

INFO EDUARD

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

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EDITORIAL

Good Day, Friends

You will note that I am not writing this intro on the day it is being posted. Typically, I write these things about a week in advance. I even tried to get them ready two weeks in advance, but because the situation on the front changes so much over the course of the two weeks between writing and posting that it simply became enough of a nerve wracking experience to more than offset any gains made in time freed up for other tasks. So I am writing this a few days in advance, and even like this, there can be changes that come about between now and the time of issue. As an example, a key player this week will be the weather. Despite its ups and downs, which this year have been into extremes, the weather has not been a big factor over the vast majority of our efforts. But that changes this week. For Saturday, we are organizing an intimate walkaround at the field in Line, and for this event, the weather is absolutely key. Those that were present a year ago will remember. This was the last weekend of September, Spitfire Day in Line, and it was gorgeous. Practically ideal weather conditions. A week later in Jicin, it was the complete opposite for the Z-37 Cmelak display. It was cold with dark clouds close to ground level. Whoever moved about was soaked to the bone in no time at all. It was only thanks to the efforts of Jirka Slemr and his abilities that there was something to see that day. So right now, we again look to the sky in hopeful anticipation. Today and tomorrow are supposed to see the arrival of the Hurricane Mk.I, a dozen Trener aircraft, and tomorrow should see the timely landing of the Hind. For everything to come together in accordance with the plan, the weather will need to fully co-operate. The morning fog that likes to creep in over the field this time of year could be the least of our worries.

The new kits for October were described in some detail in last month's introduction. I won't get into repeating myself, and in any case, a thorough graphic description of each will be found in the pages of this month's newsletter below. There is one kit, the Trener, that is officially a new November release, but should have its premiere tomorrow in Line. I must admit that as of writing, on September 27th, I am not sure if we will have this item ready and on sale on Saturday. The reason for the possible delay is that all of the production molds are not yet functional, and it's not certain that they will be put to work in time. Such forms need their time investment, and time is pushing us well beyond comfort levels. And Saturday is bearing down upon us fast. We don't want any unpleasant surprises. Either the Trener will be finished and ready, or, with apologies, I will be announcing its arrival at

the end of October. But in either case, the real McCoy will be available for viewing in person, up close and personal. And this will be useful in the building of every Trener kit we release. And, in time, as we release one Trener after another, filling the internet with cries of 'Jesus Christ, another Trener! Can't you release something else besides the Trener?', memories of the Trener in Line will be pleasant ones.

Back in the day, a concept that varies with the individual, a Trener or a MiG-21 was for me a completely plain aircraft, one not worthy of a second glance. MiG-21s overflew Most daily, and became more of a nuisance than a point of interest. Treners were present at every Aeroclub airfield, and the Z-37 Cmelak could be found flying over pretty much any given field housing a crop. Only a rare few would crane their neck at the sound of an engine. But, when the Zatec based MIGs started their take-off run just across the street from Most, that was a different league altogether. But times change, and you don't see many MiG-21s flying these days. The Trener has become more of a point of interest, and is worth watching when you spot one until it disappears from view. It is no longer a plain aircraft, easy to find for those who want to look for it. It has become a historical item, approaching the level that the Spitfire and the Hurricane have occupied in the minds of our generation since birth. I admit that my realization of the charms of the MiG-21 came about as a result of our work on it, and it's similar with the Trener. At some point, these 'plain planes' became items of historical significance, with stories to pass on, and with a fate. The same can likely be said for those that flew, or fly, these aircraft, and for those that care for them through hard work, keeping them airworthy. We have witnessed the passion many times, for over the past thirty years, we have visited and gone through many museums, restoration shops, historical pieces, air bases and manufacturing facilities. But everything that this passion brings to the table didn't really occur to me until the work on the Trener was underway. It was with this airplane that I grew up and

got old with, and I feel like we are becoming historical items together. If I ever have built a model to which I have a connection, it is this little treasure. But, don't think that we went into this project because of my personal connection to it. That came to light after the project was begun.

I must add that the L-200 Morava is a type that I fell in love with on first sight. I had never flown in one until recently, when I was given a ride by Michal Vlacilik, former co-owner of Gavia and today, an active pilot. Now, my infatuation with the type is complete. It took me to the Gathering of Czechoslovak Aircraft in Vyskov on September 5th, and I enjoyed every minute of the event, not just the flight. There were, if I counted properly, 28 Trener aircraft there, all in a wide variety of markings, and I recommend as close a look at the aircraft as possible to anyone that has doubts as to the type's attention grabbing potential. The term 'eye candy' comes to mind. And as long as we are reminiscing, remember Gavia? They made some nice kits, such as the Po-2 and the L-410. Compared to modern standards, they are simple kits, but you are unlikely to see a new kit of an L-410 come out anytime soon. We issued their Lysander not long ago as a Limited Edition kit, and not for the first time, either. The boys at Gavia even made some masters directly for Eduard, such as the Fokker E.III in 1:48th and the 1:72nd scale L-39 Albatros. It's interesting to note that there are no questions come to me about the E.III, but quite a few for the L-39. It tells me that perhaps the time is right to revisit and correct the molds, and get moving on it...

There are a lot of new items for October. I figure the number is somewhere around seventy. They can all be found referenced in this newsletter, so I will only point a few of them out to you here. Last month, I mentioned the Limited Edition Hind D in 1:48th and the 1:72nd scale Hurristory. I will just repeat that the Hind D has its base in the Zvezda kit with Mi-24D conversion parts and decals strictly for Czechoslovak, Czech and Slovak Hinds. A part of the contents is made up by a publication by Jaroslav



Spacek, who will fly into Line tomorrow aboard an actual Mi-24. The 1:72nd scale Hurristory kit is based in the Arma Hobby plastic, supplemented by our usual photo-etched brass, resin and decals to our current standards. The 1:72nd scale F6F-3 is making a return in the Weekend Line, and along with that, several other boxings of the Hellcat are making a re-appearance. Within the list of re-editions are things that went out of production as a result of December's fire, including the 1:48th scale MiG-21R, with new instructions and decals, and the Bubbletop Spitfire Mk.XVI.

The release schedule also includes new accessory items for new kits released in both September and October alike. There are new Space and Look sets for all new September releases. In last month's newsletter, I made mention of new Brassin sets, manufactured not as resin castings, but as 3D prints. These are now available among October releases. They include things for the Camel, in the form of bomb racks with bombs and two engines... the Bentley and the Clerget. Have a look at them. They will show you the future of the Brassin line! Also mentioned in the last newsletter was the fact that the new Falang missiles for the Mi-24D would be printed, but these have ended up as being resin castings, just as these items are in the Limited Edition kit of the Hind D. Unfortunately, our manufacturing capacity couldn't handle the demand placed on it by these items together with everything else. The demand placed on just these Hind items came to about the same as the monthly demand placed by the rest of the entire Brassin line for the month. This prompted us to order another printer, so this situation will improve significantly soon. I would also like to point out the resin cockpit for our Spitfire Mk.V. For now, the only kit that this is destined for is Eagle's Call, but the possibilities will expand, as we will be releasing various models of the Spitfire Mk.V in the months to come. This will continue with November's Limited Edition release dubbed The Sweeps, dedicated to the Spitfire Mk.Vb in both early and late versions. We also have the 1:72nd scale cockpit for the very popular 'Desert Babe' Tornado kit. The demand for this item has continued to skyrocket to the point that it will be one of the few Limited Edition kits to see a re-release, and this will come in December of this year. Then, there are a number of wheel sets, such as for the Mi-24, the Trener, B-17G, Me 163B, and for the F-4B Phantom II from Tamiya. Not a bad list, no?

Turning our attention to photoetched and masks, we find more interesting items. As an example, I would point out the 72nd scale sets for the Vulcan B.2 from Airfix, for the Special Hobby Ki-54 and the 48th scale Ar-234B from Hasegawa/Hobby2000. In 1:48th scale, we have accessories for the aforementioned M-24D which, among other things, includes the troop compartment. For the ship people, we have the first two of four sets for the USS Intrepid in 1:350th. Note that this is for the post-war Intrepid, not the one anchored in New York. There are

a couple of sets in 1:35th to satisfy the AFV guys, covering the Ferdinand from Amusing Hobby and the TOR M-2/SA-15 Gauntlet from Zvezda. I think that the latter is an anti-aircraft system of some sort, and I admit that, despite serving in an anti-aircraft defense unit, I have no idea of what this item looks like. And I will say that although I hail from the 17th Tank Regiment's anti-aircraft component, I do like aircraft! When I served with this unit, our main opponent was figured to be various versions of the AH-1 Cobra. One of our October Big-Ed releases is for the AH-1G in 1:32nd scale, and another two are for the aircraft carrier USS Langley, in two different time periods, and to this we add two 1:48th scale sets covering the Kinetic F-84F and the Zvezda Mi-24P. You can see that in October, the Hind is extremely well represented. We even have stencil data in the 48th scale Eduard Decal line covering the F-4B and the Z-226, the P-51D in 32nd, and the 72nd scale Hurricane Mk.I. In the decal line in 1:48th scale, we further have a sheet for the US Navy F-4B.

On September 11th, Hotel Olympic was the site of the Czech Republic National Championships in plastic modelling. I had the honor of presenting the award of the overall winner, and although I could not be in attendance over the entire event, I came away with the impression that it was very nice event. There were some amazing examples of work on display, and the event was well organized with a friendly atmosphere. I think it was the best such event in a long time. My only issue with the event cannot be blamed on either the organizers nor the participants. I refer to the respirators. During my presentation of new, upcoming items, all in attendance were wearing respirators and it was impossible to see any reaction, interest or disinterest, on what was being said. It was kind of like talking to a room full of robots, not people. It threw me off, and I suspect that this was evident. I know I mumbled on more than one occasion and I apologize for this to those in attendance. It won't happen again. I am really looking forward to the day when we can say goodbye to these stupid masks once and for all.

With respect to the Championships, there has appeared in discussion forums the opinion that the separation of this event from E-day was due to Eduard's lack of desire to work with the SPCzR. That's pure nonsense. The Championship went ahead on its own partly because E-day has had to be twice cancelled. Being a smaller event, the Championship was able to go ahead as a stand alone entity. We have decided, together with all relevant parties, that this format works well, and should continue. Eduard will continue to support the Championships and will continue in its sponsorship, weather it continues on as a separate event, or again becomes a part of E-day.

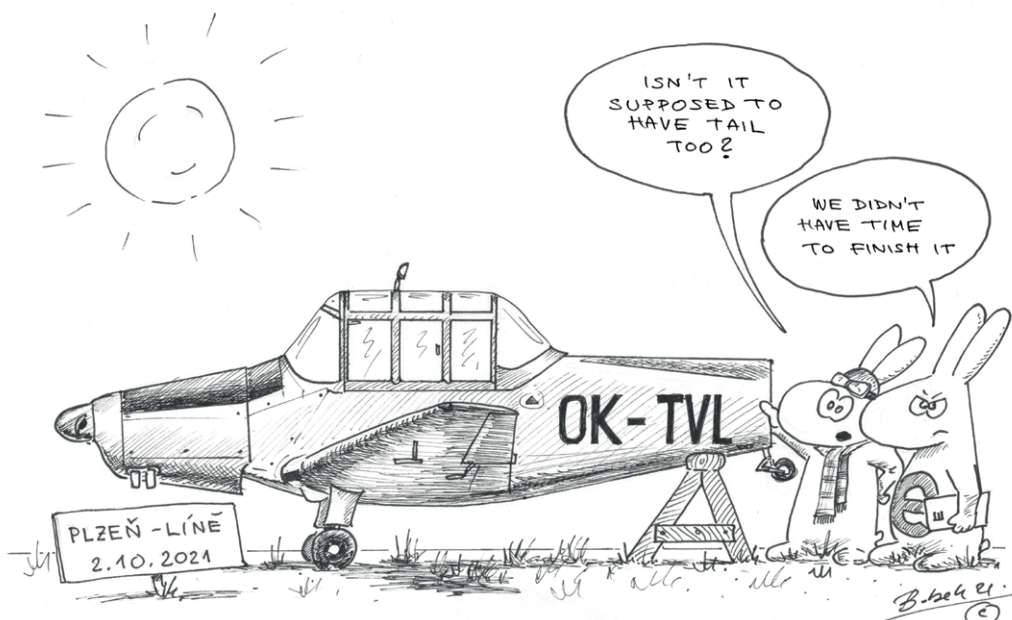
A full report and photo gallery from the Championships of the Czech Republic can be found in November INFO.

Our full support is also being extended to this year's CzR Championships in Junior Plastic Modelling in Obrnice.

And that is all for today. I wish you all, as always, a pleasant read of the following pages. I will just end up with a mention of the historical articles, an integral part of our e-magazine. They are for the most part consistent with the themes of the new releases. For the Hurricane, we have the Mira Baric article about the last surviving pilot from the Battle of Britain, John Hemingway. For the Spitfire Mk.V and the Eagle's Call kit, we have the loosely related article by Andrew Arthy, and associated with the Camel, we have the Richard Plos article on W.E. Johns.

Happy Modelling!

Vladimir Sulc.



THE VERY LAST OF THE FEW

Photo: Royal Air Force



TEXT: MIRO BARIČ

No. 85 Squadron pilots at Church Fenton airbase. From the left F/O John Hemingway, P/O Geoffrey Howitt, F/O James Marshall and kneeling is S/Ldr Peter Townsend with the unit's mascot Kim. All the way to the right is F/O William Carnaby with a propeller blade carrying marks of more than 140 kills achieved by the squadron.

There were already very few left 81 years ago. Winston Churchill nicknamed them The Few. Today only one is still alive. John Hemingway, the last pilot who in 1940 took part in the Battle of Britain.

The Battle of Britain lasted from July 10, 1940, till the end of October 1940 with the heaviest fighting taking place in August and September. According to the official statistics 2937 aviators from RAF fighter units participated in it. They were decorated with the Battle of Britain Pin which was awarded to fighter squadrons' members for at least one combat mission during that period of time. In addition to the fighter pilots, the members of the RAF Bomber and Coastal Command units participated in the Battle. They flew reconnaissance missions over the ocean and attacked the landing crafts gathered by Germans in the ports of the occupied Europe.

Britons lost 1,500 aircraft in total, and 544 fighter pilots were killed. Moreover 718 bomber aircrews and 280 members of the Coastal Command lost their lives. German losses amounted 2,000 aircraft, almost 2,600 aviators were killed and another 900 were taken prisoners of war. More than 14,000 British civilians were killed during the bombing raids. Not only Britons fought in the Battle. Out of 2,937 fighter pilots there were 2,342 of them, the rest was represented by other nationalities. The Battle of Britain Pin was awarded to 145 Polish pilots, 127 New Zealanders, 112 Canadians, 88 Czechoslovaks, 32 Australians, 28 Belgians, 25 South Africans, 13 Frenchmen,

10 Irishmen, nine Americans, three airmen from Rhodesia and one each for pilots from Barbados, Jamaica, and Newfoundland. On the German He could not stand bloodallies took part in the smaller scale bombing raids.

Nezniesol krv

One of ten Irish veterans of the Battle of Britain is John „Paddy“ Hemingway. He was born on July 17, 1919, to a rich family in Dublin. Contrary to the prevailing catholic religion in Ireland, his family was of the Anglican faith. He received the private education and was a member of the boys' choir in the ancient St. Patrick's cathedral in Dublin. According to his own words he was not very successful in this, and his career was not headed in that direction. His parents wanted him to become a surgeon, but this career was marred by one substantial detail – John Hemingway could not stand looking at blood. In 1937 his father brought him to London for an interview with the RAF resulting in his acceptance in 1938. At that time little did he suspect that he will see pools of bloods pretty soon. After he completed the fighter training in the spring of 1939, he was assigned to No. 85 Squadron equipped with Hawker Hurricanes. While serving with this unit, on September 3, 1939, he was caught up with the

Britain's entry in the WWII. They woke him up and ordered him to get ready for a scramble. When 20 years old Paddy was running across the Debden airbase tarmac to his Hurricane, he realized it was all for real. He promised to himself to learn and master everything regardless of the circumstances. Later this commitment helped him on many occasions.

First victories

Hemingway's No. 85 Squadron became the part of the Air Component of the British Expeditionary Force in France. The squadron was mostly engaged in the air patrols over the Channel. As a part of a bet Paddy grew moustache while in France and he continued wearing it until now. The relative lull in fighting ended on May 10, 1940, when the current sitzkrieg escalated into blitzkrieg. At Lille/Seclin airbase, home of No. 85 Squadron, the alarm was sounded at 04.10. On that day John Hemingway flew four sorties and during one of them he shot down a Heinkel He 111 bomber. On the day he added also Dornier Do 17 to his score but while attacking the German motorized convoys he was hit by flak and had to make an emergency landing near Maastricht. He joined the crowd of fleeing Belgium citizens and on May 15, 1940, the British Army got him back to Lille/Seclin base. During this period Hemingway stuck a close friendship with Richard Hugh Anthony Lee, nicknamed Dickie. Their fates were similar in many ways. During the blitzkrieg opening days, Lee shot down even four German airplanes and since he had shot down He 111 from Stab/KG4 into the sea near Boulogne



Photo: Imperial War Museum

85 Squadron ground personnel playing ball at Lille/Seclin airbase in France in November 1939. Hurricane in the background is the older version with fabric covered wings and two-bladed propeller.

on November 21, 1939 (very first victory of the No. 85 Squadron in the WWII), he became an ace. However, Lee too was hit by the AA fire on May 11, 1940, when he was pursuing another bomber at the very low altitude. He was held captive for a while but managed to escape, sourced the civilian clothing, and sneaked behind the Allied frontlines.

After eleven days of the intense combat, No. 85 Squadron claimed 89 kills of the German aircraft. At the same time the unit suffered high losses. Two pilots were killed, nine were missing in action and six were wounded. Only three Hurricanes remained airworthy. Decision was made then to retreat back to Debden. That decision actually affected all other AC fighter units which between May 20 and May 22 returned from France to Britain. After Hemingway's return, he was transferred to 253 Squadron for a short time while Lee ended up with No. 56 Squadron.

With their new units they both took part in the fighting over Dunquerque. On May 27 Lee was shot down there and spent an hour in the sea until he was fished out. The friends were reunited at No. 85 Squadron again. Hemingway re-joined the unit on June 15, 1940. After the Battle of Britain commenced, he had four months of almost daily combat flying ahead of him. After that many years that time became one blurred mass, but some intense experiences still remain clear in Paddy's memory.

This was thanks to an extreme stress, grief from the loss of the friends but also a drill necessary for one's survival. He always flew wearing only a shirt with rolled up sleeves to have his hands free in the cockpit as much as possible. During the high-g maneuvers during the dogfights he sometimes became unconscious. And up until today he remembers that he had to shoot very short bursts and aim accurately because Hurri-

cane only carried the ammunition for 14 seconds of fire. He said they were ordered to avoid combat with German fighters and focus their attention on the bombers. While entering the cockpit he always carefully made sure that the sliding canopy worked smoothly. In case he needed to bail out the stuck canopy would cause him to be burn alive in the cockpit. His prudence paid off-during the Battle of Britain as he had to leave the cockpit twice against his will. First time it happened on August 18, 1940. While chasing Junkers Ju 88, the German gunners' defensive fire hit him. It was over the mouth of Thames and John ended up in the sea. He was plucked out by a rescue boat after two hours. However, his friend Dickie Lee perished in the same fight. Last time he was seen he was pursuing German bombers 39 miles east off the English coast. He has never returned. He was 23 years old, and his score stood at nine kills.

Empty seats

Memories of his dead friend deeply touched Hemingway until today. However, he remembers other empty chairs at the mess hall table. "The fate was not democratic. New pilots who logged only couple of hours in Hurricane lacked the instincts of the old hands a were very vulnerable in combat. Therefore, many of them did not last", remembers Hemingway after many years. Barely two weeks from first bail out passed, and Paddy had to do it again. It happened on August 26 in the afternoon when Luftwaffe dispatched two groups of fighters on a free hunt to clear the path for three groups of bombers headed towards RAF airports. RAF launched ten squadrons of fighters including No. 310 Czechoslovak Squadron for which it was the very first encounter with the enemy. Let's go back to No. 85 Squadron. The unit took off at 14.50 and was patrolling at the altitude of 15,000 feet. Pilots were vectored to Maidstone area, where they made contact with a group of bombers. In the combat report the unit stated there were 15 Dorniers Do 215, actually they were Do 17 from KG 2. Some 5,000 to 10,000 feet higher they were covered by 30 Messerschmitts Bf 109. Hurricanes of No. 85 Squadron attacked the bombers head on and managed to separate three of them out of the formation. Bri-



Hurricane P2923 VY-R in July 1940, landing at Castle Camps, a satellite airport for Debden base.

Photo: Imperial War Museum

tish fighters then focused on these three aircraft and shot down all of them. One Dornier crash-landed in Rochford, the second crashed east of Eastchurch and the third one plunged into the sea some 10 to 15 miles east of Foulness.

Squadron report stated that these three bombers were shot down by all pilots and none of them claimed individual kill. Besides, while climbing, F/O Woods-Scawen hit the belly of one Bf 109 with three-seconds burst and observed pieces of debris flying in all directions. Right after that he had to perform an evasive maneuver and did not see the Messerschmitt fall, therefore he claimed it as probable. John Hemingway flew as Blue 2 and, in his report, stated, that he made several passes on three shot-down Dorniers. Then he started to climb to attack the Bf 109s but they were faster. While he was climbing two cannon bullets hit him. One penetrated fuselage behind the cockpit, while the second one hit the engine on the starboard side. The engine immediately heated up red and the Hurricane cockpit became unbearably smelly and hot. John did not hesitate a moment, jettisoned the canopy and bailed out. He was afraid though, that the German fighters could shoot at his parachute, therefore he opened it only after reaching the clouds at 8,000 feet. He landed in the wet soil of Pitsea Marshes and his Hurricane P3966 plunged into the soft ground of Fobbing Marshes.

History is not fond of the word "if" but let's take a little detour here. Had Paddy Hemingway served with the French or Soviet Air Force he would have become an ace on that day. The French reportedly credited the kill to each pilot who participated in the dogfight and in the Soviet Union there was a category of group kills besides individual ones. According to his report, Hemingway was shooting at all three Dorniers but they were not officially credited to him, therefore his score remained at two kills from May 1940.

Pulled trigger

The place of Paddy's Hurricane crash was located in 1987 and a year later the Essex Historical Aircraft Society made a first attempt to recover the wreck. They managed to find one landing gear leg and two Browning machine guns, other parts were buried too deep. The excavation was renewed in 2019 and several organizations par-



John Hemingway with his comrades at the outbreak of the war.

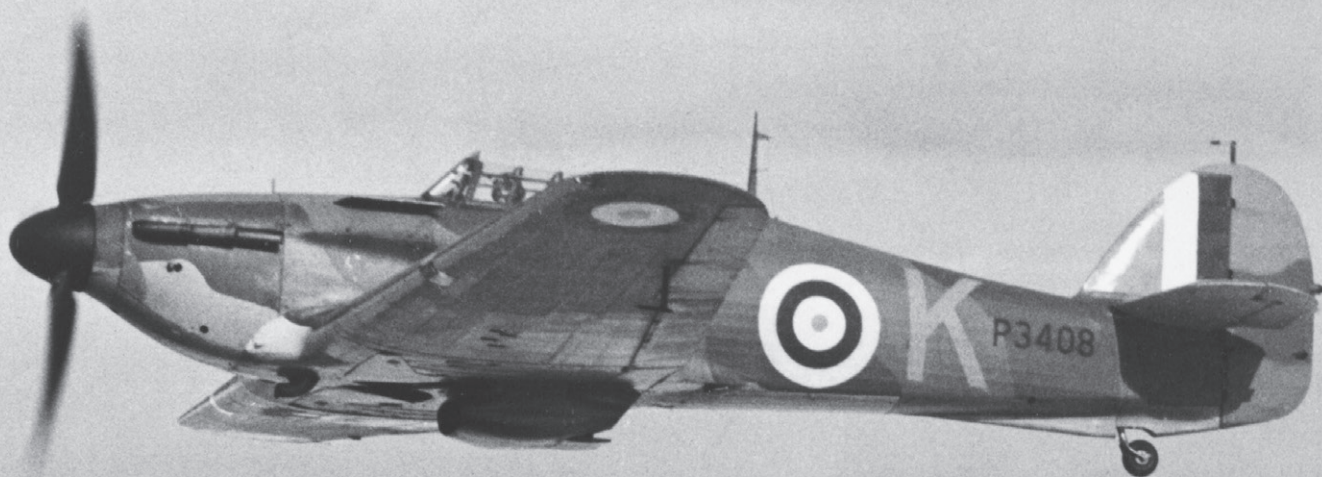
Photo: Royal Air Force

ticipated in it. Nineteen feet deep they found fabric-covered tail of Hurricane P3966, a tailwheel and a half of destroyed Merlin engine. The last artifact they were able to locate was a propeller spinner, 36 feet deep. When they recovered the control stick the machine guns trigger was stuck in the firing position. Paddy, who was 99 years old at that time, was in Ireland watching the recovery of his airplane on television.

Eighty nine years ago he did not have too much time for recuperation and had to be back in combat again. Several day later he paid Luftwaffe back for his shooting down when he damaged a Bf 109. Barely a month later he had an accident again, this time without the enemy interference. During the fly-over on September 22, due to the worsening weather conditions, he had to make an emergency landing near Church Fenton. At that time No. 85 Squadron was suffering such losses that there were only seven pilots on duty, including John Hemingway. Squadron comman-

der, Peter Townsend (an ace with eleven kills and later lover of Princess Margaret) was wounded, both flight leaders were killed and shortly after the Squadron lost a new commander as well. Therefore, the Air Chief Marshall, Hugh Downing withdrew the unit from the combat as a very first one.

Townsend, who Hemingway valued very highly as a first-class commander, recognized the signs of a serious fatigue of his subordinate and arranged for his transfer to less demanding tasks. In July 1941 Paddy was decorated with DFC and became a training instructor and later a flight controller. During the invasion to Normandy, he controlled the fighters from the ground. He missed flying though and in September 1944 he was transferred to Italy where he was given command of the No. 43 Squadron equipped with Spitfires. Luftwaffe was rarely seen in the air, so Paddy's new unit dedicated itself to attacking the ground targets. "The Germans were retreating,



Hurricane P3408 VY-K from 85 Squadron in flight in October 1940.

Photo: Imperial War Museum



Photo: Royal Air Force

John Hemingway served in RAF for more than 30 years.



He rose to the rank of a Group Captain. In the picture he is seen with Queen Elizabeth II.

Photo: Royal Air Force

and we were helping them with it" he commented. During such an attack he was hit by flak and was shot down fourth time in his career and had to bail out for the third time. It happened on April 23, 1945. Once on the ground, thankfully the Italian guerrillas got to him first. They dressed him into peasant's rags, so he would not draw attention, and sent a little girl with him. She showed him a way to Allies throughout the German positions. He feared for life of this girl more than of his own but ultimately all ended well.

After the war ended, Paddy married Bridget and they had three children: Susan, Michael, and Brian. He remained in the RAF service and gradually rose to the rank of Group Captain. He also served as RAF Leconfield airbase commander, a staff officer at NATO in France and worked at the Ministry of the Aviation. He retired in September 1969. His wife passed away in 1998 and after that he stayed for some time with his daughter in Canada. He has always wanted to return home and he finally did it in 2011 when he relocated to Dublin. He currently lives in a senior housing there.

Be Irish!

In May 2020 William Clark passed away at the age of 101. He was a Battle of Britain veteran as well. In 1940 he flew with No. 219 Squadron as an air gunner on Bristol Blenheim and later as a radar operator on Bristol Beaufighter participating in four night kills. Hemingway remained alone, as a very last living aviator out of The Few mentioned by Churchill. Then he granted several interviews for media, up until that time he avoided any public presentation. He even kept such a low profile that in 2018 he was listed as a deceased aviator which did not escape his son's attention to have the mistake corrected. "During the war all my closest friends died, and I considered memories of them a very private thing.

Once I became the only Battle of Britain survivor it made me think about those events again" he told the Telegraph last year. It is not the honor he cares about. If it can bring the attention to the sacrifice of the others however it will be satisfying for him.

John Hemingway is 102 years old now and the journalists could not refrain from asking for a recipe for his age. It seems it has something to do with a sense of humor. Paddy reportedly answered this question of the Irish Times: "I cannot tell you not to drink. I cannot tell you not to fool around with other people. I cannot tell you not to fly an airplane. I cannot even tell you not to shoot

and let others shoot at you. I have done all of this. But I am also Irish. So, the only advise I can give to the people is: Be Irish!"

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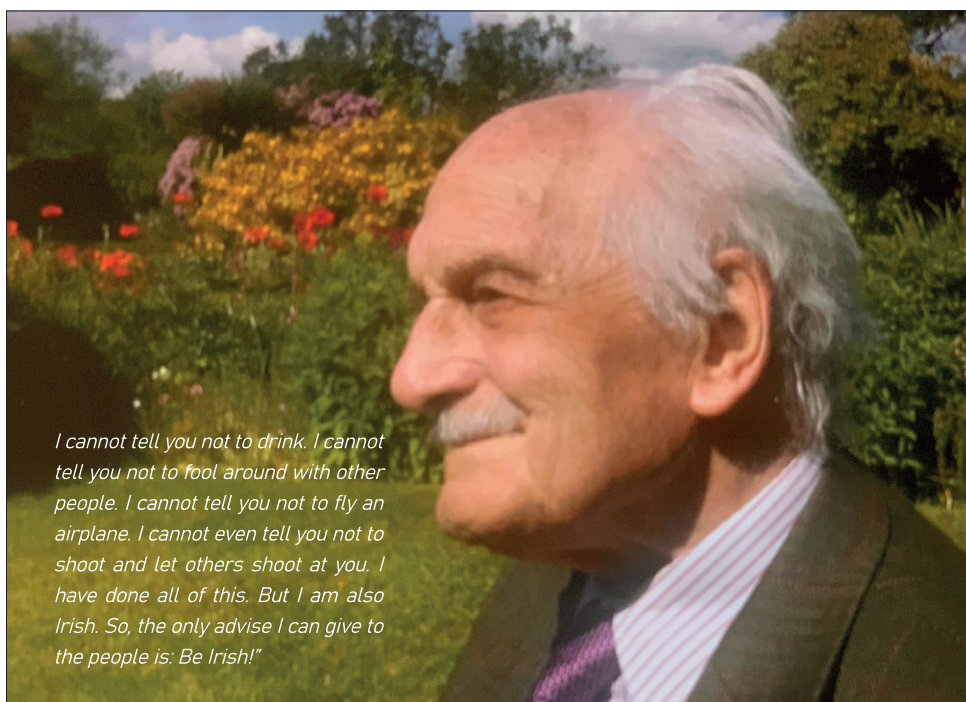
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I cannot tell you not to drink. I cannot tell you not to fool around with other people. I cannot tell you not to fly an airplane. I cannot even tell you not to shoot and let others shoot at you. I have done all of this. But I am also Irish. So, the only advise I can give to the people is: Be Irish!"

Paddy lives in a senior housing in Ireland and still wears the moustache.

The Kasserine Air War

TEXT: ANDREW ARTHY



Photo: O'Boyle

XII ASC aircraft at Youks-les-Bains. It was a vital airfield during the Battle of Kasserine Pass, serving as a base for American Spitfires, Bostons, P-38s, and P-39s.

The Battle of Kasserine Pass in mid-February 1943 is one of the most famous of the Second World War, renowned as Generalfeldmarschall Erwin Rommel's last victory in North Africa. Despite bad weather throughout the battle, it was also witness to some ferocious but sporadic air fighting over the mountains and plains of central Tunisia. The initial results of the fighting went very much in favour of the Germans and Italians, as the inexperienced Americans were taught some harsh lessons in the heat of combat, but overwhelming Anglo-American numerical superiority on land and in the air eventually turned the battle in favour of the Allies. In the eleven days between 14 and 24 February 1943, Spitfires, FW 190s, Stukas, Bf 109s, Airacobras, Bostons, P-38s and a variety of other aircraft engaged in a deadly duel, with more than 60 aircraft of all nationalities destroyed, as Allied and Axis tanks and troops slugged it out on the ground below.

Land War Situation

Since Generalfeldmarschall Rommel's defeat at El Alamein in Egypt and the Anglo-American invasion of Morocco and Algeria in November 1942, the Axis troops in North Africa had very much been on the defensive. By early February 1943, they had been expelled from Libya, leaving eastern Tunisia as their only foothold in North Africa. Desperate to stave off a looming defeat, the German commanders planned a strong counteroffensive in central Tunisia. There was to be an initial attack on the American-held village of Sidi Bou Zid, aimed at destroying Allied forces in the area, followed in subsequent days by a detachment of Rommel's Deutsch-Italienische Panzerarmee moving against other American troops at Gafsa. There were some vague ideas of a subsequent drive towards Tebessa and then all the way to the Algerian coast to cut off the Allied army in Tunisia, but it depended on how the situation developed. Opposing the Axis army in central Tunisia was the U.S. Army's II Corps, but its line was not strongly held, and the troops were very green, so it was an obvious target for Rommel's attack. By the evening of 13 February, the Americans at Sidi Bou Zid were aware of the imminent Axis offensive, and prepared themselves as best they could for the coming onslaught. The U.S. Army had reserves in the region, but the German and Italian army was undoubtedly the stronger in central Tunisia when it began its offensive.

The Air Forces

In terms of air forces, the Allies would initially rely entirely on the inexperienced airmen of the American XII Air Support Command (XII ASC) for operations over the Kasserine region. As the name suggested, XII ASC was an army support formation, based at Thelepte and Youks-les-Bains and consisting of Spitfire fighters, reconnaissance and ground-attack



Photo: Wikimedia Commons

A Grant tank from the 1st Armored Division advancing during the Battle of Kasserine Pass.

Airacobras, Boston bombers, and a French P-40 fighter unit (see Table 1 for details). As the Allied situation worsened, XII ASC would be reinforced by the Spitfires of the 52nd Fighter Group, and American and British units of other commands would be desperately called upon from all over Tunisia and Algeria, including RAF

Spitfires, Hurricanes, and Bisleys piloted by combat veterans, and American P-38s, B-25s, B-26s, and B-17 heavy bombers.

The Axis devoted a comparatively small air force to the Kasserine Pass battles, although their airmen were battle-hardened compared to the Americans of XII ASC. The Italians co-

mmitted almost none of their air force to the battle, so the burden fell on the German Fliegerkorps Tunis, which had two subordinate commands, Fliegerführer 2 in northern Tunisia and Fliegerführer 3 in southern Tunisia. They were both tactical headquarters, with fighters, fighter-bombers, Stukas and short-range reconnaissance units on strength (see Table 2). Kairouan, Gabes and Matmata were the key Luftwaffe bases to support the Axis offensive. Fliegerkorps Tunis was deployed very flexibly, with units transferring from one sector to another as needed, and elements of both its subordinate commands operated over the Kasserine area during the battle. However, they also had to devote a considerable percentage of their resources to the northern and southern Tunisian fronts.

The Luftwaffe received the following order on the eve of the attack: *"Fliegerführer 2 and Fliegerführer 3 are requested to support the offensive by committing their strongest forces."* By concentrating its limited forces on the opening two days of the battle, the Luftwaffe would enjoy a degree of air superiority on 14 and 15 February 1943, but once the Allies recovered from their initial shock and committed all their units, the comparative sortie tallies soon became very lopsided.

Table 1: XII ASC, 14 February 1943 (Brigadier General Howard A. Craig)

Unit	SUB-UNIT	Type	LOCATION	CO	Comments
HQ 31st FG		Spitfire Mk. V	Thelepte No. 1	Col. Fred M. Dean	
	307th FS/31st FG	Spitfire Mk. V	Thelepte No. 1	Major George J. LaBreche	
	308th FS/31st FG	Spitfire Mk. V	Thelepte No. 1	Major Delwin B. Avery ¹	
	309th FS/31st FG	Spitfire Mk. V	Thelepte No. 1	Major Harrison R. Thyng	
HQ 81st FG		P-39	Thelepte No. 2	Lt. Col. Kenneth S. Wade	
	91st FS/81st FG	P-39	Thelepte No. 2	Major Jack W. Wertz	
	92nd FS/81st FG	P-39	Thelepte No. 2	?	
	346th FS/350th FG	P-39	Thelepte No. 2	Capt. John C. Robertson	Rest of FG at rear
HQ 47th BG		A-20	Youks-les-Bains	Col. Frederick R. Terrell	
	84TH BS/47TH BG	A-20	Youks-les-Bains	Walter J. Hanna	
	85TH BS/47TH BG	A-20	Thelepte	Reginald J. Clizbe	
	86TH BS/47TH BG	A-20	Thelepte No. 2	Richard E. Horner	
	97TH BS/47TH BG	A-20	Thelepte	Capt. Marion J. Akers	
154th OS/68th OG		P-39	Youks-les-Bains	Major John R. Dyas	
GC II/5		P-40	Thelepte	Commandant Paul Stehlin	

¹Capt. Frank A. Hill was in temporary command because Major Avery was injured on 10 February 1943.

Table 2: Luftwaffe in the Mediterranean, morning 14 February 1943 (Generalmajor Hans Seidemann)

Unit	Location	Type	Planned Transfer
<u>Fliegerkorps Tunis</u>	La Fauconnerie		
<u>Fliegerführer 2</u>	Tunis		
II./JG 2	Kairouan	FW 190 A	
	Bizerta & Tindja	FW 190 A	To Kairouan
Stab JG 53	Bizerta	Bf 109 G-2	To Kairouan
I./JG 53	Bizerta	Bf 109 G	
II./JG 53	La Marsa & El Aouina	Bf 109 G-4	
III./SKG 10	Bizerta	FW 190 A	To Kairouan
II./St.G. 3	St. Marie du Zit & El Aouina	Ju 87 D	One Staffel to Gabes
8.(Pz.)/Sch.G. 2	El Aouina	Hs 129	Five aircraft to Gabes
2.(H)/14	La Marsa & El Aouina	Bf 109	One Rotte to Kairouan
Kurierstaffel	La Marsa & El Aouina	Various	
4./MSGr. 1	Bizerta	Ju 52 MS	
	Tunis	Ju 52 MS	
<u>Fliegerführer 3</u>	Gabes		
II./JG 51	Gabes	Bf 109 G-2, Bf 109 G-4	To Sicily & Sardinia
Stab JG 77	Matmata	Bf 109 G-2	
I./JG 77	Fatnassa	Bf 109 G-2	
II./JG 77	Medenine	Bf 109 G-2	To La Fauconnerie
III./JG 77	Matmata	Bf 109 G-2	To Maknassy
I./Sch.G. 2	Medenine	Bf 109 F-4	
III./St.G. 3	Gabes	Ju 87 D	To Mezzouna
4.(H)/12	Gabes-West	Bf 109 F-4, Bf 109 G-2	
2.(H)/14 detachment	Gabes-West	Bf 109 G-2	
1.(F)/121	Gabes-West	Ju 88 D-1	
1. Wüstennotstaffel	Matmata	Fi 156, FW 58	

The Axis Offensive Begins, 14 February 1943

The German Panzers rolled forward just before sunrise on 14 February, and made first enemy contact at 06:30 immediately north of Sidi Bou Zid. As that occurred, the offensive received air support from a handful of Sicily-based Junkers 88 bombers from KG 54 and KG 76, who took off in the dark to attack the town of Sbeitla, to the immediate rear of the II Corps front. Shortly afterwards, St.G. 3 sent out sixteen Stukas to drop delayed-action bombs on the village of Sidi Bou Zid and cause further confusion for the American defenders there, who were struggling to hold back the German advance.

Not far away, at Thelepte, XII ASC sent out two morning missions, but neither was to the main battle area, and one American formation was jumped by FW 190s of II./JG 2. It was only late-morning when the Americans began sending their fighters and bombers to the Sidi Bou Zid area, and by then, it was too late.

At 09:20 the American 1st Armored Regiment began a counterattack with 51 tanks, but the Stukas of St.G. 3 arrived on the scene at just the right time, attacking soon after 10:00 and causing great confusion. The FW 190 fighter-bombers of III./SKG 10, newly arrived at Kairouan airfield, joined in the attack, and escort fighters from JG 77 and II./JG 2 clashed with XII ASC in the skies above. Despite the bravery of the American tankers, within a few hours almost all of their armoured vehicles were destroyed, and by midday, withdrawal was their only option. St.G. 3 and III./SKG 10 had played an important part in pinning down and disrupting the 1st Armored Regiment while German armour closed in on it.

The subsequent U.S. retreat provided the Luftwaffe with a plethora of targets, as disorgani-

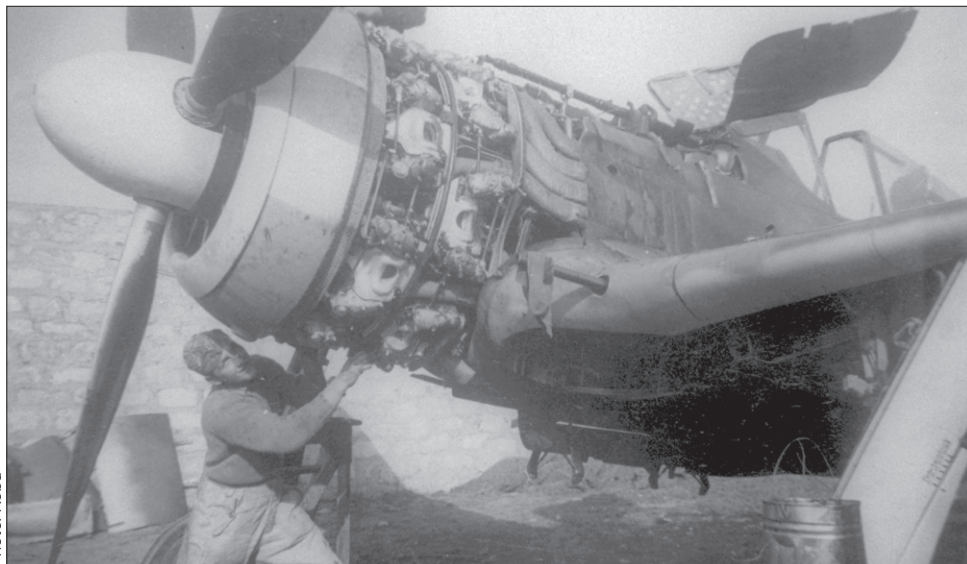


Photo: Roba

An FW 190 of III./SKG 10 in Tunisia. The Gruppe played an important role on 14 February 1943.

zed troops, vehicles and guns fell back through Sidi Bou Zid and streamed to the west, south-west and north-west. The German Stukas and fighter-bombers took full advantage of the opportunity, flying multiple missions during the late-morning and afternoon to stoke the chaos. These were the kinds of operations the Luftwaffe was designed to perform, so it is unsurprising that it was so effective on the opening day of the battle. Unlike the Luftwaffe, the USAAF in North-West Africa was not focused on direct army support, with strategic bombing a real priority, and it would take several days before they reorientated all their efforts to the battle area.

By day's end, Sidi Bou Zid had been taken by the Germans, thanks in part to the efforts of the Luftwaffe. XII ASC flew 228 sorties over central Tunisia, reporting four aircraft lost and seven damaged. From its 289 sorties, Fliegerkorps Tunis had three aircraft lost and one damaged, and its daily report spoke of the "most effective air support" it provided at Sidi Bou Zid.

More Axis Success at Sidi Bou Zid, 15 February 1943

Overnight, the Allies took stock of the situation, and decided to attempt another armoured counterattack at Sidi Bou Zid on 15 February 1943. However, the Germans knew what was coming, and prepared accordingly. In the air, there was a daring early morning strike by 23 Bf 109s of Jagdgeschwader 77 against the main XII ASC airfield at Thelepte, during which Hauptmann Heinz Bär claimed two aerial victories. A member of Bär's unit, I./JG 77, wrote in his diary: "We make our approach out of the sun. As we roar over the runway, Spitfires are sighted, but we get back safe and sound." The strafing raid was a complete surprise, damaging six Spitfires and two A-20s, while setting an A-20 on fire and wounding a pilot sitting at readiness in his Spitfire. One participant from 8./JG 77 was shot down and captured, and a P-39 pilot who intercepted the raid later wrote: "When you look back on it that was a very bold and daring raid by the Germans, sending



Photo: Roba

Heinz Bär, the Kommandeur of I./JG 77.

so few aircraft against an airfield complex with six or seven enemy fighter squadrons ..."

Once the German raid was over, XII ASC operations got going, and unlike the previous day, there was a real focus on the Sidi Bou Zid area, to support the counterattack that began soon after midday. The Luftwaffe had held back its Stukas until this moment, and a total of seventeen St.G. 3 aircraft were sent out at 13:00 and 15:00, playing a vital role in disrupting the U.S. Army counterattack, which had been soundly defeated by dusk. XII ASC did what it could to help, but it was to no avail.

Meanwhile, in response to the worsening situation, the Americans sent medium bombers of XII Bomber Command to raid the key German air base at Kairouan in the afternoon. B-26s and B-25s of the 17th and 12th BGs, escorted by P-38s, caused considerable damage. They badly damaged or destroyed four FW 190s, moderately damaged two, and damaged another eight aircraft, also destroying the fighter control installation at the airfield and gutting the Ger-



Photo: Vizcarra

Charles F. 'Chuck' Hoover, leader of the 346th FS/350th FG in February 1943.



Pilots of No. 243 Squadron at Souk el Khemis. The unit flew over the Kasserine battlefield in February 1943.

Photo: IWM via Wikimedia Commons

man fuel depot. The raid had a serious impact on Luftwaffe operations.

In the opening two days of the battle, the relatively small number of Luftwaffe aircraft committed created an indelible impression on U.S. Army troops, and reports of 14 and 15 February featured phrases such as: "Enemy aviation had been apparently unopposed", "Enemy planes overhead continuously" and "The Stukas seemed to be shuttling their loads from very close airfields." However, the devastating American raid on Kairouan was a warning shot to the Germans that despite the successes of their tactical air force, their opponent had a very capable air force of his own.

Thelepte Evacuated, 16-17 February 1943

The Axis army spent 16 February 1943 consolidating and planning, while II Corps began a gradual withdrawal to the west. This withdrawal meant that the American forward airfield of Thelepte would soon be threatened by advancing Axis troops, so during the day, the first moves were made to evacuate XII ASC units and personnel based there to safer airfields in eastern Algeria.

The weather was reasonable on the sixteenth, with occasional showers, but both sides were much quieter in the air, with XII ASC conducting 134 sorties, and Fliegerkorps Tunis around 60. P-39s reconnoitred the battle area, as did reconnaissance Bf 109s of 2.(H)/Aufklärungsgruppe 14, but with no major land battles occurring, the Stukas were given a day off, while the FW 190 fighter-bombers had left Kairouan due to the bomb damage resulting from the previous day's XII Bomber Command raid.

For the Allied air force, the major event on 17 February 1943 was the full evacuation of Thelepte airfield, an event that lived long in the memory of those men who experienced it. The evacuation was relatively well-organized, and there were few signs of panic amongst those involved. Still, it was a melancholy situation for the Americans, as one pilot later wrote: "Everyone hated to have to retreat." 34 unserviceable XII ASC aircraft had to be destroyed upon departure.

Meanwhile, to the north of Thelepte, the Germans resumed the offensive on 17 February and captured the town of Sbeitla. American air efforts were disrupted by the Thelepte evacuation and terrible weather, including snow, but XII ASC still managed to put up 166 sorties. To support their offensive, the Germans used only fighters and the Bf 109 fighter-bombers of I./Sch.G. 2, who operated successfully against vehicles near Sbeitla. A member of a U.S. Army tank destroyer unit recalled that the Bf 109 Jabos "... were bombing and strafing the vehicles in Sbeitla. About ten or twelve vehicles were temporarily blocking the road, and the men were running for cover in the ruins of buildings."



Photo: O'Boyle

Combat crews of the 97th BS/47th BG at Thelepte, from where the unit flew missions during the Battle of Kasserine Pass.



Photo: Roba

Armin Köhler & Heinz Bär of I./JG 77



Photo: Roba

A Bf 109 of JG 77 with a very interesting camouflage scheme. It was photographed at Gabes, which was used as a Luftwaffe base during the Kasserine battle.



Captain Charles E. Wilson of the 309th FS/31st FG, in front of his Spitfire Mk. Vc EP912 'WZ-C'.

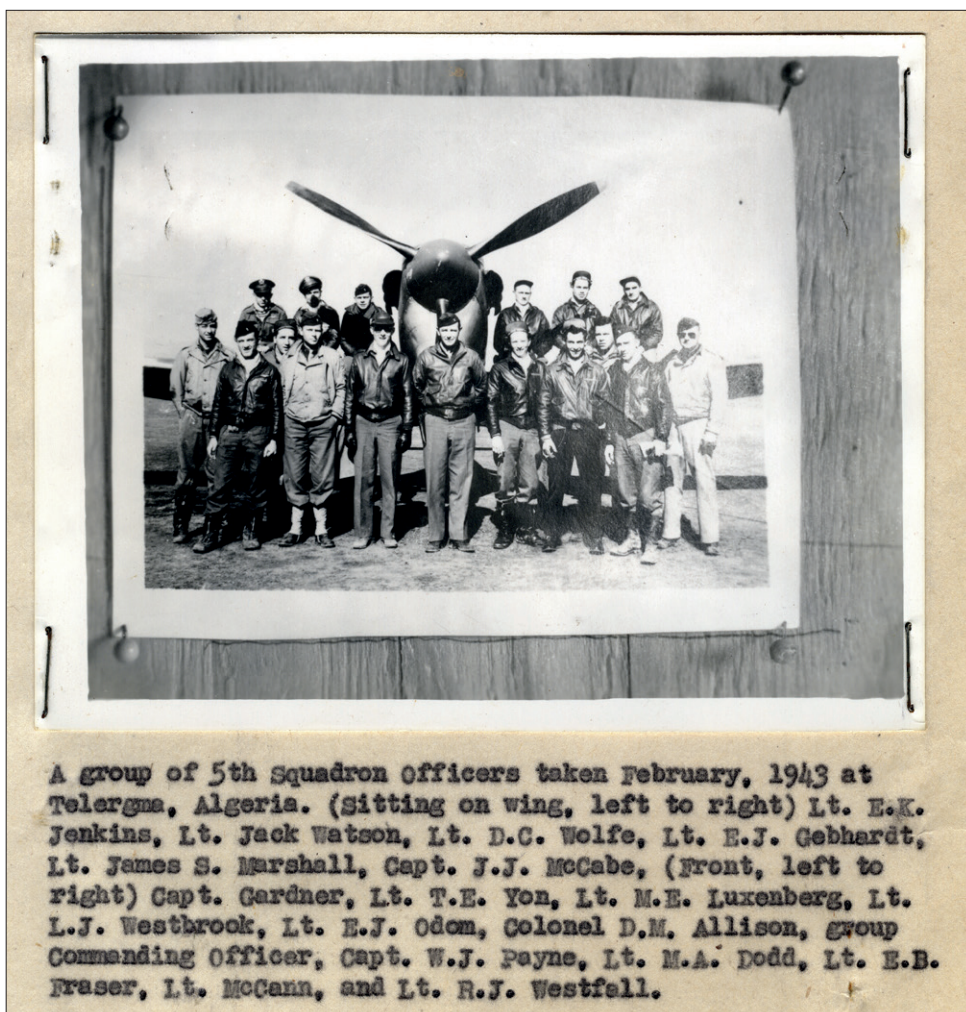
Bad Weather Prevails, 18-19 February 1943

By 18 February, Rommel felt confident that a full-scale advance into Algeria would succeed, and he sought approval for it from his superiors. The weather deteriorated during the day, and morning showers and overcast gave way to an afternoon sandstorm. As a result, the last mission by either side occurred at 14:45, and Rommel's troops received very limited air support for their advance. Fliegerkorps Tunis committed just 25 sorties to central Tunisia, most of which were by reconnaissance Bf 109s of 2.(H)/Aufklärungsgruppe 14 and 4.(H)/Aufklärungsgruppe 12.

The full-scale German offensive began on the morning of 19 February, but there would be no Luftwaffe support for it due to horrendous weather throughout the day. Neither air force was able to get airborne, as rain fell across central Tunisia. George J. LaBrecche of the 307th FS/31st FG later wrote: "During this period the weather was poor for aerial operations. Heavy rain made our unhardened fields difficult to operate from, and low ceilings and fog kept us grounded."

Rommel Takes the Kasserine Pass, 20-21 February 1943

Generalfeldmarschall Rommel's forces had probed Kasserine Pass on 19 February, and on 20 February they secured that vital position by late afternoon, albeit at heavy cost. At this point, it seemed the battle had been won by the Axis. Stukas and fighter-bombers were meant to assist Rommel's Kasserine Pass attack, but once more, bad weather intervened, and there were



A group of 5th Squadron officers taken February, 1943 at Telergma, Algeria. (Sitting on wing, left to right) Lt. E.K. Jenkins, Lt. Jack Watson, Lt. D.C. Wolfe, Lt. E.J. Gebhardt, Lt. James S. Marshall, Capt. J.J. McCabe, (Front, left to right) Capt. Gardner, Lt. T.E. Yon, Lt. M.E. Luxenberg, Lt. L.J. Westbrook, Lt. E.J. Odom, Colonel D.M. Allison, group Commanding Officer, Capt. W.J. Payne, Lt. M.A. Dodd, Lt. E.B. Fraser, Lt. McCann, and Lt. R.J. Westfall.

Personnel of the 5th FS/52nd FG seen in February 1943. The unit was rushed to the front after the German offensive began in the middle of that month.

no air operations by either side on the morning of the twentieth. A few missions were sent out in the afternoon, including P-39s, Spitfires, a handful of A-20s, and reconnaissance Bf 109s and Ju 88s.

On 21 February, Rommel seized his opportunity and pushed his forces forward from the Kasserine Pass. The Allied defenders fought hard, but received minimal air support, as three XII ASC missions had to be cancelled due to the weather. The 31st FG reported that its airfields were soggy after receiving a drenching on the preceding night, and XII ASC undertook just 26 sorties for the day. However, assistance was provided from further afield, as B-25s of XII Bomber Command flew to Gafsa to interdict the Axis supply lines. From the German side, III./St.G. 3 sent out eight of its Stukas in the afternoon under the watchful eyes of JG 77, and the Ju 87s successfully bombed American tanks at Djebel Hamra.

Allied Air Power Dominates, 22-24 February 1943

The Axis offensive had run its course by the 22nd, and it was called off that evening. The Germans cited the reasons as bad weather, rugged terrain, and a constantly reinforcing enemy army. The Allied air force had not been a major factor in previous days, but it really came to the fore during the course of 22 February 1943.

While there was still a possibility of Axis victory during the day, Fliegerkorps Tunis committed the ground-attack FW 190s of III./SKG 10 to the fighting, plus Bf 109s of I./Sch.G. 2, Stukas and fighters, and they enjoyed very good results against ground targets around Thala and Le Kef. Meanwhile, Allied air power was growing increasingly strong and influential. It was not just XII ASC, which flew dozens of missions on a maximum effort day, but also northern Tu-

nisia-based RAF Spitfires and Hurribombers, P-38s employed on strafing duties, B-25s attacking a bridge near Kasserine, and B-17s on a raid against Axis forces in the Kasserine Pass. Although some B-17, B-25 and B-26 missions to the battlefield had to be called off due to bad weather, it had been a most impressive display of Allied air power, which increased in ferocity as the afternoon went on. The 47th BG and 31st FG undertook thirteen missions each, and the P-39s were also kept very busy. A participating P-39 pilot of the 154th OS/58th OG noted: *"Pilots and planes take off to participate in an all-out effort to drive Rommel from the Kasserine Pass."* The Luftwaffe efforts were effective, but paled in comparison to what the Allied air force achieved on the defining day of the battle. With withdrawal orders passed by the German commander on the evening of 22 February 1943, for all intents and purposes the Battle of Kasserine Pass was over. The next two days, 23 and 24 February, would see the Allied air force strongly harass the retreating German and Italian troops, including more sorties by the RAF, XII Bomber Command, and the usual XII ASC units. The Allies undertook almost 500 sorties on the 23rd, and 270 on the 24th, most of which were to the Kasserine Pass area. Fliegerkorps Tunis did what it could with its fighters, fighter-bombers and Stukas, but the Germans simply did not have the forces to match the Allies. The situation had changed completely since the opening days of the battle near Sidi Bou Zid, when the Stukas had ruled the battlefield.

Conclusion

So ended a short but ferocious land and air battle in Tunisia and eastern Algeria, fought by thousands of men and hundreds of aircraft. The Allies were the clear winners on land and in the air, but it had been a real shock to the British and Americans, and for a few days, it seemed

that the tide might turn in the North African war. The Battle of Kasserine Pass was vital in educating the American army and air force on how to fight the Axis forces, but it had been a costly lesson. Units like the 31st FG were very green when they entered the battle, but emerged with considerable combat experience under their belts. For the Luftwaffe, there had been moments that revived memories of past glories, but as would be the case for the rest of the war, they were overwhelmed by a well-led, numerically superior enemy air force, which was constantly improving its tactics and equipment. When the Allies concentrated their air power, as they did in the final days of the Battle of Kasserine Pass, the Axis air force could not match them, and it was a harsh warning to the Luftwaffe of what they could expect in the months and years to come.

Acknowledgements Gerhard Ausborn, Andreas Brekken, J.D. Collinsworth family, Bill Dickerson, Hugh D. Dow & family, Russell Fahey, Russell Guest, Drew Harrison, Hugo Hauck, James A. Isbell, Jr. family, Morten Jessen, Charles C. Kenworthy family, Ken B. King, George J. LaBrecche family, Rolland G. Lamensdorf, Jean-Yves Lorient, Ronald MacDonald, Eric Mombeek, Nigel Moore, Doug Norrie, Frank Olynky, Walter J. Overend family, Michele Palermo, Mark Reardon, Sebastian Remus, Russell Richardson & family, Jean-Louis Roba, Bernard J. Roche family, Derwood K. Smith family, Andre Stewart, Thomas Stieglitz family, Ida Thibodeau-Pennella, Adam Thompson, Rémi Tracanelli, Joe Vincent, Keith Vizcarra, Merritt C. Wolfe & family, Andreas Zapf



French LeO 451 bombers flew operations to central Tunisia in February 1943.

Photo: NARA

The Biggles books

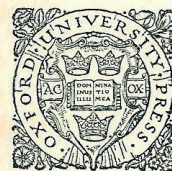


BIGGLES FOUGHT IT BACK TO EVEN KEEL, AND THEN PUT THE NOSE DOWN IN A DIVE THAT WAS NOT FAR SHORT OF VERTICAL. (See chap. vii).

BIGGLES FLIES WEST

By
CAPTAIN W. E. JOHNS

Illustrated by
HOWARD LEIGH
and
ALFRED SINDALL



OXFORD UNIVERSITY PRESS
LONDON : HUMPHREY MILFORD

TEXT: ROGER HARRIS

James Bigglesworth, known as “Biggles” started in short stories as a World War One fighter pilot. These early stories were originally written for an adult readership and featured swearing (“Biggles cursed tersely”) and the drinking of alcohol. When THE MODERN BOY decided to publish Johns’ flying stories, these were toned down for the younger readership. This reached a nadir in the mid-1950s when stories of Biggles risking his life for a crate of whisky, republished by the Thames Publishing Company and Dean & Son, were changed to him risking his life for lemonade (!).

Johns’ flying stories were very popular. He initially finished them with Biggles being promoted to the rank of Major and being shot down on 11th November 1918, the day of the armistice. Demand for more flying stories meant that he then restarted them again with “BIGGLES LEARNS TO FLY” and he wrote about Biggles as a young recruit and how he increased in experience to become the Air Ace he was. These short stories were collected in various early volumes.

In 1933, Johns had a go at his first full length Biggles adventure novel, called “THE CRUISE OF THE CONDOR”. This story was very much an adventure in the style of Indiana Jones (Or should I say that the Indiana Jones films very much relied on the style of those type of adventure stories!). Johns’ first five Biggles books were published by John Hamilton, but he was poorly paid for these early books. He then moved to Oxford Publishing, and they would publish the next 20 Biggles adventures from August 1935 to July 1943. The Oxford books are undoubtedly amongst the best Biggles stories due to their originality. Only two of the full-length books were World War One flying stories, but one of these, “BIGGLES FLIES EAST”, is generally considered by fans to be the best Biggles book. Johns has Biggles be recruited by an enemy agent and work for the Germans. Of course, he is really a double agent and working for the British, but the book is very tense and cleverly plotted. It is this book that introduced Biggles’ arch enemy, Erich von Stalhein. He was to appear in numerous books over the years, working for the Germans, and then

the Russians, until his masters imprisoned him. In the book "BIGGLES BURIES A HATCHET" (1958), Johns has Biggles go and rescue him and the old enemies eventually become friends.

Biggles has some faithful companions. In his early flying days, he is joined at 266 Squadron by Algy Lacey. Biggles initially dislikes Algy, but he is soon won over by his skill as a pilot and his personality. Algy is a faithful companion in most of the Biggles books, although in later books, there is a reason given for his absence, such as being on leave, when Johns needs less characters. In the book "THE BLACK PERIL" (1935), Johns introduces a 15-year-old boy "Ginger" Hebblethwaith. We never actually learn Ginger's first name! He is a red-haired lad, that Biggles calls "Ginger" from when he first meets him. Ginger is there to represent the teenage boys of the target audience of the books. He is someone for them to identify with. Ginger appears in virtually every Biggles book thereafter – but he is never in the First World War flying stories. By the time the Second World War started, Johns has Biggles go back into action with his own squadron and there is one pilot who goes on to be permanent companion, Lord Bertie Lissie. Very much in the "silly ass" mould of characters, like someone from a P. G. Wodehouse novel. When the Second World War ends, it is Biggles, Algy, Ginger and Bertie who join – and form – the Air Police. Johns then has Biggles becoming a detective and the post war Biggles books are Biggles and his friends investigating various mysteries. Number of the later Biggles books contain collections of short stories of their Air Police work. This is because there was huge demand for short stories for annuals and children's books and the short stories were later collected and published as Biggles books.

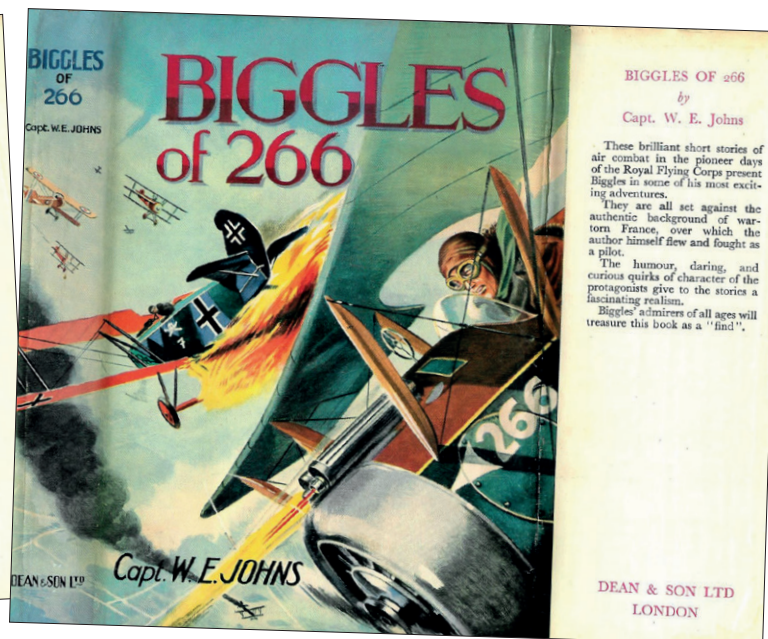
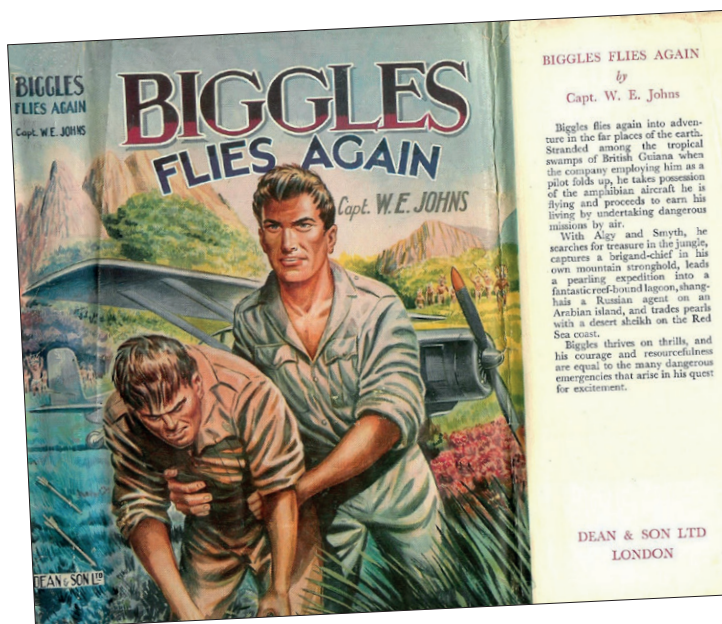
Johns also wrote two Biggles books about Biggles' early life. In 1951 we have "BIGGLES GOES TO SCHOOL" where we learn that Biggles was in fact born and brought up in India. However, it is not until March 1968 that "THE BOY BIGGLES" tells us about Biggles' childhood in India. This, in fact, was the last Biggles book published in Johns' lifetime. Although when Johns died, he left four (and a half) unpublished manuscripts that were published until the end of the 1960s, with the last one in July 1970. The unfinished novel was finally published in a very limited edition in February 1998.

The value of the original first editions has increased astonishingly. The original John Hamilton books and the twenty Oxford books are very hard to find in their original dust jackets. I presume this was because dust jackets were removed during war-time paper drives in the Second World War. So early Biggles first editions in good dust wrappers are rare and expensive. Post WW2, Biggles books are surprisingly very common in first edition. This is because the print runs were huge. But as the popularity of Biggles tailed off in the 1960s, the late 1960s books are much harder to find as the print runs were far lower. The "BIGGLES AND THE DEEP BLUE SEA" (1968) is one that is particularly rare and sought after.

The inter war years

As editor of Popular Flying magazine, Johns was an outspoken critic of the Government's air policy in the 1930's. Appeasement could only lead to war and of course, he was right. The monthly "Popular Flying" soon became the best-selling aviation magazine in the world. By 1934, its circulation was 24,500 a month. In 1935, John Hamilton sold Popular Flying Ltd, as it then was, to George Newnes Ltd and Johns was asked to stay on as editor. Johns also began to contribute regular articles to "Men Only" and to "My Garden" magazine, where his regular column was called "The Passing Show". On January 12, 1938, Doris and Bill Johns moved to Colley Chase, Reigate Hill, Surrey. On April 2, 1938, George Newnes Ltd launched a sister paper to "Popular Flying". It was a weekly magazine called "Flying" and Johns was asked to edit that as well. It took many of the spill over articles for which there was no room in the monthly. From February 19, 1938, Johns was also writing a regular weekly column for "Modern Boy" called "Let's Look Around". As well as all these commitments, Johns was also writing books at an astonishing rate, some 40 between 1931 and 1939! He wrote many short stories, both for adult magazines as well as for juvenile ones and many of these stories were later collected into books. Johns' continued attacks on the Government upset prominent politicians and they brought pressure to bear on George Newnes Ltd to have him removed as editor of both of their flying magazines. His last editorial for the weekly "Flying" magazine was on January 21, 1939. Both magazines were to later fold during the Wartime paper shortages.





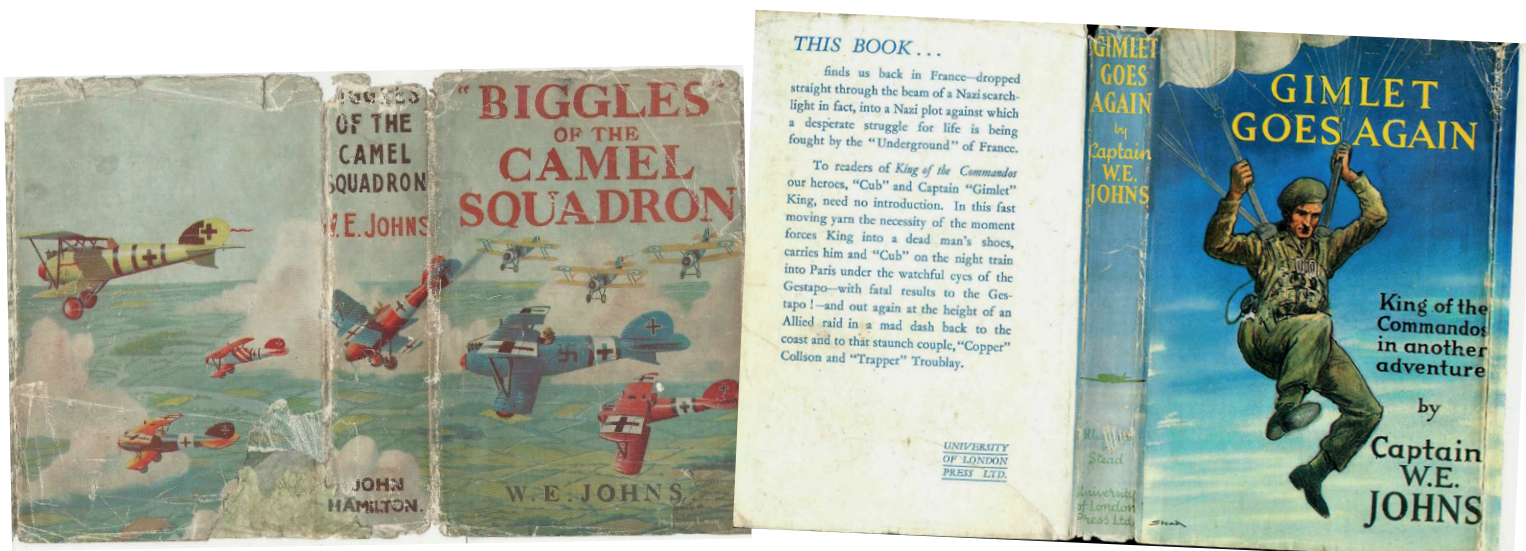
The second world war

At 46 Johns was too old for active service, so he became a lecturer to the Air Defence Cadet Corp (later to become the Air Training Corps in 1941) and he wrote articles for their magazine, the Air Defence Cadet Corps Gazette. His biggest contribution to the War was the encouragement of young men to train to be pilots by virtue of his Biggles books. Recognising this, the Air Ministry asked Johns to create a female counterpart to aid recruitment to the W.A.A.F. (Women's Auxiliary Air Force) and so Worrals appeared in 1941. The War Office didn't want to be left out of this excellent recruiting method and so in 1943, commando officer "Gimlet" King appeared.

The effect of Johns' books is not to be underestimated. Many pilots were to say that their inspiration had been the Biggles books of W. E. Johns. On October 3, 1939, Johns' son, Jack, married Sabena Hammond, a nurse who looked after his mother. In 1941 John Hamilton Ltd ceased trading, effectively being bombed out of business. Doris's brother Howard Leigh, the artist, died at the age of 32 of cancer on February 6, 1942. It was said in Johns' biography that Doris was worried about Bill's business dealings. At this time, he wrote and sold his Biggles books for a one-off payment of £250 and received no royalties. The biography says she persuaded him to employ a literary agent and Johns went to see Peter Watt of A. P. Watt. In fact, from a letter in my possession, I can confirm that the truth of the situation is that Peter Watt wrote to Bill Johns, offering his services in 1939. I have the letter, dated September 28, 1939, from Peter Watt to Bill Johns in my collection. A. P. Watt's first move was to seek to

persuade Oxford University Press to give Johns' royalty payments but the phenomenal sales that Biggles books were to achieve did not really happen until after the Second World War, so Oxford University Press chose to let the Biggles books go and they were taken over by Hodder and Stoughton. In later years, Oxford University Press let the rights of the 20 Biggles books they owned revert to W. E. Johns, but he "lost" the rights to the five John Hamilton books having sold them outright. I can say from letters in my collection that Johns sold the rights to the John Hamilton books for a mere £25 each. Those stories were bought and reprinted by the Thames Publishing Company and later published by Dean & Son Ltd.

In the Autumn 1944, after five years of bombing, Doris and Bill Johns moved to Scotland where they stayed in the Richmond Hotel, Tomintoul, before taking a lease on Pitchroy Lodge, Grantown-on-Spey, Morayshire. From documents in my own collection, including the original solicitor's bill for drawing up the lease, I can say that Johns took out a six-year lease on Pitchroy Lodge in June 1947 at a cost of £2750 per year. The September 1944 issue of "My Garden" magazine carried no Johns' column for the first time since 1936 and in February 1947 Johns wrote his last article for that periodical called "The Show has Passed" to explain his departure.



The post war years

Johns continued to write his books. For the post-war Biggles stories, Biggles was to join the "Air Police" which was not an original Johns' idea. The Air Police had been created by writer John Templer, author of "Jaggers of the Air Police" in 1936. Templer was a friend and former business partner of Johns. Johns sold serial rights to various newspapers and magazines as well as one-off stories to the vast number of children's annuals being published. Compilations of these stories were regularly published in book form. In 1953, Johns moved back from Scotland to a mansion at Park House, Hampton Court, which overlooked the Royal Paddock.

Johns often saw and heard the Queen and her family. On March 15, 1954, Johns' son, Jack, died from a combination of multiple sclerosis, diabetes, and tuberculosis. Jack's mother was not to die until April 1, 1961. By this time, it really was not possible for Doris and Bill Johns to marry without creating a scandal because it would reveal that they were not married. Such a scandal would have damaged Johns' reputation as a children's author and also his book sales.

The post-war years saw the sale of translation rights to the Biggles books to many countries. They were extremely successful. In 1954, Johns wrote the first of a series of science fiction stories and as a result

stopped writing Worrals and Gimlet stories. By 1964, the UNESCO Statistical Yearbook placed Biggles books 29th on a list of the most translated books in the world and Biggles was the most popular juvenile hero in the world. However, sales in North America were low and Johns never really cracked the American market. The books were considered just "too British". Biggles stories were serialised on the radio and also appeared in 1960 in a television series (although Johns' actual stories were not used). In the mid 1960's Johns began to face criticism that his books were racist and sexist as well as jingoistic although anybody who has read all of the books knows that such criticisms cannot be sustained.

It was on the June 21, 1968 at 8.30 a.m. that William Earl Johns (born February 5, 1893) stopped mid-sentence, whilst writing "Biggles Does Some Homework" to make himself and Doris a cup of tea. He went upstairs to her, sat in his armchair and suffered a fatal heart attack. He died immediately at the age of 75. Doris was to die on September 26, 1969 from cancer.

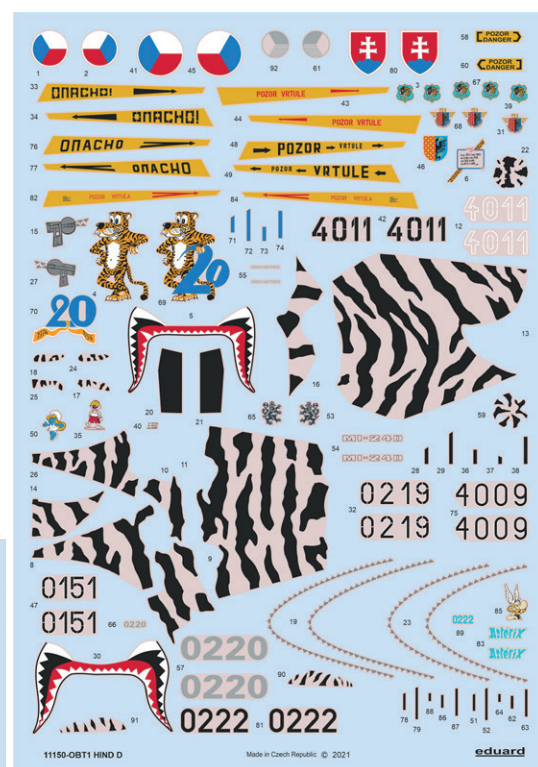
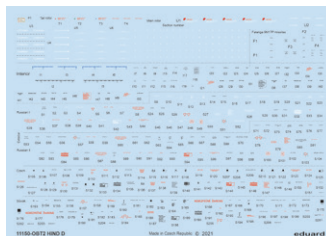
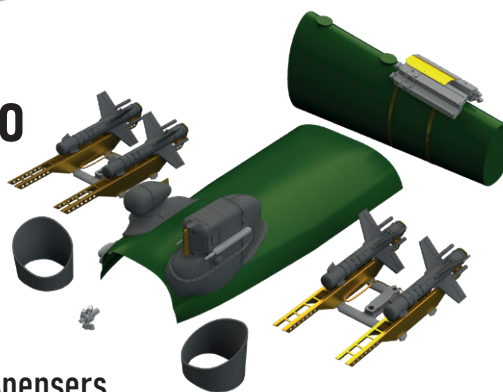
If you are interested in the full details of the life of W. E. Johns you must read "By Jove, Biggles! The Life of Captain W. E. Johns" by Peter Berresford Ellis and Jennifer Schofield, first published on October 15, 1981.





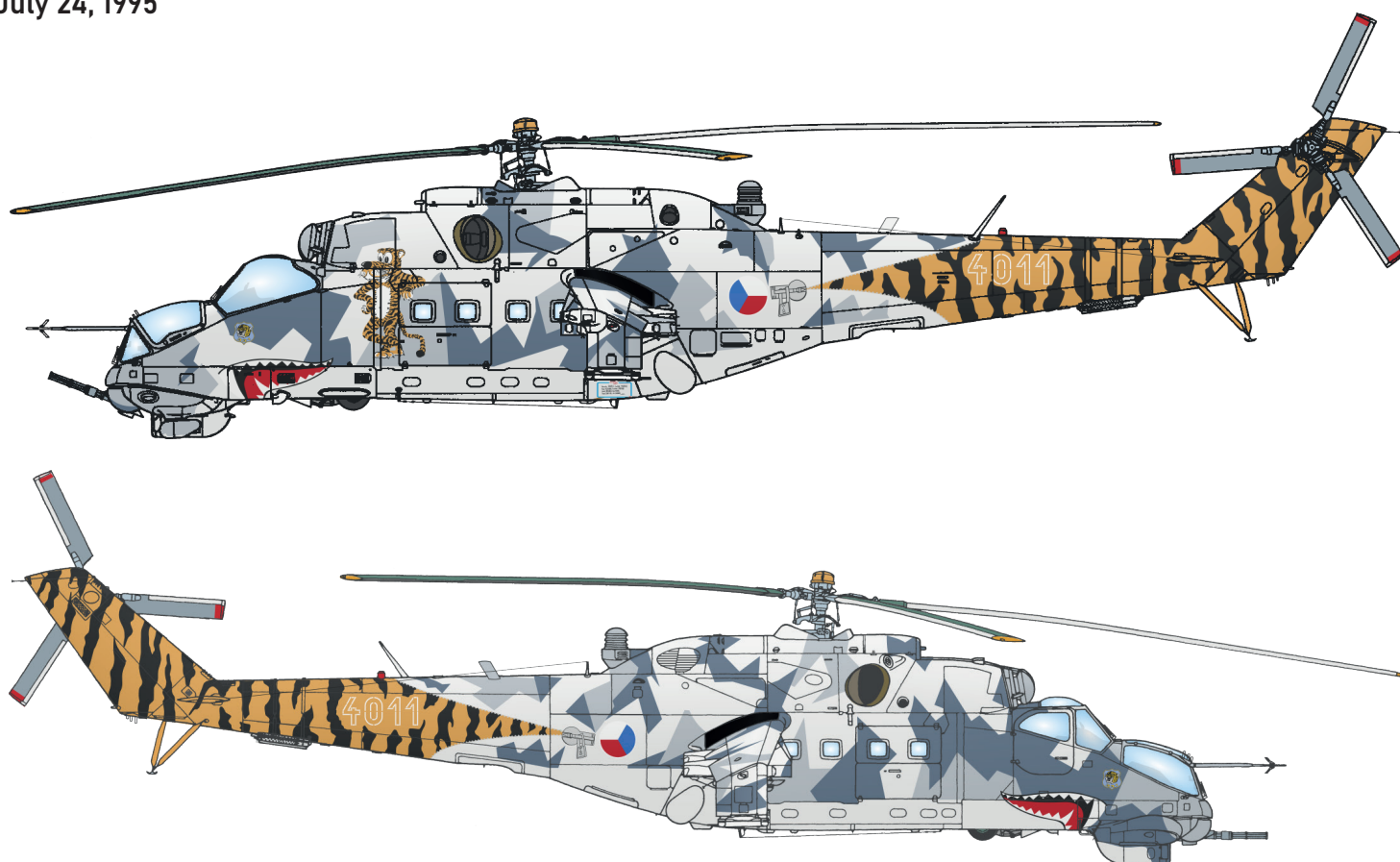
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- 8 marking options
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Product page

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



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



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



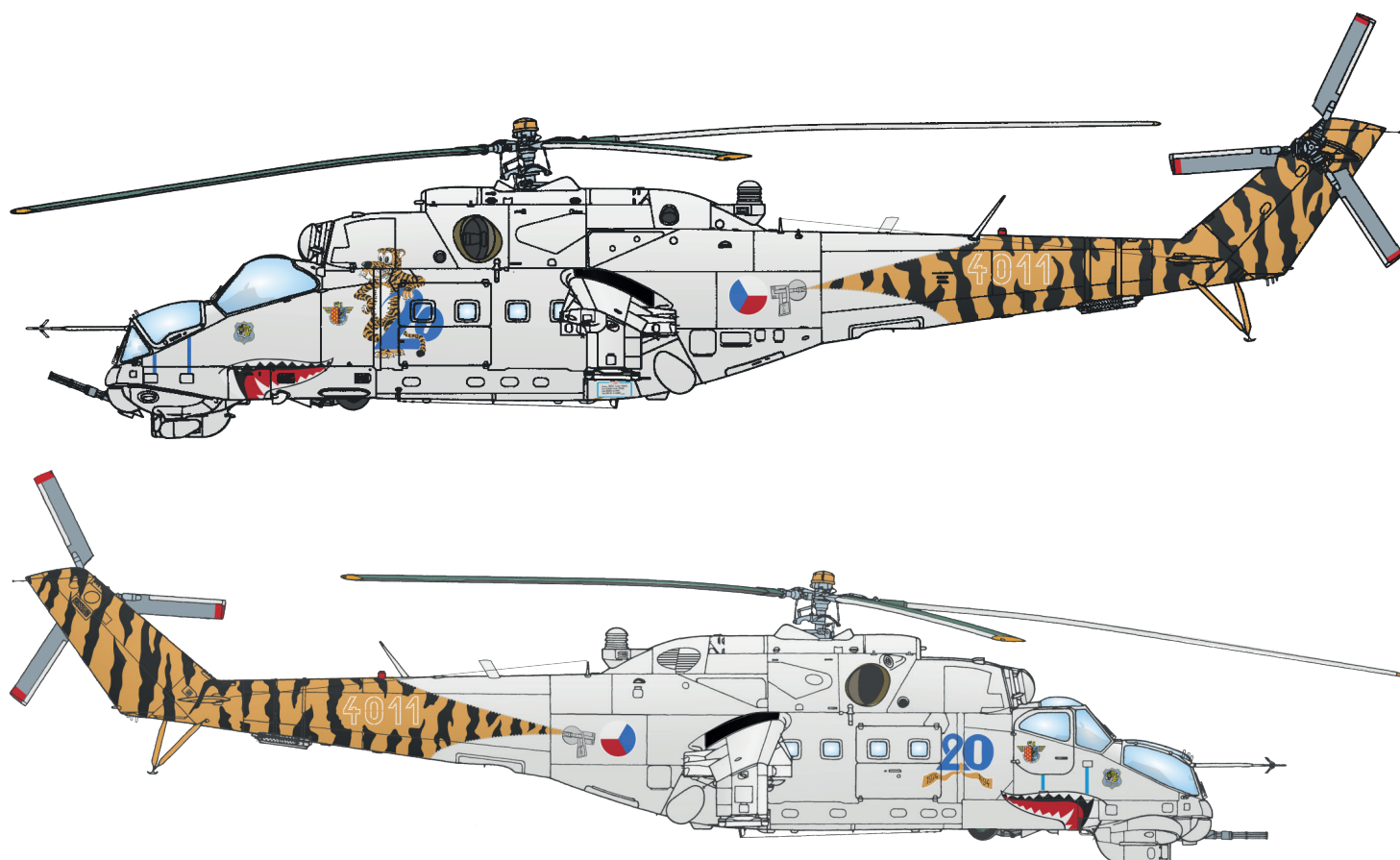
Mi-24D, 2 Sqn, 51 Helicopter Regiment, Prostějov, flight Prostějov – Kbely and back, August 18, 1992



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



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



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



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

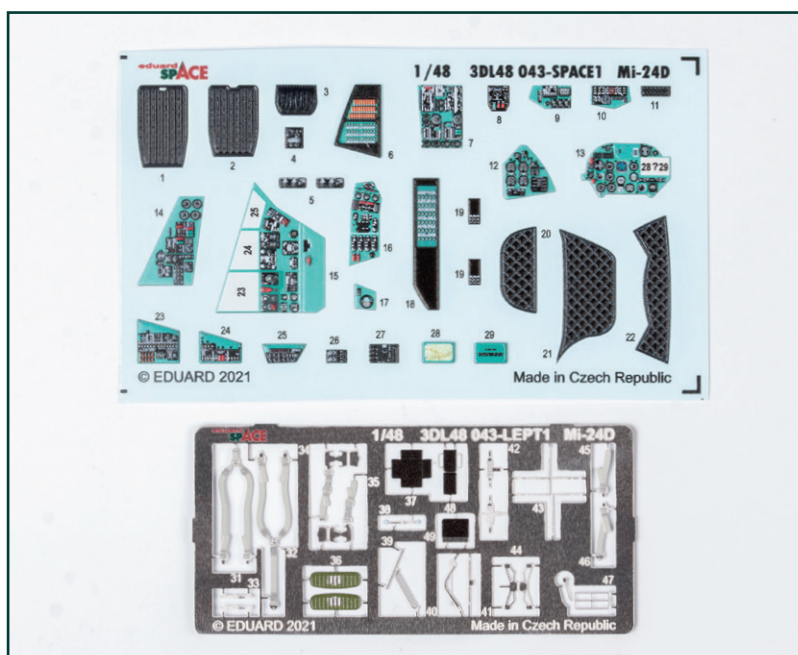


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648675	Falanga 9M17P missiles (Brassin)
648685	Mi-24D wheels (Brassin)
D48091	Mi-24D stencils (Decal Set)
3DL48043	Mi-24D SPACE (3D Decal Set)
EX806	Mi-24D TFace (Mask)



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OVERTREES

Mi-24V/VP

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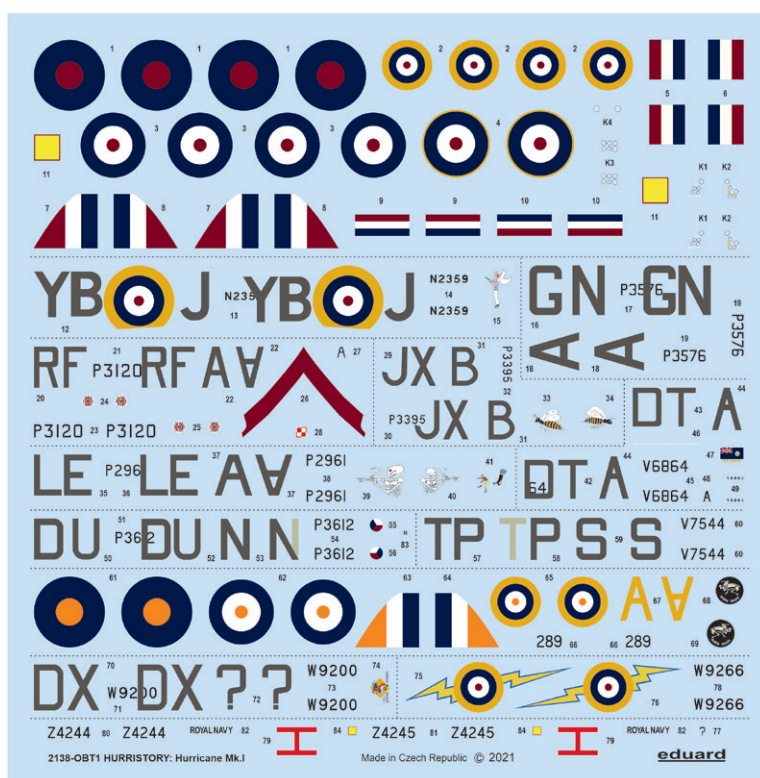
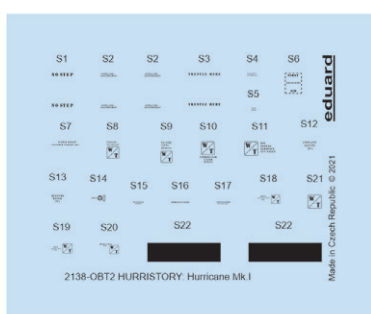
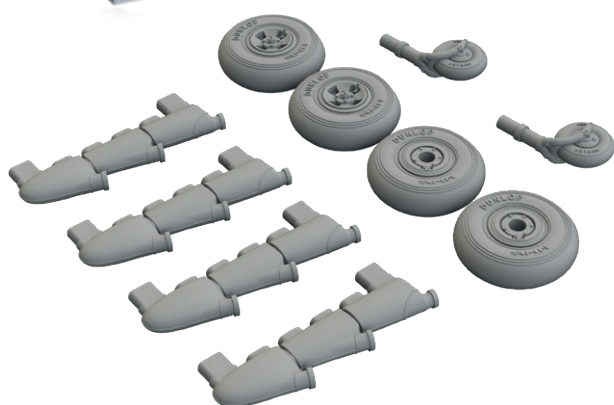
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DUAL COMBO

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- Painting mask
- Brassin: wheels and exhaust
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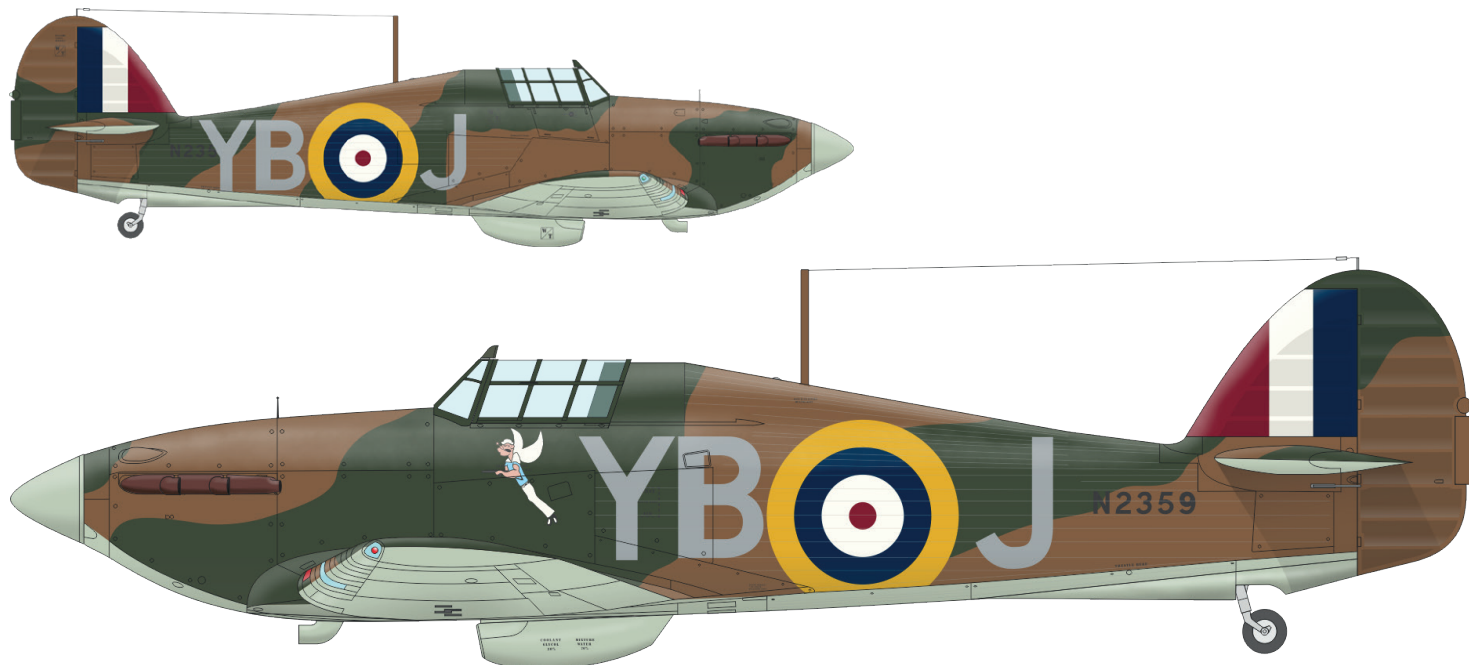


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N2359, P/O L. W. Stevens, No. 17 Squadron, Debden, Great Britain, July 1940

Leonard Walter Stevens was born on March 7, 1914, in the village of Hindhead in the county of Surrey. He enlisted in the RAF in January 1939. After the training and conversion to Hurricane he was posted to No. 229 Squadron but from the beginning of July he flew with No. 17 Squadron, at that time based at Debden airport. On March 30, 1941, he was transferred to No. 145 Squadron where he flew as a B flight leader. His life came to an end on May 21, 1941, when upon returning from a patrol he collided with his wingman over Tangmere. Stevens' Spitfire Mk.IIa together with Canadian D. W. Owen crashed and both pilots perished. The ground personnel painted Popeye the Sailor as an angel on the Hurricane regularly flown by Leonard Stevens. Note the older type of antenna and large fuselage cockades. Their „trim“ according to the upper and lower colors demarcation is fairly rare.



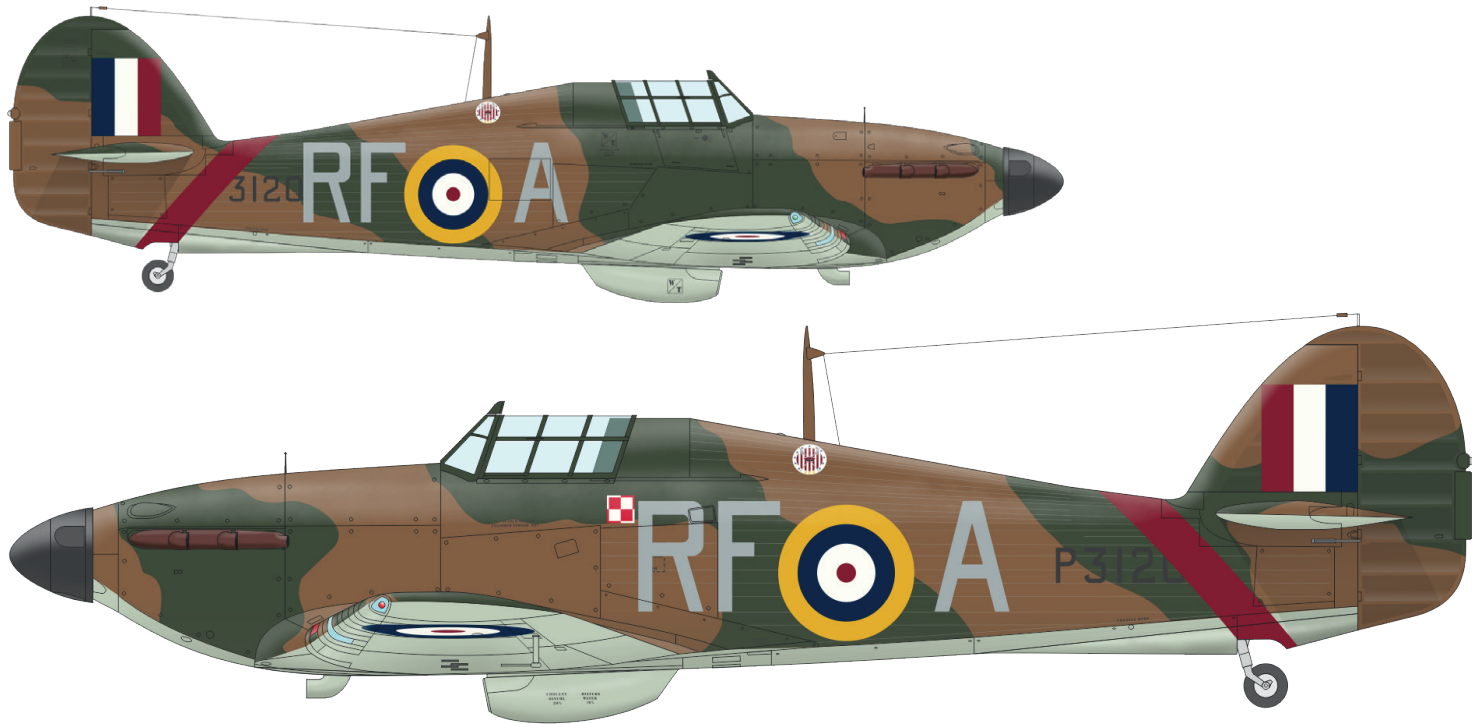
P3576, Fl/Lt J. B. Nicolson VC, No. 249 Squadron, Boscombe Down, Wiltshire, Great Britain, August 1940

Twenty-three years old A flight leader James Brindley Nicolson was awarded Victoria Cross for the mission which took place on August 16, 1940, when at 13:00 the whole unit took off for a patrol. During the flight Nicolson with his two wingmen was tasked to search an area of a probable location of three Ju 88 which in the meantime were attacked by Spitfires. Upon their return to the unit the trio of Hurricanes was jumped from the sun by Messerschmitts Bf 110 and all British airplanes were hit. Their pilots had to either bale out or return to the base. Wounded Fl/Lt Nicolson wanted to bale out of the burning aircraft but during his „stepping out“ of the cockpit he was taken over by a Bf 110 so James returned to his seat and fired a good burst into him! After that he finally baled out, burnt, and wounded and moreover, after he landed, he was shot at (and hit) by a sergeant from the Home Guard. After he returned from the hospital in September 1941 he was ordered to India where, between August 1943 and August 1944, he led No. 27 Squadron flying Beaufighters. W/Cdr Nicolson perished on May 2, 1945, when during the flight over the Bay of Bengal the No. 355 Squadron Liberator, in which he was on board as an observer, caught fire. His body has never been found. By the order dated August 11, 1940, the British cockades were to be painted on the lower surfaces of the RAF fighters. It is not clear if, by August 16, the order was complied with on Hurricane P3576.



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

Apparently, the best-known Polish fighter squadron, No.303 (Polish) Squadron, was established in July 1940 in Blackpool. After a short training in August, it was declared operational and flying Hurricanes took part in the Battle of Britain. Its flying personnel was formed by experienced aviators who had fought in Polish and French skies therefore right after their combat deployment the number of the enemy aircraft shot down was rising rapidly. Until the end of the Battle of Britain the No. 303 Squadron pilots shot down 126 enemy aircraft in total, 13 were probables and 9 damaged. Hurricane coded RF-A, camouflaged in standard Temperate Land Scheme colors (upper and side surfaces in Dark Earth and Dark Green, lower surfaces in Sky), carries the unit insignia under the antenna mast. It is possible that closer to the cockpit it also sported small Polish national insignia, but it cannot be ascertained from the photograph. The red stripe on the rear fuselage was a recognition marking of the formation leaders.

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

Arthur Victor Clowes was born on August 16, 1912, in New Sawley in the county of Derbyshire. He enlisted in the RAF in January 1929. Initially he served as a ground personnel member but later he completed the pilot training. At the outbreak of WWII, he flew with No. 1 Squadron equipped with Hurricanes. He participated in the air battles over France and after that in the Battle of Britain. During these fightings he was credited with nine kills (plus one in cooperation), three probables and two damaged enemy aircraft for which he was awarded DFC in May 1941. Since December 1941 he commanded No. 79 Squadron and between August and November No. 601 Squadron in North Africa. After the rest he led No. 94 Squadron between July and September 1943. During one wild party he lost sight in one eye and consequently was invalided from combat. He remained in RAF service after the war. He passed away on December 7, 1949, from a liver cancer. He flew his Hurricane Mk.I P3395 with a wasp marking on its nose. The areas where ground personnel stepped frequently show the paint worn down to the bare metal.



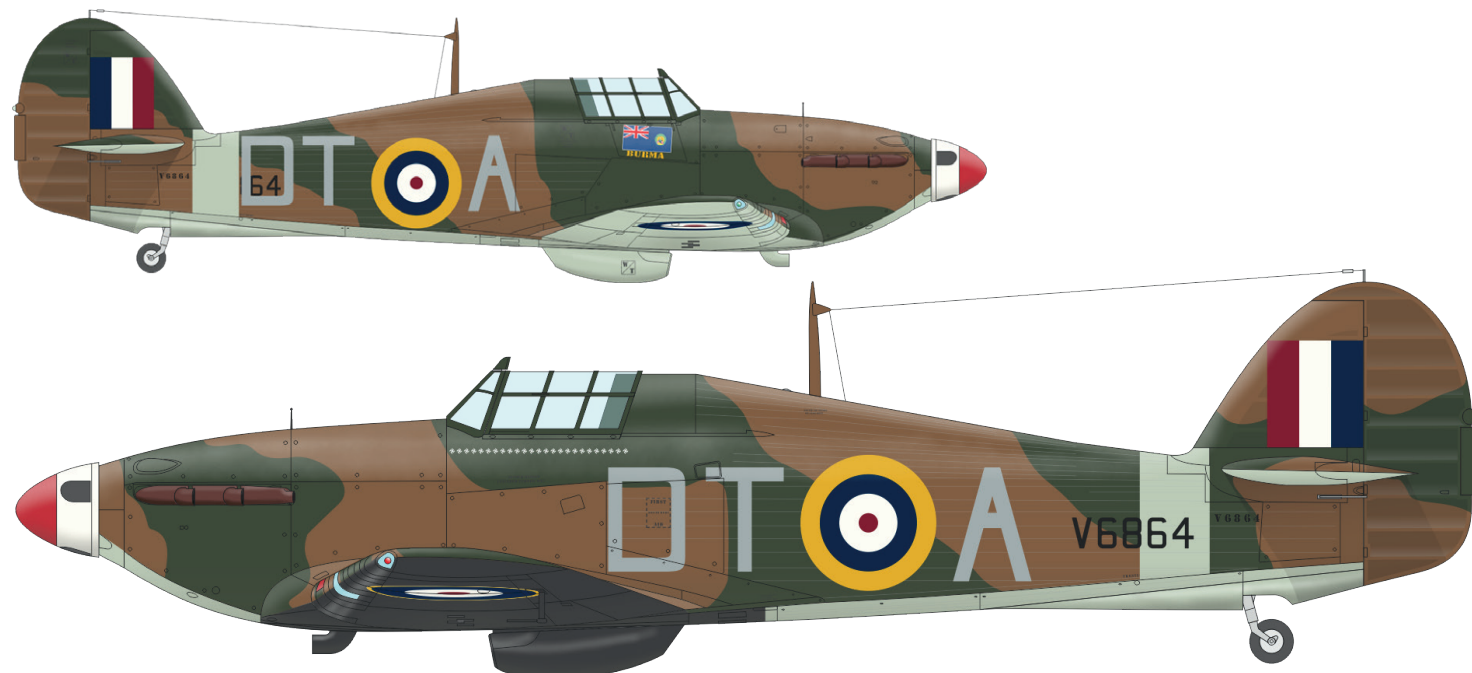
P2961, F/O W. L. McKnight, No. 242 Squadron, Coltishall, Norfolk, Great Britain, December 1940

The future fighter ace, William Lidstone McKnight, was born on November 18, 1918, in Edmonton, Canada. He enlisted in the RAF in February 1939 and completed his pilot training in the Great Britain. On May 6, 1940, he was posted to No. 242 Squadron with which he saw combat in France and consequently in the Battle of Britain. During this half a year he shot down 17 enemy aircraft (plus two in cooperation), another three kills were not confirmed. For these accomplishments he was decorated with DFC in August and Bar to DFC in October. On January 12, 1941, his unit started to fly the offensive missions to the French coast. F/O McKnight flew a mission codenamed Rhubarb, an attack against the ground communications, ground troops etc. from which he did not return, and his body has never been found. He is mentioned on the memorial in Runnymede. Hurricane flown by „Willie“ McKnight carried the personal insignia in the form of the boot kicking Adolf Hitler painted on the nose port side. There was also a skeleton painted under the cockpit with one hand pointed forward and the other hand holding a sickle.



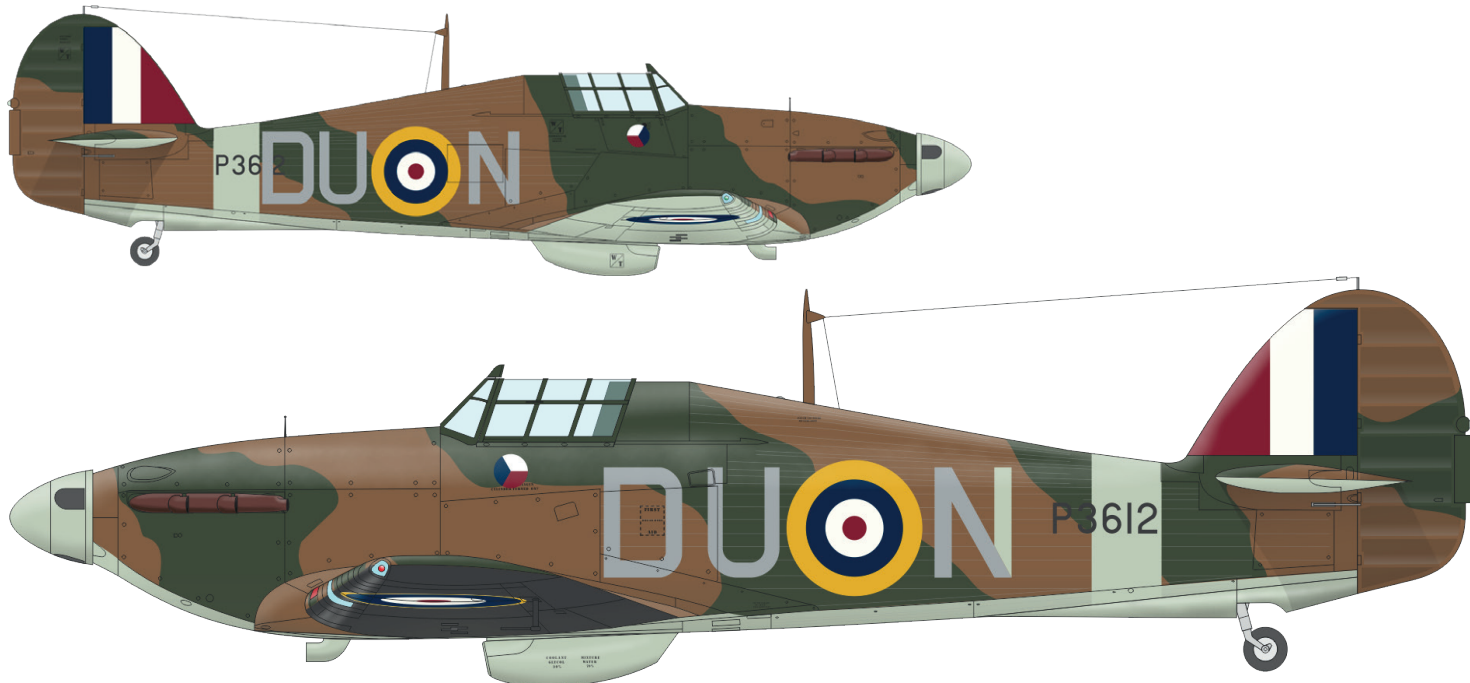
V6864, S/Ldr R. R. S. Tuck, No. 257 (Burma) Squadron, North Weald, Essex, Great Britain, winter 1940

Robert Tuck enlisted in the RAF in 1935. In May 1940 he was given the command of a No. 92 Squadron flight equipped with Spitfires. He claimed his first kills over Dunkerque, and his score was increasing rapidly. On June 11 he was decorated with DFC. On September 11 he took over the command of No. 257 Squadron equipped with Hurricanes, and he continued to shoot down the enemy aircraft. Tuck received his first Bar to DFC on October 25 and the second one in March 1941. In June of the same year, he was promoted to the Wing Leader at Duxford followed by the command of the Biggin Hill Wing. On January 28, 1942, during the Rhubarb mission (fighter attacks on the ground targets) his Spitfire was hit by the anti-aircraft fire and W/Cdr Tuck ended up in the POW camp. He did not stop fighting there and participated in the preparation of several escapes (among others the famous escape from Sagan). Only the escape together with Zbigniew Kustrzyński from Stalag Luft III satellite camp called Belaria on February 1, 1945, was successful. After that they made it behind Soviet lines (Tuck's knowledge of Russian was helpful). His total score during the WWII is 27+3-6-6+1. He left the active service in RAF on May 13, 1949, and after that he worked as a test pilot. In 1953 he became a co-founder of the mushroom growing farm and dedicated himself to this business until the retirement. He passed away on May 5, 1987.

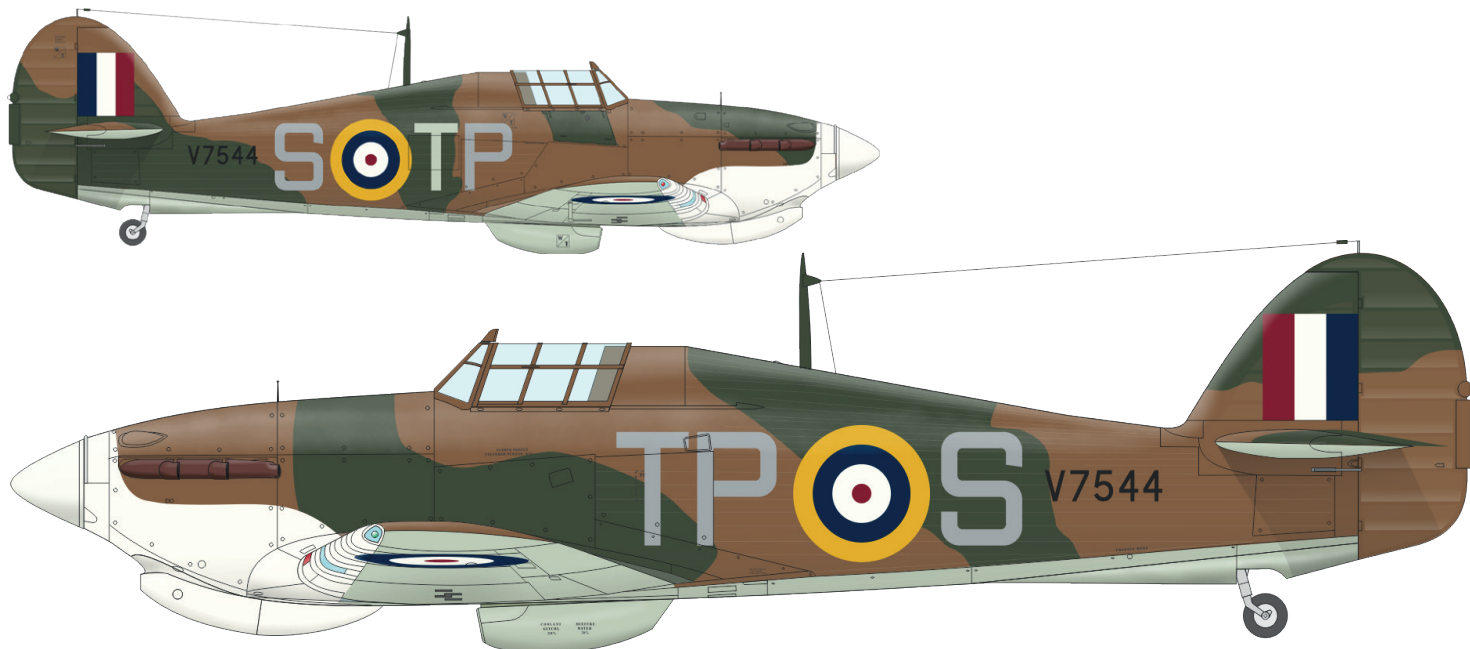


P3612, No. 312 (Czechoslovak) Squadron, Speke, Great Britain, January 1941

No. 312 (Czechoslovak) Squadron was the second fighter squadron formed from the former pilots of the pre-war Czechoslovak Air Force who served in the French Air Force. It was established on August 29, 1940, in Duxford. It was declared operational on October 2 at the Speke airport from where it was deployed to the defense of the important port of Liverpool. The unit became famous on October 8 because of its aerial kill scored right in front of the eyes of Liverpool citizens. During the WWII its pilots flew initially Hurricanes which they traded for Spitfires in the fall of 1941 and flew various versions of them until the end of war. According to the order issued on November 27, 1940, RAF fighters carried so called Temperate Land Scheme with upper surfaces camouflaged in the disruptive patterns of Dark Earth and Dark Green, lower surfaces in Sky and the left lower wing was painted black. At the same time 18 in wide fuselage stripe in Sky color painted in front of the tail surfaces was introduced. The propeller spinner was painted in the same color. Code letters continued to be painted in Medium Sea Grey.

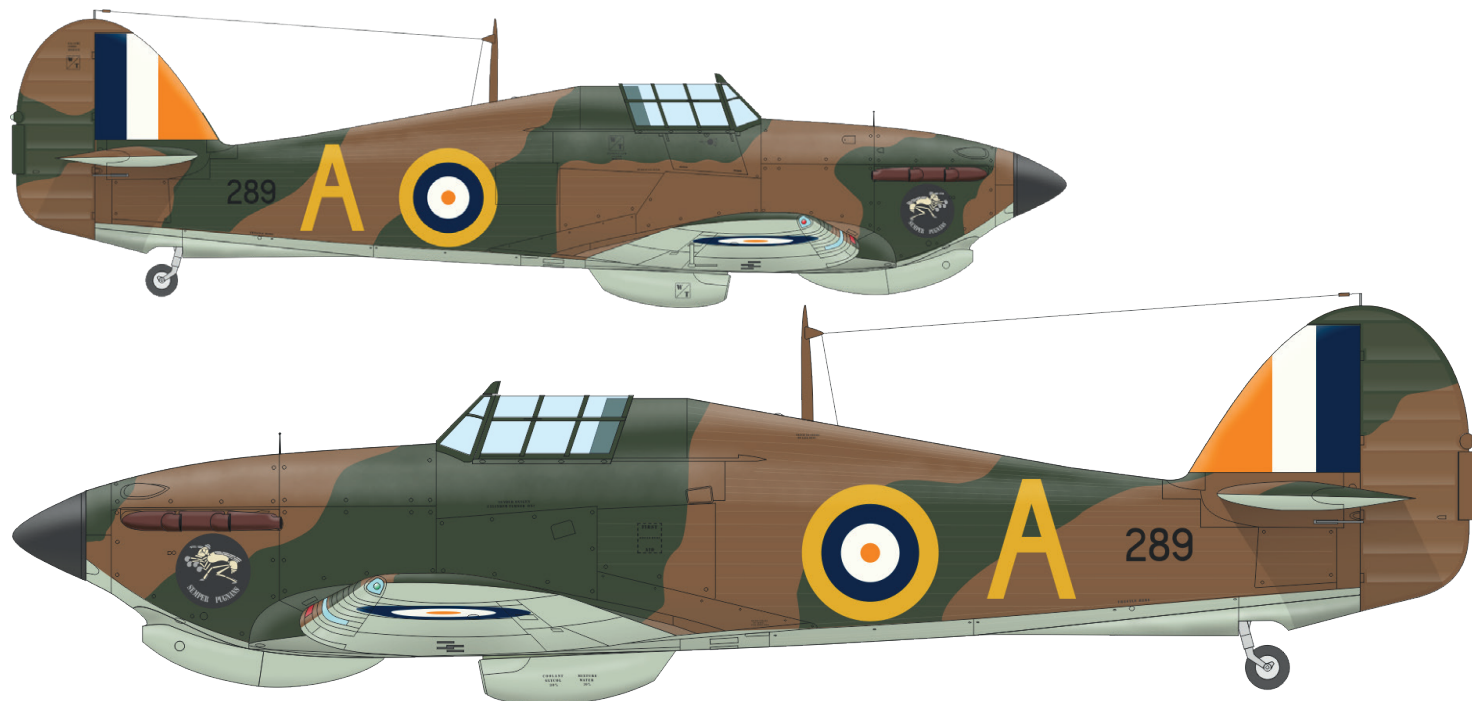
**V7544, F/O J. E. Storrar, No. 73 Squadron, El Adem, Libya, February 1941**

James Eric Storrar was born on July 24, 1921, in Ormskirk. He enlisted in the RAF in 1937 and after he completed the pilot training in October 1939, he was posted to No. 145 Squadron which in March 1940 converted from Blenheims to Hurricanes. During the Battle of Britain, he was transferred to No. 73 Squadron (October 23) with which he was dispatched on board of HMS Furious to the Middle East. The unit was off loaded in Takoradi on the Golden Coast and flew their Hurricanes over to Egypt. He returned to the Great Britain in November 1941 and the rest at No. 55 OTU followed. James Storrar continued combat flying, commanded several units, and participated in the famous attack on Gestapo Headquarters in Copenhagen. At that time, he was already flying the American P-51 Mustang. He finished his combat career by participating in the liberation of the Channel Islands. During WWII he shot down 12 enemy aircraft. He continued his service with RAF after the war and retired in 1957. After he finished his veterinary studies at the Edinburgh University, he opened the private practice in Chester. He passed away on March 29, 1995. No. 73 Squadron Hurricanes which the pilots flew over to Egypt, were camouflaged in the disruptive patterns of Dark Earth and Dark Green, the lower surfaces were painted in Sky color. Leading edge coloration is the subject of the varied opinions of the aviation historians. It varies from silver to light grey to white color. Color selection in this case will be up to the modeler's decision, his references and opinion.



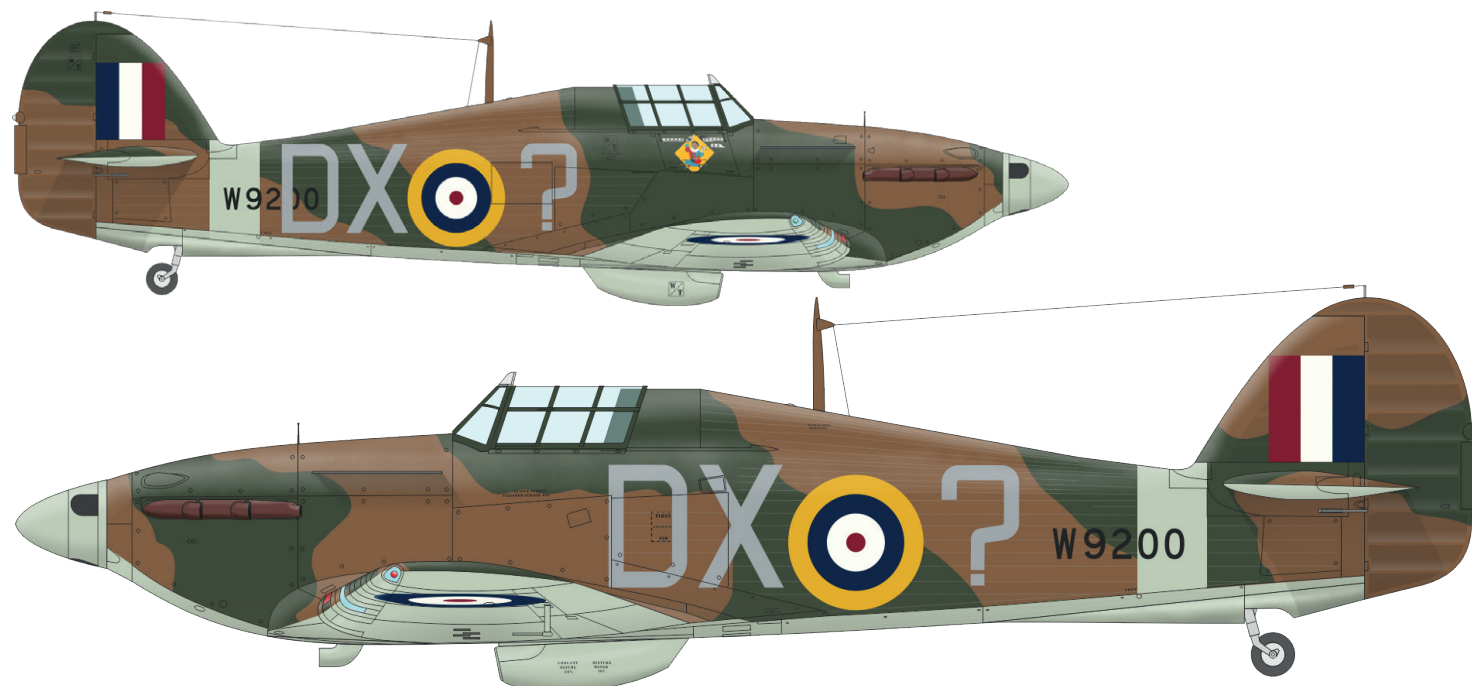
Capt. J. E. Frost, No. 3 Squadron SAAF, Jigiga, Abyssinia (Ethiopia), March/April 1941

John Frost was born on July 16, 1918, in Queenstown, South Africa and enlisted in the South African Air Force (SAAF) in 1936. In 1940 he served as a A flight leader with No. 3 Squadron SAAF flying Hurricanes. The unit took part in the fighting against Italian troops in Ethiopia. On May 22, 1941, his service was interrupted as he was sent to hospital diagnosed with appendicitis. After his recovery he was given command of the No. 5 Squadron SAAF flying P-40 in the North African combat zone starting in March 1942. He met his fate on June 16, 1942, when his unit was escorting the Boston formation which was attacked by Bf 109s from JG 27. Neither John Frost's Kittyhawk nor his body have ever been found. During his WWII combat career John Frost shot down 14 enemy aircraft (plus two in cooperation) for which feat he was decorated DFC and Bar. Major John Everitt Frost was the highest scoring SAAF fighter ace of WWII. His Hurricane flew in the same camouflage and markings as the aircraft serving with RAF. Red color in the national insignia was replaced with orange as a standard on all SAAF aircraft.



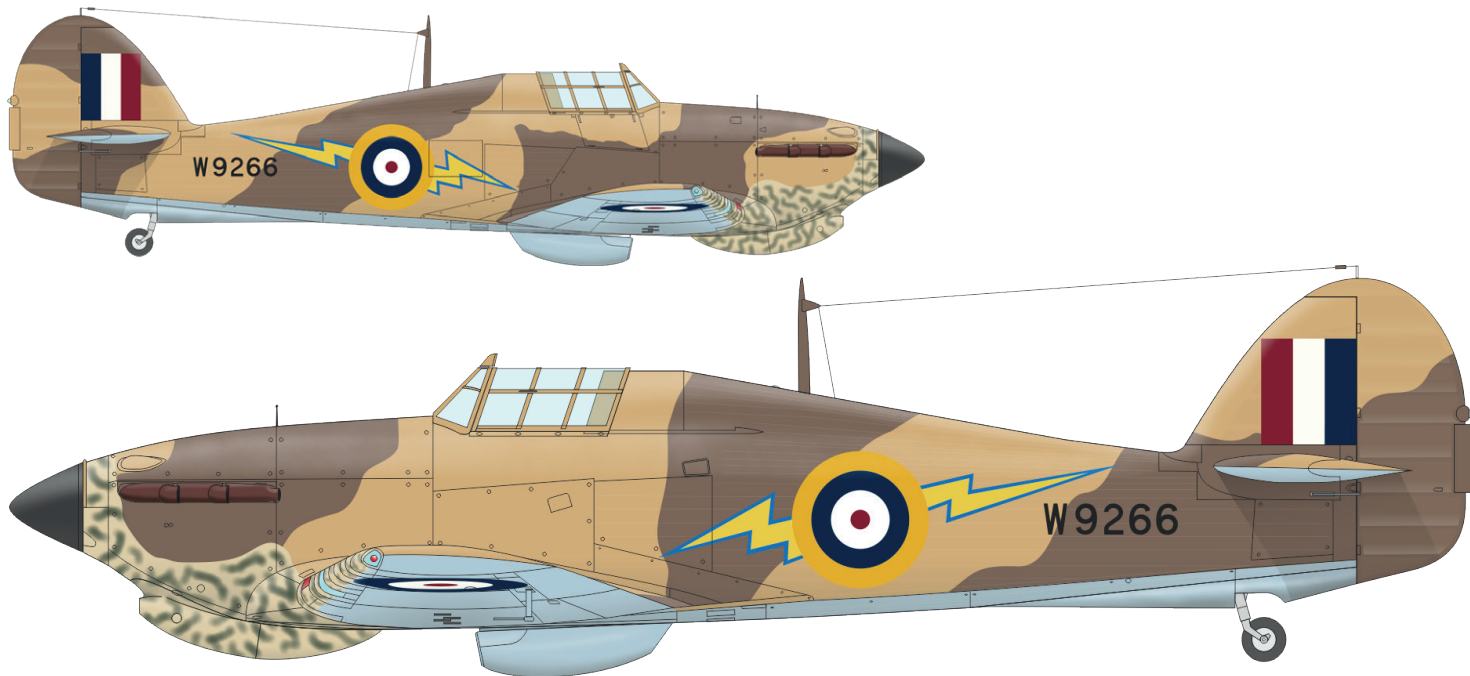
W9200, S/Ldr J. W. C. Simpson, No. 245 Squadron, Aldergrove, Antrim, Northern Ireland, Great Britain, end of May 1941

John William Charles Simpson was born on March 14, 1913, in Ramsay St. Mary's. He enlisted in the RAF in January 1936 and the first unit he was posted to after the pilot training was No. 43 Squadron flying Fury fighters. He flew with this unit, already re-equipped with Hurricanes, at the beginning of WWII. In December 1940 he was given command of No. 245 Squadron based in Northern Ireland. Here, during night combat, he shot down two German He 111 bombers for which he was decorated with Bar to DFC in June 1940. His 13th and last victory was a Do 17 shot down over the Irish Sea on May 13, 1941. After that he served in several HQ posts in Gibraltar and North Africa. He remained in the RAF service after the war and passed away on August 12, 1949. On May 22, 1941, an order was issued which required the black color from the fighters' lower surfaces to be deleted and at the same time the tricolor size on the vertical tail surfaces to be modified. The Simpson's personal marking carried on his Hurricane in the form of a question mark is rather atypical. Playing cards Joker was painted on the fuselage port side under the cockpit.

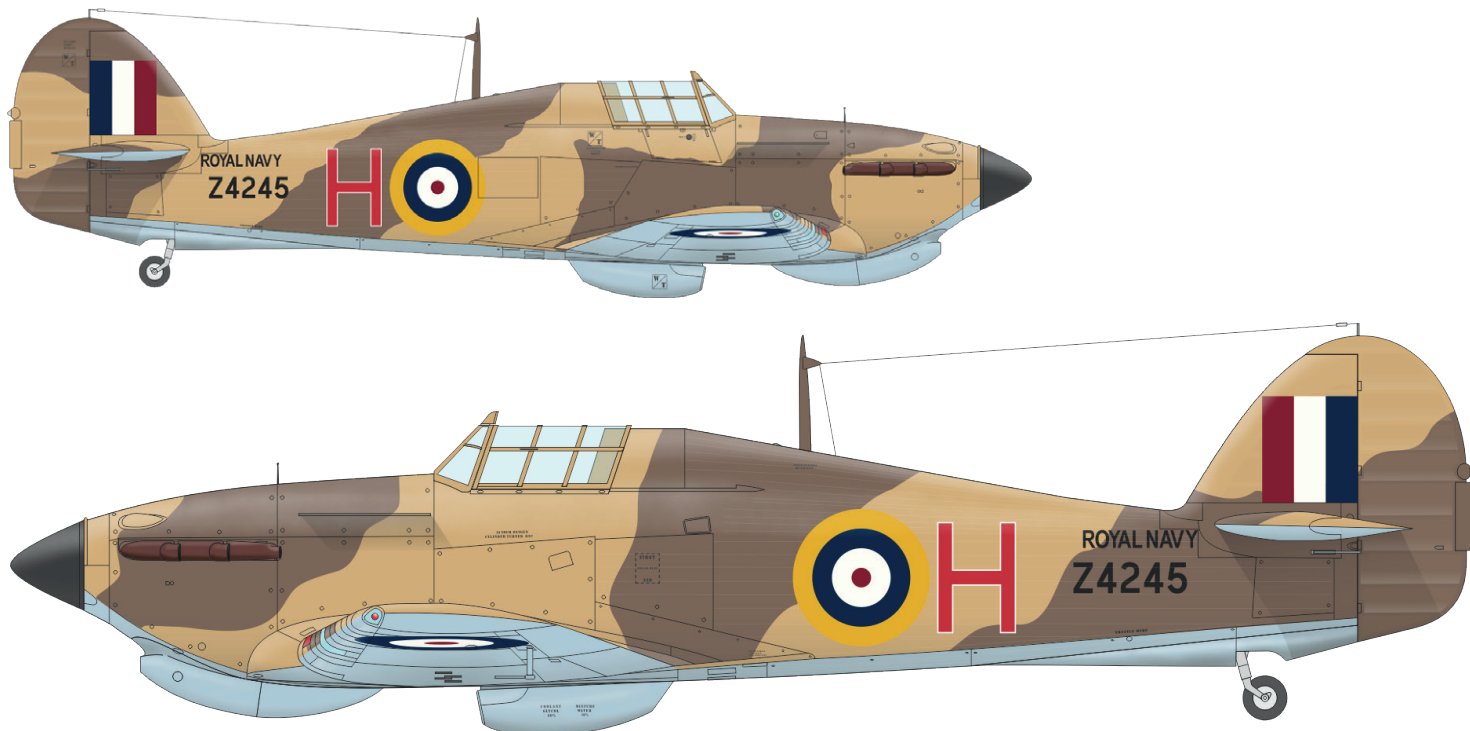


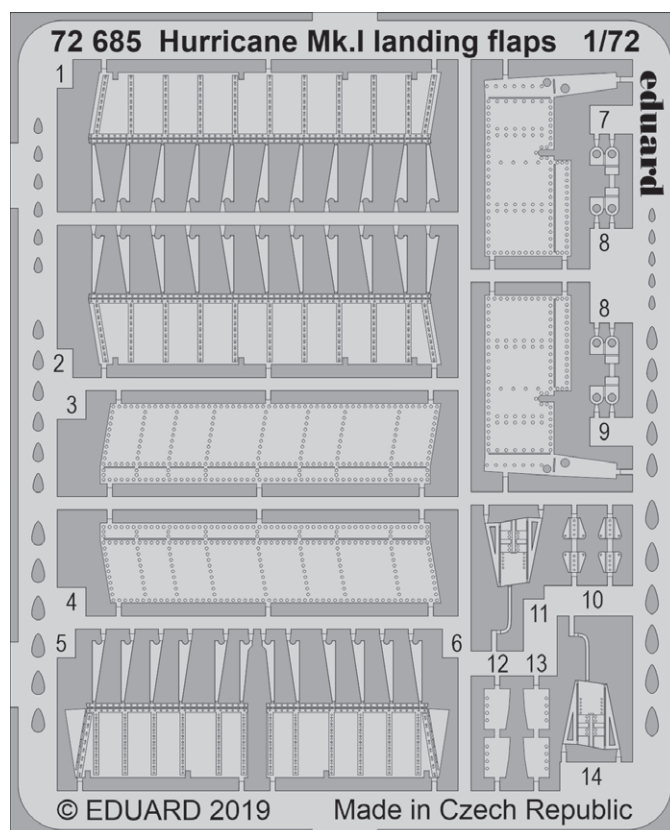
W9266, Fl/Lt D. S. G. Honor, No. 274 Squadron, Gerawla, Egypt, May 1941

Dudley Sandry Garton Honor was born on September 5, 1913, to the British parents in Quilmes, Argentina where he was also educated. After that he relocated to the Great Britain where, in July 1937, he enlisted in the RAF for pilot training. After the training completion his was posted to No. 88 Squadron equipped with Fairey Battle with which he participated in combat at the beginning of the German advance in France. During these battles the unit suffered heavy losses and F/O Honor was decorated with DFC for his conduct. After his conversion to Hurricanes, as of August 28, 1940, he started his service with No. 145 Squadron. After a short stint at the No. 85 (Night) Squadron on January 29 he was promoted to lead a flight with No. 274 Squadron operating in the Middle East. On May 25, 1941, he was shot down in this aircraft near Crete and after seven days of evading the capture he was rescued by a Sunderland flying boat crew. In August 1941 he assumed command over the whole squadron and as of November 12, 1941, he commanded No. 258 Wing. In 1944 he was named an aviation attaché to Columbia, Venezuela, and Ecuador. He retired from the RAF in 1947 and remained in South America as a representative for several airlines. In 1973 he moved to Spain where he successfully grew and cultivated lettuce until his return to England where he passed away on December 26, 2007.

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

After the Allied occupation of Syria (June 8 - July 11, 1941), from the remnants of 803, 805 and 806 Naval Air Squadrons at Dekheila base the unit called Royal Navy Fighter Squadron was formed and equipped with Hurricanes (803 and 806 NAS) and Wildcats (805 NAS) originally destined for Greek Air Force. Its mission was convoy escorts and defense behind the front lines. During the large-scale attack on German and Italian forces in Libya the unit was also sent into combat. Lt. Henry Allingham, originally 806 Naval Air Squadron pilot, achieved his first success on August 21 when he shot down a Bf 109. In December he added two more kills. Royal Naval Fighter Squadron was disbanded in spring 1942 when 803 and 805 NAS were re-equipped with Fulmars and dispatched to Ceylon. There is no clarity in regard to „red H“ serial number. Some sources state Z4244, others Z4245. It is probable that the ground personnel painted additional ROYAL NAVY above the serial number.



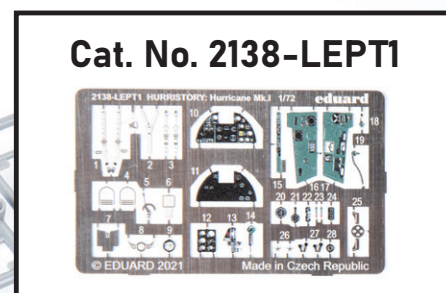


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Hurricane Mk.I

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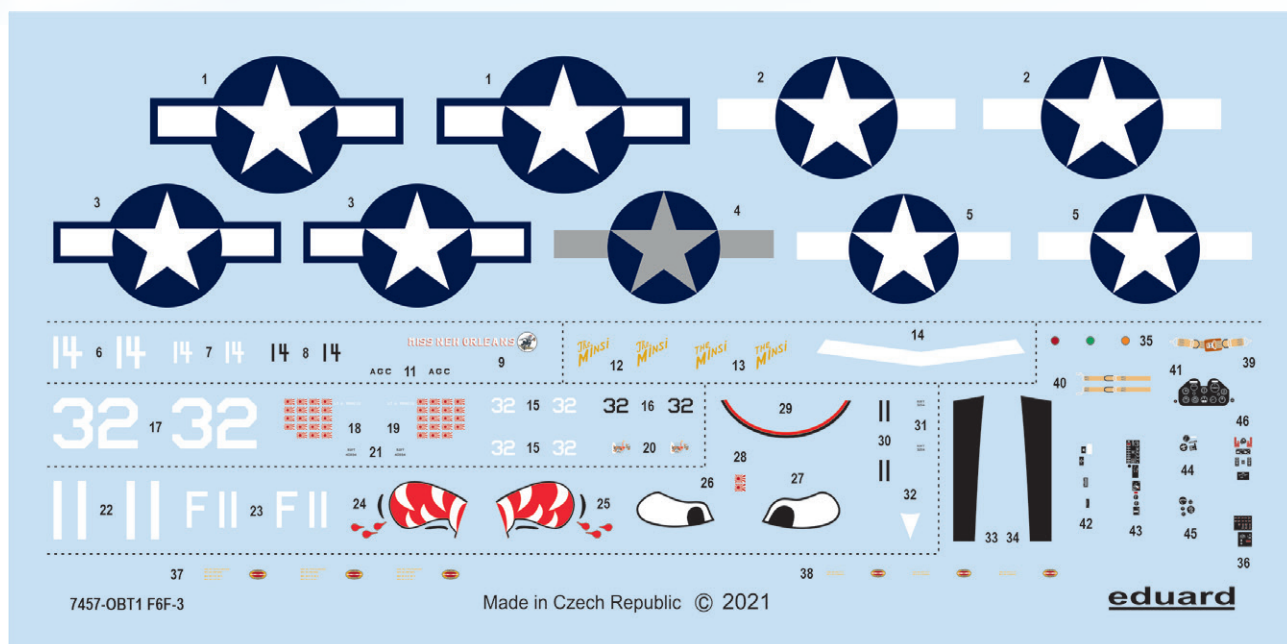
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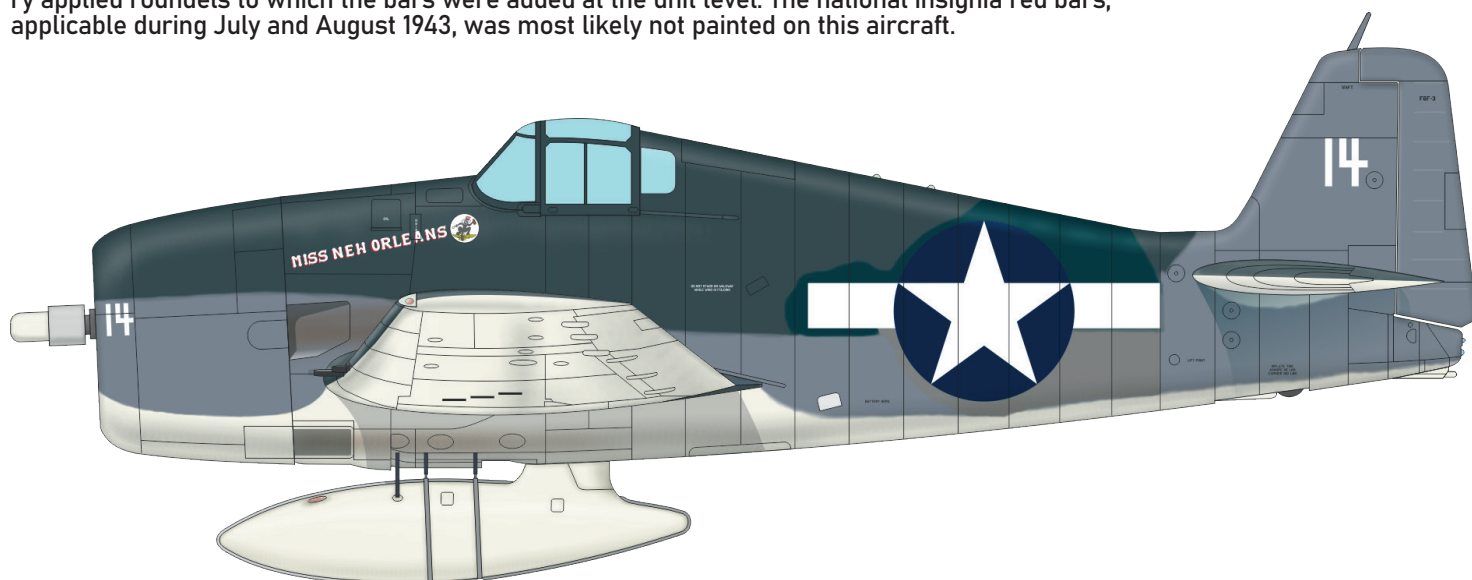
Product page

- Eduard plastic parts
- 4 marking options



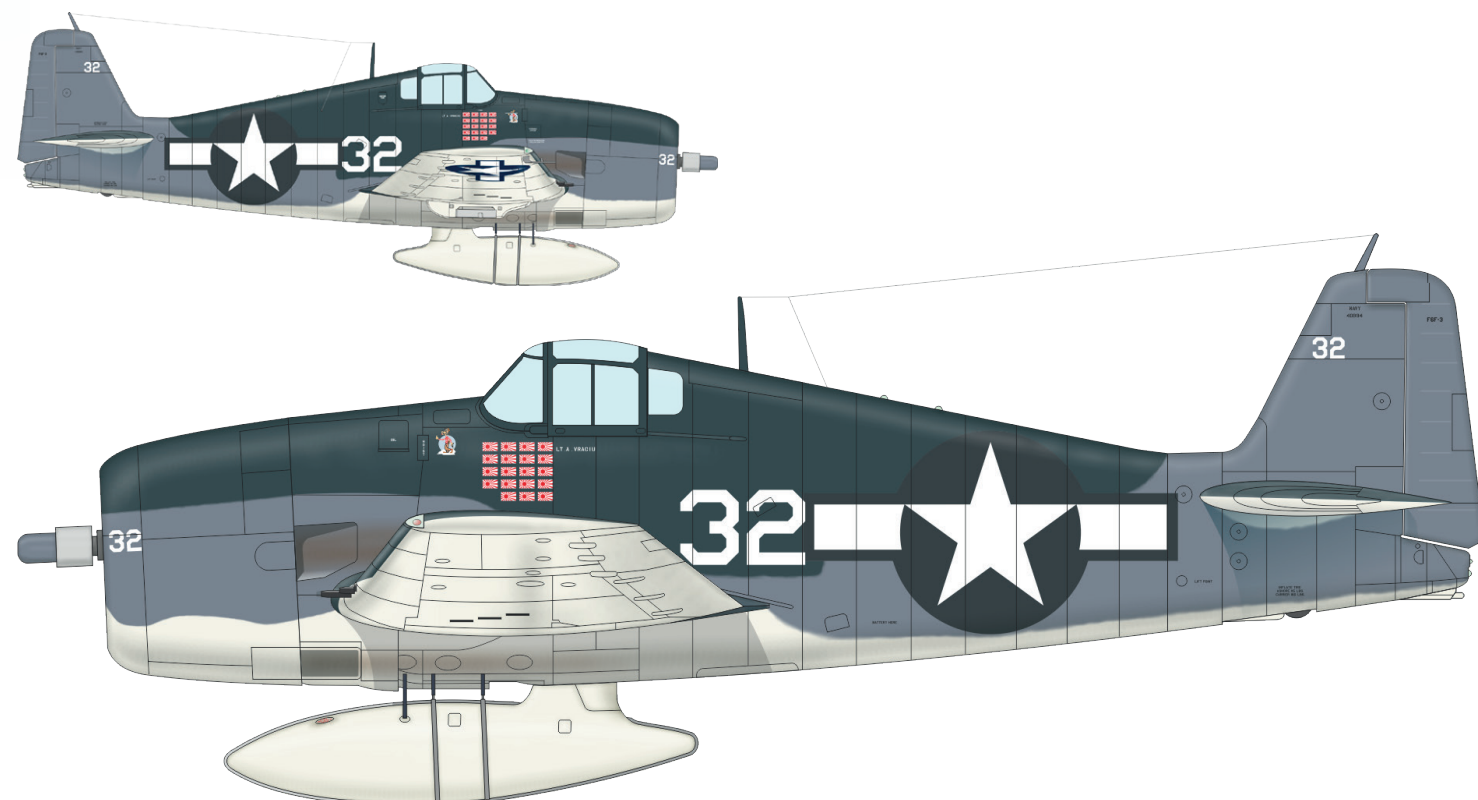
VF-38, Munda Airfield, New Georgia, Solomon Islands, autumn 1943

VF-38, established on June 30, 1943, fought in the Solomon Islands area flying from land bases together with VF-33, VF-34, and VF-40. The unit operated in the area from August 1943 until the end of fighting in March 1944. Hellcats provided the cover for Avengers and Dauntlesses on their raids against the enemy naval bases, combat ships or shipping. Besides having achieved success against the naval and ground targets during this period VF-38 pilots shot down at least 22 Japanese aircraft. Hellcats deployed from the Solomon Islands bases belonged to the first aircraft of this type which saw combat and arrived in Guadalcanal during the period of re-designing the national insignias from roundels to the roundels with bars and red trim. The unit received its Hellcats in San Diego, California on August 1, 1943, and arrived in the combat zone on August 14, 1943. On the aircraft named Miss New Orleans there was apparently an extensive camouflage repair done around the fuselage roundels and there is a trace of masking on the fuselage after they were sprayed. This aircraft probably arrived in the combat area still carrying factory applied roundels to which the bars were added at the unit level. The national insignia red bars, applicable during July and August 1943, was most likely not painted on this aircraft.



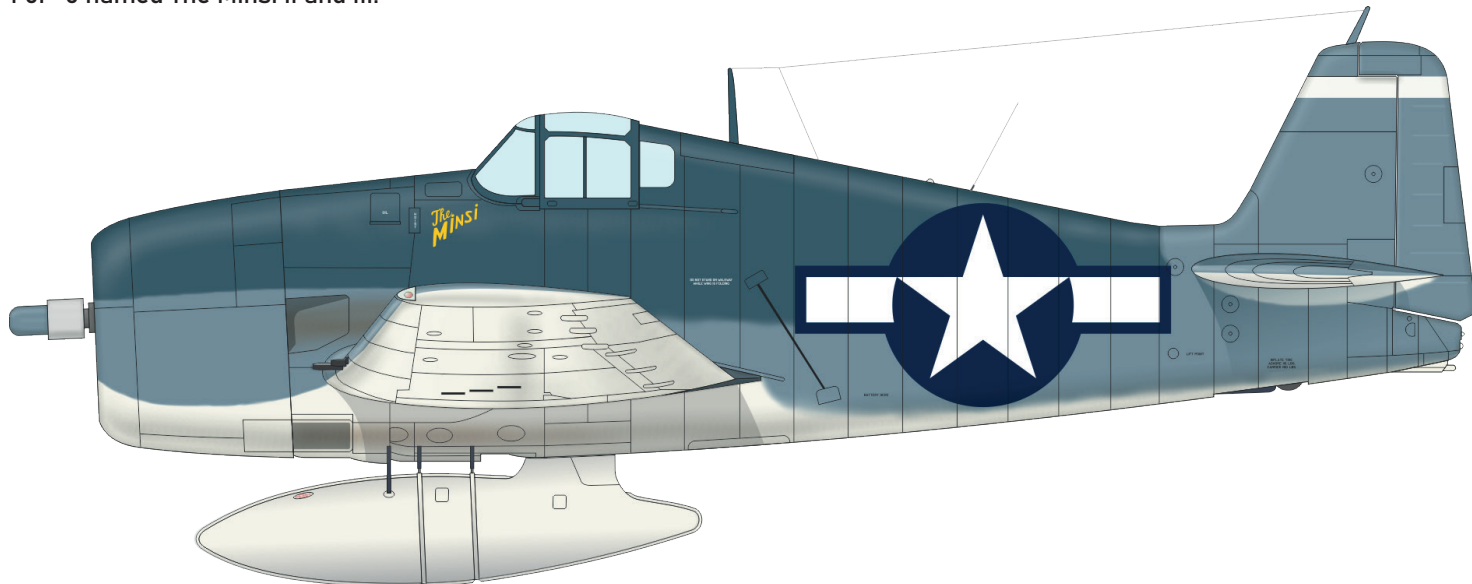
BuNo. 40994, Lt. Alexander Vraciu, VF-16, USS Lexington, June 1944

Having finished his first tour of duty with VF-6 Lt. Vraciu declined to return to the USA and on his own request dated February 27th, 1944, was assigned to VF-16 aboard USS Lexington (CV-16). During his service with this unit he was credited with further 10 kills of the Japanese aircraft. His best day was June 19th, 1944, when during the Battle of the Philippine Sea (thanks to the enormous number of victories over the Japanese airplanes also known as The Great Marianas Turkey Shoot) he claimed 6 Japanese D4Y Judy dive bombers shot down in the mere 8 minutes. Vraciu's plane marked 32 is camouflaged with Glossy Sea Blue on the upper surfaces, the sides are sprayed with Intermediate Blue, the lower surfaces are sprayed with white colour. There is a noticeable overpainting of the previous marking, including the stencils, right under the fuselage number. The current pilot's score is visible under the cockpit besides the VF-16 marking.

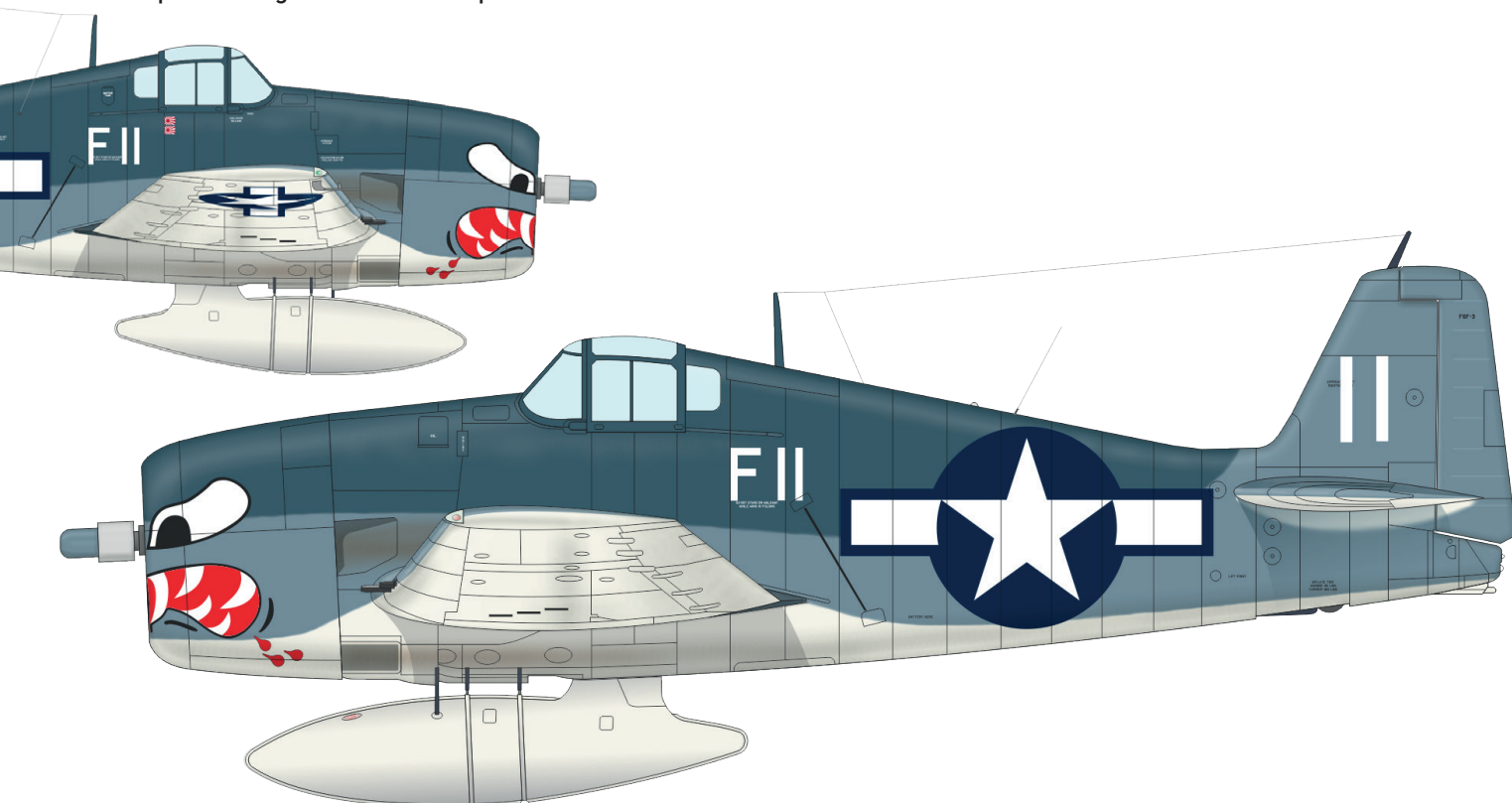


Lt. Cdr. D. McCampbell, CO of CAG-15, USS Essex, June 1944

The future top American fighter ace, David McCampbell, was born on January 16, 1910, in Bessemer, Alabama. After graduating from the United States Naval Academy in 1933 next year he was posted to the light cruiser Portland (CA-33). In 1937 he was accepted to the pilot training at NAS Pensacola. He received his "wings" on April 21, 1938 and was posted to VF-4 on the board of USS Ranger (CV-4). This was followed by the service on USS Wasp (CV-7) as an LSO (Landing Signal Officer). After Wasp was sunk, he first taught the future LSOs at NAS Melbourne. On September 1, 1943, he was promoted to command VF-15 and in February 1944 he was given command of CAG-15 (Carrier Air Group) operating from USS Essex (CV-9). At the controls of this aircraft, during June 1944 battles over Saipan, Philippine Sea and Guam, he scored 10.5 kills (5xD4Y, 4½x A6M, 1xKi-49) out of his total 34 victories. The Minsi was scrapped in September 1944 after the damage sustained by AA fire and after that Campbell flew F6F-5 named The Minsi II and III.

**VF-27, USS Princeton, October 1944**

The most striking markings applied to the Hellcat were applied to the aircraft of VF-27 on the USS Princeton (CVL-23). The sharkmouth and bloodshot eyes seared themselves into the memory of more than one Japanese pilot. The sharkmouth and eyes were applied to all the Hellcats serving with VF-27 by one of its pilots, Robert Burnell, and with them, wreaked havoc everywhere they operated in the Pacific. Over this span, they accounted for some two hundred downed enemy aircraft. The end of combat for VF-27 came about on October 24th, 1944, when the Princeton suffered a Japanese bomb hit. A major fire ensued, and the Princeton was finally sunk using torpedoes launched from friendly ships. Only a few aircraft that were in the air at the time landed on the USS Essex. One of them was this Hellcat, with the uncommon 'F11' marking and with two kill marks in the form of small Japanese flags below the cockpit.



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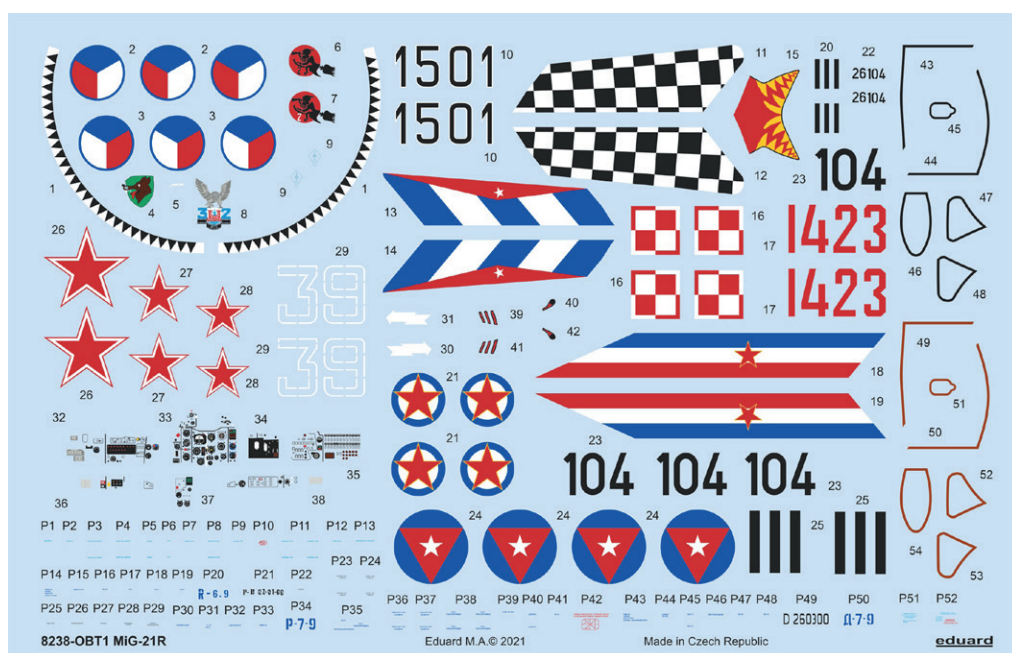
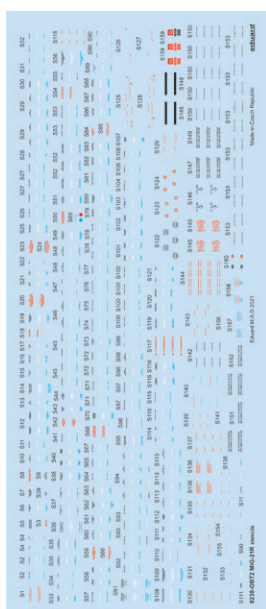
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Product page

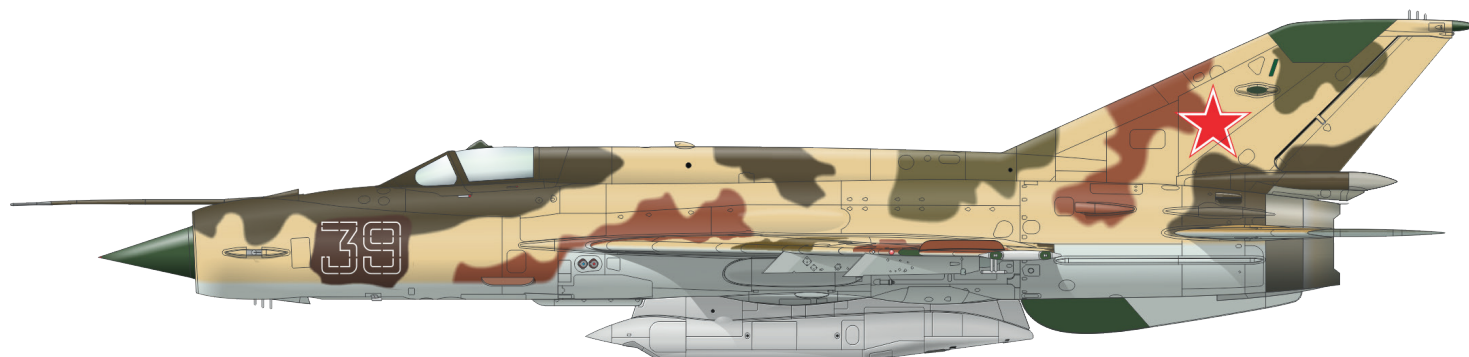
Re-release

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



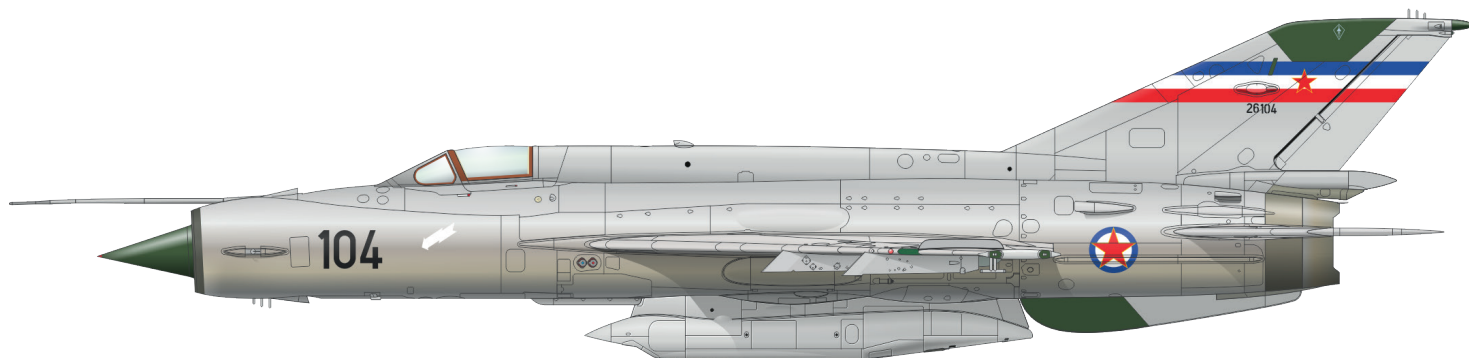
263rd Independent Reconnaissance Air Squadron, Soviet Air Force, Kabul Airfield, Afghanistan, 1981

Following the Soviet invasion of Afghanistan, recce aircraft appeared at local airfields. The 263rd Independent Reconnaissance Air Squadron (ORAE) moved to Afghanistan in early January 1980 and found its home at Bagram and Kandahar air bases. The squadron began to fly their aircraft from Kabul in late April 1980 and stayed there till 1984. The depicted MiG-21R was one of the recce aircraft that operated from this air base. The camouflage scheme was created to match the appearance of the local landscape. Many Soviet aircraft flown in Afghanistan were equipped with chaff and flare dispensers. These could be carried by this specific aircraft as well, however these are not visible in photographs.



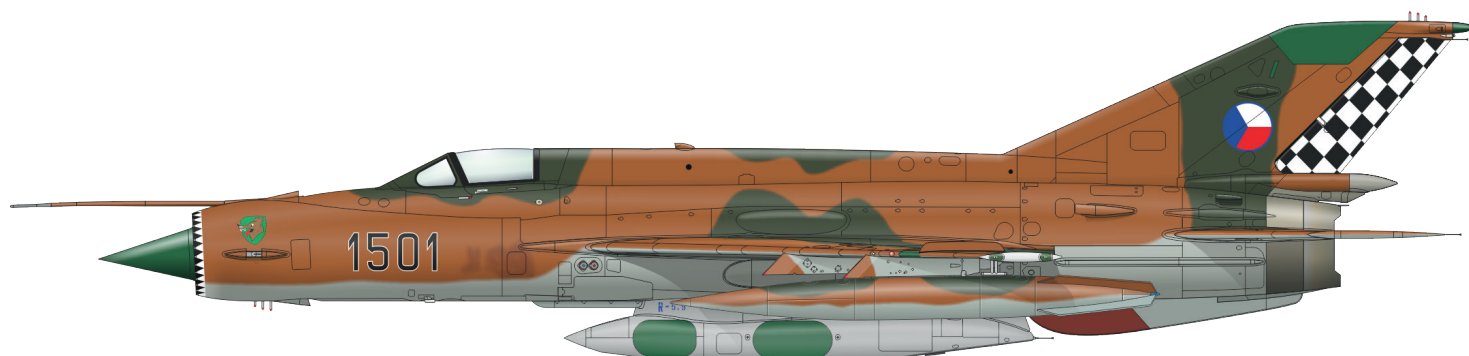
353rd Reconnaissance Air Squadron, Yugoslav Air Force, Zelyava Air Base, Yugoslavia, 1971

The Yugoslav Air Force purchased a dozen MiG-21Rs from the Soviet Union. These were delivered either in 1968 or 1969 and served under the local type designation L-141. The first user of Aircraft 26104 was the 126th Reconnaissance Squadron that flew all of the Yugoslav MiG-21Rs. This Squadron was a part of the 204th Fighter Air Regiment. The next users of this aircraft were the 352nd and 353rd Reconnaissance Squadrons prior to being scrapped at Kraljevo. The white lightning appeared on the nose during 'Sloboda' military exercise in 1971.



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

The appearance of the MiG-21R No. 1501 (s/n 94R001501) changed many times during its service in the Czechoslovak and Czech Air Force. Delivered in natural metal finish, it served in that form until general overhaul when a green and brown camouflage was applied. The black and white checkerboard on the rudder and triangles on the nose were painted afterwards. The aircraft was delivered to Czechoslovakia in January 1969 and was flown by the 47th Reconnaissance Air Regiment till 1993. In 1994, after overhaul, it was flown by the 28th Fighter-Bomber Air Regiment for a short period and then used by the Air Test Department (also known as 'Stress Flight') during late 1994 and 1995. The 47th Recce Air Regiment unit badge – a jackal head – is painted on the port side of the nose. The nickname of ground personnel member DOKTOR is painted on the canopy frame. Currently, the aircraft is preserved in Prague-Kbely Air Museum.



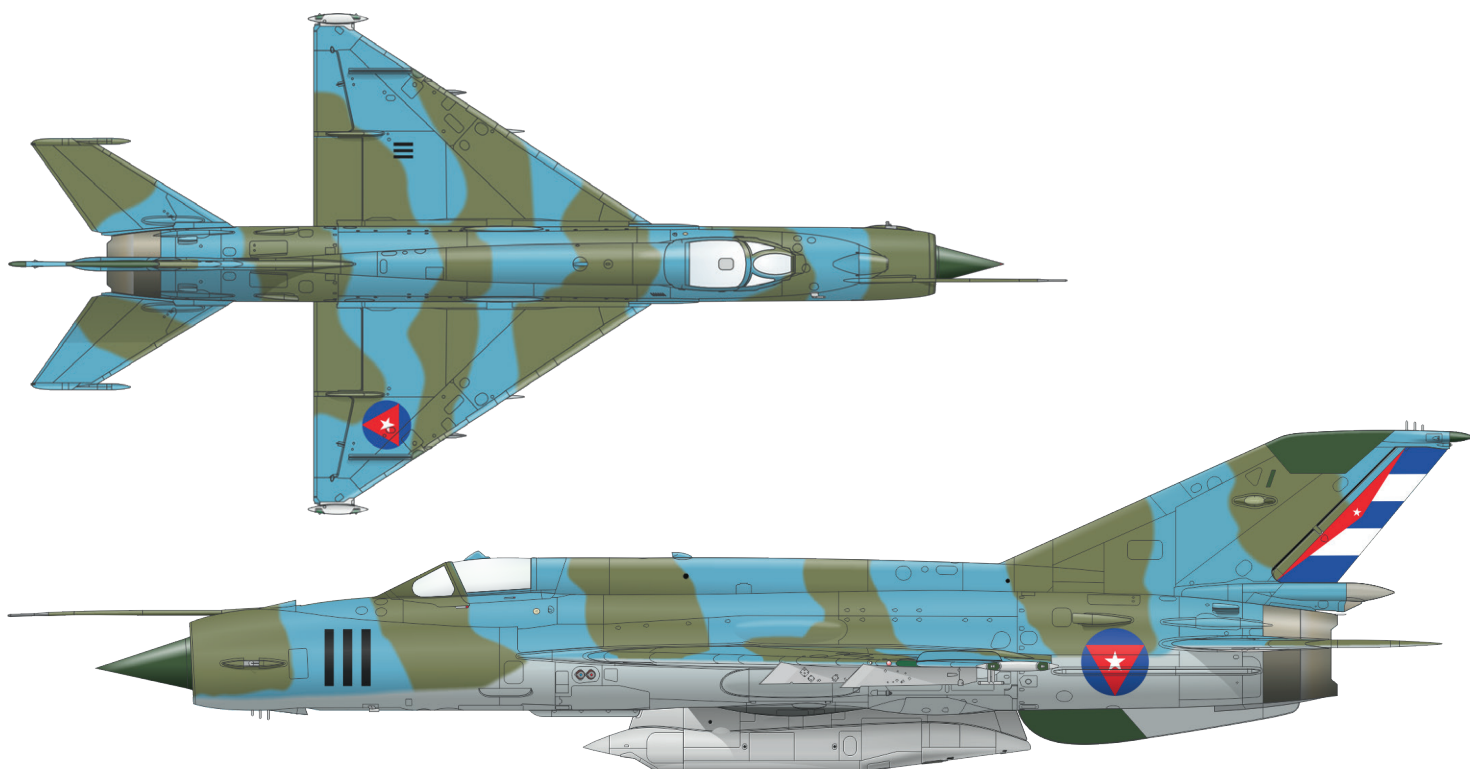
32nd Tactical Reconnaissance Air Regiment, Polish Air Force, Sochaczew-Bielice Air Base, Poland, early 1980s

MiG-21R s/n 94R011423 was delivered to Poland on September 29, 1968, along with another 'R'. These two examples were the first MiG-21Rs to arrive in Poland. The '1423' was flown by the 41st Fighter Air Regiment based at Malbork Air Base. In a very short period of time, on July 8, 1969, the aircraft was overhanded to the 21st Tactical Reconnaissance Air Regiment and moved to Sochaczew. From December 1982 it entered the inventory of the 2nd Squadron, 32nd Tactical Reconnaissance Air Regiment. Service with this unit is symbolized by the squadron badge on the port side of the nose, while the starboard side sports the 32nd Tactical Reconnaissance Air Regiment unit badge. This aircraft is preserved at the air museum in Drzonow in Poland.



Cuban Air Force, 1980s – 1990s

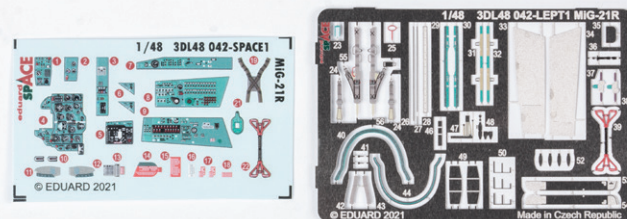
The Cuban Air Force obtained twelve MiG-21Rs in total. These were delivered from the Soviet Union and put into service in 1968. Aircraft No. 111 can be seen at the air museum in Havana. The green and blue camouflage scheme was recently seen on Cuban Air Force aircraft. The instrument panel of this MiG is painted black despite the specification calling for turquoise. Cuban MiG-21Rs were typically armed with two R-3S missiles mounted along with recce pod and two external 490l fuel tanks.



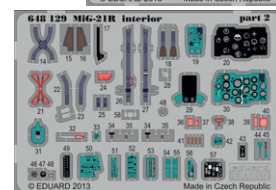
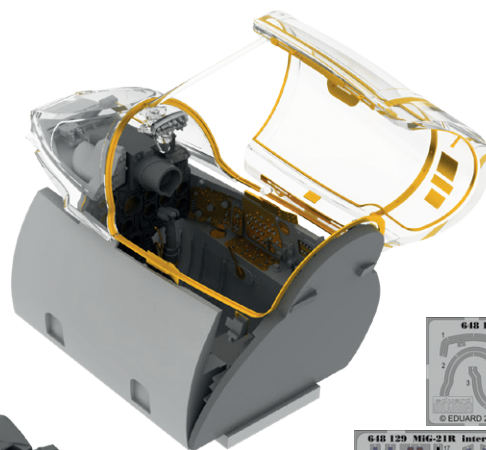
Recommended for MiG-21R

48704	MiG-21 ladder (PE-Set)
FE1224	MiG-21R seatbelts STEEL (PE-Set)
644091	MiG-21R LööK (Brassin)
648025	Rocket launcher UB-16 and UB-32 (Brassin)
648026	MiG-21 wheels (Brassin)
648030	MiG-21 seat 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)
648490	MiG-21 F.O.D. (Brassin)
648125	R-3S / AA-2 Atoll-A (Brassin)
648126	OFAB-100 Soviet bombs (Brassin)
648127	OFAB-250 Soviet bombs (Brassin)
648129	MiG-21R interior (Brassin)
648445	R-13M missiles (Brassin)
3DL48042	MiG-21R SPACE (3D Decal Set)

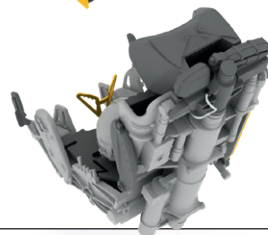
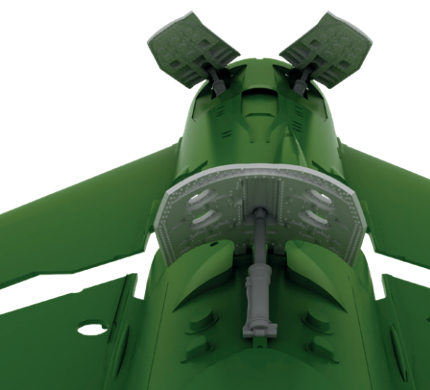
Cat. No. 3DL48042



Cat. No. 648129



Cat. No. 648064



OVERTREES

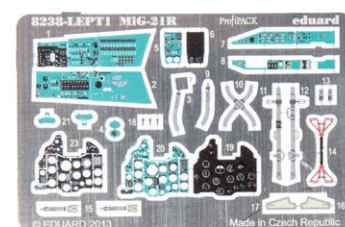
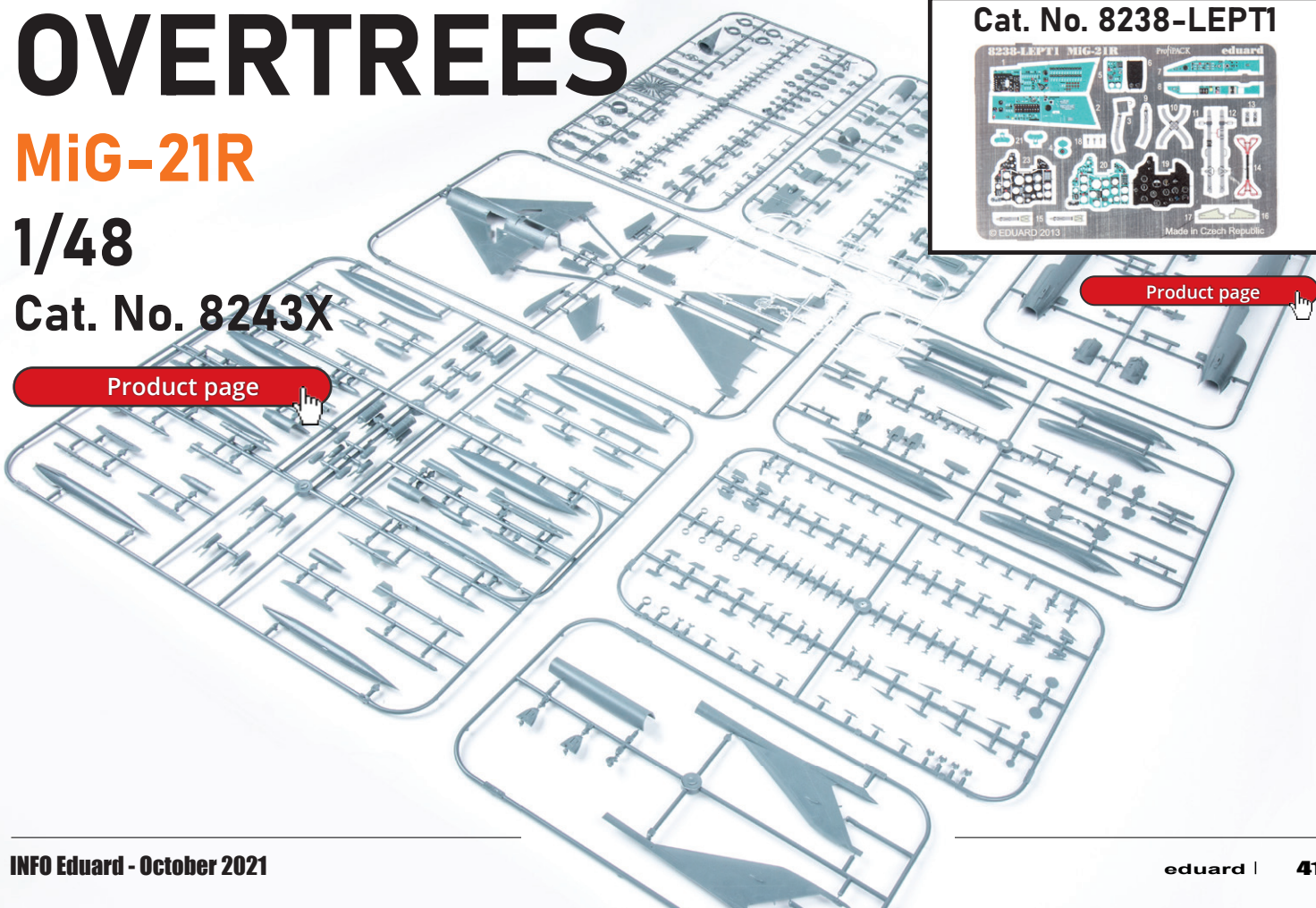
MiG-21R

1/48

Cat. No. 8243X

[Product page](#)

Cat. No. 8238-LEPT1

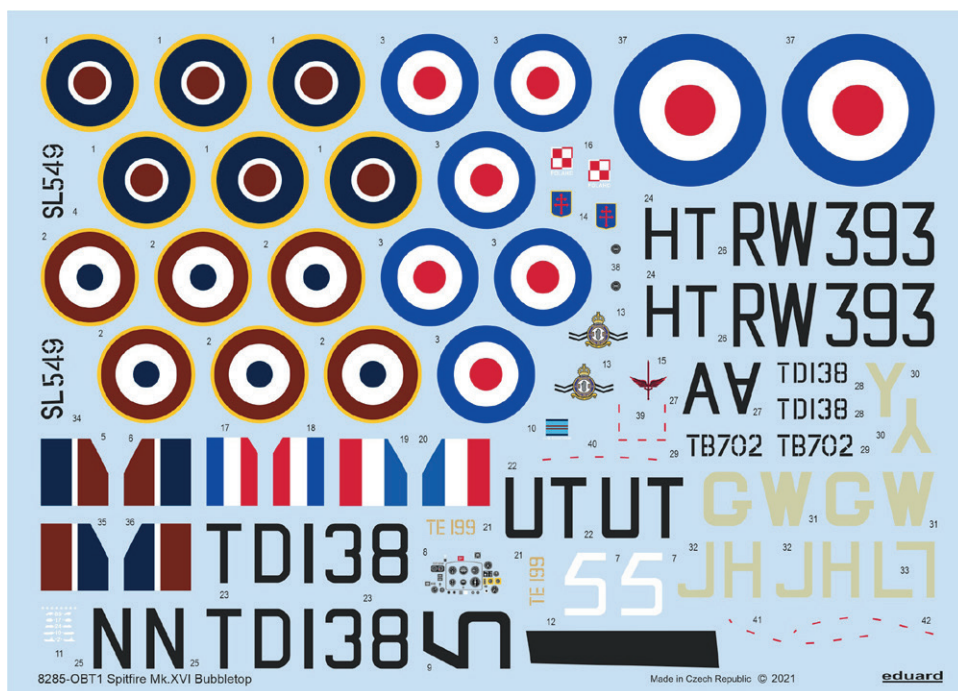
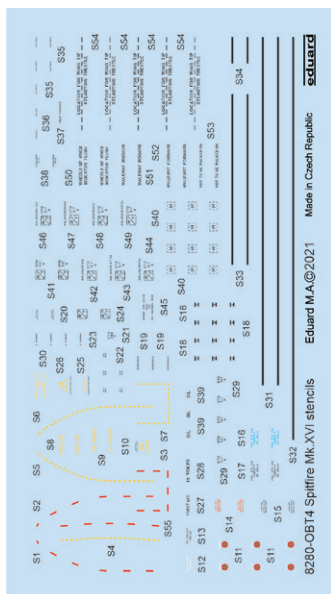

[Product page](#)


1/48 Cat. No. 8285

Product page

Re-release

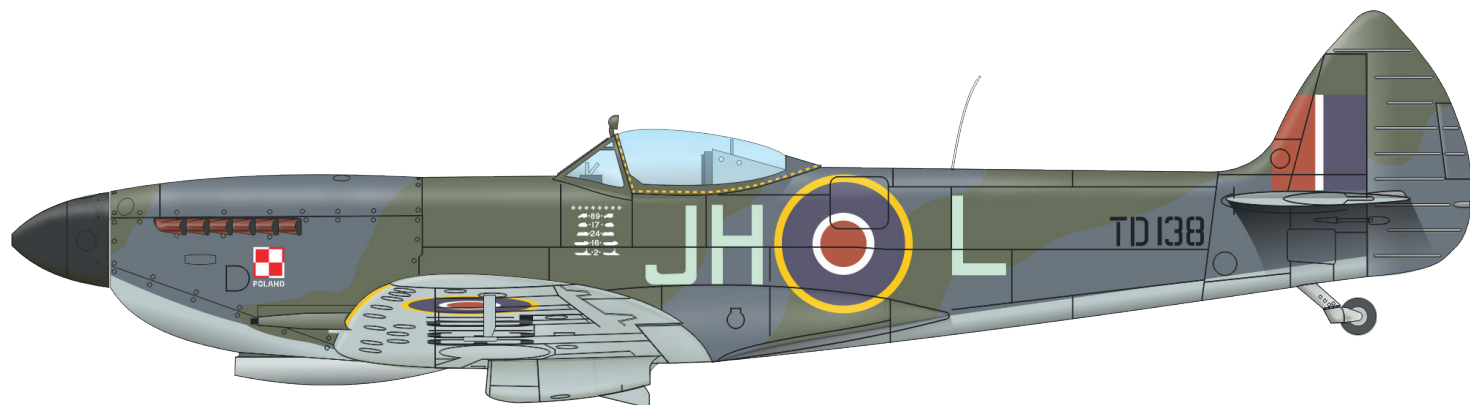
- Eduard plastic parts
- Photo-etched set
- Painting mask
- 5 marking options



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

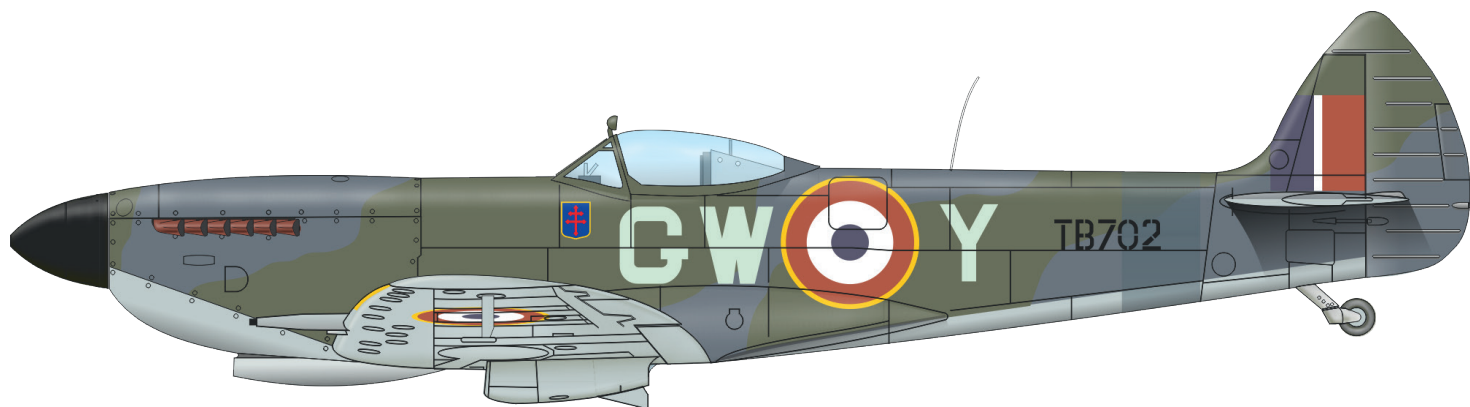
TD138, previously operated by Nos. 345, 340 and 127 Squadrons, was assigned to No. 317 (Polish) Squadron in late May 1945. It was one of two Spitfires that were planned to be flown in a military parade in October 1945 in Warsaw. Soviet representatives didn't want UK based Polish pilots to fly the aircraft in post-war Poland, so these Spitfires were flown by British pilots on a journey from Celle in Germany to Warsaw. Unfortunately, unpleasant weather forced the pilots to land in Poznan. More discord with the Soviets caused both of the Spitfires to head back to Germany instead of the Polish capital.

The scoreboard below the windscreen is fictitious and was intended to stress the combat deployment of Polish flyers against Nazi Germany. TD138 also wore the code letters JH M for a time.

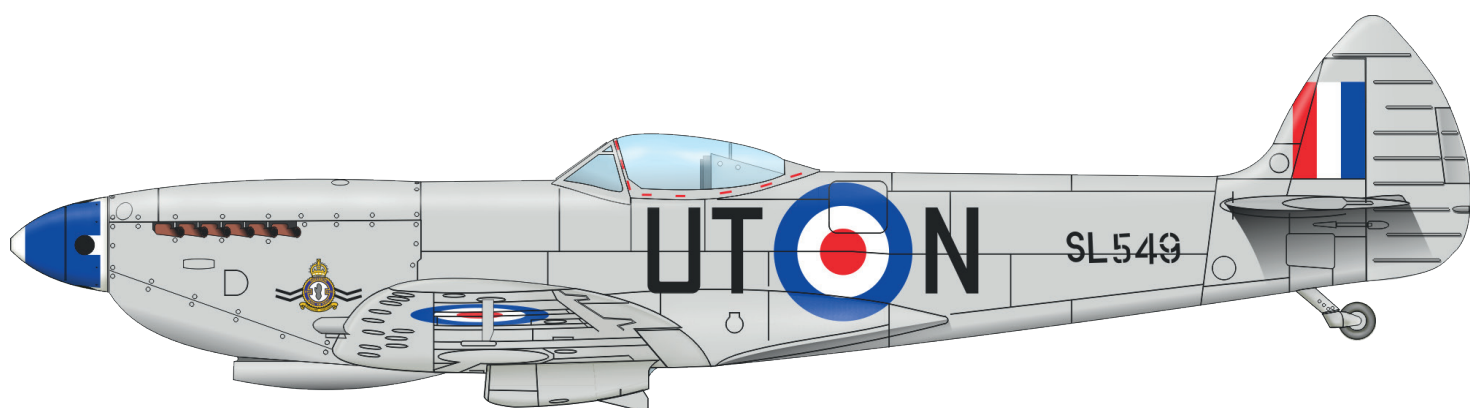
**TB702, Cpt. P. G. J. Albertin, No. 340 (Free French) Squadron RAF, B105 Airfield (Lingen/Drope), Germany, May 1945**

This aircraft was assigned to No. 340 (Free French) Squadron in late April 1945. The standard British roundels and fin flash were applied at that time. The French national insignia were not added until mid-May. Later on, in 1951, the aircraft was flown by No. 103 Flying Refresher School. It was written off after a crash in May 1954. TB702 was operated by No. 3 Civilian Anti-Aircraft Co-Operation Unit at that time.

The Day Fighter scheme camouflage colors are applied, and the Sky band on the rear fuselage was overpainted with fresh (thus slightly darker) camouflage colors.

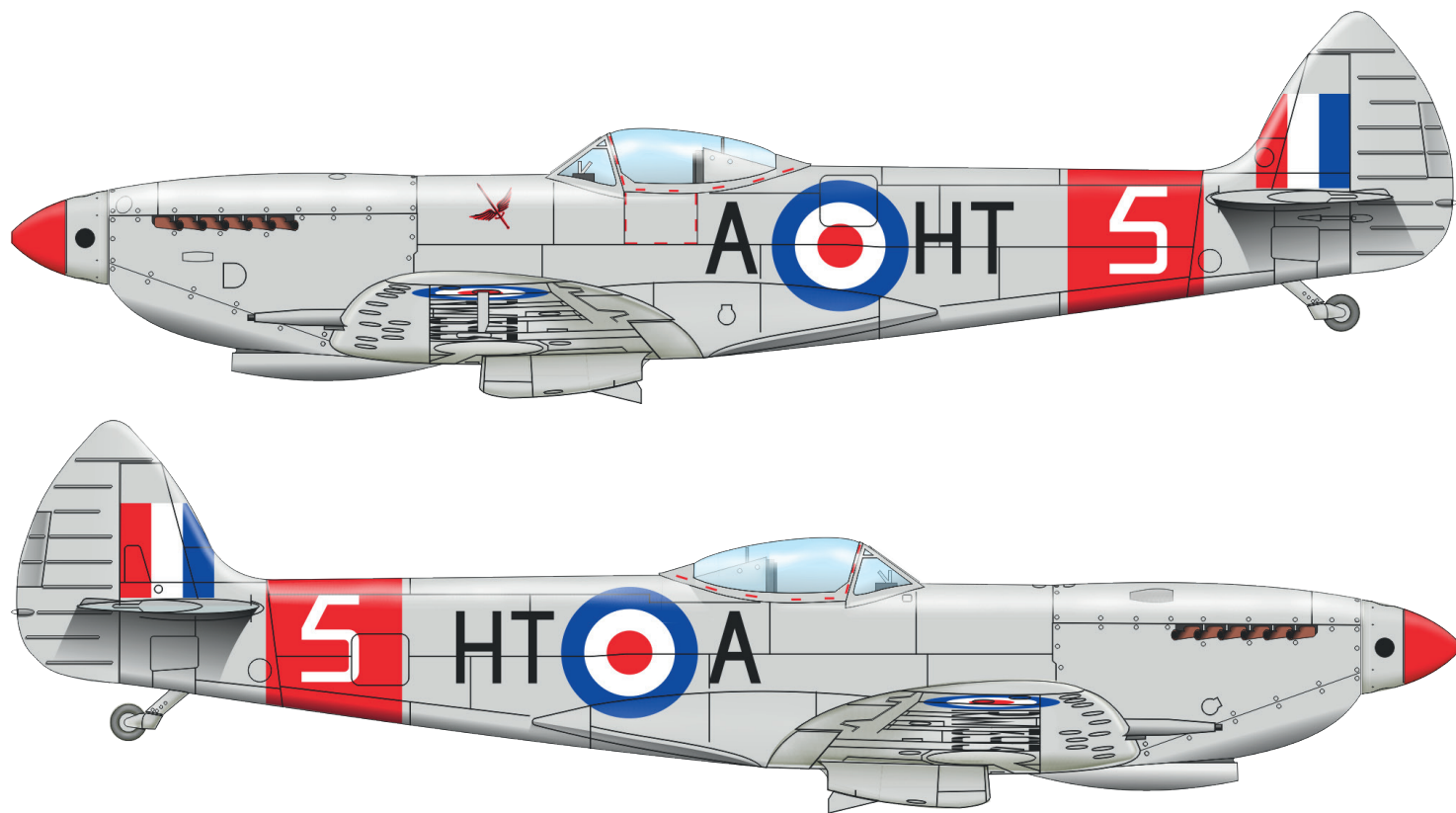
**SL549, No. 17 Squadron RAF, Farnborough Air Base, 1950**

SL549 was overpainted in Aluminium. The national insignia matched regulations issued in May 1947. Close examination of photos reveals that the roundels and serial number were not painted on the lower surface of the wings.



RW393, No. 601 Squadron RAuxAF, 1949

This aircraft took part in the Cooper Air Race of 1949. The competition for RAuxAF squadrons was named after W/Cdr Geoffrey Cooper, M.P. The winged sword painted in front of the windscreen is the No. 601 Squadron crest.

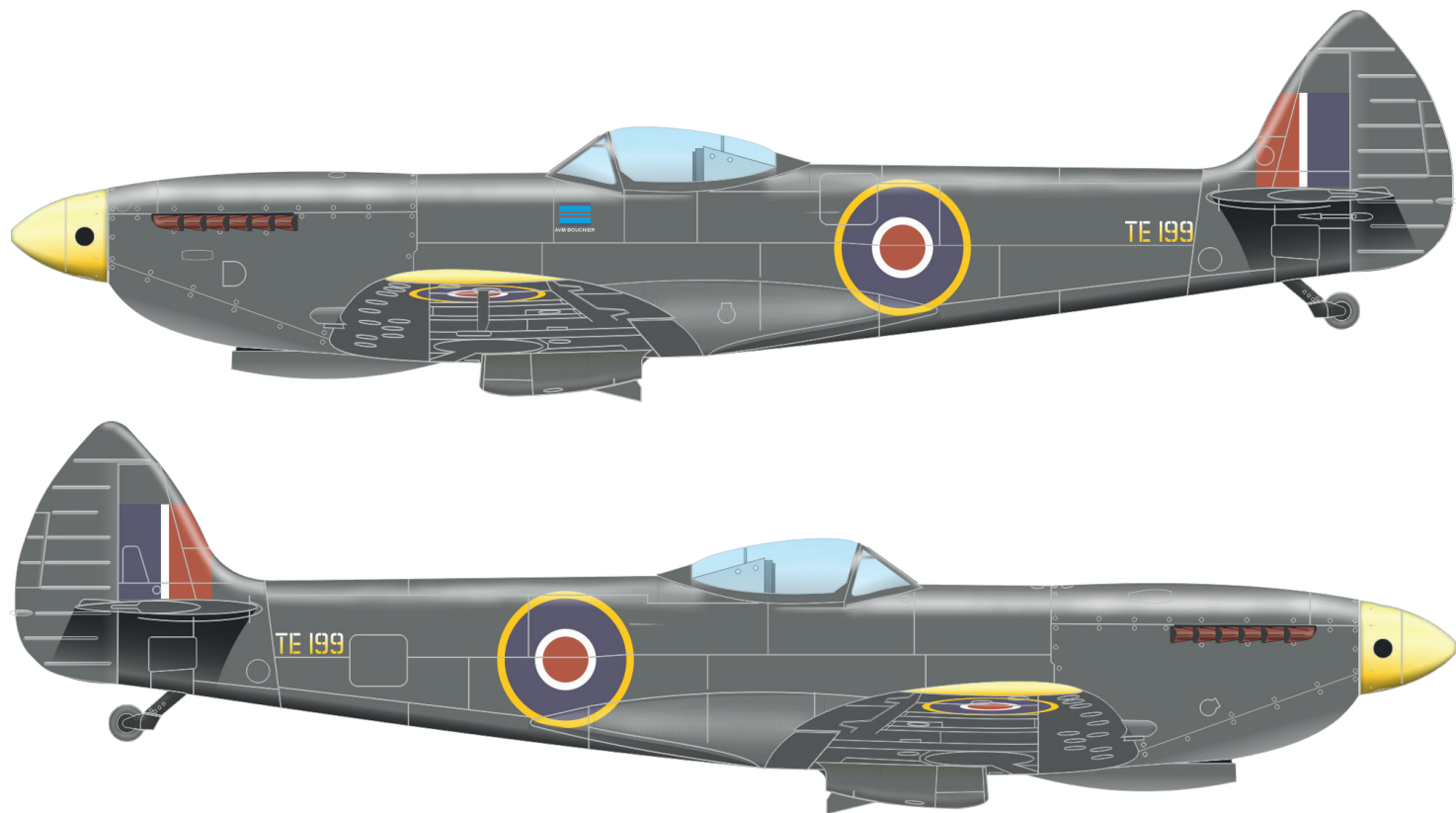


TE199, Air Officer Commanding, No. 21 Group RAF, Swindersby Air Base, Great Britain, 1948

This aircraft from No. 21 Group was painted gloss black. The spinner and wings tips were gold. The Group was subordinate to Flying Training Command.

Note the Air Vice Marshall pennant under the windscreen. The hue of the national insignia colors seems to be quite light, though it may be the result of the overall dark appearance of the aircraft.

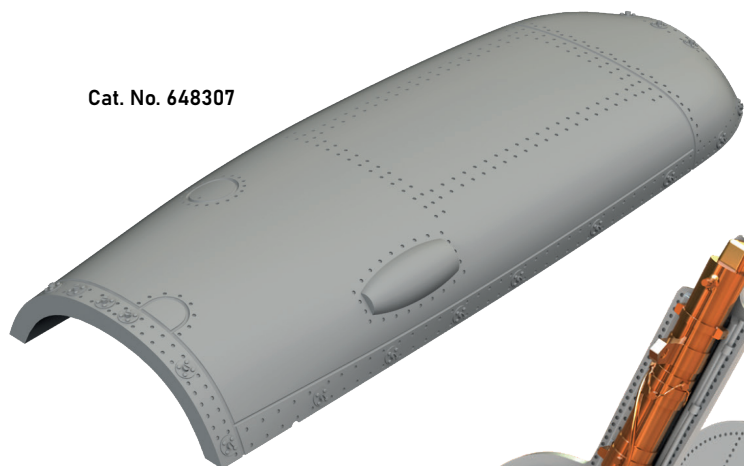
The aircraft was unarmed.



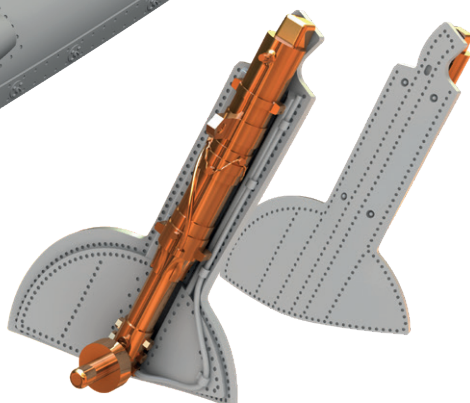
Recommended for Spitfire Mk.XVI

48850	Spitfire Mk.XVI surface panels (fotolept)
49083	Spitfire Mk.XVI seatbelts FABRIC (fotolept)
49725	Spitfire Mk.XVI (fotolept)
FE1223	Spitfire Mk.XVI seatbelts STEEL (fotolept)
648124	Spitfire undercarriage legs BRONZE (Brassin)
648218	Spitfire Mk.XVI wheels - 3 spoke (Brassin)
648307	Spitfire Mk.XVI top cowl (Brassin)
3DL48041	Spitfire Mk.XVI SPACE (3D decalová sada)
EX808	Spitfire Mk.XVI TFace (maska)

Cat. No. 648307



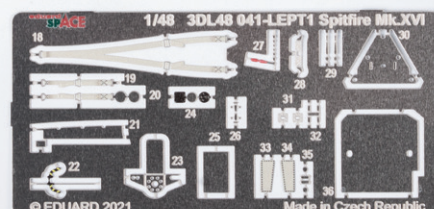
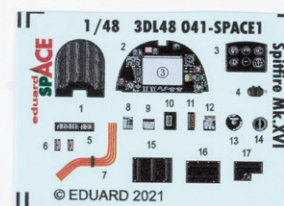
Cat. No. 648124



Cat. No. 648218



Cat. No. 3DL48041



OVERTREES

Spitfire Mk.XVI Bubbletop early

1/48

Cat. No. 8285X

[Product page](#)

Cat. No. 8285-LEPT1

[Product page](#)

Spitfire Mk.XVI Bubbletop late

1/48

Kat. č. 8295X

[Product page](#)

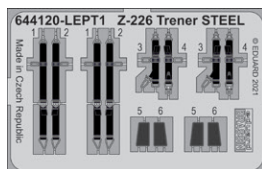
644120 Z-226 Trener Löök 1/48 Eduard

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Z-226 Trener 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](#)



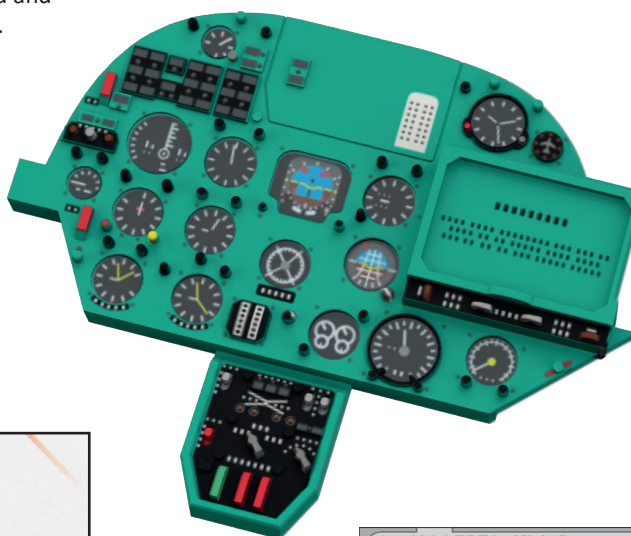
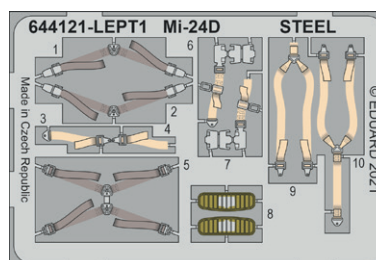
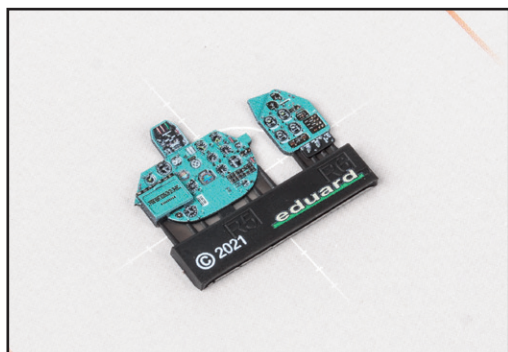
644121 Mi-24D Löök 1/48 Eduard/Zvezda

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Mi-24D 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](#)



648644 B-17 wheels oval tread 1/48 HKM

Brassin set - the undercarriage wheels for B-17 in 1/48 scale. The set consists of the main wheels and a tail wheel.

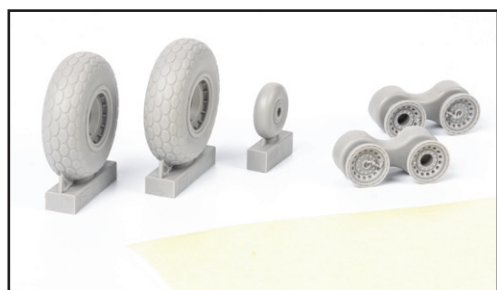
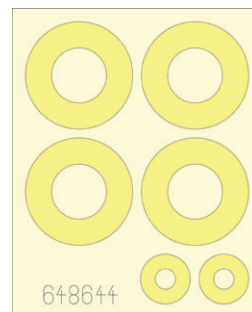
Easy to assemble, replaces plastic parts.

Recommended kit: HKM

Set contains:

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

Product page



648662 Sopwith Camel 20lb bomb carrier 1/48 Eduard

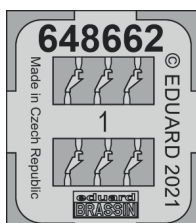
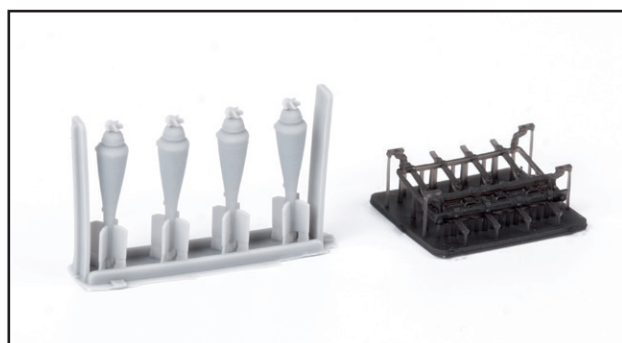
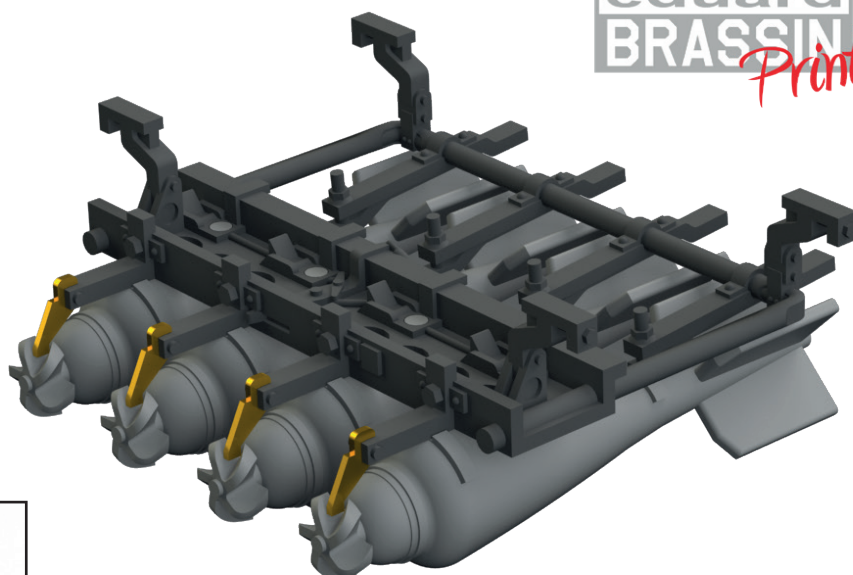
Brassin set - the bomb carrier for Sopwith Camel in 1/48 scale. The set consists of the carrier and four bombs.

Recommended kit: Eduard

Set contains:

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

Product page

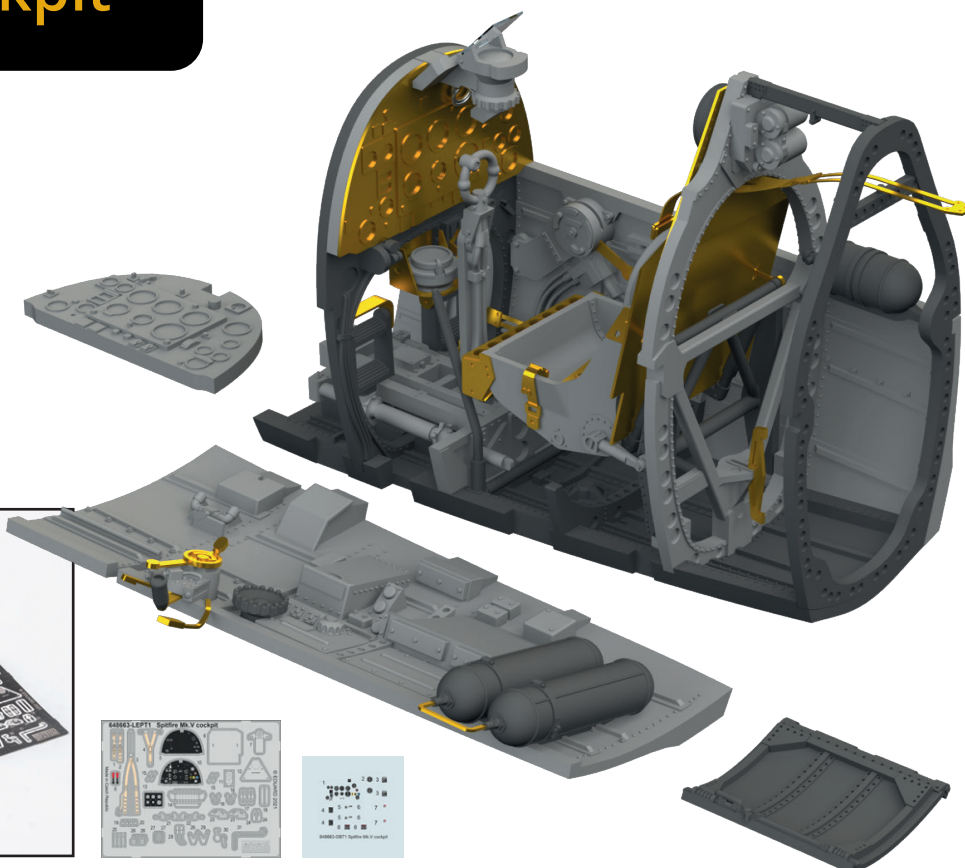


648663 Spitfire Mk.V cockpit 1/48 Eduard

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

Set contains:

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



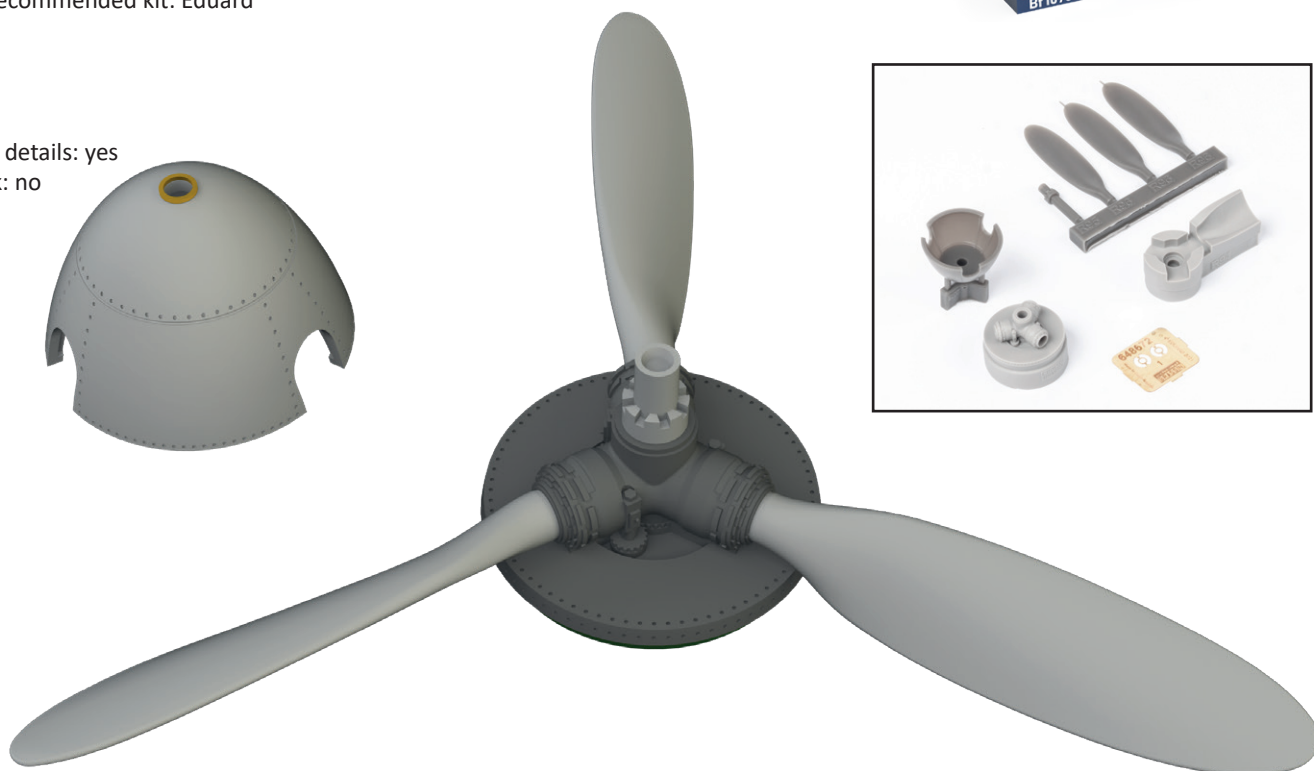
[Product page](#)

648672 Bf 109G-10 propeller 1/48 Eduard

Brassin set - the propeller for Bf 109G-10
in 1/48 scale. Easy to assemble, replaces
plastic parts. Recommended kit: Eduard

Set contains:

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



[Product page](#)



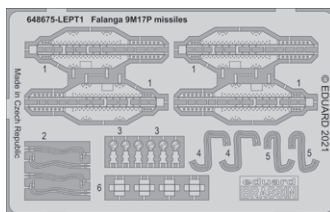
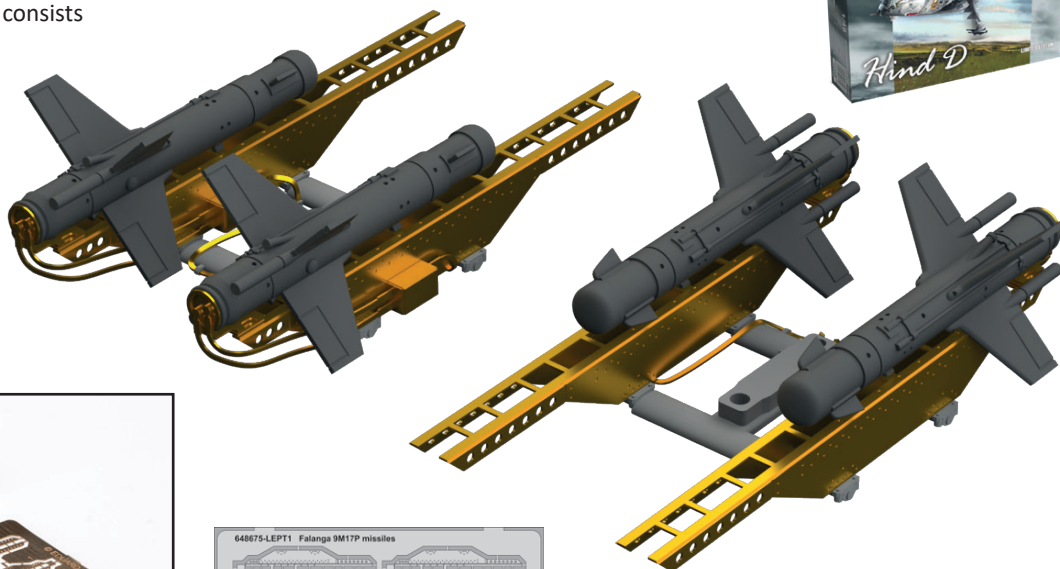
648675 Falanga 9M17P missiles 1/48 Eduard/Zvezda

Brassin set - Falanga 9M17P missiles for Mi-24 copter in 1/48 scale. The set consists of four missiles with rail launchers. Recommended kit: Eduard/Zvezda

Set contains:

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

Product page



648676 Sopwith Camel Clerget engine 1/48 Eduard

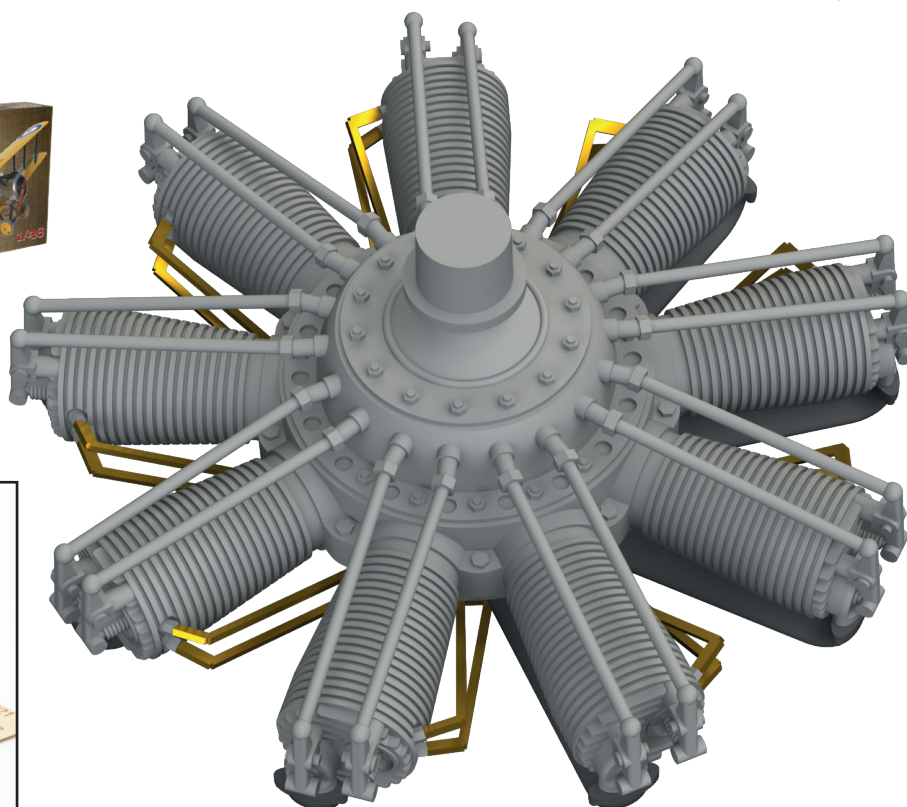
Brassin set - the engine for Sopwith Camel in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



Product page



eduard
BRASSIN
Print

648677

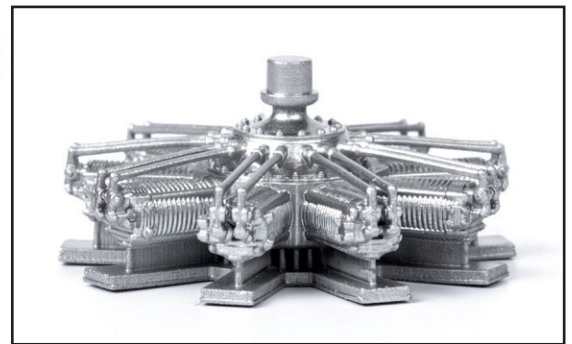
Sopwith Camel Bentley engine

1/48 Eduard

Brassin set - the engine 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
- painting mask: no


[Product page](#)

648679

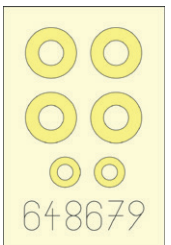
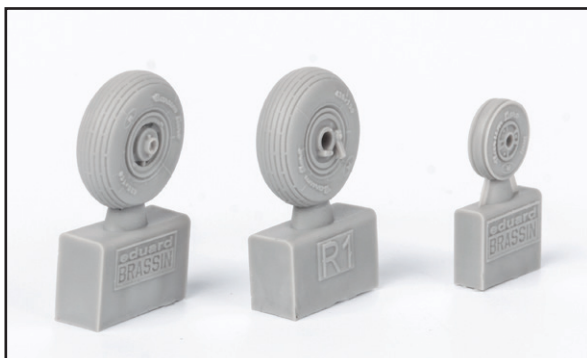
Z-126/226 Trener wheels

1/48 Eduard

Brassin set - the undercarriage wheels for Z-126/226 Trener 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


[Product page](#)


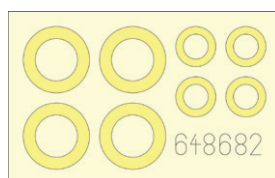
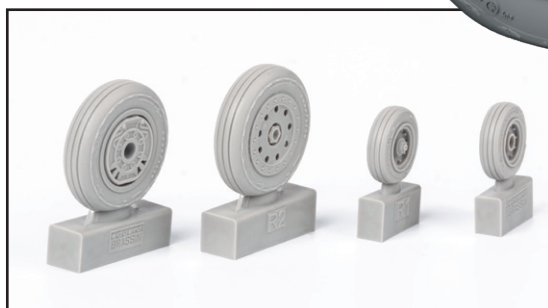
648682 F-4B wheels 1/48 Eduard

[Product page](#)

Brassin set - the undercarriage wheels for F-4b in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

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



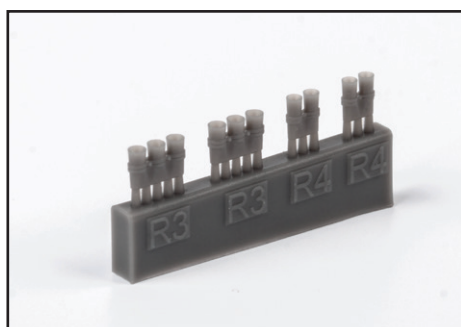
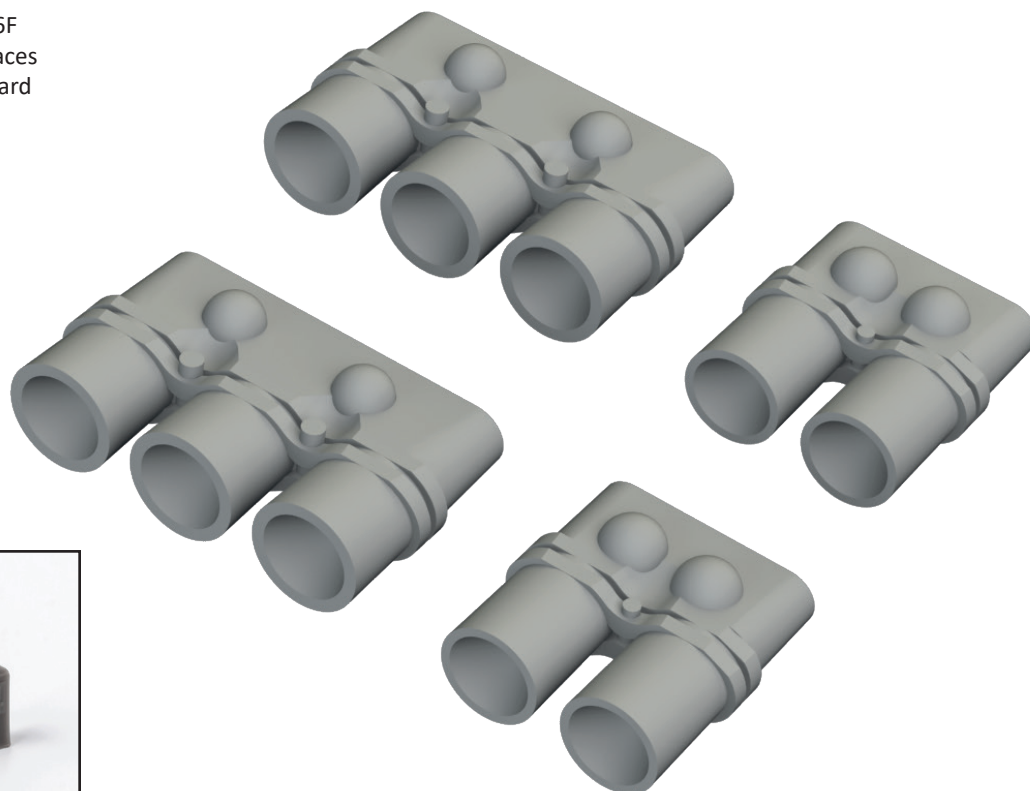
648683 F6F exhaust stacks 1/48 Eduard

[Product page](#)

Brassin set - the exhaust stacks for F6F in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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



648684

Me 163B wheels

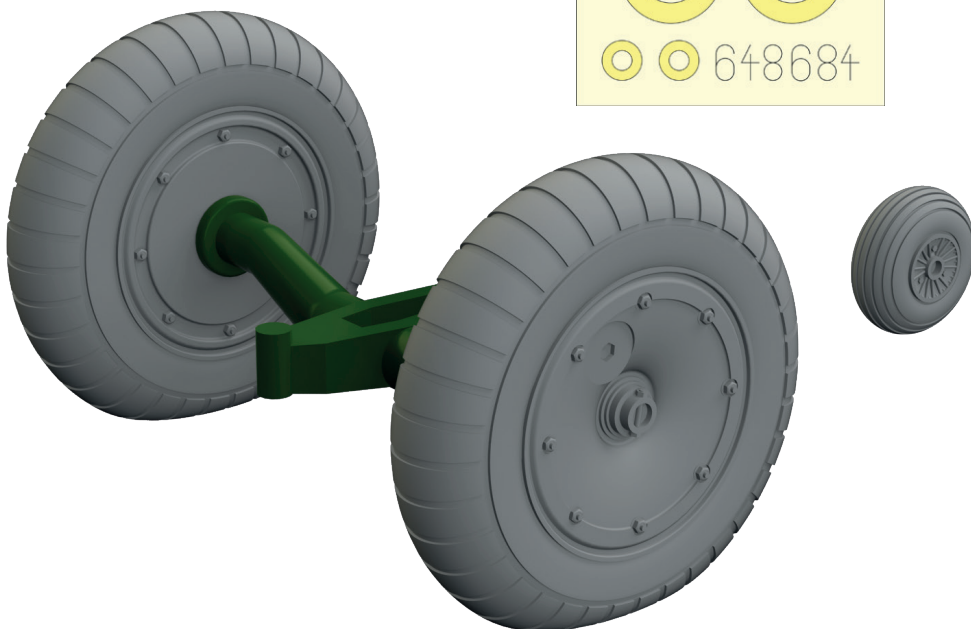
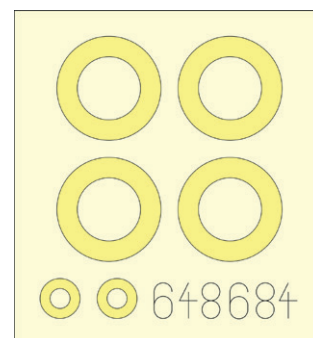
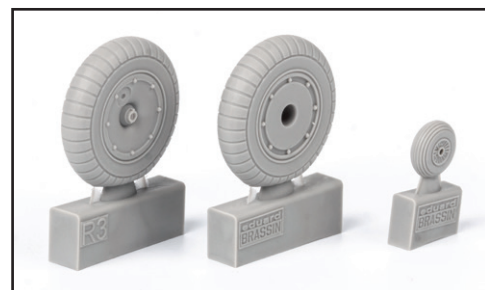
1/48 Gaspach Model

Brassin set - the undercarriage wheels for Me 163B in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts.

Recommended kit: Gaspach Models

Set contains:

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

[Product page](#)


648685

Mi-24D wheels

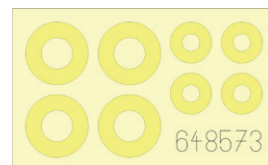
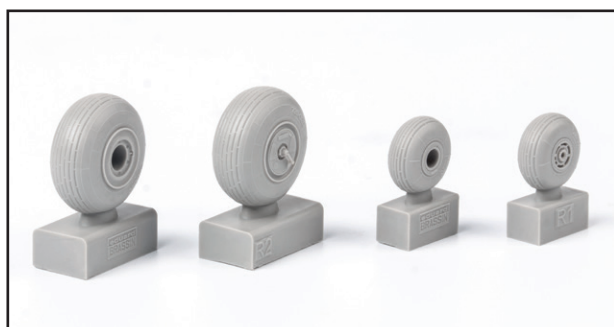
1/48 Eduard/Zvezda

Brassin set - the undercarriage wheels for Mi-24D in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

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

[Product page](#)


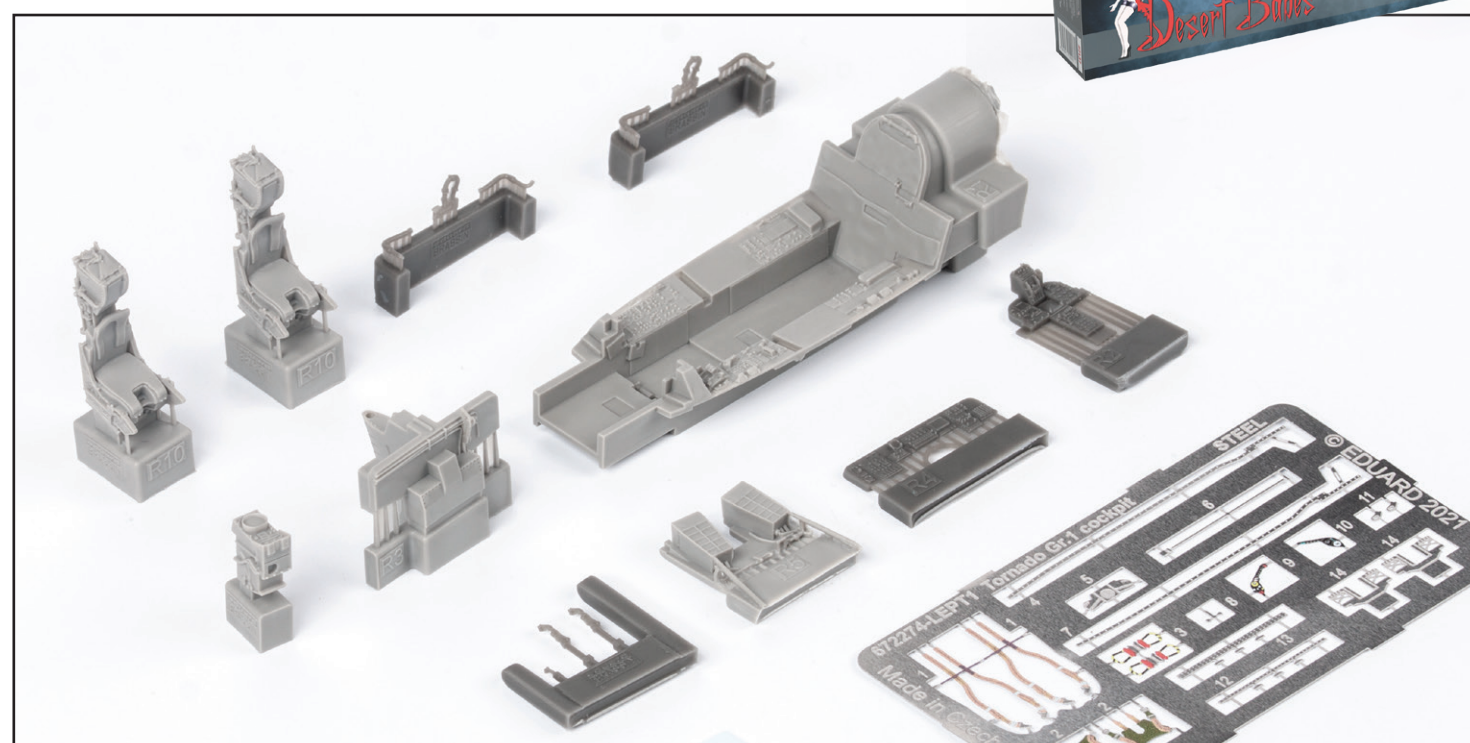
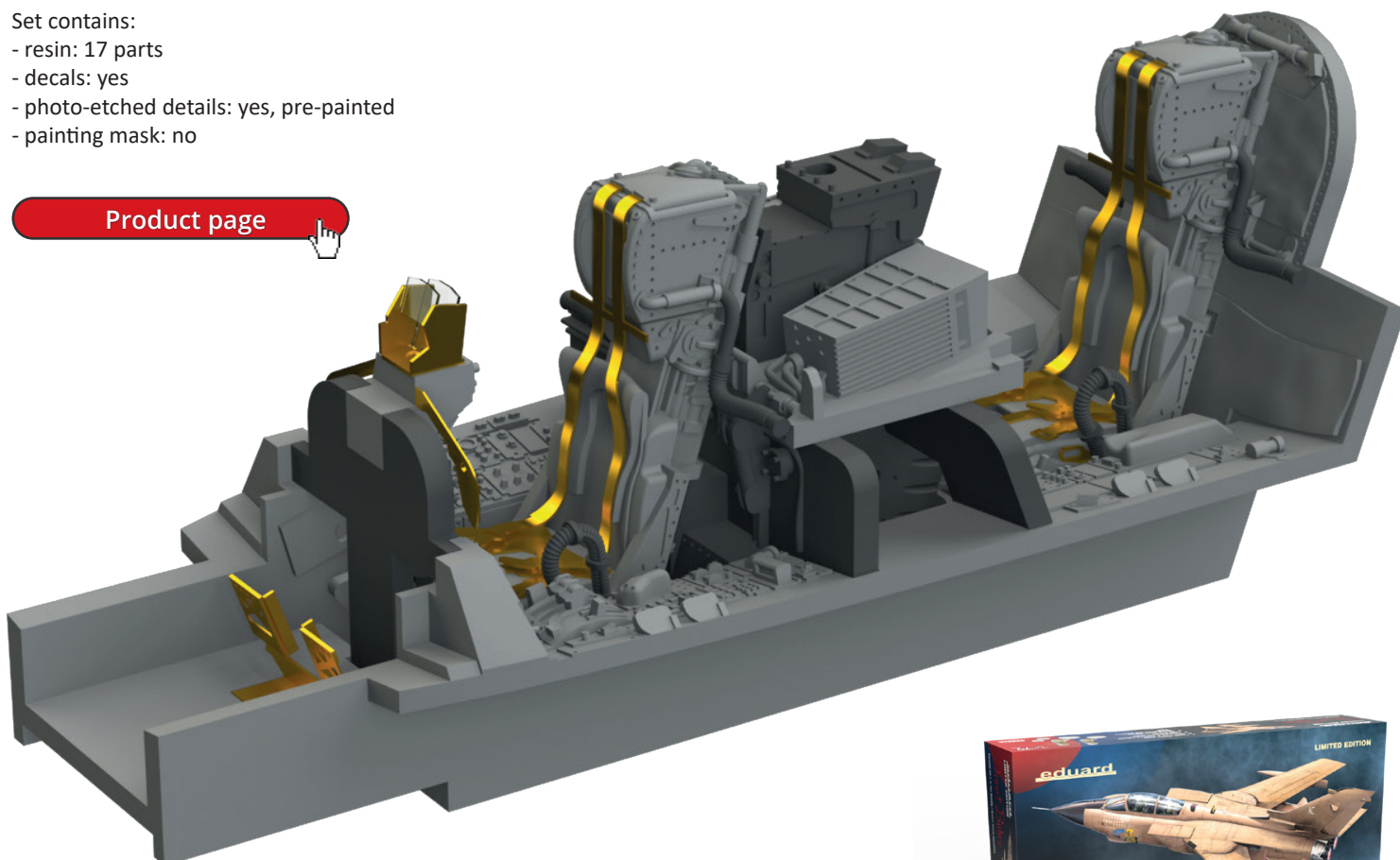
672274 Tornado GR.1 cockpit 1/72 Eduard/Revell

Brassin set - the cockpit for Tornado GR.1 in 1/72 scale. Recommended kit: Eduard/Revell

Set contains:

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

[Product page](#)



644122

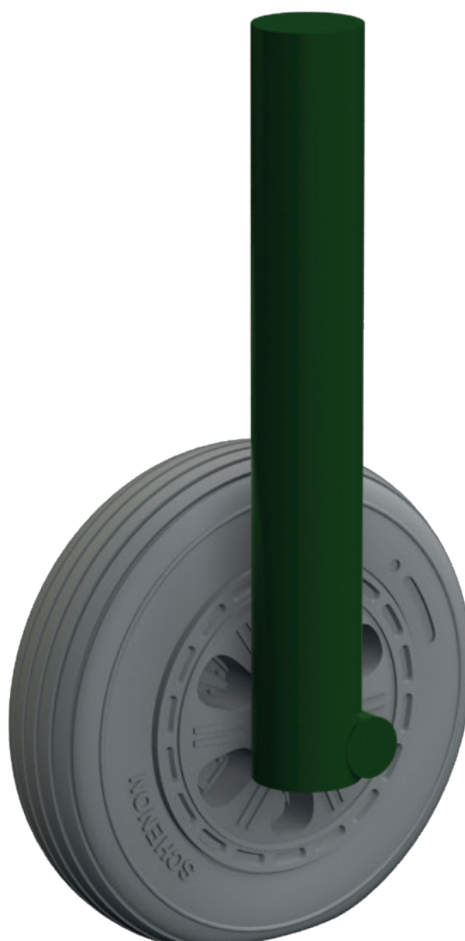
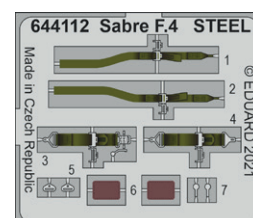
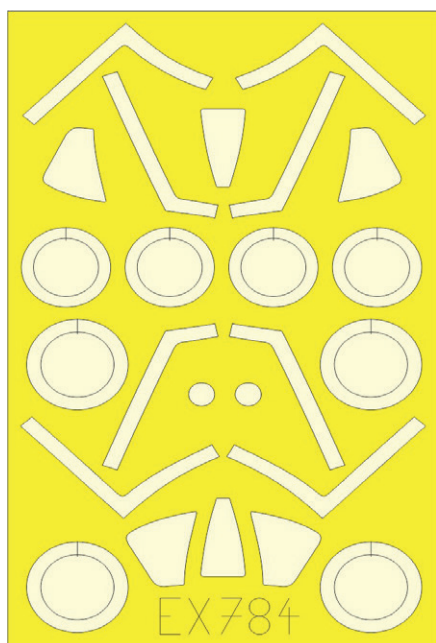
Sabre F.4 LööKplus

1/48 Airfix

Löökt

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

[Product page](#)


644123

Lancaster B Mk.I LööKplus

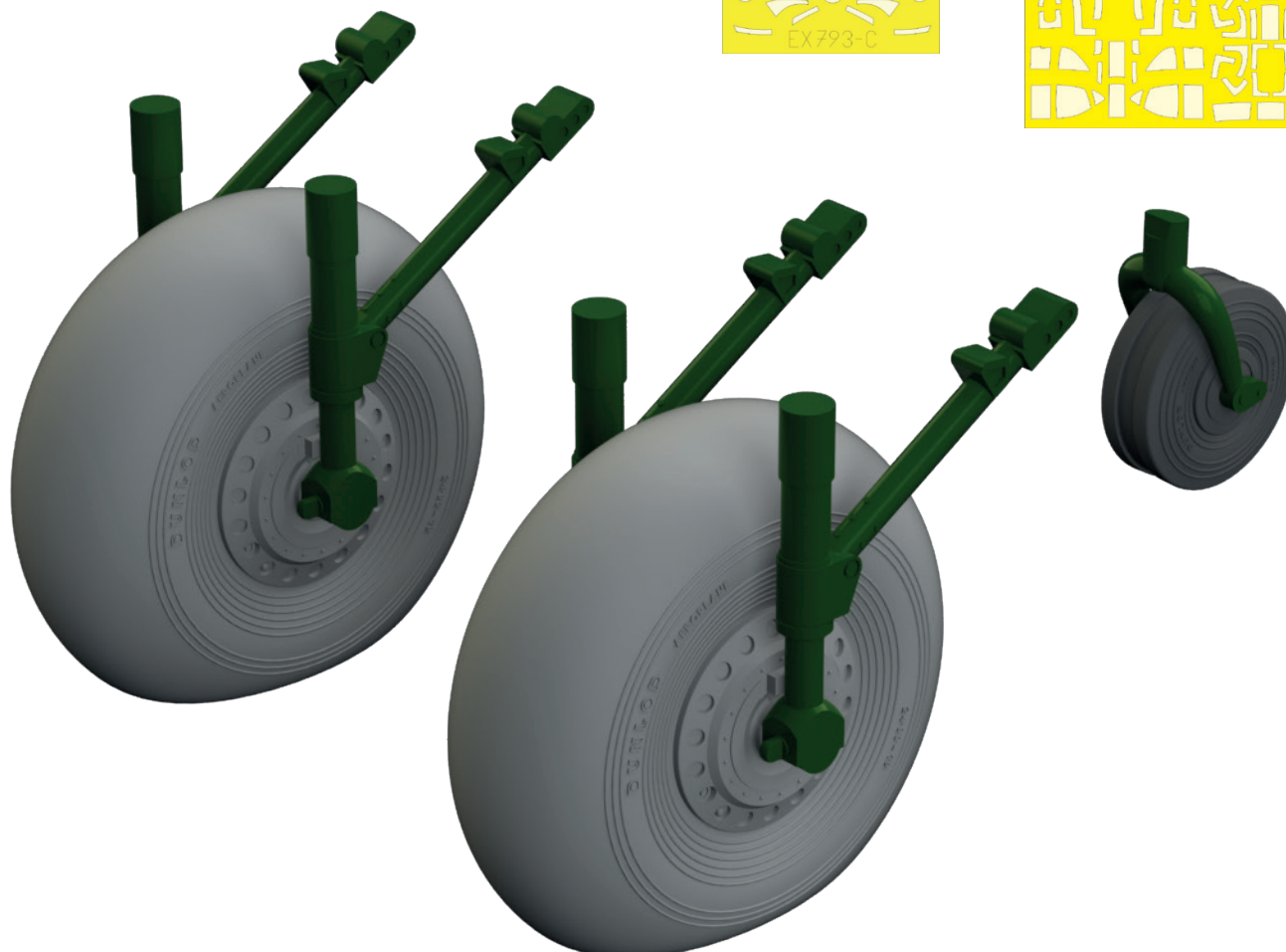
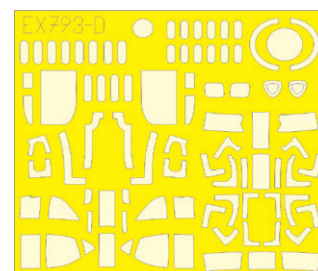
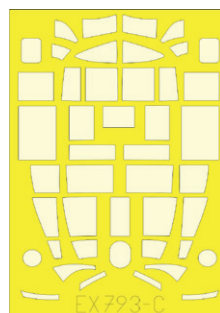
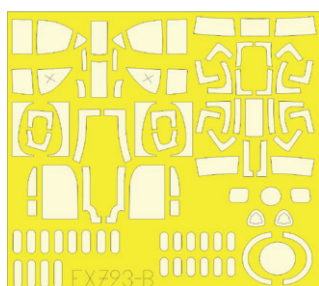
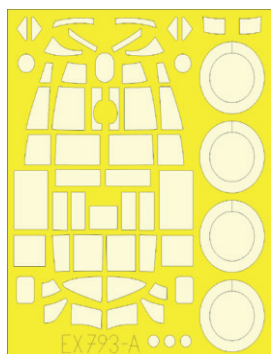
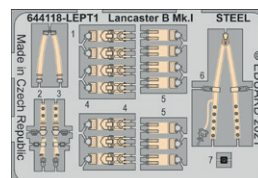
1/48 HKM

Collection of 3 sets for Lancaster B Mk.I in 1/48 scale.

Recommended kit: HKM

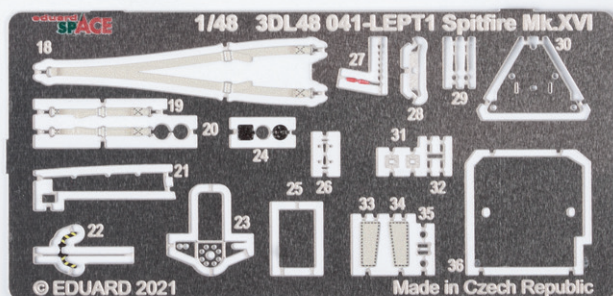
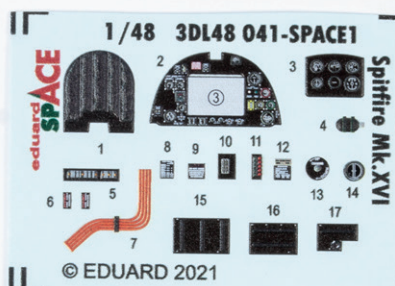
- LööK set (pre-painted Brassin dashboard & Steelbelts)
- TFace painting mask
- undercarriage wheels

[Product page](#)

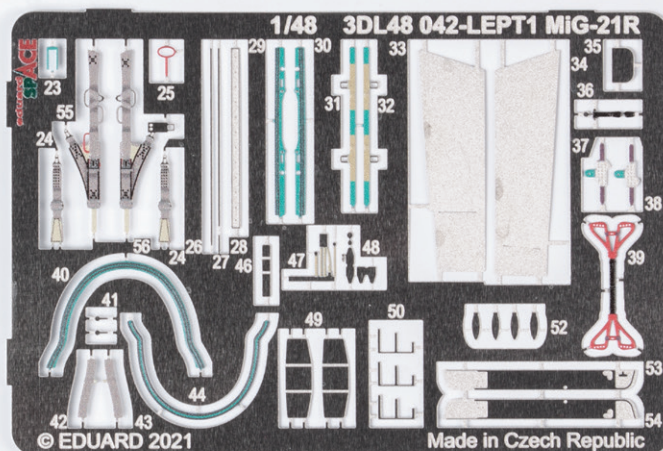
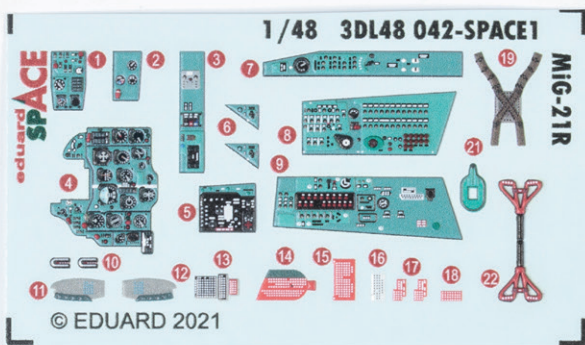
3DL48041 Spitfire Mk.XVI SPACE for 1/48 kit Eduard

[Product page](#)



3DL48042 MiG-21R SPACE for 1/48 kit Eduard

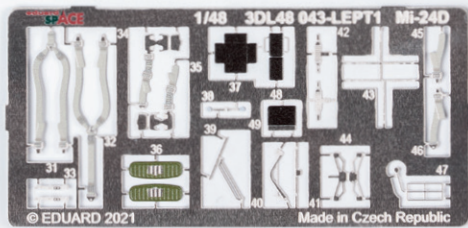
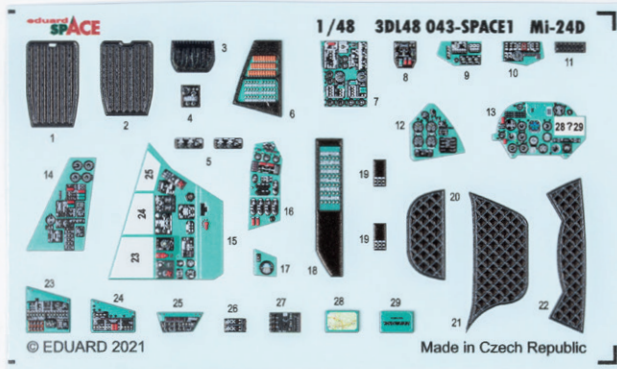
[Product page](#)



3DL48043 Mi-24D SPACE

for 1/48 kit Eduard

Product page 



3DL48045 Z-226 SPACE

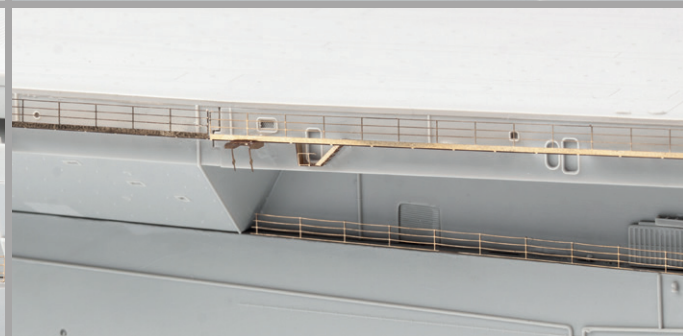
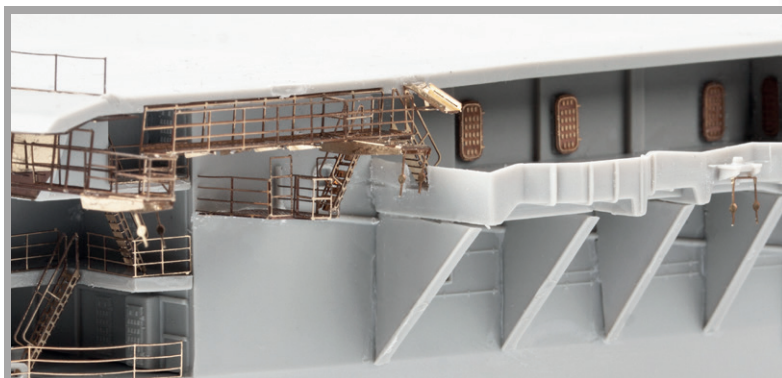
for 1/48 kit Eduard

Product page 



USS Interpid CV-11 1/350 Trumpeter

USS Interpid CV-11 pt.1 1/350 Trumpeter (53272)
USS Interpid CV-11 pt.2 1/350 Trumpeter (53273)

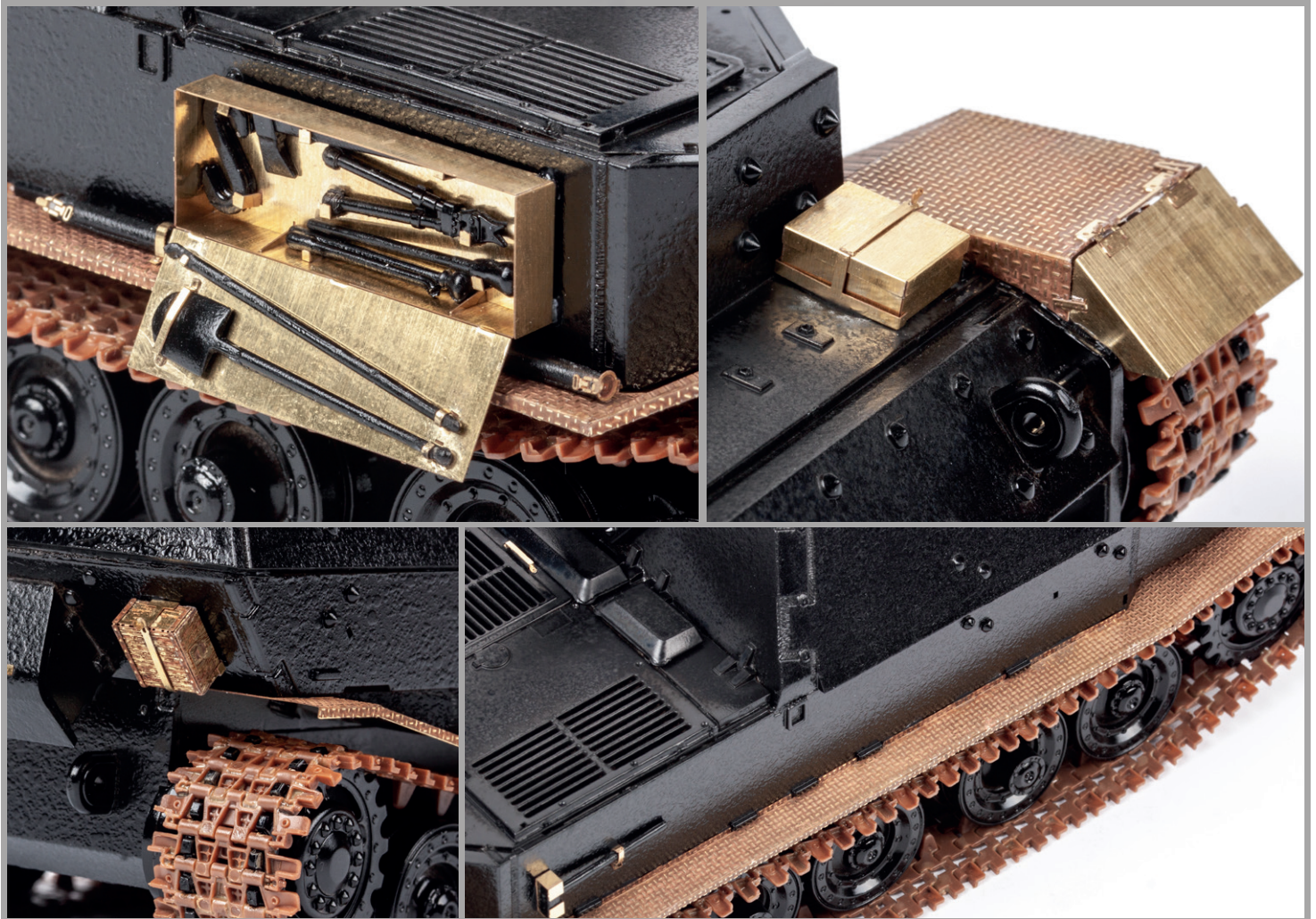


Ferdinand

1/35 Amusing Hobby



Ferdinand 1/35 Amusing Hobby (36472)

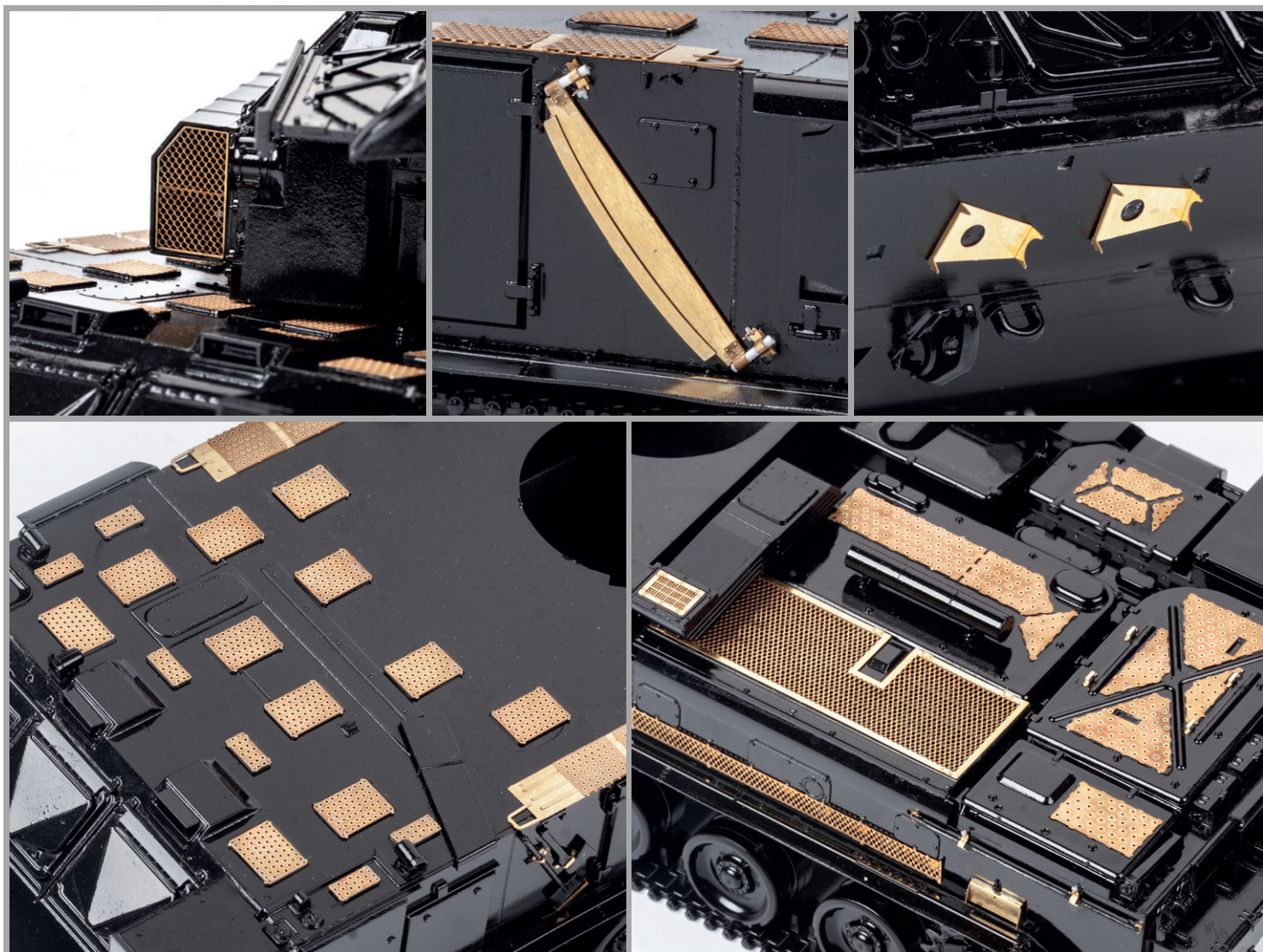


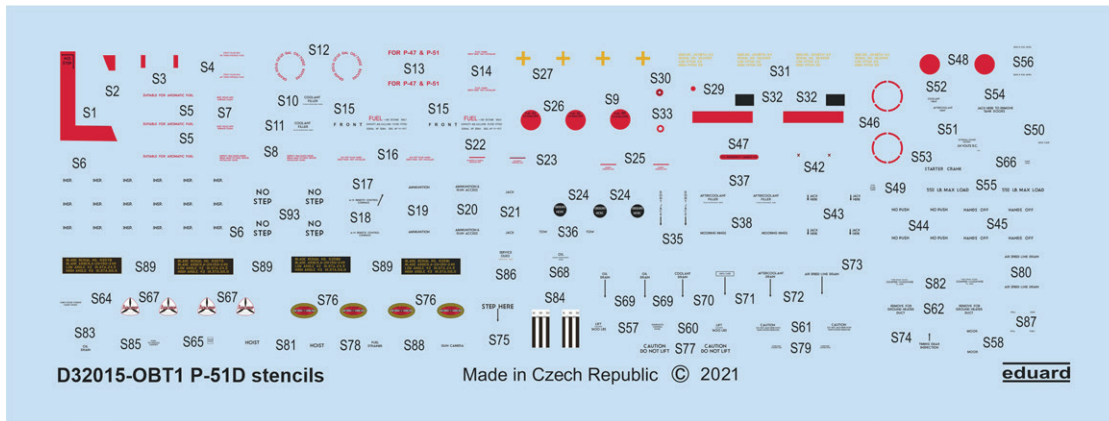
TOR M-2 / SA-15 Gauntlet

1/35 Zvezda



TOR M-2 / SA-15 Gauntlet 1/35 Zvezda (36473)



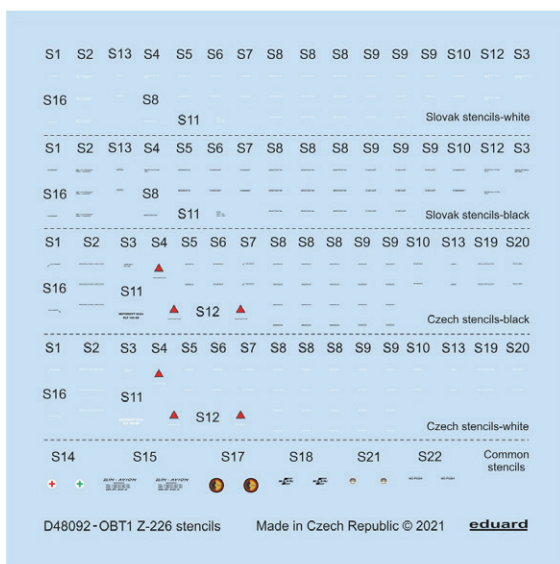
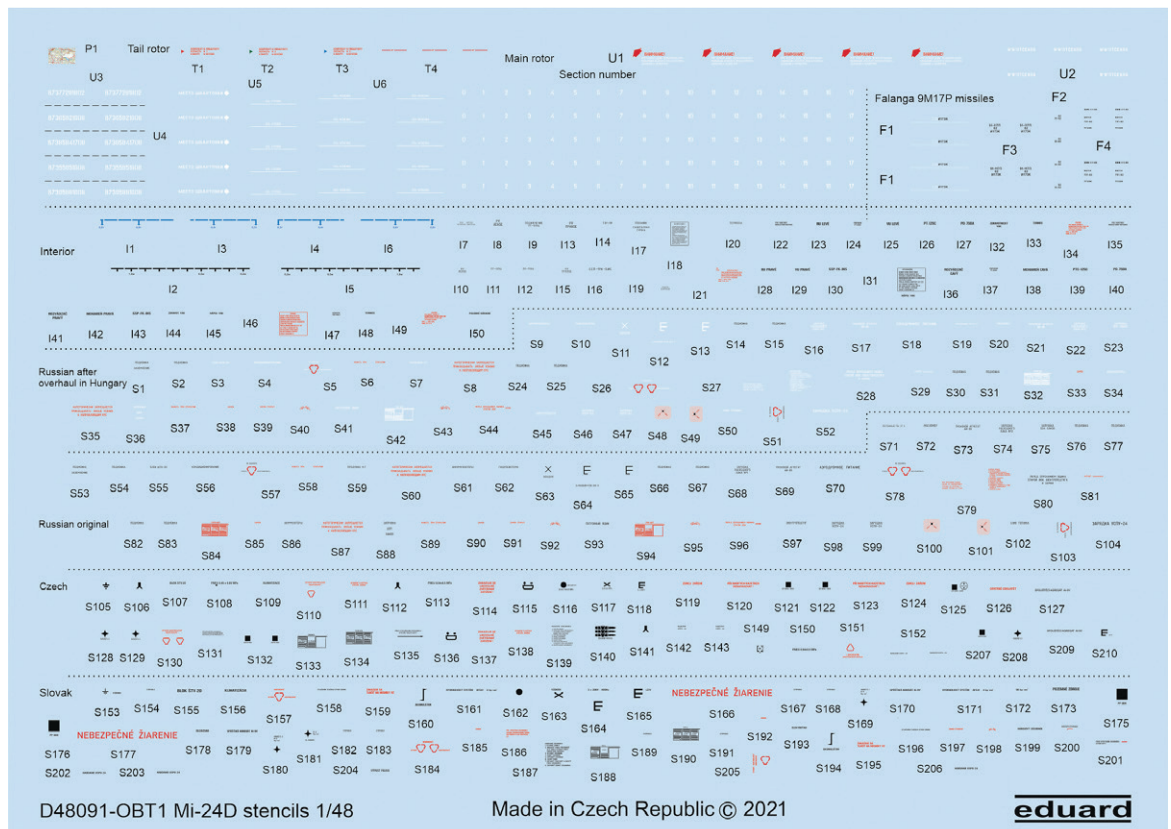


Cat. No. D32015
P-51D stencils
 1/32 Revell/Tamiya

[Product page](#)

Cat. No. D48091
Mi-24D stencils
 1/48 Zvezda

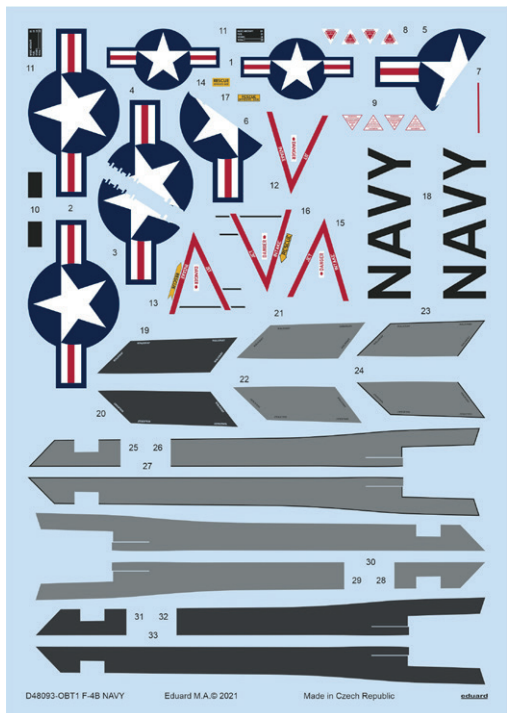
[Product page](#)



Cat. No. D48092
Z-226 stencils
 1/48 Eduard

[Product page](#)



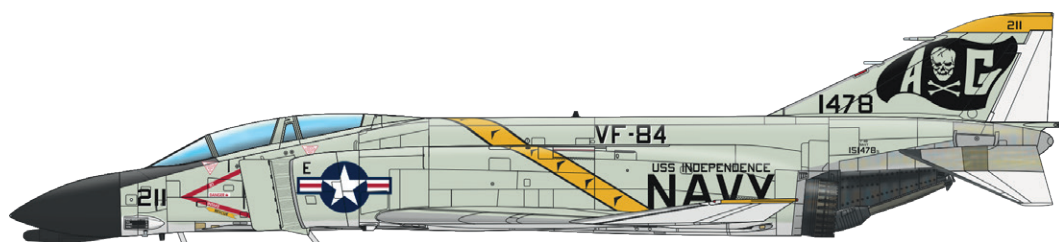


Cat. No. D48093

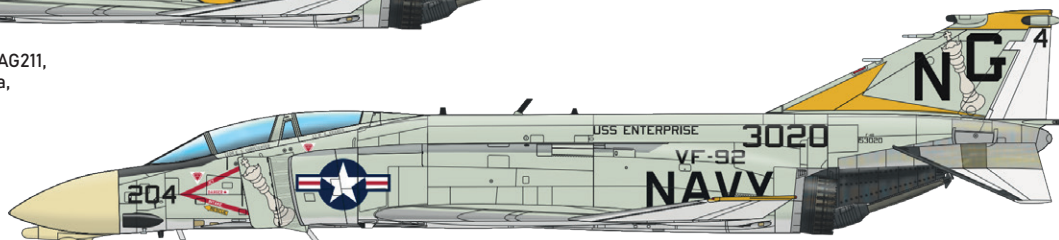
F-4B NAVY

1/48 Tamiya

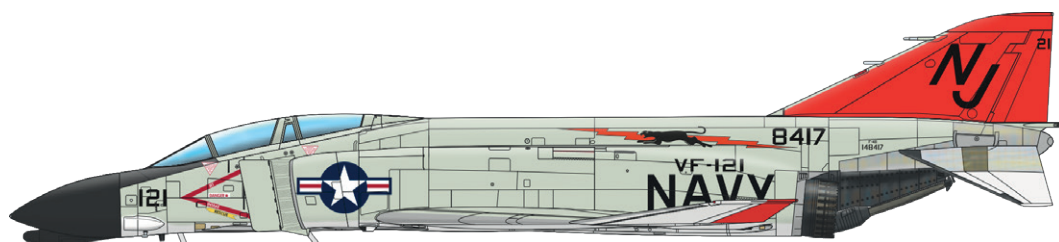
[Product page](#)



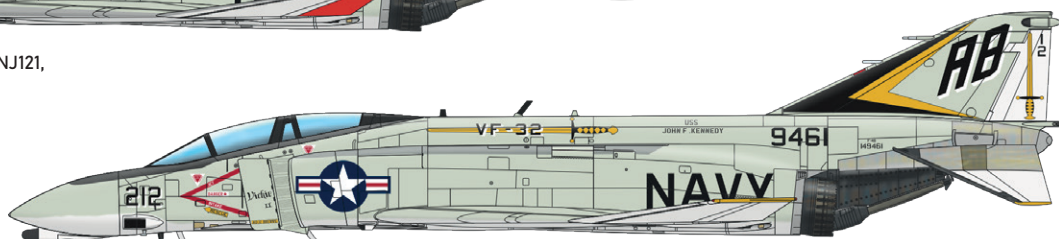
BuNo. 151478, VF-84 Jolly Rogers, AG211,
USS Independence, South East Asia,
The Gulf of Tonkin, 1965



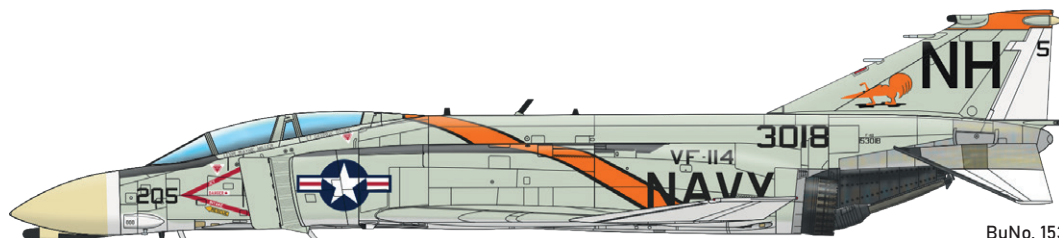
BuNo. 153020, VF-92 Silver Kings, NG204, USS Enterprise, South East Asia, The Gulf of Tonkin, 1968



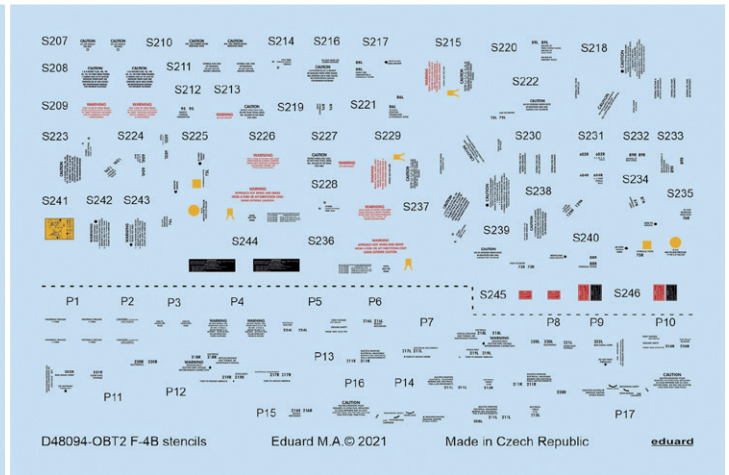
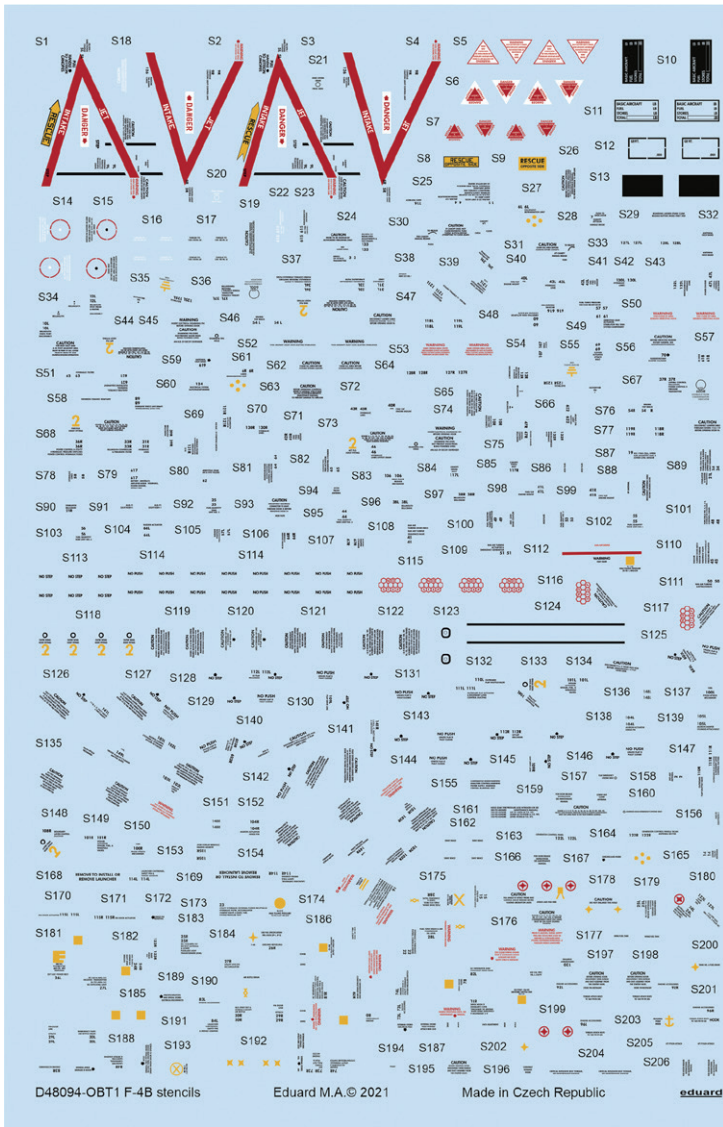
BuNo. 148417, VF-121 Peacemaker, NJ121,
NAS Miramar, USA, 1964



BuNo. 149461, VF-32 Swordsmen, AB212, USS John F. Kennedy, European and Mediterranean cruise, 1972

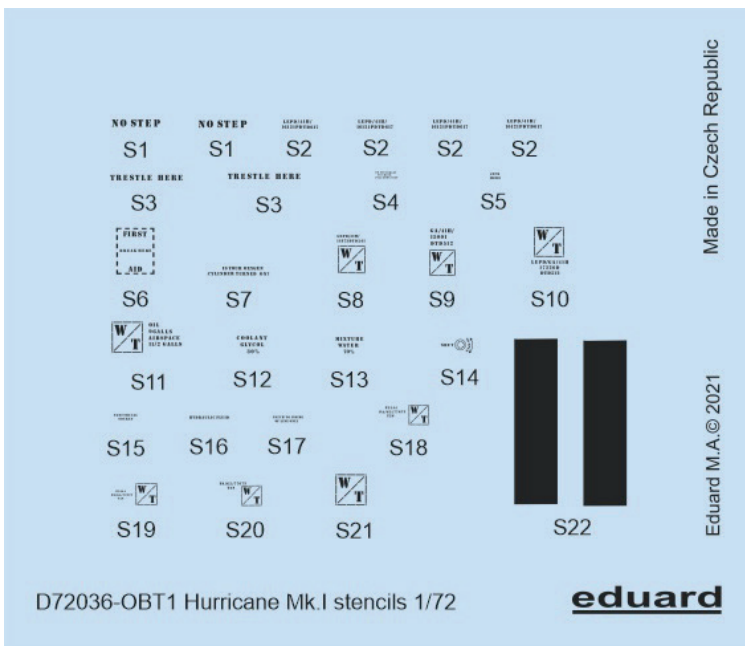


BuNo. 153018, VF-114 Aardvarks, NH205, USS Kitty Hawk,
South East Asia, The Gulf of Tonkin, 1968



Cat. No. D48094
F-4B stencils
1/48 Tamiya

[Product page](#)



Cat. No. D72036
Hurricane Mk.I stencils
1/72 Arma Hobby/Revell/Airfix

[Product page](#)



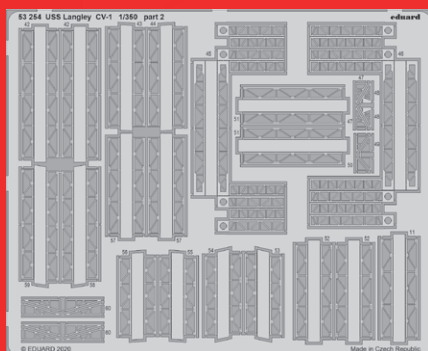
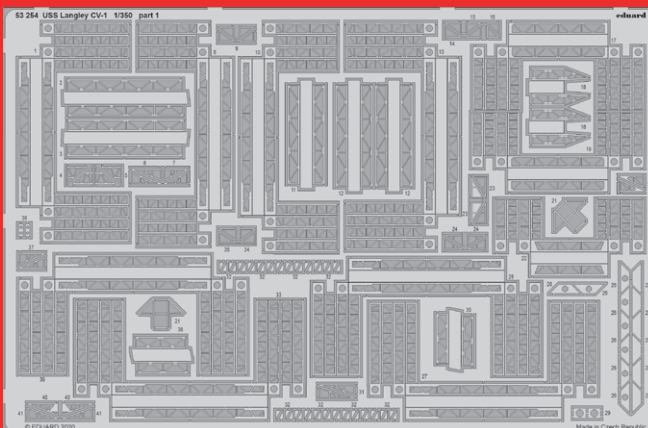
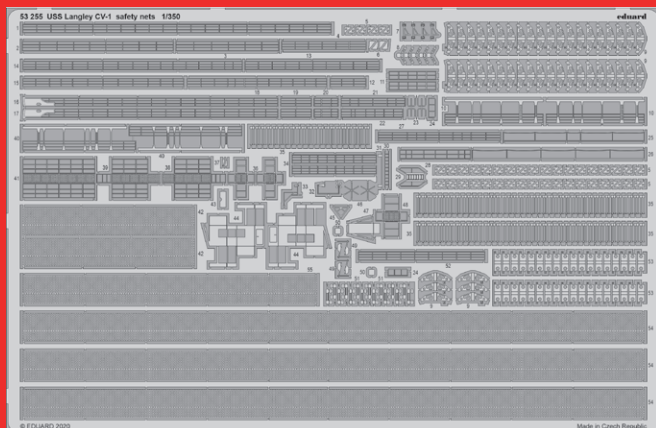
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG5360 USS Langley CV-1 1/350 Trumpeter

[Product page](#)

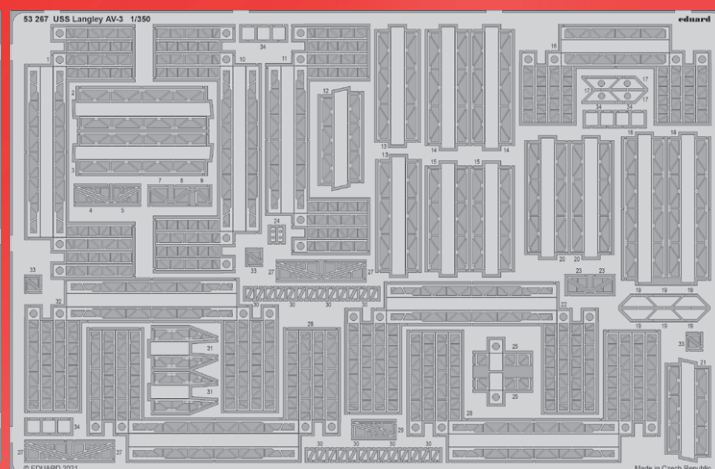
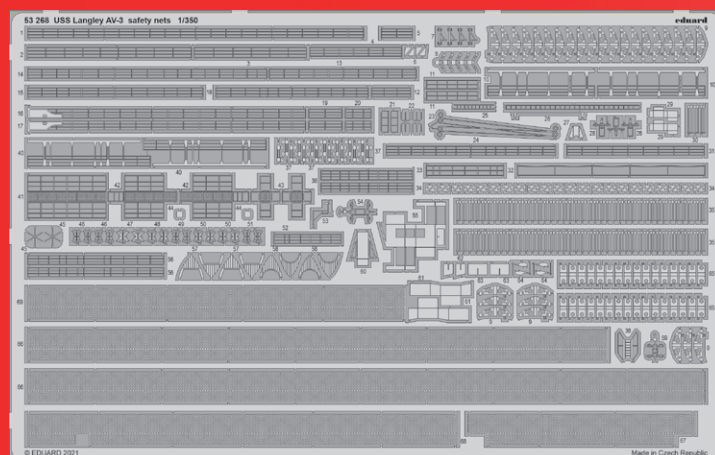
- 53203 USN ensign flag WWII STEEL 1/700
- 53254 USS Langley CV-1 1/350
- 53255 USS Langley CV-1 safety nets 1/350



BIG5361 USS Langley AV-3 1/350 Trumpeter

[Product page](#)

- 53203 USN ensign flag WWII STEEL 1/700
- 53267 USS Langley AV-3 1/350
- 53268 USS Langley AV-3 safety nets 1/350



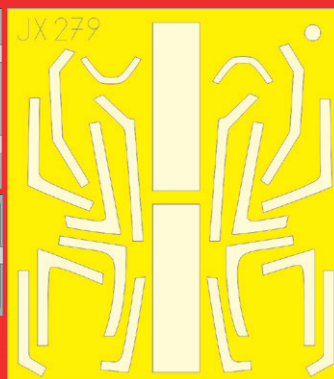
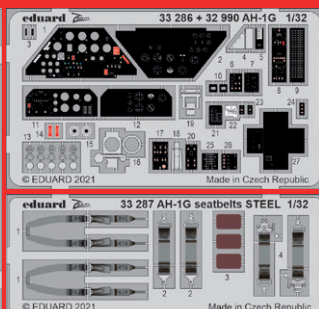
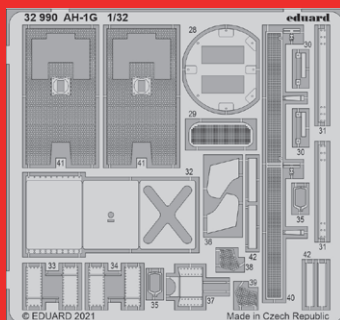
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG33138 AH-1G 1/32 ICM

[Product page](#)

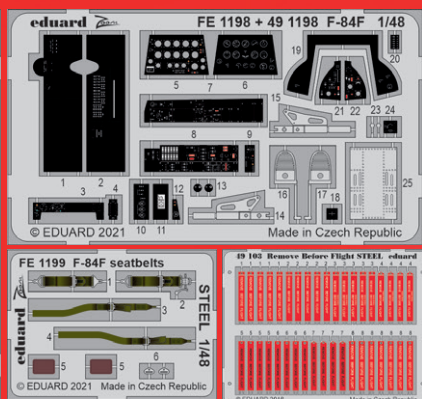
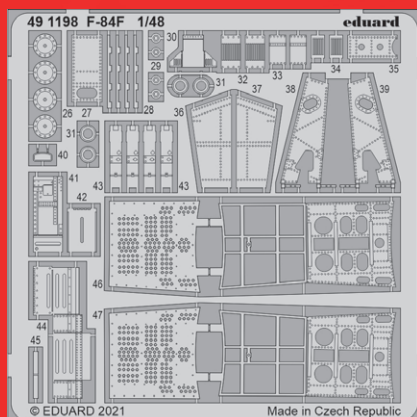
32990 AH-1G 1/32
33287 AH-1G seatbelts STEEL 1/32
JX279 AH-1G 1/32



BIG49304 F-84F 1/48 Kinetic

[Product page](#)

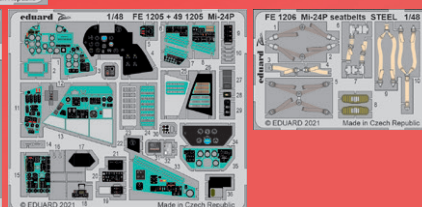
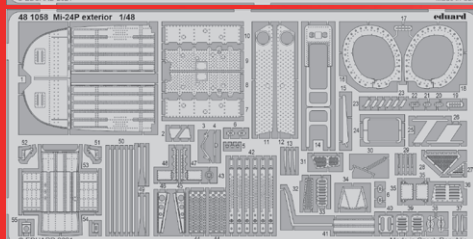
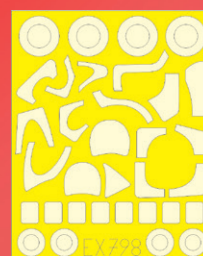
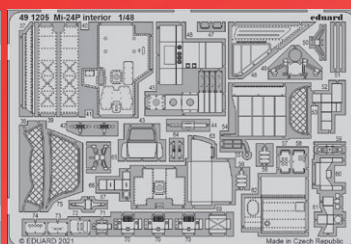
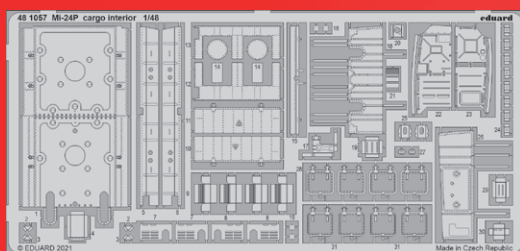
49103 Remove Before Flight STEEL
491198 F-84F 1/48
FE1199 F-84F seatbelts STEEL 1/48
EX790 F-84F 1/48



BIG49305 Mi-24P 1/48 Zvezda

[Product page](#)

481057 Mi-24P cargo interior 1/48
481058 Mi-24P exterior 1/48
491205 Mi-24P interior 1/48
FE1206 Mi-24P seatbelts STEEL 1/48
EX798 Mi-24P 1/48



EDUARD MASK

IT FITS!

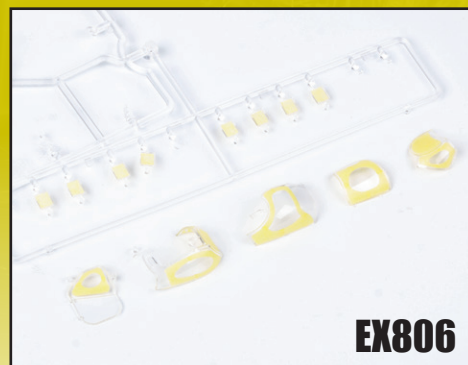
EX805 Z-226 TFace 1/48 Eduard
 EX806 Mi-24D TFace 1/48 Eduard/Zvezda
 EX807 Mirage 2000D TFace 1/48 Kinetic
 EX808 Spitfire Mk.XVI TFace 1/48 Eduard
 CX607 Hurricane Mk.IIc 1/72 Zvezda
 CX608 Ki-54c 1/72 Special Hobby



EX807



EX807



EX806



EX806



EX806



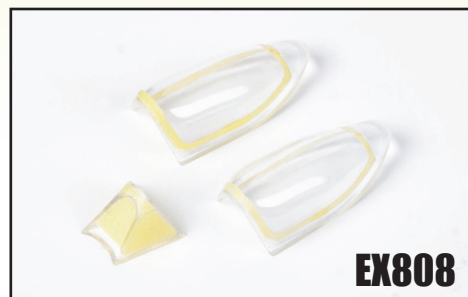
EX806



EX806



EX806



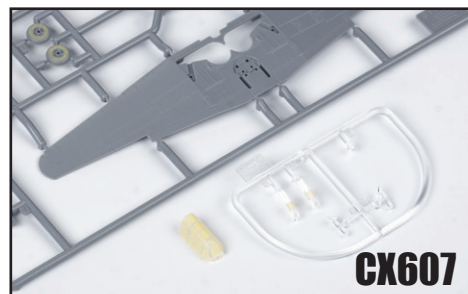
EX808



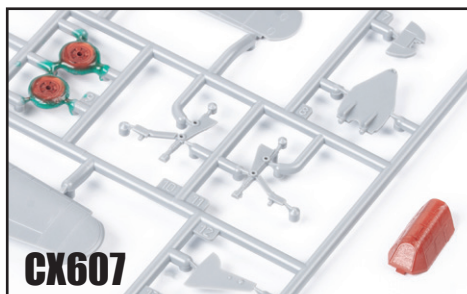
EX808



EX808



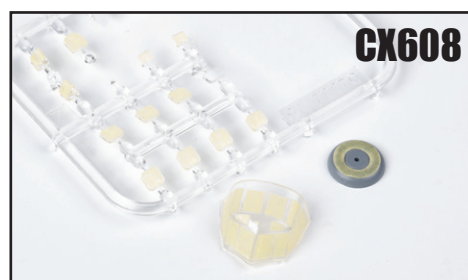
CX607



CX607



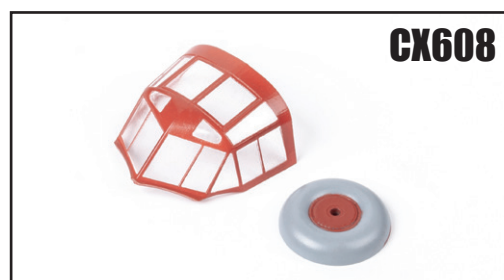
CX607



CX608



CX608



CX608

October 2021

KITS

11150	HIND D
2138	HURRISTORY: Hurricane Mk.I
7457	F6F-3
8238	MiG-21R (reedice)
8285	Spitfire Mk.XVI (reedice)

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

PE-SETS

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

1/350	Trumpeter
1/350	Trumpeter
1/35	Amusing Hobby
1/35	Zvezda
1/48	Eduard
1/48	Eduard
1/48	Kinetic
1/48	Hasegawa/Hobby 2000
1/48	Kinetic
1/72	Airfix
1/72	Airfix
1/72	1/72 Zvezda
1/72	Airfix
1/72	Special Hobby
1/72	Zvezda

ZOOMS

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

1/48	Hasegawa/Hobby 2000
1/48	Hasegawa/Hobby 2000
1/48	Eduard
1/48	Eduard/Zvezda
1/48	Kinetic
1/48	Kinetic
1/48	Eduard
1/48	Eduard
1/72	Airfix
1/72	Zvezda
1/72	Eduard

MASKS

EX805	Z-226 TFace
EX806	Mi-24D TFace
EX807	Mirage 2000D TFace
EX808	Spitfire Mk.XVI TFace
CX607	Hurricane Mk.IIc
CX608	Ki-54c

1/48	Eduard
1/48	Eduard/Zvezda
1/48	Kinetic
1/48	Eduard
1/72	Zvezda
1/72	Special Hobby

BIGED SETS

BIG5360	USS Langley CV-1
BIG5361	USS Langley AV-3
BIG33138	AH-1G
BIG49304	F-84F
BIG49305	Mi-24P

1/350	Trumpeter
1/350	Trumpeter
1/32	ICM
1/48	Kinetic
1/48	Zvezda

BRASSINY

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

1/48	Eduard
1/48	Eduard/Zvezda
1/48	HKM
1/48	Eduard
1/48	Eduard
1/48	Eduard
1/48	Eduard/Zvezda
1/48	Eduard
1/48	Eduard
1/48	Eduard
1/48	Tamiya
1/48	Eduard
1/48	Gaspach Model
1/48	Eduard/Zvezda
1/72	Eduard/Revell

LookPLUS

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

DECAL SETS

D32015	P-51D stencils
D48091	Mi-24D stencils
D48092	Z-226 stencils
D48093	F-4B NAVY
D48094	F-4B stencils
D72036	Hurricane Mk.I stencils

1/32	Revell/Tamiya
1/48	Zvezda
1/48	Eduard
1/48	Tamiya
1/48	Tamiya
1/72	Arma Hobby/Revell/Airfix

SPACE

3DL48041	Spitfire Mk.XVI SPACE
3DL48042	MiG-21R SPACE
3DL48043	Mi-24D SPACE
3DL48045	Z-226 SPACE

1/48	Eduard
1/48	Eduard
1/48	Eduard/Zvezda
1/48	Eduard

Spitfire Mk.IIb



Cat. No. 82154

Kamo D

Built by **Robert Szwarc**

1/48

Product page



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



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



MiG-21MF 1/48



Cat. No. 84177

Kamo A

Built by **Patrik Pěcha**

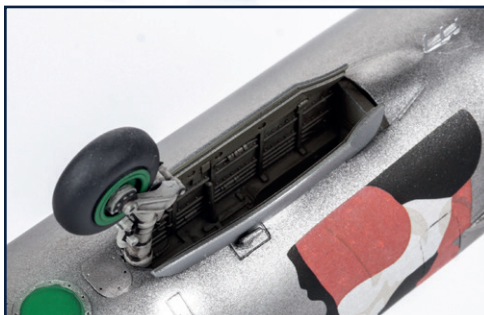
[Product page](#)



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.



BUILT

1/72



THE LONGEST DAY

DUAL COMBO
LIMITED EDITION



Cat. No. 2125

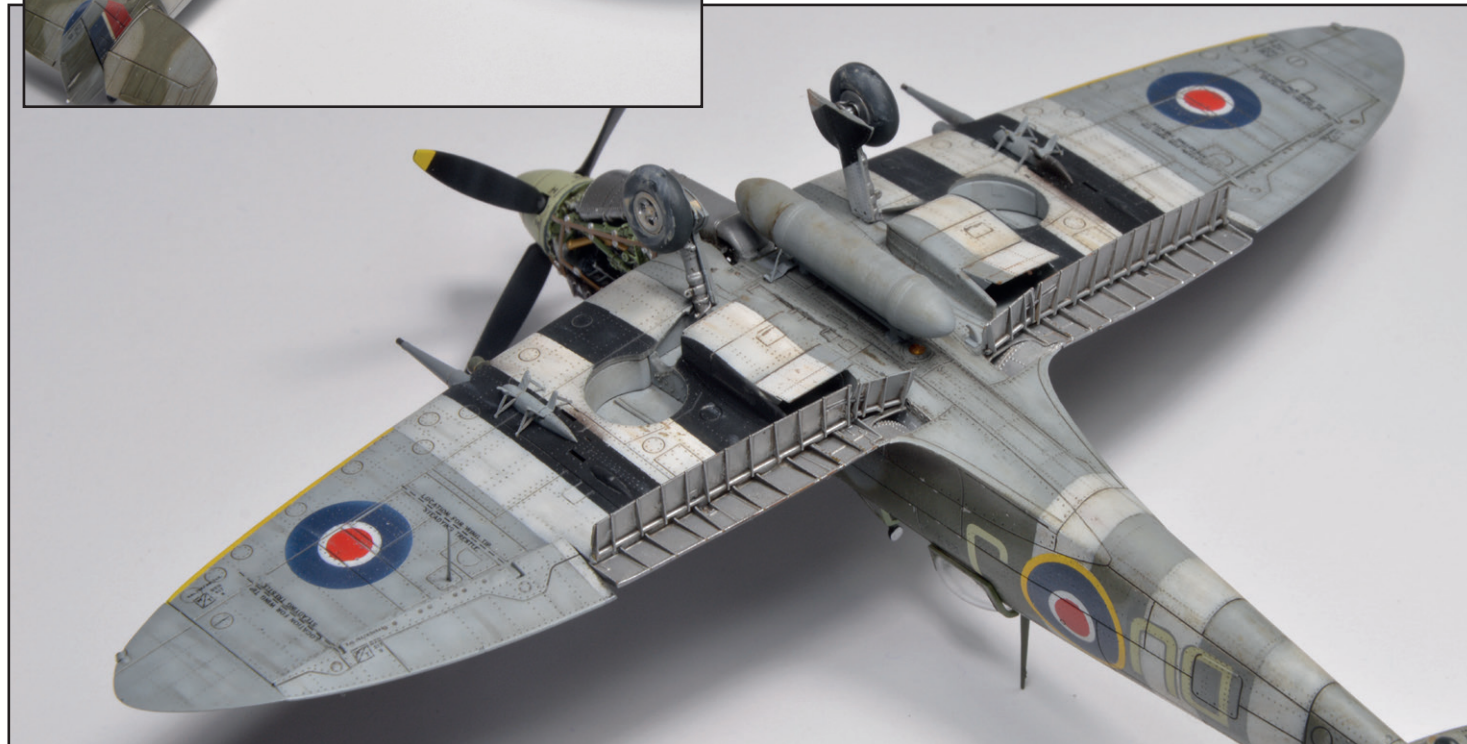
Kamo B

Built by **Robert Szwarc**

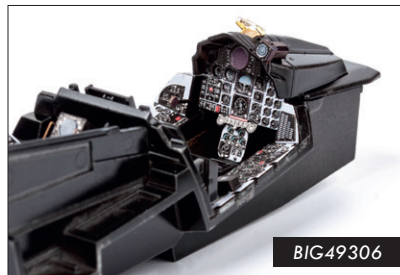


Spitfire LF Mk.IXe, PL124, No. 312 Squadron RAF, June 1944

Czechoslovak pilots flew the Spitfire Mk.IXe for the first time during the Normandy landings. Czechoslovak RAF squadrons were re-armed with low-altitude Merlin 66 Spitfires because these had underwing bomb racks and were more suitable for operations over the Normandy beachhead. The first unit to get the new Spitfires within No. 134 Wing was No. 312 Squadron, which received the aircraft on June 11th, 1944. The E-type wing Spitfires served with the wing till July 3rd, 1944 when the F and HF.IXc machines arrived and the LF Mk.IXe were passed on to other units. Photos of PL124 show that the quick identification black & white bands were not fully painted on the fuselage. The black stripes are missing. Note the dark, probably blue, rudder tip.



BRASSIN



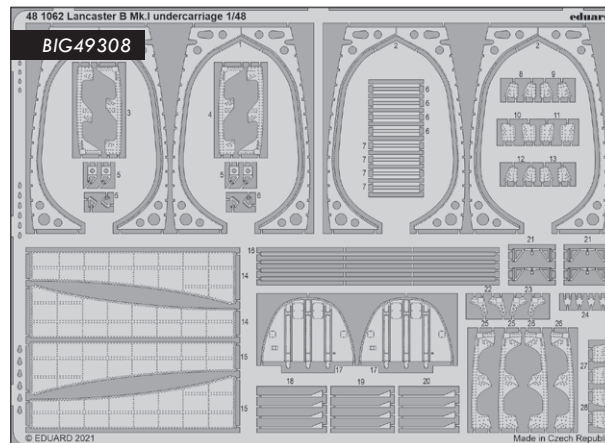
BIG ED (November)

BIG5362 SMS Szent István 1/350 Trumpeter
 BIG35100 IDF Shot Kal 1/35 Amusing Hobby
 BIG49306 F-4B 1/48 Tamiya
 BIG49307 Lancaster B Mk.I PART I 1/48 HKM
 BIG49308 Lancaster B Mk.I PART II 1/48 HKM

BRASSIN (November)



644126 Ar 234B LööK 1/48 Hasegawa/Hobby 2000
 644127 F-4B LööK 1/48 Tamiya
 648627 Lufttorpedo F5b 1/48
 648645 B-17 wheels rhomboid tread 1/48 HKM
 648646 GBU-15(V)21/B 1/48
 648652 AGM-142 Popeye Have Nap 1/48
 648669 Spitfire Mk.V six-stacks exhausts fishtail 1/48 Eduard
 648678 Sopwith Camel Le Rhone engine PRINT 1/48 Eduard
 648686 Tempest Mk.II landing flaps PRINT 1/48 Eduard/Special Hobby
 648687 Ar 234B wheels 1/48 Hasegawa/Hobby 2000
 648688 Fw 190D exhaust stacks 1/48 Eduard
 648690 F-4B exhaust nozzles PRINT 1/48 Tamiya
 648691 US Mk.17 depth charges PRINT 1/48
 672272 GBU-15(V)1/B 1/72
 672275 B-25J engines 1/72 Eduard/Hasegawa



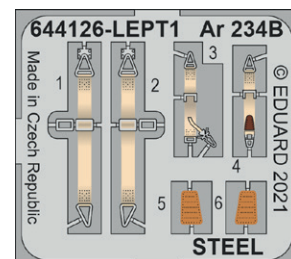
LööKPlus (November)

644124 Me 163B LööKplus 1/48 Gaspach Model
 644125 Mi-24D LööKplus 1/48 Eduard/Zvezda

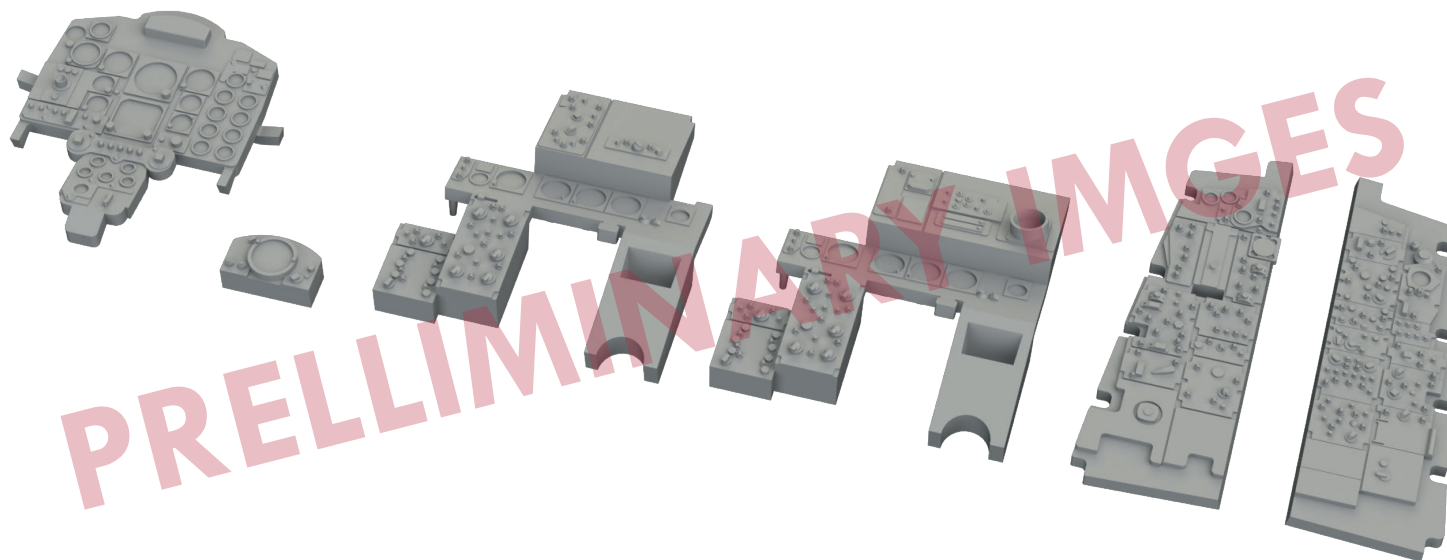
BIGSIN (November)

SIN64876 F-4B Air to Air weapons 1/48 Tamiya
 SIN64877 F-4B Air to Ground weapons 1/48 Tamiya

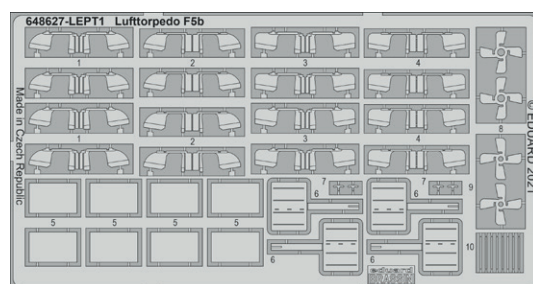
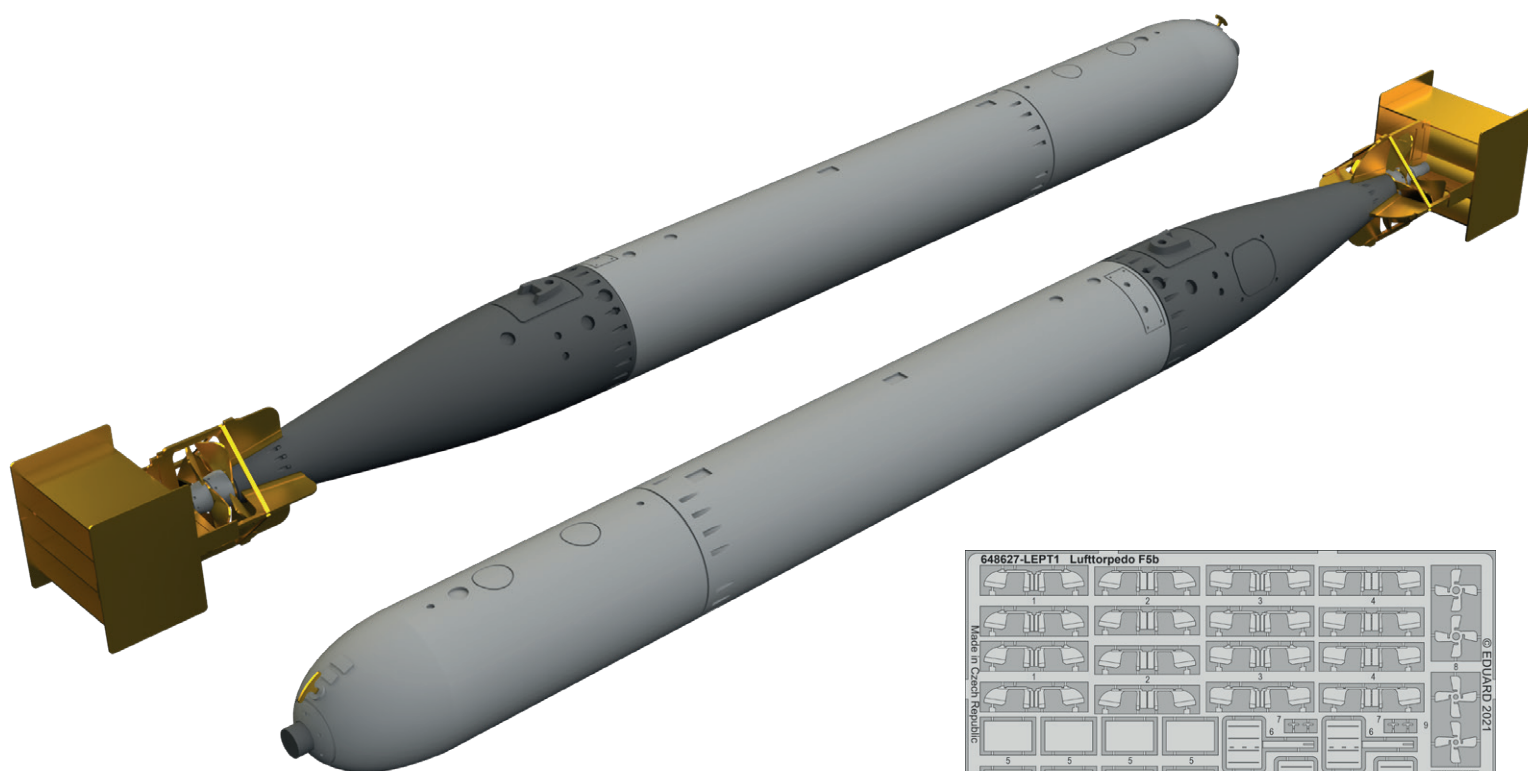
644126 Ar 234B LööK 1/48 Hasegawa/Hobby 2000



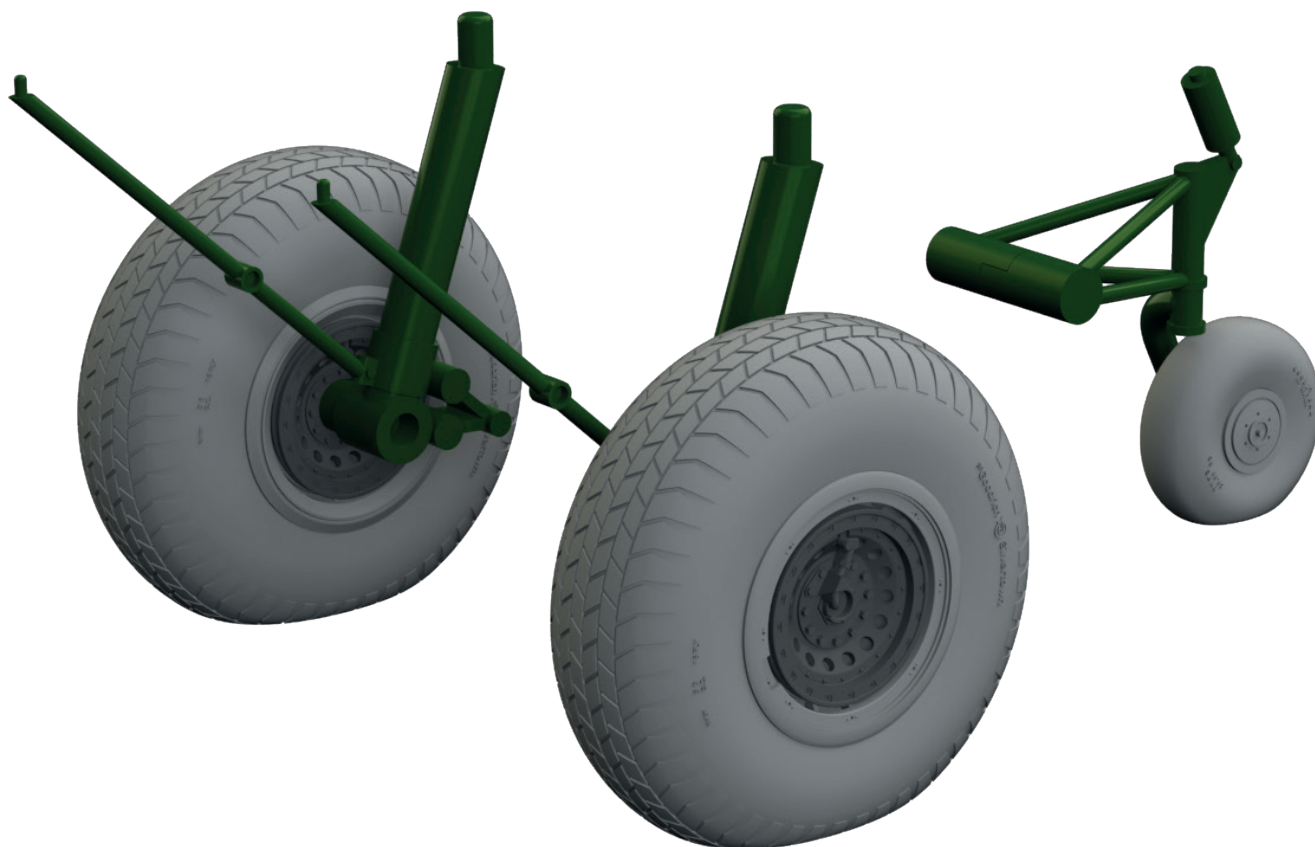
644127 F-4B LööK 1/48 Tamiya



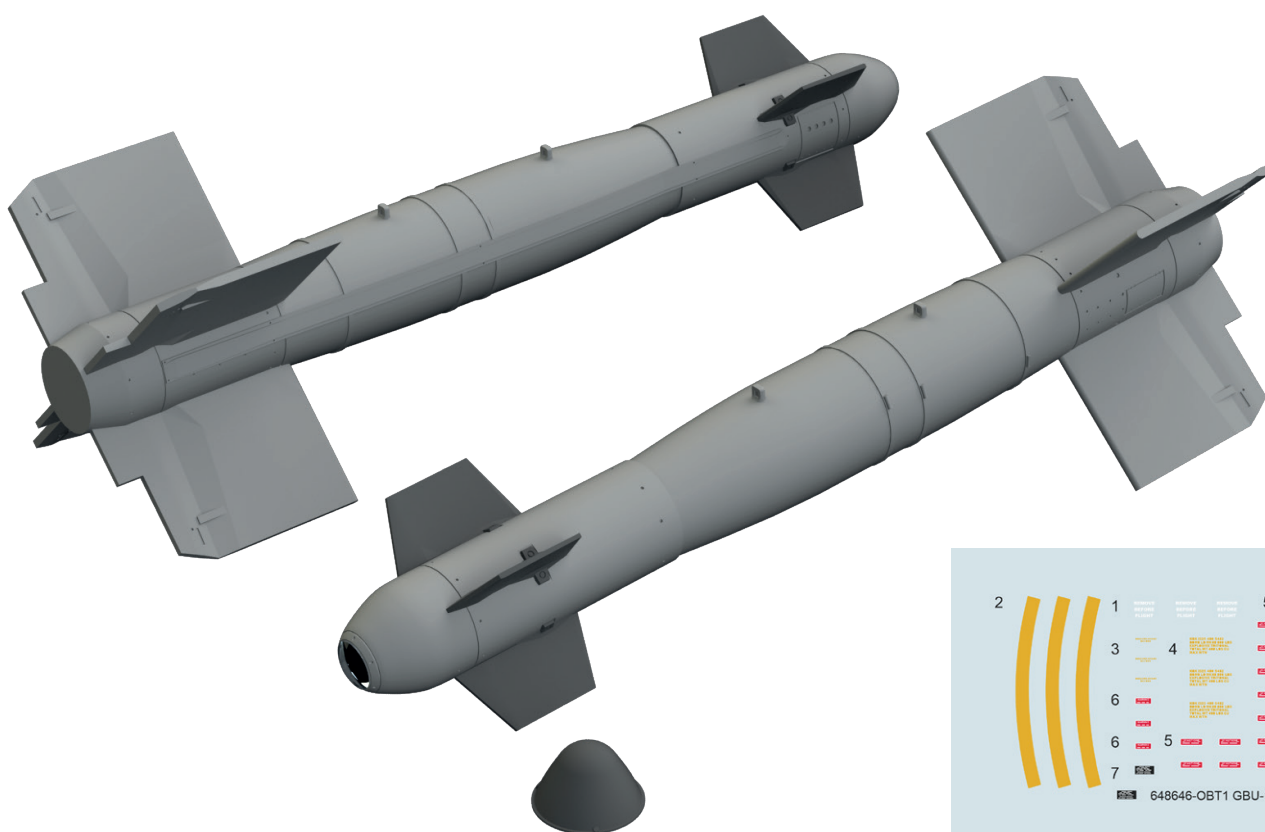
648627 Lufttorpedo F5b 1/48



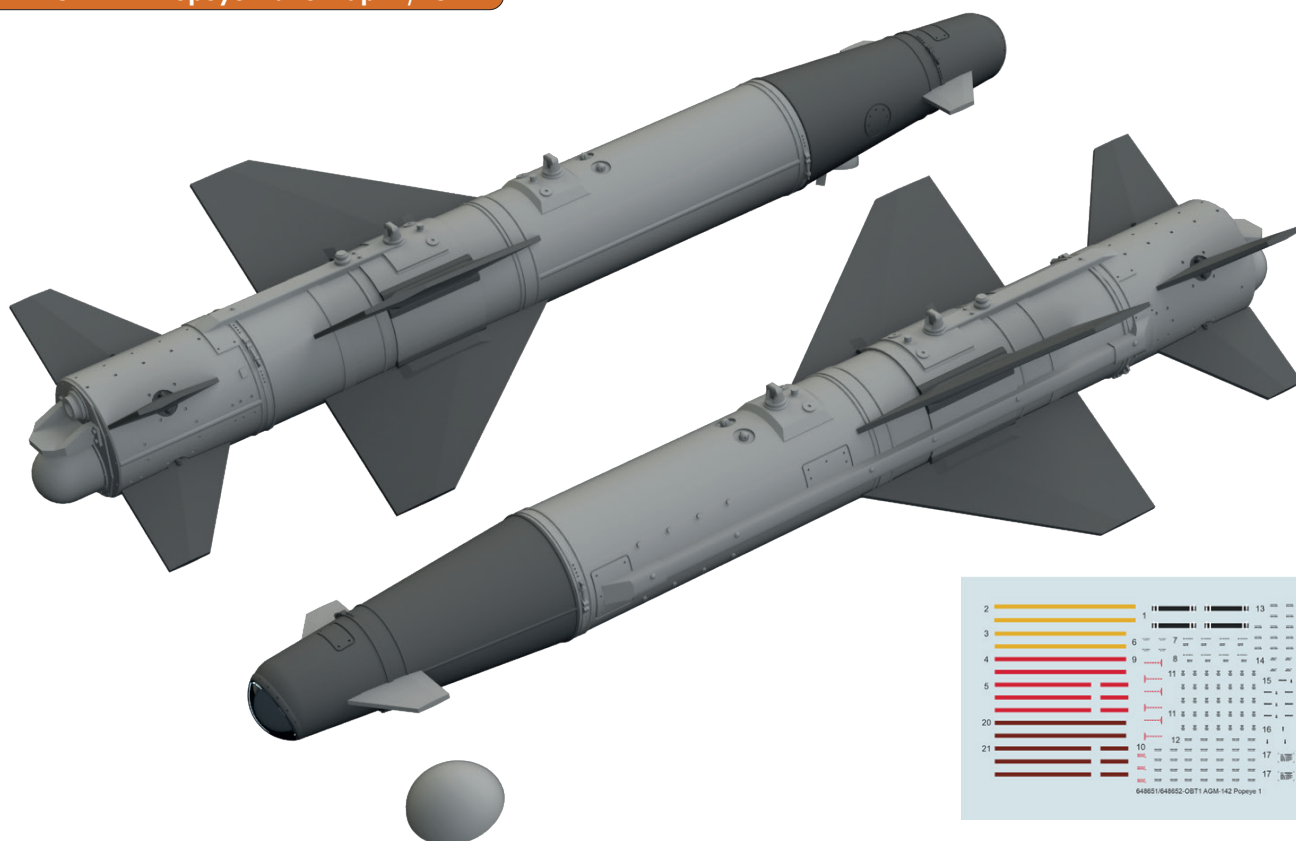
648645 B-17 wheels rhomboid tread 1/48 HKM



648646 GBU-15(V)21/B 1/48



2		1		5	5
		3	4		
		6			
		6	5		
		7			
648646-OBT1 GBU-15(V)21/B					

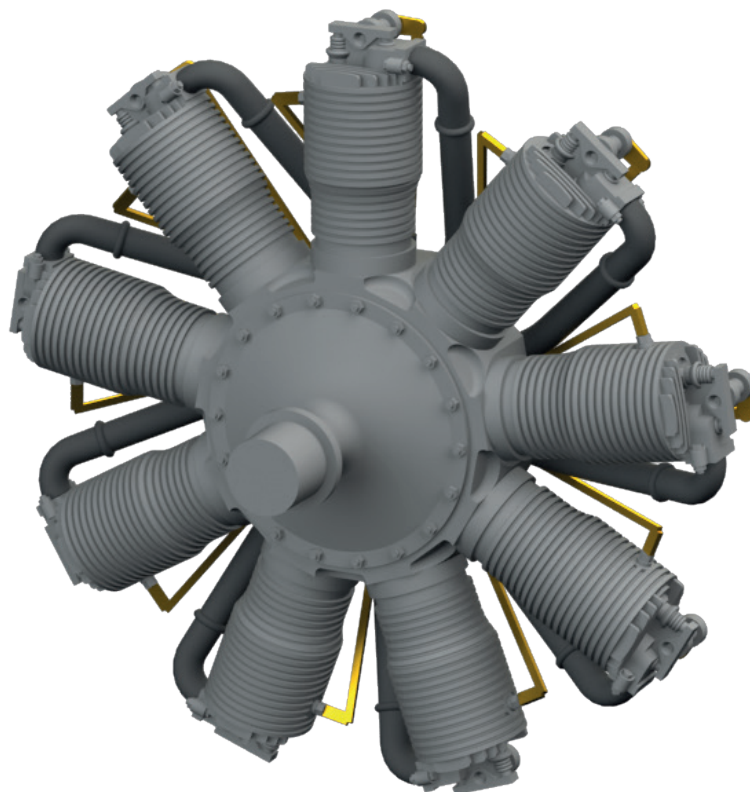


648669 Spitfire Mk.V six-stacks exhausts fishtail 1/48 Eduard



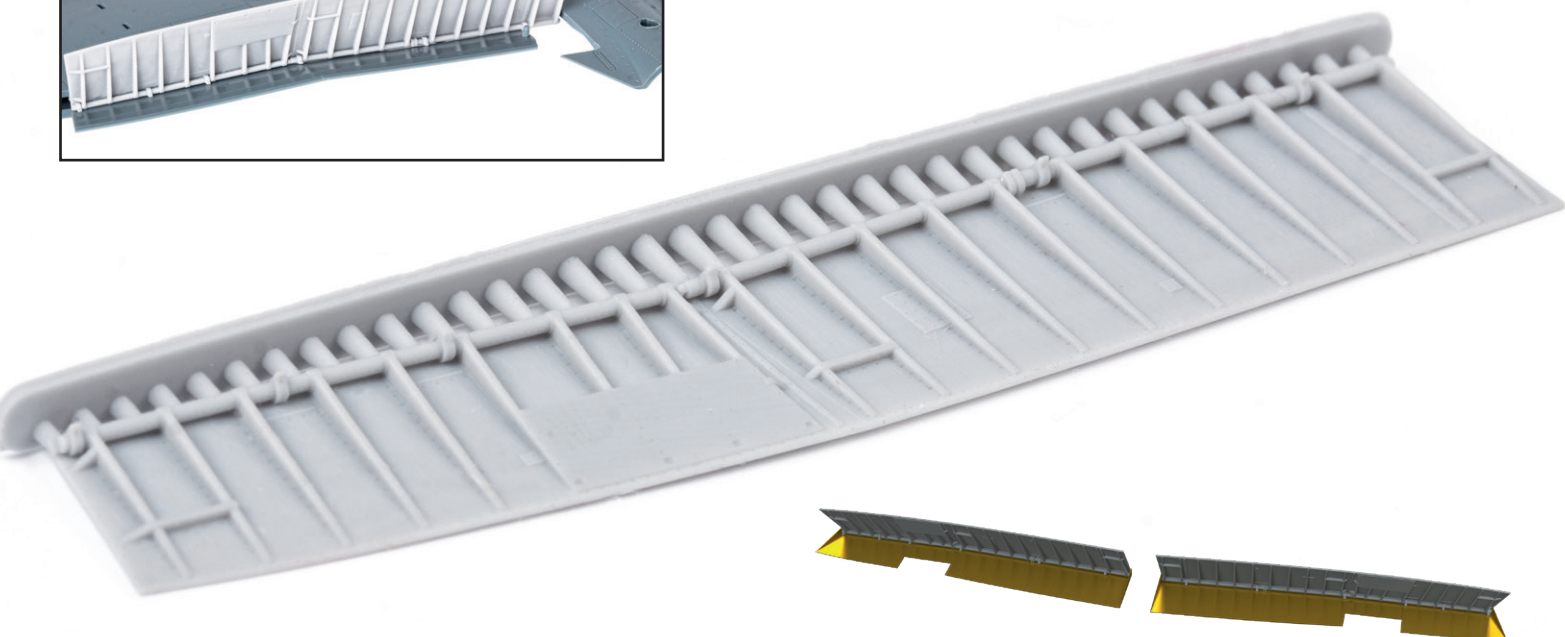
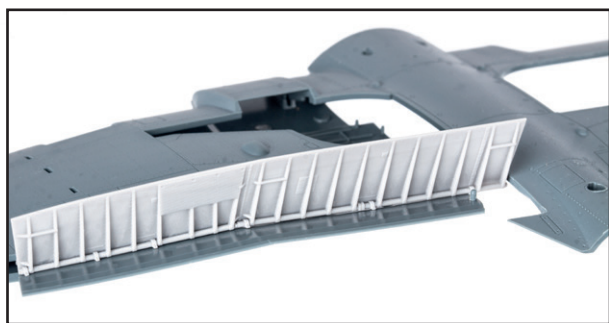
648678 Sopwith Camel Le Rhone engine PRINT 1/48 Eduard

eduard
BRASSIN
Print

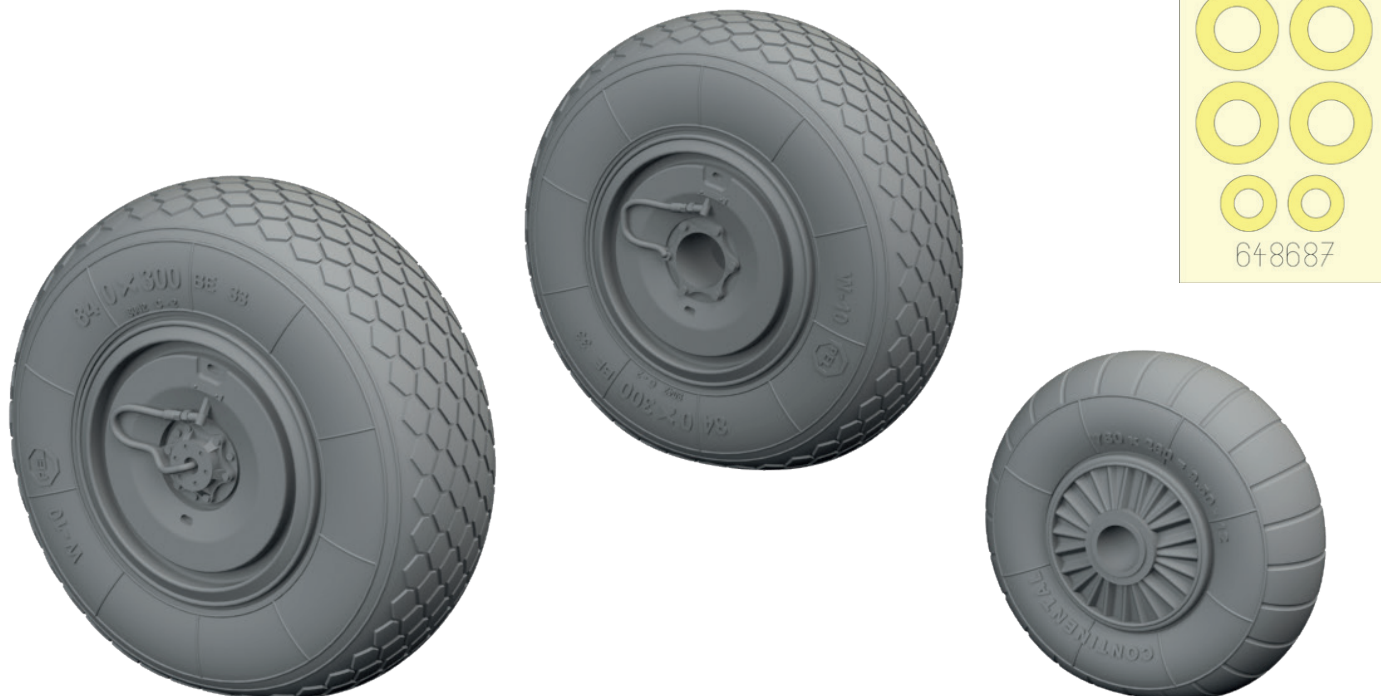


648686 Tempest Mk.II landing flaps PRINT 1/48 Eduard/Special Hobby

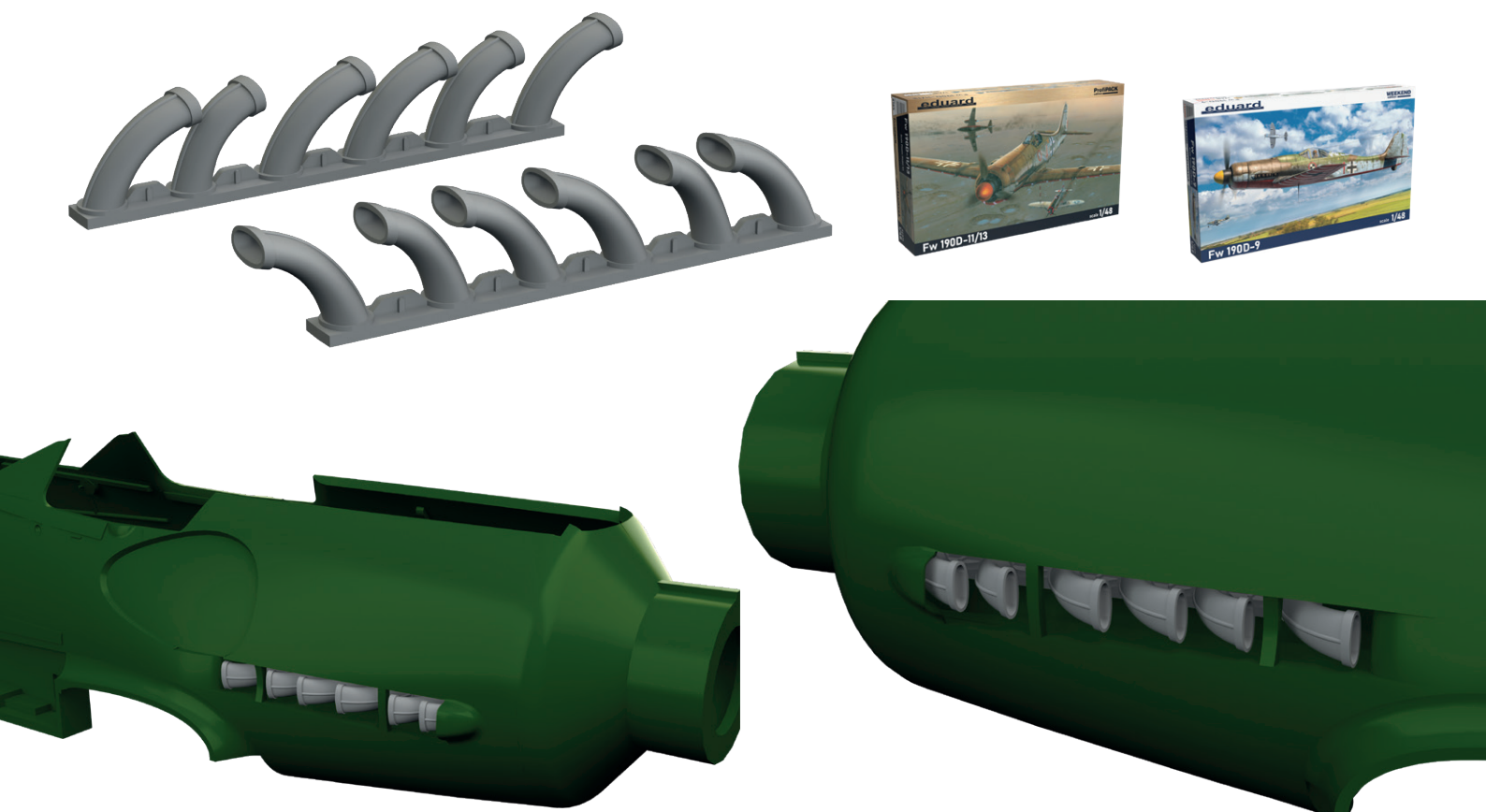
eduard
BRASSIN
Print



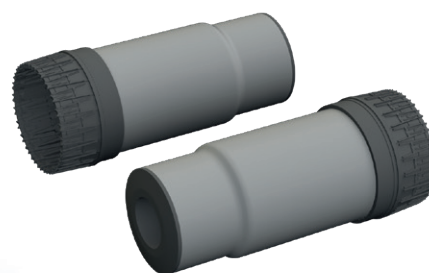
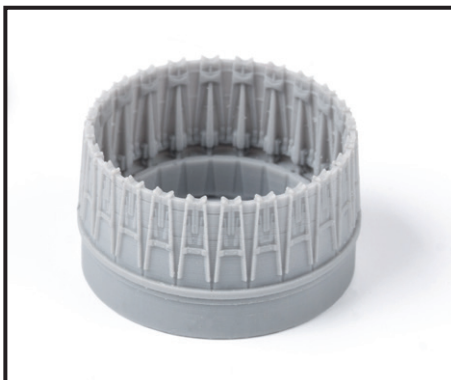
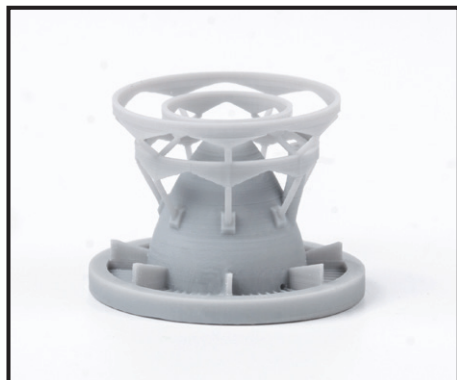
648687 Ar 234B wheels 1/48 Hasegawa/Hobby 2000



648688 Fw 190D exhaust stacks 1/48 Eduard



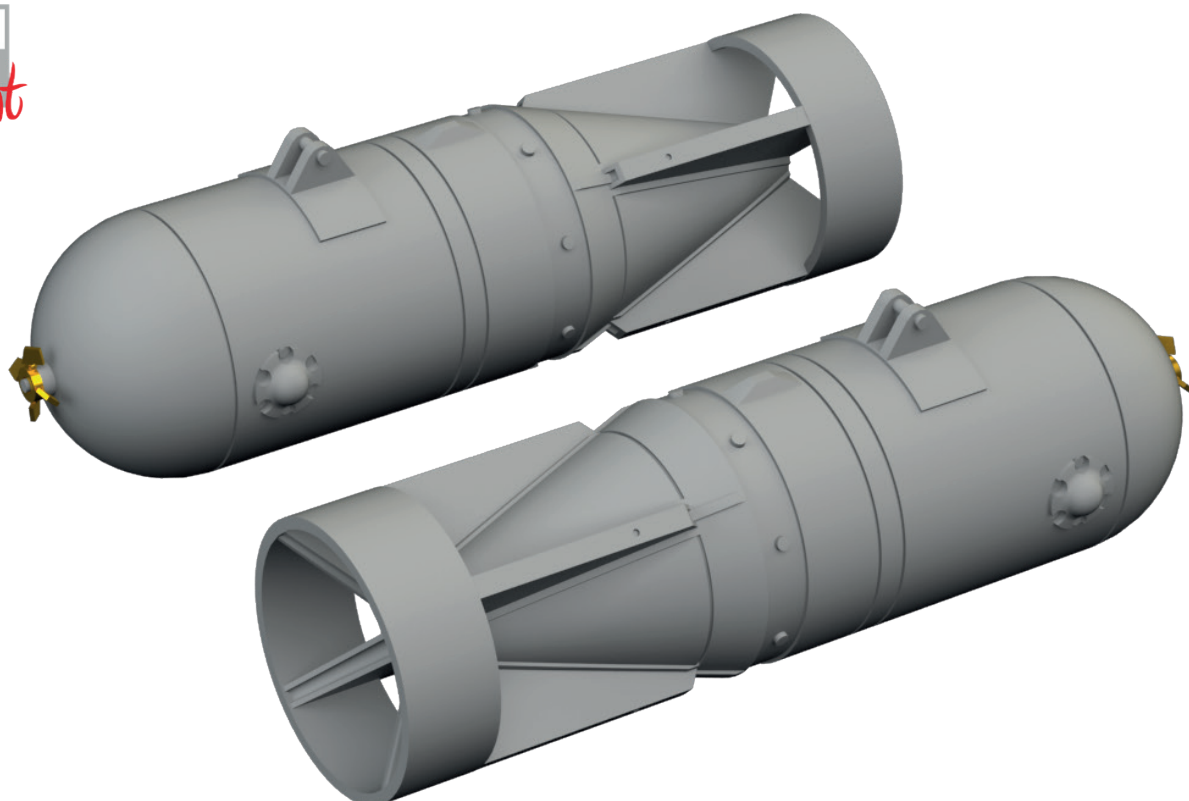
648690 F-4B exhaust nozzles PRINT 1/48 Tamiya



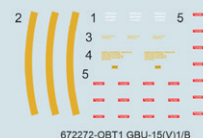
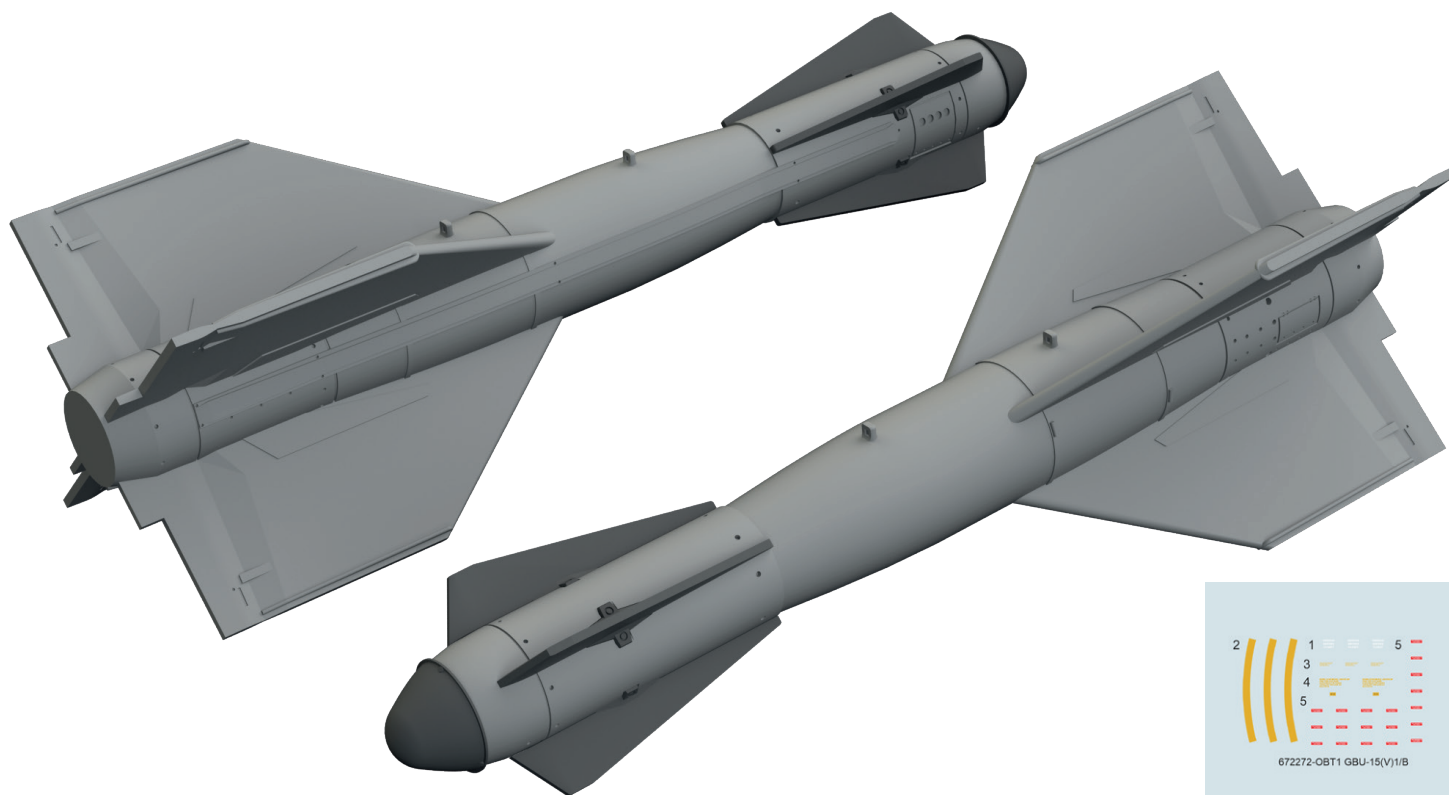
eduard
BRASSIN
Print

648691 US Mk.17 depth charges PRINT 1/48

eduard
BRASSIN
Print

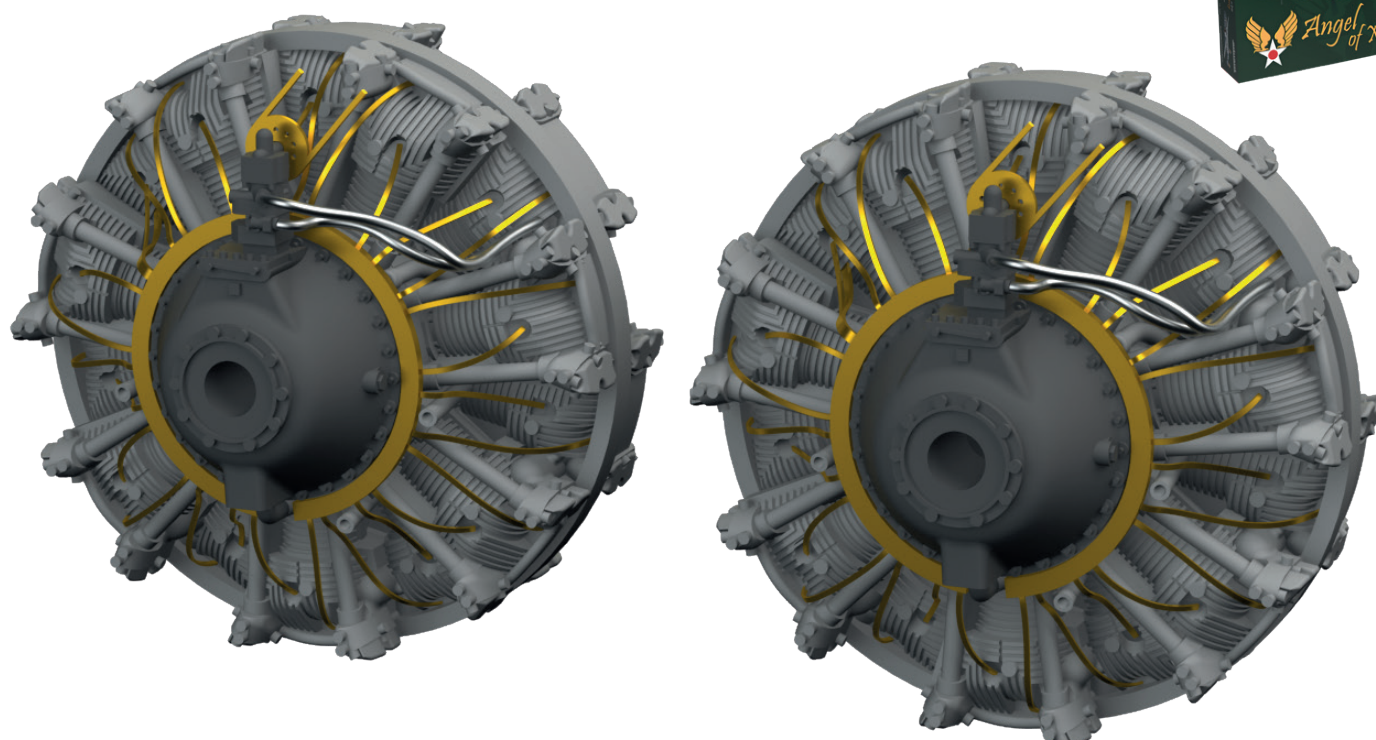


672272 GBU-15(V)1/B 1/72



672272-08T1 GBU-15(V)1/B

672275 B-25J engines 1/72 Eduard/Hasegawa



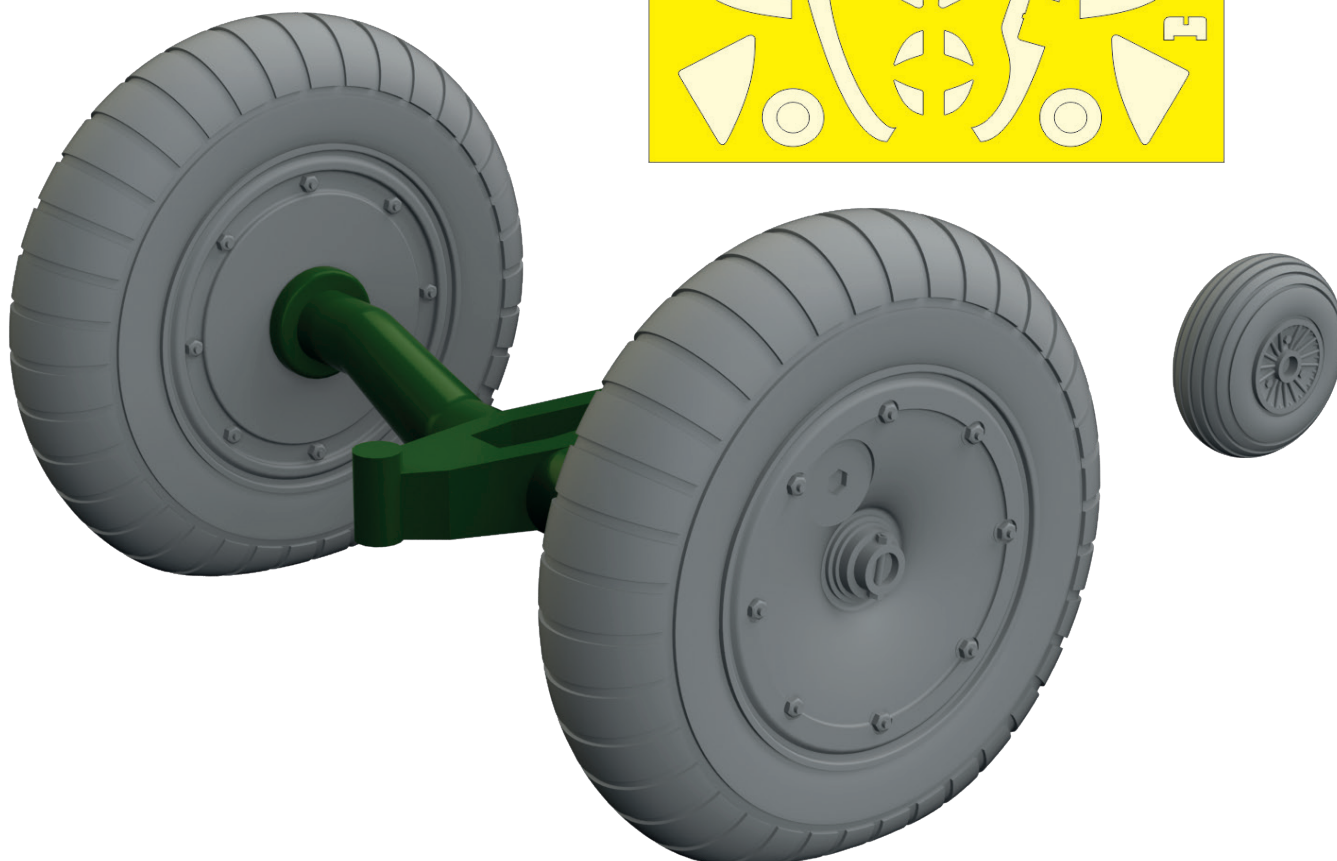
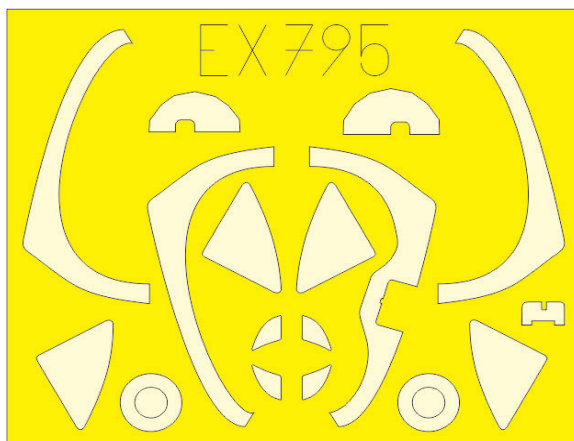
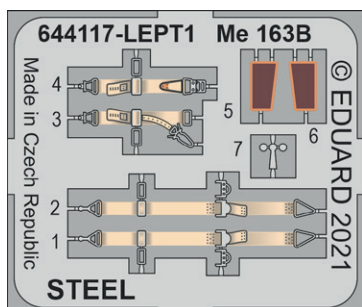
644124 Me 163B LööKplus 1/48 Gaspach Model

Collection of 3 sets for Me 163B in 1/48 scale.

Recommended kit: Gaspach Models

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

Löökt



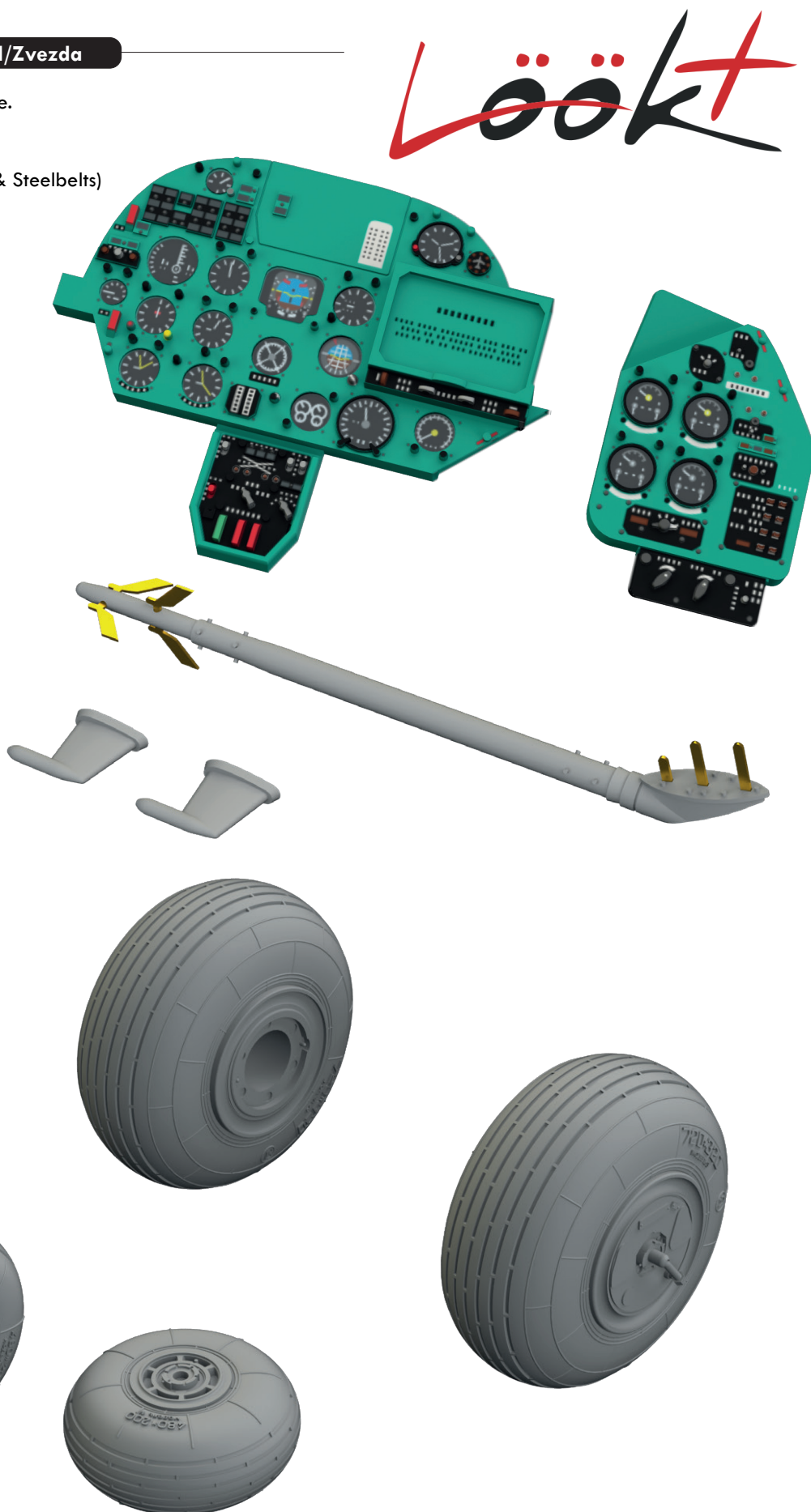
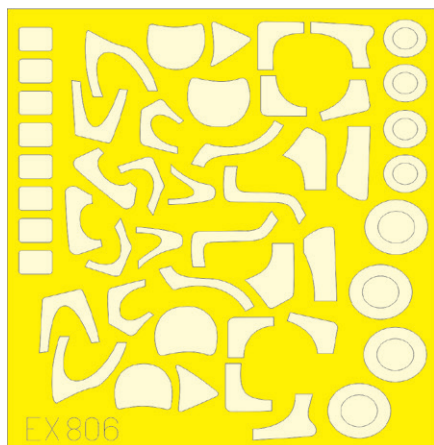
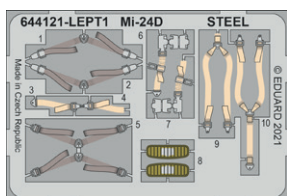
BRASSIN

644125 Mi-24D LööKplus 1/48 Eduard/Zvezda

Collection of 4 sets for Mi-24D in 1/48 scale.

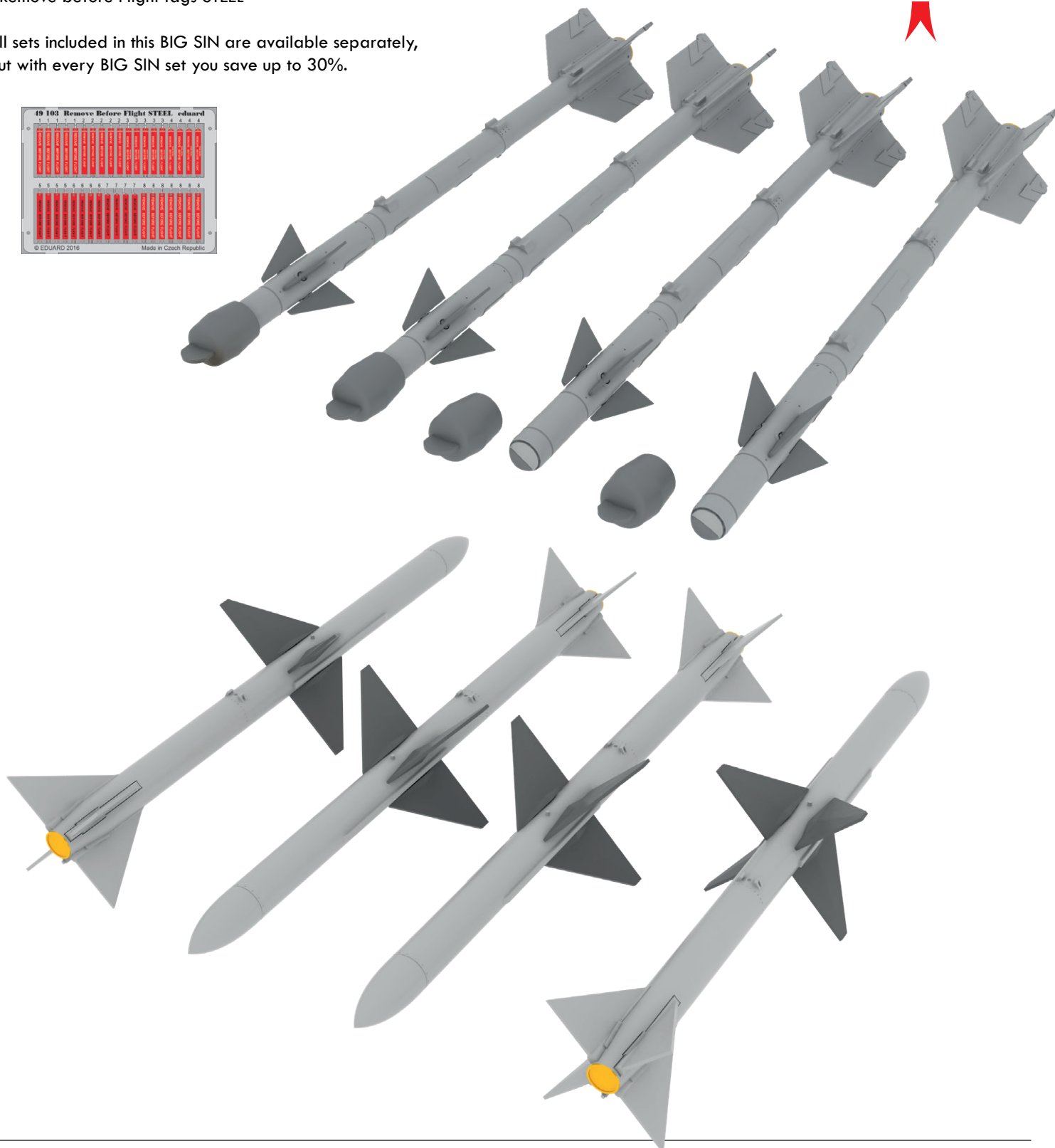
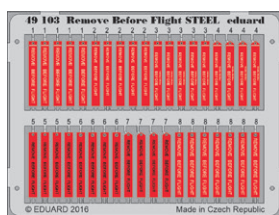
Recommended kit: Eduard / Zvezda

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



Recommended kit: Tamiya

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



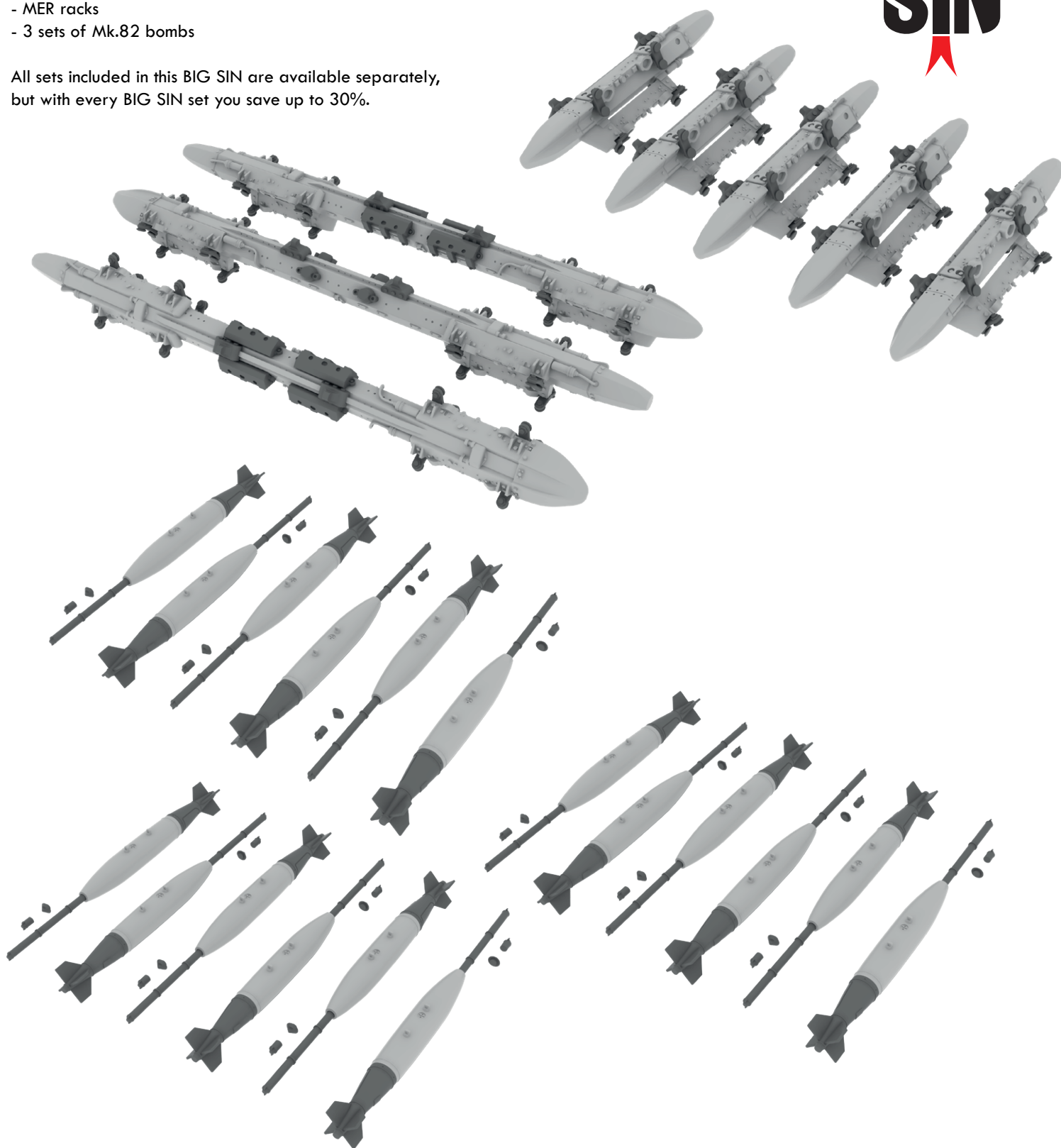
SIN64877 F-4B Air to Ground weapons 1/48 Tamiya

Collection of 5 sets for F-4B in 1/48 scale.

Recommended kit: Tamiya

- TER racks
- MER racks
- 3 sets of Mk.82 bombs

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



PE-SETS

53274	USS Intrepid CV-11 pt.3
53275	USS Intrepid CV-11 pt.4
32991	AH-1G late
36474	Elefant
36475	M4A3 (76)W
481070	CH-47A rear ramp
491225	Chipmunk T.10
491227	F/A-18E
491229	CH-47A
491230	CH-47A cargo seatbelts

1/350	Trumpeter
1/350	Trumpeter
1/32	ICM
1/35	Amusing Hobby
1/35	Zvezda
1/48	Hobby Boss
1/48	Airfix
1/48	Hobby Boss
1/48	Hobby Boss
1/48	Hobby Boss

ZOOMS

33288	AH-1G late
33289	AH-1G late seatbelts STEEL
FE1225	Chipmunk T.10
FE1226	Chipmunk T.10 seatbelts STEEL
FE1227	F/A-18E
FE1228	F/A-18E seatbelts STEEL
FE1229	CH-47A
FE1230	CH-47A seatbelts STEEL
FE1231	P-51D-20 Weekend

1/32	ICM
1/32	ICM
1/48	Airfix
1/48	Airfix
1/48	Hobby Boss
1/48	Hobby Boss
1/48	Hobby Boss
1/48	Hobby Boss
1/48	Eduard

MASKS

JX281	D.510
EX809	Chipmunk T.10
EX810	Chipmunk T.10 TFace
EX811	F/A-18E
EX812	F/A-18E TFace
EX813	CH-47A
EX814	CH-47A TFace
EX815	AT-9 Jeep
EX816	AT-9 Jeep TFace
EX817	P-40N
EX818	P-40N TFace
CX609	Mirage III CJ

1/32	Dora Wings
1/48	Airfix
1/48	Airfix
1/48	Hobby Boss
1/48	Hobby Boss
1/48	Hobby Boss
1/48	Hobby Boss
1/48	Dora Wings
1/48	Dora Wings
1/48	Academy
1/48	Academy
1/72	Modelsvit

DECAL SETS

D24001	Flying circus / JG I
D32016	Spitfire Mk.IX stencils
D48095	F-4B MARINES
D48096	F-4B Good Morning Da Nang

1/24	Meng
1/32	Tamiya/Revell
1/48	Tamiya
1/48	Tamiya

SPACE

3DL48046	Fw 190A-3 SPACE
3DL48047	Fw 190A-5 SPACE
3DL48048	Chipmunk T.10 SPACE
3DL48049	Bf 109E-4 SPACE

1/48	Eduard
1/48	Eduard
1/48	Airfix
1/48	Eduard

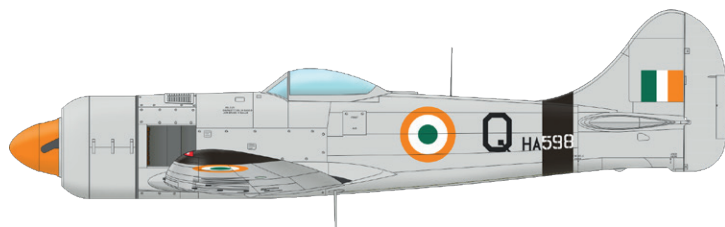
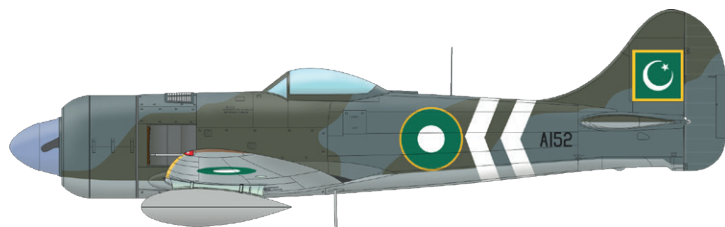
Tempest Mk.II late version

ProfiPACK
edition



1/48

Cat. No. 82125



TRENÉR Cat. No. 11152

eduard
LIMITED EDITION



Z-226MS, OK-KND, No. 31-09, Aero Club Chomutov, Czech Republic, 2021



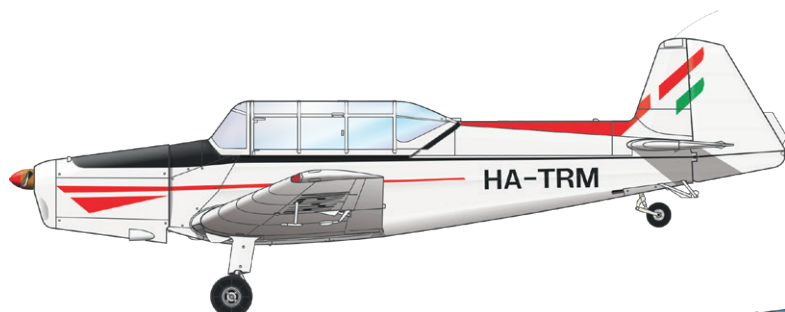
Z-226M, OK-KND, No. 31-09, Aero Club Chomutov, Czech Republic, around 1995



Z-226MS, OK-LMG, No. 135, private owner, Rakovník airfield, Czech Republic, 2020

TRENÉR

eduard
LIMITED EDITION



Z-226T, HA-TRM, No. 369, JGTaviation, Tököl airfield, Hungary, 2021



Z-226T, OK-MUA, No. 370, Ladislav Bezák, Kladno airfield, Czechoslovakia, 1971



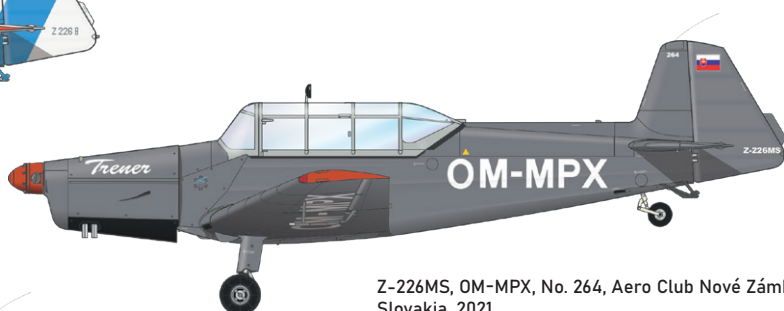
Z-226M, OK-KNM, No. 40-09, Aero Club Roudnice nad Labem, Czech Republic, 2019



Z-226B, OK-MPJ, No. 255, Aero Club Kladno, Czechoslovakia, 1970s



Z-226B, OK-MQL, No. 283, Aero Club Kralupy nad Vltavou, Czech Republic, 2010



Z-226MS, OM-MPX, No. 264, Aero Club Nové Zámky, Slovakia, 2021



Z-226MS, OM-IFE, No. 741, Aero Club Trenčín, Slovakia, 2021



Z-226MS, OK-KMR, No. 19-08, private owner, Praha-Letňany airfield, Czech Republic 2020



Spitfire Story: The Sweeps

1/48



W3257, F/Lt Eric S. Lock, No. 611 Squadron, RAF Hornchurch, Great Britain, July 1941



W3320, P/O Donald E. Kingaby, No. 92 Squadron, RAF Biggin Hill, Great Britain, August 1941



BL973, F/Lt Stanislav Fejfar, No. 313 (Czechoslovak) Squadron, RAF Hornchurch, Great Britain, March – May 1942



BM124, S/Ldr Brendan E. F. Finnucane, CO of No. 602 Squadron, RAF Kenley, Great Britain, April 1942



BM324, F/Lt Bernard Dupérier, No. 340 (Free French) Squadron, RAF Westhampnett, West Sussex, Great Britain, July 1942



BM564, P/O André M.A.F. Plisnier, No. 350 (Belgium) Squadron, RAF Redhill, Surrey, Great Britain, summer - fall 1942



EN951, S/Ldr Jan Zumbach, CO of No. 303 (Polish) Squadron, RAF Kirtlington, Lincolnshire, Great Britain, September 1942



EN824, F/Lt John Yarra, No. 453 Squadron RAAF, RAF Ipswich, Suffolk, Great Britain, December 1942



W3518, S/Ldr Count Franz F. Colloredo-Mansfeld, CO of No. 132 Squadron, RAF Newchurch, Kent, Great Britain, October 1943



EN921, F/O Jackson E. Sheppard, No. 401 Squadron RCAF, RAF Biggin Hill, Great Britain, October 1943

- British WWII aircraft **Spitfire Mk.V** in 1/48 scale. Focused on aircraft serving in period 1941 - 1943
- Dual Combo - plastic parts, photo-etched details and painting masks for two complete models
- Decals for 10 marking options

**DUAL COMBO
LIMITED EDITION**

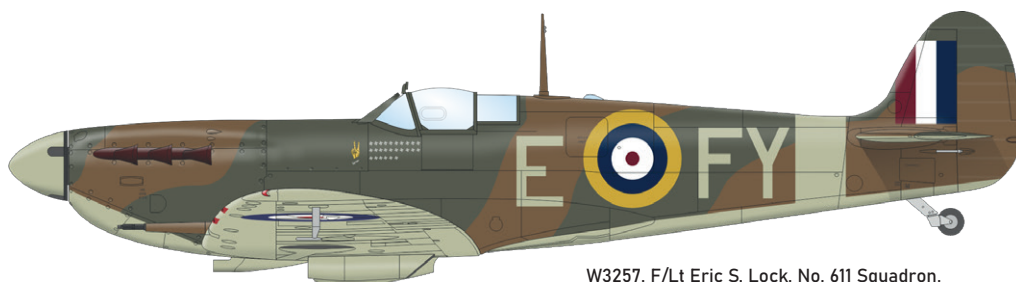
**NOVEMBER 2021
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SPITFIRE STORY: The Sweeps

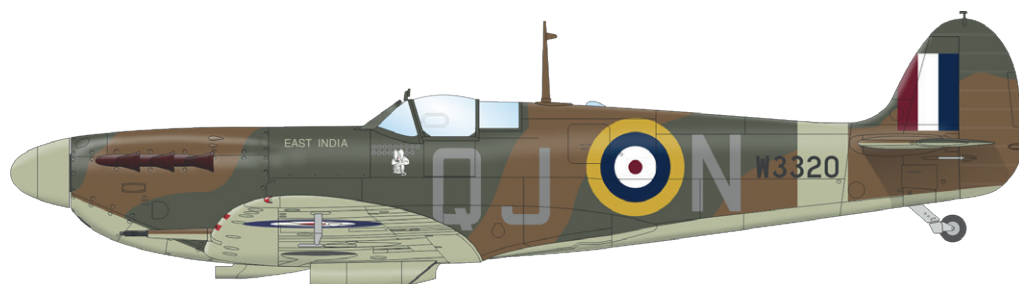
eduard
LIMITED EDITION

Dual Combo
Cat. No. 11153

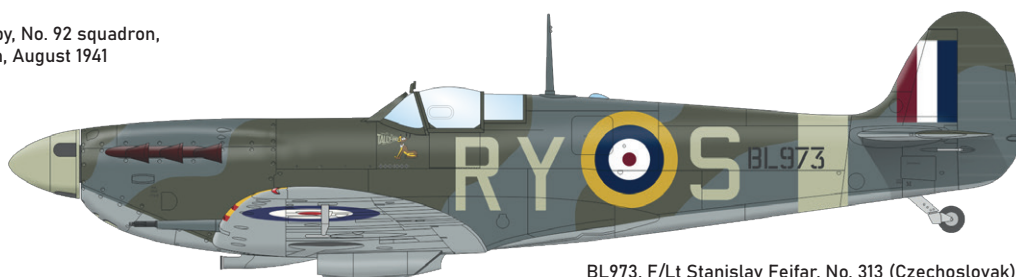
1/48



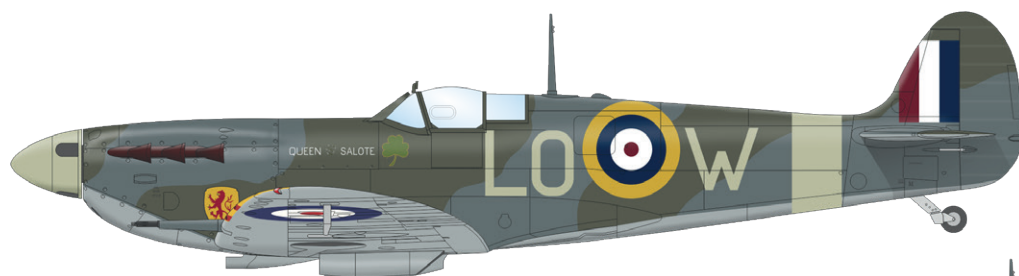
W3257, F/Lt Eric S. Lock, No. 611 Squadron, RAF Hornchurch, Great Britain, July 1941



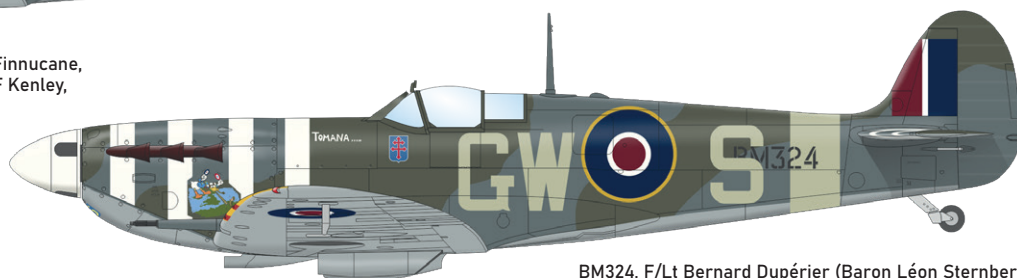
W3320, P/O Donald E. Kingaby, No. 92 Squadron, RAF Biggin Hill, Great Britain, August 1941



BL973, F/Lt Stanislav Fejfar, No. 313 (Czechoslovak) Squadron, RAF Hornchurch, Great Britain, March – May 1942



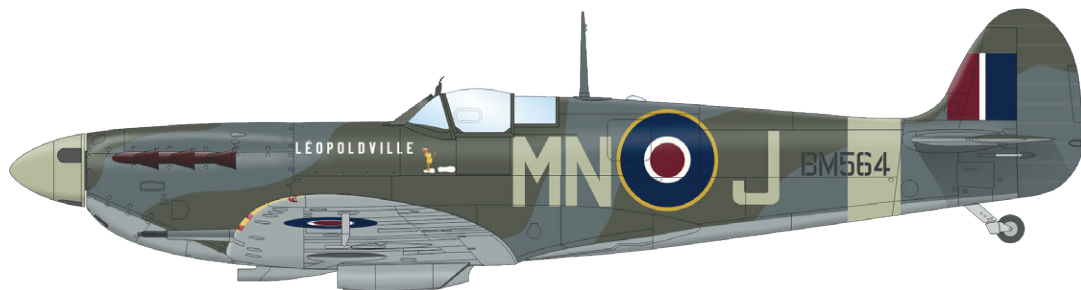
BM124, S/Ldr Brendan E. F. Finnucane, CO of No. 602 Squadron, RAF Kenley, Great Britain, April 1942



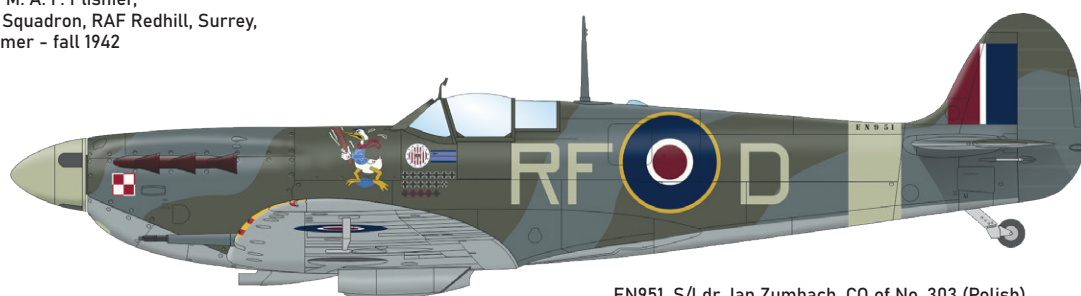
BM324, F/Lt Bernard Dup  rier (Baron L  on Sternberg de Armella), No. 340 (Free French) Squadron, RAF Westhampnett, West Sussex, Great Britain, July 1942

SPITFIRE STORY: The Sweeps

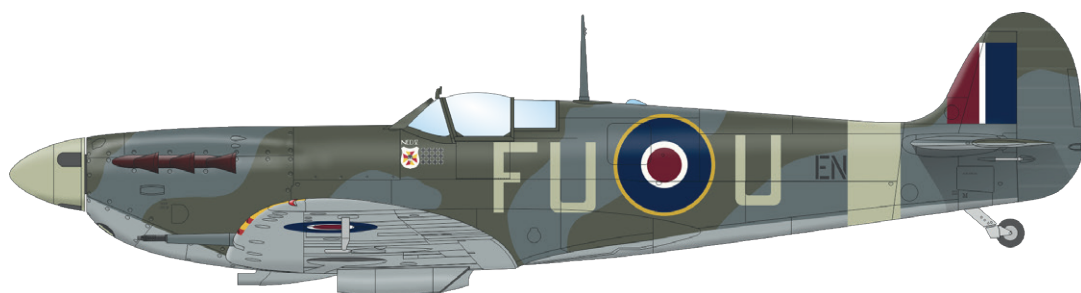
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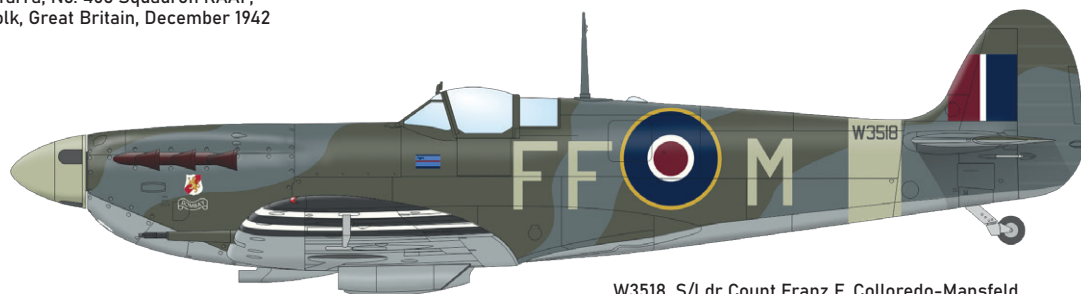
BM564, P/O André M. A. F. Plisnier,
No. 350 (Belgium) Squadron, RAF Redhill, Surrey,
Great Britain, summer - fall 1942



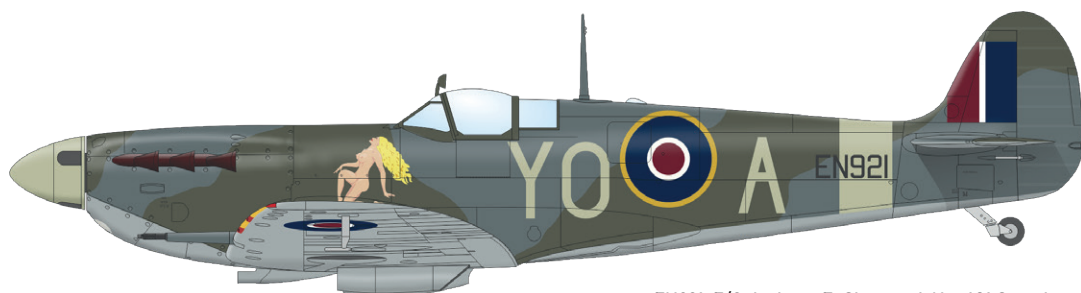
EN951, S/Ldr Jan Zumbach, CO of No. 303 (Polish)
Squadron, RAF Kirton in Lindsey, Lincolnshire,
Great Britain, September 1942



EN824, F/Lt John Yarra, No. 453 Squadron RAAF,
RAF Ipswich, Suffolk, Great Britain, December 1942



W3518, S/Ldr Count Franz F. Colloredo-Mansfeld,
CO of No. 132 Squadron, RAF Newchurch, Kent,
Great Britain, September 1943



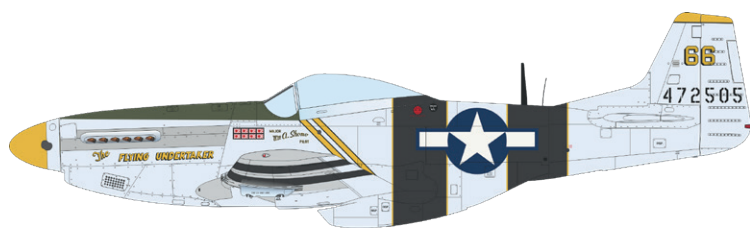
EN921, F/O Jackson E. Sheppard, No. 401 Squadron RCAF,
RAF Biggin Hill, Great Britain, October 1943

P-51D-20 Mustang

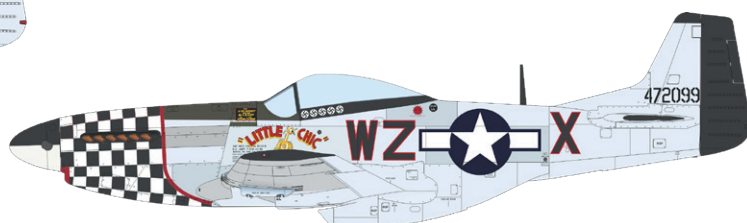
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Cat. No. 84176

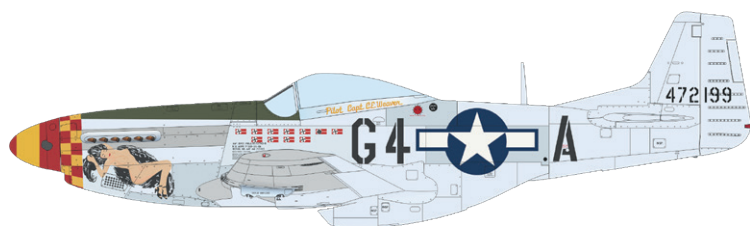
1/48



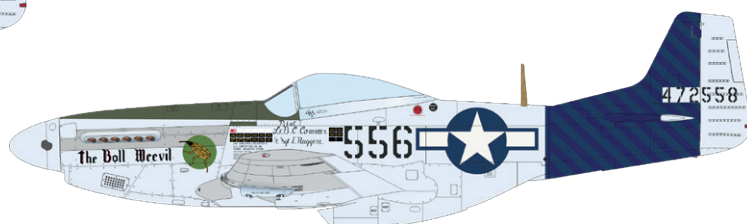
44-72505, Maj. William A. Shomo, 82nd TRS, 71st TRG, 5th AF, Lingayen, Luzon, The Philippines, May-June 1945



44-72099, Lt. Warren S. Blodgett, 84th FS, 78th FG, 8th AF, RAF Duxford, Cambridgeshire, Great Britain, April 1945



44-72199, Capt. Charles E. Weaver, 362nd FS, 357th FG, 8th AF, RAF Leiston, Great Britain, April 1945



44-72558, 2nd Lt. Bennett C. Commer/2nd Lt. Henry C. Seegers jr., 458th FS, 506th FG, 20th AF, Iwojima, July 1945

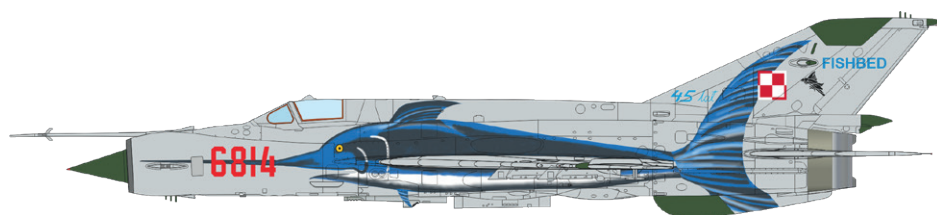
MiG-21MF Fighter Bomber

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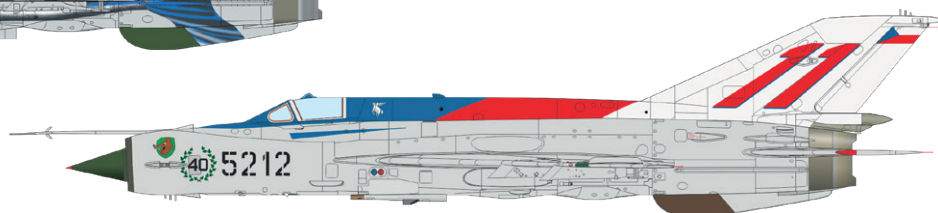
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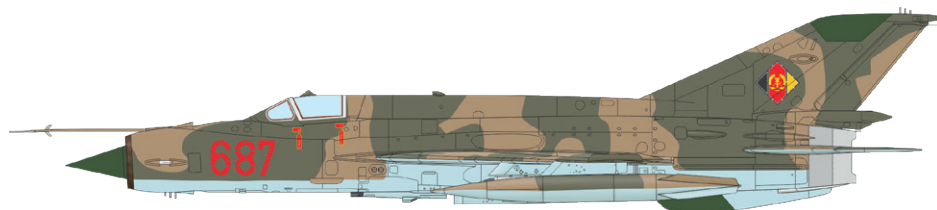
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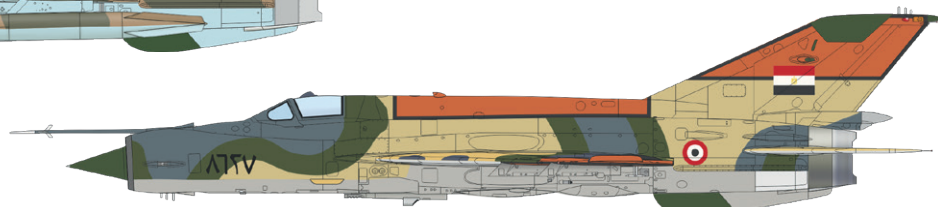
c/n 9668143, 3. Eskadra Lotnicza Taktycznego,
Poznań-Krzesiny, Poland, 2002



No. 5212, MiG-21MF, 2nd Fighter Squadron,
11th Fighter Regiment, Zatec Air Base,
Czechoslovakia, October 1991



Jagdfliegergeschwader 3, Preschen AB,
German Democratic Republic, 1990



No. 7628, Egyptian Air Force, Tanta AB, Arab Republic of Egypt, 1988

Tempest Mk.V Series 2

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Re-release

Cat. No. 82122

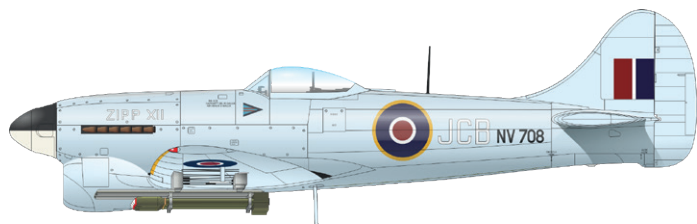
1/48



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



NV994, S/Ldr Pierre Clostermann, No. 3 Squadron,
No. 122 Wing, B.152 Fassberg, Germany, June 1945



NV708, W/Cdr John C. Button DSO, DFC, CO of No. 123 Wing,
RAF Station Wunstorf, Germany, 1946/47



NV994, F/Lt Pierre Clostermann, No. 3 Squadron,
No. 122 Wing, B. 112 Hopsten, Germany, April 1945



JN862, No. 3 Squadron, No. 150 Wing, RAF Newchurch,
Great Britain, June 1944



EJ865, No. 80 Squadron, No. 123 Wing, RAF Station Wunstorf,
Germany, October 1947

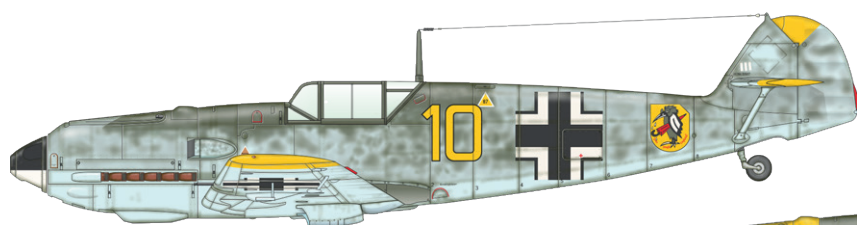
Bf 109E-4

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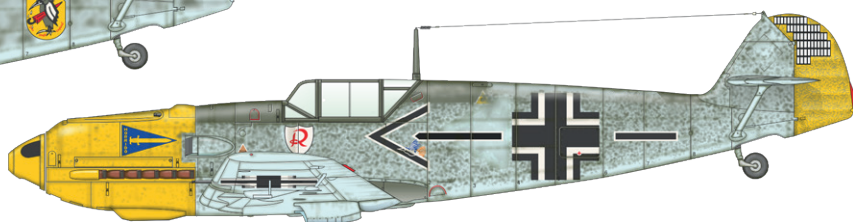
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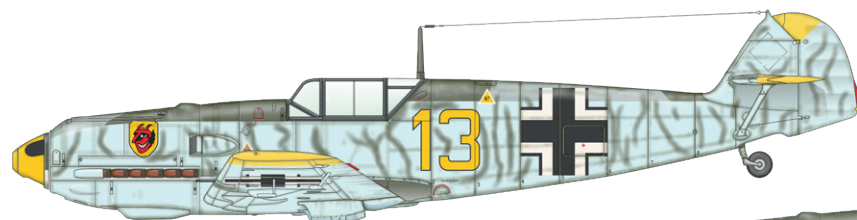
Re-release



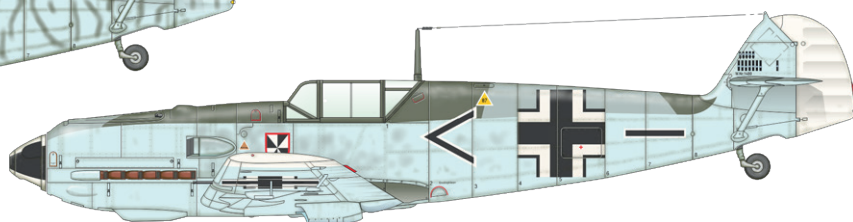
WNr. 5587, Ofw. Fritz Beeck, 6./JG 51, Wissant, France, August 24, 1940



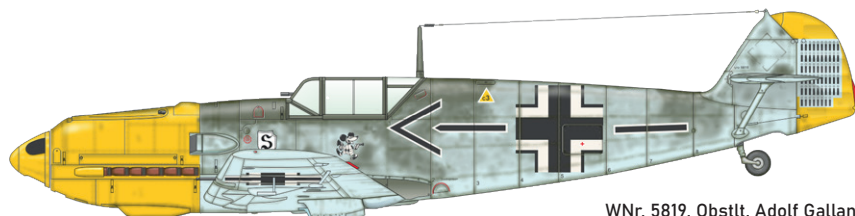
WNr. 5344, Maj. Helmut Wick, CO of JG 2, Beaumont, France, November 1940



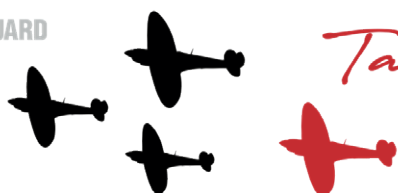
Ltn. Josef Eberle, 9./JG 54, The Netherlands, August 1940



WNr. 1480, Oblt. Franz von Werra, Gruppenadjutant II./JG 3, Wierre-au-Bois, France, September 5, 1940



WNr. 5819, Oblt. Adolf Galland, CO of JG 26, Audembert, France, December 1940

**PEOPLE OF TRENERS, TRENER FROM EDUARD**

For several months now I have been living a topic that gives me a great joy. It is a 1/48th scale model of the Trener, a topic I have already written about once in this section. That was when I came up with the challenge of marking designs. And I have to say, it fell on fertile ground. There were a lot of suggestions and the first one made it into the very first edition of the kit. The next ones will come gradually, because strangely enough, most of them contained different versions than the Z-226 series, which will kick off the whole series of releases.

What I particularly enjoy about this project is the opportunity to meet and get to know people who have something to say about this legendary machine. As pilots, history experts, memoirists... And as I have gradually searched for individual machines, I have been able to penetrate not only their fates, but also the fates of the people connected with them. It's a completely different job than reconstructing the markings of second- or even first-war aircraft from a few, sometimes even just one photo, and without the possibility to talk to the survivors, because unfortunately they are no longer with us.

When I called for suggestions for markings, I had no idea what the response would be. I believed I would meet with friendliness, but the reality exceeded all my expectations. Owners and operators of Treners are duly proud of their machines and the fact that theirs has a chance to be depicted in an Eduard model kit makes most of them happy or even excited. The friendliness I encounter is unbelievable. For example, the Aero Club Nové Zámky took pictures of their OM-MPX including a tape measure for each marking detail to make our work easier when scaling it down. They have plastic modelers among them, so they know what is needed... And they are not alone, of course, as it turns out, there are a lot of modelers among active pilots, so it is not surprising that I usually get a reaction like "I am really looking forward to the Trener model!" This is true not only for modelers in Czech Republic or Slovakia, but also from Hungary, where the Trener is very popular by the way, and also from this country we got great help from the owner of the aircraft that is included in the first box of the Trainer.

On the other hand, thanks to this, we are experiencing the opposite to the critical lack of documentation, which is perhaps too much of documentation... Just listing the colors for the interior of the individual

machines included in the first kit (including the colors of the seat cushion) started to complicate the instructions extremely, and we were still thinking of creating a corresponding set of operating labels and interior labels for each aircraft. This proved to be unfeasible in the end, however, those who want to bring the model up to full detail will not come short. We will offer a decal sheet with all conceivable forms of interior labels and stencils, so everyone can choose according to the machine they want to build and the period it was flying. Because, and let's not forget, every Trener has gone through a series of revisions, overhauls or minor modifications during its lifetime, and its appearance (or even version) has changed more or less at every such an event. I believe that everyone will be happy with this solution in the end. And I look forward to meeting more people around the Trener. They are great and so are their aircraft!

Richard Plos

