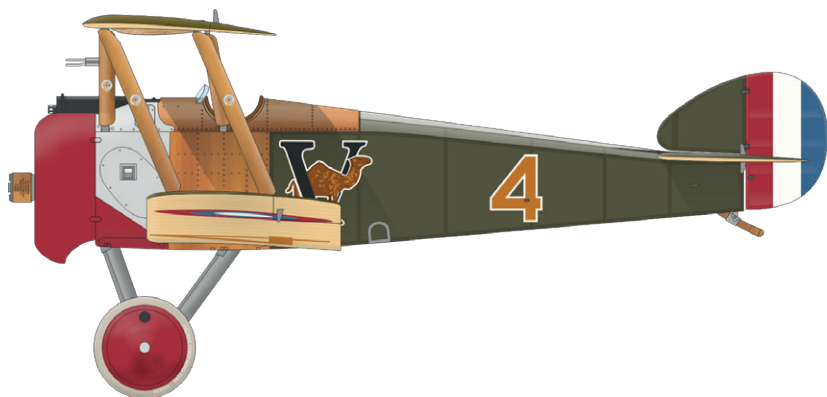
N6377, Capt. Harold F. Beamish, No. 3(N) Sqn RNAS, Furnes, Belgium, September 1917

New Zealander H. F. Beamish, nicknamed "Kiwi", scored eleven kills in World War I, five of them in cooperation. He joined the RNAS in June 1916 and served with No. 3 Sqn and No. 203 Sqn RAF (when the unit was renamed after a reorganization on April 1) from January 9, 1917, until August 17, 1918. He scored his first kill on April 23, 1917 (Albatros D.III) flying a Sopwith Pup and scored four more ones with this Camel. In the autumn of 1918, he went home on leave to New Zealand and there too the end of the War found him. After the War he farmed, living to the age of 90 years. He died on October 26, 1986. This Camel N6377 was a Sopwith production, powered by a Bentley engine. It bore a drawing of a green tree on its white back, the main color was probably PC12. The aircraft was later shot down on March 6, 1918, but its pilot, S/Cdr R. S. Dallas, was unhurt and the aircraft was also repaired. It was finally lost on April 22, 1918, when 2/Lt W. H. Easty was shot down with it and killed.



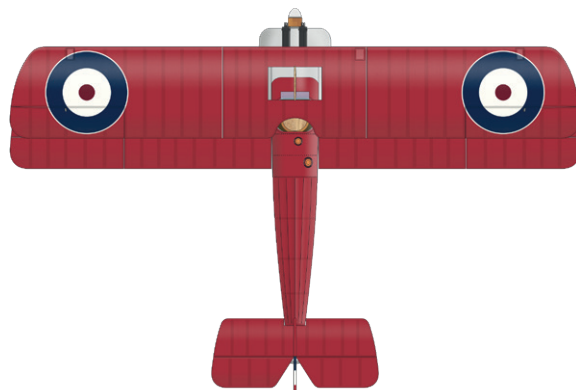
Capt. Henry R. Clay Jr, 41st Aero Squadron USAAS, Colombey-les-Belles, France, October 1918

Henry Robinson Clay was an American ace with eight victories, and a member of the first contingent of American pilots sent to gain experience in RFC service. He was assigned to No. 43 Sqn and claimed his first victory in its ranks, but it remained unconfirmed. He was then transferred to the 148th Aero Squadron and in the period from August 16 to September 27, 1918, achieved all of his eight victories, this time confirmed. On six occasions his victim was a dangerous opponent, a Fokker D.VII. At the very end of the war, Clay was appointed commander of the 41st Aero Squadron, where he flew this Camel of unknown serial number. The unit's emblem was a camel passing through a letter V. Upper and side surfaces were PC10. Before he could lead his unit into combat for the first time, the war was over. But Clay never returned home to the United States. He died in Coblenz, Germany, on February 17, 1919, during the third wave of the Spanish flu.



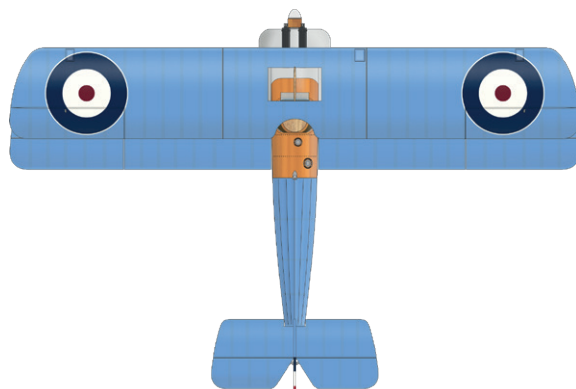
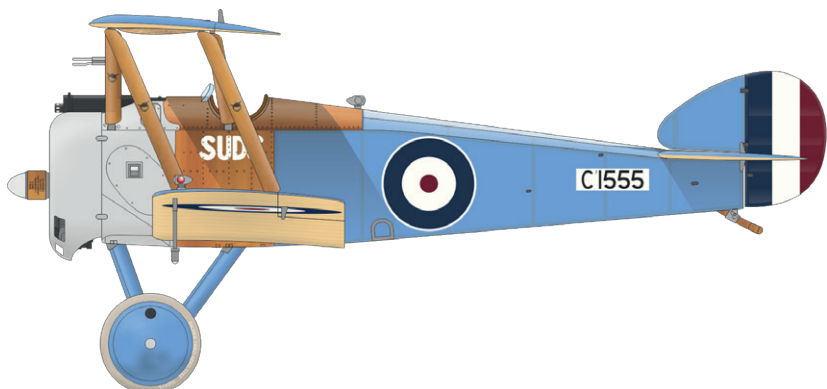
C6713, Capt. D'Urban Victor Armstrong, No. 151 Sqn RAF, Crécy-Estrées, France, April 1918

Captain Armstrong got his unusual first name after his hometown, Durban, South Africa. He joined the RFC ranks in 1915 and a year later was assigned to No. 60 Sqn. In its ranks he achieved his first victory on November 9, 1916. He was then sent back to the UK and served with units assigned to the home defence. Firstly during 1917 in the ranks of No. 44(HD) Sqn, then he became a flight commander with No. 78(HD) Sqn. Shortly afterwards he returned to the front to No. 151 Sqn, which became the first RAF night fighter unit in France. In its ranks he scored four kills, three of them at night (the first one occurred at 20:35 on June 29, so still in daylight conditions). Armstrong became a renowned acrobat, and liked to perform his Camel at low altitudes, which later proved fatal to him. Just two days after the end of the war, on November 13, 1918, he performed low-altitude aerobatics near Bouvincourt, crashed and died. His red Camel C6713 sported the name Doris and flew in this form before being sent to the front and adapted for night missions by overpainting white fields in the wing cockades and deletion of the fuselage cockades. Also, the lights were added. The C6713 was produced by British Caudron company and powered by a LeRhône 9J engine.



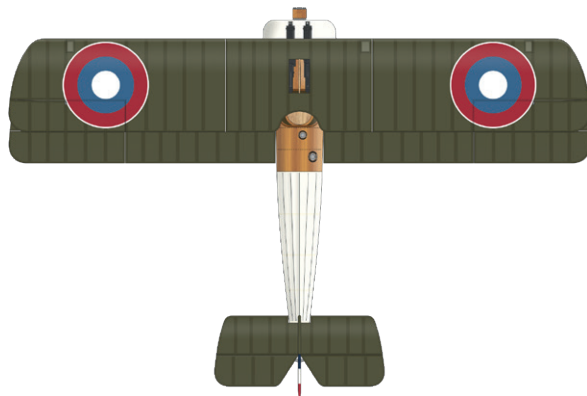
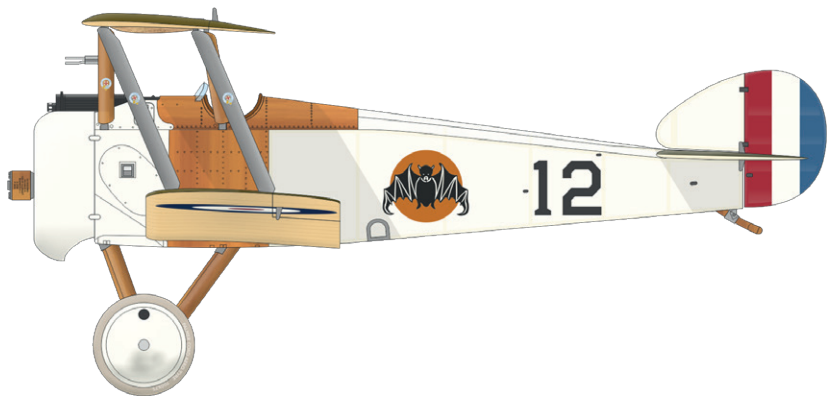
C1555, Capt. Francis L. Luxmoore, No. 78(HD) Sqn RFC, Hornchurch, Great Britain, January 1918

A pilot with three kills to his credit, Francis L. Luxmoore was an aviation enthusiast and wanted to join the RFC as soon as possible after its formation. He did succeed in 1916, and from August that year served in the ranks of No. 46 Sqn. He had to wait until June 4, 1917 for his first victory, when, after separating from the rest of the patrol, he was attacked by a trio of Albatroses and shot down one of them in the ensuing battle. After being sent back to the Great Britain, he served with No. 78(HD) Sqn, flying this Camel equipped with lights for night flying. He then returned to the front with No. 54 Sqn after a rest. In its ranks he shot down another Albatros on February 18, 1918 and scored a third kill on March 13, 1918. Five days later he took part in a dogfight involving more than ninety aircraft, his Camel was damaged in the fight, Luxmoore had to make an emergency landing and was taken POW. After the war, he remained in the RAF ranks until 1928 and stayed in touch with aviation industry. His Camel from the period of service with No. 78(HD) Sqn sported a coat of azure blue paint on the canvas fuselage parts and on upper wing surfaces. Luxmoore did not achieve any kills with it. It was a Hooper production Camel and was powered by a LeRhône.



F1471, 185th Aero Sqn USAS, Colombey-les-Belles, France, March 1919

The 185th Aero Squadron of USAAC was established on November 11, 1917, at Kelly Field, Texas, by transferring some personnel from the 24th Aero Squadron. The entire unit then embarked aboard the RMS Adriatic in late January 1918 and arrived in Liverpool on February 16. After the personnel undergo training, they moved to France on August 12 to the American Rest Camp No. 2 at Le Havre. From there they proceeded to St. Maxient Replacement Barracks for ground training and then to Colombey-les-Belles for further aerial training. However, due to the need to resupply other units, seventeen pilots with completed training were transferred elsewhere. The 185th Aero Squadron itself did not receive its Camels until September 12 after moving to Rembercourt airfield. At the same time, it was the first U.S. unit designated for night fighter duty. However, the pilots were not trained for such a task, nor did the equipment of the airfield and aircraft were sufficient for it. This Camel was delivered to the unit two days after the Armistice and remained in the unit's inventory even after it moved back to Colombey-les-Belles and changed their Camels for Spads XIII in February 1919. This Camel received a coat of white paint on the fuselage during this period. Upper sides of wings remained in PC10. The squadron emblem, a black bat in an orange circle, was painted on the aircraft after the war. The F1471 Camel was manufactured by Boulton & Paul and was powered by a Gnome engine.



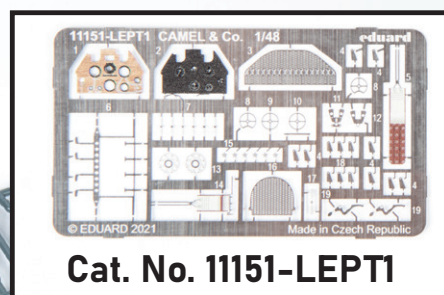
OVERTREES

Sopwith F.1 Camel

1/48

Cat. No. 82171X

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Recommended for Sopwith Camel

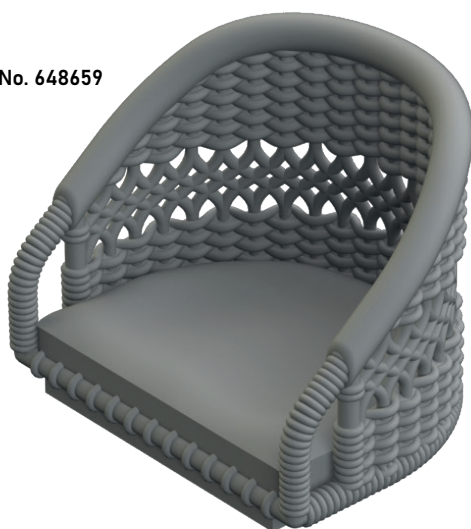
FE1215	Sopwith Camel seatbelts STEEL (PE-Set)
644116	Sopwith Camel LööK (Brassin)
648657	Sopwith Camel wheels type 1 (Brassin)
648658	Sopwith Camel wheels type 2 (Brassin)
648659	Sopwith Camel seat (Brassin)
648660	Sopwith Camel Vickers Mk.I gun (Brassin)
648674	Sopwith Camel Rotherham air pumps (Brassin)
3DL48038	Sopwith Camel SPACE (3D Decal set)
648662	Sopwith Camel 20lb bomb carrier (Brassin) release 10/2021
648676	Sopwith Camel Clerget engine (Brassin) release 10/2021
648677	Sopwith Camel Bentley engine (Brassin) release 10/2021



Cat. No. 644116



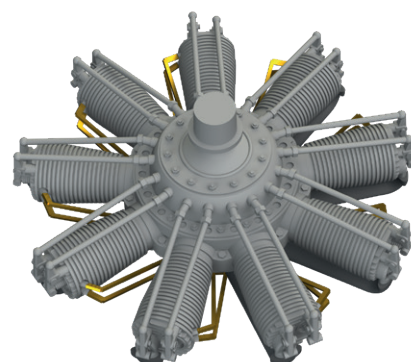
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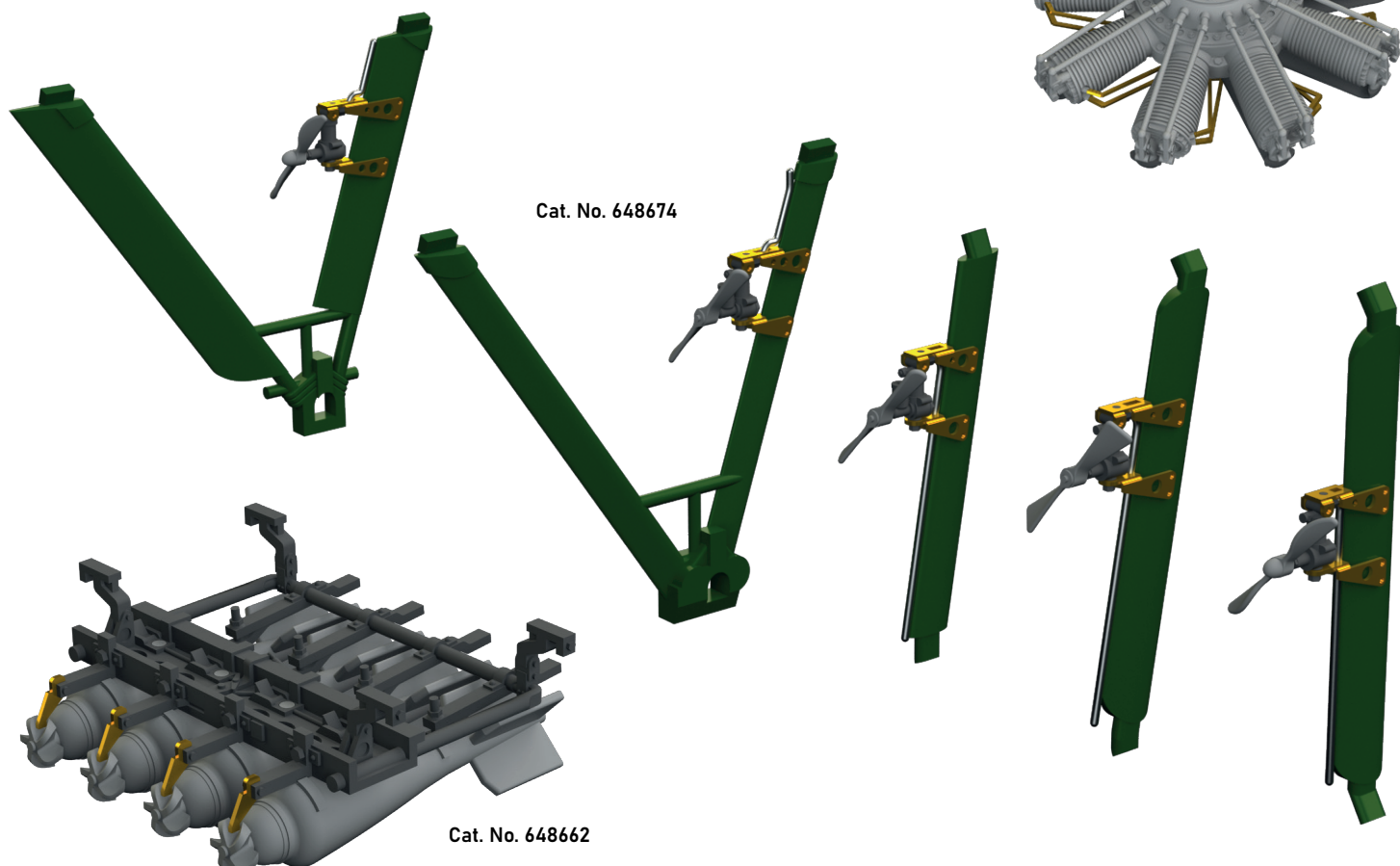
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Cat. No. 648676



Cat. No. 648674



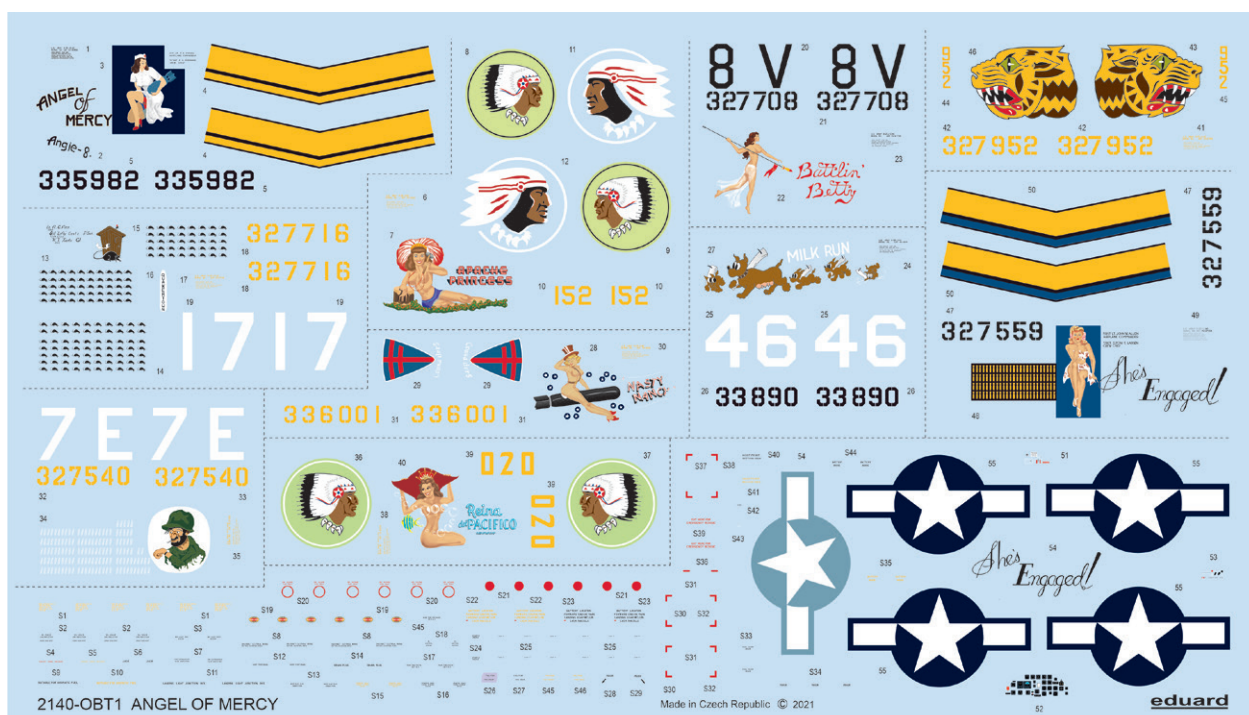
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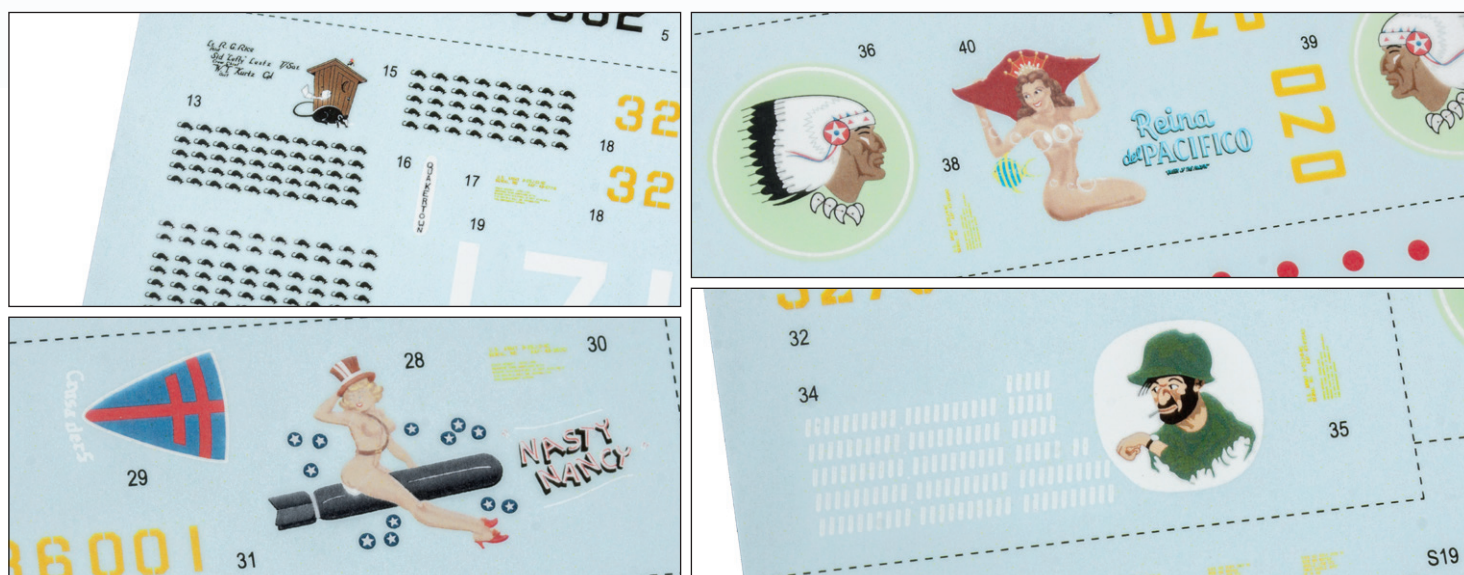
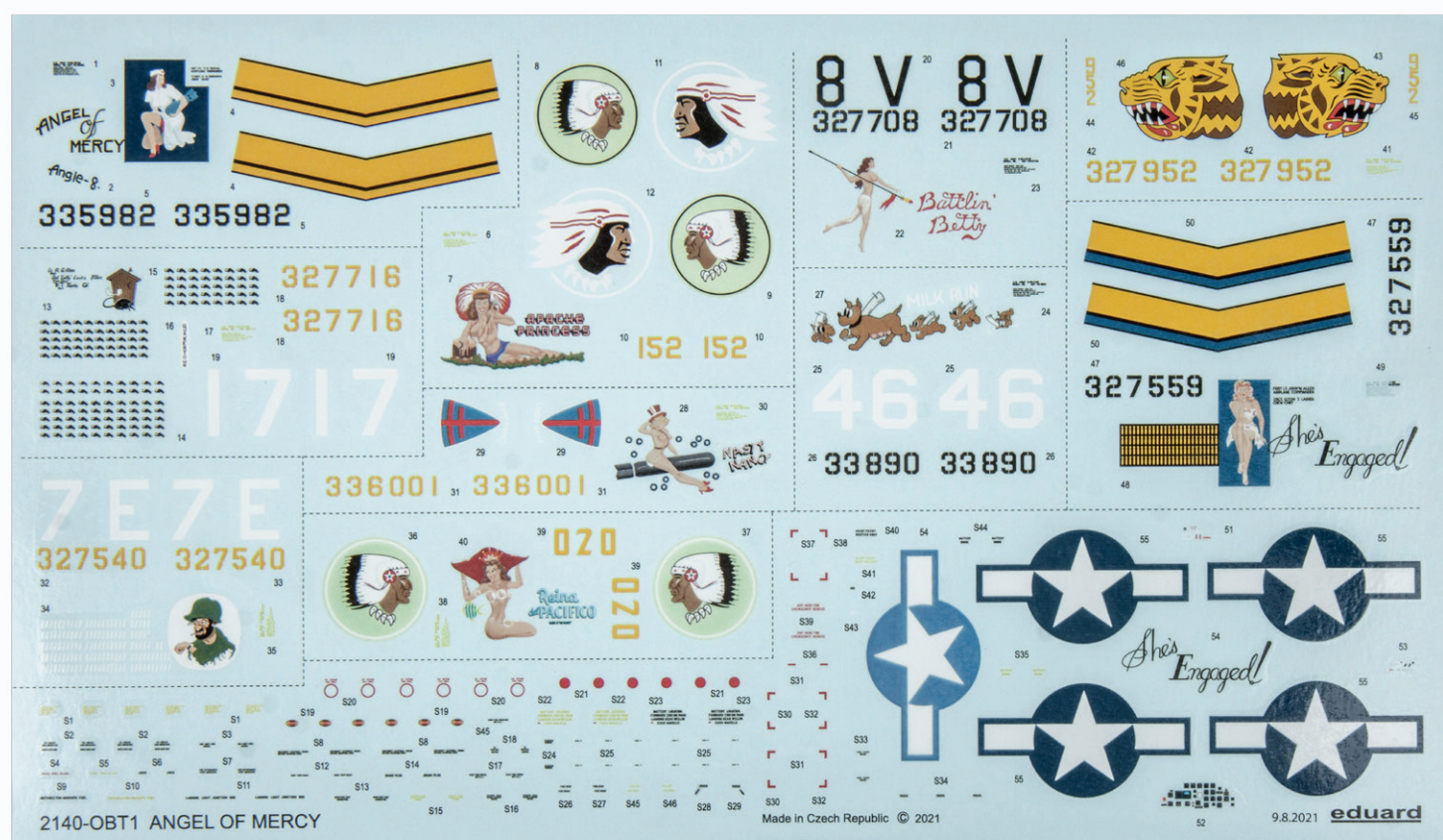
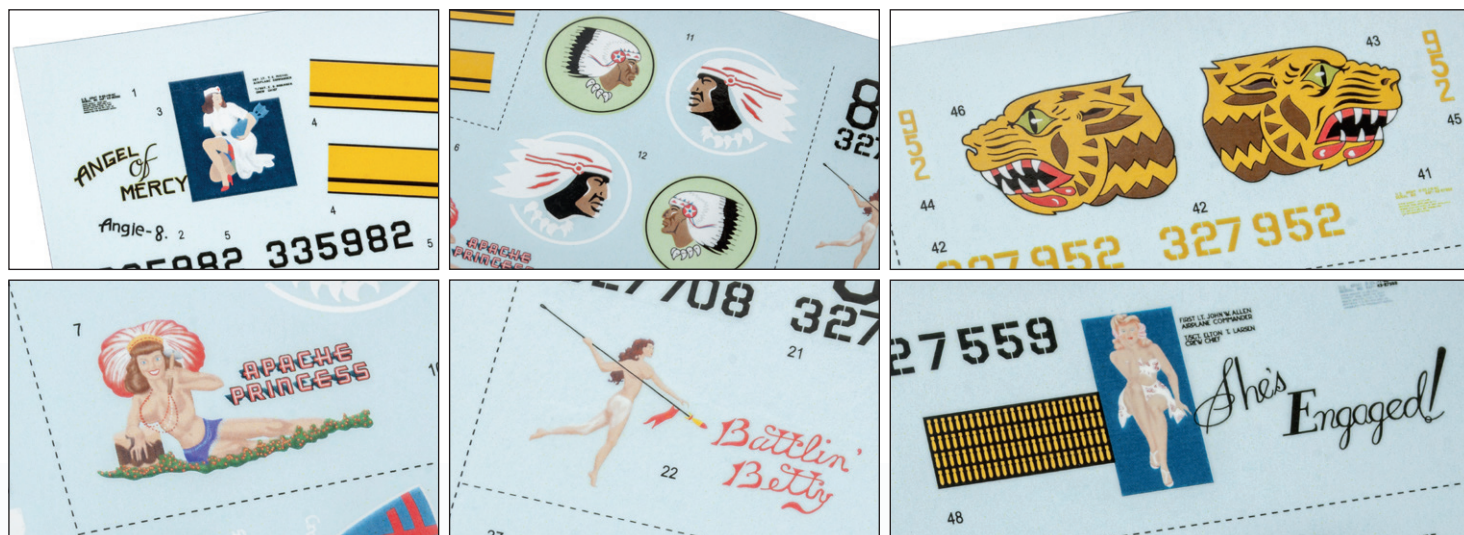
1/72 Cat. No. 2140

- Hasegawa plastic parts
- Painting mask
- Brassin: wheels
- Photo-etched set
- 10 marking options



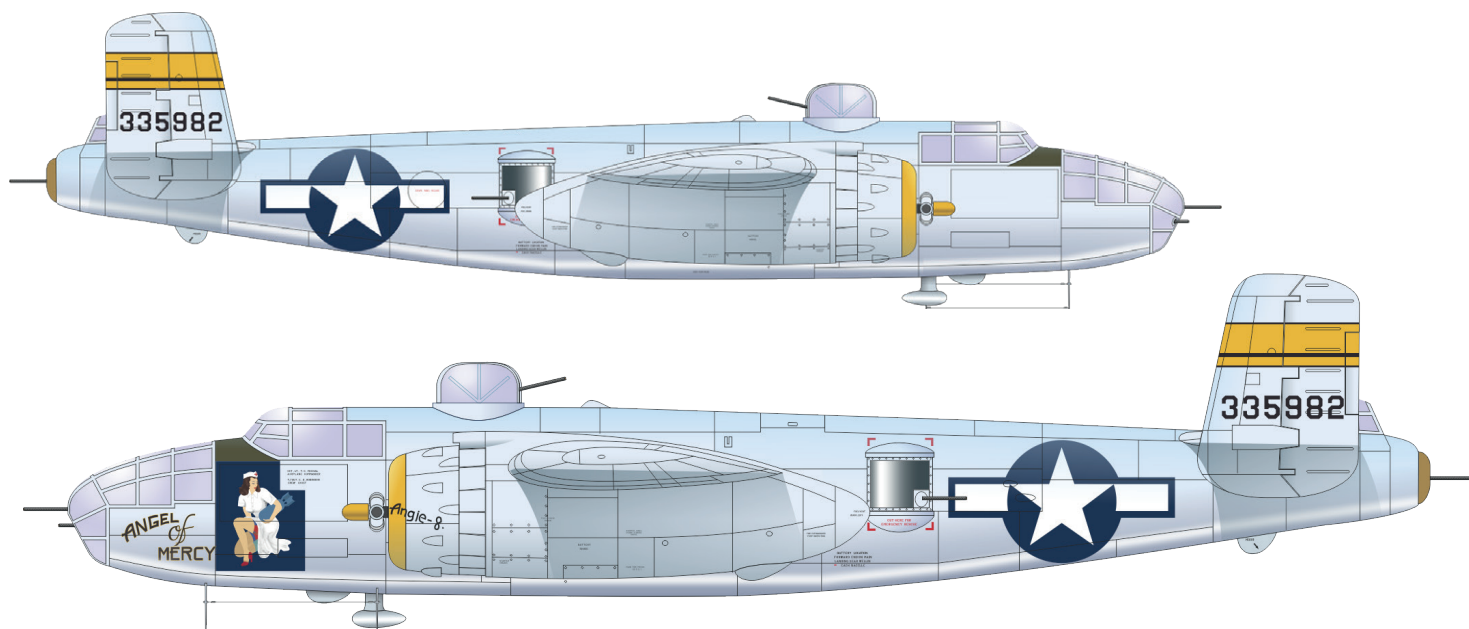
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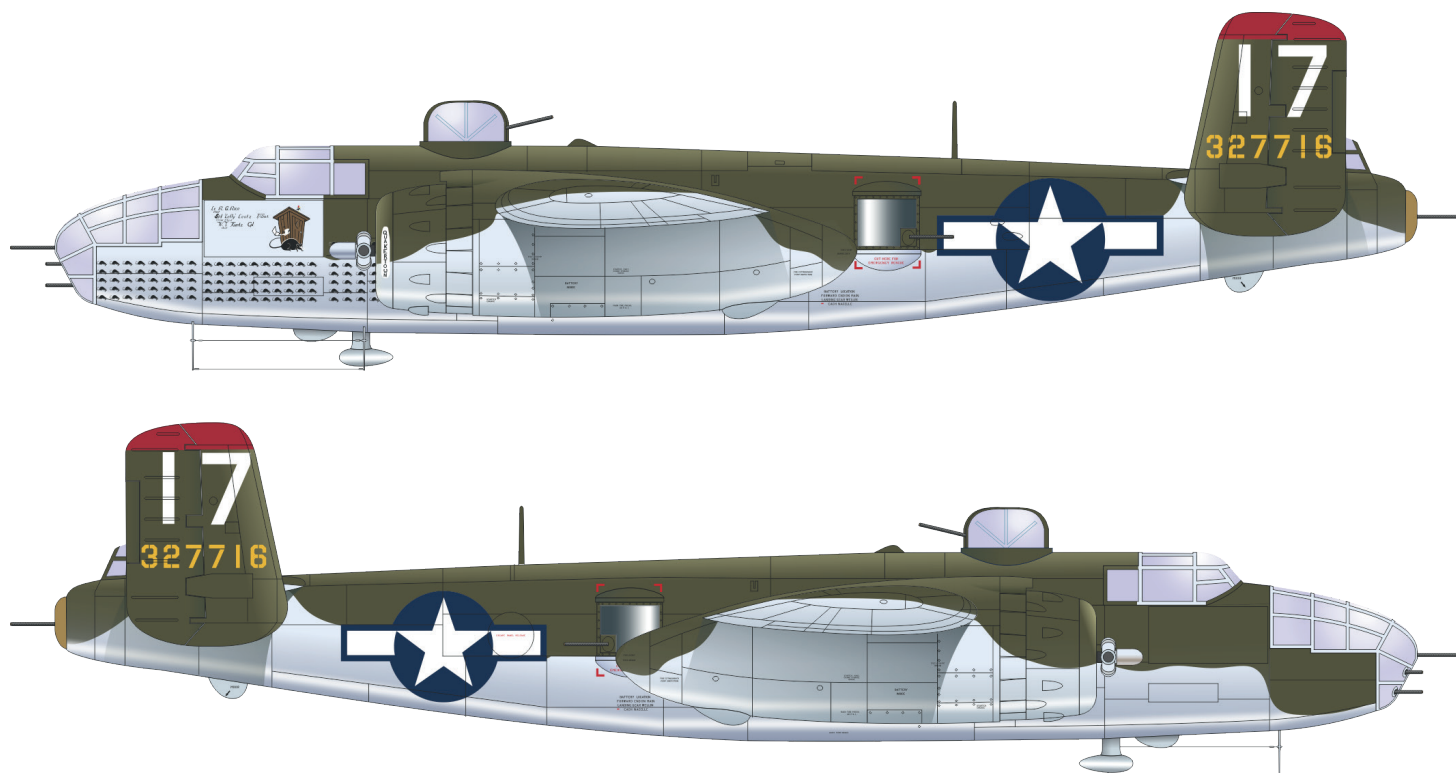


B-25J-10-NC, 43-35982, 428th BS, 310th BG, 12th AF, Ghisonaccia, Corsica, France, April 1945

The 310th Bombardment Group was activated in March 1942 and designated as a medium bomber Group consisting of four squadrons. Delivered in June 1944, the 43-35982 ship nicknamed "Angel of Mercy" was flying with the 428th bomb squadron. She was one of 15 aircraft of the unit to fly the mission to the Rovereto on April 19, 1945. She was hit by shell fragments from AA fire and badly damaged prior to the bomb dropping. Pilot-in-command, 1/Lt. W. S. McMillan managed to keep the ship on course with help of his co-pilot W. D. McLean, enabling the bombardier to drop the bombs on the target, the railroad bridge. The hits knocked out the hydraulic system and main gear, rear gunner A. S. Hatfield was wounded. The crew decided not to risk the overseas flight to the home base at Corsica and opted for another base of the 310th BG at Fano, Italy, where they managed to land the ship with only nose landing gear open. The "Angel of Mercy" ship was left in natural metal finish, so it had the horizontal band on the vertical tail surfaces separated by black bands. The colors for 310th BG as well as for the 428th BS were yellow. The propeller spinner and the front of the engine covers were of the same color. The nose art of the nurse with a bomb under her arm was not accompanied by mission symbols on this aircraft.

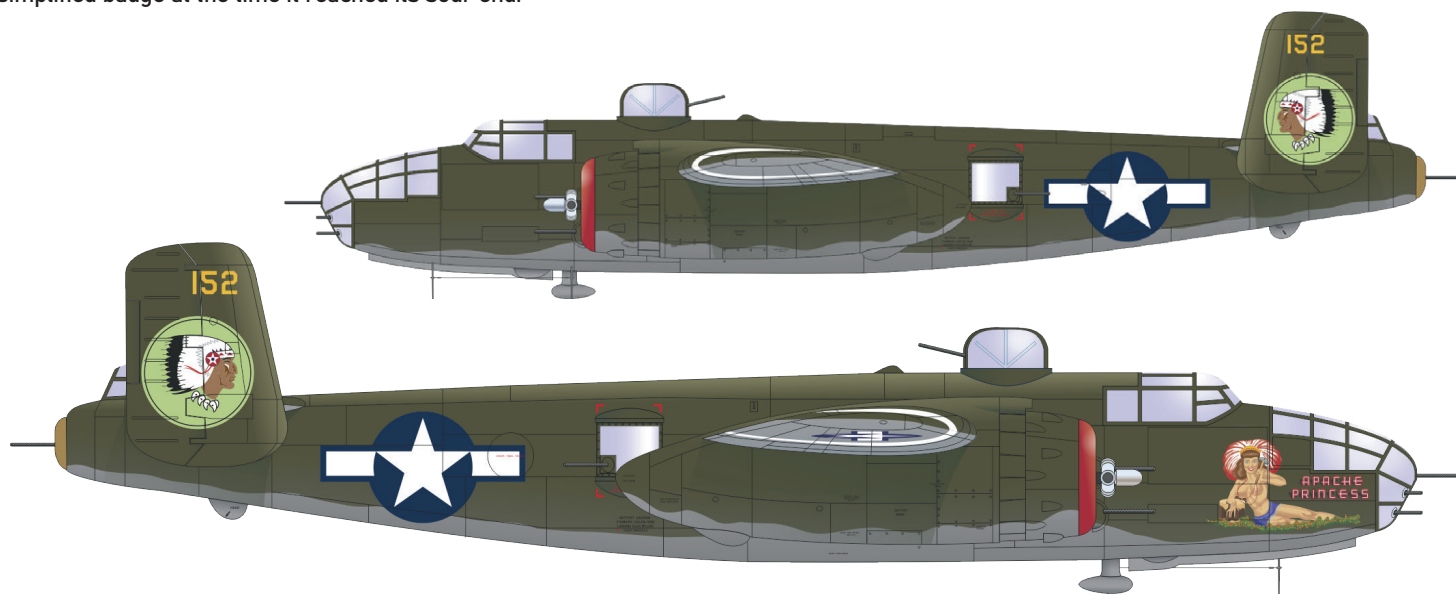
**B-25J-1-NC, 43-27716, 445th BS, 321st BG 12th AF, Solenzara, Corsica, France, April 1945**

Constituted as 321st Bombardment Group (Medium) on June 19, 1942 and activated on June 26, the crews of the unit prepared for overseas duty with B-25s. The 43-27716 ship got rather amusing nickname "Shit house mouse" and had the missions marked by black mice. On the engine cowl there was an inscription "Quaketown" (the town in Pennsylvania). The pilot of the ship and the Airplane Commander was 1/Lt. R. S. Elmer from December 1, 1944, to March 29, 1945. On the March 30 Elmer overhanded her to 1/Lt. R. G. Rice, who brought "Shit house mouse" to the end of the war. Until its 73rd mission the aircraft had only the Roman numeral I on the tail, after then Latin number 7 was added on the vertical fin on December 14, 1944. The ship sported Olive Drab color over the upper and side surfaces, as was a common practice. Other surfaces were left in natural metal finish. The outhouse was of brown color.



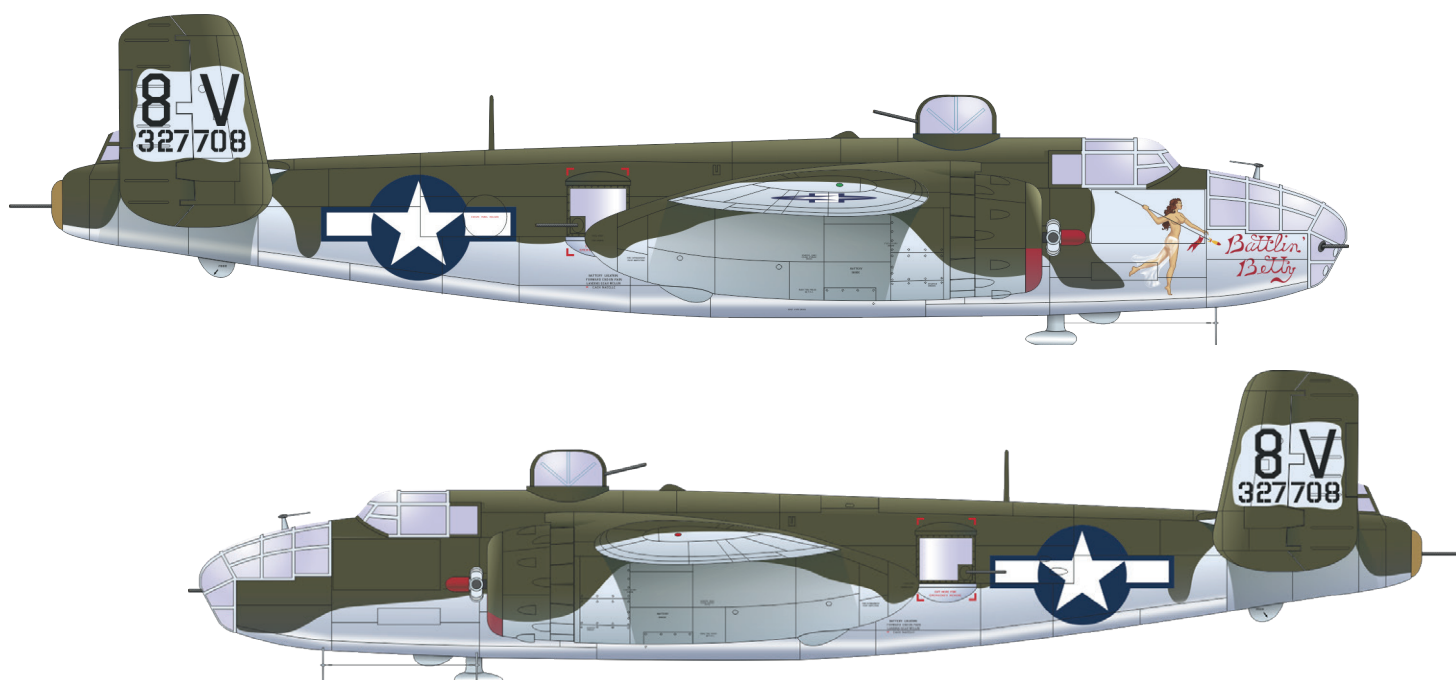
B-25J-10-NC, 43-28152, 501st BS, 345th BG, 5th AF, Luzon, Philippines, February 1944

The 345th Bomb Group was first activated at Columbia Army AB in November 1942 and was christened the "Air Apaches" in July 1944. It was the first Air Force Combat Group to be sent to the Pacific in WWII. The group consisted of four squadrons, as usual with the medium bomber groups, one of them, the 501st squadron, had the nickname "Black Panthers". The 43-28152 was assigned to the unit on October 22, 1944, and shortly afterwards nicknamed "Apache Princess" and assigned to pilot Roman Ohnemus. The ship was lost on May 27, 1945, when piloted by 2/Lt Ted. U. Hart on the mission against Ensui airfield and rail yard on Formosa. Due to a navigational error and bad weather the squadron missed the target and attacked sugar refinery and a brick plant at Mizukami and Meiji instead. The "Apache Princess" was hit by AA fire during attack and her left engine caught fire. After releasing the bombs, Hart feathered the damaged engine, but the fire spread to the bomb bay and the aircraft crash landed into the rice field. SSgt. Robert E. Bever was fatally wounded, the rest of the crew survived and became POW. There is no photo evidence of the port side of the ship, it is believed the beautiful and large nose art was only on the starboard side (although the warbird with both sides painting of heavily modified theme exists). The original painting was a masterpiece of work of gifted Sgt. George M. Blackwell. The aircraft sported the older variant of the Group's badge, the head of the Indian. It is possible it might be already replaced by later simplified badge at the time it reached its sour end.



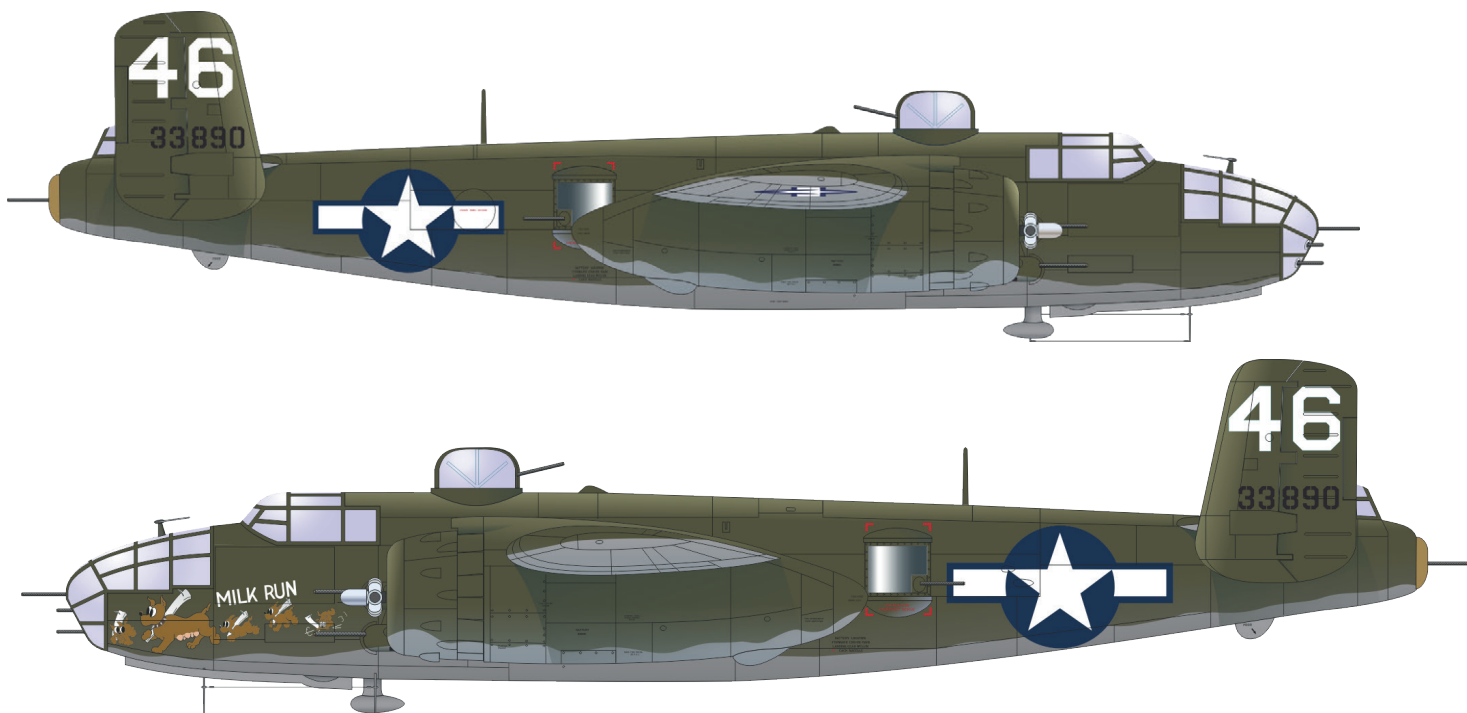
B-25J-1-NC, 43-27708, 488th BS, 340th BG, 12th AF, Corsica, France, 1945

The 340th Bomb Group was the "home" of Joseph Heller's famous Catch 22 novel as the author flew with the unit during the wartime as a bombardier. The group was activated on August 20, 1942 and arrived in the Mediterranean theater in March 1943. Assigned to the 9th AF and later to the 12th AF. On March 30, 1945, the 43-27708 ship named "Battlin' Betty" was flying the mission to bomb the Ora Rail Diversion Bridge in northern Italy. Overflying the Brenner Pass just some 400 ft over the hills, the ship was hit by flak. The shells damaged right engine and bomb bay doors and knocked out the electrical release system. Unable to drop the bombs and with one engine stopped the pilots just managed to maneuver the ship to the Venice area, where all the crew of 1/Lt Emmett W. Hughes bailed out and became POW. After captured by Italians they were handed over to Germans and forced to march 225 miles (!) to the Stalag Luft 7A in Moosburg, Germany. The "Battlin' Betty" and nice nose art of the woman with the javelin on the starboard side of the fuselage. Originally in natural metal finish the upper and side surfaces were overpainted in Olive Drab. The areas of the vertical fins with unit code and serial number were also left in bare metal, at least for some time. Joseph Heller flew several missions with this ship.

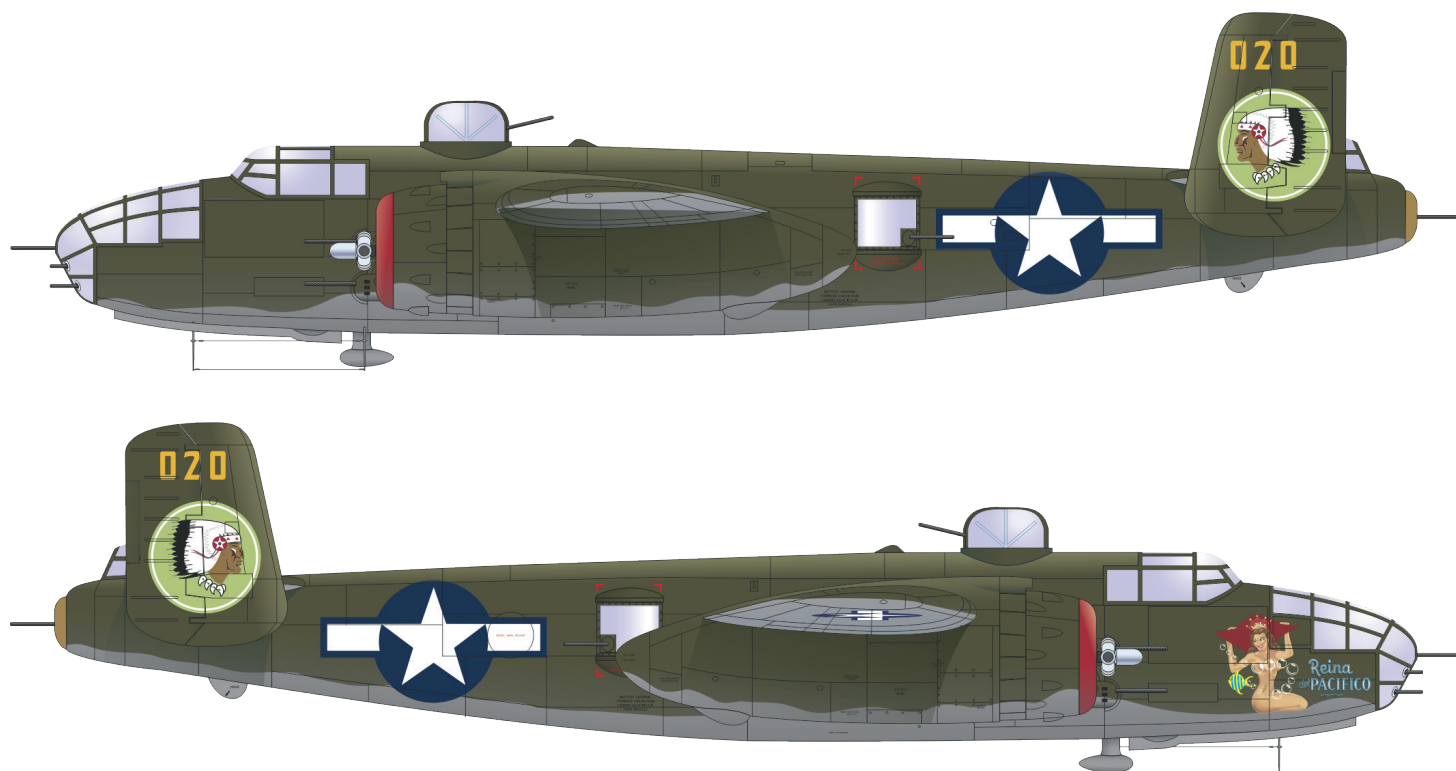


B-25J-1-NC, 43-3890, 82nd BS, 12th BG, 10th AF, Fenny, India, December 1945

Constituted as 12th Bombardment Group (Light) on November 20, 1940, the unit was activated on January 15, 1941. The crews trained with B-18, B-23 and PT-17 aircraft and patrolled the west coast after the Japanese attack on Pearl Harbour. The group was redesignated as Medium in December 1941 and started flying the B-25s early in 1942. After spell with 9th AF in Mediterranean theater the group, nicknamed "Earthquakers", moved to India in February 1944 and was assigned to 10th AF. The 43-3890 was nicknamed "Milk Run" with paintings of five small, adorable bulldogs. Bulldog was a squadron's mascot, the term "Milk Run" was used for easy, low-risk missions and several other aircraft were named similarly. The painting was a job of Capt. Norman L. Harms, one of the second pilots of the unit. The "Milk Run" ship was painted in standard camouflage of Olive Drab upper and side surfaces with Neutral Gray from bottom.

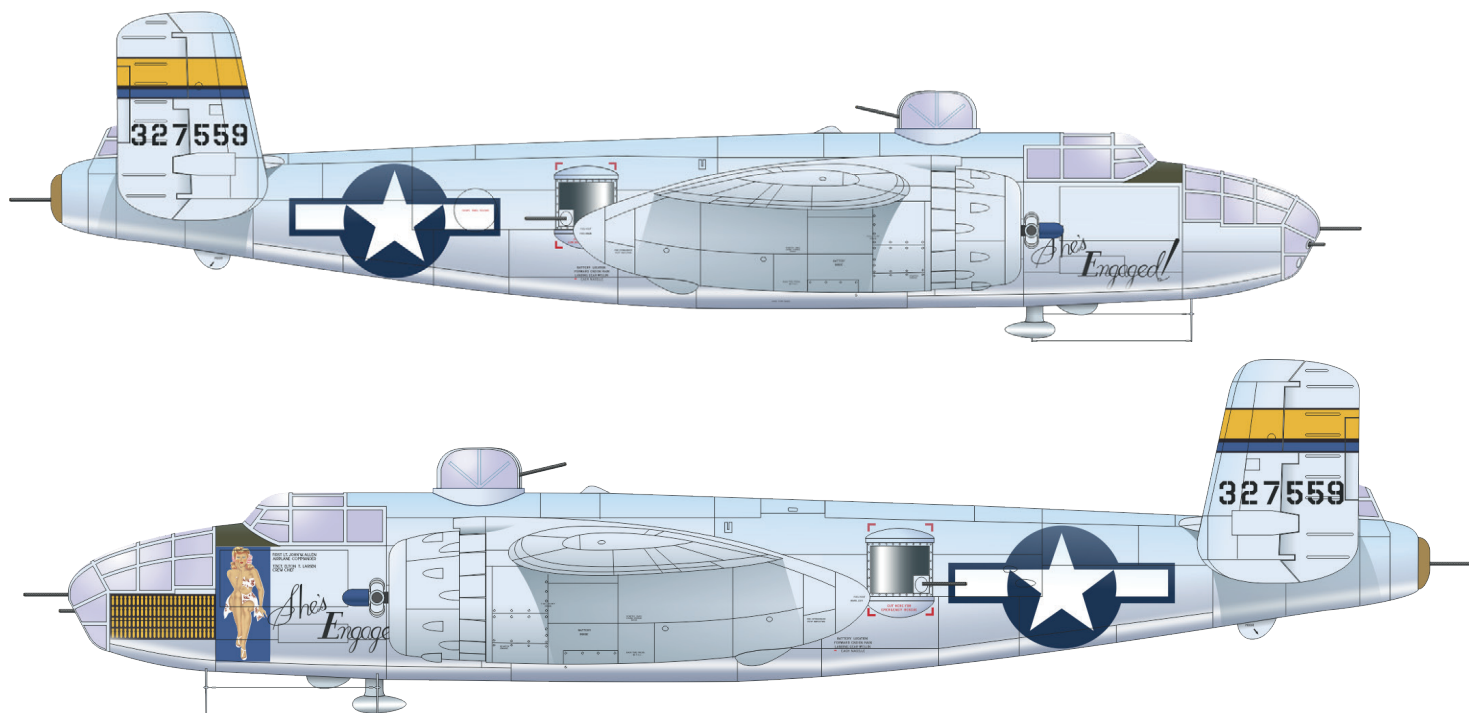
**B-25J-10-NC, 43-36020, 501st BS, 345th BG, 5th AF, Tacloban, Philippines, April 1945**

One of the paintings of Sgt. George M. Blackwell, who decorated several other aircraft of 345th Bomb Group, was the "Reina del Pacifico" (Queen of the Pacific), the B-25J-10-NC of serial number 43-36020. The large nose art was one of the most stunning paintings on the B-25s. Blackwell started this painting at the end of November, finishing it at the beginning of December 1944. The ship was shot down during the mission over Saigon on April 28, 1945, when 2/Lt. M. R. Esty and 2/Lt. M. E. Miller were in the pilot seats. All five crewmembers were killed in the subsequent crash. The ship had the paint scheme of the Olive Drab on upper and side surfaces with Neutral Gray undersides and sported the earlier variant of the Indian emblem on the vertical fins. It is not known whether or not the newer, simplified version of the Air Apaches emblem was painted on the vertical fins prior to the crash of the Reina del Pacifico.



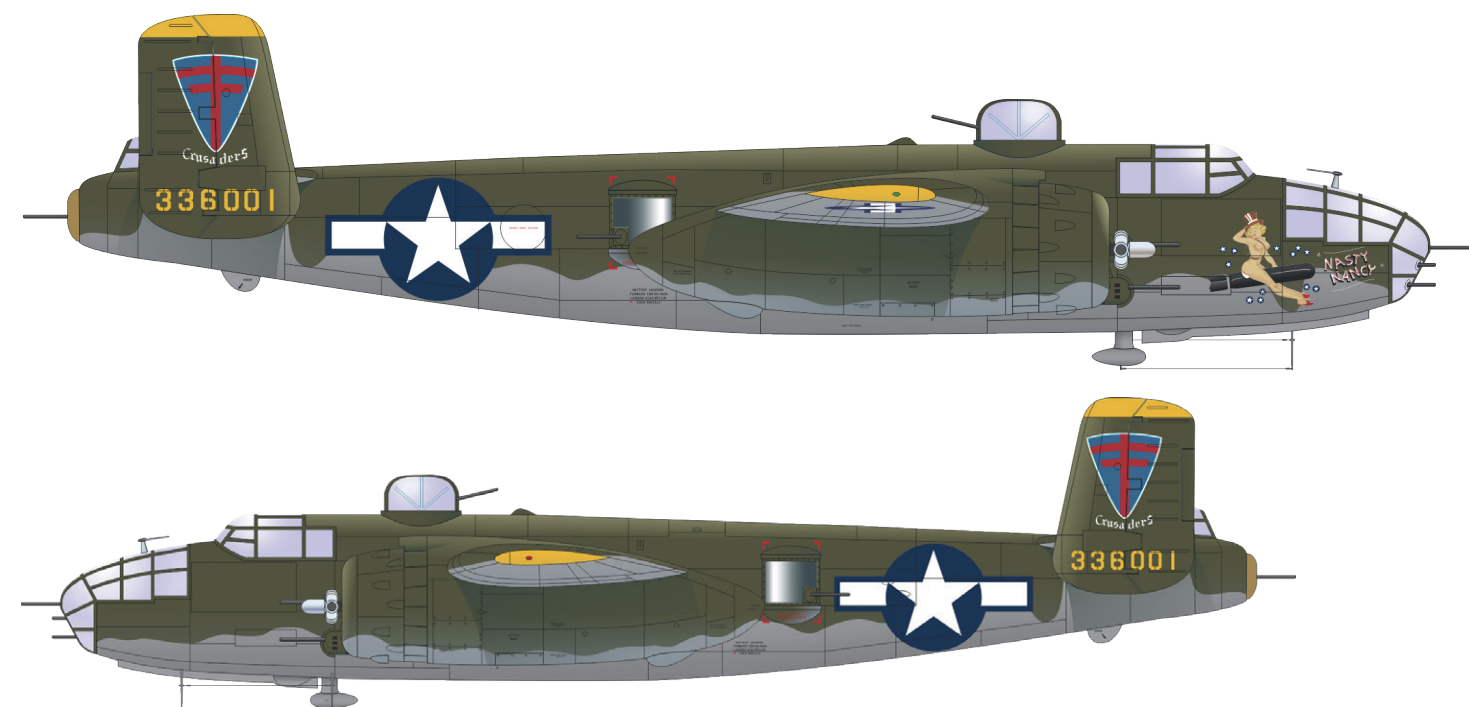
B-25J-1-NC, 43-27559, 380th BS, 310th BG, 12th AF, Peretola, Italy, April 1945

The 43-27559 Mitchell nicknamed "She's Engaged" was veteran of more than 100 missions. The ship was left in bare metal and sported painting of beautiful sitting lady in summer dress painted according to one of paints of famous pre-war artist Alberto Vargas (as were many other nose arts). The original Vargas's painting was later published in the Esquire calendar of January 1946. The ship was assigned to Sgt. Elton T. Larsen as a crew chief and to Lt. John W. Allen as a pilot. The identification band on the vertical fins consisted of the upper yellow one (310th BG colour) and lower blue one (color of the 380th BS). As with other bare metal ships in 310th BG, the bands were separated by black lines. The engine nacelles had Olive Drab upper insides; the same color was painted in front of the windshield (anti-glare panel). The Olive Drab was also used as a background for the bomb marks.



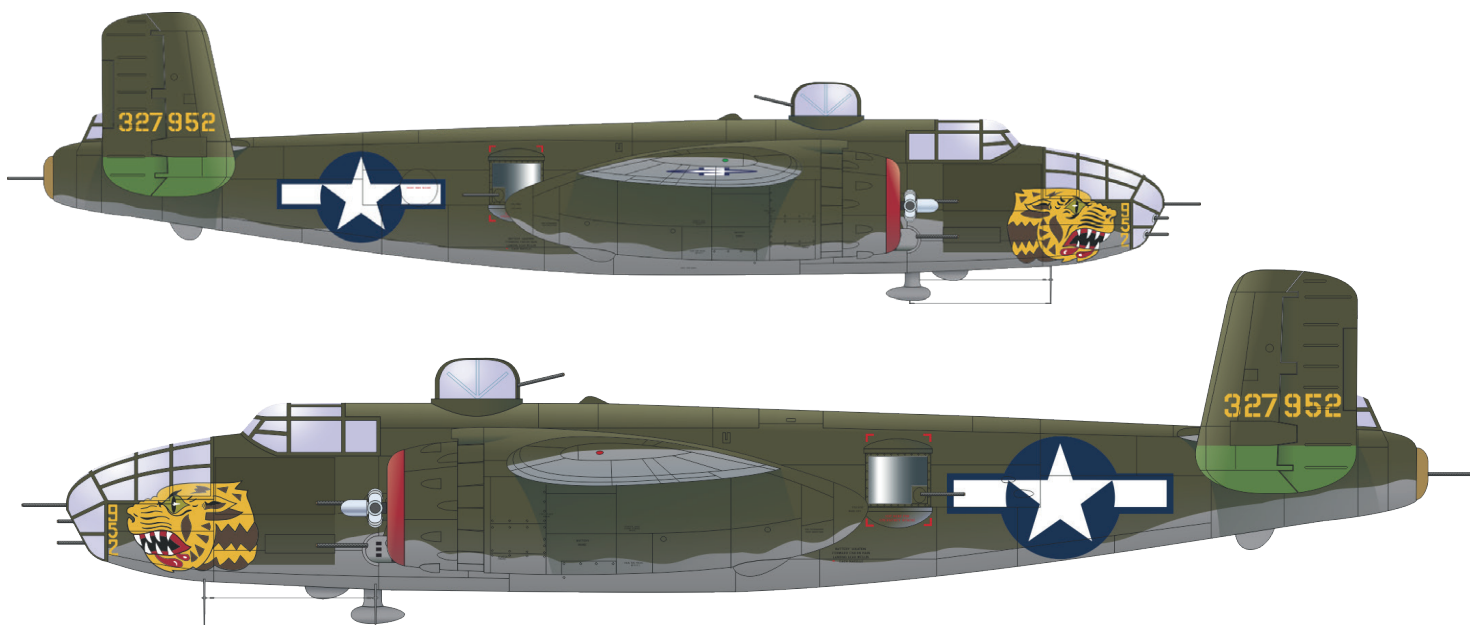
B-25J-11, 43-36001, 75th BS, 42nd BG, 13th AF, Philippines, 1945

The 42nd Bombardment Group (Medium) was activated on January 15, 1941, from the 7th BG (Heavy) at Fort Douglas, Utah. It was later nicknamed "Crusaders". The 43-36001 ship was nicknamed "Nasty Nancy" and got painting of beautiful and scanty suited girl riding a torpedo. On April 10, 1945, the "Nasty Nancy" was assigned rather specific job. During the mission No. 48 of 42nd BG she was to fly a route over the city of Saigon in broad daylight at the height of 10,000 ft as a decoy for Japanese fighters. The plan was to lure the enemy into a trap as there were P-38s waiting for them above and ready to attack after the code sentence "Little friends, come down and play" was sent over the radio by the crew of Lt. Joseph Wright. Apart of the kills by P-38s, four Japanese fighters were shot down by gunners of the "Nasty Nancy". The rear gunner, Sgt. William Outlaw even used his .45 caliber pistol to shoot at the enemy fighters after his machine guns jammed. The ship had its nose art painted on the starboard side of the front fuselage, the color scheme was usual in Olive Drab and Neutral Gray with yellow wingtips and top of the vertical stabilizer and rudder. The groups's badge was also painted on the vertical fins.

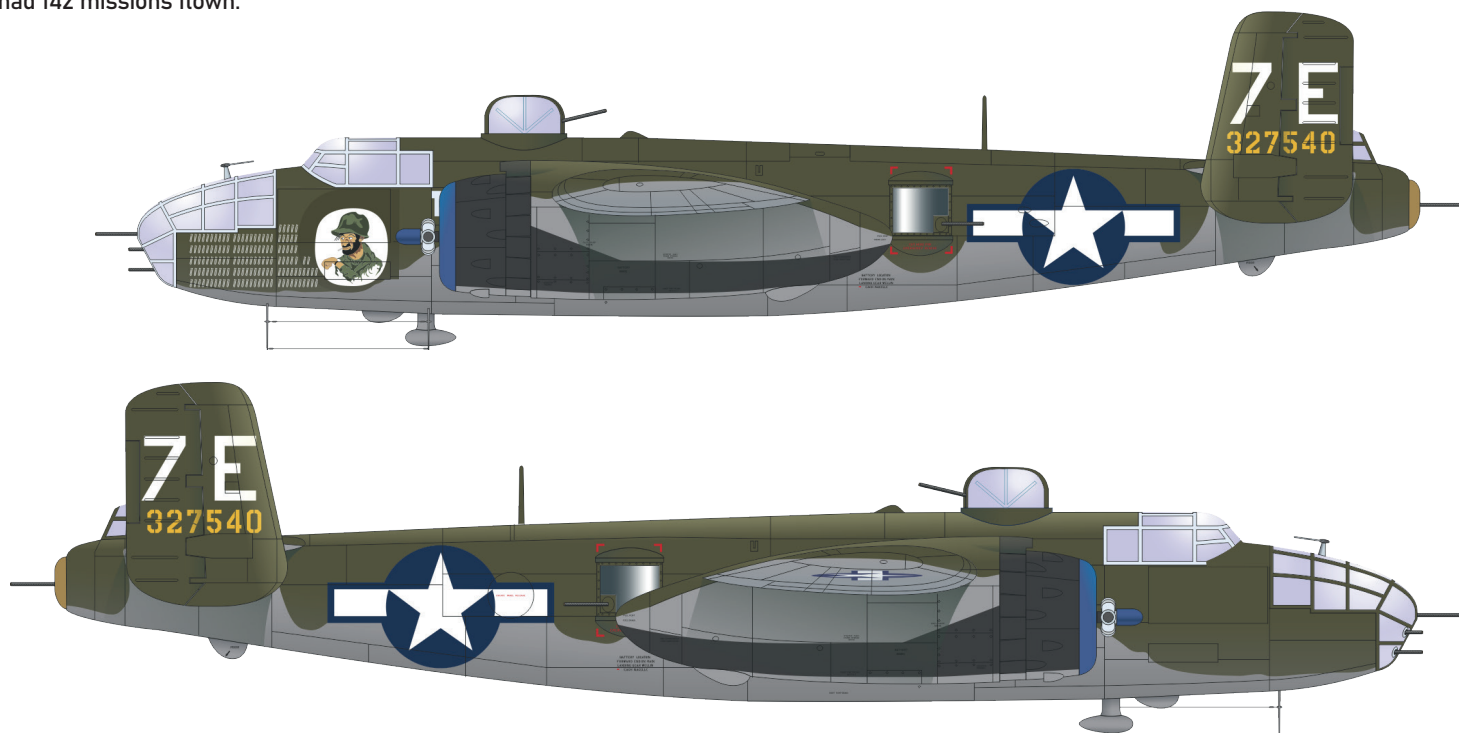


B-25J-5, 43-27952, 823rd BS, 38th BG, 5th AF, Morotai, Indonesia, November 1944

The 38th Bombardment Group (Medium) was constituted on November 20, 1940, and activated on January 15, 1941, at Langley Army Air Base, Virginia. The initial personnel were transferred from the 22nd Bombardment Group. The 38th BG consisted of four squadrons, but two of them were assigned to the 42nd BG after the Battle of Midway. The 823rd Bomb Squadron was constituted and assigned to the 38th BG in New Guinea on April 20, 1943, as well as the 822nd BS, the two bringing the 38th BG to the full strength of four squadrons again. The 823rd BS adopted the name „Terrible Tigers“ and started to decorate their aircraft correspondingly. It was also the case of the No. 952 ship, which was one of few with glass cockpit left, as many B-25Js of the 38th BG were either original strafers with solid nose or modified with the glass nose painted over. The „952“ was assigned to Lt. John W. Lupardus as a pilot. The tiger's head was partly painted over the glass part of the nose of the ship, the camo colors were standard Olive Drab and Neutral Gray. The lower part of the fin was either green or blue. The blue was assigned to the squadron, but the green was also used on some aircraft as it did not intervene with markings of other squadrons (the 405th BS used also green color, but on the upper part of the fins).

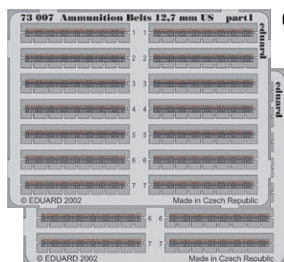
**B-25J-1-NC, 43-27540, 487th BS, 340th BG, 12th AF, Alesani, Corsica, France, March 1945**

One of the most famous squadrons within the 37th Bombardment Wing at the end of the war were the Dogfaces, the 478th BS. It was decided one of the squadrons of the 37th Bomb Wing should honor the bravery and misery of the soldiers on the ground, and it was decided by the personnel to do it by means of paintings of the characters of the famous cartoons of Bill Mauldin. Mauldin himself sketched twelve characters based on his often-featured infantrymen Willie and Joe. The 43-27540 ship was nicknamed „Watch Copier“ according to the painting of the soldier checking his watches. Other known ships decorated in the honor of the infantrymen were for example „Uncle Willie“, „Supper Unit Ration K“ or „G. I. Joe“. These impressive paintings were made by Sgt. Greg Moore and Sgt. Durley Bratton with assist of sergeant Gavette during January of 1945. The ship with code 7E was flown by several pilots most frequently by Lieutenants C. Cook and B. O. Lyons. The „Watch Copier“ ship was painted in Olive Drab/Neutral Gray finish, supplemented with blue spinner and front of the engine nacelles. At the end of the war, she had 142 missions flown.



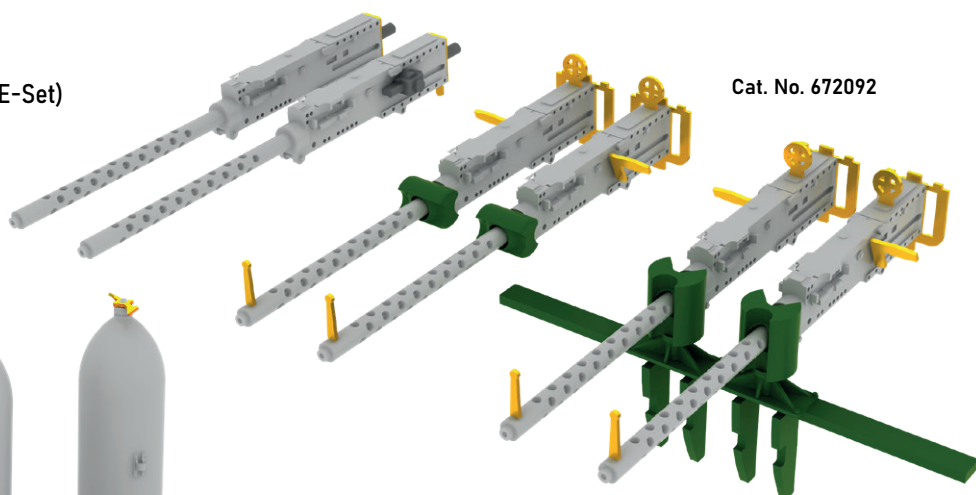
Recommended for B-25J

- 72424 B-25J exterior (PE-Set)
- 72425 B-25J bomb bay (PE-Set)
- 73007 Ammunition Belts US Cal.0.50 (PE-Set)
- 672038 US 250lb bombs (Brassin)
- 672039 US 500lb bombs (Brassin)
- 672092 M-2 Browning guns (Brassin)
- 672244 US 1000lb bombs (Brassin)



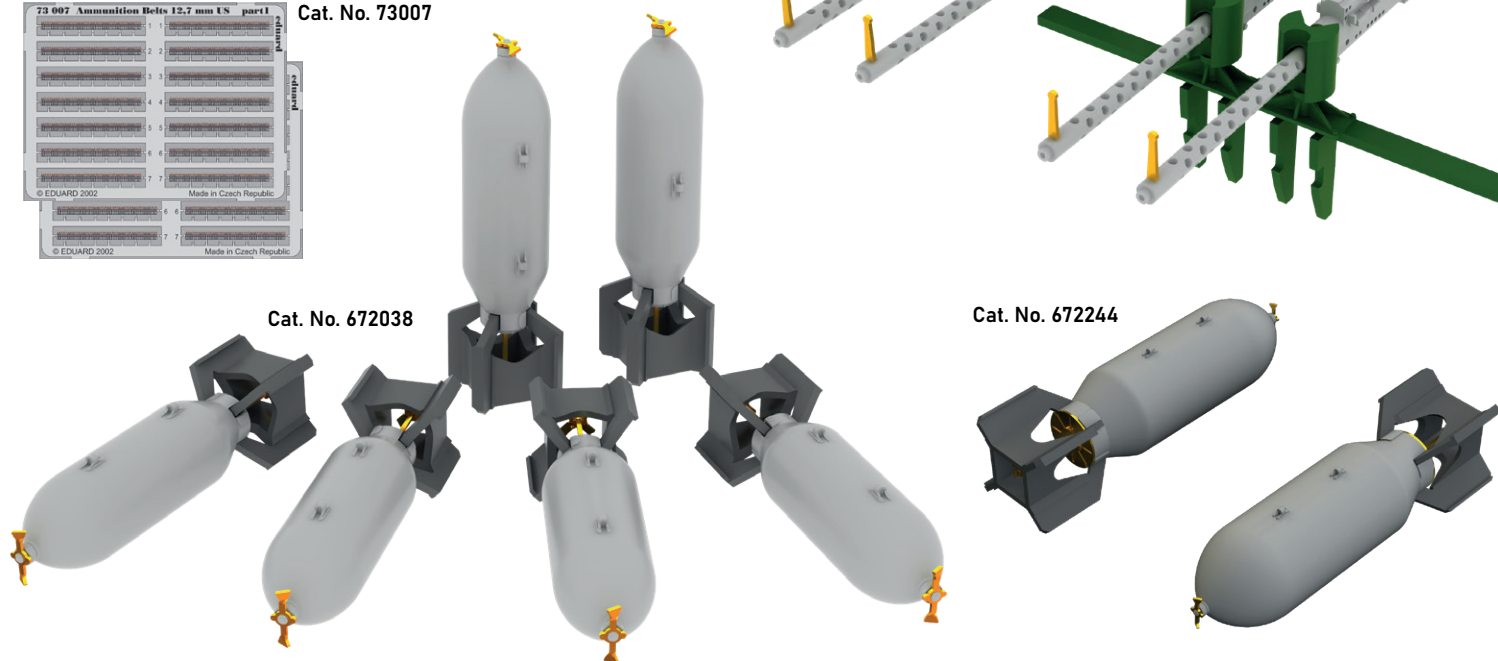
Cat. No. 73007

Cat. No. 672092



Cat. No. 672038

Cat. No. 672244

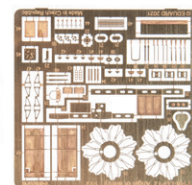


OVERTREES

B-25J glass nose

1/72

Cat. No. 2140X



Cat. No. 2140-LEPT1

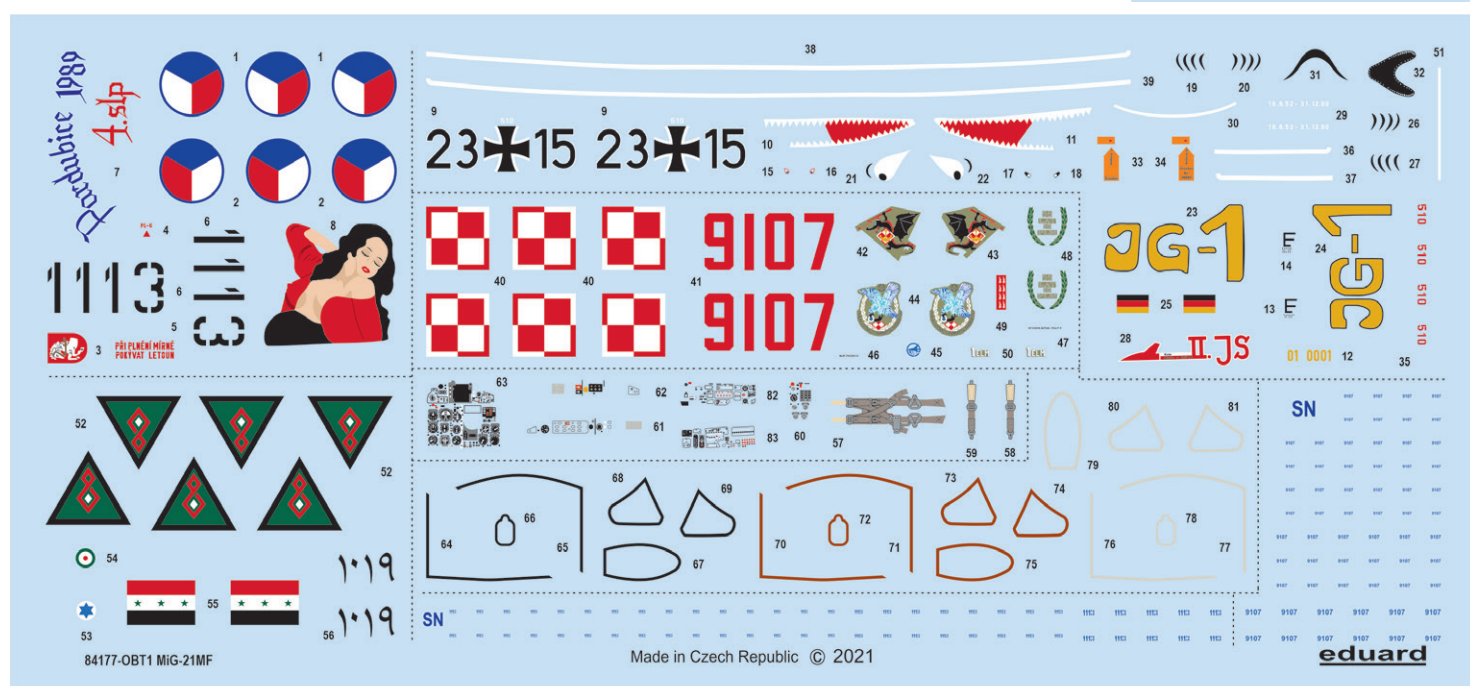
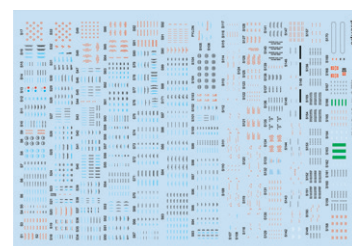
Product page

Product page

1/48 Cat. No. 84177

Product page

- Eduard plastic parts
- 4 marking options



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

The relaxing of the political strictness through 1989, along with the disbandment of Pardubice's 4th slp, gave rise to something as yet unheard of. Two more or less clothed ladies graced the noses of a MiG-21M. Greater scorn was provoked by the markings denoting 'Pardubice' and '4.slp' (translator's note: typically, the period behind the number is the equivalent to the English 'st', 'th' or 'nd', so that the 4. is equivalent to 4th, the 1. to the 1st, and so on), since these bits of information were still strictly classified. The inspiration for the artwork on '1113' was pin up on B-24 „Barbara Jean“ from the Second World War. The image was projected and transferred onto the aircraft with the use of a Meotar apparatus, and this aircraft made it into the air at least once with the pin-up in place.

These aircraft were updated to MF standard likely during their general overhaul in 1987. They were given the rear view periscope mounted in the canopy and had the small wing fences added adjacent to the auxiliary air intake doors. The R-13 power egg was added already during the midlife upgrade. Aircraft after general overhauls in April 1986, retained their original look without paint, the wheel wells were a grey-green color, and the air brake interiors were painted their usual dense yellow color.



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

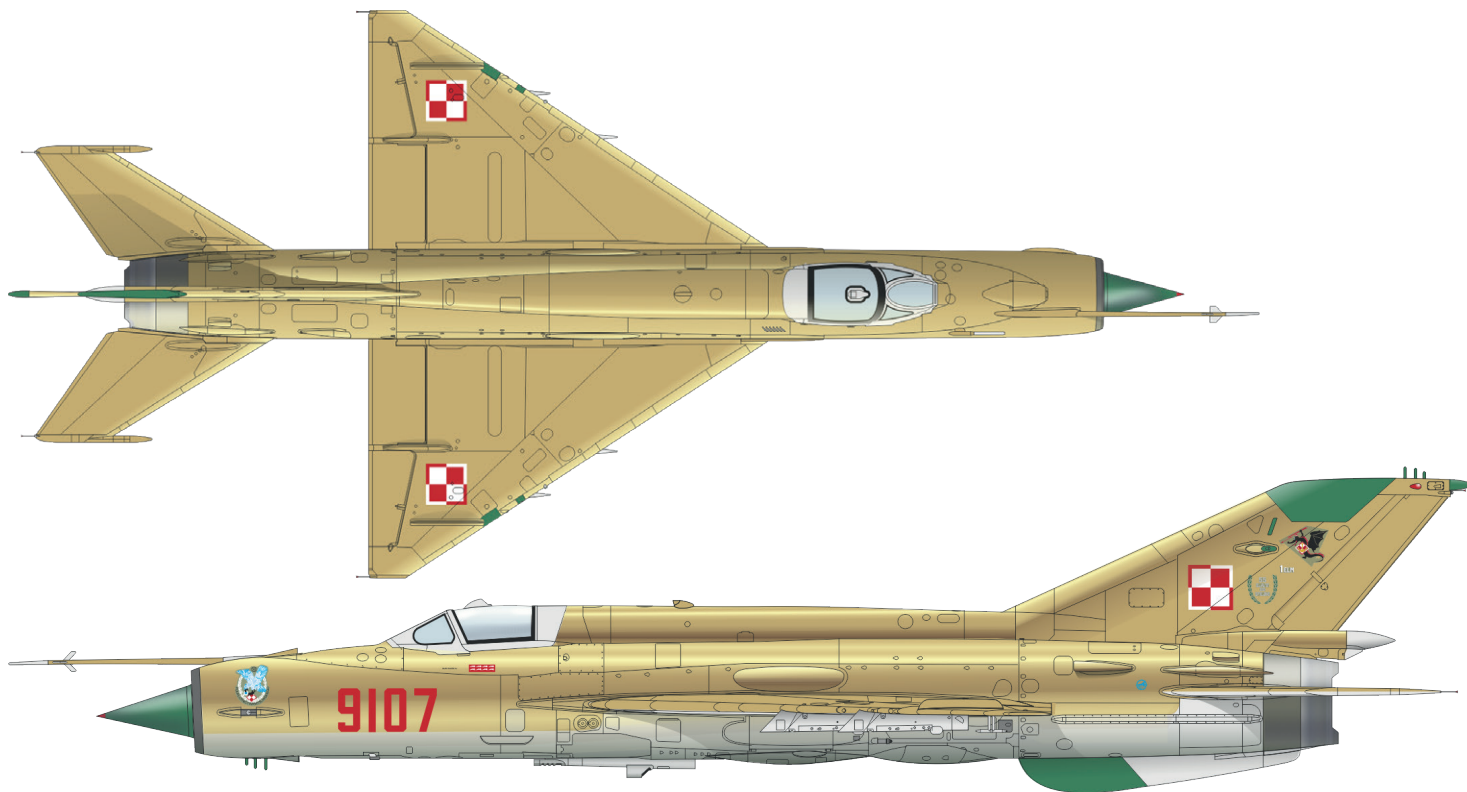
After the reunification of Germany in 1990, all assets of the National Peoples' Army were absorbed into the Bundeswehr. In the case of combat aircraft, this included the MiG-21, -23, -29 and Su-22. Due to basic incompatibilities, the MiG-21 did not last long in the Luftwaffe. In 1990, the MiG-21MF served in the ranks of JG 1 and with one Staffel of JG 3. JG 1 was based at Holzdorf. It was here that MiG-21MF 23+15 (ex 510 of the East German Air Force) received the sharkmouth along with the other colourful markings.



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

On May 7th, 1974, MiG-21MF, serial number 969107, was handed over to the Polish Air Force, along with another example. Up until January 9th, 1990, it served with the 41st PLM, after which it served with the 10th PLM. On the occasion of the fifty-fifth anniversary of the end of the Second World War, the upper and side surfaces were painted in gold. The author of this scheme was the crewchief, st.chor. Piotr Polit. In 2007, the aircraft was transferred to the Polish Air Force museum in Krakow.

The gold paint on the upper and side surfaces was complimented by a commemoration of the anniversary together with the 1st Squadron unit marking, and the emblem of the 10th PLM on the nose. The lower surfaces remained in natural metal.

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

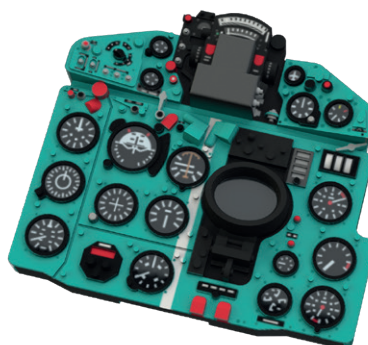
MiG-21MF numbered 1019 took part in the Yom Kippur War when it served as part of the expeditionary force with No. 11 Squadron when it was sent to Syria. On October 22nd, 1973, according to Arab sources unconfirmed by Israeli ones, Namiq Saadallah shot down an Israeli Mirage III. Seven years later, in the war with Iran, 1st Lt. Sadik shot down an Iranian F-4E Phantom II with an R-13M missile flying this airplane.

The front of the aircraft carried the Arabic numerals 1019 and below the windscreen was a record of the kills achieved in this aircraft.

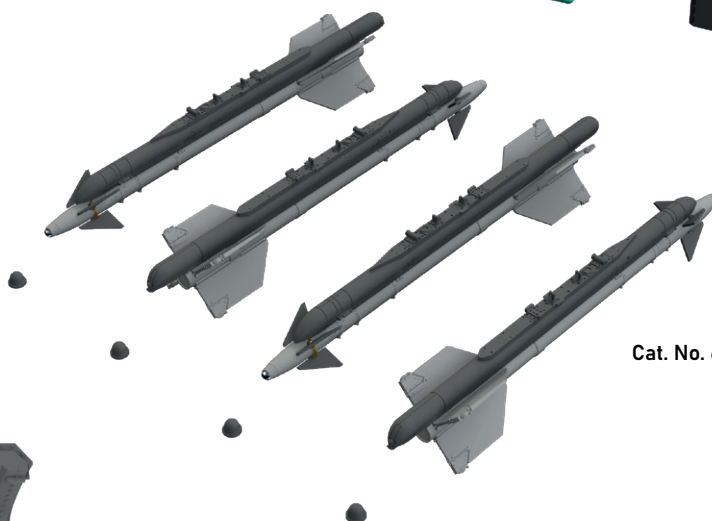


Recommended for MiG-21MF

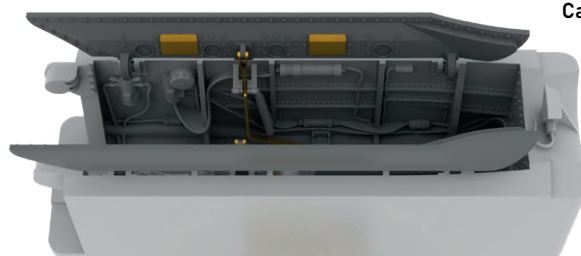
48702	MiG-21MF exterior (PE-Set)
48704	MiG-21 ladder (PE-Set)
FE952	MiG-21MF seatbelts STEEL (PE-Set)
FE1216	MiG-21MF Weekend (PE-Set)
644048	MiG-21MF LööK (Brassin)
644055	MiG-21MF early LööK (Brassin)
644087	MiG-21MF early LööKplus (Brassin)
644088	MiG-21MF LööKplus (Brassin)
648025	Rocket launcher 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)
3DL48034	MiG-21MF SPACE (3D Decal set)
EX337	MiG-21MF Weekend (Mask)
EX526	MiG-21MF w/ canopy seal (Mask)
EX636	MiG-21MF TFace (Mask)



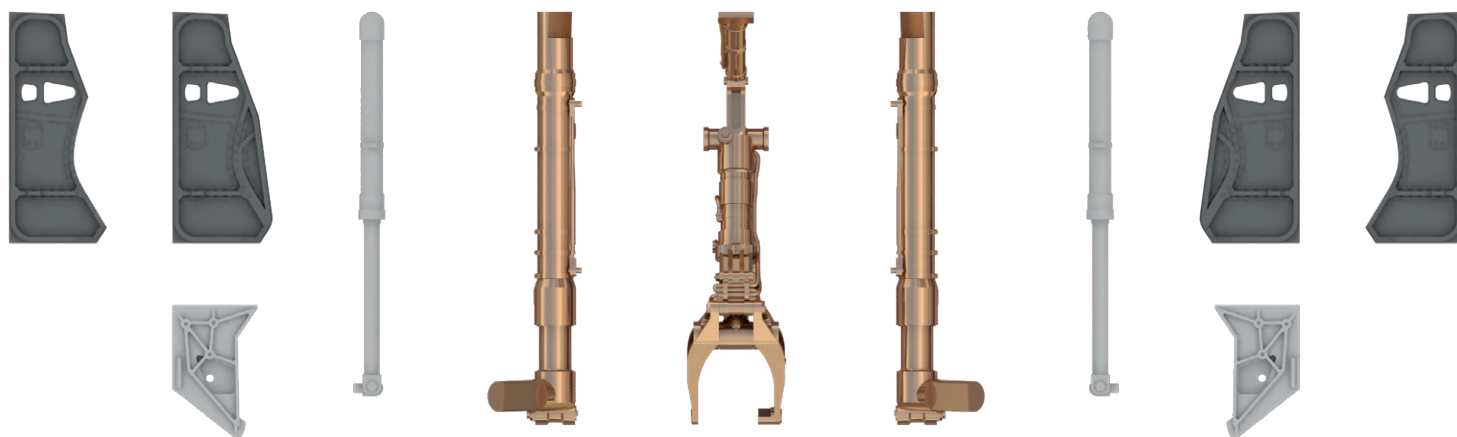
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Cat. No. 648049



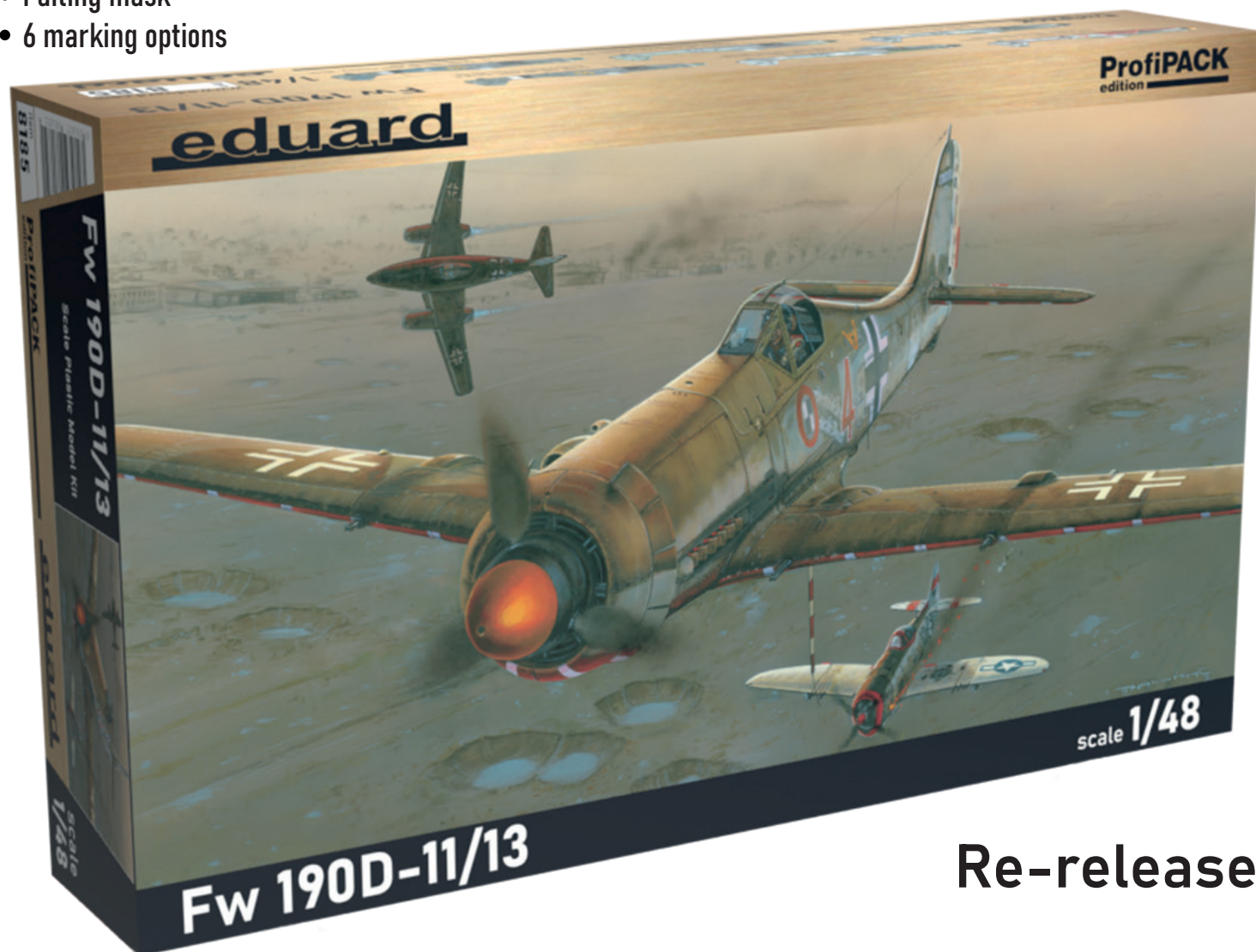
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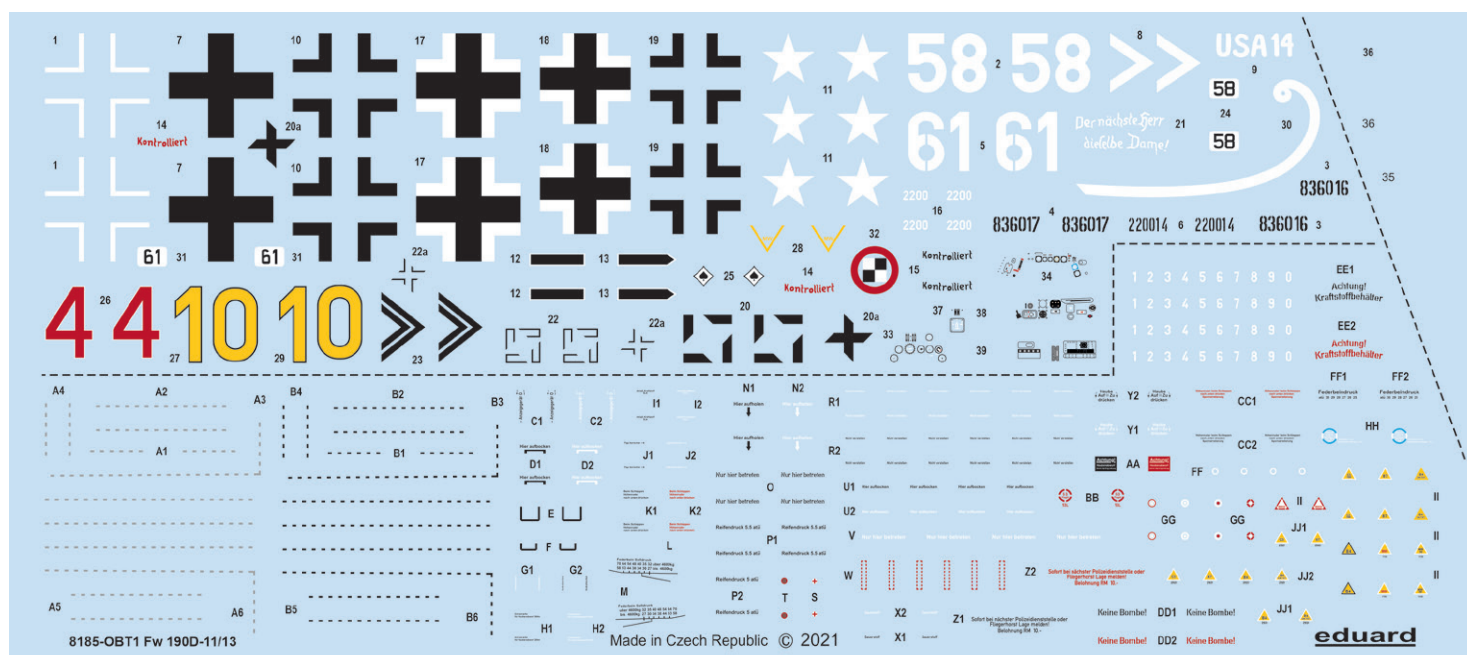
1/48 Cat. No. 8185

Product page

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

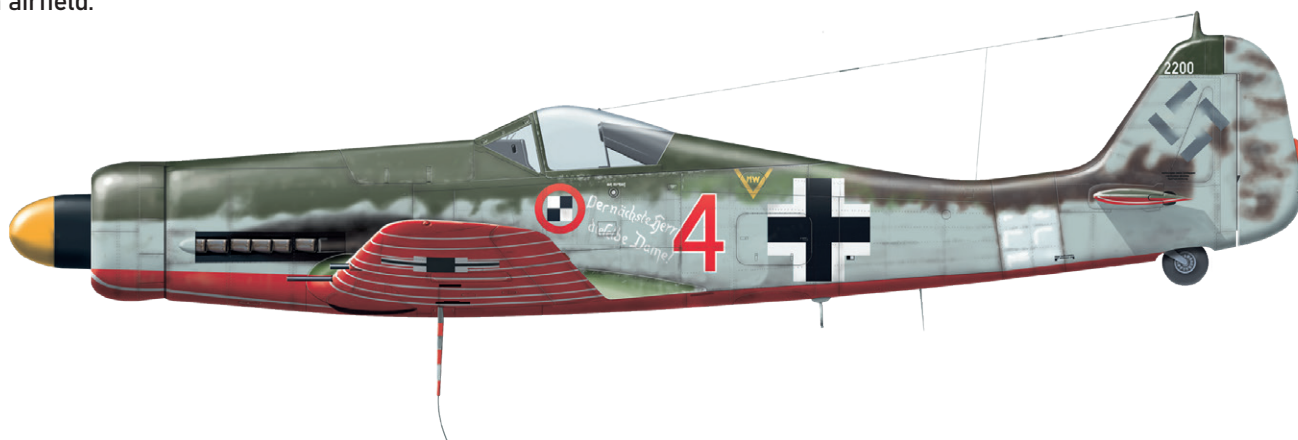


Re-release



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

The most famous unit which flew the Fw 190D is JV 44. Up to this time, five Focke-Wulf Fw 190Ds are known to have been used by JV 44, part of the so-called 'Sachsenberg Schwarm'. Fancy, red lower surfaces with white stripes were used as a recognition feature to prevent friendly AA fire. These Doras protected Me 262 Schwalbe jets from JV 44 during their most vulnerable phase of flight – take-off and landing. 'Red 4', with the 'Der nächste Herr – die selbe Dame' inscription is documented as being flown by Lt. Karl-Heinz Hofmann. The inscription can be translated as 'different man, same woman'. This Dora ended her life at München-Riem airfield.



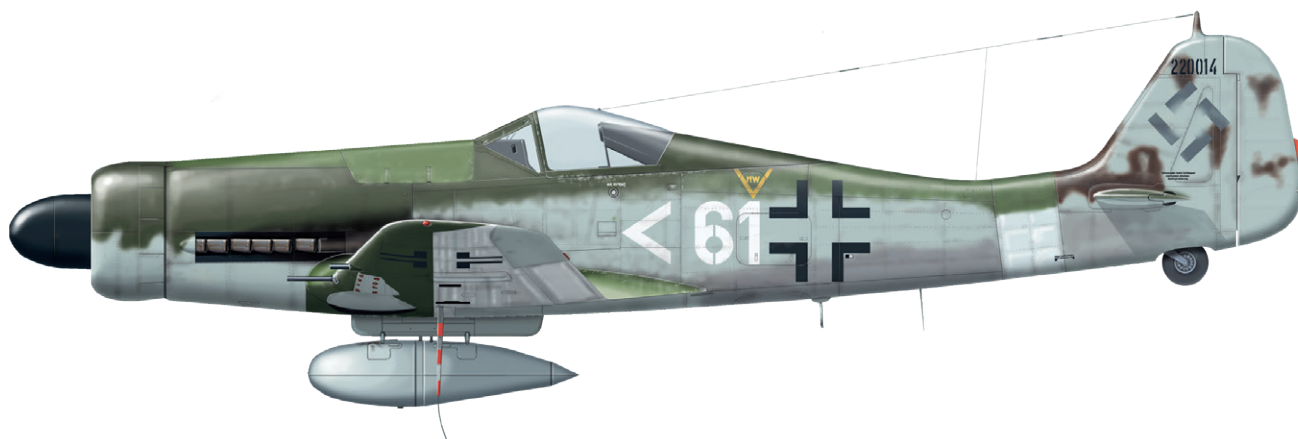
Fw 190D-11, WNr. 2200XX, VFS des G. d. J., Bad Wörishofen, Germany, March – April 1945

Based on the post-war pictures, it is clear that Fw 190D-11 'Red 4' from the famous 'Sachsenberg Schwarm' was previously used by Verbandsführerschule des G. d. J. under the designation '< 58' at Bad Wörishofen. This school unit offered specialized training for fighter unit leaders. As this unit was a pilot school, the white spinner spiral, typical for frontline fighters, was not present.



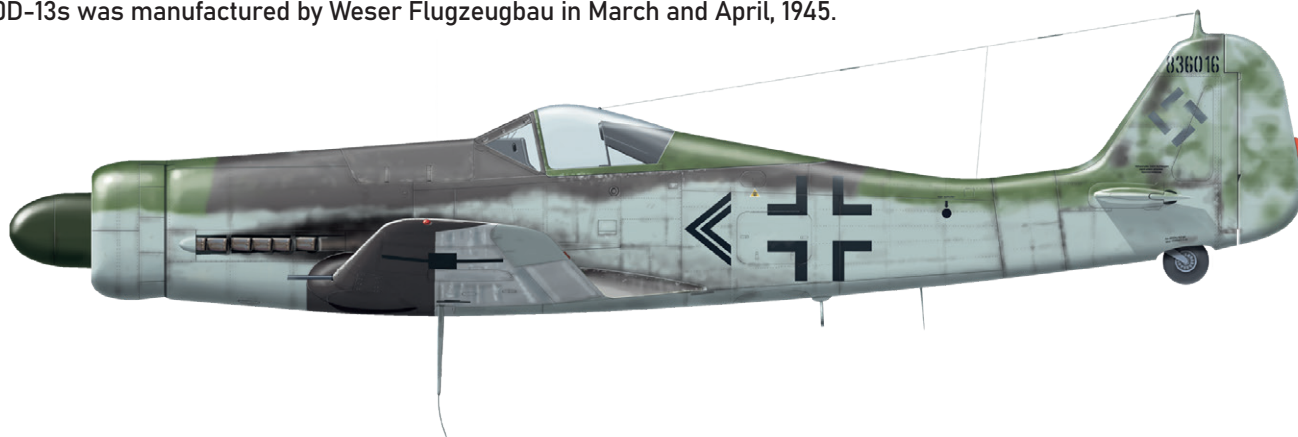
Fw 190D-11, WNr. 220014, VFS des G. d. J., Bad Wörishofen, Germany, April 1945

Verbandsführerschule des General der Jagdflieger was founded in September 1944, by Adolf Galland in Königsberg in der Neumark (located in western Poland nowadays), where it was based until February 1945. The beginning of February 1945, saw the unit at Bad Wörishofen, and the VFS des G. d. J. had operated from this airfield till April 27, 1945, when it was disbanded. This Dora, WNr. 220014, was found at this airfield along with other D-11s used by VFS des G. d. J. The gun covers and upper part of engine cowlings are unusually camouflaged with RLM 82.

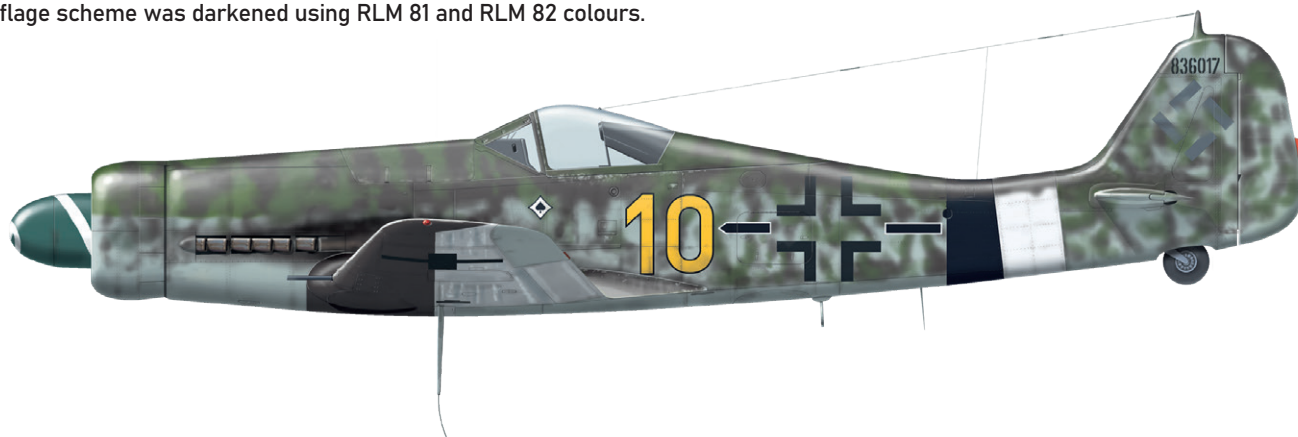


Fw 190D-13, WNr. 836016, V./EJG 2(?), Pilsen – Bory, Protektorat Böhmen und Mähren, May 1945

Only two Fw190D-13s are currently photographically documented. This one was found at Pilsen – Bory airfield with the engine dismantled at the end of the war. The Black Stab marking on the fuselage shows that this particular aircraft was flown by the Gruppenkommandeure. The exact operator of this Dora is not known, and V./EKG 2 formed from I./EKG(J) is one of the possibilities. If this theory is correct, then this Dora was flown by Hptm. Walter Grasmann. Nevertheless, thanks to confusion during final days of the war, this aircraft could also have been flown by other units, such as JG 2 or JG 6. The series of at least fifteen Fw 190D-13s was manufactured by Weser Flugzeugbau in March and April, 1945.

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

This aircraft had belonged to JG 26 and was captured by the RAF at Flensburg-Weiche airfield on May 5, 1945. It is highly possible that this aircraft was flown by Major Franz Götz, CO of JG 26 (Ritterkreuz holder, 63 victories). Yellow '10' is said to be Götz's lucky number. The small Ace of Spades badge on both fuselage sides refers to his career in the role of III./JG 53 'Pik As' commanding officer. The small inscription on the lower part of the cowlings is not accurately known – the most often mentioned likelihood is 'Kontrolliert', seen on other German aircraft. The R11 designation indicates installation of the PKS 12 autopilot, and the letter 'R' stands for Rüstsatz ('additional set' in German). The WFG factory camouflage scheme was darkened using RLM 81 and RLM 82 colours.

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

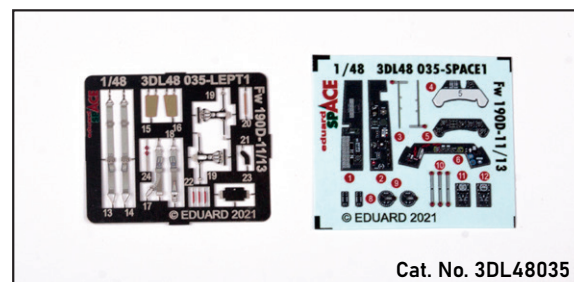
This Dora was captured by the Royal Air Force at Flensburg-Weiche airfield. The German national insignia was overpainted with a dark blue-grey colour by British personnel with strangely positioned small white stars on the fuselage and wings. The inscription 'USA 14' was handpainted on the starboard side of the tail also. This aircraft took part in two mock dogfights with a Hawker Tempest Mk.V on July 25, 1945. The Dora was flown by German pilots – Maj. Heinz Lange (former Kommodore of JG 51, Ritterkreuz holder, 70 victories) a Oblt. Günther Josten (former Kommandeure of IV./JG 51, 178 victories). Based on this evaluation, both aircraft were considered to be nearly equal except for speed at height where the Dora was better. This Dora was handed over to the Americans and shipped overseas via Cherbourg, France, aboard the British aircraft carrier HMS Reaper to the U.S.A. It was restored and found its way to the Museum of Flight in Seattle, WA. Unfortunately, the reconstruction of the camouflage scheme is not accurate.



Recommended for Fw 190D-11/13

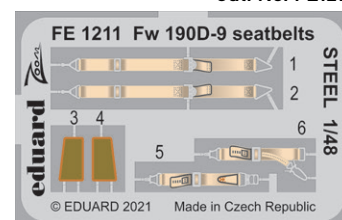
481066 Fw 190D-11/13 (PE-Set)
 FE1211 Fw 190D-9 seatbelts STEEL (PE-Set)
 648150 Fw 190 wheels late (Brassin)
 648356 Fw 190A wingroot gun bays (Brassin)
 3DL48035 Fw 190D-11/13 SPACE (3D Decal set)

Cat. No. 648150



Cat. No. 3DL48035

Cat. No. FE1211



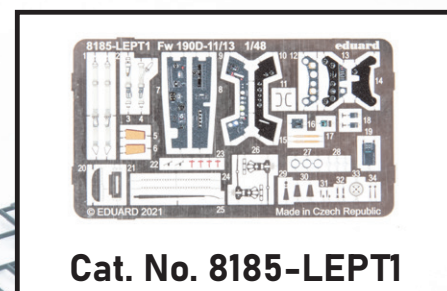
Cat. No. 648356

OVERTREES

Fw 190D-11

1/48

Cat. No. 8185X

[Product page](#)


Cat. No. 8185-LEPT1

[Product page](#)

OVERTREES

Fw 190D-13

1/48

Cat. No. 8186X

[Product page](#)

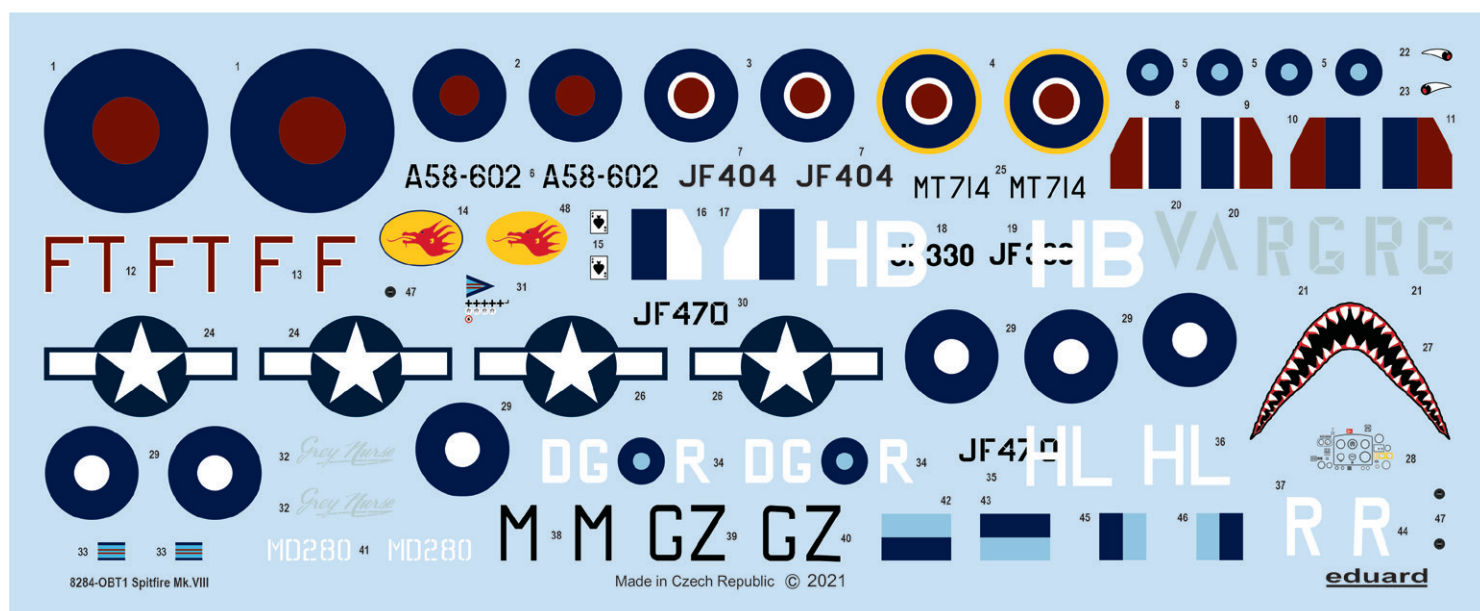
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Product page

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

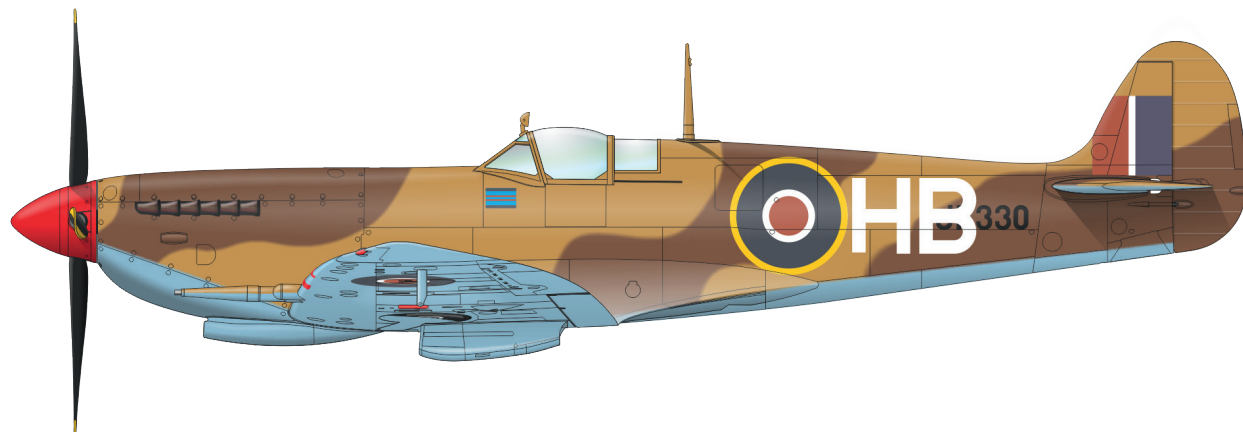


Re-release



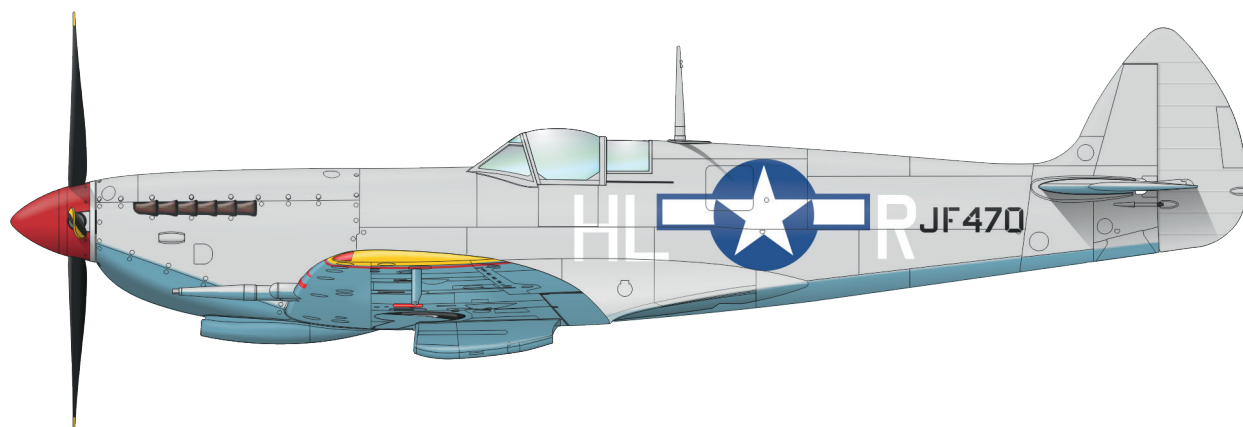
F Mk.VIII, JF330, AVM Harry Broadhurst, Africa, 1943

Harry Broadhurst joined the RAF in 1926. He became an outstanding display pilot and was promoted to CO of various units. He took part in the Battle of Britain and managed to shoot down two Bf 109s on July 2, 1941. Unfortunately, he was downed by AA fire during the same combat sortie. Five days later, Broadhurst's aircraft was damaged yet again, the successful pilot on the German side being Hptm. Josef Priller, the JG 26 fighter ace. By August 19, 1942, Broadhurst was credited with 13 confirmed kills, 7 probable kills and 10 damaged enemy aircraft. He was promoted to Air Vice Marshall and took command of the Desert Air Force in January 1943. As the commanding officer he had the right to use his initials as his aircraft code. The AVM pennant appeared under the windscreen. The aircraft was desert camouflaged and was equipped with extended wingtips.



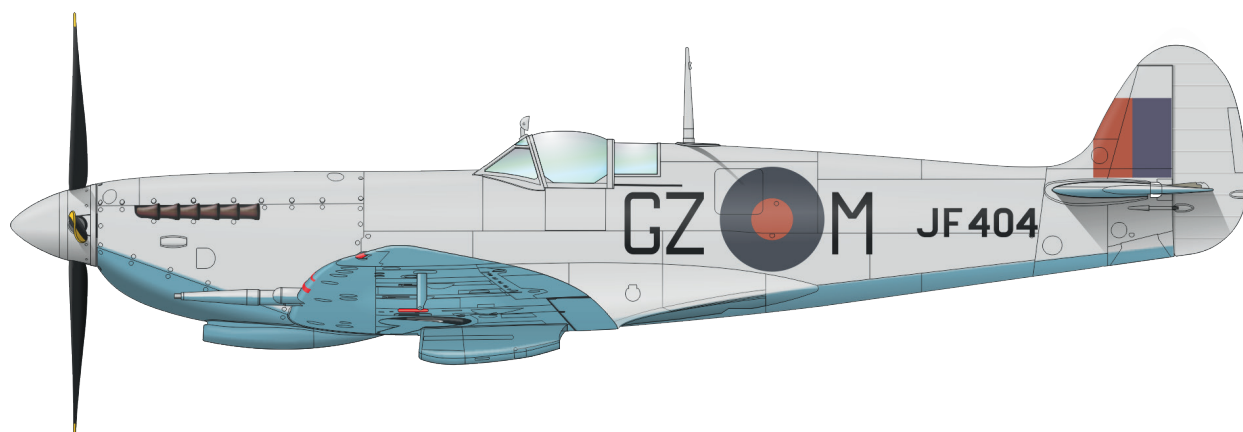
F Mk.VIII, JF470, 308th FS, 31st FG, 12th AF, Fano Air Base, Italy, 1944 – 1945

The 31st Fighter Group flew Spitfire Mk.Vs, Mk.VIIIIs and Mk.IXs from June 1943 till March 1944. The Group was subsequently re-equipped with P-51 Mustangs but a few Spitfires were retained as hacks. Mustangs flown by this FG had red-yellow stripes on the wing tips. The red color was closer to the wingtips, but it is not clear if the red color position was the same on this Spitfire. The wingtip appears to be yellow in available photos. The camouflage is probably that for high altitude fighters and consists of Medium Sea Grey on upper and PRU blue on lower surfaces. Note the clipped wings.



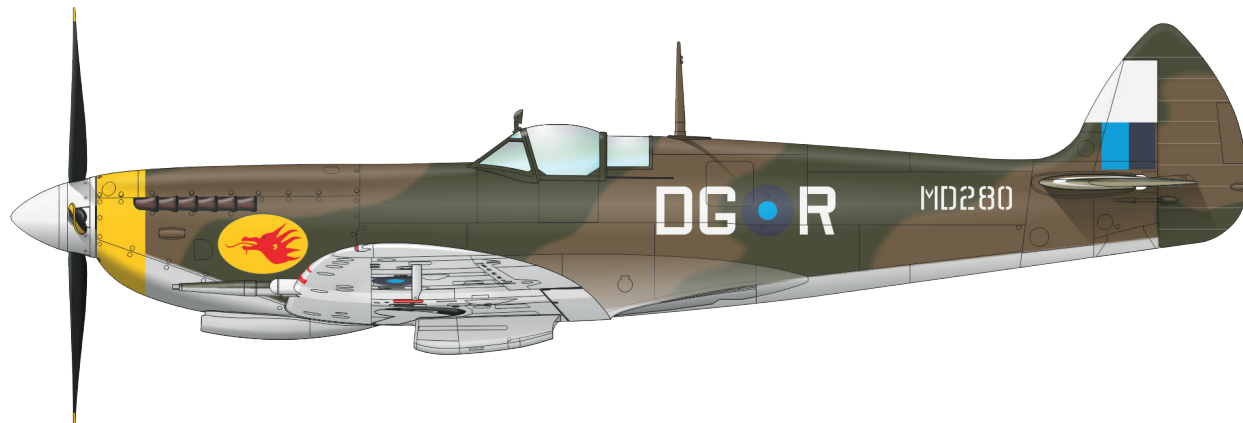
F Mk.VIII, JF404, No. 32 Squadron RAF, Foggia Air Base, Italy, Early 1944

The high altitude fighter camouflage scheme adorned this Spitfire as well. In accordance with regulations, red-blue cockades were painted on the fuselage and upper sides of the wings. No national insignia was applied on the bottom of the wings. A photo of this aircraft shows that the GZ code letters did not adhere to regulations on the right side of the fuselage. The aircraft was equipped with extended wingtips.

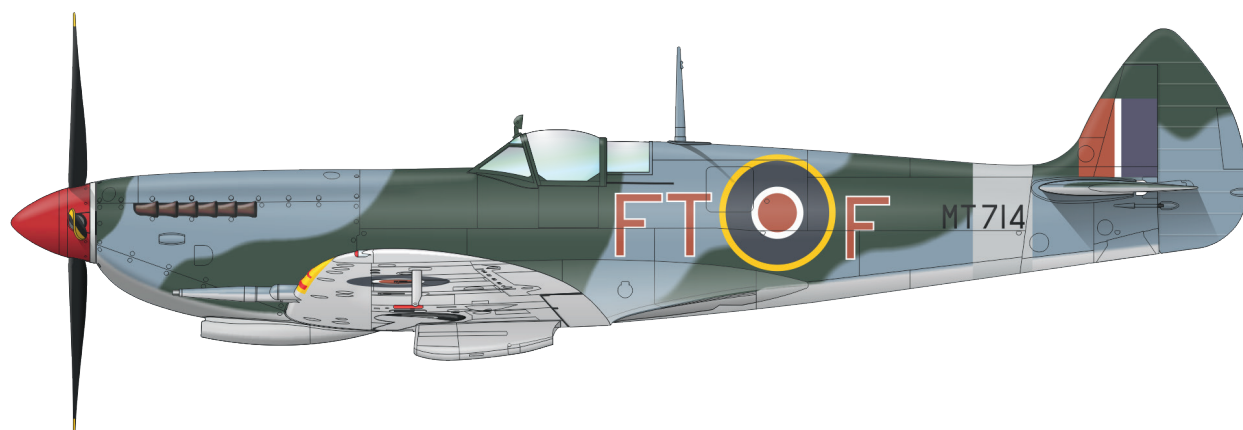


LF Mk.VIII, MD280, F/Lt. Paul Ostrander, No. 155 Squadron RAF, Burma, 1945

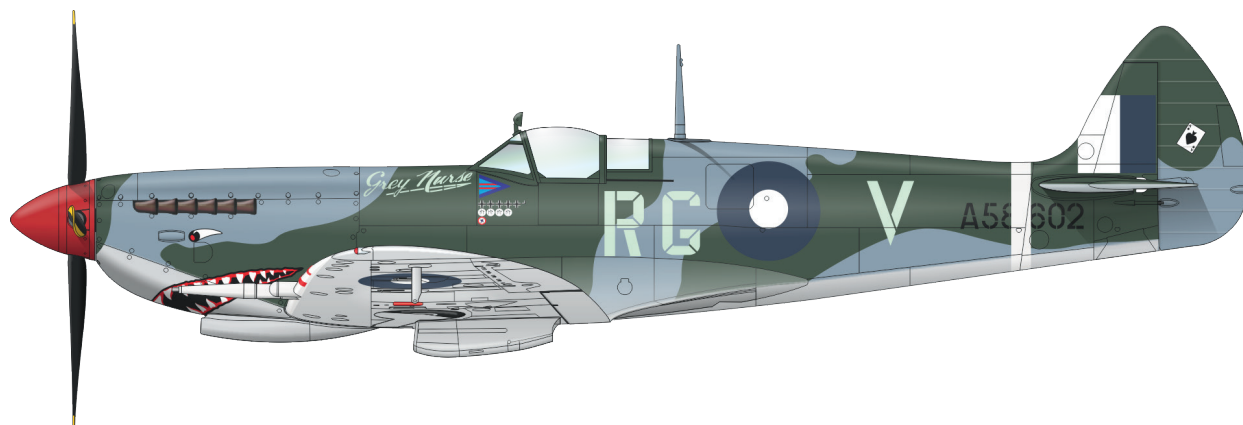
Paul Ostrander, a Canadian from Winnipeg, joined No. 155 Squadron in India in May 1944 and flew Spitfire Mk.VIII's from July of the same year and successfully completed his combat tour in May, 1945. Ostrander's Spitfire wore white identification stripes on the wings and tail. It is not clear if a white stripe on the fin is present but this stripe would have been part of the prescribed standard. Both possibilities are possible in this kit. The badge on the nose is based on the Chindits marking – troop units active against the Japanese armed forces in the jungle behind enemy lines.

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

Fifteen Spitfire Mk.VIII's were delivered to No. 43 Squadron RAF, in July 1944. Squadron pilots flew them till October of the same year from Calvi Air Field, Sardinia, and from various bases located in Southern France. This Spitfire wore the day fighter camouflage scheme. It was accepted by the RAF in June 1944 and assigned to No. 43 Squadron on July 13, 1944. MT714 was written off on March 14, 1946.

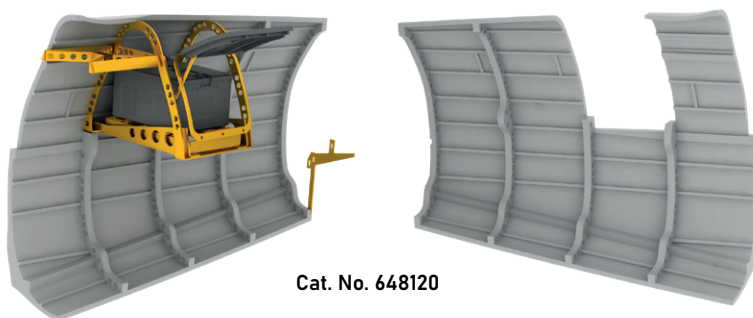
**HF Mk.VIII, W/Cdr Robert Gibbes, CO of No. 80 Fighter Wing, Dutch East Indies, 1945**

The Spitfire Mk.VIII flown by W/Cdr Bobby Gibbes, a fighter ace credited with 12 kills (2 shared), carried the marking of No. 457 Squadron, RAAF. The kill marks under the canopy are inclusive of Gibbes' score from the Mediterranean Theatre of Operations. He served with No. 3 Squadron RAAF at that time. The quick identification marking composed of white leading edges of the wings, appeared on Australian Spitfires in mid 1943 for the first time and No. 80 Fighter Wing subsequently adopted them. At least two versions of the sharkmouth were painted on this Spitfire, and we offer up the earlier style. Note the up-side down oriented ace of spades on the rudder.



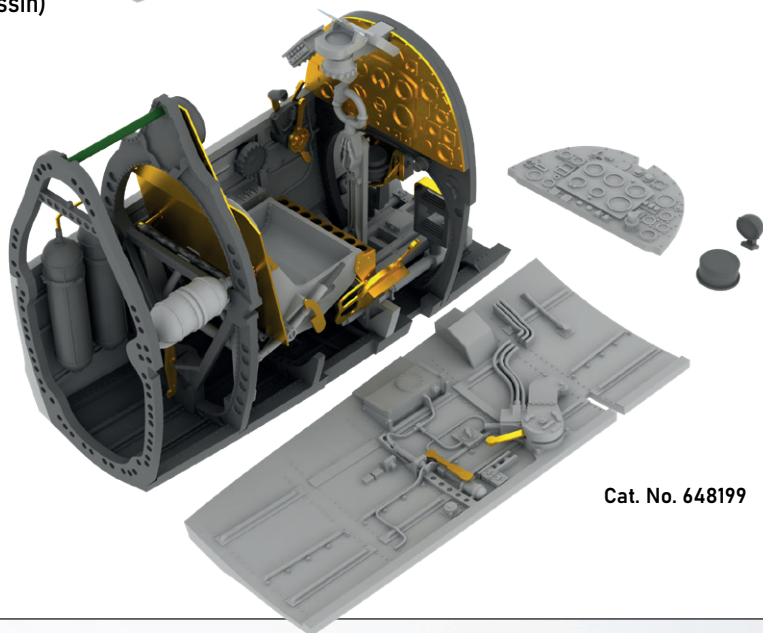
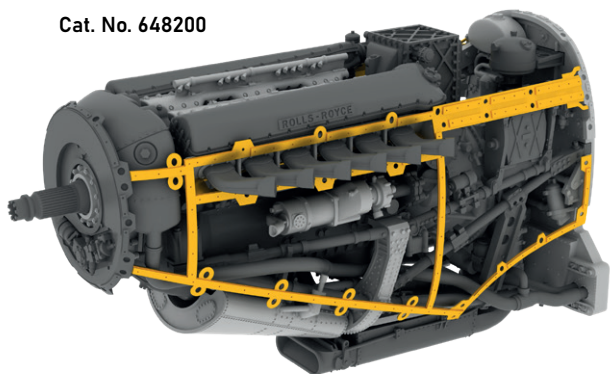
Recommended for Spitfire Mk.VIII

49708	Spitfire Mk.VIII (PE-Set)
648099	Spitfire exhaust stacks fishtail (Brassin)
648115	Spitfire wheels - 4 spoke (Brassin)
648118	Spitfire wheels - 4 spoke w/pattern (Brassin)
648120	Spitfire - radio compartment (Brassin)
648199	Spitfire Mk.VIII cockpit (Brassin)
648200	Spitfire Mk.VIII engine (Brassin)
648201	Spitfire Mk.VIII gun bays (Brassin)
648338	Spitfire Mk.VIII top cowl (Brassin)
648380	Spitfire Mk.VIII / IX cockpit door (Brassin)
648589	Spitfire Mk.I undercarriage legs BRONZE (Brassin)
3DL48039	Spitfire Mk.VIII SPACE (3D Decal set)
D48048	Spitfire Mk.VIII over Europe (Decal set)
D48049	Spitfire Mk.VIII over Pacific (Decal set)



Cat. No. 648120

Cat. No. 648200



Cat. No. 648199

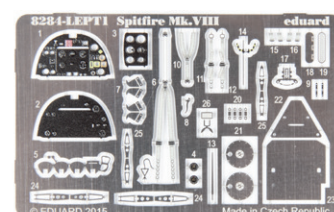
OVERTREES

Spitfire Mk.VIII

1/48

Cat. No. 8294X

[Product page](#)



Cat. No. 8284-LEPT1

[Product page](#)

644116

Sopwith Camel Löök

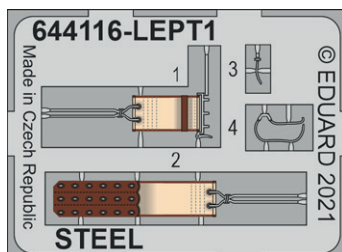
1/48 Eduard

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

Set contains:

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

[Product page](#)



644117

Me 163B Löök

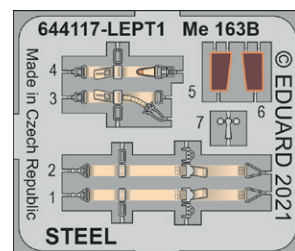
1/48 Gaspach Model

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Me 163B in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Gaspach Models

Set contains:

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

[Product page](#)



644118

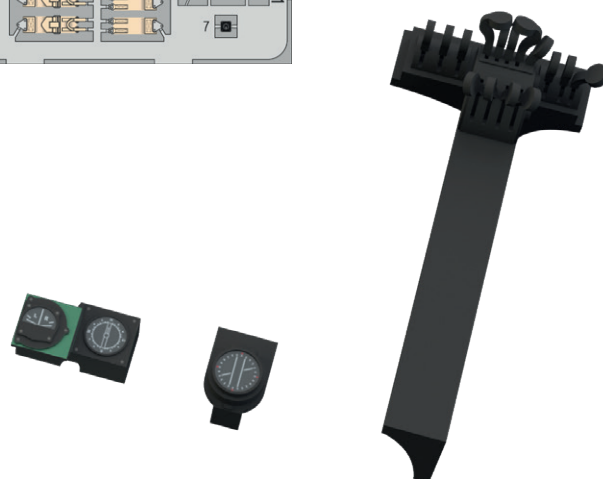
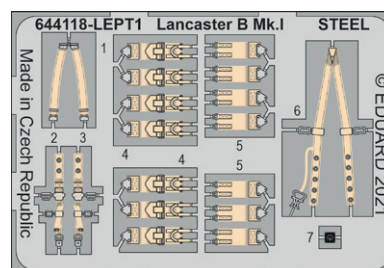
Lancaster B Mk.I LööK

1/48 HKM

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

Set contains:

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

[Product page](#)


648638

Tempest Mk.II gun bays

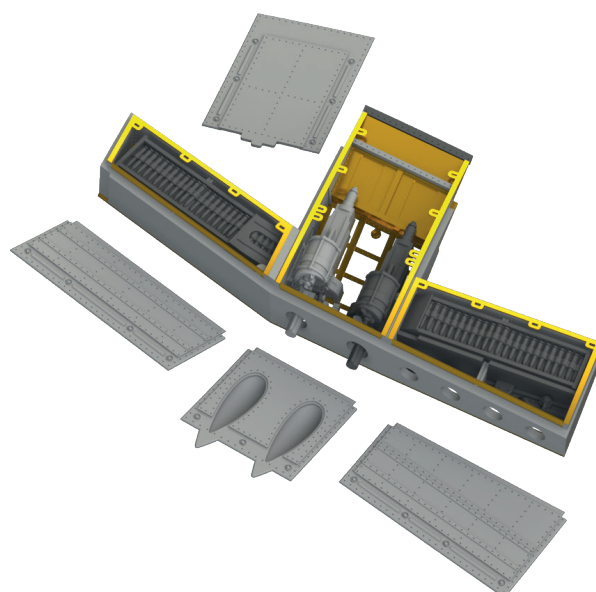
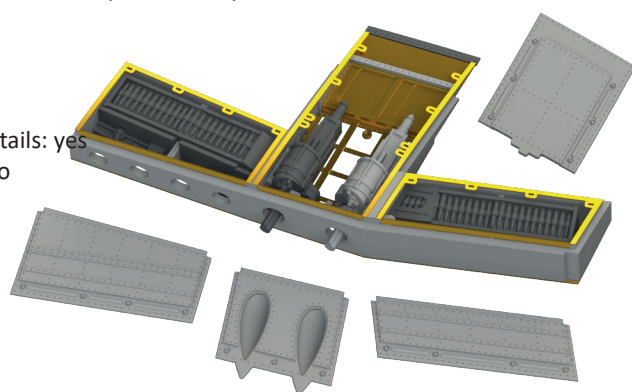
1/48 Eduard/Special Hobby

Brassin set - the gun bays for Tempest Mk.II in 1/48 scale. The set consists of the gun bays for both wings.

Recommended kit: Eduard/Special Hobby

Set contains:

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

[Product page](#)


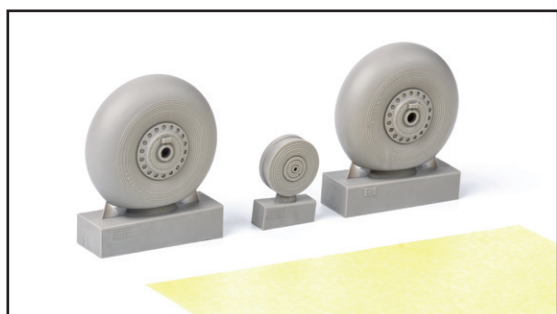
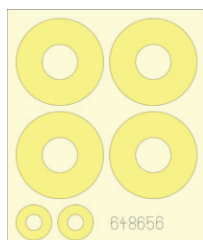
648656 Lancaster B Mk.I wheels 1/48 HKM

[Product page](#)

Brassin set - the undercarriage wheels for Lancaster B Mk.I 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: 3 parts
- decals: no
- photo-etched details: no
- painting mask: yes



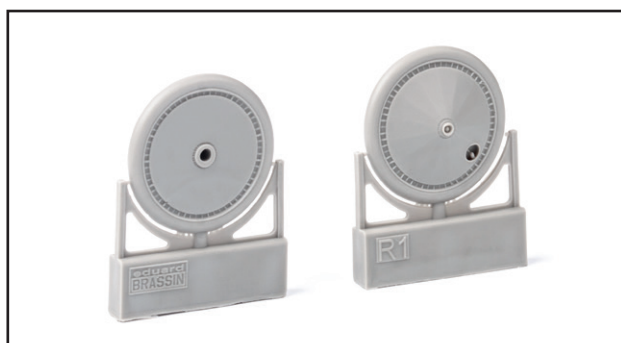
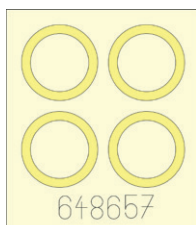
648657 Sopwith Camel wheels type 1 1/48 Eduard

[Product page](#)

Brassin set - the undercarriage wheels for Sopwith Camel in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



648658

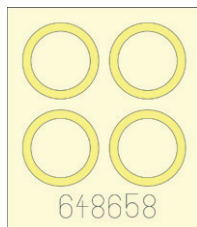
Sopwith Camel wheels type 2

1/48 Eduard

Brassin set - the undercarriage wheels for Sopwith Camel in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



Product page



648659

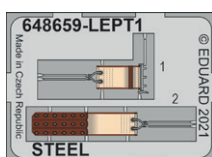
Sopwith Camel seat

1/48 Eduard

Brassin set - the pilot seat for Sopwith Camel 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



eduard
BRASSIN

Print



Product page



648660

Sopwith Camel Vickers Mk.I gun

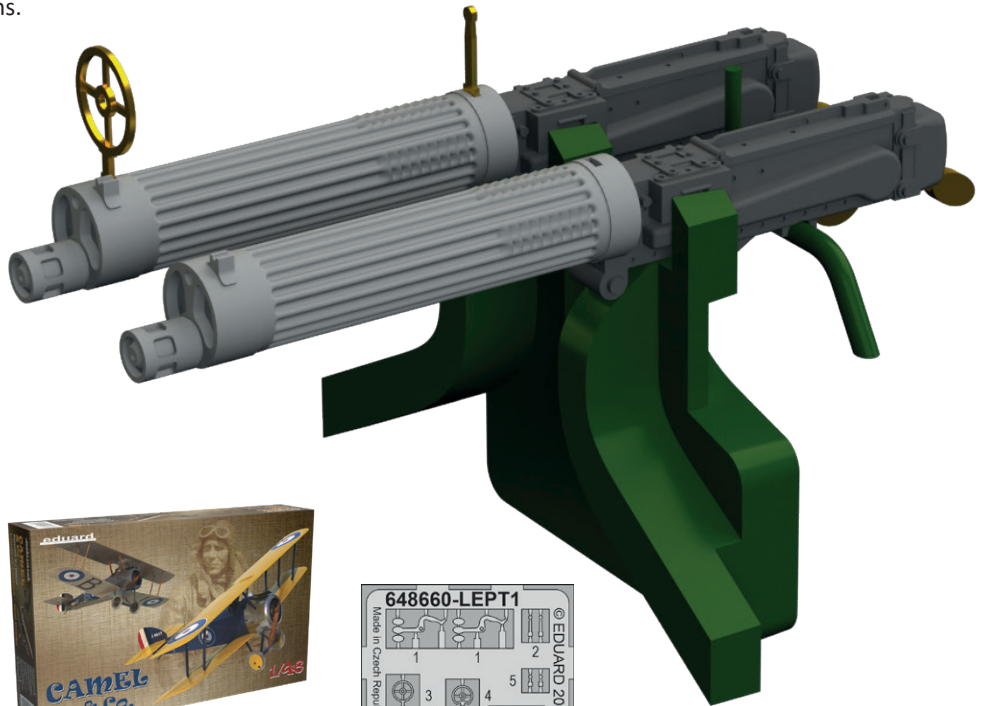
1/48 Eduard

[Product page](#)

Brassin set - the Vickers Mk.I guns for Sopwith Camel in 1/48 scale. The set consists of two guns. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



648664

Spitfire Mk.V wheels

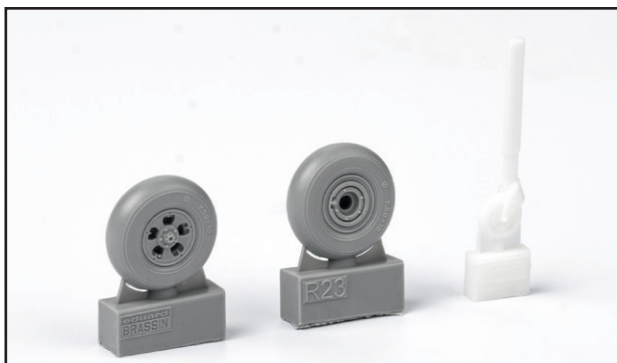
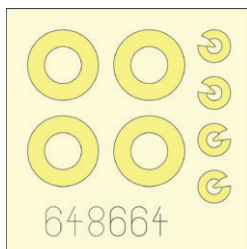
1/48 Eduard

[Product page](#)

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

Set contains:

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



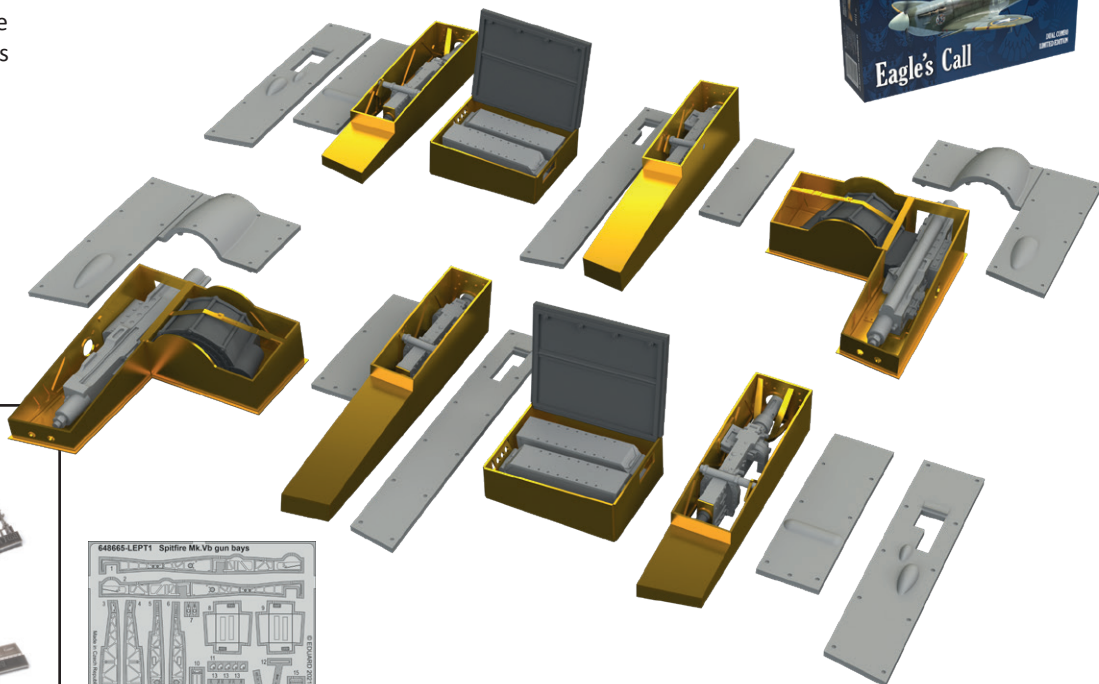
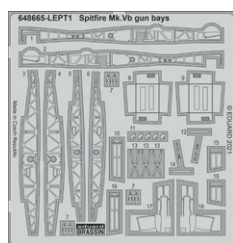
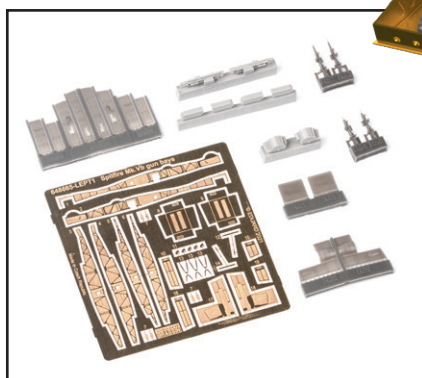
648665 Spitfire Mk.Vb gun bays 1/48 Eduard

[Product page](#)

Brassin set - the gun bays for Spitfire Mk.Vb in 1/48 scale. The set consists of the gun bays for both wings. Recommended kit: Eduard

Set contains:

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



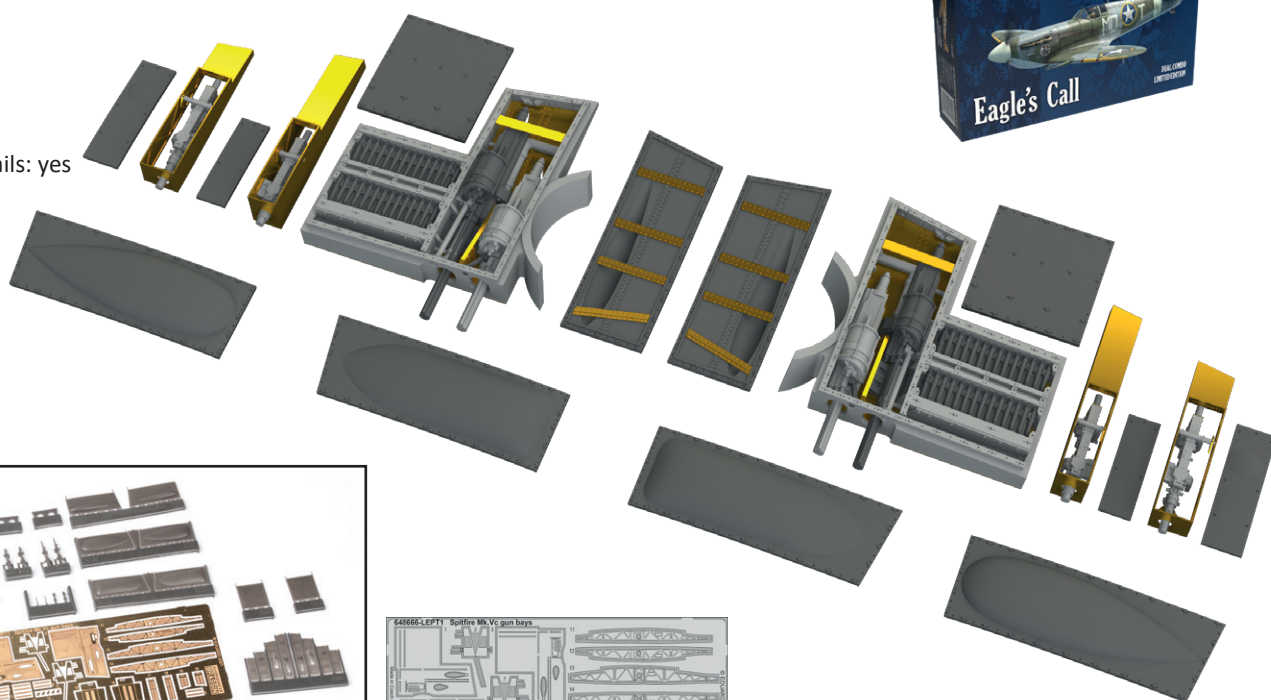
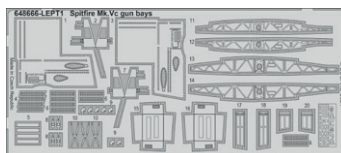
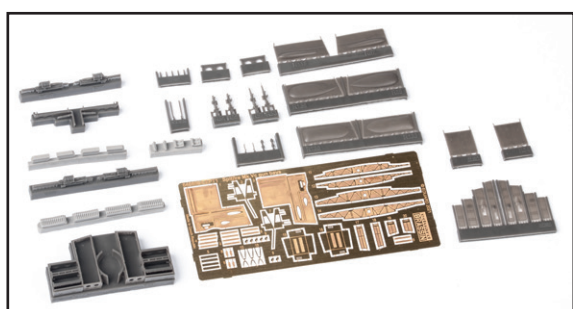
648666 Spitfire Mk.Vc gun bays 1/48 Eduard

[Product page](#)

Brassin set - the gun bays for Spitfire Mk.Vc in 1/48 scale. The set consists of the gun bays for both wings. Recommended kit: Eduard

Set contains:

- resin: 52 parts
- decals: no
- photo-etched details: yes
- painting mask: no



648667

Spitfire Mk.V three-stacks exhausts rounded

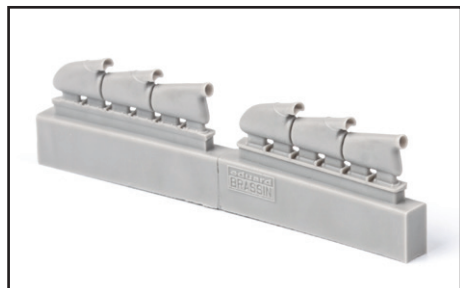
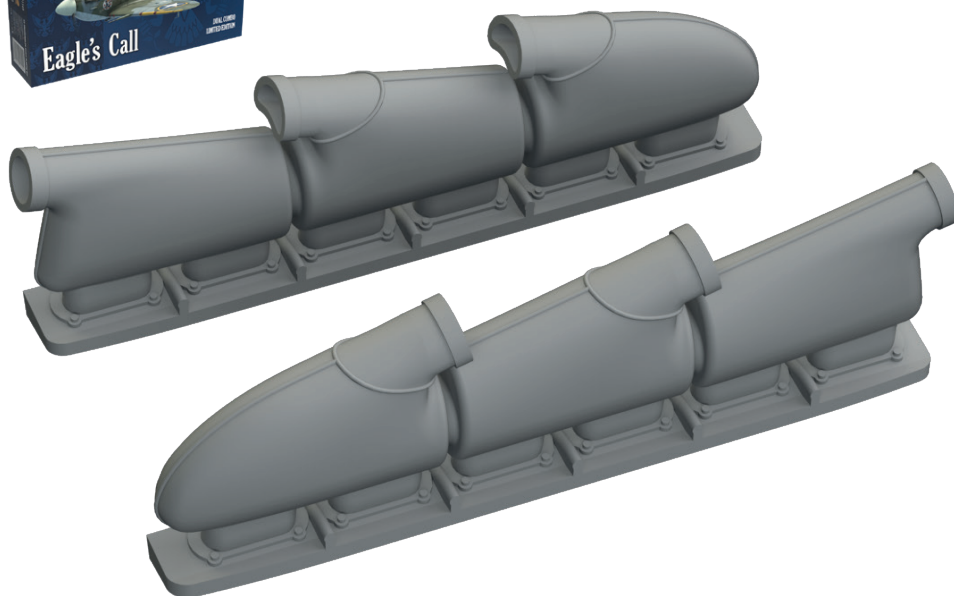
1/48 Eduard

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

Recommended kit: Eduard

Set contains:

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

[Product page](#)


648668

Spitfire Mk.V three-stacks exhausts fishtail

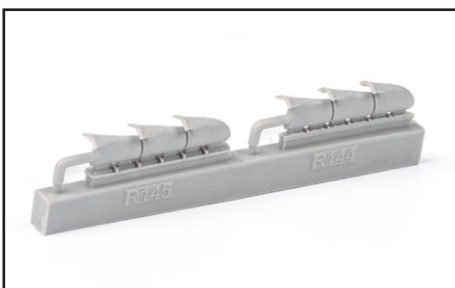
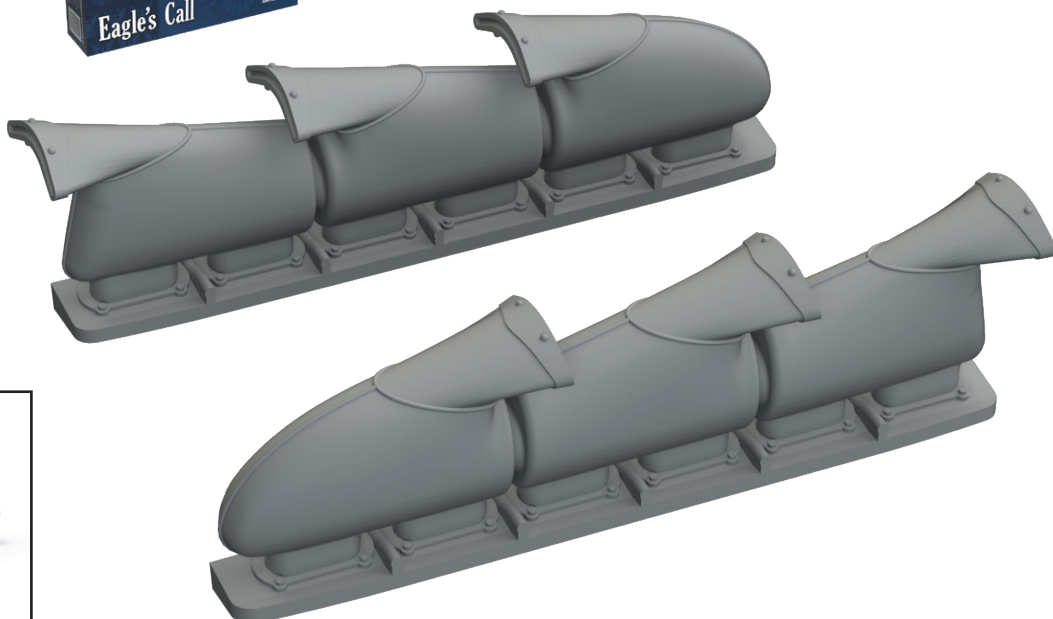
1/48 Eduard

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

Recommended kit: Eduard

Set contains:

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

[Product page](#)


648670

Spitfire Mk.Va/b undercarriage legs BRONZE

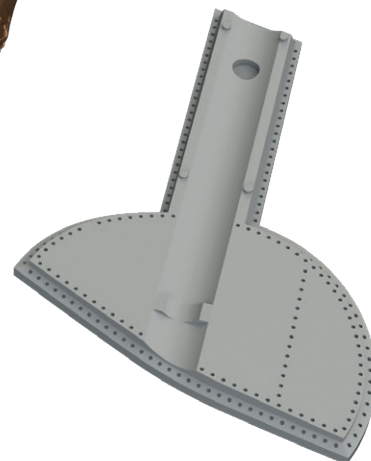
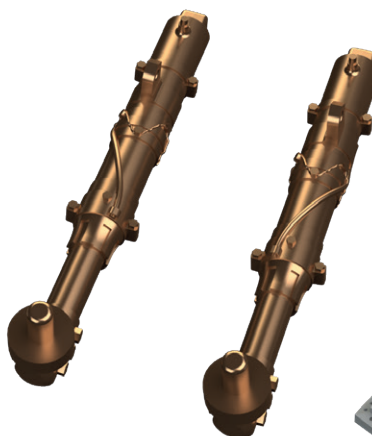
1/48 Eduard

Brassin set - the undercarriage legs for Spitfire Mk.Va and Mk.Vb in 1/48 scale. The set consists of the main undercarriage legs and wheel well doors. The legs are made of bronze. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

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


[Product page](#)

648671

Spitfire Mk.Vc undercarriage legs BRONZE

1/48 Eduard

Brassin set - the undercarriage legs for Spitfire Mk.Vc in 1/48 scale. The set consists of the main undercarriage legs and wheel well doors. The legs are made of bronze. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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


[Product page](#)

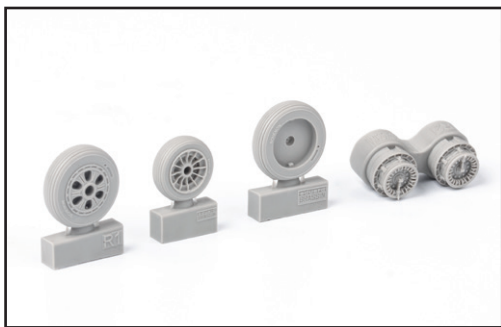
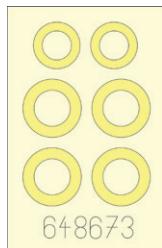

648673 Sabre F.4 wheels 1/48 Airfix

Brassin set - the undercarriage wheels for Sabre F.4 in 1/48 scale. The set consists of the main wheels and a nose wheel. Easy to assemble, replaces plastic parts.

Recommended kit: Airfix

Set contains:

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



Product page



648674 Sopwith Camel Rotherham air pumps 1/48 Eduard

Brassin set - the oil pumps for Sopwith Camel in 1/48 scale. The set consists of 6 pumps. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

eduard
BRASSIN
Print

Product page



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

Product page

LööK



644115

Tempest Mk.II LööKplus

1/48 Eduard/Special Hobby

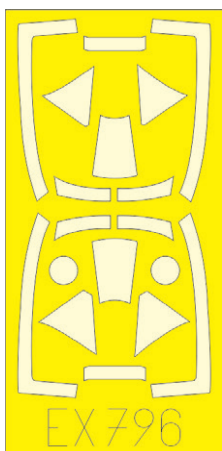
LööK+

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

[Product page](#)



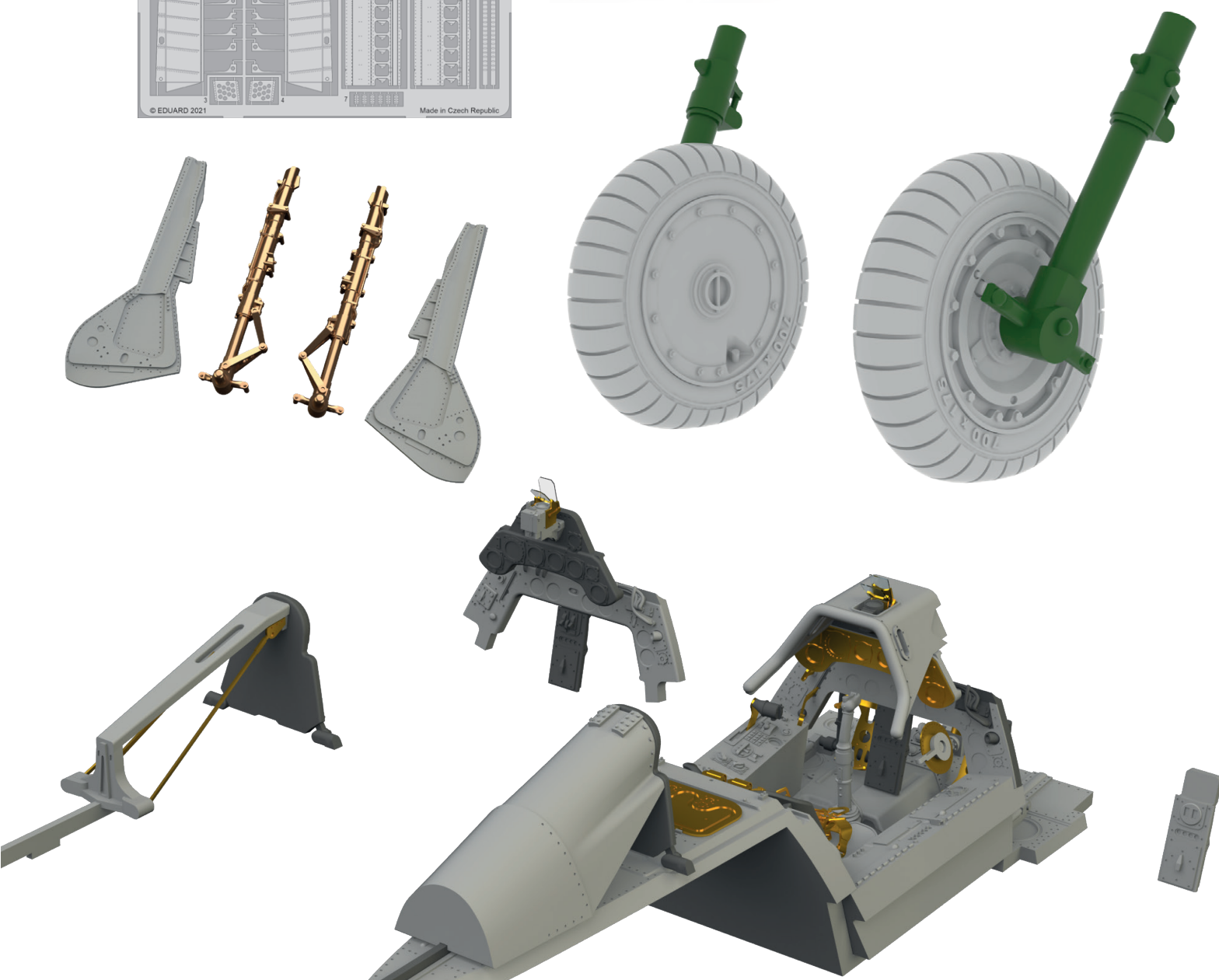
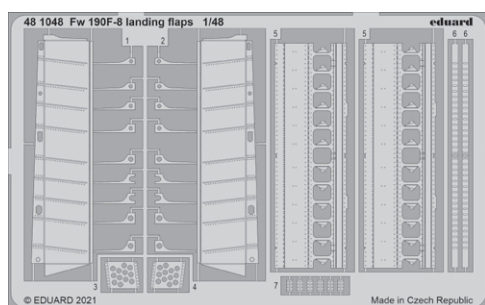
SIN64877 Fw 190F-8 ESSENTIAL 1/48 Eduard

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%.

[Product page](#)



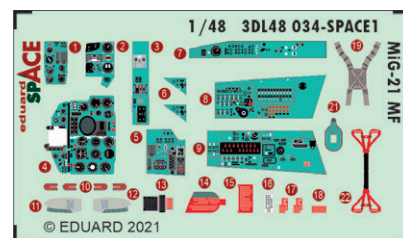
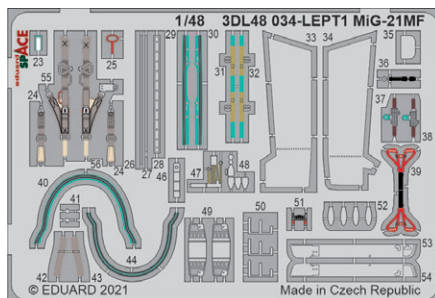
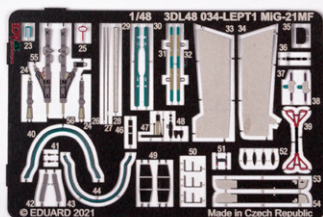
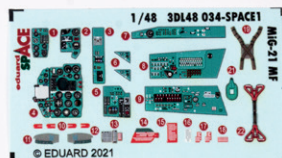
MiG-21MF SPACE

for 1/48 kit Eduard

[Product page](#)



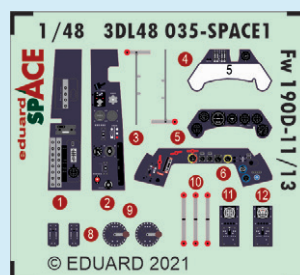
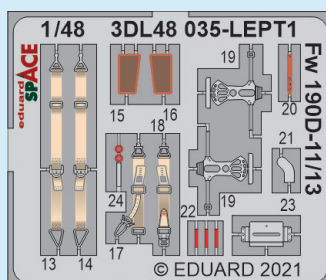
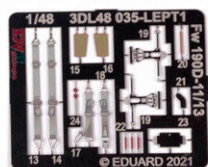
eduard
SPACE



Fw 190D-11/13 SPACE

for 1/48 kit Eduard

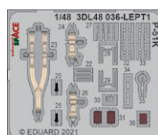
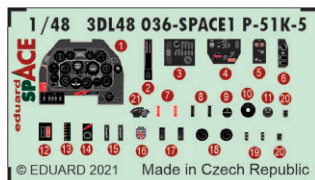
[Product page](#)



P-51K-5 SPACE

for 1/48 kit Eduard

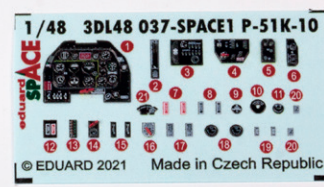
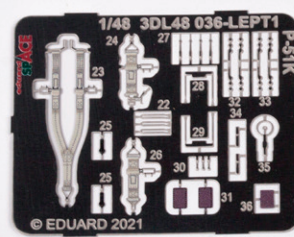
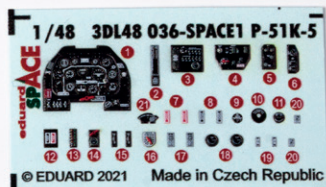
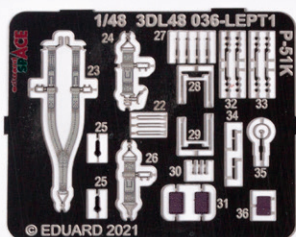
[Product page](#)



P-51K-10 SPACE

for 1/48 kit Eduard

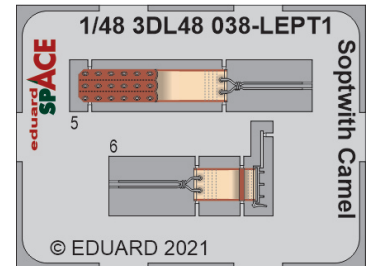
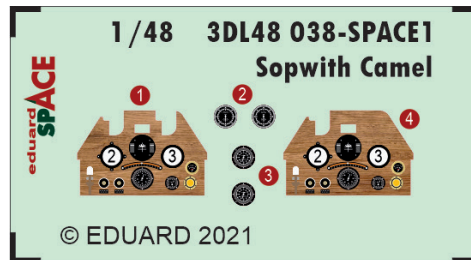
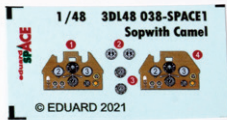
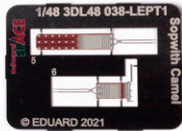
[Product page](#)



Sopwith Camel SPACE for 1/48 kit Eduard

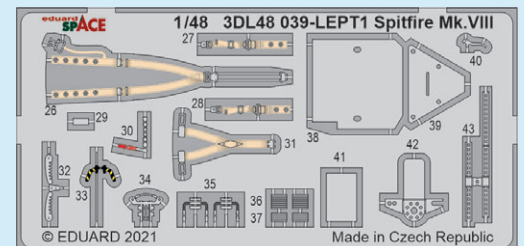
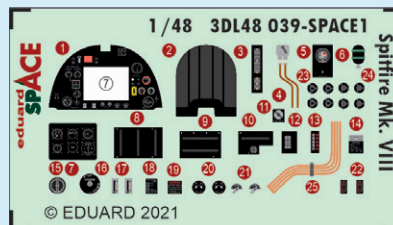
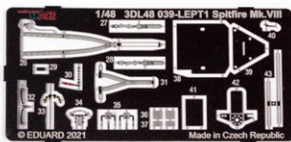
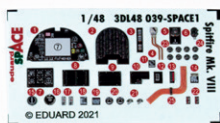
Product page

eduard
SPACE



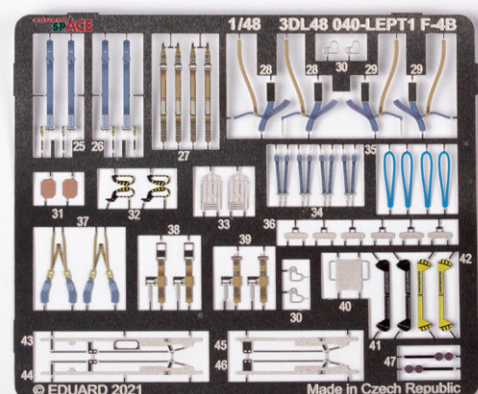
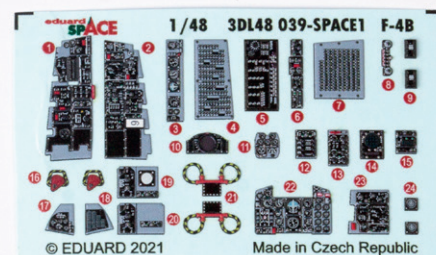
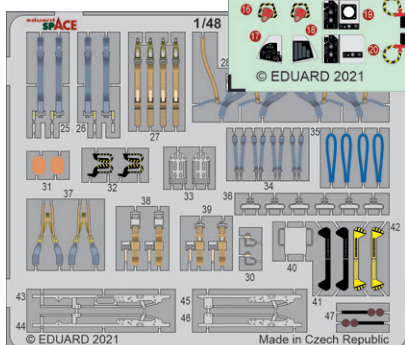
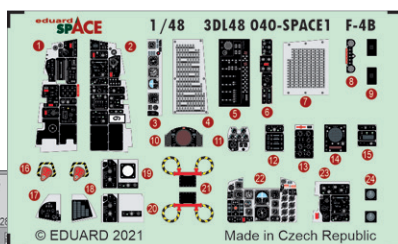
Spitfire Mk.VIII SPACE for 1/48 kit Eduard

Product page



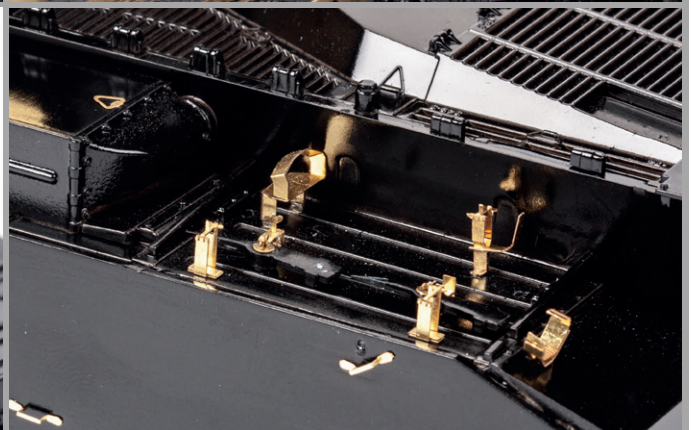
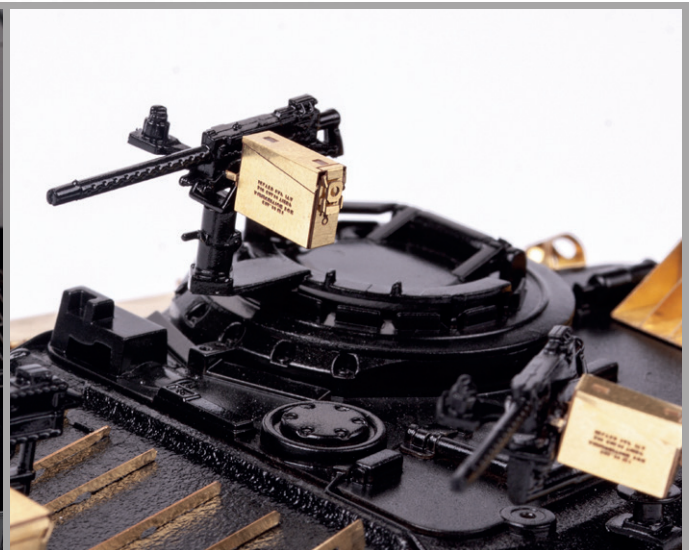
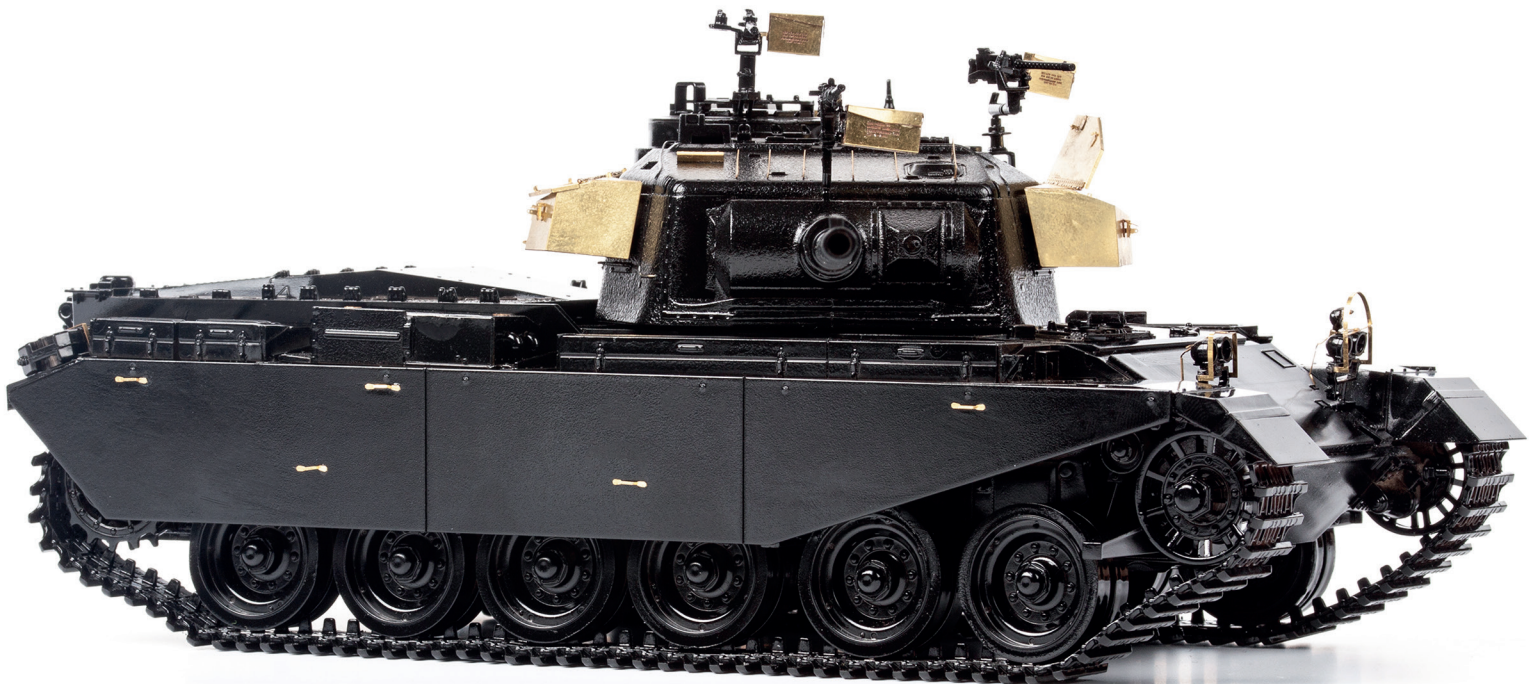
F-4B SPACE for 1/48 kit Tamiya

Product page



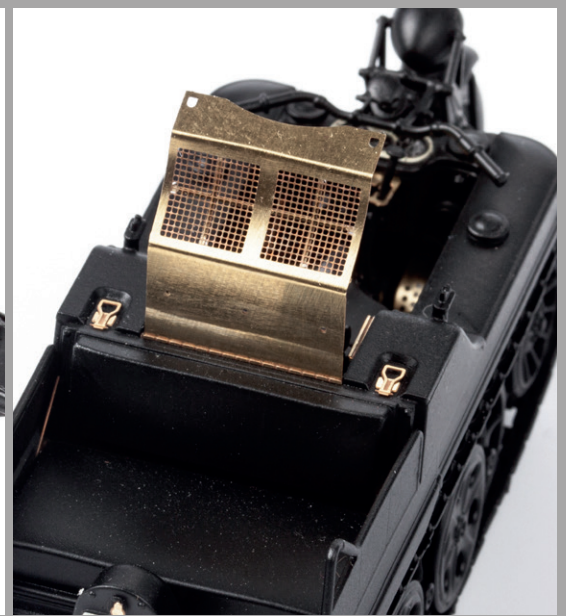
IDF Shot Kal 1/35 Amusing Hobby

IDF Shot Kal 1/35 Amusing Hobby (36468)
IDF Shot Kal turret boxes 1/35 Amusing Hobby (36469)



Sd. Kfz.2 Kettenkraftrad 1/35 Tamiya

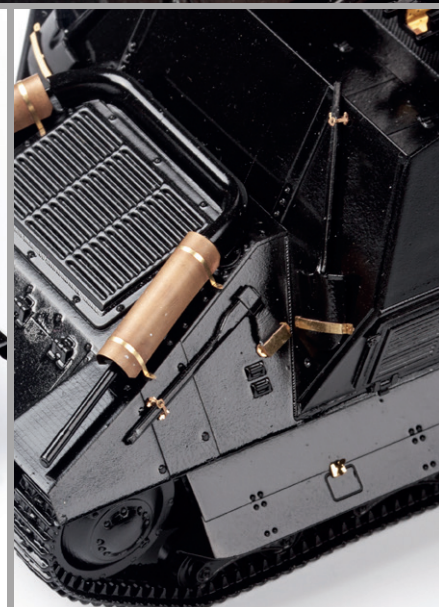
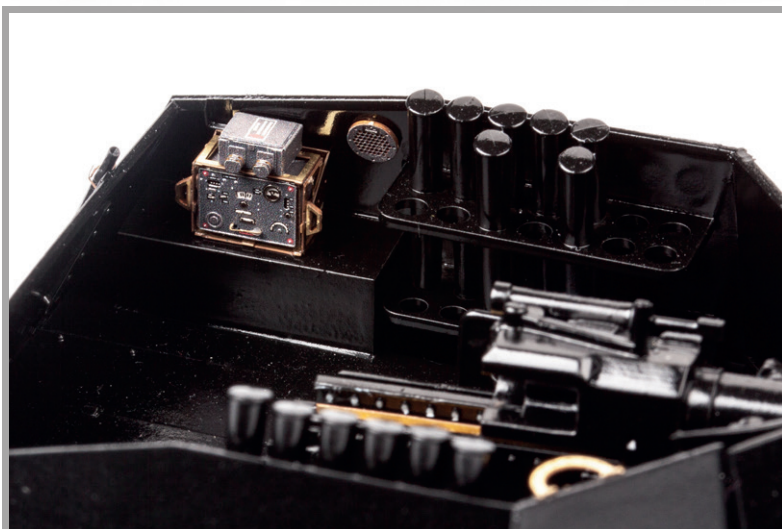
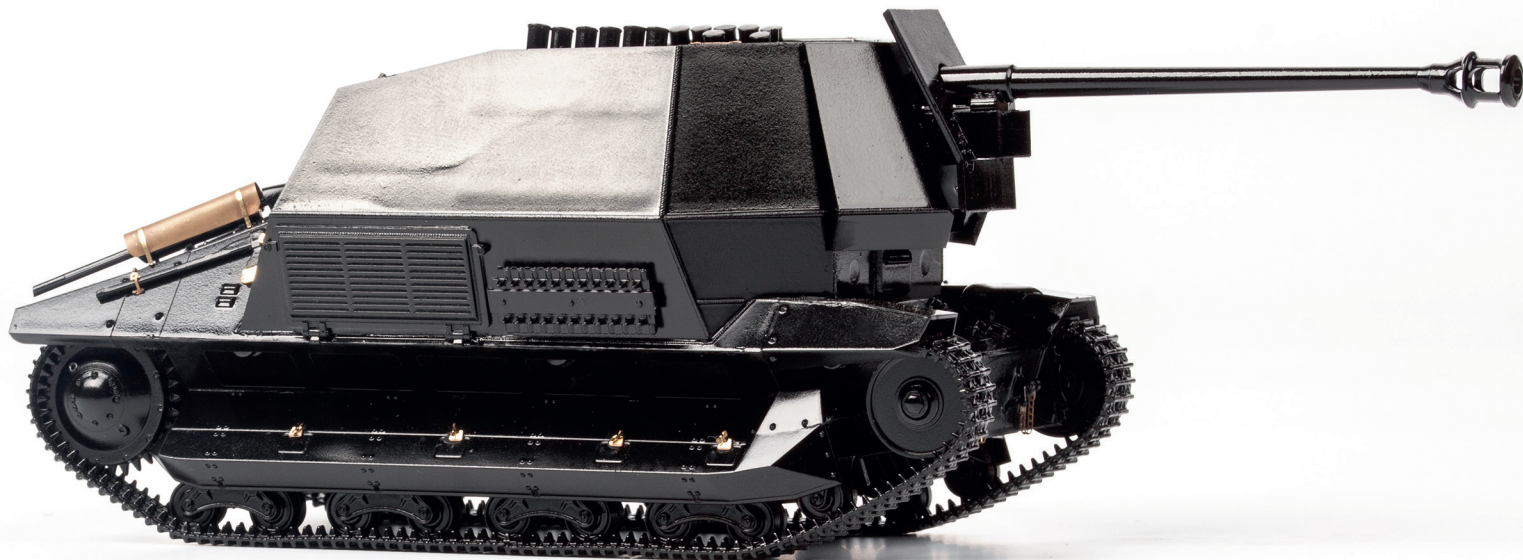
Sd. Kfz.2 Kettenkraftrad 1/35 Tamiya (36467)



Marder I on FCM 36 base

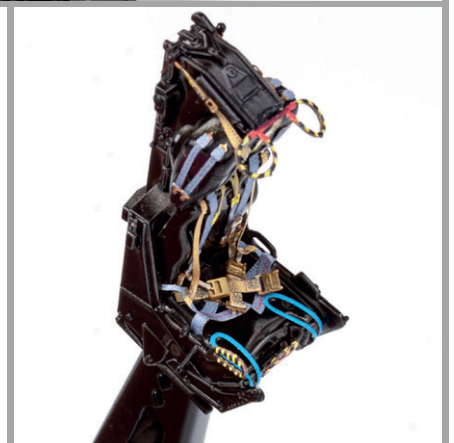
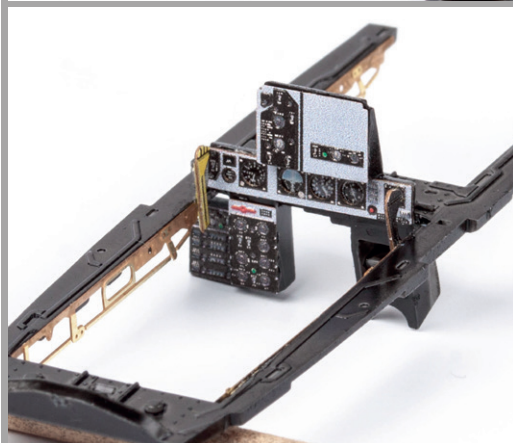
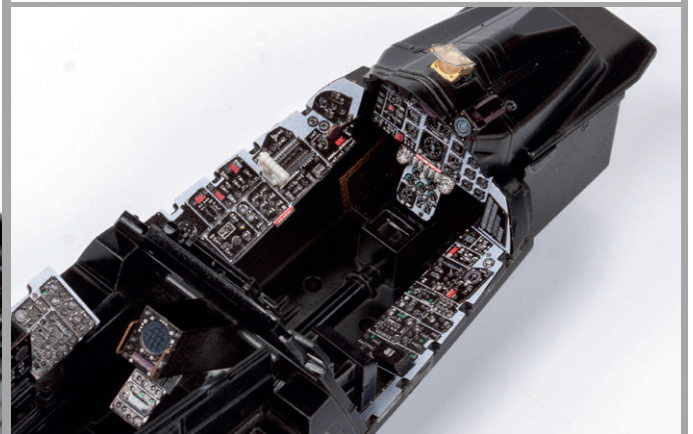
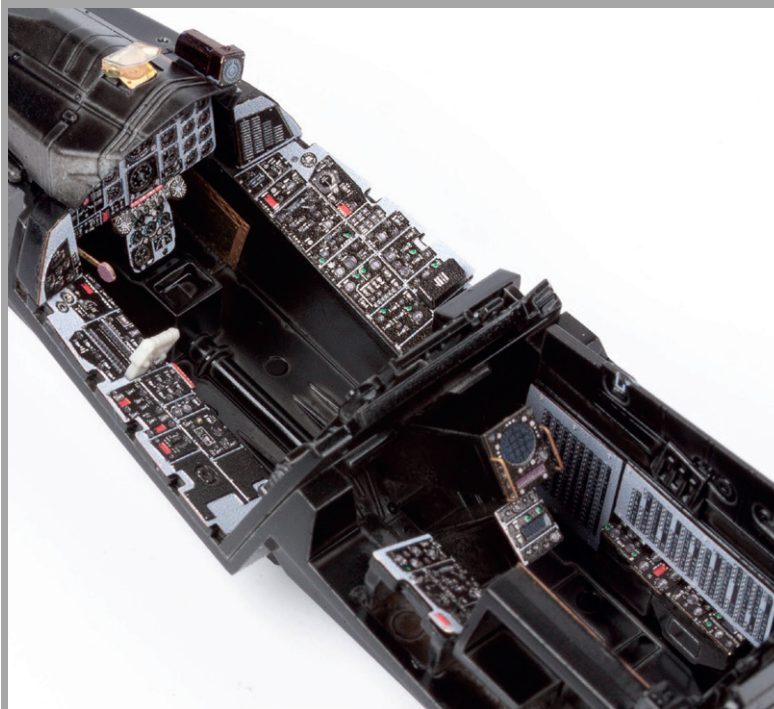
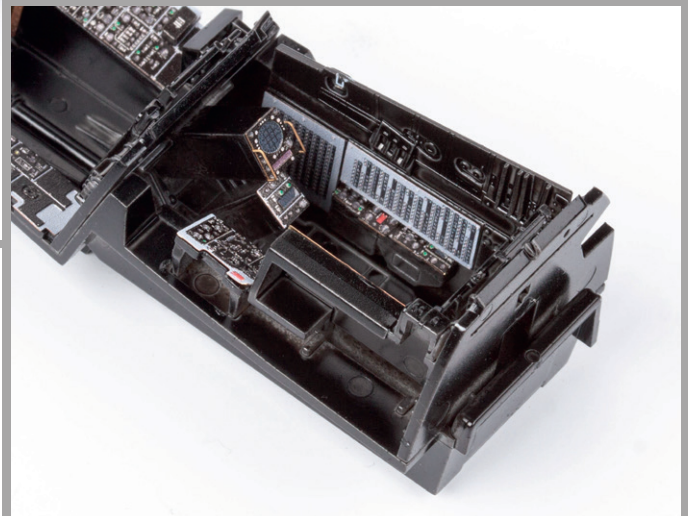
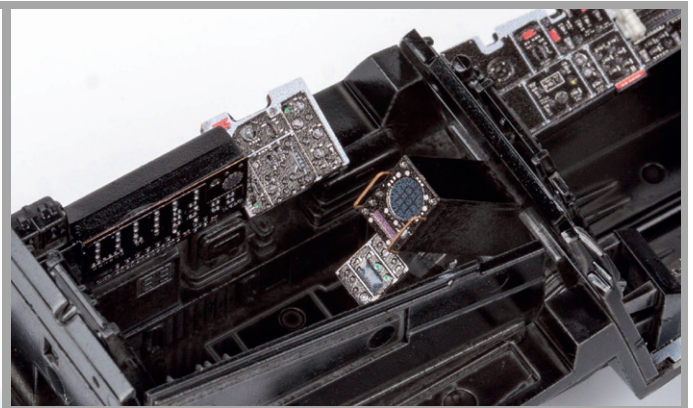
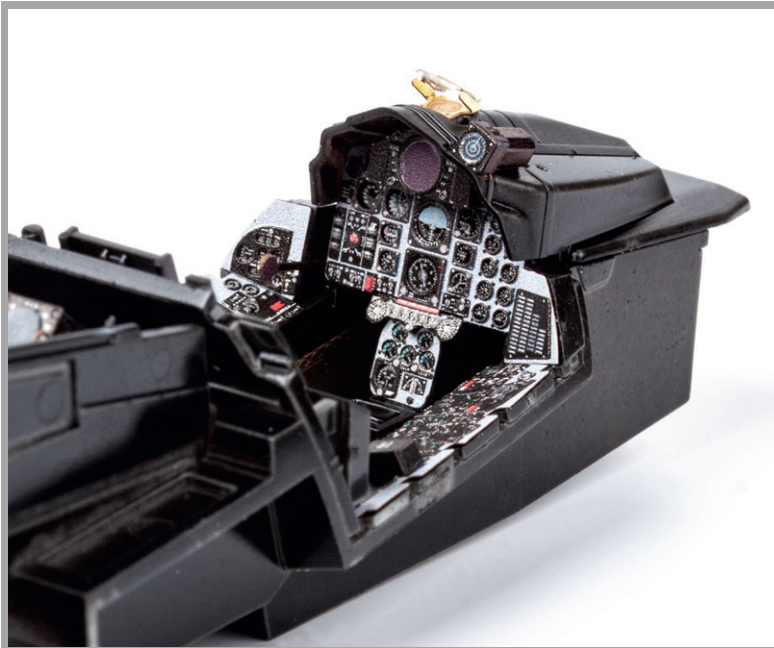
1/35 ICM

Marder I on FCM 36 base 1/35 ICM (36470)



F-4B 1/48 Tamiya

F-4B 1/48 Tamiya (491212)
F-4B 1/48 Tamiya (FE1212) (Zoom)
F-4B seatbelts STEEL 1/48 Tamiya (FE1213) (Zoom)
F-4B 1/48 Tamiya (EX802) (Mask)
F-4B TFace 1/48 Tamiya (EX803) (Mask)



F-4E

1/72 Fine Molds

F-4E 1/72 Fine Molds (73747)
F-4E 1/72 Fine Molds (SS747) (Zoom)
F-4E 1/72 Fine Molds (CX603) (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

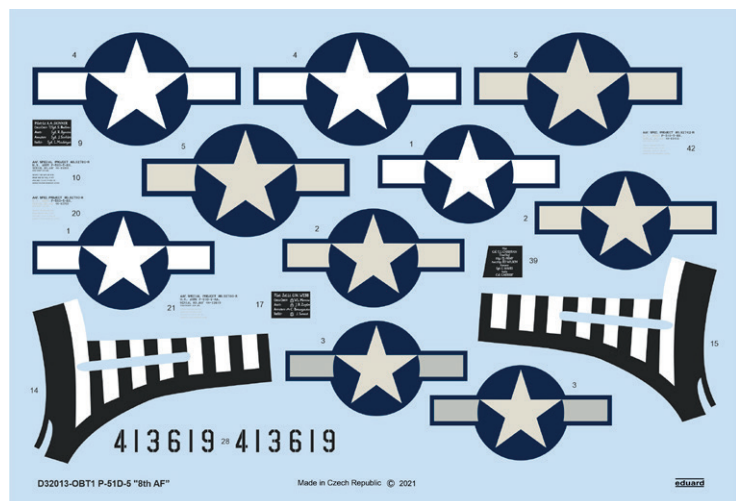
**special
HOBBY**
www.specialhobby.eu

eduard

Mediální
partner

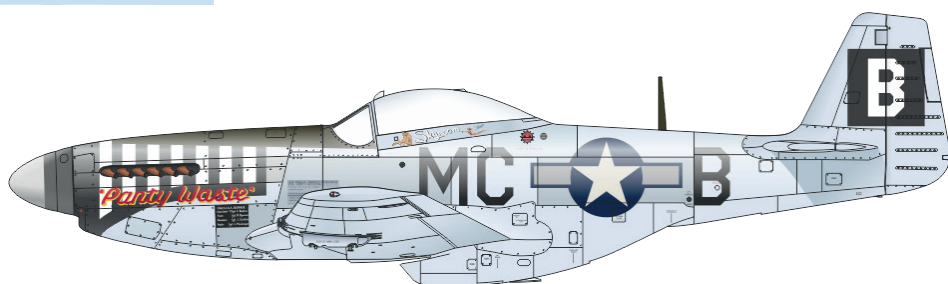
MODELÁŘ

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

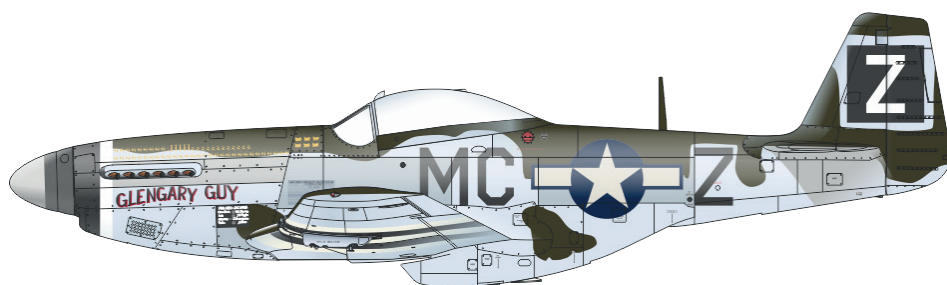


Cat. No. D32013
P-51D-5 "8th AF"
1/32 Tamiya/Revell

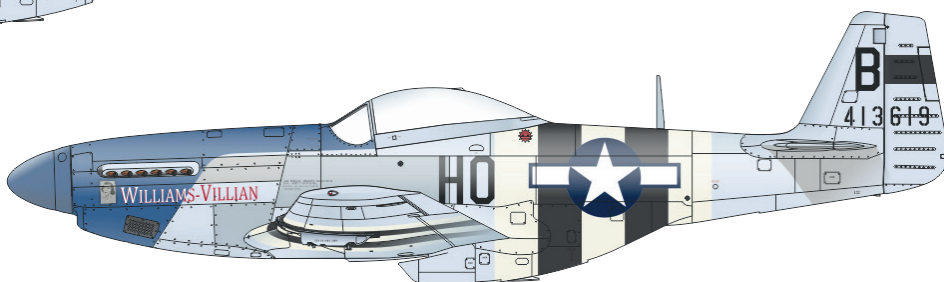
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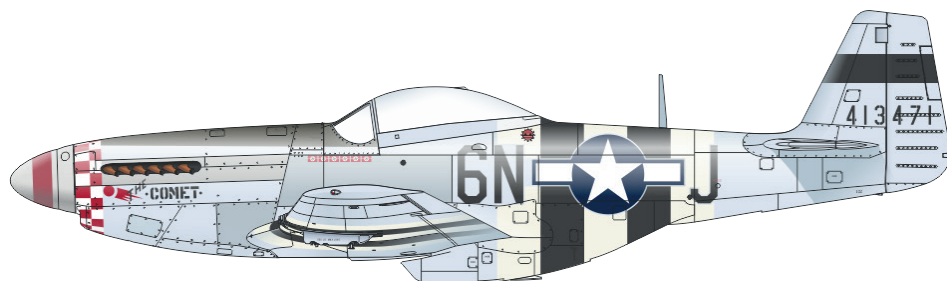
44-13660, Lt. Kenneth A. Skinner,
79th FS, 20th FG, 8th AF, King's Cliffe,
Northamptonshire, Great Britain, Autumn 1944



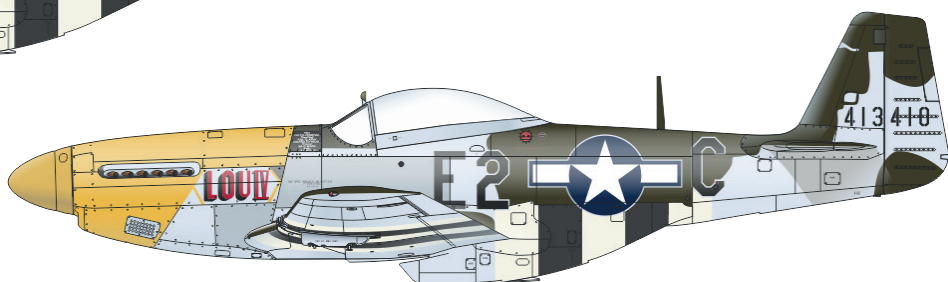
44-13760, Capt. Glenn M. Webb,
79th FS, 20th FG, 8th AF, Northamptonshire,
King's Cliffe, Great Britain, October 1944



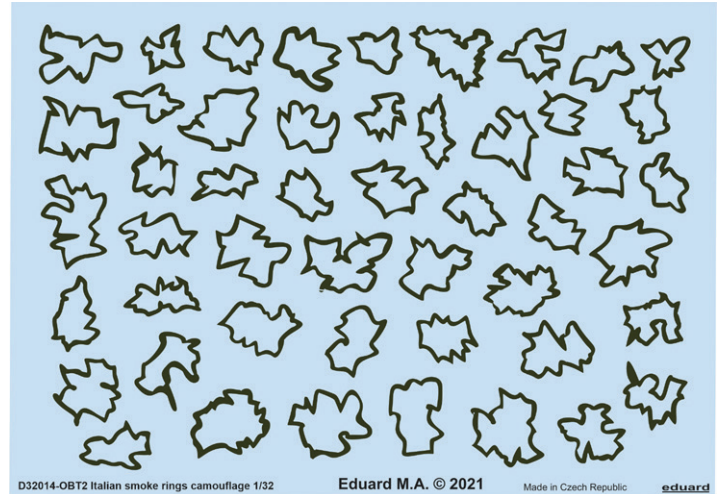
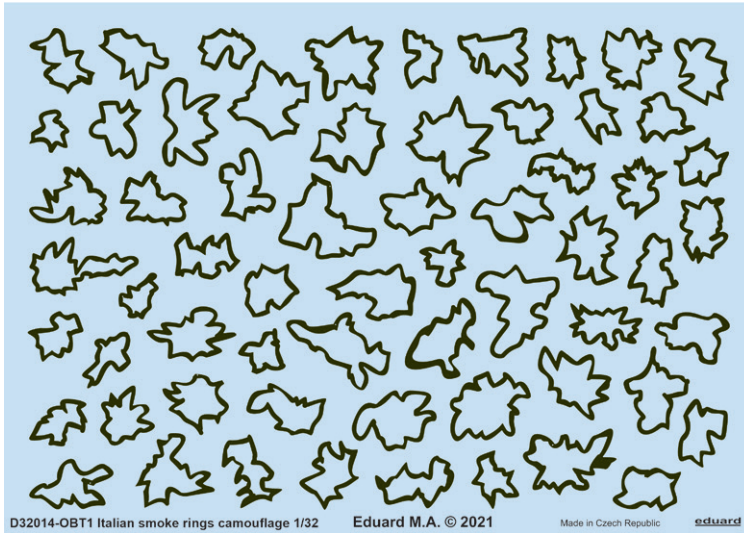
44-13619, Lt. Robert W. Graham,
487th FS, 352nd FG, 8th AF, Bodney,
Norfolk, Great Britain, July 1944



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

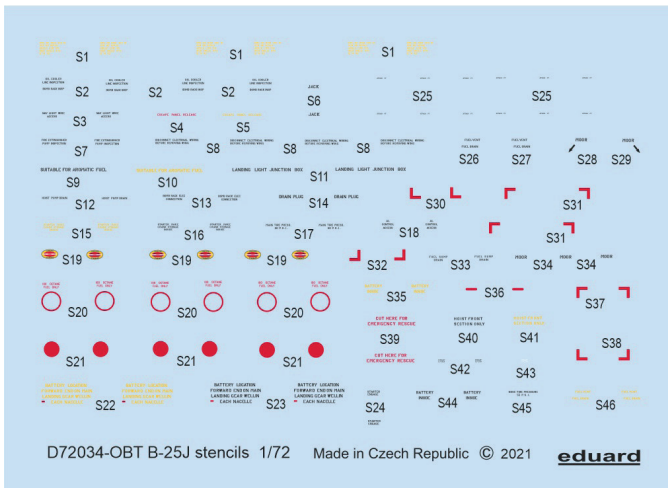


44-13410, Col. Thomas J. J. Christian, 375th FS, 361st FG, 8th AF,
Bottisham, Cambridgeshire, Great Britain, July 1944



Cat. No. D32014
Italian smoke rings camouflage
1/32

Product page



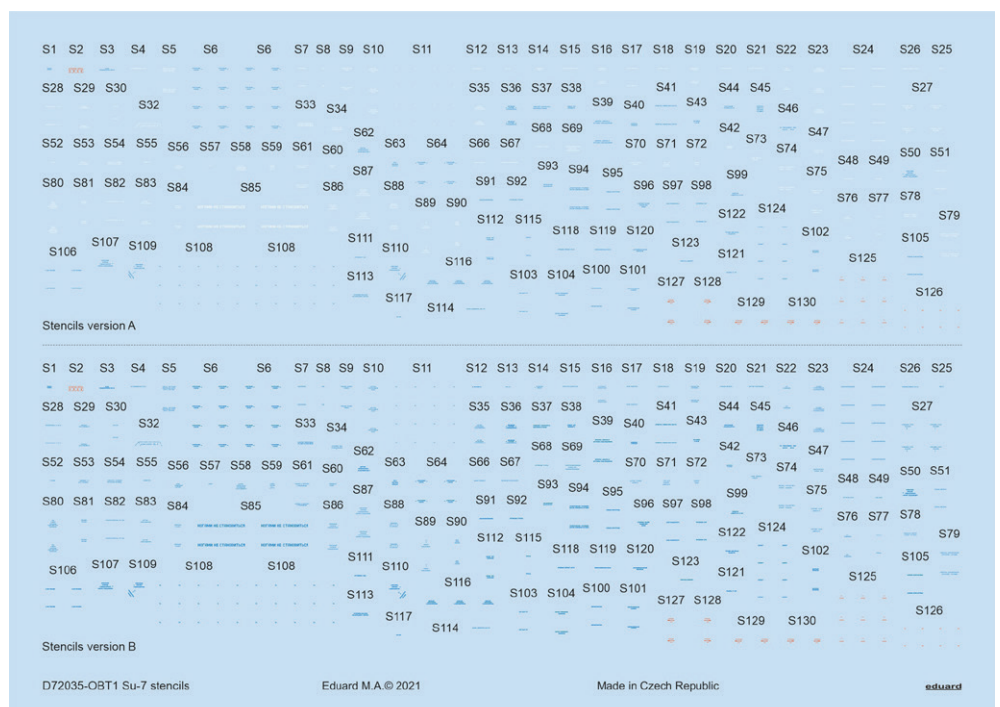
Cat. No. D72034
B-25J stencils
1/72 Hasegawa

Product page



Cat. No. D72035
Su-7 stencils
1/72 Modelsvit

Product page



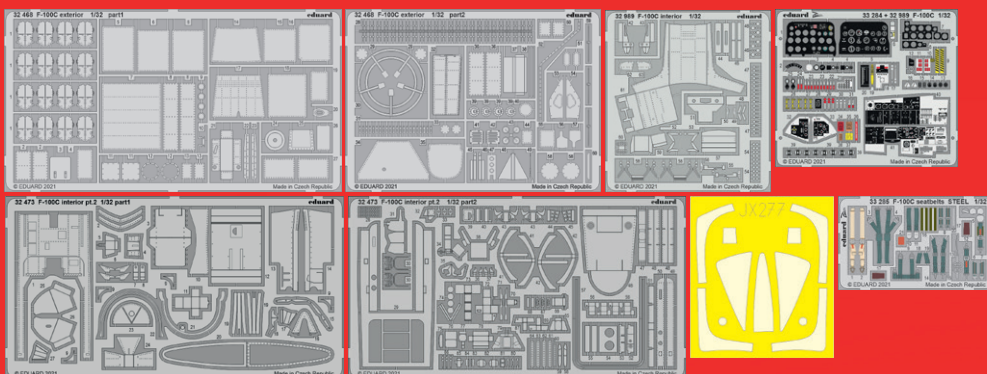
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG33136 F-100C PART I 1/32 Trumpeter

[Product page](#)

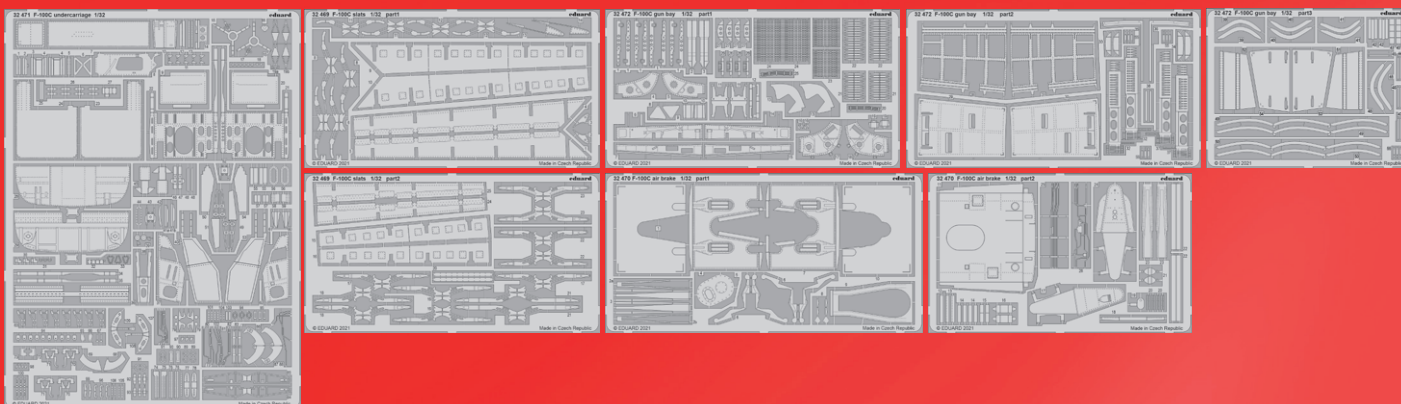
- 32468 F-100C exterior 1/32
- 32473 F-100C interior pt.2 1/32
- 32989 F-100C interior 1/32
- 33285 F-100C seatbelts STEEL 1/32
- JX277 F-100C 1/32



BIG33137 F-100C PART II 1/32 Trumpeter

[Product page](#)

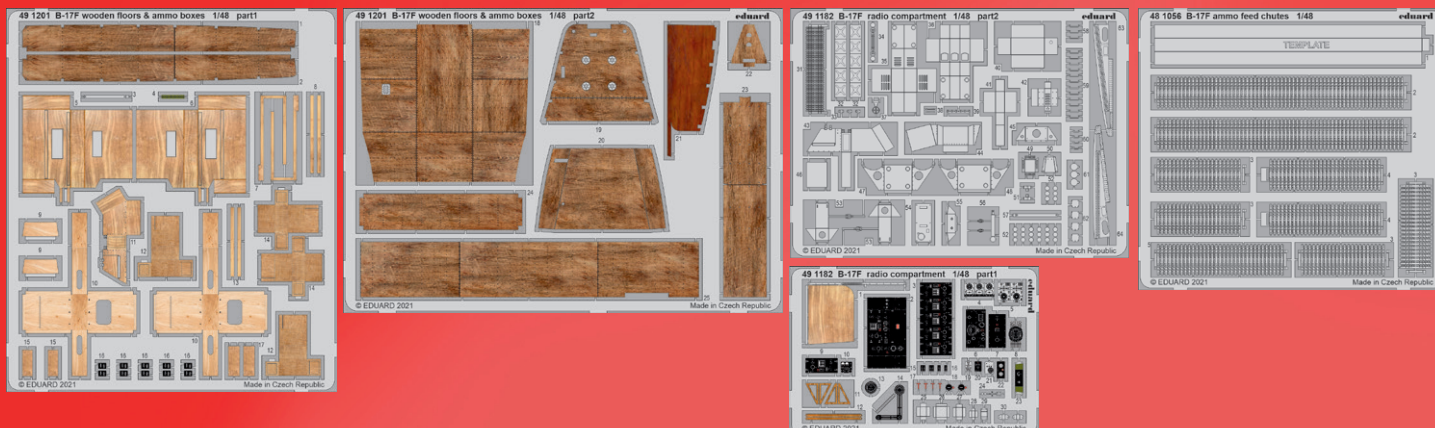
- 32469 F-100C slats 1/32
- 32470 F-100C air brake 1/32
- 32471 F-100C undercarriage 1/32
- 32472 F-100C gun bay 1/32



BIG49300 B-17F part III 1/48 HKM

[Product page](#)

- 481056 B-17F ammo feed chutes 1/48
- 491182 B-17F radio compartment 1/48
- 491201 B-17F wooden floors & ammo boxes 1/48



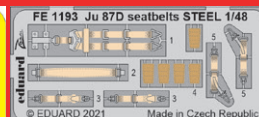
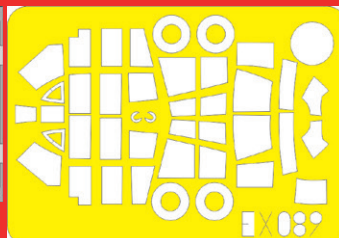
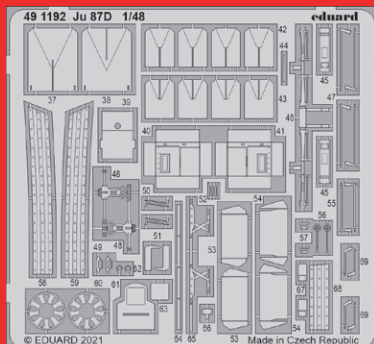
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49301 Ju 87D 1/48 Hasegawa/ Hobby 2000

[Product page](#)

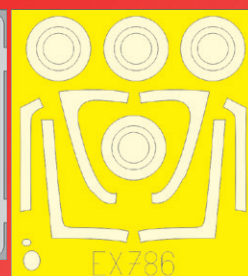
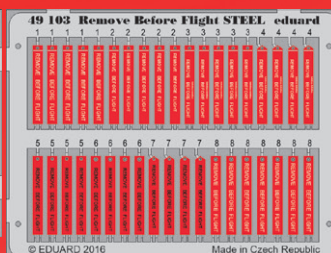
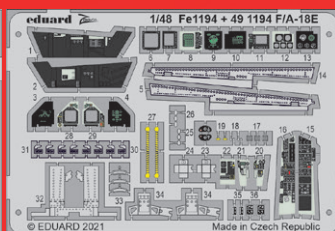
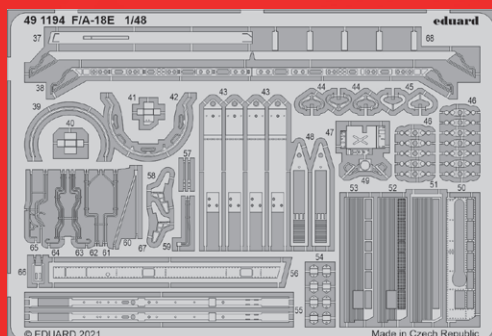
491192 Ju 87D 1/48
FE1193 Ju 87D seatbelts STEEL 1/48
EX089 Ju 87D/G Stuka 1/48



BIG49302 F/A-18E 1/48 Meng

[Product page](#)

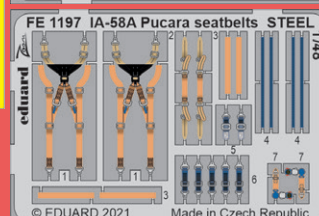
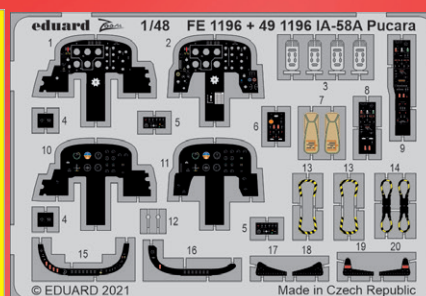
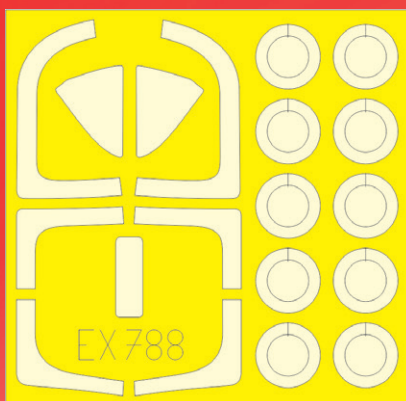
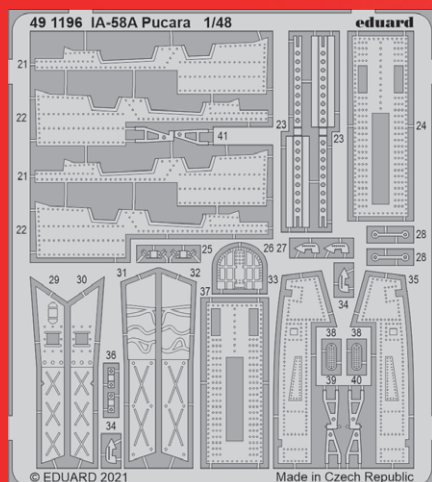
49103 Remove Before Flight STEEL
491194 F/A-18E 1/48
FE1195 F/A-18E seatbelts STEEL 1/48
EX786 F/A-18E 1/48



BIG49303 IA-58A Pucara 1/48 Kinetic

[Product page](#)

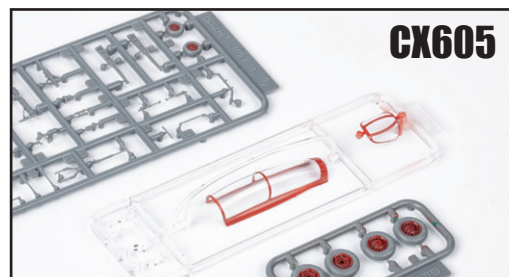
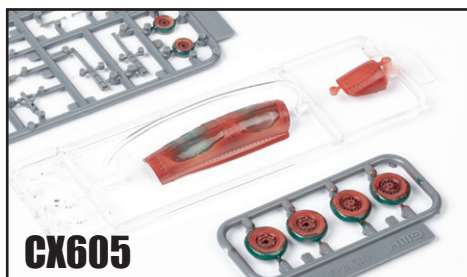
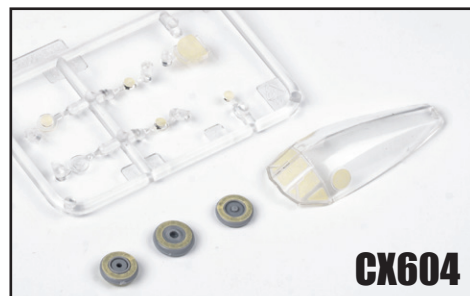
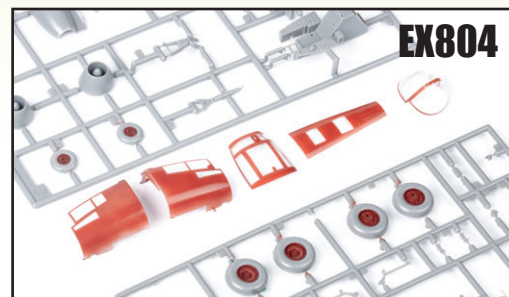
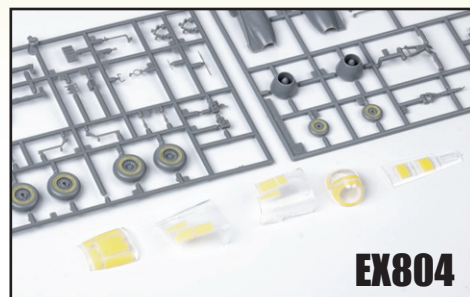
491196 IA-58A Pucara 1/48
FE1197 IA-58A Pucara seatbelts STEEL 1/48
EX788 IA-58A Pucara 1/48



EDUARD MASK

IT FITS!

EX800 Fw 190D-11/13 TFace 1/48 Eduard
 EX801 P-51K TFace 1/48 Eduard
 EX802 F-4B 1/48 Tamiya
 EX803 F-4B TFace 1/48 Tamiya
 EX804 Ar 234B TFace 1/48 Hasegawa/ Hobby 2000
 CX604 Vulcan B.2 1/72 Airfix
 CX605 F-14B 1/72 GREAT WALL HOBBY
 CX606 A-4E 1/72 FUJIMI/Hobby 2000



September 2021

KITS

82105	P-51K	1/48	ProfiPACK
2140	ANGEL OF MERCY	1/72	Limited edition
11151	CAMEL & Co.	1/48	Limited edition
84177	MiG-21MF	1/48	Weekend edition
8185	Fw 190D-11/13 (reedice)	1/48	ProfiPACK
8284	Spitfire Mk.VIII (reedice)	1/48	ProfiPACK

PE-SETS

53269	SMS Szent István	1/350	Trumpeter
53270	SMS Szent István railings	1/350	Trumpeter
53271	SMS Szent István flags STEEL	1/350	Trumpeter
36467	Sd.Kfz.2 Kettenkraftrad	1/35	Tamiya
36468	IDF Shot Kal	1/35	Amusing Hobby
36469	IDF Shot Kal turret boxes	1/35	Amusing Hobby
36470	Marder I on FCM 36 base	1/35	ICM
36471	Panzerkampfwagen IV Ausf.G	1/35	Tamiya
481061	Lancaster B Mk.I bomb racks	1/48	HKM
481062	Lancaster B Mk.I undercarriage	1/48	HKM
481066	Fw 190D-11/13	1/48	Eduard
491212	F-4B	1/48	Tamiya
73747	F-4E	1/72	Fine Molds
73749	F-14B	1/72	GREAT WALL HOBBY
73750	A-4E	1/72	FUJIMI/Hobby 2000
73751	Bf 109E-1	1/72	Special Hobby

ZOOMS

FE1212	F-4B	1/48	Tamiya
FE1213	F-4B seatbelts STEEL	1/48	Tamiya
FE1214	P-51K seatbelts STEEL	1/48	Eduard
FE1215	Sopwith Camel seatbelts STEEL	1/48	Eduard
FE1216	MiG-21MF Weekend	1/48	Eduard
SS747	F-4E	1/72	Fine Molds
SS749	F-14B	1/72	GREAT WALL HOBBY
SS750	A-4E	1/72	FUJIMI/Hobby 2000

MASKS

EX800	Fw 190D-11/13 TFace	1/48	Eduard
EX801	P-51K TFace	1/48	Eduard
EX802	F-4B	1/48	Tamiya
EX803	F-4B TFace	1/48	Tamiya
EX804	Ar 234B TFace	1/48	Hasegawa/Hobby 2000
CX604	Vulcan B.2	1/72	Airfix
CX605	F-14B	1/72	GREAT WALL HOBBY
CX606	A-4E	1/72	FUJIMI/Hobby 2000

BIGEDS

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

BRASSINY

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

LookPLUS

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

BRASSIN

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

D32013	P-51D-5 "8th AF"	1/32	Tamiya/Revell
D32014	Italian smoke rings camouflage	1/32	
D72034	B-25J stencils	1/72	Hasegawa
D72035	Su-7 stencils	1/72	Modelsvit

SPACE

3DL48034	MiG-21MF SPACE	1/48	Eduard
3DL48035	Fw 190D-11/13 SPACE	1/48	Eduard
3DL48036	P-51K-5 SPACE	1/48	Eduard
3DL48037	P-51K-10 SPACE	1/48	Eduard
3DL48038	Sopwith Camel SPACE	1/48	Eduard
3DL48039	Spitfire Mk.VIII SPACE	1/48	Eduard
3DL48040	F-4B SPACE	1/48	Tamiya

CAMEL & Co.

1/48

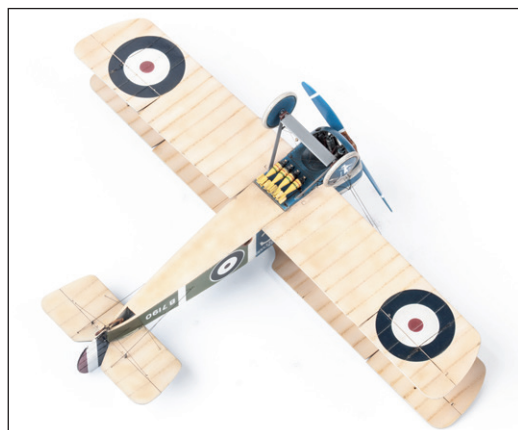
Cat. No. 11151

Camo D

Built by **Martin Jirkal**[Product page](#)

B7190, Capt. Walter G. R. Hinchliffe, C Flight, No. 10(N) Sqn RNAS, Tétèghem, France, March 1918

"Hinch", as Walter Hinchliffe was called, scored six kills during World War I, all when at controls of a Camel. He shot down his second and third victims on the one of serial number B7190. Hinchliffe served with the artillery at the start of the Great War, only joining the ranks of the RNAS (Royal Navy Air Service) in 1916. He completed his pilot training and served as an instructor at the RNAS base at Cranwell afterwards. There he clocked an incredible 1,250 flight hours in thirteen months. It was not until January 1918 that he joined No. 10 Sqn RNAS. He scored his first kill on February 3 when he shot down an Albatros D.V., his last one occurred on May 19. On June 3 he suffered serious head and facial injuries after a crash and lost his left eye. After the War he flew as an airline pilot. In 1928 he attempted to fly across the Atlantic. He took off from Cranwell Airport on March 13 with co-pilot Elsie Mackay. They have not been seen since... "Hinch's" Camel bore a striking livery with blue and white stripes on the nose and a blue fuselage spine. There was a drawing of a devil on the wheel discs, the German word DONNERWETTER behind the cockpit, possibly on both sides, and a symbol, which was, according to the only known photo of this part of the aircraft, probably stylized combination of the letters W and H on the ridge of the aft fuselage. Upper and sides were probably in PC10 color. Camel B7190 was built by the Clayton & Shuttleworth company and was powered by a Bentley B.R.1 engine.



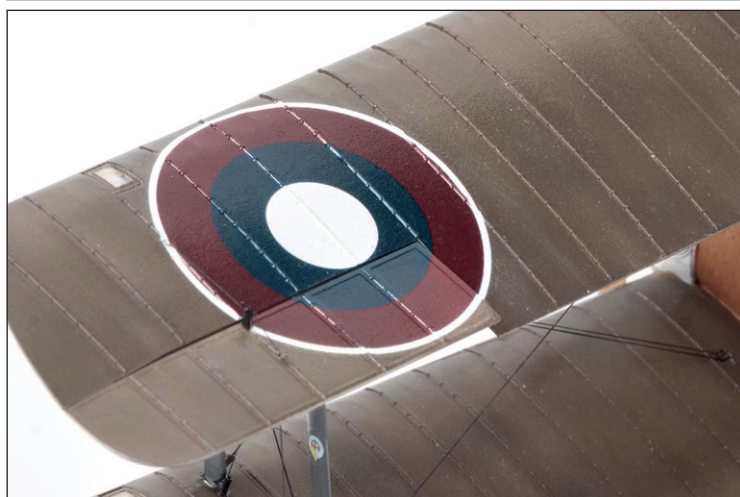
CAMEL & Co.

1/48



Cat. No. 11151

Camo J

Built by **Pavel Zimandl**[Product page](#)

F1471, 185th Aero Sqn USAS, Colombey-les-Belles, France, March 1919

The 185th Aero Squadron of USAAC was established on November 11, 1917, at Kelly Field, Texas, by transferring some personnel from the 24th Aero Squadron. The entire unit then embarked aboard the RMS Adriatic in late January 1918 and arrived in Liverpool on February 16. After the personnel undergo training, they moved to France on August 12 to the American Rest Camp No. 2 at Le Havre. From there they proceeded to St. Maxient Replacement Barracks for ground training and then to Colombey-les-Belles for further aerial training. However, due to the need to resupply other units, seventeen pilots with completed training were transferred elsewhere. The 185th Aero Squadron itself did not receive its Camels until September 12 after moving to Rembercourt airfield. At the same time, it was the first U.S. unit designated for night fighter duty. However, the pilots were not trained for such a task, nor did the equipment of the airfield and aircraft were sufficient for it. This Camel was delivered to the unit two days after the Armistice and remained in the unit's inventory even after it moved back to Colombey-les-Belles and changed their Camels for Spads XIII in February 1919. This Camel received a coat of white paint on the fuselage during this period. Upper sides of wings remained in PC10. The squadron emblem, a black bat in an orange circle, was painted on the aircraft after the war. The F1471 Camel was manufactured by Boulton & Paul and was powered by a Gnome engine.



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LIMITED EDITION

Eagle's Call 1/48 Dual Combo



The Spitfire Mk.V Flown by U.S. Pilots in the RAF and USAAF

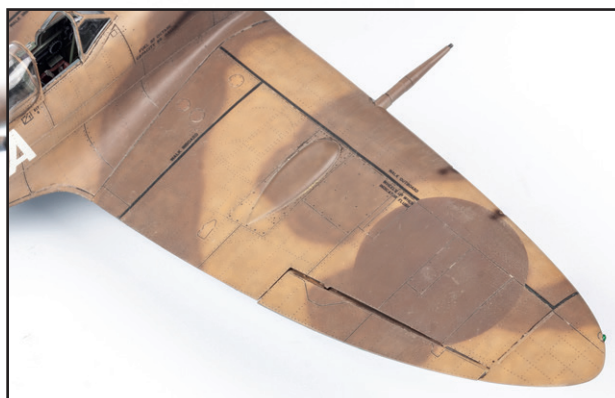
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Cat. No. 11149

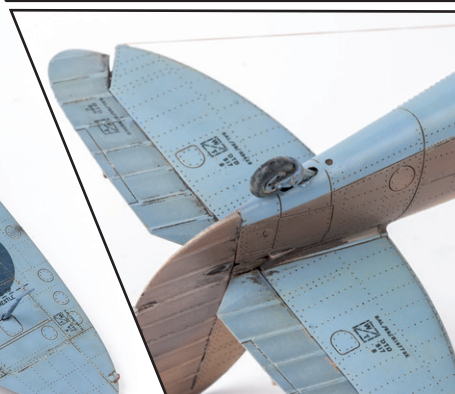
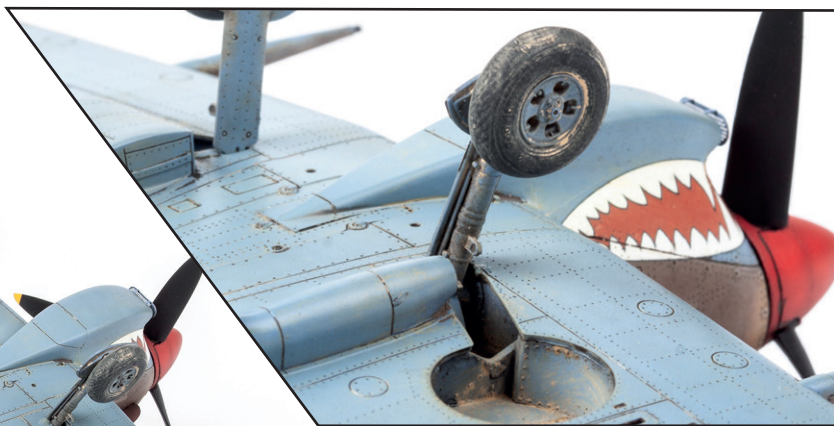
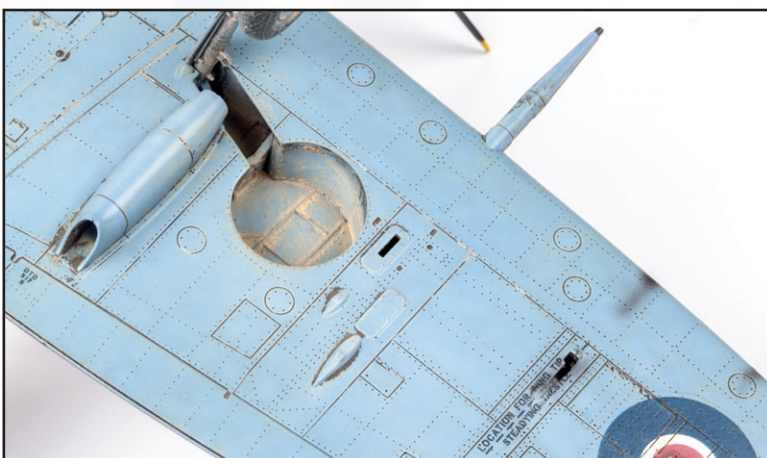
Camo L

Built by **Jan Novotný**



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 teething 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.



Eagle's Call

1/48 Dual Combo



The Spitfire Mk.V Flown by U.S. Pilots in the RAF and USAAF

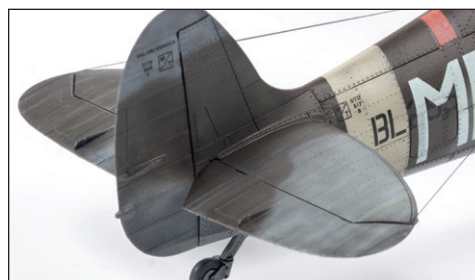
Product page



Cat. No. 11149

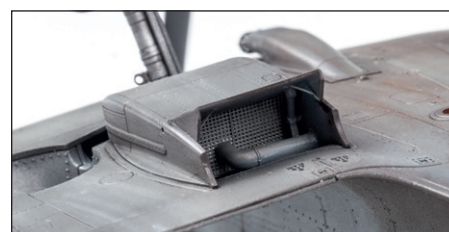
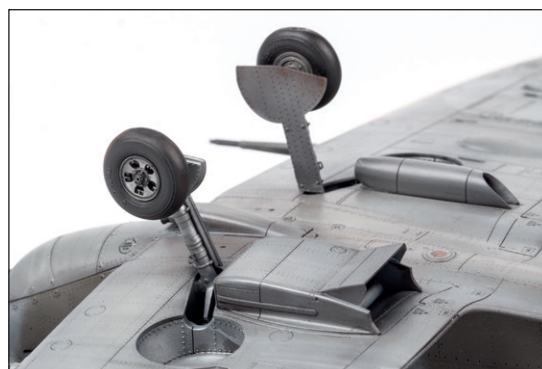
Camo E

Built by **Patrik Pěcha**



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.



Tempest Mk.II

Early version



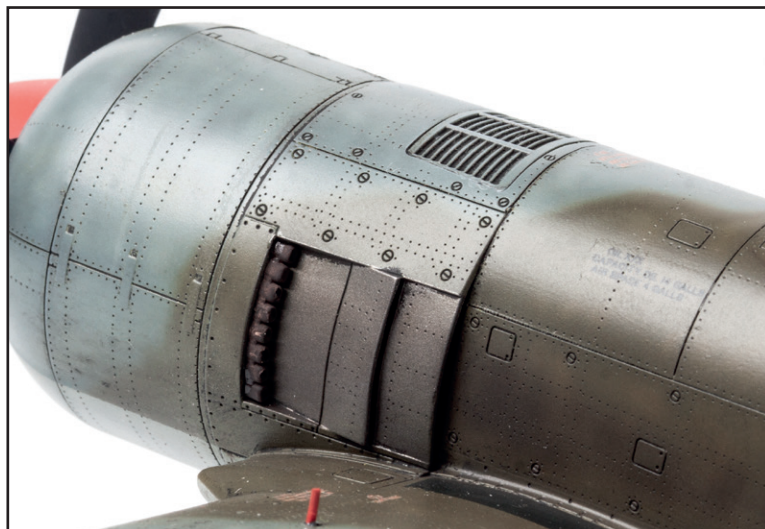
Cat. No. 82124

Camo F

Built by **Jan Novotný**

1/48

Product page



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.



Spitfire Story: Tally Ho!



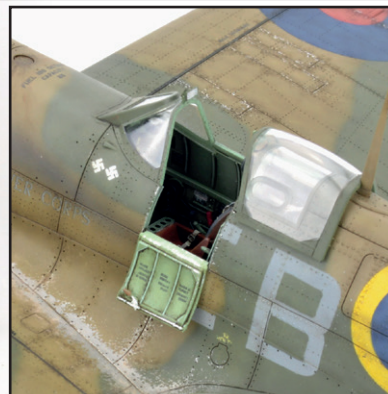
1/48



Cat. No. 11146

Camo B

Built by **Jan Baranec**

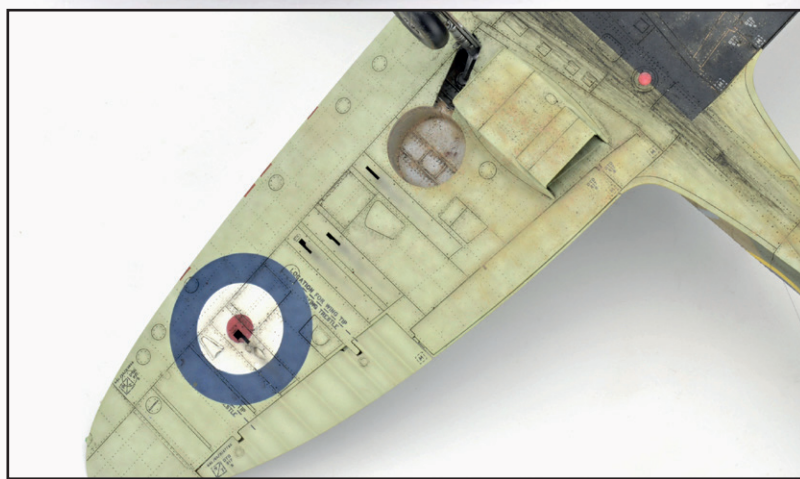
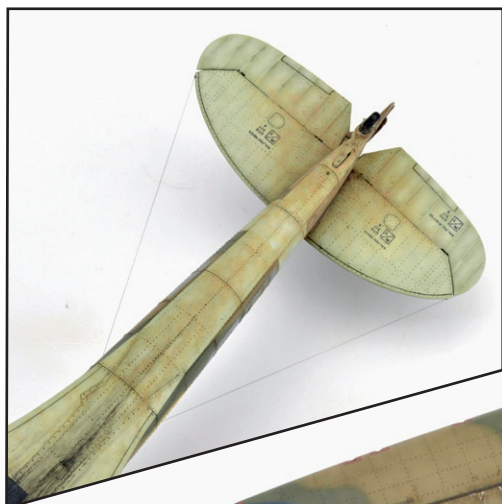


Spitfire Story: Tally Ho!

BUILT

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

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





BIG ED (October)

BIG5360 USS Langley CV-1 1/350 Trumpeter
 BIG5361 USS Langley AV-3 1/350 Trumpeter
 BIG33138 AH-1G 1/32 ICM
 BIG49304 F-84F 1/48 Kinetic
 BIG49305 Mi-24P 1/48 Zvezda

BRASSIN (October)



644120 Z-226 Trener LööK 1/48 Eduard
 644121 Mi-24D LööK 1/48 Eduard/Zvezda
 648644 B-17 wheels oval tread 1/48 HKM
 648662 Sopwith Camel 20lb bomb carrier 1/48 Eduard
 648663 Spitfire Mk.V cockpit 1/48 Eduard
 648672 Bf 109G-10 propeller 1/48 Eduard
 648675 Falanga 9M17P missiles 1/48 Eduard/Zvezda
 648676 Sopwith Camel Clerget engine 1/48 Eduard
 648677 Sopwith Camel Bentley engine 1/48 Eduard
 648679 Z-126/226 Trener wheels 1/48 Eduard
 648682 F-4B wheels 1/48 Tamiya
 648683 F6F exhaust stacks 1/48 Eduard
 648684 Me 163B wheels 1/48 Gaspach Model
 648685 Mi-24D wheels 1/48 Eduard/Zvezda
 672274 Tornado GR.1 cockpit 1/72 Eduard/Revell



LööKPlus (October)

644122 Sabre F.4 LööKplus 1/48 Airfix
 644123 Lancaster B Mk.I LööKplus 1/48 HKM

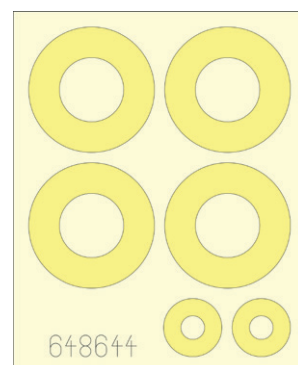
644120 Z-226 Trener LööK 1/48 Eduard



644121 Mi-24D LööK 1/48 Eduard/Zvezda

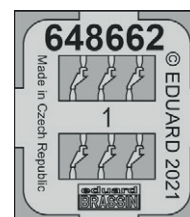
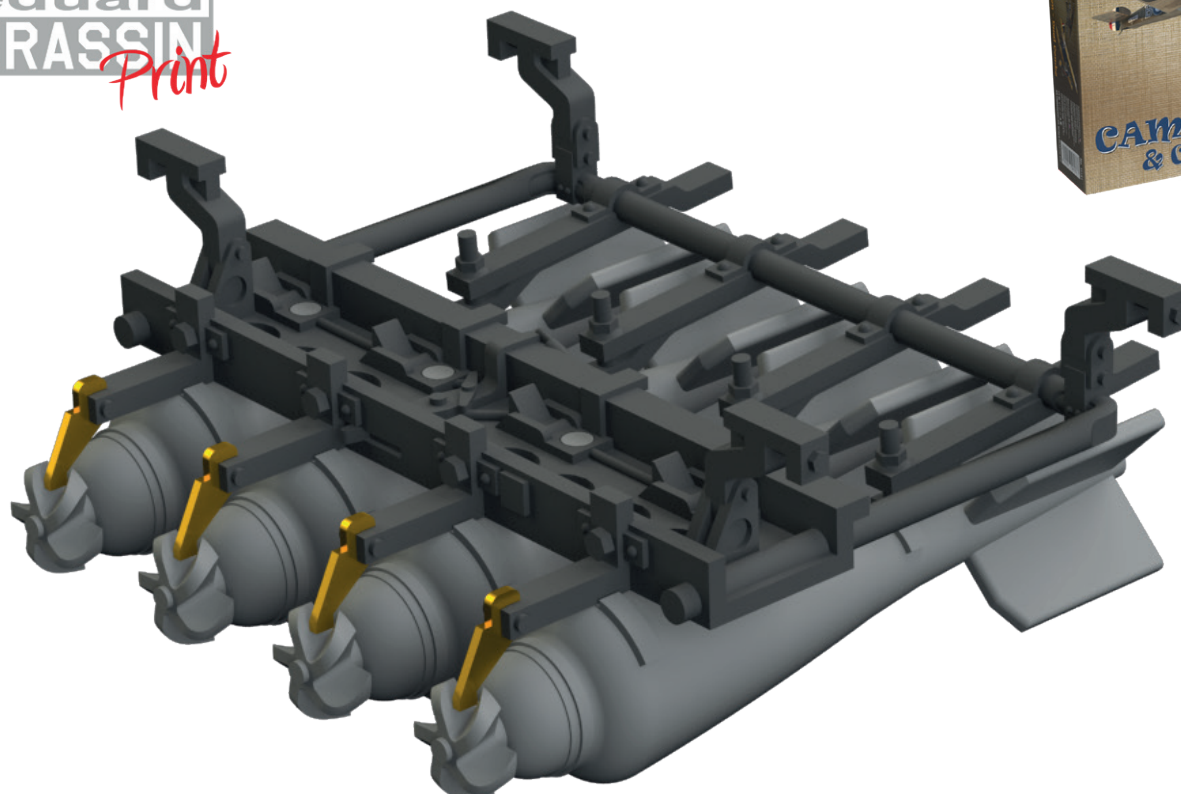


648644 B-17 wheels oval tread 1/48 HKM

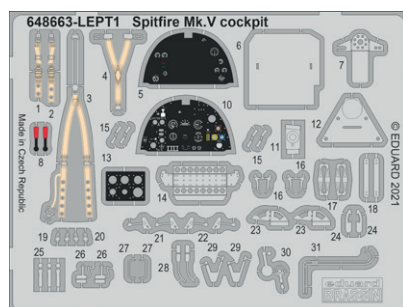
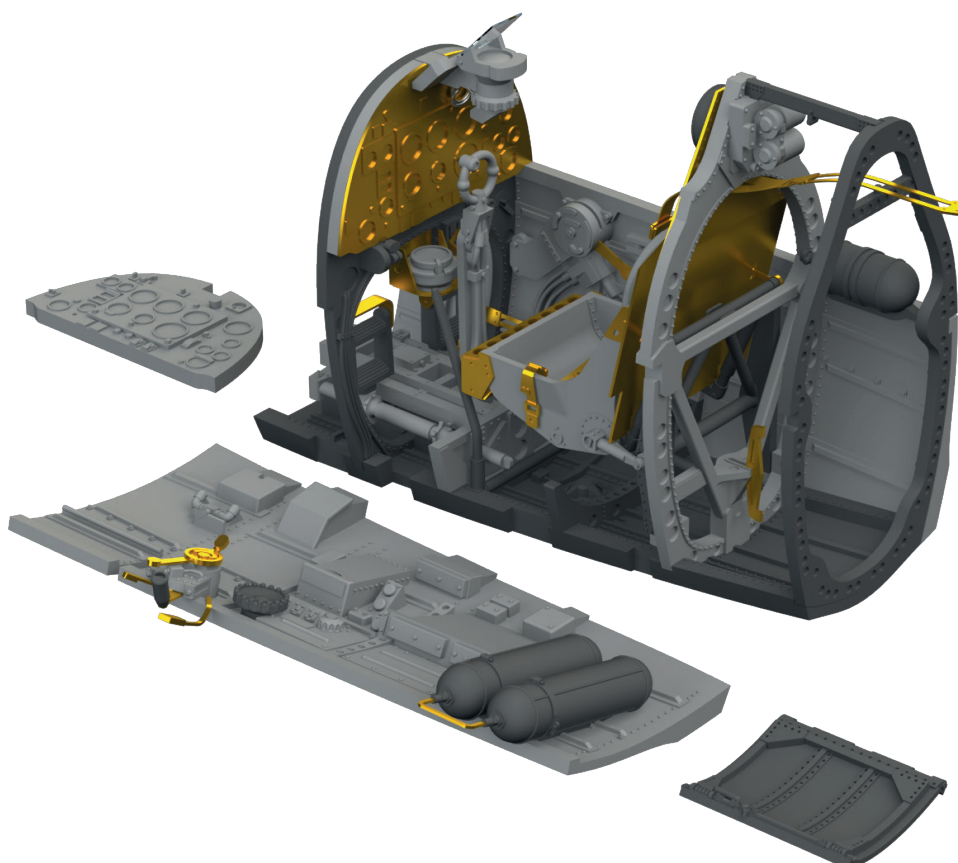


648662 Sopwith Camel 20lb bomb carrier 1/48 Eduard

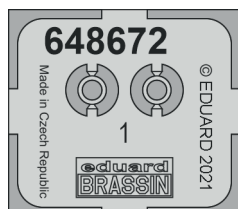
eduard
BRASSIN
Print



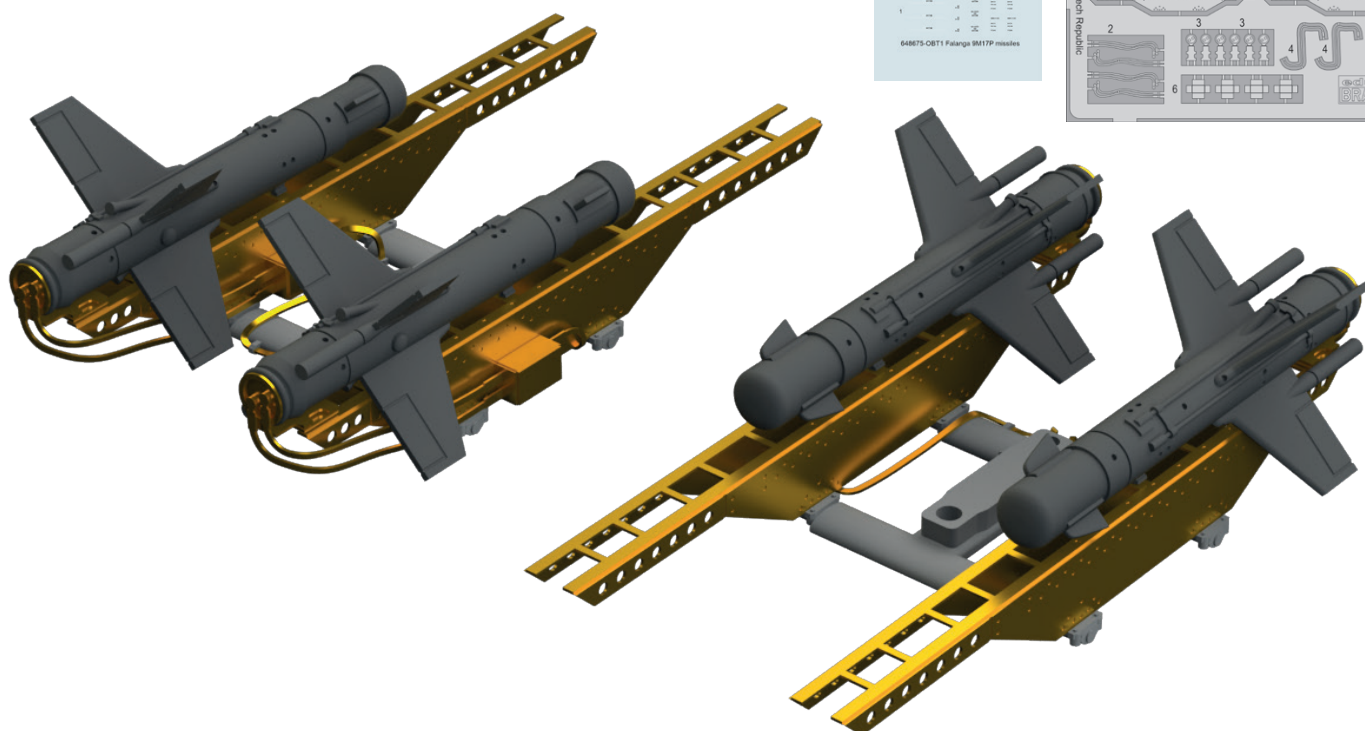
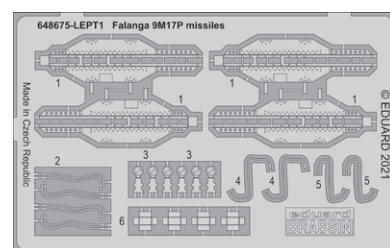
648663 Spitfire Mk.V cockpit 1/48 Eduard



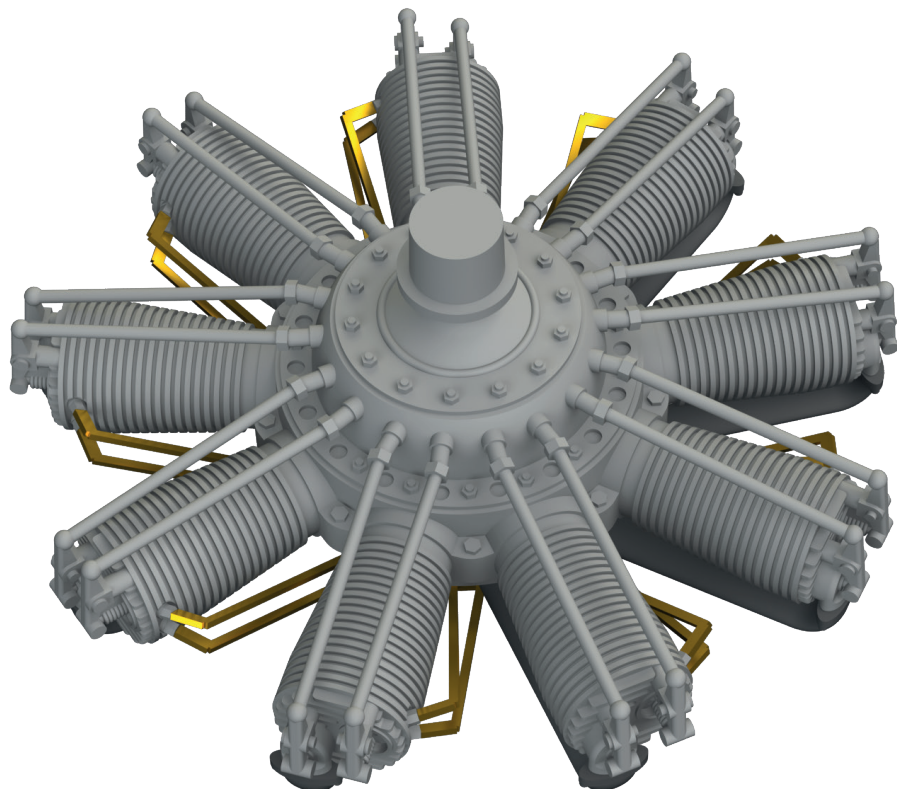
648672 Bf 109G-10 propeller 1/48 Eduard



648675 Falanga 9M17P missiles 1/48 Eduard/Zvezda

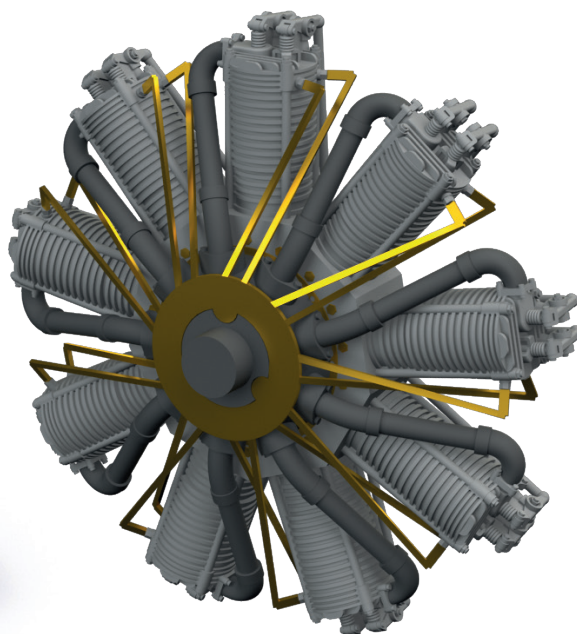


648676 Sopwith Camel Clerget engine 1/48 Eduard



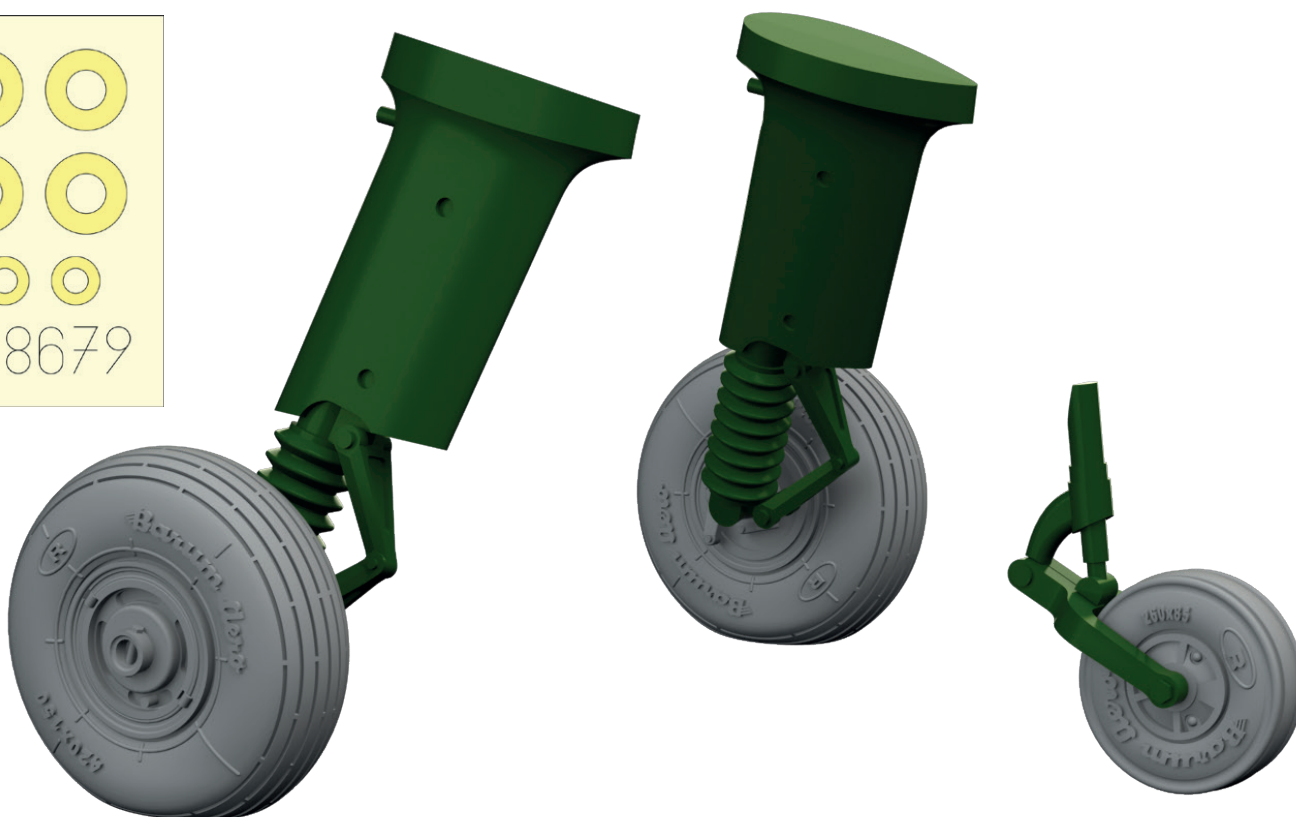
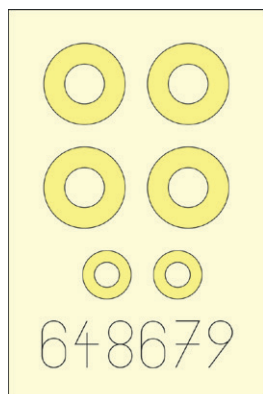
eduard
BRASSIN
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648677 Sopwith Camel Bentley engine 1/48 Eduard

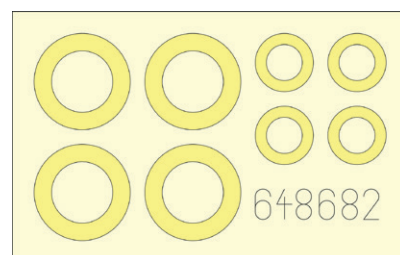


eduard
BRASSIN
Print

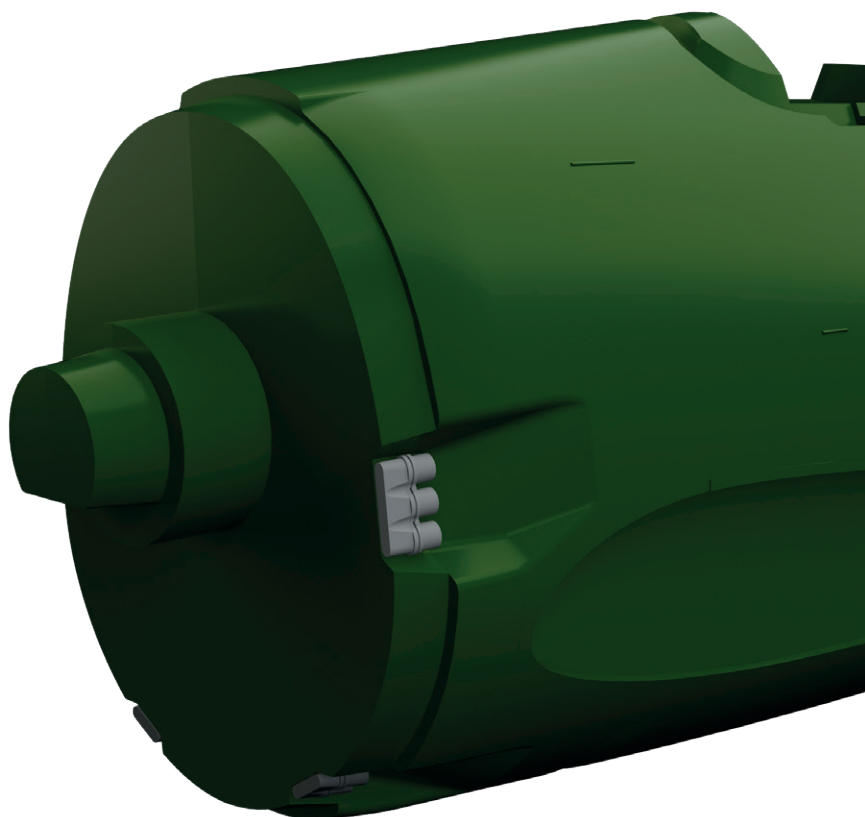
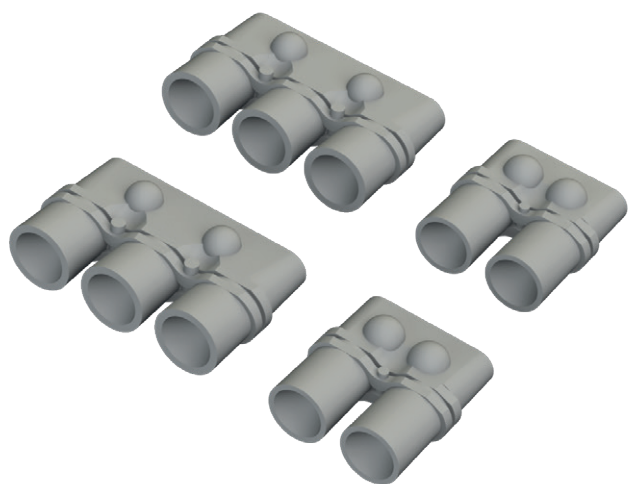
648679 Z-126/226 Trener wheels 1/48 Eduard



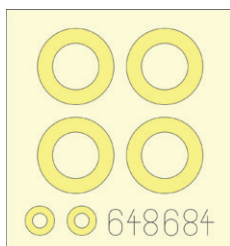
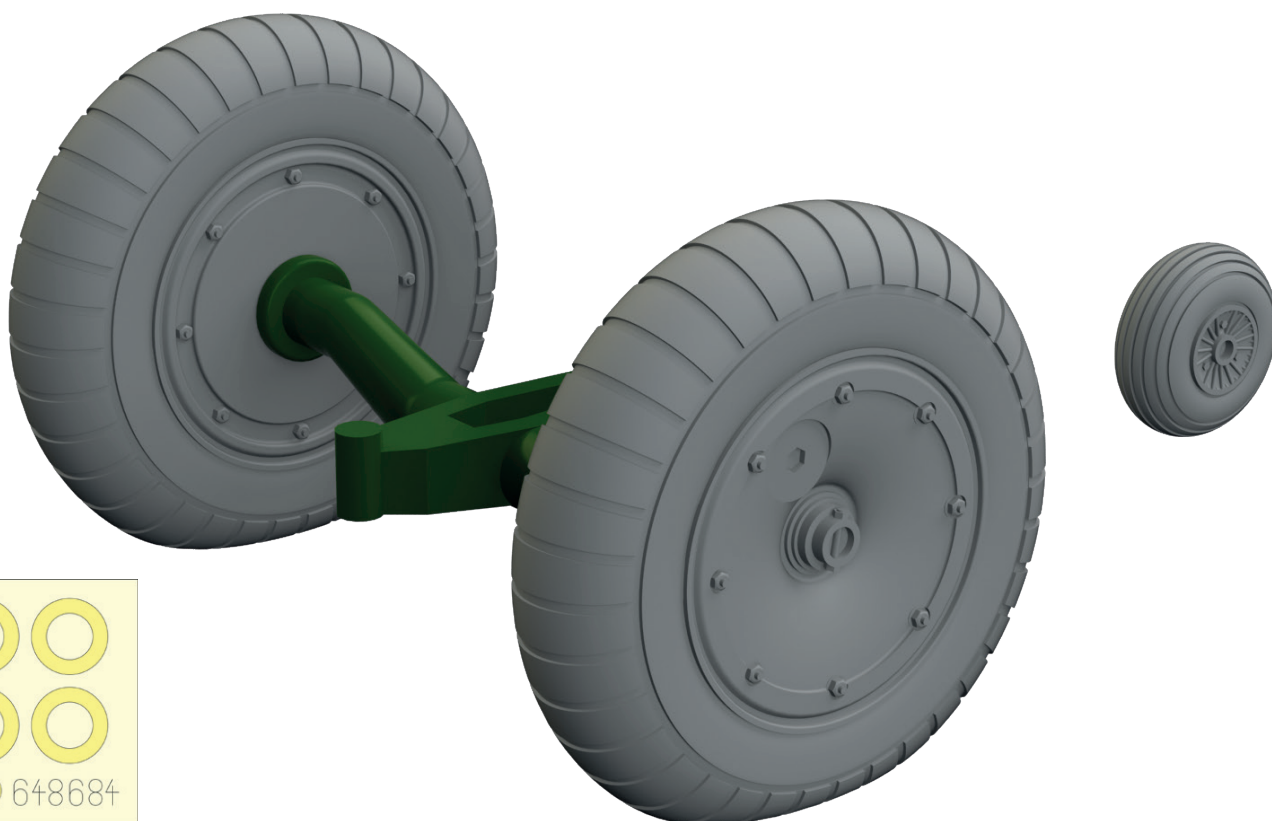
648682 F-4B wheels 1/48 Tamiya



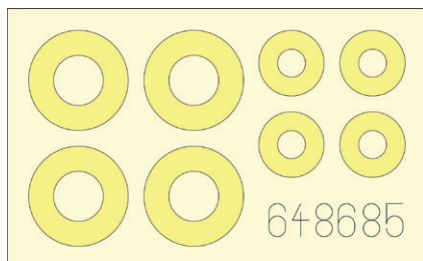
648683 F6F exhaust stacks 1/48 Eduard



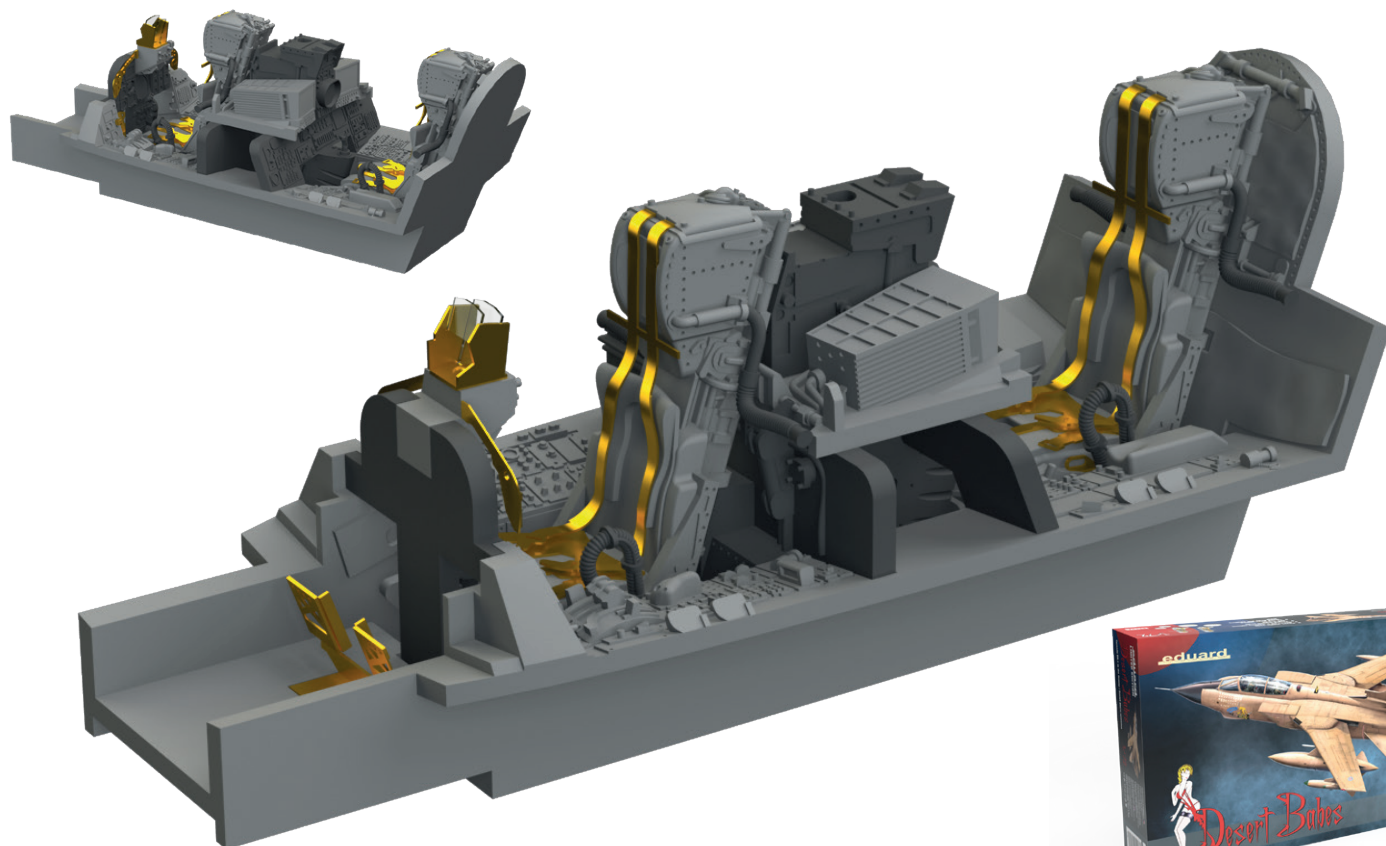
648684 Me 163B wheels 1/48 Gaspach Model



648685 Mi-24D wheels 1/48 Eduard/Zvezda



672274 Tornado GR.1 cockpit 1/72 Eduard/Revell



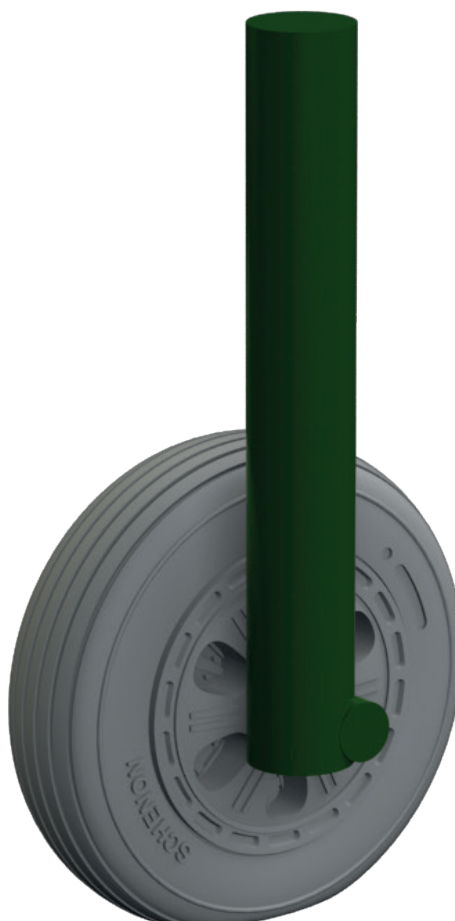
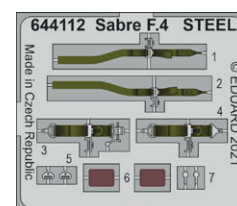
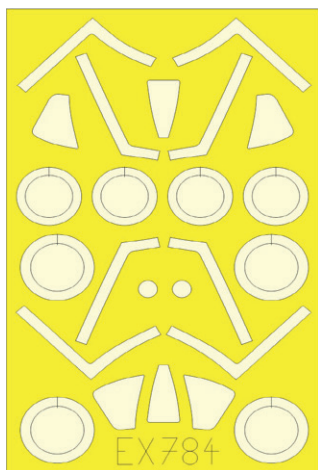
644122 Sabre F.4 LööKplus 1/48 Airfix

Collection of 3 sets for Sabre F.4 in 1/48 scale.

Recommended kit: Airfix

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

LööKt



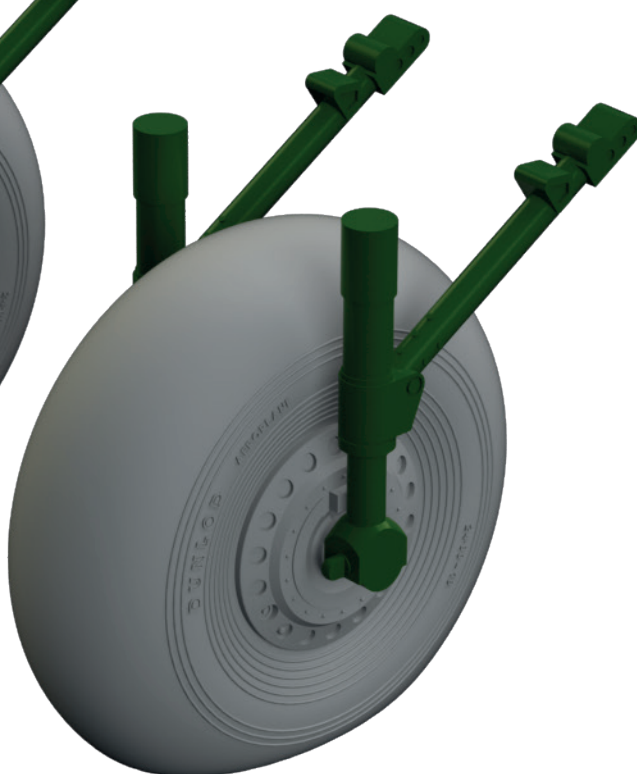
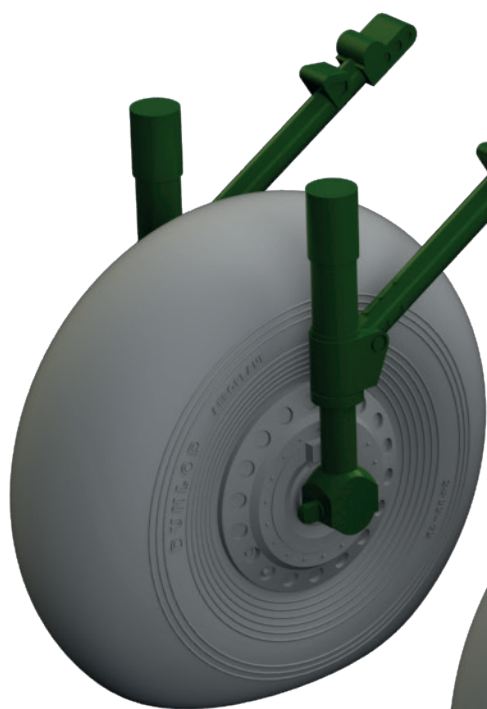
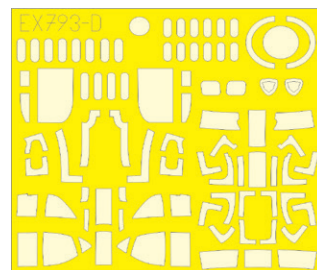
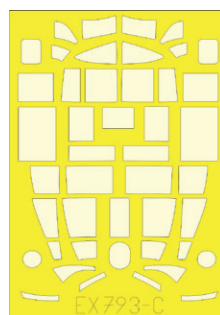
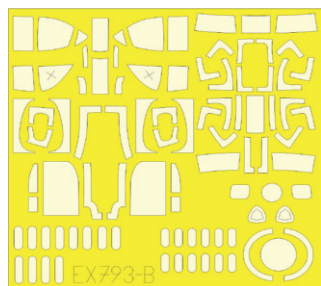
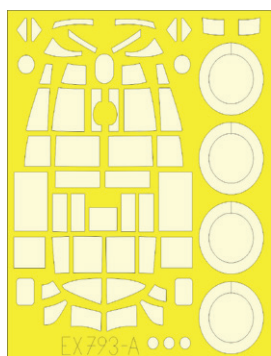
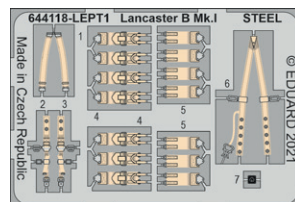
BRASSIN

644123 Lancaster B Mk.I LööKplus 1/48 HKM

Collection of 3 sets for Lancaster B Mk.I in 1/48 scale.
Recommended kit: HKM

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

LööK



PE-SETS

53272	USS Intrepid CV-11 pt.1	1/350	Trumpeter
53273	USS Intrepid CV-11 pt.2	1/350	Trumpeter
36472	Ferdinand	1/35	Amusing Hobby
36473	TOR M-2 / SA-15 Gauntlet	1/35	Zvezda
481067	Mi-24D cargo interior	1/48	Eduard
481068	Mi-24D upgrade set	1/48	Eduard
481069	Mirage 2000D exterior	1/48	Kinetic
491217	Ar 234B	1/48	Hasegawa/Hobby 2000
491221	Mirage 2000D	1/48	Kinetic
72715	Vulcan B.2 bomb bay	1/72	Airfix
72716	Vulcan B.2 undercarriage	1/72	Airfix
72717	Hurricane Mk.IIc landing flaps	1/72	Zvezda
73748	Vulcan B.2	1/72	Airfix
73752	Ki-54	1/72	Special Hobby
73753	Hurricane Mk.IIc	1/72	Zvezda

ZOOMS

FE1217	Ar 234B	1/48	Hasegawa/Hobby 2000
FE1218	Ar 234B seatbelts STEEL	1/48	Hasegawa/Hobby 2000
FE1219	Z-126/226 seatbelts STEEL	1/48	Eduard
FE1220	Mi-24D seatbelts STEEL	1/48	Eduard/Zvezda
FE1221	Mirage 2000D	1/48	Kinetic
FE1222	Mirage 2000D seatbelts STEEL	1/48	Kinetic
FE1223	Spitfire Mk.XVI seatbelts STEEL	1/48	Eduard
FE1224	MiG-21R seatbelts STEEL	1/48	Eduard
SS748	Vulcan B.2	1/72	Airfix
SS753	Hurricane Mk.IIc	1/72	Zvezda
SS754	F6F-3 Weekend	1/72	Eduard

MASKS

EX805	Z-226 TFace	1/48	Eduard
EX806	Mi-24D TFace	1/48	Eduard/Zvezda
EX807	Mirage 2000D TFace	1/48	Kinetic
EX808	Spitfire Mk.XVI TFace	1/48	Eduard
CX607	Hurricane Mk.IIc	1/72	Zvezda
CX608	Ki-54c	1/72	Special Hobby

DECAL SET

D32015	P-51D stencils	1/32	Revell/Tamiya
D48091	Mi-24D stencils	1/48	Zvezda
D48092	Z-226 stencils	1/48	Eduard
D48093	F-4B NAVY	1/48	Tamiya
D48094	F-4B stencils	1/48	Tamiya
D72036	Hurricane Mk.I stencils	1/72	Arma Hobby/Revell/Airfix

SPACE

3DL48041	Spitfire Mk.XVI SPACE	1/48	Eduard
3DL48042	MiG-21R SPACE	1/48	Eduard
3DL48043	Mi-24D SPACE	1/48	Eduard/Zvezda
3DL48045	Z-226 SPACE	1/48	Eduard

HIND D

eduard
LIMITED EDITION

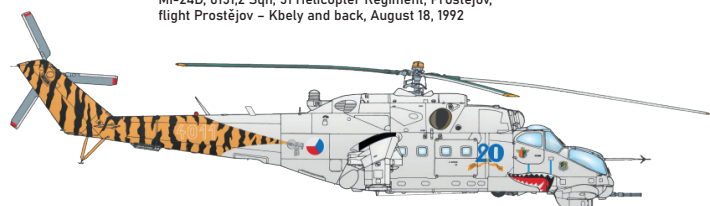
1/48



Cat. No. 11150



Mi-24D, 0151, 2 Sqn, 51 Helicopter Regiment, Prostějov, flight Prostějov - Kbely and back, August 18, 1992



Mi-24D, 4011, 1 Sqn, 51 Helicopter Regiment, Prostějov, April 13, 1994



Mi-24D, 0222, 1 Sqn, 4 Helicopter regiment, Air Base Prešov, 2009



Mi-24D, 4011, 331 Attack Helicopter Sqn, 33 Helicopter Base, Pířerov, Pardubice Airshow, June 1, 1997



Mi-24D, 4009, 11 Helicopter Regiment, Plzeň-Bory, 1985



Mi-24D, 0220, 231 Helicopter Sqn, 23 Helicopter Base, Pířerov, Gilze-Rijen (NL), July 6, 2002



Mi-24D, 4011, 331 Attack Helicopter Sqn, 33 Helicopter Base, Pířerov, RIAT Fairford (UK), July 24, 1995



Mi-24D, 0219, 1 Sqn, 51 Helicopter Regiment, Prostějov, Kit Show Zlín, Kunovice, May 2, 1992

HURRISTORY: Hurricane Mk.I

eduard
LIMITED EDITION

Cat. No. 2138
Dual Combo

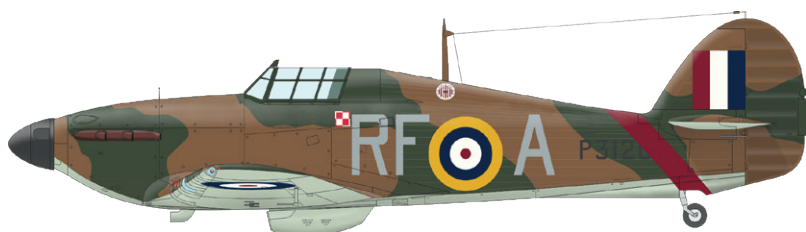
1/72



N2359, P/O L. W. Stevens, No. 17 Squadron,
Debden, Great Britain, July 1940



P3576, Fl/Lt J. B. Nicolson VC, No. 249 Squadron,
Boscombe Down, Wiltshire, Great Britain, August 1940



P3120, F/O Z. Henneberg, No. 303 (Polish) Squadron,
Northolt, Great Britain, September 1940



P3395, S/Ldr A. V. Clowes, No. 1 Squadron,
Wittering, West Sussex, Great Britain, autumn 1940

HURRISTORY: Hurricane Mk.I

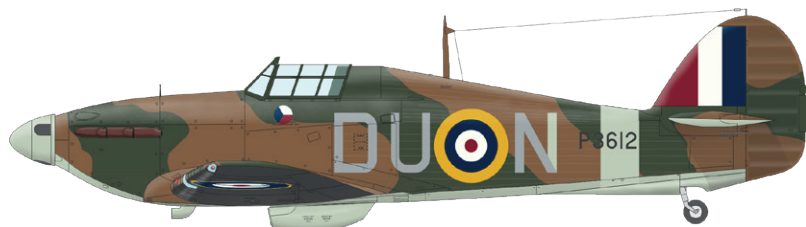
eduard
LIMITED EDITION



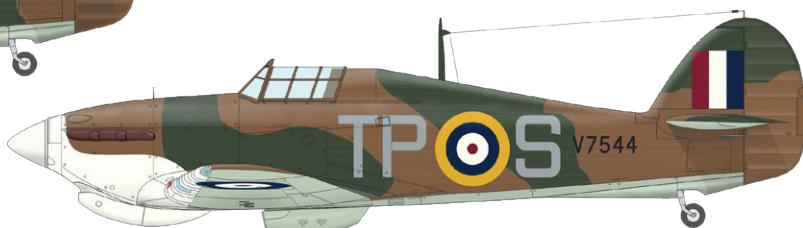
P2961, F/O W. L. McKnight, No. 242 Squadron, Coltishall, Norfolk, Great Britain, December 1940



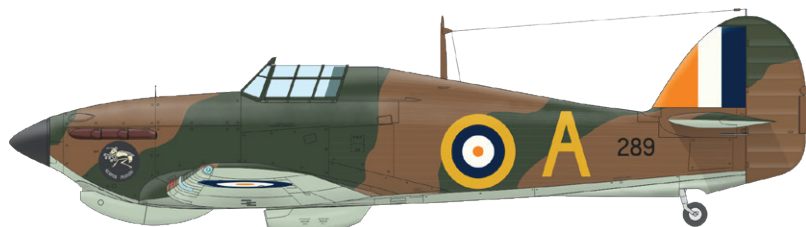
V6864, S/Ldr R. R. S. Tuck, No. 257 (Burma) Squadron, North Weald, Essex, Great Britain, winter 1940



P3612, No. 312 (Czechoslovak) Squadron, Speke, Great Britain, January 1941



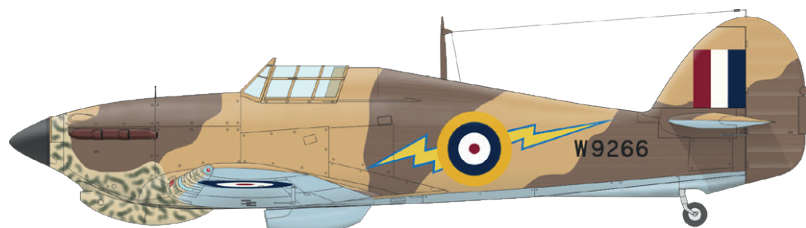
V7544, F/O J. E. Storrar, No. 73 Squadron, El Adem, Libya, February 1941



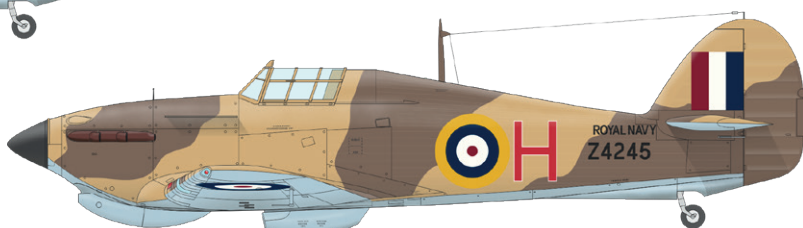
Capt. J. E. Frost, No. 3 Squadron SAAF, Jigiga, Abyssinia (Ethiopia), March/April 1941



W9200, S/Ldr J. W. C. Simpson, No. 245 Squadron, Aldergrove, Antrim, Northern Ireland, Great Britain, end of May 1941



W9266, Fl/Lt D. S. G. Honor, No. 274 Squadron, Gerawla, Egypt, May 1941



Z4244 or Z4245, Lt. H. P. Allingham, Royal Navy Fighter Squadron, Western Desert, August 1941

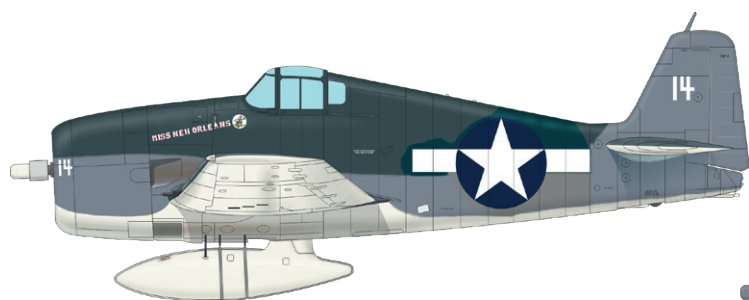
F6F-3

WEEKEND
edition

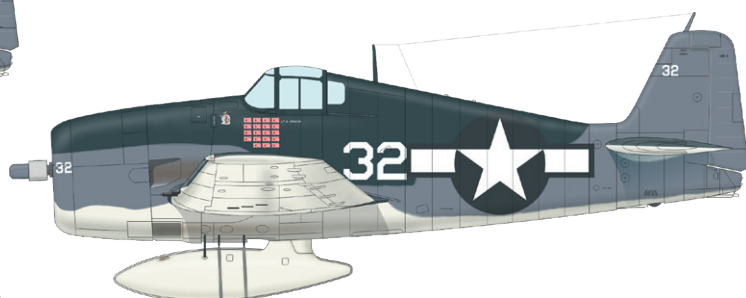
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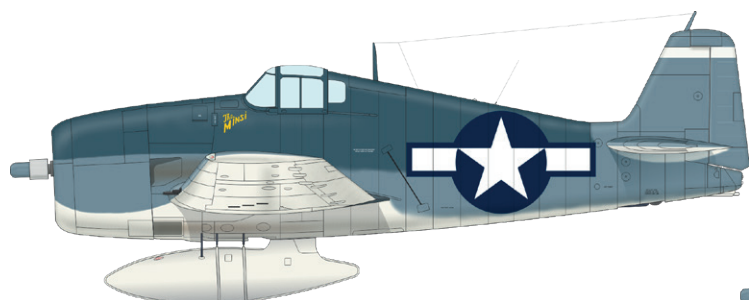
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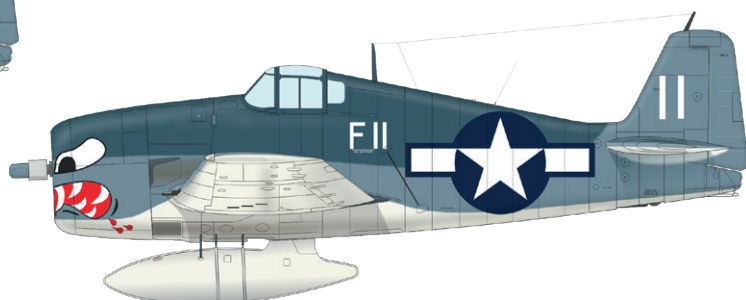
VF-38, Munda Airfield, New Georgia,
Solomon Islands, autumn 1943



BuNo. 40994, Lt. Alexander Vraciu, VF-16,
USS Lexington, June 1944



Lt. Cdr. D. McCampbell, CO of CAG-15,
USS Essex, June 1944



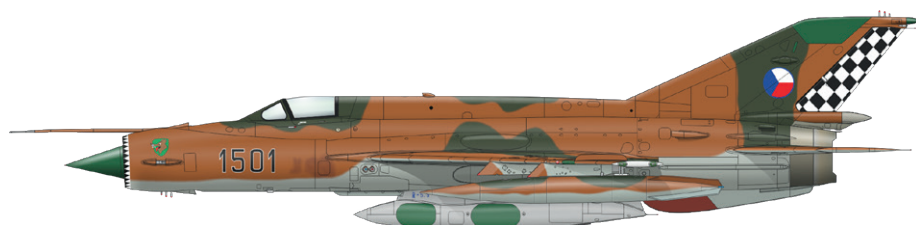
VF-27, USS Princeton, October 1944

MiG-21R

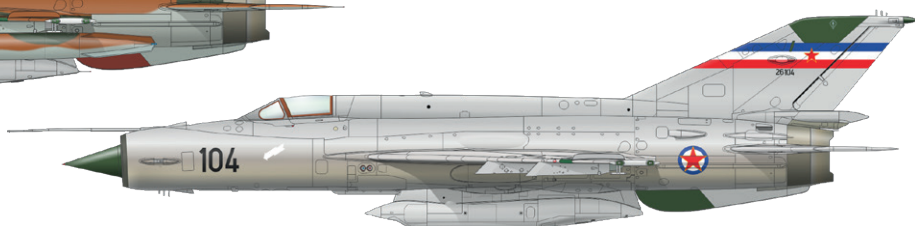
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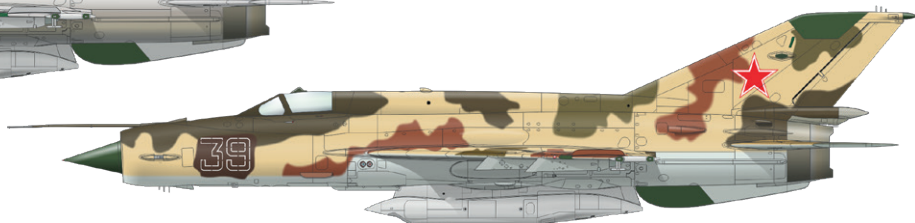
Air Test Department, Czech Air Force,
Caslav Air Base, Czechoslovakia, 1994



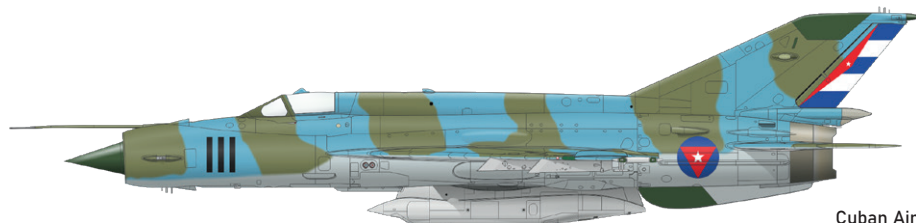
353rd Reconnaissance Air Squadron, Yugoslav Air Force,
Zelyava Air Base, Yugoslavia, 1971



32nd Tactical Reconnaissance Air Regiment,
Polish Air Force, Sochaczew-Bielice Air Base,
Poland, early 1980s



263rd Independent Reconnaissance Air Squadron,
Soviet Air Force, Kabul Airfield, Afghanistan, 1981



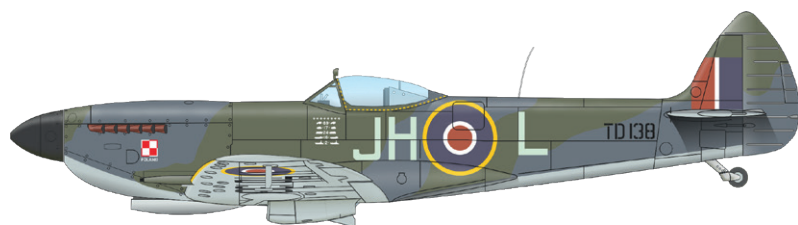
Cuban Air Force, 1980s – 1990s

Spitfire Mk.XVI

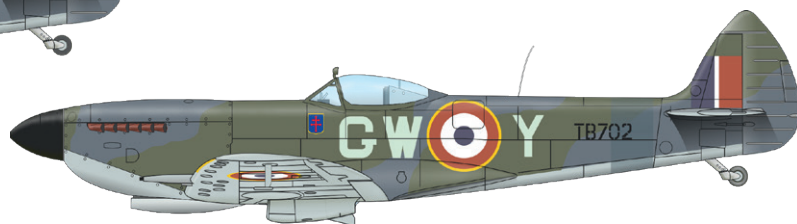
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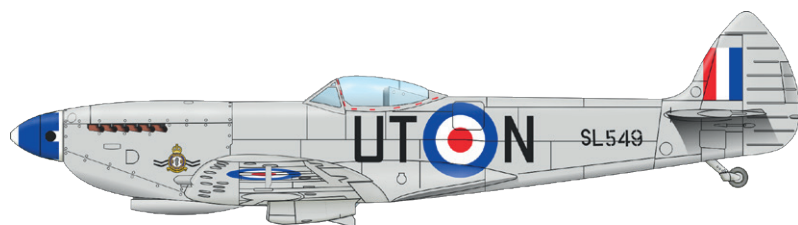
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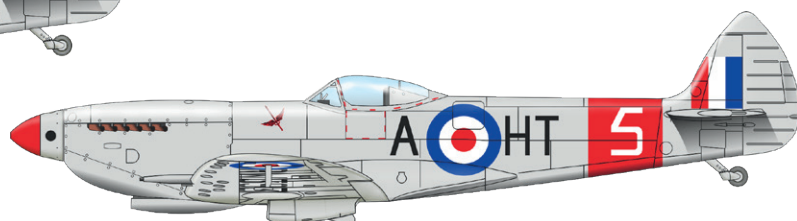
TD138, No. 317 (Polish) Squadron RAF,
Ahldorf Air Base, Germany, spring – summer 1946



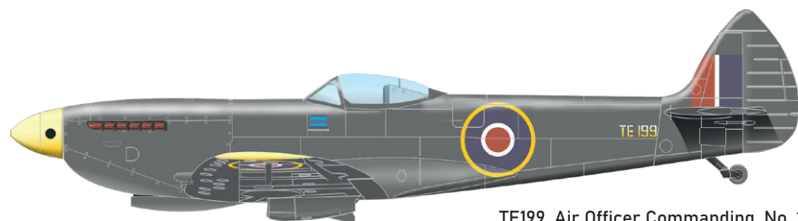
TB702, Cpt. P. G. J. Albertin, No. 340 (Free French)
Squadron RAF, B105 Airfield (Lingen/Drope),
Germany, May 1945



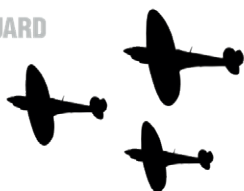
SL549, No. 17 Squadron RAF, Farnborough Air Base, 1950



RW393, No. 601 Squadron RAuxAF, 1949



TE199, Air Officer Commanding, No. 21 Group RAF, Swindorsby Air Base, Great Britain, 1948



CAMEL IN KRAKOW

So, after two years I finally went on holiday. It was a vacation with a mask and a vaccination certificate, but it was a vacation. My friends and I agreed to do a tour of military museums in northern Germany and Poland. After a week and 2,400 kilometers, I felt like I had been run over by a steamroller, but I had had many wonderful museum experiences.

The last stop, and for me the definite highlight of the whole trip, was the Polish Aviation Museum in Krakow. It was my first time visiting, I had heard a lot about the WWI collections there and was really curious to see how I would feel as a visitor. In addition, our Polish illustrator Piotr Forkasiewicz accompanied us, and his wife baked us a cake.

Long story short, I was thrilled. Krakow has a really diverse collection of machines from Polish and foreign production. It was possible to approach most of them without restrictions. The museum staff was unobtrusive but attentive. Visitors were respectful, no one touched what they shouldn't have, and I was able to see aviation technology like I have in no other museum I have visited so far. And I touched what I was allowed to touch, so I got to experience what it was like to fire an American half-inch machine gun in a B-17 bomber. I was surprised by the "Polish" F-105 Thunderchief, and I was excited about the Finnish Caudron C.714, which was to be flown by Polish pilots on the Finnish side in the Winter War. I was amazed with the PZL M-15 Belphegor, which was a crop dusting biplane with a fixed undercarriage and a jet engine. If you haven't seen it yet, look up information on it, you'll be amazed too! It had the same engine as the Aero L-39 Albatros.

I was very excited to see the Sopwith Camel B7280, which was restored and displayed few years ago. I was a bit disappointed that the lighting in the hall was dim. Hopefully this will be improved in the future. The Kraków machine is one of eight surviving Camels and the

last time I saw one of these legendary fighters was over twenty years ago in Brussels.

After returning home, I looked up what is written about the B7280 on the internet and there are a few things I would like to correct and add. The machine is known to have been built by Clayton & Shuttlesworth Works in Lincoln. From March 30, 1918, it served with No. 1 Squadron RNAS and later with No. 210 Squadron RAF. It is reported to have achieved 11 victories and even helped to score two fighter aces.

The first one was Canadian James Henry Forman of Kirkfield, Ontario. He was born in 1896 to a father who was from near Lincolnshire, England and a mother who was born in Canada. He became a teacher, but the First World War made him a Captain who went on to serve with four squadrons, winning nine victories and being awarded the DFC. On Camel B7280, he scored with No. 201 Sq. RAF two kills, a Fokker Dr.I on April 12, 1918, and added an Albatros fighter on May 9. Forman's luck deserted him on September 4, 1918, when his formation of twelve Camels from No. 70 Sq. RAF engaged with fighters from JG III led by Bruno Loezler. Only four British machines made it back to base, and this was the highest combat loss recorded by a Camel unit during the entire war. Among the captured airmen was Forman. He returned home after the war, continued his military service during World War II, and died in 1972 in Santa Barbara, California. The second pilot with ace status to score victories in the B7280 was Captain Herbert Andrew Patey. He was born in London in 1898 and, after serving in Egypt and fighting at Gallipoli, was sacked from the Royal Naval Division because it was discovered that he was only sixteen years old! In March 1917 he was back in service, this time with the Royal Naval Air Service and after completing his training was posted to No. 10 (Naval) Squadron in January 1918 which became No. 210 Squadron RAF in April. He achieved a total of eleven victories, and it is stated that nine of these were



Photo: Piotr Forkasiewicz

fought on the B7280. In fact, there were only six and, in all cases, they were the dangerous Fokkers D.VII.

Edwin Swale, DFC (17 v.), also flew with Camel B7280 once and remembered Patey as a tall, well-built man, a good formation leader and a brave and attack-on-sight type. Swale witnessed the end of Patey's flying career and that of Camel B7280. This occurred in the early evening of September 5, 1918, while escorting DH.9 bombers near Roulers. Patey's formation swooped down on seven enemy fighters and followed them up to an altitude of 1,000 ft above Courtrai. However, the Germans of Jasta 56 emerged victorious from the battle. Formation commander Lt. Ludwig Beckmann shot down Patey and Uffz. Ludwig Jeckert (4 v.) shot down New Zealander Lt. L. Yerex. Both Camel pilots were captured and the B7280 was subjected to a thorough inspection. It later found its way to a museum in Berlin from where its journey led to Krakow where it is on display in its September 1918 form.

Patey returned home on Christmas Day 1918, but after some time contracted the Spanish Flu and died on February 18, 1919. While in captivity, the London Gazette published a quote from his DFC award on September 21, 1918. Presumably this refers to his fight on August 6, 1918:

„Whilst leading his flight on an offensive patrol eight enemy machines were encountered. Captain Patey was cut off from his patrol by two of the enemy who got on his tail and continued in that position until within 2,000 feet of the ground, at which point his machine was hit in the petrol tank. Notwithstanding his serious handicap, he turned four times on his pursuers, destroying one, and driving the remainder away. On previous occasions this officer has destroyed two enemy machines and brought down two more out of control, and, in company with other pilots, he has assisted in destroying or bringing down out of control five additional enemy aircraft.”

Jan Bobek



Photo: Piotr Forkasiewicz