

INFO **EDUARD**

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ISSUE 125



*Spitfire Story:
The Few*

eduard

INFOEDUARD

ISSUE 125



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

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EDITORIAL

Dear Friends,

We need to begin today with some bad news. Due to the unfavorable course the pandemic is taking, and the associated restrictions that have been implemented that make an event such as a model convention impractical, we have decided to cancel this year's E-day show. Personally, I think this is a great shame. Already now, we have prepared so much to be ready for the show that is now in danger of being a waste. For example, much of the new items for October were being timed to be relevant specifically for E-day. We have several associated events planned to go along with these kit releases, and we hope to turn these into reality, at least in part, as separate entities. We will intensely work on their completion through August, and we will introduce these in the September newsletter. We are assuming that we will be able to conduct the National Championships, at least as a judging affair under the direction of the SMCzR. It will likely take the form of an event only for the participants and the judges, and, of course, members of the SMCzR. I would also be personally pleased, if we could introduce our 1:72nd scale Cmelak, including a flying display, and a discussion with the pilot. I would think that we could even hold an In The Pot style Q and A along the same lines as the recent Eduard at Artur's event, which took place on July 24th. I took this event as being a success, and my impression is that the attendees left satisfied, leading me to conclude that this may be one option on how to put on a pleasant and useful modelling event, even at a time when large, traditional model conventions are off the table. We have already put on two such events this year, where new items were introduced, and conducted a discussion on new and future releases. We would like to continue in, perhaps, approximately three month intervals. That would be a frequency that should tire out no one, and should always bring up something interesting. The next one should be around the time of E-day, actually.

One of the things that were to have been featured at E-day, which we would like to bring to fruition, is the proposed retro-release of the P-40F Warhawk in 1:72nd scale, a theme directly connected to Vaclav Sorel articles published in old issues of ABC magazine. We are still fine-tuning these, but the kits are virtually done. It is heavily influenced by said articles, which included descriptions of the pilot, Lubomir Ulehla. It is true that research, since those articles were first published, have shown things to be somewhat different, historical accuracy and corrections are not the point here. This has more to do with nostalgia, although the historical accuracy of the theme does also play a role, of course. The basis of this release is more about the 1986 article than the 1945 aircraft. The kit was to have been sold at E-day, with the proceeds going to Mr. Sorel, and the kit will be sold via other methods, but the proceeds will still go to Vaclav. In two months, the details will have been ironed out. So far, we have put together a pretty decent sum from which the family has been withdrawing funds to aid in his recovery.



In a recent newsletter, I described what Vaclav Sorel has meant to Czech and Slovak modelers, what he has been going through, as well as his family, and the need to set up a fund to help them out. I would like to take this opportunity to thank all those that have already contributed to this fund on behalf of myself, Eduard, and also of Zdenek Sebesta. The latter is responsible for the entire concept of the fund, and the Warhawk, and its related themes, project.

At the event with Artur, we introduced a list of new items, the descriptions of which can be found in this newsletter. They were geared to two new Limited Edition releases, 'VLR: Tales of Iwo Jima' and 'Spitfire Story: The Few'. The Delfin in 1:72nd scale was not discussed a whole lot, despite deserving some attention on its own merits, not the least of which were that they were delivered on time, no small miracle under current conditions, and that the decal options are not just downsized copies of the 48th scale version of the aircraft. That's how it goes in life. Attention invariably gravitates towards the big projects and they become big events, while the smaller ones are undeservedly left in the shadows. I believe that the plastic for the MiG-19s in 1:48th will arrive in a timely manner as well. Those set sail on Saturday.

I believe that I have mentioned before that the idea for the new duo of Limited Edition kits came about last year in Chattanooga while observing the reactions to the then-new P-51 Limited Edition kit, 'Chattanooga Choo Choo'. Our plan to come to Texas with another significant Mustang and the new Spitfire Mk.I got the same kick in the teeth from Covid-19 as did our plans for E-day. That, however, is no reason whatsoever to give up on the ideas. As recently as in June, I figured that beyond the shadow of a doubt, the Spitfire Mk.I will be nothing more than a sparring partner for the Mustang. Just one look at the marking options in VLR tell the tale. Each option is more stunning than the last, with a riveting tale of long-range missions over Japan to tell. And then, there is the simple fact that the Mustang is the Mustang, after all. A beautiful animal, a thoroughbred fighter, an aircraft capable of winning a war, and a resulting kit that is well on its way to holding the distinction of being the most successful product we have ever produced. Could this item possibly be topped by the Spitfire Mk.I? That plain Spitfire Mk.I, the boring patron saint of the Battle of Britain with the same camouflage scheme from plane to plane, no personal markings to speak of to garner some attention, about which all has been known for a long time

with nothing new promised for the future? The workhorse of Churchill's 'so few'? The one that everyone talks about, but only a few hardcore fanatics really know a lot about? A kit, that was made by probably anyone and everyone with a milling machine in the basement and an injection molding machine in the yard? An aircraft that has appeared in new model form, and done nicely, I might add, twice in the last two years? Would that be able to shake things up? Unlikely. The Spitfire's glory days are behind her! As it turns out.....NOT! Some things are pretty timeless, apparently, and this is what our kit is pointing at very vigorously. This is a tribute to the few that eighty years ago stood alone against the forces of evil in defense of a fragile democracy that, ultimately, was the only one able to get Europe back into a period of peace and prosperity. It is also a recognition of the know-how and ingenuity, as well as technical beauty that was the result of a long and difficult road of development, filled with problems that had to be overcome to achieve the legend status that it ultimately did. Perhaps, our kit says nothing new, but it does say things that are well worth repeating.

Even our road to this Spitfire wasn't an easy one, and getting to this point required all of our resources, abilities and faith in ourselves. In some ways, our story of the development of this kit mirrors the story of the development of the actual airplane. Even a kit goes through a sometimes difficult development, evolves, and much like the designers of the original item, we too have had to try to find the best road to the best end, and we have to live with the notion that we have not yet achieved perfection in what we are doing. Perhaps, you will be disappointed in the sink marks in the exhausts that we were not able to eliminate by the time production began. Even so, we are now able to offer a beautiful kit, that offers many interesting features and a lot of finesse, that I venture to say has never been offered before at this level and at this concentration in one product. As with the real thing, our Spitfire is just barely within our abilities and capacity in terms of production, and whatever the kit's shortcomings are, those will also be eliminated in time. The choice in the matter comes down to either producing a kit with the inevitable question marks, or keep developing and fixing in an effort to create something utterly perfect. Once we have won the war, we will continue to improve, but that will come at a time when we are able to fill the orders we have.

So, back to earth. Both of today's Limited Edi-

tion kits are a continuation of basic concepts of models that we continuously developed over the past few years and which we are still developing. Even though it may come as a bit of a surprise, both VLR and Spitfire Story are conceptual developments of Wilde Sau and Du doch nicht!! I have gotten the question posed to me, where exactly, in the kits, are the stories? The fact is, they are hidden. If your approach to these kits is, let's say 'traditional', in that you look over the markings options, you read their captions, you pick one, you build it, and that's the end of it for you, then you will not discover the behind the scenes story. If you study the introductory text, read all of the captions to all of the marking options supplied, then you will discover that these kits have an intertwined, almost compartmentalized write up to them. VLR is based on a concept that requires the marking options to represent all of the Fighter Groups and all of the Fighter Squadrons within them. The intro explains the basics of the history behind the concept of the boxing, while the individual profile captions then describe the stories behind the specific pilots of the aircraft. The combination and hierarchy of the information presented allows you to formulate a certain picture of what the whole thing is about. If it grabs your attention sufficiently, and hopefully it will, then you can seek out the relevant literature on the subject, and educate yourself further.

With Spitfire Story, it even goes a step further, since the technical development of the Mk.I lineage is simultaneously being mapped out. In the markings options, different phases of technical upgrading is pointed out for the individual aircraft, against the backdrop of historical events. There is also a connection through the fact that differently equipped aircraft operated during different time periods. Then, the historical backdrop governs the described experiences of each pilot, which are, in this case, famous pilots and aces. And even that's not the end of it. Spitfire Story is a part of a wider endeavor, dedicated to the 80th Anniversary of the Battle of Britain. As of last week, our Facebook page has been the forum for items related to the Battle of Britain, it's component phases, and parts of this will also make up future posts dedicated to our kits, released for this anniversary. In this edition of the newsletter, you will find a historical account, taken from the introductory text of the kit 'Spitfire Story, The Few', but expanded as dictated by the inclusion of a more detailed history. And that has a bearing on the aforementioned series on Facebook. Our kits, to be released to commemorate the anniversary of the BoB, will be all be introduced in this way. Through August, the attention will shift from the Spitfire Mk.I to the Bf 109E, which is the focal point of the Limited Edition release 'Adlerangriff', being prepared for September, when two kits will be released in unison, one as a Dual Combo boxing in 1:48th scale, and the other as a classic single kit in 1:32nd. Each kit will have a compatible markings option, all covering the various and relevant subvariants of the Bf 109E, to include the E-1, E-3, and E-4, and, in a similar manner, the individual Jagdgeschwader will be covered that participated in the battle on the German side. The options were selected so as to avoid recycling previously offered schemes and markings, and we purposefully avoided the biggest aces of the Luftwaffe with the exception of Adolf Galland, who will be a featured option in

both kits as the counterpart to Douglas Bader. So, with these kits, we will have the biggest combatants of the Battle of Britain, the Spitfire, the Bf 109E, and two foes who were fated to become great friends after the war. But do not be concerned that this would relegate our options to boring items. Far from it! It is a collection of some interesting aircraft flown by some interesting pilots with colourful stories to tell. Same as in Spitfire Story. Those that want to model the aircraft of those famous aces, your opportunity will come in September and in October, because we will be releasing separate decal sheets to cover these, too.

In October, we will come back to the Spitfire in ProfiPACK form, covering the Spitfire Mk.Ia, with a classic selection of decal options dedicated to pilots not offered in the Limited Edition kit. In November, we will be coming out with an underrated and, one could argue, much maligned opponent of the RAF, the Bf 110C and D. Again, this will be a Limited Edition kit, and again, will be a dual boxing, this time in both 1:72nd and 1:48th scale. Within that Facebook series on the BoB, we will also show that the Bf 110 was not a bad fighter at all. On the contrary, it could be quite deadly indeed. Among other things, over the course of the Battles of France and Britain, it had a better kill ratio than the Bf 109E! In December, we will be back with the Spitfire again, with the second volume of Spitfire Story, dedicated to the Spitfire Mk.II. Many modelers think that the Mk.II was basically the same thing as the Mk.I, so many of you are probably thinking 'ho hum' right about now. But it's a little more complicated than that. The Mk.II didn't differ from the Mk.I with just that little bump on the right side of

the nose. It was quite a bit more different than the Mk.I than that, and was also a considerably better airplane than the Mk.I. The kit will be a Dual Combo type boxing, and will offer both the machine gun armed Mk.IIa and the cannon armed Mk.IIb. It will be a pretty neat item, not only because the Mk.II began to take on a more offensive role as the RAF began operations against German targets in Western Europe. The story won't end there, either. After the New Year, there will be other kits coming along, but we'll get more into that in December. So... advice to all: keep an eye on all of our information avenues, newsletters and Facebook, as they will compliment each other in terms of information as it becomes available.

Today, I won't get into a big spiel about accessory items, just recommend a look at them in the newsletter further on down. There are things that are suitable for all of the newly released kits, including a cockpit and gun bays for the Spitfire Mk.I. But I do need to say a word about the decal sheets. After an extended period of contemplating weather or not to release sheets covering specific types, we decided to go into it. We will be releasing them in three lines. The first will be intended for our Weekend Edition kits, and these will expand on what is available with the kit. The second will be for our Limited Edition kits, and the third will be designed for interesting subjects from other manufacturers. All will, of course, expand on what is already offered.

That's it for now, and I hope that you enjoy today's newsletter, with it's good dose of new things and information. Tally ho!

Vladimir Sulc



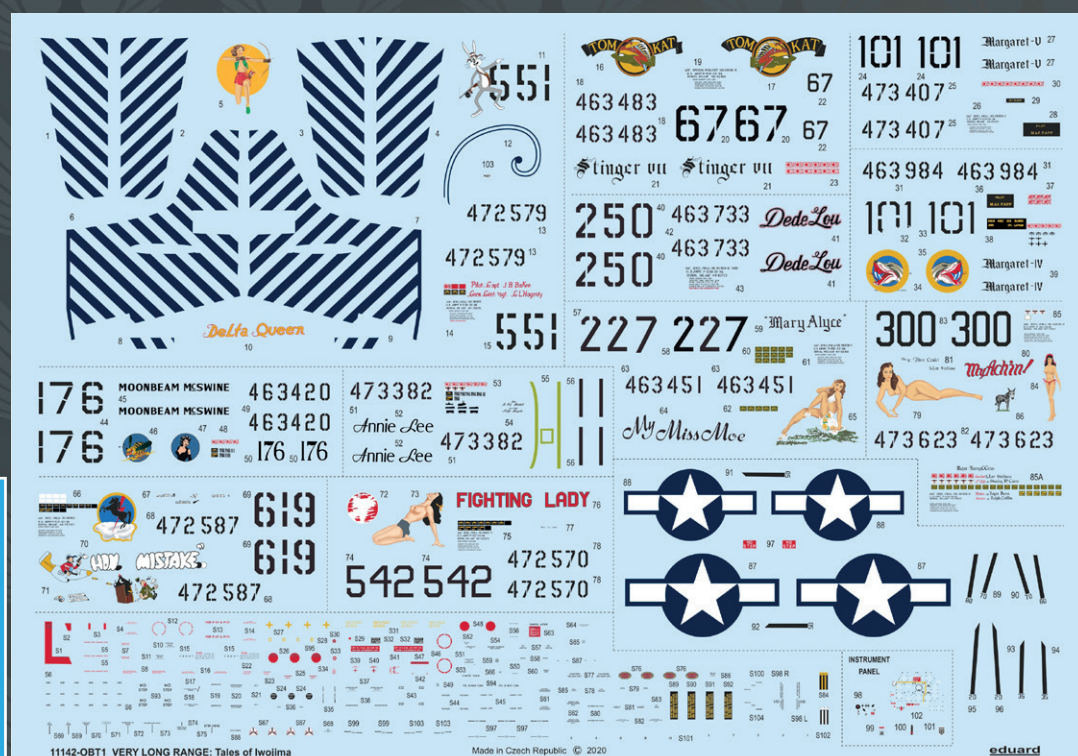
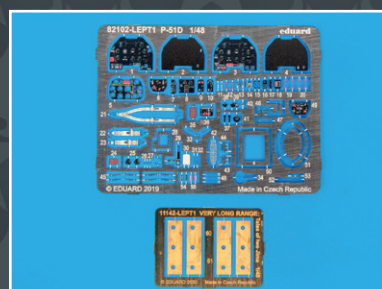


Very Long Range: Tales of Iwojima

1/48 Cat. No. 11142

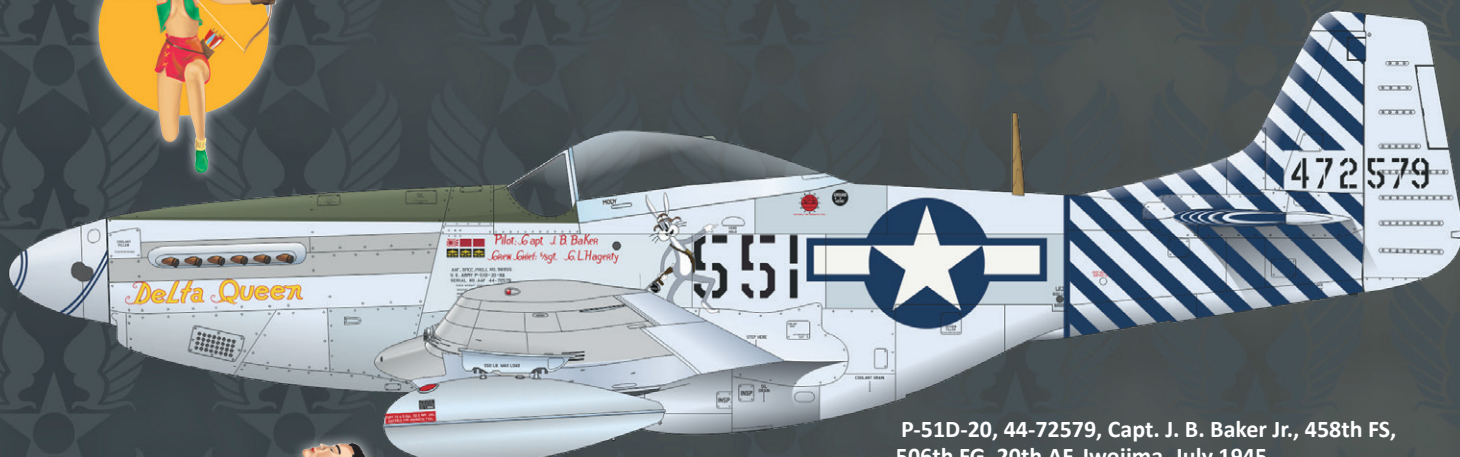
- Plastic parts Eduard
- Photo-etched set
- Painting mask
- 12 marking options
- Brassin: wheels
- Extra: pin with emblem of 78th Fighter Squadron

Product Page





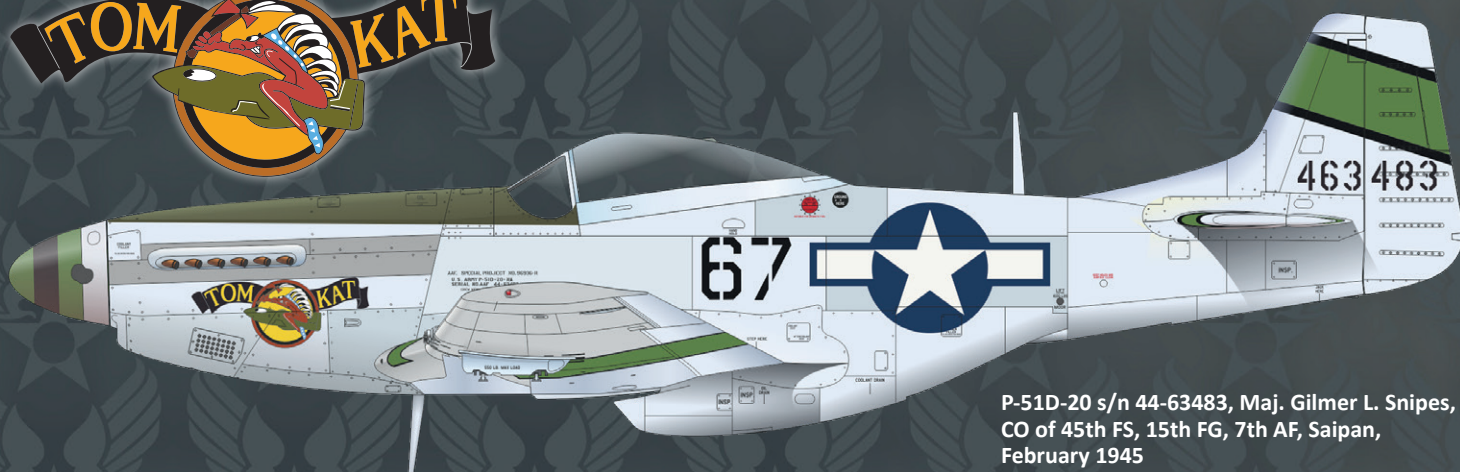
P-51D-20, 44-72587, 2nd Lt. William G. Ebersole /
2nd Lt. James R. Bercaw, 462nd FS, 506th FG,
20th AF, Iwojima, July 1945



P-51D-20, 44-72579, Capt. J. B. Baker Jr., 458th FS,
506th FG, 20th AF, Iwojima, July 1945

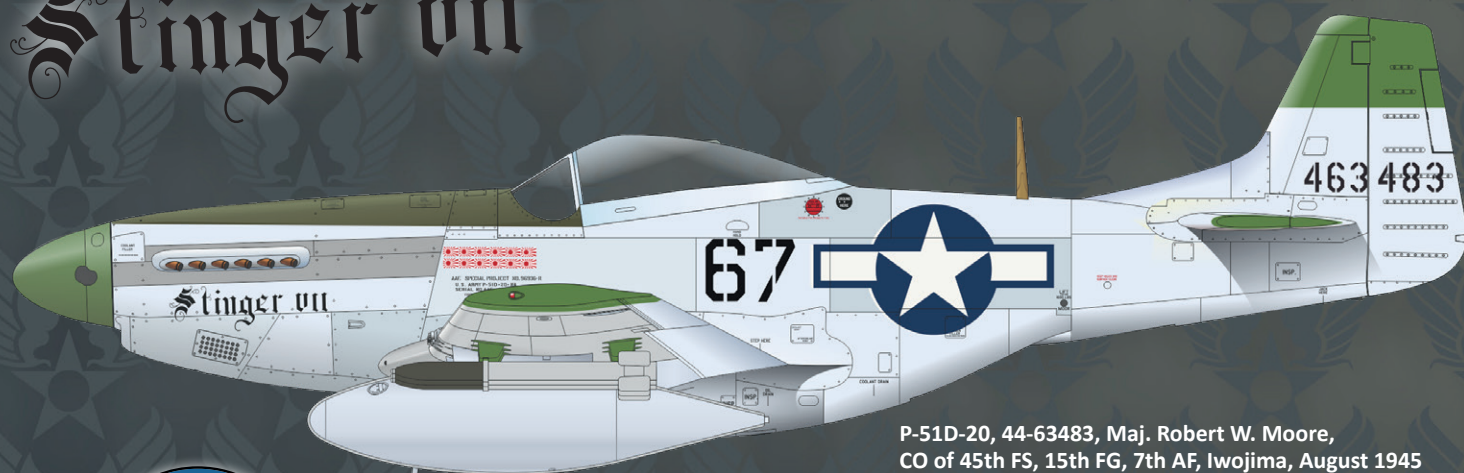


P-51D-20, 44-72570, Lt. Ralph S. Gardner / 2nd
Lt. Chester Jatczak, 457th FS, 506th FG,
20th AF, Iwojima, June/July 1945

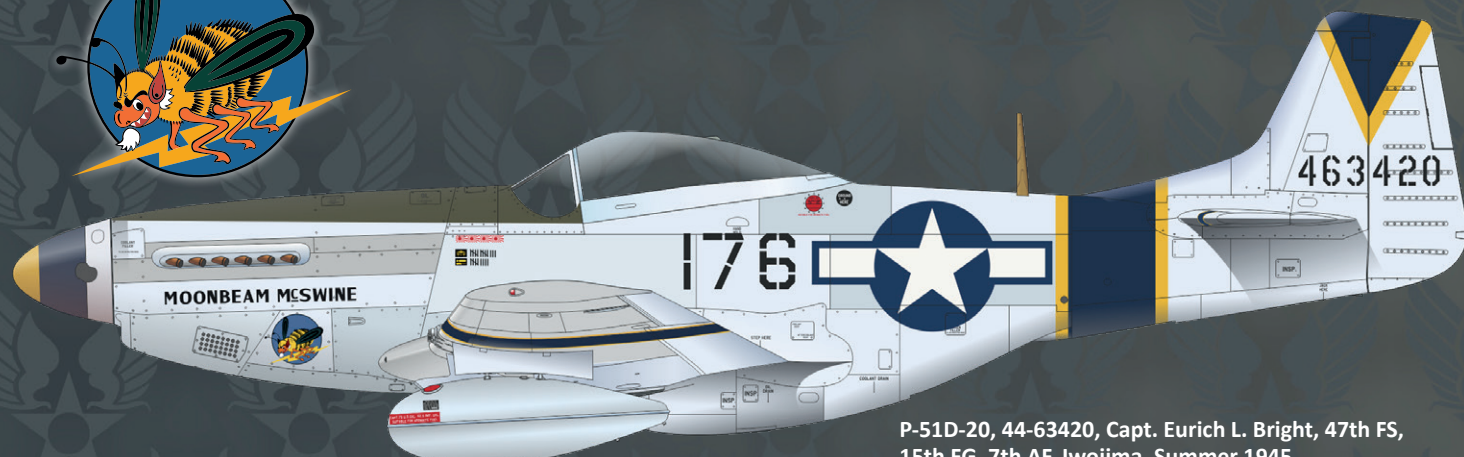


P-51D-20 s/n 44-63483, Maj. Gilmer L. Snipes,
CO of 45th FS, 15th FG, 7th AF, Saipan,
February 1945

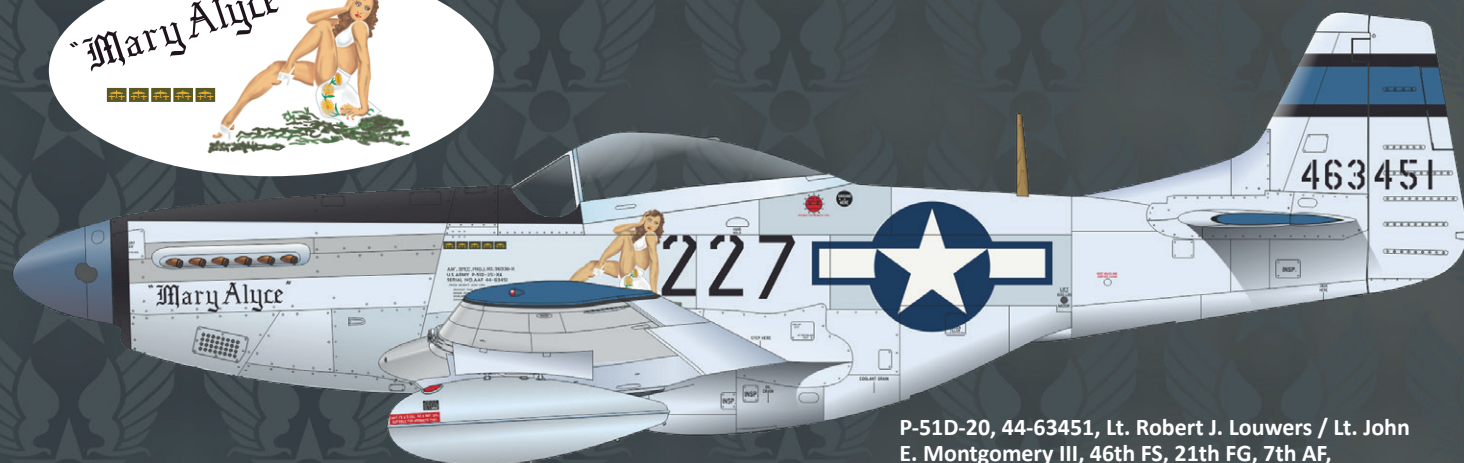
Stinger VII



P-51D-20, 44-63483, Maj. Robert W. Moore,
CO of 45th FS, 15th FG, 7th AF, Iwojima, August 1945

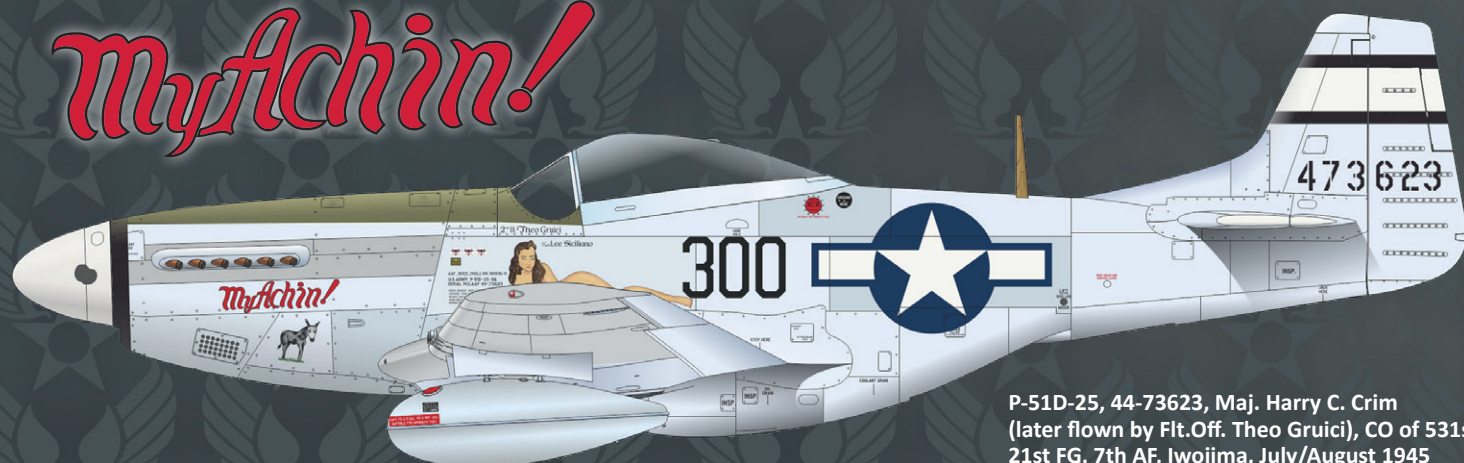


P-51D-20, 44-63420, Capt. Eurich L. Bright, 47th FS,
15th FG, 7th AF, Iwojima, Summer 1945



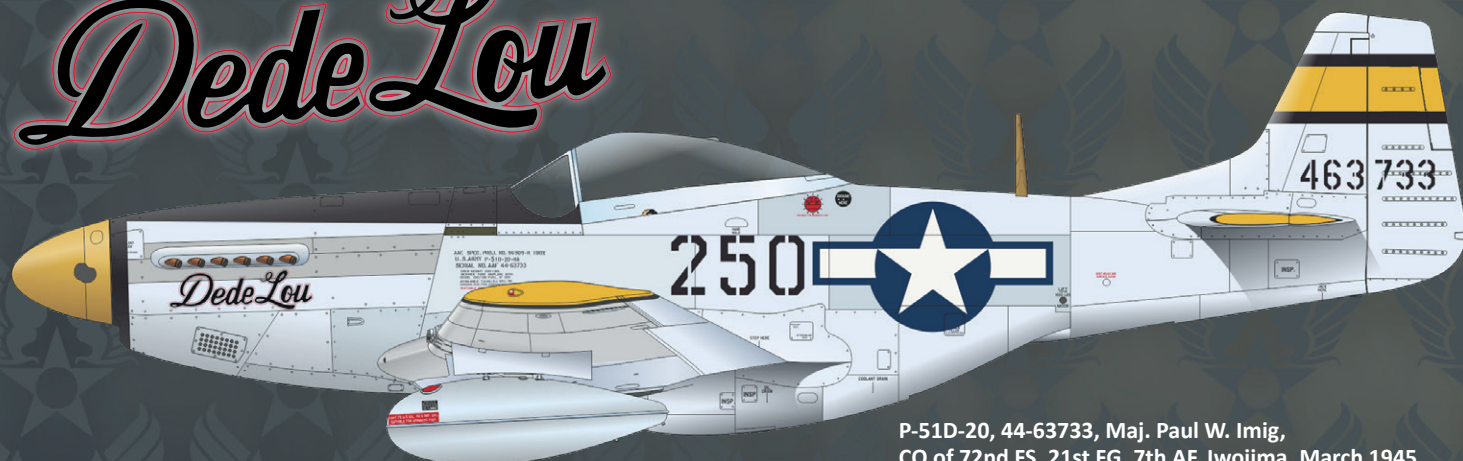
P-51D-20, 44-63451, Lt. Robert J. Louwers / Lt. John
E. Montgomery III, 46th FS, 21st FG, 7th AF,
Iwojima, July 1945

MyAchìn!



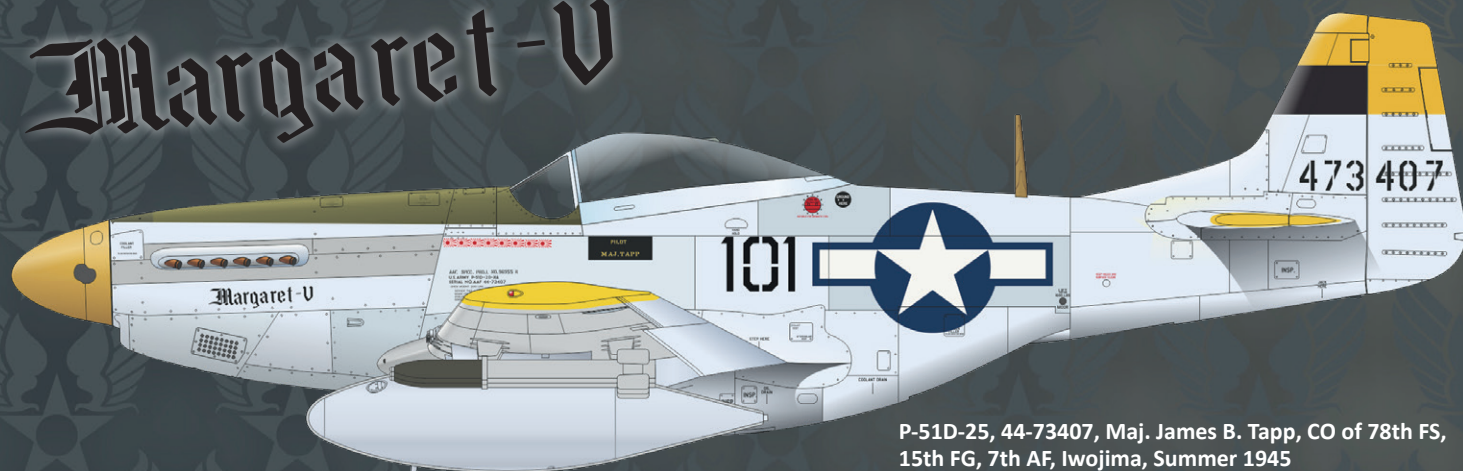
P-51D-25, 44-73623, Maj. Harry C. Crim
(later flown by Flt.Off. Theo Gruici), CO of 531st FS,
21st FG, 7th AF, Iwojima, July/August 1945

Dede Lou



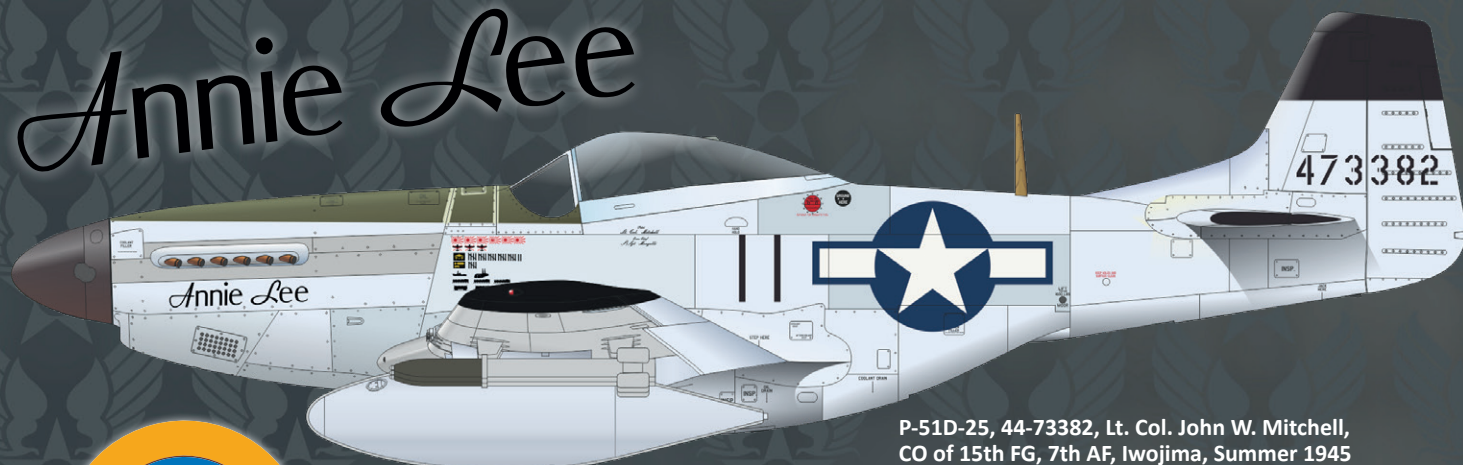
P-51D-20, 44-63733, Maj. Paul W. Imig,
CO of 72nd FS, 21st FG, 7th AF, Iwojima, March 1945

Margaret-V

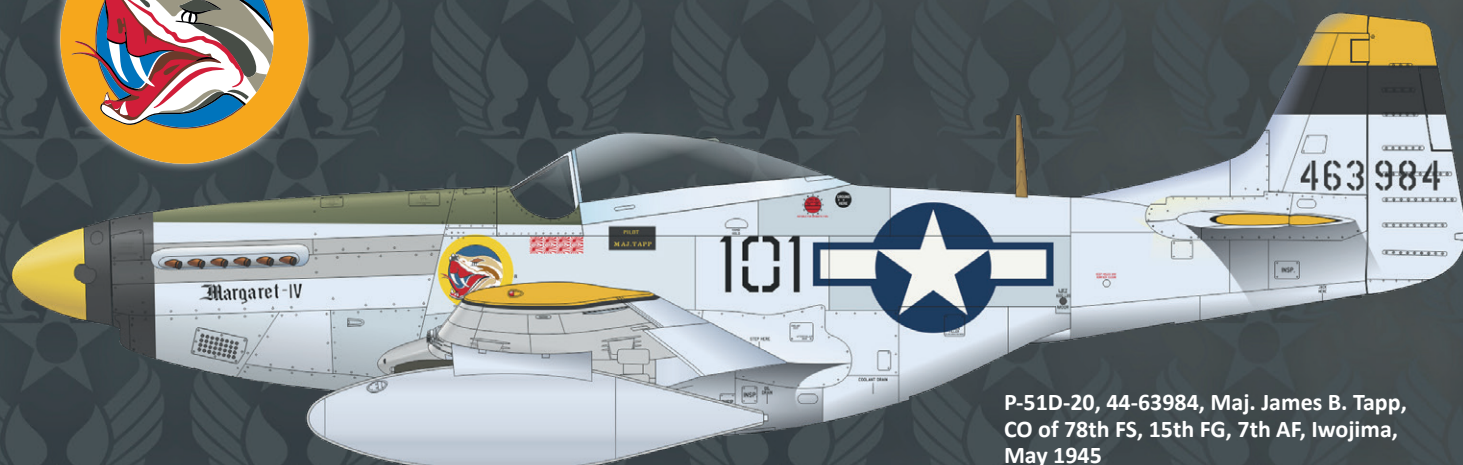


P-51D-25, 44-73407, Maj. James B. Tapp, CO of 78th FS,
15th FG, 7th AF, Iwojima, Summer 1945

Annie Lee



P-51D-25, 44-73382, Lt. Col. John W. Mitchell,
CO of 15th FG, 7th AF, Iwojima, Summer 1945

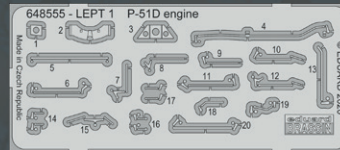


P-51D-20, 44-63984, Maj. James B. Tapp,
CO of 78th FS, 15th FG, 7th AF, Iwojima,
May 1945

Recommended for P-51D Mustang:

- 481000 P-51D (PE-Set)
- FE1021 P-51D seatbelts STEEL (PE-Set)
- 644031 P-51D-15+ LööK 1/48 (Brassin)
- 644053 P-51D-15+ LööKplus 1/48 (Brassin)
- 648485 P-51D exhaust stacks (Brassin)
- 648486 P-51D exhaust stacks w/ fairing (Brassin)
- 648487 P-51D Hamilton Standard propeller (Brassin)
- 648494 P-51D wheels diamond tread (Brassin)
- 648495 P-51D undercarriage legs BRONZE (Brassin)
- 648503 P-51D wheels oval tread (Brassin)
- 648504 P-51D wheels cross tread (Brassin)
- 648505 P-51D wheels block tread (Brassin)
- 648511 P-51D wheels diamond tread 2 1/48 (Brassin)
- 648512 P-51D wheels rhomboid treat 1/48 (Brassin)
- 648513 P-51D wheels pointed cross tread (Brassin)
- 648514 P-51D wheels grooved 1/48 (Brassin)
- 648517 P-51D gun bays (Brassin)
- 648522 P-51D cockpit 1/48 (Brassin)
- 648555 P-51D engine 1/48 (Brassin)
- 648570 P-51D gun sights 1/48 (Brassin)
- EX663 P-51D TFace (Mask)

Cat. No. 644031

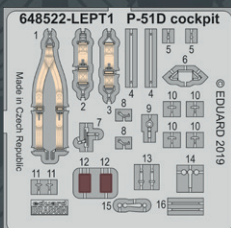
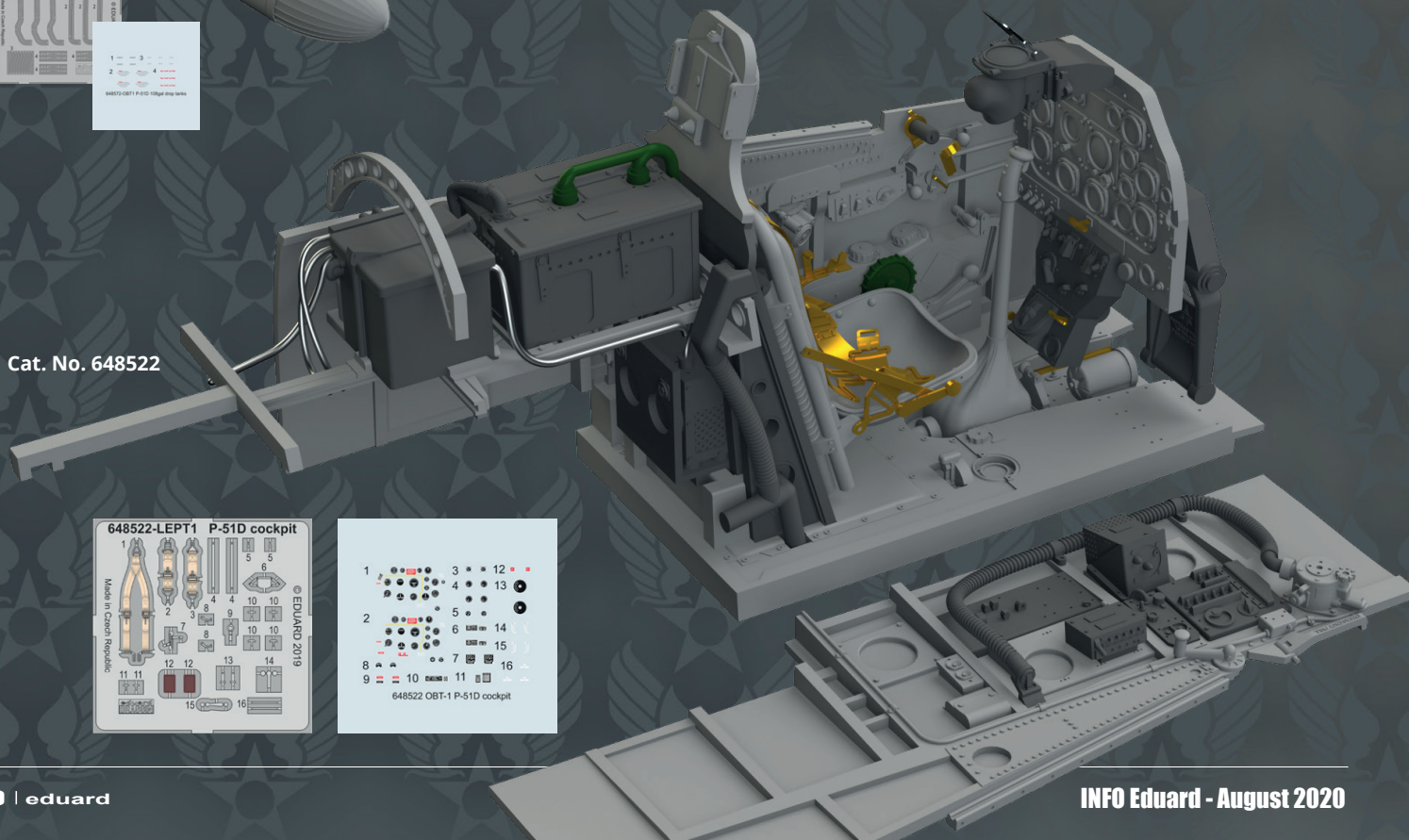


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Cat. No. 648572



Cat. No. 648522





TALES OF VERY LONG RANGE BILL

1st Lt. William "Bill" G. Ebersole

Interviewed and Written by Brian Walter,
506th Fighter Group Historian

Flying a P-51 Mustang as a member of the 462nd Fighter Squadron, 506th Fighter Group, 1st Lt. William "Bill" G. Ebersole took part in the VLR (Very Long Range) missions of the 7th Fighter Command from Iwo Jima. Born in September 1924 and only 20 years-old when he arrived on Iwo Jima, Bill had the distinction of most likely being the youngest fighter pilot on the island. As Bill says, he believes this was verified as he was sought out by a "Life" magazine photographer who had been assigned to him for a couple days of photography. During his time in the war, Bill was credited with completing 10 VLR missions, having probably destroyed an enemy aircraft on the ground, and earning a Distinguished Flying Cross and Air Medal with three oak leaf clusters.

Bill began his piloting career in the Army Air Force at Maxwell Field in Alabama and then continuing at Arcadia, FL for primary flight training. The unique part of this assignment was that Arcadia was where Bill was born and raised. Bill eventually found out that his father's partner at the Arcadia newspaper had some contacts at the local flight school and had requested Bill be sent there. Bill has often said that training at Arcadia was especially easy for him since he was flying over the same area that he would hunt and fish in since he was a little boy. He couldn't have possibly gotten lost! From Arcadia, he went back to Alabama for the next levels of training. He attended basic flight school at Gunter Field to train on the BT-13 and then to Craig Field for advanced flight school, piloting the AT-6. Graduating and earning his wings on April 15, 1944, as a newly commissioned Second Lieutenant, Bill then bounced around to a few more airfields and had just about 250 flight hours before heading to train in the P-51 Mustang at Bartow Army Air Base in Florida.

Bill's first flight in a Mustang (P-51A) was on July 26, 1944. While his training at Bartow was originally planned for the

normal two months, he ended up staying until early January 1945. This just happened to be because at the time, the pilots were not needed anywhere specifically. He accumulated another 273 flight hours of which were mainly in a P-51. While at Bartow, Bill and his roommate Allen F. Colley (from Decatur, Georgia) spent many hours analyzing and planning how to hone their skills at hitting the ground and aerial targets. They also always volunteered and got as much flight time as they could, even towing the gunnery targets. When they left Bartow, out of several hundred pilots, Allen had the highest gunnery score, with Bill just a fraction lower to be second highest. Bill believed that this was a determining factor for both him and Allen being selected to join the 506th Fighter Group at Drane Field, in Lakeland, FL.

Arriving at Lakeland in early January 1945, Allen and Bill were both assigned to the 462nd Fighter Squadron, while the other four replacement pilots that came with them were sent to the other two squadrons. The group immediately started training for what would be known as a VLR (Very Long Range) mission. They got an idea of what that would be like just a few weeks in, as Bill took part in an eight-hour, 2,000-mile non-stop cross-country training flight with external wing fuel tanks. His last flight at Lakeland was in a BT-13 on February 20th, 1945, where Bill flew the plane twenty minutes south to Arcadia to see his mother to say goodbye. Bill was then selected to be part of the ground echelon of officers that would soon be off to fight in a yet unknown destination in the Pacific. The ground echelon had left Lakeland and took a train to Seattle, WA. There, they boarded a converted Swedish hospital ship, The Bloemfontein, and sailed to Hawaii. After staying in Hawaii for two weeks, they set sail again to Eniwetok Island, then Tinian, and finally, on to Iwo Jima.



This picture was most likely taken by the famous LIFE magazine photographer, Loomis Dean. Bill stands next to a P-51 after a mission, unfastening his B-10 back type parachute. The photo, taken in July 1945, gives a detailed look at the equipment and uniform of the VLR pilots. Although not consistent with all pilots, we see here Bill using the standard AN-S-31A khaki flight suit, B-8 goggles, and Type A-11 flying helmet. Of particular note are the three ,pads' hanging off his backside, which he describes on pages 4 and 7 of this interview.

Bill's first flight from Iwo Jima was on May 13, 1945, to familiarize himself with the island. Just a few days later, on May 18, 1945, he flew to Chichi Jima to drop two 500-lb bombs. Weather issues plagued the VLR groups in most of May, and so it was not until June 7, 1945 when Bill made his first flight to Japan and became part of the 'Tokyo Club' as the pilots called it. This mission was for B-29 escort to Osaka and when it was over, Bill landed after being airborne for 7 hours and 45 minutes. Bill went on to fly 12 VLR missions, 2 of which were weather aborts. He also had one more strike mission to Chichi Jima, as well as countless hours of combat air patrol and local flights on Iwo. After the war ended, Bill continued to fly with the squadron and in November 1945, he flew his assigned P-51, #619 'Hon Mistake', for the last time. It was a ferry flight to Orote Field on Guam. A little less than a month later, with al-

most 193 flight hours logged from Iwo Jima, Bill said goodbye to the island for good. He led a flight of Mustangs to Isley Field on Saipan and from there returned to the United States just in time for Christmas, 1945.

Today, Bill is 96 years old and lives with his wife Anna in Florida. He still talks about his exploits in the war and is very proud of what he accomplished, although he maintains he was just doing his duty. I have been involved as a historian for the 506th Fighter Group and have known Bill for several years now. I reached out to him for an interview upon the release of the Eduard 'Tales from Iwo Jima' kit.



2nd Lt. Bill Ebersole sits on the wing of a 462nd FS P-51, next to the squadron insignia which was painted on almost all of the 462nd's Mustangs. Seeing as how there is not any nose art applied, this picture is most likely taken in late April or early to mid May 1945.

Tell me about when you first got to Iwo Jima.
What was that like?

Our squadron was split into two different groups when we left the states. Half the group went with the aircraft carrier with the planes to be transported overseas, and the rest of us went as a ground group on a separate ship. So, when we got to Iwo, we had to sit around and wait a bit for our planes to arrive. When we first landed off the boat, we were told of and heard about the night of the Japanese suicidal run at the 21st Fighter Group. We were on the boat for about two weeks offshore. You could see a lot of action from there. We were close to the island and we would see the trip flares at night. You would watch them going off, which we knew were the Japanese sneaking around. Once we got there, we were in little wall tents we were sleeping in, with four cots around the walls. I had made up my bed, and I remembered what had happened to that other fighter group, so I made up my cot and stuffed it to make it look like I was in bed. And I slept underneath it. I did that for the first couple weeks. I had a .45 pistol there at the corner of the cot, and I could scoot out under the edge of the tent quickly if I needed to. And if you had to go to the bathroom, you wouldn't go down to the latrine, you would think of something else and just wait till morning. Tough luck! There were some loose cats and animals on the island, but almost every night in the beginning you would hear 'halt, halt'.... and then badadadadadad...the guns would be going. I never did any souvenir hunting either, some guys would, but I thought that might be a foolish way to go.

In the beginning, it was much like camping. It was funny to me, some of the guys had really never been outdoors in any adverse situations, or at least it seemed that way. They didn't know what to do with a fire, we had to warm our own food in the beginning. They were putting cans of beans on the fire without punching a hole in them, and well you know what happens with that. I was an Eagle Scout, so I held those guys' hands, even though I was one of the youngest on the island, I knew what to do in the outdoors.

Bill smiles for the camera in the cockpit of 619. This was a staged photo taken by one of the ground crew. As you can see, he only has a t-shirt on under his flight gear.





Train - Eng. & misc.
 Bonin - Chichi 350 m. Red.
 VLR - Over 350 m. Red.
 Test - Test hop.
 CAP - Patrol & intercept.
 ADMIN - Administration
 PERRY - Ferry.

Bonins X X

Mission: VLR.
 Credits:

9	10	11	12	13	14	15	16
9	10	11	12	13	14	15	16

Toward Rotation:

9	10	11	12	13	14	15	16
9	10	11	12	13	14	15	16

LOG.

Date	VLR	Bonins	CAP	Test	Train	Tot.
5-25	9:30			12:00		17:30
5-27				19:30		20:15
6-18	2:15 (about 2:45)	bad front				23:05
6-7	2:50 (about 3:45)					31:30
6-8	7:30 (Tokyo) (5:00)					34:35
6-10	2:30					37:05
6-14	1:30					43:05
6-16	2:30					44:50
6-26	6:00 about weather					51:45
6-27	1:45					54:40
6-29	7:05 (Nagaya) (over)					56:00
7-1	2:30 about (over) Nagaya					58:30
7-3	7:30 (about 8:00) (over) Nagaya					64:40
7-4	7:30 (about 8:00) (over) Nagaya					66:45
7-5	7:30 (about 8:00) (over) Nagaya					68:30
7-6	7:30 (about 8:00) (over) Nagaya					70:35
7-7	7:30 (about 8:00) (over) Nagaya					75:35
7-8	7:30 (about 8:00) (over) Nagaya					83:50
7-9	7:30 (about 8:00) (over) Nagaya					91:35

2nd Lt. James R. Bercaw stands next to the nose art for 619 that was inspired by true events. Jim and Bill were both assigned to the airplane. On a strafing mission, Jim fired on what he thought was an anti-aircraft gun emplacement. However, after watching his gun camera film, it was seen that Jim mistakenly fired on a military outhouse that clearly showed a Japanese soldier running out of it with his pants down around his ankles and a roll of toilet paper in his hand. Jim proceeded to tell their crew chief, S. Sgt Bernard Hyman about it, and Hyman said it would make for a great nose art on the plane. Jim agreed, asked Bill, and 'Hon. Mistake' was created. A scan of Jim's diary and individually kept flight log on Iwo Jima is shown, courtesy of Jim's son, Walter Bercaw.

You were assigned to P-51D-25-NA #44-72587, #619 with 2nd Lt. James Bercaw. The airplane was eventually given nose art and named 'Hon. Mistake'. Tell me about how that name came to be.

Well, yes, that was mostly Jim's doing. It really didn't matter to me what was on the airplane. But for Jim, it did, and he came to me with the idea, and I liked it. So, I said yes, and they painted it up and I supported him for it. He had an airfield strafing mission before he named it, where after seeing his gun camera footage, he realized that he had strafed an outhouse. He didn't know it at the time, but he saw a structure in front of him and opened up. The guys gave him a little joking around with it, so he thought that would be a great name, as it was really an 'honorable mistake'. I just thought what an absolutely terrible place to be during an attack! I don't remember who painted it, but we had some really talented guys in the squadron. I never did get really close with the ground crew. We were told not to really fraternize with the enlisted men, and so I didn't. I was a young, First Lieutenant and I did everything I was told to. Looking back, I wish I was more friendly with them, but I just did what I was told. Some guys even would write about their missions in their letters, or other things that we weren't supposed to. I never did it because I was scared to; because they told us not to do that stuff. A Captain might get away with it, but I didn't want to try it!

What was it like being in the cockpit of the P-51 on a very long-range mission?

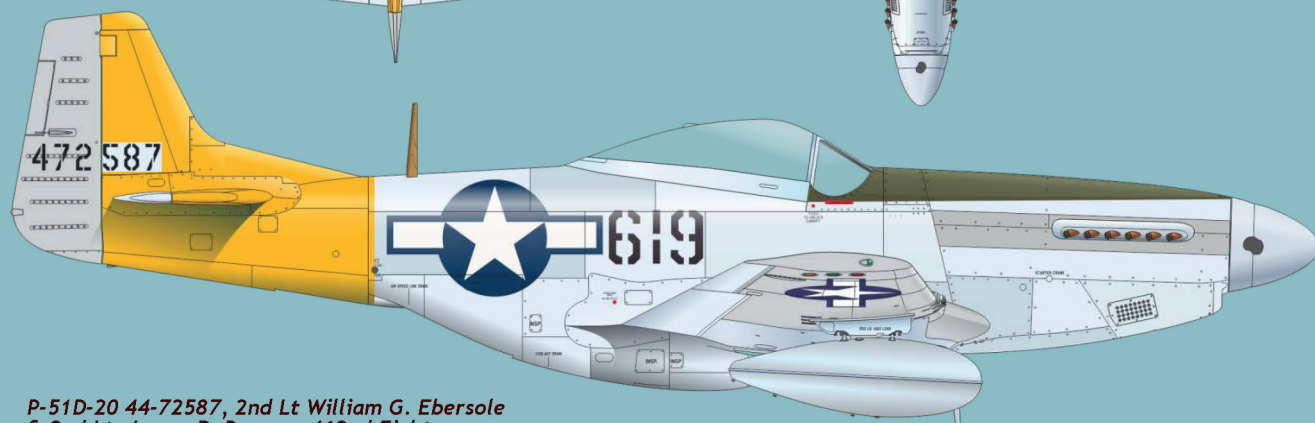
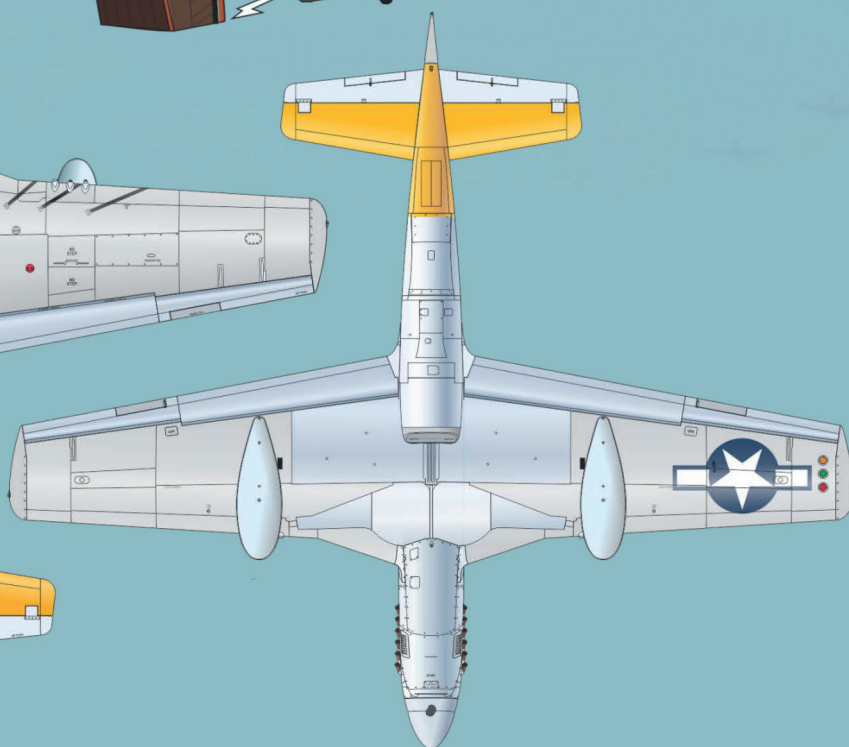
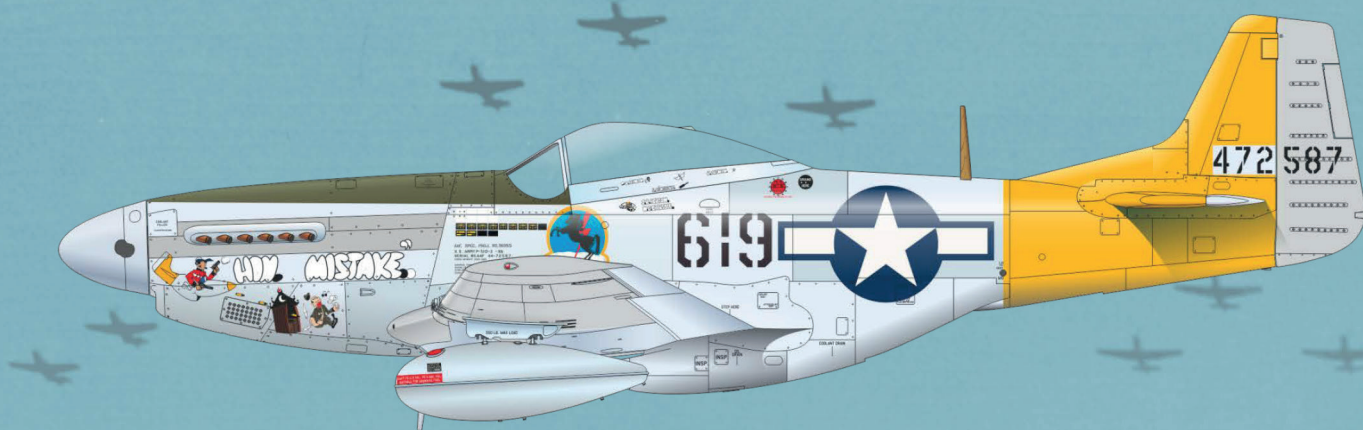
We sat on a one-man life raft, and then next was a pack we made up ourselves. It wasn't assigned, but a lot of guys used



Bill Ebersole and Jim Bercaw, along with two of the ground crew members for 'Hon. Mistake'. Here the airplane has the 110 gallon drop tanks attached, and you can see the mission symbols for the long range missions to Japan as well as the ground attack sorties to Chichi Jima.

Bill stands in full flight gear next to the nose art of 619.





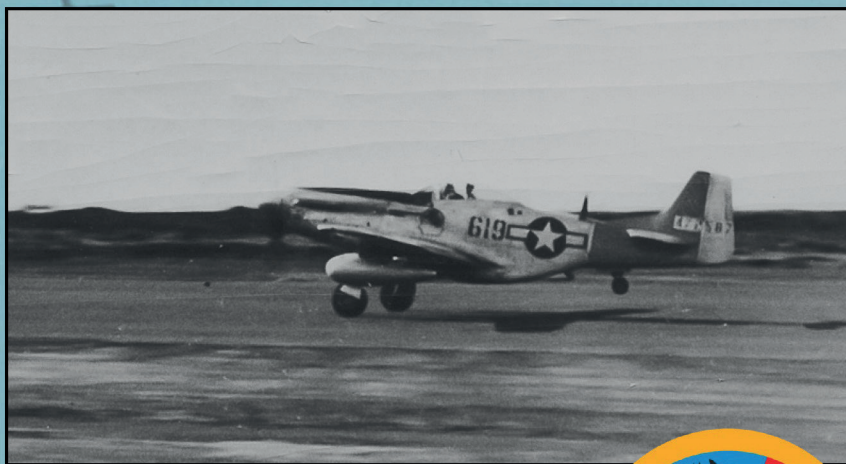
P-51D-20 44-72587, 2nd Lt William G. Ebersole
& 2nd Lt. James R. Bercaw, 462nd Fighter
Squadron, 506th Fighter Group, 20th USAAF

them and it was the same size as the parachute, so it fit right on top of it. We had a lot of time leading up to being on Iwo Jima to pack these. I put in some cans of water, fish and tackle, signal flares, sea dye, a tarp, matches, compass, scout knife, map, and then .45 ammunition with bird-shot and tracer bullets. So, it was kind of like a survival kit. We just spent countless hours packing and repacking those kits. And then there is a seat cushion, I've still got that cushion at home. The cushion had a little air valve in it, and you let the air out of it, and it goes down, or you raise it up a little bit and let the air in it. So, on a seven and half, eight-hour mission, there's nothing to do other than move up and down in your seat a little bit. I liked to be way up as high as I could be in that cockpit, but sometimes, just to feel a little change, I would go down in my seat a little bit.

Sometimes, they would give us a sandwich to take, and some carbonated water. I just had a canteen on my belt full of regular water, but I tried not to drink too much. On quite few missions, we would get out to our planes, get all strapped up, start them up, pull them out, and then we would have to wait for the final weather clearance. Sometimes it would be fifteen, twenty minutes, even more. And sitting there, sometimes you would suddenly have to go to the bathroom. So, you would see pilots, start unstrapping, taking off their helmets, oxygen masks, etc., and climb out of the plane quick. They would then quick go stand behind the tail of the airplane, go to the bathroom, and then hop up and climb back in. It was important to do that honestly; you knew you weren't going to be back for seven or eight hours. Now, we did have a pilot relief tube, which was under the left-hand side of the seat. And all it was, a little cone there that you used. And it was funny, because we would go on these long-range trips, and after hitting our targets, or whatever, on our way back from Tokyo, you would see a flight of four planes. They would all be flying all in nice formation, and suddenly one plane would start going up and down, all over..... and everyone would say, "Oh I know what you are doing!"

Did you ever have any close calls or dangerous things happen to you while on Iwo or flying missions?

There was this one time that there was an air raid. Now Allen Colley (my Bartow roommate) and I, we were at the far end of the island, at some other mess hall. We would go sometimes to other places just to try out the food. So, while we were down at that other end of the island it's still only about three or four miles long, and the air raid sirens went off. We both looked at each other, and we ran outside the mess hall and we jumped in somebody's jeep, I don't even know who's it was. It was just parked outside with the keys in it. We drove it down to our airstrip as quick as we could. He jumped in his plane and I jumped in 619, and we took off. Our thought was we were going to fight them in the air rather than be on the ground. So, we took off, together, and we got down the runway a couple hundred feet, giving it full throttle. I suddenly noticed I had not fastened my shoulder harness. It was loose. You had the big gunsight right in front your face, a foot or so from it, so you didn't want to be like I was, or you could smash your face right into. So, I took my hand off the throttle, locked it in, and put my hand back on the throttle. After just the few seconds it took to do that, I looked



619 on take-off, most likely piloted by Jim Bercaw, as this was original picture from Bill's collection of photographs.

Bill brought along his camera and took many photos during his time on Iwo Jima. Around his neck is a light meter that he brought to Iwo to help him take photographs. Having some issues with exposure, he decided to make a filter for his camera. He cut up a tinted plastic B-8 goggle lens and placed it over the lens of the camera. However, this turned to not work out like he thought it would, and a number of his photos did not come out very well!





Bill again in the cockpit of 619. Similar to an earlier picture, Bill was simply getting several pictures taken as keepsakes to show the folks back home. This shot provides a nice close up of some of the art that made up the fuselage of their P-51, 'Hon. Mistake'.

and I had drifted off to the left and all the sudden, I was all his prop wash and it was turning my plane. Now, on the left, near the end of the runway, I was heading for the end and a large bank of reefs. So, I had to cut the throttle back, to get out of the prop wash, which I did to get control of the plane. Now, during all of this, I had lost a lot of my runway. I had an instant choice, to either try to brake and not run off the end, or to give it the power take off. The P-51 was loaded up for a mission, so I had full gas and full tanks, but I made the decision to go full throttle. I took off and barely got off the ground. And it was about 300 feet down to the water, so I punched it down to the water to get more flying speed, which I did. We both then quickly dropped tanks and climbed for altitude to prepare for an attack by those enemy planes. And that was about the closest as I came flying wise. Looking back, the only thing I could do was either try to stop in time, to cut the throttle back or give it that throttle and go for takeoff. I just didn't think I could stop it in time. And it worked. I believe it was the proper thing to do. So we were looking for the enemy planes and listened to the radio.....but they (enemy aircraft) had turned around.

On one of my regular VLR missions, I was flying with Major De-Jarnette, in his flight of four planes. I was the fourth plane. After our main strafing attack on an airfield didn't work out, he decided we would go after an aircraft carrier in the inland sea that we spotted down below on the way out. The four planes, we did a wing over, and dived down at full power and shot fifty caliber machine gun bullets at this giant ship that had armor an inch thick. Didn't make much sense to me, but you took your turn, shoot a few rounds and pull out. So, I took my turn. I had gone that far so I was as sure going to shoot some target of opportunity if I could! So, I shot a couple bursts and started pulling out. I was going straight down at almost full power. Now I was the last one of the four, and I was really going fast! As I started pulling out, fortunately, you don't black out until you start pulling out

and you are all the way back up again. That's when the force hits you.....you can feel it. You know what's there, you know where everything is and how everything works, you just can't see. You just black out. So fortunately, I was going up, but I really couldn't see, and I blacked out. They say you hit compressibility, which basically means that you are going so fast that it breaks the air and so you lose control of the airplane and you don't get the lift. Your controls start to get floppy. To correct it, you ease it forward a bit. I remembered there were several instances and stories I heard where the wings came off the airplane in dives like that. So, I thought afterwards, boy was I lucky. I really think I was pushing 600 mph in that dive. I made sure I eased it and didn't force it and I didn't panic. I think if I would have forced it and pulled too hard, I would have lost the wings.

I was never fearful of anything I was doing. I knew that I could be killed at any time with anything I did, but so be it. That's what we were there for. Just to do a job. But it worked out just fine for me.

Can you tell me a little bit about your missions you flew? Did you ever have to fire on an enemy aircraft in the air?

We were sent over there to protect the bombers. And our group, we were the third P-51 group to get there. The other groups had been there a month to six weeks before we got there. Our runway wasn't finished, and they couldn't have that much congestion on the runways they had already. So, we had to wait and got there about mid-May. The other groups up to that point were already running VLR missions to Japan.

Out of my ten VLR missions, only one was an escort. The rest were strafing missions. But no, I did not have to fire on another aircraft in the air. I was trained to do it, for that very reason, but it turned out the first mission I flew (June 7th, 1945), was an escort mission and I was flying on the wing of the Colonel.



Flying tight in formation with Bill here for a photo was his good friend and flight school roommate 2nd Lt. Allen F. Colley. Colley was assigned to P-51 number 643 in the squadron, named Providence Permittin'. As noted by author Carl Molesworth, this came from a favorite saying of Colley's grandmother.

as top cover, circling the area to protect from any fighters that might show up. The other 12 would spread out, in line abreast about 50 to 60 yards apart, wingtip to wingtip, coming across the field at about tree top height. We would be coming in on a surprise attack of the airfield. And the only thing you could do is you would only shoot at what was in front of you in your lane. We didn't want to get in a situation where we would be firing and hit our own planes, so you didn't have much room to maneuver or seek out targets. You never knew what that was going to be, so sometimes it felt like a wasted trip. It really was luck of the draw what would be in front of you. But we would come in, at around 400 mph, tree top level, and right before the airfield, pop up a little bit and then aim down. We each had six 50-caliber machine guns, three in each wing. Every fifth round of ammunition was a tracer bullet, with two incendiary bullets and two armor piercing bullets making up the other four of each five rounds. With the tracers ricocheting in all directions, the incendiary rounds exploding when they hit, explosions on the ground, and a mass of return fire from the gunners on the ground, it would put any fourth of July to shame!! One of the times, when I had a good location, I pulled up, saw a plane on the ground, a twin-engine bomber I think it was, and I got credit for destroying it. There were a couple things that didn't get in my flight record, one was that I destroyed another plane that wasn't acknowledged, and I sank a small boat in the sea, and some other small transportation vehicles. Most of the time we did just one pass, but several times we did go back around. That always seemed like a bad idea to me, because it wasn't a surprise anymore!

Speaking of that ship, another time, we were attacking a supply train, and I made a pass and did some damage to it.....but my flight leader, Capt. Jose Diaz, said Bill, let's get the hell out of here before we run into somebody. Because a bunch of our guys were really having target practice on this train and making several passes. So, we flew out to the inland sea, and we saw a shipping type boat out there that we identified; we called them a Sugar Dog. He was way out away from the shore. And we made

an attack on it. So, I came in behind Jose, and I did the same thing I would do in flight school. I got on my final approach, lowered ten degrees of flaps, lined up to get it centered, and most of my bullets were hitting him. We pulled up, and came around again, and well, we probably wouldn't have done that but there wasn't too much firing back at us, but I just did the same thing. Ten degrees of flaps, just kind of glided in, and we were pretty successful and really destroyed that boat.

Did you have to ever fly through flak and AA guns? What was that like?

Well, you see it in movies, and the puffs going by....that's like real flak! You would start to see where it is, and then we would just change our altitude by a thousand or two thousand feet. I was flying on one mission, and I was in the top four planes for cover. The other twelve went across the field for the strafing run. So, we were up there to protect. But one of the guys I was flying with, 'Rosey' as we called him, (1st Lt. James E. Rosebrough) was hit, and I wasn't more than fifty yards from him. I think it was flak. Anyways, he started losing coolant, as you could see a stream of white coming out of his plane. We radioed and immediately turned around and headed back toward the water. We never wanted to bail out over land, and we had off the coast of Japan a submarine that surfaced not too far from land. We had radio contact with the submarine and also had radio contact with a B-29 that was accompanying us waiting for our return. On top of that, we had about every one-hundred and fifty miles a naval surface vessel, like a destroyer or escort, and we had radio contact with them as well. So, he was hit, and he wanted to try to go as far as he could. So, we got out past the second naval vessel, and then suddenly he radioed he was overheating and then his plane caught on fire. He radioed to us, "This is it!". I watched him; he did all the things he was supposed to.... he lowered his flaps and his wheels to help cut airspeed. He jettisoned the canopy and the rolled out the left side of the cockpit. When he did bail out, he hit the horizontal stabilizer and never opened his parachute.

A scan of the navigation plan given to pilots for a VLR mission scheduled for August 2, 1945. The 506th FG's objective was to attack Himeji and Itami airfields in the Tokyo area. This is the mission that Bill recalls on page 10 where first they attacked a supply train and then he destroyed a Japanese surface vessel.

te. We watched him tumble downwards. We went down below the cloud cover, and we didn't see any evidence of where he hit the water. We stayed there for about 20 minutes, circling, and calling for the closest navy vessel to come in. They were on the way when we left, but we had to leave due to fuel concerns. So, we headed back to Iwo Jima. And we were alone, with no B-29 escort. I was flying with Capt. Jose Diaz, and we were getting to about where I thought we should be home, according to my radio signals. I radioed to him; I'm telling you we're about to miss the island. We're too far to the south of the island. So, he said ok Bill, I don't think my navigation is working very well, so I'll fly your wing. I had us make almost a 90-degree turn, and he then flew my wing. Within about 10 minutes, we saw the island. When we landed, they told me I had about 5 minutes' worth of gas left. Eight hours and twenty minutes, it was my longest mission.

The P-51's you flew were normal factory-built models, but they did have a different radio set up, which is one of the distinct features of the VLR Mustangs. Can you tell me about this radio beacon system you used for navigation?

We had radio contact, UD, or Uncle Dog as we called it. They had to put it in the planes. You notice them right behind the cockpit, the two aerals. It was really quite a simple system, but it did take a little getting used to. If you looked at it, in Morse code, U is dot dot dash, and a D is dash dot dot. If you lay them together, you would get a solid beam, or sound if you will. And you could then fly that beam. So, any ship or airplane that could emit that signal, you could hone in on it. They had the signal going on Iwo as well once you got close. So that was great, after we get through our strafing mission, we could fly back with the B-29's. You would change to one of our channels to hear it, and you would just turn right or left to get on that solid beam listening to it in your ears. And there you were. And it was great to have that homing beacon where we were assembling. I think it saved a lot of lives, and it made you feel somewhat comforting as we were so far from Iwo out there in Japan.

On any of your missions did you have to fire rockets?

Yes, but only on practice missions. Rockets had to have the launching rails and I never did have them on our plane. They only put them on some of the planes. Probably about 90% of the time I flew my plane. From Combat Air Patrol to missions, I usually flew 619.

Bill's official document stating he received credit for probably destroying one enemy aircraft on the ground on June 23, 1945. He is credited as destroying a Zero, but recalls that it was a twin engine bomber.

Lt. Ebersole

SECRET

SECRET
Auth: CG VII Ftr Comd.
Initials: *W. R.E.K.*
Date: 1 August 1945.

HQS VII FC
IWO JIMA
1000K, 1 August 1945
(ACOPT/WHJ/jbd)

ANNEX "B" to FO No. 156.

NAVIGATION PLAN FOR 506TH GROUP

1. Take off: As ordered by Group Commander.
 - a. Magnetic course 359° to Rendezvous.
 - b. Distance 39 nautical miles.
 - c. Estimated time enroute 12 minutes. (185 I.A.S. - climb to 10,000 ft).
2. Rendezvous KITA JIMA (25/25N - 141/17E):
 - a. Leave Rendezvous by 1005 KING.
 - b. Navigation B-29's at 10,000 feet altitude.
 - c. 506th Fighter Group: 500 feet above B-29's.
3. Rendezvous to Departure Point (34/15N - 136/30E):
 - a. Magnetic course 339°.
 - b. Distance 582 nautical miles.
 - c. Estimated time enroute 2 hours 33 minutes. (210 I.A.S. @ 10,000 ft).
 - d. Arrival time 1238 KING at D.P.
4. Departure Point to HIMEJI Airfield (34/53N - 134/52E):
 - a. Magnetic course 302°.
 - b. Distance 88 nautical miles.
 - c. Estimated time enroute 22 minutes. (250 I.A.S. - Letdown).
 - d. Arrival time 1300 KING at Primary Target.
5. HIMEJI Airfield to ITAMI Airfield (34/47N - 135/26E):
 - a. Magnetic course 106°.
 - b. Distance 27 nautical miles.
6. HIMEJI Airfield to Rally Point (34/10N - 136/55E):
 - a. Magnetic course 119°.
 - b. Distance 109 nautical miles.
 - c. Estimated time enroute 33 minutes (210 I.A.S. - climb to 10,000 ft).
 - d. Navigation B-29's at 10,000 feet altitude.
 - e. 506th Fighter Group: 500 feet above B-29's.
7. Rally Point to Iwo Jima (24/47N - 141/17E):
 - a. Magnetic course 162°.
 - b. Distance 605 nautical miles.
 - c. Estimated time enroute 3 hours 02 minutes. (210 I.A.S. @ 10,000 ft)
 - d. Estimated of arrival 1655 KING.

NOTE: Route times based on forecast wind: 170° - 18 knots at 10,000 ft.

OFFICIAL: *W. R.E.K.*
KAMPFER,
LT COL
COMBAT OPS O.

MOORE
BRIG GEN

SECRET

HEADQUARTERS
506th Fighter Group SE
APO 86

JWC/jmi

28 July 1945

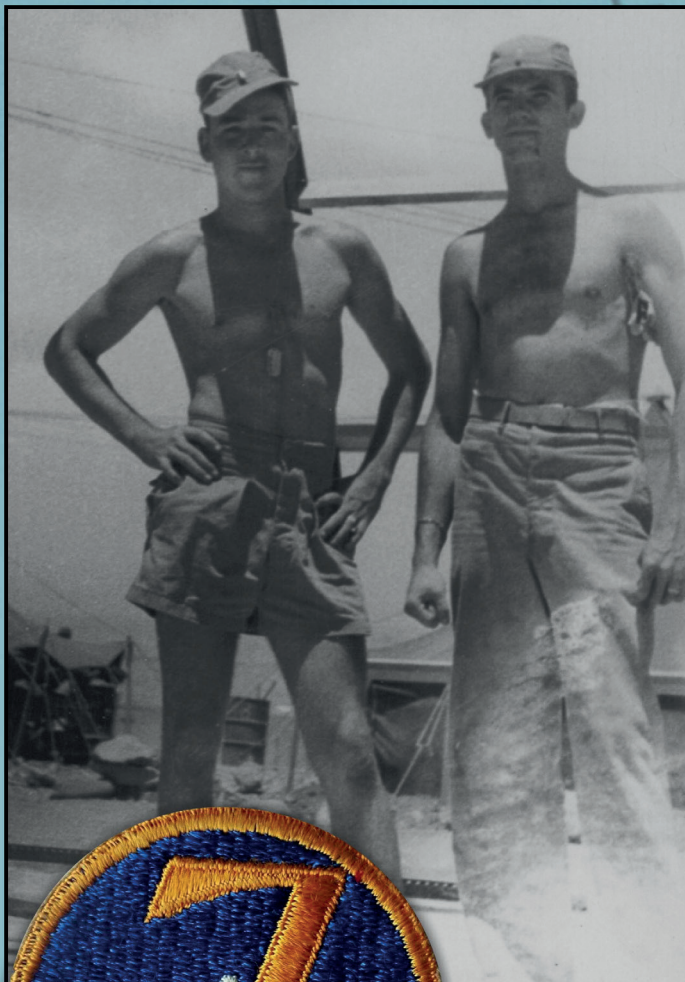
SUBJECT: Letter Orders.

TO : 2D LT WILLIAM G. EBERSOLE, O 829 666 AC, 462d Fighter Squadron, APO 86.

You are hereby officially credited with having probably destroyed one (1) enemy aircraft (zeke) (Ground) over the Japanese Empire on 23 June 1945.

BY ORDER OF COLONEL HARPER:

John W. Cameron
JOHN W. CAMERON,
Major, Air Corps,
Adjutant.



What did you do in your spare time on Iwo?

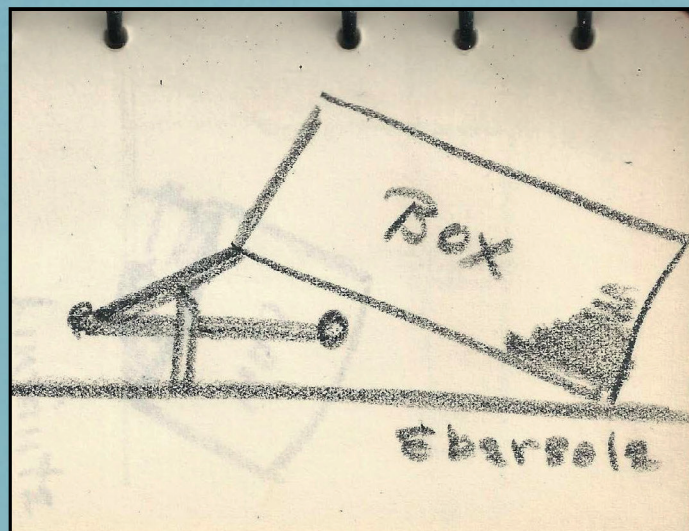
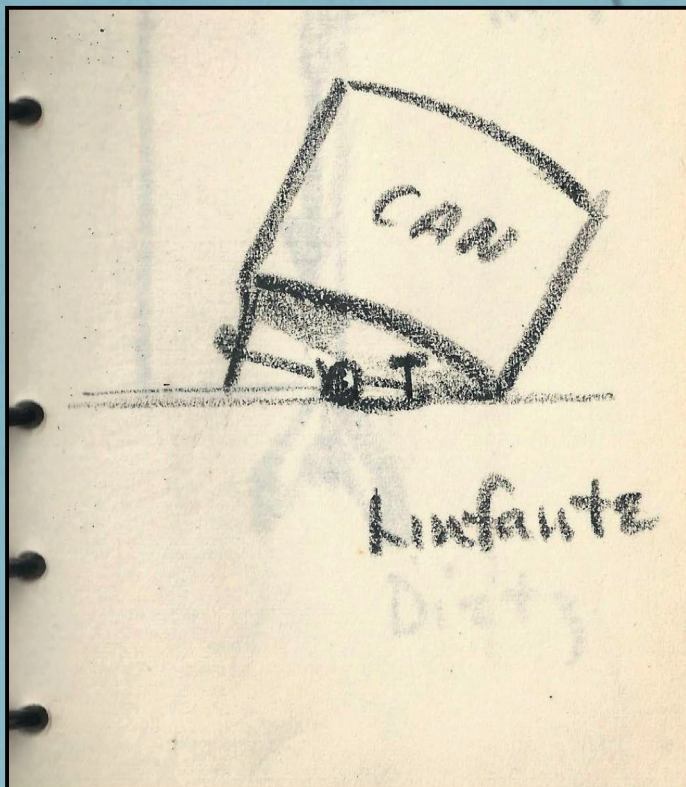
We had a little officer's club. We had a lot of fun in there. At night, we would have card games....in fact, several guys would do some big stakes gambling. We got a fifth of whiskey every week and I didn't want that! I didn't dare touch any alcohol flying those missions. I said, I don't need this, and I wasn't a big drinker anyways. But we had a good time playing penny ante poker. So, I would get my whiskey, and I'd sell it to the other guys that wanted it, mostly the ground crew, but even the other groups that would give anything for a fifth of whiskey. I'd sell it for five dollars, like to the enlisted guys who maintained my airplane, and use that for poker. Later I became the squadron's Special Services Officers, so I had to set up things like baseball games, volleyball, different activities and events. I had never played volleyball before, but I sure did love it. I could jump pretty high, so I loved smashing the ball down!

When we first got to Iwo, we lived in tents, and then soon after we worked on building the Quonset huts. What had happened, was that our Quonset hut was right next to the Quonset the hut where the dining hall was. They had some outside freezers that were running and keeping the food cold. So the mice were just all over the place, and they were coming in our hut. Lots of them. One of the fellas who lived in our hut, Bob Graham, he wanted to see who could develop the best mouse trap. We had all sorts of ideas, like hanging spears that would drop on their head, things like that. But Bob actually came up with a design, a square foot piece of plywood that hung a little off the ground, and from each corner he put a string attached to it. He had the string go up and ran it up over a nail on a little shelf on a piece of furniture, and then over across and down to the bottom where he had the little trigger that would set it off. We called it the Graham Cracker!

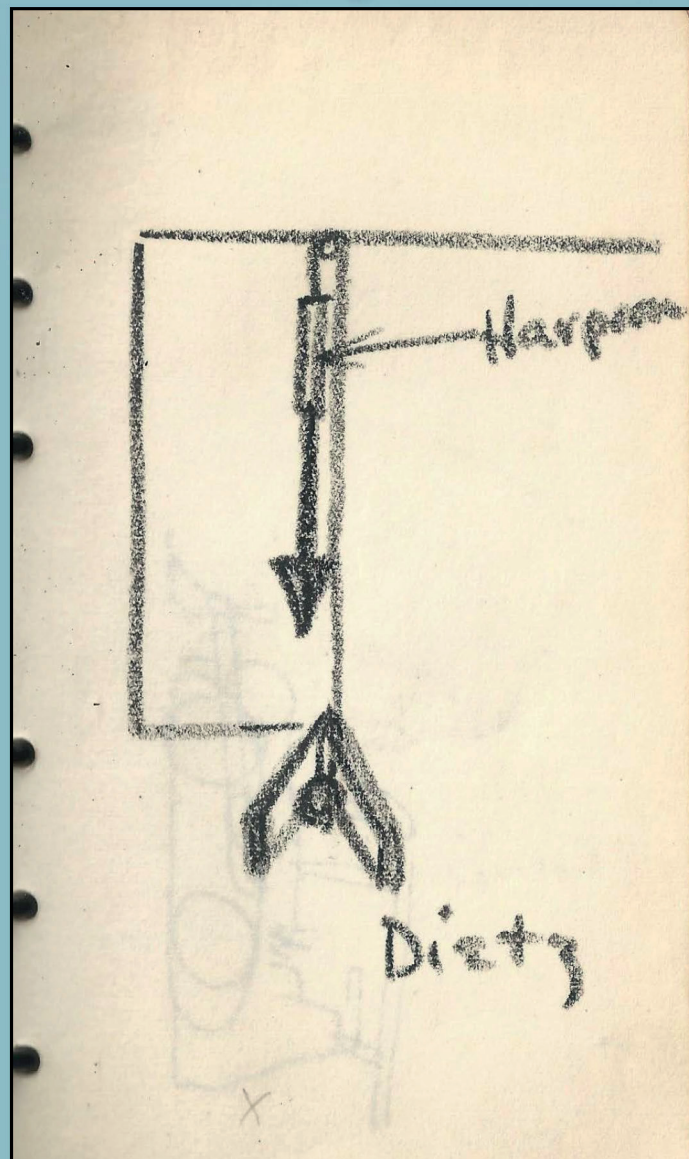
Bill and Jim standing in the middle of what will soon be their new living quarters. After living in tents for a little time, Quonset huts were constructed for the men. This photo was taken while both Bill and Jim were working on the hut.

Bill stands next to his Quonset hut's mouse kill scoreboard, as he explains above in the interview.





Some of the designs of the different mouse trap inventions made by 462nd FS pilots that were also in Quonset hut with Bill. The designs, as shown clock wise from the top left are by: 2nd Lt. Edward J. Linfante, Bill's awarding winning design, 2nd Lt. Leonard A. Dietz, 1st Lt. Robert E. Graham, and 2nd Lt. Thomas C. McNall. These are original sketches from Jim Bercaw's diary. Jim was an avid drawer, with many of his sketches are retained by his family. These were supplied by his son, Walter Bercaw.



IWO JIMA INQUIRER

Published Daily by the Information - Education Section
Headquarters, Army Garrison Force - Somewhere on Iwo Jima

Vol. 1

Thursday, August 16, 1945

No. 138

JAPAN SURRENDERS

MACARTHUR NAMED SUPREME ALLIED

COMMANDER OF JAPAN OCCUPATION

Washington -- General Douglas MacArthur has been appointed Supreme Allied Commander in charge of the occupation of Japan.

When informed of his important appointment, General MacArthur said: "I thank merciful God this mighty struggle is about to end."

MacArthur added: "The magnificent men and women who have fought so nobly for victory now can return home in due course and resume their pursuits. They have been good soldiers in war, may they be equally good citizens in peace."

NAVY CANCELS \$6,000,000,000 CONTRACTS

Washington -- The Navy Department filed a \$6,000,000,000 cancellation of war contracts on top of the previous cut of Congress, too, was summoned back to work on September 5, more than a month ahead of schedule to get busy on unemployment compensation, full employment government reorganization, and continuous abolition of the war agencies.

Director Elmer Davis said the Office of War Information would soon be disbanded.

War Production board officials said the agency soon would have no reason for existence.

The War Labor Board, the Office of Censorship and other war bureaus are expected also to go out of business.

These are developments that on any other night would have commanded smash headlines.

"SHOOT DOWN IN FRIENDLY FASHION," HALSEY

Guam -- The war ended while carrier airplanes of the Third Fleet were about to drop bomb loads on Japan.

Admiral Halsey radioed them: "It looks like the war is over. Cease firing, but if you seen any enemy planes near shoot them down in a friendly fashion."

The pilots jettisoned their bombs over the water and returned to the carriers.

EMPEROR TELLS JAPS OF SURRENDER;

WORLD'S BLOODIEST, COSTLIEST WAR ENDS

Washington -- Three years, eight months and seven days after Pearl Harbor, Japan surrendered to the Allies, ending the bloodiest and costliest war in all history.

The end marked the conclusion of five days of now-you-have-it-now-you-don't negotiations between the Allies and Japan which began with Japan's offer to accept the Potsdam ultimatum with the reservation that they could keep the Emperor.

The official report of the Jap's complete surrender reached Washington late Tuesday. The President's announcement was brief:

"This is the day we've waited for, this is the day when Fascist and police government ceases in the world."

Emperor Hirohito broke the news they were defeated to the Japanese people in the first radio address he ever made to the nation. Said he: "The war situation has developed not necessarily to Japan's advantage. The enemy has begun to employ a new and most cruel bomb, the power of which to do damage quite incalculable, taking toll of many innocent lives. Should we continue the fight, it would not only result in alternate collapse and obliteration of the Japanese nation but also lead to the total extinction of the human race."

Orders went out to all Allied forces to cease offensive action.

The war will not officially be over, however, until the Japanese sign the surrender.

The great conflict cost the U.S. more than a million casualties, and about \$300,000,000,000.

The cost to the world is estimated at more than 55 million casualties and one trillion dollars in money, materiel and resources.

For Japan it meant the end of savage conquest and aggression, dismemberment of her empire won by blood.

TODAY'S WEATHER FORECAST

Partly cloudy with showers.
Temperature: Max. 89 - Min. 80
Yesterday's Temp.: Max. 90 - Min. 80

The front page of the Iwo Jima Inquirer, August 16, 1945 edition.

But nobody could ever perfect the trigger. So, what I did was I took his idea, and I worked out what was called a figure four bird trap. It's several sticks that looks like a four, and when it would be tripped, the whole thing would collapse. We would put a pretty good size rock on the piece of the plywood, and those mice would come out flat. Literally flat. So, every time we got one, we had the drop-down canvas on the front of the hut, and so we would make little silhouettes of mice kills, and I won the prize of killing the most mice, because I had perfected the trigger.

How was the food on the island?

It was very good. We got the premium food out of everybody. We had steak while others were eating canned food. We had lots of carrots, you supposedly you know they are good for your eyes. We had things like fresh eggs, and compared to a lot of guys, we were lucky. I mean it was like the Navy, they had fantastic food! I feel like the rest of the island didn't do as well as the pilots did for sure.

Tell me about after the war ended.

Well, my final mission was on August 5, 1945. That was the day before the atomic bomb was dropped. After that, we continued to fly regular air patrol missions, and some long-range missions as well. But, since I had more VLR missions than many of the other pilots, they were chosen for those. And then, I remember it was around my birthday, Jim Bercaw and I, who shared 619 with me, he said Bill.....let's go to Japan. I said, are you serious? He said yes! I want to get a kimono for my wife. We told a few of our buddies to cover for us. We figured, the war was over, we served our time, what would they do if they found out? There were all planes constantly coming into Iwo Jima; landing, refueling, and then going to Japan. So, Jim packed up his pockets with sugar, and coffee, and cigarettes.... everything he could think of to trade. So, we went down to the flight line, and didn't prepare very much for it. We just asked one of the pilots of a plane could we bum a ride? And they said sure, hop in. So, we went AWOL. We flew a transport plane to Atsugi airfield in Tokyo, and we spent several days bumming around the area. We took a lot of pictures, and Jim got his kimono. I spent my 21st birthday leaving Tokyo and returning to Iwo. But that was a fun little trip. I'm glad we went.

I did some volunteering of ferrying some planes around, and Allen (Colley) and I did one flight and got stuck on Guam for several days due to bad rain. On November 16th, 1945 I flew Hon Mistake to Orote Field in Guam, as we had started clearing off Iwo of aircraft. The engine was running a bit rough, and I was on final approach when it lost all power. Luckily, I had already lowered the wheels and flaps, but I had to be towed off the runway. That was the last I saw of 619. It was set to be scrapped. After another ferry mission in December, I boarded a ship and headed back to the states. When we eventually landed in California, several of us went to town as soon as we could get away. We bought and drank a quart of fresh milk, something we hadn't had in almost a year!

Bill standing next to a well destroyed and picked over Japanese aircraft wing on Iwo. Small pieces can be seen cut out of the wing, most likely from US service men looking for a keepsake to take back home with them.



CITATION

Second Lieutenant WILLIAM GLENN EBERSOLE, O 829 666, Air Corps, United States Army, for meritorious achievement while participating in aerial flight. As a pilot of a P-51 fighter type aircraft Lieutenant EBERSOLE, while participating in a mission against the Japanese Empire accomplished the mission successfully, and with distinction above that normally expected. The mission involved flight of more than 1500 miles over water where weather conditions were normally extremely poor, and where no intermediate bases existed. Despite the hazard of very long over water flight in a single engine aircraft, the ever present danger of heavy antiaircraft gunfire and automatic weapons fire, the mission was successfully completed and contributed materially toward the elimination of the Japanese Air Force. Lieutenant EBERSOLE's display of high professional skill and courage reflects great credit upon himself and the Army Air Forces.

One of the citations that Bill received for his efforts on Iwo Jima. By the end of hostilities, Bill had earned a Distinguished Flying Cross and an Air Medal with three Oak Leaf clusters.



WGBersole

	VLR	Bomb	CAP	SR	Abtest	Total Score
5-18-45 Chichi BS		1:45				195
5-25-45 Iwo Area CAP			1:15			300
6-3-45 Iwo Area CAP			3:00			6:00
6-4-45 Iwo Area CAP			:40			6:40
6-7-45 Osaka E	7:45					14:25
6-11-45 Chichi BS		2:10				16:35
6-15-45 Osaka E	*5:00					21:20
6-19-45 Meiji S					2:50	24:10
6-20-45 Iwo CAP			2:45			26:55
6-23-45 Hyakunagahara S	8:00					34:55
6-28-45 Corbett						35:10
7-1-45 Suzuka S	7:00					42:10
7-2- Iwo			1:15			43:25
7-3 Iwo			1:30			44:55
7-3 Iwo			1:45			46:40
7-5 Hyakunagahara S	8:00					54:40
7-9 Hamamatsu S	8:00					62:40
7-12 Iwo			2:00			64:40
7-15 Iwo	}		2:45			67:25
7-15 Iwo			1:15			68:40
7-16 Akenogahara S	7:30					76:10
7-20 Iwo			1:45			77:55
7-21 Iwo			2:05			80:00
7-22 Takamatsu S	7:25					87:25
7-28 Shimodate S	8:20					95:45
8-2 Himeji S	8:15					104:00
8-5 Tachikawa S	7:15					111:15
8-8 Iwo CAP			1:30			112:45
8-15 Iwo CAP			4:15			117:00

Bill's handwritten flight log that he kept in addition to his normal logbook. These are all of his flights on Iwo Jima, up till the end of the war.

A photograph of the officers of 462nd Fighter Squadron, taken on August 20, 1945 on Iwo Jima.





In 2012, for the first time since leaving Iwo Jima in December of 1945, Bill and Jim met each other at the 506th Fighter Group reunion, that year being held at the WWII Weekend in Reading, PA. It was an amazing moment between the two men, as photographed by Jim's son. When Jim passed away on March 9, 2018, Bill at age 94, flew from his home in Florida up north to Delaware to attend Jim's funeral.

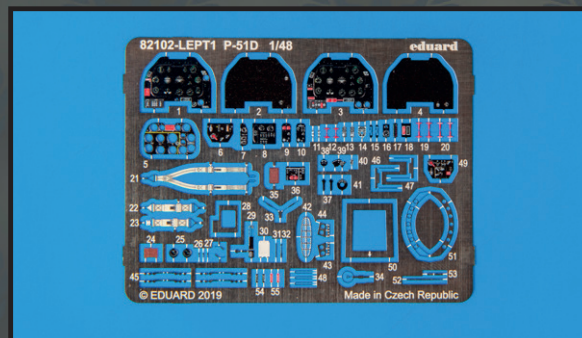


OVERTREES

P-51D

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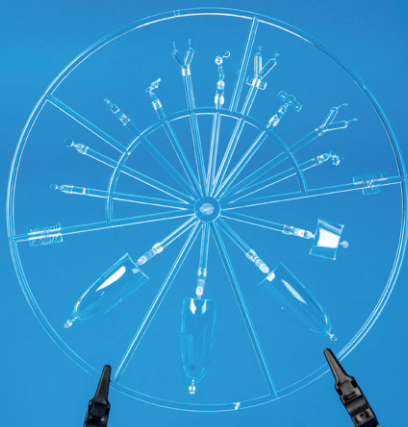


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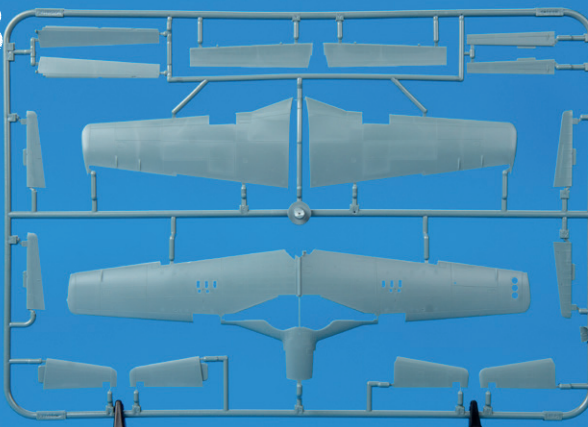
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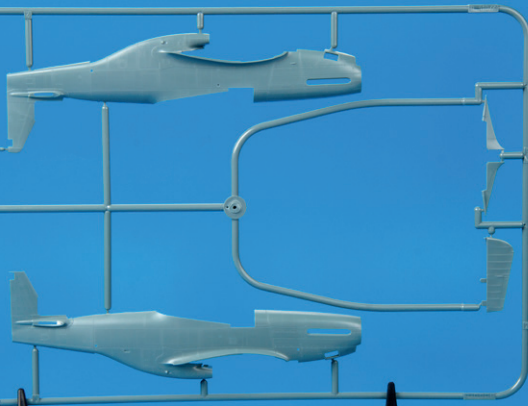
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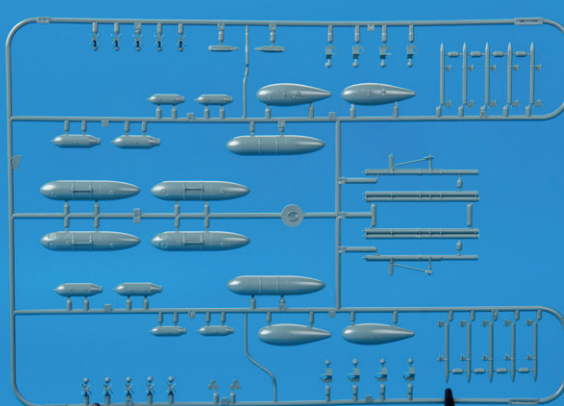
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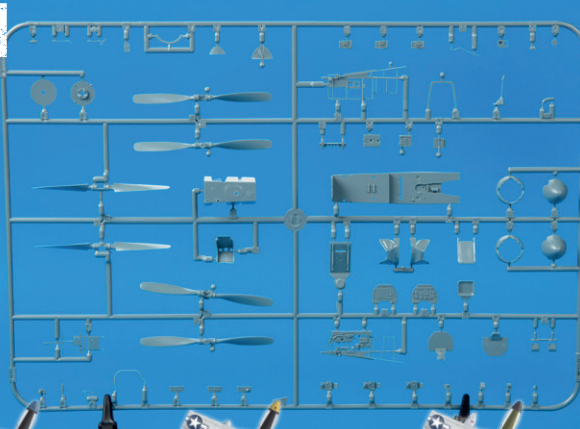
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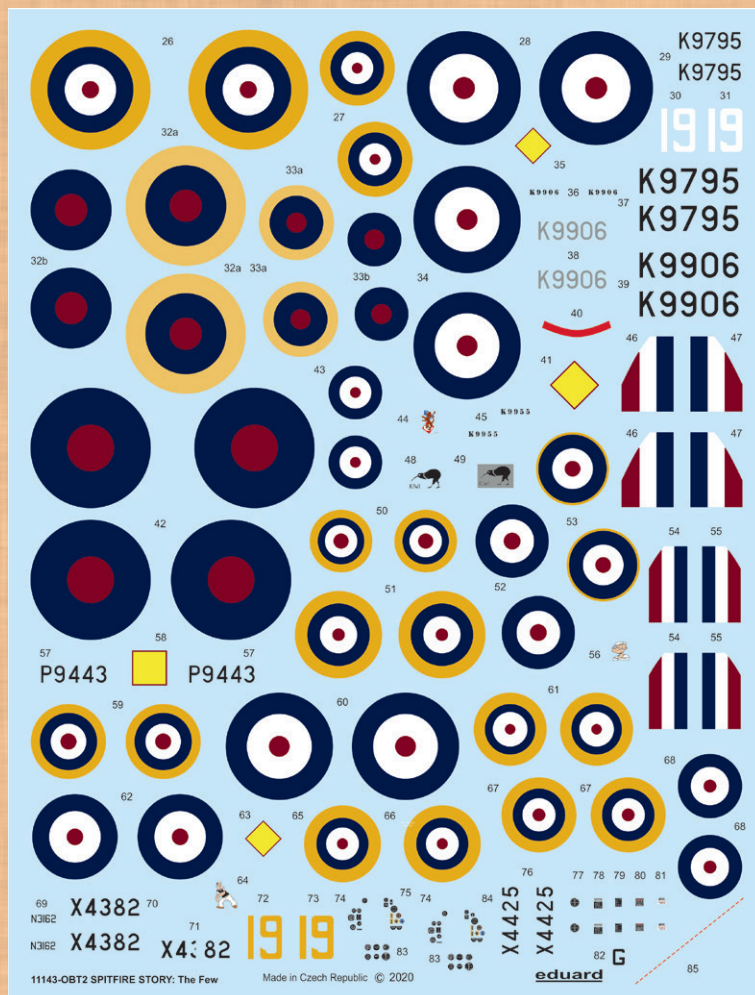
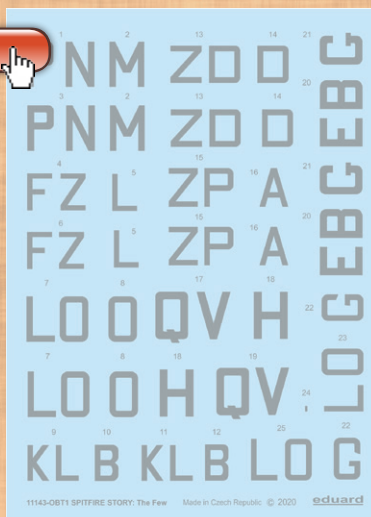
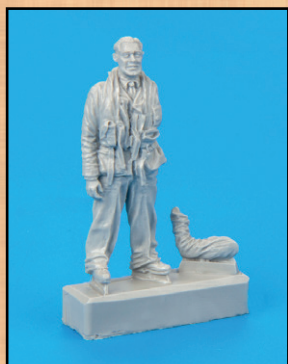


Spitfire Story: The Few

1/48 Cat. No. 11143

- Plastic parts Eduard
- Complete sprues for two kits
- Photo-etched set
- Painting mask
- 10 marking options
- Brassin: figure of Douglas Bader

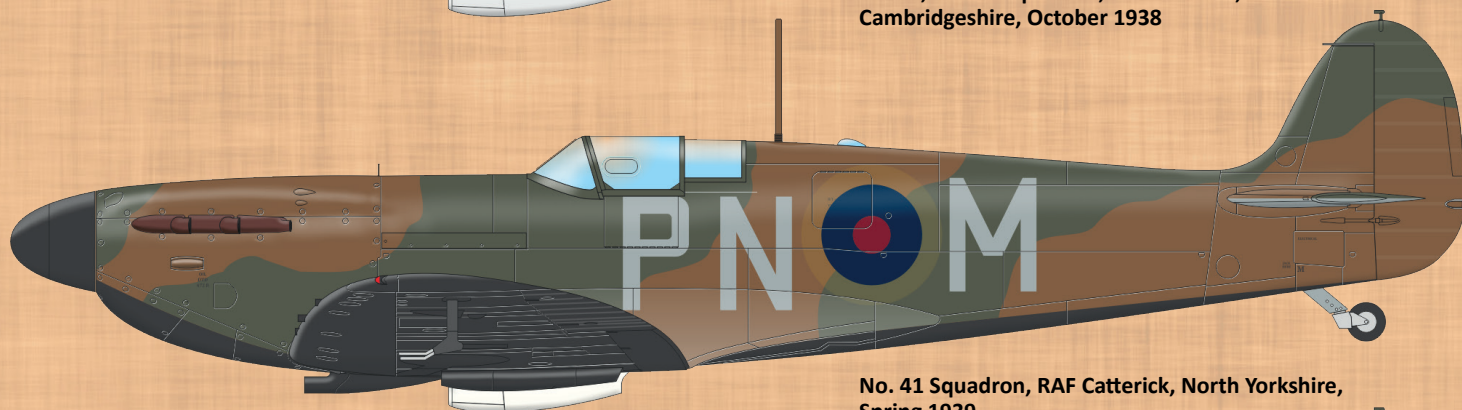
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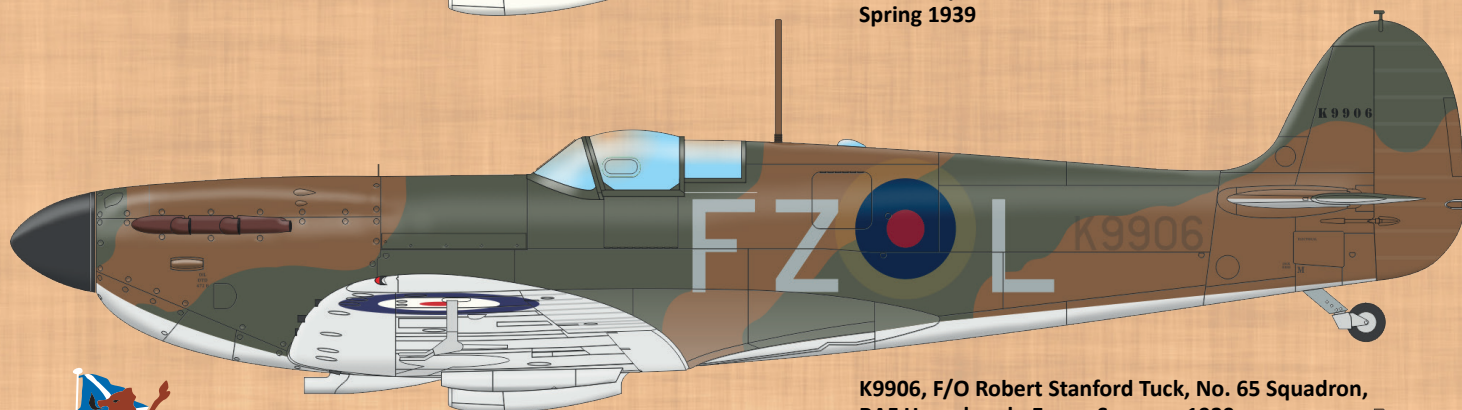
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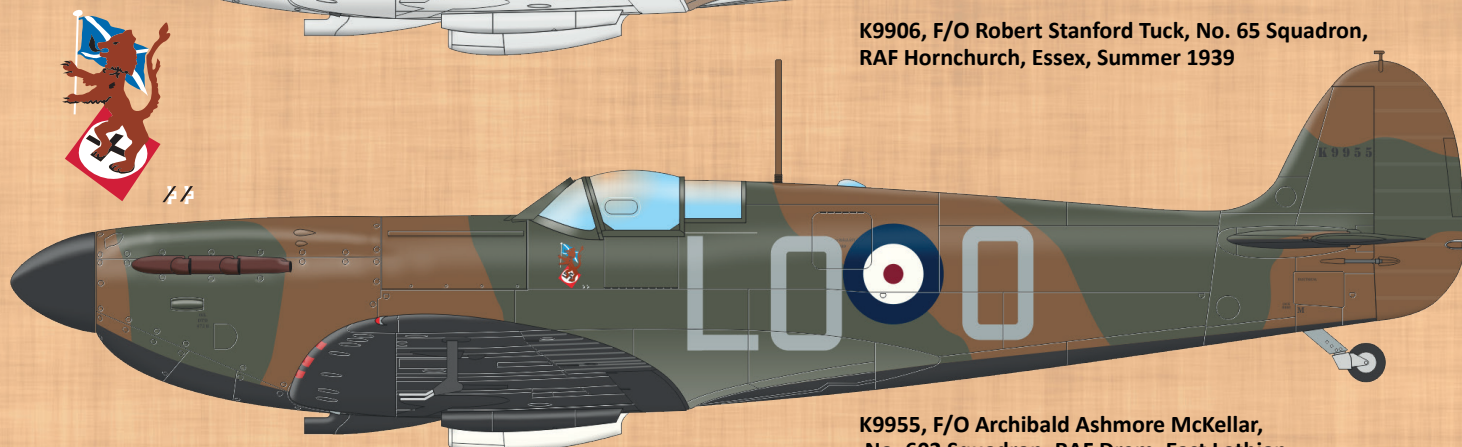
K9795, No. 19 Squadron, RAF Duxford, Cambridgeshire, October 1938



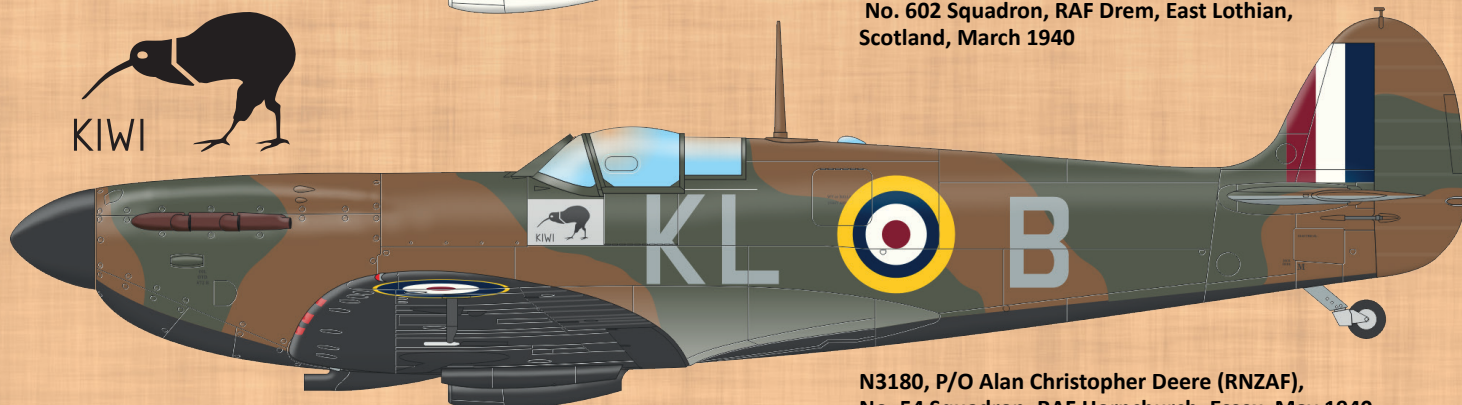
No. 41 Squadron, RAF Catterick, North Yorkshire, Spring 1939



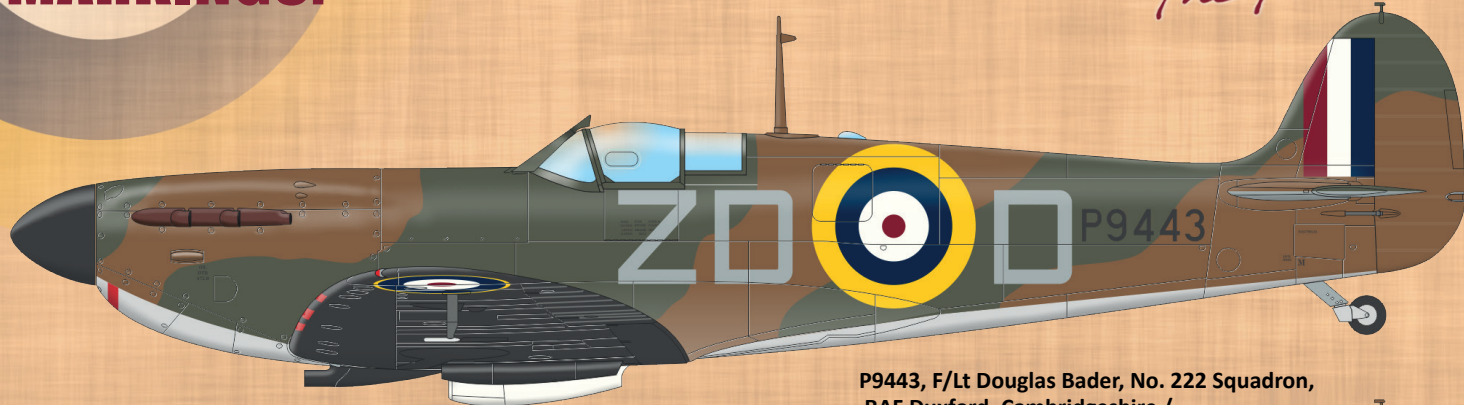
K9906, F/O Robert Stanford Tuck, No. 65 Squadron, RAF Hornchurch, Essex, Summer 1939



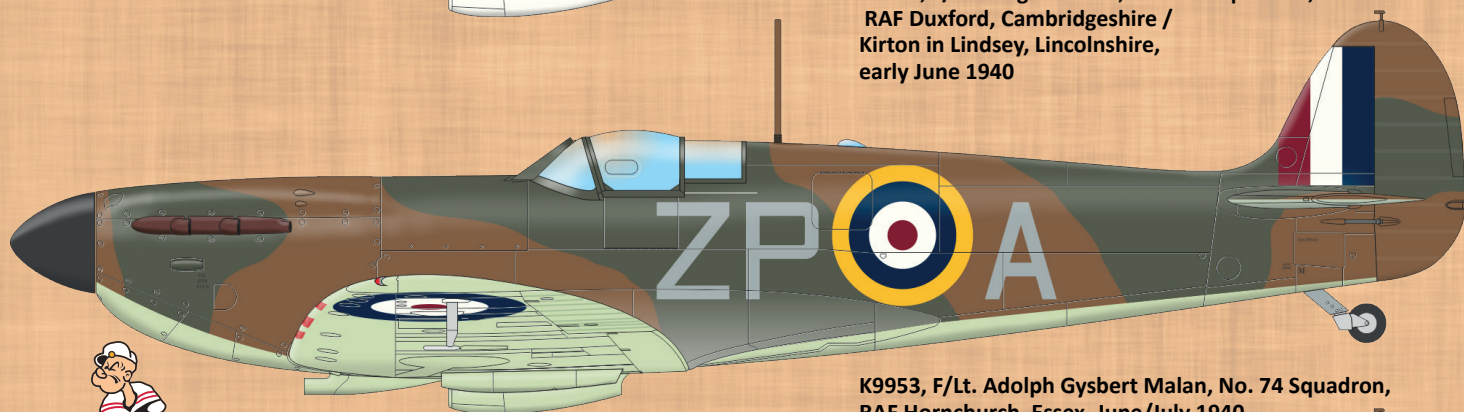
K9955, F/O Archibald Ashmore McKellar, No. 602 Squadron, RAF Drem, East Lothian, Scotland, March 1940



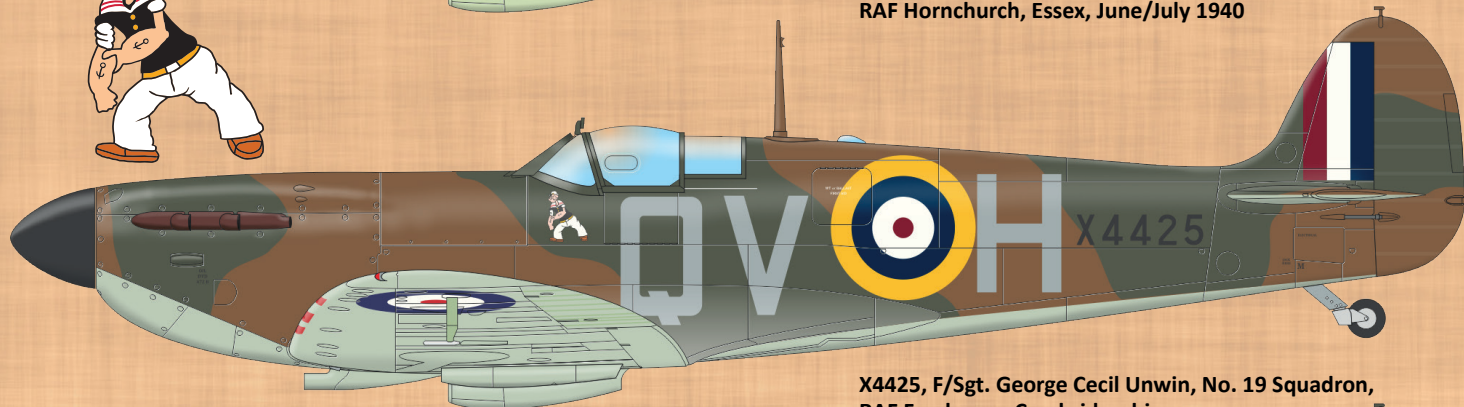
N3180, P/O Alan Christopher Deere (RNZAF), No. 54 Squadron, RAF Hornchurch, Essex, May 1940



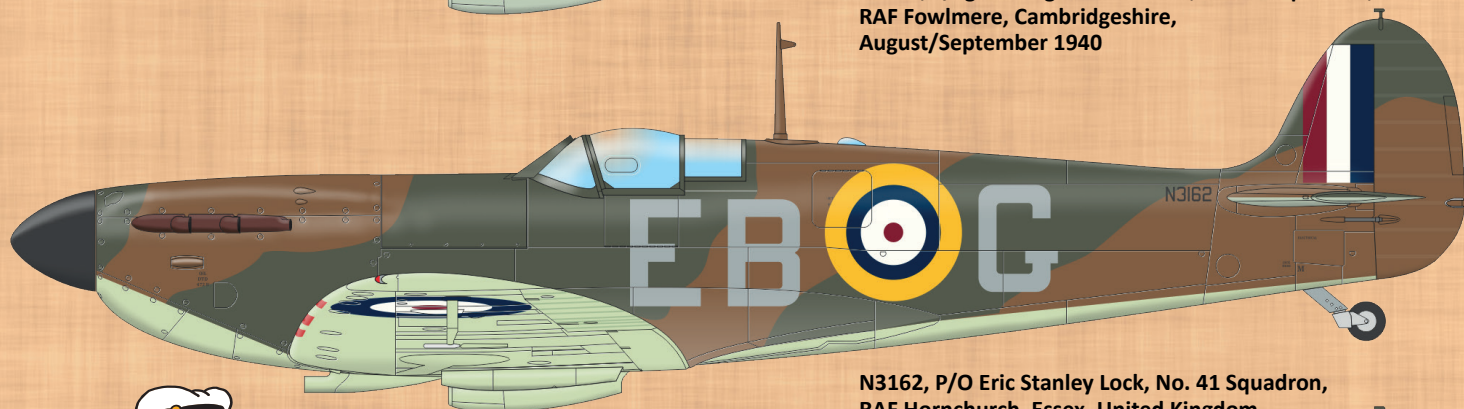
P9443, F/Lt Douglas Bader, No. 222 Squadron,
RAF Duxford, Cambridgeshire /
Kirtan in Lindsey, Lincolnshire,
early June 1940



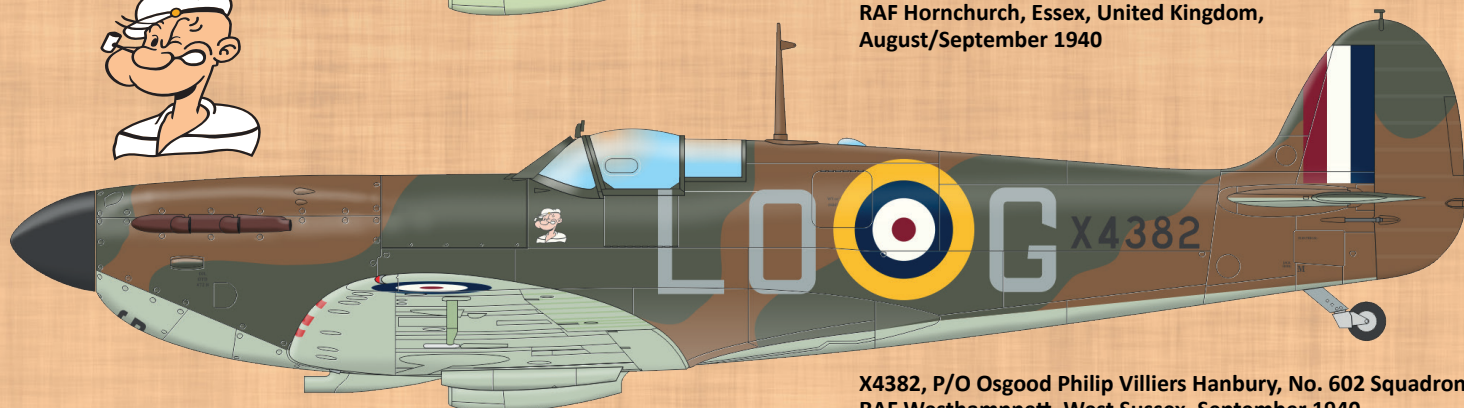
K9953, F/Lt. Adolph Gysbert Malan, No. 74 Squadron,
RAF Hornchurch, Essex, June/July 1940



X4425, F/Sgt. George Cecil Unwin, No. 19 Squadron,
RAF Fowlmere, Cambridgeshire,
August/September 1940

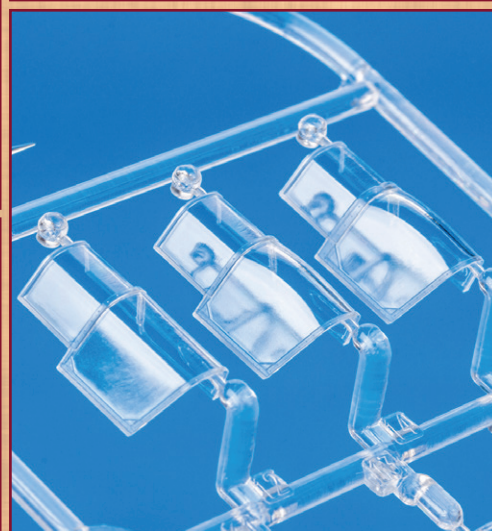
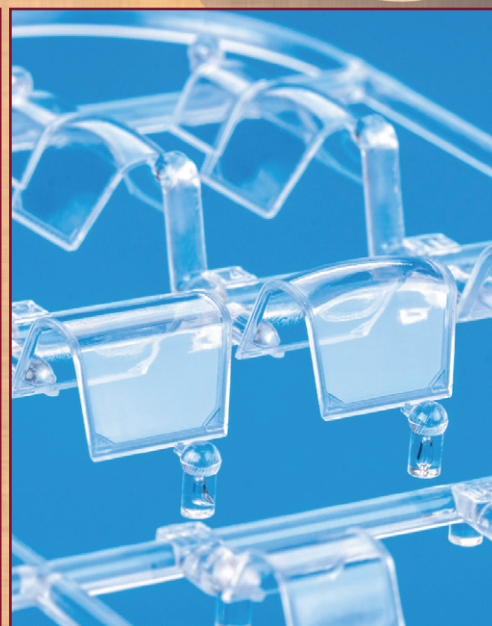


N3162, P/O Eric Stanley Lock, No. 41 Squadron,
RAF Hornchurch, Essex, United Kingdom,
August/September 1940

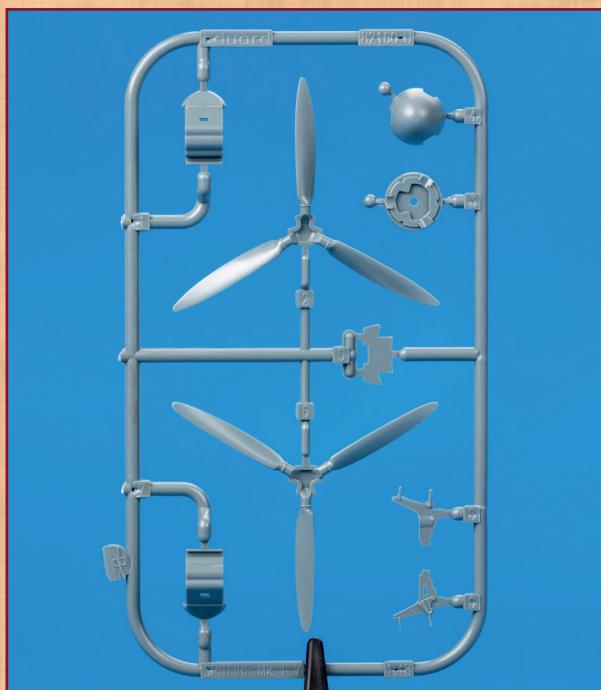


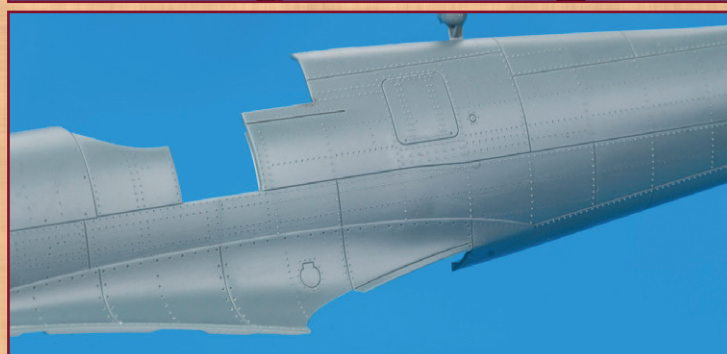
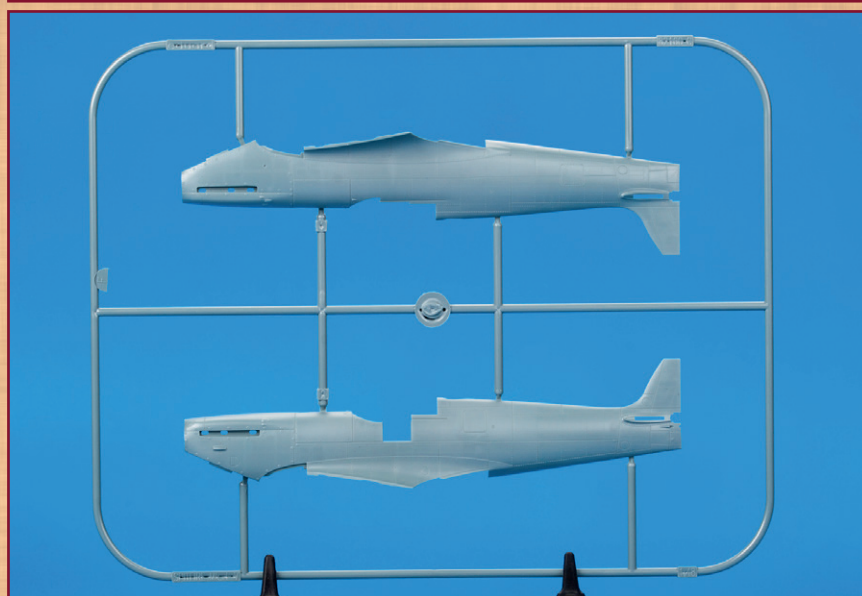
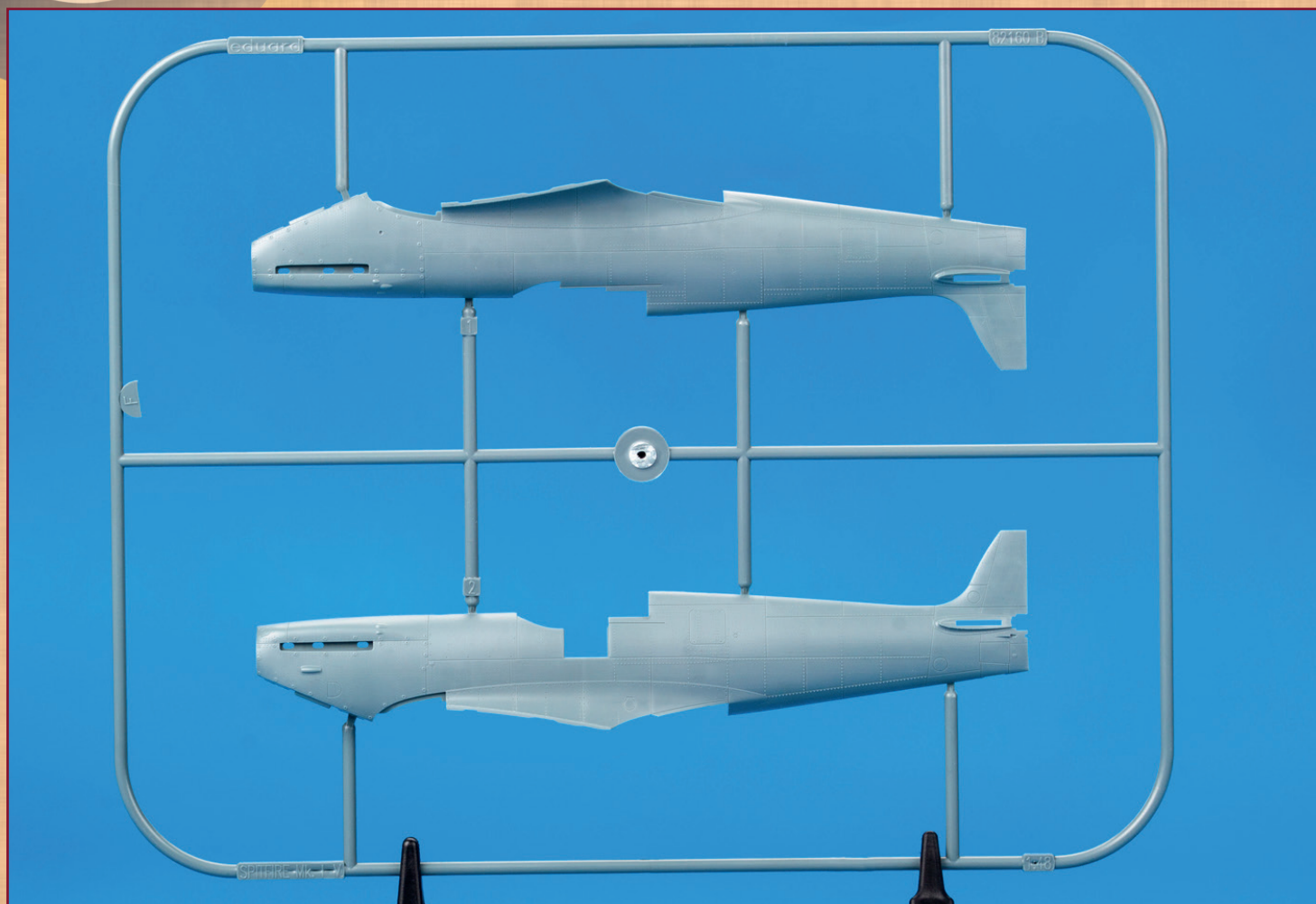
X4382, P/O Osgood Philip Villiers Hanbury, No. 602 Squadron,
RAF Westhampnett, West Sussex, September 1940.

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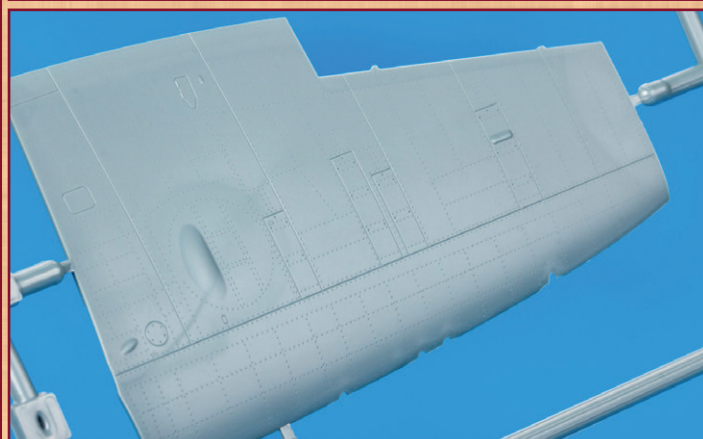
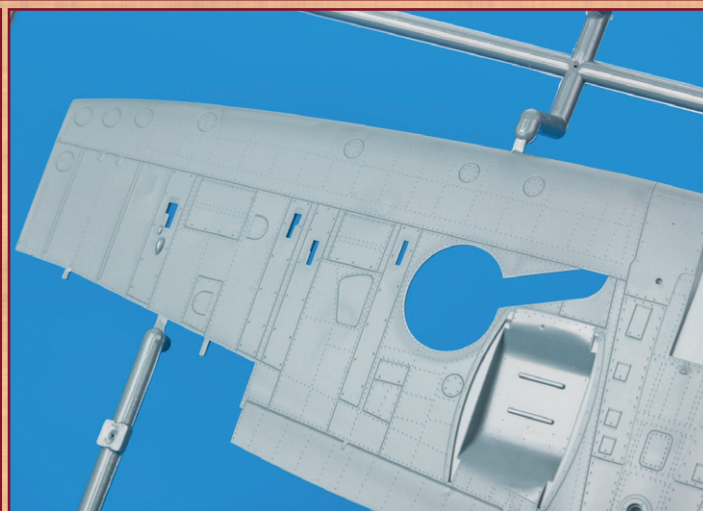
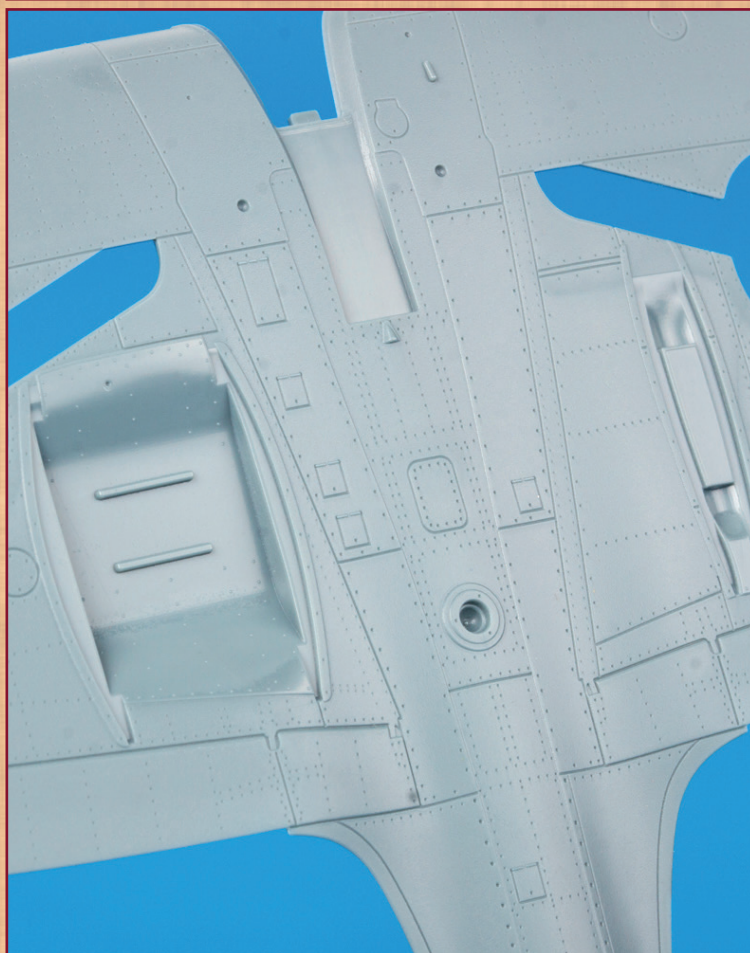
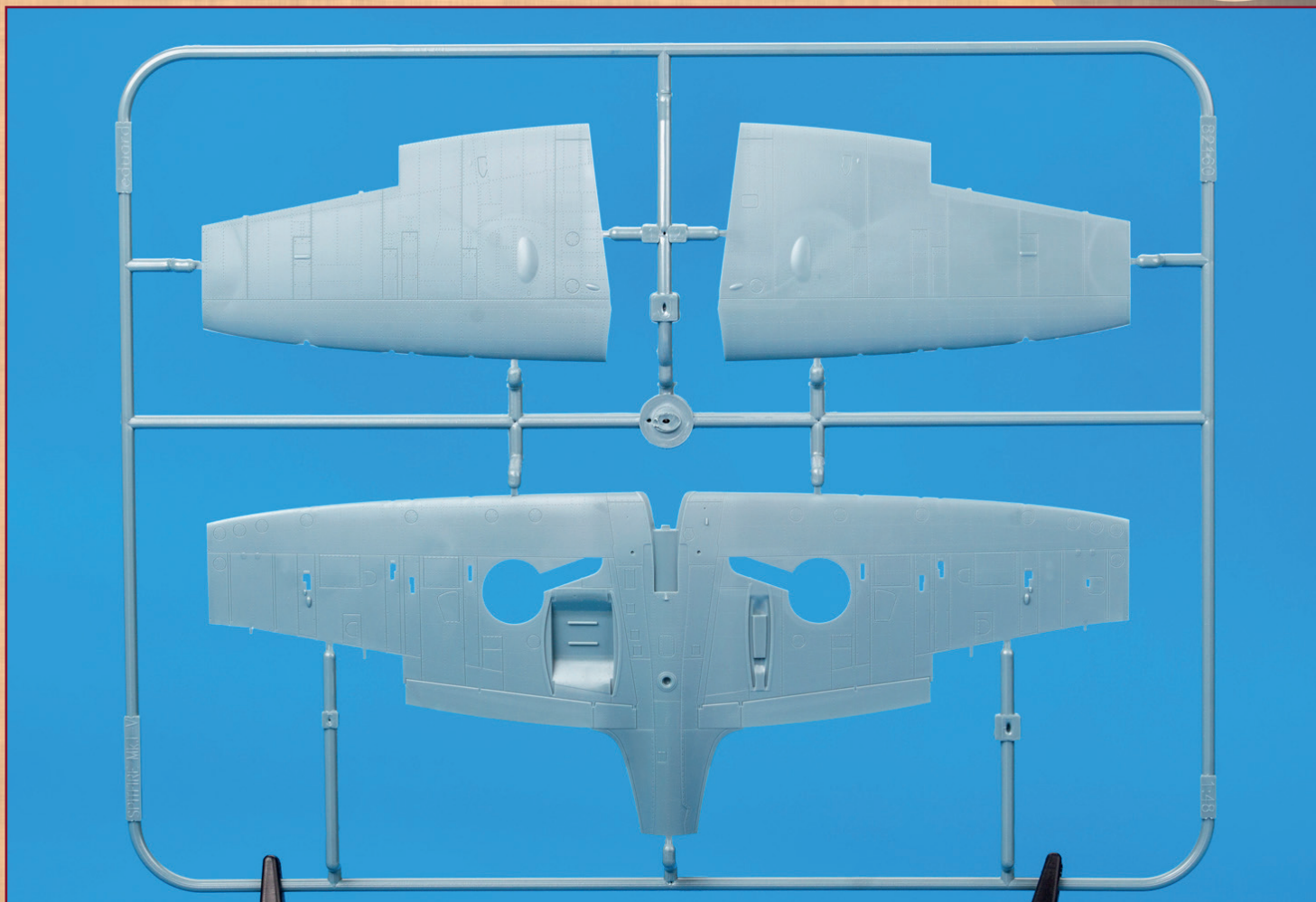


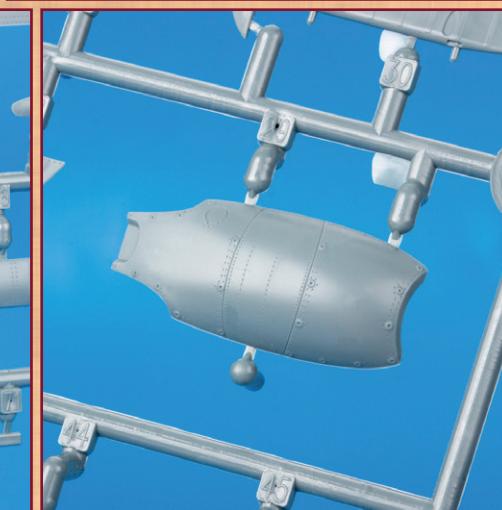
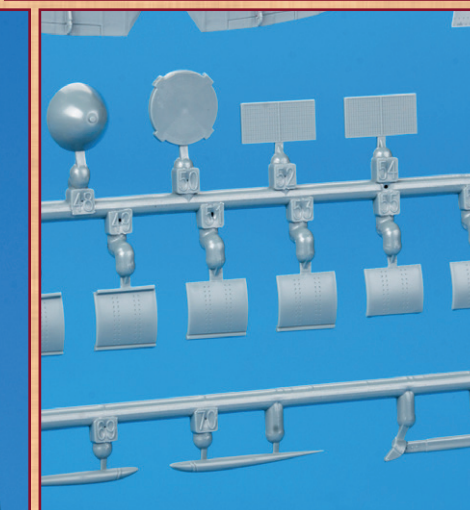
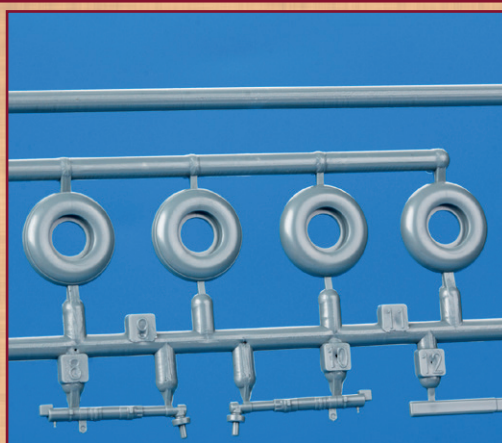
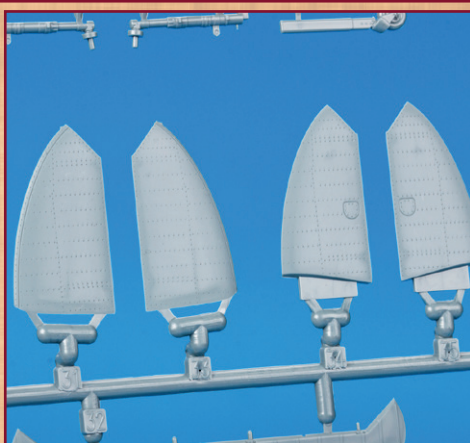
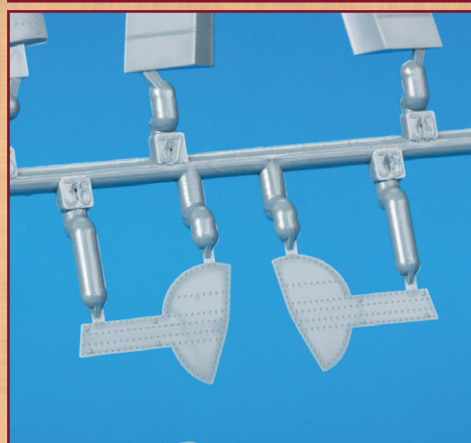
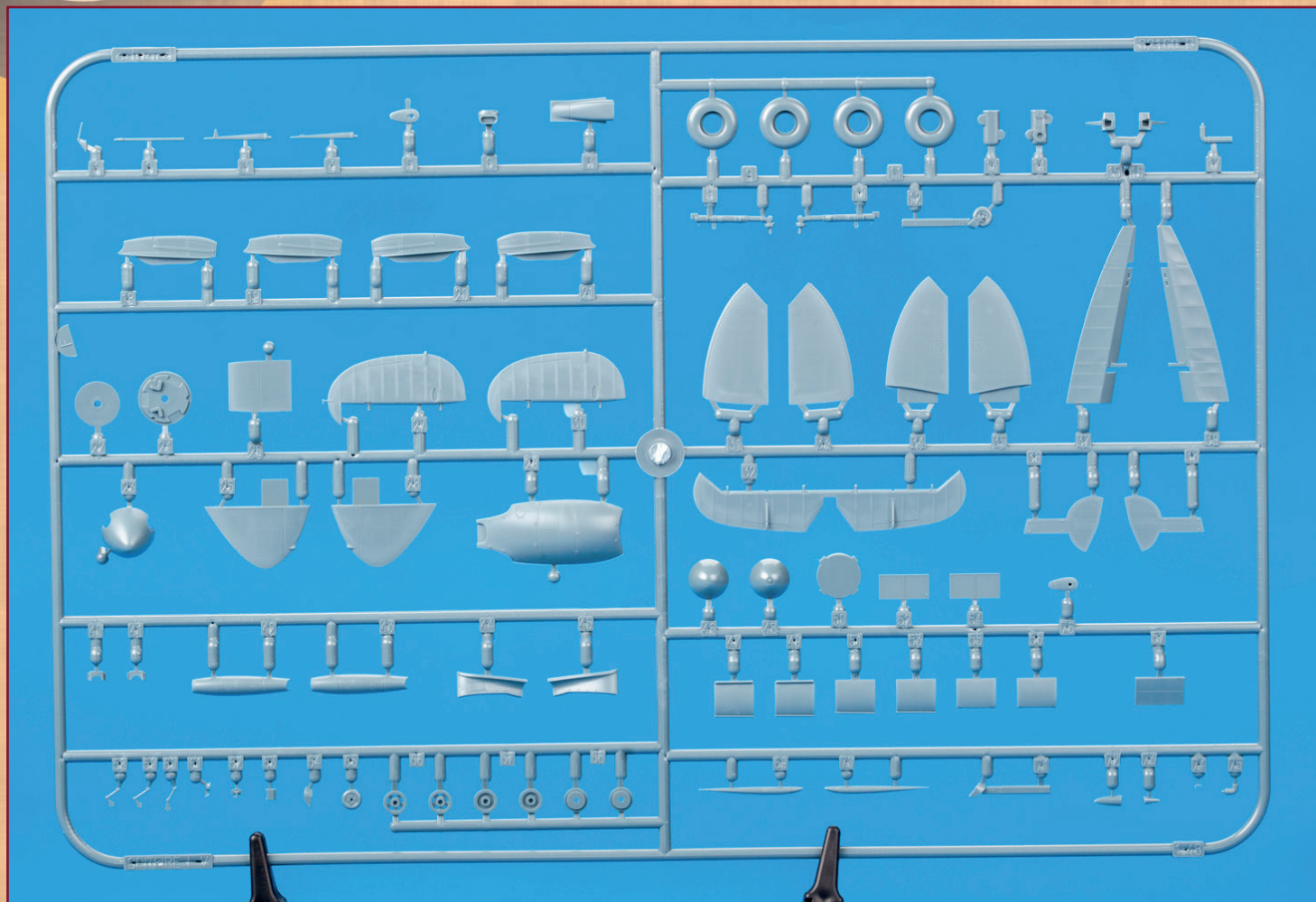
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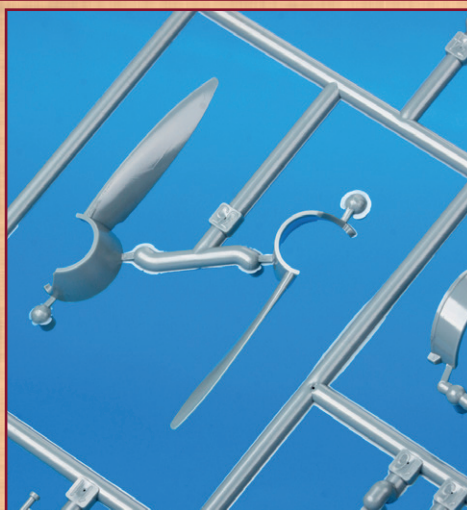
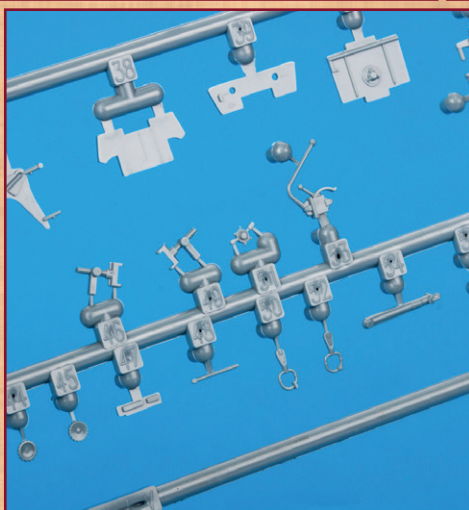
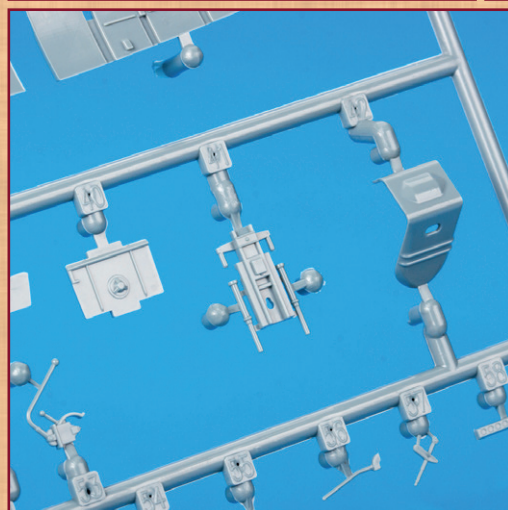
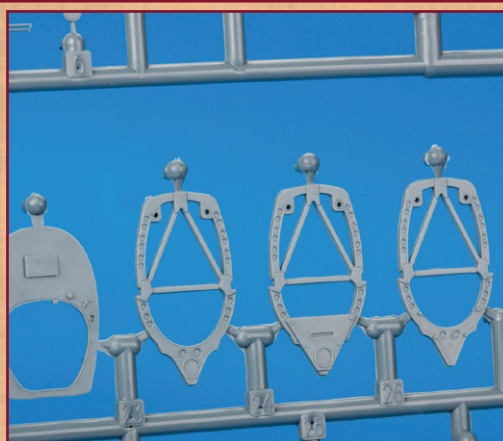
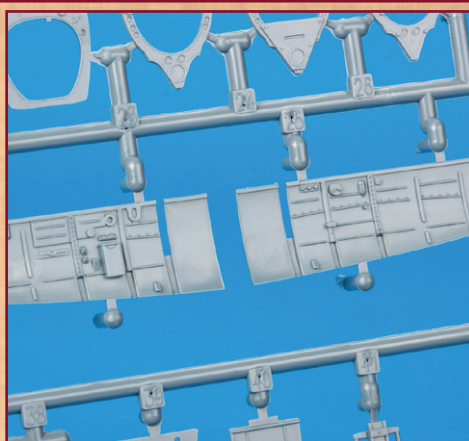
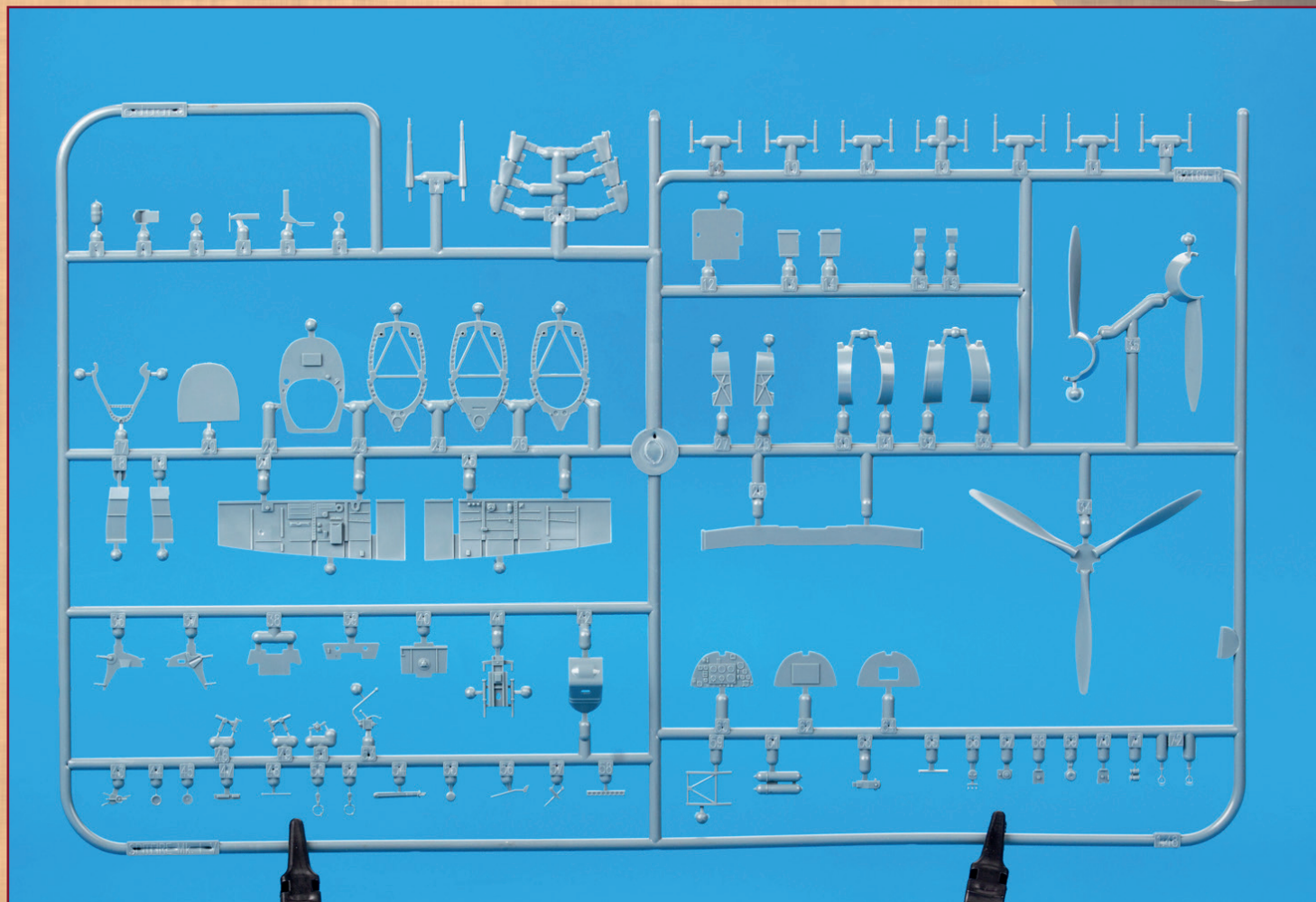




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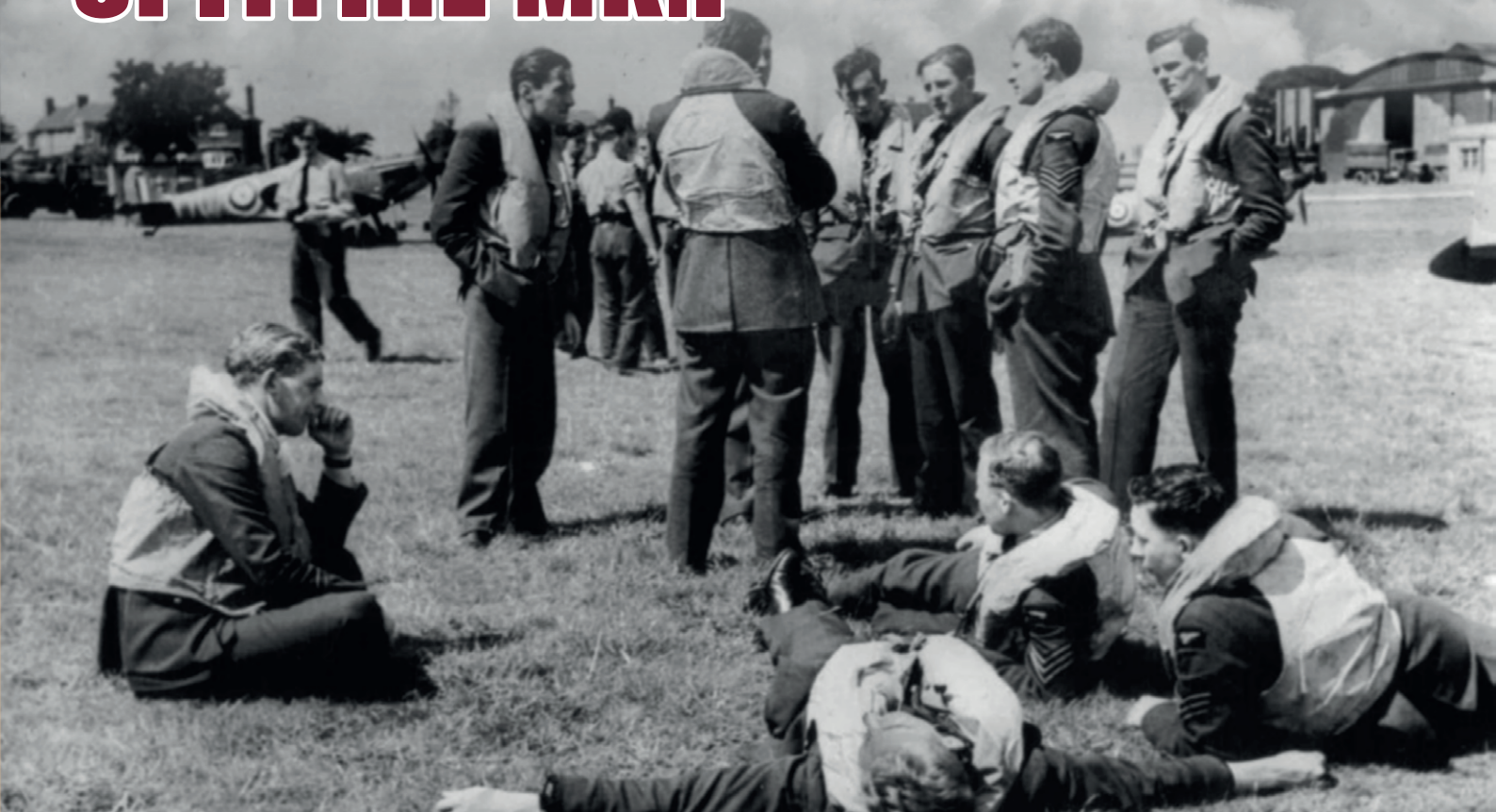




Never in the field of human conflicts was so much owed by so many to so few.

Winston Churchill

SPITFIRE MK.I



TECHNICAL DEVELOPMENT

Maiden flight of the Supermarine Type 300 prototype serial K5054 took place on March 5th, 1936 at the Supermarine factory airfield in Eastleigh near Southampton. On May 26th, after a series of modifications and improvements it was handed over to The Aircraft & Armament Experimental Establishment in Martlesham Heath for military trials. On June 6th and 8th, during the official tests, 561 km/h speed was recorded at the altitude of 5100 meters. On June 10th the Air Ministry confirmed the official name given to the aircraft, Spitfire. As early as June 3rd, the Ministry signed the contract B.527113/36 with Supermarine company for the delivery of 310 production Spitfires Mk.I which were assigned serial numbers K9787 through K9999 and L1000 through L1096. According to the contract the deliveries should commence in October 1937 and end in March 1939. Neither date was complied with due to the insufficient manufacturing capacity of the Supermarine company and generally difficult introduction of the new manufacturing technologies. Despite the initial Su-

permarine resistance the capacity problem was resolved by creating the large network of the sub-contractors who ultimately contributed with the whole 4 fifth to the Spitfire Mk.I production. On June 11th, 1937, while launching the large scale production, the Spitfire chief designer, Reginald Mitchell passed away at the age of 42 and Joseph Smith took over his position. The wing design and manufacturing were rather complicated which led to the chronic delay in finalizing and delivery of the airframes. Quite often the completed fuselages were waiting for the wings deliveries. Supermarine built 2 hangars in Eastleigh dedicated to the completion of the airframes. On May 14th, 1938 the first production Spitfire Mk.I K9787 took to the skies here.

First RAF unit re-equipped with Spitfire Mk.I was No. 19 Squadron led by S/Ldr. Henry Cozens operating out of Duxford airfield, up until then



K5054 Prototype



No 65 Squadron Spitfire Mk.Is. The aircraft are equipped with two blade propellers, bulged canopies without the armored windshield, early type of the Pitot tube and the early antenna mast.

flying Gloster Gauntlet biplanes.

The re-equipment commenced on August 11th, the last, sixteenth Spitfire was delivered to the squadron as late as November 16th, 1938. In October the re-equipment started at No. 66 Squadron also based at Duxford and close to the end of the year the first two Spitfires were received by No. 41 Squadron at Catterick airfield. Till the end of 1939 the deliveries reached 49 Spitfires Mk.I. Due to the deterioration of the international situation, on September 1st the Air Ministry increased the orders of Spitfires by 200 aircraft. Further contracts for 200 and 450 airframes respectively followed on April 20th and August 9th, 1939 and as early as on April 12th, 1939 the Air Ministry signed the contract with Morris Motors Ltd. for 1000 license-built Spitfires Mk.II constructed in the new factory in Castle Bromwich. In the spring and summer 1939 the production was finally gaining the necessary pace. On September 3rd, 1939, day the Great Britain entered the War, 11 Fighter Command squadrons were equipped with Spitfires. Absolutely crucial for the successful deployment of the new fighters in the upcoming war was continuous elimination of the technical faults and their restriction on the already delivered and factory-fresh Spitfires. First production Spitfires were powered by twelve cylinders Rolls Royce Merlin II engine with 768 kW (1060 hp) single stage single speed compressor. It was driving the two blade wooden Weybridge propeller. Starting with 78th production airframe (K9961 manufactured on May 8th, 1939) Spitfires Mk.I were equipped with three blade two speed metal De Havilland Type 5/20 propeller which was also installed on the aircraft originally furnished with two blade propeller. Starting with the airframe serialised K9980 (May 16th, 1939) the production Spitfires Mk.I were powered by a new, more reliable Merlin III engines of the same output, cooled by water-glycol mixture (70:30). Merlin II and Merlin III engines' standard fuel was 87 grade aviation gas DTD 230. Significant



No 19 Squadron Spitfires equipped with late type of the Pitot tube, and already by the hot-air gun heating.

modification of Merlin III allowed the option to burn 100 grade American fuel which, in conjunction with higher manifold pressure, increased the engine output primarily at the lower flight altitudes. The modification was continuously being introduced since the spring 1940 but the capability to use 100 grade fuel was the standard feature of Merlins XII powering Spitfires Mk.II, Merlins III were factory-modified for this fuel since September 1940.

Merlin III allowed the installation of the constant speed three blade Rotol RMS.7 propeller (license-built Hamilton Standard Hydromatic) with which a smaller number of Spitfires built in the end of 1939 was furnished.

Spitfires Mk.II from Castle Bromwich as well as Hurricanes Mk.I were given priority in the installation of Rotol propellers. Practically the only unit fully equipped with Spitfires Mk.I featuring Rotol propellers was No. 54 Squadron operating from Hornchurch during the winter 1939/40. As the performance of the aircraft furnished with constant speed propellers was significantly better than that of those featuring two speed propellers, the solution was found in the conversion of two speed De Havilland propellers to constant speed ones. Modifications were performed by a team of technicians from De Havilland directly at the units' level, conversions took place between June 24th, 1940 and August 16th, 1940 on all Spitfires Mk.I and Hurricanes Mk.I equipped with two speed propellers De Havilland 5/20. Later, the constant speed De Havilland Type 5/39A propellers were installed as a standard. During their whole service life Merlin engines suffered from oil leaks, problem which has never been fully resolved. The carburetors were also causing trouble due to the fact that during the negative G maneuvers, such as sharp transition into the dive flight, they were failing and briefly interrupting the fuel mixture supply for the engine. Problem was solved relatively later, after the Battle of Britain, having introduced so-called RAE-restrictor which was in fact a well-known and famous modification of the carburetor float invented by Ms. Beatrice Shilling.

Visually important modification was application of the bubble cockpit canopy. It is said that it was implemented on the production lines in January 1939 but supposedly it appeared on some individual airframes several months earlier because at least one Spitfire Mk.I belonging to No. 19 Squadron featured this type of canopy already in October 1938. The problem was very difficult, even impossible, opening of this cockpit canopy during the flight in the case of the necessity to bale out of the



No 611 Squadron Spitfire Mk.I equipped with armored windshield.

damaged aircraft. In order to equalize the cockpit pressure a small hatch was added to the canopy, a notorious crow bar was added to the cockpit door and later Martin Baker canopy emergency release system was implemented. Modifications were performed on the front line aircraft only during Battle of Britain period. The rear mirror mounted on the canopy windshield was introduced in order to improve the Spitfire's rear field of vision. Initially it was installed at the units' level, later as a standard equipment on the production lines and as a retrofit according to the official modification. The gunnery tests shown that the machine guns were freezing at the higher altitudes. The solution was the installation of the gun heating by means of the hot air ducted from the larger air cooler located under the right wing. The modification was incorporated the production lines starting with 60th manufactured airframe (K9846) in January 1939 and retrofitted to previously built aircraft. Later, the hot air guns heating was replaced with an electrical system. During the introduction of Spitfire Mk.I the armament of eight Browning 7.7 mm machine guns was considered powerful and respectable but in the course of time, with introduction of cockpit armor and self-sealing fuel tanks it became insufficient and further development to increase the Spitfires' armament impact was by introducing 20 mm cannons. Spitfire Mk.IB modification was armed with 20 mm cannons and manufactured in relatively small numbers since the fall 1940. In October No.19 Squadron received delivery of the first combat ready Spitfires Mk.IB. Important and welcome modification was introduction of the incendiary de Wilde ammunition for Browning machine guns.

Gunsights are directly linked to the armament. First Spitfires were equipped with simple mechanical aiming device, a circular sight in the cockpit and vertical sight in front of the windshield. This was soon replaced with



Spitfire Mk.Ia of the No 19 Squadron with full armor, gun heating, late type of the Pitot tube and three blade De Havilland Type 5/20 propeller.

Barr and Stroud GM 2 reflex gunsight. After Spitfires were introduced to regular service, the gun camera was installed externally on the right wing upper surface root, starting with airframe K9988 G.42B gun camera was installed into the left wing leading edge. Pitot tube was also subject to modification, the older „two fingers“ design was replaced by more modern T-shape pitot tube starting with K9918 airframe test-flown in March 1939. First Spitfires Mk.I were equipped with short wave radios TR.9B and TR.9D with wire antenna running from the antenna mast to the top of the vertical tail surface. Since the spring 1940 these older radios were replaced by TR.1133 radio working on very short wave frequencies where the antenna was actually a radio antenna mast and antenna wire application was discontinued. The antenna mast was originally tall with constant diameter, kind of a broom stick, later it was replaced with new, shorter sword-shaped mast. In September 1940 type R.3002 IFF (Identification Friend or Foe) identification device was added to the Spitfires' equipment enabling



No 602 Squadron Spitfire Mk.Ia flown by P/O A.A.McKellar during maintenance. See the anti-spin fairings on the sides of the fuel tank cowlings.

the ground stations to distinguish their own aircraft from the enemy ones on the radar screens. It was nicknamed „pip-squeak“ and featured two wire antennas running from the fuselage sides to the horizontal tail surface tips leading edges. Spitfires were entering the service without any passive protection despite the fact that some aspects of this, such as armored glass on the windshield, were discussed already in 1936. Due to the problems with layered glass development the application was delayed, as a standard it was featured on the N series airframes in September 1939. 50.8 mm (2 inches) thick armor plate was mounted on the outside of the windshield. Similarly the introduction of the armored pilot seat and the whole cockpit area was delayed. Those should have been installed in September 1939. In reality, numerous Spitfires were lacking them still in the spring and exceptionally even in summer 1940. Complete Spitfire Mk.I cockpit armor protection, as per modification nr.247 promulgated on June 6th, 1940, consisted of an armor plate behind the seat, then 6 mm sheet metal on the engine bulkhead, a sheet metal covering the face of the coolant tank and finally, as per modification nr.315 dated November 20, 1940, armor plate behind the pilot's head. These features however can be also recognized in the Spitfire photographs from the spring and summer 1940. The important feature of the passive protection was also fuel tanks armor protection. Spitfire had two fuselage mounted fuel tanks, the lower one with capacity 168 litres (37 gallons) and upper one with capacity 218 litres (48 gallons) located behind the engine and in front of the pilot's cockpit. Same, like in other cases, the protection was initially non-existent. As a first step, a thicker 3 mm dural sheet protecting the upper fuel tank from outside was applied. Since April 1940 the protection of the lower fuel tank was being introduced by means of the Linatex protective covering which was a sandwich of rubber and linen 5 to 15 mm thick. Only in the end of July 1940, according to the modification nr.273, the rubber self-sealing tank protection was introduced. Unfortunately, in the summer 1940 a lot of Spitfires were still flying without any fuel tank protection and the upper tank was completely missing the self-sealing covering which in case of combat damage often resulted in a fire and se-

rious burns to a pilot. As can be seen, from its introduction to service in the fall 1938 to the end of the Battle of Britain in October 1940, Spitfire Mk.I underwent significant technical development which decidedly increased its combat value and showed that the airframe did possess the reserves necessary for the further development. Some problems remained unsolved however and are out of the scope of the historical period covered by our model. Firstly, it was the ailerons' stiffness at higher speed caused by their blown skin. During the Spitfire Mk.I combat deployment this cause was known, solution in the form of all metal ailerons was prepared but it has not been applied. Similarly, the 100 grade fuel potential has never been fully exploited on Spitfire Mk.I. The armament of eight 7.7 mm caliber machine guns, still fully acceptable in the summer 1940, in the fall 1940 it began to be considered insufficient for the future. The couple of 20 mm cannons was experimented with on the cannon equipped Spitfires Mk.IB already, but this armament saw a wider use only later, on Mk.II and primarily Mk.V where it practically became a standard.

OPERATIONAL DEPLOYMENT

As we mentioned earlier, at the moment of the outbreak of the war, Spitfires Mk.I were in the inventory of eleven RAF squadrons. Fighter Command held all Spitfire squadrons back at home bases, squadrons equipped with Hurricanes were sent to France with British Expeditionary Force. Regardless, during the „Phoney War“ the Spitfire squadrons engaged in several important battles with Luftwaffe aircraft penetrating the British airspace. However, the first Spitfire kills were the friendly aircraft. On September 6th, during the incident known as „Battle of Barking Creek“ No. 74 Squadron flight A, led by Adolph „Sailor“ Malan, having been vectored from the ground, shot down two No. 56 Squadron Hurricanes. One of the Hurricane pilots, Montague Hulton-Harrop, perished. The further sorties were aimed at the real adversary although the tragedies caused by friendly fire still occurred. On October 16th, 1939, RAF fighters engaged in their first successful combat with German bombers over the British territory when during the KG 30 raid on Scapa Flow No. 602 and 603 Squadrons shot down three Ju-88. In one of them, Hptm. Helmut Pohl, I./KG 30 commander, was shot down and captured. On October 28th both squadrons participated in the first kill of the German aircraft over the British territory when they shot down He-111 over Firth of Forth. This kind of combat was typical for the period of the Phoney War and the Spitfire were, during this time, entering combat with German bombers



Spitfire Mk.I YT-O of the No 65 Squadron. After forced landing on a Dunkirk beach, May 26, 1940. The aircraft has been ignited by it's pilot, P/O Kenneth Hart, who was successfully evacuated from Dunkirk two days latter. He was in age of 18 that time.

attacking shipping, ports and similar targets. Till mid March 1939 RAF fighters shot down 26 enemy airplanes over the Great Britain. Until the decisive turn in the course of war in May 1940, Spitfire fleet grew by another eight squadrons totalling 19 squadrons. After the beginning of the German offensive in the west in May 1940, even these squadrons, until then exclusively focused on homeland air defense, began, despite A.M. Downing initial resistance, to more intensely participate in the air cover of the British Expeditionary Force and allied units in general. Soon, better said surprisingly late, Spitfires, for the first time, met their most important and famous adversaries, Messerschmitt Bf 109. At vee hours of May 13th, No. 264 Squadron Defiants escorted by six Spitfires from No. 66 Squadron A flight, attacked 12./LG 1 Stuka formation diving on the railway station in the vicinity of Hague. 5./JG 26 Bf 109E providing the fighter cover for Stukas shot down five out of six attacking Defiants and one of the escorting Spitfires. 12./LG 1 lost four Ju 87B in this combat and 5./JG 26 one Bf 109E. Thus both sides opened their score, so numerous in the future.

In the meantime they parted almost even-handed. With the German offensive advancing through Netherlands, Belgium and France and continuous surrounding of the allied units concentrated on Belgium and French coasts, the Spitfires' deployment intensity over the Continent grew rapidly. On May 20th the German tanks attacking through Belgium and France in



No 11 Group Commanding Officer, AVM Keith Park, Newzeallander and World war One fighter ace.

westerly direction reached Channel La Manche, the German front turned to the north and the Germans started to push the surrounded allied troops to the area of the French port of Dunkirk. On May 24th the German troops reached channel Aa 30 km south-west from Dunkirk just to stop there for two days. The precise reason of the famous Hitlers' „Haltbefehl“ is not know, one train of thought is a supposed intention of marshal Goering to finish the surrounded Allies and force them to surrender. British Expeditionary Force commander, marshal Gort, took advantage of the two day break to relocate his troops and consolidate the defenses. On May 26th evening, almost simultaneously with restarted German attack, British Admiralty commenced the operation „Dynamo“, evacuation of the surrounded allied units from Dunkirk area. Airspace defense above British Expeditionary Force area of operation was assigned to No. 11 Group commanded by Air Vice-Marshal Keith Park. In the second half of May, No. 11 Group was rapidly enforced by units allocated from No. 12 Group (A/V/M Leigh Mallory). Since May 21st intense air combat over Dunkirk was picking up the pace with growing losses on both sides. In the course of these two weeks of heavy fighting, when the squadrons of (not only) Spitfires rotated even four times a day above British Expeditionary Force area, the British fighters' deployment tactics was already gradually changing in response to the more effective German tactics. Germans typically operated over the target area in the strength of the whole Gruppe i.e. three Staffeln, whereas the Staffel was roughly the equivalent of the British squadron. Therefore, the British gradually doubled the scouts of the particular squadrons so as two squadrons operated in concert. Since the end of May Fighter Command fighters operated in the formations of four squadrons, kind of embryonic form of the future wings. On June 3rd, 1940, the operation „Dynamo“ was concluded by the successful evacuation of the large contingent of the surrounded British, French and Belgium troops. The remaining allied units at Dunkirk, in the strength of roughly 40,000 men, mostly French soldiers defending evacuation beachhead, capitulated on June 4th. Battle of France ended with capitulation of France on June 22nd. Spitfire losses in May were 46 aircraft as opposed to seventeen in June. During the week-long covering of the operation „Dynamo“ RAF lost 49 Spitfires which indicates by itself the combat intensity during this operation. After several months of waging the war leisurly, the Spitfire pilots experienced the modern war and over three weeks gained invaluable combat experience. A number of future fighter aces received their baptism of fire in combat with enemy fighters and claimed

their first kills. Intensity of the battles above the Channel after the evacuation of Dunkirk gradually diminished reaching the lowest point between June and July. Both sides, RAF and Luftwaffe, were replenishing the exhausted units. At the fast pace, Luftwaffe was building the airport and supply infrastructure on the French coast of Channel La Manche and relocating its units for preparation of the invasion of the Great Britain. July marked mutual skirmishes and German raids over the Channel. It was in this phase when first Bf 109E was shot down and emergency landing occurred on the British soil. This memorable event took place on July 8th, 1940, when 4./JG 51 Bf 109E-1 piloted by Lt. Johann Böhm was seriously damaged by the fire from a Spitfire manned by Sgt. E.A. Mould from No. 74 Squadron and crash-landed at Bladbeam Hill in Kent. At that time JG 51 was the only complete German Jagdgeschwader operating in the Channel area. The British mark the beginning of the Battle of Britain on July 10th, 1940. In this opening stage, called by Germans Kanalschlacht and Channel Battle by Brits, the Luftwaffe gained the actual air supremacy over the Channel. However, this was not accomplished for free, they had to overcome RAF's tough resistance. The Germans date the beginning of the Battle of Britain one month later, on August 8th, when they already had sufficient forces concentrated in the Channel area. The actual stage of the Battle commenced on August 13th with the operation Adlerangriff. During its first day, known by the codename Adlertag, the concentrated attack on the British infrastructure started, within which the Luftwaffe fighters were actively seeking the confrontation with British fighters with the intention to pressure RAF and weaken Fighter Command forces as much as



Shot down Bf 109E from JG 51 after an emergency landing in England.

possible. This turned out to be quite a success, the British evaluated August 18th as the Hardest Day and in the middle of September Luftwaffe was not far from victory. However, RAF was not defeated yet, it put up a tough resistance and was adjusting the tactics of its fighters according to the ever-changing combat conditions. Luftwaffe too was changing the tactics in the course of fighting. The British fighters strived to attack from higher altitude, fighting the bombers though they preferred deployment of the Hurricanes since they presented more stable gun platforms and had better concentrated wing armament. Spitfires focused more on the combat with German bombers' fighter escort. Thus the Hurricanes could, during their first attack on the enemy bombers formation, to an extent, ignore the fighter escort which was taken care of by Spitfires. The Germans helped this by an unfortunate decision when in response to a rather panic reaction of the bomber crews to the losses during the operation Adlerangriff, they brought the escort fighters too close to the bombers depriving them of maneuvering flexibility against British fighters attack so they de facto accommodated the British tactics. On the other hand the British experiment with Composite Wings or Big Wing, promoted by Leigh-Mallory and Bader, failed. Withing Duxford Wing led by Douglas Bader Czechoslovak No. 310 Squadron and Polish No. 302 Squadron fought alongside British No. 242, 19 and 611 Squadrons. The idea was promising, in reality however, it was proven too difficult to execute. Formation of the whole wing into a combat formation and its vectoring to the combat zone was complicated, clumsy, easily identified by the enemy. Due to these circumstances the Bader's wing usually arrived at the battle scene delayed, often into an already terminating encounter. By all means it was not that strike force which its fathers expected. The evaluation is always the matter of the aspect because later RAF was able to form higher level units at wing level and successfully deploy them. On the contrary, the British advanced guidance system allowed to deploy, on the endangered sections defended by No. 11 Group, forces from the other units, from No. 10 Group in the west primarily and No. 12 Group concentrated in the north of England, and flexibly create the strong operational groups without clumsy organization of the higher level units. Probably the fatal tactical mistake made by Luftwaffe command was to shift the attacks from RAF infrastructure targets and military targets in general, to the cities and populated areas. In



A stricken Spitfire Mk.I attacking He 111 formation, photographed from the Heinkel cockpit.

the second half of August Luftwaffe command withdrew Luftflotte 2 and Luftflotte 5 bombers from day sorties and let them continue flying at night only and fully withdrew Stukas from the raids against England due to their insufficient range. Only Luftflotte 3 bombers continued the day operations and were to continue with raids on industrial factories including those of the aviation industry and other militarily important targets. This granted RAF the time to consolidate the forces and renew the infrastructure. The first mass attack on London was performed by German bombers on September 7th under the personal supervision of marshal Goering. On September 15th, commemorative Battle of Britain Day when Luftwaffe executed another massive raid on London, Fighter Command was left with 581 Spitfires and Hurricanes. The Luftwaffe fighter inventory was being depleted as well, a week earlier, on September 7th, Luftwaffe had 533 various version of Bf 109E in its inventory. On the top of it, on this day, September 7th, the Germans deprived themselves of the capacity of its fighter units



Preparation of Ju 88 for an air raid on Britain.

by decision to remove one Staffel from each Jagdgruppe and deploy these units in the fighter-bomber role. By this move they reduced the pure fighter inventory by one third without somewhat significantly increasing the bomber attacks effectiveness (you will find more about this topic in the upcoming item of the Eduard Limited Edition series dedicated to various versions of Bf 109E deployed in the Battle of Britain). On September 15th Fighter Command managed to concentrate fighters of all three Groups, 10, 11 and 12 for the defense of London, muster the fierce resistance and show its strength to the enemy. On September 17th, as a result of these events, the German supreme command called off the operation Seelowe, the invasion of Britain, and postponed it indefinitely. Battles did not cease however, the war was going on. On September 19th Luftwaffe command already redirected the attacks on British supply depots, warehouses, railway stations and ports where the Germans started to lay mines as well. On September 26th Luftwaffe scored an accurate and effective strike when 59 He 111 from KG 55 performed a devastating raid on Supermarine factories in Woolston and Itchen leading in fact to the halt of their production. As we mentioned earlier, production in these factories significantly relied on subcontractors which was a way to restarting the manufacturing process in the scattered locations. Despite that, Spitfire Mk.I pro-

duction decrease was noticeable, also due to the fact that during the production reorganization large part of it was redirected to Morris company in Castle Bromwich manufacturing Spitfires Mk.II. On the other hand this meant filling the orders of superior Spitfires Mk.II at desirable levels. From the British point of view the Battle of Britain ended on October 31st, 1940. From the point of view of deploying the fighter squadrons it is rather historical date, the battles continued at the same intensity. In November Luftwaffe conducted heavy raids on Birmingham, Liverpool and Coventry. Coventry was heavily hit by carpet bombing on November 14th. This raid became a symbol of the cynical air war against civilian targets and partially served as an ideological justification of the RAF bomber offensive against German cities in the upcoming period of the war. The last large scale Luftwaffe raid, before deploying the main forces to the east, was heavy raid on London which took place on May 10th, 1940. Towards the end of 1940 Spitfire Mk.I share in fighter squadrons inventory started to gradually decrease in favor of the more modern and better performing Spitfires Mk.II. Spitfires Mk.I were being slowly transferred to the training and second line units serving in the less exposed areas. Squadrons rotating from No. 11 Group to No. 12 or No. 13 were typically re-equipped with them leaving their better performing Mk.II behind for the incoming squadron. Regardless, Spitfires Mk.I still flew combat up until the beginning of the RAF offensive against German targets in western Europe in January 1941. They were however continuously pushed out of the front lines by Spitfires Mk.II and later Mk.V. Nevertheless, in July 1941 5 combat and 6 non-combat Spitfire Mk.I equipped squadrons remained still on duty. Since the spring of 1941 Mk.I airframes were used as a base to rebuild them to Spitfire Mk.V standard.

COMPETITORS AND ADVERSARIES

In order to evaluate Spitfire Mk.I qualities and historical importance it is important to compare it to another two airplanes. The first is a home-grown Hurricane Mk.I as a competitor, and partner, in the RAF Fighter Command squadrons' inventory and the second is Bf 109E, as a principal opponent to Spitfires and Hurricanes in the Battle of France and Britain. Hurricane Mk.I was the first modern fighter monoplane being introduced to the RAF inventory. Conceptually, both Hurricane and Spitfire aircraft were similar, both were low-wing monoplanes with retractable undercarriage, both were powered by the same engine, Merlin II/III, the basic armament of eight Browning 7.7 mm machine guns was the same as well. The difference was in applied manufacturing technology and performance. Hurricane was built as classic Warren truss box-girder partially covered with fabric featuring relatively thick wing profile a lower wing load. This resulted,



Hurricane Mk.I with popular performance of the group of pilots running for scramble. It was usually a show for a photographer only.

in comparison with Spitfire, in the lower maximum speed and maneuverability, on the other hand, thick wing profile enabled the comfortable installation of the weapons in two compact batteries of four machine guns in each wing half and the installation of a sturdy undercarriage with a wide wheels track. The classic airframe design did not cause any fundamental technological challenges during the production implementation at an experienced biplane fighters manufacturer (Hawker was a successor to the famous Sopwith company known by its WWI period fighters). Introduction of this type into large scale production and service was without major problems and Hurricane preceded more modern Spitfire by several months in arrival to the service. At the outbreak of the war, on September 3rd,

1939, RAF mustered 11 operational squadrons equipped with Spitfires and 16 operational squadrons equipped with Hurricanes. This ratio was more-less maintained until the end of 1940. From the beginning of July till the end of October a little over 600 Spitfires (608) and almost 1000 Hurricanes (991) were manufactured. The difference was largely influenced by the complicated Spitfire design. To make one Spitfire 2.5 times more man hours were needed than to produce a Hurricane. Speaking about performance however Spitfire was decidedly superior to Hurricane and Spitfire losses to victories ratio is significantly better as well. In 1941 the ratio of these two types in the inventory started to rapidly change in favour of Spitfire, with which RAF Fighter Command squadrons were gradually re-equipped. Hurricanes were being transferred to the fighter-bomber role and remained serving as fighters in the night fighting squadrons since they were better suited for this role than Spitfire thanks to their features. Spitfire and Bf 109E comparison is a favourite discipline since the first deployment of both types in the combat over the Channel. Thousands of pages were written however, the results are rather biased based on the evaluator's personality and his preferences. What I have on mind is which airplane was his favourite, frankly speaking. The mutual comparison is also burdened by the conditions of these tested aircraft, captured ones in particular. Of course both sides tested the captured airplanes of the enemy and it is interesting to learn that both sides arrived at the conclusion that their own airplanes demonstrated performance superior to the opponent's ones. It's quite understandable that they came to these results during testing and comparison. It was not only that they somehow routed for their own team. „Skeleton in the cupboard“ was the actual condition of the tested aircraft. While their own airplanes were almost always in perfect condition, impeccably serviced and properly filled with all prescribed operational fluids the same can not be said about the captured planes. It was a matter of improvisation in order to maintain these aircraft airworthy and the maintenance standards were not followed precisely. Neither service manuals nor pilot's notes were available and even though no one can doubt the abilities and qualities of the test pilots on both sides the question remains if they could have pushed the performance limits of the tested aircraft in the same way they would have done with their own planes. The logical conclusion will be that probably not. There is a plethora of papers and studies about advantages and disadvantages of the both aircraft. About carburetor problems in Spitfire, about fuel injection advantages in Messerschmitt, about British ability to introduce 100 grade fuel as a standard or on the contrary about better German constant speed VDM propellers. Similar situation exists in regards to the armament, standard combined Bf 109E armament of two 20 mm MG FF cannons and two 7.62 mm MG 17 machine guns gave by all means stronger punch a was more effective than eight 7.7 mm Spitfire machine guns but even this statement is doubted by some authors. And this goes on with almost every parameter. In fact, both aircraft, Spitfire Mk.I and Bf 109E, were equal in the majority of the evaluated parameters. In some cases they even faced the similar, almost identical issues. The example is fabric-covered ailerons on both types which despite knowing the problem of them becoming stiff at high speed, they have never been replaced in production with full metal ailerons, neither on Bf 109E nor on Spitfire Mk.I. If you wish to learn more details about the issue of comparing the Spitfire Mk.I and Bf 109E performances there is a lot of available sources. The interesting and non-negotiable difference is in the design philosophy of both opponents. While on Bf 109 design rationality and production technology were primary focus Spitfire was built more ruggedly and from some aspects in a slightly complicated „British style“. Whoever of you had, at any time, anything to do with British and German car design concept will understand what I am talking about. Even our models show, that there are about one third more rivets on Spitfire than on Bf 109E. And that is correct, the ratio of the number of applied rivets on these two real aircraft is similar.

MMM-MOST MEMORABLE MISCONCEPTIONS

Like in many other cases, when it comes to Spitfire in general and specifically Spitfire Mk.I, modellers' community harbors some deeply rooted popular misunderstandings. Some of them are historic, for example the imagination, that the Battle of Britain was several months-long continuous stream of combat encounters and that the both sides had clear strategy and tactics. In reality, even during the Battle of Britain, there were periods of the intense battles as well as relative lull in the operations either due to inclement weather or re-organization of the forces, primarily on the German side who during the Battle of Britain enjoyed strategic initiative. Situation was similar as far as tactics is concerned, both sides were continuously changing it and did not avoid fatal mistakes. Then we have technical mistakes, for example typical modelers' imagination that Spit-

fire Mk.I production can be cleanly divided into the blocks with clearly defined attributes such as equipment, weaponry and other parameters. Truth be told, it is very easy to distinguish Spitfire Mk.I from the beginning of its production, featuring two blade propeller and flat canopy, from Spitfire in its final form with three bladed propeller and bubble canopy but that is about it. Once the innovations and changes started to roll out they were applied gradually and it was not uncommon as the result of an improvisation.

Thus Spitfires featuring various changes served, at the same time, with Spitfires that were still waiting for their application. Typical example is the cockpit and other parts armor protection. In certain period, typically the spring 1940, it is very difficult to determine what kind of armor protection had been installed on Spitfires and to which extent on any particular airframe. Even if we know the date of the introduction of a particular change, it will not help because this change was demonstrably featured earlier than it was supposed to officially. S/Ldr. Cozens Spitfire bubble canopy visible in the photographs from October 1938 serves as an example, well before the official introduction of the bubble canopy into production in January 1939. We have the similar situation with the armor behind pilot's head, officially introduced in November 1940, but documented to be already featured on the aircraft photographed in May or June 1940. Immediately after presenting our Spitfire Mk.I model on Czech Modeller's Forum the motor-driven hydraulic pump of the undercarriage retracting system became an instant hit. In further Spitfire versions this pump replaced the original, hand-operated pump installed in Spitfire Mk.I. The published sources vaguely state that the hand pump was later replaced by the motor-driven one spreading the information at the same time, that it took place after the manufacture of the 175th Spitfire Mk.I. This is an error, the aircraft of much later production blocks still featured the hand pump and it is highly probable that the undercarriage retracting system with motor-driven pump has never been introduced into Spitfire Mk.I production line. Spitfire Mk.I pilots therefore retracted their landing gear by 27 strokes of the large lever mounted on the right side of the cockpit which certainly had a negative impact on take off and landing procedures and more often than not caused bruises of the back of the pilot's hand, known as „Spitfire Knuckle“. On the contrary, Spitfires Mk.II featured the motor-driven pump as a standard, supposedly right off the production start.

The most resistant and favourite errors are obviously the following:

- Two parallel wing strengthening strakes on the wing skin above wheel well. These wing strengthening strakes have never been featured on the combat Spitfire Mk.I, not even Mk.II and Mk.V. They were applied on the aircraft much later, the earliest in 1942, exclusively as an reinforcement of the skin over the wheel well as it was exposed to an enormous stress on war-weary aircraft.

- Oil cooler with circular intersection under the left wing. Spitfires Mk.I have never featured these cooler, only those with U-shape intersection.

- Crow bar on the cockpit door. It was only introduced in 1941 and it has never been painted red on wartime aircraft. Definitely not on Spitfires Mk.I.



S/Ldr Robert Stanford Tuck in cabin of No. 257 Squadron Hurricane.

- Electrical socket on the port side of the wing root, behind the canopy. It was missing on Mk.I. It needs to be filled with putty on our model since the basic fuselage design is common for Mk.I, Mk.II and Mk.V versions.

- Gunsight with rectangular shade. It was only introduced into production in 1941.

- Little bulge covering a pyrotechnical starter (Coffman starter) on the port side of the aircraft nose behind propeller. This starter was only introduced on Merlin III powering Spitfires Mk.II. Sometimes it is stated that also Merlin III powered Spitfires Mk.I were equipped with this starter. It is not true.

- The inner armor glass. It has never been featured on Mk.I, it was only introduced in 1942 on Spitfire Mk.V production line.

- And in addition already mentioned motor-driven pump and all metal ailerons. Neither can be documented on any combat Spitfire Mk.I.

And then we have one more historical error. Frequently repeated, maybe not a complete error but a suspicion, uncertainty circulated around the world with the intention to dissolve and cover up the old truths, as happening nowadays all the time. From time to time someone states that RAF did not win BoB, that Luftwaffe did not loose, that if it had wanted it would have finished it, but did not want to. That LW only lost interest in carrying on with Battle of Britain. Let's make it clear: the loss of interest to win the battle means defeat. It has been like it since the beginning of days and will be forever. Whoever loses interest, loses the faith as well and ultimately loses the battle. That is it, no rocket science. RAF won the Battle of Britain. Luftwaffe suffered its first defeat. It was the first out of many awaiting it in the coming five years and Spitfires played their role in them more often than not. And that is all about Spitfire today. We will continue with Spitfire Mk.II in the end of 2020.

Vladimír Šulc

Foto courtesy of Simon Erland and CTK



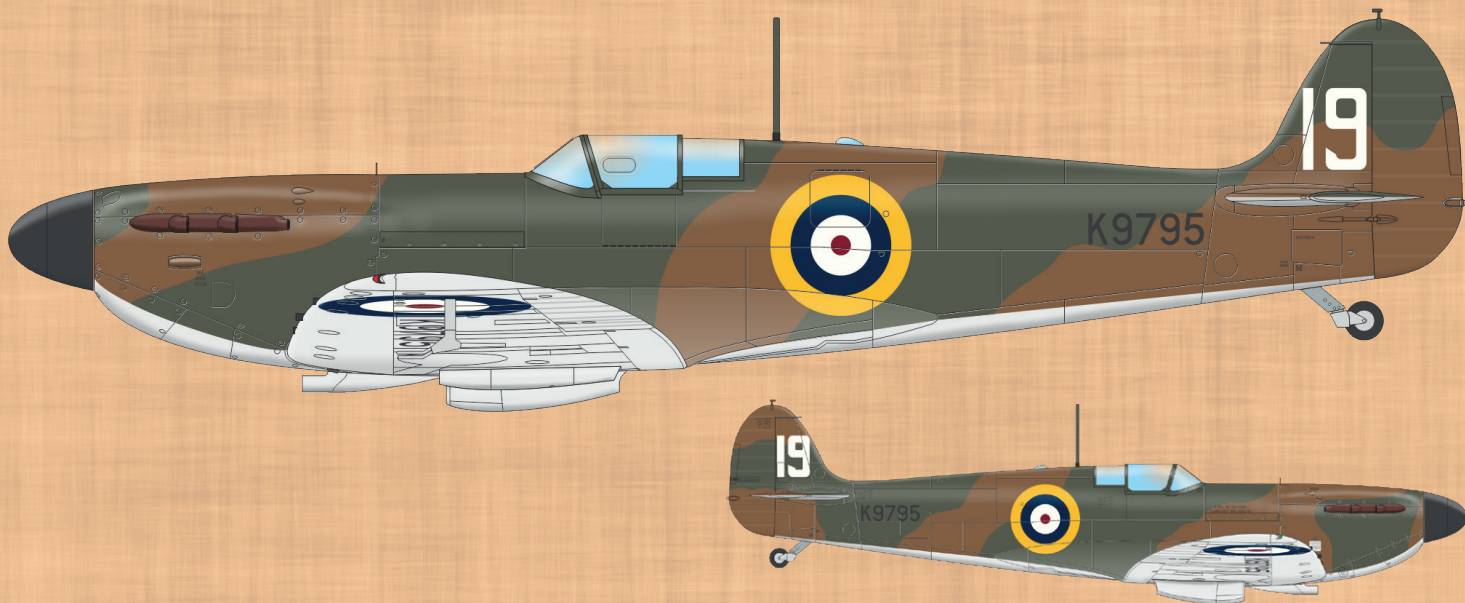
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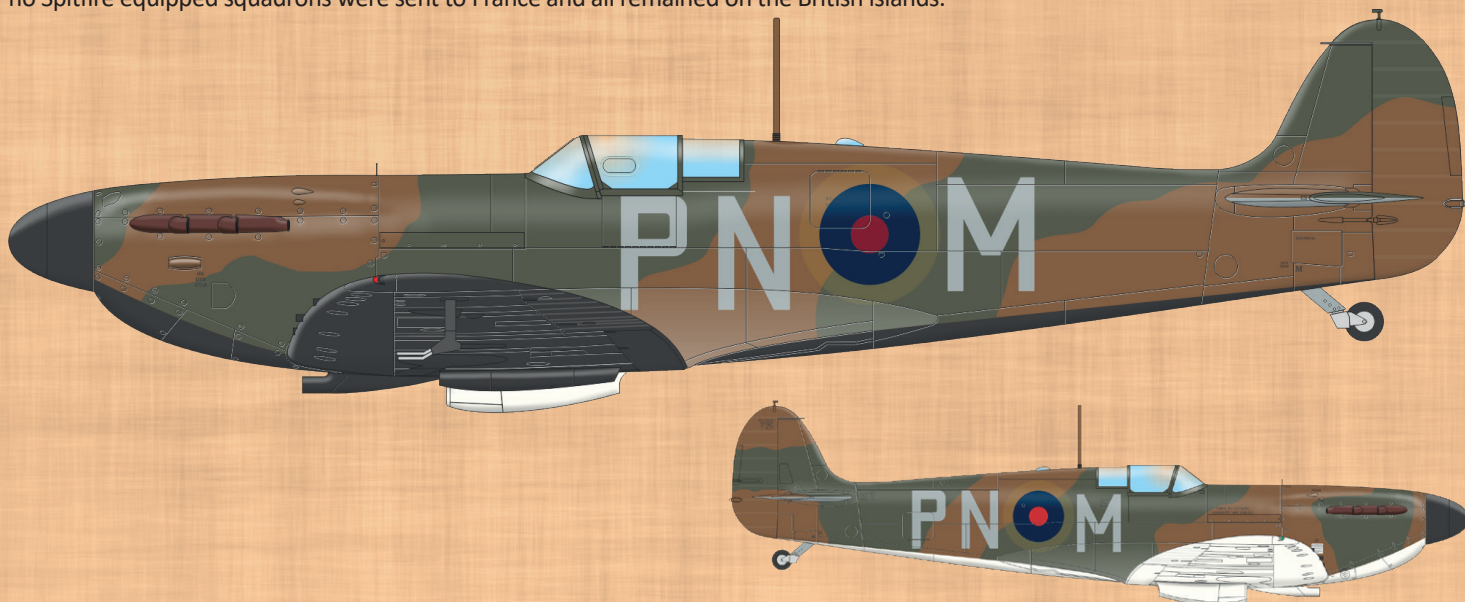
K9795, No. 19 Squadron, RAF Duxford, Cambridgeshire, October 1938

INTO SERVICE. The first unit to be armed with the new Spitfire Mk.I was to have initially been No. 41 Squadron, which at the time was flying the Hawker Fury. For a number of reasons, though, the honor ended up going to No. 19 Squadron. Besides the fact that this was an experienced squadron, which similarly baptized the new Gloster Gauntlet in 1935, the size of the airfield was also a determining factor. The airfield at Duxford, No. 19 Squadron's base, had a longer landing strip than the one at No. 41 Squadron's base, Catterick. After the experience with the Hurricane, where several aircraft were lost in landing accidents, the larger field was felt to be the better choice. Last, but not least, the fact that the Squadron's Commanding Officer, S/Ldr Henry Cozens, was a qualified aeronautical engineer able to co-operate with Supermarine on the fine-tuning of the Spitfire, certainly did not hurt. This later turned out to be good choice, and there was a close communication between the new head designer, Joseph Smith, and Cozens. Cozens himself first flew Spitfire K9789 on August 11th, 1938. Our presentation of the Spitfire camouflage scheme and markings from October 31st, 1938, are based on the photographs taken from a Blenheim Mk.I. An interesting item of note is that during the photo op, Cozens' K9794 was equipped with a blown canopy cover, a feature that didn't become standard until January, 1939. The first loss came on November 3rd, 1938, when P/O Sinclair, future A Flight Leader of No. 310 (Czechoslovak) Squadron, suffered a landing mishap, causing the first officially delivered Spitfire Mk.I to the RAF, K9792, to be written off. Note the interesting design of the fin leading edge, which was to prevent entanglement of the anti-spit parachute in the case of use.



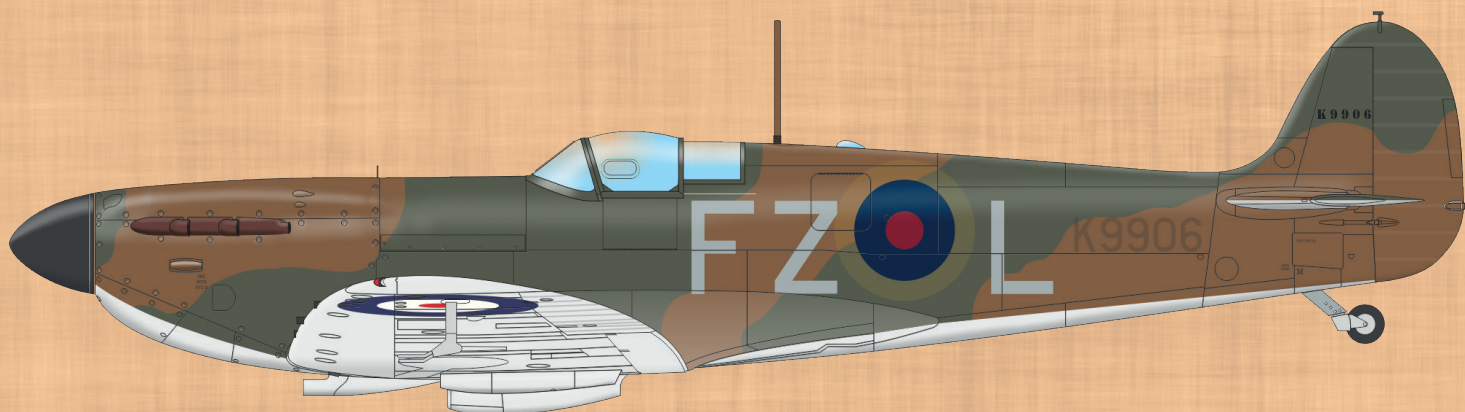
No. 41 Squadron, RAF Catterick, North Yorkshire, Spring 1939

TUNNING. No. 41 Squadron accepted its first two Spitfire Mk.Is, K9831 and K9832, only a day before the end of 1938, as the third Fighter Command unit to do so. This Spitfire Mk.I, coded PN-M, carries a scheme from the summer of 1939, with the upper surface national roundels of the red-blue type, with the white segment covered in blue and red, and the yellow segment covered over with the camouflage colours. Technically, the aircraft is representative of the first production version with a Merlin II engine, a fixed, two-blade wooden Weybridge propeller, a flat cockpit canopy, and the original pitot tube. The aircraft lacked gun heating and all armor plating, including the armored windscreen. The right wing of the aircraft mounted an external gun camera. By the beginning of the war, the RAF had accepted 306 Spitfire Mk.Is, 187 of which served with Fighter Command squadrons. Seven of these units were fully combat ready on September 3rd, 1939, and the remaining four were at various stages of re-equipping. Prior to the outbreak of the war, thirty-six Spitfires were lost to various accidents. After the war began, no Spitfire equipped squadrons were sent to France and all remained on the British islands.

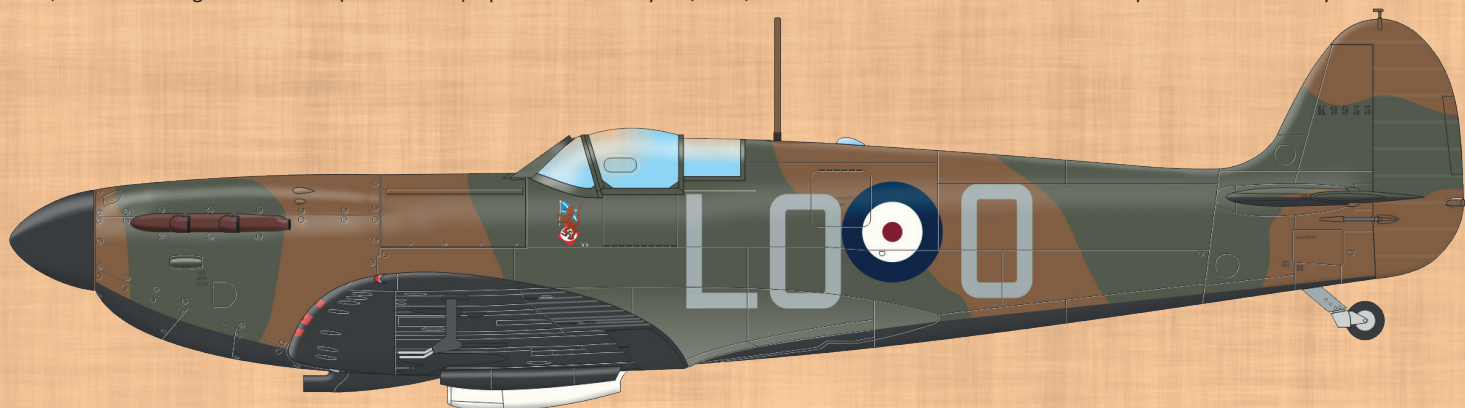


K9906, F/O Robert Stanford Tuck, No. 65 Squadron, RAF Hornchurch, Essex, Summer 1939

TALLY HO! This Spitfire Mk.I from No. 65 Squadron also sports a prewar camouflage scheme and markings. It carries some technical improvements from the previous aircraft, such as the blown cockpit canopy, a three-blade two-pitch De Haviland Type 5/20 propeller, and is likely equipped with a system that used hot air to heat the guns. The aircraft does lack armor plating and is equipped with an older style pitot tube. It does not yet carry a reflector type gun sight. From our decal options, the pilot, F/O R.S. Tuck is the most successful in terms of combat with 29 confirmed kills and two shared. In May, 1940, he was transferred to No. 92 Squadron, and with this unit, he fought in the Battle of France and the Battle of Britain. His first kills came on May 23rd, 1940, over Dunkirk, when he shot down three German aircraft, and two on the following day. On September 11th, 1940, he was named CO of No. 257 Squadron, armed with the Hurricane Mk.I. It is assumed that one of his victims was future Luftwaffe ace Hans-Joachim Marseille on September 23rd, 1940. With the rank of Wing Commander, he was shot down by flak on January 28th, 1942, near Boulogne sur Mer, and after a successful forced landing, he was taken prisoner. He took part in the preparations for what became known as the Great Escape from Stalag Luft III in Sagan, but he did not actually take part in the escape itself, as he was moved to the camp Belaria just prior to it. On February 1st, 1945, he made good his escape with Polish pilot Zbigniew Kustrzynski, during an evacuation march and headed west, where he joined up with the advancing Soviet army. At this point, his knowledge of Russian came in rather handy, a knowledge that he had acquired as a child from his Russian nanny. Later, he made his way back to England, via Moscow. He continued on in the services of the RAF after the war, and did so up to the fifties, and then dedicated another twenty years of his life to mushroom farming. He served as a technical advisor on the film 'Battle of Britain' during which he became friends with Adolf Galland, and became godfather to his son. He passed away on May 5th, 1987, at the age of seventy.

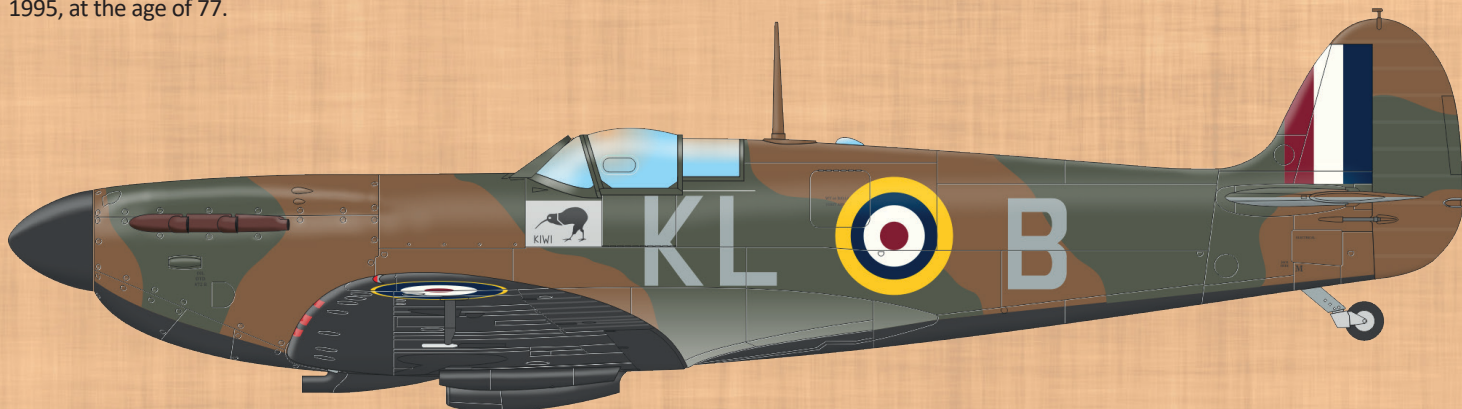
**K9955, F/O Archibald Ashmore McKellar, No. 602 Squadron, RAF Drem, East Lothian, Scotland, March 1940**

PHONEY WAR. This Spitfire Mk.I, serialised K9955 and hailing from No. 602 Squadron, is representative of an aircraft that has been going through modernization, carrying an armored windscreen, a two-pitch, three bladed propeller, gun heating, a new pitot tube, but with an older antenna mast. The seat is likely not yet armored, but the aircraft does have the GM 2 reflector type gun sight. Note the anti-spin fairings on the sides of the fuel tank. Also interesting is the fact that No. 602 Squadron had their engines converted to use 100 Octane fuel already by mid-February, 1940. No. 602 Squadron was one of the Auxiliary Air Force (AAF) units to have acquired Spitfires prior to the beginning of the war. The AAF was an arm of the RAF that was composed of Reserve and Non-Commissioned Officers, who kept up their qualifications by way of weekend flying. They were known as 'the Weekend Air Force'. Before the war, and shortly after its outbreak, the members of the force were made up of mostly better-off individuals with good social connections. After the war began, its personnel were mobilized, and units were essentially 'professionalized'. A part of the AAF was also made up of units composed of foreign nationals, including Czechoslovak and Polish squadrons of the RAF. On October 16th, 1939, No. 602 Squadron took part in the first successful RAF encounter with German bombers when KG 30 conducted a raid on Scapa Flow, together with No. 603 Squadron, downing three Ju 88s. One of the crew that was shot down and taken prisoner was Hptm. Helmut Pohl, CO of I./KG 30. The squadron also took part in the first shoot down of a German aircraft over British territory, that on October 28th, when her pilots, again in conjunction with No. 603 Squadron, flamed an He 111 over Firth of Forth. Both encounters were participated in by A.A. McKellar, and some sources count them among McKellar's aerial victories. In June, 1940, McKellar was named Flight Leader with No. 605 Squadron, flying Hurricane Mk.IIs, to eventually take command of the unit from another well-known pilot, S/Ldr. Walter Churchill. McKellar claimed fifteen kills during the Battle of Britain (plus one shared), with five coming on October 3rd (all over Bf 109Es), becoming one of 28 Allied pilots to reach 'Ace in a Day' status. A. A. McKellar died in combat just one day after the end of the Battle of Britain, on November 1st, 1940. It is widely assumed that his end came at the hands of Hptm. Wolfgang Lippert, CO of II./JG 27. It is a noteworthy fact that his Hurricane Mk.I, P3308, on which he gained thirteen of his kills (plus one shared, four probables and one damaged), was the aircraft responsible for making the Hurricane the most successful aircraft of the Battle of Britain, in terms of number of kills. Later, P3308 was assigned to No. 312 (Czechoslovak) Squadron on January 4th, 1941, where it was written off in an accident on April 30th of the same year.



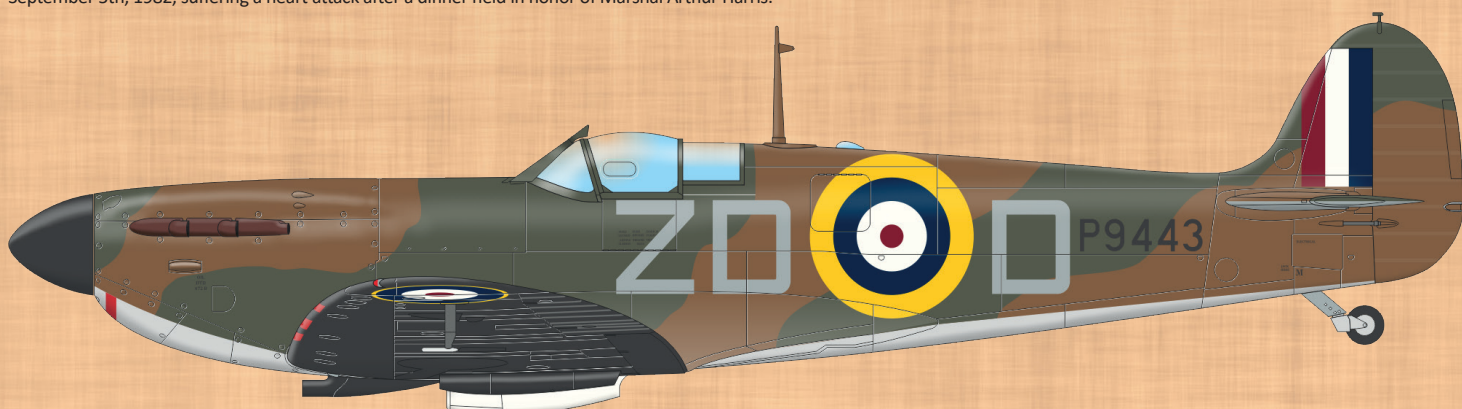
N3180, P/O Alan Christopher Deere (RNZAF), No. 54 Squadron, RAF Hornchurch, Essex, May 1940

BATTLE of FRANCE. No. 54 Squadron transitioned from the Gladiator onto the Spitfire Mk.I at the beginning of 1940. It was the only RAF squadron that was equipped almost exclusively with Mk.I Spits that featured Rotol RMS 7 constant-speed propellers. Aircraft serialised N3180 was representative of the Spitfire sporting all upgrade features seen on the type. What is not certain is whether or not interior armor was carried, and the rearview mirror was not, as was the case with the majority of Spitfires at the time. That came about as a reaction to the intense combat over Dunkirk. After the German attack on Holland, Fighter Command squadrons were tasked with air cover for retreating Allied units. New Zealander Al Deere, who first flew a Spitfire on March 6th, undertook Channel patrol missions after his return from a period of inactivity induced by health reasons. These missions extended into offensive actions undertaken over the European mainland side of the Channel. He also took part in No. 54 Squadron's air support of retreating Allied units on May 16th. On May 23rd, Deere, along with other pilots, took part in the escort of a Miles Magister flown by F/Lt. James Leathart, to pick up No. 74 Squadron CO Laurie White, who crash landed not far from Calais. It was during this mission that Deere shot down his first two Bf 109s. The next day, he added another over Saint-Omer, and on May 26th, he dispatched a couple of Bf 110s over Gravelines. On the night of the 26th of May, Operation Dynamo began the evacuation of Dunkirk. For FC, this meant several flights per day over the evacuation beaches and also significant losses. On May 28th, Deere sustained damage from the defensive fire coming from a Do 17, and he had to belly in on a beach. He managed to hop an evacuation ship, cross the Channel to Dover while enduring the taunting of stressed and evacuated infantry, get to London by train, and after a 19-hour anabasis, finally reaching Hornchurch. No. 54 Squadron took part in the Battle of Britain after the successful Dunkirk evacuation and a short rest at Catterick. Al Deere is credited with seven confirmed kills during the Battle of Britain. Over the course of the Second World War, he held several command positions, commanded No. 602 Squadron, later in 1942 No. 403 Squadron RCAF, commanded the Biggin Hill Wing, and also the French 143rd Wing in May, 1944. In July, 1944, he became a member of the Staff of the 84th Group. His total tally is 22 kills (some sources cite seventeen). He remained in the service until his retirement in 1967, with the rank of Air Commodore. In 1991, he published his memoirs called 'Nine Lives'. A holder of the Order of the British Empire and one of the most famous of all New Zealand and British pilots, he passed away September 22nd, 1995, at the age of 77.



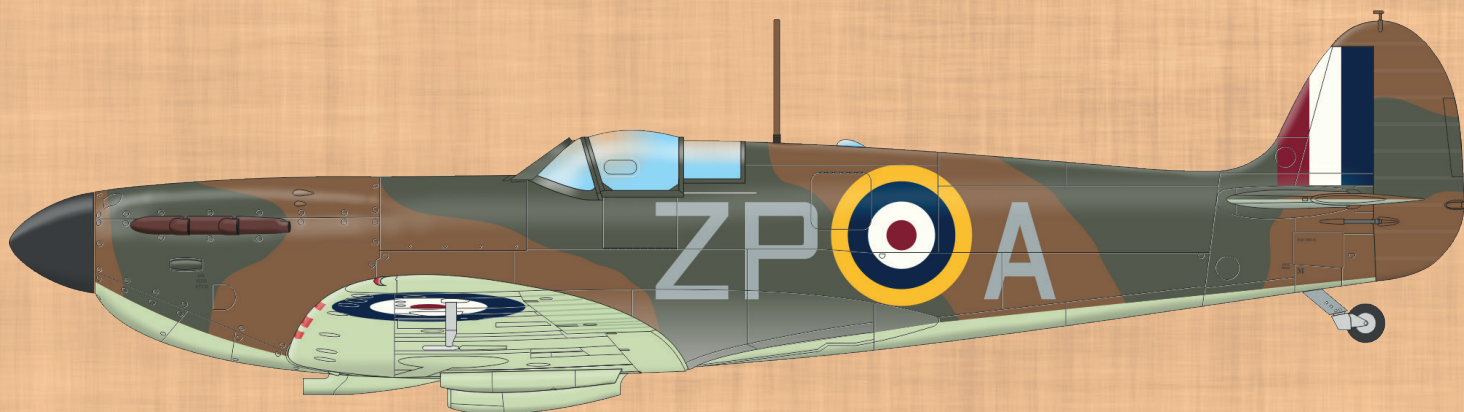
P9443, F/Lt Douglas Bader, No. 222 Squadron, RAF Duxford, Cambridgeshire / Kirton in Lindsey, Lincolnshire, early June 1940

DARKNESS HOUR. Bader's P9443 is an example of the final Spitfire Mk.I configuration, including armored tanks, windscreen and seat. The aircraft still had not been equipped with a rearview mirror or armored headrest. The legend that was Douglas Bader lost both legs in a crash in a Bristol Bulldog Mk.II during aerobatics training on December 14th, 1931. He returned to the RAF after the outbreak of the Second World War, and after testing that confirmed his aerial abilities and conversion training, he was assigned to No. 19 Squadron in January, 1940. While serving with this unit, he crashed in a Spitfire on landing, and pronounced that had he not lost both his legs earlier, he would have done so now. Prior to the beginning of the German offensive of May 10th, 1940, he was transferred to No. 222 Squadron as a Flight Leader. During Operation Dynamo, No. 222 Squadron took part in providing air cover for the evacuation of Dunkirk. Here, Bader got his first Bf 109 kill, and he damaged several other German aircraft. On June 28th, 1940, he was made CO of No. 242 Squadron, which was dominated by Canadian personnel and was armed with the Hurricane Mk.I, with which he took part in the Battle of Britain. During the BoB, he was a big supporter of fighter operations involving large groups, the Composite Wing, also known as the Big Wing, made up of up to five squadrons. In a test of his theory, he led the Duxford Wing, made up of five squadrons, Nos 242, 19, 310 (Czechoslovak), 302 (Polish) and 611. The results were not satisfactory. It was not possible to properly formate such a large number of aircraft. This caused Bader's Wing to show up at the designated location late, and the utilization of such a concentration of assets was deemed disproportionately ineffective. As a result, the idea was fairly quietly dropped. During the Battle of Britain, Bader is credited with eleven confirmed kills. On March 18th, 1941, he was named Wing Commander of the Tangmere Wing, made up of No. 145, 610 and 613 Squadrons. These units took part in offensive operations in occupied France. At the time, he flew the Spitfire Mk.Va, coded DB, which yielded his somewhat pejorative call sign 'Dogsbody'. On September 9th, 1941, Bader was shot down in combat, west of Saint Omer, with a JG 26 Bf 109F, and taken prisoner. On bailing from his aircraft, he lost one of his prosthetic limbs, and a replacement was ensured for him by Adolf Galland, with Hermann Goring's approval. It was dropped off at Saint Omer on August 19th by a Bristol Blenheim in an operation dubbed Circus 81. Who actually shot down Bader is not clear, and no German pilot ever took the credit. It has been speculated that there was a collision of two airplanes, or that this may have been a case of friendly fire. There is even a version of events that implies that he was intentionally shot down by another Spitfire. It is interesting to note that his damaged prosthetic limb was recovered in a field, but his Spitfire was never found. Bader was placed in the well known POW camp at Stalag Luft III in Sagan, and after several unsuccessful attempts at escape, he was transferred on August 18th, 1942, to Oflag IV-C, located at Colditz castle in Saxony. There, he was released on April 15th, 1945, by advancing American troops. He left the RAF in July, 1946. Until his retirement in 1969, he worked for the Shell company. He was politically active as a member of the House of Commons of the British Parliament. He was well known for his very conservative and even then, to say nothing of today, controversial views. He authored a well known book, titled 'Reach for the Sky' that was made into a movie, where the role of Bader was played by Kenneth More. He passed away on September 5th, 1982, suffering a heart attack after a dinner held in honor of Marshal Arthur Harris.

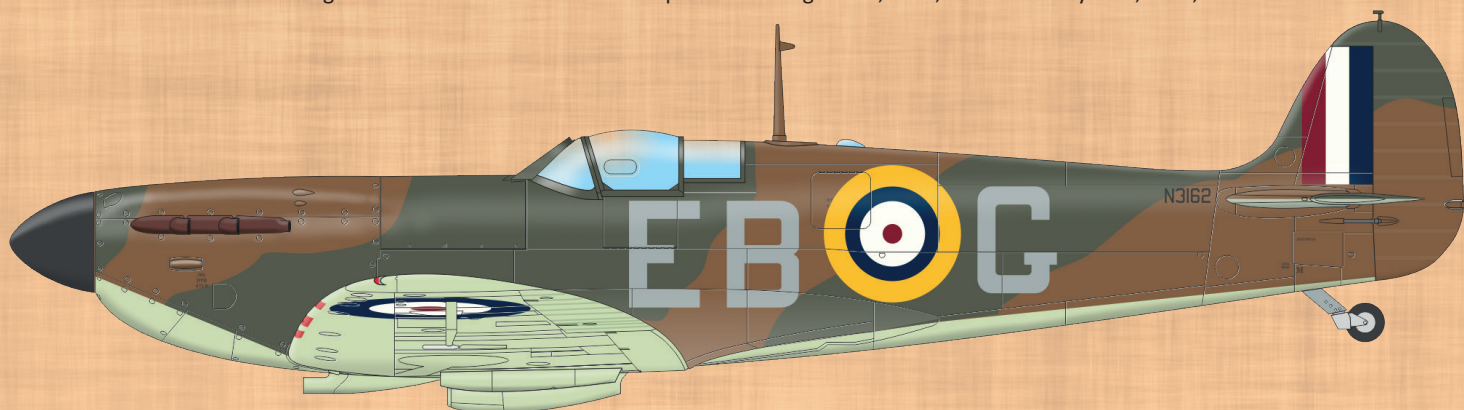


K9953, F/Lt. Adolph Gysbert Malan, No. 74 Squadron, RAF Hornchurch, Essex, June/July 1940

CHANNEL BATTLE. This aircraft is also in the modernized form of the Spitfire Mk.I, but interestingly has an older antenna mast configuration. South African native Adolf 'Sailor' Malan, originally an actual sailor, joined the RAF back in 1935, and served with No. 74 Squadron from 1937. At the time, the unit flew the Gloster Gauntlet Mk.II. In September, 1937, he was named A Flight Leader. In February, 1939, the unit converted to the Spitfire and went into combat on September 6th, 1939, but unfortunately, this was an incident in which they were vectored into a flight of No. 56 Squadron Hurricanes. Malan's Flight shot down two Hurricanes, and one pilot, Montague Hulton-Harrop was killed. The incident became known as the Battle of Barking Creek, and went through court martial on the basis that Malan did not control his pilots sufficiently enough. The final decision was that this was a tragic accident and all defendants were acquitted. Over the course of Operation Dynamo, Malan gained five kills, and was awarded the DFC. For the downing of two He 111s on the night of 19th/20th of June, he gained his first Bar to go with the DFC. Even at the beginning phases of the Battle of Britain, Channel Battle/Kanalkampf, Malan and his pilots gave up on the line-astern formation, known as 'looser man', and were accepting the more flexible finger-four formation instead, something the Luftwaffe had done as far back as the Spanish Civil War. Legend has it that on July 28th, Malan damaged the aircraft flown by Werner Mölders and even wounded him, but current research attributes this event to No. 41 Squadron. On August 8th, Malan took command of No. 74 Squadron. On August 11th, this unit, under the command of Malan, gained 38 kills over four operational flights. The event has come to be regarded as 'Malan's August 11th'. Malan himself achieved sixteen kills during the Battle of Britain, and by the end of his career in August, 1941, this had risen to 27 kills with another seven shared. He was a magnificent tactician, and was also famous for his ten rules of air combat. He continued in the RAF in different roles until April, 1946, when he entered into retirement with the rank of Group Captain and returned to South Africa, dedicating himself to farming. He was politically active through the fifties and was a vocal opponent of Apartheid, but the rise of the African National Congress caused him to withdraw due to disagreement with the ANC's practices. He died at the age of 53 on September 17th, 1963.

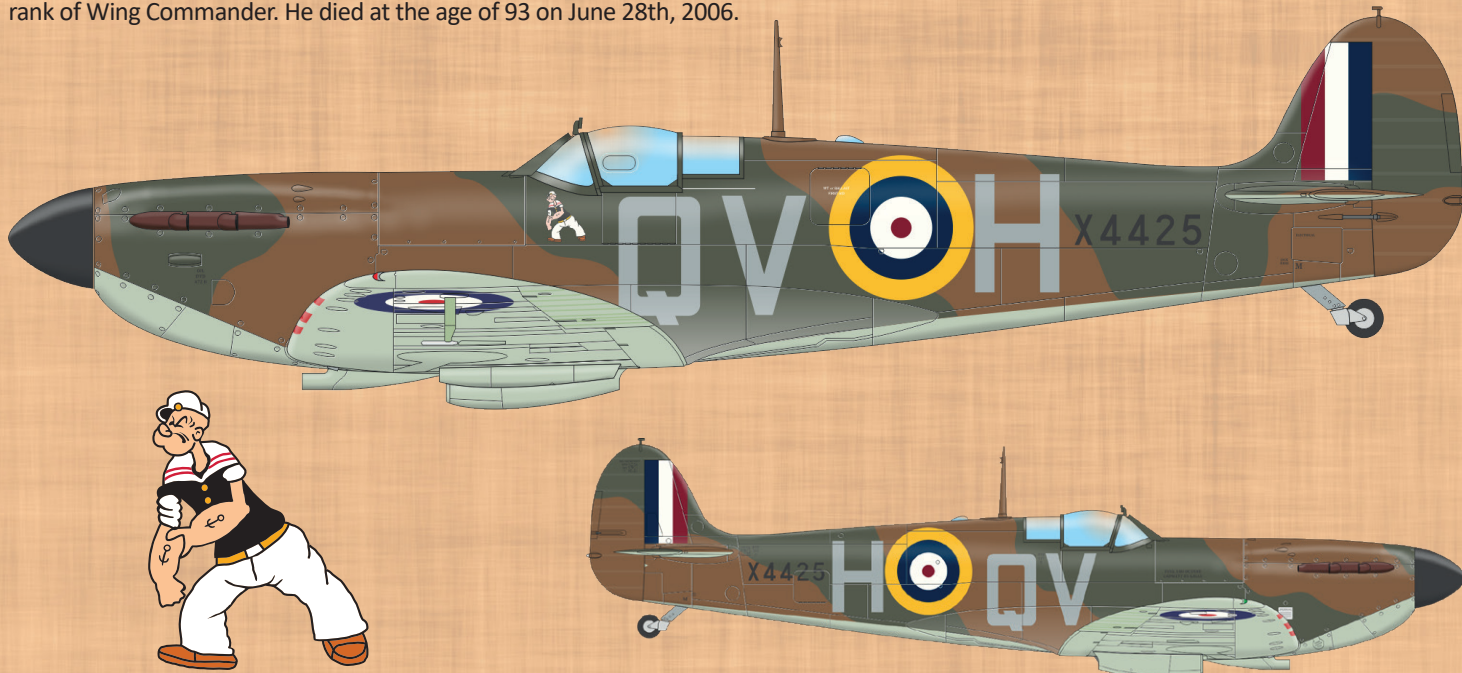
**N3162, P/O Eric Stanley Lock, No. 41 Squadron, RAF Hornchurch, Essex, United Kingdom, August/September 1940**

The HARDEST DAY. Eric Lock, nicknamed 'Sawn off Lockie' due to his small stature, joined No.41 Squadron as a rookie in June, 1940. At the beginning of July, he found the time to get married, and after his honeymoon, he began his combat career in the developing Battle of Britain. His first kills didn't come until August 15th. He first shot down a Bf 110, followed by a Ju 88. During the rotation of units, No 41 Squadron was moved from Catterick to Hornchurch in Essex on September 3rd, into the centre of the most intense combat during the Battle of Britain. From that point on, Lock accumulated kills on an almost regular daily basis, and by the 20th of September, he had fifteen kills to his credit, accomplished in sixteen days, this despite suffering leg wounds in combat with a Bf 109E on September 5th. On October 31st, 1940, Eric Lock was the most successful Allied pilot of the Battle of Britain with 21 kills. On November 8th, Lock's Spitfire was heavily damaged in combat with several Bf 109Es over Beachy Head in eastern Sussex, and he had to belly land in a field. Lock was himself wounded in the right hand and both legs from rounds fired by a Bf 109E on November 17th. He again force landed his aircraft near an airstrip at Martlesham Heath in Suffolk. However, this time he was not able to get out of his aircraft due to serious injuries and loss of blood. He remained in his aircraft unconscious for some two hours before being found by a pair of patrolling soldiers, who carried him to a hospital on an improvised stretcher made from rifles and a tarp. Over the next three months, Lock endured fifteen major surgeries and spent another three months in a rehabilitation centre at Royal Masonic Hospital, where he was repeatedly operated on by a pioneer of plastic surgery, Archibald McIndoe. He returned to No. 41 Squadron, and to flying, in June, 1941, and in July, he was promoted to Flight Lieutenant and made B Flight Leader with No. 611 Squadron. In July, he gained three kills over Bf 109Fs during offensive missions over France. On August 3rd, 1941, while returning from a 'Rhubarb' mission, he attacked a German convoy not far from Pas de Calais and has been listed as missing in action ever since. It is generally assumed that he was hit by anti-aircraft fire and crashed in the sea. Neither his Spitfire Mk.V, W3257, nor his body, were ever located, despite several efforts. At the time of his disappearance, he had 26 aircraft to his credit, which he achieved over a twenty-five week span over the course of one year, six months of which were spent in hospital. Eric Lock was the first of three famous British pilots and heroes of our Spitfire Story, who were shot down at that time. Douglas Bader was shot down and taken prisoner on August 9th, 1941, and on January 28th, 1942, Robert Tuck.



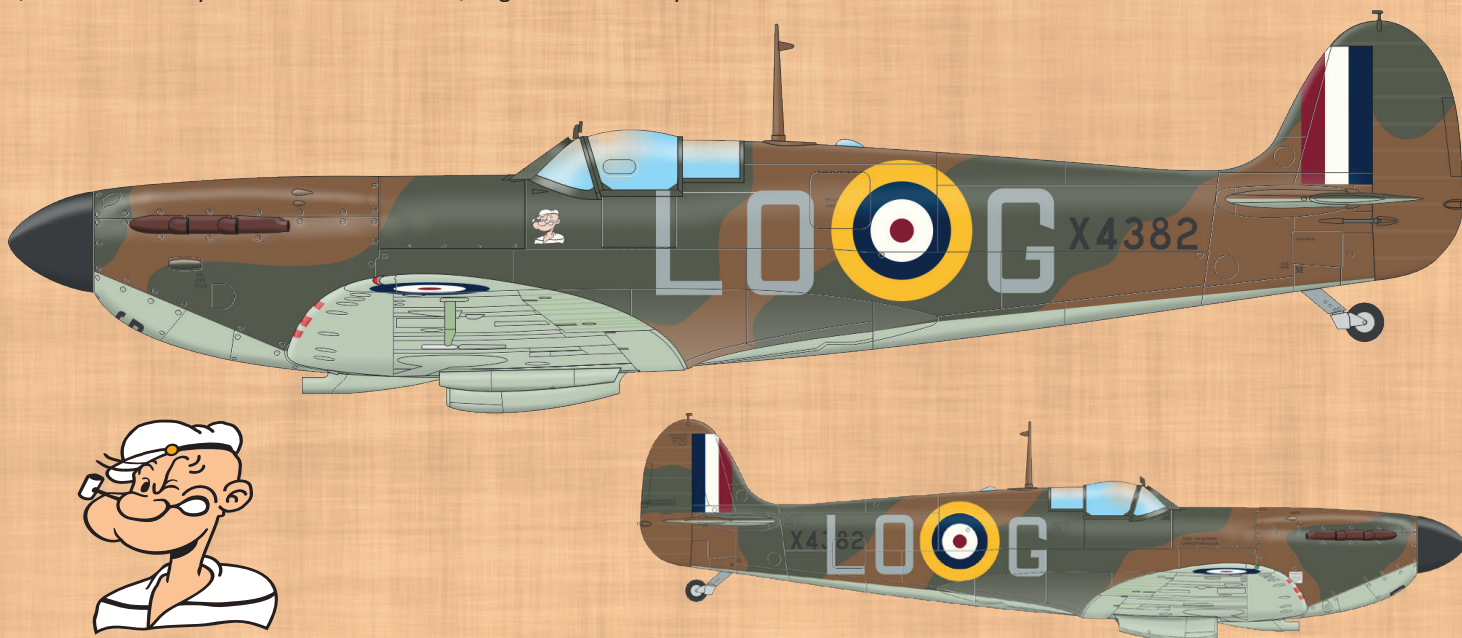
X4425, F/Sgt. George Cecil Unwin, No. 19 Squadron, RAF Fowlmere, Cambridgeshire, August/September 1940

THE FEW. This aircraft illustrates the final configuration of the Spitfire during the Battle of Britain, including the rearview mirror and fully armored features. The pilot of this aircraft was George Unwin, nicknamed 'Grumpy', and was one of the most experienced pilots, and not just within No. 19 Squadron. He was one of the first Spitfire pilots, and flew the new plane serialled K9792 as early as August 16th, 1938. He test flew fifteen new Spitfires during tests conducted in the fall of 1938. He pulled off a successful forced landing in K9797 after an engine failure, skillfully avoiding the village of Acton in Suffolk. During Operation Dynamo, he shot down three aircraft, an Hs 126, a Bf 110 and an He 111. The Battle of Britain allowed him to raise the total by another eleven kills. At the end of the year, he ended flying operationally, and served as a flight instructor until October, 1943 with several training units. From April until October, 1944, he returned to combat flying, this time in Mosquitos with No. 613 Squadron with No. 2 TAF. At the end of 1944, he went back to instructional flying. From 1948 to 1952, he flew the Bristol Brigand. Also in 1952, he took part in the fighting against communist insurgents in Malaysia. He entered civilian life in 1961 with the rank of Wing Commander. He died at the age of 93 on June 28th, 2006.



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

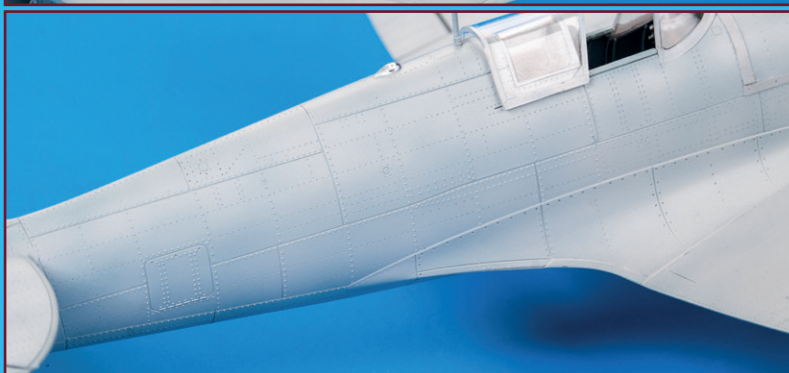
END OF THE BATTLE. Osgood Hanbury, nicknamed 'Pedro', was a graduate of Eton College, began his military career in June, 1940 as a pilot of Lysanders. He volunteered to join a fighter unit on September 3, 1940, and was assigned to No. 602 Squadron. His X4382 is another representative of the later Spitfire Mk.I. Towards the end of the year, Hanbury had four confirmed kills to his credit. In May, 1941, he was transferred to the Middle East and No. 260 Squadron, flying Curtiss P-40s. On May 22nd, 1942, he received the DFC for his role in the defense of Tobruk, and he was given command of said unit with the rank of Squadron Leader. On May 22nd, 1943, he married Patrice Cecil Harman. He died eleven days later, on June 3rd, when a Ju 88C flown by Leutnant Hans Olbrecht shot down a No. 117 Squadron Lockheed Hudson, flown by S/Ldr Robert Yaxley. At the time of his death, Osgood P.V. Hanbury had eleven kills to his credit.



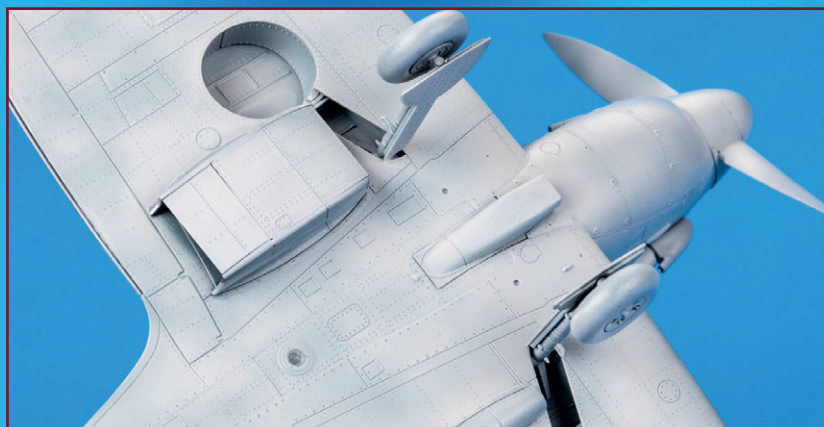
Spitfire Story: The Few in surfacer



built by Jakub Nademlejský







Product Page



Spitfire Story: The Few

built by **Robert Szwarc**
CAMO F
Cat. No. 11143

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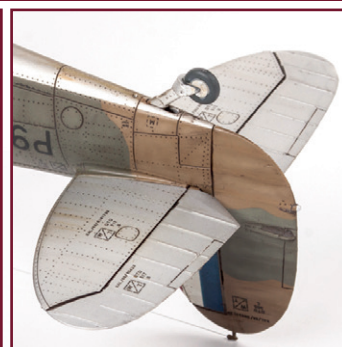
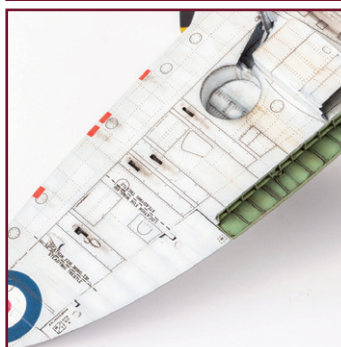


P9443, F/Lt Douglas Bader, No. 222 Squadron, RAF Duxford, Cambridgeshire / Kirton in Lindsey, Lincolnshire, early June 1940





#648579 wheels (Brassin)



#481026 landing flaps (PE-Set)



OVERTREES

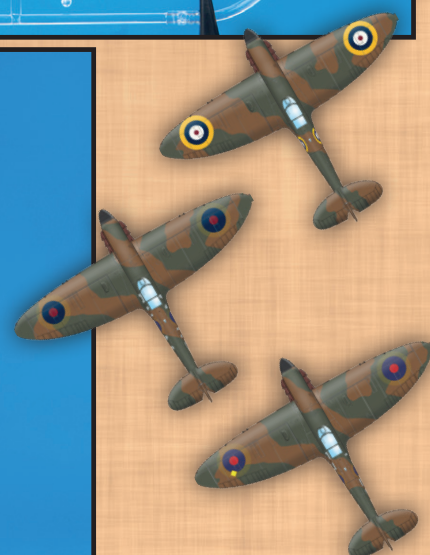
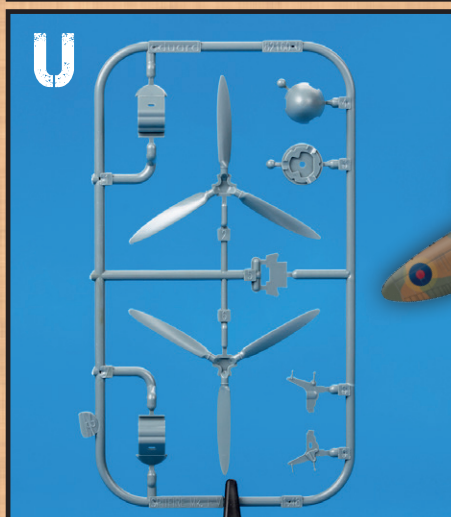
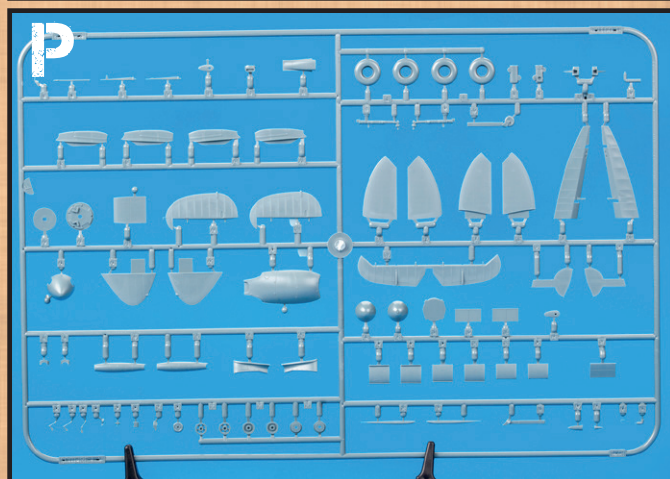
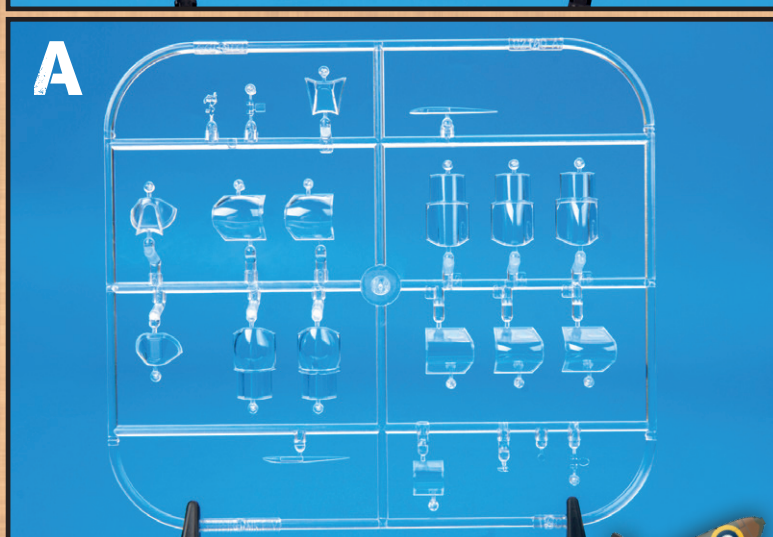
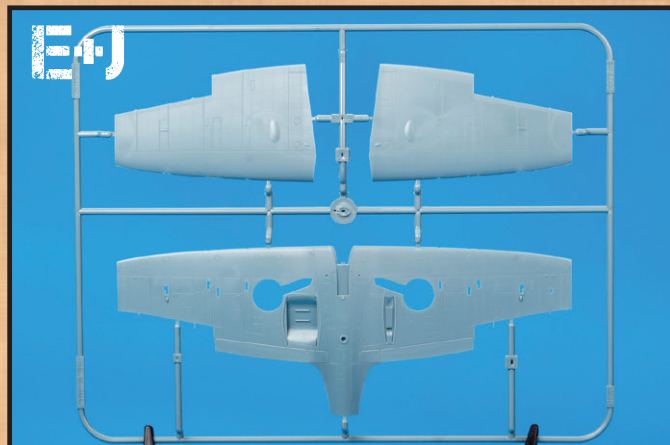
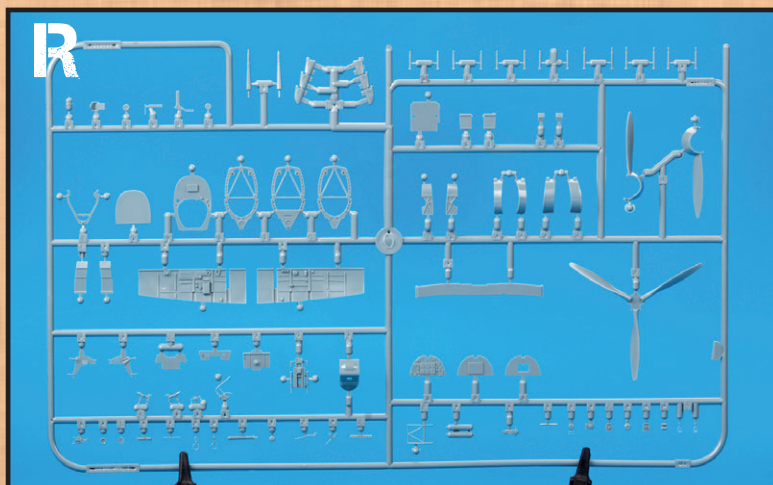
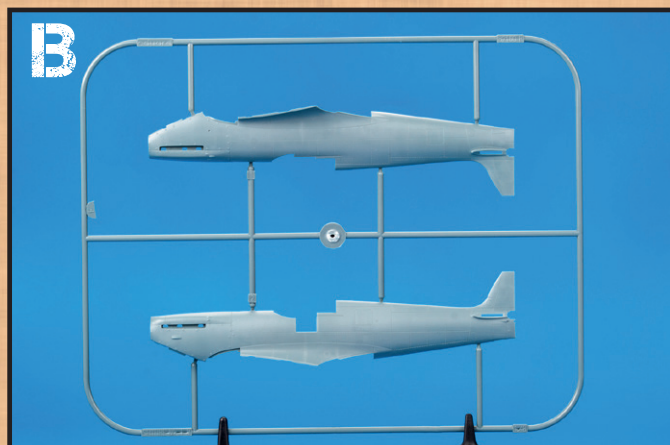
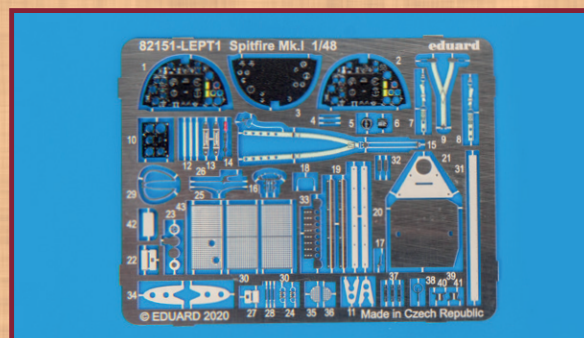
SPITFIRE MK.I EARLY

CAT. NO. 82151X

Product Page

CAT. NO. 82151-LEPT OVERLEPT

Product Page



OVERTREES

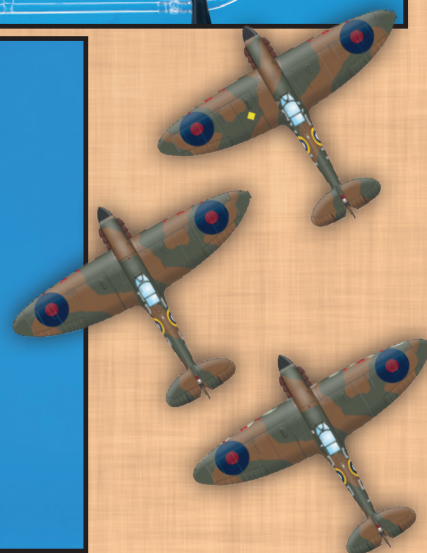
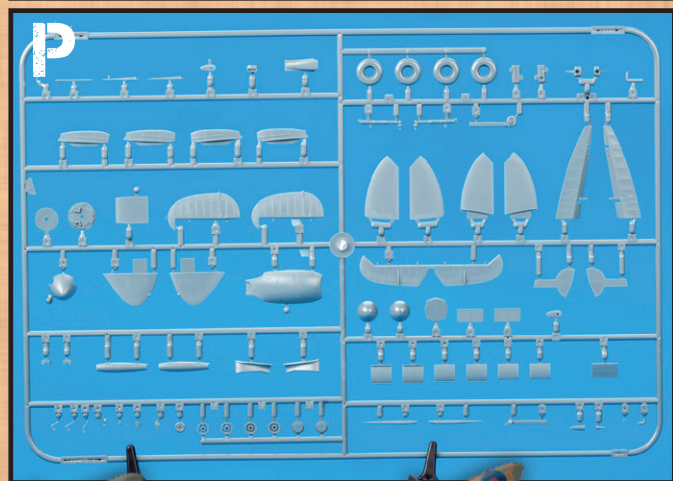
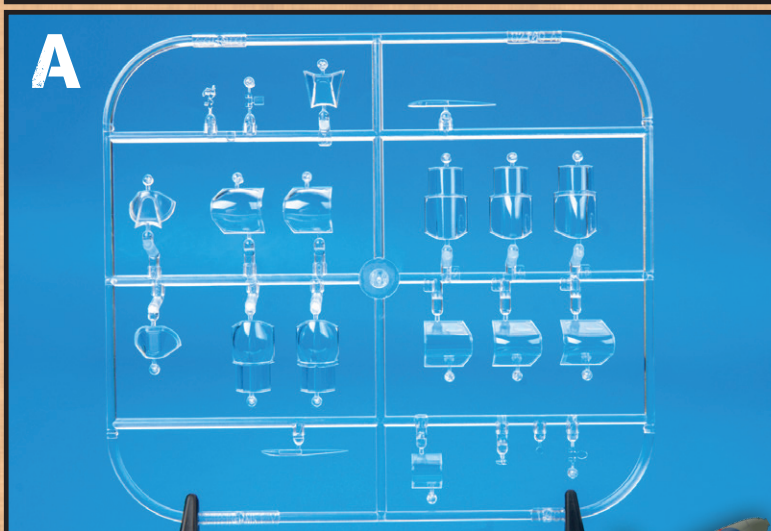
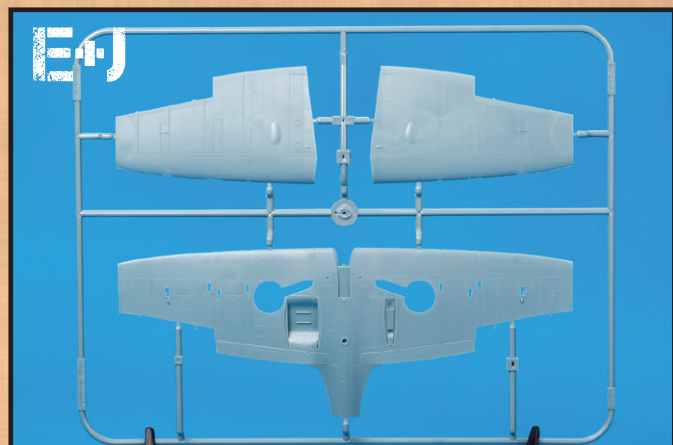
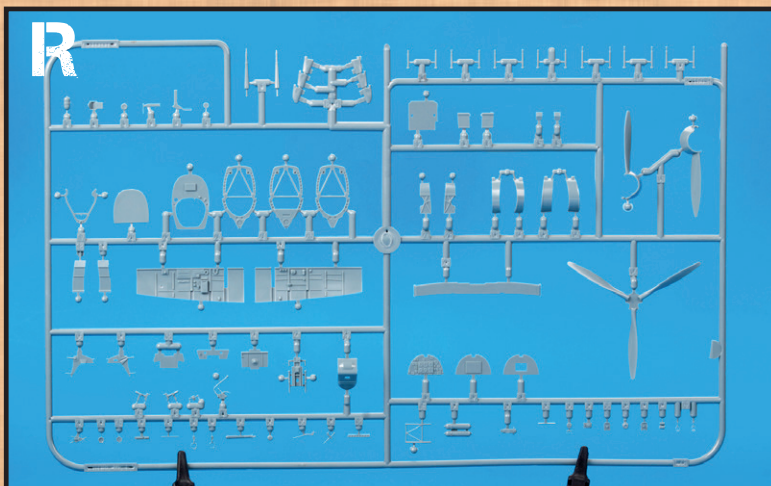
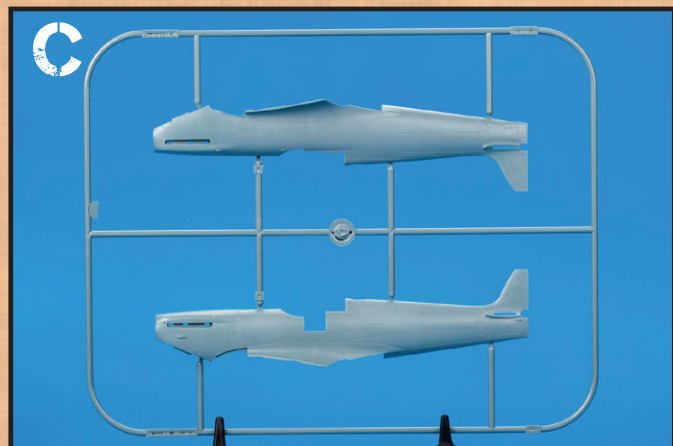
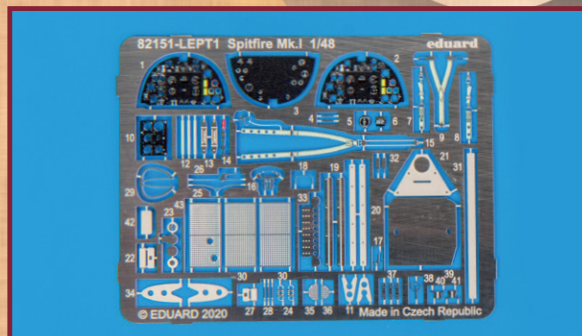
SPITIFRE MK.I LATE

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CAT. NO. 82151-LEPT OVERLEPT

Product Page



Recommended for Spitfir Mk.I:

- 481026 Spitfire Mk.I landing flaps 1/48 (PE-Set)
 FE1102 Spitfire Mk.I seatbelts STEEL 1/48 (fotolept)
 644063 Spitfire Mk.I early LööK 1/48 (Brassin)
 644064 Spitfire Mk.I late LööK 1/48 (Brassin)
 648578 Spitfire Mk.I cockpit 1/48 (Brassin)
 648579 Spitfire Mk.I wheels 1/48 (Brassin)
 648580 Spitfire Mk.I exhaust stacks 1/48 (Brassin)
 648581 Spitfire Mk.I gun bays 1/48 (Brassin)
 EX709 Spitfire Mk.I TFace 1/48 (Mask)
 EX713 Spitfire Mk.I 1/48 (Mask)
 648589 Spitfire Mk.I undercarriage legs BRONZE (Brassin)
 release 09/2020

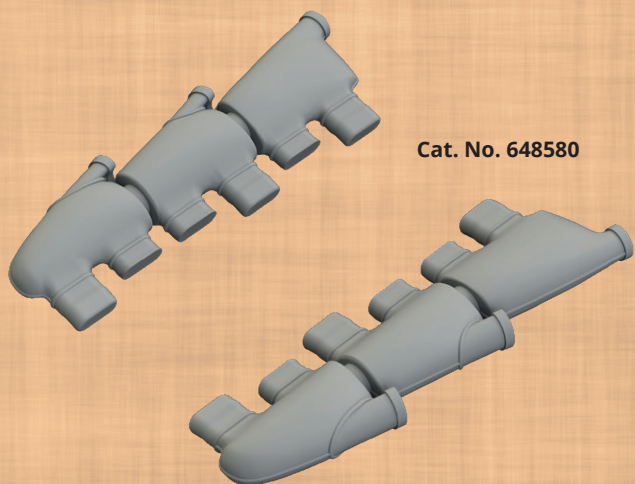
Cat. No. 644063



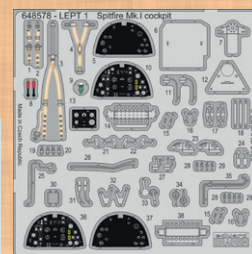
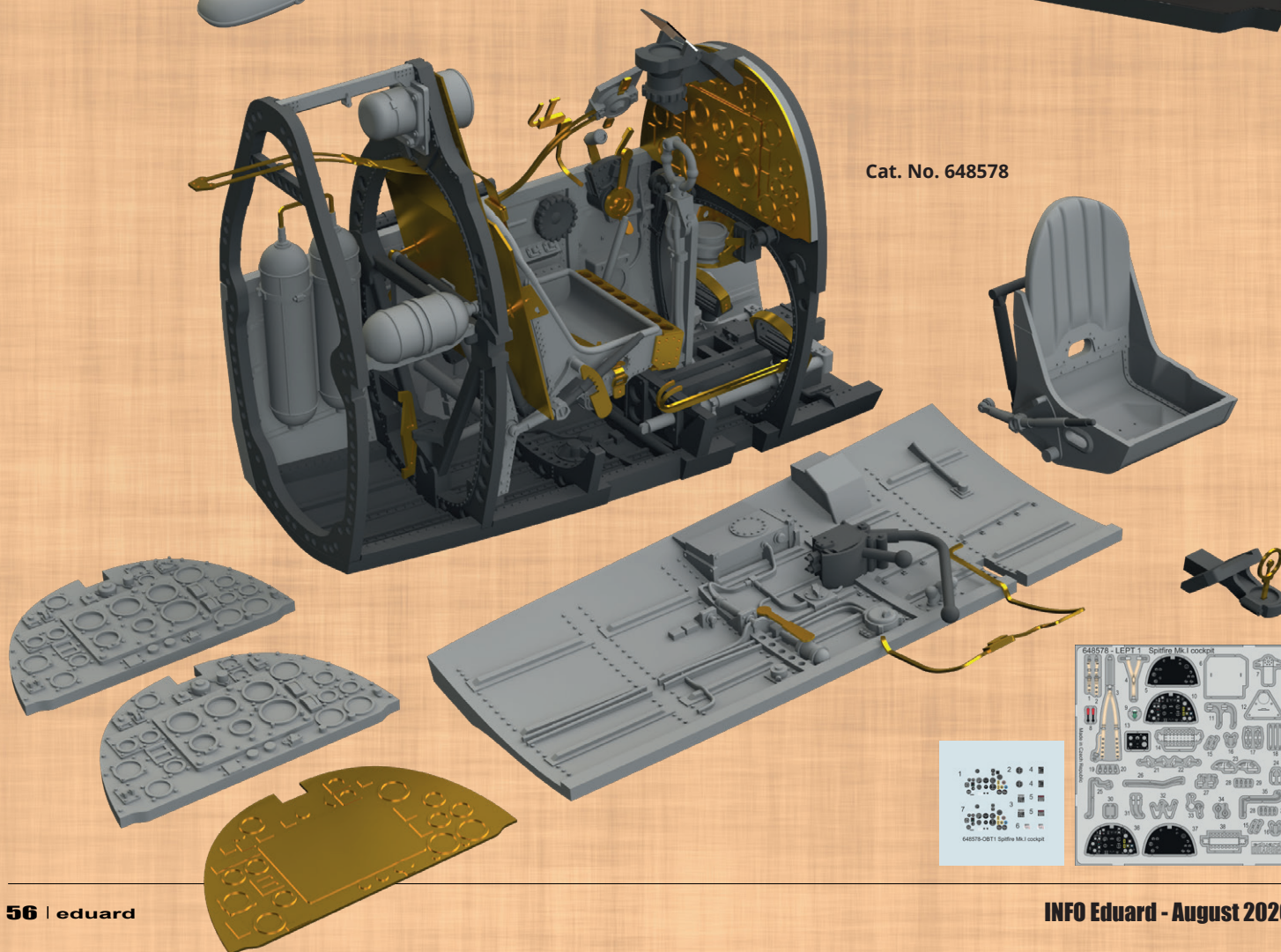
Cat. No. 644064



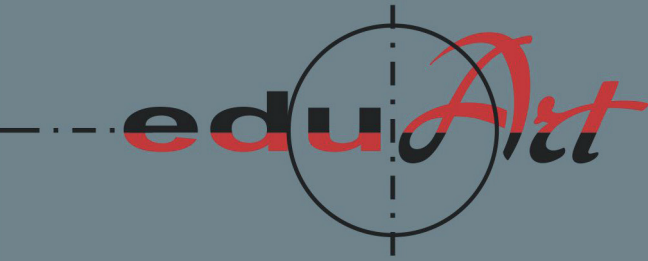
Cat. No. 648580



Cat. No. 648578



ARTWORK PRINTS



- A2 size (420 x 594 mm / 16.5 x 23.3") fine prints of Eduard boxarts
- UV stable printing on white vinyl 150g/m²
- Packed in hard envelope

www.eduard.com only



P-51 Mustang
1:48 Scale
Eduard Art
www.eduard.com



Morane Saulnier Type M
1:48 Scale
Eduard Art
www.eduard.com

[Product Page](#)

NEW



Wine, Women & Song

eduard



eduard

WILDE SAU
Episode One: Ring of Fire



NEW

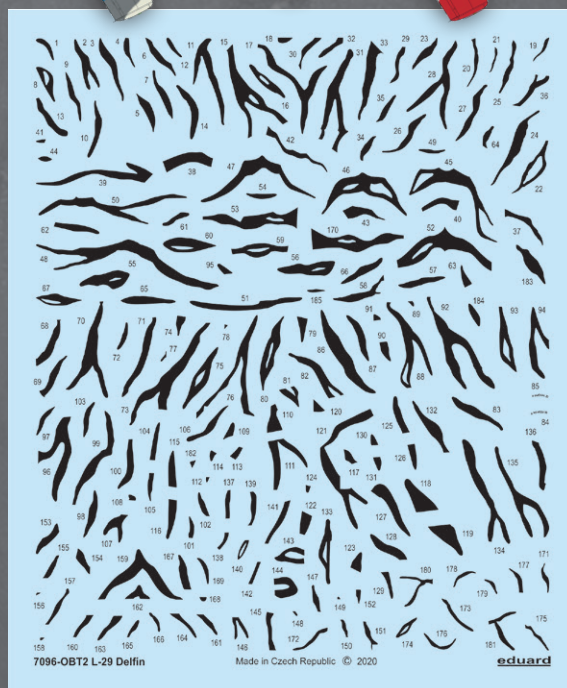
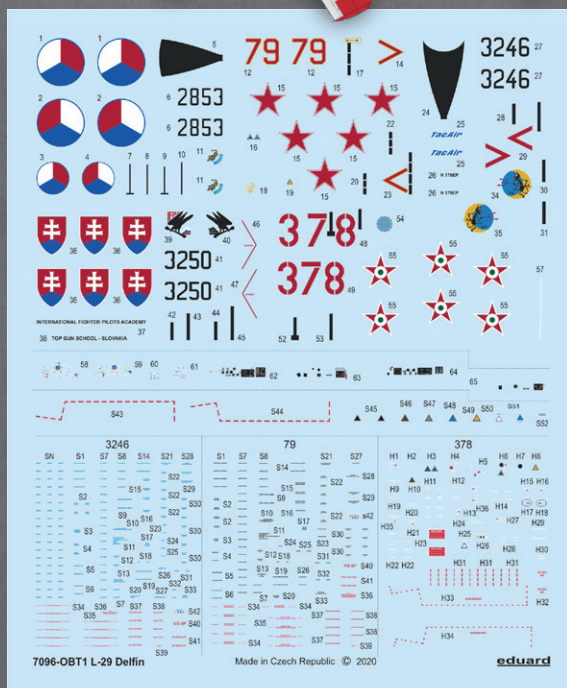
L-29 Delfín 1/72

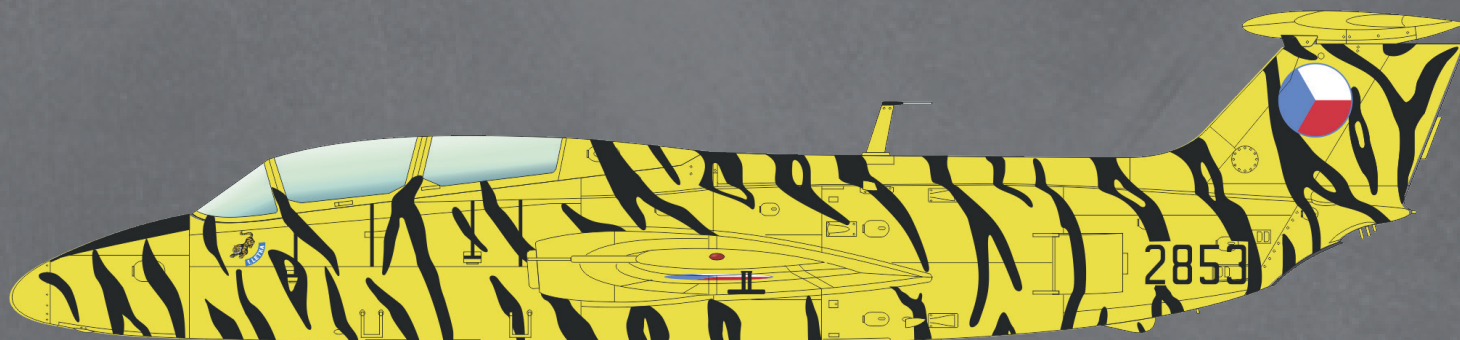
ProfiPACK
 edition

[Product Page](#)

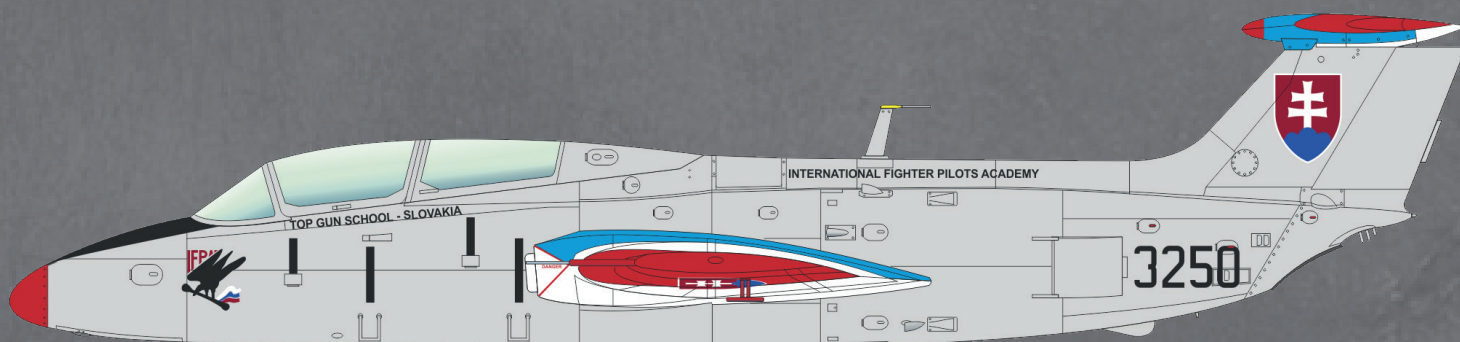
1/72 Cat. No. 7096

- Plastic parts AMK
- Photo-etched set
- Painting mask
- 5 marking options

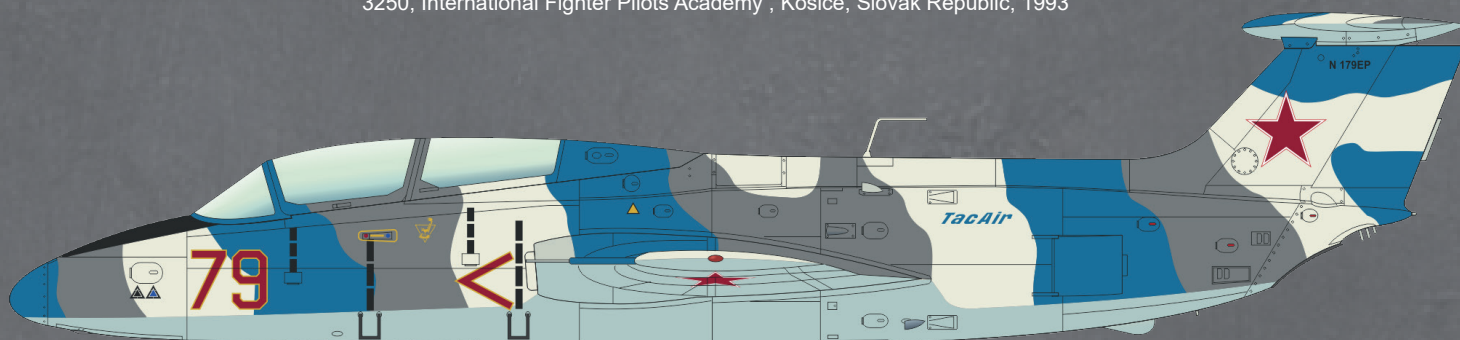




a/c No. 2853, 1st Flight, 11th Fighter Regiment, Žatec, Czech Republic, 1993



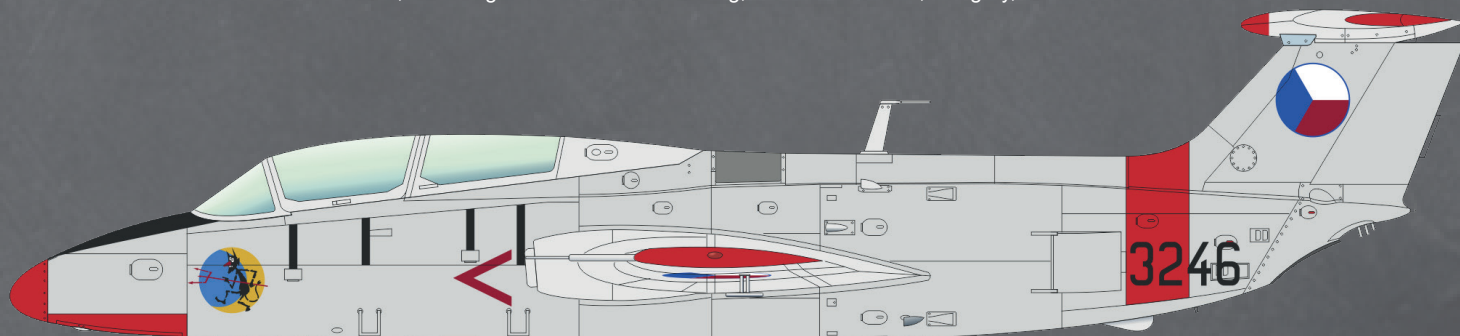
3250, International Fighter Pilots Academy, Košice, Slovak Republic, 1993



N179EP, Reno AFB, United States of America, 2009



378, 101st Fighter Reconnaissance Wing, Szolnok Air Base, Hungary, Summer 1978



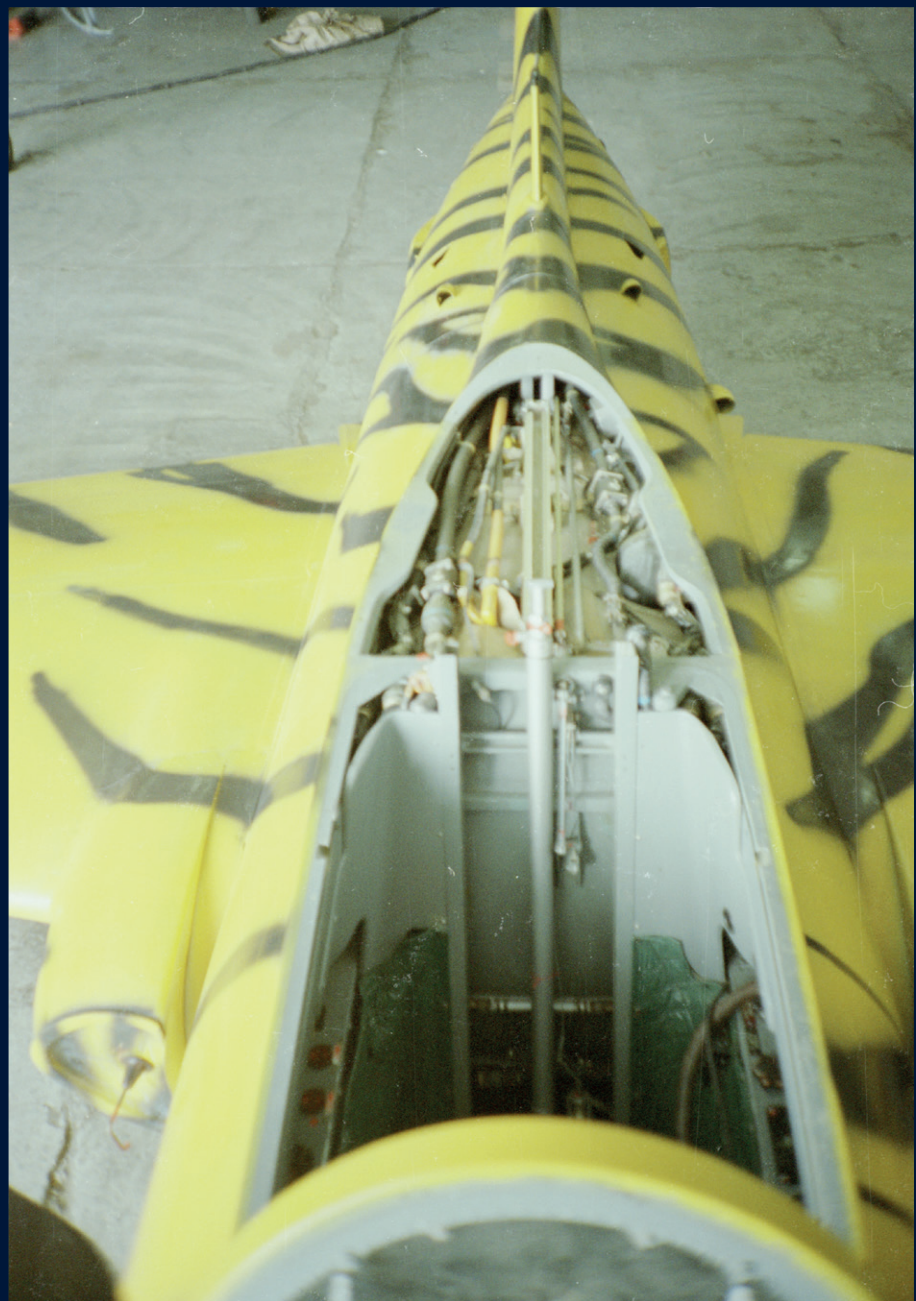
3246, 3rd Flight, 1. Fighter Regiment, Planá Air Base, Czechoslovakia, 1969-1970



This Zatec 11th Regiment Delfin s/n 2853 received this finish at the beginning of June 1993. Its development was undertaken by the ground crew of No. 1 Flight with assistance of Captain Ing. Karel Krejci, who, a quarter of a century later, from the position of Eduard's researcher, carefully supervised the construction of markings for the current L-29 kit Weekend edition.

Introduction of this plane to the public came on July 10th, 1993 at an airshow in Žatec. After the disbandment of the 11th Fighter Regiment, the aircraft was transferred to the 1st Training Regiment at Přerov.

TIGER



TIGER



TIGER



TIGER

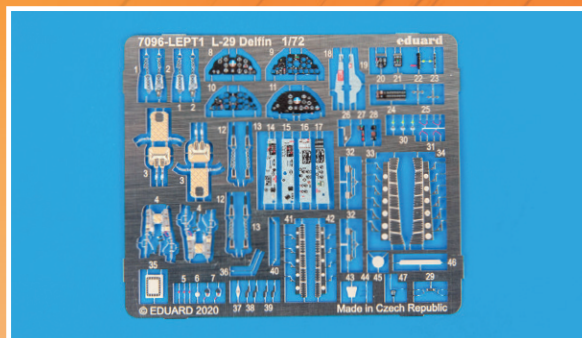
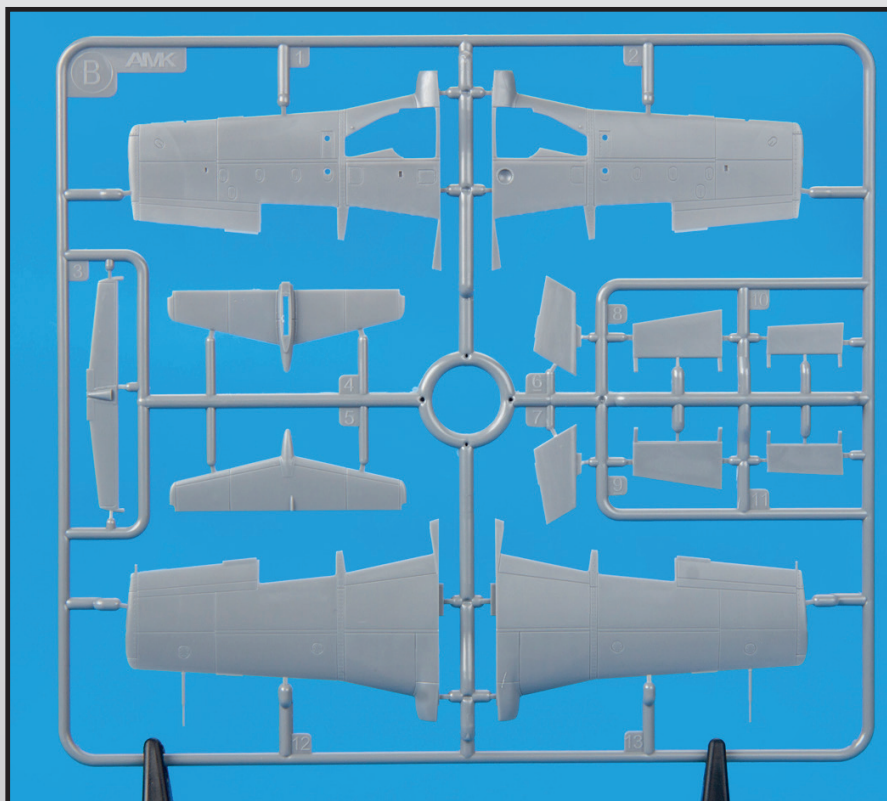
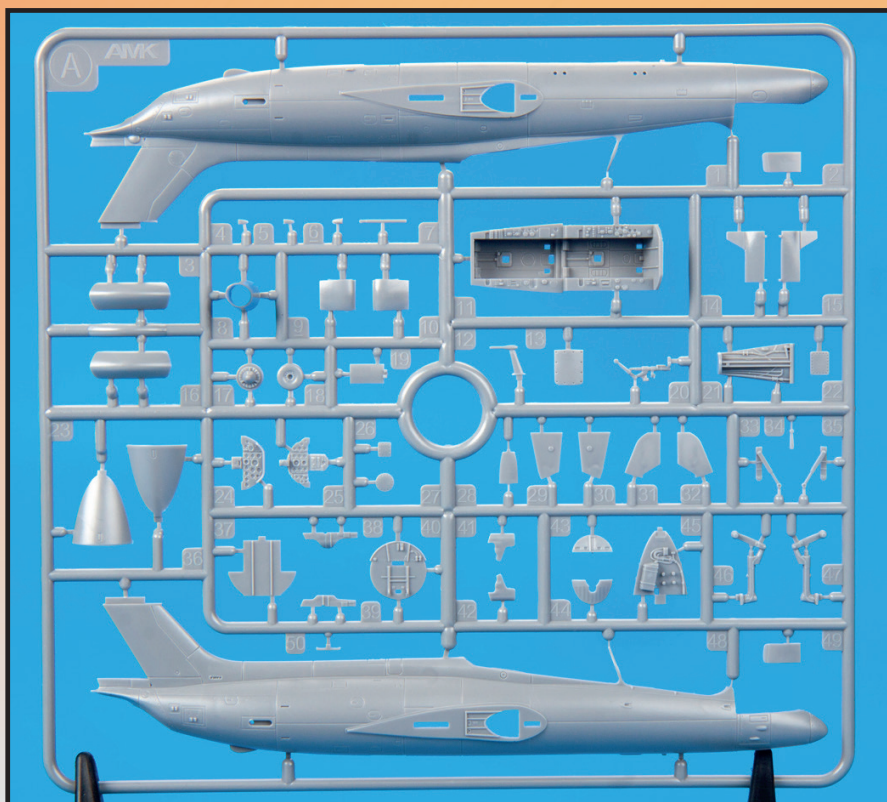


OVERTREES

L-29 DELFIN 1/72

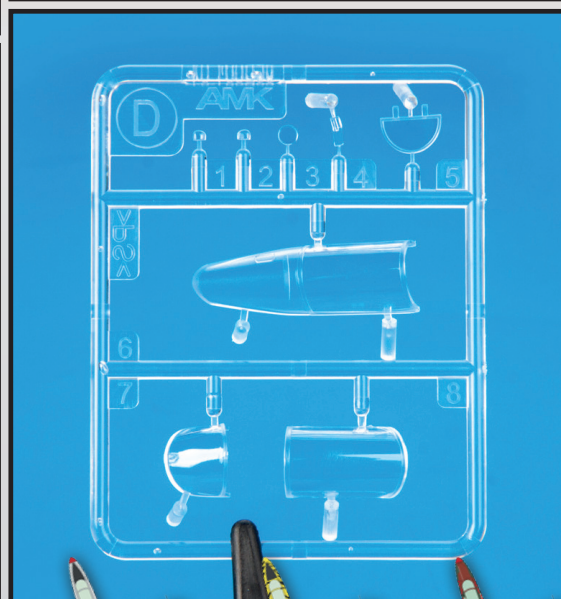
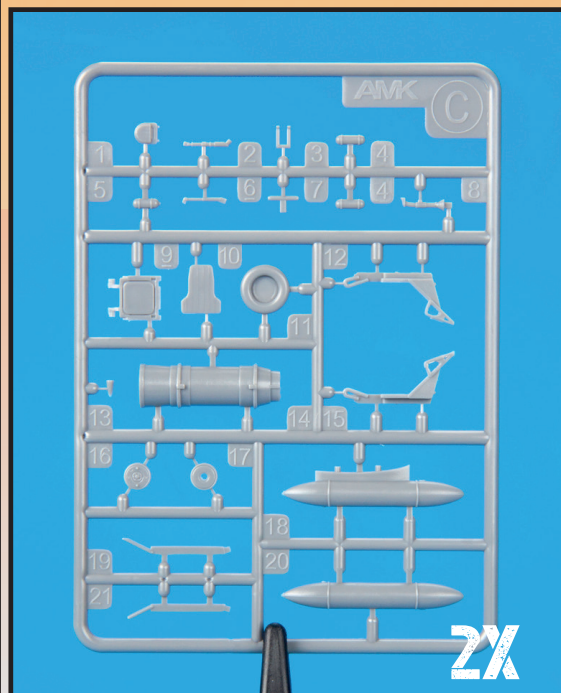
CAT. NO. 7096X

Product Page



CAT. NO.7096-LEPT OVERLEPT

Product Page



Bf 108

1/32, Cat. No. 3404

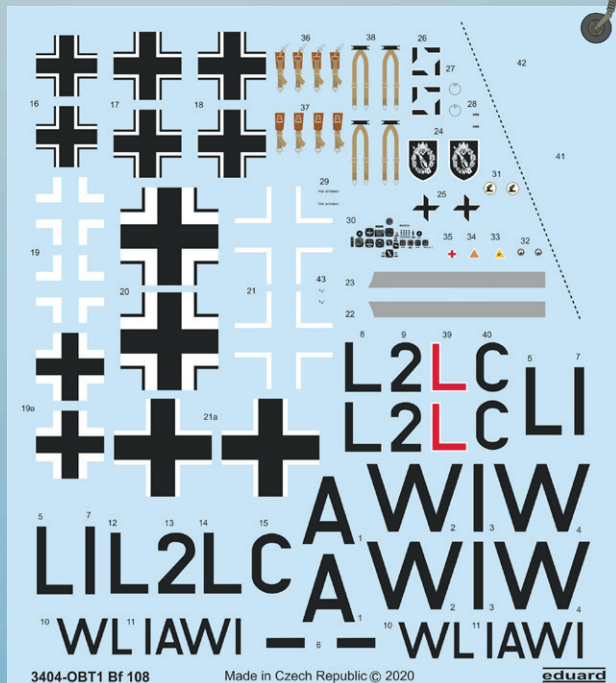


Product Page

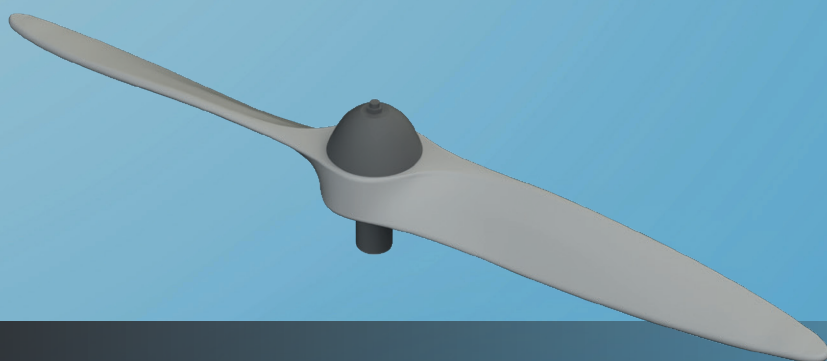
- 2 marking options
- Plastic parts Eduard
- Brassin: propeller



WNr. 178, Stab II.(Schl.)/LG 2, Vyerdino airfield,
Soviet Union, July 1941



Germany, September 1939



RECOMMENDED:

- 32452 Bf 108 Taifun 1/32 (PE-Set)
- 32971 Bf 108 Weekend 1/32 (PE-Set)
- 632150 Bf 108 wheels 1/32 (Brassin)
- 632151 Bf 108 wooden propeller 1/32 (Brassin)
- 632155 Bf 108 wheels spoked 1/32 (Brassin)
- 632157 Bf 108 oil cooler 1/32 (Brassin)
- 634017 Bf 108 LööK 1/32 (Brassin)
- JX253 Bf 108 TFace 1/32 (Mask)
- JX258 Bf 108 1/32 (Mask)



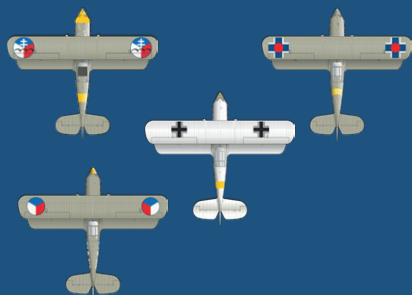
Avia B.534 IV Series

SUPER44

1/144, Cat. No. 4453

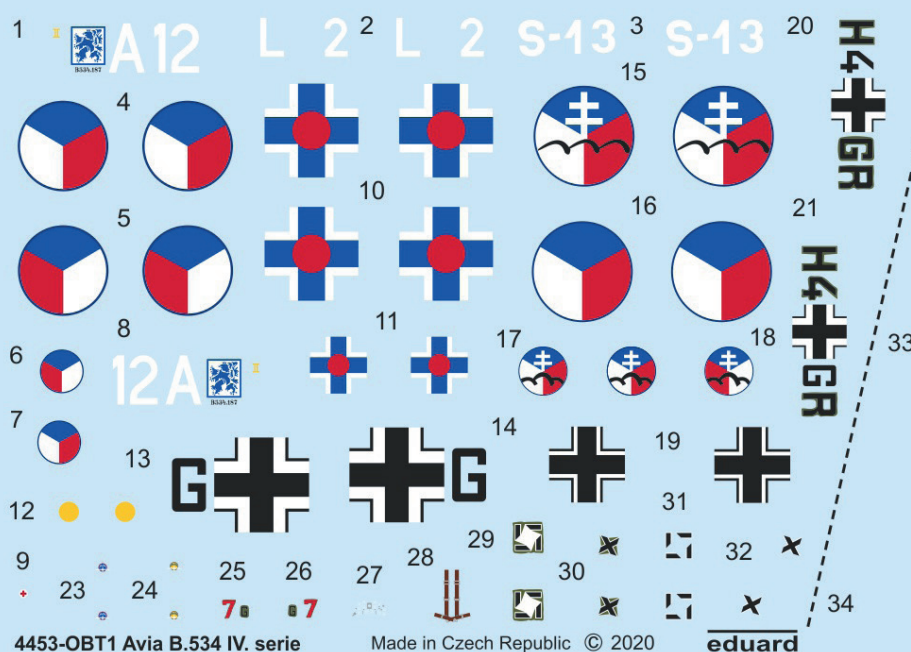
- Eduard plastic parts
- painting mask
- 4 marking options

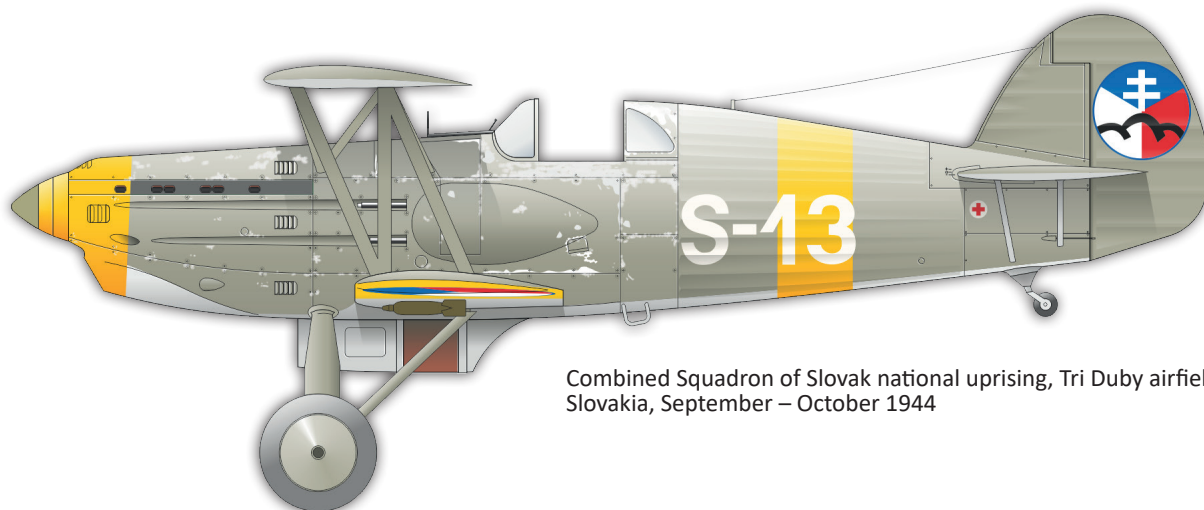
Product Page

**Recommended:**

144008 Avia B.534

1/144 (PE-Set)

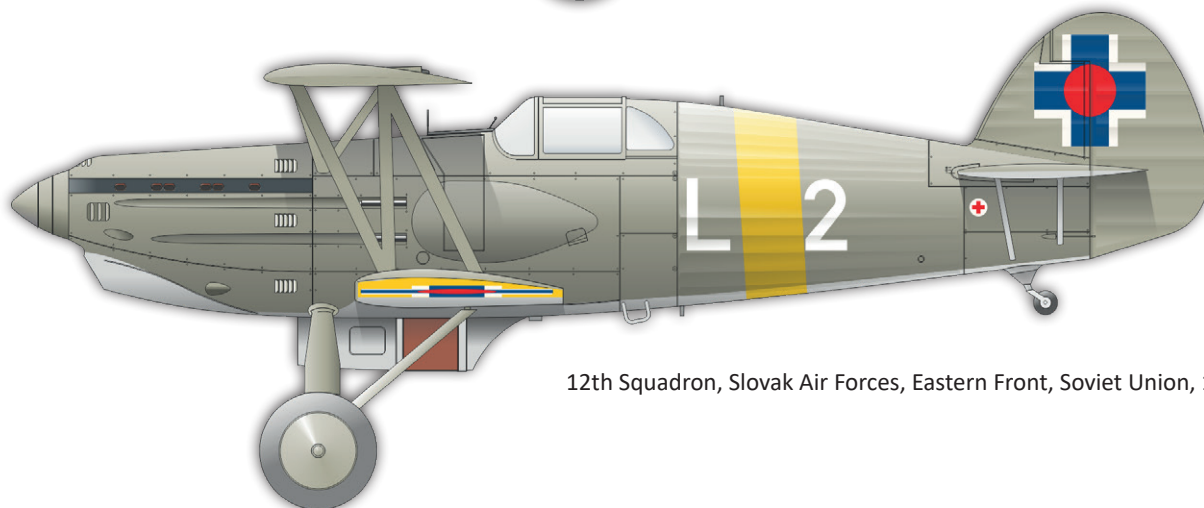




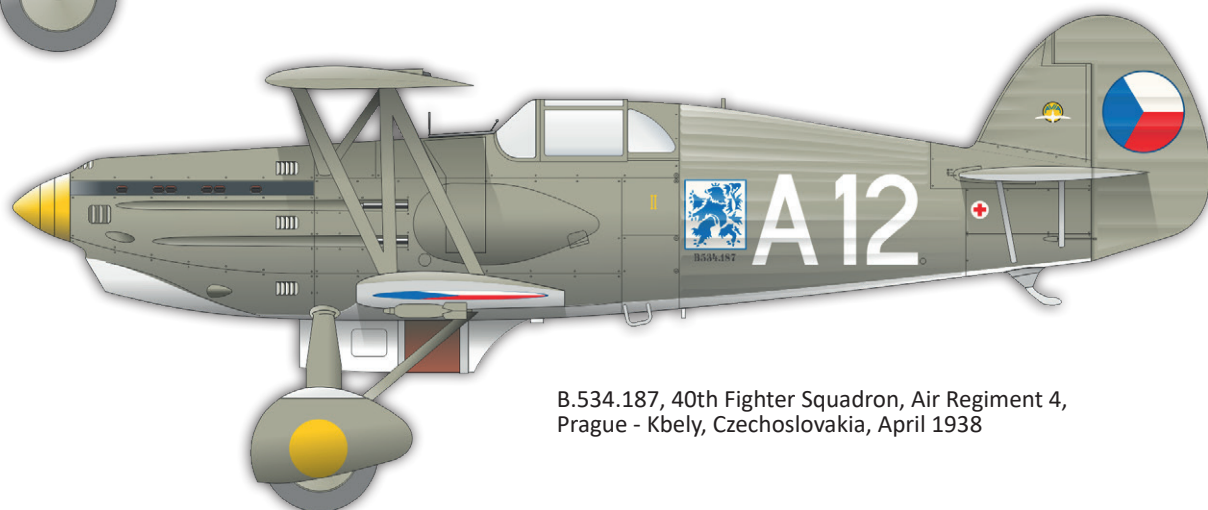
Combined Squadron of Slovak national uprising, Tri Duby airfield, Slovakia, September – October 1944



7./LLG 1, Eastern Front, Soviet Union, Winter 1942 – 1943



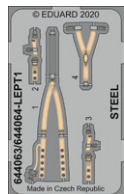
12th Squadron, Slovak Air Forces, Eastern Front, Soviet Union, 1941



B.534.187, 40th Fighter Squadron, Air Regiment 4, Prague - Kbely, Czechoslovakia, April 1938



644063 Spitfire Mk.I early **Löök** 1/48 Eduard



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

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

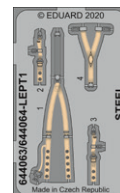
[Product Page](#)

644064 Spitfire Mk.I late **Löök** 1/48 Eduard

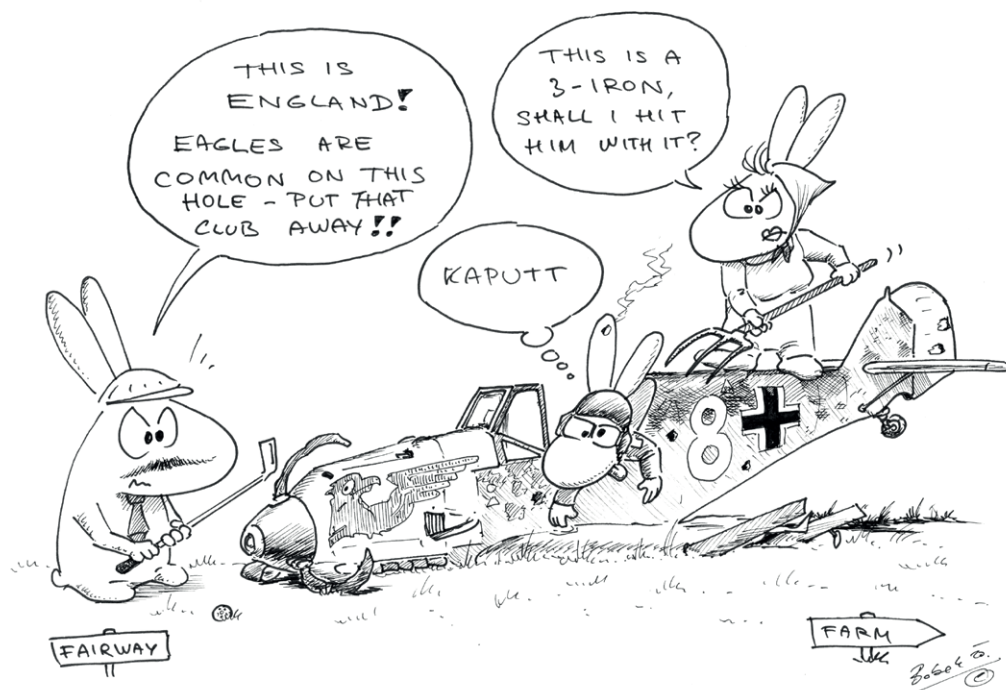
Löök set - Brassin pre-painted dashboard and STEEL seatbelts for Spitfire Mk.I in 1/48 scale. Easy to assemble, replaces plastic parts. Recommended kit: Eduard

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

[Product Page](#)



E-BUNNY SQUAT



648571

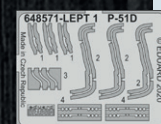
P-51D 75gal drop tanks

1/48 Eduard

Brassin set - the 75gal drop tanks for P-51D in 1/48 scale.
Recommended kit: Eduard

Set contains:

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

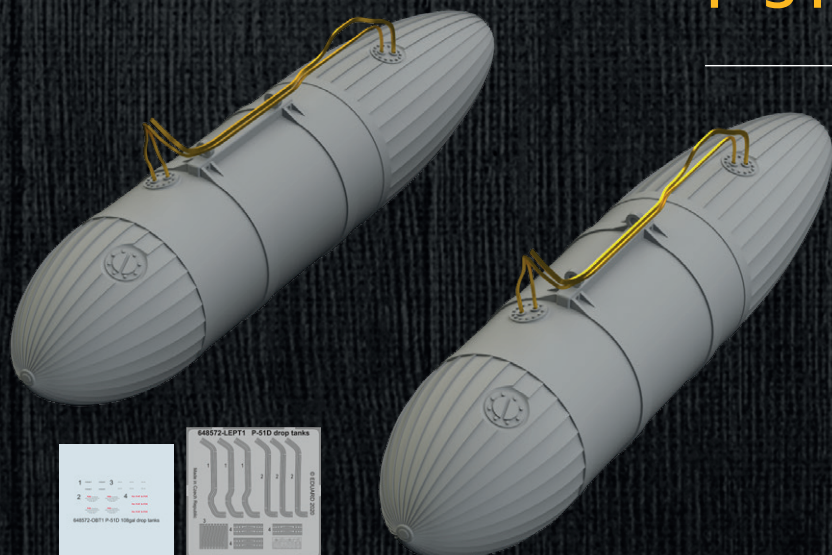
[Product Page](#)


648572
P-51D 108gal drop tanks
1/48 Eduard

Brassin set - the 108gal drop tanks for P-51D in 1/48 scale.
Recommended kit: Eduard

Set contains:

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

[Product Page](#)


648574

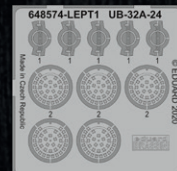
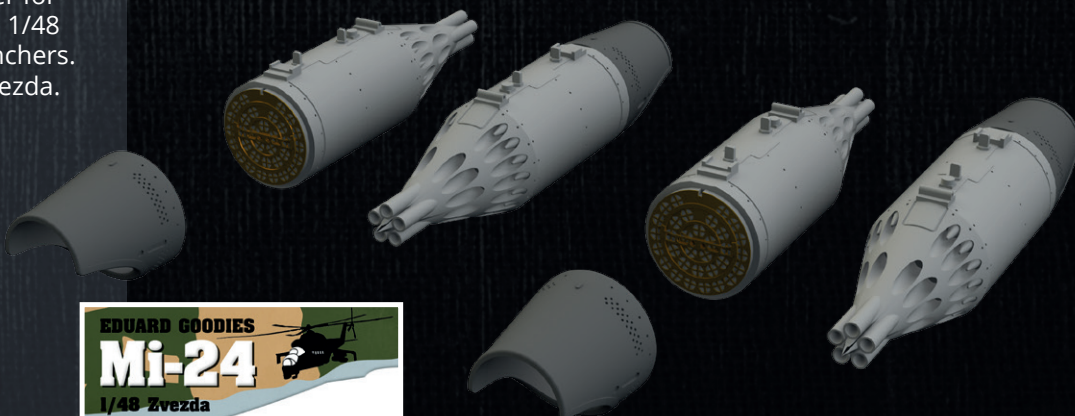
UB-32A-24 rocket launcher

1/48

Brassin set - the rocket launcher for Soviet / Warsaw Pact aircraft in 1/48 scale. The set consists of 4 launchers.
Recommended for Mi-24 by Zvezda.

Set contains:

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

[Product Page](#)


648575

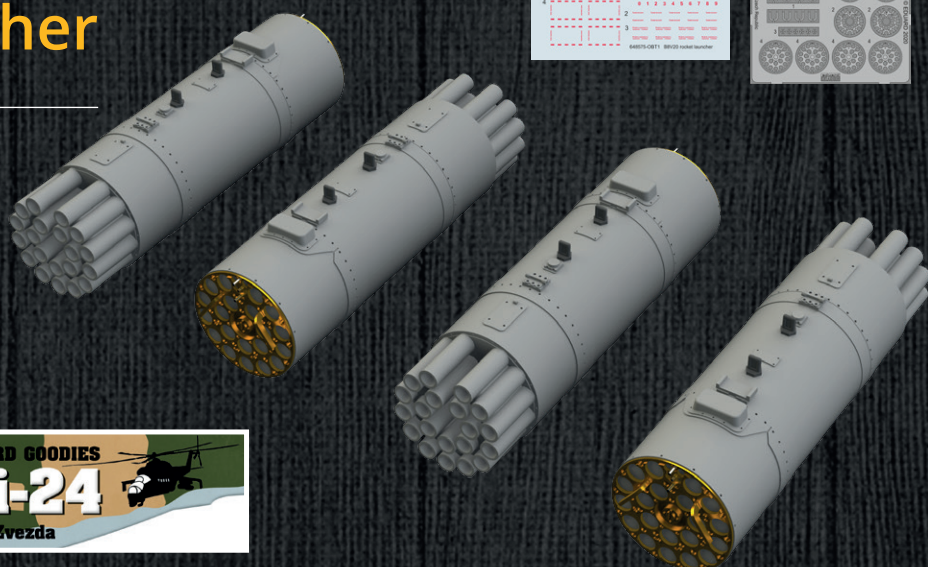
B8V20 rocket launcher

1/48

Brassin set - the rocket launcher for Soviet / Warsaw Pact aircraft in 1/48 scale. The set consists of 4 launchers. Recommended for Mi-24 by Zvezda.

Set contains:

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

[Product Page](#)


648576

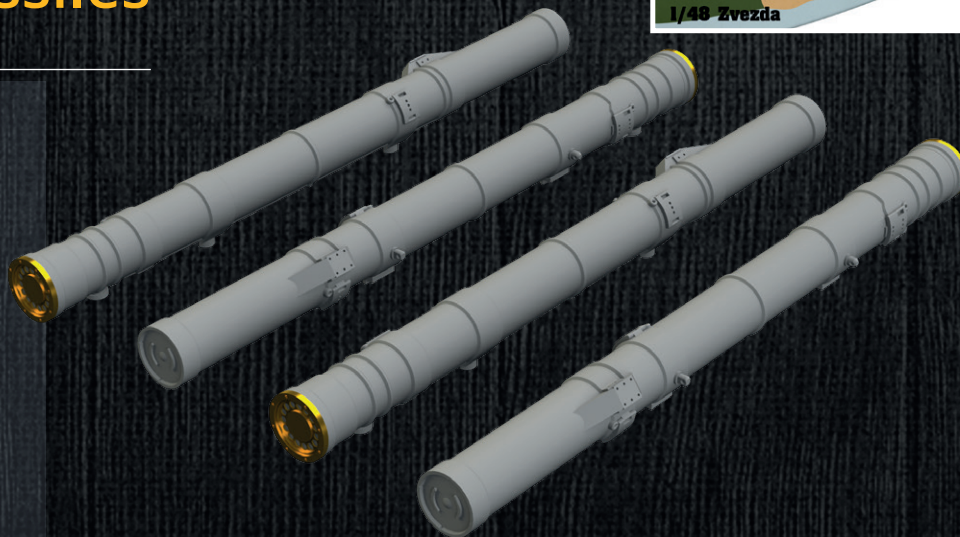
9K114 Sturm missiles

1/48

Brassin set - the air-to-ground missiles for Soviet / Warsaw Pact aircraft in 1/48 scale. The set consists of 4 missiles. Recommended for Mi-24 by Zvezda.

Set contains:

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

[Product Page](#)


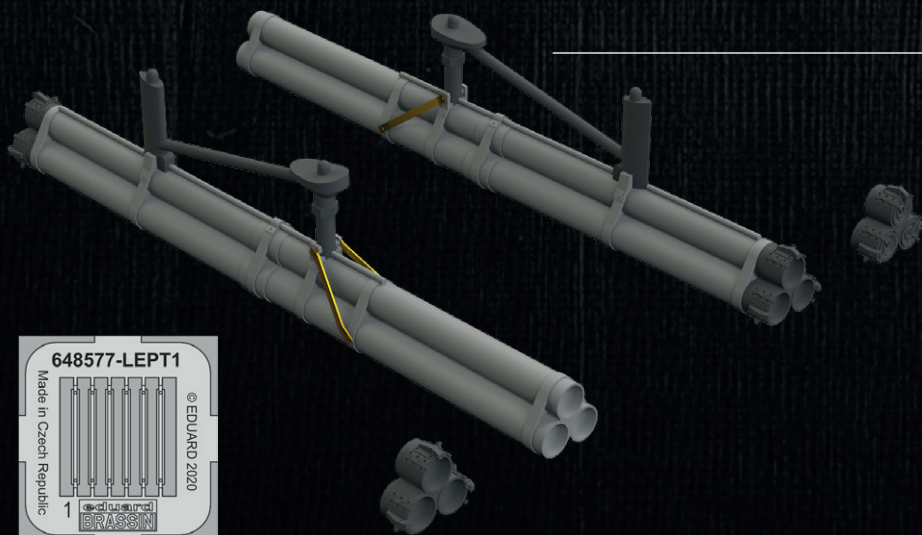
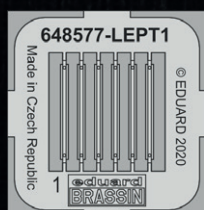
648577 P-51D Bazooka rocket launcher

1/48 Eduard

Brassin set - the bazooka rocket launchers for P-51D in 1/48 scale. The set consists of 2 launchers. Recommended kit: Eduard

Set contains:

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

[Product Page](#)


648578

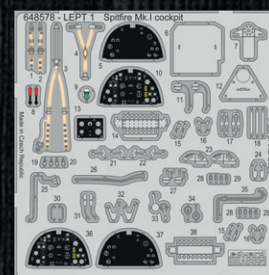
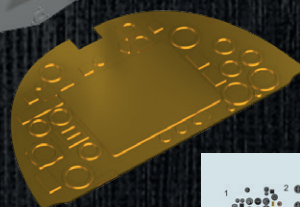
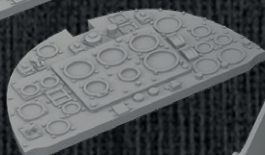
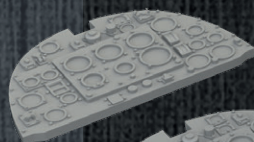
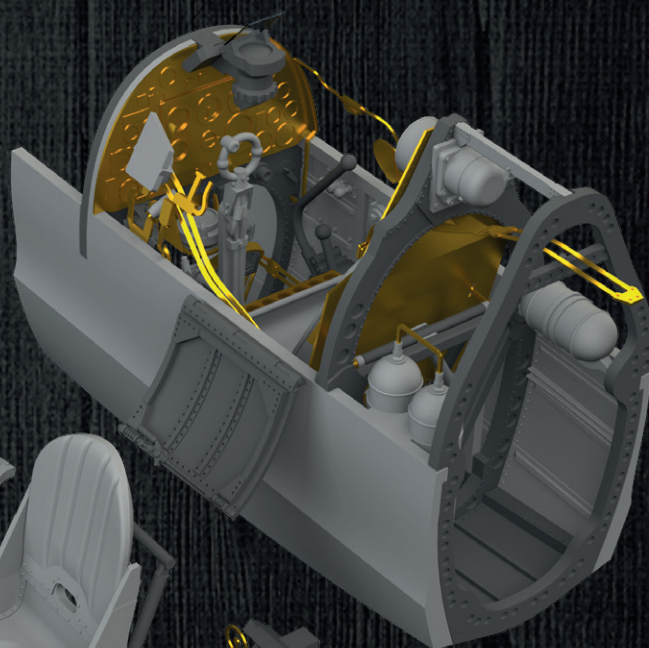
Spitfire Mk.I cockpit

1/48 Eduard

Brassin set - the cockpit for Spitfire Mk.I in 1/48 scale. Two versions of the dashboard and the seat included. Recommended kit: Eduard

Set contains:

- resin: 37 parts,
- decals: yes,
- photo-etched details: yes,
- pre-painted,
- painting mask: no.

[Product Page](#)


648579

Spitfire Mk.I wheels

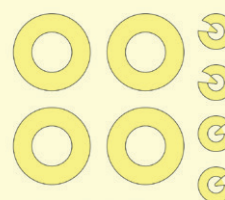
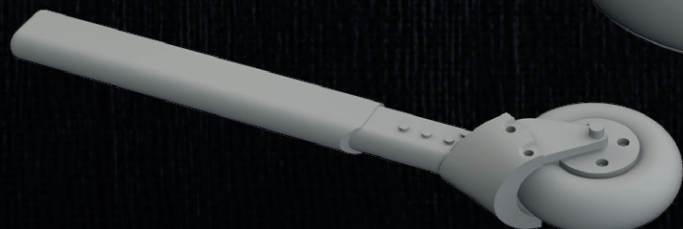
1/48 Eduard

Brassin set - the undercarriage wheels for Spitfire Mk.I in 1/48 scale. The set consists of main wheels and a tail wheel. Easy to assemble, replaces plastic parts.

Recommended kit: Eduard

Set contains:

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

[Product Page](#)


648579

648580

Spitfire Mk.I exhaust stacks

1/48 Eduard

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

Set contains:

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

[Product Page](#)


648581

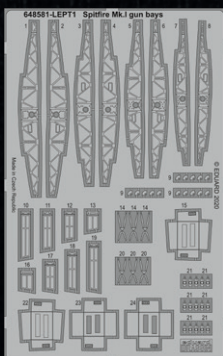
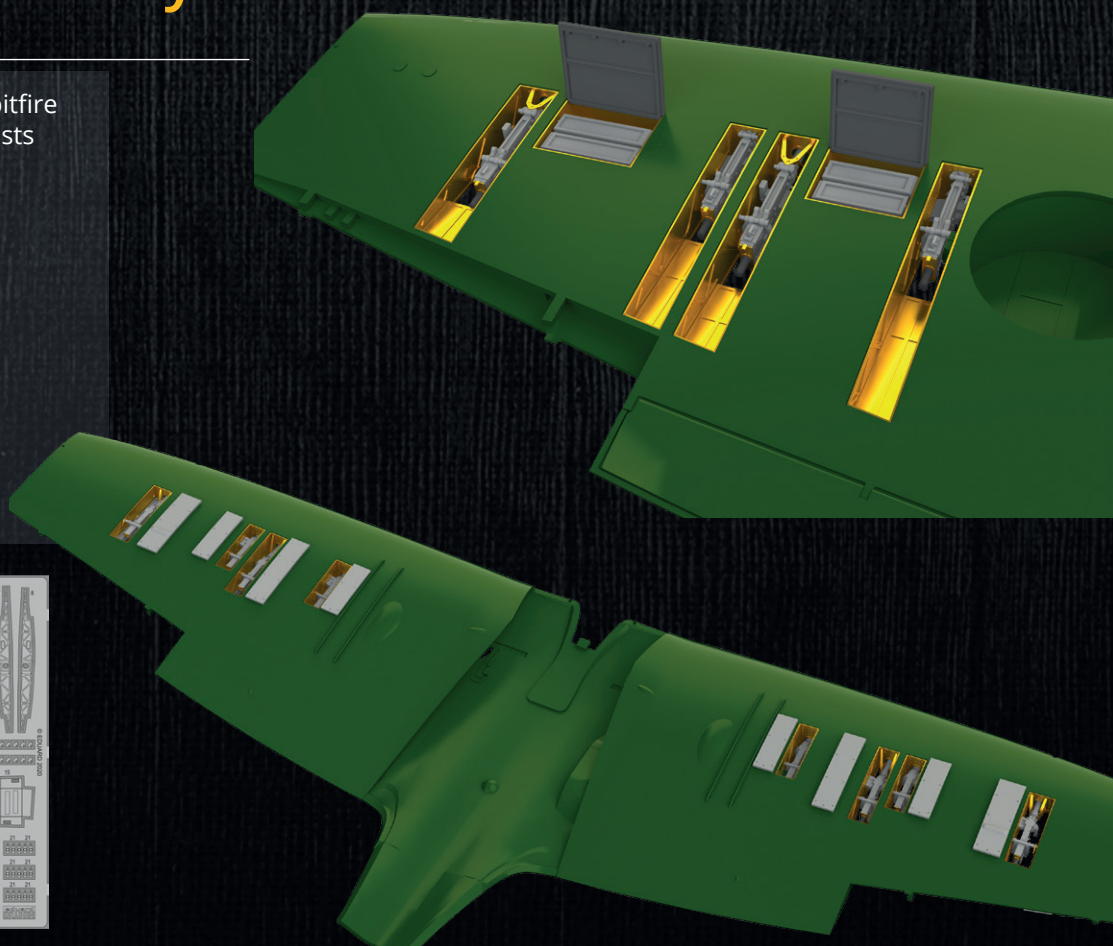
Spitfire Mk.I gun bays

1/48 Eduard

Brassin set - the gunbays for Spitfire Mk.I in 1/48 scale. The set consists of gunbays for both wings. Recommended kit: Eduard

Set contains:

- resin: 44 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)


648583

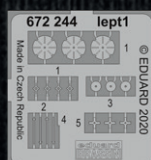
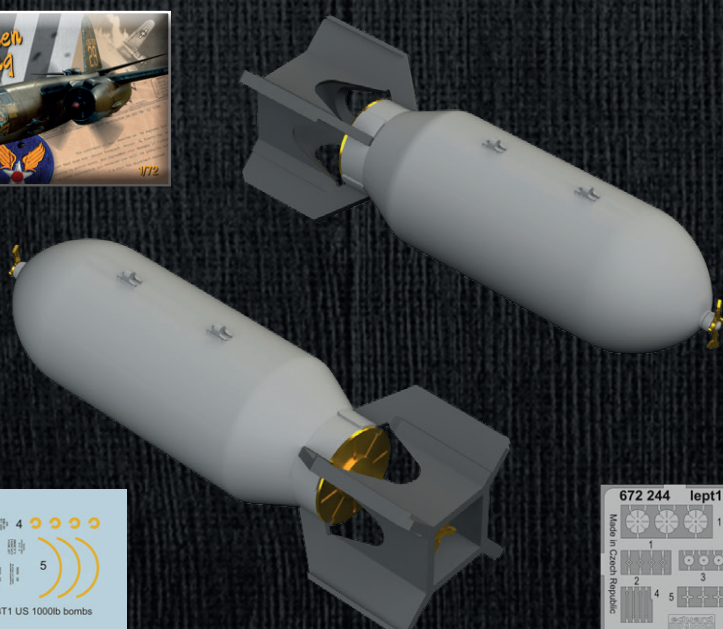
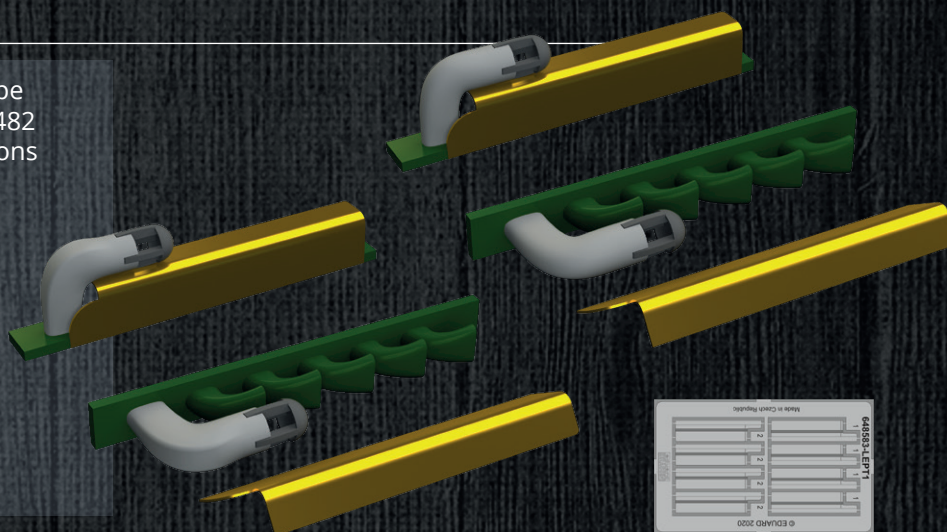
Bf 109G Eberspächer acoustic pipes

1/48 Eduard

Brassin set - the Eberspächer type acoustic pipes for Bf 109G in 1/48 scale. The set consists of 2 versions of the pipes (2 pairs of each). Recommended kit: Eduard

Set contains:

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

[Product Page](#)


672244

US 1000lb bombs

1/72 Eduard

Brassin set - the US 1000lb bombs in 1/72 scale. The set consists of 2 bombs.

Set contains:

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

[Product Page](#)

672245

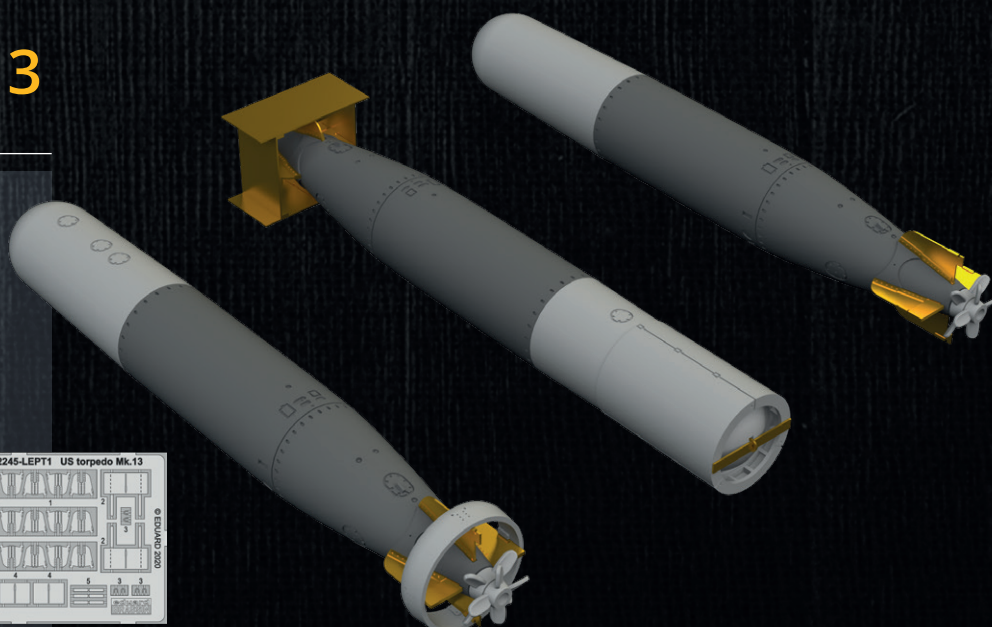
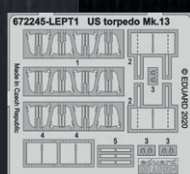
US torpedo Mk.13

1/72

Brassin set - the US aerial torpedo of WWII in 1/72 scale. The set consists of 3 torpedoes with different warheads.

Set contains:

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

[Product Page](#)


644060

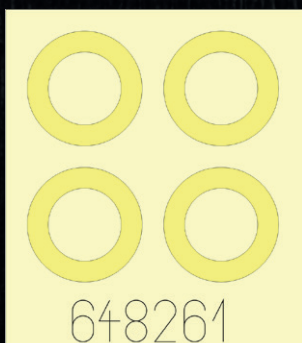
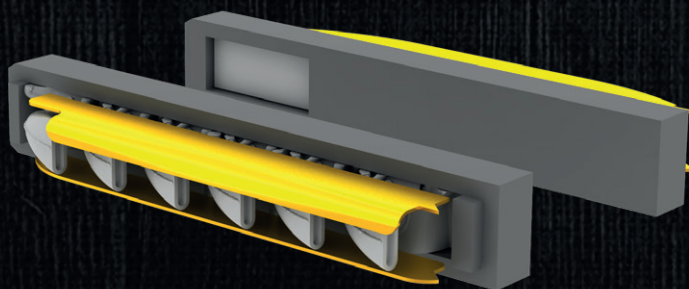
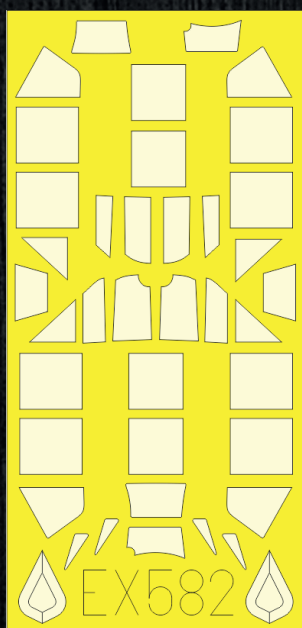
Bf 109G-6 LööKplus

1/48 Eduard

Collection of 4 sets for Bf 109G-6 in 1/48 scale by Eduard.

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

Product Page



LööK+

**NEW
PRODUCT
LINE**

644061

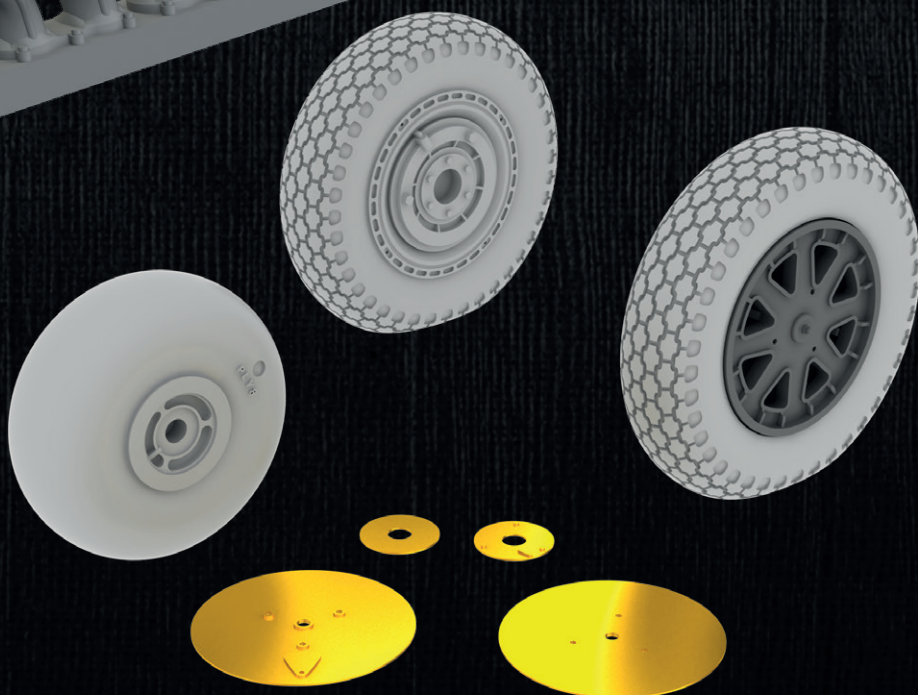
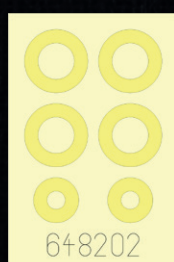
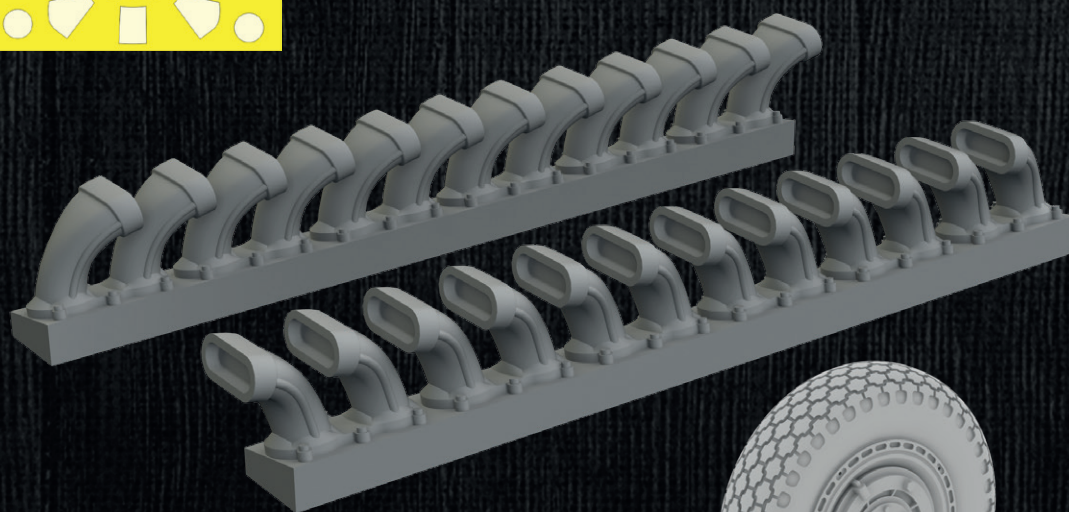
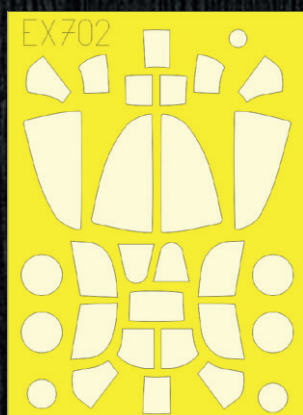
P-400 LööKplus

1/48 Eduard

Collection of 4 sets for P-400 in 1/48 scale by Eduard.

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

[Product Page](#)


**NEW
PRODUCT
LINE**

A-26B Invader 1/32 Hobby Boss

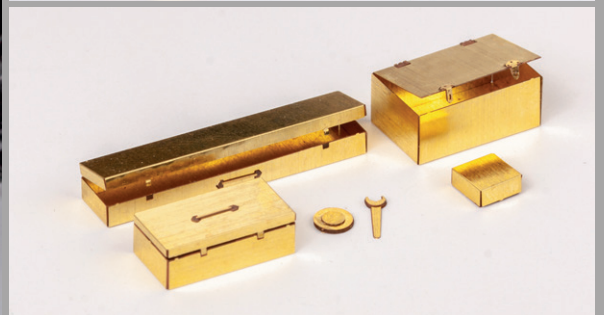
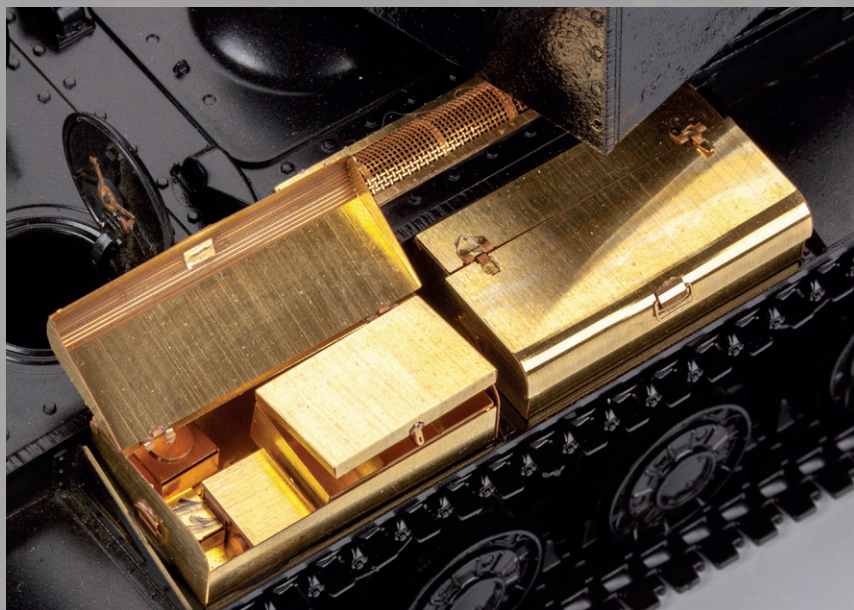
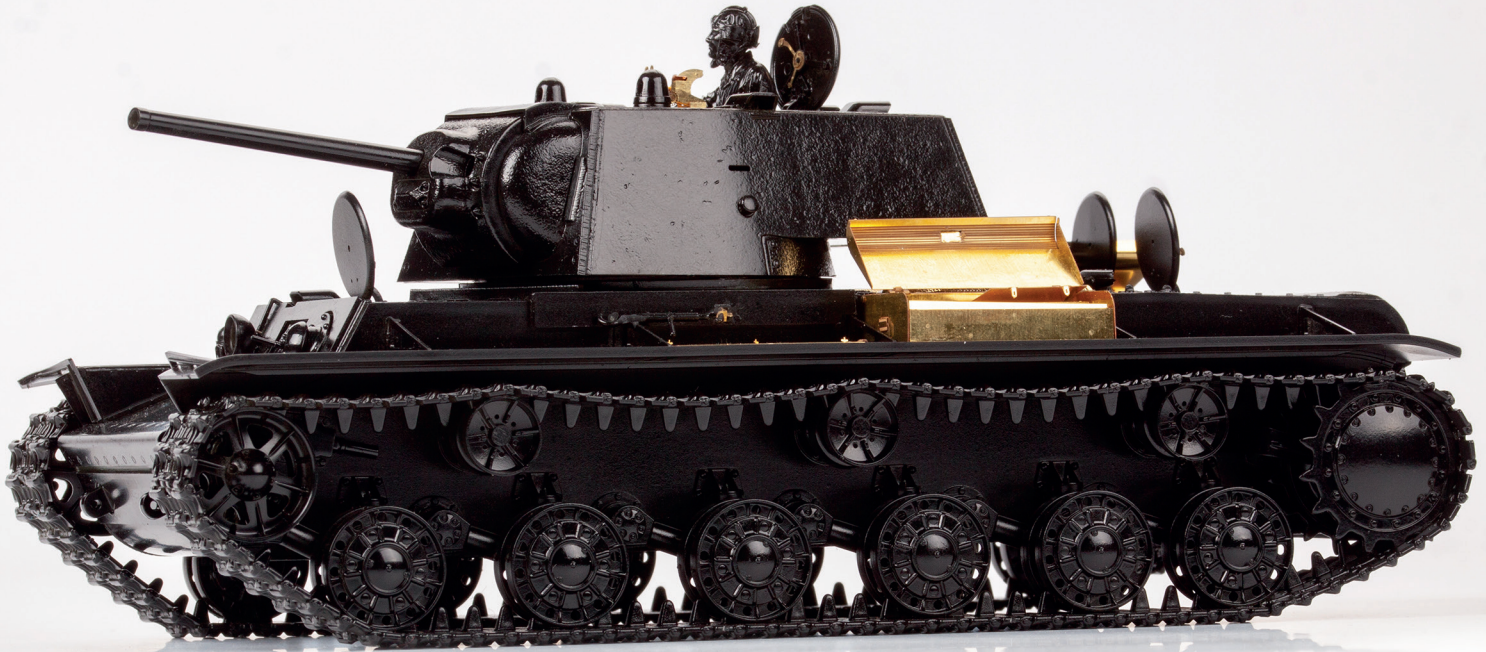
A-26B Invader undercarriage 1/32 Hobby Boss (32453)
A-26B Invader cockpit interior 1/32 Hobby Boss (32970)
A-26B Invader 1/32 Hobby Boss (33258)
A-26B Invader seatbelts STEEL 1/32 Hobby Boss (33259)
A-26B Invader 1/32 Hobby Boss (JX256)
A-26B Invader TFace 1/32 Hobby Boss (JX257)
A-26B Invader 1/32 Hobby Boss (JX256)
A-26B Invader bomb bay 1/32 Hobby Boss (33454)
release 09/2020
A-26B Invader rear interior 1/32 Hobby Boss (32972)
release 09/2020



KV-1

1/35 Tamiya

KV-1 1/35 Tamiya (36447)



U.S. Military Tractor

1/35 Airfix

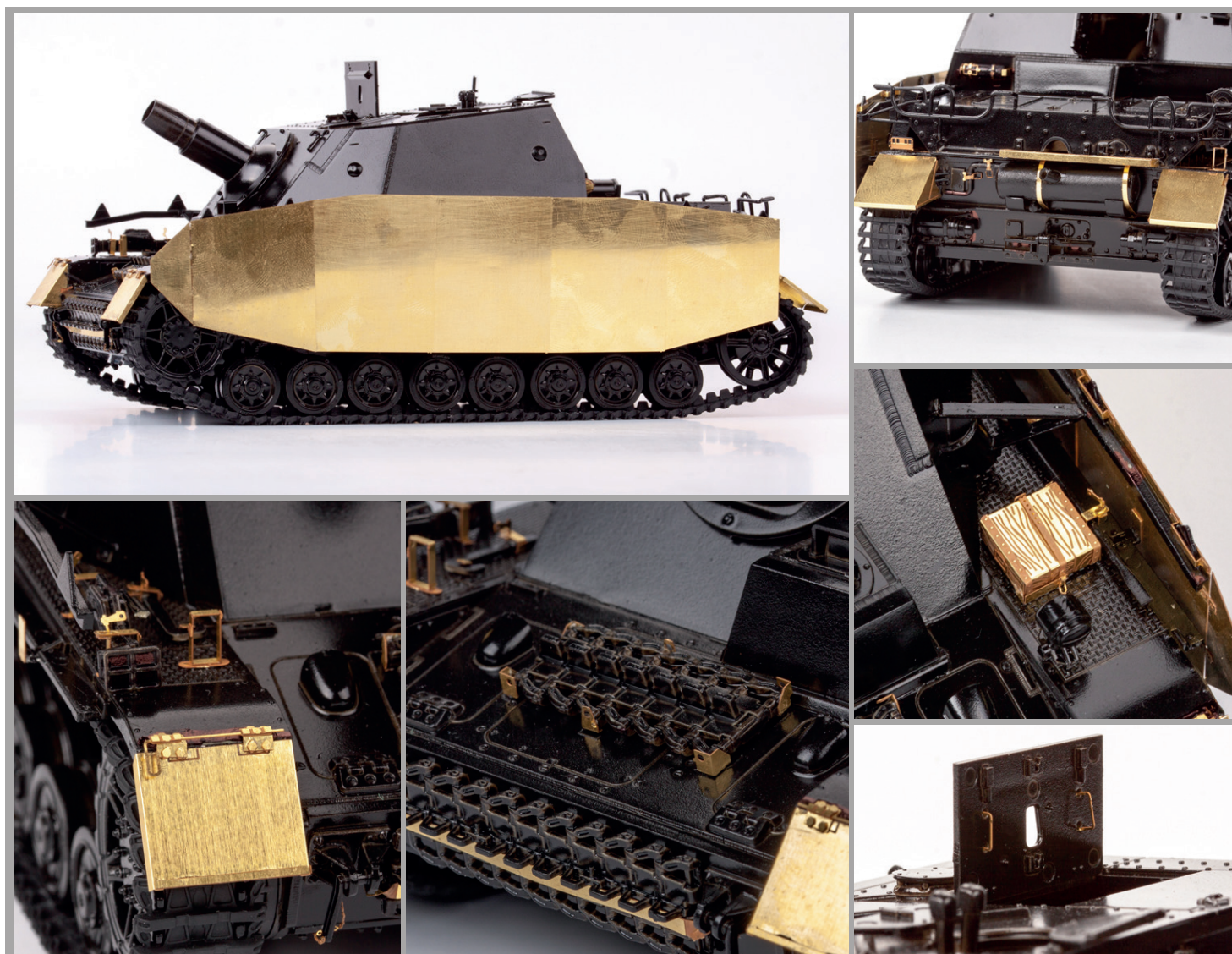
U.S. Military Tractor 1/35 Airfix (36446)



Brummbär

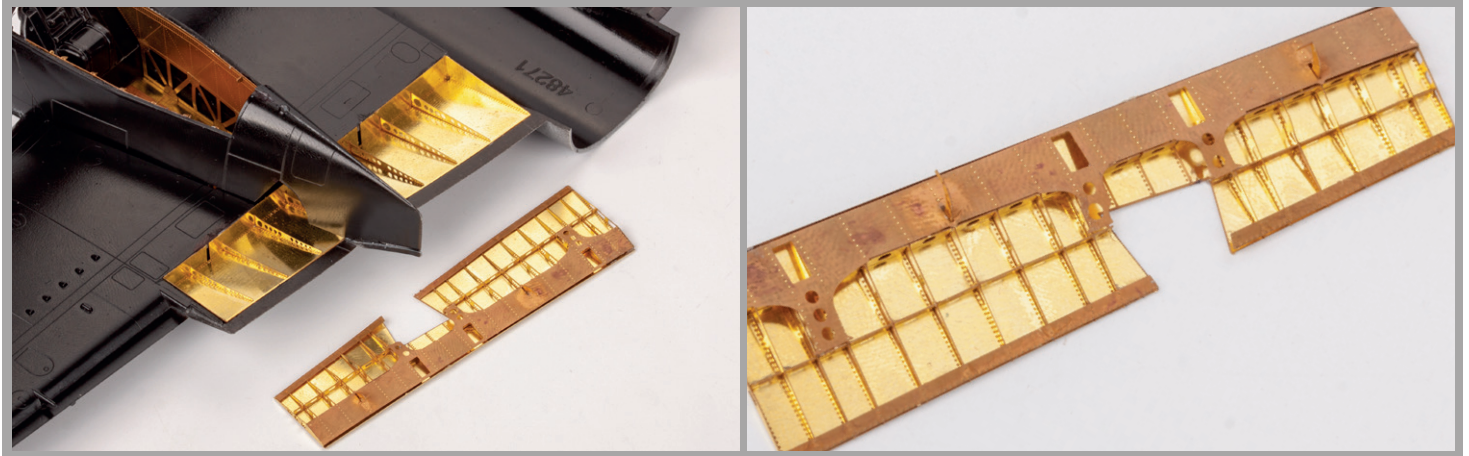
1/35 Academy

Brummbär 1/35 Academy (36448)
Brummbär schürzen 1/35 Academy (36449)



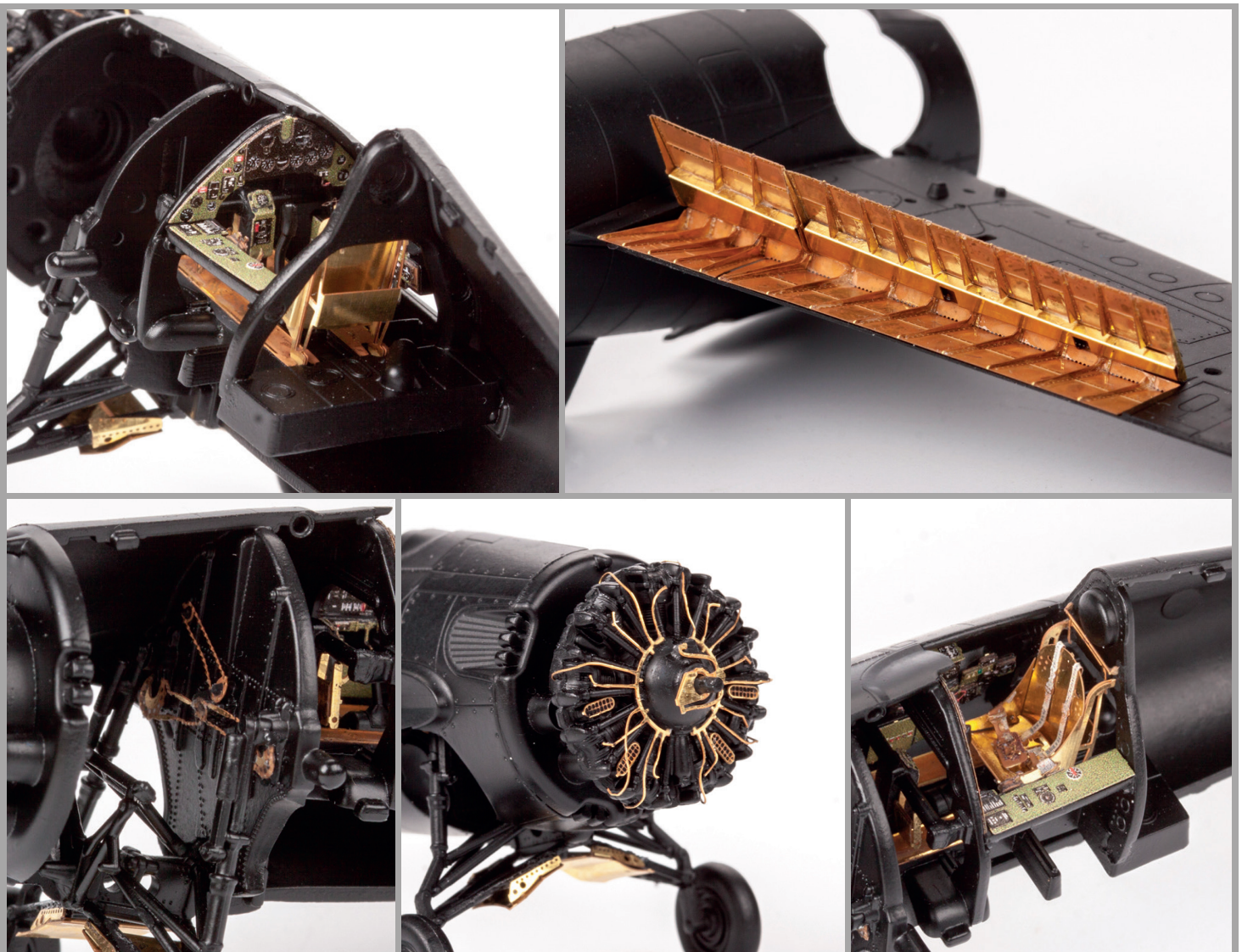
Do 217J-1/2 1/48 ICM

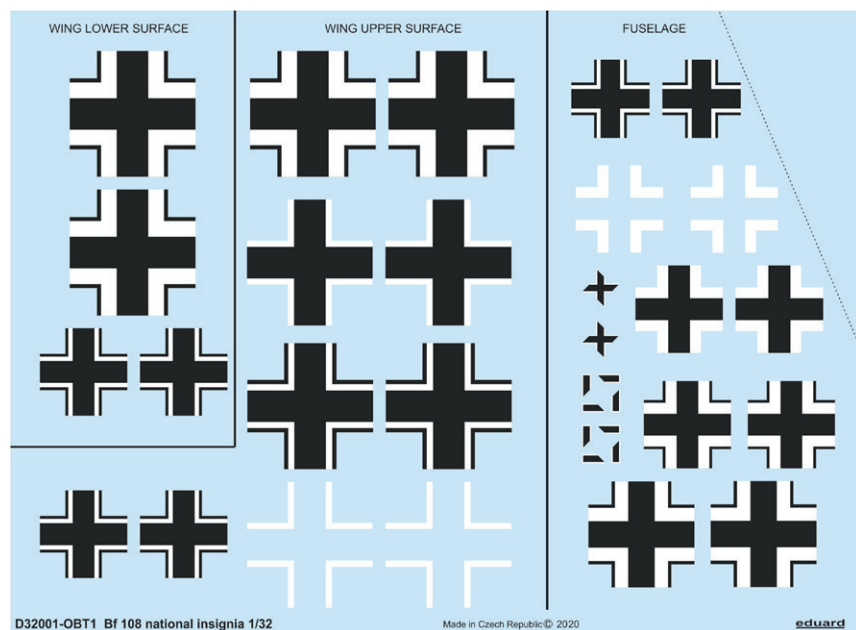
Do 217J-1/2 exterior 1/48 ICM (481024)
 Do 217J-1/2 landing flaps 1/48 ICM (481025)
 Do 217J-1/2 1/48 ICM (FE1100) (Zoom)
 Do 217J-1/2 seatbelts STEEL 1/48 ICM (FE1101) (Zoom)
 Do 217J-1/2 1/48 ICM (EX704)
 Do 217J-1/2 undercarriage 1/48 ICM (481027) **release 09/2020**



FM-2 1/72 Arma Hobby

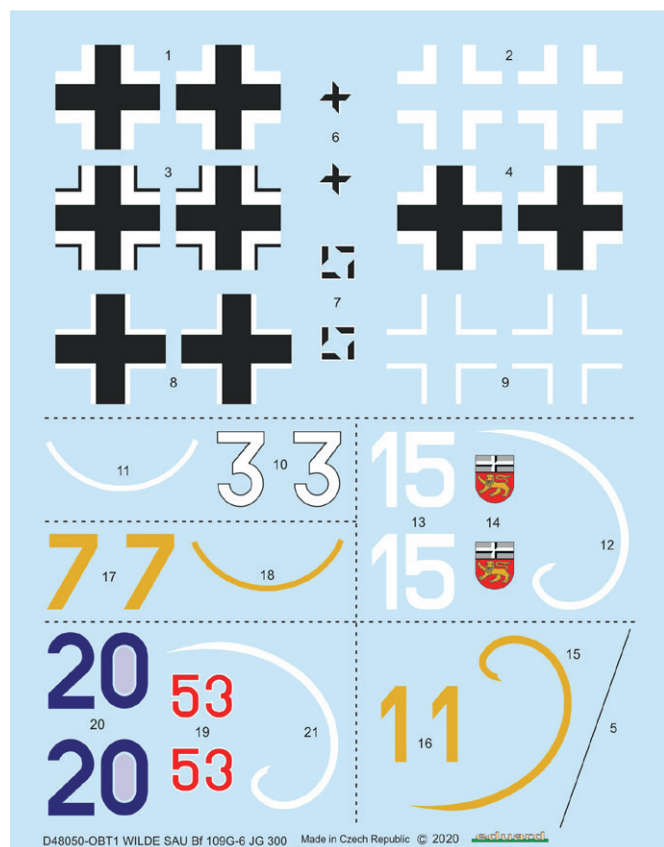
FM-2 1/72 Arma Hobby (73713)
 FM-2 1/72 Arma Hobby (SS713) (Zoom)
 FM-2 1/72 Arma Hobby (CX578)





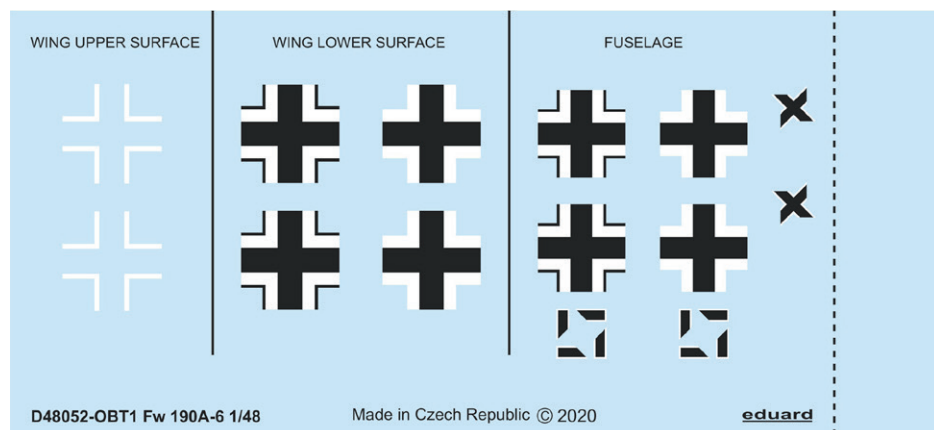
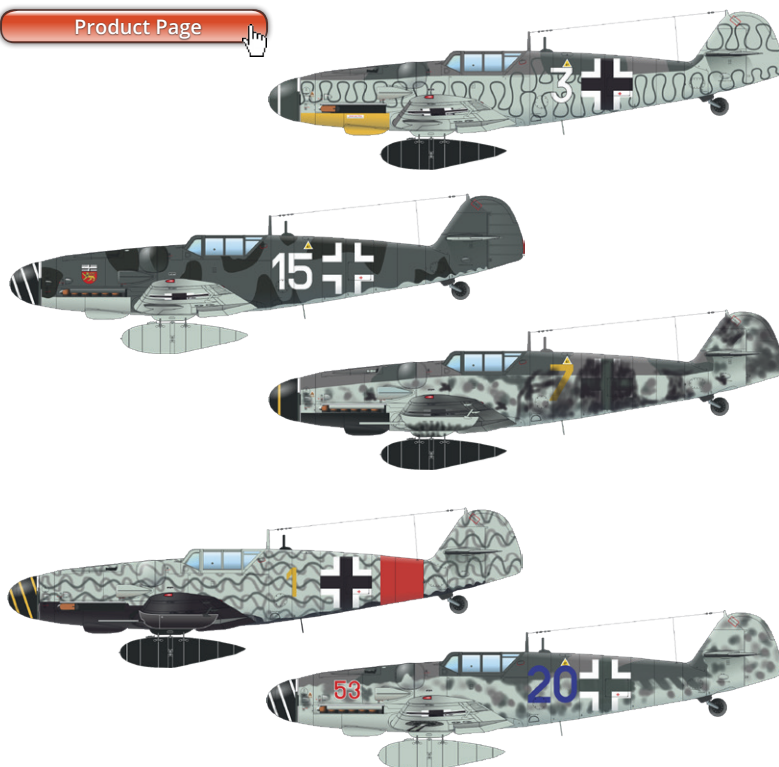
Cat. No. D32001
Bf 108 national insignia
 1/32 Eduard

[Product Page](#)



Cat. No. D48050
WILDE SAU Bf 109G-6 JG 300
 1/48 Eduard

[Product Page](#)



Cat. No. D48052
Fw 190A-6 national insignia
 1/48 Eduard

[Product Page](#)

WING UPPER SURFACE

WING LOWER SURFACE

FUSELAGE

D48053-OBT1 Spitfire Mk.I national insignia 1/48

Cat. No. D48053
Spitfire Mk.I national insignia
1/48 Eduard

[Product Page](#)

D48054-OBT1 Mi-24V/Mi-35 in Czech AF service

Eduard M.A. © 2020

Made in Czech republic

eduard

Cat. No. D48054
Mi-24V/Mi-35 in Czech AF service
1/48 Zvezda

[Product Page](#)



D48055-OBT1 F6F-3 part 1

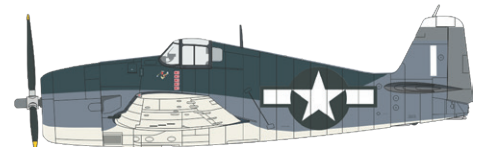
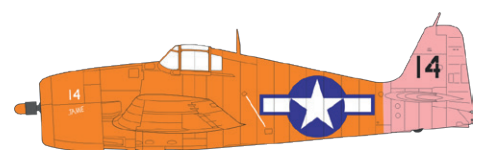
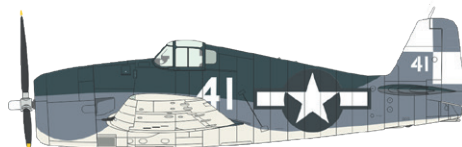
Eduard M.A. © 2020

Made in Czech Republic

eduard

Cat. No. D48055
F6F-3 part 1
1/48 Eduard

[Product Page](#)



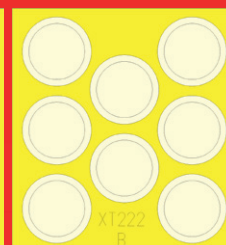
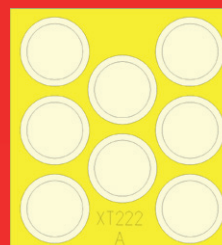
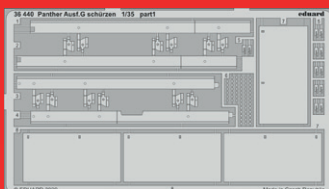
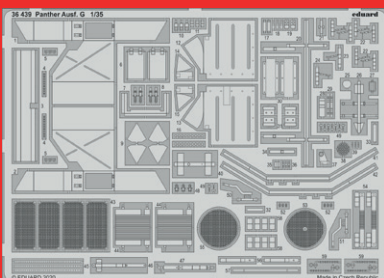
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG3598 Panther Ausf.G 1/35 Rye field Model

Product Page

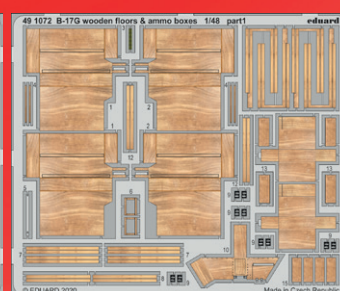
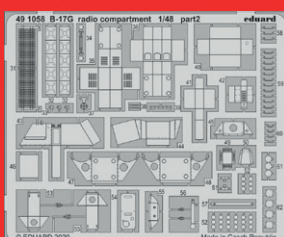
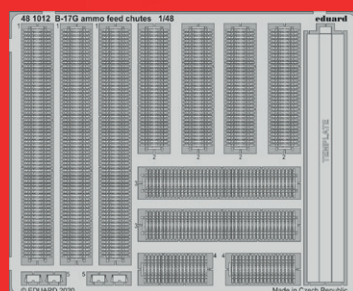
- 36439 Panther Ausf. G 1/35
36440 Panther Ausf. G schurzen 1/35
XT222 Panther Ausf. G 1/35



BIG49256 B-17G PART III 1/48 HKM

Product Page

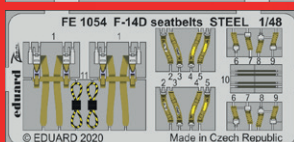
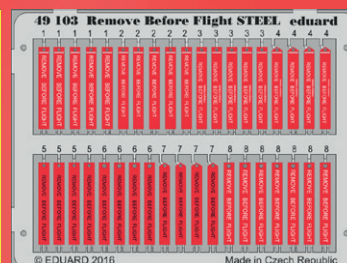
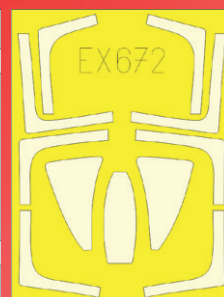
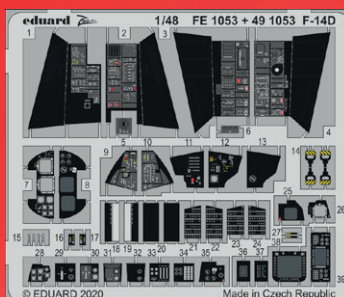
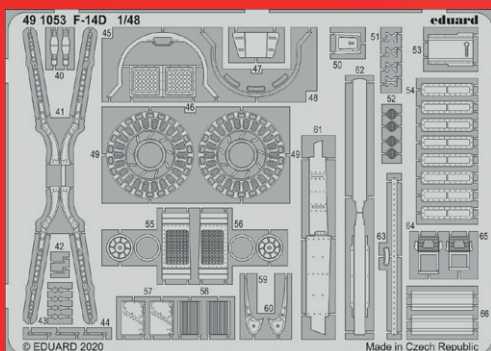
- 481012 B-17G ammo feed chutes 1/48
491058 B-17G radio compartment 1/48
491072 B-17G wooden floors & ammo boxes 1/48



BIG49257 F-14D 1/48 AMK

Product Page

- 491053 F-14D 1/48
FE1054 F-14D seatbelts STEEL 1/48
EX672 F-14D 1/48
49103 Remove Before Flight STEEL



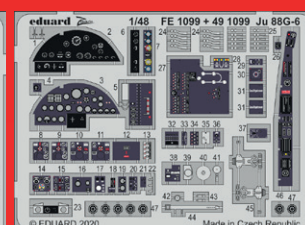
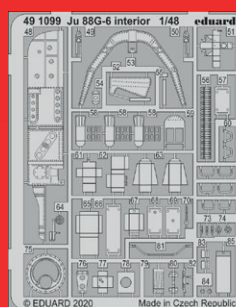
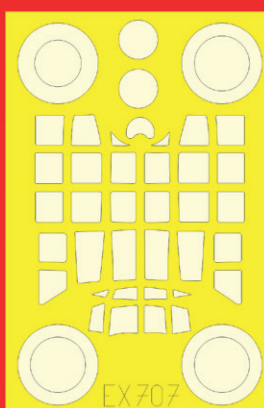
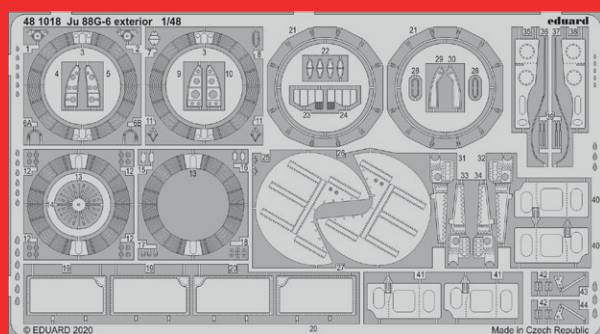
All sets included in this BIG ED are available separately,
but with every BIG ED set you save up to 30%.

BIG ED

BIG49258 Ju 88G-6 1/48 Dragon

[Product Page](#)

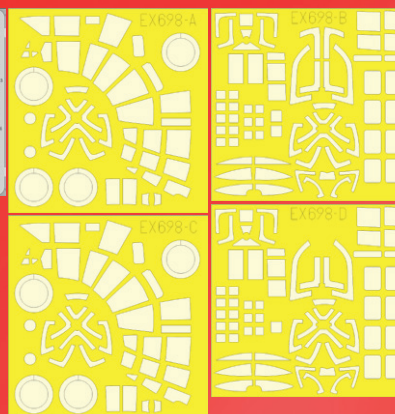
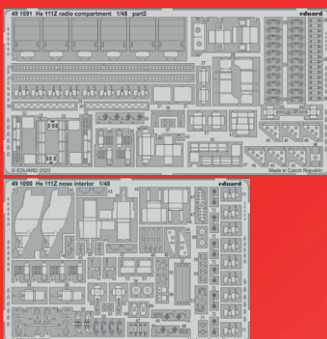
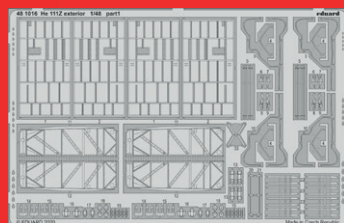
481018 Ju 88G-6 exterior 1/48
491099 Ju 88G-6 interior 1/48
FE1100 Ju 88G-6 seatbelts STEEL 1/48
EX707 Ju 88G-6 1/48



BIG49259 He 111Z 1/48 ICM

[Product Page](#)

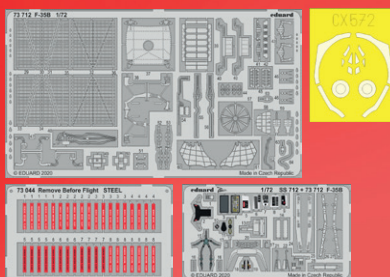
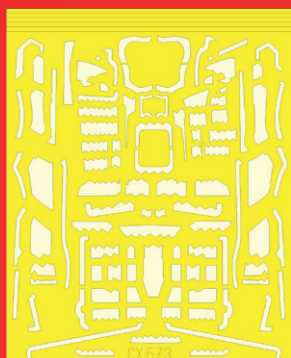
481016 He 111Z exterior 1/48
491090 He 111Z nose interior 1/48
491091 He 111Z radio compartment 1/48
FE1091 He 111Z seatbelts STEEL 1/48
EX698 He 111Z 1/48



BIG72159 F-35B 1/72 Academy

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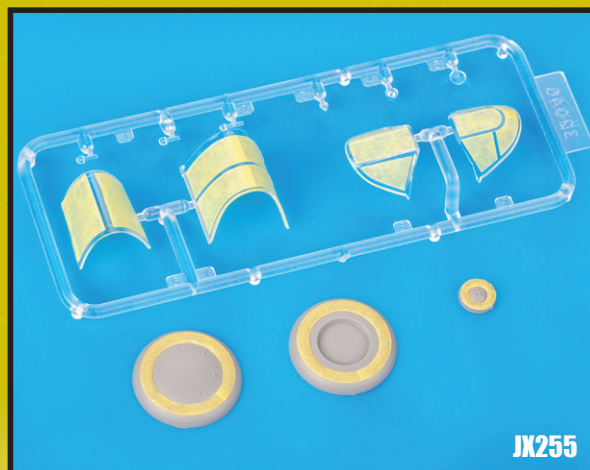
73712 F-35B 1/72
CX572 F-35B 1/72
CX573 F-35B surface panels 1/72
73044 Remove Before Flight STEEL



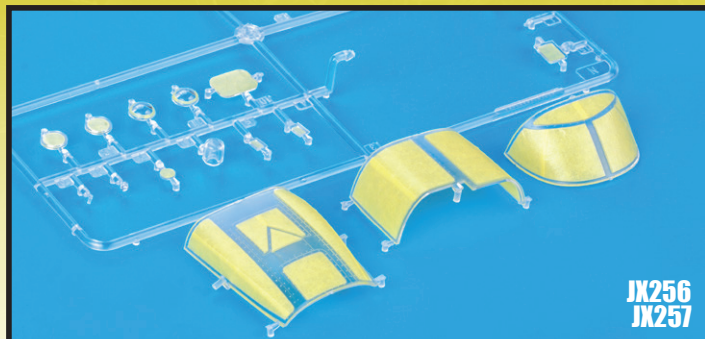
EDUARD MASK

IT FITS!

JX255 Sea Gladiator 1/32 ICM
 JX256 A-26B Invader 1/32 Hobby Boss
 JX257 A-26B Invader TFace 1/32 Hobby Boss
 JX258 Bf 108 1/32 Eduard
 EX704 Do 217J-1/2 1/48 ICM
 EX709 Spitfire Mk.I TFace 1/48 Eduard
 EX713 Spitfire Mk.I 1/48 Eduard
 CX575 La-5 early 1/72 Clear Prop
 CX576 Su-35S 1/72 Great Wall Hobby
 CX577 F-14A 1/72 Great Wall Hobby
 CX578 FM-2 1/72 Arma Hobby
 XT226 Brummbär 1/35 Academy



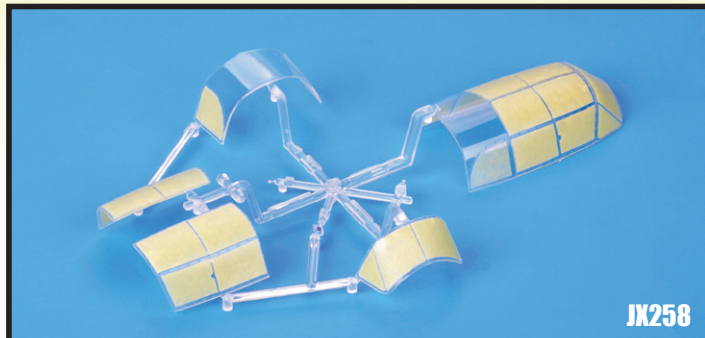
JX255



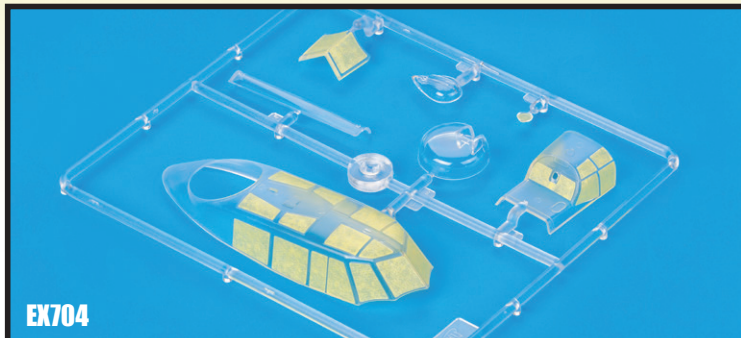
JX256
JX257



JX257



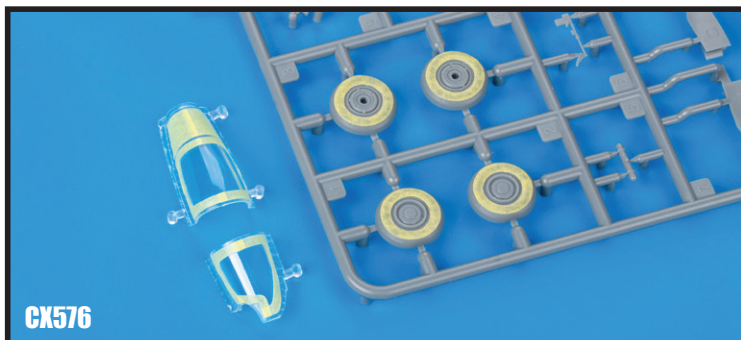
JX258



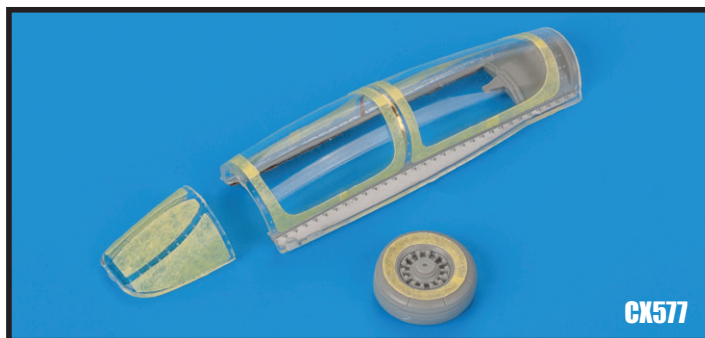
EX704



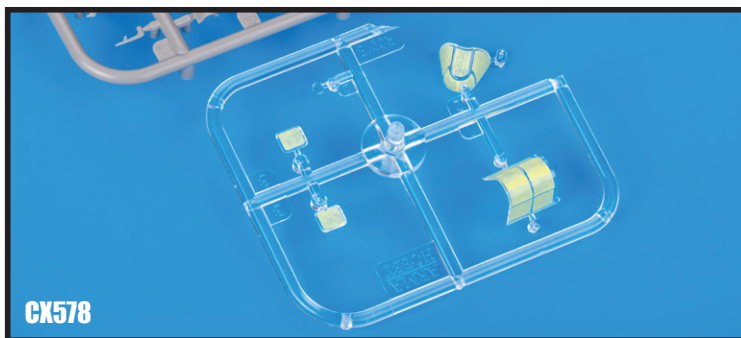
CX575



CX576



CX577



CX578

August 2020

KITS

7096	L-29 Delfin	1/72	ProfiPACK
11142	VERY LONG RANGE: Tales of Iwojima	1/48	Limited edition
11143	THE SPITFIRE STORY: The Few	1/48	Limited edition
3404	Bf 108	1/32	Weekend edition
4453	Avia B.534 IV. Series	1/144	Super44

PE-SETS

32453	A-26B Invader undercarriage	1/32	Hobby Boss
32969	Sea Gladiator	1/32	ICM
32970	A-26B Invader cockpit interior	1/32	Hobby Boss
32971	Bf 108 Weekend	1/32	Eduard
36446	U.S. Military Tractor	1/35	Airfix
36447	KV-1	1/35	Tamiy
36448	Brummbär	1/35	Academy
36449	Brummbär schurzen	1/35	Academy
481024	Do 217J-1/2 exterior	1/48	ICM
481025	Do 217J-1/2 landing flaps	1/48	ICM
481026	Spitfire Mk.I landing flaps	1/48	Eduard
491110	Do 217J-1/2	1/48	ICM
72705	L-29	1/72	Eduard
73713	FM-2	1/72	Arma Hobby
73714	Su-35S	1/72	Great Wall Hobby
73715	F-14A	1/72	Great Wall Hobby

ZOOMS

33254	PT-17 Kaydet	1/32	Roden
33255	PT-17 Kaydet seatbelts STEEL	1/32	Roden
FE1097	Mi-24V	1/48	Zvezda
FE1098	Mi-24V seatbelts STEEL	1/48	Zvezda
FE1101	Mi-24V black interior (Mi-35)	1/48	Zvezda
FE1102	Spitfire Mk.I	1/48	Airfix
FE1103	Spitfire Mk.I seatbelts STEEL	1/48	Airfix
FE1104	Hurricane Mk.I	1/48	Airfix
FE1105	Hurricane Mk.I seatbelts STEEL	1/48	Airfix
FE1106	Bf 110D	1/48	Dragon
FE1107	Bf 110D seatbelts STEEL	1/48	Dragon
FE1108	SBD-1	1/48	Academy
FE1109	SBD-1 seatbelts STEEL	1/48	Academy

MASKS

JX255	Sea Gladiator	1/32	ICM
JX256	A-26B Invader	1/32	Hobby Boss
JX257	A-26B Invader TFace	1/32	Hobby Boss
JX258	Bf 108	1/32	Eduard
EX704	Do 217J-1/2	1/48	ICM
EX709	Spitfire Mk.I TFace	1/48	Eduard
EX713	Spitfire Mk.I	1/48	Eduard
CX575	La-5 early	1/72	Clear Prop
CX576	Su-35S	1/72	Great Wall Hobby
CX577	F-14A	1/72	Great Wall Hobby
CX578	FM-2	1/72	Arma Hobby
XT226	Brummbär	1/35	Academy

BIGED

BIG3598	Panther Ausf.G	1/35	Ryefield Model
BIG49256	B-17G PART III	1/48	HKM
BIG49257	F-14D	1/48	AMK
BIG49258	Ju 88G-6	1/48	Dragon
BIG49259	He 111Z	1/48	ICM
BIG72159	F-35B	1/72	Academy

BRASSIN

644063	Spitfire Mk.I early LööK	1/48	Eduard
644064	Spitfire Mk.I late LööK	1/48	Eduard
648571	P-51D 75gal drop tanks	1/48	Eduard
648572	P-51D 108gal drop tanks	1/48	Eduard
648574	UB-32A-24 rocket launcher	1/48	
648575	B8V20 rocket launcher	1/48	
648576	9K114 Sturm missiles	1/48	
648577	P-51D Bazooka rocket launcher	1/48	Eduard
648578	Spitfire Mk.I cockpit	1/48	Eduard
648579	Spitfire Mk.I wheels	1/48	Eduard
648580	Spitfire Mk.I exhaust stacks	1/48	Eduard
648581	Spitfire Mk.I gun bays	1/48	Eduard
648583	Bf 109G Eberspächer acoustic pipes	1/48	Eduard
672244	US 1000lb bombs	1/72	
672245	US torpedo Mk.13	1/72	

LookPLUS

644060	Bf 109G-6 LööKplus	1/48	Eduard
644061	P-400 LööKplus	1/48	Eduard

DECALS

D32001	Bf 108 national insignia	1/32	Eduard
D48050	WILDE SAU Bf 109G-6 JG 300	1/48	Eduard
D48052	Fw 190A-6 national insignia	1/48	Eduard
D48053	Spitfire Mk.I national insignia	1/48	Eduard
D48054	Mi-24V/Mi-35 in Czech AF service	1/48	
D48055	F6F-3 part 1	1/48	



P-38G Tamiya 1/48

P-38G

Eduard Goodies



postavil **Paolo Portuesi**



#648545 cockpit (Brassin)



#648533 nose gun bay (Brassin)



#648515 wheels (Brassin)





#648521 undercarriage legs BRONZE (Brassin)



#648519 superchargers (Brassin)



#EX667 TFace (maska)



#648533 nose gun bay (Brassin)



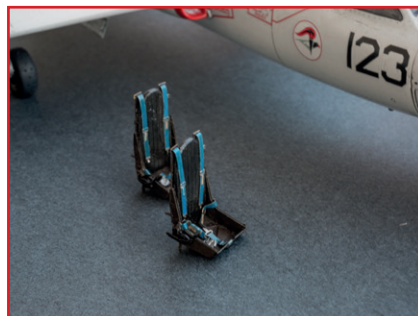
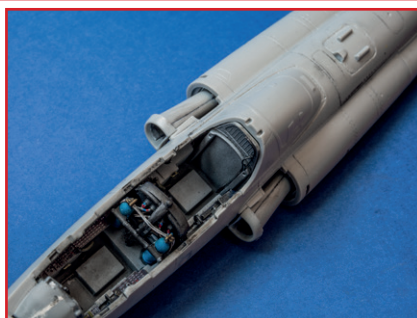
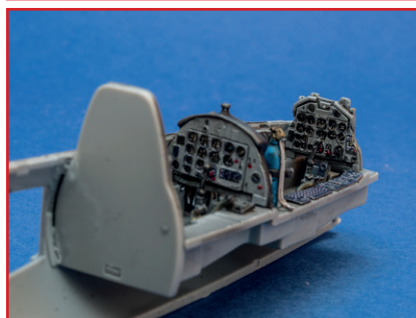
CM.170 Magister 1/48 AMK

Eduard Goodies

Set used:

Cat. No. 49721 CM.170 Magister S.A. (PE-Set)

Cat. No. FE721 CM.170 Magister S.A. (PE-Set)

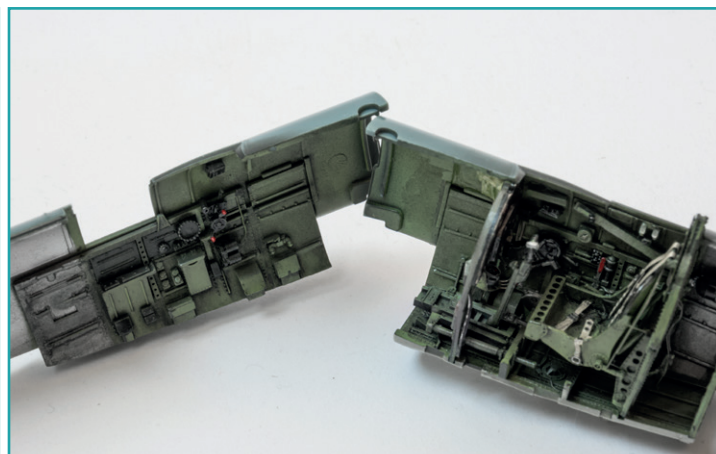
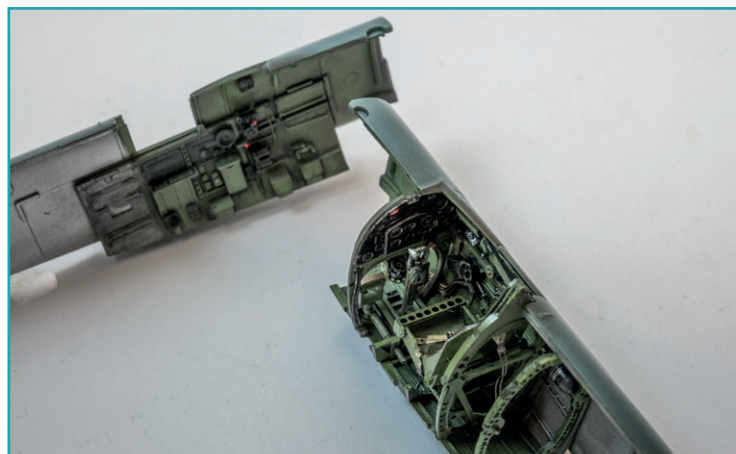
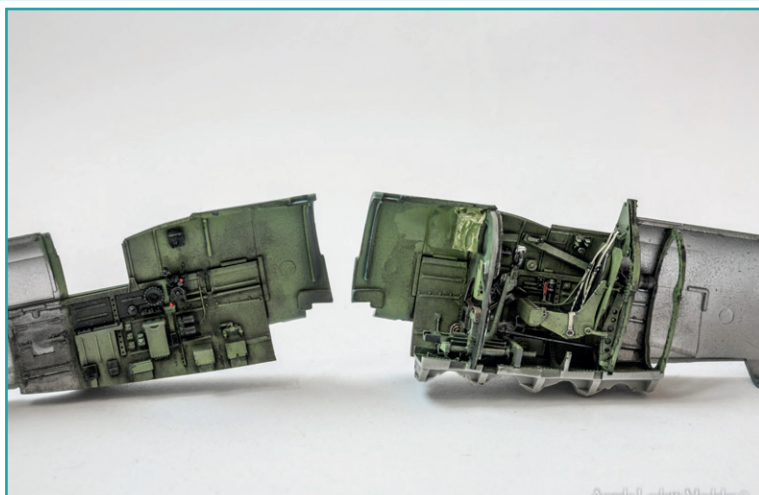
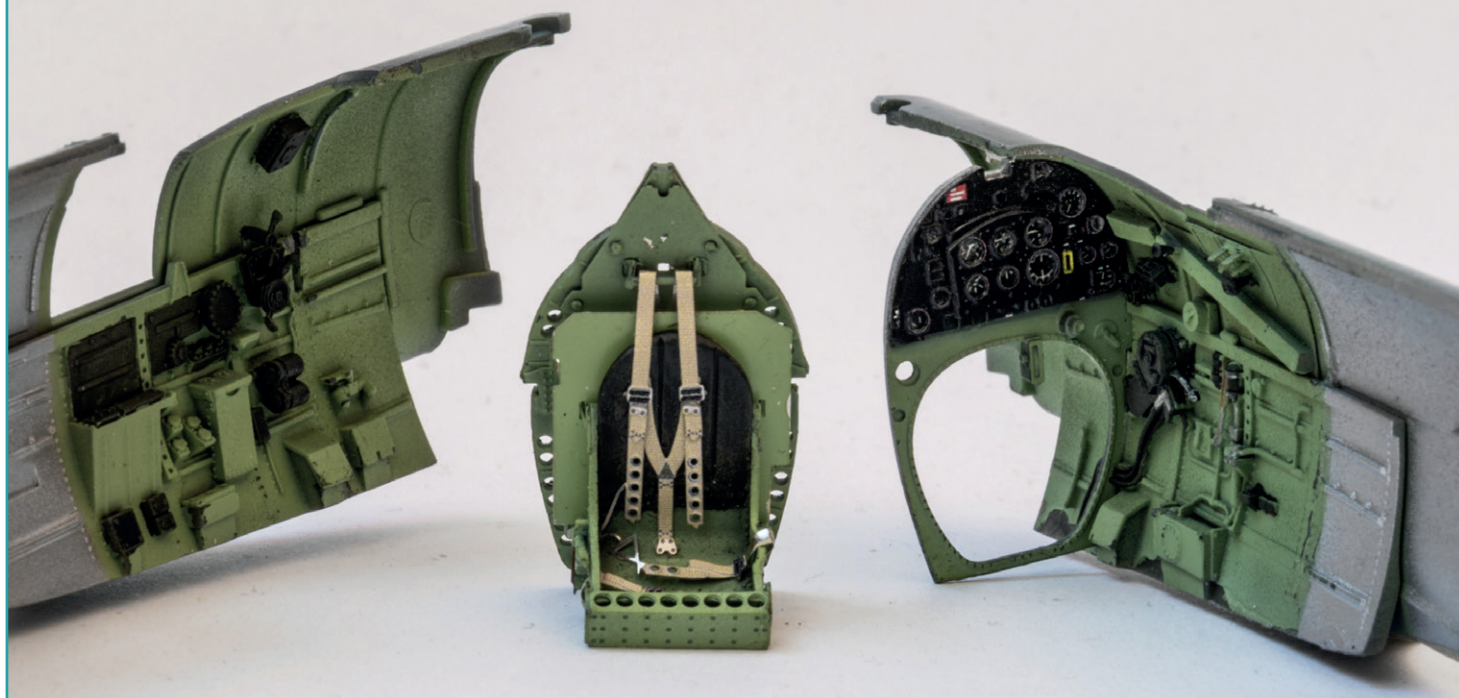
built by **Angelo Lodetti**

Spitfire Mk.XVI cockpit 1/48 Eduard

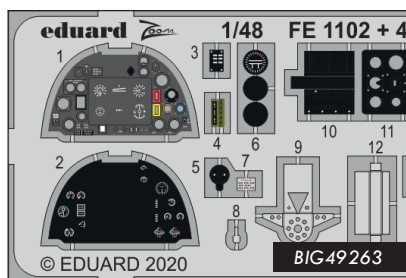
built by **Angelo Lodetti**

[Product Page](#)

Cat. No. 648206



BRASSIN



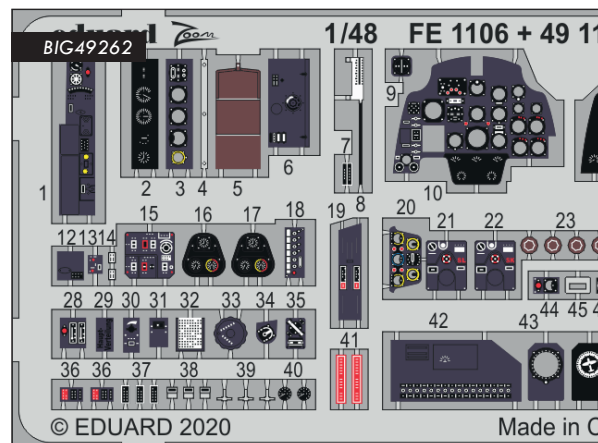
BIG ED (September)

- BIG49260 Mi-24V 1/48 Zvezda
- BIG49261 Mi-24 black interior (Mi-35) 1/48 Zvezda
- BIG49262 Bf 110D 1/48 Dragon
- BIG49263 Spitfire Mk.I 1/48 Airfix
- BIG49264 Hurricane Mk.I 1/48 Airfix
- BIG49265 SBD-1 1/48 Academy

BRASSIN (September)



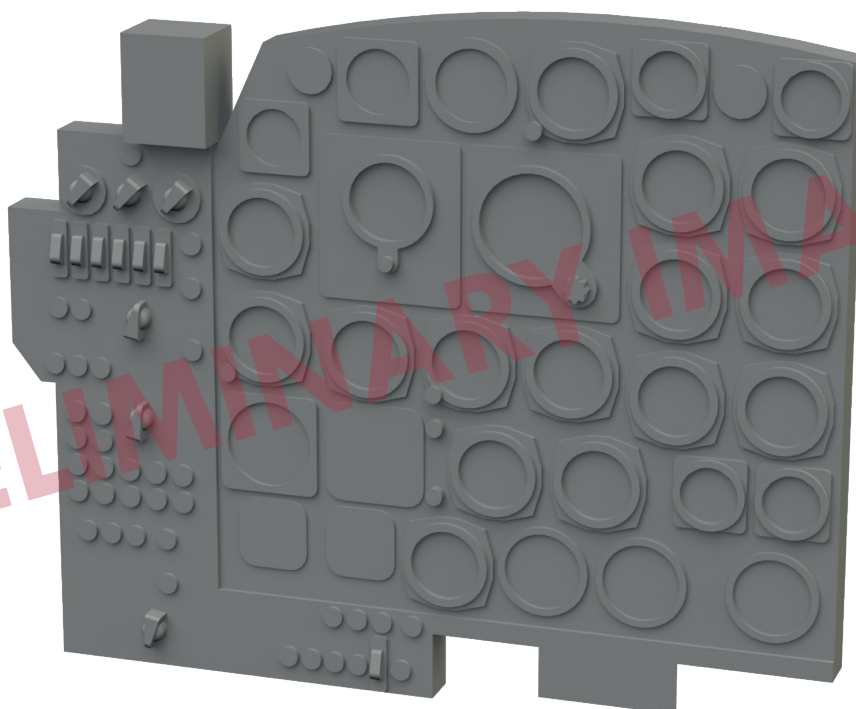
- 632158 US 1000lb bombs 1/32
- 632159 A-26 Invader wheels 1/32 Hobby Boss
- 634019 A-26B LööK 1/32 Hobby Boss
- 644062 Tiger Moth LööK 1/48 Airfix
- 644065 Hurricane Mk.I LööK 1/48 Airfix
- 648563 GBU-31(V)3B JDAM 1/48
- 648566 SUU-20 dispenser w/ BDU-33 & Mk.76 bombs 1/48
- 648568 US torpedo Mk.13 1/48
- 648585 Mi-24V/VP Pitot tubes 1/48 Zvezda
- 648586 Mi-24VP GSh-23 cannon 1/48 Zvezda
- 648587 Mi-24V 9A624 machine gun 1/48 Zvezda
- 648588 Il-2 exhaust stacks 1/48 Zvezda
- 648589 Spitfire Mk.I undercarriage legs BRONZE 1/48 Eduard
- 672246 AIM-132 ASRAAM 1/72



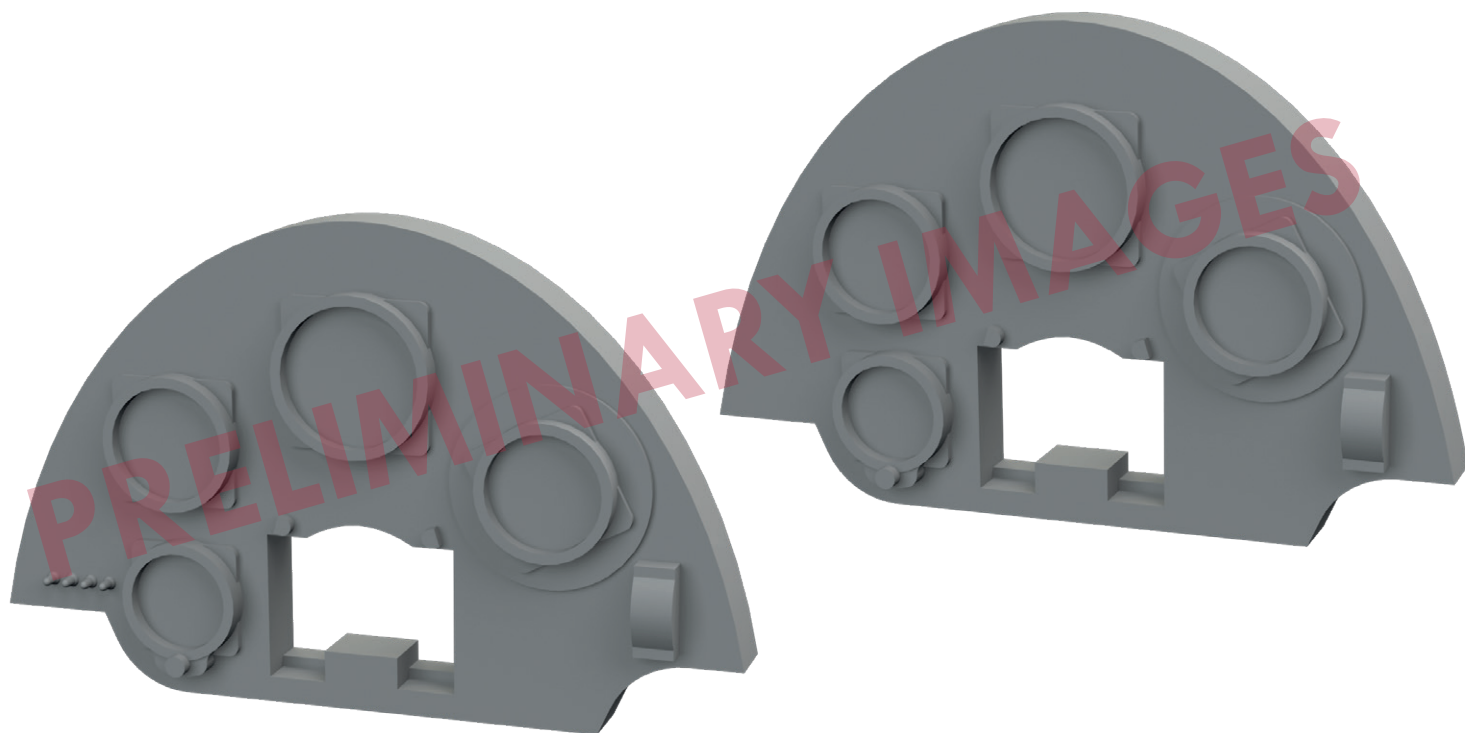
LööKPlus (September)

- 644066 Spitfire Mk.I early LööKplus 1/48 Eduard
- 644067 Spitfire Mk.I late LööKplus 1/48 Eduard

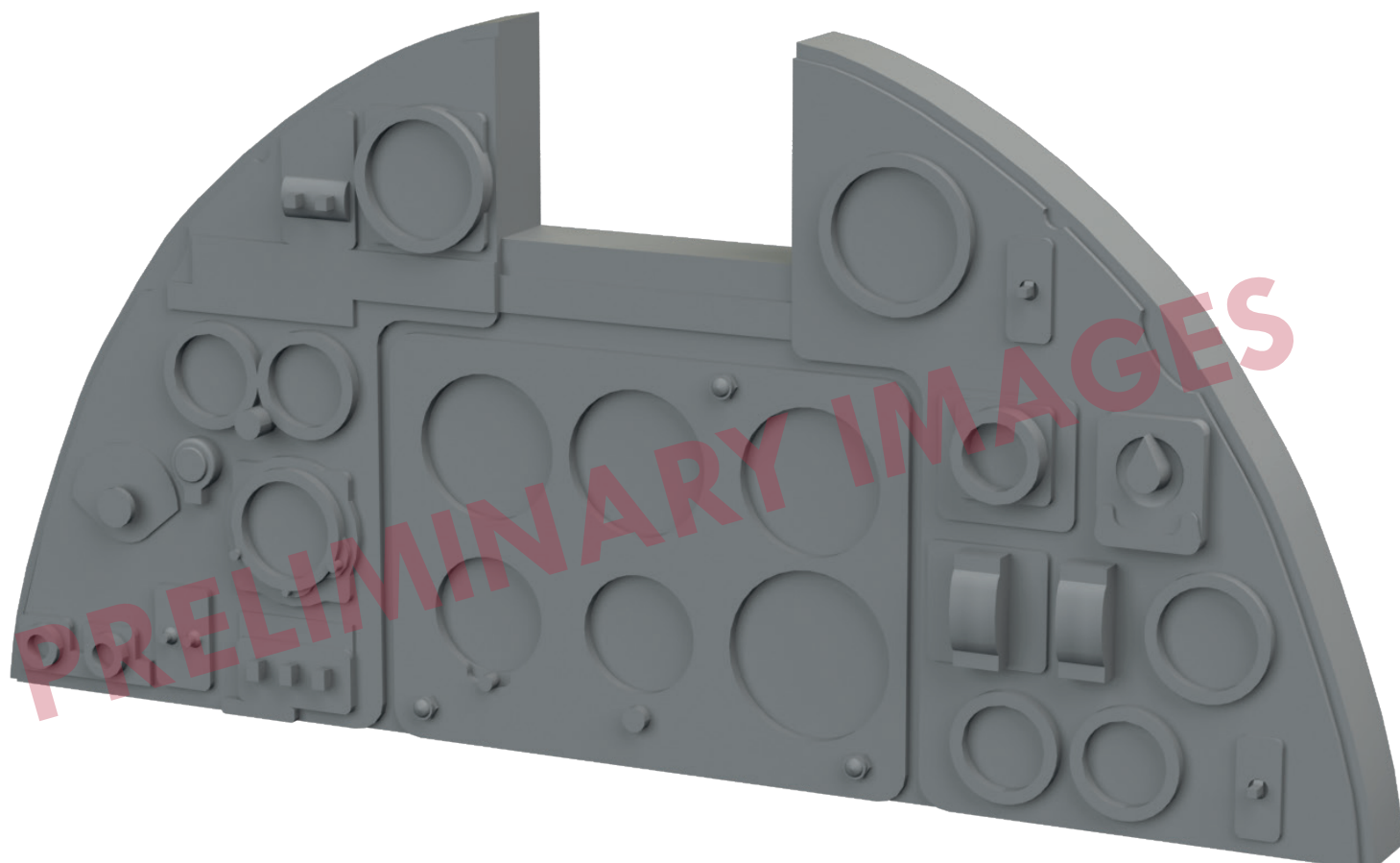
634019 A-26B LööK 1/32 Hobby Boss



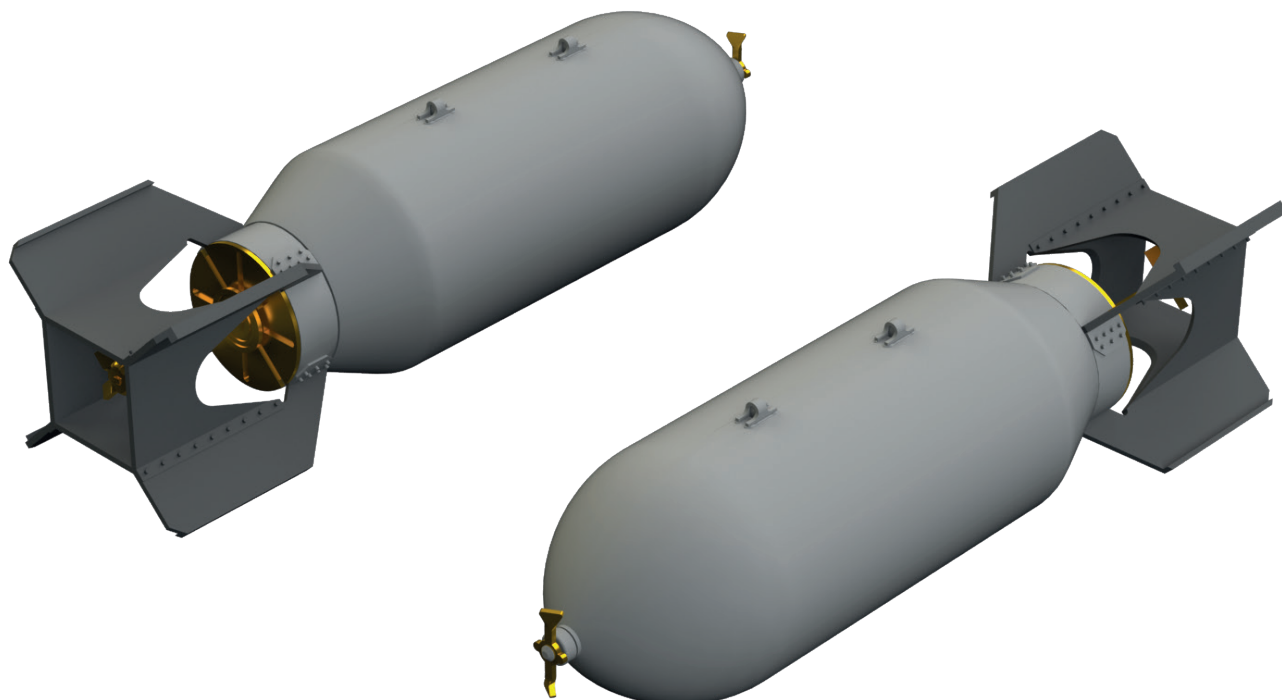
644062 Tiger Moth LööK 1/48 Airfix



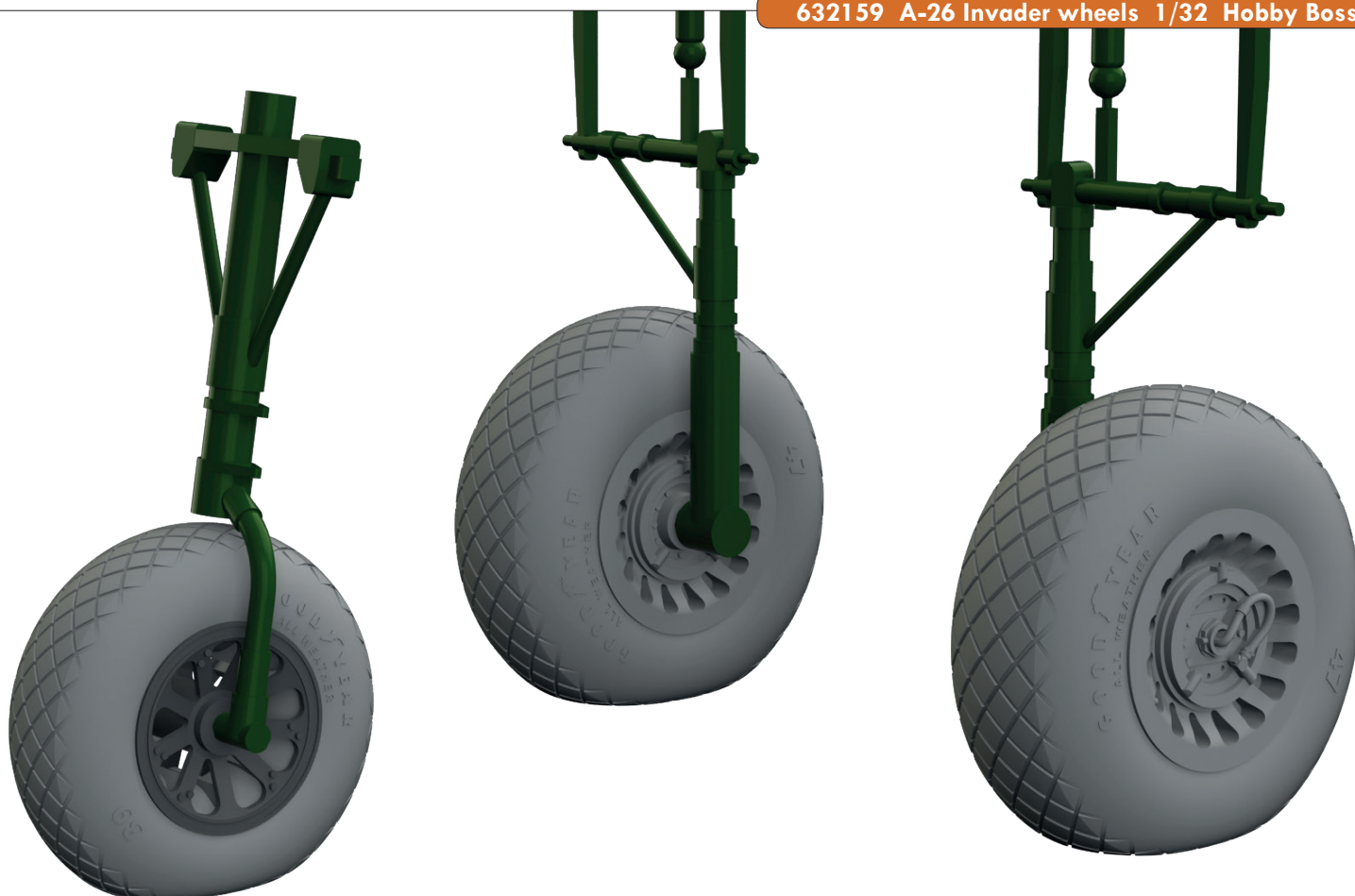
644065 Hurricane Mk.I LööK 1/48 Airfix



632158 US 1000lb bombs 1/32

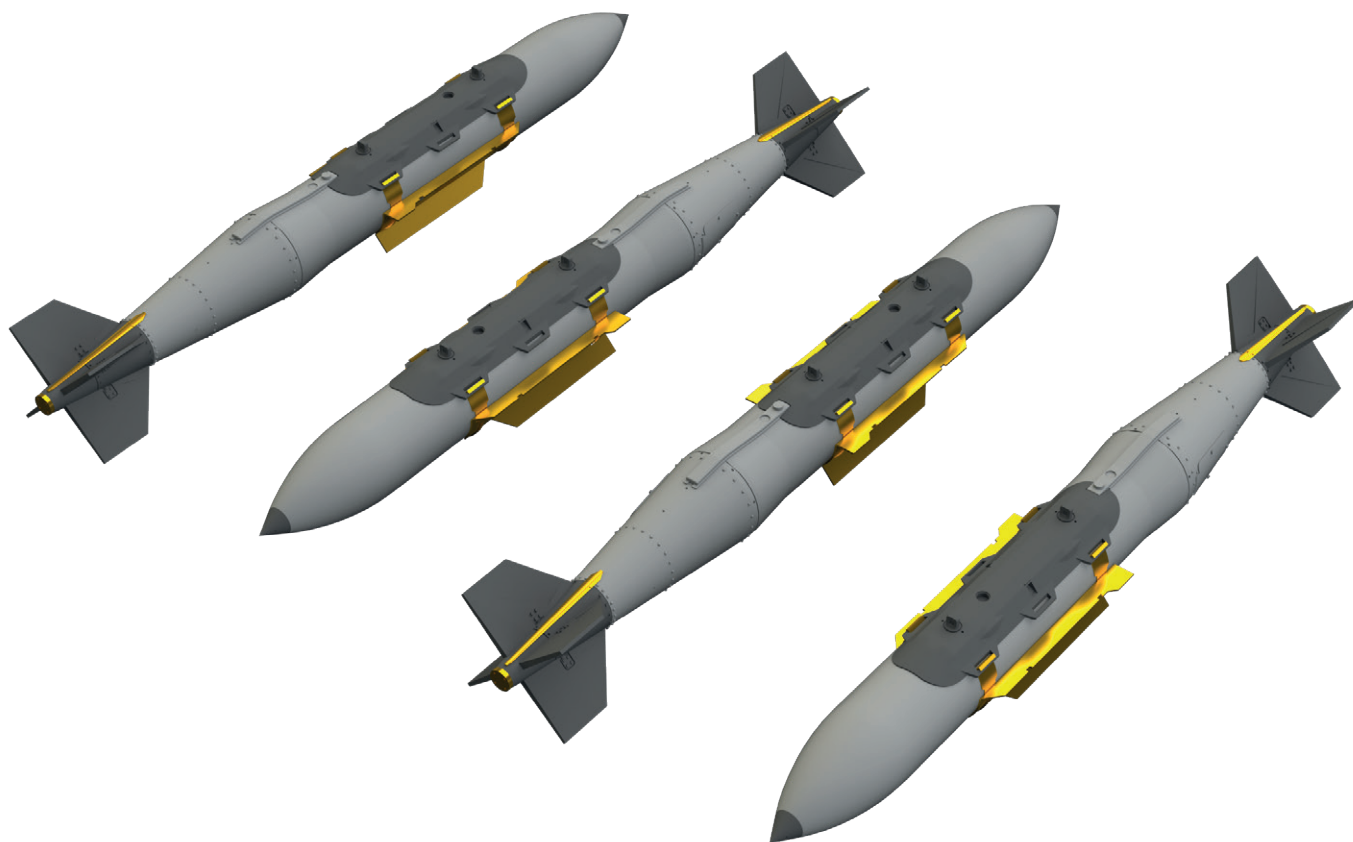


632159 A-26 Invader wheels 1/32 Hobby Boss

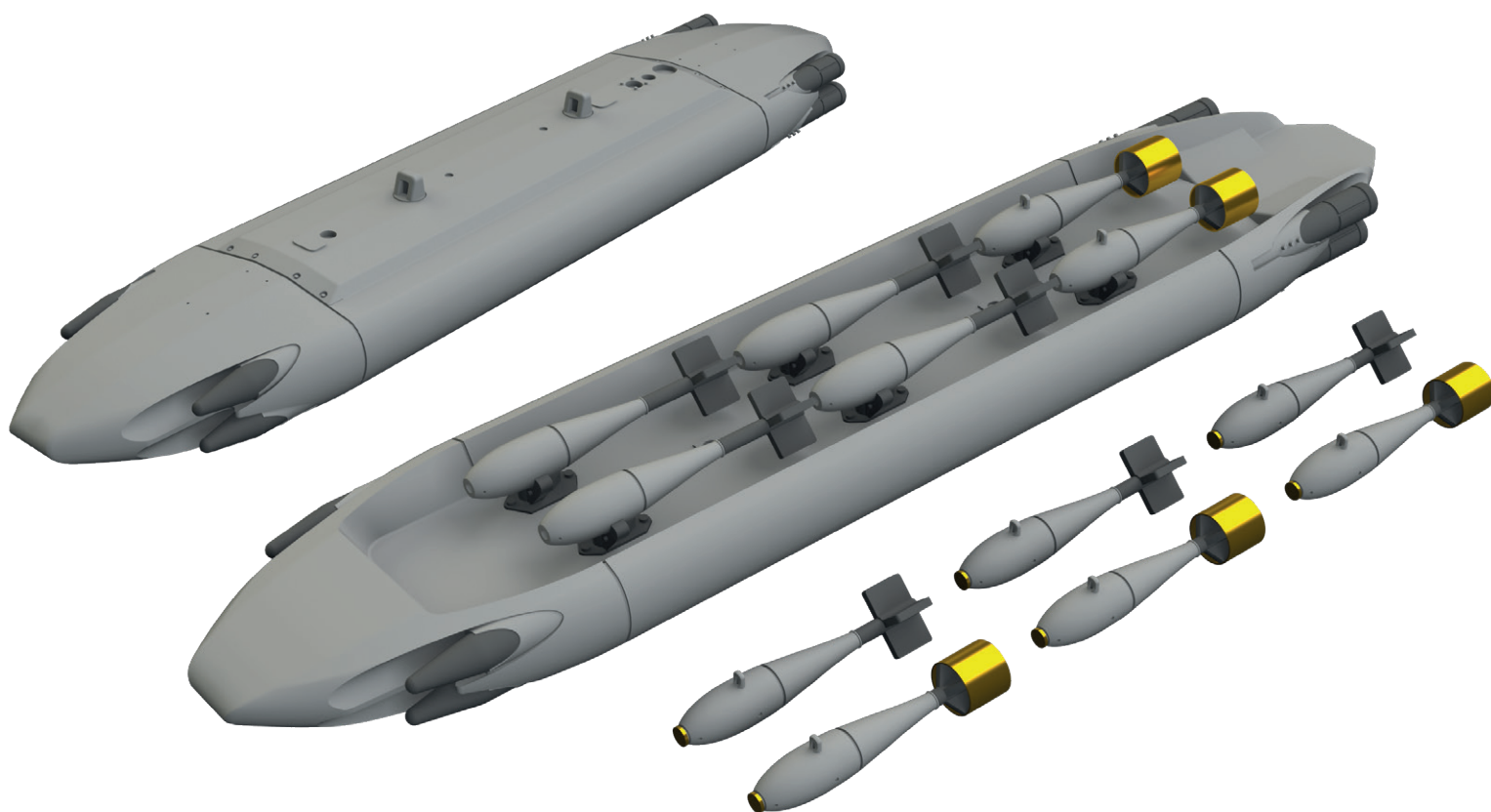


BRASSIN

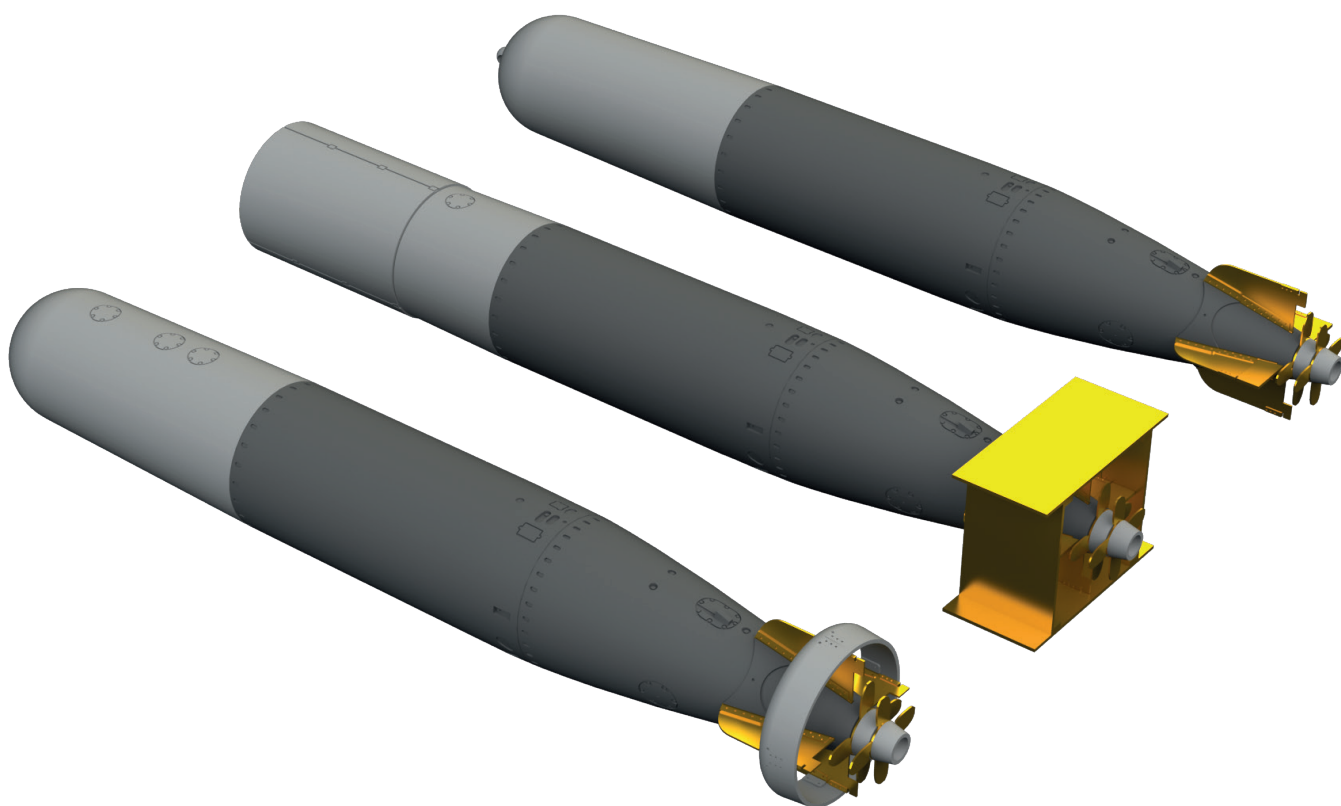
648563 GBU-31(V)3B JDAM 1/48



648566 SUU-20 dispenser w/ BDU-33 & Mk.76 bombs 1/48



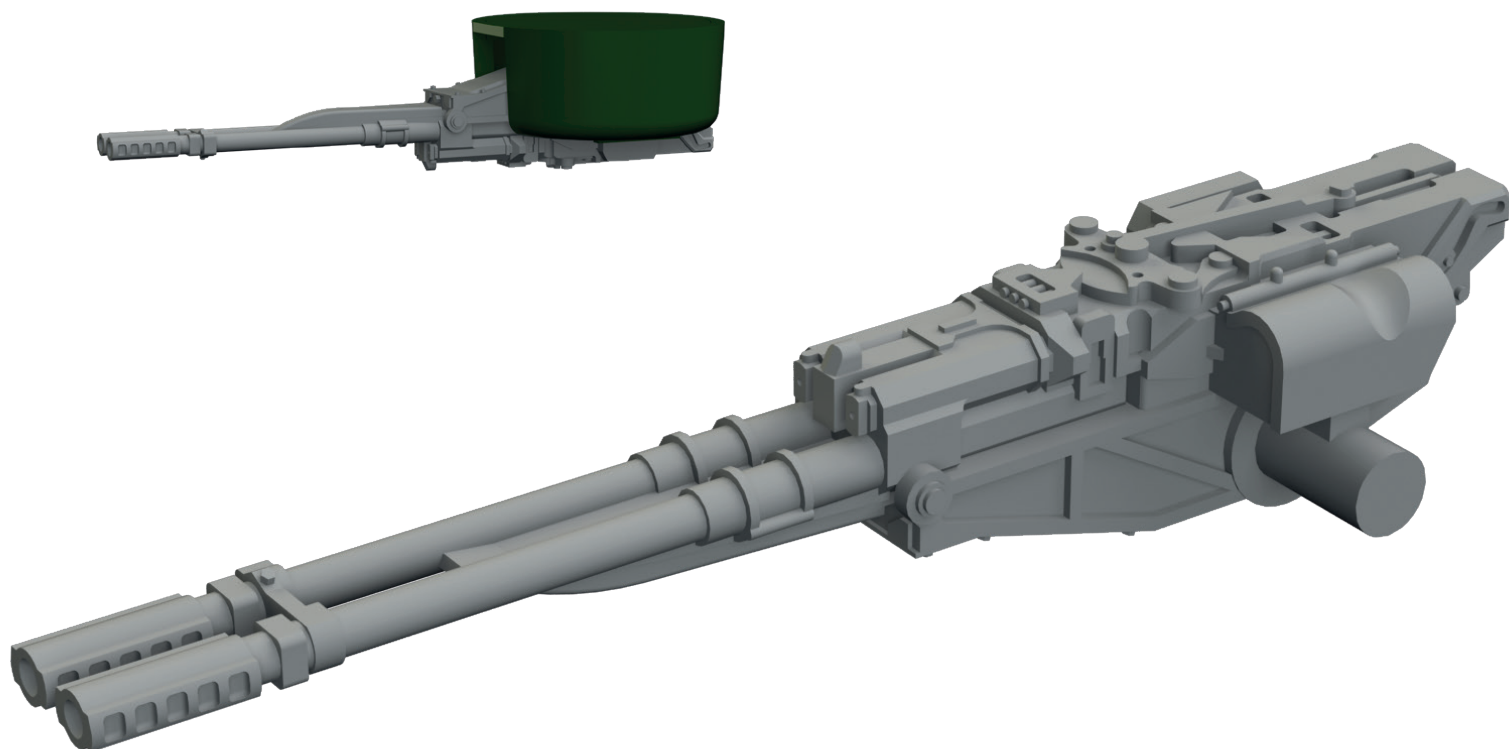
648568 US torpedo Mk.13 1/48



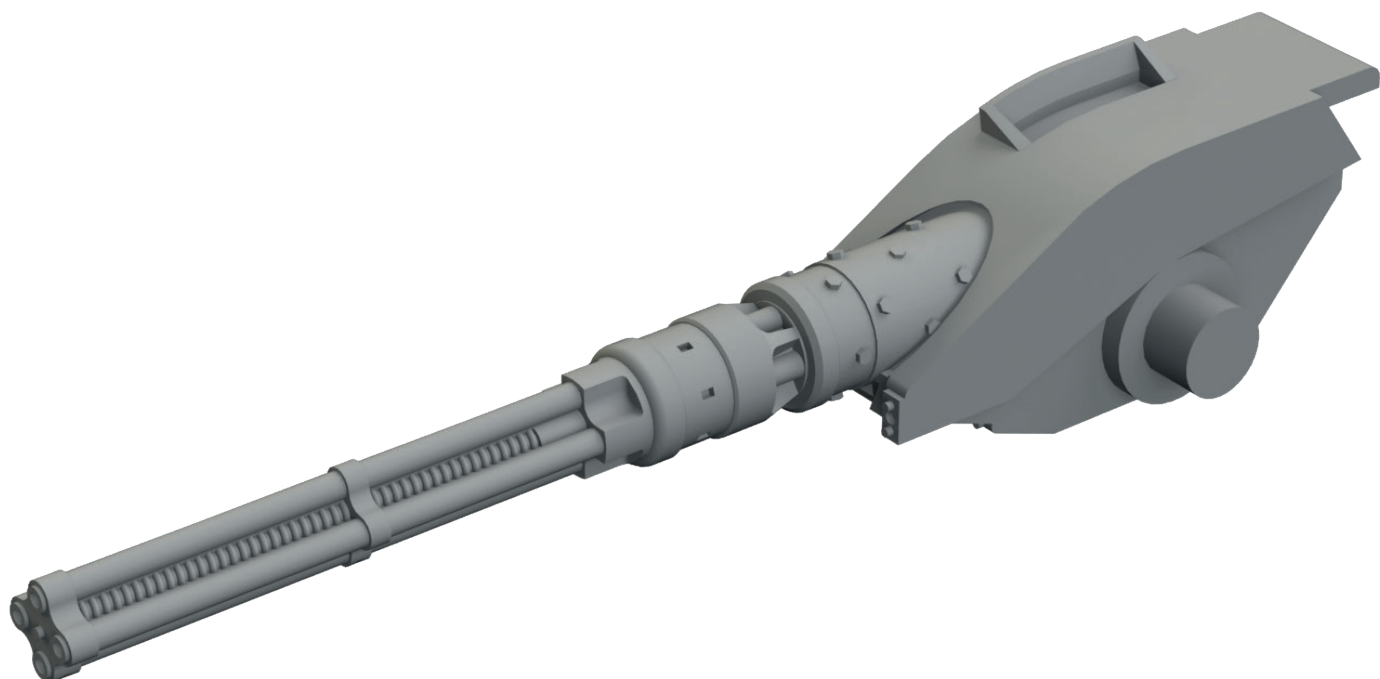
648585 Mi-24V/VP Pitot tubes 1/48 Zvezda



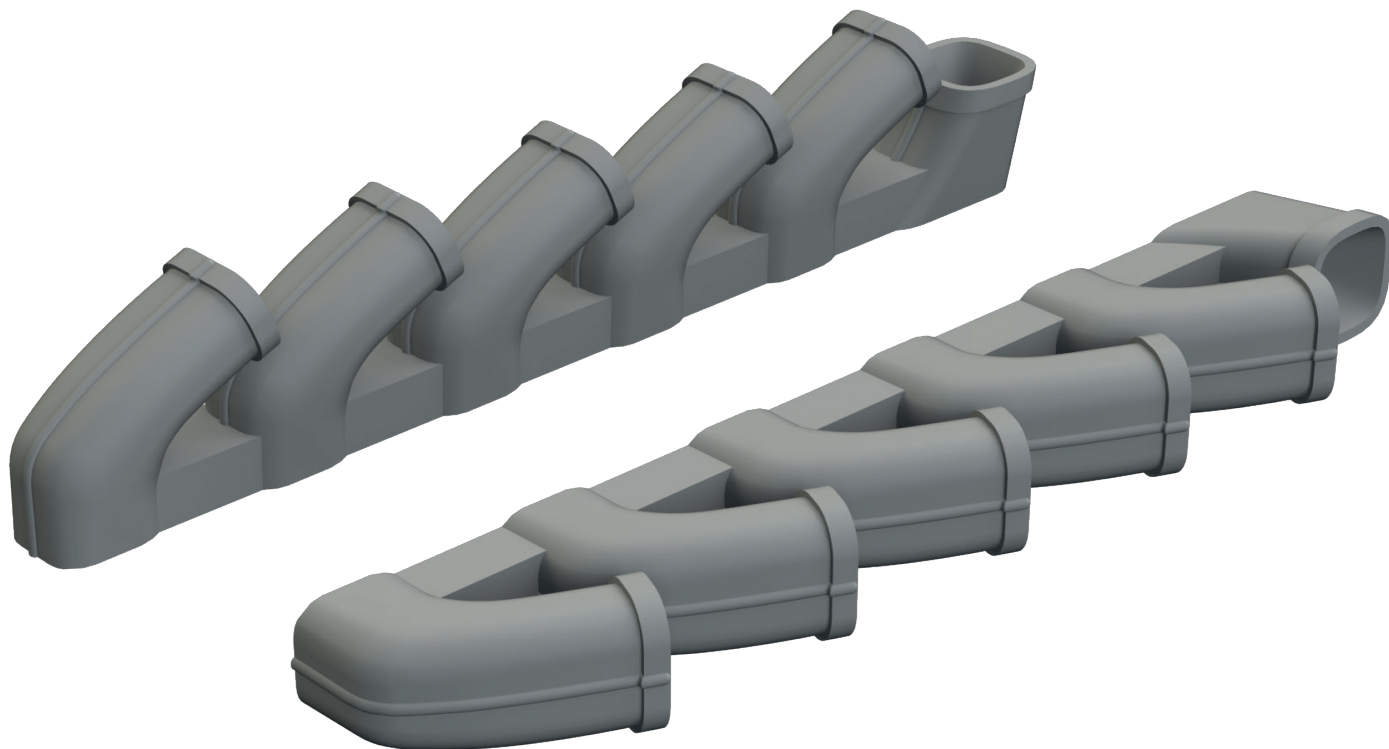
648586 Mi-24VP GSh-23 cannon 1/48 Zvezda



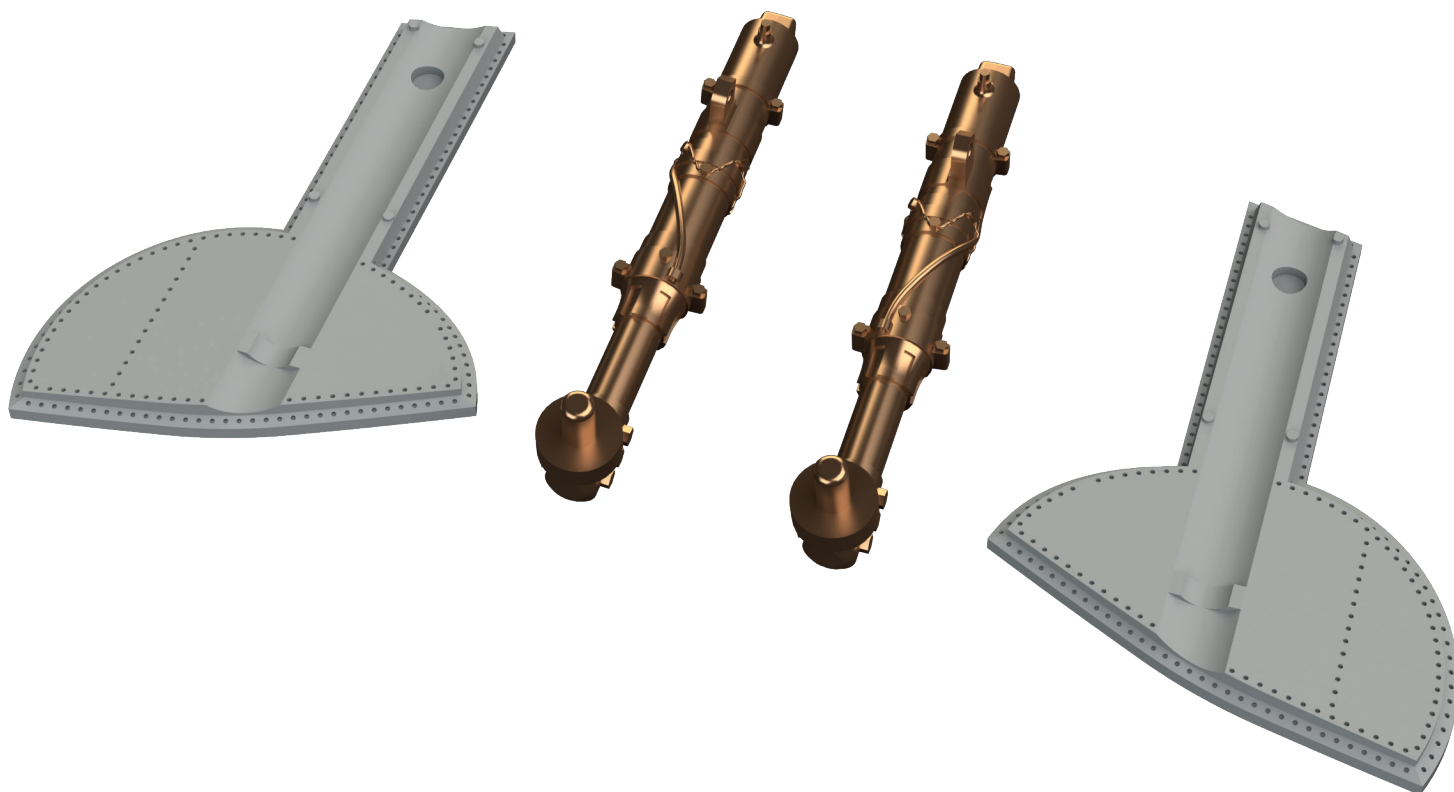
648587 Mi-24V 9A624 machine gun 1/48 Zvezda



648588 Il-2 exhaust stacks 1/48 Zvezda



648589 Spitfire Mk.I undercarriage legs BRONZE 1/48 Eduard



672246 AIM-132 ASRAAM 1/72

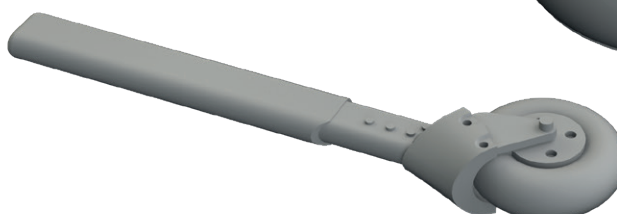
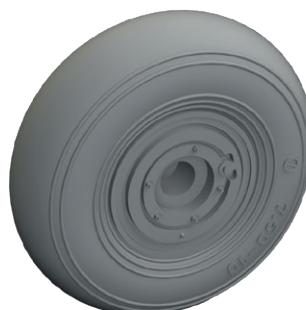
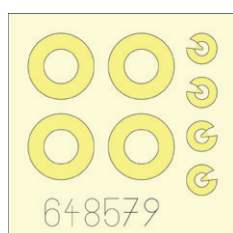
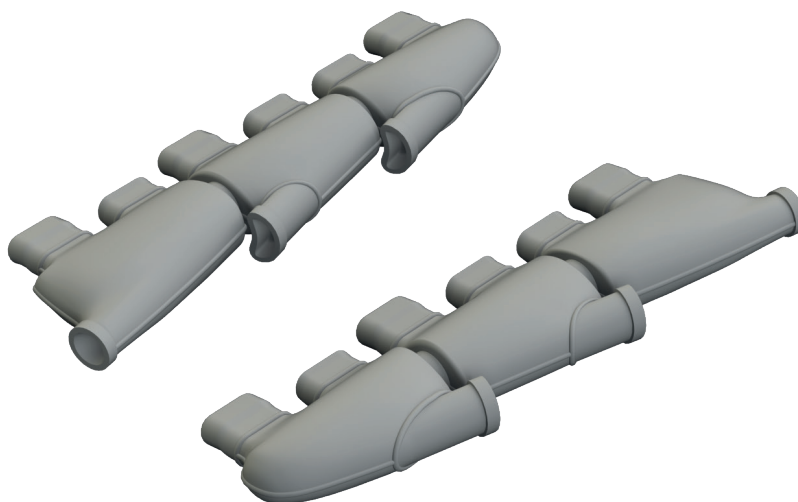
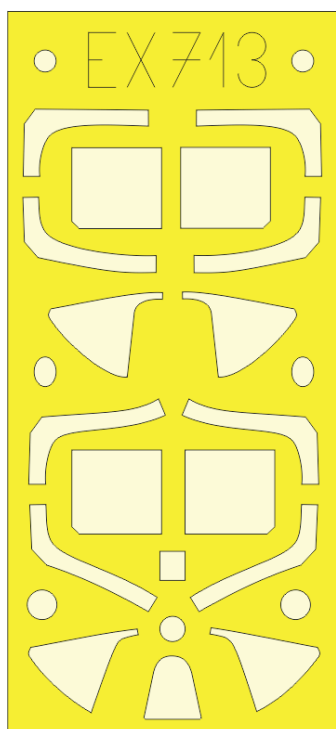
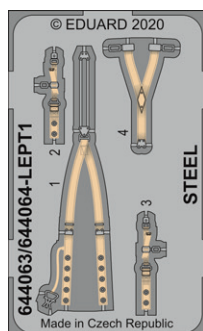


644066 Spitfire Mk.I early LööKplus 1/48 Eduard

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

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

LööKt

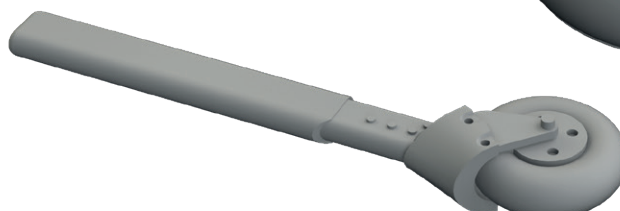
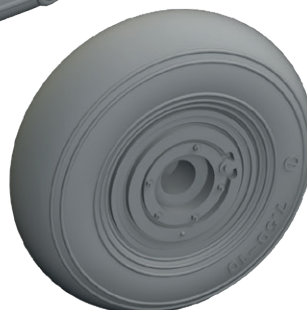
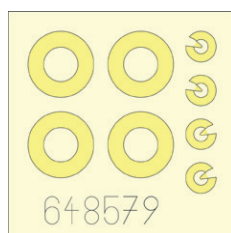
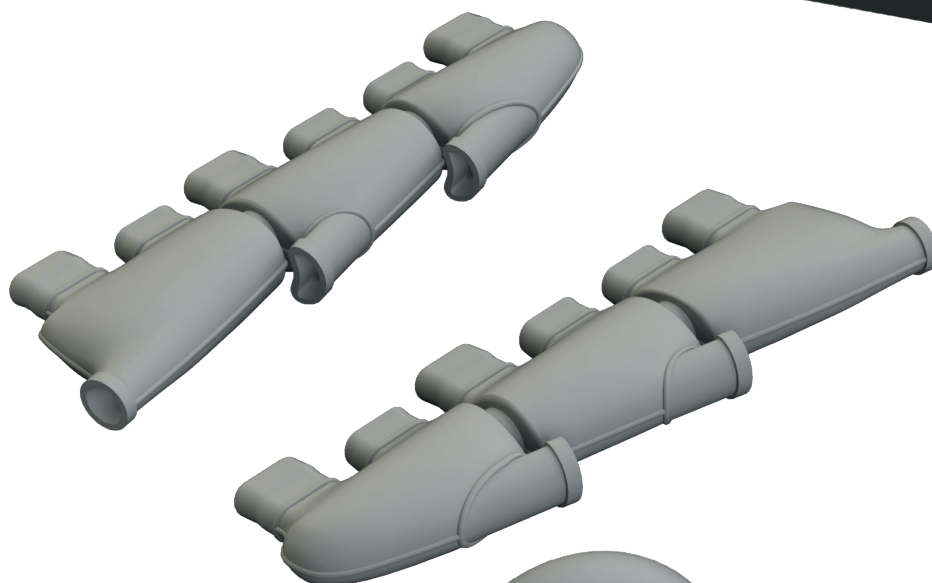
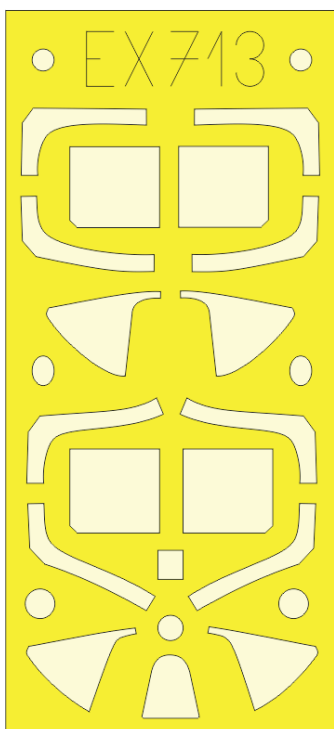
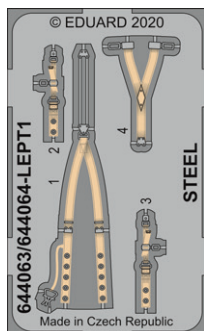


644067 Spitfire Mk.I late LööKplus 1/48 Eduard

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

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

LööK



PE-SETS and Masks

PE-SETS

53259	Bismarck part 1	1/350	Trumpeter
32454	A-26B bomb bay	1/32	Hobby Boss
32972	A-26B rear interior	1/32	Hobby Boss
32973	PZL P.11c	1/32	IBG
481027	Do 217J-1/2 undercarriage	1/48	ICM
481028	B-26C Invader bomb bay	1/48	ICM
481029	B-26C Invader undercarriage & exterior	1/48	ICM
481030	B-25D exterior	1/48	Revell
491113	B-26C Invader	1/48	ICM
491114	B-26C Invader nose interior	1/48	ICM
491115	P-38H	1/48	Tamiya
491117	B-25D	1/48	Revell
491119	O-2A	1/48	ICM
72707	Sunderland Mk.III exterior	1/72	Special Hobby
72708	Sunderland Mk.III bomb bay	1/72	Special Hobby
72709	Sunderland Mk.III maintenance platforms	1/72	Special Hobby
73717	P-51B/C	1/72	Hasegawa/Hobby 2000
73718	D.520	1/72	Hasegawa/Hobby 2000
73721	Sunderland Mk.III interior	1/72	Special Hobby

ZOOMS

33261	PZL P.11c	1/32	IBG
33262	PZL P.11c seatbelts STEEL	1/32	IBG
FE1113	B-26C Invader	1/48	ICM
FE1114	B-26C Invader seatbelts STEEL	1/48	ICM
FE1115	P-38H	1/48	Tamiya
FE1116	P-38H seatbelts STEEL	1/48	Tamiya
FE1117	B-25D	1/48	Revell
FE1118	B-25D seatbelts STEEL	1/48	Revell
FE1119	O-2A	1/48	ICM
FE1120	O-2A seatbelts STEEL	1/48	ICM
SS717	P-51B/C	1/72	Hasegawa/Hobby 2000
SS718	D.520	1/72	Hasegawa/Hobby 2000
SS719	F-14 F.O.D.	1/72	Great Wall Hobby
SS720	MiG-21PFM Weekend	1/72	Eduard
SS721	Sunderland Mk.III	1/72	Special Hobby

MASKS

JX259	PZL P.11c	1/32	IBG
EX714	B-25D	1/48	Revell
EX715	B-25D TFace	1/48	Revell
EX716	B-26C Invader	1/48	ICM
EX717	B-26C Invader TFace	1/48	ICM
EX718	O-2A	1/48	ICM
EX719	P-38H	1/48	Tamiya
EX720	P-38H TFace	1/48	Tamiya
CX579	B-25B	1/72	Airfix
CX580	P-51B/C Malcolm Hood canopy	1/72	Hasegawa/Hobby 2000
CX581	D.520	1/72	Hasegawa/Hobby 2000
CX582	Sunderland Mk.III	1/72	Special Hobby
CX583	MiG-21PFM	1/72	Eduard

DECALS

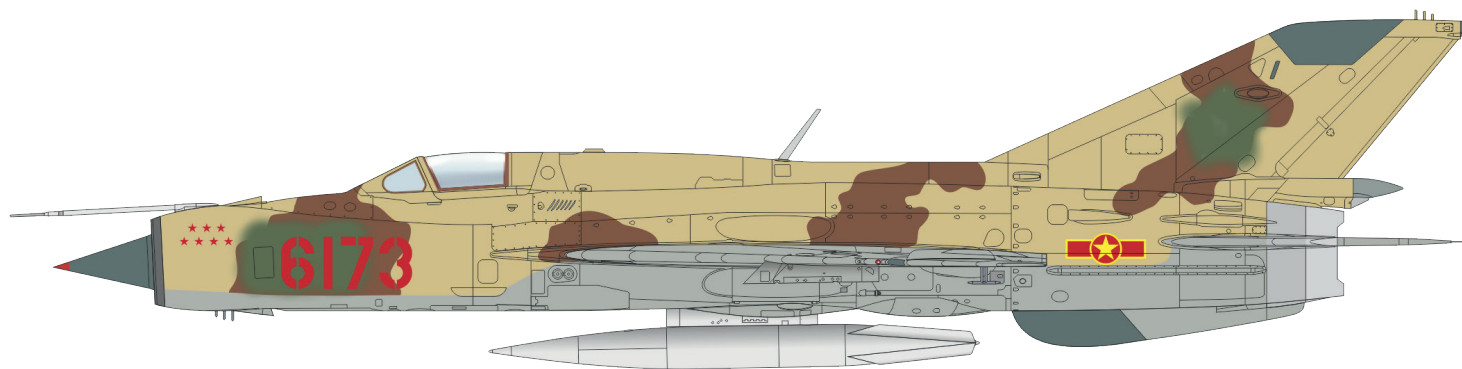
D32002	Bf 108 Taifun	1/32	Eduard
D48051	WILDE SAU Bf 109G-6 JG 301/302	1/48	Eduard
D48056	Mi-24V around the World	1/48	Zvezda
D48057	F6F-3 part 2	1/48	Eduard
D48058	F6F-3 stencils	1/48	Eduard
D48059	F6F-5 stencils	1/48	Eduard
D48060	Mi-24V stencils Czech	1/48	Zvezda
D48061	Mi-24V stencils Russian & English	1/48	Zvezda

MiG-21 PFM

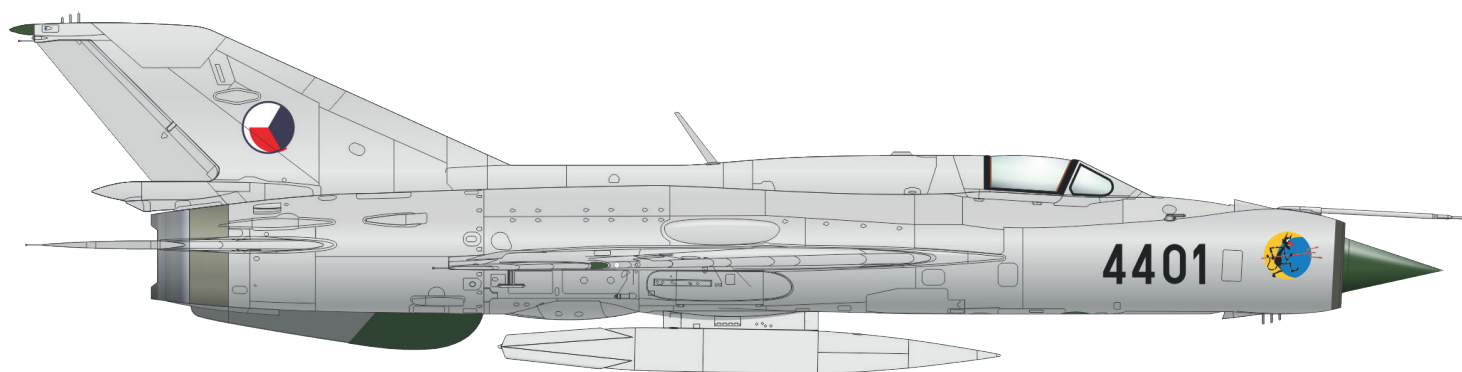
WEEKEND
edition

Cat. No. 7454

1/72



No. 6173, 927th Fighter Regiment, Phúc Yên AB, Socialist Republic of Vietnam, 1979

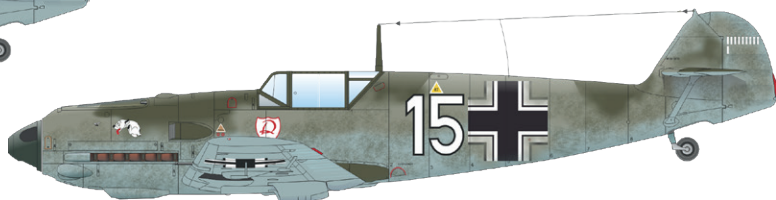
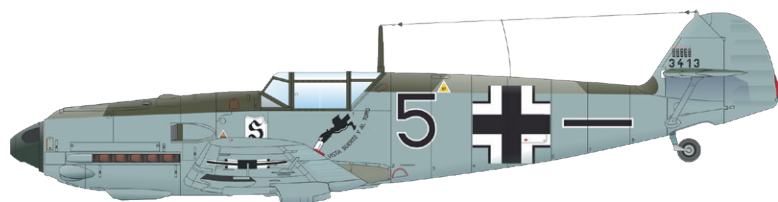
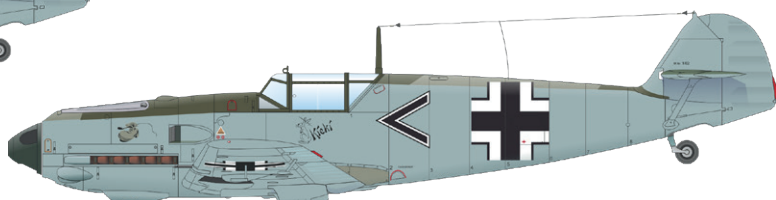
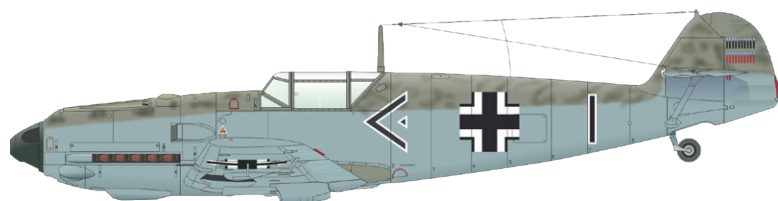


4401, 3rd Squadron, 1st Fighter Regiment, České Budějovice, Czechoslovakia, first half of 1969 – second half of 1970

Adlerangriff

Cat. No. 11107

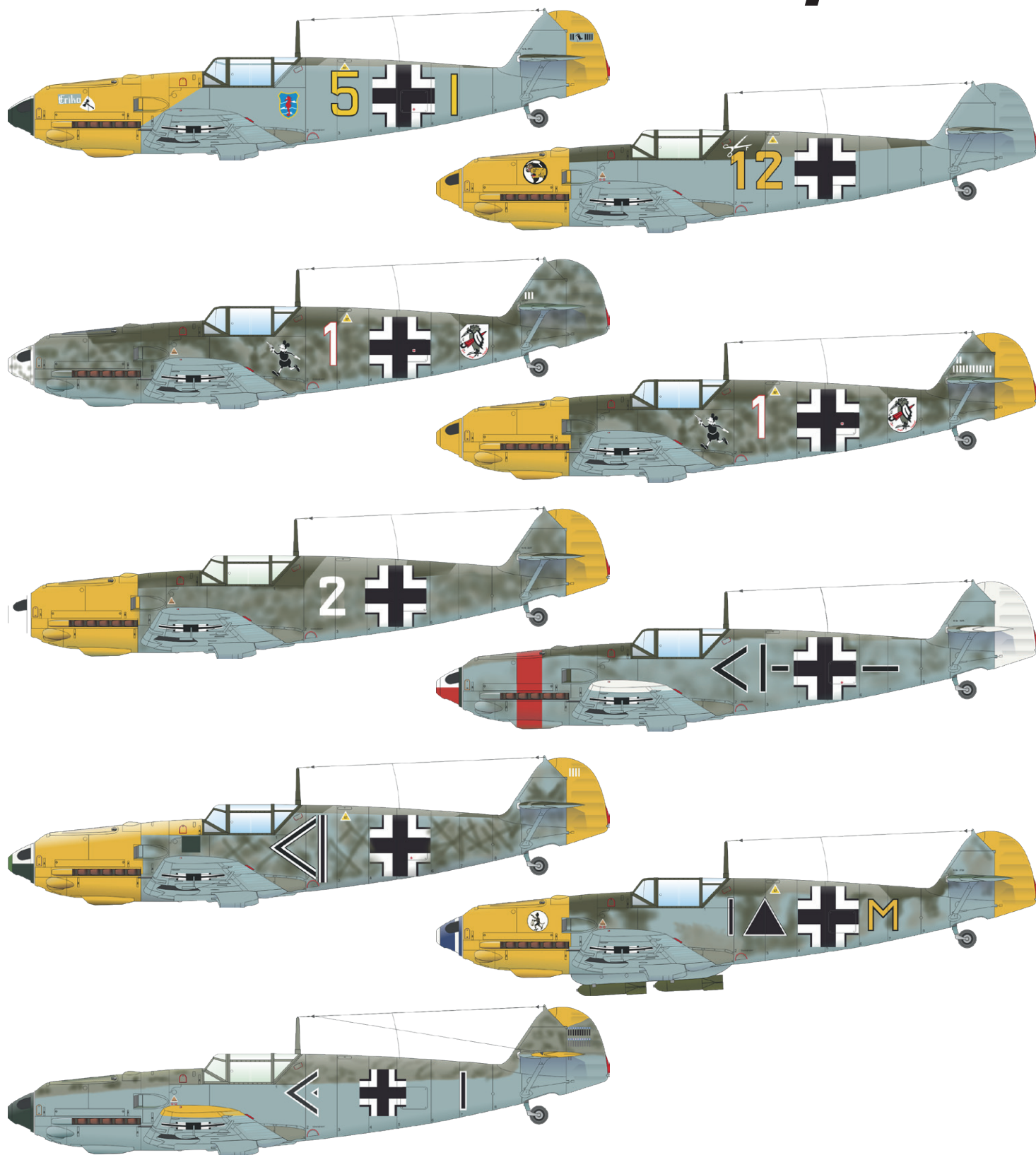
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Adlerangriff

Cat. No. 11107

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Adlerangriff Dual Combo

Cat. No. 11144

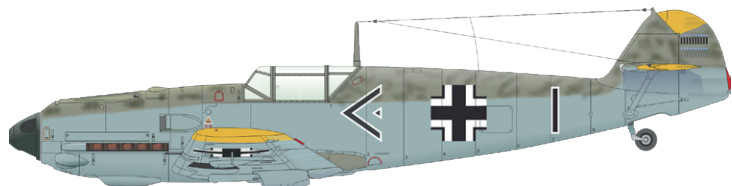
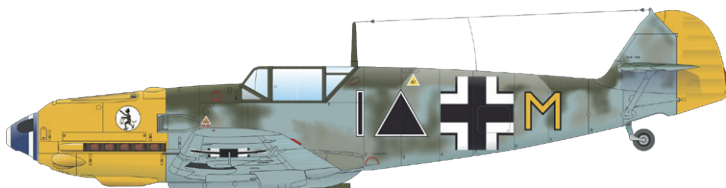
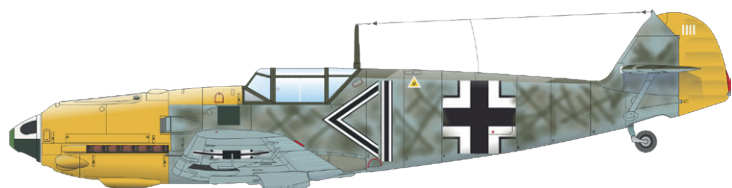
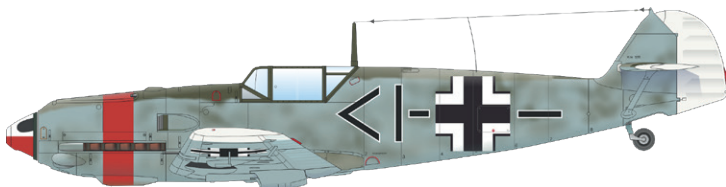
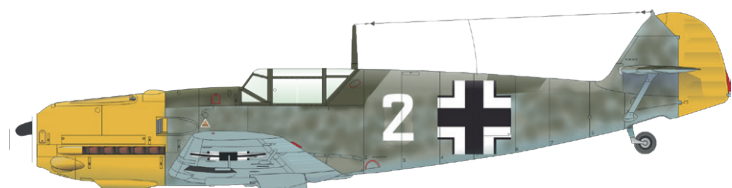
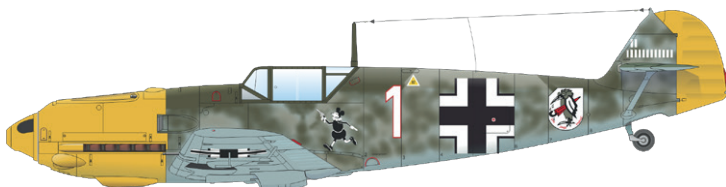
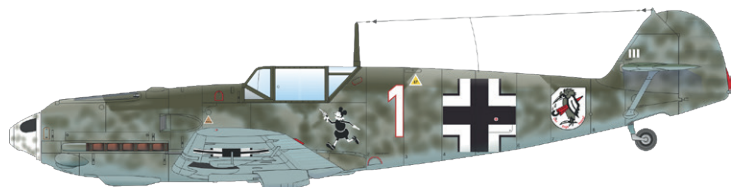
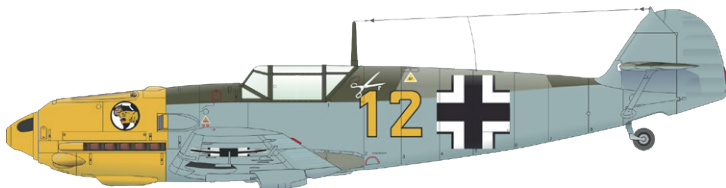
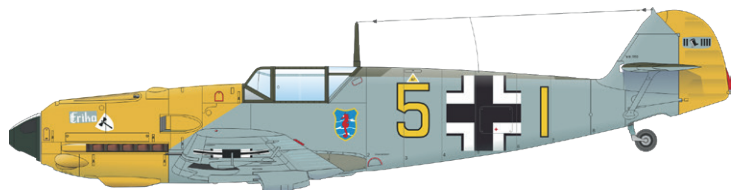
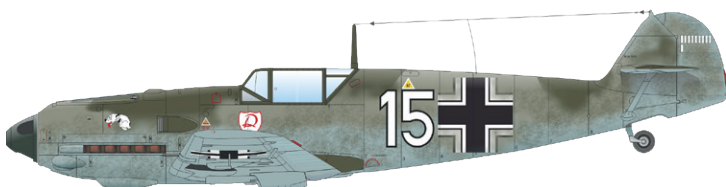
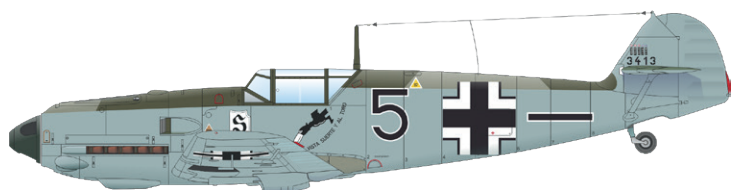
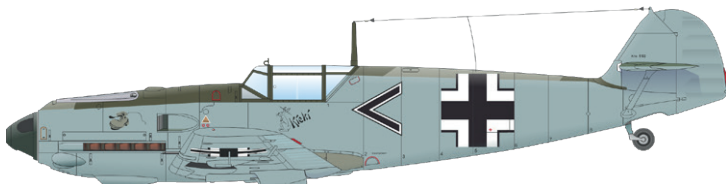
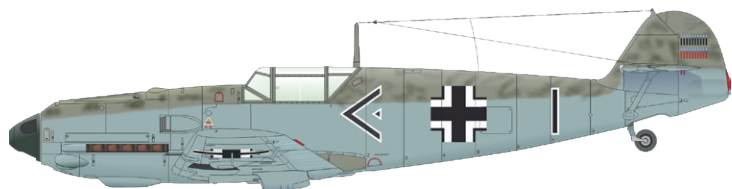
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Adlerangriff Dual Combo

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