

INFO EDUARD

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

DECEMBER 2021

CONTENTS

EDITORIAL ■ 4

HISTORY ■ 8

Caught With Their Pants Down
TORA TORA TORA!
A flight to freedom
Build, build, build!
I'm training, I'm training!

KITS ■ 34

Sopwith F.1 Camel (BR.1) *ProfiPACK* 1/48
Z-226MS Trenér *ProfiPACK* 1/48
TORA TORA TORA! *Limited edition* 1/48
Bf 109E-7 *Weekend edition* 1/48
DESERT BABES *Limited edition* 1/72
Tempest Mk.V Series 1 *ProfiPACK* 1/48
MiG-21PF *ProfiPACK* 1/48

BRASSIN ■ 78

PHOTO-ETCHED SETS ■ 92

BIGED ■ 98

RELEASE ■ 101

December 2021

BUILT ■ 102

TORA TORA TORA! 1/48
Spitfire Story: The Sweeps 1/48
Trenér 1/48
IA-58A Pucara 1/48
Ju-88A-5 Trop 1/48
Tempest Mk.II early version 1/48

ON APPROACH ■ 116

January 2022

TAIL END CHARLIE ■ 135

EDITORIAL

BUILD, BUILD, BUILD!

The title is loosely based on the Tora Tora Tora! code as applied to modeling, including several hundred languages of tribes that reside and model on Papua New Guinea*. Take it as a general instruction what to do with our new Zero that is just being officially released today and so begins its campaign throughout the modeling world. There is not much sense in delving into detail descriptions of the kit within the pages of this editorial. It has been known that we were to release this kit for some six weeks now, and with a few dozen Facebook and Instagram posts, currently on-going build articles, and even thanks to today's newsletter release, much is already known about it even to those who wouldn't bother to care about Zero just a month ago. We are at the beginning of a long road that will see the release of all versions of the A6M in all our production lines, from Limited Editions through ProfiPacks and on to Weekend kits. As has been our style to do so, we have designed and are completing molds for all the subvariants of the type, starting with the A6M2 Type 11 and ending with the A6M7. Our series will also include my personal favorite Rufe float version and the two seater A6M2-K. There will be a lot of Zero kits coming out, including versions that have not been properly done by any other manufacturer. And we will not be saying goodbye to the line any time soon. To research, draw, design and print tens, if not hundreds of schemes, is a job for years, if not decades, and, to paraphrase well-known words, before we're through with 'em, this Japanese subject will be common in the modeling world!

Good Evening, Ladies and Gentlemen!

So, here we are, at the end of another year! Today's newsletter will be mostly about new releases for December, and we will begin to introduce our plans for the year that is about to follow. I will leave a breakdown of this year's company performance for January's newsletter. This year hasn't yet ended, so let's not draw up the bill in the absence of the innkeeper. The main release for the month of December is the aforementioned Zero kit released in Limited Edition line under the name "Tora Tora Tora!". It is a Dual Combo item and further details are provided within the pages of this newsletter further on down. Other versions, and the sequence of their release, will be described when we get to new items planned for next year.

Kits in December

Up to the summer, our production capacity was taxed to the limit in an effort to replenish our catalog items to the point where there was virtually nothing left for the fine-tuning of new molds or production of new releases. In any case, work was being done on new molds, and by the summer, we had three new sets ready for testing and fine tuning. These were the Camel, the Trener and the Zero. At the time, our stock of catalog items had pulled itself together and we turned our attention to some of those fine-tuning duties. The results are evident, and they speak for themselves. We have been able to release the first new kits of all three types over the last four months. All are in the Limited Edition line. In

September, it was the Camel in the "Camel & Co." kit, in November it was the "Trener" kit, and now, for December, we have the A6M2 Zero Type 21 kit. With the Tora Tora Tora! Limited Edition package, and ProfiPack editions of the Trener and Camel kits, all three of them are being offered in December simultaneously. The latter two are now more specific items, as the Camel is released as a Bentley BR.1 engine powered specification and the Trener kit focuses on the Z226M/MS, which is an upgraded version powered by an M-137 engine. The sequence of these releases is the result of the scheme which was introduced last year and fine-tuned during 2021. You may have noticed that beginning with the Mustang, the sequence was to release the Limited Edition kit as the first, followed by the ProfiPack, and then finally by Weekend kits. The typical release structure of any month then contains something from each line, Limited, ProfiPack and Weekend. For December, this includes one Limited Edition kit, two ProfiPacks and a Weekend Edition kit. This is complemented by another Limited Edition and two ProfiPacks as re-editions for this month. The ProfiPacks are the Tempest Mk.V Series 1 and a MiG-21PF, both in 1:48th scale. The Limited Edition kit is the familiar Tornado GR.1 in 1:72nd scale under the name "Desert Babes". Back in June, this kit sold out before the end of the week after its release, which was enough to contemplate a second edition. I believe that this time around, Desert Babes will last longer than before. A portion of these kits will be sold with posters depicting the nose art carried by the aircraft in the marking options. These will be the same as those that were offered with the previous 1:48th scale version of the kit of the same name. The noted Weekend kit is the Bf 109E-7 in 1:48th scale. We picked out some nice marking options for this kit that will go against the common perception that this was exclusively a tropical version of the Emil. It wasn't. The defining features of the E-7 were the engine used (the DB 601N) and a fuel system that allowed the carriage of a fuselage drop tank.

December Accessories

In the accessories line, we have, naturally, the first items available for the Zero, although not a lot, being at the beginning of this theme as we are. It comes in the form of a TFace mask, for both the inner and outer clear surfaces, a 3D printed seat, resin wheels, bronze landing gear legs, Space and Look sets, steel seat belts in the Zoom line, and a stencil data decal sheet in the Eduard Decal line. Other accessory items, inclu-

ding a 3D printed engine and PE landing flaps will be available in January, and in following months as well. The engine will be released in two versions. The first one, to be released in January under Catalog Number 648694, is a one-piece matter intended to be used with closed maintenance panels cowlings, as a "ready-to-fly" configuration. The second offering of the engine will be more detailed and complex, with separate pistons in a fairly classical Brassin rendition, with a complete exhaust piping and with all the equipment on the rear side of the engine and on the firewall. Obviously, this one is intended to be displayed with open cowlings panels. Similarly, the landing flaps will be offered as two different products, one photoetched and one 3D printed. If the Zero is your bag, whether you have opted for the Limited Edition Tora Tora Tora! kit or January's ProfiPack, you have plenty of time to decide which accessories are right for your project. There will be no shortage of options anytime soon.

There are many other accessory items as well. For example, we have two Space sets that cover Remove Before Flight tags in 1:48th scale, and another two sets covering American naval flags in 1:350th scale. Those are also part of the Spa-



ce line. These are interesting concepts that form the basis of another line of useful products. They look very authentic and are likely the best fabric representations yet developed for the modeling industry. At the same time, there are existing RBF sets that have proven to be extremely good sellers, and the basic red RBF set in the painted photoetched line is the holder of the undisputed championship of accessory sellers of all time. The bronze legs are among favorites of the accessory sets as well. The December list contains not only legs for the Zero, but also for the F-4B Phantom II from Tamiya. This set is, to be honest, not a cheap item, but precious gems tend not to be, and these sets are gems. You may not be aware of this, but we don't manufacture the bronze legs ourselves. They are the work of a successful jewelry manufacturer, and consistent with their design, they are manufactured with fully up-to-date jewel making technologies. In the 48th scale F-4B items being released today, you will also find a set of fin caps. The set contains three variations of the caps used on several versions of the F-4. It's a small but useful little item for all who want to make model of this type as accurate as possible.

Another interesting Brassin item is the cockpit for the Mi-24D. It is designed to fit the Zvezda kit, but may well be better suited for improving our Limited Edition Hind D. For the Zvezda kit, it is necessary to use a conversion set to create a proper Mi-24D from this thing, a set which has not yet been released. But we will release it in the New Year, as a lone item and with the cockpit as well. The remainder of December's releases are shown in this newsletter, and I am leaving them to Your self-study. I have yet to describe new items for next year, and I don't want to tire you all out with long descriptions of this month's individual releases.

New Releases for 2022

We live in interesting times, unfortunately for many wrong reasons. We have rampant inflation, a world-wide epidemic, the collapse of many energy companies and a list of other nasty things that are beginning to accumulate on us. I can't do much about that, but in the lines that follow, I will inject some good news into your day. Or try to. Today, I will focus on new kits that are being planned for the first half of 2022. In next month's newsletter, I will cover the latter half of the year regarding kits, as well as expected development of accessory lines. I must point out though, just as has happened in the past, these things are not written in stone, and things can change. We have never been able to end up with having released everything at the end of a given year exactly as it was planned at its beginning. There is no reason to think that this will change this year. On the

contrary, I am expecting a lot of issues to crop up over the course of the year that will impact what is being planned for the second half of it.

Zeros Everywhere You Look

I was thinking about how to introduce new kits. There are many of them, and typically there are five new things being released per month, plus another re-edition or two that rejuvenates a sold-out item. I decided to start off with the stars of the list, on the basis of which new accessory items are also being developed. We'll begin with the newest one, the Zero.

Already in January, we will be releasing the A6M2 Type 21 ProfiPack kit. It will be the same version as the one included in Tora Tora Tora! but the kit will be conceptualized a little differently. The ProfiPack kit will include parts for one model only, along with one set of photoetched parts and masks and marking options for five birds. All of the aircraft that are offered in the marking options have extremely interesting histories spanning from Pearl Harbor to Guadalcanal, New Guinea and Indonesia, all the way to using the worn-out Type 21s for the Kamikaze mission. The main hero of this kit is the famous Saburo Sakai, a member of the no-less famous Tainan Kokutai, one of the most famous Zero pilots of them all. The boxart depicts a well-known fight between him and James "Pug" Southerland and is an event that was described by both pilots in detail. At the time, Southerland was with VF-5, flying off the USS Saratoga, and the event took place on August 7, 1942, over Guadalcanal. It wasn't combat that only included these two pilots by any stretch but included other Zeros and Saratoga Wildcats. You will be informed further on this in upcoming historical articles and marking descriptions.

The release of a ProfiPack kit in the month following the Limited Edition one has its reasons. This is the same procedure as with the Z-226 Trener. The main reason is to offer as soon as possible an alternative for those, that for one reason or another, don't want the Limited Edition kit. It doesn't matter if it's because they don't want two kits that the Limited Edition offers, or if the price point is too high, or, as in the case of Tora Tora Tora! the kit simply encompasses too narrow theme spectrum.

And this Limited Edition kit really encompass too narrow theme spectrum, let's not kid ourselves. But at the same time, it's a major theme. Hollywood's already turned out two blockbuster movies about it, and if Quentin Tarantino buys this kit, we can likely expect a third. So, why not to release another Limited Edition kit of Type 21? It's even necessary, as it will show this Zero in all its beauty and will describe its combat career in awesome detail spanning the years from 1941

to 1945. It will be a similar story with the ProfiPack kit, but with a slightly wider focus and with a greater variation of marking options. This has not yet been finalized, and we don't know yet if there will be 12 or 14 options included, but the variability in the markings and locations of their use will be spectacular. Everyone who is interested in not only aircraft markings, but the stories behind the aircraft and those who flew them, are in for a treat.

Spitfires

Spitfires will continue with the first Weekend kits of the Mk.Ia. In February, we'll see another Spitfire Story release dubbed "Southern Star", dedicated to the tropicalized Mk.Vb and Mk.Vc. This will be a surprisingly colorful affair, at least when it comes to Spitfires. We really will venture pretty far southernly with this one, through Italy, northern Africa, through Burma and into Australia. In the second quarter, we will have the ProfiPack Spitfire Mk.Vc. This will offer further possibilities that we plan to take full advantage of.

Of course, we don't have just new Mk.IIs and Mk.Vs, but also the good ol' Mk.VIII and IXs. The first quarter will see the return of the 1:72nd scale Mk.IX in the form of Weekend kit, the Spitfire F Mk.IX, also known as the Spitfire Mk.IX Early. We expect to release the 1:72nd scale Weekend Spitfire Mk.VIII before the end of the first half of the year, while in 1:48th scale we'll see a return of the Spitfire HF Mk.VIII as a ProfiPack re-edition.

Mustang

It's the way things go... There are those that think Eduard keeps on churning out the same old Messerschmitts and Mustangs, and the other half wants another one of each. We like releasing kits of both types. We like 'em, and we enjoy making 'em. We believe that they not only bring joy to us, but to many modelers as well. Given the fact that the Weekend kit of the P-51D-5 has already twice sold out since its introduction back in January of this year and the ProfiPack kit is also sold out, we figure that we are on the right path. Both D-5s will see a re-edition in the first quarter, and the ProfiPack will see the same in the second quarter.

The things that are getting ready for release are a joy. In the ProfiPack line, this will be the post-war F-51D. We are also planning a Red Tails Limited Edition boxing. The kit is being planned for May. Whether this kit includes 332nd FG Mustangs exclusively or other USAAF Fighter Groups in Italy remains to be seen. An overall analysis of it will made in early 2022.

Trener and the Camel

In the same fashion, the Trener family of kits will also grow next year. In January, there will be a Limited Edition release dedicated to the Z-126. Compared to the Z-226, it will offer more historical markings. The ProfiPack kit of the Z-126 will follow in the second quarter. To keep this family from becoming a little on the monotonous side, there will be a single seat aerobatic version, the Z-526AFS appearing, first as a ProfiPack kit. In the first half of the year, the first Weekends will appear, the Z-226MS and the Z-526AFS. We are getting to the Weekend kits of the Trener rather quickly because, among other things, there is a large amount of interest in them from within various aeroclub members, of which the majority are not even modelers. I expect the Weekend rendition of the kit will be most suited to them. The Camel will appear in the first half of the year two times, both times as a ProfiPack kit. The first will be a Camel powered by the Clerget 9b engine and the second will be a night fighter Camel Comic.



Tempest Mk.V 1/48

MEMBER EDITION
BFC111



eduard

And Now for Something New...

We are intensively working on the molds for our 1:72nd scale Avia S-199 and CS-199. We expect the completion of the full set of molds by the end of January and the first kit should be released in April. This first release will again be a Limited Edition kit and the name of the release is still to be decided on. The kit will include both the S-199 and the CS-199. As is known, the S-199 had two types of canopies that were used. There was a classic type that was hinged to open sideways, inherited from the Bf 109G, and then there was one developed by Avia before the end of the Second World War and adopted on the S-199 production line as standard. You wouldn't have guessed, but these two different types of canopies complicated the design of the kit considerably. At least, if you want to do the project justice consistent with up to date standards. This obviously applies to us, because up to date standards are our standards. But I won't keep you in suspense any longer, the way around these problems involves two separate fuselages, one for hinged canopy and the other for the sliding hood. The Limited Edition kit will contain both. Marking options will include Czechoslovak and Israeli aircraft as there are no more options. This may be a bit monotonous as with the Tora Tora Tora! kit, but we will again choose aircraft that have interesting stories to tell. But the name surely will not be based on Hebrew Tora...

When We All Pull for the Cause

Just in the nick of time to make the end of the first half of the year, we will be releasing our second premiere of the year. This will be the 48th scale Wildcat, and it will be released first as a Limited Edition box dubbed "Midway". The final marking options have yet to be narrowed down

in this one as well, but in all likelihood won't be limited to just the Battle of Midway. Other significant events from the first year of the Pacific War involving the type should get some mention. The series of Limited Editions and ProfiPacks that will follow in the months to come will form a nice counterbalance to the Zero line. In some months, the emphasis will end up on the Japanese and in other months, the Americans. Sometimes, both will be well represented. The British will not be ignored in the least, and we are preparing a line of Wildcats that includes Martlets of various versions and, of course, the FM-1 and FM-2 will come as well. All will have their correct version specific components and will not require any major surgery on the part of the modeler. If we are willing to go into two fuselages for the S-199, we are not likely to cheat our Wildcats, are we?

Is that Enough?

Depends on how you slice it. This could be enough, but modelers are a demanding breed. There are a few more projects planned for the first half of the year, including some re-releases. For January, we have the 1:48th scale Tornado ECR with plastic, once again, from Revell. Some shots of this item, markings and other details can be found down below in this newsletter. For February, we are preparing the 1:72nd scale Hurricane Mk.I as a ProfiPack kit. Plastic originates from Arma, and the kit follows on the heels of the virtually sold out Hurristory Limited Edition kit. The ProfiPack Bf 109E-4 follows in a similar way the Adlerangriff 1:72nd scale Limited Edition kit. That one is expected in May. I will remind everyone that this is based on the Special Hobby kit, which was the result of a collaboration between our two companies.

Our production schedule will see a further return of kits into our catalog that were temporarily crippled by last year's fire. Starting in January, this will be the MiG-15bis in 1:72nd, which will be reissued as a ProfiPack kit. This will be in conjunction with the release of the MiG-15, and all versions, including the UTI MiG-15 will be released as Weekend kits over the course of the first half of the year. It will be a similar scene with the 1:72nd scale Spitfire Mk.IXs, as I have mentioned, as well as the 48th scale Hellcats. In order to maintain our image as inveterate manufacturer of Messerschmitts and Focke-Wulfs, we will release a Weekend edition of the Bf 109G-10 WNF/Diana and will also re-release a 48th scale ProfiPack Bf 109G-14, Bf 109E-1 and Fw 190A-8/R2.

USS Arizona

The first ship model to be issued by Eduard, the USS Arizona in 1:350th scale, is now "afloat". Despite issues in production and the now-normal problems in worldwide shipping, we found the needed space in a shipping container, and these will hit Hamburg about mid-December. Because the days of receiving plastic parts in Obrnice three days after arriving in Hamburg have been relegated to the "good ol' days", we have had to postpone the release of the kit from December 2021 to February 2022. This is a Limited Edition kit with Trumpeter plastic, complemented by our photoetched and 3D printed parts and turned barrels from the Polish firm Master. All is ready to go, and all we are waiting for is that plastic. Right about now, they should be somewhere in the Suez Canal.

BFC

In November, we celebrated the nine years from setting up the BFC. In honor of that anniversary, we are releasing a new membership initiation kit, the Tempest Mk.V. The kit features two fictitious markings and two historical, and a collection of accessories that are common to these club entry kits. With the Tempest, we see a return of Eduard Kleinkonig and the two fictitious markings mentioned. One is a "what-if" Tempest of the Czechoslovak Police, while the other illustrates a hypothetical aircraft operating from the HMS Habakuk. The ship is worthy of our Hero and was to be built from blocks of ice, and all indications are that this project was taken seriously. We can smirk over the concept, but let's take under consideration the number of desperation projects that were meant to be taken seriously and have come to light, and do not avoid even our industry.

Historical Articles and other Literature

The adventures of Eduard Kleinkonig in the RAF and the Royal Navy, including on the HMS Habakuk, are the work of Jan Bobek in his fantasy short "Storm Over the Antarctic". That will be published in the January newsletter. And this brings us to today's historical articles. The Treners are the focus of an article describing the defection of famous aerobatic pilot Ladislav Bezak by Richard Plos. It's about the defection in 1971 from the then CSSR to West Germany. He used his privately owned Z-226T to escape and he managed to fit his whole family into the OK-MUA Trener. That's one is featured as a marking option in the kit "Trenner". The attack on Pearl Harbor on December 7, 1941, from the American point of view is covered by renowned author Paul Molesworth. His article has quite fitting title: Caught with a pants down. The attack from the Japanese viewpoint is covered by the Jan Bobek article Tora Tora Tora!. The Zeros that attacked Pearl Harbor from a mo-

deling point of view are covered by the article by Martin Cerny "Build Build Build", outlining exactly that using the Tora Tora Tora! kit. It was built over two days at a weekend event put on by Kaznejov modeller's club.

In the next Eduard Info, I will inform you on the planned releases for the latter half of 2022, something about the year after that, and of all the new innovations and plans across all our lines for the year just about to start.

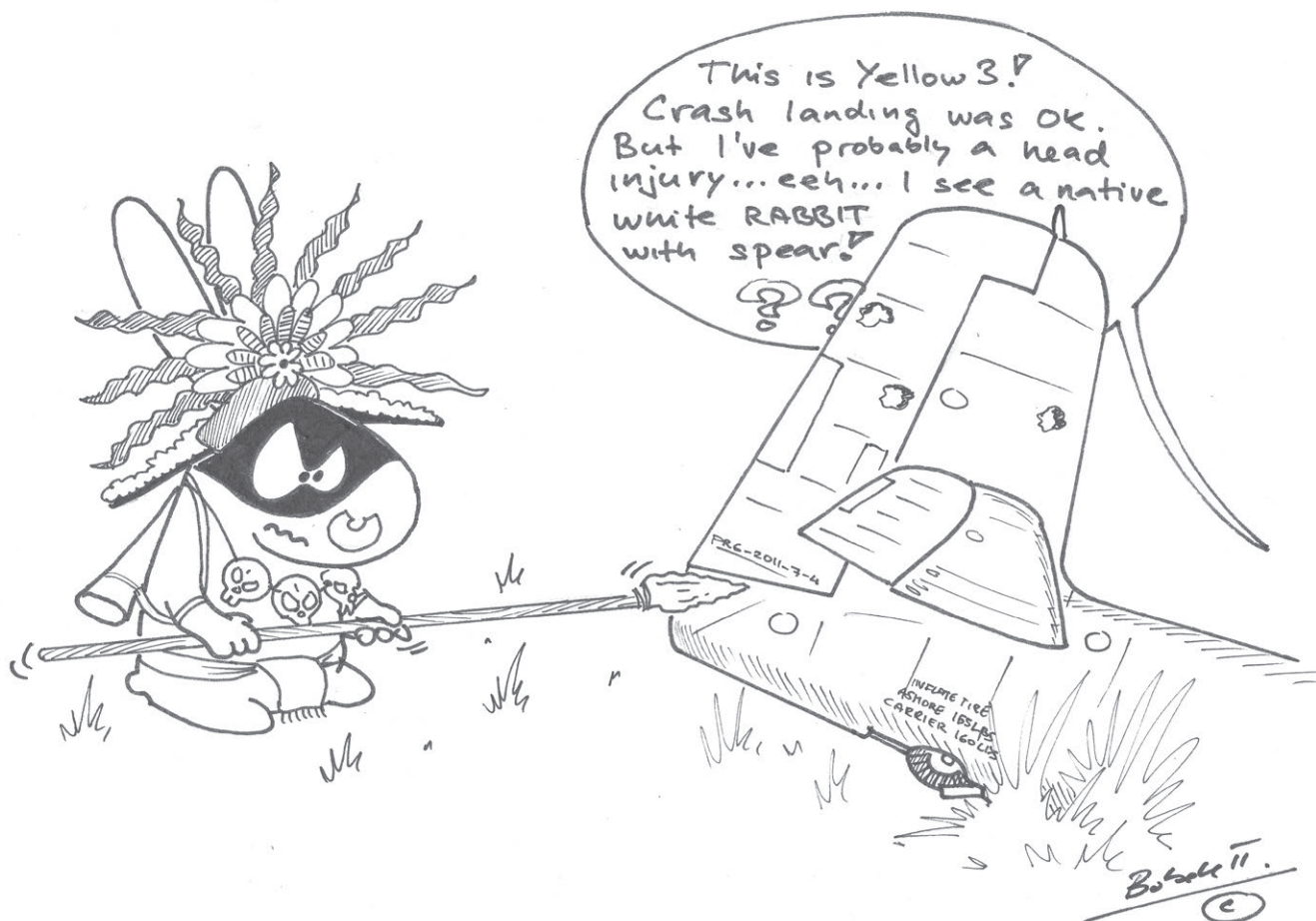
As with every year previous, our e-shop will be closed just before Christmas. Any orders that we receive up to December 20 will go out before Christmas. The retail department will be off after that. Resumption of retail operations is anticipated for January 7, 2022.

I wish you a pleasant and inspirational read of the following pages.

Happy Modeling!
Vladimir Sulc

** Modeling in Papua New Guinea is part of the popular cargo cults there. These have a connection going back to World War II, when Australian and American planes and ships brought cargo to New Guinea, a variety of useful and otherwise hard-to-reach items that could be exchanged with Americans and Australians on the black market for local products. Hence the "Cargo" connection. At the end of the war, the influx of cargo ceased, but faith in its return has lasted in the 75 years since the end of the war, passed down from generation to generation. To help attract it, the local population has used proven mystical methods, consisting of creating artifacts to summon the desired cargo. A typical procedure is the construction of a quasi-airfield at the edge of the jungle, created by pruning trees and optically modifying the terrain into an airport - however, the general characteristic of the local area is*

not affected much by landscaping. This makes these cargo airports deadly traps for small aircraft, which can try to land on such an area in the event of a navigational error, usually with fatal consequences. The cargo airport also includes a tower, where the services of quasi-guides alternate. These cargo attendants are equipped with coconut shell headphones, holding an imitation microphone in their hands, and patiently waiting for the arrival of aircraft full of coveted cargo. Cargo modeling thus has a mystical form that does not bring practical results in the form of built models, because even unbuilt kits will never reach New Guinea. The truth is that this is probably the most successful of New Guinea cultural export phenomena, as various cargo projects are being created in our civilization across all fields, including modeling. The famous American physicist and Nobel laureate Richard P. Feynman once defined the concept of cargo science, operated not for the purpose of achieving scientific progress, but for the purpose of efficiently drawing various grants and state subsidies. We can observe similar phenomena outside of science, and we have several cases of successful operations of cargo projects in our field. These are extremely colorful projects that would almost be worth writing a book about. Well, modelers themselves in all countries of the world often show, in terms of built models, results that clearly show the parameters of the cargo cult. That is "nil" or zero, as in zero models built, from which it could be concluded that the Zero is the most popular model of all time. Sources: Vojtěch Novotný: Papuan (semi)truths, Dokořán s.r.o. Publishing House, 2010, ISBN: 978-80-7363-279-3; Richard P. Feynman: Surely You're Joking, Mr. Feynman!, Mladá Fronta, 1989, ISBN: 80-204-0023-0. But I made up the passage about cargo modeling in New Guinea, I don't have any proof of the existence of this hobby in that part of the World..



Caught With Their Pants Down

US Army Air Corps at Pearl Harbor

TEXT CARL MOLESWORTH

Burning aircraft and hangars on the flight line at Wheeler Field, Hawaii, produce a huge cloud of smoke following bombing and strafing attacks by Japanese naval aircraft on December 7, 1941.

As the United States considered its place in the world during the opening decade of the 20th Century, the strategic importance of the Hawaiian Islands became obvious. Located in the middle of the Pacific Ocean, a base in Hawaii would place the American Navy's ships five sailing days closer to the Asian continent than its bases on the west coast of the U.S. Plus, Pearl Harbor on the island of Oahu was one of the largest and best natural harbors in the Pacific.

The Navy began construction of its base at Pearl Harbor in 1908 and expanded it steadily over the next decade, deepening the harbor sufficiently to accommodate the largest vessels in the U.S. fleet. In acknowledgement of the emergence of air power during World War I, U.S. Army Air Corps bases were built on Oahu to provide air defense for Pearl Harbor. The USAAC activated the 18th Pursuit Group and its three squadrons of biplane fighters at Wheeler Field, about 10 miles west of Pearl Harbor, in 1927.

In 1940, with Japan growing increasingly expansionist in Asia, U.S. President Franklin D. Roosevelt ordered the entire Pacific Fleet of nearly 100 ships to Pearl Harbor to deter growing Japanese aggression. The USAAC activated the 15th PG in

December 1940 to bolster the air defenses for Hawaii. Wheeler Field was the Army's main fighter airbase.

Diplomatic talks increased between the United States and Japan during the fall of 1941, but to no avail. Meanwhile, Japanese military planners were planning for war. Admiral Isoroku Yamamoto engineered an air attack on Pearl Harbor in hopes of taking the U.S. Navy out of the war at the beginning. Meanwhile, invasions were planned against the Philippine Islands (then an American possession), the British colony at Hong Kong, French Indo-China, and the Dutch East Indies. American military leaders and President Roosevelt were not unaware of Japan's hostile intentions, because U.S. Naval intelligence had broken

Japan's diplomatic radio code some months earlier. Nor were the Americans lacking sufficient military assets to defend Pearl Harbor from aerial attack. Of 231 military aircraft stationed on the island of Oahu, 115 were Army P-40 and P-36 fighters of the 14th Pursuit Wing. Army B-17 and B-18 bombers were available for patrol duties, as were Navy PBY flying boats, and a new net of radar stations provided further aerial surveillance.

At this time, the Curtiss P-40 was the first-line operational fighter in the U.S. Army Air Corps' inventory, and nine pursuit squadrons in Hawaii were fully or partially equipped with the type. The P-40 design had its roots in the radial-engine Curtiss P-36 Hawk fighter, which also was on strength in Hawaii. P-40B and C models equipped most squadrons of the 15th and 18th pursuit groups by December 1941.

A Plum Assignment

Army pilots considered Hawaii a plum assignment prior to the outbreak of the war. Their workdays were short, their accommodations at Wheeler Field were comfortable, and there was plenty of fun to be had during off-duty hours. Even better, they were flying the best fighter Uncle Sam had at the time. Among those pilots was 2/Lt. Francis S. Gabreski of the 45th PS/15th PG, who joined the unit fresh out of flight school in April 1941. Gabreski soon tamed the P-40 and went on in 1944 to become the leading USAAF

ace in the European Theater, but he considered another pilot in his 45th PS flight, 2/Lt. Emmett S. "Cyclone" Davis, the P-40's master. On 26 February 1940, Davis had been one of 30 pilots who made Army history when they flew their P-36s off the deck of the aircraft carrier USS Enterprise for delivery to Wheeler Field, the first such launch of Army fighters from a carrier. In 2001, he recalled his pre-war service in Hawaii: *"I was first assigned to the 6th PS/18th PG, then a few weeks later I was transferred to the 45th PS/15th PG. When I was assigned to the 45th, the squadron operations officer was 1/Lt. Woodrow 'Woody' Wilmot. He was one of the more experienced pilots who had been part of the P-36 pilots sent from Selfridge Field, Michigan. He was a superb pilot, and he took me under his wing and taught me all of his clever and skillful maneuvers."*

"New pilots arrived shortly after I did, Gabreski being one of them. He and I practiced dogfighting many times in 1941. He became very good and could beat most of the other pilots, but he never became fine-tuned enough to defeat me. At night when the pilots met in the officer's club, dogfight challenges were issued, and I tried to accommodate most of them. That was at the time when someone made an offhand remark about going to fight the 'Cyclone,' and that nickname has remained with me throughout the rest of my life."

Davis and Gabreski were typical of the several hundred Army fighter pilots who were honing their skills in the skies over Hawaii as war clouds grew darker in the fall of 1941. But when the Japanese attack finally came, only a handful of them would get a chance to fight back.

For all the military hardware defending Pearl

Harbor, the American forces were, as one newspaper later termed it, "caught with their pants down" by the Japanese on December 7, 1941. The American Army and Navy commanders in Hawaii had received a "war warning" from Washington, D.C., on November 27. But lacking respect for Japan's military capabilities and an appreciation of the destructive power of a modern attack from the air, they decided that the greatest threat to Pearl Harbor was from local sabotage. Accordingly, they had ordered fighters and bombers moved out of the protective dispersal areas around their airfields to be bunched up on the hangar lines, where they would be easier to guard. They ordered no increase in aerial reconnaissance missions, and they placed the battleships moored at the Ford Island piers on Condition 3, which called for partial manning of anti-aircraft batteries while roughly a third of the ships' crews were allowed shore leave. The radar stations were on minimum manning by inexperienced or completely untrained personnel. And on Saturday, December 6, all non-essential Army personnel at Wheeler Field had been given the weekend off. There was a big dance at the officer's club that night.

The devastation begins

At 5:55 a.m. on December 7, Lt. Cmdr. Mitsuo Fuchida's strike force – D3A Val dive-bombers and B5N Kate torpedo bombers escorted by A6M Zero fighters – began launching from six Japanese carriers about 200 miles due north of Honolulu. An Army radar station on the north coast of Oahu spotted the incoming formation just over an hour later, but the pursuit officer on duty mis-

took the plot for a flight of B-17s due to arrive from California that morning and told the station to ignore it. Much has been made over the years of the failure to sound the alarm, but in fact 40 minutes' warning would have made little difference in the 14th Pursuit Wing's ability to defend Pearl Harbor. For on that morning, the bulk of the fighter force was a toothless dragon, the guns of many P-40s and P-36s at Wheeler Field having been removed for safe keeping in a locked area of the main hangar. The time required to reinstall and load the guns, combined with the slow climb rate of the planes, would have rendered the warning moot.

At 7:55 a.m. Fuchida gave the order to attack. Lt. Akira Sakamoto's Val dive-bombers immediately rained down their bombs on the installations and flight line of Wheeler, then began strafing the field. For 20 minutes they circled in a counter-clockwise direction, shooting up anything that looked like a worthwhile target. Later, a flight of Zeros from the second wave of the attack strafed Wheeler again. Fortunately, thick, black smoke rising from the burning American planes shielded the aircraft of two squadrons at the west end of the flight line from view, and most of them survived the attack.

Vain resistance

Lts. "Cyclone" Davis and "Gabby" Gabreski were among several pilots of the 45th PS at Wheeler who got airborne too late to catch the withdrawing Japanese attackers. But 14 Army fighter pilots did manage to engage the enemy on December 7, flying a total of 18 sorties. In nine sorties, P-36 pilots were credited with confirmed victo-



P-36 assigned to Major Ken Walker, 18th PG commander, heads a line of P-26s at Wheeler Field, Hawaii, in 1940.

Photo: Bruce K. Holloway



Photo: Molesworth collection

2/Lts. Ken Taylor (left) and George Welch of the 47th PS pose for the press following the December 7, 1941 attack on Pearl Harbor.

ries by 1/Lt. Lewis M. Sanders and 2/Lts. Philip M. Rasmussen and Gordon H. Sterling of the 46th PS for the cost of one P-36 shot down and its pilot killed. In addition, most of the other P-36s suffered varying degrees of battle damage.

Two pilots of the 44th PS and three of the 47th PS flew a total of nine P-40 sorties during the Japanese raids. It is significant that the 44th and 47th squadrons performed all the P-40 encounters because neither unit was based at Wheeler at that time. Thus, both were spared the first wave of Japanese attacks. The 44th had 12 P-40s at Bellows Field, but only three of its pilots were on the base that morning. A single strafing pass by Zeros about 9 a.m. killed one pilot in the cockpit of his plane on the ground and caught two P-40s just taking off. Both were quickly shot down, with one pilot killed and the other wounded.

The 47th PS was more fortunate. Its mixed complement of 18 P-40s and P-36s were at Haliewa, an auxiliary field on the coast about 10 miles west of Wheeler, where the squadron had been undergoing gunnery training. Japanese intelligence was unaware of the airfield, and therefore it was not targeted. Most officers of the 47th PS had deserted their tents at Haliewa on Saturday in favor of more comfortable accommodations at Wheeler. When the bombs began to fall on Wheeler Sunday morning, 2/Lts. George S. Welch and Kenneth M. Taylor of the 47th PS called Haliewa to alert the men there to the attack and to or-

der their P-40Bs prepared for flight. Then they leaped into Taylor's car as it sped across the island toward the base, dodging a couple of strafing attacks on the way. Several other 47th pilots followed a few minutes later.

When Welch and Taylor reached Haliewa their planes were ready, and they took off shortly after 8:30 a.m. Unfortunately, their twin .50-caliber cowl guns were not loaded because no ammunition for them was stored at Haliewa. As they headed east toward Pearl the two pilots knew they would have to make do with just the four .30-caliber wing guns in their planes. Reaching the Marine base at Ewa, the pair spotted about 20 D3A1 Vals strafing the facility. Welch, the high-spirited son of an influential DuPont research scientist, gave this account of his first encounter with enemy aircraft:

"I was leading and peeled off first. Lieutenant Taylor was about 200 yards to the rear and side, following me. Their rear gunners were apparently shooting at the ground because they didn't see us coming. The first one I shot down the rear gunner didn't even turn around to face me. I got up close enough to see what he was doing. I got him in a five-second burst – he burned right away.

"I left and got the next plane in the circle, which was about 100 yards ahead of me. His rear gunner was shooting at me. One bullet put a hole through my cooling radiator, and I got one in the nose. It took three bursts of five seconds each to get him. He crashed on the beach."

Ken Taylor's account of the flight reveals his inexperience at air combat:

"The first aircraft I shot at burst into flames immediately, rolled over in a ball of fire and dove into the ground near Ewa Field. I then proceeded up the string, catching the next Val, which also went down quite easily. By that time the formati-



Pilots live it up at the Wheeler Field officers club, May 4, 1942. 2/Lt. Francis S. "Gabby" Gabreski (left) and 1/Lt. Emmett S. "Cyclone" Davis. Others unidentified.

Photo: via Francis S. Gabreski

on was in general disarray, and I had completely lost track of George.

"I then tagged onto a third Val that was offshore near Barbers Point. I pulled up very close to this aircraft with the rear gunner plainly visible firing at me... Because of the close proximity, I saw that he was killed with my first burst. However, despite all the hits that I was getting, this aircraft did not burst into flames, as the others had, but started a gradual descent smoking badly. Although I turned for home, this plane also undoubtedly went down at sea. It was most frustrating at this point to find I was out of ammunition at a time when these much slower aircraft were making a hasty retreat to their carrier. With more ammunition, or more judicious use earlier, I could have caught and destroyed several more of them."

Repeated bravery

Welch and Taylor landed at Wheeler to rearm and refuel. At about 9:30 a.m., a flight of Vals approached the base, intent on strafing, and Welch took off immediately with another partial load of ammunition. Taylor was a few moments behind him, just long enough for the Vals to begin their strafing runs. Taylor made his takeoff run directly at the oncoming Japanese bombers and began firing as soon as his wheels left the ground. Picking up speed, he made a tight chandelle and happened to roll out behind the next-to-last Val in the line. Taylor started firing just as the last Val started shooting at him. Taylor took some hits, including a bullet through his left arm, but fortunately Welch dropped in line behind the Val and shot it off Taylor's tail. Though wounded, Taylor chased the retreating Vals out to sea until he expended the last of his ammunition. Welch flew to Ewa, where he spotted a lone Val and shot it down just off the beach at Barber's Point.

Welch went up a third time that morning, accompanied by 2/Lt. John Dains of the 47th PS in a P-36. Earlier, Dains had made two sorties in a P-40 from Haliewa and apparently shot down a Japanese bomber in a combat witnessed by personnel at the Kaawa radar station. The Japanese



About the Author

Carl Molesworth worked as journalist in newspapers and magazines for nearly 40 years before retiring in 2015. He also has been researching and writing about World War II flight operations for more than three decades. His 15 non-fiction books on the topic include the latest, *Flying Tiger Ace*, which was published in 2020 by Osprey Publishing. Carl has a Bachelor of Arts degree in English from the University of Maryland. He lives in Bay View, WA, USA.

raiders had cleared the area by this time, but the airspace over Oahu was still a dangerous place to be. As Dains approached Wheeler Field to land, he was fired on by jumpy anti-aircraft batteries at Schofield Barracks and crashed to his death on the golf course.

Welch was credited with four confirmed victories on December 7, Taylor got two and Dains one. Taylor and Welch still had plenty of air combat in front of them. Taylor would serve as a flight commander in the 44th FS on Guadalcanal in 1943. Welch went to New Guinea to fly P-39s in the 8th Fighter Group, scoring three victories on December 7, 1942, exactly one year after his Pearl Harbor heroics, to reach ace status. He finished the war with 16 victories and then became a test pilot for North American Aviation after the war. He was killed while testing an F-100 in October 1954.

In all, the five P-40s that got airborne during the Pearl Harbor attack shot down seven Japanese planes while losing two of their own with one pilot killed. Viewed statistically, the P-40's combat debut in U.S. Army service might be viewed as a success. But as a practical matter, the P-40 interceptor force had failed in its assigned task to defend Pearl Harbor from air attack. Perhaps undeservedly, the P-40's reputation received an indelible black mark, one that would darken in the days ahead.

The Japanese attack had shattered the battleship forces of the U.S. Navy's Pacific Fleet. Similarly, the 14th Pursuit Wing suffered 61 P-40s and P-36s destroyed plus 41 disabled. Had the Japanese sent a third wave of attackers in the afternoon, only 38 Army fighters would have been available to intercept them. But the Japanese didn't return – not on December 7, and never thereafter. The Army fighter squadrons at Hawaii quickly shifted to wartime status, and their lost aircraft were soon replaced by later models of the P-40 and by Bell P-39s. Hawaii became a large training center, preparing fresh Army pilots for combat assignments throughout the Pacific Theater in the nearly four years of war that lay ahead.



1/Lt. John Thacker flew this P-40B, named for his girlfriend on Hawaii in 1942. The aircraft had alternating red and white rudder stripes.

Photo: Francis S. Gabreski

TORA TORA TORA!

Photo: U.S. Navy

TEXT: JAN BOBEK

Photograph taken from a Japanese plane during the torpedo attack on ships moored on both sides of Ford Island shortly after the beginning of the Pearl Harbor attack. Photo taken in eastern direction approximately, with the supply depot, submarine base and fuel tank farm in the right center. A torpedo has just hit USS West Virginia on the far side of Ford Island (center). Other battleships moored nearby are (from left): Nevada, Arizona, Tennessee (inboard of West Virginia), Oklahoma (torpedoed and tilting) alongside Maryland, and California. On the left are light cruisers Detroit and Raleigh, target and training ship Utah and seaplane tender Tangier. Raleigh and Utah have been torpedoed and Utah is tilting sharply to port. Japanese planes are visible in the right center (over Ford Island) and over the Navy Yard at right. U.S. Navy planes on the seaplane ramp are on fire.

The Japanese attack on the American base at Pearl Harbor in Hawaii on December 7, 1941, is one of the decisive milestones of the Second World War and of the entire twentieth century. It was the catharsis of a long-standing crisis in Japanese-American relations and brought the United States into the World War 2. United States as a global economic and military power had until then kept aloof from the war in Europe, even they were preparing for it and supporting their future allies.

War between Japan and the United States was a threat that both countries had been preparing for since the 1920s. Japan had viewed the expansion of American spheres of influence in the Pacific since the 1890s with concern. In the First World War, Japan sided with the Allied Powers, and it was also one of the reasons why Germany lost its colonies in Asia. However, the Japanese government itself saw the path to international power in colonial expansion, which it saw as unacceptable in other states. Tensions between Japan and the U.S. escalated in 1931 after the Japanese invasion of Manchuria and increased during the war in China in the following decade. In 1940, Japan seized French Indochina in an attempt to impose an embargo on all imports into China, including war supplies heading from the U.S. This move prompted the United States to impose a retaliatory embargo on Japan's oil exports, leading the Japanese to estimate that its supplies would last less than two years. For some time, Japan had been planning the conquest of the "Southern Resource Area" in order to join the "Greater East Asia Co-Prosperity Sphere" that Japan wanted to create.

The strategic target of the attack was the Philippines, which was an U.S. protectorate at the time. Part of the plan was a preemptive attack on Pearl Harbor that would neutralize the US naval forces in the Pacific.

Planning an attack

Preparations for the attack on Pearl Harbor began by Admiral Isoroku Yamamoto in early 1941. As a former military attaché in Washington, he had reservations about war with the US, but when preparations for the attack were about to begin, he took them personally. He eventually won the approval of the Navy High Command by, among other things, threatening to resign. From the summer of 1941, the attack was codenamed

Operation Z, but had other names too.

During 1941, the Japanese gathered intelligence in Hawaii using their own network and Abwehr agents. Although the U.S. closed the Hawaiian consulates belonging to Italy and Germany during the summer, the Japanese consulate was not closed for fear of increasing tensions with Tokyo. The latter was a key source for tracking the movements of vessels and US troops in planning the attack.

Yamamoto had studied the British raid on the Taranto base and even sent a research team to Italy for this purpose. Yamamoto, together with Rear Admiral Kusaka and Commander Minoru Genda, planned the attack using aircraft carriers whose planes were to strike with a surprise attack in the early morning hours. Because of the shallow waters in the harbor, the Japanese were forced to adjust the torpedoes and practice dropping them under these specific conditions. The Navy used Kagoshima Harbor with its mountain range surroundings as a training area similar to Hawaii.

The landing and occupation of the Hawaiian Islands was also considered, but this idea was abandoned by the Japanese because of the current involvement of Army units in China, the planned deployment in the Philippines and other areas in the southwest direction.

The attack on Pearl Harbor was approved in the summer of 1941 at the Imperial Conference. The authorization for the attack was given at a second Imperial Conference provided a satisfactory outcome for Japan was not achieved in diplomatic negotiations with the United States. Following the so-called Hull Note, the order to attack was given on December 1, 1941. However, Emperor Hirohito hesitated until the last moment to issue it.

Japanese naval aviators

The crews of Aichi D3A bombers, Nakajima B5N bombers and A6M2 fighter pilots understood that they were preparing for a major military encounter during the training of attacks on the port target. However, they estimated the target differently. Many of them assumed it would be an attack on a Russian base, as tensions between Japan and Russia over fishing issues were rising at the time. Others expected an attack on American bases in the Aleutians. Some, however, correctly guessed Pearl Harbor. The crews of the B5N bombers were a little uncomfortable with the dark paint on the upper surfaces of their machines before the attack. Others found it ominous when they saw training torpedoes with red paint on their warheads being swapped for combat torpedoes with black paint before the formation sailed.

After the crews had been told the target of the attack, the officers on some ships had to assure their subordinates that the plan was in accord with the position of the naval command. This was to prevent rumors that might have spread in connection with several coup attempts that Japan had suffered in the past decade. And it was also necessary to emphasize that the plan was prepared in concert between the Army and Navy leadership,



Photo: Library of Congress, Washington, D.C.

On photograph taken in Washington, D.C. in February 1927 are seated from the left: new Naval Attaché, Capt. Isoroku Yamamoto, U.S. Secretary of the Navy Curtis D. Wilbur, former Naval Attaché Capt. Kiyoshi Hasegawa, and Chief of Naval Operations Admiral Edward Walter Eberle. Thanks to Eberle, completion of the aircraft carriers USS Lexington and Saratoga was hurried. He also contributed to the retention of aviation units within the U.S. Navy after World War I.

whose rivalry was well known.

Individual naval aviators took different approaches to the attack on the US. Some welcomed the attack with enthusiasm, others saw it as an obligation. There were also airmen who were seriously concerned about a war against the US or expressed resentment that the enemy would be attacked unexpectedly and that a conventional naval battle would not occur. Most airmen considered Pearl Harbor a heavily defended target and assumed they would not return from the raid.

The Striking Force is setting sail

The core of the Striking Force, which was to attack Pearl Harbor, were six aircraft carriers divided into three divisions: 1. Kōkū Sentai with Akagi and Kaga, 2. Kōkū Sentai with Soryū and Hiryū and 5. Kōkū Sentai with Shōkaku and Zuikaku. They belonged to the so-called Kidō Butai (Mobile Force) commanded by Vice-Admiral Chūichi Nagumo. At the same time, he was the commander of the 1st Kōkū Kantai (Air Fleet), under which the air units aboard a total of six aircraft carriers fell organizationally.

Such a large carrier group has never been deployed in combat in the history of naval operations. Two of the ships, Shōkaku and Zuikaku, were completed just a few months ago. The battleships Hiei and Kirishima and the heavy cruisers Tone and Chikuma were part of the group. The cruiser Abukuma cruiser, with nine modern destroyers, provided escort for the Striking Force. Seven tankers provided fuel and the submarines I-19, I-21, and I-23 sailed in the vanguard to Hawaii.

The aircraft of the 1st and 2nd Kōkū Sentai were divided into four specializations: fighter escort, torpedo attack, dive bombing, and horizontal flight bombing. The crews of the 5th Kōkū Sentai were ordered to prepare for only the first three tasks. If no enemy aircraft were in the air, the escort fighters were to engage in strafing ground targets, preferably attacking as low as possible over the terrain.

The leader of the air attack was Commander Mitsuo Fuchida, who simultaneously commanded the first attack wave. The fighter escort during the first wave was led by Lt. Shigeru Itaya, who had participated in the development of the Zero for the Navy in the late 1930s. In the second wave, Lt. Saburō Shindō, who led Zer pilots into the first successful combat in China in 1940. All three officers served aboard the Akagi. The commander of the second attack wave was another veteran of fighting in China, Lieutenant Commander Shigekazu Shimazaki.

Vessels began to depart their ports gradually starting on November 16 and gathered in Hitokappu Bay on the remote island of Etorofu in the South Kurils. Toward its destination in Hawaii, the Striking Force sailed in the evening of November 26. The Japanese decided to attack the target in two waves and were prepared to send a third. The reason for dividing the air units into several waves was primarily the long time required for logistics and launching all the machines from the decks. Nagumo received a coded message on December 2, "Niitaka-yama nobore 1208" (Climb Mount Niitaka 1208), meaning that the date of the attack was confirmed for December 8 of Japanese time.

After refueling northerly of Midway Atoll on December 4, the convoy headed southeast. The voyage was conducted at constant risk of discovery of the Striking Force. If detection occurred within two days before the

attack, Nagumo would return to Japan. On the eve of the attack, Japanese naval command received word from agents in Hawaii of vessels in port, but no American aircraft carriers were present. Nevertheless, excitement about the coming action prevailed among the crews of the Kidō Butai. After another refueling about six hundred miles north of Oahu, only the combat vessels made their way to the target. On the mast of the Akagi flew the historic flag used by Admiral Tōgō at the Battle of Tsushima.

The heavy cruisers Tone and Chikuma sent reconnaissance float planes to the area of Hawaii, and crews upon their return, confirmed previous information about enemy ships in the harbor.

Attack

At 1 hour 30 minutes (Japanese Standard Time) the order was given to start the engines. The first to take to the air from each ship were 43 Zero fighters, needing the shortest run-up to take off. They were followed by 140 Nakajima B5N bombers and Aichi D3A dive bombers. Mitsuo Fuchida assisted his navigation to the target by tuning in an American radio from Hawaii, which, in addition to jazz music for a relaxing Sunday morning, provided an accurate report of the weather over the target, including cloud height and wind strength and direction. As a result, Fuchida changed his direction of attack. At 3 o'clock, the Japanese crews spotted Kahuku Point on northern part of Oahu. After ten minutes, Fuchida gave the order to attack with one flare, but the fighter escort did not notice the signal. Fuchida then fired a second flare, but this caused a misunderstanding among the bomber crews. The two flares were a signal that the formation was under attack. As a result, the leader of the dive bombers, Lt. Cdr. Kakuichi Takahashi understood that he should attack first, but the leader of the torpedo bomber formation Lt. Cdr. Shigeharu Murata believed that he was the one to launch the raid according to the original plan.

At 3 hours 17 minutes Fuchida, after visual contact with the target, sent the signal "to, to, to, to", which meant that the aircraft were launching the attack in full force. After another three minutes, he sent the signal "tora, tora, tora" (tora = tiger), confirming that the enemy had been surprised. The message was immediately relayed by Nagumo to Tokyo.

Dive bombers due to a misunderstanding launched a raid on the ships in the harbor first, which forced the commander of the torpedo bombers to attack under a different course and faster than planned. Some of the bombers attacked Ford Island, Hickam Field, and Wheeler, Ewa, and Kaneohe airfields. Mitsuo Fuchida's B5N bomber formation dropped bombs



Imperial Japanese Navy Portrait photograph of Vice Admiral Chūichi Nagumo taken circa 1941-42, when he was commander of the 1st Air Fleet.

Photo: Naval History and Heritage Command

on targets in Oahu from an altitude of 3,000 meters. Only a few American fighters tried to intervene against the attackers and were quickly shot down. The American personnel recovered from the sheer shock and fought back with all available means. Japanese veterans of the first attack wave recalled after the war being surprised at how quickly the Americans were able to open fire. The Japanese airmen quickly became desperate, in some cases having to change course at the last minute to reduce the risk of being hit before the torpedoes were dropped. Fuchida gave the order to return at four o'clock, but he stayed over the target, as he was the main commander of the raid. By this time a second attack wave was already approaching, led by Lt. Cdr. Shimazaki, who at the same time commanded 54 B5N bombers, a formation of 78 D3A dive bombers was led by Lt. Cdr. Takashige Egusa, and escorting them were 36 Zeros under the command of Lt. Shindō.

Shimazaki gave the order to attack at 4 hours 25 minutes, but by that time his aircraft were already the target of heavy anti-aircraft fire. The targets were shrouded in a smoke screen, or they were heavily burning. The bombers had to significantly lower their attack altitude, but this put them at greater risk of hits from anti-aircraft artillery. Japanese airmen had difficulty identifying targets, so they began attacking the hot spots of defense fire.

Nagumo and his staff considered sending a third wave, but eventually abandoned it, mainly because of the heavy anti-aircraft fire and the fact that the sinking of the American ships had succeeded in achieving the objectives of the operation. They sent 350 machines into action out of the 414 available. In the first wave were lost three Zeros, one D3A and five B5N bombers. In the second wave, six Zeros and fourteen D3As were lost. Fifty-five pilots were killed, none were captured, except for the ironic situation of fighter pilot PO1c Nishikaichi. A total of 74 aircraft returned with damage. Nine midget submarine crews also lost their lives and one was captured. Of the 79 fighter pilots who took part in both attack waves, only 17 lived to see the end of the war.

The airstrike killed 2,335 members of the US armed forces and injured 1,143. 68 civilians also lost their lives and 35 others sustained injuries. In addition to the sunken and damaged ships, nearly 350 aircraft were destroyed or damaged. Three civilian machines were also shot down.

American aircraft carriers

The main target of the Japanese attack, the American carriers, were not attacked and their location was unknown to the Japanese. The USS Saratoga was just in San Diego, embarking her air group and USMC fighters. She was immediately ordered to Pearl Harbor, where she arrived on December 15, and proceeded to Wake Island.

USS Lexington sailed in Task Force 12 to Midway Atoll to transport Marine Corps bombers. After the announcement of the attack on Pearl Harbor, TF 12 was ordered to begin a search for the Japanese carriers. Her aircraft conducted intensive patrol activity until December 13, when the USS Lexington returned to Pearl Harbor.

The USS Enterprise sent eighteen SBD bombers under the command of commander of Carrier Air Group Lt. Cdr. Howard L. "Brigham" Young. At the end of the patrol, they arrived at Pearl Harbor but came under fire from both Japanese airmen and their own gunners. Seven Dauntlesses were shot down, eight airmen were killed and two suffered injuries.

At 17.00, the USS Enterprise, based on wrong information, sent a formation of 18 Devastator bombers, 6 Dauntlesses and 6 Wildcats against the Japanese alliance in the wrong direction. After an unsuccessful search, the bombers returned aboard the mothership, but the Wildcats were sent to Pearl Harbor and approached for a landing in the dark. Through a tragic



Underway with President Herbert Hoover on board, March 1931. The Presidential Flag is flying from her mainmast peak of battleship USS Arizona.

Photo: U.S. Naval History and Heritage Command

misunderstanding in radio communications, four of them were shot down and three pilots were killed.

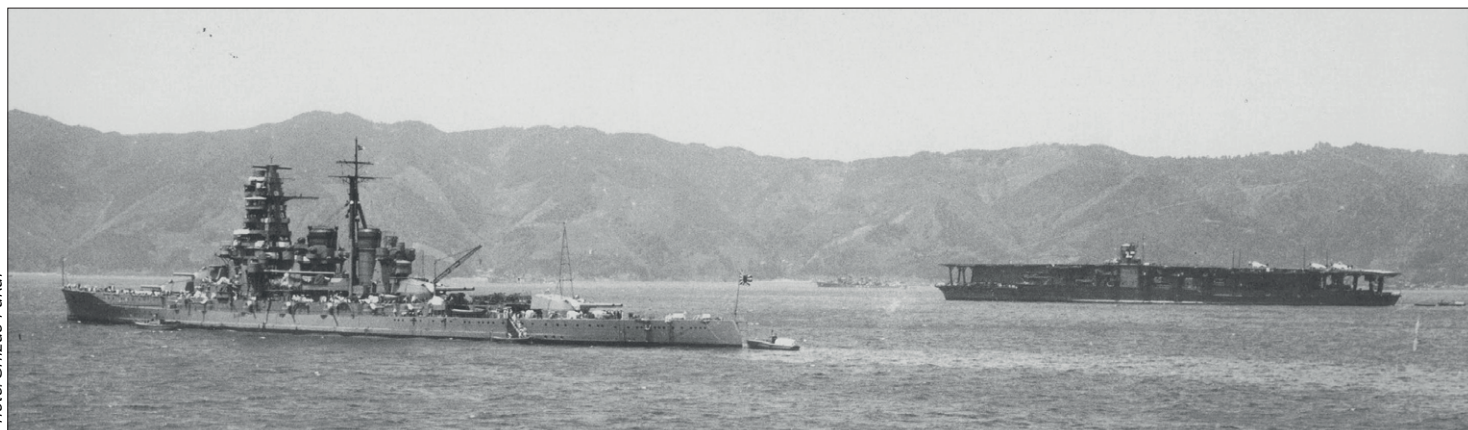
Zero-Sen

The Japanese aircraft industry in the 1920s and early 1930s was oriented towards the production of aircraft built under foreign licenses. However, the armed forces, especially the Navy, with regard to the specifics of the Chinese and Pacific battlefields, came up with requirements that foreign aircraft designs did not offer.

Due to these circumstances, Mitsubishi Heavy Industries created the Type 96 naval fighter aircraft, better known as the A5M "Claude". It was a purely Japanese design. The head of the design team was a young Japanese engineer, Jirō Horikoshi. With an engine that did not have much power, he managed to design a light and fast fighter with a fixed landing gear, which at the time of its creation had no comparison in the speed achieved.

In October 1937, Mitsubishi and Nakajima were approached to begin development of Prototype 12-shi Carrier-based Fighter. The requirements for the parameters of this machine were at first sight so extreme and sometimes contradictory that the two design teams investigated whether they could be relaxed. Nakajima eventually withdrew from the project, and the parameters of the prototype were even tightened based on experience on the Chinese battlefield. The only significant part of the aircraft whose design relied on foreign license was the retractable landing gear.

In the end, Horikoshi's team managed to meet the technical specifications, not only thanks to the aerodynamic design and a new type of light alloy for the aircraft's skin, but also thanks to the Sakae 11 engine from Nakajima. During the flight tests, the wing surface suffered cracking during overload and aileron control during high-speed maneuvers had to be addressed. The new fighter plane had a powerful armament of two guns and two machine guns, extremely long range (over 1800 kilometers) and excellent maneuverability. Its top speed was 533 km/h at an altitude of 4,550 m.



Battleship Kirishima and aircraft carrier Akagi near Sukumo Bay, Japan in April 1939, both ships participated in Pearl Harbor attack two years later.

Photo: Shizuo Fukui

However, it lacked armour and other protective features and was not allowed to fly at speeds greater than 600 km/h due to structural stability. The machine was inducted into the armament in 1940 and received the official designation Rei shiki Kanjō sentōki (Type 0 carrier fighter), with the "zero" being derived from the imperial year 2600 (1940). Japanese pilots usually abbreviated it as "Rei-Sen". This is also the origin of the name "Zero" often used by Allied pilots instead of the official code name, derived from the male name "Zeke". As part of the Navy's aircraft designation system, the new machine was given the type designation A6M, where A6 meant that it was the sixth type of carrier fighter to enter service, and M stood for the Mitsubishi company name.

Zeros, specifically the A6M2 Model 11, had been successfully deployed on the Chinese battlefield since the summer of 1940, but their existence eluded Western intelligence because no one wanted to believe reports from China that suggested the Japanese had a world-class fighter. Further modifications were made during 1941, the main one being folding wing tips to enable easier handling on aircraft carriers. With the A6M2 Model 21 fighter modified in this way, Japan entered the war with the US and other Western nations. Mitsubishi needed to produce other aircraft in addition to the Zero, so the Nakajima company also began licensed production in late 1941.

Zeros from the attack on Pearl Harbor

The colors of Japanese aircraft from the Second World War, and especially Zero fighters, has been the subject of long and complex research both in Japan and abroad. Our main guide to the selection of decal colors and recommended modeling paint shades is Nicholas Millman's publication "Painting the Early Zero-Sen, A Primer for Modellers & Artists". We highly recommend everyone to read it. For example, it is a great guide to explaining the use of the J3 Amei-rō paint that Zera was painted with, as well as understanding its appearance in quite different shades.

For the shade of the hinomaru we chose a lighter variant of red than is usual among kit manufacturers. The color did darken over time, but the Zeros attacking Pearl Harbor were relatively new machines. We based this on Millman's publication and also on the shade of red on parts of the B5N bomber in the Arizona Memorial collections.

It is believed that the Zeroes involved in the attack on Pearl Harbor came only from Mitsubishi production. The Nakajima company did not produce its first licensed Zeros until November 1941, and the company's machines did not reach combat units until the spring of 1942. Therefore, the colour details are based on the specifics of the Mitsubishi Zeros as explained by N. Millman. Nevertheless, we recommend that photographs of specific machines are also used, for example with regard to the design of the warning stripes on the main landing gear covers. According to the photographs of several machines involved in the Pearl Harbor raid (AI-156, AI-159 and AI-168), it cannot be ruled out that the inner surface of the main landing gear cover was painted with Aotake paint, not the grey paint typical of Mitsubishi machines.

At the time of the attack on Pearl Harbor, Zero fighters were marked with colored stripes on the fuselage and code markings on the vertical tail surfaces. The letter in the code identified the order of the respective Kōkū Sentai, while the Roman numeral indicated the order of the aircraft carrier within that Kōkū Sentai.

Aircraft of the 1st Kōkū Sentai:

- Akagi: one red stripe on the fuselage, red AI code
- Kaga: two red stripes on the fuselage, red code AI

Aircraft of the 2. Kōkū Sentai

- Soryu: one blue stripe on the fuselage, red BI code
- Hiryu: two blue stripes on the fuselage, red BII code

Aircraft of the 5. Kōkū Sentai

- Shōkaku: one white stripe on fuselage, red EI code
- Zuikaku: two white stripes on fuselage, red EII code

For all Zeroes of aircraft carrier Shōkaku, it is likely that the white stripe on the fuselage and the command stripes on the tail surfaces were outlined in red. Some photographs taken from a distance are not sharp enough to show the outlines clearly. The images are often from newsreels. The command stripes on the tail surfaces depicted this functional classification:

- Three stripes: the Hikōtaichō, the Group Leader of the Air Group on the aircraft carrier, under whom all squadrons with different types on board could fall. Organizationally, he commanded all aviation personnel. In combat action, he led the formation of the various types of aircraft of the respective Kōkū Sentai. However, at the time of the attack on Pearl



Photo: Shizuo Fukui

The Imperial Japanese Navy aircraft carriers Zuikaku (in front), Kaga (on the right) and Akagi are heading for Pearl Harbor in November 1941 before the official declaration of war with American forces.

Harbor, for example, the Akagi had its own Hikōtaichō for each of its three squadrons.

- Two stripes: the Buntaichō, the Division Officer leading formation of six to nine aircraft (Chūtai). Larger aircraft carriers usually had two officers with the Buntaichō function for one type of aircraft, senior and junior.

- One stripe: Shōtaichō, leader of the three-plane formation.

Conclusion

During the two waves of the Japanese raid on Pearl Harbor, 21 US Navy ships were sunk or damaged, but 18 were recovered or repaired and returned to service. For example, the badly damaged battleship USS Nevada was combat deployed in October 1942.

The USS Enterprise, as one of the carriers that escaped the raid on Pearl Harbor, fought in the Battle of Midway six months later and participated in the sinking of four of the six carriers that participated in the attack on Pearl Harbor.

In the early months of the war in the Pacific, the Americans and their allies realized how much they had underestimated their Japanese adversaries. One of the main symbols of this sobering realization was the Zero fighter, which had developed a reputation as a nearly invincible adversary early in the war.

Although many in the US feared that war with Japan might occur in late 1941, the attack on Pearl Harbor was a surprise. As a result, the majority of the population came to support U.S. involvement in the war, and American soldiers fighting in the Pacific heard the words "Remember Pearl Harbor" many times in the years to come.

Acknowledgement

Author would like to thank to Jan Kaše, Nick Millman and Ron Werneth for their help in preparing this article.

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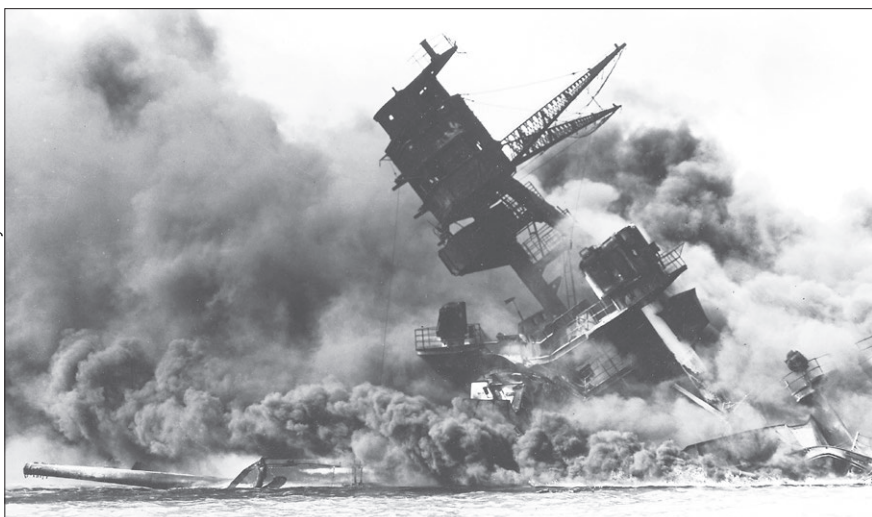
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The USS Arizona (BB-39) burning after the Japanese attack.



The forward magazines of USS Arizona (BB-39) are exploding just after she was hit by a Japanese bomb; 1,177 Naval servicemen were killed.

Photo: National Museum of the U.S. Navy

Photo: National Archives



Japanese Navy Type 99 Carrier Bomber (Val) drops a 250 kilogram bomb during the attack.



A navy photographer snapped this photograph of the Japanese attack on Pearl Harbor in Hawaii on December 7, 1941, just as the USS Shaw exploded. The stern of the USS Nevada can be seen in the foreground.

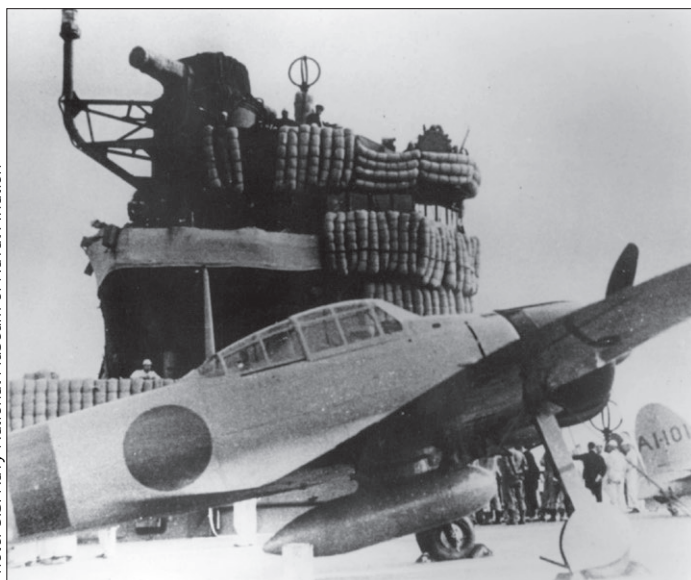
Photo: National Museum of U.S. Navy

Photo: National Archives



Panorama view of Pearl Harbor, during the Japanese raid on 7 December 1941, with anti-aircraft shell bursts overhead. The photograph looks southwesterly from the hills behind the harbor. Large column of smoke in lower right center is from the burning USS Arizona (BB-39). Smoke somewhat further to the left is from the destroyers Shaw (DD-373), Cassin (DD-372) and Downes (DD-375), in drydocks at the Pearl Harbor Navy Yard.

Photo: U.S. Navy National Museum of Naval Aviation

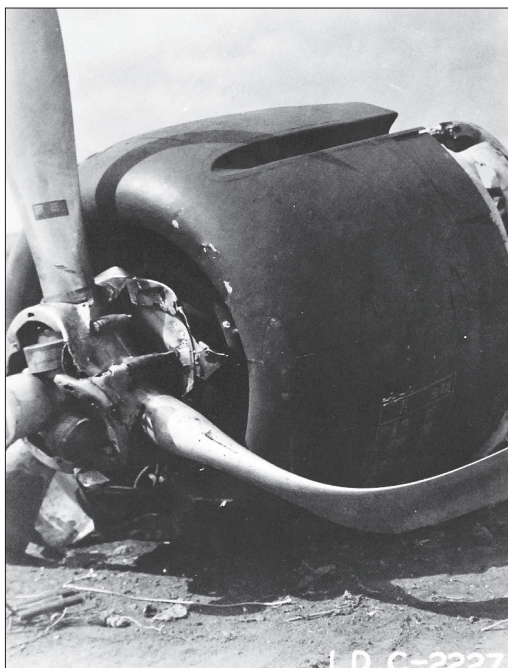


Mitsubishi A6M2 "Zero" fighters on the aircraft carrier Akagi during the Pearl Harbor attack mission. "AI-101" in the background was flown during second attack wave by PO1c Tadao Kimura. The ship in foreground is "AI-105" flown by PO1c Kikue Otokuni. Both airmen survived the war.

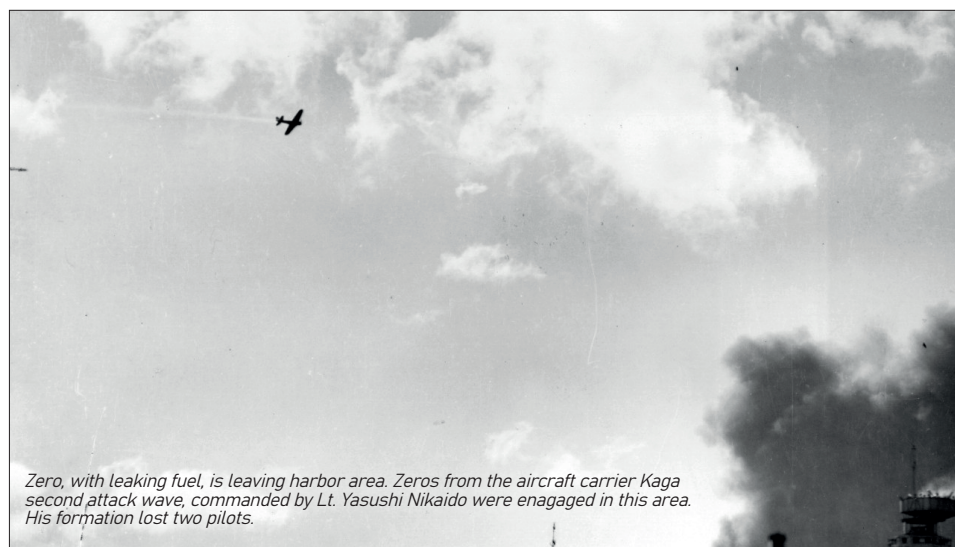


The wreckage of the aircraft "AI-154" from the Akagi Fighter Squadron piloted by PO1c Takeshi Hirano. With his unit he first strafed John Rodgers Field (Honolulu Airport), then attacked the B-17 manned by Capt. Swenson. He was finally hit by ground fire from Hickam Field and from the destroyer USS Helm (DD-388). The defenders were under impression that Hirano was attempting an emergency landing on the street, but he hit palm trees and crashed into a building at Fort Kamehameha. He perished, but killed were also American soldiers hiding behind the building: Cpl. Claude L. Bryant, Pvt. Eugene Bubbs, Pvt. Donat George Duquette, Jr. and Pfc. Oreste DeTorrre.

Photo: National Museum of the U.S. Air Force



The wreckage of the Zero "BII-120" of PO1c Shigenori Nishikaichi of Hiryū Fighter Squadron who landed on Niihau island. After a series of dramatic events, he was killed by one of the natives on December 13, 1941. Parts of this Zero are on display at the Pacific Aviation Museum Pearl Harbor. On the engine cowling is a service plate with the name of the mechanic, PO3c Akimoto. The plate contains records of the general condition of the airplane, oil for the engine, fuselage tank, wing tanks, and drop tank. The A6M2 carrier fighters were equipped with a engine Nakajima Sakae 12.



Zero, with leaking fuel, is leaving harbor area. Zeros from the aircraft carrier Kaga second attack wave, commanded by Lt. Yasushi Nishikado were engaged in this area. His formation lost two pilots.

Photo: National Museum of the U.S. Navy



The body of a Lieutenant Fusata Iida from Sōryū Fighter Squadron who crashed with his Zero in dive near a hangar at Kaneohe Field is buried with military honors by U.S. troops.



A monument marks the impact site of Zero pilot Lt. Iida.

Photo: U.S. Navy

Photo: National Museum of the U.S. Navy



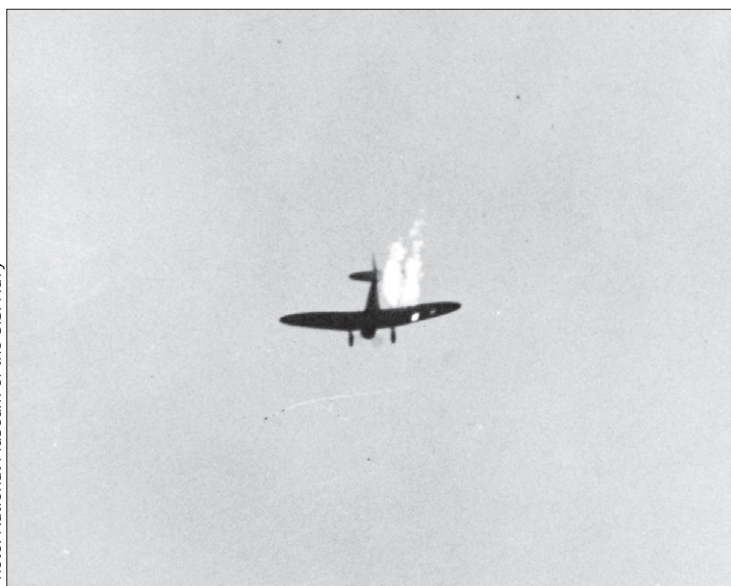
Aichi "D3A" Val bomber photographed during dive just after release of bomb.

Photo: National Museum of the U.S. Navy



"Val" bomber, probably from aircraft carrier Kaga photographed low over the ground, pulls up after its dive over harbor.

Photo: National Museum of the U.S. Navy



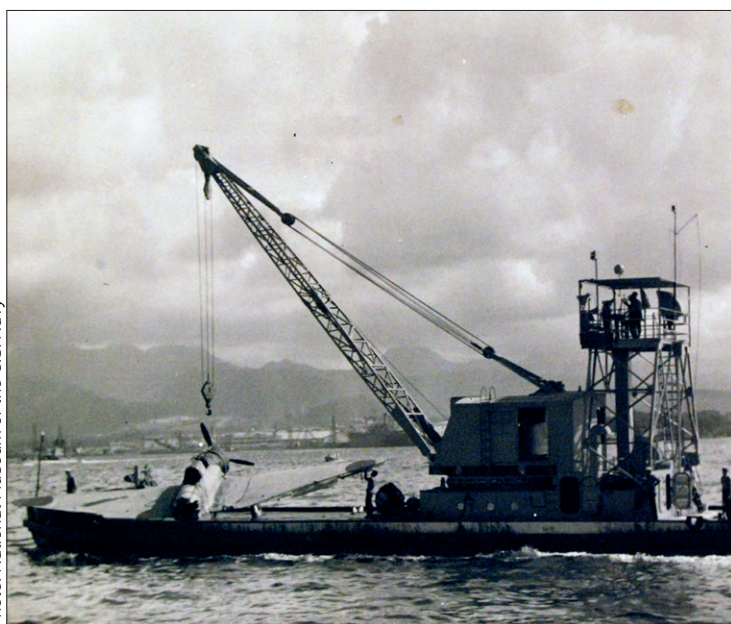
One of the dive bombers shot down during second attack wave.

Photo: US National Archives via Wenger, prostřednictvím Rona Wernetha



Nakajima B5N level/torpedo bombers from the Imperial Japanese Navy aircraft carrier Kaga head towards their rendez-vous point after attacking US Navy ships in Pearl Harbor during the first wave of attacks.

Photo: National Museum of the U.S. Navy



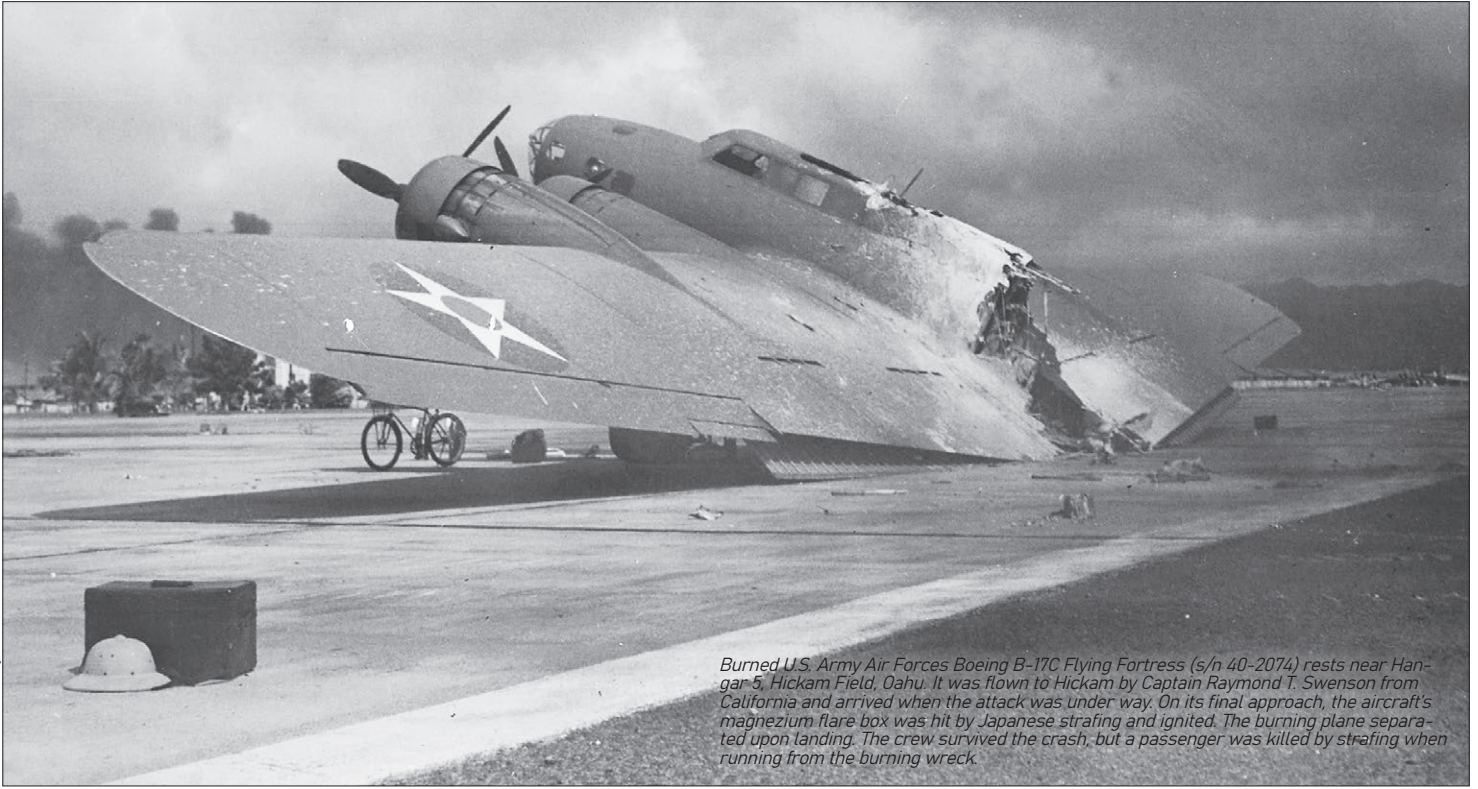
Salvaging Japanese Navy Type 99 Carrier Bomber (Val) from the water at Pearl Harbor.

Photo: National Museum of the U.S. Navy



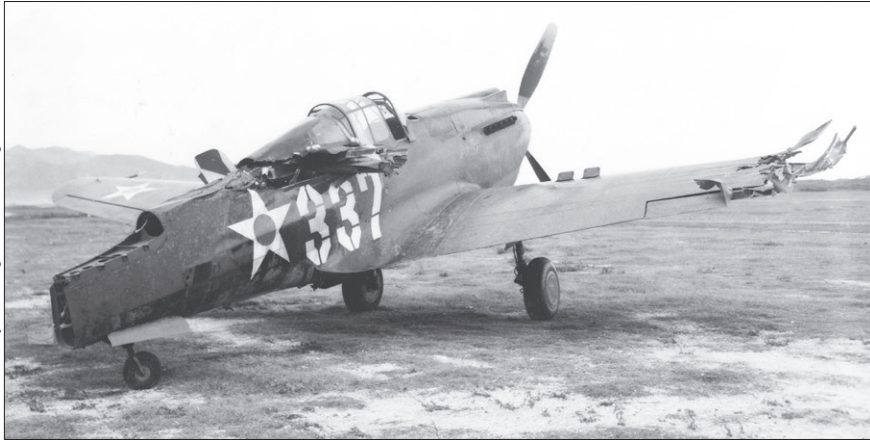
Wreck of dive bomber D3A "Val" from aircraft carrier Kaga. Anti-aircraft defense blew off the rear of the fuselage and dive bomber crashed next to the destroyer USS Montgomery.

Photo: U.S. Navy National Museum of Naval Aviation



Burned U.S. Army Air Forces Boeing B-17C Flying Fortress (s/n 40-2074) rests near Hangar 5, Hickam Field, Oahu. It was flown to Hickam by Captain Raymond T. Swenson from California and arrived when the attack was under way. On its final approach, the aircraft's magnesium flare box was hit by Japanese strafing and ignited. The burning plane separated upon landing. The crew survived the crash, but a passenger was killed by strafing when running from the burning wreck.

Photo: Library of Congress, Washington, D.C.



A heavily damaged U.S. Army Air Forces Curtiss P-40 from the 44th Pursuit Squadron at Bellows Field.

Grumman F4F-3 Wildcat fighters, of Fighting Squadron Three (VF-3) On board USS Saratoga (CV-3) in early October 1941. Plane on the elevator is aircraft (Bureau # 3982) flown by Ensign Gayle Hermann to Pearl Harbor in the evening of December 7. Marking was changed 3-F-15 at that time. His engine was heavily damaged by friendly fire. He had to make dead-stick landing and was under fire even during taxiing. Plane was repaired and lost with VF-2 at Coral Sea.



Photo: U.S. Naval History and Heritage Command



Sailors stand amid wrecked planes at the Ford Island seaplane base, watching as destroyer USS Shaw (DD-373) explodes in the center background. Battleship USS Nevada (BB-36) is also visible in the middle background, with her bow headed toward the left.

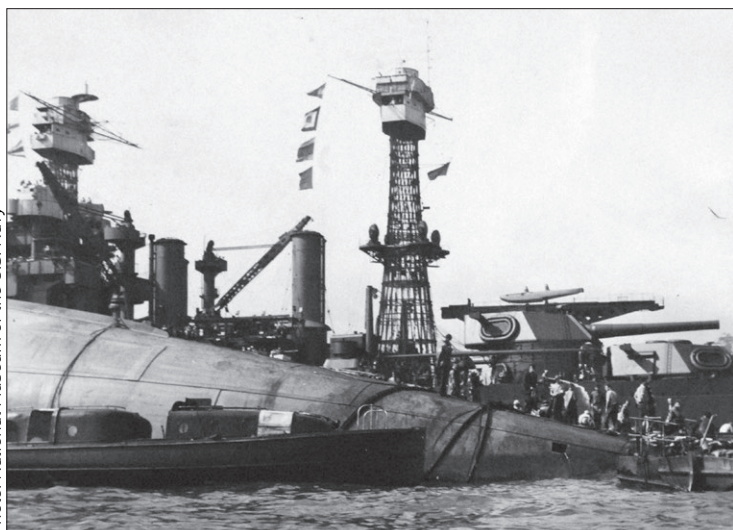
Photo: Photo: National Museum of the U.S. Navy

A U.S. plane shot down by a Zero (visible overhead) burns in the woods near Ewa, Oahu, Hawaii, during the Pearl Harbor attack, on 7 December 1941. The crashed plane is probably a USS Enterprise (CV-6) Douglas SBD Dauntless flown by Ensign John Vogt or Lieutenant Clarence Dickinson. A Japanese plane crashed in the same location, with its wreckage intermingled with that of the U.S. Navy aircraft. The photo was taken by Staff Sergeant Lee Embree from a U.S. Army 38th Reconnaissance Squadron B-17E that arrived over Oahu during the Japanese attack.



Photo: U.S. Navy National Museum of Naval Aviation

Photo: National Museum of the U.S. Navy



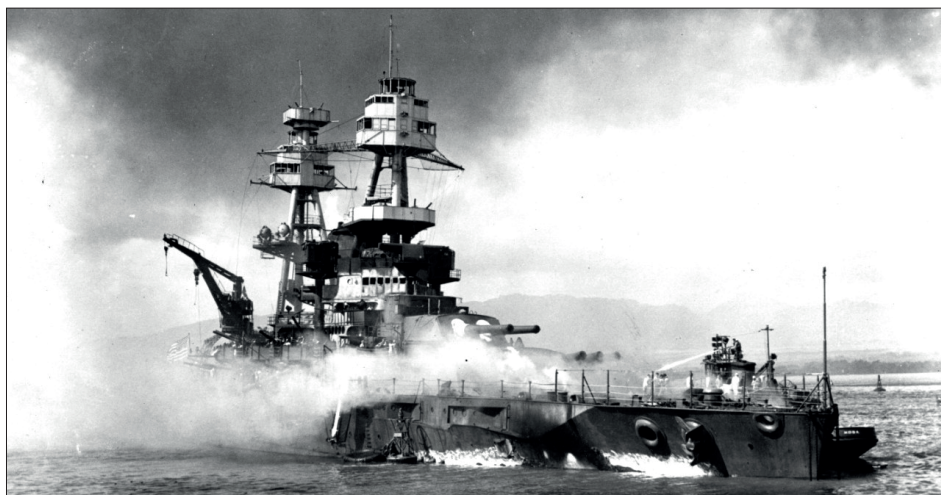
View of "Battleship Row" during or immediately after the Japanese raid. The capsized USS Oklahoma (BB 37) is in the center, alongside USS Maryland (BB 46). Of the crew of the USS Oklahoma, which capsized within two minutes, 429 men were killed or missing. Many of the survivors made it aboard the USS Maryland and immediately engaged in firing on the Japanese aircraft.



Photo: National Museum of the U.S. Navy

Hangar area at Naval Air Station, Kaneohe Bay showing damage wrought by the Japanese bombing. The view looks west at an altitude of 500 feet.

Photo: National Archives



USS Nevada (BB-36) burning during the Japanese aerial attack. During the attack, 60 men on board were killed and 109 sustained injuries. Two others died in rescue efforts. After repairs, the USS Nevada participated in combat in the Pacific, Allied landings in Normandy and southern France, and at the end of the war fought off Iwojima, Okinawa and Japan.

Photo: National Museum of the U.S. Navy



Aerial view of "Battleship Row" moorings on the southern side of Ford Island, December 10, 1941, showing damage from the Japanese raid three days earlier. USS California (BB 44) is shown. Note dark oil streaks on the harbor surface, originating from the sunken battleships. Photographed at an altitude of 3,000 feet. During the attack, 98 men were killed and 61 were wounded on board of USS California. Several men were awarded the Medal of Honor for their actions during the attack.



Photo: NARA

USS Utah (BB-31) during an ultimately unsuccessful salvage attempt. In total, 58 officers and men were killed, 461 survived. Her rusting hulk remains in Pearl Harbor, partially above water. The men killed when Utah sank were never removed from the wreck, and as such, she is considered a war grave.

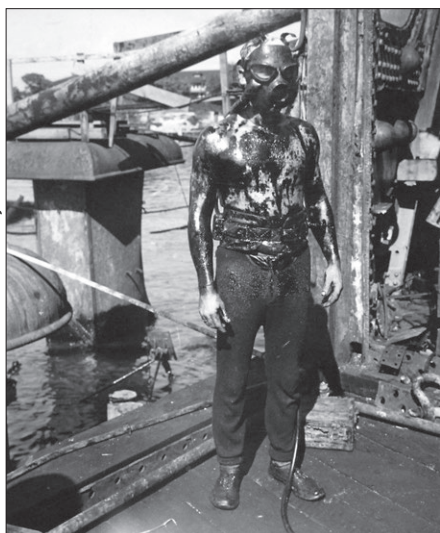


Photo: National Museum of the U.S. Navy

A diver as he ascends from the oily interior of the sunken battleship USS Arizona (BB 39). She was damaged beyond repair during the Japanese attack, but many parts have been salvaged and put to use on other ships.



Photo: National Museum of the U.S. Navy

Hawaiian women at work in the Pearl Harbor Navy Yard cutting steel in the salvage of ships sunk during the Japanese attack.



Photo: United States Library of Congress

Seamen at Kaneohe Naval Air Station decorate the graves of their fellow sailors killed at Pearl Harbor.

One of many American recruitment posters created after December 7, 1941.

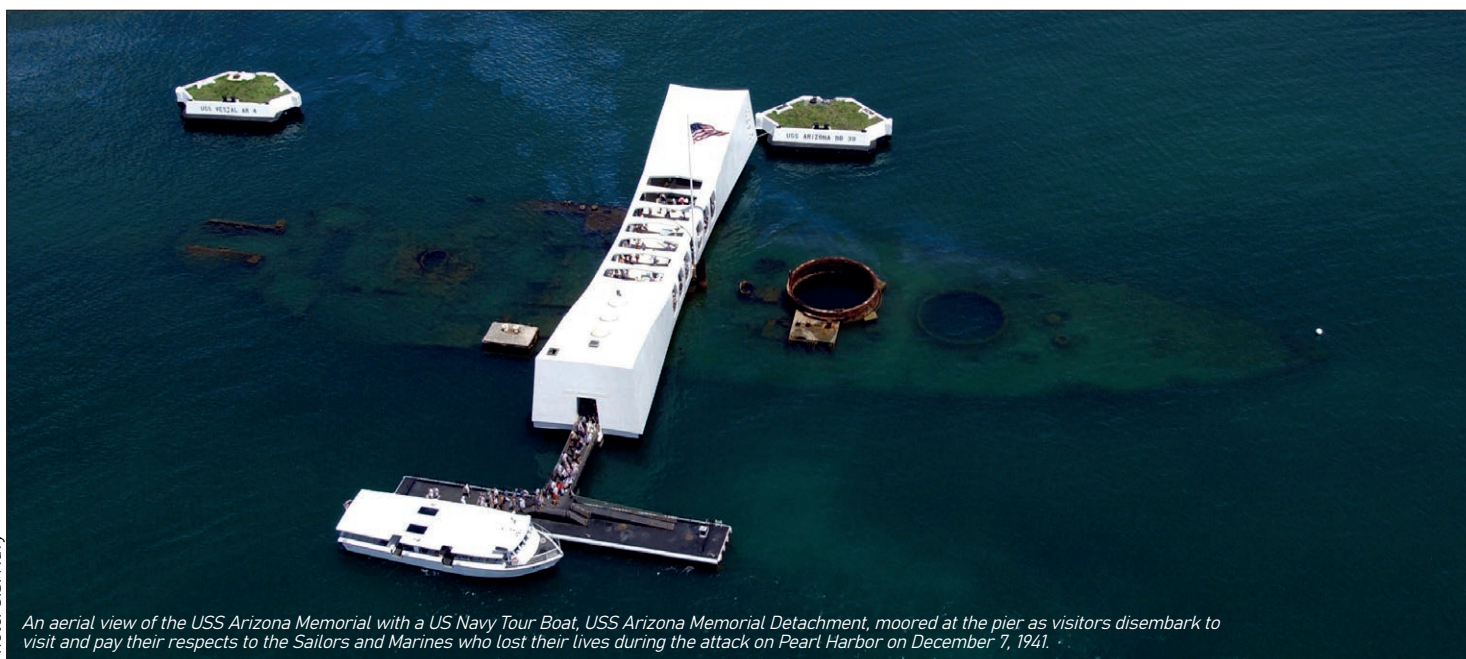


Photo: U.S. Navy

An aerial view of the USS Arizona Memorial with a US Navy Tour Boat, USS Arizona Memorial Detachment, moored at the pier as visitors disembark to visit and pay their respects to the Sailors and Marines who lost their lives during the attack on Pearl Harbor on December 7, 1941.

A flight to freedom

text: by Richard Plos



It was a dreary, foggy Sunday morning in December 1971. There were five days left until Christmas Day and only several hours until the moment which changed the lives of the number of people. On that day, the former World Champion in aerobatics, Ladislav Bezák emigrated from then Czechoslovakia to West Germany by air. Captain Karel Fiedler, a pilot of the air defense alert system, was tasked to stop Bezák. He failed and the question remains until today if he could not have done it or just did not want to.

The name Ladislav Bezák has its place in the annals of the world aerobatics. In 1960, flying Zlin Z 226 T at the first official World Championship in Aerobatics in Bratislava he became winner and so not only domestic but also an international aviation celebrity. Eleven years later he was fleeing the homeland with four children and wife in his own Trener aircraft. On December 19 this year it will be 50th anniversary of this event.

A drama in the air

Bezák's overloaded Trener became airborne at Kladno airport at 12:45 pm on December 19, 1971. The worlds' aerobatics champion had his whole family on board leaving behind the problems and dangers which supposedly threatened him. „I was flying north and when I was out of audibility at the airfield I turned west. I could not climb too much, however. I was trying to fly at full power and gain speed. At the proper speed the

Bezák's private OK-MUA as it appeared shortly before his escape, already carrying the commercial for Becker's aviation equipment (photo: Jasoň Kučera).

aircraft systems are properly cooled off. But despite flying at full power, I was not able to gain enough speed. Also, the oil temperatures were rising, and I was losing oil pressure. So I was sweating to gain altitude for long minutes," recalled Ladislav Bezák twelve years later in an interview for „Západ" (The West) magazine for Czechoslovak emigrants living in Canada. At 13:07 Bezák's Trener was captured on Air Defense radar screens and an interceptor was scrambled from Line airport. It was a Mig-15bis fighter piloted by Capt. Karel Fiedler. What was Bezák's Trener location at that moment is uncertain. In some interviews he stated that the interceptor appeared while he was around Rakovník, on other times he stated he was nearby Cheb. That it is quite a spread...

A Mig interceptor covered the distance to the target in approximately seven minutes and most likely caught up with it somewhere around Tachov, approximately 18 kilometers from the border. That corresponds to a distance flown by an airplane at a speed of 160 kph in seven minutes. Therefore, captain Fiedler did not have too much time to engage. At 13:28 he established visual contact with a target and was ordered to fire a red flare which means "follow me". He did just that, but Bezák later claimed that he started to shoot right away. "He flew above me - and that was a mistake because I was able to keep him in sight. As he was above me, I was pushing it down. My weight was slightly negative, but my airspeed was four times lower than his. But he, at his speed, had no chance to shoot as long as he tried to follow my trajectory. I realized he was not an instructor and that he was not even a very good pilot. I made a sharp turn he could not follow. He should have followed me from a longer distance and shoot at me as at a static target. He fired several bursts, but all missed by a large margin..."

After Fiedler reported that the target did not change the course, he was ordered to fire warning shots. "At that moment captain Fiedler was under an extreme pressure. As an alert interceptor he had to be airborne within two minutes since the alarm was announced and he was obliged to complete the mission. Any hesitation could result in serious consequences, including the court martial," wrote Miroslav Lančí and Stanislav



Ladislav Bezák in the cockpit of the aerobatic Z 226 T during the World Championship in Aerobatics in Bratislava 1960. (photo: Milan Jančář).

Brašna in their book "Psohlavci letectva" (Air Force Guardians) published by Svět křídel (World of wings). Fiedler must have known about a year-old case when Václav Bartoš, also a pilot from 5th Fighter Regiment based in Líně did not shoot down a German helicopter which intruded the Czechoslovak airspace. During the investigation he supposedly stated that he was not going to watch people falling off the helicopter. He was discharged from the Army with immediate effect.

So, the warning shots captain Fiedler fired missed the target which by Bezák's judgement demonstrated the pilot's poor skills. He continued maneuvering and flying in a westerly direction. Fiedler reported that the target did not react to the warning shots either and then he heard in his headphones something he for sure did not want to hear. The order to shoot the target down. Earlier he had reported multiple passengers on board, including children. Also, people on the ground knew already who was on board and this information may have reached Fiedler as well. What was going through the mind of this pilot who was a father himself will never be fully discovered. The fact is that neither the second burst hit the escaping Trener which consequently hid in the low layer of clouds. Fiedler reported the outcome and was ordered to return to the base. After 1989 the whole series of articles were published glorifying Bezák's airmanship thanks to which he "defeated" the much faster jet fighter. But the truth could have been quite different... Of course Bezák was keeping his opinion. During one interview he put even more oil into the fire: "I recognized his flying skills were not up to the speed, he was unable to follow the trajectory of my aircraft. When he fired for the first time, I made a ninety degrees banking turn. At the speed Mig was flying he needed three minutes to turn around and settle himself again into the firing position. I was evading him flying sharp turns. He did not hit me. No wonder - as I learned later his latest combat training took place 10 years ago and I already knew from my own experience from seven months long military service these pilots typically logged only forty hours per year" (Bezák served with military as a cadet at 1st Fighter Squadron in České Budějovice in the role of squadron's leader adjutant; author's note). Of course, it was unthinkable for an Air Defense system pilot not to have flown combat training for ten years...

Strange hit marks

After several years Karel Fiedler supposedly confessed to one of his comrades that at the moment the target disappeared in the clouds, he was relieved. Allegedly he shared with another one that he missed on purpose. Also Miroslav Irra mentions this in his book "Vysoká modrá zed' - ohlédnutí druhé" (The tall blue wall - the second hindsight) published by Jakab: "Whether capt. Fiedler did not obey orders on purpose or did not act due to other circumstances remains inconclusive even though after 1989 he should have confirmed he did not want to shoot Bezák down." Radek Folprecht wrote along those lines as well in his article published in iDnes.cz (Technet section). There could not have been any "post-revolution" Fiedler's confessions because he passed away on December 13, 1986, six days short of an exact fifteen's anniversary of his "dogfight" with Bezák... Supposedly he never spoke to anyone about his fateful scramble flight. Independently this was confirmed to the author by three of his former comrades and his wife Marta Fiedler.

According to some sources Bezák supposedly seated his two older sons in the luggage space behind the pilot's rear seat headrest while two younger sons were to sit on his wife's lap in the front. Question is if two six-year old boys would fit into the so-called "coffin" i.e. the Trener's sheet metal luggage compartment behind rear seat under the ridge. Other sources state that Bezák put one son behind his seat, another one squatted under the rear instrument panel. Regardless of Bezák's family layout on board no one got harmed during the interceptor attack. Bezák successfully navigated his Trener to the Nürnberg airport where he landed and applied for political asylum for the whole family.

Then the media campaign started in Germany. Several articles were published about Bezák and his family and he also appeared on television. "After landing in West Germany Bezák was showing on television the hit marks on the fuselage (we watched it, we could get a good signal in Líně) in the area where his sons

The front double page of the article on Bezák and his escape. The photo is staged, in reality Bezák and his family did not fly like this.

Q
QUICK
exklusiv

●● Meine Maschine war hoffnungslos überladen. Ich ließ sie absacken, als die MIG heranschoß ●●

Für seine Frau und die vier kleinen Kinder riskierte er alles:
Im Kugelhagel eines Düsenjägers flüchtete der Prager Kunstflug-Weltmeister Ladislav Bezák mit einer Sportmaschine in den Westen

Das war mein Sturzflug in ein neues Leben

Die attraktive Tschechin Maria Bezáková (27) wartete am Freitagabend mit Schweinebraten und Zigeunersößle auf ihren Mann, den Prager Verkehrspiloten und Weltmeister im Kunstflug Ladislav "Ladi" Bezák (39). Als der Flieger nach Hause kam, beider das Essen stehen und sagte: „Du, Maria, pack ein paar Sachen ein, vor allem die Familienfotos, wir müssen fliehen. Ich stehe auf der

were sitting. Had he been actually hit his sons would have been wounded at least if not dead regardless the fact that NR-23 cannon 23 mm high explosive bullet would have made some 50 cm diameter hole in the fuselage skin and the airplane would not have survived several hits like that,” stated in the aforementioned book by Miroslav Irra one of the 5th Fighter Regiment members Zdeněk Lapka. The author includes more information about the ammunition in this book. “As far as I know for the air defense system alert aircraft the NR-23 cannons were loaded with LETT ammunition (Live Explosive Timed Tracer) which is the auto-destructive type of ammunition since it could hit civilian populated areas. Auto-destruction is triggered after the tracing component is burnt, no sooner than two seconds after the shot is fired. The explosive component is either pentrit or hexogen. There was no large noticeable damage observed on Bezák’s airplane after his landing. A hit by a 23 mm projectile would have been certainly visible.

Captain Karel Fiedler

Who actually was the pilot who intercepted Bezák and to whom the famous acrobatic pilot in many interviews showed only disdain and hatred? Karel Fiedler was born on February 1, 1933 and he graduated from the 14th course of the Aviation School (October 15, 1951 - December 12, 1953). Initially he served at 17th Fighter Regiment based at Hradčany airport flying Mig-15 and Mig-15bis. In 1961 he was ordered to 5th Fighter Regiment in Line where he converted to supersonic Mig-19 three years later. At the time of his confrontation with Bezák he had flown as a fighter pilot for 17 years. His colleagues have good memories of him. “He was a nice fellow, a sportsman, a lot of fun, he played accordion and brought it with him anywhere possible, including survival training. We served together in the same flight until 1964. Then I was transferred to Mig-19S and he went to the interceptors, Mig-19PM. At the same time, he continued flying Mig-15bis which was at that time used against slow flying targets,” recalls one of the legends of Czechoslovak Air Force, Jaroslav Krýda. Miloš Janda, who was member of Fiedler’s flight during the 60s, confirms this. “He was a humble and merry guy and a good pilot.” The last Fiedler’s flight commander before his retirement, was Miroslav Lančí and he too describes him in a similar way: “We were buddies, he was a merry guy and professionally very good and reliable pilot.”

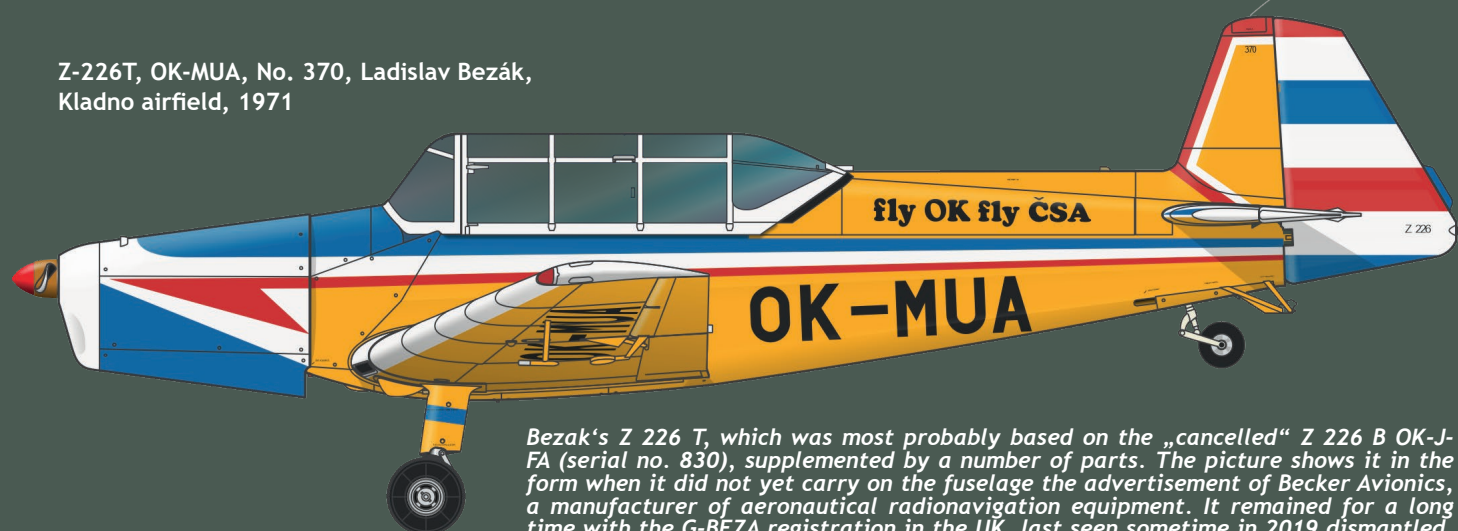
In the coming period of political “normalization” Karel Fiedler had a rough time. In 1971 he was one of seventeen pilots of the Squadron that did not pass the political screening. Some of them had to leave but Fiedler was allowed to

Captain Fiedler during so-called survival training, here in the company of the parachute service lady Eva Křížková (photo: Miroslav Lančí).

Group of 5th Fighter Squadron pilots. Captain Fiedler is the third from right (photo: Miroslav Lančí).



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



Bezák's Z 226 T, which was most probably based on the „cancelled“ Z 226 B OK-J-FA (serial no. 830), supplemented by a number of parts. The picture shows it in the form when it did not yet carry on the fuselage the advertisement of Becker Avionics, a manufacturer of aeronautical radionavigation equipment. It remained for a long time with the G-BEZA registration in the UK, last seen sometime in 2019 dismantled, stored in wooden crates and in deplorable condition somewhere in Germany.

stay and continue flying. After the December 19, 1971 incident there was a whole series of investigations and testimonies of all participants which did not help captain Fiedler's shaky position. "Every single political officer was all over him, but he held his own and they let him fly," recalls Jaroslav Krýda and adds that none of his colleagues ever asked him what had happened in the air at that time. "He did not speak about it, and we did not ask him. Above all we were compassionate with him. We were all scared to death by the thought that during the alert system service we would have to fire at an unarmed airplane with civilians on board. It was our nightmare, every time we were scheduled for readiness."

Karel Fiedler ultimately converted to Mig-21 and was even promoted to Major rank. Finally, it was not his "failure" regarding the Bezák incident, but quite different reason, which ended his career of military pilot. His daughter was in contact with dissent and later signed anti-communist anti-establishment Charter 77. Two years later, in 1979, forty-six years old Major Fiedler was discharged from the Air Force. He got a civilian job selling pumps in Bezruc street in Pilsen (the store is still there today). On December 13, 1986 he went to play tennis and during the break on the bench he suddenly collapsed and passed away. Diagnosis was a heart attack... Bezák's comment on Fiedler's lack of skill and particularly about pilots' low annual flight time was one out of a series of nonsense he supplied the media with. In reality, especially at 5th Fighter Regiment, pilots flew quite a lot for "socialistic" army. "Decidedly more in comparison to my service at Bechyně. The plan was 80 hours per year, but some pilots logged as much as 120 hours" recalls Miroslav Lančí and points out that this quota was fully used for intense training including aerobatics and dogfighting.

Aerobatic pilot Ladislav Bezák

Ladislav Bezák was born in 1932 in Prague. During the war he lived with his family in Slovakia (his father was Slovak), later he was trained as a tool-maker and through skydiving and gliding got to powered flying. He became an instructor and fell in love with aerobatics... He flew with Kladno Aero Club, later joined the "Chrudim Box" flying team. In 1959 he participated in the aerobatic competition for the first time. He placed fourth in the domestic championship, a year later the second (after Jiří Bláha) and the same year in Bratislava he became the first official World Champion in aerobatics. Many sources state that it was on this occasion he performed his invention, so-called "lomcovák" maneuver but veterans recall he had tried it for the first time in Kladno in 1957. By the way Bezák became the world champion two months after graduating from the College of Agriculture (major agricultural mechanization). In 1963 he was nominated to participate in the Lockheed Aerobatic Trophy in England (Z 226 T OK-MFJ) for the first time, in 1964 he was third in the same competition with the converted Zlin Z 226 AS (OK-MFJ) and in 1965 he presented the new type Z 526 (OK-SND) and was third again. He continued with aerobatic flying and at the same time he trained foreign customers who bought Zlin airplane. Thanks to it he was building his network of connections abroad including the "West".

He possessed an entrepreneurial spirit and decided to build his own Trener. He started to hunt for the parts he could build it from. After many ups and downs he succeeded. He completed the aircraft and obtained all necessary permits in an uneasy period shortly after the invasion of the "friendly" troop into Czechoslovakia at the end of October 1968 (read more about private Treners in inserted article).

In 1970 the situation was getting tougher and political "normalization" brought back various political evaluations for all pilots, including the hobby ones. Bezák did not like it and did not keep his opinions for himself. He was a ČSA (Czechoslovak Airlines) pilot, used to fly to the "West", maintained contacts with fellow western acrobats and aviators in general. All that was a thorn in the heel for the "apparatchiks". "I realized that my chances to survive were slim. I flew my airplane in an airshow in Germany but left it behind. My mechanic drove me back home in a car. The authorities could not nationalize the airplane in that case, of course, but they did not let me travel abroad either. My instructor's and inspector's certifications were recalled - I was employed by the State Aviation Administration - and they let me fly domestic flights only, and only from the right seat," said Bezák later in Canada. As per his account he had learnt from his friends about a list of 25 politically unreliable ČSA pilots who would be "grounded" and then fired. According to his own words he feared that communists would ultimately put him in jail. "Then my superiors told me that they would leave me alone but to demonstrate my goodwill I was to bring the airplane back. So I performed in an airshow in West Germany and flew it back home. It was Friday midnight. A message reached me that all those unreliable pilots were withdrawn from the flight schedules and on Monday were to report to the director. Some of my friends indicated that instead of interviewing with the director I would be arrested. The communists learnt I knew about it and changed the arrest timing to Sunday midday. At that time, we lived in Hostouň, midway between Prague and Kladno. The airplane was parked at Kladno airport, the only private aircraft in the whole communist block (which was not true, author's note). Based on this information I realized that the circle around me is being tightened. The dice were cast, and I decided to flee the country."

Moments before escape

As per Bezák's own account on Saturday morning he found out that someone had damaged his navigational instruments which could not stop him despite the inclement weather. He was confident, he had flown a lot. "I filed a local flight permission request but was told from the control that local flights were canceled due to the military exercise." On Sunday morning then he drove his family to a field and set for the airport and took off for, this time approved, local flight. He landed on the field, boarded the family and a few pieces of luggage and attempted to take off. He failed due to overloaded Trener and wet and soft surface, so he sent his wife and children to wait at the Kladno airport runway end. "There were already a lot of people mingling around me. But some guys went for a snack, and I sent some

Bezák in his OK-MUA during an air show
(photo: Milan Jančář).



guys to get a Christmas tree.” Jason Kucera, a young aero club member than and up until today still an active pilot-examiner, was at the airport on that day. “I remember how we opened the hangar doors and pushed his airplane out. He flew away, as it turned out later, to board his family on the field but did not manage to take off so instructed his wife to wait for him at the runway end which is slightly uphill. He typically taxied to that place before take-off to make radio contact with Prague area control since it could not be established from the area in front of hangar. After the landing we asked him whether he is going to conduct any more flying but he answered he was packing it up so we left to have a lunch.”

During his first attempt to take off with family on board Bezák slightly damaged the wing. Therefore, he performed a quick fix and after the area cleared, he started the engine and taxied towards the woods where his wife with children were waiting. “Since I had the concrete runway available now, slightly sloping, I managed to get airborne.” Bezák’s claims in emigration were frequently contradictory, sometimes inaccurate or even laughable (such as his claim about ultrasound cannons at the border). His statement about the concrete runway at Kladno airfield belongs to the last category. They have never had it, and don’t have it now, which doesn’t change the fact that Bezák managed to get airborne at 12:45 pm. It was about a fifty-minute flight to Nürnberg ahead of the family. The abstract to the post-1989 television document about Bezák stated that “he fended off combat Mig-17 attacks for an unbelievable forty minutes”. If we omit the inaccurate fighter type, in reality Bezák’s encounter with captain Fiedler lasted some five or six minutes only...

Years after the escape

Bezák’s family was granted political asylum within three days and one of his friends, a German aerobatic pilot, let them stay in his house near Hannover. Bezák got a job at Henschel company but was fired in three months. He was not doing as well as he expected. For a while he flew charter flights, repaired aircraft for some time or ran a pub. He was having problems with his Trener’s registration. In Germany he only obtained a temporary matriculation (D-EMUD) but in the end he registered the airplane in Great Britain (G-BEZA). He felt he was not appreciated in

Germany therefore since 1974 he has been trying to relocate to Canada. He received the permit in 1982 but the rest of the family had settled in Germany already, so he left with his son Roman only, seventeen years old at that time. Later they were joined by another son, Andre. In Canada Bezák kept flying, even coached the Canadian national aerobatic team. He lived in Collingwood (Ontario) on the shore of Lake Huron where he was also running a guest house. The place was supposed to become an aviation center, even with its own runway. However not all plans materialized and then came November 1989 in Czechoslovakia...

The post-revolution times brought a satisfaction for Bezák in the form of rehabilitation. For some reason he was even awarded a military rank of Lt. Colonel and became an honorary member of the Military Headquarters. However, a lot of people were surprised after his return. They said a completely different person came back. Arrogant and unpleasant... “When he emigrated, we had to clean out his house. I don’t know why it fell on us, aero club members, but such were the orders. He had a fully furnished workshop we had to remove all the equipment and store it. Then it was sitting there for the next thirty years, no one used it and when Bezák returned not only did he want everything back, which was okay, but was also demanding the lease payment for those thirty years. It was rather strange behavior from our point of view,” recalls Jasoň Kučera and goes on: “Completely different person has returned, and I know from German friends from the aero club at Elchingen airport (EDPA) where he had his aircraft based for some time and taught aerobatics, that they gradually parted with him there too. They didn’t want to specify, but they just stopped working with him.”

In the 60s though Bezák had a lot of friends and fans at home. “He was such a down-to-the-ground, straightforward guy. And we rooted for him so much during the World Championship in Bratislava,” recalls the former aerobatic pilot Jirina Lockero-va-Stoklasova. Bezák’s behavior surprised also in 1993, when he demanded a free overhaul of his then already stored Z 226 from the company ZLÍN-AVION service, claiming that it would bring them commercial success. His offer was turned down politely... Reportedly, he was also turned down by the Chrušim Four when he offered to fly with them again.

Until his late age Bezák harbored a deep hatred towards those who in 1971 wanted to stop his escape. "I simply call a pilot and all his military commanders the murderers," he stated repeatedly. A documentary about him was filmed in late nineties in Czech Republic in which he went with a camera crew to see Mrs. Marta Fiedler to curse her out because of her husband. "Somebody rang the bell I answered the door and the camera pointed at me immediately and Bezák was screaming at me that my husband was a murderer who wanted to kill his whole family. I begged them to stop filming and to leave but they would not listen," recalls Marta Fiedler and by the tone of her voice one can tell it was a very unpleasant experience for her. "He better should have thanked my husband that he let him fly because he would have never fired at civilians and children" she added confidently. Many people found the aforementioned documentary rather disgusting and parted any contacts with him.

In 2018 Ladislav Bezak passed away in Bühne, Germany. And as one of the long-time Trener pilots here said: "There was no obituary anywhere, no one noticed it. Nobody talked to him for many years in fact."

Sources

magazine West issue 6/1983

Miroslav Irra, Vysoká modrá zeď - Ohlédnutí druhé (Jakab 2021, ISBN: 978-80-7648-021-6)

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www.gonzoaviation.com

www.iDnes.cz

Privately owned Trener aircraft in the Czechoslovak Socialist Republic

How did Bezák managed to acquire his own Trener then? According to some veterans in summer 1968 he towed a fuselage of OK-JAF aircraft behind his car from Kroměříž. It was a Z 226 B prototype, rebuilt from Z-126 serial number 830. After testing the aircraft was allocated to Svazarm which in 1956 assigned it to Kroměříž Aero Club. On July 19, 1968, it was erased from the registry supposedly for the purpose of Bezák's acquisition. He obtained all other necessary parts and in his family house in Hostouň rebuilt it to Z 226 T standard. The great mystery remains how he arrived at serial number 370. That one had already been assigned, the aircraft officially manufactured with this serial was exported to Hungary and can be still found there today. It is not clear why Bezák did not keep the number 830. At any rate after many "duels" with authorities in the end of October 1968 the aircraft was entered into the registry under OK-MUA matriculation (also non-standard for Treners).

The biggest problem turned out to be an operation permit for a private radio transmitter which he of course needed in order to operate the airplane. Supposedly he had to submit the request even with the Central Committee of the Communist Party. "At that Central Committee they treated me as if I had stolen a missile with a nuclear head," Bezák recalled fourteen years later in an article published in emigrants' magazine Západ (The West).

Bezák became the very first private owner of Trener in Czechoslovakia. Not the only one though. The same trick pulled off Jiří Stoklasa as well, another outstanding aerobatic pilot at that time. The third private Trener belonged to a ČSA pilot František Altner. Stoklasa acquired his Trener Z 526 F (OK-ZSA) in a similar way as Bezák, i.e. sourcing the parts in a variety of places and manners. Ultimately the aircraft was assembled directly at the manufacturer. "He for example came home and I told him we needed to repair a roof to which he responded it had to wait since he just purchased landing gear for Trener," recalls his former wife Jiřina Lockerová-Stoklasová. František Altner on the other hand bought a discharged Z 126 (OK-DVG) from Liberec Aero Club. After the overhaul it was registered as OK-EKA.

Both Altner and Stoklasa however lost their Treners aft Bezák's emigration. They were banned from flying hem and therefore forced to sell them. Former Altner's OK-EKA flies today in Příbram, after the necessary overhaul it was registered as OK-DVG again and sports a military camouflage with the code UC-38. The fate of Stoklasa's flamboyantly painted OK-ZSA is rather sad. On May 24, 1997, pilot Petr Štěpánek crashed it near Moravská Třebová and was killed.



Husband and wife Stoklasa in front of their private Z 526 F OK-ZSA (photo: archive of Jiřina Lockerová-Stoklasová).



Photographs: KPM Kaznejov

Build, build, build!

TEXT:
MARTIN ČERNÝ

After our quite successful group build of four Treners by our club members we were offered to build the surprise new release from Eduard, A6M2 Zero kit, the limited edition Tora Tora Tora!

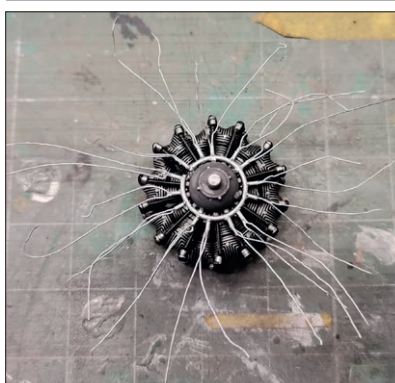
By coincidence we had agreed on another group build, the members agreed as well so there was no obstacle to launching the project Zero. This time we opted for a team work and each member of the group of four was working on an specific assignment. Upon my arrival on Friday night Mira Bilek has completed one unpainted cockpit and was getting ready to start another one. Vlad Suma glued the separate wing panels into the bottom part of the wing and put together the wheel wells. Johnny Hanzlicek in the meantime prepared the horizontal tail surfaces, glued together the engines, drop tanks and some other small details. And this process went on until we reached the painting stage. I'm not sure why the guys left this for myself however I overheard the muffled voice coming somewhere from the rear: "...let the club president mess it up himself!"

No issues (except those self-induced)

The new hot Eduard release looks very nice, delicate panel lines and fully riveted surfaces look simply great even though the rivets disappear in some areas due to the limits of the injection moulding technology. Therefore after gluing and sanding the fuselages we restored the riveting on the upper and lower sides of the fuselage. Nothing more was necessary. The other parts show very high level of detailing. Cockpit representation in plastic is amazing, some may want to add couple of wires though. Also the engine looks nice considering how much of a fit will be seen after the installation. Here we slightly deviated from our original intention to build the kit just out of the box. We glued pieces of brass tubing on the ignition harness conduit and attached lead wires to them to represent spark plugs cables. A radial engine just cannot be without them!

No hiccup during the building, with mentioning is coming to my mind. I mean as far as Eduard is concerned.

On the other hand we suffered from two blunders, well "mini-blunders" to sound more optimistic. I somehow subconsciously transformed the initially selected camouflage scheme D (blue fuselage bands) into scheme K (blue bands as well). I overlooked it during the night, flipped one page more in the



instructions and here we go. These two schemes are the only ones out of all offered in the kit that feature identical fuselage bands and no stripes on the vertical tail surfaces. All markings i.e. identifications, fuselage and tail stripes were airbrushed. The only decals used were the numerals for the vertical tail surfaces.

The second "mini-blunder" occurred after the models were completed. Vlad Suma was busy taking pictures while the rest of us was enjoying the models on display at which point I made a statement: "Gentlemen, something is wrong..."

As we learned the engine cowlings got swapped. Not only that but landing gear covers were reversed as well!

In the hurry that followed the propellers, cowlings and landing gear covers were stripped of the models and glued back on to correspond to the correct marking. Vlad was very unhappy to erase the pictures he had taken and start all over. Despite the hiccup all ended well, we enjoyed the building and I dare to say that the kit can be basically completed during the weekend. The total building time, including delays, was 26 hours.

Summary

- Excellent surface details
- Highly detailed cockpit
- Precise gluing is paramount, for example on panel inserts or completing the engine cowlings (very little glue is needed in fact). The parts' fit is amazing to the point that the panel lines had to be lightly restored at the glued joint.
- One more notice about panel inserts. In Vlad's case they were not leveled and had to be adjusted using the file. Without modification they ended up slightly below the surrounding surfaces. Some micro flash or edge in the wing cut out could be blamed. Dry fitting here is a must.
- Careful assembly of the wheel wells. All has to fit tightly without any gaps otherwise a problem with assembling the wing and consequent mating with the fuselage can occur. The sub-assembly is demanding precise and clean work.
- While mating the wing with the fuselage it seemed they will not fit but squeezing the fuselage in the cockpit area will help and all fits just perfectly. The same is true about the horizontal tail surfaces. The fit into the opening is tight but once pushed in there is no need for glue. The fit of the separate control surfaces is superb.
- The position lights just love to spring off the tweezers never to be found again. Some spares on the sprue will be certainly welcome. Honza lost the tail light to a carpet monster so we had to scratch-build it using layers of the UV glue. Otherwise everything fits precisely. Great feature of the navigation lights to be glued on the wing surface is the rod fitting into the wing opening. That is superb. Just a tiny drop of glue and push the part in.
- Cons: one of the fuselage-mounted machine guns featured short-shot lever of cocking mechanism, gunsight glass on the clear sprue was short-shot as well. Small sink marks on the control surfaces parts. Fixing it is not worth the effort though.
- Camouflage color was mixed as per instructions.

Paint used for airbrushing the markings (all GSI Mr.Color):

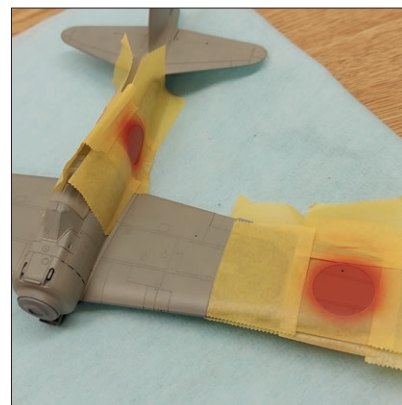
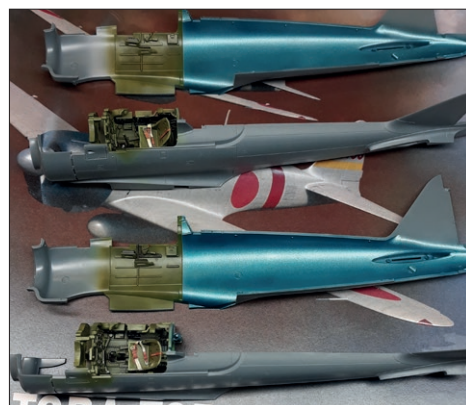
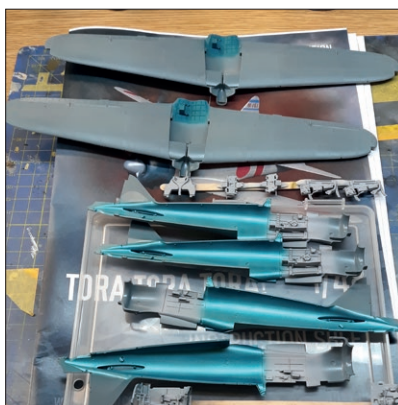
Hinomaru: C07 + C58 (1:1)

Red band on the fuselage: C07 + C114 (1:1)

Blued band on the fuselage: C72

Yellow stripes on the vertical tail surfaces: C58 + C113 (1:1)

Wing walkways: GX03.



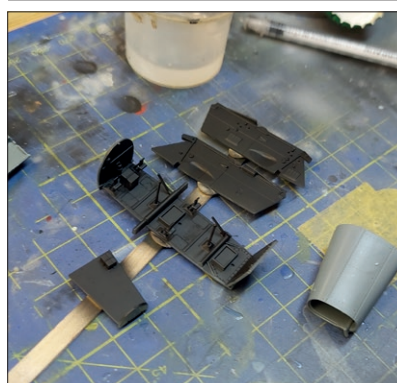
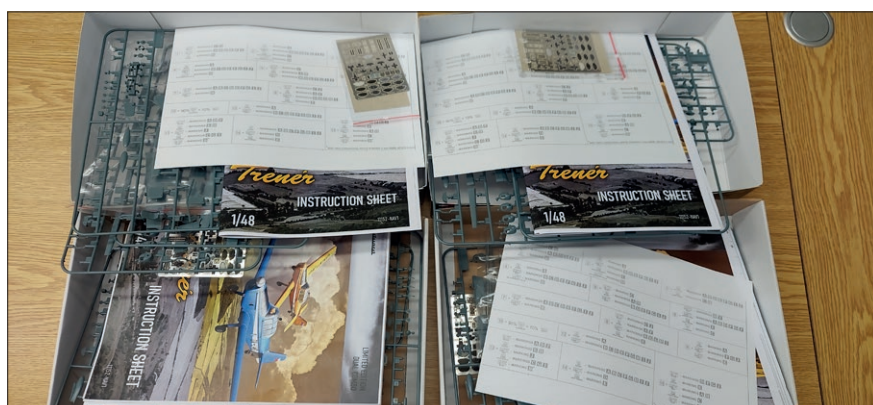


Photographs: KPM Kaznejov

On October 2nd Eduard company organized an modelers' event in Pilsen-Line where several of our club members helped with running it. During our club meeting guys gave me a box with incomplete Trener model kits accompanied by a lovely dedication from Vladimir Sulc. Fondle them and enjoy, it said. We started to inspect them and brainstorm: „ this could be great for our group building session coming up in two weeks“ one of the guys said. „I love it“, added another one. „I want this camouflage“, countered yet another club member.

So I started to prepare myself for a phone call with Vladimir. After his usual greeting „Howdy Mart“ I carefully asked him if there was a possibility to obtain missing sprues E, at least in their pre-production form, so as we could complete the models of Trener. The following response caught me by surprise: „Why not and how about an additional complete kit? What now? A quick phone conference with club members and I made an arrangement. It's decided: we'll try to build four Treners at our group build meeting!

All the fun commenced on Friday October 16 at 5pm with a clear objective to have four completely built and painted Treners by Sunday midday. We were driven by the enthusiasm which was in several minutes replaced by a little stress caused by the kit instructions, parts combination, coloration varied by the versions so the head started to spin. The situation is probably best described by Mila Bilek exclamation: „Man, these instructions are pain in the neck!“ This is our very first piece of advice : grab a colored pencil or a marker, circle the letter of the camouflaged you have chosen in all further building



steps and then black everything else out. Without this precaution you will either „get lost in the translation“ or waste time finding what you actually need. It did not seem so, and we believed it will be an „easy build“, but the cocpits were completed in rather long 3.5 hours, fully completed, including the washes. That is surprisingly lengthy process for a sport airplane. On the other hand gluing cockpit into the fuselage was a breeze. At this stage we did not follow the instructions rigorously but glued one side-panel with the floor into one half of the fuselage, second side-panel into the other half of the fuselage, buttoned up the fuselage and cemented it with the ultra thin glue. All fitted together as it was supposed to. And so I could have gone on and on about other sub-assemblies but Vladimir would most likely have stopped me without „wearing white gloves“. In short: the kit builds well, there are a few tiny glitches here and there though. Another „painful situation“ occurs while masking some of the more challenging markings.

The camouflages were assigned as follows:

Bohumir Bilek: Z-226T, OK-MUA, pilot Ladislav Bezak, the first official World Champion in aerobatics. In 1971 he emigrated to Germany with his whole family flying this aircraft.

Jan Hanzlicek: Z-226MS, OK-LMG, Rakovnik airport, 2020

Vladimir Suma: Z-226T, HA-TRM, Tokol airport, Hungary, 2021

Martin Cerny: Z-226B, OK-MPJ, Kladno airport in 70s.

Summary of the build experiences:

1. The instructions miss the color call out for the fire extinguisher located on the front bulkhead (part E13)

2. In order to position the little box correctly (part H11) you need to drill holes along the floor edge

3. Positioning of the centroplane (part H38) has to be symmetrical otherwise one half of the wing will fit perfectly on the bottom but the other half of the wing will feature a visible gap

4. After gluing the parts E48 (a structure behind the seat) these partially extend above the edge of the mating surface in the cut out for a rear instrument panel coaming. The guides in the side panels need to be adjusted or pins on E48 parts thinned.

5. Gluing of the horizontal tail surfaces: you need to sand down flat the mating surfaces on the parts E29+E33 and E31+E35, they are bulging.

6. In the „D“ scheme do not use the front part H24 as per instructions but use H22 instead. The cut out for the front exhaust is missing on the mask.

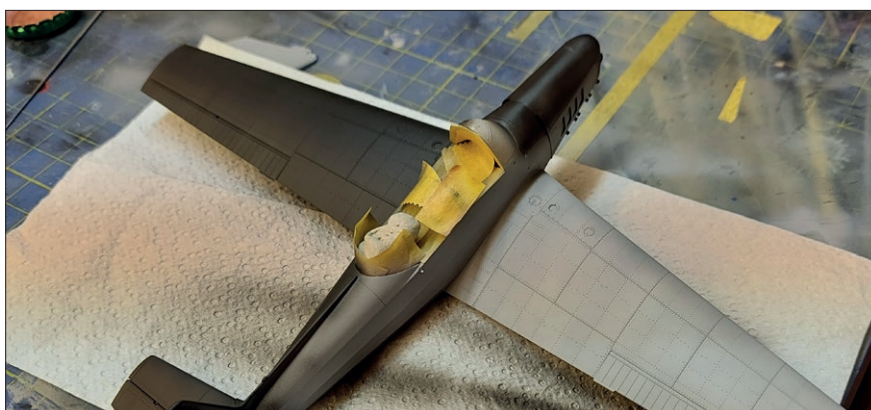
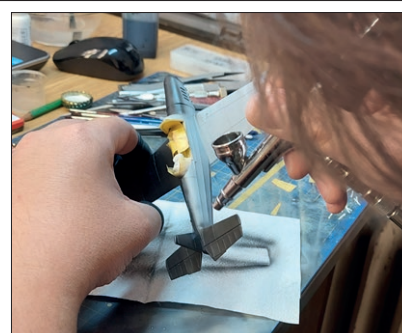
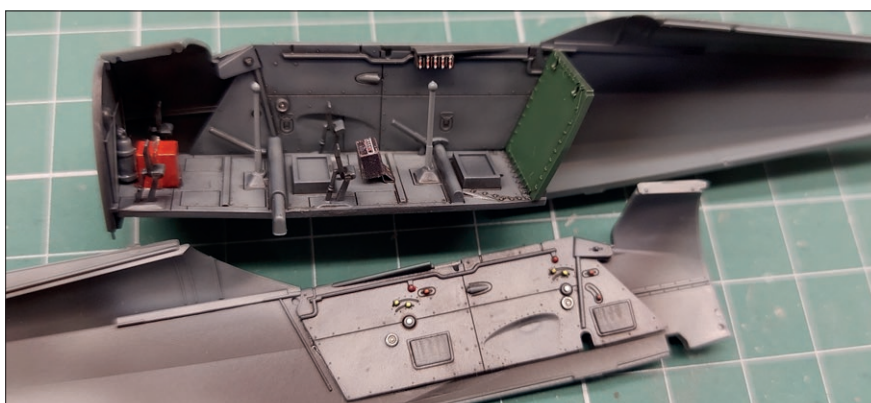
7. The wingtips: drill out the hand-holds for the aircraft ground handling—they are missing from the instructions.

8. The starboard landing gear leg does not fit into the wing cut out, light sanding around the perimeter will fix this.

9. Wheels + parts: there is a very tight fit, if the parts are primed or painted in a thicker layer they cannot be easily assembled. It's sufficient to push the discs into the tyres. Do it on a softer surface. They will hold without glue.

10. The tail wheel consists of two parts. After gluing them together the assembly looks a bit strange but that is accurate in fact. The wheel features a center groove and side guides to help the aircraft maintain its track on the soft surfaces.

11. Elevator control links: to add several spares to the sprue would come handy, they fly off the tweezers easily and are difficult to find



12. Fuel gauges on the wings: according to the instructions we are to glue the clear parts K2+K3 in the last but not least step but decals application is shown only in camouflage schemes i.e. to place them on the clear parts. We do not recommend to glue the clear parts, apply fuel gauges after full painting together with other decals and apply the clear parts in the end, or apply UV glue or epoxid.

13. C34 Sky Blue is too light for OK-LMG scheme, in reality and according to the photographs C65 Bright Blue is a better match and also frequently uses for other applications.

14. For some folks decals feature rather large excess of the varnish („Mart“ thinks unnecessarily large). A lot of water on the model surface is necessary during the application but do not use setting solution at this stage. That can be applied after the decals are set and dry. If setting solution is applied earlier the varnish edges on the large marking decals will shrink quite a bit.

15. The colors of the national flag are rather dull, pastel-like by our opinion. The same is true about the green color in the band marking on the Hungarian aircraft. In the OK-LMG scheme the blue wedge of the national flag is actually blue color of the airframe. The decal is light blue and sticks out like a sore thumb. We cut out this wedge and applied the decal as such, without its blue section. We recommend to add to the decal sheet one flag without the blue wedge for this particular scheme.

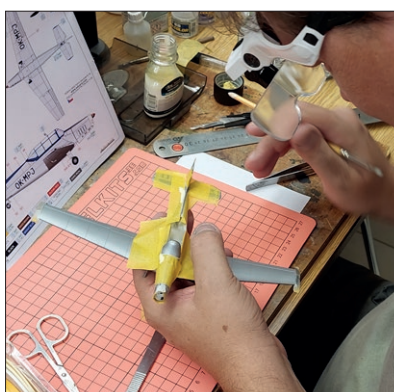
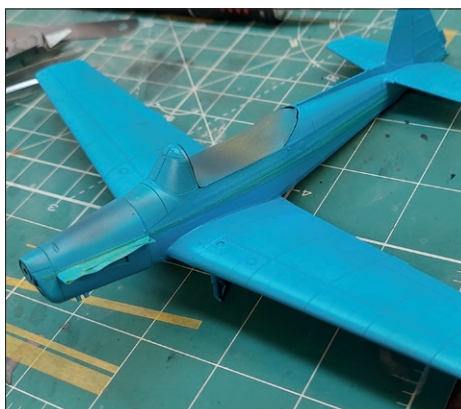
16. Mask sheet: a gremlin must have messed with the masks application. In the camouflage „C“ mask nr.3 is to be applied on the starboard side of the rudder but the instructions state nr.2 again i.e. the same as for the port side. In the scheme „J“ mask nr.20 is to be used on the starboard side of the engine cowling but the instructions state mask nr.12 instead. And the mask nr.4 is nowhere to be found in the instructions, nevertheless can be used for the arc in front of the canopy in the scheme „D“.

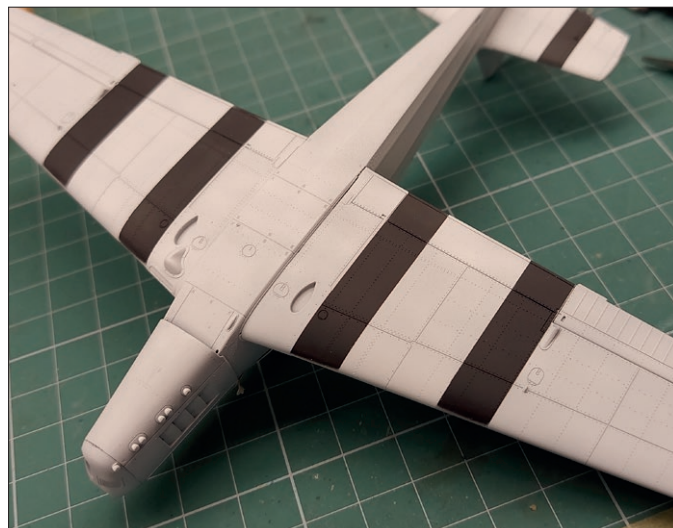
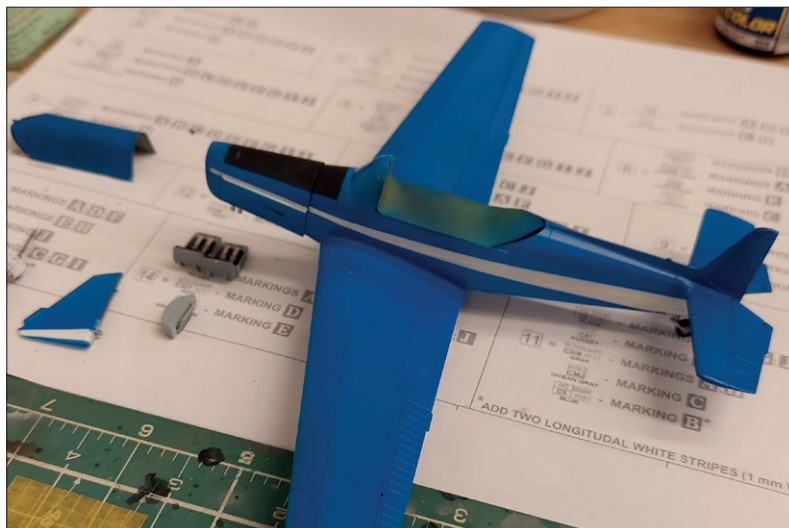
The mask sheet contains some basic masks for select camouflage schemes however the wedges for the Hungarian aircraft engine markings are sorely missing. The masking is „yet another pain in the neck“. We encourage the manufacturer to at least provide mask outlines schematic in scale that can be downloaded. Especially the wedges for the wings and horizontal tail surfaces or wedges for the Hungarian airplane. This simple aid will help creating home-made masks from tape. If possible provide this in the upcoming issue of the kit if the similar color schemes are planned for it.

And that's all my friends. Despite the issues described above the kit is very nice, go ahead and buy it. Maybe, one day, we will have Zlin Z-42/142 and Z-43 as well.

What does Eduard say?

Getting the Trener to perfection proved to be a challenge, and the number of combinations in coloring and detailing of the interiors and exteriors of each aircraft contained in the kit markings was enormous. For this reason, we did make a few mistakes in the instructions. Some of them we found out ourselves, others were reported to us by the modelers themselves. In the next edition of the Trener, Profipack MS version, the coloring of the fire extinguisher will be mentioned, the procedure for assembling the fuel gauges will be corrected and other modifications, some not mentioned in the article, will be also added. We won't do anything with the already printed instructions, but we will at least include the things discovered by Kaznějov club guys have found during their build in the instructions on the web.

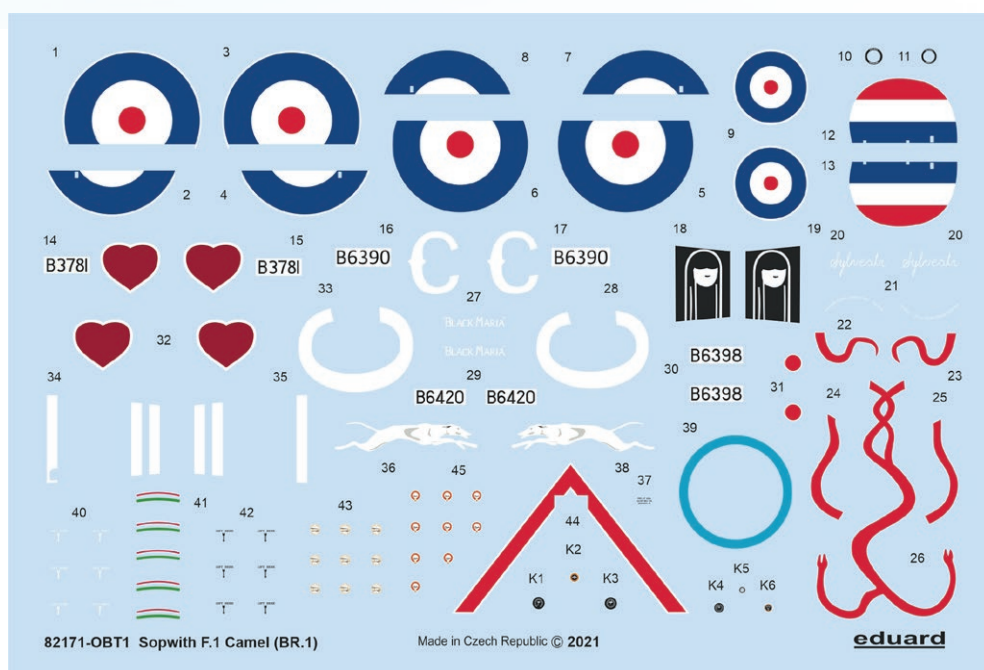
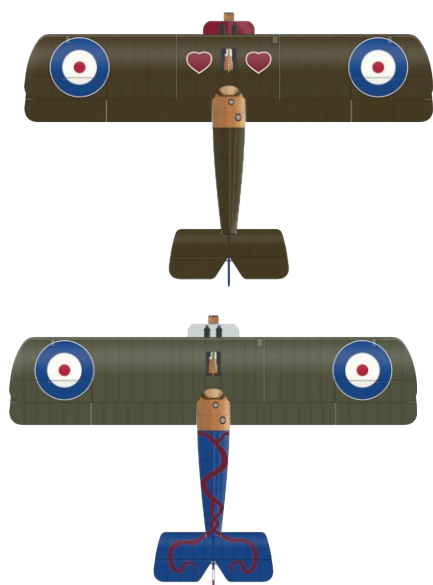




Sopwith F.1 Camel (BR.1)

1/48 Cat. No. 82171

- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 5 markings


[Product page](#)


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

Melbourne-born R. P. Minifie was the sixth most successful Australian fighter of World War I, as he scored 21 victories, most of them flying Sopwith Triplane. Only last four ones he achieved flying this Camel. Minifie joined the ranks of the RNAS (Royal Naval Air Service) on June 11, 1916, and after his pilot training he became a member of No. 1(N) Sqn in December. He achieved his first victory on April 29, 1917, when he shot down an Albatros D.III near Epinoy. On March 17, 1918, Minifie led an offensive patrol flying this Camel. He did not return, as he had to make emergency landing behind enemy lines, being taken a POW subsequently. His machine was burned on the ground, according to some sources it was set on fire by Minifie himself. It is not clear whether he landed due to the engine malfunction or was shot down in combat with Pfalz of Jasta 47w. Camel B6420 was manufactured by Sopwith factory and was accepted into No. 1(N) Sqn RNAS on November 9, 1917. Unlike the then current marking of the unit, the B6420 received an unusually colorful livery. According to the only known B&W photo, several conclusions can be drawn. We are leaning towards mid-blue mid and rear fuselage area with white greyhound and a red field behind the cockpit. However, it is possible that the wooden parts around the cockpit area were also painted red. It is up to the modeler to choose.



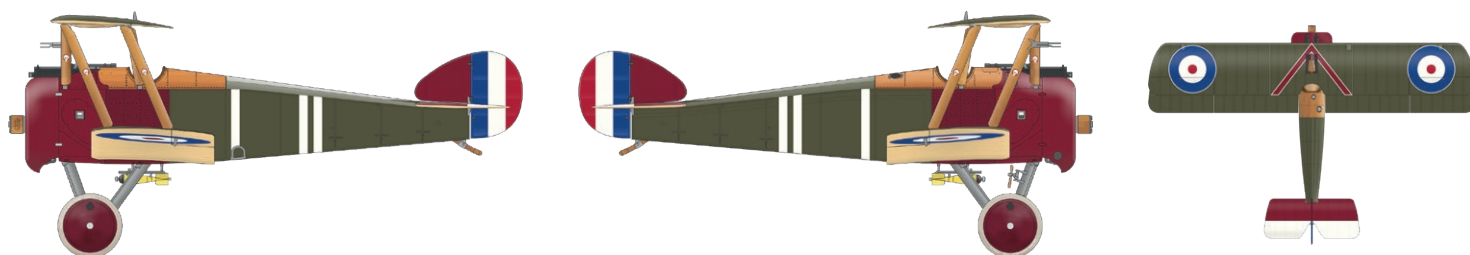
B6390, F/Cdr Raymond Collishaw, Seaplane Defence Squadron RNAS, December 1917

Canadian Raymond Collishaw was the most successful RNAS ace with his 60 kills. His aerial combat career began in January 1916 when he was posted to the Naval Wing No. 3, flying the Sopwith 1½ Strutters. Here he achieved his first two victories. In February 1917 he was transferred to No. 3(N) Sqn where he achieved two more kills flying Pup, but by April 1 he reported to No. 10(N) Sqn to take command of B Flight. Here he switched to the Sopwith Triplane and established the legendary "Black Flight" with fellow Canadians. Their aircraft had their noses painted in black and were given "black" names as well. Collishaw chose the name "Black Maria". After a holiday in Canada, already an ace with 38 kills, he took command of Seaplane Defence Squadron in November 1917, where he also achieved his first victory with Camel using this B6390. On January 23, 1918, Collishaw assumed command of No. 3(N) Sqn, where he remained until October 21, when he was withdrawn from combat duty. After the war he increased his score as commander of No. 47 Sqn by another kill in fighting against the Bolsheviks in Russia. He died on September 28, 1976, in Canada. The Camel B6390, like most of Collishaw's aircraft, had black nose and bore the name "Black Maria". It was taken over by FSL J. A. Moyle, and on January 15 it was shot down over the Channel with FSL E. G. Wilkinson in cockpit. The pilot was picked by the destroyer HMS Myngs, while the aircraft sank.



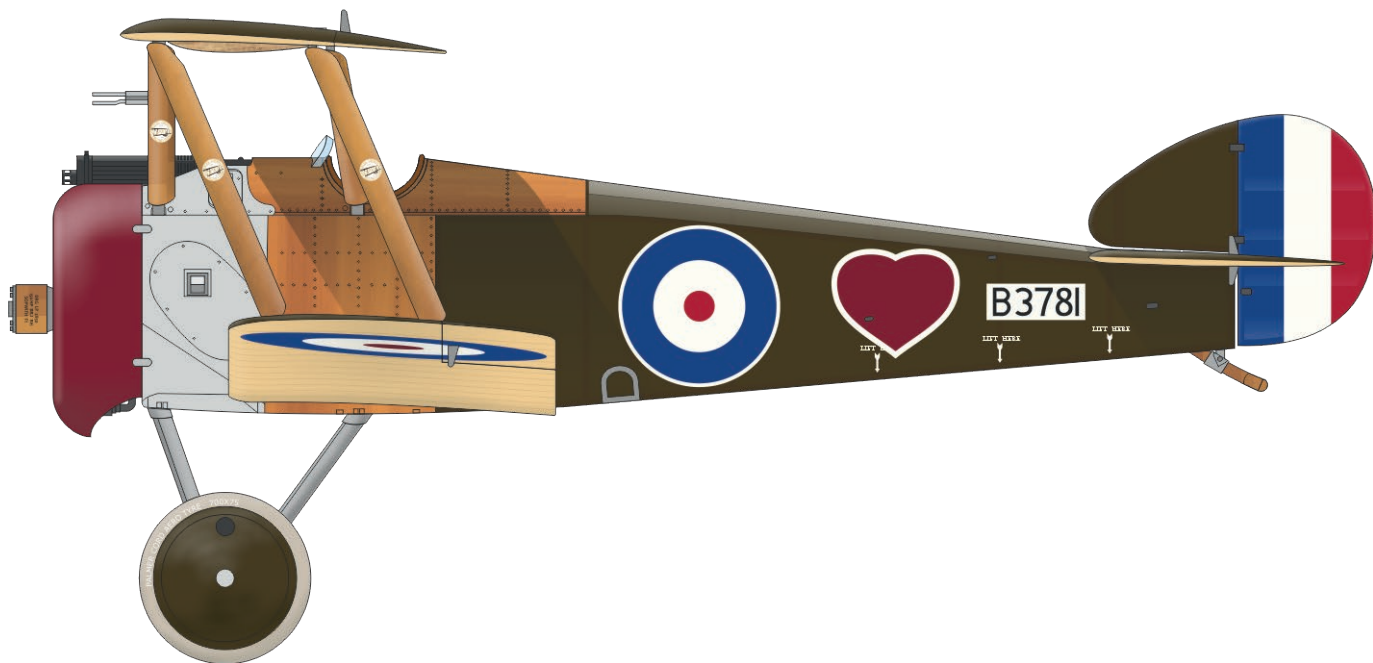
B7270, Capt. Arthur R. Brown, No. 9(N) Sqn RNAS, Bertangles, France, April 1918

Canadian Arthur Brown made himself famous with his victory over Manfred von Richthofen. Although it is perceived today that a bullet fired by Australian ground machine gunners killed the Red Baron, Brown was the one who chased the most famous German fighter down at the time and fired on him as well. Brown became an RNAS pilot in November 1915, but several health problems prevented him from combat activity until April 1917, when he was assigned to No. 9(N) Sqn RNAS. He did not stay long with this unit, however, and changed in quick succession Nos. 11, 4, and 11 Sqn again, where he scored his first kill with Sopwith Pup on July 17. In September he returned to No. 9(N) Sqn. By the end of October, he had managed five kills and after taking a rest, he returned to the unit in February 1918. He was appointed a flight commander at the time he took over this Camel, built by the Clayton & Shuttleworth factory. With it he scored three more victories during March and April, before on April 21 he swooped down on Richthofen, who was chasing Lt. May with his Fokker Dr.I. Nine days after his tenth and most famous kill, Brown was hospitalized with the flu and nerve problems. He went on to serve as an instructor and never returned to combat. On July 15, he even fainted in flight, crashed, and suffered serious head injuries. It took five years for him to fully recover. Brown died of a heart attack on March 9, 1944.



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

A. B. Ellwood, son of Reverend C. E. Ellwood, joined the Royal Navy in June 1916. In April 1917 he was posted to No. 3(N) Sqn and served with this unit until May 1918 (by which time it had been redesignated No. 203 Sqn). Ellwood achieved a total of ten kills, the first of them when flying this Camel B3781 on June 27, 1917. His victim was an unspecified German floatplane. On his second victory (January 30, 1918) he was already flying another Camel (B6408), as B3781 had been seriously damaged in a crash by J. W. P. Ambrose on August 27, 1917. However, the aircraft was repaired, assigned to No. 9(N) Sqn at the end of October, and in February 1918 was credited to No. 10(N) Sqn. Here it was shot down with FSL G. T. Steeves behind controls on March 18. Steeves was taken POW, the aircraft was destroyed. Camel B3781 was of Sopwith factory production with red hearts painted on the wings and fuselage during service with No. 3(N) Sqn. The upper wing hearts are clearly visible on the photo of crashed aircraft.

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

As colourful as the B6398 Camel was, so too was its combat career. It was manufactured by Sopwith as part of a batch of 250 aircraft. In October 1917 it was assigned to No. 1(N) Sqn. Here it had a few unlucky moments, such as a ground collision with another aircraft (March 11, 1918) or a collision with a cow on edge of airfield during a training flight (April 7, 1918). Pilots scored twelve kills flying B9368, six of which were credited to S. M. Kinkead, with W. R. May scoring his first two kills and R. C. B. Brading scoring four, all during September 1918. At the end of the war the aircraft was assigned to No. 1 School of Special Flying, where it was taken over as a personal machine by E. L. Foot (5 kills). He had it decorated with Egyptian motifs. A stylized head of Cleopatra in a black field and a snake winding along the back of the machine were added. According to the photographs taken from both sides, it seems there was a two-headed and two-tailed red snake painted. The area of the fuselage around the cockpit is usually depicted as red, but according to photographs it is possible the wooden parts were left in their natural color and only the canvas behind cockpit was red. It is up to modeler to choose.



Recommended for Sopwith F.1 Camel (BR.1)

FE1215	Sopwith Camel seatbelts STEEL (PE-Set)
644116	Sopwith Camel LööK (Brassin)
648657	Sopwith Camel wheels type 1 (Brassin)
648658	Sopwith Camel wheels type 2 (Brassin)
648659	Sopwith Camel seat (Brassin)
648660	Sopwith Camel Vickers Mk.I gun (Brassin)
648674	Sopwith Camel Rotherham air pumps (Brassin)
648662	Sopwith Camel 20lb bomb carrier (Brassin)
648677	Sopwith Camel Bentley engine (Brassin)
648661	Sopwith Camel US Colt Vickers gun (Brassin)
3DL48038	Sopwith Camel SPACE (3D Decal set)



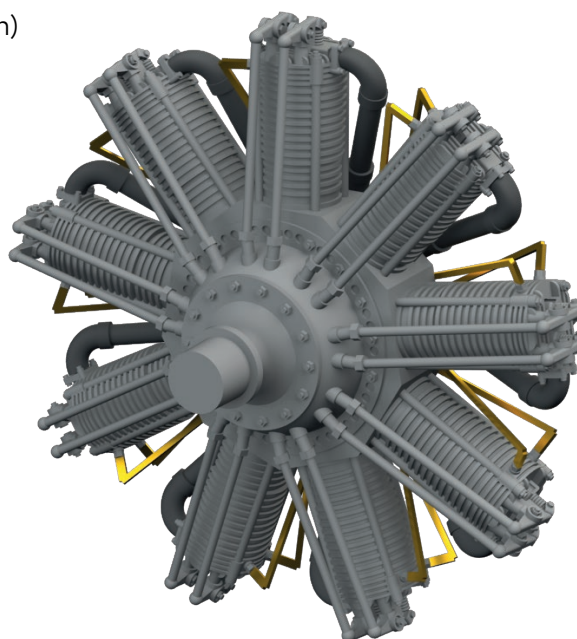
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Cat. No. 648659



Cat. No. 648677



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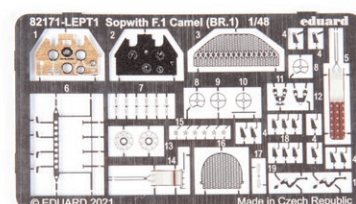
Sopwith F.1 Camel

1/48

Cat. No. 82171X

[Product page](#)

Cat. No. 82171-LEPT1


[Product page](#)

BFC113

Camel Swag

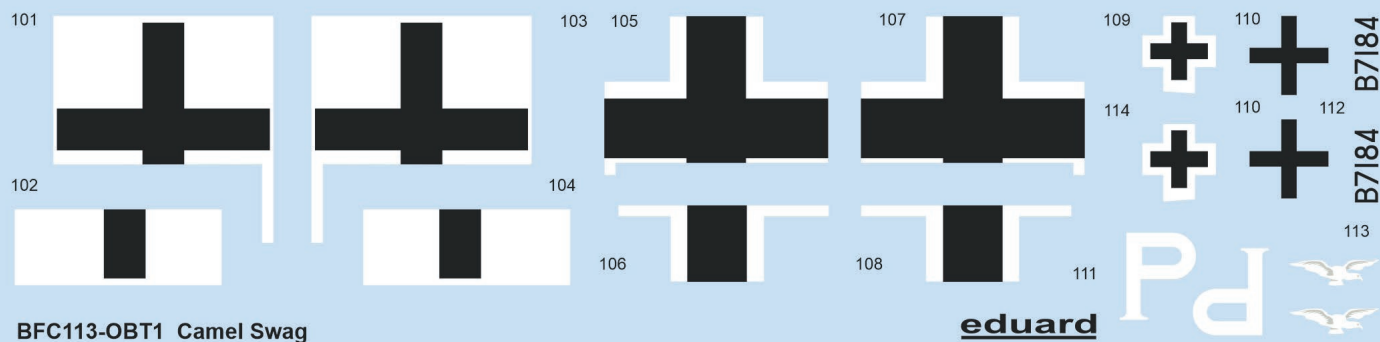
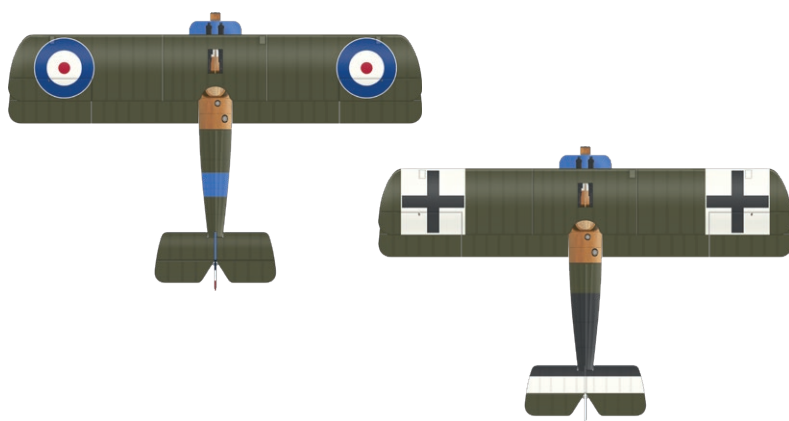


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BFC MEMBERS ONLY

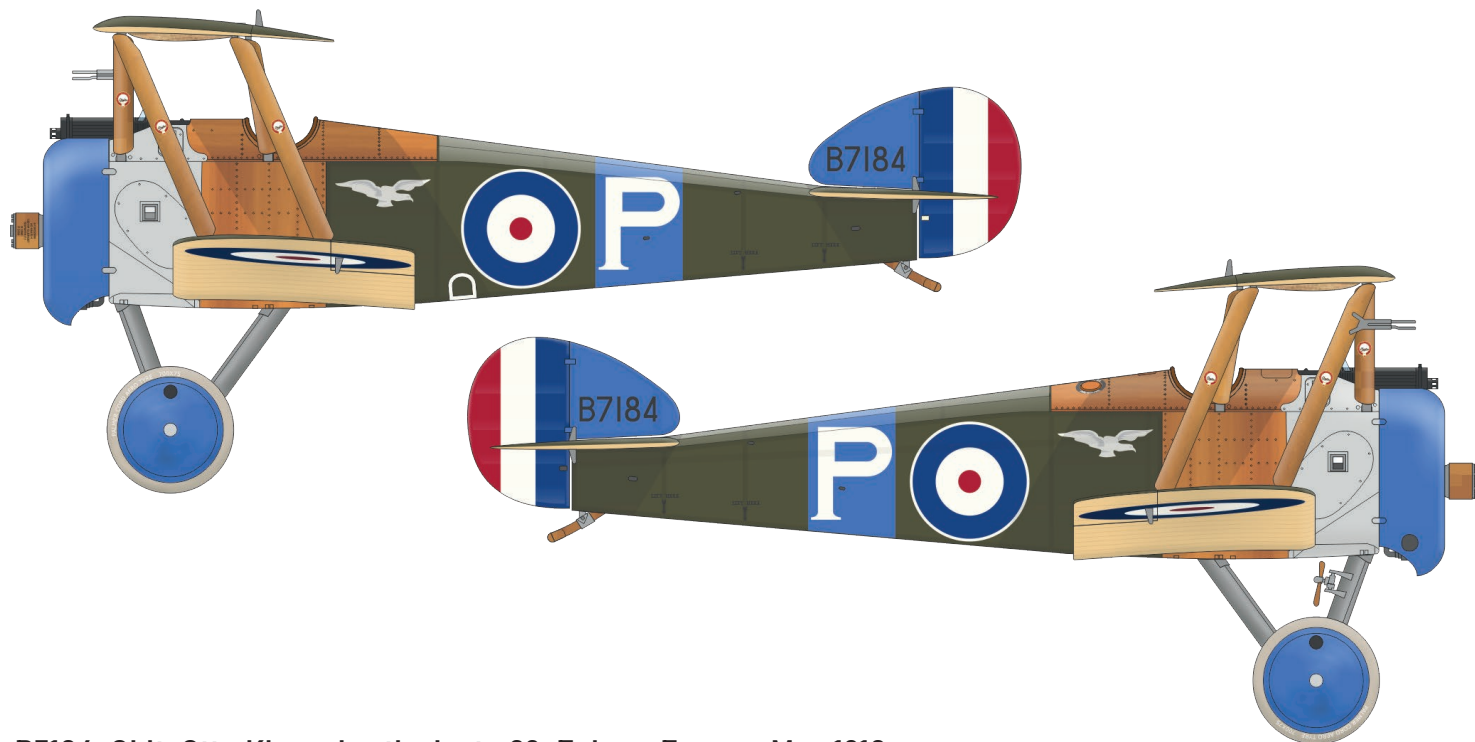
1/48, Cat. No. BFC113

- Complete Sopwith F.1 Camel (BR.1) kit (ProfiPACK Cat. No. 82171)
- Unique decal for Camel B7184 from the RAF and from the captivity in Germany.



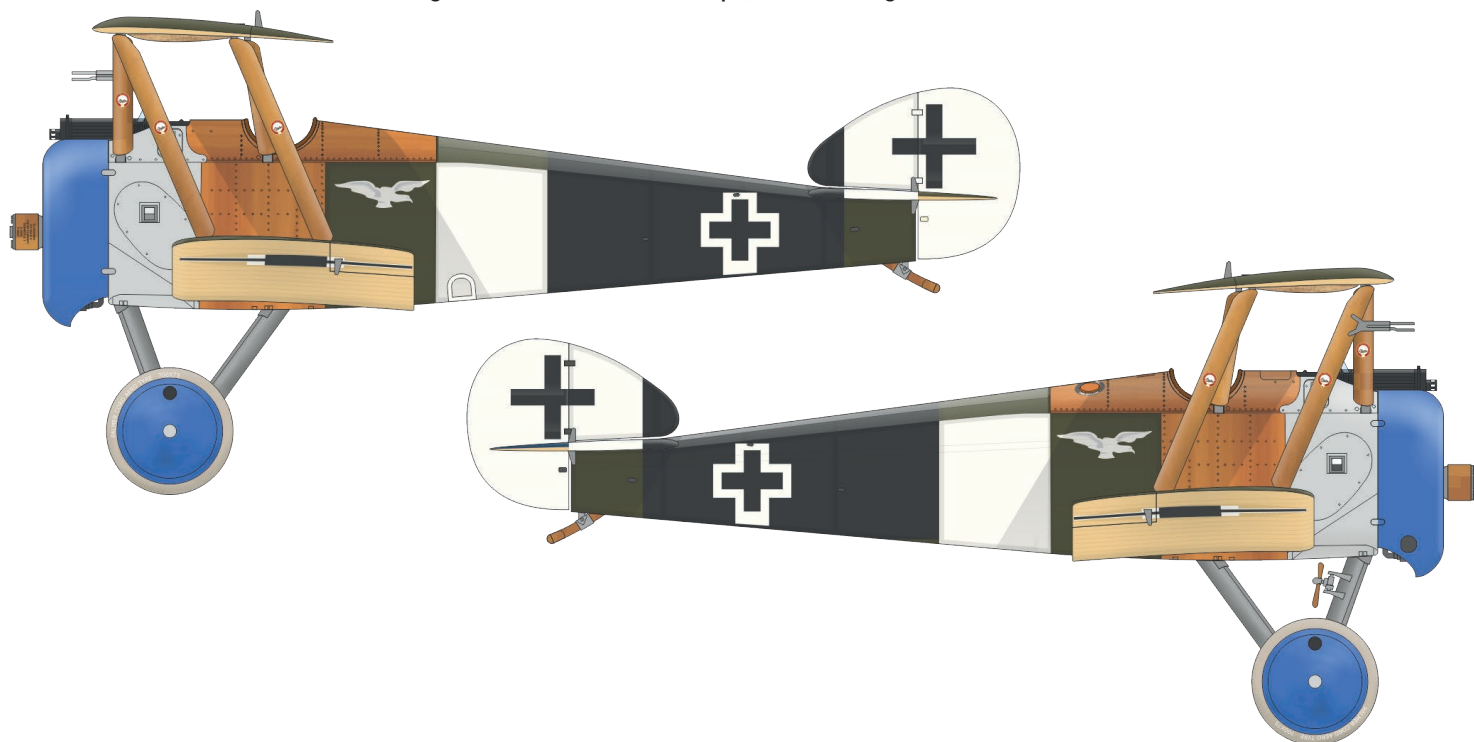
B7184, FSL Hubert St. J. E. Youens, No. 3(N) Squadron RNAS, Bray Dunes, France, January 1918

On January 23, 1918, eight Camels from No. 3(N) Squadron RNAS took off for offensive patrol at the Ostende - Torhout - Roulers line. Britons encountered a formation of four D.F.W.'s escorted by several D.IIIa Pfalz from Jasta 7 over the Houthulst Forest (Forêt D'Houthulst). In the ensuing battle, one of the Camels crash-landed behind enemy lines. It was Camel flown by Flight Sub-Lieutenant Hubert St. John Edgerley Youens, a twenty year old inexperienced pilot. The one who, according to records, forced him to land was Carl Degelow, later commander of Jasta 40 and also the last pilot to be awarded Pour le Mérite during the Great War. The flight letter of B7184 remains unknown, as no photograph of this machine exists, partly because it was lost just nine days after it was taken into service on January 14, 1918. The marking of B7184 is usually compared to another Camel, the B7275, which bore the letter P in the blue field. However, this one joined No. 3(N) Sqn in March 1918, so the P letter cannot be excluded as possibility for B7184 as well.



B7184, Oblt. Otto Kissenberth, Jasta 23, Epinoy, France, May 1918

The Camel B7184 captured on January 23, 1918, was just slightly damaged and Luftstreitkräfte took the opportunity to flight-test the near-new condition enemy aircraft in the months following the incident. After the testing had been finalized, the Camel was used by Jasta 23 commanding officer Otto Kissenberth. German pilot even achieved a victory flying it when he shot down S.E.5a on May 16, 1918. It was his twentieth and last kill. Two weeks later he crashed this Camel shortly after take-off and severe injuries prevented him from return to combat action. The German livery is reasonably well documented. The British cockades were overpainted with white on the upper side of the top wing and with light yellow on the bottom of the lower wing while fuselage cockades disappeared under black fields on the fuselage sides. It is interesting the eagle symbol of the No.3(N) Sqn was retained. The horizontal stabilizer was given white and black stripe, the marking of Jasta 23.

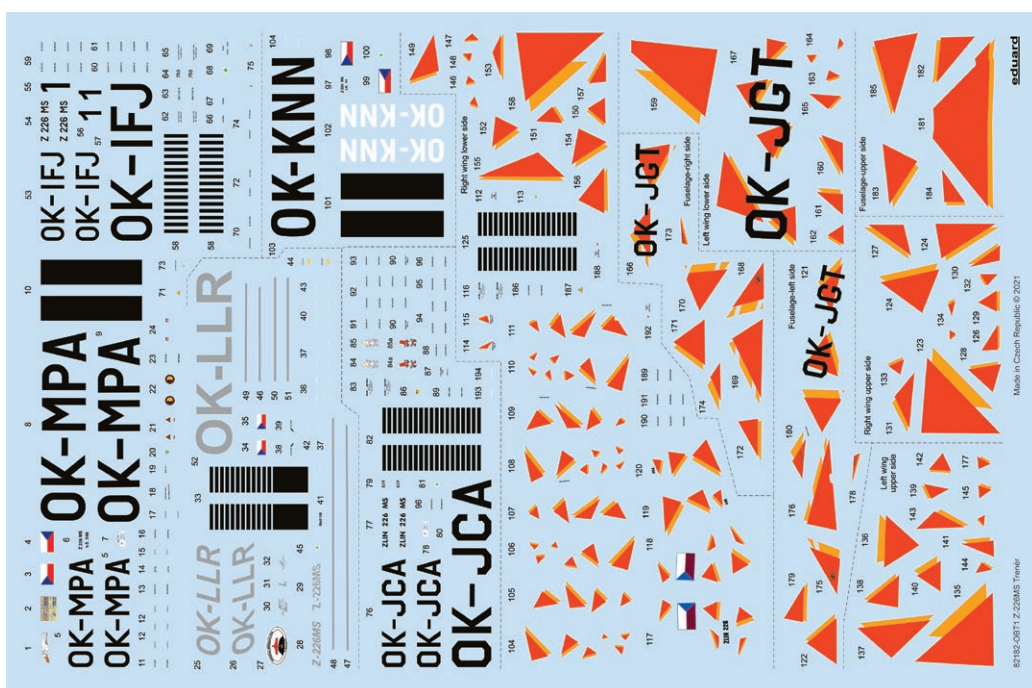
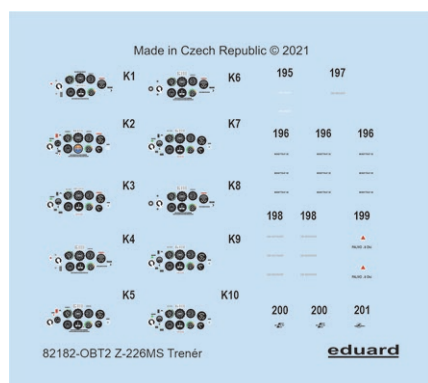


Z-226MS Trenér

1/48 Cat. No. 82182

- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 6 markings

Product page



OK-JCA, No. 839, Gliding Aerobatic Club, Benešov airfield, Czech Republic, 2020

This aircraft was manufactured as Z-126 version and got the matriculation OK-JHJ. It was rebuilt as Z-226M and MS later in 1999. At the same time Jičín Aero Club bought it and used as a towing aircraft until 2012. The next user, Gliding Aerobatic Club of Miloš Ramert brought it in 2012. There, the exhaust silencer was fitted due to the proximity of Benešov town, as well as the touristic area around the Konopiště castle. On the rudder, the sticker with Rumcajz illustration was placed by Jičín Aero Club members, as the city is Centrepont of the fairy-tale about this fictional person. At the time it was sold to GAC the sticker was already faded out significantly. For the appearance of the aircraft as it was used during its Jičín era, you may use the full-color decal of the figure (marked by "a" suffix). The spinner was blue at the time and exhaust was not fitted with the silencer.

**OK-MPA, No. 246, Aero Club Frýdlant nad Ostravicí, Czech Republic, 2019**

Trenér No. 246 was manufactured in 1958 and was registered in December the same year as the Z-226B towing special with rear controls only. It flies with the Frýdlant nad Ostravicí Aero Club from 2009, when it was brought from Havlíčkův Brod Aero Club. During overhaul in 1989 the M-137 engine was installed and the V-503A automatic pitch-control propeller as well. Thus, together with other necessary changes it was brought to the standard of Z-226MS. The aircraft was used in various gliding contests as the tow, two of them, the Euroglide 2008 and 2012 are commemorated by stickers on the left side of the vertical fin. The exhaust silencer was installed by Frýdlant Aero Club to keep the noise levels low.

**OK-JGT, No. 804, private owners, Rakovník airfield, Czech Republic, 2021**

Unusual colors of the OK-JGT make it very attractive, and the matriculation gave it the nickname „Jogurt“ (yoghurt in Czech). The aircraft was manufactured as Z-126 and served with various Aero Clubs in the Central Bohemia region. For some time, it was used by Aero Club operating from international airport Praha – Ruzyně. It was modified to the Z-226MS standard in 1998 and brought by group of private owners later. They operate it from the Rakovník airfield today.



OK-LLR, No. 133, civic club owner, Sazená airfield, Czech Republic, 2015

Bright red color of this Trenér is work of Igor Rumanovský, who made the paintwork in May 2005 at the Nitra airfield. The aircraft was in possession of Aero Club Banská Bystrica and based at the nearby airfield Sliach. For some time, the OM-LLR, as it was matriculated in Slovakia, served at the Očová airfield, and then was sold to Czech Republic in 2011. The new owner was and still is the civic club Podřipská historická letka (translates as Historic flight of the Říp mountain foothills). At the present, the aircraft is non-airworthy and stored due to the ground accident damage in 2019. Repair is planned as the airframe still has a lot of flight hours to the end of its life cycle.

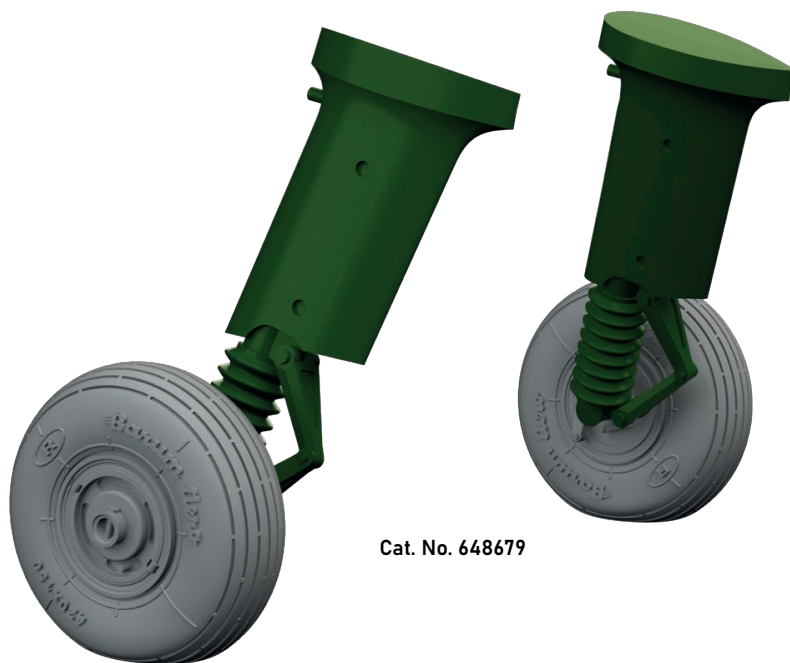
**OK-IFJ, No. 750, Zbraslavice Aero Club, Czech Republic 2020**

No. 750 Trenér was manufactured in 1954 as Z-126 and rebuilt to the Z-226MS standard during its second main overhaul. At the time the aircraft also got the present colors, which are the design of Jiří Hodan, pilot and renowned modeler. The aircraft experienced engine malfunction during the tow on July 1, 2012. Pilot, after hearing the massive bang from the engine, experienced loss of power and vibrations. After glider release, he stopped the engine and conducted emergency landing on the airfield successfully.

**OK-KNN, No. 41-09, Vysoké Mýto Aero Club, Czech Republic, 2013**

The towing workhorse of the Vysoké Mýto Aero Club was produced as Z-126 in 1956 and first served with Slaný Aero Club. It was handed over to Točná Aero Club in 1967 and two years later to Dvůr Králové Aero Club. Starting from 1976 it serves with Vysoké Mýto Aero Club until today. During third overhaul, finished in June 1981, the aircraft was rebuilt to the Z-226M standard and later to Z-226MS. On November 25, 2013, the engine malfunction forced pilot to conduct emergency landing on the field near to Kroměříž city. The aircraft was undamaged, but during the engine change another overhaul was made. Due to the minor damage to the rudder the fabric cover was changed in 2014 and it was left white without the blue stripes as on the rest of the aircraft. It flies with the white rudder until today.





Cat. No. 3DL48045

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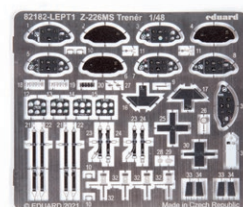
Z-126T/226 TRENÉR

1/48

Cat. No. 82181X

Product page

Cat. No. 82182-LEPT1



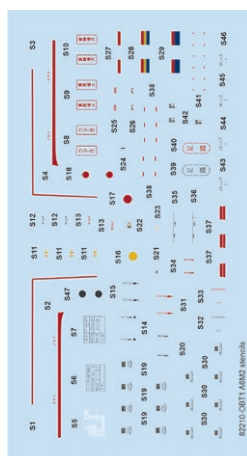
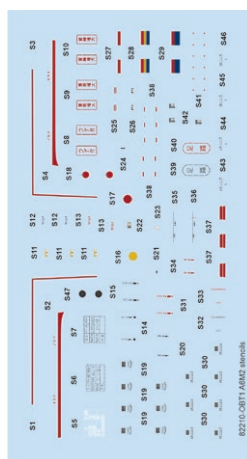
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TORA TORA TORA! Dual Combo 1/48 Cat. No. 11155

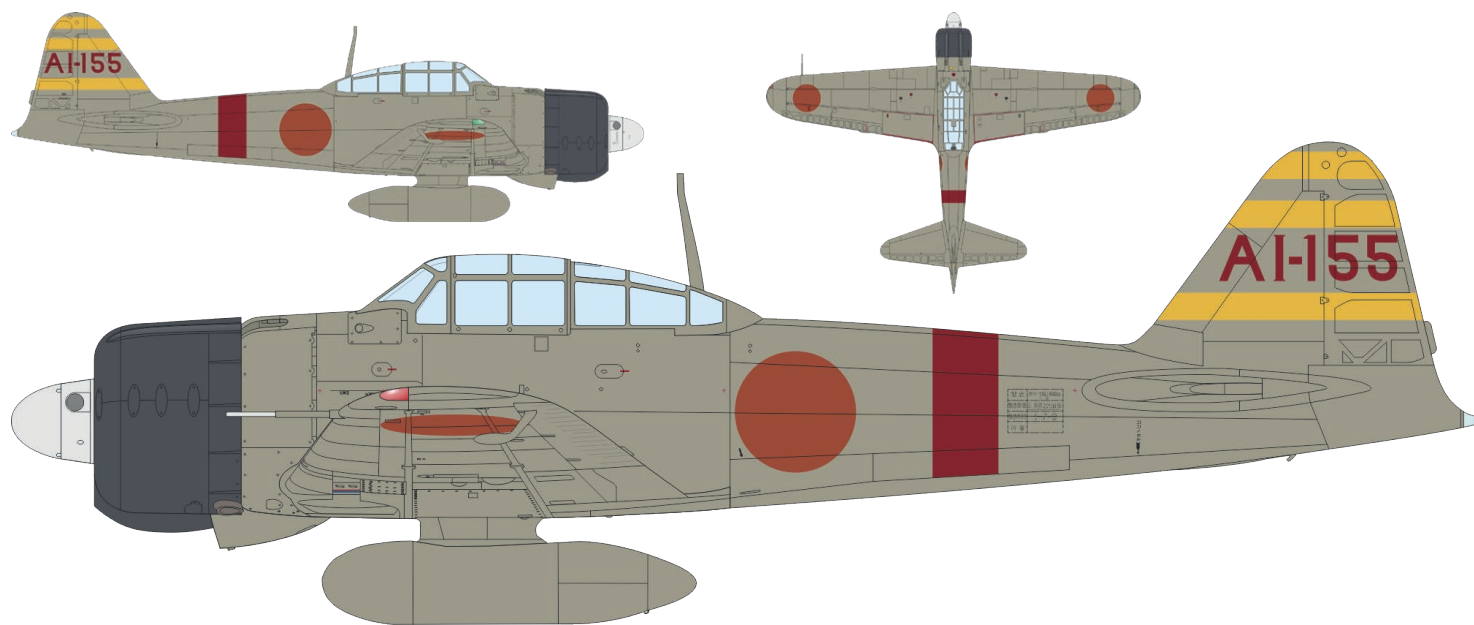
- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 12 markings

Product page



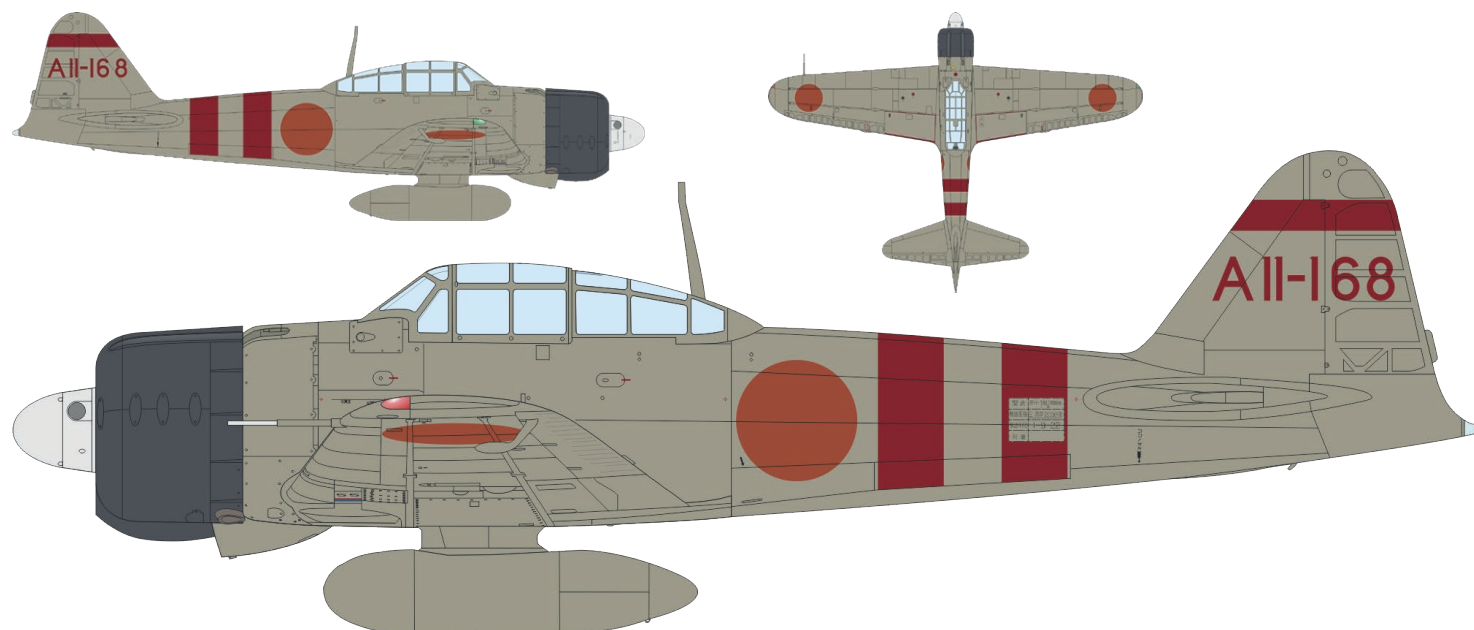
Lt. Cdr. Shigeru Itaya, Akagi Fighter Squadron, first attack wave

During the first wave Itaya led 43 Zero fighters, including 9 from Akagi. Itaya's own Akagi formation shot down one sightseeing and three training aircraft. Then, at Hickam and Ewa bases, they destroyed about 25 aircraft and also attacked incoming B-17s. Itaya's wingmen damaged and set fire to a B-17C from 7th BG of Capt. Swenson's crew with one passenger who did not survive the attack. Itaya's wingman, P01c Hirano, was hit by anti-aircraft over Fort Kamehameha and hit an obstacle while flying low over the ground, killing himself and four American soldiers. Itaya was born in 1909 and graduated from the Naval Academy in 1929. From November 1936, he was the Buntaichō of the Ryūjō Fighter Squadron for one year. He then served with the 15th and 12th Kōkūtai and from January 1940 he was Buntaichō of the Hiryū Fighter Squadron. In November 1940 he took over this position on the aircraft carrier Akagi, in April 1941 he was appointed Hikōtaichō and remained in this position until the Battle of Midway. He was killed on July 24, 1944 in the Kuril Islands, at that time serving as a member of the staff of the Naval 51st KōkūSentai. He was flying aboard a G3M bomber towards Paramushir and was accidentally shot down by a Ki-43 fighter.



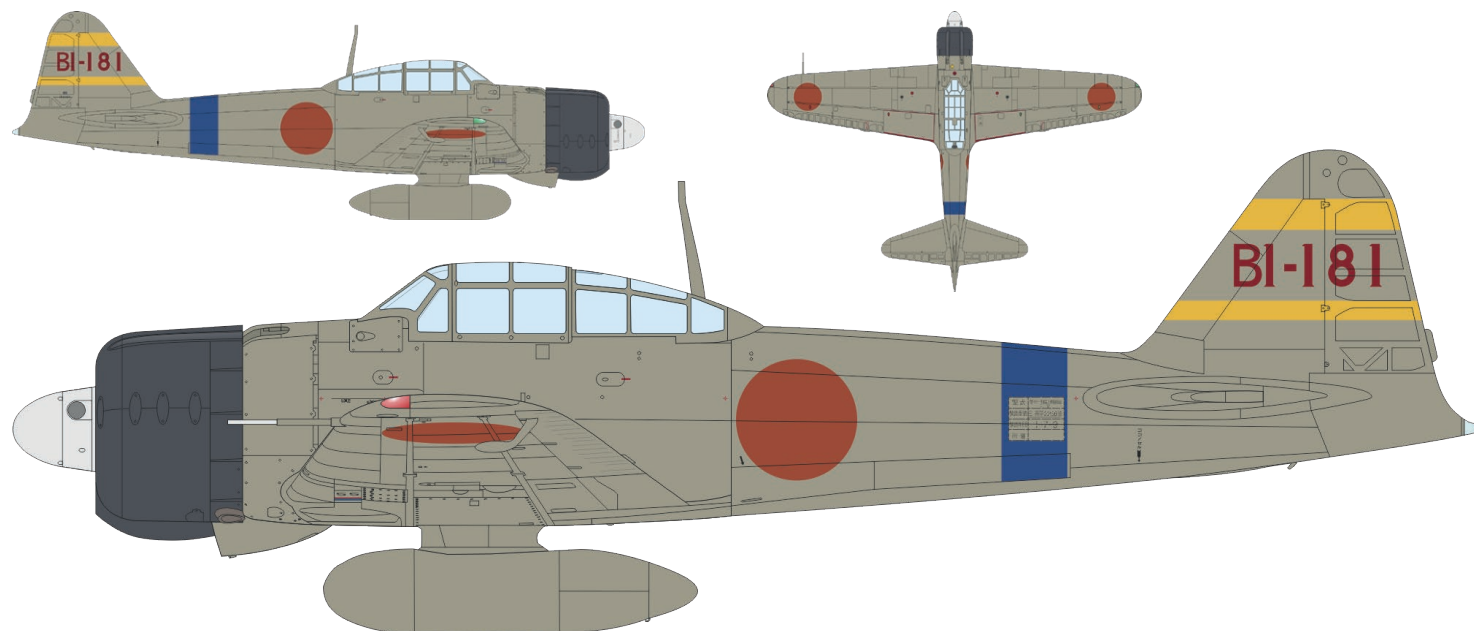
c/n probably 2236, P02c Akira Yamamoto, Kaga Fighter Squadron, first attack wave

Kaga sent nine Zeros in the first wave of the attack on Pearl Harbor under command of Lt. Yoshio Shiga. His formation destroyed 21 aircraft at Hickam. Six of them were credited to P02c Yamamoto, who had previously shot down a yellow-painted civilian Piper J-3 on a sightseeing flight. The two men on board were killed. Lt. Shiga lowered Yamamoto's rank one notch and called him an idiot bastard. Yamamoto had served as a fighter pilot since 1934 and had seen combat in China with the aircraft carrier Hōshō and 12th Kōkūtai. During the Battle of Midway, he shot down five bombers. After Kaga was hit, Yamamoto landed aboard Hiryū and while escorting bomber he claimed four fighters including F4F flown by "Jimmy" Thatch, commander of VF-3. In the fall of 1942 he served on the carrier Zuihō and was promoted to the rank of Warrant Officer. In May 1944, he was transferred to the Yokosuka Kōkūtai and participated in the defense of Iwo Jima. He was killed in the defense of Japan on November 24, 1944. After his aircraft was hit by a B-29 gunner, Yamamoto bailed out, but his parachute did not open. He achieved 13 aerial victories and the rank of Lieutenant junior grade.



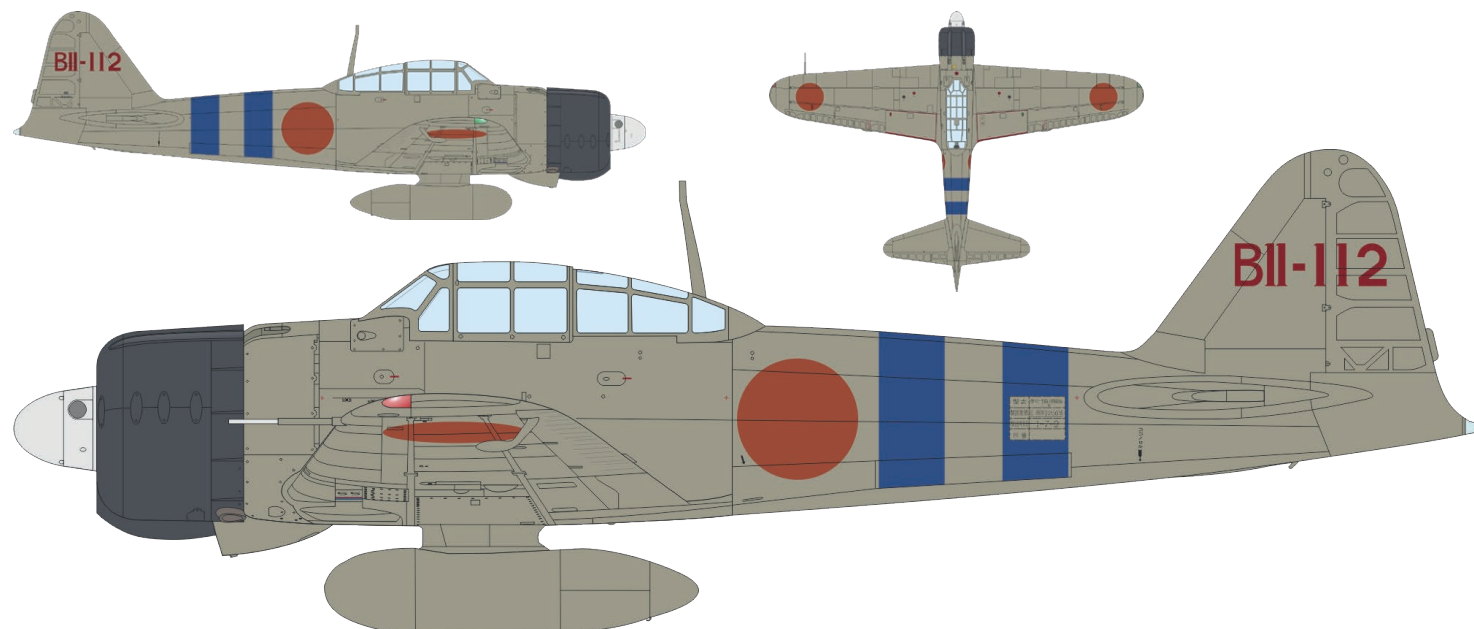
Lt. Masaji Suganami, Sōryū Fighter Squadron, first attack wave

In the first wave, eight Zeros from Sōryū, led by Suganami, attacked Wheeler and Ewa airfields. They destroyed 27 aircraft on the ground and shot down five planes in combat. Suganami then lost orientation, so he decided to return over the target and sacrifice himself. However, he encountered other planes and returned to the carrier. After graduating Naval Academy in 1933, he served in 13th and Tsukuba Kōkūtais. He led fighters on the carrier Ryūjō till November 1941, after that Sōryū fighters until June 1942. At the Battle of Midway, in the first attack wave, his formation shot down six American fighters. From July 1942 he served as Hikōtaichō of fighters at Genzan Kōkūtai (later Kōkūtai 252). Suganami went missing on November 14, 1942 while escorting Rear Admiral Tanaka's destroyers off Guadalcanal. Six Zeros under his command provided the 4th CAP. They first attempted to attack a "beautiful formation" of B-17s. After that attack on ten F4Fs from VF-10 brought them four victories. On return Suganami, over the protests of his subordinates, separated from the formation and headed southwesterly. He apparently joined the attack on SBDs from VB-10 and later, before running out of fuel, shot down Lt. Col. "Joe" Bauer, commander of VMF-212 and Medal of Honor recipient.



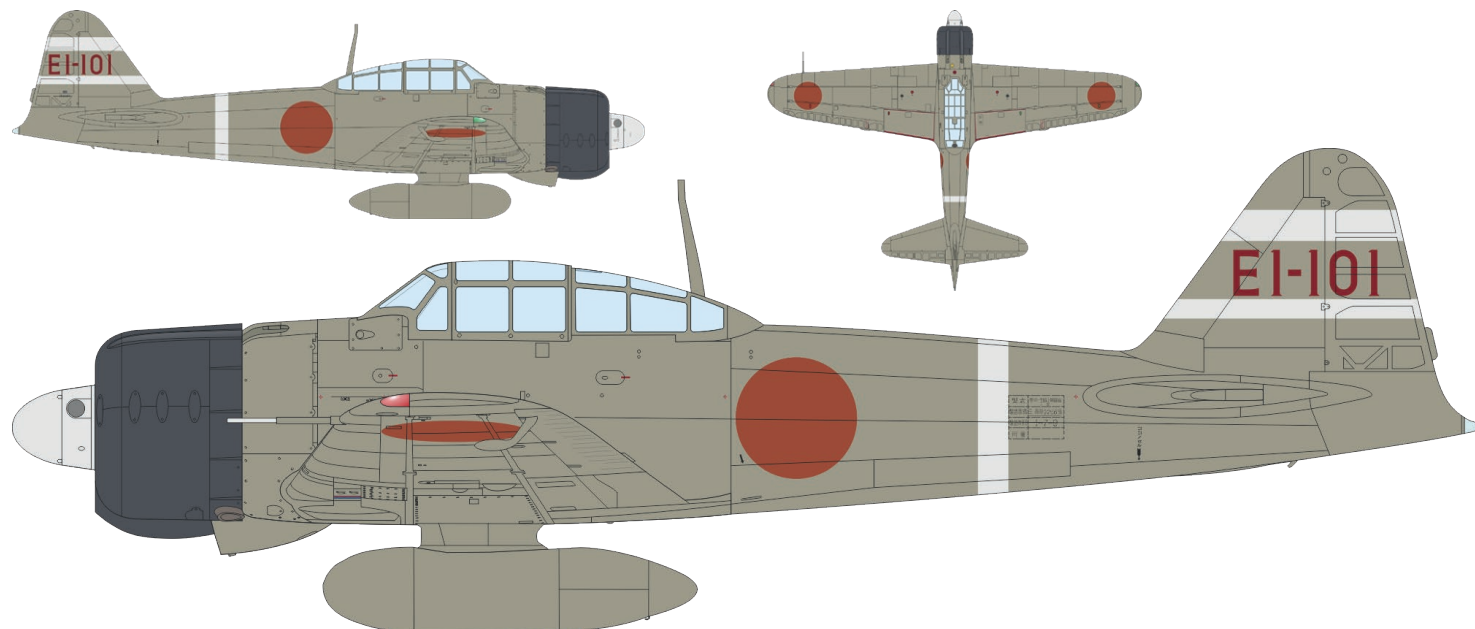
P01c Kazuo Muranaka, Hiryū Fighter Squadron, first attack wave

Hiryū sent in the first wave of the attack on Pearl Harbor six Zeros under command of Lt. Okajima. They set 27 aircraft on fire at Ewa Field. Okajima's first wingman was P01c Muranaka. He completed his training in August 1938 and after serving with Saeki, Ōita and Ōmura Kōkūtai, he was transferred to the 14th Kōkūtai in August 1939 in China. During December 27, he participated in the unit's first two victories. In August 1941, he was transferred to Suzuka Kōkūtai and in November of that year was assigned aboard Hiryū. During the Battle of Midway, he was sole pilot to escort Hiryū bombers throughout the action. After return he took off on a combat air patrol and shot down three planes. His Zero was hit and he was rescued by destroyer Nowaki. After recovering, Muranaka served on the aircraft carriers Shōkaku and Jun'yō. He fought over Guadalcanal and took part in the Battle of Santa Cruz. In 1944 he served as an instructor in Japan with the Tokushima Kōkūtai and in Singapore with the 11th Kōkūtai. In 1945 he served as Ensign on N1K2-J fighters at Hikōtai 701 as part of the elite Kōkūtai 343. He achieved six certain and three probable victories. After the war he joined the JSDF and attained the rank of Major.



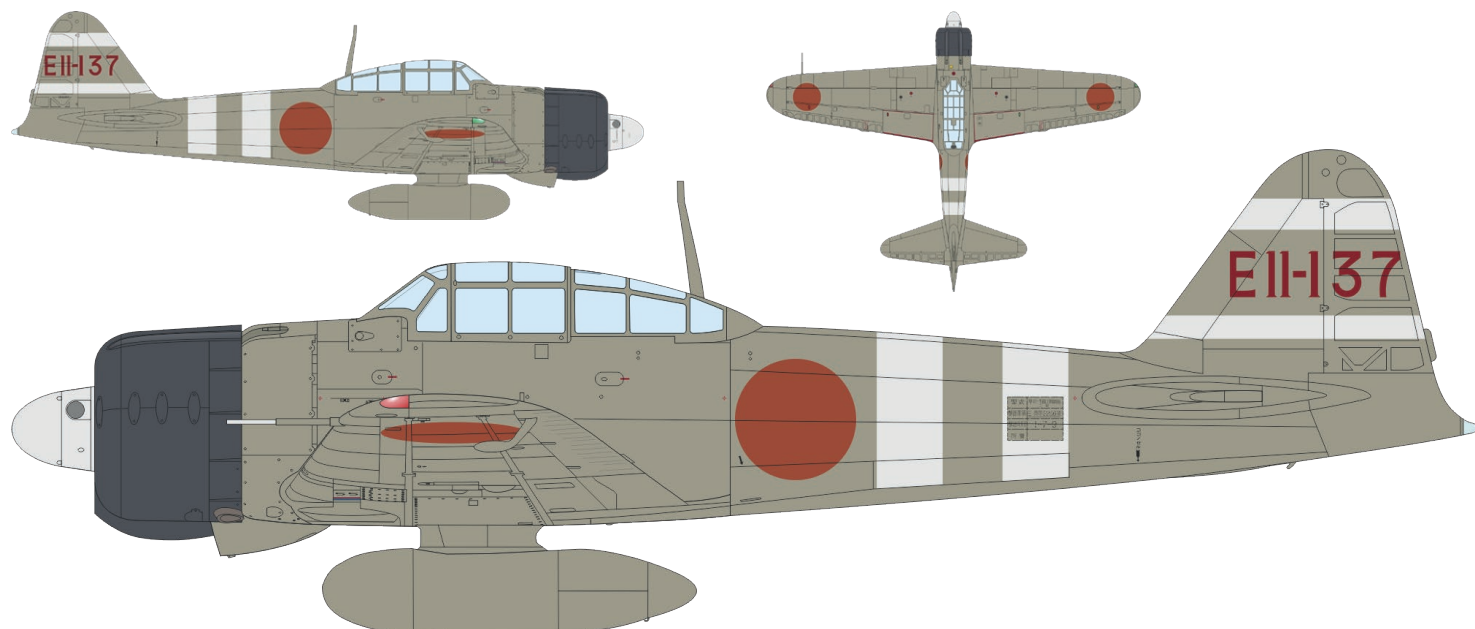
Lt. Tadashi Kaneko, Shōkaku Fighter Squadron, first attack wave

The Shōkaku sent in first wave five Zeros under command of Lt. Kaneko. They destroyed 35 aircraft at Kaneohe airfield and hit three others at Bellows. During the 2nd attack wave, fighters from Shōkaku patrolled over the carriers. Kaneko had commanded the fighter Shōtai aboard the aircraft carrier Ryūjō since 1937. He became well known in the Japanese press after his successful attack on the Chinese fighters near Shanghai on August 22, 1937. In the following years he served with the 15th and 12th Kōkūtai, and later with the Ōmura and Mihoro Kōkūtai. In September 1941 he became Buntaichō of the fighters on the Shōkaku. He shot down three Hurricanes during the attack on Trincomalee on April 9, 1942. In May 1942 he was appointed Hikōtaichō of the 6th Kōkūtai, which was to be based at Midway Atoll. During the Battle of Midway, Kaneko and his men were aboard Akagi and engaged in a battle on his own initiative, shooting down two torpedo planes. From October 1942 he fought over Guadalcanal as Hikōtaichō of the aircraft carrier Hiyō's fighters. In early November he was promoted to the rank of Lieutenant Commander. During a patrol on November 11, he shot down three F4Fs from VMF-121. In total he claimed at least eight victories. Kaneko was killed on November 14 in combat with SBDs from VB-10, his Zero was set on fire by gunner ACRM Gordon C. Gardner.



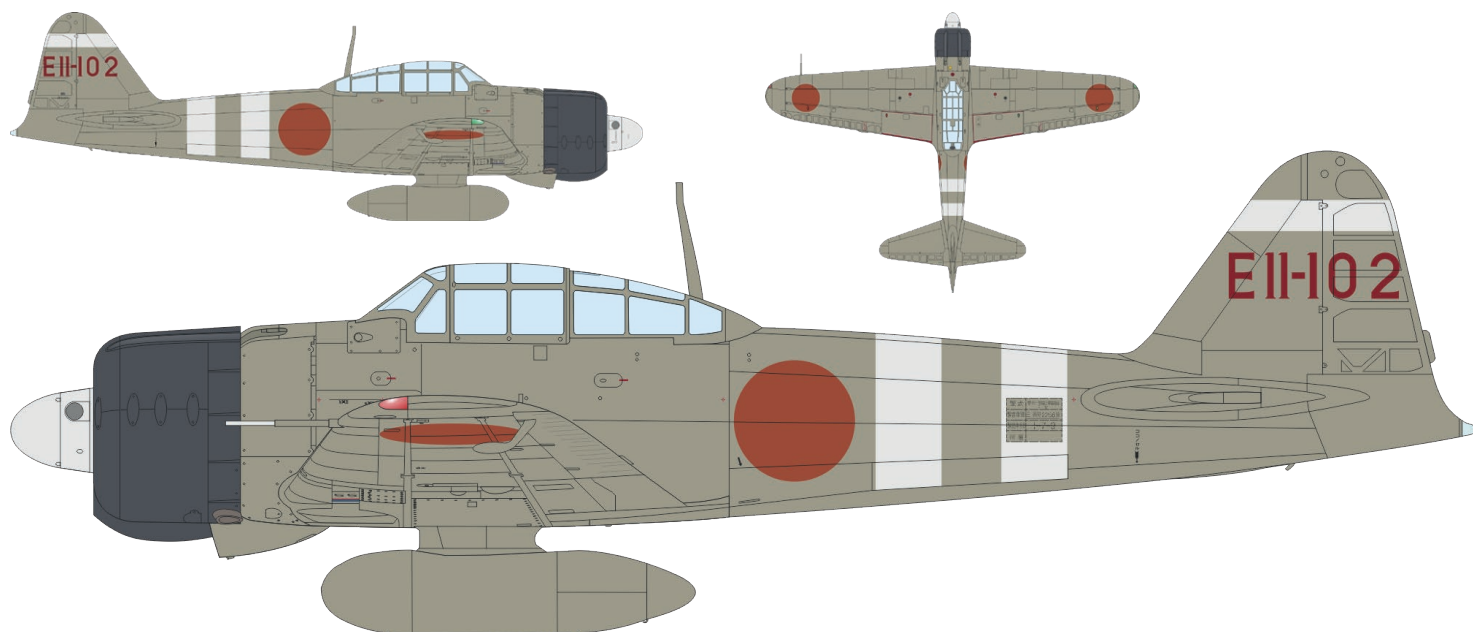
Lt. Masao Satō, Zuikaku Fighter Squadron, first attack wave

The aircraft carrier Zuikaku sent in the first wave five Zeros under the command of Lt. Satō. He escorted the bombers in the raid on Kaneohe Naval Air Station. As they met no resistance in the air, his fighter pilots destroyed over 32 aircraft on the ground. During the 2nd attack wave, Zuikaku fighters patrolled the carriers. Satō was a veteran of 12th Kōkūtai in China and served on the board of Akagi. From September 1941 to January 1942, as the so-called Buntaichō, he commanded fighters aboard the Zuikaku, and in May he began serving in that capacity on the aircraft carrier Kaga until her sinking at the Battle of Midway. From June 1942 he took over fighters as Hikōtaichō on the carrier Zuihō. He participated in the Battle of Santa Cruz, and in the 2nd phase Satō's formation shot down four aircraft. In April 1943, Zuihō participated in Operation "I"-go in the New Guinea and Solomon Islands area. Satō was killed during Operation "Ro"-go on November 11, 1943 in aerial combat over Bougainville.



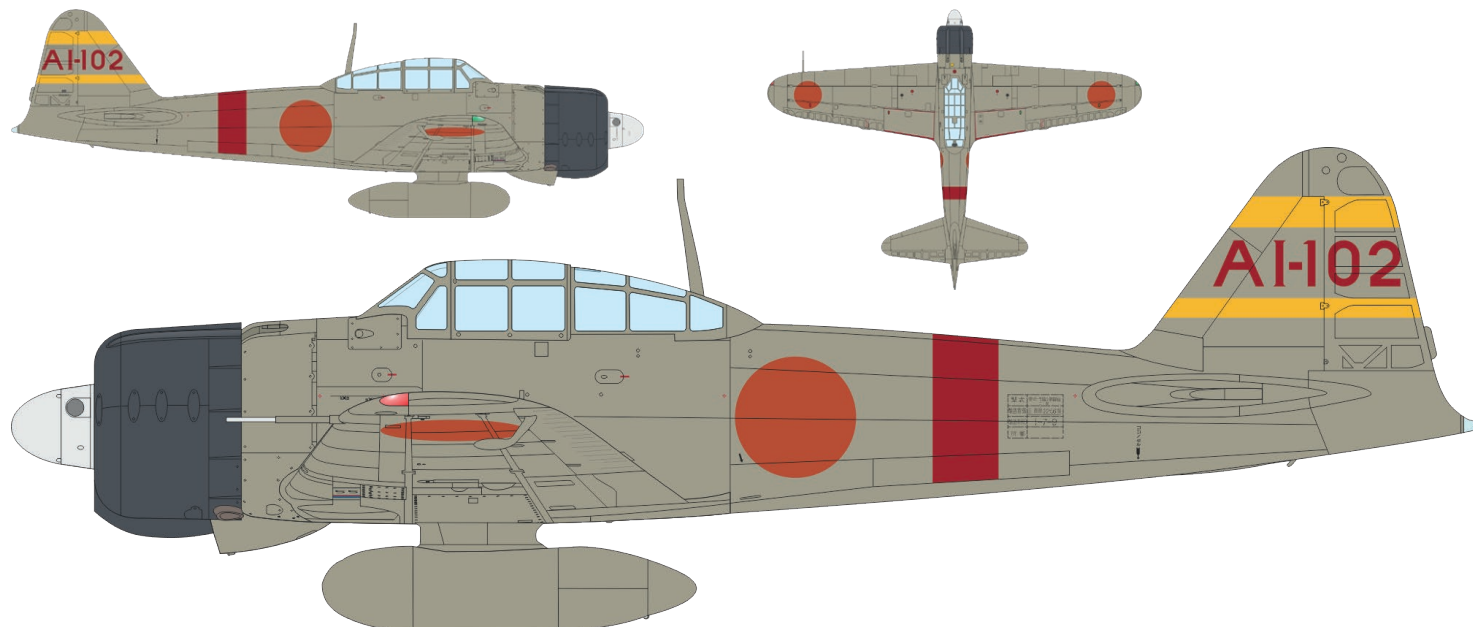
P01c Tetsuzō Iwamoto, Zuikaku Fighter Squadron, patrol during the first attack wave

During the first wave of the attack on Pearl Harbor Zuikaku launched six Zeros to patrol the vicinity of the carriers. P01c Iwamoto led the 2nd Shōtai during this mission. At the time, he was the most successful naval fighter ace with 14 victories from combats over China with 12th Kōkūtai. In 1942, he took part in battles in the Indian Ocean and Coral Sea with his plane No. 102. From the summer of 1942 he served as an instructor in Japan. From March 1943, he participated in patrolling in the Kuril Islands with Kōkūtai 281. In November he was transferred to Rabaul to Kōkūtai 204 and later to Kōkūtai 253. In February 1944 he participated from Truk Atoll in the interceptions of B-24 bombers. In June 1944 he was transferred to Japan and from the autumn of that year as member of Kōkūtai 252 he took part in battles from bases in Taiwan and the Philippines. By the end of the war, he was serving with Kōkūtai 203 and participated in the battle for Okinawa. He achieved rank Lieutenant (junior grade) and passed away in 1955. Iwamoto is credited with 80 victories, but in his war diary, there were 202 successful attacks on enemy aircraft recorded by him.



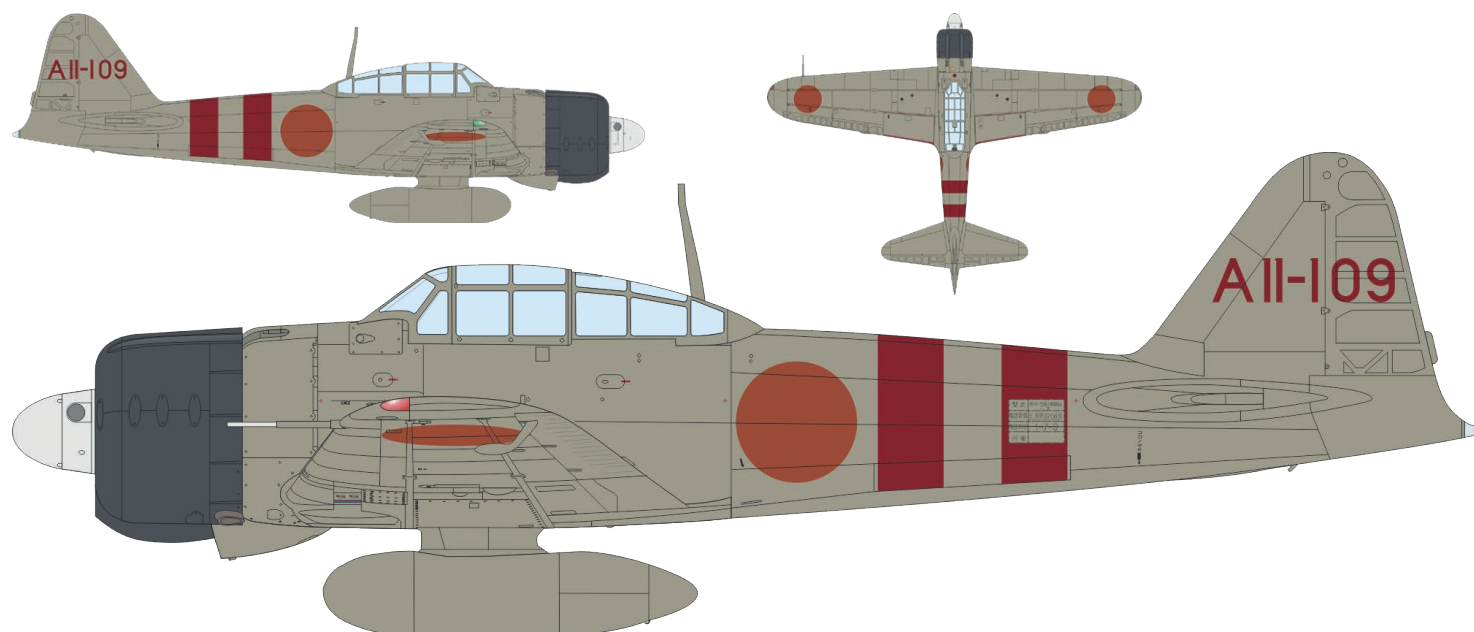
Lt. Saburō Shindō, Akagi Fighter Squadron, second attack wave

During the second wave, fighter escort of thirty-six Zeros was led by Lt. Shindō. Nine Akagi Zeros met no resistance in the air and destroyed two aircraft at Hickam. Shindō was born in 1911 and graduated from the Naval Academy in 1929. He was assigned to the Omura Kōkūtai in 1935 and a year later went to the aircraft carrier Kaga. In 1940, he served in China with the 12th Kōkūtai during combat trials of the A6M2 fighter. Under his command, the first combat engagement occurred on September 13, resulting in 27 victories without loss. In November 1940, Shindō was transferred to the 14th Kōkūtai in Hanoi. From April to December 1941 he was the Buntaichō of the Akagi fighters, but had to be hospitalized after the attack on Pearl Harbor. After recovering, he was appointed commander of Tokushima Kōkūtai in April 1942. From November 1942, as Hikōtaichō at Kōkūtai 582, he was involved in the fighting over Guadalcanal. From July 1943, he was Hikōtaichō with the Kōkūtai 204 in the same area. In late 1943 and early 1944, he led fighters of the aircraft carrier Ryūhō and later served with Kōkūtai 653 and 203 in the defense of Taiwan, the Philippines, and Japan. At the end of the war, he was Hikōtaichō at Tsukuba Kōkūtai. Shindō passed away in 2000.



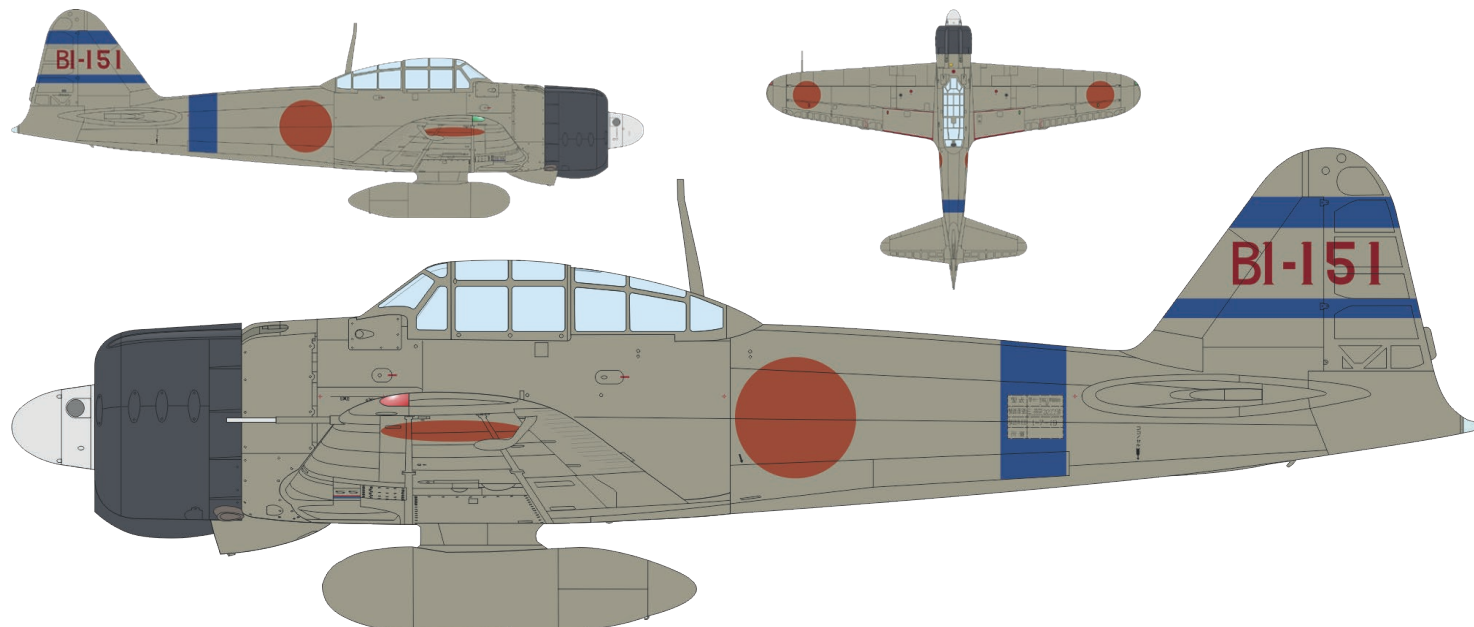
P01c Yoshikazu Nagahama, Kaga Fighter Squadron, second attack wave

The nine Zeros of the aircraft carrier Kaga were led in the second wave by Lt. Yasushi Nikaidō and destroyed six and ten aircraft respectively at Hickam and Wheeler field. P01c Nagahama, who had served on Kaga since 1939, took part in the attack. During the raid on Darwin on February 19, 1942 he scored five victories in one combat sortie. As first he shot down a Catalina from Patrol Wing 10. Unable to find his formation, he attacked five P-40s from the 33rd PS alone, shooting down four of them and then setting another flying boat afloat on fire. Other Kaga fighters apparently attacked the same P-40s. During the Battle of Midway, Nagahama took part in the first attack wave, and after his return, he participated in the destruction of the Devastators from the USS Hornet. He took part in the Battle of the Eastern Solomons while aboard Zuikaku. During a patrol on August 26 he shared destruction of Catalina from VP-14 (damaged as well on December 7, 1941). During the Battle of Santa Cruz on October 26 he shared several victories over F4Fs, including Lt. (jg) Paul Landry of VF-72. Nagahama was killed in an accident on September 6, 1943 in Japan while on duty at Tsuiki Kōkūtai. He is credited with 10 (or 13) victories and achieved the rank of Chief Petty Officer.



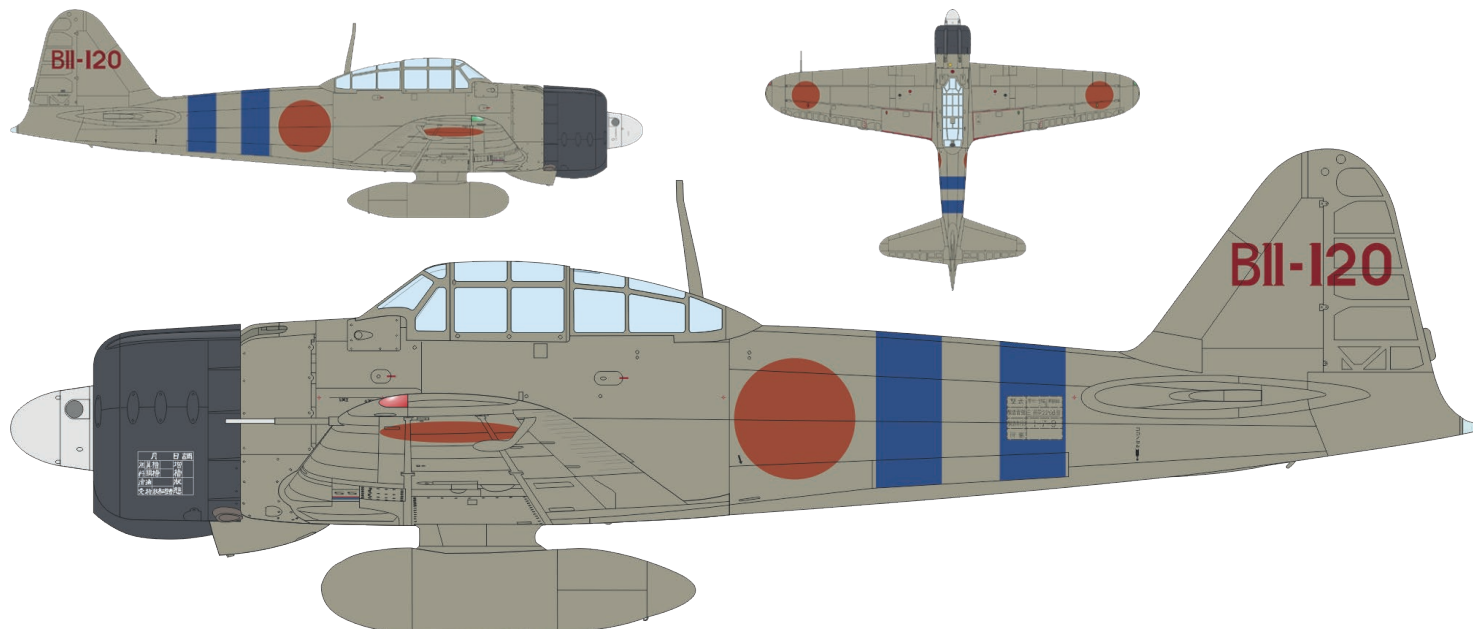
c/n 3277, Lt. Fusata Iida, Sōryū Fighter Squadron, second attack wave

In the second attack wave, Sōryū sent nine Zeros under the command of Lt. Fusata Iida against Kaneohe airfield and destroyed six flying boats. On return flight Iida signaled that he was running out of fuel. Because of that he returned and decided to crash his aircraft into a hangar at Kaneohe, but missed the target. Iida's flight hood was returned to his relatives in 1999 by the daughter of Mr. Sam Chun, who took it off from Iida's head after the crash. His body was buried with military honors and he was posthumously promoted two grades. There is also testimony that Iida did not believe in the success of the war against the US and his Zero was not low on fuel. There is now a memorial at the site of the crash. Due to the ground fire and attacks of P-36 pilots from the 45th FS, Iida's formation lost two more Zeros and one suffered serious damage. Two P-36s were shot down. Iida was born on December 2, 1913. He first served as an instructor with the Kasumigaura Kōkūtai, and in September 1940 he was assigned to the 12th Kōkūtai in China, which tested Zero fighters in combat. In a raid on Chengdu on October 26, his formation claimed ten aircraft without loss. Nevertheless, Iida expressed his disapproval of the way the war against China was being conducted. From September 1941, he served as Buntaichō of the aircraft carrier Sōryū's fighters until December 7, 1941.



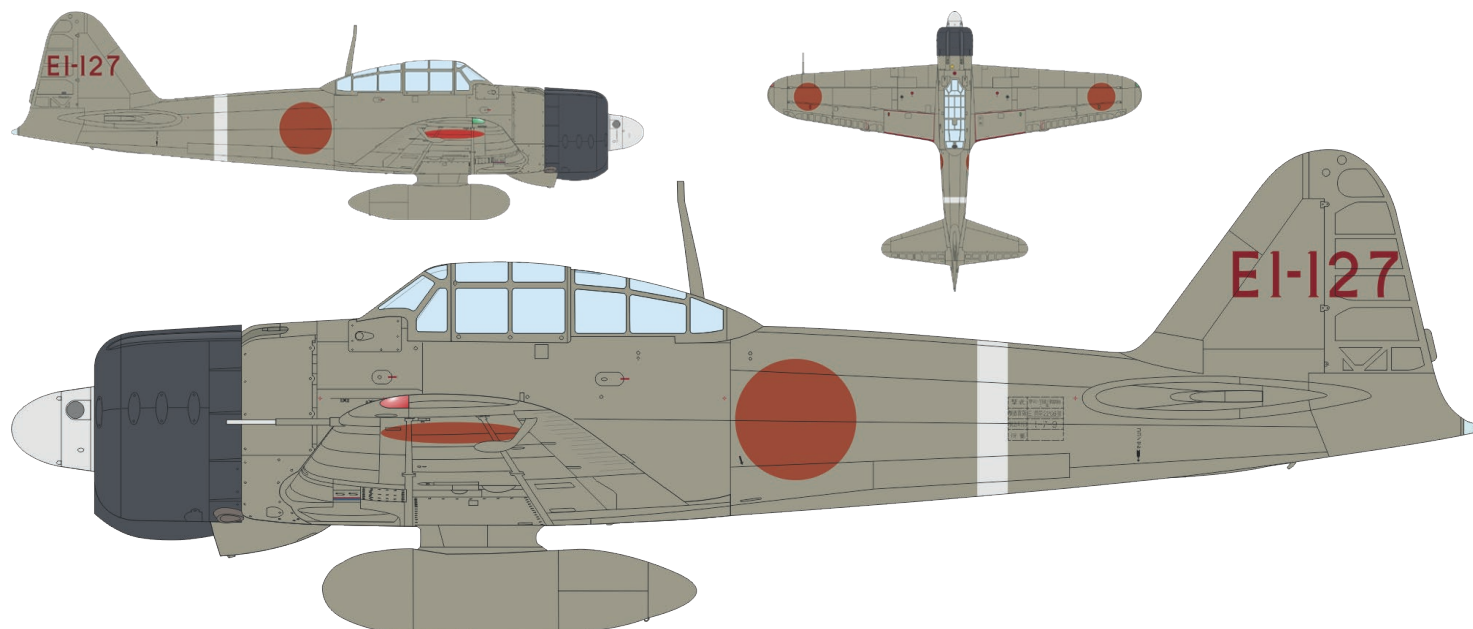
c/n 2266, P01c Shigenori Nishikaichi, Hiryū Fighter Squadron, second attack wave

Hiryū sent nine Zeros under the command of Lt. Sumio Nōno. His pilots attacked Kaneohe and Bellows bases, claiming two destroyed aircraft and one car. Zero of P01c Nishikaichi was running low on fuel and he was looking for a rescue submarine off Niihau Island without success. After belly landing he was captured by a Hawaiian native who took his papers and weapon. The pilot persuaded several residents of Japanese descent to cooperate and managed to get free. He dismantled machine gun from the aircraft, set the machine on fire and threatened to kill the natives to force the return of the secret documents. During the December 13, he and a helper captured Mr. Benjamin Kanahale and his wife. A scuffle ensued during which Kanahale was shot three times by the pilot, but became so enraged that he killed him against a wall. The pilot's helper, Mr. Harada, committed suicide. It is known as the Niihau Incident. Mr. Kanahale received the Purple Heart and the Medal of Merit from the President of the United States. Nishikaichi, whose fate was unknown to the Japanese side, was posthumously promoted two grades. Parts of Zero are on display at the Pacific Aviation Museum Pearl Harbor. On the engine cover there was a service plate with the name of the mechanic P03c Akimoto painted.



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

Fighters from Shōkaku did not participate in the second attack wave on Pearl Harbor. Instead, 12 aircraft from Shōkaku patrolled successively over the carrier group under the command of Lt. Masao Iizuka. P01c Hanzawa led the 1st Shōtai on patrol. At that time, he had nearly three years of operational service under his belt, including a tour of duty with the 12th Kōkūtai in China. Hanzawa gained fame on May 8, 1942 during the Battle of the Coral Sea when he landed on the smoke-covered deck of a damaged carrier without help of arresting wire. He was killed in action at the Battle of Santa Cruz on October 26, 1942 in a duel with Lt. "Ken" Bliss, the Blue 29 section leader of VF-72, USS Hornet. Hanzawa attacked Bliss from behind, severely damaging his Wildcat. Apparently believing that Bliss was bailing out, he pulled up in front of him, but the American shot him down at that moment. Bliss ditched and survived. Hanzawa held the rank of Warrant Officer at that time.



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481076 A6M2 landing flaps (PE-Set) 01/2022 release
 FE1238 A6M2 seatbelts STEEL (PE-Set)
 644128 A6M2 LööK (Brassin)
 648693 A6M2 wheels (Brassin)
 648694 A6M2 engine PRINT (Brassin) 01/2022 release
 648695 A6M2 undercarriage legs BRONZE (Brassin)
 648698 A6M2 seat PRINT (Brassin)
 3DL48050 A6M2 SPACE (3D Decal Set)
 EX821 A6M2 TFace (Mask)

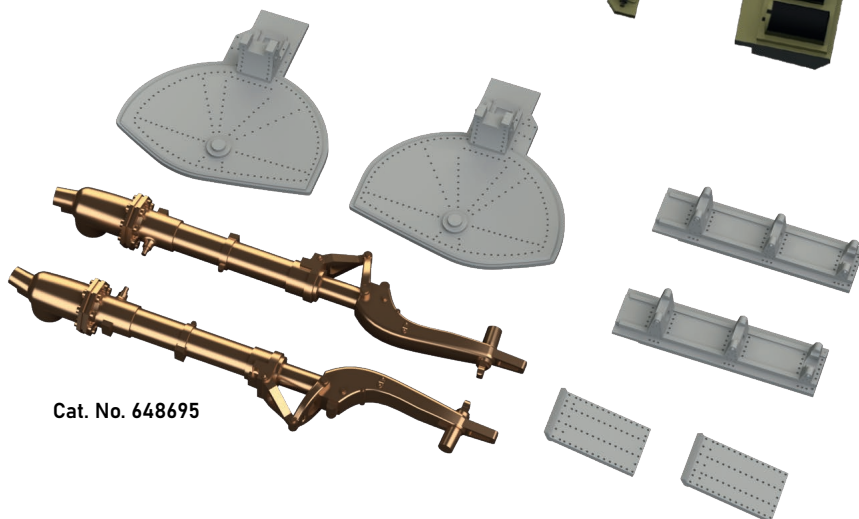
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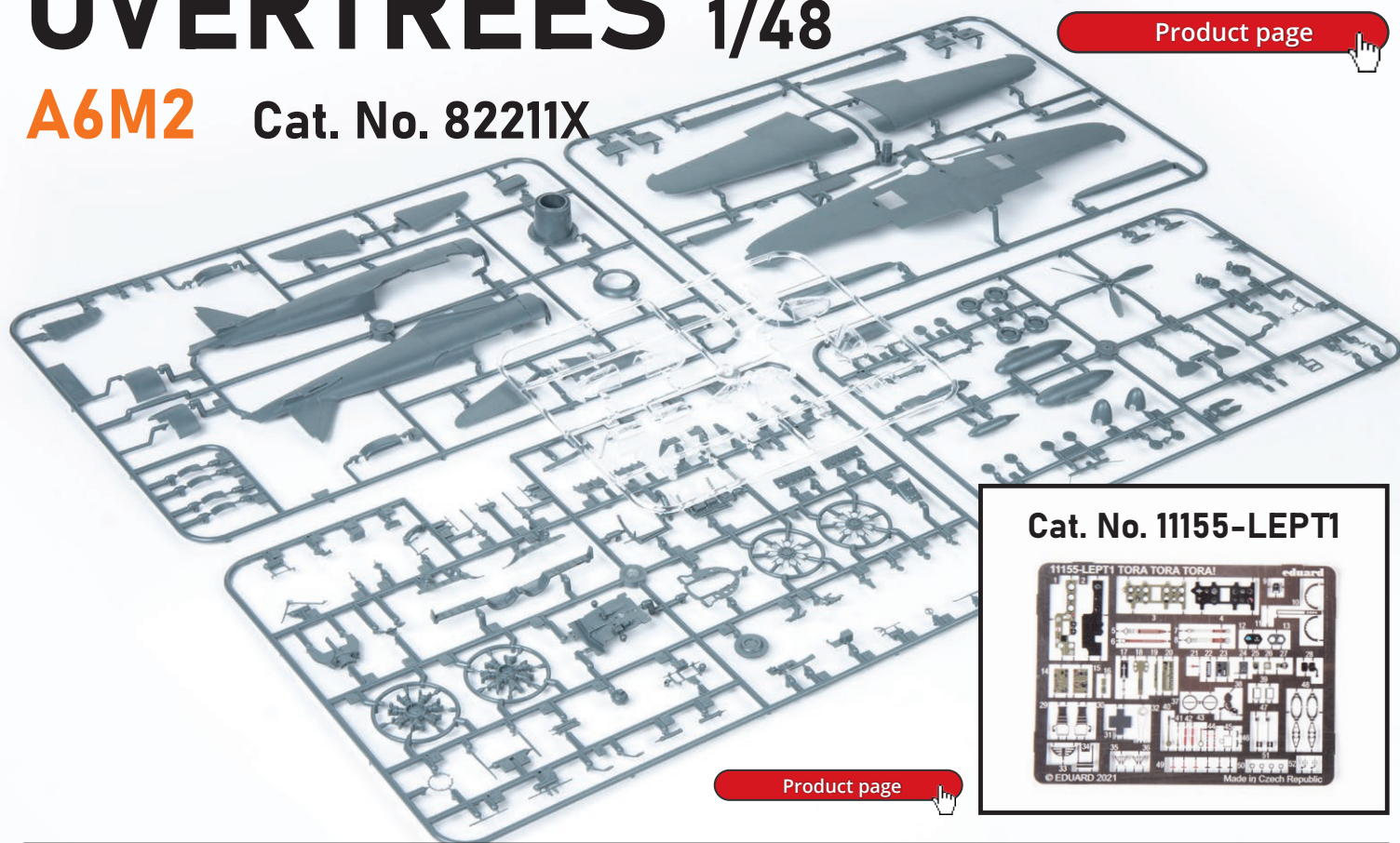


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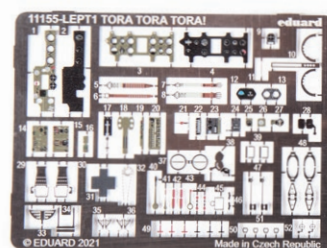


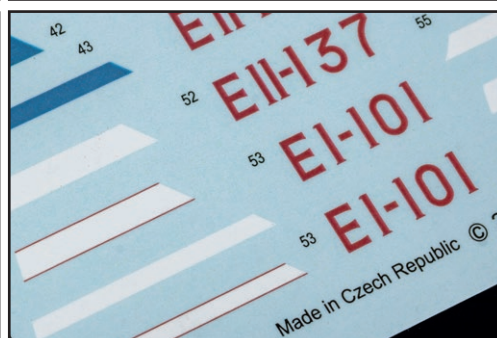
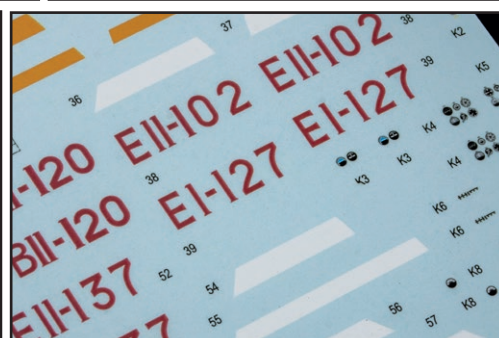
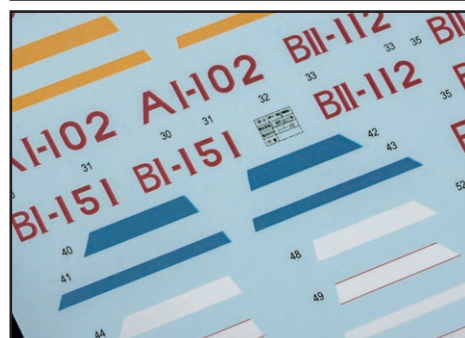
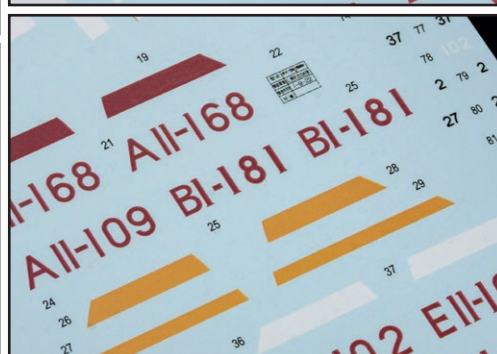
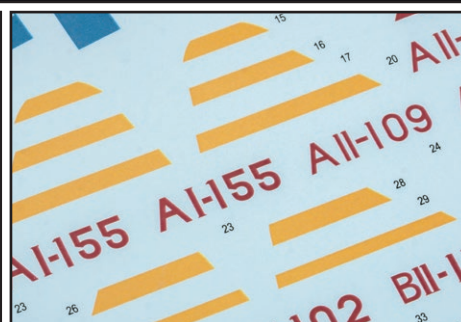
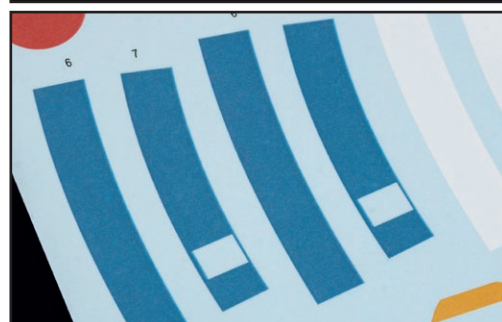
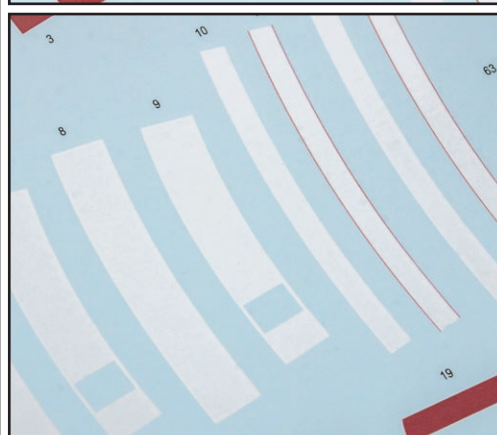
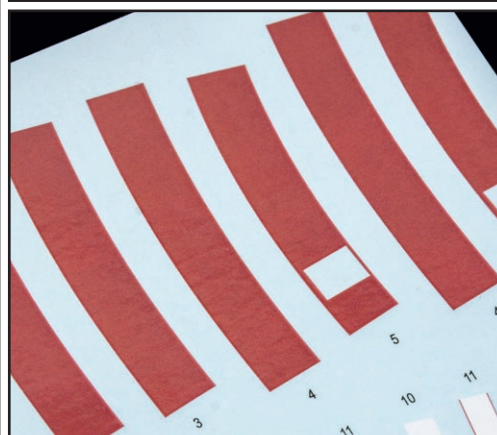
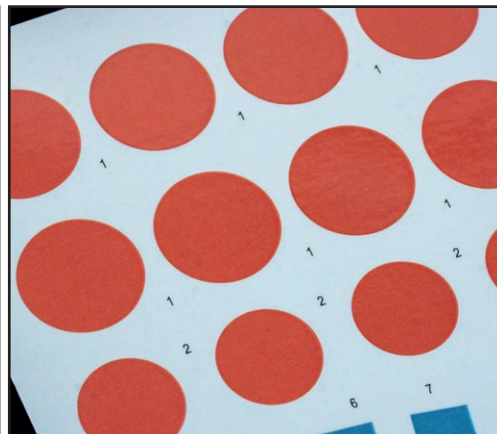
OVERTREES 1/48

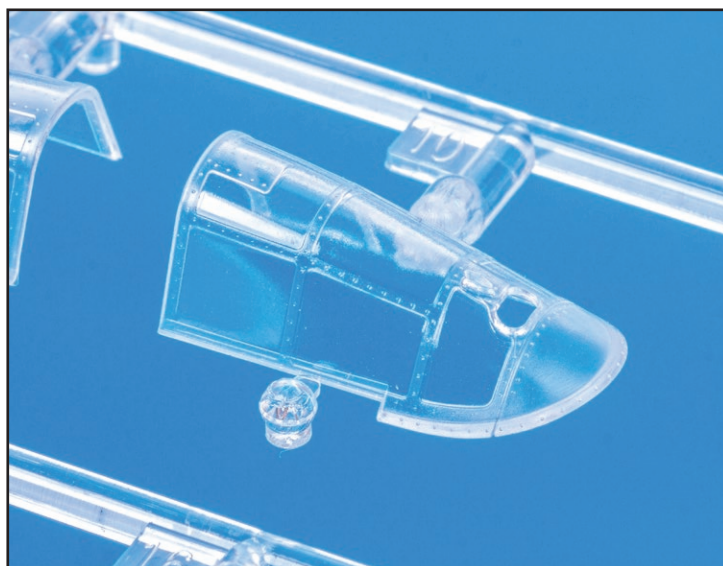
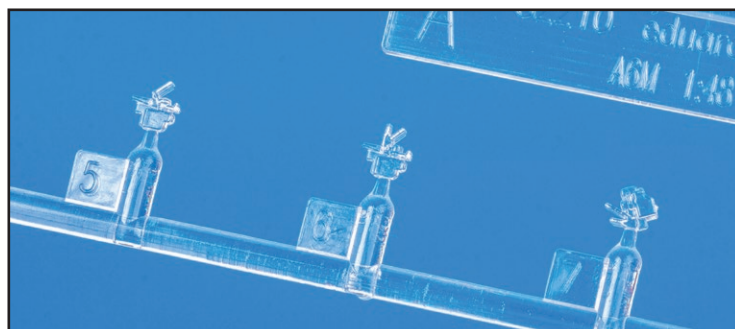
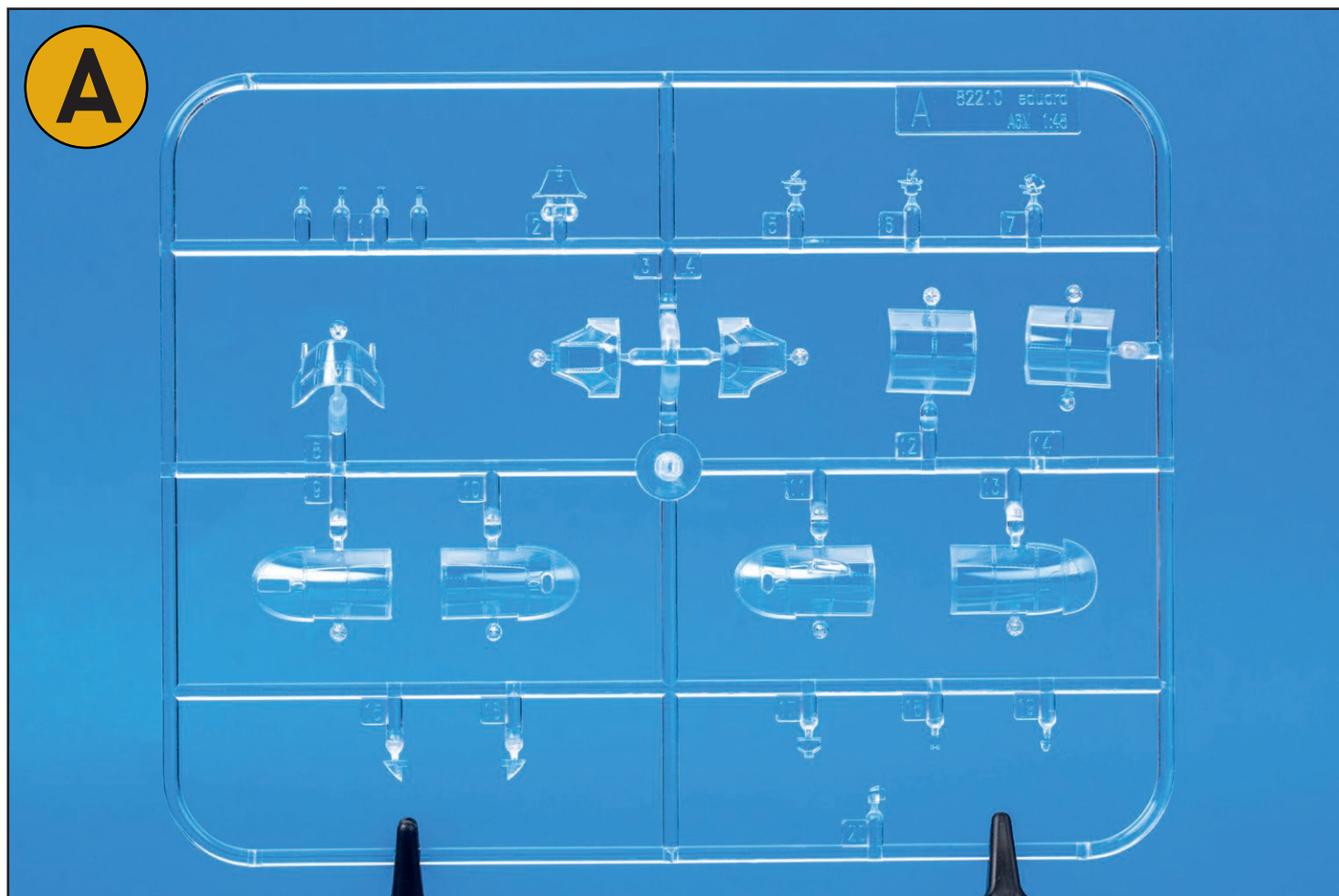
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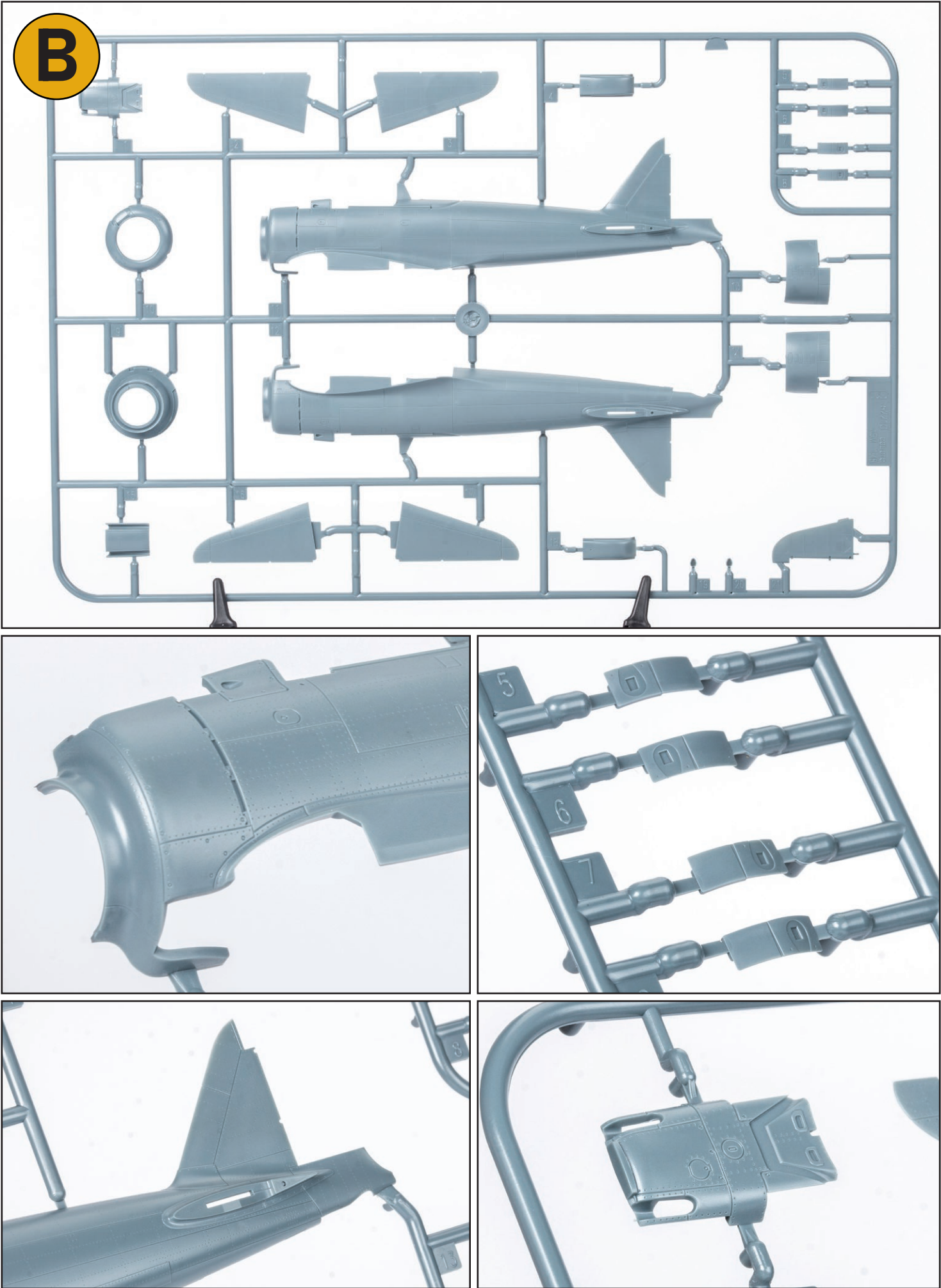
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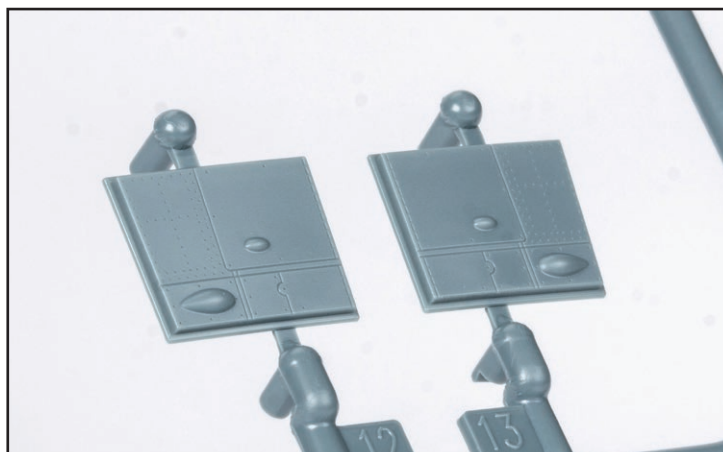
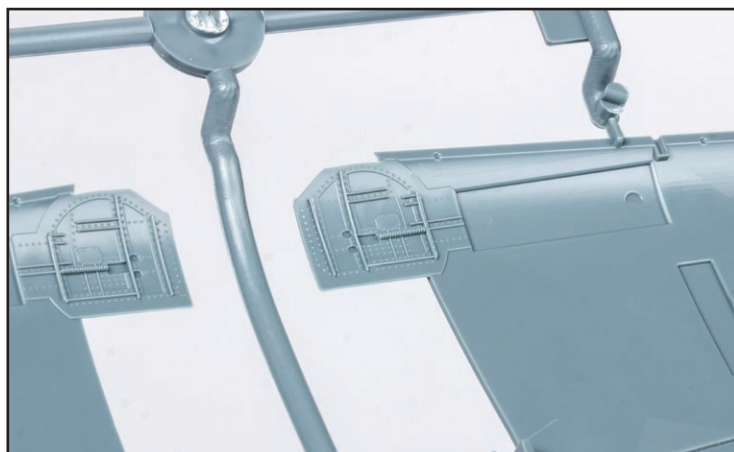
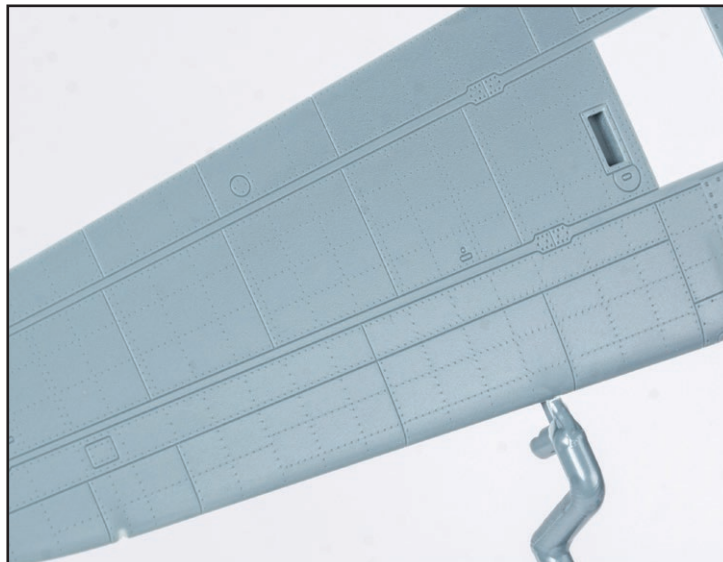
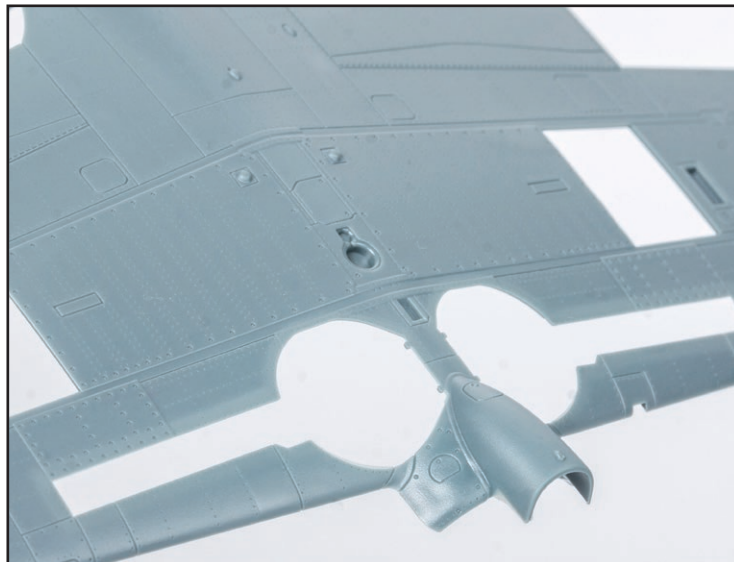
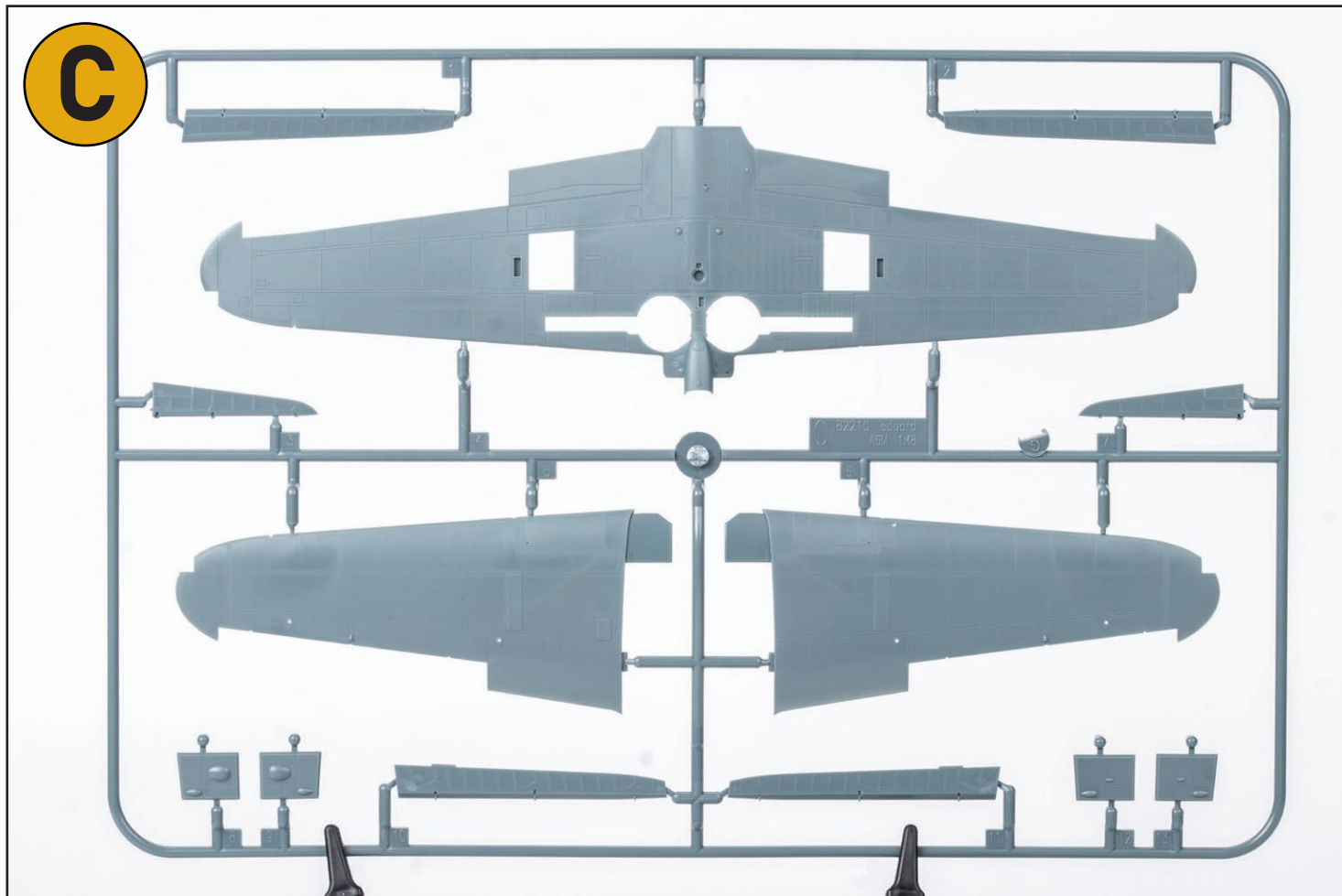
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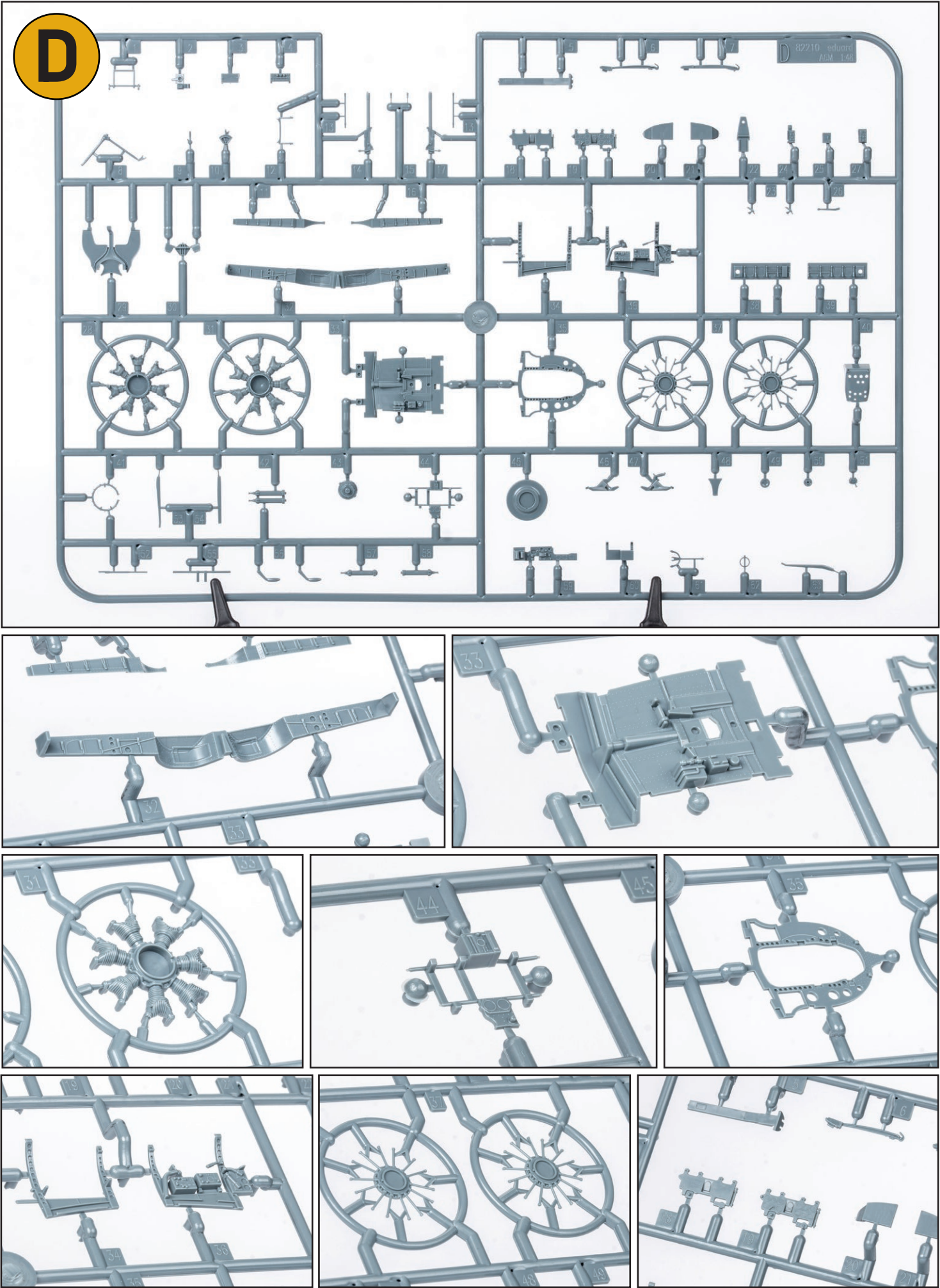

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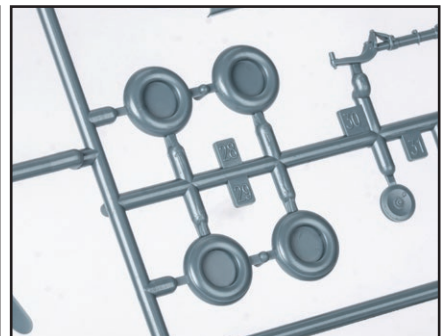
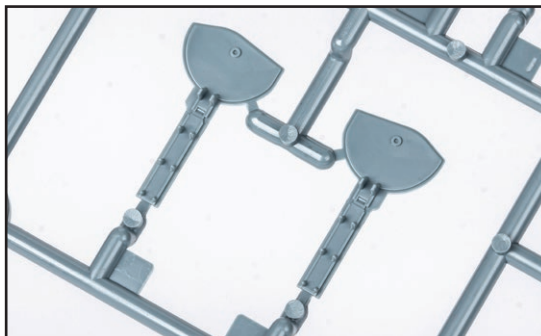
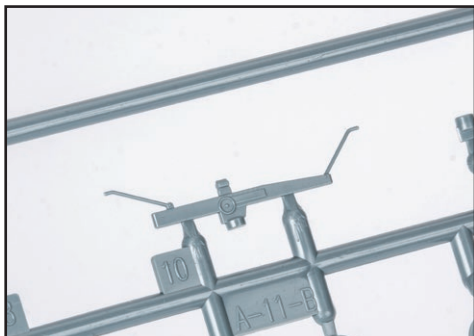
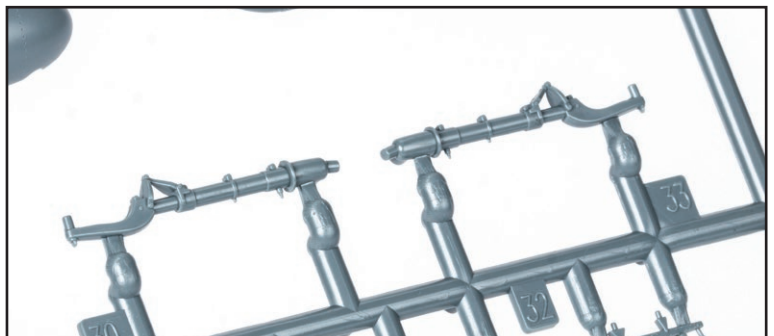
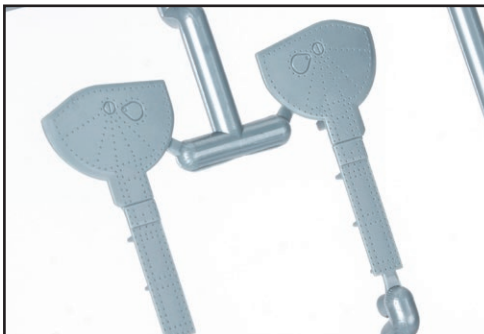
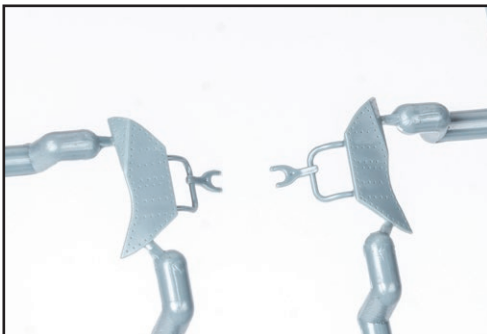
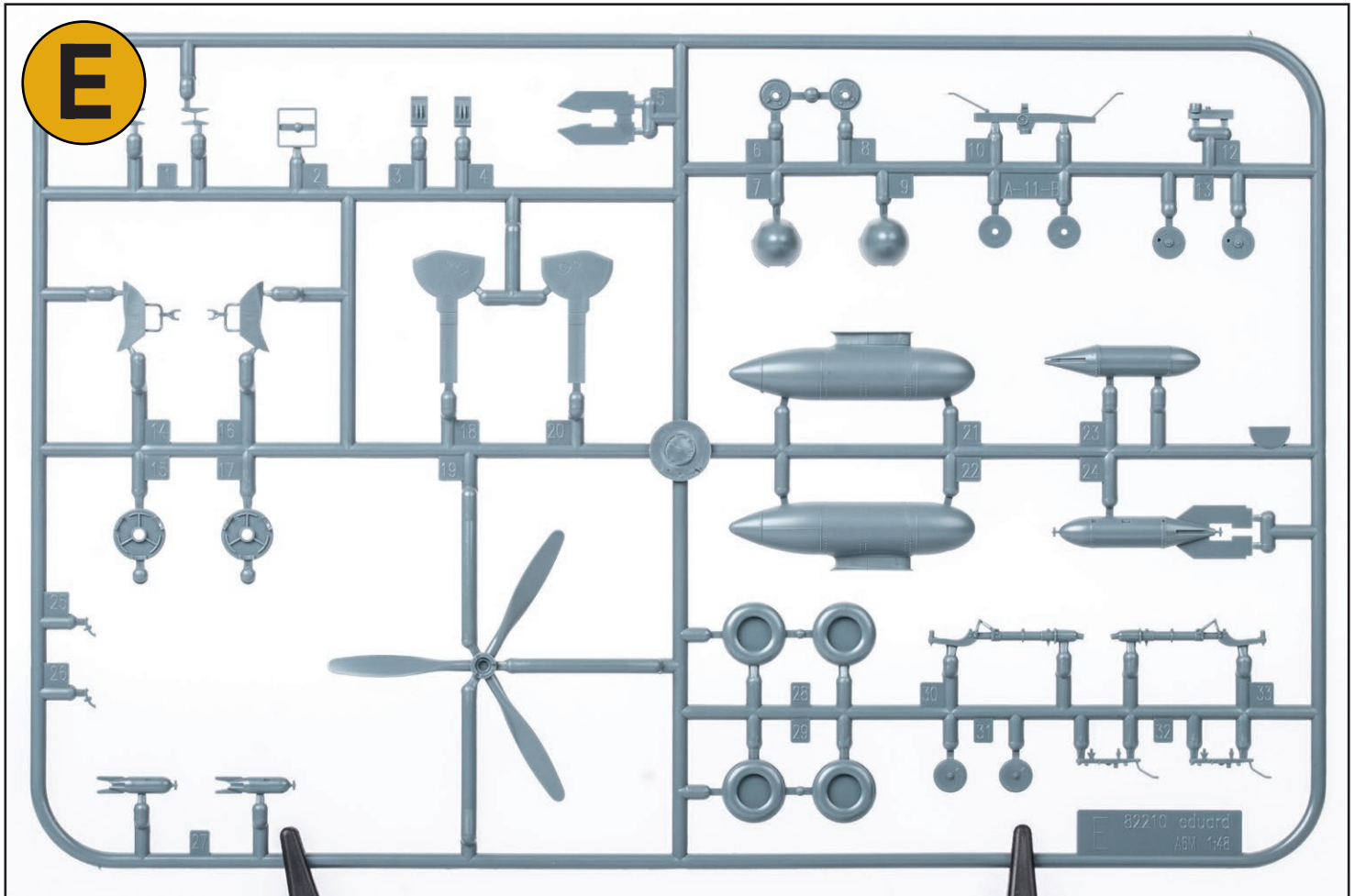










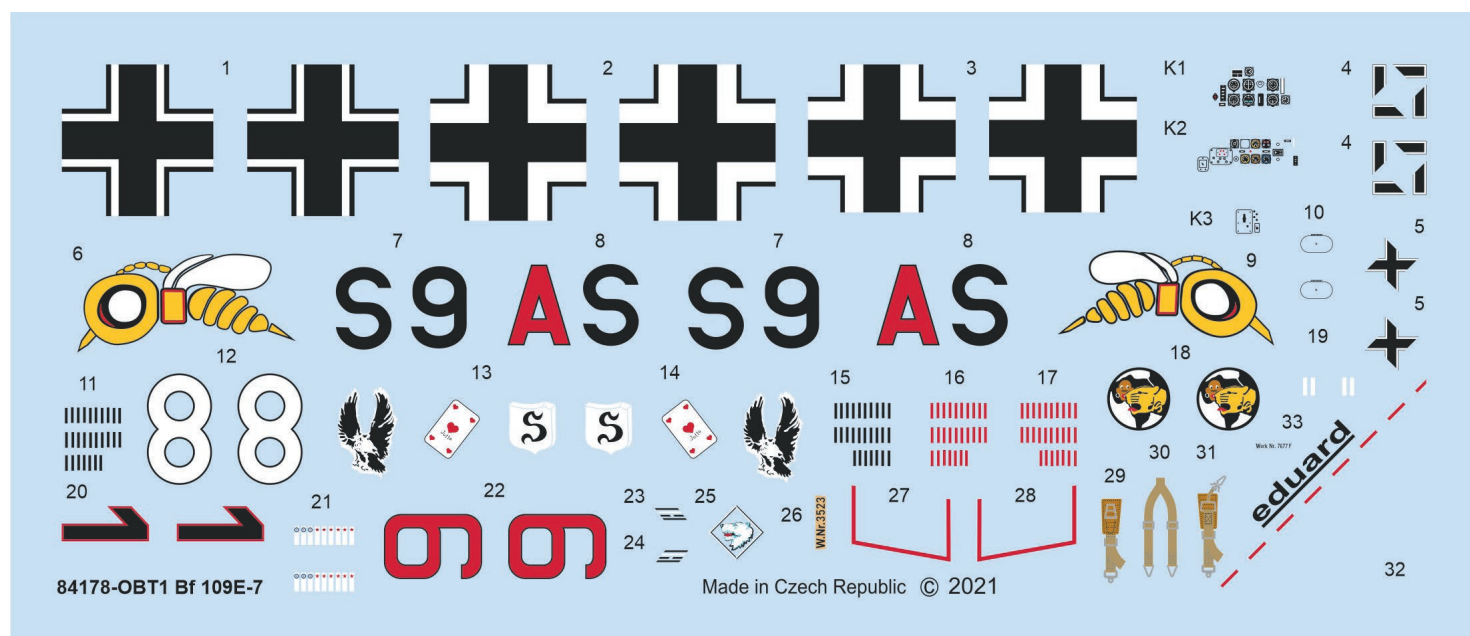


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- Plastic parts Eduard
- Photo-etched set - bomb tails
- 4 markings

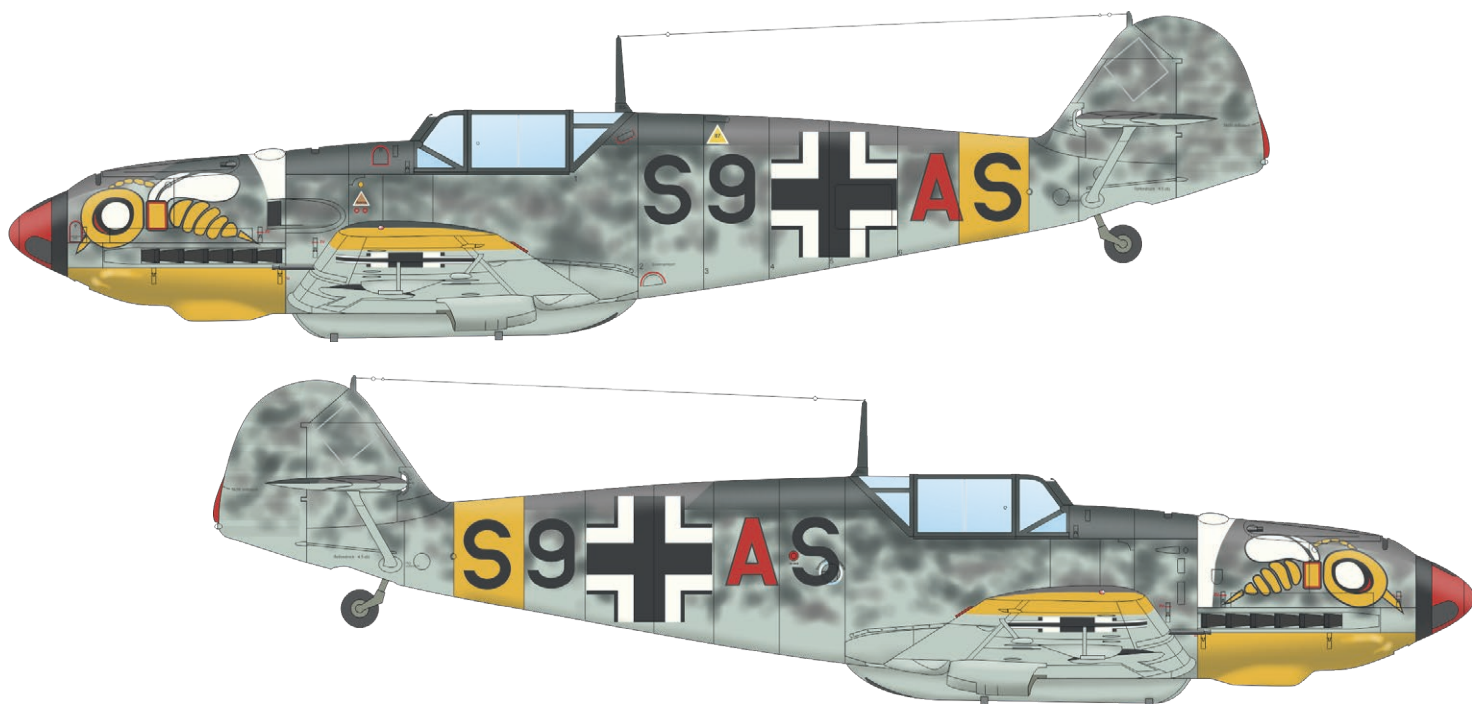


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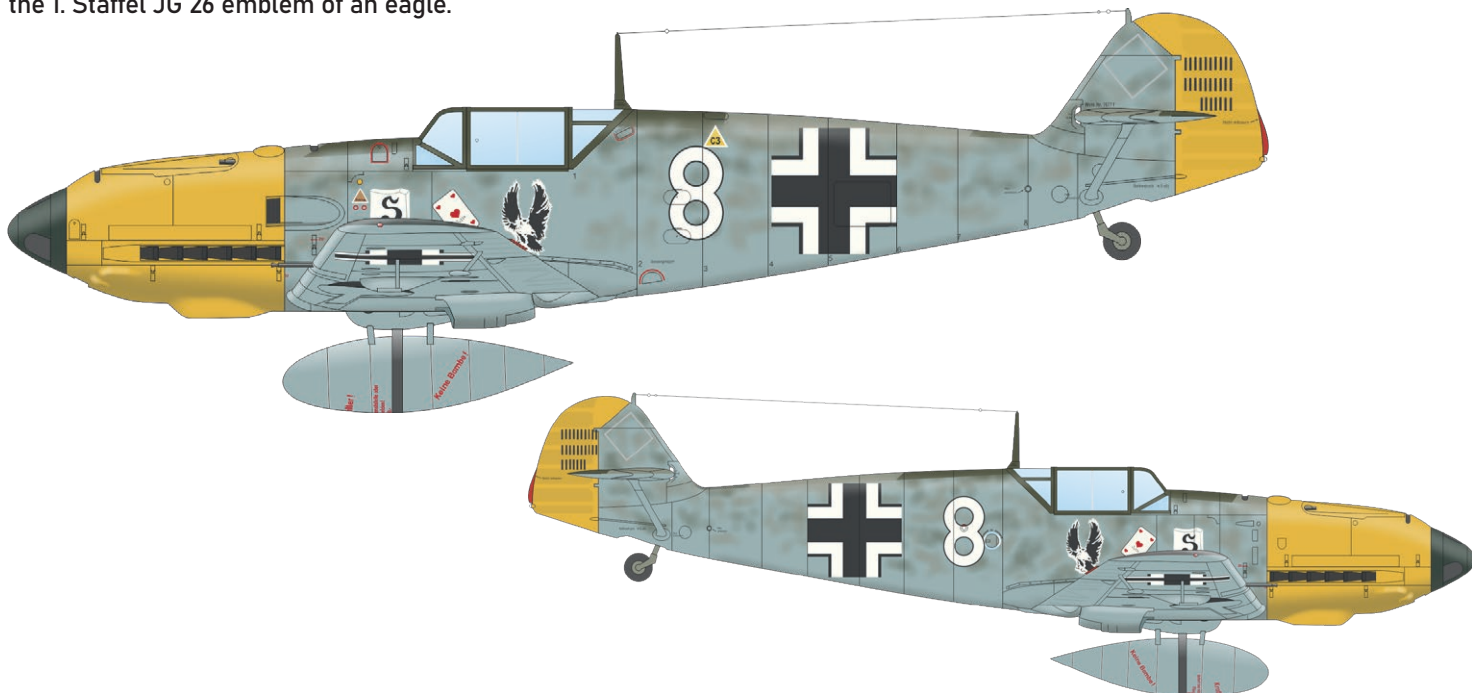
Bf 109E-7/B, 8./ZG 1, Belgorod, Soviet Union, June 1942

The III. Gruppe, of which the 8. Staffel was a part, was established in January 1942 in Lechfeld and was equipped like the other Gruppe Zerstörergeschwader 1 with Bf 109E aircraft. Its first deployment followed from May 1942 on the Eastern Front. Here it flew first from Belgorod field airfield, followed by a move to Kutejnikovo airfield in July. In August there was a further change of operation, the unit was first equipped with the problematic Me 210s and its new area of operation was North Africa. Like the other ZG 1 aircraft, the Messerschmitt Bf 109Es of the 8. Staffel had a wasp painted on the nose, which had originally been the marking of the SKG 210 unit, from which the I. and II. Gruppe ZG 1 were formed by renaming in January 1942.



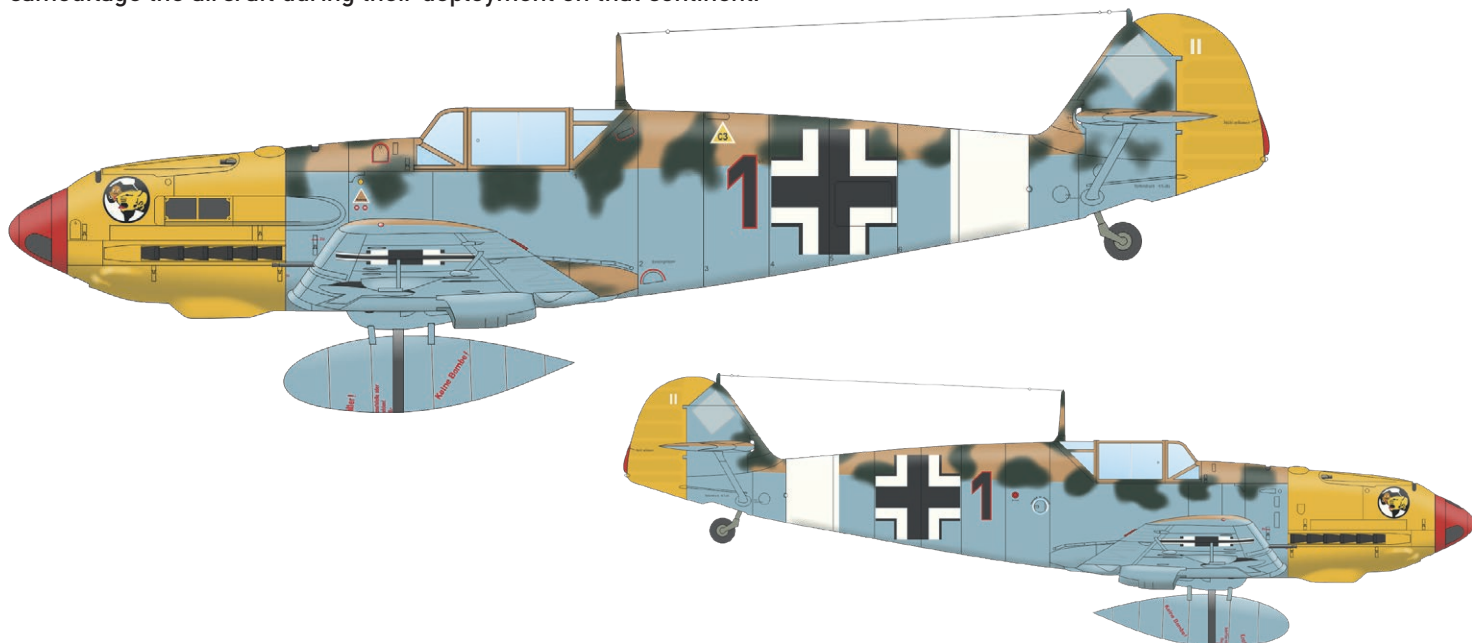
Bf 109E-7/Z, WNr. 7677 F, Oblt. Josef Priller, CO of 1./JG 26, St. Omer, France, June 1941

Josef "Pips" Priller was born on July 27, 1915, in Ingolstadt, Bavaria. In 1935, he joined Wehrmacht, and as soon as one year later, in October 1936, he started to attend the fighter pilot training. He managed his first shot down as a commander of 6. Staffel JG 51 when he downed a Spitfire above Dunkerque on May 28, 1940. In November 1940, he was appointed a commander of the 1./JG 26. On December 6, 1941, he became commander of III./JG 26, from January 11, 1943, he led the whole Jagdgeschwader 26. His total number of victories kept growing. On December 20, 1941, his successes were rewarded and Priller was decorated with Knight's Cross of the Iron Cross with Oak Leaves and Swords. On January 28, 1945, he was appointed a post of an Inspekteur der Jagdflieger Ost, where he remained till the end of WWII. Priller's total score of shot downs was 101 enemy aircraft, all of them achieved in the Western Front. After the war he married Johanna Riegele, the proprietor of a brewery and became general manager of Riegele brewery in Augsburg, Germany. He died of heart attack on May 20, 1961. His aircraft sported standard Luftwaffe fighter camouflage of the time, consisting of the colors of RLM 71/02/65 and yellow rudder as well as engine cowling. The fuselage was given the markings of JG 26 affiliation, the pilot's personal marking of a heart-shaped ace with the name of his future wife plus the 1. Staffel JG 26 emblem of an eagle.

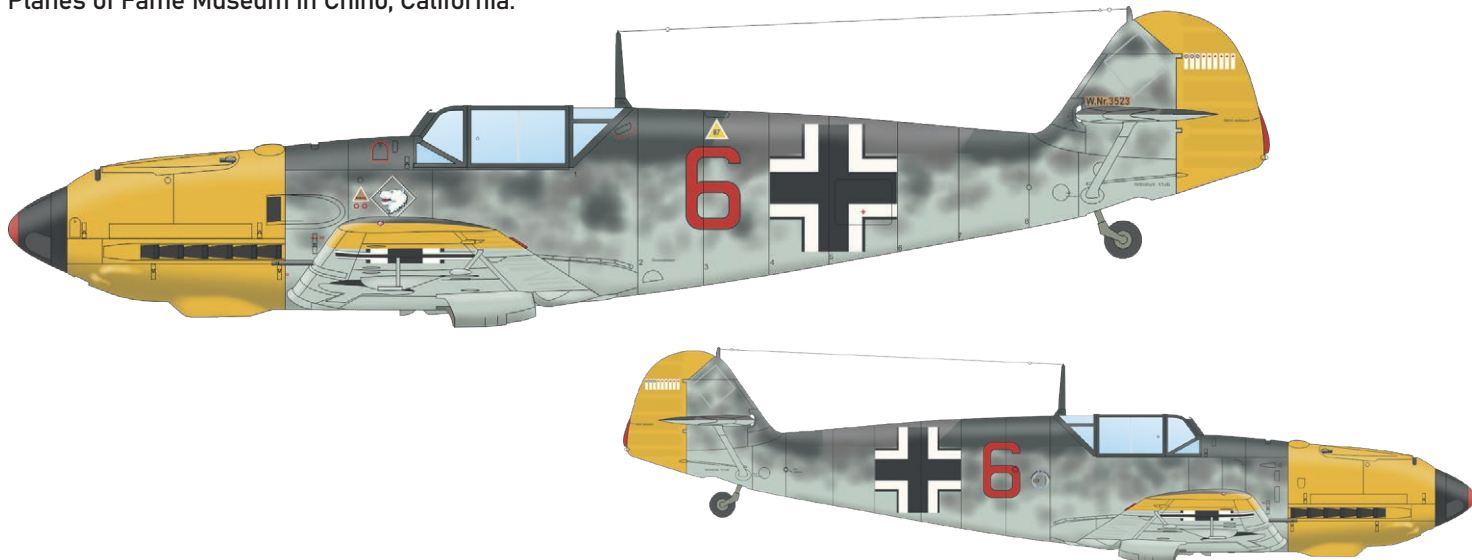


Bf 109E-7/Trop, Hptm. Erich Gerlitz, CO of 2./JG 27, Ain-el-Gazala, Libya, summer 1941

Erich Gerlitz, originally from Linz, Austria, began his military aviation career in the Austrian Air Force in 1930. In 1935 he completed his studies at the Military Academy in Wiener Neustadt. After the Anschluss of Austria, he continued flying with the Luftwaffe. At the beginning of World War II, he commanded 3./JG 51, followed by service with JG 2 and JG 1. On April 17, 1941 he took command of 2./JG 27, with which he subsequently participated in the deployment in Africa. During his time with JG 27 in Africa he added to his previous three kills another 13, two more kills achieved in III./JG 53 which he commanded from May 20, 1942. The last kill was achieved by Maj. Gerlitz in I./JG 5, which he commanded from January 25, 1944. Death caught him on March 16, 1944, when he was shot down during a dogfight with a P-47. He bailed out from his damaged Bf 109G-6 but did not have enough height for the parachute to open. Bf 109E-7s used in North Africa were fitted with a desert filter, reducing the amount of fine dust particles in the air intake of the engine. The camouflage used on the European battlefield was replaced by paints to better camouflage the aircraft during their deployment on that continent.

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

Originally produced as the Bf 109E-1, this aircraft was withdrawn in the second half of 1940 for upgrade to the Bf 109E-7/Trop standard. It means apart of all the necessary equipment it was also camouflaged with RLM79 paint on the upper and side surfaces, while the lower surfaces were sprayed with RLM 78 paint. Although it was prepared for service in the hot African skies, there is no record of the aircraft operating in Africa. It was sent to JG 5 operating in northern Europe instead. The camouflage was repainted in the RLM 74/75/76 colors, and the engine cowling received yellow paint. The serial number was covered with tape when the camouflage colors were applied, but its base color remained original. The WNr. 3523 was sent to JG 5 on March 22, 1942, the following day it became the personal mount of Lt. Wolf-Dietrich Widowitz. Its appearance in northern Europe was short-lived. On April 4, 1942, while escorting a Bf 110 the unit was attacked by four Mk.IIb Hurricanes from the 2nd GIAP was Widowitz forced to make an emergency landing on the frozen lake of Shontgul-javr (Finland). Widowitz was rescued with minor injuries, some of the instruments and weapons were removed from the aircraft and the rest was left in place. In August 2003, a rescue operation was launched during which the Messerschmitt was recovered from the water, treated and is currently at the Planes of Fame Museum in Chino, California.



Recommended for Bf 109E-7

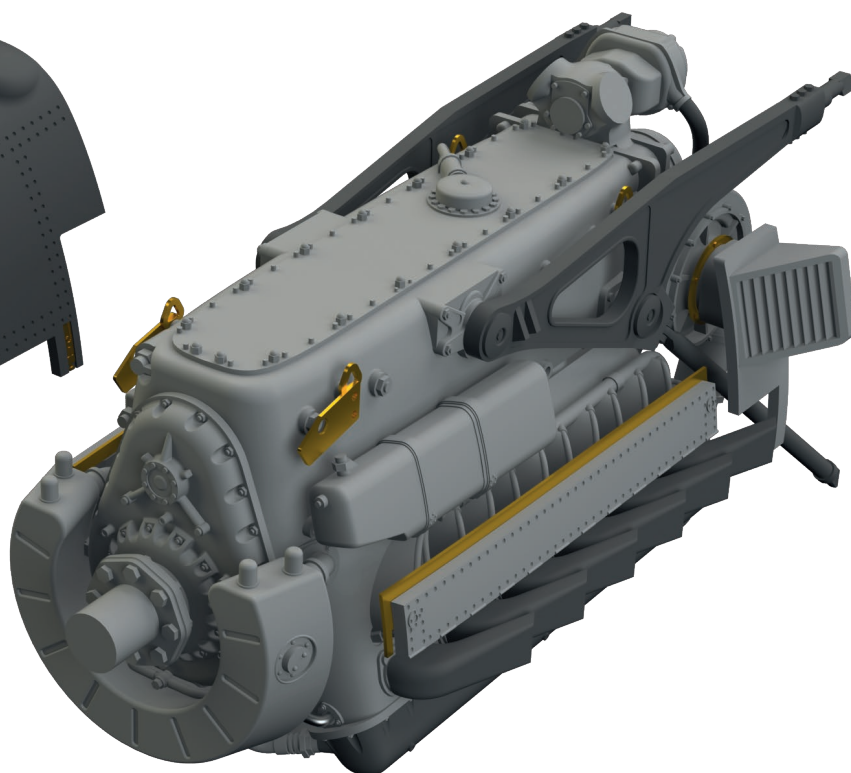
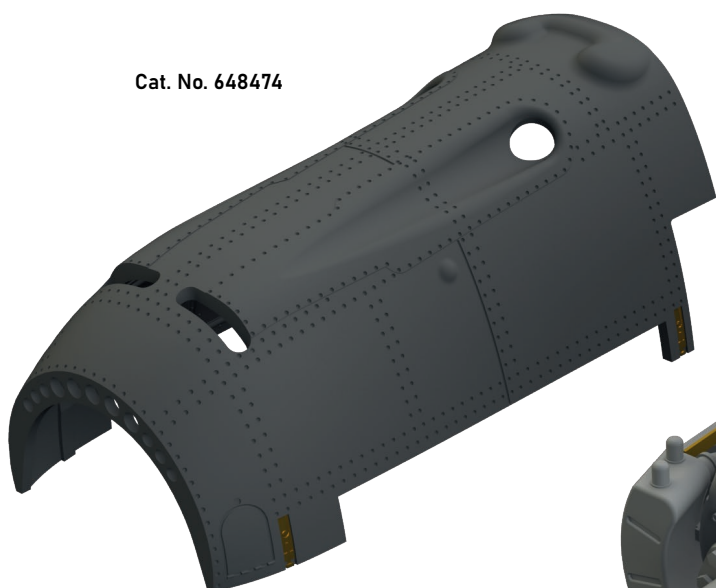
FE703	Bf 109E-7 Trop Weekend (PE-Set)
644024	Bf 109E LööK (Brassin)
648058	Bf 109E wheels (Brassin)
648472	Bf 109E cockpit & radio compartment (Brassin)
648473	Bf 109E fuselage guns (Brassin)
648474	Bf 109E engine (Brassin)
EX400	Bf 109E-4/E-7 Weekend (Mask)



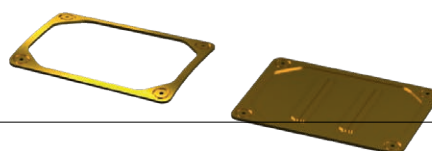
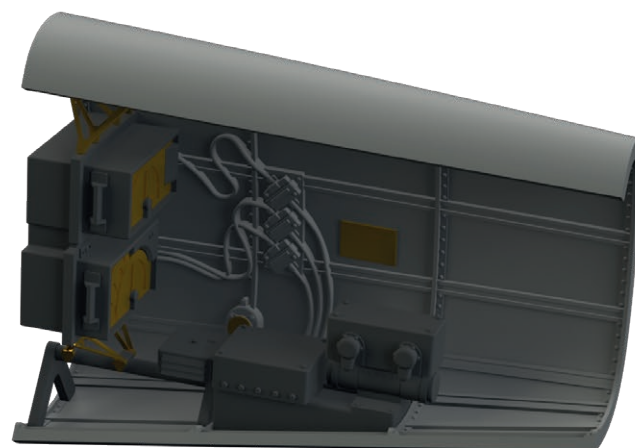
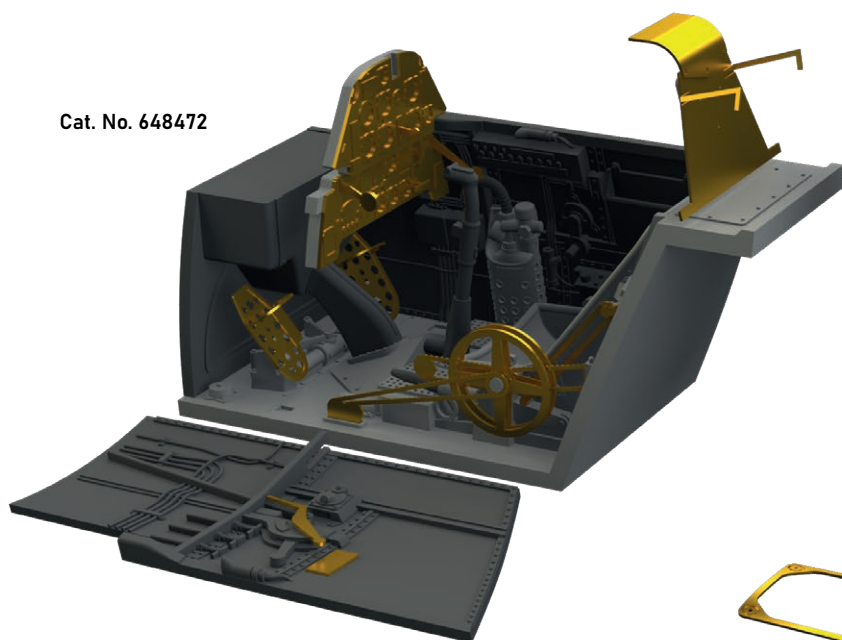
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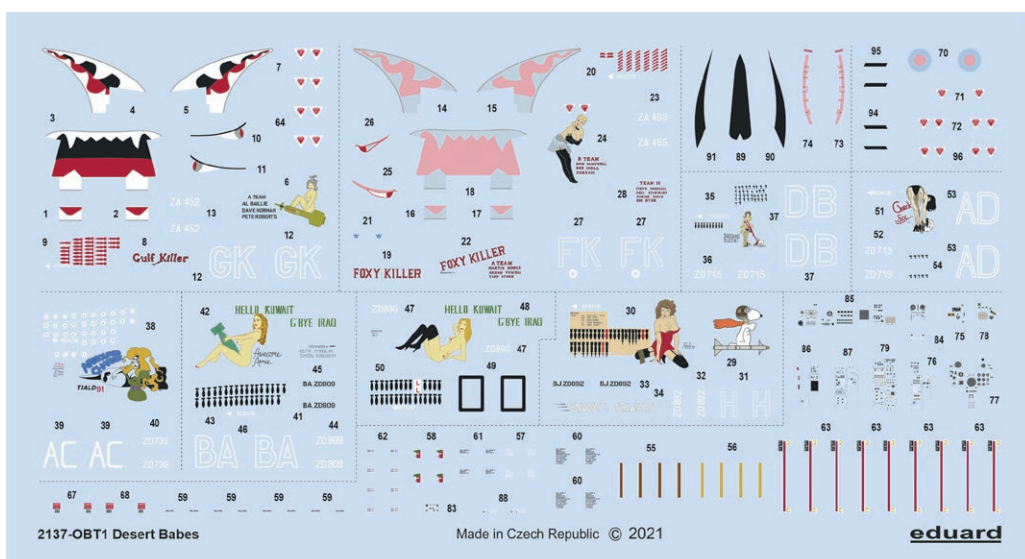


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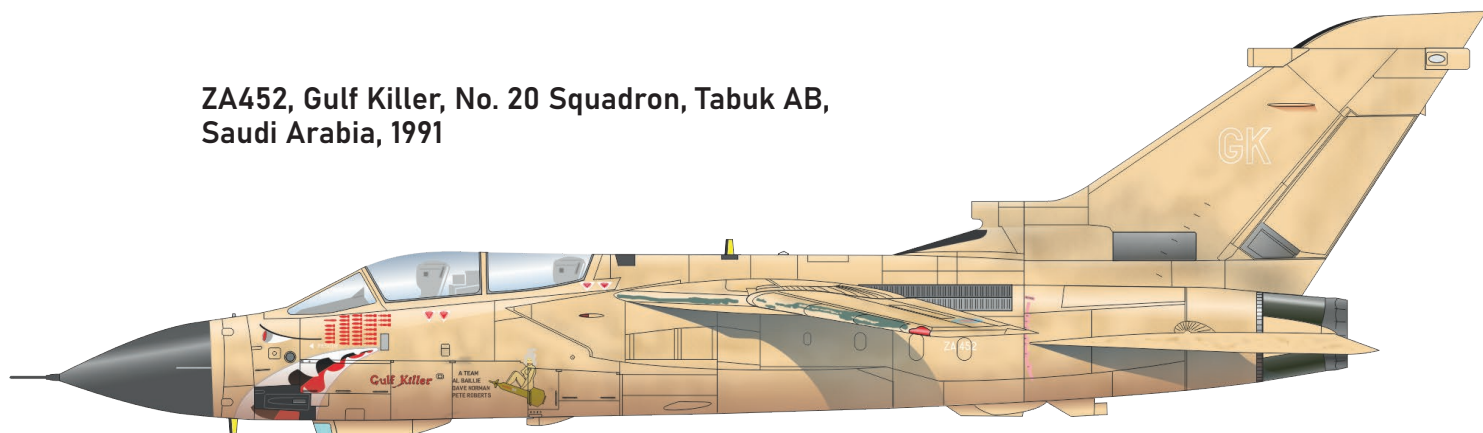
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- Plastic parts Revell
- Photo-etched set
- Painting mask
- 6 markings
- Brassin seats and wheels

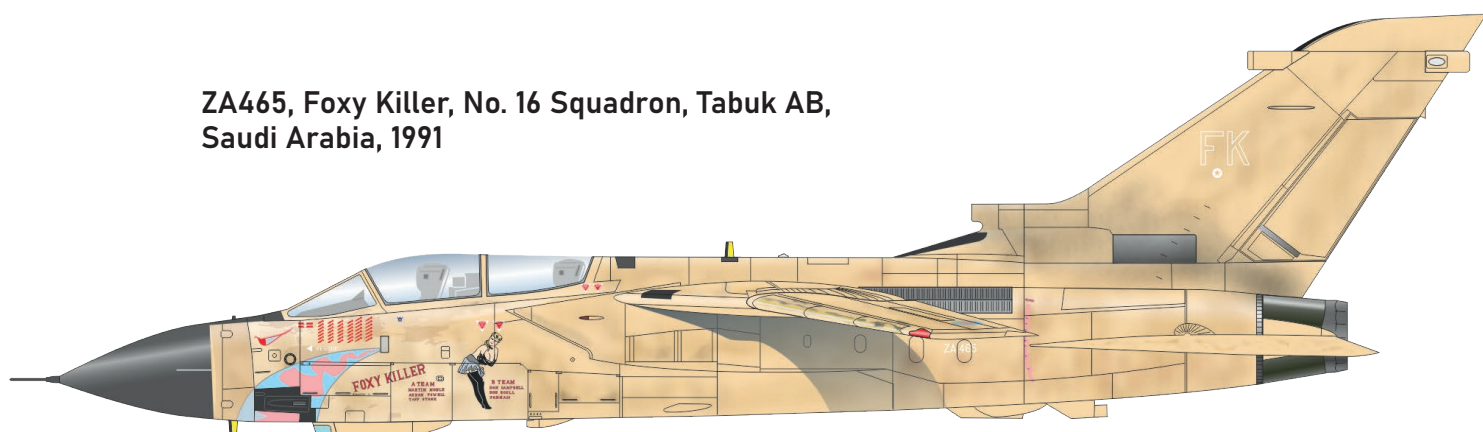
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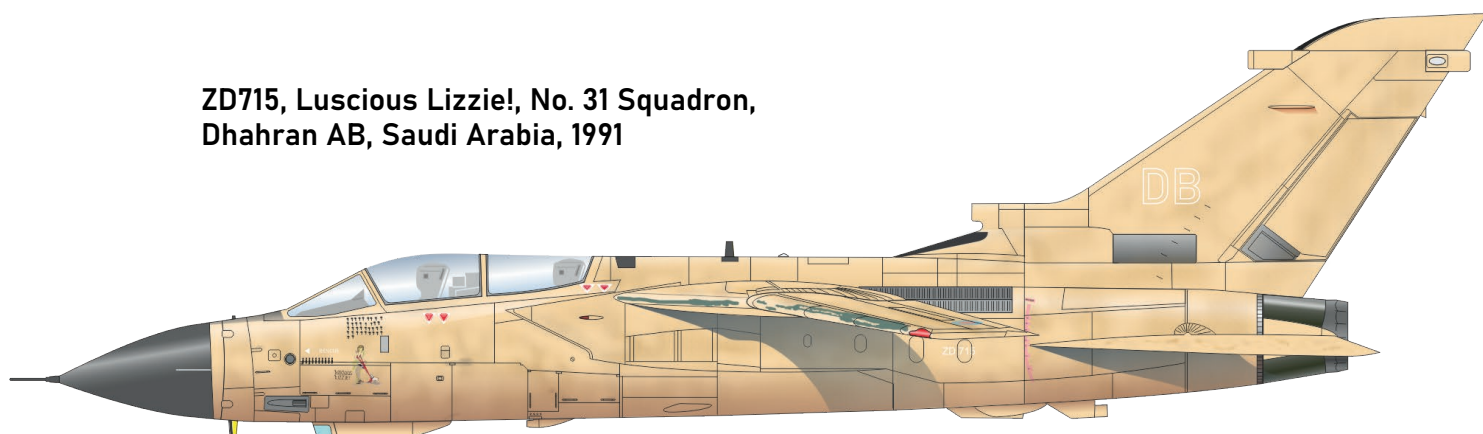
**ZA452, Gulf Killer, No. 20 Squadron, Tabuk AB,
Saudi Arabia, 1991**



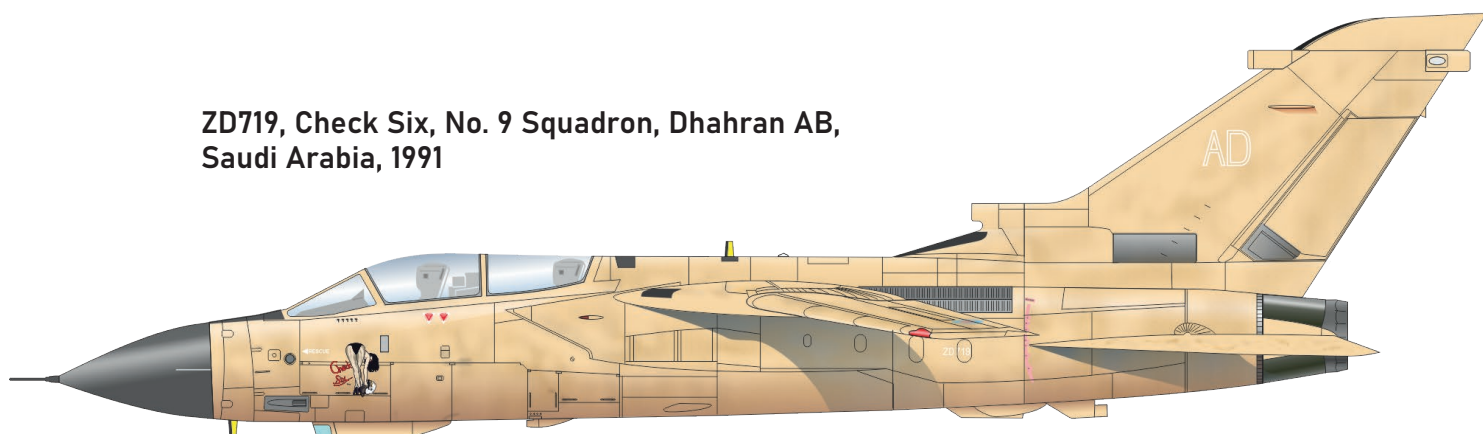
**ZA465, Foxy Killer, No. 16 Squadron, Tabuk AB,
Saudi Arabia, 1991**



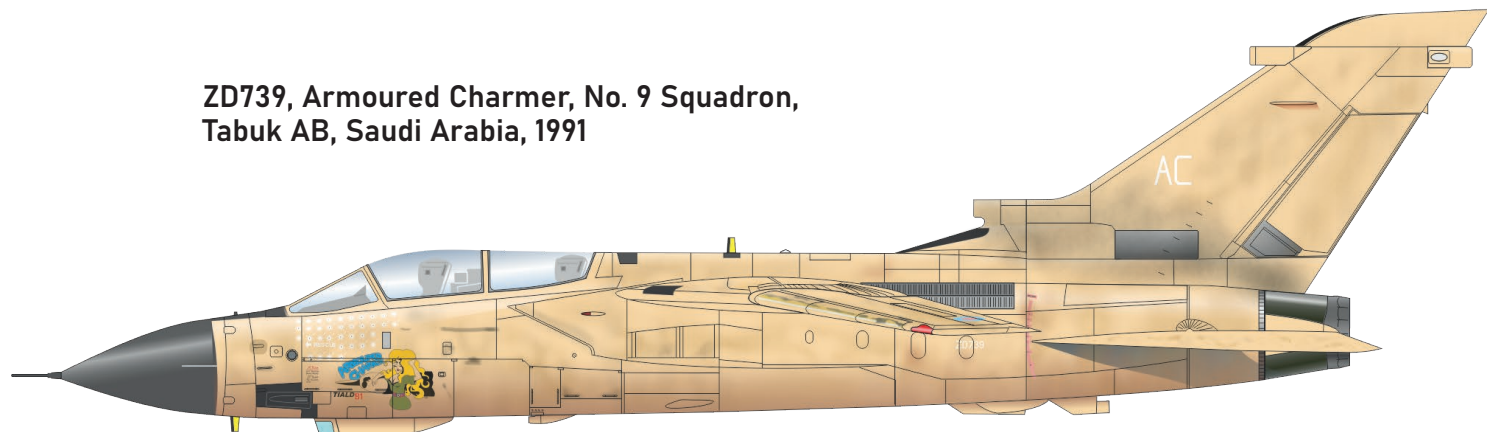
**ZD715, Luscious Lizzie!, No. 31 Squadron,
Dhahran AB, Saudi Arabia, 1991**



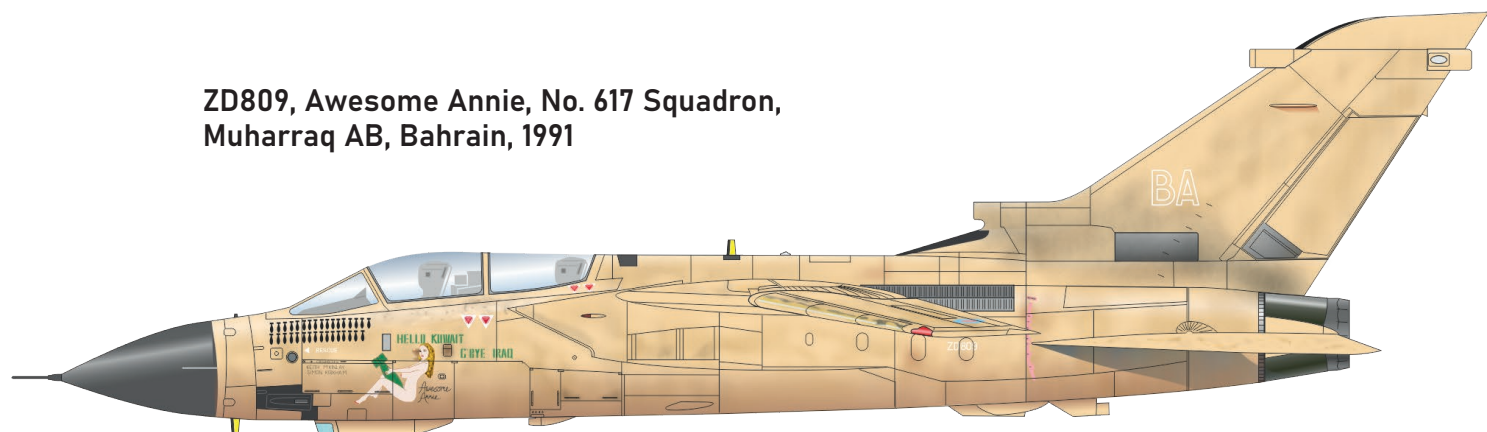
**ZD719, Check Six, No. 9 Squadron, Dhahran AB,
Saudi Arabia, 1991**



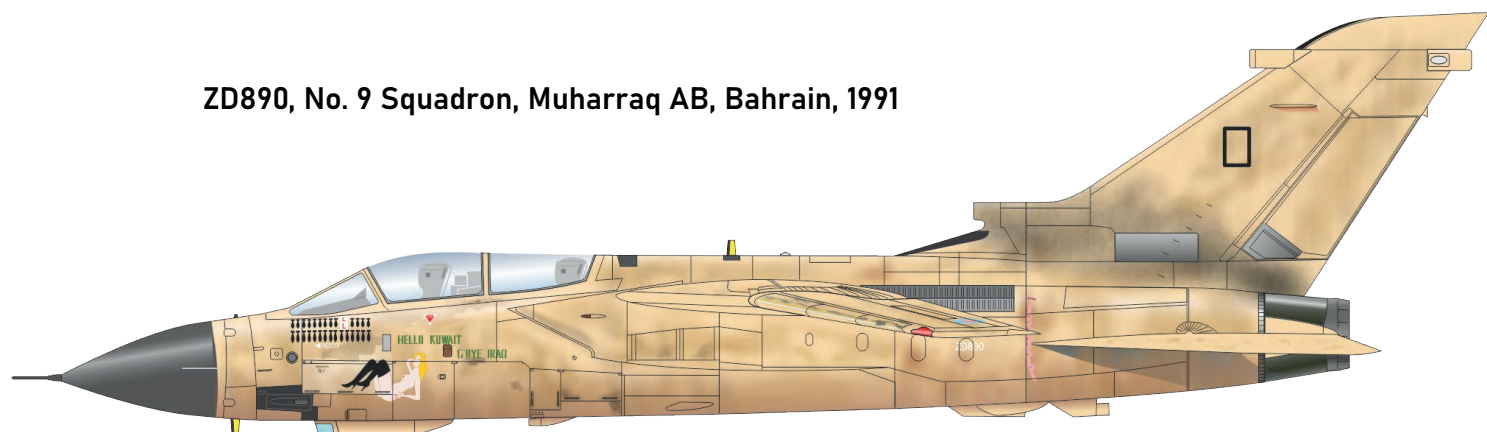
ZD739, Armoured Charmer, No. 9 Squadron,
Tabuk AB, Saudi Arabia, 1991



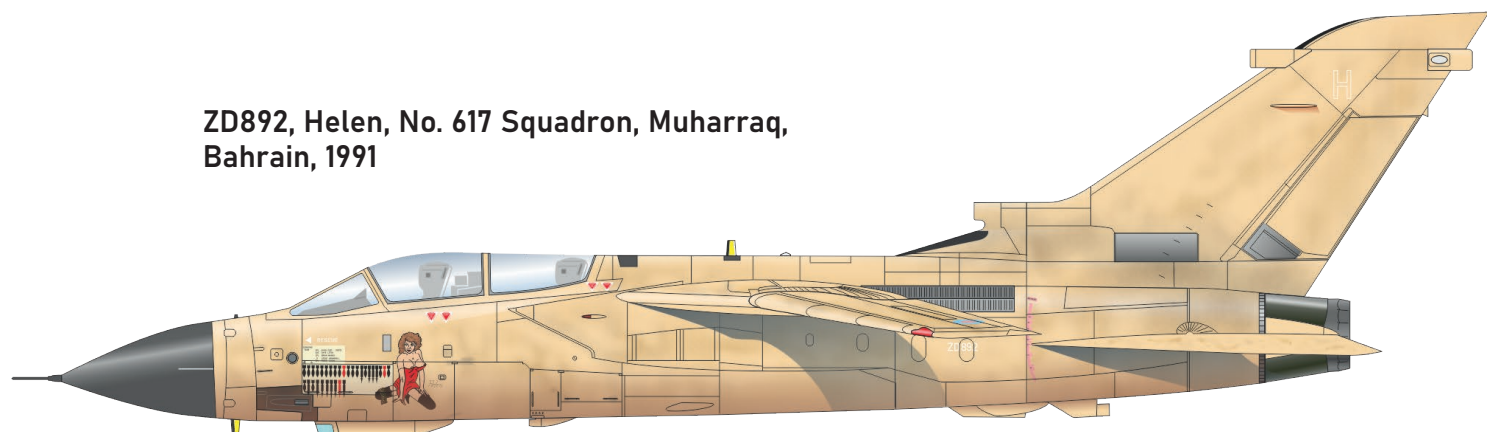
ZD809, Awesome Annie, No. 617 Squadron,
Muharraq AB, Bahrain, 1991



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



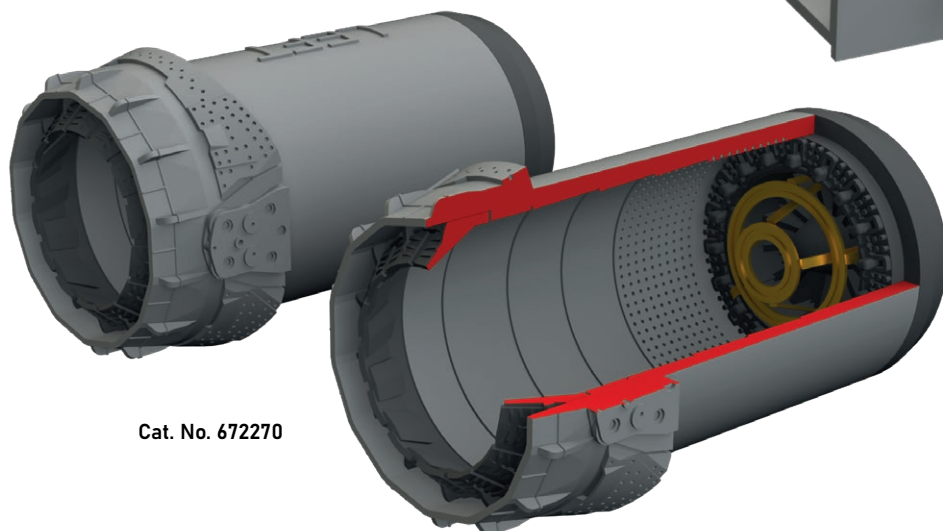
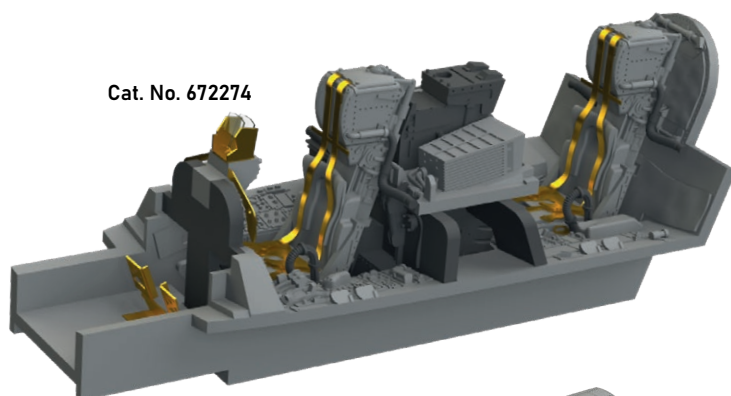
ZD892, Helen, No. 617 Squadron, Muharraq,
Bahrain, 1991



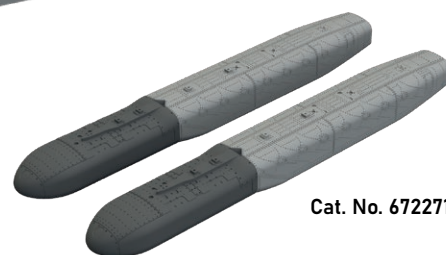
Recommended for DESERT BABES

- 672266 ALARM missiles (Brassin)
- 672265 Sky Shadow ECM pod (Brassin)
- 672268 CPU-123 Paveway II (Brassin)
- 672269 BOZ-107 pod (Brassin)
- 672270 Tornado GR.1 exhaust nozzles (Brassin)
- 672267 TIALD pod (Brassin)
- 672271 JP233 dispenser (Brassin)
- 672274 Tornado GR.1 cockpit (Brassin)

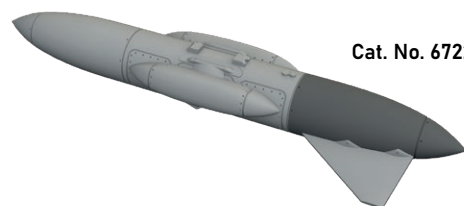
Cat. No. 672274



Cat. No. 672270



Cat. No. 672271



Cat. No. 672265

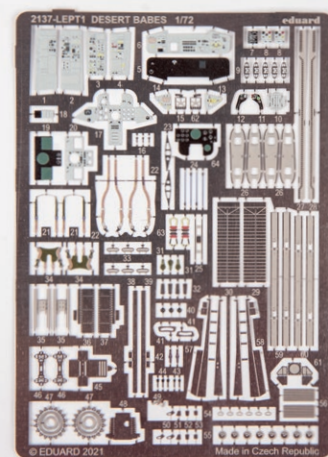
OVERTREES 1/72

Tornado GR.1

Cat. No. 2137X

[Product page](#)

Cat. No. 2137-LEPT1


[Product page](#)

Tempest Mk.V Series 1

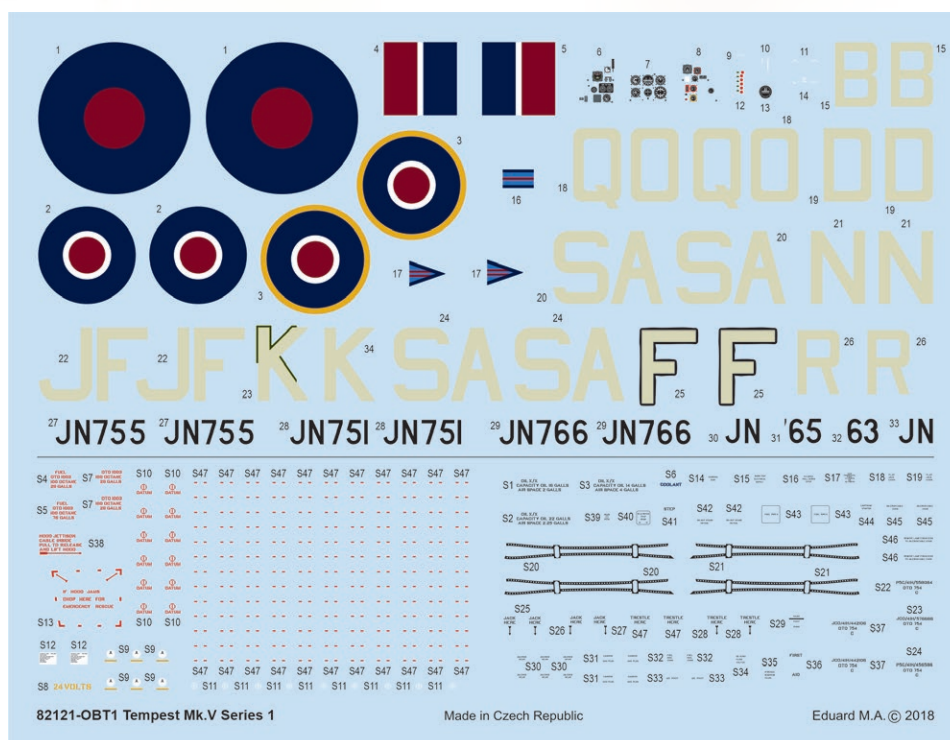
1/48 Cat. No. 82121

- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 6 markings

Re-release



[Product page](#)



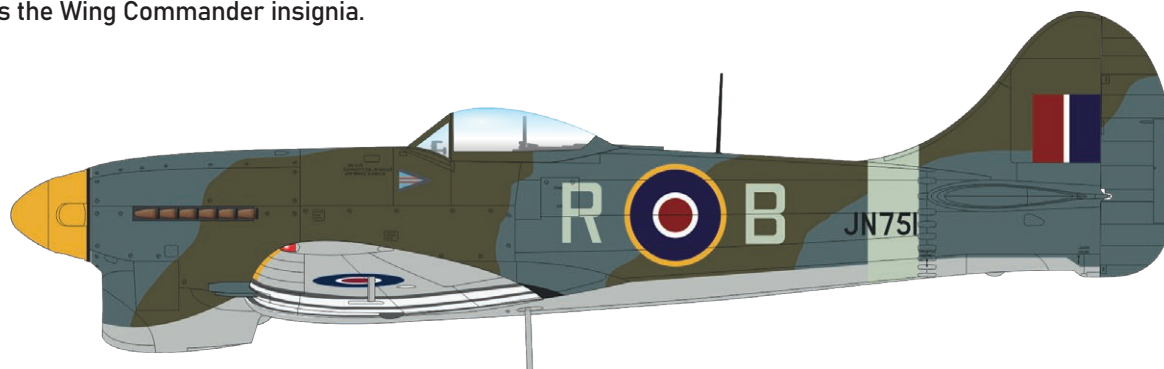
JN766, No. 486 (RNZAF) Squadron, RAF Station Castle Camp, Great Britain, April 1944

No. 486 Squadron was established on March 7, 1942 at Kirton in Lindsey manned almost exclusively by New Zealanders. Initially, the unit was equipped with Hurricanes, replaced by Hawker Typhoons later. The unit's impressive record was acknowledged, and the unit was one of first to receive the Tempest Mk. Vs. New aircraft began to arrive through January and February of 1944. The unit became part of the No. 150 Wing armed with the Tempest subsequently and was deemed fully combat ready in April 1944. The camouflage schemes of the new Tempests were composed of the so-called Day Fighter Scheme, with Dark Green and Ocean Grey upper and side surfaces and Medium Sea Grey lower surfaces. At this time, the bottom surfaces of the wings of Typhoons and Tempests were marked with black and white stripes helping easier identification of friendly aircraft. The specified width of the white segments was 24 inches, and the black ones were to be 12 inches wide. The stripes were deleted from Typhoons on February 7, 1944 but Tempests carried them until April 20, 1944.



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

Roland Prosper Beamont was born on August 10, 1920 in Enfield in the County of Middlesex, and aviation captured his imagination at an early age. In 1939, he underwent pilot training and was assigned to No. 87 Squadron, equipped with Hurricanes, where he flew during the Battle of France and Battle of Britain. From May 1941, he served with No. 79 Squadron, and in December of the same year, on completion of his tour, he joined the Hawker factory as a test pilot. In June 1942 he joined No. 56 Squadron flying Typhoons. Subsequently, he was assigned to No. 609 Squadron equipped with the same type as its CO in October 1942. In mid-May 1943, Beamont returned to Hawker, where he took part in trials of the Typhoon and its successor, the Tempest. In February 1944, he was named CO of No. 150 Wing, made up of No. 3, 56 and 486 Squadrons intended to be equipped with the Hawker Tempest. One of the perks of being a Wing Commander was to be allowed to use one's initials for an aircraft code. W/Cdr Beamont made use of this privilege and his personal Tempest carried the letters R and B. Beneath the windscreen on the right side of the fuselage was the Wing Commander insignia.



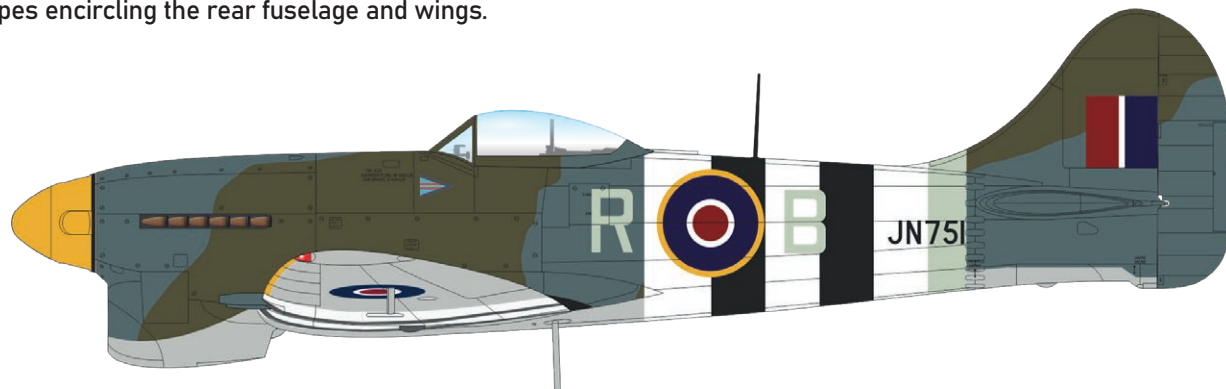
JN755, No. 3 Squadron, Newchurch, Great Britain, May 1944

No. 3 Squadron was formed in 1912 and at the beginning of the Second World War was equipped with the Hawker Hurricanes. As a component of the British Expeditionary Force, it fought over Belgium and France. When back to the Great Britain, the squadron was tasked with patrol duties over the Royal Navy base at Scapa Flow and from April 1941 it operated over southern England as a night fighter unit. In February 1943, the unit was re-equipped with the Hawker Typhoon and a year later with the Tempest. Armed with these "beasts", the unit prepared itself for the invasion to the Europe but was held back to defend southern England against the V-1 flying bombs instead. When the V-1 launch sites were over-run, it was one of the Tempest squadrons transferred to the European mainland to support advancing Allied troops all the way to the end of the war. No. 3 Squadron stayed in Germany until May 1944 as part of the British Air Forces of Occupation (BAFO), 2nd TAF and RAF Germany. From April 20, 1944, the standard camouflaged Tempests did not carry the black and white ID stripes. The code QO was assigned by No. 3 Squadron until June 5, 1944, when they were replaced by the JF code.



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

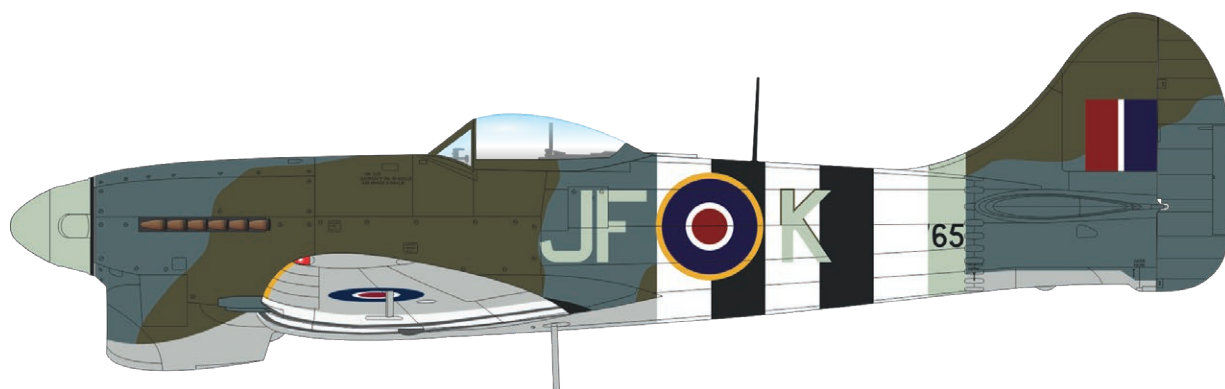
In May 1944, No. 150 Wing was deemed operational, although only Nos. 3 and 486 Sqn were equipped with Tempests, while No. 56 Sqn had to wait for them until late June 1944 and used the Spitfire Mk. IXs in the interim. The Tempests of No. 150 Wing were tasked with air cover over the battlefield and attack enemy ground targets at the time of the invasion. Starting from mid-June, the situation changed, as the protection of southern England from V-1 attacks emerged as a priority and the Tempest was the most suitable aircraft for the task. At the end of September 1944, the entire unit led by Beamont moved to liberated Europe. On October 12, Beamont's aircraft was hit by flak and due to a damaged radiator, the pilot had to belly-land it behind enemy lines. He spent the remainder of the war in captivity. Over the course of the Second World War, Beamont claimed nine kills and in July 1944 was awarded a bar to his DSO in recognition of his successful leadership of the Tempest wing which had destroyed more than 600 V-1s (32 by Beamont himself). After the war, he continued as a test pilot and flew, among others, the Meteor, Vampire, Canberra, Lighting and the, most notably, the impressive TSR-2. He retired in August 1979 and died on November 19, 2001. Two days before the invasion of Europe, Beamont's aircraft received the prescribed "Special Markings" - 18-inch wide black and white stripes encircling the rear fuselage and wings.

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

No. 486 Squadron, a component of No. 150 Wing, was tasked with ground attack, but from mid-June 1944 to early September 1944, it was fully occupied with intercepting V-1 flying bombs launched from occupied Europe. The Squadron's pilots were credited with the destruction of 223,5 of them. After the threat of these attacks had decreased, No. 486 Squadron, along with its sister units, moved to liberated territory and up to the end of the war it was tasked with supporting advancing British units. The unit was disbanded on October 12, 1945 at RAF Dunsfold. On June 5, 1944, the squadron would receive aircraft, which were intended to support Operation Overlord (the invasion of Normandy) and received the invasion stripes on the rear fuselage and wings in the form of 18-inch wide black and white bands. These were applied in haste and could be quite inaccurate and scruffy. Photographic evidence shows stiffeners added to the rear section of the fuselage in form of fishplates (on this aircraft and all the other Tempests featured in this box).

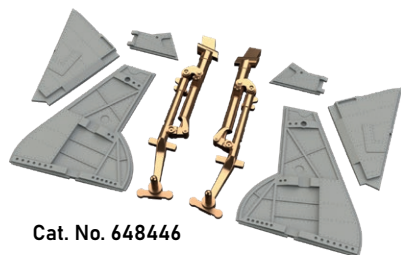
**JN765, No. 3 Squadron, Newchurch, Great Britain, June 1944**

In early June 1944, No. 3 Squadron's code was changed from QO to JF which was used until August 1945. The so-called "Invasion Stripes" were also added to JN765 aircraft prior to the operation. Groundcrew painted the bottom section of the main landing gear cover black, apparently in error.



Recommended for Tempest Mk.V Series 1

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)
644038	Tempest Mk.V w/ early wheels LööKplus (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 (Brassin)
648420	Tempest Mk.V wheels early (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)



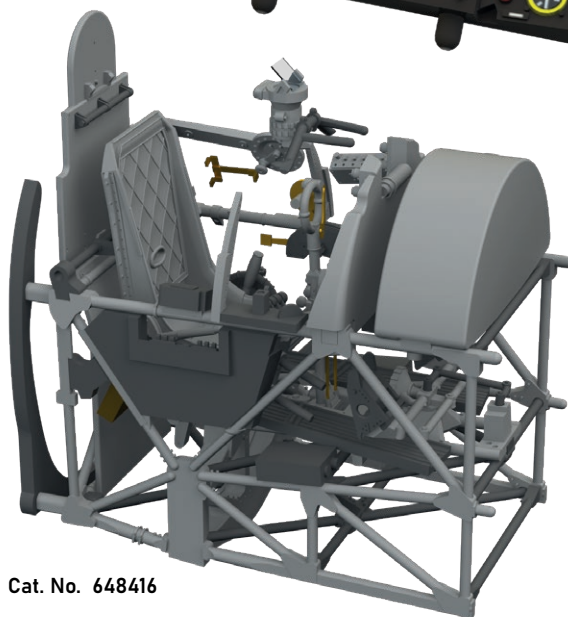
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Cat. No. 644006



Cat. No. 648416

OVERTREES

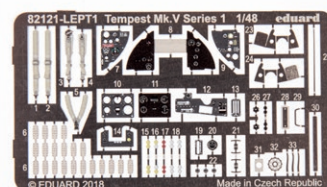
Tempest Mk.V Series 1

1/48

Cat. No. 82121X

[Product page](#)

Cat. No. 82121-LEPT1



[Product page](#)

MiG-21PF

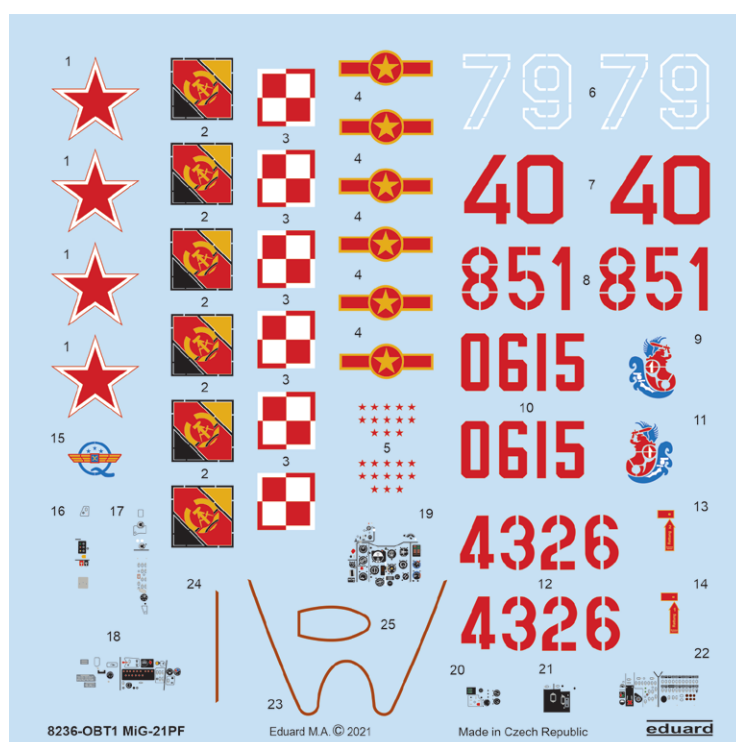
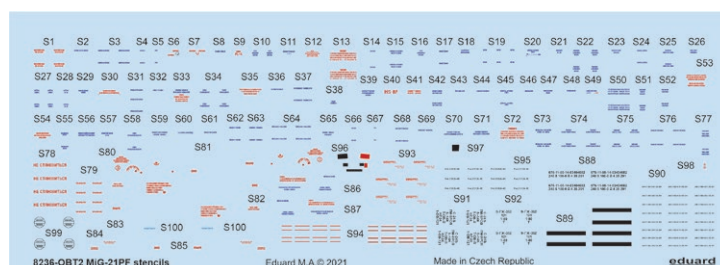
- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 5 markings

1/48 Cat. No. 8236

Re-release

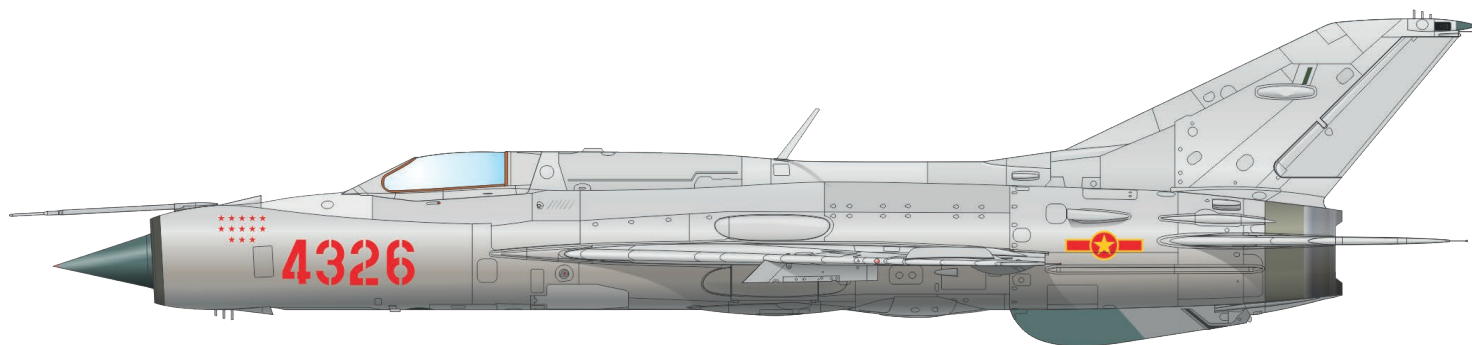


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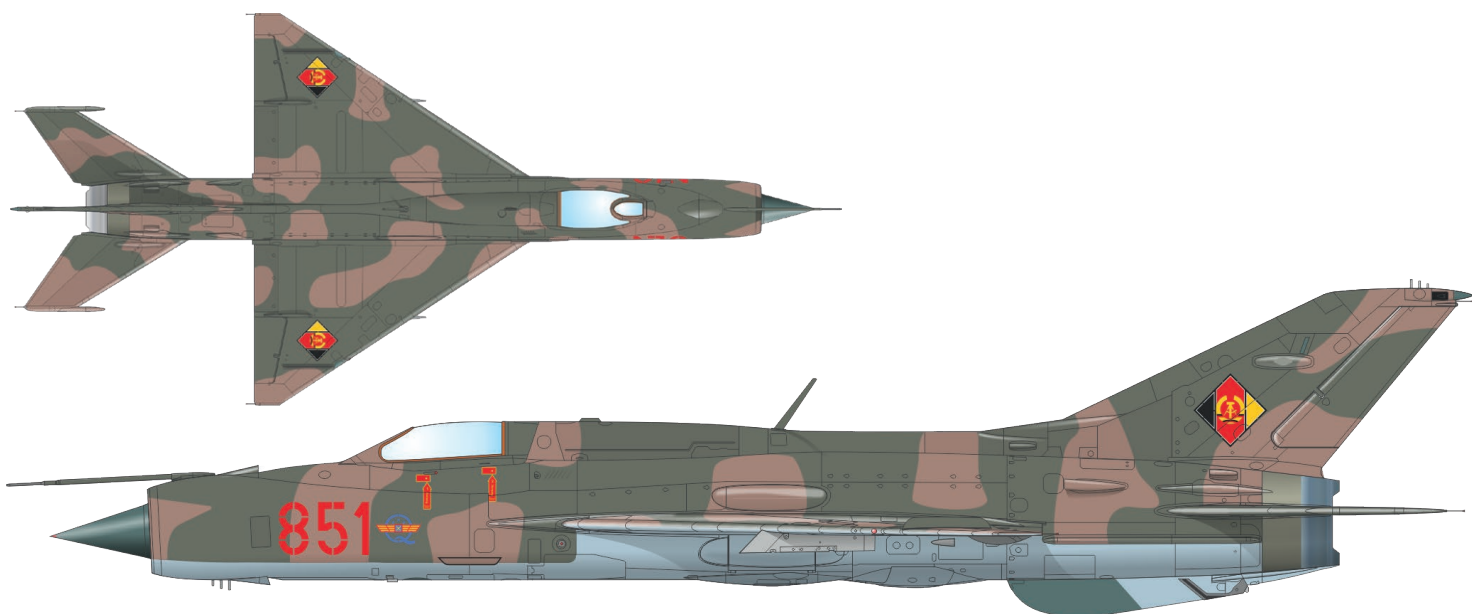
No. 4326, 921th Fighter Regiment, Noi Bai AB, Democratic Republic of Vietnam, late 60s/early 70s

This aircraft was delivered to Vietnam in 1966 and served as a part of 921st Fighter Regiment. Thirteen red stars painted on the nose depict victories gained by the pilots who flew this aircraft. One of them was Nguyen Van Coc, the most successful Vietnamese fighter ace with nine confirmed kills to his credit. He downed F-4B BuNo. 151485 on May 7, 1968 while at the controls of this particular MiG. 'Red 4326' is currently displayed in Air Force museum in Hanoi.



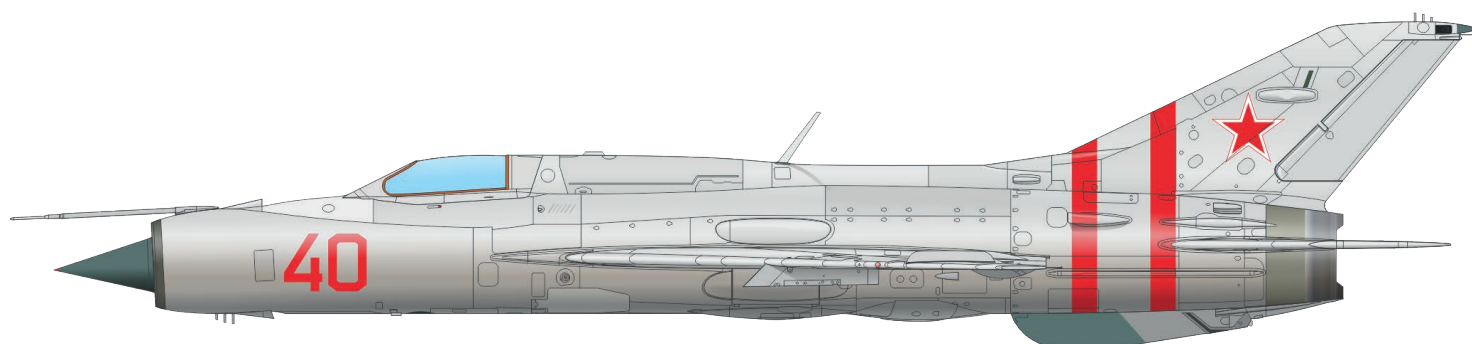
c/n 761008, Jagdfliegergeschwader 2, Trollenhagen Air Base, German Democratic Republic, late 80s

East German air force received this MiG on May 1, 1965. The aircraft was flown by JG 8, JG 9 and finally by JG 2. The aircraft was put out of service in 1988 and scrapped shortly afterwards despite a plan to sell it to Iran. This MiG became well known thanks to a propaganda movie. The fuselage number was changed to 'Red 1851' for filming. The Q-badge painted on the left side of the nose indicated that the ground personnel responsible for this aircraft were recognized for the high quality of their work.



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

On August 21, 1968, Warsaw Pact armed forces led by the Soviet Union began to occupy Czechoslovakia. This act, coded Operation 'Danube', led to the Soviet occupation of Czechoslovakia lasting over twenty years. The MiG-21PF 'Red 40' participated in the invasion of Czechoslovakia in August, 1968. Two red bands on the tail marked aircraft that were used during Operation Danube.



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

One of the school aviation regiments that flew from air bases located in the Ukraine was 702th UAP. This aircraft was photographed at Chernigov Air Base in the eighties, although the regiment was based in Umani. 702nd UAP was a part of Chernigov Higher Military Aviation School of Pilots along with three more school regiments. This color profile is based on a black and white photo.



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

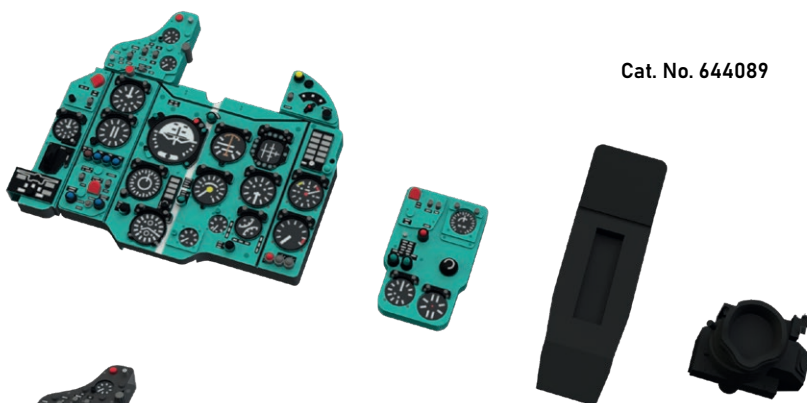
This MiG-21PF is one of the aircraft displayed in the Polish Army Museum in Warsaw. It was accepted by the Polish Air Force during early January, 1965, and served with various fighter regiments. The last military unit that flew 'Red 0615' was the 1st Fighter Regiment (1. plm). The aircraft is listed here from 1971 to 1974 and from March 1980 till the end of August 1988. The unit badge depicting a mermaid is painted on both sides of the nose.



Recommended for MiG-21PF

FE953	MiG-21PF seatbelts STEEL (PE-Set)
644089	MiG-21PF LööK (Brassin)
644096	MiG-21PF grey LööK (Brassin)
644101	MiG-21PF LööKplus (Brassin)
644108	MiG-21PF grey LööKplus (Brassin)
648040	RS-2US / AA-1 Alkali (Brassin)
648125	R-3S / AA-2 Atoll-A (Brassin)
648136	S-24 rocket (Brassin)
648144	MiG-21PF interior (Brassin)
SIN64816	MiG-21PF (Brassin)
D48021	MiG-21PF stencils (Decal set)
EX532	MiG-21PF with canopy seal (Mask)
EX637	MiG-21PF TFace (Mask)

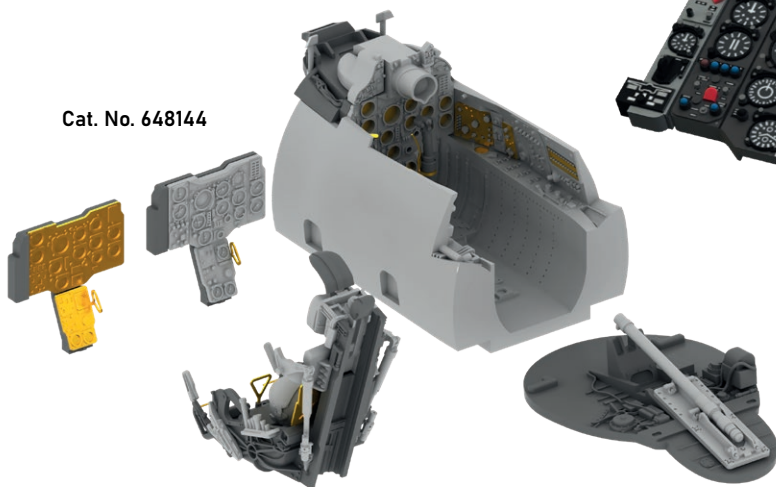
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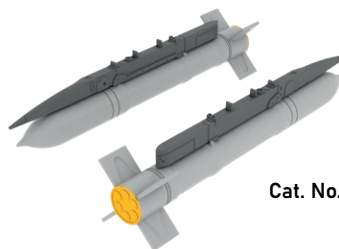
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Cat. No. 648144



Cat. No. 648136



OVERTREES

MiG-21PF

1/48

Cat. No. 8244X

[Product page](#)

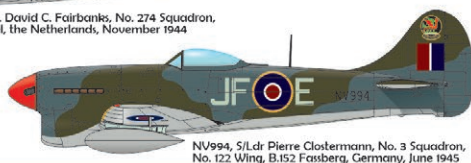

Cat. No. 8236-LEPT1

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New Activation product of the Bunny Fighter Club membership.

Tempest Mk.V 1/48

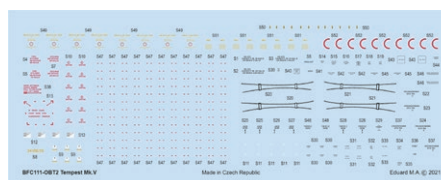
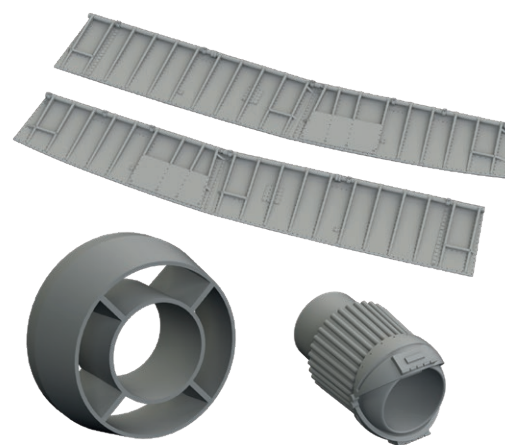
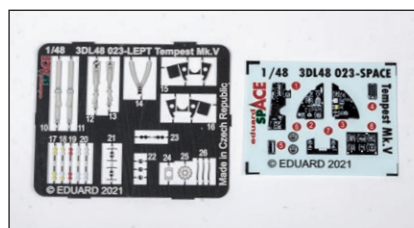
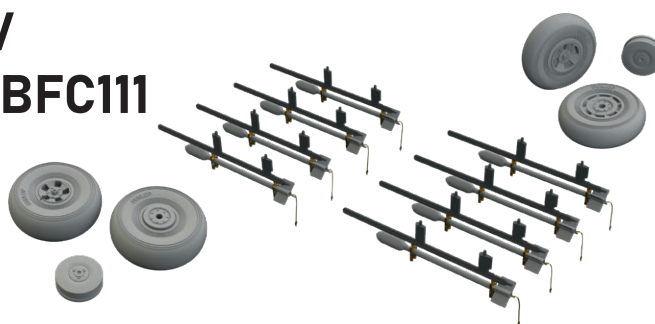
MEMBER EDITION BFC111



eduard

Tempest Mk.V 1/48 Cat. No. BFC111

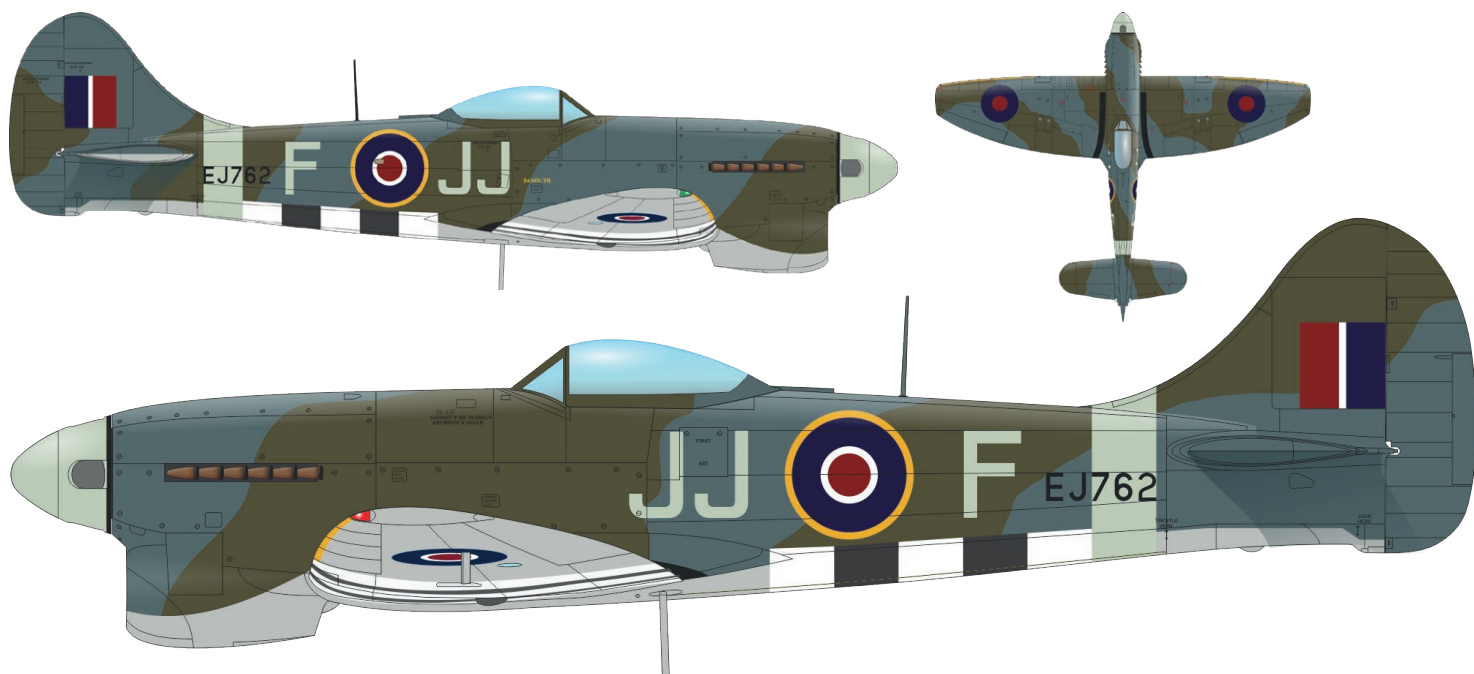
- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 6 markings
- Brassin: yes, two different types of wheels, landing flaps, dust filter with eyelid, intake ring and RP-3 60lb rockets
- 3D decals for main and sidewalk instrument and control panels with photo-etched details and seat belts.



Product page

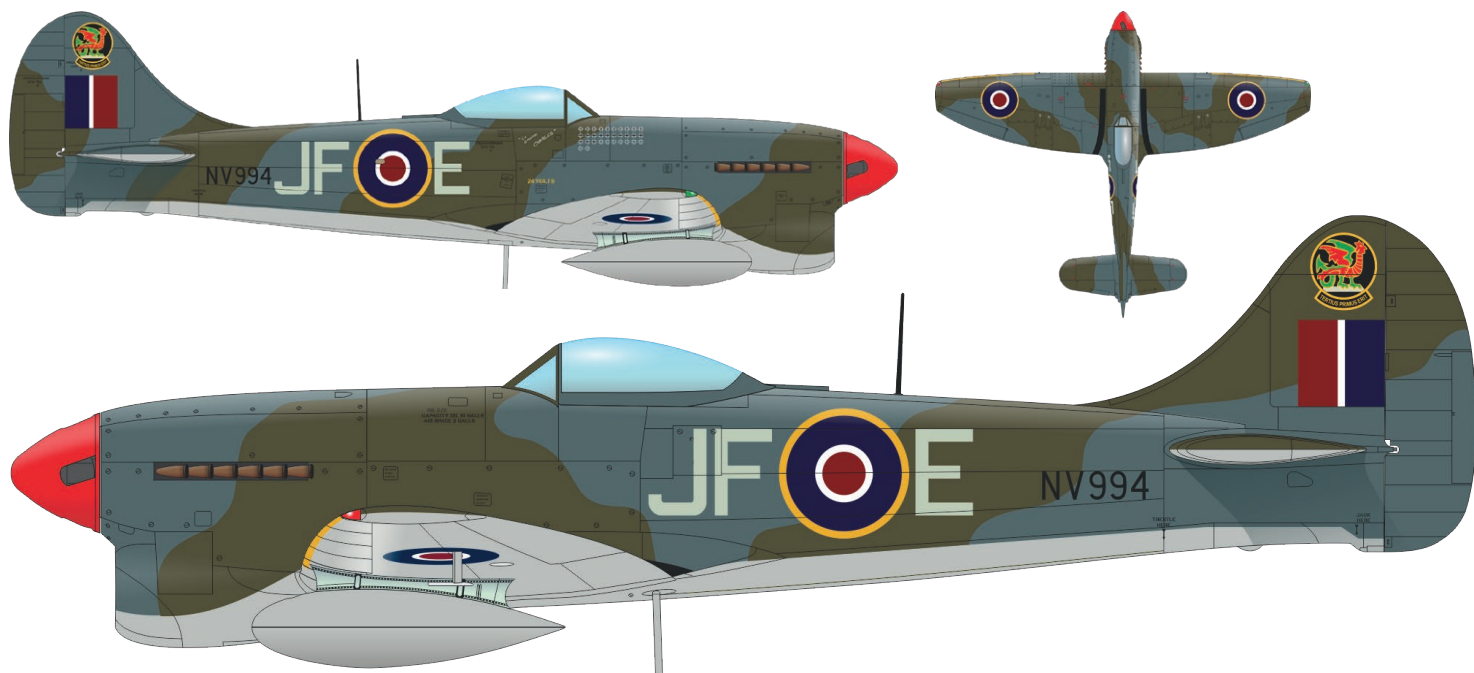
EJ762, F/Lt. David C. Fairbanks, No. 274 Squadron, B.80 Volkel, the Netherlands, November 1944

Davis Charles Fairbanks, a native of Ithaca, New York, joined the RCAF on his second attempt after graduating of high school in February 1941, to which he remained loyal throughout the war and after its end. Training was followed by service with No. 13 SFTS, for which he served as a flight instructor for a year. He was then transferred to No. 501 Squadron flying Mk.V Spitfires and based at that time at RAF Hawkinge. He shot down his first opponent, a Bf 109, near Le Havre on June 8, 1944. During the rearmament of No. 501 Squadron to Tempests, he was transferred to No. 274 Squadron, also armed with Tempest Mk.Vs. On these he shot down two V-1 missiles and 11 1/2 enemy aircraft before being shot down and captured himself on February 28, 1945. After the end of World War II, he flew Vampires and T-33s during his employment with Sperry Gyroscopes at the RCAF Auxiliary, then became a test pilot for De Havilland Canada in 1955. The "Terror of the Rhine" or Foob, as he was called by his comrades in No. 274 Squadron, retired to the skies in 1975.



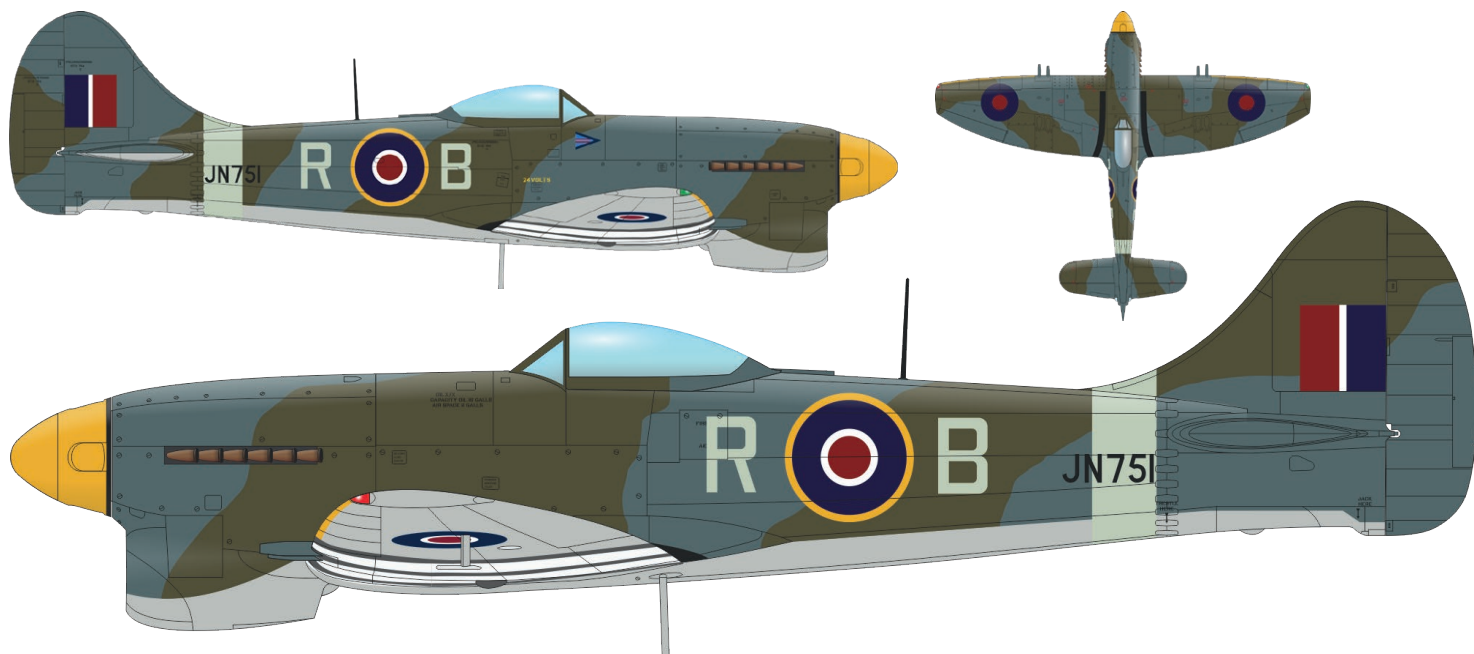
NV994, S/Ldr Pierre Clostermann, No. 3 Squadron, No. 122 Wing, B.152 Fassberg, Germany, June 1945

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 Vaerlose, a smaller grass airfield but NV994 was damaged in an accident (nature unknown).



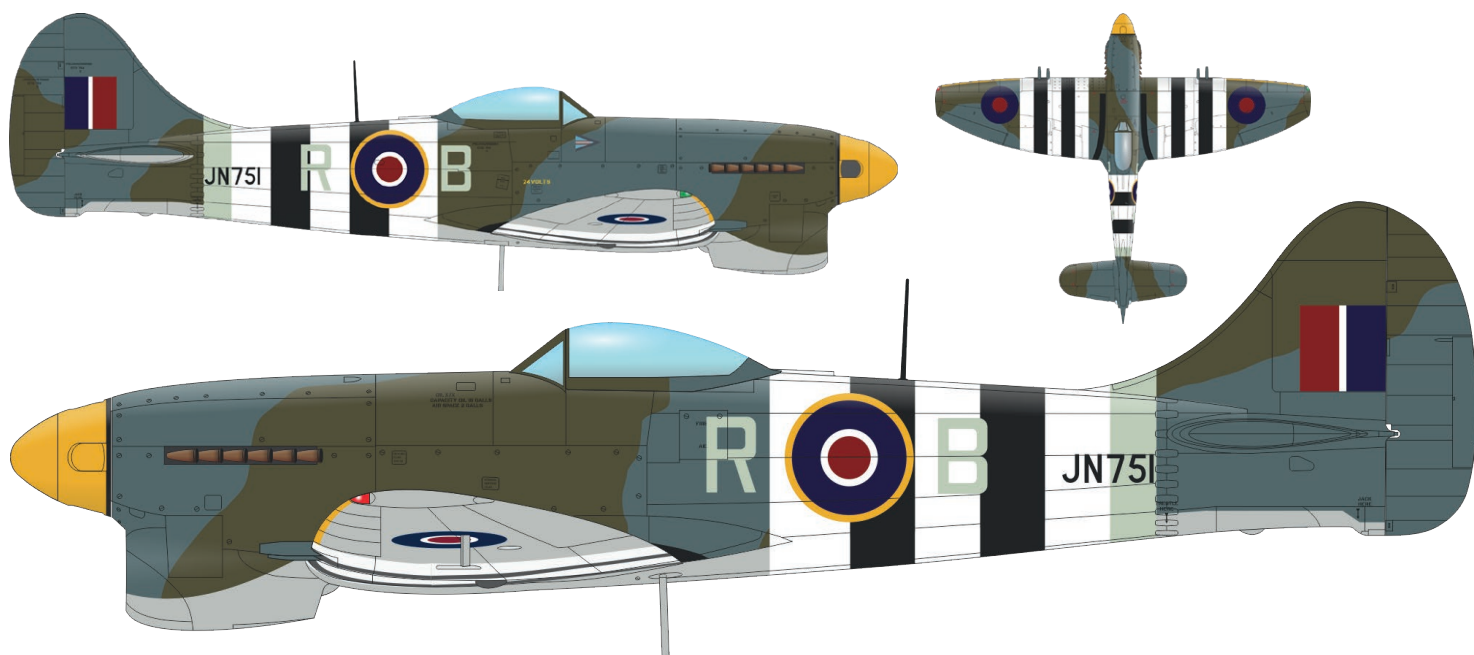
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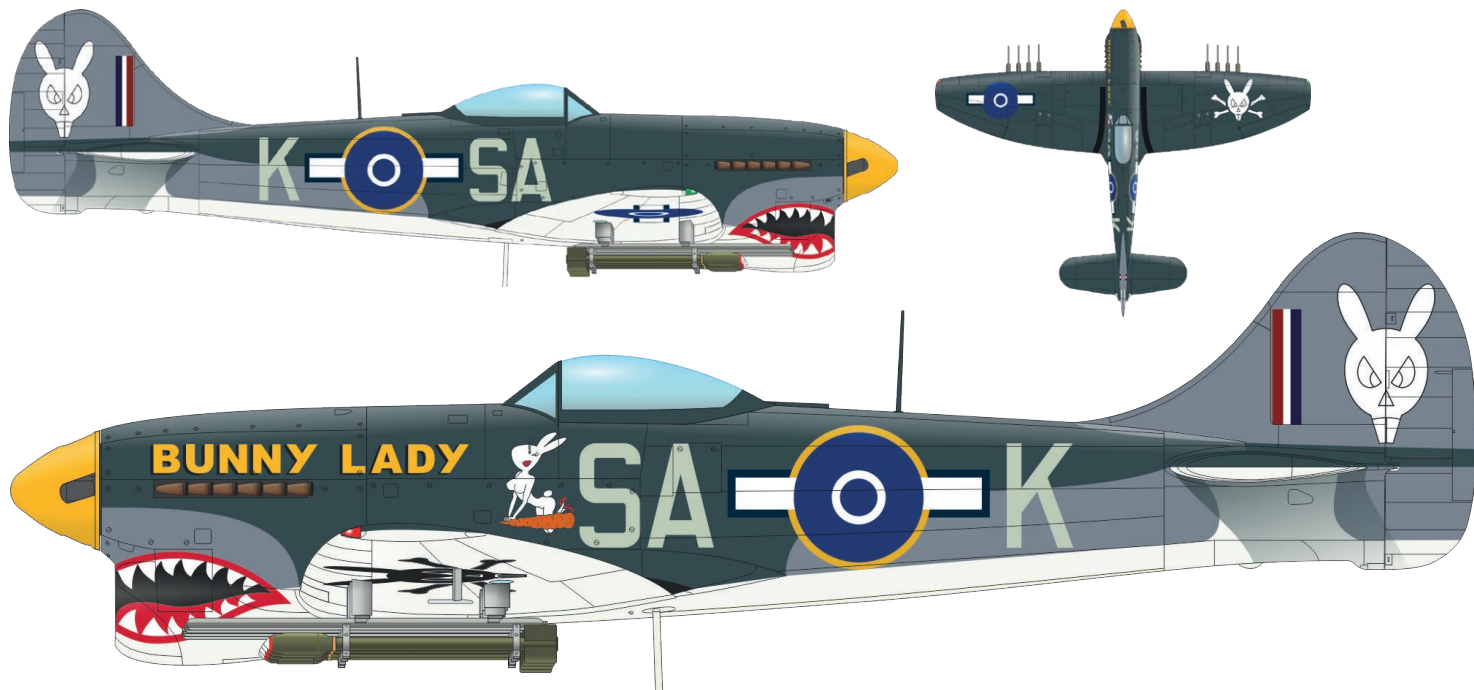
JN751, W/Cdr Roland P. Beamont DSO, DFC & bar, CO of No. 150 Wing, Newchurch, Great Britain, June 1944

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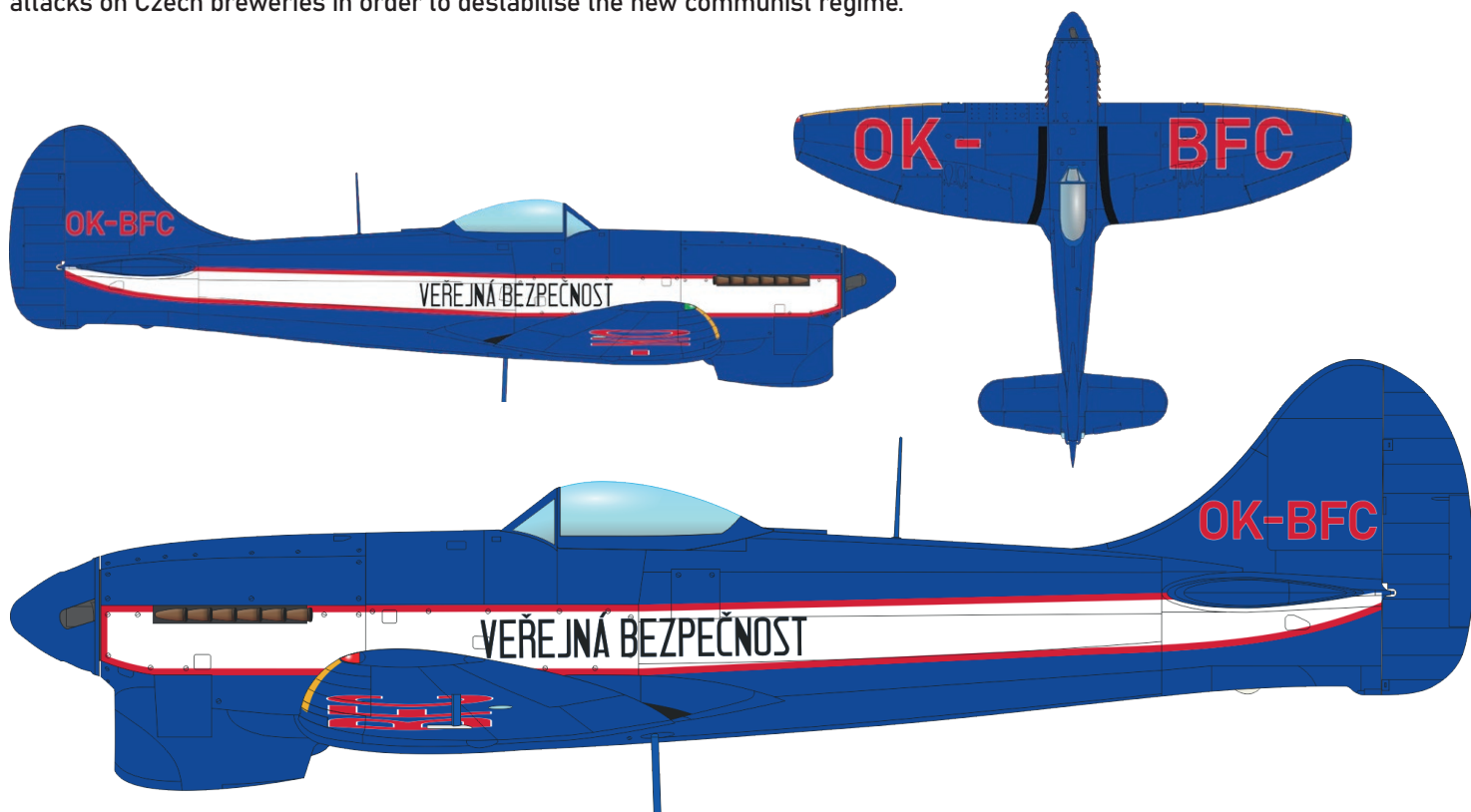
**Ens. Eduard „Bunny“ Kleinkönig, Naval Detachment of No. 486 Squadron RNZAF,
Aircraft Carrier HMS Habbakuk, Antarctica, summer 1946/1947**

This machine was flown by the legendary Czech pilot in the international crew of the aircraft carrier HMS Habbakuk during the battles against the Luftwaffe over Antarctica in the summer of 1946-1947. The letter K is the individual designation of Kleinkönig's machine. He had his girlfriend painted on the side of the aircraft. The sharkmouth was added to the aircraft later, as a reminder of the rescue of Kleinkönig's flight leader. After being shot down into the sea, he was attacked by killer whales, but Kleinkönig fought off the predators. The naval scheme was painted on the unit's machines during the voyage to Antarctica. Rabbit skulls were painted on all of the unit's machines in honor of Kleinkönig. The machine was equipped with missiles for attacking enemy jets during take-off.



**Police Chief Sgt. Eduard Kleinkönig, OK-BFC, Police Air Patrol Unit, Czechoslovak Police Air Force,
Žatec, 1947 - 1950**

After returning to Czechoslovakia, Kleinkönig was assigned in his native Žatec to the Police Air Patrol Unit, which was originally to receive Spitfires. However, thanks to Kleinkönig and his contacts, British Tempests were obtained for this unit. After February 1948, the unit was mainly engaged in the defence of the Žatec brewery and the surrounding hop farms. The CIA carried out attacks on Czech breweries in order to destabilise the new communist regime.



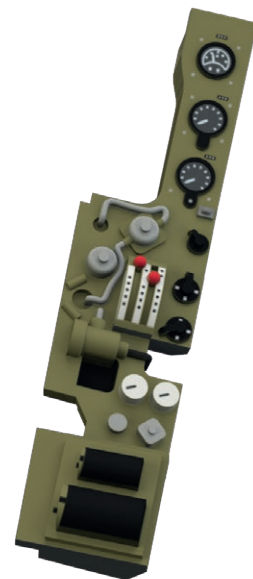
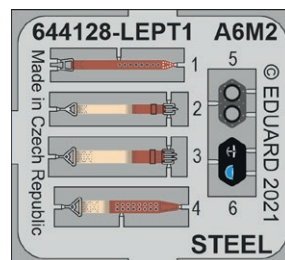
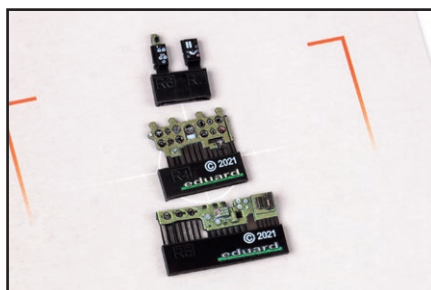
644128 A6M2 Löök 1/48 Eduard

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for A6M2 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)



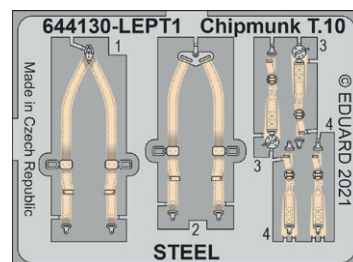
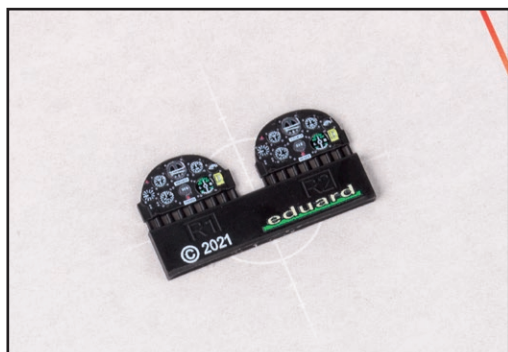
644130 Chipmunk T.10 Löök 1/48 Airfix

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Chipmunk T.10 in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Airfix

Set contains:

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

[Product page](#)

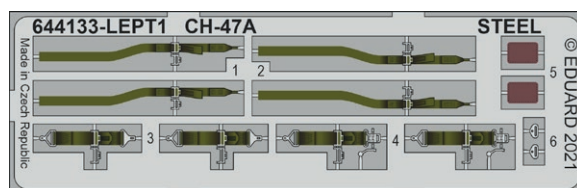
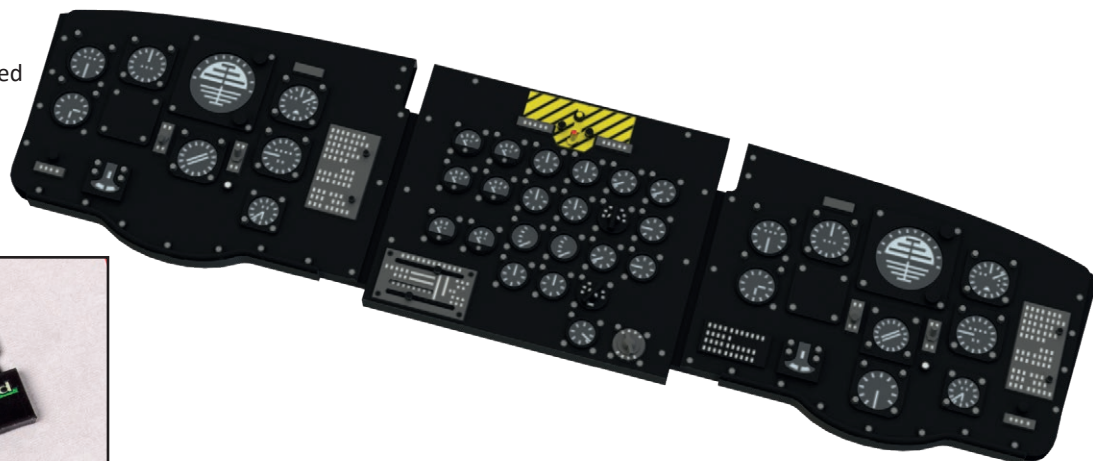
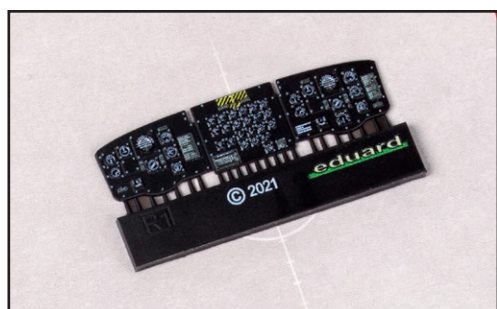


644133 CH-47A LööK 1/48 Hobby Boss

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for CH-47A in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Hobby Boss

Set contains:

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



Product page

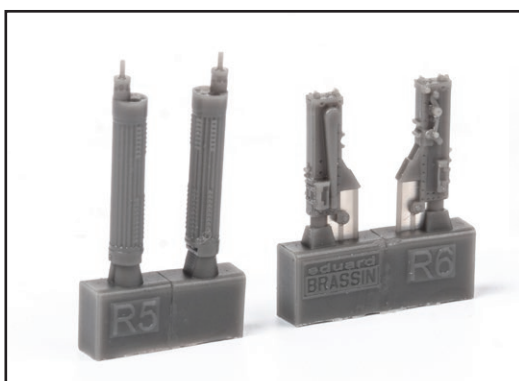
648661 Sopwith Camel US Colt Vickers gun 1/48 Eduard

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

Set contains:

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

Product page



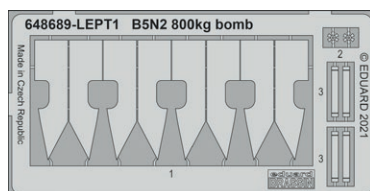
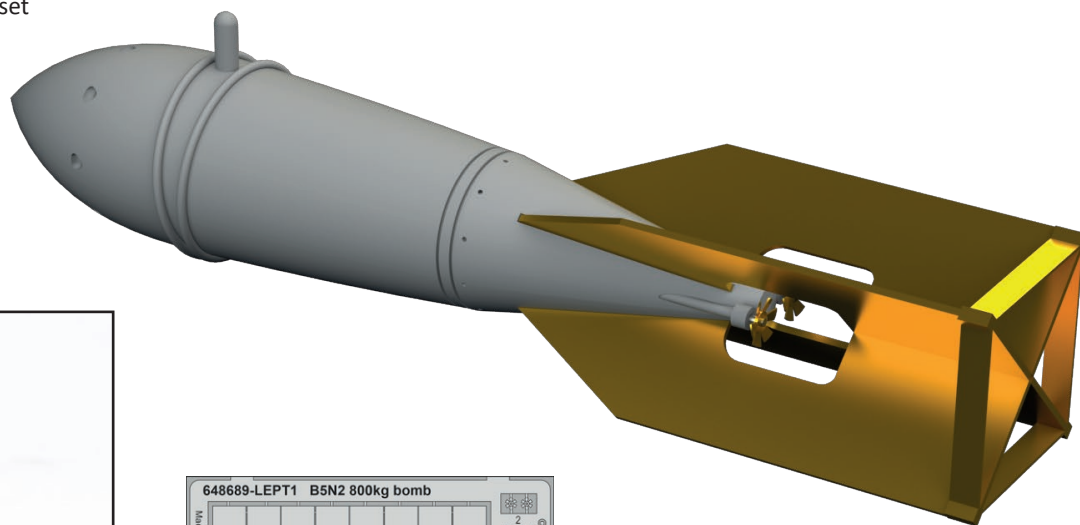
648689 B5N2 800kg bomb 1/48 Hasegawa

[Product page](#)

Brassin set - the 800kg bomb for Nakajima B5N2 bomber in 1/48 scale. The set consists of 1 bomb.

Set contains:

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

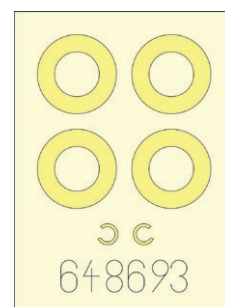


648693 A6M2 wheels 1/48 Eduard

Brassin set - the undercarriage wheels for A6M2 in 1/48 scale. The set consists of the main wheels and a tail wheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product page](#)


648695

A6M undercarriage legs BRONZE

1/48 Eduard

Brassin set - the undercarriage legs for A6M in 1/48 scale. The set consists of the main undercarriage legs and wheel well doors. The legs are made of bronze. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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


[Product page](#)

648697

Mi-24D cockpit

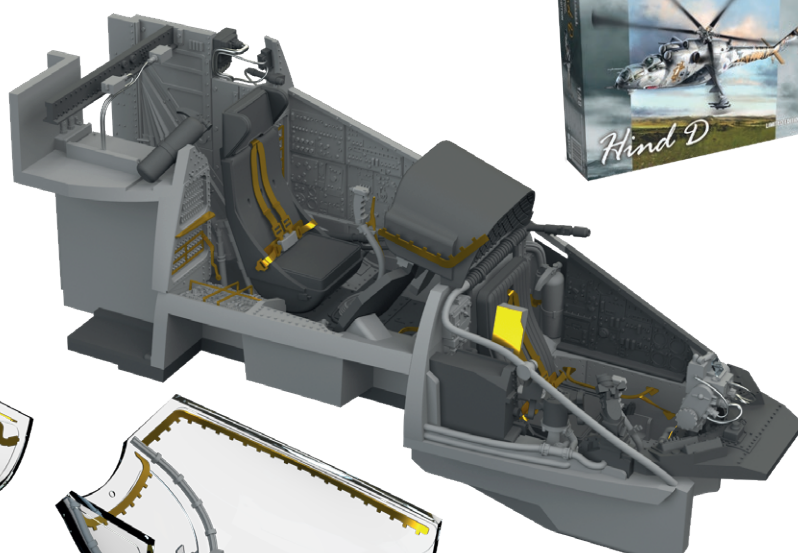
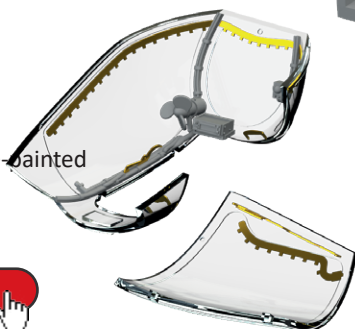
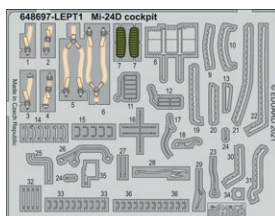
1/48 Eduard

Brassin set - the cockpit for Mi-24D in 1/48 scale.

Recommended kit: Zvezda

Set contains:

- resin: ca 64 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no


[Product page](#)


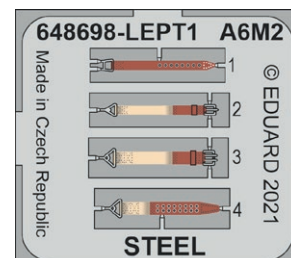
648698 A6M2 seat PRINT 1/48 Eduard

[Product page](#)

Brassin set - the seat for A6M2 in 1/48 scale.
Made by direct 3D printing. Easy to assemble,
replaces plastic parts. Recommended kit: Eduard

Set contains:

- 3D print: 1 part
- decals: no
- photo-etched details: yes, pre-painted
- painting mask: no



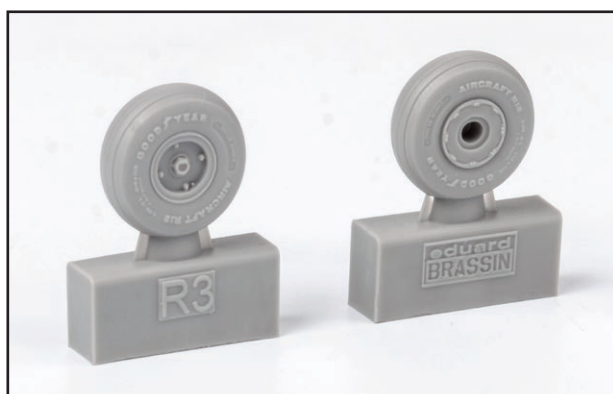
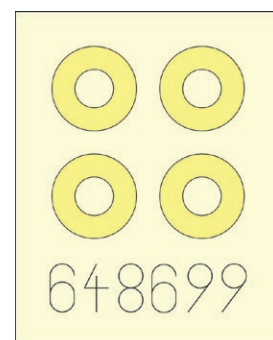
eduard
BRASSIN
Print

648699 Chipmunk T.10 wheels 1/48 Airfix

Brassin set - the undercarriage wheels for Chipmunk T.10 in 1/48 scale. The set consists of the main wheels. Easy to assemble, replaces plastic parts.
Recommended kit: Airfix

Set contains:

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

[Product page](#)


648700

F-4B undercarriage legs BRONZE

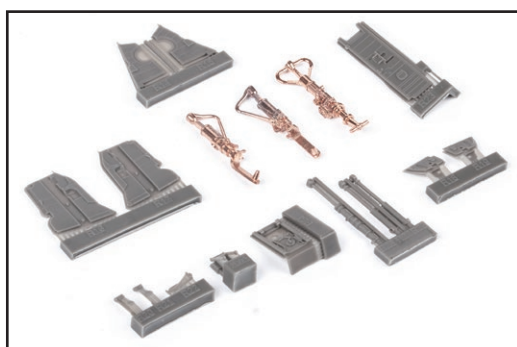
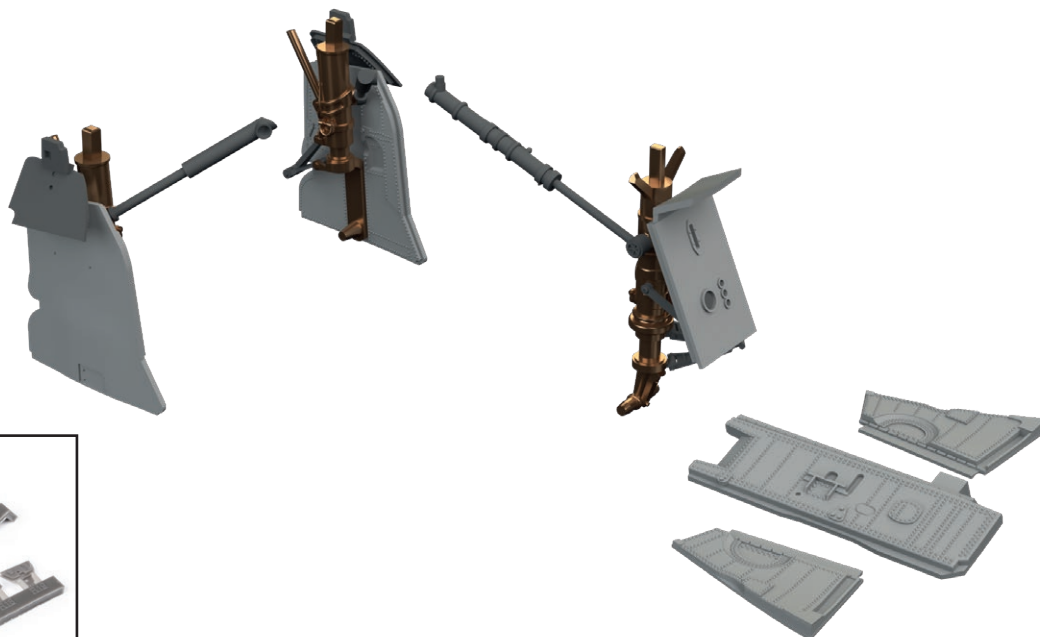
1/48 Tamiya

[Product page](#)

Brassin set - the undercarriage legs for F-4B in 1/48 scale. The set consists of the main and nose undercarriage legs and wheel well doors. The legs are made of bronze. Easy to assemble, replaces plastic parts. Recommended kit: Tamiya

Set contains:

- resin: 5 parts
- decals: no
- photo-etched details: no
- painting mask: no
- bronze: 3 parts



648701

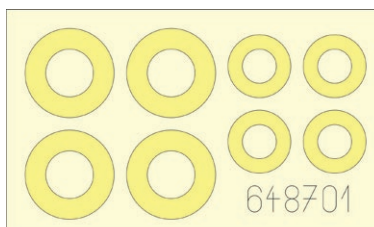
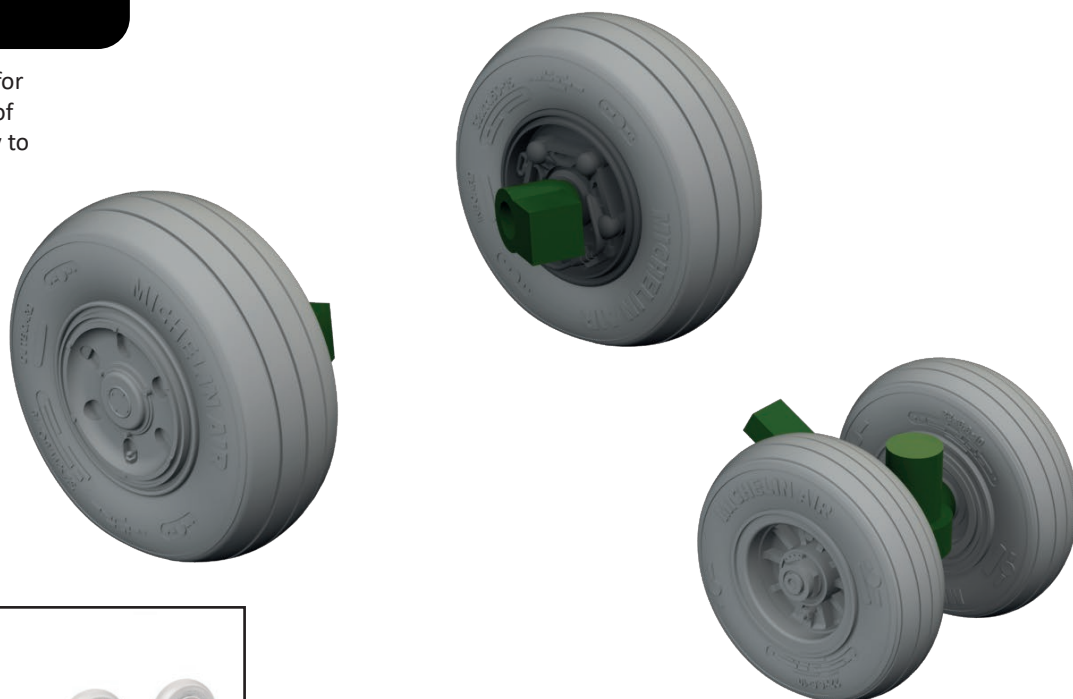
F/A-18E wheels

1/48 Meng

Brassin set - the undercarriage wheels for F/A-18E in 1/48 scale. The set consists of the main wheels and nose wheels. Easy to assemble, replaces plastic parts. Recommended kit: MENG

Set contains:

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

[Product page](#)

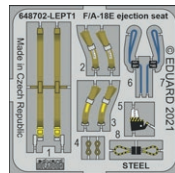
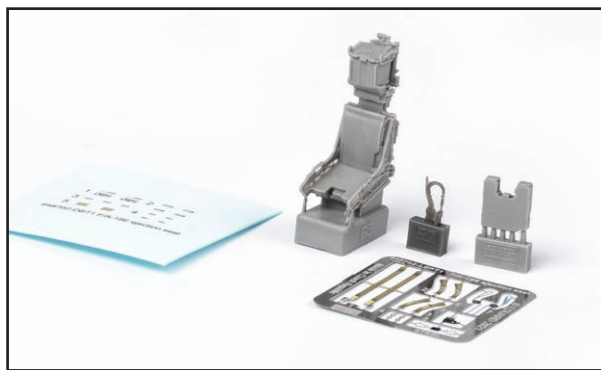
64702 F/A-18E ejection seat 1/48 Meng

Brassin set - the ejection seat for F/A-18E in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: MENG

Set contains:

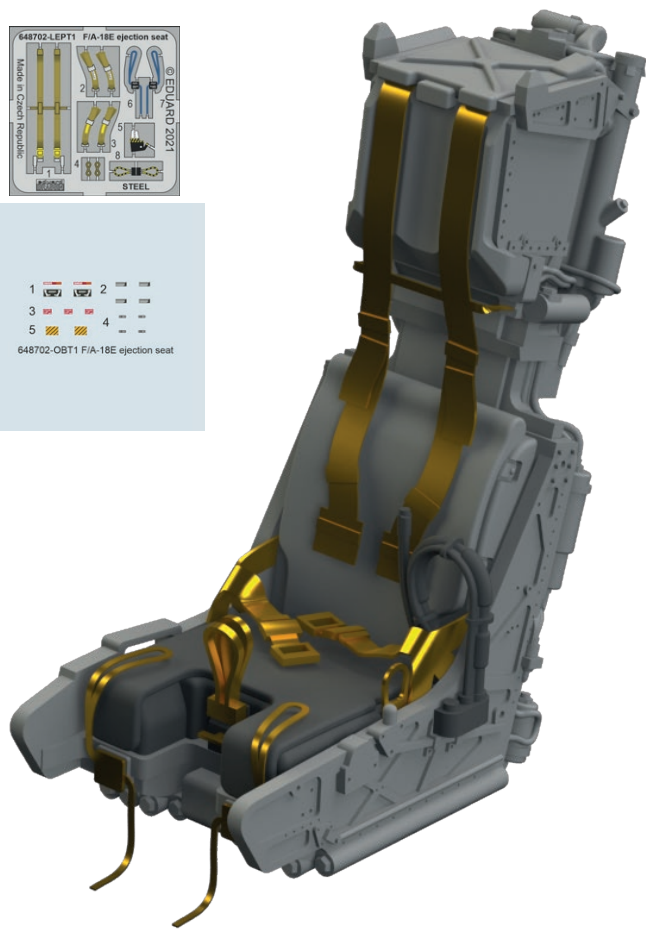
- resin: 3 parts
- decals: yes
- photo-etched details: yes, pre-painted
- painting mask: no

[Product page](#)



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

648702-08T1 F/A-18E ejection seat



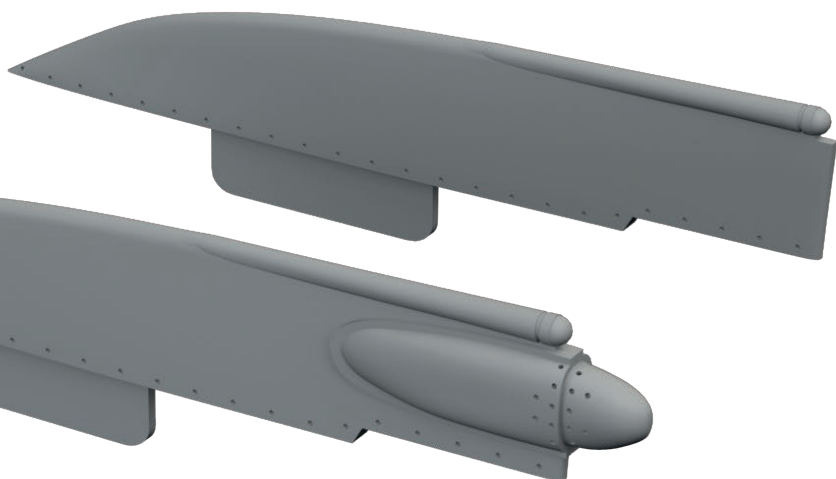
648704 F-4B fin caps PRINT 1/48 Tamiya

Brassin set - the fin caps for F-4B in 1/48 scale. Made by direct 3D printing. Recommended kit: Tamiya

Set contains:

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

[Product page](#)



eduard
BRASSIN
Print

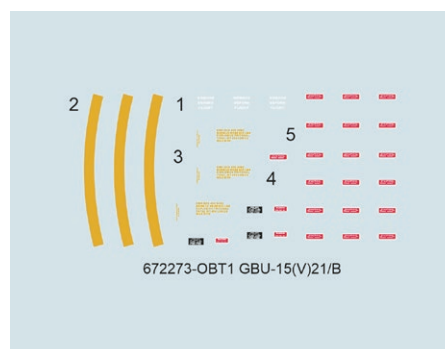
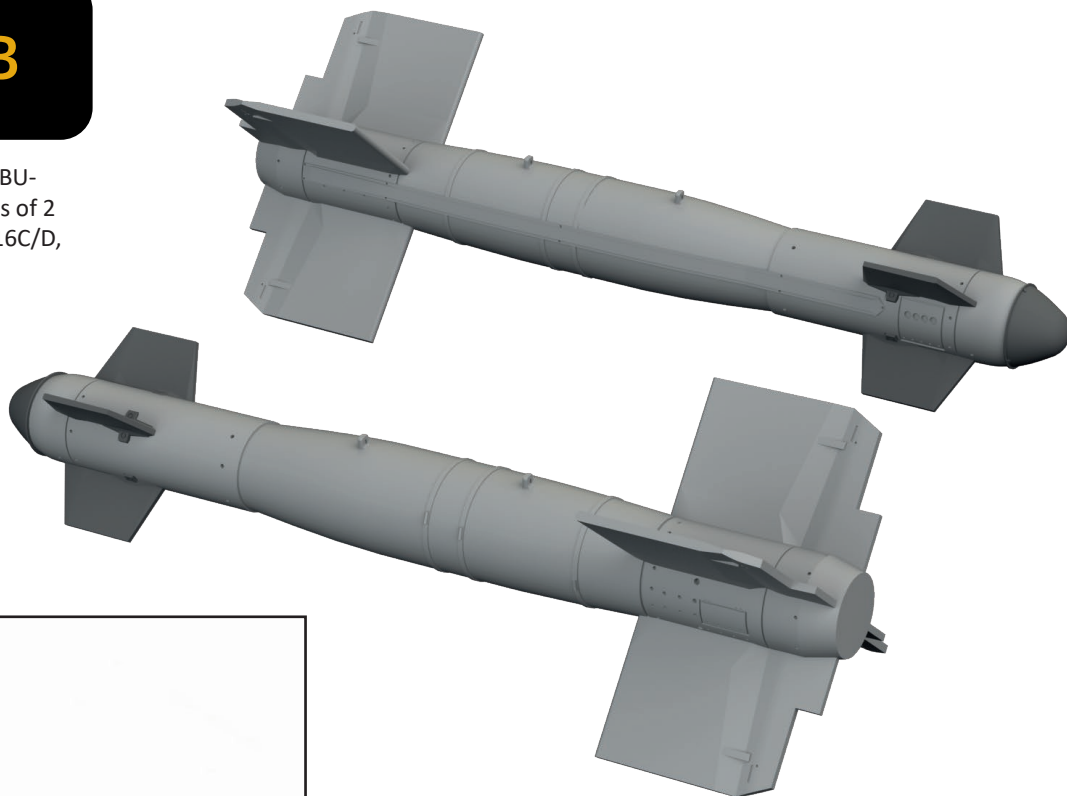
672273 GBU-15(V)21/B 1/72

Brassin set - an optically guided bomb GBU-15(V)21/B 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



ARTWORK PRINTS



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

www.eduard.com only



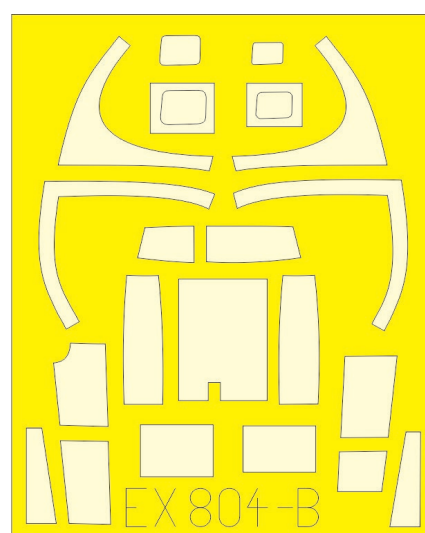
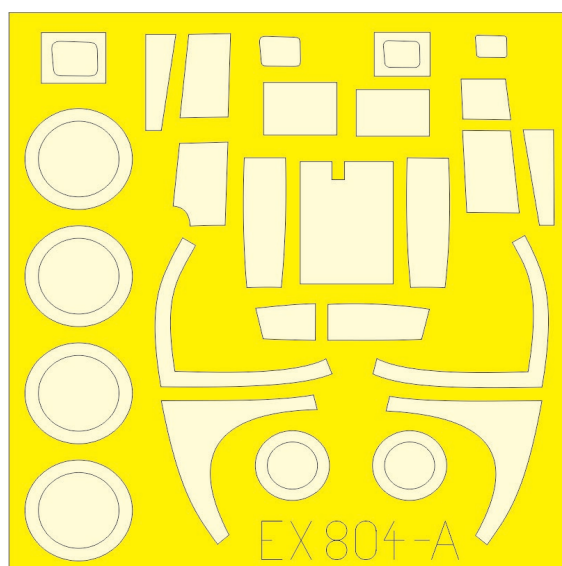
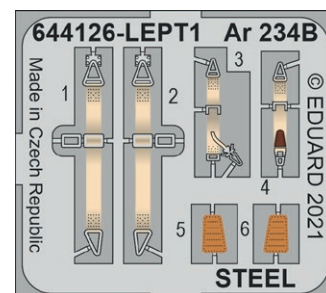
644131
Ar 234B LööKplus
 1/48 Hasegawa/Hobby 2000

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

Product page

LööKt



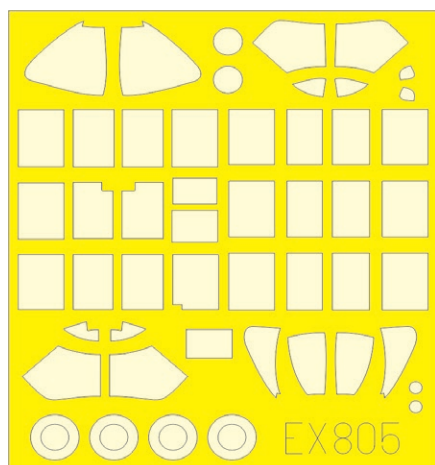
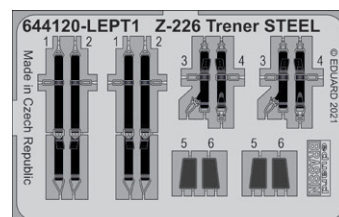
644132 Z-226 LööKplus 1/48 Eduard

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

[Product page](#)

LööK



SIN64875

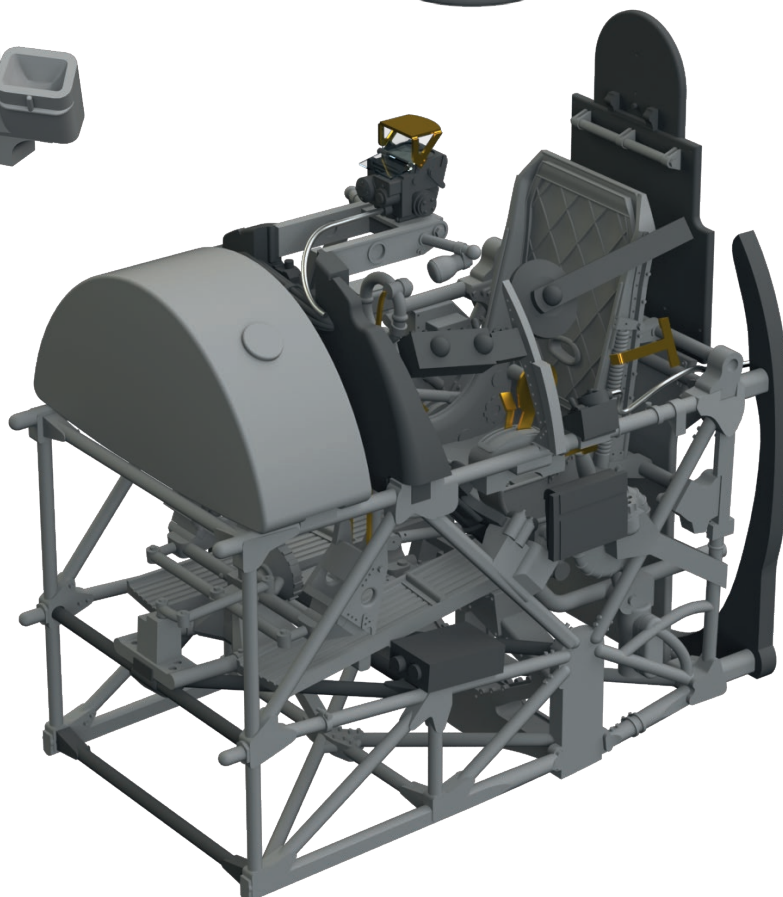
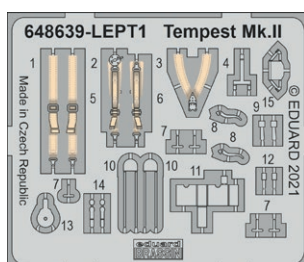
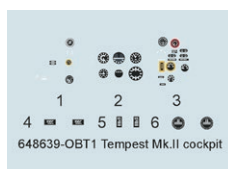
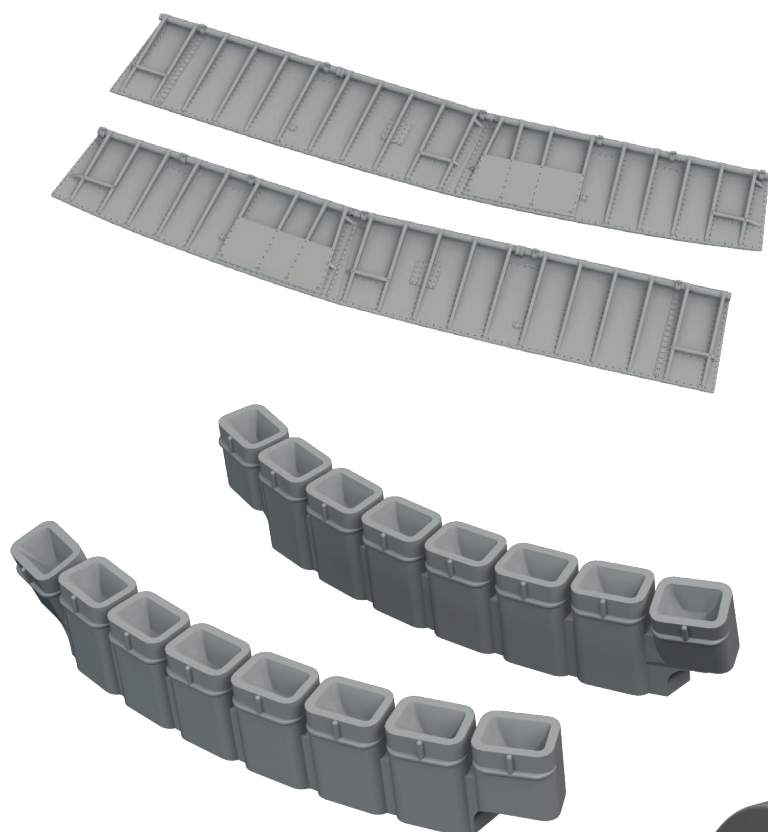
Tempest Mk.II ESSENTIAL

1/48 Eduard

Collection of 4 sets for Tempest Mk.II in 1/48 scale.
Recommended kit: Eduard / Special Hobby

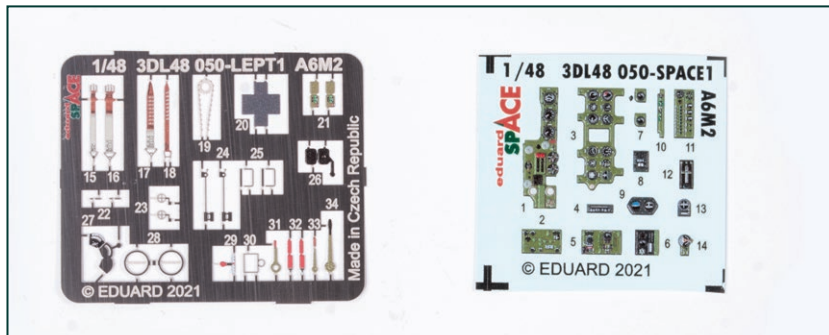
- cockpit
- undercarriage wheels
- exhaust stacks
- landing flaps PRINT

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

[Product page](#)


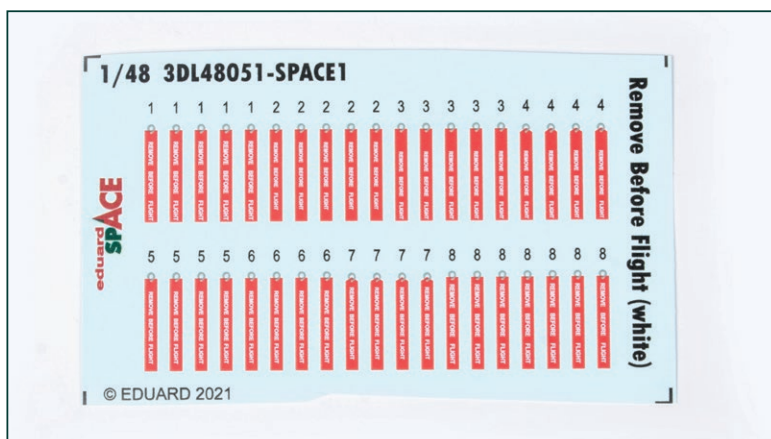
3DL48050 A6M2 SPACE

for 1/48 kit Eduard

[Product page](#)


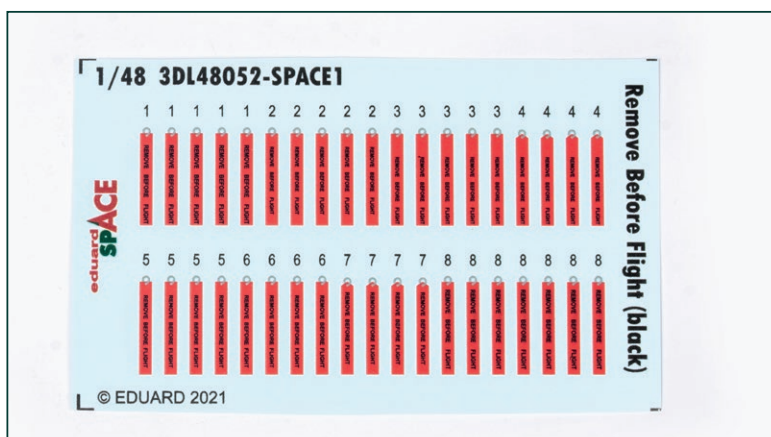
3DL48051 Remove Before Flight (white) SPACE

1/48

[Product page](#)


3DL48052 Remove Before Flight (black) SPACE

1/48

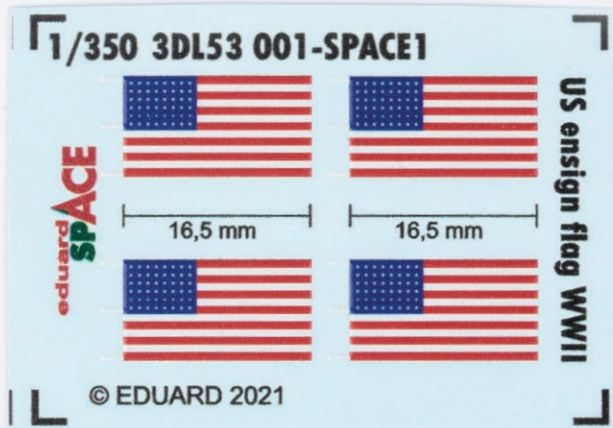
[Product page](#)


3D53001 US ensign flag WWII SPACE

1/350

eduard
SPACE

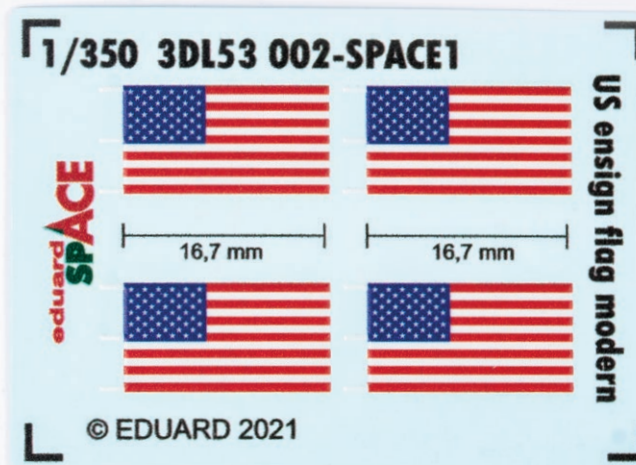
Product page



3D53002 US ensign flag modern SPACE

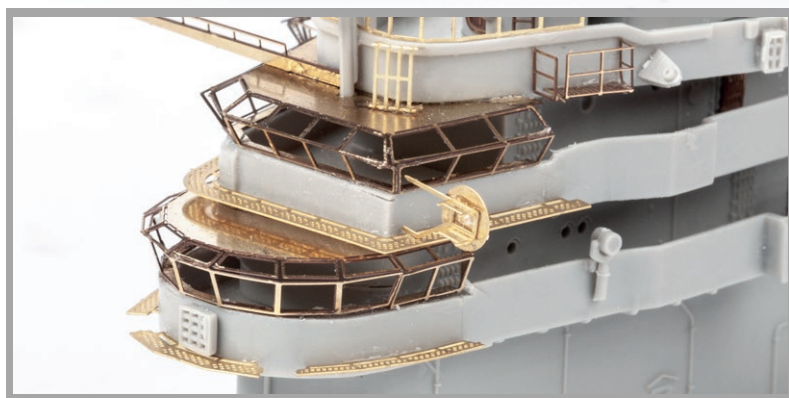
1/350

Product page

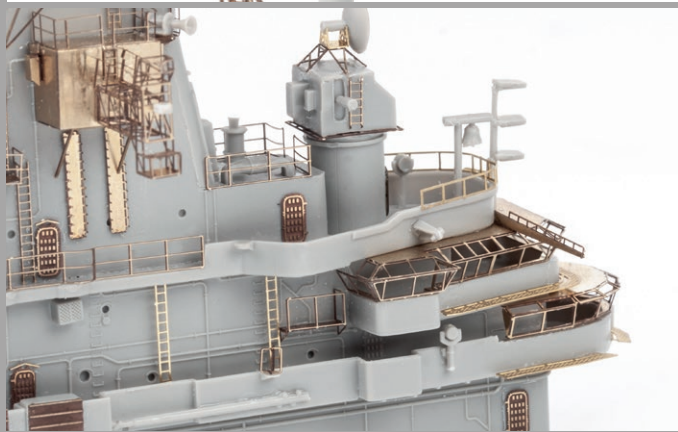
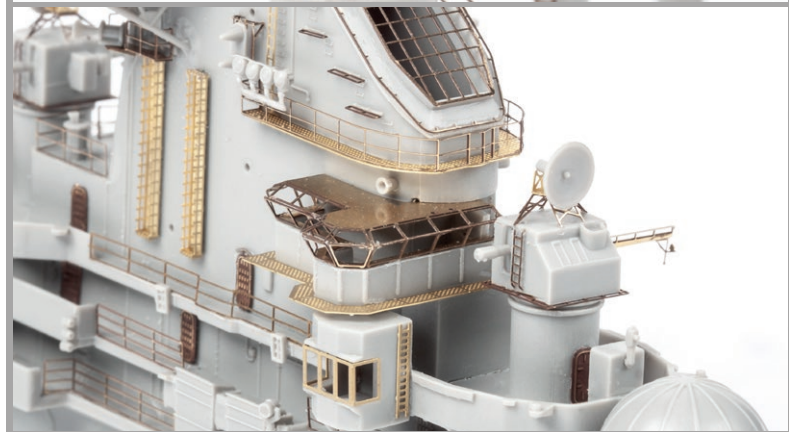
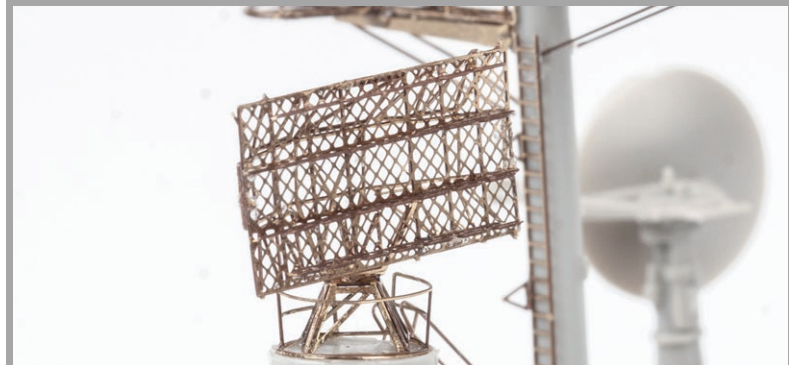


USS Intrepid CV-11 1/350 Trumpeter

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.3 1/350 Trumpeter (53274)
USS Intrepid CV-11 pt.4 1/350 Trumpeter (53275)
USS Intrepid CV-11 pt.5 1/350 Trumpeter (53276)



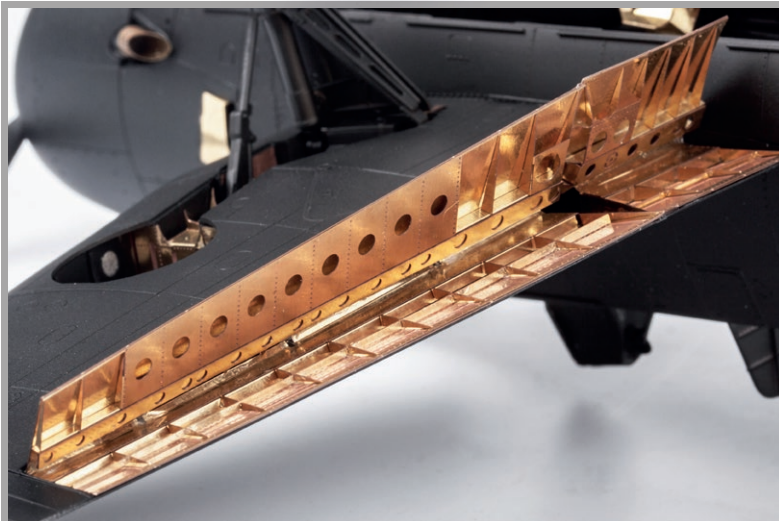
USS Intrepid CV-11 pt.5 1/350 Trumpeter (53276)



TBF-1C

1/48 Academy

TBF-1C exterior 1/48 Academy (481071)
 TBF-1C landing flaps 1/48 Academy (481072)
 TBF-1C interior 1/48 Academy (491232)
 TBF-1C 1/48 Academy (FE1232) (Zoom)
 TBF-1C seatbelts STEEL 1/48 Academy (FE1233) (Zoom)
 TBF-1C 1/48 Academy (EX819) (Mask)
 TBF-1C TFace 1/48 Academy (EX820) (Mask)



P-40N 1/48 Academy

P-40N landing flaps 1/48 Academy (481073)
P-40N 1/48 Academy (491234)
P-40N 1/48 Academy (FE1234) (Zoom)
P-40N seatbelts STEEL 1/48 Academy (FE1234) (Zoom)
P-40N 1/48 Academy (EX817) (Mask)
P-40N TFace 1/48 Academy (EX818) (Mask)



F-4J

1/72 Fine Molds

F-4J 1/72 Fine Molds (73758)
 F-4J 1/72 Fine Molds (SS758) (Zoom)
 F-4J 1/72 Fine Molds (CX615) (Mask)

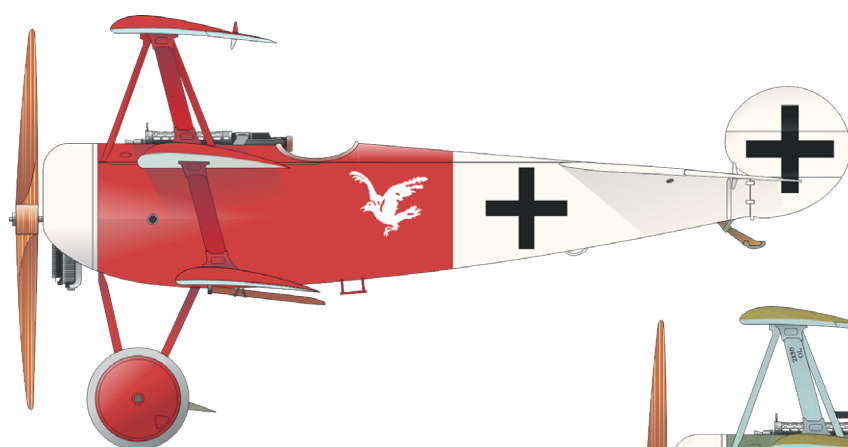
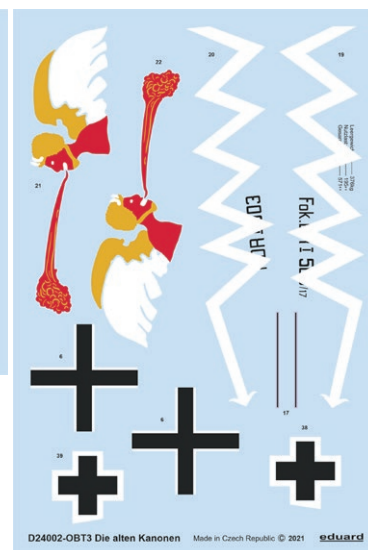
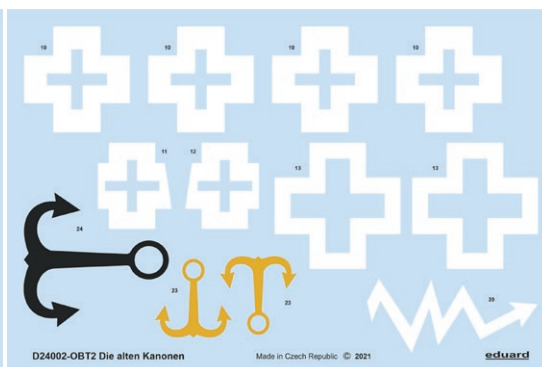
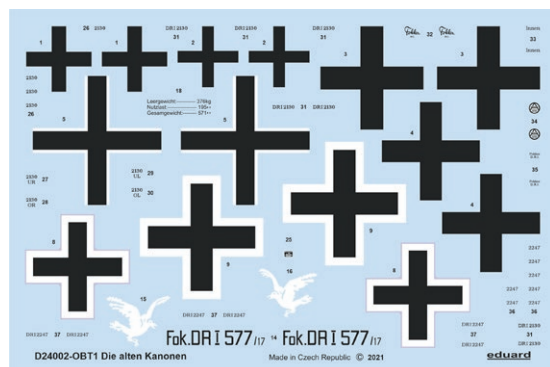


Die alten Kanonen

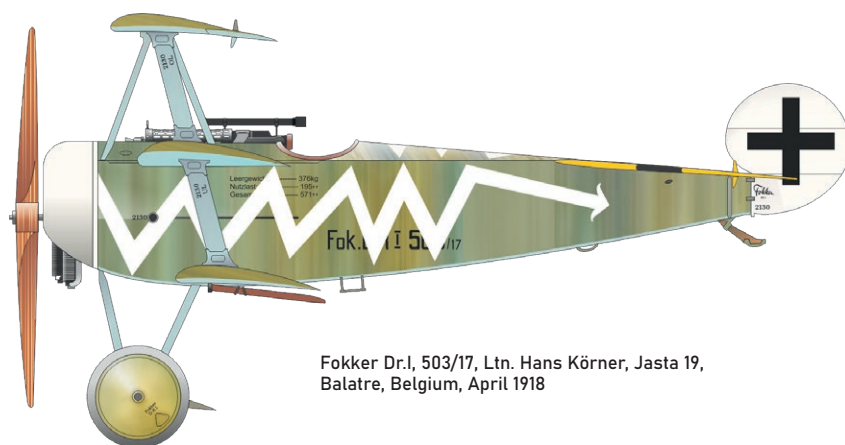
Cat. No. D24002

1/24 Meng

Product page



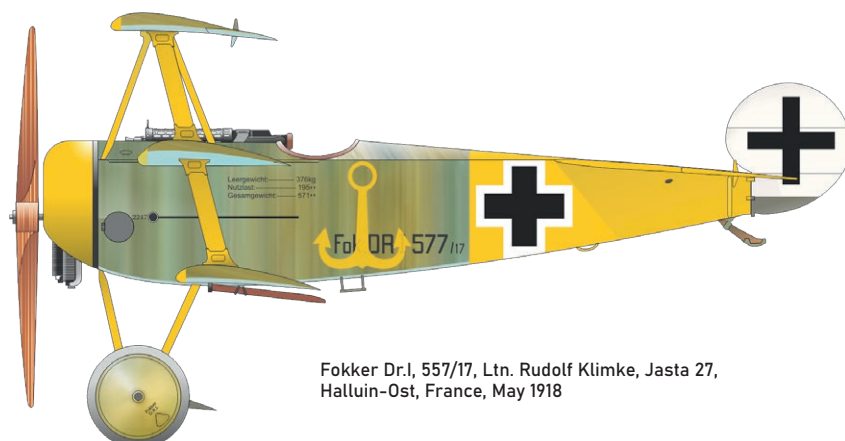
Fokker Dr.I, 479/17, Lt. August Raben, CO of Jasta 18, Montingen, France, October 1918



Fokker Dr.I, 503/17, Lt. Hans Körner, Jasta 19, Balatre, Belgium, April 1918



Fokker Dr.I, 450/17, Lt. Josef Jacobs, Jasta 7, Rumbeke, Belgium, March 1918



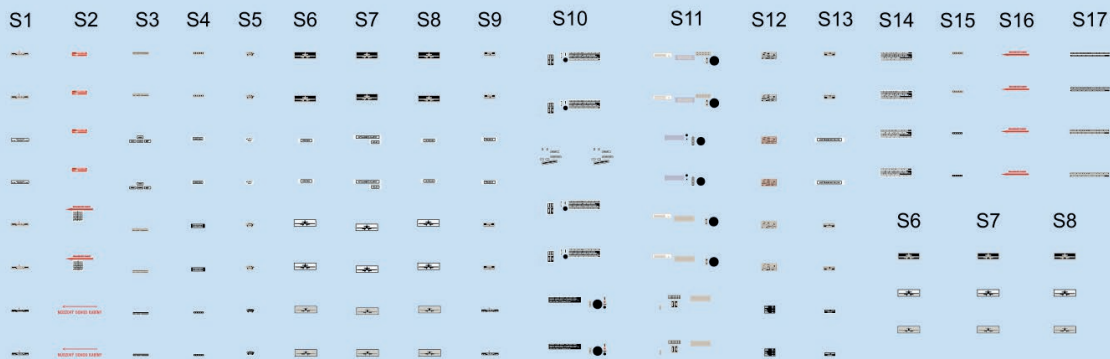
Fokker Dr.I, 557/17, Lt. Rudolf Klimke, Jasta 27, Halluin-Ost, France, May 1918

Trenér cockpit placards

Cat. No. D48097

1/48 Eduard

[Product page](#)



D48097-OBT1 Z-126/226/326/526 cockpit placards

Made in Czech Republic © 2021

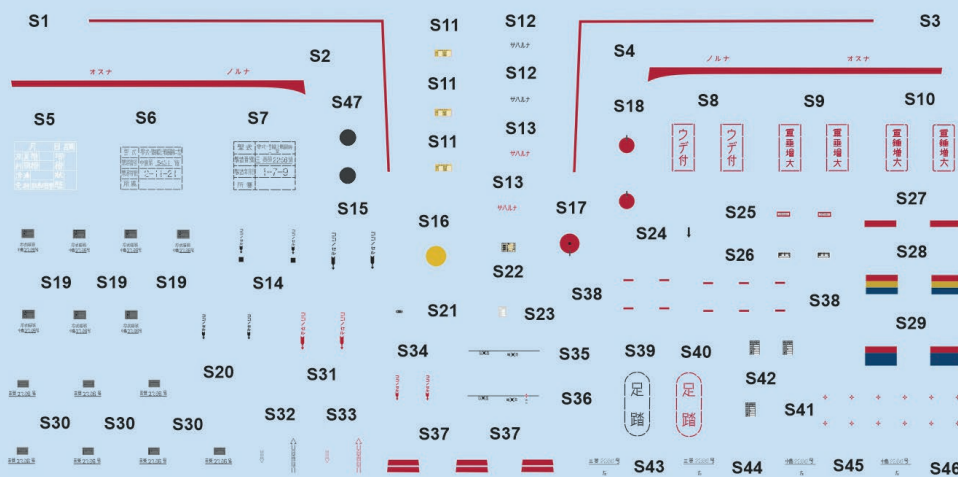
eduard

A6M2 stencils

Cat. No. D48098

1/48 Eduard

[Product page](#)



82210-OBT1 A6M2 stencils

Made in Czech Republic © 2021

eduard

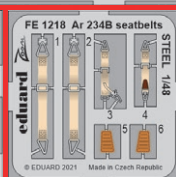
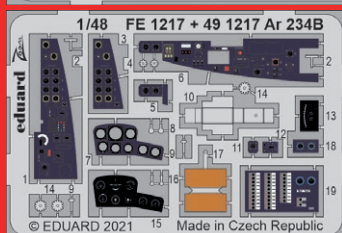
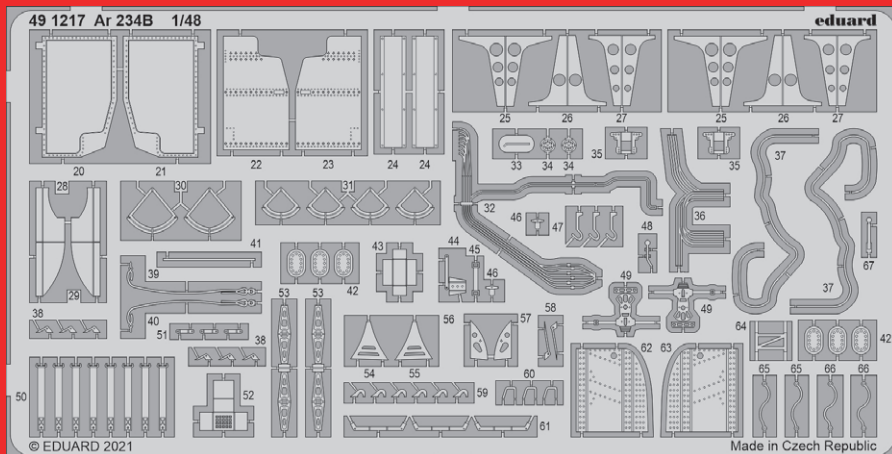
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49309 Ar 234B 1/48 Hobby 2000/Hasegawa

[Product page](#)

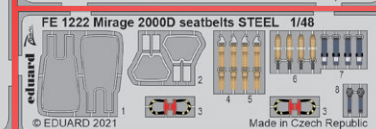
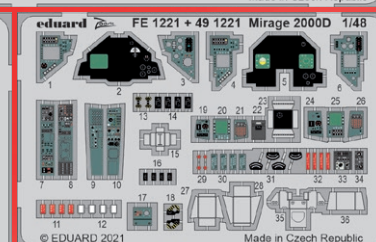
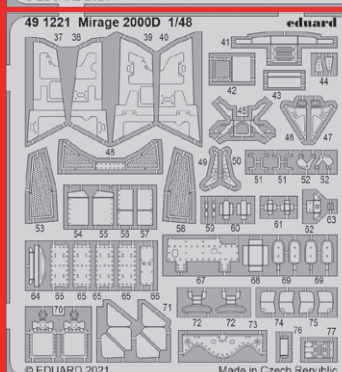
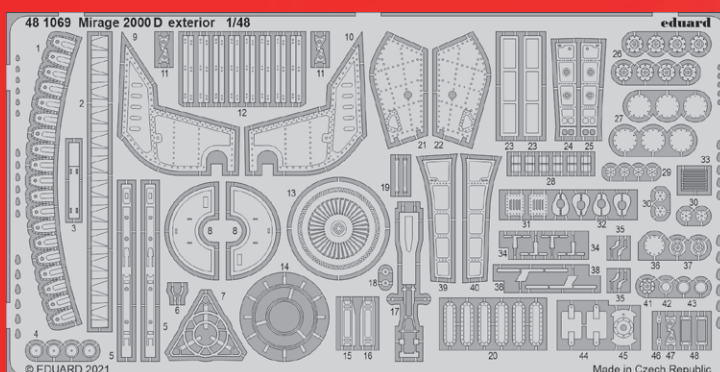
491217 Ar 234B 1/48
FE1218 Ar 234B seatbelts STEEL 1/48
EX085 Ar 234B Blitz 1/48



BIG49310 Mirage 2000D 1/48 Kinetic

[Product page](#)

481069 Mirage 2000D exterior 1/48
491221 Mirage 2000D 1/48
FE1222 Mirage 2000D seatbelts STEEL 1/48
EX325 Mirage 2000B/D/N 1/48



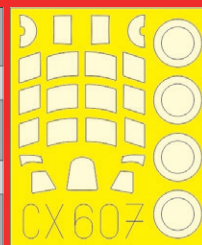
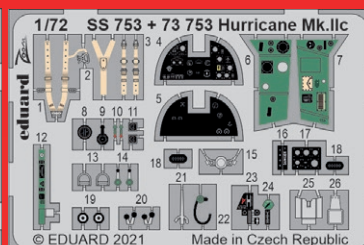
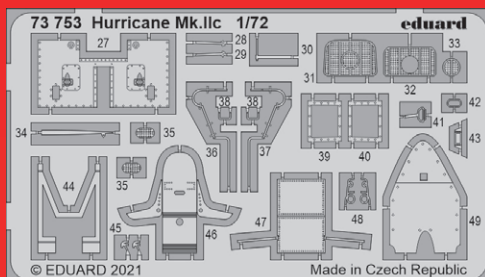
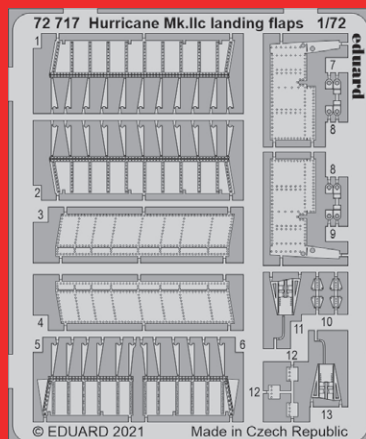
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG72166 Hurricane Mk.IIc 1/72 Zvezda

[Product page](#)

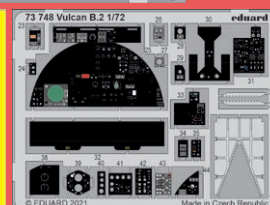
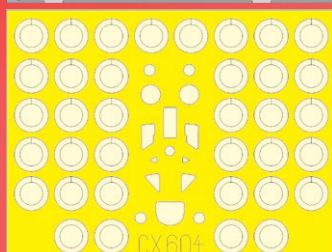
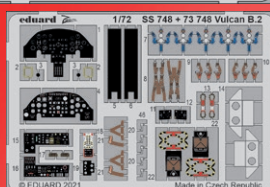
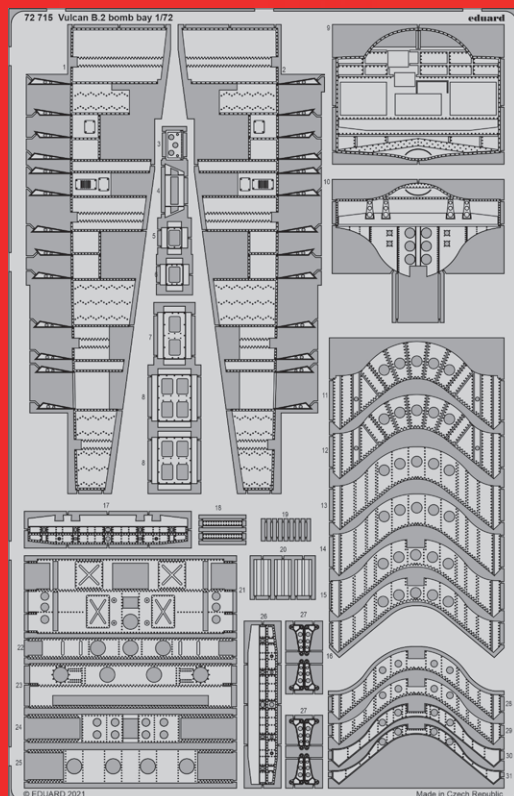
72717 Hurricane Mk.IIc landing flaps 1/72
73753 Hurricane Mk.IIc 1/72
CX607 Hurricane Mk.IIc 1/72



BIG72167 Vulcan B.2 1/72 Airfix

[Product page](#)

72715 Vulcan B.2 bomb bay 1/72
72716 Vulcan B.2 undercarriage 1/72
73748 Vulcan B.2 1/72
CX604 Vulcan B.2 1/72



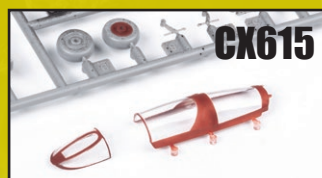
EDUARD MASK

IT FITS!

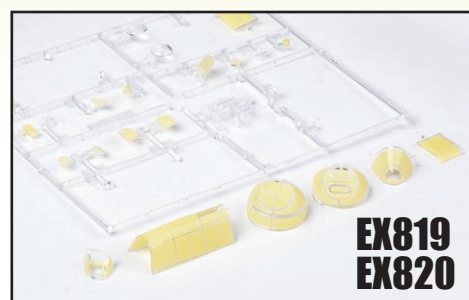
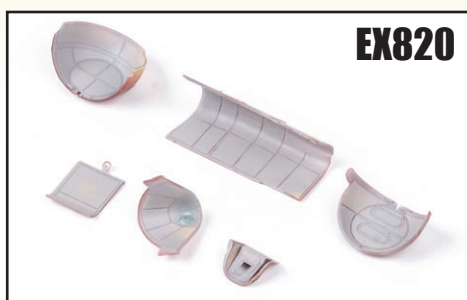
JX282 F/A-18F 1/32 Revell
JX283 F/A-18F TFace 1/32 Revell
EX819 TBF-1C 1/48 Academy
EX820 TBF-1C TFace 1/48 Academy
EX821 A6M2 TFace 1/48 Eduard
CX610 F4F-4 1/72 Arma Hobby
CX611 P-38M 1/72 Hobby 2000/Dragon
CX612 P-38J 1/72 Hobby 2000/Dragon
CX613 Ar 234C 1/72 Hobby 2000/Dragon
CX614 F-4C 1/72 Fine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


CX610

CX610

CX615

CX615

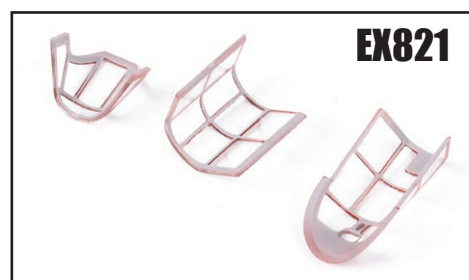
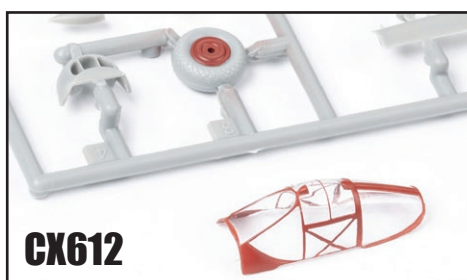
**JX282
JX283**

**JX282
JX283**

**EX819
EX820**

EX820

**EX819
EX820**

EX821

CX612

CX613

EX821

CX612

CX613

December 2021

KITS

82171	Sopwith F.1 Camel (BR.1)	1/48	ProfiPACK
82182	Z-226MS Trenér	1/48	ProfiPACK
11155	TORA TORA TORAI	1/48	Limited edition
84178	Bf 109E-7	1/48	Weekend edition
2137	DESERT BABES (re-release)	1/72	Limited edition
82121	Tempest Mk.V Series 1 (re-release)	1/48	ProfiPACK
8236	MiG-21MF (re-release)	1/48	ProfiPACK

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

BIGED SETS

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

BRASSINS

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	

LookPLUS

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

BIGSIN

SIN64875	Tempest Mk.II ESSENTIAL	1/48	Eduard
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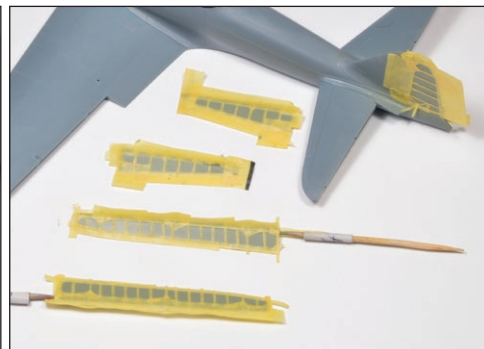
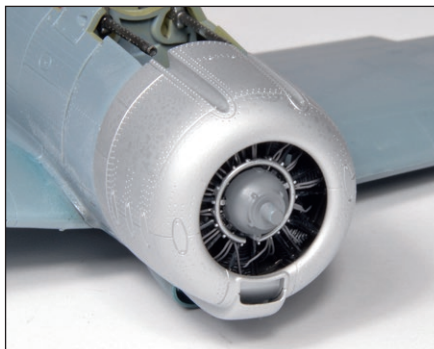
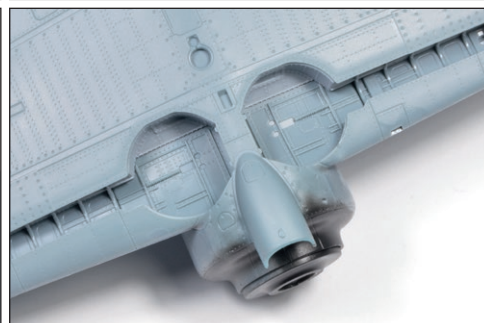
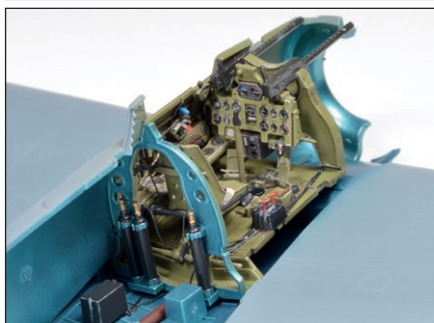
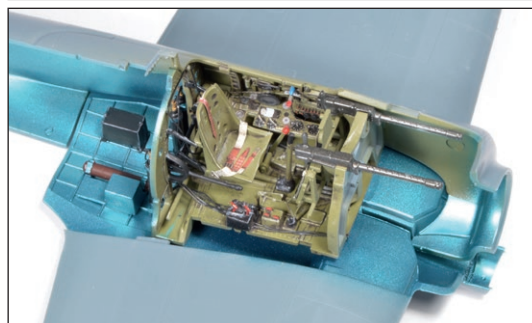
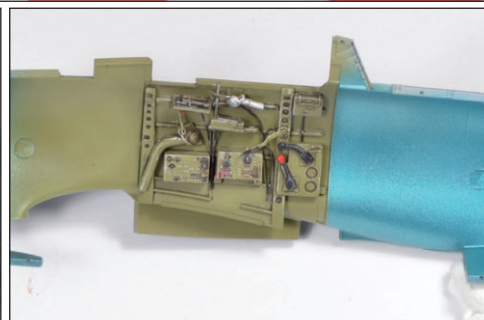
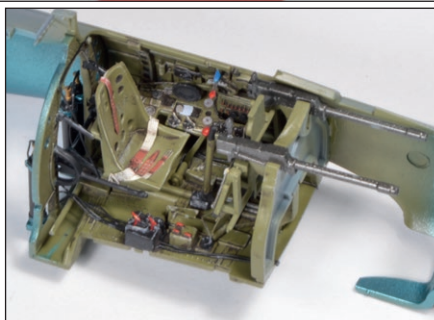
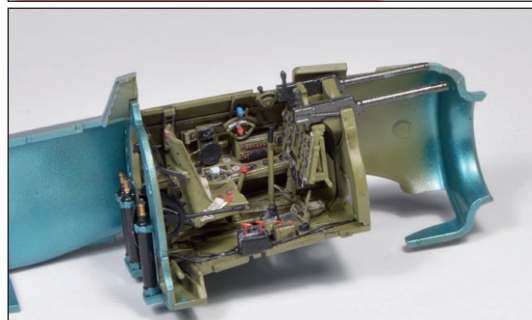
DECAL SETS

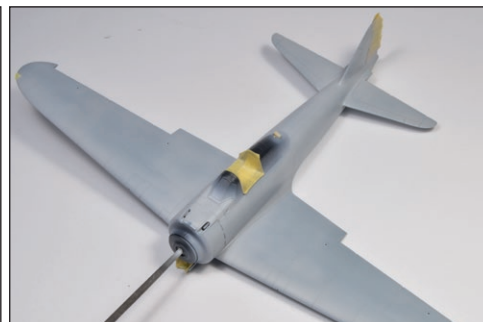
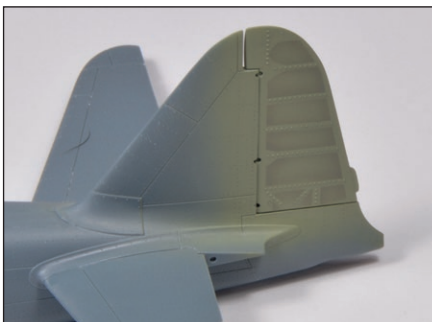
D24002	Die alten Kanonen	1/24	Meng
D48097	Z-126/226/326/526 cockpit placards	1/48	Eduard
D48098	A6M2 stencils	1/48	Eduard

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	

TORA TORA TORA! 1/48



[Product page](#)



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

The aircraft carrier Zuikaku sent in the first wave five Zeros under the command of Lt. Satō. He escorted the bombers in the raid on Kaneohe Naval Air Station. As they met no resistance in the air, his fighter pilots destroyed over 32 aircraft on the ground. During the 2nd attack wave, Zuikaku fighters patrolled the carriers. Satō was a veteran of 12th Kōkūtai in China and served on the board of Akagi. From September 1941 to January 1942, as the so-called Buntaichō, he commanded fighters aboard the Zuikaku, and in May he began serving in that capacity on the aircraft carrier Kaga until her sinking at the Battle of Midway. From June 1942 he took over fighters as Hikōtaichō on the carrier Zuihō. He participated in the Battle of Santa Cruz, and in the 2nd phase Satō's formation shot down four aircraft. In April 1943, Zuihō participated in Operation "I"-go in the New Guinea and Solomon Islands area. Satō was killed during Operation "Ro"-go on November 11, 1943 in aerial combat over Bougainville.



Spitfire Story: The Sweeps



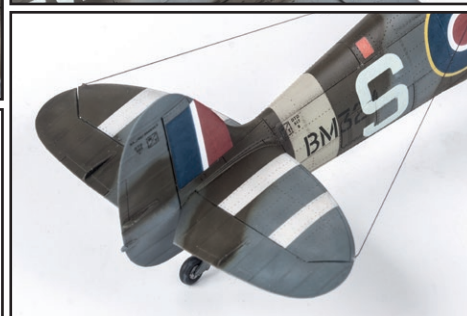
1/48



Cat. No. 11153

Kamo E

built by **Patrik Pěcha**



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 Ille-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.



[Product page](#)

Trenér

1/48



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).



IA-58A Pucara

1/48



Set used:

#491196 general set
 #FE1196 interior (Zoom)
 #FE1197 seatbelts STEEL (Zoom)
 #EX788 (Mask)

Built by **Matthias Becker**

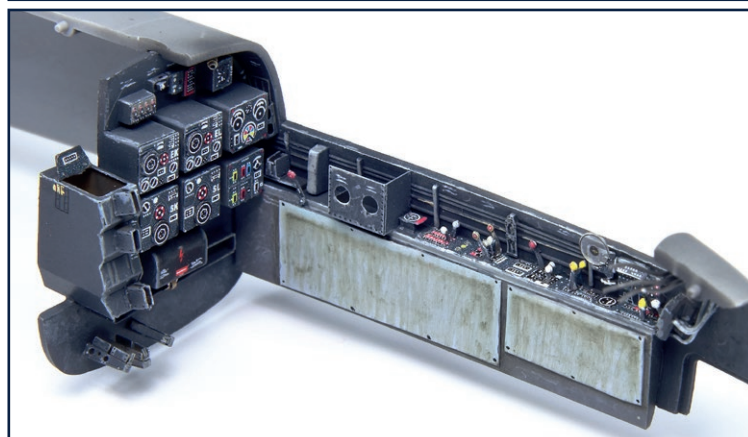
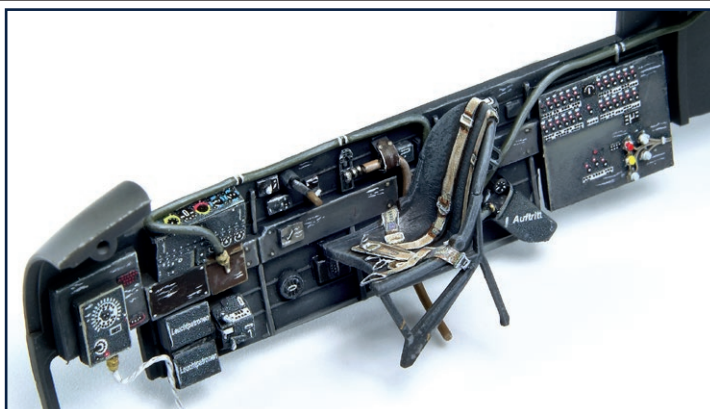
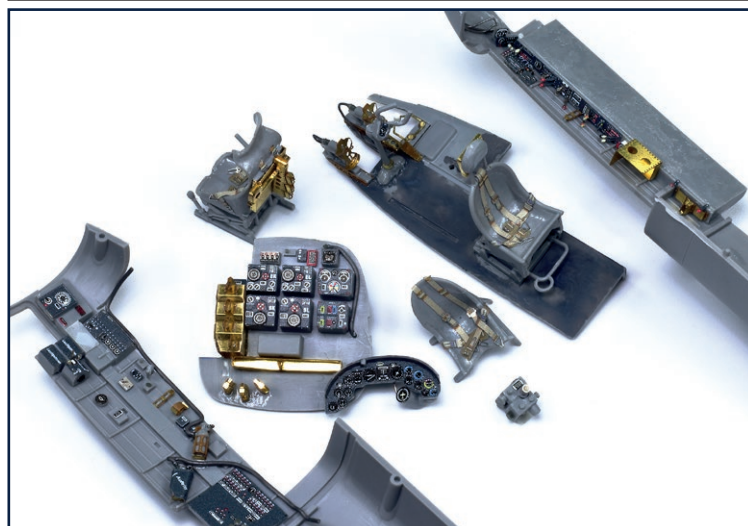
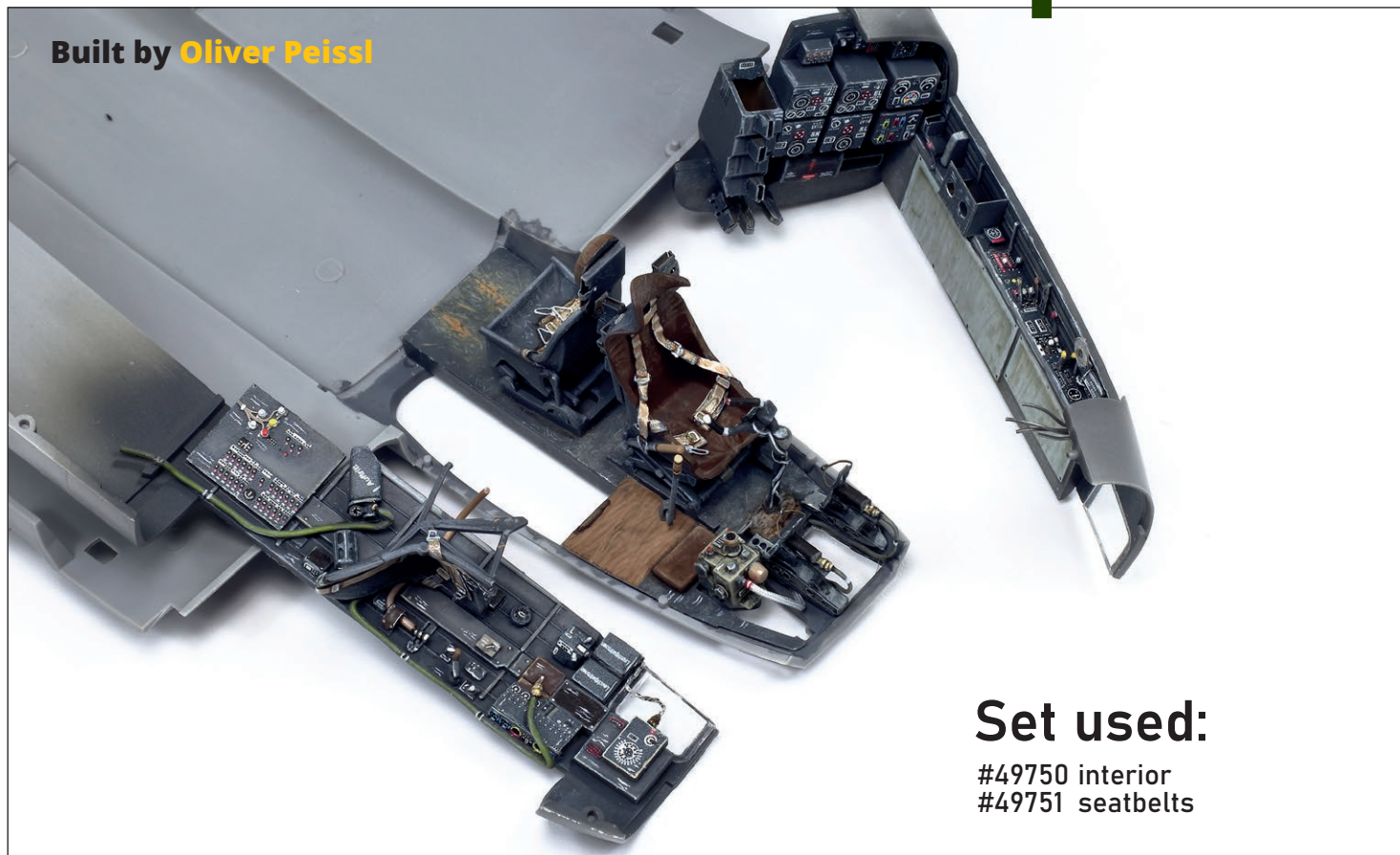




Ju-88A-5 Trop

1/48

Built by **Oliver Peissl**



FFG-57 USS Reuben James

Built by **Petr Švihovec**

1/350 Academy

Set used:

- #17520 Life buoy
- #53150 USS Oliver H. Perry FFG-7
- #53180 USN ensign flag modern STEEL



Tempest Mk.II early version

1/48



Cat. No. 82124

Built by **Patrik Pěcha**

Product page

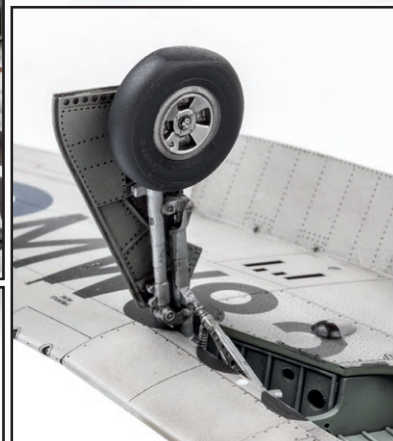


MW835, W/Cdr Charles H. Dyson, Wing Commander Flying Southern Sector, RAF Middle Wallop, Hamshire, United Kingdom, April 1946

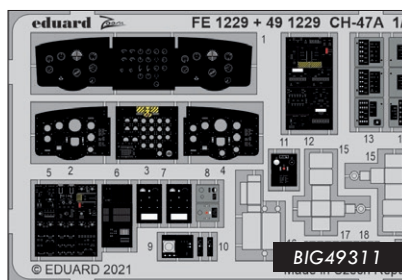
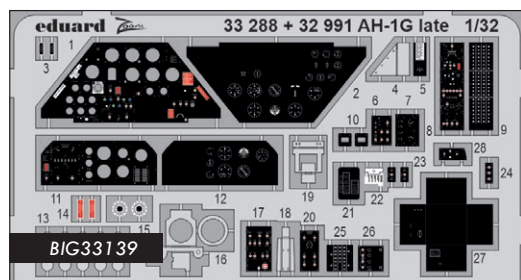
Charles Harold Dyson was born in Jhansi, India (July 8, 1913) and began his RAF career in 1937. After training he became a member of No. 33 Sqn and carried out attacks on Arab insurgents in Palestine (from Ramla base). His part in these operations earned him a DFC. He remained in the Middle East after the outbreak of WWII and on December 11, 1940, he encountered a group of six Italian Cr.42s and reportedly shot them all down. However, he had to make an emergency landing himself, returning to the unit six days later. Dyson received a Bar to his DFC for this achievement to which he added two more Cr.42 kills. The No. 33 Sqn moved to Greece and Dyson was shot down there by an Italian G.50 on March 23 and then by AA fire on April 5. He managed to bail out in both cases. After the fall of Greece, Dyson served as a fighter pilot in Egypt but was not involved in any further combat action. Following his return to the UK he had short spells with the CGS and AFD and then spent the rest of the war instructing and commanding Armament Practice Camps and squadrons within Tactical Exercise Units.



After the war he remained in the service until October 1963. By the time he became Wing Commander of the Southern Sector of Fighter Command, he had taken over the aircraft of R. P. Beamont and added stylized lightning bolt on the fuselage – a most unusual marking on RAF aircraft at that time. The colors of it were probably yellow and red and the personal code was white. After a short period of time, the lightning bolt was removed, leaving only a red wedge with no trim; the spinner was now half black/half white whereas it is thought it may previously have been yellow. For unknown reasons, the main undercarriage covers were replaced, thereby disrupting the serial number on the lower wing surfaces.



BRASSIN



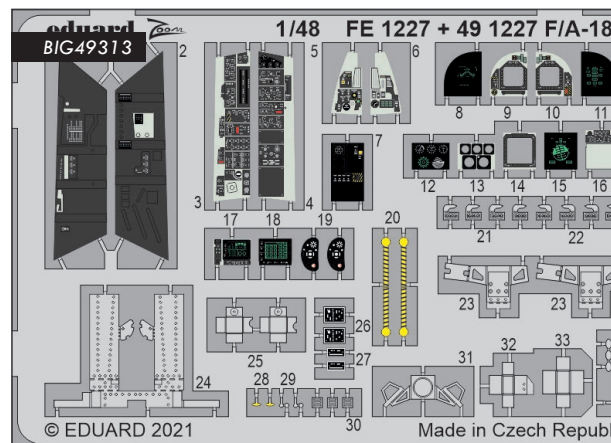
BIG ED (January)

- BIG5363 US Intrepid CV-11 PART I 1/350 Trumpeter
- BIG33139 AH-1G late 1/32 ICM
- BIG49311 CH-47A 1/48 Hobby Boss
- BIG49312 Chipmunk T.10 1/48 Airfix
- BIG49313 F/A-18E 1/48 Hobby Boss

BRASSIN (January)



- 644119 Z-126 Trener LööK 1/48 Eduard
- 644136 Tornado ECR LööK 1/48 Eduard/Revell
- 648694 A6M2 engine PRINT 1/48 Eduard
- 648705 Z-226 Trener cockpit PRINT 1/48 Eduard
- 648707 F-16 wheels early 1/48 Tamiya
- 648708 F-16 wheels late 1/48 Tamiya
- 648709 F-4B ejection seats early PRINT 1/48 Tamiya
- 648711 Sopwith Camel Gnome engine PRINT 1/48 Eduard
- 648712 SBD-5 twin machine gun 1/48 Accurate Miniatures/Academy/Revell
- 648713 SBD-5 wheels 1/48 Accurate Miniatures/Academy/Revell
- 648714 Panzerschreck 1 for Fw 190F PRINT 1/48 Eduard
- 648715 TSPJ pod PRINT 1/48 Eduard/Revell
- 672277 British 1000lb retarded bombs 1/72



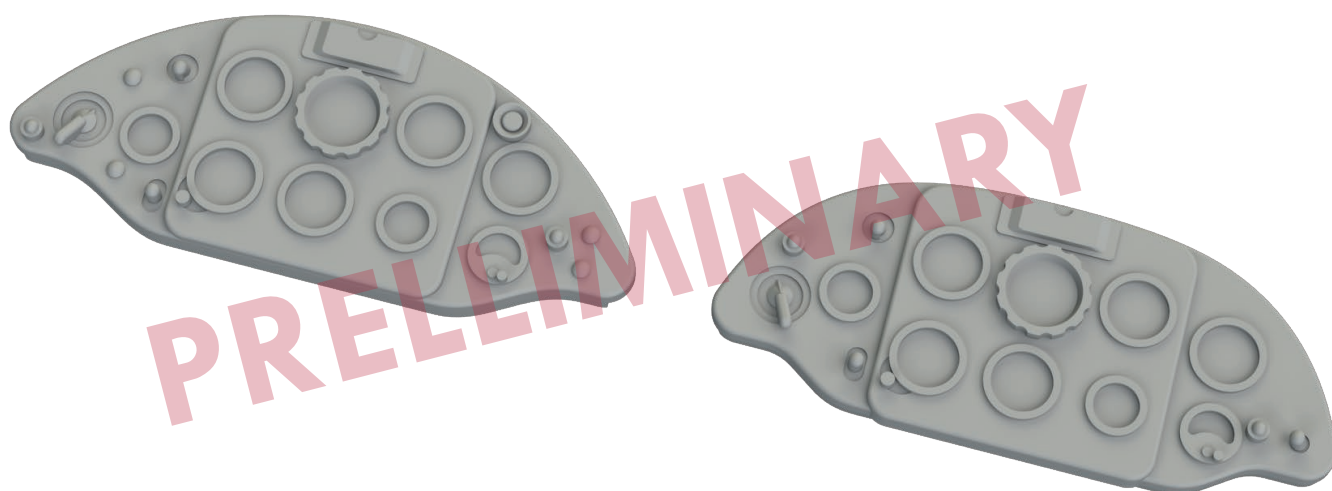
LööKPlus (January)

- 644135 Chipmunk T.10 LööKplus 1/48 Airfix
- 644137 F-4B LööKplus 1/48 Tamiya

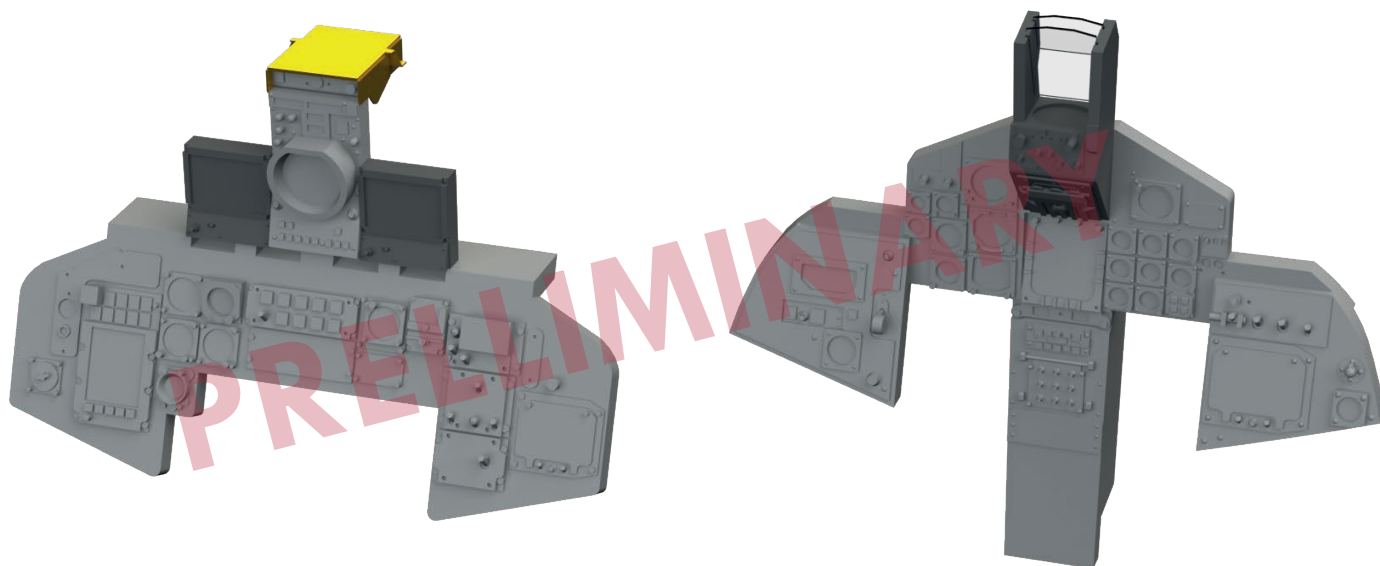
BIGSIN (January)

- SIN64878 Spitfire Mk.Va/b ESSENTIAL 1/48 Eduard

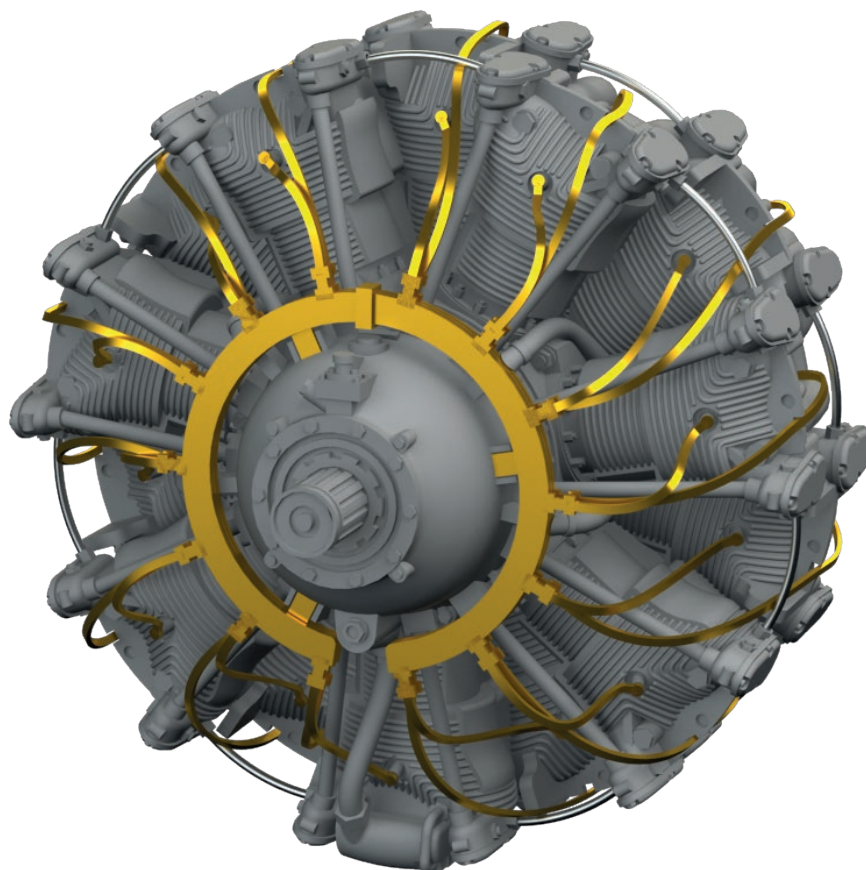
644119 Z-126 Trener LööK 1/48 Eduard



644136 Tornado ECR LööK 1/48 Eduard/Revell



648694 A6M2 engine PRINT 1/48 Eduard

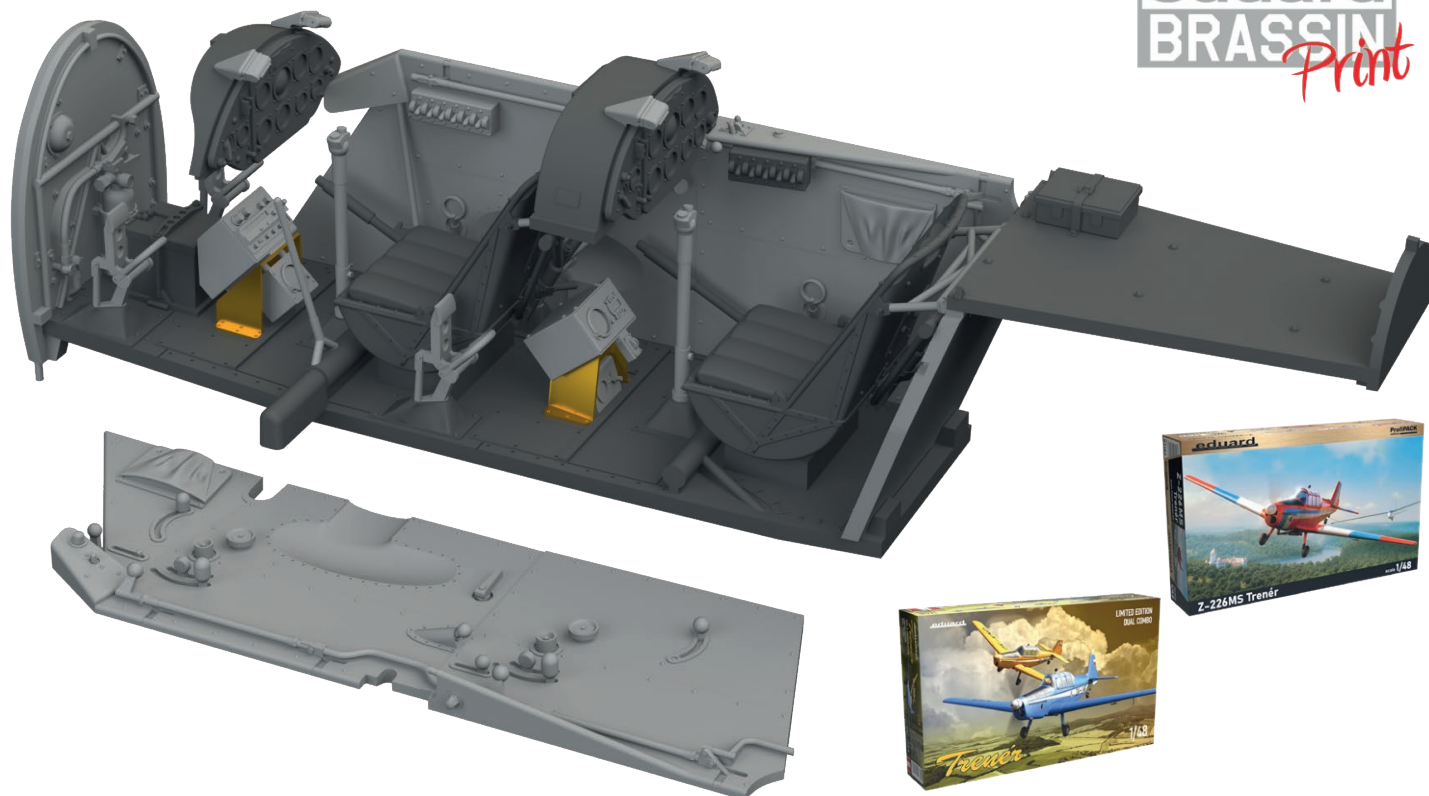


eduard
BRASSIN
Print



648705 Z-226 Trener cockpit PRINT 1/48 Eduard

eduard
BRASSIN
Print



648707 F-16 wheels early 1/48 Tamiya



648708 F-16 wheels late 1/48 Tamiya

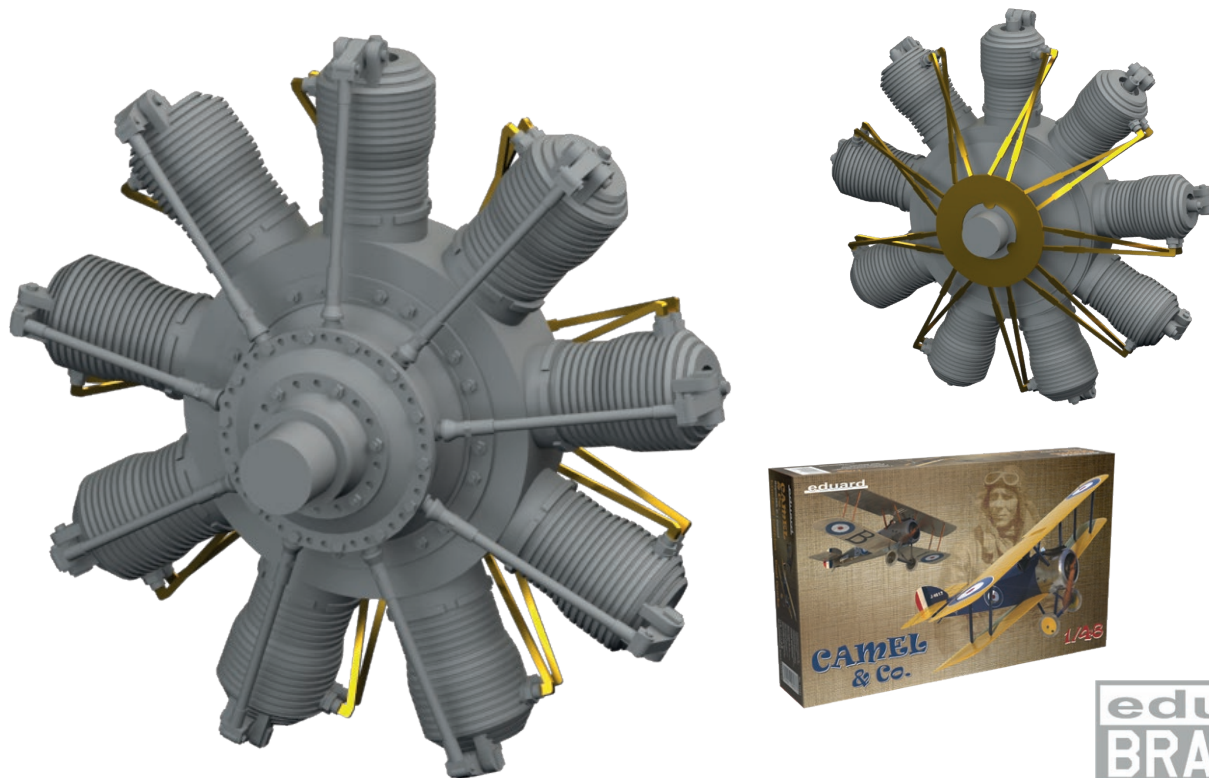


648709 F-4B ejection seats early PRINT 1/48 Tamiya



eduard
BRASSIN
Print

648711 Sopwith Camel Gnome engine PRINT 1/48 Eduard

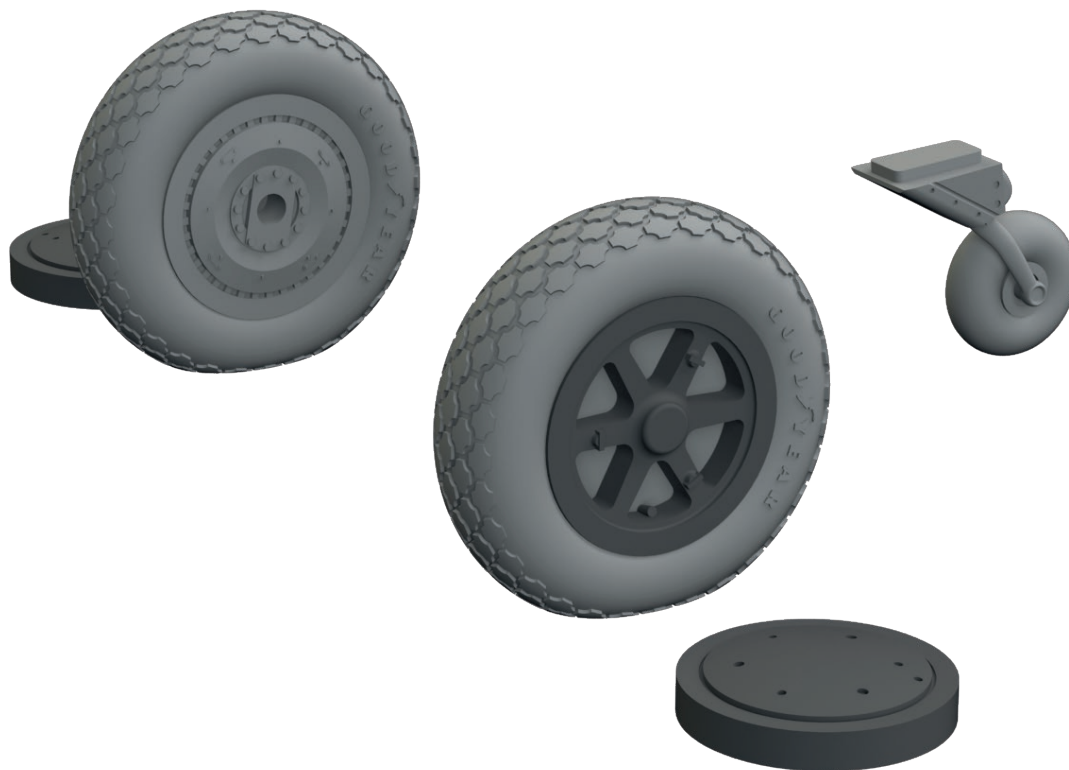


eduard
BRASSIN
Print

648712 SBD-5 twin machine gun 1/48 Accurate Miniatures/Academy/Revell

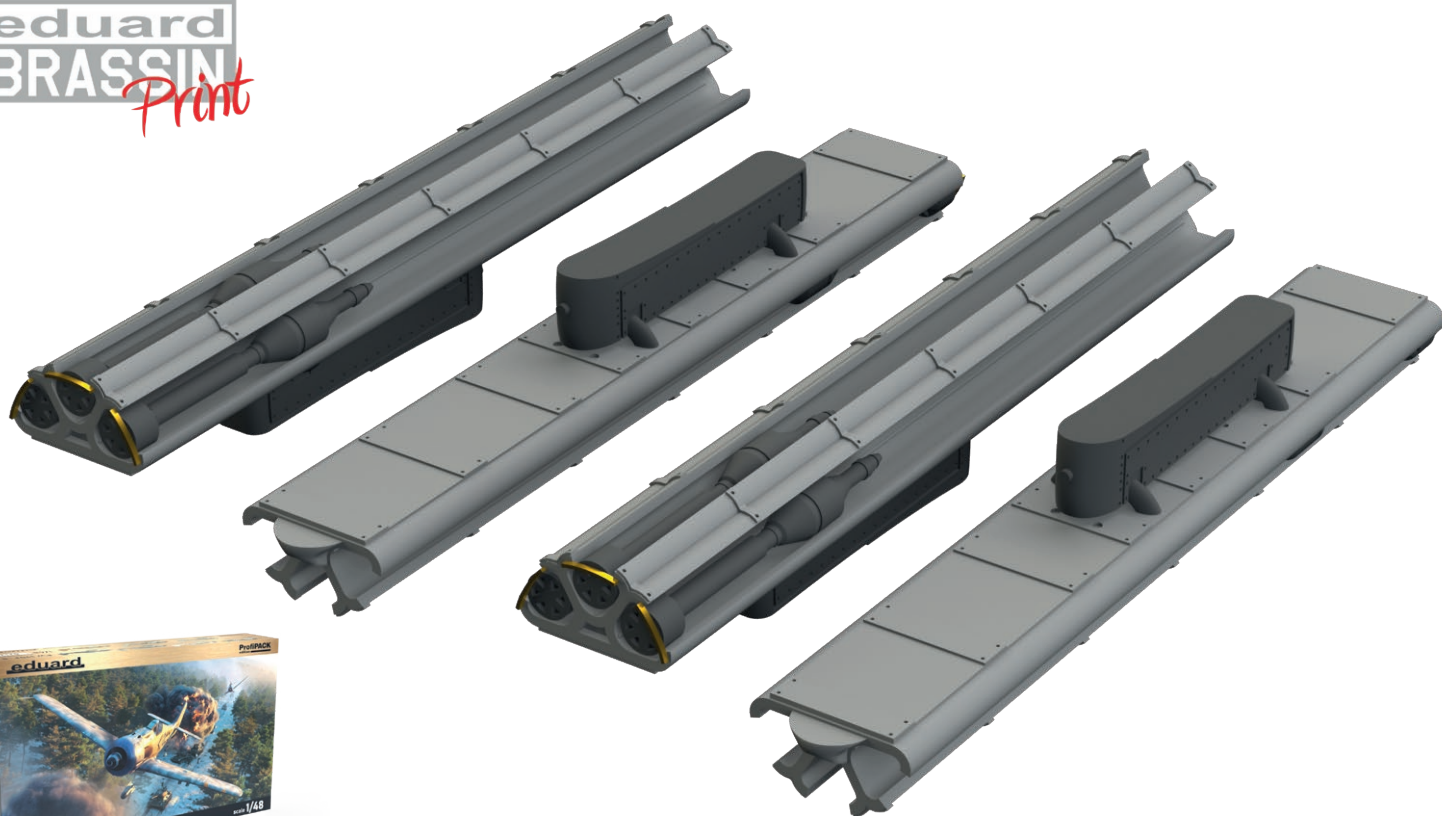


648713 SBD-5 wheels 1/48 Accurate Miniatures/Academy/Revell



648714 Panzerschreck 1 for Fw 190F PRINT 1/48 Eduard

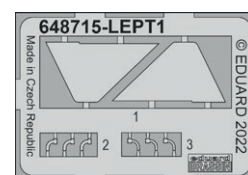
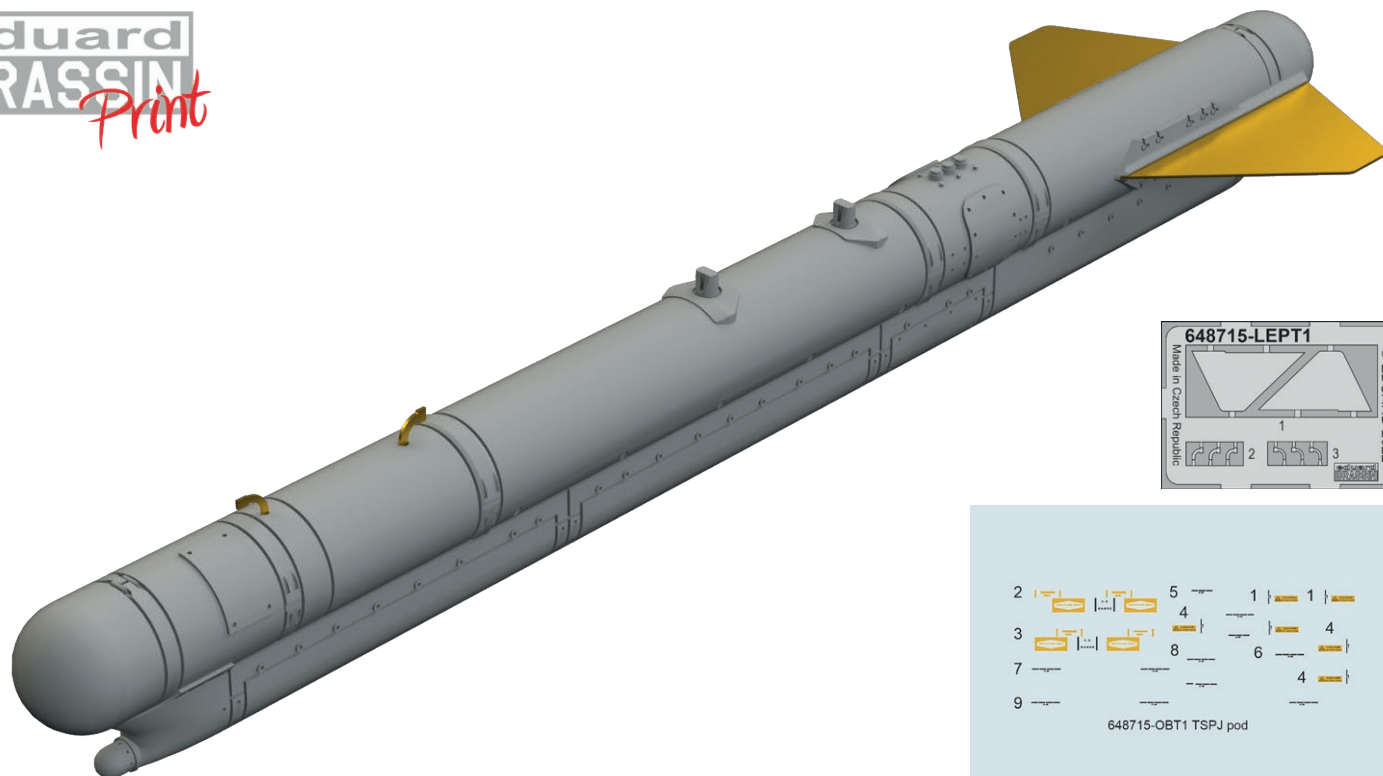
eduard
BRASSIN
Print



BRASSIN

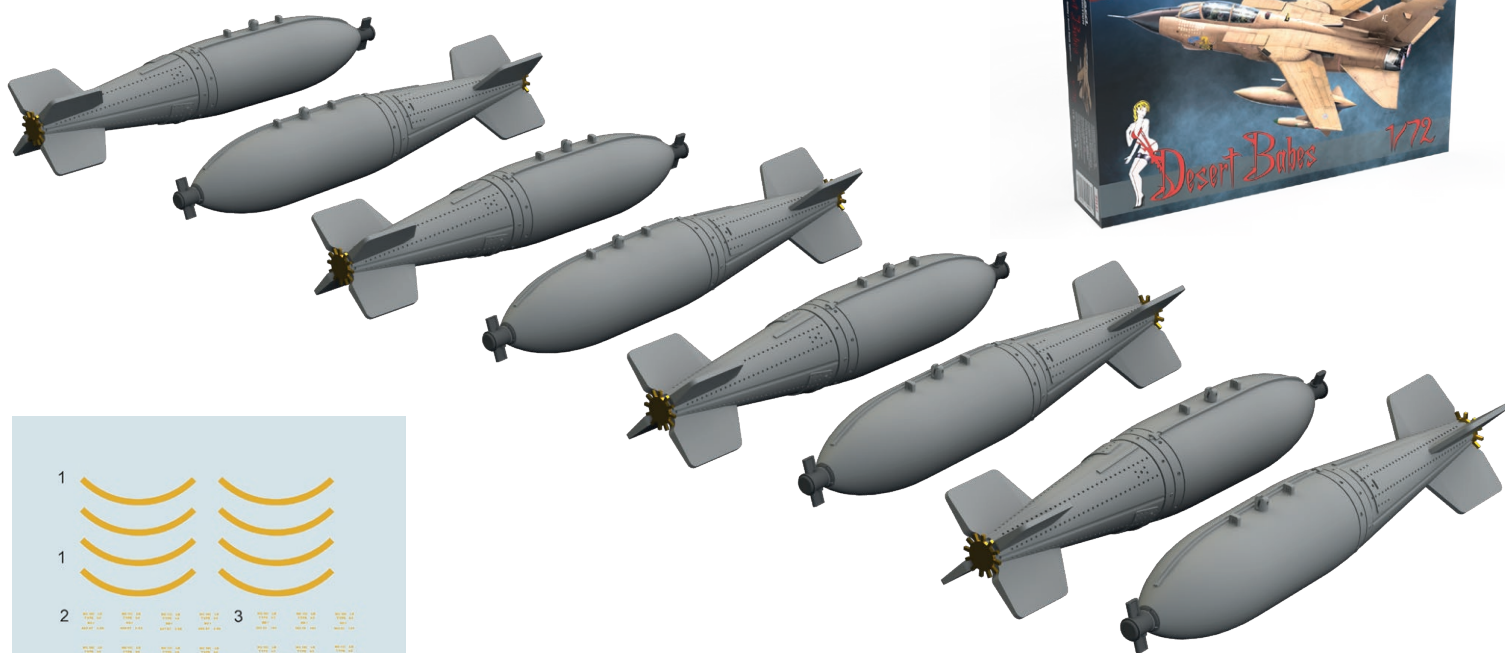
648715 TSPJ pod PRINT 1/48 Eduard/Revell

eduard
BRASSIN
Print



648715-OBT1 TSPJ pod

672277 British 1000lb retarded bombs 1/72



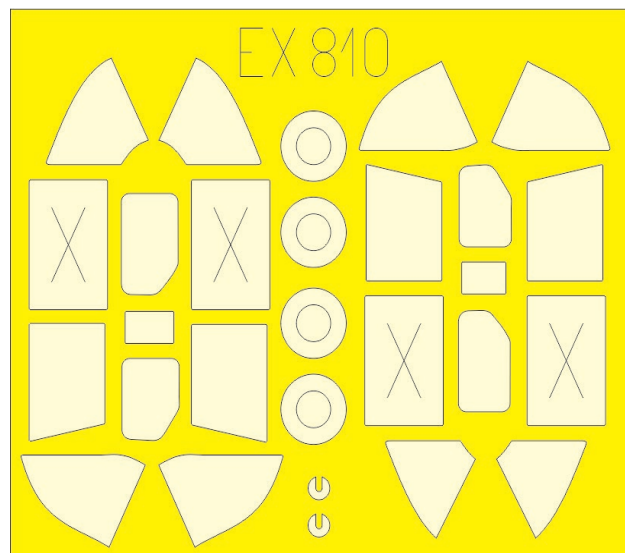
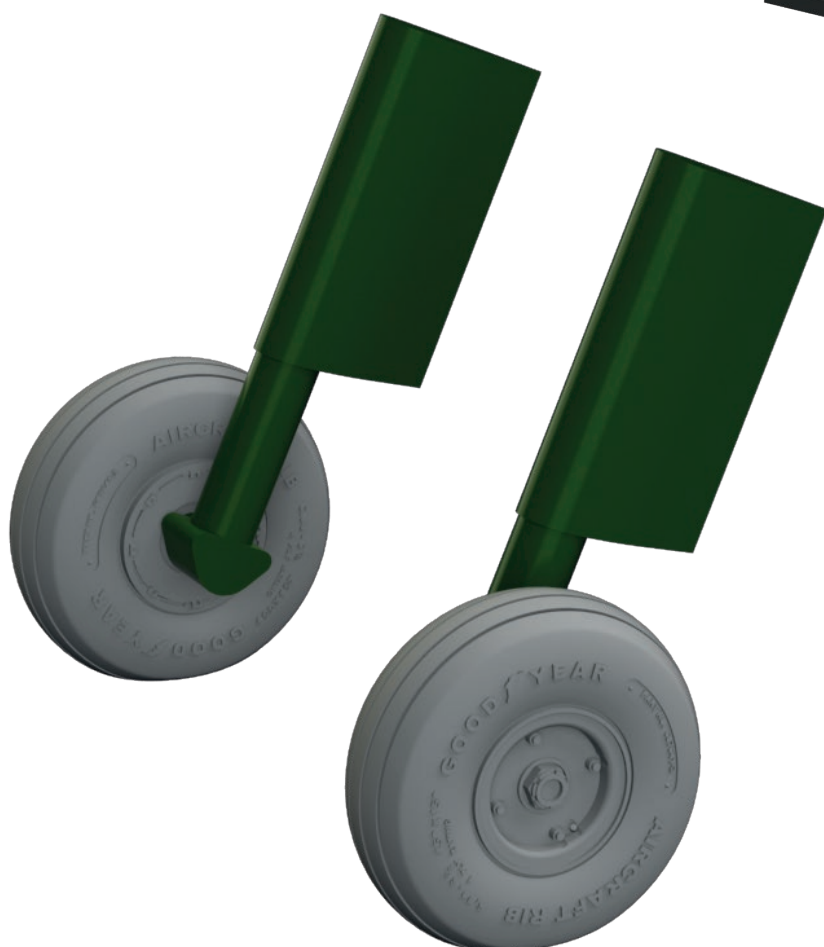
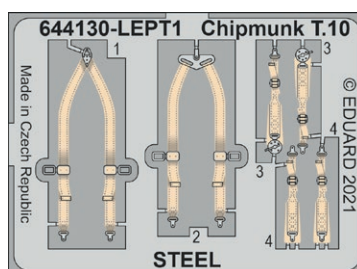
672277-OBT1 British 1000lb

644135 Chipmunk T.10 LööKplus 1/48 Airfix

Collection of 3 sets for Chipmunk T.10 in 1/48 scale.
Recommended kit: Airfix

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

LööKt



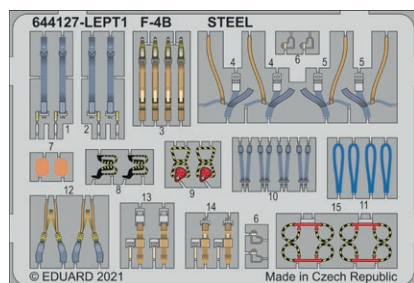
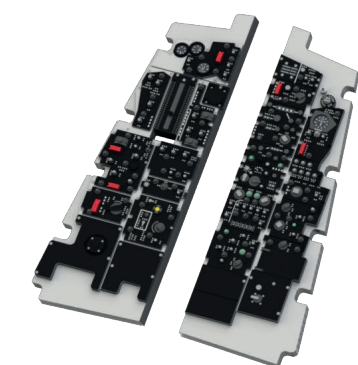
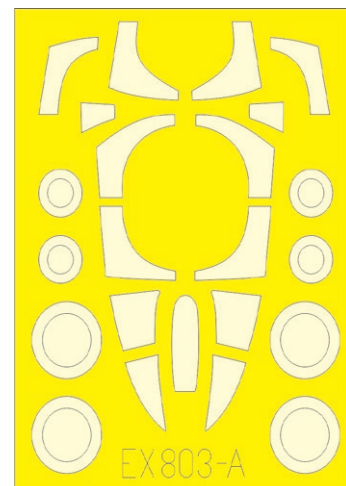
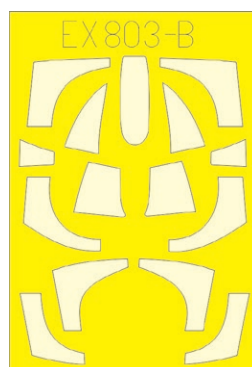
644137 F-4B LööKplus 1/48 Tamiya

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

Recommended kit: Tamiya

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

LööK



Recommended kit: Eduard

- cockpit
- undercarriage wheels
- exhaust stacks
- undercarriage legs BRONZE

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

The image displays a variety of model kit components for a Spitfire Mk.V. At the top, two large, detailed wheels are shown. Below them are two landing gear assemblies, one of which is a long, thin strut. In the center, there are two exhaust stacks and two undercarriage legs, one of which is a long, thin strut. To the right, the retail boxes for the 'Eagle's Call' and 'Spitfire Mk.V' kits are visible. Below the boxes are two assembly guides: one for the '648663-LEPT1 Spitfire Mk.V cockpit' and another for the '648663-OBT1 Spitfire Mk.V cockpit'. The main focus is a large, detailed cockpit assembly, which is a complex structure with many parts, including a seat, control panel, and various mechanical details. It is shown in a disassembled state, with many individual parts laid out around it. The cockpit assembly is primarily grey, with some parts in a metallic gold color. The parts are arranged in a way that shows the complexity of the kit and the variety of components included.

PE-SETS

53278	USS Gato SS-212 1941
32475	P-51D-15 exterior
32993	P-51D-15 interior
481075	F-14A late exterior
481076	A6M2 landing flaps
491239	F-14A late interior
491240	OV-10A
72718	C-130J-30 exterior
73759	C-130J-30 interior
73760	C-130J-30 cargo floor
73761	C-130J-30 cargo seatbelts
73762	C-130J-30 cargo interior
73763	Mosquito B Mk.XVI

1/350	Hobby Boss
1/32	Revell
1/32	Revell
1/48	Tamiya
1/48	Eduard
1/48	Tamiya
1/48	ICM
1/72	Zvezda
1/72	Zvezda
1/72	Zvezda
1/72	Zvezda
1/72	Airfix

ZOOMS

33292	P-51D-15
FE1239	F-14A late
FE1240	OV-10A
FE1241	OV-10A seatbelts STEEL
SS759	C-130J-30
SS763	Mosquito B Mk.XVI

1/32	Revell
1/48	Tamiya
1/48	ICM
1/48	ICM
1/72	Zvezda
1/72	Airfix

MASKS

JX284	P-51D TFace
EX822	B-17G TFace
EX823	La-11
EX824	Tornado ECR TFace
EX825	OV-10A
EX826	OV-10A TFace
EX827	Z-126 TFace
CX616	P-43
CX617	C-130J-30
CX618	Mosquito B Mk.XVI

1/32	Revell
1/48	HKM
1/48	Hobby Boss
1/48	Eduard/Revell
1/48	ICM
1/48	ICM
1/48	Eduard
1/72	Dora Wings
1/72	Zvezda
1/72	Airfix

DECAL SETS

D32017	A6M2 stencils
D48099	F-14 stencils
D72037	A6M2 stencils

1/32	Tamiya
1/48	Tamiya
1/72	Tamiya/Airfix/Hasegawa

SPACE

3DL48044	Z-126 SPACE
3DL48053	MiG-21PF grey SPACE
3DL48054	MiG-21PF SPACE
3DL48055	Bf 109E-7 SPACE
3DL48056	Tornado ECR SPACE
3DL48057	F-14A late SPACE

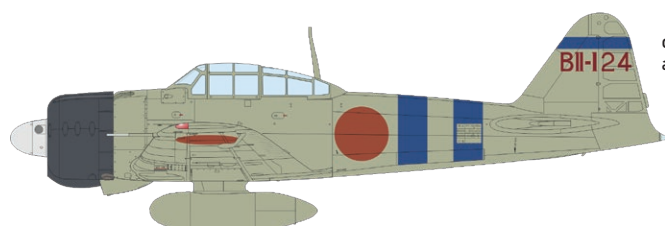
1/48	Eduard
1/48	Eduard
1/48	Eduard
1/48	Eduard
1/48	Eduard/Revell
1/48	Tamiya

A6M2 Zero Type 21

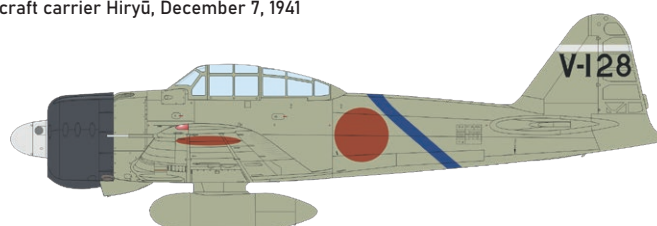
ProfiPACK
edition

1/48

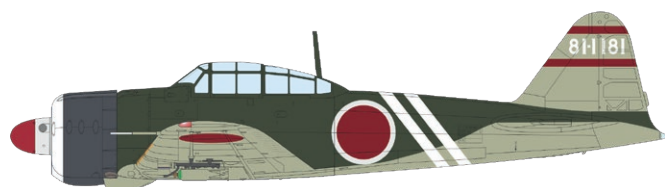
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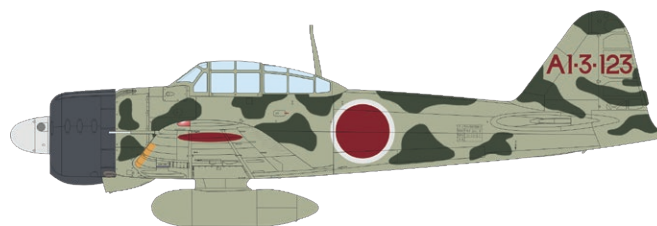
c/n 5379, P01c Tsuguo Matsuyama, Hiryū Fighter Squadron, aircraft carrier Hiryū, December 7, 1941



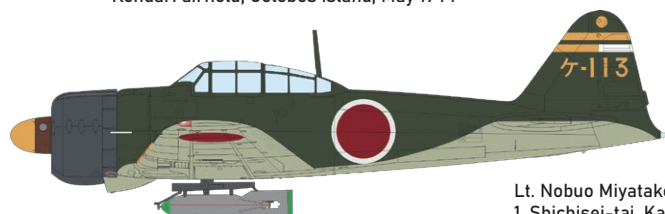
P01c Saburō Sakai, Tainan Kōkūtai, Lakunai airfield, Rabaul, New Britain island, August 1942



Lt. Kunio Kanzaki, CO of Hikōtai 311 of Kōkūtai 381, Kendari airfield, Celebes island, May 1944



P02c Kōtarō Koyae, Zuihō Fighter Squadron, Rabaul, New Britain island, April 1943



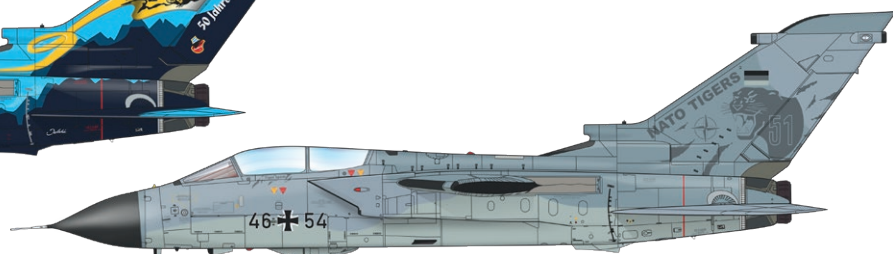
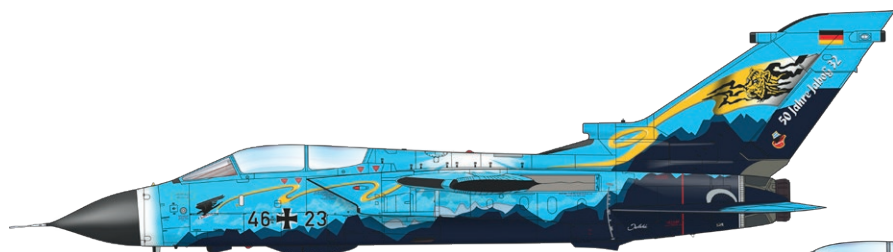
Lt. Nobuo Miyatake, Kamikaze Tokubetsu Kōgekitai, 1. Shichisei-tai, Kanoya airbase, Japan, April 1944

TORNADO ECR

eduard
LIMITED EDITION

1/48

Cat. No. 11154



Z-126 TRENÉR

eduard
LIMITED EDITION

1/48

Dual Combo
Cat. No. 11156



Z-126 TRENÉR

eduard
LIMITED EDITION

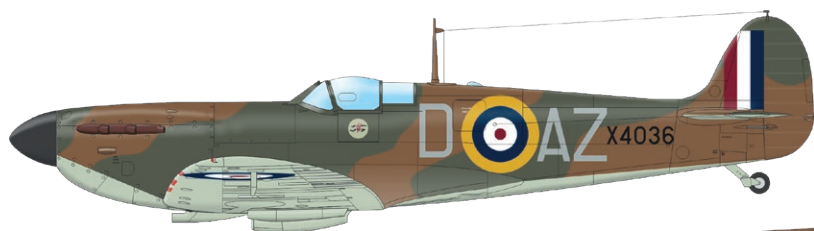
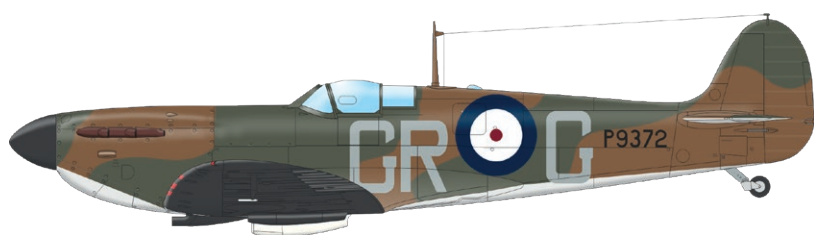


Spitfire Mk.Ia

WEEKEND
edition

Cat. No. 84179

1/48

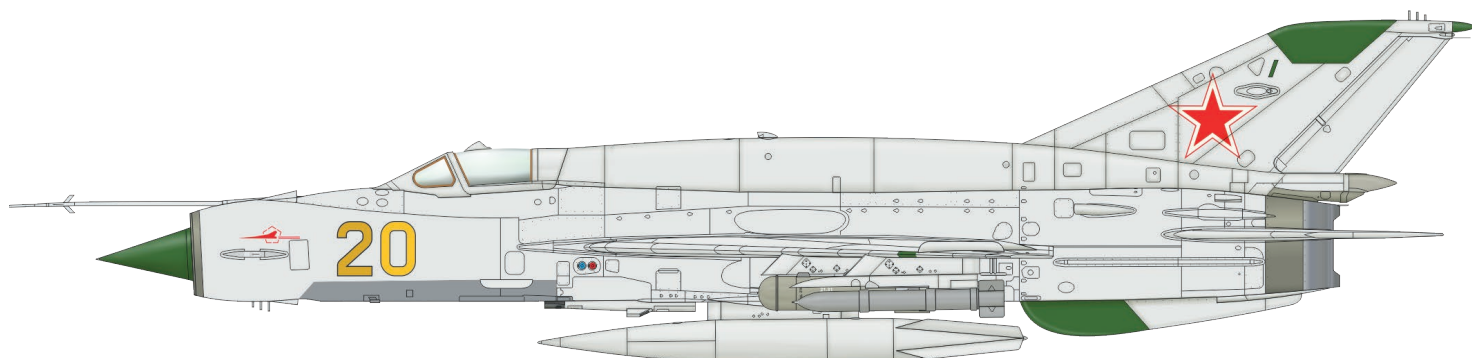
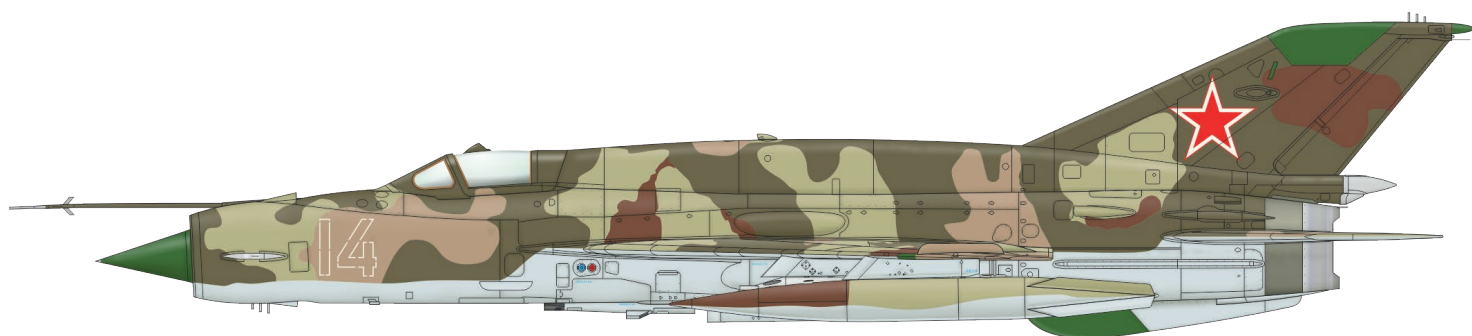
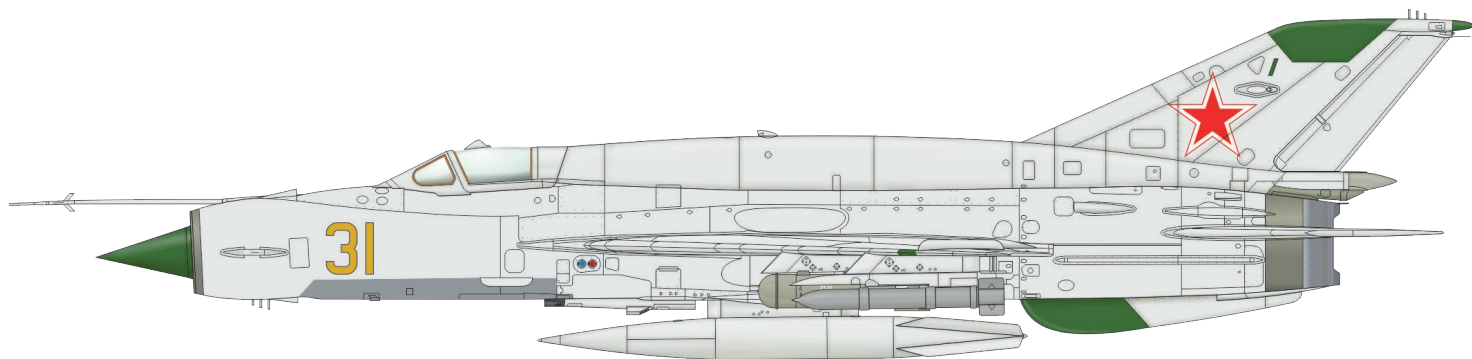
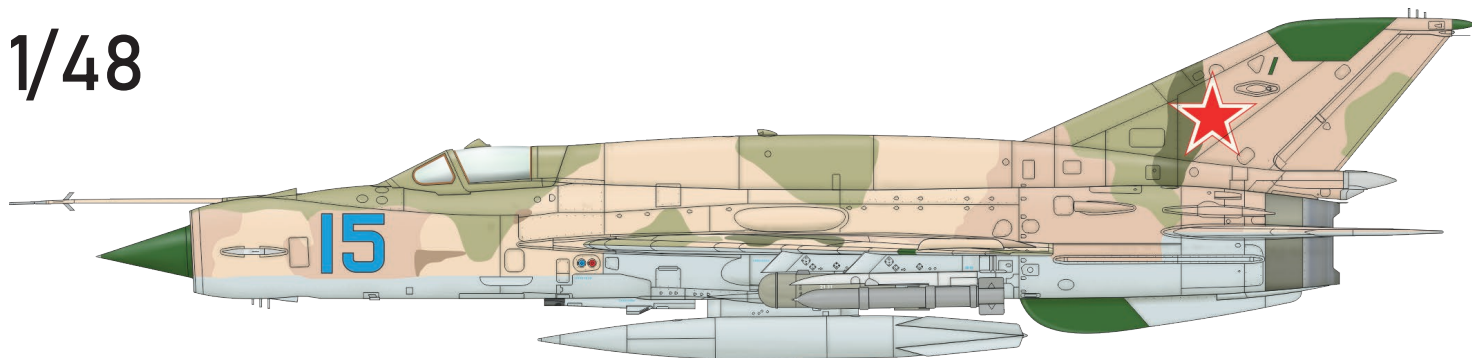


MiG-21SMT

WEEKEND
edition

Cat. No. 84180

1/48



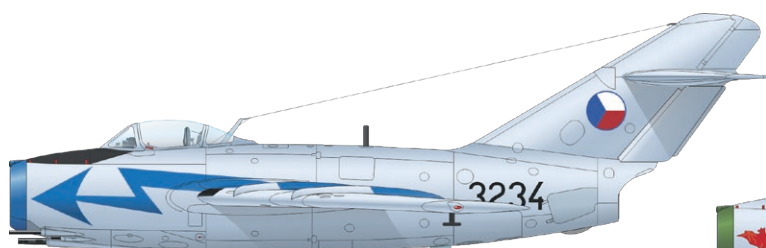
MiG-15bis

ProfiPACK
edition

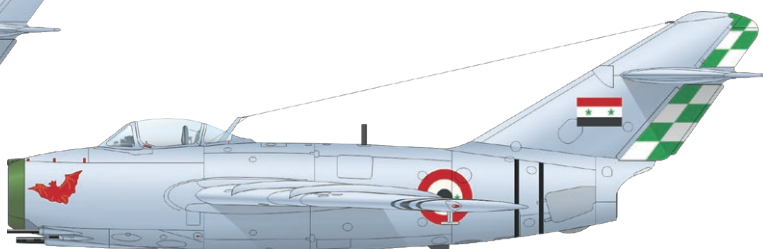
Cat. No. 7059

1/72

Re-release



c/n 613234, kpt. Oldřich Paldus, 15th Fighter Regiment, Czechoslovak Air Force, Cottbus Airfield, German Democratic Republic, August 30, 1957



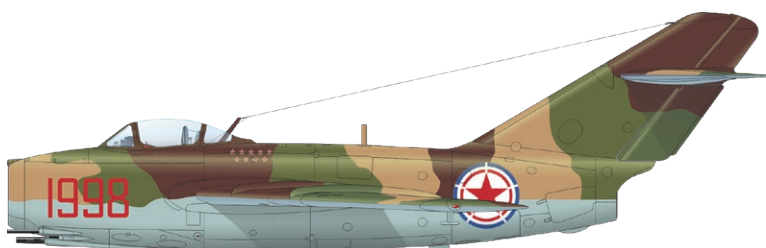
No. 20 Squadron, Egypt., Late 1950s / Early 1960s



c/n 1315376, ex 64th IAK, Soviet Union, Mid 1950s



c/n 0320138, 1st Squadron, 101st Reconnaissance Regiment, Szolnok, Hungary, 1972



Maj. Mikhail Ivanovich Mikhin, 518th IAP, North Korea, May 1953

P-51D-5

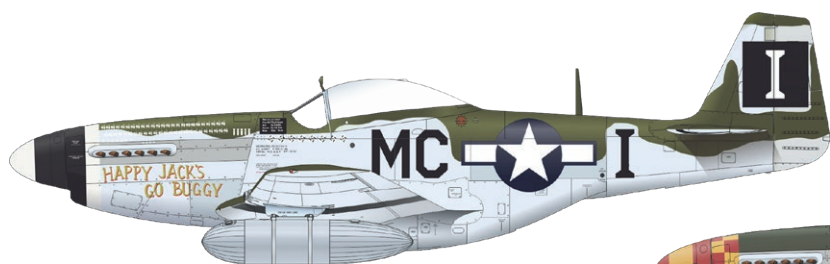
WEEKEND
edition

1/48

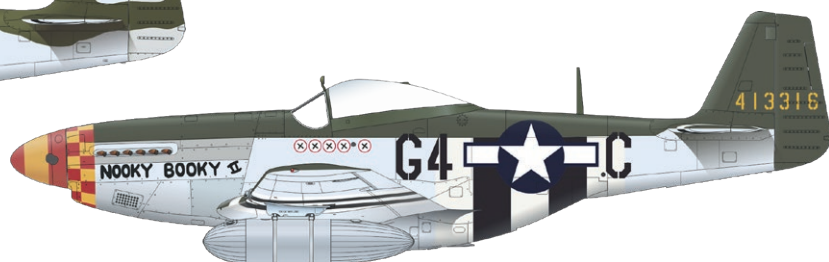
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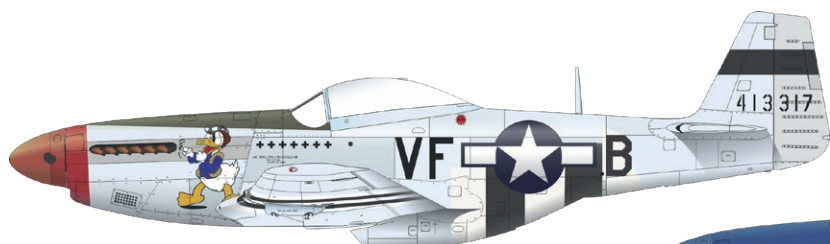
Re-release



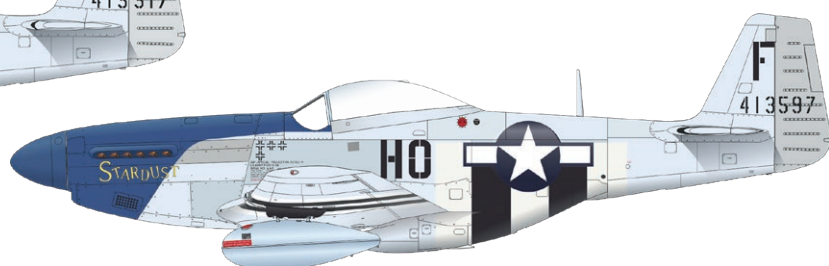
44-13761, flown by Capt. Jack M. Ilfrey, 79th FS, 20th FG, 8th AF, USAAF Station 367 Kings Cliffe, Northamptonshire, Great Britain, Autumn 1944



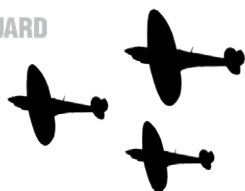
44-13316, flown by Leonard K. Carson, 362nd FS, 357th FG, 8th AF, USAAF Station 373 Leiston, Suffolk, Great Britain, June 1944



44-13317, flown by Capt. Donald R. Emerson, 336th FS, 4th FG, 8th AF, USAAF Station 356 Debden, Essex, Great Britain, September 1944



44-13597, flown by Lt. William E. Fowler, 487th FS, 352nd FG, 8th AF, USAAF Station 141 Bodney, Norfolk, Great Britain, September 1944



MY AVIATION LEGENDS

There are certainly different paths to an interest in aviation history and scale modeling. Mine, as with many other people, was set by memoirs of famous aviators. I'm talking about the legends that influenced me when I was a teenager. Famous aviator is a relative term, it can vary by country of origin, cultural background, or personal preference of the individual.

My initial, almost thrilling experience was Pierre Clostermann's *The Big Show*. In the mid-1980s, a friend of mine in high school lent me this novel, and I would say that to that day I have read few books that have drawn me into the plot as much as *The Big Show*. The battles against the Luftwaffe, the mentions of names like "von Graf" and Nowotny, the final stage actions over Germany, that all shaped my interest in aerial-war. The *Big Show* was published in Czechoslovakia for the first time in 1968, and then again in 1970, before the so-called normalization (and associated censorship) began to restrict or ban such a venture. Borrowing the book and taking notes therefore had a bit of a conspiratorial air. I understood that it was far from easy during the clashes with the Luftwaffe and the German armed forces. Some of the movies on Czechoslovak TV and in the cinemas at the time portrayed the adversaries a bit like targets for a practice, but I didn't really go to believe it at all.

Also, our Czechoslovakian compatriots, former World War Two airmen and also authors of memoirs like Antonín Liška or František Fajtl were heroes for me. I understood it took a lot of courage to go into exile and fight against the enemy that occupied their native country. Surviving the post-war communist camps was usually as difficult, as to survive German POW camps. If not even worse... This was double true in the case of Fajtl, who became RAF Squadron Leader and managed to return to the UK after being shot down over occupied Europe. In 1944, he commanded the Czechoslovak independent fighter regiment that was operating Soviet fighter planes in the rear of the enemy during the Slovak National Uprising. With a story like that, a movie producer might have fired the screenwriter because he felt that such a story could not happen. Fajtl also ended up in a communist concentration camp after the war.

Later I managed to get hold of the book "Sloužím vlasti" (I Serve My Country) from 1950, illustrated by famous Czech painter Zdeněk Burian. It was written by Ivan Nikitovich Kozhedub. It interested me a lot because he was the most successful Allied fighter pilot with 62 victories to his credit. I liked the book very much, it showed between the lines that it was not easy to fight against Luftwaffe even from 1943, because that was the time Kozhedub arrived to the front-lines. I liked the guy a lot, and still I do.

Another high school classmate helped me to get access to an unusual book. It was published by Czechoslovak magazine *Letectví a kosmonautika* (Aviation and Space) as a series in 1968 and 1969. The author was a Japanese naval fighter pilot Saburō Sakai. There were many interesting books that were allowed to be published in our country in late 1960s. Of course, there were limits, which is why the book was not published under its original title "Samurai!" but as "Zera and Pacifikem" (Zeros over the Pacific). These exotic memories came to me on photocopied pages almost twenty years after their publication on which was still the era, when "xeroxes" were strictly controlled in order to avoid copying of any anti-state printed matter. Sakai's memoirs were published in shortened form here, but they were almost as fascinating as Clostermann's *The Big Show* to me. Saburō Sakai may have been on the opposite side of the barricade from the Allied airmen, but for many reasons that are captured in the lines of his memoirs, he has become a legend to me. And he had two more victories to his credit than Kozhedub. The needle of my aviation compass pointed to Japan, and still partly points there today.

At the end of 1989, the communist regime collapsed in our country, and anything could be published. On the other way, many people started to ignore everything of the Soviet origin, which is usually synonymous with Russian by many here. I come from anti-communist family, so I understand their mood, but I also feel it's just not fair in case of the service and sacrifices of Soviet airmen.

When the book "Křídla v boji" (Wings in Combat), written by fighter pilot Alexander Ivanovich Pokryshkin, came out in 1990, I jumped on it. He had been flying since the beginning of the war, which was June 1941 in his case. It was written about him that he had 59 victories and was second in the ranking to Kozhedub. I devoured the memoirs, taking notes as I went through it. If I remember correctly, the book could count about 75 of Pokryshkin's individual victories! I was impressed and felt a little sorry for him too. I had the feeling that his combat results were crossed off from above.

Thirty years have passed since then and I have read many more memoirs, publications, and documents, I met war veterans and wrote a little too. I also experienced many surprises during this period of life.

Clostermann used for some parts of his book other people's reports, accounts, or experiences as if he had experienced these himself. The number of his victories was less than originally reported. And whether he had all the command posts he recounts in his novel is still discussed today. The confrontation with contemporary records is indeed interesting.

Saburō Sakai didn't have 64 victories and even



stated several times that he didn't know where that number came from. He said himself that he might have scored approximately 28 victories in total. Historical records available today show that such a number roughly corresponds to actuality if we add up all kind of victories he achieved alone or in collaboration with other pilots. Some of the events described in the English edition of his memoirs did not happen and Sakai did not authorize them. For example, the group aerobatics over an enemy airfield is probably a fabrication.

In the past decade, historians from the former Soviet Union have taken a close look at newly available contemporary records. It seems that Ivan Kozhedub achieved as many as 64 individual victories, but Pokryshkin, originally the second one in the order, shot down only 45 opponents. Today it is known that there were five other fighter pilots on the list between the two. To my surprise, one of them even had more than 60 individual kills. His name was Grigory Andreevich Rechkalov.

Analyses of air battles and comparisons of claimed victories with losses of the opponents are a separate chapter. This is an important and adventurous discipline, but I do not want to mention it here. We could get bogged down in arguments about how many planes Erich Hartmann actually shot down, or how many Luftwaffe planes were downed by Czechoslovak fighters, for example.

Does this all mean that Clostermann, Sakai or Pokryshkin are less of legends for me today? Not at all. Regardless of whether serious research and critical insight reduces or increases the actual number of victories, their memoirs are still great and powerful stories worth reading, studying, and passing on. And while doing that it is an opportunity to experience own research story as a result.

Jan Bobek

