

INFO EDUARD

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eduard

INFO **EDUARD**

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

FEBRUARY 2020

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March 2020

EDITORIAL

This year's Nuremburg Toy Fair is now history. What can I say? In the coming days and weeks, you will hear something regarding the new items that were announced, and also about how the fair is progressively getting worse and how the number of participants is dwindling. Well, naturally, the fair is changing. For example, it's extension to initially six days, later dropped to five following exhibitor protests, and the general expansion of the facility and its associated complications, brought about a drop in the number of visitors. A greater number of halls, with a corresponding increase in the square footage of display room, spread over a greater number of days, gives the illusion that there is a smaller number of people visiting. For someone who shows up to attend a seminar in Hall 7 on the Thursday of the fair will be left with a false sense of the decline of the event. I think that the discussions regarding the decline of the fair emanate from the illusion described. It's perhaps true that the fair is unnecessarily long. The format of such fairs as Spielwarenmesse would be satisfied in four days. Even in days gone by, the bulk of activity was always concentrated on Fridays and Saturdays. Those were truly hectic days, and they still are – some things never change. Wednesdays and Thursdays are calmer affairs, although I would say that even these days were quite busy at our table. Sundays are relatively dead days, and we all agree that Sundays would be better spent at home. On the other hand, there's enough time to get to know the neighbours and to discuss what needs to be discussed. It's a kind of friendly, small town pleasantries before everyone scurries back home.

At the same time, and somewhat logically, the participation of modelling firms is changing. It's true that in the past few years, many companies cancelled their tables and they participate only on the basis of prearranged meetings, for what I consider to be basically 'chats'. This leads to visits at our table driving me out of my office. I will point out, however, that this does not bother me. On the contrary, all are welcome! I don't believe that I am taken as the predictor of the decline and eventual downfall of our profession. I would say that it is a fact that modelling as a whole is evolving, and the dynamic of change is significant, even if it might not appear so at first glance. But, there is nothing wrong with that, and is nothing that is exclusive to our industry – it is a feature of our times. The question is not whether or not change will come, but rather when will it come and what form will it take. This is also the sign of the times, I would say. Things are moving so quickly and in surprising directions that it is next to impossible to predict where things will end up. A general feature of change is the fact that changes are more easily dealt with by smaller firms than by larger ones. Smaller companies tend to introduce innovation and initiate change, but on the other hand, they can't always extract everything from the changes. Putting innovation into practice is an expensive endeavour, and it often occurs that a company invests a large amount of money into an innovation that either ends up being a dead end, or the company cannot withstand the weight of investment in a new process and their entry into the market is threatened. The time required for an innovation to bear fruit can be irritatingly long, and boy,

could I tell you stories! Large companies are also more susceptible to economic crises and other external factors. We have some experience with that, too. In the seventies, one of the industry leaders, Frog, were in a precarious position with day to day increasing signs of dying altogether, because they could not survive the oil crisis. On the one hand, there was a rise in investment in the company with committed funds, and, on the other, a drop in demand that came exactly when that committed money was going into expanding. The oil crisis also meant the ultimate end of several traditional firms, first and foremost American, that at the time were going through some really tough times, but in a stable environment would survive. Their departure opened the door to the up-to-then overlooked Japanese, who came along with an innovation in the form of electroerosion machining, which gave us recessed panel lines and allowed them several decades of domination in the field. But nothing lasts forever, and the pressure of innovating is always there, making it very dangerous to hang on to traditional methods. It's good to keep in mind that even the traditional methods at one time were innovative. Through the eighties and the nineties, we saw an influx of several innovators that in the end failed to meet expectations. Remember Trimaster? They brought about the concept of interior and surface detailing that was unheard of up to that time. Unfortunately, it brought with it a correspondingly as yet unseen high price tag that buried Trimaster, only to evolve a few years later into Dragon. This firm maneuvered itself into a leadership position in the industry, but the ambitious pace of innovation and progress could not be maintained and the firm fell, only to be later reincarnated several times. The last time they were at Nuremburg was about three years ago with a table full of Mickey Mouse and the traditional optimism of further evolution. I suspect that the firm is still working, but they no longer attend the Nuremburg Toy Fair. Perhaps, there were not enough retailers crowding their table. But that's pretty normal. There never really were any crowds of retailers there to begin with. Add to that there is no shortage of Mickey Mouse. There is a certain similarity between the concepts of Trimaster and today's Zoukei Mura. It's basically the same thing, except at a higher technological level. Guess why. The similarity can also be seen in firms like Wingnut Wings. There is also a similarity in the financing of WNW and ZM.

The nineties also brought us the ambitious concept behind Accurate Miniatures, who also quite successfully in the American style attained the status of a producer of some of the best kits on the planet, only to fail on the heels of supp-

orters that did not inject enough of their money into the product to support it. The initially sound concept of producing moulds in Korea for a good (meaning low) price, and selling the product for a good (meaning high) American price in the States ran into a stumbling block in the form of disagreement from the Koreans as to what a 'good' price was, and likewise, what a 'good' American sales price was and an inability to sell enough of the kits at that amount. This was especially apparent outside of the United States, because the cost of these kits was high as hell in Europe. An interesting little tidbit was that the owners of the company were originally bankers, well used to their standard of living. They set their pays in the modelling field on the standard that they were used to in the banking sector. Personally, I consider this an incredible thought, and I would like to live it, too. Unfortunately, it meant that the firm ended a few years later without money, and the owners had to ensure their standard of living by other means. The new century brought about a set of new crises and changes. One significant change that came about was the rise of companies from the former Eastern Bloc, of which Eduard proudly considers itself to be a part of. From modest beginnings in the nineties, a list of these companies consolidated and continue to grow, and the crisis from the end of the first decade of the 21st century ended up strengthening them, rather than defeating them. They came through in good condition, which is now increasingly evident. It was a similar situation with the Chinese. The invasion of the eastern European and Chinese companies was at least as significant as the introduction of the internet and e-shops. Those that have the biggest issue with all this are the traditional firms and leaders in the field. Monogram is done. Revell combined with them, and, although managed to survive, went through changes under new management that modellers (and maybe even the firm itself) aren't all that happy with. As a sidenote, the typical visitor to the fair didn't make it to their table this year, because it became an almost impenetrable fortress that annoyed a lot of people because the journey from Hall 7 where we and the permanent exhibitors reside to their table was a long one. The Japanese firms seem to be taking some sort of a hit as well. Traditional Japanese firms are slowly disappearing: case in point, Fujimi. Hasegawa was missing from this year's fair. There was a time when there was a lot of anticipation and passionate discussion around new releases from these companies, but now, the silence is almost deafening. One has done nothing, the other has come out with, albeit nice, tractors and excavators. Their ability to come out with new items relevant to our hobby has fallen to essentially



zero, and interestingly, there even seems to be a problem with reboxing existing kits. And so, these still nice kits are being reboxed in Poland, Germany and the Czech Republic.

The more the hunger and innovation drop off in Japan, the more they grow in Europe and China, where the benefits are shifting from the big firms to the smaller and intermediate ones. I'll leave the Chinese off to the side, as well as Airfix, with their production in Asia and retail in toy stores concept, which I am not sure has all that much potential, but I could easily be mistaken and the project will end up being a successful one. Certain assumptions could be made, but the clock is running. I see interesting developments her in the east, especially in the Ukraine. There, a new technology has evolved that uses computer graphics that have, in my opinion, the potential to completely remake the short-run concept that has, until now, been dominated by Czech firms. They, with exceptions like Special Hobby, have stagnated in terms of innovation or have not been able to take advantage of same. If someone who can combine the Ukrainian innovation with retail ability can be found, it looks as though this is possible, will become a major player not only in the short run field. Among Czech firms, the only real innovation appears to be limited to us and probably to Special Hobby. The latter introduced their He 162 in 1:72nd scale in Nuremburg, and it shows where evolution can lead to. If Special Hobby can run with this, we have something to look forward to. And we will be only too happy to supply decals for their kits, if not other accessory items as well.

Certainly, older firms that drop out of the toy fair are replaced by new ones. However, these don't attract a lot of attention, and often, these companies are on the rise with their moment in the sun still ahead of them. When Eduard first appeared in Nuremburg some 26 years ago, no one cared much. The only person that seems to have located us in the inflatable halls among the Chinese exhibitors was Mr. Ono. It should be added that the current managers of Mr. Ono's firm Beaver are very good at locating new talent! And who was new to this year's fair? Companies like Cooper State Models, AK Interaktive and Dora Wings, for example.

So, all this just for starters. When someone tried to convince you that our hobby is on its last legs and that the Nuremburg Toy Fair is about nothing, be skeptical. Be very skeptical. Because it's not. The fair still perfectly introduces new trends, agreements are made, and new procedures are thought up. The old ends, the new begins, and it all comes together at Nuremburg. You can't stop progress and once a year, it can all be brought into perspective, pondered, and a course of action as to where it should go can be determined. And that those that get thrown out of the game are the ones that bitch and complain is pretty normal, isn't it? Let them, while we do our best to stay in the game.

A big part of the toy fair for us has become our press conference. There, we basically introduce our new items for the upcoming year that you are already familiar with from last month's newsletter. If you'd like to hear it for yourself, though, we have come to an agreement with Artur on something called Eduard Day at Artur. This will take place on February 20th at 1600h at Artur's retail centre in Pankrac in Prague. This will play out in much the same way as it did in Nuremburg on Friday. This will also include some small refreshments, and new items for March will be available, including the new Kunkadlo kit. Attendees to the Eduard press conference in Nuremburg received the Kunkadlo, and the re-

mainder will be offered for sale at Artur. There are only a couple of dozen left or so, so if you are interested in this kit, please stop on by.

Today, we are introducing our new items for February, 2020. Please note that, among them, there is the second edition of the Spitfire Mk. VIII in the ProfiPACK line in 1:48th scale. The kit makes its return to our catalog with no major changes as compared to the first edition. In the same line, we are introducing the Bf 109G-10 Erla, another in the line of the Bf 109G series of the later variants. This version differs in a number of significant ways as compared to the Bf 109G-10 produced at other plants, and for this reason, many modellers consider this to be one of the most interesting versions of the Bf 109, period. The detail differences and all the little specifics of the type can be found in the Bf 109G Late Version article in last month's newsletter. Under the name 'Il Magnifico', we make a return to an older kit of a World War One subject, the Hanriot HD.1. It is a 1:48th scale kit in the Limited Edition line, and focuses on Italian usage, and includes some of the most striking schemes to be found on First World War aircraft. Thanks to these two items, our February carries with it a distinct Italian flavour, because even the Bf 109G-10/R6, as the Erla G-10 is correctly known, features an Italian aircraft, as depicted on the boxart. That boxart, by the way, depicts an actual event. In the 1:72nd scale Weekend Line, we are releasing a MiG-21MF Interceptor, which are known here as 'the Greys'. In the 1:144th scale SUPER44, we have the P-51D Mustang, which feature plastic from Platz with four marking options, hailing from previously released 1:48th scale kits.

In the second half of January, we packed and made available two new items, that were sold out through December. These are the Bf 109G-6/AS (ProfiPACK 82163) and the P-51D Royal Class (R0020). These are available as of last week, and there will be no more than 1,000 pieces of each up for grabs.

Turning our attention to accessory items, I won't get into naming each and every piece, but I will point out what I would consider to be among the most interesting of them. These would, without a doubt, include new sets for the 1:48th scale HKM B-17G, as well as the Look set for the same item. In 1:32nd scale, we have sets for the Ar 196A-3 and Fw 190F-8 from Revell,

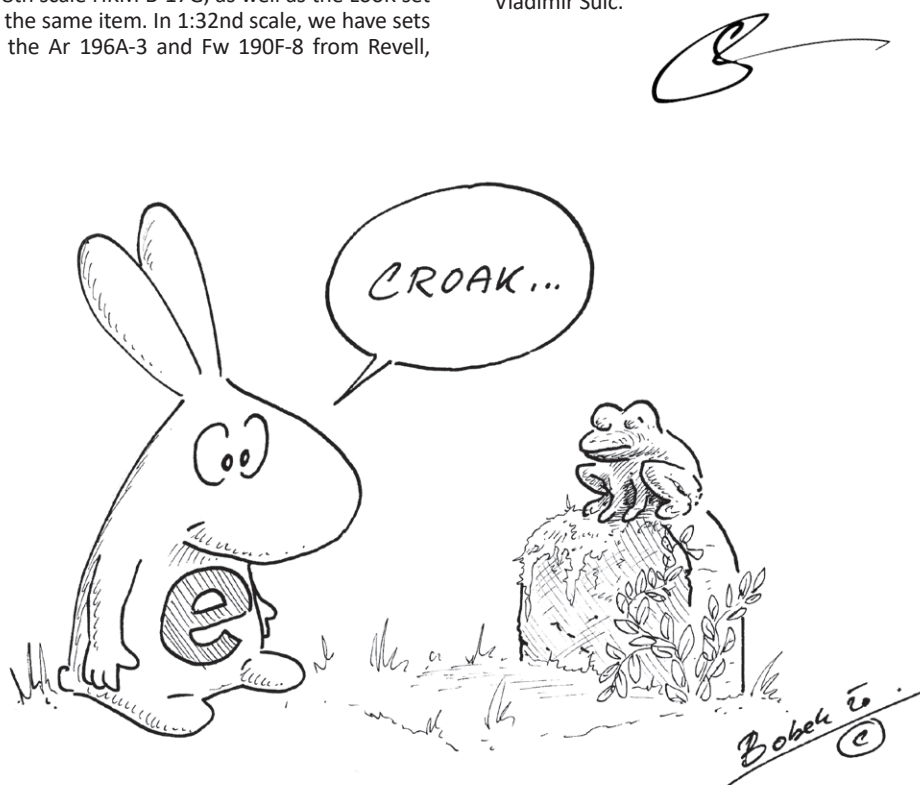
and in the AFV department, I would like to point out a set for the new Pz.38(t) Ausf.E/F from Tamiya in 1:35th scale. In 1:72nd, we decided on basic sets, photoetched and masks for the new Polish Yak-1b from Arma Hobby, for the torpedo boat PT-579/588, several Brassin sets of wheels including for the Shackleton from Revell and Airfix's Buccaneer, as well as a couple of Brassin wheel sets for the currently new MiG-21PFM. In the Brassin line, also noteworthy are the seats for the AMK F-14D in 1:48th, two engines for the Fokker D.VII, which are two separate items, the Mercedes D.III for the Fokker D.VII (OAW) and the BMW III for the Fokker D.VIII. Check out also the two new sets covering the AIM-9M/L Sidewinder in 1:32nd and the AIM-7M Sparrow (632141 and 632142 respectively). We have two new classic Look sets for two different F-104Js in 1:48th, one for the Eduard/Hasegawa kit and the other for the Kintetic offering. Also of note are the two sets designed for the Tempest Mk.V in 1:48th scale, under the line called LookPlus. This new line was introduced at Nuremburg. They differ from the traditional Looks by way of the inclusion of other useful items, such as wheels, exhausts and a canopy masks that will be standard inclusions in this line.

And that's it for now. I hope this newsletter provides you with a good read. For now, I have not yet had the chance to go over last year's statistics, but I will have them at the press conference at Artur. But I did pick out one interesting tidbit that I would like to share with you, and that is that for the third year in a row, our biggest market is the Czech Republic with a 22.88% share, followed by the United States at 16.63%. Third place is taken up by Great Britain at 14.33%, followed in order by 4th Germany (10.31%), 5th Poland (4.41%), 6th Japan (4.34%), 7th France (4.17%), 8th Russia (2.86%), 9th Slovakia (2.65%) and 10th Australia (2.08%).

Also, I would like to add that the stories of coronavirus spreading at the fair and of people walking around with masks are greatly exaggerated. There was no panic. The masks were generally worn by people from Asia, and these were in no greater numbers than normal.

Happy Modelling

Vladimir Sulc.



Bf 109G-10 **Erla**

1/48

First release of this subversion

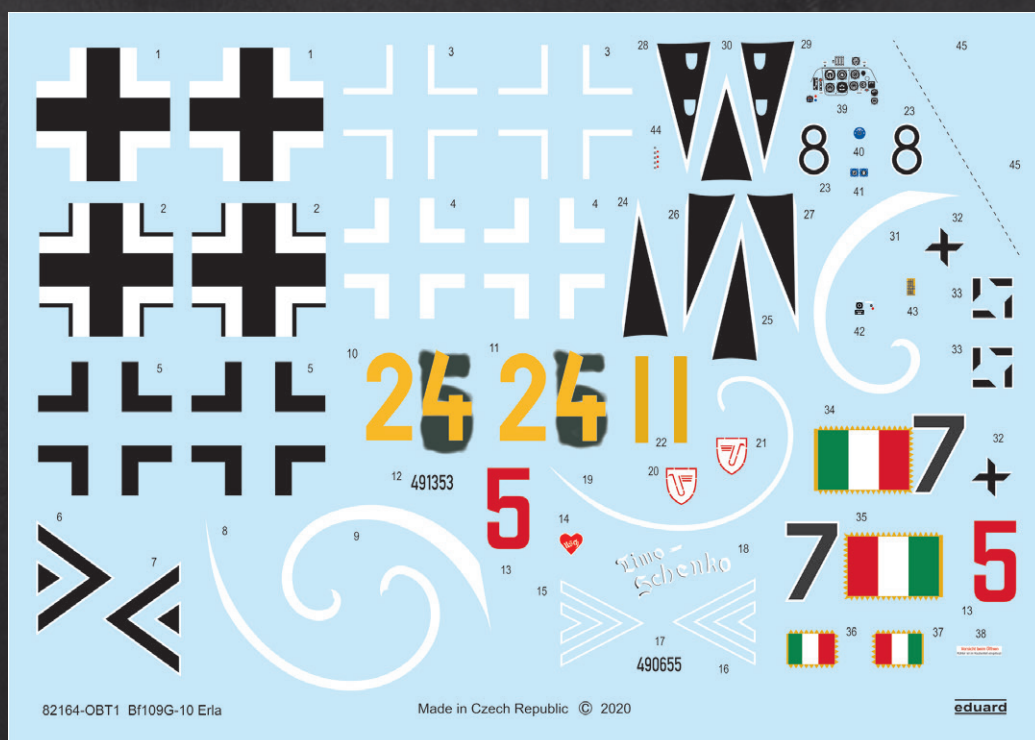
ProfiPACK
 edition

More details about late Bf 109G variants and their differences can be found in article „Die Unordnung“ by Vladimir Sulc – Info Eduard 01/2020.

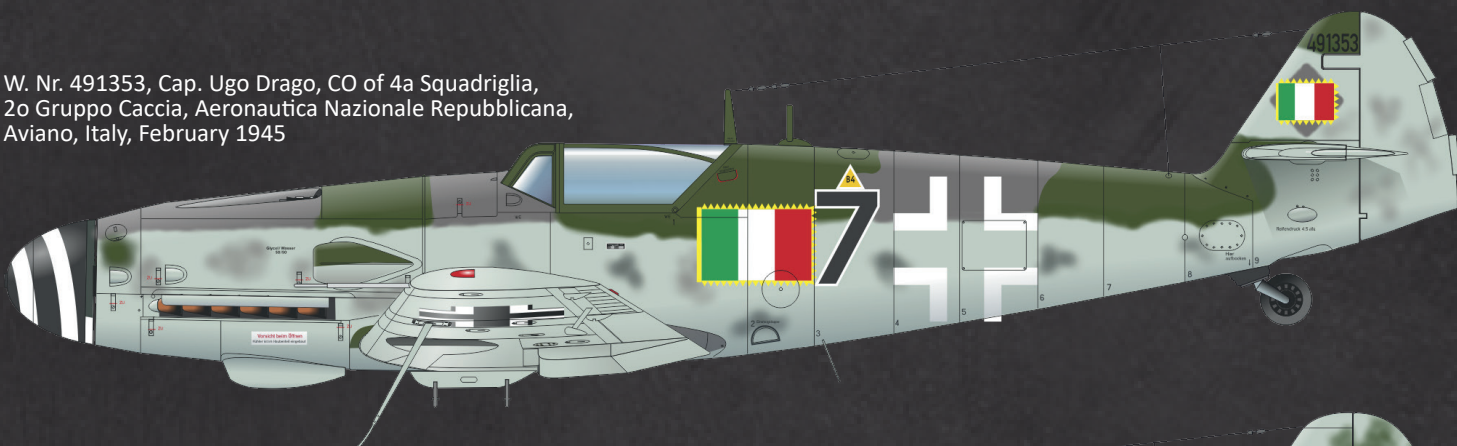


1/48, Cat. No. 82164

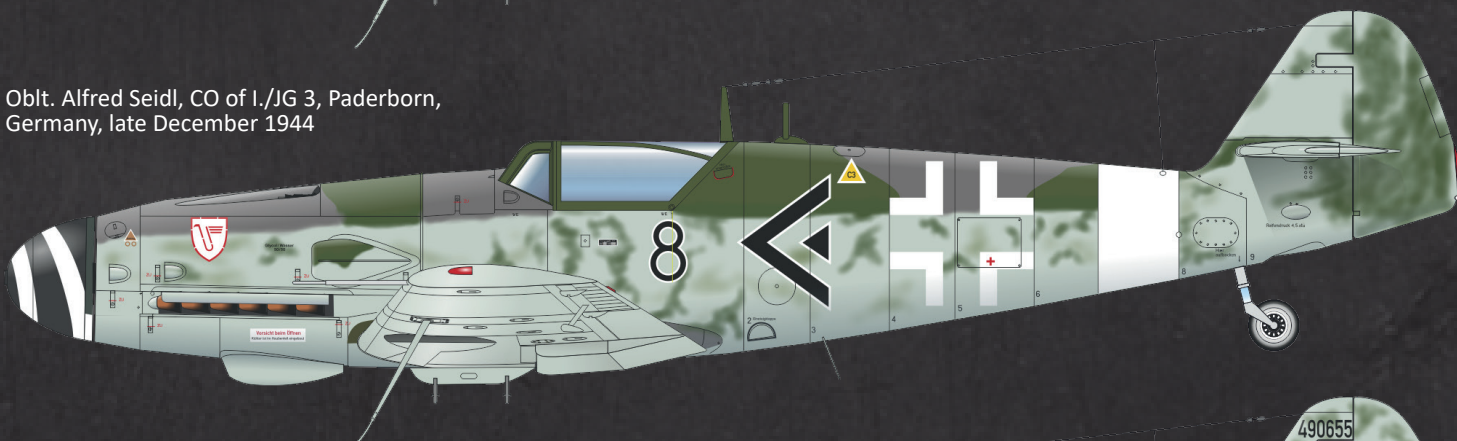
- Eduard plastic parts
- Photo-etched set
- Painting mask
- 5 marking options

[Product Page](#)


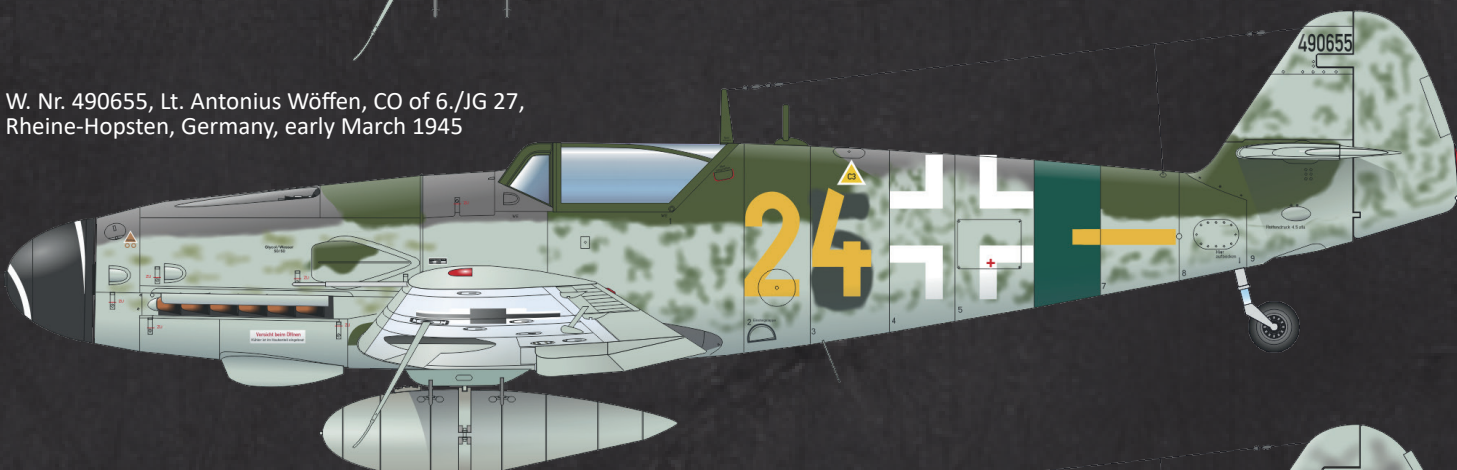
W. Nr. 491353, Cap. Ugo Drago, CO of 4a Squadriglia,
2o Gruppo Caccia, Aeronautica Nazionale Repubblicana,
Aviano, Italy, February 1945



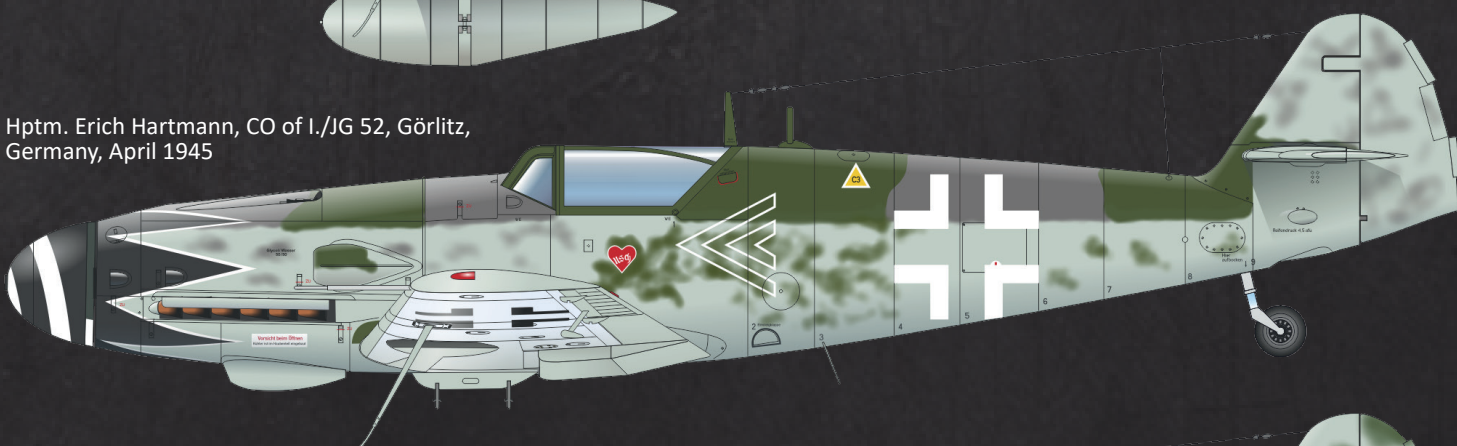
Oblt. Alfred Seidl, CO of I./JG 3, Paderborn,
Germany, late December 1944



W. Nr. 490655, Lt. Antonius Wöffen, CO of 6./JG 27,
Rheine-Hopsten, Germany, early March 1945



Hptm. Erich Hartmann, CO of I./JG 52, Görlitz,
Germany, April 1945



Lt. Friedrich-Wilhelm Schenk, CO of 2./JG 300,
Borkheide, Germany, February 1945





Ugo Drago

Maurizio Di Terlizzi

When looking at the world ranking of “Aces” - fighter pilots with more than five aerial victories - Italian pilots are substantially far from their US and German colleagues. Luftwaffe numbers are rather superior to all others, often going above 100 and in some cases exceeding 300! The modest numbers of Italian victories are the result of an attribution and validation method which was substantially different from all other nations. From the start and for a good part of the war, victories were acknowledged to the whole squadron, in order to avoid protagonism among pilots. As it happens, aerial victories for Italian pilots were even a bigger challenge than average, as they were often achieved in inferiority conditions, both from a technical and strategic perspective. In this context, the exploits of pilots like Visconti, Tarantola and Drago bear an even bigger meaning, as they were conducted against all odds in the Aeronautica Nazionale Repubblicana (also known as ANR, the Republican National Air Force, founded after Italy's Armistice and faithful to Mussolini), fighting in the knowledge that their future was likely doomed.

What was then the spirit that kept these young pilots united? What was the ideal stronger than the thousands of pounds of bombs that American Flying Fortresses dropped every day over Northern Italy? Whilst it's not my role to analyse the social and political aspect of my country - which is still a subject of much debate in Italy - but as an historian and researcher I can say that if so many young aviators gathered around leaders like Visconti and Drago, it was surely because they were charismatic figures. People like Drago, admired equally by lower and higher rank colleagues, were true leaders, capable of motivating others and that never sat idle, but were in fact often times the first ones to take off and attack the enemy.

My brief description of Drago's exploits won't delve too much on early career and life, as numerous authors have written on that; I would like to focus more on the aspects that will explain his character better.

After his beginnings with the Regia Aeronautica biplanes and monoplanes, in 1943 Ugo Drago got acquainted with the Messerschmitt Bf 109 whilst based in Sicily, during the dramatic times of Italy's invasion by the Allies, which saw the opposition of few aircraft from the 150° Gruppo Caccia (150th Fighter Group). Drago and his faithful comrades - many of which will follow him in the ANR - fought desperately and managed to achieve some success against Anglo-American fighters, and being able to use the Bf 109

later on in the war proved to be a comforting reality, as by then they were very familiar with the aircraft.

The late variants such as G-10 and K-4 confirmed the “warrior” nature of the Bf 109, an aircraft built for combat and designed for mass production.

In the “Gigi Tre Osei” (Gigi Three Birds) Squadron, Drago was a true motivator, an admired and esteemed Commander who showed his worth and was amiable. One of his trademarks was yelling on the radio “L'è buna!” before an attack, which is comparable to the German “Horrido!” or the British “Tally-ho!”, which had more of a cheeky nature (it was in fact something you'd usually say in Northern Italian dialect when you saw a pretty girl, meaning “That's a good one!”), but which helped to keep the young pilots' spirits high.

Drago had a passion for the number 7, which he had painted on all its aircraft, several of which suffered damage in combat. For instance, on December 1st, 1944, his aircraft was heavily damaged by enemy fire, but he managed to get out of the ordeal unscathed; the regime propaganda exploited the episode, with the title “The day that Drago lost his feather in flight”, and which referred to a bizarre incident that occurred during the dogfight: Drago had in



fact carried with himself a feather pillow for his new-born son, and the pillow was torn apart by the bullets which entered the cockpit, leaving the pilot miraculously unharmed, but in a cloud of feathers! Needless to say, the episode was extensively romanticised about from the period newspapers in order to lighten the morale of the population, but once removed the political element, the story narrated is an incredible - and moving - one.

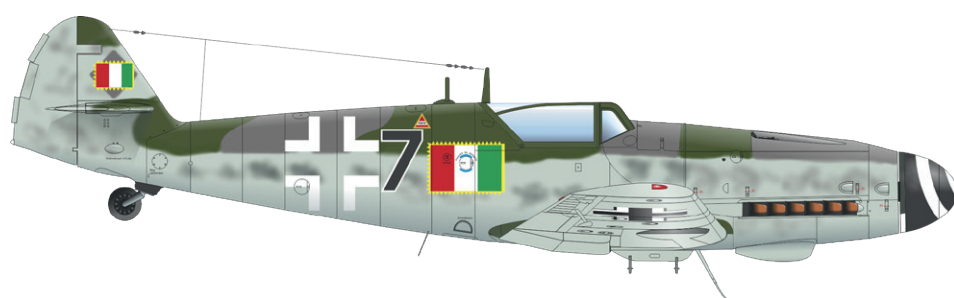
After the war ended, Drago was an outcast, discriminated upon like most of the combatants who joined the ANR, which for most meant the end of their career as a military pilots. Drago had another opportunity though, since FIAT - the Italian automotive manufacturer - exported some of their G.55 aircraft to Latin America, and Drago was hired and sent to Argentina to assist the local pilots with the transition training. Once that job was over, he came back to Italy, where he joined Alitalia, the Italian airline, where he mainly flew trans-oceanic routes. Things were back to normal until tragedy struck, with the premature death of his son Maurizio, the very son of the pillow incident...

Among my many friends in the scale modelling world, in the '90s I encountered Mario, an Alitalia pilot who had Drago as his captain, with whom he did many flights to the United States. It was amazing to hear about his experience flying with him, which taught me more about this incredible aviator, like his ability to "ride" the Jetstream with their DC-8, drastically reducing their flights across the ocean, and earning him a lot of praise and commendations from the airline.

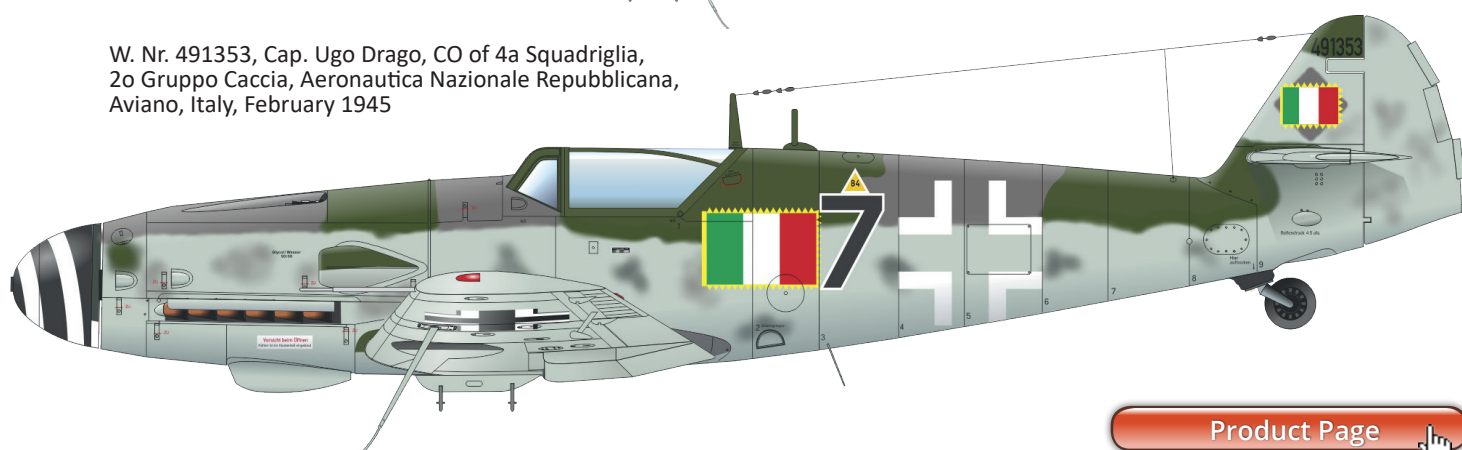
Lastly, I'd like to spend a few words about a website that I have frequented with passion for many years now, 150gc.it, with a forum that was frequented by the late friend Ferdinando D'Amico, one of the most relevant Italian aviation historians, with an amazing archive and who knew many veterans, among which there was Ugo Drago of course. Ferdinando kept all our conversation lively and engaging, and the name of Drago was often mentioned, as he was in close contact with him for a long time. It was him in fact that gave us the sad news of Ugo Drago's passing, and shortly thereafter Ferdinando left us too prematurely. I like to remember both Ugo and Ferdinando, and even if I never met the former, the latter helped me getting to know him a lot better.

Blue Skies to both of them

Maurizio Di Terlizzi



W. Nr. 491353, Cap. Ugo Drago, CO of 4a Squadriglia,
2o Gruppo Caccia, Aeronautica Nazionale Repubblicana,
Aviano, Italy, February 1945



Product Page

Recommended for Bf 109G-10 Erla:

- 481006 Bf 109G-10 Erla 1/48 (PE-Set)
- 49093 Bf 109G seatbelts FABRIC 1/48 (PE-Set)
- 49094 Bf 109G seatbelts SUPERFABRIC 1/48 (PE-Set)
- 49095 Seatbelts Luftwaffe WWII fighters STEEL 1/48 (PE-Set)
- 644004 Bf 109G-10 Löök 1/48 (Brassin)
- 648261 Bf 109G-6 wheels 1/48 (Brassin)
- 648247 Bf 109G exhaust stacks 1/48 (Brassin)
- 648265 Bf 109G external fuel tanks 1/48 (Brassin)
- 648309 Bf 109G undercarriage legs BRONZE 1/48 (Brassin)
- 648422 Bf 109G-10 cockpit 1/48 (Brassin)
- EX609 Bf 109G-10 TFace 1/48 (Mask)

Cat. No. 644004



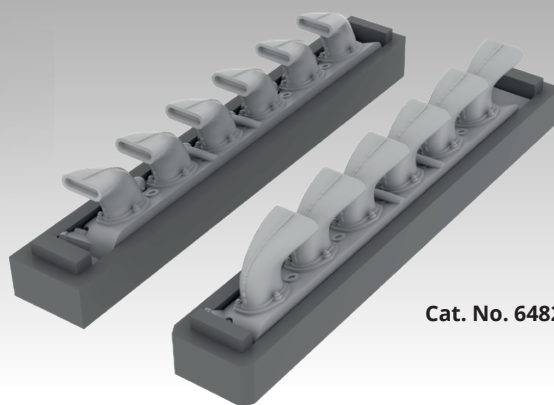
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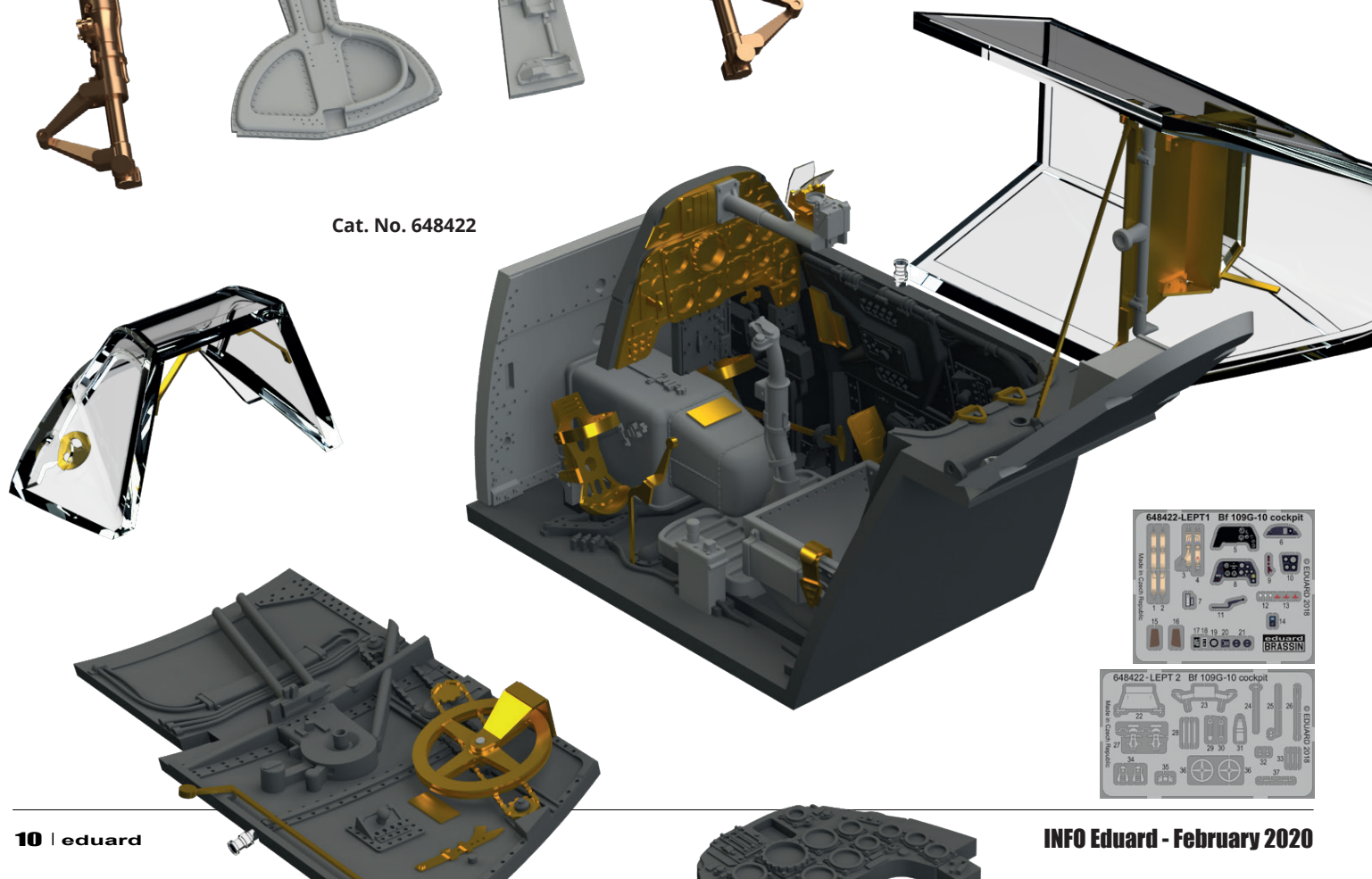
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Cat. No. 648422



BFC099

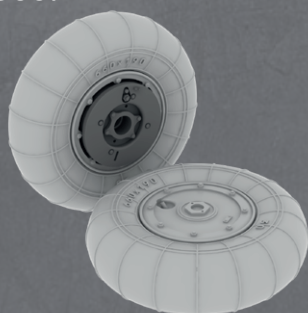
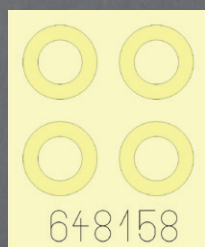
Bf 109G-10 Erla with rectangular upper wing surface bulges


[Product Page](#)

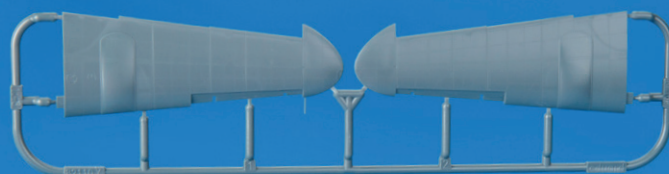
FOR BFC MEMBERS ONLY

1/48, Cat. No. BFC099

- Complete Bf 109G-10 Erla kit (ProfiPACK Cat. No. 82164)
- Unique decal sheet and for an aircraft 11./JG 300.
- Brassin wheels
- Sprue 82110 Y



Sprue 82110 Y



The additional sprue with parts for rectangular upper wing surface bulges to accommodate wider wheels.

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1	2	3	4	5	6	7	8	9	0	152	6

BFC099-0BT1 Bf109G-10 Erla

Made in Czech Republic © 2020



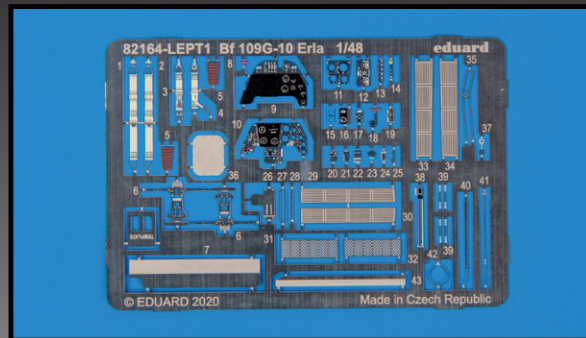
11./JG 300, Prague – Kbely, Czechoslovakia, May 1945

OVERTREES

Bf 109G-10 ERLA

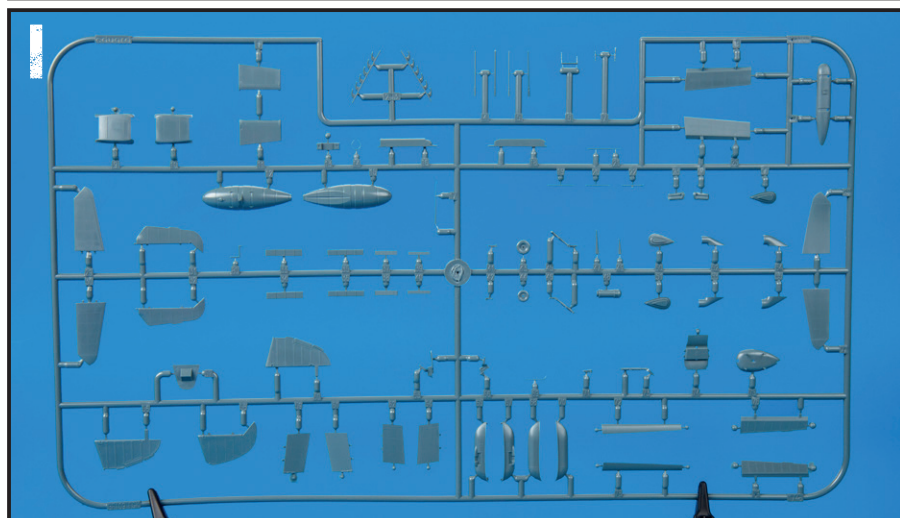
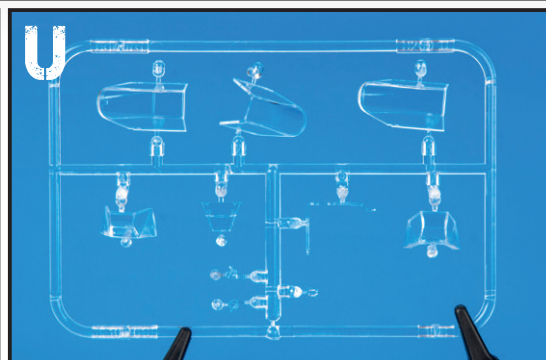
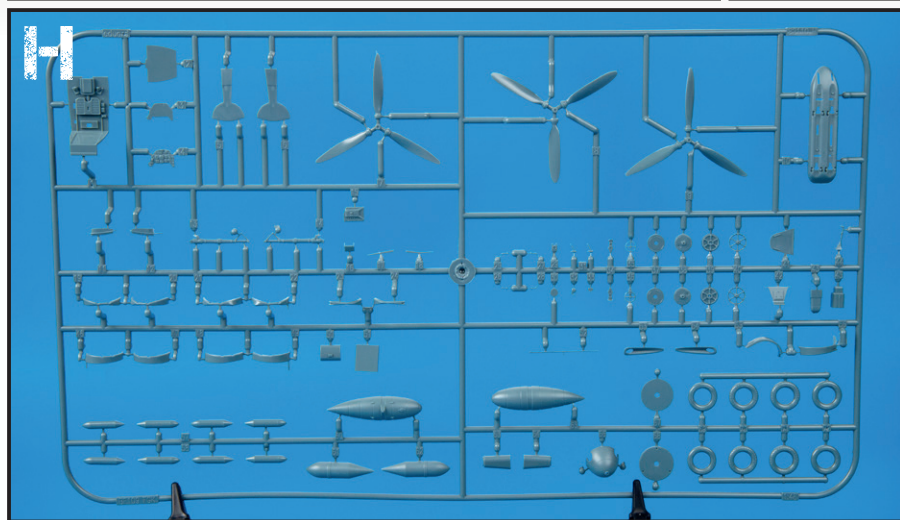
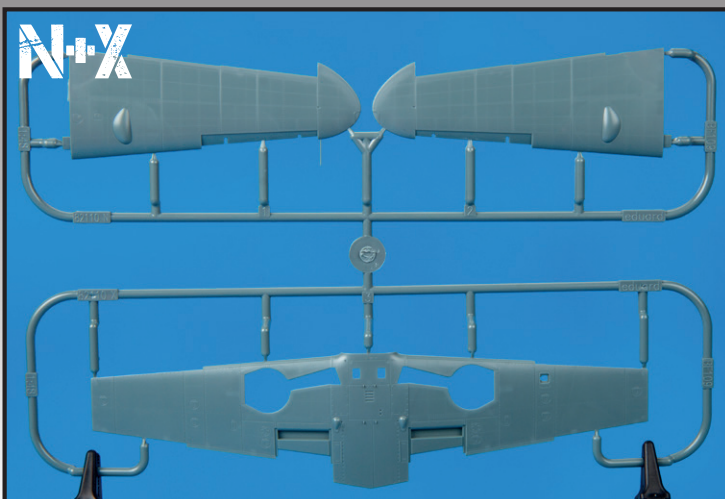
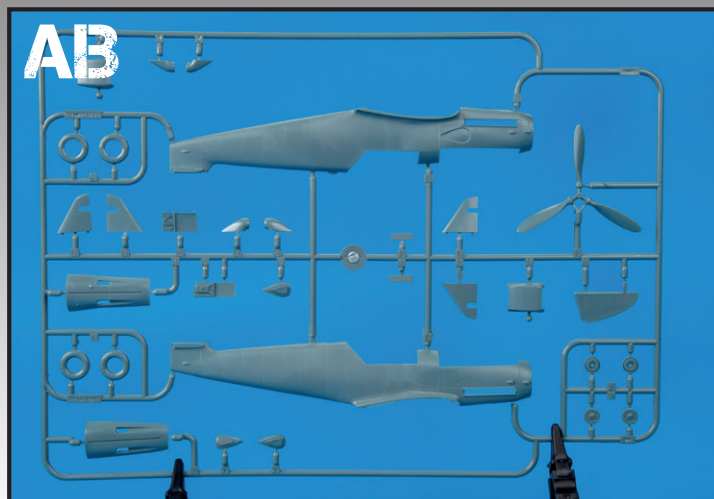
CAT. NO. 82164X

Product Page



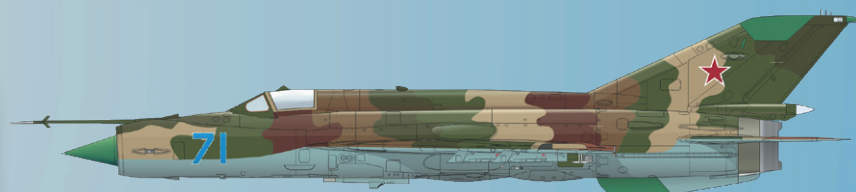
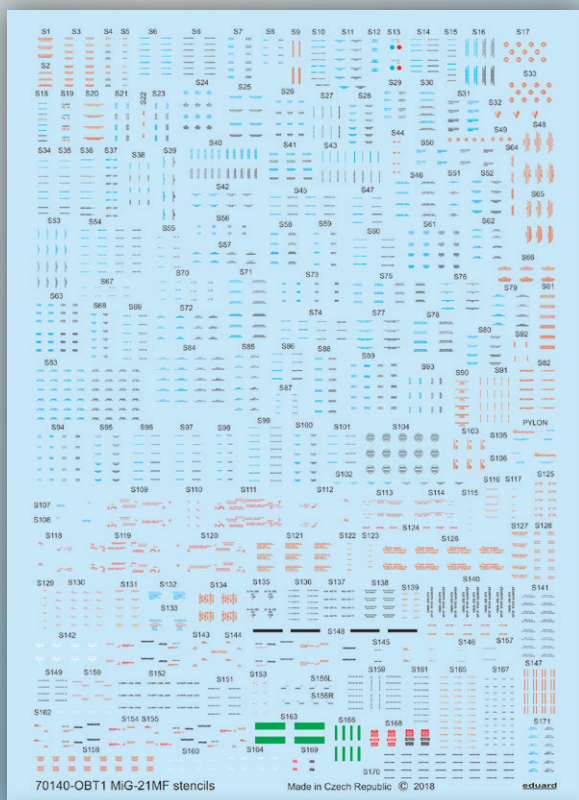
CAT. NO. 82164-LEPT OVERLEPT

Product Page

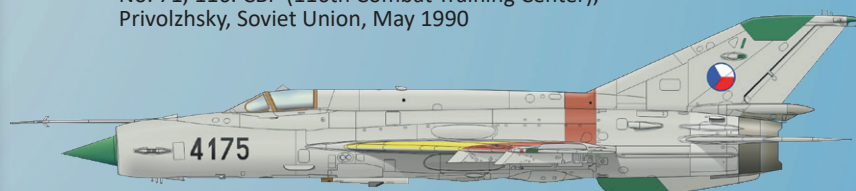


MiG-21MF Fighter Bomber

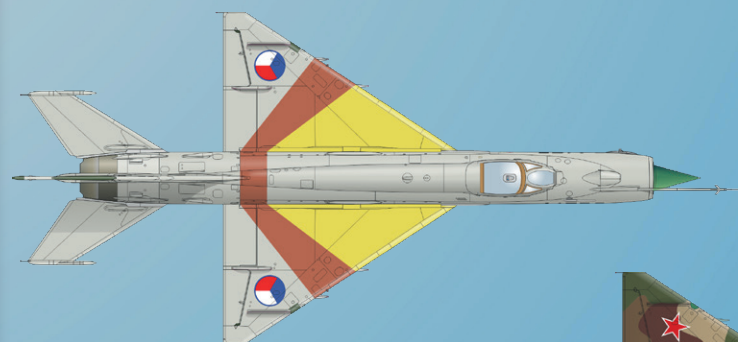
1/72, Cat. No. 7453



No. 71, 116. CBP (116th Combat Training Center),
Privolzhsky, Soviet Union, May 1990

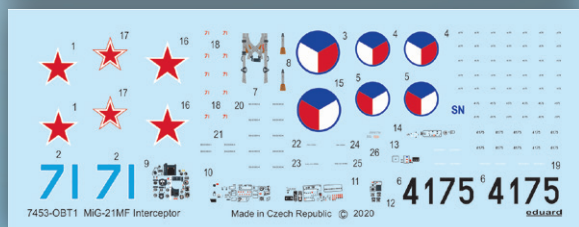


No. 4175, 1st Fighter Regiment,
České Budějovice, Czechoslovakia, 1979



[Product Page](#)

- 2 marking options
- Eduard plastic parts



RECOMMENDED:

- 672180 MiG-21MF Interceptor cockpit 1/72 (Brassin)
- 672181 MiG-21MF exhaust nozzle 1/72 (Brassin)
- 672182 MiG-21MF wheels 1/72 (Brassin)
- 672184 MiG-21MF pylons 1/72 (Brassin)
- 672185 R-3S missiles for MiG-21 1/72 (Brassin)
- 672186 R-3S missiles w/ pylons for MiG-21 1/72 (Brassin)
- 672187 R-13M missiles for MiG-21 1/72 (Brassin)
- 672188 R-13M missiles w/ pylons for MiG-21 1/72 (Brassin)

- 672189 UB-16 rocket launchers for MiG-21 1/72 (Brassin)
- 672190 UB-16 rocket launchers w/ pylons for MiG-21 1/72 (Brassin)
- 672191 RS-2US missiles for MiG-21 1/72 (Brassin)
- 672192 RS-2US missiles w/ pylons for MiG-21 1/72 (Brassin)
- 672193 MiG-21MF airbrakes 1/72 (Brassin)
- 672197 MiG-21MF ejection seat 1/72 (Brassin)

Hanriot HD.I in Italian service



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

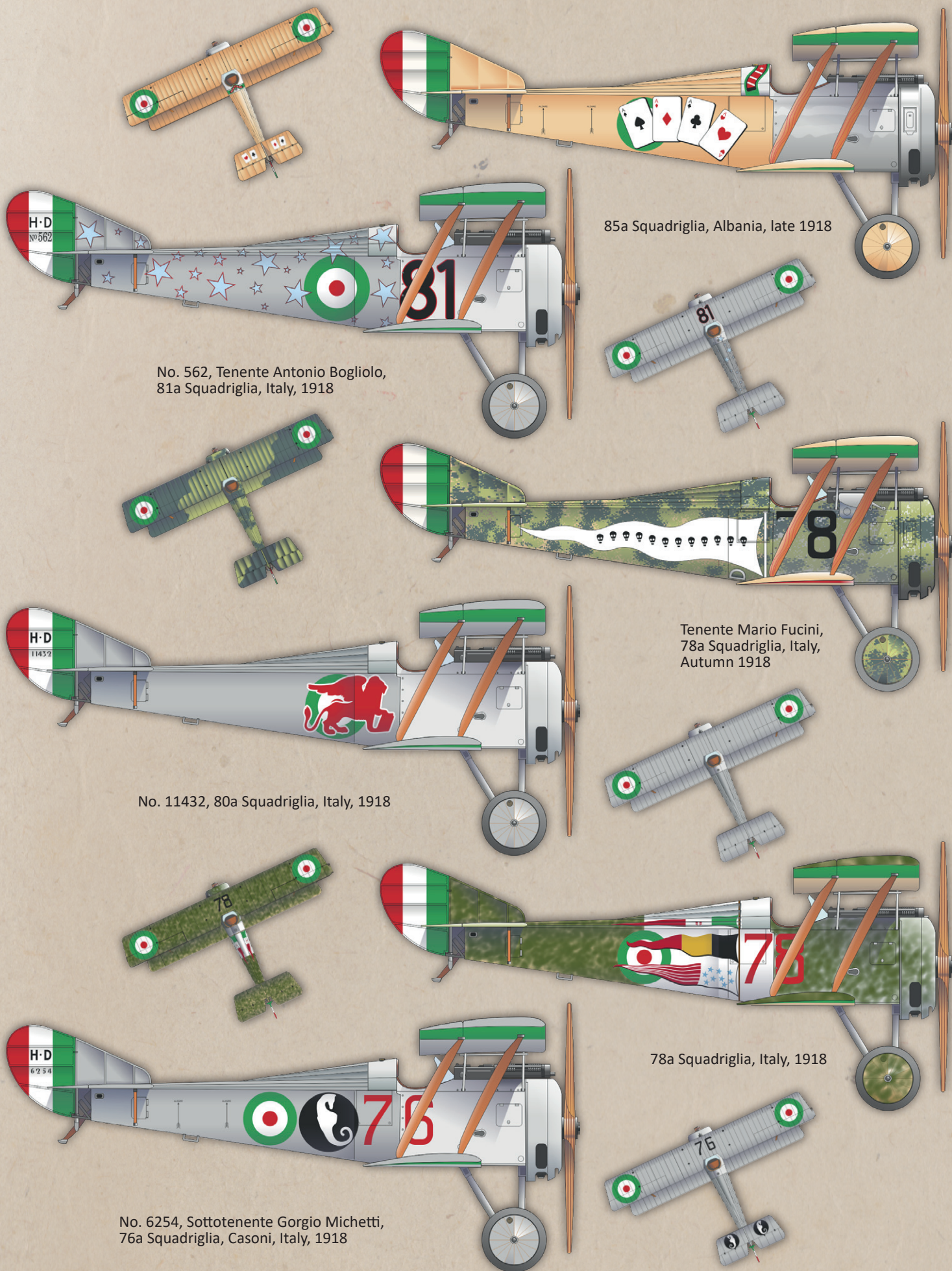
Product Page



11139-OBT1 IL MAGNIFICO

Made in Czech Republic © 2020

eduard



No. 562, Tenente Antonio Bogliolo,
81a Squadriglia, Italy, 1918

85a Squadriglia, Albania, late 1918

Tenente Mario Fucini,
78a Squadriglia, Italy,
Autumn 1918

No. 11432, 80a Squadriglia, Italy, 1918

78a Squadriglia, Italy, 1918

No. 6254, Sottotenente Gorgio Michetti,
76a Squadriglia, Casoni, Italy, 1918

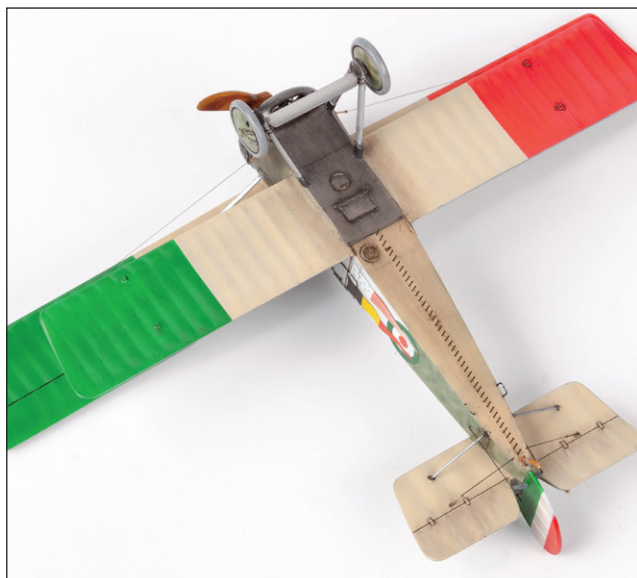
IL MAGNIFICO

Hamriot HD.I in Italian service



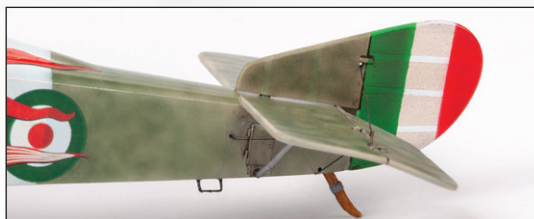
Camo A
Cat. No. 11139

1/48
built by Martin Jirkal



78a Squadriglia, Italy, 1918

The fuselage of this aircraft, serving with 78a Squadriglia as evidenced by the squadron number on the upper wing and on the fuselage below the cockpit, carried the flags of the user units of the Hanriot during the First World War. This aircraft is pictured with an American, Belgian and Italian pilot, all in their respective uniforms. The scheme of the plane included an olive green that was applied by hand, and on the wheel hubs and upper surfaces of the wings.



[Product Page](#)

Spitfire Mk.VIII

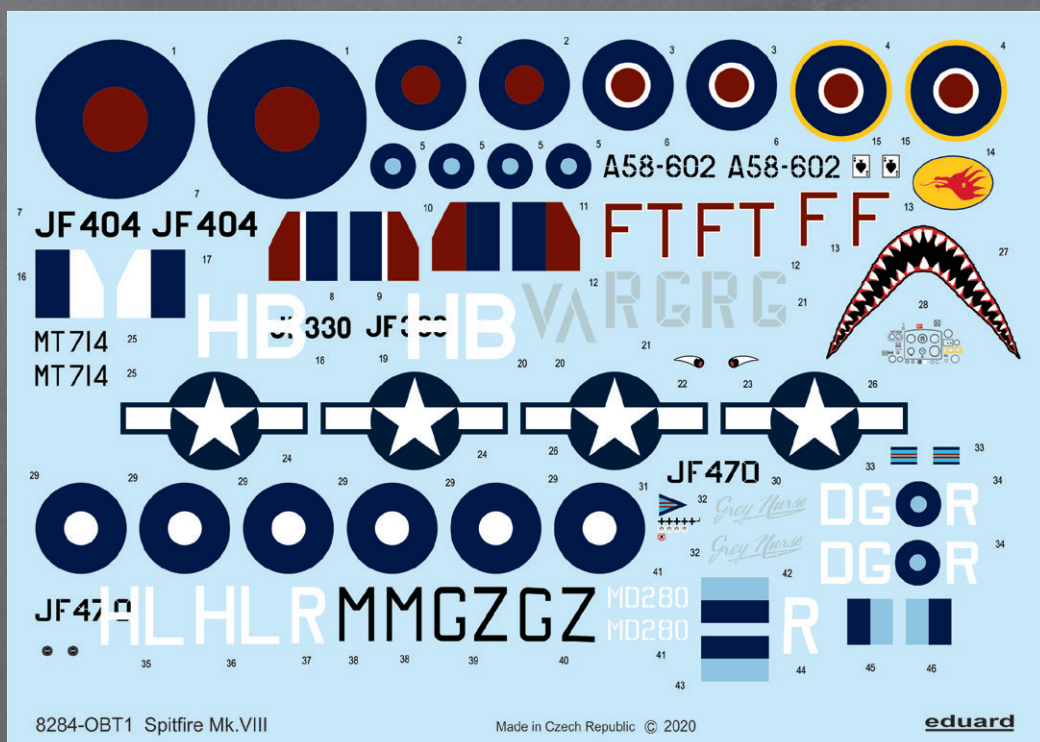
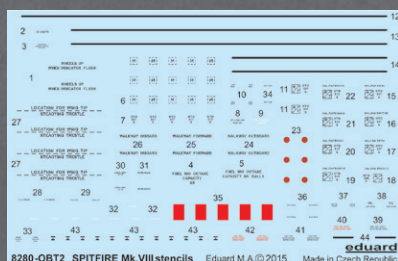
re-release

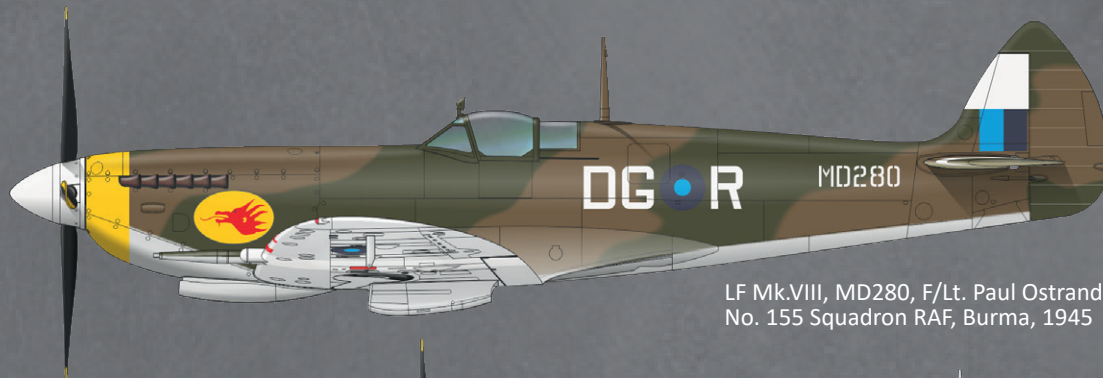
1/48

ProfiPACK
 edition

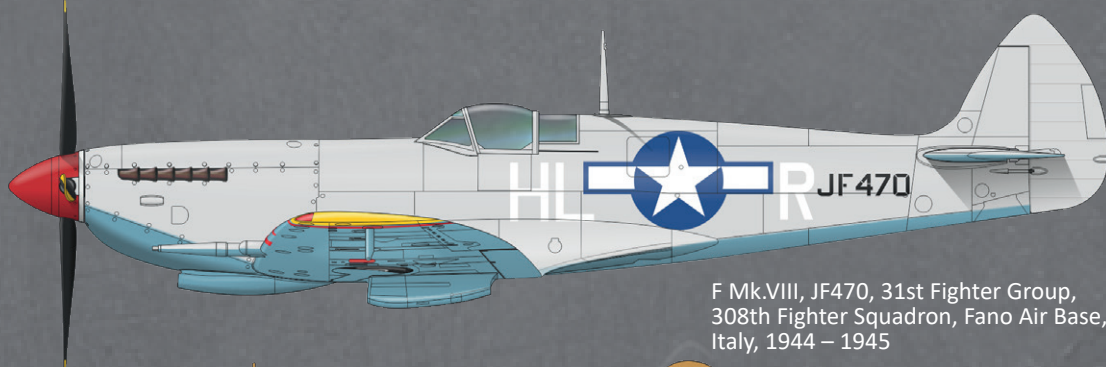

1/48, Cat. No. 8284

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

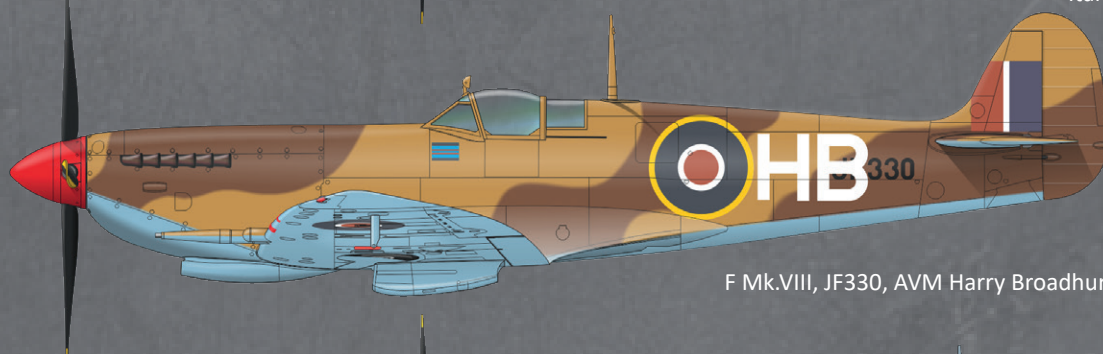
[Product Page](#)




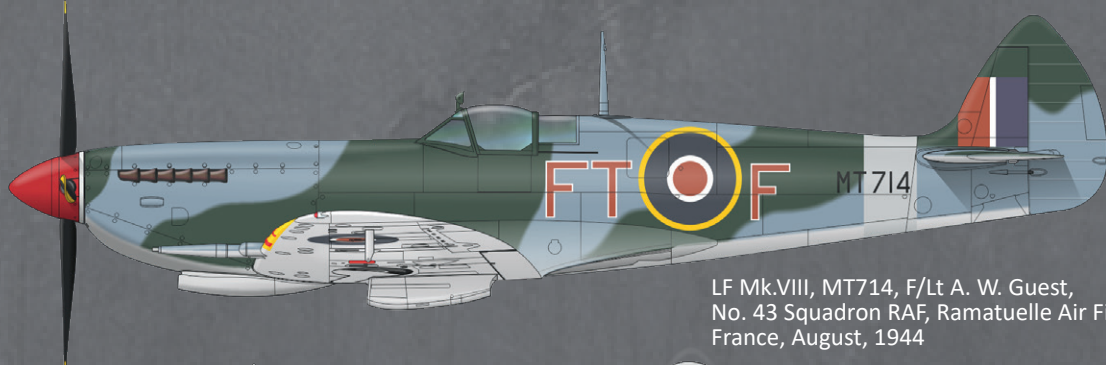
LF Mk.VIII, MD280, F/Lt. Paul Ostrander,
No. 155 Squadron RAF, Burma, 1945



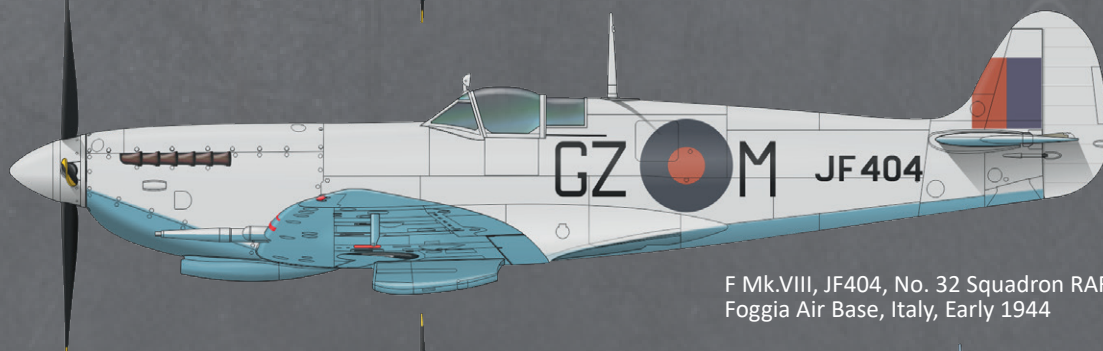
F Mk.VIII, JF470, 31st Fighter Group,
308th Fighter Squadron, Fano Air Base,
Italy, 1944 – 1945



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



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



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



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

Spitfire Mk.VIII

1/48

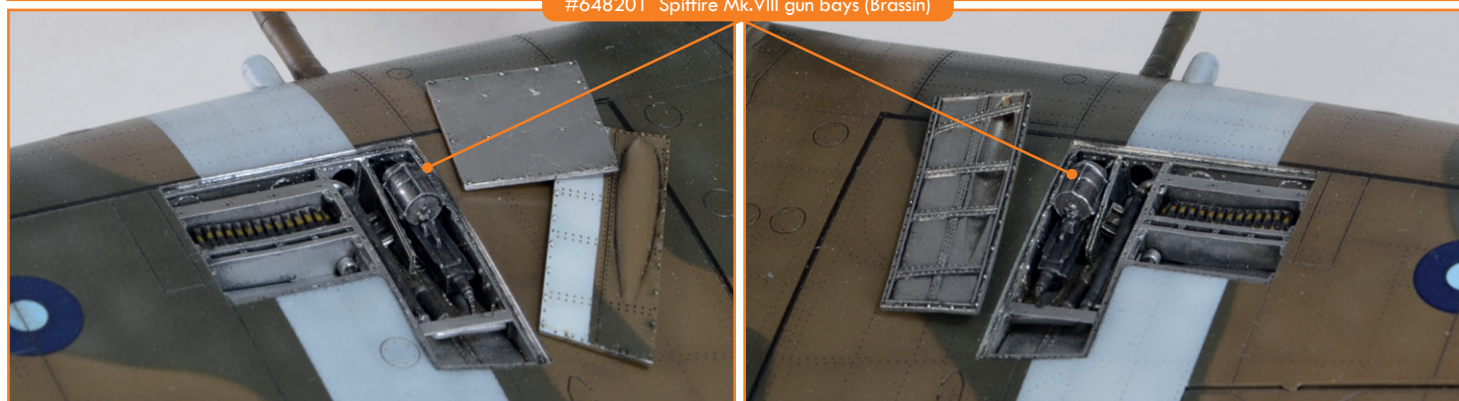


Camo A
Cat. No. 8284

built by Václav Vopalecký



#648201 Spitfire Mk.VIII gun bays (Brassin)



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

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

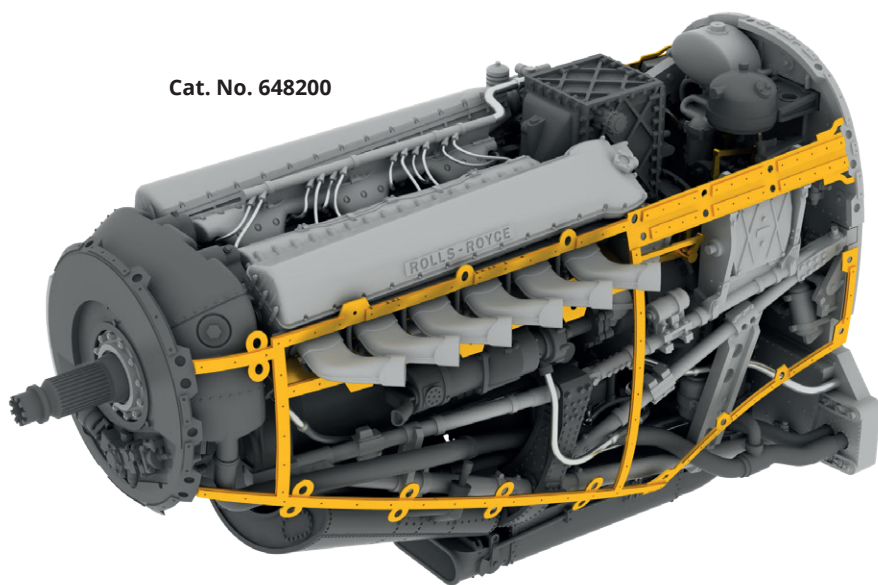


Recommended for Spitfire Mk.VIII:

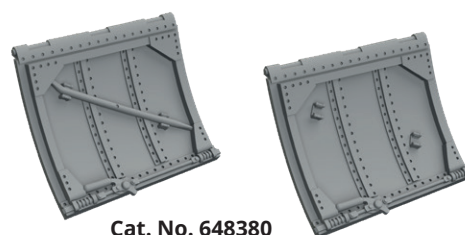
- 49074 Spitfire Mk.VIII seatbelts SUPERFABRIC (PE-Set)
- 49708 Spitfire Mk.VIII (PE-Set)
- 644017 Spitfire Mk.VIII Löök (Brassin)
- 648099 Spitfire exhaust stacks fishtail (Brassin)
- 648115 Spitfire wheels - 4 spoke (Brassin)
- 648118 Spitfire wheels - 4 spoke w/pattern (Brassin)
- 648120 Spitfire - radio compartment (brassin)
- 648133 Spitfire 30gal slipper tank (brassin)
- 648199 Spitfire Mk.VIII cockpit (Brassin)
- 648200 Spitfire Mk.VIII engine (Brassin)
- 648201 Spitfire Mk.VIII gun bays (Brassin)
- 648338 Spitfire Mk.VIII top cowl (Brassin)
- 648380 Spitfire Mk.VIII / IX cockpit door (Brassin)



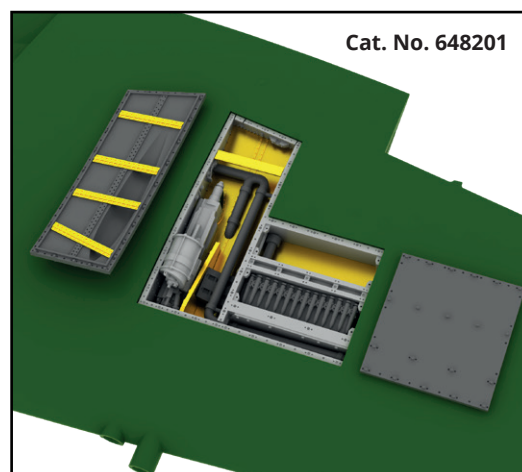
Cat. No. 644017



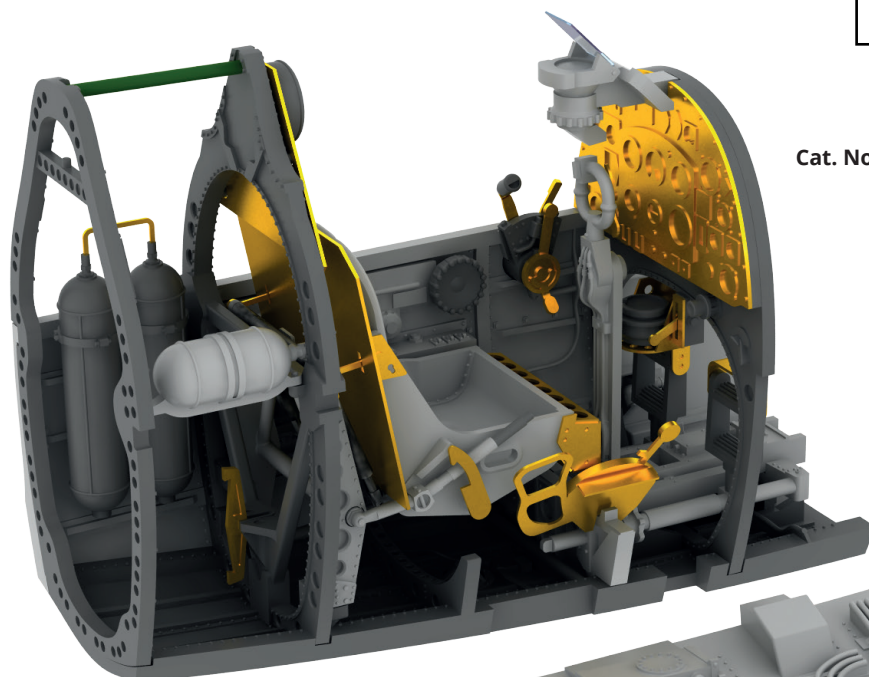
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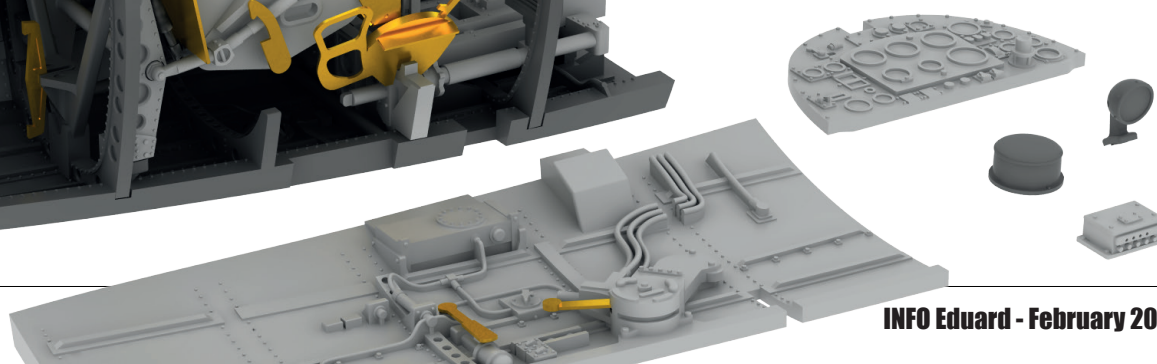
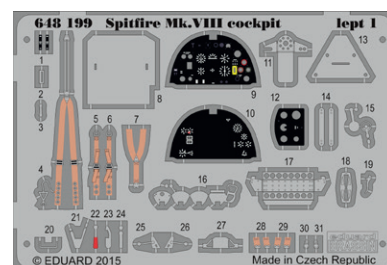
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Cat. No. 648201



Cat. No. 648199

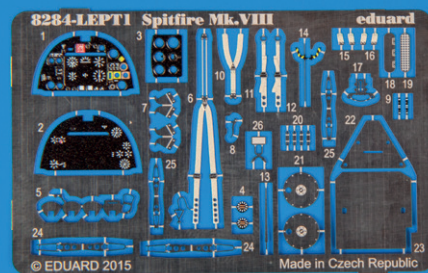
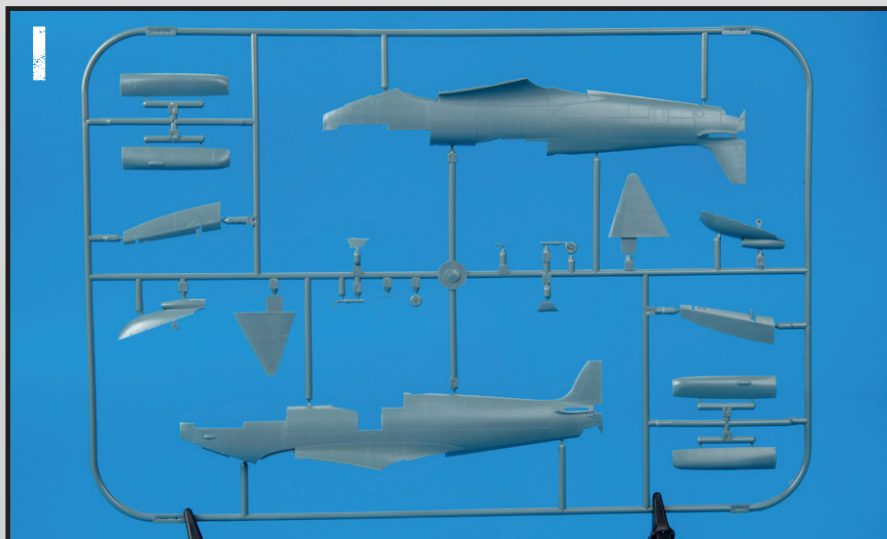
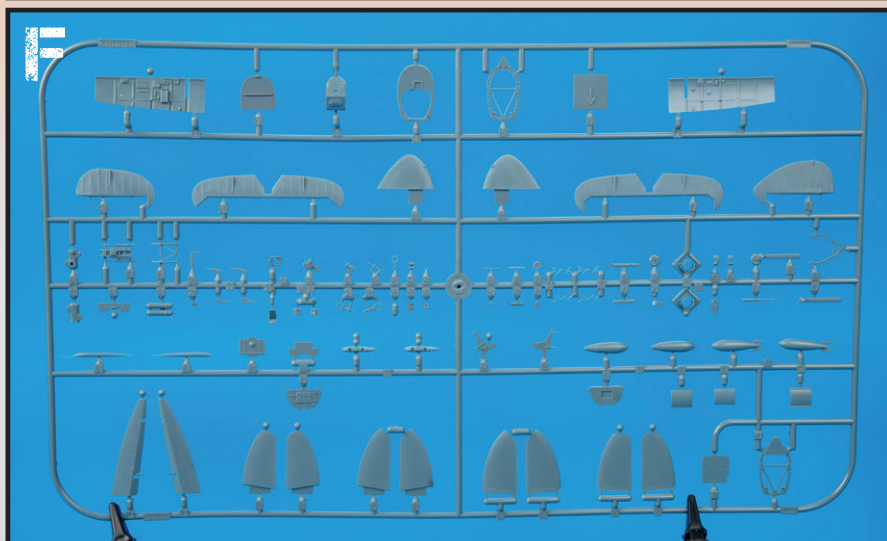
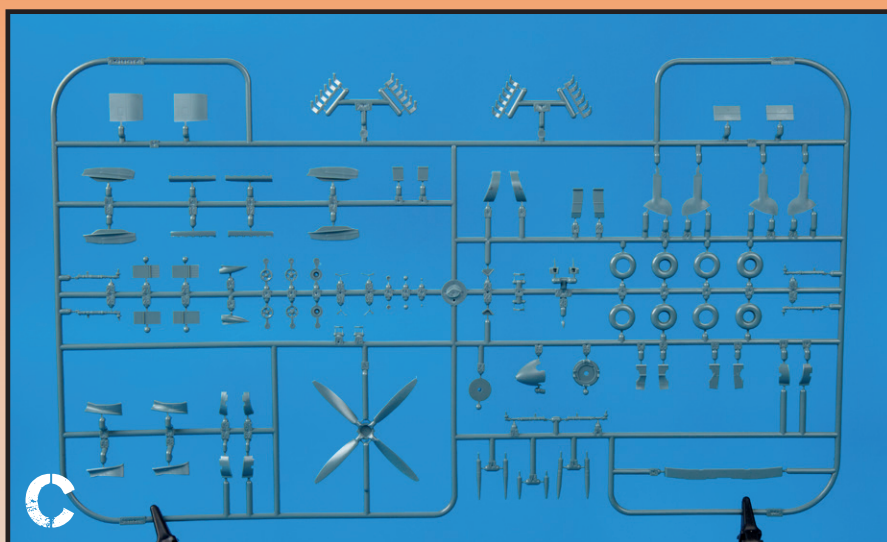


OVERTREES

SPITFIRE Mk.VIII

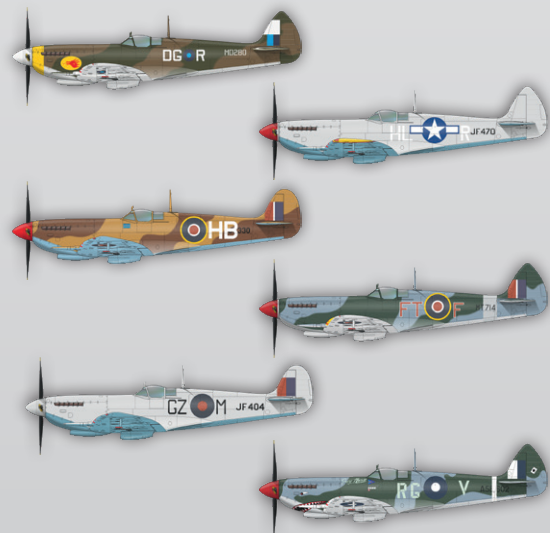
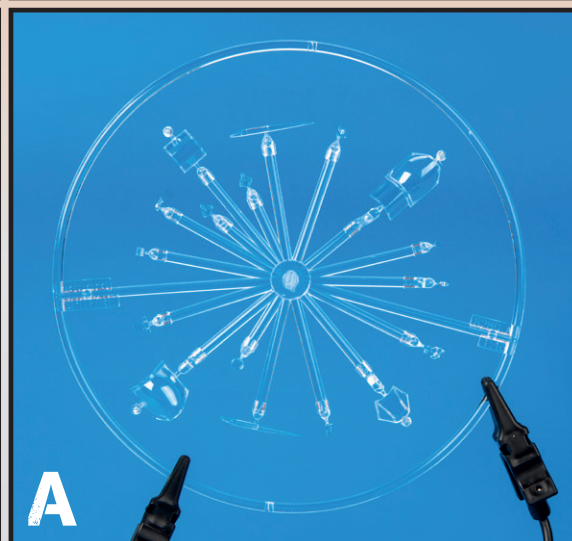
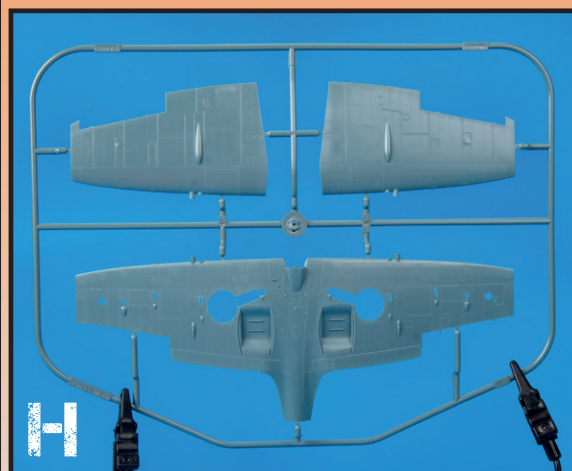
CAT. NO. 8294X

Product Page



CAT. NO. 8284-LEPT OVERLEPT

Product Page



P-51D Mustang

SUPER44



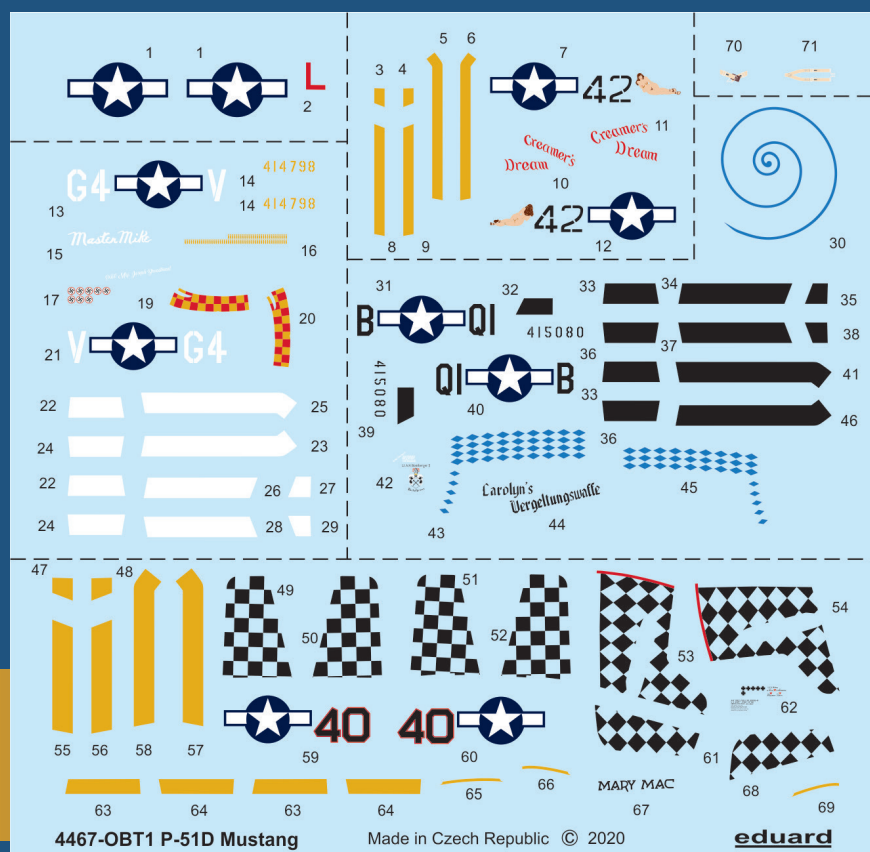
1/144, Cat. No. 4467

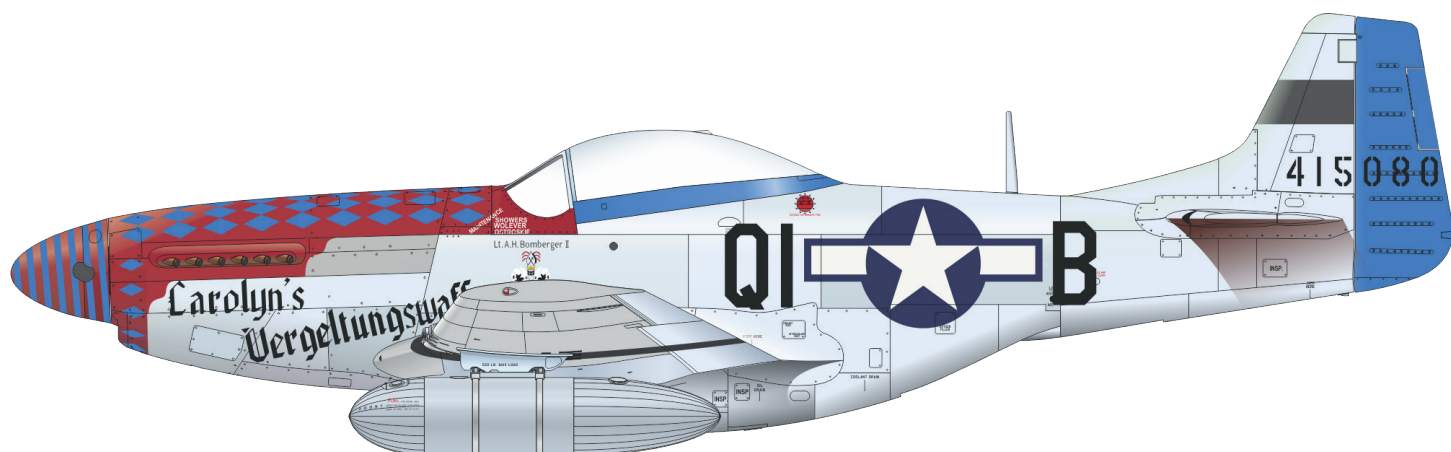
- plastic parts Platz
- painting mask
- 4 marking options



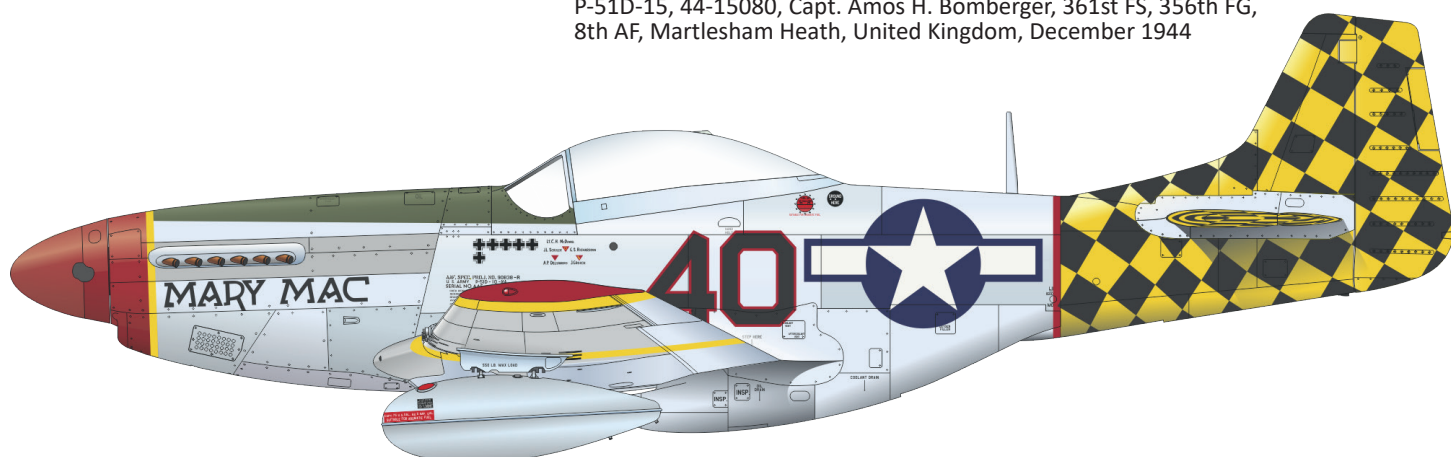
Product Page

Recommended:
144011 P-51D 1/144 (PE-Set)

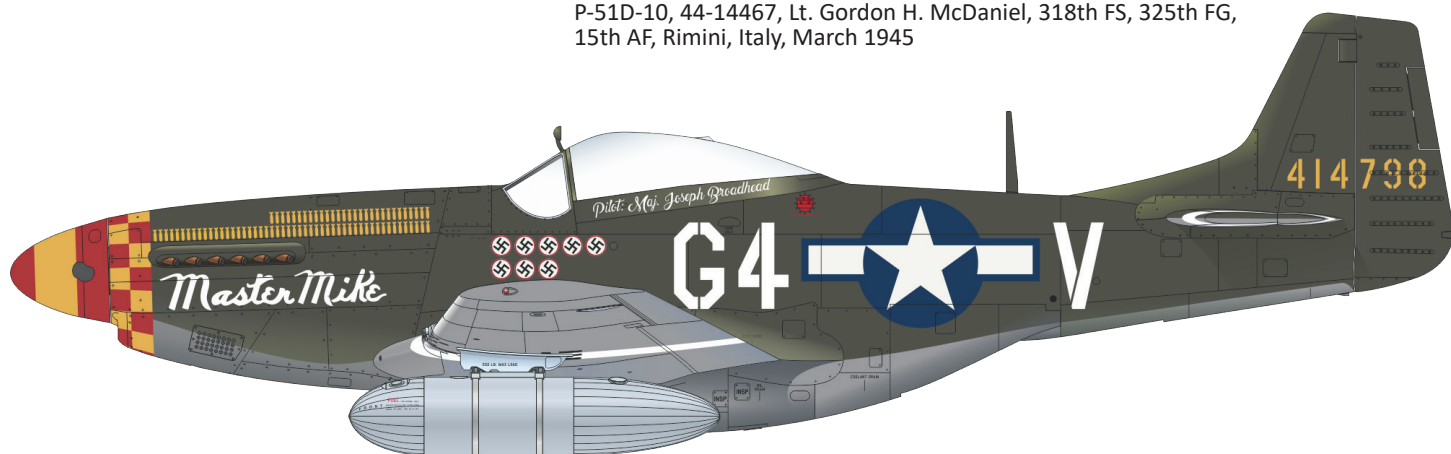




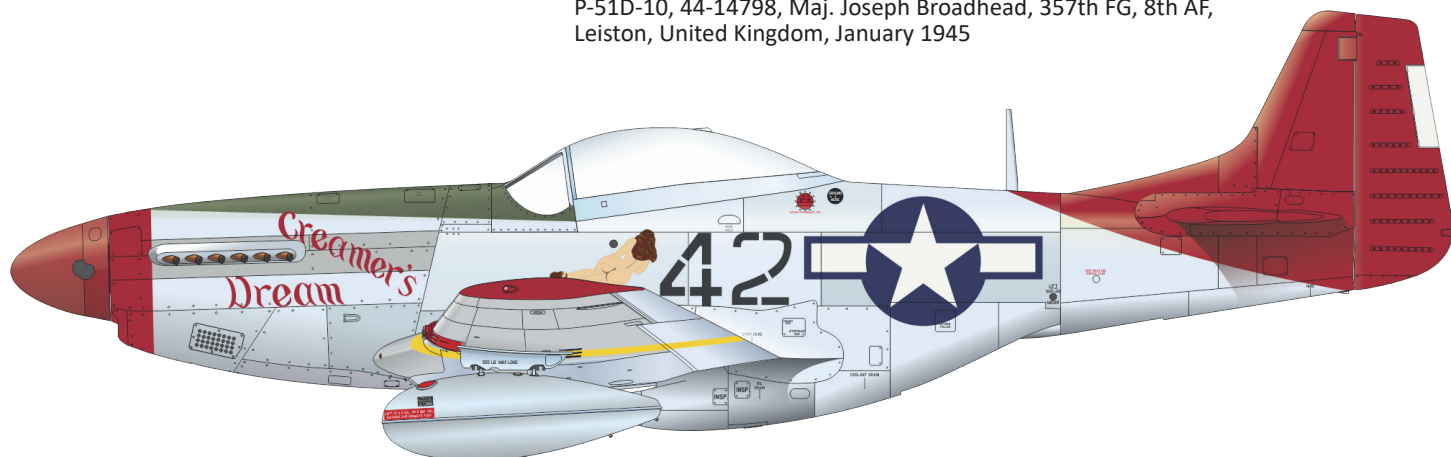
P-51D-15, 44-15080, Capt. Amos H. Bomberger, 361st FS, 356th FG, 8th AF, Martlesham Heath, United Kingdom, December 1944



P-51D-10, 44-14467, Lt. Gordon H. McDaniel, 318th FS, 325th FG, 15th AF, Rimini, Italy, March 1945



P-51D-10, 44-14798, Maj. Joseph Broadhead, 357th FG, 8th AF, Leiston, United Kingdom, January 1945



P-51D-15, Lt. Charles White, 301st FS, 332nd FG, 15th AF, Ramitelli, Italy, January 1945

Bf 109G-6/AS

1/48

ProfiPACK
edition

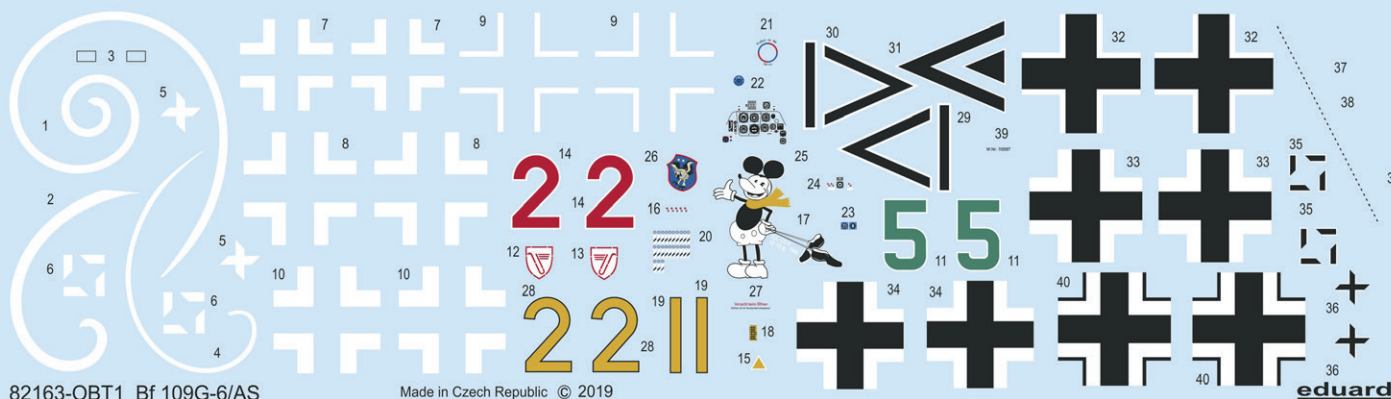
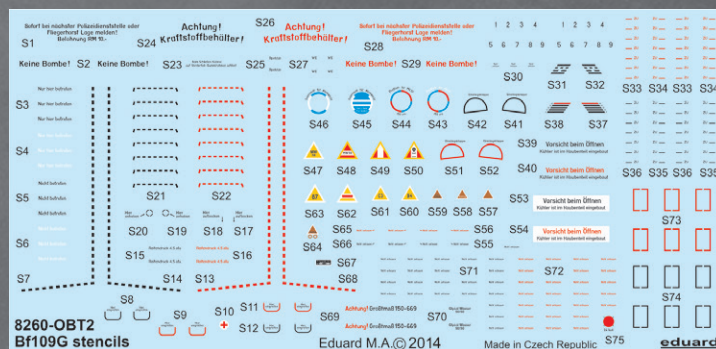
BACK IN STOCK



1/48, Cat. No. 82163

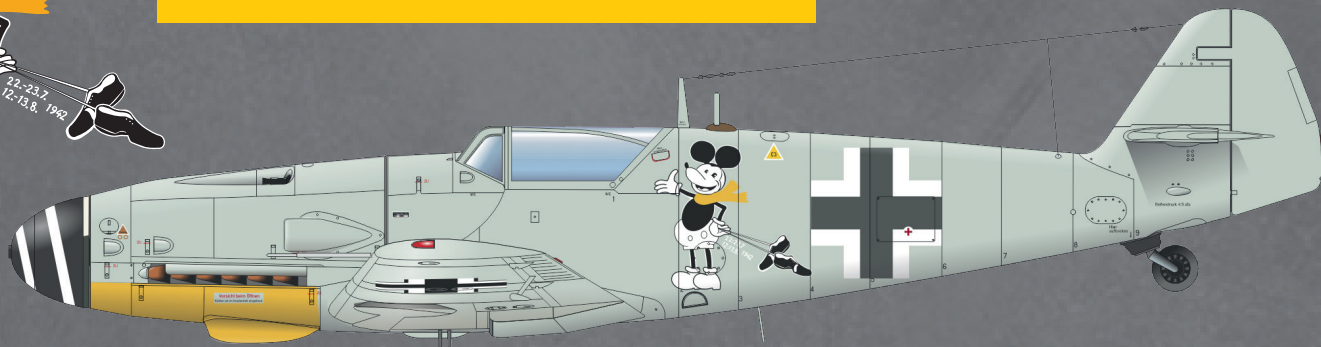
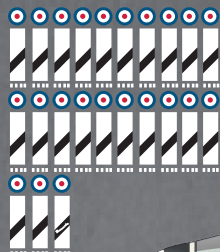
- Eduard plastic parts
- Photo-etched set
- Painting mask
- 5 marking options

Product Page





BACK IN STOCK



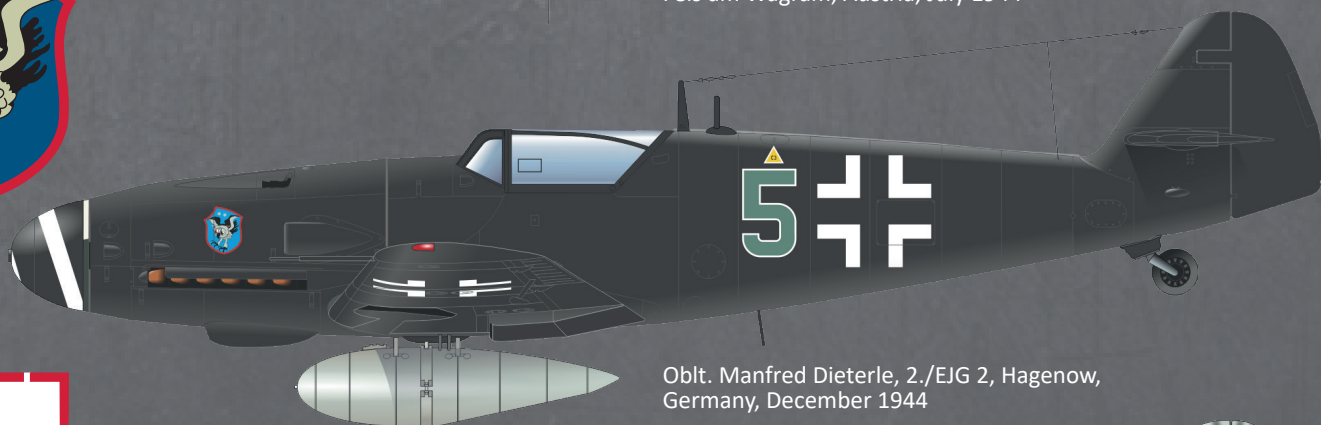
W. Nr. 110087, Hptm. Horst Carganico, CO of I./JG 5, Herzogenaurach, Germany, May 1944



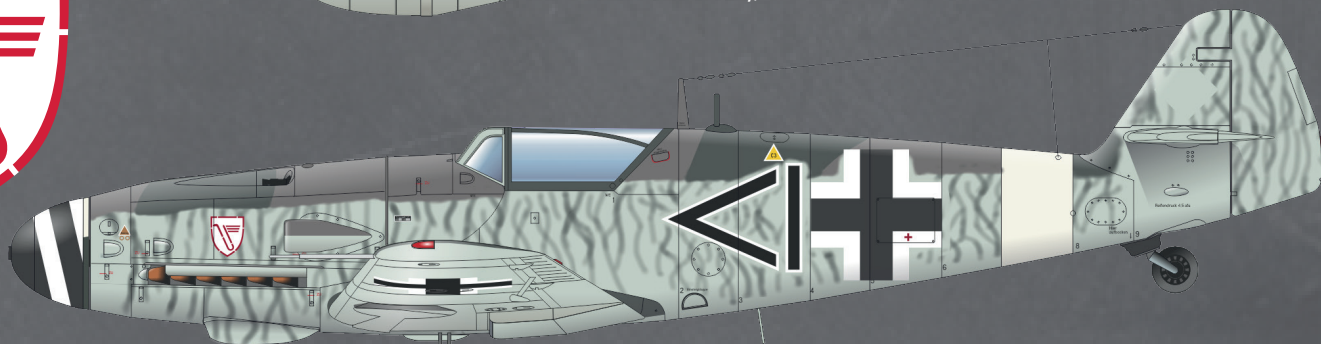
Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944



W. Nr. 412807, Uffz. Heinz Zimmermann, 6./JG 27, Fels am Wagram, Austria, July 1944



Oblt. Manfred Dieterle, 2./EJG 2, Hagenow, Germany, December 1944



Stab I./JG 3, Gütersloh, Germany, July 1944

MUSTANG P-51D

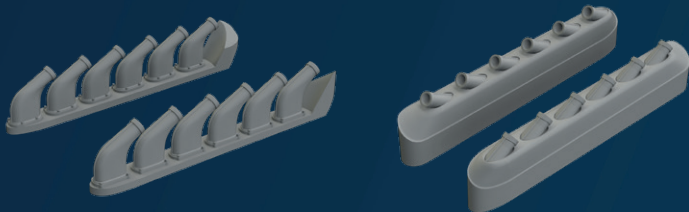


BACK IN STOCK

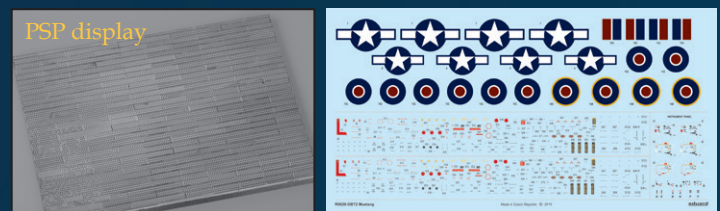
1/48 Dual Combo Cat. No. R0020

Product Page

- ▶ Two complete kits of North American P-51D Mustang™, productions block D-5, D-10, D-15, D-20, D-25 and Mustang Mk.IV
- ▶ Plastic parts, photo-etched parts, painting mask
- ▶ 14 marking options
- ▶ PSP display base - Perforated Steel Plates 1/48
- ▶ Eduard Brassin exhaust stacks (2 sets - regular & with fairings) and wheels (2 sets)



There will be two pairs of wheels chosen, at random, from these four samples.

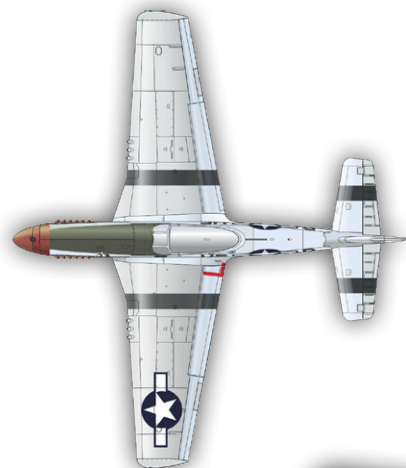
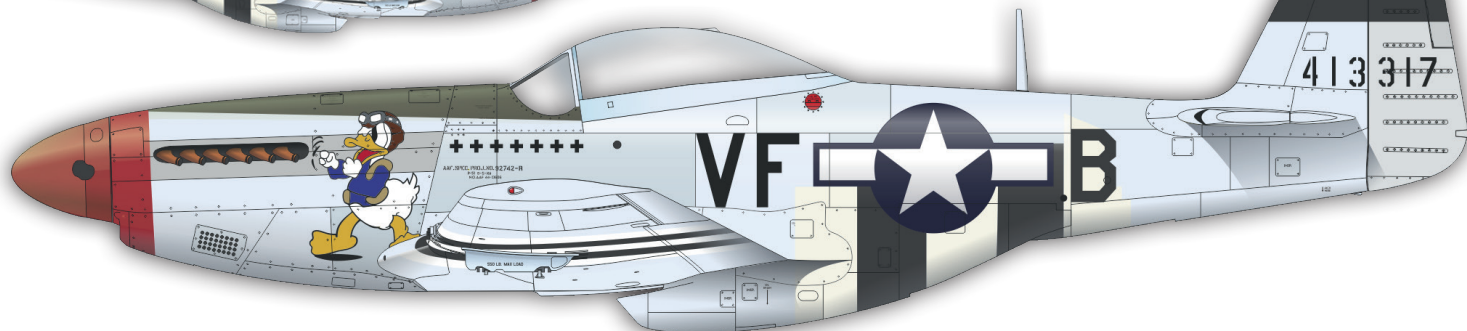
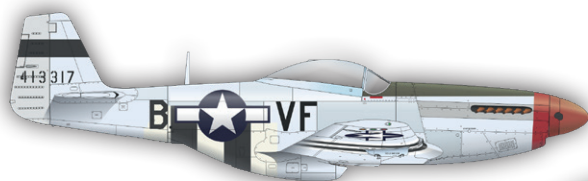




P-51D-5, 44-13317, Capt. Donald R. Emerson, 336th FS, 4th FG, 8th AF, Debden, United Kingdom, September 1944

4th FG was nicknamed Debden Eagles thanks to its home base and origins because it was formed from RAF Eagle squadron (71st, 121st and 133rd squadrons). After the incorporation into 8th AF the squadrons were re-named to 334th FS, 335th FS and 336th FS. Their Spitfires were replaced by P-47s as of April 1st, 1943 and in February 1944 these were replaced by P-51 aircraft. Donald Emerson joined the ranks of 4th Fighter Group on March 9th, 1944 and during the following eight months of duty he flew 89 sorties during which he was credited with 4.5 enemy aircraft shot down. On December 25th, 1944 he perished returning from the bomber escort mission when he spotted six Bf 109s. During the ensuing combat he descended close to the terrain and was hit by the anti-aircraft fire over the front. Pilot was probably killed and his aircraft crashed nearby the town of Sittard in The Netherlands. However he had managed to shot down two of his opponents. Capt. Emerson had the fuselage port side of his Mustang decorated with boxing Donald Duck in resemblance to his first name.

There are seven kill markings painted under the windshield. From the beginning of September the invasion stripes on the upper wings and fuselage sides surfaces of the allied aircraft were deleted and left on the lower surfaces only.

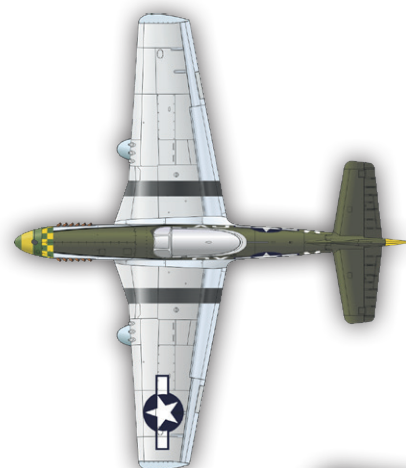
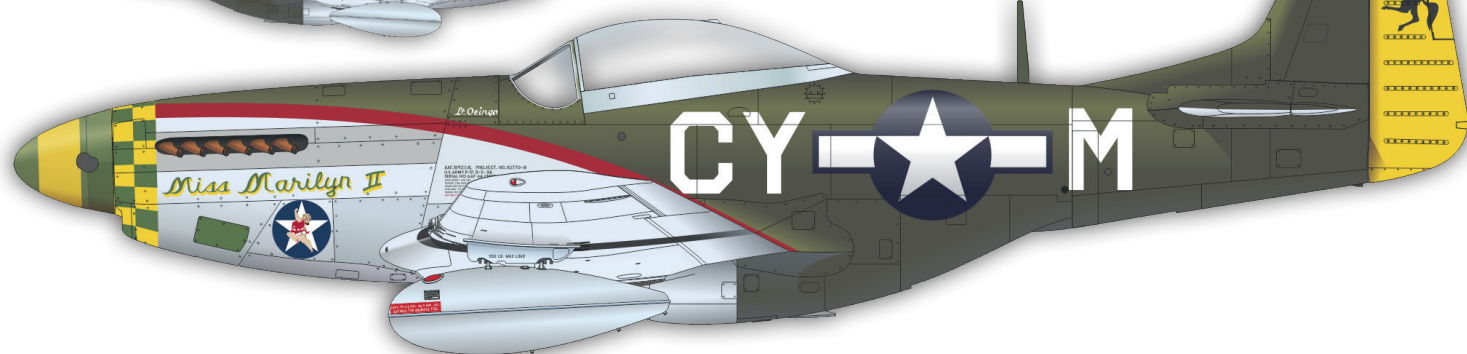
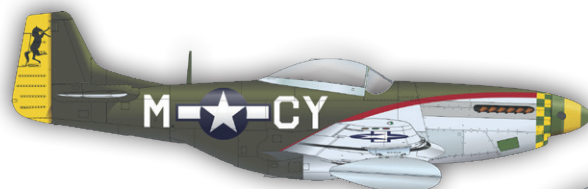


P-51D-5, 44-13837, Lt. Richard Ozinga, 343rd FS, 55th FG, 8th AF, Wormingford, United Kingdom, September 1944

55th Fighter Group history starts in January 1941 by establishing 55th Pursuit Group at Hamilton airbase in California. In May 1943 it was re-named to 55th FG, started training on P-43 aircraft and finished it on P-38. On October 15th, 1943 having been transferred to Great Britain the unit was declared combat-ready on P-38H. In July 1944 it was re-equipped with P-51D flying mostly four engine bombers' escorts till the end of war. On August 20th, 1946 the unit was disbanded.

Richard Ozinga was assigned to 343rd FS after he completed his pilot training on August 2nd, 1944 and flew with this unit until the end of World War Two. Besides him also 2nd Lt. Kenneth J. Mix and Lt. Robert E. Welch logged several flights in this aircraft. Richard Ozinga passed away on April 8th, 1994.

55th Fighter Group aircraft noses received green-yellow checkerboards for better mid-air recognition. The same colors appeared on the propeller spinners. Typical for this unit was the coloration of its Mustangs fuselages when the olive drab antiglare panel was extended to the rear fuselage. Yellow rudder was the 343rd FS recognition marking. Richard Ozinga named his aircraft by his girlfriend and later wife Marilyn.



MARKING OPTIONS

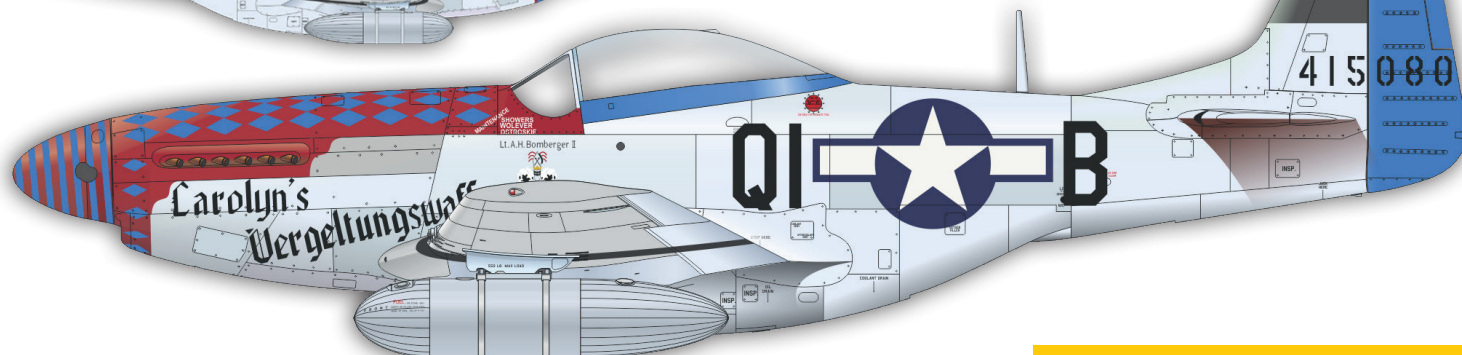
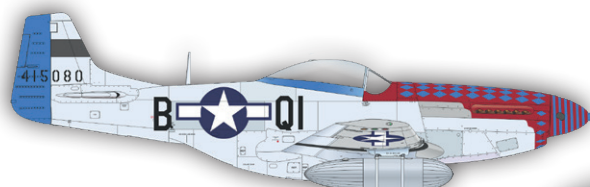
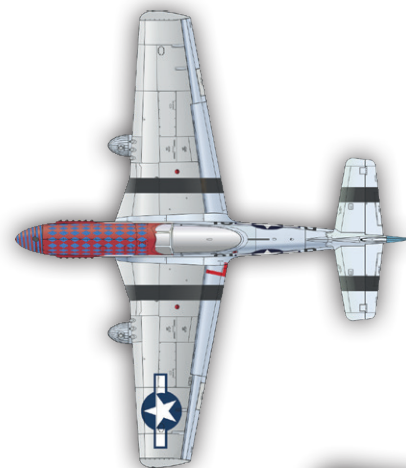


ROYAL CLASS
eduard

P-51D-15, 44-15080, Capt. Amos H. Bomberger, 361st FS, 356th FG, 8th AF, Martlesham Heath, United Kingdom, December 1944

356th FG was established on December 8th, 1942 and after necessary training in the south of the United States it was dispatched to Great Britain in fall 1943 and incorporated into 8th AF. It was equipped with P-47 Thunderbolts and the main mission was providing the escort to B-17 and B-24 four engine bombers on their sorties over the Third Reich territory. In November 1944 356th FG squadrons were equipped with P-51D Mustangs flying them until the end of World War Two. Shortly after, on November 10th, 1945, the unit was disbanded.

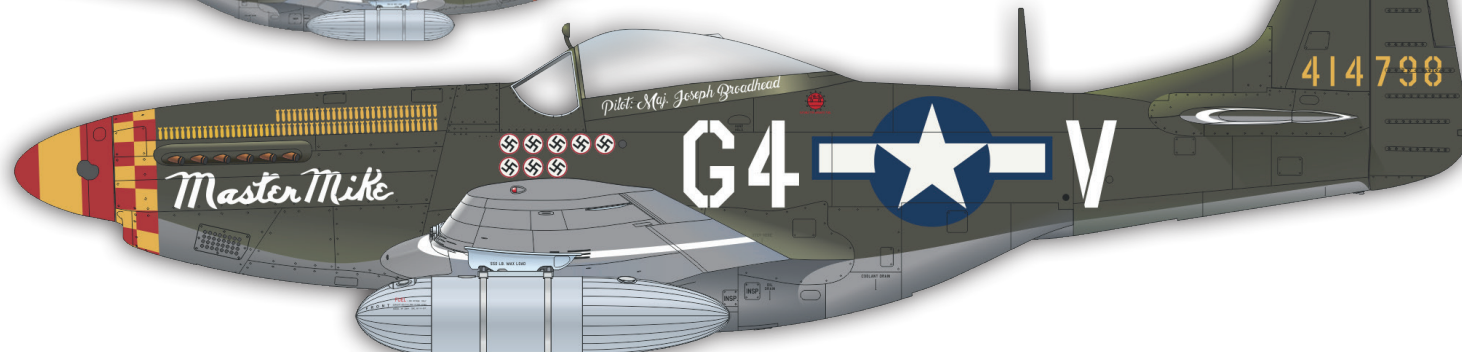
356th FG aircraft marking was the red fuselage nose with blue diamonds, same colors were applied to the propeller spinners. Capt. Bomberger christened his aircraft Carolyn's Vergeltungswaffe. This word meaning „revenge weapon“ in English was the designation for V-1 flying bombs and V-2 rockets in German propaganda parlance.



BACK IN STOCK

P-51D-10, 44-14798, Maj. Joseph Broadhead, 357th FG, 8th AF, Leiston, United Kingdom, January 1945

357th Fighter Group became the first 8th Air Force fighter group equipped with P-51 Mustang with which, in November 1943, it underwent the training at British airbase Raydon. It entered into the combat with enemy in February operating from Leiston airbase. The unit personnel was nicknamed Yoxford Boys first time by the commentator of British Broadcasting of the German Radio during the night after their arrival in Leiston airbase located nearby the village of Yoxford. Joseph Broadhead commanded the incorporated 362nd FS from March 10th to August 25th, 1944 when having completed his second tour of duty he was sent back to United States for recuperation. After that he returned to 357th FG for his third tour of duty which he completed in February 1945. His score in World War Two was eight kills. Maj. Broadhead machine carried on the nose port side the inscription Master Mike (his previously flown P-51B was christened Baby Mike). Number of sorties flown was marked above the exhaust in the form of little bombs. It is not clear what kind of camouflage paint was applied on 357th FG aircraft. While the veterans speak about British colors Dark Green and Medium Sea Gray the period color pictures point us towards American colors Olive Drab and Neutral Gray. 357th FG aircraft noses were decorated with yellow-red checkerboard, the propeller spinners were painted in the same colors.

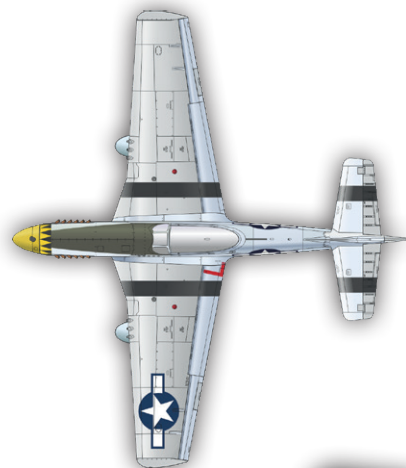
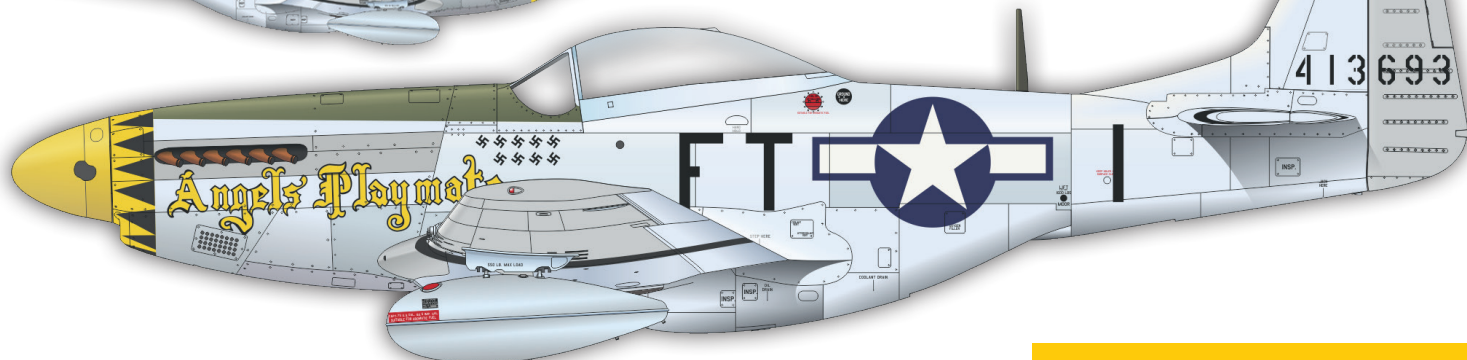
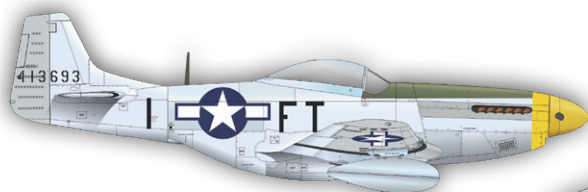




P-51D-5, 44-13693, 2nd Lt. Bruce W. Carr, 353rd FS, 354th FG, 9th AF, Orconte, France, October 1944

Bruce W. Carr started his pilot training on September 2nd, 1942. After its completion on August 30th, 1943, he added to his qualification ratings on A-36 and P-51A and after that he was dispatched to 380th FS. On March 8th, 1944 he recorded his first victory and consequently was re-assigned to 353rd FS becoming one of the 354th Fighter Group aces. On November 2nd, 1944 during the fighter sweep over the occupied Czechoslovakia his aircraft was hit by the anti aircraft fire. Bruce Carr bailed out and after landing undetected penetrated the Luftwaffe airbase where he was able to capture Fw 190A-6 fighter and return with it to his home base in Orconte. During the World War Two he was credited with 15 enemy aircraft shot down. He continued with his aviation career after the war, flew combat in Korea and Vietnam as well. He passed away in April 1998 in Florida.

353rd FS aircraft noses and spinners were painted yellow with added black triangles on the engine cowling. As the majority of fighter pilots Capt. Bruce Carr too had his score painted under the windshield in the form of small swastikas.

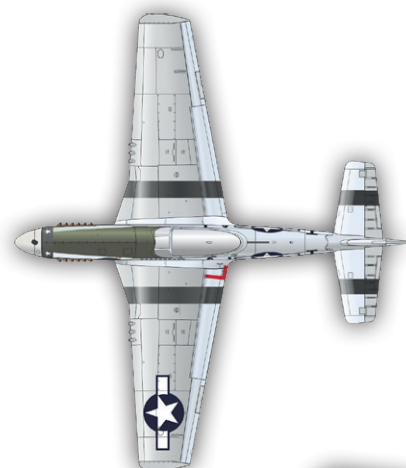
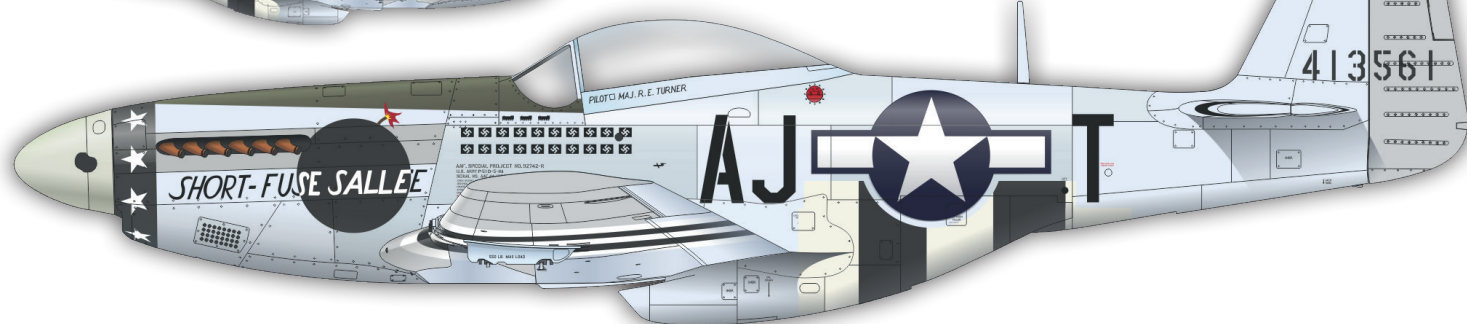
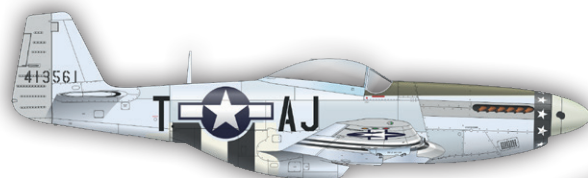


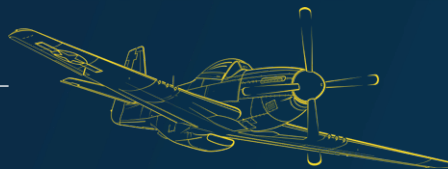
BACK IN STOCK

P-51D-5, 44-13561, Maj. Richard E. Turner, 356th FS, 354th FG, 9th AF, Orconte, France, September 1944

The birth of 354th Fighter Group is dated November 12th, 1942, when it was formed at Hamilton Field airport in California. After the initial hassle and bustle the training started on P-39 aircraft. After its transfer to Europe in November 1943 the 354th FG personnel was informed about the incorporation into the 9th Air Force fighter groups and at the same time about the re-equipment with P-51B Mustangs. Among all fighter groups fighting in the European Theater during the World War Two, 354th FG pilots achieved the highest number of enemy aircraft shot down (701 kills).

356th Fighter Squadron machines proudly carried the black noses with white stars. Maj. Turner had the nose of his Mustang decorated with the inscription which appears on the other aircraft he flew, sometimes slightly modified. The fuselage side of his aircraft is marked with symbols of his victories over the enemy.





P-51D-5, 44-13561, Maj. Richard E. Turner,
356th FS, 354th FG, 9th AF,
Orconte, France, September 1944



Camo C
Cat. No. R0020

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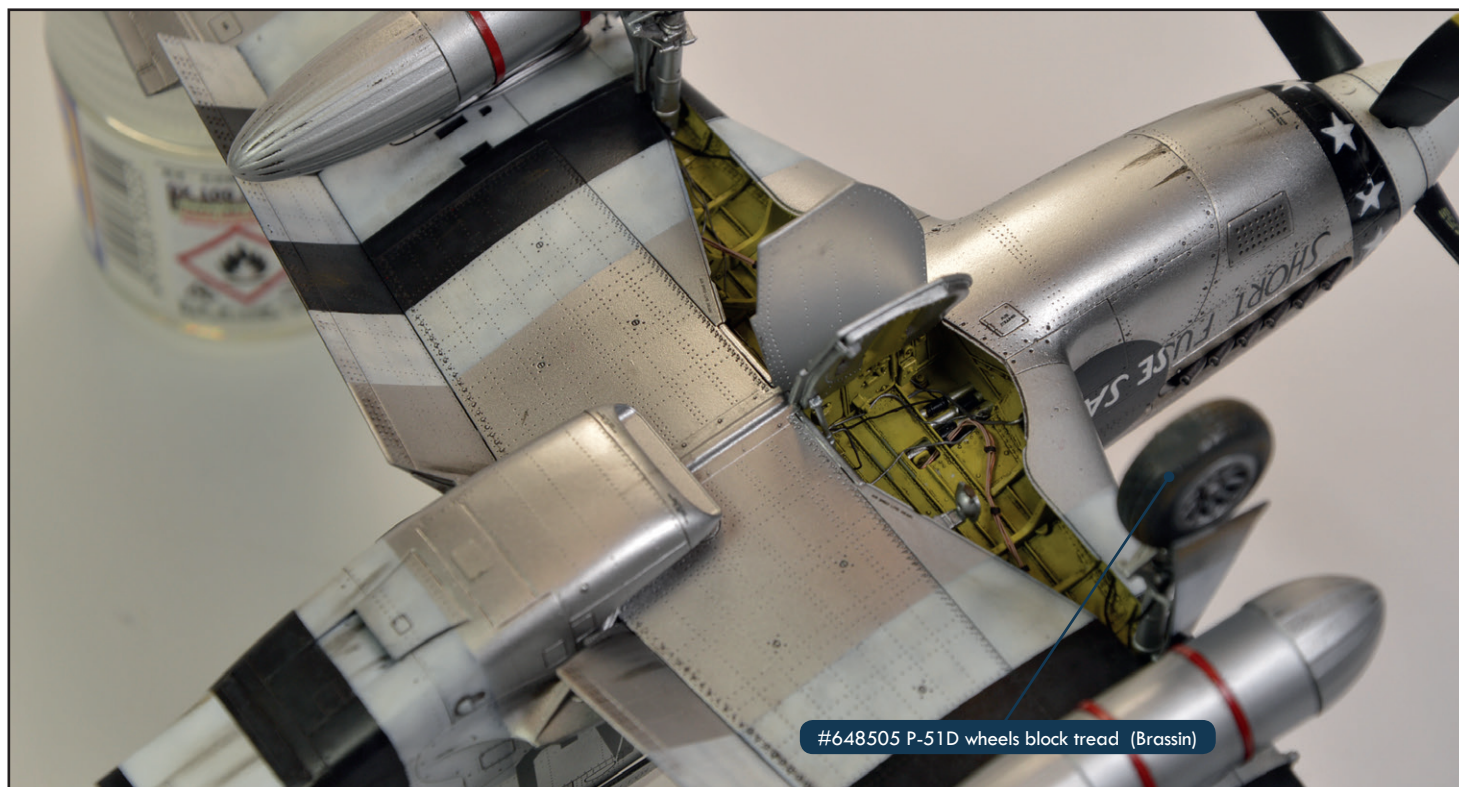
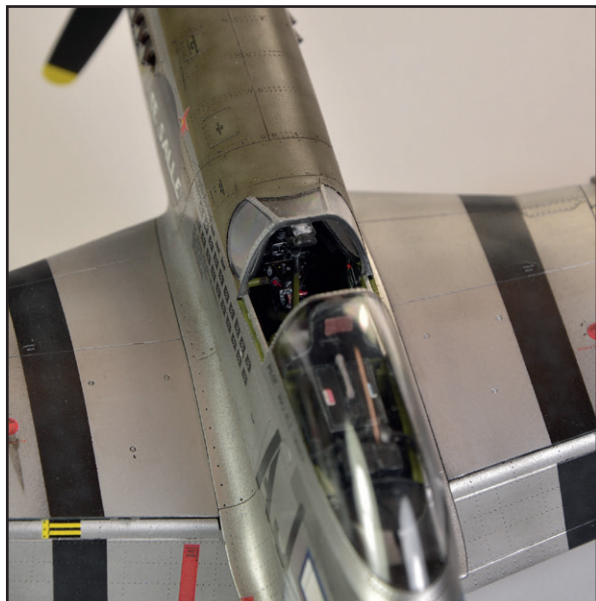
[Product Page](#)



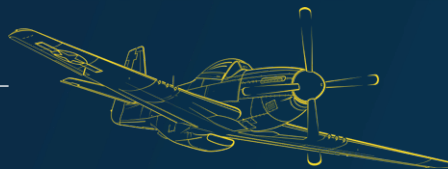
built by Robert Szwarc



#648233 US 108gal paper tanks (Brassin)

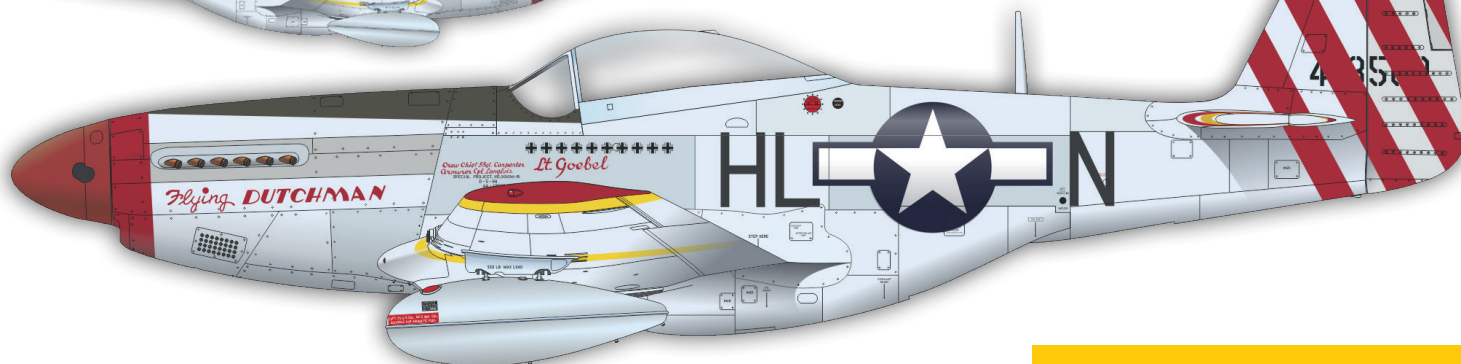
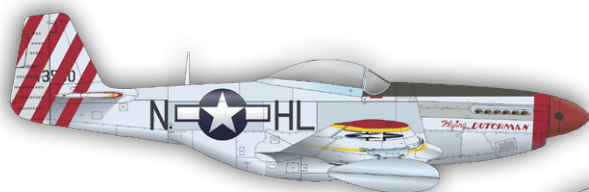


MARKING OPTIONS



P-51D-5, 44-13500, Capt. Robert J. Goebel, 308th FS, 31st FG, 15th AF, San Severo, Italy, 1944

December 22nd, 1939 is a birthday of 31st Pursuit Group which was renamed as Fighter Group on May 15th, 1942. On February 1st following year the unit was activated at Selfridge Field airport in Michigan and equipped with P-39 aircraft. In October 1942, after a short service with 8th AF, the unit was transferred to North Africa and incorporated into the 12th AF. During its deployment with 8th and 12th AF the unit was equipped with British Spitfires, after the transfer to 15th AF it received P-51 Mustangs. At the same time its mission changed to flying escorts to the heavy bombers. While the identification of the airplanes flying with 8th and 9th AF consisted of black or white stripes on the wing and tail surfaces the aircraft operating in the south of Europe carried yellow stripes. Red nose and spinner was also part of the recognition marking of the 15th AF fighters. To help friend-or-foe identification during the bomber escort sorties 31st FG aircraft carried red diagonal stripes on the tail surfaces. Lt. Goebel named his machine Flying Dutchman.

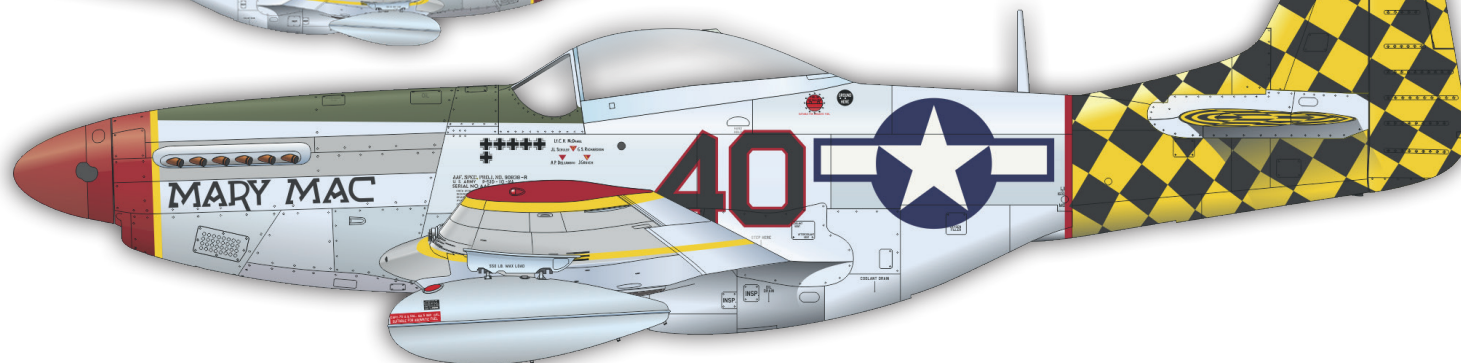
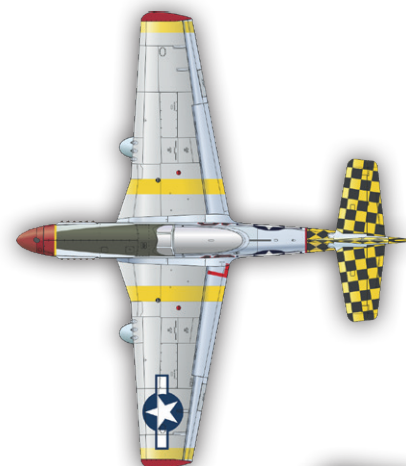
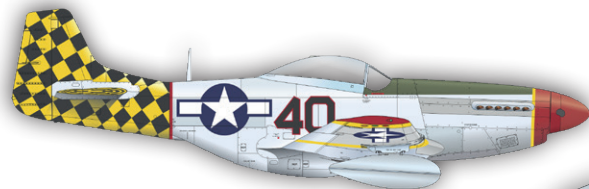


BACK IN STOCK

P-51D-10, 44-14467, Lt. Gordon H. McDaniel, 318th FS, 325th FG, 15th AF, Rimini, Italy, March 1945

The birth of 325th Fighter Group is dated in August 1942 when it was activated at Mitchel Field airbase in New York. The training on P-40 aircraft was conducted at Hilsgrrove Field airbase in Rhode Island. The unit was transferred to North Africa in the beginning of 1943 and re-equipment to more powerful Thunderbolts took place in the end of the same year. Once the training was completed the transfer to Italy followed. Here, in the ranks of 15th AF, the unit was flying escorts to heavy bombers on their raids over Southern and Central Europe. The entire group was re-equipped with Mustangs in May the following year. Further escort missions of the heavy bombers over Europe followed as early as in June. 325th Fighter Group was disbanded in May 1945.

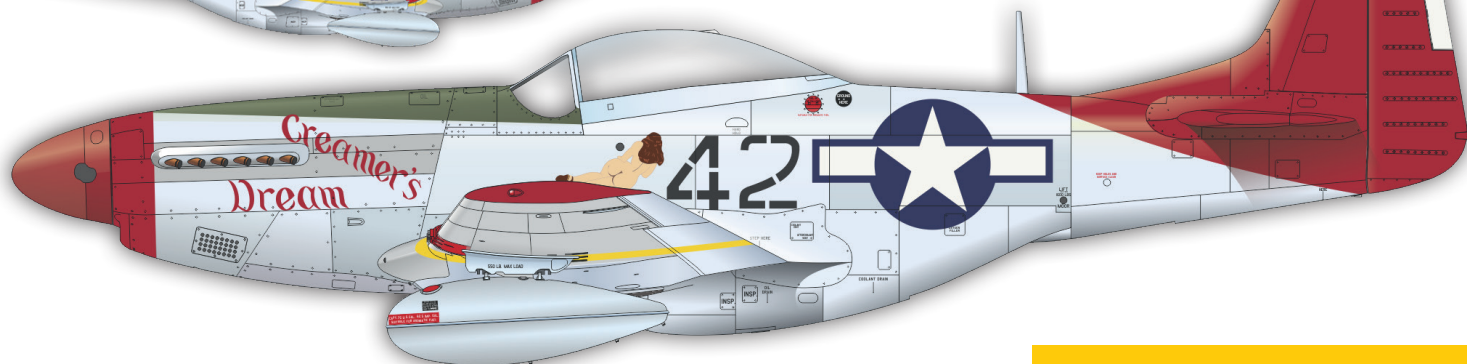
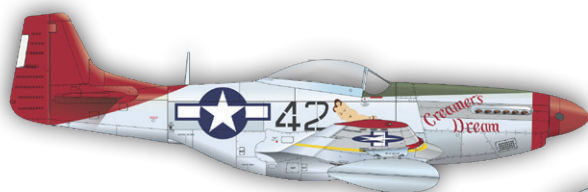
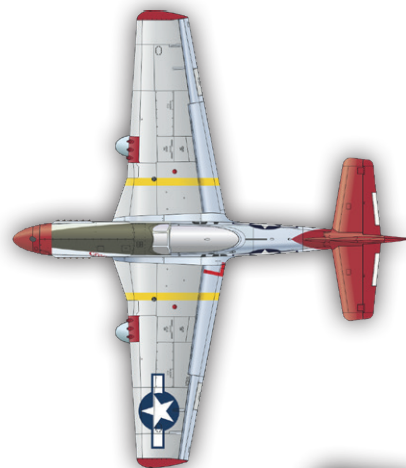
Since the deployment in Africa the 325th FG aircraft were marked with yellow-black checkerboard on the tail surfaces to help with the friend-or-foe identification flying escorts to the bombers who gave them the nickname „Checkertails“. The checkerboard squares on P-51s measured 10 by 10 inches each. Lt. McDaniel had his girlfriend's name (Mary) and his nickname (Mac) painted on the nose of his fighter.





P-51D-15, Lt. Charles White, 301st FS, 332nd FG, 15th AF, Ramitelli, Italy, January 1945

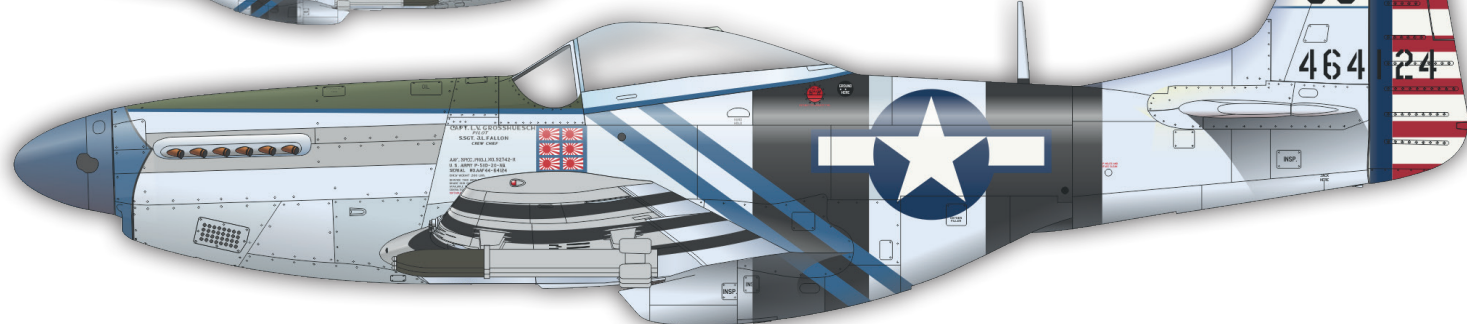
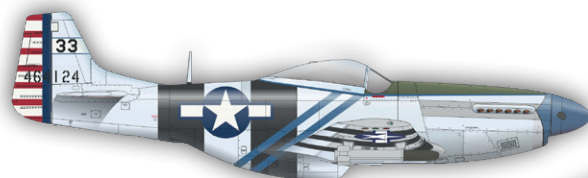
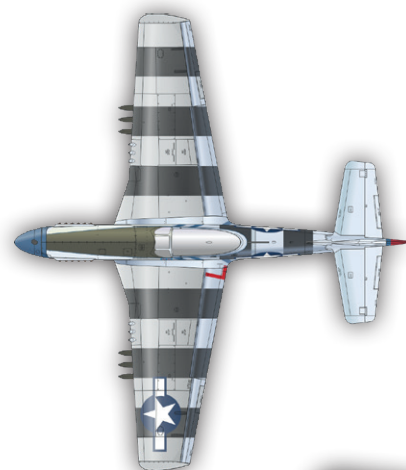
332nd FG was established on July 4th, 1942 at Tuskegee Army Air Field in Alabama. The unit possessed special status since the vast majority of its personnel and pilots were American Africans. The training on P-39s and P-40s was being dragged on because the superior officers were reluctant to deploy the unit in the European Theater. In the end it was transferred to 15th Air Force where its primary mission was to neutralize the garrison and airbase on the island of Pantelleria preceding the Sicily landing. After the transfer to Italy, in June 1944, the unit was equipped with P-47 Thunderbolts which after a month were replaced by superior Mustangs flown by the unit till the end of war. The unit was disbanded on October 19th, 1945. 332nd FG aircraft had their tail surfaces painted red for better friend-or-foe recognition on their bombers' escort sorties over the occupied Europe. This gave birth to their nickname Red Tails.

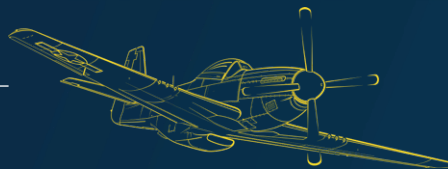


BACK IN STOCK

P-51D-20, 44-64124, Capt. Leroy V. Grosshuesch, 39th FS, 35th FG, 5th AF, Okinawa, August 1945

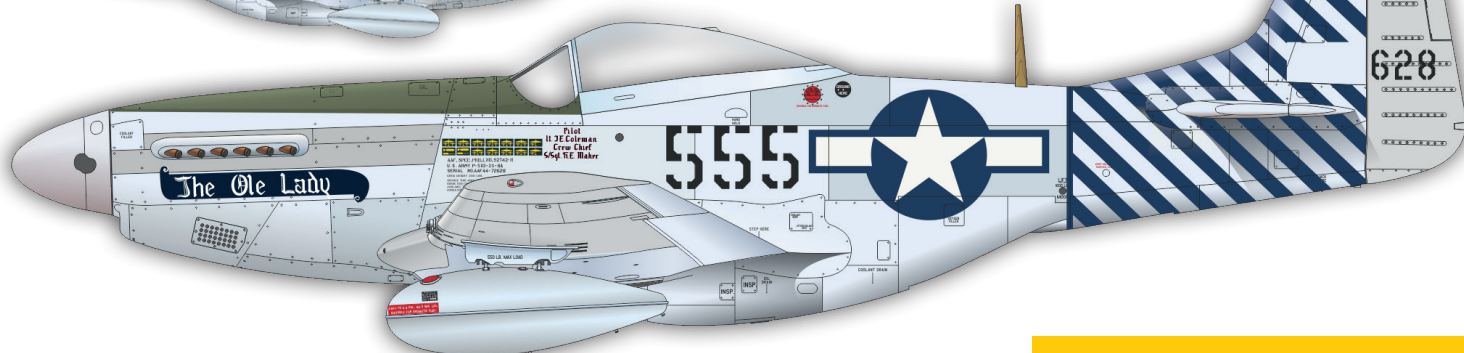
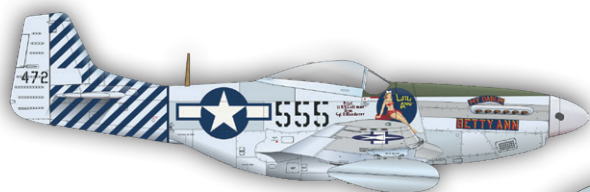
The 39th FS, initially equipped with the P-39 and P-400, was relocated in the summer of 1942 to undertake defence duties of Port Moresby, New Guinea. Leroy V. Grosshuesch began his combat career with the squadron in November 1943, and a year later was named CO of 39th FS. By that time, the unit was flying the robust P-47 Thunderbolt, with which Grosshuesch would achieve seven kills against the Japanese over the Philippines. For their transition onto the elegant Mustang, the 39th FS moved to Okinawa and from there, flew long range missions to targets on the Japanese island of Kyushu and in Korea. On one of the squadron's last missions on August 12th, 1945, Grosshuesch shot down a JAAF Ki-84. The pictured Mustang sustained heavy damage during the combat, and he flew it only for a short while. The heavy black bands, sometimes in combination with white ones, were standard identifiers of 5th Air Army single engined fighters from the end of 1944. Two blue diagonal bands on the fuselage below the cockpit were used by the Squadron CO. Leroy Grosshuesch served out his command function till the spring of 1946, and it was during the immediate postwar era that one of his Mustangs carried the inscription 'Little Girl', erroneously attributed to Mustang serialled 44-64124 from the summer of 1945.





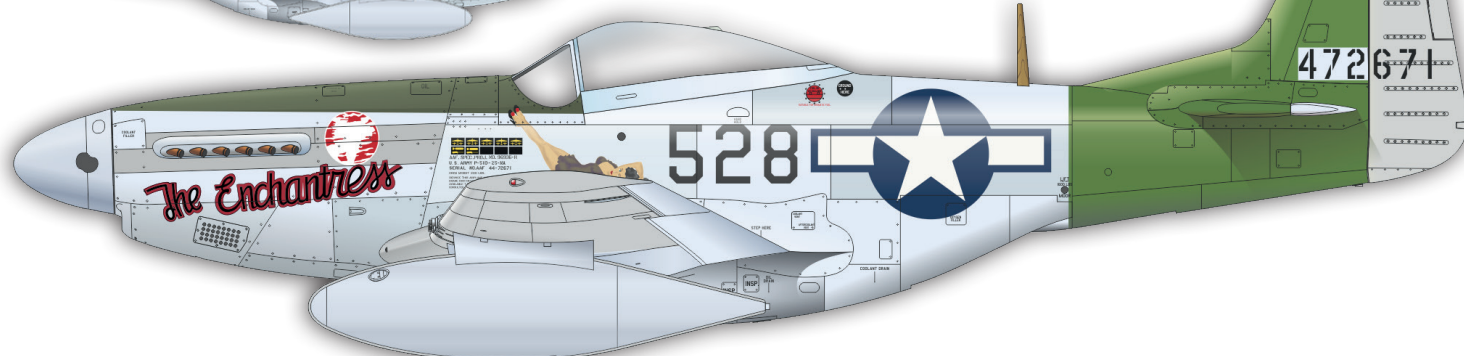
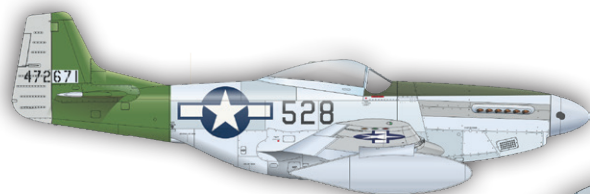
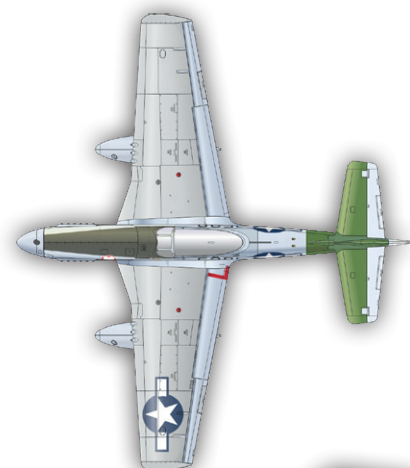
P-51D-25, 44-72628, Lt. Ralph R. Coltman/ Lt. James E. Coleman, 458th FS, 506th FG, 20th AF, Iwo Jima, July 1945

From its inception in October 1944 at Lakeland Army Airfield in Florida, 506th Fighter Group was equipped with P-51 Mustangs. During the training its pilots were polishing the skills in very long range flights since their mission was escorting the B-29 bombers in the Pacific Theater of Operation. On March 17th, 1945, the ship carrying the unit's personnel anchored at Guam where they received new P-51D versions 20 and 25 which they flew over to Tinian and consequently Iwo Jima from where, starting in May 1945 flew the sorties against Bonin Islands and Japan and also escorts to B-29 bombers on their sorties against Japan. 506th FG aircraft sported colorful tails, either in solid color or in the form of diagonal stripes. Blue indicated 458th FS. The aircraft 44-72628 is attractive thanks to the variety of artwork and inscriptions on its fuselage nose.


BACK IN STOCK

P-51D-25, 44-72671, 457th FS, 506th FG, 20th AF, Iwo Jima, June 1945

2nd Lt. William Saks is better known among historians for his Mustang's decoration than his combat achievements and scored enemy aircraft kills. In the ranks of 457th Fighter Squadron he participated in the B-29 bombers' escort sorties which were devastating Japanese islands or in the entire 506th FG Mustang fleet raids against the logistical centers and other military targets in Japan. His fate was sealed on June 1st, 1945 when returning to Iwo Jima he perished together with another eleven pilots of this unit. This day he flew with machine 44-72885. The cause of this tragedy was bad weather. This day is called Black Friday in 506th FG records. 457th FS aircraft tails were sprayed in green color for better recognition during the long range escort flights. 2nd Lt. Saks named his aircraft Enchantress, there was a sparsely-clad girl painted under the windshield inspired by Albert Varga's artwork.

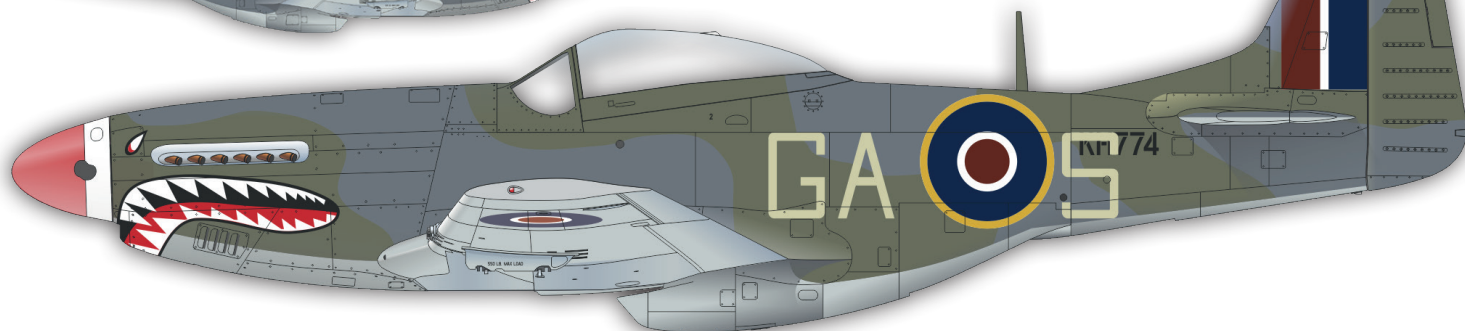




MARKING OPTIONS

Mustang Mk.IVA, KH774, Fl/Lt. Ellis F. Blanchford, No. 112 Squadron RAF, No. 239 Wing RAF, Italy, April 1945

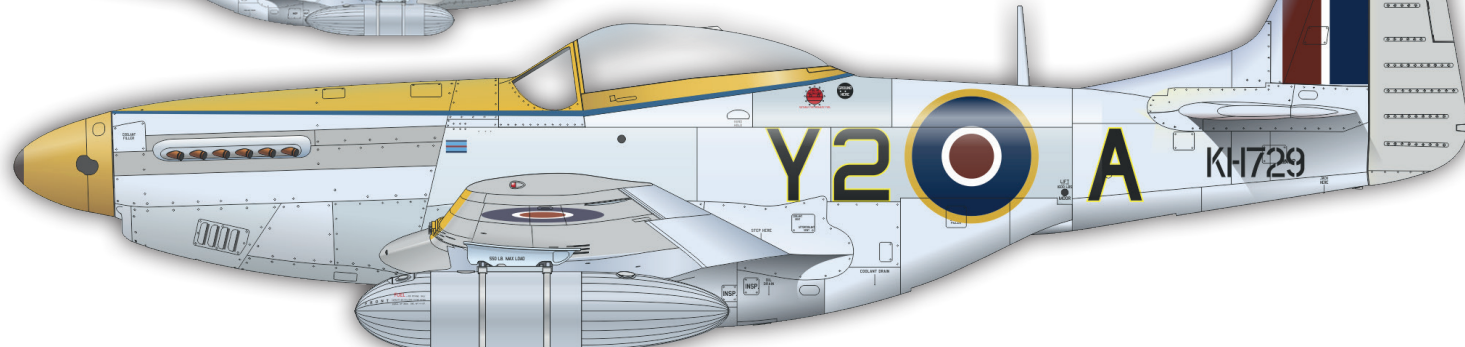
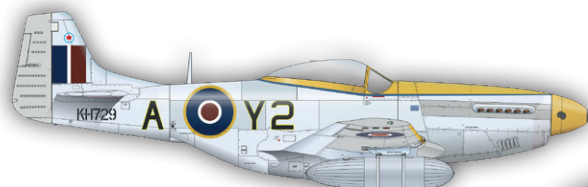
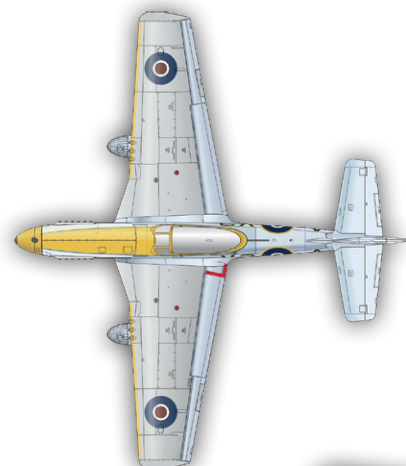
No. 112 Squadron history dates back to World War One period, it had been established in June 1917 at Throley aerodrome in Kent with the mission to protect London against enemy raids. Before the World War Two outbreak it was sent to Egypt to protect this territory in the case of a conflict. Later it participated in the defense of Greece during the German invasion of the country, battles on the African hot soil and later in Sicily and Italy. During July 1941 the unit received the American P-40 aircraft on which, inspired by Bf-110 aircraft from ZG 76, sharkmouths were painted. This practice lasted until the re-equipment to Mustang Mk.III in June 1944. In February the unit received newer Mustangs Mk.IV which it flew until the end of hostilities. During the World War Two pilots of this unit shot down 206 enemy aircraft and destroyed further 62 on the ground. Mustang camouflaged in British colors of Dark Green and Ocean Gray on the upper and side surfaces sports the sharkmouth on the nose, typical for No. 112 Squadron aircraft. The lower surfaces were painted in Medium Sea Gray.



BACK IN STOCK

Mustang Mk.IVA, KH729, flown by S/Ldr Mitchell Johnston, No. 442 „Caribou“ Squadron RCAF, RAF station Digby, United Kingdom, June 1945

442nd Squadron was activated in 1942 as No. 14 Squadron flying P-40 aircraft with the mission to defend the Canadian western coast against the potential Japanese attack against Canadian territory after the Pearl Harbor attack. During its mission to prepare for the landing on Japanese-occupied island of Kiska, pilots of this unit were flying out of the Alaska airfields. Later it was re-numbered to No. 442 Squadron and dispatched to Great Britain where it flew Mustangs Mk.IV on the long-range sorties escorting heavy bombers on their raids to the targets in Germany and occupied Europe. During World War Two the unit recorded 58 aerial kills and in addition destroyed hundreds of transports utilized by German war machine to move troops or supplies to the battle fields. The last unit's sortie was the Navy force escort during the Norman Islands liberation on May 9th, 1945. The unit was disbanded after the end of war. RAF marked P-51Ks manufactured at Dallas factory in Texas as Mustang Mk.IV. Code letters and unit insignia above British marking on vertical tail surface confirm that the aircraft belonged to No. 442 Squadron RCAF. James E. Storrar logged several flights in this particular airplane.



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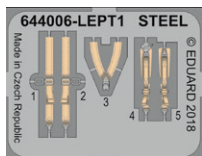
644006

Tempest Mk.V

1/48 Eduard

Cat. No. 644006

Löök



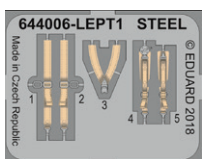
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Löök

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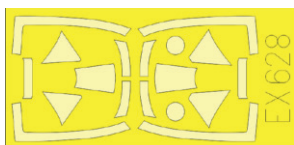


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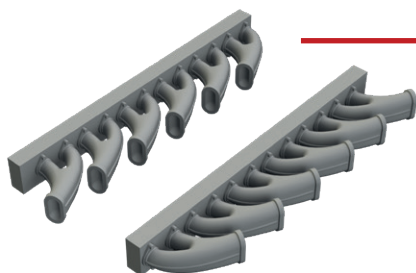


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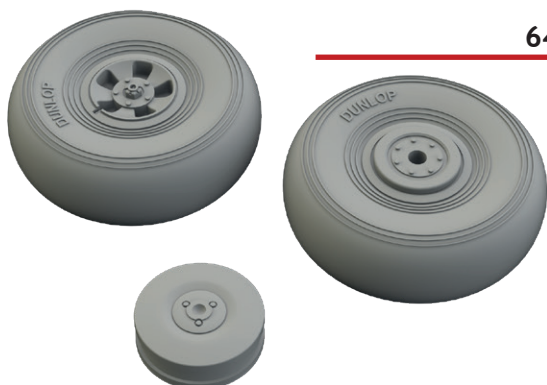
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EX628



648418



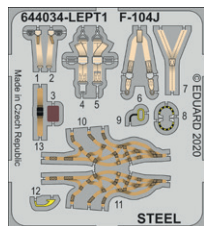
648420

Tempest Mk.V wheels early

1/48 Eduard

Cat. No. 644038

LöökPlus



644034 F-104J **Löök** 1/48 Eduard/Hasegawa

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for F-104J in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard/Hasegawa

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

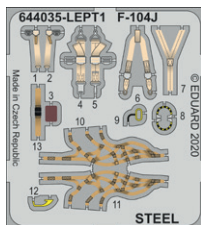
[Product Page](#)

644035 F-104J **Löök** 1/48 Kinetic

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for F-104J in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Kinetic

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

[Product Page](#)

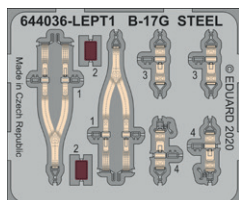


644036 B-17G **Löök** 1/48 HKM

Löök set - Brassin pre-painted dashboard and STEEL seatbelts for B-17G in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: HKM

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

[Product Page](#)



648535

F-14D ejection seats

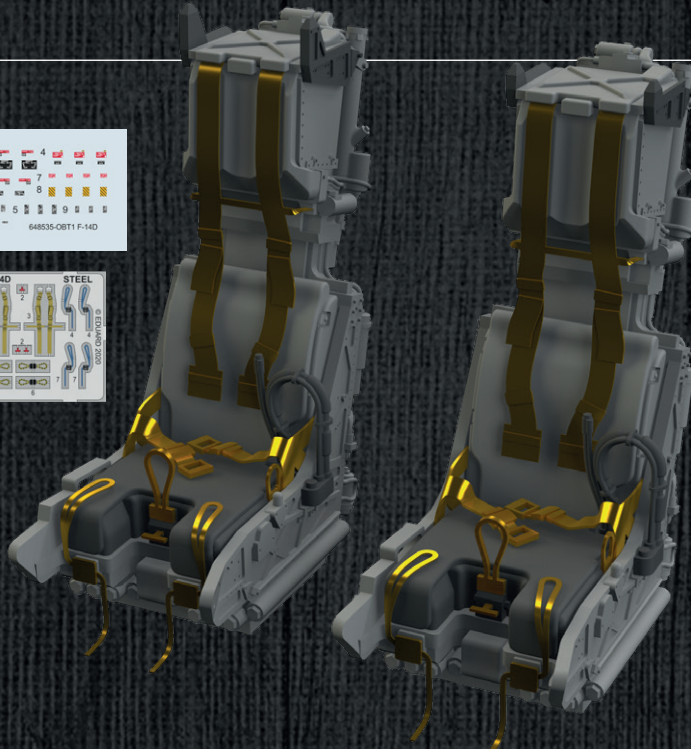
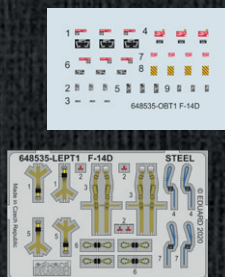
1/48 AMK

Brassin set - the ejection seats for F-14D in 1/48 scale. Replaces plastic parts.

Recommended kit: AMK

Set contains:

- resin: 10 parts,
- decals: yes,
- photo-etched details: yes, pre-painted,
- painting mask: no.

[Product Page](#)


648541

Mirage IIIC wheels

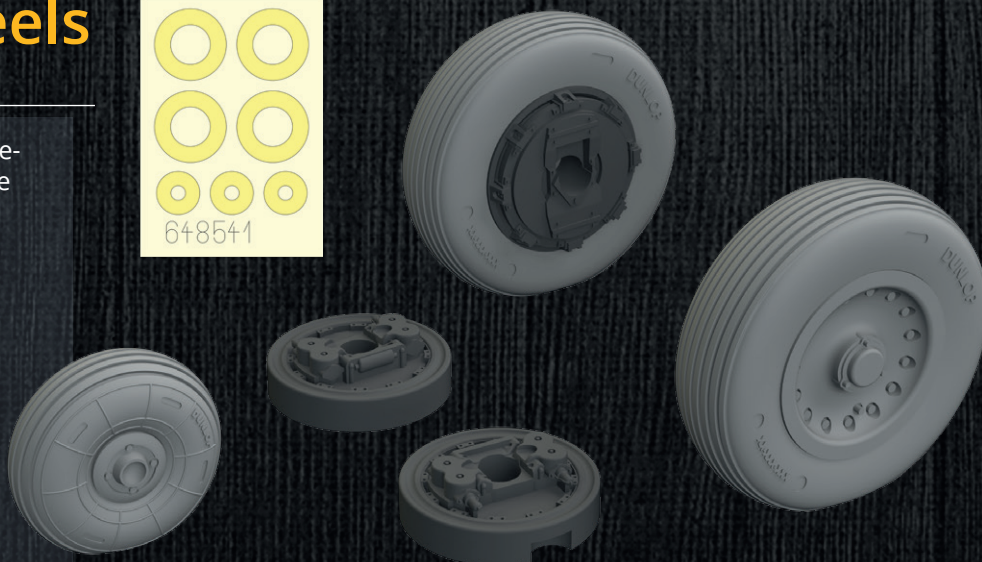
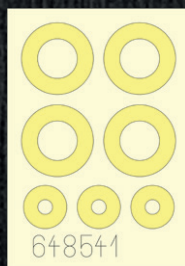
1/48 Eduard

Brassin set - the undercarriage wheels for Mirage IIIC in 1/48 scale. The set consists of main wheels and a nosewheel. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

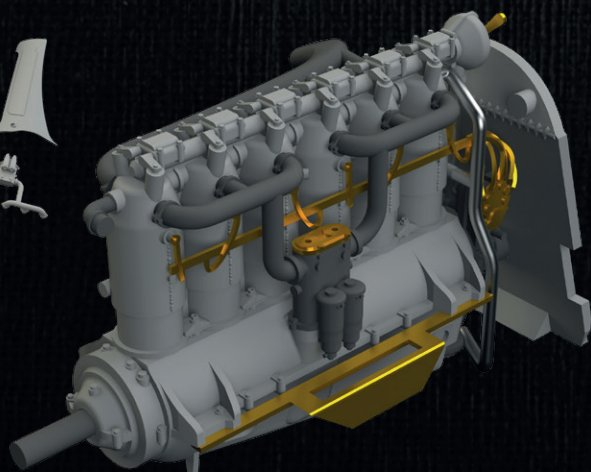
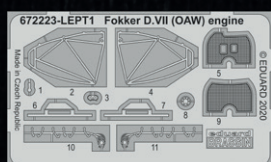
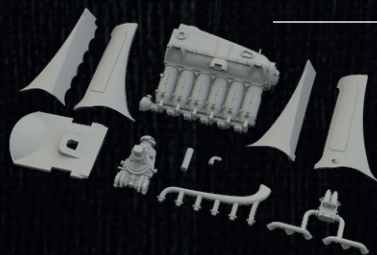
- resin: 7 parts,
- decals: no,
- photo-etched details: no,
- painting mask: yes.

[Product Page](#)


672223

Fokker D.VII (OAW) engine/Mercedes D.III

1/72 Eduard



Brassin set - the Mercedes engine for Fokker D.VII in 1/72 scale. The upper cowlings are included.

Recommended kit: Eduard

Set contains:

- resin: 11 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)

672224

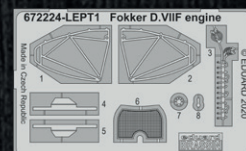
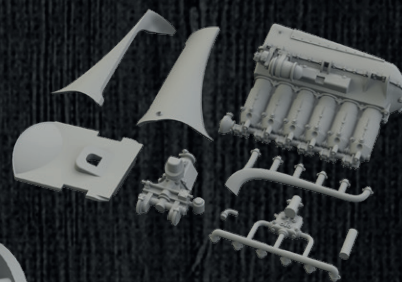
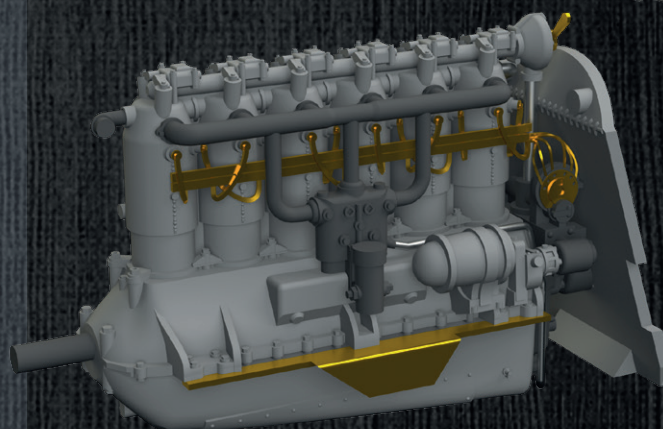
Fokker D.VIIF engine/BMW IIIa

1/72 Eduard

Brassin set - the BMW engine for Fokker D.VII in 1/72 scale. The upper cowlings are included.
Recommended kit: Eduard

Set contains:

- resin: 9 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)


672229

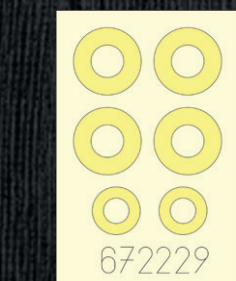
Buccaneer S.2C wheels

1/72 Airfix

Brassin set - the undercarriage wheels for Buccaneer S.2C in 1/72 scale. The set consists of main wheels and a nosewheel. Easy to assemble, replaces plastic parts.
Recommended kit: Airfix

Set contains:

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

[Product Page](#)


672230

Shackleton MR.3 wheels

1/72 Airfix

Brassin set - the undercarriage wheels for Shackleton MR.3 in 1/72 scale. The set consists of main wheels and nosewheels. Easy to assemble, replaces plastic parts.
Recommended kit: Revell

Set contains:

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

[Product Page](#)


672231

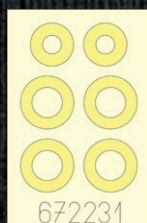
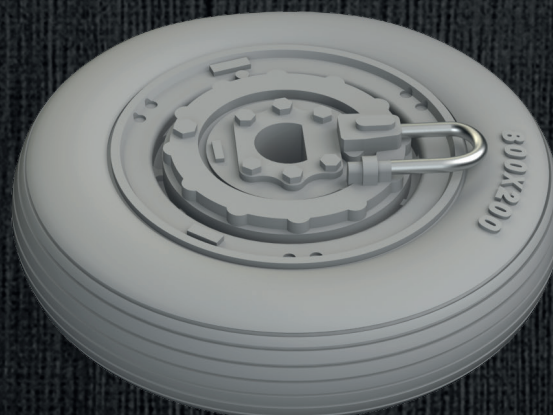
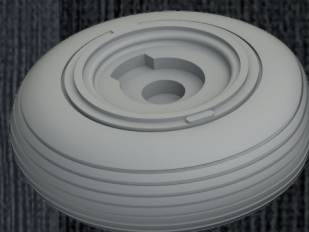
MiG-21PFM wheels

1/72 Eduard

Brassin set - the undercarriage wheels for MiG-21PFM in 1/72 scale. The set consists of main wheels and a nosewheel. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)


672232

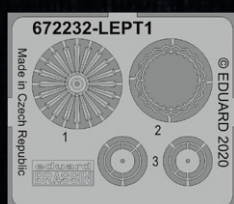
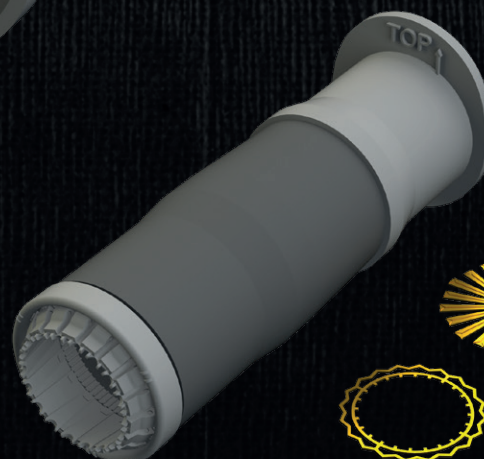
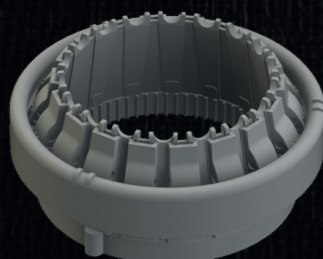
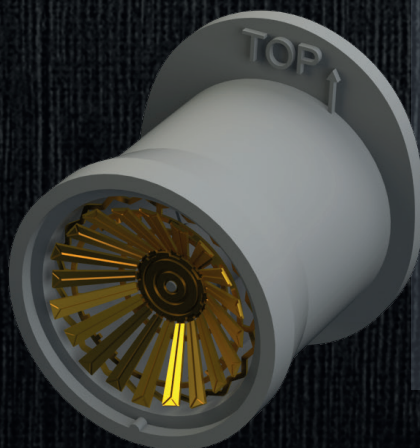
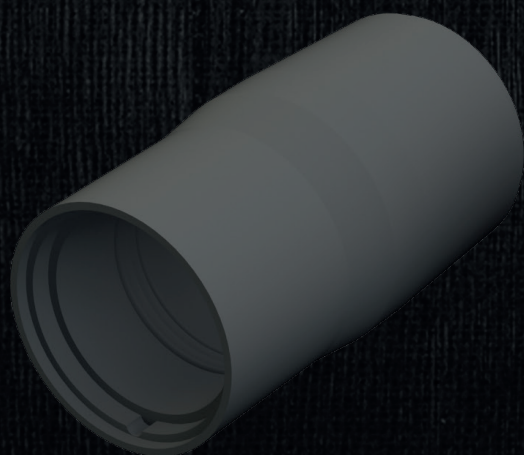
MiG-21PF/PFM exhaust nozzle

1/72 Eduard

Brassin set - the exhaust nozzle for MiG-21PF/PFM in 1/72 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

Set contains:

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

[Product Page](#)


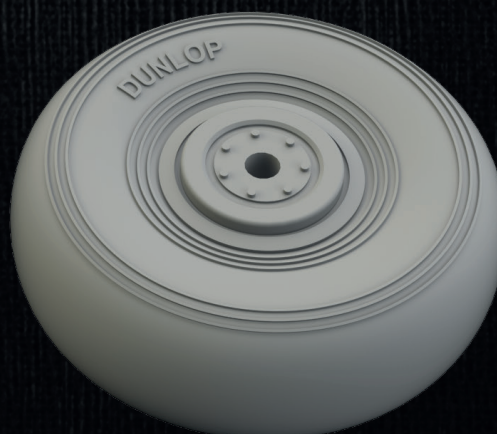
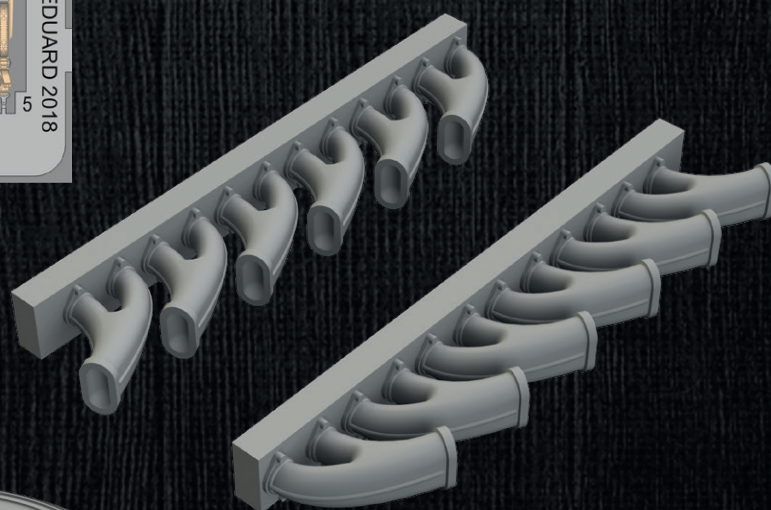
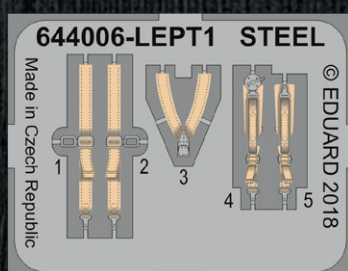
644038

Tempest Mk.V w/ early wheels LööKPlus

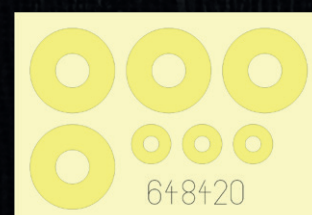
1/48 Eduard

Collection of 4 sets for Tempest Mk.V
in 1/48 scale by Eduard.

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

[Product Page](#)


**NEW
PRODUCT
LINE**



644039

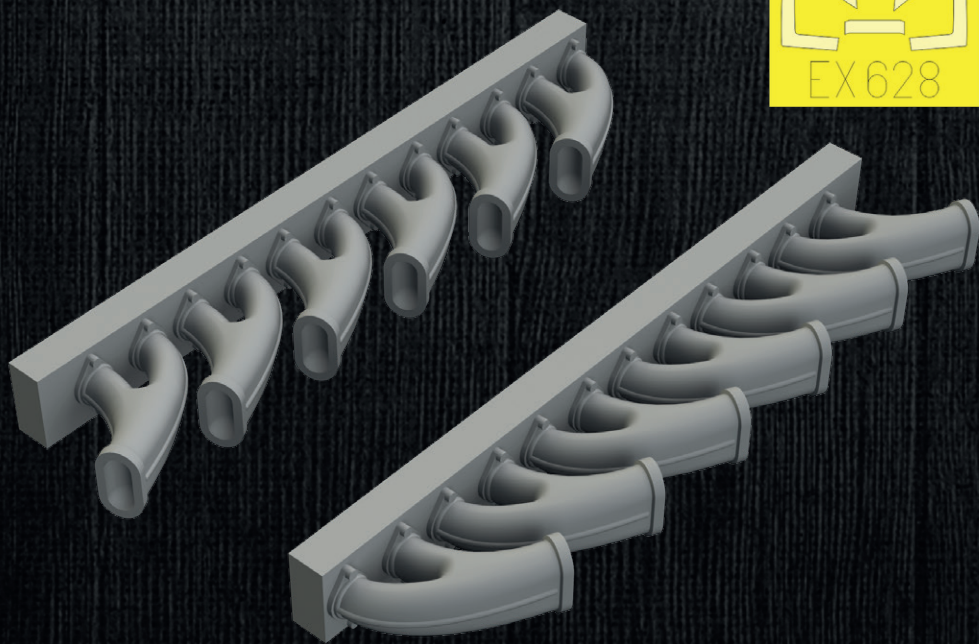
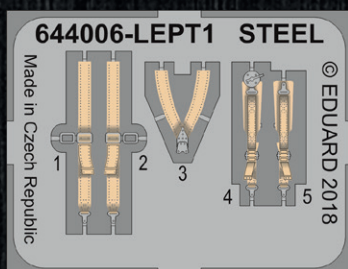
Tempest Mk.V w/ late wheels LöökPlus

1/48 Eduard

Collection of 4 sets for Tempest Mk.V in 1/48 scale by Eduard.

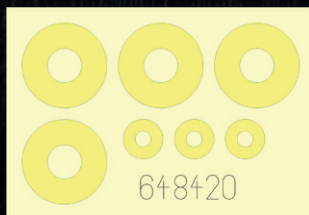
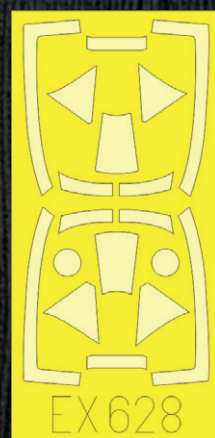
- LööK set (pre-painted Brassin dashboard & Steelbelts),
- TFace painting mask,
- late style undercarriage wheels,
- exhaust stacks.

Product Page



LööK+

**NEW
PRODUCT
LINE**



MISSION MODELS

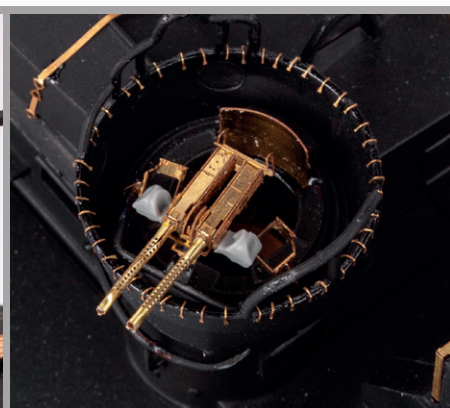
PREMIUM HOBBY PAINTS, PRIMERS & ADDITIVES



WWW.MISSIONMODELSUS.COM
WWW.EDUARD.COM

PT-579/588 1/72 Revell

PT-579/588 1/72 Revell (53248)



US Army 1/4 ton utility truck w/ trailer

1/35 Takom

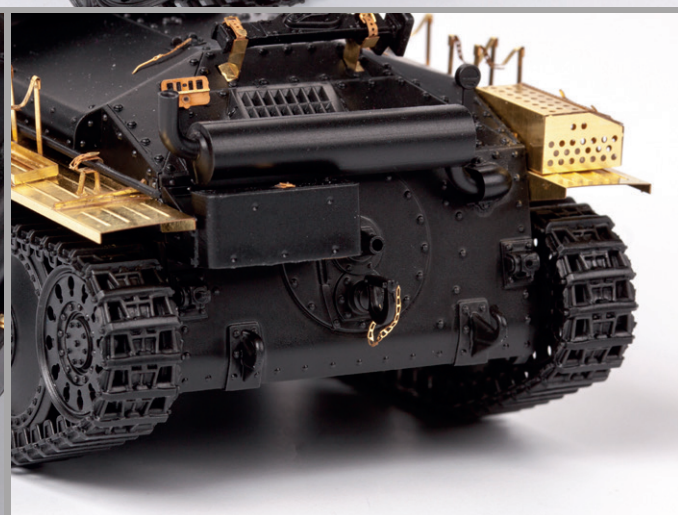
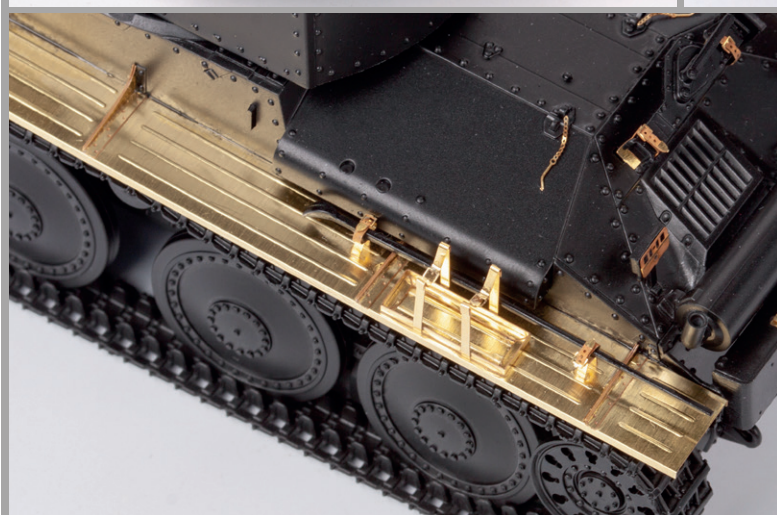
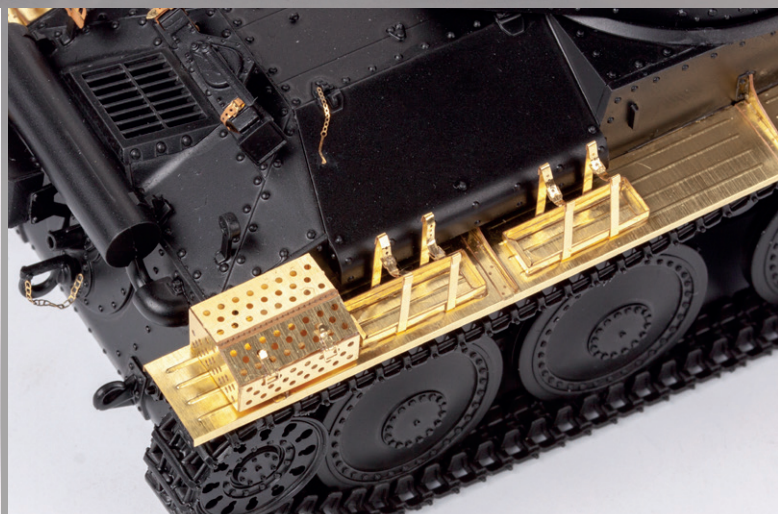
US Army 1/4 ton utility truck w/ trailer 1/35 Takom (36432)



Panzerkampfwagen 38(t) Asf.E/F

1/35 Tamiya

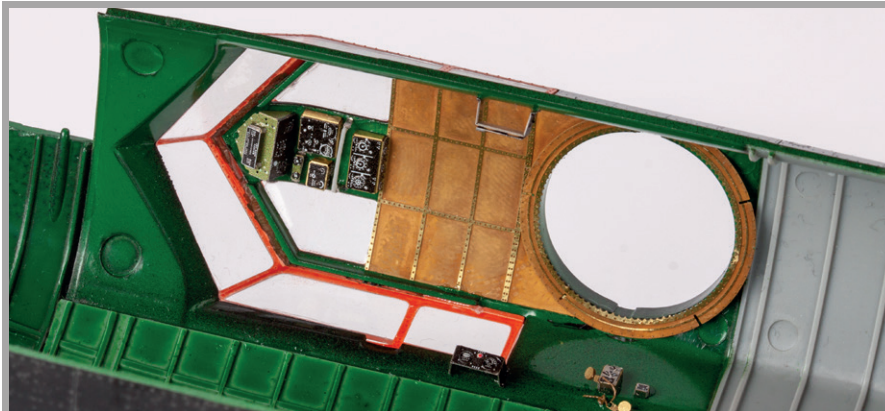
Panzerkampfwagen 38(t) Asf.E/F
1/35 Tamiya (36433)

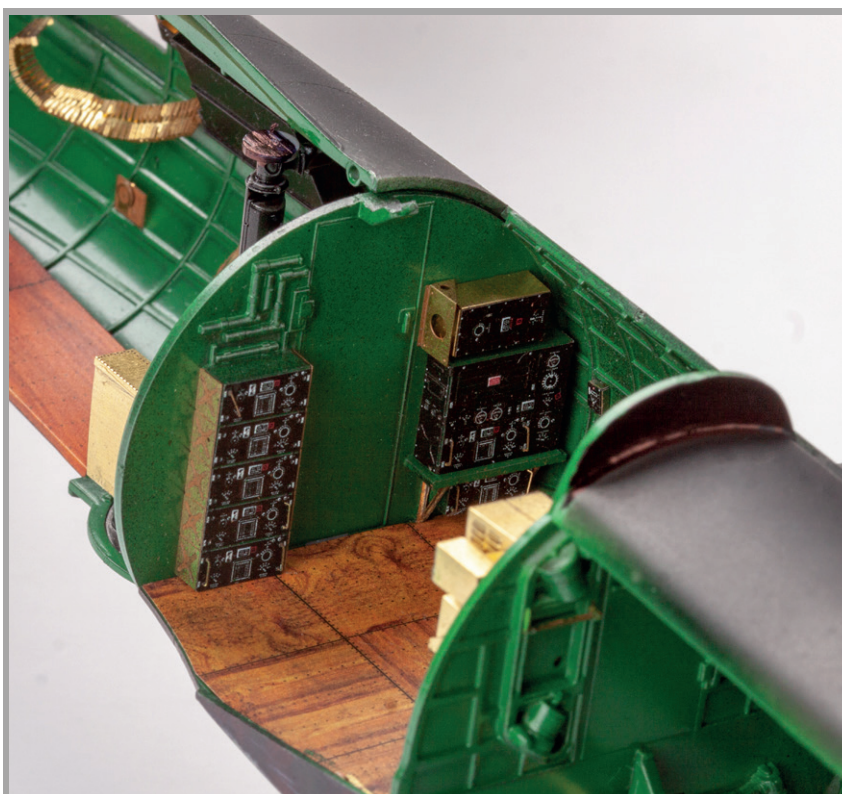
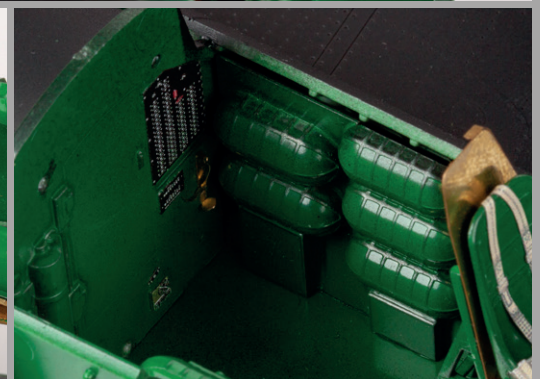
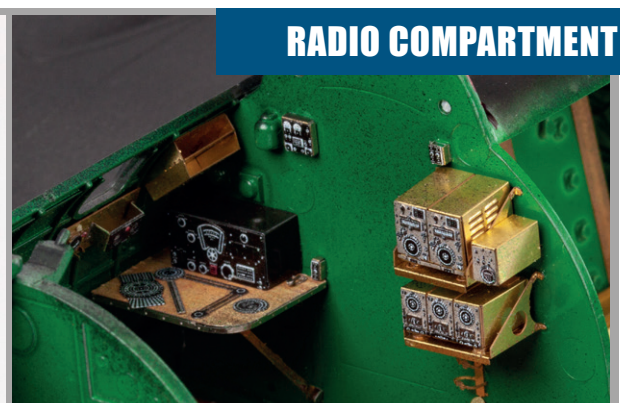


- B-17G cockpit 1/48 HKM (491057)
 B-17G radio compartment 1/48 HKM (491058)
 B-17G 1/48 HKM (FE1057) (Zoom)
 B-17G seatbelts steel 1/48 HKM (FE1058) (Zoom)
 B-17G engines 1/48 HKM (481005)
 B-17G nose interior 1/48 HKM (491061)
 B-17G waist section 1/48 HKM (491062)
 B-17G landin flaps 1/48 HKM (481010) *03/2020 release*
 B-17G undercarriage and exterior 1/48 HKM (491062) *03/2020 release*
 B-17G bomb bay 1/48 HKM (491070) *03/2020 release*
 B-17G B-17G wooden floors & ammo boxes 1/48 HKM (491072) *04/2020 release*

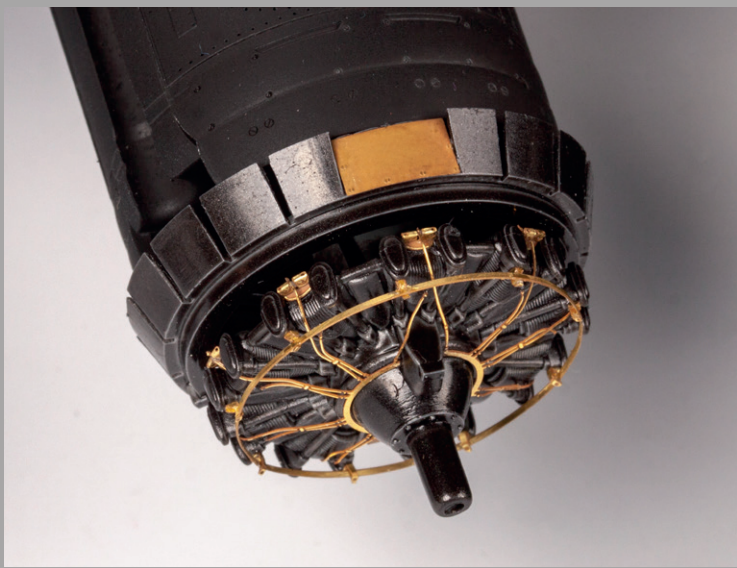
B-17G

1/48 HKM

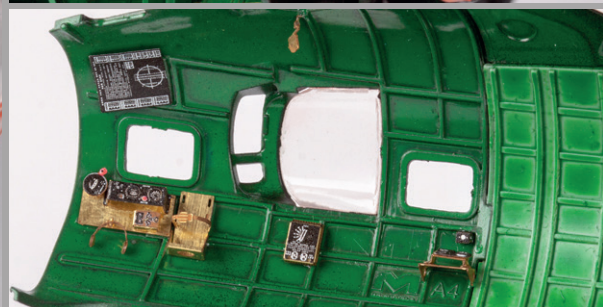
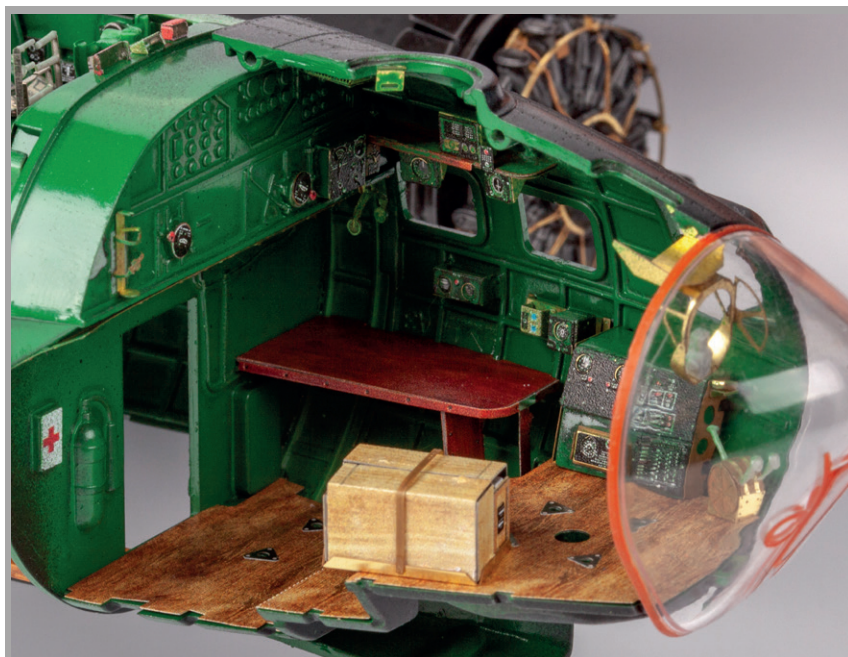

COCKPIT

SEATBELTS STEEL

RADIO COMPARTMENT


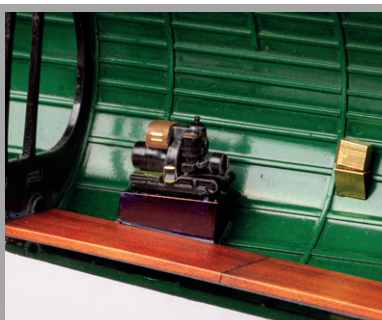
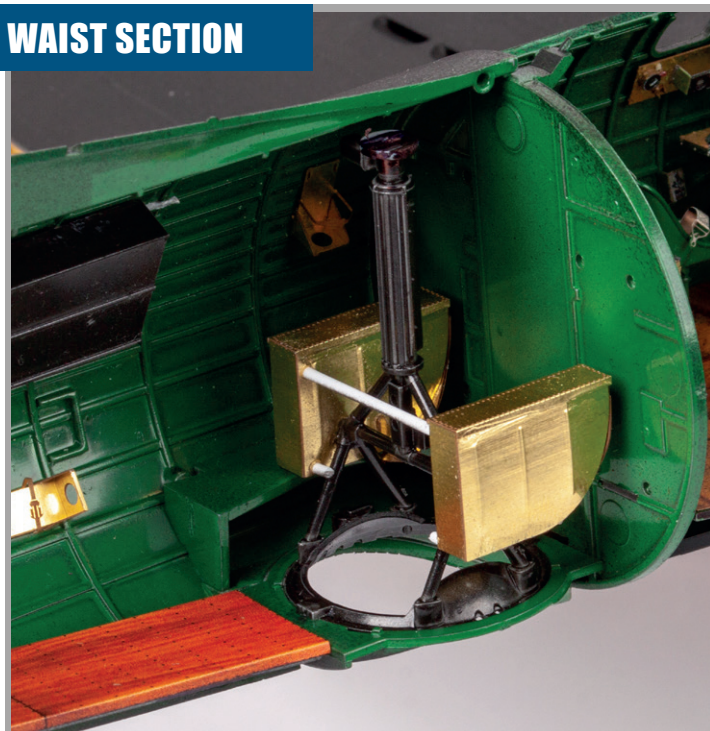
ENGINES

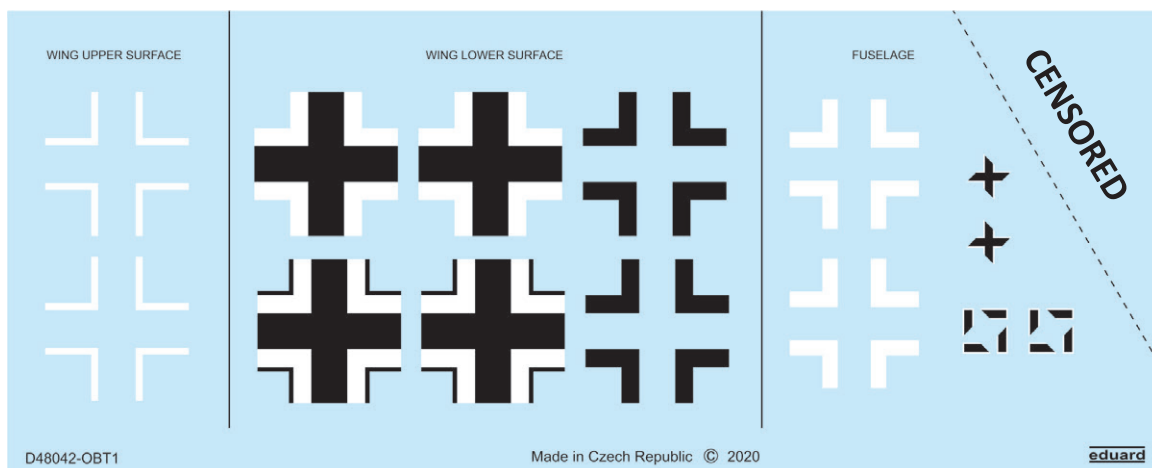
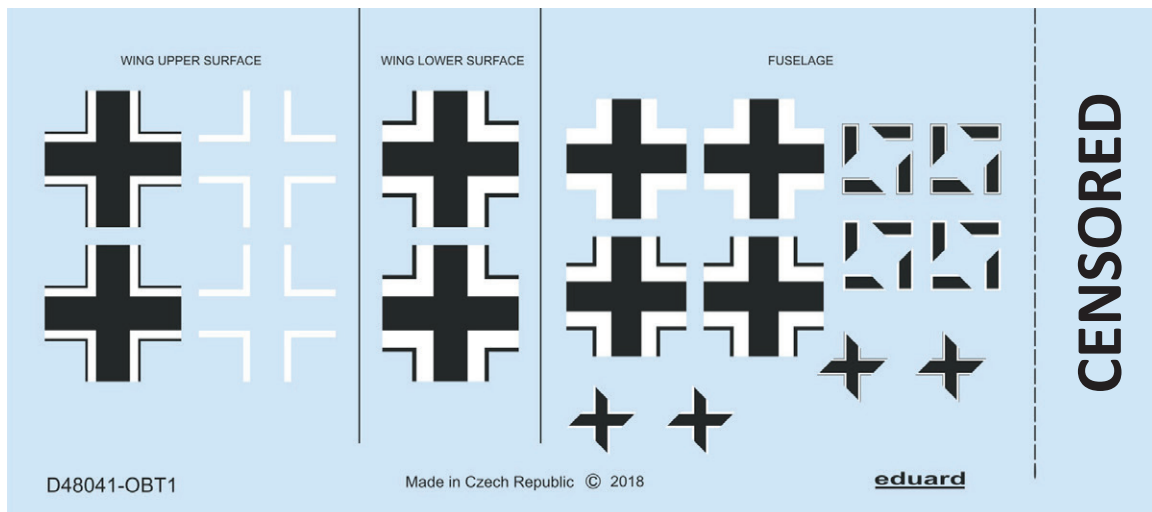
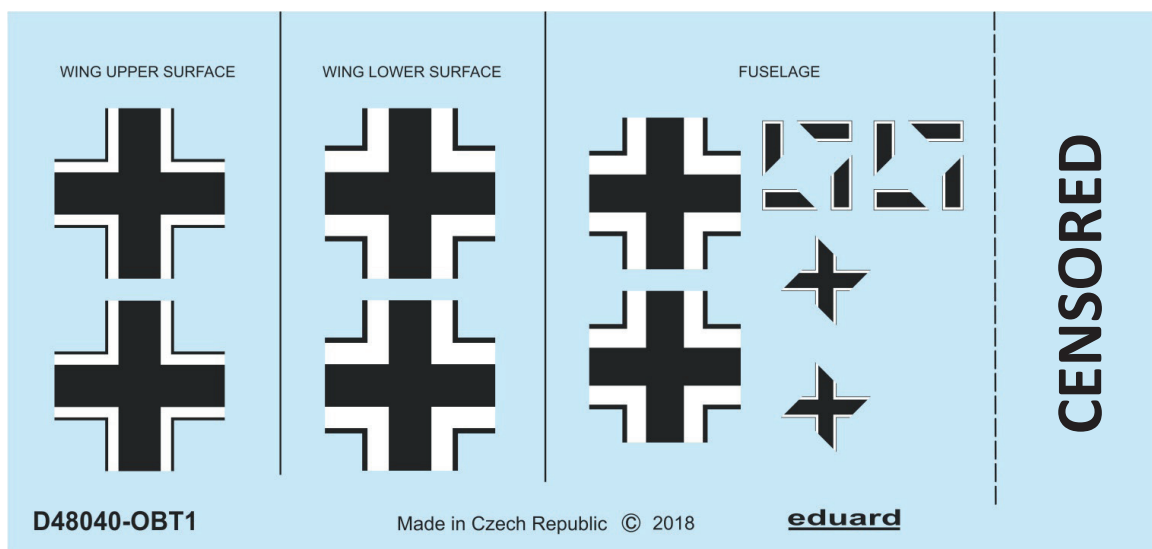


RADIO COMPARTMENT



WAIST SECTION





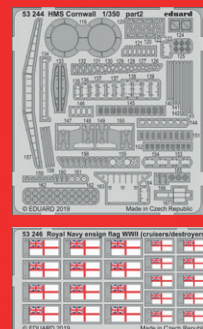
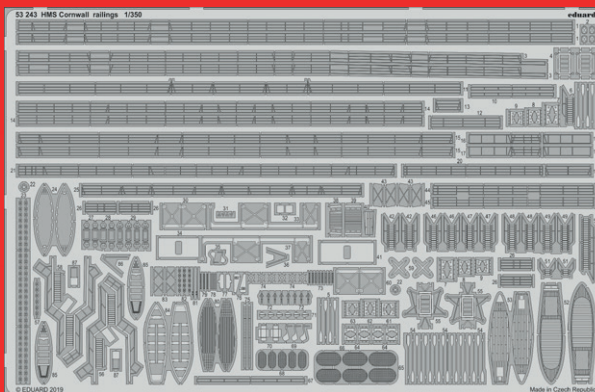
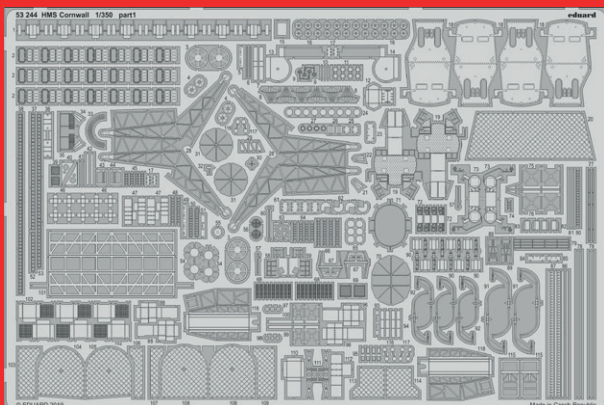
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG5353 HMS Cornwall 1/350 Trumpeter

[Product Page](#)

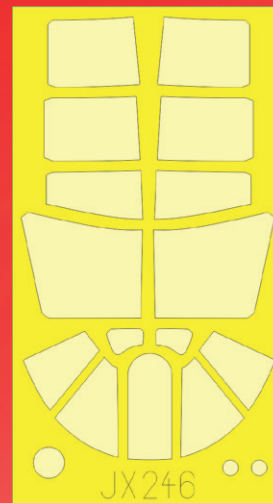
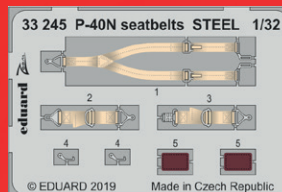
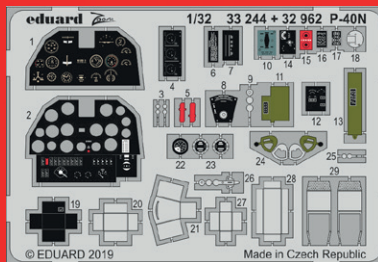
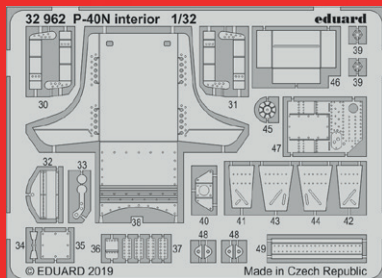
- 53243 HMS Cornwall railings 1/350
53244 HMS Cornwall 1/350
53246 Royal Navy ensign flag WWII (cruisers/destroyers) STEEL 1/350



BIG33112 P-40N part I 1/32 Trumpeter

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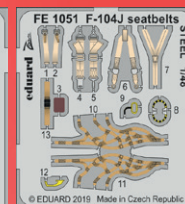
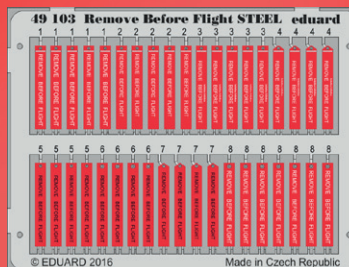
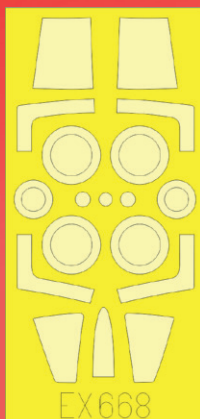
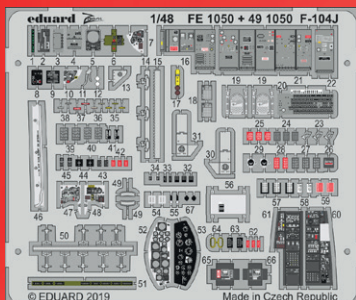
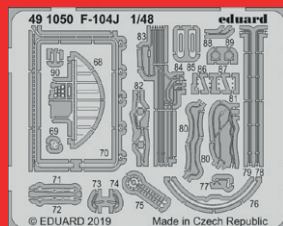
- 32962 P-40N interior 1/32
33245 P-40N seatbelts STEEL 1/32
JX246 P-40N 1/32



BIG49241 F-104J 1/48 Kinetic

[Product Page](#)

- 491050 F-104J 1/48
49103 Remove Before Flight STEEL
FE1051 F-104J seatbelts STEEL 1/48
EX668 F-104J 1/48



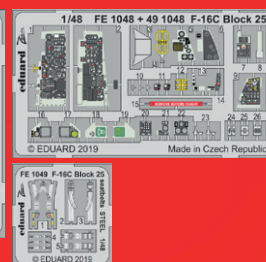
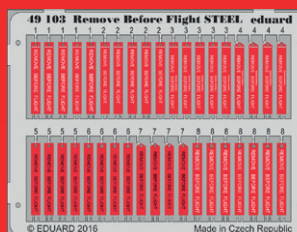
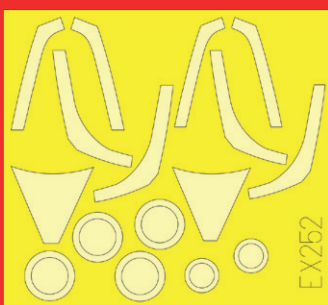
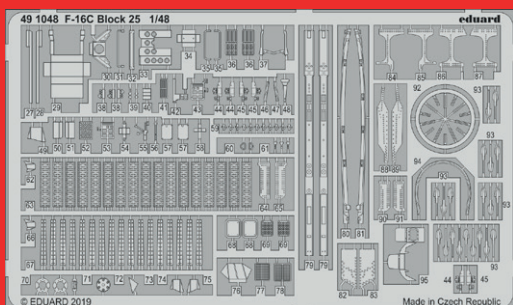
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49242 F-16C Block 25 1/48 Tamiya

Product Page

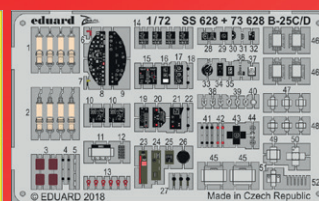
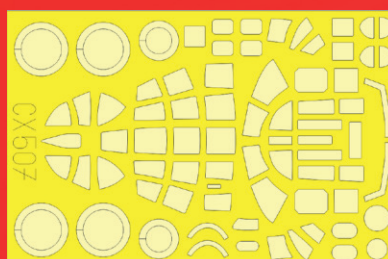
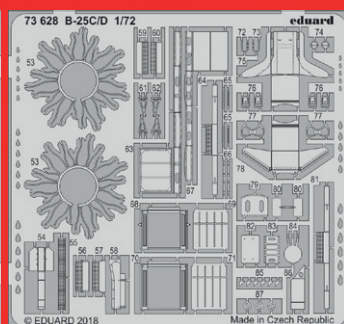
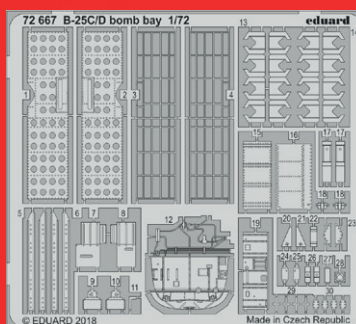
- 491048 F-16C Block 25 1/48
- FE1049 F-16C Block 25 seatbelts STEEL 1/48
- EX252 F-16C Block 25 1/48
- 49103 Remove Before Flight STEEL



BIG72153 B-25C/D 1/72 Airfix

Product Page

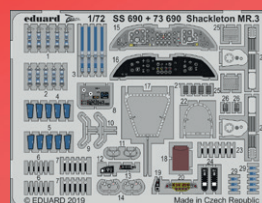
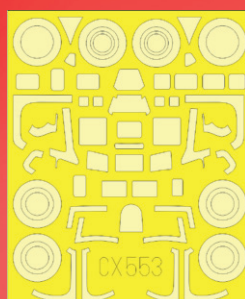
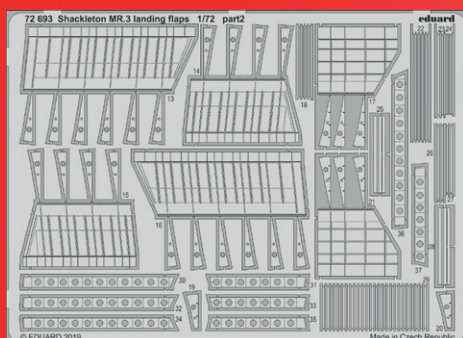
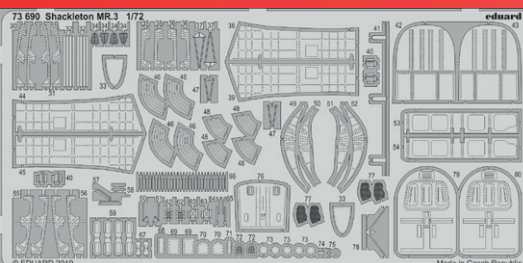
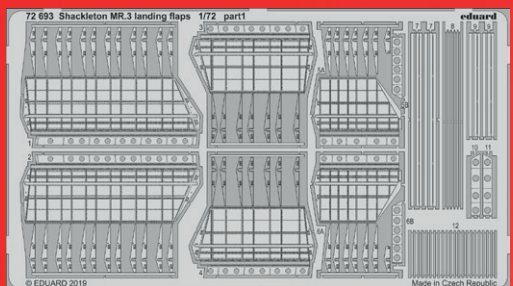
- 72667 B-25C/D bomb bay 1/72
- 73628 B-25C/D 1/72
- CX507 B-25C/D 1/72



BIG72154 Shackleton MR.3 1/72 Revell

Product Page

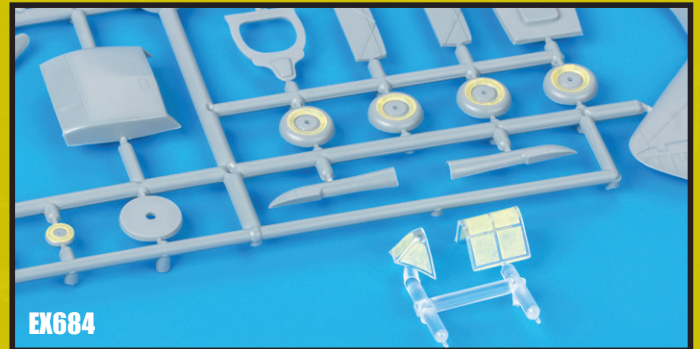
- 72693 Shackleton MR.3 landing flaps 1/72
- 73690 Shackleton MR.3 1/72
- CX553 Shackleton MR.3 1/72



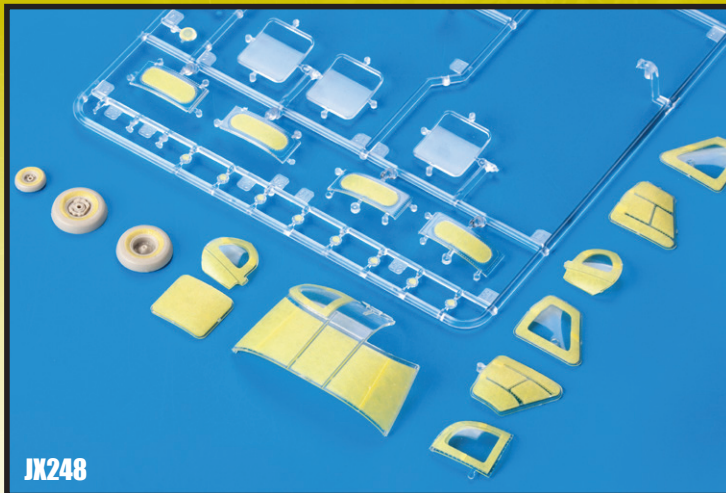
EDUARD MASK

IT FITS!

JX248 HH-60G 1/35 Kitty Hawk
 JX249 HH-60G TFace 1/35 Kitty Hawk
 EX680 UH-1N 1/48 Kitty Hawk
 EX681 UH-1N TFFace 1/48 Kitty Hawk
 EX682 F6F-3 Weekend 1/48 Eduard
 EX683 Bf 109C 1/48 Modelsvit
 EX684 Re.2005 1/48 Sword
 CX560 Yak-1b 1/72 Arma Hobby
 XT218 Pzw 38(t) Ausf.E/F 1/35 Tamiya



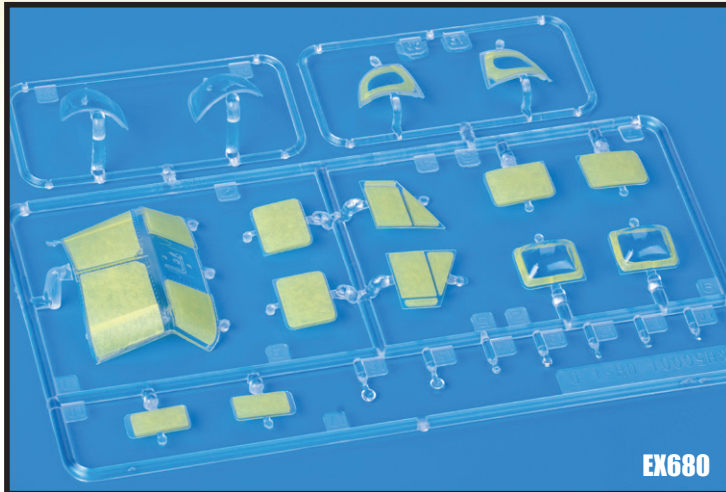
EX684



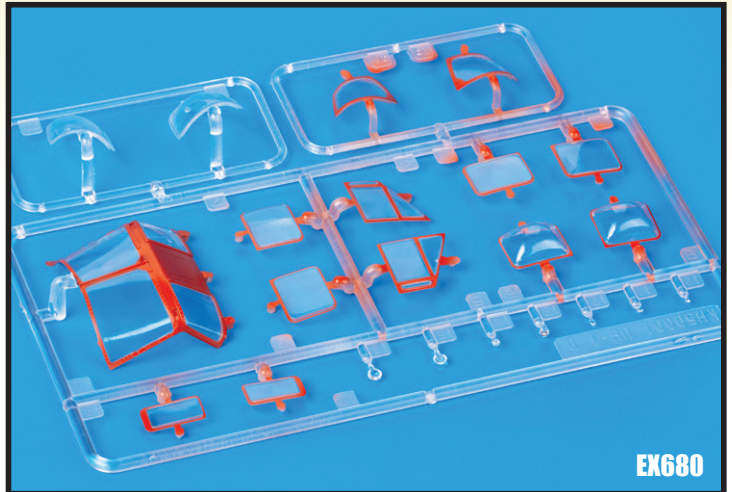
JX248



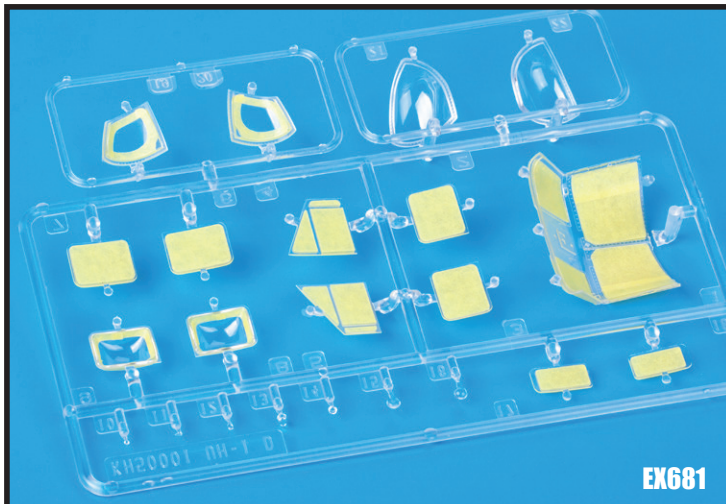
JX249



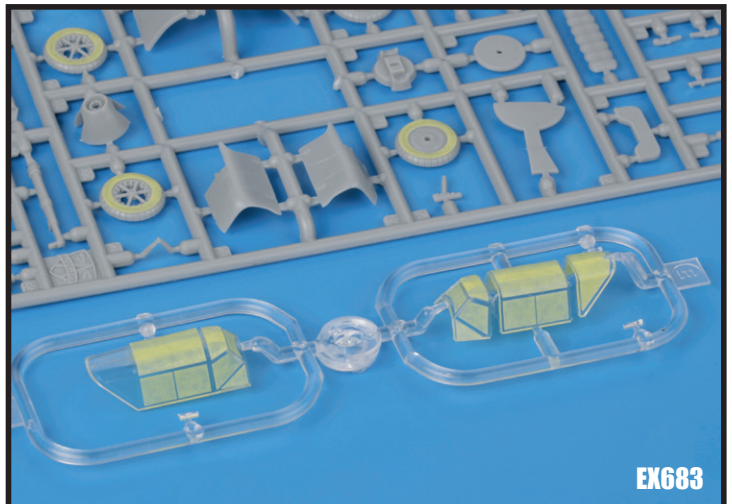
EX680



EX680



EX681



EX683

FEBRUARY 2020

KITS

11139	IL MAGNIFICO	1/48	Limited edition
82164	Bf 109G-10 Erla	1/48	ProfiPACK
8284	Spitfire Mk.VIII	1/48	ProfiPACK
7453	MiG-21MF Interceptor	1/72	Weekend edition
4467	P-51D	1/144	Super44

PE-SETS

53248	PT-579/588	1/72	Revell
32964	Ar 196A-3	1/32	Revell
32965	Fw 190F-8	1/32	Revell
36432	US Army 1/4 ton utility truck w/ trailer	1/35	Takom
36433	Panzerkampfwagen 38(t) Ausf.E/F	1/35	Tamiya
481004	B-26B Invader bomb bay	1/48	ICM
481005	B-17G engines	1/48	HKM
481006	Bf 109G-10 Erla	1/48	Eduard
491061	B-17G nose interior	1/48	HKM
491062	B-17G waist section	1/48	HKM
491063	F4F-3	1/48	Hobby Boss
73699	Yak-1b	1/72	Arma Hobby

ZOOMS

33247	Ar 196A-3	1/32	Revell
33248	Ar 196A-3 seatbelts STEEL	1/32	Revell
33249	Fw 190F-8	1/32	Revell
FE1063	F4F-3	1/48	Hobby Boss
FE1064	F4F-3 seatbelts STEEL	1/48	Hobby Boss
FE1065	F6F-5 seatbelts STEEL	1/48	Eduard
SS699	Yak-1b	1/72	Arma Hobby
SS700	MiG-21MF interceptor Weekend	1/72	Eduard
SS701	MiG-21MF fighter-bomber Weekend	1/72	Eduard

MASKS

JX248	HH-60G	1/35	Kitty Hawk
JX249	HH-60G TFace	1/35	Kitty Hawk
EX680	UH-1N	1/48	Kitty Hawk
EX681	UH-1N TFFace	1/48	Kitty Hawk
EX682	F6F-3 Weekend	1/48	Eduard
EX683	Bf 109C	1/48	Modelsvit
EX684	Re.2005	1/48	Sword
CX560	Yak-1b	1/72	Arma Hobby
XT218	Panzerkampfwagen 38(t) Ausf.E/F	1/35	Tamiya

BIGED

BIG5353	HMS Cornwall	1/350	Trumpeter
BIG33112	P-40N part I	1/32	Trumpeter
BIG49241	F-104J	1/48	Kinetic
BIG49242	F-16C Block 25	1/48	Tamiya
BIG72153	B-25C/D	1/72	Airfix
BIG72154	Shackleton MR.3	1/72	Revell

BRASSIN

632141	AIM-9M/L Sidewinder	1/32	
632142	AIM-7M Sparrow	1/32	
632143	P-40N wheels	1/32	Trumpeter
644034	F-104J LööK	1/48	Eduard/Hasegawa
644035	F-104J LööK	1/48	Kinetic
644036	B-17G LööK	1/48	HKM
648535	F-14D ejection seats	1/48	AMK
648541	Mirage IIIC wheels	1/48	Eduard
672223	Fokker D.VII (OAW) engine/Mercedes D.III	1/72	Eduard
672224	Fokker D.VIIF engine/BMW IIIa	1/72	Eduard
672229	Buccaneer S.2C wheels	1/72	Airfix
672230	Shackleton MR.3 wheels	1/72	Revell
672231	MiG-21PFM wheels	1/72	Eduard
672232	MiG-21PF/PFM exhaust nozzle	1/72	Eduard

LookPLUS

644038	Tempest Mk.V w/ early wheels LööKPlus	1/48	Eduard
644039	Tempest Mk.V w/ late wheels LööKPlus	1/48	Eduard

DECAL SET

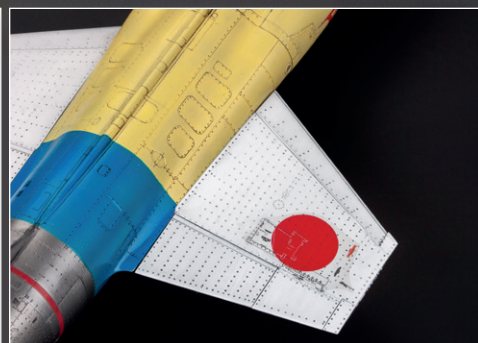
D48040	Fw 190A-2 national insignia	1/48	Eduard
D48041	Fw 190A-3 national insignia	1/48	Eduard
D48042	Bf 109G-10 Erla national insignia	1/48	Eduard

Eikō 栄光 1/48



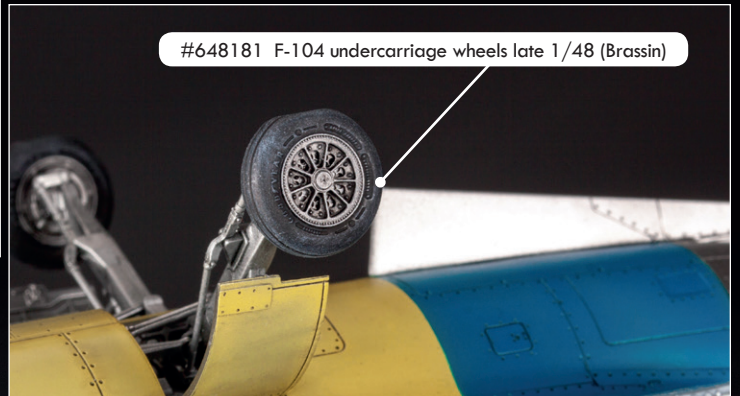
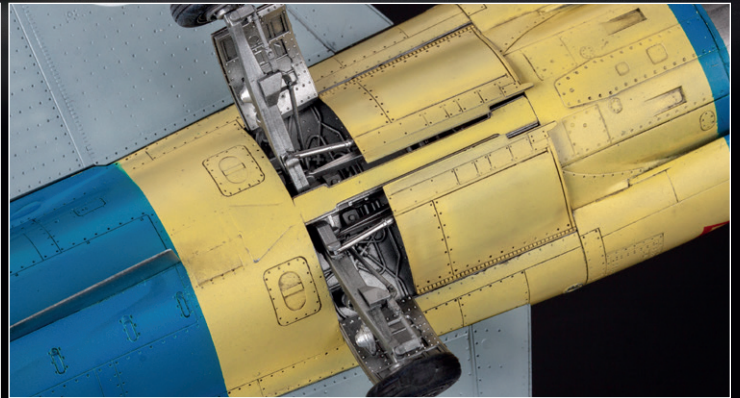
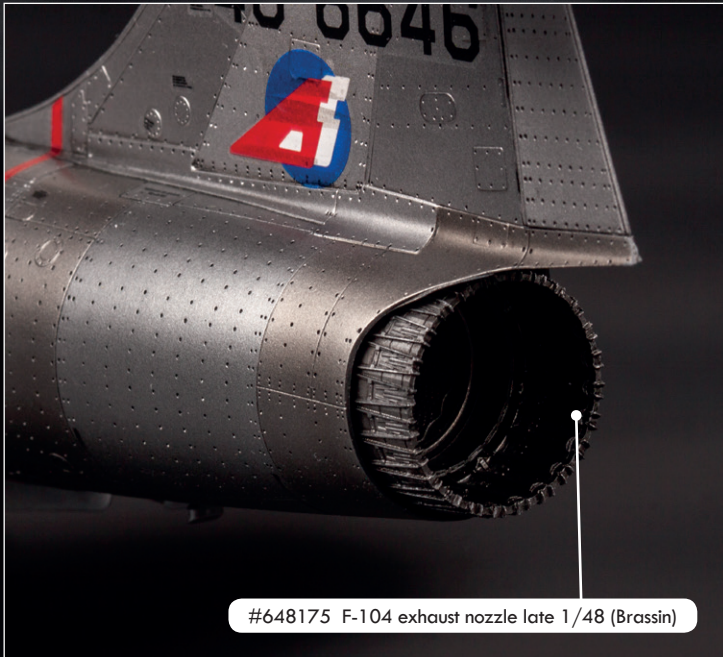
Camo D
Cat. No. 11130

built by Jan Novotný





s/n 46-8646, 205th Tactical Fighter Squadron, Komatsu, Japan, October 1979



[Product Page](#)

BODENPLATTE

1/48



Camo D

Cat. No. 11125

built by Václav Vopalecký

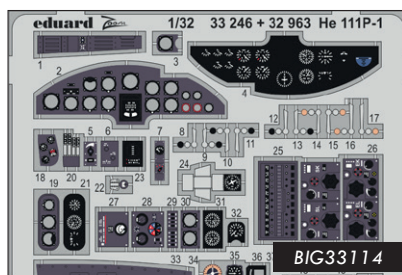


Bf 109 G-14/AS, W. Nr. 784986, Ofw. Paul Schwerdtfeger, 11./JG 6 Bissel, Germany, January 1st, 1945

Since 1944 Ofw. Paul Schwerdtfeger logged many sorties as a reconnaissance pilot. In the summer 1944 he volunteered to the fighter air corps and on January 1st, 1945 took off as a member of III./JG 6 staff flight for his first combat sortie in the fighter role. JG 6 target was supposed to be Volkel airport however the unit commander led his unit much further to the south. Ofw. Schwerdtfeger's aircraft was hit by an anti-aircraft artillery fire nearby Helmond. The pilot tried to reach German lines however he crash-landed and was killed nearby Groesbeek. Ofw. Schwerdtfeger aircraft sported the same camouflage as the W. Nr. 784993 machine, 900 mm red-white-red stripe was spray-painted on the rear of the fuselage. This was Jagdegeschwader 6 recognition marking for its Reich Defense role.



BRASSIN



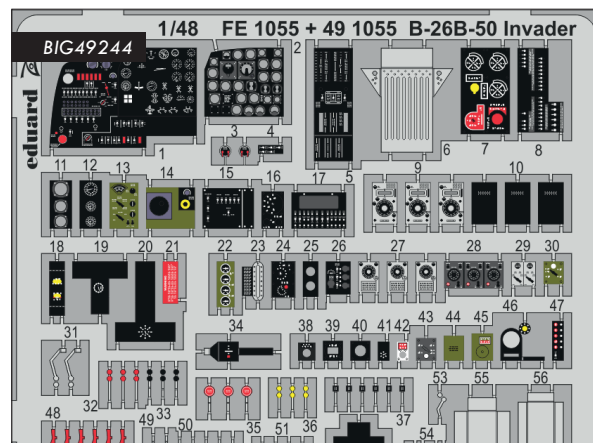
BIGED (March)

BIG5354 HMS Exeter 1/350 Trumpeter
BIG33113 P-40N part II 1/32 Trumpeter
BIG33114 He 111P 1/32 Revell
BIG49243 IAI Kfir C7 1/48 AMK
BIG49244 B-26B-50 Invader 1/48 ICM

BRASSIN (March)



632140 BRU-57A rack 1/32
632144 Lancaster wheels 1/32 HKM
632145 B-24 wheels (8spoke front wheel) 1/32 Hobby Boss
632146 AGM-65 Maverick 1/32
644041 Me 262A LööK 1/48 Tamiya
648527 BOZ-EC pod 1/48
648528 Sky Shadow ECM pod 1/48
648534 A-26/B-26 Invader wheels 1/48 ICM
648536 B-17G superchargers 1/48 HKM
648542 He 111 early wheels 1/48 ICM
648544 P-38F cockpit 1/48 Tamiya
648546 PHIMAT chaff dispenser 1/48
648548 AN/AAQ-13 LANTIRN pod 1/48
648549 ALARM missile 1/48



LööKPlus (March)

644045 Bf 109G-10 LööK w/ early wheels LööKplus 1/48 Eduard
644046 Bf 109G-10 LööK w/ late wheels LööKplus 1/48 Eduard

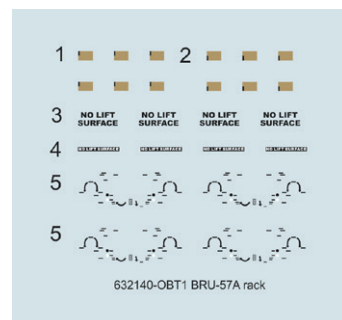
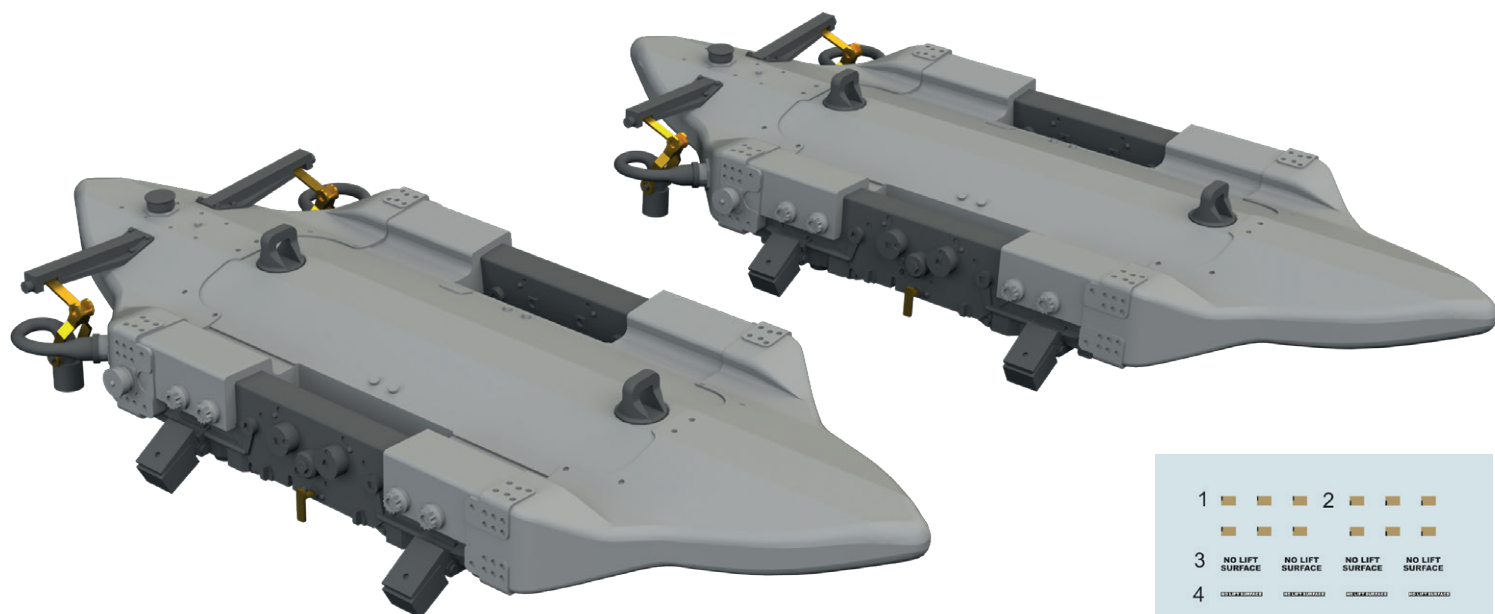
BIGSIN (March)

SIN64866 P-38F/G ESSENTIAL 1/48 Tamiya

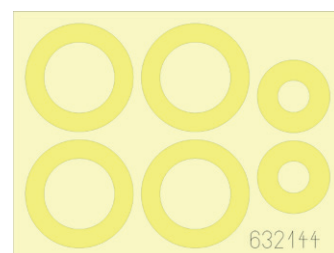
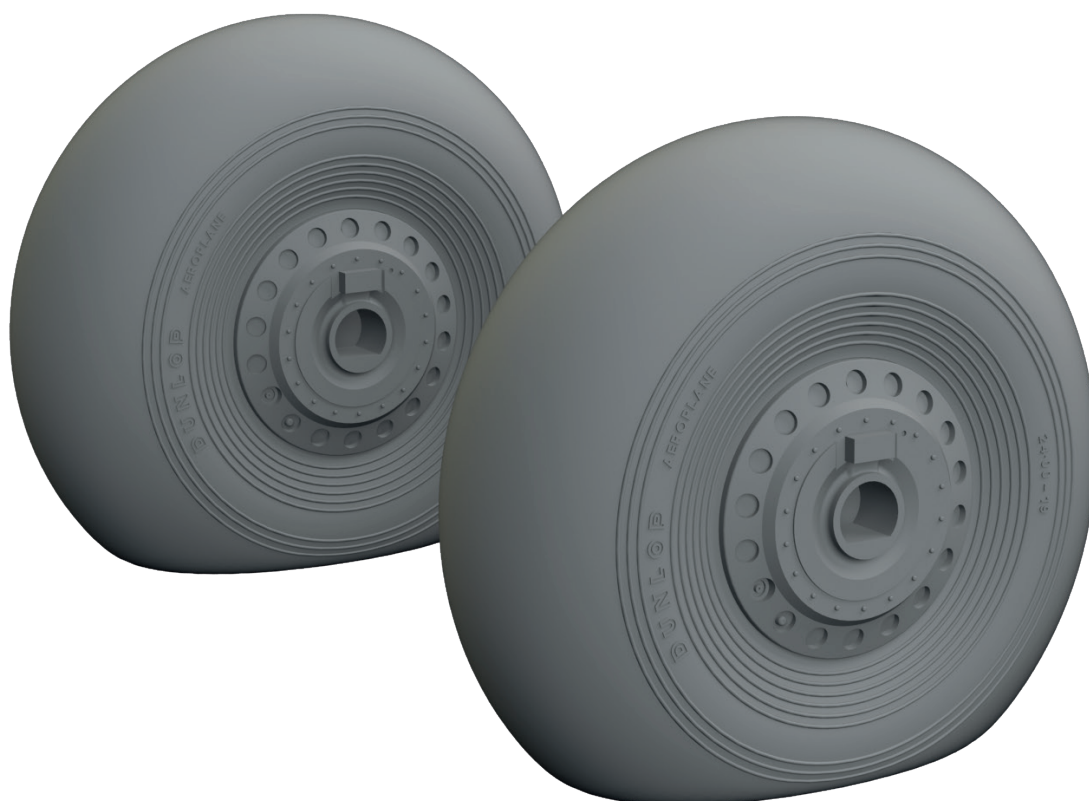
644041 Me 262A LööK 1/48 Tamiya



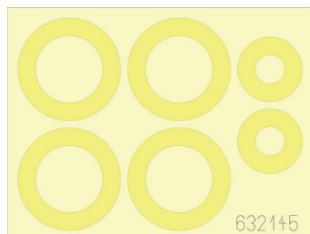
632140 BRU-57A rack 1/32



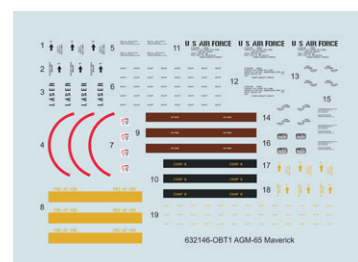
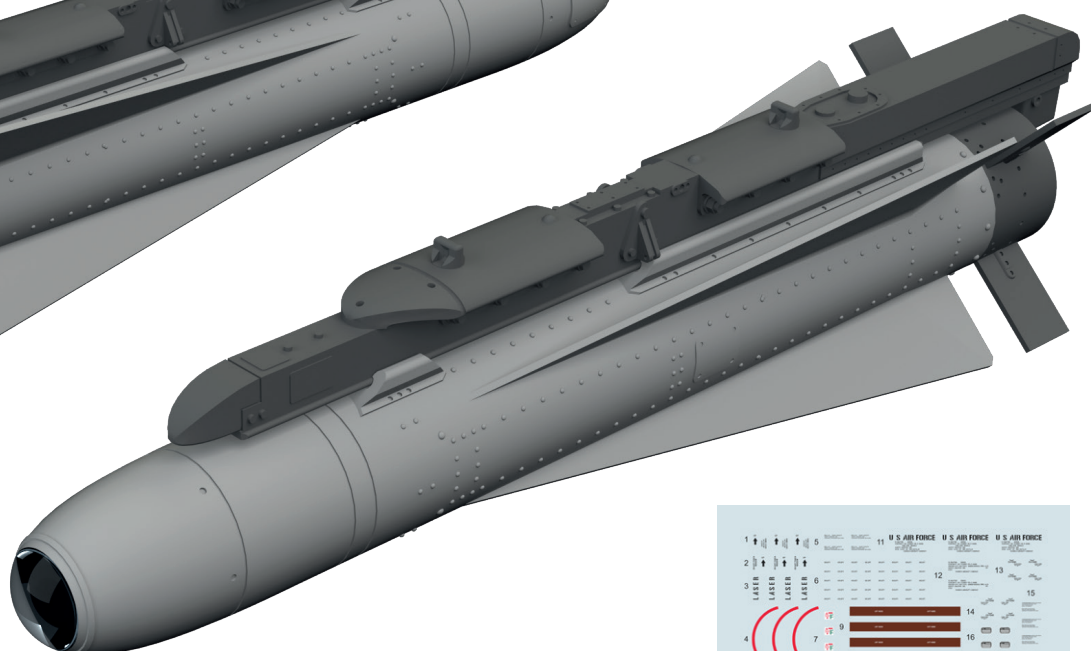
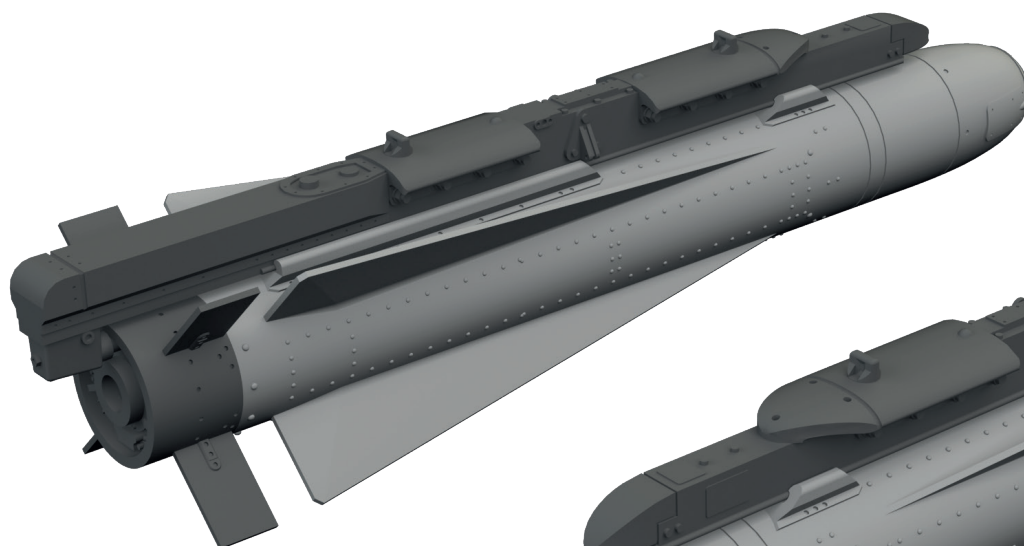
632144 Lancaster wheels 1/32 HKM



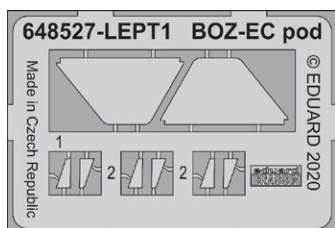
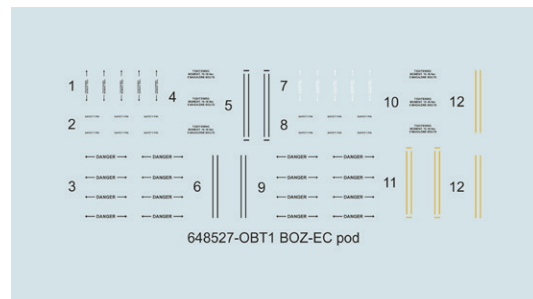
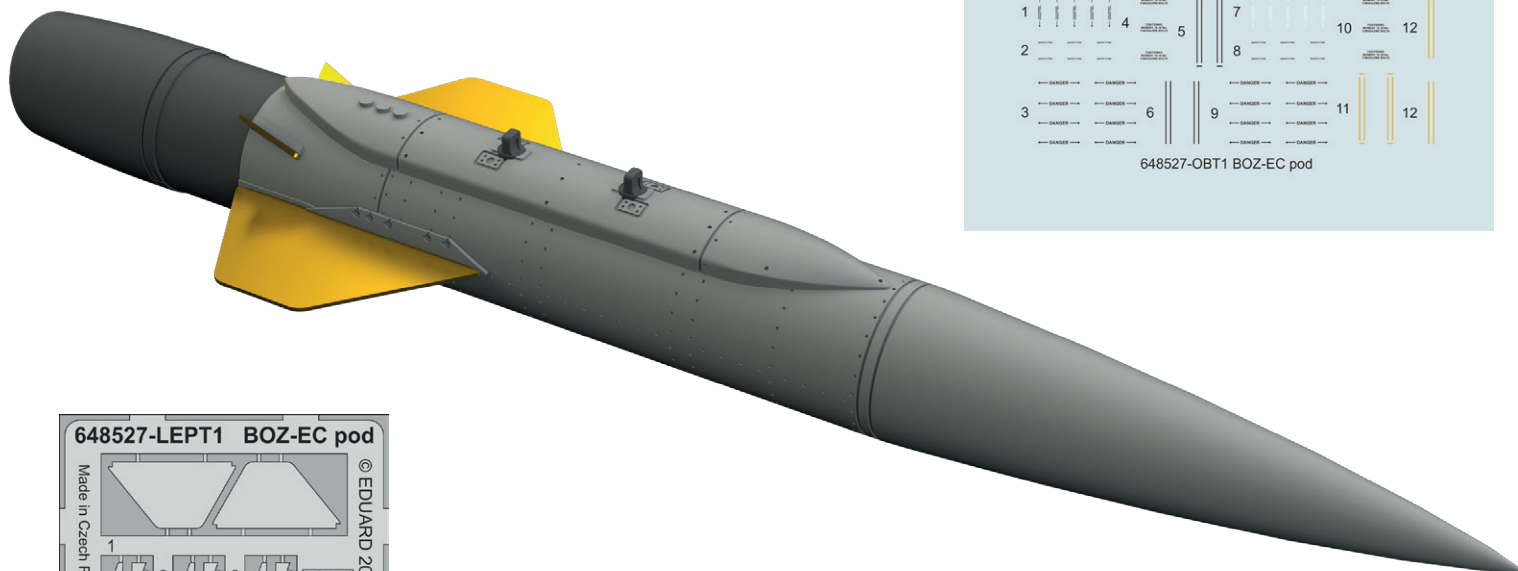
632145 B-24 wheels (8spoke front wheel) 1/32 Hobby Boss



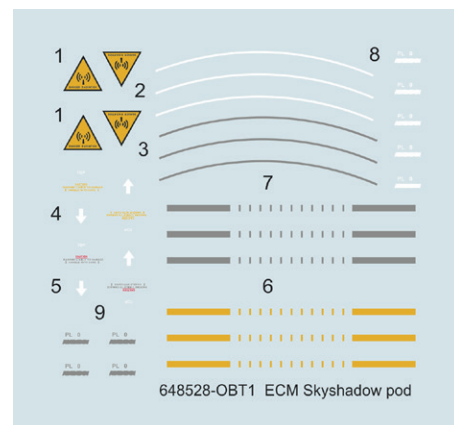
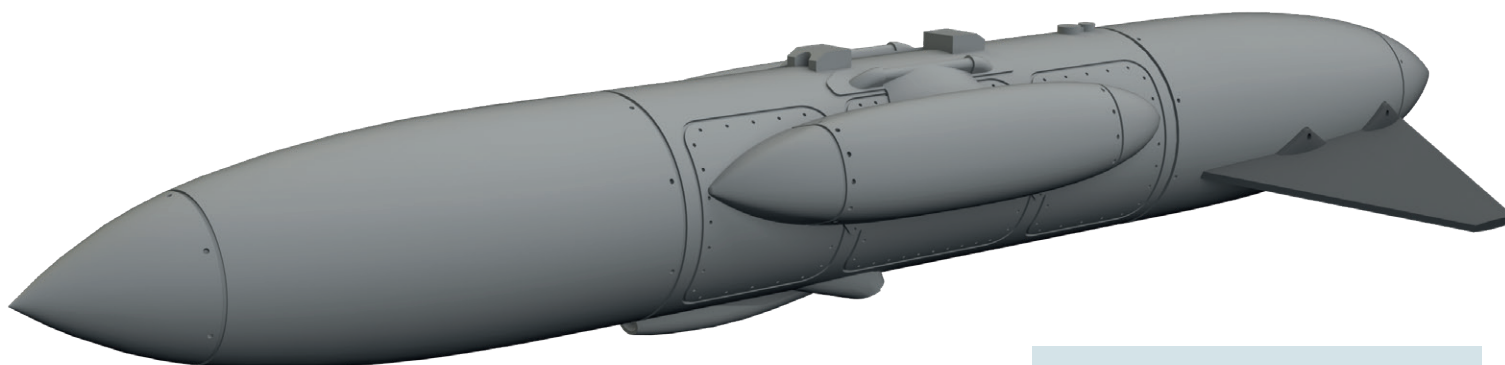
632146 AGM-65 Maverick 1/32



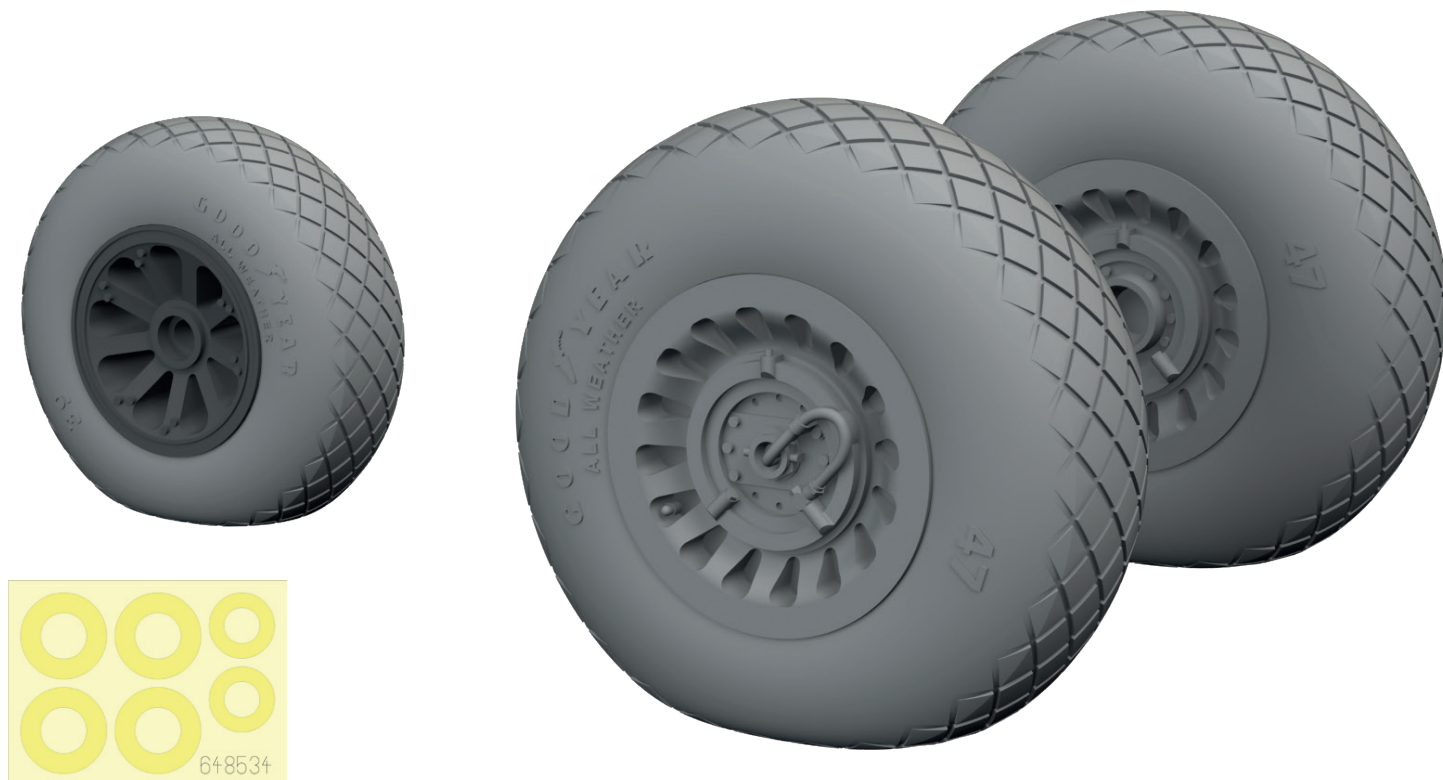
648527 BOZ-EC pod 1/48



648528 Sky Shadow ECM pod 1/48



648534 A-26/B-26 Invader wheels 1/48 ICM



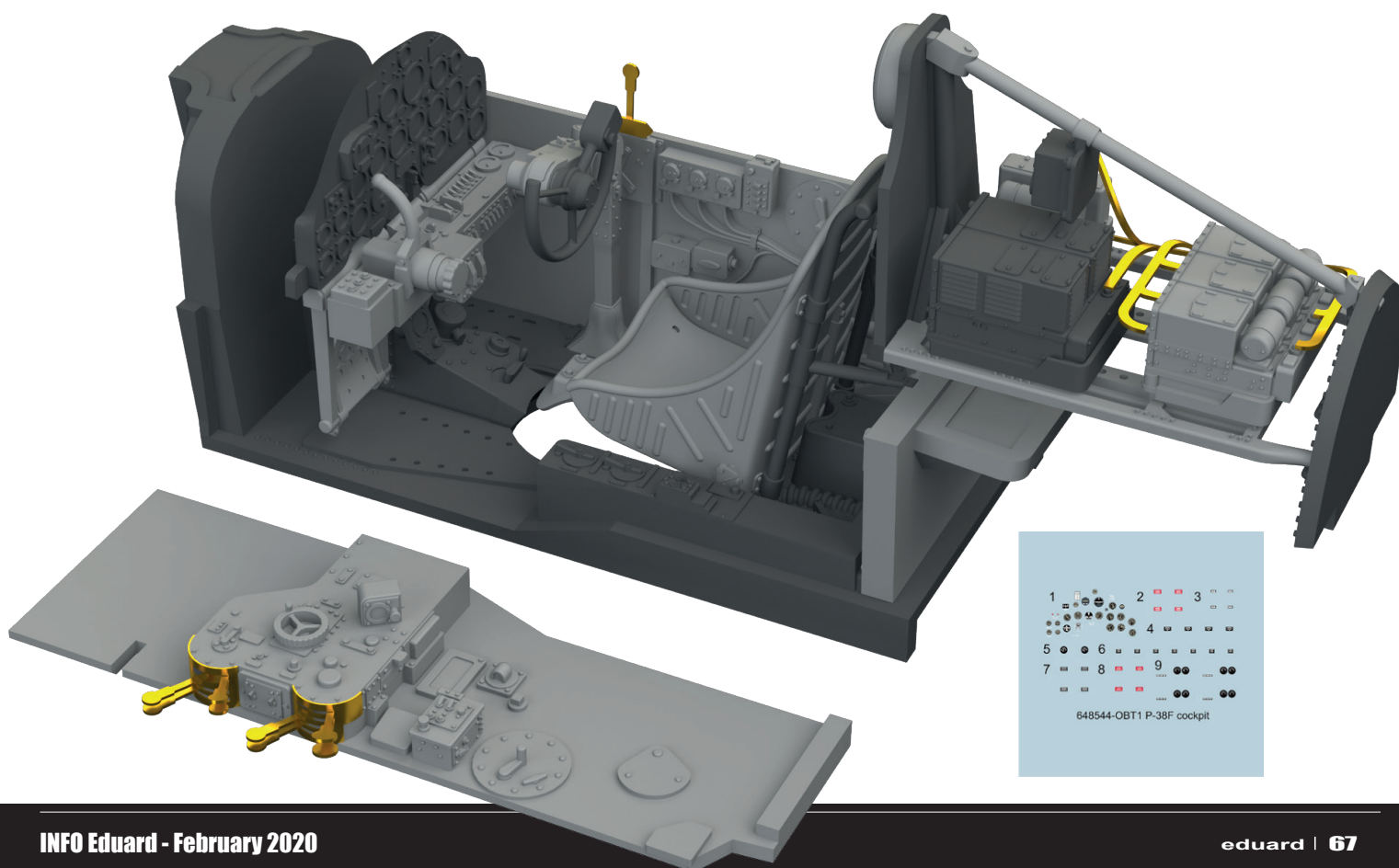
648536 B-17G superchargers 1/48 HKM



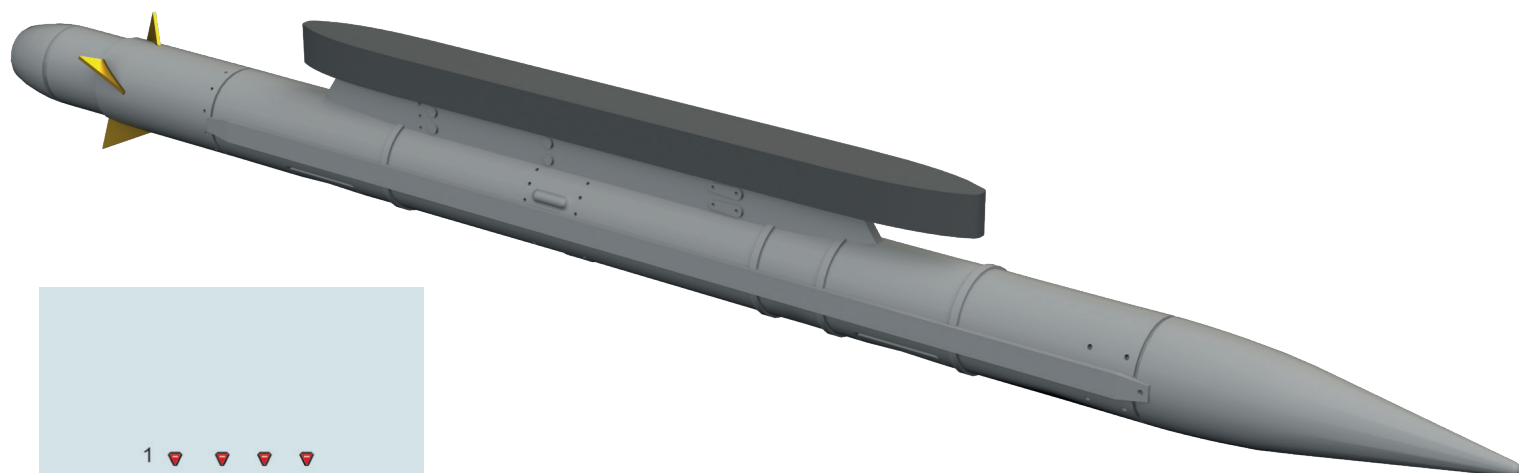
648542 He 111 early wheels 1/48 ICM



648544 P-38F cockpit 1/48 Tamiya



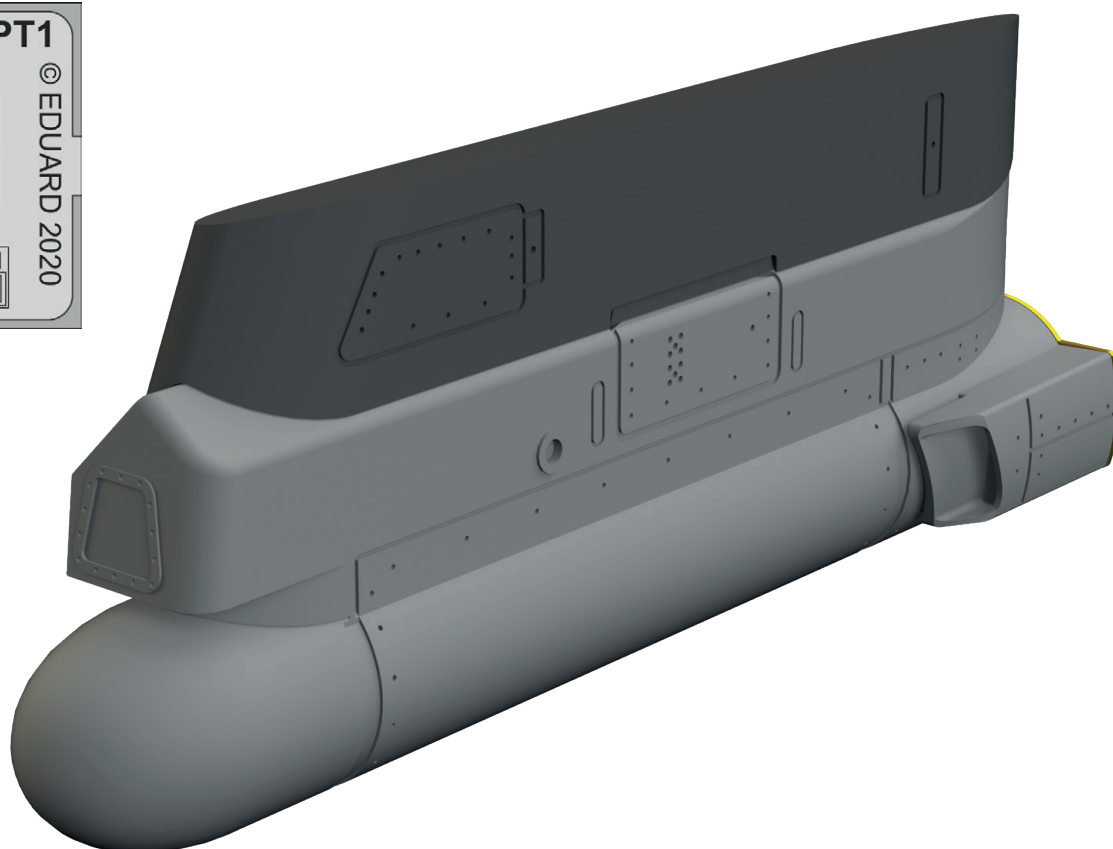
648546 PHIMAT chaff dispenser 1/48



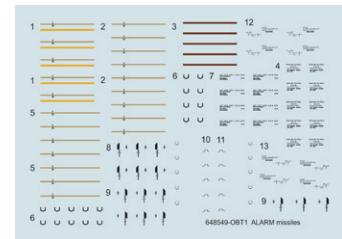
- 1 ▼ ▼ ▼ ▼ ▼
- 2 ▼ ▼ ▼ ▼ ▼

648546-OBT1 PHIMAT pod

648548 AN/AAQ-13 LANTIRN pod 1/48



648549 ALARM missile 1/48

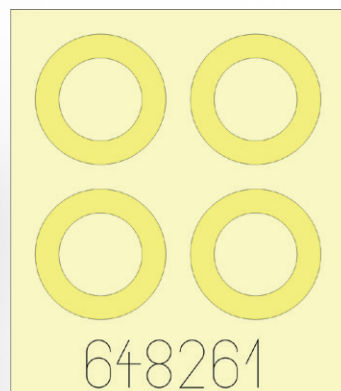
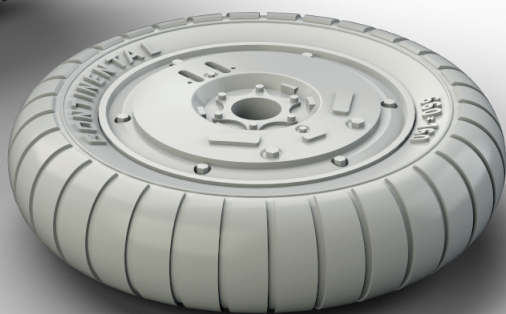
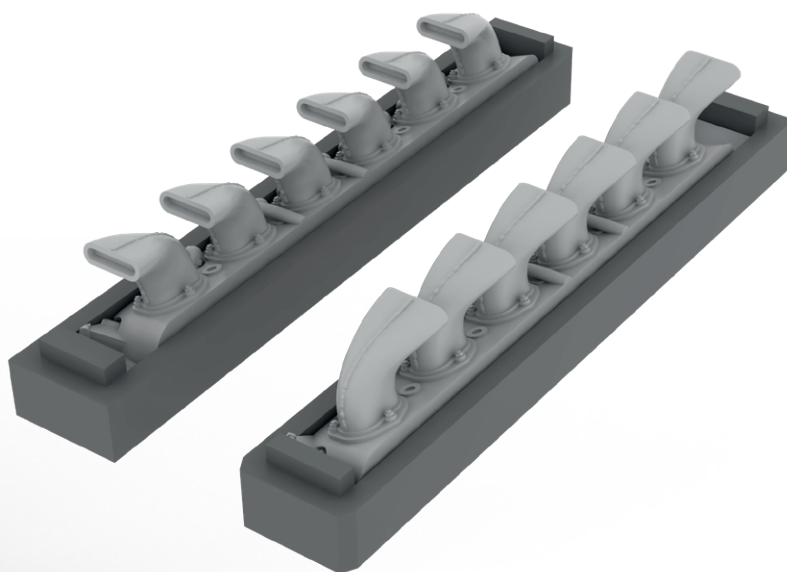
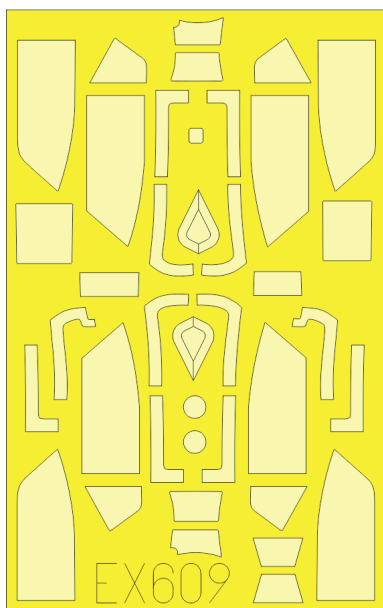


644045 Bf 109G-10 w/ early wheels LööKplus 1/48 Eduard

Collection of 4 sets for Bf 109G-10
in 1/48 scale by Eduard.

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

LööK

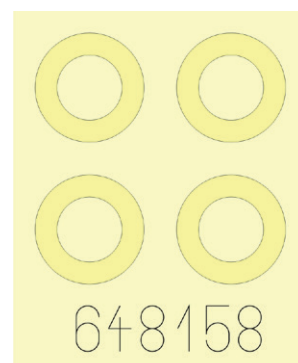
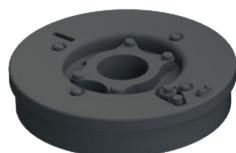
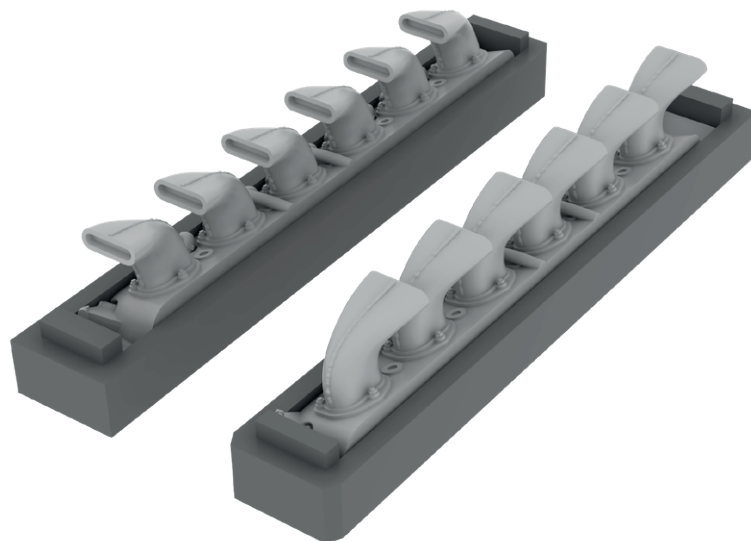
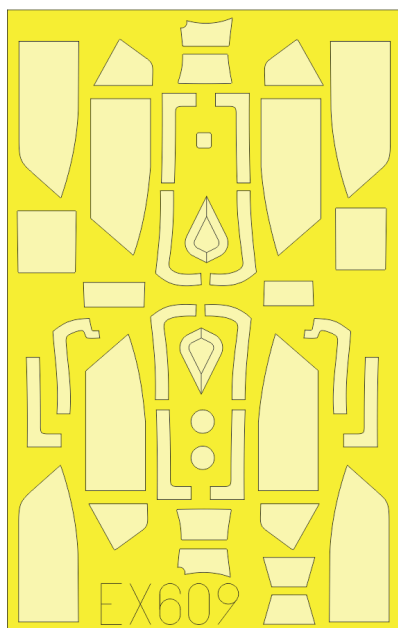


644046 Bf 109G-10 w/ late wheels LööKplus 1/48 Eduard

Collection of 4 sets for Bf 109G-10
in 1/48 scale by Eduard.

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

LööK

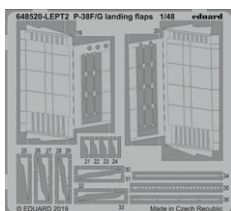
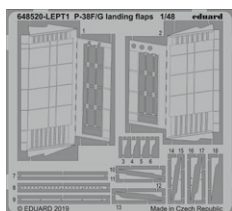
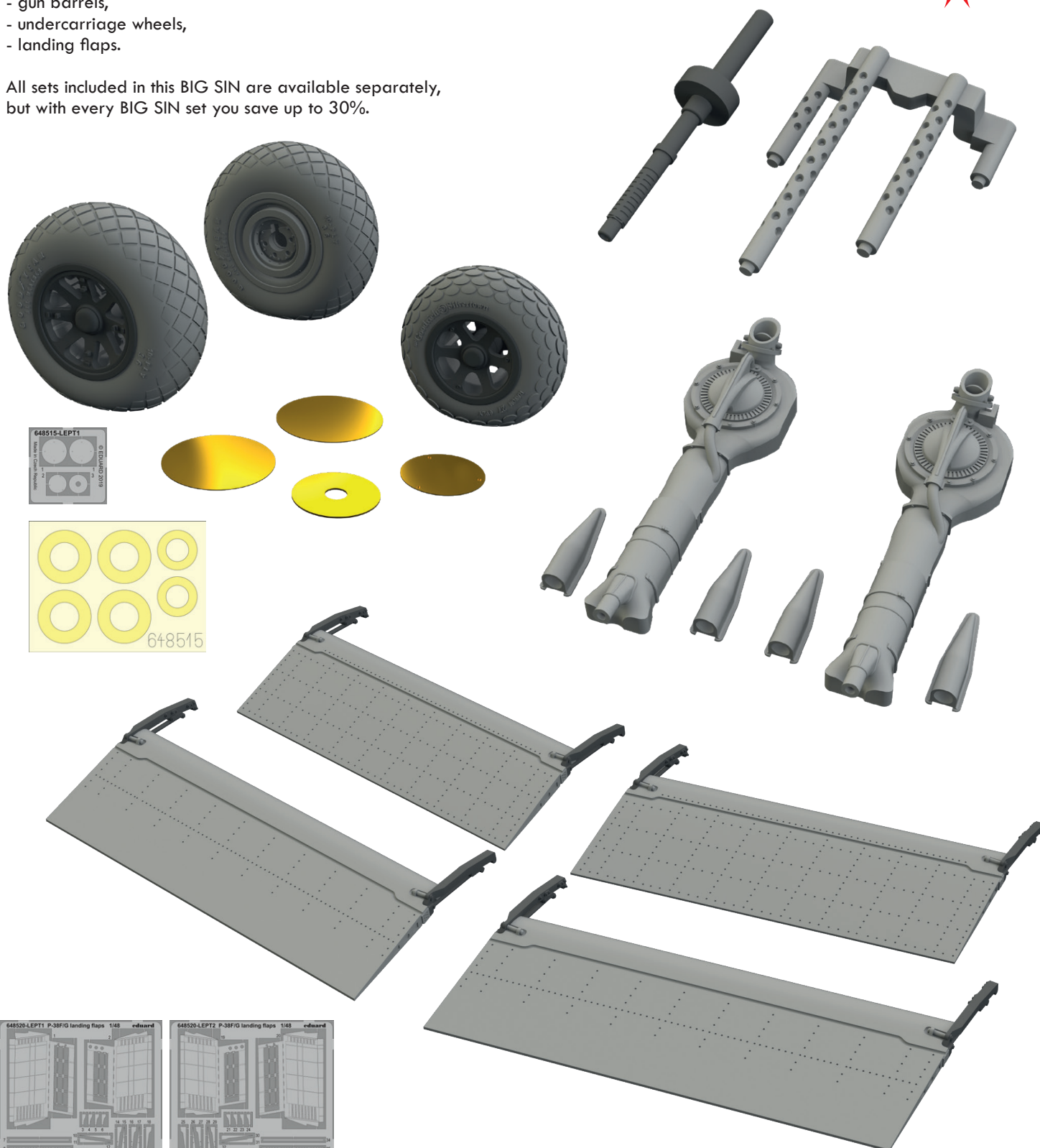


SIN64866 P-38F/G ESSENTIAL 1/48 Tamiya

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

- superchargers,
- gun barrels,
- undercarriage wheels,
- landing flaps.

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



PE-SETS and MASKS

PE-SETS

53249	German Submarine Type IX C part 1 (U67/U154)	1/72	Revell
53250	German Submarine Type IX C part 2 (U67/U154)	1/72	Revell
53251	USS CV-10 Yorktown hull	1/350	Trumpeter
32966	Gladiator Mk.I	1/32	ICM
36434	M109A7 Paladin howitzer	1/35	Panda
481007	Desert Babe upgrade set	1/48	Eduard
481008	A-26B Invader undercarriage & exterior	1/48	ICM
481009	A-26B Invader bomb bay	1/48	ICM
481010	B-17G landing flaps	1/48	HKM
481011	B-17G undercarriage & exterior	1/48	HKM
491066	UH-1N	1/48	Kitty Hawk
491068	A-26B Invader	1/48	ICM
491070	B-17G bomb bay	1/48	HKM
72697	Wellington GR Mk.VIII bomb bay	1/72	Airfix
72698	Wellington GR Mk.VIII landing flaps	1/72	Airfix
73702	F-35B	1/72	Italeri
73703	F-15J	1/72	Great Wall Hobby
73704	Wellington GR Mk.VIII	1/72	Airfix

ZOOMS

33250	Gladiator Mk.I	1/32	ICM
33251	Gladiator Mk.I seatbelts STEEL	1/32	ICM
FE1061	W-3A Sokol	1/48	Asnwer
FE1066	UH-1N	1/48	Kitty Hawk
FE1067	UH-1N seatbelts STEEL	1/48	Kitty Hawk
FE1068	A-26B Invader	1/48	ICM
FE1069	A-26B Invader seatbelts STEEL	1/48	ICM
FE1071	Bf 109E-1 Weekend	1/48	Eduard
SS698	T-4	1/72	Hobby Boss
SS702	F-35B	1/72	Italeri
SS703	F-15J	1/72	Great Wall Hobby
SS704	Wellington GR Mk.VIII	1/72	Airfix

MASKS

JX250	Gladiator Mk.I	1/32	ICM
EX685	A-26B	1/48	ICM
EX686	P-51H	1/48	Modelsvit
EX687	B-17G antiglare panels (DL & BO production)	1/48	HKM
EX688	B-17G antiglare panels (VE production)	1/48	HKM
CX561	F-35B	1/72	Italeri
CX562	F-35B surface panels	1/72	Italeri
CX563	Wellington GR Mk.VIII	1/72	Airfix
CX564	F-15J	1/72	Great Wall Hobby

DECAL SET

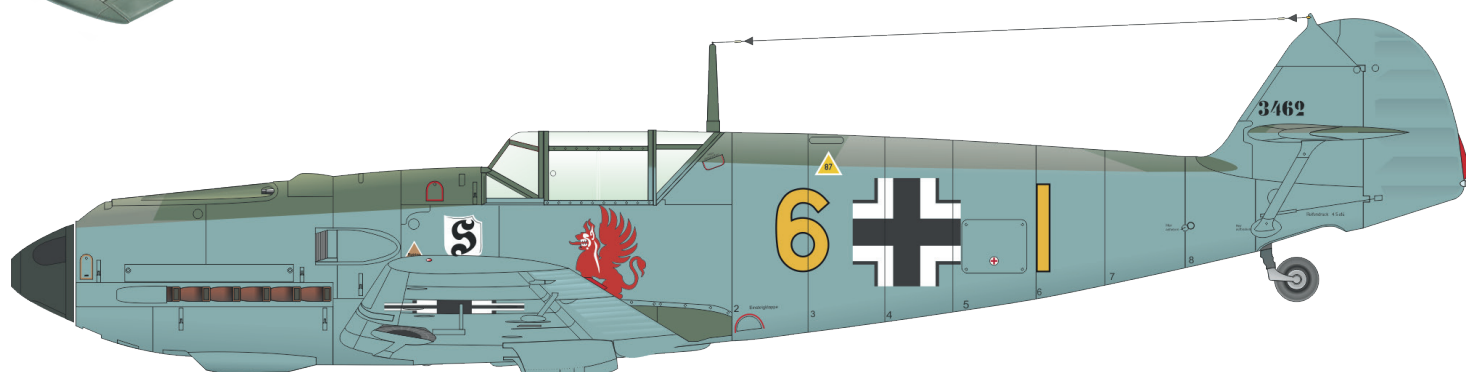
D48043	Bf 109F-2 national insignia	1/48	Eduard
D48044	Bf 109G-2 national insignia	1/48	Eduard
D48045	Bf 109G-6 national insignia	1/48	Eduard

Bf 109E-1

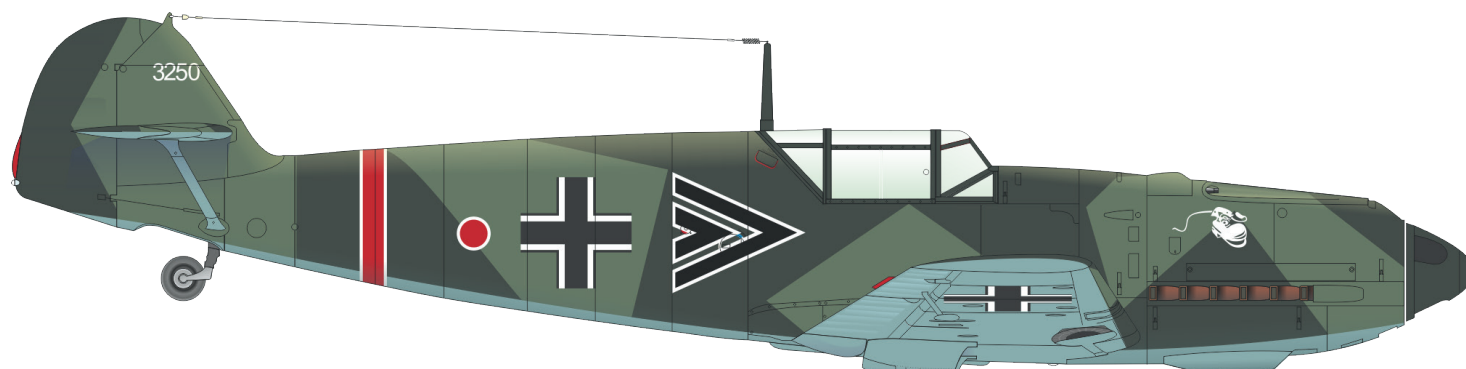
WEEKEND
edition

Cat. No. 84158

1/48



W.Nr.3462, Wolfgang Ludewig, 9./JG 26, Essen-Mühlheim, Germany, May 1940



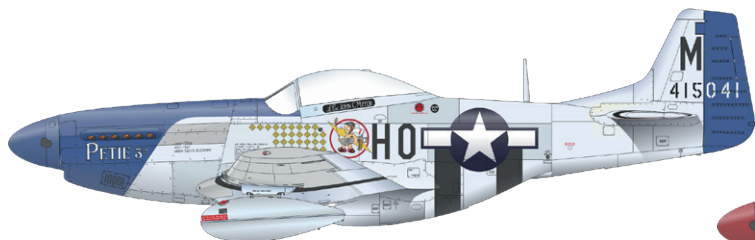
W.Nr. 3250, Hptm. Johannes Janke, CO of I./JG 77, Juliusburg, Germany, August 1939

P-51D Mustang

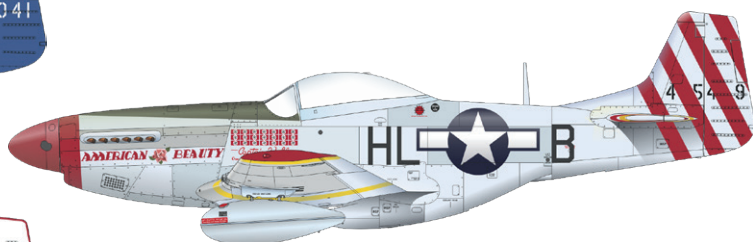
ProfiPACK
edition

Cat. No. 82102

1/48



P-51D-15, 44-15041, Lt Col. John C. Meyer, 352nd FG, 8th AF, Y-29 Asch, Belgium, December 1944



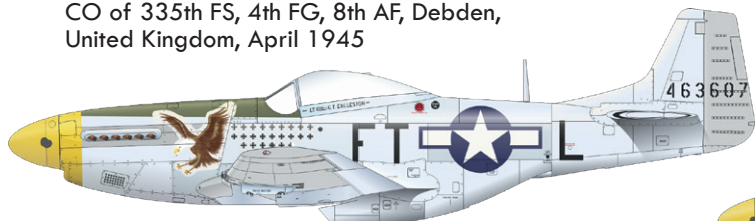
P-51D-15, 44-15459, Capt. John J. Voll, CO of 308th FS, 31st FG, 15th AF, San Severo, Italy, November 1944



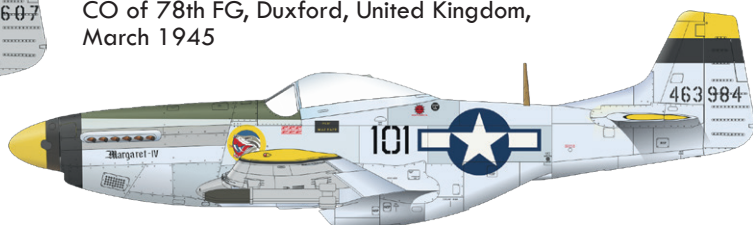
P-51D-10, 44-14221, Maj. Pierce W. McKennon, CO of 335th FS, 4th FG, 8th AF, Debden, United Kingdom, April 1945



P-51D-20, 44-72218, Lt Col. John D. Landers, CO of 78th FG, Duxford, United Kingdom, March 1945



P-51D-20, 44-63607, Lt Col. Glenn T. Eagleston, CO of 353rd FS, 354th FG, 9th AF, Y-64 Ober Olm, Germany, April 1945



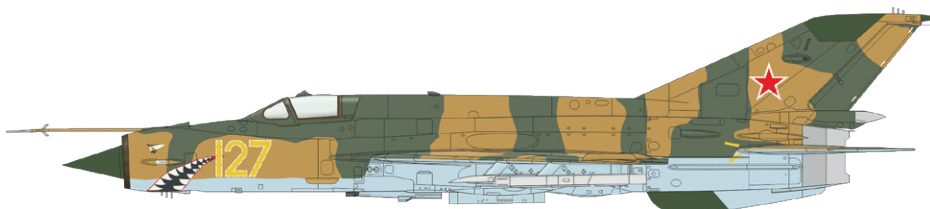
P-51D-20, 44-63984, Maj. James B. Tapp, CO of 78th FS, 15th FG, 7th AF, Iwojima, May 1945

MiG-21MF fighter bomber

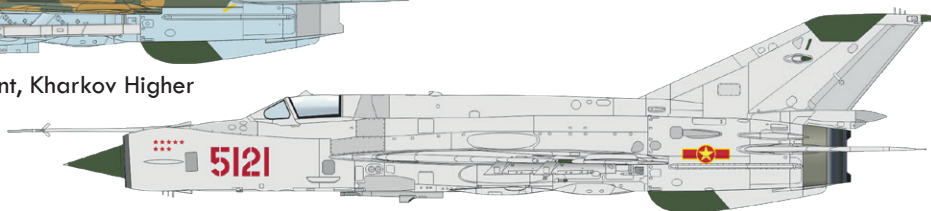
ProfiPACK
edition

Cat. No. 70142
1/72

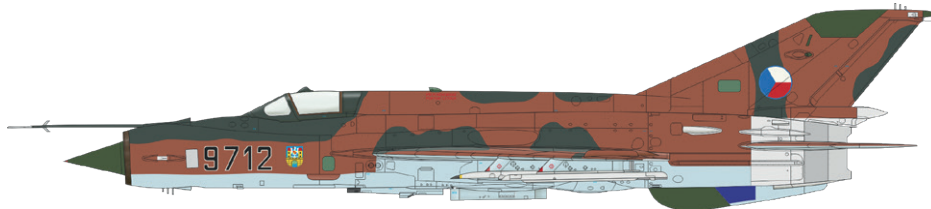
re-release



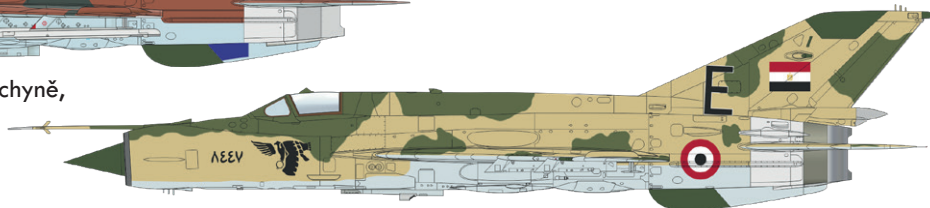
No. 127, 812th Training Air Regiment, Kharkov Higher Military Aviation School of Pilots, Kupyansk Airfield, Soviet Union, August 1991



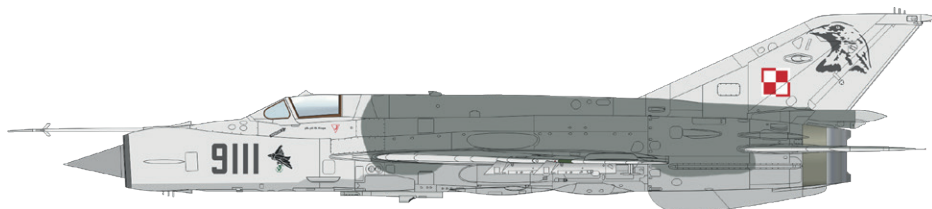
No. 5121, Pham Tuan, 921st Fighter Regiment, Noi Bai AB, Democratic Republic of Vietnam, December 1972



No. 9712, 9th Fighter Regiment, Bechyně, Czechoslovakia, 1989 - 1993



No. 8447, No. 46 Squadron, Egypt, 1973



No. 9111, 3. Eskadra Lotnictwa Taktycznego, Poznań - Krzesiny, Poland, 2002

MiG-21MF

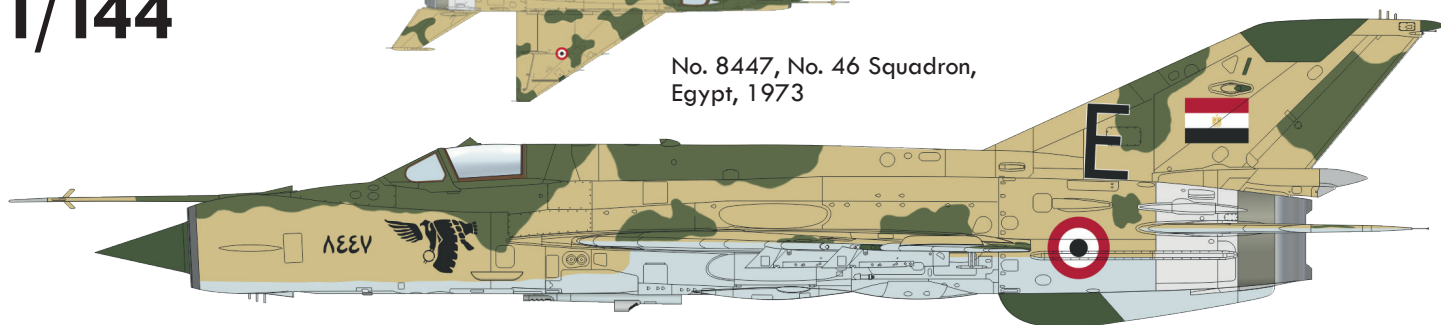
SUPER44

Cat. No. 4435

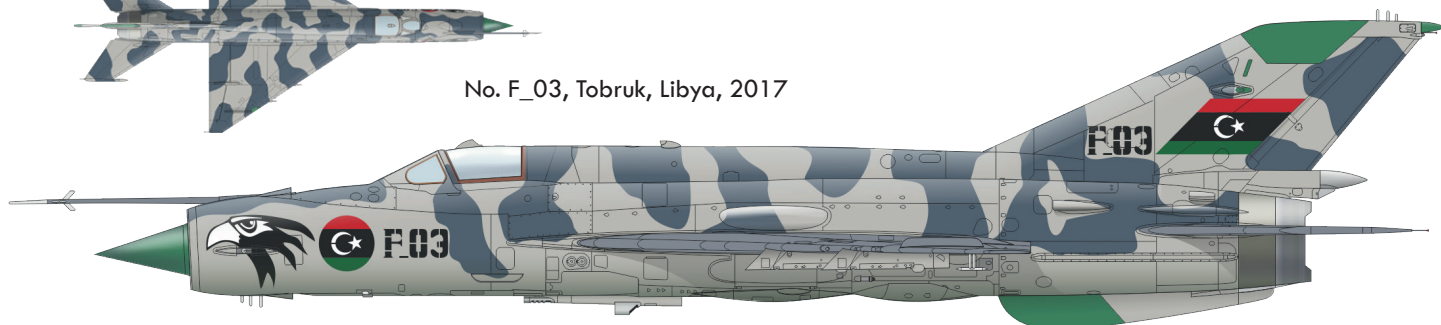
1/144



No. 8447, No. 46 Squadron,
Egypt, 1973



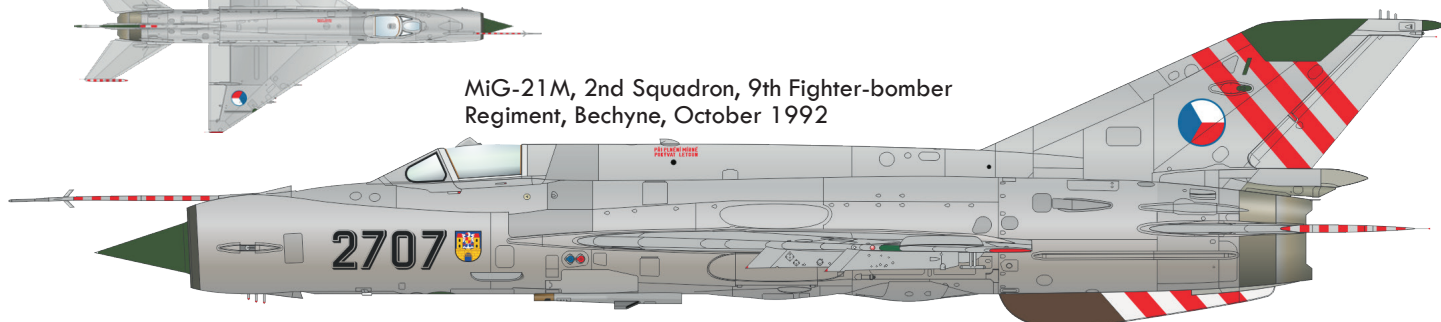
No. F_03, Tobruk, Libya, 2017



No. 71, 116. CBP (116th Combat Training Center),
Privolzhsky, Soviet Union, May 1990



MiG-21M, 2nd Squadron, 9th Fighter-bomber
Regiment, Bechyne, October 1992



eduard
LIMITED EDITION



Desert Babe

1/48



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



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



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



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



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



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



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



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

Tornado GR.1 in the Granby / Desert Storm operation

- Revell plastic parts
- 8 marking options
- Eduard Brassin seats and wheels
- Eduard photo-etched accessories and painting mask

March 2020 release
Cat. No. 11136
@ www.eduard.com