INFO EDUARD

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ISSUE 121



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ISSUE 121



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APRIL 2020

CONTENT



EDITORIAL ▪ 4

KITS ▪ 6

Du doch nicht!! *Limited edition* 1/48
MiG-21PF *ProfiPACK* 1/72
Bf 109G-10 Mtt. Regensburg *Weekend edition* 1/48
Tempest Mk.V series 2 *Weekend edition* 1/48
A-4E *Super44* 1/144

HISTORY ▪ 7

BRASSIN ▪ 28

PHOTO-ETCHED SETS ▪ 36

BIGED ▪ 42

RELEASE ▪ 45
April 2020

BUILT ▪ 46

Gladiator 1/48
Chattanooga Choo Choo 1/48
He 280 1/48
Tempest Mk.V Series 2 1/48
Fw 190A-8 1/48

ON APPROACH ▪ 54
May 2020

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EDITORIAL



Dear Friends,

It is not necessary to point out what has befallen us as a whole over the past several weeks. The quarantine is here, and it will be with us for a long while. All of the unpleasantries and inconveniences are leaping out at all of us from every corner, and to get into minute details seems, to me, to be unnecessary. We have already not been able to meet at Prosek, and we are not likely to see each other in the near future, either. In all likelihood, not just all of the spring events will be cancelled, but all the summer ones as well. It should probably be expected that the permission to gather in larger numbers will be limited long after the actual conditions begin to improve, and we will be happy to get E-day in on the scheduled dates. We can think to ourselves that the date isn't ‚until' September, but we should probably be thinking more along the lines of it's ‚already' in September. It's gonna come up fast. We can only hope that Lady Luck will smile down upon us. For now, we will go on the assumption that she will, and E-day will go as planned in both conference halls.

At Eduard, we continue to work, produce, sell, and prepare new items for May release. Of course, we are doing all this in compliance with required restrictions imposed on all of us, as well as the risks involved in not doing so are high. Many of us are working from home, and those of us that go to work in the morning, go straight home in the afternoon, and get up and do it over again the following morning. Just like you guys. We're all in the same boat.

In an effort to preserve at least some social aspect within the modelling community, to whatever extent we can, we have prepared a virtual event, the 1st Quarantine Bunny Cup. It is an attempt to do something under the conditions imposed on a world in isolation. It appears, that something good may have been created. We have registered 410 modellers from forty countries with some 1139 models. We have an associated event that goes with it, and voting is currently open. The second most represented country is Italy with 121 models, behind the Czechs' 420. Forza Italia! The voting system is simply based on the number of ‚Likes' (which I personally like, no pun intended), and the winners will be the ones with the greatest number of likes. If you still have not seen this ‚contest', there's still time to do so on our Facebook page, at https://www.facebook.com/EduardCompany. It's certainly worth the look, there are some nice pieces there! The aforementioned accompanying event involves a presentation of prepared models and a discussion around them, where we answer your questions concerning them. Given the current situation, we have been showing off even things that we would normally save for the end of the year. That, in an effort to keep up some optimism and good vibes over the future of the hobby.

We also have our usual Afterparty in full swing, as we do with all of our events in which we take part. Sending off orders, with a few exceptions, is working normally. In some countries, though, certain limitations have been implemented, and generally speaking, everyone is subjected to situations and conditions that change on a daily basis, if not hourly. For that reason, you should monitor the delivery situation at www.eduard.cz if this concerns you. As far as postal rates are concerned, we are keeping to the normal rates that we have in place, despite the fact that the rates are increasing at a relatively brisk rate consistent with the current situation and the effect it has on the postal system. We intend to maintain these current rates as long as possible, and we think we can til things get back to normal. We think that even the rates will settle back down, too. And please, don't get peeved at us for the postal rates in any case. They are not the product of our imaginations. After a deal with Post Optimal, we have again resumed sending packages to Italy through this courier. However, please bear in mind that Post Optimal is the only way to get things through to Italy, as is the case with Russia, too, and this could so suffer somewhat of a backlog.

Within the Afterparty, new releases for April are included, and so are likely familiar to pretty much everyone by now. Nevertheless, we are formally introducing them here.

On the heels of the MiG-21PFM that was released in January, we have the MiG-21PF in a 1:72nd scale ProfiPACK format. This can be considered a sister kit to the MiG-21PFM, and is naturally comparable in concept. It features a new tree with fuselage and wings, and different detail parts are used during construction compared to the PFM version. There are the usual five marking options, and of course, masks and photoetching are included. From the point of view of assembly, it amounts to a pretty typical ProfiPACK kit, but in my opinion, this kit represents the current extent of our abilities.

When I was a kid of some twelve or thirteen years, in the seventies, I came across the book ‚Ace of the Iron Cross' at the local Most library. I read it inside of two afternoons, and it really left its mark on me. Up to that time, I knew very little about the First World War, and all I had were some Biggles books to go by. Those were also from the Most Public Library, and the fact that these were actually available there was a bit of a small miracle, as these really didn't support the Socialist regime's idea of what a kid should be borrowing from the local library. The same goes for the Udet book. In any case, both these publications brought me to a brink of a dilemma. What was, then, the ‚right' side, fighting for the ‚right' things, the preservation of civilization and for the good of humanity in general? The Germans were the bad guys, and that's what we were told in school, and to some extent, in the Biggles series. This was a question that gave me some restless nights, and I was lifted out of this by Remarque, which they had at the library as well, and the collection was complete to boot. Udet became my hero, and I categorised him as a cool, level headed badass, along the lines of my other childhood heroes that included the likes of Old Shatterhand to D'Artagnan to Pavel Korchagin, who was the hero of a Nikolai Ostrovsky novel, in case you weren't aware. That also brought on a big dilemma, but that would be another

topic for another time. In any case, I was impressed by Udet, and the impression has stuck all these years. Today, at fifty--eight, I don't see him in as a completely positive aspect as I did in the past, but I have the unshakeable sensation that I understand the man. And think what you will, the aircraft that he flew, the Fokker D.VII Du doch nicht!! and the Siemens--Schuckert D.III are beauty exemplified! I apologise for the history here, but with it, you'll understand that a Limited Edition kit dedicated to Udet has long been on my mind. Very long! And now the time has come to bring it on, and the Limited Edition kit, under the name DU DOCH NICHT!! is here, and in a somewhat symbolic way. The two exclamation marks are not a mistake, and the actual significance of the slogan is not clear, and probably never will be. I have my own theory about that, but it's not important here. The kit will contain three kits, the Albatros D.V, Fokker Dr.I and the Fokker D.VII (OAW). The aforementioned symbolism comes through the fact that at the time when these were flying, the world was suffering an epidemic of the Spanish Flu, which a few months ago would not be much more than a footnote, unlike now. I don't know to what extent the epidemic then affected Ernst Udet, and not much is written about the affect of the disease on aviation in the First World War, but I don't personally believe that there was no effect at all. The details of the kit can be seen below in this newsletter, and an edited version of the instructions' forward are presented in the historical section. Besides the kits described that are included, and the usual masks and photoetched accessories, there are two bonuses. One is a figure of Ernst Udet that is designed to go with the D.VII kit, and a small replica of the Pour-le-Merite medal. I hope you like this kit, and you should know that this one is really close to my heart.

Besides the above noted kits, we are also releasing the next item in the SUPER44 1:144th scale line, the A-4E Skyhawk. There are two Weekend kits being released, too, in 1:48th. The Tempest Mk.V Series Two features markings for Clostermann's JF-E. This the second of Clostermann's JF-E from the summer of 1945. This aircraft replaced the one that was lost while being flown by Clostermann on a return flight from Kodan and belonged to No.3 Squadron, where Clostermann ended his career. The other marking option is that of an No.80 Squadron RAF aircraft from the summer of 1944, in which four different pilots achieved four different kills. The other Weekend kit represents the Tempest's adversary on many occasions, the Bf 109G-10, the version built by Messerschmitt AG in Regensburg.

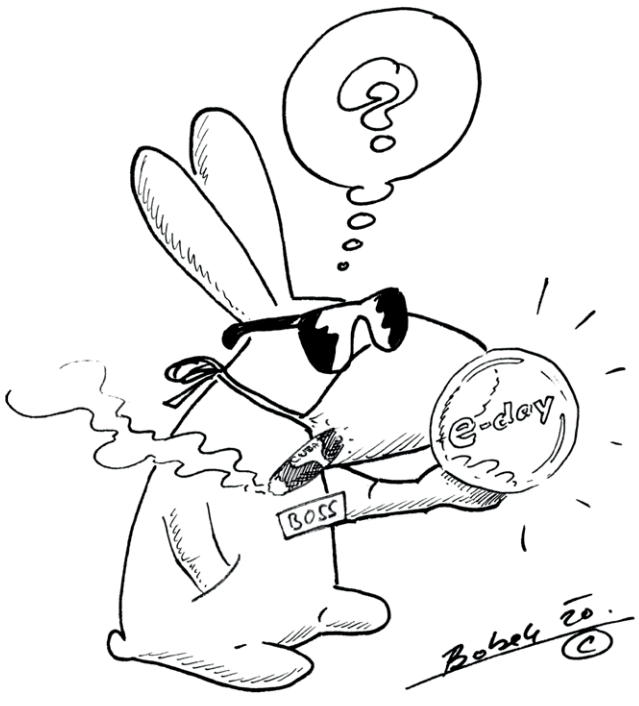
In the accessory lines, we have some things being released that I think are extremely well done, and I think this will be reflected in their demand. I would probably first point to the next sets for the HKM 1:48th scale B-17G. For this, you'll find a Brassin set of engines, but these are not designed to be displayed with removed covers. I must point out that these are an improved replacement for the kit parts only. Another two sets are photoetched, and these go into the kit's interior. Among the interesting aspects with these are the pre-painted wood grain parts. Although we, understandably, prefer to have our photoetched sets custom made to fit our own kits, we certainly won't discriminate against other manufacturers. In April, this will be expressed through the release of new photoetched brass sets for two 48th scale Mustangs, Airfix's P-51D-5 and Modelsvit's P-51H. Mentioning our own kits, we have stuff for both of the month's Weekend releases, the Tempest and the Bf 109G-10, for the MiG-21PF and even for that little Skyhawk. The set for the Miniart T-55 comes across rather well, too, with its moveable hinges to the storage bins on the kit exterior. Another interesting set covers Panda's anti-aircraft 9A37M2 BUK-M2. Yes...THAT BUK! In 1:32nd scale, we are covering the Kitty Hawk Mirage 2000, and, from the same manufacturer, but in 1:48th scale, the FJ-2 Fury. And while we are on the subject of 48th scale items, I can't forget my own personal favourite, the Airfix Tiger Moth. In 1:72nd scale, we are releasing sets for the Hobby Boss A-4F Skyhawk and Great Wall Hobby's F-15I, which, incidentally, is a really nice kit. For the ship people out there, we have two more sets for the USS Yorktown in 1:350th, for the Trumpeter kit. Bear in mind, too, that most of the noted photoetched sets will have their mask counterparts issued as well.

In the Brassin line, we have a several items that are designed for use with our own kits. We've got the cockpit and seat for the MiG-21PFM in 1:72nd scale, and, in the same scale, the R-3R and wheels for the MiG-21PF. In 1:48th, we have a new LooK set for the MiG-21MF. There are more LooKs too, a classic rendition of the concept designed to fit the Tamiya Il-2, and two expanded versions of the line, LookPlus, for the Tamiya P-38F and G, all, of course, in 1:48th scale. Still in 48th, we have wheels for the ICM He 111, and Hobby Boss's B-24 in 1:32nd. We also have some more weapons sets coming out, which, more or less, is par for the course every month. There are no BigSins for April, and I will admit that we just can't keep up with demand with what's already out. This will, in all likelihood, change in the near future. There are four BigEds. We have also readied another three decal sheets, including a set of readable Japanese stencil data for the 1:48th F-104J.

That's it for now. I hope that this newsletter provides a pleasant distraction in these unpleasant times. Enjoy!

Happy Modelling

Vladimir Sulc.



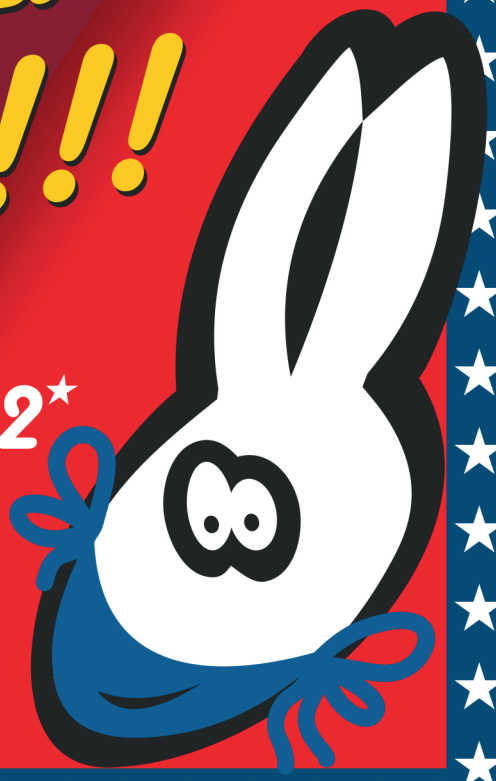
Quarantine Party !!!

March 26 - April 2*

on Eduard Webstore

-20%

-25% for Bunny Fighter Club



★ Deadline of actual Quarantine Party has been postponed to 2 April 2020; 24:00 of Central European Time.

You can still vote!

You can still save!

★★ Deadline for the Quarantine Bunny Cup votes has been postponed to Friday, 3 April, 20:00 of Central Europen Time

Quarantine Bunny Cup

March 28 - April 3**, 2020

Virtual scale plastic kits competition around the World by eduard



MEIN FLIEGERLEBEN

Ernst Udet – The leading surviving ace

Jörn Lecksheid
Vladimír Šulc

Ernst Udet was born in Frankfurt am Main on Sunday, 26. April 1896 as the son of Adolf and Paula Udet (née Krüger) (1). The familiy moved to Munich when Ernst was still a little boy, and he would grow up in the captiol of Bavaria.

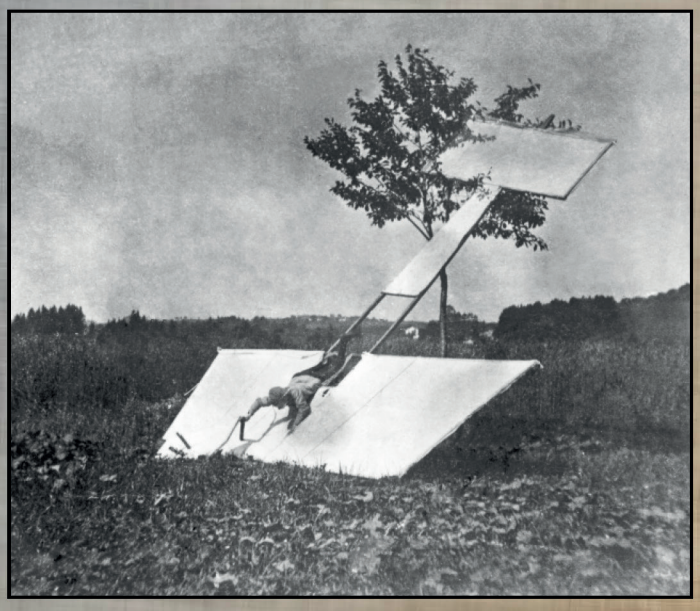
Erni, as he was known to his friends, as a bit of a tomboy, and while he was not exactly the most ardent student, he was descibed as being a bright child who learns quickly - but forgets just as easily!

He very much enjoyed playing outside with his friends, and had devoloped remarkable skills with his self-made slingshot. Needless to say that these childhood marksmanship skills would serve him well a few years later.

He developed an interest in aviation at an early age, and, together with a group of friends, founded the „Aero Club München“ some time between the age of ten to thirteen (2).

Beginning in 1909, the Oberwiesenfeld in Munich was used as an airfield, and Gustav Otto, the son of the inventor of the Otto engine, set up his company „Gustav Otto Flugmaschinenwerke“ near that location. Erni and his friends would visit the area frequently to watch the aeroplanes and balloons, but his dream of learning to fly could not be fulfilled while he was still attending school.

His perfomance in school did not improve much over the years, but he was very skilled at drawing, and when he did pass his exams in 1913, his delighted father presented him with a motorbike.



At the outbrake of the war, Udet immediately volounteered, but was turned down since he was not even 1,60 metres tall. But he still found a way to make it to the front about two weeks later by taking a clever detour.

The „ADAC“, the German Automobile Association, had been looking for volounteers who owned a motorcycle and were willing to take it along to the front. They did not care about the height of a volounteer, and so Erni and his motorbike left Munich on the evening of 18. August 1914.

His career as a motorbike messenger would be rather short, because when he learned that he could get into military aviation quicker if he posessed a privately acquired pilots licence, he took up flying lessons at the aforementioned Gustav Otto Werke at the end of 1914 and received his civilian pilot licence in April 1915.

From then on, his pilot career progressed like that of many other men. He served with various two-seater units (Fliegerabteilungen), one of these was re-formed into Kampfeinsitzer-Kommando (KEK) Habsheim, and with that unit he finally scored his first aerial victory in the afternoon of 18. March 1916, shooting down a french Farman F 40, one of 22 planes that were heading to bomb Mülhausen on that day.

By the autumn of 1916 another re-organization in the Fliegertruppe began to take shape, and the first Jagdstaffeln (Jastas) were formed. KEK Habsheim mutated into Jasta 15, and Udet was formally transferred to that unit on 08. October 1916 - without actually moving somewhere else, of course!

Four days later he would score his second victory, and on 22. January 1917 he was promoted to the rank of Leutnand der Reserve. Not long before this date, Jasta 15 had received the new Albatros D III fighter, and Udet would score all of his 13 victories in 1917 in the cockpit of this type and its later variants, the D V and D Va.

On 19. June 1917, Erni was posted to Jasta 37, and he would take over command of that unit on 07. November of that year (11).

In late January and early February Udet attended the First Fighter Competion in Berlin Adlershof, where prototypes of the latest German fighter aircraft were evaluated and compared. Only the most experienced and successful frontline pilots were present at this event.

Jasta 37 would move to the airfield of Le Cateau on 15. March 1918, and as they were pitching their tents there, Manfred von Richthofen, who was then stationed not too far away with his

(2) Erni in age of thirteen in his homemade glider in Munich - Oberwiesenfeld, 1909. (Foto ullstein bild via Fotobanka ČTK)



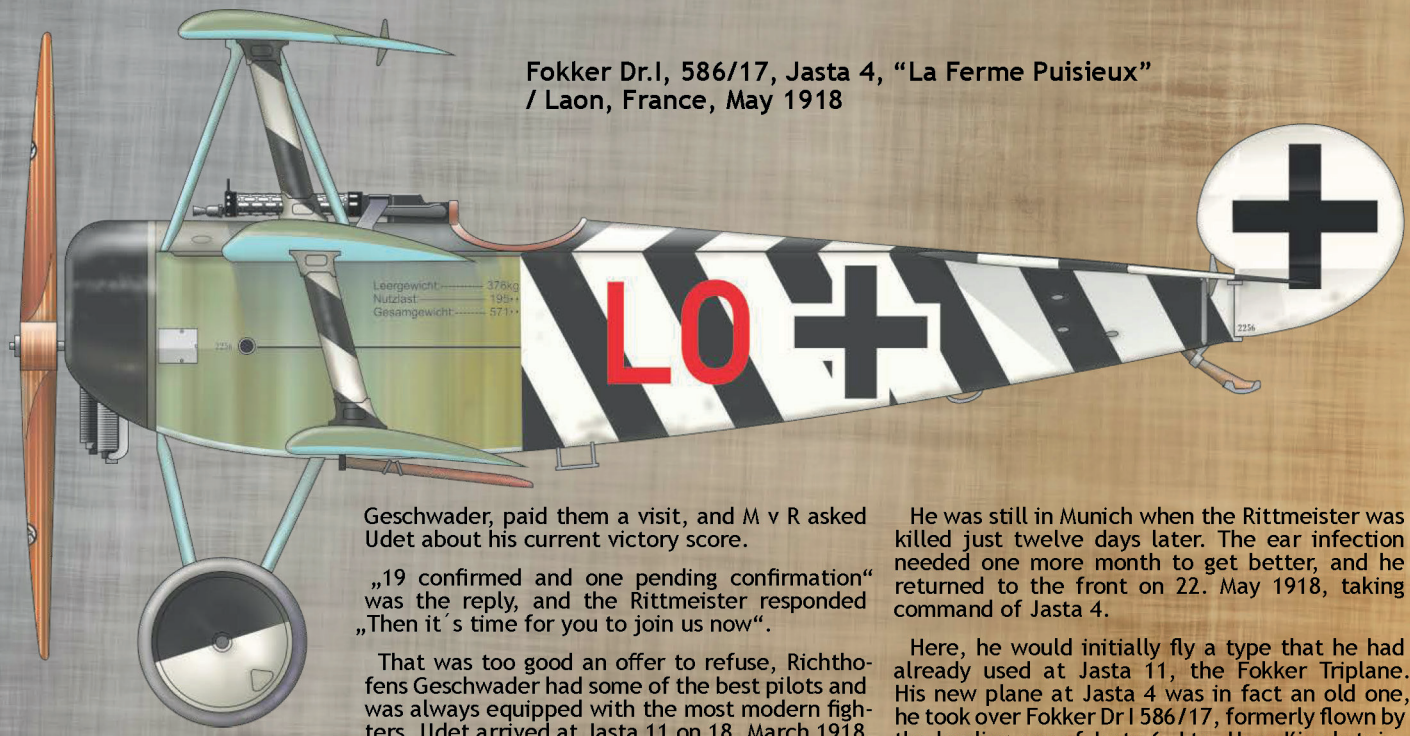
(11) Udet was named commander of Jasta 37 on November 7, 1917, when the unit based on Wynghenge airfield in France. He replaced the previous commander, Lt.Grashoff, who was named commander of Jasta 38. It could seems Grashoff was moved to somewhere to neighborhood, but it is not true. Jasta 38 based in Hudova in Makedonia. It was a form of relaxation, when the tired pilots were often detached to the less exposed areas. As the unit commander, Udet used this black fuselage Albatros D.Va in Winter of 1917. You can find more interesting facts about this aircraft in the instruction sheet of the new Du doch nicht!! kit. (Foto via Jörn Leckscheid)

(3) Jasta 4 comander Leutnant in der Reserve Ernst Udet with his pilot front of ex- Kirschteinovým Fokker Dr.I. This foto was taken in late May, 1918, in times of Spanish flu. It could be the reason for the bad athmosphere on the picture. (Foto via Jörn Leckscheid)





(12) Udet by his most famous and most enigmatic aircraft, Fokker D.VII(OAW) with the Du doch nicht!! slogan on the horizontal tail. It is less known fact, that this famous and often published photograph was heavily retouched. The struts, for example, were painted to the photo by pencil, and the top wing stripes are also painted by skilled retoucher except the first strip on the right wing tip. More fact about this beautiful plane are available in the instruction sheet of the Du doch nicht!! kit. (Foto via Jörn Leckscheid)



Fokker Dr.I, 586/17, Jasta 4, "La Ferme Puisieux" / Laon, France, May 1918

Geschwader, paid them a visit, and M v R asked Udet about his current victory score.

„19 confirmed and one pending confirmation" was the reply, and the Rittmeister responded „Then it´s time for you to join us now".

That was too good an offer to refuse, Richthofens Geschwader had some of the best pilots and was always equipped with the most modern fighters. Udet arrived at Jasta 11 on 18. March 1918. His stay at Jasta 11 was rather short though, but long enough to score three victories. He developed a severe ear infection, and von Richthofen personally ordered him to return home to recover. Udet left Jasta 11 for Munich on 08. April, and he received the notification the he had been awarded the „Orden Pour-le-Mérite" the very next day!

He was still in Munich when the Rittmeister was killed just twelve days later. The ear infection needed one more month to get better, and he returned to the front on 22. May 1918, taking command of Jasta 4.

Here, he would initially fly a type that he had already used at Jasta 11, the Fokker Triplane. His new plane at Jasta 4 was in fact an old one, he took over Fokker Dr I 586/17, formerly flown by the leading ace of Jasta 6, Ltn. Hans Kirschstein.

His triplane was marked with alternating black and white stripes on the upper wing and rear of the fuselage. But, to give it his personal touch, the famous „LO" moniker was quickly added in red to the sides of the fuselage (3).



Fokker D.VII (OAW), 20xx/18, Jasta 4,
Beugneux-Cramoiselles, France, June 1918



Fokker D.VII (OAW), 20xx/18, Jasta 4,
"La Ferme Puisieux"/ Laon, France, August 1918



This plane enjoyed a short service life with Udet. The engine lost a cylinder in early June, and Udet replaced it with Fokker Dr I 586/17.

This triplane would also be flown for only a few short days, since the frontline career of the Fokker Dr I with Jagdgeschwader von Richthofen was almost over.

On 13. June 1918, as the last component unit of JG I, Jasta 4 converted to the new Fokker D VII, at last. The other three Jastas of the Geschwader had received the new type several weeks earlier, and now Jasta 4 got it, too.

One of these newly delivered Fokker D VIIs, which were actually licence-built by the Ostdeutsche Albatros Werke (O.A.W.) would soon be repainted into the iconic - but also somewhat mysterious - „Du doch nicht!!".(12)

And this particular plane would also only enjoy a short life at the front. On 29. June 1918, at 7:40 a.m., Udet attacked a French Breguet Br. 14 over Cutry. Thinking that he had disabled the observer with his first burst of machine gun fire, he decided to attack the plane from the side. But, the gunner decided to re-appear, opened fire and his bullets severed the control cables of Udet´s beautiful new plane. The D VII was falling out of the sky, and Erni barely managed to bail out and land just within the German lines.

He returned to Jasta 4 within a couple of hours, and was back in the cockpit of another Fokker D VII later that same day - so much for the much-lamented shortage of airplanes in Fliegertruppe!

While flying with Jasta 4, Udet would be credited with 39 out of his total of 62 victories. Though was officially commanding Jasta 4 up until the end of the war, he was actually only at the front for about 10 or 11 weeks during that period of five and a half months, making his record in terms of victories scored look even more impressive than it already is!

For Udet, and far all officers and flyers of the Imperial Army, the end of the war, the armistice conditions that it brought with it, and the general post war chaos in Germany meant shock and

(4) Wedding photo of Ernst Udet and Eleonor Zilk. It´s quite tough to recognize Udet´s face comparing this picture with war time photographs. Udet regretted their divorce in 1923 until the end of his life. The letter where he apologized to Lo for his behavior during their marriage is saved until today. (Foto via Jörn Leckscheid)

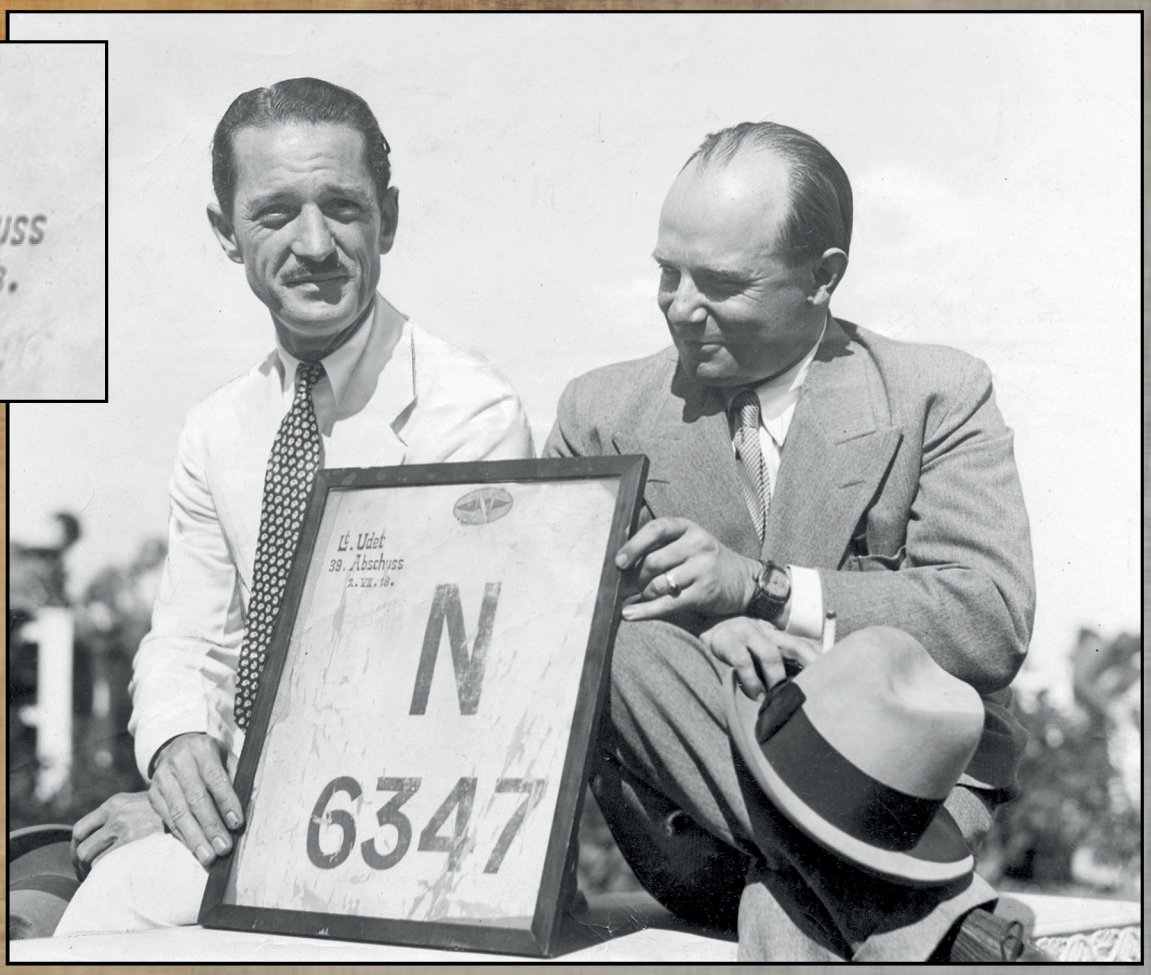
(5) An interesting picture taken in Munich-Oberwiesenfeld in 1920. You can see Lo standing in front of the Rumpler C.I, behind the plane is Erni leaning on the fuselage, next to him his father Adolf Udet. (Foto Berliner illustrierte Zeitung 45/1920 via Fotobanka ČTK)



(6) All together six movies were produced between 1925 and 1935 with Ernst Udet, in some of them he played together with famous movie star and latter movie director Leni Riefenstahl: 1. Die Liebe der Bajadere, 1925, directed by Géza von Bolváry. 2. Ein Mädel mit Temperament, 1928, directed by Victor Jansen. 3. Die weiße Hölle vom Piz Palü, 1929, directed by László Vajda. 4. Stürme über dem Mont Blanc, 1930, directed by Arnold Fanck. 5. S.O.S. Iceberg, 1933, directed by Tay Garnett. 6. Wunder des Fliegens: Der Film eines deutschen Fliegers, 1935, directed by Heinz Paul. Here is Ernst Udet with Leni Riefenstahl during the filming of the movie S.O.S.Iceberg in Greenland in 1933. (Foto Süddeutsche Zeitung Photo/Scherl via Fotobanka ČTK)

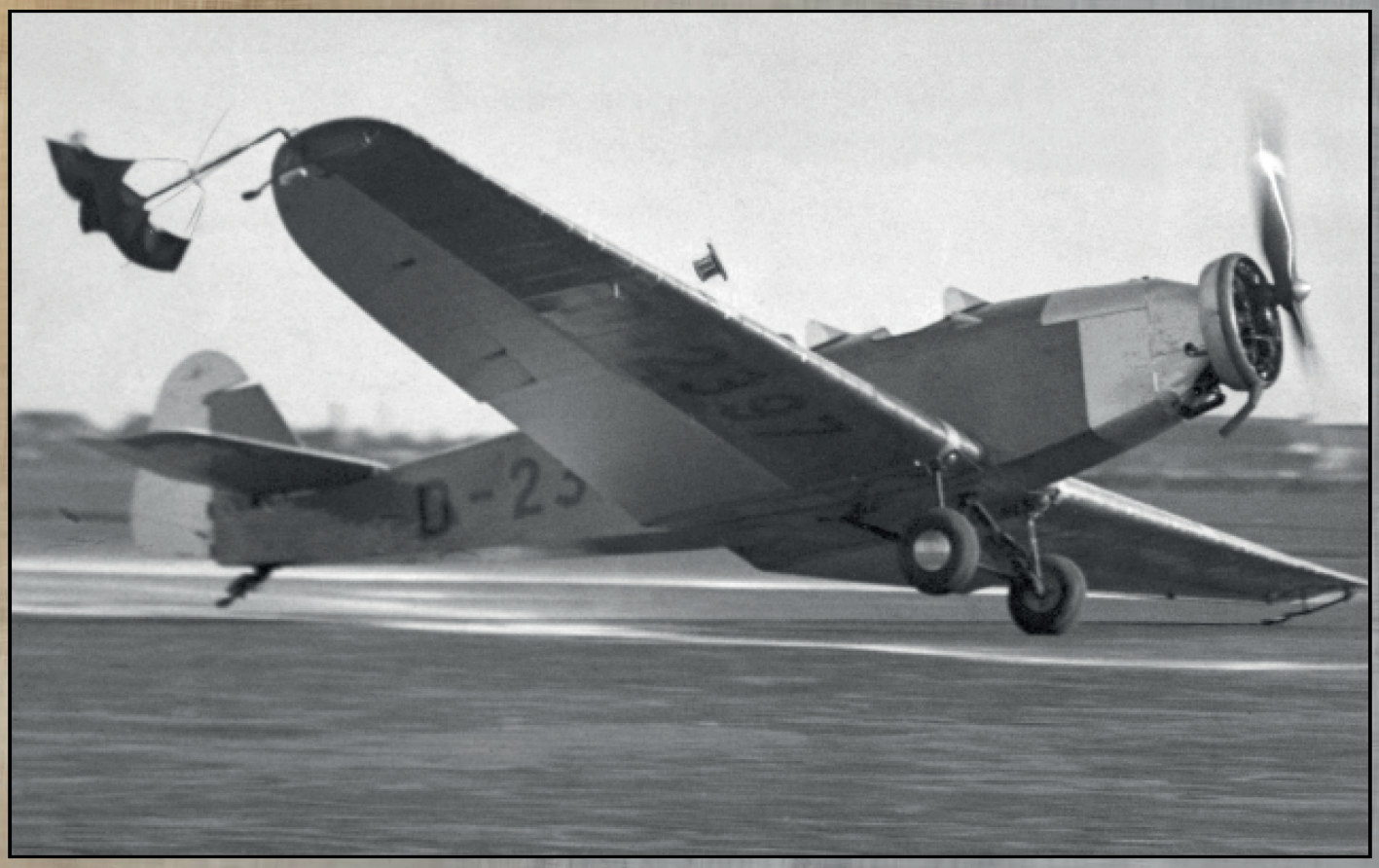






(13) Udet and Wannamaker were photographed during their meeting in the USA, when Udet gave Wanamaker a piece of canvas, cut off the Wannamaker´s crashed Nieuport 28 in June, 1918 See the inscription Lt.Udet, 39 Abschuss..., written by the same style of font like the Lo! initials on Udet´s Fokker D.VIIs. (Foto via Jörn Leckscheid)

(7) This is no landing! This is an air show by Ernst Udet! You can´t see such show today! See the silk hat over the cockpit. (Foto Berliner illustrierte Zeitung 17/1933 via Fotobanka ČTK)



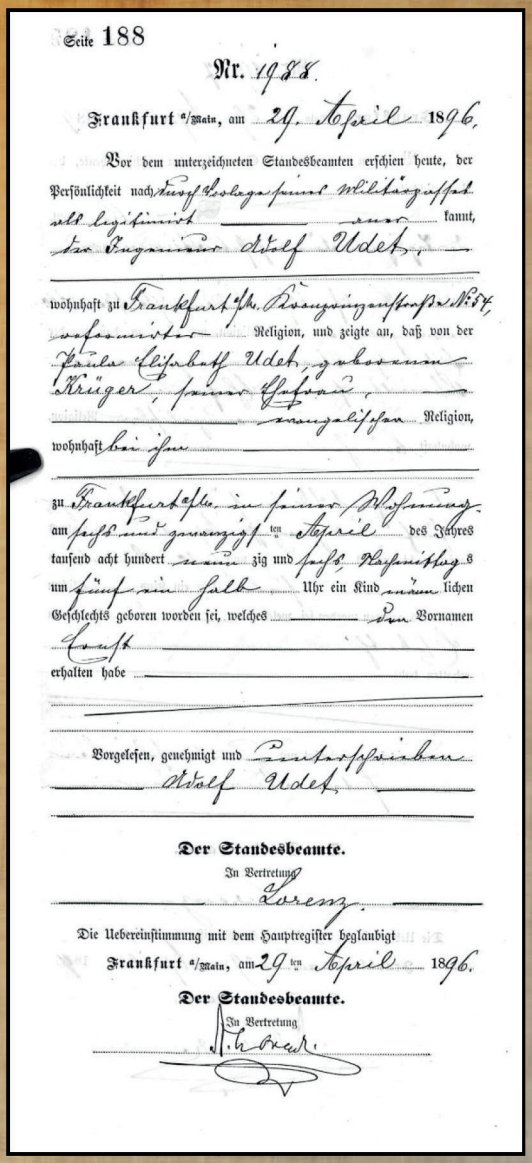
disillusion. But he quickly brushed himself off, and the twenties represented the height of his career, popularity and, without a doubt, the best years of his life. Immediately in December, 1918, he married his love Eleonor Zink, who's moniker ‚Lo' adorned the sides of his fighters in the majority of his aerial fights (4). He was sustained by his second, or, it could be argued, first and greatest, love, the love of flying. With his old war buddy, Robert von Greim, he demonstrated air combat at shows, and with his American partner, William Pohl, he founded the company Udet Flugzeugbau GmbH, which designed and built aircraft. As a flyer, he flourished. As a business and family man, he did not. He divorced Lo in 1923 (5), left his company two years later, and he focused on flying and building up his status as an aerial star. He made films (6), and he travelled. He wrote of his wartime and post war exploits, and gave magazine interviews. He visited North and South America and in the United States, he met an old adversary in Walter Wannamaker (13), whom he had shot down in June, 1918. Of course, he flew, and he partied. He became very well known for his aerial flying, most of which crossed the line beyond normal flying discipline. His stunts of picking up handkerchiefs from the landing strip with the wingtip of his plane are generally known to all aviation enthusiasts (7). He became well known for heavy partying and love affairs, and besides flying and beautiful women, he indulged in good food, alcohol, and, with the passage of time, drugs as well. The quantities of all gradually increased (8). After the rise of the Nazi party, his former commander, Hermann Goering, convinced him to join it, which he did on May 1st, 1933, and he began to focus on the development and evolution of a new Luftwaffe and a new Germany. For the Nazi propaganda machine, he was an amazing tool, a star of the highest order and a role model for German youth. His wartime autobiography, Mein Fliegerleben (‚Ace of the Black Cross' in English) was translated into many languages through many printings, and is still being published today. It only varies in the authors of the forward, and the version with a forward by Herman Goering is no longer available. For Udet, it was very important that he had unlimited access to aircraft at the highest level, and he was truly in the thick of things in that regard. Within the newly formed RLM, he served several functions, including in the rank of Major, until on February 1st, 1939, Goering named him Generalluftzeugmeister. He was gradually promoted



(8) A beautiful snapshot taken in Cleveland, Ohio, USA. Erni in cockpit of his Flamingo receives welcome kiss after his arrival to National Air races in Cleveland in 1931. (Foto Berliner illustrierte Zeitung 3/1931 via Fotobanka ČTK)

(9) Udet, already dressed in informal suit, is observing the wreck of Bf 109V-14 D-ISLU after his crash on the field by Steffisburg, during Alpen flight, July 26th, 1937. (Foto Hans-Heiri Stapfer via Jiří Rajlich)





Seite 188

Nr. 1988.

Frankfurt a/Main, am 29. April 1896.

Vor dem unterzeichneten Standesbeamten erschien heute, der Persönlichkeit nach Kaufmann Philipp Udet, Militärinspekteur a.D. legitimirt, und bekannt, der Ingenieur Adolf Udet,

wohnhaft zu Frankfurt a/M. Bornheimerlandstrasse No. 54, confessionslos Religion, und zeigte an, daß von der Frau Elisabeth Udet, geborene Krüger, seiner Ehefrau, katholischer Religion, wohnhaft bei ihm

zu Frankfurt a/M. in seiner Wohnung am fünf und zwanzigsten April des Jahres tausend acht hundert neun und neunzig und fünf Viertel Minuten um fünf ein halb Uhr ein Kind männlichen Geschlechts geboren worden sei, welches den Vornamen Ernst erhalten habe

Vorgelesen, genehmigt und unterschrieben Adolf Udet.

Der Standesbeamte.
In Vertretung
Lorenz.

Die Uebereinstimmung mit dem Hauptregister beglaubigt
Frankfurt a/Main, am 29ten April 1896.

Der Standesbeamte.
In Vertretung
Lorenz

all the way to Colonel General of the Luftwaffe (1940). He continued to fly, became a holder of the speed record for land based aircraft, demonstrated aerobatics at the 1936 Olympics in Berlin, and a year later, he led the German contingent at the 4th International Air Meet in Zurich. There, he was a member of the overall winning German side, but was also instrumental in the saving of the life of a Czechoslovak pilot, Captain Stanislav Engler, after missing an emergency landing in the Alps. All that, despite having crashed himself after engine failure suffered by his Bf 109V14 (D-ISLU), the total wreck from which he emerged unscratched! (9). These exploits indicate how, despite all the accolades and rank, he remained true to the concept of the gentleman, friend and colleague. But, even so, he increasingly suffered a dark side of mounting, debilitating depression, which he tried to counter through the parties, loose women and drinking. This depression became even stronger with the start of the Second World War, and culminated in the fall of 1941 through increasing criticisms of his role in the technical arm of the RLM. His eternal companion and adversary all-in-one might have been the actual reason for the inscription Du doch nicht!!, and not meant for Allied pilots, as is widely assumed. The amazing pilot, hero and showman took his own life on November 17th, 1941. The Nazi party attributed his death to an accident while testing a new weapon. Ernst Udet is buried at the Invalids' Cemetery in Berlin. The neighbouring grave is occupied by Werner Molders, a Second World War ace who perished in an air crash on his way to Udet's funeral (10).

References:

- Ernst Udet - Kreuz wider Kockarde, 1918
- Ernst Udet - Mein Fliegerleben, 1935
- Alex Imrie - The Fokker Triplane, ISBN 1-85409-118-2, Arms & Armour Press, 1992
- Armand van Ishoven - Ernst Udet - Biographie eines großen Fliegers, 1977, ISBN 3-88199-316-9
- Curych 1937, Marcel Kareš a Jiří Rajlich, Mladá Fronta, 2017
- Československá filmová databáze
- Fotobanka ČTK

Special thanks to Jan Bobek for his help with preparing this article and for his valuable consultations.

(1) 1 Ernst Udet´s birth certificate in register of Frankfurt am Main register office. (Hessisches Hauptstaatsarchiv Wiesbaden, Geburtenregister und Namensverzeichnisse)

(10) Udet´s funeral in Berlin. The honor guard at Udet's coffin was held by pilots awarded the Knight's Cross with the Oak Leaves or the Knight's Cross with the Oak Leaves and the Swords. To the right of the coffin (from the photographer's perspective) is headed by Kommodore JG 3 Obstlt. Günther Lützow, followed by Major Walter Storp, RLM officer and former commander of SKG 210. On the left of the coffin, the first is the commander of the honor guard Inspekteur der Jagdflieger Generalmajor and former Kommodore JG 26 Adolf Galland, then commander JG 2 Obstlt. Walter Oesau, behind him RLM officer and former commander of II./KG 77 Hptm. Dietrich Peltz, next in the line is probably Kommodore JG 53 Obstlt. Günther Freiherr von Maltzahn and guard of honor concludes commander II./JG 3 Hptm. Gordon Gollob. (Foto Berliner Volkszeitung, 21.11.1941 via Fotobanka ČTK. Text Jan Bobek).



eday 2020

26.9.2020



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LIMITED EDITION

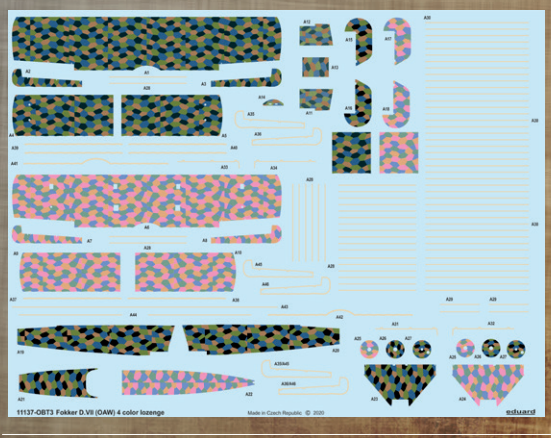
DU DOCH NICHT!!

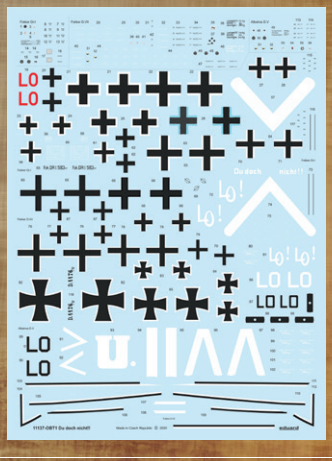


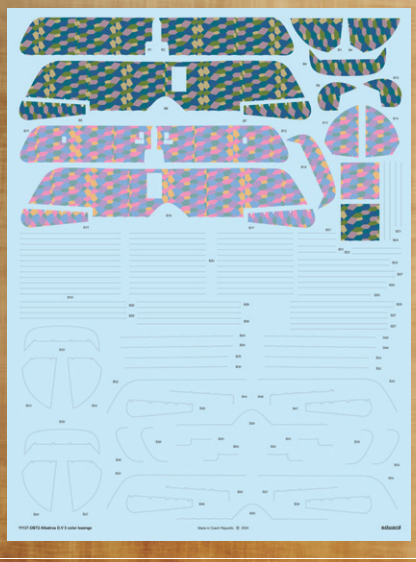
1/48, Cat. No. 11137

- Eduard plastic parts (Albatros D.V, Fokker Dr.I, Fokker D.VII)
- Photo-etched set
- Paiting mask
- 7 marking options
- Brassin: yes, pilot figure and the seat
  Extra: POUR LE MÉRITE pin

Product Page



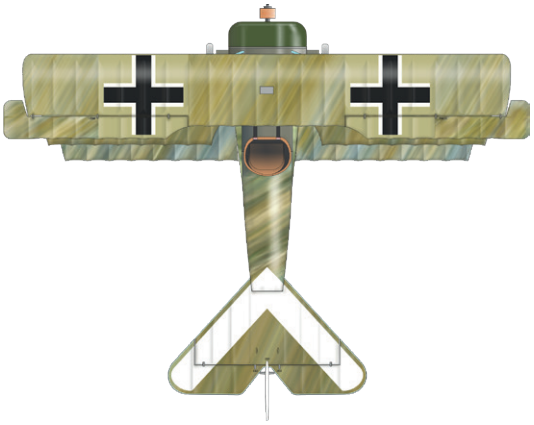


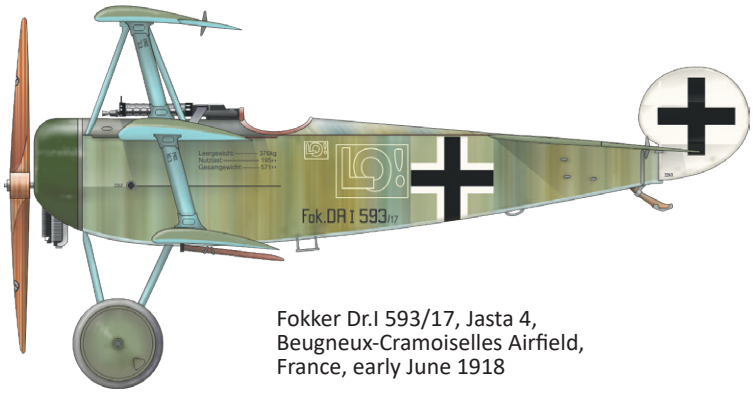




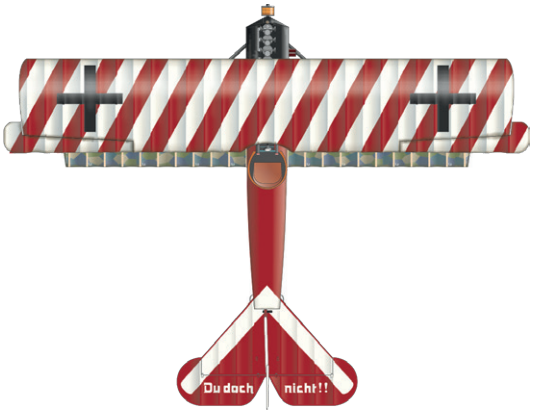


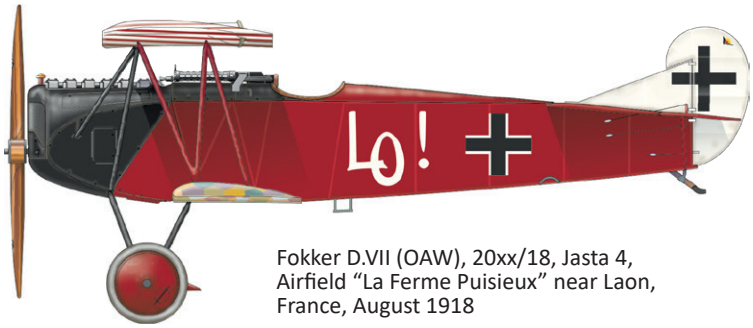
Fokker Dr.I, 586/17, Jasta 4,
Airfield “La Ferme Puisieux” near Laon,
France, late May 1918



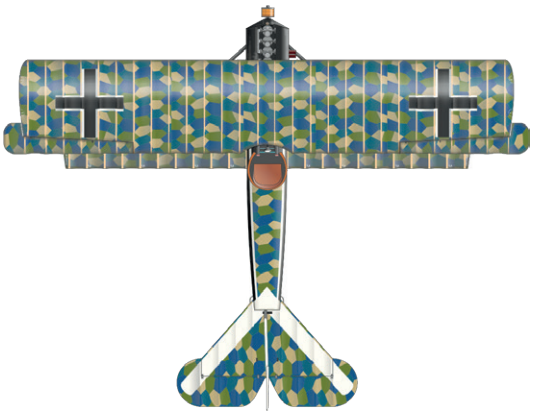


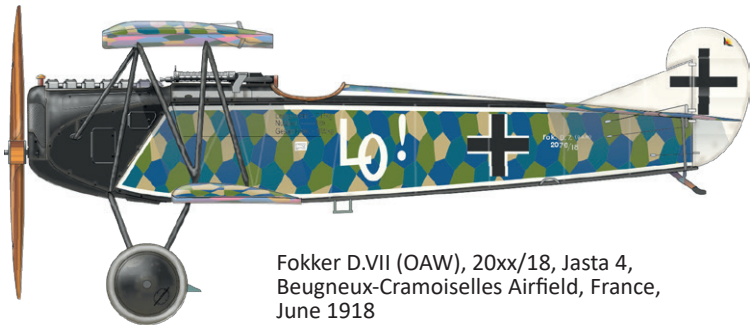
Fokker Dr.I 593/17, Jasta 4,
Beugneux-Cramoiselles Airfield,
France, early June 1918





Fokker D.VII (OAW), 20xx/18, Jasta 4,
Airfield “La Ferme Puisieux” near Laon,
France, August 1918





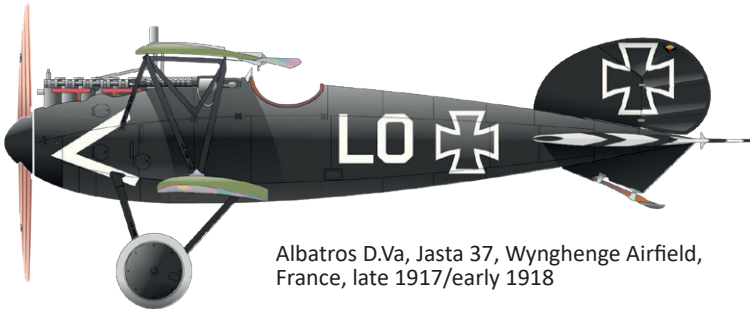
Fokker D.VII (OAW), 20xx/18, Jasta 4,
Beugneux-Cramoiselles Airfield, France,
June 1918





Albatros D.V Jasta 37, Wasquehal airfield, France, July 1917





Albatros D.Va, Jasta 37, Wynghenge Airfield, France, late 1917/early 1918



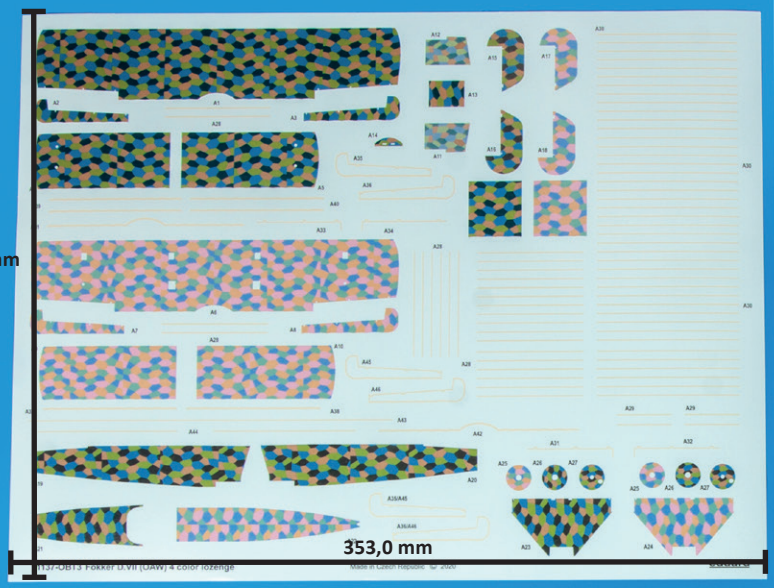


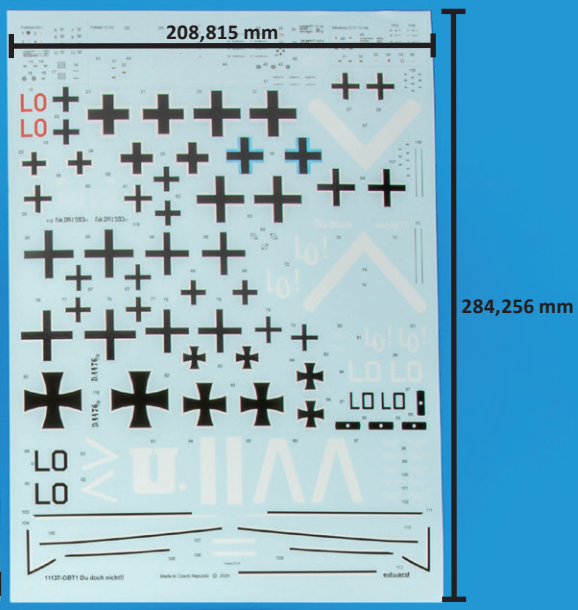
Albatros D.V, 4476/17, Jasta 37, Phalempin Airfield, France, September 1917

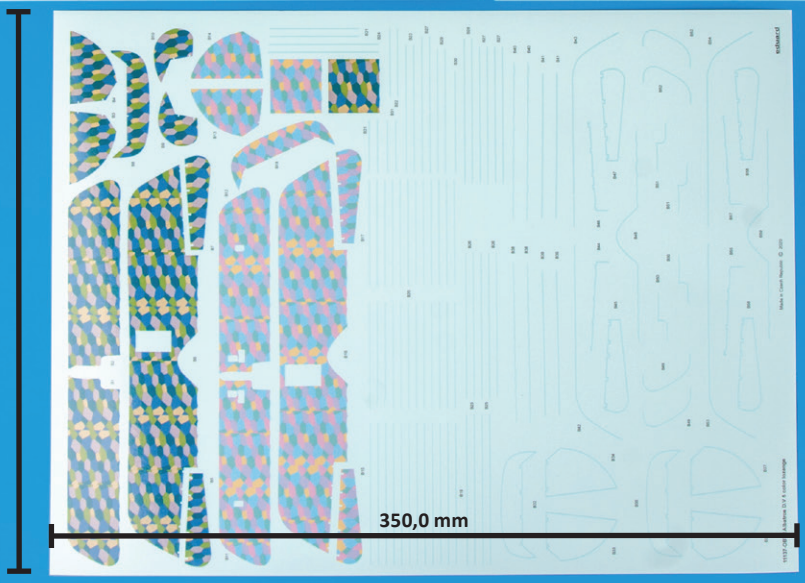


Brassin: pilot figure and the seat

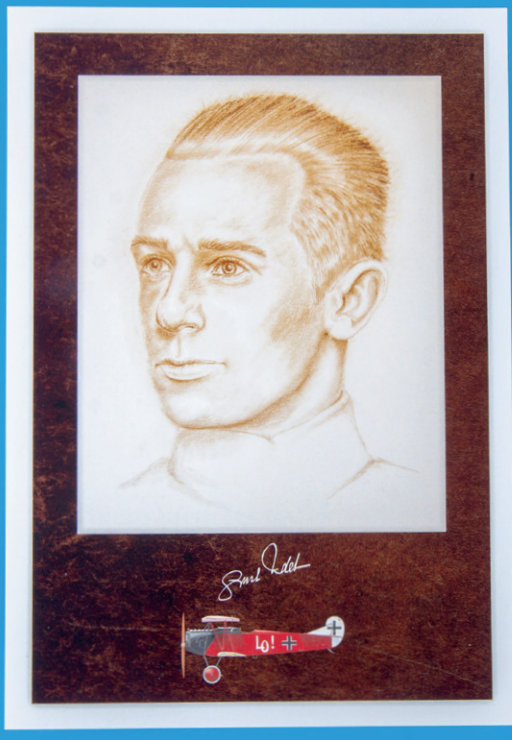








7 markings options



Portrait Ernst Udet A5

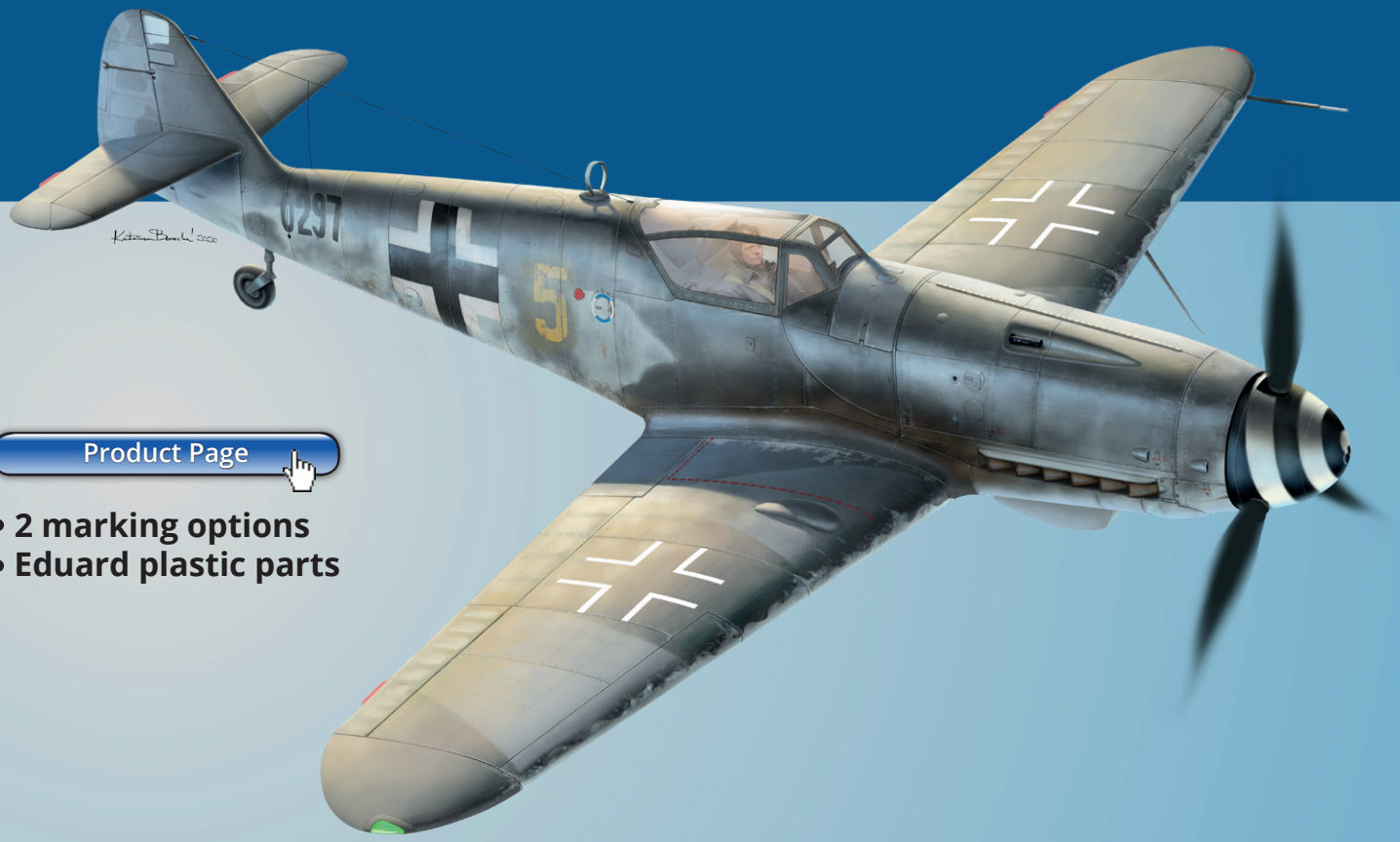
Pour le Mérite pin (1:1 21 x 21 mm)



WEEKEND edition

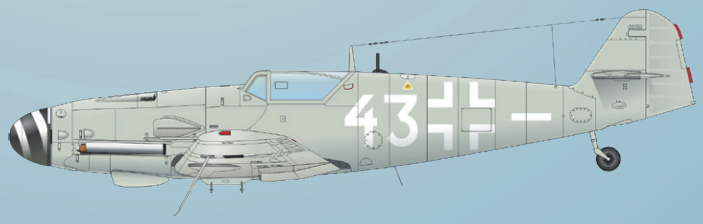
Bf 109G-10 Mtt. Regensburg

1/48, Cat. No. 84168

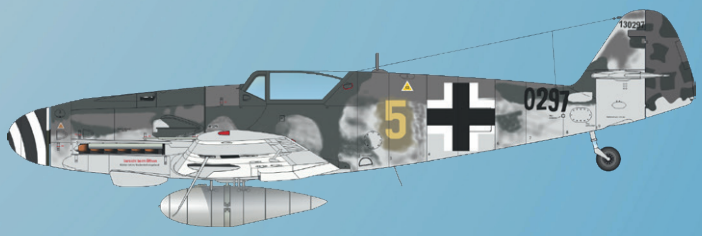


Product Page

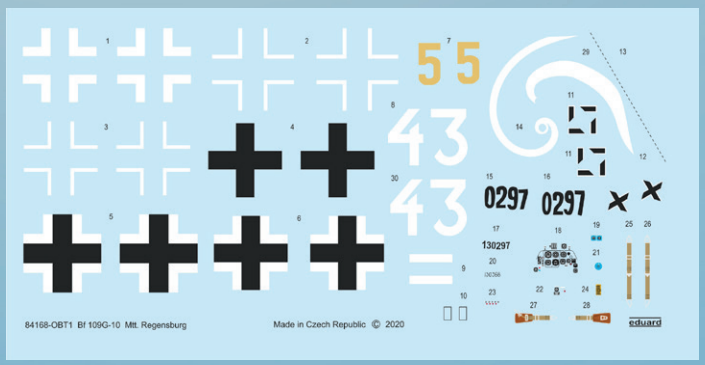
- 2 marking options
- Eduard plastic parts

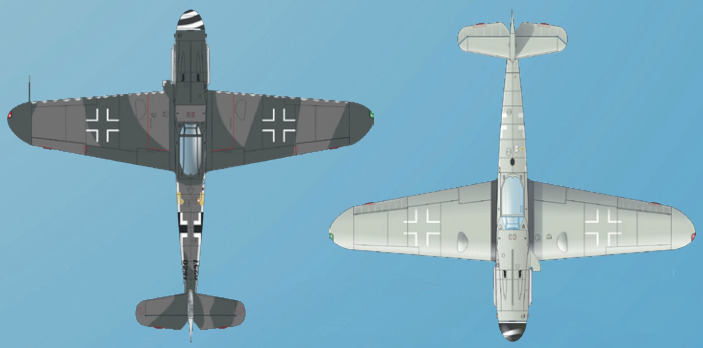


W. Nr. 130368, 5./ NJG 11, Fassberg, Germany 1945



W. Nr. 130297, Fw. Horst Petzschler, 10./ JG 51, Bulltofta, Sweden, May 1945





RECOMMENDED:

FE1078 Bf 109G-10 MTT Weekend (PE-Set)
48961 Bf 109G-10 MTT 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)
648158 Bf 109G-10 wheels 1/48 (Brassin)
648246 Bf 109 cannon pods Eduard 1/48 (Brassin)
648247 Bf 109G exhaust stacks Eduard 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)
648441 Bf 109G-10 engine 1/48 (Brassin)
EX608 Bf 109G-10 1/48 (Mask)
EX609 Bf 109G-10 TFace 1/48 (Maska)

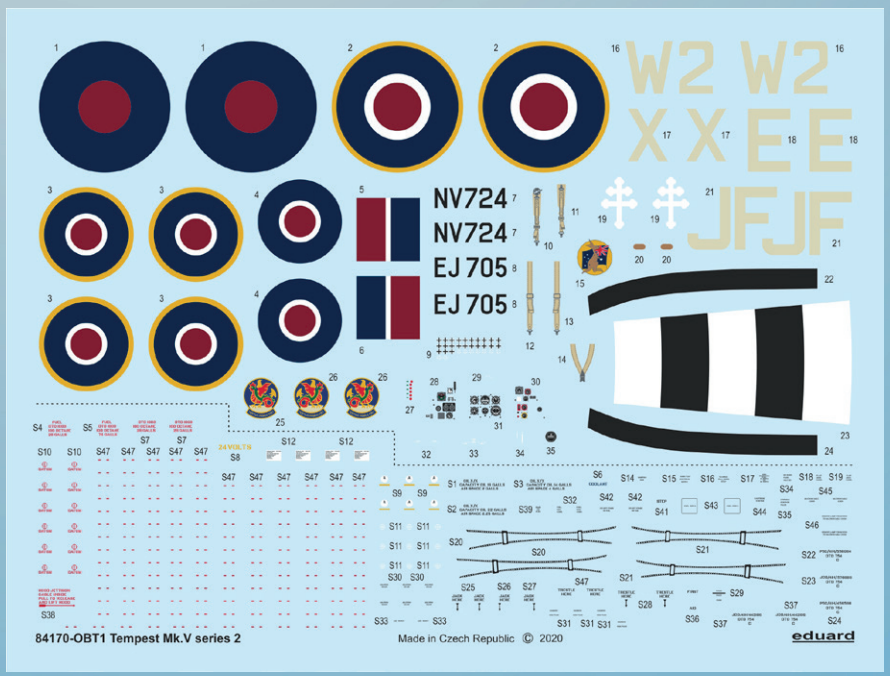
Tempest Mk.V series 2

1/48, Cat No. 84170



Product Page

- 2 marking options
- Eduard plastic parts





NV724 JF-E, F/Lt. Pierre Clostermann, No. 3 Sqn RAF, Kastrup, Denmark, July 1945



EJ705 W2-X, No. 80 Sqn RAF, 2nd TAF, Autumn, 1944

RECOMMENDED:

48976 Tempest Mk.V upgrade set 1/48 (PE-Set)
48977 Tempest Mk.V landing flaps 1/48 (PE-Set)
FE943 Tempest Mk.V seatbelts STEEL 1/48 (PE-Set)
644006 Tempest Mk.V LööK 1/48 (Brassin)
648416 Tempest Mk.V cockpit 1/48 (Brassin)
648417 Tempest Mk.V engine 1/48 (Brassin)
648418 Tempest Mk.V exhaust stacks 1/48 (Brassin)
648419 Tempest Mk.V gun bays 1/48 (Brassin)
648420 Tempest Mk.V wheels early 1/48 (Brassin)
648421 Tempest Mk.V wheels late 1/48 (Brassin)
648446 Tempest Mk.V undercarriage legs BRONZE 1/48 (Brassin)
648450 RP-3 60lb rockets for Tempest Mk.V 1/48 (Brassin)
648499 Tempest Mk.V intake ring 1/48 (Brassin)
648500 Tempest Mk.V dust filter w/ eyelid 1/48 (Brassin)
EX628 Tempest Mk.V TFace 1/48 (Mask)
FE1079 Tempest Mk. V series 2 Weekend (PE-Set)

MiG-21PF

1/72

ProfiPACK edition

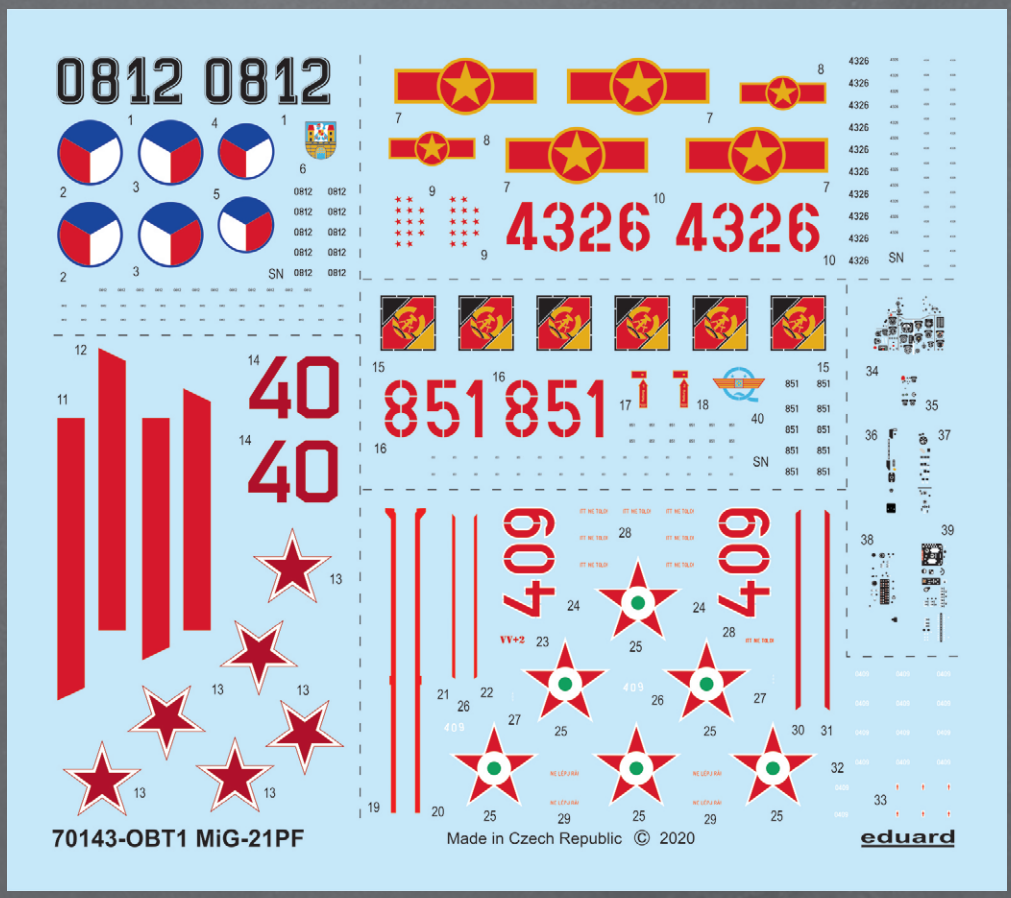


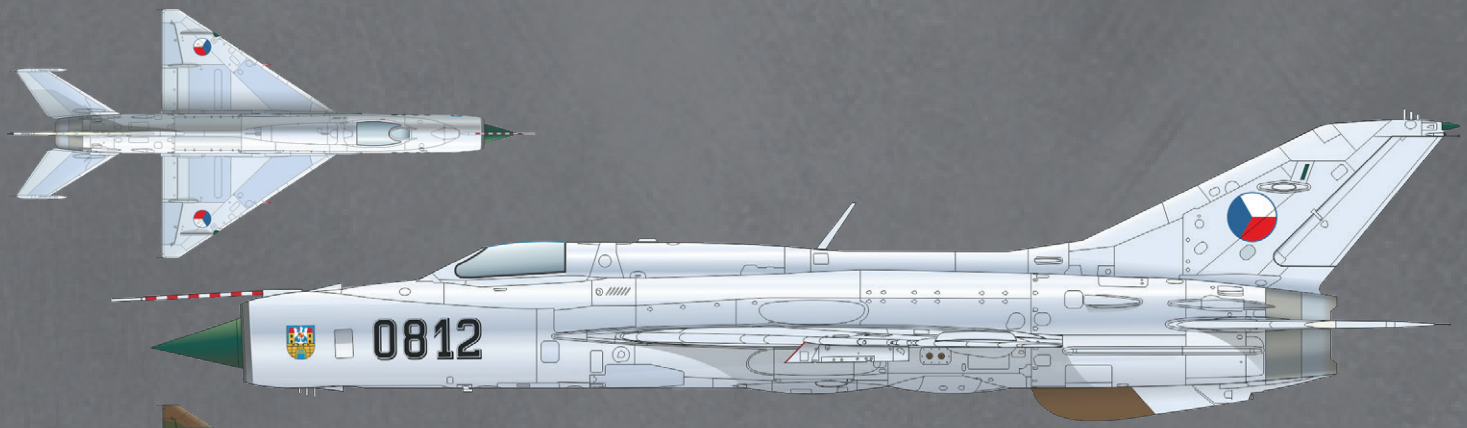
1/72, Cat. No. 70143

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

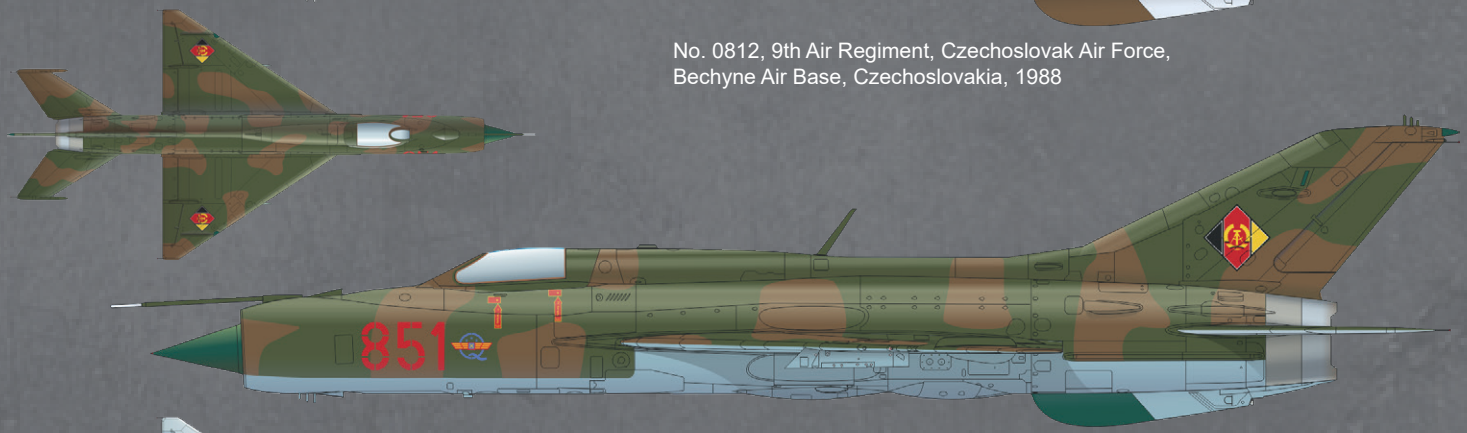
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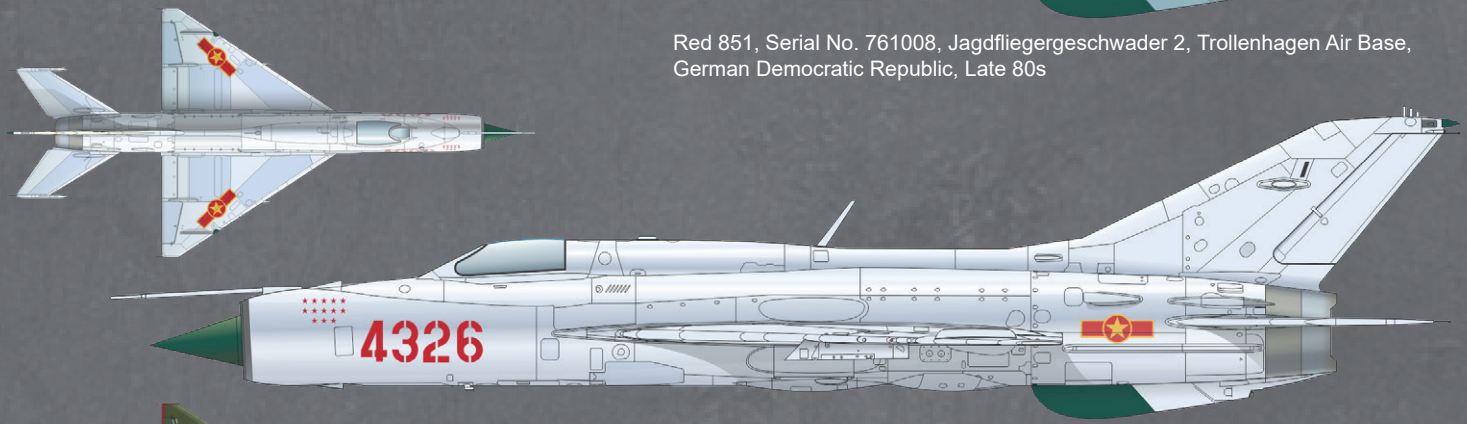




No. 0812, 9th Air Regiment, Czechoslovak Air Force,
Bechyne Air Base, Czechoslovakia, 1988



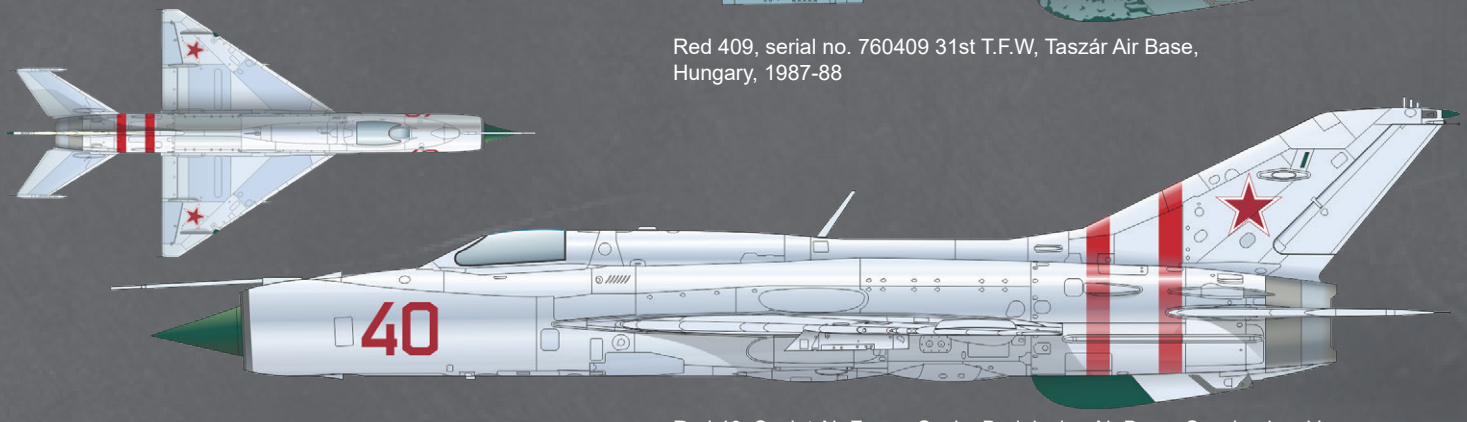
Red 851, Serial No. 761008, Jagdfliegergeschwader 2, Trollenhagen Air Base,
German Democratic Republic, Late 80s



Red 4326, 921st Fighter Regiment, North Vietnam,
Late 60s / Early 70s



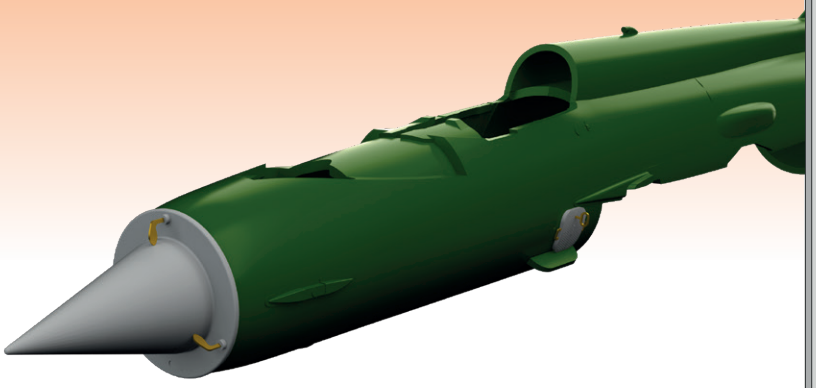
Red 409, serial no. 760409 31st T.F.W, Taszár Air Base,
Hungary, 1987-88



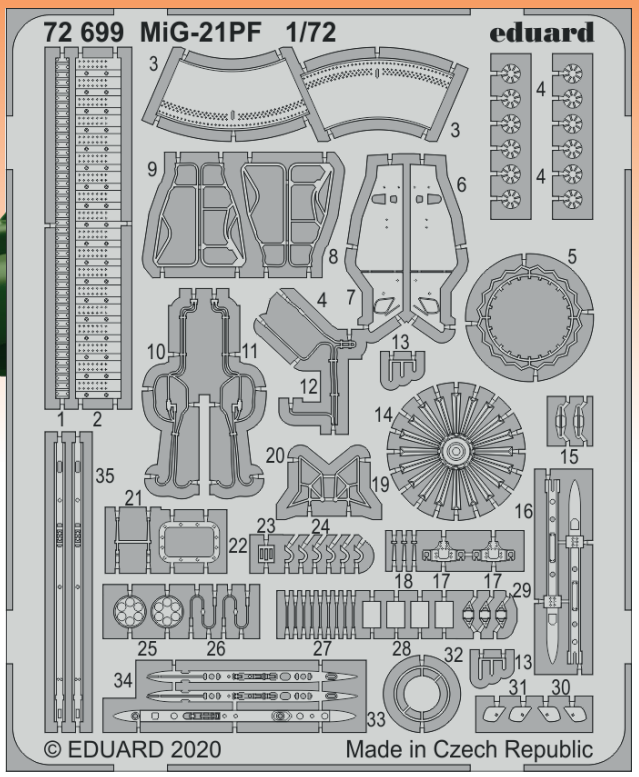
Red 40, Soviet Air Force, Ceske Budejovice Air Base, Czechoslovakia,
late August, 1988

Recommended for MiG-21PF:

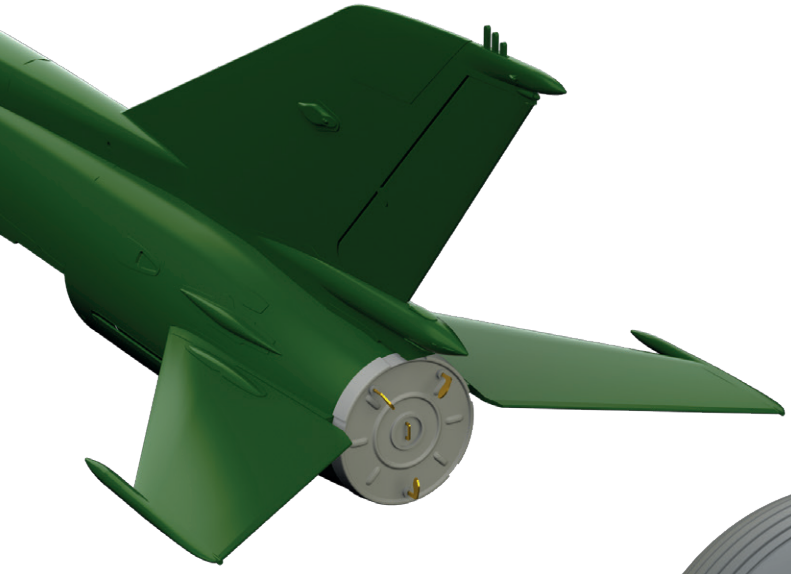
72699 MiG-21PF 1/72 (PE-Set)
672218 MiG-21 F.O.D 1/72 (Brassin)
672236 MiG-21PF wheels 1/72 Eduard (Brassin)
672235 MiG-21PF cockpit 1/72 Eduard (05/2020 release)
672239 MiG-21PF ejection seat 1/72 Eduard (05/2020 release)



Cat. No. 672218



Cat. No.72699





Cat. No. 672236



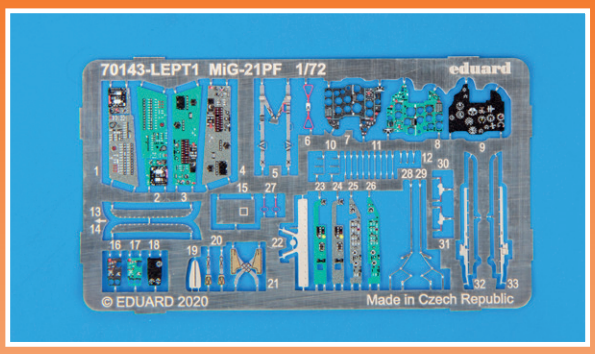


OVERTREES

MIG-21PF

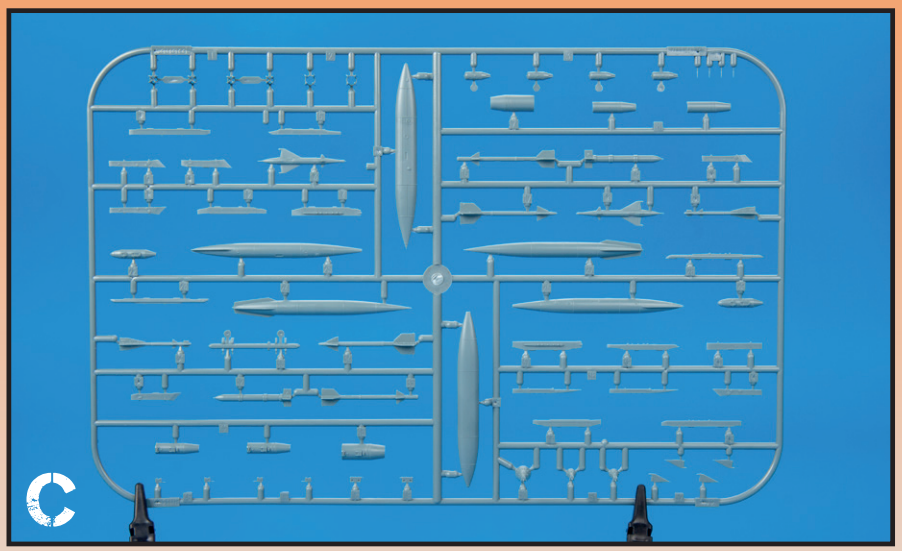
CAT. NO. 70143X

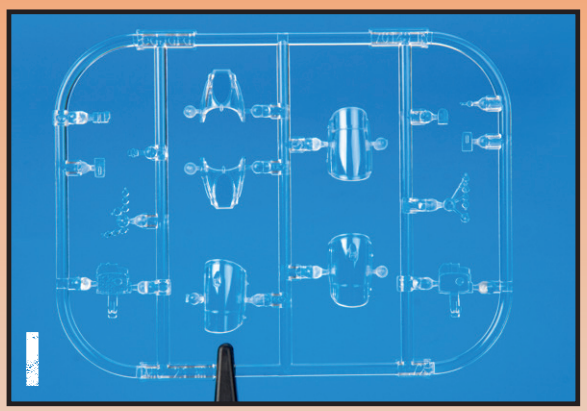
Product Page

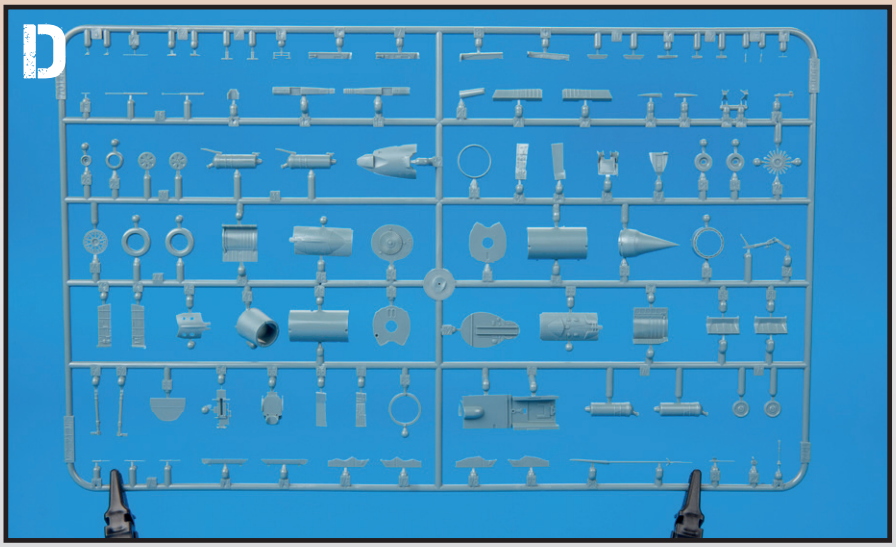


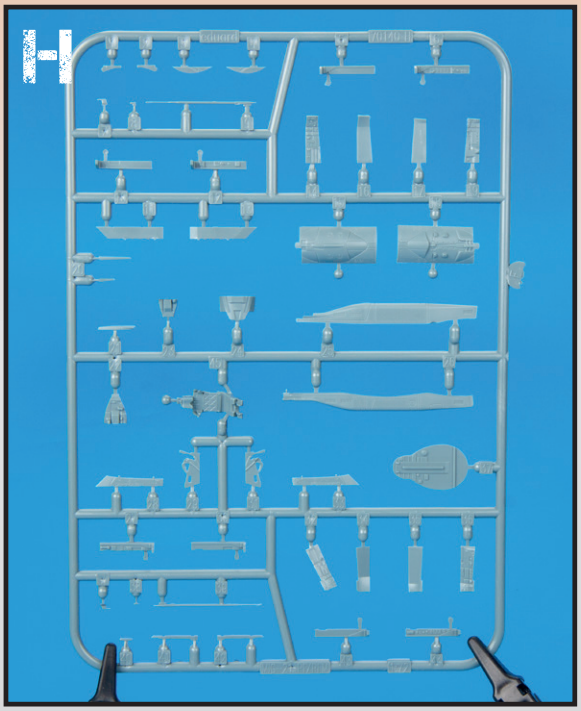
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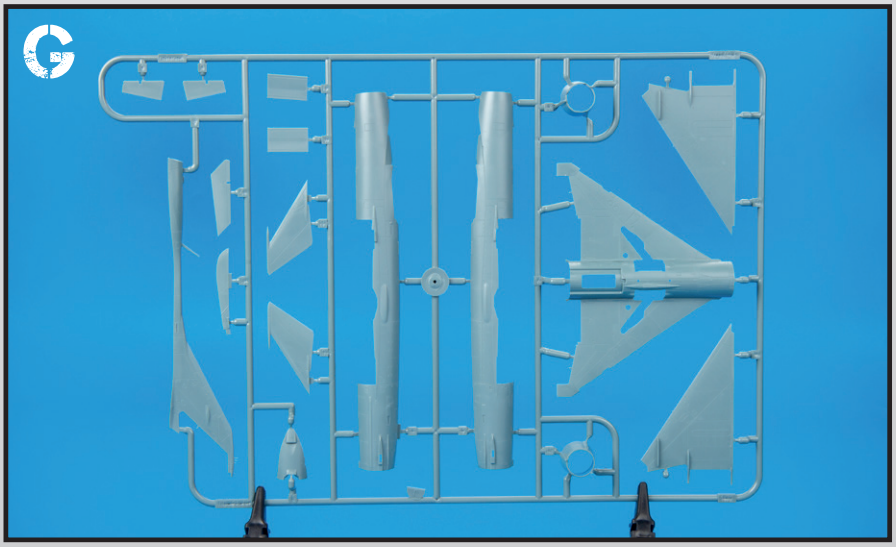
Product Page













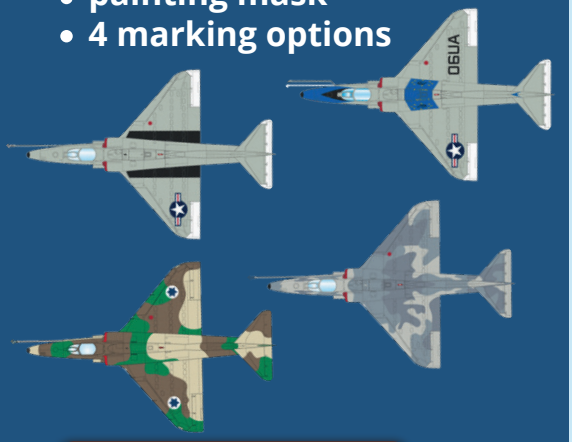
A-4E

SUPER44

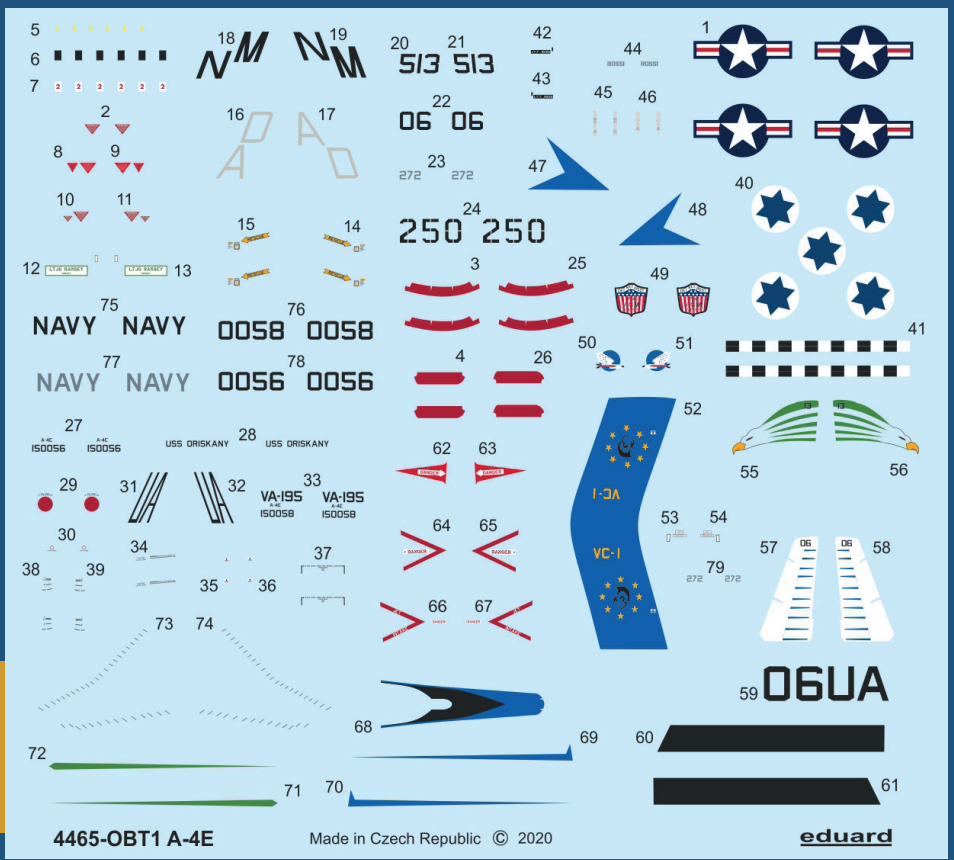


1/144, Cat. No. 4465

- plastic parts Eduard
- painting mask
- 4 marking options

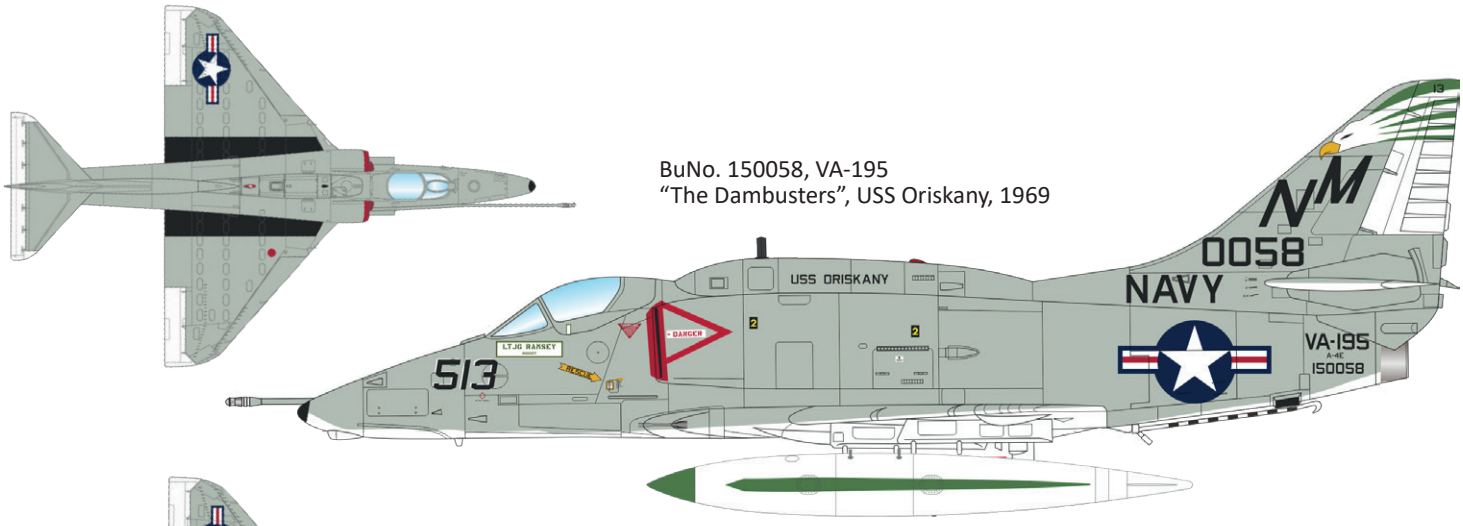


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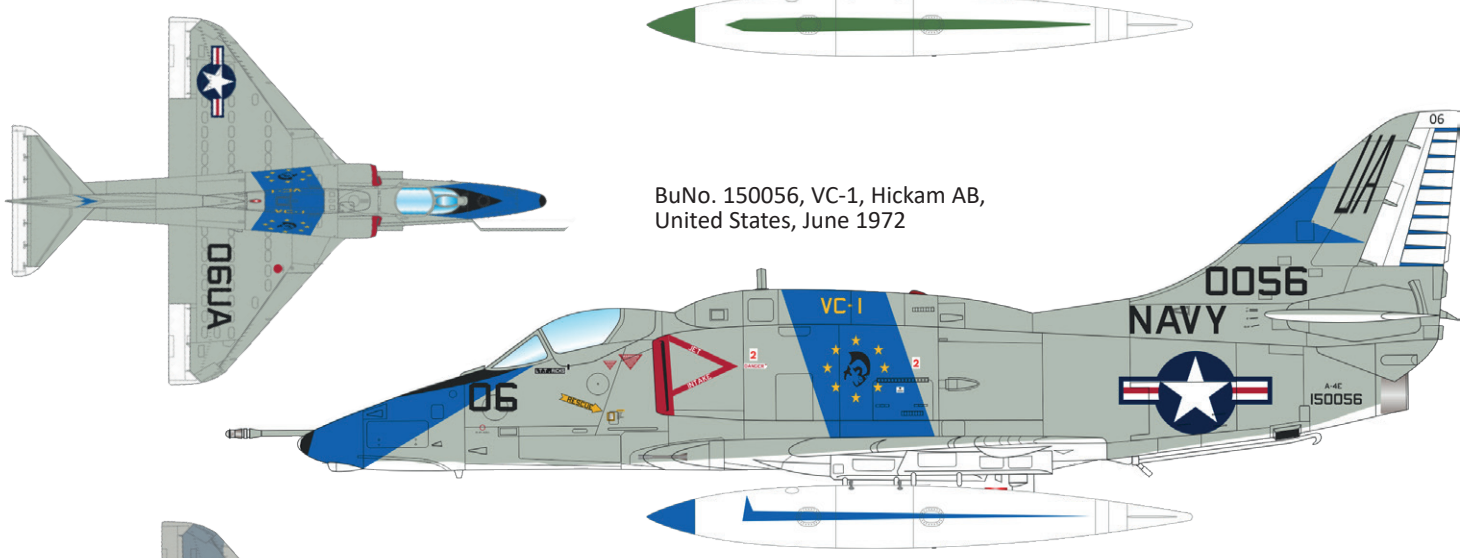


RECOMMENDED:

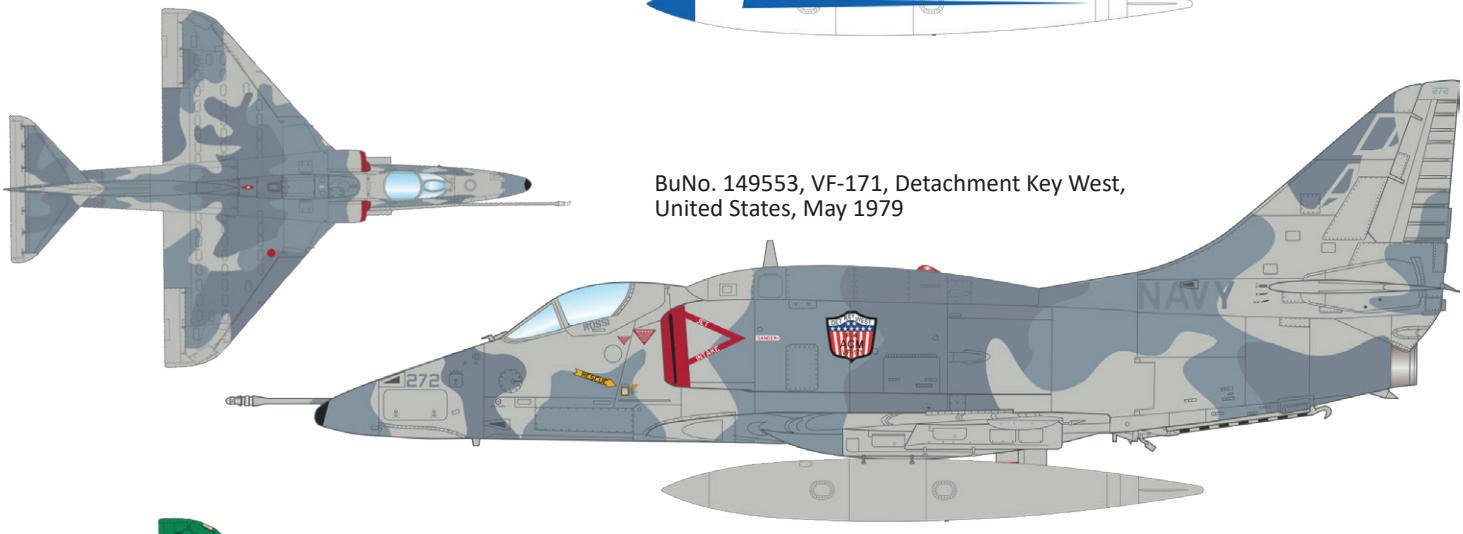
144013 A-4E 1/144 (PE-SET)



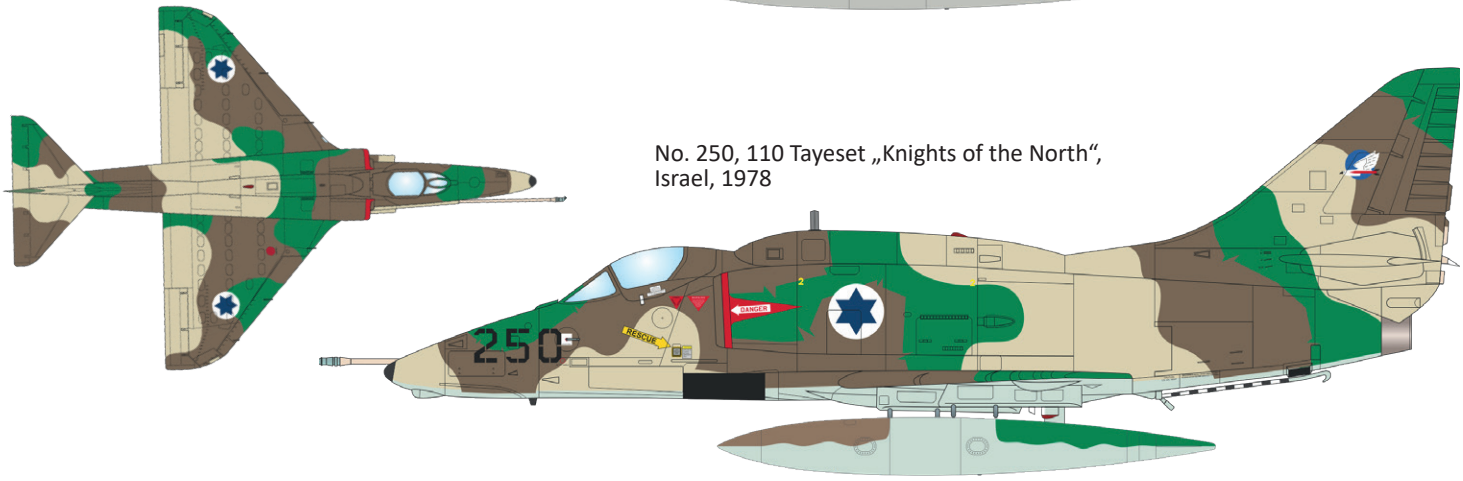
BuNo. 150058, VA-195
"The Dambusters", USS Oriskany, 1969



BuNo. 150056, VC-1, Hickam AB,
United States, June 1972



BuNo. 149553, VF-171, Detachment Key West,
United States, May 1979



No. 250, 110 Tayeset „Knights of the North",
Israel, 1978

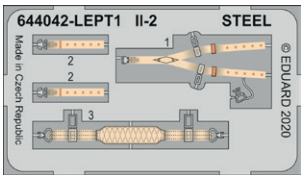
644042
Il-2 LööK LööK
1/48 Tamiya

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for Il-2 in 1/48 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Tamiya

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

Product Page





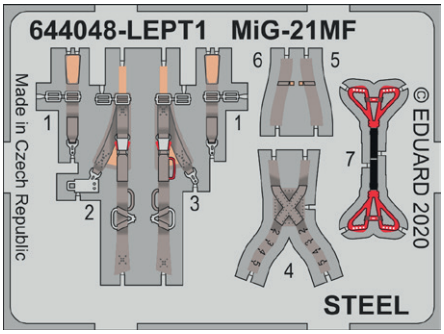


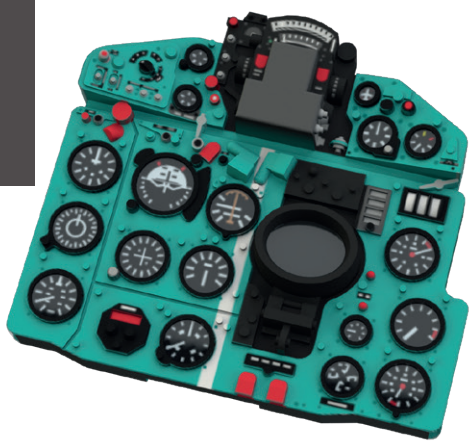
644048
MiG-21MF LööK
1/48 Eduard

LööK set - Brassin pre-painted dashboard and STEEL seatbelts for MiG-21MF in 1/48 scale. Easy to assemble, replaces plastic parts.
Recommended kit: Eduard

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

Product Page









632147
AIM-54A Phoenix
1/32



Brassin set - the AIM-54A Phoenix air-to-air missiles in 1/32 scale for F-14 aircraft. The set consists of 4 missiles.

Set contains:
- resin: 8 parts,
- decals: yes,
- photo-etched details: no,
- painting mask: no.

Product Page

632149
B-24 wheels (9spoke front wheel)
1/32 Hobby Boss





Brassin set - the undercarriage wheels for B-24 in 1/32 scale. The set consists of main wheels and a nose wheel. Easy to assemble, replaces plastic parts.
Recommended kit: Hobby Boss

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

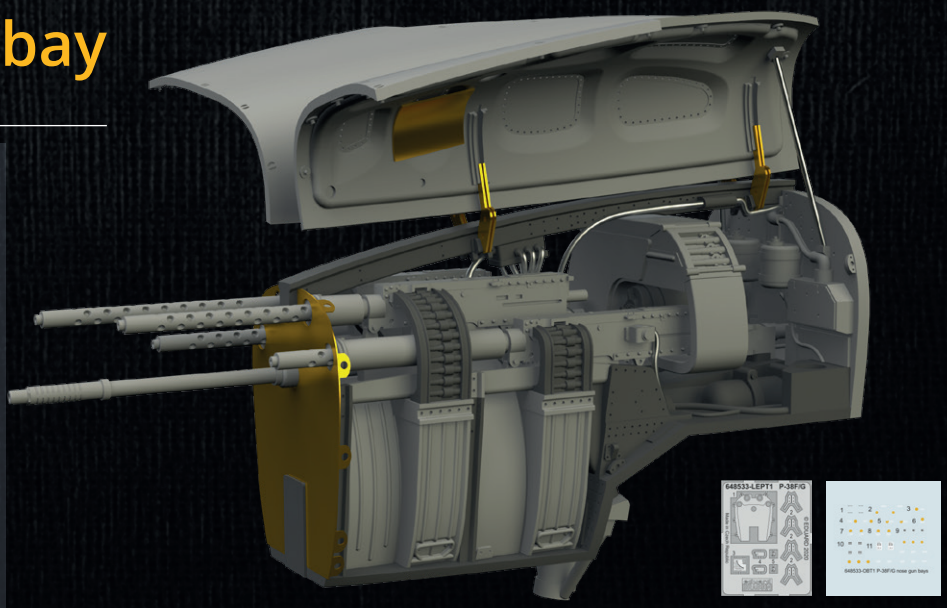
Product Page

648533
P-38F/G nose gun bay
1/48 Tamiya

Brassin set - the nose guns installation for P-38F/G in 1/48 scale.
Recommended kit: Tamiya

Set contains:
- resin: 29 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page



648538
B-17G engines
1/48 HKM



Brassin set - the engines for B-17G in 1/48 scale.
Recommended kit: HKM

Set contains:
- resin: 92 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page

648543
He 111 wheels late
1/48 ICM

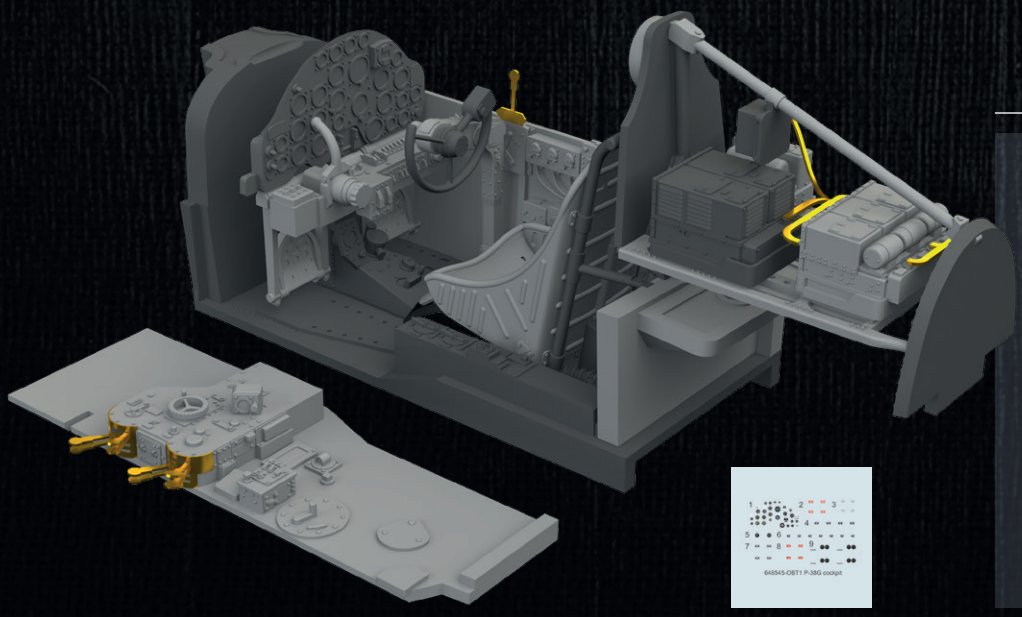


Brassin set - the undercarriage wheels for He 111 in 1/48 scale. The set consists of main wheels and a tailwheel. Easy to assemble, replaces plastic parts. Recommended kit: ICM

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

Product Page

648545
P-38G cockpit
1/48 Tamiya

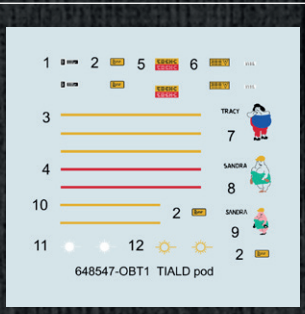


Brassin set - the cockpit for P-38G in 1/48 scale.
Recommended kit: Tamiya

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

Product Page

648547
TIALD pod
1/48

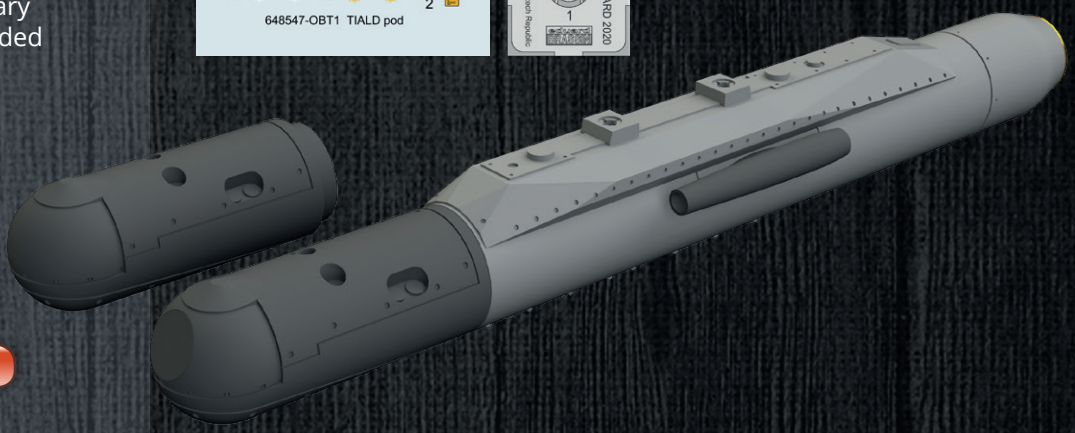




Brassin set - the British primary laser designator for laser-guided bombs in 1/48 scale.
Flown on Tornado GR.1/4.

Set contains:
- resin: 4 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page





648550
CPU-123 Paveway II
1/48

Brassin set - the GPS/laser guided weapon CPU-123 Paveway II in 1/48 scale. The set consists of 2 bombs. Recommended for British Tornado GR.1/4 a/c.

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

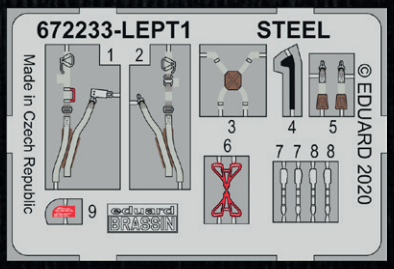
Product Page

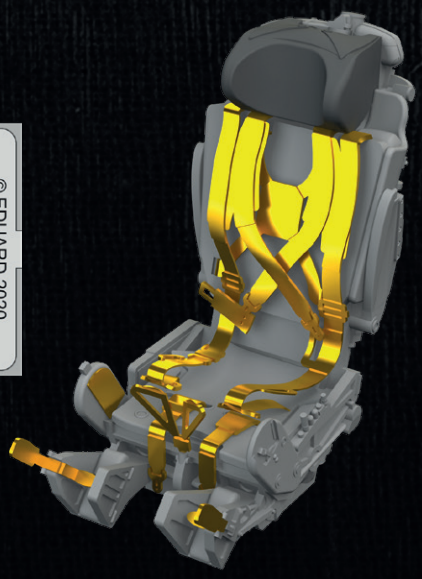
672233
MiG-21PFM ejection seat
1/72 Eduard

Brassin set - the ejection seat for MiG-21PFM in 1/72 scale. Easy to assemble, replaces pastic parts.
Recommended kit: Eduard

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

Product Page



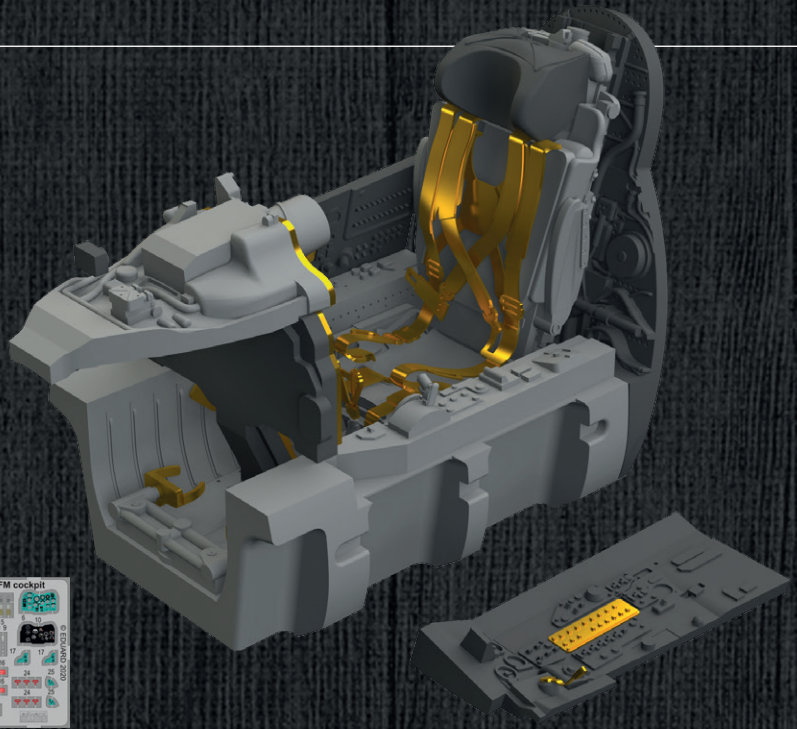


672234
MiG-21PFM cockpit
1/72 Eduard

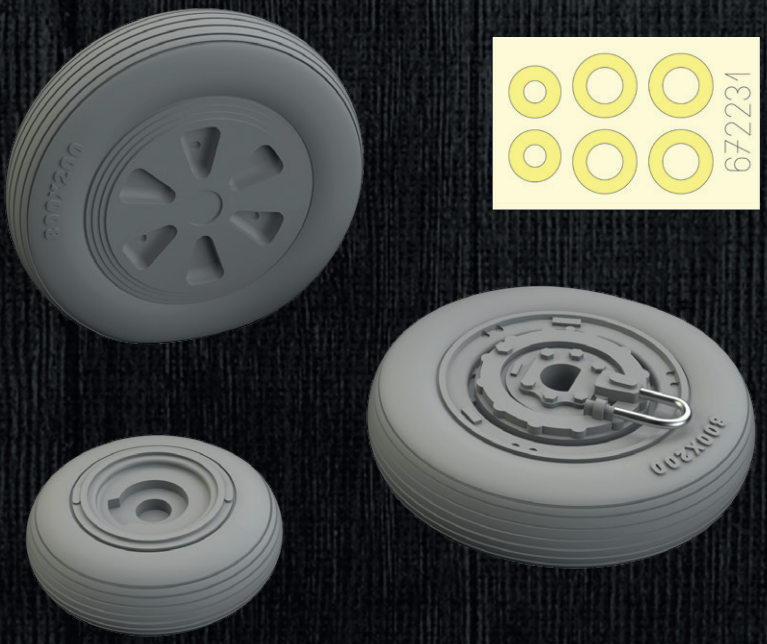
Brassin set - the cockpit for MiG-21PFM in 1/72 scale.
Recommended kit: Eduard

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

Product Page







672236
MiG-21PF wheels
1/72 Eduard

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

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

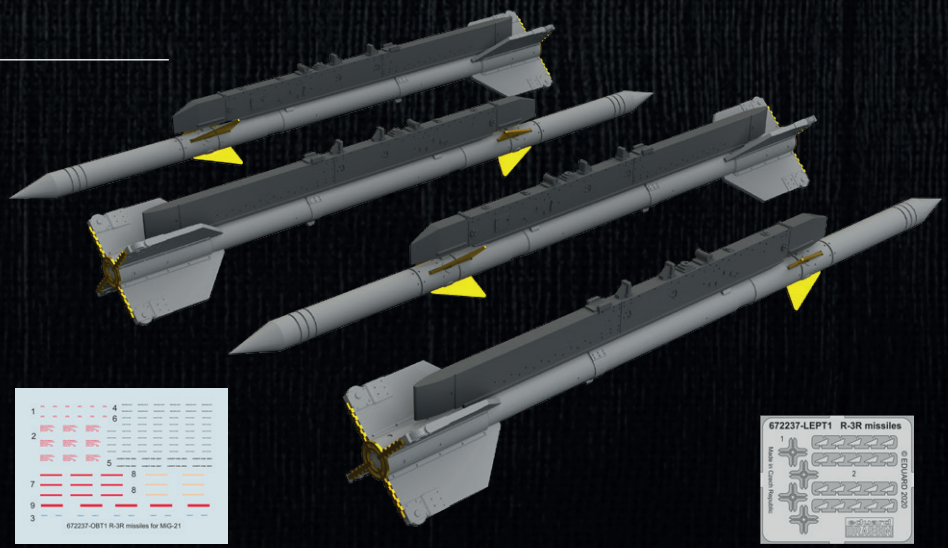
Product Page

672237
R-3R missiles for MiG-21
1/72 Eduard

Brassin set - the R-3R missiles in 1/72 scale. The set consists of 4 missiles.
Recommended kit: Eduard

Set contains:
- resin: 32 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

Product Page



644043
P-38F LöökKplus
1/48 Tamiya

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

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

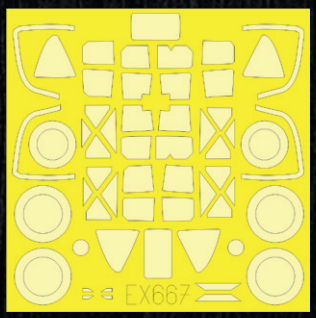
Product Page

Löökt

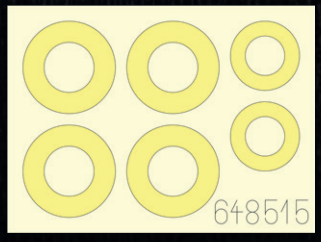
NEW PRODUCT LINE

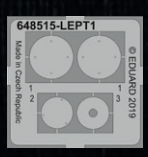












644044

P-38G LöökPlus

1/48 Tamiya

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

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

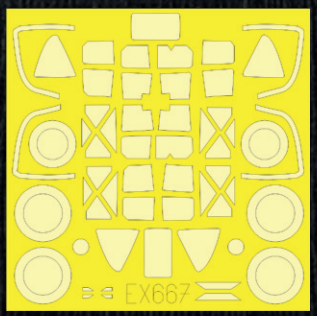
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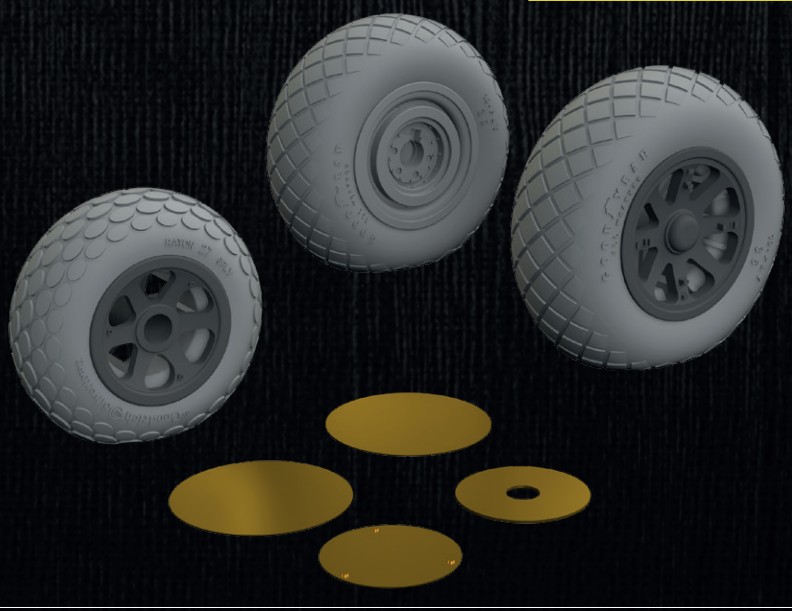
Löök

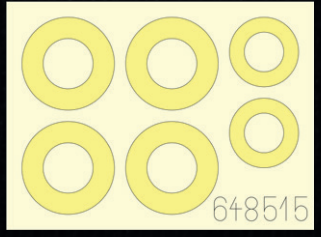
NEW PRODUCT LINE

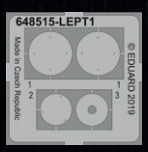








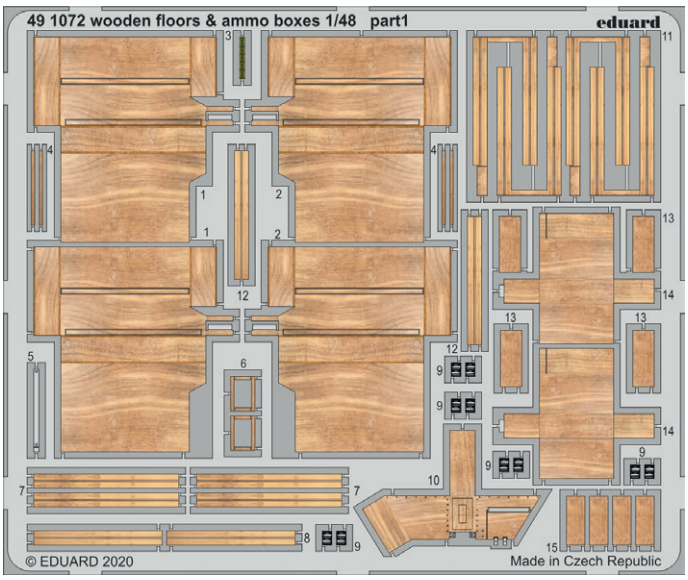




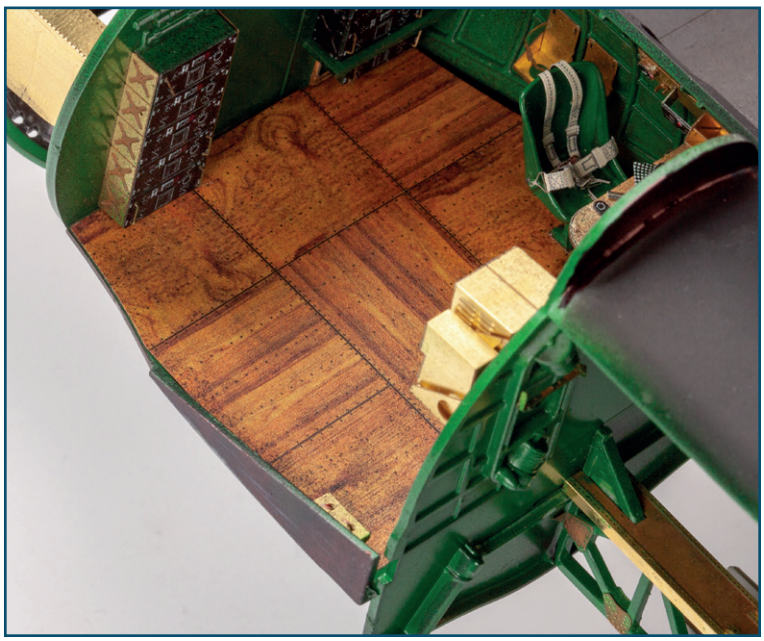
LIFE LIKE WOOD STYLE

PREPAINTED WOODEN TEXTURE

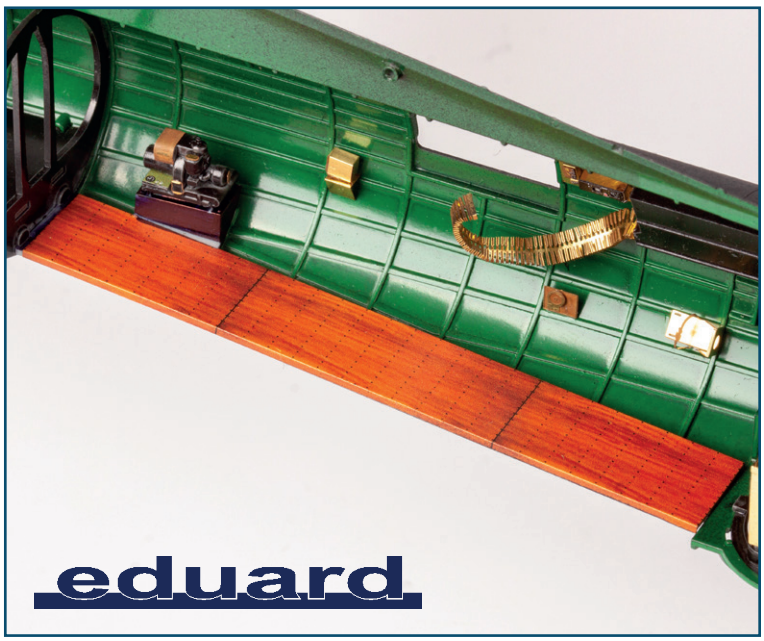


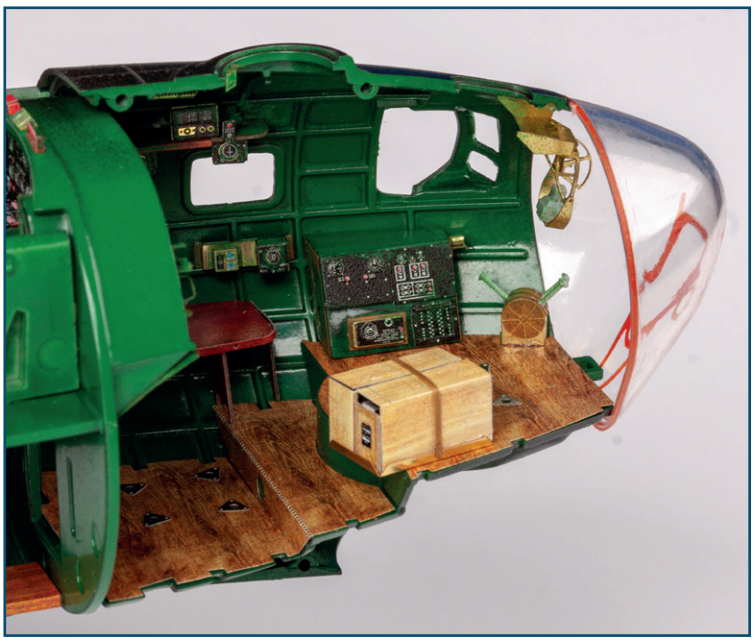


491072 B-17G wooden floors & ammo boxes 1/48 HKM









USS CV-10 Yorktown island 1/350 Trumpeter

USS CV-10 Yorktown island 1/350 Trumpeter (53252)



9A37M2 BUK-M2
1/35 PANDA

9A37M2 BUK-M2 1/35 Panda (36436)



F-15I 1/72 GWH

F-15I 1/72 GWH (73705)
F-15I 1/72 GWH (SS705) (Zoom)
F-15I 1/72 GWH (CX565) (Mask)

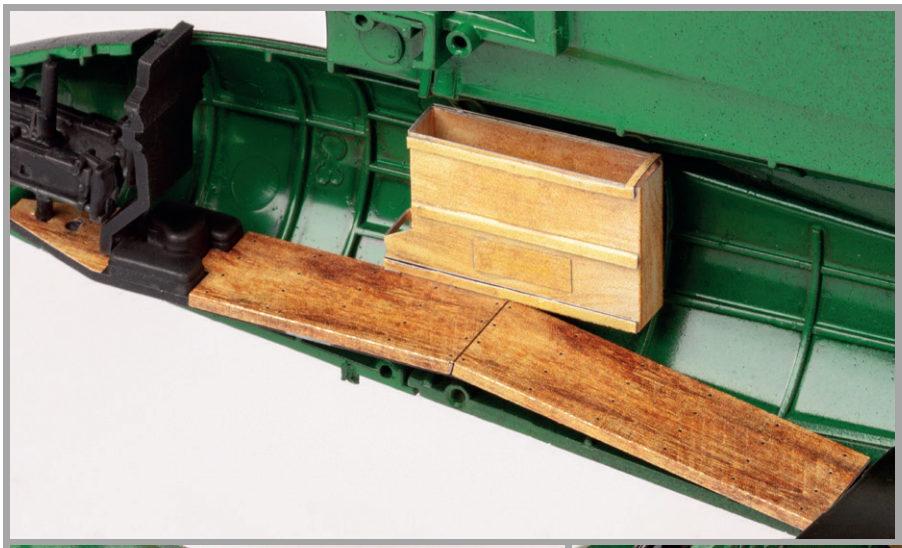




B-17G ammo feed chutes 1/48 HKM (491070)
B-17G wooden floors and ammo boxes 1/48 HKM (491070)

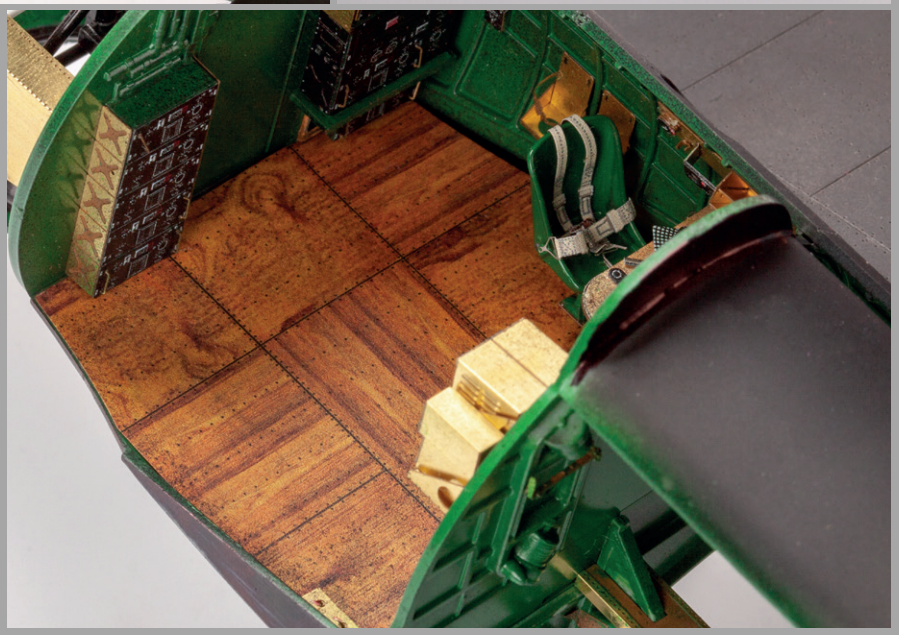
B-17G 1/48 HKM

WOODEN FLOORS AND AMMO BOXES

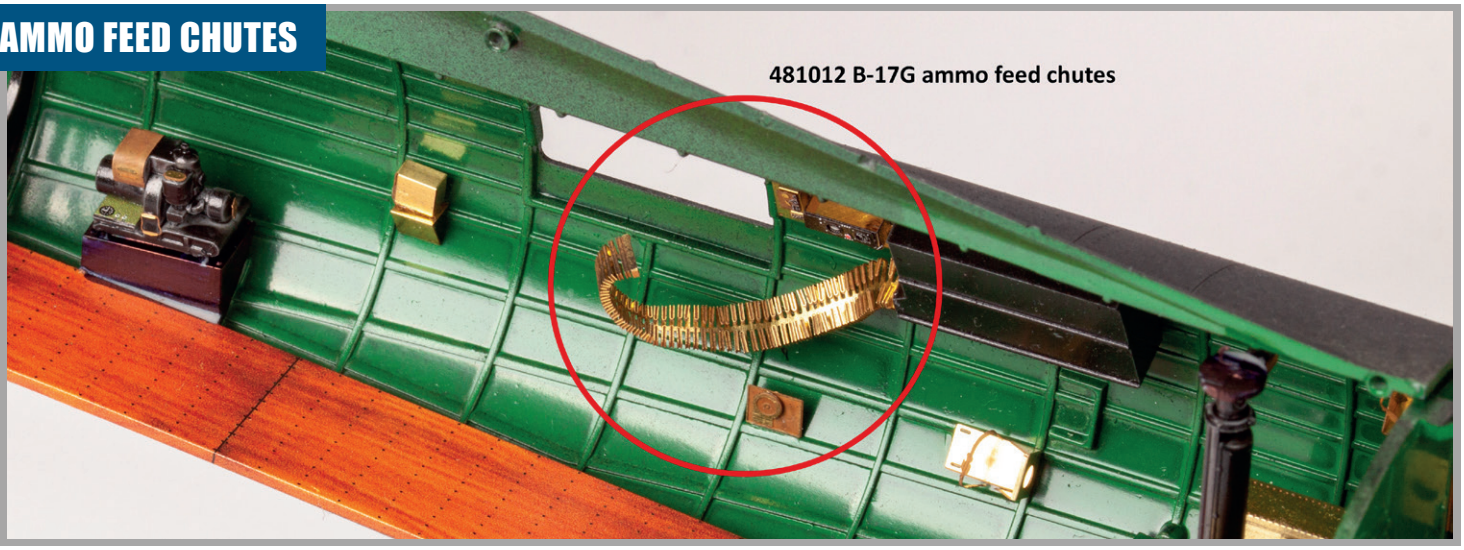








AMMO FEED CHUTES

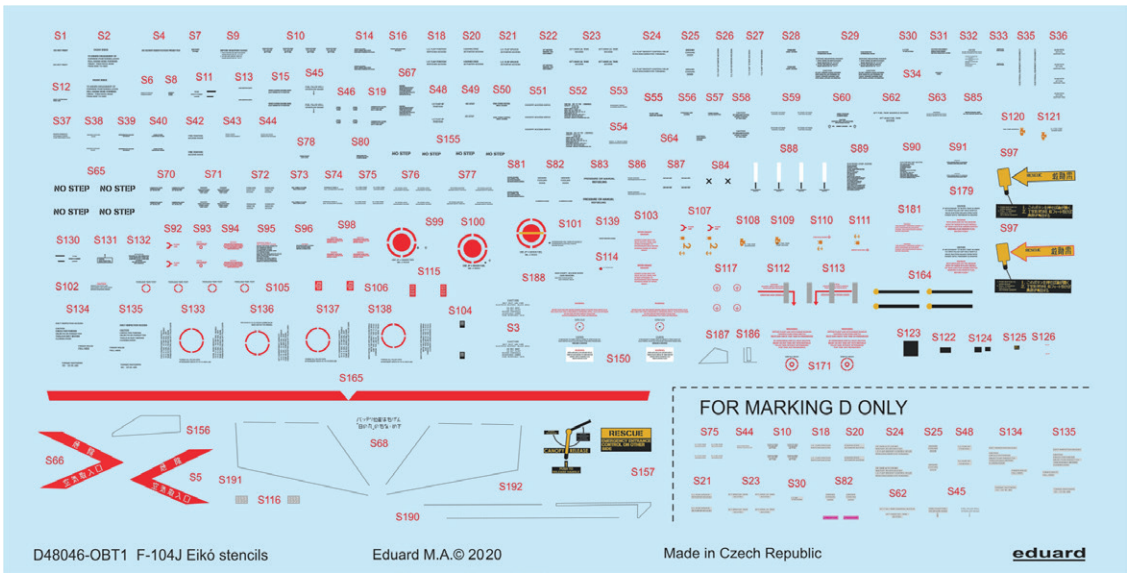


A-4F
1/72 Hobby Boss

A-4F 1/72 Hobby Boss (73706)
A-4F 1/72 Hobby Boss (SS706) (Zoom)
A-4F 1/72 Hobby Boss (CX566) (Mask)

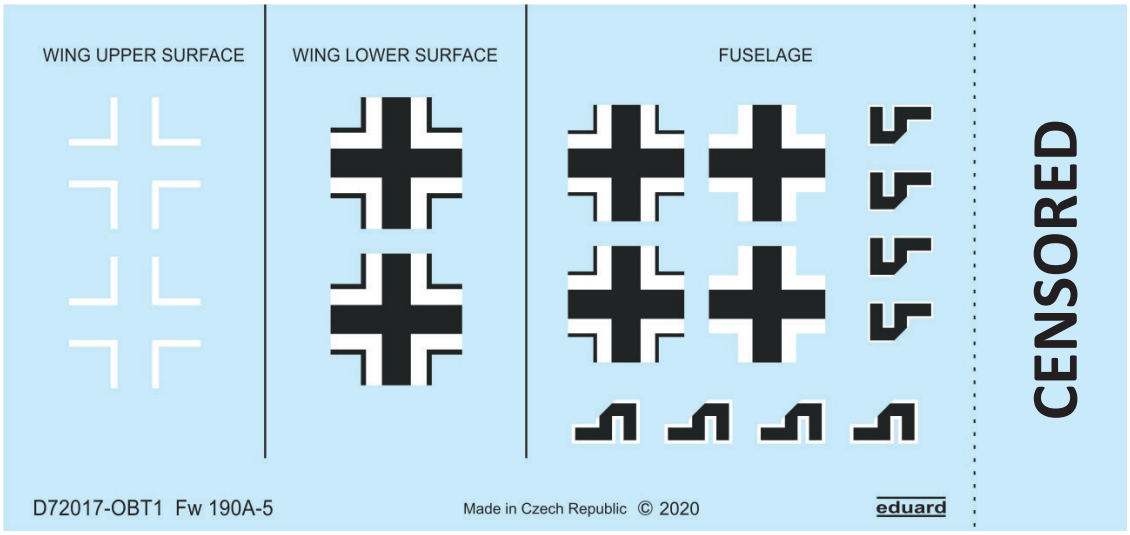






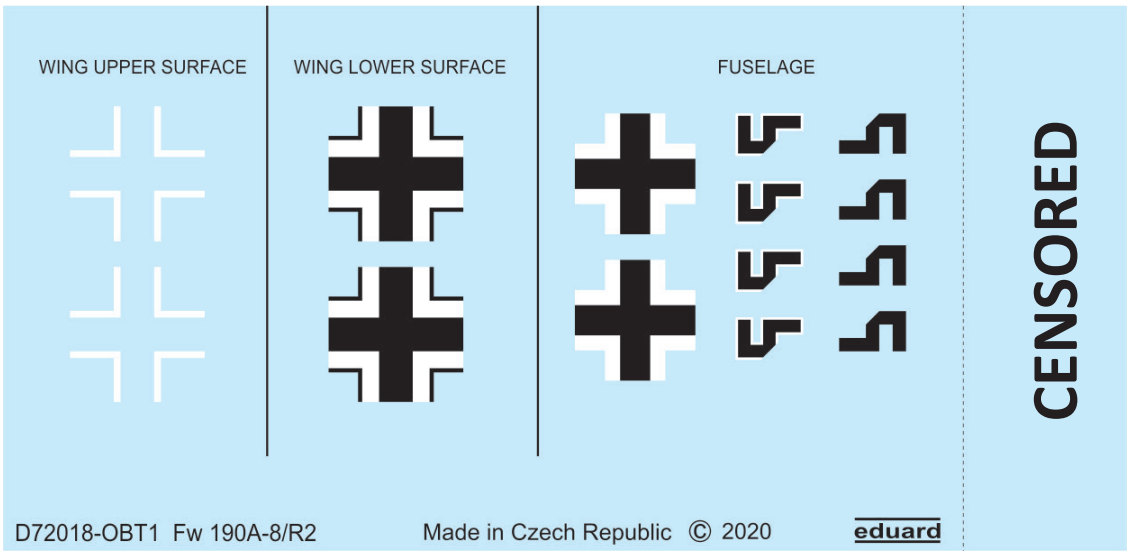
Cat. No. D48046
F-104J Eikó stencils
1/48 Eduard

Product Page



Cat. No. D72017
Fw 190A-5 national insignia
1/72 Eduard

Product Page



Cat. No. D72018
Fw 190A-8/R2 national insignia
1/72 Eduard

Product Page

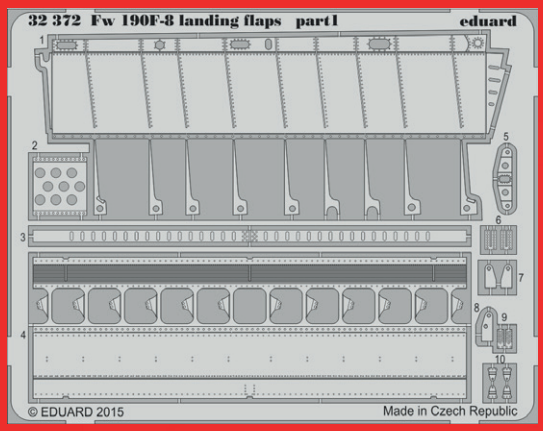
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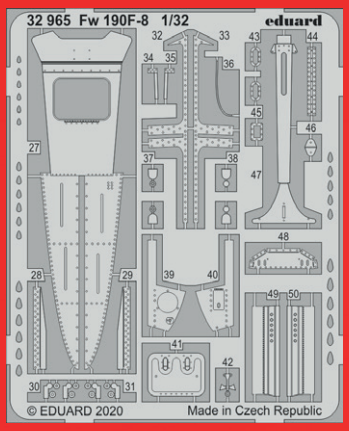
BIG ED

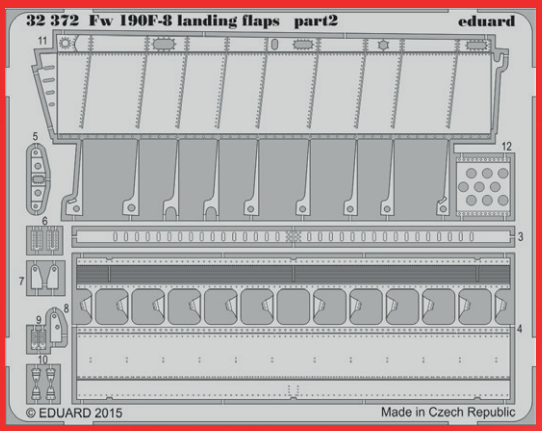
BIG33115 Fw 190F-8 1/32 Revell

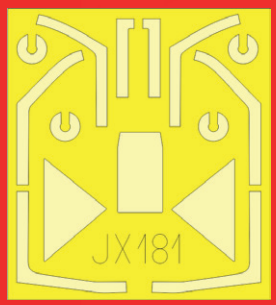
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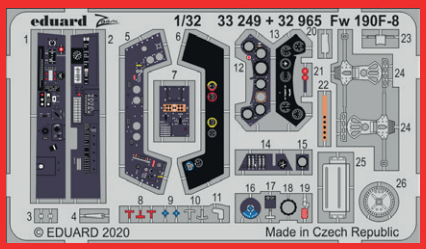
32372 Fw 190F-8 landing flaps 1/32
32843 Fw 190F-8 seatbelts 1/32
32965 Fw 190F-8 1/32
JX181 Fw 190F-8 1/32

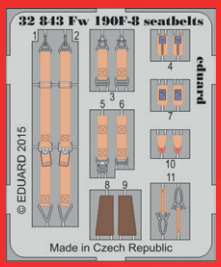








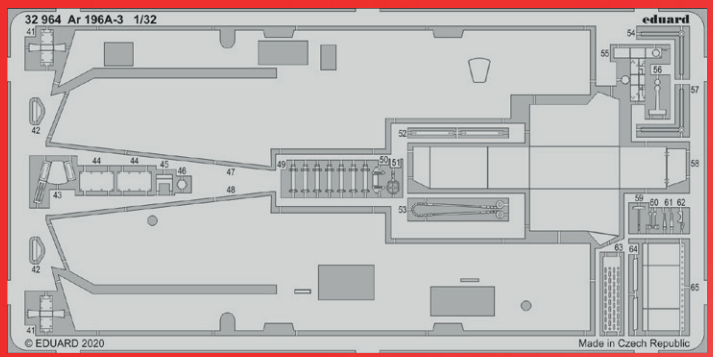


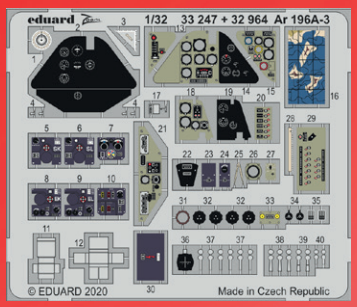


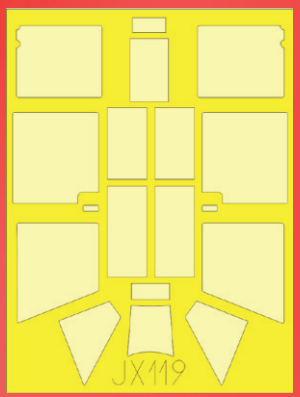
BIG33116 Ar 196A-3 1/32 Revell

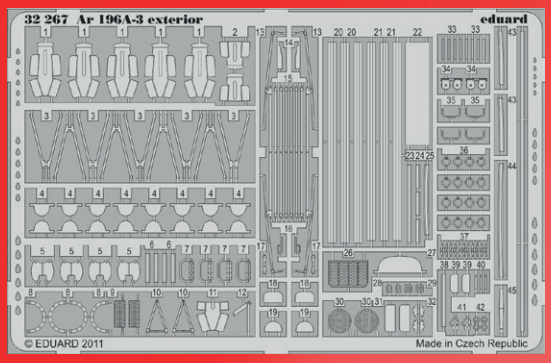
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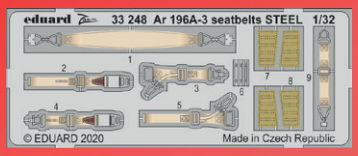
32267 Ar 196A-3 exterior 1/32
32964 Ar 196A-3 1/32
33248 Ar 196A-3 seatbelts STEEL 1/32
JX119 Ar 196A 1/32











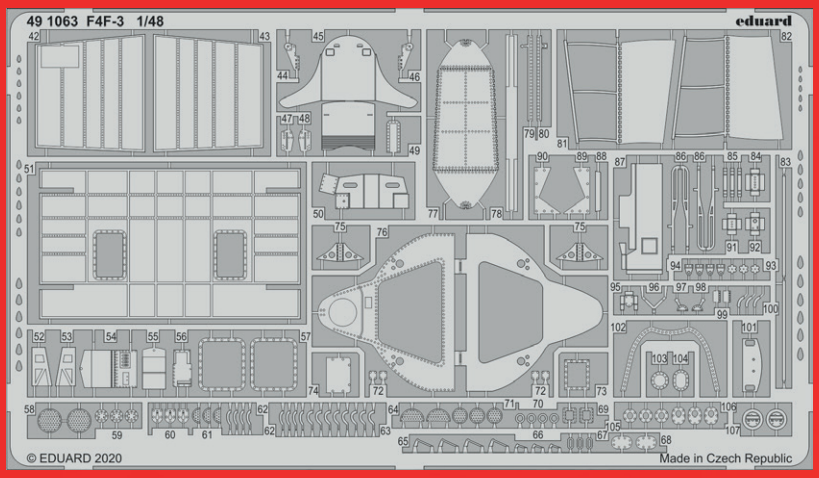
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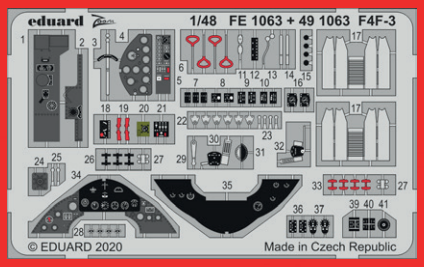
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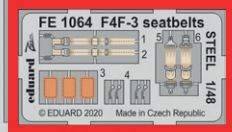
BIG49245 F4F-3 1/48 Hobby Boss

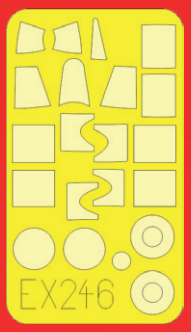
Product Page

491063 F4F-3 1/48
FE1064 F4F-3 seatbelts STEEL 1/48
EX246 F4F-3/4 1/48





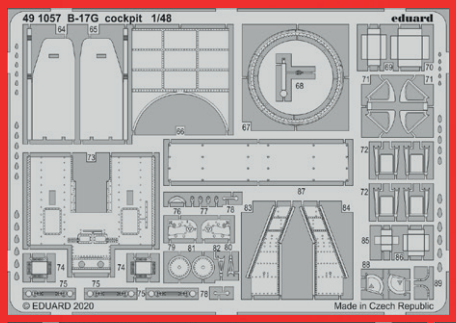


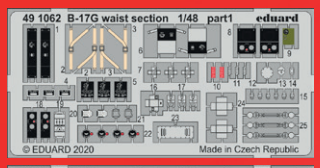


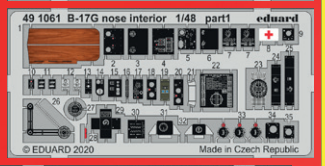
BIG49246 B-17G PART I 1/48 HKM

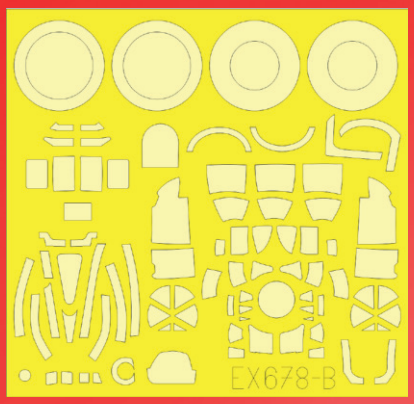
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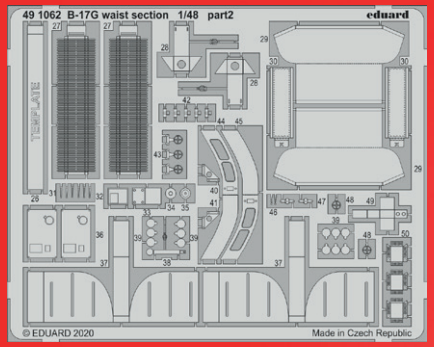
491057 B-17G cockpit 1/48
491061 B-17G nose interior 1/48
491062 B-17G waist section 1/48
FE1058 B-17G seatbelts STEEL 1/48
EX678 B-17G 1/48

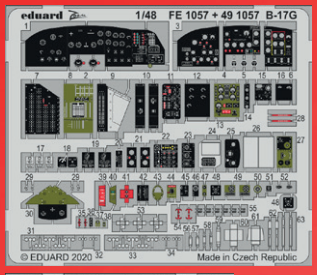


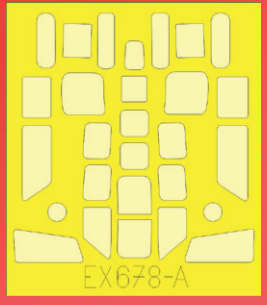


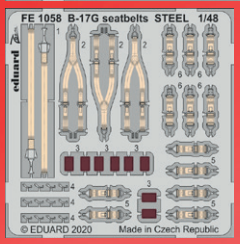


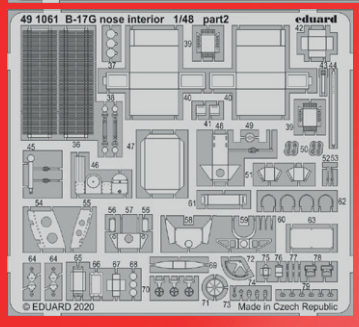






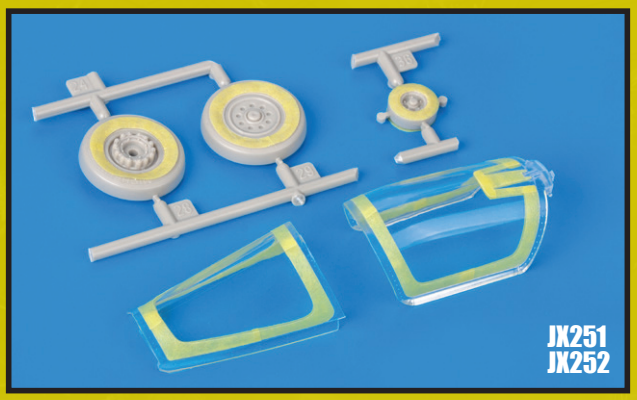


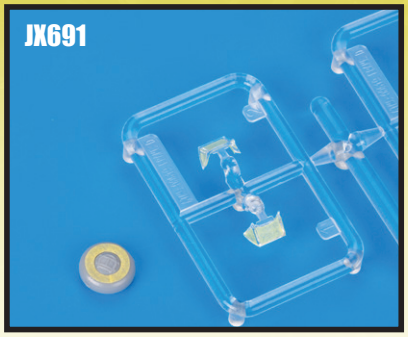


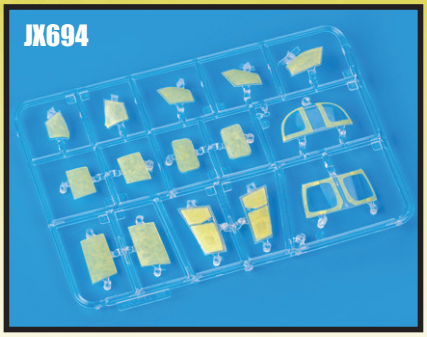


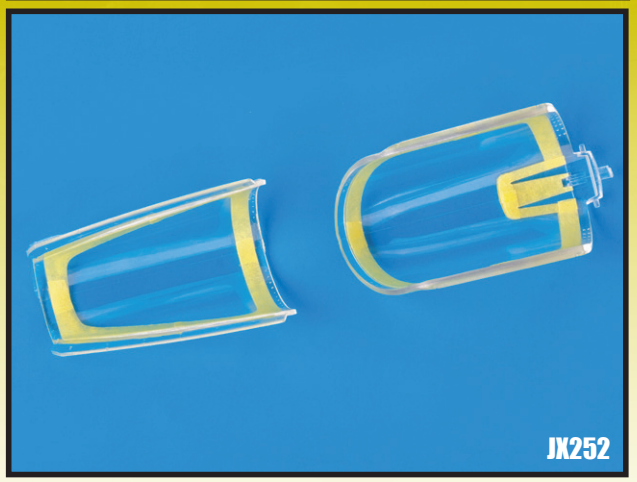
EDUARD MASK IT FITS!

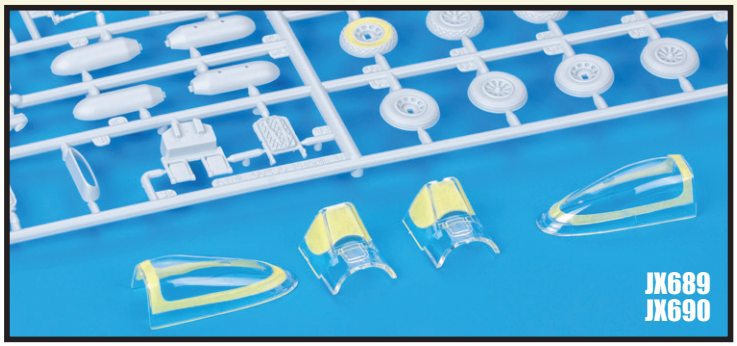
JX251 Mirage 2000 C 1/32 Kitty Hawk
JX252 Mirage 2000 C TFace 1/32 Kitty Hawk
EX689 P-51D-5 1/48 Airfix
EX690 P-51D-5 TFace 1/48 Airfix
EX691 Tiger Moth 1/48 Airfix
EX692 FJ-2 1/48 Kitty Hawk
EX693 FJ-2 Fury TFace 1/48 Kitty Hawk
EX694 SA.365N 1/48 Kitty Hawk
EX695 Tempest Mk.V 1/48 Eduard
CX565 F-15I 1/72 Great Wall Hobby
CX566 A-4F 1/72 Hobby Boss
XT219 T-55 1/35 MiniArt
XT220 T-72A 1/35 Trumpeter

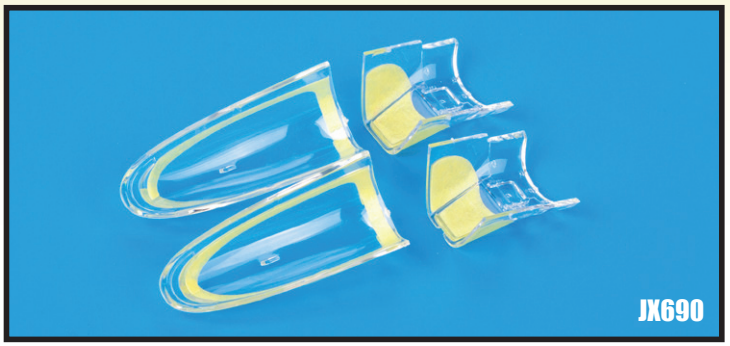


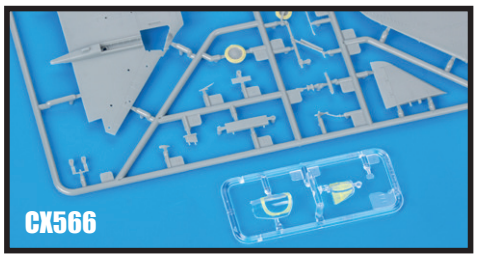


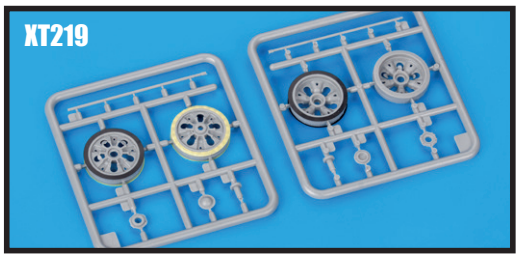


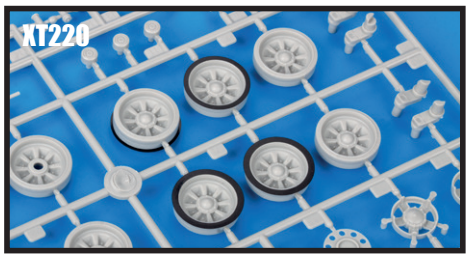


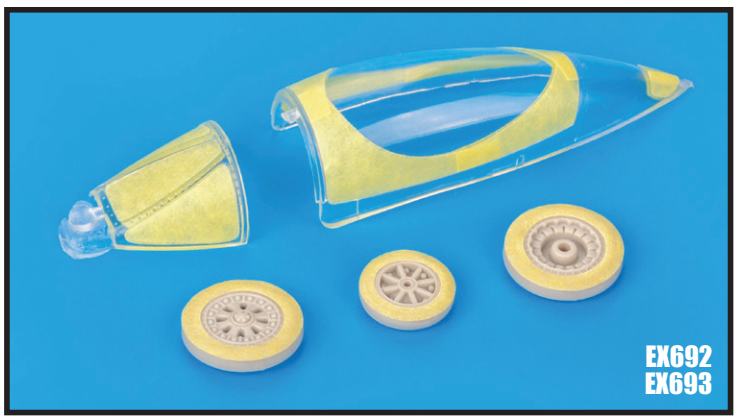


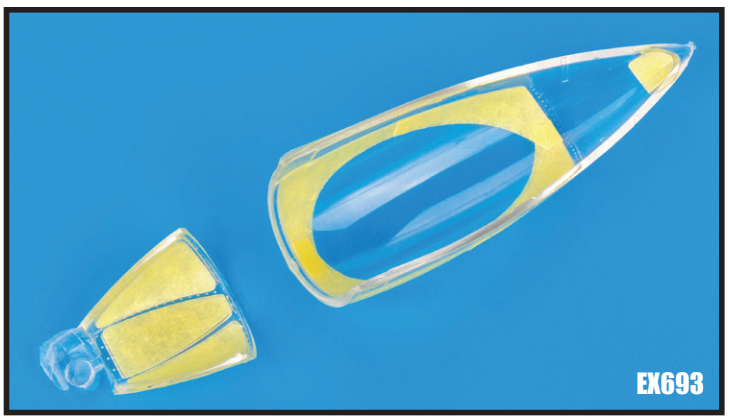












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April 2020

KITS

11137	Du doch nicht!!	1/48	Limited edition
70143	MiG-21PF	1/72	ProfiPACK
84168	Bf 109G-10 Mtt Regensburg	1/48	Weekend edition
84170	Tempest Mk.V series 2	1/48	Weekend edition
4465	A-4E	1/144	Super44

PE-SETS

53252	USS CV-10 Yorktown island	1/350	Trumpeter
53253	USS CV-10 Yorktown safety nets & railings	1/350	Trumpeter
36435	T-55	1/35	MiniArt
36436	9A37M2 BUK-M2	1/35	Panda
32967	Mirage 2000 C	1/32	Kitty Hawk
481012	B-17G ammo feed chutes	1/48	HKM
481013	P-51D-5 exterior	1/48	Airfix
491072	B-17G wooden floors & ammo boxes	1/48	HKM
491074	P-51D-5 interior	1/48	Airfix
491076	FJ-2 Fury	1/48	Kitty Hawk
491080	P-51H	1/48	Modelsvit
72699	MiG-21PF	1/72	Eduard
73705	F-15	1/72	Great Wall Hobby
73706	A-4F	1/72	Hobby Boss
144013	A-4E	1/144	Eduard/Platz

ZOOMS

33252	Mirage 2000 C	1/32	Kitty Hawk
33253	Mirage 2000 C seatbelts STEEL	1/32	Kitty Hawk
FE1073	Tiger Moth	1/48	Airfix
FE1074	P-51D-5	1/48	Airfix
FE1075	P-51D-5 seatbelts STEEL	1/48	Airfix
FE1076	FJ-2 Fury	1/48	Kitty Hawk
FE1077	FJ-2 Fury seatbelts STEEL	1/48	Kitty Hawk
FE1078	Bf 109G-10 MTT Weekend	1/48	Eduard
FE1079	Tempest Mk.V series 2 Weekend	1/48	Eduard
FE1080	P-51H	1/48	Modelsvit
FE1081	P-51H seatbelts STEEL	1/48	Modelsvit
SS705	F-15I	1/72	Great Wall Hobby
SS706	A-4F	1/72	Hobby Boss

MASKS

JX251	Mirage 2000 C	1/32	Kitty Hawk
JX252	Mirage 2000 C TFace	1/32	Kitty Hawk
EX689	P-51D-5	1/48	Airfix
EX690	P-51D-5 TFace	1/48	Airfix
EX691	Tiger Moth	1/48	Airfix
EX692	FJ-2	1/48	Kitty Hawk
EX693	FJ-2 Fury TFace	1/48	Kitty Hawk
EX694	SA.365N	1/48	Kitty Hawk
EX695	Tempest Mk.V	1/48	Eduard
CX565	F-15I	1/72	Great Wall Hobby
CX566	A-4F	1/72	Hobby Boss
XT219	T-55	1/35	MiniArt
XT220	T-72A	1/35	Trumpeter

BIGED

BIG33115	Fw 190F-8	1/32	Revell
BIG33116	Ar 196A-3	1/32	Revell
BIG49245	F4F-3	1/48	Hobby Boss
BIG49246	B-17G PART I	1/48	HKM

BRASSIN

632147	AIM-54A Phoenix	1/32	
632149	B-24 wheels (9spoke front wheel)	1/32	Hobby Boss
644042	Il-2 LööK	1/48	Tamiya
644048	MiG-21MF LööK	1/48	Eduard
648533	P-38F/G nose gun bay	1/48	Tamiya
648538	B-17G engines	1/48	HKM
648543	He 111 wheels late	1/48	ICM
648545	P-38G cockpit	1/48	Tamiya
648547	TIALD pod	1/48	
648550	CPU-123 Paveway II	1/48	
672233	MiG-21PFM ejection seat	1/72	Eduard
672234	MiG-21PFM cockpit	1/72	Eduard
672236	MiG-21PF wheels	1/72	Eduard
672237	R-3R missiles for MiG-21	1/72	Eduard

LookPLUS

644043	P-38F LööKplus	1/48	Tamiya
644044	P-38G LööKplus	1/48	Tamiya

DECALS

D48046	F-104J Eikó stencils	1/48	Eduard
D72017	Fw 190A-5 national insignia	1/72	Eduard
D72018	Fw 190A-8/R2 national insignia	1/72	Eduard

April releases

eduard
LIMITED EDITION

GLADIATOR

1/48





Camo B
Cat. No. 1145

built by Robert Szwarc





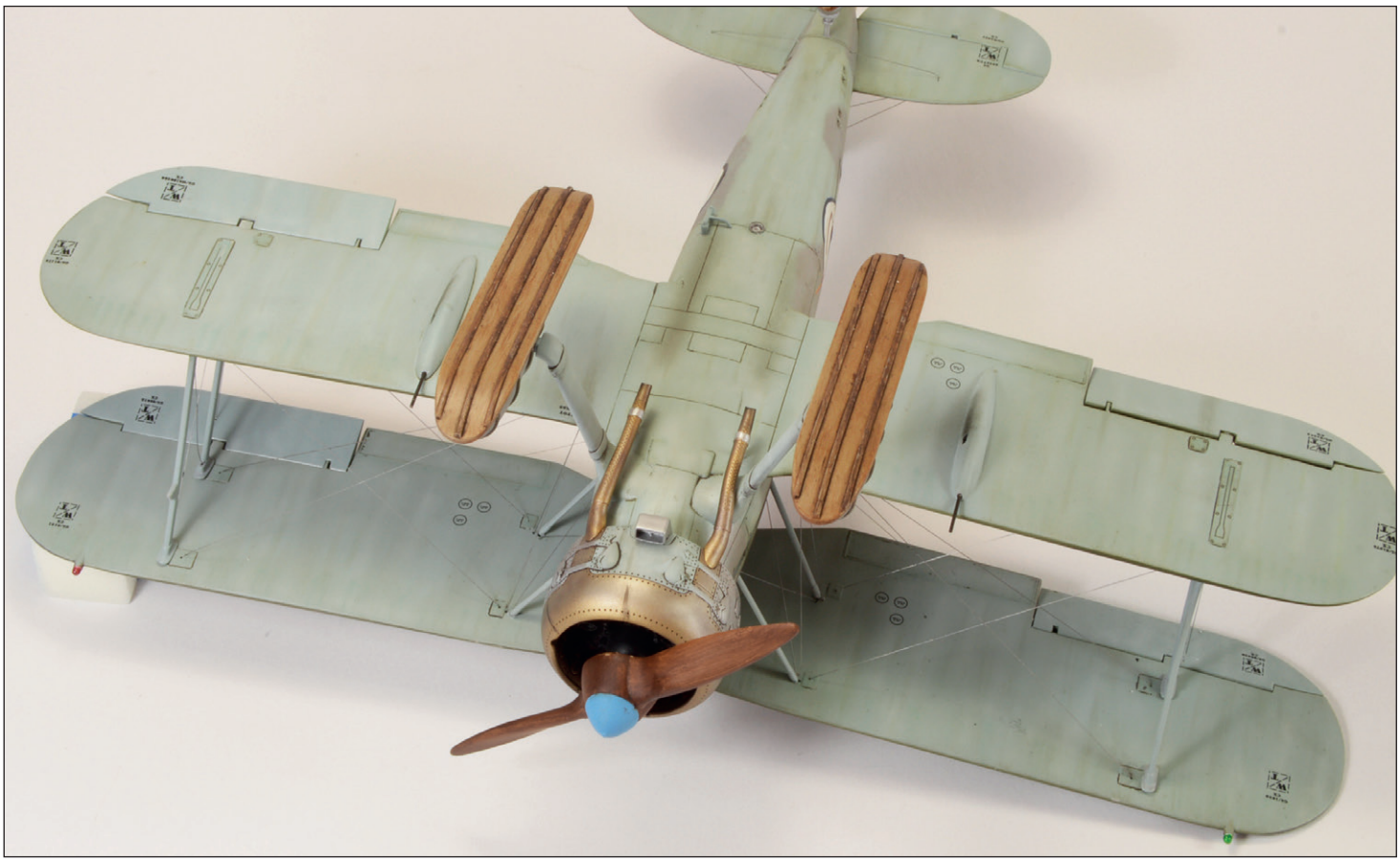




Gloster Gladiator Mk.I (J8), 278, Flygflottilj 19, Finland, March 1940

One of a dozen planes of the Swedish volunteer Flygflottilj 19 unit sent to Finland in an attempt to help in the Winter War against Russia. The aircraft were marked with large yellow letters on the rudder (from Ato J) and sported a modified camouflage scheme which was applied in two ways: The planes received from Britain in the silver scheme were painted with fields of dark grey, while those camouflaged green on top and grey underside received fields of aluminum, which consequently made them three colour schemes. This is the case of this plane. The blue Finnish swastikas were overpainted after the ceasefire agreement on March 13th, 1940. Prior to their return back to Sweden, the pilots and mechanics painted different personal symbols on both sides of their remaining planes. Also, a white skull was added to the fin. This aircraft reverted back to its original colour scheme after returning from Finland and served until June 30th, 1945, recording total of 699 flying hours. Currently, it is on display at the aviation museum in Linköping, but with a non original camouflage schemeapplied during restoration.







s/n 44-13298, Capt. Fredie F. Ohr, 2nd FS, 52nd FG, 15th AF, Madna, Italy, Autumn 1944

The 52nd Pursuit Squadron, known after May 1942 as the 52nd Fighter Group, was established in January 1941 at Selfridge Field in Michigan. Initial training was undertaken on the P-39 and was followed by a move to Northern Ireland in the summer of 1942, where the unit continued training on Spitfires, and this was in turn followed by a brief combat tour over western Europe under the command of the 8th AF. By November 1942, the entire unit was transferred to northern Africa. After arrival there, combat operations were undertaken through north Africa, Sicily and Italy while still flying Spitfires, but this time under the leadership of the 12th AF. In April 1944, the long awaited change to the Mustang arrived, along with a change in mission assignment and location under the 15th AF, tasking the 52nd FG with escort duties of this Army Air Force's strategic bombers. The aircraft flown by Freddie Ohr, an American ace of Korean decent, was as it was delivered from the manufacturing facility. The red nose and yellow rear fuselage distinguished aircraft of the 52nd FG and the yellow wing bands were reserved for aircraft of the 15th AF.





CAMO C
Built by Václav Vopalecký
Cat. No. 11134

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ProfiPACK edition

1/48

He 280



He 280 V3, GJ+CB, July 1942

On July 5th, 1942, the third He 280 V3 prototype took off; it had the HeS 8a engines. On February 8th, 1943, the right engine failed during the take off and the pilot had to perform an emergency landing into the field. Fortunately, the plane did not suffer any major damage. On the left side of the fuselage there was a marking identifying the third prototype – V3.

built by Oliver Peissl
CAMO B
Cat. No.8068

Product Page



Tempest Mk.V series 2 1/48

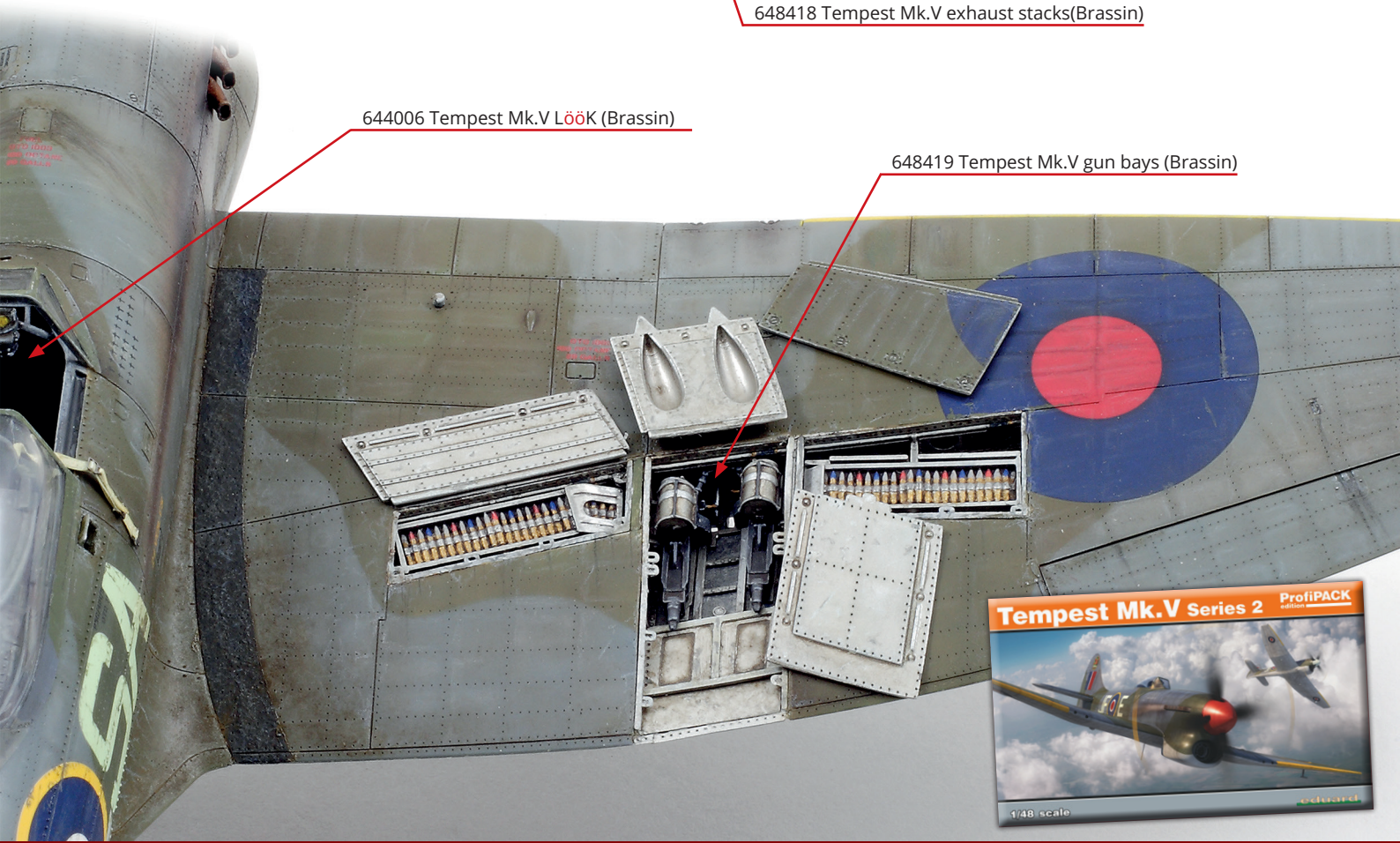


JN803, No. 486 (RNZAF) Squadron, No. 122 Wing, B.80 Volkel, the Netherlands, October 1944

One of the earliest Tempest Mk.V Series 2 aircraft was delivered to No. 486 (RNZAF) Squadron at RAF Newchurch on May 17th, 1944. It was flown throughout the campaign against the V-1 flying bombs, by many different pilots. It is believed that the 26 kill markings relate to claims made by pilots flying the aircraft rather than claims by any one pilot. This total makes JN803 one of the most successful Tempests against the V-1. At the end of September 1944 the Newchurch Tempests left No. 150 Wing and flew to join No. 122 Wing at B.60 Grimbergen in Belgium and month later to the newly captured B.80 Volkel in the Netherlands. JN803 was often flown by F/O 'Jack' Stafford, who had shot down 4 of the V-1s on its scoreboard. In December 1944 it was issued to No. 3 Squadron. However, the aircraft was lost in combat on December 30th, 1944, when shot down by Bf 109s of IV./JG 27, its pilot captured and murdered by a security officer at Rheine airfield. Tempest in the standard camouflage, so called Day Fighter Scheme, sports only partial recognition markings in the form of black and white "invasion" stripes. Their application on the wing and fuselage upper surfaces was discontinued by the order dated September 10th, 1944.
The V-1 kill markings are painted under the windshield on the fuselage starboard.

built by Oliver Peissl
CAMO B
Cat. No. 82122

Product Page



ProfiPACK edition

Fw 190A-8 1/48



CamoB
Cat. No. 82147
built by Václav Vopalecký



W.Nr. 350189, 12./JG 5, Herdla, Norway, Spring 1945

The end of the war found 9th and 12th Staffels JG 5 stationed at Herdla. While 9th Staffel flew a mix of Fw 190A-2/3/8s, and even the odd Fw 190F-8 used exclusively in the fighter role, 12th Staffel was equipped with the Fw 190A-8. Fw 190s flown by 12./JG5 carried the standard camouflage scheme consisting of RLM 74/75/76 and have been photographed on several occasions carrying the Defence of the Reich yellow and black fuselage band on the rear fuselage. The code was rendered in blue, consistent with the Staffel, as were the cowl ring and spinner.

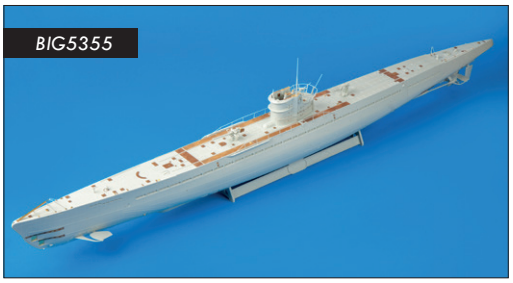


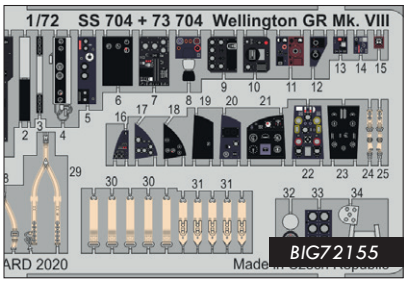












BIG ED (May)

BIG5355 German Submarine Type IX C (U67/U154) 1/72 Revell
BIG49247 A-26B Invader 1/48 ICM
BIG49248 UH-1N 1/48 Kitty Hawk
BIG72155 Wellington GR Mk.VIII 1/72 Airfix

BRASSIN (May)

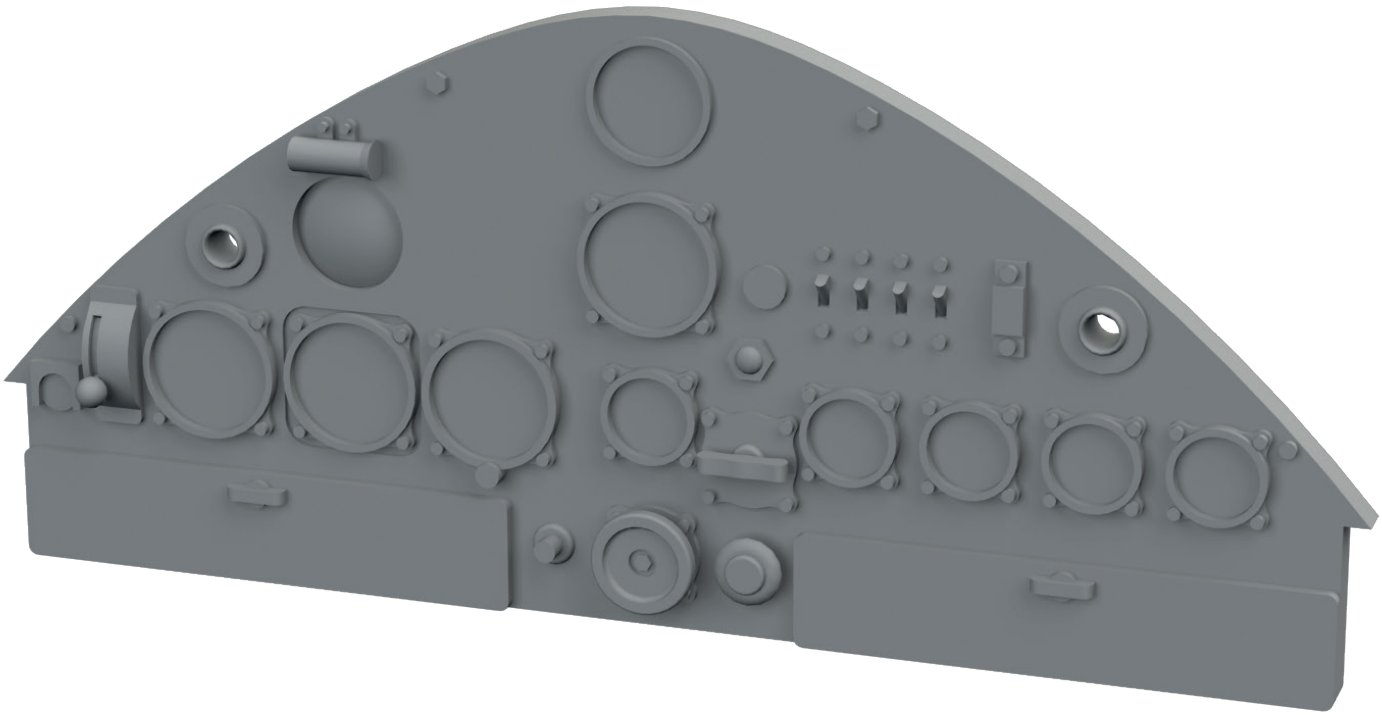
632148 AIM-54C Phoenix 1/32
632150 Bf 108 wheels 1/32 Eduard
632151 Bf 108 wooden propeller 1/32 Eduard
632153 AIM-9X 1/32
632155 Bf 108 wheels spoked 1/32 Eduard
634017 Bf 108 LöökK 1/32 Eduard
644047 Tornado GR.1 LöökK 1/48 Eduard/Revell
644049 P-51D-5 LöökK 1/48 Airfix
648551 JP233 dispenser pod 1/48
672235 MiG-21PF cockpit 1/72 Eduard
672238 HVAR rockets 1/72
672239 MiG-21PF ejection seat 1/72 Eduard



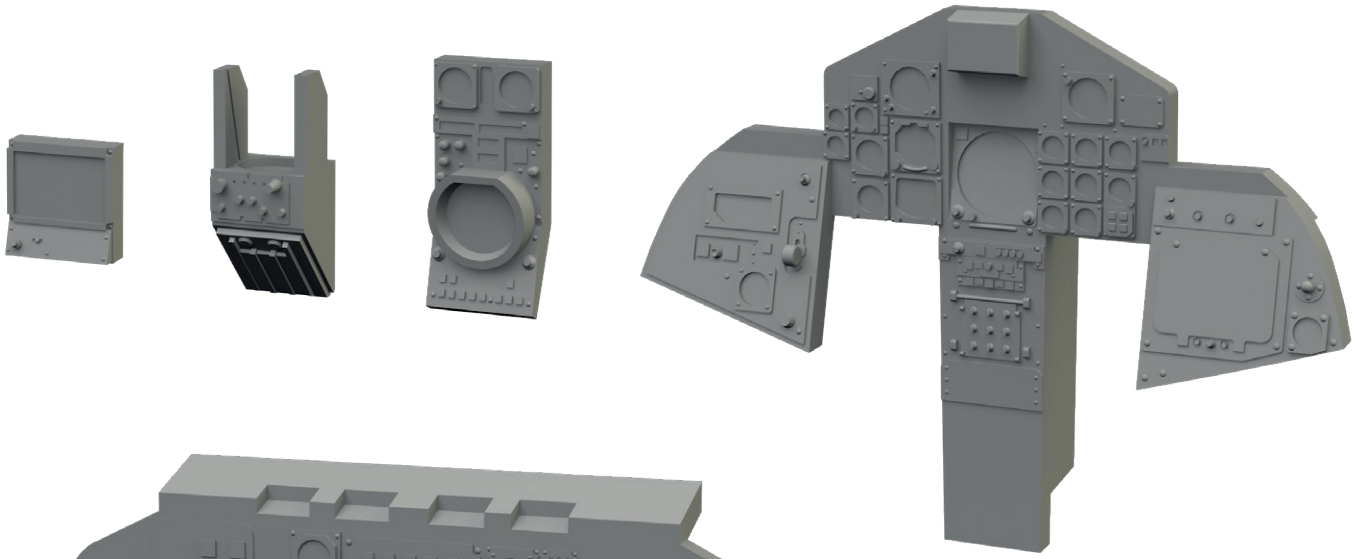
LöökPlus (May)

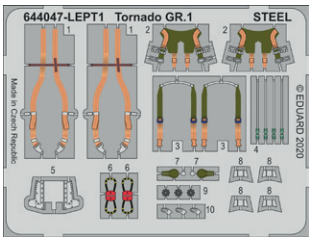
644051 P-51D-5 LöökPlus 1/48 Eduard
644052 P-51D-10 LöökPlus 1/48 Eduard

634017 Bf 108 LöökK 1/32 Eduard

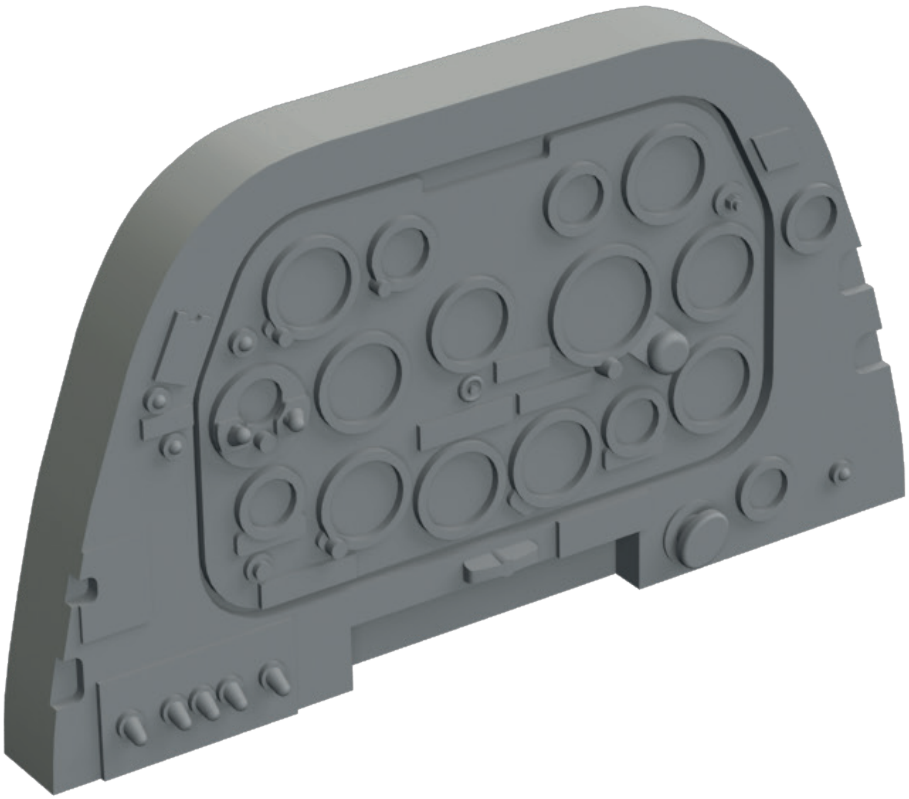


644047 Tornado GR.1 LööK 1/48 Eduard/Revell

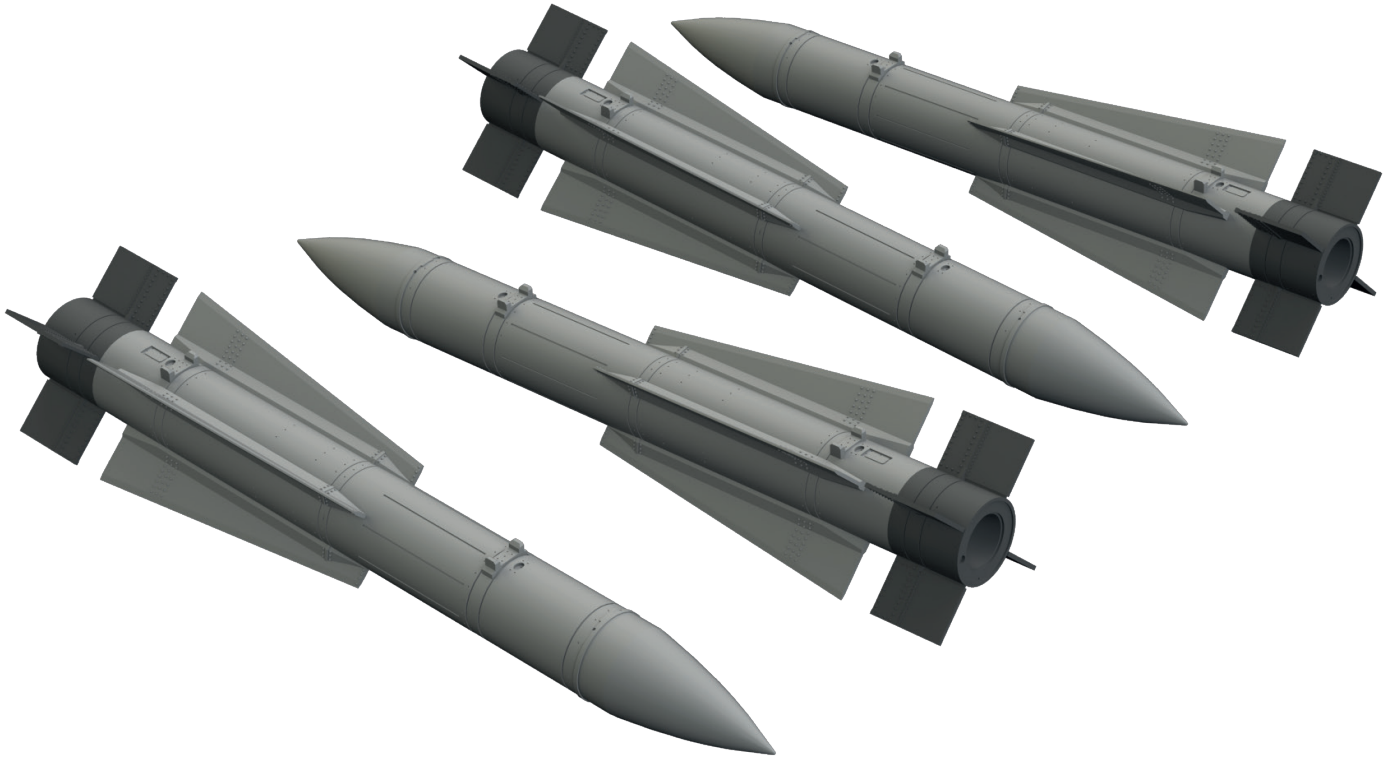




644049 P-51D-5 LööK 1/48 Airfix



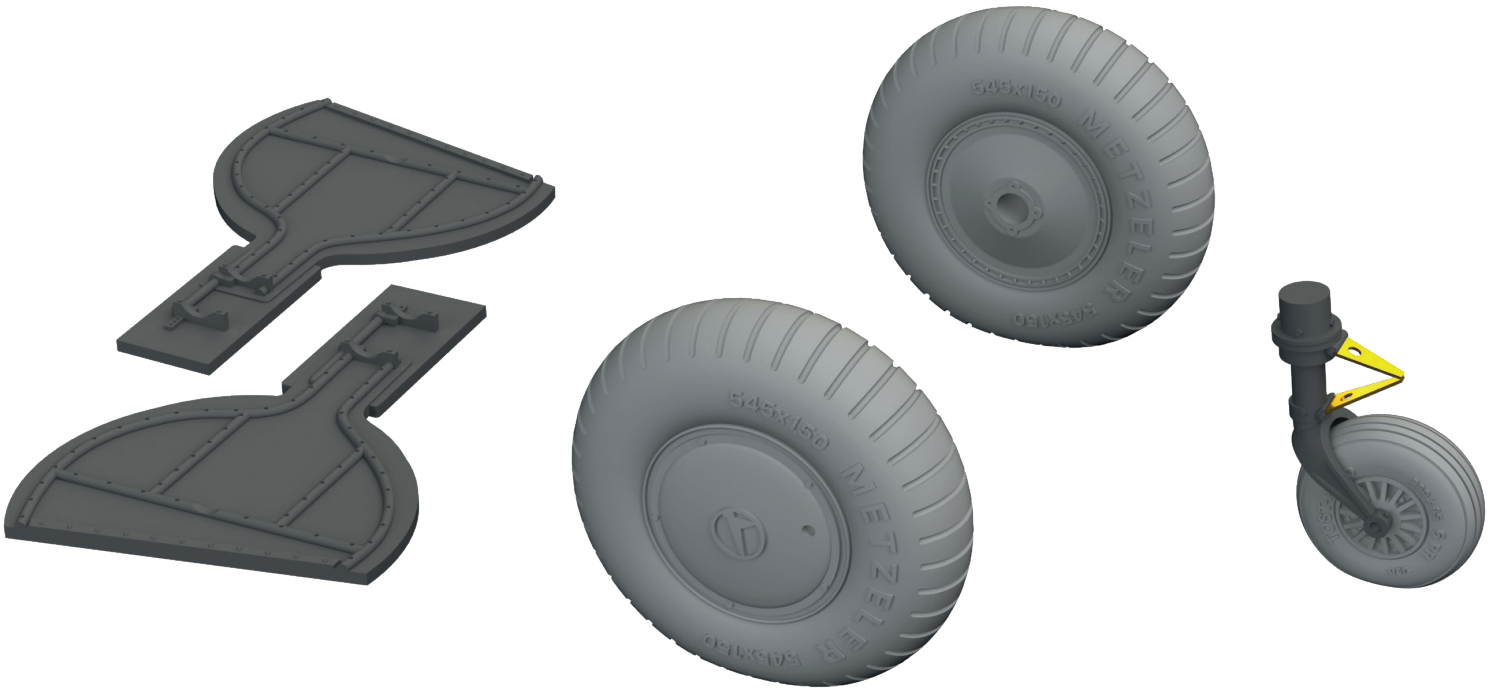
632148 AIM-54C Phoenix 1/32



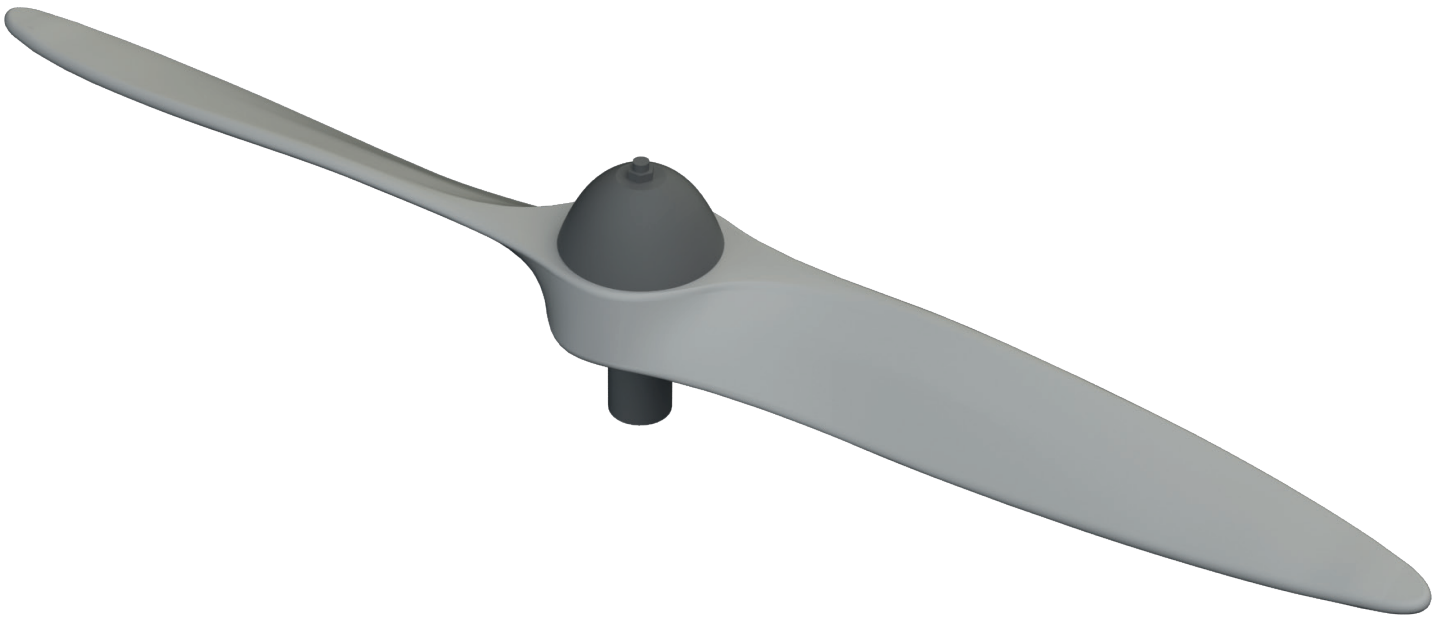
632153 AIM-9X 1/32



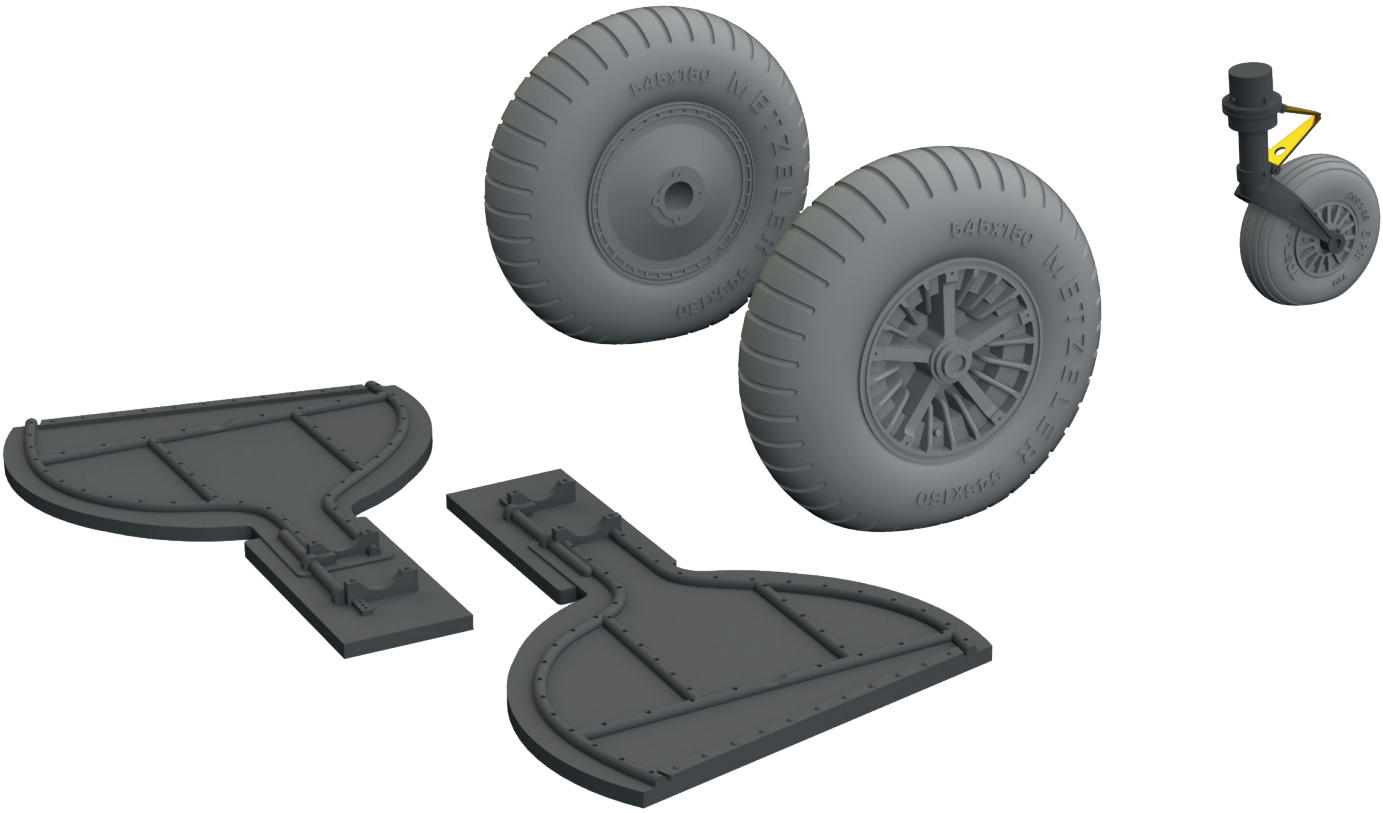
632150 Bf 108 wheels 1/32 Eduard



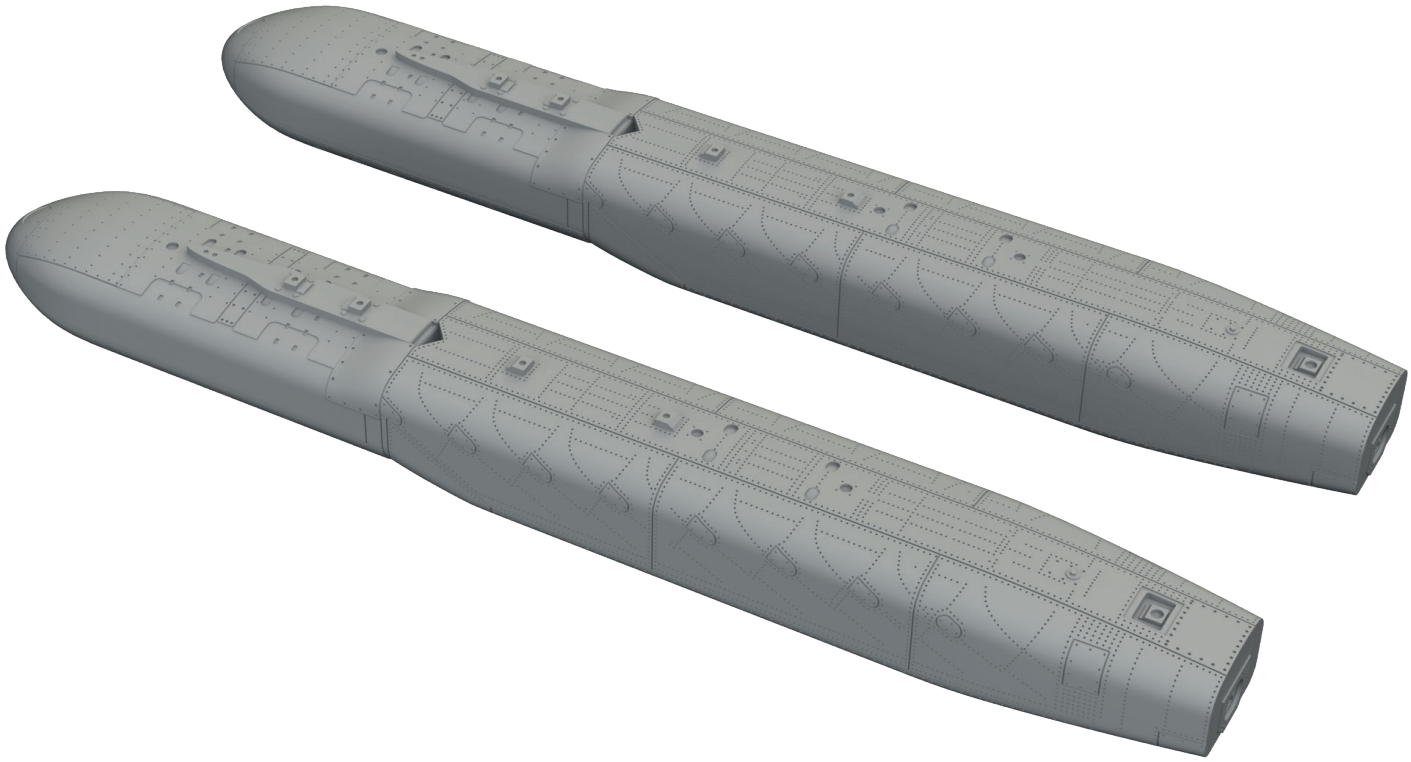
632151 Bf 108 wooden propeller 1/32 Eduard



632155 Bf 108 wheels spoked 1/32 Eduard



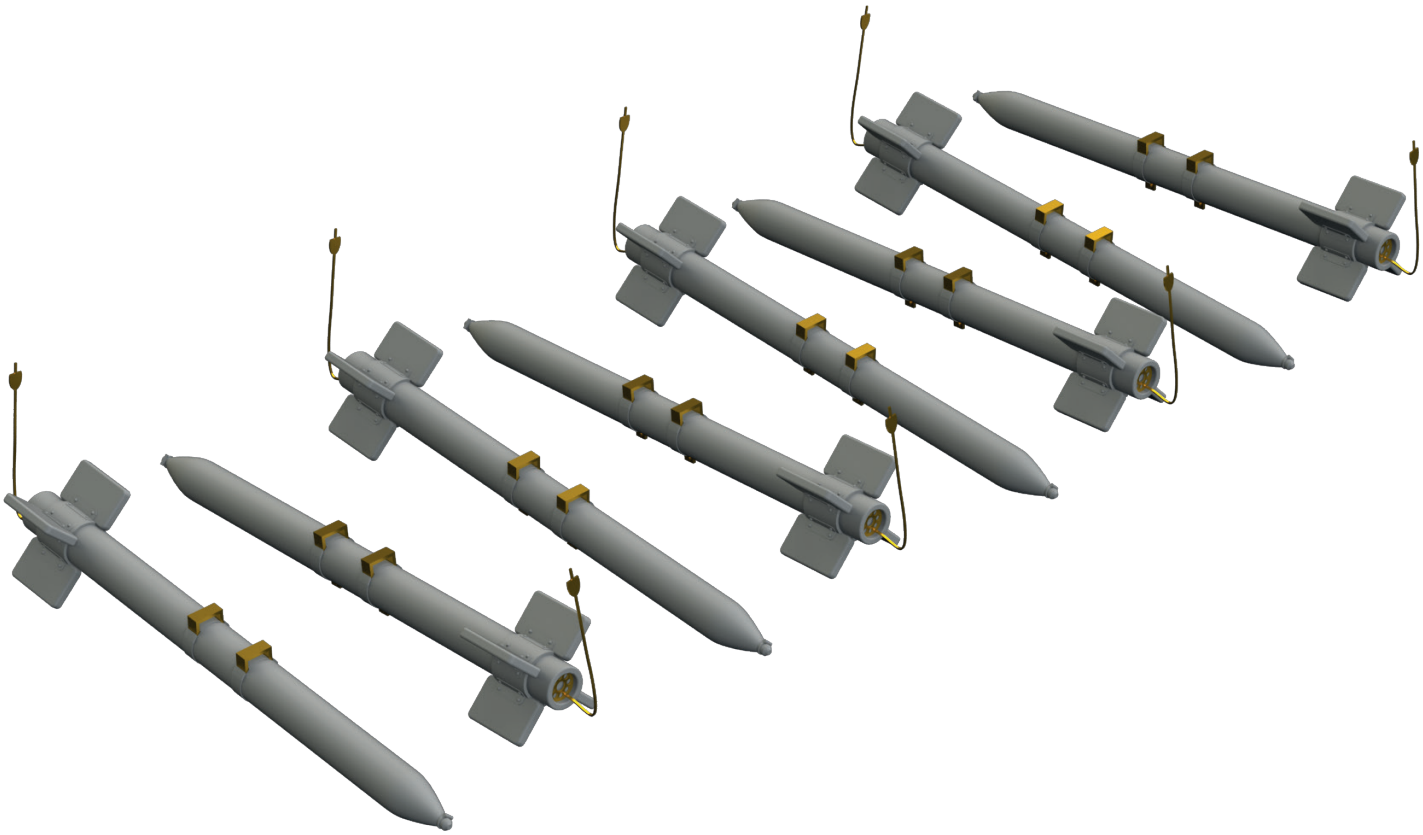
648551 JP233 dispenser pod 1/48



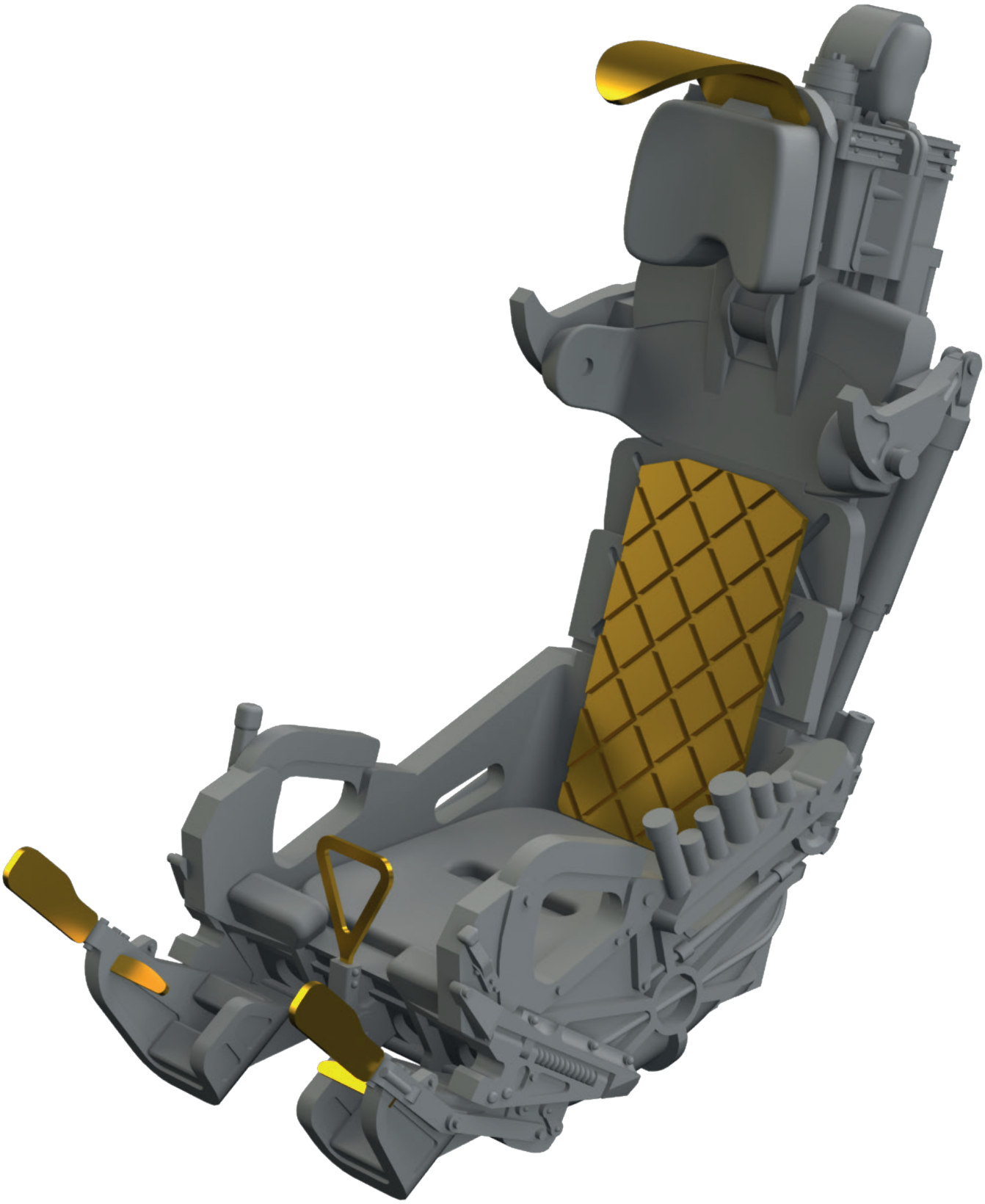
672235 MiG-21PF cockpit 1/72 Eduard



672238 HVAR rockets 1/72



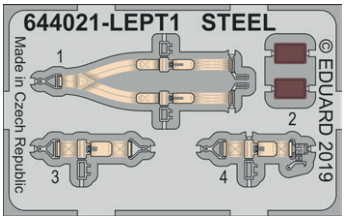
672239 MiG-21PF ejection seat 1/72 Eduard



644051 P-51D-5 LööKplus 1/48 Eduard

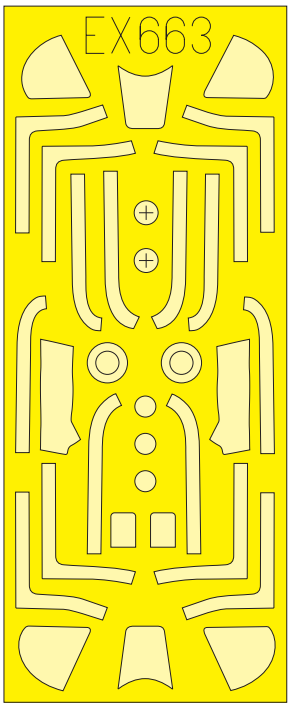
Collection of 4 sets for P-51D-5 in 1/48 scale by Eduard.

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





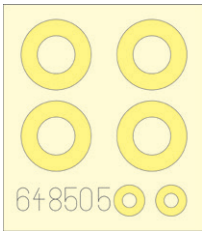








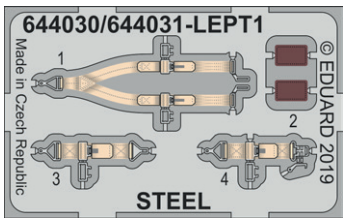


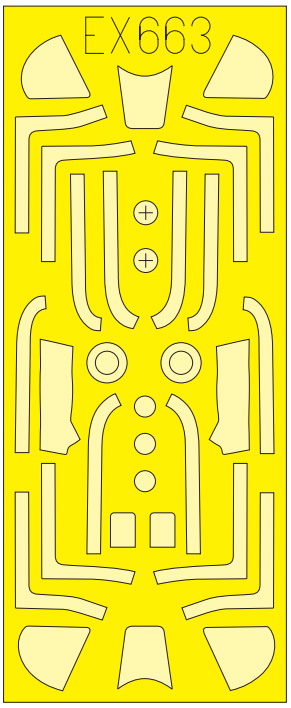


644052 P-51D-10 LööKplus 1/48 Eduard

Collection of 4 sets for P-51D-10 in 1/48 scale by Eduard.

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

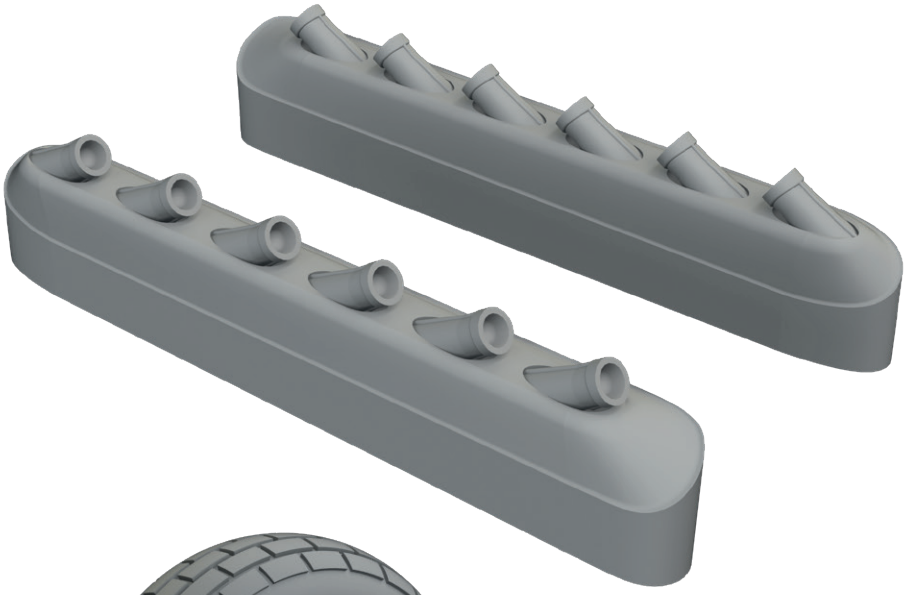




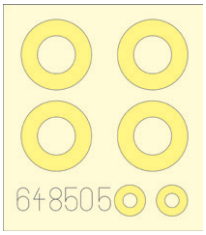












PE-SETS

53254	USS Langley CV-1	1/350	Trumpeter
53255	USS Langley CV-1 safety nets	1/350	Trumpeter
32452	Bf 108 Taifun	1/32	Eduard
36437	R35 French light tank	1/35	Tamiya
36438	T-72A	1/35	Trumpeter
481014	Hunter F.4/F.5 landing flaps	1/48	Airfix
481015	Lysander upgrade set	1/48	Eduard
491073	Tiger Moth	1/48	Airfix
491082	Hunter F.4	1/48	Airfix
491083	Hunter F.5	1/48	Airfix
491085	Bf 109C	1/48	Modelsvit
491087	EA-6B	1/48	Kinetic
72700	F-35B canopy & undercarriage	1/72	Italeri
72701	Hurricane Mk.IIc landing flaps	1/72	Arma Hobby
72702	F-14A exterior	1/72	Academy
73707	F-14A	1/72	Academy
73708	Hurricane Mk.IIc	1/72	Arma Hobby
144014	MiG-21bis	1/144	Eduard

ZOOMS

FE1082	Hunter F.4	1/48	Airfix
FE1083	Hunter F.5	1/48	Airfix
FE1084	Hunter F.4/F.5 seatbelts STEEL	1/48	Airfix
FE1085	Bf 109C	1/48	Modelsvit
FE1086	Bf 109C seatbelts STEEL	1/48	Modelsvit
FE1087	EA-6B	1/48	Kinetic
FE1088	EA-6B seatbelts STEEL	1/48	Kinetic
FE1089	Lysander seatbelts STEEL	1/48	Eduard
SS707	F-14A	1/72	Academy
SS708	Hurricane Mk.IIc	1/72	Arma Hobby
SS709	He 162A	1/72	Special Hobby
SS710	T-33	1/72	Platz

MASKS

JX253	Bf 108 TFace	1/32	Eduard
EX696	Hunter F.4/F.5	1/48	Airfix
EX697	Hunter F.4/F.5 TFace	1/48	Airfix
CX567	F-14A	1/72	Academy
CX568	Hurricane Mk.IIc	1/72	Arma Hobby
CX569	A-4M	1/72	Hobby 2000/Fujimi
CX570	OA-4M	1/72	Hobby 2000/Fujimi
CX571	He 162A	1/72	Special Hobby
XT221	R35 French light tank	1/35	Tamiya

DECALS

D72019	Fokker D.VII rib tapes 4color lozenge	1/72	Eduard
D72020	Fokker D.VII rib tapes 5color lozenge	1/72	Eduard
D72021	Fokker D.VII rib tapes blue	1/72	Eduard

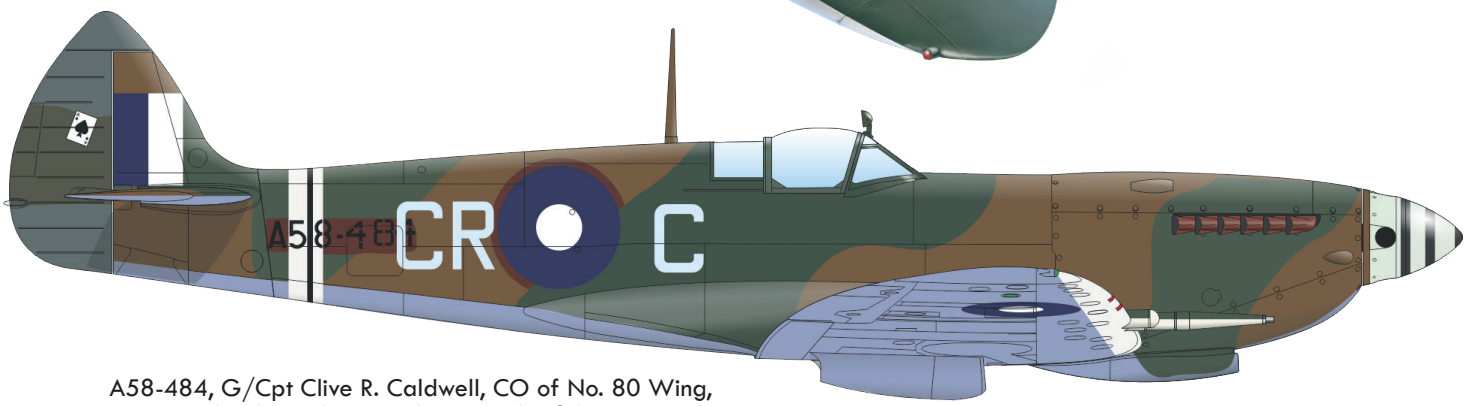
Spitfire Mk.VIII

WEEKEND edition

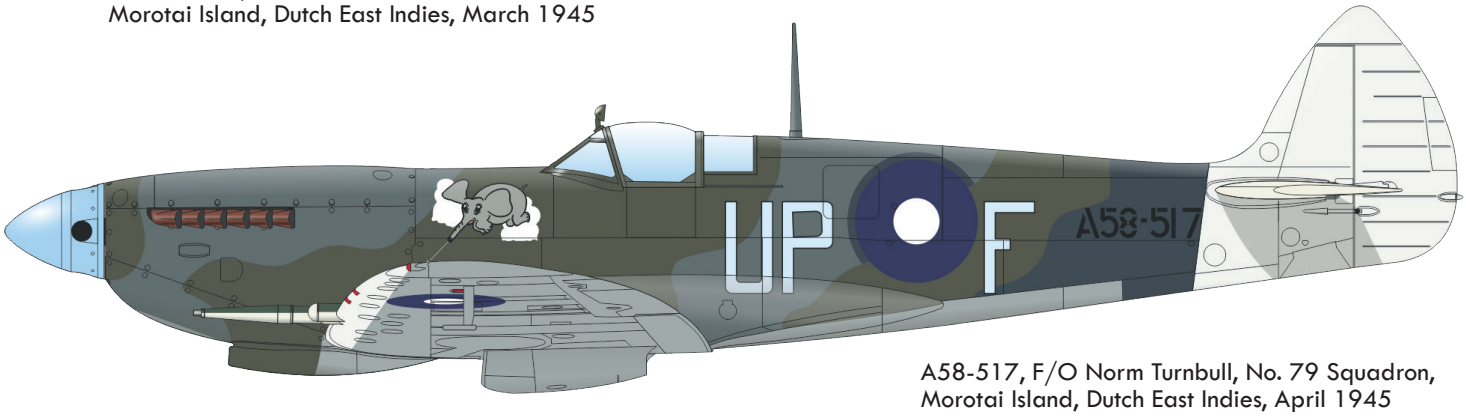
Cat. No. 84159

1/48





A58-484, G/Cpt Clive R. Caldwell, CO of No. 80 Wing, Morotai Island, Dutch East Indies, March 1945



A58-517, F/O Norm Turnbull, No. 79 Squadron, Morotai Island, Dutch East Indies, April 1945

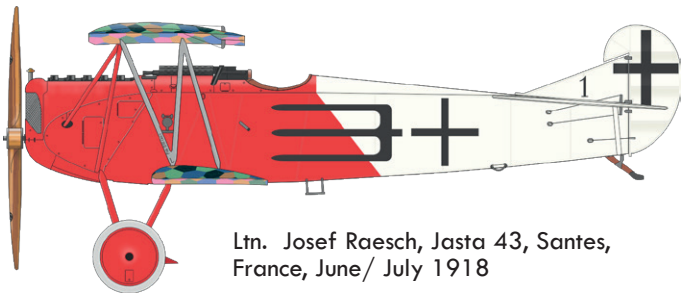
Fokker D.VII (Alb)

ProfiPACK edition





Ltn. Carl Degelow, Jasta 40, Lille, France, August 1918



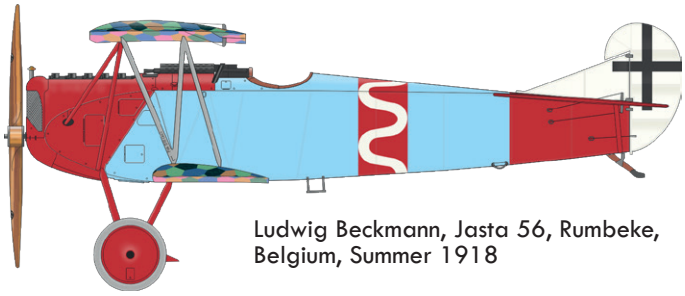
Ltn. Josef Raesch, Jasta 43, Santes, France, June/ July 1918



5278/18, Jasta 27, Mons, Belgium, October 1918



817/18, Offstv. Fritz Blumenthal, Jasta 53, Vivaise, France, August 1918

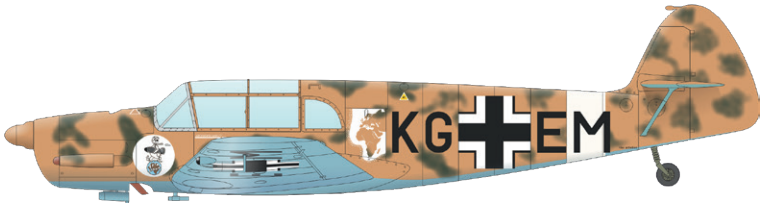


Ludwig Beckmann, Jasta 56, Rumbeke, Belgium, Summer 1918

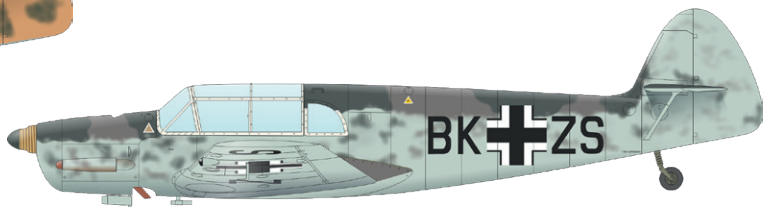
Bf 108

ProfiPACK edition

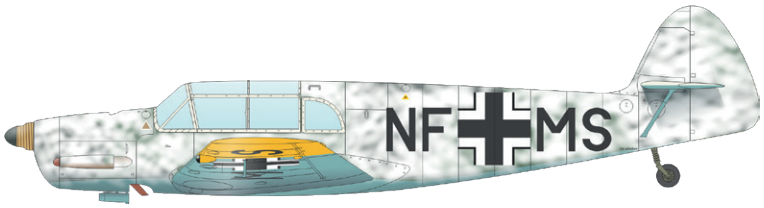




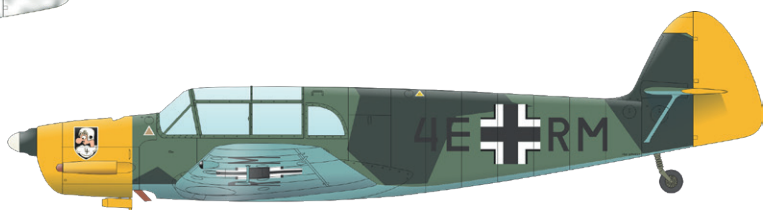
Sonderkommando Blaich, Tripoli, Libya, January 1942



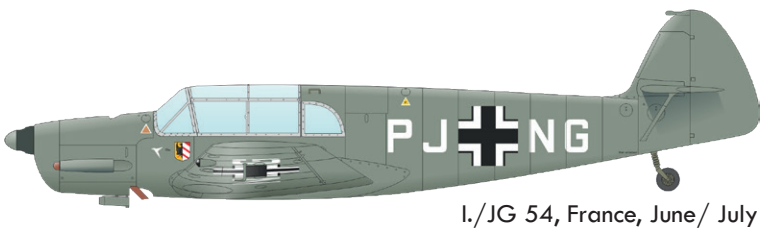
Hungary, 1942 - 1944



Stab I./JG51, Soviet Union, Winter 1942 - 1943



4.(H)/Aufkl. Gr. 13, Romania, April 1940



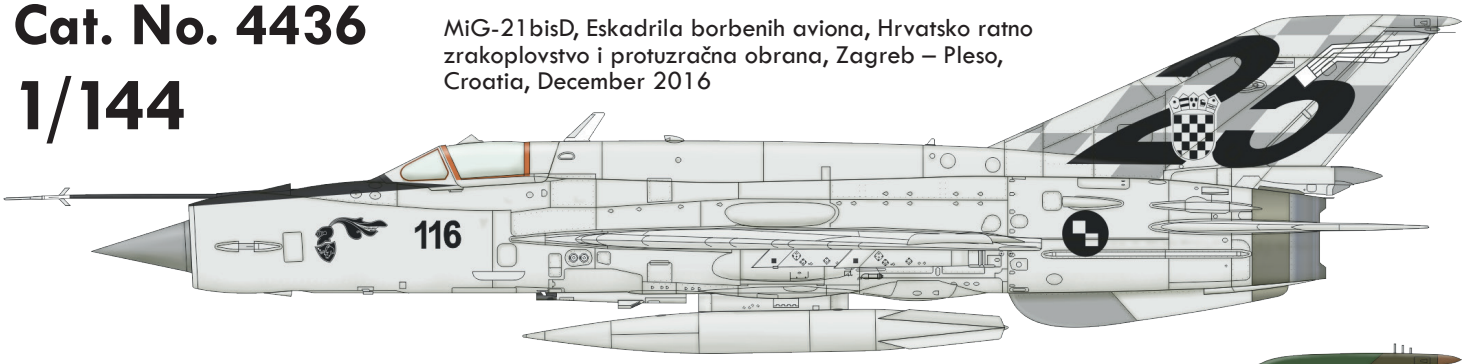
I./JG 54, France, June/ July 1940

MiG-21bis

SUPER44

Cat. No. 4436
1/144

MiG-21bisD, Eskadrila borbenih aviona, Hrvatsko ratno zrakoplovstvo i protuzračna obrana, Zagreb – Pleso, Croatia, December 2016



MiG-21bis, 115th GIAP, Soviet VVS, Bagram Air Base, Afghanistan, 1980



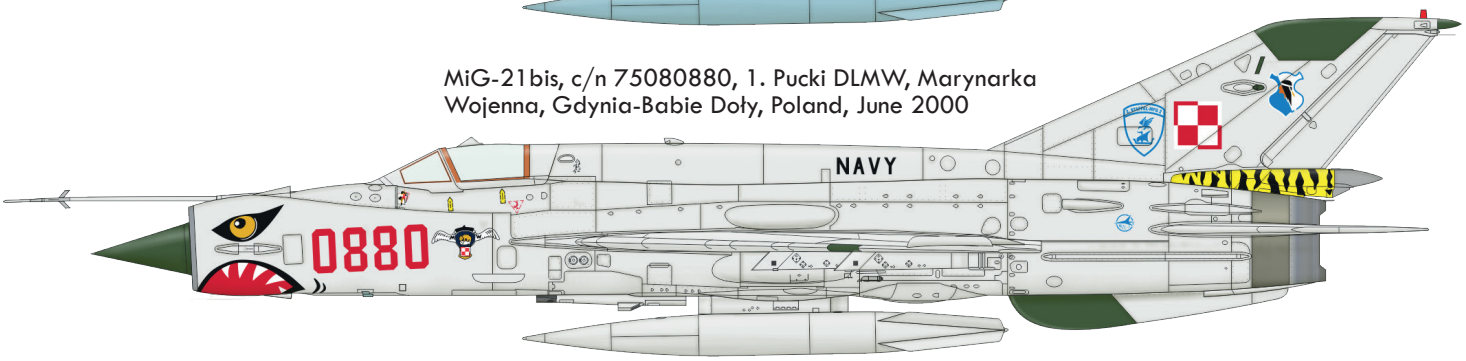
MiG-21bis, c/n 75061904, 2nd Fighter Squadron, Taszár Air Force Base, Hungary, 1992



MiG-21bis, Free Libyan Air Force, Tobruk, Libya, November 2011



MiG-21bis, c/n 75080880, 1. Pucki DLMW, Marynarka Wojenna, Gdynia-Babie Doły, Poland, June 2000



Lysander

eduard LIMITED EDITION

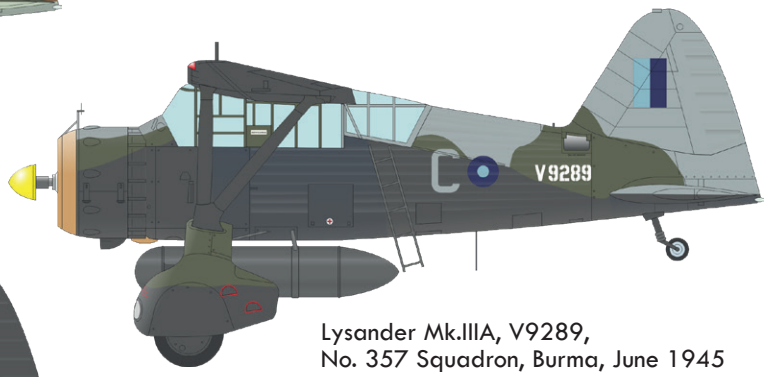
Cat. No. 11138
1/48



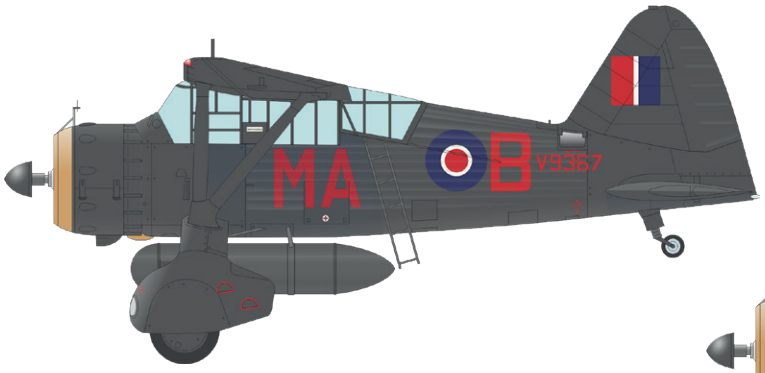
Lysander Mk.IIIA, V9437,
No. 309 Squadron, Dunino Airfield,
United Kingdom, 1942



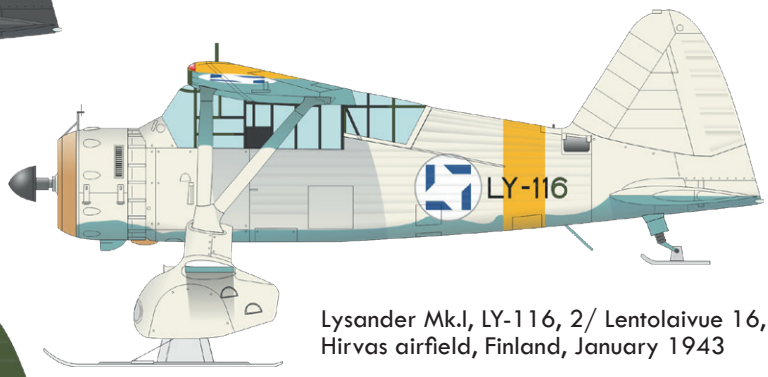
Lysander Mk.III, T1429, No. 26 Squadron,
Gatwick AB, 1940/41



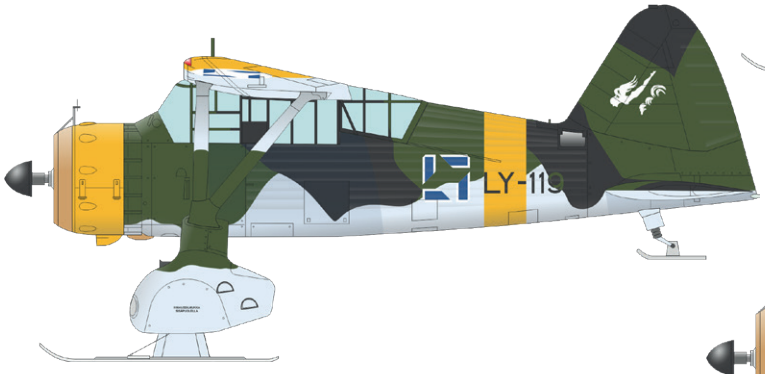
Lysander Mk.IIIA, V9289,
No. 357 Squadron, Burma, June 1945



Lysander Mk.III(SD), V9367, No. 161 Squadron,
Tempsford, United Kingdom, 1944



Lysander Mk.I, LY-116, 2/ Lentolaivue 16,
Hirvas airfield, Finland, January 1943



Lysander Mk.I, LY-119, 2/ Lentolaivue 16,
Viiksjärvi landing ground, Finland, February 1942



Lysander Mk.I, LY-119, 2/Lentolaivue 16,
Hirvas Airfield, Finland, September 1943

MISSION MODELS

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