INFO EDUARD

VOL 19, December 2020

ISSUE 130

cena 0,- Kč



Spitfire Story: Tally Ho!

eduard

INFO EDUARD

ISSUE 130



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



DECEMBER 2020

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Issued by Eduard-Model Accessories, spol. s.r.o.
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EDITORIAL



Ladies and Gentlemen

Today, we'll get right down to the heart of the matter, as we are approaching the end of the year, and that requires a description of plans for the next twelve months. With respect to the fact that there will be a truckload of new items next year, I will begin with December, because otherwise, January's newsletter would want to compete with War and Peace. That could get a little long in the tooth. Besides new items, we can also touch on the planned changes and modifications to our work for next year. Such notifications should be made carefully, though, but with Santa just around the corner, we can be a little more charitable with our news. At least, this can be applied to what we know for sure, and to what we anticipate. There's a lot that even we don't yet know. Just take a look at this year. Last year at this time, it didn't look like much was going to change this year. If it weren't for the Spitfires and Cmelak (Bumble Bee) kits, it would be generally boredom followed by boredom, with sporadic injections of more boredom! Compare that to the reality of the situation. Everything is different. The vast majority of last year's plans have been altered, and our plans for the year have been rerouted to an extent that would have made the 15th Congress of the old Communist Party proud. And that's not meant as a bad thing. We rather enjoy it. It keeps the flavor in what we do. So, we will raise the level of our innovative might even further, as they would have said at that 15th Congress. Let the wheels of the economy turn, and let the modellers be happy!

NEW ITEMS FOR DECEMBER, 2020

So, today, we will begin with the new items coming out in December, and we will keep this very short. First, the accessory items. In the Brassin line, of note is the resin cockpit for the November release of the F-6D Mustang in 1:48th scale. At this point, I would like to extend my thanks and appreciation to the modellers that reacted to my request for information regarding the installation of the cameras in the F-6D. My sincere gratitude goes out to Ron Young and Christian Alam, who's kindness has given us all the required documentation and we are now feverishly working on the set of cameras for this kit. Other than that, the collection of new Brassins is pretty conventional, in combination with the LooK and LooKplus sets, armament sets, and smaller accessory sets, that include the likes of the wheels for Airfix's 1:72nd scale Beaufort or the Cmelak for our kit in the same scale. The list of new offerings includes the first of the BigSins for the Spitfire Mk.I. Among the photoetching, I would point out the sets for the Fiat CR.42 from ICM in 1:32nd scale and the Mirage 2000D and N from Kittyhawk, and the steel belts for the Fokker Dr.I, all in 1:32nd as well. In 1:72nd scale, we have a collection of sets for the new Beaufort and Hawk Mk.100 from Airfix. Noteworthy too, is the ZOOM set for the Eduard MiG-21PF Weekend kit. In 48th scale, we are releasing sets for the S-2E Tracker from Kinetic and the HH-34J from Trumpeter. The sets for the 35th scale Leopard 1A5 (Hobby Boss) and the Jagdtiger (Takom) should generate much interest, too. For the ship people out there, we have a railing set for the Viribus Unitis (1:350th, Trumpeter). We have five new Big Eds lined up for December, and four new decal sets that, outside of the Mi-24V 'Around The World ' cover stencil data.

Each month, the height of our production is represented by model kits, but this month there are only two to brag about. But, they are nice little items. As they did in October, these two centre around the Spitfire and the Cmelak (Bumble Bee). The 1:72nd scale Bumble Bee was the 'star of the show' back in October, as the Limited Edition kit SERVUS CHLAPCI!. After several weeks, this kit, rather surprisingly, outsold the 48th scale Spitfire Mk.Ia ProfiPACK kit. Things seem to have returned back to normal, and retailers are ordering the Spitfire at a rate of about two-and-a-half times the Cmelak. Which is fine – that's how it should be.

The two kits have reversed their labels. The Cmelak is this month a ProfiPACK release and the Spitfire is a Limited Edition kit. The Z-37A Cmelak, ProfiPACK 1:72nd, this time includes six marking options, and as opposed to the Czech-Slovak Limited Edition kit, is markedly an international affair, offering markings for Czech, Slovak, Indian, Hungarian, Russian and East German aircraft. Outside of that, it's a regular ProfiPACK kit, with pre-painted photoetched, masks, and so on. No big surprises. But there is one thing in the Cmelak kit that is special. In January, we will be introducing a new line of accessory items called Eduard SPACE. In time, there will be much talk about this line. The introduction will take place in the form of the addition of a SPACE set for the Z-37A Cmelak to every kit of the type ordered, Limited Edition or ProfiPACK. This will allow you to judge the new line for yourself and to try it out. I hope that those that go this route will find the new item to their liking. But I will reiterate that this offer applies only to orders made in December.

In the Limited Edition line, December sees the continuation of the next chapter in the Spitfire Story, this time with the subheading of 'Tally Ho!' It is dedicated to the Spitfire Mk.II and comes to us as a Dual Combo kit with two complete kits in the package. One kit makes the Spitfire Mk.IIa with eight 7.7mm machine guns in the wings and the other covers the Spitfire Mk.IIb, with two 20mm cannon and four 7.7mm machine guns. There are ten marking options, eight for the Mk.IIa and two for the Mk.IIb. There are also two articles dedicated to the Spitfire Mk.I and Mk.II in today's newsletter. The first is technical, and is dubbed 'The Rise of the Spitfire'. It chronicles the evolution and differences in the various steps of Spitfire Mk.I and Mk.II development. It's quite comprehensive, and is based around illustrations and notes, and I think presents the point it makes clearly and concisely. It is a simplified version of the similar article that chronicled the differences in all the subvariants of the later Bf 109Gs. The second article was penned by Jiri Rajlich. It is dedicated to the establishment of No.313 (Czechoslovak) Squadron, RAF. This unit flew the Spitfire Mk.I and Mk.II at its inception. The article is a translation of a chapter from the book 'General Fajtl', and so the text centres around this individual. This is relevant to the theme, and one of the marking options in Tally Ho! is Spitfire Mk.IIa coded RY-O, flown by Frantisek Fajtl. This is the first part of a two-part article. The first, describing the service of No.313 Squadron on the Spitfire Mk.I, is in today's newsletter, and the second, detailing the use of the unit of the Spitfire Mk.II, will be published in January.

At this point, I'd like to 'fess up to three errors I made in past articles I had written regarding the evolution of Spitfire Mk.I camouflage schemes. God, it's high school all over again! I got a 'D-'! Fortunately, these types of things are more easily fixed in a digital world than they are on paper. As a result, thanks to the input of some colleagues, the article has been corrected. And please, don't take this as an attempt to increase the number of visits to our site. It is simply, and nothing more than, a correction of an honest mistake. Scout's honor!



THE FUTURE OF THE WEEKEND KITS

So, onto model kits. The third of December's new releases was supposed to be the Weekend kit of the Bf 109G-6/AS. This was put off until January. The reason for this has leaked out thanks to the Distributors' Leaflet that we send out, and it brings me to the first news for 2021. The Weekend line is going through a change as of January 1st, 2021. It will acquire new packaging by way of the boxart presentation that will now be consistent with the standard boxart. The marking options count goes from two to four, and the instructions will also go through a slight upgrading. With this, the Weekend line will go from the oft-perceived poorer brother of the ProfiPACK kits, and elevate them to a standard you know from virtually all of the other manufacturers of kits. The price point will not be different from that of the Weekend kits previous. The reason, then, for the slight postponement of the Bf 109G-6/AS Weekend kit to January should be clear. It just seemed like a shame to release it in the old format, when it was deemed as ideal for the new guise. The ProfiPACK line will also go through a graphic modification. The look of the boxes will come from the new Weekend boxes, but will maintain its orange main colour, while the Weekend line will hold on to its traditional blue tones.

In January, same as in the following months and years to come, we will release two new Weekend Edition kits. The second one of those will be the P-51D-5 Mustang, and time is deemed perfect for the Eduard Mustang to make the switch. Within the process of introducing the new Eduard SPACE line, we will repeat the offer of a free set. In January, this will be the set for the P-51D-5 Mustang, and will be added to every package that includes an order for either a Weekend or a ProfiPACK P-51D-5. Again, this will carry a time limit on it, applying only to January orders, and only for orders via our e-shop at www.eduard.cz. In the following months, we will gradually build up the catalog of Weekend kits that will include our most successful releases. In 1:48th scale. For example, this will include the MiG-21bis, the Spitfire Mk.IXc, the Bf 109G-6, the Bf 109E, Bf 109G-10, the P-51D, the Airacobra, the Bf 110E, the Fw 190D, various versions of the Fw 190A, and even the Avia B.534. From the First World War era, the Pfalz D.IIIa and the Fokker D.VIIF won't be left out, and we will not be avoiding the production of decal sets for these, either…including lozenge patterns. In 1:72nd scale, we will re-release the Spitfire Mk.IXc, MiG-15 and, once the forms are modified and updated, the L-39C and ZA. World War One subjects will see the release in February of the Nieuport 17, perhaps our nicest 1:72nd scale kit of all. This will be followed by the Fokker Dr.I and the D.VII(OAW), Albatros D.V, and others. By the end of the year, we want to have an attractive lineup of kits, for an attractive price, and you can bet that we will get there!

EDUARD SPACE

There have been several references to Eduard SPACE, so we should have a closer look at this concept. This new line will be a combination of so-called 3D decals and photoetching. The 3D decals will cover details such as instrument panels, side consoles, seat cushions, and the like. What is meant by photoetched, you already know, and in this line, the material that is photoetched will be steel. The photoetched is included not because we simply can't let the stuff go, but because as a representation of certain items, no one has come up with anything better or, at least, anything as convincing. For that reason, there will be the inclusion of the steel photoetched items, and, of course, these will be pre-painted. In my opinion, this is an ideal combination, offering the best look with easy application. The Eduard SPACE sets are being released after a rather prolonged development period of the decal side of it. Much of the resources were spent on testing the decal material and fine tuning its behavior and stability with time. This was a clear problem that needed to be addressed from the get go, because the decals are made up of many layers of a hydrophilic material that absorbs water and expands. We spent a lot of time finding methods of stabilizing the material with respect to age, and it would appear that we have been very successful in doing so. Application of these decals demands a certain amount of care. This product may look like a decal, and be applied as a decal, but it differs from your standard decal. Those that disregard this fact are in for some unhappy experiences. Because this decal/non-decal has a tendency to absorb moisture, it has to be left in water for only a short period of time. What it doesn't absorb is the decal adhesive from the backing paper, so it is a good idea to put a bit of dispersive glue under it. This product will continue to evolve, of course, with respect to the fact that, currently, we have several products that can be combined in various ways. What is down the road in this regard is still in the cards.









LIMITED EDITION KITS IN 2021

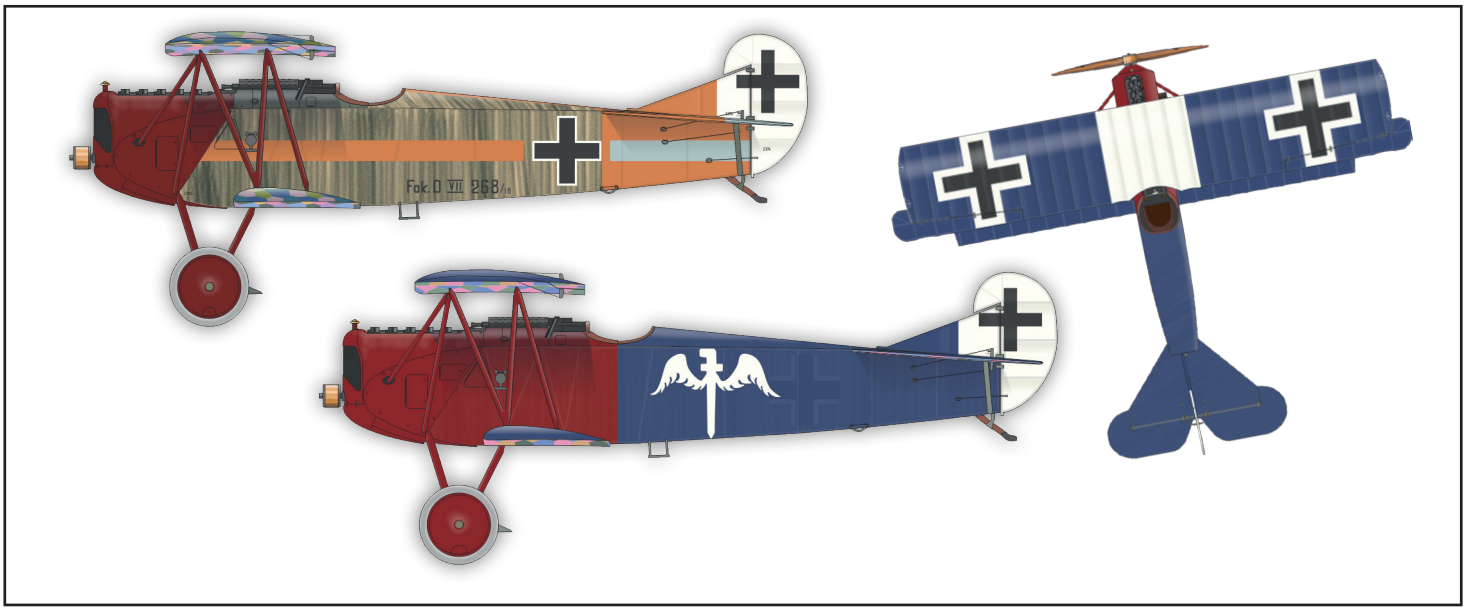
A large portion of today's newsletter is dedicated to the release schedule of new Limited Edition kits for 2021. These will continue along the lines of changes that have been introduced over the past year, which appear to have been well received by the modelling public. On occasion, I run across a thread in a modelling forum that the Limited Edition kits are not what they used to be, are not financially advantageous and that they offer no real bonus over the base kit. I will only agree to the point that these are 'not what they used to be'. It's true. The world changes, and we along with it. We continue to develop our Limited Edition kits so that the retail cost of the package is lower than if all of the constituent items were purchased separately. Of course, much of the cost of the kit is based on the cost of the plastic itself, which you don't see. But, if you compare the pricing between the Spitfire Mk.I Limited Edition kit and the Profi-PACK version, it becomes quite clear. On top of that, the critics of the kits don't take into account the decal options that come with them, or the amount of work that is needed to develop them and their notes. I would venture to say that the collection of marking options that go with these kits is what taxes resources the most. Currently, the Limited Edition kits are the best selling Eduard items there are. So, what's in store for this line in the coming year?



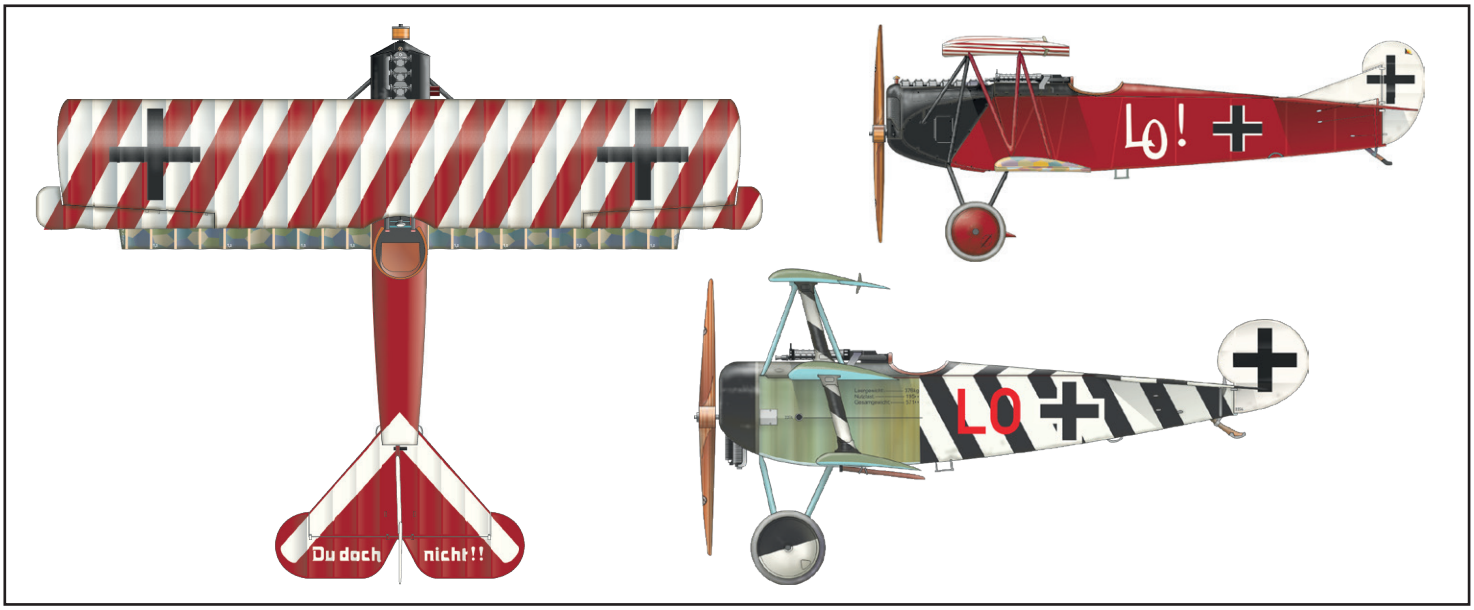
THE START: FIRST QUARTER OF 2021

Immediately in January, we have FOKKER FOKKER!, a 1:72nd scale kit involving the development and production of the Fokker D.VII in its original form at Fokker. The contents of the box, which will be a Dual Combo boxing, will cover the early and late versions of the D.VII, and something from the mid-production type with a Mercedes D.IIIa engine and the Fokker D.VIIF with the higher rated BMW D.III. We will even include two aircraft with the Mercedes D.IIIau engine, a lesser known version offering 200hp. You can

FOKKER FOKKER! 1/72



DU DOCH NICHT!! 1/72



see the marking options down below. FOKKER FOKKER! Is a bit of a taste of what's to come.

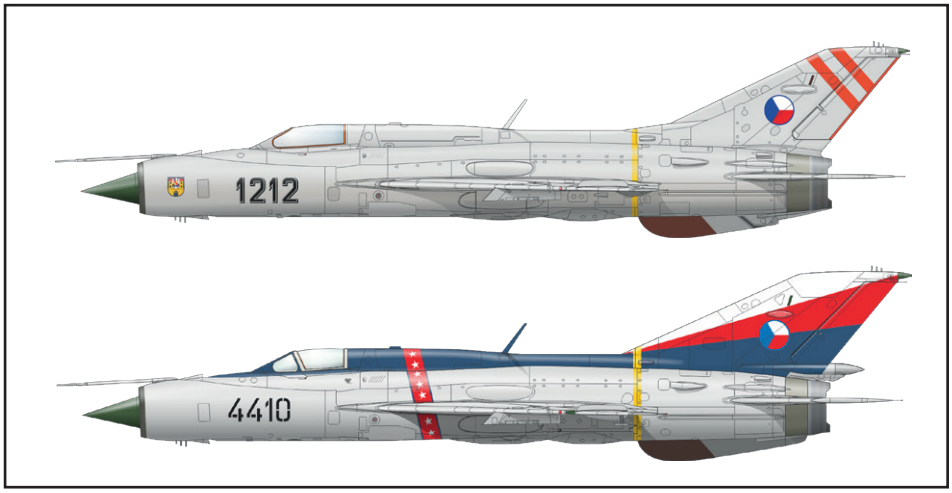
In February, we will have the Dornier Do 17Z in 1:48th with plastic from the ICM kit. This comes on the heels of the Battle of Britain themed items, and although it covers a wider historical context than that, it certainly goes well with such releases as The Few and Adlertag very well. Out of the bombers that were in service at the beginning of the Second World War with the Germans, we chose the Do 17Z because it is in the shadows of the more famous He 111P and H and the Ju 88A, which, on the other hand, have been released by everyone and his brother. We are giving the Dornier Do 17Z its due care and attention, and I think that this kit will be very popular. The first quarter will be rounded out by the release of another 1:72nd scale kit, the Du doch nicht!!. This will follow along the lines of the 48th scale version, and will be released on the 110th birthday of Ernst Udet.

QUARTERFINAL: THE SECOND QUARTER OF 2021

The second quarter will be virtually all-72nd with respect to the Limited Edition line. April will see the release of Adlerangriff 1:72 and will share in the marking options of its bigger brothers, even though there may be minor changes made. In terms of the plastic, this will come from the Bf 109E Special Hobby kit, which came about as a co-operative effort between Special Hobby and Eduard. Our share of the work is less significant, and more of the work was handled by our colleagues at Special Hobby, who took our original 1:48th scale kit and altered it, corrected it, generally modernized it, brought it in line with the latest research available, and put it into production. Development of the kit was also taken part in by a third party, which, for now, would like to remain anonymous, but also put forth a wonderful effort. It was the third party that made the moulds, and that produces the plastic. We all worked together to put this kit into production within five months. If you would like to know if such co-operative efforts will continue, the answer is yes. This pilot project has shown that data used on past kits can be used for the development of newer and better versions of them. This provides a better and more user-friendly product than the still practiced and, unfortunately, accepted method in the Czech Republic of illegally copying an older model, making epoxy short-run forms, and passing them off on an unsuspecting customers as corrected, 3D designed, items, or other such complete crap. The '3D', in these instances, really stands for 'Dishonest, Desperate and Disgusting'. This is exactly what this practice is. An avalanche of Bf 109E kits created in just this way are about to hit the market here under a traditional brand name. Although some see me as a kind of 'modelling Don Quixote' and my battle against plagiarism as doomed, I believe it is not. I hold out faith in the belief that modellers, as a whole, want quality for their money and they want sincere, hard work behind the products they purchase. These are the people that will not even (rightfully so) forgive an incorrect colour call-out on a handle in a cockpit in an instruction sheet, and, I believe, will prefer either a new, well researched and truly beautiful kit from Special Hobby or, later, Eduard, or even an older, but still relevant and less expensive original Tamiya kit. Take care of what you are purchasing, and don't be afraid to ask where it originated from. It will be worth the effort. Eduard will get into the release schedule of the new Bf 109E in April. The Special Hobby kit will be accessorized with our usual items, placing it in a higher retail cost bracket, and so will be aimed at the more demanding segment of the modelling public. Later, we will continue with the Bf 109E with not just further Limited Edition kits, but also with ProfiPACK and Weekend editions as well. I think that, together with our friends at Special Hobby, we will demonstrate that a home-run can be hit with a small model.

For May, we have the kit dubbed 'Silver Arrows' in 1:72nd scale. These will not contain the MiG-21R, because we still do not have that version ready yet. And even if we did, it wouldn't be included, because in the 48th scale version of this idea there were three types, and that was hell, bringing with it certain logistical nightmares that I don't even want to get into. And I don't want to go through THAT again! This kit, as was the 1:48th scale version, will be released with the inclusion of the publication by Martin Janousek, that will be in its second, re-edited printing, but without the MiG-21R coverage, naturally. In June, we will continue on with the fast jets in 1:72nd, again, downsized from earlier 48th scale releases. We can look forward to Desert Babe in 1:72nd, the Tornado GR.1 in the Gulf War. This is slated for June.

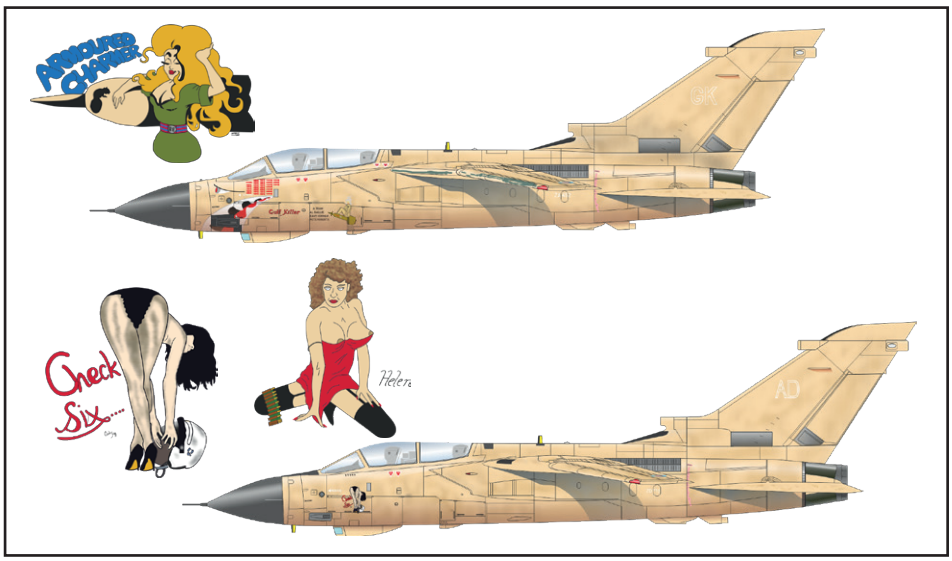
STŘÍBRNÉ ŠÍPY 1/72



ADLERANGRIFF 1/72



DESERT BABES 1/72



SEMIFINAL: THE THIRD QUARTER OF 2021

The continuation of 1:72nd scale kits will die off a bit in this timeframe. As is widely accepted, Eduard discriminates against 1:72nd scale and doesn't produce much in that size. However, July will see one more. This will by the kit 'Zurich 1937'. The contents of the kit will include the Avia B.534 and Udet's Bf 109V-14 D-ISLU. The Bf 109V-14 is another of the many Bf 109Es from Special Hobby being planned, and our racing Avia B.534 is already well known. There will be two Limited Edition kits in July, and the other will be Wilde Sau Episode 2, dedicated to the Bf 109G-14/AS and G-10.

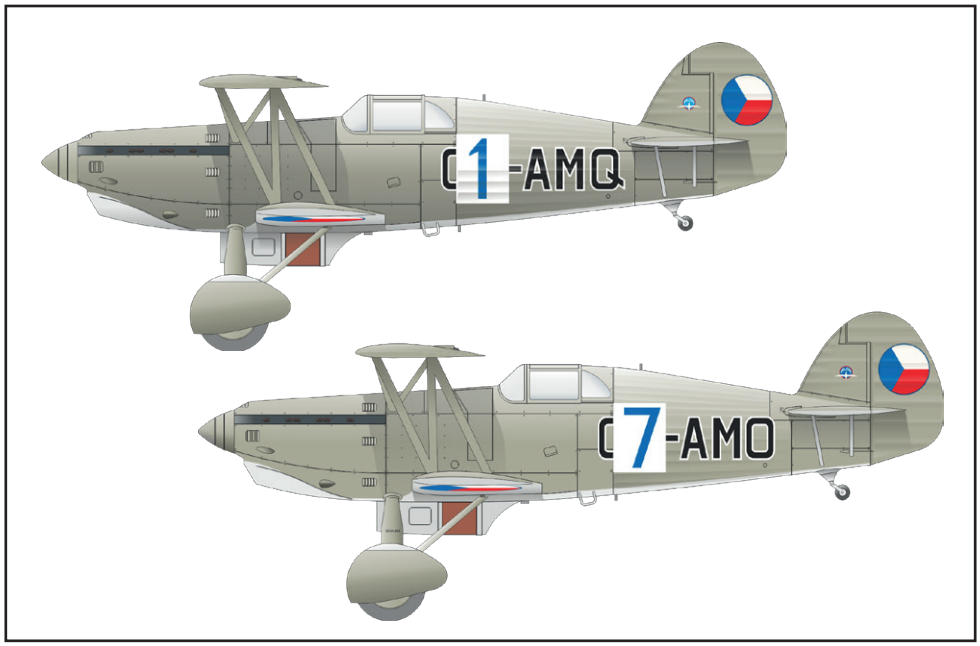
August will be a sort of an 'American' month, and we are optimistic that a victory over covid will allow participation at the IPMS Nationals in Las Vegas. We want to come prepared. We plan on having with us American Spifire Mk.IIs and Mk.Vs in 1:48th scale. This has the working title of 'Eagle's Call' and will also be the premiere of our 48th scale Spitfire Mk.V. In 1:72nd scale, we are also planning an August release of the B-25 Mitchell, and it will be reminiscent of the B-26 kit 'Wine, Women and Song'. I have no doubt that it will be at least as popular. We don't have a name for the release just yet, but there is enough time till then to come up with something good. We will also bring along another Mustang. Maybe from Debden.

At this point in time, September looks like the release month for our new 1:48th scale Camel, with supposed label BIGGLES & Co. It will be in a league all its own, and nothing like the first Camel kit we did at the turn of the century. I venture to suggest that this will be the most detailed First World War aircraft yet produced, bar none. I understand that hardcore fans of WNW will not be easily convinced, but still...I have stated my prediction. We will do the work, and we will do it extremely well. And for those lovers of the classic scale that we have discriminated against, we have one more Limited Edition kit planned. Because the Battle of Britain is theme that we don't want to let go, and so that our Emil won't be too lonely, we will be releasing a kit of the Hawker Hurricane Mk.I along the same lines. The plastic will hail from the Polish firm Arma Hobby.

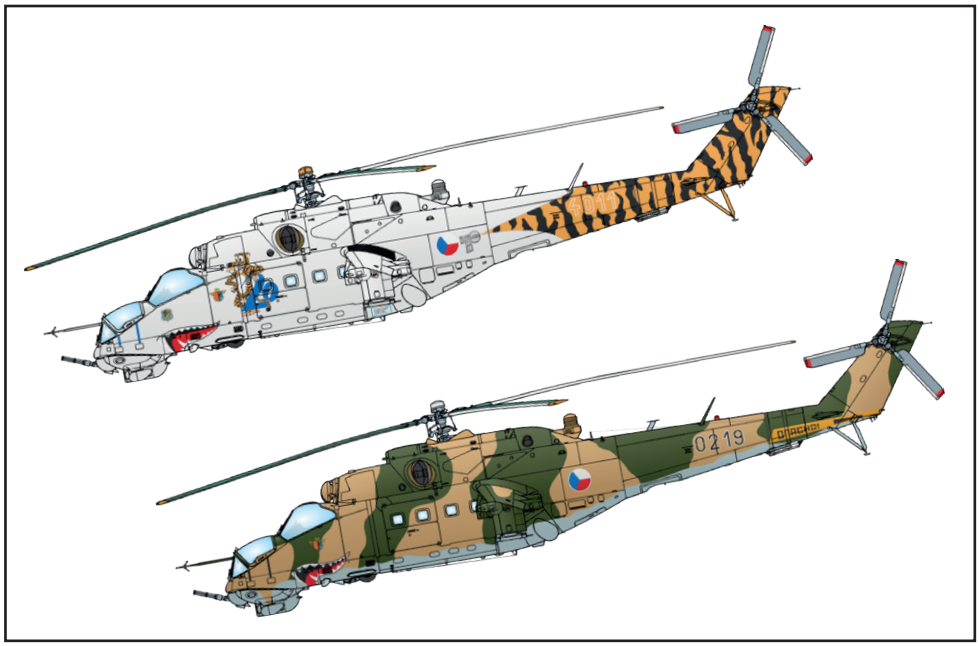
BIGGLES & Co. SOPWITH CAMEL 1/48



CURYCH 1937 1/72



HIND 1/48



THE FINAL: THE FOURTH QUARTER OF 2021

October will be a very Czech month, because, as we all hope, October will see our next E-day. Our plans for E-day will be disclosed further in the January Newsletter. Right now, we are more focused on Limited Edition kits, and if all works out, there will be another two then. The bigger of the two will be the Hind, based on the Zvezda Mi-24D, with a Brassin conversion to this variant. The contents will again contain a publication by Jaroslav Spacek, photoetched, masks, a large decal sheet(s)...you know the spiel. It won't be anything cheap, but it will be something sweet! The second, smaller item will be about Trainers.... the Czech Trener, which translates into the same thing. The first of the Trener/Trainers will offer the Z-126 and Z-226, and, I think, sub-variants such as the Z-226B and Z-226T. I will write about those in greater detail in January's newsletter, because this is a theme with wider implications, and for E-day as well.

In November, we will make another return to Spitfires, and we want to time these for Telford. The third volume in the Spitfire Story will be tit-

led 'The Sweeps' It will be dedicated to the Spitfire Mk.Va and Mk.Vb. It will be a colourful, attractive and exciting package. The Spitfire Mk.Vc will not be a component of this item, because the Spitfire Mk.Vc is a theme that warrants its own package. It certainly won't be boring. The Mk.Vc was the climax of the lineage that went from the Spitfire Mk.I to the Mk.V,a nd, as such, it will the culmination of the Limited Edition kits dedicated to it. It will be really something, for you and I. But that will be in the year after.

In December, we want to release a Tornado IDS in 1:48th. But, next December is still far off. Truth be told, I write about next December, and even anything from the second quarter on, with a certain amount of hesitation, because, as we all know, things can change in a heartbeat. For that reason, take anything from Q2 on as a bit of orientation, and not much more. The fine print: 'program subject to change without prior notice!' We've all seen it....

So, Ladies and Gentlemen, I wish you all, my modelling friends, a happy Christmas season, with as little restriction as possible, without sickness or any other troubles, and lots and lots of modelling fun under your tree!

Happy Modelling
Vladimir Sulc

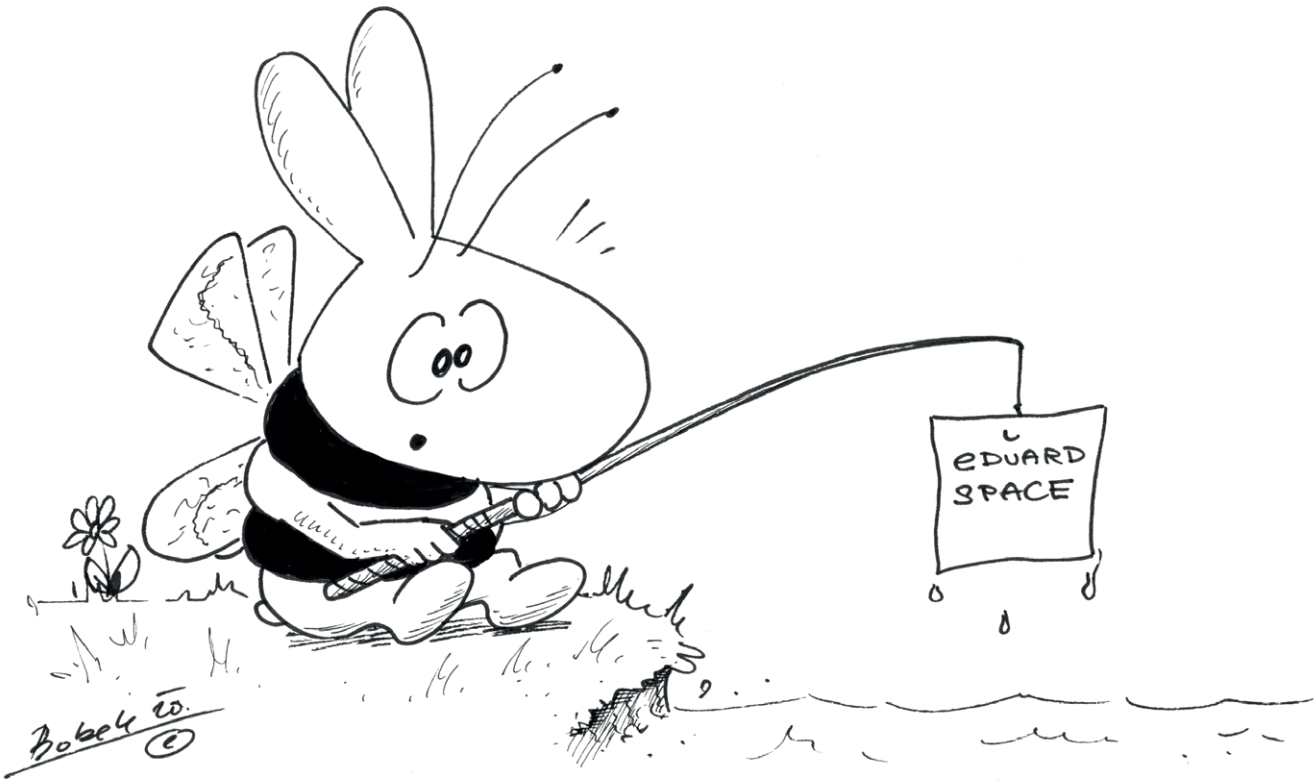
TRENÉR, KAM SE PODÍVÁŠ

Z-126/Z-226/Z-326 (C-305)/Z-526 & Z-526AFS









SPITFIRES OVER EUROPE
NO.313 (CZECHOSLOVAK) SQUADRON, RAF
PART ONE: SPITFIRE MK.IA



Air traffic at Catterick airport

by JIŘÍ RAJLICH

No.313 (Czechoslovak) Squadron, RAF was activated on May 10th, 1941 at RAF Catterick in northern Yorkshire from predominantly Czechoslovak natives serving throughout the RAF in various units. One such pilot was F/O Frantisek Fajtl, a veteran of the Battle of France and the Battle of Britain and one of five Czechoslovak pilots serving with No.17 Squadron. Through the latter half of May, it became clear that it was only a matter of time before these five would be reassigned to the newest of the three Czechoslovak fighter squadrons formed within the RAF.

None of the five really wanted to leave No.17 Squadron. They did what they could to remain with their current assignments. '*We were satisfied and happy… and into this came a telegram immediately reassigning us to the newly formed No.313 (Czechoslovak) Squadron. We did not want to leave, and the telegram brought us down, mentally. Starting over and having no idea when we would again see action was not a comfort to us, while there was no shortage of flying at No.17 Squadron.*

After a brief discussion amongst ourselves, we decided to ask the Flight Leader to reject the unwelcomed change in assignment. Alf Bayne nodded in agreement and took off for Elgin, about a hundred kilometers away, to see the Squadron commander, who had recently established a separate detachment of the squadron with A Flight.

On his return to Castletown, he indicated that neither he, nor the Squadron Commander, were particularly pleased with the reassignment and that they would both do what they could to halt it. Their main argument centered around the lack of replacement personnel, and for the time being, we would remain where we were. For several days, we basked in the optimism that was suddenly and finally obliterated….' [1]

Attempts to have the orders withdrawn were fruitless. Our British comrades were also not too pleased with our imminent departure….' *I am sorry to see you chaps go, and I am not alone….*' proclaimed F/Lt Alfred Bayne, DFC, B Flight Leader, to which the Czech group was attached. '*I was very satisfied with your performance. You gave us absolutely no reason for any doubt in the dignified manner with which you represent your homeland, so humiliated by the ruthless Nazis…you demonstrated great determination and bravery, perseverance in combat, and a high morale always and everywhere. You were always friendly and happy. For that, I am grateful to you, and I wish you the best of luck in what further awaits you in our country….*' [2] The sentiment was echoed by the CO of No.17 Squadron, S/Ldr Anthony Miller: '*…you impressed all with your fighting zeal, determination and uncanny ability to adapt to the conditions of service and team spirit within the unit.*' he stated during the official farewell ceremony at Elgin, where the Squadron was based. '*We are pleased with the level of regard you place on the uncompromising resistance that England exercises against Germany and its leader, Hitler. I thank you for your contribution to the successes of this Squadron. I wish you a successful return to your liberated homes.*' [3]

F/O Frantisek Fajtl and his companions arrived at Catterick and No.313 Squadron on the evening of May 27th, 1941. Other pilots appeared before and after their arrival from all corners of the United Kingdom. They hailed from No.3, 17, 43, 56, 32, 245, 257,501, 601, 607 and 615 Squadrons, and also from No.312 (Czechoslovak) Squadron, which was to cover some necessary command functions. The shortage of Czechoslovak groundcrew was dealt with by the Air Ministry with the assigning of virtually all-British personnel.

The CO of No.313 Squadron was originally to have been S/Ldr Alois Vasatko. However, this post was entrusted to another experienced pilot and veteran of the Battles of France and Britain, S/Ldr Josef Jaske, who was B Flight Leader with No.312 Squadron. The new Squadron thus obtained a trusted and well-liked officer, one with excellent social skills under all conditions, but he did not arrive until July 21, 1941, so initially, the function was held by a British co-commander. [4]

This was S/Ldr Gordon L. Sinclair, DFC, who was experienced in serving with Czechoslovak airmen. During the Battle of Britain, he served as A Flight Leader with No.310 (Czechoslovak) Squadron. He had led the Flight in successful and



Catterick, summer 1941



Command of the No. 313 Squadron was at the beginning given to S/Ldr Gordon L. Sinclair, DFC, who had fought with Czech pilots during his previous assignment as a flight leader of the No. 310 Czechoslovak Squadron in the course of the Battle of Britain.



Before the sortie to escort a ship convoy. From the left F/O Josef Richter (intelligence officer), Sgt Rudolf Ptacek, F/O Frantisek Fajtl and F/Lt John Kilmartin, DFC. Catterick, June 1941. (author's collection)



The first Czechoslovak commander of the No. 313 Squadron was S/Ldr Josef Jaske. In December 1941 he was succeeded by S/Ldr Karel Mrazek.



On the day of Fajtl's arrival at No. 313 Squadron it's first member was killed - Sgt Josef Gutvald (December 21, 1911, Trest, + May 25, 1941, Uckerby at Sconton) who had arrived several days earlier from No. 46 Squadron. He was performing a high altitude training flight climbing to 7000 m and vectoring to the home base (homing practice). At 17:30, after twentyfive minutes flight due to the unknown circumstances he crashed into the ground and perished. Upon impact 1.5 km west of the Sconton railway station (Yorkshire) his Spitfire Mk.Ia R7163 (RY-S) Bridgewater completely disintengrated into pieces. Probable cause of a disaster could have been pilot's loss of consciousess due to malfunctioned oxygen mask or some other technical fault.*

intense combat during the Battle of Britain. By September, 1940, he had already accumulated seven kills. He arrived at No.313 Squadron as one of the first to do so, and this was as early as May 12th, 1941. Thanks to his tendency to follow regulations to the letter, and for his overall reticence, a quality quite contrary to those of the Czech pilots, he acquired the nickname 'White Devil'.

A Flight lead was given to F/Lt Karel Mrazek (who came from No.257 Squadron on May 17th) and to the Brit F/Lt John 'Iggie' Kilmartin, DFC (June 4th from No.602 Squadron). Both were experienced veterans of the Battles of France and Britain. The generally well-liked Kilmartin was then one of the RAF's aces with thirteen kills to his credit. Mrazek, among the most capable of professional Officers of the Czechoslovak Air Force, ultimately went far in his career. He went on to lead not only the Flight, but took over the Squadron command after six months, and after another half year, he took over the reigns of the Czechoslovak Air Wing. From the beginning, he named Fajtl as his Deputy Commander.

The same sort of Czech and Brit co-leadership set up applied to B Flight. These were F/Lt Jan Cermak (who came from No.312 Squadron on May 19th) and F/Lt Thomas W. Gillen (June 4th from No.403 Squadron), both coming with previous combat experience. Other major functions, such as those of Press and Technical Officers, were split equally at first. As it was with the other three Czechoslovak fighter squadrons in the RAF, the British counterparts to the Czechoslovak commanders were to withdraw as the command structures normalized according to RAF requirements. [5]

When it came to pilots, it should be said that, although the unit was newly activated, they were no greenhorns. A large number of them came with Battle of Britain experience, and some even having seen combat in the doomed Battle of France. It's 'rookie' status only stemmed from its having been newly activated. [6]

This, however, applied mainly to the pilots. The groundcrew, composed almost entirely of Brits, were fresh recruits. This presented a problem, because many of the airframe and engine mechanics went through an accelerated and abbreviated training program and had little to no real world experience. With the lack of military experience and its associated behaviors and protocols, the Czechoslovak officers were very irritated. However, the situation did gradually improve. Much of the credit for this goes to the experience and personality of the chief mechanic, F/Sgt Rogers, who was able meet the problems faced head on, but very calmly and practically. Within two years, the situation completely turned around. The originally inexperienced personnel would become the best team of groundcrew in Fighter Command by 1943!

The first of the Czechoslovak fighter squadrons in the RAF to be equipped with the Spitfire [7] was No.313. Initial equipment consisted of older Spitfire Mk.Is armed with eight Colt Browning 7.7mm machine guns and powered by



Catterick railway station, May 27th, 1941, new members of the recently formed No. 313 Squadron. From the left F/O Karel Vykoukal (+), F/O Frantisek Fajtl, P/O Vaclav Jicha (+) and P/O Karel Kasal (author's collection).

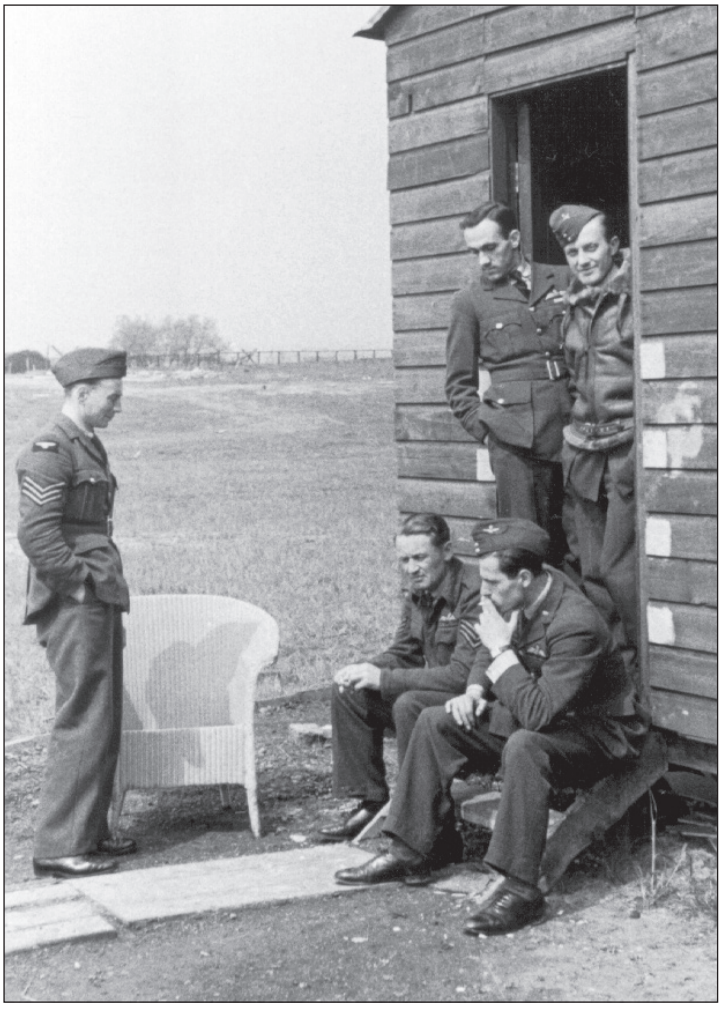
the Rolls Royce Merlin III, providing around 1,030hp allowing for a top speed of 360mph. However, due to the fact that these aircraft were far from fresh examples, performance figures were not to what was advertised. The pilots didn't mind much, because even so, the Spitfire was faster than the Hurricane, which the majority of the Czechoslovak pilots had transitioned from. '*We familiarized ourselves fully with the instrument panel and with the cockpit controls, learned where they all were, learned the gear retraction and flap deployment, and with the basics of all these things being similar to the hurricane, we converted without difficulty in a hurry.* [8]

The first familiarization flights with the Spitfire Mk.I were made by F/O Fajtl on May 28th, 1941. The aircraft flown was X4835 with the fuselage code RY-T. Over the course of three flights, he accumulated an hour in the air. He made further flights on May 31st, and these numbered three as well. First, he flew Spitfire Mk.I X4652 (RY-B), taking an hour to practice intercepts of enemy aircraft. Then he flew R6604 (RY-F) for a sector reconnaissance flight. He lost his bearings along the way due to compass failure. After two hours and with his engine sucking fumes, he landed at Driffield. After refueling, he was back at Catterick within fifteen minutes. [9]

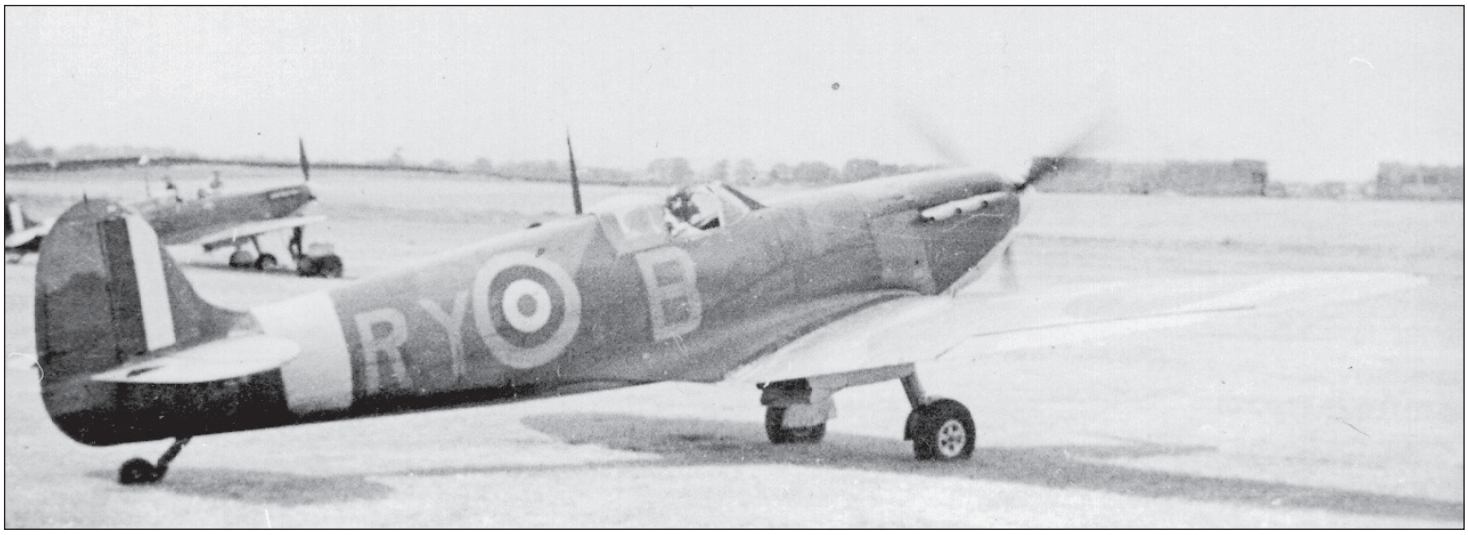
Flight was followed by flight. Formation flying, scrambles, interception, aerobatics, high altitude flying, instrument flying and on it went. This was the routine in the next few days and months. Frantisek Fajtl fell in love with the Spitfire. '*We fell in love with the flight characteristics of the new fighter*' he recounted in one of his memoirs. '*Compared to the heavier Hurricane, the Spitfire was a ballerina. It required your attention and didn't like being treated roughly. The Spitfire also demanded to be set on the ground gently. If you landed too heavily, it had a tendency to bounce wildly, but it could be tamed by throttling up. It responded immediately to control inputs from the pilot in turns, in aerobatics, in landing and in taking off.*

The aerodynamic appearance of the airframe was thought out ideally by its designer, Reginald Mitchell. The elliptical wing, with a thin cross section, ensured very good control at high speeds, and in combination with the thin fuselage, the aircraft was very balanced. The airplane was as graceful in the air as it was on the ground.

The Spitfire had me right from the start. I expressed my opinion in my memoir that first evening like this: 'It seems to me that 180 miles in the Spitfire is more than 180 miles in the Hurricane. Sorry, my old, reliable friend, but in a fight against the Spitfire, you would come in second.' [10]



Catterick, May 27, 1945, afternoon. Sgt J. Gutvald, 2 hours before his death. From the left Sgt B. Dubec, Sgt J. Gutvald, F/O K. Kasal, standing F/Lt K. Mrazek and F/O A. Hochmal. (via J. Popelka)



Some of the first Spitfires Mk.I in the inventory of the newly formed No. 313 Squadron. In barely a month, starting May 31, 1941, on this aircraft X4652 (RY-B), F/O Fajtl logged total of 20 combat and non-combat flights-last of them on June 24, 1941. A day later, with P/O Drbohlav at controls, while touching down at Catterick the airplane lost the left wheel and ended in the repair shop. I was landing completely normally to three points and softly, remembers Mr. Karel Drbohlav after many years. Shortly after touchdown I suddenly felt a strange vibration. I noticed a wheel rapidly spinning off on my port side – it was my own! Unbelievable! I tried to keep Spitfire straight and shut off the engine. I was bleeding off the speed and suddenly felt a second shock, Spitfire leaned and performed a ground loop as the damaged landing gear leg got stuck in the ground. Barely any damage was sustained, not even the propeller blades were damaged. The light damage was repaired by teh station mechanics. Investigation board concluded it was an mechanical fault. Left wheel steel axle cracked at the point of an air bubble which caused the material fatigue.



No. 313 Squadron Spitfire Mk.I X4163 (RY-R). On June 19, 1941 it suffered an accident at Catterick. While landing from his first training flight on the type the pilot broke off the landing gear on the terain obstacle and had to resort to a belly landing. Even thought Sgt Rudolf Ptacek is stated in the official records as a „culprit" according to his personal records the aircraft was in fact piloted by his friend Sgt Otto Spacek („Otto lost landing gear before reaching the airport but nothing happened to him" recorded Ptacek at that time). Regardless who was at the controls at that time „the accident was evaluated as a pilot's fault but we should look at it a bit closer" noted then F/O Frantisek Fajtl. To his defense the pilot stated that shortly before landing he felt a strong vertical draft which he could not compensate for. The aircraft lost altitude, hit the hill where it lost part of its landing gear. Pilot reacted immediately and with a lot of power recovered Spitfire, dragged it to the airfield where he performed the emergency landing. He saved his life and brought most of the aircraft back home.





Catterick, June 1941. From the left F/Lt Kilmartin, Sgt Ptacek, F/O Fajtl, in civil life prof. Girdleson (who was teaching Czechoslovak pilots English) and P/O Jicha. Frantisek Fajtl's face shows suffering not giving an eager professor too many chances in his „cultural mission". (family archive)

This brings up one little known fact. Not much was needed for Frantisek Fajtl to become Flight Leader at the British unit in July, 1941. This was set in motion by the death of F/Lt Antonin Velebnovsky on the 16th of the month. He led the Czechoslovak A Flight at the famous British No.1 Squadron (equipped with the Hurricane Mk.IIb/IIc), and the search was on for a replacement among Czechoslovak officers. The decision to assign the post to Fajtl was helped by his ability to speak English. Although this meant a elevation in his duties, he had no desire to return to flying the Hurricane. In this regard, consideration was also given to F/Lt Stanislav Fejfar who was also experienced in the Hurricane, but he was not as well off with his English, and this would be seen as a major handicap with No.1 Squadron. To top it off, he had no desire to leave the No.313 Squadron and the Spitfire, either.

Ultimately, both remained with No.313 Squadron. Fejfar became B Flight Leader and Fajtl remained with his regular piloting responsibilities and unit commander. [11] '*I fell in nicely in this happy, friendly group of people, which spoke the mother tongue and on top of all that, flew Spitfires.*' [12] he stated later. No.1 Squadron Flight Leader became Karel Kuttelwascher, who was soon destined to achieve greatness in his own right in this function.

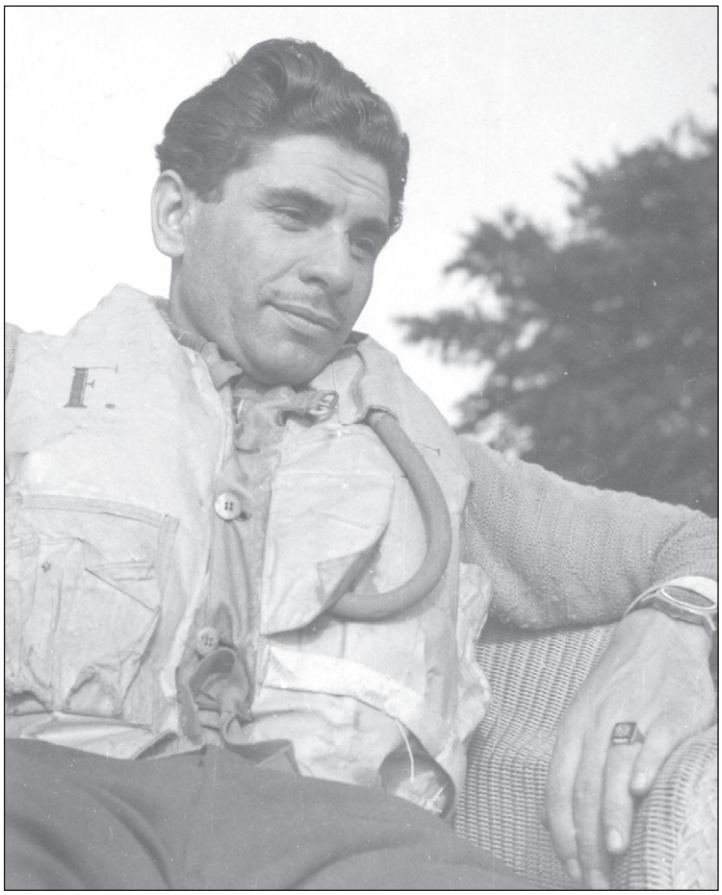
The new No.313 Squadron vigorously geared up for action at Catterick and was deemed combat-ready on June 10th, 1941, exactly a month after being formed. The leadership at 13th Group, Fighter Command, declared the squadron as combat ready. The first operational flights followed the next day.

Two Red Section Spitfire Mk.Is took off from Catterick at 1359 hours, flown by F/Lt John Kilmartin, DFC, (flying X4652/RY-B) and Sgt. Jaroslav Sika (X4653/RY-D). Twenty minutes later, Yellow Section, consisting of F/Lt Karel Mrazek (R6604/RY-F) and Sgt Jiri Reznicek (X4163/RY-R), took to the air. They were vectored onto a lone Junkers Ju 88. The intruder dropped his bombs on Northallerton and was in the process of making haste back to its home field in occupied Holland. The vectoring conducted by ground control radar was accurate and Yellow Section intercepted the intruder. Mrazek and Reznicek spotted the distant dot from about two kilometers and above the clouds at a height of some 1300m. They immediately began to press home their attack, but the Germans decided it was better to avoid combat by taking refuge in the cloud cover. The Czechs were not to be so easily dissuaded, though. After some two minutes, the Ju 88 emerged from the clouds, and was now closer to the Spitfires. However, before they could set up for their shots, the Junkers again disappeared into a thick cloud layer and was not spotted again. Kilmartin's section landed at 1505 hours and Mrazek's followed ten minutes after. [13]

The first opportunity for a victory had not worked out…'what can you do, when the '88 is fast, and we only had the Mk.I Spitfire?' [14] was how it was summed up in the No.313 Squadron logbook. As a sidenote, the unit was led by Frantisek Fajtl at the time. The military finesse he possessed in the air translated into a corresponding flair he had for writing. After Fajtl left for No.122 Squadron at the end of April, 1942, the job of documenting the unit's daily life fell on war correspondent Hugo J. Slipka. Under him, the chronicles retained a high level of grammar and style. [15] After Slipka's departure from No.313 Squadron, the task of documenting the unit's exploits was given to F/Lt Vaclav Bergman, DFC, born in the same town as Fajtl, Domousice na Lounsku. His method of writing was quite to the contrary, and could be described as very 'military', so the reader had to be satisfied with pure fact with little commentary.

At that time, the character of the air war was going through major changes, including over the English Channel. The debacle that was suffered by the Luftwaffe in the fall of 1940 in its effort to gain air superiority over the British Isles, brought with it a certain role reversal. While the Luftwaffe changed its attacks on Britain to night raids, which strained RAF strength by the necessity to counter these attacks, Bomber Command had begun to conduct their offensive attacks in daylight hours, having initiated strategic nighttime raids as early as May, 1940. The enemy on the other side of the Channel, the Luftwaffe, went on the strategic defensive. This role reversal was made possible by the Germans' opening a second front in the East in June, 1941.

The night offensive of Bomber Command aside, which is relevant to this article only lightly, Fighter Command instigated daylight attacks over the beaches of occupied Western Europe at the beginning of 1941. There were several strategies that were employed by the quantitatively improving Fighter Command, and the task at hand became to determine which road was best



Catterick, June 1941. Picture was taken by No. 313 Squadron flight surgeon Dr. Vladislav Kruta.



Leconfield, July 1941. Part of the No. 313 Squadron core staff members. Sitting F/Lt Thomas W.Gillen, F/O Karel Vykoukal (+), S/Ldr Gordon L. Sinclair, DFC, P/O Jaroslav Muzika, F/O Frantisek Fajtl and Sgt Prokop Brazda (+), standing Sgt Jiri Reznicek, Sgt Vaclav Truhlar, F/O A. Walsham (deputy), P/O Vaclav Jicha (+), F/O Vaclav Hajek, F/O Felix Zboril, Sgt Bohumil Dubec, Sgt Jiri Kucera, Sgt Vaclav Foglar. (author's collection)

taken, even at the cost of mistakes and heavy losses.

The most intense of their action came about through what were codenamed the 'Circus' operations, which were the main component of Fighter Command's duties through 1941 and 1942. The Circus operations involved the use of small bomber formations (usually Blenheims and later on, Bostons) over occupied France with an escort of up to 350 fighters. The purpose of these flights, to force the Luftwaffe into responding and destroying its aircraft in air combat, was fundamentally sound, but the actual methods used were based on some false premises. The insufficient range of the escort fighters limited Circus operations to the shores of occupied France, Belgium and Holland, not extending further than Lille or Rouen. These were locations that presented no significant goals that the Germans would want to protect at all costs. For example, the destruction of northern French electrical stations caused inconvenience mainly to the local population, because any important military targets in the area were independent of these power grids.

On top of that, although the Germans were fighting against growing opposition, they still held several key advantages. For one, they possessed an effective early warning system based on the Freya radar system. This gave sufficient warning to mount a defense that could attack from a higher altitude out of the sun and make a quick getaway. This tactic, called 'hit and run' by the British and became a German standard, caused a lot of losses to the British, often higher than those suffered by the Germans. This also provided the Germans with the significant advantage of any shot down or damaged aircraft was faced with the prospect of a forced landing or bailing out over friendly territory. For an RAF pilot, it meant, at best, the spending of the remainder of the war behind barbed wire fences of a POW camp. Another advantage enjoyed by the Germans that compounded their self-confidence, was in the technology used. Their Bf 109F provided a superior performance level to the Spitfire Mk.I and II, to say nothing of all versions of the Hurricane. The new Spitfire Mk.V, introduced into service in the spring of 1941, could meet the German fighter on equal terms, but in the fall of that year, the Fw 190A was introduced over the English Channel, which tipped the scales of power for some time to come. Tough times had arrived for Fighter Command.

When Fighter Command initiated its daylight attacks over occupied Europe, it did so under the promotion of calling it a 'non-stop offensive'. With respect to the results attained, though, the Germans dubbed it the 'nonsense offensive'. Through the first two years of its duration, much higher losses were suffered by the attackers than the defenders.

The aggressive British Prime Minister, Winston Churchill, used to thinking in broader terms and associations, reacted to the losses by stating '*we can afford them much more than they can…*' He was well aware of the fact that the numerically superior Allied attacker is bound to suffer greater losses than the German defender, due to his lower numbers and qualitative edge in equipment. In his message to the Chiefs of Staff on January 10th, 1942, he commented '*with respect to anticipated deliveries, we can afford losses at a rate of two to one. Every German pilot or aircraft that is taken out of combat in 1942 has the same value as two in 1943. By way of the strain of constant air combat, we will be able to absorb the enemy's air power to beyond his ability to produce and train replacements. In this way, we will be able to take the initiative again, because the enemy's resources will be taxed just as ours were, in an effort to keep his head above water.*' [16]

Despite the cynicism of a calculation of such a loss ratio (although the British propaganda machine naturally presented the concept in a different light), the politics of it were essentially sound, as Churchill's assumptions were proving to be correct. It even showed itself to be accurate during the intense air battles the following year on August 19th, 1942 in the area of the French port town of Dieppe (in the combined operations 'Jubilee'). The loss ratio of 2:1 was basically 'maintained' and the Germans were forced to scrape the bottom of the barrel of their resources to a much greater extent than the Allies were. [17] It is necessary to note that Frantisek Fajtl did not take part in these battles, having been shot down in May over occupied France and making his way through Franco's Spain, and by the time these battles were raging, Fajtl was preparing to make his way from Gibraltar back to England.

The Non-stop Offensive was a very long and rough road, dotted by the wrecks of hundreds of Spitfires at the bottom of the English Channel and enemy shores, but ultimately bore the fruit that was hoped for. Although German fighters were at their height in 1942, they only managed to keep their heads



Leconfield, August 1941. Picture taking for the local press. From the left Sgt P. Brazda, F/O F. Fajtl, S/Ldr G. L. Sinclair, Sgt V. Truhlar, Sgt J. Reznicek and P/O V. Jicha.

above water the following year only through the exhaustion of every available resource, and this gradually led to the loss of air supremacy over Western Europe to beyond the shadow of a doubt.

But that was still far off in mid-1941. Czechoslovak airmen were not absent from the Non-stop Offensive. Eventually, the newest of the Czechoslovak units, No.313 Squadron, joined in the fighting along with No.310 and 312 Squadrons. And along with them came Frantisek Fajtl.

Shortly after No.313 Squadron was deemed combat-ready, it was moved. On the first day of July, 1941, the unit bid farewell to its home base of Catterick and said hello to the new base at Leconfield, 16km northeast of the east English port city of Hull in the County of Lincolnshire. There, it fell under the command of the 12th Group, Fighter Command. The north English base at Leconfield was an old facility with concrete runways and offered its personnel all the comforts possible. At the time, the base was shared with No.129 (Mysore) Squadron, a unit that was about a month younger than No.313 Squadron, and was likewise equipped with the Spitfire Mk.I.

The unit was tasked with protection of the strategically important port of Hull, and the industrial centres of central England. It was also to provide cover for naval convoys off the eastern English shores. [18] '*Our tasks were rather dull,*' wrote Frantisek Fajtl. '*We patrolled over naval convoys moving along the coast and guarded against enemy raids that didn't come. From time to time, the anti-aircraft artillery units at Hull asked for our assistance, and we provided nighttime patrols and interception duties, but without much opportunity for success.*' [19]

Even though the unit was by then active three weeks, it had not yet submitted the status of its pilots. So, these were determined, so that the unit could be moved to a base in southern England, where the 11th or 10th Groups had jurisdiction, and from which missions were flown into occupied Europe. The pilot status work was completed by August 1st, and this was followed by re-equipment. Starting on August 14th, the no longer satisfactory Spitfire Mk.Is began to be withdrawn in favor of the Spitfire Mk.IIa, which began arriving two days later. These had the same eight-gun armament, but they had the more powerful Merlin XII engine, rated at 876kW (1175hp), allowing for a maximum speed of around 355mph. The conversion to the Mk.II was completed by August 25th, 1941. This was followed by a transfer into the combat zone, from which offensive operations were conducted over occupied Europe.

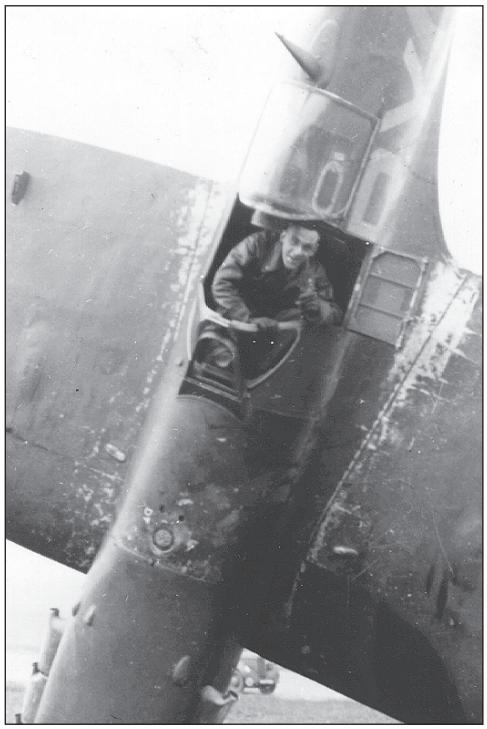
The move came on August 26th. The new base was 770km to the southeast. It was RAF Portreath, under the 10th Group Fighter Command. Groundcrews, supply personnel and personal items were transported by a pair of obsolete Bristol Bombays. Eighteen pilots ferried in their Spitfire Mk.IIa fighters directly, with one stop at Colerne. The remaining eight pilots drove to their new base. [20]

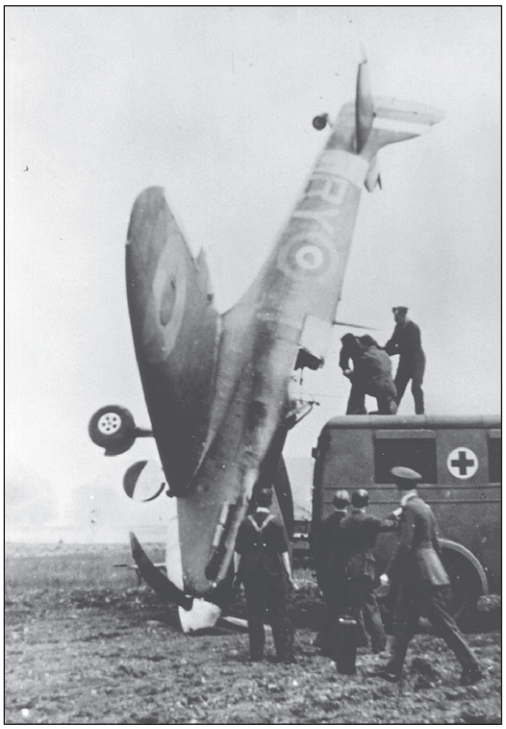
TO BE CONTINUED

[1] František FAJTL: *Létal jsem s Třistatřináctkou*, page 11.
[2] František FAJTL: *Létal jsem s Třistatřináctkou*, page 11.
[3] František FAJTL: *Létal jsem s Třistatřináctkou*, page 13.
[4] VÚA-VHA, ČsL-VB, sign. 1893/CIII-3b/1-78/342-346. Personel Occurence Reports 1941.
[5] VÚA-VHA, ČsL-VB, sign. 1761/BI/1/307. Chronicles of No.313 Squadron. NA, Kew, AIR 27/197. No 313 Squadron Operations Record Book.
[6] The core of the new squadron was formed by pilots: S/Ldr Gordon L. Sinclair, DFC (who arrived on May 12th, 1941), Sgt Jiří Kučera (may 18th, 1941 from No. 501 Squadron), Sgt Prokop Brázda and Sgt Jaroslav Šika (both May 19th from No.43 Squadron), F/O Jan Čermák (May 19th from No.312 Squadron), F/O Karel Mrázek (May 19th from No.257 Squadron), P/O Alois Hochmal and P/O Jaroslav Muzika (both May 20th from No. 501 Squadron), P/O Karel Kasal (May 20th from No.607 Squadron), Sgt Josef Gutvald (May 20th from No. 3 Squadron), Sgt Bohumil Dubec (May 25th from No. 32 Squadron), F/O František Fajtl, F/O Karel Vykoukal, P/O Václav Jicha, Sgt Václav Foglar and Sgt Jiří Řezníček (all May 27th from No.17 Squadron), F/Lt Thomas W. Gillen (June 3rd from No. 403 Squadron), F/Lt John L. Kilmartin, DFC (June 4th from No.602 Squadron), Sgt Karel Čáp (June 6th from No.245 Squadron), Sgt Rudolf Ptáček (June 11th from No.615 Squadron), Sgt Otto Špaček (June 16th from No.615 Squadron), Sgt Václav Truhlář and Sgt Josef Valenta (both June 18th from No.56 Squadron), P/O Karel Drbohlav and P/O Vladimír Michálek (both June 22nd from No.601 Squadron), etc. VÚA-VHA, ČsL-VB, sign. 1893/CIII-3b/1-78/342-346. Personel Occurence Reports, 1941, Jiří RAJLICH: *313. stihací peruť (No.313 Fighter Squadron)*. Plzeň 1996, s. 155-159.
[7] This concerned older model Spitfire models that, as a rule, remembered the Battle of Britain. In August, 1941 No.313 Squadron converted to the higher performing Spitfire Mk.IIa, and in October, 1941, onto the standard Spitfire Mk.VB, which the unit used until February, 1944, when the Spitfire LF.Mk.IXC arrived. Frantisek Fajtl did not serve on these, as at the time he was flying in the Soviet Union.
[8] František FAJTL: *Létal jsem s Třistatřináctkou*, page 16.
[9] *Pilot´s Flying Log Book* F. Fajtla.
[10] František FAJTL: Létal jsem s Třistatřináctkou, page 16.
[11] František FAJTL: Létal jsem s Třistatřináctkou, page 47.
[12] František FAJTL: Létal jsem s Třistatřináctkou, page 48.
[13] VÚA-VHA, ČsL-VB, sign. 1762/BI/1/307. Kronika 313. Peruti (Chronicles of No.313 Squadron), NA, Kew, AIR 27/1697. No 313 Squadron Operations Record Book.
[14] VÚA-VHA, ČsL-VB, sign. 1762/BI/1/307. Kronika 313. Peruti (Chronicles of No.313 Squadron)
[15] Hugo Jindřich Slípka (b. May 1st, 1905, Rakovník, d. April 19th, 1982, USA) was not a military pilot, but a trained journalist. After the occupation of Bohemia and Moravia, he defected to the west and joined the Czechoslovak Army in Exile as an infantryman. He was assigned to No.313 Squadron through 1942-1943 from those experiences he gathered material for his book *Ohnivá křídla (Fiery Wings)* (published by Orbis, Prague, 1945). Similarly, he used his experiences with No.311 Squadron through 1943-1944 for the book *Biskajská dramata (The Biscay Adventures)* (Orbis, Prague, 1945). From his experiences into the Soviet Union, and his stay with the 1st Czechoslovak Mixed Air Division, he wrote *Cesta nejsladší (the Sweetest Road)* (Orbis, Prague, 1946).
[16] Winston S. CHURCHILL: *The Second World War (The Tide Turns)* Prague 1994, Page 689.
[17] Operation Jubilee, Docking at Dieppe, will be covered in 2021 when our attention is turned to the Spitfire Mk.V.
[18] VÚA-VHA, ČsL-VB, sign. 1762/BI/1/307. Kronika 313. Peruti (Chronicles of No.313 Squadron). NA, Kew, AIR 27/1697. No 313 Squadron Operations Record Book.
[19] František FAJTL: *Vzpomínky na padlé kamarády*, page 152.
[20] VÚA-VHA, ČsL-VB, sign. 1762/BI/1/307. Kronika 313. peruti. NA, Kew, AIR 27/1697. No 313 Squadron Operations Record Book.









The training accidents were inevitable. In the late afternoon on June 8, 1941 F/Lt Karel Mrazek was returing to Catterick from the training flight, but landing downwind. The reason was that the landing T was marked in the opposite way. As a result Spitfire Mk.I X4031 (RY-H) ended on its nose, airframe was lightly damaged, the engine was damaged more seriously. The pilot made it out of the cockpit only after the ambulance arrived. (K. Mrazek)



On August 9, 1941 F/O Jaroslav Muzika suffered another accident on this Spitfire Mk.I R7205 (RY-V) sporting donation inscription Provident. After landing from the patrol flight one of the landing gear legs retracted by itself. Luckily all ended with only light damage to the aircraft.



Catterick, summer 1941. From teh left F/Lt J. Cermak, F/O Fajtl a F/Lt V. Kruta (flight surgeon). In the background F/O J. Muzika. (via V. Kruta)



Catterick, beginning of June 1941, No. 313 Squadron. First training flights on Spitfires. F/Lt Karel Mrazek is taking his turn after F/O Frantisek Fajtl. (author's collection via Karel Mrazek).



From the left P/O V. Michalek, Sgt J. Sika (?), Sgt R. Ptacek, P/O V. Jicha and F/Lt K. Mrazek. Catterick, between June and July 1941. (family archive)



Catterick, June 1941. Sgt Rudolf Ptacek (in the middle) with English mechanics during the break in flight training. In the background Spitfire Mk.I R7117 (RY-A) which was one of Mark Ones „saddled" by F/O Fajtl after forming of the No. 313 Squadron. (author's collection)





S/Ldr Karel Mrazek is awarding the squadron deputy F/Lt Alfred Walsham with honorary Czechoslovak Pilot wings. Later Walsham was also awarded the Czechoslovak military medal For Merit 1st Grade. (family archive)



Spitfire Mk.I X4653 (RY-D), flown by No. 313 Squadron at Catterick and Leconfield from June 1 to August 27, 1941. F/O Fajtl logged a total of 5 flights on it including two sorties.



No. 313 Squadron, Leconfield, August 1941. Staged for picture taking. From the left Sgt Jiri Reznicek, Sgt Vaclav Truhlar, unknown infantry officer, Sgt Prokop Brazda, P/O Vaclav Jicha, S/Ldr Gordon Sinclair, DFC and F/O Frantisek Fajtl.


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Spitfire Story:
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Rise of the Spitfire

Vladimír Šulc

THE EVOLUTION OF THE SPITFIRE Mk.I and Mk.II

SThat the Spitfire Mk.I would prove to be a design with great evolutionary potential became abundantly evident from its introduction into service in the fall of 1938, and on through the beginning of the war a year later, and especially as the air war moved over western Europe. This evolution was very dramatic and could be seen through the physical changes in the details that the Spitfire Mk.I went through. Changes were retrofitted to existing airframes so that the appearance of specific aircraft went through changes as well. As a result, the look of a Spitfire Mk.I in October, 1940 differed to at least some extent from a Spitfire Mk.I from October, 1938. To the contrary, the Spitfire Mk.II was a complete package from the initiation of its production in the summer of 1940. This was a thoroughbred fighter that did not see any practical changes throughout its production run. The Spitfire Mk.II, produced at a new facility in Castle Bromwich, incorporated all of the painfully and exhaustively developed modifications that took two years to develop in the Spitfire Mk.I. The following illustrations and accompanying notes summarize the evolution of the Spitfire Mk.I and its differences from the Mk.II.

SPITFIRE Mk.I

- Powerplant: One 1,030hp Rolls-Royce Merlin II Engine
- Fuel: 87-octane Aviation fuel

Spitfire Mk.I, Fall 1938

FIGURE 1

1. Two blade wooden, fixed Weybridge propeller
2. Fixed mechanical sights
3. Windscreen without armor plating or rearview mirror
4. Flat canopy
5. Voltage regulator behind the seat in the bottom of the fuselage
6. Antenna masts and leads for the TR.9B Radio
7. Older 'bi-fingered' pitot tube
8. Non armored fuel tank cover reinforcement

FIGURE 1

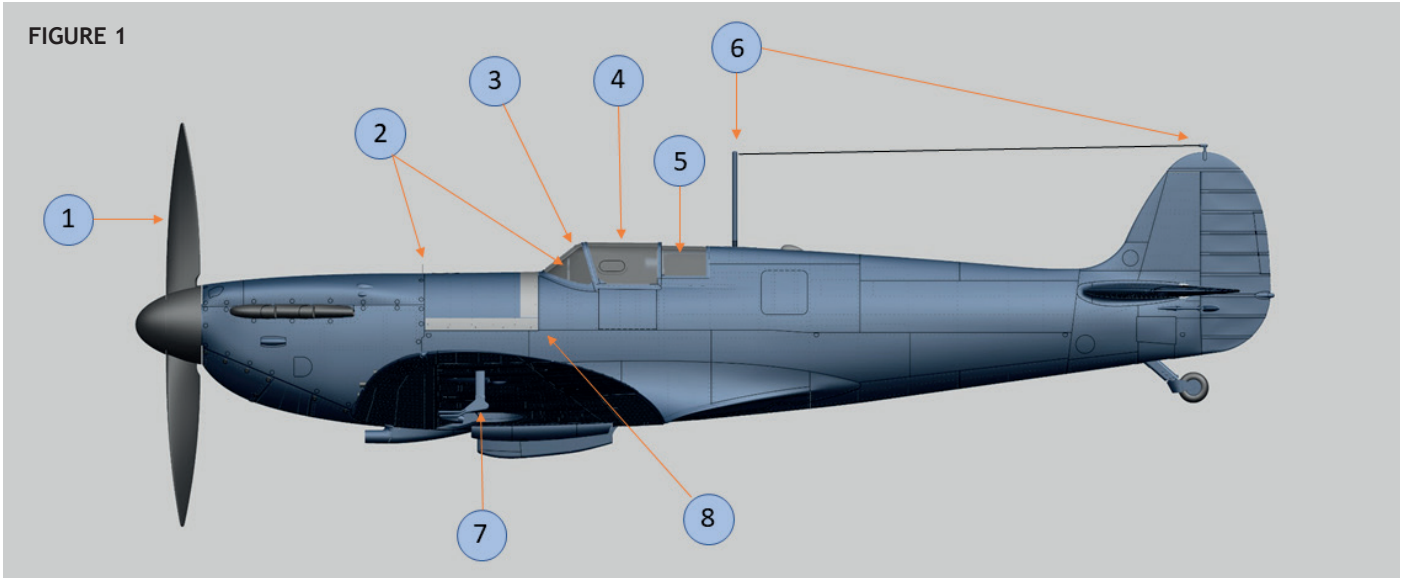
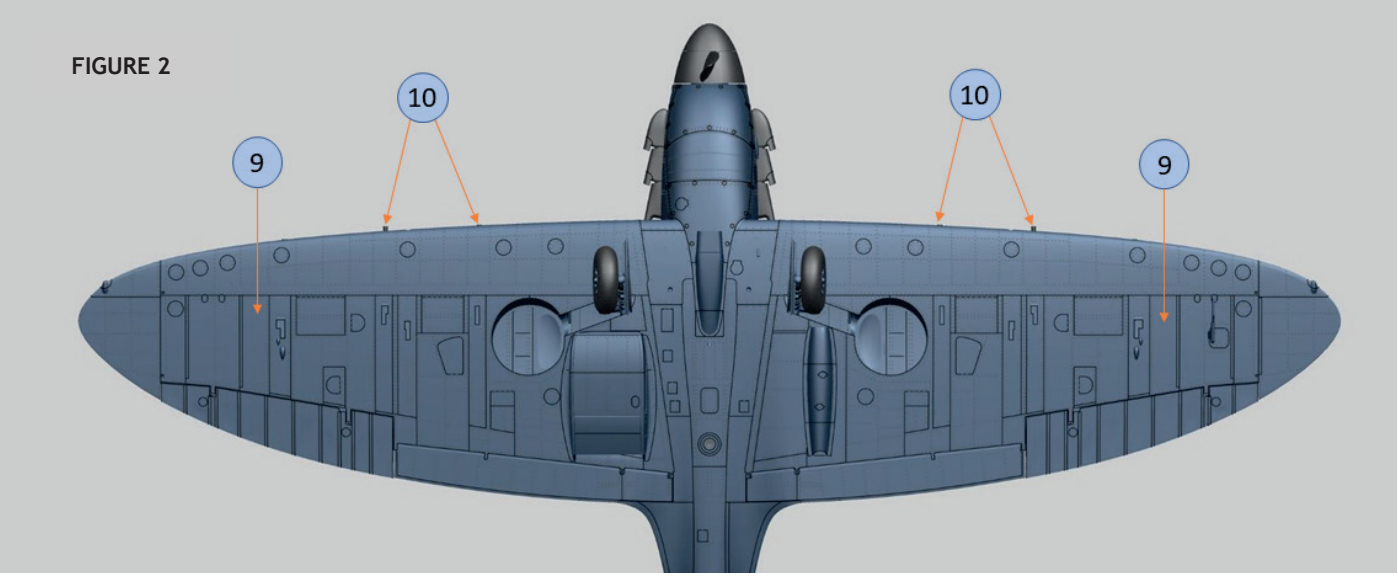


FIGURE 2

9. The first Spitfire Mk.Is were not equipped with gun heating systems, and so lacked the corresponding vents in the lower surfaces of the wings.

10. The first and third machine guns in each wing (from the fuselage) were staggered slightly, such that their barrels protruded just beyond the leading edge of the wings.



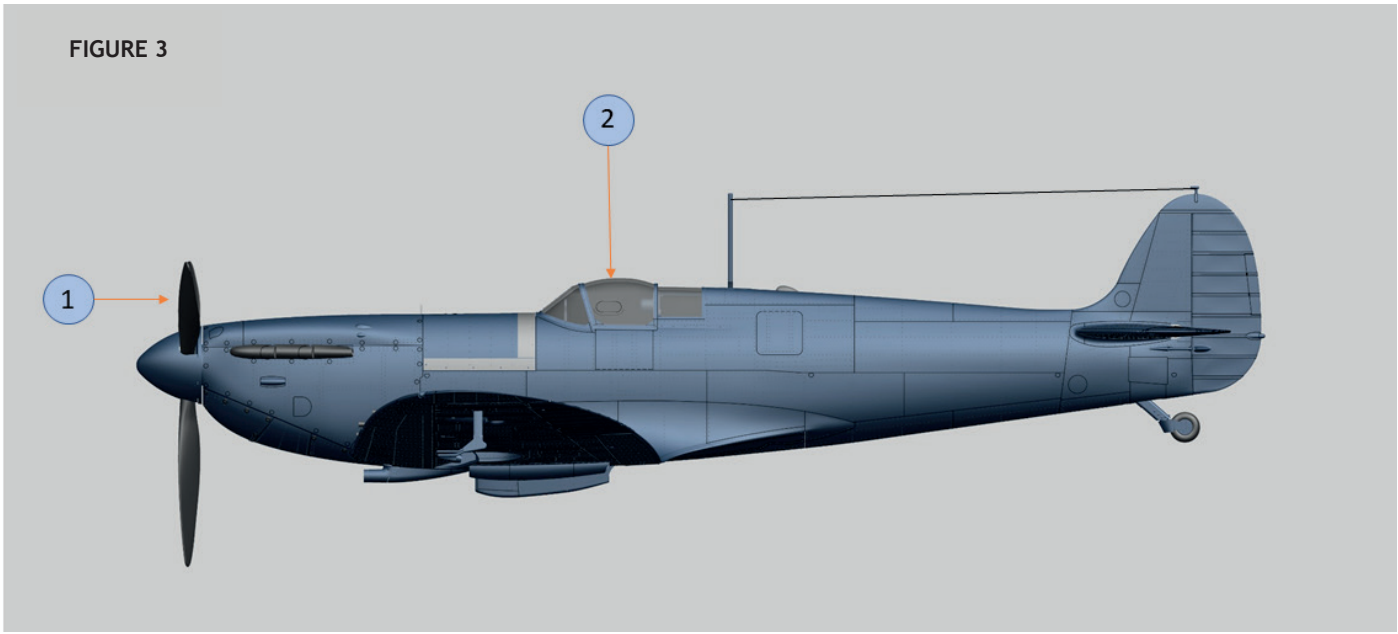
Spitfire Mk.I, Beginning of 1939

- Powerplant: One 1,030hp Rolls-Royce Merlin III Engine
- Fuel: 87-octane aviation fuel

FIGURE 3

11. Two-position, three blade De Havilland 5/20 propeller (from the 78th production machine, May, 1939)

2. Bulged canopy (from January, 1939)



Spitfire Mk.I K9906, F/O Robert Stanford Tuck, No. 65 Squadron, RAF Hornchurch, Essex, Summer 1939

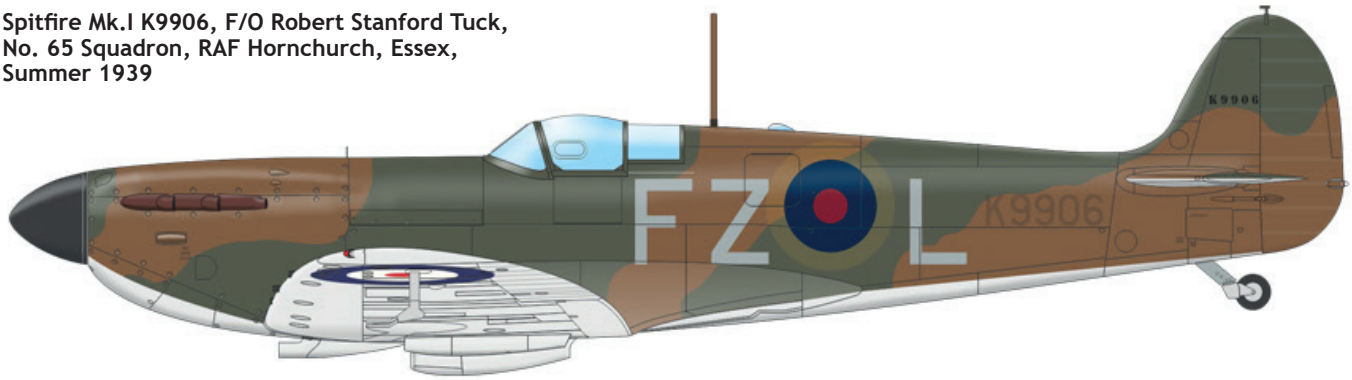


FIGURE 4

3. Addition of hot air gun heating system with corresponding vents in the lower wings, (from January, 1939). This feature was retrofitted to existing aircraft.

4. The first and third machine guns (from the fuselage) remained staggered on aircraft that received the retrograde heating systems, and so their barrels protruded slightly forward of the leading edge of the wing.

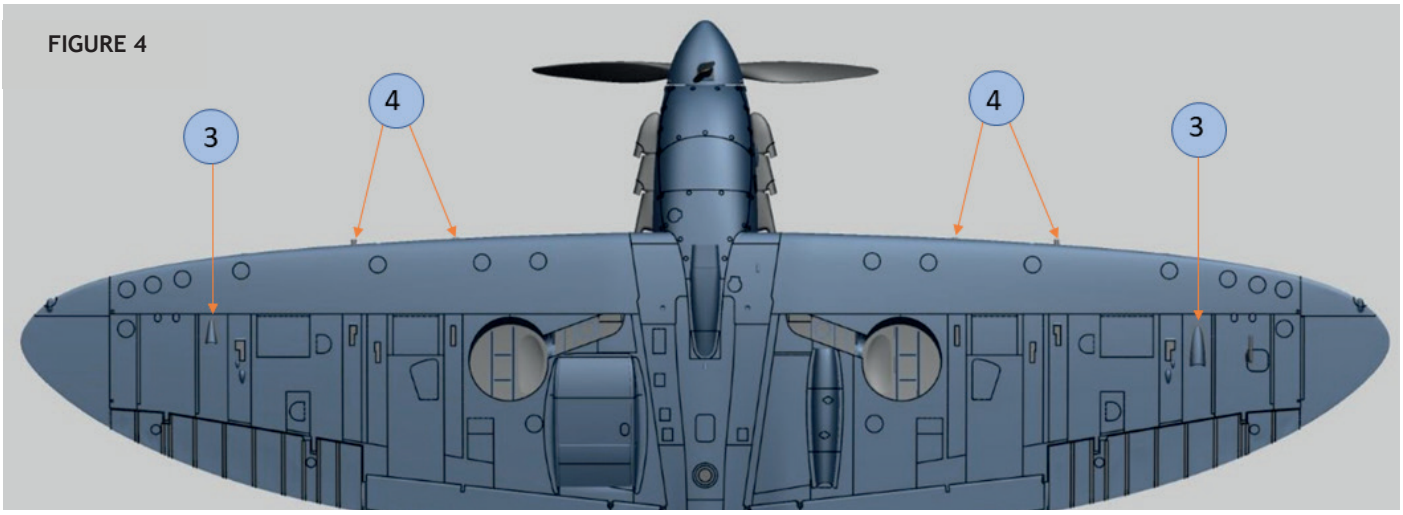
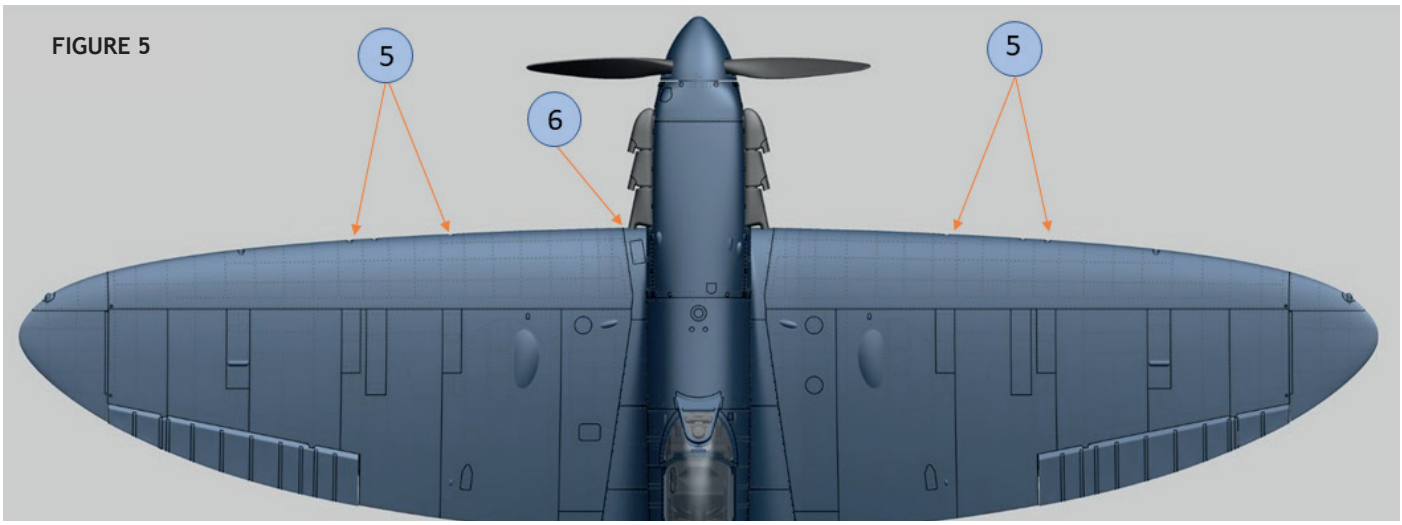




FIGURE 5

5. In aircraft manufactured with the hot air gun heating system, the gun muzzles were within the leading edge of the wing.

6. A G.42B gun camera was installed in the leading edge of the wing.

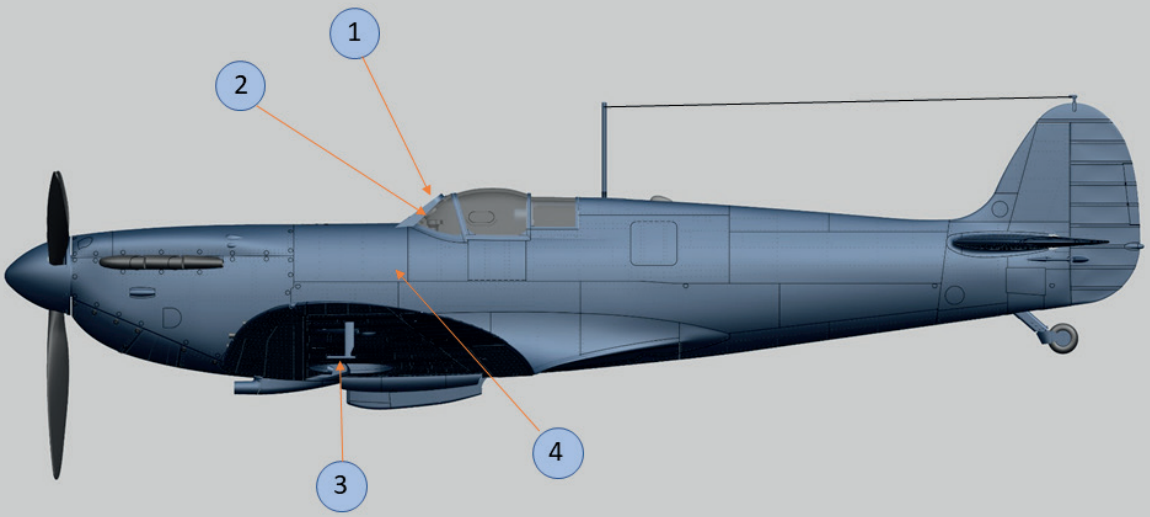


Spitfire Mk.I, Fall 1939

FIGURE 6

1. Armor glass (50.8mm or 2 inch thickness) introduced to the windscreen (from September, 1939)
2. Barr & Stroud GM.2 reflector gunsight
3. New pitot tube configuration (standard from March, 1939)
4. Armored fuel tank by adding a 3mm metal plate outside the tank (fall, 1939), with the lower tank covered with Limatex and later with a rubber compound effectively making it a self-sealing unit.

FIGURE 6



Spitfire Mk.I, Spring 1940

FIGURE 7

5. Voltage regulator moved to the bulkhead behind the pilot's headrest.
6. Antenna system associated with the TR.9D Radio

FIGURE 7

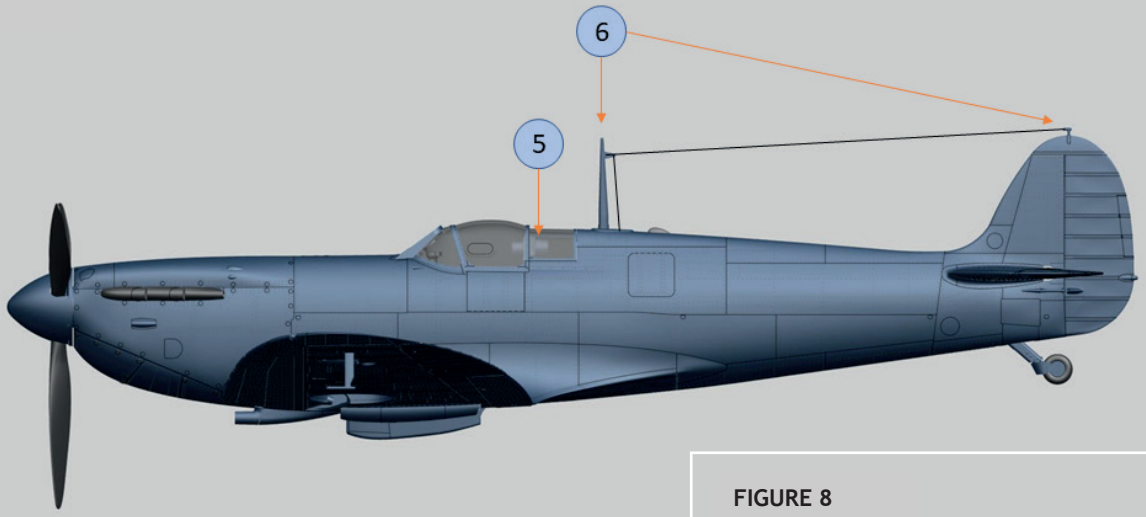


FIGURE 8

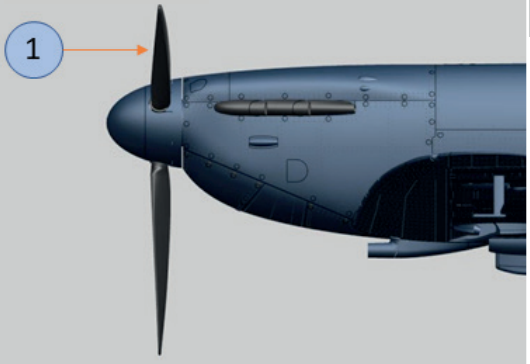


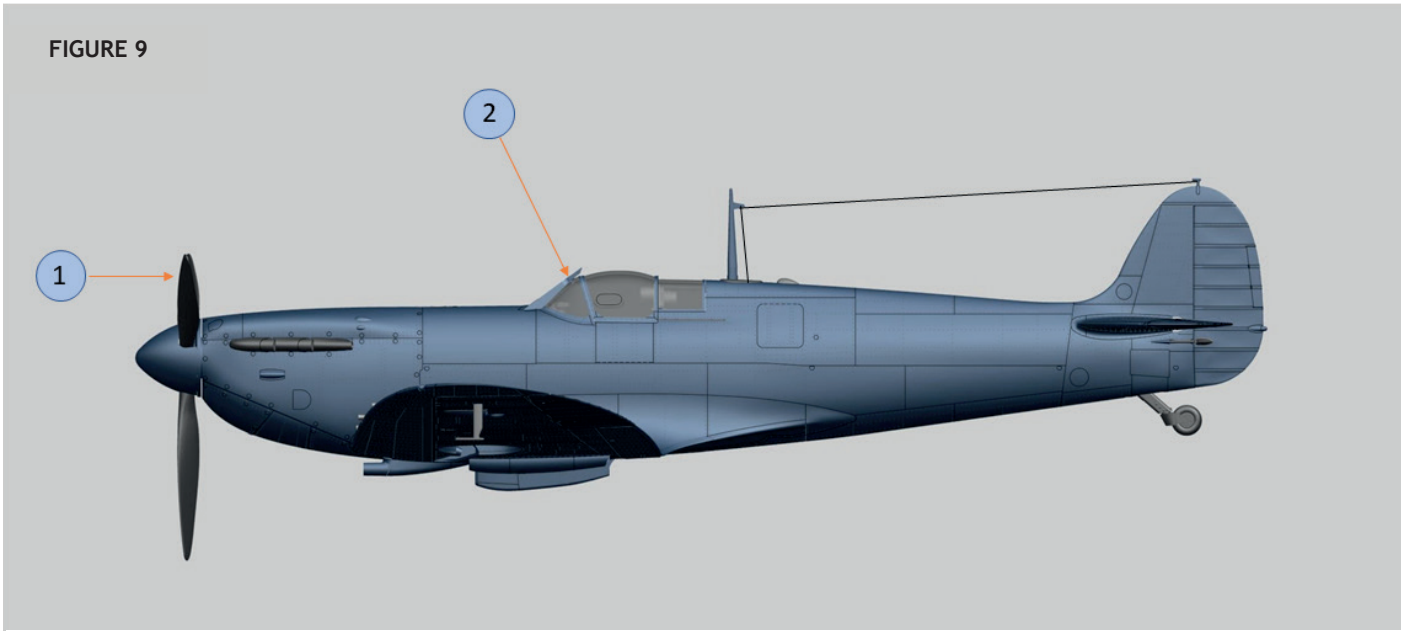
FIGURE 8

1. A small number of Spitfire Mk.Is were equipped with a constant speed Rotol RX 5/1 propeller.

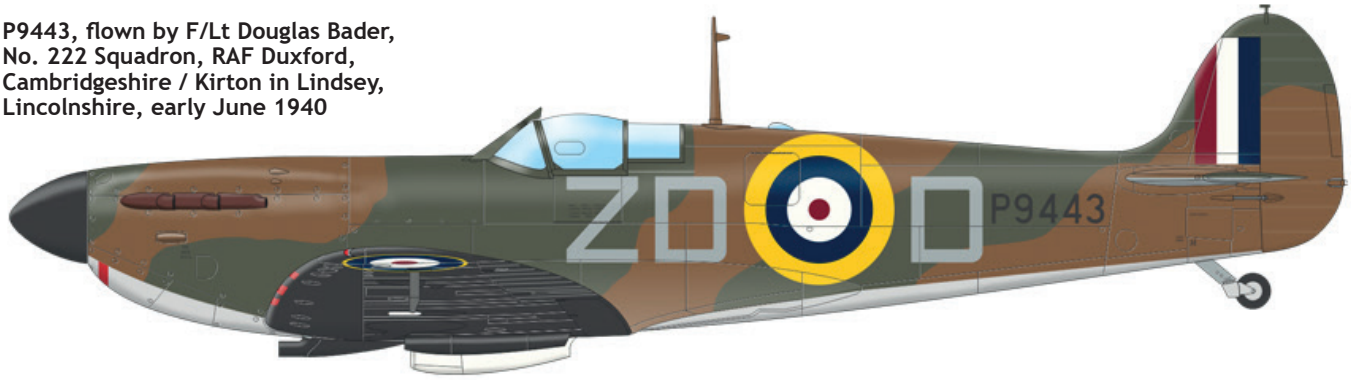
Spitfire Mk.Ia, Summer 1940

FIGURE 9

1. Constant speed De Havilland 5/39a propeller
2. Rearview mirror



P9443, flown by F/Lt Douglas Bader, No. 222 Squadron, RAF Duxford, Cambridgeshire / Kirton in Lindsey, Lincolnshire, early June 1940



Spitfire Mk.Ia, Fall 1940

FIGURE 10

1. Antenna mast of the TR.1133 radio without wire leads
2. The majority of aircraft that had their TR.9D radios replaced with TR.1133 units retained the mast on the tip of the fin, usually without the insulator
3. Wire leads of the R.3002 IFF system on the sides of the fuselage
4. Entry point on both sides of the fuselage of the IFF wire leads

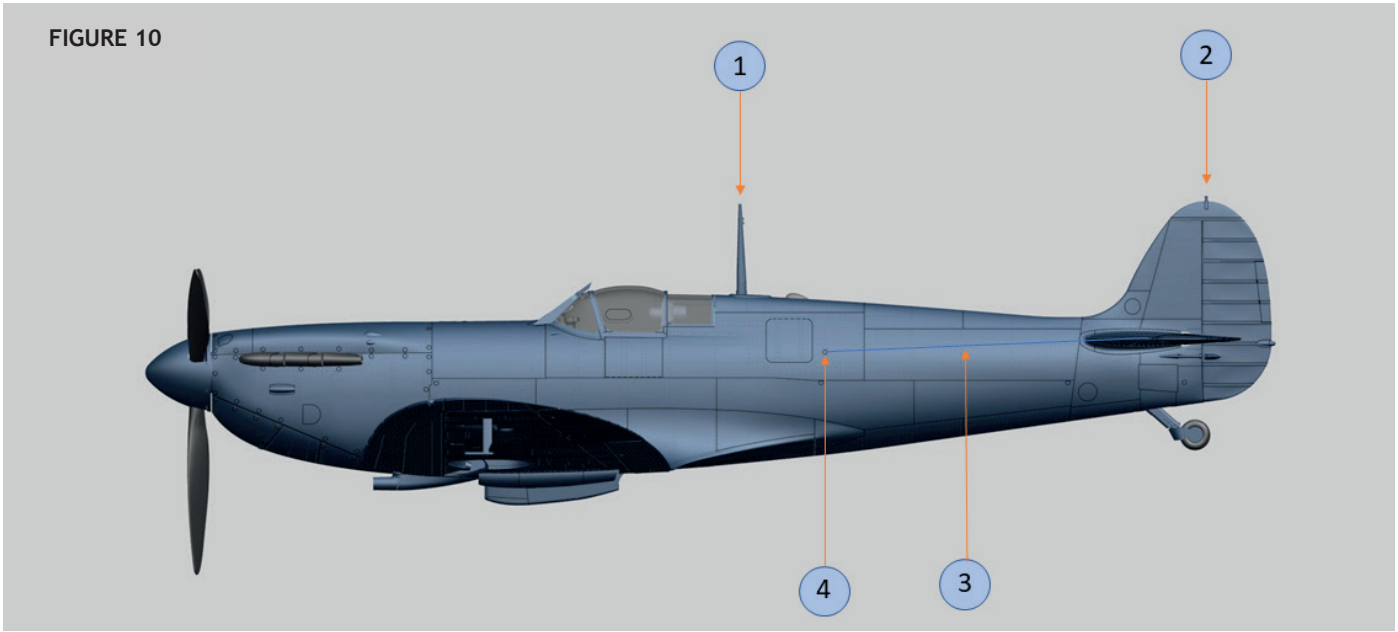


FIGURE 11

1. Two 20mm Hispano cannon in the wings. The first Spitfire Mk.Ib aircraft had only the two cannon, while later production planes also had four 7.7mm machine guns. After the start of production of the cannon armed version Mk.I, it was suffixed with the 'b', amking it the Spitfire Mk.Ib, while the version armed with eight 7.7mm machine guns continued to be identified as the Spitfire Mk.Ia, and this included aircraft manufactured previously.

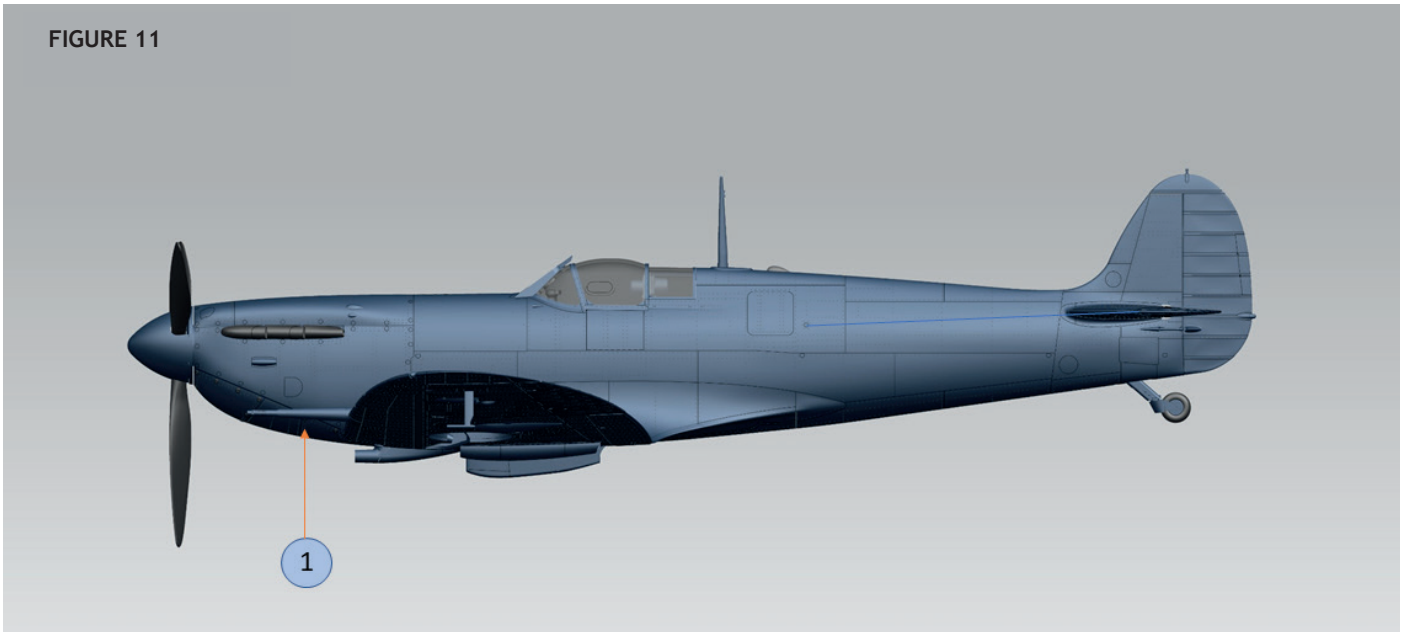
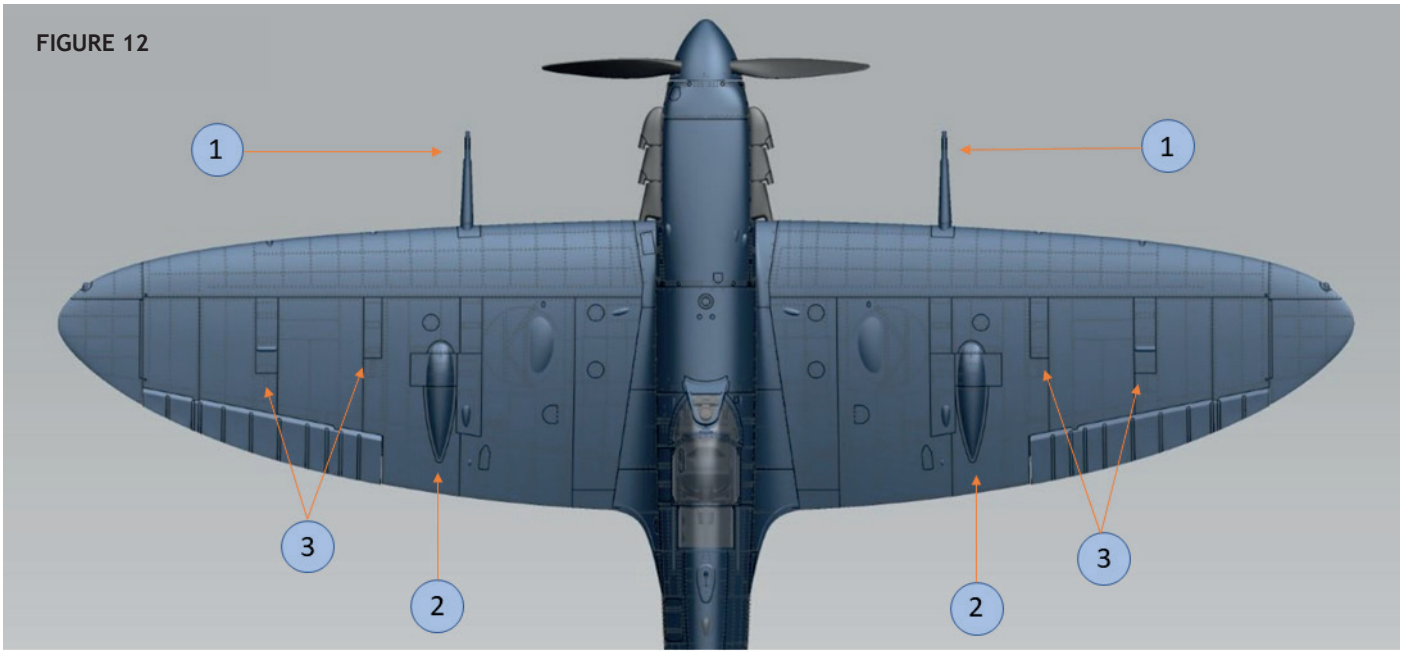
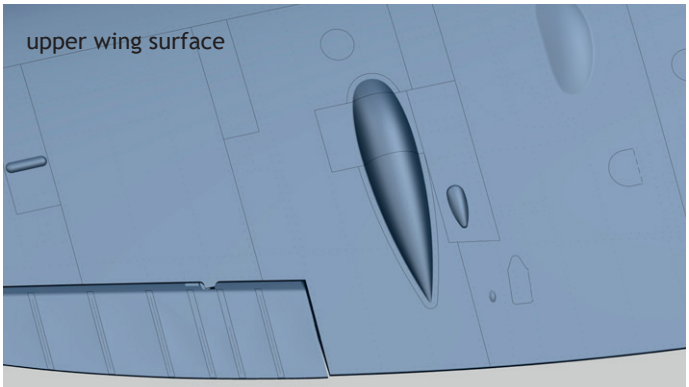


FIGURE 12

1. Hispano 20mm cannon
2. Cannon fairings
3. Browning 7.7mm machine guns





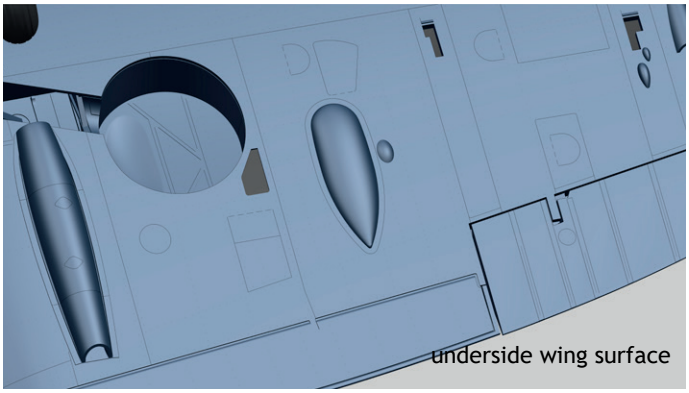
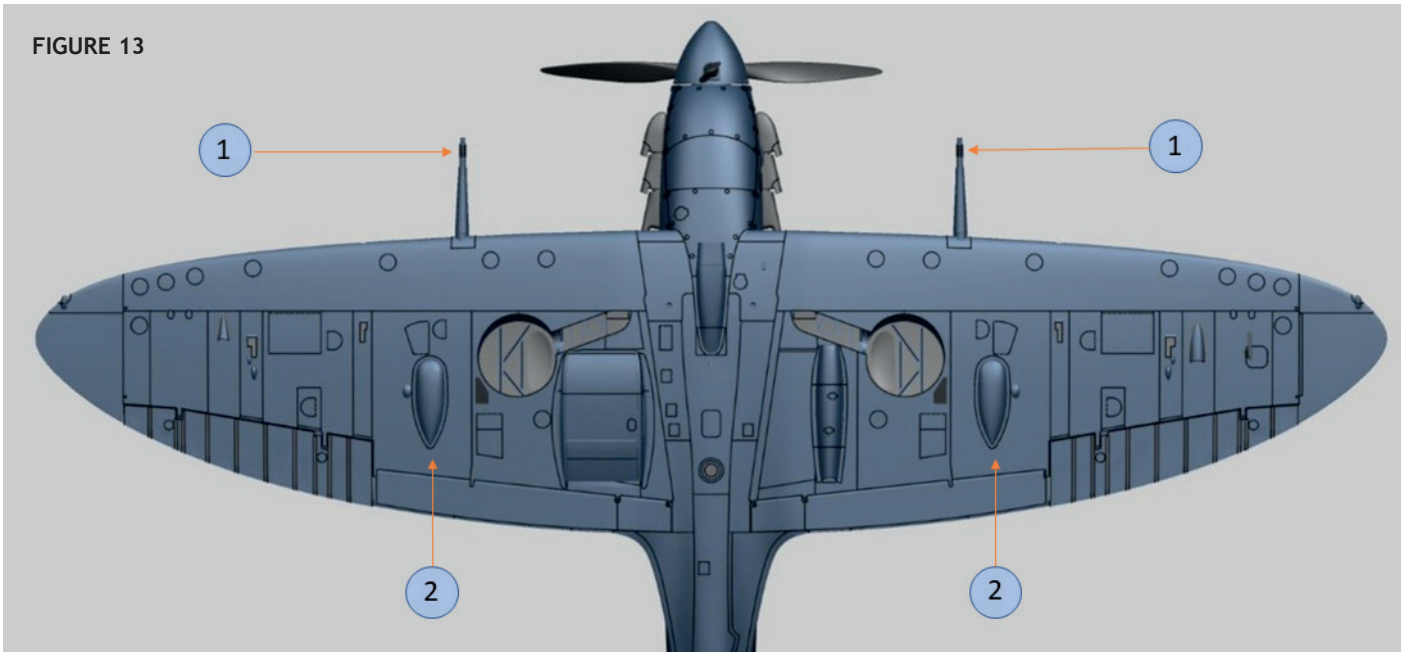


FIGURE 13

1. Hispano 20mm cannon
2. Cannon Fairings



SPITFIRE Mk.II

- Powerplant: One 1,150hp Rolls-Royce Merlin XII
- Fuel: 100-octane aviation fuel

Spitfire Mk.IIa, Fall 1940

FIGURE 14

1. Constant speed Rotol RX 5/1 propeller. Some Spitfire Mk.IIs were equipped with a Rotol RX 5/3 with wooden blades or De Havilland 5/39s units
2. Barr & Stroud GM.2 reflector gunsight
3. Armored glass 50.8mm (2 inches) thick in the windscreen
4. Rearview mirror
5. Bulged canopy
6. Voltage regulator on fuselage bulkhead
7. TR.1133 radio mast
8. Newer incarnation of pitot tube
9. 12v electrical outlet
10. Entry point for the IFF antenna lead on both sides of the fuselage
11. R.3002 IFF antenna, both sides

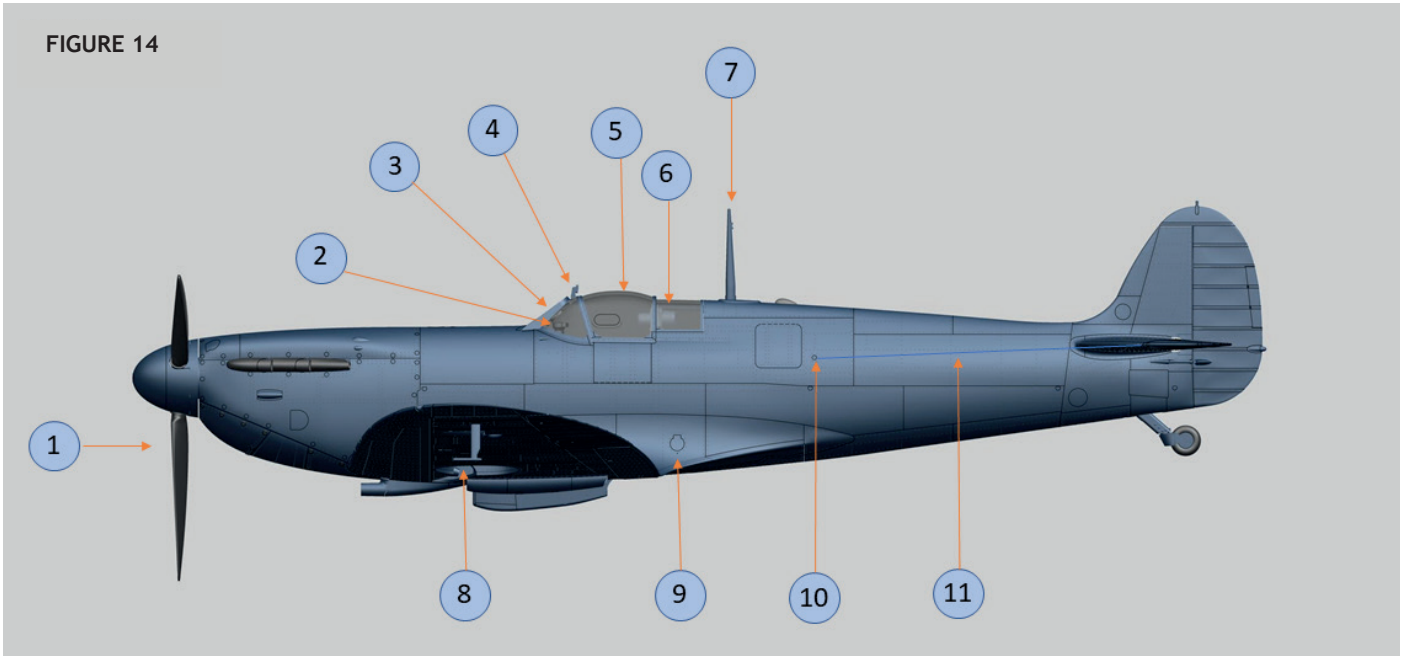
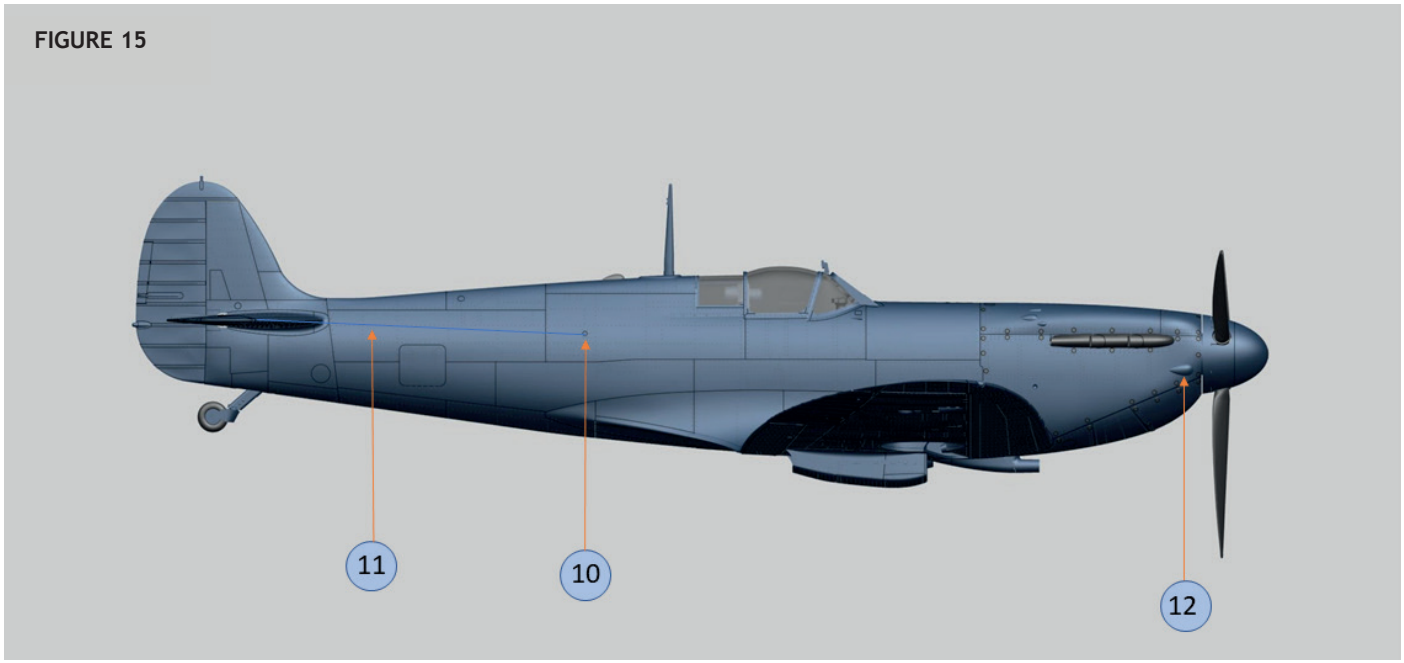
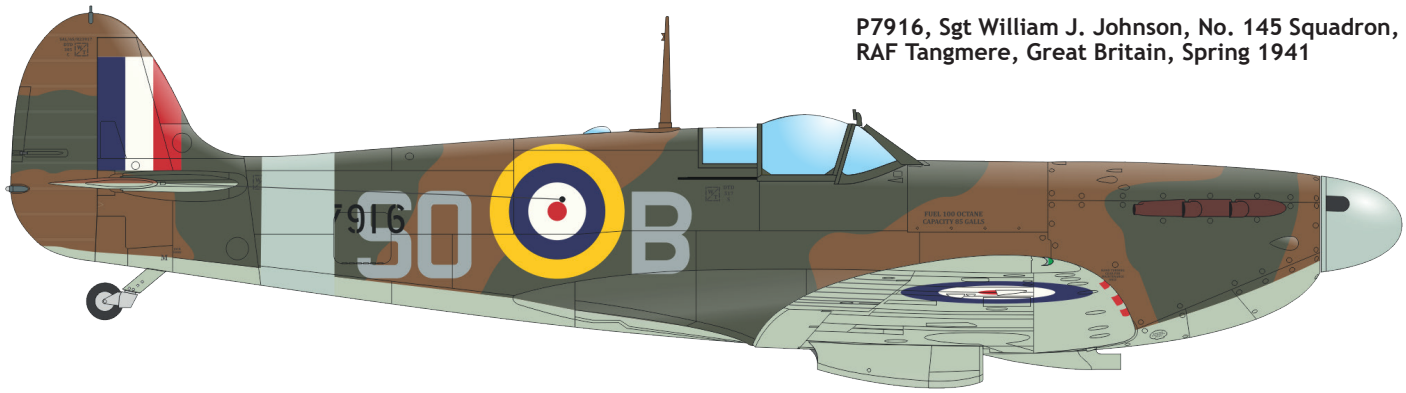


FIGURE 15

10. Entry point for the IFF antenna lead on both sides of the fuselage
11. R.3002 IFF antenna, both sides
12. Coffman cartridge starter cover





P7916, Sgt William J. Johnson, No. 145 Squadron, RAF Tangmere, Great Britain, Spring 1941

Spitfire Mk.IIb

FIGURE16

1. Constant speed Rotol RX 5/1 propeller
2. Hispano 20mm cannon. The Spitfire Mk.IIb standard was two 20mm cannon and four Browning 7.7mm machine guns

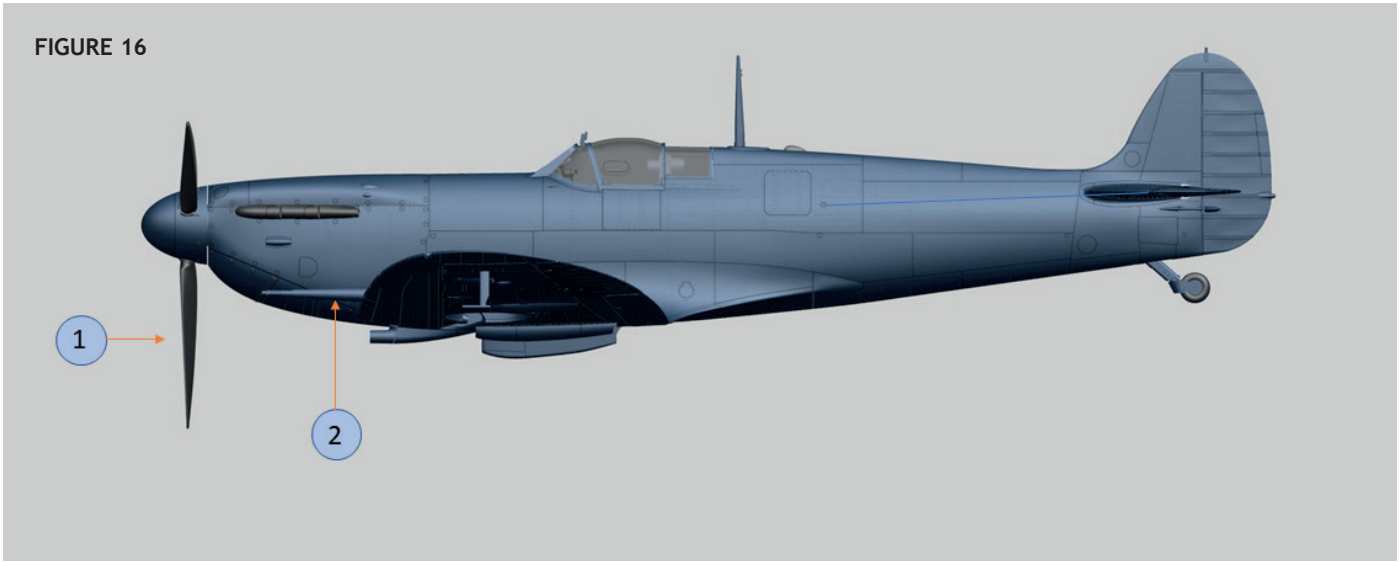
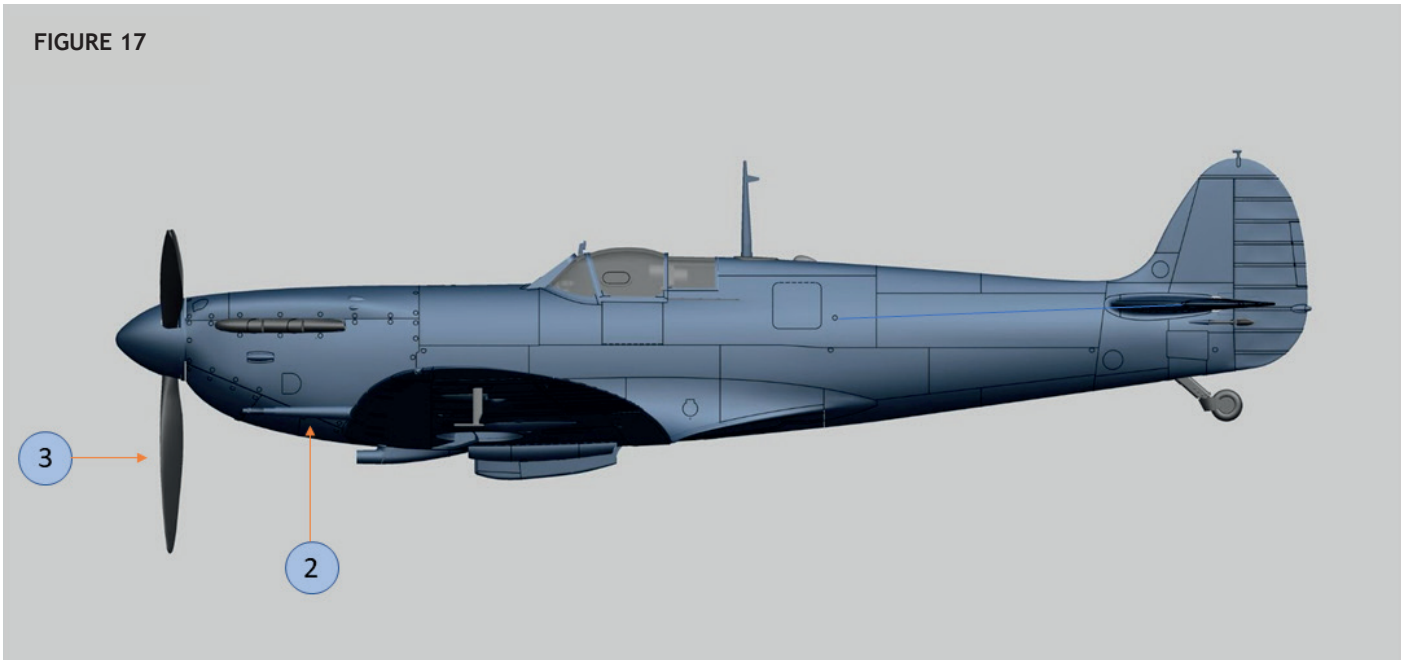
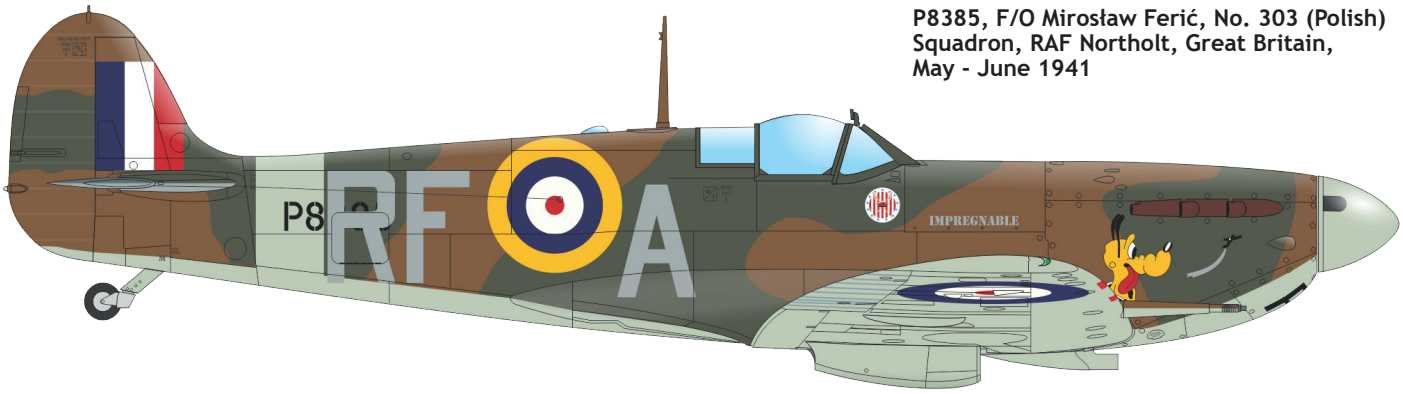


FIGURE 17

2. Hispano 20mm cannon

3. Costant speed De Havilland 5/39a propeller. A large number of Spitfire Mk.IIbs were equipped with the De Havilland unit.





P8385, F/O Mirosław Ferić, No. 303 (Polish) Squadron, RAF Northolt, Great Britain, May - June 1941

FIGURE 18

2. Hispano 20mm cannon

4. Cannon Fairings

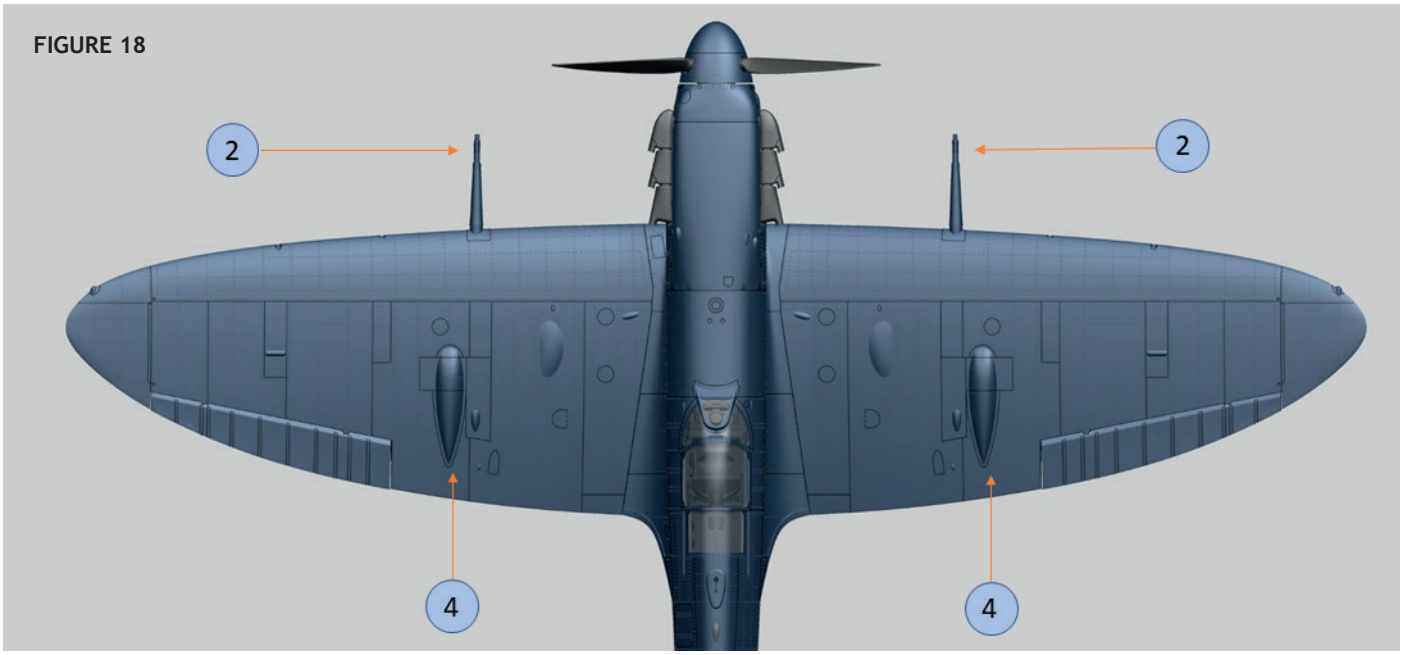
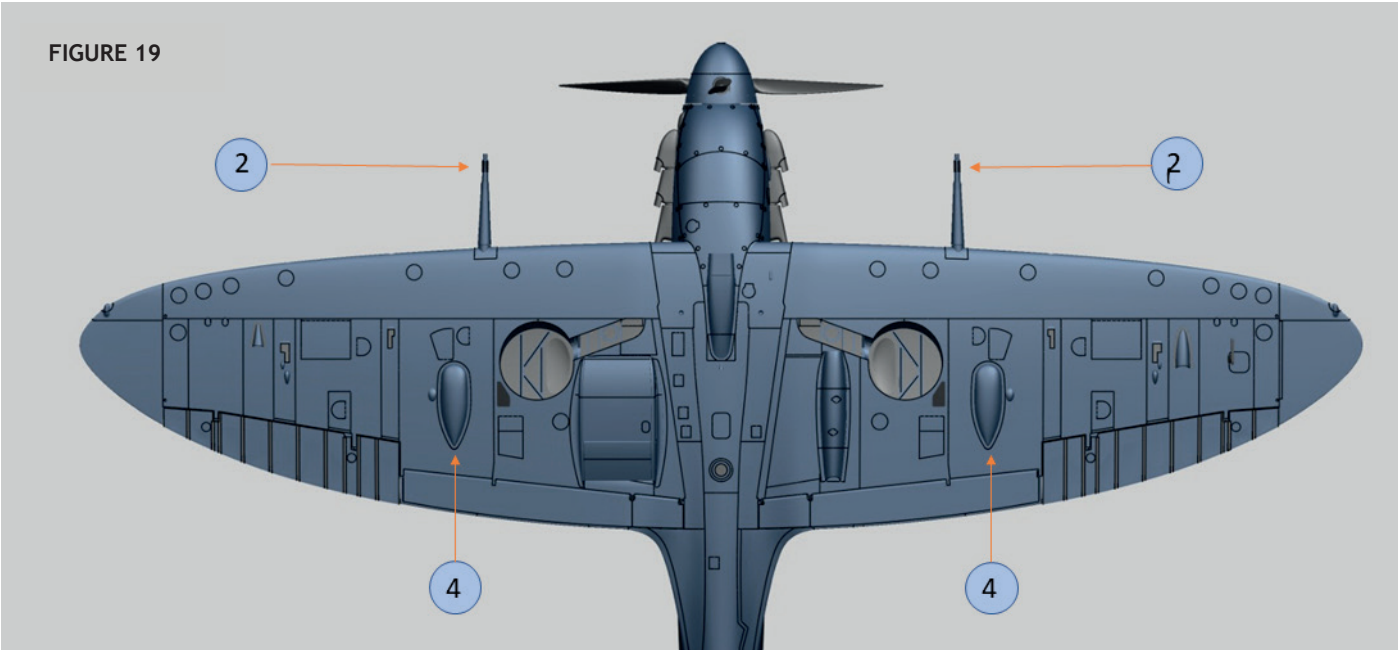


FIGURE19

2. Hispano 20mm cannon
4. Cannon fairings



RADIO EQUIPMENT EVOLUTION, SPITFIRE Mk.I and SPITFIRE Mk.II

FIGURE 20

1. TR.9B radio with wire lead, without IFF. Only Mk.I, fall, 1938 to spring, 1940

2. TR.9B radio with wire lead, without IFF. Mk.I and Mk.II, spring 1940 to around October, 1940

3. TR.1133 radio without wire lead, R.3002 IFF system with wire leads between the fuselage sides and leading edges of the horizontal tail units. Aircraft that were assembled with the TR.9D radio originally had the small antenna mast at the tip of the fin. Mk.Is and Mk.IIs from September-October, 1940.

4. TR.1133 radio without wire lead, R.3002 IFF system with wire leads between the fuselage sides and leading edges of the horizontal tail units. Aircraft that were assembled with the TR.1133 radio lacked the small antenna mast at the tip of the fin. Mk.Is and Mk.IIs from October, 1940.

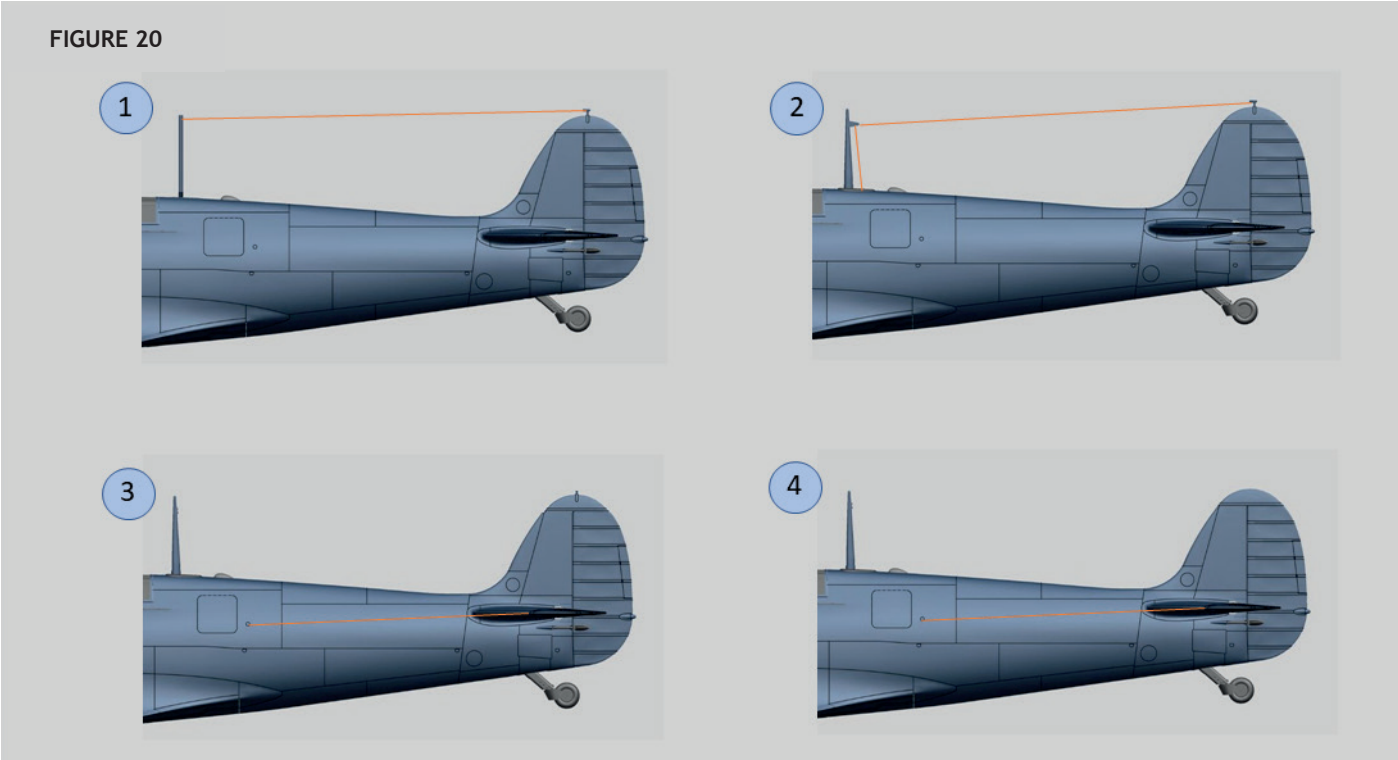
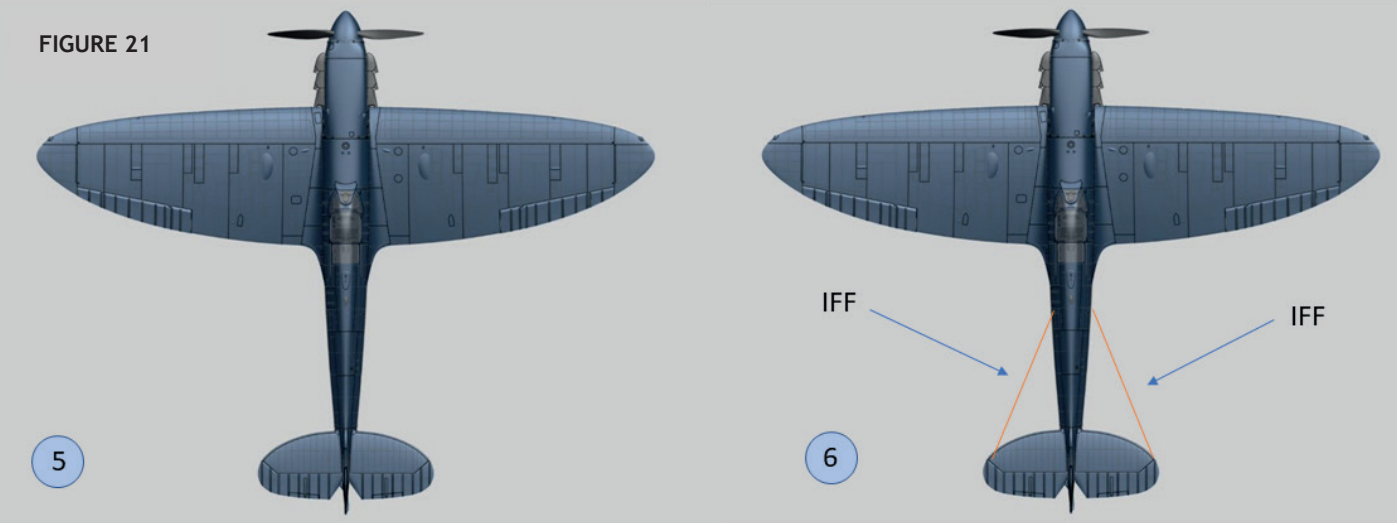


FIGURE 21

5. Plan view of an aircraft lacking the IFF system

6. Plan view of an aircraft with the IFF system and its associated wiring



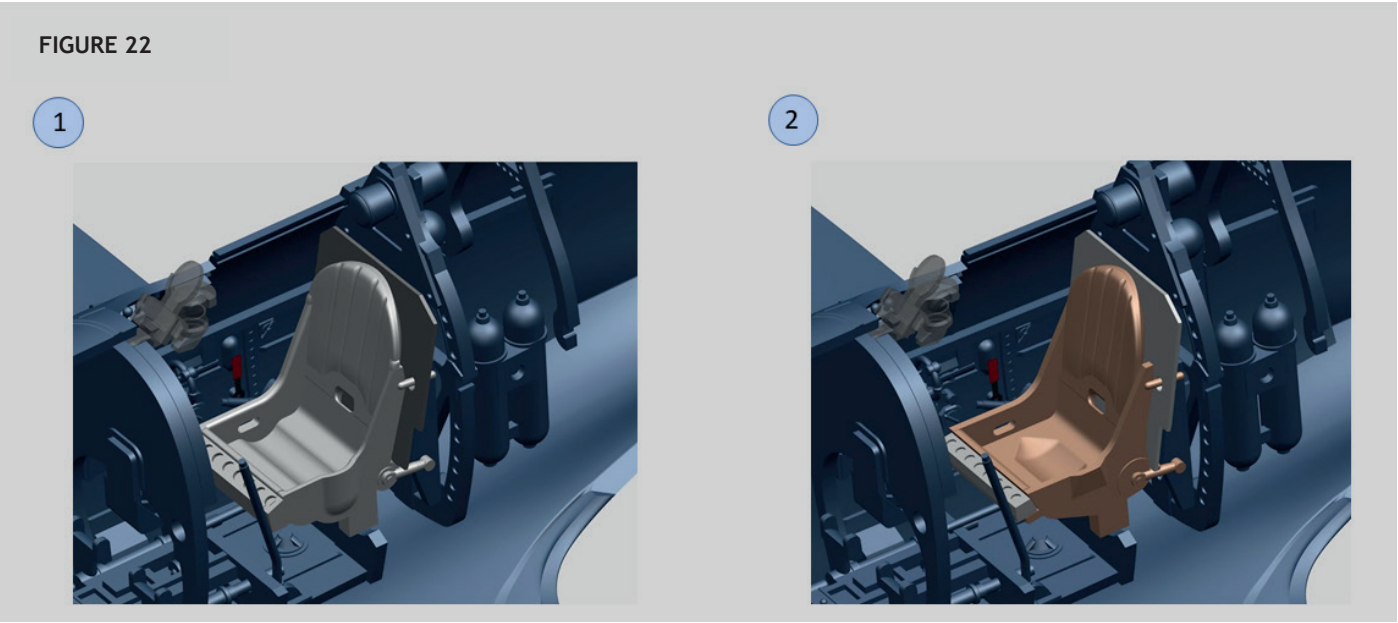


THE SEAT

FIGURE 22

1. Metal seat of the Spitfire Mk.I

2. Composite seat of the Spitfire Mk.II



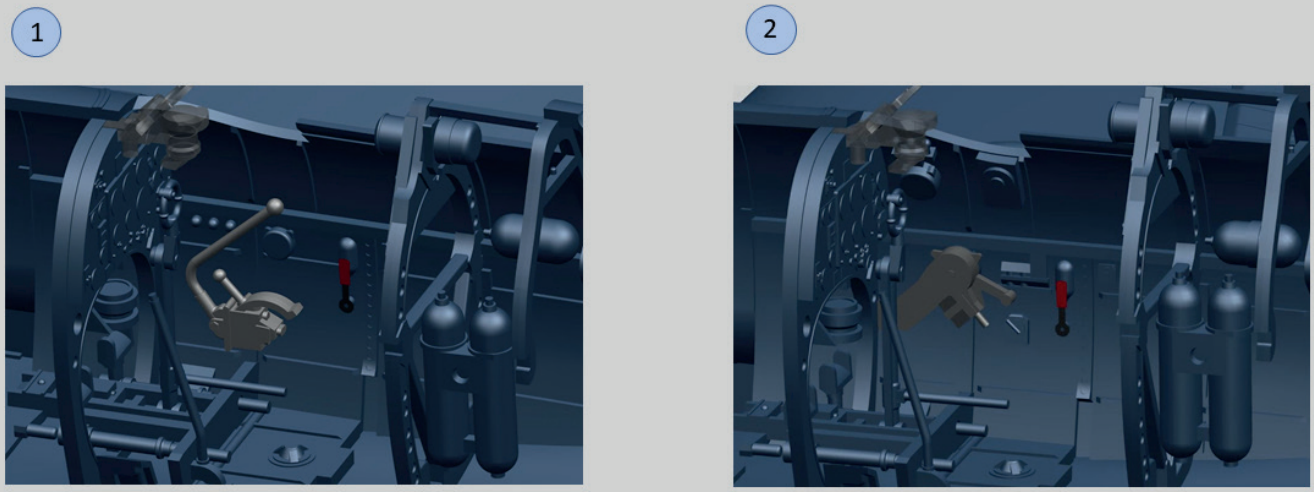
THE GEAR RETRACTION SYSTEM

FIGURE 23

1. Hydraulic hand pump for retracting the landing gear in the Spitfire Mk.I

2. Motor driven hydraulic system in the Spitfire Mk.II

FIGURE 23



EVOLUTION OF THE SEAT PROTECTION

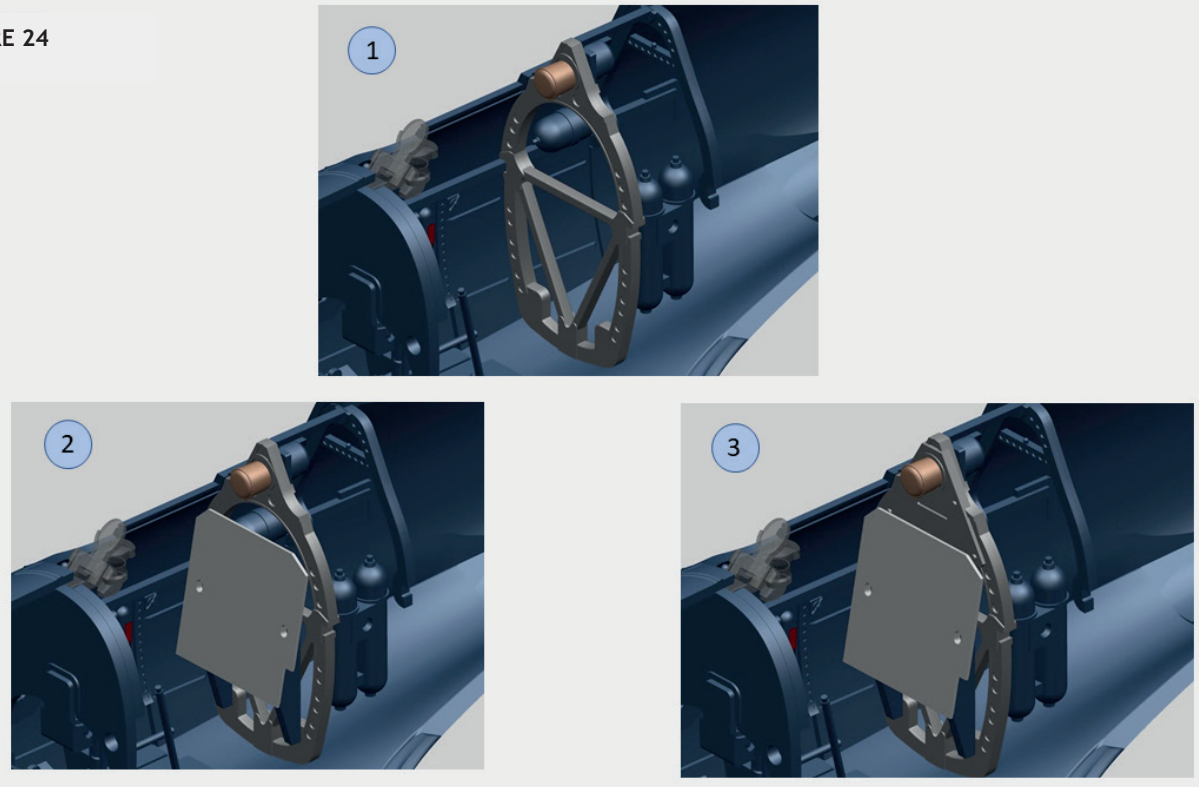
FIGURE 24

1. Unarmored seat. Only Mk.I from the fall of 1938 to spring, 1940

2. Seat with an armored panel behind the pilot's back. Mk.I from early June, 1940

3. Seat, with back and head armor. Mk.I from November, 1940 and Mk.II from the beginning of production in the summer of 1940

FIGURE 24

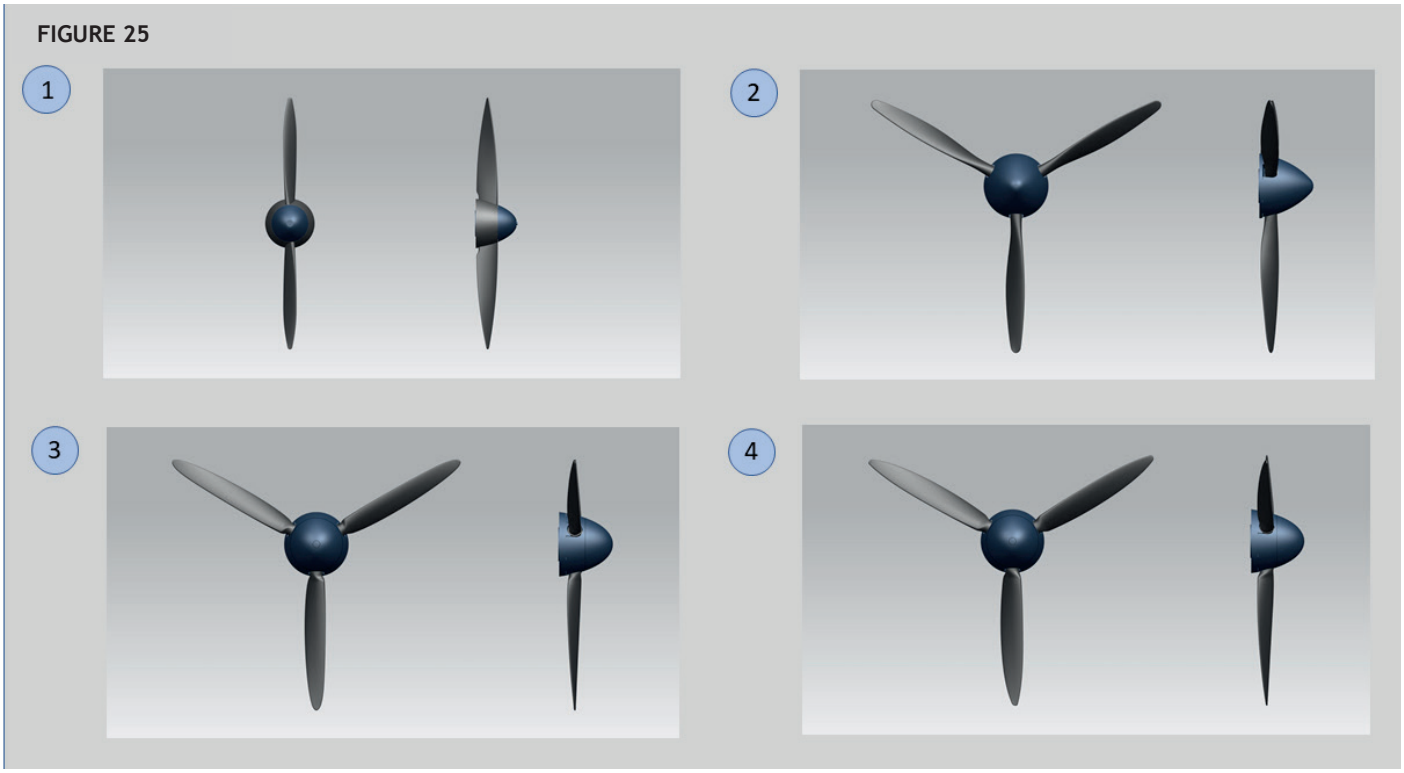


THE PROPELLER

FIGURE 25

1. Fixed wooden Weybridge unit, Spitfire Mk.I
2. Metal, two-position adjustable De Havilland 5/20 unit or constant speed metal De Havilland 5/39a unit. Spitfire Mk.I and Spitfire Mk.II (5/39a only)
3. Constant speed metal Rotol RX 5/1 propeller. Spitfire Mk.I and Mk.II
4. Constant speed Rotol RX 5/3 propeller with wooden blades. Spitfire Mk.II

FIGURE 25

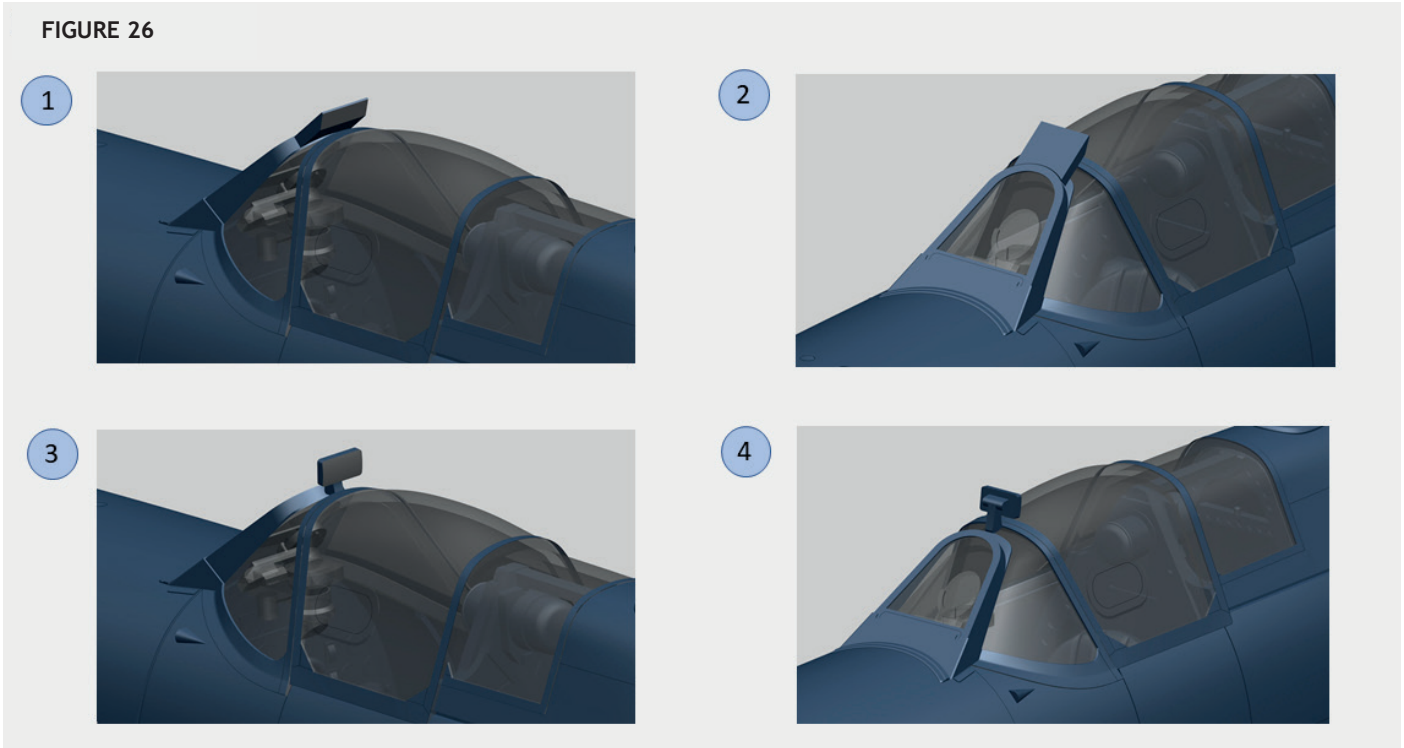


REARVIEW MIRRORS

FIGURE 26

1. 2. Spitfire Mk.I
3. 4. Spitfire Mk.II

FIGURE 26



AILERONS

FIGURE 27

1. 2. Fabric covered ailerons. All Mk.Is and a large number of Mk.IIs

3. 4. All metal ailerons, later production Spitfire Mk.IIs

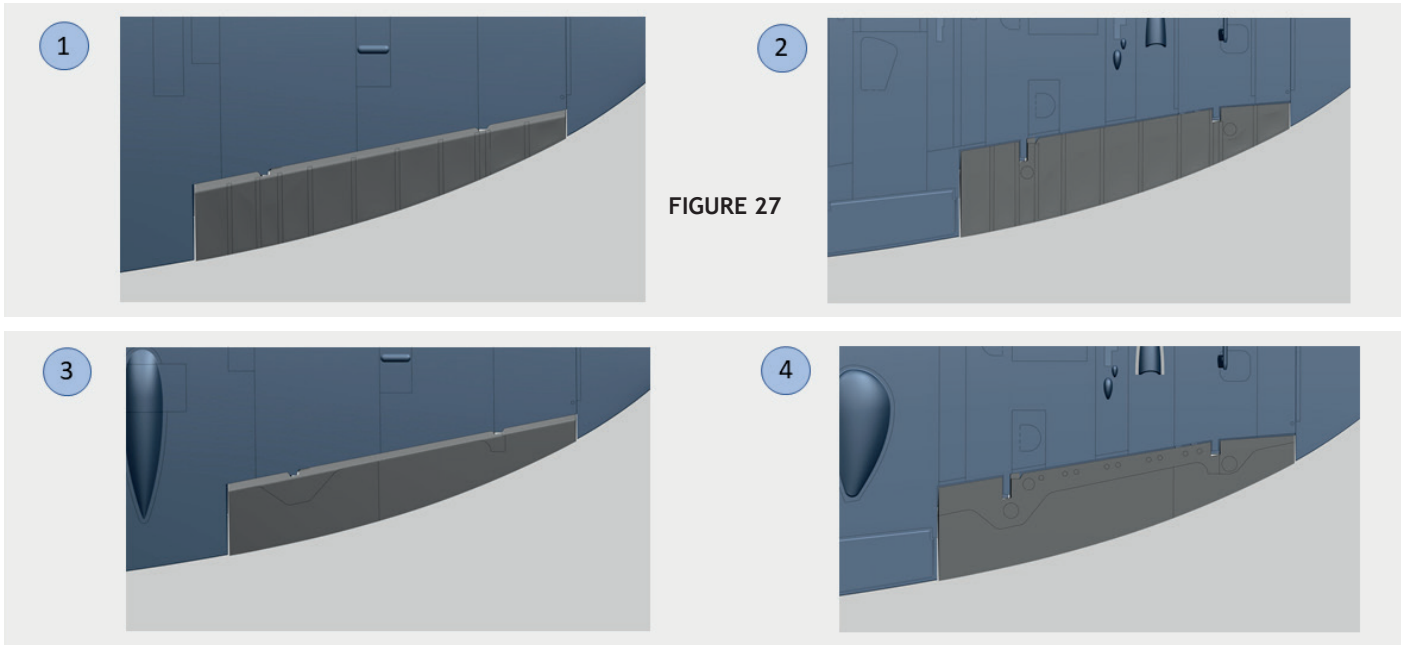


FIGURE 27

RADIATOR

FIGURE 28

1. Spitfire Mk.I and Mk.II

2. Some Spitfire Mk.IIs

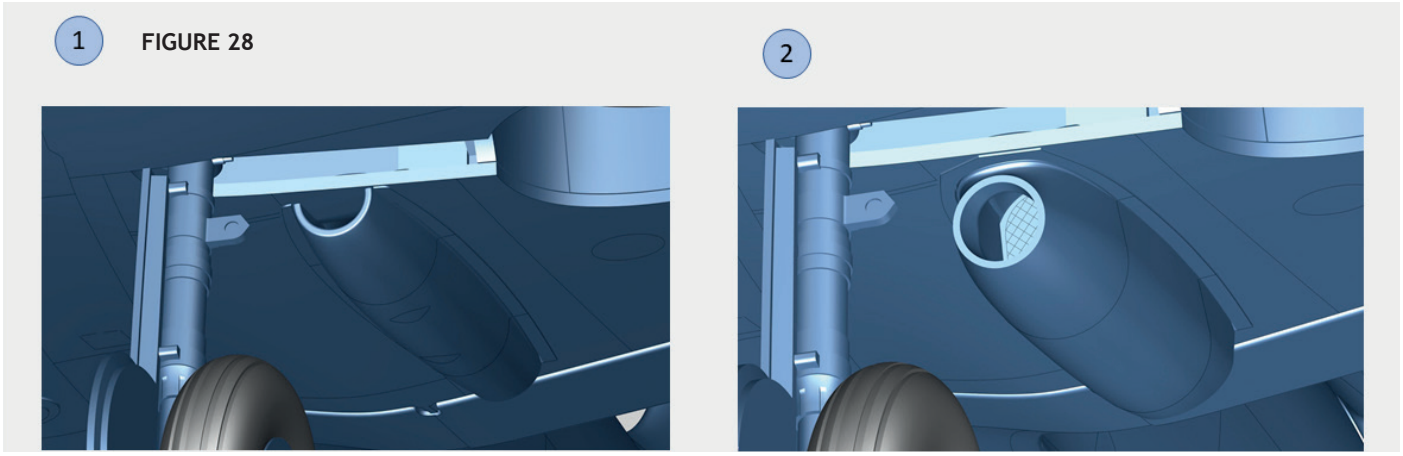


FIGURE 28



VERSION SUMMARY

FIGURA 29
Spitfire Mk.I at the start of production, fall of 1939

FIGURE 29

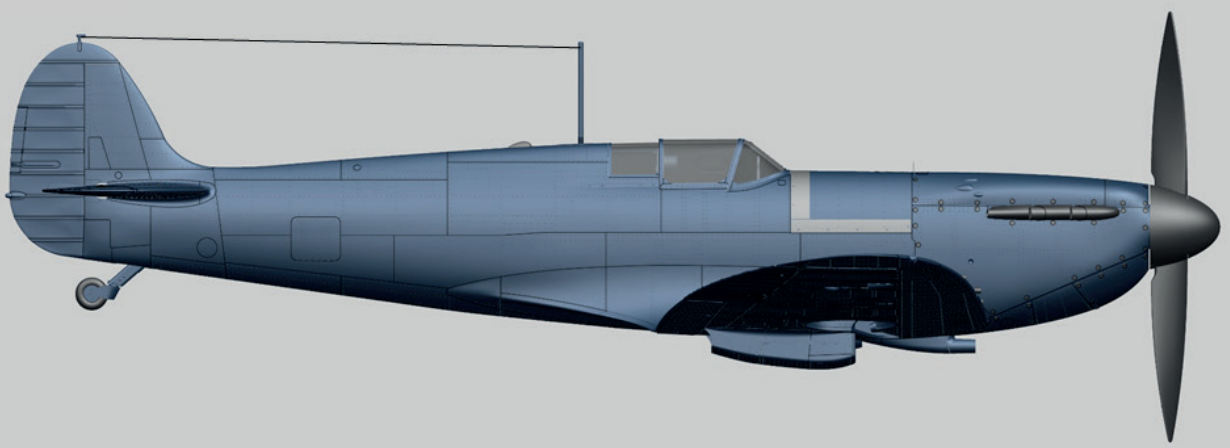


FIGURE 30
Spitfire Mk.I, final production version, winter of 1940, spring of 1941

FIGURE 30



FIGURE 31
Spitfire Mk.IIa

FIGURE 31

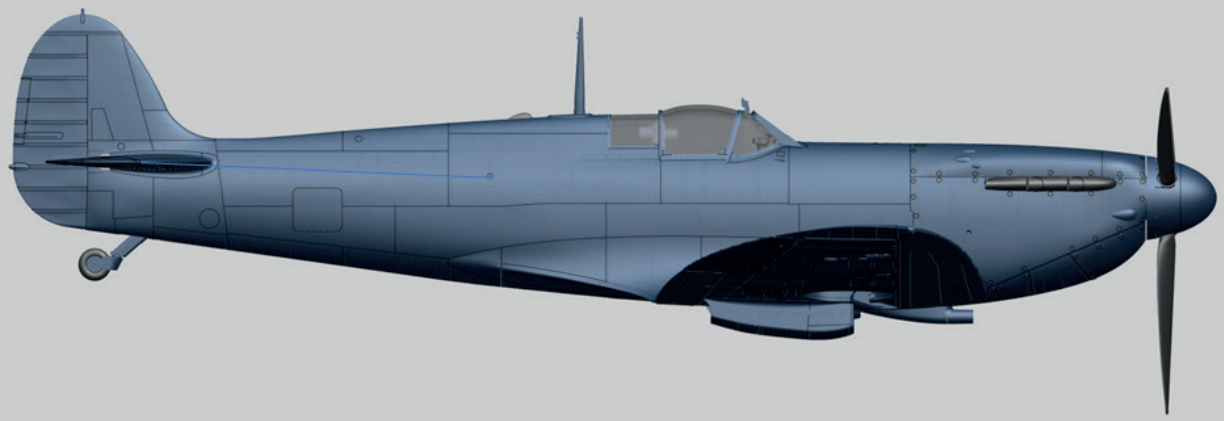
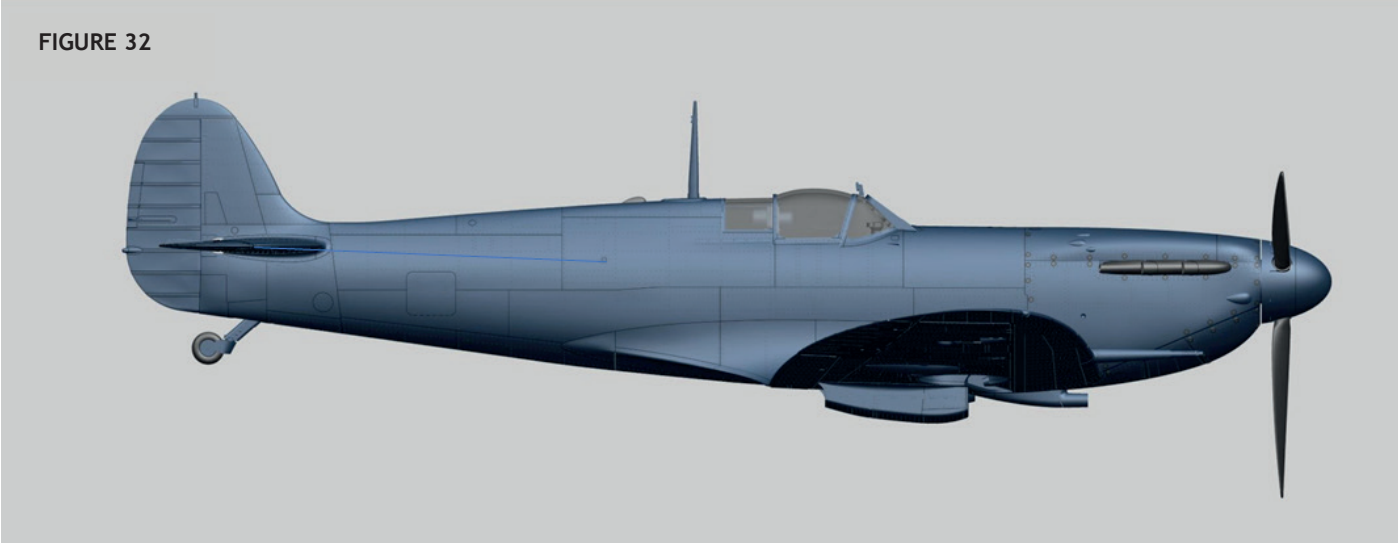


FIGURE 32
Spitfire Mk.IIb



SPECIFICATIONS

Spitfire Mk.Ia
- Span: 11.23m
- Length: 9.13m
- Takeoff Weight: 2744kg
- Maximum speed at 6,100m: 568km/h
- Ceiling: 10,584m
- Time to 6,100m: 7 min, 42 seconds

Total production: 1,567

Spitfire Mk.IIa
- Span: 11.23m
- Length: 9.13m
- Takeoff Weight: 2780kg
- Maximum speed at 6,100m: 565km/h
- Ceiling: 11,468m
- Time to 6,100m: 7 min

Total production: 751 Spifire Mk.IIa and 178 Spitfire Mk.IIb aircraft


Spitfire Mk.IIa, No. 65 Squadron RAF, Kirton in Lindsley

ProfiPACK edition

Z-37A Čmelák 1/72



Product Page

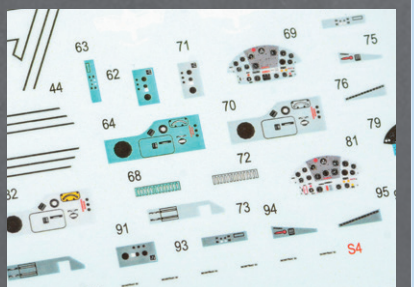
1/72 Cat. No. 7097

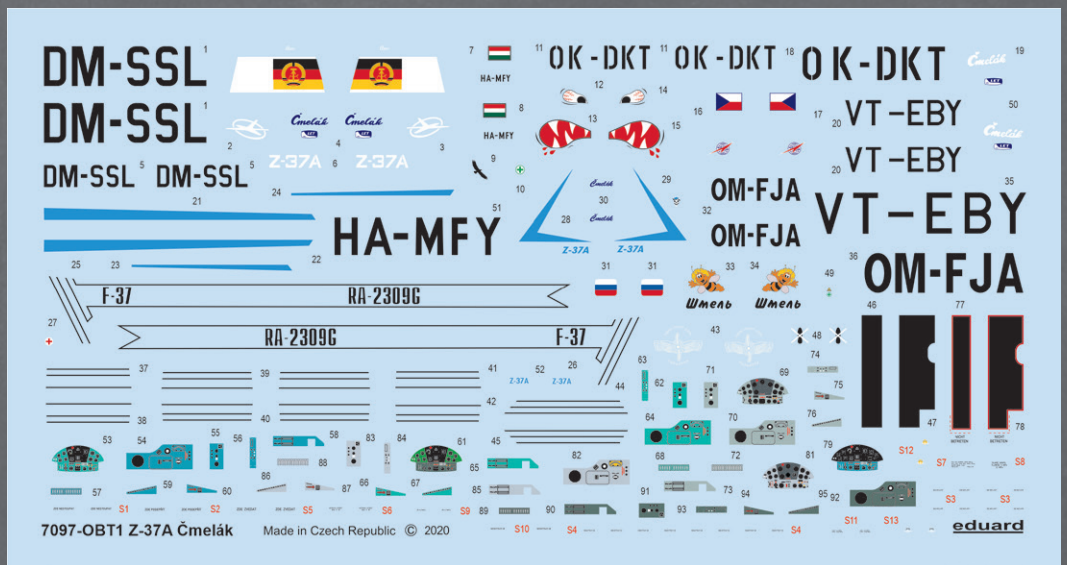
- Eduard plastic parts
- Photo-etched set
- Paiting mask
- 6 marking options













OK-DKT s/n 19-26, was manufactured in 1975, and since 1997 has been stored in a non-airworthy condition. It was sold in 2009 at auction, overhauled in 2020 and now is flown out of Hosin Air Field with a shark mouth reminiscent of what was worn by the F6F Hellcat. It was repainted back to its appearance when with Slovair in the 1980´s, including the red areas as well as the SlovAir logo on the vertical tail. The fertilizer tank was removed.



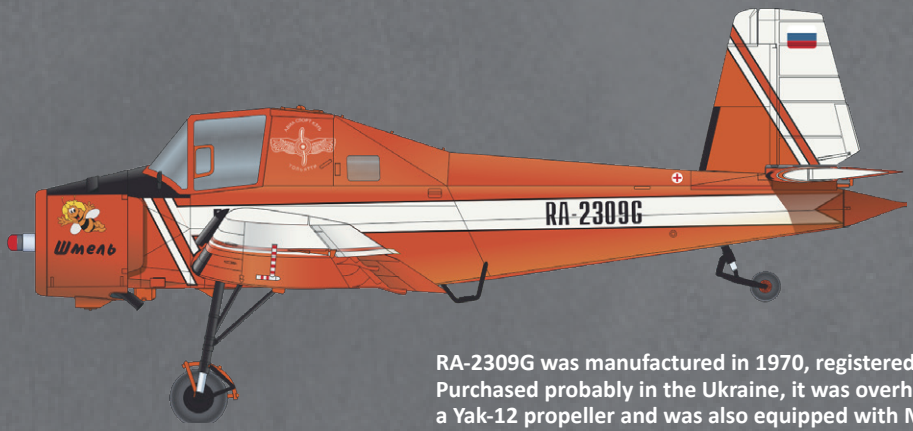
Z-37A s/n 17-30 was manufactured in 1974, flown by the East German company Agroflug, a division of Interflug, East German Airlines. The aircraft was used for defection and emigration of an East German family, two parents and two children on July 30th, 1979. The plane was re-registered to DDR-SSL in 1981, and after the re-unification of Germany, it was re-registered again to D-ENSL.

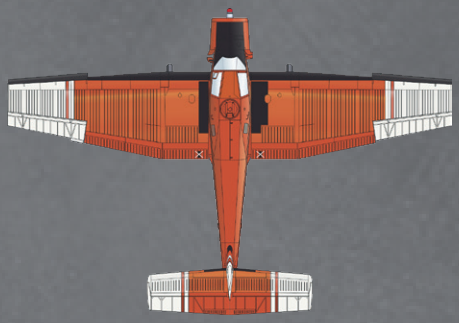


Z-37A s/n 12-12 was one of two Z-37A delivered to India in 1975. The aircraft was registered in Indian registers for Bharat Agro Aviation Services (P) Ltd. – Delhi, withdrawn from use on December 1st, 2005.

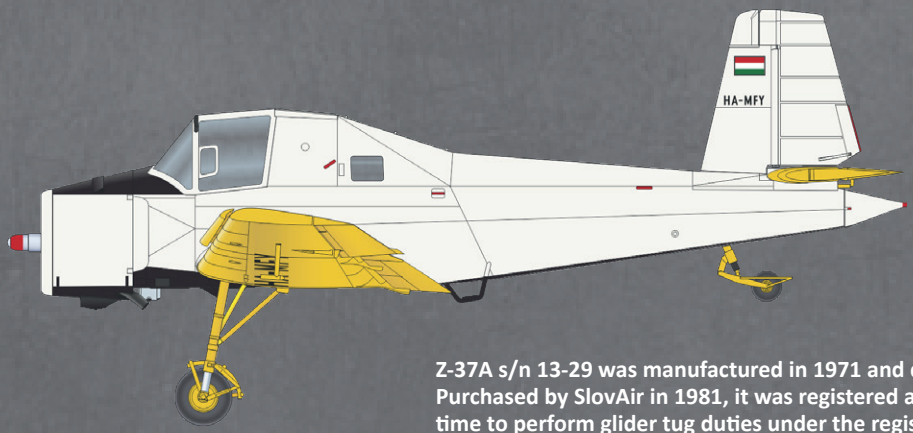


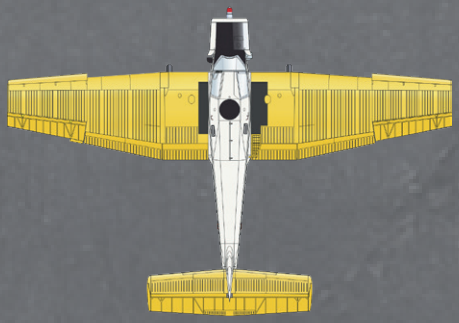
Z-37A s/n 21-05. Originally delivered to East Germany's Interflug as DDD-SWF, after the re-unification of Germany, it was re-registered as D-WSWF. It was sold to Slovakia in 1990´s and flown by Agrolet as OM-FJA. It was overhauled in 2009, when it received a blue fuselage band and other blue accessories. OM-FJA is flown in Trnava-Kopanka.





RA-2309G was manufactured in 1970, registered in Russian registers in 2014, serial unknown. Purchased probably in the Ukraine, it was overhauled in Toljatti. The aircraft is equipped with a Yak-12 propeller and was also equipped with Mi-4 wheels. It was put up for sale in 2020.





Z-37A s/n 13-29 was manufactured in 1971 and delivered to Hungary, registered there as HA-MCO. Purchased by SlovAir in 1981, it was registered as OK-AJM. It was sold back to Hungary in 2005, this time to perform glider tug duties under the registration HA-MFY from 2009. The fertilizer storage tank apparatus was removed and the accesses were covered.

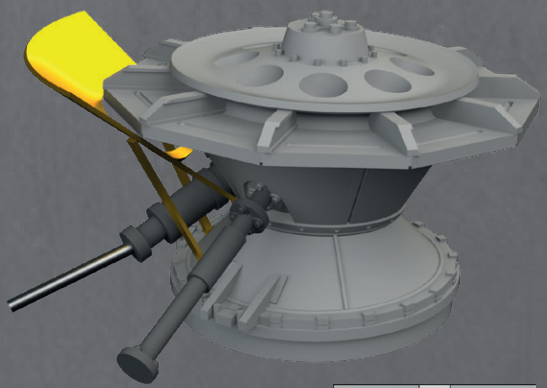
Recommended for Z-37A 1/72

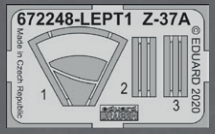
672247 Z-37A wheels 1/72 (Brassin)
672248 Z-37A aerial applicator 1/72 (Brassin)
3DL72001 Z-37 SPACE 1/72 (SPACE) release 01/2021

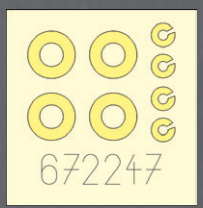
Cat. No. 672247

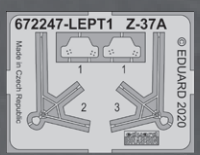


Cat. No. 672248







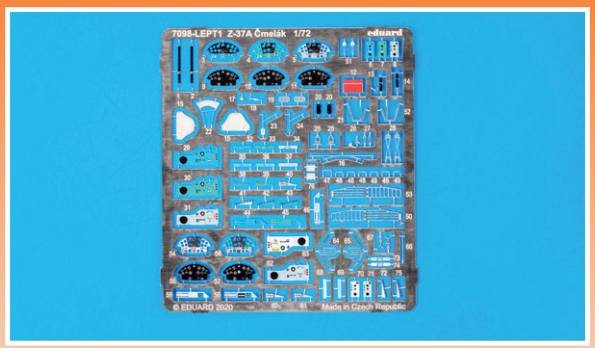


OVERTREES

Z-37A

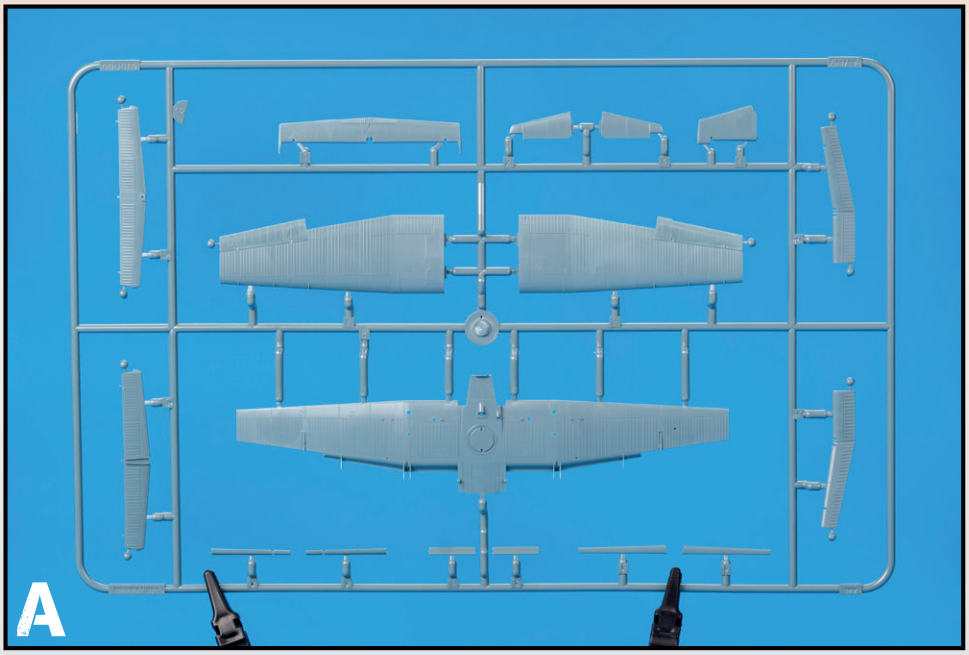
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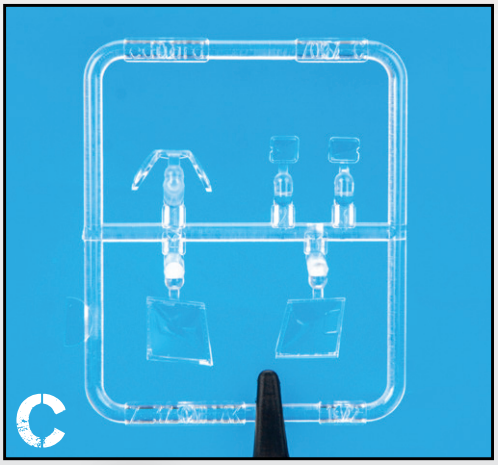
Product Page

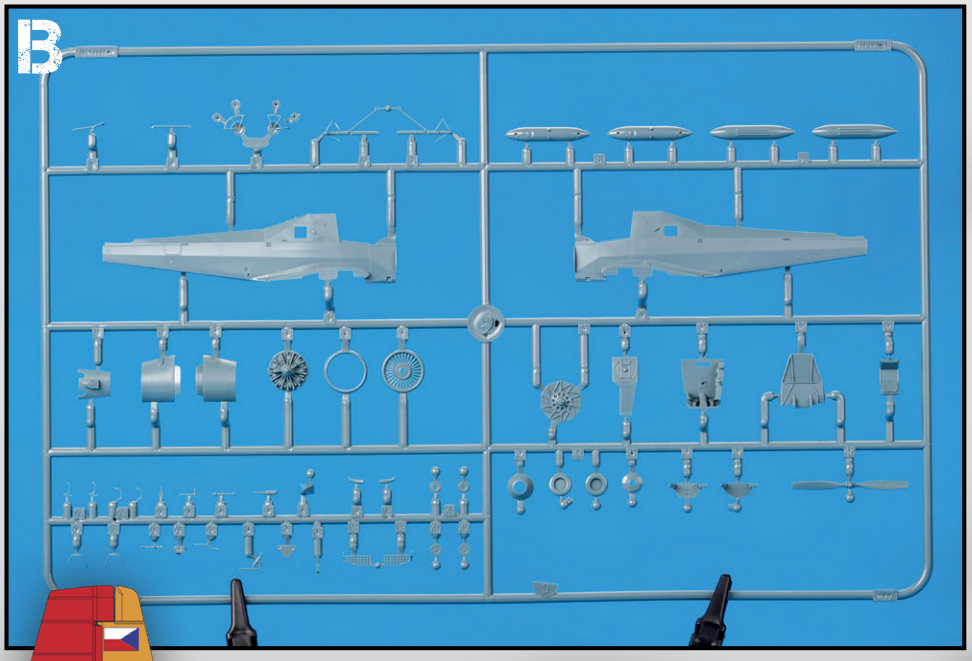


CAT. NO. 7097-LEPT OVERLEPT

Product Page





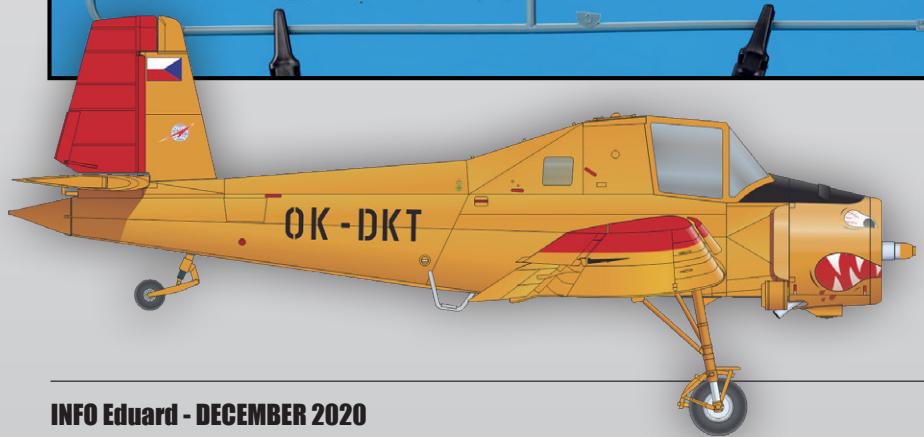


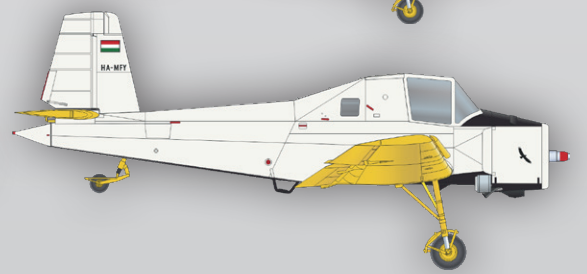












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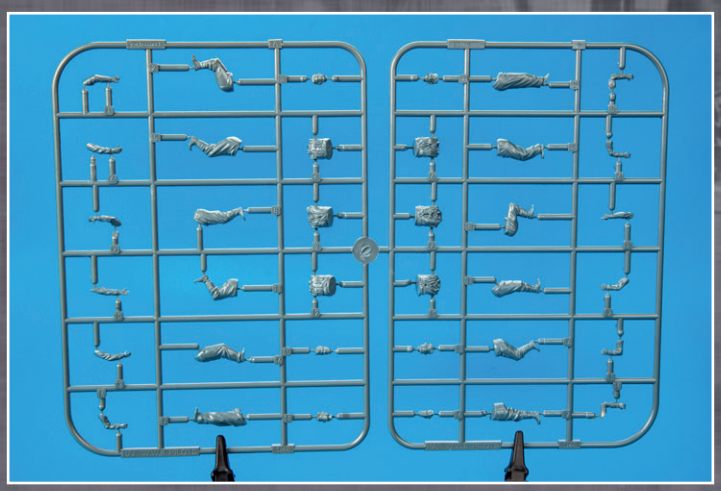
1/48 DUAL COMBO

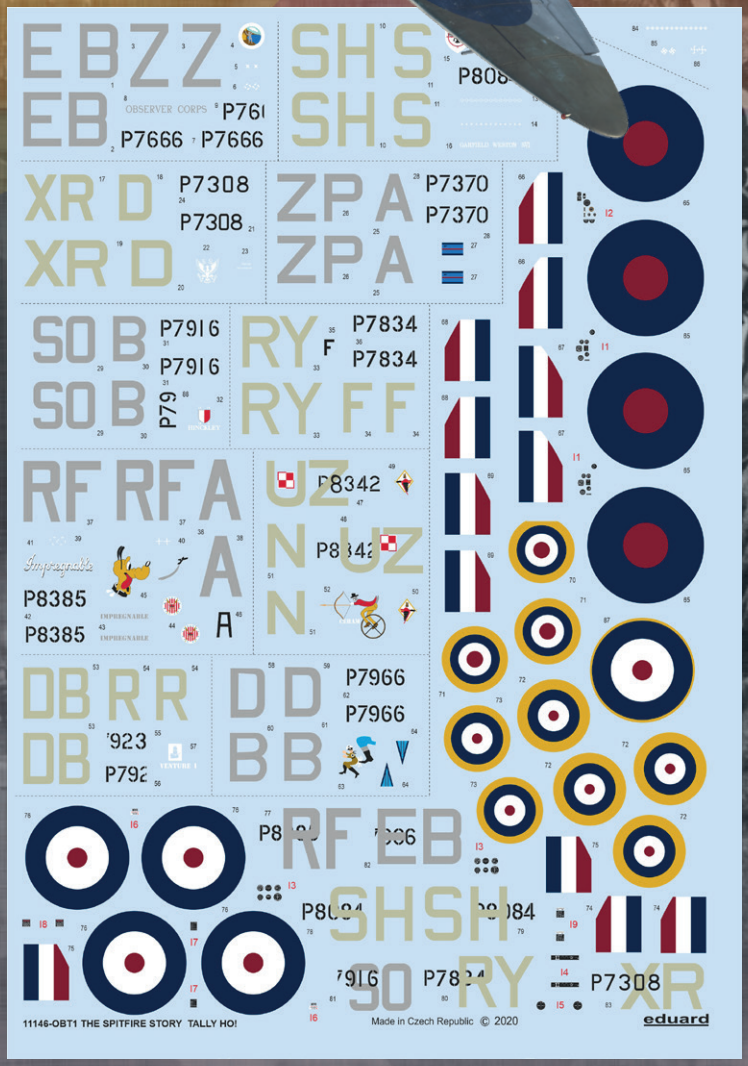
Spitfire Story: Tally Ho!

Cat. No. 11146

- Eduard plastic parts
- Photo-etched set
- Paiting mask
- 10 marking options
- Extra: RAF pilots and ground crew

Product Page





P7370, S/Ldr Adolph G. Malan DFC & bar SAAF, CO of No. 74 Squadron, RAF Kirton-in-Linsey, Great Britain, September 1940

No.74 Squadron was among the first Fighter Command units to be equipped with the new Spitfire Mk.IIa in September 1940. The squadron, under the leadership of the South African Adolph 'Sailor' Malan, was also one of most successful fighter squadrons of the Battle of Britain. Malan himself was an ace with sixteen confirmed kills during the BoB. His aircraft carried the standard RAF Temperate Land Scheme that included Sky bottom surfaces, with blue/white/red roundels painted on the wing undersides. It is possible that this aircraft was manufactured with a TR.9D radio installed, and with the associated wire antenna stretched between the fuselage and fin masts, but it was certainly replaced with the newer TR.1133 VHF radio later in the fall, after which the antenna wire was removed.



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

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



P7916, flown by Sgt William J. Johnson, No. 145 Squadron, RAF Tangmere, Great Britain, Spring 1941

This No.145 Squadron Spitfire Mk.IIa is another example of an aircraft wearing the Temperate Land Scheme stipulated by an Air Ministry order on November 27th, 1940. The black painted (Night) left wing had the left wing roundel appropriately outlined in yellow. To improve recognition of friendly aircraft, an 18-inch wide Sky Blue fuselage band was added ahead of the tail, and the spinner was painted in the same color. This paint was usually a little bit more blue than the standard under surface Sky. Some sources name this color 'Air Ministry Blue'. As was the case with many Spitfire Mk.IIs in 1941, this aircraft wore a dedication on left side of fuselage, in this case the badge of the Hosiery Manufacturer Association of Hickley. This aircraft is known also from a photograph taken after May 22nd, 1941, with the bottom surfaces completely painted Sky and a higher fin flash. It is believed it was flown by Sgt. W.J.Johnson, and occasionally by Czech pilot F/O J.Macháček. It is possible this aircraft was equipped with a Rotol RX5/3 propeller with wooden blades.



P8084, Fl/Lt James J. O´Meara DFC, No. 64 Squadron, RAF Drem, Great Britain, September – October 1941

Belonging to No. 64 Squadron, this Mk.IIa is representative of the new Day Fighter Scheme, introduced on August 19th, 1941. From that date, RAF day fighters were to be painted in Dark Green and Ocean Grey on the upper surfaces and Medium Sea Grey on the lower surfaces. The aircraft letters were by then changed to Sky, and the fuselage band and spinner remained in the same color. The fin flash was made 24 inches wide and 27 inches high. The aircraft wore the dedication name GARFIELD WESTON SVI. The twelve kill marks belong to Fl/Lt James O´Meara, who began his combat carrier with No.64 Squadron over Dunkirk in late May 1940, then served with other squadrons from late August of the same year and returned to No.64 Squadron on September 3rd, 1941 with the rank of Flight Lieutenant. However, by October 1941, he was retired from operations, joining No. 1491 Target Towing Flight at Tain. His total wartime tally was eleven confirmed kills with two shared, one unconfirmed, four probables, eleven damaged and one shared damaged.



P7923 or P7926, No. 411 Squadron RCAF, RAF Digby, Great Britain, July 1941

No. 411 Squadron RCAF was the second Canadian squadron that operated as part of Fighter Command over continental Europe. The unit was formed on June 16th, 1941, at RAF Digby in Lincolnshire, equipped with the Spitfire Mk.IIa. The unit attained operational status in August 1941 as part of Hornchurch Wing, with the new Spitfires Mk.Vb. This aircraft wore the typical camouflage scheme of RAF fighters in the summer of 1941; Temperate Land Scheme with Sky under surfaces, 18 inch wide fuselage band and propeller spinner, all in Sky (Air Ministry Blue). Code letters were in Medium Sea Grey. Like other Spitfire Mk.IIs at the time, this aircraft was equipped with the TR.1133 VHF radio and, as such, there is no wire aerial between the antenna mast and the fin tip antenna mast. The R.3002 IFF device was carried, indicated by the two associated wire aerials stretching between the fuselage sides and the leading edges of the horizontal tail.



P7966, W/Cdr Douglas R.S. Bader, CO of Tangmere Wing, RAF Tangmere, Great Britain, June - July 1941

P7966 was flown by Douglas Bader after he became CO of Tangmere Wing on March 18th, 1941. This Mk.IIa is one of Bader´s personal aircraft, sporting his initials DB as the code letters. The DB code was also the reason why Bader´s radio call sign was Dogsbody. It is not known with certainty if nose art was applied to this aircraft, but probably not, because no photograph showing nose art specifically on P7966 is known to exist. Of note is the fact that this aircraft is equipped with a De Havilland 5/39A constant speed propeller. Bader crashed after colliding with another Spitfire, flying another 'DB', which was a new Spitfire Mk.Va, near Saint Omer, losing one of his prosthetic legs during the bailout and his subsequent capture on September 9th, 1941. He spent the rest of the war, until his liberation by advancing US troops in April 1945, imprisoned at Oflag IV-C in Colditz Castle in Saxony.



P8385, F/O Mirosław Ferić, No. 303 (Polish) Squadron, RAF Northolt, Great Britain, May - June 1941

Famed Polish No. 303 Squadron, top scoring RAF fighter squadron in the Battle of Britain, was one of the few RAF units equipped with the cannon armed Spitfire Mk.IIb. The Polish Spitfires were some of the most colorful RAF aircraft ever. Note the De Havilland 5/39A constant speed propeller. The inscription IMPREGNABLE on the left side of the nose is speculation only, and it does not appear on any known photograph. The pilot, P/O Mirosław Ferić was a fighter ace with eight (and 2/3) confirmed kills and one probable. He was killed on February 14th, 1942, after his Spitfire Mk.Vb BL432 fell into a tailspin and the G-forces prevented the pilot from bailing out. Mirosław Ferić had kept his personal diary since September 1939, which later became the basis for No.303 Squadron's unit history.



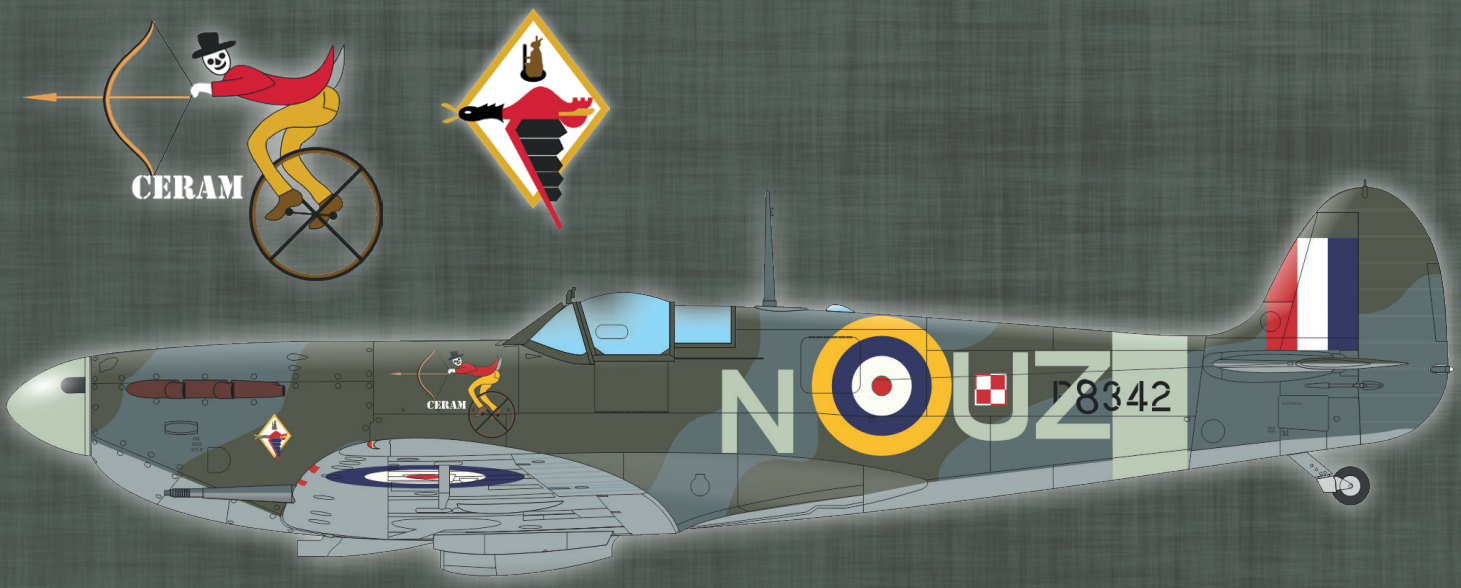
P7308, P/O William R. Dunn, No. 71 Squadron, RAF North Weald, Great Britain, August 1941

No.71 Eagle Squadron was formed with US volunteers at RAF Church Fenton on September 19th, 1940 with Brewster Buffalos, to be replaced by Hawker Hurricanes in November, and became operational at RAF Kirton in Lindsey on the 5th of February 1941. The squadron's first confirmed victory came on the 21st of July 1941, when P/O W.R.Dunn, during a bomber escort mission, destroyed a Bf 109F over Lille. W. Dunn later became the first American fighter ace of World War II by destroying five German fighters in aerial combat. Spitfire Mk.IIs replaced Hurricanes in August, before the squadron quickly re-equipped with the new Spitfire Mk Vb. On September 29th, 1942, No. 71 Squadron, together with two other Eagle squadrons, was transferred to the USAAF, becoming the 334th Fighter Squadron, 4th Fighter Group of the 8th Air Force, flying P-47D Thunderbolts from Debden AFB.



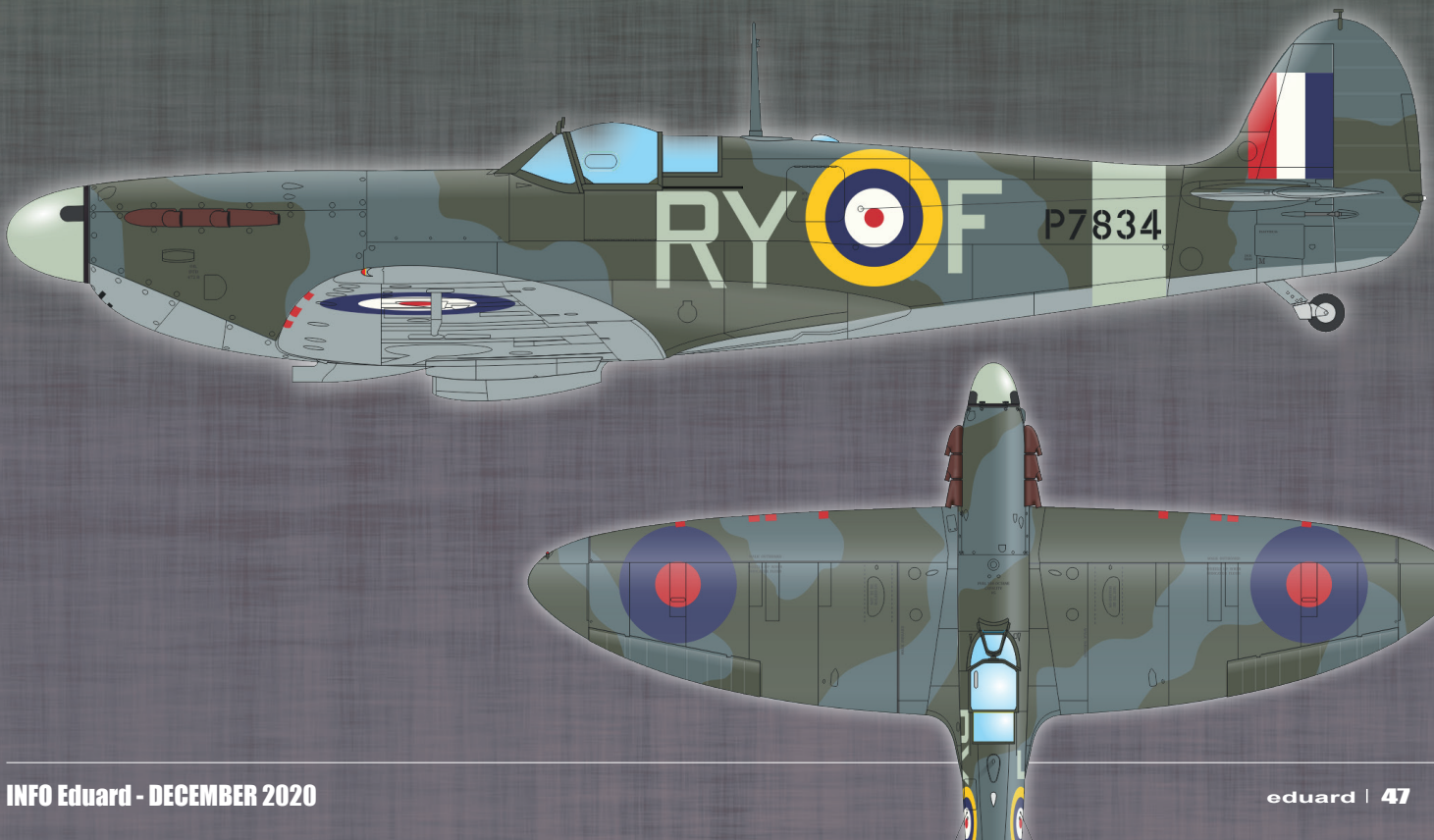
P8342, Sgt. Marcin Machowiak, No. 306 (Polish) Squadron, RAF Northolt, Great Britain, August 1941

No. 306 (City of Torun) (Polish) Squadron, one of ten Polish fighter squadrons in the RAF, was formed on August 28th, 1940 at RAF Church Fenton. The squadron was formed with the personnel and traditions of the pre-war Polish Toruński Dywizjon Myśliwski. The unit received the Spitfire Mk.IIb in mid July 1941 to replace its Hurricane Mk.IIa aircraft. The nose art and name CERAM on P8342 are probably a remnant from previous service with No. 145 Squadron. The aircraft was heavily damaged shortly after being repainted in accordance with the Day Fighter Scheme requirement, when Sgt. Machowiak made a forced landing at RAF Biggin Hill on August 28th , 1941, after combat with a Bf 109F. Sgt. Machowiak achieved a kill of another Bf 190F during the Circus 88 operation. He later became a member of the Polish Fighting Team, also known as the Skalski Circus, which was actually C Flight of No. 145 Squadron in North Africa.



P7834, F/O František Fajtl, No. 313 (Czechoslovak) Squadron, RAF Portreath, Great Britain, September 1941

The pilot of P7834, F/O František Fajtl, was one of the most skilled and famous of Czech flyers. Joining the Armée de l´Air, he fought in the Battle of France, then took part in the Battle of Britain as a member of No.1 and No. 17 Squadrons flying Hurricanes He was one of the founding members of No. 313 (Czechoslovak) Squadron formed at RAF Catterick on May 10th, 1941. While leading No. 122 Squadron, S/Ldr Fajtl was shot down near Hazebrouck in Northern France on May 5th, 1942. He evaded capture and after a long journey through occupied Vichy France and Spain, he returned back to the UK via Gibraltar. He was promoted to Wing Commander, and he later rejoined No. 313 Sqd. as Squadron Leader. He became CO of the 1st Czechoslovak Air Regiment in the USSR in 1944, flying the La-5FN. After enduring the persecution that took place in the fifties, he became renowned for his literary work. He died in 2006 at the age of 94 with the rank of Lieutenant General. He held countless awards bestowed upon him by various countries.



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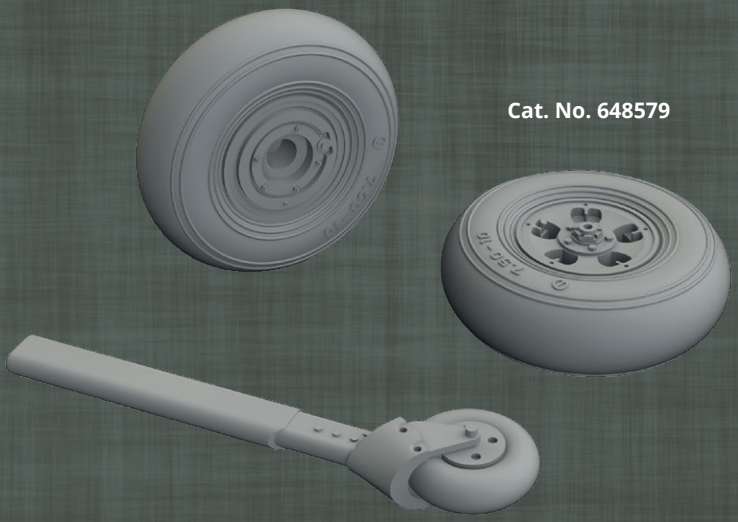
Recommended for Spitfire Mk.II 1/48

481026 Spitfire Mk.I landing flaps 1/48 (PE-Set)
FE1102 Spitfire Mk.I seatbelts STEEL 1/48 (PE-Set)
644080 Spitfire Mk.II LöôK 1/48 (Brassin) release 01/2021
648579 Spitfire Mk.I wheels 1/48 (Brassin)
648580 Spitfire Mk.I exhaust stacks 1/48 (Brassin)
648589 Spitfire Mk.I undercarriage legs BRONZE 1/48 (Brassin)
648610 Spitfire Mk.IIa gun bays 1/48 (Brassin)
EX709 Spitfire Mk.I TFace 1/48 (Mask)

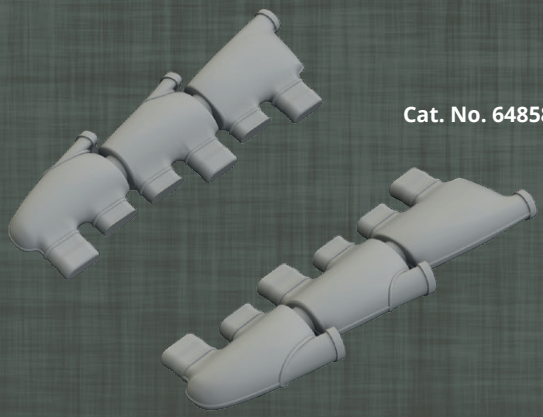
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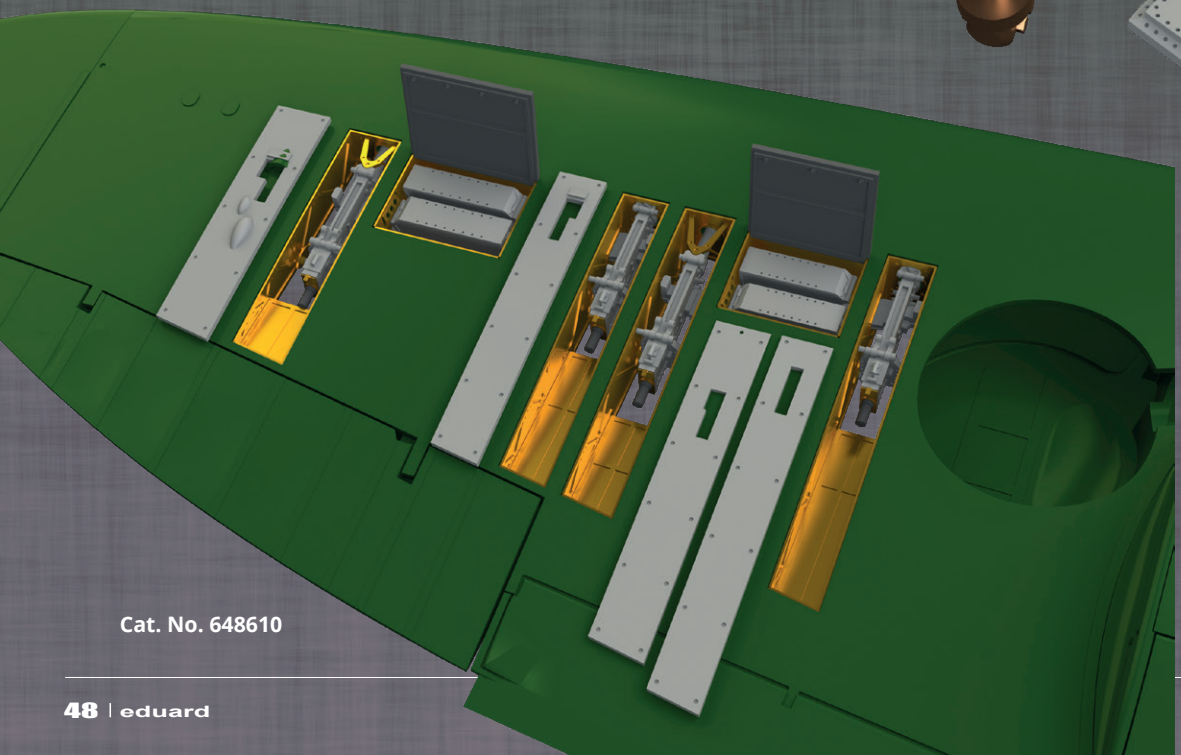


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Cat. No. 648589





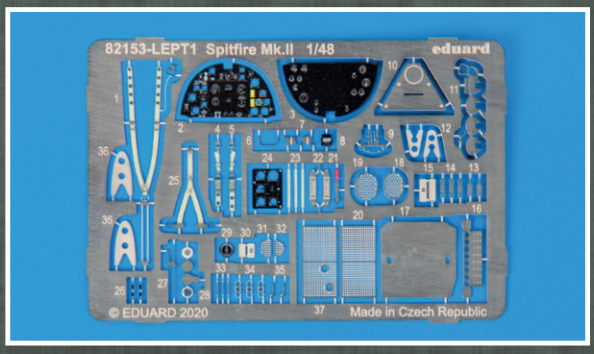
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OVERTREES

SPITFIRE MK.IIA

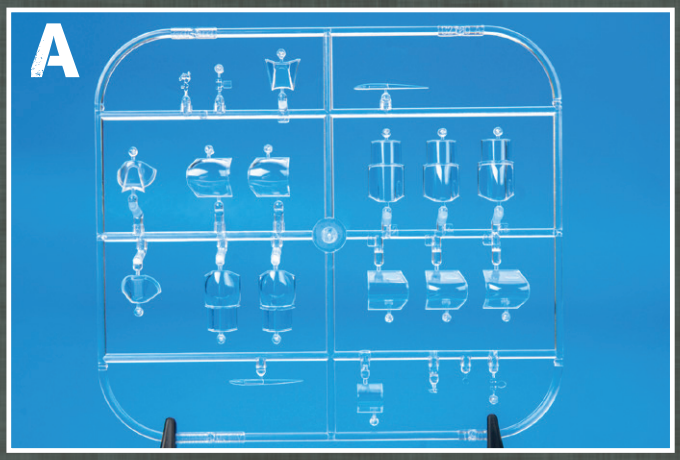
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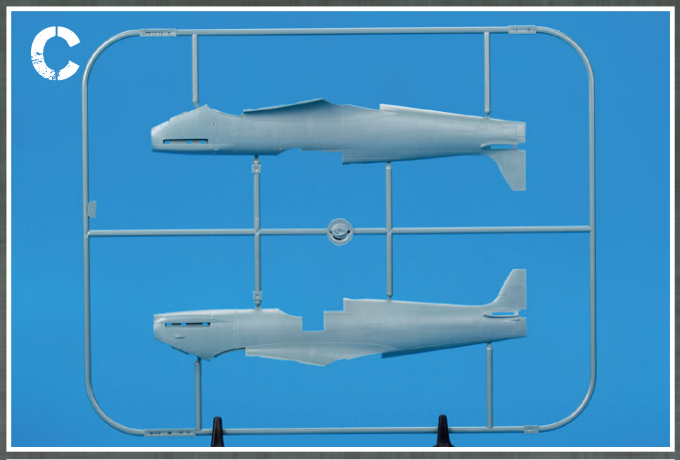
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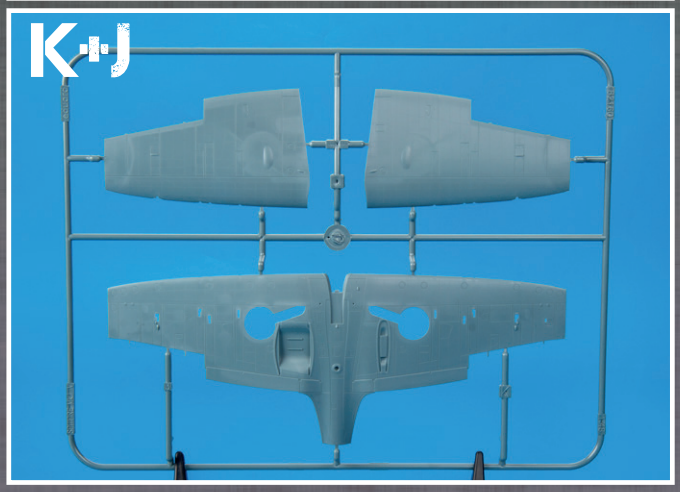


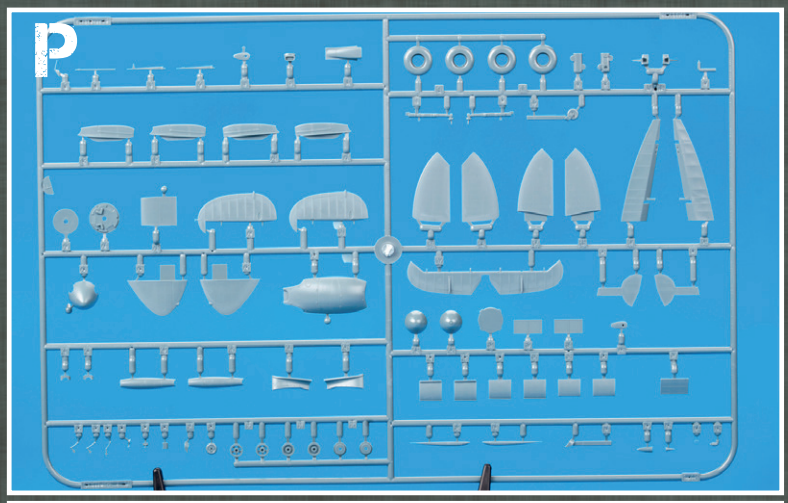
CAT. NO. 82153-LEPT OVERLEPT

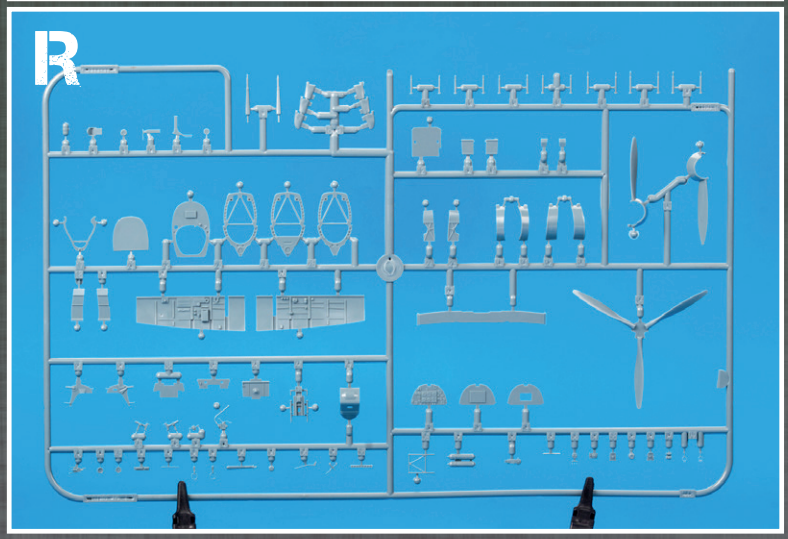
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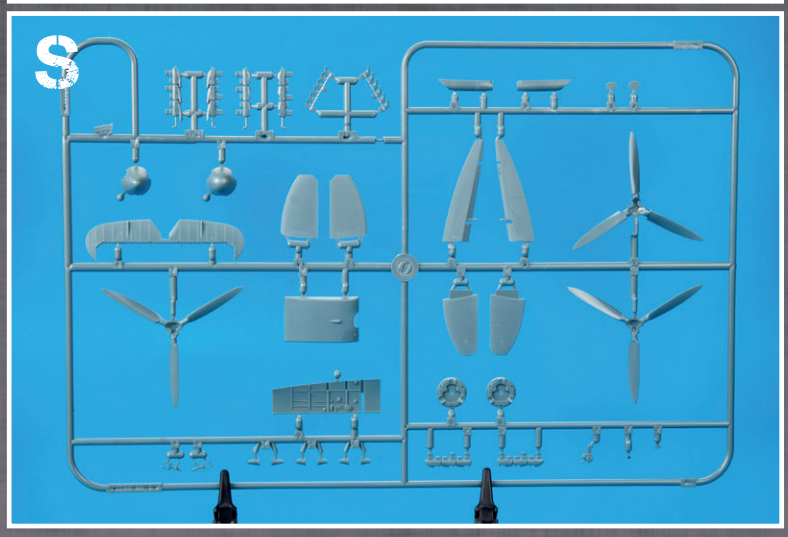












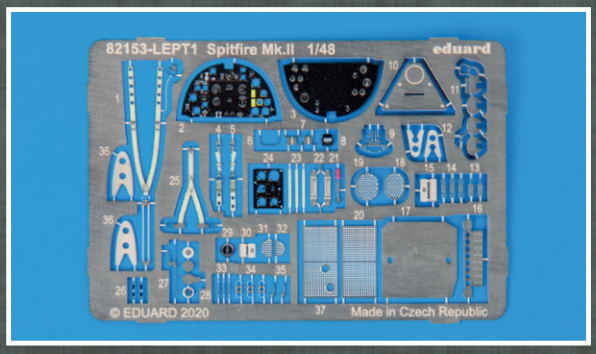
eduard
LIMITED EDITION

OVERTREES

SPITFIRE MK.IIB

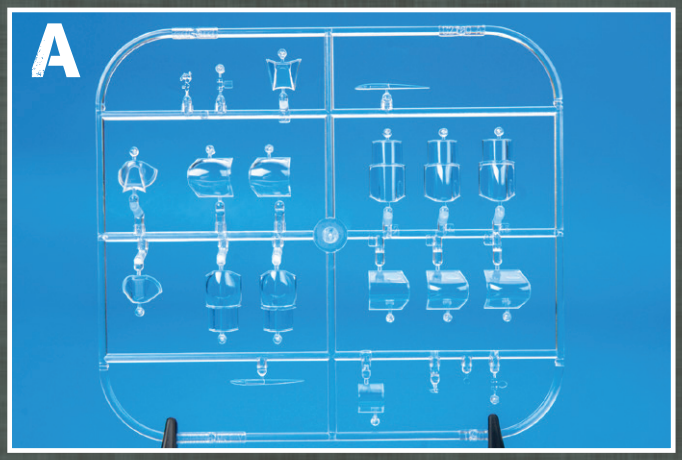
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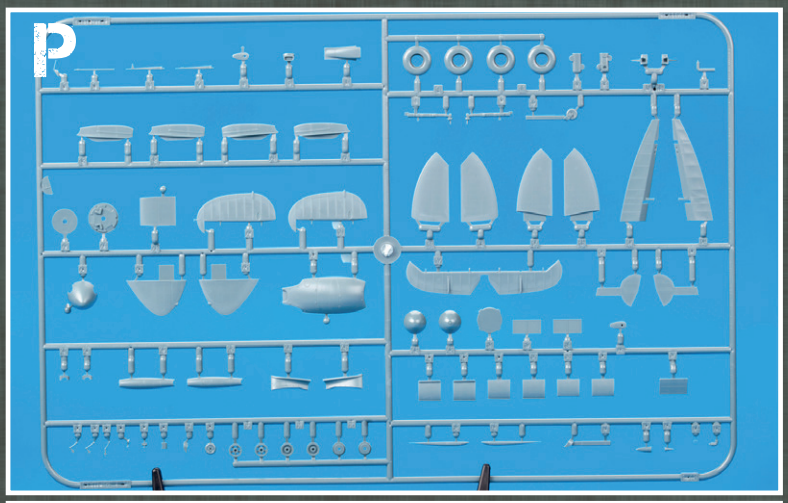
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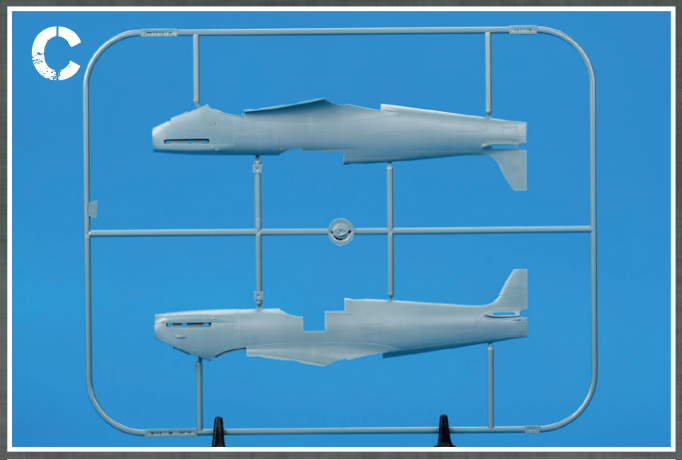


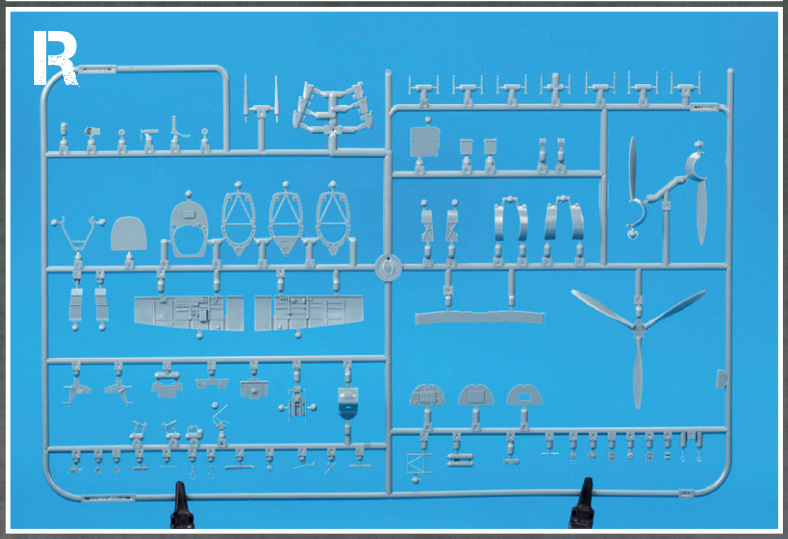
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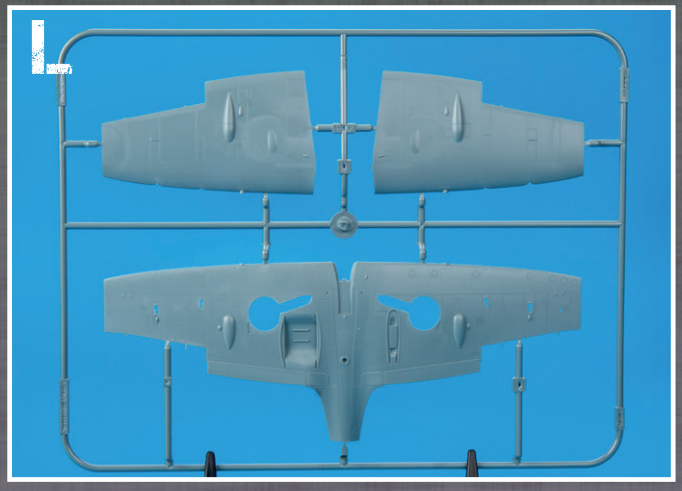
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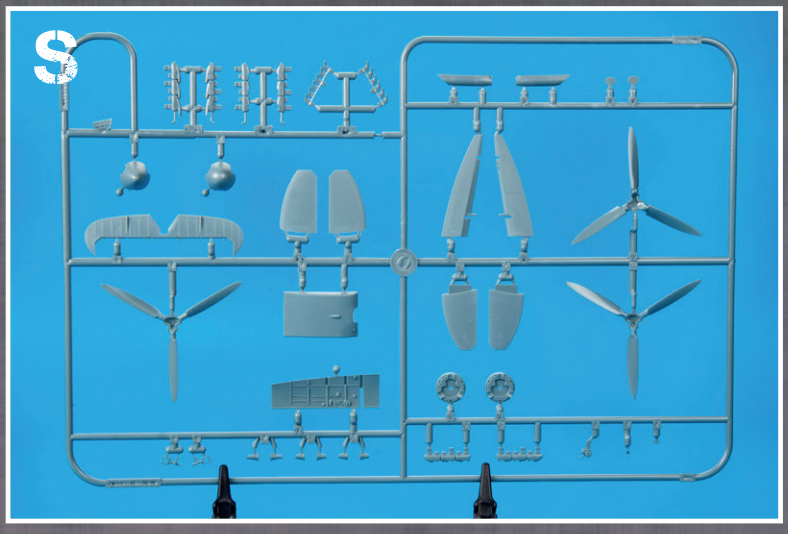












ARTWORK PRINTS

eduArt

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

www.eduard.com only





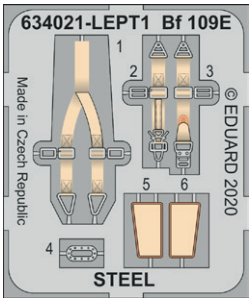








Löök



634021
Bf 109E LöökK
1/32 Eduard







LöökK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 109E in 1/32 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

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

Product Page

644076
Bf 110C LöökK
1/48 Eduard

LöökK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 110C in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

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

Product Page





644077
Bf 110D LöökK
1/48 Eduard

LöökK set - Brassin pre-painted dashboard and STEEL seatbelts for Bf 110D in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

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

Product Page



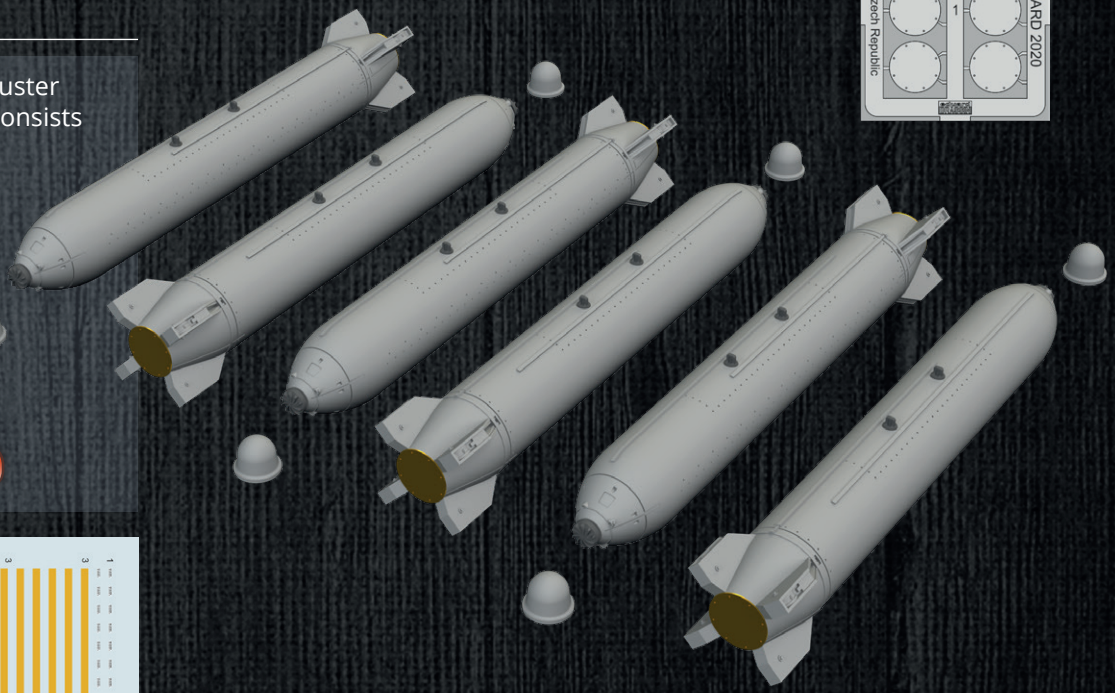


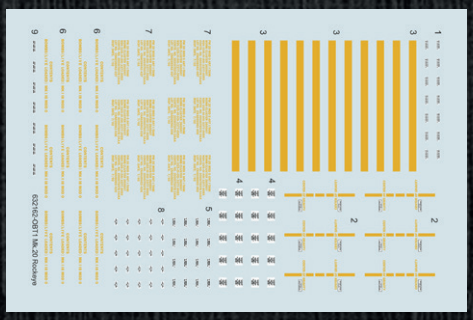
632162
Mk.20 Rockeye
1/32

Brassin set - Mk.20 Rockeye cluster bombs in 1/32 scale. The set consists of 6 bombs.

Set contains:
- resin: 30 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page





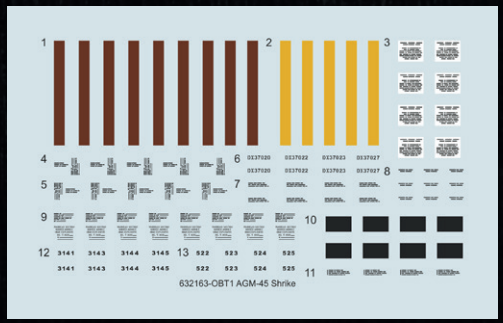
632163
AGM-45 Shrike
1/32

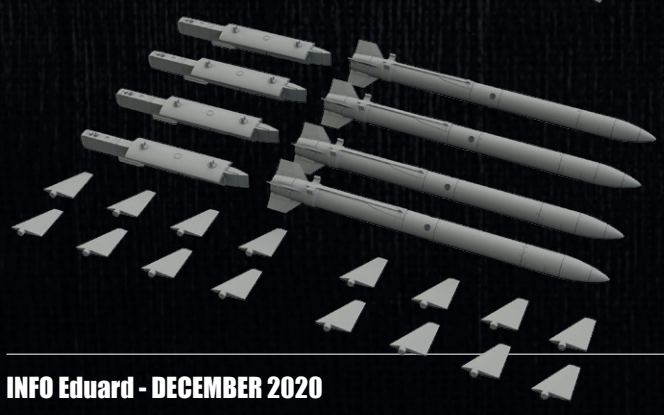
Brassin set - the US anti-radar missiles AGM-45 Shrike in 1/32 scale.
The set consists of 4 missiles.

Set contains:
- resin: 24 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page





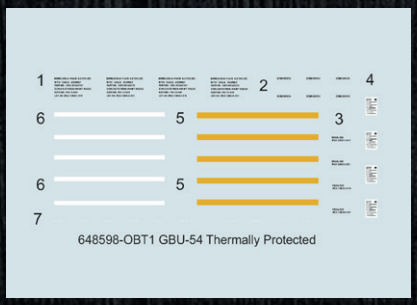


648598
GBU-54 Thermally Protected
1/48

Brassin set - the GBU-54 guided bombs in 1/48 scale. The set consists of 4 bombs. Compatible with A-10, AV-8B, B-1B, F-15, F-16 Block 72, F/A-18, Tornado IDS etc..

Set contains:
- resin: 20 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page



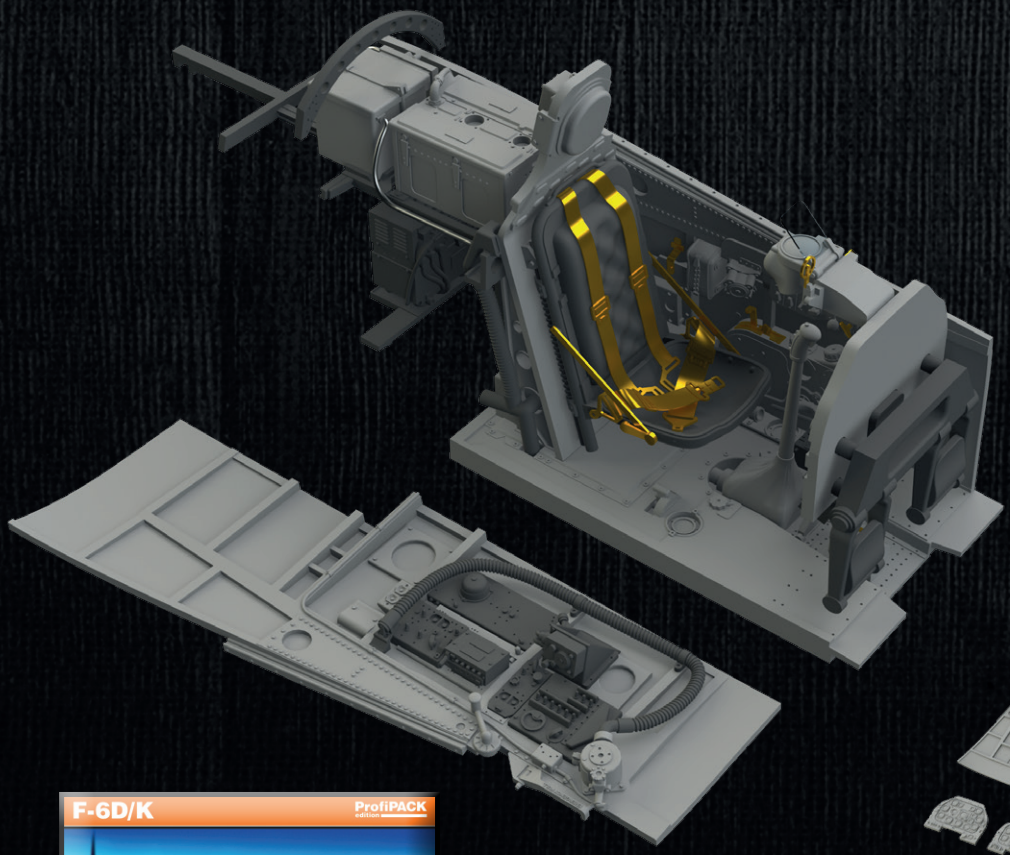


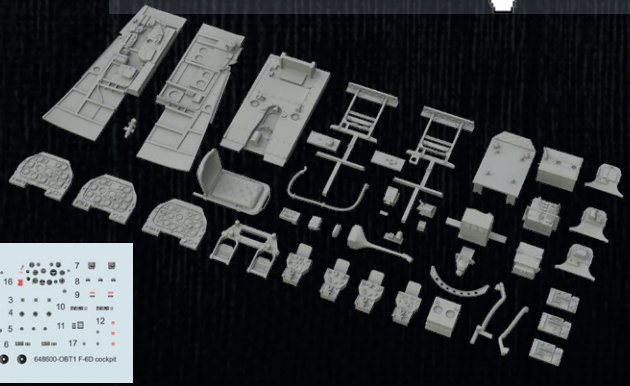
648600
F-6D cockpit
1/48 Eduard

Brassin set - cockpit for F-6D, the recce version of P-51D Mustang in 1/48 scale. Three versions of dashboard enable to built three sub-verisions of F-6D.
Recommended kit: Eduard

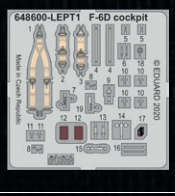
Set contains:
- resin: 42 parts,
- decals: yes,
- photo-etched details: yes, pre-painted,
- painting mask: no.

Product Page







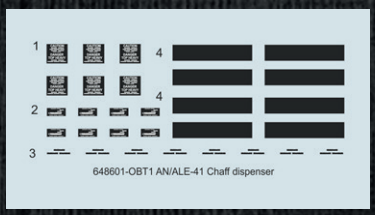


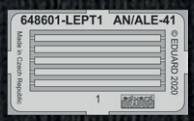
648601
AN/ALE-41 chaff pod
1/48

Brassin set - the AN/ALE-41 counter-measures dispensing system in 1/48 scale. The set consists of 2 pods. Used in the A-3, EA-4, A-6, EA-6, A-7, EB-66, F-4, F-105F, AQM-34H/V.

Set contains:
- resin: 16 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page





648602
Bf 110C/D radio equipment
1/48 Eduard



Brassin set - the pre-painted radio equipment for Bf 110C/D in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:
- resin: 1 part,
- decals: no,
- photo-etched details: no,
- painting mask: no.

Product Page



672247
Z-37A wheels
1/72 Eduard

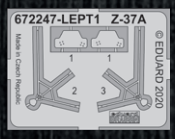
Brassin set - the undercarriage wheels for Z-37A Cmelak in 1/72 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

Set contains:
- resin: 7 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: yes.

Product Page













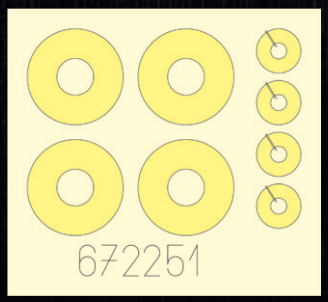
672251
Beaufort Mk.I wheels
1/72 Airfix

Brassin set - the undercarriage wheels for Beaufort Mk.I in 1/72 scale. The set consists of the main wheels and a tailwheel. Easy to assemble, replaces plastic parts.
Recommended kit: Airfix

Set contains:
- resin: 3 parts,
- decals: no,
- photo-etched details: no,
- painting mask: yes.

Product Page





SIN64868

Spitfire Mk.I ESSENTIAL

1/48 Eduard





Collection of 4 sets for Spitfire Mk.I in 1/48 scale by Eduard.

- cockpit,
- undercarriage wheels,
- undercarriage leg BRONZE,
- exhaust stacks.

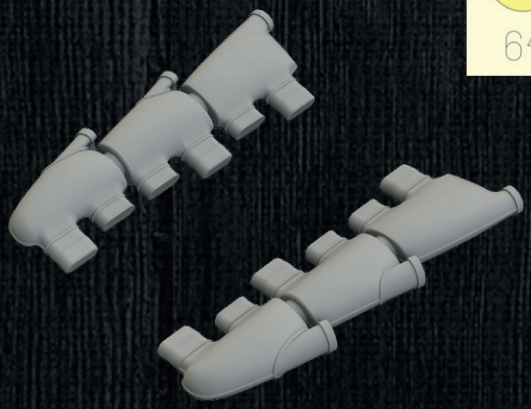
All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.

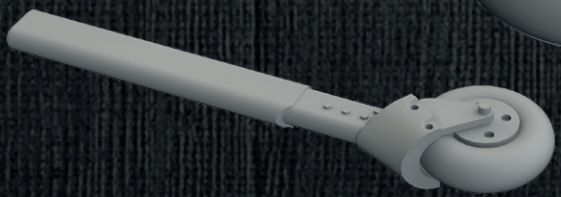
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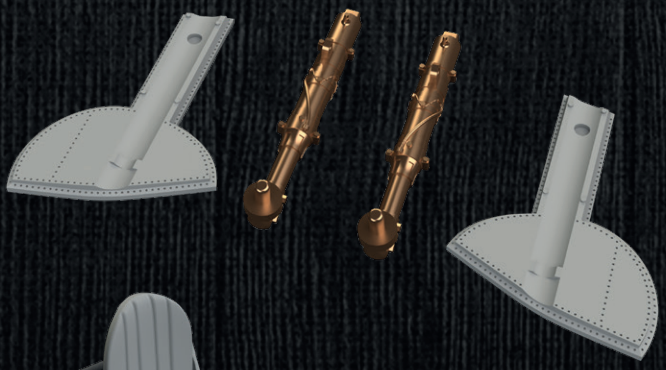


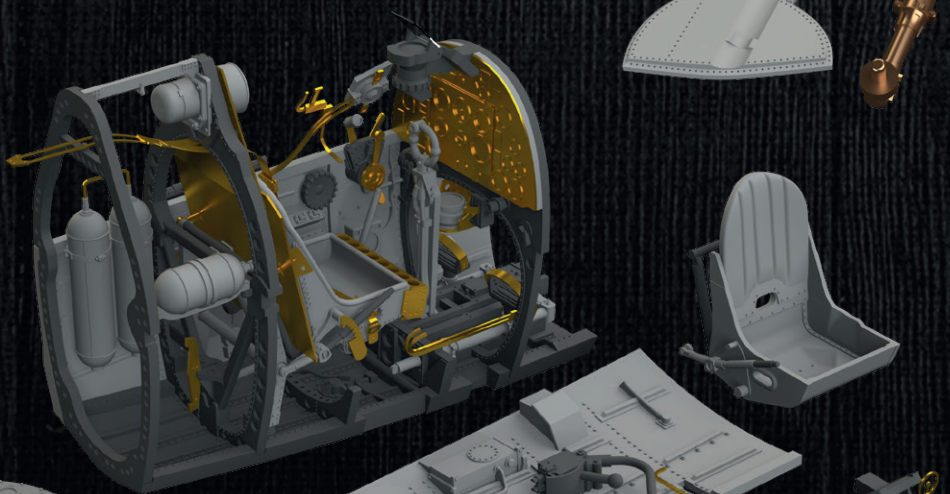


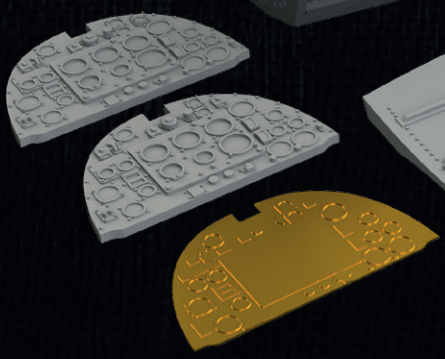


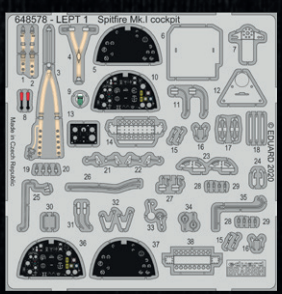












634022

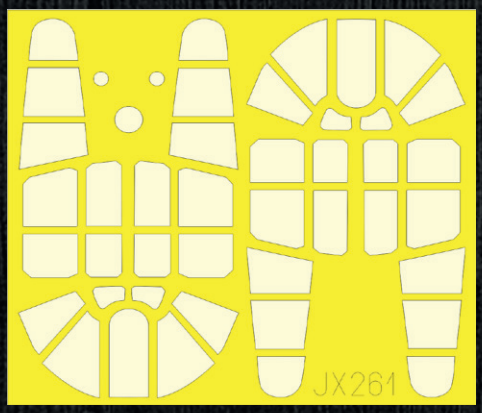
P-40E LöökPlus

1/32 Trumpeter

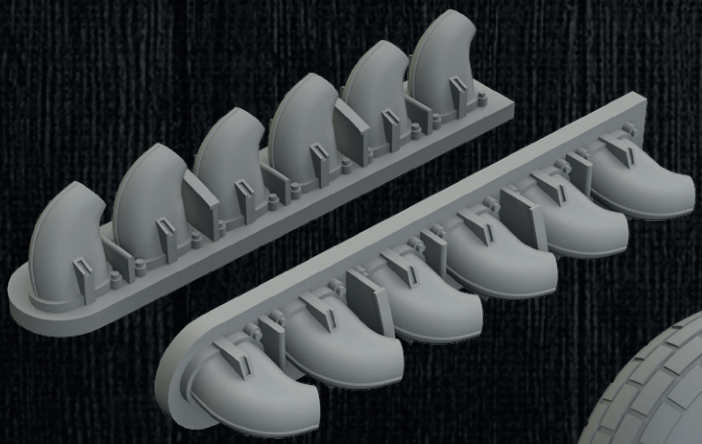
Collection of 4 sets for P-40E in 1/32 scale by Trumpeter.

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

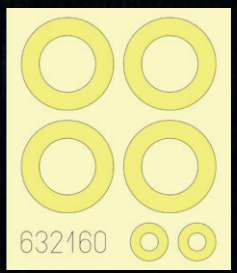
Product Page











644078

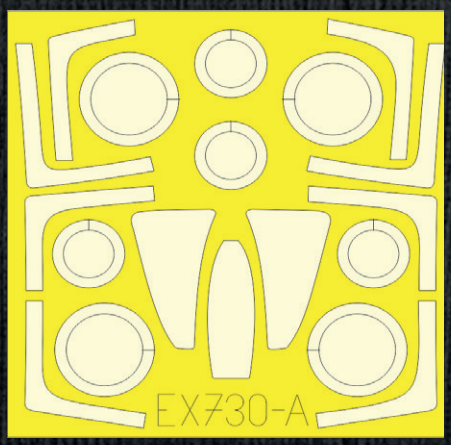
F-14A w/ early wheels LöökPlus

1/48 Tamiya

Collection of 3 sets for F-14A in 1/48 scale by Tamiya.

- LöökK set (pre-painted Brassin dashboard & Steelbelts),
- TFace painting mask,
- undercarriage wheels.

Product Page













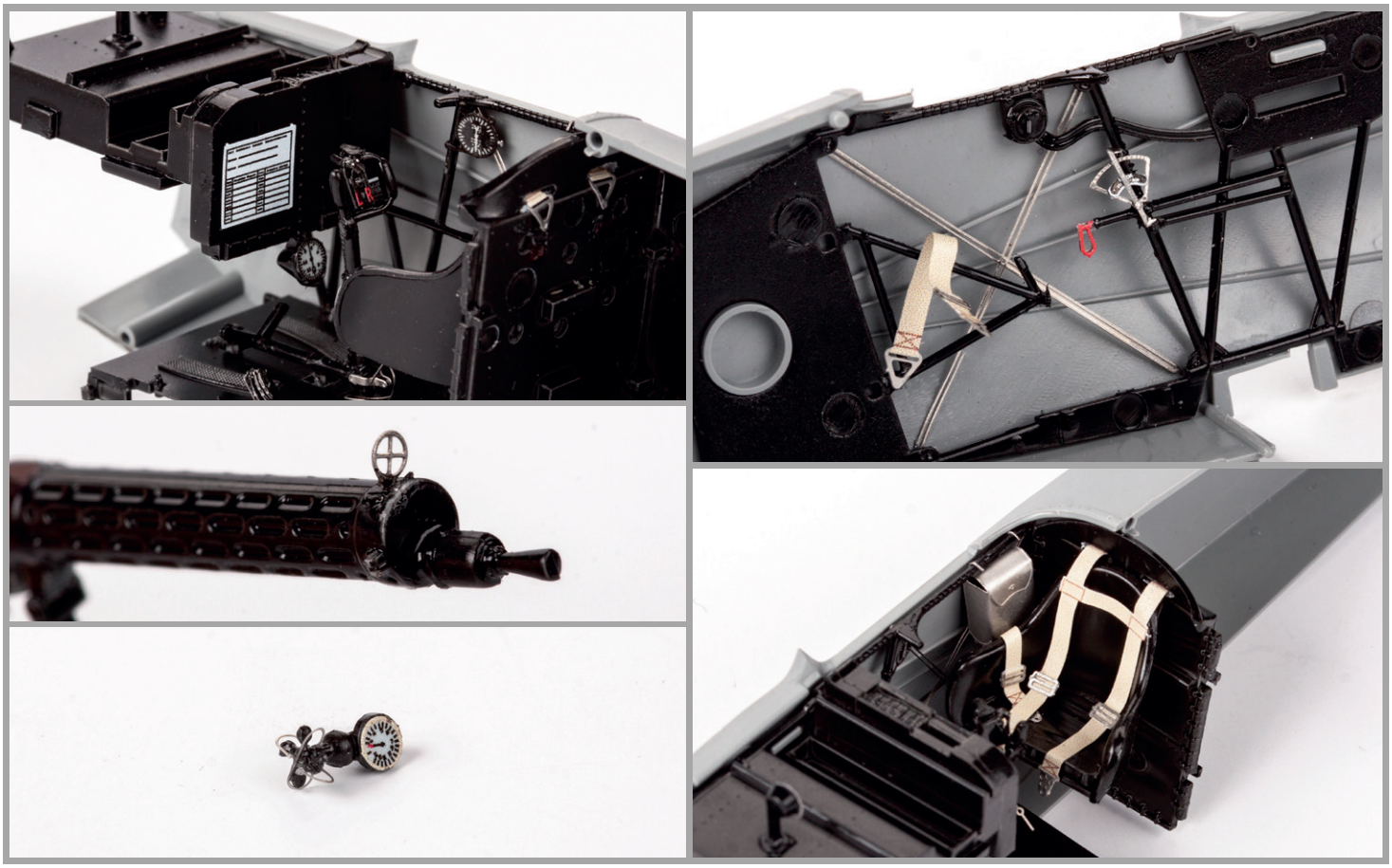
SMS Viribus Unitis 1/350 Trumpeter

SMS Viribus Unitis 1/350 Trumpeter (53262)
SMS Viribus Unitis flags STEEL 1/350 Trumpeter (53263)
SMS Viribus Unitis railing 1/350 Trumpeter (53264)



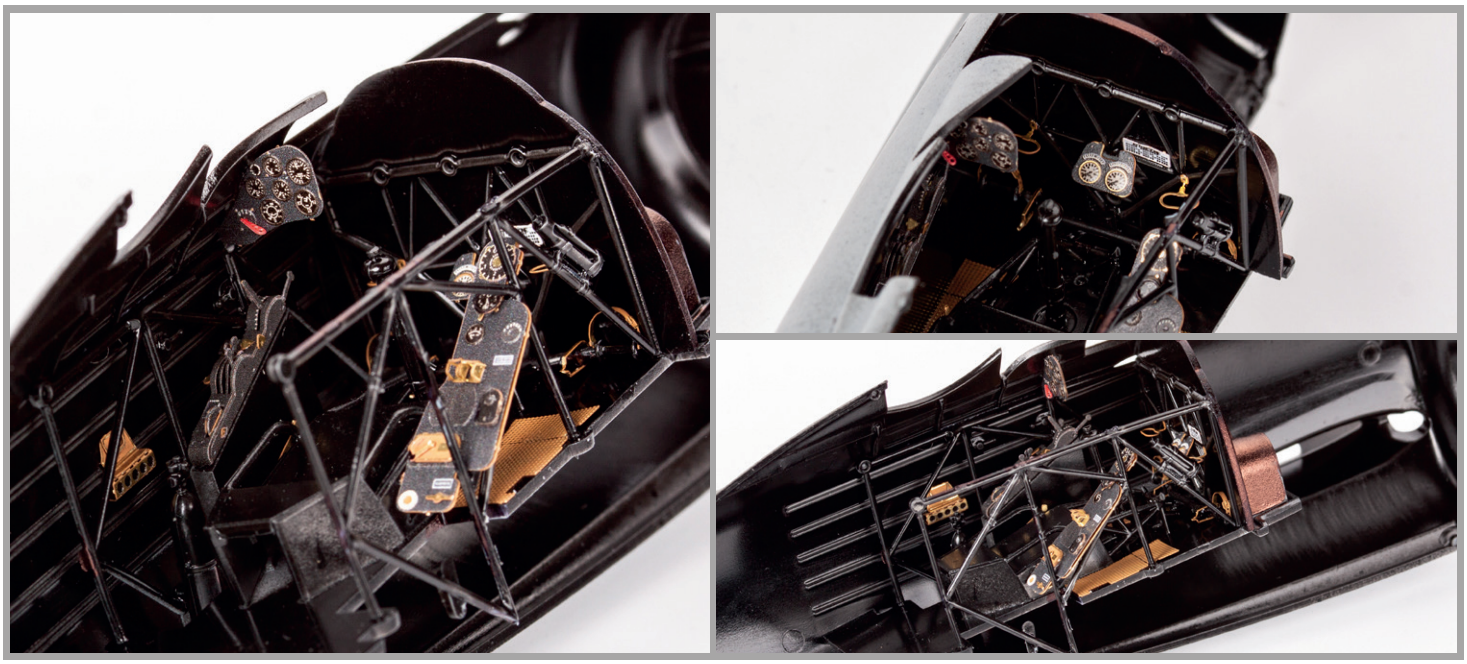
Fokker Dr.I 1/32 Meng

Fokker Dr.I 1/32 Meng (32978)
Fokker Dr.I 1/32 Meng (JX265) (Mask)



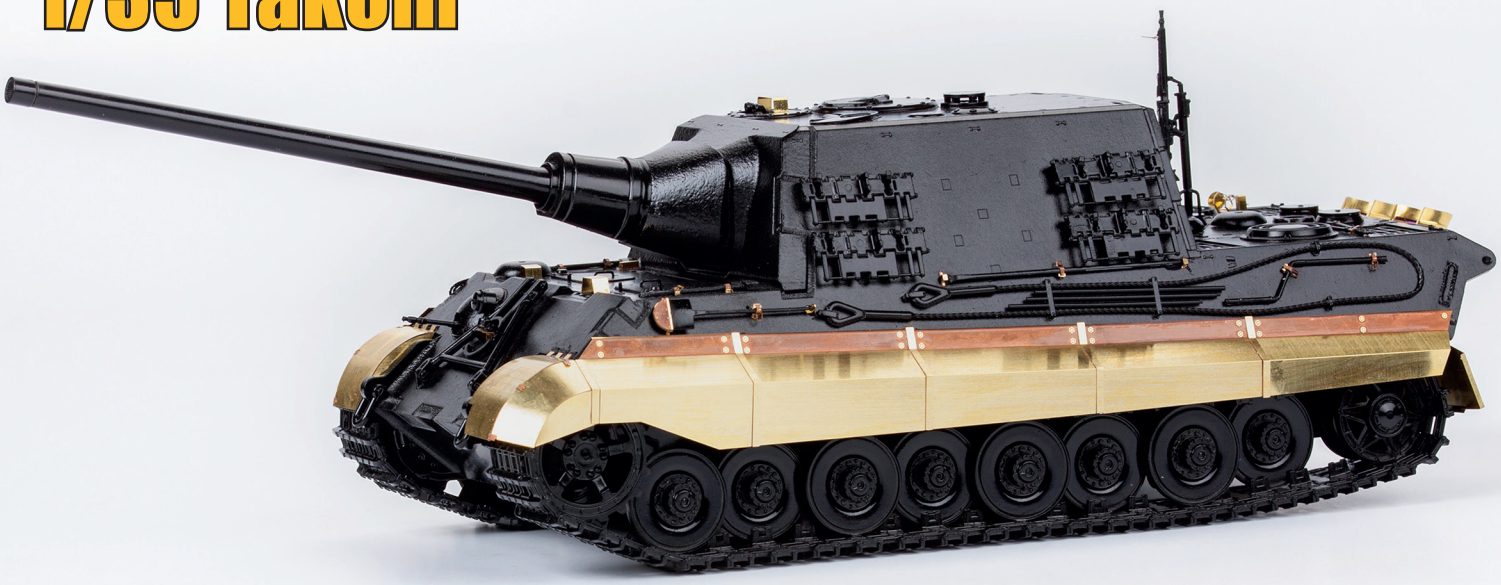
CR.42 1/32 ICM

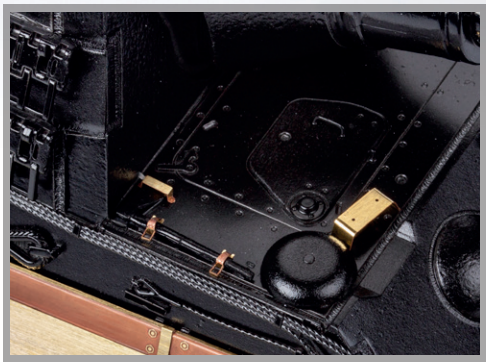
CR.42 1/32 ICM (32979)
CR.42 1/32 ICM (33270) (Zoom)
CR.42 seatbelts STEEL 1/32 ICM (33271) (Zoom)
CR.42 1/32 ICM (JX266) (maska)



Jagdtiger 1/35 Takom

Jagdtiger 1/35 Takom (36454)
Jagdtiger fenders 1/35 Takom (36455)





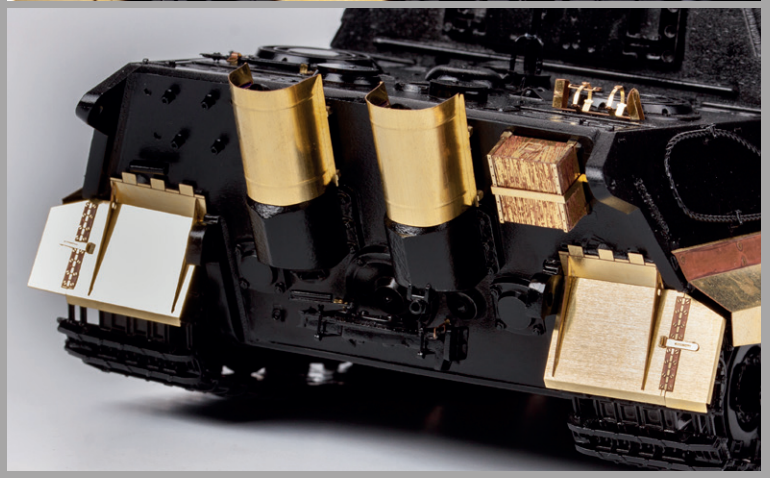






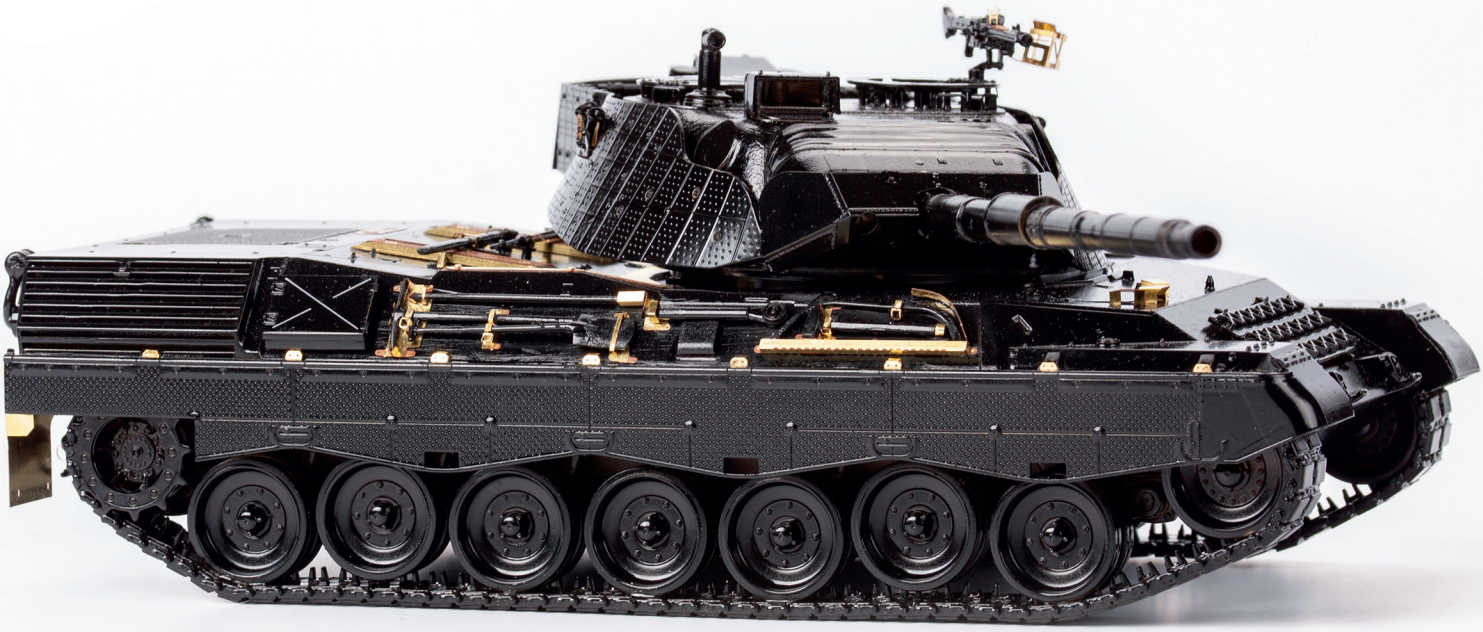


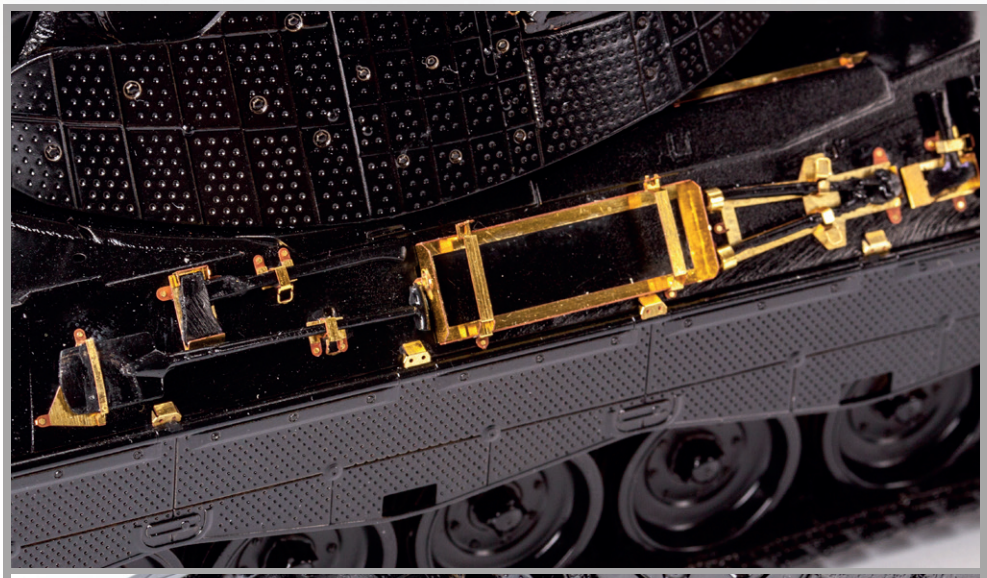


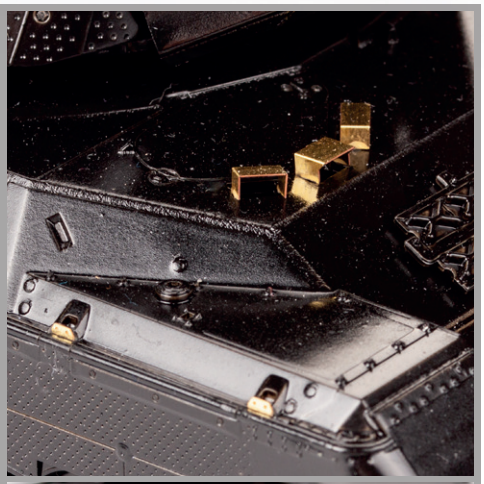


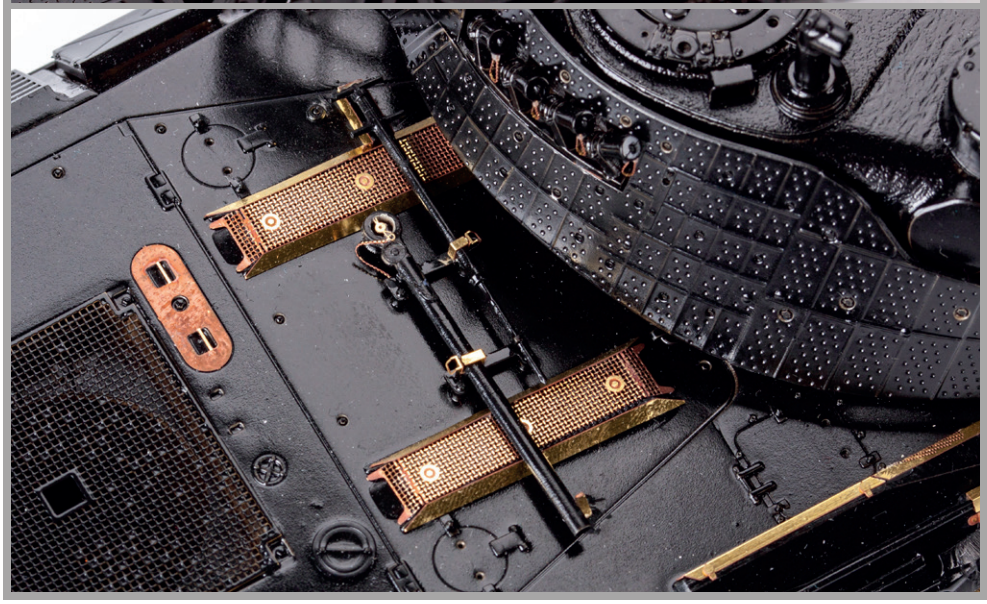
Leopard 1A5 1/35 Hobby Boss

Leopard 1A5 1/35 Hobby Boss (36456)







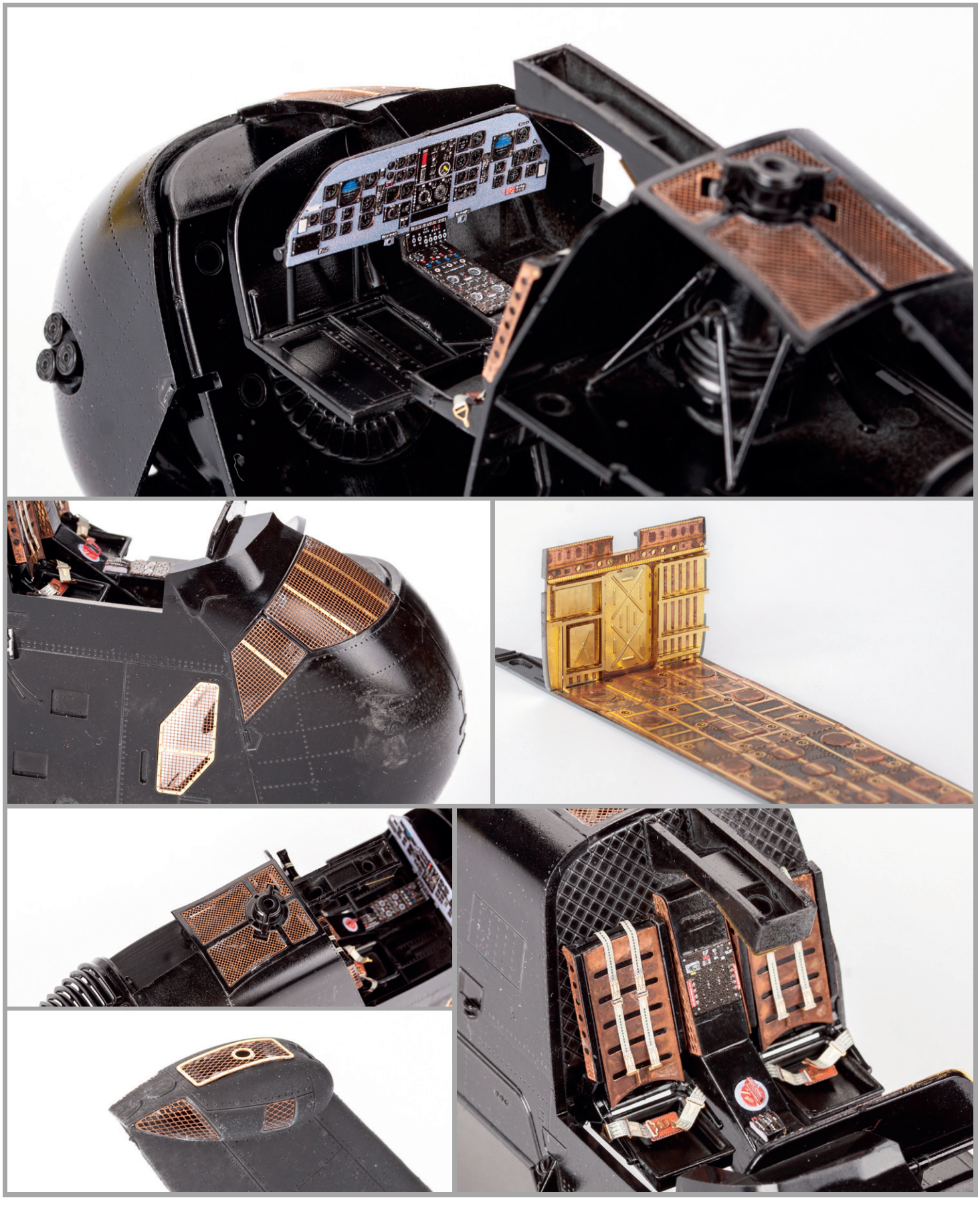






HH34J
1/48 Trumpeter

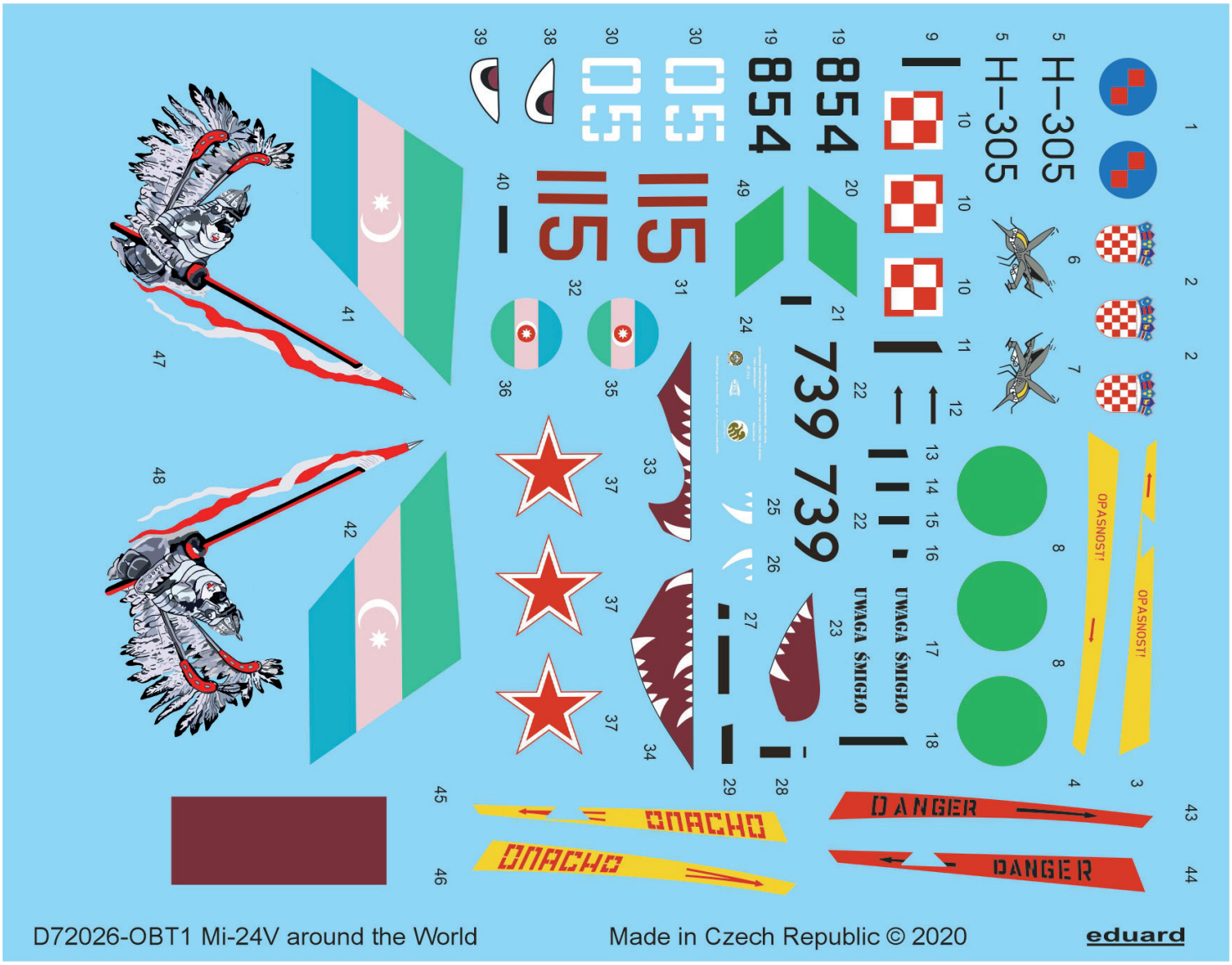
HH34J cargo interior 1/48 Trumpeter (481038)
HH34J 1/48 Trumpeter (491132)
HH34J 1/48 Trumpeter (FE1132)
HH34J seatbelts STEEL 1/48 Trumpeter (FE1133)
HH34J cargo seatbelts STEEL 1/48 Trumpeter (FE1134)
HH34J 1/48 Trumpeter (EX736) (Mask)
HH34J TFace 1/48 Trumpeter (EX737) (Mask)

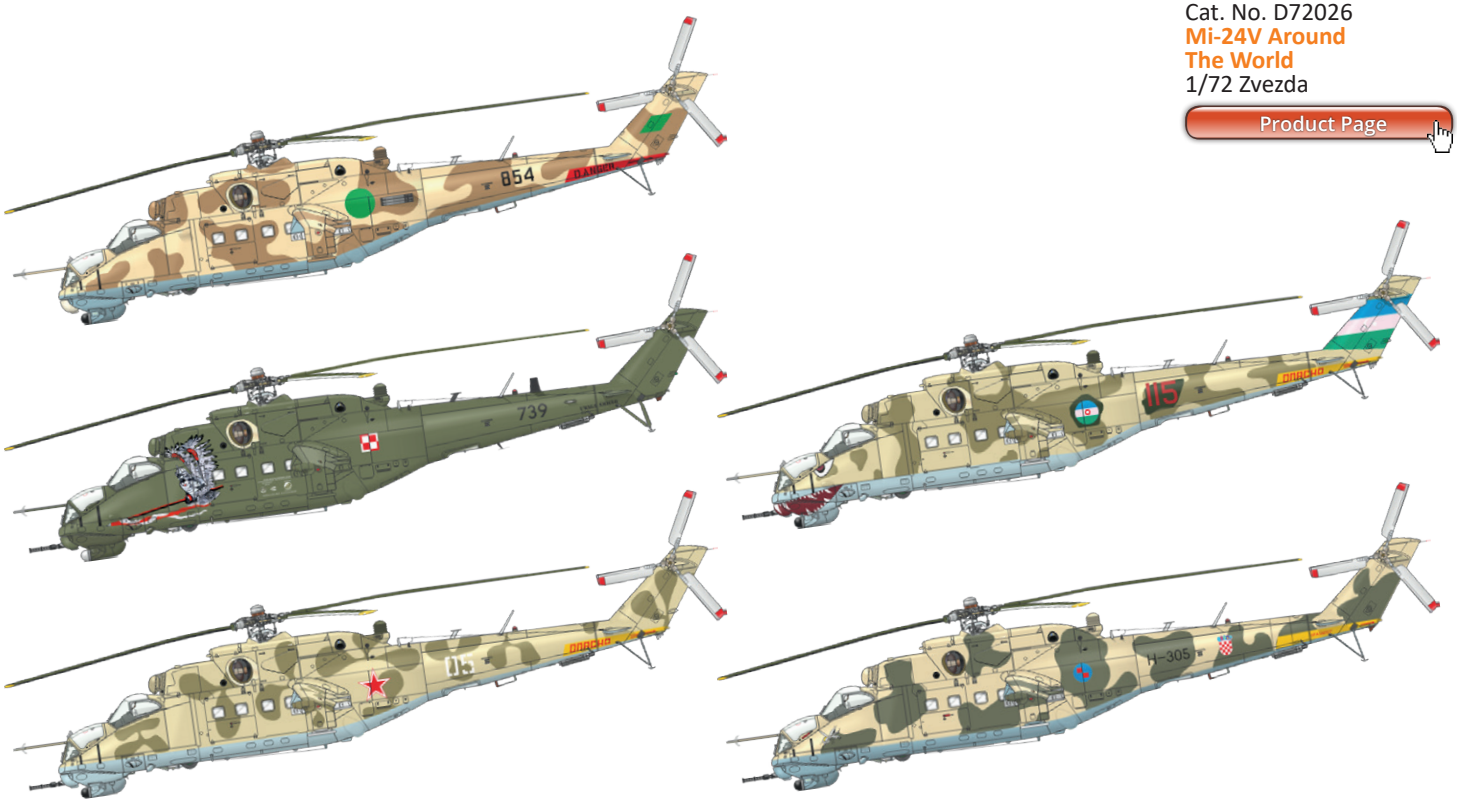


Beaufort Mk.I 1/72 Airfix

Beaufort Mk.I bomb bay 1/72 Airfix (72711)
Beaufort Mk.I landing flaps 1/72 Airfix (72712)
Beaufort Mk.I 1/72 Airfix (73725)
Beaufort Mk.I 1/72 Airfix (SS725) (Zoom)
Beaufort Mk.I 1/72 Airfix (CX588) (Mask)

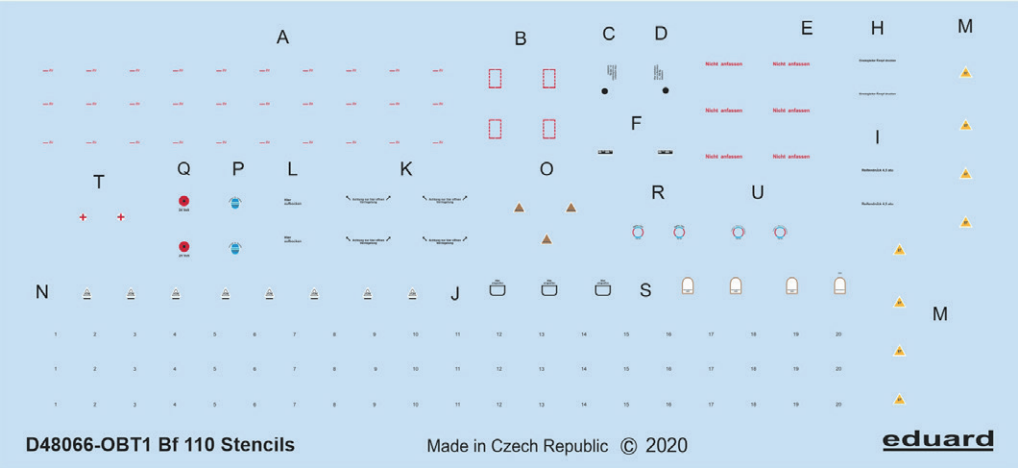






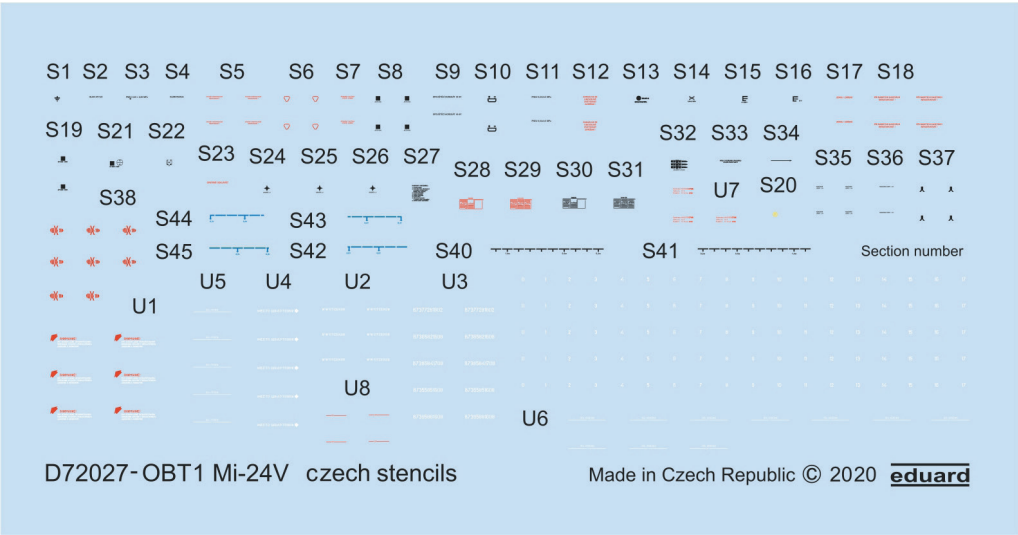
Cat. No. D72026
Mi-24V Around The World
1/72 Zvezda

Product Page

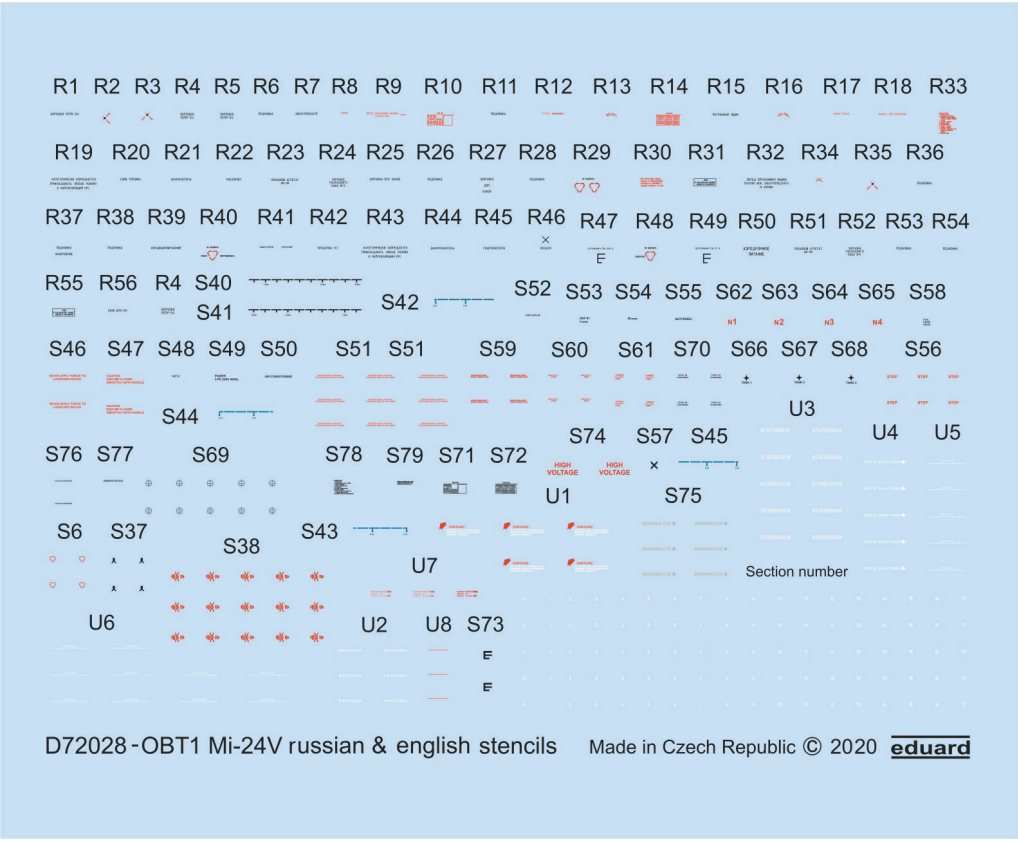


Cat. No. D48066
Bf 110 stencils
1/48 Eduard
Product Page





Cat. No. D72027
Mi-24V stencils
Czech
1/72 Zvezda
Product Page



Cat. No. D72028
Mi-24V stencils
Russian and English
1/72 Zvezda
Product Page

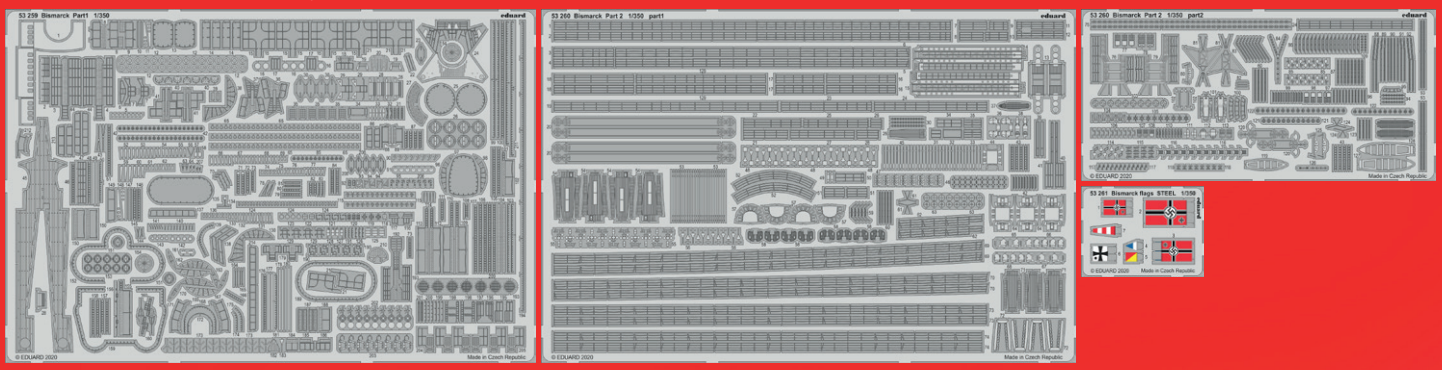
All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.

BIG ED

BIG5357 Bismarck 1/350 Trumpeter

Product Page

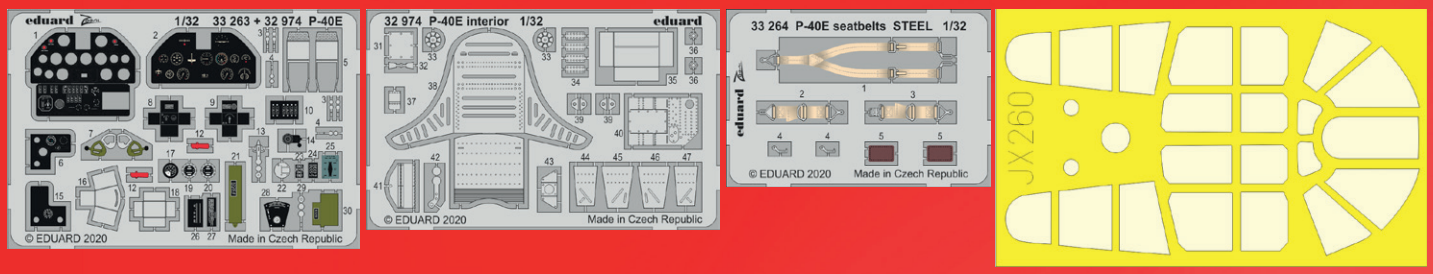
53259 Bismarck part 1 1/350
53260 Bismarck part 2 1/350
53261 Bismarck flags STEEL 1/350



BIG33122 P-40E part I 1/32 Trumpeter

Product Page

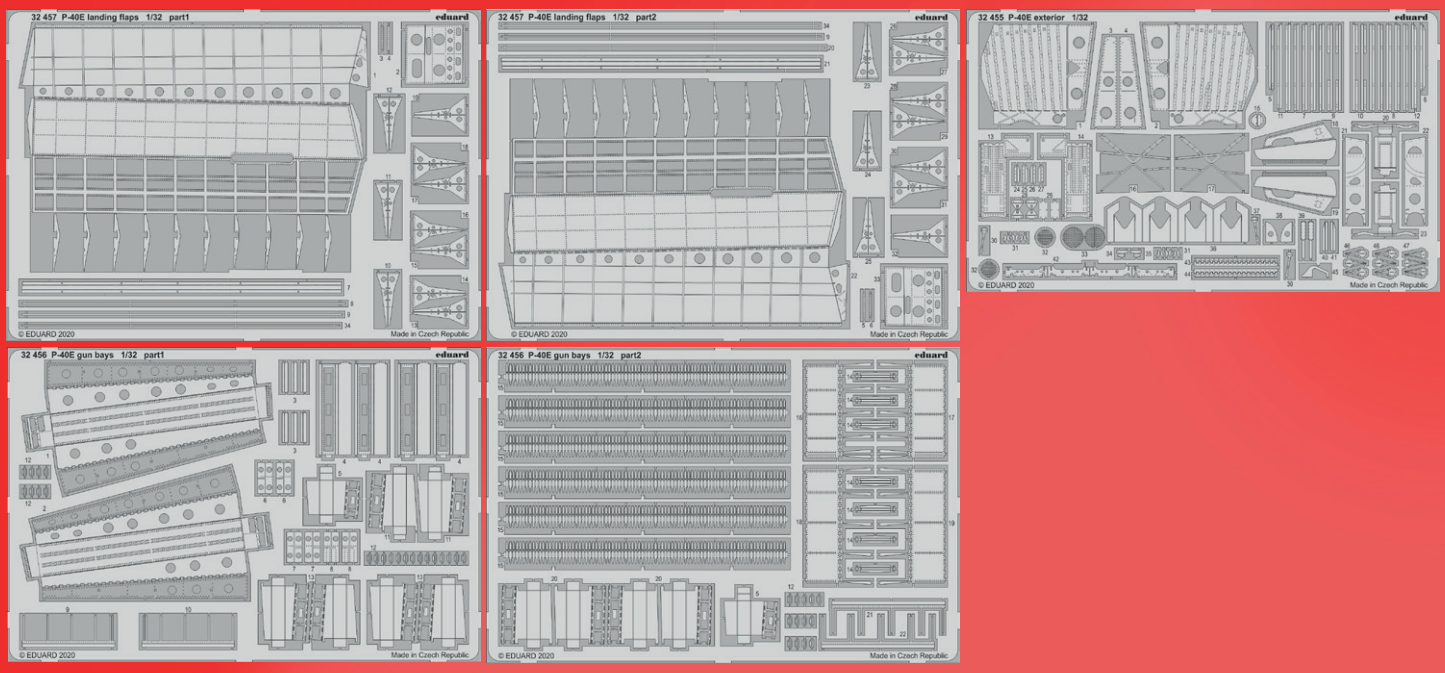
32974 P-40E interior 1/32
33264 P-40E seatbelts STEEL 1/32
JX260 P-40E 1/32



BIG33123 P-40E part II 1/32 Trumpeter

Product Page

32455 P-40E exterior 1/32
32456 P-40E gun bays 1/32
32457 P-40E landing flaps 1/32



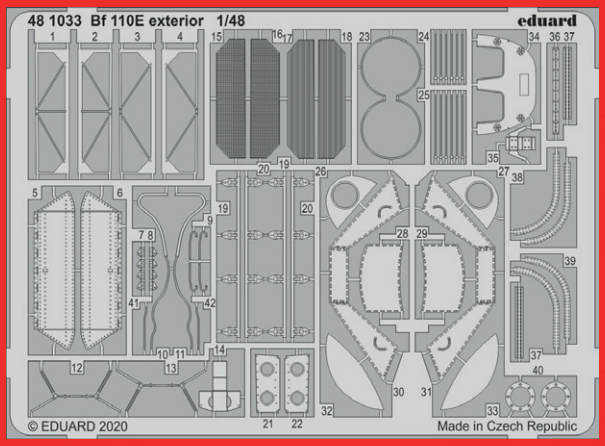
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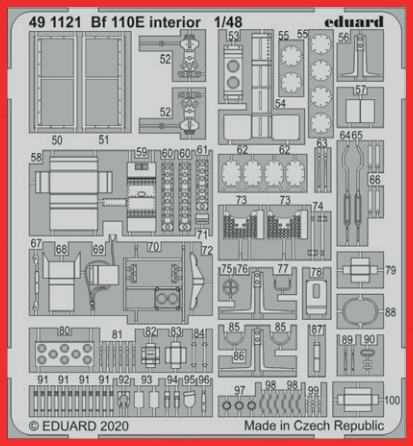
BIG ED

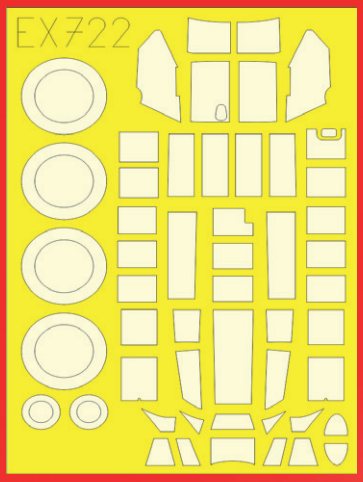
BIG49271 Bf 110E 1/48 Dragon

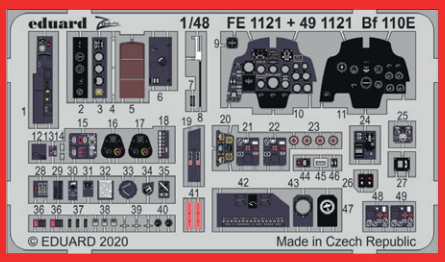
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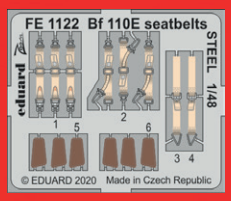
481033 Bf 110E exterior 1/48
491121 Bf 110E interior 1/48
EX722 Bf 110E 1/48
FE1122 Bf 110E seatbelts STEEL 1/48







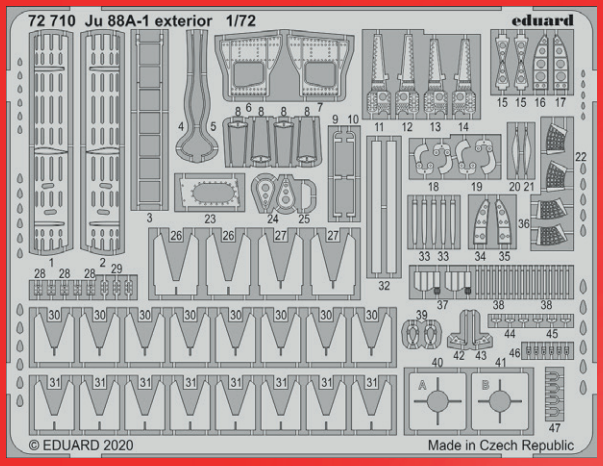


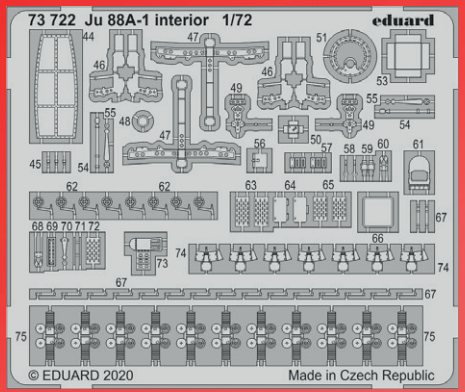


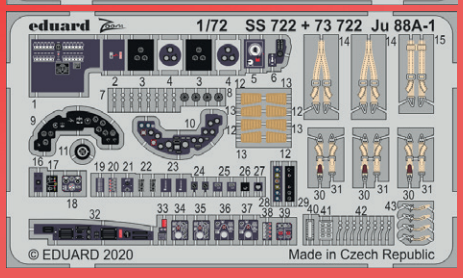
BIG72162 Ju 88A-1 1/72 Revell

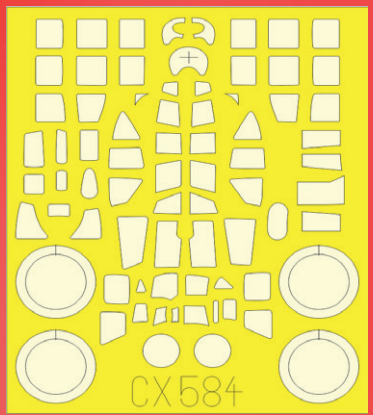
Product Page

72710 Ju 88A-1 exterior 1/72
73722 Ju 88A-1 interior 1/72
CX584 Ju 88A-1 1/72



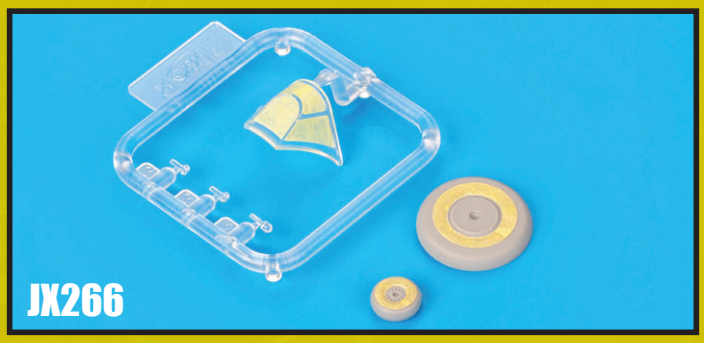






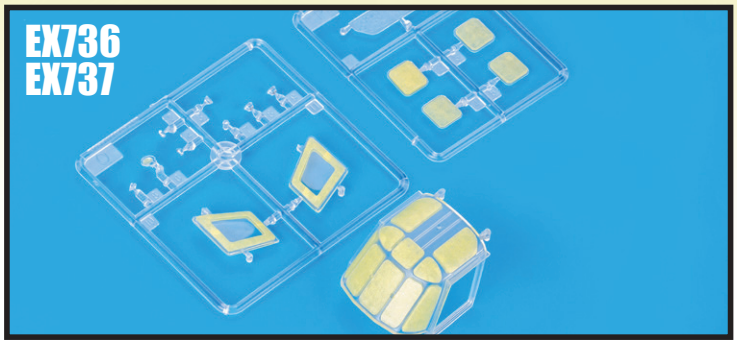
EDUARD MASK IT FITS!

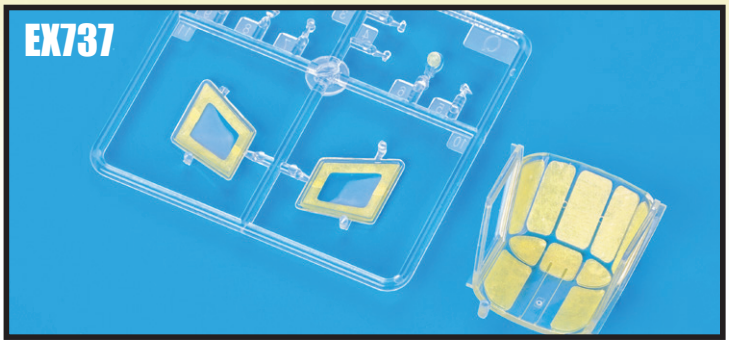
JX263 Mirage 2000D/N 1/32 Kitty Hawk
JX264 Mirage 2000D/N TFace 1/32 Kitty Hawk
JX265 Fokker Dr.I 1/32 Meng
JX266 CR.42 1/32 ICM
EX736 HH-34J 1/48 Trumpeter
EX737 HH-34J TFace 1/48 Trumpeter
CX586 MiG-21PF 1/72 Eduard
CX587 Su-39 1/72 Zvezda
CX588 Beaufort Mk.I 1/72 Airfix

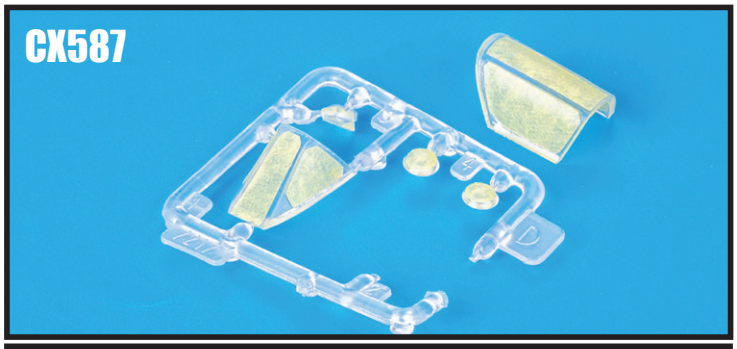


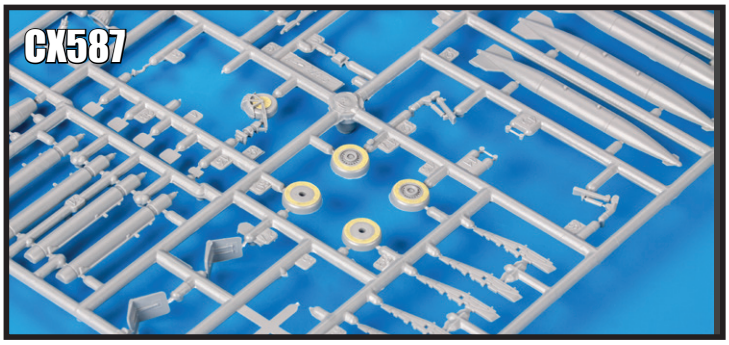


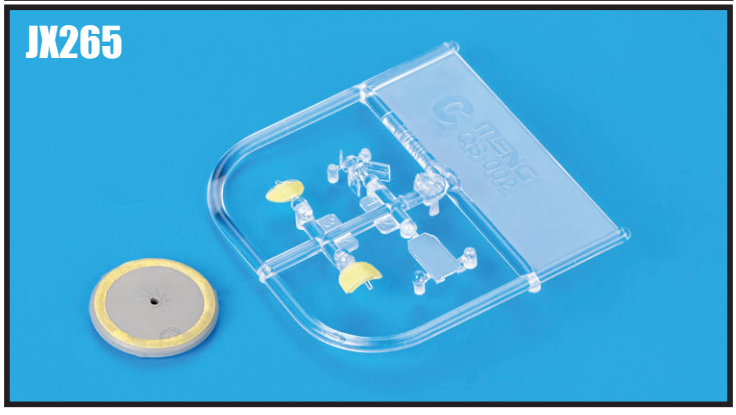


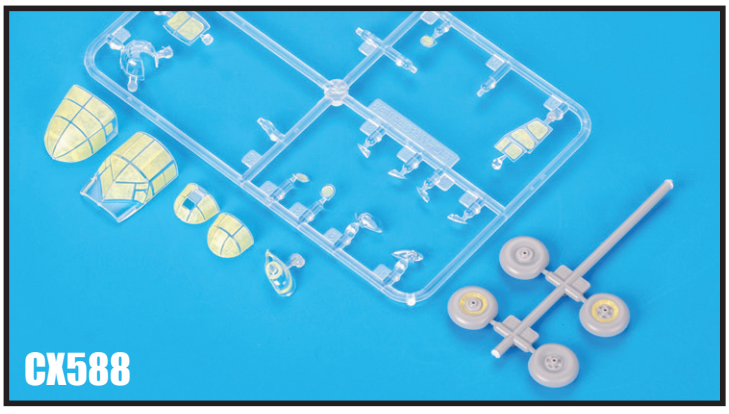












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December 2020

KITS

7097	Z-37A Čmelák	1/72	ProfiPACK
11146	THE SPITFIRE STORY: Tally Ho!	1/48	Limited edition

PE-SETS

53264	SMS Viribus Unitis railings	1/350	Trumpeter
32976	Mirage 2000D	1/32	Kitty Hawk
32977	Mirage 2000N	1/32	Kitty Hawk
32978	Fokker Dr.I	1/32	Meng
32979	CR.42	1/32	ICM
36454	Jagdtiger	1/35	Takom
36455	Jagdtiger fenders	1/35	Takom
36456	Leopard 1A5	1/35	Hobby Boss
481038	HH-34J cargo interior	1/48	Trumpeter
481039	S-2E exterior	1/48	Kinetic
491132	HH-34J	1/48	Trumpeter
491135	S-2E interior	1/48	Kinetic
72711	Beaufort Mk.I bomb bay	1/72	Airfix
72712	Beaufort Mk.I landing flaps	1/72	Airfix
73725	Beaufort Mk.I	1/72	Airfix
73726	Hawk 100 series	1/72	Airfix

ZOOMS

33267	Mirage 2000D	1/32	Kitty Hawk
33268	Mirage 2000N	1/32	Kitty Hawk
33269	Mirage 2000D/N seatbelts STEEL	1/32	Kitty Hawk
33270	CR.42	1/32	ICM
33271	CR.42 seatbelts STEEL	1/32	ICM
FE1132	HH-34J	1/48	Trumpeter
FE1133	HH-34J seatbelts STEEL	1/48	Trumpeter
FE1134	HH-34J cargo seatbelts STEEL	1/48	Trumpeter
FE1135	S-2E	1/48	Kinetic
FE1136	S-2E seatbelts STEEL	1/48	Kinetic
SS725	Beaufort Mk.I	1/72	Airfix
SS726	Hawk 100 series	1/72	Airfix
SS727	MiG-21PF Weekend	1/72	Eduard

MASKS

JX263	Mirage 2000D/N	1/32	Kitty Hawk
JX264	Mirage 2000D/N TFace	1/32	Kitty Hawk
JX265	Fokker Dr.I	1/32	Meng
JX266	CR.42	1/32	ICM
EX736	HH-34J	1/48	Trumpeter
EX737	HH-34J TFace	1/48	Trumpeter
CX586	MiG-21PF	1/72	Eduard
CX587	Su-39	1/72	Zvezda
CX588	Beaufort Mk.I	1/72	Airfix

BIGED

BIG5357	Bismarck	1/350	Trumpeter
BIG33122	P-40E part I	1/32	Trumpeter
BIG33123	P-40E part II	1/32	Trumpeter
BIG49271	Bf 110E	1/48	Dragon
BIG72162	Ju 88A-1	1/72	Revell

BRASSIN

632162	Mk.20 Rockeye	1/32	
632163	AGM-45 Shrike	1/32	
634021	Bf 109E LööK	1/32	Eduard
644076	Bf 110C LööK	1/48	Eduard
644077	Bf 110D LööK	1/48	Eduard
648598	GBU-54 Thermally Protected	1/48	
648600	F-6D cockpit	1/48	Eduard
648601	AN/ALE-41 Chaff dispenser	1/48	
648602	Bf 110C/D radio equipment	1/48	Eduard
672247	Z-37A wheels	1/72	Eduard
672251	Beaufort Mk.I wheels	1/72	Airfix

BRASSIN

SIN64868	Spitfire Mk.I Essential	1/48	Eduard

LookPLUS

634022	P-40E LööKplus	1/32	Trumpeter
644078	F-14A w/ early wheels LööKplus	1/48	Tamiya

DECALS

D48066	Bf 110 stencils	1/48	Eduard
D72026	Mi-24V around the World	1/72	Zvezda
D72027	Mi-24V stencils Czech	1/72	Zvezda
D72028	Mi-24V stencils Russian & English	1/72	Zvezda

SERVUS CHLAPCI

1/72



Cat. No. 2131

Built by Tomáš Török

MARKING C







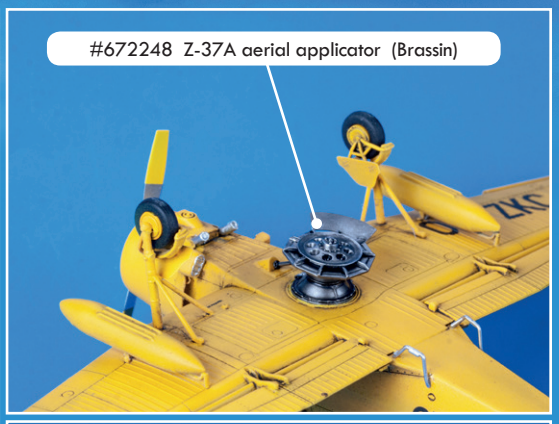




Z-37 s/n 09-03 was registered on April 7th, 1970 for the County of Usti nad Orlici Agricultural Association. The aircraft was passed on to STS Lanskroun on August 4th, 1971. From November 8th, 1972, it was owned by Slov Air Prague, and was bought by Air Special Ltd. on February 19th, 1992. It was retired from flying in 1995, and subsequently stored at Marianske Lazne in 2009. The airframe was sold to the Riga Air Museum in Latvia in 2014.













ProfiPACK edition

P-51D Mustang 1/48

Built by Robert Szwarc

Cat. No. 82102

Product Page







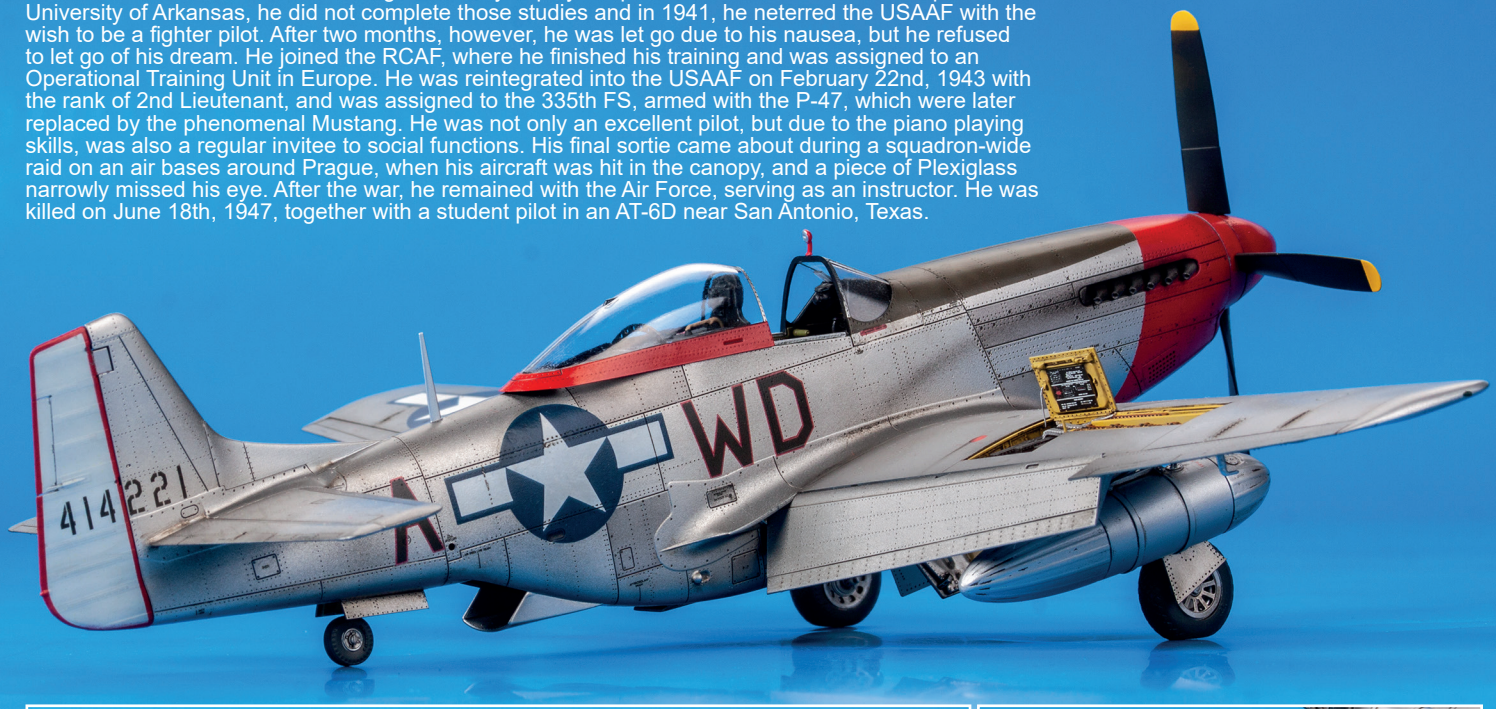




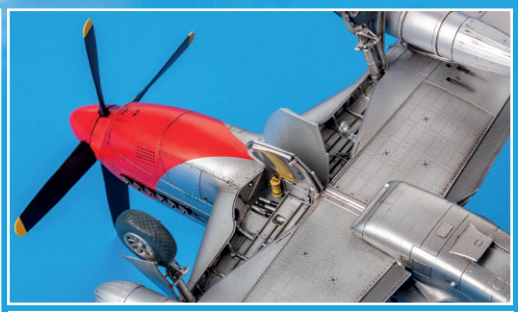


P-51D-10, 44-14221, Maj. Pierce W. McKennon, CO of 335th FS, 4th FG, 8th AF, Debden, United Kingdom, April 1945

Future Second World War twelve kill ace Pierce Winnigham McKennon was born on November 30th, 1919 in Clarksville, Arkansas. Although his ability to play the piano awarded him a scholarship at the University of Arkansas, he did not complete those studies and in 1941, he neterred the USAAF with the wish to be a fighter pilot. After two months, however, he was let go due to his nausea, but he refused to let go of his dream. He joined the RCAF, where he finished his training and was assigned to an Operational Training Unit in Europe. He was reintegrated into the USAAF on February 22nd, 1943 with the rank of 2nd Lieutenant, and was assigned to the 335th FS, armed with the P-47, which were later replaced by the phenomenal Mustang. He was not only an excellent pilot, but due to the piano playing skills, was also a regular invitee to social functions. His final sortie came about during a squadron-wide raid on an air bases around Prague, when his aircraft was hit in the canopy, and a piece of Plexiglass narrowly missed his eye. After the war, he remained with the Air Force, serving as an instructor. He was killed on June 18th, 1947, together with a student pilot in an AT-6D near San Antonio, Texas.











eduard
LIMITED EDITION

REICHSVERTEIDIGUNG

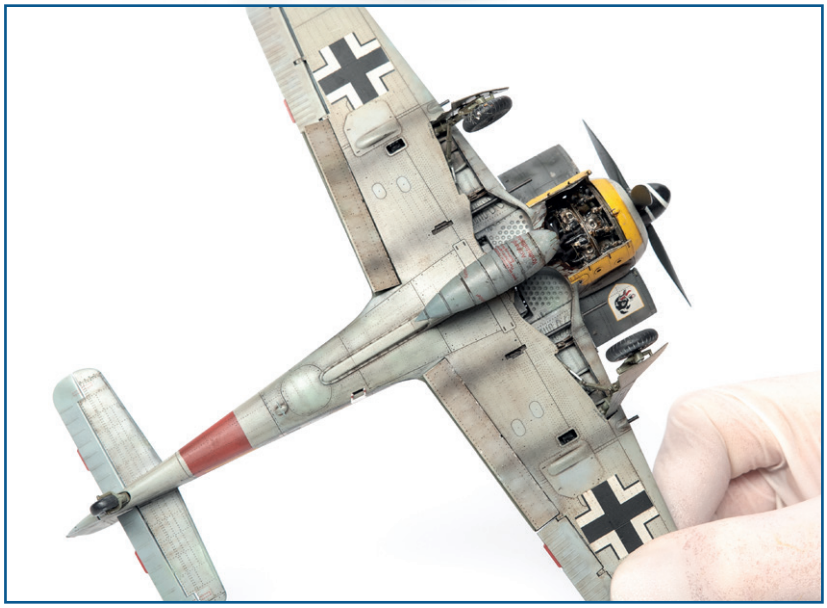
Fw 190A-8/R2 & Bf 109G-6/14 1/48 SCALE DUAL COMBO

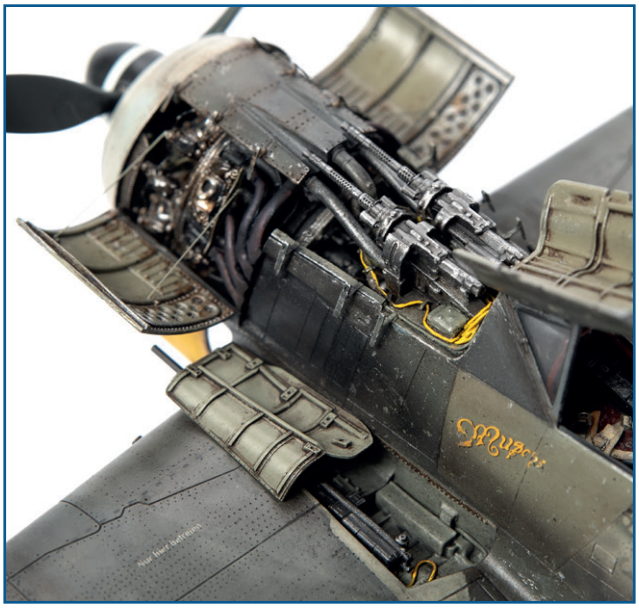
1/48

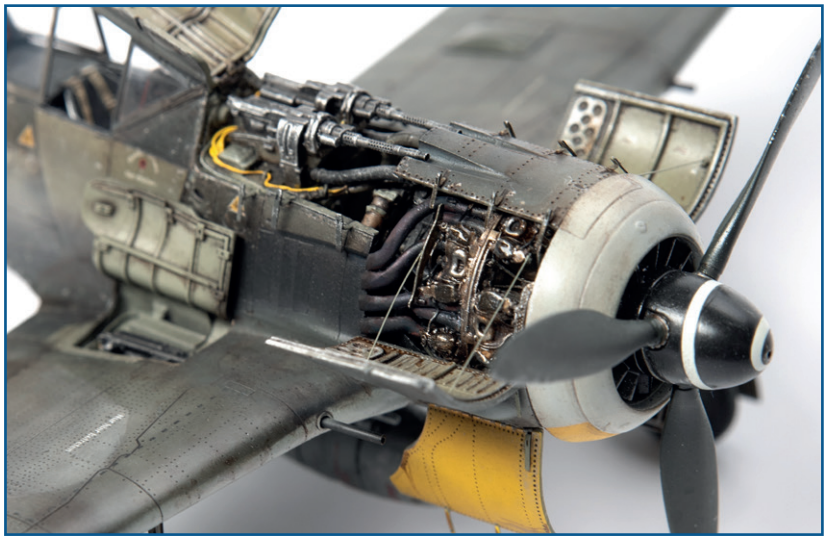


Cat. No. 11119

Built by Daniel Marek









Fw 190A-8/R2, W. Nr. 682958, Uffz. Paul Lixfeld, 6.(Sturm)/ JG 300, Löbnitz, Germany, December 1944

As was the case with sister unit JG 301, JG 300 was originally tasked with night interception of Allied bomber raids into occupied Europe. At the beginning of 1944, the unit's role was changed to day fighting. II. Gruppe was formed in July 1943 and received heavily armed and armoured Fw 190A-8/R2 aircraft in the summer of 1944 designed to combat the Allied raids and continued to be designated as a Sturmgruppe. One of the pilots of this unit became eighteen-year-old Uffz. Paul Lixfeld who's 'Yellow 12' carried the name 'Muschi'.
JG 300 aircraft flying within the Defence of the Reich system carried a red fuselage band. Lixfeld's Sturmbock didn't carry the side armoured glass panels on the sliding section of the canopy, nicknamed 'Scheuklappe' (horse blinds). Many Sturmbocks had these removed because of freezing condensation between the armoured panels and the canopy proper, limiting visibility from the airplane.





eduard
LIMITED EDITION

Spitfire Story: The Few

Spitfire Mk.I

Product Page

Cat. No. 11143

Built by Matthias Becker













Spitfire Mk.I

X4382, P/O Osgood Philip Villiers Hanbury, No. 602 Squadron, RAF Westhampnett, West Sussex, September 1940.









Bf 108

WEEKEND edition

1/32

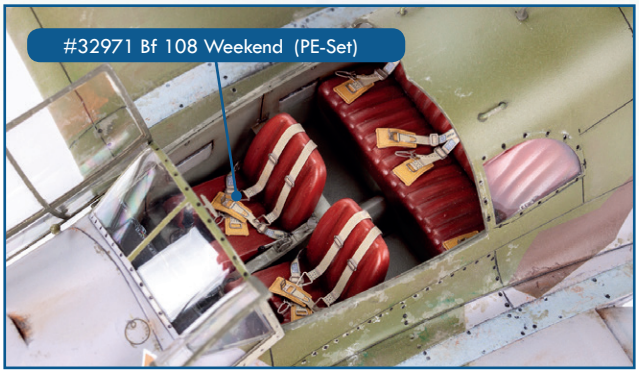
Product Page

Cat. No. 3404

Built by Luboš Zach









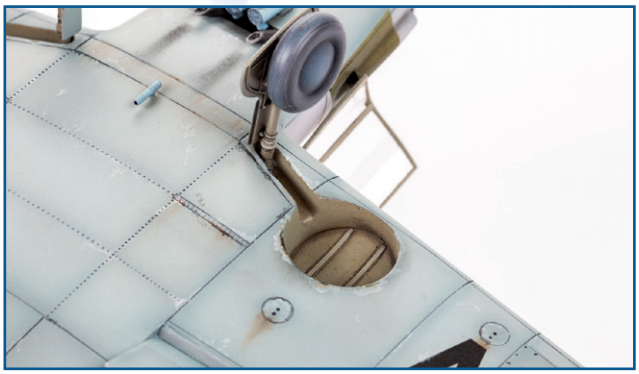


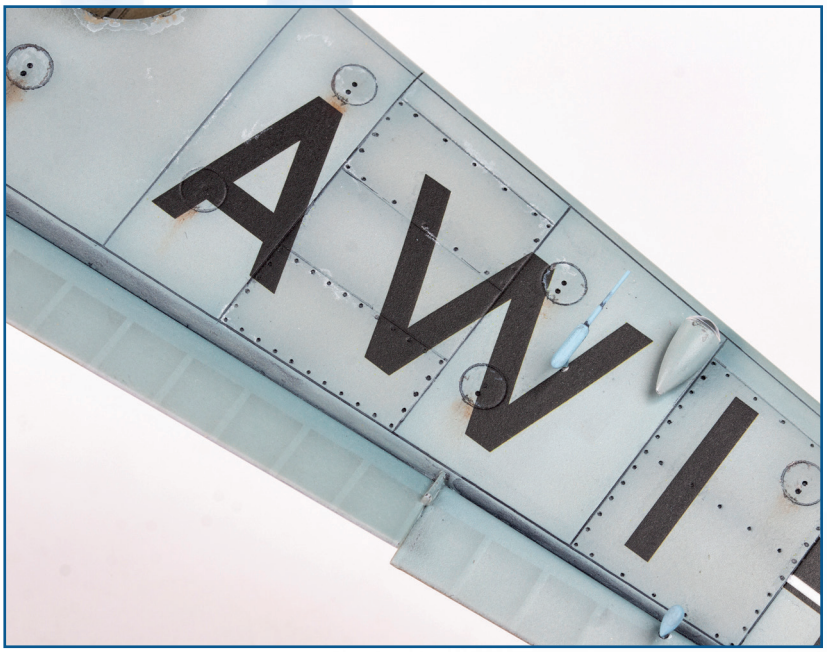


Germany, September 1939

The German pre-war colors were used to camouflage this Taifun. Upper surfaces are painted RLM 61, RLM, 62 and RLM 63 colors, the undersides are RLM 65. The new camouflage was painted over the original factory colors thus the stenciling is not visible.











ProfiPACK edition

Bf 109G-14



1/48

Built by Daniel Marek
CAMO C
Cat. No. 82118

Product Page











Bf 109G-14, W. Nr. 464380, Magg. M. Bellagambi, CO of 5a Squadriglia, 2o Gruppo Caccia, Aeronautica Nazionale Repubblicana, Osoppo, Italy, March 1945

After the declaration of Italian Social Republic on September 18th, 1943, a puppet state on the territory of Italy, occupied by German military under the command of Benito Mussolini, Germany allowed this Republic to establish its own military force of four divisions. Its air force component called Aeronautica Nazionale Repubblicana consisted of two fighter plane groups (Gruppo Caccia), torpedo groups (Gruppo Aerosiluranti Buscaglia) and several transportation squadrons. In 1945, both fighter plane squadrons flew Messerschmitts Bf 109G-6/G-10/G-14. The commander of 5a Squadriglia, called Diavoli Rossi, was Maggiore Mario Bellagambi, a fighter ace with 14 shot downs. After WWII, in 1949, he was, once again, admitted to Italian air force where he, prior to his retirement, became a Generale di brigata aerea. He died in Florence on June 25th, 2001.

Bellagambi's 109 is camouflaged with RLM 74/75/76 colours, the sides of the fuselage are very likely darkened with Italian Verde Oliva Scuro 2 colour. The same colour is applied to the stain underneath the red devil, the emblem of 5a squadriglia. The rudder, supplied by one of the subcontractors, bears a camouflage painted in RLM 81 and 82. It is probable that the bottom engine part was yellow or repainted by RLM 76. The yellow lining of fuselage marking of the ANR aircraft is, compared to other aircraft, reversed or bears yellow triangles around the flag.











F-6D/K 1/48

Built by Robert Szwarc
CAMO C
Cat. No. 82103

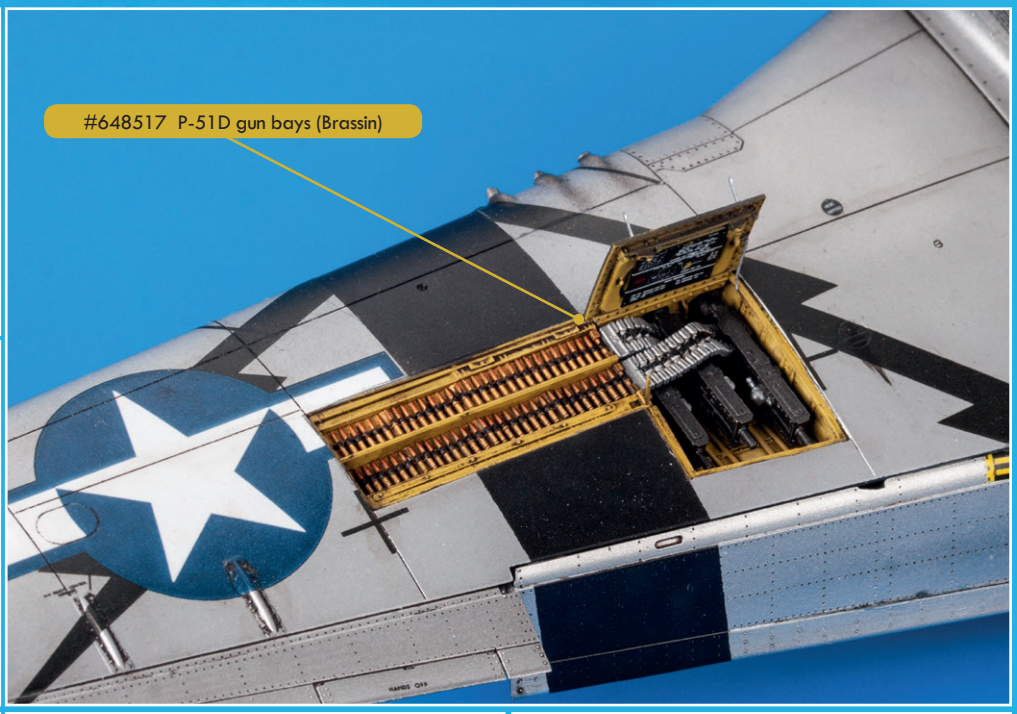
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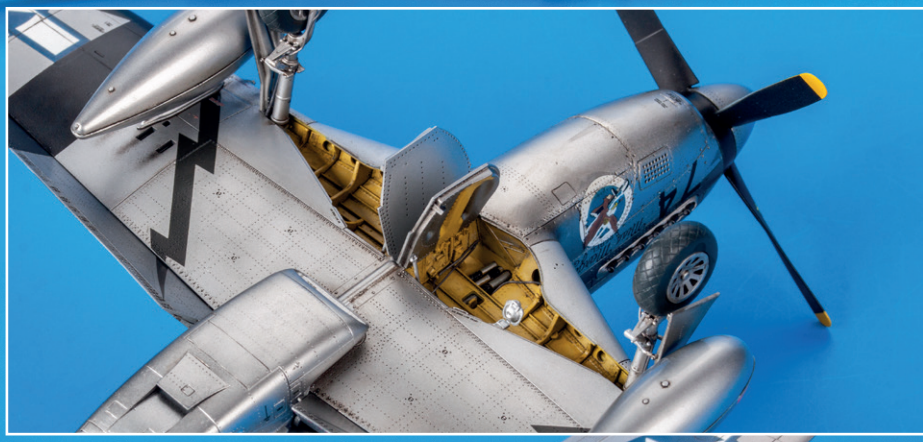


F-6D-15, 44-15417, Lt. Edwin H. Pearle, 2nd FS, 2nd ACG, Cox´s Bazar, India, Spring 1945

2nd Air Commando Group, equipped with P-51, C-47 and L-5 aircraft relocated from the United States to India during the fall 1944 and its main task was support of the ground units operating on the territory of China and Burma, including the resupplying the units with armament and equipment. Part of this group were two fighter squadrons - 1st FS and 2nd FS. Each one was equipped with 22 P-51D fighters and three reconnaissance F-6. Both 2nd ACG squadrons were mainly busy with ground units' support but in the spring 1945 pilots of the both squadrons organized several extremely long distance attacks against the Japanese air bases during which they claimed 60 enemy aircraft destroyed and 40 probably destroyed or damaged. Lt. Pearle contributed with one damaged bomber to this score.
2nd FS recognition marking was a propeller spinner with natural metal tip and base in black paint. Rebel Gal, same as several other airplanes from this unit, carried the unit marking on the fuselage nose in the form of an eagle carrying machine gun in his claws. The fuselage and wings sported 2nd ACG markings in the form of lightnings.







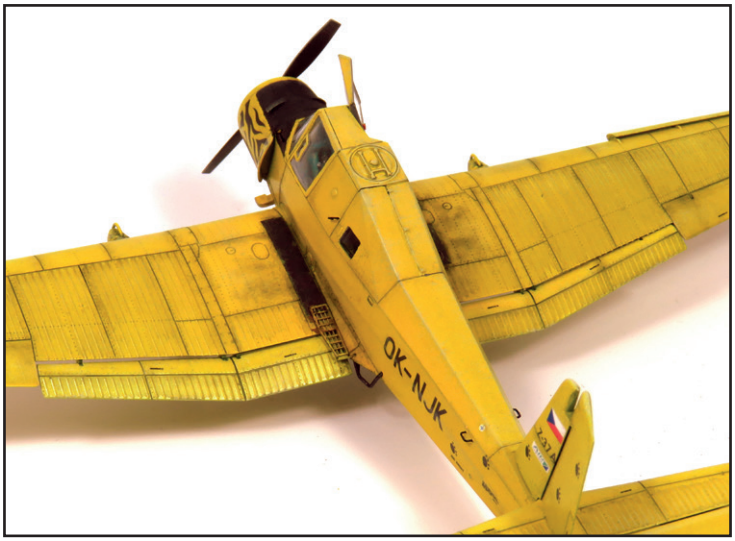


SERVUS CHLAPCI

Cat. No. 2131

Built by Ugur Kenel









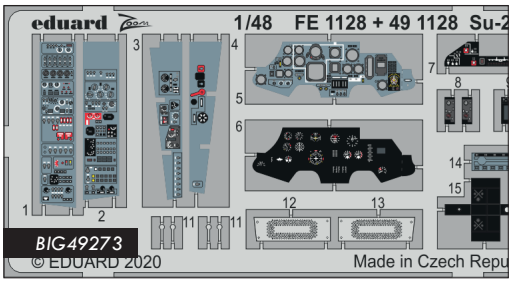


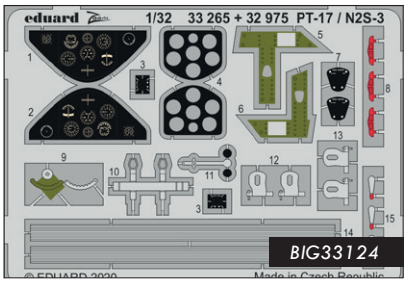
Z-37A s/n 25-14 was registered on November 25th, 1983 for Slov-Air Division 02 in Prague, from January 29th, 1993 was owned by Air Speciál a.s., in 1994 was being flown out of Mariánské Lázně, from 1997 was owned by Air Special in Liberec. Overhauled in 2000, the aircraft was sold to AgroAir Chrudim in 2016. Note the nose in a tiger motif with tiger prints on the tail.





New van, built and delivered to the unit 7.PG today. We'll call her Meyer.



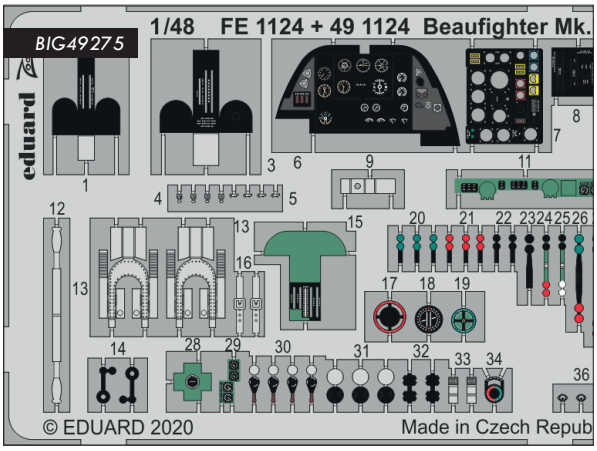


BIG ED (January)

BIG33124 PT-17 / N2S-3 1/32 ICM
BIG49272 SBD-2 1/48 Academy
BIG49273 Su-27S 1/48 Kitty Hawk
BIG49274 Su-27UB 1/48 Kitty Hawk
BIG49275 Beaufighter Mk.IF 1/48 Revell

BRASSIN (January)

632164 AGM-88 HARM 1/32
644079 Beaufighter Mk.IF LöökK 1/48 Revell
644080 Spitfire Mk.II LöökK 1/48 Eduard
644081 Bf 110G-4 LöökK 1/48 Eduard
648582 Spitfire Mk.I engine 1/48 Eduard
648584 Lysander Twin Browning machine gun 1/48 Eduard
648603 Bf 110G wheels 1/48 Eduard
648606 Bf 110G-4 exhaust stacks 1/48 Eduard
648607 Bf 110C/D/E exhaust stacks 1/48 Eduard
648610 Spitfire Mk.IIa gun bays 1/48 Eduard
672249 Spitfire Mk.Vc wheels 1/72 Airfix
672250 Spitfire Mk.Vc exhaust stacks 1/72 Airfix



LöökPlus (January)

644083 P-38H LöökPlus 1/48 Tamiya
644084 F-14A w/ late wheels LöökPlus 1/48 Tamiya

644079 Beaufighter Mk.IF LöökK 1/48 Revell



644080 Spitfire Mk.II LööK 1/48 Eduard

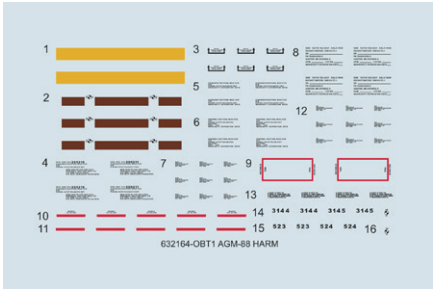


644081 Bf 110G-4 LööK 1/48 Eduard



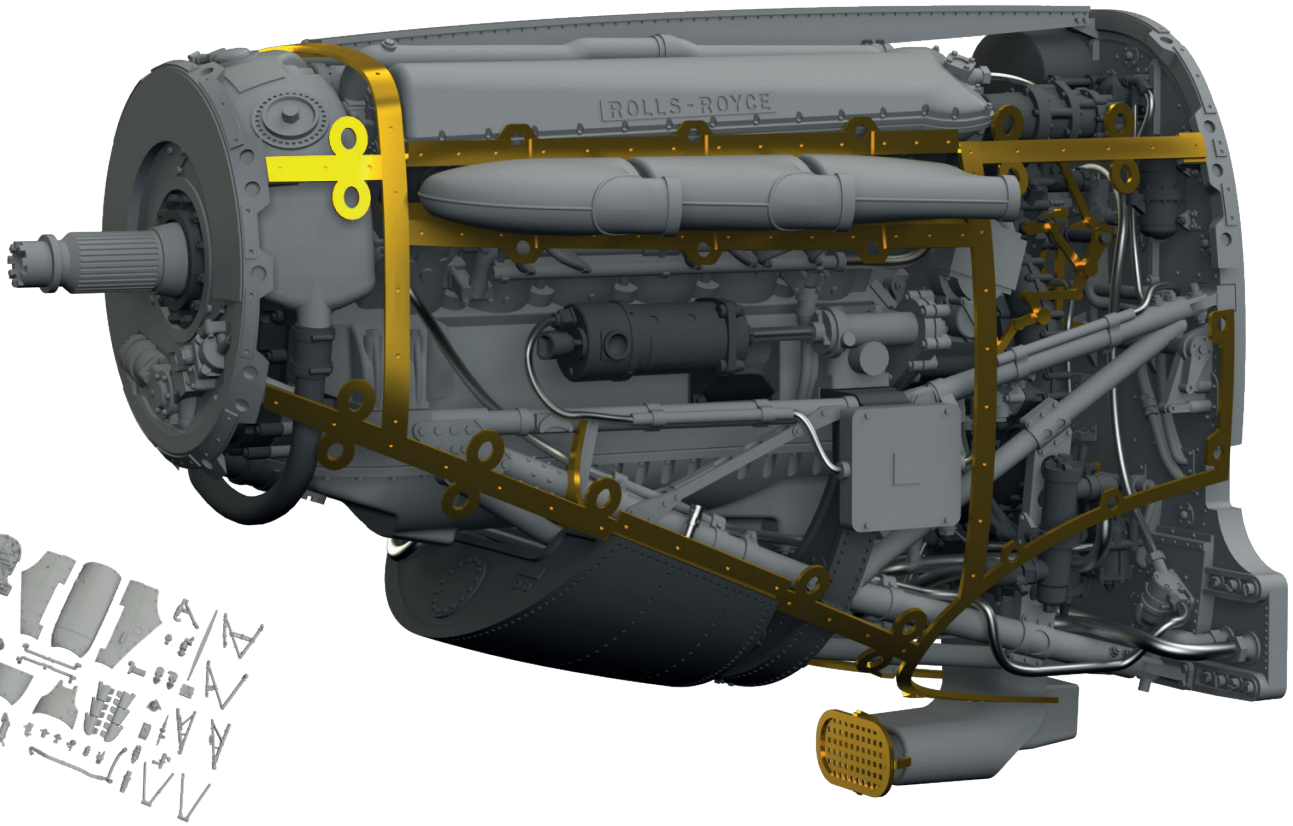


632164 AGM-88 HARM 1/32

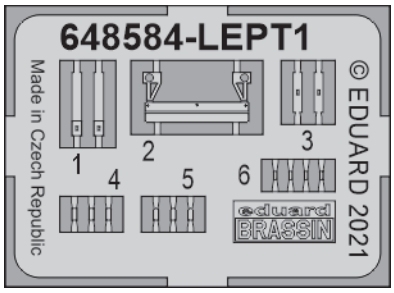




648582 Spitfire Mk.I engine 1/48 Eduard



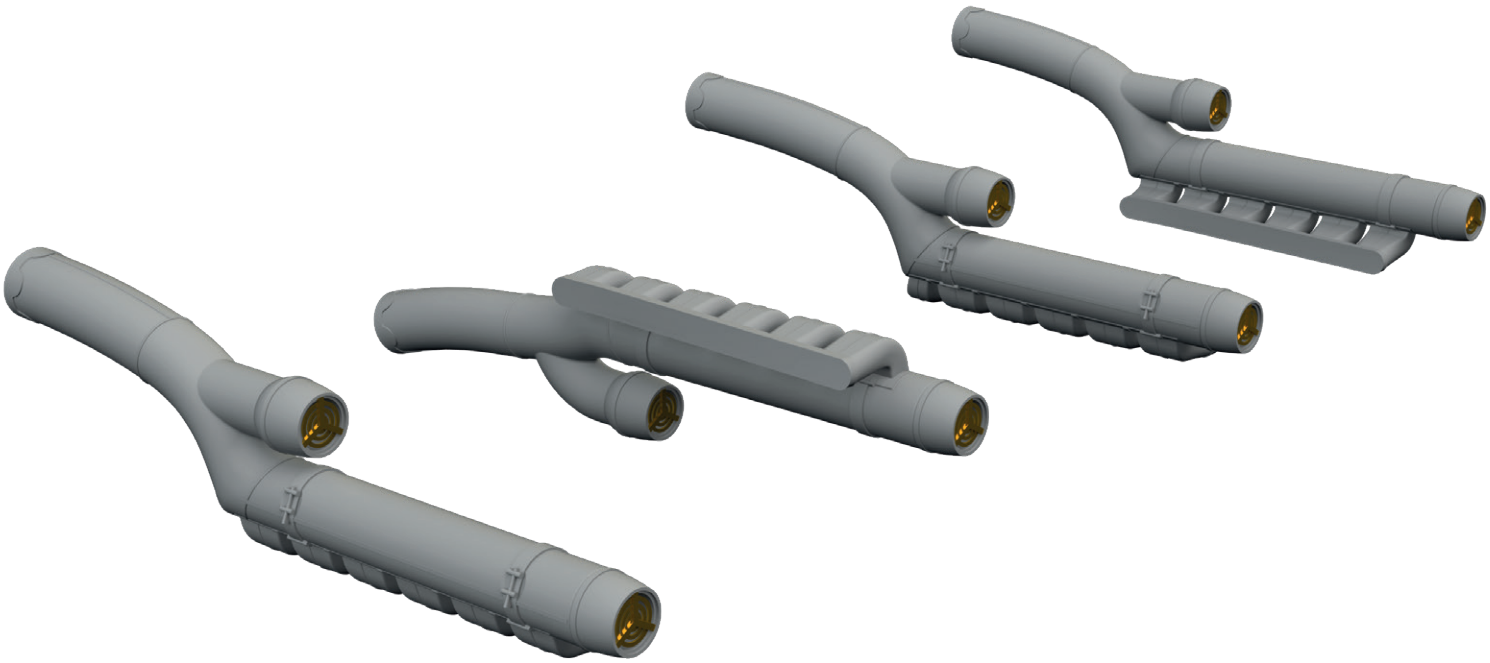
648584 Lysander Twin Browning machine gun 1/48 Eduard



648603 Bf 110G wheels 1/48 Eduard



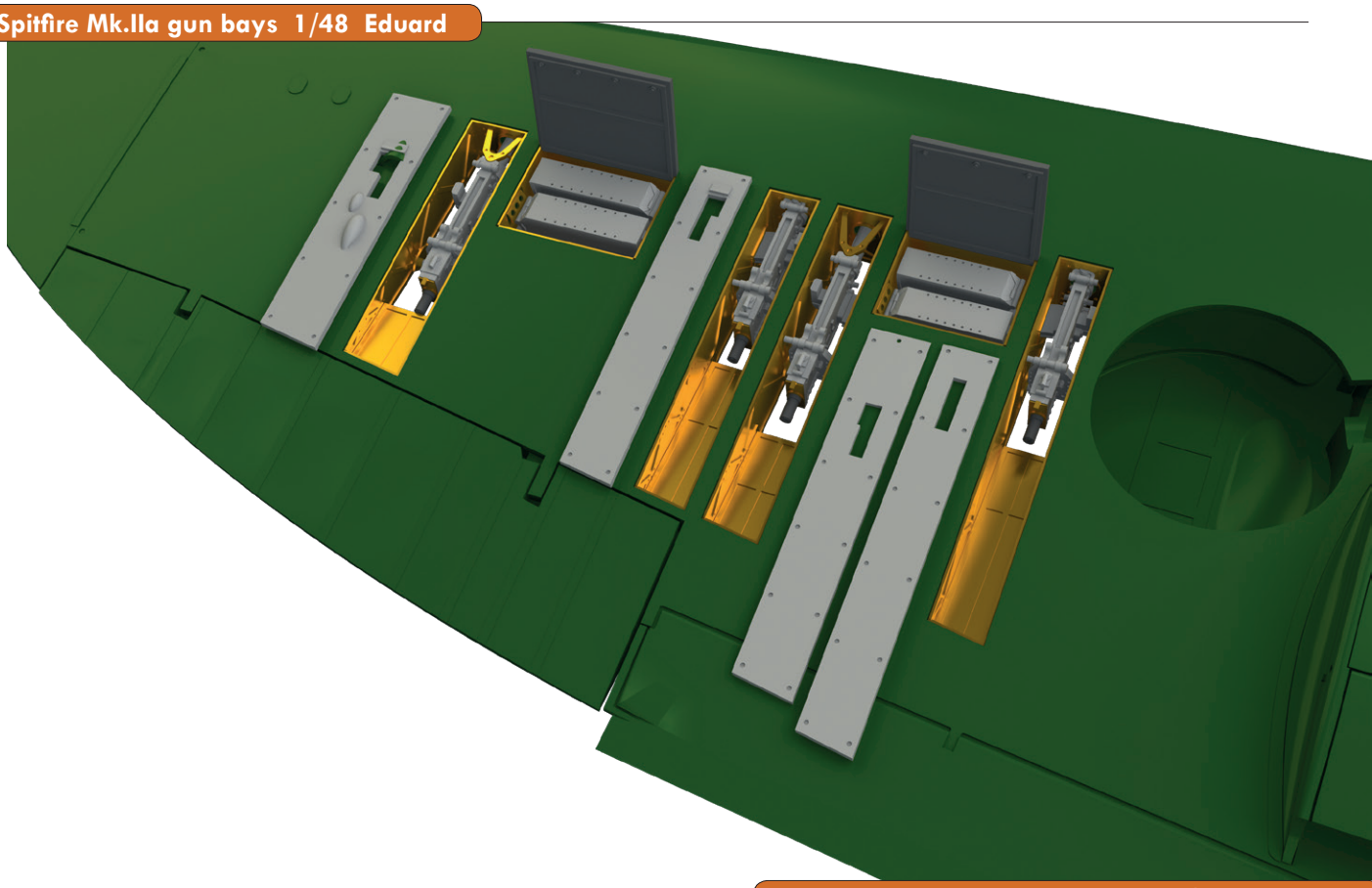
648606 Bf 110G-4 exhaust stacks 1/48 Eduard



648607 Bf 110C/D/E exhaust stacks 1/48 Eduard



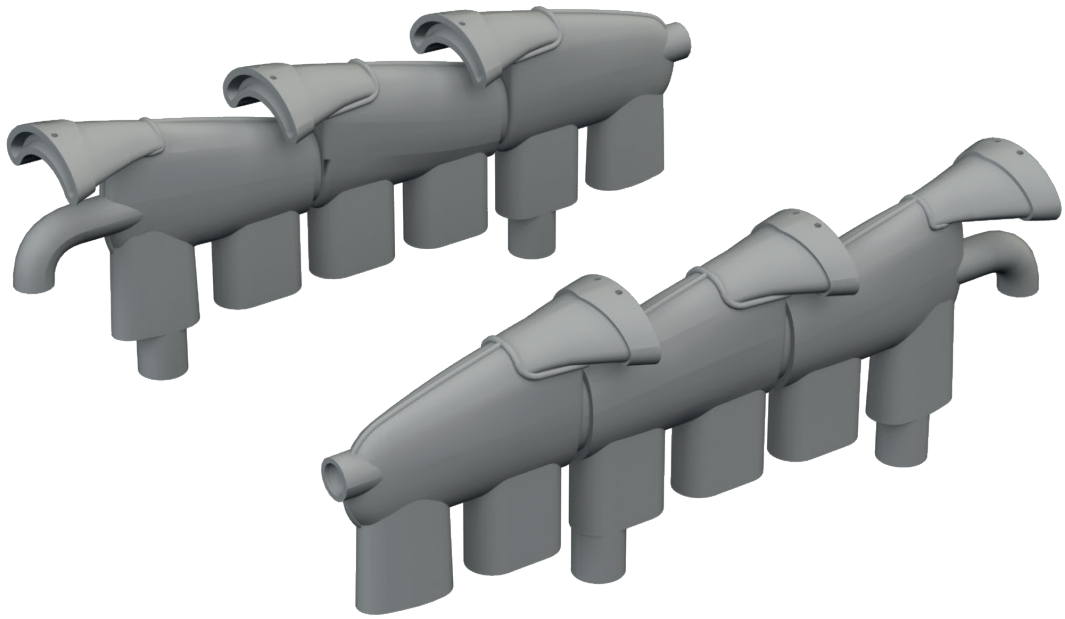
648610 Spitfire Mk.IIa gun bays 1/48 Eduard



672249 Spitfire Mk.Vc wheels 1/72 Airfix



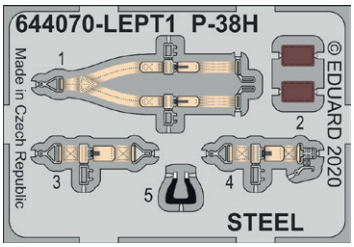
672250 Spitfire Mk.Vc exhaust stacks 1/72 Airfix



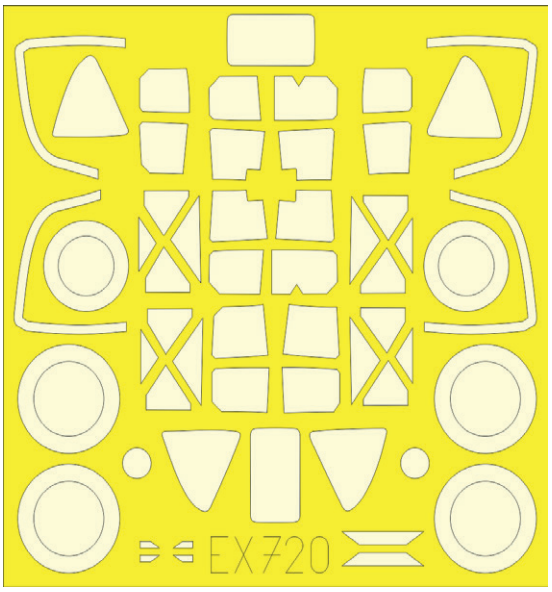
644083 P-38H LööKplus 1/48 Tamiya

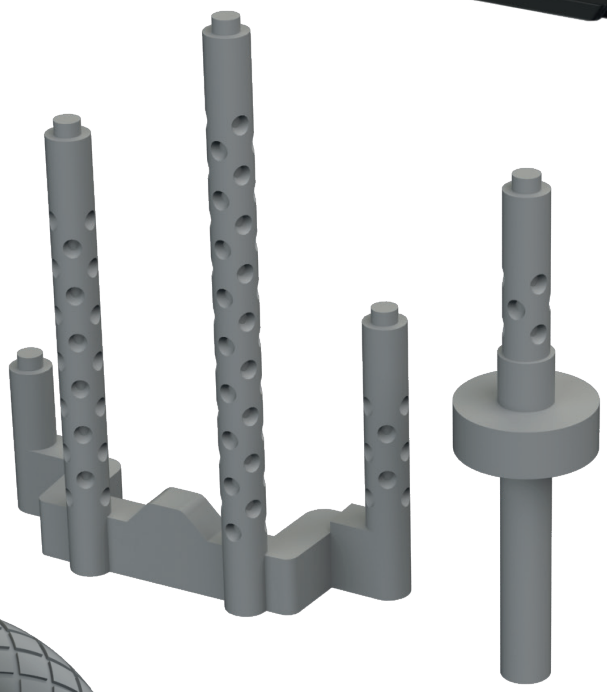
Collection of 4 sets for P-38H in 1/48 scale by Tamiya.

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











644084 F-14A w/ late wheels LööKplus 1/48 Tamiya

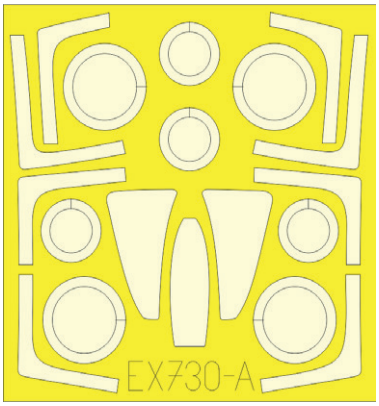
Collection of 3 sets for F-14A in 1/48 scale by Tamiya.

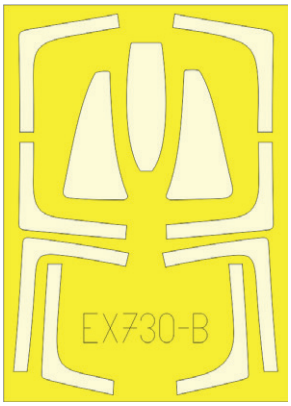
- LööK set (pre-painted Brassin dashboard & Steelbelts),
- TFace painting mask,
- undercarriage wheels.

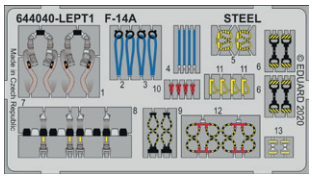














PE-SETS

32458	F-100F exterior	1/32	Trumpeter
32459	F-100F slats	1/32	Trumpeter
32460	F-100F air brake	1/32	Trumpeter
32461	F-100F undercarriage	1/32	Trumpeter
32980	F-100F interior	1/32	Trumpeter
36457	Jagdpanzer Marder I	1/35	Tamiya
481040	Tornado ASSTA 3.1 exterior	1/48	Revell
491137	Tornado ASSTA 3.1 interior	1/48	Revell
491138	Tornado ASSTA 3.1 undercarriage	1/48	Revell
491139	TF-104G	1/48	Kinetic
72713	C-130H exterior	1/72	Zvezda
73728	Spitfire Mk.Vc	1/72	Airfix
73729	C-130H interior	1/72	Zvezda
73730	C-130H cargo seatbelts	1/72	Zvezda
73731	C-130H cargo interior	1/72	Zvezda
73732	C-130H cargo floor	1/72	Zvezda

ZOOMS

33272	F-100F	1/32	Trumpeter
33273	F-100F seatbelts STEEL	1/32	Trumpeter
FE1137	Tornado ASSTA 3.1	1/48	Revell
FE1138	Tornado ASSTA 3.1 seatbelts STEEL	1/48	Revell
FE1139	TF-104G	1/48	Kinetic
FE1140	TF-104G seatbelts STEEL	1/48	Kinetic
FE1141	P-51D-5 Weekend	1/48	Eduard
FE1142	Bf 109G-6/AS Weekend	1/48	Eduard
SS728	Spitfire Mk.Vc	1/72	Airfix
SS729	C-130H	1/72	Zvezda

MASKS

JX267	F-100F	1/32	Trumpeter
JX268	F-100F TFace	1/48	Trumpeter
EX738	TF-104G	1/48	Kinetic
EX739	TF-104G TFace	1/48	Kinetic
EX740	P-51D Weekend	1/48	Eduard
EX741	Tornado ASSTA 3.1	1/48	Revell
EX742	Tornado ASSTA 3.1 TFace	1/48	Revell
CX589	Spitfire Mk.Vc	1/72	Airfix
CX590	C-130H	1/72	Zvezda
CX591	EF-111A	1/72	Revell

DECALS

D32006	Die roten Flieger	1/32	Meng
D48067	Spitfire Mk.II stencils	1/48	Eduard
D48068	P-39 stencils	1/48	Eduard
D48069	P-47D stencils	1/48	Eduard
D72029	Z-37 stencils, code letters & labels	1/72	Eduard

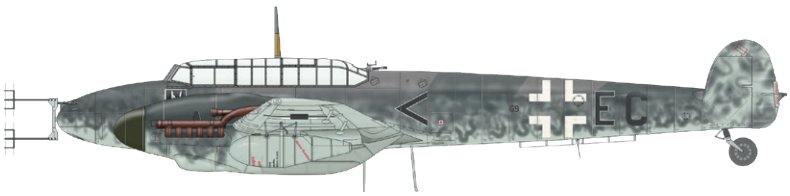
Bf 110G-4

ProfiPACK edition

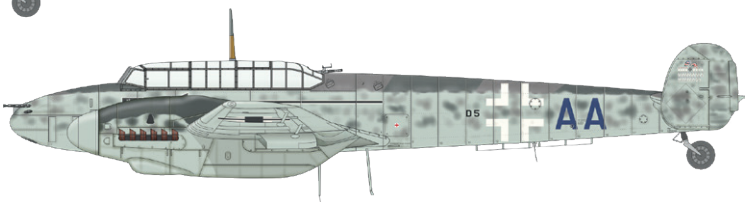


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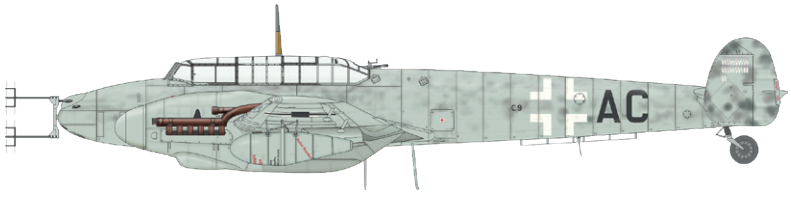
1/48



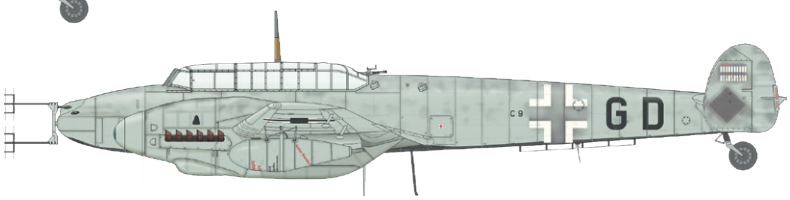
Lt. Heinz-Wolfgang Schnaufer, II./NJG 1, Saint-Trond, Belgium, April/May 1943



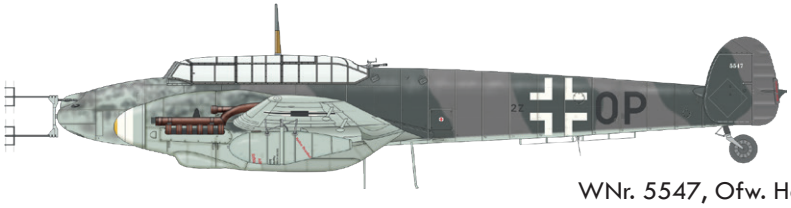
Maj. Helmut Lent, the CO of Stab NJG 3, Stade, Germany, September 1944



WNr. 740039, Oblt. Leopold Fellerer, CO of II./NJG 5, Parchim, Germany, January 1944



Hptm. Walter Borchers, CO of III./NJG 5, Neuruppin, Germany, January 1944



WNr. 5547, Ofw. Helmut Treynogga, 6./NJG 6, Echterdingen, Germany, March 1944

Fokker Fokker!

eduard
LIMITED EDITION

1/72 DUAL COMBO

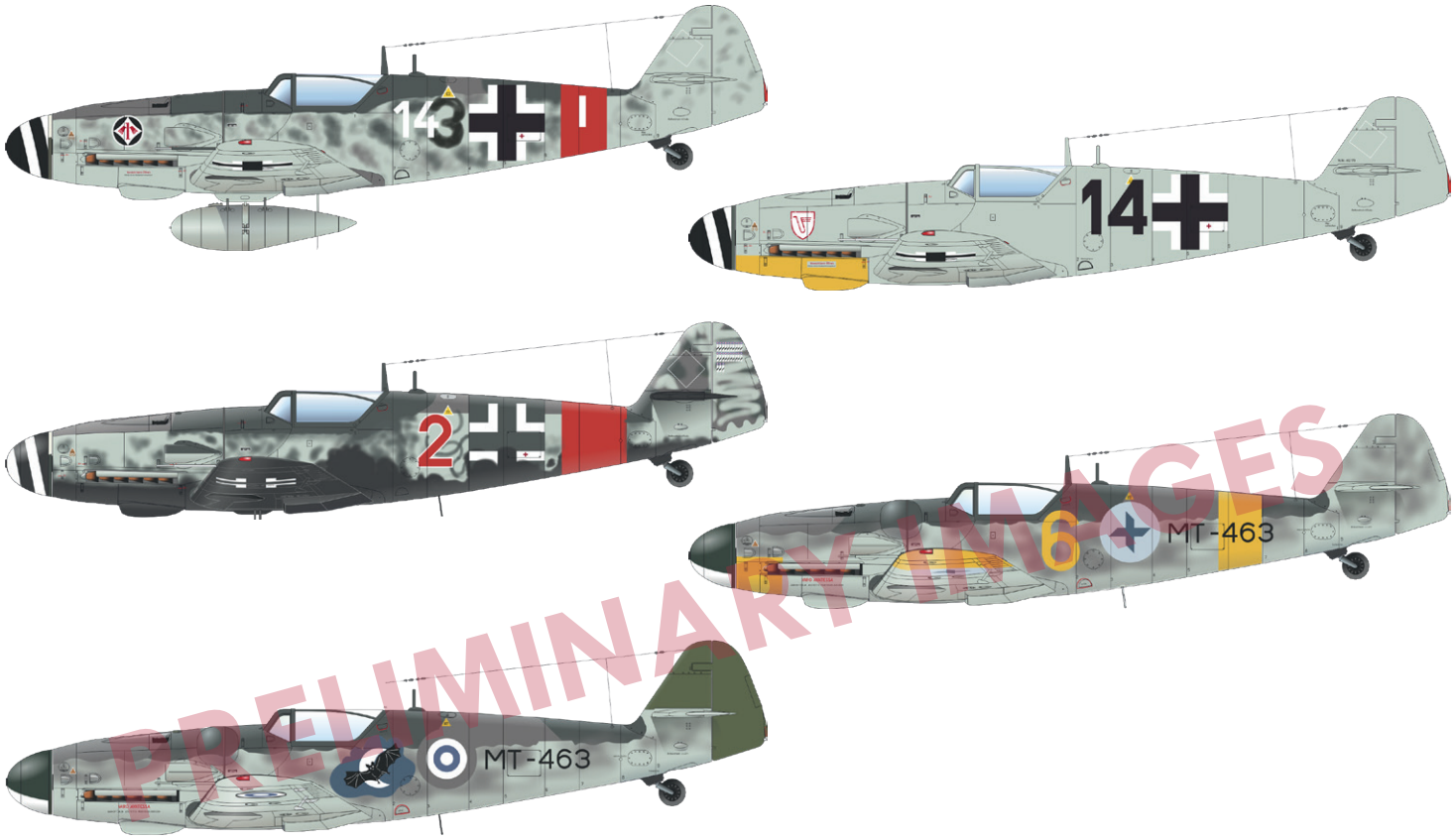
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Bf 109G-6/AS

WEEKEND edition



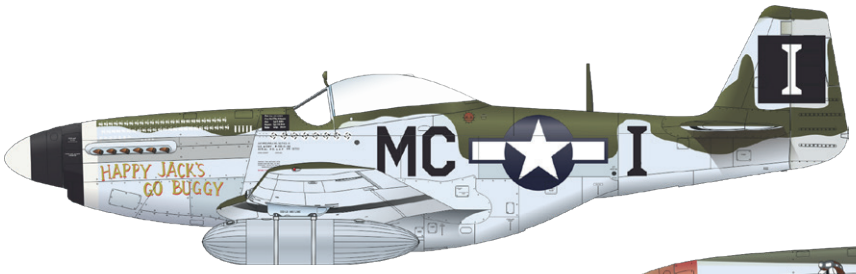


PRELIMINARY IMAGES

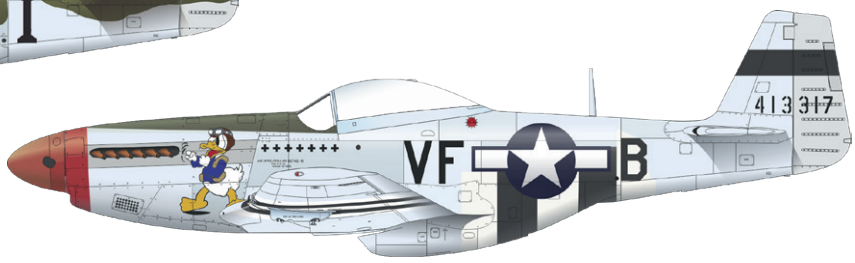
P-51D-5

WEEKEND edition

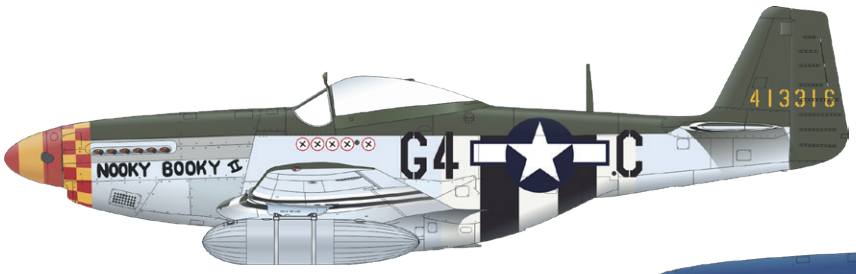




44-13761, Capt. Jack M. Ilfrey, 79th FS, 20th FG, 8th AF, USAAF Station 367 Kings Cliffe, Northamptonshire, Great Britain, Autumn 1944

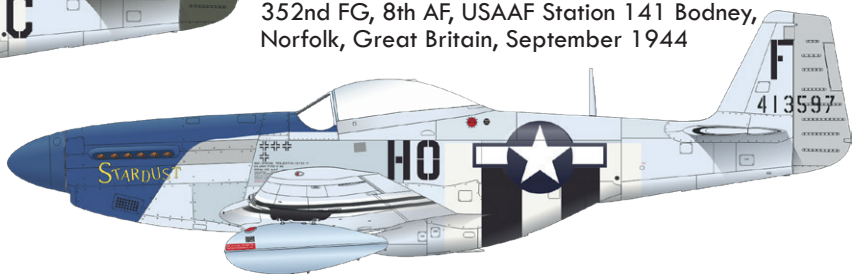


44-13317, Capt. Donald R. Emerson, 336th FS, 4th FG, 8th AF, USAAF Station 356 Debden, Essex, Great Britain, September 1944



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

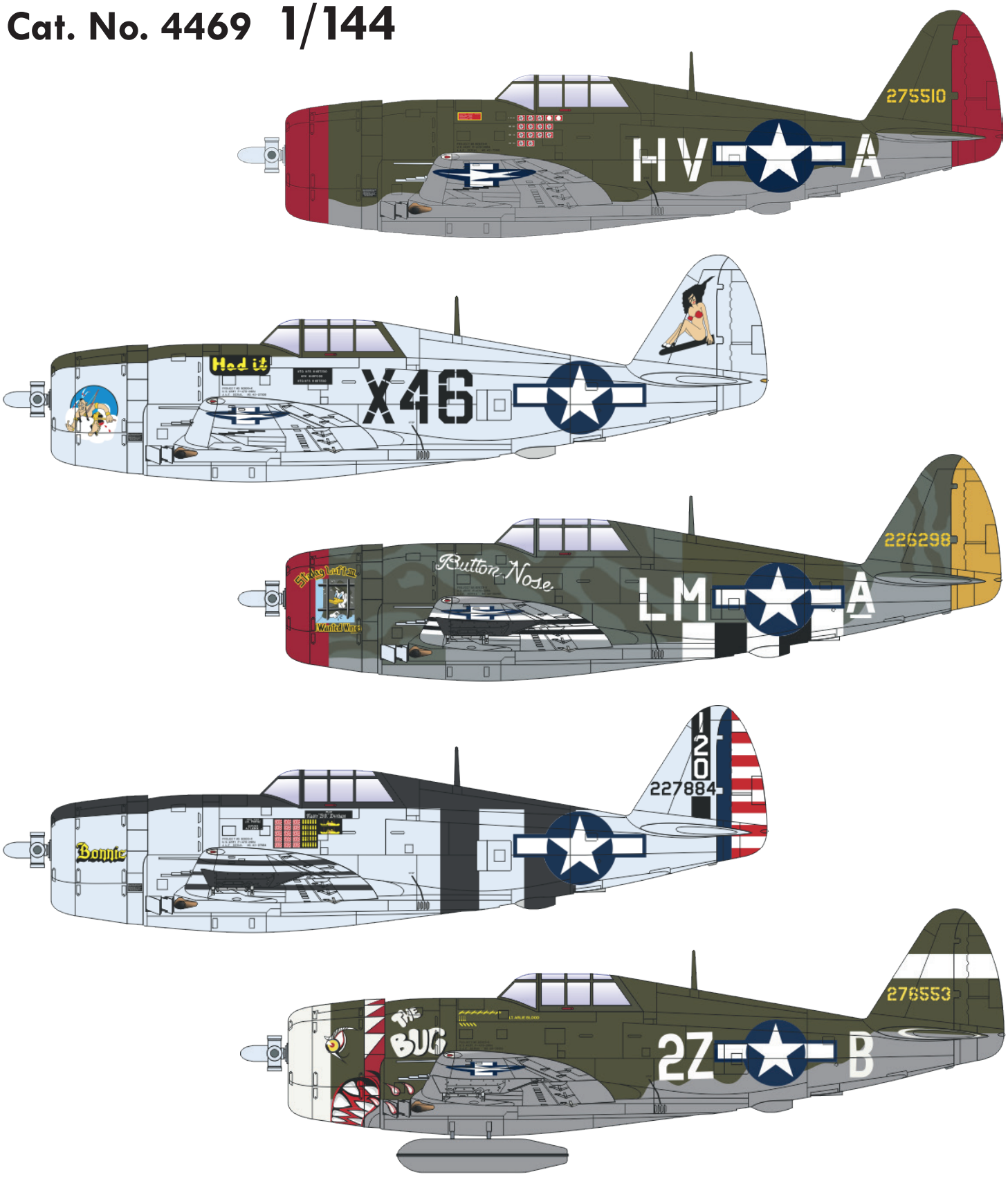
44-13597, Lt. William E. Fowler, 487th FS, 352nd FG, 8th AF, USAAF Station 141 Bodney, Norfolk, Great Britain, September 1944



P-47D Razorback

SUPER44

Cat. No. 4469 1/144



Tail End Charlie



LET'S GET DIGITAL!

Over the past five or six years, and with quite a bit of effort, I wrote about three articles that came out in the Czech Republic and beyond. I worked in construction, and travelled a lot. There was less and less free time, and so I relied on my extensive, personal library and on my friends, both at home and abroad. Naturally, my on-line references took advantage of the American digital archive Fold3.com, to which I was a long-time subscriber. It is an absolutely priceless source of information when it comes to American military history, and not just American. I had accessed their archives two years ago, when over the Christmas break, I was in the process of completing an update to an article I wrote for the French magazine ACES about Japanese ace Saburo Sakai. I was surprised to find log entries accessible of Japanese combat units on the Japan Center for Asian Historical Records (JACAR) site. The entries I went through (I spent a few years studying the language) elevated the article by several levels, and helped to break down some of the myths surrounding this pilot.

But, that did not prepare me for what was to come, when I began putting together two articles for REVI magazine last January – the first about the Western Front during the First World War (Albatros D.III from Jasta 20 captured by the Dutch) and the second outlining a similar scenario, but with a Soviet Curtiss P-40 captured by the Finns in 1943. The amount of material accessed, and the ease with which it was done, took my breath away. Dutch, Finnish, Swedish, German, Czech, Polish, Estonian, and especially Russian archives contain an insane amount of information, the contents of which can be searched with the use of some key words. My former Russian colleagues were somewhat derailed! There is something in Russia digitalized? For free? They didn't want to believe it. In all honesty, archives in the EU are in this respect somewhat behind their Russian and American counterparts.

The archives dating from the First World War are a theme unto itself. Much of them, that contain personal information, are only accessible now, after a hundred years. The amount of archived documentation from this period, including photographs, continues to expand.

Thanks to digitalization, it is not long ago that the nurse that took care of Manfred Freiherr von Richthofen after he was wounded in July 1917 could be identified. In the coming year, you may look forward to articles from our team of authors that will make much more use of on-line databases, but will also continue to make use of the tried and true method of researchers and authors, which is itself indispensable.

The world, at least the historical research world, is much more digitalized than I thought possible even a year ago. And this is the idea that I wanted to express here. The way that the pandemic has forced us to stop, has enabled us to ponder over many themes of life and of conducting business…for instance, how to make full use of the information that is around us.

And by that, I don't mean sitting in front of a screen and inputting keywords to Google. Even that requires a certain knowledge. I had to make an effort with the archives…to find them, register in the right databases, understand their structure and shortcomings, and generally play around with them. Finding quality data requires effort. But it also raises quality on the whole, and effectiveness. It eliminates the uncertainties of 'reinventing the wheel' and fills in the blanks. I am certain that this applies to all fields. Once we emerge from our quarantines, let's get digital!

Jan Bobek

