

INFO EDUARD

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

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EDITORIAL

Dear Friends,

October saw some pretty important events, and so I'll begin today's introduction with them. Also, I will start off from the 'bad news' and make my way up the 'progressively better items' ladder. The recent trend of ruptured supply lines and services continues. The week before last, we encountered an odd situation, in which a manifestation of this situation was being encountered on a daily basis. On Monday, there were major shortages at the gas stations due to a lack of AdBlue solution, known also as urea. Some things were unthinkable even under socialism here, shortage of urea being a good example... They say it is due to the shortage of natural gas. Be that as it may, I recall the feeling of euphoria when I was able to get two canisters of this AdBlue stuff under the table from a pump attendant friend of mine. It was a similar feeling to the one I had when I was able to acquire a color TV during Husak's era (the last communist president of then Czechoslovakia; editor's note). When I proudly broke the news to my kids, I was faced with the sudden realization that the younger generation had no clue as to what 'under the table' meant, nor could they fathom what was so amazing about acquiring a color TV set. But that also does illustrate the level at which the comforts of living are currently at. I just hope that society can appreciate that level, and that it will continue for at least some time yet.

Then on Tuesday, our supplier of brass sheets changed their delivery times from six to twelve weeks, with zero possibility of an appeal. Our current supplies of brass won't last us very long, and they are set to run out about mid-January. We had to find at least a half a ton of the stuff elsewhere. And that will, naturally, add up. It's like with electricity. Unless you have a long-term contract in place, the prices will skyrocket.

Wednesday brought hints of a magnesium shortage on the horizon, and that will play havoc with aluminum alloys. So, we will attempt to stock up on them. These are what our molds are made of, and without a supply of the stuff, we can forget about having the S-199 premiere at E-day 2022. On Thursday, a European Commission protocol on the use of diisocyanates emerged, which sucks because it is important in the process of polyurethane casting. But here, there will likely be no need for stocking up, because at the time the regulation comes into effect, we probably won't be casting a lot of things. But we will need to be aware of the contents of any documentation that results from this. Thanks to our decision to go from castings directly to 3D prints, we have a head start on an advantage here.

On Friday, we were informed that finally, there was some shipping capacity that was freed up in China, allowing the loading of the plastic for the 1:350th scale USS Arizona. Our joy was decapitated by the disclosure of the price of shipping, around four times that of what we were used to. This translates to the plastic being roughly twice the cost of what was anticipated, and should this trend continue, we will need to get away from the reboxing of kits that have their origins in Asia, and look to other sources coming out of Europe and our own manufacturing past. In short, we live in interesting times.

The Intimate Walkaround at Line Airfield

So, on to the more pleasant items to discuss. The



walkaround at Line was an intimate little affair that was deemed satisfactory by all attendees, it seems. Fears of the morning fog over the airfield were unnecessary, though the condition did make its way into Namáměšť air base and caused a delay in the arrival of one of the stars, the Mi-35, which forced a de-synchronization of the timing of other incoming participants of the show. Fortunately, this was barely noticeable by the people at the event. It was truly an intimate little thing, with no 'hurry it up' feel or any stress at all. There was plenty of time to examine the aircraft there close up and to talk with the pilots. The latter were also pleased with the level of interest that they themselves were the centre of among the modellers, and were surprised by what they were interested in as much as what they weren't. I think that the coming together of the perspectives on aviation, one from the modelling view and one from the service view, were mutually beneficial. It is evident from photographs taken at the event that there was more interest in the Mi-35 and the Hurricane than there was in the Trener aircraft. This is to a certain extent quite logical, but the difference was actually not all that dramatic. There were twelve Treners at the show, pretty much each one unique, including in terms of version. This had the effect of spreading out the interest in the type, while the military aircraft, represented by one example each, garnered a more concentrated field of attention. I found a certain feeling of success from the fact that I was approached by quite a few attendees who said that on their way to Line, they had zero interest in the Trener, but have changed completely on the matter, and would even buy our kit of the Trener. And most, more than one kit. I went through a similar revelation recently, so I totally get where they're coming from. Too bad that the kit could not be ready for the Walkaround at Line event. We did give out some kits to the Trener crews, but these were missing one sprue as well as the box given to the modelers of the Kaznějov Club, who were instrumental through their help in organizing the event. And they wasted no time, quickly got together for a good ol' fashioned workshop and slapped their kits together in very short time. They off course got the missing sprue and an extra box of the kit. You can assess their efforts thanks to the photo report in this issue of the Info. I would like to take the opportunity to extend my thanks to these people from KPM Kaznějov, and also to the members of the Classic Trainers group, the management, and staff of the Line Airport, and last, but certainly not least, the pilots and crews of the participating aircraft. At this point, who knows what will be on for next

year, whether or not we will be able to put on a bigger event or not. Either way, this form of a 'Walkaround' event is something we'd like to continue with. Photographs of the event are included with this month's 'Tail End Charlie' article, this time penned by Jan Zdiarsky.

TORA TORA TORA!

We have a new Zeke, and you all know this since October 14th. The way with which we made the announcement was veered a little off course for this one. We typically announce new items first to retailers six weeks ahead of planned release dates. Within this procedure, December's new releases were announced on October 15th. We wanted the modeling world to know of our release directly from us, so we made it known a day ahead of the announcement being made to retailers. The basic details of our new Zero are by now known to everyone, and more details will be revealed through November. Keep an eye on our Facebook page and Instagram accounts for updates. You can find the first of the more detailed descriptions in this newsletter, and December's newsletter will be very much TORA TORA TORA! themed.

November New Release: Trener

The Trener is a unique project. It's essentially a civil airplane, despite initially being developed as a military trainer. That opens up the possibility that a future kit will include military markings, but that would be more the exception than the rule. The vast majority of markings will be those of various aeroclubs and private owners. From the point of view of markings, this is a different kettle of fish altogether, from what most modellers will be used to. And as has been expressed by the members of the Kaznějov club, masking and painting such unique aircraft will be, to some degree, quite the challenge! But it also carries the potential of a high degree of satisfaction in a job well done. The kit is not quite as simple as the design of the airplane might suggest. The Trener kit actually, and surprisingly, has more parts and sprues than the Zero that is just about to be released. But, this is due to alternative and optional parts, to a large degree. There are an enormous number of parts that account for unique variations and alterations that the Trener has met within actual use. And we don't even include all of them. To account for all the changes would have greatly complicated the development of the kit and made the instructions a mess. Perhaps, someone will complain based on this fact, but I am sure that everything has a limit, and we reached a maximum point of coverage with this kit. Anyo-

ne who wants to take the kit further is more than welcome to do so by their own means. The kit as a Limited Edition release represents several versions of the Zlin Z-226 Trainer, which translates into English as 'Trainer'. Anyone who may rate this kit as too expensive and complicated has only to wait for the ProfiPACK Z-226MS, being readied for December. This kit will offer something less expensive and less complicated, without losing anything in terms of engineering and detail. This will be followed by other versions, in Limited Edition, ProfiPACK and, towards the end of the year, Weekend kits. Personally, I think I am most looking forward to the short version, Z-526AFS, a favorite among moviemakers, playing the part of many Second World War fighters in Czechoslovak and Soviet war films. Most often, it played the part of Bf 109s, but portrayed allied fighters as well.

Spitfire Story: The Sweeps

The Spitfire line continues to impress with the Mk.Vb in early and late versions. The kit is issued as a Dual Combo offer, same as the preceding Spitfire Mk.I and Mk.II Limited Edition kits. The marking options were once again taken to represent an overview of the type's combat career in association with the stories of the aircraft and their pilots. More on these options in this newsletter. If you are wondering about tropicalized versions with dust filters, these will have their own dedicated releases and should be out in the spring. I can say that these are shaping up to be the most striking and colorful Spitfire kits that we will ever release!

Other Kits

November new kit releases don't end with Limited Editions. In the ProfiPACK line, we've got a Tempest Mk.II in a later version. Besides offering RAF markings, there are also those of India and Pakistan. The Pakistan aircraft is sure to spark some discussion on its camouflage colors. Two kits are being released in the Weekend line, The MiG-21MF in 1:72nd scale and the P-51D-20 Mustang in 1:48th. The Mustangs will be gradually released in the Weekend line by production block number sequence. Two items are seeing re-editions, the recently sold out Tempest Mk.V Series 2 and the Bf 109E-4, both in 1:48th scale. The latter sees the return of the 48th scale "Emils" to our inventory. Some of these will be released on the basis of available supplies like boxes, instructions and other components that survived last December's fire, and others will be either re-editions, meaning in our new boxes but with the same marking options, or as Weekend kits in the new guise of that line. The first of these kits will be the Weekend Bf 109E-7 in December. tavebnici bude v prosinci Weekend Bf 109E-7.

Brassin

As is generally the case each month, the Brassin line contains very noteworthy items. In 1:72nd scale, for example, we have an engine set for Hasegawa's B-25J, also relevant to our release of that kit under the name "Angel of Mercy". This is a cast resin set. The 1:48th scale Le Rhone for the Eduard Sopwith Camel is produced as a 3D print, as are the F-4B exhausts for the Tamiya kit. I think that these can be considered the "engine" category, can't they? Also offered as 3D prints are the landing flaps for the Tempest Mk.II, and this is the first breakthrough set of its type released as prints. These were not possible to release as resin cast items in the past. I suspect that the printed flaps are spelling out the end of photoetched flaps. I consider the photoetched flaps as a bit of my baby because it was the flaps set for the Zero that I and a colleague created as an experiment and used in a competition model. As a modeler, I liked these sets. However, and admittedly, these brass sets are demanding to

assemble and require a fairly high level of modeling experience. To the contrary, the use of the printed flaps is comparatively easy, so which do you think will sell better? Bit of a no-brainer... It's a classic case of the old making way for the new. Check these out, they are certainly worth a look, even if the Tempest isn't exactly up your alley. It's another little look into what the future holds in store for us. Also being produced as 3D prints are 1:48th scale US Mk.17 Depth Charges. More details on Brassin sets, including Look and Space are detailed below in this newsletter.

Photoetched sets and Masks

Among the new photoetched and mask sets are items for the 1:48th scale Airfix Chipmunk. In this case, there is also a Space set being released, too. The November Space sets, by the way, are printed with a modified printing method, yielding improved, better looking result as opposed to older sets. Besides this Chipmunk set, Space sets are also being released for the Fw 190A-3, the Fw 190A-4 and the Bf 109E-4, all of which are for the Eduard kits. With respect to the photoetched and mask lines, I would point out also the sets for the AH-1G Late (1:32nd ICM kit), the P-40N from Academy (1:48th) and the CH-47A and F-18E from Hobby Boss in the same scale. There are also sets for armor kits in 1:35th, such as the M4A3(76) W from Zvezda and the Elefant from Amusing Hobby. For ship modellers, we've got another two sets covering the 1:350th scale USS Intrepid from Trumpeter. There is another ship item being released as a Big Ed compilation for the Austro-Hungarian battleship, the Szent Istvan, also in 1:350th. The Big Eds are very interesting this month, thanks in part to the two designed for the HKM Lancaster B Mk.I in 1:48th scale and for the F-4B Phantom II from Tamiya in the same scale.

Photoetched sets and Masks

In describing new releases for this month, the new 48th scale F-4B has been mentioned several times. Besides a beautiful set of printed exhausts in the Brassin line and the aforementioned Big Ed set, there are other items of note for this month. There is a new Look set and two BigSins. The latter include weapons sets for air-to-air and for air-to-ground loadouts. These are certainly worthy of examination, as are the two new Eduard Decal sheets, one of each has its roots in the very successful Limited Edition release of "Good Morning Da Nang", while the other is dedicated to the United States Marine Corps use of the aircraft. And while on the topic of decals, you'll find another two new releases, a 1:32nd scale stencil data sheet for Tamiya's Spitfire Mk.IX and a set of markings for the Meng 1:24th scale Fokker Dr.I. Both of these are a part of our own line of 1:48th and 1:32nd scale sheets. Have a look!

Telford

I am not certain if I am repeating myself here, but unfortunately, once again, we will not be able to attend Telford. An analysis of the requirements,

conditions and costs involved, tells us that it simply makes no sense from a retail or financial perspective. I really hope that I won't be saying the same thing for Nuremburg in two month's time. I am getting ready to go to the Nuremburg Toy Fair, and I am looking forward to it, but you know how things have been going these last couple of pandemic stricken years. If someone decides that we should stand around for six days wearing respirators and getting tested daily, than Nuremburg is out as well.

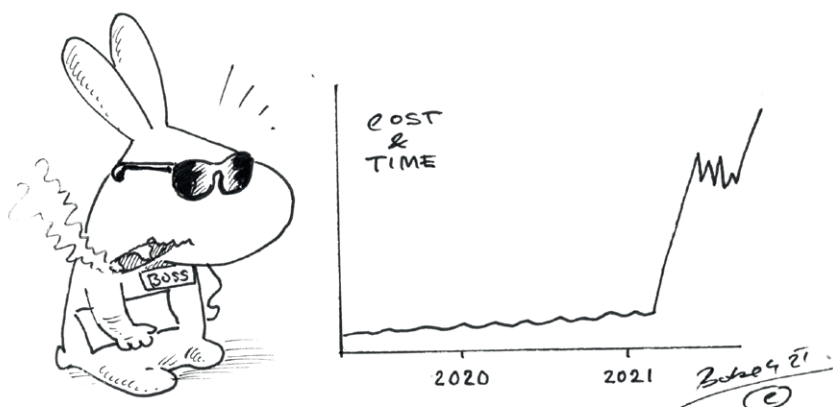
Contests

Although we ourselves are not attending any shows, contests are continuing. As an example, the Facebook group Eduard Model Builders, with some 13,400 members, put on the second virtual contest which ended in the second half of October. Group builds was organized by Shane Doak, and just as there was with the first show, there was a lot of interest generated with a record number of likes and shares. It is our honor to provide the awards to the winners and we congratulate them one more time. We will gradually add photographs of the winning entries on our Facebook page and if you don't want to wait, you can go straight to the Eduard Model Builders Group profile. In Russia's St. Petersburg, they are putting on the equivalent of our Iron Bunny event, in which groups compete in the assembly of a kit in 24 hours. This year in St. Petersburg, they built the MiG-21 during the Express Model 2021, as the contest is called, and you can view the results at Modelforum web. Even here, we were happy to support the event. Iron Bunny was not realized this year on its home turf not because of covid, but more due to the reconstructive efforts of the venue that are in progress. Here's hoping for a great show next year. There will be a lot of great options of what to build, and I don't know yet if it will be the Zero, the Wildcat or the S-199. In any case, if it goes ahead next year, you can bet it'll be a big match!

Historical and Other Articles

In this month's newsletter, we have an article "Me and the Trainer" which was penned by Martin Hruška, an airline pilot, and Captain of Boeing 737. It starts the series about people tied with the Trainer aircraft somehow. There are also two articles by Michal Krechowsky that are concerned with Spitfire Story: The Sweeps kit, Operation Starkey and Operation Rutter. There, you can find out something about the first "striped" Spitfires, and not just about Spitfires. Maybe you can even straighten an old favorite, but erroneous historical fact. Tomáš Dvořák makes a return to the Hind subject with an outline of the differences between the Mi-24D and Mi-24V with a technical article describing what makes the Hind D a real D. And that's all from me for now. Niitakajama nobore!

Vladimir Sulc



Operation Rutter – first invasion markings...



TEXT:
MICHAL KRECHOVSKI

White marking of the quick identification for the operation Rutter applied to Spitfire Mk.Vb AA853 WX-C from No. 302 Squadron „City of Poznan”

There is a rather mistaken general opinion that the white invasion stripes sported on the engine cowlings of the Fighter Command airplanes were applied for the operation Jubilee, landing at Dieppe on August 19, 1942. In reality they were chosen for the operation Rutter, the original plan of Dieppe invasion scheduled for June 4–8, 1942.

Operation Rutter was conceived as an amphibious and combined operation requiring the close cooperation between naval, air and land forces. It served as a test of the tactics and strategy which could be applied in the future during the main invasion of the European continent including the capture of the large and fortified ports during the initial stage of the attack. It also should serve as certain demonstration of support for the Soviet Union whose leadership insisted on the increased Allied activity.

Shortly before the scheduled invasion, Luftwaffe detected and bombed the invasion forces build up in Solento. Thus the operation Rutter lost its element of surprise and also due to the inclement weather during the given period of time, was cancelled only to be „resurrected” shortly afterwards in the form of the operation Jubilee. In order to identify friend and foe aircraft, on June 5, 1942, white quick recognition markings were applied on Fighter Command aircraft participating in the operation Rutter. Besides white stripes over the engine cowlings the propeller spinner was also painted white (instead of the usual Sky color). It's often forgotten that two white stripes were painted on the horizontal tail surfaces as well. On June 17, by the order of Fighter Command, the markings were removed. No quick identification markings were applied for the following Dieppe operation, assigned a new name Operation Jubilee.

The location of white stripes on the upper horizontal tail surfaces varied among the squadrons (for comparison see Berg's Spitfire BM579 and Duperier's BM324). On some Spitfires, such as BM324, the stripes were painted on the horizontal stabilizers only and did not extend to the elevators.

Czech involvement

Two squadrons of the Czechoslovak Fighter Wing (Nos. 310 and 312) took part in the Operation Rutter flying Spitfires Mk.Vb. They relocated to Redhill airport in the beginning of June, led by W/Cdr Karel Mrazek. Here, the Czechoslovak Wing, facing the inclement weather, flew several non-operational sorties only to return to its permanent bases Castletown and



Harrowbeer, home to Exeter Wing on June 7. Typically, these smaller and special operations are rather poorly documented in photographs. Regardless, several pictures from this period survived so we can get an idea about white stripes application on the Czechoslovak Spitfires.



White markings for the operation Rutter applied to Spitfire Mk. Vb BM579 FN-B from No. 331 (Norwegian) Squadron at Manston airport in the beginning of June 1942. Spitfire BM579 was a personal mount of the Norwegian ace Lt. Rolfe Arne Berg.



Spitfire Mk. Vb BM324 GW-S flown by commanding officer of No. 340 (French) Squadron S/Ldr Bernard Duperier in the beginning of June 1942 at Biggin Hill.

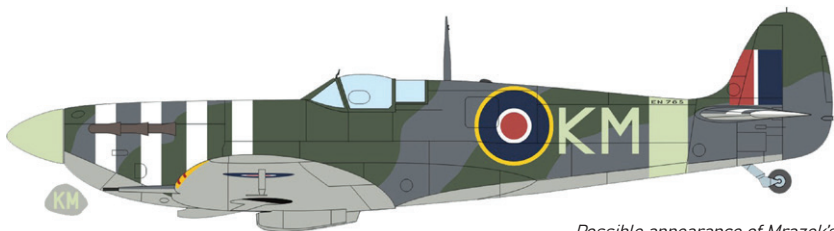


Photo: IWM



Photo: sbírka Zdeněk Hurta

Spitfires Mk. Vb of No. 310 Squadron at Redhill airport in the beginning of June 1942. Noses of all Spitfires are marked by quick identification white stripes. The propeller spinners of No. 310 Squadron Spitfires remained in Sky color, contrary to the official orders.



Possible appearance of Mrazek's Spitfire Mk. Vb EN765 „KM” from the period of June 1-June 7, 1942, when he led both No. 310 and No. 312 Squadrons from Redhill aerodrome for the operation Rutter (which was ultimately cancelled and replaced by the operation Jubilee). On this occasion, the quick identification white stripes were applied on the Spitfires' upper engine cowlings and horizontal tail surfaces.



Photo: IWM

This photo shows, how were the identification stripes painted. Personnel first drew their outlines in chalk, as seen on this Hurricane XP-P from No. 318 (Polish) Squadron.



W/Cdr Karel Mrazek in the cockpit of his first personal mount, Spitfire Mk. Vb EN765 „KM” at the Exeter airport in June 1942. Note the fresh camouflage Dark Green and Ocean Green paints on the engine cowlings. It was the overpaint of the temporary quick identification white markings for the operation Rutter.

Photo: Karel Beinhauer; sbírka Radima Volty

Operation Starkey

Invasion that wasn't...

TEXT: MICHAL KRECHOVSKI

Photo: Karel Beinhauer (Radim Vojta collection)

Spitfires LF Mk. Vb of No. 313 Squadron are taking off at Hawkinge airport during the operation Starkey on September 9, 1943.

In 1943, after a total failure of the combat reconnaissance in the form of landing at Dieppe a year earlier, it was clear to the Allies that any kind of landing attempt in France will be possible only when Germany military will collapse which, at that time, was pretty far off. To overcome any kind of German military resistance, the military power needed was not yet available to Allies on the British Isles, even if enforced by the troops withdrawn from the Mediterranean. Based on pressure from Churchill it was decided to camouflage this weakness by any possible means. One of them was a mock operation i.e., creating the impression that the actual invasion is being prepared. Another reason was an effort in the West, where at that time, a relative peace was maintained except for the air and naval operations, to tie the large contingent of German troops and this way weaken them in the Eastern Front.

While the number of American troops was gradually increasing, and British themselves very busy training, the actual plans were made for a "mock invasion" which was not to take place. As its location the area 10 kilometers north of Boulogne was selected, between the villages of Audresselles and Ambleteus and further in the south of Boulogne, almost at the same distance,

between village of Hardelot and river Brone. The initial plans were considering the option of turning the mock operation into the real one provided the conditions were favorable, however the plans gradually changed from the option of another combat reconnaissance by landing a smaller contingent of special troops to further operation reduction until all the combat

activity boiled down to the air operations. Even this plan faced the resistance, especially from the commander of the American 8th Air Force, Ira C. Eaker as it negatively impacted the other air force activities, strategic bombing in the first place. Navy was not excited either since the part of its fleet was to serve as a bait. The mock invasion preparations continued however since the operation was adopted as a training and rehearsal for the future, real landing. The air force increased its activities in the designated area, 1st Canadian Army moved to the deployment positions in the Portsmouth – Southampton sector, 2nd British Army moved to Dover – Folkestone – Newhaven area. At the same time the transportation vessels were concentrated there.

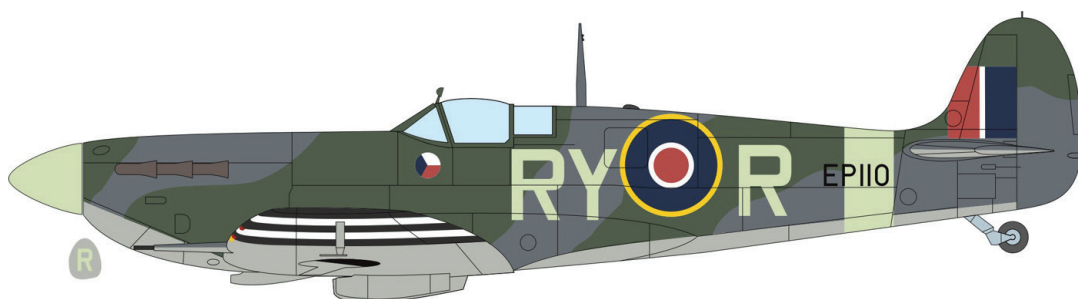
Provocation without response

September 8, 1943, was selected as a date to launch this mock invasion. In the days before this date variety of ships, military as well as civilian ones, were concentrated in the ports between Southampton and Dover. The ground troops moved to the "embarking" area. The air force received the orders in several stages. 11th Group of the RAF Fighter Command was to increase the offensive combat activities in the Pas-de-Calais area between August 16 and 24. Between August 25 and September 7 it was to focus on the intense reconnaissance and bombardment of the enemy airports, military, and industrial targets in the designated area and finally, between September 6 and 8, day and night bombardment of the long-range coastal batteries was ordered. The idea was to lure the highest number of Luftwaffe aircraft to fight, same as a year ago at Dieppe, in order to achieve the air superiority. The first two stages of the operation did take

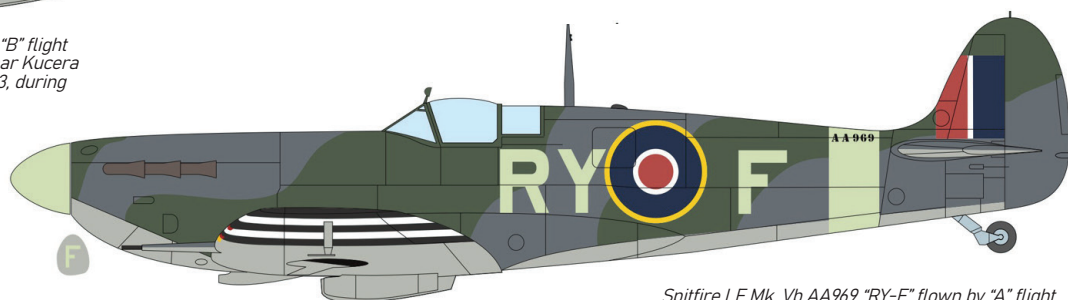
Photo: Karel Beinhauer (Radim Vojta collection)



Spitfires LF Mk. Vb of No. 313 Squadron are taxiing to take off at Hawkinge airport during the operation Starkey on September 9, 1943.



Spitfire LF Mk. Vb EP110 "RY-R" flown by "B" flight leader of the No. 313 Squadron RAF, Otmar Kucera DFC, as it appeared on September 9, 1943, during the operation Starkey.

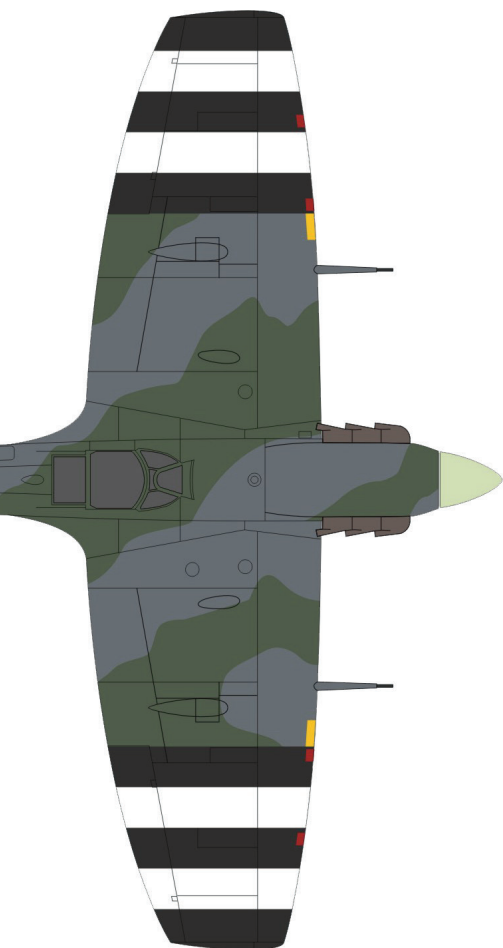


Spitfire LF Mk. Vb AA969 "RY-F" flown by "A" flight leader of the No. 313 Squadron F/Lt. Alois Hochmal during the operation Starkey.



Spitfire LF Mk. Vb AA969 "RY-F" at final at Hawkinge airport on September 9, 1943

Photo: Karel Beinhauer (Radim Vojta collection)



The period sketch of the operation Starkey "invasion" stripes application for the single-engine aircraft



Photo: Karel Beinbauer (Radim Vojta collection)

F/Lt Otmar Kučera in front of his personal mount, Spitfire LF Mk. Vb EP110 "RY-R" during the final stage of the operation Starkey on September 9, 1943. This photo, as the only one out of the afore-mentioned pictures, was previously published, but surprisingly is dated to the period of the invasion in Normandy. Note the different stripes' location and also the fact, that it is Spitfire Mk. Vb while in June 1944 Czechoslovak pilots were flying Spitfires Mk. IX.

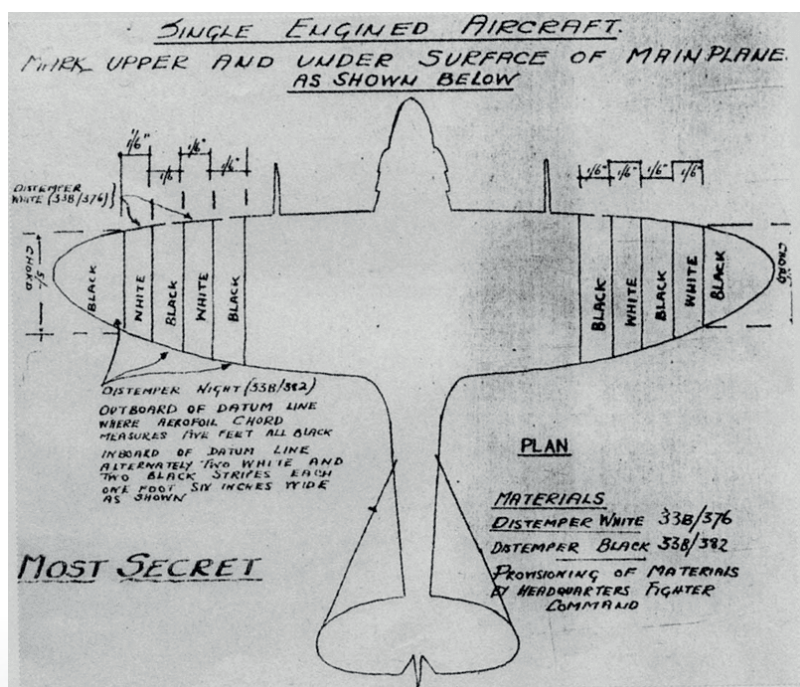
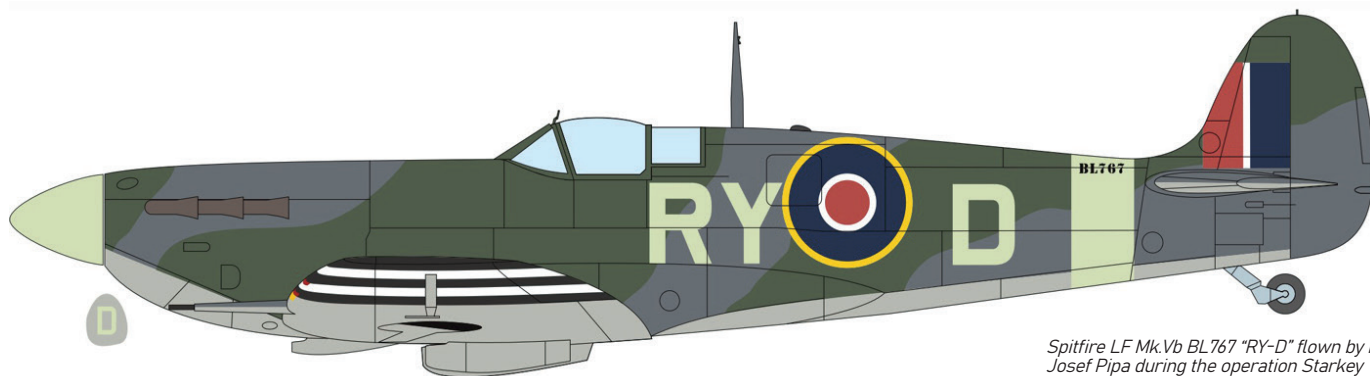


Photo: Karel Beinbauer (Radim Vojta collection)



Spitfire LF Mk. Vb AA969 "RY-F" at final at Hawkinge airport on September 9, 1943



Spitfire LF Mk.Vb BL767 "RY-D" flown by P/O Josef Pipa during the operation Starkey

place. 11th Group was enforced by the squadrons from 10th, 12th, and 13th Groups as well as TAF (Tactical Air Force). Also, three Coastal Command Beaufighter squadrons were transferred to the south. To support the operation the Bomber Commander assigned some Stirling and Wellington squadrons, both combat as well as OUT ones for night bombing raids and USAAF contributed its fair share in the form of B-17, B-24 and B-26 for daytime bombing. The weather caused one day delay. On September 9, 1943, some 355 empty vessels grouped in Dungeness area and set sail for Boulogne. Close to the coast however they made the pre-planned turn by hundred and eighty degrees and under the smoke screen started their return.

And the enemy? Germans basically laughed at the whole effort. Not a single gun fired at the ships, not a single aircraft took off. Luftwaffe did not take the bait, not even during the preparation stage perhaps the only exception being engagement of the American 8th Army heavy bombers. There was a loss of life of the French civilian

population however, around five hundred people perished during the bombing raids. The Allies however learned quite many important facts and applied the knowledge during the real invasion nine months later.

A little bit different stripes

During the operation Starkey the friend-foe, black and white recognition stripes were used for the first time. They were applied to the aircraft that on September 9 were scheduled to perform the low-level combat missions. They looked differently than those well-known from the later invasion in Normandy.

Up until now no book or other publication dedicated to the Czechoslovak pilots in Britain mentioned their participation in this mock operation. Truth is, that in the middle of August No. 313 Squadron, after its recuperation and flying patrols in the north above Orkneys, was transferred to Hawkinge airport which was under 11th Group of the Fighter Command jurisdiction. Therefore, as a part of the Hawkinge Wing, the squadron

participated in the combat missions during the operation Starkey. During this combat sorties, thanks to its commander S/Ldr Jaroslav Himr, "three-hundredth-thirteen" was credited with one aerial kill.

Thanks to the photographs from the archive of the No. 313 Squadron technical officer, Karel Benihauer, five rather poor-quality photographs survived, and we have a unique opportunity to see the Czechoslovak Spitfires with "a bit different stripes" thanks to them. They are dated September 9, 1943, with one exception were never published before and capture No. 313 Squadron Spitfires at Hawkinge airport carrying the "invasion stripes" on their wings.

Credits: Frantisek Kubicek – side profiles, DK Decals (www.dkdecals.cz)

Sources:
www.combinedops.com
codenames.infor
weaponsandwarfare.com

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THE HIND D AS IT SHOULD BE

TOMÁŠ „HINDMAN“ DVOŘÁK

Photo: Jaroslav Špaček, Petr Popelář, Michal Ovčáčík, Tomáš Dvořák, Petr Soukup, David Všetíček, Viliam Švacho, Slavomír Medzihradský, Martin Janoušek (we hope we did not forget anybody...)

I was prompted to write this article not only Eduard company asked me to but also because lately, at modeling exhibition, unfortunately rarely happening, internet forums and modeling magazines I have been seeing top models of „twenty four“ showing clean construction and realistic finish. These models have usually one thing in common, they represent a certain „hybrid“ of the versions of this helicopter. Sometimes it is about the helicopter airframe, another time regarding the ordnance and sometimes the combination of both. Following text therefore aims at modelers who wish to have in their showcase the most accurate replica of the Mi-24D version of the helicopter so iconic for our air force.

As you know Eduard have just released 1/48 scale kit of Mil Mi-24D Hind helicopter. They utilized the familiar sprues from the Zvezda Mi-24V/VP kit. In fact, this is upscaled and moderately modified seventy second scale kit of this Russian manufacturer. Similar to their previous „small scale“ repackaging Eduard provides the conversion parts for D version but considering the scale in the more detailed form.

The following text deals exclusively with Mi-24D aircraft which flew with Czechoslovak, Czech and Slovak air forces, in other words with the early D versions and not the later series where except of the ordnance we can speak of V version. The certain case can be made of both our „two-seaters“, i.e., Mi-24DU, as well as the later versions of our air force, such as Mi-24V/Mi-35, but we will discuss these the other time. We will also skip the type's service history in our air force. A lot of interesting material was already written, and I am sure more will be written, by the most qualified person, pilot Jaroslav Spacek. We will inspect our bird through the eye of an ordinary engine/airframe maintenance specialist. I will gradually describe specific sections of the helicopter, exterior and ordnance, all areas that differ between „D“ and „V“ always maintaining the focus on D. We will start nicely on „the first floor“ i.e., in the pilot-operator's cockpit.

Pilot-operator's cockpit

At a first glance both cockpits seem to be the same and from the modeler's point of view it would not be a sin to leave them as is. Nevertheless, since both versions, besides other things, differ mainly in the ordnance, logically there are some small differences in the pilot's cockpit as he controls primarily the guided missiles and remote gun turret USPU-24. It is couple of switches and visual indicators located on the left instrument panel otherwise the panels for both versions are identical. As far as two oblique panels along the combined aiming station KPS-53AV sides is concerned the left one is identical for both versions, gunsight as well and on the right panel D lacks several controls since some airframes, flown at demos abroad, featured „feetmeter“ (altitude indicator calibrated in feet instead of meters) here and above it, next to the fan GPS control box. As an example, you can check the well-known 4011 and 0220 airframes featured in the kit color instructions. The majority of differences can be found on the right side of the cockpit where slightly different yokes for controlling the guided missiles are located and blocks pertaining to these missiles guidance system right of the yoke (control panels). If you decide to build the helicopter from the period before 1987, represented by the airframe 4009 in the instructions, don't forget to remove ASO-2V decoy launcher control under the „tube“ of the guided missiles optical sight and L-166V-11E infrared spectrum jammer control located on the window frame above the yoke. This wraps up the description of the differences in the front cockpit and we can move „one flight up“ to see how the helicopter commander's cockpit looks like.



The front panel in the pilot-operator cabin is dominated by the KPS-53AV aiming station. The panel to the left of it is identical to the V version, the right one is slightly different. The photo of the cabin of 0215 chopper shows the retrofitted equipment - GPS unit on top and radio below.



The bigger differences are on the right side, where the control consoles and controls for the Falanga anti-tank missile system are located. The L-166V-11E infrared jammer control box is located above the "rams".

Cockpit of pilot in command

There are several changes here obvious at the first glance. While in V version bulky ASP-17V sight dominates above the instrument panel and with later series S-13 gun camera and on the windshield upper frame the SPO-15 radar radiation warning system can be found, nothing like that is found in D version. The instrument panel is identical for both versions, except of several visual indicators located in the left upper section, but D version has an uninterrupted top cover which doesn't interfere with the forward vision, contrary to V version. The area which features the gunsight in V version is plated over in version D which leads to the thought that the gunsight was originally intended to be mounted there. This also supports an opinion, expressed from time-to-time, that D version was created as a stop-gap because during the time when A version was being transformed from a vulnerable all glass cockpit into a tandem-style crew cockpit and the new advance weapons system, known from V version, was not available yet and so the A version equipment remained stuck in the new airframe except USPU-24 gun turret. However D designation should mean „Dorabotanyi“ i.e., finished, completed. I am not sure...

After a little of history let's move on. On the plated-over location in the upgraded aircraft the „feetmeeter“ control and a new compass indicator were located here, same as in the front cockpit. The aiming in D version was conducted by a common optical reflex-type gunsight PKV mounted on the windshield upper frame next to the fan. The weapons control



The seat is identical in both versions, the left side of the cockpit differs in the D and V versions more or less only by the radio control panel.

panel, located under the instrument panel, between pilots' legs, has the same shape but features completely different switch arrangement. The remaining panels in the pilot's cockpit, except of radio control on the left side panel, are identical and from the modeler's point of view we can ignore those few visual indicators and switches. D does not feature ammunition counter which is located above the first aid kit in V version. Let's not forget that the helicopters which were not yet upgraded with ASO-2V and L-166V-11E did not feature the rear mirrors to monitor the rear hemisphere. This relates to airframe 4009 featured in the kit. In V version the little reading light is mounted next to the left mirror, in D version on the right side next to the seat. That pretty much wraps up the pilot cockpit. There is a narrow tunnel behind it connecting the pilot's cockpit with the cargo cabin.



View of the Mi-24D instrument panel, with the center section covered by plate and with uninterrupted top cover. The gunsight is mounted on the cockpit frame. The lower armament panel can also be clearly seen, which differs substantially from the V version in the arrangement of the controls.

Passageway and cargo cabin

In the passageway, which in our air force is occupied by an board engineer (typically sitting on an improvised, welded tripod), blocks for the guided weapons are located. Since the left one is covered with canvas because the control linkages are there as well, we don't need to be concerned with blocks differences. On the right hand side there is a „hi-fi tower“ which is nothing else then piled up guided missiles control blocks. Of course, they are different for versions D and V however as a compact block they give very similar impression. We need to mention that the pilot's seat armored, head protection is typically folded down so as an engineer can have the unobstructed view and can, in the first place, monitor the engine and reductor instruments.

Now let's move to the cargo cabin, designed for the deployment of as many as eight fully armed soldiers. In Czechoslovak and Czech air force however, only the rear bench was used during the operation so as to keep the cabin roomier. On the left side, next to the passageway, there was occasionally a board engineer's parachute hanging and on the right side there was a small box containing spare film rolls for the emergency recorder SARPP-12DM and a fire extinguisher. These details however are specific to each individual aircraft. Only first three windows can be opened in V version while in D version all four of them. Common to both versions there are collapsible personal weapons holders mounted at the first three windows. There is one more feature specific to D. To extend the aircraft range two auxiliary fuel tanks (850 liters capacity each) can be installed in the cargo cabin.

If only one tank was installed (which was the case most of the time) then it was the rear one. The tank rubber filler sticks out between 3rd and 4th window even if the tank is not installed. The last visible difference is the weapons block which is markedly smaller (which Zvezda kit surprisingly captures which means it is wrong for the version V) with less wiring. It is of interest that for all Ds the supplemental interior armor was supplied which could be installed on the bottom of the hinged doors and under both rear windows by means of securing pins. I am not aware of a single case these were installed on the choppers of Czechoslovak or Czech air force, apparently due to their weight. Nevertheless, I came across these fairly often in the Third World countries, especially on the later V and P versions.

That will be all about crew cockpits and cabin and those modelers who would like to open the whole „top“, which is the option in the kit, we will inspect this area as well.



A view of the version V tunnel. Note the elegant tripod for flight engineer. The parachute hanging on the left side is also for him.

Engines, main reductor, hydro-blocks and AI-9V

There are not that many differences on the top under the covers noticeable for modelers. Even though D version is driven by TV3-117 engines of 3rd series and V by TV3-117V from the modelers' point of view there is no difference. The same is true about hydraulic boosters. While V features KAU-115 D features KAU-110 and there are no visible differences there neither. The main difference between the engines is the shape of the exhausts. On V version they end parallel with the vertical axis due to the



Below the two air conditioning outlets, the opening for the filling of the internal auxiliary tank can be seen.



„Hi-fi“ tower, as called, the right side in the tunnel between the cockpit and the D version cargo hold is shown here.

EVU exhaust gases coolers installation. On D version they end obliquely, more-less parallel with the fuselage intersection shape. The main reduction gear, cyclic automation and main rotor head are identical. The major mistake I have noticed so far on the finished models from Zvezda in both scales were two red fire extinguishing bottles installed on the floor on the left of the reduction gear. Let me stop at that. It is not part of firefighting system as those red „balls“ on the right side of the reduction gear, but bottles containing neutral CO2 gas. In versions Mi-24D,

DU and A in case of the bullet piercing the fuel tanks the gas is injected into the tank over the fuel level and lowers the risk of igniting the fuel vapors in the tanks. In V and its later versions all five rubber fuels are filled with the special polyurethane foam which absorbs the fumes. Therefore, we can deduct that these two bottles on the left of the reduction gear only belong to the versions A, D and DU! Although they are painted in red, they are also wrapped with silver, electrically heating cover. The original Zvezda's instructions unfortunately don't address this.

Main reduction gear covers on D version can be opened into almost horizontal position as opposed to certain angle on V version due to the possibility of EVU installation. Both hydraulic blocks and auxiliary unit

AI-9V are identical for both version, just in D version the engine sucks the air through the louvers in the right cover but because debris collected in this location and birds attracted to nest there when the aircraft were parked for longer time, starting with DU version the air intake is routed throughout the grille opening located on the tail end next to the SARPP-12DM emergency recorder. Therefore, in D version we will not find the air suction duct in the tail boom when the starting engine cover is opened. The area under L-166V-11E above the gear case is identical only in the aircraft lacking this installation there is not wiring inside the cover. Now let's move on to peek at the landing gear, radio section and the tail boom interior.



The TV3-117 and TV3-117V engines do not differ from the outside.



The red cylinders of the fire protection system are located on the right side of the reducer on both the D and V versions.



Unlike the V version, where the air intake for the Ai-9V auxiliary power unit is routed through the tail via the grille at the SARPP-12DM emergency recorder, the D version has the intake directly at the power unit on the right side of the fuselage. Also shown is the retrofitted L-166V-11E.

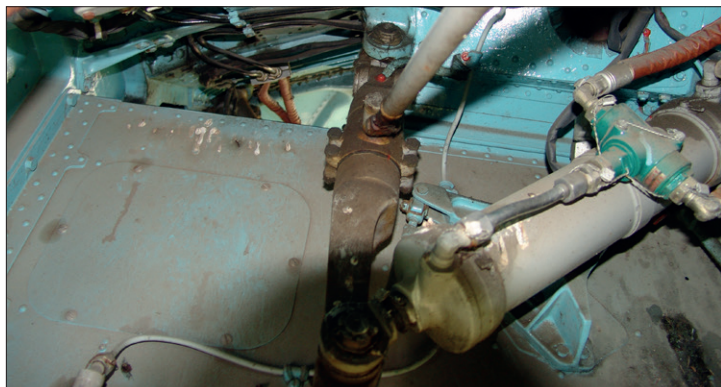
Tailend of the V version with air intake grille for Ai-9V unit. The D version does not have it.



Landing gear, radio section and tail boom interior

The landing gear is identical for both versions, only in D and first series of V (0701-0710) supplied to Czechoslovak air force there is a bulkhead in the rear of the main wheel well separating left and right well. This is missing in the later version so one can see through from one well to another. Hardly anyone will attempt to model the radio section and tail boom interior but had someone opened the inspection hatch on the fuselage bottom be advised that without the inspection lightning on there is a pitch black dark there. Nothing interesting from the modeler's point of view... Blocks of the gunnery and bombing computer AIST-24 on the right are covered with canvas on both versions D and V, to the left there are electrical and radio equipment blocks, in the front the fuel installation above the tank No. 3. This one is different but is not visible and up in the tail there is a transmission shaft from gear boxes to inserted reduction gear and doubled linkages from the pedal controls. It may be of interest that in D version the linkages lead in pairs all the way to the end reduction gear, in DU, V and later version, approximately and the last third of the boom length one linkage from the pair is crossing which prevents the situation that in case of a stray bullet the whole pair would

be disabled. Now let's move on to, possibly most interesting area from a modeler's view, airframe exterior surface.



View of the main wheel well. In the D version there is a bulkhead between the right and left side, only in the front there is a small triangular gap.

Exterior surface – fuselage nose

On the fuselage nose we will notice the biggest difference between D and V versions which is the Raduga-F guided missiles assembly. On the left there is a guiding antenna cover which is rotatable on D version and in more rectangular shape. There is a differently shaped step above it. The cover on V version is fixed, in the shape of a teardrop with circular intersection. Parabolic antenna is rotating under the cover and the step is installed right on the cover. The whole assembly is strengthened by an oblique strut. On the right there is a cover of the optical aiming device which differs in its openable covers. In D version the cover only features simple metal hatches for the optics under which the hardened glass is installed (the optical device under the cover of course features its own protective glass). There is only one linkage on each side coming from the hydraulic piston opening the cover. The teardrop covering the optics attachment to the airframe above the outside linkage is shaped differently. In V version the hatches are doubled, outer ones are metal and inner ones made from the hardened glass (they only opened for the time necessary for aiming). Only then the hardened glass of the cover follows and glass of the optics. One would say that nothing can be seen through so many layers of glass, but the opposite is true. So, V version features more complicate hatches mechanics and two linkages on each side protected by rubber covers. There is also the GPS antenna on the

operator's windshield frame. This applies to the Hinds No. 4011 and 0220. At the end of the tube holder of the DUAS sensors, on the operators' cockpit frame there is also trident-shaped antenna of the IFF system SRO-2 Chrom 3rd bandwidth. These antennas are installed on all Ds and also on Vs from the first delivery of that version to Czechoslovak air force (Nos. 0701-0710). Later series of the V version already featured fin-shaped antennas of the newer system 62-01.

Hind D in Czechoslovak and Czech air force features the smooth sides of the nose section, there are no oval antennas of the L-006 Beryozka system there, which in the later D and early V series are located on the fuselage bottom between pilots' cockpits, in later V version on the top, behind the pilot's cockpit. D version features only two ammunition belt control covers on the right under the operator's cockpit while V version features three of them. Ammunition case in opened position for re-loading does differ. Should someone wish to make it fully opened, in the position for maintenance, weapons blocks hidden behind are slightly different. On the left, below the pilot's cockpit there is a cover of the guided weapons blocks section. It is different between the versions, it's smooth on D, without auxiliary landing light, but the locking system is different as well. The blocks inside are different too. The air conditioning cover follows which, as well as the air conditioning under it, is identical for both versions.



The antenna of the Raduga-F guidance system for the Falanga missiles has a different shape compared to the V version and the whole housing is rotatable.



This is what the double cover of the guidance system looks like on the V version.



In version D, the optical guidance system housing has only one "door", i.e., the protective cover. In the V version there is also a hinged glass cover underneath. This is closed during observation and preparation for firing and is opened only for the necessary time when the missile is being guided to the target. This ensures that the visor remains as clean as possible and ensures optimum visibility in the viewfinder.



The three-fingered antenna of the IFF SRO-2 Chrom system on the cabin frame at the root of the DUAS sensor tube can be clearly seen in this picture, as well as the retrofitted GPS receiver antenna next to it. The helicopter No. 0214 has the machine gun removed on the picture.



The Hind D on the support stands during hydraulic system testing. In the picture you can clearly see the absence of the landing light on the lower left part of the fuselage under the captain's cabin.

Exterior surface – fuselage middle section

In front of the lower halves of the cargo doors on D version there are consoles for the optical weapons fire alignment. Interesting feature of some of our air force Ds, from the period after „Revolution“, are so-called „little Ernests“. It's the shaped steel sheet screwed on the oval covers of the fuel installation in front of cargo section thirds windows on both sides. Cans were hung on those in order to catch the fuel overflow from the drain plumbing ending here happening during the engines start up and shut down. Named after a certain member of the unit located in Prostějov who invented them nevertheless over the time the disadvantage became apparent. The chopper could have taken off with these cans (unless it did really happen) so ecology was brushed off and the application was suspended. The device however remained on the airframes and sometimes even survived the overhaul. The airframe 0220, nowadays on exhibit at Kbely museum, is a proof.

On D version, there is an oval hatch for a neutral gas supply, and a circular hatch below it, located between 3rd and 4th window on the left side. Luckily, they are both featured on the Zvezda kit since they are universal for the future A version, however they are incorrect for V version. There is a circular plastic indicator of the neutral gas ejection on the fuselage in front of the left wing leading edge. Above the 3rd and 4th window on the right side D version features the filling port cover of the interior auxiliary fuel tank and to the left of it the light indicator of the full tank. Because D version cannot carry exhaust gases coolers EVU, it's missing the consoles for their attachment, two large ones under the exhaust and two smaller ones above it. It also lacks stainless steel coolers lining around the exhausts (their different shape is mentioned earlier).

T-shaped consoles are installed on the fuselage under the wings on D version where the winch for ordnance installation was mounted. It featured one more attachment point in the lower wing aerodynamic cover (small rectangular depression). The winch cable was passing through the openings in the aerodynamic covers of the inner racks. This system



In the picture with the Falanga training missiles, the S-13 gun camera is clearly visible. It was also there on the early Mi-24s delivered to the Czechoslovakia (Nos. 0701 to 0710). In the later choppers it was moved to the cockpit next to the helicopter captain's sight.

was abandoned on the V version. The racks themselves are almost identical only on the D version there are metal blanks on their lower front section covering the fuel installation connections. All Ds in our air force featured so called „dry racks“ only. D version carries the launching rails 2P32M/K-4U for 9M17P Falanga rockets installed on the wing vertical pylons. Be aware that the launching devices are not attached in parallel with the helicopter longitudinal axis. In order for the rockets to detect the guidance antenna beam well the left pair is turned 0 degrees 30 minutes and the right one by 3 degrees 30 minutes relative to the fuselage longitudinal axis. On the vertical pylons, the inner left and the outer right, there are white metal plates screwed on where, in the case of combat, the combination of the attached ordnance was supposed to be written but I suspect this was not really used. In the left transition wing-pylon Ds and early Vs (0701-0710) feature aerodynamic cover of the S-13 gun camera. On the upper section of both pylons and at the end of the aerodynamic covers of the outer racks (Nos. 1 and 4) D version has the antennas of the S3m Sirena warning system installed.



Same lot on Mi-24V

T-shaped bracket for mounting the winch for hanging armament. The V version does not have it.



The lack of trim around the exhausts is clearly visible in the picture. These are only on the V version. Also missing are the mounting points for the EVU device above and below the exhausts. Also different is the shape of the exhausts themselves, which did not have to be cut for D version to install the EVU exhaust gas cooling system.

Exterior surface – main and end tail

On the end cover of the upper section behind AI-9V, covering the driving gear box, since 1987 on the helicopters L-166V-11E Ispanka infrared spectrum jammer is installed as a result of very costly experience of the Soviet crews with Stinger missiles during the war in Afghanistan. For the same reason, the infrared chaff flares ejectors were installed under the end of the main boom at the same time. Four ASO-2V cassettes are attached to the boom by two stainless steel clamps. The airframe without these modifications is in the instructions represented by already mentioned No. 4009. D version lacks the U-shaped antenna under the main boom for R-828 Eukaliptus radio for the communication with the ground troops even though an opinion can be found in some publications that some of Czechoslovak air force Hind Ds could have been equipped with it.

On the tail boom the versions can differ in forward VKV antennas when the standard, T-shaped one for R-863 radio was earlier represented by sword-shaped antenna for R-860 i.e., the same as the rear antenna for R-852. Consult the photographs to determine when the change took place. Reportedly airframe 4009 carried two sword-shaped antennas right after delivery without the „Afghan“ upgrade. Now we have reached the tail where the main difference in comparison to V version is a mesh next to the flight recorder. In case of V version AI-9V sucks the air from here through the main boom but it's missing on D because as we mentioned earlier AI-9V on D version sucks the air through the louvers located on the starting engine right cover. Therefore, the triangular mesh cover on D version is plated over. On the tail boom lower section there is again a trident-shaped antenna of the IIF SRO-2 Chrom 3rd bandwidth. D version lacks two antennas of the SPO-15 radar radiation warning system and the oblique rectangular antenna cover on the spar right side. Zvezda kit offers two options to cover the rear reduction gear. Off course we will use the older version with complete coverage, the newer one, with the simplified cover, is featured on Mi-24/35 aircraft delivered as



The ASO-2V decoys were retrofitted under the tail spar on the Mi-24D. On the V version, they were already moved to the fuselage because the original design increased the load on the tail spar.

a part of the Russian debt deblock. Also watch out for a small bump on the rear reduction gear right side. The kit again features the newer version with BUR flight recorder sensor. All Mi-24 delivered to Czechoslovak air force during socialist régime featured much smaller cover, just a barely visible bump. The last difference is the tail rotor blades. On the D version they feature shallower airfoil thickness i.e., they are without „cut-off“ trailing edge ending at the root and tip as well. The correction is very simple. Zvezda kit offers blades for V version, so you just need to sand them down. So far, I haven't mentioned the main rotor blades reason being they are identical for both versions. We have finished describing the exterior surface differences and now only the last chapter is remaining, the ordnance.

Ordnance

In comparison to V version the D ordnance combination is much less diverse. It basically corresponds to an A version. The basic combination is four guided missiles 9M17P Falanga carried on the launching rails 2P32M/K-4U at the tips of the wing vertical pylons and rocket launchers UB-32A-24 for 32 non-guided 57 mm rockets S-5KO or S-5MO. They are attached to the BDZ-57KrV underwing racks numbered 1-4 from left to right.

The bomb ordnance is represented by 50, 100, 250 kg FAB, OFAB, ZAB, RBK and SAB aviation bombs or 500 kg aviation bombs or incendiary tanks ZB-500. Let's note that 500 kg ammunition could only be attached to the inner racks Nos. 2 and 3 while the outer racks Nos. 1 and 4 has to remain empty in that case. The 250 kg bombs and rocket launchers could be combined in which case the rocket launchers were attached to the inner racks Nos. 2 and 3. The Falanga missiles could be attached with any ordnance combination under the wings. Furthermore, Czechoslovak, and Czech air force used the RM-122 rocket blocks containing four non-guided 120 mm rockets LR-122, mostly attached to the outer racks Nos. 1 and 4 and training concrete bombs CP-100-70. Watch out for Jaroslav Spacek's prank

when he orchestrated the air-to-air guided missiles R-60 to be attached on the launching rails of the airframe 4011 instead of the Falangas in 1995 at Caslav airbase!



Falanga missile launcher with live missiles deployed.



One of the first Hinds D delivered to Czechoslovak air force demonstrates here the armament of four UB-32A-24 rocket blocks. The original rod antenna of the R-860 radio, which was later replaced by the T-shaped antenna of the R-863 radio, is also



The author of the article in front of the last of the special Hind markings – the anniversary paintings of No. 3369 Mi-34 chopper.

Conclusion

Hereby we finished the detailed description of the essential differences between D and V versions visible on the helicopter and therefore sufficient reference for the modelers. There are of course many more differences so even though the aircraft are seemingly similar, but the in-depth inspection will convince you otherwise. Vast majority of hereby described differences are to be addressed by Eduard, either directly by conversion parts included in the kit, notes in the instructions, or separately sold aftermarket sets so after a while all necessary parts to build an accurate Mi-24D should be available. Be aware though that building an accurate Mi-24 of any version from Zvezda kit will be a challenge. While rather smooth surface of their 72nd scale model is acceptable, scaled into 1/48 its accuracy suffers a bit. The real „twenty-four“ is anything on its exterior but that smooth.

Rather prominent gaps between upper decking panels, more-less raised screw heads, rivets, various locks, eyelets, holds, overlapping or strengthened skin, all this creates an incredible relief of surface that should be captured in 1/48 scale. Something will be up to the modelers but there are already commercial products available. What really doesn't look right in my eyes is the intake cone of the oil cooler fan. Further the modelers should pay attention to various sensors, exterior lightning, antennas, cables, hoses, and similar details which I did not mention in this article since they were not subject to the version differences comparison. I suppose that anyone who buys this limited edition kit with aftermarket detail will also arm himself with the references, either in the printed form, and there was a plethora of them published in our country, or from internet and my list will use as a quick reference not to forget about something. Off course modelers building the 72nd scale D version can take advantage of this article, partially for V version as well.

Let me point out again that I compared Czechoslovak and Czech air force D and V versions delivered under the socialist regime. Mi-24V/35 delivered as part of the Russian debt deblock are different from the early Hind Vs. I hope I will tackle this interesting topic in the future article.

I did not mention the Slovak Hinds on purpose since I don't possess the personal experience with them. However, allow me very briefly some words about No. 0222 airframe, which is depicted in the instructions in the state after overhaul in LOTN. Instead of SRO-2 antenna on the operator's cockpit frame it carries GPS antenna, there is a red strobe beacon behind the front wheel well, same as on the tail boom, in place of the original one. The white responder antennas on the right behind the ammunition box and on the tail boom, there is also the white whip antenna apparently for ELT and a black radio antenna under the tail. Logically the rear trident-shaped SRO-2 antenna is missing.

Otherwise, Ds in our air force, except of the minor upgrade of several aircraft, which included GPS installation, finished flying basically in the factory configuration. The helicopters which undertook the overhaul in the Soviet Union in the first half of 80th received just more saturated camouflage colors. In general, the Soviet paints were of very high quality. They did fade over the time but remained durable. The aircraft which were overhauled in Hungary, in the second half of 80th, were reportedly stripped of the old paint on the exterior but apparently the Hungarians did not pay too much attention

to the interior painting. Their strange light grey-blue paint with greenish cast, used for example in the cargo compartment, was sprayed right on the top of the original paint and after some time started to peel off. The same is true about the black paint used on the pilot cockpits' floors. However, as far as the airframe and all its installation is concerned the Hungarian comrades did a good job. Since 1988 Mi-24Vs and Ds were exclusively repaired at LOK Prague (nowadays part of LOM Pragues s.p.) if I omit the lower level maintenance within the system of prescribed jobs at the air force unit level and one unsuccessful attempt at Revision 1 on Hind D No. 0221 in LOZ Brno in the end of 90s.

After several lower level repairs, it was the well-known No. 4011 which in the fall 1995 undertook so called entry repair I think, when the exterior was stripped of the paint completely and consequently, as the only D, was repainted in the special camouflage called „Fluora“ featuring the oversized national insignia. Also, Mi-24V No. 0838 received similar camouflage. Later, sometime in 1998 at Prerov base, with LOK participation, the problem of technical life extension of this aircraft manufactured in 1978 was attempted to be solved while certain problems were diagnosed, and the aircraft flew for the last time to Kbely to have them rectified. Nowadays this legendary chopper can be found, in rather poor condition and horrible camouflage, in a Slovak private museum. In LOK, at the beginning of 2000s, these aircraft yet undertook so called Revision 2 almost in the extent of the general overhaul: Hind DU No. 6050 and D Nos. 0217, 0218, 0219, 0220 and 0221. But the concept of the army did not count much with the Ds at that time, and so they were soon scrapped with relatively low flight hours recorded since the overhauls were made. These helicopters already received so called „NATO standard“ camouflage which was unfortunately sprayed on the sanded Hungarian camouflage and in the combination with the application of the unsuitable primer the paint started to peel off soon. It can be seen on the No. 0220 airframe at Kbely museum.

And that would be all on the topic of our air force Mi-24D. If you managed to read up to this point congratulations and I hope that this article will help all modelers building this fast, powerful, durable but above all beautiful helicopter which can be seen in our skies for unbelievable 43 years.

P.S. I wrote the article with dislocated and fractured right arm so as a right handed person I really „had a blast“!





I'd like to write about my experience in Treners but it may turn into the reflection from the point of view of an ATP and CFI rather than point of view of the veteran Aero Club member or „vintage aviator“ who has a bunch of true, sometimes not-that-true and sometimes funny stories to tell. I'd like to focus on the historically enormous utility and importance the Trener-series aircraft had on training the ATPs and in that way contributed to the enhanced commercial flight safety.

I think that up until today, the aircraft radiates the technical talent of the designers, Mr. Karel Tomas, Svatopluk Zamecnik and others. And the old saying that if the aircraft looks good it also flies well seems to be particularly true about this airplane. Another very strong feature of the Trener series concept is the great versatility which supported the pilot's curriculum from basic to advanced training, night flying, basic instrument flying, glider towing, intermediate and advanced maneuvering and aerobatics.

Like a slightly under-performing glider

I graduated from the University of Zilina from commercial pilot program flying Zlin aircraft series- 42/142/43 which replaced Trener family. I think it's a very good airplane for the basic training even though it neither looks that good nor flies that well. While practicing the engine failure procedure it glides „as a falling stone“ so no long decision-making, let's go land straight in front of you, maybe one turn at the higher altitude but that's it. Same thing with the landing: throttle back, pull the stick, flare at the right altitude and you're down. But C-105 (military marking for Z-126, translator's note) is a different animal, it's like an under-performing glider. I personally experienced flying Trener, mostly Z-126 OM-PLP, after I finished the primary training. The airplane is very sensitive in the air, it

demands 110 % hands-feet coordination to keep the ball in the center of the turn-and-bank indicator to avoid the skidding or slipping turn.

Also, the power of its four-cylinder Minor engine is marginal, so the throttle has to be handled sensitively. The most challenging maneuver in Trener is the landing. Three points landing is recommended. There is a saying among the veteran pilots that once you master landing in Trener everything else is easier from that point on. Thanks to its clean aerodynamic shapes it glides beautifully for the landing. You need to make your precise calculations ahead of time and carefully apply throttle and controls. Once you are close to the ground, at the flare altitude, throttle back slowly and control the flare as close to the ground as possible. Any sudden move will induce ballooning and thanks to the ground effect the C-105 can float for over the half of the runway. And then, when the speed bleeds off, the pilot hits the ground heavily, „as a sack of potatoes“. To learn how to gently land the C-105 at the specific point of the runway is like gently fondle a young lady. Many veteran instructors believe that the PPL check rides should be flown in Trener so as the pilot can demonstrate if he or she possesses the talent for flying and can perform the perfect landing as opposed to a half-controlled crash landing.



With the most valuable passenger, daughter Anette (possibly the future modeler or pilot) in the Boeing 737 cockpit. A little side note for CAA inspectors: pictures were taken after the landing!

BIO

Ing. Tomáš Hruška

Pilot since: 1996

Started flying at: Aeroklub Žilina;

Education: The University of Žilina graduate
– Air Traffic and Pilot Program major

Total hours logged: 8500 hod.

Certified on: L-13 Blaník, Z-42/43/142,
L-200, Z-126 Tréner, B737 300-800, Cessna
Citation Bravo/EncoreQualifications: Captain/TRI Boeing 737,
Captain/LTI Citation Bravo/Encore, CFI-
–multi-crew collaboration MCC, CFII.Hobbies: scale aircraft modeling, history –
especially aviation one

Z-126 OM-PLP, in which Tomas Hruska logged his first flights in Tréner type.

Unforgettable skills

Now I am getting to the point of, up until now unappreciated, concept of the universal Tréner series aircraft benefitting the air traffic safety. Currently the majority of the accidents of the modern sophisticated airliners was caused by the „loss of control“ in other words the crew's inability to safely control and land the airplane while it was fully air-

Some of the most memorable moments on board include reading historic articles in Eduard Info, for instance on the Battle of Britain, while flying over the Dover cliffs. Of course only above 10 000 ft, exactly according to the rules! Amazing link between scale modeling and history is the best motivation for the future male and female pilots.

worthy or suffered a failure which still enabled the crew to safely control and land the aircraft. This was exacerbated in the cases of some flight instruments or warning systems failures indicating wrong information while the aircraft was fully airworthy and flying in normal regime. What is the cause of this? The answer is the training syllabus and types of the training airplanes used. During the training of the future ATPs the focus was no longer put on the pilots' ability to sensibly control the airplane

and recognize, and safely, on-time recover from any unusual flight regime the airplane can get into due to a variety of factors.

From this standpoint Tréner was an ideal airplane demanding the precise hands-feet coordination and above all „a feel“ for the aircraft. A pilot had to literally feel under his butt what the airplane was doing and what was its airspeed without consulting the instruments all the time. This was specifically important for the correct landing when pilot learned to feel the ground proximity and level out at the right altitude. Otherwise, he was not able to land nicely and safely above all. Tréner series aircraft were also used to teach the basic aerobatics which was part of the syllabus so a pilot learned to feel and recognize, on time, an imminent spin, stall, or other unusual regime of flight and thanks to it he could break them or, in the worst case scenario, safely recover. Unfortunately, these tasks were eliminated from the training program, mostly as a cost reduction effort, and several aforementioned accidents occurred.

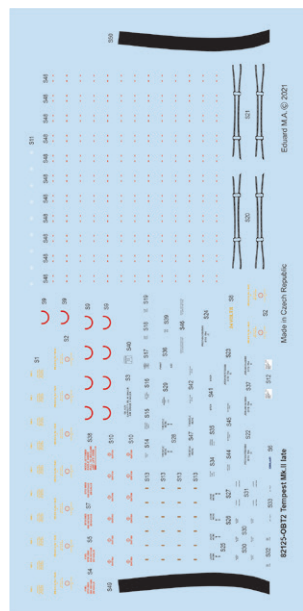
Recently the „new“ part was introduced to the pilots' training programs in the form of UPRT (Upset Recovery and Prevention Training) i.e., a training in recovery and prevention of the unusual flight regimes, something routinely practiced in our Aero Clubs in the beautiful Tréner series aircraft more than 60 years ago!



This beauty, Z-226MS OM-MPY, is operated by Aero Club Žilina.

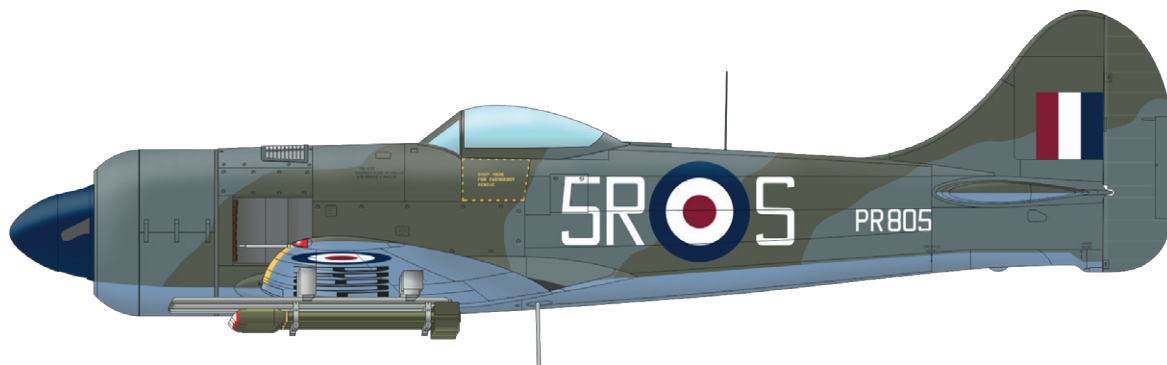
1/48 Cat. No. 82125

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- ProfiPACK edition
- Tempest Mk.II late Version
- Scale Plastic Model Kit
- scale 1/48
- Tempest Mk.II late version
- Product page



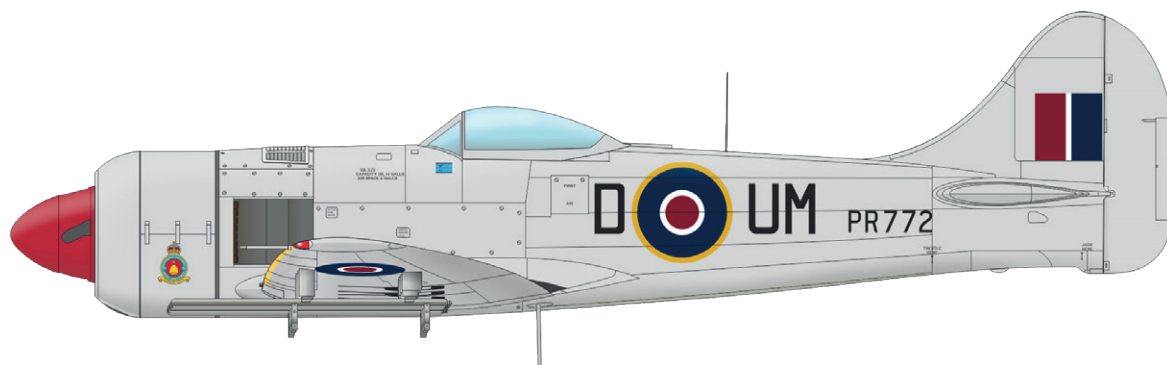
PR805, No. 33 Sqn, Butterworth, Malaysia, 1951

One of the last operational Tempests Mk.II served with No. 33 Squadron during their operations against Malayan Communists (First Malayan Emergency) from October 1950 to the end of May 1951 (Operation Firedog). Tempests conducted air-to-ground attacks against the Malayan guerillas using 3-inch RP (Rockets Projectiles) as their primary weapon. Towards the end of its operational use PR805 was repainted in the new Long-range Day Fighter Scheme. However, it was withdrawn from use at the end of May 1951 and delivered into storage at Seletar (Singapore). Later on, this aircraft was sold to Pakistan.



PR772, S/Ldr G. T. A. Douglas, No. 152 Sqn, Risalpur, India, November 1946

The wartime No. 152 Sqn had disbanded in March 1946 but was reformed in May 1946 by renumbering No. 136 Sqn (Spitfire-equipped). However, the newly reformed unit was planned to receive Tempests Mk.II and the first of these arrived at Risalpur in July 1946. The following month, the unit received a new commanding officer, S/Ldr G. T. A. Douglas, along with its full complement of 16 Tempests. The squadron's activities were severely hampered due to the lack of both air and ground crew and of Tempest spares. S/Ldr Douglas adopted PR772 as his personal Tempest and it was coded UM-D; it was camouflaged in the DFS at this time. However, at the beginning of September, Douglas was posted to Delhi and F/Lt D. J. M. Coxhead assumed command in his absence. Meanwhile UM-D was repainted in the Aluminium scheme; it also gained the colored spinner and squadron badges when it and five other Tempests from the unit took part in a fire-power demonstration for the Staff College at Quetta on November 10, 1946. By the time No. 152 Sqn was disbanded at the end of January 1947 its Tempests had been flown to No. 5 Sqn at Peshawar, for transfer to RIAF units, but PR772 was retained by No. 5 Sqn RAF, becoming OQ-R, once again a CO's aircraft.



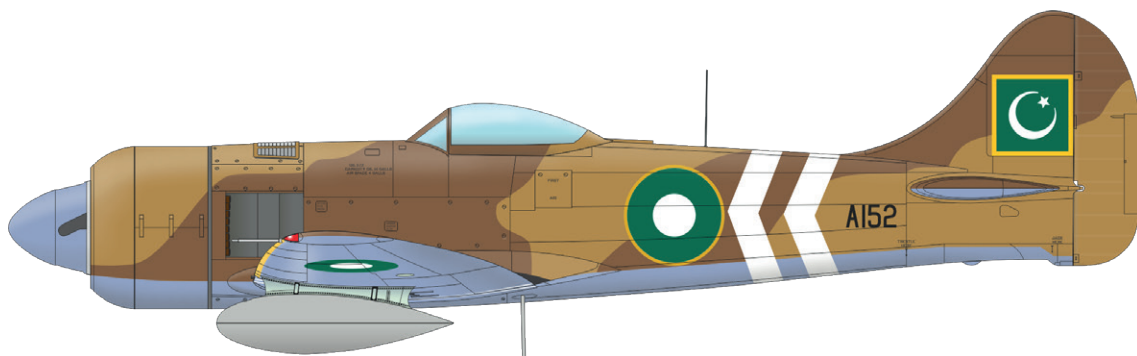
PR782, No. 16 Sqn, F/O D. W. Baldock, RAF Fassberg, Germany, 1948

After the 2nd TAF was renamed British Air Forces of Occupation (BAFO), the main task for units deployed in Germany changed from keeping an eye on former enemy to safeguarding the West from its former allies in the east. In a period of great reorganization, a Spitfire fighter-reconnaissance unit, No. 16 Squadron, was disbanded at Celle (Germany) on April 1, 1946, but was reformed at RAF Fassberg on the same day, by renumbering No. 56 Squadron. The unit used Mk.V Tempests until August 1946, when they began conversion to the Tempest Mk.II. On August 6, F/O D. W. Baldock flew his Tempest V, EG-V, back to the UK and collected a brand new Tempest II, PR782 which he flew back to Fassberg, via Eindhoven, the next day; it would also be coded EG-V, his allocated aircraft. On September 14, he flew it back to the UK, along with eight other Tempests from his squadron, to take part in a massive Battle of Britain commemorative fly-past over London. PR782 would serve with the squadron through to December 1948 when it was replaced by a De Havilland Vampire jet. PR782 then flew for three months with No. 26 Sqn before transfer to No. 33 Sqn, who took it to Malaya in August 1949; it was scrapped there following a flapless landing at Butterworth when it overshot the runway and the undercarriage collapsed.



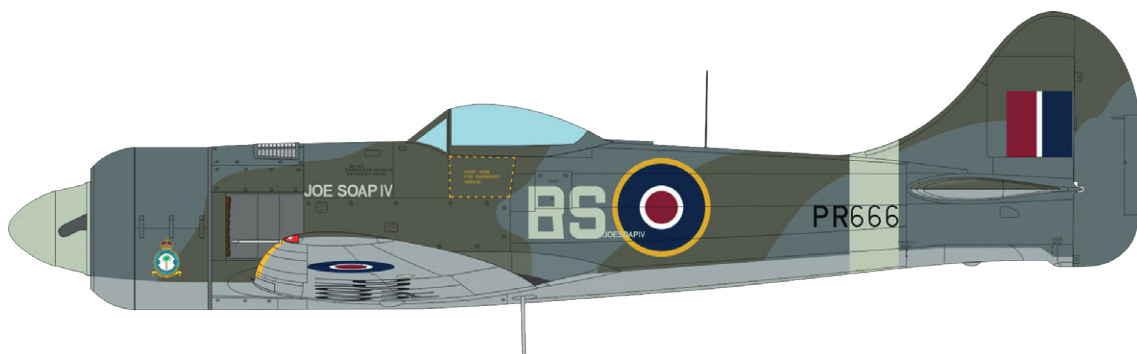
A152, No. 5 Squadron, Royal Pakistan Air Force, 1948

Pakistan obtained their Mk.IIs following partition of Pakistan and India and establishment of the RPAF. Pakistan took over 35 Tempests, all inherited from RAF. These aircraft formed Nos. 1 and 5 Squadrons RPAF established on August 15, 1947, with aircraft arriving a month later; No. 1 Sqn was later renumbered No.9. All Mk.IIs were overhauled at RPAF Drigh Road in Karachi, as they were received in bad condition. In the process they got also new serials A100-A127 during 1948 and the same year Hawker delivered batch of Mk.IIs already in Desert Scheme colors (A128-A151). The A152 was one of four or five aircraft which were returned to the service in 1949 (the original aircraft inherited from India) using new and also cannibalized parts from other „grounded“ aircraft. It seems logical and probable the aircraft obtained the already used Desert Scheme, but not sure. The Day Fighter Scheme of RAF is also possible according to some sources. What's sure are the white identification chevrons on fuselage and wings used for quick identification of RPAF's Tempests in the air and bottom cockades without the yellow outline contrary to the standard markings. It is up to the modeler to choose which camouflage colors prefers, as the sources are rather scanty. We tend to believe it was the Desert Scheme.



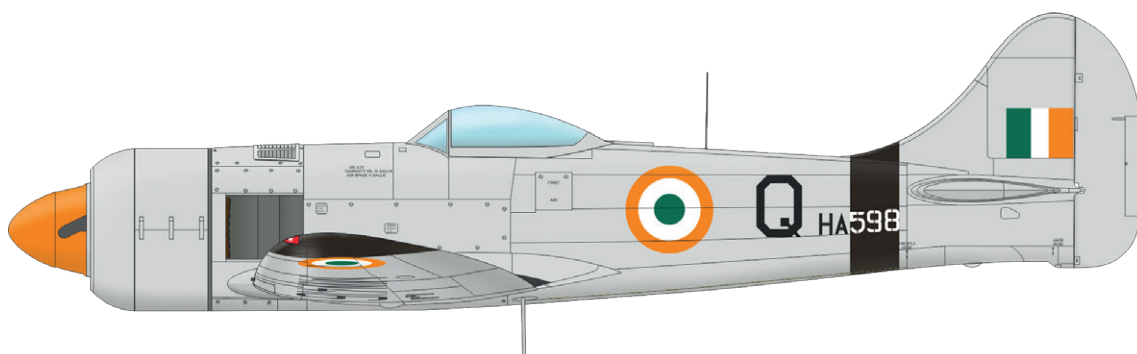
PR666, S/Ldr T. H. Meyer, No. 30 Sqn, Santa Cruz, Bombay, India, 1946

S/Ldr T. H. Meyer used several aircraft named Joe Soap, which is an imaginary name for a gullible person who can be fooled or misled easily. Joe Soap I and II were Mohawks flown by Meyer during the hostilities and Joe Soap III was a Spitfire; he marked his Tempest Mk.II as Joe Soap IV (not III as stated elsewhere) and at some point, the aircraft got the R letter in the code modified to the B, creating the "BS" code, which is abbreviation for "Bull Shit". This might well be a reaction to the situation in the RAF at the time, as the slow rate of demobilization caused discontent among the personnel, or it could have been his favorite expletive. Some illustrations show the part of inscription "Joe Soap" at the bottom of the letter R, but a close look at the photo shows it is in fact an unbroken bar. It is not known whether the inscription Joe Soap IV was repeated on the starboard side.



HA598, No. 7 Sqn, Royal Indian Air Force, 1947

Some 124 Tempests Mk.II were transferred to the RIAF from the RAF squadrons departing India. First to use them was No. 3 Sqn at Kolar in September 1946 with Nos. 10 and 4 Sqn following. In mid-1947 Nos. 7 and 8 Sqn added to the India Tempest strength. Two other Squadrons of RIAF converted to Tempests later in 1947, the No. 1 and No. 9, but these were almost immediately transferred to Pakistan, becoming No. 5 and No. 9 RPAF squadrons. India brought another 89 Tempests from Hawker, all of them full refurbished and, if necessary, modified to full tropical standard. The latter was the case of for MW809 which became HA598; this makes it an exception from the PR series in this kit but puts it on par with these thanks to the upgrade technically. No. 7 Sqn was the first unit to exchange Tempests for De Havilland Vampire jets in 1949 ; their last Tempests departed in December 1949.



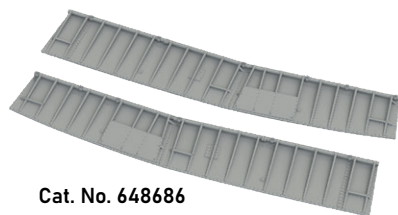
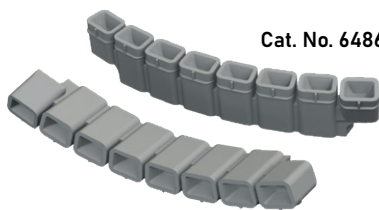
Recommended for Tempest Mk.II late

- 481064 Tempest Mk.II landing flaps (PE-Set)
- FE1208 Tempest Mk.II seatbelts STEEL (PE-Set)
- 644104 Tempest Mk.II LööK (Brassin)
- 644115 Tempest Mk.II LööKplus (Brassin)
- 648636 Tempest Mk.II wheels (Brassin)
- 648637 Tempest Mk.II undercarriage legs BRONZE (Brassin)
- 648638 Tempest Mk.II gun bays (Brassin)
- 648639 Tempest Mk.II cockpit (Brassin)
- 648641 RP-3 60lb rockets for Tempest Mk.II (Brassin)
- 648654 Tempest Mk.II exhaust stacks (Brassin)
- 648686 Tempest Mk.II landing flaps (Brassin)
- D48086 Tempest Mk.II stencils (Decal Set)
- D48087 Tempest Mk.II roundels (Decal Set)

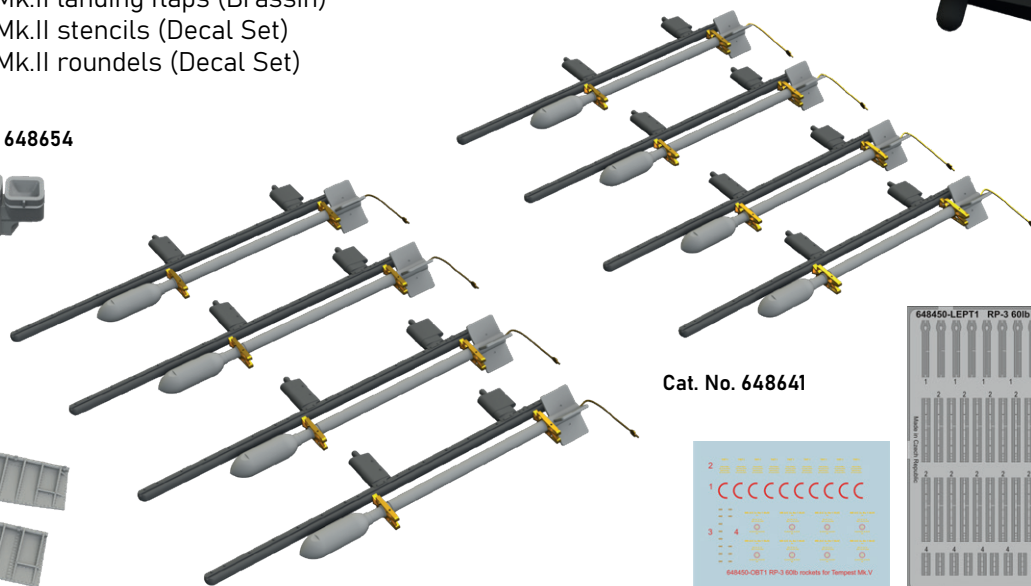
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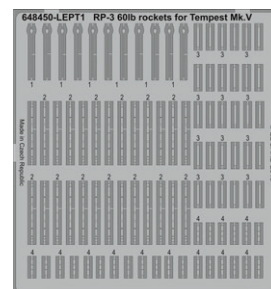
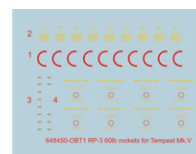
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OVERTREES

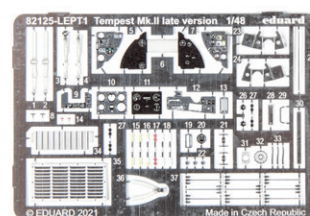
Tempest Mk.II late version

1/48

Cat. No. 82125X

[Product page](#)

Cat. No. 82125-LEPT1



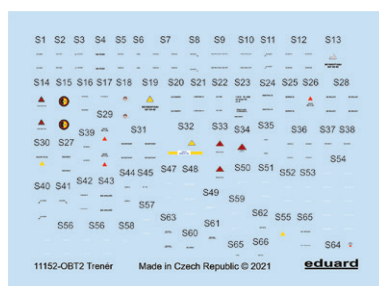
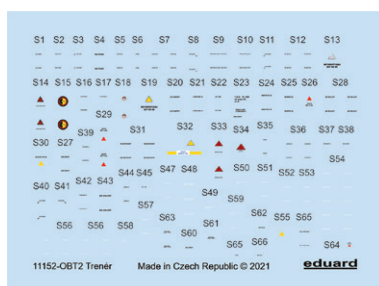
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Trenér Dual Combo 1/48 Cat. No. 11152

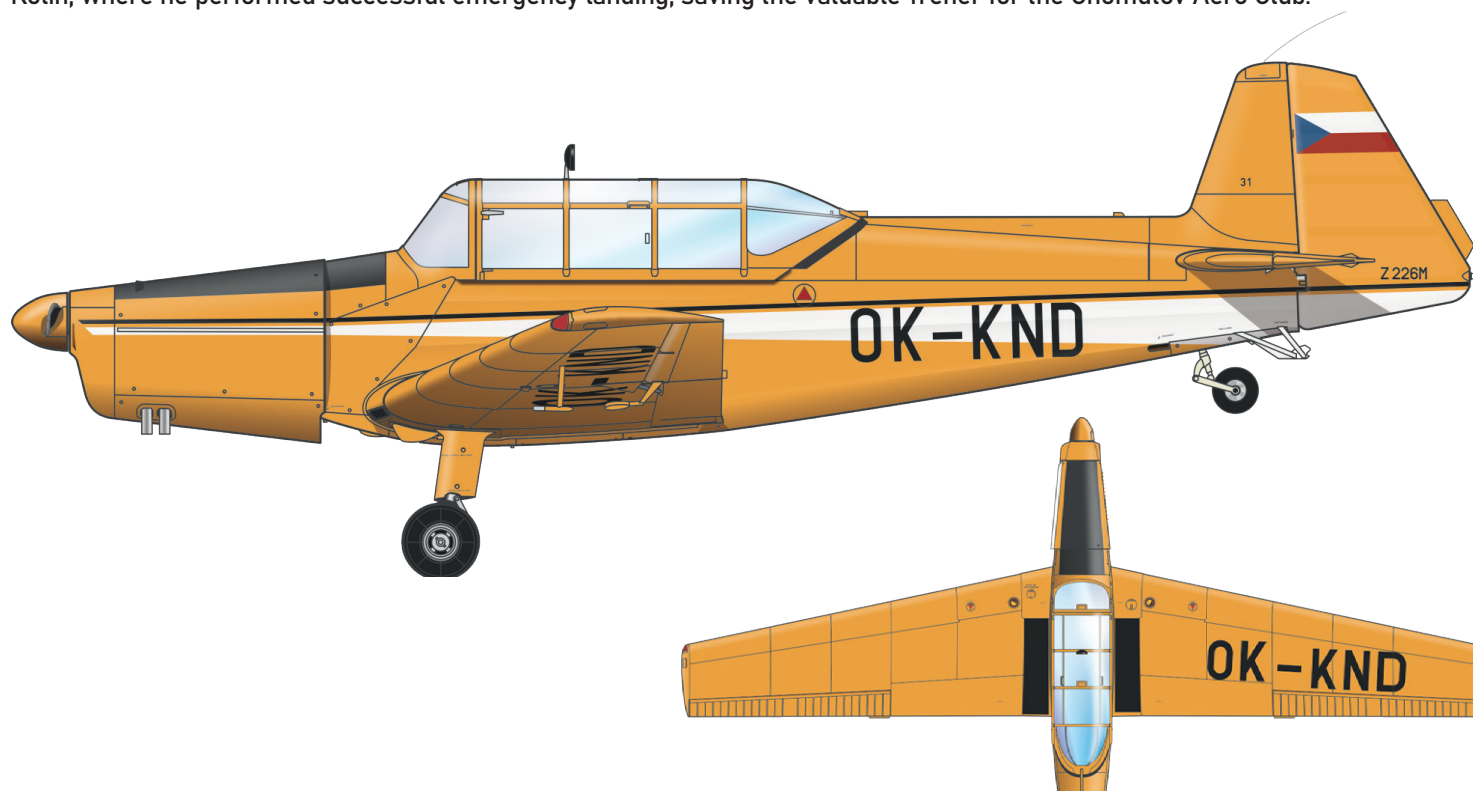
- Eduard plastic parts
- Photo-etched set
- Painting mask
- 10 marking options

Product page



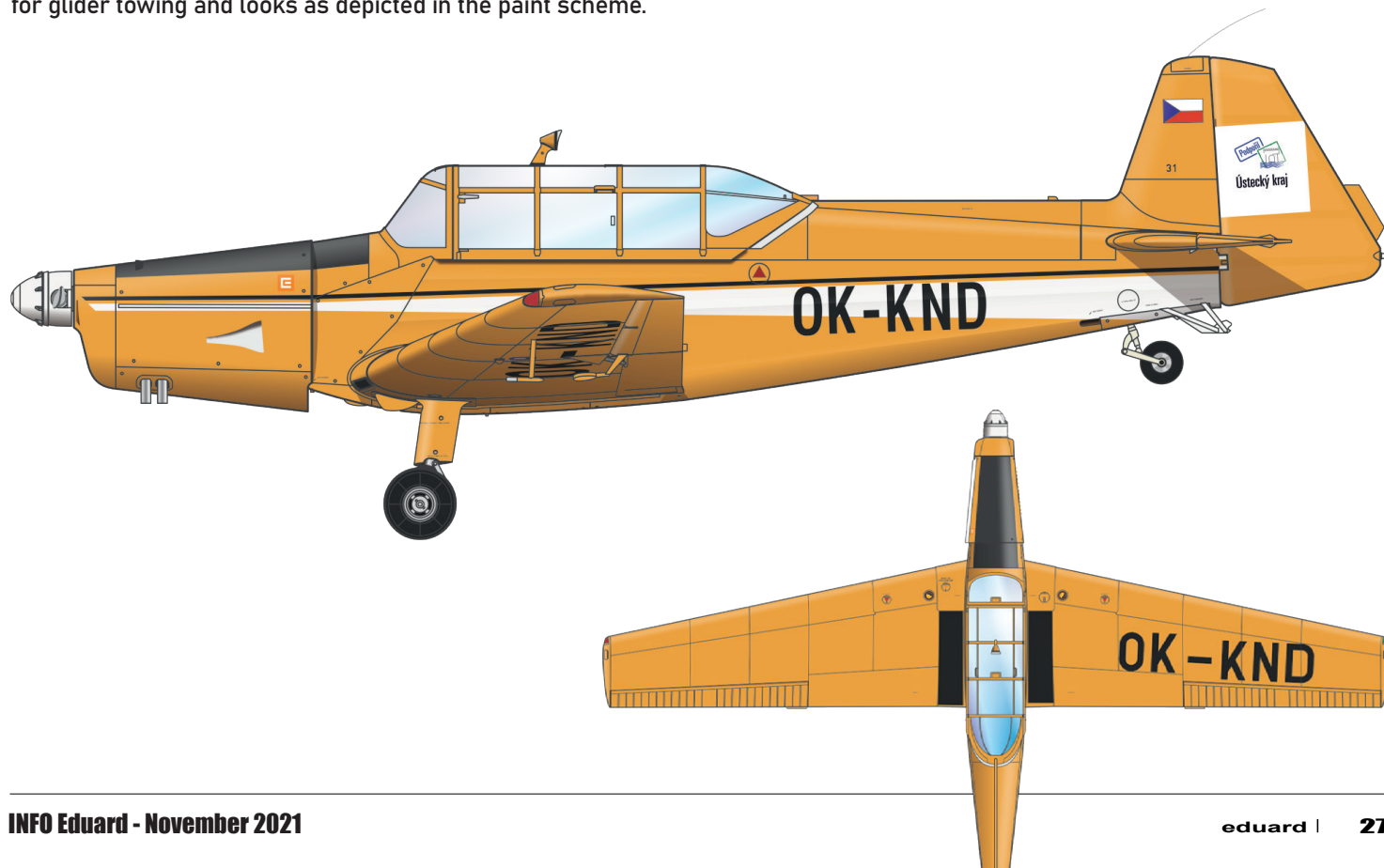
Z-226M, OK-KND, No. 31-09, Aero Club Chomutov, Czech Republic, around 1995

This scheme depicts the "Kanada" as it flew after the overhaul in 1990-1991 as the Z-226M version. However, not much was missing, and it wouldn't have survived the flight from the Aerotechnik company in Kunovice to Chomutov. During the flight, the engine stopped due to malfunction. Experienced pilot Petr Švestka, however, managed to glide with the aircraft to the airport in Kolín, where he performed successful emergency landing, saving the valuable *Trenér* for the Chomutov Aero Club.



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

One of the oldest airworthy *Trenérs* has been serving with the Chomutov Aero Club since the early 90s. It was test-flown on November 29, 1956, as the Z-226B and assigned to the Liberec County Aero Club (registered on February 26, 1957) subsequently. The Aircraft then wandered around the 'subordinate' Aero Clubs (Česká Lípa, Hodkovice and Mohelkou, Raná u Loun, Most, Chomutov...). Due to cracked main spar, it was deemed unairworthy in 1985 and stayed grounded until 1990, when the overhaul was started. It was also converted to the Z-226M in the process. Later on, in December 2001, the next overhaul changed the OK-KND to Z-226MS standard. For a period of time, OK-KND then flew forest fire monitoring flights for the Fire Department (thanks to this, the county also provided funds for the overhaul and conversion). Today, the "Kanada", as is the OK-KND nicknamed, serves for glider towing and looks as depicted in the paint scheme.

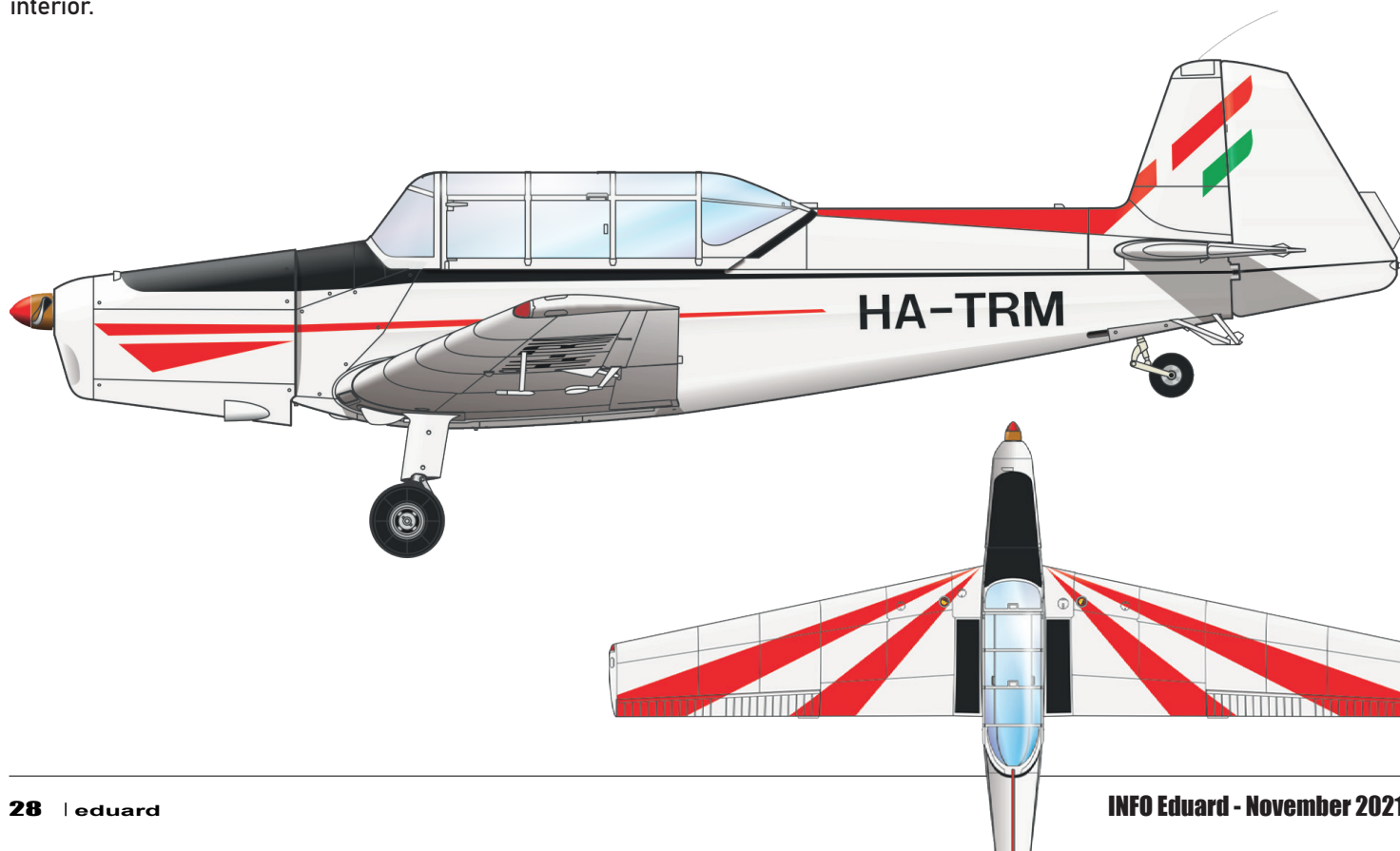


Z-226MS, OK-LMG, No. 135, private owner, Rakovník airfield, Czech Republic, 2020

This Trener was manufactured in 1957 as the Z-226T. After the engine reached its service life, the original Walter Minor 6-III engine was replaced by four-cylinder Minor 4-III (due to the shortage of six-cylinders) and the OK-LMG became the Z-126T. It was later converted to the Z-226M and then to the Z-226MS as part of further overhauls. For several years it flew at Brno-Slatina, and in 1991 it was acquired by the Aero Club Břeclav. During this period, it also changed its colors from red to blue-white combination. In 2009 the OK-LMG was sold to a group of private owners. The aircraft was given a drawing of a mouse on the port side of the fuselage, very similar to the one Adolf Galland had painted on the fuselage of his Bf 109s. The OK-LMG is currently grounded but will fly again.

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

This aircraft was manufactured in 1961 as the Z-226T and was exported to Hungary as part of the second delivery of Trainers to this country. The interest was sparked by the great success of Hungarian aerobatic pilots at the 1962 World Aerobatic Championships. The Hungarians won both the individual (József Tóth) and team (József Tóth, Sándor Katona, Péter Fejes) trophies. The HA-TRM served in the aeroclubs of Borsod or Farkashegy, today it is located at the airport in Tököl, where it is operated by JGTaviation. Interesting features are the lack of stencilling on the airframe and a number of non-standard modifications in the interior.

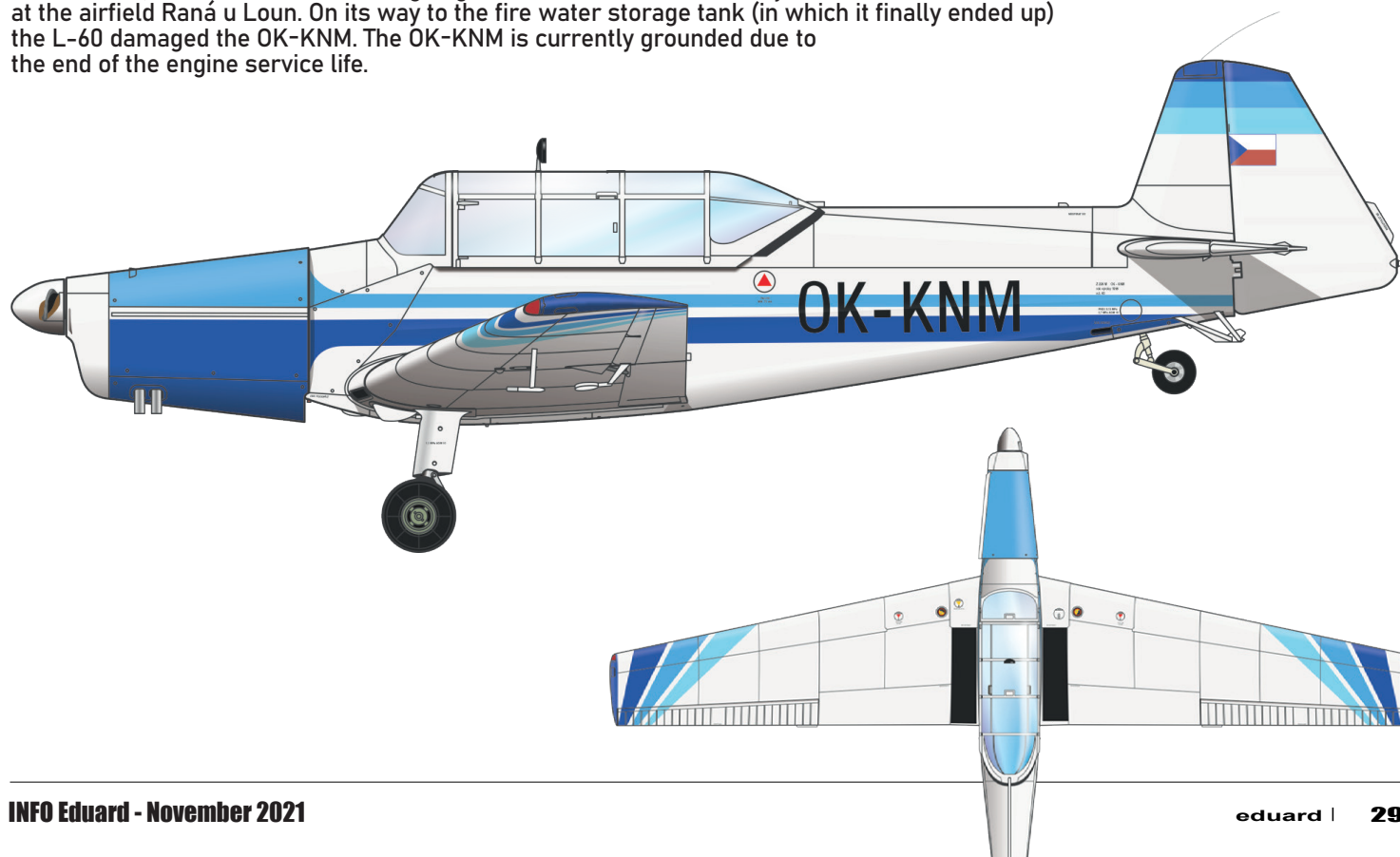


Z-226T, OK-MUA, No. 370, Ladislav Bezák, Kladno airfield, Czechoslovakia, 1971

One of three private Treners in the former Czechoslovakia at the turn of the sixties and seventies was in possession of Ladislav Bezák, the first official aerobatics world champion. He assembled it personally using a discarded airframe obtained from the Kladno Aero Club and a number of scavenged parts. It was registered on October 29, 1968, with serial number 370, which, however, duplicated the factory serial number of another aircraft (HA-TRL delivered to Hungary). Bezák used his Trainer for aerobatic training and demonstration flights. On December 19, 1971, he used this aircraft to emigrate from Czechoslovakia to the then West Germany. As it was an aircraft in his possession, it was not returned to Czechoslovakia. Bezák continued to operate it under German (D-EMUD) and British (G-BEZA) registration. Ladislav Bezák died in 2018 and the aircraft is today stored in Germany in an unairworthy condition.

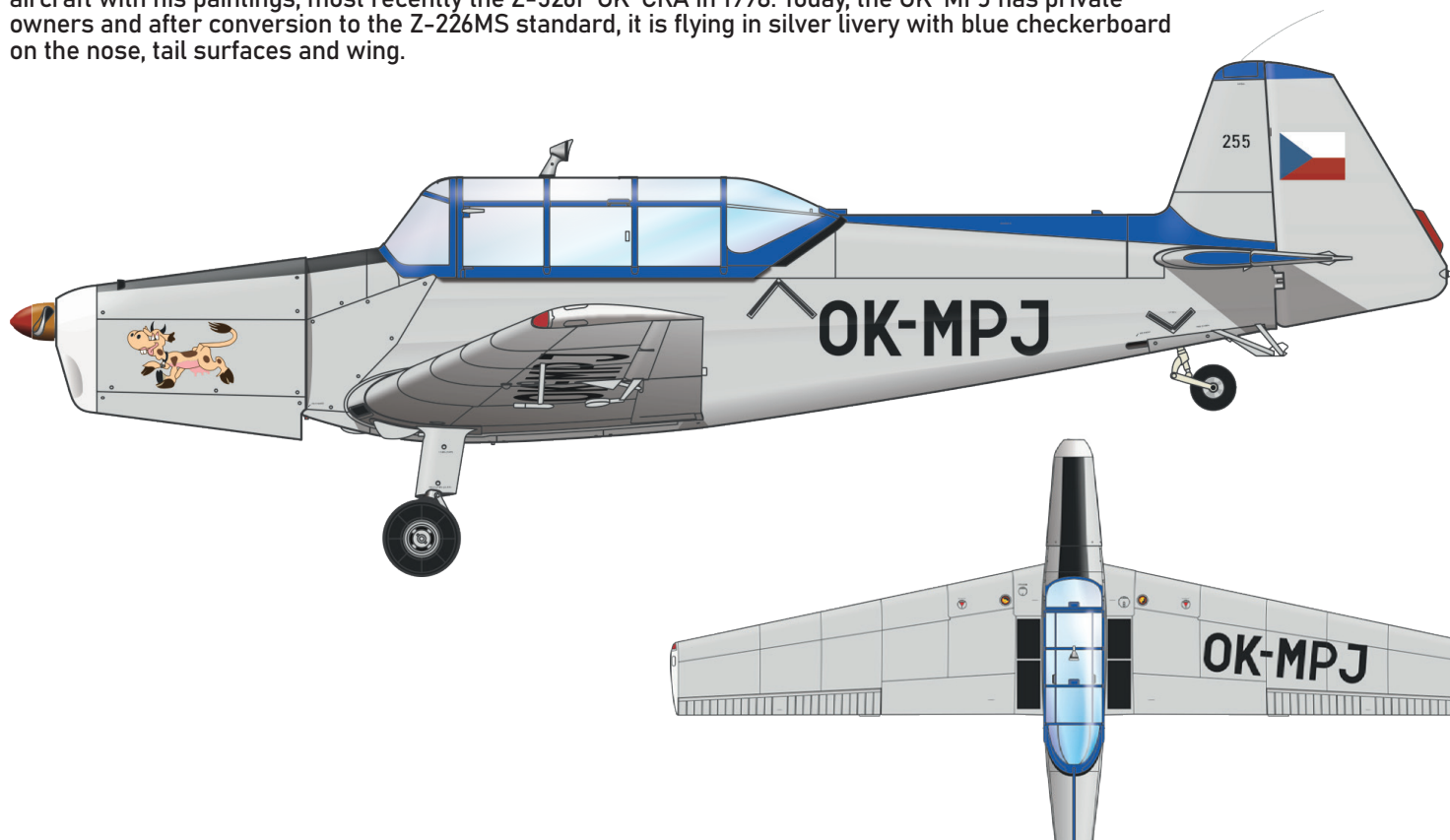
**Z-226M, OK-KNM, No. 40-09, Aero Club Roudnice nad Labem, Czech Republic, 2019**

This aircraft was manufactured as the Z-226B version in 1957 and converted to the Z-226M in 1983. During its long and successful operation as a towing aircraft it suffered two rather strange accidents. The first occurred on June 22, 1968 and was a very curious collision between towing Trener and towed L-13 Blaník sailplane. The OK-KNM suffered heavy damage to the tail surfaces, but pilot Bohumil Švec managed to land safely and so did the pilot of the sailplane. The second accident on June 29, 1984, was no less curious, as the L-60 with running engine started to taxi with nobody at the controls at the airfield Raná u Loun. On its way to the fire water storage tank (in which it finally ended up) the L-60 damaged the OK-KNM. The OK-KNM is currently grounded due to the end of the engine service life.

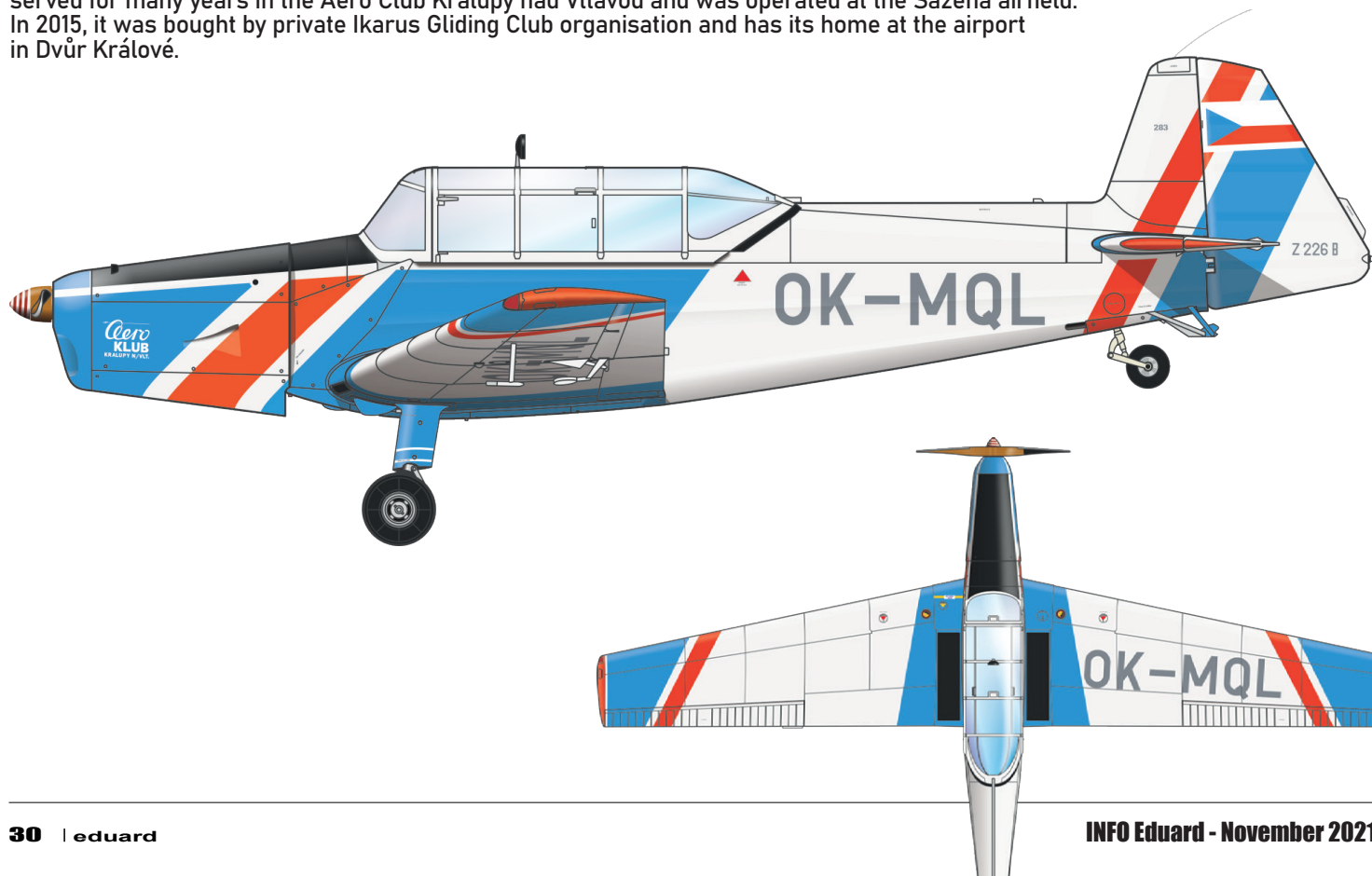


Z-226B, OK-MPJ, No. 255, Aero Club Kladno, Czechoslovakia, 1970s

The towing specials, Z-226B nicknamed „Bohatyr“ (meaning something as a strong hero) were a welcome help to Aero Clubs. The aircraft of serial number 255 was registered in December 1958 and was operated by the Kladno Aero Club in the seventies. The standard factory livery, which for the Z-226B version consisted of a basic silver colour with blue accessories, was complemented by a drawing of a cheerful cow by Josef Valenta, one of the Aero Club members. He went on to decorate several other aircraft with his paintings, most recently the Z-526F OK-CRA in 1998. Today, the OK-MPJ has private owners and after conversion to the Z-226MS standard, it is flying in silver livery with blue checkerboard on the nose, tail surfaces and wing.

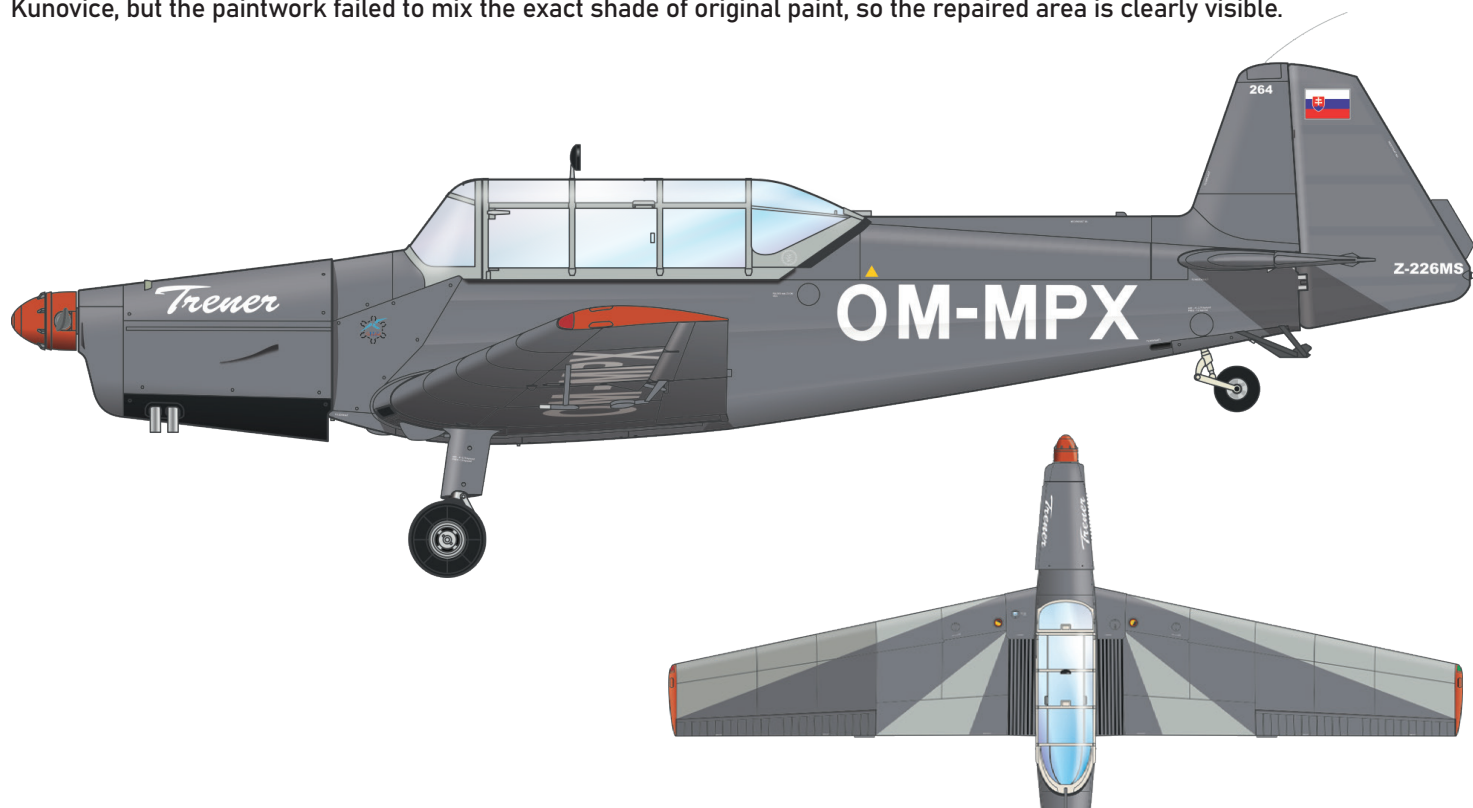
**Z-226B, OK-MQL, No. 283, Aero Club Kralupy nad Vltavou, Czech Republic, 2010**

This aircraft was manufactured as a Z-226B, it was operated as the Z-226B and still flies as the Z-226B... The aircraft of the serial number 283 was registered on April 10, 1959, and is unique because it has not undergone any conversion to different version. Incidentally, it is the last airworthy „Bohatyr“, as the Z-226B was nicknamed (meaning something as a strong hero). The OK-MQL served for many years in the Aero Club Kralupy nad Vltavou and was operated at the Sazená airfield. In 2015, it was bought by private Ikarus Gliding Club organisation and has its home at the airport in Dvůr Králové.

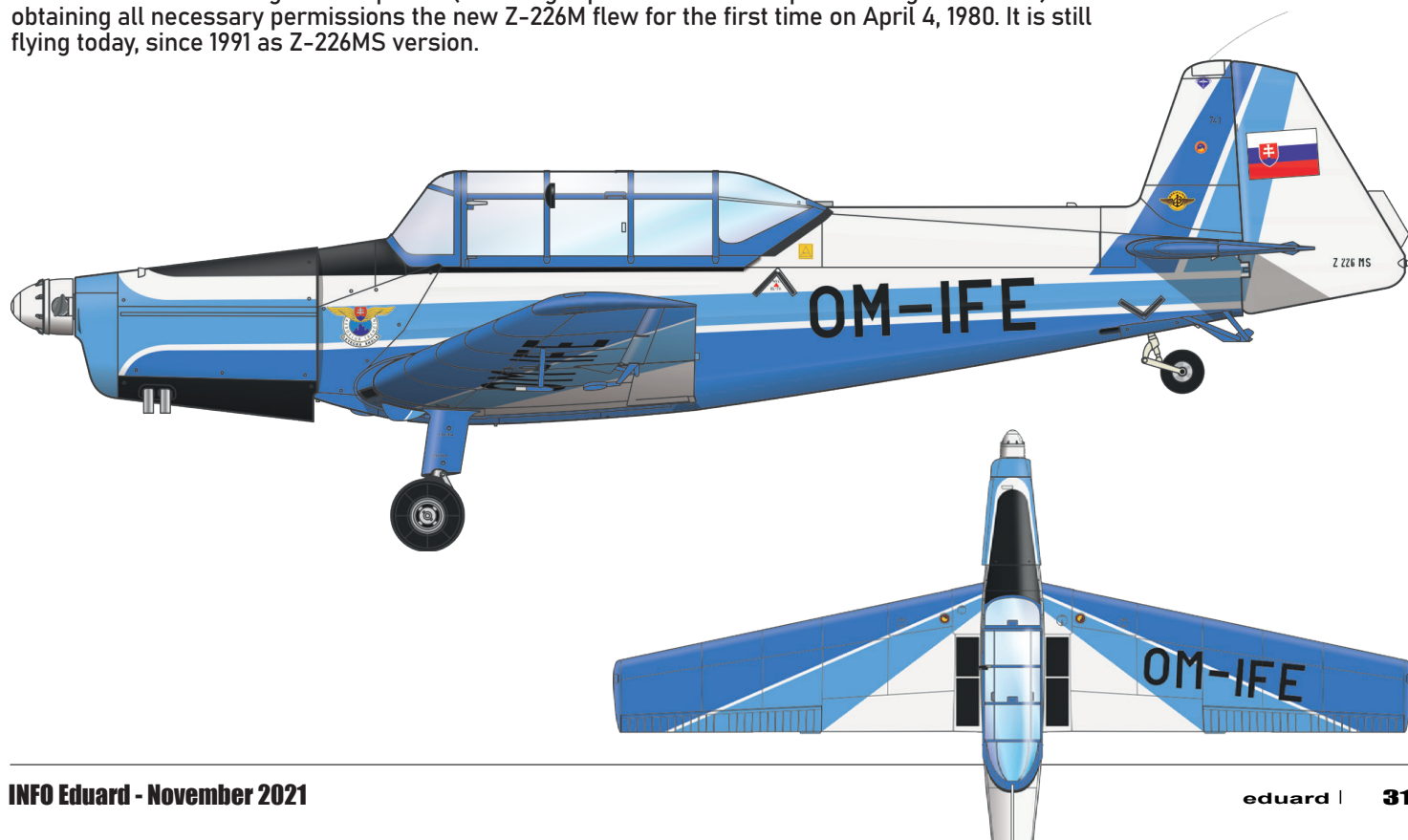


Z-226MS, OM-MPX, No. 264, Aero Club Nové Zámky, Slovakia, 2021

Originally manufactured as Z-226B, the aircraft was registered of the then Czechoslovakia as OK-MPX on January 9, 1959. It was operated at Prešov airfield, later used by the Aero Clubs of Holíč and Senica. In 1992 the aircraft was overhauled by Zlín-Avion Service. It was the first overhaul carried out by the company (it was founded in 1991). Since 2009, OM-MPX, already in MS version, is operated by the Aero Club Nové Zámky, where the aircraft underwent an extensive repair in 2011-2012, including the replacement of all canvas surfaces or canopy. At the same time, The OM-MPX received the current colours. On May 6, 2017, it was damaged when the pilot hit the VPD marking with left wing. The wing was repaired by the Slováký Aeroklub Kunovice, but the paintwork failed to mix the exact shade of original paint, so the repaired area is clearly visible.

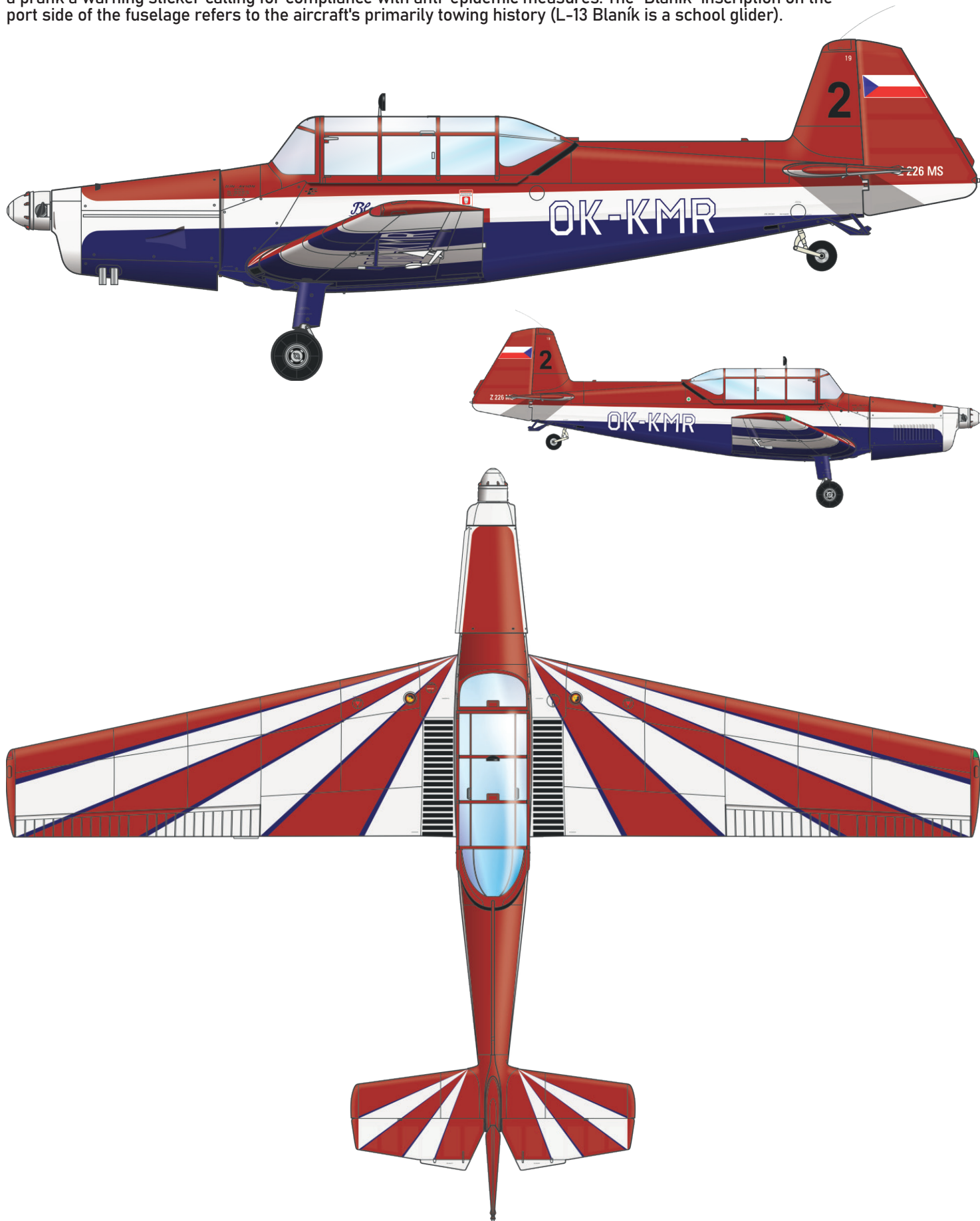
**Z-226MS, OM-IFE, No. 741, Aero Club Trenčín, Slovakia, 2021**

The aircraft of serial number 741 of Aero Club Trenčín, has a very interesting history. After the overhaul of the Treners at the Letecké opravovne Trenčín (Trenčín Aircraft Repair Works - LOTN) was discontinued in 1978, the local aeroclub was given tacit approval to choose what they needed from the parts that were to be scrapped. A number of members of the Trenčín Aero Club worked at LOTN and Boris Kauka, the then head of the Aero Club, initiated the assembly of an airworthy Trenér using the donated parts. The only part missing was the fuselage, which the Trenčín team eventually obtained as a gift from AK Holíč (Z-126). In Otrokovice the fuselage was repaired (including replacement of the spar and engine mounts) and after obtaining all necessary permissions the new Z-226M flew for the first time on April 4, 1980. It is still flying today, since 1991 as Z-226MS version.



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

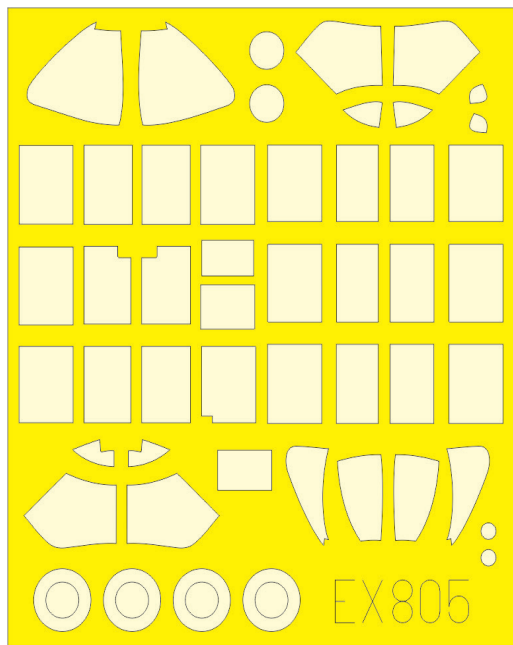
This Trener was originally manufactured as the Z-226B and like many other aircraft of this version, it was gradually converted to the Z-226M and MS versions. It was first time registered on April 26, 1957 and was flown by the Podhořany Aero Club, before sold to a private owner. The latter still operates it today at the Prague-Letňany airport. The former inscription Aeroklub Podhořany was removed from the aircraft, otherwise the colouring remained unchanged. In the "pandemic" year 2020, the owner put as a prank a warning sticker calling for compliance with anti-epidemic measures. The "Blaník" inscription on the port side of the fuselage refers to the aircraft's primarily towing history (L-13 Blaník is a school glider).



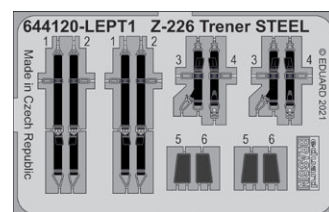
Recommended for Z-226

- 644120 Z-226 Trener LööK (Brassin)
 648679 Z-126/226 Trener wheels (Brassin)
 3DL48045 Z-226 SPACE (3D Decal Set)
 D48092 Z-226 stencils (Decal Set)
 EX805 Z-226 TFace (Mask)

Cat. No. EX805



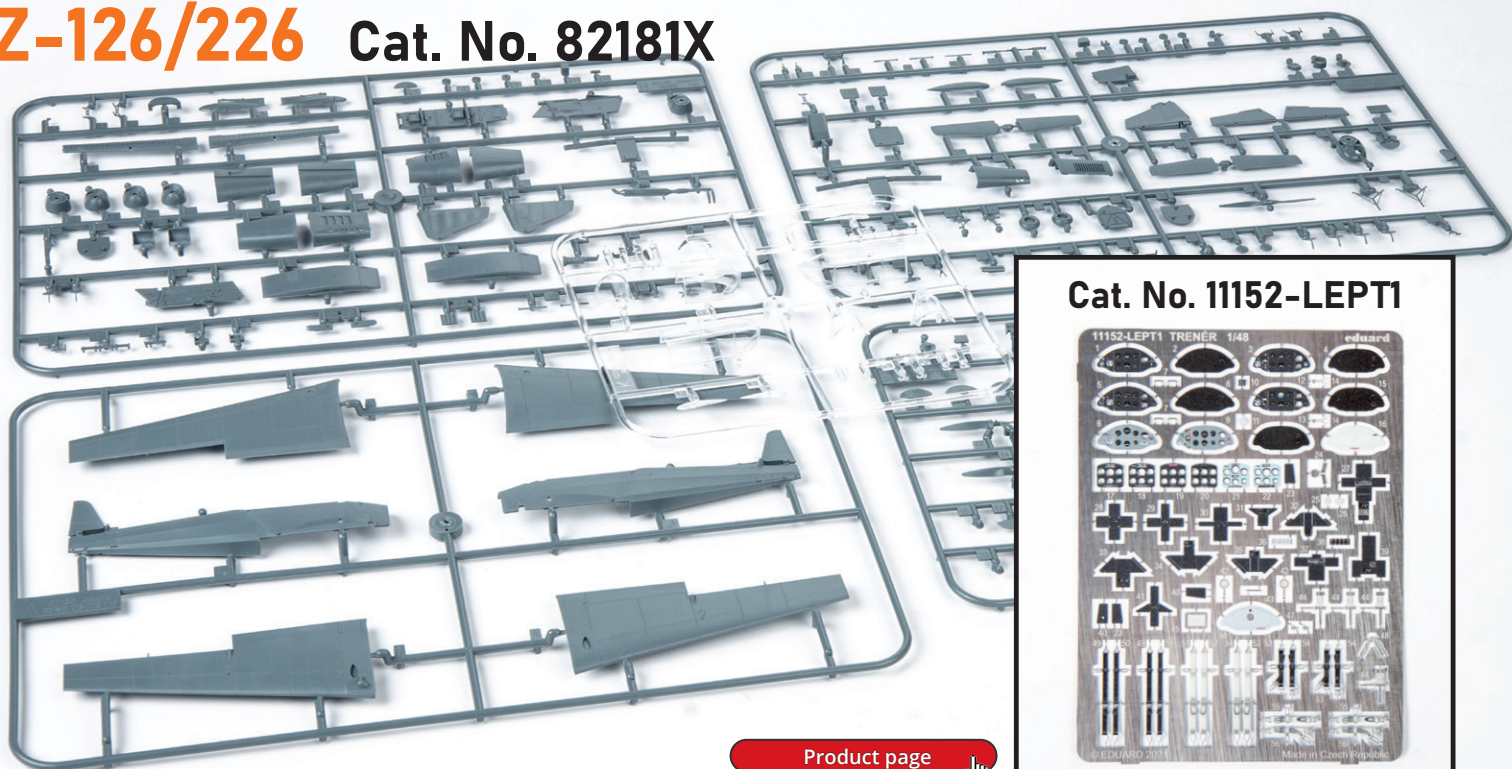
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Cat. No. 648679

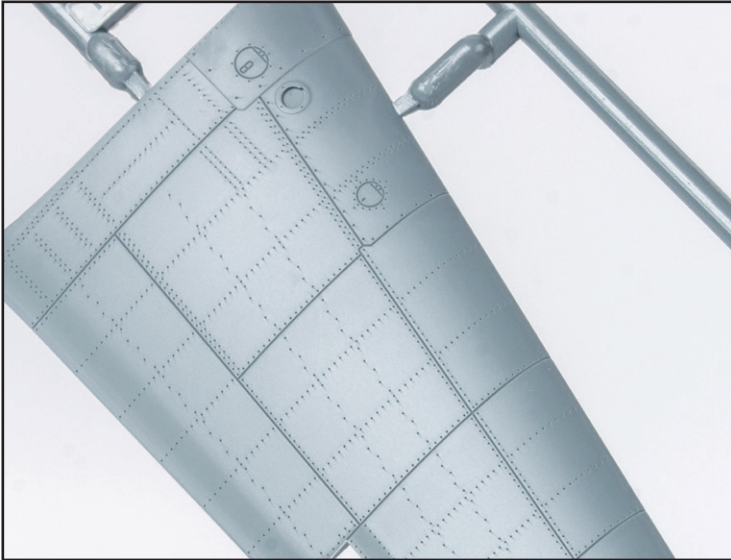
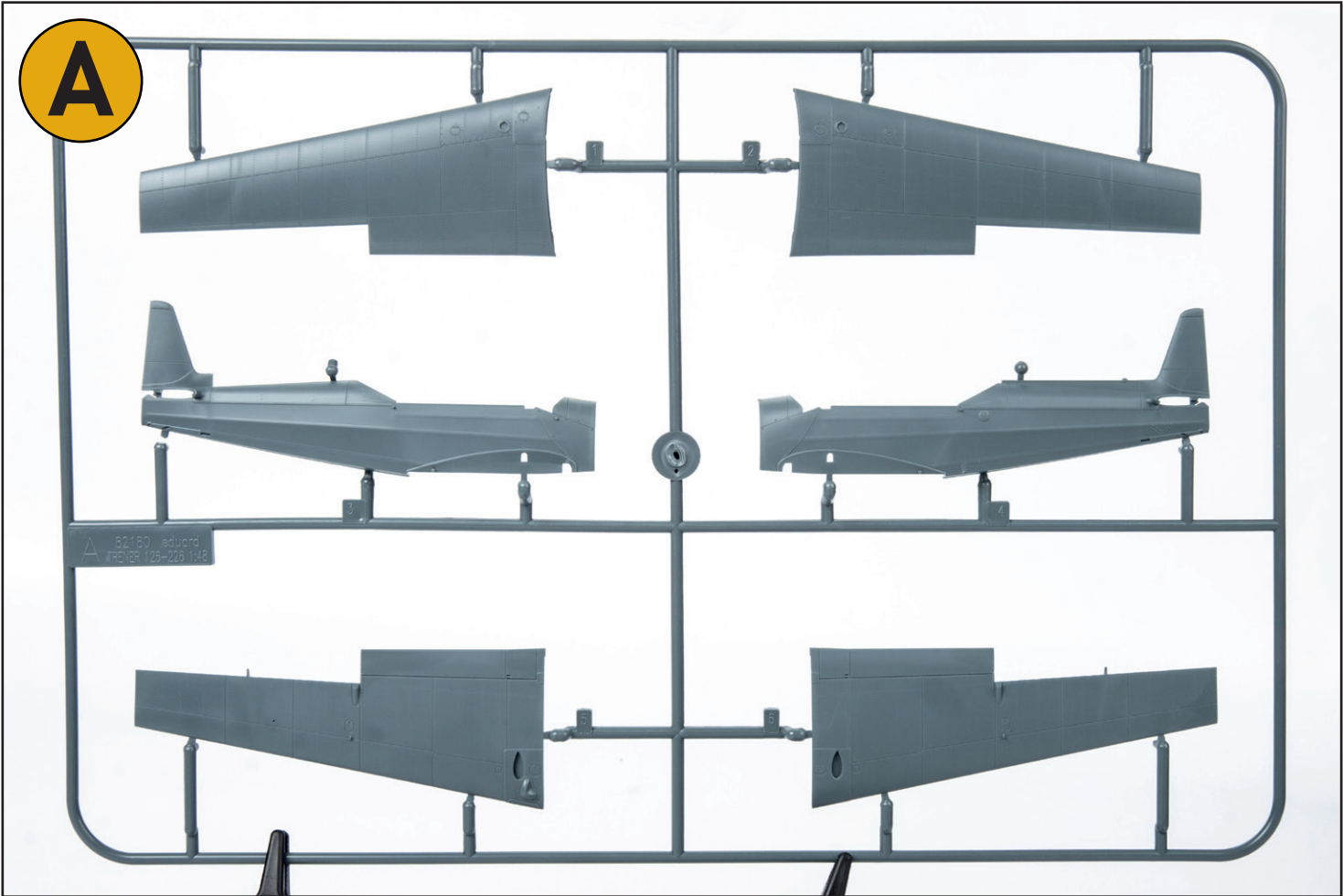
OVERTREES 1/48

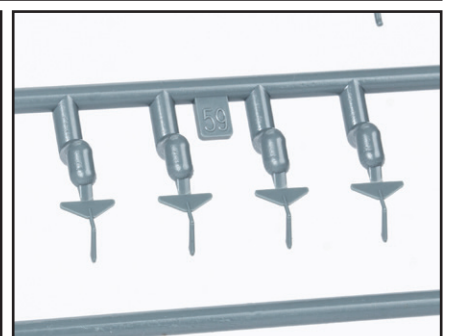
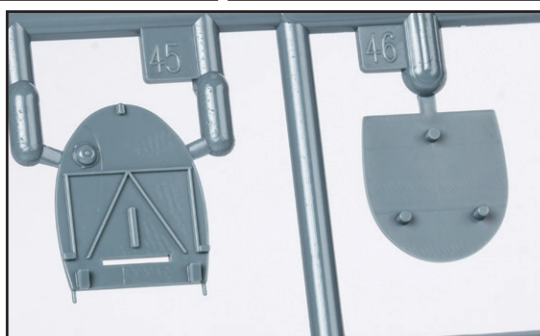
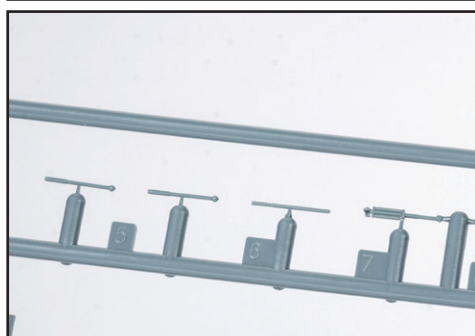
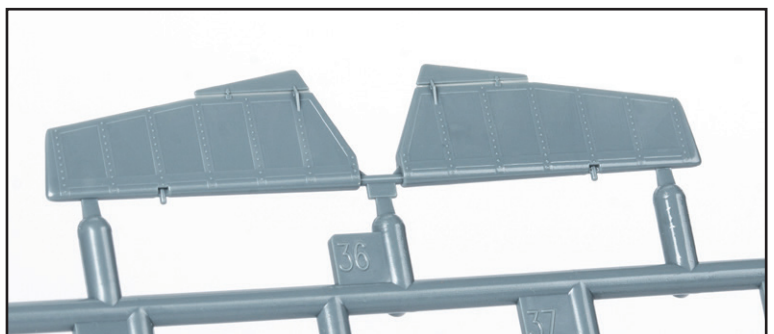
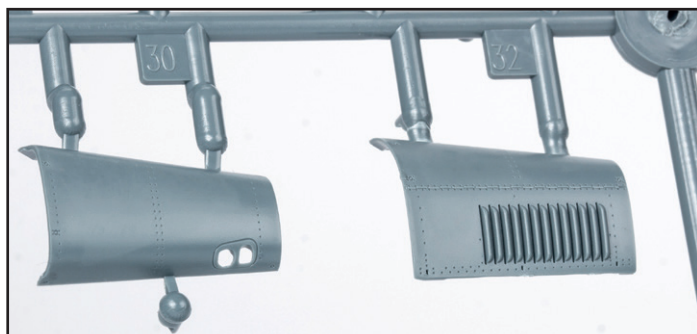
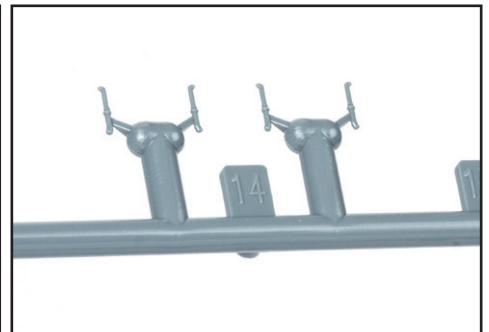
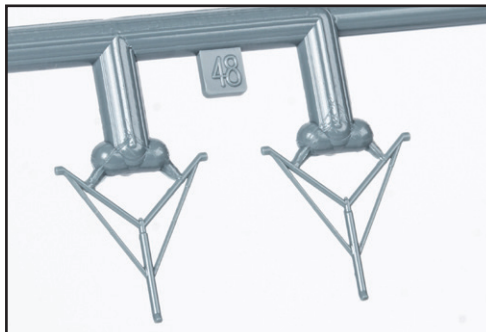
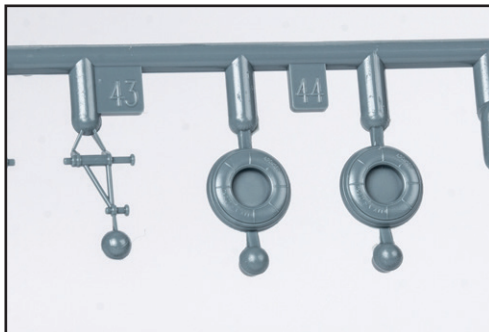
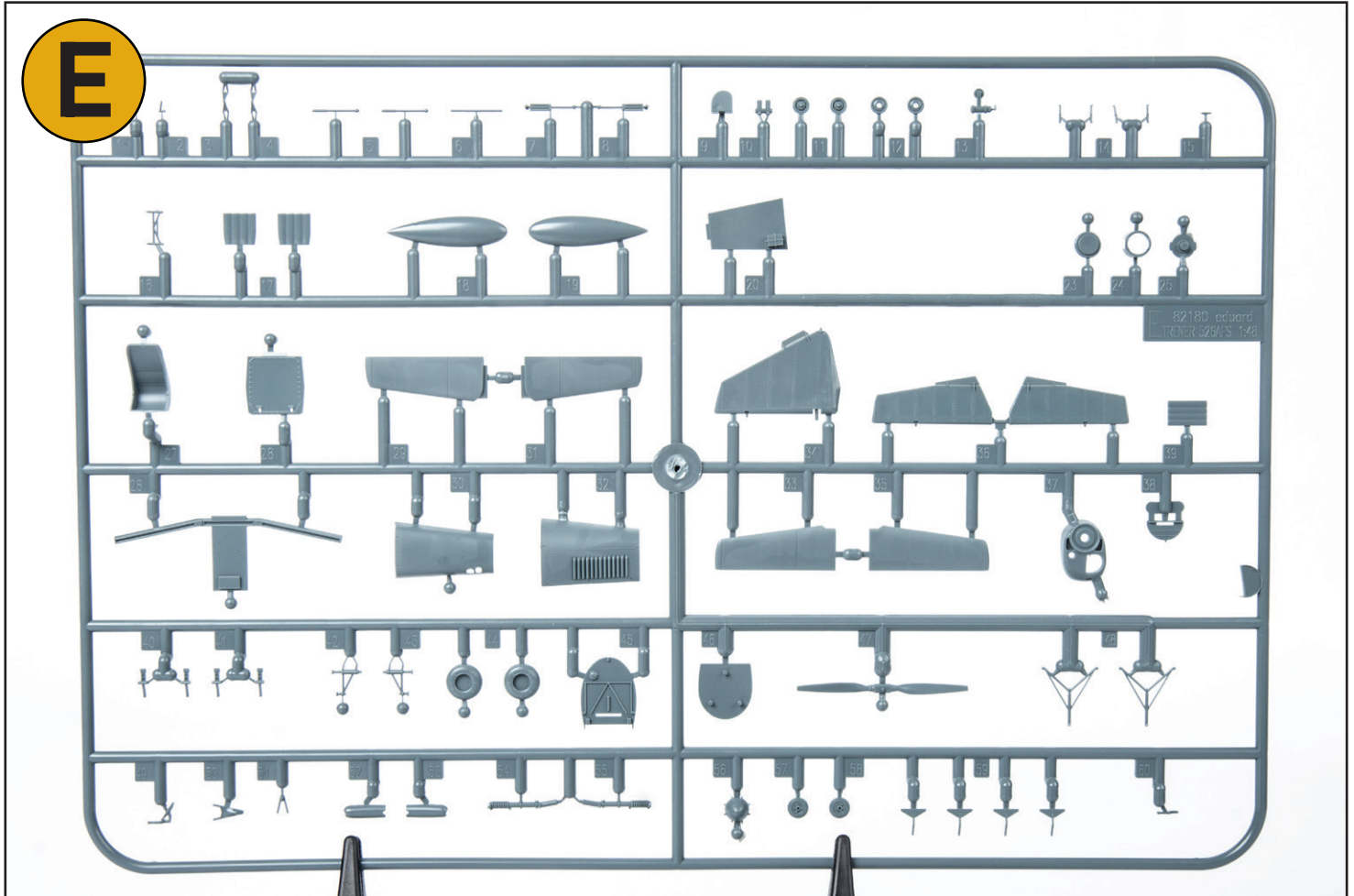
Z-126/226 Cat. No. 82181X

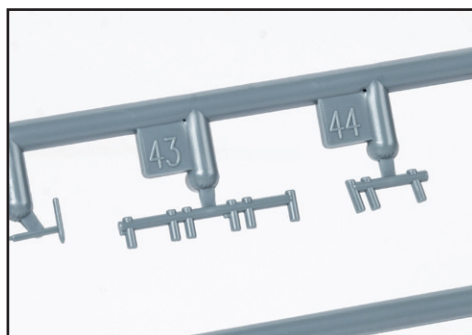
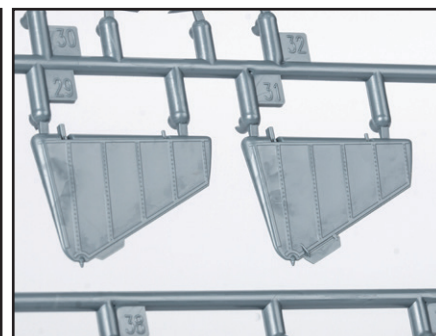
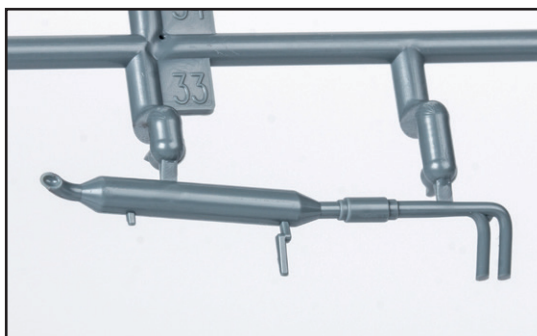
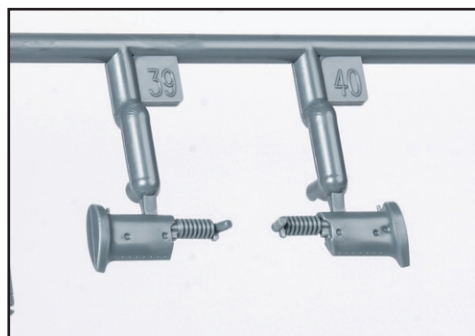
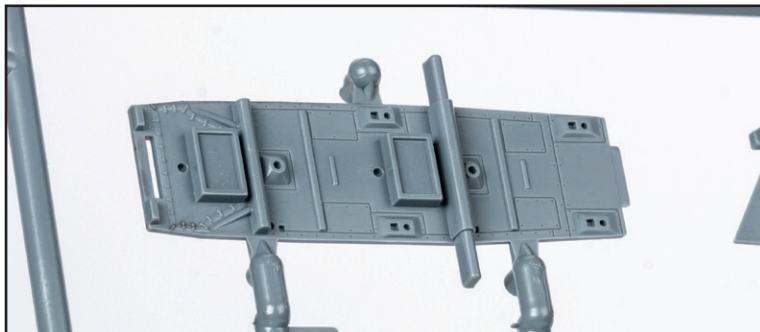
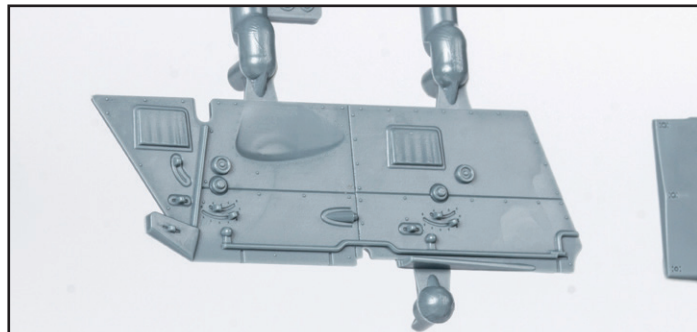
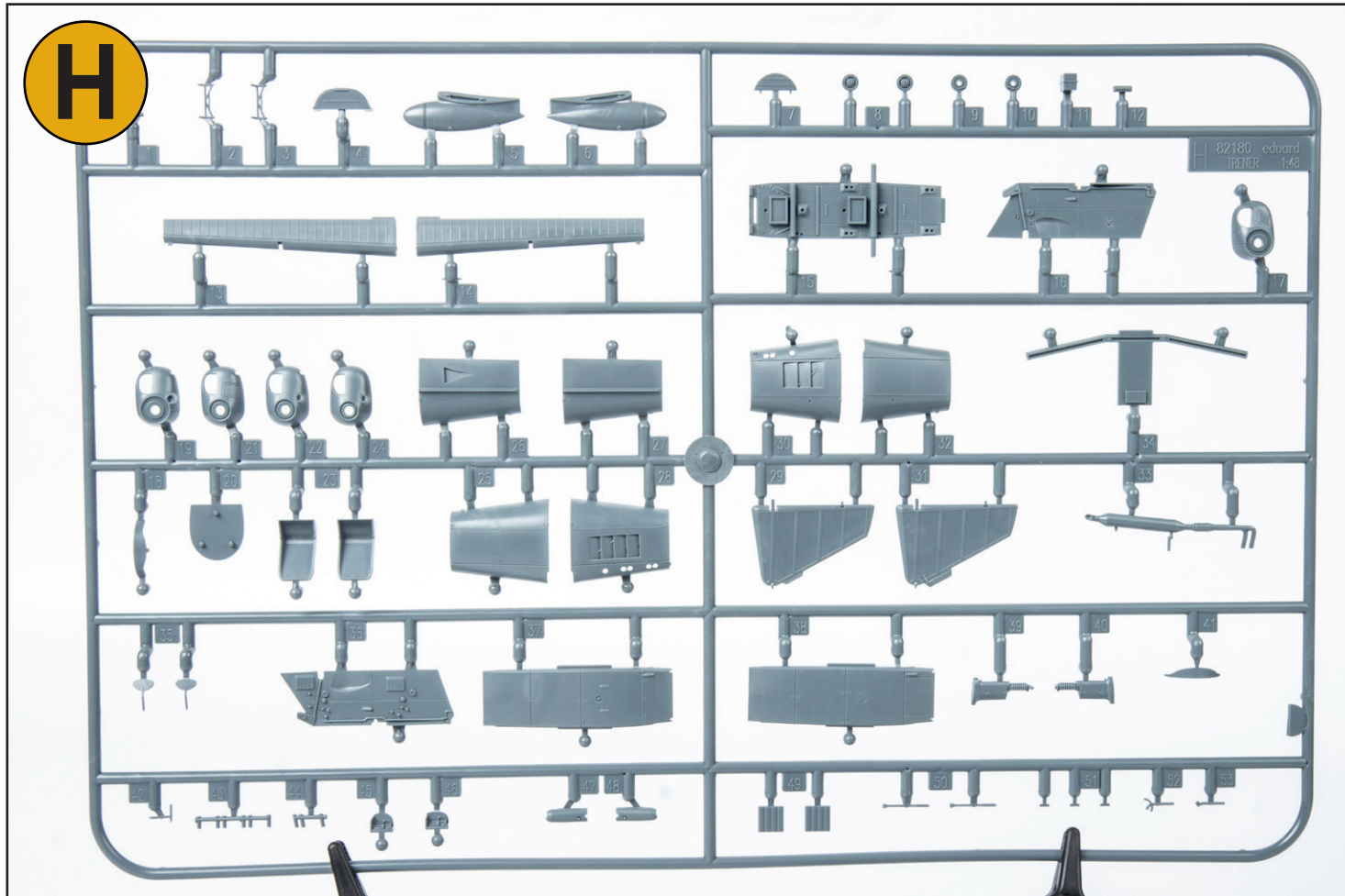
[Product page](#)


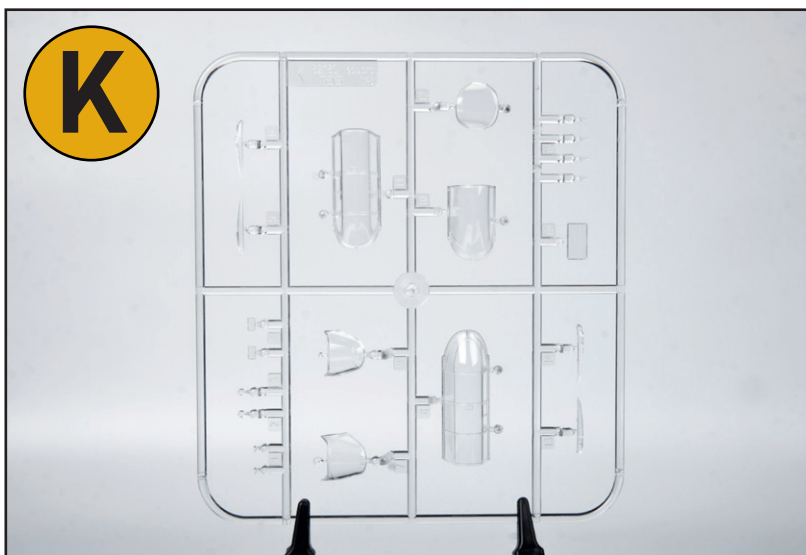
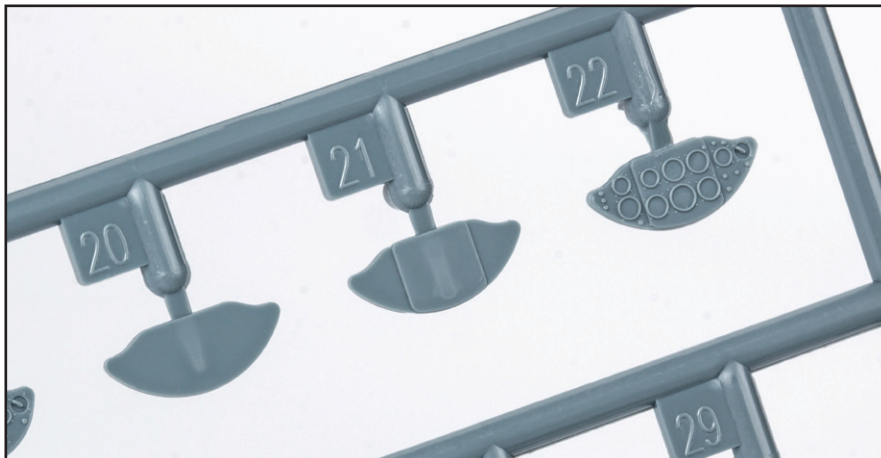
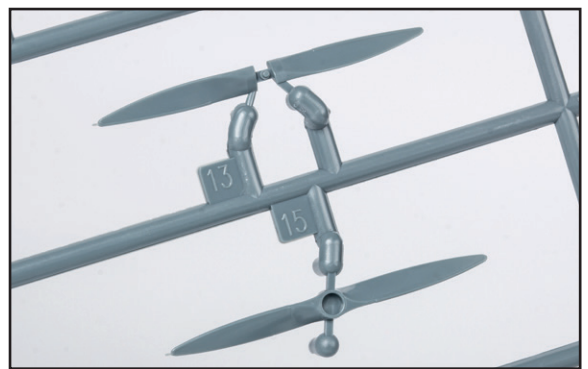
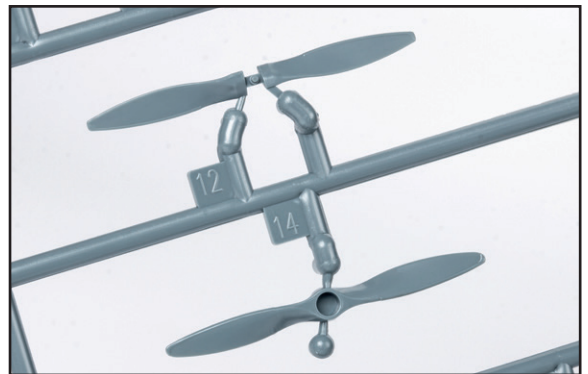
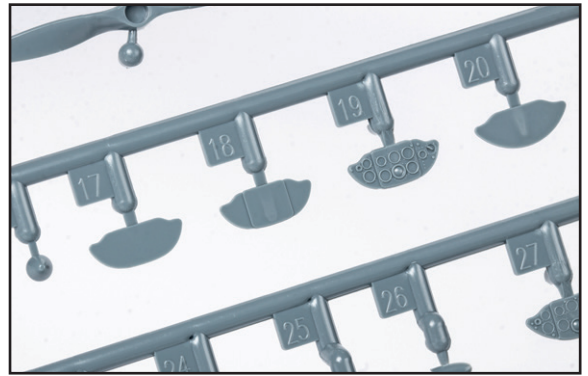
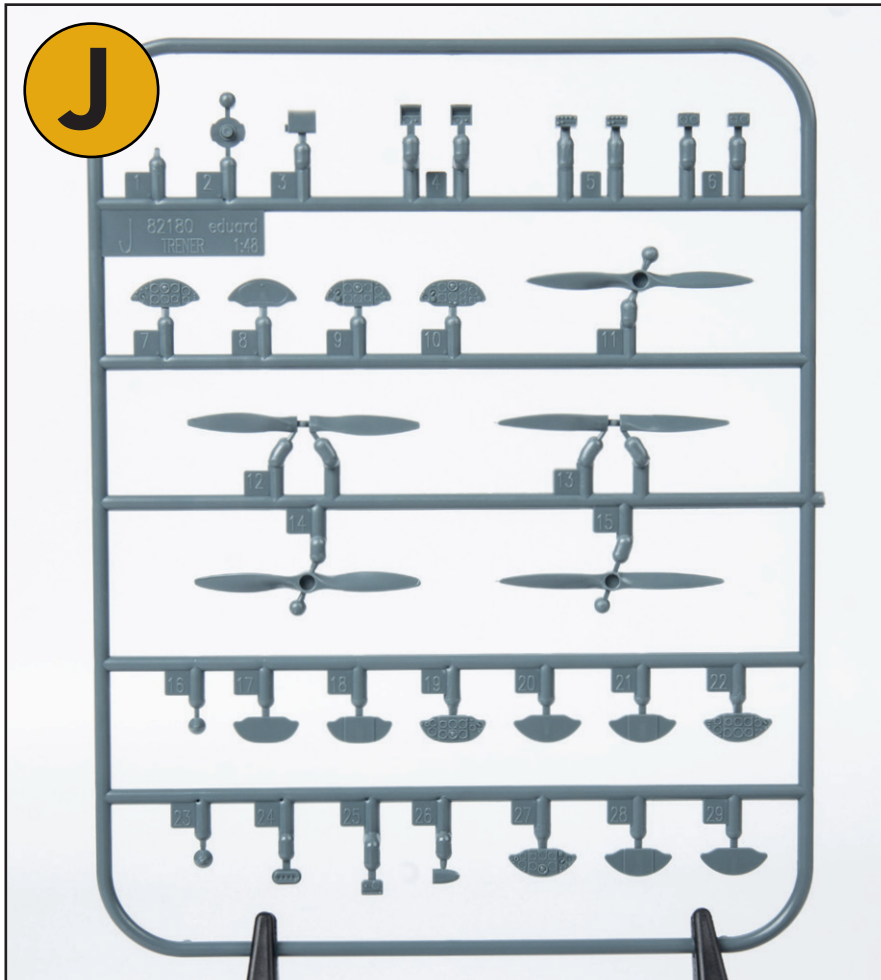
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[Product page](#)









Spitfire Story: The Sweeps

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

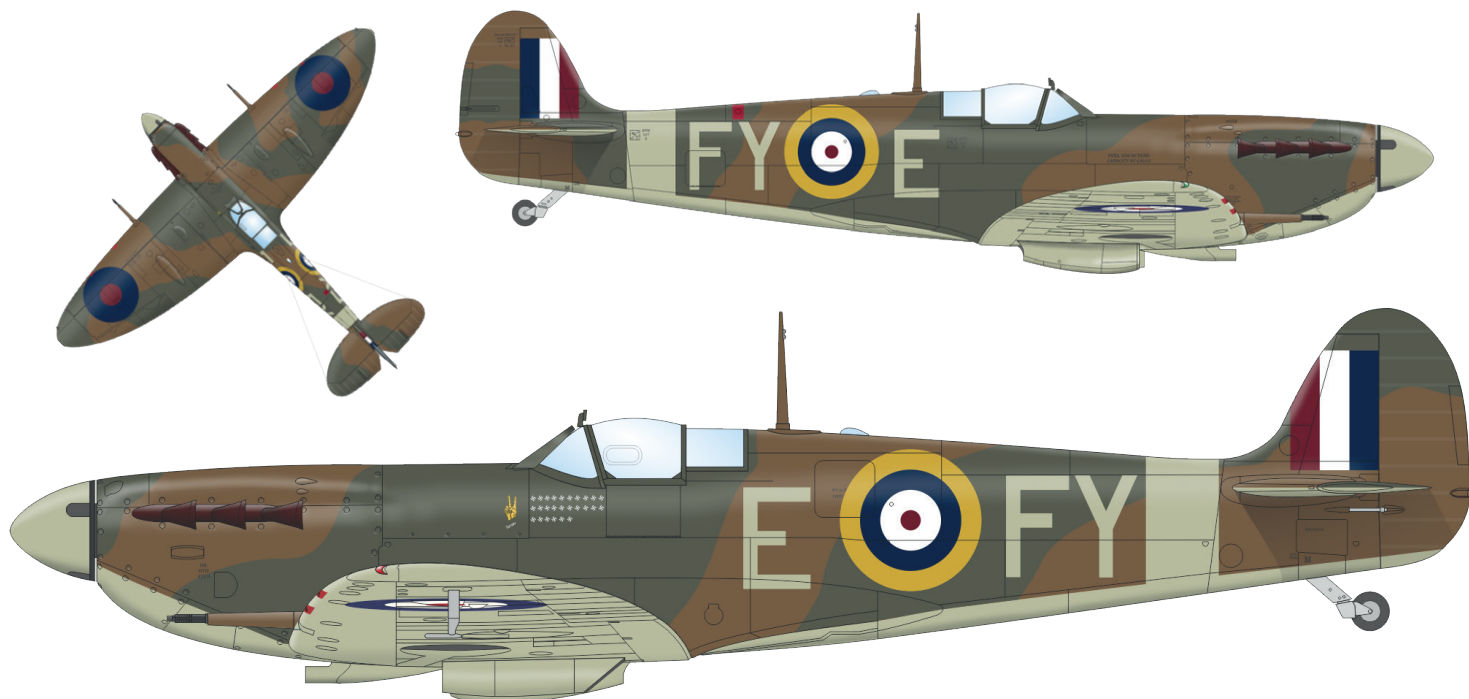
DUAL COMBO
1/48 Cat. No. 11153



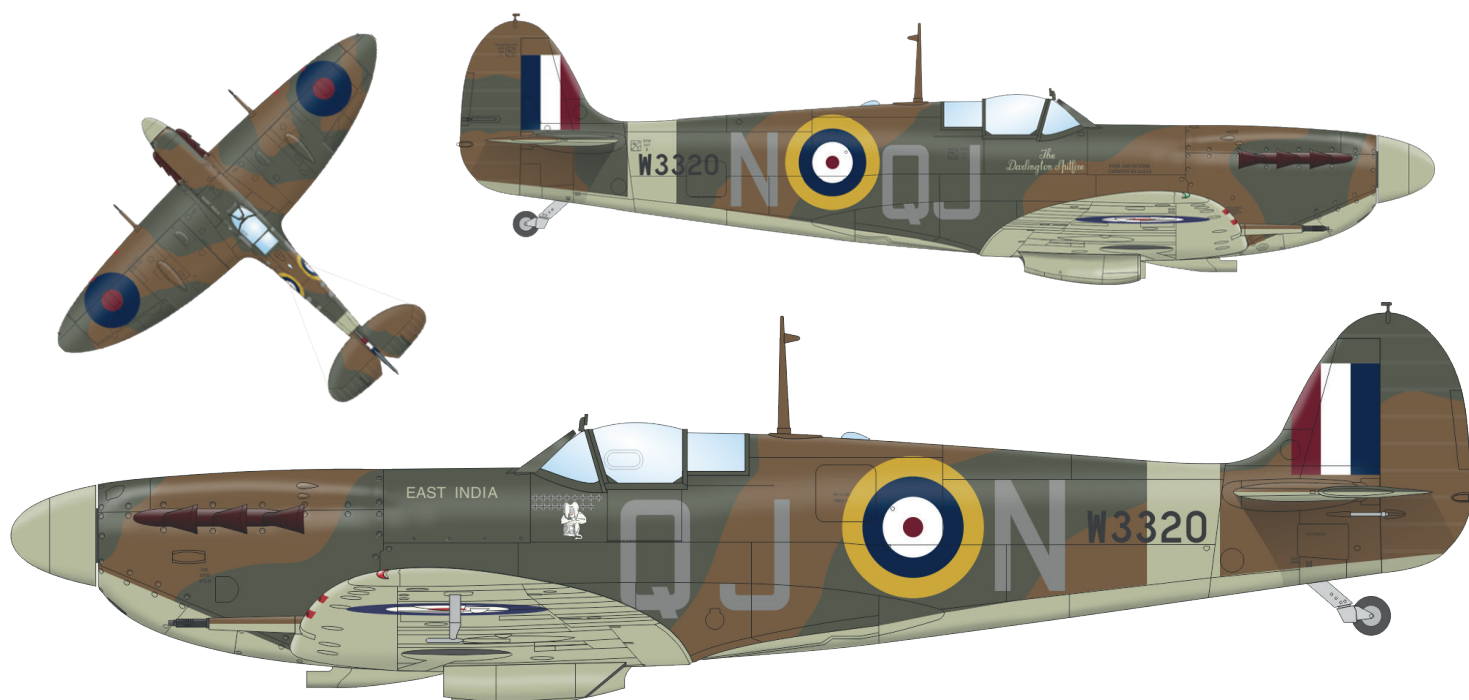
[Product page](#)

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

The most successful pilot of the Battle of Britain, Eric Stanley Lock, sortied for the first time with his Spitfire W3257 on July 14, 1941. He baptized his new airplane by fire by shooting down a Bf-109F, which was also his very last kill. Barely three weeks later, on August 3, returning from a Rhubarb mission, he attacked a German column near Pas de Calais and has been missing ever since. It's supposed he was shot down by AA fire and crashed into the sea. Neither his Spitfire Mk.V W3257 nor Lock himself have ever been found. At the time of his disappearance his score stood at 26 kills achieved during 25 weeks of the operational deployment in the course of one year out of which he spent six months in the hospitals. Spitfire Mk.Vb W3257 was camouflaged in the standard Dark Green/Dark Earth/Sky. Code letters E-FY were painted in Sky which was a standard code letters color of the Hornchurch Wing Spitfires. A serial was overpainted in the camouflage color.

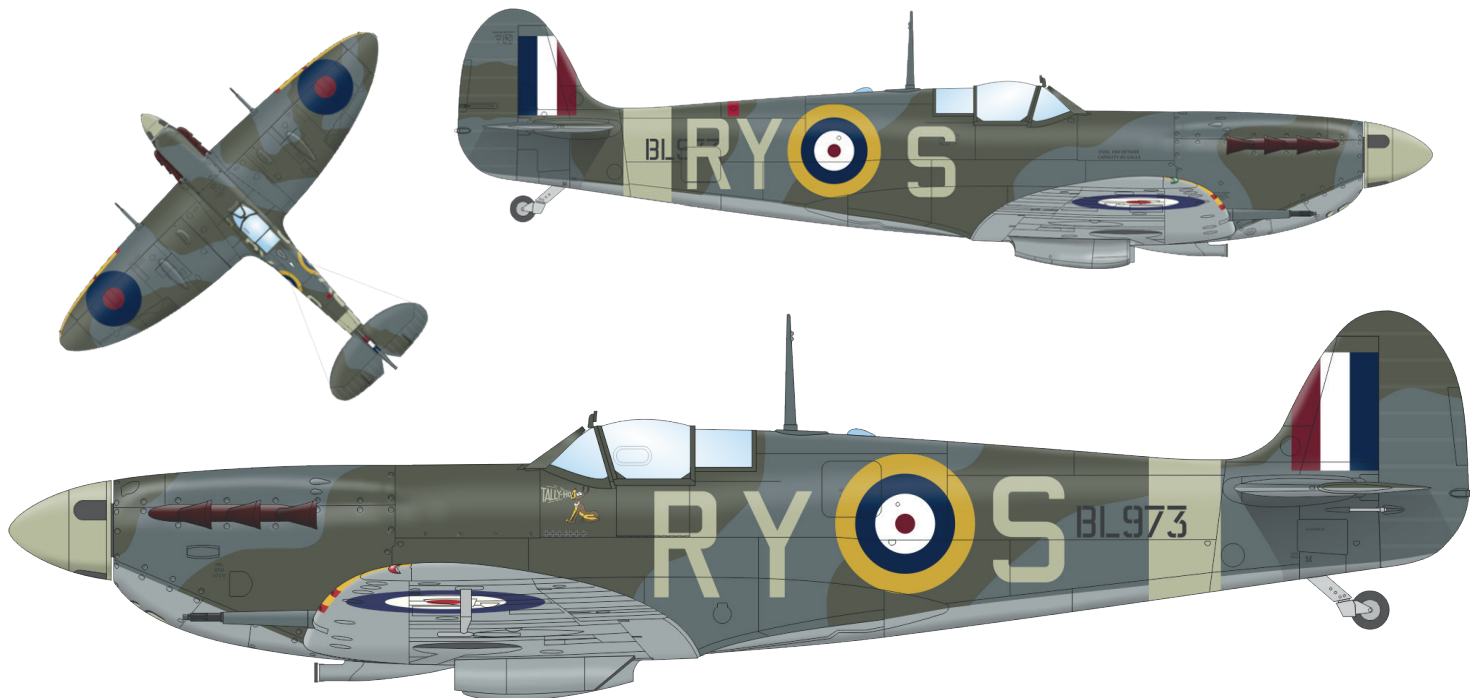
**W3320, P/O Donald E. Kingaby, No. 92 Squadron, RAF Biggin Hill, Great Britain, August 1941**

Donald Ernest „Don“ Kingaby flew with No. 92 Squadron from September 1940 till the end of 1940 scoring 8 kills. From July 20, 1941 till October 16, 1941, when Kingaby completed his tour of duty with No. 92 Squadron, at the controls of W3320 he flew 33 missions, scored three confirmed Bf109F kills, another three as probables and damaged one. He returned to the combat flying in March 1942 with No. 111 Squadron at Debden and continued with his military career reaching the rank of Wing Commander leading the Hornchurch Wing. Later he served at Fighter Command Headquarters and finished the war as a commander of Advanced Gunnery School in Catfoss. His total score was 23 kills. To purchase the Spitfire Mk.Vb W3320 „The Darlington Spitfire“ citizens of Darlington, in Durham county, northeastern England, contributed 5,082 GBP. After August 15, 1941, W3320 upper, Dark Earth surfaces were repainted in Mixed Grey, Medium Sea Grey on the lower surfaces.



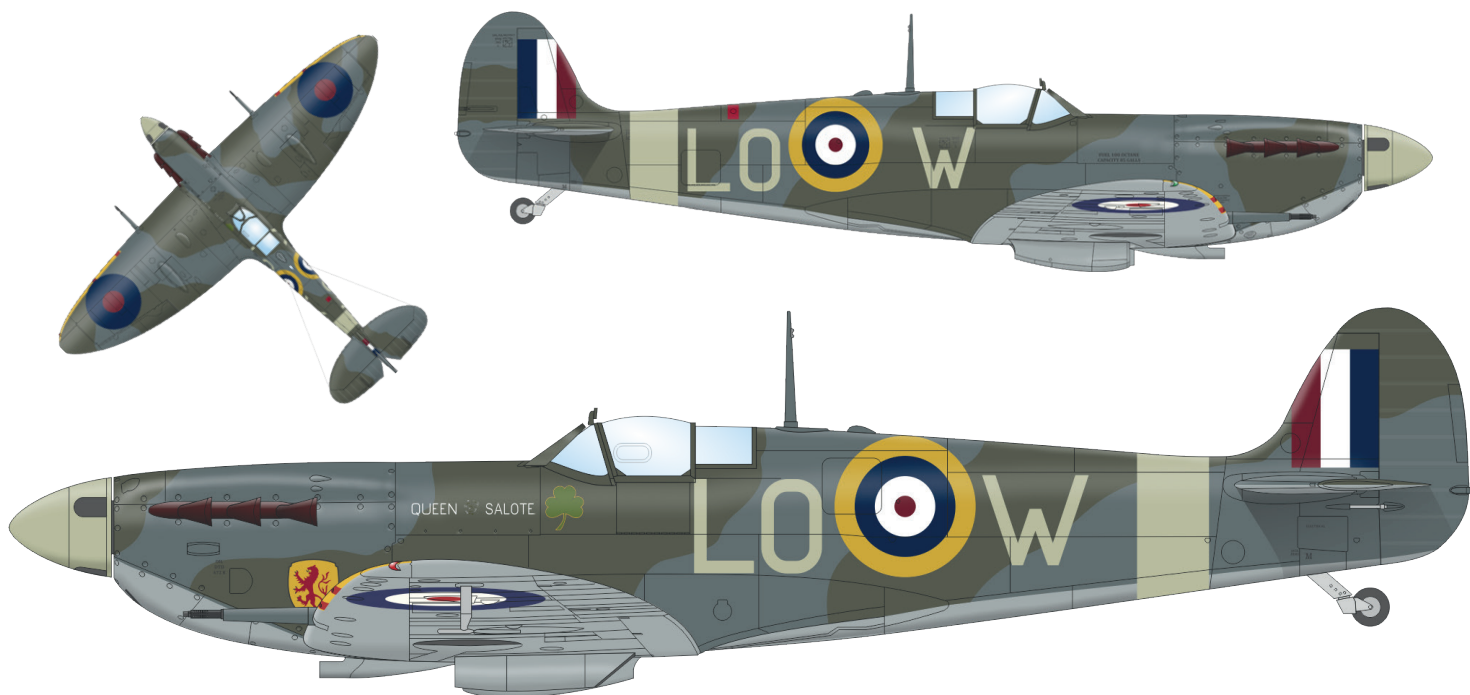
BL973, F/Lt Stanislav Fejfar, No. 313 (Czechoslovak) Squadron, RAF Hornchurch, Great Britain, March – May 1942

Stanislav Fejfar, a member of Czechoslovak Air Force before the war, flew as a commander of 45th Fighter Squadron based in Slovakia during the Munich crisis. He scored his first two kills during the Battle of France as a member of Armee de l'Air flying MS.406 with GC I/6. On July 12, 1940 he arrived in the Great Britain aboard the ship Neuralia. On September 9, he started his operational career as a Pilot Officer with No. 310 (Czechoslovak) Squadron RAF scoring his first out of three kills claimed during the Battle of Britain. On July 21, 1941 he joined No. 313 (Czechoslovak) Squadron as a F/Lt in the position of a B Flight leader. Stanislav Fejfar perished on May 17, 1942 in the cockpit of Spitfire Mk.Vb BL973 during the Ramrod 33 mission. He was shot down by Hptm. Josef Priller between Guines and Audebert in the northern France. Couple of days earlier Priller also shot down Sergeant Karel Pavlík, author of Pluto the Dog nose art on Fejfar's Spitfire.



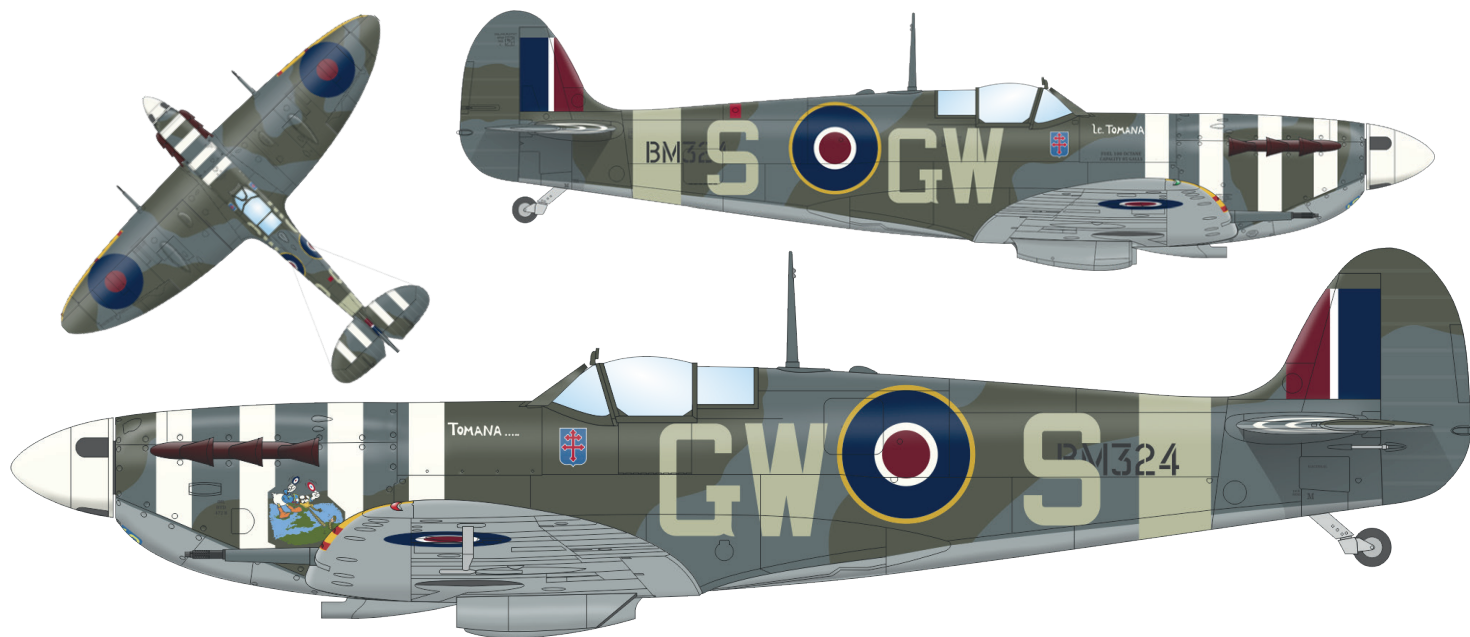
BM124, S/Ldr Brendan E. F. Finnucane, CO of No. 602 Squadron, RAF Kenley, Great Britain, April 1942

In March 1942, No. 602 Squadron commander, S/Ldr Brendan Finucane consequently flew Spitfires Mk.Vb BL548 and BL822. Ultimately he felt most comfortable with the third one, BM124 which remained his personal aircraft until June 18, 1942. He had a green shamrock painted under the windshield. In the beginning of May, No. 602 Squadron insignia was painted on the engine cowling and on May 21 the presentation inscription QUEEN SALOTE remembering the long-term ruler of the island state of Tonga, Queen Salote and her subjects from whose donations Spitfire BM124 was purchased. The grey camouflage patterns were painted in very dark shade of Mixed Grey which in the black and white photographs gives the impression of grey and green camouflage pattern being reversed. It is not so. Dark Green patterns remained painted according to the standard. The wing leading edge features wavy division between upper and lower camouflage colors. The stencils are missing from the upper and side surfaces however they were preserved on the wing lower surfaces. The black wing walks are missing as well.



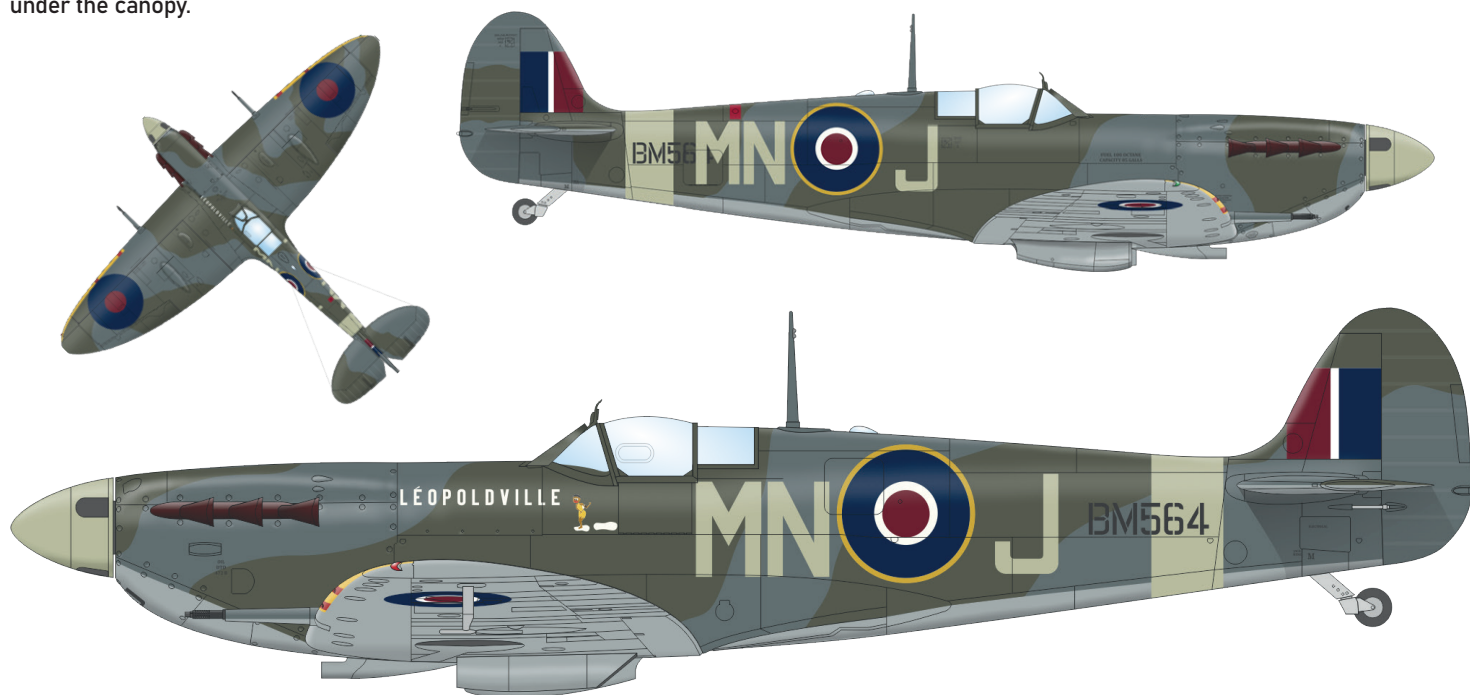
BM324, F/Lt Bernard Dup  rier (Baron L  on Sternberg de Armella), No. 340 (Free French) Squadron, RAF Westhampnett, West Sussex, Great Britain, July 1942

Bernard Dup  rier, whose real name was Leon Sternberg de Armella, enlisted in the Free French Air Force in New York on January 15, 1941 under his mother's maiden name. Having served with No. 242 and No. 615 Squadrons RAF, in October 1941 he joined No. 340 (Free French) Squadron (GC II/4 Ile-de-France) as a B Flight (Versailles) leader. As of May 1, 1942 he assumed command of the whole squadron. From December 1942 he served at FAFL Headquarters. From August 30, 1943 he was given command of No. 341 (Free French) Squadron (GC III/2 Alsace) and from September 1943 he commanded the Biggin Hill Wing. On June 25, 1944 he was parachuted to Bretagne where he acted as a commander of 3. Headquarters of FFI. On August 6, 1944, during the liberation of the city of Saint-Brieuc he was severely wounded. He returned to the duty in April 1945. After the hostilities he worked in several positions including Air France director. In 1958 he entered the world of politics and in 1962 became the member of Parliament. The white stripes on the nose and horizontal tail surfaces of his BM324, in which he scored two victories, pertain to the cancelled invasion operation Rutter scheduled for July 7, 1942. This markings are mistakenly attributed to the operation Jubilee in which No. 340 (Free French) Squadron also took part.



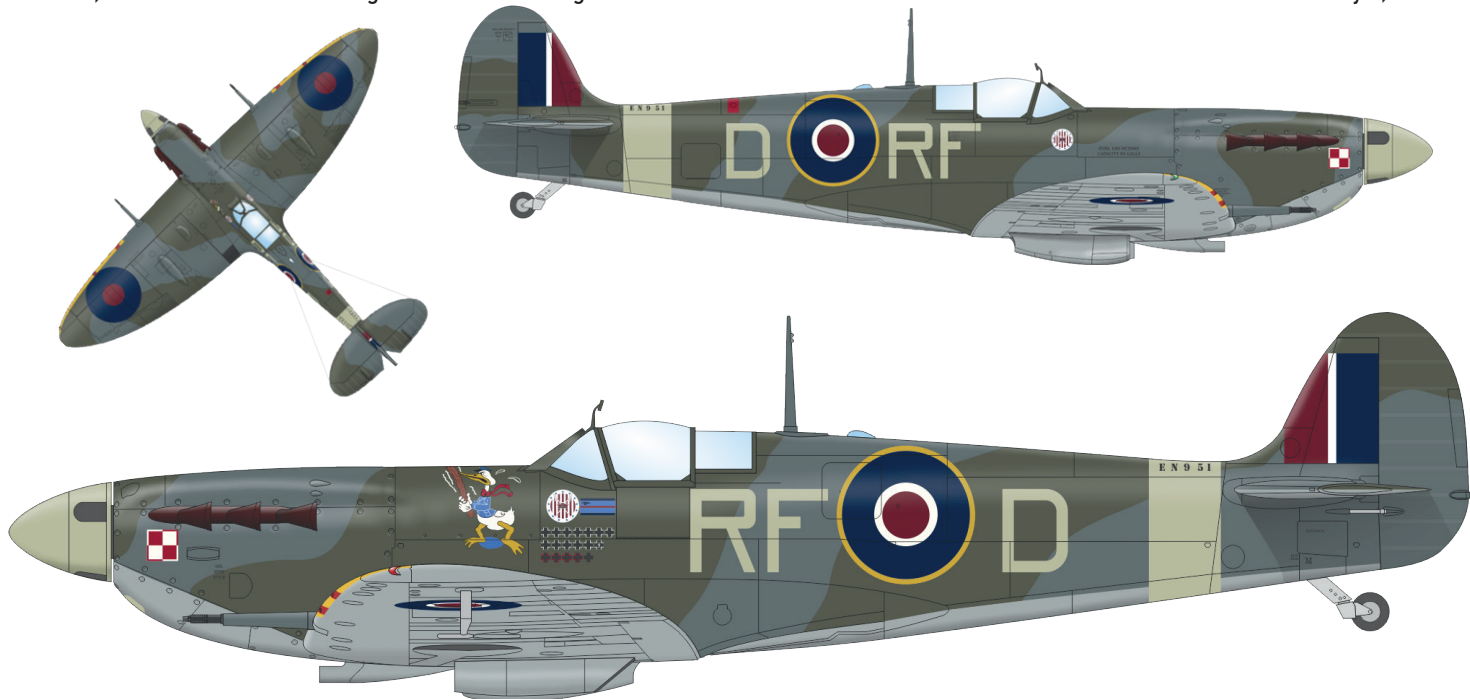
BM564, P/O Andr   M. A. F. Plisnier, No. 350 (Belgium) Squadron, RAF Redhill, Surrey, Great Britain, summer - fall 1942

Spitfire Mk.Vb BM564 flew with No. 350 (Belgium) Squadron from April 30, 1942 till December 27, 1942. During this period all sixteen Spitfires of the unit sported the presentation inscriptions list of which allocates inscription L  opoldville to BM564. This aircraft was almost exclusively flown by well-known Belgian pilot and ace P/O Andr   Marie Alfred Frederick Plisnier who in its cockpit scored four kills, two during the operation Jubilee, landing at Dieppe on August 19, 1942 and two more kills later in November. His total score during the war was six kills. The presentation inscription L  opoldville is also included in the later list of the Belgium presentation Spitfires and allocated to AA720. This aircraft flew missions briefly, from June 6, 1944 till June 10, 1944 when the pilot F/Lt Alec Alexander perished in it. At that time this airplane certainly sported the invasion stripes and its windshield probably featured the integrated armored glass. Apparently it would not sport the nose art under the canopy.



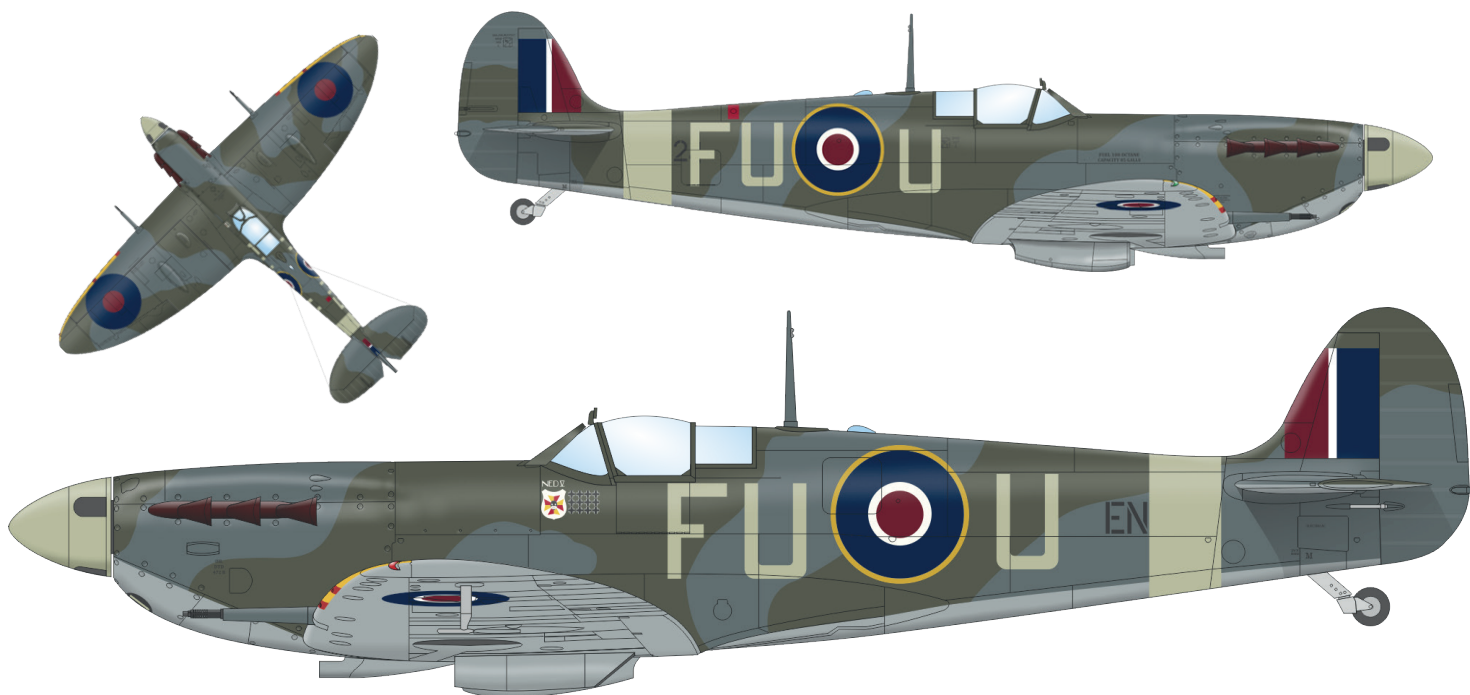
EN951, S/Ldr Jan Zumbach, CO of No. 303 (Polish) Squadron, RAF Kirton in Lindsey, Lincolnshire, Great Britain, September 1942

Jan Zumbach, a grandson of a Swiss emigrant, Swiss citizen himself, served with No. 111 Fighter Squadron of the Polish Air Force from 1938. After Poland was defeated he fought in the ranks of the French GCD I/55. On August 2, 1940 he joined No. 303 (Polish) Squadron where, during the Battle of Britain, he scored eight kills. On May 17, 1942 he was given command of No. 303 (Polish) Squadron. From the end of September till December 1942 he flew Spitfire EN951, the former personal mount of Don Blakeslee from the USAAF 336th FS, 4th FG. The aircraft sported Zumbach's personal insignia in the form of Donald the Duck nose art, known in several versions from several Zumbach's Spitfires. During the war, in which end he was shot down and briefly imprisoned, Jan Zumbach's total score was thirteen confirmed kills and five probables. His life after the war is no less colorful than during the wartime. He engaged in the international arm dealing, often illegal, and fought as a mercenary in Africa, in the service of the insurgent forces in Katanga and later Biafra. He died under unclear circumstances in Paris on January 3, 1986.



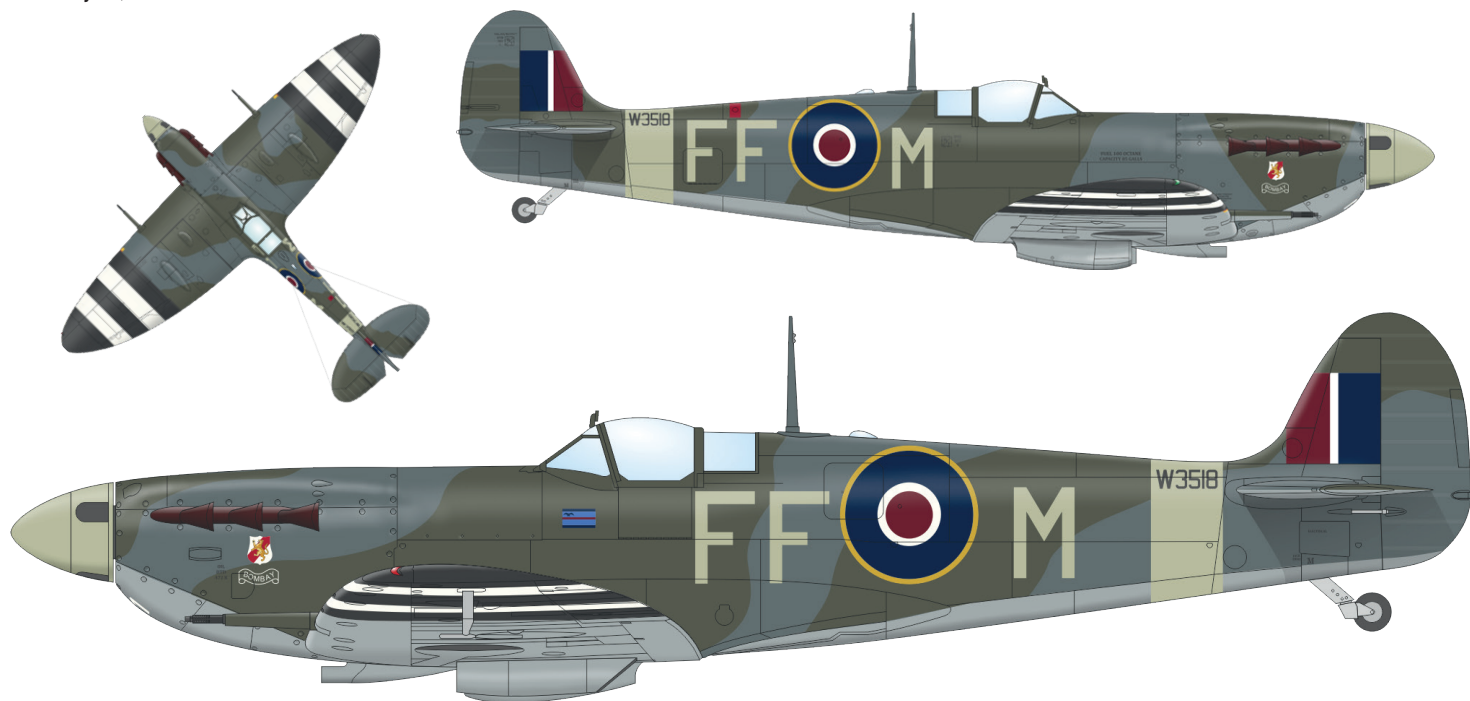
EN824, F/Lt John Yarra, No. 453 Squadron RAAF, RAF Ipswich, Suffolk, Great Britain, December 1942

Nicknamed „Slim“ Yarra was one of the most successful pilots defending the island of Malta during the hot summer of 1942. During the tough battles for Malta he scored 12 kills. In September 1942 he was promoted to Flight Lieutenant and assigned to the Australian No. 453 Squadron, part of the Hornchurch Wing, flying the offensive raids over France. F/Lt Yarra's fateful date came on December 10, 1942 when during the attack on shipping at the Holland coast, his Spitfire EN824 was hit by AA fire and crashed into the sea. The pilot tried to bale out of the damaged aircraft but was hit by the tail surfaces damaging his parachute which did not fully deploy and pilot's body hit the sea surface falling from 300 meters. His brother Robert Ernest, fighter pilot as well, was also shot down by the AA fire and killed on April 14, 1944 while attacking the V-1 missiles launching pads at Ligescourt (operation Ramrod 735). The tragedy of war is fully exposed in the case Yarra brothers.



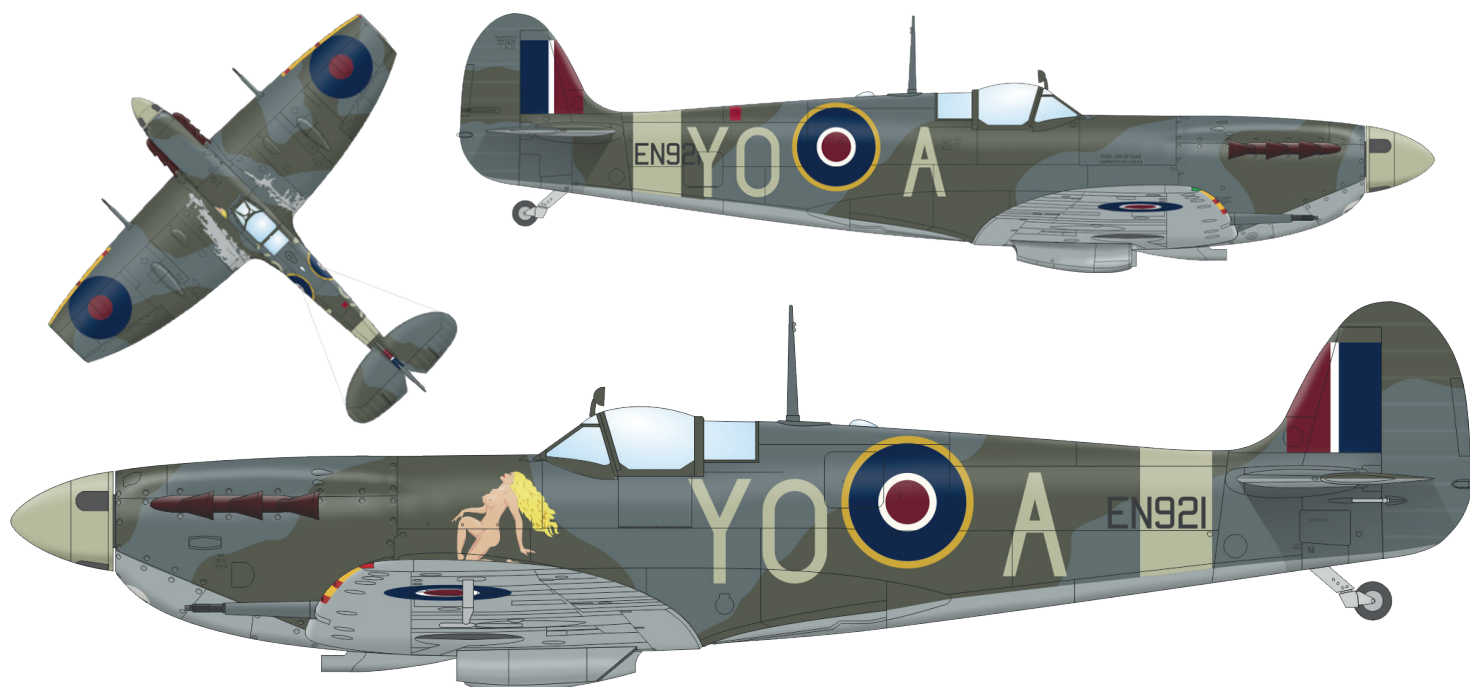
W3518, S/Ldr Count Franz F. Colloredo-Mansfeld, CO of No. 132 Squadron, RAF Newchurch, Kent, Great Britain, September 1943

An American citizen, Harvard University graduate, Franz Ferdinand Count of Colloredo-Mansfeld, was born in Rome, son of an Austrian diplomat, Count Ferdinand Colloredo-Mansfeld (1878-1967) and his American spouse Eleonor, born Iselin. After 1918 the family settled in the USA. Before the USA entry into the war, Franz Ferdinand had volunteered for RAF where he achieved the rank of Squadron Leader and on August 15, 1943 assumed the command of No. 132 Squadron. On September 9, 1943, flying Spitfire Mk.Vb W3518 he participated in the mock invasion operation Starkey which purpose was to create fear of invasion in the German Command and lure the German troops out of Italy and the Eastern Front to the West. On that occasion the wing tips were painted with black and white identification stripes, predecessors of the later well-known invasion stripes used during the operation Overlord. S/Ldr Franz F. Colloredo-Mansfeld perished in his Spitfire Mk.IX near Berck-sur-Mer on January 14, 1944.



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

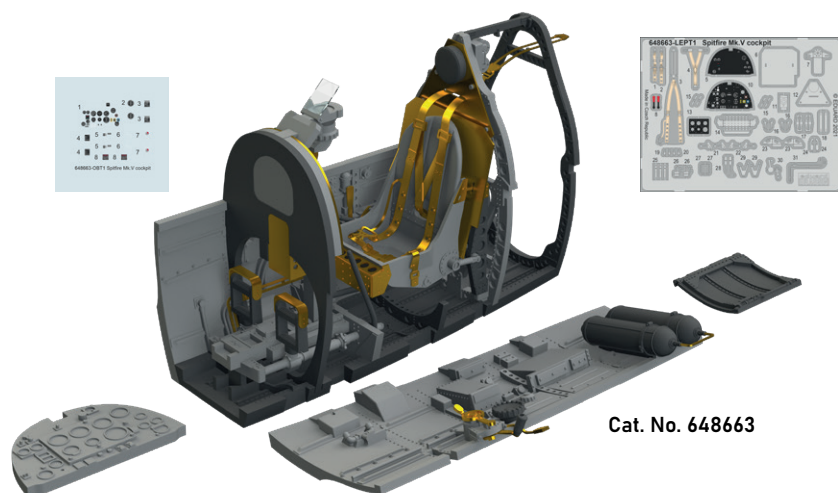
„Jack“ Sheppard, originally a dock worker, enlisted in the RCAF in 1939 and till August 1940 served with No. 120 Squadron. In August 1941 he completed the pilot training at No. 53 OTU and in November 1941 was assigned to No. 43 Squadron. In December he volunteered for the convoy escorts. On February 10, 1942 he crashed into the sea in Hurricane Z4569 having been catapulted from a deck of a transport boat. In July 1943 he became an A Flight leader with No. 401 Squadron. In April 1944 he assumed command of a flight of the No. 412 Squadron and led the unit till August 2 when he was shot down by German fighters in Normandy. He managed to avoid capture and returned to the unit. On August 22 he was decorated with DFC and in October he returned to Canada. In February 1946 he finally left the military service. Jackson Sheppard flew Spitfire serialised EN921 on the regular basis from July till October 1943. Even though he did not score any of his 5 kills in its cockpit, he flew this aircraft on many offensive sweeps including the mock operation Starkey on September 9, 1943.



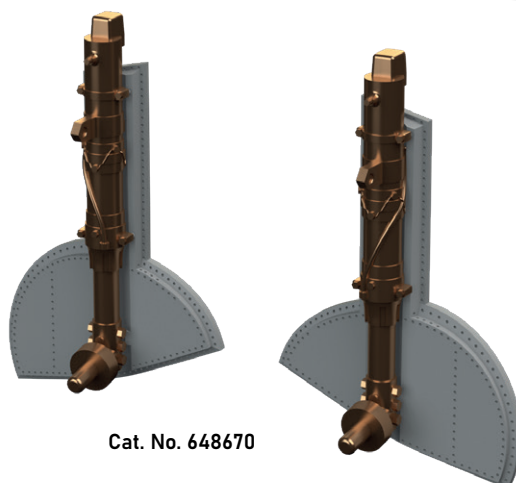
Recommended for Spitfire Mk.Vb

- 481065 Spitfire Mk.V landing flaps (PE-Set)
- FE1207 Spitfire Mk.V seatbelts STEEL (PE-Set)
- 644113 Spitfire Mk.V LööK (Brassin)
- 648640 Spitfire Mk.V engine (Brassin)
- 648663 Spitfire Mk.V cockpit (Brassin)
- 648664 Spitfire Mk.V wheels (Brassin)
- 648665 Spitfire Mk.Vb gun bays (Brassin)
- 648667 Spitfire Mk.V three-stacks exhausts rounded (Brassin)
- 648668 Spitfire Mk.V three-stacks exhausts fishtail (Brassin)
- 648670 Spitfire Mk.Va/b undercarriage legs BRONZE (Brassin)
- D48088 Spitfire Mk.V stencils (Decal Set)

Cat. No. 644113



Cat. No. 648663



Cat. No. 648670

OVERTREES

Spitfire Mk.Vb early

1/48

Cat. No. 82155X

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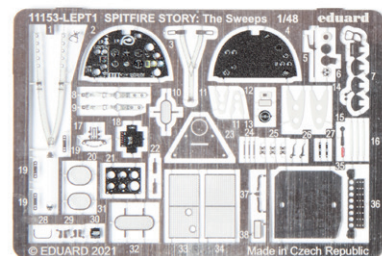
Spitfire Mk.Vb mid

1/48

Cat. No. 82159X

[Product page](#)

Cat. No. 11153-LEPT1



[Product page](#)

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

MiG-21MF Fighter Bomber
c/n 9000163, 3 Eskadra Lotnicza Taboru Wojskowego, Poznań - Krzesiny, Poland, 2000

c/n 9060142, 2. Eskadra Lotnicza Taktycznego, Poznań-Krzesiny, Poland, 2003
by Piotr Garkusiewicz

Edward - Model Accessories, INC.
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NEW

P-51D-20 Mustang

s/n 44-72505, Maj. William A. Shomo, 82nd TBS, 71st TRG, 5th AF, Lingayen, Luzon, The Philippines, May-June 1945
by Antonio Rodriguez



EduArt
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Tempest Mk.II late
PRR, No. 27 (Type 2) (Malaysia, 1950)
by John Taylor



NEW



Spitfire Story:
The Sweeps

NEW



FW 1900-9

Fig. 10. 10.1. New technology. Machine from Germany, April-May 1936
by Joseph Gerdie

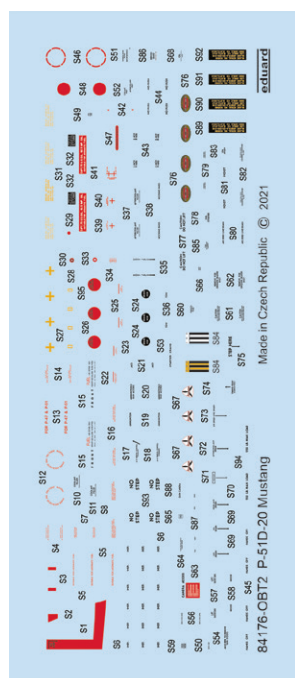
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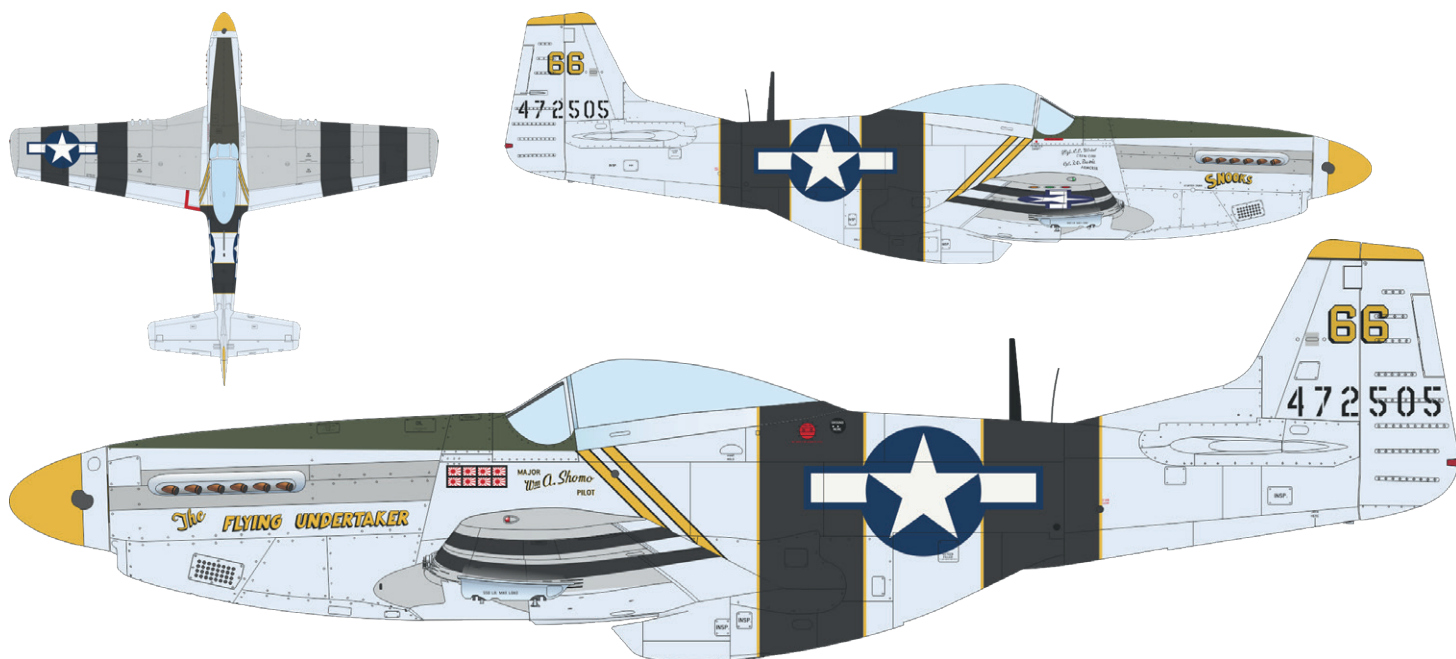
P-51D-20 Mustang

1/48 Cat. No. 84176

- Eduard plastic parts
- Photo-etched - antennas
- 5 marking options

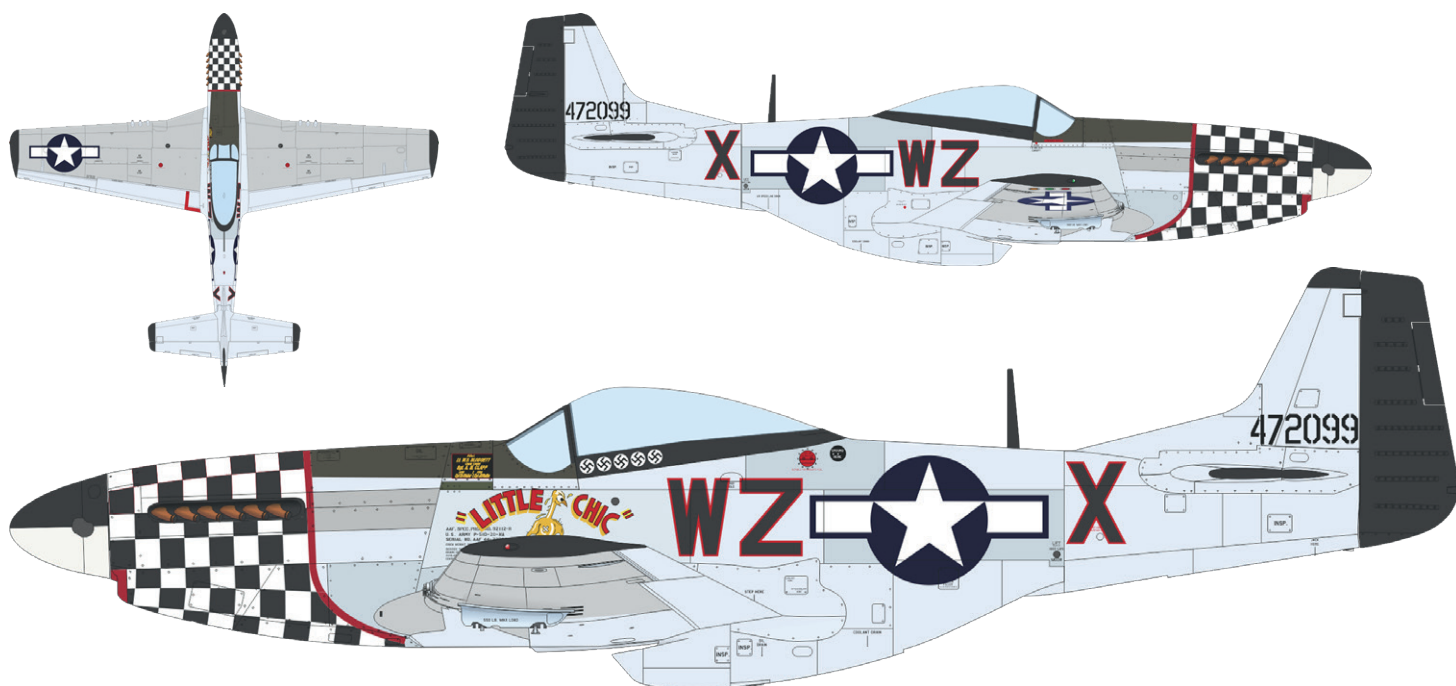

[Product page](#)


44-72505, Maj. William A. Shomo, 82nd TRS, 71st TRG, 5th AF, Lingayen, Luzon, The Philippines, May-June 1945
 William Arthur Shomo was born on May 30, 1918, in Jeanette, Pennsylvania, and joined the USAAC (United States Army Air Corps) in August 1941. After over a year of training, he was assigned to the 82nd TRS, flying the P-39 and P-40, with which he made his way to New Guinea. On October 1, 1944, the unit was moved to the airfield at Morotai, located in the Maluku Islands. There, conversion training onto the F-6D was undertaken. On December 24, 1944, Captain Shomo was named Commanding Officer of the squadron, and the unit was transferred to Mindoro in the Philippines. January 11, 1945, became the most famous day of his career, when he downed seven Japanese aircraft, while his wingman Paul Lipscomb, got another three during the same mission. On June 17, 1945, he passed his command on to Capt. Harlan White and returned to the United States. The end of the war did not signal the end of his career in the USAAF, and he didn't retire until 1968 with the rank of Lieutenant Colonel. William Shomo passed away on June 25, 1990, in Greensburg, Pennsylvania.



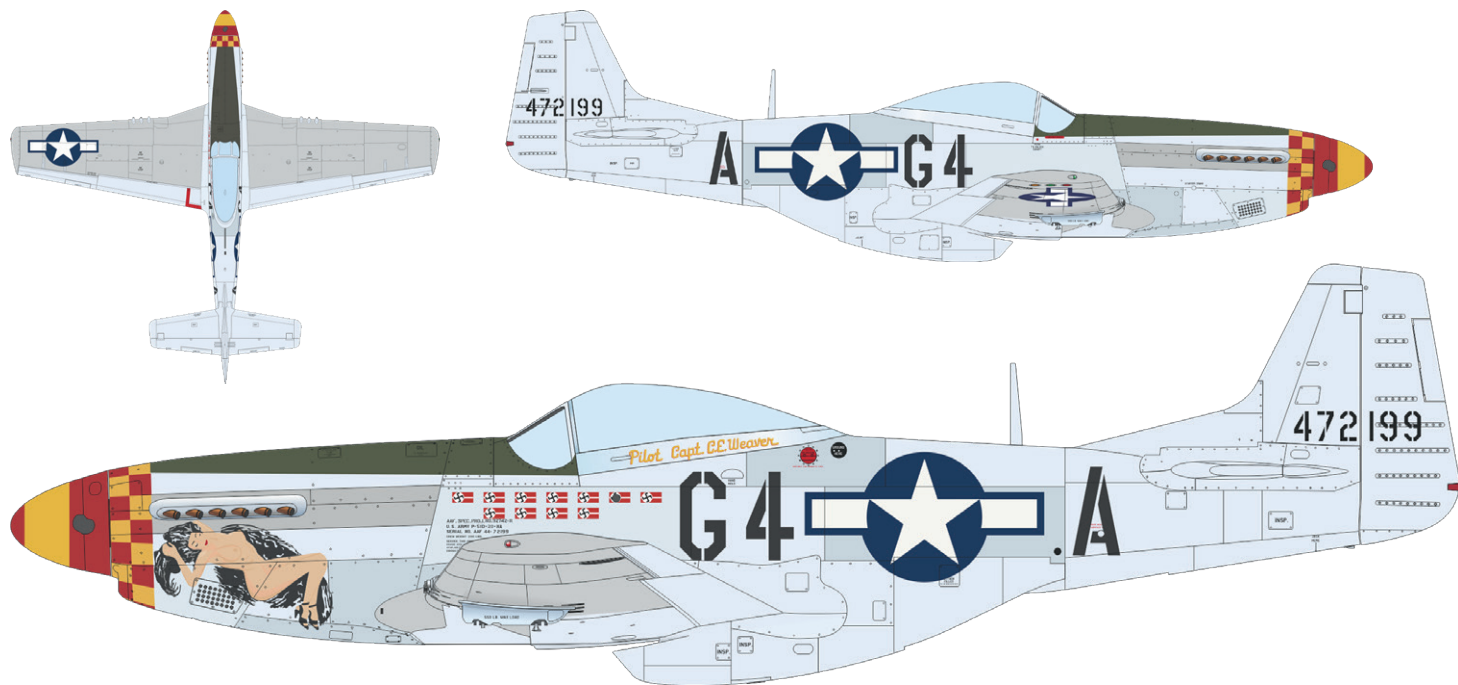
44-72099, Lt. Warren S. Blodgett, 84th FS, 78th FG, 8th AF, RAF Duxford, Cambridgeshire, Great Britain, April 1945

Warren Stephen Blodgett was born on January 12, 1924, in Cabot, Vermont. He joined the Army Air Corps in 1941, and after pilot training, his next steps led him to the United Kingdom to the 84th FS to which he was assigned on November 10, 1944. Along with 82nd FS and 83rd FS, the 84th FS was part of the famous 78th FG, flying P-47s until December 1944 when they changed their Thunderbolts for Mustangs. During the World War II, Lt. Blodgett destroyed five enemy aircraft on the ground. First one was a Bf 110 at the Lüneburg airfield on March 3, 1945. On April 16, 1945, he destroyed four other Luftwaffe aircraft at the Prague-Čakovice airfield. After the war he remained in the air force, where he served 27 years and kept flying for another 15 years as a corporate pilot. Blodgett retired in 1984 and died on August 27, 2014, in Montgomery, Vermont. The distinguishing marking of the 78th FG Mustangs was the checkerboard paint on the noses of their Mustangs. The black rudder marked the 84th FS aircraft.

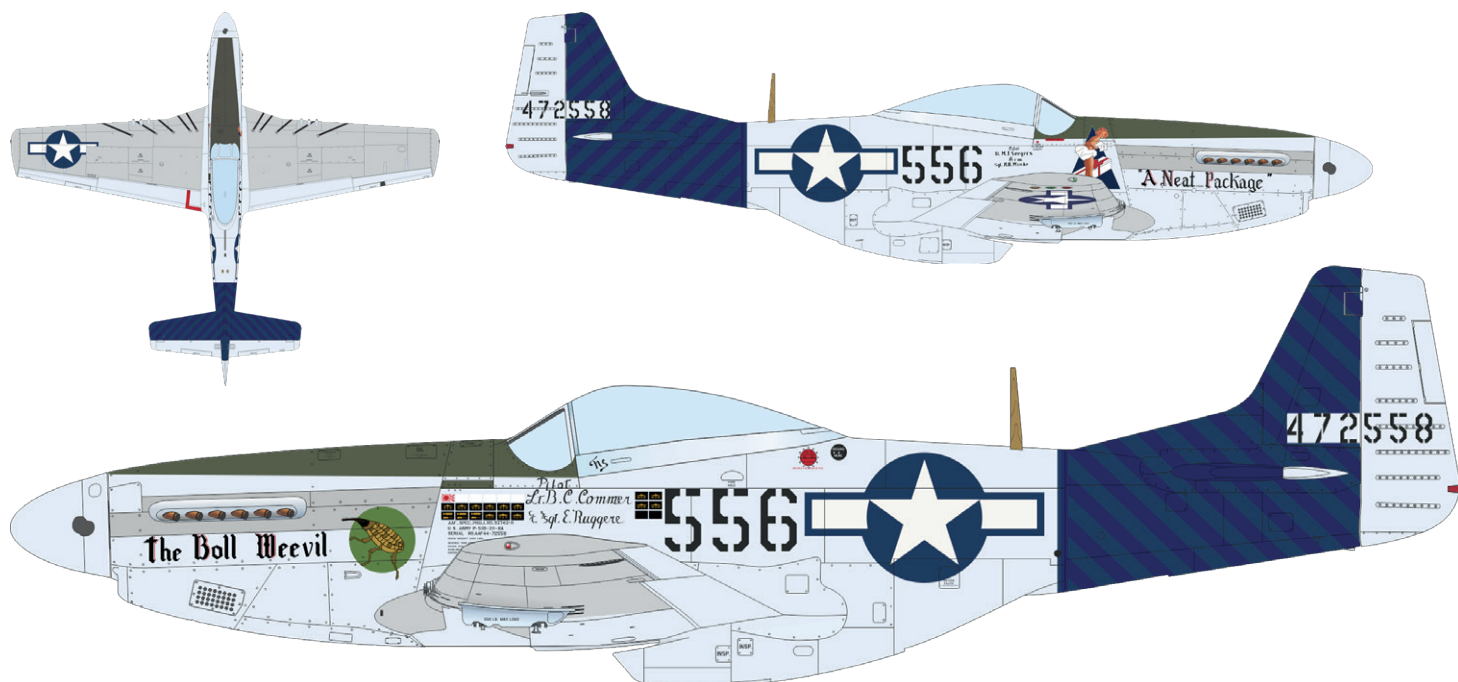


44-72199, Capt. Charles E. Weaver, 362nd FS, 357th FG, 8th AF, RAF Leiston, Great Britain, April 1945

Charles Weaver was born on July 30, 1923, in Detroit, Michigan, and joined the USAAC while attending Michigan State University. After pilot training, he was transferred to the 362nd Fighter Squadron, flying P-51 Mustangs and based at Leiston. The 8th USAAF bombers conducted strategic bombing of targets in German-occupied Europe, and the 362nd FS, as a part of the 357th FG, escorted these bombers on their raids. During the fighting of World War II, Charles Weaver scored eight kills and destroyed three more enemy aircraft on the ground. He died on November 19, 2008, in Atlanta, Georgia. As depicted here, 'Chuck' Weaver's Mustang appeared at end of the war, while its appearance was slightly modified in the post-war period. In 1948, the Swiss Air Force purchased 130 Mustangs, one of which was also this aircraft. The Swiss Air Force then flew it with the designation J-2019.

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

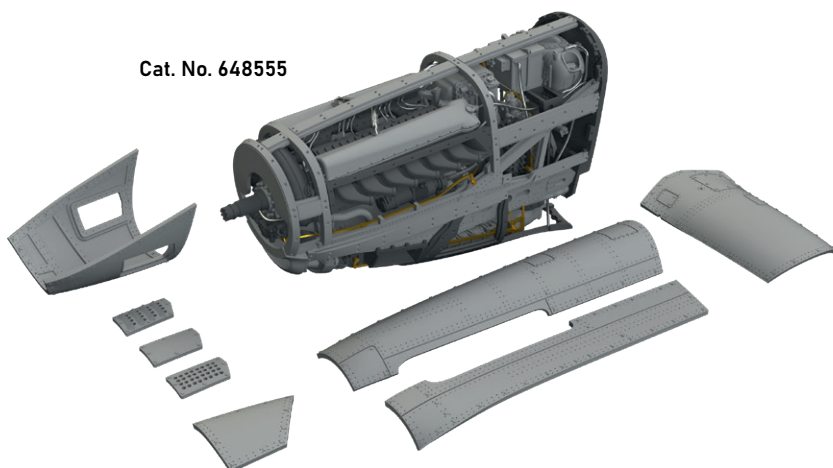
One of the most colorful Mustangs from the 458th FS was this one, named The Boll Weevil / A Neat Package, with the requisite scantily dressed beauty on the starboard side. Two pilots, Lt. Commer of Pope, Mississippi, and Lt. Seegers of Atlanta, Georgia were alternating behind controls of this aircraft during 13 missions. Additional four pilots added six missions. The markings of Mustangs of the 458th FS, stationed at Iwo Jima's No. 3 Airfield, consisted of four inches wide dark blue stripes. The planes supplied as replacements for the lost ones had already received a solid blue paint job on their tail surfaces (except for the rudder). The photo of the aircraft No. 556 clearly shows that the original markings in the form of stripes have been overpainted in solid blue.



Recommended for P-51D-20 Mustang

- FE1021 P-51D seatbelts STEEL (PE-Set)
- FE1231 P-51D-20 Weekend (PE-Set)
- 648485 P-51D exhaust stacks (Brassin)
- 648486 P-51D exhaust stacks w/ fairing (Brassin)
- 648487 P-51D Hamilton Standard propeller (Brassin)
- 648494 P-51D wheels diamond tread (Brassin)
- 648495 P-51D undercarriage legs BRONZE (Brassin)
- 648503 P-51D wheels oval tread (Brassin)
- 648504 P-51D wheels cross tread (Brassin)
- 648505 P-51D wheels block tread (Brassin)
- 648511 P-51D wheels diamond tread 2 (Brassin)
- 648512 P-51D wheels rhomboid treat (Brassin)
- 648513 P-51D wheels pointed cross tread (Brassin)
- 648514 P-51D wheels grooved (Brassin)
- 648517 P-51D gun bays (Brassin)
- 648522 P-51D cockpit (Brassin)
- 648555 P-51D engine (Brassin)
- 648570 P-51D gun sights (Brassin)
- 648571 P-51D 75gal drop tanks (Brassin)
- 648572 P-51D 108gal drop tanks (Brassin)
- D48033 P-51D national insignia (Decal Set)
- D48034 P-51D stencils (Decal Set)
- EX663 P-51D TFace (Mask)

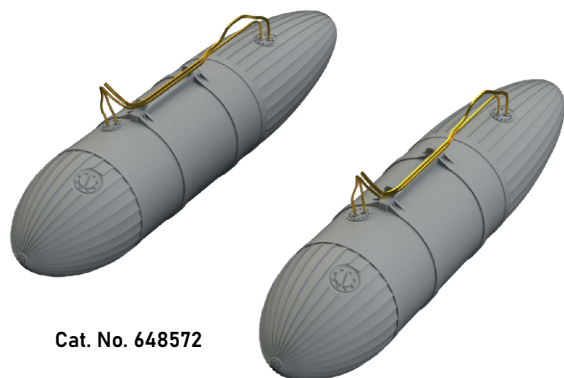
Cat. No. 648555



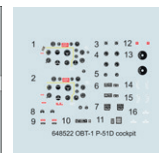
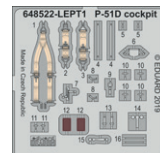
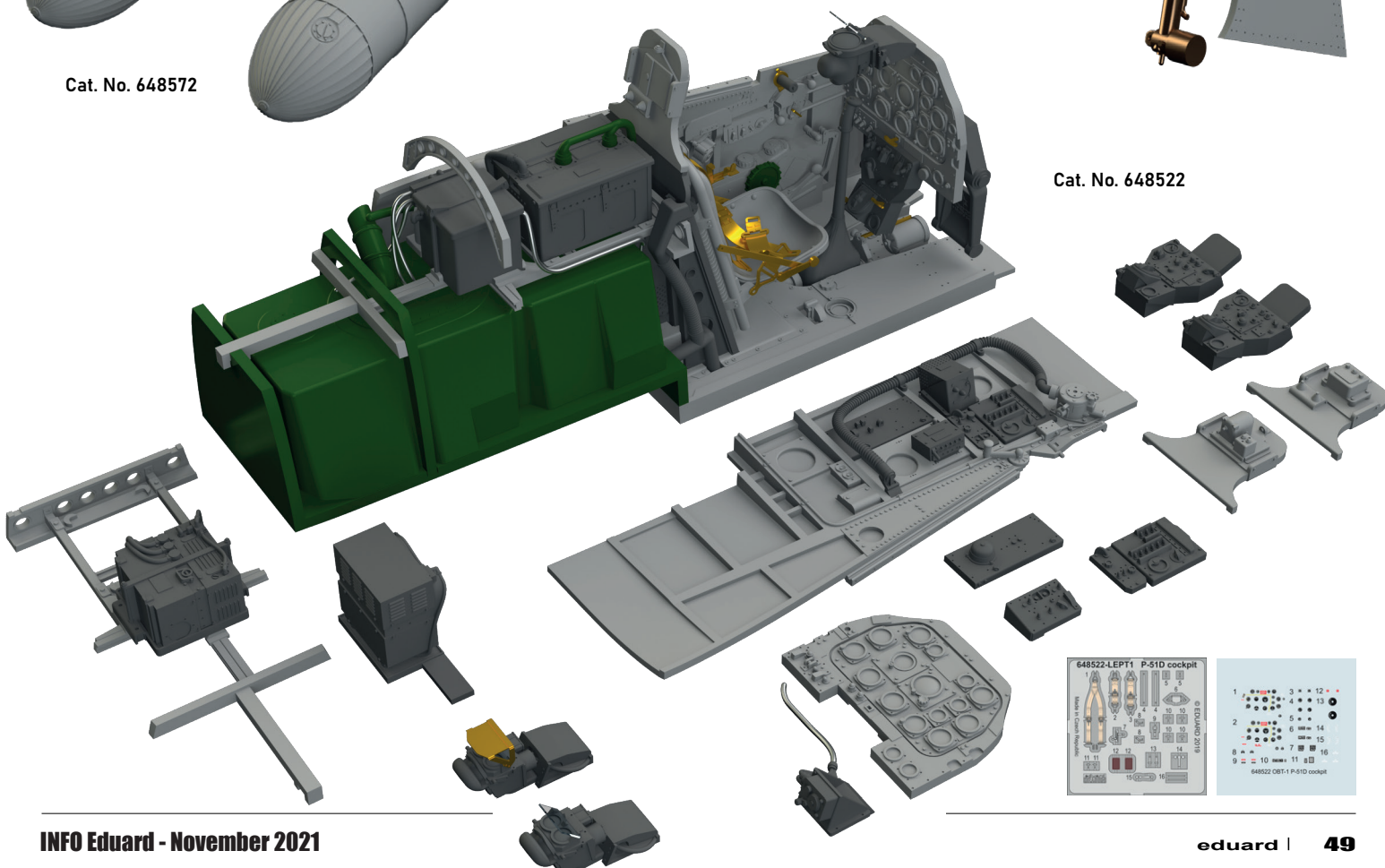
Cat. No. 648495



Cat. No. 648572



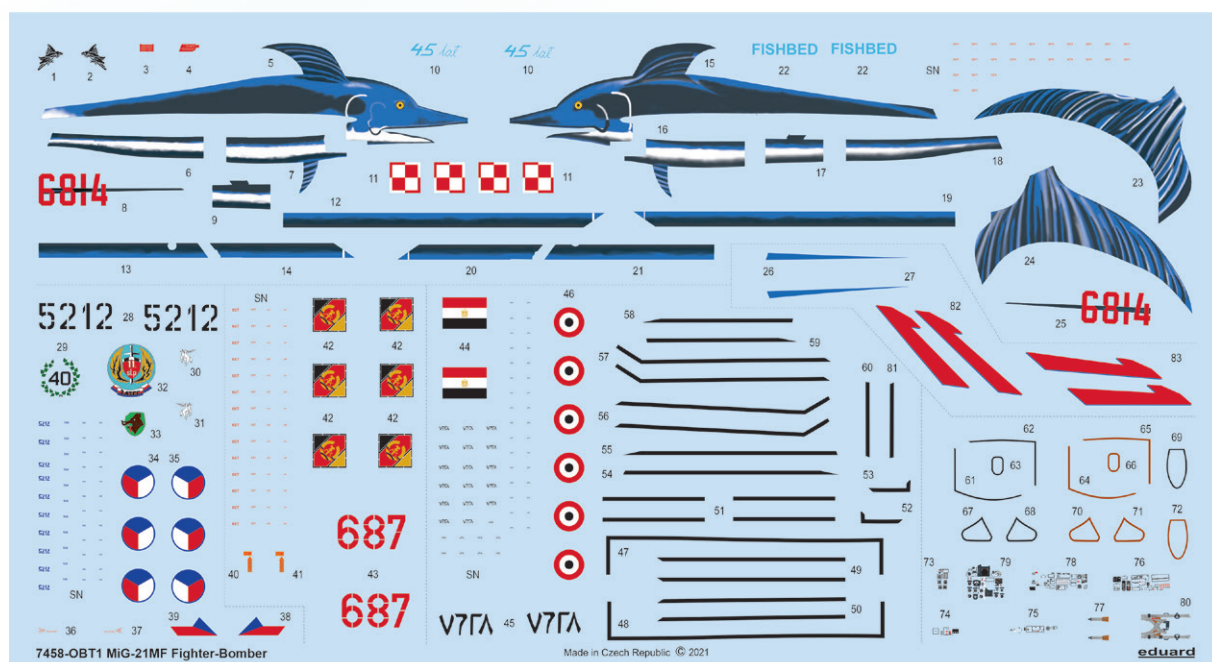
Cat. No. 648522



MiG-21MF Fighter Bomber

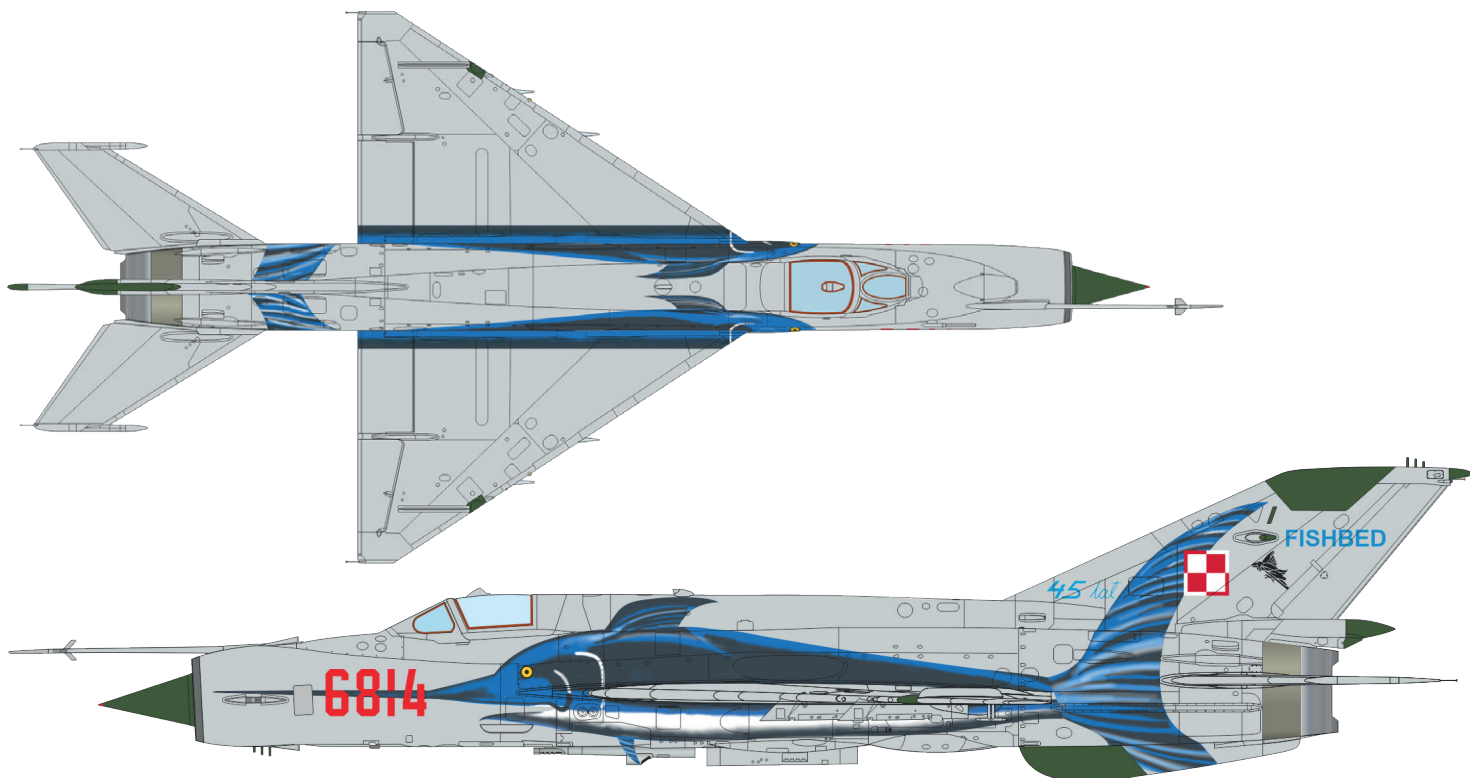
1/72 Cat. No. 7458

- Eduard plastic parts
- 4 marking options


[Product page](#)


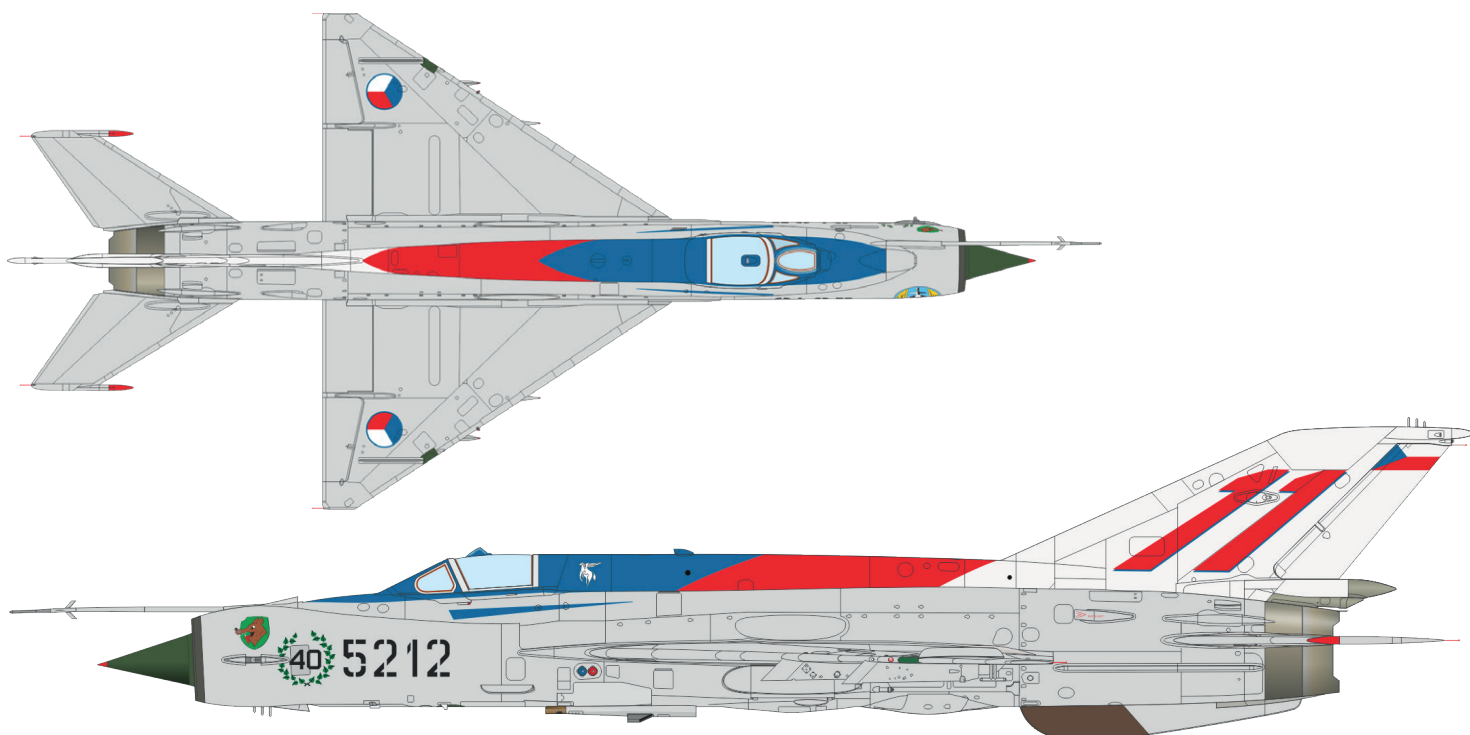
c/n 9668143, 3. Eskadra Lotnicza Taktycznego, Poznań-Krzesiny, Poland, 2002

3. ELT was formed on January 1st, 2001 in Poznan-Krzesiny, equipped with the MiG-21MF, bis and UM. The MiG-21MF was operated for only two years, with service with this unit ending in 2002. Krzysztof Gladkij is the author of the swordfish artwork painted on both sides of the fuselage and the tail surfaces on the occasion of the unit's 45th anniversary. He supplemented the artwork on the tail surfaces with the inscriptions "Fishbed" (NATO codename for the MiG-21) and "45 lat" (45 years). In the following years the artwork was subject to several modifications. Currently, this aircraft can be seen at Aeroklub Poznański in Kobylnica.



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

This MiG-21MF was delivered by the Moscow facility to the Czechoslovak Air Force in March 1972 and served with the 4th, 5th and 9th slp. In May 1991, it found its way to the 11th slp. During the same year, the aircraft underwent a general overhaul and in the process received an application of silver paint overall, giving the 2nd Flight techs an opportunity to apply markings commemorating the 40th anniversary of the unit, an opportunity they took advantage of. This look of the aircraft has survived to today. After the disbandment of the 11th slp., the aircraft was reassigned to the 28th sbolp., based at Čáslav, where it served until its retirement in 2002, after which it was mounted on a pedestal to serve as a memorial.

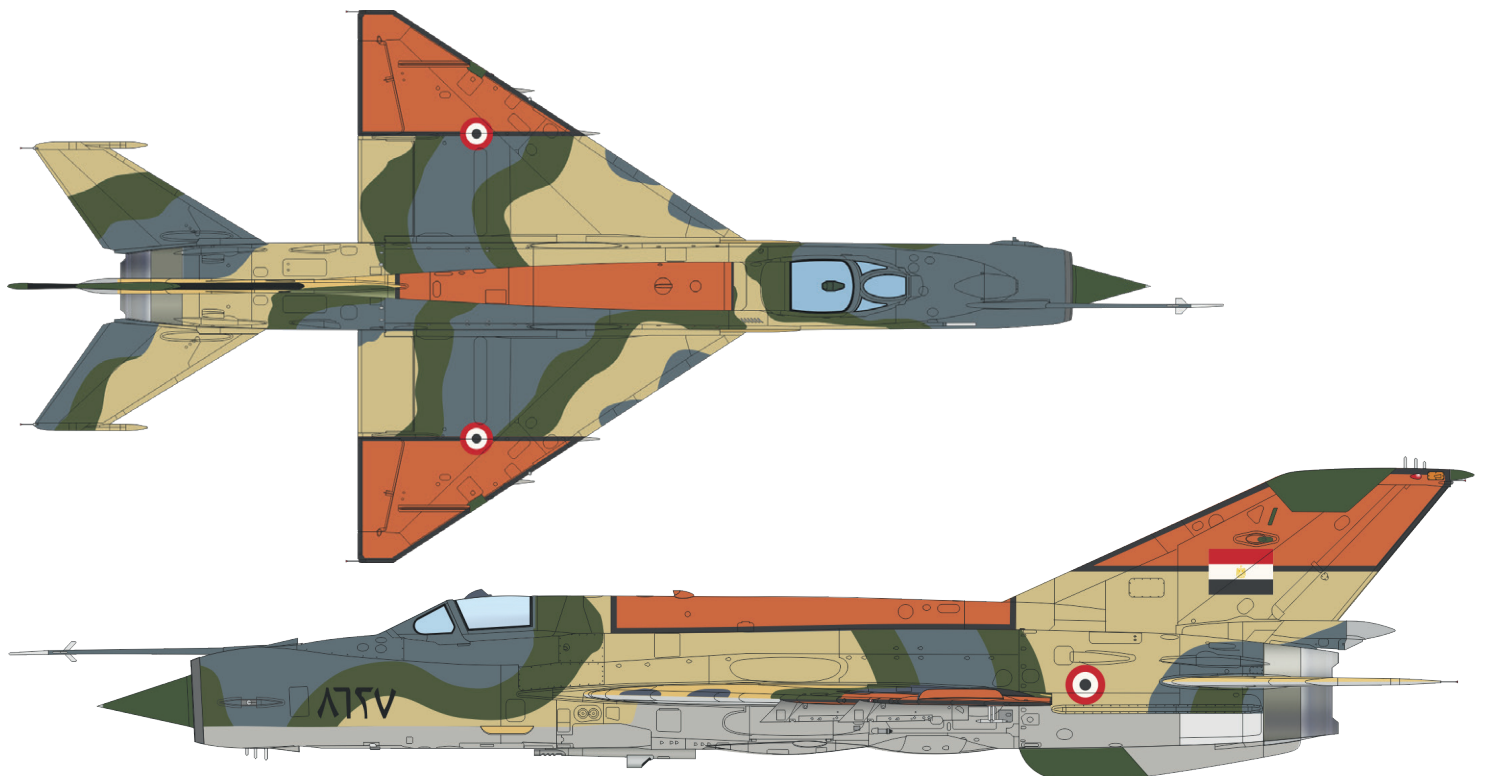


Jagdfliegergeschwader 3, Preschen AB, German Democratic Republic, 1990

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

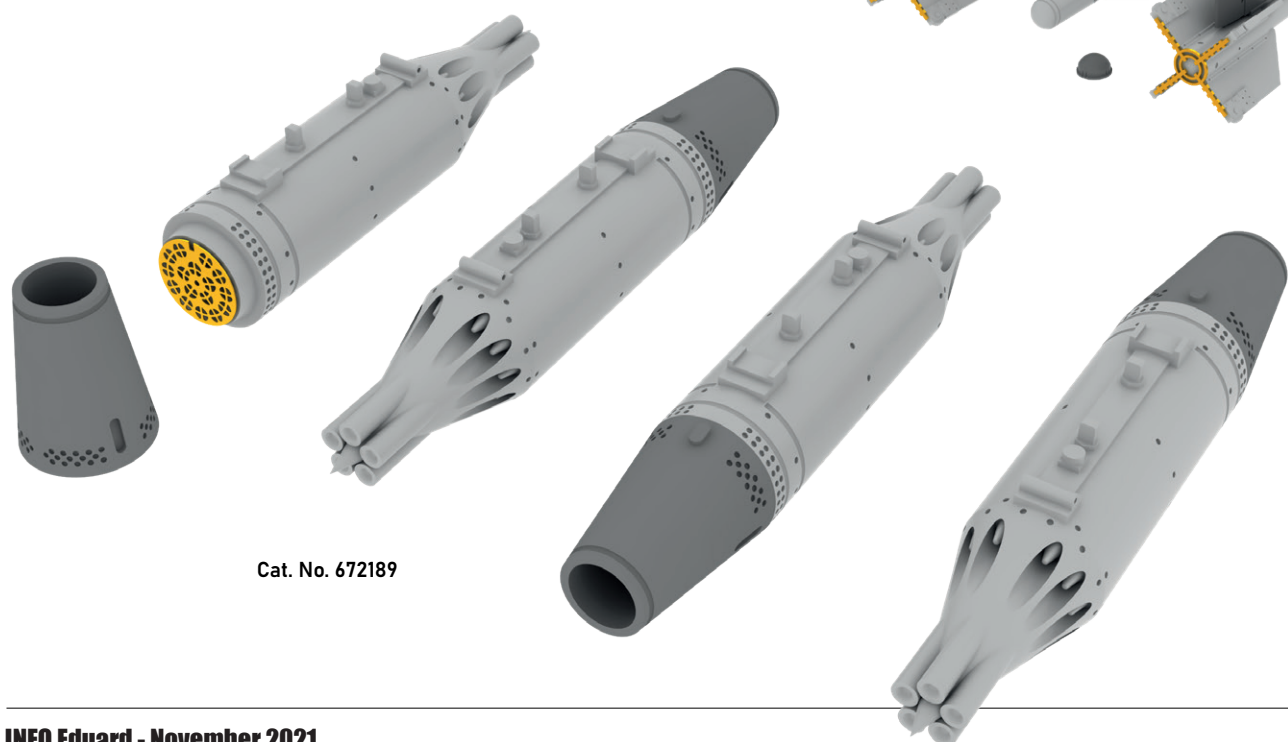
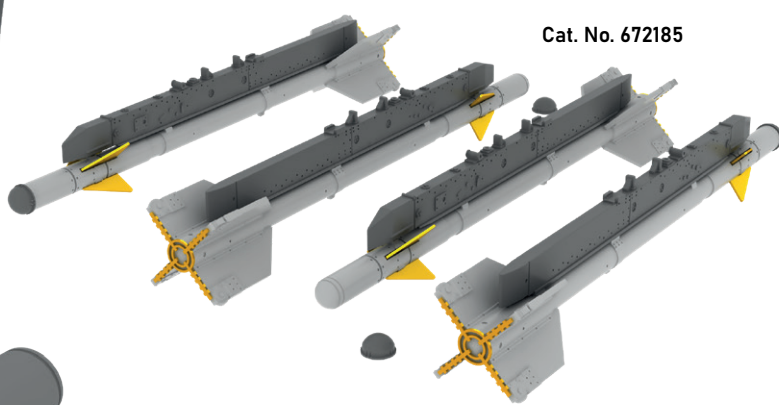
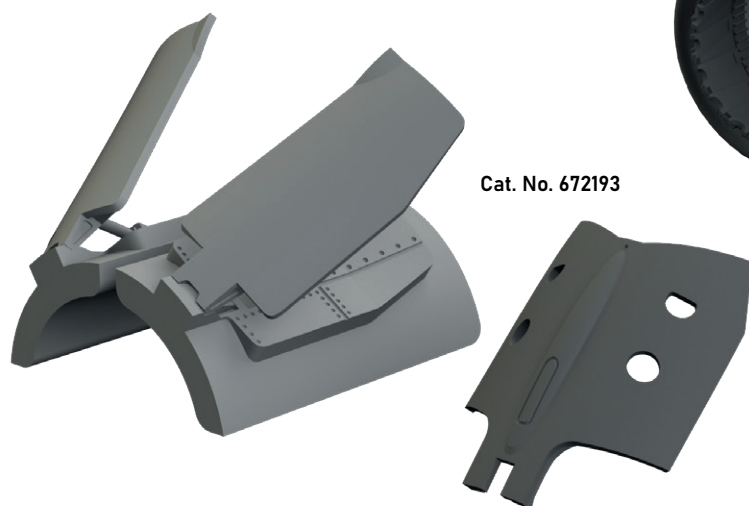
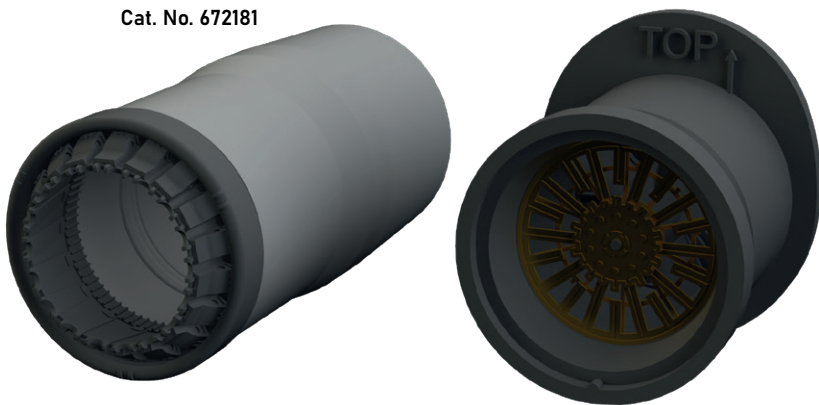
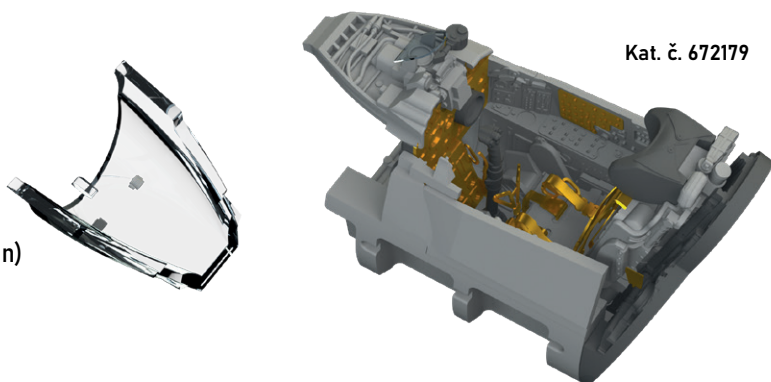
**No. 7628, Egyptian Air Force, Tanta AB, Arab Republic of Egypt, 1988**

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



Recommended for MiG-21MF Fighter Bomber

72689	MiG-21MF (PE-Set)
672179	MiG-21MF Fighter Bomber cockpit (Brassin)
672181	MiG-21MF exhaust nozzle (Brassin)
672182	MiG-21MF wheels (Brassin)
672184	MiG-21MF pylons (Brassin)
672185	R-3S missiles for MiG-21 (Brassin)
672186	R-3S missiles w/ pylons for MiG-21 (Brassin)
672189	UB-16 rocket launchers for MiG-21 (Brassin)
672190	UB-16 rocket launchers w/ pylons for MiG-21 (Brassin)
672191	RS-2US missiles for MiG-21 (Brassin)
672192	RS-2US missiles w/ pylons for MiG-21 (Brassin)
672193	MiG-21MF airbrakes (Brassin)
672195	SPS-141 ECM pod for MiG-21 (Brassin)
672197	MiG-21MF ejection seat (Brassin)
SIN67216	MiG-21MF Fighter-Bomber (Brassin)
SIN67217	MiG-21MF armament (Brassin)
3DL72002	MiG-21MF SPACE (3D Decal Set)
D72015	MiG-21MF stencils (Decal Set)
CX512	MiG-21MF TFace (Mask)



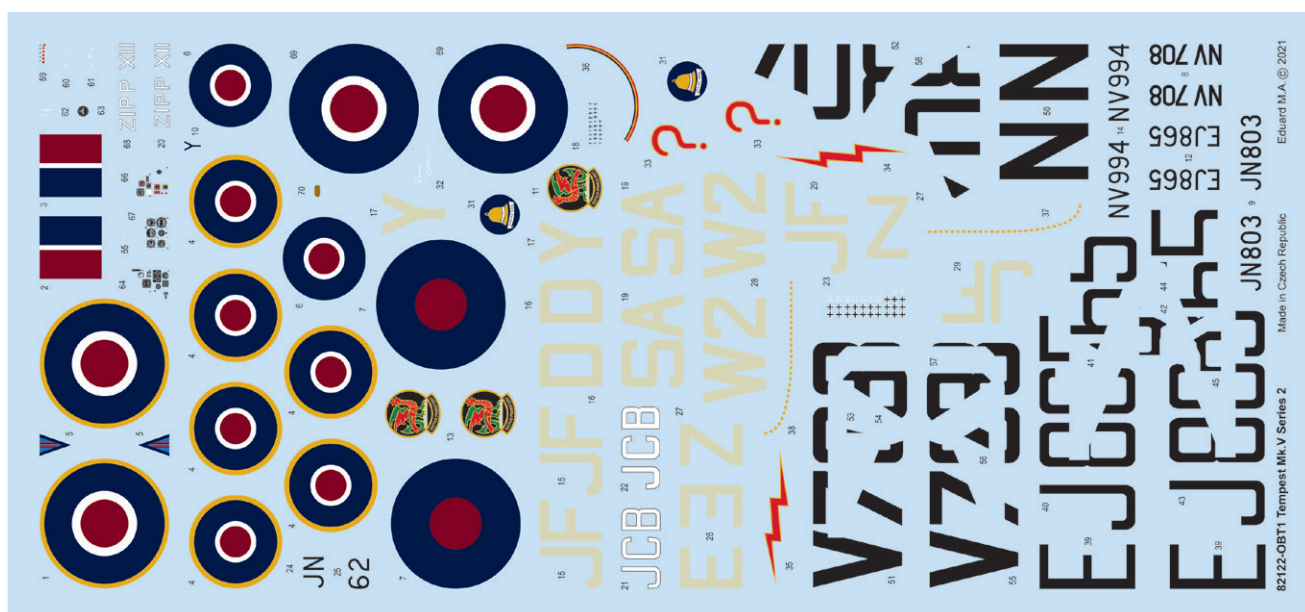
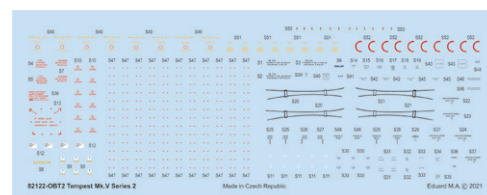
Tempest Mk.V Series 2

1/48 Cat. No. 82122

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

Product page

Re-release



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

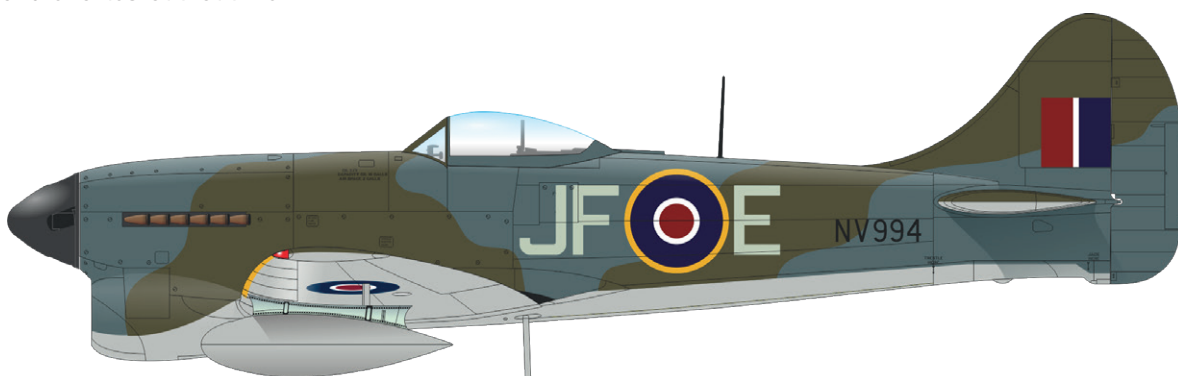
One of the earliest Tempest Mk.V Series 2 aircraft was delivered to No. 486 (RNZAF) Squadron at RAF Newchurch on May 17, 1944. It was flown throughout the campaign against the V-1 flying bombs, by many different pilots. It is believed that the 26 kill markings relate to claims made by pilots flying the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

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



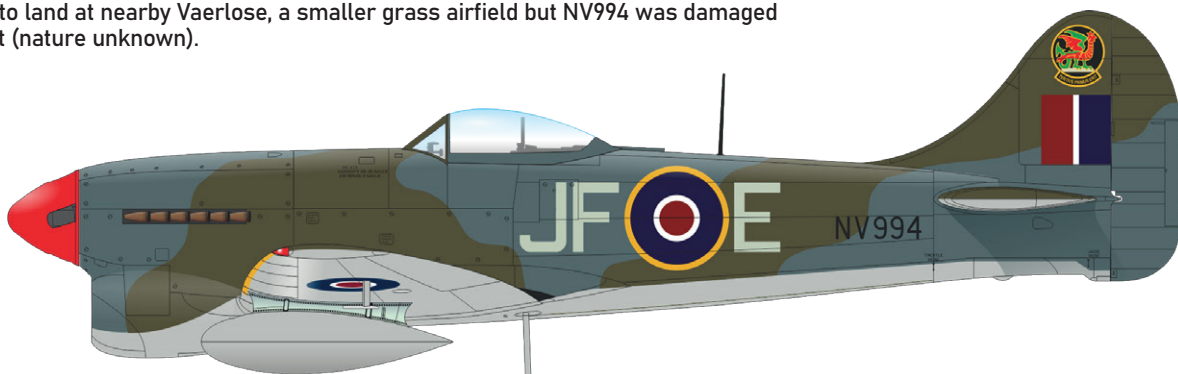
NV994, F/Lt Pierre Clostermann, No. 3 Squadron, No. 122 Wing, B. 112 Hopsten, Germany, April 1945

The first of F/Lt Pierre Clostermann's famous No. 3 Squadron Tempest, 'JF-E' was NV994, collected from No. 83 Group Support Unit, RAF Dunsfold while No. 3 Sqn were at the Armament Practice Camp, RAF Warmwell. After a ten-day break from operations to practice their gunnery technique and practice bombing, the squadron flew to a new base in Germany, B.112 Hopsten, on April 18, 1945. No. 3 Squadron would not get chance to try its bombing skills on operations before the end of the war – less than three weeks away. Photos taken on April 18, 1945 show that NV994 was not marked with Clostermann's 'scoreboard' nor the name 'Le Grand Charles' at that time.



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

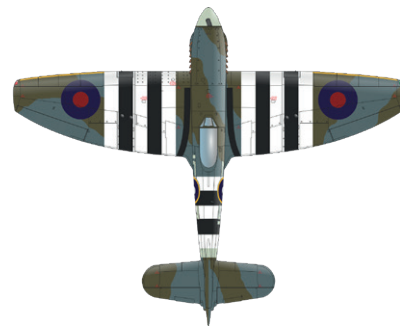
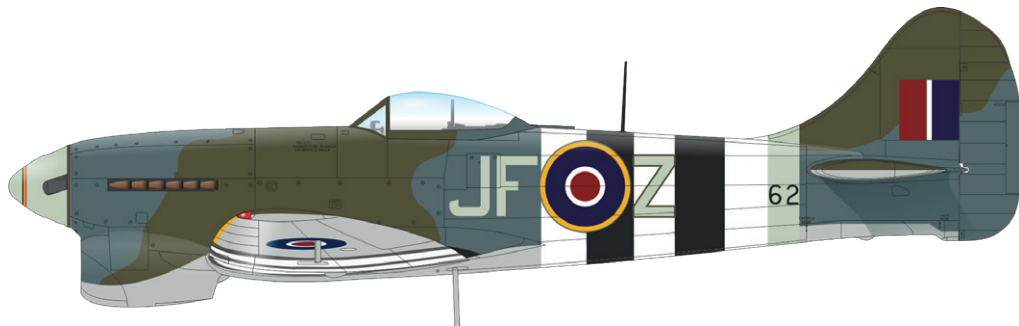
Another photo, at No. 3 Sqn's next station, B.152 Fassberg, probably very soon after VE-Day, shows the only change at that time may have been the addition of the famous red spinner. This was unlikely to have been added during hostilities as, following many misidentification incidents and attacks by Allied aircraft, 2nd TAF had very strict rules on markings; spinners were invariably painted black. Later in May, No. 3 Sqn added their unit badge (a cockatrice on a monolith, representing an early flying creature and Stonehenge, which was near their first base) to all their Tempests and Clostermann decorated NV994 with his scoreboard (including some kills which he had been able to confirm after the war finished) and the name 'Le Grand Charles' in honour of General Charles de Gaulle. He flew this aircraft through June 1945 and took it to B.160 Kastrup, near Copenhagen. A big air display for the Danish people was planned for the July 1, 1945 and went ahead despite bad weather. Clostermann flew JF-E NV994 in a formation flypast but was unable to land at Kastrup due the bad weather. He managed to land at nearby Vaerloose, a smaller grass airfield but NV994 was damaged in an accident (nature unknown).



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

Following a very successful tour with No. 609 Squadron, flying Typhoons in which he was credited with 6 enemy aircraft destroyed in the air, and a short spell as a gunnery instructor, F/Lt Remi 'Mony' Van Lierde, a Belgian national, joined No. 3 Squadron as B flight commander. His first allocated Tempest was JN736 JF-Z, a Mk.V Series 1 but when this was lost on operations on May 27, 1944, (when flown by another pilot) Van Lierde was able to acquire a new 'Z', a Mk.V Series 2 Tempest, JN862, which was his chosen mount through most of the campaign against the V-1. Van Lierde became the highest scoring pilot against the V-1 by day and was credited with 35 destroyed plus a further 9 shared with other pilots; 30 of these claims were made while flying JN862. Unfortunately, on August 4, 1944, Van Lierde had to make a landing with only one wheel down, and although he managed to achieve this with minimal damage, the aircraft was unavailable for some time due the resulting repair work. Van Lierde took a new 'Z', EJ557, and when JN862 was returned to the squadron it became JF-Q.

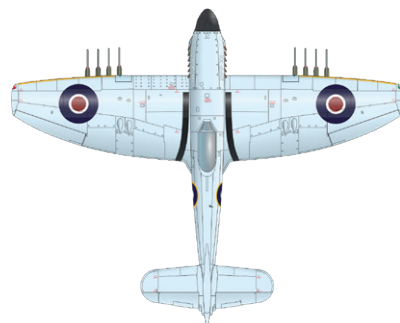
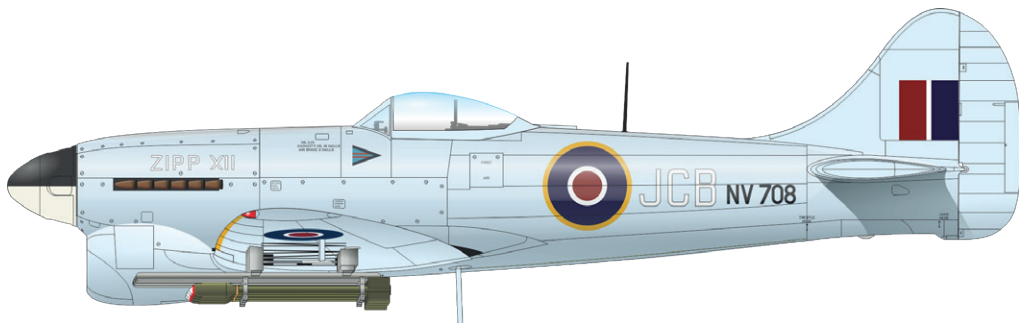
On June 5, 1944, the aircraft which were to participate in the operation Overlord (Normandy landing), received gaudy markings in the form of eighteen inches wide black and white stripes applied to the wing and fuselage. Ground personnel also painted the lower part of the landing gear covers in white. The unusual stripes on the spinner are believed to be the Belgian national colours – black (foremost), yellow and red.



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

Having seen wartime service with No. 33 Squadron as '5R-T', NV708 was chosen by W/Cdr J. C. Button, as his personal aircraft, when No. 123 Wing was reorganised as a Tempest wing early in 1946. NV708 was sprayed in all-over Aluminium finish and had a half black/half white spinner as previously seen on his wartime Typhoon 'ZIPP XI'. His initials, 'JCB' and the name 'ZIPP XII' were in white, thinly outlined in black. Button is known to have flown a Typhoon marked 'ZIPP XII' (see Eduard kit No. 11117) and is thought to have marked his Tempest as 'XII' so as to avoid unlucky 'XIII'.

Button's successor, W/Cdr P. P. Hanks DSO, DFC, also used NV708, wearing his initials 'PPH' and Type C roundels replaced by Type D. In April 1948, as the last operational Tempest Mk.V squadron (No. 3) began re-equipment with Vampire jets, NV708 was flown back to the UK and stored at No. 6 Maintenance Unit, Brize Norton, where it was stored until sold for scrap in February 1950.

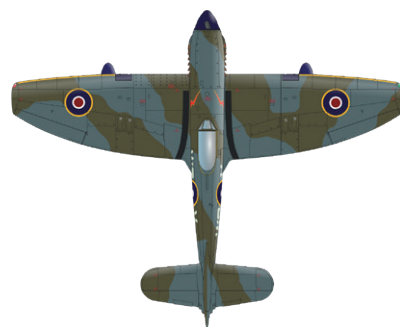


EJ865, No. 80 Squadron, No. 123 Wing, RAF Station Wunstorf, Germany, October 1947

EJ865 was allocated to No. 485 Squadron, which was attempting to convert from Spitfires to Tempests. The conversion had to be abandoned due insufficient Tempests available and by early April 1945 EJ865 was with No. 274 Squadron as 'JJ-B'. It remained with this squadron until the unit was renumbered as No. 174 Squadron in October 1945, retaining the unit codes and yellow lightning flash which all No. 274 Squadron aircraft now carried. With the steady reduction of squadrons in BAFO, No. 174 Squadron was disbanded in March 1946 and EJ865 was transferred to No. 80 Squadron.

No. 80 Sqn used traditional flight colours on its Tempests, red for A flight and blue for B flight, the latter colour appearing on EJ865's spinner, long-range tanks, background of the fin badge and the small 'Y' on the intake dust-filter. The lightning flash was also retained but now in red outlined in yellow, as was the personal marking – '?' on the side of the intake.

In January 1948 No. 80 Squadron's ageing Tempests were replaced by new Spitfire F.24s and EJ865 was flown back to the UK and stored at No. 6 Maintenance Unit, Brize Norton, where it was stored for two years before being sold for scrap.



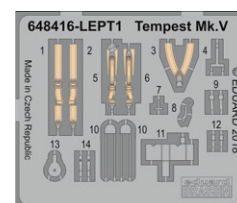
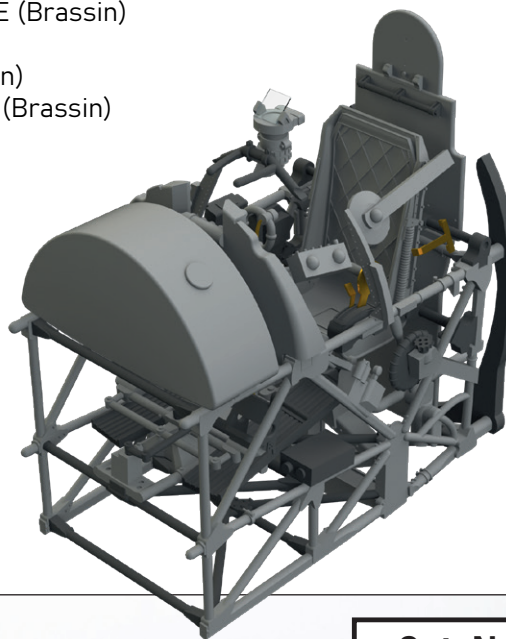
Recommended for Tempest Mk.V Series 2

48976	Tempest Mk.V upgrade set (PE-Set)
48977	Tempest Mk.V landing flaps (PE-Set)
FE943	Tempest Mk.V seatbelts STEEL (PE-Set)
BIG49212	Tempest Mk.V (PE-Set)
644006	Tempest Mk.V LööK (Brassin)
644039	Tempest Mk.V w/ late wheels LööKplus (Brassin)
648416	Tempest Mk.V cockpit (Brassin)
648417	Tempest Mk.V engine (Brassin)
648418	Tempest Mk.V exhaust stacks (Brassin)
648419	Tempest Mk.V gun bays 1/48
648421	Tempest Mk.V wheels late (Brassin)
648446	Tempest Mk.V undercarriage legs BRONZE (Brassin)
648499	Tempest Mk.V intake ring (Brassin)
648500	Tempest Mk.V dust filter w/ eyelid (Brassin)
SIN64856	Tempest Mk.V w/ late wheels ESSENTIAL (Brassin)
SIN64858	Tempest Mk.V ADVANCED (Brassin)
D48030	Tempest Mk.V stencil (Decal Set)
D48031	Tempest roundels early (Decal Set)
D48032	Tempest roundels late (Decal Set)
EX628	Tempest Mk.V TFace (Mask)

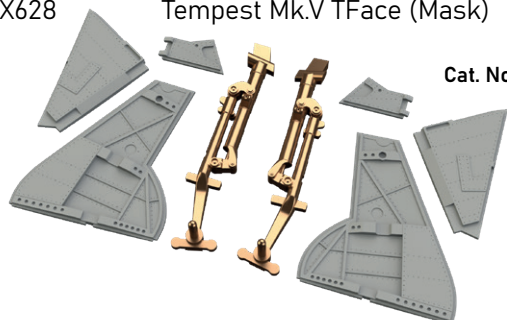
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Cat. No. 648416



Cat. No. 648446



OVERTREES

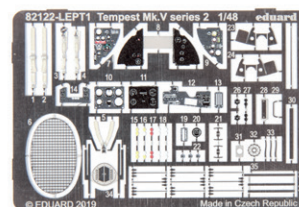
Tempest Mk.V Series 2

1/48

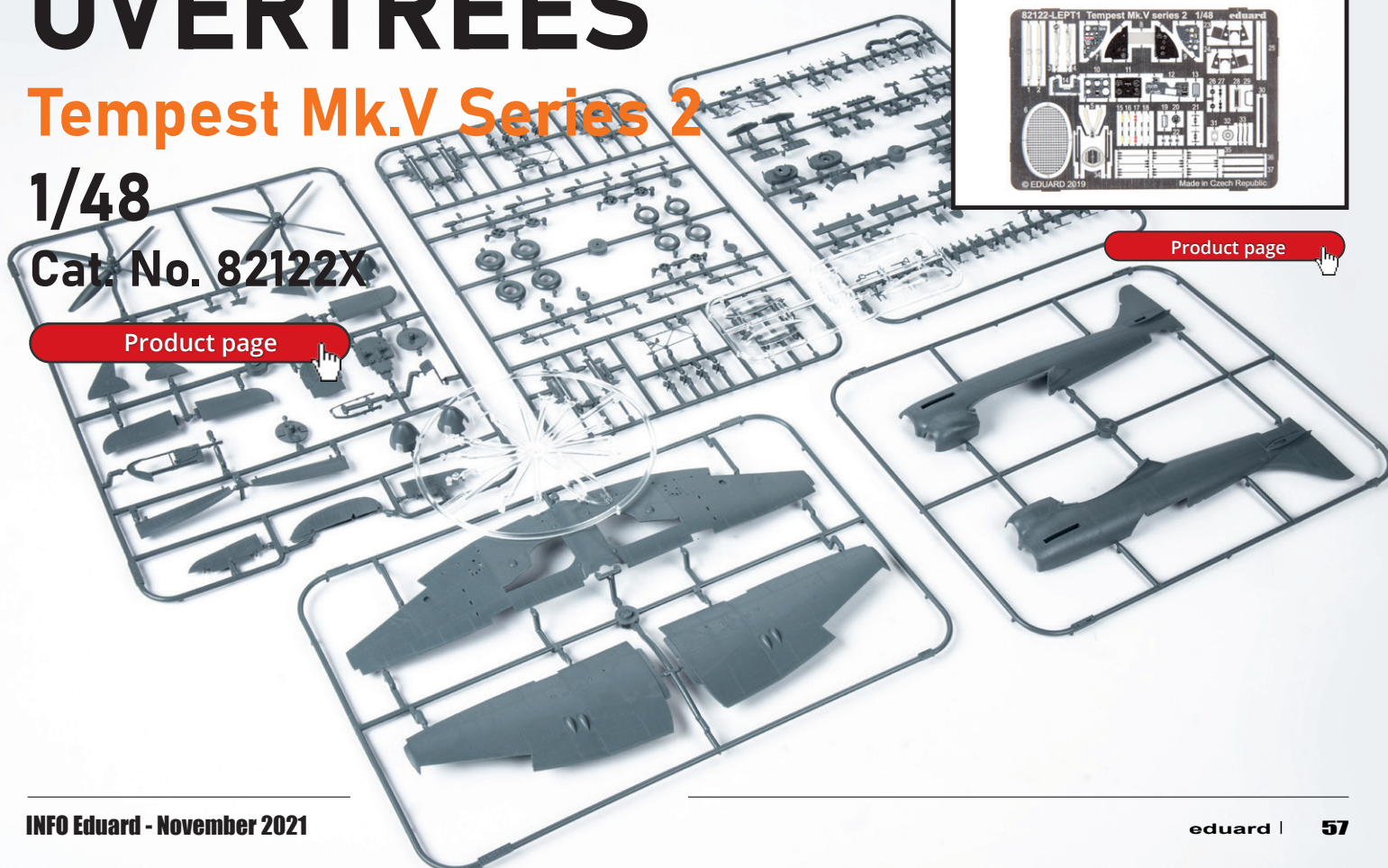
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[Product page](#)

Cat. No. 82122-LEPT1



[Product page](#)



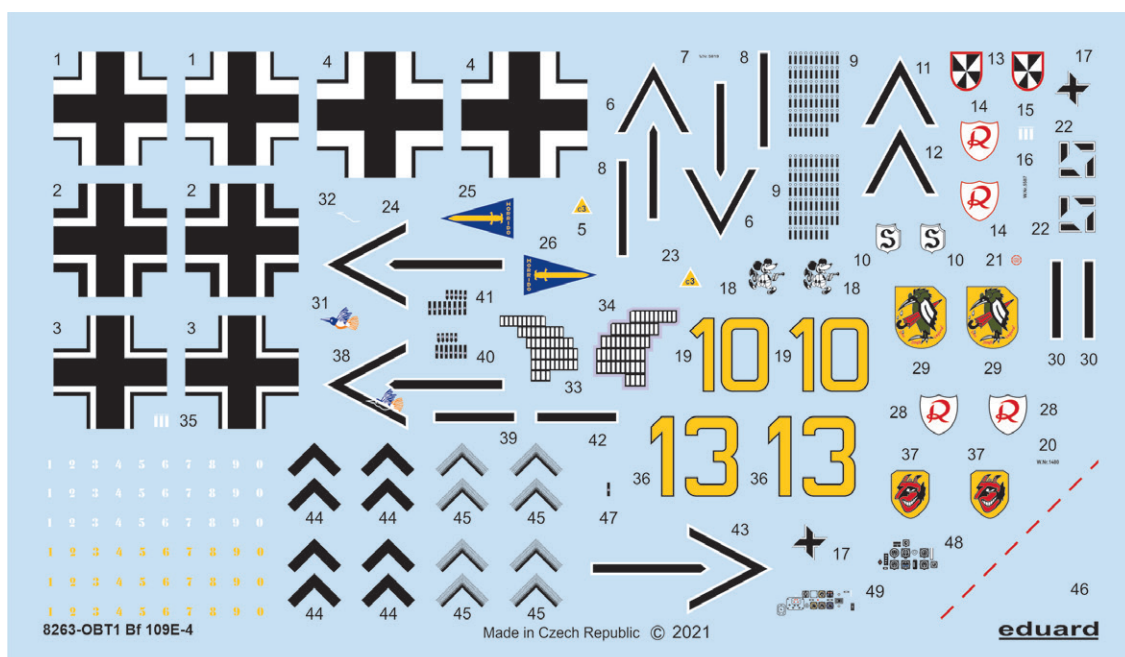
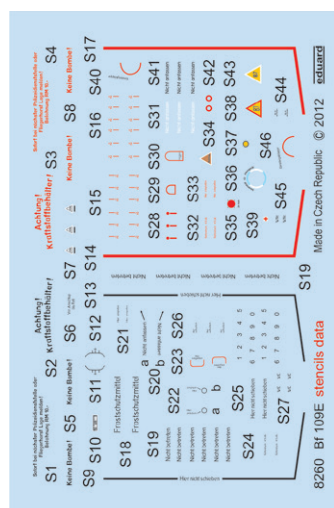
Bf 109E-4

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

Product page

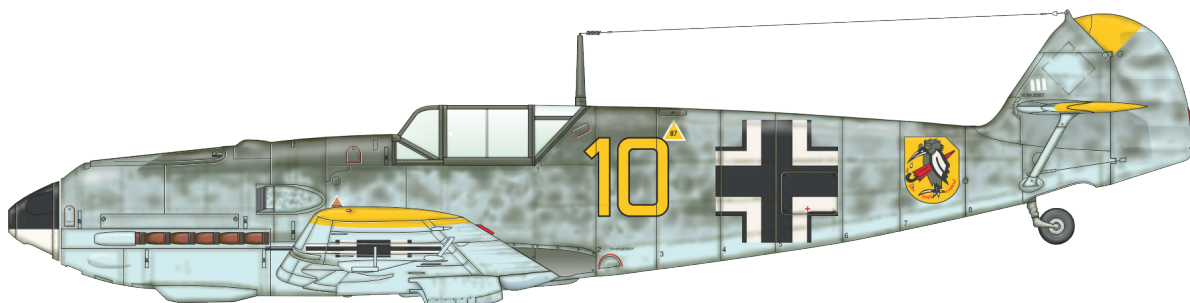
1/48 Cat. No. 8263

Re-release



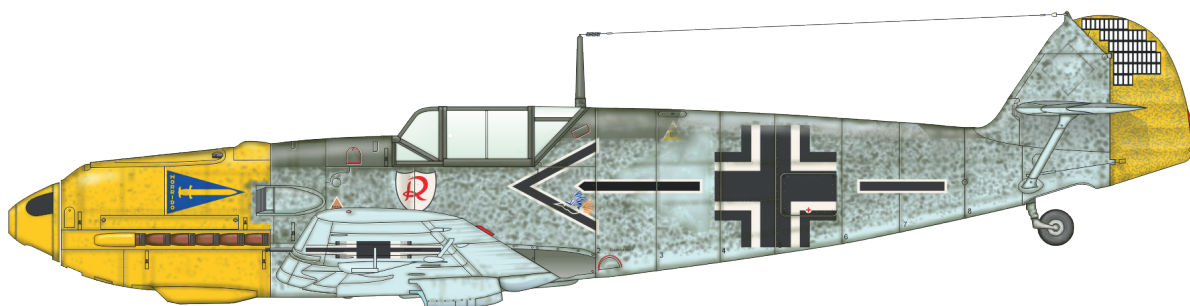
WNr. 5587, Ofw. Fritz Beeck, 6./JG 51, Wissant, France, August 24, 1940

Simple but effective camouflage adorned this aircraft that shortly after noon on August 28, 1940, was shot down with Ofw. Fritz Beeck at the controls in the vicinity of East Langdon. It was during the second escort mission of the day that culminated in combat with RAF fighters in which the engine of Yellow '10' was hit. After an unavoidable forced landing, the aircraft, in relatively good shape, was made otherwise by civilian vandals and allied soldiers before it could be inspected by RAF experts. Light blue sides of the RLM 02/71/65 fuselage scheme were sprayed with the upper surface colors. Yellow identification colors, typical for mid-August 1940, were applied to the wing tips, horizontal tail surfaces, and top portion of the fin. Because the aircraft in question belonged to 6. Staffel, tactical numbering and the background II./JG 51 'Gott strafe England' emblem were yellow. Three victory tabs on the left side were in white. It is not out of the question that these also appeared on the right side, but documentation is lacking.



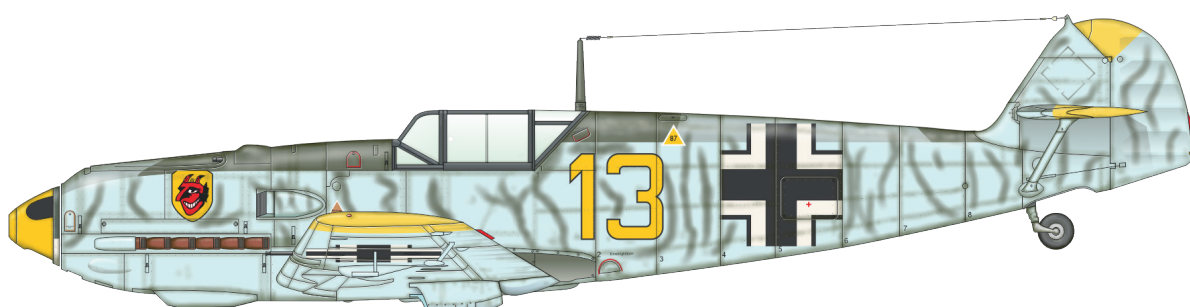
WNr. 5344, Maj. Helmut Wick, CO of JG 2, Beaumont, France, November 1940

The appearance of this aircraft comes from a period in time when it was flown by Maj. Helmut Wick, and after many modifications to the camouflage scheme and tactical markings. The changes mirrored not only Wick's ascension through the ranks as Staffel CO, to Gruppe leader to commanding officer of JG 2, but also the prescribed changes to Luftwaffe camouflage specifications in the second half of 1940. Our reconstruction of the aircraft shows as it appeared in its final guise, when Maj. Wick (as the Luftwaffe's most successful ace at that time) was killed in combat with Spitfires on November 28, 1940. The aircraft carried a standard scheme of RLM 02/71/65. The light blue fuselage sides were darkened with a light overspray of RLM 71 applied with the blunt end of a brush. The yellow rudder and nose segments were part of later marking modifications. The fuselage retains evidence of the double chevron marking denoting the CO of the Gruppe. Besides the tactical markings, the JG 2 unit insignia was carried below the cockpit, and on the front fuselage, Wick's original 3. Staffel. The pilot's personal emblem, the flying kingfisher, was partly oversprayed with the Kommodor insignia, over which the emblem was partially reconstructed. This aircraft had the armored windscreen removed towards the end of its career, but was still mounted when Wick led I./JG 2. One interesting point regarding the national markings on the bottom of the wings and fuselage sides that was present on many JG 2 Emils, including Wick's 5344, was that the fuselage markings had an accentuated black border at the expense of the white segments, while those on the bottom of the wings were modified as indicated in our illustrations.



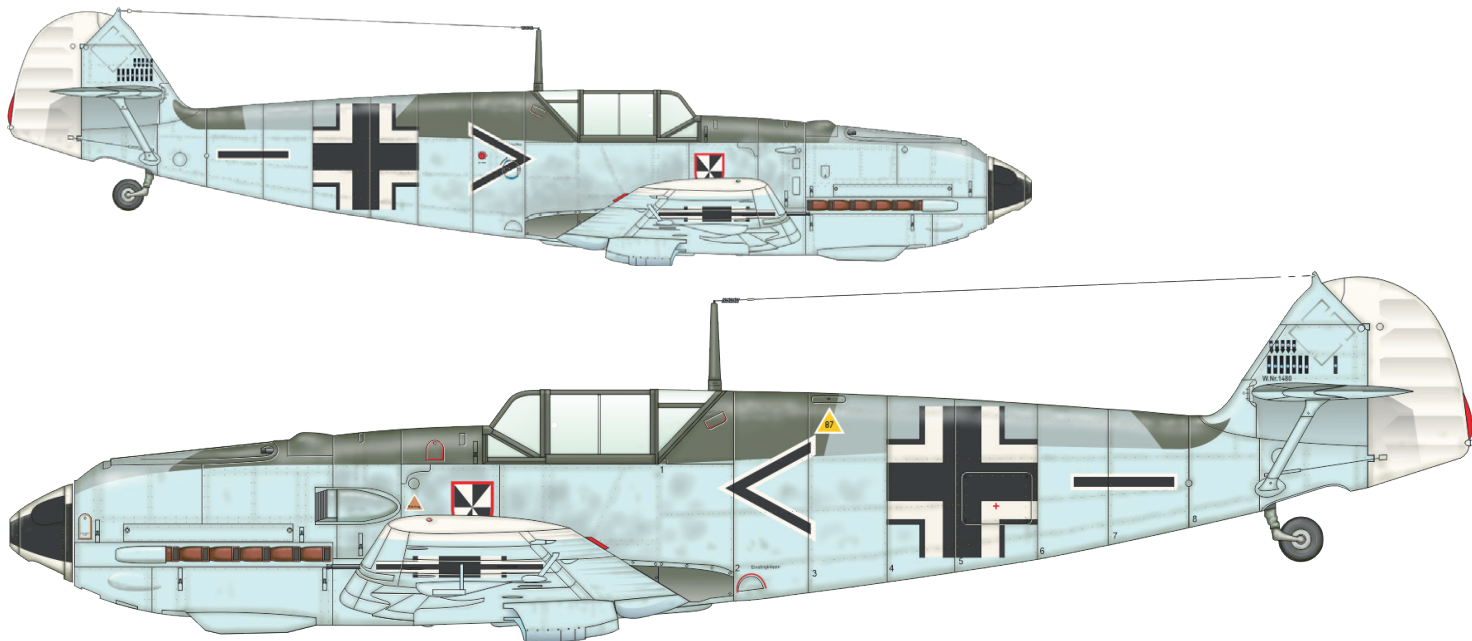
Ltn. Josef Eberle, 9./JG 54, The Netherlands, August 1940

Very interesting camouflage schemes were rendered on the aircraft of JG 54 by the unit's ground personnel in the summer of 1940. They applied vertical to diagonal lines of RLM 71 in an attempt to darken the light blue fuselage sides. The standard scheme of RLM 02/71/65 was applied, along with the quick identification attributes. The period scheme was applied to Yellow '13', with which, on August 12, 1940, Ltn. Josef Eberle managed to cross the Channel and belly land in France despite personal injury. The wingtips and fin of Eberle's aircraft were painted RLM 27 Yellow, lighter than RLM 04 that the spinner, tactical number and background of the III./JG 54 emblem were painted. The bottom wing color RLM 65 extended marginally to the upper surface. Some sources erroneously identify this aircraft as an E-3. Despite having tempted fate once over the Channel, he was not as successful on October 9, 1940, when he lost his life in combat with RAF fighters.

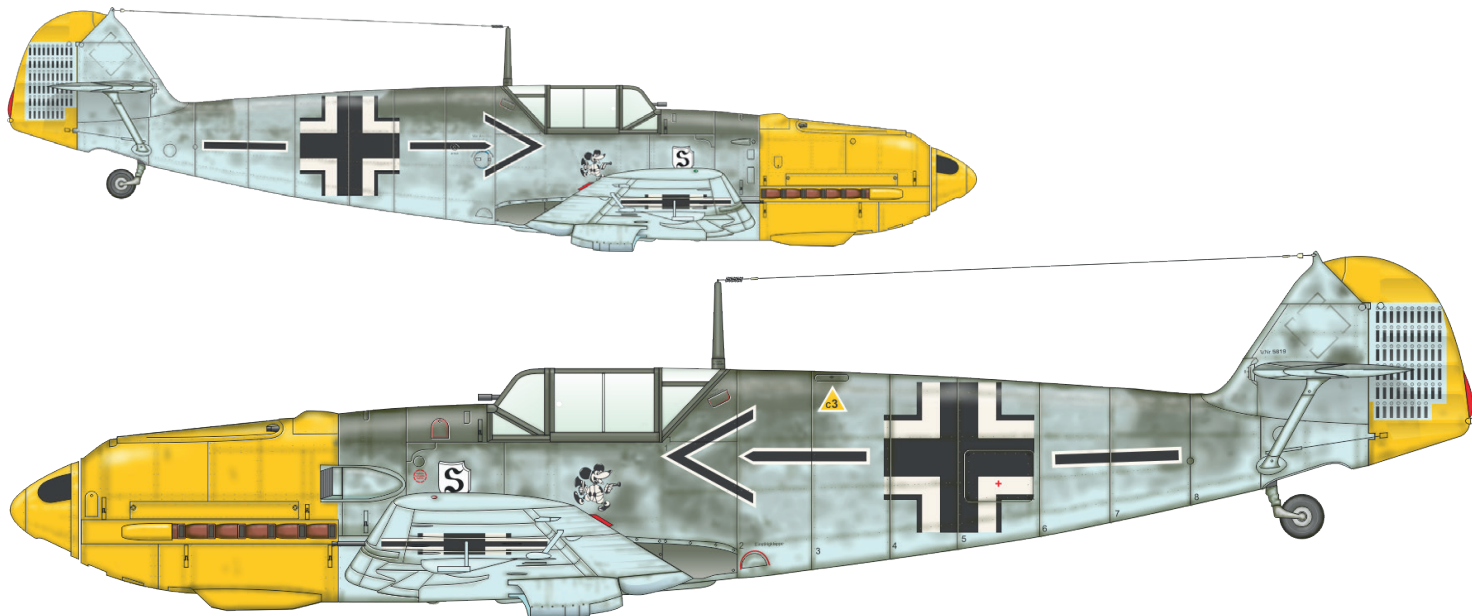


W.Nr. 1480, Oblt. Franz von Werra, Gruppenadjutant II./JG 3, Wierre-au-Bois, France, September 5, 1940

The illustrated Emil became the subject of a fascinating event that delivered the first German ace, Oblt. Franz von Werra, into British hands. On the morning of September 5, 1940, Franz von Werra was shot down over Kent. He managed a successful belly landing, was taken prisoner, and his plane was scrutinized by RAF experts. Von Werra attempted to escape on several occasions, and finally succeeded in Canada during transfer to a POW camp. He managed to go through the United States to South America, and then back to Germany, where he rejoined the Luftwaffe. He served on both the eastern and western fronts, but had strict orders to avoid the shores of England. The Channel, nevertheless, proved fateful for him when, on October 25, 1941 as CO of I./JG 53, he disappeared over it. W.Nr. 1480 carried the standard camouflage of RLM 02/71/65 with white identification markings. These included the rudder and wingtips. The RAF report suggests that the engine cowl was in RLM 65, was cleaner than the rest of the airframe, and may have been a replacement off another machine. The tail surfaces carried victory marks (eight in the air and five on the ground). Positioning of them was different on each side of the fin. The RLM 65 color extended to the upper surfaces of the leading edge wing.

**W.Nr. 5819, Obstlt. Adolf Galland, CO of JG 26, Audembert, France, December 1940**

Adolf Galland, ace and future General, flew the illustrated Emil in the fall of 1940 to the beginning of 1941 as CO of III. Gruppe, and later of the entire JG 26. The tactical markings on the aircraft kept pace with those changes. The standard camouflage of RLM 02/71/65 was darkened on the fuselage sides with RLM 02/71. The yellow cowling was complemented by the yellow rudder that also bore the kill marks. The surface area of the original RLM 65 was not enough for them, and the yellow was oversprayed with fresh RLM 65 for the next row of kill marks. The most typical changes for 5819 at this time came with the personal emblem of Mickey Mouse and most of all the installation of the ZFR-4 telescope (installed together with the regular Revi). It didn't serve as an actual sight as it did for the identification of far off aircraft. Galland replaced Werner Mölders who commanded the German fighter force as General der Jagdflieger. Later on he became famous for locking horns with Hermann Göring. He established JV 44 at the end of the war, the famous unit well known for its Me 262 jet fighters and colorful Fw 190D piston fighters. Galland managed to shot down 104 enemy airplanes and was awarded with Knight Cross with Oak Leaves, Swords and Diamonds.



Recommended for Bf 109E-4

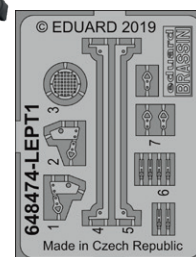
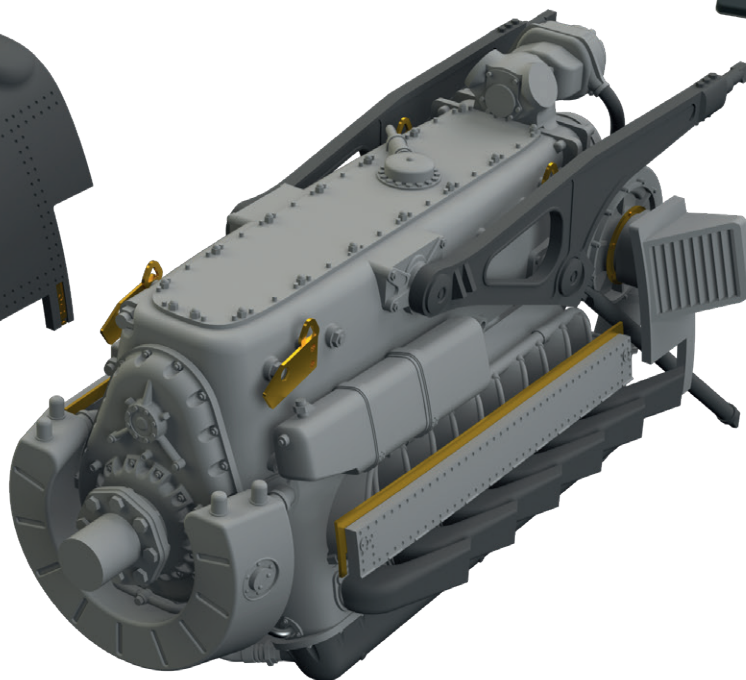
- 48774 Bf 109E-3/E-4 (PE-Set)
- 644024 Bf 109E LööK (Brassin)
- 648058 Bf 109E wheels (Brassin)
- 648472 Bf 109E cockpit & radio compartment (Brassin)
- 648473 Bf 109E fuselage guns (Brassin)
- 648474 Bf 109E engine (Brassin)



Cat. No. 644024



Cat. No. 648474

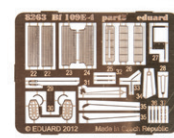


OVERTREES

Bf 109E-4

1/48

Cat. No. 8272X

[Product page](#)


Cat. No. 8263-LEPT1

[Product page](#)

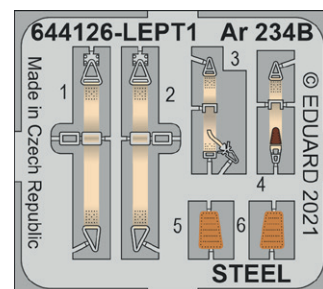
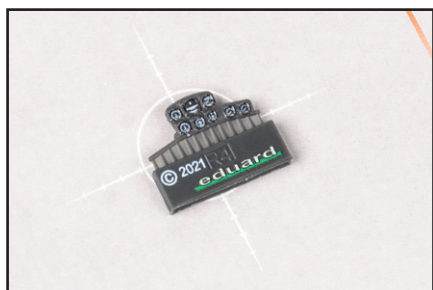

644126
Ar 234B Löök
1/48 HASEGAWA/HOBBY 2000

Löök set - Brassin pre-painted dashboard and
STEEL seatbelts for Ar 234B in 1/48 scale.
Easy to assemble, replaces plastic parts.
Recommended kit: Hasegawa / Hobby 2000

Set contains:

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

Product page



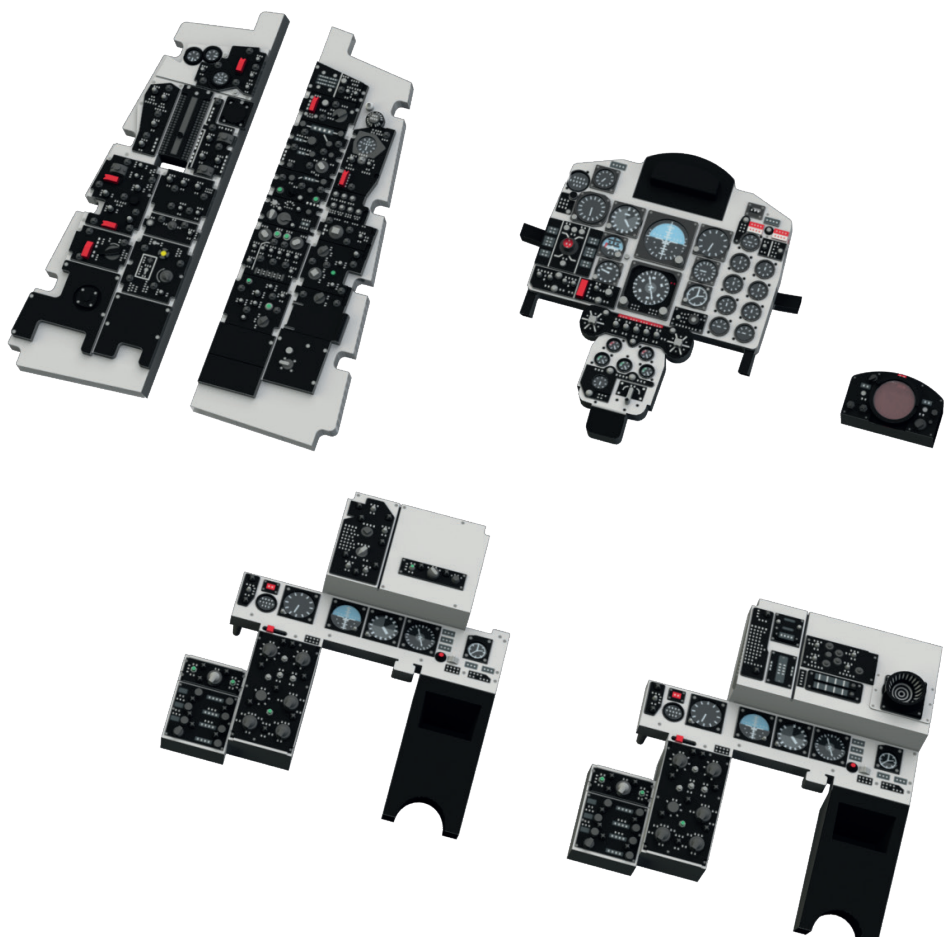
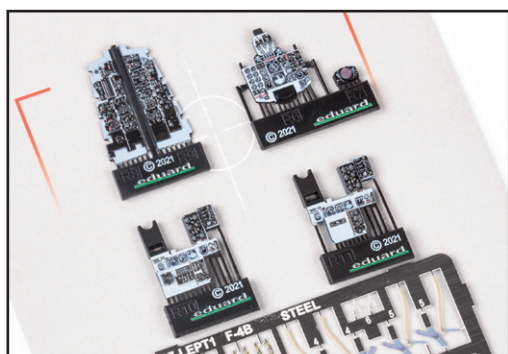
644127
F-4B Löök
1/48 Tamiya

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

Set contains:

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

Product page



648627 Lufttorpedo F5b 1/48

[Product page](#)

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

Set contains:

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

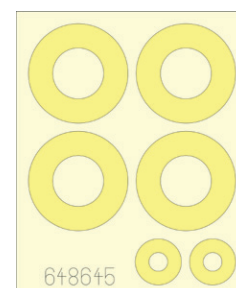


648645 B-17 wheels rhomboid tread 1/48 HKM

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

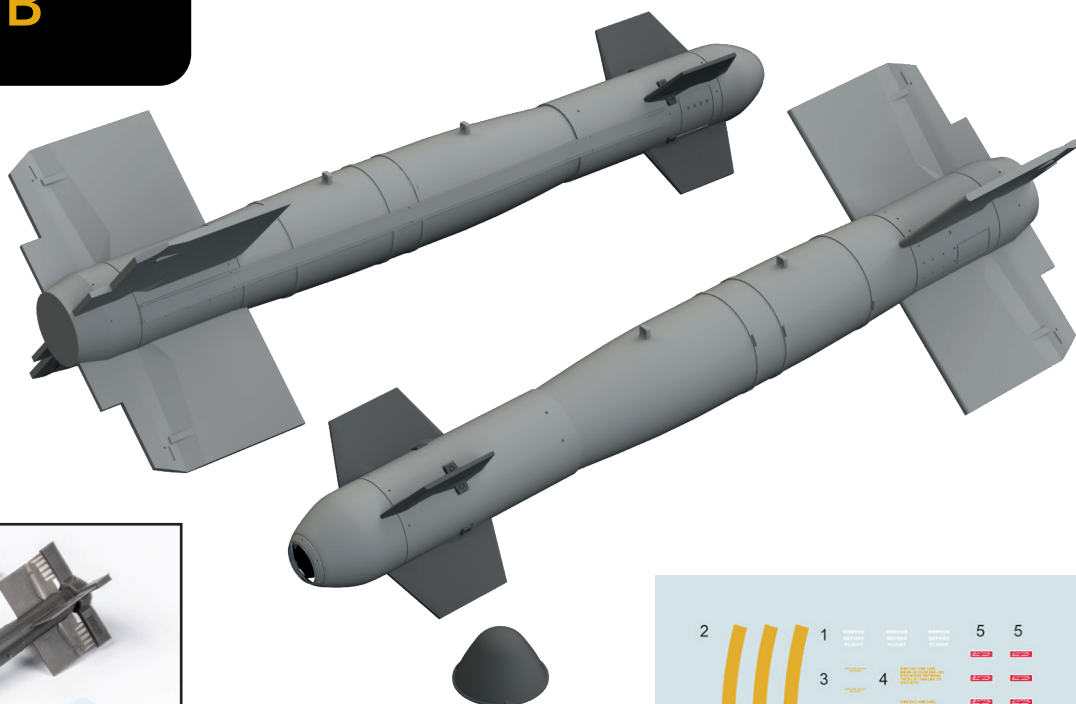
[Product page](#)


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

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

Set contains:

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

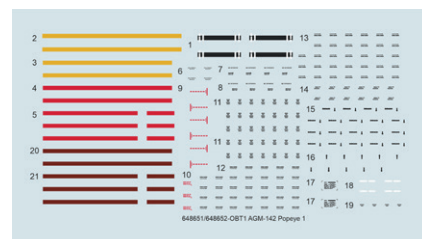
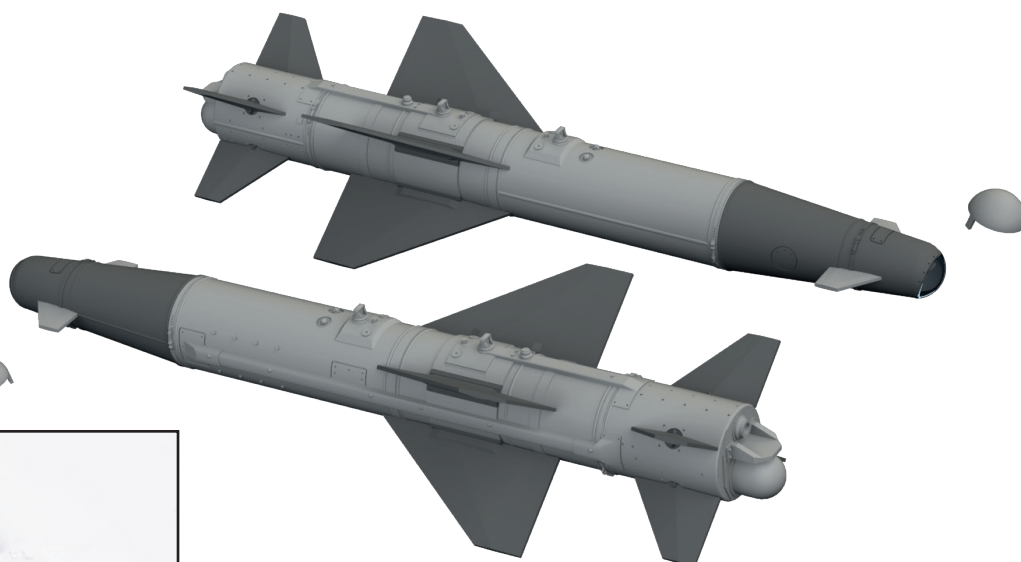

[Product page](#)


648652 AGM-142 Popeye Have Nap 1/48

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

Set contains:

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

[Product page](#)


648669

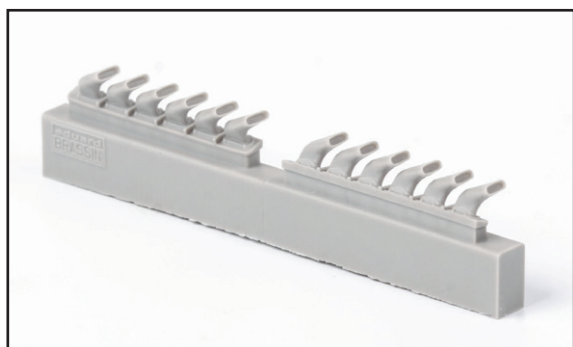
Spitfire Mk.V six-stacks exhausts fishtail

1/48 Eduard

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

Set contains:

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

[Product page](#)


648678

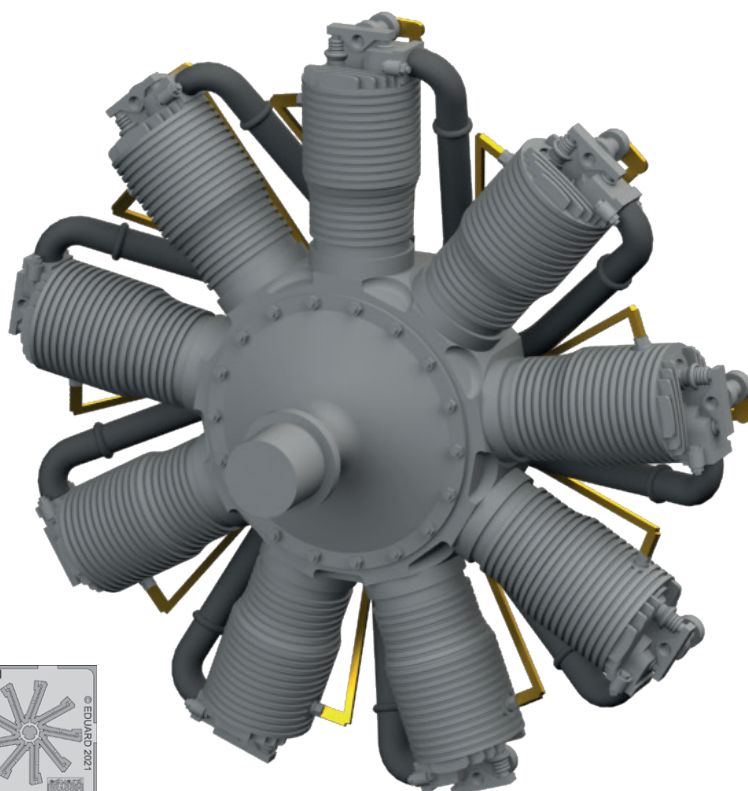
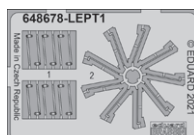
Sopwith Camel Le Rhone engine

1/48 Eduard

Brassin set - the engine for Sopwith Camel in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 2 parts
- decals: no
- photo-etched details: yes
- painting mask: no

[Product page](#)

eduard
BRASSIN
Print

648686

Tempest Mk.II landing flaps

1/48 Eduard

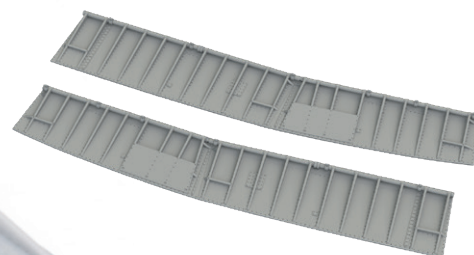
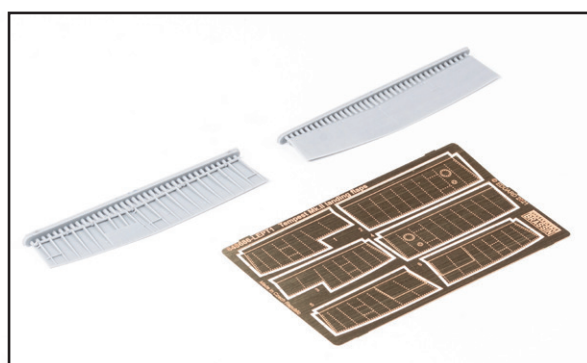
Brassin set - the landing flaps for Tempest Mk.II
in 1/48 scale. Made by direct 3D printing.
Recommended kit: Eduard / Special Hobby

Set contains:

- 3D print: 2 parts
- decals: no
- photo-etched details: yes
- painting mask: no



eduard
BRASSIN
Print


[Product page](#)


648687

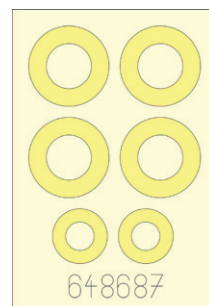
Ar 234B wheels

1/48 Hasegawa/Hobby 2000

Brassin set - the undercarriage wheels for Ar 234B
in 1/48 scale. The set consists of the main wheels
and nose wheel. Easy to assemble, replaces plastic
parts. Recommended kit: Hasegawa / Hobby 2000

Set contains:

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

[Product page](#)


648688 Fw 190D exhaust stacks 1/48 Eduard

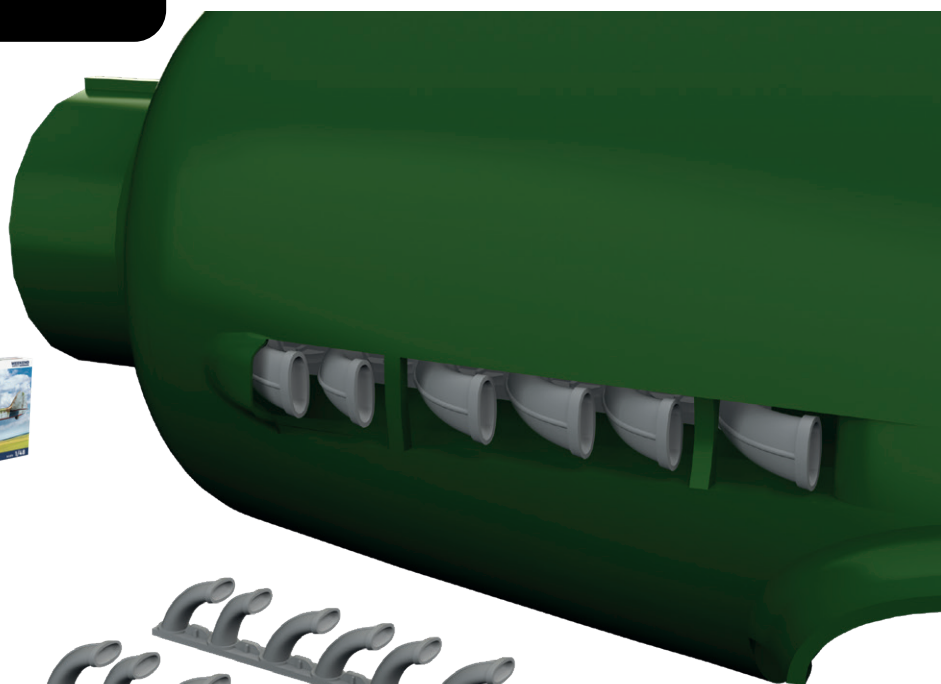
Brassin set - the exhaust stacks for Fw 190D in 1/48 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:

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



[Product page](#)



648690 F-4B exhaust nozzles 1/48 Tamiya

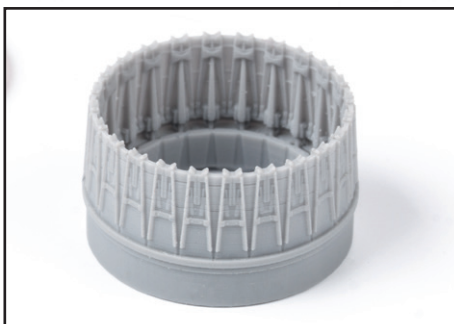
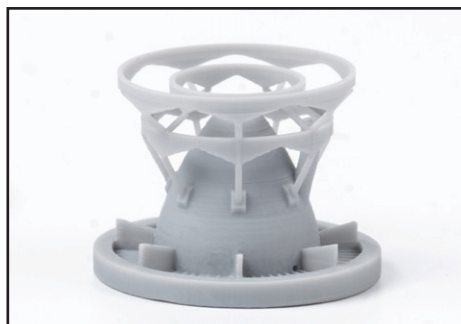
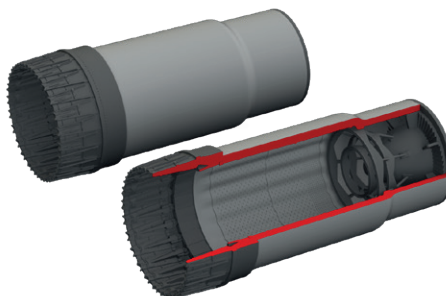
Brassin set - the exhaust nozzles for F-4B in 1/48 scale. Made by direct 3D printing. Easy to assemble, replaces plastic parts.
Recommended kit: Tamiya

Set contains:

- 3D print: 6 parts
- decals: no
- photo-etched details: no
- painting mask: no

[Product page](#)

eduard
BRASSIN
Print



648691

US Mk.17 depth charges

1/48

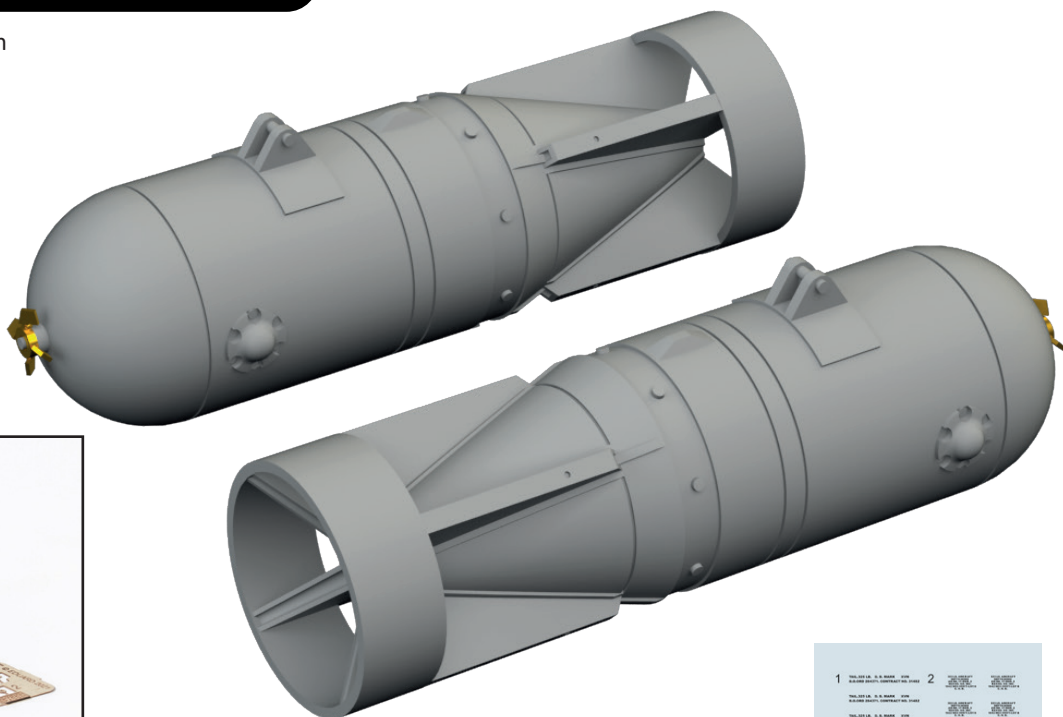
eduard
BRASSIN
Print

Brassin set - the US WWII depth bombs in 1/48 scale. The set consists of 2 bombs. Made by direct 3D printing. Compatible with US Navy WW2 aircraft.

Set contains:

- 3D print: 2 parts
- decals: yes
- photo-etched details: yes
- painting mask: no

Product page



1 THE LEFT SIDE OF THE BOMB, VIEW FROM THE FRONT
2 THE RIGHT SIDE OF THE BOMB, VIEW FROM THE FRONT
1 THE LEFT SIDE OF THE BOMB, VIEW FROM THE REAR
2 THE RIGHT SIDE OF THE BOMB, VIEW FROM THE REAR
648691-OBT1 US Mk.17 depth charges

672272

GBU-15(V)1/B

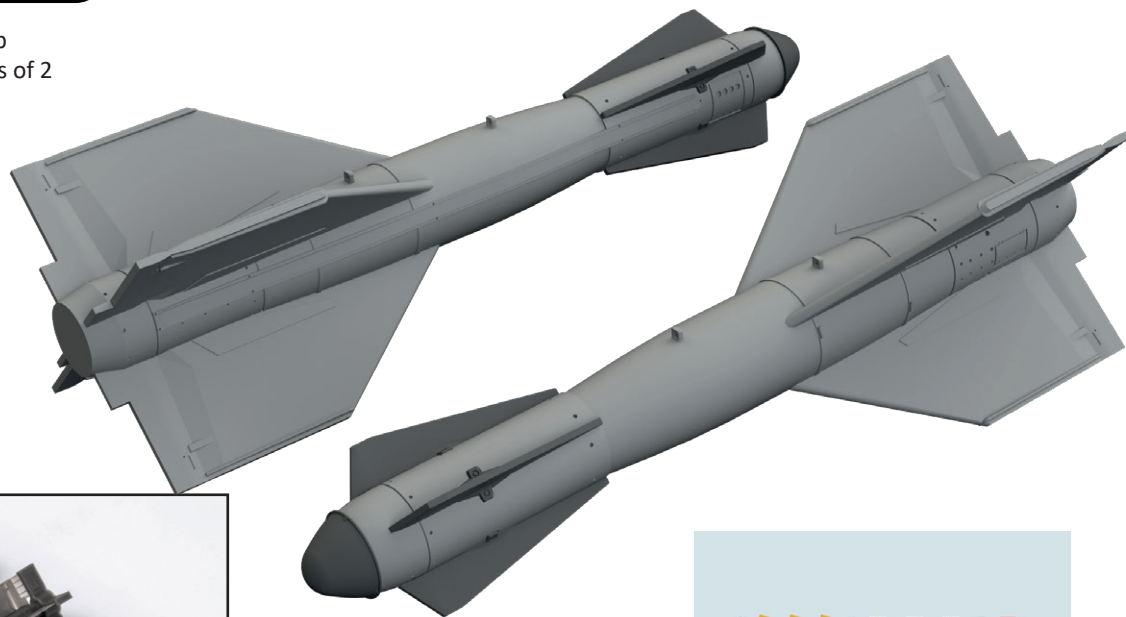
1/72

Brassin set - an optically guided bomb GBU-15 in 1/72 scale. The set consists of 2 bombs. Compatible with F-4E, F-15E, F-16C/D, F-111C/F, B-52D.

Set contains:

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

Product page



2 1 5
3 4
5
672272-OBT1 GBU-15(V)1/B

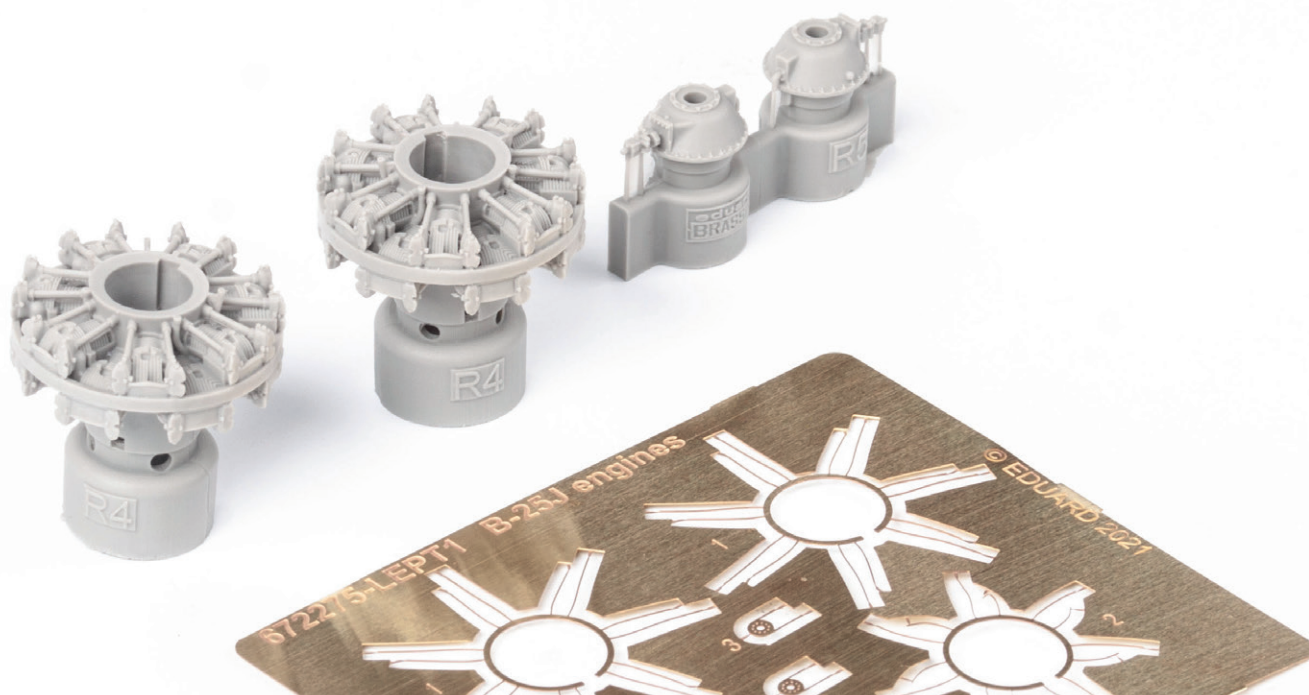
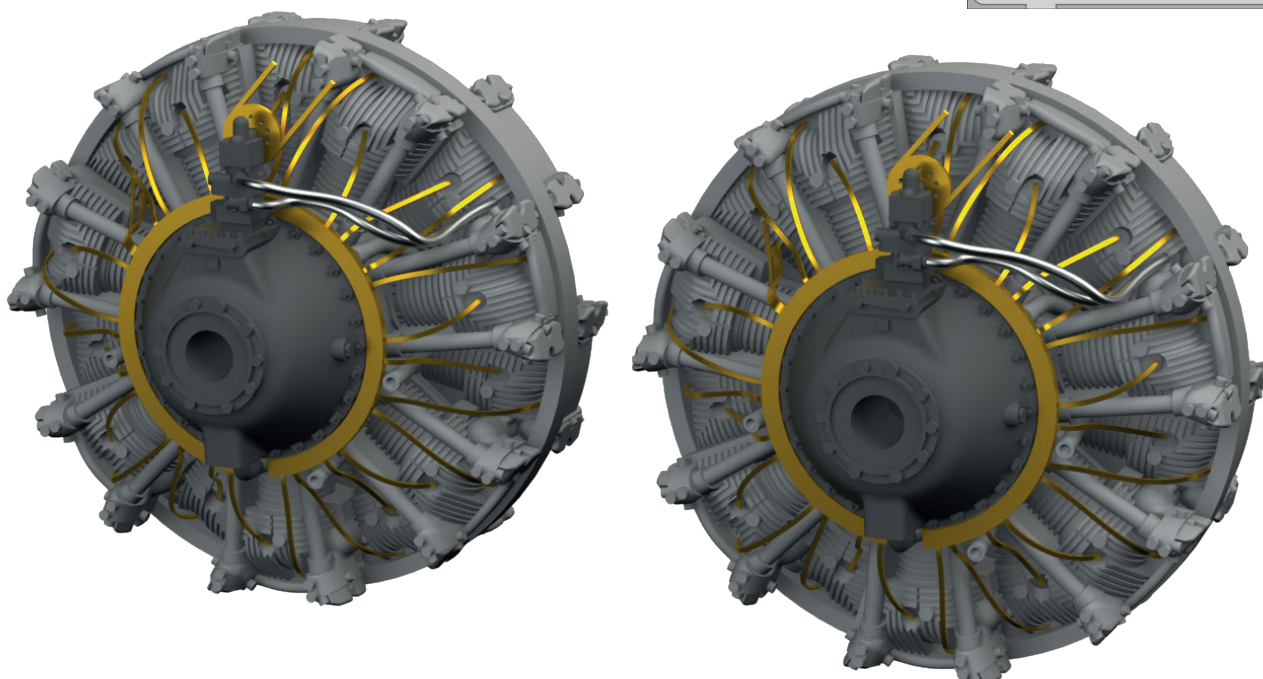
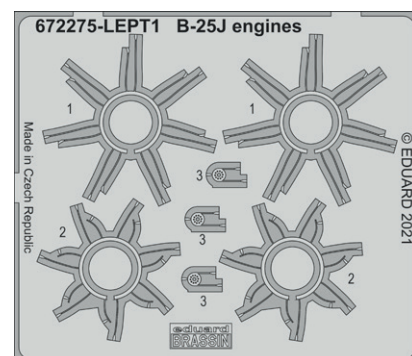
672275 B-25J engines 1/72 Eduard/Hasegawa

Brassin set - the engines for B-25J in 1/72 scale.
Recommended kit: Eduard/Hasegawa

Set contains:

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

[Product page](#)



644124

Me 163B LööKplus

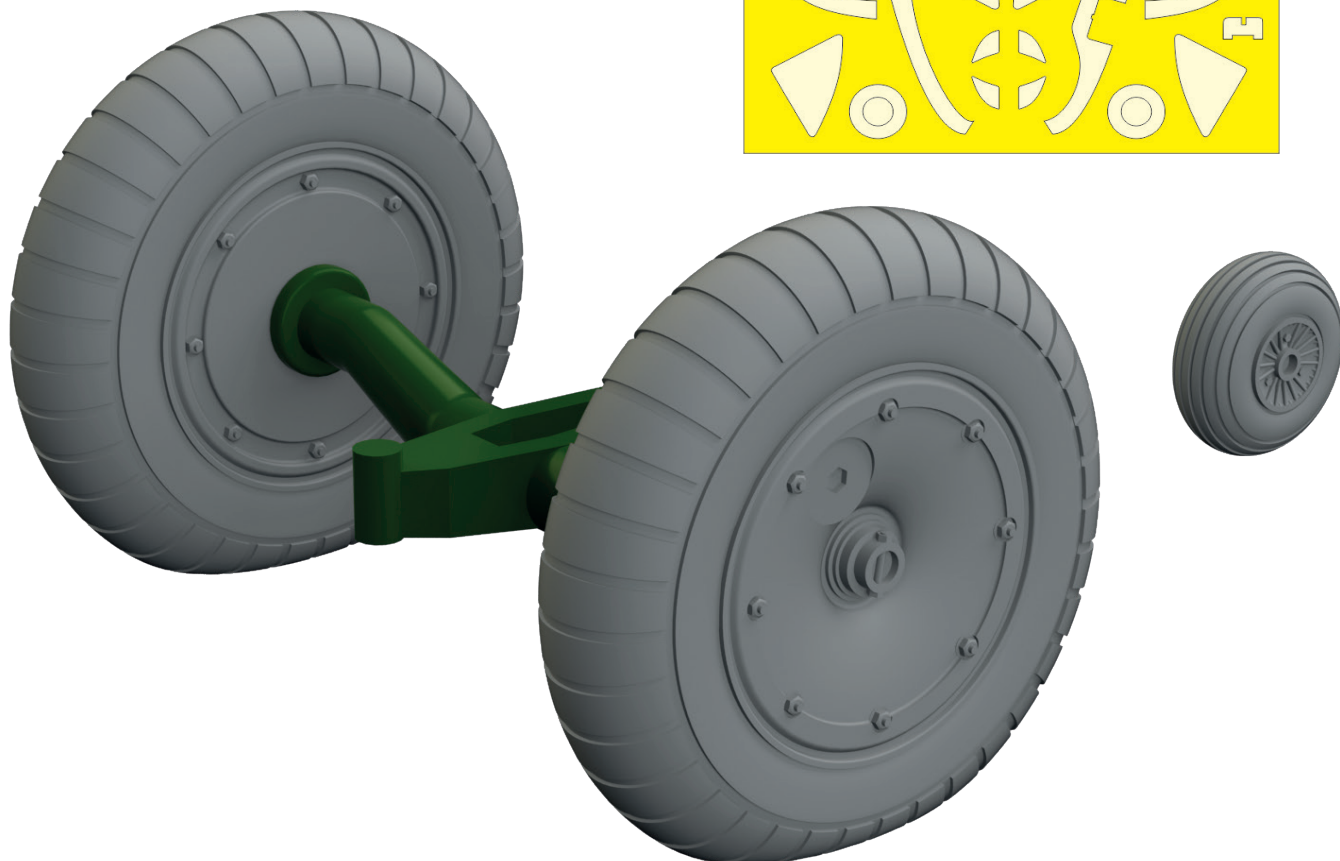
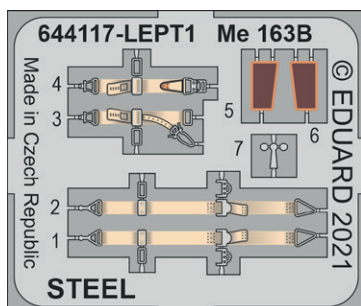
1/48 Gaspach Models

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

[Product page](#)

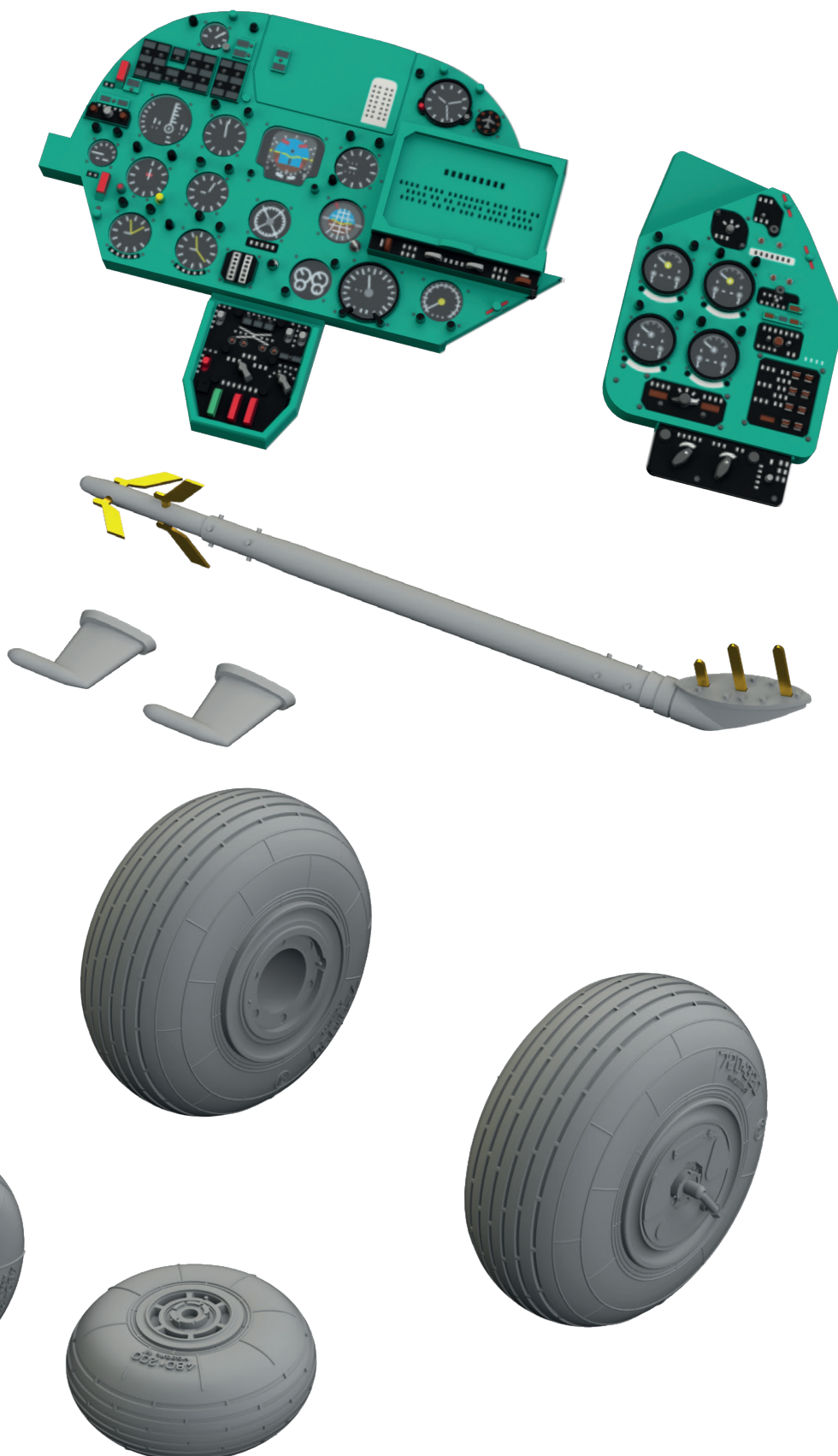
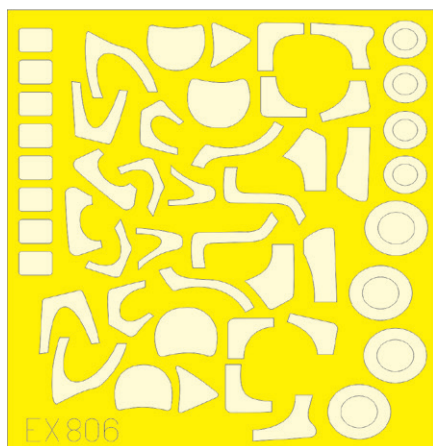
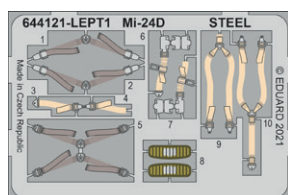


644125 Mi-24D LööKplus 1/48 Eduard/Zvezda

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

Product page



SIN64876

F-4B Air to Air weapons

1/48 Tamiya

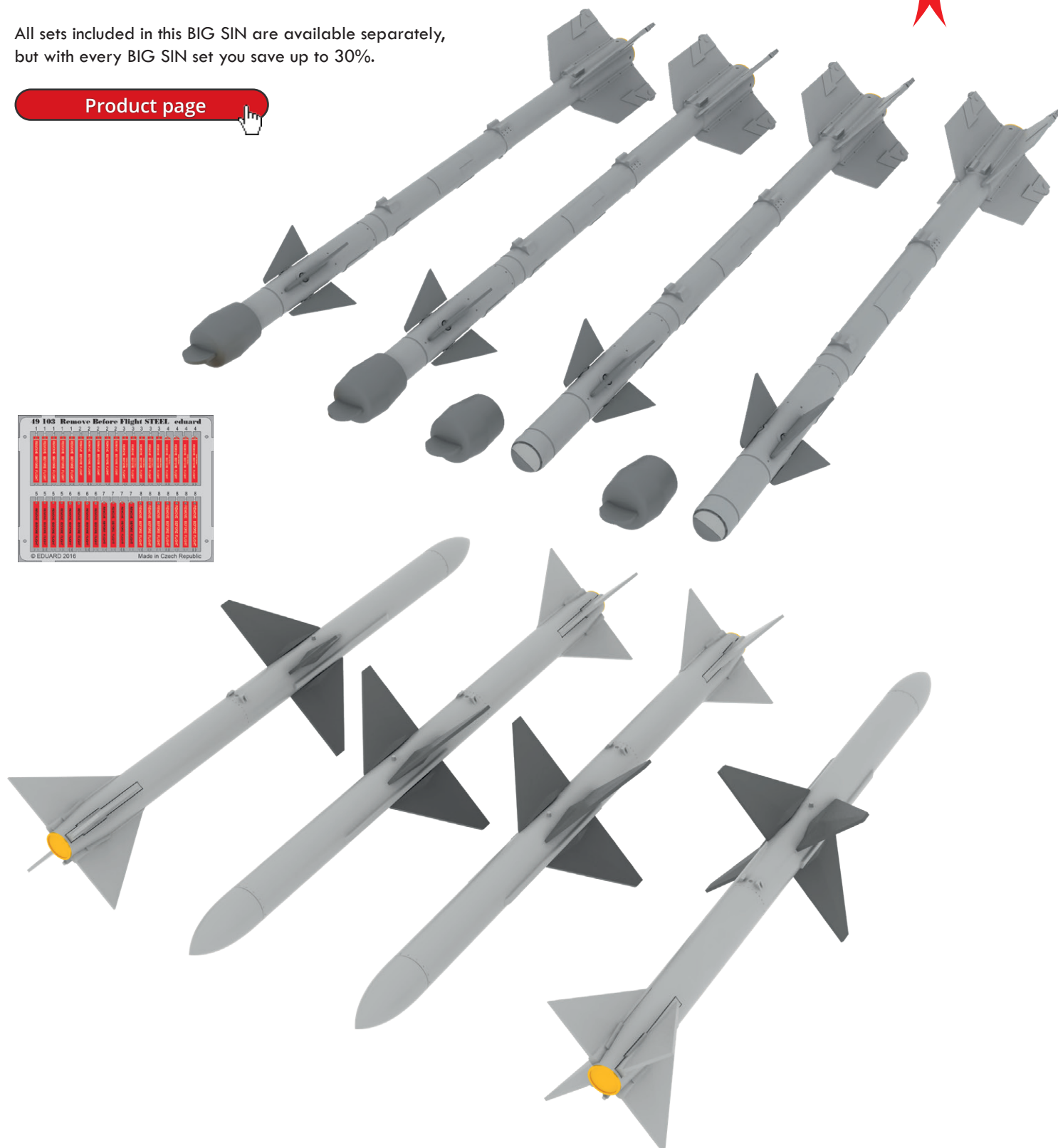
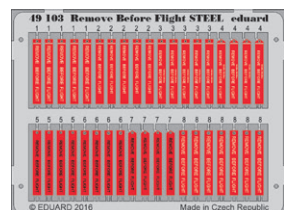
Collection of 3 sets for F-4B in 1/48 scale.

Recommended kit: Tamiya

- AIM-9B missiles (4 pcs)
- AIM-7E missiles (4 pcs)
- Remove before Flight tags STEEL

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

[Product page](#)



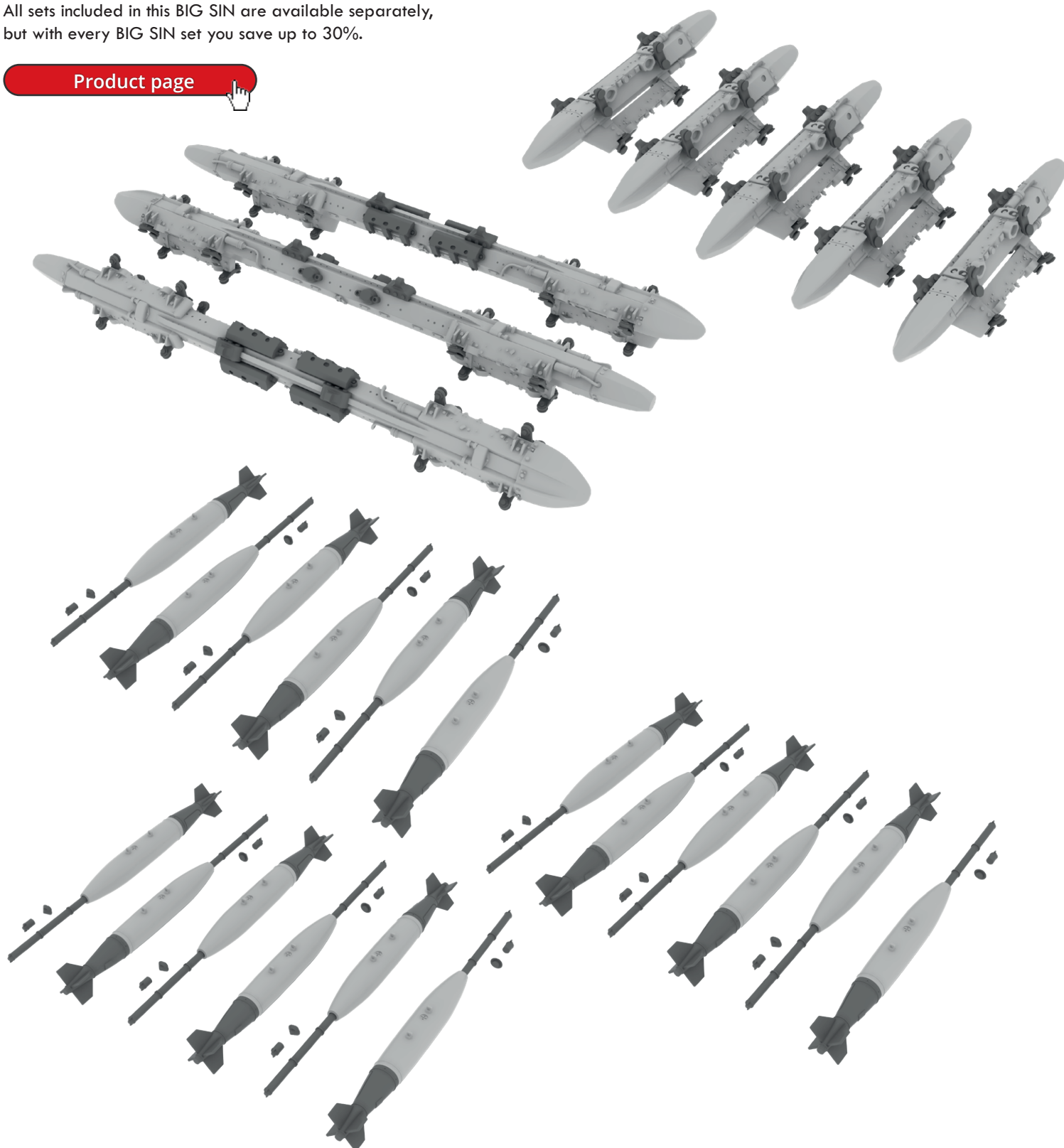
SIN64877 F-4B Air to Ground weapons 1/48 Tamiya

Collection of 5 sets for F-4B in 1/48 scale.
Recommended kit: Tamiya

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

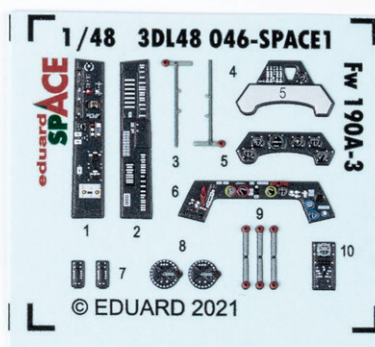
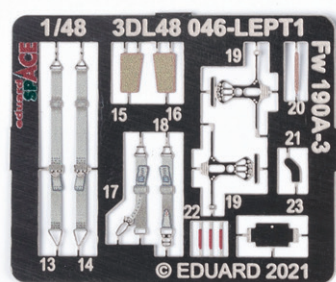
All sets included in this BIG SIN are available separately,
but with every BIG SIN set you save up to 30%.

[Product page](#)



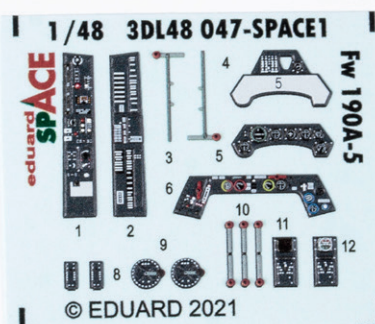
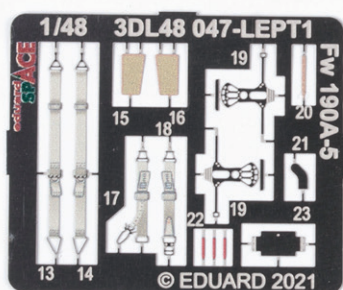
3DL48046 Fw 190A-3 SPACE

for 1/48 kit Eduard

[Product page](#)


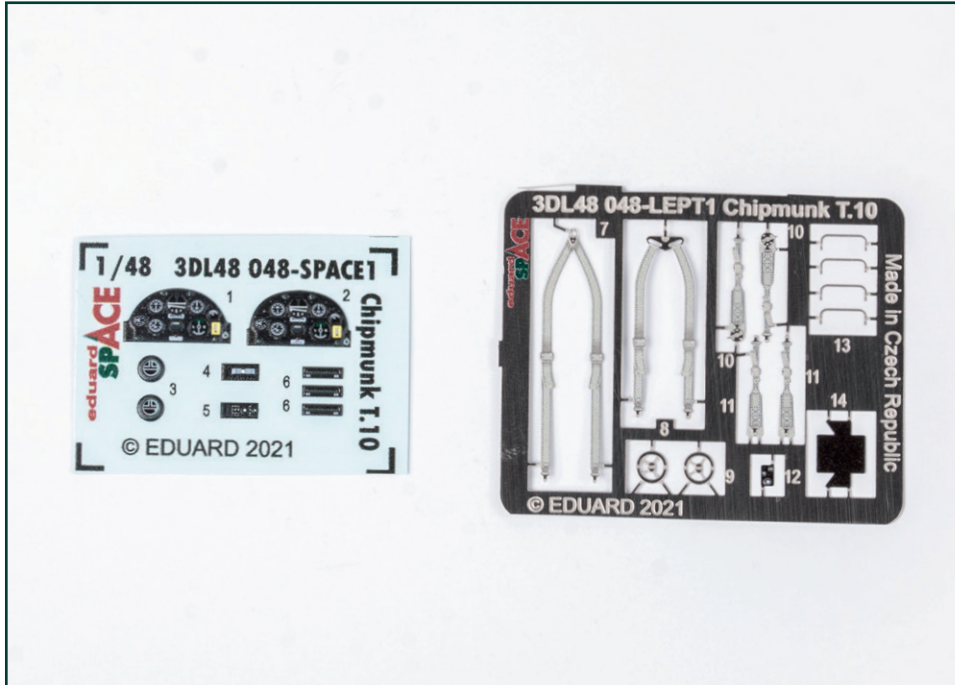
3DL48047 Fw 190A-5 SPACE

for 1/48 kit Eduard

[Product page](#)


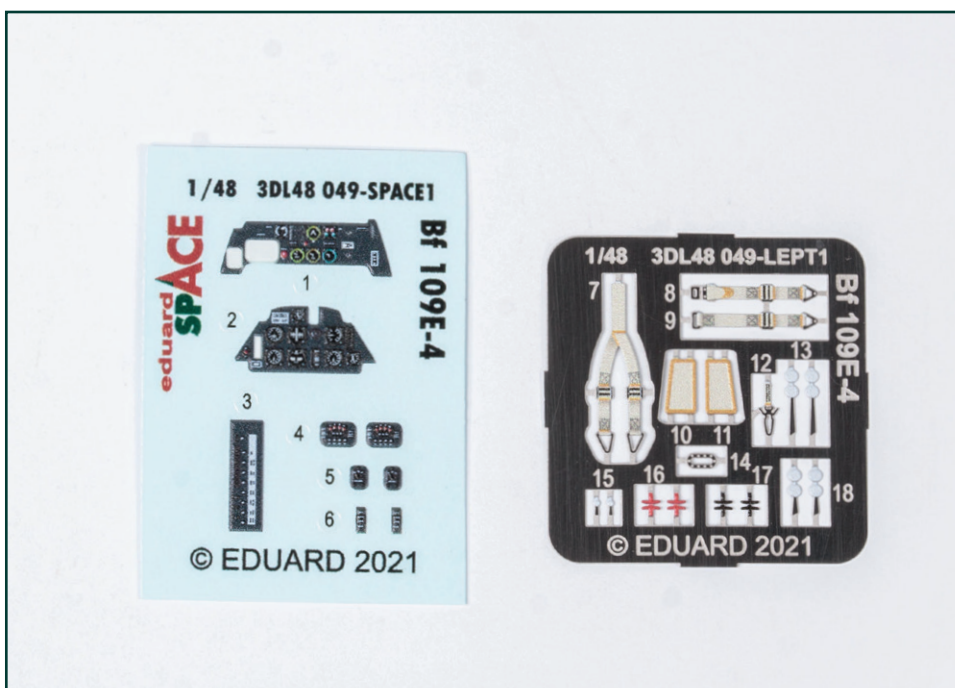
3DL48048 Chipmunk T.10 SPACE

for 1/48 kit Airfix

[Product page](#)


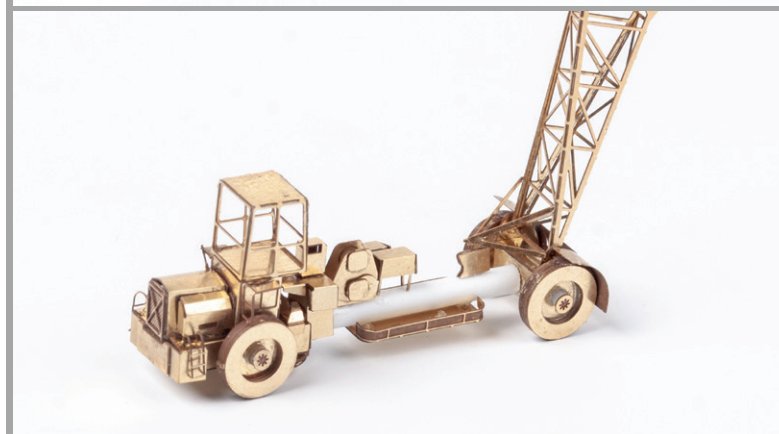
3DL48049 Bf 109E-4 SPACE

for 1/48 kit Eduard

[Product page](#)


USS Intrepid CV-11 1/350 Trumpeter

USS Intrepid CV-11 pt.1 1/350 Trumpeter (53272)
USS Intrepid CV-11 pt.2 1/350 Trumpeter (53273)
USS Intrepid CV-11 pt.2 1/350 Trumpeter (53274)
USS Intrepid CV-11 pt.2 1/350 Trumpeter (53275)

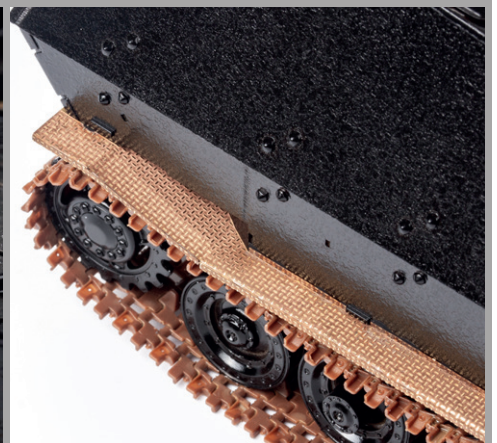
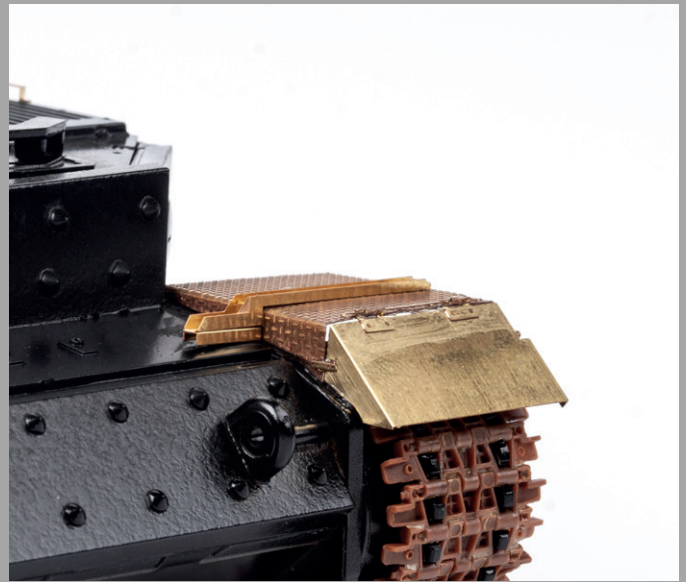
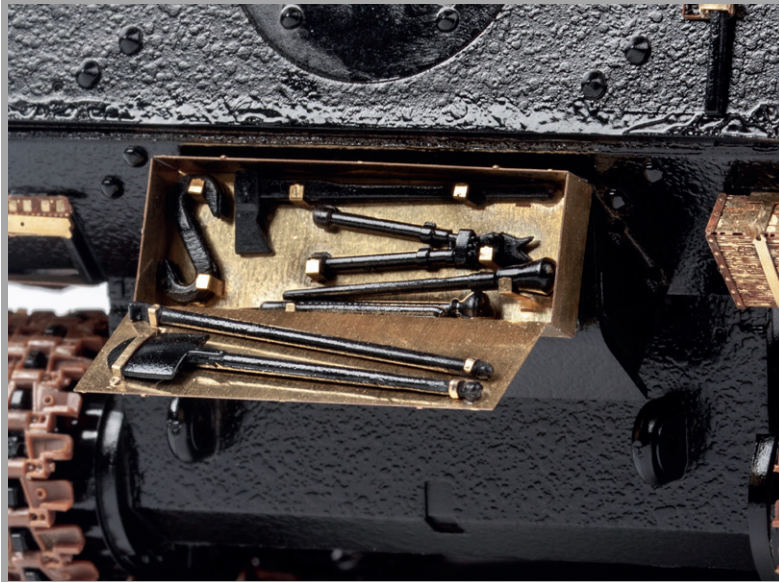


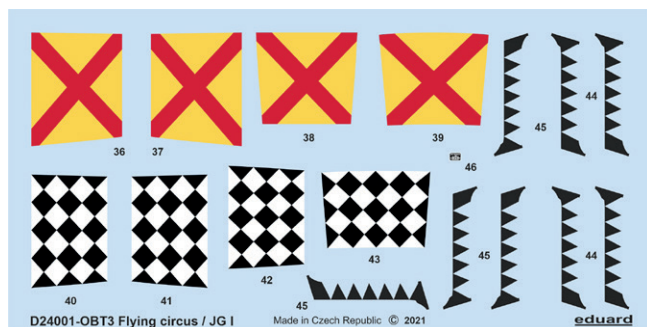
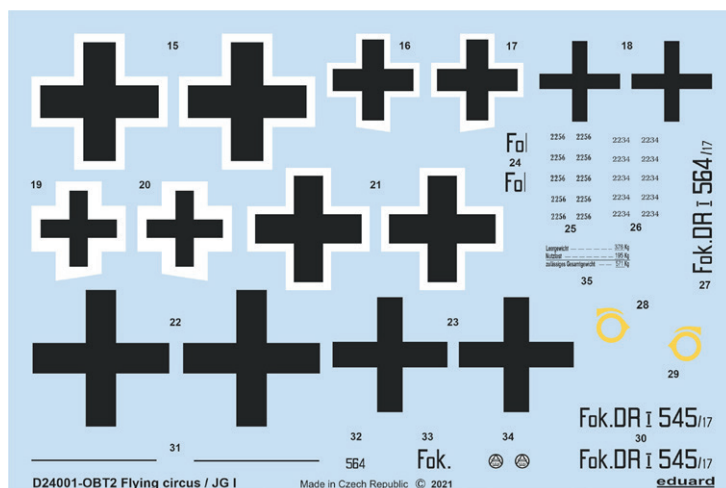
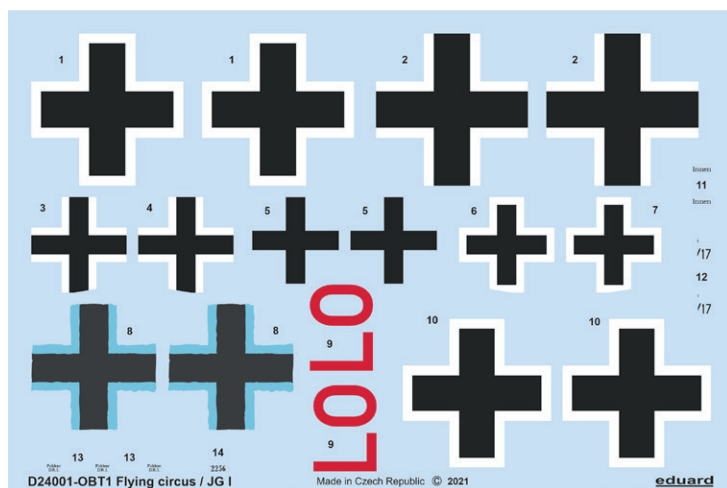
Elefant

1/35 Amusing Hobby



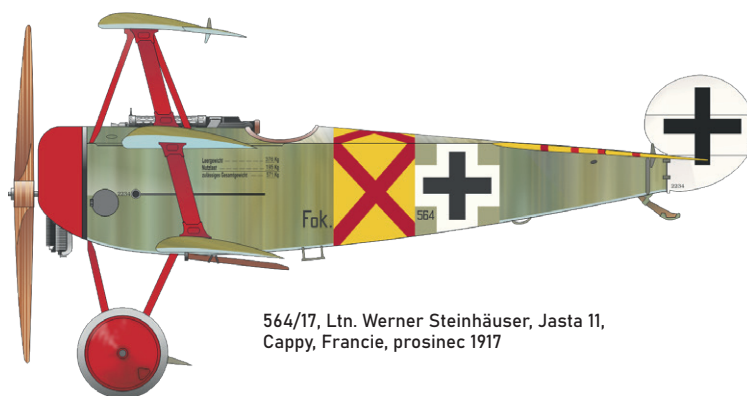
Elefant 1/35 Amusing Hobby (36474)



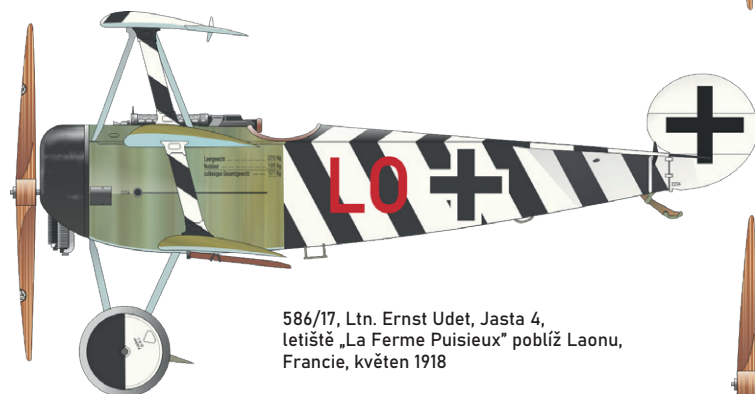


Cat. No. D24001
Flying circus / JG I
1/24 Meng

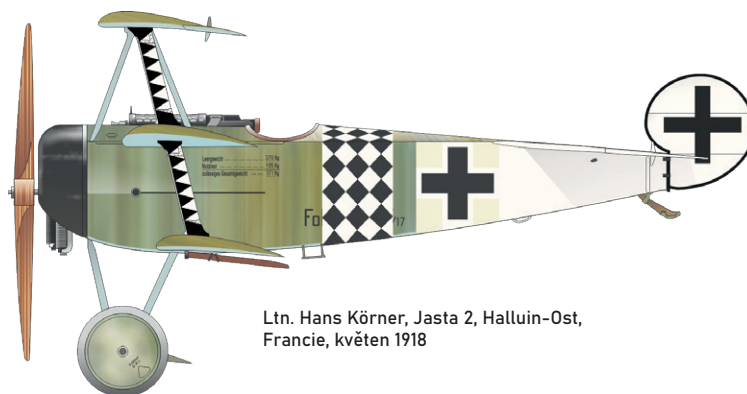
[Product page](#)



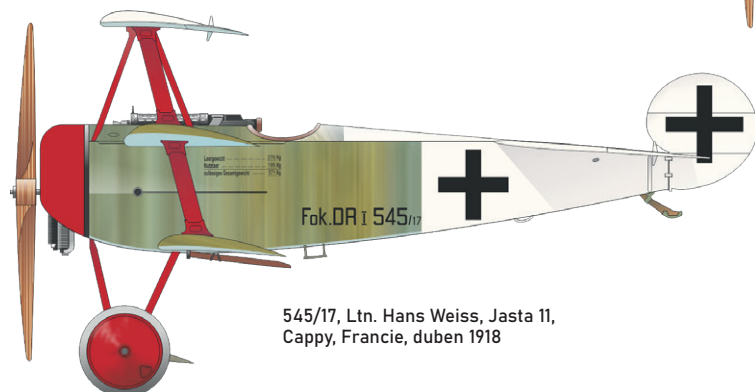
564/17, Lt. Werner Steinhäuser, Jasta 11,
Cappy, Francie, prosinec 1917



586/17, Lt. Ernst Udet, Jasta 4,
letišťe „La Ferme Puisieux“ poblíž Laonu,
Francie, květen 1918



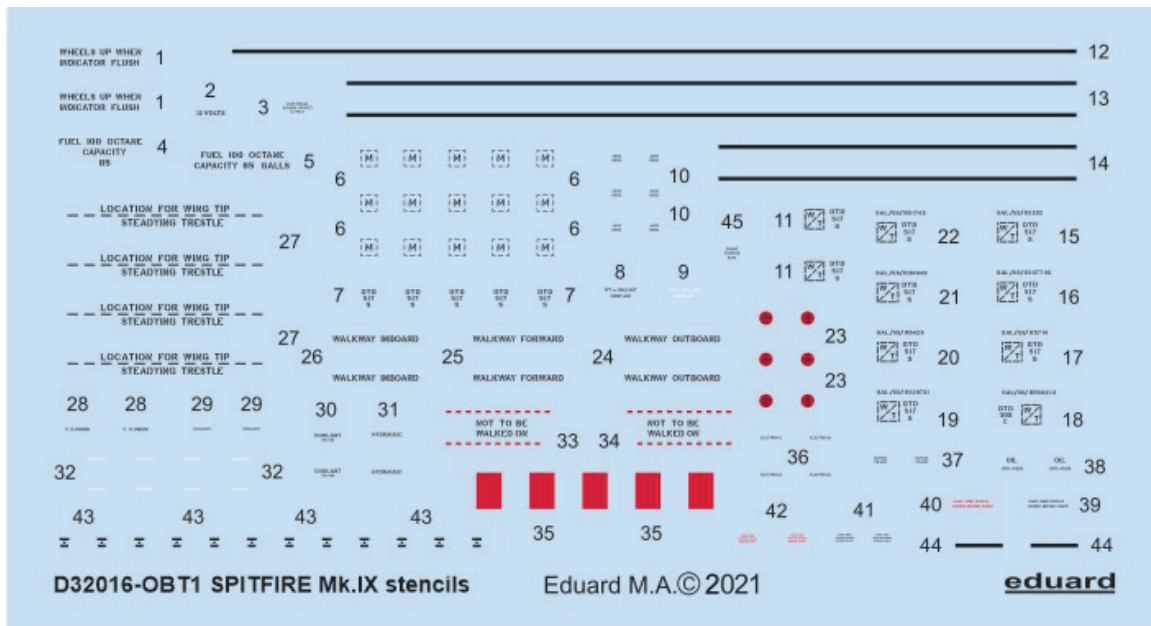
Lt. Hans Körner, Jasta 2, Halluin-Ost,
Francie, květen 1918

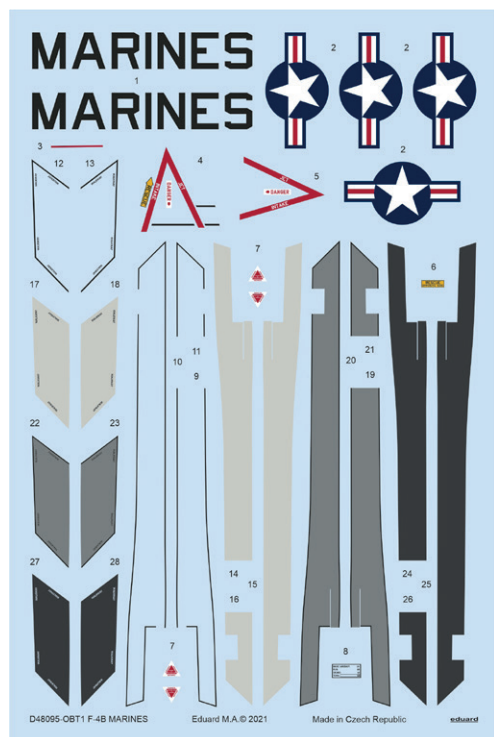


545/17, Lt. Hans Weiss, Jasta 11,
Cappy, Francie, duben 1918

Cat. No. D32016
Spitfire Mk.IX stencils
 1/32 Tamiya/Revell

Product page

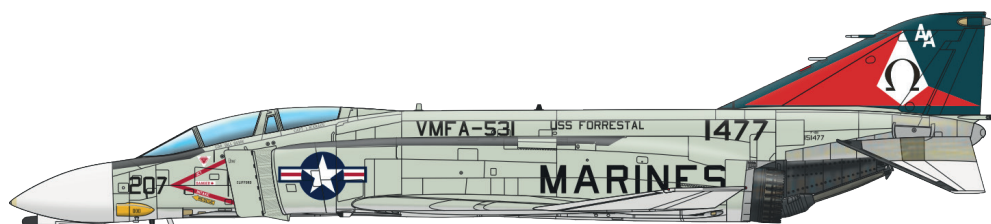




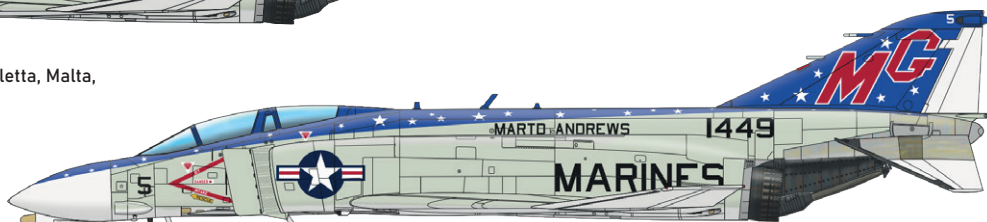
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F-4B MARINES
1/48 Tamiya

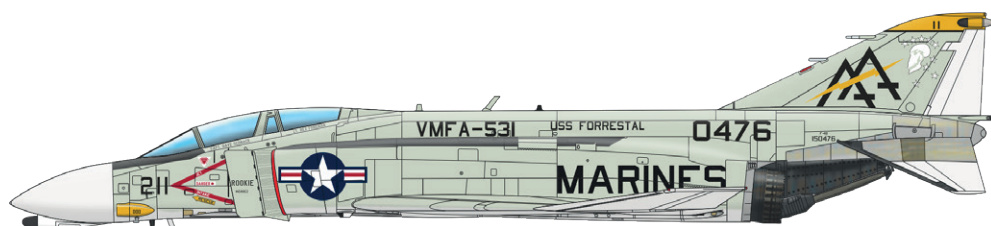
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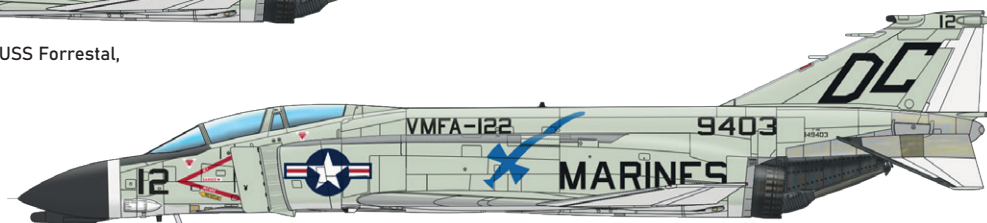
BuNo. 151477, VMFA-531 Grey Ghosts, AA207,
HMS Ark Royal Cross-deck, Grand Harbor, Valetta, Malta,
February 23 - March 6, 1973



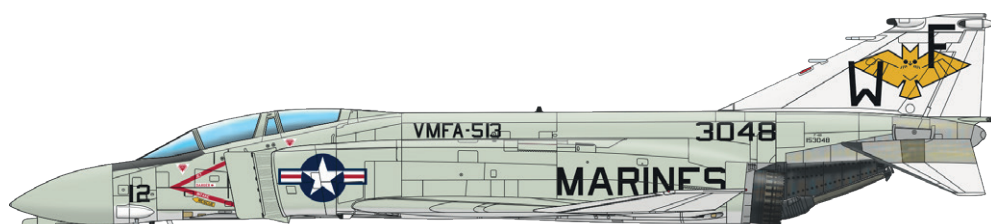
BuNo. 151449, VMFA-321 Hell's Angels, MG-5, MARTD Andrews AFB, USA, 1972



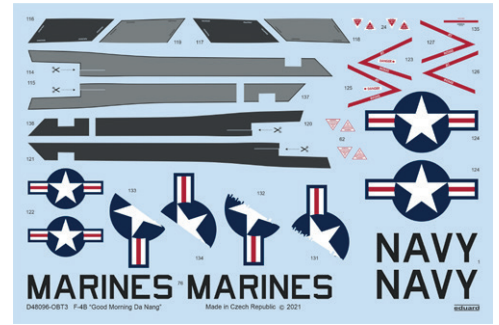
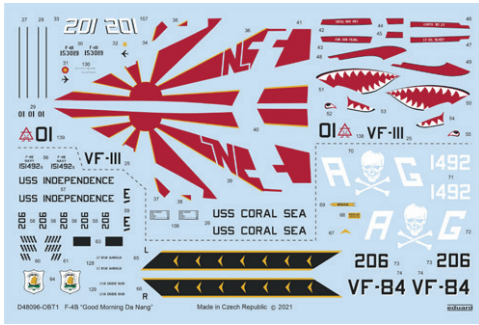
BuNo. 150476, VMFA-531 Grey Ghosts, AA211, USS Forrestal,
Mediterranean cruise, 1972/1973



BuNo. 149403, VMFA-122 Crusaders, DC-12, Da Nang AB, Vietnam, 1968

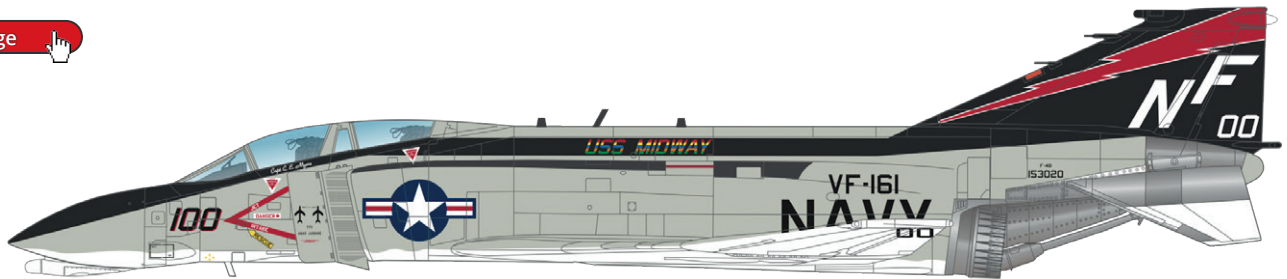


BuNo. 153048, VMFA-513 Flying Nightmares, WF-12,
MCAS Cherry Point, USA, 1972

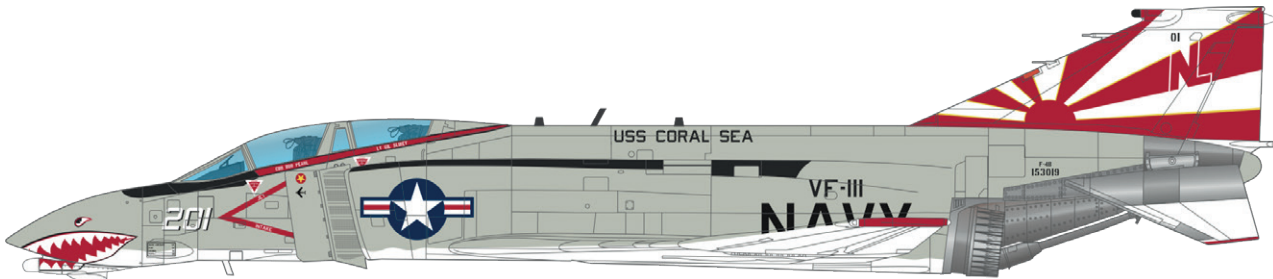


Cat. No. D48096
F-4B Good Morning Da Nang
1/48 Tamiya

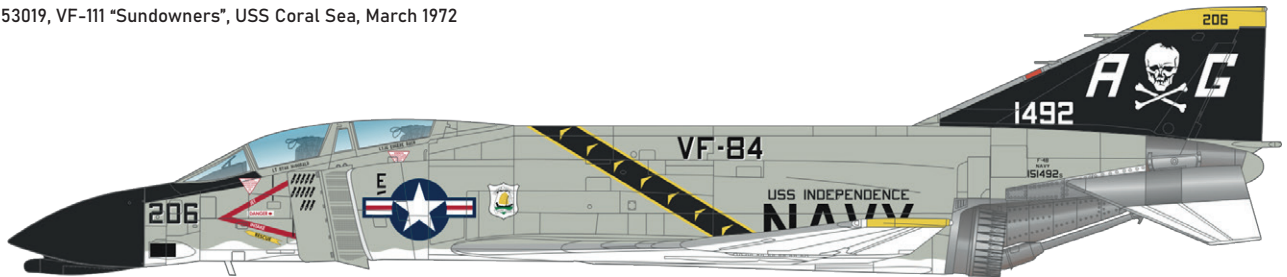
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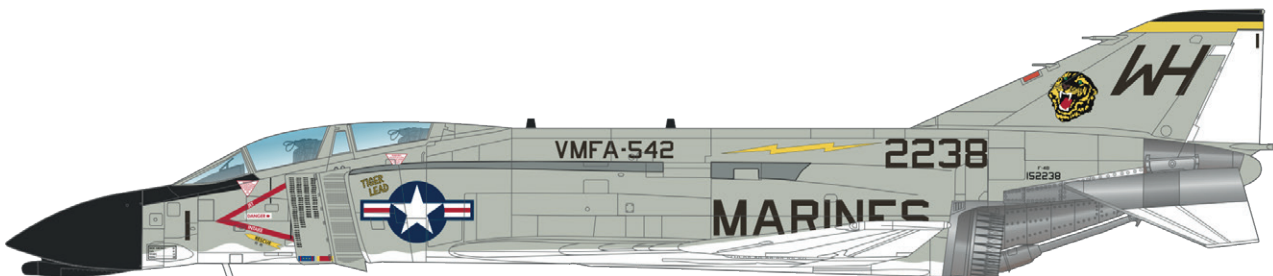
F-4B 153020, VF-161 "Chargers", USS Midway, May 1972



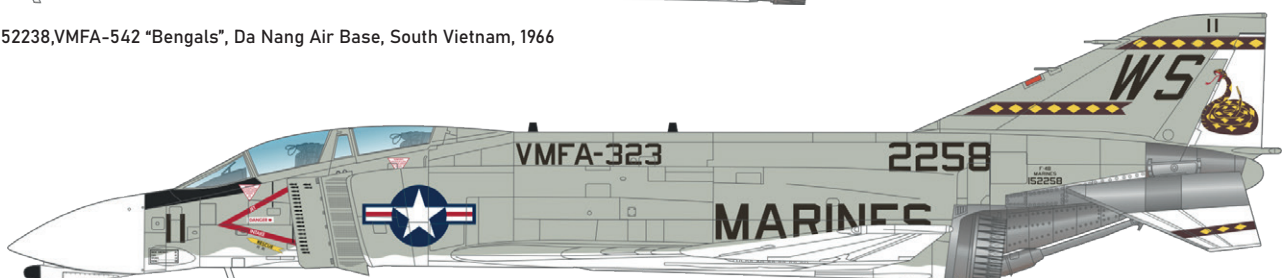
F-4B 153019, VF-111 "Sundowners", USS Coral Sea, March 1972



F-4B 151492, VF-84 "Jolly Rogers", USS Independence, 1965



F-4B 152238, VMFA-542 "Bengals", Da Nang Air Base, South Vietnam, 1966



F-4B 152258, VMFA-323 "Death Rattlers", Chu Lai Air Base, South Vietnam, 1967

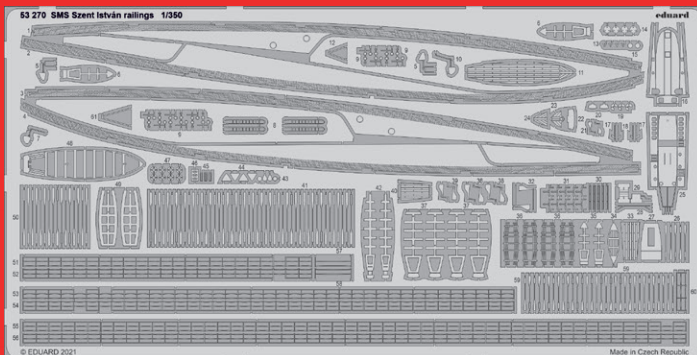
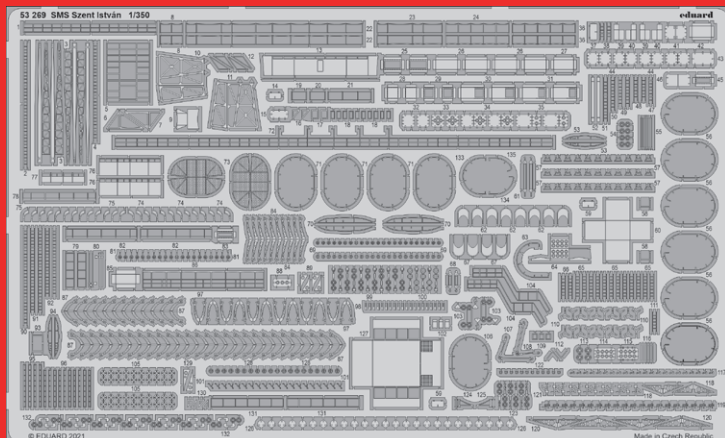
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG5362 SMS Szent István 1/350 Trumpeter

[Product page](#)

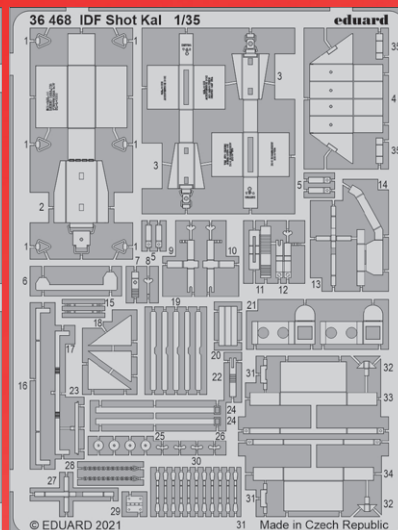
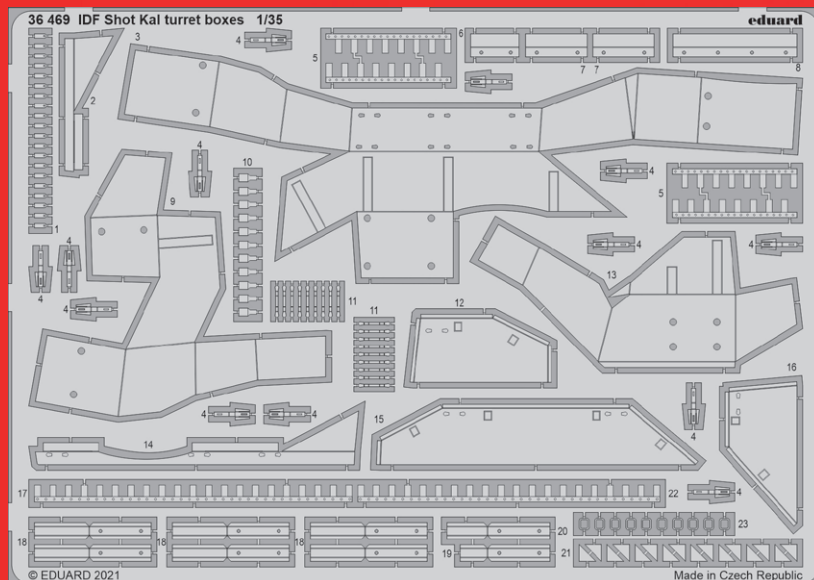
- 53269 SMS Szent István 1/350
- 53270 SMS Szent István railings 1/350
- 53271 SMS Szent István flags STEEL 1/350



BIG35100 IDF Shot Kal 1/35 Amusing Hobby

[Product page](#)

- 36415 Israeli flags 1/35
- 36468 IDF Shot Kal 1/35
- 36469 IDF Shot Kal turret boxes 1/35



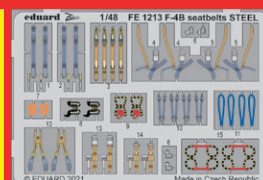
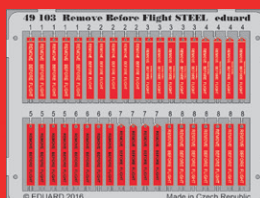
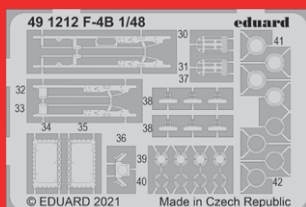
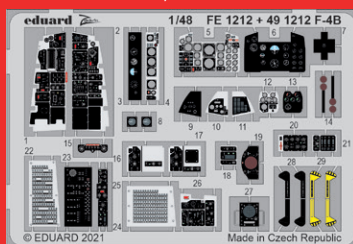
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49306 F-4B 1/48 Tamiya

[Product page](#)

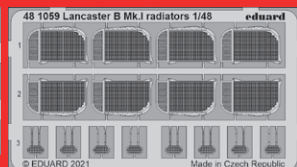
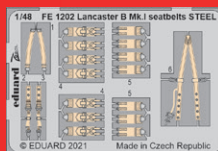
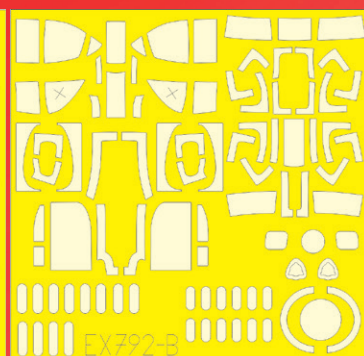
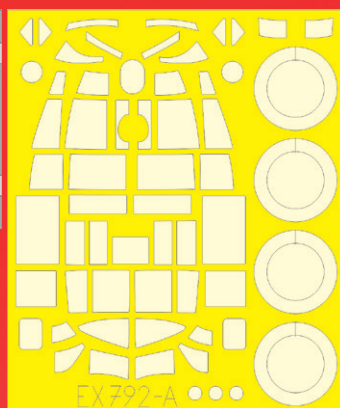
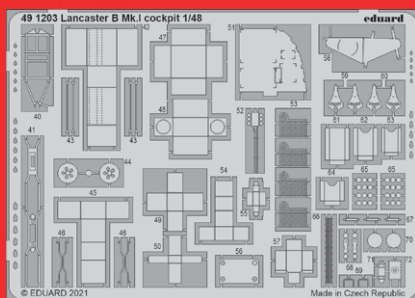
- 49103 Remove Before Flight STEEL 1/48
- 491212 F-4B 1/48
- FE1213 F-4B seatbelts STEEL 1/48
- EX802 F-4B 1/48



BIG49307 Lancaster B Mk.I PART I 1/48 HKM

[Product page](#)

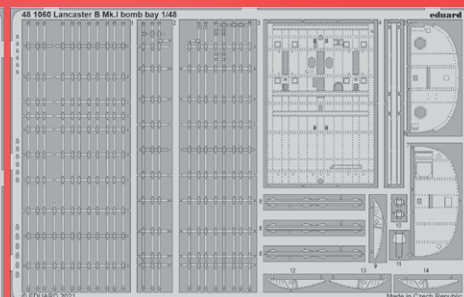
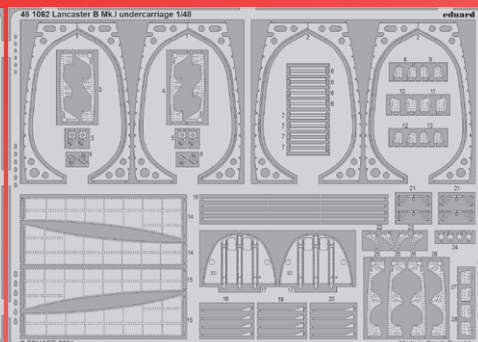
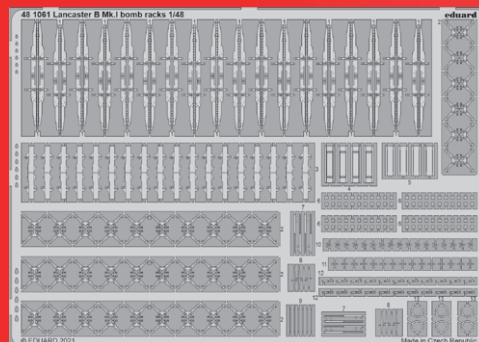
- 481059 Lancaster B Mk.I radiators 1/48
- 491203 Lancaster B Mk.I cockpit 1/48
- FE1202 Lancaster B Mk.I seatbelts STEEL 1/48
- EX792 Lancaster B Mk.I 1/48



BIG49308 Lancaster B Mk.I PART II 1/48 HKM

[Product page](#)

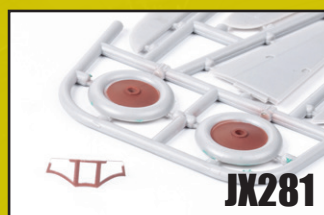
- 481060 Lancaster B Mk.I bomb bay 1/48
- 481061 Lancaster B Mk.I bomb racks 1/48
- 481062 Lancaster B Mk.I undercarriage 1/48



EDUARD MASK

IT FITS!

JX281 D.510 1/32 Dora Wings
EX809 Chipmunk T.10 1/48 Airfix
EX810 Chipmunk T.10 TFace 1/48 Airfix
EX811 F/A-18E 1/48 Hobby Boss
EX812 F/A-18E TFace 1/48 Hobby Boss
EX813 CH-47A 1/48 Hobby Boss
EX814 CH-47A TFace 1/48 Hobby Boss
EX815 AT-9 Jeep 1/48 Dora Wings
EX816 AT-9 Jeep TFace 1/48 Dora Wings
EX817 P-40N 1/48 Academy
EX818 P-40N TFace 1/48 Academy
CX609 Mirage III CJ 1/72 Modelsvit


JX281

JX281

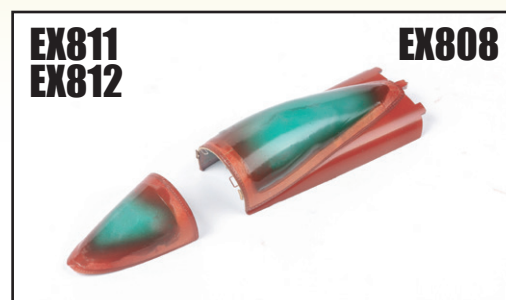
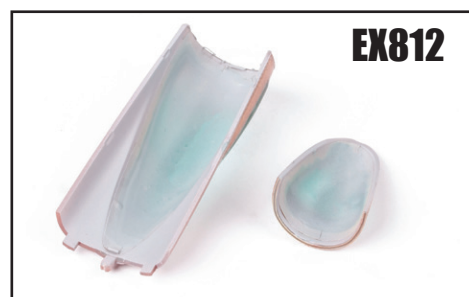
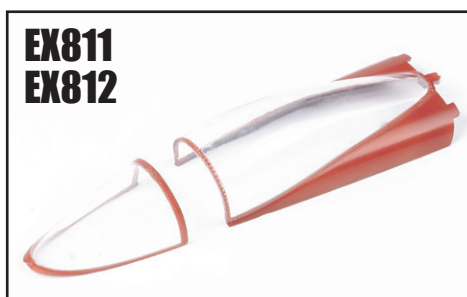
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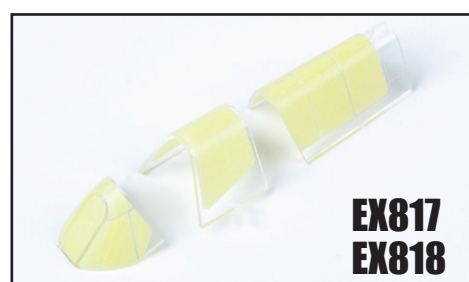
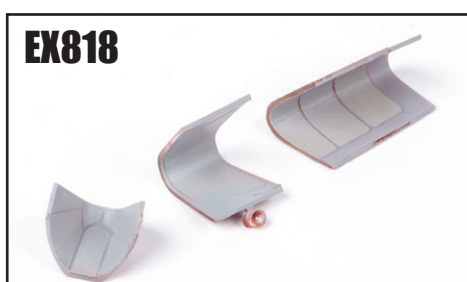
CX609

**EX813
EX814**

**EX813
EX814**

**EX811
EX812**

EX812

**EX811
EX812**
EX808

EX812

**EX811
EX812**

EX812

**EX817
EX818**

EX818

**EX817
EX818**

November 2021

KITS

82125	Tempest Mk.II late version	1/48	Limited edition
11152	TRENER	1/48	Limited edition
11153	SPITFIRE STORY: The Sweeps	1/48	Limited edition
84176	P-51D-20	1/48	Weekend edition
7458	MiG-21MF Fighter Bomber	1/72	Weekend edition
82122	Tempest Mk.V Series 1 (reedice)	1/48	ProfiPACK
8263	Bf 109E-4 (reedice)	1/48	ProfiPACK

PE-SETS

53274	USS Intrepid CV-11 pt.3	1/350	Trumpeter
53275	USS Intrepid CV-11 pt.4	1/350	Trumpeter
32991	AH-1G late	1/32	ICM
36474	Elefant	1/35	Amusing Hobby
36475	M4A3 (76)W	1/35	Zvezda
481070	CH-47A rear ramp	1/48	Hobby Boss
491225	Chipmunk T.10	1/48	Airfix
491227	F/A-18E	1/48	Hobby Boss
491229	CH-47A	1/48	Hobby Boss
491230	CH-47A cargo seatbelts	1/48	Hobby Boss

ZOOMS

33288	AH-1G late	1/32	ICM
33289	AH-1G late seatbelts STEEL	1/32	ICM
FE1225	Chipmunk T.10	1/48	Airfix
FE1226	Chipmunk T.10 seatbelts STEEL	1/48	Airfix
FE1227	F/A-18E	1/48	Hobby Boss
FE1228	F/A-18E seatbelts STEEL	1/48	Hobby Boss
FE1229	CH-47A	1/48	Hobby Boss
FE1230	CH-47A seatbelts STEEL	1/48	Hobby Boss
FE1231	P-51D-20 Weekend	1/48	Eduard

MASKS

JX281	D.510	1/32	Dora Wings
EX809	Chipmunk T.10	1/48	Airfix
EX810	Chipmunk T.10 TFace	1/48	Airfix
EX811	F/A-18E	1/48	Hobby Boss
EX812	F/A-18E TFace	1/48	Hobby Boss
EX813	CH-47A	1/48	Hobby Boss
EX814	CH-47A TFace	1/48	Hobby Boss
EX815	AT-9 Jeep	1/48	Dora Wings
EX816	AT-9 Jeep TFace	1/48	Dora Wings
EX817	P-40N	1/48	Academy
EX818	P-40N TFace	1/48	Academy
CX609	Mirage III CJ	1/72	Modelsvit

BIGED SETS

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

BRASSINS

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

LookPLUS

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

BIGSIN

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

DECAL SET

D24001	Flying circus / JG I	1/24	Meng
D32016	Spitfire Mk.IX stencils	1/32	Tamiya/Revell
D48095	F-4B MARINES	1/48	Tamiya
D48096	F-4B Good Morning Da Nang	1/48	Tamiya

SPACE

3DL48046	Fw 190A-3 SPACE	1/48	Eduard
3DL48047	Fw 190A-5 SPACE	1/48	Eduard
3DL48048	Chipmunk T.10 SPACE	1/48	Airfix
3DL48049	Bf 109E-4 SPACE	1/48	Eduard

1/48

Fw 190F-8



Cat. No. 82139

Built by **Robert Szwarc**[Product page](#)*Aftermarket decals used.*



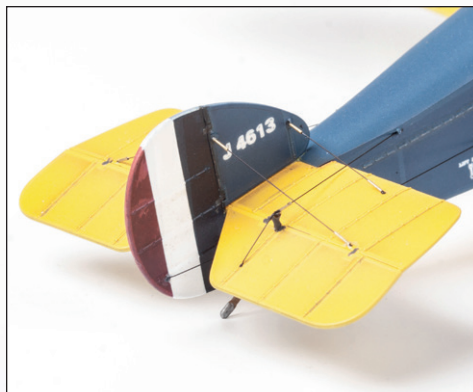
CAMEL & Co.

1/48



Cat. No. 11151

Kamo A

Built by **Luboš Zach**[Product page](#)

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

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



Angel of Mercy

eduard
LIMITED EDITION

1/72

Cat. No. 2140

Kamo A

Built by Jan Novotný

Product page 

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

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



P-51D-5

1/48



Cat. No. 84172

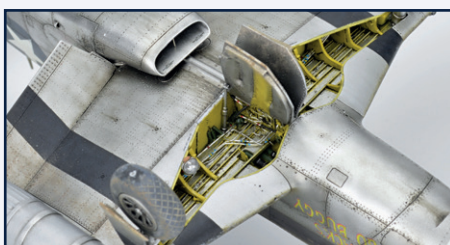
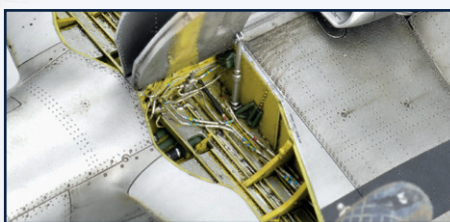
Kamo A

Built by **Jan Baranec**



44-13761, flown by Capt. Jack M. Ilfrey, 79th FS, 20th FG, 8th AF, A USAAF Station 367 Kings Cliffe, Northamptonshire, Great Britain, Autumn 1944

Captain Jack Ilfrey became an ace in North Africa, where he claimed 5½ kills (and 2 damaged) while flying P-38F "Texas Terror". He joined 20th FG, 79th FS at USAAF Station Kings Cliffe in England on April 20th, 1944, serving as Ops Officer from June 14th, 1944. He claimed two more Bf 109Gs on May 24th, flying P-38J "Happy Jack's go Buggy". He was shot down behind enemy lines in France on June 12th, but he successfully evaded capture walking and cycling 150 miles to Allied lines in Normandy with help of French civilians. He became 79th FS CO on September 7th, leading the unit until December 9th, 1944. He completed 142 combat missions over ETO and MTO.



The 20th FG did not replace their P-38Js with P-51Cs until July 1944, changing them for P-51Ds shortly afterwards. The early Mustangs of the 20th FG are known to have upper surfaces overpainted with green color, probably with RAF Dark Green, with irregular splitting line between green upper surfaces and silver/natural metal bottom surfaces. The 20th FG was nicknamed "Loco Busters" because made significant number of attacks against railroad network.



CAMEL & Co.

1/48



Cat. No. 11151

Kamo G

Built by **Robert Szwarc**

Product page

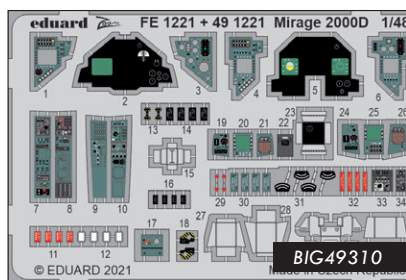
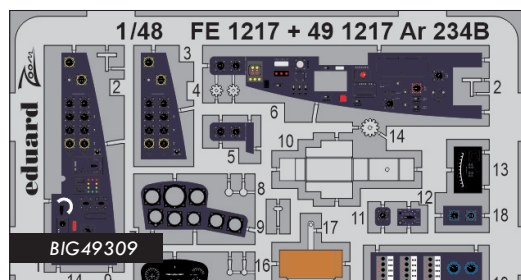


Capt. Henry R. Clay Jr, 41st Aero Squadron USAAS, Colombey-les-Belles, France, October 1918

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



BRASSIN



BIG ED (December)

BIG49309 Ar 234B 1/48 Hobby 2000/Hasegawa

BIG49310 Mirage 2000D 1/48 Kinetic

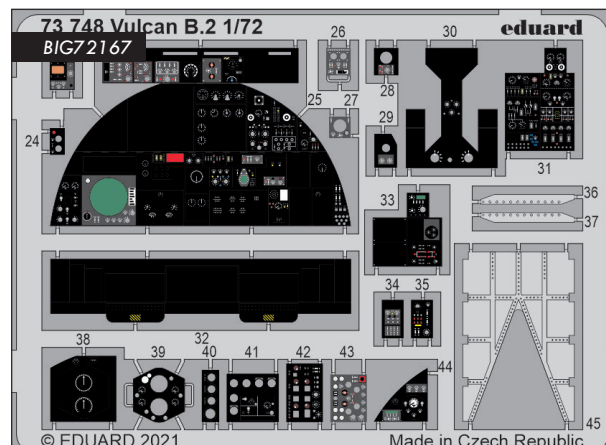
BIG72166 Hurricane Mk.IIc 1/72 Zvezda

BIG72167 Vulcan B.2 1/72 Airfix

BRASSIN (December)



- 644128 A6M2 LööK 1/48 Eduard
- 644130 Chipmunk T.10 LööK 1/48 Airfix
- 644133 CH-47A LööK 1/48 Hobby Boss
- 648661 Sopwith Camel US Colt Vickers gun 1/48 Eduard
- 648689 B5N2 800kg bomb 1/48 Hasegawa
- 648693 A6M2 wheels 1/48 Eduard
- 648695 A6M undercarriage legs BRONZE 1/48 Eduard
- 648697 Mi-24D cockpit 1/48 Zvezda
- 648698 A6M2 seat PRINT 1/48 Eduard
- 648699 Chipmunk T.10 wheels 1/48 Airfix
- 648700 F-4B undercarriage legs BRONZE 1/48 Tamiya
- 648701 F/A-18E wheels 1/48 Meng
- 648702 F/A-18E ejection seat 1/48 Meng
- 648704 F-4B fin caps PRINT 1/48 Tamiya
- 672273 GBU-15(V)21/B 1/72



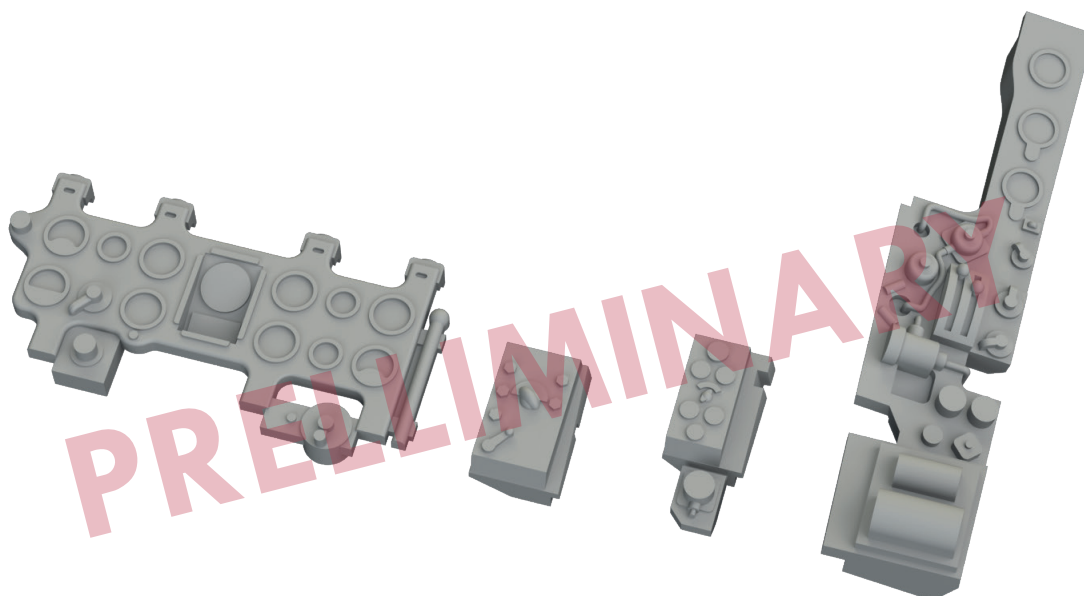
LööKPlus (December)

- 644131 Ar 234B LööKplus 1/48 Hobby 2000/Hasegawa
- 644132 Z-226 LööKplus 1/48 Eduard

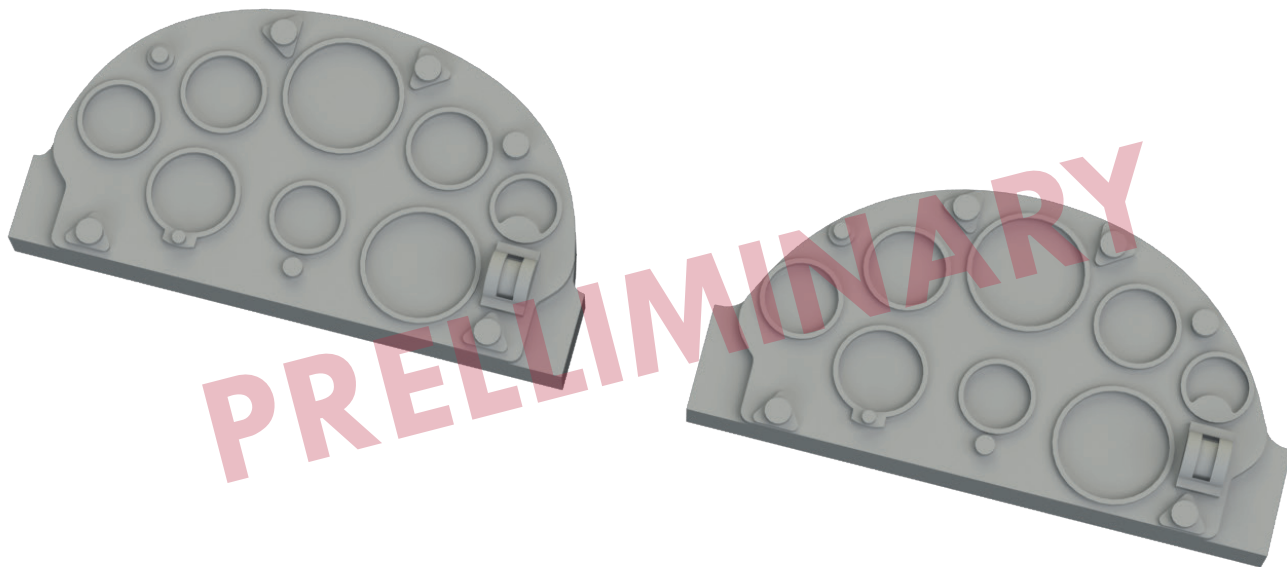
BIGSIN (December)

- SIN64875 Tempest Mk.II ESSENTIAL 1/48 Eduard

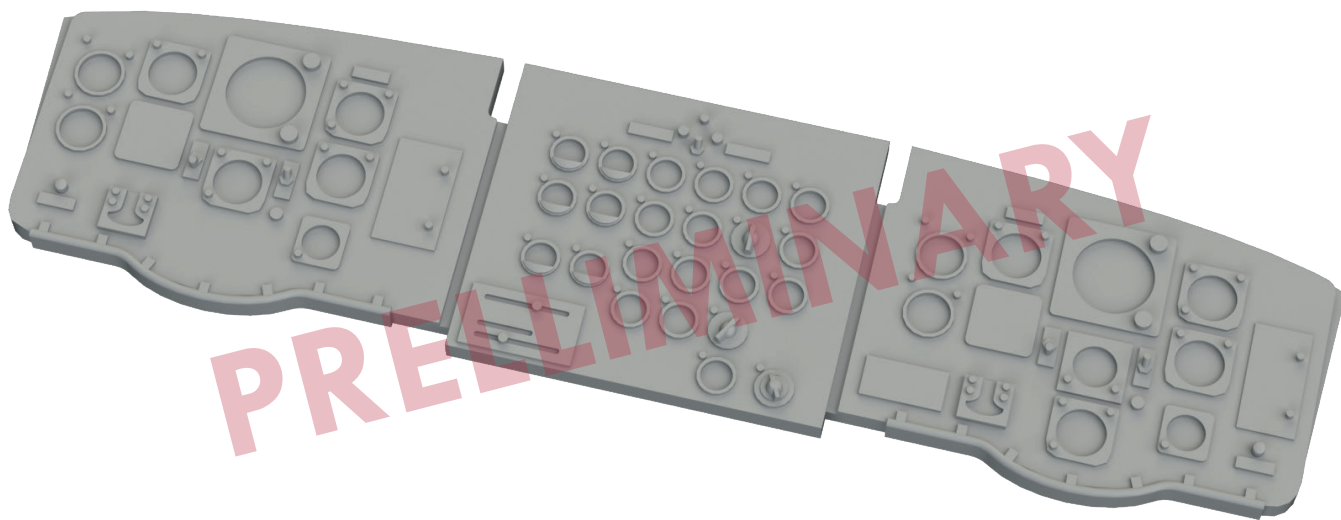
644128 A6M2 LööK 1/48 Eduard



644130 Chipmunk T.10 LööK 1/48 Airfix



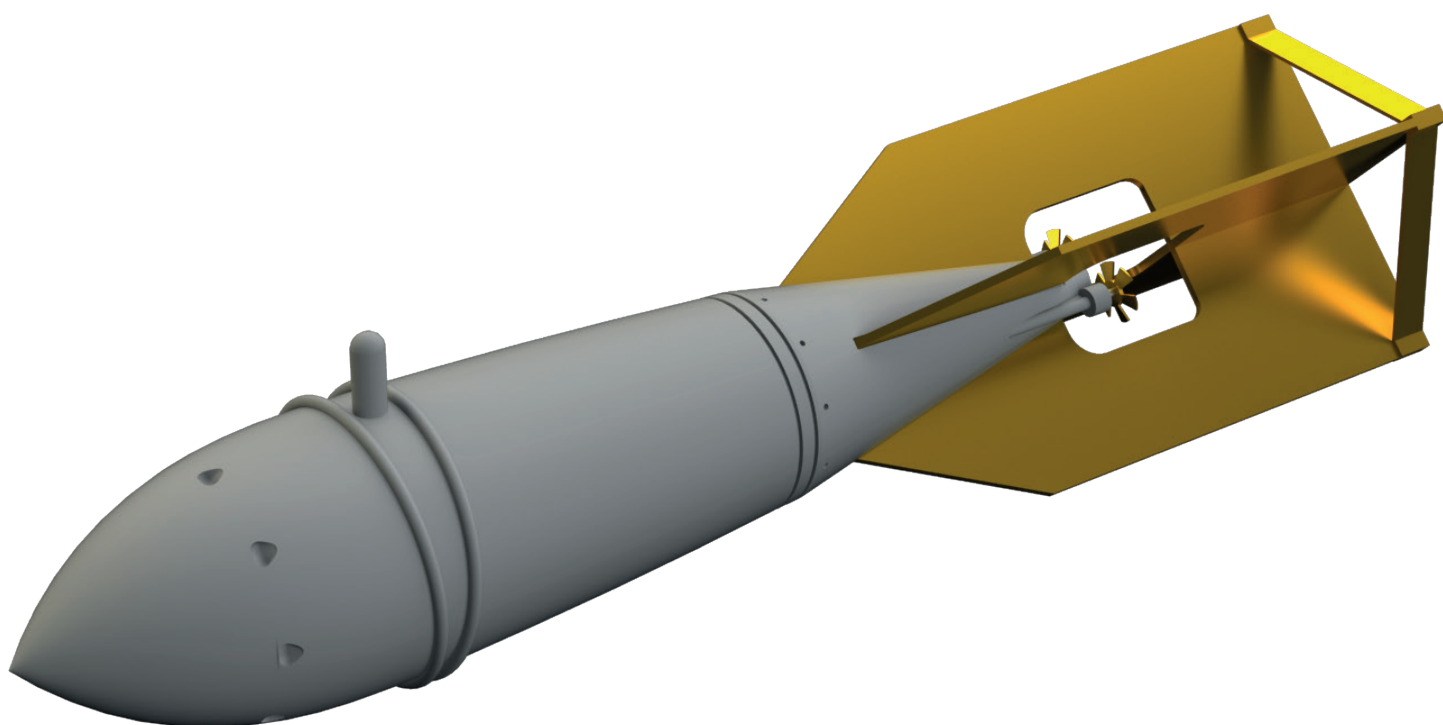
644133 CH-47A LööK 1/48 Hobby Boss



648661 Sopwith Camel US Colt Vickers gun 1/48 Eduard



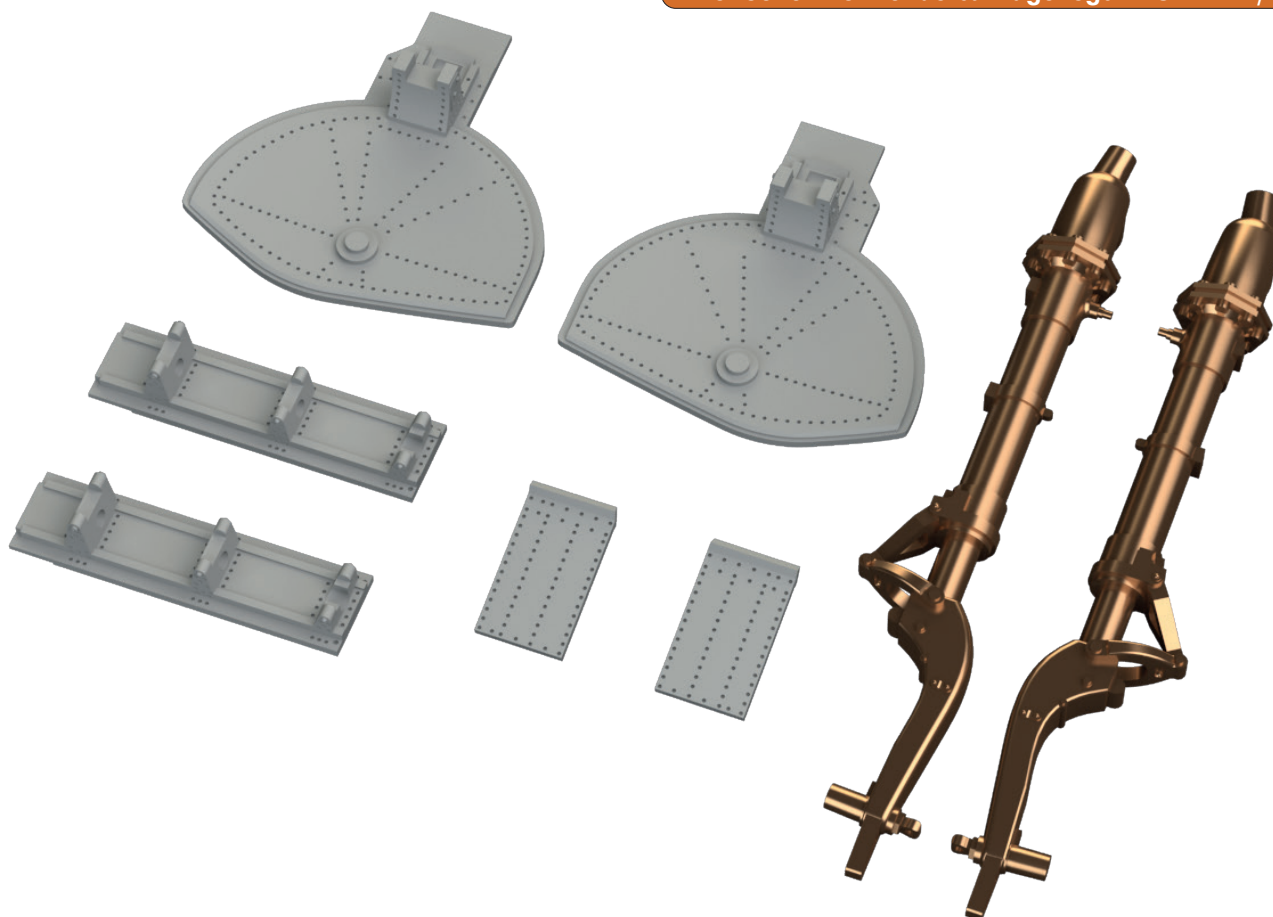
648689 B5N2 800kg bomb 1/48 Hasegawa



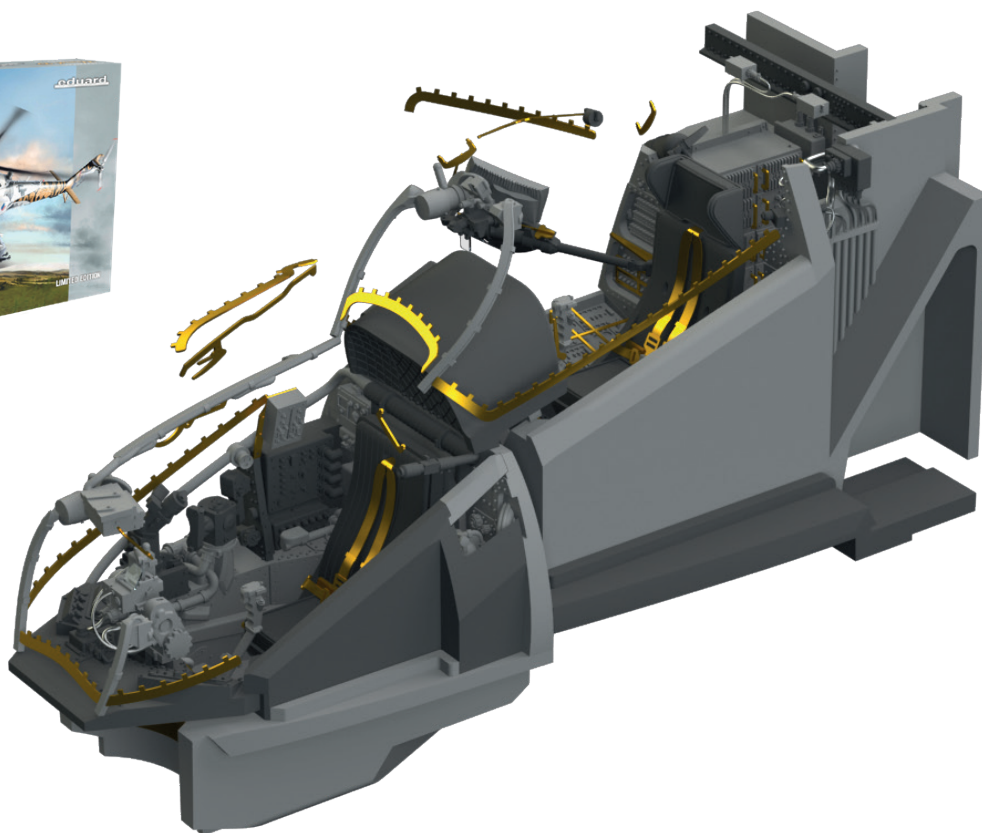
648693 A6M2 wheels 1/48 Eduard



648695 A6M undercarriage legs BRONZE 1/48 Eduard



648697 Mi-24D cockpit 1/48 Zvezda



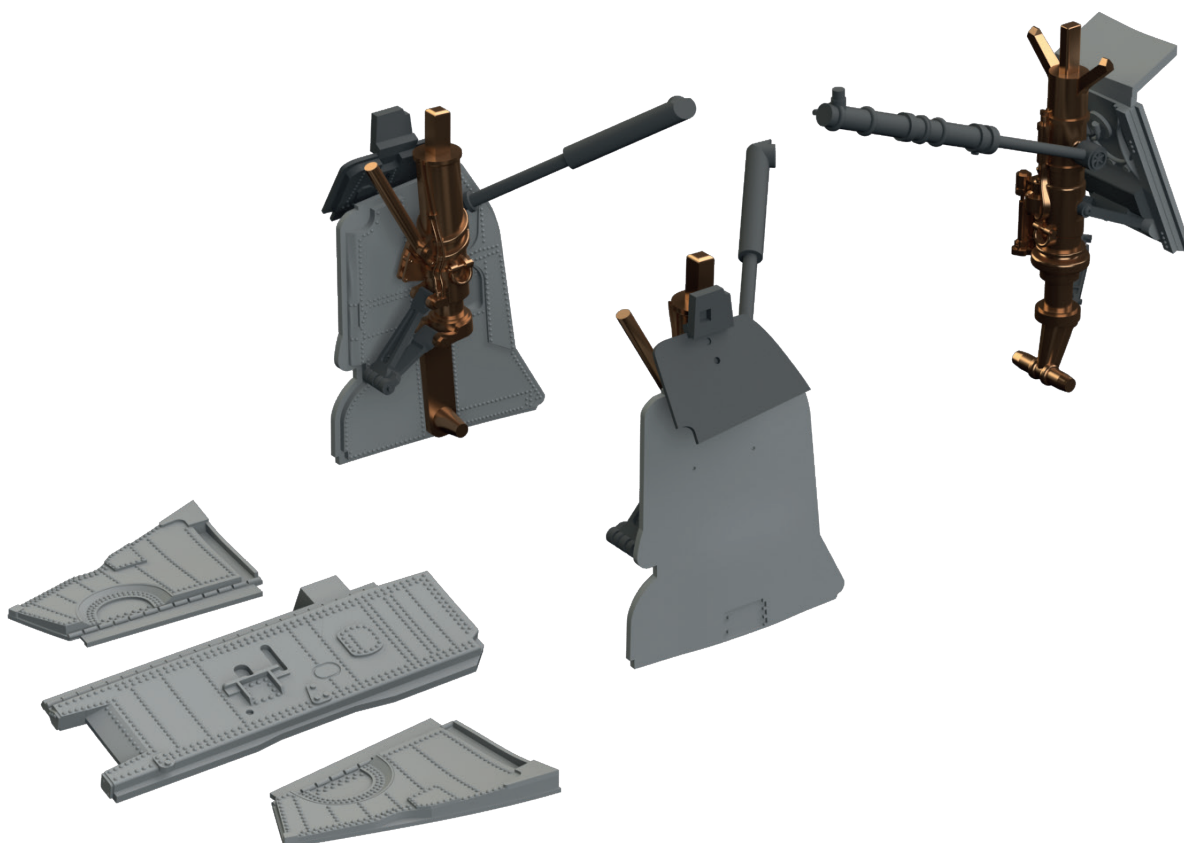
648698 A6M2 seat PRINT 1/48 Eduard



648699 Chipmunk T.10 wheels 1/48 Airfix



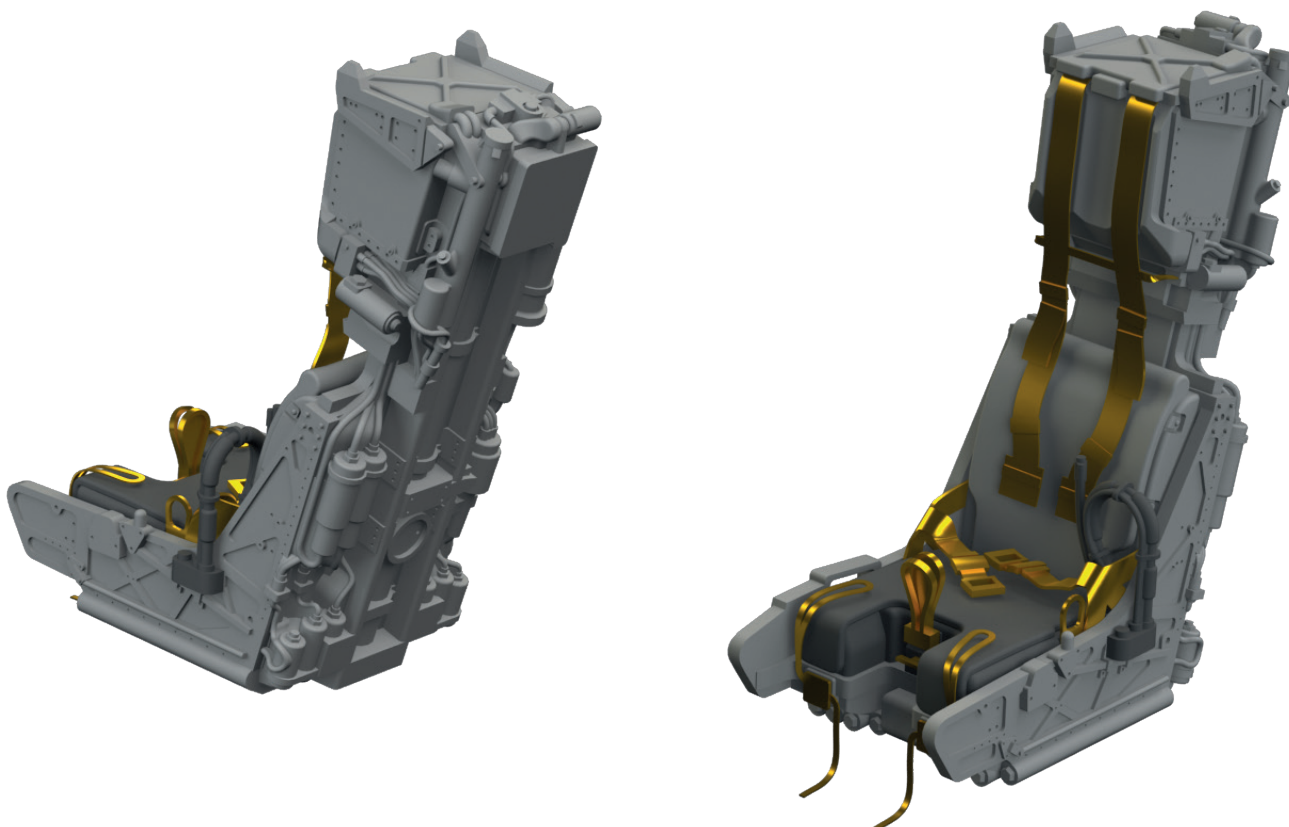
648700 F-4B undercarriage legs BRONZE 1/48 Tamiya



648701 F/A-18E wheels 1/48 Meng

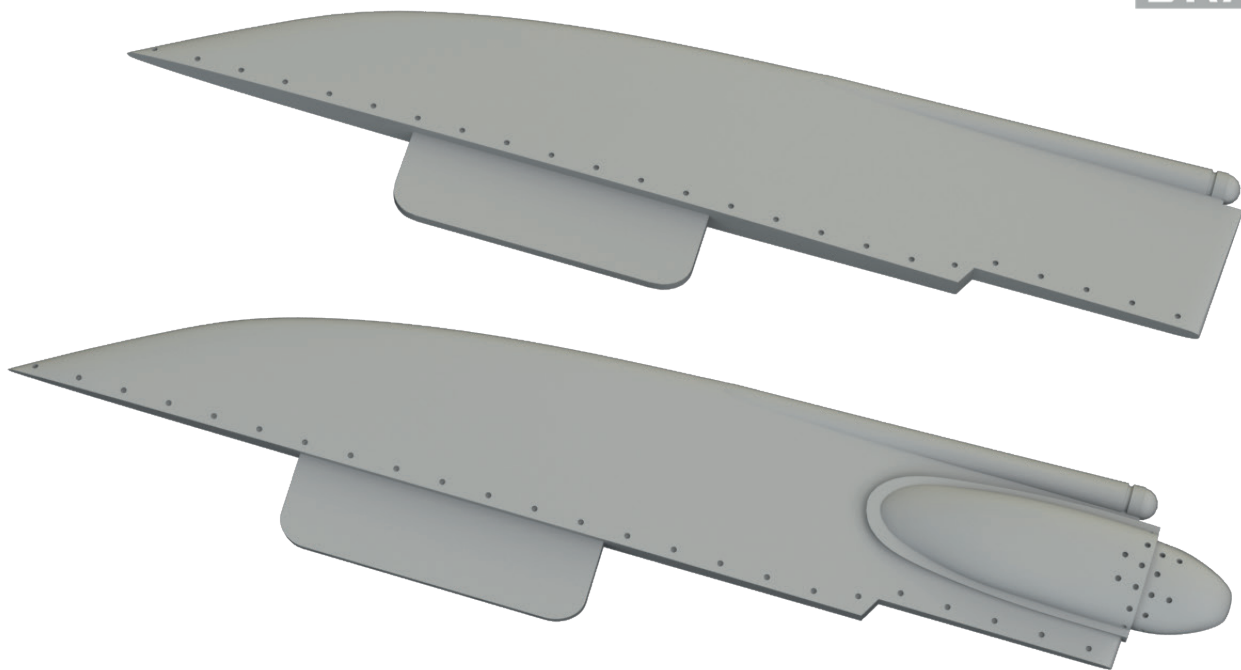


648702 F/A-18E ejection seat 1/48 Meng

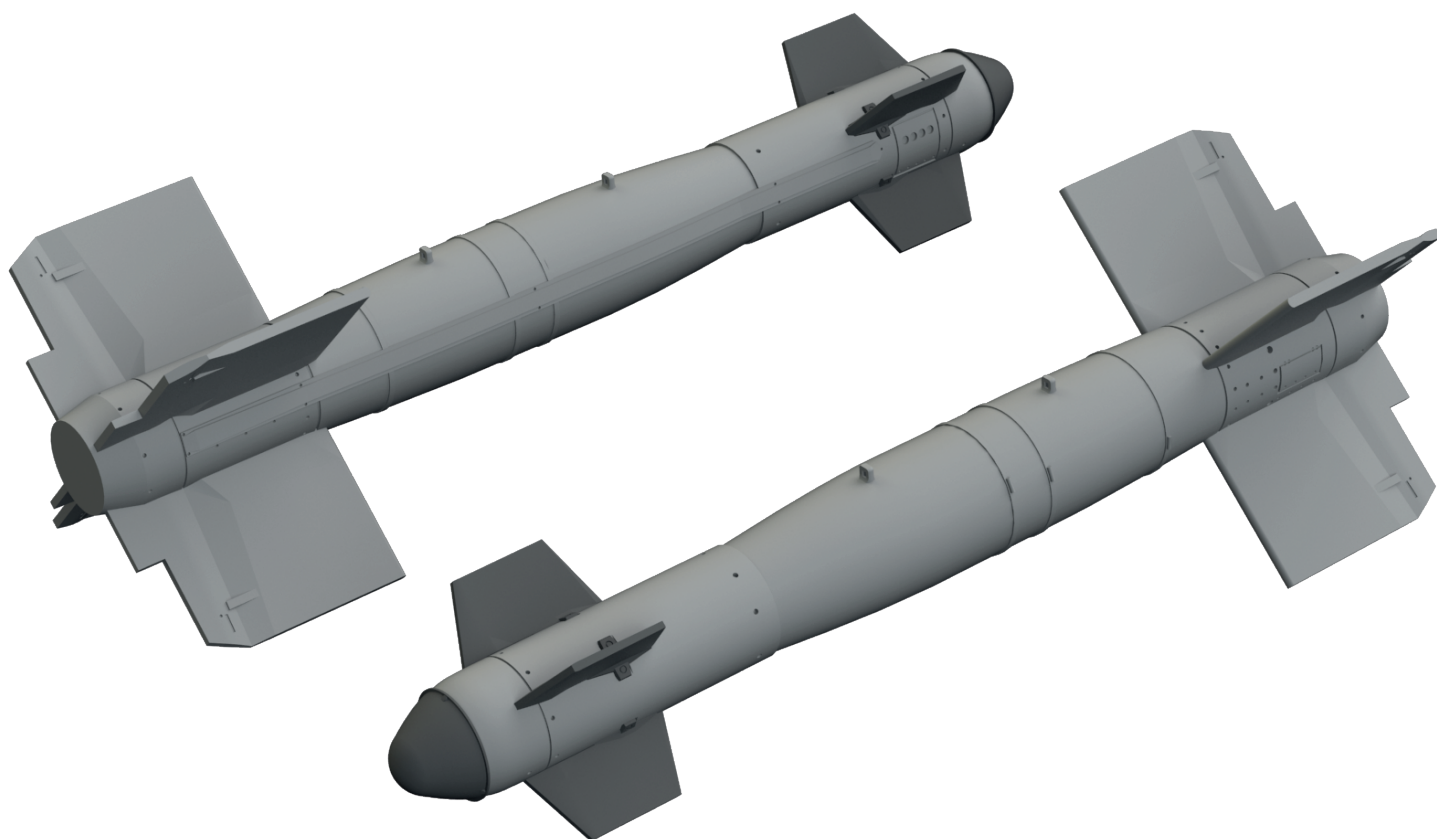


648704 F-4B fin caps PRINT 1/48 Tamiya

eduard
BRASSIN
Print



672273 GBU-15(V)21/B 1/72



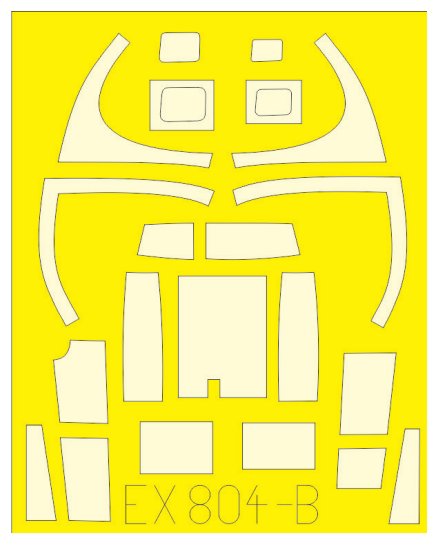
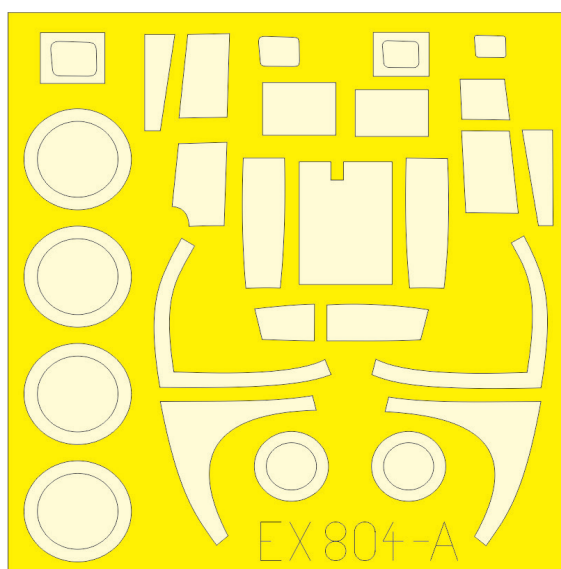
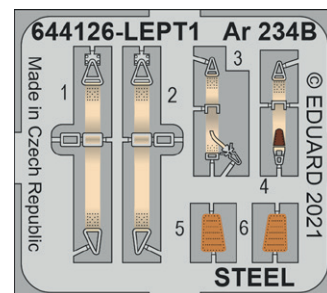
644131 Ar 234B LööKplus 1/48 Hobby 2000/Hasegawa

Collection of 3 sets for Ar 234B in 1/48 scale.

Recommended kit: Hobby 2000 / Hasegawa

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

LööKt



BRASSIN

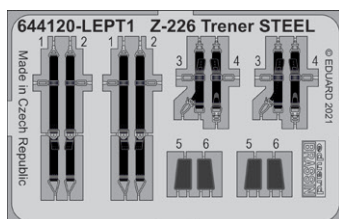
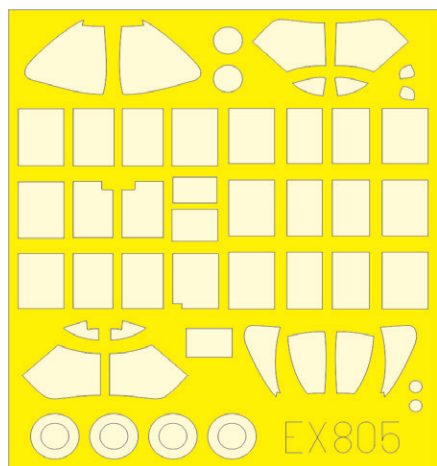
644132 Z-226 LööKplus 1/48 Eduard

Collection of 3 sets for Z-226 in 1/48 scale.

Recommended kit: Eduard

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

LööK



BRASSIN

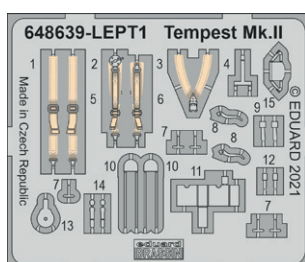
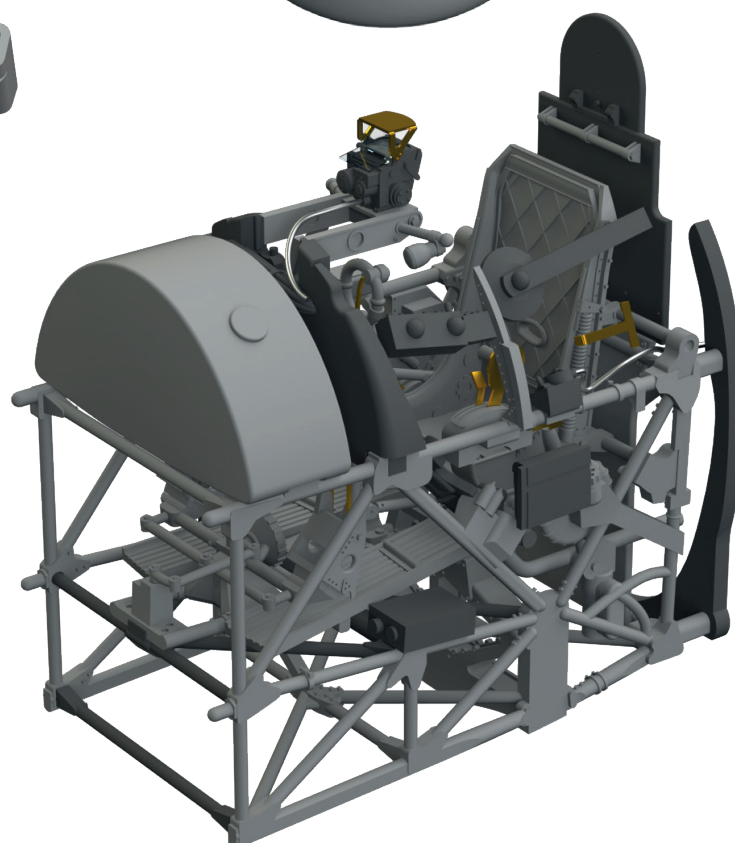
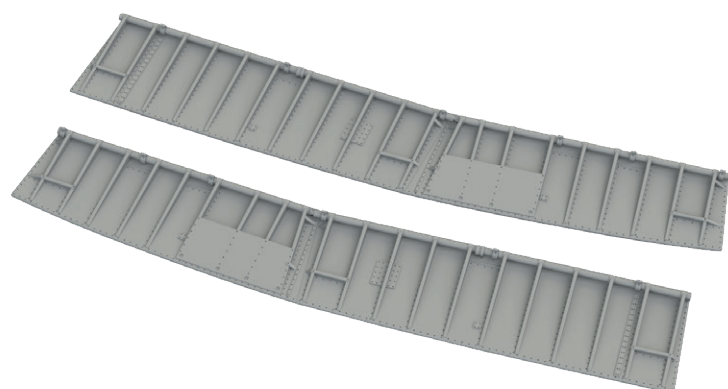
SIN64875 Tempest Mk.II ESSENTIAL 1/48 Eduard

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

Recommended kit: Eduard / Special Hobby

- cockpit
- undercarriage wheels
- exhaust stacks
- landing flaps PRINT

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



PE-SETS

53276	USS Intrepid CV-11 pt.5	1/350	Trumpeter
53277	Akagi rear columns	1/350	Hasegawa
32474	F/A-18F exterior	1/32	Revell
32992	F/A-18F interior	1/32	Revell
481071	TBF-1C exterior	1/48	Academy
481072	TBF-1C landing flaps	1/48	Academy
481073	P-40N landing flaps	1/48	Academy
481074	SBD-5 landing flaps	1/48	Revell
491232	TBF-1C interior	1/48	Academy
491234	P-40N	1/48	Academy
491236	SBD-5	1/48	Revell
73755	F4F-4	1/72	Arma Hobby
73756	Ar 234C	1/72	Hobby 2000/Dragon
73757	F-4C	1/72	Fine Molds
73758	F-4J	1/72	Fine Molds

ZOOMS

33290	F/A-18F	1/32	Revell
33291	F/A-18F seatbelts STEEL	1/32	Revell
FE1232	TBF-1C	1/48	Academy
FE1233	TBF-1C seatbelts STEEL	1/48	Academy
FE1234	P-40N	1/48	Academy
FE1235	P-40N seatbelts STEEL	1/48	Academy
FE1236	SBD-5	1/48	Revell
FE1237	SBD-5 seatbelts STEEL	1/48	Revell
FE1238	A6M2 seatbelts STEEL	1/48	Eduard
SS755	F4F-4	1/72	Arma Hobby
SS756	Ar 234C	1/72	Hobby 2000/Dragon
SS757	F-4C	1/72	Fine Molds
SS758	F-4J	1/72	Fine Molds

MASKS

JX282	F/A-18F	1/32	Revell
JX283	F/A-18F TFace	1/32	Revell
EX819	TBF-1C	1/48	Academy
EX820	TBF-1C TFace	1/48	Academy
EX821	A6M2 TFace	1/48	Eduard
CX610	F4F-4	1/72	Arma Hobby
CX611	P-38M	1/72	Hobby 2000/Dragon
CX612	P-38J	1/72	Hobby 2000/Dragon
CX613	Ar 234C	1/72	Hobby 2000/Dragon
CX614	F-4C	1/72	Fine Molds
CX615	F-4J	1/72	Fine Molds

DECAL SETS

D24002	Die alten Kanonen	1/24	Meng
D48097	Z-126/226/326/526 cockpit placards	1/48	Eduard
D48098	A6M2 stencils	1/48	Eduard

SPACE

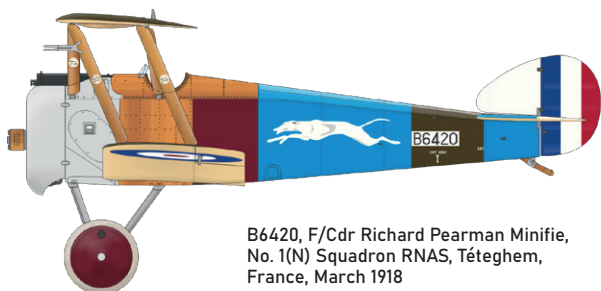
3DL48050	A6M2 SPACE	1/48	Eduard
3DL48051	Remove Before Flight (white) SPACE	1/48	
3DL48052	Remove Before Flight (black) SPACE	1/48	
3DL53001	US ensign flag WWII SPACE	1/350	
3DL53002	US ensign flag modern SPACE	1/350	

Sopwith F.1 Camel (BR.1)

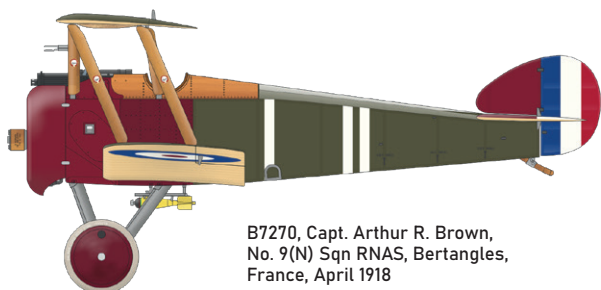
ProfiPACK
edition

1/48

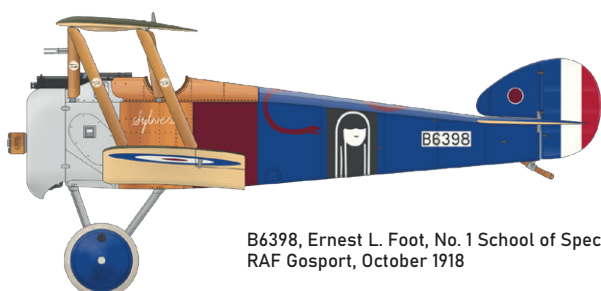
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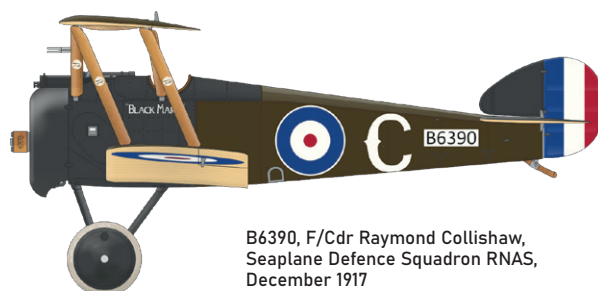
B6420, F/Cdr Richard Pearman Minifie,
No. 1(N) Squadron RNAS, Tétéghem,
France, March 1918



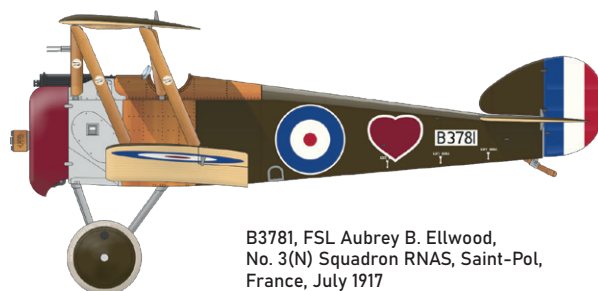
B7270, Capt. Arthur R. Brown,
No. 9(N) Sqn RNAS, Bertangles,
France, April 1918



B6398, Ernest L. Foot, No. 1 School of Special Flying,
RAF Gosport, October 1918



B6390, F/Cdr Raymond Collishaw,
Seaplane Defence Squadron RNAS,
December 1917



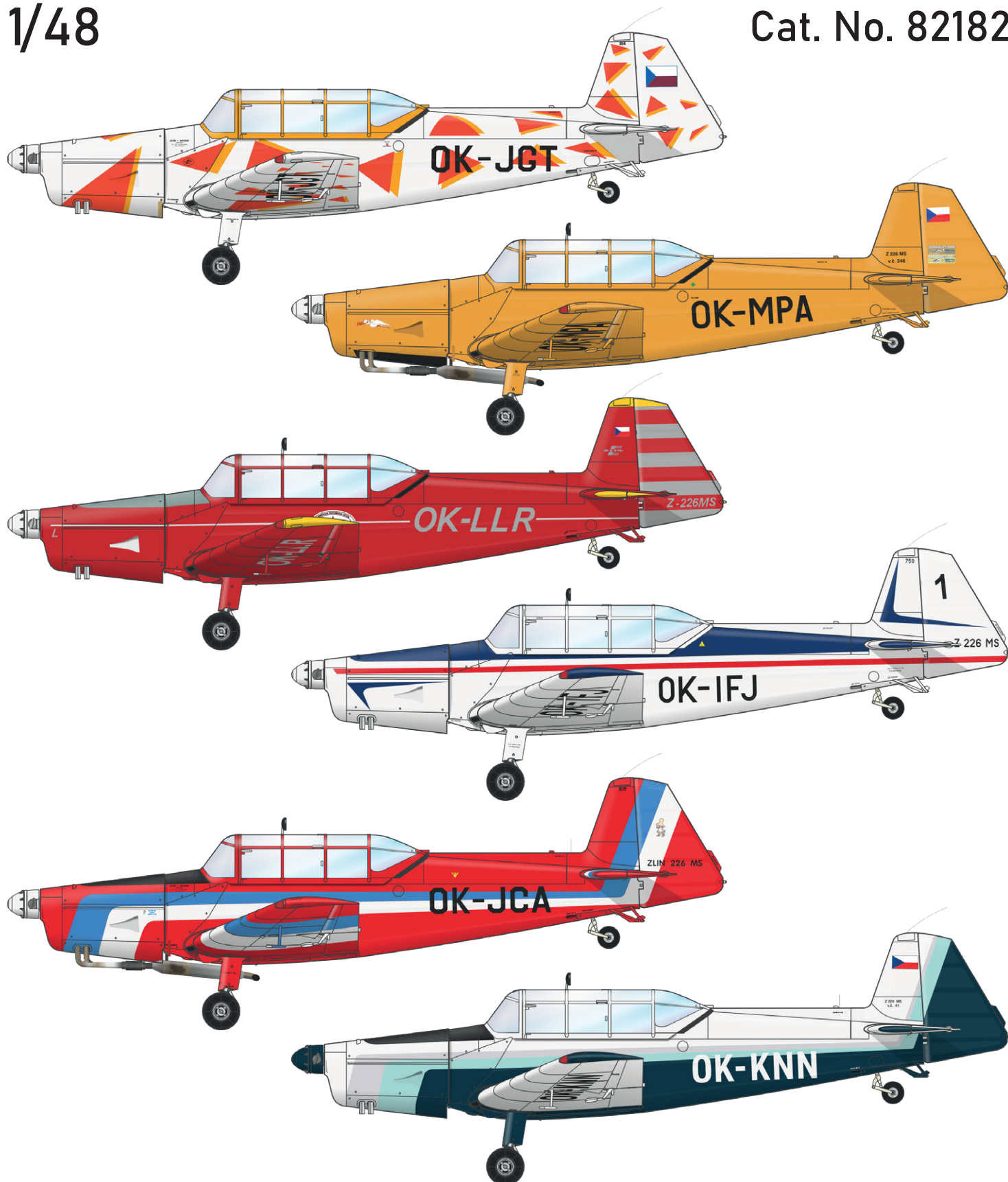
B3781, FSL Aubrey B. Ellwood,
No. 3(N) Squadron RNAS, Saint-Pol,
France, July 1917

Z-226MS Trenér

ProfiPACK
edition

1/48

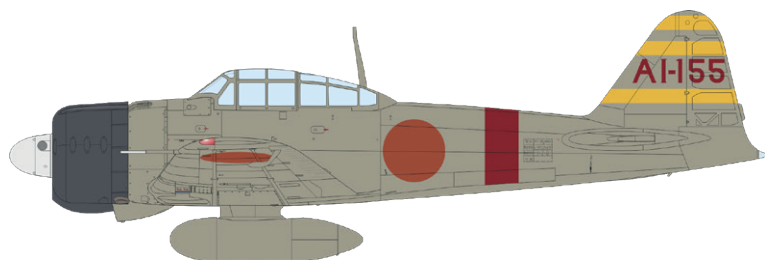
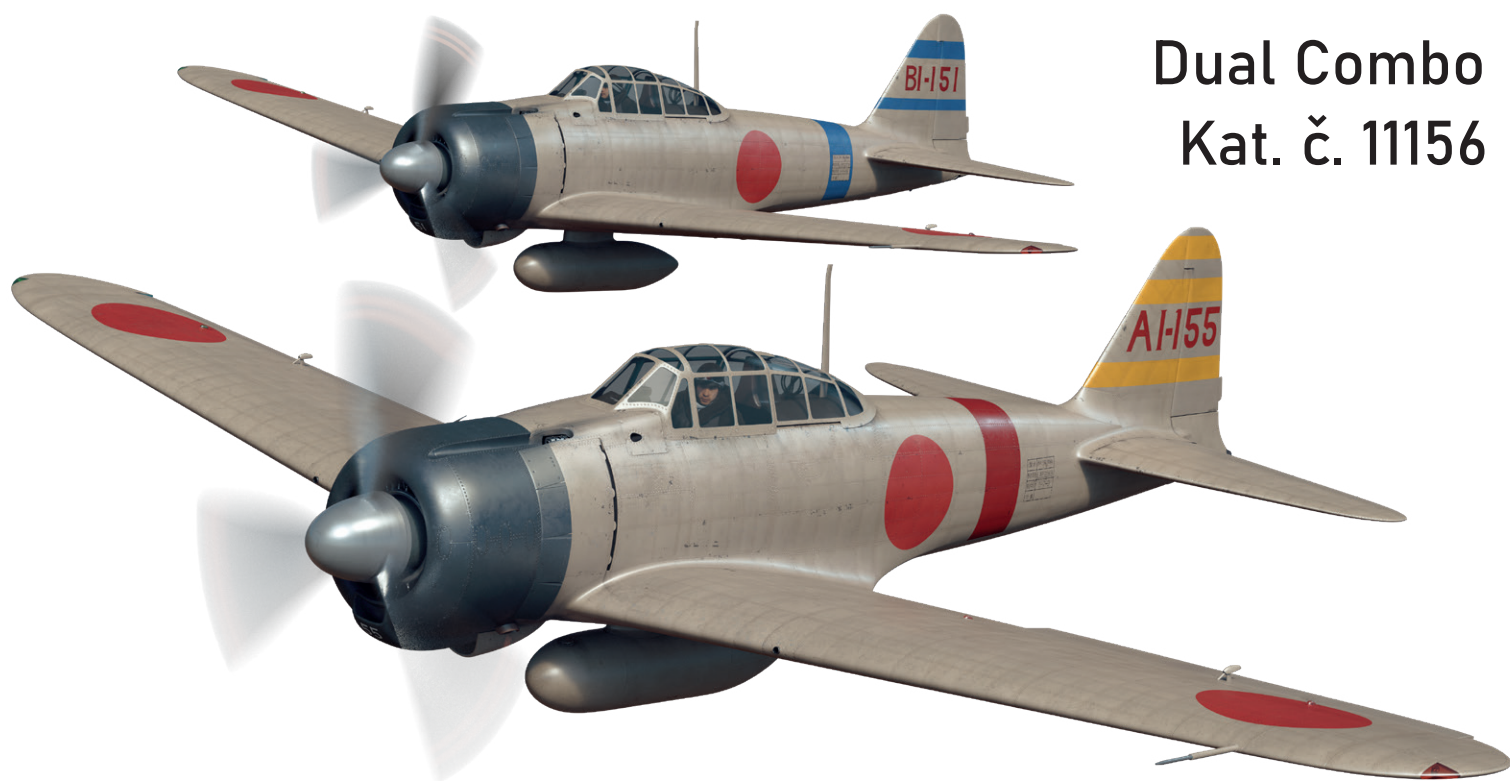
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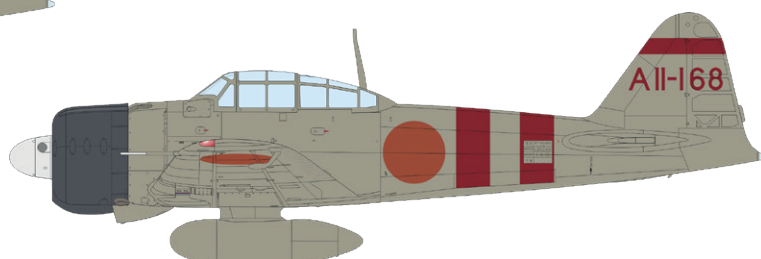
TORA TORA TORA!

eduard
LIMITED EDITION

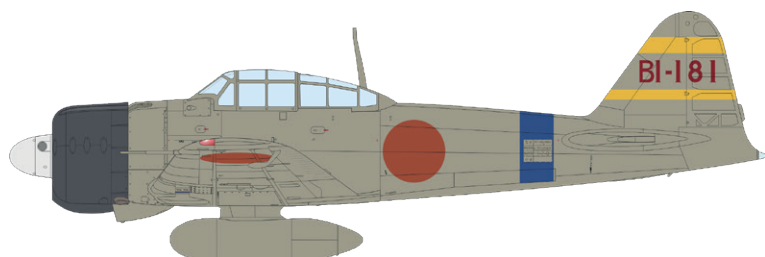
Dual Combo
Kat. č. 11156



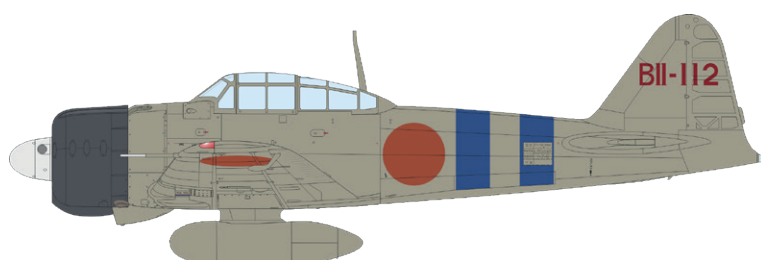
Lt. Cdr. Shigeru Itaya, Akagi Fighter Squadron,
first attack wave



c/n probably 2236, P02c Akira Yamamoto,
Kaga Fighter Squadron, first attack wave



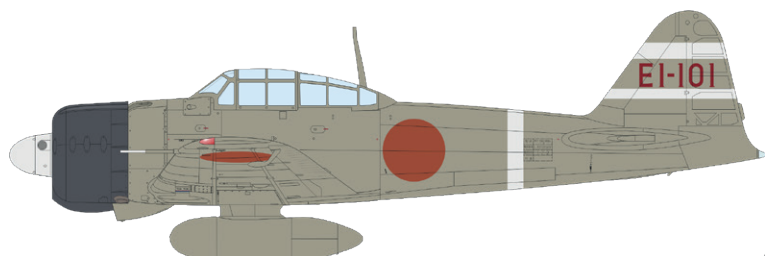
Lt. Masaji Suganami, Sōryū Fighter Squadron,
first attack wave



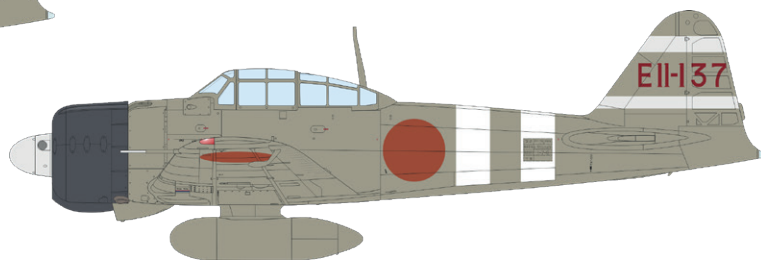
P01c Kazuo Muranaka, Hiryū Fighter Squadron,
first attack wave

TORA TORA TORA!

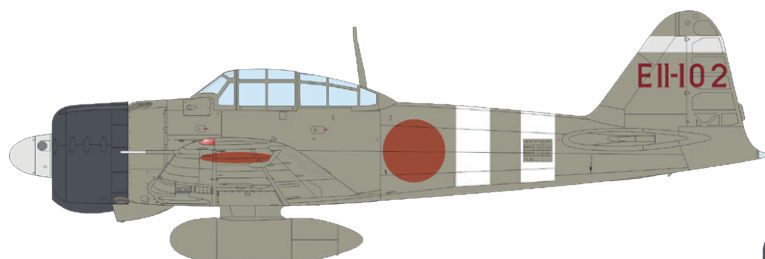
eduard
LIMITED EDITION



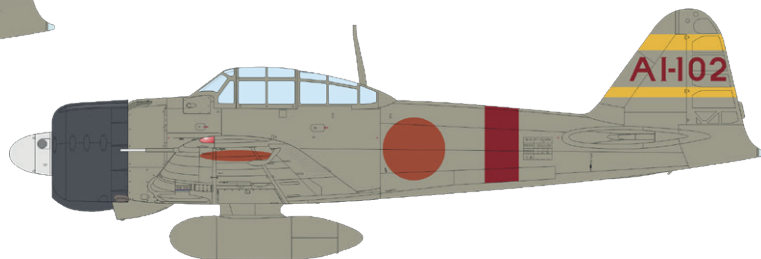
Lt. Tadashi Kaneko, Shōkaku Fighter Squadron,
first attack wave



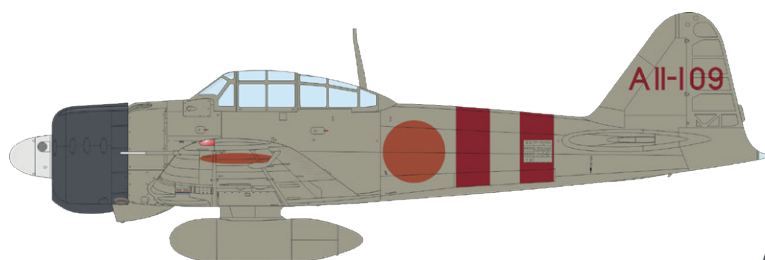
Lt. Masao Satō, Zuikaku Fighter Squadron,
first attack wave



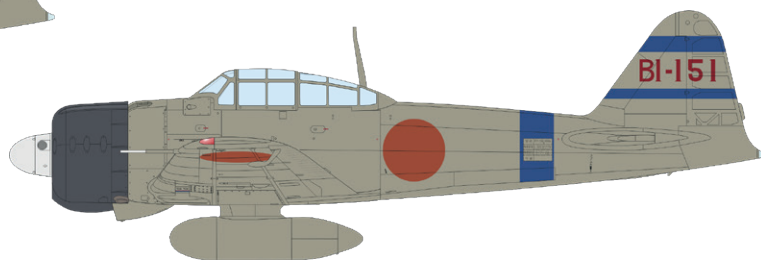
P01c Tetsuzō Iwamoto, Zuikaku Fighter Squadron,
patrol during the first attack wave



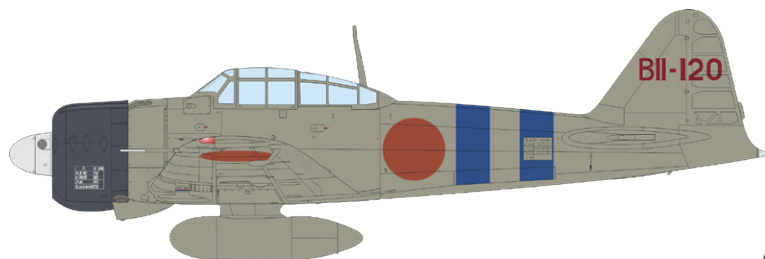
Lt. Saburō Shindō, Akagi Fighter Squadron,
second attack wave



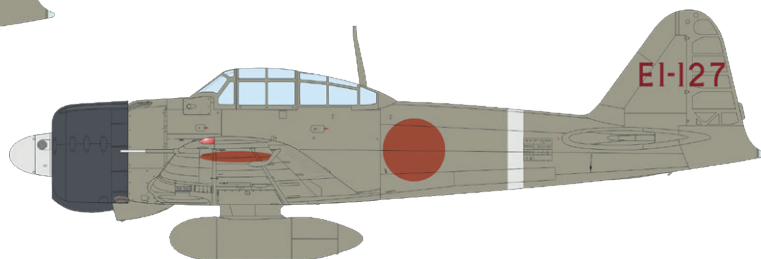
P01c Yoshikazu Nagahama, Kaga Fighter Squadron,
second attack wave



c/n 3277, Lt. Fusata Iida, Sōryū Fighter Squadron,
second attack wave



c/n 2266, P01c Shigenori Nishikaichi,
Hiryū Fighter Squadron, second attack wave



P01c Yukuo Hanzawa, Shōkaku Fighter Squadron,
patrol during the second attack wave

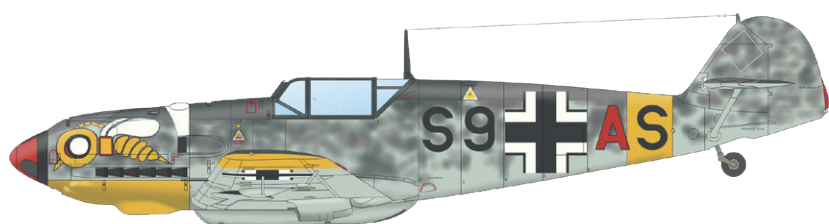
BF 109E-7

WEEKEND
edition

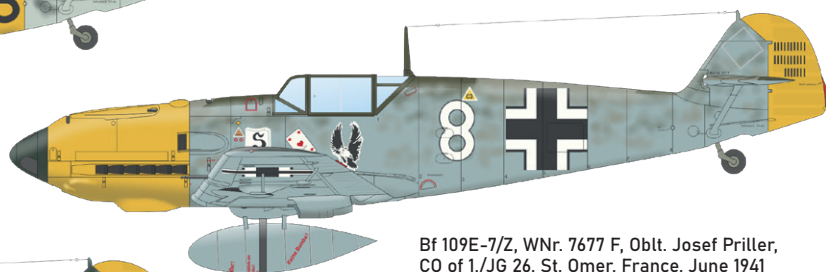
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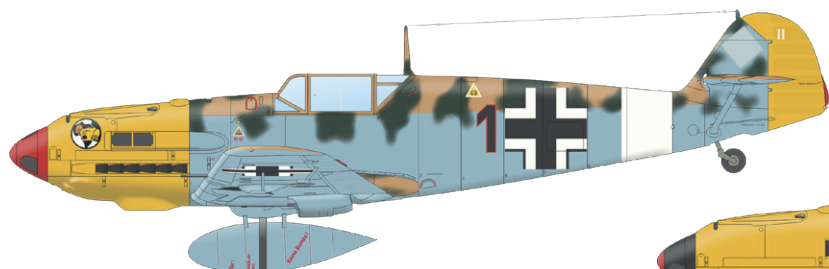
1/48



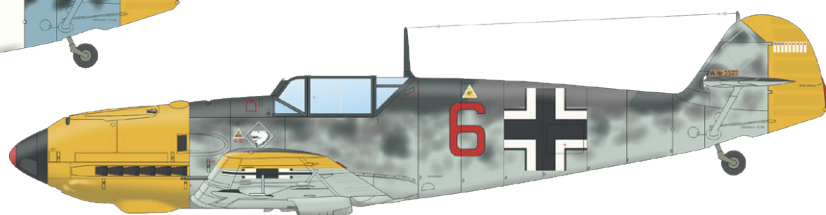
Bf 109E-7/B, 8./ZG 1, Belgorod,
Soviet Union, June 1942



Bf 109E-7/Z, WNr. 7677 F, Oblt. Josef Priller,
CO of 1./JG 26, St. Omer, France, June 1941



Bf 109E-7/Trop, Hptm. Erich Gerlitz,
CO of 2./JG 27, Ain-el-Gazala, Libya, summer 1941



Bf 109E-7, WNr. 3523, Lt. Wolf-Dietrich Widowitz,
5./JG 5, Petsamo (nowadays Pechenga, Russia),
Finland, April 1942

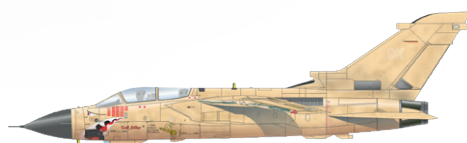
DESERT BABES

eduard
LIMITED EDITION

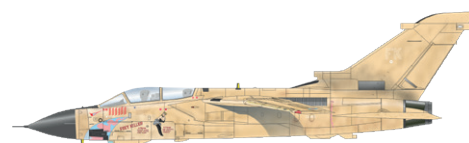
Re-release



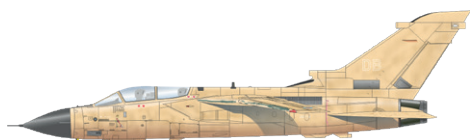
Kat. č. 2137



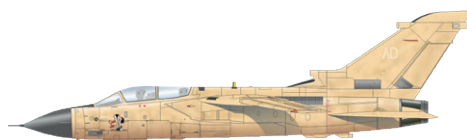
ZA452, Gulf Killer, No. 20 Squadron,
Tabuk AB, Saudi Arabia, 1991



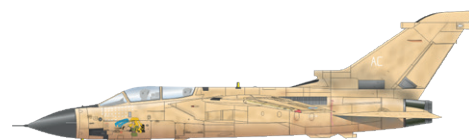
ZA465, Foxy Killer, No. 16 Squadron,
Tabuk AB, Saudi Arabia, 1991



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



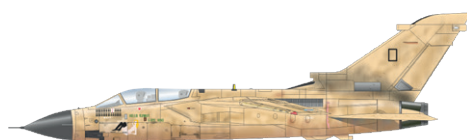
ZD719, Check Six, No. 9 Squadron,
Dhahran AB, Saudi Arabia, 1991



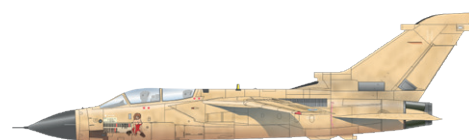
ZD739, Armoured Charmer, No. 9 Squadron,
Tabuk AB, Saudi Arabia, 1991



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



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



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

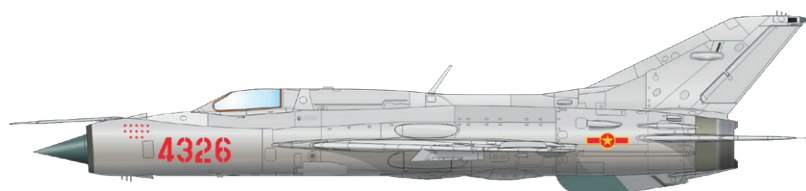
MiG-21PF

ProfiPACK
edition

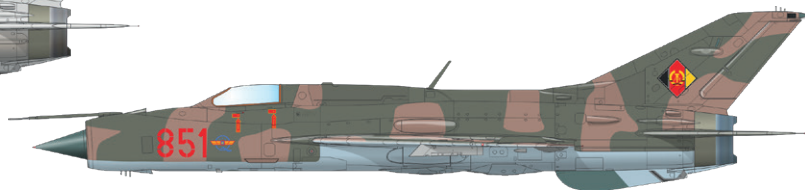
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1/48

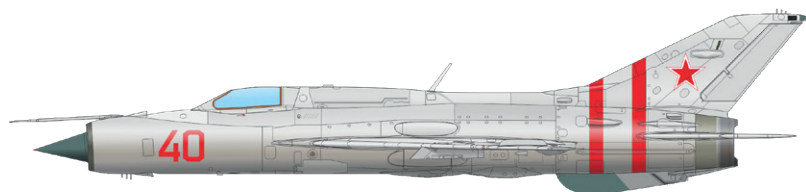
Re-release



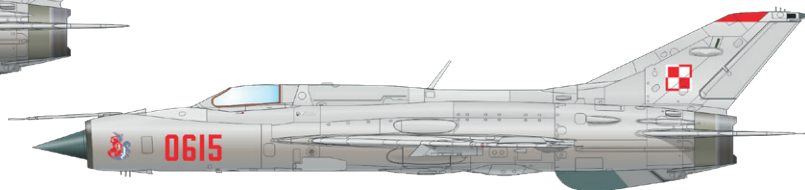
No. 4326, 921th Fighter Regiment, Noi Bai AB,
Democratic Republic of Vietnam, late 60s/early 70s



c/n 761008, Jagdfliegergeschwader 2, Trolenhagen Air Base,
German Democratic Republic, late 80s



Soviet Air Force, České Budějovice Air Base,
Czechoslovakia, late August 1968



1. Pułk Lotnictwa Myśliwskiego, Siły Powietrzne,
Minsk Mazowiecki Air Base, Poland, 1980s



702nd UAP, Chernigov Air Base, Soviet Union, 1980s

Tempest Mk.V Series 1

ProfiPACK
edition

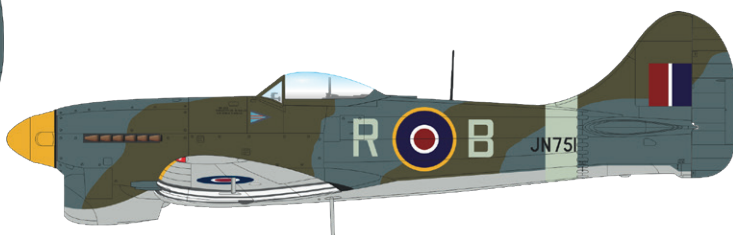
Cat. No. 82121
Re-release



1/48



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



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



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



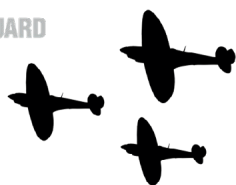
JN751, W/Cdr Roland P. Beamont, DSO, DFC & bar,
CO of No. 150 Wing, Newchurch, Great Britain, June 1944



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



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



How E-day became an intimidate Walkaround

Jan Zdiarský

When it got to the point this summer to intensify preparations for E-day, the headscratching got to a more feverish level than usual. The dilemma became the decision concerning whether or not we would be able to bring the event to a successful conclusion given the restrictions that we had already anticipated by the end of September would be in place. The time window to do so was closing fast and the alternative was to throw in the towel. Prior to this, there were already some organizational steps taken, such as deals with the Ministry of Defense to allow the flypast of an Mi-24 of the Army of the Czech Republic at the event. We expected a good deal of co-operation from the ministry.

Because the Lord moves in mysterious ways, and various natural and political forces change the rules of the game, the first change needed to be made was that of the timing of the event. This took the show from the end of September to the beginning of October. And then someone threw a monkey wrench into the whole thing, or, more accurately, a horse wrench. This was an exhibition called 'Horse 2021', and apparently horses have little fear of covid-19, and the organizers of that event were able to secure their use of the venue before we could, trouncing our tentative dates set. So we went to October 2nd, and continued with the headscratching. Also, the Minister received our notification of the date change, and through certain channels, we were able to learn that the new date actually suited the Army better...we figured that was a good thing...

The window was still closing on a final decision, and the prognosis of the evolution of the epidemic was not improving and decision making of the powers that be were beginning to smack of the upcoming elections. Our headscratching increased some more. As zero hour approached, we were more pragmatic about the whole thing and filtered out the wishful thinking and finally called the whole thing off. However, we decided to try and hold on to the date and put on something similar to last year. This involved the airfield at Plzen-Line and the tried and tested team at Classic Trainers. Right from the get-go, they knew that this would need to be something different from last year's Spitfire Day. We wanted something similar but not to become another air show. Not that what we wanted couldn't fly, but should be accessible to those who came as well. The people should be able to take in the beauty of the aircraft on the ground. So...a sort of 'walkaround', we told ourselves. It also wouldn't be this colossal affair... but rather a more 'intimate' one. And with that, the event and its concept were out.

The focal point of the event would have to be aircraft connected with kits that were to be new items released at E-day. These were the 48th scale Mi-24, the 72nd scale Hurricane and the sweetheart of our own design and new moulds, the 1:48th scale Z-226 Trener. The latter was to be a pre-release item at Plzen.

As you may well imagine, we sent off yet another letter to the Minister with a request for another change. This time, a change from Lyse to Plzen. I figure that



the Ministry of Defense and the associated entities that had to react to our requests were really beginning to like us... A Hurricane painted in a scheme flown by Czechoslovak ace Karel Kuttlewascher, some eye candy from the airfield at Tocna and this year's special surprise, were ensured by the Eduard boss himself. For this event, the Hurricane was flown by our friends from Classic Trainers. The Trainers were in touch with Richard Plos, who developed contacts over the course of the development of the kit. Naturally, other names were added to the list of those involved, such as Marek Mincberg, Michal Orlita, Milan Mikulecky, and others.

With respect to the Mi-24, not only did we get the go-ahead for a flypast, but also clearance for the thing to land, and so a fourth letter was generated for the Minister of Defense, where we modified our application to include a static display as well as a dynamic one.

When Eduard personnel began to arrive at Line on Friday, October 1st, 2021, the Classic Trainer people were hard at it. The Hurricane was present, the engine warmed up, and asking if there was anything I could do, me and my two sons were given





the dream job of wiping off oil from a Hawker Hurricane. I was looking forward to something like that and the boys dreamt of the possibility. This was the job we did last year on the Spitfire.

With the afternoon and evening preparations complete, and with a good weather forecast, we were focused on the next day. The first monkey wrench in the whole thing came with the notification that the Trener kits could not be made ready in time. The final sprue could not be fine tuned.

Saturday morning brought more bad news. At the base in Namesti, there was thick fog. This would delay the takeoff of the Mi-24. But, as people began to come through the gate, we were informed that the situation had improved and the Hind was in the air. This had the added benefit that the attendees would have the opportunity to watch the chopper come in and land and taxi to its spot on the apron. Overnight and during the morning, a dozen Z-226 and Z-526 treners arrived, some of who's markings are included in November's Limited Edition release. Without a doubt, many modellers found that the Trener is an interesting and captivating aircraft, despite not having any guns, and is worthy of attention.

Among the aircraft seen were the usual Plzen An-2, L-410, various types of Cessna, rescue Sokols, a DHC-2 Beaver and last, but not least, the items in Hangar 3 of Classic Trainers. The historical exhibit of the Line Airfield was also worthy of attention, dedicated to Czechoslovaks from Plzen, fighting in the ranks of the RAF and the air war between 1939 and 1945 above this region.

In the air, the Mi-24 and the Hurricane went through their paces. When all was said and done after 3:00 in the afternoon, the aircraft began to depart, and as organizers, we felt that we had done good work. We got the same impression from the people that attended. You can get an idea of what it was like through the following photo gallery and video link.

The day, filled with Indian Summer and the smell of airplanes, confirmed in us that we have laid the groundwork for a 'pocket walkaround' and an overall concept that was worth the effort. The question becomes when to organize the next such event, God willing and...and....well, you know....the other forces that play a role allow E-day to be held. But I think we can work something out.

29 October 2021







Photo: Michal Krechowski, Martin Pruskavec, Jan Zdiarský









